Project 206 Utility considerations Based on 574 sheet plans entitled:

(Note: There may be some changes to controllers and power feeds on these plans under review by Designer.)

B.6 (Sheet 8 of 574 of ".pdf") Typical Sections Retaining walls.

D.11 –D.18 – (Sheets 101- 108 of 574 of ".pdf") Ditch offsets and elevations

E.1 –E.3 – (Sheets 109- 111 of 574 of ".pdf") Side street pavement reconstruction elevations changes

M.6 – M.32 – (Sheets 301- 328 of 574 of ".pdf") Storm and Sanitary Sewer Plans.

N.17 – N.29 – (Sheets 344- 356 of 574 of ".pdf") ITS Plan.

P.09 – P.14, P.21 – (Sheets 374- 379,386 of 574 of ".pdf") Aesthetic Lighting Plan.

Q.1 – Q.20 – (Sheets 397- 416 of 574 of ".pdf") Aesthetic Lighting Plan.

SPS.1 – (Sheets 417 of 574 of ".pdf") MSE Wall RW165 (Mississippi Blvd.) Plan and Profile

U.29 - 30 – (Sheets 463- 464 of 574 of ".pdf") Site Grading Plan

V.2 – (Sheet 521 of 574 of ".pdf") MSE Wall Construction limits.

V.32 – V.34 – (Sheets 551-553 of 574 of ".pdf") Noise Wall 3 Plan & Profile.

V.45 – V.47 – (Sheets 564-566 of 574 of ".pdf") Noise Wall 5 Plan & Profile.

LETTING DATE 01/16/2019

P.C.C. PAVEMENT-GRADE AND REPLACE

IM-074-1(206)5--13-82

SCOTT Co.

INDEX OF SHEETS

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10-18-05

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B.22 - B.25	Existing Typical Sections
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C.18	Index of Tabulations
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SPS Sheets	**Bridge Plan Soil Sheets**
SPS.1	Retaining Wall Soils Sheet
S Sheets	**Sidewalk Sheets**
*S.1 - S.9	Sidewalk Legend, Layout Sheets, and Tabulations
T Sheets	**Earthwork Quantity Sheets**
T.1 - T.8	Earthwork Quantity Sheets

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
(LIGHTING SUBMITTALS, IDENTITY ELEMENTS, DESIGN NO 217, 315, AND TRAFFIC AND BICYCLE RAILING)

ITERIS, INC.
4200 PIONEER WOODS DRIVE, SUITE A
LINCOLN, NE 68506
402-476-5101
(ITS SUBMITTALS)

HANSON PROFESSIONAL SERVICES INC.
7625 N. UNIVERSITY STREET, SUITE 200
PEORIA, IL 61614
309-691-0902
(TRAFFIC SIGNALS)

HANSON PROFESSIONAL SERVICES INC.
1525 S. SIXTH ST.
SPRINGFIELD, IL 62703-2886
217-747-9256
(WALL 165 AND AESTHETIC PANELS)

IOWA DOT
Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

SCOTT COUNTY

P.C.C. PAVEMENT - GRADE AND REPLACE

I-74 FROM 12TH AVENUE IN MOLINE TO NORTH OF LINCOLN ROAD IN BETTENDORF

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

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

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

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	--	

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.11, B.15-B.18, B.21-B.25, C.1-C.63, D.1-D.18, F.1-F.5, G.10-G.17, G.19-G.22, G.24, J.1-J.69, J.82-J.109, K.1-K.25, L.1-L.9, M.1-M.23, M.31-M.32, S.5-S.9, T.1-T.8, U.1-U.11, U.17-U.24, U.29-U.85, W.1-W.265, Y.1-Y.106

REVISIONS

TOTAL 960
PROJECT IDENTIFICATION NUMBER
03-82-074-010-03
PROJECT NUMBER
IM-074-1(206)5--13-82
R.O.W. PROJECT NUMBER
IM-074-1(144)5--13-82

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10-18-05

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U.39	Stage Storm Sewer Pipe Construction and Pipe Cap Detail
U.40	Rock Excavation Trench for Sewers
U.41 - U.51	Guardrail Detail Sheets
U.52	TBR Connection F Shape Barrier
U.53 - U.54	Traffic and Bicycle Railing Detail
U.55 - U.59	Rectangular Barrier Intake Modified Standard
U.60 - U.65	Concrete Barrier Details and Modified Standards
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U.70 - U.73	Closure Wall, Light Pole Blister, and Fence Details
U.74 - U.85	Bridge Appoach Pavement Modified Standards (FIO)
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W Sheets	**Cross Section Key Plan**
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X Sheets	**Side Road Cross Sections**
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* COLOR PLANS
** TO BE INSERTED AT LATER DATE

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SHEET NO.	NAME	TYPE
A.1	Jeffrey J. Tardy	Primary Signature Block
B.12	Steven S. Sweet	Local Roadway Design
B.19	Monica M. Converse	Site Design
G.1	Coventine Fidis	Reference Ties/Benchmarks
N.1	Todd M. Artz	Traffic Signal Design
N.10	Steven P. Garbe	ITS Design
P.1	Geoffrey Thiesse	Lighting Design
Q.1	Kipkoech K. Chepkoit	Geotechnical Design
V.1	Robert Chantome	Retaining Wall Design
V.3	Jennifer Radloff	Architectural Design
V.9	David J. Morrill	Structural Design
V.13	Joseph D. Appel	Structural Design

(NOT FOR BID)

Date: 03-07-2016

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

PRIORITY I ACCESS

ROCK ISLAND COUNTY, ILLINOIS

6747+16.75
BEGIN PROJECT

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

STA. 6845+43.35
END PROJECT

SCOTT COUNTY, IOWA

CITY OF DAVENPORT

CITY OF BETTENDORF

MIDDLE RD

US 6

53RD ST

11TH ST

10TH ST

US 67 SB

US 67 NB

STATE ST

13TH ST

BROWN ST

KIMBERLY RD

LINCOLN RD

14TH ST

MISS. BLVD

15TH ST

16TH ST

I-74

MISSISSIPPI RIVER

SPRUCE HILLS DRIVE

T-78N

US 67 INTERCHANGE

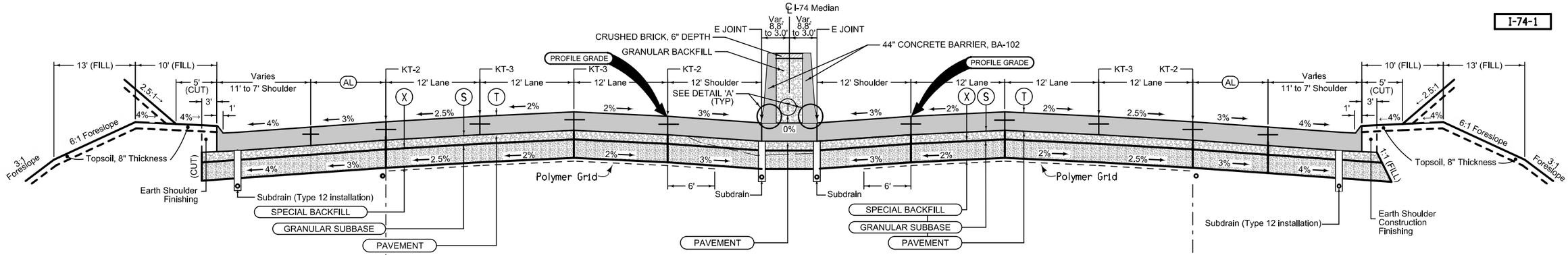
ILLINOIS JURISDICTION | IOWA JURISDICTION

BEGIN IOWA PROJECT.
BRIDGE CONSTRUCTION BY OTHERS

LOCATION MAP SCALE
0 0.5 1.0
Miles

PROJECT LOCATION

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **A.2**



Curbed Shoulder

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

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

LT-2		
BEGIN STATION	END STATION	Curb Type See PV-102
6809+12.34	6839+14.17	6" Sloped *

See U Sheets for Bridge Approach Pavement By Others

* 4" Sloped Curb at Guardrail

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

AUX-L		
STATION TO STATION		(AL) Feet
6809+12.34	6839+14.17	12

I-74-1				
STATION TO STATION		(X) Inch	(S) Inch	(T) Inch
6804+58.53	6833+90.00	12	6	11
6835+10.00	6839+50.00	12	6	11

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

AUX-R		
STATION TO STATION		(AL) Feet
6807+51.12	6839+04.04	12

Curbed Shoulder

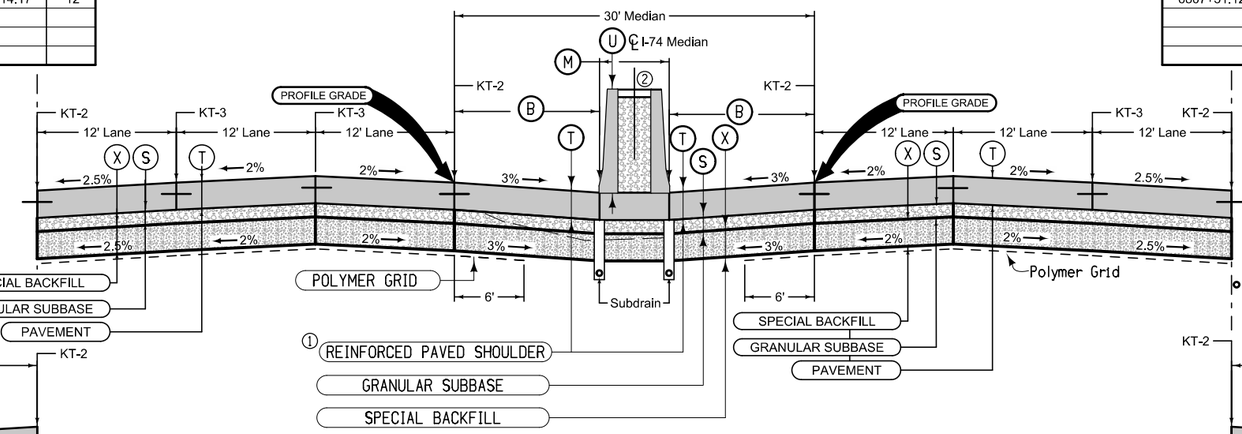
Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

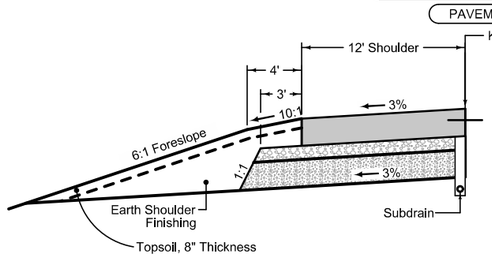
Transverse: C at 20' spacing
Single pour: L-2
Staged : KT-2

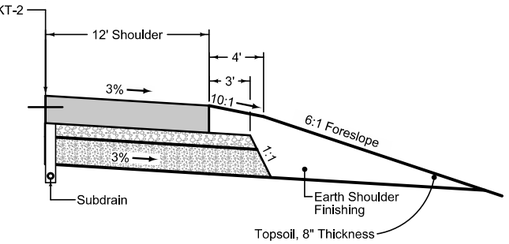
RT-2		
BEGIN STATION	END STATION	Curb Type See PV-102
6807+51.12	6839+04.04	6" Sloped *

See U Sheets for Bridge Approach Pavement By Others

* 4" Sloped Curb at Guardrail







I-74-2							
STATION TO STATION		(T) Inches	(S) Inches	(U) Inches	(M) Feet	(B) Feet	(X) Inches
6833+90.00	6835+10.00	11	6	44-	6.0-	12	12
				54	7.2		

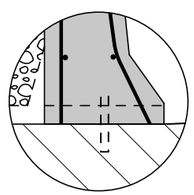
Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

Paved Shoulder FILL

PCC Shoulder jointing:
Longitudinal joint: BT-1 or BT-3
Transverse joints: C at 20' spacing
HMA Shoulder Jointing:
Longitudinal joint: B

LT-1	
BEGIN STATION	END STATION
6804+80.64	6809+12.34
6839+14.17	6839+50.00

See U Sheets for Bridge Approach Pavement By Others



DETAIL 'A'
3" Weep Hole (3)

1. See U Sheets and C Sheets for Reinforced Paved Shoulder Limits
2. See U Sheets Concrete Barrier at Lincoln Road.
3. Construct weep holes from 3 inch diameter PVC pipe. Maximum spacing between weep holes is 20 feet. However, keep holes at least 5 feet from any transverse joints. Cover interior of weep holes with copper screening or galvanized hardware cloth. Attach engineering fabric at least 3 inches above top of weep holes in a manner approved by the engineer. The cost of supplying and installing weep holes, engineering fabric, and screening will be considered incidental to concrete barrier items.

NOTE: Do not construct weep holes in areas of reinforced paved shoulder.

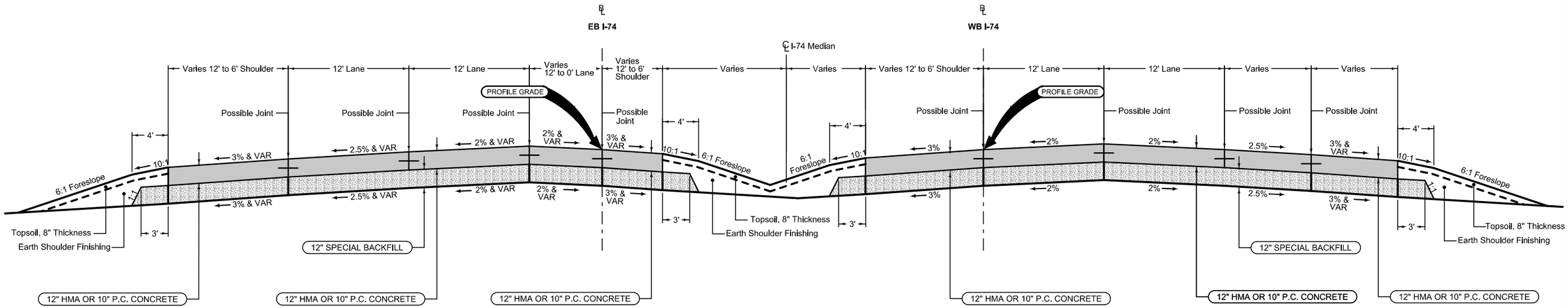
Paved Shoulder FILL

PCC Shoulder jointing:
Longitudinal joint: BT-1 or BT-3
Transverse joints: C at 20' spacing
HMA Shoulder Jointing:
Longitudinal joint: B

RT-1	
BEGIN STATION	END STATION
6804+58.53	6807+51.12
6839+04.04	6839+50.00

See U Sheets for Bridge Approach Pavement By Others

I-74



Paved Shoulder FILL

I-74-EB	
BEGIN STATION	END STATION
6839+50.00	6843+10.00

I-74-EB	
STATION TO STATION	
6839+50.00	6843+10.00

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

I-74-WB	
STATION TO STATION	
6839+50.00	6843+43.35

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

Paved Shoulder FILL

I-74-WB	
BEGIN STATION	END STATION
6839+50.00	6843+43.35

Curbed Shoulder

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

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

			1R_Curb 04-19-11
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
1497+02.31	1501+16.78	7	6" Sloped
1506+33.80	1509+11.75	7	6" Sloped

See U Sheets for Bridge Approach Pavement By Others

Curbed Shoulder

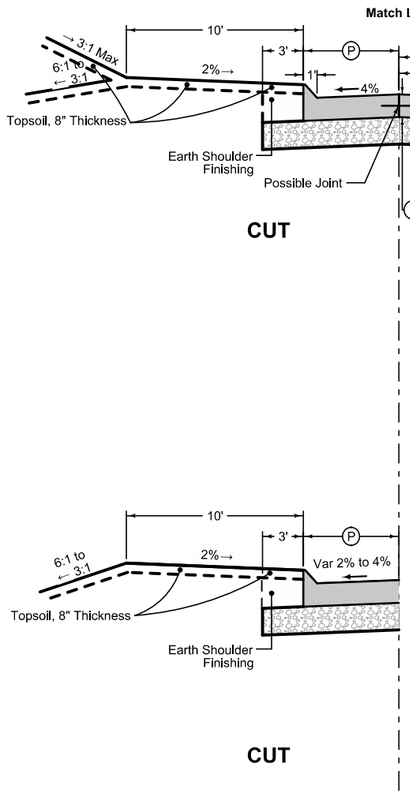
Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

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

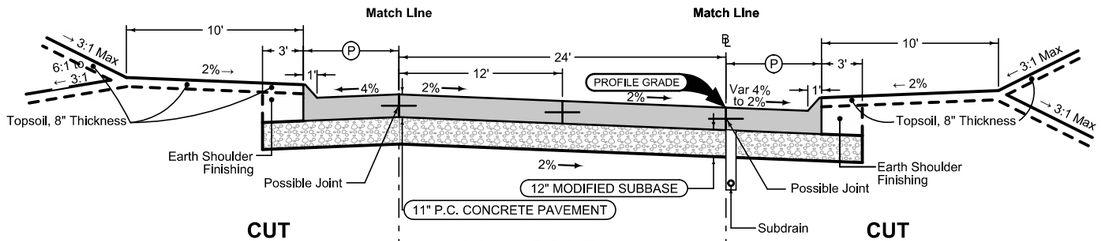
			1R_Curb 04-19-11
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3591+15.45	3592+86.71	7	4" Sloped
3592+86.71	3594+30.26	7	6" Sloped
1501+16.78	1502+46.78	7	6" Sloped
1504+28.48	1506+33.80	7	4" Sloped

See U Sheets for Bridge Approach Pavement By Others

See U Sheets for Curb Transitions



CUT

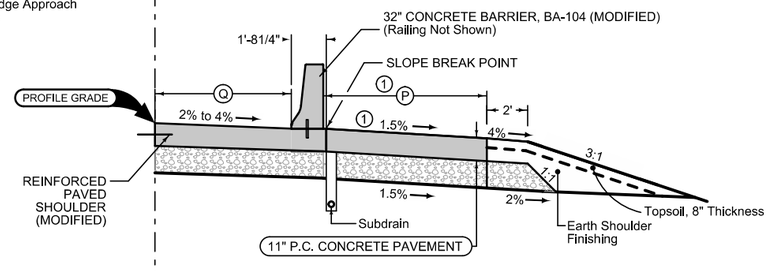


CUT CUT

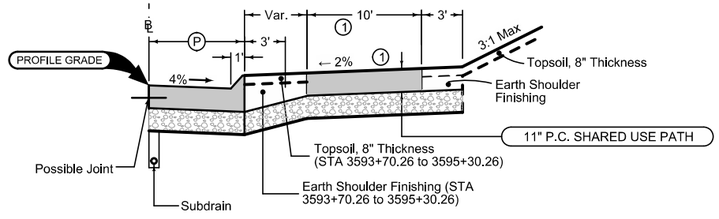
2 Lane PCC Ramp

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

See U Sheets for Bridge Approach Pavement By Others



FILL



CUT

Curbed Shoulder

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

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

			1R_Curb Modified
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
1497+02.31	1502+46.78	11	6" Sloped

See U Sheets for Bridge Approach Pavement By Others

Shared Use Path

Longitudinal joint: L or KT
Transverse joint: Match Mainline

STATION TO STATION		1 R_P_ALT_ 10-21-14 (P) Feet	(Q) Feet
3591+15.45	3593+95.45	14	10

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

Curbed Shoulder

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

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

			1R_Curb Modified
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3593+95.45	3595+30.26	11	6" Sloped

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

Note: All sections shown in the direction of travel

US 67 RAMP A AND C

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

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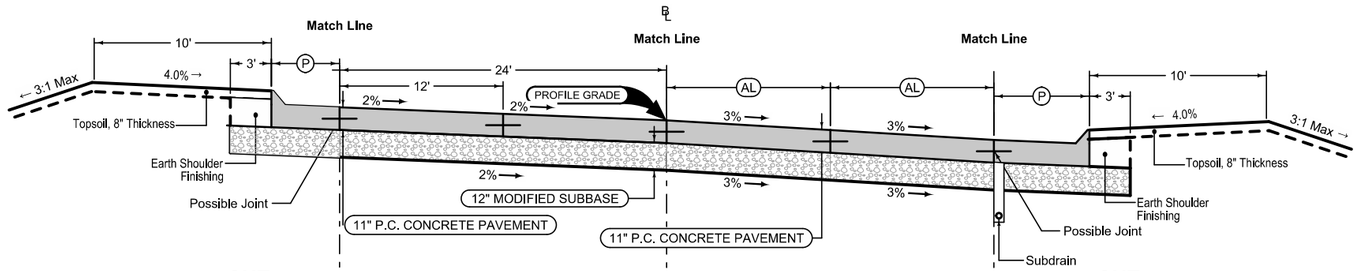


CUT

CUT

Section shown in the direction of traffic.

Ramp Jointing:
Transverse joints: CD at 20' spacing.
Longitudinal joint: L-2

2RP_ 04-16-13	
BEGIN STATION	END STATION
2591+08.39	2592+65.24

Longitudinal joint: L or KT
Transverse joint: Match Mainline

2_AuxLane_PCC_ Modified		
STATION TO STATION		(AL) Feet
2591+08.39	2592+65.24	12'

Curbed Shoulder

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

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

			1R_Curb Modified
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
2591+08.39	2591+88.39	7'	6" Sloped

Curbed Shoulder

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

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

			1R_Curb Modified
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
2591+08.39	2592+65.24	3'	6" Sloped

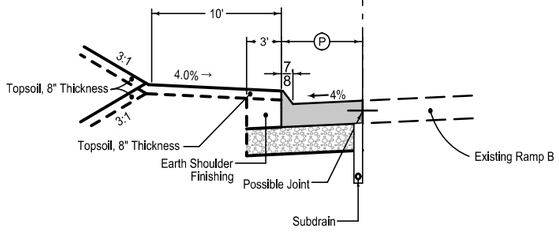
Auxiliary Lane

Curbed Shoulder

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

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

			1R_Curb Modified
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
2591+88.39	2594+26.77	7	6" Sloped



CUT

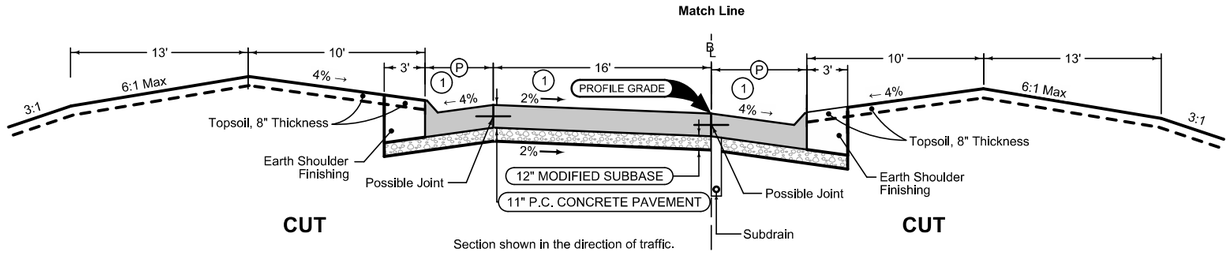
US 67 Ramp B

Curbed Shoulder

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

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

			1R_Curb 04-19-11
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
4503+61.84	4507+50.67	5	6"Sloped

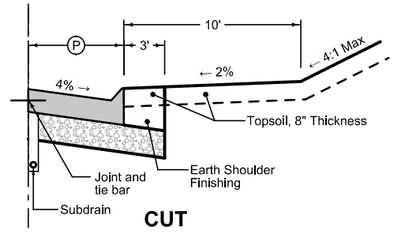


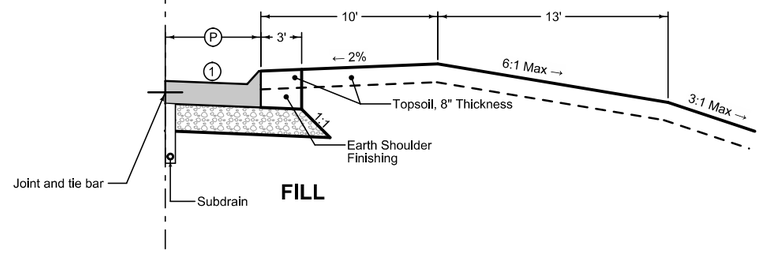
Section shown in the direction of traffic.

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

		1RP_ 10-19-10
BEGIN STATION	END STATION	
4504+12.07	4507+50.67	

(1) Refer to K sheets for Slope details





Curbed Shoulder

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

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

			1R_Curb 04-19-11
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
4503+62.15	4507+50.67	7	6"Sloped

Curbed Shoulder

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

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

			1R_Curb Modified
BEGIN STATION	END STATION	(P) Feet	(2) Curb Type See PV-102
4496+46.78	4497+50.00	7'	6" Sloped

(2) Refer to U sheets for curb type transition and locations

Curbed Shoulder

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

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

			1R_Curb Modified
BEGIN STATION	END STATION	(P) Feet	(2) Curb Type See PV-102
4497+50.00	4498+43.00	7'	4" Sloped

(1) Refer to K sheets for Slope details

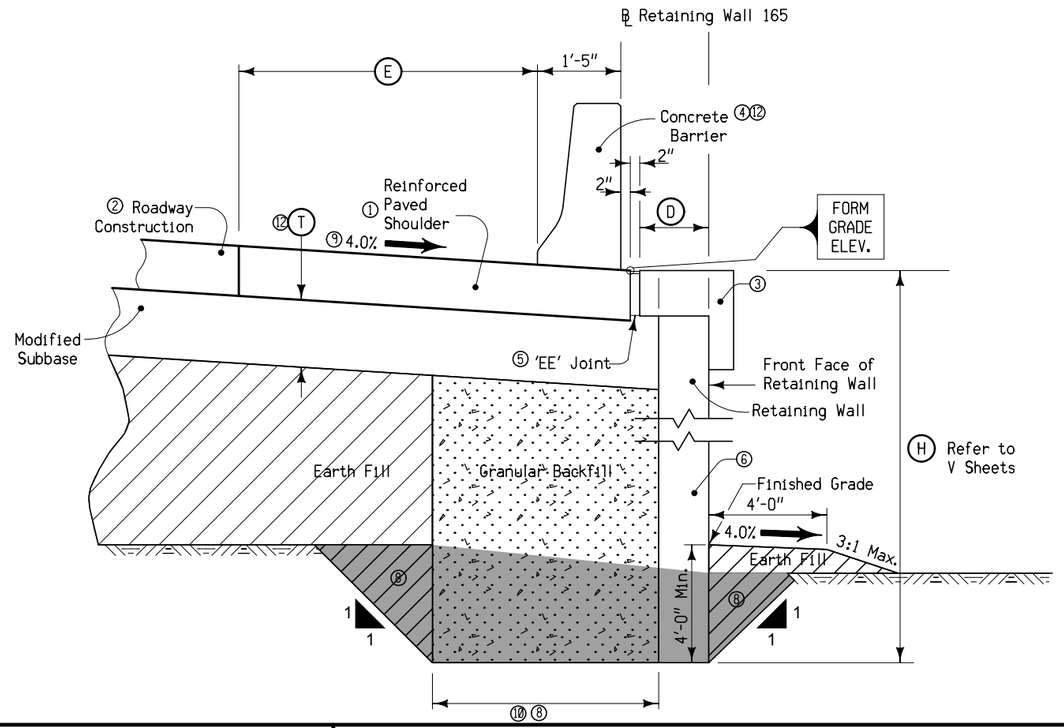
(2) Refer to U sheets for curb type transition and locations

See Tab 100-24 for pavement quantities.

US 67 RAMP D

LOCATION				(E)	(D)	(T)
ROAD IDENTIFICATION	STATION TO STATION		SIDE	Feet	Feet	Inches
RET. WALL 165						
US 67 - RAMP A	1504+28.48	1504+40.10	RT	10	4.25	12
US 67 - RAMP A	1504+40.10	1504+60.00	RT	10	4.25-2.25	12
US 67 - RAMP A	1504+60.00	1510+73.26	RT	10	2.25	12
	STATION EQUATION					
US 67 - RAMP A	1509+11.06=	1510+90.28	RT			
I-74	=6809+12.34	=6810+91.75	RT			

WALL 1



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

② Refer to B Sheets for details of roadway construction.

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

④ Refer to Standard BA-104 for details of 34" concrete barrier.

⑤ See Standard Road Plan PV-101 for details.

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

⑦ Reinforced paved shoulder, barrier, modified subbase, and polymer grid included in approach pavement construction by BRFIM-074-1(199)5--05-82 from STA 4501+25.00 to Ramp D Bridge.

⑧ Excavation, Class 10, Roadway and Borrow

⑨ Refer to K Sheets for Slope Details

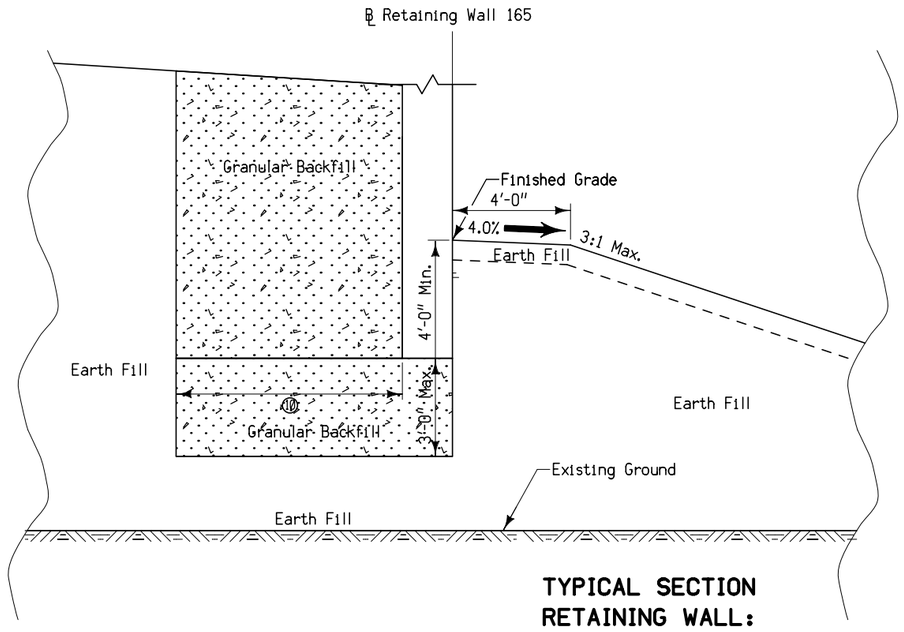
⑩ Refer to V Sheets for exact limits

⑪ Shown in the direction of travel

⑫ Refer to U Sheets for Light Pole Blister Details

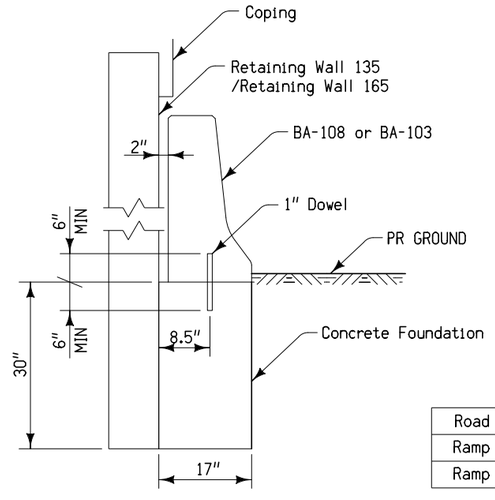
TYPICAL SECTION RETAINING WALL DETAILS AND LOCATIONS

WALL 2



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

WALL 3



① Refer to Standards BA-108 and BA-103 for details of concrete barrier.

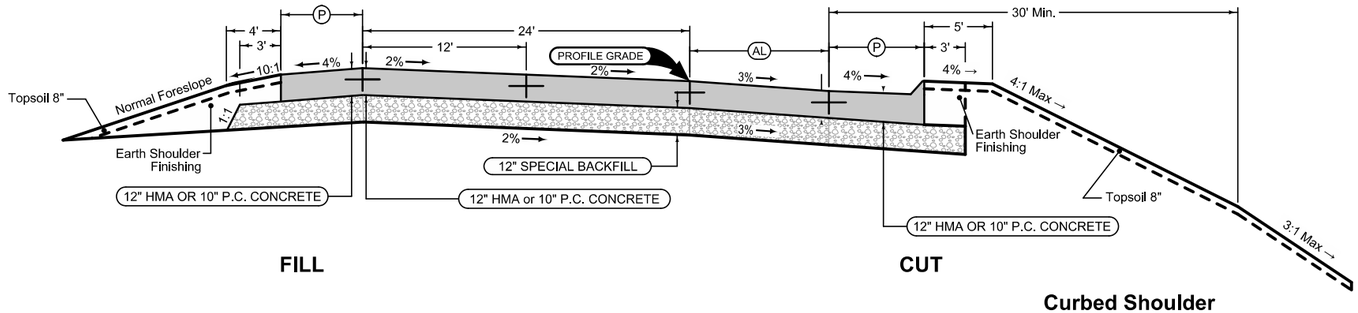
② Refer to B Sheets for details of roadway construction.

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

Road Identification	Station to Station	
Ramp A	1505+52.26	1508+08.38
Ramp D	4499+17.00	4500+37.00

14TH ST AT RAMP D RETAINING WALL KIMBERLY RD AT RAMP A RETAINING WALL

RAMP B



Full Depth Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: C at 20' spacing

	2_AL_Shldr_FullPCC_ MODIFIED	
(P) Feet	BEGIN STATION	END STATION
4	2539+00.89	2550+66.79

Section shown in the direction of traffic.

Ramp Jointing:
Transverse joints: CD at 20' spacing.
Longitudinal joint: L-2

	2RP_ MODIFIED
BEGIN STATION	END STATION
2539+00.89	2550+66.79

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

	2_AuxLane_PCC_ MODIFIED	
STATION TO STATION		(AL) Feet
2539+00.89	2540+75.09	12
2540+75.09	2543+14.84	12 to 0
2547+21.50	2548+21.50	0 to 12
2548+21.50	2550+66.79	12

Curbed Shoulder

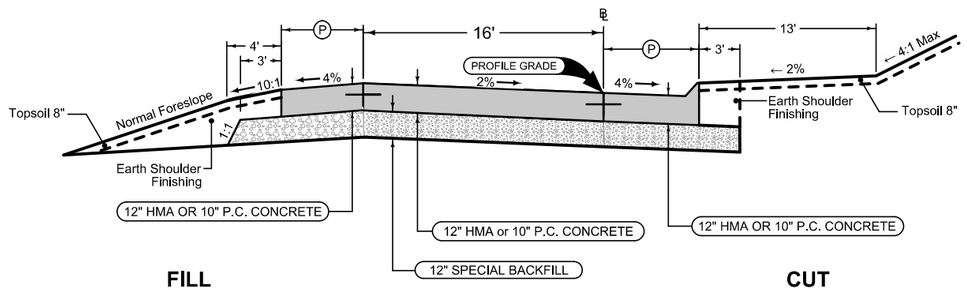
Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

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

		1R_Curb MODIFIED	
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
2539+00.89	2543+14.84	11	6" Sloped
2543+14.84	2543+95.09	11 to 7	6" Sloped
2543+95.09	2541+21.50	7	6" Sloped
2541+21.50	2548+41.05	7 to 5	6" Sloped
2548+41.05	2550+66.79	5	6" Sloped

MIDDLE RD RAMP B PAVING

RAMP C



Full Depth Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: C at 20' spacing

	2_AL_Shldr_FullPCC_ MODIFIED	
(P) Feet	BEGIN STATION	END STATION
4	3539+16.02	3545+98.23

Section shown in the direction of traffic.

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

	1RP_ 10-19-10
BEGIN STATION	END STATION
3539+16.02	3545+98.23

Curbed Shoulder

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

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

		1R_Curb MODIFIED	
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3539+16.02	3545+98.23	7	6" Sloped

MIDDLE RD RAMP C PAVING

RAMP C_DET

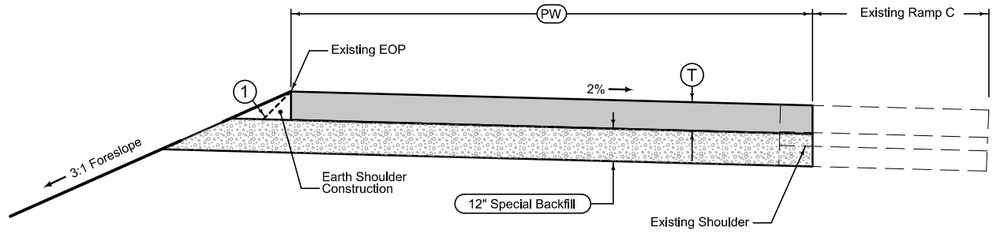
LOCATION			DIMENSIONS				Earth Shoulder Construction
			HMA		PCC		
ROAD IDENTIFICATION	STATION TO STATION		(PW) Feet	(T) Inches	(PW) Feet	(T) Inches	Station
TEMP MIDDLE	11+32.91	14+25.00	Var.	10.5	Var.	8.5	
ROAD RAMP C	14+25.00	19+88.46	23	10.5	23	8.5	5.63

Quantity calculations based on vertical pavement edges and 8.5" Depth.

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

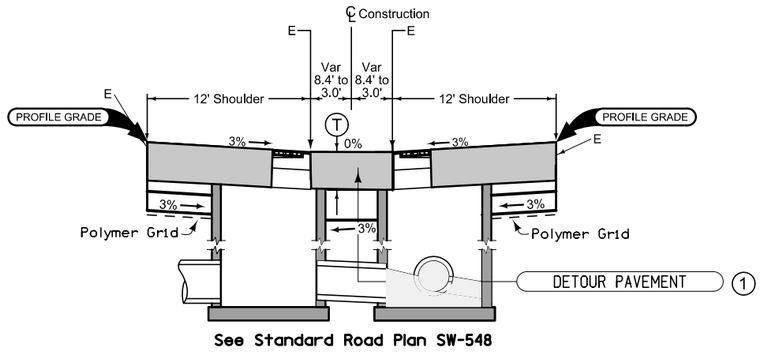
(1) Possible HMA 1:1 Slope

Section shown in direction of Traffic



DETOUR PAVING

I-74_DET

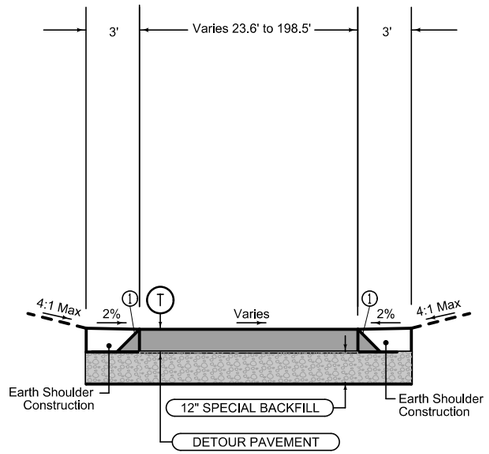


See Standard Road Plan SW-548

LOCATION			(T) Inches HMA	(T) Inches PCC
ROAD IDENTIFICATION	STATION TO STATION			
I-74	6812+99.44	6833+90.00	10.5	8.5
I-74	6835+10.00	6839+50.00	10.5	8.5

(1) Pavement to be removed in stage 3B-2 for construction of light poles and lane utilization structure drilled shafts. See typical detail Footing-1

Ramp A_Det

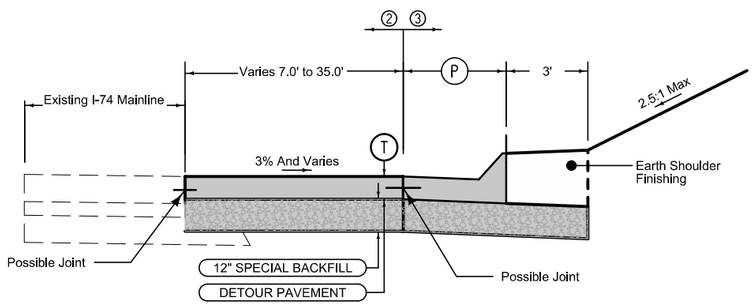


CUT **CUT**

LOCATION			Ⓣ HMA Inches	Ⓣ PCC Inches
ROAD IDENTIFICATION	STATION TO STATION			
Kimberly Road	4623+46.76	4624+64.37	10.5	8.5
Exist Exit Ramp A				

Ⓘ Possible HMA 1:1 Slope

Ramp O_Det



CUT

LOCATION			Ⓣ HMA Inches	Ⓣ PCC Inches	Ⓟ Feet	Curb Type See PV-102
ROAD IDENTIFICATION	STATION TO STATION					
I-74 ML Stage 2A	6817+72.63	6825+91.55	10.5	8.5	2.5	4" Sloped
Detour Pavement						
Exist Ramp D						

Ⓘ Possible HMA 1:1 Slope

② Paid as Detour Pavement

③ Paid for as Curb and Gutter, P.C. Concrete, 2.5 FT.

CROSSOVER_1

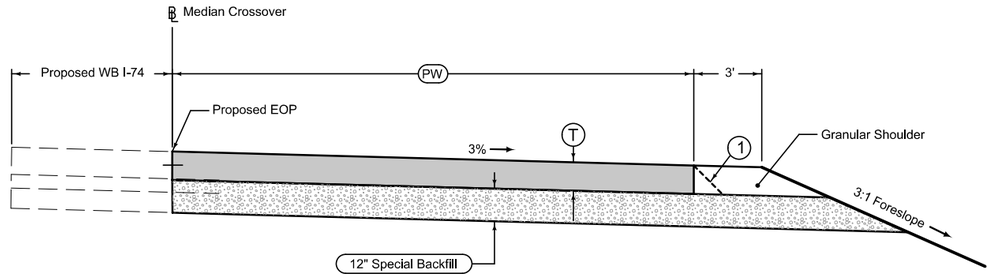
LOCATION			DIMENSIONS				Granular Shoulder
			HMA		PCC		
ROAD IDENTIFICATION	STATION TO STATION		(PW) Feet	(T) Inches	(PW) Feet	(T) Inches	Tons
TEMP MEDIAN	6837+00.00	16841+25.54	6' - 33'	10.5	6' - 33'	8.5	49
CROSSOVER							

Quantity calculations based on vertical pavement edges and 8.5" Depth.

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

Section shown in direction of Traffic

(1) Possible HMA 1:1 Slope



DETOUR PAVING

CROSSOVER_2

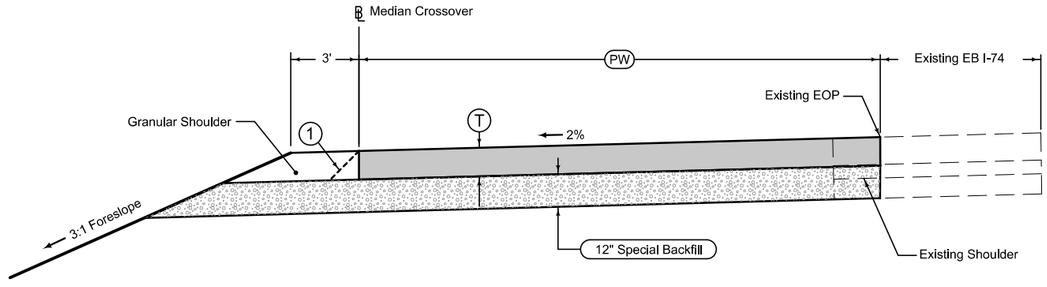
LOCATION			DIMENSIONS				Granular Shoulder
			HMA		PCC		
ROAD IDENTIFICATION	STATION TO STATION		(PW) Feet	(T) Inches	(PW) Feet	(T) Inches	Tons
TEMP MEDIAN	16841+25.54	6846+96.69	33' - 6'	10.5	33' - 6'	8.5	120
CROSSOVER							

Quantity calculations based on vertical pavement edges and 8.5" Depth.

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

Section shown in direction of Traffic

(1) Possible HMA 1:1 Slope



DETOUR PAVING

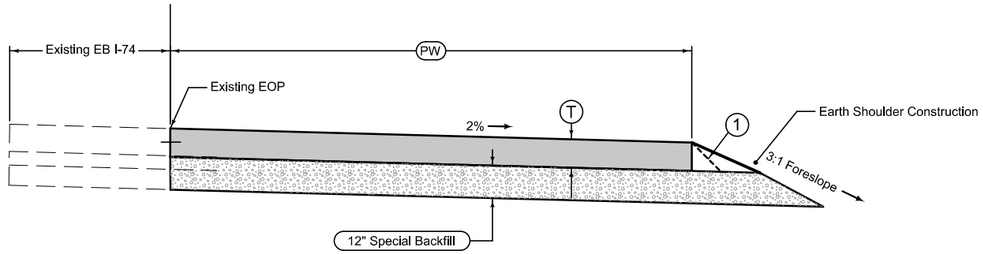
NORTH TIE-IN
STAGE 2A

LOCATION			DIMENSIONS			
			HMA		PCC	
ROAD IDENTIFICATION	STATION TO STATION		(PW) Feet	(T) Inches	(PW) Feet	(T) Inches
NORTH TIE-IN	6841+18.02	6849+05.21	VAR	10.5	VAR	8.5
			8.9' TO 19.8'		8.9' TO 19.8'	

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

Section shown in direction of Traffic

(1) Possible HMA 1:1 Slope



STAGE 2A
DETOUR PAVING

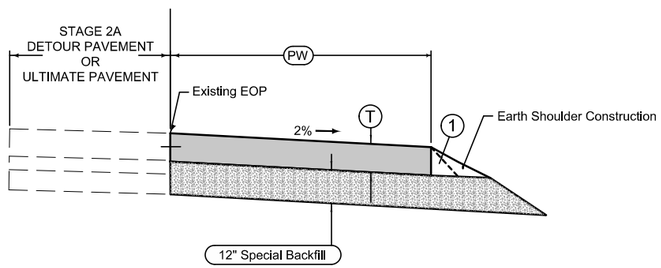
NORTH TIE-IN
STAGE 3B

LOCATION			DIMENSIONS			
			HMA		PCC	
ROAD IDENTIFICATION	STATION TO STATION		(PW) Feet	(T) Inches	(PW) Feet	(T) Inches
NORTH TIE-IN	6840+52.85	6844+22.92	VAR	10.5	VAR	8.5
			0' TO 8'		0' TO 8'	

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

Section shown in direction of Traffic

(1) Possible HMA 1:1 Slope



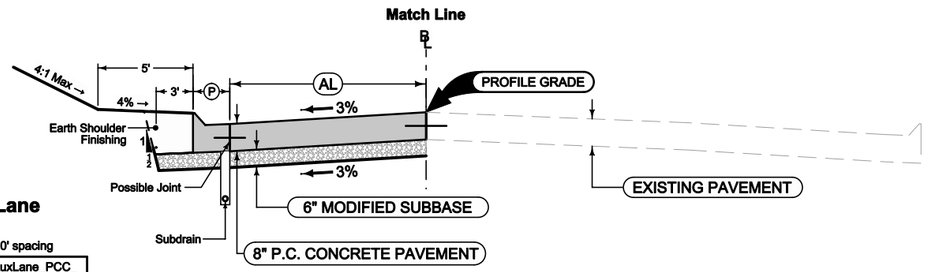
STAGE 3B
DETOUR PAVING

Curbed Shoulder

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

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

			2_Curb_ 04-19-11
STATION TO STATION		(P) Feet	Curb Type See PV-102
480+74.02	482+03.52	2.5	6" Std



Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: CD at 20' spacing

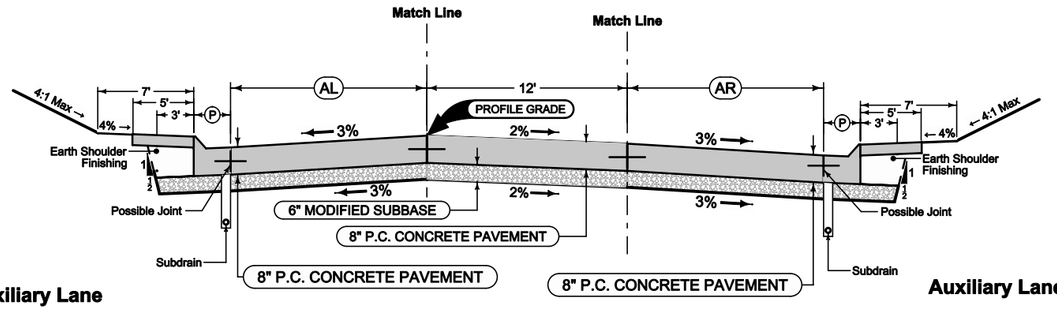
		2_AuxLane_PCC_ 10-19-10
STATION TO STATION		(AL) Feet
481+69.03	481+85.03	0.0-8.0
481+85.03	482+03.52	8.0

Curbed Shoulder

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

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

			2_Curb_ 04-19-11
STATION TO STATION		(P) Feet	Curb Type See PV-102
482+03.52	486+47.44	2.5	6" Std



Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

		2_AuxLane_PCC_ 10-19-10
STATION TO STATION		(AL) Feet
482+03.52	485+70.19	8.0
485+70.19	485+85.71	8.0-0.0
485+85.71	486+47.44	0.0

Section shown in the direction of traffic.

Jointing:
Transverse joints: CD at 20' spacing.

	1RP_ 10-19-10
BEGIN STATION	END STATION
482+03.52	486+99.63

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

		2_AuxLane_PCC_ 10-19-10
STATION TO STATION		(AR) Feet
482+03.52	486+02.49	8.0
486+02.49	486+19.14	8.0-0.0
486+19.14	486+47.44	0.0

Curbed Shoulder

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

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

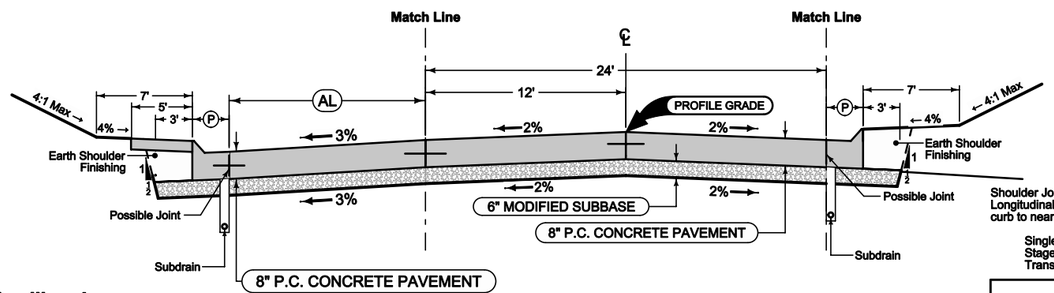
			2_Curb_ 04-19-11
STATION TO STATION		(P) Feet	Curb Type See PV-102
482+03.52	486+47.44	2.5	6" Std

Curbed Shoulder

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

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

			2_Curb_ 04-19-11
STATION TO STATION		(P) Feet	Curb Type See PV-102
487+58.19	489+52.36	2.5	6" Std



Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

		2_AuxLane_PCC_ 10-19-10
STATION TO STATION		(AL) Feet
487+58.19	487+70.19	0.0-6.0
487+70.19	489+52.36	6.0

Jointing:
Transverse joints: CD at 20' spacing.

	1RP_ 10-19-10
BEGIN STATION	END STATION
486+99.63	489+52.36

Curbed Shoulder

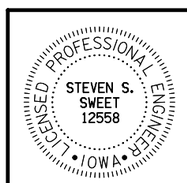
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

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

			2_Curb_ 04-19-11
STATION TO STATION		(P) Feet	Curb Type See PV-102
487+75.69	489+52.36	2.5	6" Std

STATE STREET

State St. is Division 2 work.
Refer to Tabulations for work completed under each division.



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

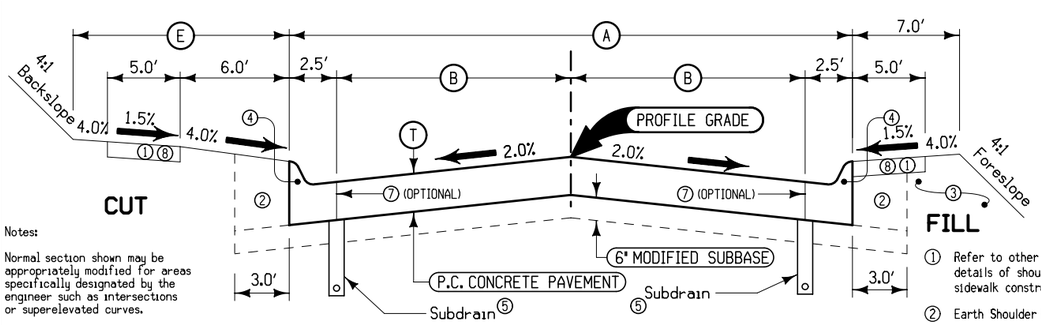
Signature Date

Steven Scott Sweet
Printed or Typed Name

My license renewal date is December 31, 16

Pages or sheets covered by this seal: B.12-B.14, E.1-E.3, G.2-G.9, G.18, G.23, J.67-J.78, L.10-L.19, M.24-M.30, S.1-S.6, U.11-U.15, U.23-U.26, X.1-X.15

2209A
MODIFIED



CUT

FILL

Notes:

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

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

Transverse Joints: CD at 20' Spacing
Refer to L sheets for Jointing Details at intersections

1. Refer to other drawings for details of shoulder and possible sidewalk construction
2. Earth Shoulder Finishing
3. Backfill
4. 6" Standard Curb (PV-102)
5. Refer to Standard Road Plan DR-303
6. Refer to other drawings for limits of construction for this project.
7. "KT-2" or "L-2" Joint Longitudinal joint not required when distance from back of curb to nearest joint is less than 16'
8. Refer to S Sheets for details of Sidewalk Construction

TYPICAL CROSS SECTION
2 LANE ROADWAY WITH 2.5' CURB SECTION

12th St. is Division 1 work.
Refer to Tabulations for work completed under each division.

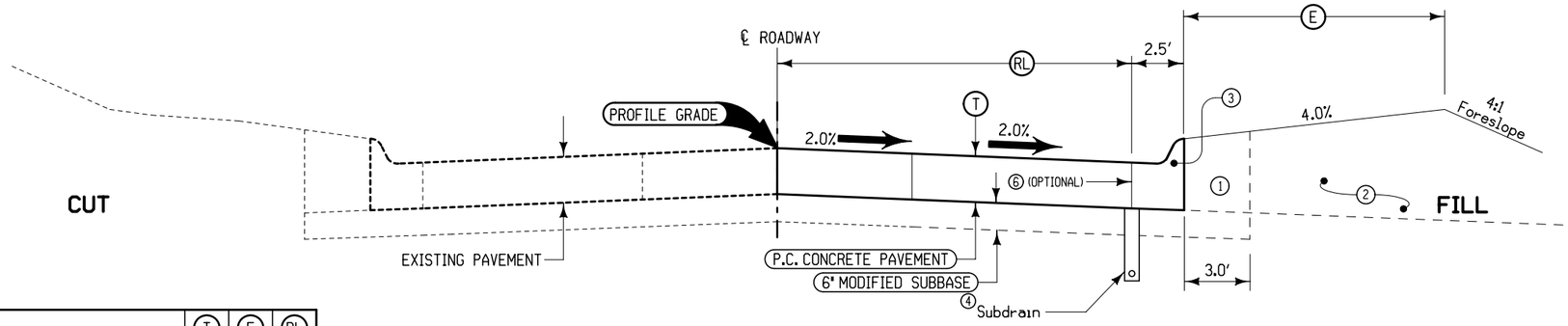
LOCATION ⑥			(A) Feet	(B) Feet	(E) Feet	(T) Inches
ROAD IDENTIFICATION	STATION TO STATION					
12TH ST.	4600+93.90	4601+46.88	40.3	17.7	13	8
12TH ST.	4601+75.92	4603+14.16	40	17.5	13	8

3222C
MODIFIED

Notes:

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

Refer to other drawings for details of shoulder design and construction

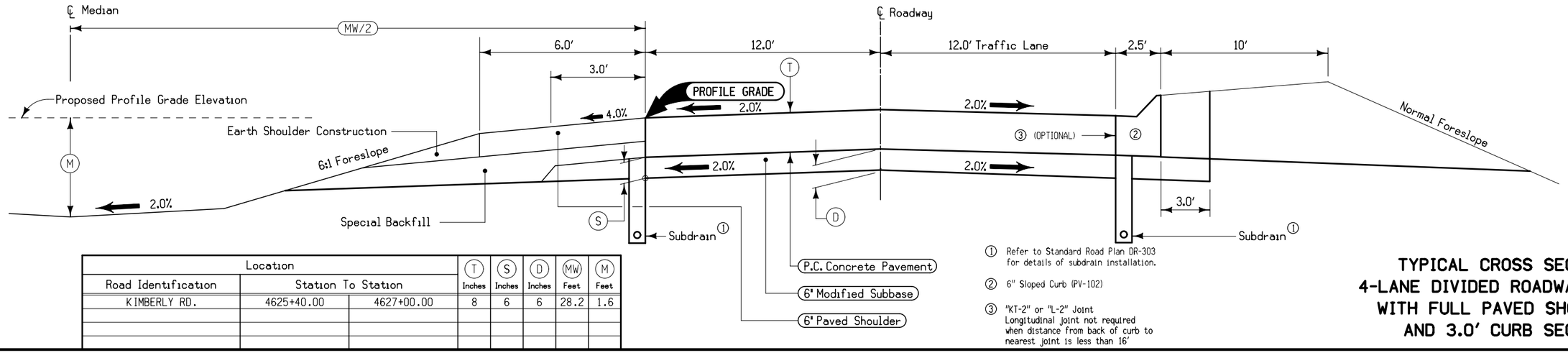


LOCATION ⑤			T	E	RL
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet	Feet
KIMBERLY ROAD	4622+60.00	4625+40.00	8	10	16.0-26.5

① Excavate and backfill 3.0′
② Backfill
③ 6" Standard Curb (PV-102) Transition from 6" standard curb to 6" sloped curb per PV-102. Begin transition at Sta. 4625+35
④ Refer to Standard Road Plan DR-303
⑤ Refer to other drawings for limits of construction for this project.
⑥ "KT-2" or "L-2" Joint Longitudinal joint not required when distance from back of curb to nearest joint is less than 16′

TYPICAL CROSS SECTION 3 LANE WITH 2.5′ CURB SECTION

3224
MODIFIED

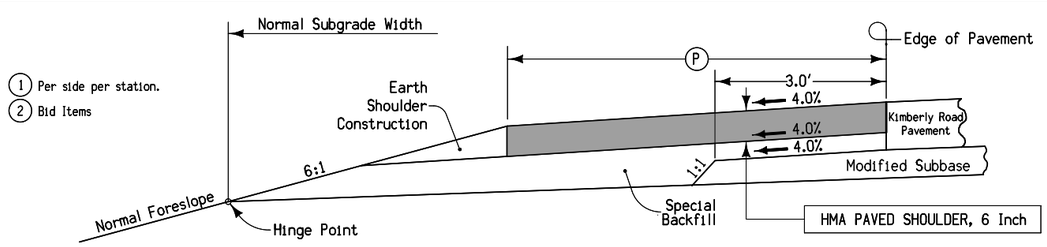


Location			T	S	D	MW	M
Road Identification	Station To Station		Inches	Inches	Inches	Feet	Feet
KIMBERLY RD.	4625+40.00	4627+00.00	8	6	6	28.2	1.6

① Refer to Standard Road Plan DR-303 for details of subdrain installation.
② 6" Sloped Curb (PV-102)
③ "KT-2" or "L-2" Joint Longitudinal joint not required when distance from back of curb to nearest joint is less than 16′

TYPICAL CROSS SECTION 4-LANE DIVIDED ROADWAY PAVING WITH FULL PAVED SHOULDERS AND 3.0′ CURB SECTION

7153
MODIFIED



HMA PAVED SHOULDER ADJACENT TO EXISTING PAVEMENT

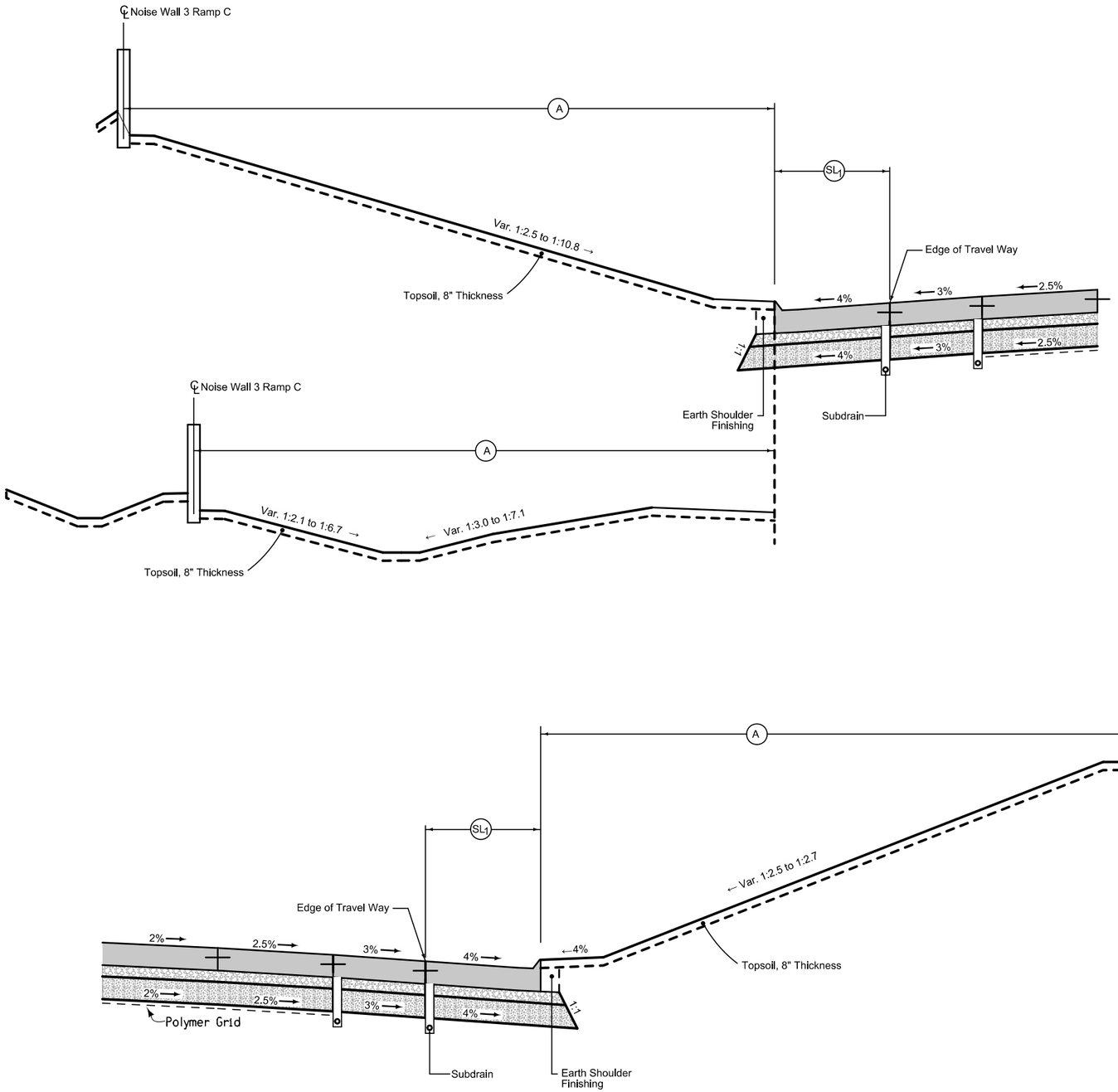
Location				P	G	Quantities ②			
Road Identification	Station To Station		Side	P	G	Special Backfill ① Tons	Earth Shoulder Construction ① Sta.	Paved Shoulder ① Sq. Yds.	Granular Shoulder ① Tons
				Feet	Feet				
KIMBERLY ROAD (NBL)	4625+40.00	4627+00.00	MEDIAN	6		46.1	1.0	66.7	0.0

① Per side per station.
② Bid Items

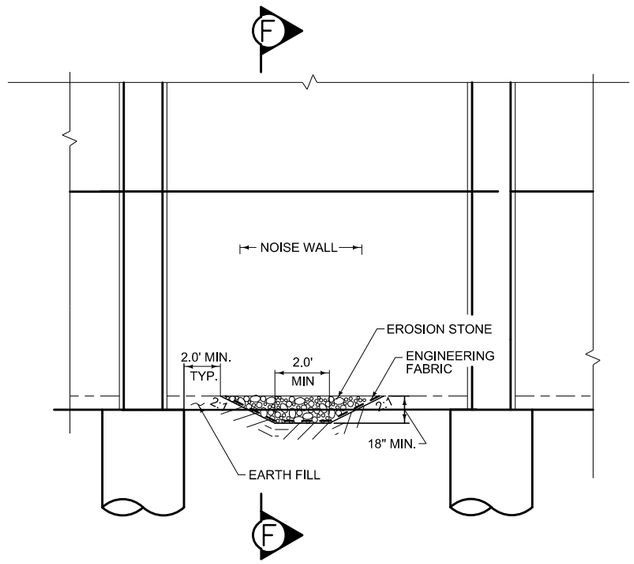
LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		SIDE	(A) Feet	(SL_1) Feet
NW3	300+25.00	302+00.00	RT	Varies	7.00'
Middle Rd Ramp C				58.87'-	
				50.83'	
NW3	303+00.00	304+50.00	RT	Varies	7.00'
Middle Rd Ramp C				46.24'-	
				40.79'	

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		SIDE	(A) Feet	(SL_1) Feet
NW3	302+25.00	302+75.00	RT	Varies	7.00'
Middle Rd Ramp C				49.69'-	
				47.39'	
NW3	304+75.00	305+75.00	RT	Varies	7.00'
Middle Rd Ramp C				40.51'-	
				39.42'	

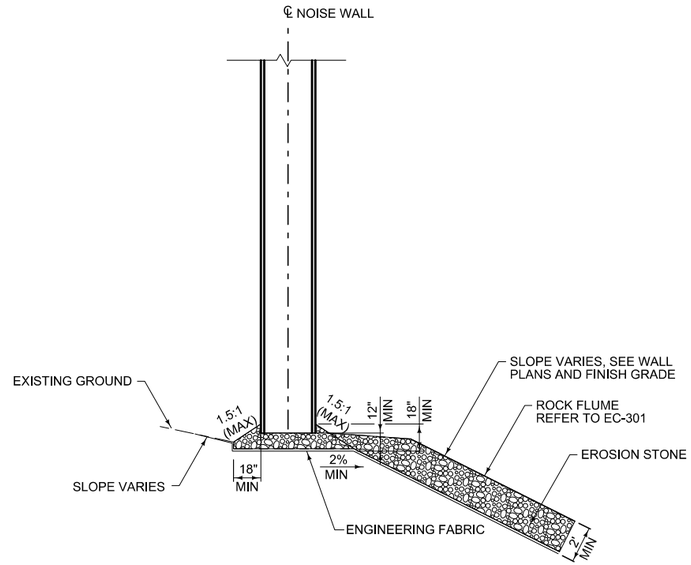
LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	STATION TO STATION		SIDE	(A) Feet	(SL_1) Feet
NW5	500+25.00	504+75.00	LT	Varies	10.00'
Middle Rd Ramp B				34.29'-	
				65.28'	



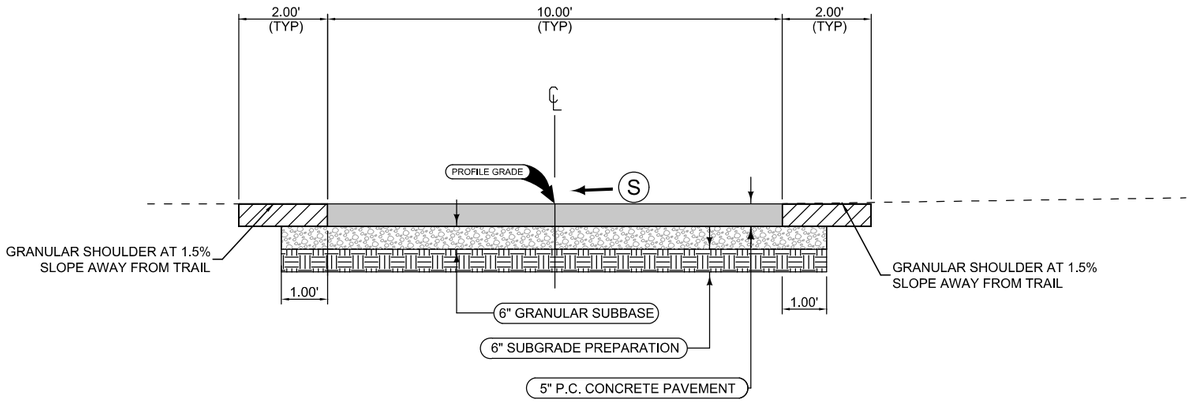
NOISE WALL



ELEVATION
PASS THROUGH DITCH DETAIL



SECTION F-F

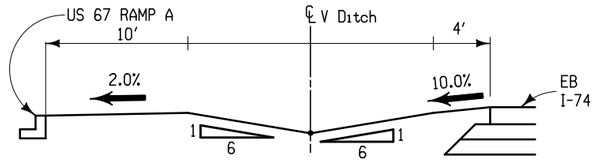


NOTE: PROVIDE 'C' JOINT EVERY 10' ALONG THE LENGTH OF THE SHARED USE TRAIL.

PROPOSED LEVEE CONNECTION

SHARED USE TRAIL SLOPE					
BEGIN STATION	END STATION	(S) SLOPE	GRANULAR SUBBASE	RECREATIONAL TRAIL, PORTLAND CEMENT CONCRETE, 5 IN.	SPECIAL COMPACTION OF SUBGRADE FOR RECREATIONAL TRAIL
100+25.00	100+43.58	2.00% LT - 1.50% RT	85 SY	76 SY	0.4 STA
100+43.58	102+17.36	1.50% RT	232 SY	193 SY	1.8 STA
102+17.36	102+41.68	1.50% RT - 1.50% LT	54 SY	48 SY	0.2 STA

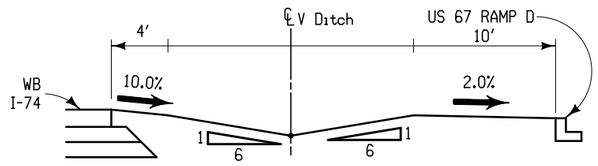
I-74
Ditch 1



TYPICAL CROSS SECTION
TYPE 2 CHANNEL

LOCATION	
STATION	SIDE
6804+00.00 TO 6809+00.00	LT

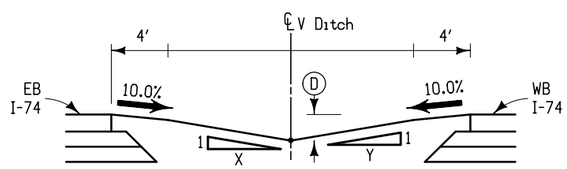
4202
Ditch 2



TYPICAL CROSS SECTION
TYPE 2 CHANNEL

LOCATION	
STATION	SIDE
6803+50.00 TO 6807+25.00	RT

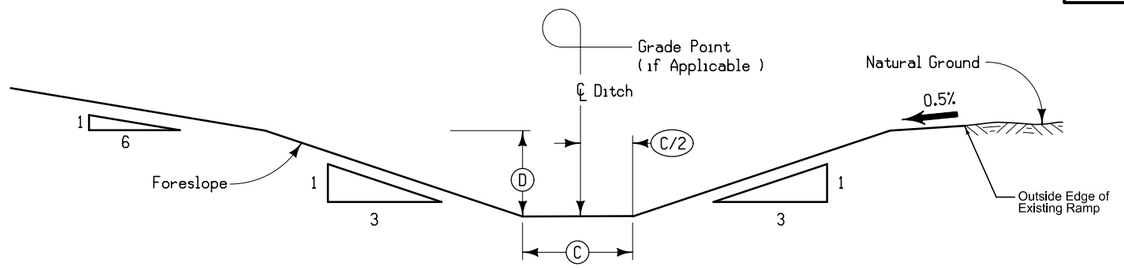
I-74
Ditch 3



TYPICAL CROSS SECTION
TYPE 2 CHANNEL

ROAD	LOCATION		(X)	(Y)
	STATION	SIDE		
I-74	6840+00.00 TO 6845+75.00	RT	4	4
I-74	6840+50.00 TO 6844+50.00	RT	6	4
I-74	6841+40.00 TO 6845+00.00	RT		10

WB
Ditch 4



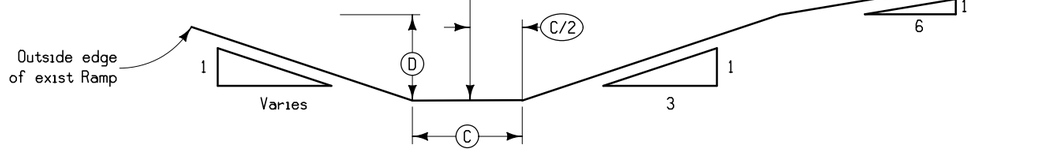
DETAILS OF TYPICAL SPECIAL DITCH

ROAD	LOCATION		SIDE	(C) Feet	(D) (Average) Feet
	STATION TO STATION				
I-74	6808+00.00	6817+00.00	RT	10	2
Ramp D	4503+75.00	4508+00.00	RT	10	2

Note:

Details shown are typical. Refer to plan cross sections for additional data on Special Ditches.

I-74
Ditch 5



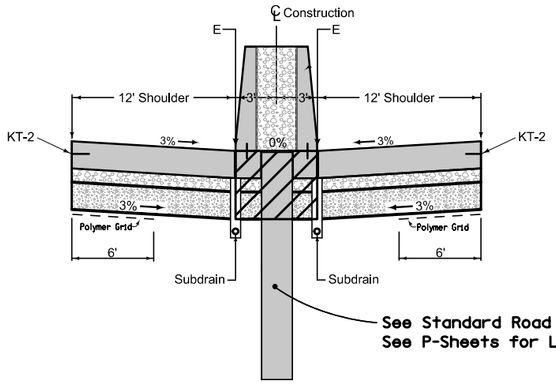
DETAILS OF TYPICAL SPECIAL DITCH

ROAD	LOCATION		SIDE	(C) Feet	(D) (Average) Feet
	STATION TO STATION				
I-74	6813+50.00	6826+00.00	LT	4	2

Note:

Details shown are typical. Refer to plan cross sections for additional data on Special Ditches.

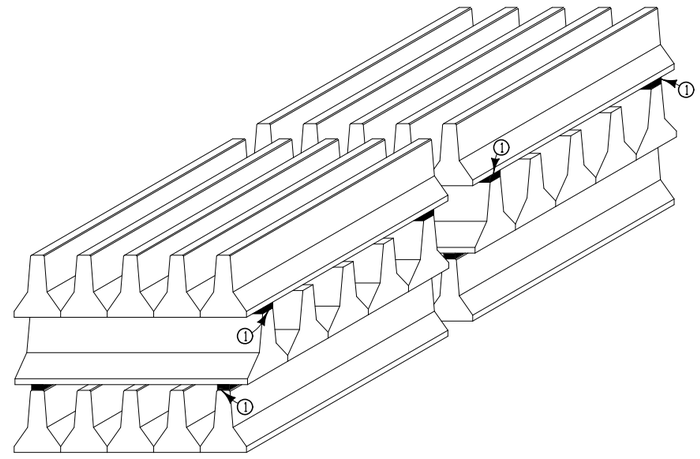
Footing-1



Footing for Slip-Base Light Poles
Median Foundation

Existing Subbase, Special Backfill, & Detour Pavement

8207
10-28-97



Notes:

At the completion of the project, the contractor shall stack the temporary barrier rail at locations designated in the plans.

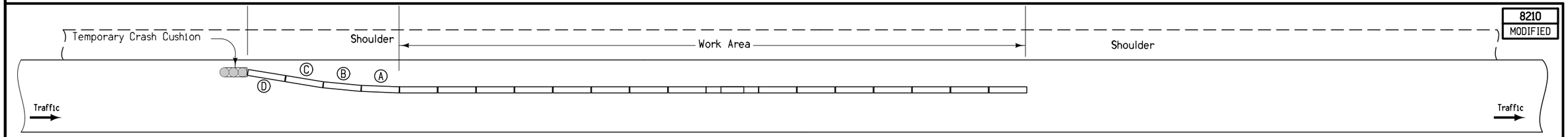
Barrier sections shall be stacked 3 high in alternating layers or as modified by the Engineer.

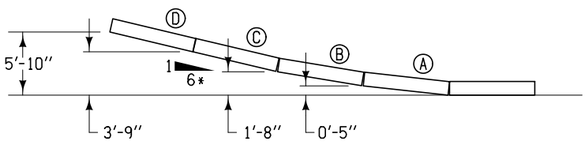
The cost of hauling and stacking the temporary barrier rail shall be incidental to the item "Temporary Barrier Rail".

① 2x4 or scrap lumber.

STORAGE PLAN
FOR BARRIER RAIL

8210
MODIFIED





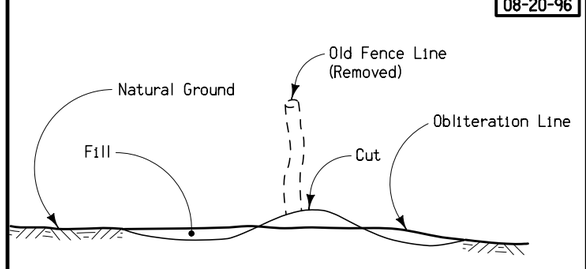
BARRIER OFFSETS FOR FLARE SECTIONS

* The maximum flare rate toward traffic is 6:1

TYPICAL TEMPORARY CONCRETE BARRIER LAYOUT

See J Sheets for Locations

4301
08-20-96

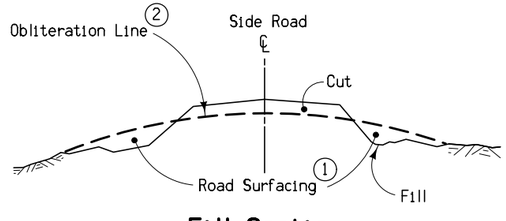


TYPICAL DETAILS FOR
OBLITERATION OF OLD FENCE RIDGE

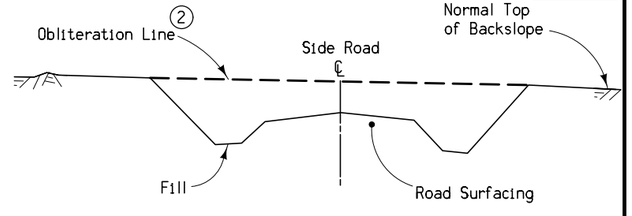
Notes:

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

4302
04-03-01



Fill Section



Cut Section

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

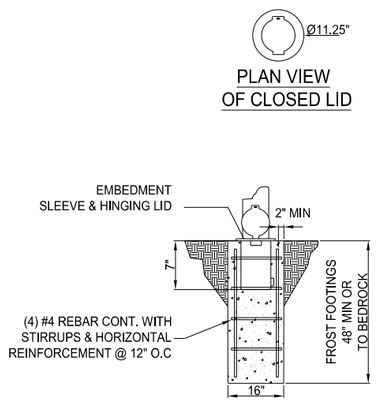
② When specified, the upper 1' to be suitable for vegetation (grass or crops).

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

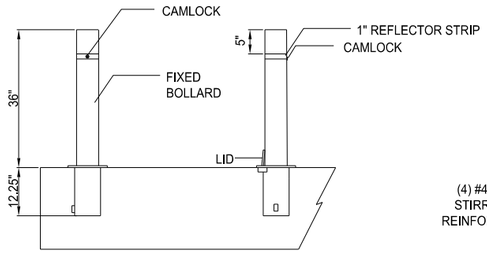
TYPICAL DETAILS FOR OBLITERATION EXISTING ROADBED

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER B.18

7:09:24 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-B-01.sht.sht

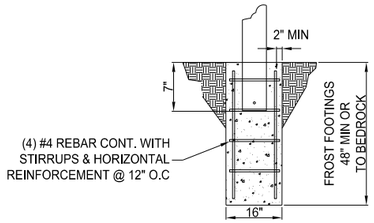


SECTION- FOUNDATION

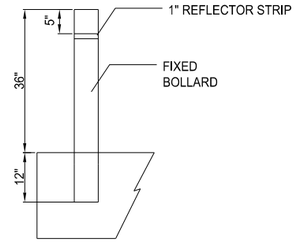


ELEVATION VIEW

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. ALL DIMENSIONS ARE CONSIDERED TRUE AND REFLECT MANUFACTURER'S SPECIFICATIONS.
3. DO NOT SCALE DRAWING.



SECTION - FOUNDATION

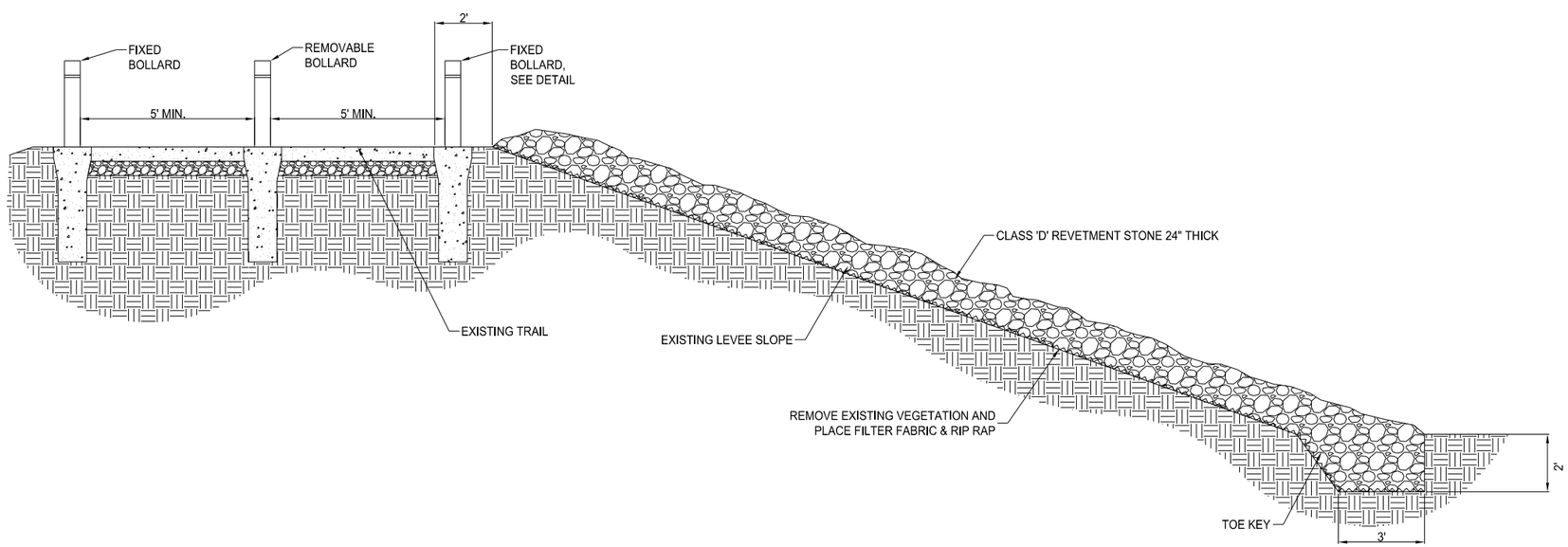


ELEVATION

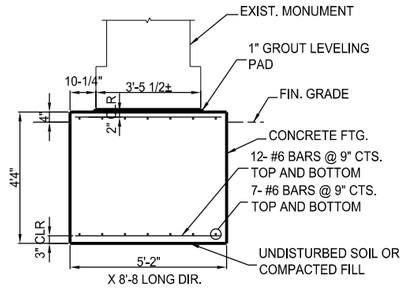
NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. ALL DIMENSIONS ARE CONSIDERED TRUE AND REFLECT MANUFACTURER'S SPECIFICATIONS.
3. DO NOT SCALE DRAWING.

① REMOVABLE BOLLARD - WITH REINFORCED FOOTING
NOT TO SCALE

③ FIXED BOLLARD - WITH REINFORCED FOOTING
NOT TO SCALE

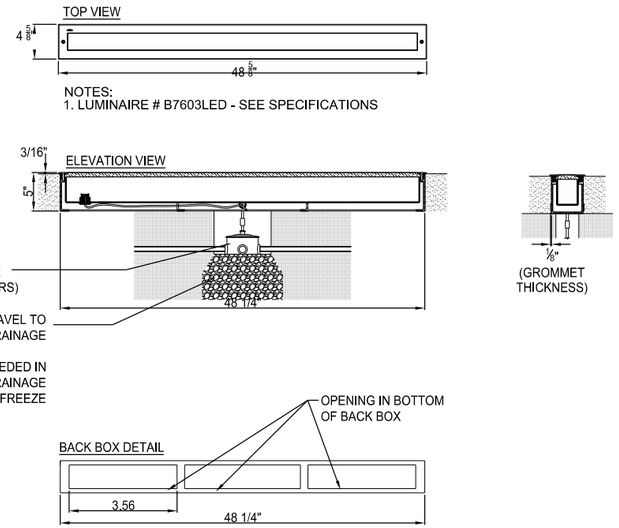


② LEVEE: BOLLARD AND PIER PROTECTION RIP RAP DETAIL | LEVEE WORK BY OTHERS
NOT TO SCALE



NOTES:
1. MIN. ALLOWABLE SOIL BEARING IS 1500 PSF, VERIFY IN FIELD.
2. f'c=4,000 PSI
3. fy= 60,000 PSI (REIN.)
MONUMENT FOUNDATION DETAIL

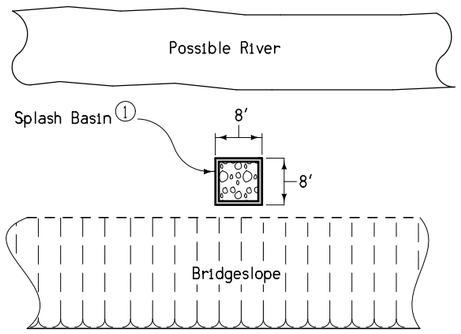
① MONUMENT FOOTING
NOT TO SCALE



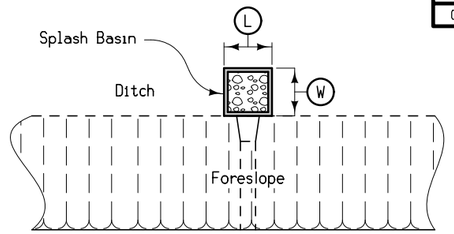
NOTES:
1. LUMINAIRE # B7603LED - SEE SPECIFICATIONS

② MONUMENT LIGHTING DETAIL
NOT TO SCALE

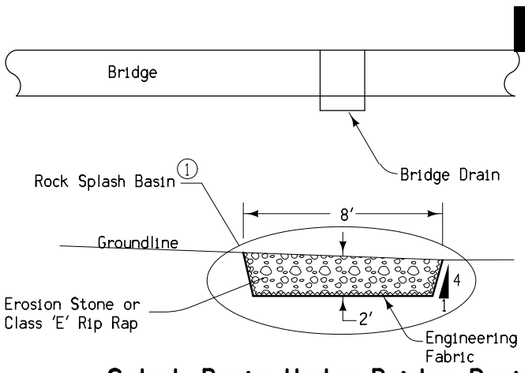
4404
04-18-06



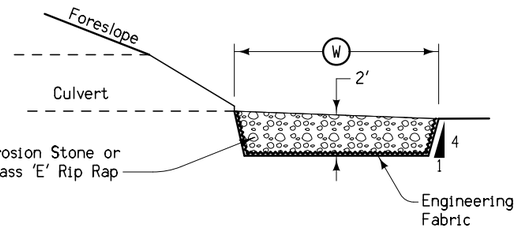
Splash Basin Under Bridge Drain Top View



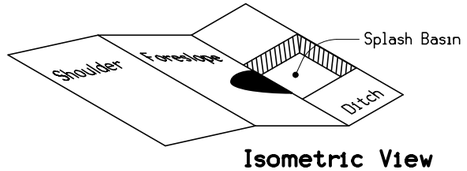
Top View



Splash Basin Under Bridge Drain Typical Section



Typical Section



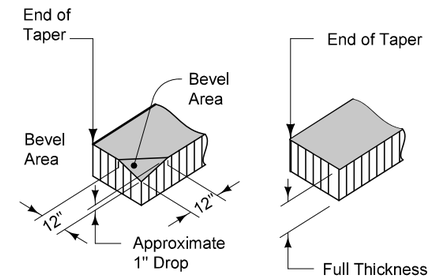
Isometric View

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

See Tabulation 100-23 for additional information.

DETAILS OF ROCK SPLASH BASIN

7101
Modified



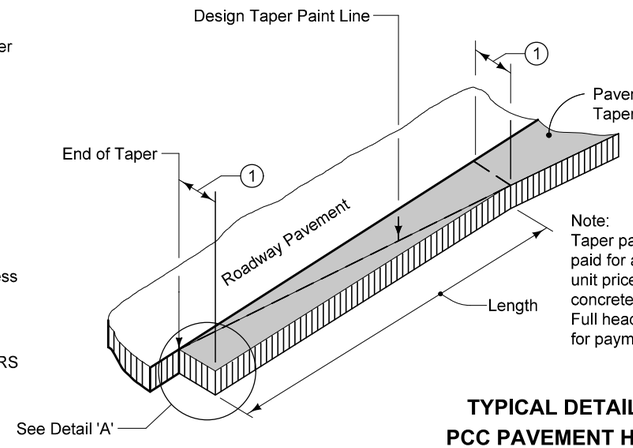
DETAIL 'A'

FOR
GRANULAR SHOULDERS

DETAIL 'A'

FOR
PAVED SHOULDERS

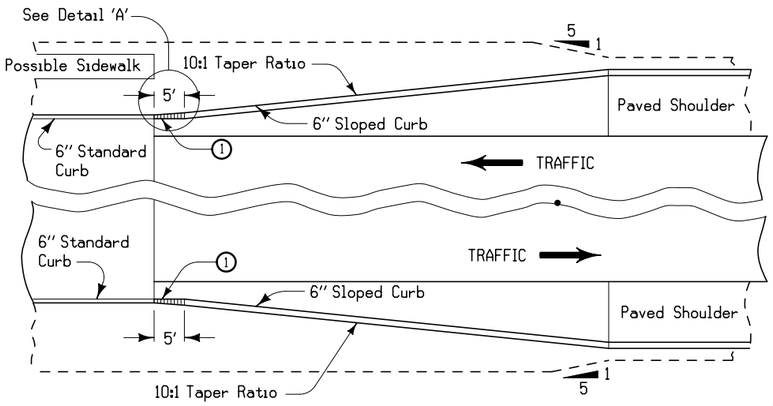
① Normal width is 2'-0".

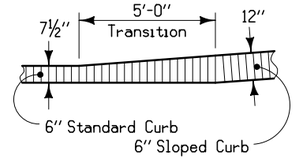


Note:
Taper pavement to be paid for at the contract unit price for P.C. concrete pavement. Full header is included for payment.

TYPICAL DETAILS OF PCC PAVEMENT HEADER

6148
11-10-92



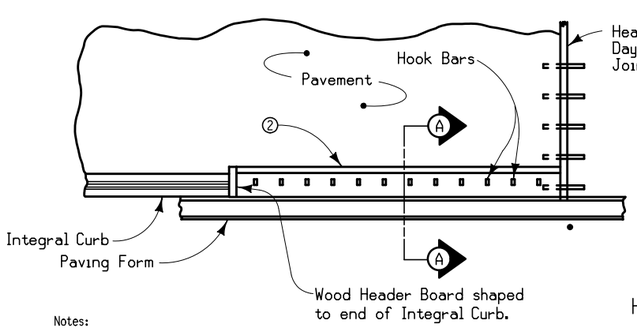


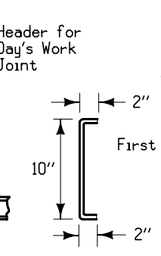
DETAIL 'A'

① Transition to sloped curb in 5'.

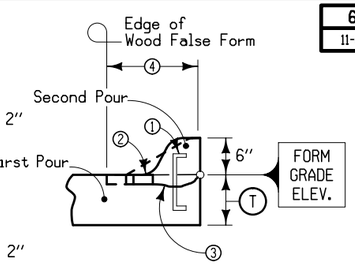
TRANSITION BETWEEN STANDARD CURB AND SLOPED CURB ON SHOULDER

6115
11-10-92





NO. 3
HOOK BAR



SECTION A-A

Notes:

① Install hook bar at 12" intervals with top projecting so as to clear the paving equipment and as near the false form board as possible to maintain 2" surface clearance.

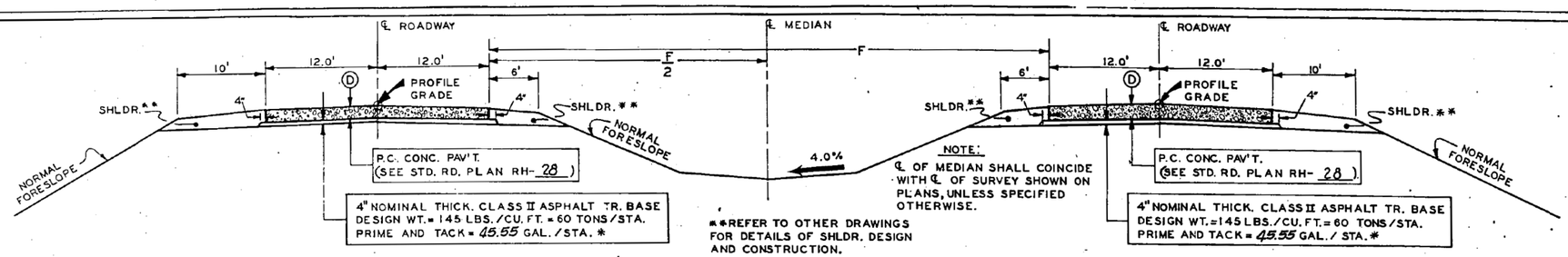
② 2" x 4" False Form.

③ Excavate a slight cavity in concrete around each bar.

④ 12" maximum for Standard 6" Curb.
16" maximum for Sloped 6" Curb.

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

5205
1-16-69



NOTE:
FOR MODIFICATION OF ROADWAY CROSS SECTION THROUGH SUPERELEVATED CURVES, REFER TO TABULATION OF SUPERELEVATED CURVES, AND APPROPRIATE STANDARD ROAD PLANS.

LOCATION STA.	TO STA.	D IN.	F FT.	
2120+34.00	2129+22.88	8	50.0'	(RL Lane)
2121+14.00	2134+62.31	8	50.0'	(LL Lane)
2149+83.10	2178+07.53	8	50.0'	(RL Lane)
2149+10.00	2178+07.53	8	50.0'	(LL Lane)

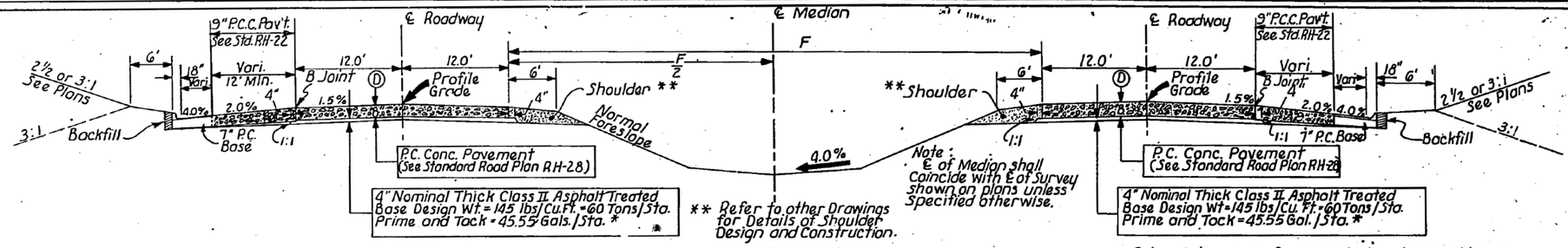
TYPICAL CROSS SECTION FOR PAVING PROPOSED HIGHWAY IMPROVEMENT

NOTE:
℄ OF MEDIAN SHALL COINCIDE WITH ℄ OF SURVEY SHOWN ON PLANS, UNLESS SPECIFIED OTHERWISE.

** REFER TO OTHER DRAWINGS FOR DETAILS OF SHLDR. DESIGN AND CONSTRUCTION.

* PRIME SUBGRADE SURFACE 27.33' WIDE AT 0.15 GAL./SQ.YD. CLASS II ASPHALT TREATED BASE SHALL BE PLACED IN ACCORDANCE WITH CURRENT I.S.H.C. REQUIREMENTS EXCEPT AS FOLLOWS; PRIMING OF FINISHED BASE SHALL NOT BE REQUIRED.
* PRIMING OF SUBGRADE SURFACE MAY BE OMITTED AT THE OPTION OF THE RESIDENT ENGINEER. ARTICLE 1109.03 SHALL NOT APPLY TO THIS ITEM.

I-74



Note:
For Modification of Roadway Cross Section through Superelevated Curves, refer to Tabulation of Superelevated Curves and appropriate Standard Road Plans.

LOCATION STATION	TO STATION	D IN.	F FT.	
2129+22.88	2149+83.10	8	50.0	(Rt. Lane)
2134+62.31	2149+10.00	8	50.0	(Lt. Lane)

TYPICAL CROSS SECTION FOR PAVING PROPOSED HIGHWAY IMPROVEMENT

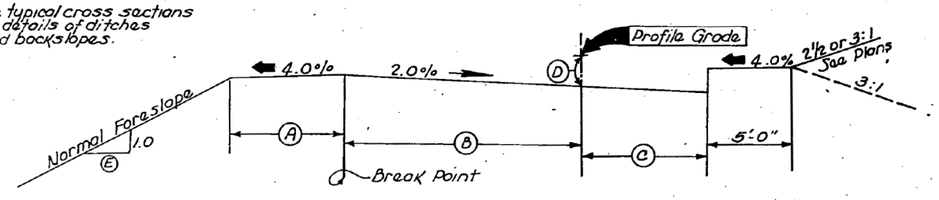
I-74 Stationing	As-Built Stationing
Sta. 6804+58.53 to Sta. 6849+72.58	Sta. 2120+27.40 to Sta. 2158+23.34

* Prime Subgrade Surface 27.33' wide at 0.15 Gal./Sq.Yd. Class II Asphalt Treated Base shall be placed in accordance with Current I.S.H.C. Requirements except as follows; Priming of finished base shall not be required.

* Priming of Subgrade Surface may be omitted at the option of the Resident Engineer. Article 1109.03 shall not apply to this item.

Note:
Place 4" Asphalt Treated Base under Ramp Tapers and added Lanes to Sta. 2140+00. Use 1:1 Slope as Runout.

I-74



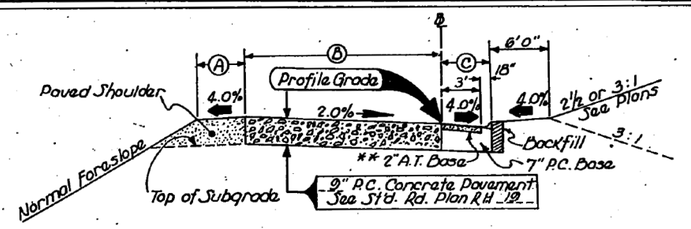
Note:
This section is typical only. Refer to other drawings for additional details. Normal section shown may be approximately modified at areas specifically designated by the engineer, such as intersections or superelevated curves.

(Section view is in direction of traffic)

RAMP GRADING TYPICAL CROSS SECTION

INTERCHANGE	RAMP	A	B	C	D	SLOPE E
MIDDLE ROAD	"A"	6.5'	16.0'	5.5'	9"	3:1

MIDDLE ROAD RAMPS



** Asphalt Treated Base (Class 1)

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

RAMP PAVEMENT TYPICAL CROSS SECTION

INTERCHANGE	RAMP	A	B	C
MIDDLE ROAD	ALL	4'	16'	4.5'

MIDDLE ROAD RAMPS

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

(Section view is in direction of traffic.)

Scott COUNTY | PROJECT NUMBER I-74-1(12)1--01-82

STATE	FED ROAD DIST. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
IOWA	5		2	114

FOR INFORMATION ONLY

EXISTING PAVEMENT TYPICALS
INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER B.22

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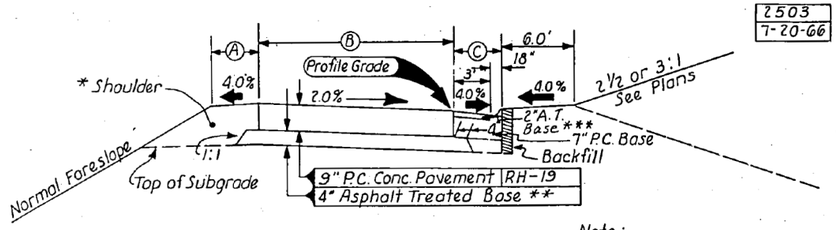
2503
7-20-66



RAMP PAVEMENT
TYPICAL CROSS SECTION

INTERCHANGE	RAMP	A	B	C
KIMBERLY ROAD	"A" & "D"	4'	16'	4.5'

Note:
Normal Section shown may be appropriately modified at areas specifically designated by the Engineer such as Intersections or Superelevated Curves.

(Section View is in Direction of Traffic.)

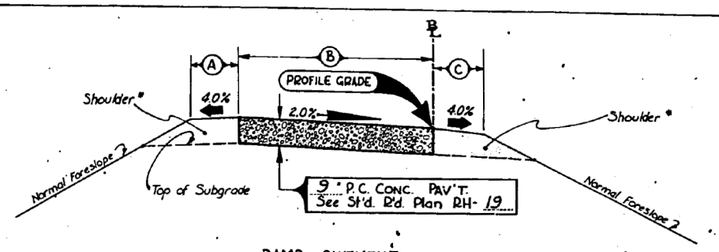
* Refer to other drawings for Details of Shoulder Design and Construction.

** 4" Nominal Thickness Class II Design Wt.=145 lbs/Cu.Ft. Prime Subgrade Surface 19.33' wide at 0.15 Gal./Sq.Yd. Priming of finished base shall not be required. Priming of Subgrade Surface may be omitted at the Option of the Resident Engineer. Article 1109.03 Shall not apply to this item

*** Asphalt Treated Base (Class I)

US 67/KIMBERLY RD RAMPS

2502
7-20-66



RAMP PAVEMENT
TYPICAL CROSS SECTION

INTERCHANGE	RAMP	A	B	C
MIDDLE ROAD	"A" & "D"	4'	16'	6'

For exact Locations, See Sheets 30 & 34

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

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

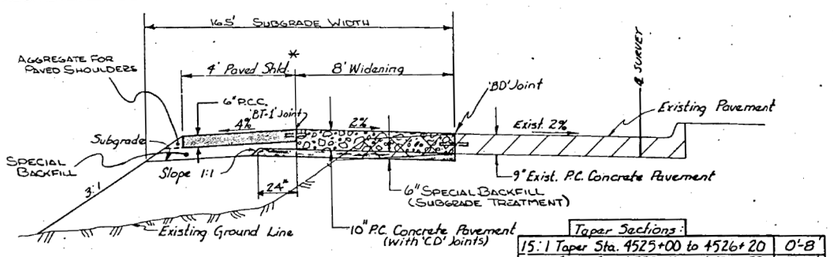
(Section view is in direction of Traffic)

MIDDLE ROAD RAMPS

* SEE DETAIL SHEET No. U.01 FOR ADDITIONAL INFORMATION.

US 67/KIMBERLY RD RAMPS

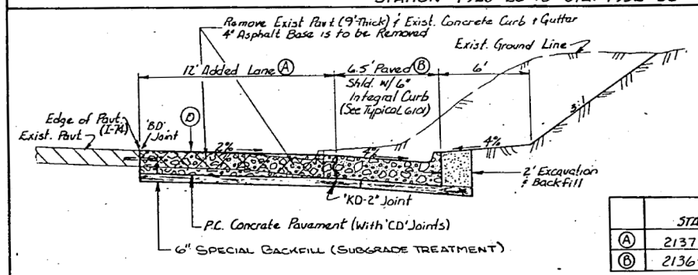
T-1



Taper Sections:	
15:1 Taper Sta. 4525+00 to 4526+20	0'-8"
50:1 Taper Sta. 4532+50 to 4536+50	8'-0"

TYPICAL SECTION PROPOSED IMPROVEMENT-KIMBERLY ROAD RAMP "D"
STATION 4526+20 TO STA. 4532+50

T-2

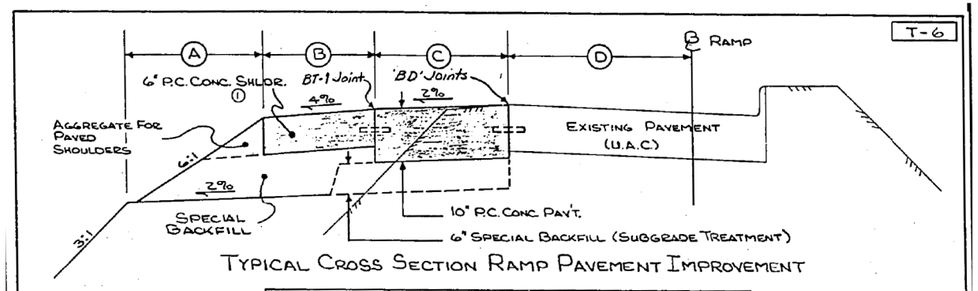


	LOCATION STATION TO STATION		(D)
(A)	2137+23.94	2145+65.00	10"
(B)	2136+43.94	2146+05.00	10"

MIDDLE ROAD RAMPS

TYPICAL CROSS SECTION PROPOSED IMPROVEMENT

T-6



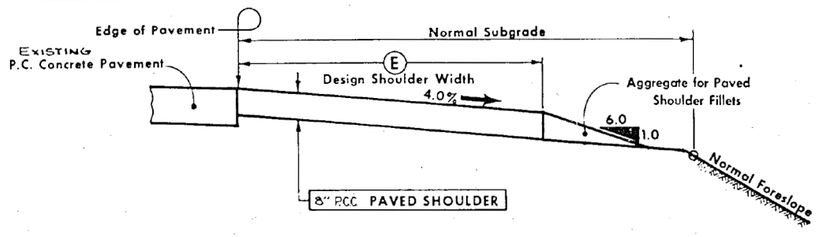
TYPICAL CROSS SECTION RAMP PAVEMENT IMPROVEMENT

① SEE DETAIL SHEET No. U.01 FOR ADDITIONAL INFORMATION.

ROAD IDENT	STATION TO STATION		(A)	(B)	(C)	(D)
RAMP "B"	2529+72.00	2532+54.00	12.5'	4'	VARI.	VARI.
RAMP "B"	2532+54.00	2535+46.00	12.5'	4'	12.0'	240'
RAMP "B"	2535+46.00	2536+37.23	12.5'	4'	VARI.	VARI.

MIDDLE ROAD RAMPS

T-7



TYPICAL SECTION FOR 8" P.C.C. PAVED SHOULDERS

ROAD IDENT.	STATION TO STATION		(E)	SIDE
I-74 (N. BOUND)	2129+40	2154+00	6'	LT.

Refer to Detail Sheet U.01 for additional construction requirements.

MIDDLE ROAD RAMPS

FOR INFORMATION ONLY

EXISTING PAVEMENT TYPICALS
INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER B.23

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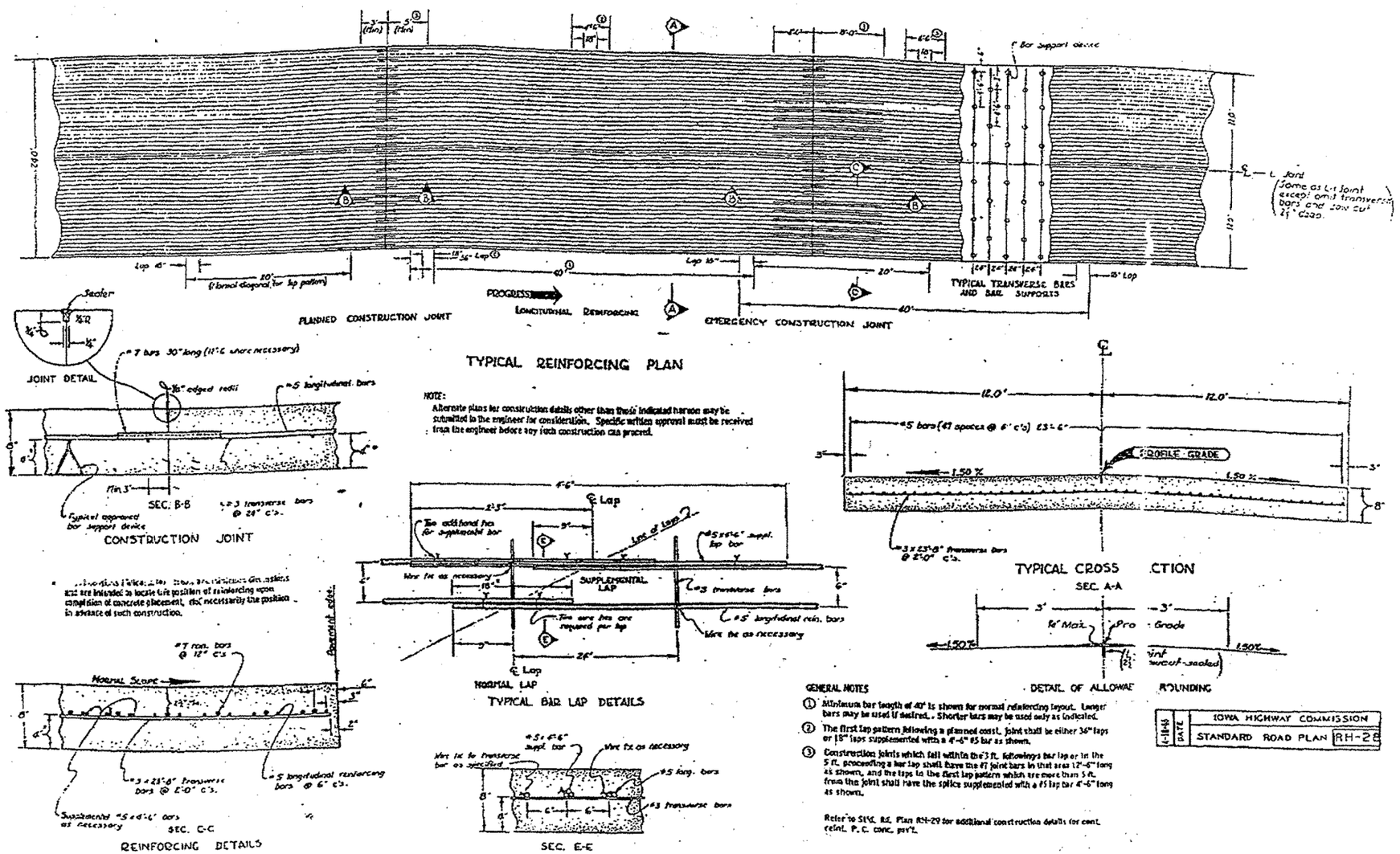

TYPICAL REINFORCING PLAN

NOTE:
Alternate plans for construction details other than those indicated hereon may be submitted to the engineer for consideration. Specific written approval must be received from the engineer before any such construction can proceed.

TYPICAL BAR LAP DETAILS

TYPICAL CROSS SECTION
SEC. A-A

REINFORCING DETAILS

GENERAL NOTES

1. Minimum bar length of 40' is shown for normal reinforcing layout. Longer bars may be used if desired. Shorter bars may be used only as indicated.
2. The first lap pattern following a planned const. joint shall be either 36" laps or 18" laps supplemented with a 4'-6" #5 bar as shown.
3. Construction joints which fall within the 3 ft. followings bar lap or in the 5 ft. proceeding a bar lap shall have the #7 joint bars in that area 12'-6" long as shown, and the laps in the first lap pattern which are more than 5 ft. from the joint shall have the splice supplemented with a #5 lap bar 4'-6" long as shown.

Refer to Std. Rd. Plan RH-29 for additional construction details for cont. reinf. P.C. conc. pav't.

4-18-86	DATE	IOWA HIGHWAY COMMISSION
		STANDARD ROAD PLAN RH-28

MAINLINE ONLY

EXISTING RAMPS ARE DOWELED PAVEMENT NOT CRC.

I-74

This Sheet For Information Only

OFFICE OF DESIGN • CADD • PRODUCED	STATE OF IOWA	FISCAL YEAR	SCOTT COUNTY	PROJECT NUMBER	IMN-074-1(131)0--0E-82 IMN-080-8(221)278--0E-82	IMN-280-8(122)0--0E-82	SHEET NUMBER B.01

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FOR INFORMATION ONLY

EXISTING PAVEMENT TYPICALS

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER B.24

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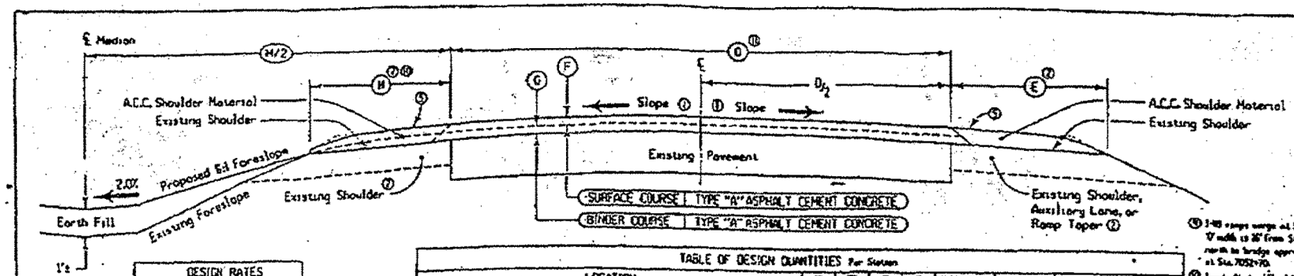

DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu.ft.
Binder Course	145 lbs./cu.ft.
Tack Coat	0.05 gal./sq.yd.

TABLE OF DESIGN QUANTITIES Per Station

LOCATION			F	G	D	M	PRIME & TACK COAT	ASPHALT CEMENT	ASPHALT CEMENT CONCRETE Tons ⑩	
ROAD IDENTIFICATION	STATION TO STATION		Inches	Inches	Feet	Feet	Gallons	Tons	SURFACE	BINDER ⑥
I-74 Northbound	2119+80 ⑦⑤	7029+16 ⑧	2	4.5	24	50	41.16 ③	5.59	29.20	72.40
I-74 Southbound	2120+50 ⑦⑤	7029+16 ⑧	2	4.5	24	50	41.16 ③	5.59	29.20	72.40
I-74 Northbound	7029+16 ⑤	7052+57 ⑧	2	2	24	50	27.22 ④	3.52	29.20	34.82
I-74 Southbound	7029+16 ⑤	7052+57 ⑧	2	2	24 ⑨	50	27.22 ④	3.52	29.20	34.82

⑨ I-80 ramps merge at Sta. 7037+70±. 17' width is 26' from Sta. 7037+70± north to bridge approach section at Sta. 7052+70.

⑩ Inside Median Shoulder to be reinforced with mainline passing lane. See typical 7138 for quantities.

⑪ Reading width varies in area under Lincoln Road and on area of Spruce Hills Drive bridges 081 & 501. See appropriate typicals and plan sheets.

Notes:

① Finished slope shall match existing pavement except that the maximum allowable slope is 3.0 %, minimum allowable slope is 2.0 %. Section may be modified as directed by the engineer through areas of special shaping.

Refer to tabulation listing of superelevated curves and Standard Road Plans for additional requirements through superelevated curves.

② Shoulder material as specified elsewhere in these plans; refer to Typicals 7137 and 7138 for Outside & Inside Shoulder Resurfacing and Typicals 7142-A and 7142-B for resurfacing of ramp tapers and Outside Shoulder of Ramp Tapers. Refer to Typicals 7141-A, 7141-B, or 7141-C for additional shoulder information.

③ Tack Coat estimated for 3 applications.

④ Tack Coat estimated for 2 applications.

⑤ Refer to Standard Road Plan RM-110 for Rumble Pattern.

⑥ Includes 5.22 Tons for Crown Correction.

⑦ Equations Sta. 7002+35.00 (Ahead) = Sta. 230+00.00 (Back).

⑧ See typicals 3212-A, 3211-B, & 3212-C for areas and stationing of ACC Reconstruction under Lincoln Road and 67th Street overhead bridges.

TYPICAL CROSS SECTION
ASPHALT CEMENT CONCRETE RESURFACING

I-74

This Sheet For Information Only

OFFICE OF DESIGN • CADD • PRODUCED	STATE OF IOWA		FISCAL YEAR	SCOTT	COUNTY	PROJECT NUMBER	IMN-074-1(131)0--0E-82 IMN-080-8(221)278--0E-82	IMN-280-8(122)0--0E-82	SHEET NUMBER	B.02

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FOR INFORMATION ONLY

EXISTING PAVEMENT TYPICALS

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER B.25

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100-1D
10-18-05

PROJECT DESCRIPTION

This project is for the grading and paving of I-74 and the US 67 interchange ramps in Bettendorf in Scott County
from The Mississippi River to east of Lincoln Road.

This project includes storm sewer construction, ITS installation, lighting, traffic signals, MSE Retaining Wall 165, detention
pond excavation, and aesthetic elements installation.
The Middle Road south ramps are being constructed as an interim connection until the North Section of I-74 is constructed.
This Project includes grading under the proposed viaducts.

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

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

100-1D
Modified

DIVISION DESCRIPTIONS

DIVISION DESCRIPTIONS
a. Division 1: 100% Iowa DOT.
i.Includes all pavement removal, grading, paving, sidewalks, and associated work on US 67,
I-74 mainline, I-74 ramps, and side road paving within the influence area of the proposed I-74 interchange
as included with these plans. This includes:
1. I-74 mainline
2. I-74 ramps
3. Kimberly Rd
4. 12th St
5. 14th St
6. Brown St
7. Calvert Drive
8. All temporary pavement
9. All patching on city streets due to their use as detours.

ii. Includes all storm sewer and intakes within the interstate ROW limits and storm sewer
lines and intakes that carry water that is 100% from state right-of-way.
iii. Includes all transverse storm sewer under highways.
iv. Includes mainline pavement intakes on highways.
v. Includes all mainline I-74 and ramp roadway lighting
vi. Includes all construction survey, field office, traffic control, and mobilization

b. Division 2: 100% City of Bettendorf
i. Includes all pavement removal, grading, paving, sidewalks, parking lanes, and associated work
on the remaining existing State St from west of 11th St to west of 13th St.
ii. Includes all storm sewers and intakes which carry 100% city water (except transverse
storm sewer under mainline pavement on primary highways and storm sewer within interstate right-of-way).
This includes all storm sewer work within the State St reconstruction area (listed above in b.i.).
iii. Includes all sanitary sewer work.
iv. Includes all cost associated with neighborhood identity elements located in Bettendorf.
v. Includes 50% of the overlook identity elements.

c. Division 3: 100% City of Moline.
i. Includes all cost associated with neighborhood identity elements located in Moline.
ii. Includes 50% of the overlook identity elements.

d. Division 4: 100% Iowa DOT non-participating.
i. Includes ITS items.

e. Division 5: 50% Iowa DOT, 50% Illinois DOT
i. Includes all cost associated with river crossing and overlook identity elements located on
the Mississippi River Bridge.

ESTIMATED PROJECT QUANTITIES
(UP TO A 5 DIVISION PROJECT)

Division 1: 100% IOWA DOT COST
Division 2: 100% CITY OF BETTENDORF COST (NON-PARTICIPATING)
Division 3: 100% CITY OF MOLINE (NON-PARTICIPATING)
Division 4: 100% IOWA DOT (NON-PARTICIPATING)
Division 5: 50% IOWA DOT/50% ILLINOIS DOT

	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	2102-0425070	SPECIAL BACKFILL	TON	1878.1	10.6				1888.7					
3	2102-2625000	EMBANKMENT-IN-PLACE	CY	736					736					
4	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	265169	1353				266522					
5	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS	CY	50					50					
6	2102-2712070	EXCAVATION, CLASS 12, ROADWAY AND BORROW	CY	15450					15450					
7	2105-8425005	TOPSOIL, FURNISH AND SPREAD	CY	3124	1700.5				4824.5					
8	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	18617.3					18617.3					
9	2107-0875100	COMPACTION WITH MOISTURE CONTROL	CY	204492	506				204998					
10	2109-8225100	SPECIAL COMPACTION OF SUBGRADE	STA	2.3					2.3					
11	2111-8174100	GRANULAR SUBBASE	SY	56339.2	371				56710.2					
12	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID	SY	42178.8					42178.8					
13	2115-0100000	MODIFIED SUBBASE	CY	4064.7	654.6				4719.3					
14	2121-7425010	GRANULAR SHOULDERS, TYPE A	TON	169					169					
15	2122-5191005	REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER	SY	1089.8					1089.8					
16	2122-5500060	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 6 IN.	SY	106.7					106.7					
17	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA	15.54					15.54					
18	2123-7450020	SHOULDER FINISHING, EARTH	STA	179.07	14				193.07					
19	2301-1033080	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C,	SY	2642.3	2413.4				5055.7					
		CLASS 3 DURABILITY, 8 IN.												
20	2301-1033100	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C,	SY	416.5					416.5					
		CLASS 3 DURABILITY, 10 IN.												
21	2301-1034110	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT,	SY	64371					64371					
		CLASS C, CLASS 3I DURABILITY, 11 IN.												
22	2301-4875006	MEDIAN, P.C. CONCRETE, 6 IN.	SY	12.9					12.9					
23	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	1					1					
24	2304-0100000	DETOUR PAVEMENT	SY	8879.8	34				8913.8					
25	2304-0101000	TEMPORARY PAVEMENT	SY	12972.2					12972.2					
26	2401-6745356	REMOVAL OF CONCRETE FOOTINGS OF LIGHT POLES	EACH	31					31					
27	2401-6745765	REMOVAL OF LIGHT POLES	EACH	29					29					
28	2401-6750001	REMOVALS, AS PER PLAN	LS	0.5			1		1.5					
29	2401-7207030	REMOVAL OF CONCRETE	LS	1					1					
30	2402-0425030	GRANULAR BACKFILL	CY	12522					12522					
31	2402-2720000	EXCAVATION, CLASS 20	CY	311	88		55		454					
32	2402-2722000	EXCAVATION, CLASS 22	CY		8				8					
33	2403-0100000	STRUCTURAL CONCRETE (MISCELLANEOUS)	CY				11.5		11.5					
34	2403-0100010	STRUCTURAL CONCRETE (BRIDGE)	CY	4.2	44.6				48.8					
35	2404-7775000	REINFORCING STEEL	LB		3441				3441					
36	2404-7775005	REINFORCING STEEL, EPOXY COATED	LB	614			1120		1734					
37	2412-0000100	LONGITUDINAL GROOVING IN CONCRETE	SY	99389.8					99389.8					
38	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.	EACH	3	1				4					
39	2416-0100018	APRONS, CONCRETE, 18 IN. DIA.	EACH	1					1					
40	2416-0100024	APRONS, CONCRETE, 24 IN. DIA.	EACH	2					2					
41	2416-0100030	APRONS, CONCRETE, 30 IN. DIA.	EACH	1					1					
42	2416-0100036	APRONS, CONCRETE, 36 IN. DIA.	EACH	2					2					
43	2416-0100042	APRONS, CONCRETE, 42 IN. DIA.	EACH	1					1					
44	2416-0100072	APRONS, CONCRETE, 72 IN. DIA.	EACH	1					1					
45	2416-0101136	REMOVE AND REINSTALL CONCRETE PIPE APRONS GREATER THAN 36 IN.	EACH	1					1					
46	2423-0001000	ROADSIDE DYNAMIC MESSAGE SIGN (D.M.S.) SUPPORT	EACH				1		1					
47	2432-0000100	MECHANICALLY STABILIZED EARTH RETAINING WALL	SF	15127					15127					
48	2435-0130148	MANHOLE, SANITARY SEWER, SW-301, 48 IN.	EACH		1				1					
49	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.	EACH	12	3				15					
50	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.	EACH	6					6					
51	2435-0140184	MANHOLE, STORM SEWER, SW-401, 84 IN.	EACH	4					4					
52	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN.	EACH	1					1					
53	2435-0140204	MANHOLE, STORM SEWER, SW-402, TOP ONLY	EACH	8					8					
54	2435-0250800	INTAKE, SW-508	EACH	29	5				34					
55	2435-0250804	INTAKE, SW-508, TOP ONLY	EACH	7					7					
56	2435-0250900	INTAKE, SW-509	EACH	8					8					
57	2435-0251100	INTAKE, SW-511	EACH	8					8					
58	2435-0251218	INTAKE, SW-512, 18 IN.	EACH	1					1					
59	2435-0251230	INTAKE, SW-512, 30 IN.	EACH	1					1					
60	2435-0254100	INTAKE, SW-541	EACH		2				2					
61	2435-0254800	BARRIER INTAKE, SW-548	EACH	9					9					
62	2435-0254802	BARRIER INTAKE, SW-548, WELL ONLY	EACH	2					2					
63	2435-0254804	BARRIER INTAKE, SW-548, TOP ONLY	EACH	16					16					
64	2435-0254810	BARRIER INTAKE, SW-548 MODIFIED	EACH	1					1					
65	2435-0254914	BARRIER INTAKE, SW-549 MODIFIED, TOP ONLY	EACH	4					4					
66	2435-0600010	MANHOLE ADJUSTMENT, MINOR	EACH	10	1				11					
67	2435-0600020	MANHOLE ADJUSTMENT, MAJOR	EACH	2					2					
68	2435-0600110	INTAKE ADJUSTMENT, MINOR	EACH	4					4					
69	2435-0600120	INTAKE ADJUSTMENT, MAJOR	EACH	3					3					
70	2435-0700010	CONNECTION TO EXISTING MANHOLE	EACH	10	2				12					
71	2435-0700020	CONNECTION TO EXISTING INTAKE	EACH	8					8					
72	2436-0000100	PRECAST NOISE WALL	SF	14918					14918					
73	2499-0926010	CRUSHED BRICK	TON	383.3					383.3					
74	2499-6000100	CLEAN OUT PIPE CULVERT	LF	243					243					
75	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.	LF	21010.7	1164.6				22175.3					
76	2502-8221303	SUBDRAIN OUTLET, DR-303	EACH	125	12				137					
77	2502-8221304	SUBDRAIN OUTLET, DR-304	EACH	11					11					

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	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
78	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	2276	408				2684					
		PIPE (RCP), 2000D (CLASS III), 15 IN.												
79	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	663	358				1021					
		PIPE (RCP), 2000D (CLASS III), 18 IN.												
80	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	3511					3511					
		PIPE (RCP), 2000D (CLASS III), 24 IN.												
81	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	332					332					
		PIPE (RCP), 2000D (CLASS III), 30 IN.												
82	2503-0114236	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	433					433					
		PIPE (RCP), 2000D (CLASS III), 36 IN.												
83	2503-0114248	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	87					87					
		PIPE (RCP), 2000D (CLASS III), 48 IN.												
84	2503-0114415	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	350					350					
		PIPE (RCP), 3000D (CLASS IV), 15 IN.												
85	2503-0114424	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	263					263					
		PIPE (RCP), 3000D (CLASS IV), 24 IN.												
86	2503-0114436	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	124					124					
		PIPE (RCP), 3000D (CLASS IV), 36 IN.												
87	2503-0114442	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	112					112					
		PIPE (RCP), 3000D (CLASS IV), 42 IN.												
88	2503-0114618	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE	LF	82					82					
		PIPE (RCP), 3750D (CLASS V), 18 IN												
89	2503-0116372	STORM SEWER GRAVITY MAIN, TRENCHED, 2000D LOW CLEARANCE CONCRETE PIPE,	LF	10					10					
		EQUIVALENT DIAMETER 72 IN.												
90	2503-0124624	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE	LF	221					221					
		PIPE (RCP), 3750D (CLASS V), 24 IN.												
91	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	6232	328				6560					
92	2503-0200136	REMOVE STORM SEWER PIPE GREATER THAN 36 IN.	LF	252					252					
93	2503-0200341	STORM SEWER ABANDONMENT, FILL AND PLUG, LESS THAN OR EQUAL TO 36 IN. DIA.	LF	130	107				237					
94	2504-0116016	SANITARY SEWER GRAVITY MAIN, TRENCHED, DUCTILE IRON PIPE (DIP), 16 IN.	LF		692				692					
95	2504-0200204	SANITARY SEWER SERVICE STUB, DUCTILE IRON, 4 IN.	LF		76				76					
96	2504-0200206	SANITARY SEWER SERVICE STUB, DUCTILE IRON, 6 IN.	LF		268				268					
97	2504-0240036	REMOVE SANITARY SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF		1180				1180					
98	2504-0240236	SANITARY SEWER ABANDONMENT, FILL AND PLUG, LESS THAN OR EQUAL TO 36 IN. DIA	LF		484				484					
99	2505-4008120	REMOVAL OF STEEL BEAM GUARDRAIL	LF	373					373					
100	2505-4008300	STEEL BEAM GUARDRAIL	LF	900					900					
101	2505-4008400	STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION	EACH	5					5					
102	2505-4021010	STEEL BEAM GUARDRAIL END ANCHOR, BOLTED	EACH	5					5					
103	2505-4021020	STEEL BEAM GUARDRAIL END ANCHOR, W-BEAM	EACH	4					4					
104	2505-4021700	STEEL BEAM GUARDRAIL END TERMINAL	EACH	9					9					
105	2505-6000111	HIGH TENSION CABLE GUARDRAIL	LF	741					741					
106	2505-6000121	HIGH TENSION CABLE GUARDRAIL, END ANCHOR	EACH	2					2					
107	2505-6000131	HIGH TENSION CABLE GUARDRAIL, SPARE PARTS KIT	EACH	1					1					
108	2506-4984000	FLOWABLE MORTAR	CY	7.8					7.8					
109	2507-3250005	ENGINEERING FABRIC	SY	1759.2					1759.2					
110	2507-6800042	REVETMENT, CLASS D	TON	74.2					74.2					
111	2507-8029000	EROSION STONE	TON	1066.2					1066.2					
112	2510-6745850	REMOVAL OF PAVEMENT	SY	71194.5	4906.3				76100.8					
113	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES	EACH	54	18				72					
114	2511-0302500	RECREATIONAL TRAIL, PORTLAND CEMENT CONCRETE, 5 IN.	SY		317				317					
115	2511-0310100	SPECIAL COMPACTION OF SUBGRADE FOR RECREATIONAL TRAIL	STA		2.4				2.4					
116	2511-6745900	REMOVAL OF SIDEWALK	SY	672.6	423.1				1095.7					
117	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.	SY	476.5	600.1				1076.6					
118	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.	SY	101.4	159.4				260.8					
119	2511-7528101	DETECTABLE WARNINGS	SF	107	40				147					
120	2512-1725256	CURB AND GUTTER, P.C. CONCRETE, 2.5 FT	LF	818.9					818.9					
121	2513-0001020	CONCRETE BARRIER, BA-102	LF	6891.9					6891.9					
122	2513-0001035	CONCRETE BARRIER, BA-103 AND FOOTING	LF	377					377					
123	2513-0001040	CONCRETE BARRIER, BA-104	LF	651.5					651.5					
124	2513-0001070	CONCRETE BARRIER RAIL, BA-107	EACH	1					1					
125	2513-0001081	CONCRETE BARRIER, TAPERED END, BA-108	EACH	3					3					
126	2513-0474990	CONCRETE BARRIER, REINFORCED, AS PER PLAN	LF	180					180					
127	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.	SY		378.6				378.6					
128	2515-6745600	REMOVAL OF PAVED DRIVEWAY	SY		176.9				176.9					
129	2516-8725000	P.C. CONCRETE RETAINING WALL	CY	2					2					
130	2518-6910000	SAFETY CLOSURE	EACH	10					10					
131	2519-1002042	FENCE, CHAIN LINK, 42 IN. HEIGHT	LF	329.1					329.1					
132	2519-1002072	FENCE, CHAIN LINK, 72 IN. HEIGHT	LF	9275.7					9275.7					
133	2519-4200120	REMOVAL OF FENCE, CHAIN LINK	LF	5571					5571					
134	2520-3350015	FIELD OFFICE	EACH	1					1					
135	2523-0000200	ELECTRICAL CIRCUITS	LF	12237					12237					
136	2523-0000310	HANDHOLES AND JUNCTION BOXES	EACH	22					22					
137	2524-9081290	CONCRETE FOOTING FOR BREAKAWAY SIGN POST, 2'-8" DIA. X 9'-0"	EACH	20					20					
138	2524-9275222	WOOD POSTS FOR TYPE A OR B SIGNS, 4 IN. X 6 IN.	LF	270					270					
139	2524-9281426	STEEL BREAKAWAY SIGN POSTS FOR TYPE A OR B SIGNS, W 12 X 26	LF	449.1					449.1					
140	2524-9325001	TYPE A SIGNS, SHEET ALUMINUM	SF	270					270					
141	2524-9380001	TYPE B SIGNS, EXTRUDED ALUMINUM STRUCTURAL PANEL	SF	1634.4					1634.4					
142	2525-0000105	TRAFFIC SIGNAL INSTALLATION	LS	1					1					
143	2525-0000120	REMOVAL OF TRAFFIC SIGNALIZATION	LS	1					1					
144	2526-8285000	CONSTRUCTION SURVEY	LS	1					1					

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	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
145	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	2364.24	46.12				2410.36					
146	2527-9263112	PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE	STA	943.7					943.7					
147	2527-9263131	WET RETROREFLECTIVE REMOVABLE TAPE MARKINGS	STA	190.73	2.78				193.51					
148	2527-9263137	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT-BASED	EACH	33					33					
149	2527-9263138	PAINTED SYMBOLS AND LEGENDS, HIGH-BUILD WATERBORNE	EACH	31					31					
150	2527-9263180	PAVEMENT MARKINGS REMOVED	STA	936.41	7.04				943.45					
151	2527-9270111	GROOVES CUT FOR PAVEMENT MARKINGS	STA	925.67					925.67					
152	2528-3800000	MODULAR GLARE SCREEN SYSTEM	LF	9400					9400					
153	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE	LF	36750					36750					
154	2528-8400055	TEMPORARY TO PERMANENT BARRIER CONNECTION	EACH	6					6					
155	2528-8400157	TEMPORARY FLOODLIGHTING LUMINAIRE	EACH	18					18					
156	2528-8400256	TEMPORARY TRAFFIC SIGNALS	EACH	2					2					
157	2528-8445110	TRAFFIC CONTROL	LS	1					1					
158	2528-8445113	FLAGGERS	EACH	See Proposal					See Proposal					
159	2529-2242304	CD JOINT ASSEMBLY	EACH	100					100					
160	2529-5070110	PATCH, FULL-DEPTH FINISH, BY AREA	SY	800					800					
161	2529-5070120	PATCH, FULL-DEPTH FINISH, BY COUNT	EACH	50					50					
162	2533-4980005	MOBILIZATION	LS	1					1					
163	2537-8900000	REMEDIATION OF PETROLEUM CONTAMINATED SOIL	CY	736					736					
164	2537-8900100	SAMPLING AND TESTING FOR PETROLEUM CONTAMINATION (WATER AND SOIL SAMPLES FOR REMEDIATION OF PETROLEUM CONTAMINATED SOIL)	EACH	13					13					
165	2545-1000000	OVERLAY TYPE B GUIDE SIGNS	SF	500					500					
166	2551-0000110	TEMP CRASH CUSHION	EACH	11					11					
167	2551-0000120	TEMP CRASH CUSHION, REDIRECTIVE (R)	EACH	1					1					
168	2552-0000140	ROCK EXCAVATION	CY	474	575				1049					
169	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS	LS				1		1					
170	2595-0005125	RAILROAD PROTECTIVE LIABILITY INSURANCE FOR DAKOTA, MINNESOTA, AND EASTERN RAILROAD CORP.	LS	1					1					
171	2599-9999005	CABINET FOOTING, FURNISH AND INSTALL, 36 INCH X 24 INCH X 17 INCH	EACH				1		1					
172	2599-9999005	CABINET, FURNISH AND INSTALL, 36 INCH x 24 INCH x 17 INCH, 120/240V	EACH				1		1					
173	2599-9999005	CABINET, FURNISH AND INSTALL, 36 INCH x 24 INCH x 17 INCH, 120V	EACH				2		2					
174	2599-9999005	COLLAPSIBLE BOLLARD	EACH		2				2					
175	2599-9999005	CONCRETE BARRIER, TAPERED END, BA-108 (MODIFIED)	EACH		1				1					
176	2599-9999005	FIXED BOLLARD	EACH	4					4					
177	2599-9999005	HANDHOLE, FURNISH AND INSTALL, FOR27	EACH				23		23					
178	2599-9999005	HANDHOLE, FURNISH AND INSTALL, TYPE I	EACH				4		4					
179	2599-9999005	HANDHOLE, FURNISH AND INSTALL, TYPE III	EACH				7		7					
180	2599-9999005	IDENTITY ELEMENTS-NEIGHBORHOOD	EACH		2	5			7					
181	2599-9999005	IDENTITY ELEMENTS-OVERLOOK	EACH		1	1			2					
182	2599-9999005	IDENTITY ELEMENTS-RIVER CROSSING	EACH					4	4					
183	2599-9999005	LIGHT POLE FOUNDATION	EACH	40					40					
184	2599-9999005	LIGHTING POLES, INSTALL ONLY	EACH	38					38					
185	2599-9999005	MODIFY METER PEDESTAL	EACH				1		1					
186	2599-9999005	POLE, STEEL BLACK PAINTED, 45 FOOT, INSTALL ONLY	EACH				2		2					
187	2599-9999005	POWER CONNECTION	EACH				3		3					
188	2599-9999005	POWER INSTALLED FOUNDATION, INSTALL ONLY	EACH				2		2					
189	2599-9999005	REMOVABLE BOLLARD	EACH	2					2					
190	2599-9999005	REMOVE AND RELOCATE LIGHT POLE	EACH	2					2					
191	2599-9999005	ROADWAY LUMINAIRE, INSTALL ONLY	EACH	50					50					
192	2599-9999009	CABLE, FURNISH AND INSTALL, #1	LF				2040		2040					
193	2599-9999009	CABLE, FURNISH AND INSTALL, #12	LF				18460		18460					
194	2599-9999009	CABLE, FURNISH AND INSTALL, #4	LF				810		810					
195	2599-9999009	CABLE, FURNISH AND INSTALL, #6	LF				1230		1230					
196	2599-9999010	CABLE, FURNISH AND INSTALL, #8	LF				295		295					
197	2599-9999009	CABLE, INSTALL ONLY, MVDS COMM	LF				3040		3040					
198	2599-9999009	CABLE, INSTALL ONLY, MVDS POWER	LF				1520		1520					
199	2599-9999009	CONCRETE BARRIER, BA-104 (MODIFIED)	LF		280				280					
200	2599-9999009	CONDUIT, FURNISH AND BORE, HDPE, 2 INCH	LF				11765		11765					
201	2599-9999009	CONDUIT, FURNISH AND PLOW, HDPE, 2 INCH	LF				10050		10050					
202	2599-9999009	DRILLED SHAFTS IN ROCK	LF	60					60					
203	2599-9999009	DRILLED SHAFTS IN SOILS	LF	240					240					
204	2599-9999009	STRUCTURAL STEEL RAILING, TRAFFIC AND BICYCLE	LF		280				280					
205	2599-9999010	MEMORIAL LIGHTING	LS		1				1					
206	2599-9999010	MEMORIAL RELOCATION AND INSTALLATION	LS	1					1					
207	2599-9999018	ANTI-GRAFFITI COATING	SY	2490	58	14			2562					
208	2599-9999018	REINFORCED PAVED SHOULDER (MODIFIED)	SY	360.2					360.2					
209	2599-9999020	ROCK MULCH, TYPE T1, TAN, 3/8" MINUS	TON	55.7					55.7					
210	2601-2633100	MOWING	ACRE	45.7					45.7					
211	2601-2634105	MULCHING, BONDED FIBER MATRIX	ACRE	54.9	0.6				55.5					
212	2601-2634500	OVERSEEDING AND FERTILIZING	ACRE	40.9					40.9					
213	2601-2636015	NATIVE GRASS SEEDING	ACRE	6.5					6.5					
214	2601-2636044	SEEDING AND FERTILIZING (URBAN)	ACRE	36.8	0.6				37.4					
215	2601-2639010	SODDING	SQ	27.1					27.1					
216	2601-2640350	SPECIAL DITCH CONTROL, WOOD EXCELSIOR MAT	SQ	583					583					
217	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)	ACRE	61.5					61.5					
218	2601-2643110	WATERING FOR SOD, SPECIAL DITCH CONTROL, OR SLOPE PROTECTION	MGAL	221.6					221.6					
219	2601-2643300	MOBILIZATION FOR WATERING	EACH	28					28					
220	2601-2643412	TURF REINFORCEMENT MAT, TYPE 2	SQ	337					337					
221	2601-2643414	TURF REINFORCEMENT MAT, TYPE 4	SQ	188					188					
222	2602-0000020	SILT FENCE	LF	1964					1964					

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223	2602-0000030	SILT FENCE FOR DITCH CHECKS	LF	2340					2340					
224	2602-0000050	SILT BASINS	EACH	18					18					
225	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	1566					1566					
226	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	313					313					
227	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	130	130				260					
228	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN. DIA.	LF	4980					4980					
229	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE	LF	2555	65				2620					
230	2602-0010010	MOBILIZATIONS, EROSION CONTROL	EACH	1					1					
231	2602-0010020	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	1					1					
232	2610-0000400	WATERING FOR PLANTS	MGAL	5.43					5.43					
233	2612-0000520	ROADSIDE SPRAY FOR WEED CONTROL	ACRE	6.5					6.5					

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	2102-0425070	SPECIAL BACKFILL
		See the B sheets and Tab 103-3 on the C Sheets for mainline and ramp locations and details.
		Item is also for Kimberly paved shoulder subbase. See Tab. 112-9 on the C Sheets for additional information.
		For local roads detour pavement- see Tab 100-24
3	2102-2625000	EMBANKMENT-IN-PLACE
		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 =736 CY
4	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW
		See T-sheets for template quantities.
		CL 10 Bid quantity of 266,522 CY includes:
		I-74 and Ramps Stage 2A
		13,215 CY Suitable Excavation
		19,629 CY Fill with Shrink
		I-74 and Ramps Stage 2B
		6,733 CY Suitable Excavation
		108,367 CY Fill with Shrink
		I-74 and Ramps Stage 2B-2
		3,420 CY Suitable Excavation
		4,336 CY Fill with Shrink
		I-74 and Ramps Stage 3A
		22,477 CY Suitable Excavation
		127,007 CY Fill with Shrink
		I-74 and Ramps Stage 3B
		13,680 CY Suitable Excavation
		6,484 CY Fill with Shrink
		Local Rods
		2,116 CY Suitable Excavation
		699 CY Fill with Shrink
		Division 2 volume is for shared use path embankment and:
		820 CY shared use path embankment
		533 CY Local Roads Fill
		Project Need = 219,106 CY Contractor furnished (266,522-61,641/1.3)
		Overhaul will not be measured or paid for, but shall be considered incidental
		to roadway excavation. Borrow to be contractor-furnished.
		Concurrent Project (207) is expected to have an excess of 1,110 CY of class 10
		for use in Stage 3
5	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS
		For boulders encountered in excavation. Existing rip rap is not included.
		Blasting is not allowed.
6	2102-2712070	EXCAVATION, CLASS 12, ROADWAY AND BORROW
		See T Sheets for Template Quantities
		CL 12 Bid quantity of 15,450 CY includes:
		Estimated rock excavation is in proposed detention pond.
		Overhaul will not be measured or paid for, but shall
		be considered incidental to class 12 excavation.
		Rock level is estimated from soil boring data.
		Blasting is not allowed
7	2105-8425005	TOPSOIL, FURNISH AND SPREAD
		See Tab. 103-4 on C Sheets for locations and details.
8	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD
		See Tab. 103-4 on C Sheets for locations and details.
9	2107-0875100	COMPACTION WITH 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
		Compaction with moisture control is not required for class 12 excavation used as fill
10	2109-8225100	SPECIAL COMPACTION OF SUBGRADE
		See the Q Sheets and Tab 103-1 on the C Sheets for locations and details
11	2111-8174100	GRANULAR SUBBASE
		6" thick underneath I-74 Mainline Pavement and Levee Connection.
		See Typicals on B sheets.
		See Tabs 100-24 and 112-9 on the C Sheets for I-74 tabulations
		See the B Sheets for Proposed Levee Connection tabulations.
12	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID
		Place underneath I-74 mainline pavement.
		See Typicals on B sheets and Tab 103-3 on C Sheets

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Item No.	Item Code	Description
13	2115-0100000	MODIFIED SUBBASE
		Item is for roadway subbase underneath local roads and the US 67 ramps.
		See Tabs 112-9 and 100-24 on C Sheets.
14	2121-7425010	GRANULAR SHOULDERS, TYPE A
		For use along the temporary median crossover.
		Refer to the F sheets and B Sheets Crossover-1 and Crossover-2
		for details.
15	2122-5191005	REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER
		Item is for the I-74 median shoulder adjacent to the Lincoln Road bridge piers
		and along US 67 Ramp A
		See Tab 112-9 on the C Sheets for locations and details.
16	2122-5500060	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 6 IN.
		Item is for paved shoulder adjacent to Kimberly Road. See Tab. 112-9 on C Sheets.
17	2123-7450000	SHOULDER CONSTRUCTION, EARTH
		Work shall consist of backfilling, compacting and shaping areas directly behind the curb
		or shoulder. No separate measurement or payment will be made for overhaul
		See Typicals on B sheets for locations and details. Area are tabulated below
		Kimberly Rd Temp Exit Ramp LT Sta. 4623+46.76 to Sta. 4624+64.37 = 1.18 STA (Div 1)
		Kimberly Rd Temp Exit Ramp RT Sta. 4623+46.76 to Sta. 4624+64.37 = 1.18 STA (Div 1)
		Temp Middle Rd Ramp C LT Sta. 14+25 to Sta. 19+88.46 = 5.63 STA (Div 1)
		Temp North Tie-In = Sta 6843+410 to Sta 6849+05.21 = 5.95 STA
		Kimberly Road=1.6 STA (Div 1) See Tab 112-9
		Total=15.54
18	2123-7450020	SHOULDER FINISHING, EARTH
		Work shall consist of backfilling, compacting and shaping areas directly behind the curb
		or shoulder. Material has been included in the Class 10 template quantities.
		No separate measurement or payment will be made for overhaul.
		See Typicals on B sheets for locations and details. Area are tabulated below
		I74 EB Sta. 6804+80.64 to Sta. 6809+12.34 = 4.32 STA (Div 1)
		I74 EB Sta. 6809+12.34 to Sta. 6839+18.80 = 30.06 STA (Div 1)
		I74 EB Sta. 6839+18.80 to Sta. 6839+50.00 = 0.31 STA (Div 1)
		I74 EB Sta. 6839+50.00 to Sta. 6843+10.00 = 3.60 STA (Div 1)
		I74 EB Median Sta. 6839+50.00 to Sta. 6843+10.00 = 3.60 STA (Div 1)
		I74 WB Sta. 6804+58.53 to Sta. 6807+51.12 = 2.93 STA (Div 1)
		I74 WB Sta. 6807+51.12 to Sta. 6834+04.04 = 26.53 STA (Div 1)
		I74 WB Sta. 6839+04.04 to Sta. 6839+50.00 = 0.46 STA (Div 1)
		I74 WB Sta. 6839+50.00 to Sta. 6843+43.35 = 3.93 STA (Div 1)
		I74 WB Median Sta. 6839+50.00 to Sta. 6843+43.35 = 3.93 STA (Div 1)
		US 67 Ramp A LT Sta. 1497+02.31 to Sta. 1501+16.78 = 4.12 STA (Div 1)
		US 67 Ramp A LT Sta. 1506+33.80 to Sta. 1509+11.75 = 2.78 STA (Div 1)
		US 67 Ramp A RT Sta. 1497+02.31 to Sta. 1502+46.78 = 5.44 STA (Div 1)
		US 67 Ramp C LT Sta. 3591+15.45 to Sta. 3592+86.71 = 1.71 STA (Div 1)
		US 67 Ramp C LT Sta. 3592+86.71 to Sta. 3594+30.26 = 1.44 STA (Div 1)
		US 67 Ramp A LT Sta. 1501+16.78 to Sta. 1502+46.78 = 1.30 STA (Div 1)
		US 67 Ramp A LT Sta. 1504+28.48 to Sta. 1506+33.80 = 2.05 STA (Div 1)
		US 67 Ramp C Sta. 3591+15.45 to Sta. 3594+25.27 = 3.10 STA (Div 1)
		US 67 Ramp C RT Sta. 3594+25.27 to Sta. 3595+30.26 = 1.05 STA (Div 1)
		US 67 Ramp C Sta. 3593+95.45 to Sta. 3594+30.26 = 0.35 STA (Div 2)
		US 67 Ramp B LT Sta. 2591+08.39 to Sta. 2592+65.24 = 1.57 STA (Div 1)
		US 67 Ramp B LT Sta. 2592+65.24 to Sta. 2594+18.94 = 1.54 STA (Div 1)
		US 67 Ramp B RT Sta. 2591+08.39 to Sta. 2592+65.24 = 1.57 STA (Div 1)
		US 67 Ramp D LT Sta. 4503+61.84 to Sta. 4507+50.67 = 3.89 STA (Div 1)
		US 67 Ramp D RT Sta. 4503+62.15 to Sta. 4507+50.67 = 3.89 STA (Div 1)
		Middle Rd Ramp B Sta. 2539+00.89 to Sta. 2543+14.84 = 4.14 STA (Div 1)
		Middle Rd Ramp B Sta. 2543+14.84 to Sta. 2543+95.09 = 0.80 STA (Div 1)
		Middle Rd Ramp B Sta. 2543+95.09 to Sta. 2547+21.50 = 3.26 STA (Div 1)
		Middle Rd Ramp B Sta. 2547+21.50 to Sta. 2548+41.08 = 1.20 STA (Div 1)
		Middle Rd Ramp B Sta. 2548+41.05 to Sta. 2550+66.85 = 2.26 STA (Div 1)
		Middle Rd Ramp B Sta. 2539+00.89 to Sta. 2550+66.85 = 11.66 STA (Div 1)
		Middle Rd Ramp C Sta. 3539+16.02 to Sta. 3545+98.23 = 6.82 STA (Div 1)
		Middle Rd Ramp C Sta. 3539+16.02 to Sta. 3545+98.23 = 6.82 STA (Div 1)
		Median crossover RT Sta. 6839+50 to 16841+25.54 = 1.75 STA (Div 1)
		Median crossover LT Sta. 16841+25.54 to 6846+96.69 = 5.71 STA (Div 1)
		I74 Stage 2A Ramp D Detour Pavement Sta. 6817+72.63 to Sta. 6825+91.55 = 8.2 Sta (Div 1)
		Local Roads (Div 1)=11.33 STA (Div 1)
		State Street (Div 2)=13.65 STA (Div 2)
		Div 1 Total=179.07 STA
		Div 2 Total=14.00STA
19	2301-1033080	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 8 IN.
		Refer to Typicals on B Sheets and Tab. 100-24 on C Sheets for locations and details.
		For use in side road construction.
		Water valve adjustments as shown on Tab. 104-10 on the C Sheets shall be included in the bid price.
20	2301-1033100	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 10 IN.
		Refer to Typicals on B Sheets and Tab. 100-24 on C Sheets for locations and details.
		For use in US 67 construction.
		Water valve adjustments as shown on Tab. 104-10 on the C Sheets shall be included in the bid price.

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Item No.	Item Code	Description
21	2301-1034110	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3I DURABILITY, 11 IN.
		Refer to Typicals on B Sheets and Tab. 100-24 on C Sheets for locations and details.
		For use in I-74 and US 67 Ramp construction.
22	2301-4875006	MEDIAN, P.C. CONCRETE, 6 IN.
		Item is for PCC median at the intersection of Kimberly Rd and US 67. See Tab 112-5
		on C sheets for locations and details.
23	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES
		Refer to Tab 100-24 on the C Sheets for pavement schedule.
24	2304-0100000	DETOUR PAVEMENT
		Detour pavement is pavement for staging purposes that will be removed by the contractor.
		See F sheets and J for locations and B sheets for details. See Tab 100-24 on C Sheets for tabulations
		In addition to Tab 100-24, 11 SY for Division 1 and 34 SY for Division 2
		is for constructing detour pavement in Stage 3B-2B. Refer to J sheets for locations.
		Detour Pavement to be 10.5" HMA or 8.5" PCC at the option of the contractor.
		Additional excavation is incidental if HMA option is chosen.
25	2304-0101000	TEMPORARY PAVEMENT
		Temporary pavement is for interim pavement that will be removed by a future contract.
		Pavement is used to tie the ultimate pavement construction to the existing pavement at the north end of the
		contract. See F sheets for locations and B sheets for details. See Tab 100-24 on C Sheets for tabs
		and details. Detour Pavement to be 12" HMA or 10" PCC at the option of the contractor.
		Additional excavation is incidental if HMA option is chosen.
26	2401-6745356	REMOVAL OF CONCRETE FOOTINGS OF LIGHT POLES
		See P sheets for locations and details.
		The foundation must be completely removed or broken down to a point three feet
		below grade. Debris must be disposed of according to Article 1104.6B of the standard
		specifications. Backfill must meet requirements of Article 2523.03E of the standard specifications.
		Work shall be measured per Each foundation removed, work shall also include proper disposal
		and backfill. No additional payment will be made for backfill or disposal of debris.
27	2401-6745765	REMOVAL OF LIGHT POLES
		See P sheets for locations and details.
		Any damage resulting from the removal and/or transportation of the lighting luminaire and
		associated hardware, shall be repaired or replaced in kind. The Engineer will be the sole judge to
		determine the extent of damage and the suitability of repair or replacement. The removal shall
		include the pole, breakaway device, arms, luminaires, and associated hardware and appurtenances.
		METHOD OF MEASUREMENT
		Each lighting unit which is removed and delivered to a Department storage facility or disposed of as
		indicated, will be counted as a unit for payment.
		BASIS OF PAYMENT
		Removal of lighting units will be paid for at the contract unit price per each for REMOVAL OF LIGHT POLES.
		Foundation removal will be paid for separately.
28	2401-6750001	REMOVALS, AS PER PLAN
		For Division1, See P sheets for locations, details, and additional tabulations.
		Removal shall include all handholes and control cabinets called to be removed, as
		well as all abandoned cable.
		For Division 4, See N Sheets
29	2401-7207030	REMOVAL OF CONCRETE
		Work shall consist of removing stairs between existing levee path and proposed Urban Park area.
		This includes all sawcuts and removal of all concrete, subbase material, reinforcement, hand rails,
		and other material associated to stairs.
		See U sheets for locations and details.
30	2402-0425030	GRANULAR BACKFILL
		1631 CY is for fill between the I-74 median barriers.
		Refer to I-74 typicals on the B Sheets.
		10649 CY is estimated for behind MSE Wall 165.
		242 CY is estimated for below MSE Wall 165.
		See Typicals Wall-1 and Wall-2 on the B Sheets and refer
		to sheets V.1 and V.2 for Wall 165 details.
		All quantities are Division 1.
31	2402-2720000	EXCAVATION, CLASS 20
		See V Sheets for Identity Element Footing locations and details
		Includes 88 CY for Identity Element Footings
		See V Sheets for Precast Noise Walls
		Includes 311 CY for Noise Walls

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Item No.	Item Code	Description
		See Tab 190-52 on N Sheets for locations.
		See Roadside DMS Support Standards, RDMS-13, for details.
32	2402-2722000	EXCAVATION, CLASS 22
		See V Sheets for Identity Element Footing locations and details
33	2403-0100000	STRUCTURAL CONCRETE (MISCELLANEOUS)
		See Tab 190-52 on N Sheets for locations.
		See Roadside DMS Support Standards, RDMS-13, for details.
34	2403-0100010	STRUCTURAL CONCRETE (BRIDGE)
		See V Sheets for Identity Element Footing locations and details
		Also for use at the light pole blisters on retaining wall 165.
		See U sheets for details of light pole blisters and quantities
		Division 1 quantities are for light pole blisters. Division 2 quantities are for Identity Elements.
35	2404-7775000	REINFORCING STEEL
		See V Sheets for Identity Element Footing locations and details
36	2404-7775005	REINFORCING STEEL, EPOXY COATED
		Division 1 for use at the light pole blister on retaining wall 165.
		See U sheets for details of light pole blisters and quantities
		Division 4 for use at DMS foundation.
		See Tab 190-52 on N Sheets for locations.
		See Roadside DMS Support Standards, RDMS-13, for details.
37	2412-0000100	LONGITUDINAL GROOVING IN CONCRETE
		Refer to Tab 100-28 on the C Sheets.
		Coordinate with the Bridge Contracts.
		Grooving must be completed prior to opening bridges to traffic.
38	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.
39	2416-0100018	APRONS, CONCRETE, 18 IN. DIA.
40	2416-0100024	APRONS, CONCRETE, 24 IN. DIA.
41	2416-0100030	APRONS, CONCRETE, 30 IN. DIA.
42	2416-0100036	APRONS, CONCRETE, 36 IN. DIA.
43	2416-0100042	APRONS, CONCRETE, 42 IN. DIA.
44	2416-0100072	APRONS, CONCRETE, 72 IN. DIA.
		See Tab 104-5B on the M Sheets for locations and details.
45	2416-0101136	REMOVE AND REINSTALL CONCRETE PIPE APRONS GREATER THAN 36 IN.
		See Tab 104-5B on the M Sheets for location and details.
46	2423-0001000	ROADSIDE DYNAMIC MESSAGE SIGN (D.M.S.) SUPPORT
		See Tab 190-52 on N Sheets for locations.
		See Roadside DMS Support Standards, RDMS-13, for details.
47	2432-0000100	MECHANICALLY STABILIZED EARTH RETAINING WALL
		Refer to V Sheets for Wall details
		All required precast panels and the associated form liners and aesthetic considerations
		as shown on the V Sheets are to be included in the contract unit price.
		THE CONTRACTOR SHALL COORDINATE WITH THE ADJACENT CONTRACTOR FOR THE DESIGN 3808
		BRIDGE TO ENSURE THAT ANY PILES WITHIN THE MSE REINFORCED ZONE ARE INSTALLED PRIOR
		TO CONSTRUCTION OF THE MSE WALL. THE BRIDGE PILES ARE LIKELY TO BE IN PLACE DURING
		CONSTRUCTION OF THE EMBANKMENT, SO CARE SHALL BE TAKEN TO AVOID IMPACTING THE
		PILES DURING CONSTRUCTION OF THE MSE WALL AND EMBANKMENT. ANY PILES ALREADY IN
		PLACE SHALL BE INSPECTED PRIOR TO CONSTRUCTION OF THE WALL AND EMBANKMENT.
		ANY DAMAGE TO THE PILES OBSERVED UPON COMPLETION OF THE WALL AND EMBANKMENT
		SHALL BE REPAIRED TO THE SATIFACTION OF THE ENGINEER AT THE EXPENSE OF
		THE CONTRACTOR.
48	2435-0130148	MANHOLE, SANITARY SEWER, SW-301, 48 IN.
		See Tab. 104-5B on the M Sheets for locations and details.
49	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.
50	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.
51	2435-0140184	MANHOLE, STORM SEWER, SW-401, 84 IN.
52	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN.
53	2435-0140204	MANHOLE, STORM SEWER, SW-402, TOP ONLY
54	2435-0250800	INTAKE, SW-508
55	2435-0250814	INTAKE, SW-508, TOP ONLY
56	2435-0250900	INTAKE, SW-509
57	2435-0251100	INTAKE, SW-511
58	2435-0251218	INTAKE, SW-512, 18 IN.
59	2435-0251230	INTAKE, SW-512, 30 IN.
60	2435-0254100	INTAKE, SW-541
		See Tab 104-5B on the M Sheets for locations and details.
		For all connections to existing pipes, the existing flowlines shall be
		field verified by the contractor prior to ordering the structures
61	2435-0254800	BARRIER INTAKE, SW-548

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Item No.	Item Code	Description
62	2435-0254802	BARRIER INTAKE, SW-548, WELL ONLY
63	2435-0254804	BARRIER INTAKE, SW-548, TOP ONLY
64	2435-0254810	BARRIER INTAKE, SW-548 MODIFIED
65	2435-0254914	BARRIER INTAKE, SW-549 MODIFIED, TOP ONLY
		See Tab 104-5B on the M Sheets for location and details.
		For all connections to existing pipes, the existing flowlines shall be
		field verified by the contractor prior to ordering the structures
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66	2435-0600010	MANHOLE ADJUSTMENT, MINOR
67	2435-0600020	MANHOLE ADJUSTMENT, MAJOR
68	2435-0600110	INTAKE ADJUSTMENT, MINOR
69	2435-0600120	INTAKE ADJUSTMENT, MAJOR
		See Tab 104-5B on the M Sheets for locations and details.
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70	2435-0700010	CONNECTION TO EXISTING MANHOLE
71	2435-0700020	CONNECTION TO EXISTING INTAKE
		See Tab 104-5B on 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
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72	2436-0000100	PRECAST NOISE WALL
		See V Sheets for Noise Wall Locations, details, and tabulations
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73	2499-0926010	CRUSHED BRICK
		Place at 6" depth in between the I-74 median barriers on top of the granular backfill. Do
		not place under locations where a concrete cap will be installed. See B Sheets for details.
		Station 6803+91.99 to 6834+00.26= 342.6 Tons
		Station 6835+02.38 to 6839+50= 40.7 Tons
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74	2499-6000100	CLEAN OUT PIPE CULVERT
		Included for existing 36" pipe P28289. Length of cleaning is remaining pipe after partial
		removal shown on U sheets
		See M Sheets and Tab 104-5B
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75	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.
76	2502-8220193	SUBDRAIN OUTLET, DR-303
77	2502-8221304	SUBDRAIN OUTLET, DR-304
		See Tab. 104-9 on C Sheets for locations and details.
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78	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.
79	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.
80	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.
81	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 30 IN.
82	2503-0114236	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 36 IN.
83	2503-0114248	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 48 IN.
84	2503-0114415	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 3000D (CLASS IV), 15 IN.
85	2503-0114424	STORM SWR G-MAIN, TRENCHED, RCP 3000D, (CLASS IV), 24 IN.
86	2503-0114436	STORM SWR G-MAIN, TRENCHED, RCP 3000D, (CLASS IV), 36 IN.
87	2503-0114442	STORM SWR G-MAIN, TRENCHED, RCP 3000D, (CLASS IV), 42 IN.
88	2503-0114618	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS V), 18 IN
89	2503-0116288	STORM SEWER GRAVITY MAIN, TRENCHED, 2000D LOW CLEARANCE CONCRETE PIPE, EQUIVALENT DIAMETER 72 IN.
90	2503-0124624	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS V), 24 IN.
		See Tab 104-5B on the M Sheets for location and details.
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91	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.
92	2503-0200136	REMOVE STORM SEWER PIPE GREATER THAN 36 IN.
93	2503-0200341	STORM SEWER ABANDONMENT, FILL AND PLUG, LESS THAN OR EQUAL TO 36 IN. DIA.
		See the U sheets and Tab 110-14 for locations and details.
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94	2504-0116016	SANITARY SEWER GRAVITY MAIN, TRENCHED, DUCTILE IRON PIPE (DIP), 16 IN.
		See Tab. 104-5B on Sanitary M Sheets for locations and details.
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95	2504-0200204	SANITARY SEWER SERVICE STUB, DUCTILE IRON, 4 IN.
		See Tab. 104-5B on Sanitary M Sheets for locations and details.
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96	2504-0200206	SANITARY SEWER SERVICE STUB, DUCTILE IRON, 6 IN.
		Refer to Tab. WHKS-1 on C Sheet for locations and details.
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97	2504-0240036	REMOVE SANITARY SEWER PIPE LESS THAN OR EQUAL TO 36 IN.
98	2504-0240236	SANITARY SEWER ABANDONMENT, FILL AND PLUG, LESS THAN OR EQUAL TO 36 IN. DIA
		See the U sheets and Tab 110-14 for locations and details.
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99	2505-4008120	REMOVAL OF STEEL BEAM GUARDRAIL
		Steel plate guardrail removal shown on the U Sheets and Tab 110-7A on C Sheets.
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100	2505-4008300	STEEL BEAM GUARDRAIL
101	2505-4008400	STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION
102	2505-4021010	STEEL BEAM GUARDRAIL END ANCHOR, BOLTED
103	2505-4021020	STEEL BEAM GUARDRAIL END ANCHOR, W-BEAM
104	2505-4021700	STEEL BEAM GUARDRAIL END TERMINAL
		See U Sheets for details and locations
		See Tab 108-8A, 108-8C on C Sheets.
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105	2505-6000111	HIGH TENSION CABLE GUARDRAIL

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Item No.	Item Code	Description
106	2505-6000121	HIGH TENSION CABLE GUARDRAIL, END ANCHOR
107	2505-6000131	HIGH TENSION CABLE GUARDRAIL, SPARE PARTS KIT
		See U sheets for locations and details.
		See Tab 108-9A on C Sheets.
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108	2506-4984000	FLOWABLE MORTAR
		For use in anti-seep collars for storm sewers and sanitary sewers constructed in contaminated soil sites.
		Refer to Tabulation SPECIAL 1, Contaminated Soil Sites - Sewer, in the C Sheets for quantities and
		M Sheets for locations of the anti-seep collars.
		Refer to the U Sheets, "Contaminated Soil Areas," for potentially contaminated soil locations.
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109	2507-3250005	ENGINEERING FABRIC
		Engineering fabric shall be material as specified for embankment erosion control, Article 4196.01C.
		Material shall be measured in sq. yd. of actual area covered.
		Refer to the B sheets.
		See Tab 100-23 on the C sheets for locations.
		Quantity is also included for use at locations of failed silt fence ditch checks
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110	2507-6800042	REVETMENT, CLASS D
		Refer to the B sheets and Tab 100-23 on C Sheets.
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111	2507-8029000	EROSION STONE
		Refer Tab 100-23 on C Sheets.
		See U Sheets Seeding Plans for locations.
		See B Sheets for details near Noise Walls
		Quantity is also included for use at locations of failed silt fence ditch checks
		Rock Splash Basins under bridge drains and scuppers shall be removed at end of Project in coordination
		with Project (258) for the urban park construction.
		Removal of splash basins is included in the cost of erosion stone.
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112	2510-6745850	REMOVAL OF PAVEMENT
		See U Sheets and Tab.110-1 on C Sheets for locations and details.
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113	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES
		See Tab 110-15 on C Sheets for locations and details
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114	2511-0302500	RECREATIONAL TRAIL, PORTLAND CEMENT CONCRETE, 5 IN.
		Item is for proposed levee connection.
		See B sheets for Proposed Levee Connection details and quantities and S sheets for plan location.
		Item includes formwork, jointing, and grinding of existing curbs for installation of
		pedestrian ramps as identified in the S sheets.
		The temporary levee connection is paid as sidewalk.
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115	2511-0310100	SPECIAL COMPACTION OF SUBGRADE FOR RECREATIONAL TRAIL
		Compact subgrade under proposed levee path connection to requirements of Article 2109.03.
		See B sheets for Proposed Levee Connection details and quantities and S sheets for plan location.
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116	2511-6745900	REMOVAL OF SIDEWALK
		See Tab 110-5 on C Sheets for locations and details.
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117	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.
118	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.
119	2511-7528101	DETECTABLE WARNINGS
		See Tab 113-1 on C Sheets for locations and details.
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120	2512-1725256	CURB AND GUTTER, P.C. CONCRETE, 2.5 FT
		For use on the Stage 2A detour pavement at existing Ramp D
		Refer to Typical on the B sheets and Tab 112-4 on C Sheets.
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121	2513-0001020	CONCRETE BARRIER, BA-102
		See Tab 108-18B on C Sheets.
		See B Sheets for location in I-74 median
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122	2513-0001035	CONCRETE BARRIER, BA-103 AND FOOTING
		For use in front of retaining walls 165 and 135
		See Tab 108-18B on C Sheets for locations
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123	2513-0001040	CONCRETE BARRIER, BA-104
		See Tab 108-18B on C Sheets.
		Includes material and labor associated with providing and installing rigid steel conduit
		junction boxes, and fittings as shown in the Lighting and details.
		Includes 2” DIA. rigid steel conduit and embedded junction box.
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124	2513-0001070	CONCRETE BARRIER RAIL, BA-107
		See Tab 108-18B on C Sheets.
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125	2513-0001081	CONCRETE BARRIER, TAPERED END, BA-108
		For use in front of retaining walls 165 and 135
		See Tab 108-18B on C Sheets for locations
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126	2513-0474990	CONCRETE BARRIER, REINFORCED, AS PER PLAN
		See U sheets for details.
		See Tab 108-18B on C Sheets.
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Item No.	Item Code	Description
127	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.
		See Tab. 102-3 on C Sheets for locations and details.
128	2515-6745600	REMOVAL OF PAVED DRIVEWAY
		See Tab 110-8 the C Sheets for tabulations.
		See U sheets for removal locations.
129	2516-8725000	P.C. CONCRETE RETAINING WALL
		Refer to U sheet CONCRETE CLOSURE WALL DETAIL.
		For retaining granular backfill between the median barriers at the south end of median.
130	2518-6910000	SAFETY CLOSURE
		See Tab. 108-13A on C Sheets for locations and details.
131	2519-1002042	FENCE, CHAIN LINK, 42 IN. HEIGHT
		See Tab 100-7 the C Sheets for tabulations.
		For additional Details, See the U Sheet CHAIN LINK FENCE DETAILS
132	2519-1002072	FENCE, CHAIN LINK, 72 IN. HEIGHT
		See Tab 100-7 the C Sheets for tabulations.
		For additional Details, See the U Sheet CHAIN LINK FENCE DETAILS
133	2519-4200120	REMOVAL OF FENCE, CHAIN LINK
		See U sheets for removal locations.
		See Tab 110-17 on the C sheets for tabulations.
134	2520-3350015	FIELD OFFICE
135	2523-0000200	ELECTRICAL CIRCUITS
		Bid to include 600 volt fuses at 5 amperes for luminaire supply (L-1 connectors) and 20 amperes for tap
		circuit protection (Y-1 connectors) located in the junction boxes or handholes. Included are 108 type L-1
		connectors, 88 Y-1 connectors, 4 type Y-3 connectors, and 34 type L-2 connectors. Electrical circuit
		length is calculated from plan dimensions as the linear, one-way length of both new and existing embedded
		conduits. No allowance has been added to this quantity. Allowances have been added to all wire and cable
		quantities listed in Tab 108-12.
		Refer to P Sheets.
136	2523-0000310	HANDHOLES AND JUNCTION BOXES
		All handholes to be RM-42 Type 1, except where noted.
		Refer to P Sheets for location and details.
137	2524-9081290	CONCRETE FOOTING FOR BREAKAWAY SIGN POST, 2'-8" DIA. X 9'-0"
138	2524-9275222	WOOD POSTS FOR TYPE A OR B SIGNS, 4 IN. X 6 IN.
139	2524-9281426	STEEL BREAKAWAY SIGN POSTS FOR TYPE A OR B SIGNS, W 12 X 26
140	2524-9325001	TYPE A SIGNS, SHEET ALUMINUM
141	2524-9380001	TYPE B SIGNS, EXTRUDED ALUMINUM STRUCTURAL PANEL
		Items are for signs used for traffic control and staging.
		See the J sheets for locations and details
		See Tabs 190-50, 190-51, and 190-66 for additional details
142	2525-0000105	TRAFFIC SIGNAL INSTALLATION
		Refer to N Sheets for locations and details.
		Coordinate all permanent and temporary signal installation and removal with
		the City of Bettendorf.
143	2525-0000120	REMOVAL OF TRAFFIC SIGNALIZATION
		Refer to N Sheets for locations and details.
		Coordinate all permanent and temporary signal installation and removal with
		the City of Bettendorf.
144	2526-8285000	CONSTRUCTION SURVEY
145	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED
146	2527-9263112	PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE
147	2527-9263131	WET RETROREFLECTIVE REMOVABLE TAPE MARKINGS
148	2527-9263137	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT-BASED
149	2527-9263138	PAINTED SYMBOLS AND LEGENDS, HIGH-BUILD WATERBORNE
150	2527-9263180	PAVEMENT MARKINGS REMOVED
151	2527-9270111	GROOVES CUT FOR PAVEMENT MARKINGS
		See Tab. 108-22 on C Sheets for locations and details.
		See J Sheets for additional details.
		All pavement marking removals on final pavement and bridge surfaces shall be
		by high-pressure water blasting. Vacuum blasting, vacuum dry grinding,
		wet grinding, and shot blasting will not be allowed on final surfaces.
152	2528-3800000	MODULAR GLARE SCREEN SYSTEM
		For use on temporary barrier rail during Stage 3 between eastbound and westbound I-74
		See J Sheet Typical Sections.
		Station 6747+17 to 6841+17
153	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE
		See J sheets and Tab 108-33 on C Sheets for locations.
		See J sheets for location and details.
		Approximately 5,675 Feet of temporary barrier rail will be in place from Project (205).

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Item No.	Item Code	Description
		This temporary barrier from Project (205) shall become the property of the Project (206) contractor.
		All temporary barrier rail shall be removed at the end of the project.
154	2528-8400055	TEMPORARY TO PERMANENT BARRIER CONNECTION
		See J Sheets and Tab 108-33 on C Sheets for locations.
		Refer to U Sheets for connection plan details
155	2528-8400157	TEMPORARY FLOODLIGHTING LUMINAIRE
		See Tab 108-27 on the J sheets for locations and details.
156	2528-8400256	TEMPORARY TRAFFIC SIGNALS
		See N Sheets
		Coordinate all permanent and temporary signal installation and removal with
		the City of Bettendorf.
157	2528-8445110	TRAFFIC CONTROL
		See Traffic Control Plan on the N Sheets for location and details.
158	2528-8445113	FLAGGER
159	2529-2242304	CD JOINT ASSEMBLY
		Patching items to allow for patching on the detour routes on city streets that fall beyond the project
		construction limits before and/or after their use as detours:
		Final quantities to be determined by the Engineer.
		Assume 100 patches at 8 SY each:
		NB Kimberly Road: 40 patches
		SB Kimberly Road: 40 patches
		EB Middle Road: 5 patches
		WB Middle Road: 5 patches
		NB 14th Street: 3 patches
		SB 14th Street: 3 patches
		EB Central Av: 1 patch
		WB Central Ave: 1 patch
		NB 15th St: 1 patch
		SB 15th St: 1 patch
		Assume an additional 50 patches by count
		All patches are Division 1.
160	2529-5070110	PATCH, FULL-DEPTH FINISH, BY AREA
161	2529-5070120	PATCH, FULL-DEPTH FINISH, BY COUNT
162	2533-4980005	MOBILIZATION
163	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 is for excavation at the location described below.
		Pipes from Tab Special-1=194 CY
		Parcel 320 - 210 CY
		Parcel 341 - 69 CY
		Parcel 341A - 263 CY
		Total=736 CY
164	2537-8900100	SAMPLING AND TESTING FOR PETROLEUM CONTAMINATION (WATER AND SOIL SAMPLES
		FOR REMEDIATION OF PETROLEUM CONTAMINATED SOIL)
		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 355, 367, 372, 374 and 380. 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 320: 2 Samples
		Parcel 341: 2 Samples
		Parcel 341A: 2 Samples
		Parcel 355: 1 Sample
		Parcel 367: 1 Sample
		Parcel 374: 2 Samples
		Parcel 380: 3 Samples
		Total=13

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
165	2545-1000000	OVERLAY TYPE B GUIDE SIGNS
		Nominal quantity for possible unforeseen sign modifications
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166	2551-0000110	TEMPORARY CRASH CUSHION
		Placed at end of Temporary concrete barrier rail.
		See J Sheets and Tab 108-30 on C Sheets for locations..
		Two temporary crash cushion are expected to be in place from prior Project (205)
		This crash cushion shall become the property of the Project (206) contractor.
		Temporary Crash Cushions are to be removed at the end of the contract.
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167	2552-000140	ROCK EXCAVATION
		Item is included to account for any possible rock encountered during storm sewer excavation.
		See M sheet profiles for approximate rock locations.
		Blasting is not allowed.
		Refer to the U sheet "Rock Excavation Trench for Sewers" for the maximum allowable payment area.
		Estimated quantities are as follows:
		Division 1:
		P923 = 18 CY
		P915 = 124 CY
		P912 = 10 CY
		P802 = 13 CY
		Intake 950 = 2 CY
		P980 and Apron 981 = 82 CY
		P425 and P426 = 17 CY
		P950 = 48 CY
		Intake 425 = 2 CY
		Total = 316 CY + 50% Contingency = 474 CY
		Division 2 :
		Structure 153 = 13 CY
		Structure 371 = 1 CY
		Structure 350 = 1 CY
		Structure 351 = 2 CY
		Structure 354 = 4 CY
		Structure 355 = 3 CY
		Structure 356 = 3 CY
		Structure 357 = 5 CY
		Structure 353 = 1 CY
		Structure 358 = 7 CY
		P350 = 2 CY
		P351 = 15 CY
		P355 = 9 CY
		P356 = 13 CY
		P352 = 1 CY
		P353 = 7 CY
		P354 = 37 CY
		P357 = 160 CY
		P358 = 78 CY
		Letdown P951 = 21 CY
		Total = 383 CY + 50% Contingency = 575 CY Div 2
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168	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS
		See Tab 110-13 on N Sheets and P Sheets.
		Transportation of salvaged materials is not eligible for federal funds
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169	2595-0005125	RAILROAD PROTECTIVE LIABILITY INSURANCE FOR DAKOTA, MINNESOTA, AND EASTERN RAILROAD CORP.
		Refer to the special provisions
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170	2599-9999005	CABINET FOOTING, FURNISH AND INSTALL, 36 INCH X 24 INCH X 17 INCH
		DESCRIPTION
		This work shall consist of furnishing and installing the 36 inch x 24 inch x 17 inch Cabinet Footings for the
		proposed ITS infrastructure within this project. This work shall include all materials, hardware, and labor
		required for complete mounting and installation of the Footings.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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171	2599-9999005	CABINET, FURNISH AND INSTALL, 36 INCH x 24 INCH x 17 INCH, 120/240V
		DESCRIPTION
		This work shall consist of furnishing and installing the 36 inch x 24 inch x 17 inch Cabinets with 120/240V
		wiring for the proposed ITS infrastructure within this project. This work shall include all materials,
		hardware, and labor required for complete mounting and installation of the Cabinets.

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Item No.	Item Code	Description
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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172	2599-9999005	CABINET, FURNISH AND INSTALL, 36 INCH x 24 INCH x 17 INCH, 120V
		DESCRIPTION
		This work shall consist of furnishing and installing the 36 inch x 24 inch x 17 inch Cabinets with 120V wiring
		for the proposed ITS infrastructure within this project. This work shall include all materials, hardware, and
		labor required for complete mounting and installation of the Cabinets.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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173	2599-9999005	COLLAPSIBLE BOLLARD
		DESCRIPTION
		Collapsible Bollards shall consist of welded steel tubing with a manufactured hinge that allows the bollard
		to collapse and painted safety yellow constructed as herein specified and as shown on the plans in
		conformity with the contract documents.
		Bollards shall be placed at the driveway along US 67 Ramp C
		MATERIALS
		Refer to the Special Provisions
		METHOD OF MEASUREMENT
		Refer to the Special Provisions
		BASIS OF PAYMENT
		Refer to the Special Provisions
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174	2599-9999005	CONCRETE BARRIER, TAPERED END, BA-108 (MODIFIED)
		Standard Road Plan BA-108 Modified to fit the height and width of the barrier
		along US 67 Ramp C.
		See K Sheets for location.
		See Tab 108-18B on C Sheets and for locations
		DESCRIPTION.
		Per Standard Specifications Section 2513
		and Modified Standard BA-108
		MATERIALS
		Per Standard Specifications Section 2513
		and Modified Standard BA-108
		CONSTRUCTION
		Per Standard Specifications Section 2513
		and Modified Standard BA-108
		METHOD OF MEASUREMENT
		Per Standard Specifications Section 2513
		and Modified Standard BA-108
		BASIS OF PAYMENT
		Per Standard Specifications Section 2513
		and Modified Standard BA-108
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175	2599-9999005	FIXED BOLLARD
		See U Sheets Seeding Plans for locations
		DESCRIPTION
		Work includes all labor, material and equipment to furnish and install each bollard and footing.
		Item to be placed in areas as indicated in the plans and per detail.
		MATERIALS
		316 grade stainless steel bollard with #6 satin finish to provide a high resistance
		to corrosion and weathering.
		Bollard shall have a flat top straight body with a white color reflector strip.
		METHOD OF MEASUREMENT
		Measurement will be by count and based upon each bollard installed.
		BASIS OF PAYMENT
		Payment will be based upon each bollard installed.
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ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
176	2599-9999005	HANDHOLE, FURNISH AND INSTALL, FOR27
		DESCRIPTION
		This work shall consist of furnishing and installing the Type FOR27 Handholes for the proposed ITS
		infrastructure within this project. This work shall include all materials, hardware, and labor required for
		complete installation of the Handholes.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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177	2599-9999005	HANDHOLE, FURNISH AND INSTALL, TYPE I
		DESCRIPTION
		This work shall consist of furnishing and installing the Type I Handholes for the proposed ITS infrastructure
		within this project. This work shall include all materials, hardware, and labor required for complete
		installation of the Handholes.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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178	2599-9999005	HANDHOLE, FURNISH AND INSTALL, TYPE III
		DESCRIPTION
		This work shall consist of furnishing and installing the Type III Handholes for the proposed ITS infrastructure
		within this project. This work shall include all materials, hardware, and labor required for complete
		installation of the Handholes.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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179	2599-9999005	IDENTITY ELEMENTS-NEIGHBORHOOD
		DESCRIPTION:
		Bid to include material, fabrication, and installation of 7 identity elements of Neighborhood type.
		See V Sheets for details.
		MATERIALS.
		Materials include structural steel HSS framing members, precast concrete
		panels, steel panel cabinets, fluoropolymer paint, anti-graffiti coating
		and aesthetic lighting luminaires and mounting. Anchor bolts and nuts
		are not included in this bid item, but are to be provided with the footings or bridge
		elements upon which the identity elements are installed. Conduit and cable are not included,
		but are paid for separately. See Sheets V.15 and special provisions for material.
		specifications.
		CONSTRUCTION.
		Fabrication of all identity elements shall be by the same fabricator to
		ensure uniformity of appearance. Installation shall be at locations in both Iowa
		and Illinois as described on Sheet V.13, and shall be performed after all other bridge
		project work is completed. Installation shall be coordinated with the Iowa
		road contractor and Illinois general contractor.
		METHOD OF MEASUREMENT.
		By Count
		BASIS OF PAYMENT.
		Each
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180	2599-9999005	IDENTITY ELEMENTS-OVERLOOK
		DESCRIPTION:
		Bid to include material, fabrication, and installation of 3 identity elements of Overlook type.
		See V Sheets for details.
		MATERIALS.
		Materials include structural steel HSS framing members, precast concrete

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Item No.	Item Code	Description
		panels, steel panel cabinets, curved acrylic panels, fluoropolymer paint, anti-graffiti coating
		and aesthetic lighting luminaires and mounting. Anchor bolts and nuts
		are not included in this bid item, but are to be provided with the bridge
		elements upon which the identity elements are installed. Conduit and cable are not included,
		but are paid for separately. See Sheets V.15 and V.27 and special provisions for material.
		specifications.
		CONSTRUCTION.
		Fabrication of all identity elements shall be by the same fabricator to
		ensure uniformity of appearance. Installation shall be at locations on the Mississippi River
		bridge as described on Sheet V.13, and shall be performed after all other bridge
		project work is completed. Installation shall be coordinated with the Iowa
		bridge contractor.
		METHOD OF MEASUREMENT.
		By Count
		BASIS OF PAYMENT.
		Each
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181	2599-9999005	IDENTITY ELEMENTS-RIVER CROSSING
		DESCRIPTION:
		Bid to include material, fabrication, and installation of 4 identity elements of River Crossing type.
		See V Sheets for details.
		MATERIALS.
		Materials include structural steel HSS framing members, precast concrete
		panels, steel panel cabinets, fluoropolymer paint, anti-graffiti coating
		and aesthetic lighting luminaires and mounting. Anchor bolts and nuts
		are not included in this bid item, but are to be provided with the footings or bridge
		elements upon which the identity elements are installed. Conduit and cable are not included,
		but are paid for separately. See Sheets V.15 and special provisions for material.
		specifications.
		CONSTRUCTION.
		Fabrication of all identity elements shall be by the same fabricator to
		ensure uniformity of appearance. Installation shall be at locations in both Iowa
		and Illinois as described on Sheet V.13, and shall be performed after all other bridge
		project work is completed. Installation shall be coordinated with the Iowa
		bridge contractor and Illinois general contractor.
		METHOD OF MEASUREMENT.
		By Count
		BASIS OF PAYMENT.
		Each
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182	2599-9999005	LIGHT POLE FOUNDATION
		See P sheets for locations, details, and additional tabulations.
		DESCRIPTION
		This work shall consist of constructing or firunishing and installing a light pole foundation
		in accordance to Section 2523 of the Standard Specifications.
		MATERIALS
		Refer to Section 2523.02 of the Standard Specifications.
		CONSTRUCTION
		Refer to Section 2523.03 of the Standard Specifications.
		METHOD OF MEASUREMENT
		Light pole foundation will be measured by the unit “Each”, complete. All related apparatus shall be included.
		BASIS OF PAYMENT
		This work will be paid for at the contract unit price per each for LIGHT POLE FOUNDATION,
		which price shall include all materials, equipment, and installation of the light pole
		foundation, base, ground rod, and breakaway couplings as detailed and noted in plans.
		Excavation for the foundation shall be paid for separately.
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ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
183	2599-9999005	LIGHTING POLES, INSTALL ONLY
		See P sheets for locations, details, and additional tabulations.
		DESCRIPTION
		This work shall consist of receiving and installing a light pole complete with an arm(s)
		and all appurtenances required for a complete operating unit and installing it on
		a concrete foundation. The work includes but is not limited to required submittals,
		unloading, storing, and all other miscellaneous work required for complete installation.
		Included in this item is coordination with the light pole Supply Contractor for delivery
		and installation requirements.
		All work shall conform to Section 2523 of the Standard Specifications, except as modified
		within the Special Provisions.
		MATERIALS
		Refer to the Special Provisions for LIGHTING POLE, INSTALL ONLY.
		CONSTRUCTION
		Refer to the Special Provisions for LIGHTING POLE, INSTALL ONLY.
		METHOD OF MEASUREMENT
		The Light Pole will be measured by the unit “Each”, complete. All related apparatus shall be included.
		BASIS OF PAYMENT
		This work shall be paid for at the contract unit price each for LIGHTING POLES, INSTALL ONLY, of
		the mounting height and luminaire mounting positions indicated, which shall be payment in full for
		installing the light pole complete as described in the Special Provisions.
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184	2599-9999005	MODIFY METER PEDESTAL
		DESCRIPTION
		This work shall consist of furnishing and installing the Power Meter Pedestals for the proposed ITS
		infrastructure within this project. This work shall include all materials, hardware, and labor required for
		complete mounting and installation of the Pedestals.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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185	2599-9999005	POLE, STEEL BLACK PAINTED, 45 FOOT, INSTALL ONLY
		DESCRIPTION
		This work shall consist of furnishing and installing the 45 foot Black Painted Steel Pole for the proposed ITS
		infrastructure within this project. This work shall include all materials, hardware, and labor required for
		complete mounting and installation of the Steel Pole.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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186	2599-9999005	POWER CONNECTION
		DESCRIPTION
		This work shall consist of connecting power to existing and new meters for the proposed ITS infrastructure
		within this project. This work shall include all materials, hardware, and labor required for complete
		connection of power to the meter.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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187	2599-9999005	POWER INSTALLED FOUNDATION, INSTALL ONLY
		DESCRIPTION
		This work shall consist of installing pole foundations for the proposed ground mounted ITS poles. This work
		shall include all materials, hardware, and labor required for complete installation of the foundations.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS Infrastructure.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS Infrastructure.

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Item No.	Item Code	Description
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS Infrastructure.
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188	2599-9999005	REMOVABLE BOLLARD
		See U Sheets Seeding Plans for locations
		DESCRIPTION
		Item to be placed in areas as indicated in the plans and per detail, and includes all labor, material
		and equipment to furnish and install bollard and footing.
		MATERIALS
		316 grade stainless steel bollard with #6 satin finish to provide a high resistance to
		corrosion and weathering.
		Bollard shall have a flat top straight body with a white color reflector strip and be removable
		with a keyed lock per detail.
		METHOD OF MEASUREMENT
		Measurement will be by count and based upon each bollard installed.
		BASIS OF PAYMENT
		Payment will be based upon each bollard installed.
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189	2599-9999005	REMOVE AND RELOCATE LIGHT POLE
		See P sheets for locations and details.
		Any damage resulting from the removal and/or transportation of the lighting luminaire and
		associated hardware, shall be repaired or replaced in kind. The Engineer will be the sole judge to
		determine the extent of damage and the suitability of repair or replacement. The removal shall
		include the pole, breakaway device, arms, luminaires, and associated hardware and appurtenances.
		METHOD OF MEASUREMENT
		Each lighting unit which is removed, stored off-site, and reinstalled on a light pole foundation, as
		indicated, will be counted as a unit for payment.
		BASIS OF PAYMENT
		Removal and reinstallation of lighting units will be paid for at the contract unit price per each
		for REMOVE AND RELOCATE LIGHT POLE. Removal of foundation, as well as the installation of the
		proposed foundation, will be paid for separately.
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190	2599-9999005	ROADWAY LUMINAIRE, INSTALL ONLY
		See P sheets for locations, details, and additional tabulations
		DESCRIPTION
		This work shall consist of receiving, assembling, and installing a Roadway Luminaire and lamp as
		shown on the plans. The work includes but is not limited to required submittals, unloading, storing,
		and all other miscellaneous work required for complete installation. Included in this item is coordination
		with the Luminaire Supply Contractor for delivery and installation requirements. All work shall conform
		to Section 2523 of the Standard Specifications, except as specified in the Special Provisions.
		MATERIALS
		Refer to the Special Provisions for ROADWAY LUMINAIRE, INSTALL ONLY
		CONSTRUCTION
		Refer to the Special Provisions for ROADWAY LUMINAIRE, INSTALL ONLY
		METHOD OF MEASUREMENT
		The Roadway Luminaire will be measured by the unit “Each”, complete. All related apparatus shall be included.
		BASIS OF PAYMENT
		This work will be paid for at the contract unit price per each for ROADWAY LUMINAIRE, INSTALL ONLY,
		which price shall include all material, hardware, storage, and labor required for complete
		installation of the Roadway Luminaires, as shown on the contract plans and as specified herein.
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191	2599-9999009	CABLE, FURNISH AND INSTALL, #1
		DESCRIPTION
		This work shall consist of furnishing and installing the #1 Copper Cable for the proposed Electrical
		Circuits within this project. This work shall include all materials, hardware, and labor required for complete
		installation and full operation of the Cable.
		MATERIALS
		Refer to Section 4185.12 of the Standard Specifications for cable. Refer to Section 4185.11 for connector
		assemblies.
		INSTALLATION
		Refer to Section 2523.03 Q of the Standard Specifications.
		METHOD OF MEASUREMENT
		Linear feet as shown in the contract documents.
		BASIS OF PAYMENT
		Payment is full compensation for materials, equipment, and installation of electric cable in conduit between
		connectors and equipment. Connectors shall not be paid for separately but shall be incidental to cable.
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Item No.	Item Code	Description
192	2599-9999009	CABLE, FURNISH AND INSTALL, #12
		DESCRIPTION
		This work shall consist of furnishing and installing the #12 Copper Cable for the proposed Electrical
		Circuits within this project. This work shall include all materials, hardware, and labor required for complete
		installation and full operation of the Cable.
		MATERIALS
		Refer to Section 4185.12 of the Standard Specifications for cable. Refer to Section 4185.11 for connector
		assemblies.
		INSTALLATION
		Refer to Section 2523.03 Q of the Standard Specifications.
		METHOD OF MEASUREMENT
		Linear feet as shown in the contract documents.
		BASIS OF PAYMENT
		Payment is full compensation for materials, equipment, and installation of electric cable in conduit between
		connectors and equipment. Connectors shall not be paid for separately but shall be incidental to cable.
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193	2599-9999009	CABLE, FURNISH AND INSTALL, #4
		DESCRIPTION
		This work shall consist of furnishing and installing the #4 Copper Cable for the proposed Electrical
		Circuits within this project. This work shall include all materials, hardware, and labor required for complete
		installation and full operation of the Cable.
		MATERIALS
		Refer to Section 4185.12 of the Standard Specifications for cable. Refer to Section 4185.11 for connector
		assemblies.
		INSTALLATION
		Refer to Section 2523.03 Q of the Standard Specifications.
		METHOD OF MEASUREMENT
		Linear feet as shown in the contract documents.
		BASIS OF PAYMENT
		Payment is full compensation for materials, equipment, and installation of electric cable in conduit between
		connectors and equipment. Connectors shall not be paid for separately but shall be incidental to cable.
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194	2599-9999009	CABLE, FURNISH AND INSTALL, #6
		DESCRIPTION
		This work shall consist of furnishing and installing the #6 Copper Cable for the proposed Electrical
		Circuits within this project. This work shall include all materials, hardware, and labor required for complete
		installation and full operation of the Cable.
		MATERIALS
		Refer to Section 4185.12 of the Standard Specifications for cable. Refer to Section 4185.11 for connector
		assemblies.
		INSTALLATION
		Refer to Section 2523.03 Q of the Standard Specifications.
		METHOD OF MEASUREMENT
		Linear feet as shown in the contract documents.
		BASIS OF PAYMENT
		Payment is full compensation for materials, equipment, and installation of electric cable in conduit between
		connectors and equipment. Connectors shall not be paid for separately but shall be incidental to cable.
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195	2599-9999009	CABLE, FURNISH AND INSTALL, #8
		DESCRIPTION
		This work shall consist of furnishing and installing the #8 Copper Cable for the proposed Electrical
		Circuits within this project. This work shall include all materials, hardware, and labor required for complete
		installation and full operation of the Cable.
		MATERIALS
		Refer to Section 4185.12 of the Standard Specifications for cable. Refer to Section 4185.11 for connector
		assemblies.
		INSTALLATION
		Refer to Section 2523.03 Q of the Standard Specifications.
		METHOD OF MEASUREMENT
		Linear feet as shown in the contract documents.
		BASIS OF PAYMENT
		Payment is full compensation for materials, equipment, and installation of electric cable in conduit between
		connectors and equipment. Connectors shall not be paid for separately but shall be incidental to cable.
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196	2599-9999009	CABLE, INSTALL ONLY, MVDS COMM

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Item No.	Item Code	Description
		DESCRIPTION
		This work shall consist of installing the DOT furnished MVDS cables as conductors for MVDS communications.
		This work shall include all materials, hardware, and labor required for complete installation of the cable.
		For information on MATERIALS, CONSTRUCTION, METHOD OF MEASUREMENT, and BASIS OF PAYMENT, refer to the Special
		Provisions for ITS Infrastructure.
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197	2599-9999009	CABLE, INSTALL ONLY, MVDS POWER
		DESCRIPTION
		This work shall consist of installing the DOT furnished MVDS cables as conductors for MVDS communications.
		This work shall include all materials, hardware, and labor required for complete installation of the cable.
		For information on MATERIALS, CONSTRUCTION, METHOD OF MEASUREMENT, and BASIS OF PAYMENT, refer to the Special
		Provisions for ITS Infrastructure.
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198	2599-9999009	CONCRETE BARRIER, BA-104 (MODIFIED)
		See Tab 108-18B on the C Sheets.
		32" BA-104 along Ramp C is per the Modified Standard Road Plan BA-104 on the U sheets.
		See K sheets for locations.
		DESCRIPTION.
		Modified Standard BA-104 to account for 32" barrier height.
		Per Standard Specifications Section 2513
		and Modified Standard BA-104
		MATERIALS
		Per Standard Specifications Section 2513
		and Modified Standard BA-104
		CONSTRUCTION
		Per Standard Specifications Section 2513
		and Modified Standard BA-104
		METHOD OF MEASUREMENT
		Per Standard Specifications Section 2513
		and Modified Standard BA-104
		BASIS OF PAYMENT
		Per Standard Specifications Section 2513
		and Modified Standard BA-104
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199	2599-9999009	CONDUIT, FURNISH AND BORE, HDPE, 2 INCH
		DESCRIPTION
		This work shall consist of furnishing and boring 2 inch High Density Polyethylene (HDPE) Conduit for the
		proposed ITS Communication Network and Electrical Circuits within this project. This work shall include all
		materials, hardware, and labor required for complete mounting and installation of the Conduit.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS INFRASTRUCTURE.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS INFRASTRUCTURE.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS INFRASTRUCTURE.
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200	2599-9999009	CONDUIT, FURNISH AND PLOW, HDPE, 2 INCH
		DESCRIPTION
		This work shall consist of furnishing and plowing 2 inch High Density Polyethylene (HDPE) Conduit for the
		proposed ITS Communication Network and Electrical Circuits within this project. This work shall include all
		materials, hardware, and labor required for complete mounting and installation of the Conduit.
		MATERIALS AND CONSTRUCTION
		Refer to the Special Provisions for ITS INFRASTRUCTURE.
		METHOD OF MEASUREMENT
		Refer to the Special Provisions for ITS INFRASTRUCTURE.
		BASIS OF PAYMENT
		Refer to the Special Provisions for ITS INFRASTRUCTURE.
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Item No.	Item Code	Description
201	2599-9999009	DRILLED SHAFTS IN ROCK
		See N and P sheets for locations, details, and additional tabulations.
		DESCRIPTION
		This work shall consist of constructing a drilled shaft for a traffic signal or lighting foundation
		in rock in accordance to Section 2523 of the Standard Specifications.
		The top of rock will be considered as the point where rock, defined as bedded deposits and conglomerate
		deposits exhibiting the physical characteristics and difficulty of rock removal as determined by the
		Engineer, is encountered which cannot be drilled with earth augers and/or underreaming tools configured
		to be effective in the soils indicated in the contract documents, and requires the use of special rock augers,
		core barrels, air tools, blasting or other methods of hand excavation.
		MATERIALS
		All material shall be paid for under the applicable foundation type.
		CONSTRUCTION
		The construction of drilled shafts may involve the use of one or more of the following methods to suppport
		the excavation during the various phases of the shaft drilling dependent on the site conditions encountered.
		Surface water shall not be permitted to enter the hole.
		Dry Method. The dry method consists of drilling the shaft excavation, removing accumulated water
		and loose material from the excavation. This method shall be used only at sites where the groundwater and soil
		conditions are suitable to permit the drilling and dewatering of the excavation without causing excessive
		water infiltration, boiling squeezing, or caving of the shaft side walls.
		Wet Method. The wet construction method may be used at sites where dewatering the excavation would cause
		collapse of the shaft sidewalls or when the volume and head of water flowing into the shaft is likely to
		contaminate the concrete during placement resulting in a shaft defect. This method uses water
		or slurry to maintain stability of the shaft perimeter while advancing the excavation. After the excavation
		is completed, the water level in the shaft is allowed to seek equilibrium, and the base is cleaned.
		METHOD OF MEASUREMENT
		This work will be measured for payment in linear feet. The length measured will be limited to that
		shown on the plans or authorized by the Engineer.
		BASIS OF PAYMENT
		This work will be paid for at the contract unit price per linear foot for DRILLED SHAFTS IN ROCK of
		the diameter detailed in the plans.
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202	2599-9999009	DRILLED SHAFTS IN SOIL
		See N and P sheets for locations, details, and additional tabulations.
		DESCRIPTION
		This work shall consist of constructing a drilled shaft for a traffic signal or lighting foundation
		in soil in accordance to Section 2523 of the Standard Specifications.
		MATERIALS
		All material shall be paid for under the applicable foundation type.
		CONSTRUCTION
		The construction of drilled shafts may involve the use of one or more of the following methods to suppport
		the excavation during the various phases of the shaft drilling dependent on the site conditions encountered.
		Surface water shall not be permitted to enter the hole.
		Dry Method. The dry method consists of drilling the shaft excavation, removing accumulated water
		and loose material from the excavation. This method shall be used only at sites where the
		groundwater and soil conditions are suitable to permit the drilling and dewatering of the
		excavation without causing excessive water infiltration, boiling squeezing, or caving of the shaft side walls.
		Wet Method. The wet construction method may be used at sites where dewatering the excavation would cause
		collapse of the shaft sidewalls or when the volume and head of water flowing into the shaft is likely to
		contaminate the concrete during placement resulting in a shaft defect. This method uses water
		or slurry to maintain stability of the shaft perimeter while advancing the excavation. After the excavation
		is completed, the water level in the shaft is allowed to seek equilibrium, and the base is cleaned.
		METHOD OF MEASUREMENT
		This work will be measured for payment in linear feet. The length measured will be limited to that
		shown on the plans or authorized by the Engineer.
		BASIS OF PAYMENT
		This work will be paid for at the contract unit price per linear foot for DRILLED SHAFTS IN SOIL of
		the diameter detailedin the plans.
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203	2599-9999009	STRUCTURAL STEEL RAILING, TRAFFIC AND BICYCLE
		DESCRIPTION.
		Furnish and construct railings of the type, dimensions, and materials shown in the
		TRAFFIC AND BICYCLE RAILING on the U sheets for details
		See Tab 108-18B on the C Sheets
		See K Sheets for location.
		MATERIALS
		See notes on the TRAFFIC AND BICYCLE RAILING on the U sheets.

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Item No.	Item Code	Description
		CONSTRUCTION
		See notes on the TRAFFIC AND BICYCLE RAILING the U sheets.
		METHOD OF MEASUREMENT
		The structural Steel Railing is to be bid on a per lineal foot basis measured
		from end to end of steel railing.
		BASIS OF PAYMENT
		The number of lineal foot of structural steel railing installed will be paid of at the
		contract unit price per foot based in the plan quantities.
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204	2599-9999010	MEMORIAL LIGHTING
		DESCRIPTION
		Includes lighting at memorial as shown in the plans.
		MATERIALS
		Provide Bega fixture #B7603 LED flush in grade luminaire with stainless steel faceplate with flush white
		tempered glass lens in size 48"L x 4"W x 5"H, quantity 2.
		Provide dedicated circuit 208V single phase circuit from letdown structure to memorial sign for l
		ighting circuit. Circuit shall be photocell controlled. Provide 2-12 AWG, 1-12 AWG GND, 1" C for
		circuit conductors from letdown structure to memorial including 12" x 12" handhole.
		Provide light fixtures for each side of the memorial.
		Item includes all connections, mounting, and devices required for a complete working system.
		METHOD OF MEASUREMENT
		The memorial lighting will be measured by lump sum complete. All related elements shall be included.
		BASIS OF PAYMENT
		This work shall be paid for at the contract unit price lump sum for MEMORIAL LIGHTING, and shall include all
		labor, material and equipment required to furnish and install electrical connection.
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205	2599-9999010	MEMORIAL RELOCATION AND INSTALLATION
		See S Sheets for location and B sheets for footing detail.
		DESCRIPTION
		Contractor is responsible for coordinating with the City of Bettendorf and for relocating the monument
		from storage to location shown in the plans near the Letdown Structure.
		MATERIALS
		Item includes transportation, assembly, placement of monument structure, and installation of footing per detail.
		METHOD OF MEASUREMENT
		The memorial relocation and installation 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.
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206	2599-9999019	ANTI-GRAFFITI COATING
		Refer to Special Provision and V sheets
		Division (1) quantity is for Precast Noise Walls
		Division (2) and (3) quantities are for Identity Elements
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207	2599-9999018	REINFORCED PAVED SHOULDER (MODIFIED)
		See Tab 112-9 on C sheets.
		Reinforced Paved Shoulder modified for 32"
		concrete barrier as detailed in the U Sheet REINFORCED
		PAVED SHOULDER FOR CONCRETE BARRIER on the U sheets.
		See K sheets and L sheets for locations.
		DESCRIPTION.
		Modified Standard BA-106 to account for 32" barrier height.
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER
		MATERIALS
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER
		CONSTRUCTION
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER
		METHOD OF MEASUREMENT
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER
		BASIS OF PAYMENT
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
208	2599-9999020	ROCK MULCH, TYPE T1, TAN, 3/8” MINUS
		See Seeding Plans on the U Sheets for locations and quantities
		Assumed Denisty of 120 pcf for quantities
		DESCRIPTION
		This work shall include preparation, placement, and compaction of rock mulch in areas shown in the plans
		to create a decorative groundcover pattern under the I-74 bridge.
		The surface upon which the rock mulch is to be constructed shall conform to the elevation lines, grades, and
		cross section indicated on the plans and as directed by the Engineer. The subgrade shall be shaped to
		+0.1' of plan grade.
		The rock mulch shall be placed on the prepared grade, shaped and compacted to the satisfaction of the Engineer.
		The aggregate shall be at least 4 inches thick. Filter fabric shall be placed on the earth prior to placement
		of rock and is included with this item. All tan colored rock mulch shall come from the same quarry to ensure
		consistency in rock mulch color. Contractor shall provide site cleanup on a daily basis of adjacent roads and
		sidewalks.
		MATERIALS
		Rock mulch shall match the color and 3/8” minus size of “MC39” angular tan rock provided by Riverstone Group,
		Inc. of Moline, IL or approved equal.
		METHOD OF MEASUREMENT
		This work will be measured for at the contract unit price per ton for rock mulch, type T1, tan, 3/8 in. minus.
		BASIS OF PAYMENT
		Payment includes all labor, material and equipment to prepare, furnish, place, and compact rock mulch, type T1,
		tan, 3/8 in. minus.
209	2601-2633100	MOWING
		Include a metro mowing for the turf seeded areas.
		For native grass seeded areas, mow vegetation at a 6 inch height. Perform mowings when the vegetation reaches
		12 inches tall. In areas inaccessible to field equipment, cut with appropriate hand equipment and keep current
		with the mowing of adjacent areas.
		Locations: In areas of the plans labeled as Native Grass.
		Mow three times in year 1, mow three times in year 2, mow once in year 3. Obtain approval from
		Engineer prior to mowing dates and times. Suspend mowing after September 1 of each year.
		Bid Total =6.54 ac x 7 Mowings = 45.78 ac
210	2601-2634105	MULCHING, BONDED FIBER MATRIX
		Included for all seeded areas. A bonded fiber matrix (BFM) shall be applied as
		the mulch. Product shall be submitted to the Engineer for approval.
		See U Sheets Seeding Plans for estimated locations and quantities
		Item is assumed to be applied in areas designated as
		NATIVE GRASS, SEEDING AND FERTILIZING, and SODDING
		The seed and fertilizer for the area to be covered by the mulch shall be applied before the mulching, bonded
		fiber matrix hydraulic application. Apply at a minimum rate of 3500 lb/acre. BFM shall be applied to the east
		bound corridor once seeding is installed in 2019-2020, and west bound corridor once seeding is installed in
		2020-2021.
		METHOD OF MEASUREMENT
		The area shown in the contract documents as seeding and fertilizing as specified will be the quantity which
		payment is made unless changes have been authorized by the engineer.
		BASIS OF PAYMENT
		For the number of acres of MULCHING, BONDED FIBER MATRIX, the Contractor will be paid the
		contract unit price per acre.
		Includes areas identified on the U Sheets as well as:
		Local Roads = 2.49 ac (Div 1)
		State Street=0.67 ac (Div 2)
		U Sheets= 11.47 ACRE Mulch+ .06 ACRE do locations + 34.40 acre Seeding locations + 6.54 acre
		native grass locations.
		U Sheets Total=52.47 Acre
		Bid Total =55.63 acre
211	2601-2634500	OVERSEEDING AND FERTILIZING
		Includes overseeding and fertilizing for all turf areas for the following spring season at
		the full seeding
		rate unless changes have been authorized by the Engineer.
		Total Estimate: 34.40 ac seeding area + 6.54 native grass area=40.94 ac
212	2601-2636015	NATIVE GRASS SEEDING
		Refer to Sections 2601.04 and 4169 of the Standard Specifications except as follows:
		Includes areas identified on the U Sheets Seeding Plans.
		Shall include the following plants at the specified rates:

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Item No.	Item Code	Description
		GRASSES:
		Andropogon gerardii, Big Bluestem, 9.65% 22.0 6.00 PLS lb
		Bouteloua curtipendula, Sideoats Grama, 6.44% 8.8 4.00 PLS lb
		Elymus canadensis, Canada Wild Rye, 3.22% 3.8 2.00 PLS lb
		Panicum virgatum, Switchgrass, 1.61% 5.1 1.00 PLS lb
		Schizachyrium scoparium, Little Bluestem, 9.65% 33.1 6.00 PLS lb
		Sorghastrum nutans, Indiangrass, 9.65% 26.4 6.00 PLS lb
		WILDFLOWERS:
		Asclepias Tuberosa Butterfly Milkweed .64% 2.00 .50 Pls Lb
		Aster novae-angliae, New England Aster, 0.20% 3.0 2.00 PLS oz
		Chamaecrista fasciculata, Partridge Pea, 5.00% 4.0 64.00 PLS oz
		Echinacea pallida, Pale Purple Coneflower, 0.60% 0.7 6.00 PLS oz
		Liatris Pycnostachya Prairie Blazingstar .80% 2.00 .50 Pls Lb
		Ratibida pinnata, Yellow Coneflower, 0.30% 2.1 3.00 PLS oz
		Rudbeckia hirta, Black-eyed Susan, 0.40% 8.4 4.00 PLS oz
		Verbena hastata, Blue Vervain, 0.05% 1.1 0.50 PLS oz
		Vernonia fasciculata, Common Ironweed, 0.30% 1.7 3.00 PLS oz
		COVER CROP:
		Avena sativa, Oats, 51.48% 14.1 32.00 PLS lb
		Contractor shall be responsible for all maintenance and weeding required for seeding from the time it is seeded
		through the end of three (3) growing seasons. Contractor shall re-seed areas as directed by Engineer where bare
		spots may exist. Watering, spot spraying and mowing have been included under separate pay items to
		assist in the Native Grass establishment and management.
213	2601-2636044	SEEDING AND FERTILIZING (URBAN)
		Included for disturbed areas following the final construction of roadway and viaducts.
		Includes areas identified as on the U Sheet Seeding Plans plans In addition to:
		Local Roads = 2.49 ac (Div 1)
		State Street=0.67 ac (Div 2)
		U Sheets Total=34.40 ac
		Bid Total= 37.56 ac
214	2601-2639010	SODDING
		To be placed in areas as indicated on the plans in accordance with Section 2601.03.
		See U Sheets Seeding Plans for Locations
215	2601-2640350	SPECIAL DITCH CONTROL, WOOD EXCELSIOR MAT
		See tab 100-22 on the C Sheets for locations and details.
216	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.
		See U Sheets Seeding Plans
		Assumed for all areas of Native Grass Seeding, Seeding and Fertilizing (Urban), and Sodding
		Total = 6.54 ac + 34.40 ac+ .06 AC = 41 acres
		Include and additional 50% to account for staging = 61.5 acres
217	2601-2643110	WATERING FOR SOD, SPECIAL DITCH CONTROL, OR SLOPE PROTECTION
		Inlcuded at 50 gallons of water per Square of Turf Reinforcement Mat and Wood Exceslior Mat
		Assumes 4 waterings. See Tab 100-22
218	2601-2643300	MOBILIZATION FOR WATERING
		Assumes 4 waterings at each location. See Tab 100-22
219	2601-2643412	TURF REINFORCEMENT MAT, TYPE 2
220	2601-2643414	TURF REINFORCEMENT MAT, TYPE 4
		See tab 100-22 on the C Sheets for locations and details.
		Install Type 4 on 1:1 slopes during Stage 2B
221	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
		Verify the specific locations with the Engineer prior to beginning placement.
222	2602-0000030	SILT FENCE FOR DITCH CHECKS
		See Tab 100-18. The tabulation includes estimated locations for placement of Silt
		Fence for Ditch Checks to address possible erosion during construction. Verify the
		specific locations with the Engineer prior to beginning placement. Bid item includes 50%
		additional quantity for field adjustments and replacements.

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Item No.	Item Code	Description
223	2602-0000050	SILT BASINS
		See tab 100-14 . The tabulation includes estimated locations for placement of Silt
		Basins to address possible erosion during construction. Verify the specific locations with
		the Engineer prior to beginning placement. Bid item includes 100% additional quantity for
		field adjustments and maintenance.
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224	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 and 100-18 tab quantity.
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225	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK
		This item is included for maintaining the new silt fence and silt fence ditch checks
		installed for this project and existing silt fence and silt fence for ditch checks
		installed as part of the previous projects
		This item is for 10% of the Tabulation quantity on Tab 100-17 and 100-18.
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226	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.
		See Tab 100-19 on the C Sheets.
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227	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN DIA.
		See Tab 100-19 on the C Sheets
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228	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE
		This item is included for removal required for
		staging reasons, removal to allow for replacement (replacement to be paid separately), or
		for areas that have achieved 70% permanent growth.
		This item is for 50% of the Tab 100-19 quantity.
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229	2602-0010010	MOBILIZATION, EROSION CONTROL
		Refer to supplemental Specification 09011
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230	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL
		Refer to supplemental Specification 09011
------	----------	----------
231	2610-0000400	WATERING FOR PLANTS
		Apply Specification Section 2610 with modifications as follows:
		As soon as sod is laid, Contractor shall water for 45 minutes to thorougly moisten soil.
		Water sod two times per day for two weeks for 15-20 minutes each approximately.
		After two weeks sod shall be kept moist with adequate waterings (1½ inch per week)
		through the establishment period.
		The Engineer shall observe the metered application of watering measureed in MGAL. The Conctractor
		will be paid the unit bid price per MGAL. This payment shall include traffic control, equipment,
		materials, tools, and labor needed to successfully water the entirety in accordance with the contract
		documents through the sod establishment period.
		Watering shall be for all sod areas shown on the plans.
		Total= 27.15 SQ X 50 gallons per square x 4 waterings= 5430 gallons =5.43 MGAL
------	----------	----------
232	2612-0000520	ROADSIDE SPRAY FOR WEED CONTROL
		Furnish and spot spray Clopyralid to path infestations of thistle and teasel species, and if directed by the
		Engineer, to the weed species decared noxious by the Iowa Weed Law (Chapter 317.1, Code of Iowa).
		The Engineer will notify the Contractor to begin each spraying. The Contractor will be charged working
		days, beginning with the 3rd working day after notification to start spraying until each spraying is complete.
		Timing of herbicide application shall be made at the weed’s recommended growth stage according to
		manufacturerer’s label directions for Canada thistle. This is from full leaf expansion to early bud stage,
		unless otherwise listed in label directions.
		Location: Identify thistle and teasel infestations within the native grass seeding areas shown on the plans.
		Application: Apply Clopyralid herbicide in September 2020, June 2021, September 2021, June 2022,
		and September 2022 or as directed by Engineer.
		The rate shall be Clopyralid herbicide 4.3oz/acre active ingredient (e.g. for 40.9% active ingredient products
		apply at 6.4oz/acre). According to label directions: use a surfactant, a drift control agent, and re-add
		the agent to the herbicide to maintain drift control throughout the application period.
		Use hand equipment for spot spraying all thistle by close-up comprehensive drive through the native grass
		seeding areas.
		METHOD OF MEASUREMENT
		The quantity of roadside spray for weed control for which payment is made will be the acres displaying complete
		visual herbicide control response.
		BASIS OF PAYMENT
		For the number of acres of roadside spray for weed control designated by the Engineer, the
		contractor will be paid contract unit price based on the measured area displaying a complete visual herbicide
		control response. This payment will be full compensation for all labor, equipment, and materials for this item.

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description

STANDARD ROAD PLANS

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

Number	Date	Title
BA-102	10-21-14	44" Concrete Barrier (Half Section)
BA-103	04-20-10	34" Concrete Barrier (Half Section)
BA-104	04-20-10	34" Concrete Barrier for use with Reinforced Paved Shoulder
BA-106	10-21-14	Reinforced Paved Shoulder for Concrete Barrier
BA-107	10-18-11	Concrete Barrier End Section
BA-108	04-19-11	Concrete Barrier Tapered End Section
BA-200	10-18-11	Steel Beam Guardrail Components
BA-201	10-19-10	Steel Beam Guardrail Barrier Transition Section
BA-202	10-21-14	Steel Beam Guardrail Bolted End Anchor
BA-203	10-18-11	Steel Beam Guardrail W-Beam End Anchor
BA-205	10-18-11	Steel Beam Guardrail End Terminal
BA-211	10-21-14	Steel Beam Guardrail Long-Span System for Post Conflicts
BA-250	10-21-14	Steel Beam Guardrail Installation at Concrete Barrier or Bridge End Post
BA-252	04-19-15	Steel Beam Guardrail Installation at Side Obstacle (One-Way Protection)
BA-351	04-20-10	High Tension Cable Guardrail
BA-401	04-16-13	Temporary Barrier Rail (Precast Concrete)
BA-500	04-20-10	Temporary Crash Cushions Sand Barrel
DR-121	10-20-15	Connected Pipe Joints
DR-122	04-21-15	Construction of Type "C" Concrete Adaptors for Pipe Culvert Connections
DR-141	04-21-15	Pipe Bends and Half Pipe
DR-201	04-21-15	Concrete Aprons
DR-213	04-21-15	Pipe Apron Guard
DR-303	04-21-15	Subdrains (Longitudinal)
DR-304	04-21-15	Outlets for Longitudina, Traverse and Backslope Subdrains
EC-101	04-19-16	Special Ditch Control
EC-104	04-19-16	Turf Reinforcement Mat (TRM)
EC-201	04-21-15	Silt Fence
EC-204	04-21-15	Perimeter and Slope Sediment Control Devices
EC-301	04-21-15	Rock Erosion Control (REC)
EW-101	04-19-11	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
EW-301	04-19-11	Guardrail Grading
EW-403	10-15-13	Temporary Erosion Control Measures
EW-501	10-20-15	Rural Entrance
LI-102	10-21-14	Light Pole Location
LI-103	10-21-14	Conduit and Precast Hanholes
LI-141	10-21-14	Electrical Installation (Roadway Ducts)
LI-142	04-21-15	Electrical Installation (Bases)
LI-152	10-21-14	Control Cabnet (Pad Mounted)
LI-201	04-19-16	Light Pole Footings
MI-101	04-20-10	Fencing Layout
MI-102	04-16-13	Chain Link Fence Construction
MI-210	10-15-13	PCC Driveways and Alleys
MI-220	10-16-12	Detectable Warnings and Pedestrian Ramp
PM-110	04-16-13	Line Types
PM-111	04-21-15	Symbols and Legends
PM-120	10-21-14	Stop Lines and Islands
PM-310	04-21-15	Entrance and Exit Ramps
PM-550	04-19-11	Two-Lane Roadway with Two-Way Left Turn Lane
PV-101	4-21-15	Joints
PV-102	4-15-14	PCC Curb Details
PV-103	10-21-14	Manhole Boxouts in PCC Pavement
SI-101	04-21-09	Locations - Type 'A' Signs
SI-102	10-20-09	Locations - Type 'B' Signs
SI-121	04-20-10	Fabrication - Sign Legend Components
SI-172	4-15-14	Delineators
SI-173	04-20-10	Object Markers
SI-211	10-19-10	Object Marker and Delineator Placement with Guardrail
SI-881	10-15-13	Special Signs for Workzones
SI-882	04-20-10	Special Signs for Restricted width Traffic Control Zones
SW-101	04-21-09	Trench Bedding and Backfill Zones
SW-102	04-21-09	Rigid Gravity Pipe Trench Bedding
SW-211	10-16-12	Special Pipe Connections for Storm Sewer
SW-301	10-21-14	Circular Sanitary Sewer Manhole
SW-401	04-21-09	Circular Storm Sewer Manhole
SW-507	10-21-14	Single Open-Throat Intake, Small Box
SW-508	10-21-14	Single Open-Throat Intake, Large Box
SW-509	10-21-14	Double Open-Throat Curb Intake, Small Box
SW-511	4-21-09	Rectangular Area Intake
SW-548	4-21-15	Single-Grate Barrier Intake, Circular
SW-602	4-21-15	Casting for Storm Sewer Manholes
SW-603	10-15-13	Casting for Grate Intakes
TC-1	04-16-13	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-81	04-20-10	Restricted width Signing (Less Than 14.5 Feet)
TC-202	4-21-15	Shoulder Closure (One Lane)
TC-213	04-17-12	Lane Closure with Flaggers
TC-216	10-21-14	Lane Closure with Signals
TC-251	04-17-12	Temporary Road Closure
TC-252	4-21-15	Routes Closed to Traffic
TC-273	4-20-10	Construction Site Entrance
TC-402	4-21-15	Work Within 15 ft of Traveled Way
TC-416	04-17-12	Partial Lane Closure on Ramps
TC-417	4-16-13	Ramp Closure

105-4
10-18-11

STANDARD ROAD PLANS

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

Number	Date	Title
TC-418	10-15-13	Lane Closure on Divided Highway
TC-420	4-21-15	Lane Closure at Ramps
TC-421	10-21-14	Lane Closure with TBR
TC-433	10-21-14	Pavement Marking Operations
TC-601	10-18-11	Pedestrian Detour

111-25
10-18-11

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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 41 acres being disturbed. The portion of the PPP covered by this contract has 38 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

Jeffrey J. Tardy
Printed or Typed Name

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.

252-1
10-16-12

TEMPORARY CROSSINGS AND DETOURS

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

253-1
10-18-11

MEDIAN CROSSOVER

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

254-1
10-02-01

INCIDENT MANAGEMENT

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

290-01
04-15-14

SIDEWALK CONSTRAINTS

1. Widths:
   Widths listed in the S sheets are minimums.

2. Cross Slopes:
   Construct all sidewalks, curb ramps, and landings/turning spaces at a target cross slope of 1.5%. Cross slopes exceeding 2.0% will not be allowed, except for areas tying into existing pavement. In these areas, transition from existing pavement cross slope to a cross slope of less than 2.0% within one panel at a rate not to exceed 1.0% per foot.

3. Longitudinal Slopes:
   a. Sidewalk:
      i. Roadway slope exceeds 5.0%: Sidewalk longitudinal slope exceeding the roadway slope by more than 2.0% will not be allowed.
      ii. Roadway slope 5.0% or less: Sidewalk longitudinal slope exceeding 5.0% will not be allowed.
   b. Ramps:
      i. Ramps 15.0’ in length or less: Longitudinal slope exceeding 8.3% will not be allowed.
      ii. Ramps greater than 15.0’ in length: Construct with the longitudinal slope necessary to conform to the design.

4. Landing/Turning Spaces:
   Longitudinal slopes exceeding 2.0% will not be allowed.

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
10-15-13

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 website (http://envpermits.iowadot.gov/CMEPortalENV/Home.aspx). The U.S. Army Corps of Engineers reserves the right to visit the site without prior notice.

FENCING

* Bid Item

Refer to MI-101, MI-102, MI-103, MI-104, 510-3, and 510-5

Location				Side	Chain Link				Deer				Field				Channel Crossing		Remarks
From		To			Fence		Gate				Gate				Gate				
Station	Offset	Station	Offset		Length*	Type	No.*	Type	Fence Length*	Brace Panels*	No.*	Type	Fence Length*	Brace Panels*	No.*	Type	Length*	Type	
					LF		EACH		LF	EACH	EACH		LF	EACH	EACH		LF		
Ramp A US 67																			
1496+84.4	67.1	1502+61.7	13.4	LT	637.0	72 IN.													
1496+75.8	31.0	1502+71.8	36.5	RT	610.0	72 IN.													
Ramp B US 67																			
2590+54.7	33.4	2594+47.2	47.2	LT	404.0	72 IN.													
2590+48.5	25.7	2594+42.1	88.1	RT	442.0	72 IN.													
Ramp C US 67																			
3591+01.8	28.5	3594+21.1	86.7	LT	387.0	72 IN.													
3594+39.6	77.2	3594+86.2	74.5	LT	103.0	72 IN.													
3590+87.5	33.5	3594+66.6	31.0	RT	397.0	72 IN.													
Ramp D US 67																			
4496+06.10	20.2	4496+04.40	40.0	RT	18.8	72 IN.													Div.(1)
4496+04.40	40.0	4498+50.00	40.0	RT	245.6	72 IN.													Div.(1)
4498+50.00	40.0	4498+50.00	10.0	RT	30.0	72 IN.													Div.(1)
4498+50.00	10.0	4501+79.10	10.0	RT	329.1	42 IN.													Div.(1)
4503+43.30	10.5	4503+18.10	84.4	RT	78.2	72 IN.													
4503+18.10	84.4	4506+59.70	213.3	RT	366.4	72 IN.													
4506+59.70	213.3	4506+86.10	142.5	RT	75.4	72 IN.													Div.(1)
4506+86.10	142.5	4509+15.20	138.2	RT	225.1	72 IN.													Div.(1)
																			Div.(1)
I-74 (WB)																			Div.(1)
6809+22.50	219.2	6811+59.90	328.6	RT	261.4	72 IN.													Div.(1)
6811+59.90	328.6	6814+25.20	274.9	RT	270.6	72 IN.													
6814+25.20	274.9	6814+24.00	211.9	RT	63.0	72 IN.													Div.(1)
6814+24.00	211.9	6815+13.50	204.2	RT	89.7	72 IN.													Div.(1)
6815+13.50	204.2	6815+73.70	264.5	RT	85.3	72 IN.													Div.(1)
6815+73.70	264.5	6816+42.80	258.8	RT	69.4	72 IN.													Div.(1)
6816+42.80	258.8	6818+72.70	150.2	RT	254.1	72 IN.													
6818+72.70	150.2	6819+79.00	139.3	RT	107.0	72 IN.													
6819+79.00	139.3	6820+99.00	166.2	RT	123.0	72 IN.													
6820+99.00	166.2	6821+48.90	127.3	RT	63.3	72 IN.													
6821+48.90	127.3	6823+87.90	126.1	RT	238.6	72 IN.													
6823+87.90	126.1	6826+92.60	108.5	RT	303.7	72 IN.													
6826+92.60	108.5	6827+05.90	105.0	RT	13.5	72 IN.													
6827+05.90	105.0	6827+47.30	106.3	RT	41.3	72 IN.													
6827+47.30	106.3	6830+49.30	139.2	RT	305.4	72 IN.													
6830+49.30	139.2	6833+86.50	139.2	RT	335.2	72 IN.													
I-74 (EB)																			
6810+75.00	101.5	6810+77.40	131.4	LT	30.0	72 IN.													
6810+77.40	131.4	6814+69.00	301.2	LT	426.9	72 IN.													
6814+69.00	301.2	6819+16.90	240.6	LT	452.0	72 IN.													
6819+16.90	240.6	6821+31.80	252.2	LT	215.1	72 IN.													
6821+31.80	252.2	6823+40.20	196.0	LT	217.8	72 IN.													
6823+40.20	196.0	6827+53.90	131.5	LT	427.2	72 IN.													
6827+53.90	131.5	6828+61.00	146.1	LT	108.7	72 IN.													
6828+61.00	146.1	6831+38.10	161.6	LT	279.5	72 IN.													
6831+38.10	161.6	6834+43.80	171.4	LT	308.1	72 IN.													
6834+43.80	171.4	6834+42.10	156.0	LT	15.5	72 IN.													
6834+42.10	156.0	6834+43.90	141.7	LT	14.4	72 IN.													
6834+43.90	141.7	6834+42.60	135.2	LT	7.1	72 IN.													
I-74 (WB)																			
6803+55.60	101.8	6803+46.60	102.2	RT	9.1	72 IN.													Div.(1) BET.I-74 & RAMPD US 67
6803+46.60	102.2	6803+55.00	69.0	RT	34.2	72 IN.													Div.(1) BET.I-74 & RAMPD US 67
6803+55.00	69.0	6803+87.60	68.5	RT	32.8	72 IN.													Div.(1) BET.I-74 & RAMPD US 67
I-74 (EB)																			
6804+19.50	76.7	6804+05.40	77.1	LT	14.0	72 IN.													Div.(1) BET.I-74 & RAMPD US 67
6804+05.40	77.1	6804+15.30	115.2	LT	39.3	72 IN.													Div.(1) BET.I-74 & RAMPD US 67
		TOTAL	72"		9275.7														
		Total	42"		329.1														

ROCK EROSION CONTROL

Refer to EC-301

Location				L	W	Rock Erosion Control (REC)					Material Bid Quantities			Remarks
Road Identification	Begin Station	End Station	Side			Type 1 Rock Ditch Check	Type 2 Rock Ditch	Type 3 Rock Flume	Type 4 Rock Splash Basin	Type 5 Rock Slope Protection	Erosion Stone	Class D Revetment	Eng. Fabric	
			Lt./Rt.	FT	FT						TON	TON	SY	
RAMP A STRUCTURES 981 & 983	1499+23.70	1499+91.19	Lt.	66.5	58.5				1		285.3		504.5	Div.(1)
I-74 STRUCTURE 804	6841+28.00	6841+28.00	Rt.	8.5	9.125				1		9.3		21.2	Div.(1)
I-74 STRUCTURE 735	6841+27.00	6841+27.00	Rt.	9.666667	11				1		12.8		26.1	Div.(1)
RAMP A STRUCTURE 785	1498+14.26	1498+14.26	Lt.	7.625	9.083				1		8.3		19.8	Div.(1)
NOISE WALL 3	300+75.00	PASS THR DITCH	Lt.	9	5.5		1				3.0		4.5	
NOISE WALL 3	302+40.00	PASS THR DITCH	Lt.	9	5.5		1				3.0		4.5	
NOISE WALL 3	305+40.00	PASS THR DITCH	Lt.	9	5.5		1				3.0		4.5	
NOISE WALL 3	300+75.00		Lt.	19.7	5			1			11.8		10.9	
NOISE WALL 3	302+50.00		Lt.	7.3	5			1			4.4		4.1	
NOISE WALL 3	305+00.00		Lt.	28	5			1			16.8		15.6	
														For use at
At Direction of Engineer			Both	15	4.5	15					151.9		112.5	locations of
														failed silt fence
														ditch checks
I-74 at Levee	6780+42.05	6780+75.32	Rt.	30	20.6							74.2		
Under Viaduct														
I-74	6782+15.26	6782+15.26	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6782+31.00	6782+31.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6782+41.29	6782+41.29	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6782+56.35	6782+56.35	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6782+58.35	6782+58.35	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6783+54.26	6783+54.26	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6783+71.00	6783+71.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6783+81.63	6783+81.63	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6783+96.71	6783+96.71	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6785+32.96	6785+32.96	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6785+21.96	6785+21.96	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6785+38.15	6785+38.15	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6785+41.09	6785+41.09	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6786+14.93	6786+14.93	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6786+24.02	6786+24.02	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6786+35.00	6786+35.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6786+45.26	6786+45.26	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6785+78.26	6785+78.26	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6787+48.02	6787+48.02	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6787+59.00	6787+59.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6788+18.52	6788+18.52	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6788+56.97	6788+56.97	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6789+12.74	6789+12.74	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6789+21.02	6789+21.02	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6789+32.00	6789+32.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6789+42.02	6789+42.02	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6789+52.00	6789+52.00	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6789+62.39	6789+62.39	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6789+60.20	6789+60.20	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6790+07.81	6790+07.81	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6790+57.92	6790+57.92	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6790+59.05	6790+59.05	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6790+58.02	6790+58.02	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6790+69.00	6790+69.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6790+78.02	6790+78.02	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6790+88.00	6790+88.00	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6791+20.02	6791+20.02	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6791+20.00	6791+20.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6791+20.02	6791+20.02	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6791+20.00	6791+20.00	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6791+64.02	6791+64.02	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6791+64.00	6791+64.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6791+64.02	6791+64.02	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6791+64.00	6791+64.00	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6792+06.02	6792+06.02	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6792+06.00	6792+06.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6792+12.02	6792+12.02	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6792+00.00	6792+00.00	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6794+38.02	6794+38.02	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6794+49.00	6794+49.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6794+59.84	6794+59.84	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6794+69.82	6794+69.82	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6796+41.92	6796+41.92	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6796+53.00	6796+53.00	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6796+61.83	6796+61.83	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6796+71.82	6796+71.82	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6799+08.87	6799+08.87	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6799+20.04	6799+20.04	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6799+28.55	6799+28.55	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6799+40.35	6799+40.35	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)

100-23
Modified

ROCK EROSION CONTROL

Refer to EC-301

Location				L	W	Rock Erosion Control (REC)					Material Bid Quantities			Remarks
Road Identification	Begin Station	End Station	Side			Type 1 Rock Ditch Check	Type 2 Rock Ditch	Type 3 Rock Flume	Type 4 Rock Splash Basin	Type 5 Rock Slope Protection	Erosion Stone	Class D Revetment	Eng. Fabric	
			Lt./Rt.	FT	FT						TON	TON	SY	
I-74	6800+56.57	6800+56.57	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6800+69.04	6800+69.04	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6800+77.19	6800+77.19	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6800+88.94	6800+88.94	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6802+05.88	6802+05.88	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6802+19.03	6802+19.03	Rt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6802+25.19	6802+25.19	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
I-74	6802+37.95	6802+37.95	Lt.	8	8				1		7.7		14.2	NOTE* Div.(1)
														NOTE* Div.(1)
I-74	6780+92.12	6780+92.12	Rt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6780+97.82	6780+97.82	Rt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6781+03.70	6781+03.70	Rt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6781+16.14	6781+16.14	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6781+23.40	6781+23.40	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6781+30.67	6781+30.67	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6785+08.21	6785+08.21	Rt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6785+25.59	6785+25.59	Rt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6787+84.09	6787+84.09	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6787+98.89	6787+98.89	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6788+03.85	6788+03.85	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6793+22.11	6793+22.11	Rt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6793+42.57	6793+42.57	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6793+51.53	6793+51.53	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6797+80.60	6797+80.60	Rt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6797+89.93	6797+89.93	Rt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6798+00.47	6798+00.47	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
I-74	6798+10.02	6798+10.02	Lt.	4	4				1		1.9		3.6	NOTE* Div.(1)
NOTE*														
Rock Splash Basins under bridge										Total	1066.2	74.2	1759.2	
end drains shall be removed at the														
end of the project														

100-14
04-21-15

SILT BASINS

Refer to EW-403

Location Station	Side	Each	Remarks
6790+26.45	RT	1	Div.(1)
4505+74.43	RT	1	Div.(1)
6784+39.55	LT	1	Div.(1)
6786+96.07	RT	1	Div.(1)
6800+32.31	LT	1	Div.(1)
6841+28.00	RT	1	Div.(1)
6841+86.00	RT	1	Div.(1)
6841+25.00	LT	1	Div.(1)
6841+27.00	RT	1	Div.(1)
Tab Total		9	
Bid Total		18	

100-22
04-21-15

ROLLED EROSION CONTROL

Refer to EC-101, EC-103 and EC-104

Location				L	W	Turf Reinforcement Mat (TRM) (EC-104)				Slope Protection (EC-103)	Special Ditch Control (EC-101)	Remarks
Road Identification	Begin Station	End Station	Side			Type 1	Type 2	Type 3	Type 4			
				FT	FT	Squares	Squares	Squares	Squares	Squares	Squares	
I-74 Stage 2B side slope	6804+00.00	6811+50.00	LT	750	25				188		188	Water = 375x4x50 gal=75 MGAL
I-74 ditch	6803+50.00	6807+25.00	RT	375	6						23	Water = 23x4x50 gal=4.6 MGAL
I-74 ditch	6808+00.00	6817+00.00	RT	900	16		144				144	Water = 288x4x50 gal=57.6 MGAL
I-74 ditch	6804+00.00	6809+00.00	LT	500	6						30	Water = 30x4x50 gal=6 MGAL
I-74 ditch	6813+50.00	6826+00.00	LT	1250	10		125				125	Water = 250x4x50 gal=50 MGAL
I-74 ditch	6844+75.00	6845+75.00	RT	100	6						6	Water = 6x4x50 gal=1.2 MGAL
US 67 Ramp D ditch	4503+75.00	4508+00.00	RT	425	16		68				68	Water = 136x4x50 gal=27.2 MGAL
		TOTAL					337		188		583	Water =221.6 MGAL
												Mobilization for Water=28

TABULATION OF SILT FENCES

Refer to EC-201

Location			Length	Remarks
Begin Station	End Station	Side	LF	
6841+37.50		Lt	20.0	Intake Div.(1)
6850+18.00		Rt.	20.0	Intake Div.(1)
6849+72.00		Rt.	20.0	Intake Div.(1)
6839+50.00		Rt.	20.0	Intake Div.(1)
6836+00.00		Rt.	20.0	Intake Div.(1)
6812+00.00		Rt.	20.0	Intake Div.(1)
6809+00.00		Rt.	20.0	Intake Div.(1)
6806+50.00		Rt.	20.0	Intake Div.(1)
6804+35.00		Rt.	20.0	Intake Div.(1)
6833+00.00		Rt.	20.0	Intake Div.(1)
6830+00.00		Rt.	20.0	Intake Div.(1)
6827+02.50		Rt.	20.0	Intake Div.(1)
6822+97.00		Rt.	20.0	Intake Div.(1)
6820+47.50		Rt.	20.0	Intake Div.(1)
6818+00.00		Rt.	20.0	Intake Div.(1)
6814+25.00		Rt.	20.0	Intake Div.(1)
6812+00.00		Rt.	20.0	Intake Div.(1)
6809+00.00		Rt.	20.0	Intake Div.(1)
6833+00.00		Lt.	20.0	Intake Div.(1)
6830+00.00		Lt.	20.0	Intake Div.(1)
6826+98.88		Lt.	20.0	Intake Div.(1)
6824+00.00		Lt.	20.0	Intake Div.(1)
6821+00.00		Lt.	20.0	Intake Div.(1)
6818+00.00		Lt.	20.0	Intake Div.(1)
6815+00.00		Lt.	20.0	Intake Div.(1)
6825+07.00		Rt.	20.0	Intake Div.(1)
6812+03.14		Lt.	20.0	Intake Div.(1)
6841+37.50		Lt.	20.0	Intake Div.(1)
6812+00.00		Lt.	20.0	Intake Div.(1)
6809+00.00		Lt.	20.0	Intake Div.(1)
4498+12.37		Rt.	36.0	Str418 Div.(1)
4506+50.00		Rt.	20.0	Intake Div.(1)
4503+69.95		Lt.	20.0	Intake Div.(1)
1509+00.00		Lt.	20.0	Intake Div.(1)
1506+50.00		Lt.	20.0	Intake Div.(1)
1504+59.71		Lt.	20.0	Intake Div.(1)
1504+65.00		Rt.	20.0	Intake Div.(1)
4504+60.00		Rt.	20.0	Intake Div.(1)
4503+69.73		Lt.	20.0	Intake Div.(1)
4496+16.61		Rt.	20.0	Intake Div.(1)
1501+50.00		Lt.	20.0	Intake Div.(1)
1501+50.00		Rt.	20.0	Intake Div.(1)
1498+14.26		Lt.	20.0	Intake Div.(1)
1498+14.26		Rt.	20.0	Intake Div.(1)
2590+85.04		Rt.	20.0	Intake Div.(1)
2592+50.00		Rt.	20.0	Intake Div.(1)
6837+01.41		Lt.	20.0	Intake Div.(1)
6806+50.00		Lt.	20.0	Intake Div.(1)
1506+50.00		Rt.	20.0	Intake Div.(1)
6836+00.00		Lt.	20.0	Intake Div.(1)
2538+70.72		Lt.	20.0	Intake Div.(1)
6818+03.22		Rt.	20.0	Intake Div.(1)
1504+59.71		Rt.	20.0	Intake Div.(1)
6804+35.21		Lt.	20.0	Intake Div.(1)
3591+25.33		Rt.	20.0	Intake Div.(1)
3591+25.33		Lt.	20.0	Intake Div.(1)
6846+57.00		Rt.	20.0	Intake Div.(1)
6812+80.12		Lt.	20.0	Intake Div.(1)
Local Roads				
4625+40.00	4627+00.00	Rt.	160.0	Kimberly Rd.
202+56.68	204+91.71	Lt.	235.0	US 67 WB
				At Engineers
				Discretion
	Tab Total =		1571.0	
	Bid Total =		1964.0	

TABULATION OF SILT FENCES FOR DITCH CHECKS

Refer to EC-201

Location Station	Side	Length	Remarks
		LF	
4503+00	RT	20.0	Div.(1)
4503+75	RT	20.0	Div.(1)
4504+50	RT	20.0	Div.(1)
4505+25	RT	20.0	Div.(1)
4505+65	RT	20.0	Div.(1)
4506+05	RT	20.0	Div.(1)
4506+45	RT	20.0	Div.(1)
4506+85	RT	20.0	Div.(1)
4507+25	RT	20.0	Div.(1)
4507+65	RT	20.0	Div.(1)
6808+00	RT	20.0	Div.(1)
6808+40	RT	20.0	Div.(1)
6808+80	RT	20.0	Div.(1)
6809+20	RT	20.0	Div.(1)
6809+60	RT	20.0	Div.(1)
6810+00	RT	20.0	Div.(1)
6810+40	RT	20.0	Div.(1)
6810+80	RT	20.0	Div.(1)
6811+20	RT	20.0	Div.(1)
6811+60	RT	20.0	Div.(1)
6812+00	RT	20.0	Div.(1)
6812+40	RT	20.0	Div.(1)
6812+80	RT	20.0	Div.(1)
6813+20	RT	20.0	Div.(1)
6813+60	RT	20.0	Div.(1)
6814+00	RT	20.0	Div.(1)
6814+40	RT	20.0	Div.(1)
6814+80	RT	20.0	Div.(1)
6815+20	RT	20.0	Div.(1)
6815+60	RT	20.0	Div.(1)
6816+00	RT	20.0	Div.(1)
6816+40	RT	20.0	Div.(1)
6816+80	RT	20.0	Div.(1)
6813+50	LT	20.0	Div.(1)
6813+90	LT	20.0	Div.(1)
6814+30	LT	20.0	Div.(1)
6814+70	LT	20.0	Div.(1)
6815+10	LT	20.0	Div.(1)
6815+50	LT	20.0	Div.(1)
6815+90	LT	20.0	Div.(1)
6816+30	LT	20.0	Div.(1)
6816+70	LT	20.0	Div.(1)
6817+10	LT	20.0	Div.(1)
6817+50	LT	20.0	Div.(1)
6817+90	LT	20.0	Div.(1)
6818+30	LT	20.0	Div.(1)
6818+70	LT	20.0	Div.(1)
6819+10	LT	20.0	Div.(1)
6819+50	LT	20.0	Div.(1)
6819+90	LT	20.0	Div.(1)
6820+30	LT	20.0	Div.(1)
6820+70	LT	20.0	Div.(1)
6821+10	LT	20.0	Div.(1)
6821+50	LT	20.0	Div.(1)
6821+90	LT	20.0	Div.(1)
6822+30	LT	20.0	Div.(1)
6822+70	LT	20.0	Div.(1)
6823+10	LT	20.0	Div.(1)
6823+50	LT	20.0	Div.(1)
6823+90	LT	20.0	Div.(1)
6824+30	LT	20.0	Div.(1)
6824+70	LT	20.0	Div.(1)
6825+10	LT	20.0	Div.(1)
6844+00		20.0	MEDIAN GORE Div.(1)
6843+00		20.0	RAMP C GORE Div.(1)
6842+25		20.0	RAMP B GORE Div.(1)
6843+75		20.0	RAMP B GORE Div.(1)
6845+25		20.0	RAMP B GORE Div.(1)
6804+25		20.0	RAMP A GORE Div.(1)
6804+65		20.0	RAMP A GORE Div.(1)
6805+05		20.0	RAMP A GORE Div.(1)
6805+80		20.0	RAMP A GORE Div.(1)
6806+55		20.0	RAMP A GORE Div.(1)
6807+30		20.0	RAMP A GORE Div.(1)
6807+75		20.0	RAMP A GORE Div.(1)

TABULATION OF SILT FENCES FOR DITCH CHECKS

Refer to EC-201

Location Station	Side	Length	Remarks
		LF	
6808+00		20.0	RAMP A GORE Div.(1)
6808+50		20.0	RAMP A GORE Div.(1)
6808+90		20.0	RAMP A GORE Div.(1)
	TOTAL	1560.0	
	BID TOTAL	2340.0	

WHKS-1
MODIFIED

SANITARY SEWER SERVICES

Number	Address	Approximate Station	Length	Size	Remarks
			LF	Inches	
1	1101 State St.	482+93, Rt.	29.0	6.0	Measured to Temp. Easement line Div. (2)
2	1104 State St.	483+60, Lt.	46.0	6.0	Measured to Temp. Easement line Div. (2)
3	1138 State St.	485+42, Lt.	45.0	6.0	Measured to Temp. Easement line Div. (2)
4	1210 State St.	488+63, Lt.	51.0	6.0	Measured to Temp. Easement line Div. (2)
5	1224 State St.	489+22, Lt.	51.0	6.0	Measured to Temp. Easement line Div. (2)
6	203 13th St.	489+22, Rt.	46.0	6.0	Measured to ROW line Div. (2)
		Total	268.0	Notes:	1. All Service stubs are connections to existing services
			Div (2)		2.Contractor is to verify location of service to buildings
					prior to the construction of Service Stubs
					3. Any fittings that may be necessary to connect Service
					Stubs to existing private services shall be considered
					incidental to the Sanitary Sewer Service bid item

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)
P398	15	79	43.0	1.3	Includes 1 Anti-Seep Collar @ 1.3 CY Div.(1)
P415	15	52	32.0	1.3	Includes 1 Anti-Seep Collar @ 1.3 CY Div.(1)
P400	15	5	3.0	1.3	Includes 1 Anti-Seep Collar @ 1.3 CY Div.(1)
P416	15	47	32.0	1.3	Includes 1 Anti-Seep Collar @ 1.3 CY Div.(1)
P399	15	23	24.0	1.3	Includes 1 Anti-Seep Collar @ 1.3 CY Div.(1)
		Total	194.0	7.8	

100-19
10-16-12

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE

Refer to EC-204

Location			Length of Installation				
Begin Station	End Station	Side	6 inch Dia	9 inch Dia	12 inch Dia	20 inch Dia	Remarks
			LF	LF	LF	LF	
6817+75.00	6819+00.00	RT				125.0	Div.(1)
6820+00.00	6824+75.00	RT				475.0	Div.(1)
6839+50.00	6846+00.00	RT				650.0	Div.(1)
6804+00.00	6810+00.00	LT				600.0	Div.(1)
6804+00.00	6816+25.00	LT				1225.0	Div.(1) / STAGE 2B
6811+00.00	6826+00.00	LT				1500.0	Div.(1)
6839+00.00	6843+00.00	LT				400.0	Div.(1)
Local Roads	Intakes						
204+22.22		Lt.			16.0		US 67 SB 38.50' Lt. Div. (1)
4607+13.22		Rt.			16.0		Kimberly Road 94.59' Rt. Div. (1)
4608+48.98		Rt.			16.0		Kimberly Road 92.30' Rt. Div. (1)
202+40.00		Lt.			16.0		US 67 SB 87.16' Lt. Div. (1)
4611+86.65		Rt.			16.0		Kimberly Road 91.17' Lt. Div. (1)
13+23.76		Lt.			16.0		Mississippi Blvd. 34.92' Lt. Div. (1)
4602+27.59		Rt.			16.0		12th St. 20.00' Rt. Div. (1)
4602+25.22		Lt.			16.0		12th St. 20.00' Rt. Div. (1)
485+79.79		Lt.			16.0		State St. 5.55' Lt. Div. (2)
486+11.61		Rt.			16.0		State St. 18.15' Rt. Div. (2)
486+75.43		Rt.			16.0		State St. 18.23' Rt. Div. (2)
487+35.80		Lt.			16.0		State St. 17.88' Lt. Div. (2)
487+76.86		Lt.			16.0		State St. 20.50' Lt. Div. (2)
487+82.36		Rt.			16.0		State St. 14.50' Rt. Div. (2)
481+77.94		Lt.			16.0		State St. 6.95' Lt. Div. (2)
480+95.81		Lt.			16.0		State St. 6.66' Lt. Div. (2)
				TOTAl	256.0	4975.0	
				Div 1 Total	128.0	4975.0	
				Div 2 Total	128.0	0.0	
			Bid	TOTAl	260.0	4980.0	Roundup to 10' increment
			Bid	Div 1 Total	130.0	4980.0	Roundup to 10' increment
			Bid	Div 2 Total	130.0	0.0	Roundup to 10' increment

100-28
10-19-10

LONGITUDINAL GROOVING

Location	Total SY	Remarks
DES. NO. 2808	16657.0	South Approach Westbound Div.(1)
DES. NO. 2908	19602.0	South Approach Eastbound Div.(1)
DES. NO. 3108	4740.0	North Approach Westbound Div.(1)
DES. NO. 3208	6102.0	North Approach Eastbound Div.(1)
DES. NO. 3508	2568.0	U.S. 67 Ramp B Div.(1)
DES. NO. 3608	1788.0	U.S. 67 Ramp C Div.(1)
DES. NO. 3708	780.0	U.S. 67 Ramp D Div. (1)
DES. NO. 3808	996.0	U.S. 67 Ramp A Div.(1)
DES. NO.4508	6072.0	Arch Span Westbound Div.(1)
DES. NO. 4608	7040.0	Arch Span Eastbound Div.(1)
WB Viaduct		
Unit 1	4191.8	Div.(1)
Unit 2	4191.8	Div.(1)
Unit 3	4191.8	Div.(1)
Unit 4	4191.8	Div.(1)
EB Viaduct		
Unit 1	6382.2	Div.(1)
Unit 2	3387.8	Div.(1)
Unit 3	2825.6	Div.(1)
Unit 4	3682.2	Div.(1)
TOTAL	99389.8	

102-3
10-15-13

ACCESS POINTS AND SAFETY RAMPS

Refer to Cross-Sections

Length of unclassified pipe calculated is based on using Reinforced Concrete Pipe.
(1) Refer to MI-210
(2) Refer to EW-501.
(3) Refer to EW-501 or EW-502.
*Predetermined for access point not constructed with this project.

Location		Type	Length of Opening (1)			W	(1) (2) PR	(2) SR	Pipe Culvert (3)					Aprons	Driveway Surface Area		Driveway Surfacing Material	Remarks	
Station	Side	A, B, C, Safety Ramp, or Predetermined*	Case	1½" Dropped Curb	3" Dropped Curb				H	Size	Pipe Length	Lt.	Rt.		HMA	PCC			
			1 or 2	LF	LF	FT	FT	FT	FT	IN	LF	LF	LF	No.	SY	SY	TON		
482+73.42	Rt.	B	1		43.9	23.9	10.0									18.2		State St.	Div. (2)
484+00.06	Rt.	B	1		49.2	34.2	7.5									15.7		State St.	Div. (2)
484+04.99	Lt.	B	1	44.7		24.7	10.0									49.7		State St.	Div. (2)
484+70.83	Rt.	B	1		46.5	31.5	7.5									16.2		State St.	Div. (2)
485+28.56	Lt.	B	1	44.0		24.0	10.0									46.9		State St.	Div. (2)
486+18.49	Lt.	B	1	44.6		30.4	8.0									96.0		State St.	Div. (2)
488+63.72	Lt.	B	1	36.2		26.1	5.0									19.6		State St.	Div. (2)
489+14.11	Lt.	B	2	37.6		29.1										21.7		State St.	Div. (2)
3594+21.00	Lt.	C	NA	0.0	0.0	20.7	32,20									94.6		US 67 Ramp C	Div. (2)
													Totals			378.6		Div (2)	

100-27
10-20-09

PAVEMENT SMOOTHNESS + PCC TEXTURE

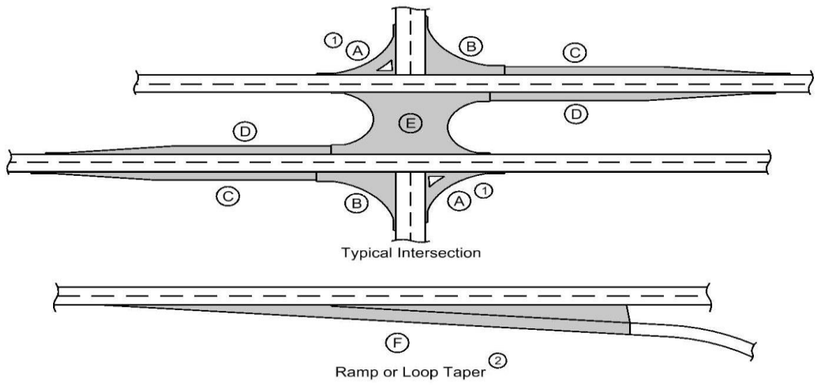
Road Identification	Begin Station	End Station	Proposed Posted Speed			Remarks
			35 or less	40 - 45	over 45	
I-74 WB	6804+58.53	6845+43.35			X	0.77 miles Div.(1)
I-74 EB	6804+79.31	6843+10.00			X	0.73 miles Div.(1)
US 67 Ramp A	1497+02.31	1501+96.78			X	0.09 miles Div.(1)
US 67 Ramp A	1504+78.48	1509+11.06			X	0.09 miles Div.(1)
US 67 Ramp B	2591+08.39	2592+65.24			X	0.03 miles Div.(1)
US 67 Ramp C	3591+65.45	3594+30.26			X	0.05 miles Div.(1)
US 67 Ramp D	4504+12.07	4507+50.67			X	0.06 miles Div.(1)
Middle Rd Ramp B	2539+00.89	2550+66.79			X	0.22 miles Div.(1)
Middle Rd Ramp C	3539+16.02	3545+98.23			X	0.13 miles Div.(1)
Totals:						2.17 miles

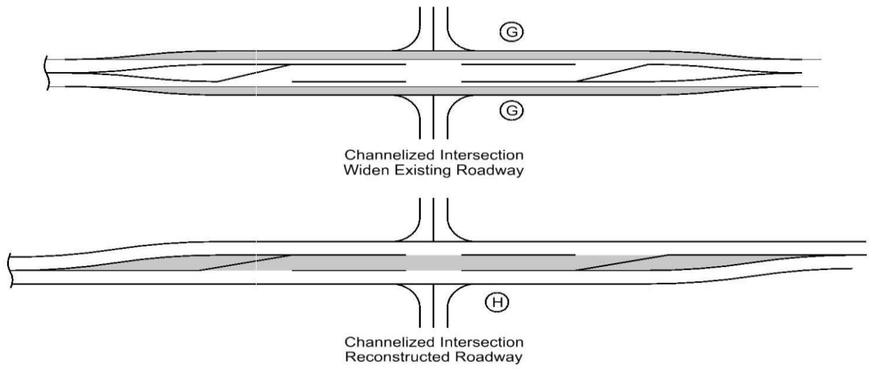
102-5
10-16-12

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 IN	Type	Depth IN	Type	Depth IN	Type	Depth IN	Source	Type	Durability Class	Type	
5205	SCOTT	I-74	Both			1970		I-74-1(12)1--01-82	PCC	8	ATB	4									
T-7	SCOTT	I-74	NB			1988		IR-74-1(83)1--12-82	PCC	8											
3	SCOTT	I-74	Both					IMN-074-1(131)0--DE-82	ACC	6.5											
								IMN-080-8(221)278--DE-82													
								IMN-280-8(122)0-DE-82													
2502	SCOTT	MID RAMP				1970		I-74-1(12)1--01-82	PCC	9											
2503	SCOTT	67 RAMPS				1970		I-74-1(12)1--01-82	PCC	9	ATB	4									
T-1	SCOTT	67 RAMPS				1988		IR-74-1(83)1--12-82	PCC	10			SB	6							
T-2	SCOTT	MID RAMP				1988		IR-74-1(83)1--12-82	PCC	10			SB	6							
T-6	SCOTT	MID RAMP				1988		IR-74-1(83)1--12-82	PCC	10			SB	6							

PCC PAVEMENT





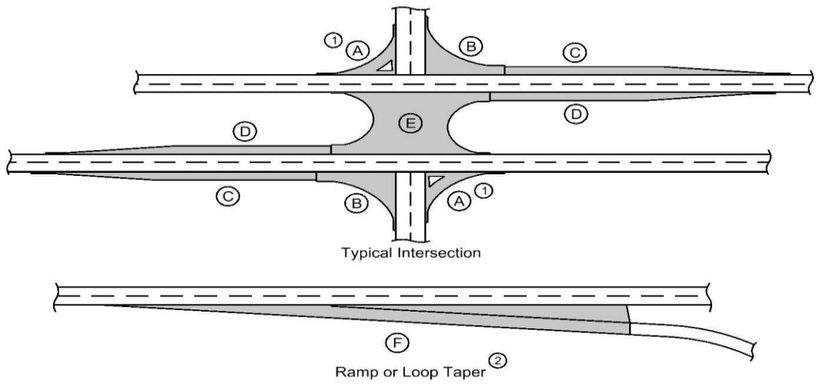
(1) Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.

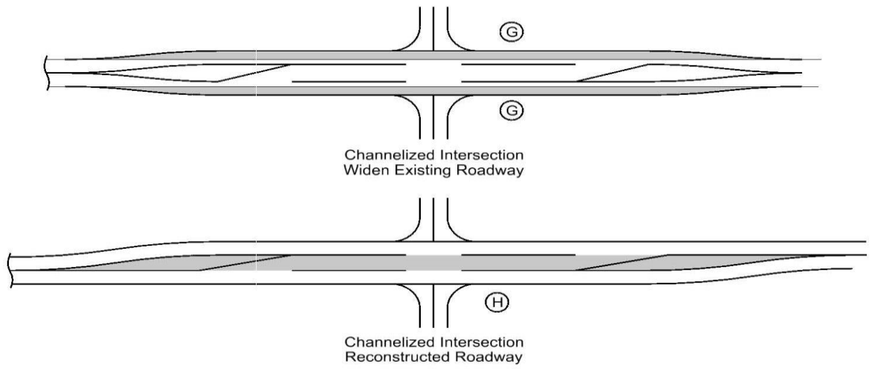
(2) Refer to PV-410, PV-411, PV-412, and PV-414.

(3) Quantity includes Pavement Header.

Location				Mainline			Area					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	F (2)	SY								
				FT	FT	SY	SY	SY	SY	SY	SY	Option	Option	8 IN	10 IN	11 IN	TONS	CY	SY	
I-74	WB	6804+59.00	6807+50.00	12.0	292.0	390.0										390.0	Tab103-3		390.0	Div. (1)
I-74	WB	6804+58.92	6839+50.00	48.0	3488.0	18584.0										18584.0	Tab103-3		18584.0	Div. (1)
I-74	WB	6807+51.61	6839+04.50	23.0	3152.0	7355.0										7355.0	Tab103-3		7355.0	Div. (1)
I-74	WB	6807+50.00	6814+75.00								698.0					698.0	Tab103-3		698.0	Div. (1) See U Sheets
I-74	WB	6830+75.00	6839+05.00								1357.0					1357.0	Tab103-3		1357.0	Div. (1) See U Sheets
I-74	EB	6804+79.30	6839+50.00	48.0	3471.0	18425.0										18425.0	Tab103-3		18425.0	Div. (1)
I-74	EB	6804+80.30	6809+10.00	12.0	235.0	570.0										570.0	Tab103-3		570.0	Div. (1)
I-74	EB	6809+10.00	6839+15.00	23.0	3012.0	6771.0										6771.0	Tab103-3		6771.0	Div. (1)
I-74	EB	6839+15.00	6839+50.00	12.0	35.0	47.0										47.0	Tab103-3		47.0	Div. (1)
I-74	EB	6809+10.00	6816+40.00								1146.0					1146.0	Tab103-3		1146.0	Div. (1) See U Sheets
I-74	EB	6833+00.00	6839+15.55								733.0					733.0	Tab103-3		733.0	Div. (1) See U Sheets
Middle Road Ramp B	WB	2539+00.89	2550+66.79		1165.9	5464.0							5464.0				Tab103-3			Temporary Pavement Middle Road Ramp B
I-74	WB	6839+50.00	6845+43.35		593.3	1756.4							3338.8				Tab103-3			Temporary Pavement I-74 WB
I-74	EB	6839+50.00	6843+10.00		360.0	2128.9							2128.9				Tab103-3			Temporary Pavement I-74 EB
Middle Road Ramp C	EB	3539+16.02	3545+98.23		682.2	2040.5							2040.5				Tab103-3			Temporary Pavement Middle Road Ramp C
US 67 RAMP A		1497+02.31	1502+46.78	VARIES	544.5	615.1										615.1		265.5		Div. (1)
US 67 RAMP A		1497+02.31	1501+96.78	VARIES	494.5	699.7										699.7		233.2		Div. (1)
US 67 RAMP A		1497+02.31	1501+96.78	12.0	494.5	659.3										659.3		219.8		Div. (1)
US 67 RAMP A		1497+02.31	1502+46.78	VARIES	544.5	413.5										413.5		198.3		Div. (1)
US 67 RAMP A		1504+78.48	1509+11.06	24.0	611.1	1629.5										1629.5		543.2		Div. (1)
US 67 RAMP A		1504+28.48	1509+11.06	7.0	432.6	364.2										364.2		169.5		Div. (1)
US 67 RAMP B		2591+08.39	2592+65.24	58.0	156.8	1005.4										1005.4		375.8		Div. (1)
US 67 RAMP B		2592+65.24	2594+26.77	7.0	296.0	120.1										120.1		78.4		Div. (1)
US 67 RAMP C		3591+15.48	3594+30.16	13.8	314.7	471.2										471.2		176.8		Div. (2) Bike Path
US 67 RAMP C		3591+65.45	3594+30.16	12.0	264.7	399.3										399.3		133.1		Div. (1)
US 67 RAMP C		3591+65.45	3594+30.16	12.0	264.7	353.1										353.1		117.7		Div. (1)
US 67 RAMP C		3591+15.48	3594+30.16	7.0	314.7	239.3										239.3		114.7		Div. (1)
US 67 RAMP C		3593+95.45	3594+30.26	11.9	34.8	45.0										45.0		15.0		Div. (1)
US 67 RAMP D		4496+46.78	4498+43.00	2.5 TO	196.2	147.9										147.9		49.3		Div.(1)
				7.0																
US 67 RAMP D		4503+62.15	4507+50.67	5.0	388.5	210.8										210.8		113.4		Div. (1)
US 67 RAMP D		4504+12.00	4507+50.67	16.0	338.7	602.2										602.2		200.7		Div. (1)
US 67 RAMP D		4503+62.15	4507+50.67	7.0	388.5	292.0										292.0		140.5		Div. (1)
Kimberly Rd Ramp A connection	EB	4623+46.76	4624+64.37		117.6	746.3						746.3					Tab103-3			Detour Pavement Stage 2A EB Entrance tie-in at Kimberly
I-74	WB	6817+74.92	6825+91.55		816.6	1797.3						1797.3					Tab103-3			Detour Pavement Stage 2A WB Entrance tie-in
																				(2.5' Wide curb and gutter area not included)
Temp Middle Road Ramp C	EB	11+32.91	19+88.46		855.6	1664.9						1603.1					Tab103-3			Detour Pavement Stage 2A Temp Middle Ramp C
Crossover	MEDIAN	6837+00.00	6846+96.69		996.7	2157.3						2092.3					Tab103-3			Detour Pavement Stage 2B Crossover
I-74	MEDIAN	6812+99.44	6833+90.00		2090.6	1393.3						1393.3					Tab103-3			Detour Pavement Stage 2B Median
I-74	MEDIAN	6835+10.00	6837+00.00		190.0	293.3						126.7					Tab103-3			Detour Pavement Stage 2B Median
I-74	EB	6840+52.85	6849+05.21		852.4	1109.8						1109.8					Tab103-3			Detour Pavement Stage 3B I-74 EB
Local Roads																				

PCC PAVEMENT





(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	F (2)		Option	Option	8 IN	10 IN	11 IN	TONS	CY	SY	
				FT	FT	SY	SY	SY	SY	SY	SY				SY						
Stage 2A																					
Kimberly Road	NB	4615+38.46	4615+94.24	2.5	55.8	15.5									15.5				5.7		Inc. 55.8 LF of curb Div. (1)
Stage 2B-A																					
Kimberly Road	NB	4623+80.00	4627+00.00	Varies	302.3	656.0									656.0				121.7		Div. (1)
Stage 2B-B																					
Kimberly Road	NB	4622+60.00	4623+80.00	Varies	142.5	266.3									266.3				51.2		Inc. 85.1 LF of curb Div. (1)
Kimberly Road	NB	4624+40.00	4627+00.00	Varies	262.4	348.5									348.5				72.7		Inc. 160.0 LF of curb Div. (1)
US 67 SB	WB	199+91.49	200+36.96	Varies	45.5	34.2										34.1			11.4		Inc. 72.2 LF of curb Div. (1)
																					10" PCC, w/ 12" Modified Sub.
Stage 2B-2																					
US 67 Ramp D	NB	4495+77.71	4496+30.73	2.5	97.8	27.6											27.6		19.9		Inc. 97.8 LF of curb Div. (1)
																					11" PCC, w/ 12" Modified Sub.
Stage 3A																					
US 67 SB	WB	203+40.00	204+60.36	2.5	122.7	34.1										34.1			25.0		Inc. 122.7 LF of curb Div. (1)
																					10" PCC, w/ 12" Modified Sub.
Kimberly Road	NB	4623+43.35	4625+40.26	2.5	202.1	55.9									55.9				20.6		Inc. 202.1 LF of curb Div. (1)
US 67 SB	WB	205+39.38	207+00.00	12-24	160.6	348.3										348.3			116.1		At ex. bridge piers Div. (1)
																					10" PCC, w/ 12" Modified Sub.
Stage 3B-2A																					
State St.	EB	482+03.52	487+00.24	22.5	566.5	1069.3									1069.3				202.0		Inc. 428.7 LF of curb Div. (2)
State St.	EB	487+00.24	489+52.36	14.5	194.9	305.6									305.6				60.7		Inc. 176.7 LF of curb Div. (2)
12th St.	NB	4600+93.90	4601+61.40	40.0	67.5	575.5									575.5				104.8		Inc. 164.2 LF of curb Div. (1)
Stage 3B-2B																					
State St.	EB	480+09.01	485+80.05	Varies	566.5	515.7									515.7				118.0		Inc. 577.3 LF of curb Div. (2)
12th St.	NB	4601+61.12	4603+14.16	14.5	153.1	283.7									283.7				56.4		Inc. 171.4 LF of curb Div. (1)
Stage 3B-2C																					
State St.	WB	486+94.73	489+52.36	12.0	257.6	343.4									343.4				57.2		Div. (2)
12th St.	NB/SB	4601+73.74	4603+14.16	11.0	153.1	171.6									171.6				28.6		Div. (1)
Stage 3B-2D																					
State St.	EB	487+58.19	489+52.36	8.5	194.1	179.4									179.4				40.7		Inc. 195.6 LF of curb Div. (2)
12th St.	NB	4601+73.74	4603+14.16	14.5	140.4	269.3									269.3				53.5		Inc. 157.0 LF of curb Div. (1)
Detour Pavement																					
State St.		486+94.73	487+30.31	10.0	35.6	34.0												10.6			Stage 3B-2B Div. (2)
12th St.		4601+99.32	4602+19.71	Varies	20.4	11.0												3.6			Stage 3B-2B Div. (1)
													Detour	Temp							
												TOTAL	8868.8	12972.2	5055.7	416.5	64371.0	14.2	4311.2	56076.0	

SHOULDERS

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

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

Location					Quantities																	
Road Identification	Direction Of Traffic (1)	Station to Station		Side	P Width	G Width	L Length	Class 13 Excavation Widening (2)	HMA Base Widening (3)		Mix Asph	Paved Shoulder	Reinf. Pave Shoulder	Reinf. Pave Shoulder (Mod.)	Reinf. Pave Shoulder (44")	Special Backfill		Modified Subbase	Granular Subbase		Earth Shoulder Construction		Remarks
					FT	FT	FT	CY (2)	TON (2)	TON/STA	TON	SY	SY (2)	SY (2)	SY (2)	TON (2)	TON/STA	CY (2)	SY (2)	Thick(in.)	STA (2)	CY (4)	
I-74	WB	6834+05.4	6834+95.5	LT	13.2		90.0						131.6			See103-3			131.600	6.000			under Lincoln Rd. Div. (1)
I-74	EB	6834+05.4	6834+95.5	LT	13.2		90.0						131.6			See103-3			131.600	6.000			under Lincoln Rd. Div. (1)
RAMP C	EB	3591+15.5	3593+95.5	RT	11.6		280.0							360.2				120.1					Reinforced Paved Shoulder (Modified) Div.(1)
RAMP A	EB	1504+28.5	1510+90.3	RT	11.6		661.8						826.6					275.5					Reinforced Paved Shoulder Div.(1)
Kimberly Road	NB	4625+40.0	4627+00.0	Lt.	6.0	6.0	160.0					106.700				73.8.	46.100				1.6		Div.(1)
											TOTAL	106.700	1089.8	360.2		73.8.		395.6	263.200		1.6		Div.(1)

CURBS AND RAISED ISLANDS

Refer to PV-20, PV-102, and 6000s Detail Series.

(1) Bid Item

Point No.	Station	Offset	Island Interior Area (1) SY	Curb and Gutter			Remarks
				Curb Type	Gutter Width FT	Length (1) LF	
1	6817+74.92			4" Sloped PCC	2.5	818.9	Div.(1) Detour Pavement
	to						Stage 2A
	6825+91.55						

ADJUSTMENT OF FIXTURES

No.	Location Station	Type of Fixture	Adjustment
1	482+80.90	Water Valve	State St., 13.10' Lt. - Adjust up approx. 0.08' Div. (2) Incidental to PCC Pave
2	482+99.91	Water Valve	State St., 11.17' Lt. - Adjust up approx. 0.27' Div. (2) Incidental to PCC Pave
3	483+24.28	Water Valve	State St., 11.12' Lt. - Adjust up approx. 0.26' Div. (2) Incidental to PCC Pave
4	484+11.76	Water Valve	State St., 11.66' Lt. - Adjust up approx. 0.43' Div. (2) Incidental to PCC Pav
5	486+71.19	Water Valve	State St., 14.77' Lt. - Adjust up approx. 0.96' Div. (2) Incidental to PCC Pave
6	102+62.56	Water Valve	15th St., 19.83' Lt. - Adjust up approx. 0.40' Div. (2) Incidental to PCC Pavem

PROPOSED SUBGRADE TREATMENT

(For Additional Details see Soils Survey Sheet No. Q.1 to Q.20 .)

No.	Location		Description					Type		Quantity		Polymer Grid	Available From		Remarks
	Begin Station	End Station	Side	Type	Depth FT	Width FT	Area SF	Material	Shrink %	CY	TON	SY	Quantity CY	Location or Station to Station	
1	6804+58.53	6839+50.00	WBL		1.0	24.0	24.0	SPECIAL BACKFILL (SEE ART. 4132)		3,103.5	217.247	9,310.6			DIVISION #1 I74 WB (2 LANES)
2	6804+58.53	6808+25.00	WBL		1.0	12.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)		162.9	11.401	488.6			DIVISION #1 I74 WB (1 LANE)
3	6804+58.53	6809+10.00	RT		1.0	12.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)		200.7	14.046	0.0			DIVISION #1 I74 WB (OUTER SHOULDER)
4	6804+58.53	6839+50.00	RT		1.0	4.0	4.0	SPECIAL BACKFILL (SEE ART. 4132)		517.3	36.208	1,551.8			DIVISION #1 I74 WB (INNER SHOULDER)
5	6808+25.00	6809+10.00	WBL		1.0	12.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)		37.8	2.644	113.3			DIVISION #1 I74 WB (VAR LANE, VARYING WIDTH?)
6	6809+10.00	6839+50.00	WBL		1.0	12.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)		1,351.1	94.578	4,053.3			DIVISION #1 I74 WB (LANE)
7	6809+10.00	6839+00.00	WBL		1.0	12.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)		1,328.9	93.022	3,986.7			DIVISION #1 I74 WB (VAR LANE, VARYING WIDTH?)
8	6809+10.00	6825+50.00	RT		1.0	7.0	7.0	SPECIAL BACKFILL (SEE ART. 4132)		425.2	29.763	0.0			DIVISION #1 I74 WB (OUTER SHOULDER)
9	6825+50.00	6839+00.00	RT		1.0	9.0	9.0	SPECIAL BACKFILL (SEE ART. 4132)		450.0	31.500	0.0			DIVISION #1 I74 WB (OUTER SHOULDER)
10	6804+58.53	6839+50.00	EBL		1.0	36.0	36.0	SPECIAL BACKFILL (SEE ART. 4132)		4,655.3	325.871	13,965.9			DIVISION #1 I74 EB (3 LANES)
11	6804+58.53	6809+10.00	LT		1.0	12.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)		200.7	14.046	0.0			DIVISION #1 I74 EB (OUTER SHOULDER)
12	6804+58.53	6839+50.00	LT		1.0	12.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)		1,551.8	108.624	4,655.3			DIVISION #1 I74 EB (INNER SHOULDER)
13	6809+10.00	6839+50.00	EBL		1.0	12.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)		1,351.1	94.578	4,053.3			DIVISION #1 I74 EB (LANE)
14	6809+10.00	6825+50.00	LT		1.0	9.0	9.0	SPECIAL BACKFILL (SEE ART. 4132)		546.7	38.267	0.0			DIVISION #1 I74 EB (OUTER SHOULDER)
15	6825+50.00	6839+50.00	LT		1.0	7.0	7.0	SPECIAL BACKFILL (SEE ART. 4132)		363.0	25.407	0.0			DIVISION #1 I74 EB (OUTER SHOULDER)
16	6804+58.53	6808+25.00	BOTH		1.0	12.2	12.2	SPECIAL BACKFILL (SEE ART. 4132)		165.6	11.591	0.0			DIVISION #1 I74 MEDIAN
17	6808+25.00	6809+10.00	BOTH		1.0	6.5	6.5	SPECIAL BACKFILL (SEE ART. 4132)		20.5	1.432	0.0			DIVISION #1 I74 MEDIAN
18	6809+10.00	6839+50.00	BOTH		1.0	3.0	3.0	SPECIAL BACKFILL (SEE ART. 4132)		337.8	23.644	0.0			DIVISION #1 I74 MEDIAN
19	6804+58.53	6809+10.00	LT		1.0	4.0	4.0	SPECIAL BACKFILL (SEE ART. 4132)		66.9	4.682	0.0			DIVISION #1 I74 EDGE
20	6809+10.00	6839+50.00	LT		1.0	3.0	3.0	SPECIAL BACKFILL (SEE ART. 4132)		337.8	23.644	0.0			DIVISION #1 I74 EDGE
21	6804+58.53	6808+25.00	RT		1.0	4.0	4.0	SPECIAL BACKFILL (SEE ART. 4132)		54.3	3.800	0.0			DIVISION #1 I74 EDGE
22	6808+25.00	6839+50.00	RT		1.0	3.0	3.0	SPECIAL BACKFILL (SEE ART. 4132)		347.2	24.306	0.0			DIVISION #1 I74 EDGE
23	1497+02.30	1500+75.00	BOTH		1.0	8.0	8.0	SPECIAL BACKFILL (SEE ART. 4132)		110.4	7.730	0.0			DIVISION #1 US 67 RAMP A
24	2539+00.89	2550+66.85	BOTH		1.0	24.0	24.0	SPECIAL BACKFILL (SEE ART. 4132)		1,036.4	72.549	0.0			DIVISION #1 MIDDLE RD. RAMP B
25	2539+00.89	2550+66.85	LT		1.0	7.0	7.0	SPECIAL BACKFILL (SEE ART. 4132)		302.3	21.160	0.0			DIVISION #1 MIDDLE RD. RAMP B (LT SHOULDER)
26	2539+00.89	2550+66.85	RT		1.0	VAR		SPECIAL BACKFILL (SEE ART. 4132)		481.7	33.722	0.0			DIVISION #1 MIDDLE RD. RAMP B (RT SHOULDER)
27	2539+00.89	2543+14.84	RT		1.0	VAR		SPECIAL BACKFILL (SEE ART. 4132)		130.6	9.144	0.0			DIVISION #1 MIDDLE RD. RAMP B (AUX LANE)
28	2547+21.50	2550+56.85	RT		1.0	VAR		SPECIAL BACKFILL (SEE ART. 4132)		126.6	8.864	0.0			DIVISION #1 MIDDLE RD. RAMP B (AUX LANE)
29	3539+16.02	3545+98.23	BOTH		1.0	24.0	24.0	SPECIAL BACKFILL (SEE ART. 4132)		606.4	42.449	0.0			DIVISION #1 MIDDLE RD. RAMP C
30	3539+16.02	3545+98.23	LT		1.0	7.0	7.0	SPECIAL BACKFILL (SEE ART. 4132)		176.9	1.238	0.0			DIVISION #1 MIDDLE RD. RAMP C (LT SHOULDER)
31	3539+16.02	3545+98.23	RT		1.0	10.0	10.0	SPECIAL BACKFILL (SEE ART. 4132)		252.7	17.687	0.0			DIVISION #1 MIDDLE RD. RAMP C (RT SHOULDER)
32	6839+50.00	6845+43.35	BOTH		1.0	24.0	24.0	SPECIAL BACKFILL (SEE ART. 4132)		527.4	36.920	0.0			DIVISION #1 WB I74 TEMP PAVEMENT
33	6839+50.00	6845+43.35	LT		1.0	15.0	15.0	SPECIAL BACKFILL (SEE ART. 4132)		329.6	23.075	0.0			DIVISION #1 WB I74 TEMP PAVEMENT (LT SHOULDER)
34	6839+50.00	6845+43.35	RT		1.0	VAR		SPECIAL BACKFILL (SEE ART. 4132)		428.2	29.976	0.0			DIVISION #1 WB I74 TEMP PAVEMENT (RT SHOULDER)
35	6839+50.00	6843+10.39	BOTH		1.0	24.0	24.0	SPECIAL BACKFILL (SEE ART. 4132)		320.3	22.424	0.0			DIVISION #1 EB I74 TEMP PAVEMENT
36	6839+50.00	6843+10.39	LT		1.0	VAR		SPECIAL BACKFILL (SEE ART. 4132)		150.0	10.503	0.0			DIVISION #1 EB I74 TEMP PAVEMENT (LT SHOULDER)
37	6839+50.00	6843+10.39	RT		1.0	15.0	15.0	SPECIAL BACKFILL (SEE ART. 4132)		200.2	14.015	0.0			DIVISION #1 EB I74 TEMP PAVEMENT (RT SHOULDER)
38	6839+50.00	6843+10.39	RT		1.0	VAR		SPECIAL BACKFILL (SEE ART. 4132)		119.9	8.395	0.0			DIVISION #1 EB I74 TEMP PAVEMENT (ADD LANE LT)
39	4623+46.76	4624+64.37	EB Ramp		1.0	VAR	7,529.0	SPECIAL BACKFILL (SEE ART. 4132)		278.9	19.520	0.0			Detour Pavement Stage 2A EB Entrance tie-in
40	6817+74.92	6825+91.55	WB Ramp		1.0	VAR	21,235.0	SPECIAL BACKFILL (SEE ART. 4132)		786.5	55.054	0.0			Detour Pavement Stage 2A WB Entrance tie-in
41	11+32.91	19+88.46	EB Ramp		1.0	VAR	17,046.0	SPECIAL BACKFILL (SEE ART. 4132)		631.3	44.193	0.0			Detour Pavement Stage 2B Temp Middle Ramp C
42	6837+00.00	6846+96.69	Crossover		1.0	VAR	21,874.0	SPECIAL BACKFILL (SEE ART. 4132)		810.1	56.710	0.0			Detour Pavement Stage 2A Crossover
43	6843+10.00	6849+05.21	EB Shoulder		1.0	VAR	9,988.0	SPECIAL BACKFILL (SEE ART. 4132)		500.4	35.031	0.0			Detour Pavement Stage 3A North End
											1,800.659	**42,178.8**			

I-74 VALUES ARE THE SAME AS SHOWN ON TYPICAL PAVEMENT SECTION (B SHEETS)

TEMPORARY PAVEMENT AND DETOUR PAVEMENTS ARE THE SAME AS SHOWN ON THE B SHEETS

US 67 RAMP A SPECIAL BACKFILL IS NOT SHOWN ON THE B SHEETS

103-1
Modified

SPECIAL COMPACTION

Location		Lane	Depth	Compact	Remarks
Station to Station			FT	STA	
2592+00.00	2592+65.24	Ramp B		0.7	Special Compaction Div.(1)
2592+65.24	2594+26.77	Ramp B		1.6	Special Compaction Div.(1)
	TOTAL			2.3	

103-5
10-15-13

SETTLEMENT PLATES

Refer to Standard Road Plan EW-212

No.	Location		Remarks
	Station	Offset	
SP-2	3591+00.00	0.0	RAMP C Div.(1)

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

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.

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

Refer to Soils Sheets

(1) Refer to EW-203, EW-204, or EW-211.
*Not a bid item

Location						Longitudinal Subdrain (DR-303)							Subdrain Outlet		Porous* Backfill	Class "A"* Crushed Stone	Remarks
Line No.	Road or Lane Ident.	Station to Station		Side	Depth D	Shoulder		Backslope		Bridge Berm (1)			DR-303, DR-304, or DR-305				
						Size	Length	Size	Length	Size	Type	Length	Station	Standard Road Plan and Type			
					IN	IN	FT	IN	FT	IN		FT			CY	CY	
1	I74 WB	6808+25.00	6809+00.00	O	24.0	4.0	115.0						6808+25.00	DR-303	5.3	0.2	CAP @ 6808+00 Div.(1)Str#368
													6809+00.00	DR-303			Div.(1)
2	I74 WB	6809+00.00	6812+00.00	O	24.0	4.0	340.0						6809+00.00	DR-303	15.7		Div.(1) Str#367
													6812+00.00	DR-303			Div.(1)
3	I74 WB	6812+00.00	6814+25.00	O	24.0	4.0	265.0						6812+00.00	DR-303	12.3		Div.(1) Str#366
													6814+25.00	DR-303			Div.(1)
4	I74 WB	6814+25.00	6818+00.00	O	24.0	4.0	415.0						6814+25.00	DR-303	19.2		Div.(1) Str#365
													6818+00.00	DR-303			Div.(1)
5	I74 WB	6818+00.00	6820+47.50	O	24.0	4.0	287.5						6818+00.00	DR-303	13.3		Div.(1) Str#364
													6820+47.50	DR-303			Div.(1)
6	I74 WB	6820+47.50	6822+97.00	O	24.0	4.0	289.5						6820+47.50	DR-303	13.4		Div.(1) Str@363
													6822+97.00	DR-303			Div.(1)
7	I74 WB	6822+97.00	6825+00.00	O	24.0	4.0	243.0						6822+97.00	DR-303	11.3		Div.(1) Str#376
													6825+00.00	DR-303			Div.(1)
8	I74 WB	6825+00.00	6827+02.50	O	24.0	4.0	242.5						6825+00.00	DR-303	11.2		Div.(1) Str#377
													6827+02.50	DR-303			Div.(1)
9	I74 WB	6827+02.50	6830+00.00	O	24.0	4.0	337.5						6827+02.50	DR-303	15.6		Div.(1) Str#361
													6830+00.00	DR-303			Div.(1)
10	I74 WB	6830+00.00	6833+00.00	O	24.0	4.0	340.0						6830+00.00	DR-303	15.7		Div.(1) Str#359
													6833+00.00	DR-303			Div.(1)
11	I74 WB	6833+00.00	6836+00.00	O	24.0	4.0	340.0						6833+00.00	DR-303	15.7		Div.(1) Str#343
													6836+00.00	DR-303			Div.(1)
12	I74 WB	6836+00.00	6839+50.00	O	24.0	4.0	390.0						6836+00.00	DR-304	18.1		CAP @ 6839+50 Div.(1) Str#336
13	I74 WB	6804+11.70	6806+50.00	M	24.0	4.0	278.3						6804+11.70	DR-304			CAP @ 6804+07 Div.(1) Str#407
14	I74 WB	6806+50.00	6809+00.00	M	24.0	4.0	290.0						6806+50.00	DR-304			Div.(1) Str#355
													6809+00.00	DR-304			Div.(1)
15	I74 WB	6809+00.00	6812+00.00	M	24.0	4.0	340.0						6809+00.00	DR-304			Div.(1) Str#354
													6812+00.00	DR-304			Div.(1)
16	I74 WB	6812+00.00	6815+00.00	M	24.0	4.0	340.0						6812+00.00	DR-303			Div.(1) Str#353
													6815+00.00	DR-303			Div.(1)
17	I74 WB	6815+00.00	6818+00.00	M	24.0	4.0	340.0						6815+00.00	DR-303			Div.(1) Str#352
													6818+00.00	DR-303			Div.(1)
18	I74 WB	6818+00.00	6821+00.00	M	24.0	4.0	340.0						6818+00.00	DR-303			Div(1) Str#351
													6821+00.00	DR-303			Div.(1)
19	I74 WB	6821+00.00	6824+00.00	M	24.0	4.0	340.0						6821+00.00	DR-303			Div(1) Str#350
													6824+00.00	DR-303			Div.(1)
20	I74 WB	6824+00.00	6826+98.90	M	24.0	4.0	338.9						6824+00.00	DR-303			Div(1) Str#349
													6826+98.90	DR-303			Div.(1)
21	I74 WB	6826+98.90	6830+00.00	M	24.0	4.0	341.1						6826+98.90	DR-303			Div(1) Str#358
													6830+00.00	DR-303			Div.(1)
22	I74 WB	6830+00.00	6833+00.00	M	24.0	4.0	340.0						6830+00.00	DR-303			Div(1) Str#359
													6833+00.00	DR-303			Div.(1)
23	I74 WB	6833+00.00	6836+00.00	M	24.0	4.0	340.0						6833+00.00	DR-303			Div(1) Str#168
													6836+00.00	DR-303			Div.(1)
24	I74 WB	6836+00.00	6839+50.00	M	24.0	4.0	390.0						6836+00.00	DR-303			Div(1) Str#167
													6839+50.00	DR-303			Div.(1)
25	I74 EB	6804+16.30	6804+35.00	O	24.0	4.0	58.7						6804+16.30	DR-303			Div.(1) Str#404
													6804+35.00	DR-303			Div.(1)
26	I74 EB	6808+25.00	6809+00.00	O	24.0	4.0	115.0						6808+25.00	DR-303			Div.(1) Str#401
													6809+00.00	DR-303			Div.(1)
27	I74 EB	6809+00.00	6812+00.00	O	24.0	4.0	340.0						6809+00.00	DR-303			Div.(1) Str#380
													6812+00.00	DR-303			Div.(1)
28	I74 EB	6812+00.00	6815+00.00	O	24.0	4.0	340.0						6812+00.00	DR-303			Div.(1) Str#375
													6815+00.00	DR-303			Div.(1)
29	I74 EB	6815+00.00	6818+00.00	O	24.0	4.0	340.0						6815+00.00	DR-303			Div.(1) Str#374
													6818+00.00	DR-303			Div.(1)
30	I74 EB	6818+00.00	6821+00.00	O	24.0	4.0	340.0						6818+00.00	DR-303			Div.(1) Str#373
													6821+00.00	DR-303			Div.(1)
31	I74 EB	6821+00.00	6824+00.00	O	24.0	4.0	340.0						6821+00.00	DR-303			Div.(1) Str#372
													6824+00.00	DR-303			Div.(1)
32	I74 EB	6824+00.00	6826+98.88	O	24.0	4.0	338.9						6824+00.00	DR-303			Div.(1) Str#371
													6826+98.88	DR-303			Div.(1)
33	I74 EB	6826+98.88	6830+00.00	O	24.0	4.0	341.1						6826+98.88	DR-303			Div.(1) Str#370
													6830+00.00	DR-303			Div.(1)
34	I74 EB	6830+00.00	6833+00.00	O	24.0	4.0	340.0						6830+00.00	DR-303			Div.(1) Str#369
													6833+00.00	DR-303			Div.(1)
35	I74 EB	6833+00.00	6836+00.00	O	24.0	4.0	340.0						6833+00.00	DR-303			Div.(1) Str#734
													6836+00.00	DR-303			Div.(1)
36	I74 EB	6836+00.00	6839+50.00	O	24.0	4.0	390.0						6836+00.00	DR-303			Div.(1) Str#336
37	I74 EB	6804+06.30	6806+50.00	M	24.0	4.0	283.7						6804+06.30	DR-304			CAP @ 6839+50 Div.(1) Str#691
													6806+50.00	DR-304			CAP @ 6804+07 Div.(1)
38	I74 EB	6806+50.00	6809+00.00	M	24.0	4.0	290.0						6806+50.00	DR-304			Div.(1) Str#394
													6809+00.00	DR-304			Div.(1)
39	I74 EB	6809+00.00	6812+00.00	M	24.0	4.0	340.0						6809+00.00	DR-304			Div.(1) Str#393
													6812+00.00	DR-303			Div.(1)
40	I74 EB	6812+00.00	6815+00.00	M	24.0	4.0	340.0						6812+00.00	DR-303			Div.(1) Str#392
													6815+00.00	DR-303			Div.(1)

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

Refer to Soils Sheets

(1) Refer to EW-203, EW-204, or EW-211.
*Not a bid item

Location						Longitudinal Subdrain (DR-303)							Subdrain Outlet				
Line No.	Road or Lane Ident.	Station to Station		Side	Depth D	Shoulder		Backslope		Bridge Berm (1)			DR-303, DR-304, or DR-305		Porous* Backfill	Class "A"* Crushed Stone	Remarks
						Size	Length	Size	Length	Size	Type	Length	Station	Standard Road Plan and Type			
					IN	IN	FT	IN	FT	IN		FT			CY	CY	
41	I74 EB	6815+00.00	6818+00.00	M	24.0	4.0	340.0						6815+00.00	DR-303			Div.(1) Str#391
													6818+00.00	DR-303			Div.(1)
42	I74 EB	6818+00.00	6821+00.00	M	24.0	4.0	340.0						6818+00.00	DR-303			Div.(1) Str#390
													6821+00.00	DR-303			Div.(1)
43	I74 EB	6821+00.00	6824+00.00	M	24.0	4.0	340.0						6821+00.00	DR-303			Div.(1) Str#389
													6824+00.00	DR-303			Div.(1)
44	I74 EB	6824+00.00	6826+98.88	M	24.0	4.0	338.9						6824+00.00	DR-303			Div.(1) Str#388
													6826+98.88	DR-303			Div.(1)
45	I74 EB	6826+98.88	6830+00.00	M	24.0	4.0	341.1						6826+98.88	DR-303			Div.(1) Str#387
													6830+00.00	DR-303			Div.(1)
46	I74 EB	6830+00.00	6833+00.00	M	24.0	4.0	340.0						6830+00.00	DR-303			Div.(1) Str#386
													6833+00.00	DR-303			Div.(1)
47	I74 EB	6833+00.00	6836+00.00	M	24.0	4.0	340.0						6833+00.00	DR-303			Div.(1) Str#385
													6836+00.00	DR-303			Div.(1)
48	I74 EB	6836+00.00	6839+50.00	M	24.0	4.0	390.0						6836+00.00	DR-303			CAP @ 6839+50 Div.(1) Str#384
49	RAMP A	1497+02.31	1498+14.26	Right	24.0	4.0	152.0						1497+02.31	DR-303			CAP @ 1497+02.31 Div.(1)
													1498+14.26	DR-303			Div.(1)
50	RAMP A	1498+14.26	1501+50.00	Right	24.0	4.0	375.7						1498+14.26	DR-303			Div.(1)
													1501+50.00	DR-303			Div.(1)
51	RAMP A	1501+50.00	1501+96.78	Right	24.0	4.0	86.8						1501+50.00	DR-303			CAP @ 1501+97 Div.(1)
52	RAMP A	1504+82.83	1506+50.00	Right	24.0	4.0	207.2						1504+82.83	DR-303			CAP @ 1504+82 Div.(1)
													1506+50.00	DR-303			Div.(1)
53	RAMP A	1506+50.00	1509+11.06	Right	24.0	4.0	301.1						1506+50.00	DR-303			CAP @ 1509+11 Div.(1)
54	RAMP A	1497+02.31	1498+14.26	Left	24.0	4.0	152.0						1497+02.31	DR-303			CAP @ 1497+02.31 Div.(1)
													1498+14.26	DR-303			Div.(1)
55	RAMP A	1498+14.26	1501+50.00	Left	24.0	4.0	375.7						1498+14.26	DR-303			Div.(1)
													1501+50.00	DR-303			Div.(1)
56	RAMP A	1501+50.00	1501+96.78	Left	24.0	4.0	86.8						1501+50.00	DR-303			CAP @ 1501+97 Div.(1)
57	RAMP A	1504+82.83	1506+50.00	Left	24.0	4.0	207.2						1504+82.83	DR-303			CAP @ 1504+82 Div.(1)
													1506+50.00	DR-303			Div.(1)
58	RAMP A	1506+50.00	1509+00.00	Left	24.0	4.0	290.0						1506+50.00	DR-303			Div.(1)
													1509+00.00	DR-303			Div.(1)
59	RAMP A	1509+00.00	1509+11.06	Left	24.0	4.0	51.1						1509+00.00	DR-303			CAP @ 1509+11 Div.(1)
60	RAMP B	2590+36.58	2592+65.24	Right	24.0	4.0	268.7						2590+36.58	DR-303			CAP @ 2590+36.6 Div.(1)
													2592+65.24	DR-303			Div.(1)
61	RAMP B	2590+75.00	2592+65.24	Right	24.0	4.0	230.2						2590+75.00	DR-303			Div.(1)
													2592+65.24	DR-303			CAP @ 2592+65.24 Div.(1)
62	RAMP C	3587+98.76	3594+30.26	Right	24.0	4.0	671.5						3587+98.76	DR-303			TIE INTO BRIDGE APPROACH Div.(1)
													3594+30.26	DR-303			TERMINATE INTO INLET Div.(1)
63	RAMP C	3591+65.19	3594+30.26	Left	24.0	4.0	305.1						3591+65.19	DR-303			TIE INTO BRIDGE APPROACH Div.(1)
																	TERMINATE INTO INLET Div.(1)
64	Ramp D	4496+10.55	4496+46.78	RT	24.0	4.0	76.2						4496+10.55	DR-303	3.5		
													4496+46.78	DR-303			
65	RAMP D	4504+60.00	4506+50.00	Right	24.0	4.0	230.0						4504+60.00	DR-303			TIE INTO EXIST. DRAINAGE Div.(1)
													4506+50.00	DR-303			Div.(1)
66	RAMP D	4506+50.00	4507+50.67	Right	24.0	4.0	140.7						4506+50.00	DR-303			CAP @ 4507+50.7 Div.(1)
67	RAMP D	4496+46.80	4498+12.37	RT	24.0	4.0	205.6						4496+46.80	DR-303	9.5		Div.(1)
68	State St.	480+95.81	485+78.54	LT	24.0	4.0	522.7						480+95.81	DR-303	25.2	0.2	Div.(1)
													485+78.54	DR-303			Div (2)
69	State St.	485+78.54	486+70.82	LT	24.0	4.0	112.3						485+78.54	DR-303	5.2	0.2	Div. (2) CAP AT 486+70.82
70	State St.	482+03.52	486+10.68	RT	24.0	4.0	427.2						482+03.52	DR-303	19.8	0.2	Div(2) TIE TO EX. AT482+03.52
71	State St.	486+10.68	486+72.58	RT	24.0	4.0	81.9						486+10.68	DR-303	3.8	0.2	Div. (2) CAP AT 486+72.58
72	State St.	487+32.55	487+76.86	LT	24.0	4.0	84.3						487+76.86	DR-303	3.9	0.2	Div. (2) CAP AT 487+32.55
73	State St.	487+76.86	489+52.36	LT	24.0	4.0	195.5						487+76.86	DR-303	9.1	0.2	Div(2) TIE TO EX. AT 489+52.36
74	State St.	487+28.89	487+80.36	RT	24.0	4.0	71.5						487+80.36	DR-303	3.3	0.2	Div. (2) CAP AT 487+28.89
75	State St.	487+80.36	489+52.36	RT	24.0	4.0	192.0						487+80.36	DR-303	8.9	0.2	Div. (2) TIE TO EX.AT 489+52.36
76	12th St.	4601+73.75	4602+23.22	LT	24.0	4.0	69.5						4602+23.22	DR-303	3.2	0.2	Div.(1) CAP AT 4601+73.75
77	12th St.	4602+23.22	4603+14.16	LT	24.0	4.0	110.9						4602+23.22	DR-303	5.1	0.2	Div.(1) TIE TO EX. AT 4603+14.16
78	12th St.	4601+90.70	4602+25.59	RT	24.0	4.0	54.9						4602+25.59	DR-303	2.5	0.2	Div.(1) CAP AT 4601+90.70
79	12th St.	4602+25.59	4603+14.16	RT	24.0	4.0	108.6						4602+25.59	DR-303	5.0	0.2	Div.(1) TIE TO EX. AT 4603+14.16
80	Kimberly	4622+60.00	4627+00.00	RT	24.0	4.0	460.0								21.3	0.2	Div.(1) TIE TO EX. AT 4622+60
																	Div.(1) CAP AT 4627+00
						TOTAL	**22175.3**										
					Div 1	Total	21010.7										
					Div 2	Total	1164.6										

NOTE: ALL MAINLINE AND RAMP DR-303 SUBDRAINS ARE TYPE 7A INSTALLATION.
DR-303 OUTLETS ARE "INTAKE OUTLET" WITH THE OUTLET INTO STORM SEWER INTAKES.

108-8A
10-21-14

STEEL BEAM GUARDRAIL AT CONCRETE BARRIER OR BRIDGE RAIL END SECTION

Refer to BA-200, BA-201, BA-202, BA-205, BA-206, BA-210, BA-211, BA-250, SI-172, SI-173 and SI-211.

(1) Lane(s) to which the obstacle is adjacent.

Location					Layout Lengths BA-250				Long-Span System		Delineators and Object Markers					Bid Items							Remarks
No.	Direction of Traffic (1)	Side O = Outside M = Median	Station	Offset	VT1	VF	VT2	ET (37.5' or 50.0')	BA-211		SI-211	Delineator SI-172	Object Marker SI-173			Bolted End Anchor		Barrier Transition Section	Steel Beam Guardrail	End Terminal		Post Adapter	
												Type 1	Type 2	Type 3						Standard	Flared		
												White	OM2-2	OM3-L	OM3-R	BA-202		BA-201	BA-200	BA-205	BA-206	BA-210	
				FT	LF	LF	LF	LF	STATION	TYPE	TYPE	EACH	EACH	EACH	EACH	TYPE	EACH	EACH	LF	EACH	EACH	EACH	
1	EB	O	1504+16.60	30.8'RT	115.625			50.0			3		6	1		A	1	1	75.0	1			Div.(1)
2	EB	O	1510+90.30	10.8'LT	253.125			50.0			3		12		1	A	1	1	212.5	1			Div.(1)
3	EB	O	3590+94.50	30.8'RT	90.625			50.0			3		5	1		A	1	1	50.0	1			Div.(1)
4	WB	O	4498+43.00	6.79 RT	40.625			50.0			3		3		1	A	1	1		1	-	Div. (1)	
5	EB	O	6804+29.90	73.6'LT	53.125	12.50	37.50	50.0			3		5		1	A	1	1	62.5	1			Div.(1)
												TOTAL	31	2	3		5	5	400.0	5			

108-8C
10-21-14

STEEL BEAM GUARDRAIL FOR SIDE OBSTACLE (ONE-WAY PROTECTION)

Refer to BA-200, BA-203, BA-205, BA-206, BA-210, BA-211, BA-252, SI-172, SI-173, and SI-211.

(1) Lane(s) to which the obstacle is adjacent.

Location							Layout Lengths BA-252						Long-Span System		Delineators and Object Markers					Bid Items					Remarks
No.	Direction of Traffic (1)	Side O= Outside M= Median	Station	Offset	O_L	D_O	Approach Side (A) ET 37.5' or 50.0'	Approach Side (A) $VT2_A$	Approach Side (A) VF_A	Approach Side (A) $VT1_A$	Trailing Side (T) $VT1_T$	Trailing Side (T) EA 9.375'	BA-211		SI-211	Delineator SI-172	Object Marker SI-173			Steel Beam Guardrail	W-Beam End Anchor	End Terminal		Post Adapter	
																Type 1	Type 2	Type 3				Standard	Flared		
																White	OM2-2	OM3-L	OM3-R	BA-200	BA-203	BA-205	BA-206	BA-210	
				FT	FT	FT	LF	LF	LF	LF	LF	LF	STATION	TYPE	TYPE	EACH	EACH	EACH	EACH	LF	EACH	EACH	EACH	EACH	
1	WB	O	6821+16.24	69.50RT	11.8	0.5	50.0			112.50	12.50	9.375			5				1	125.0	1	1			Div.(1)
2	WB	O	6833+68.85	81.48RT	11.8	0.5	50.0			87.50	12.50	9.375	6832+96.77	1	5				1	100.0	1	1			Div.(1)
3	EB	O	6835+56.59	81.48LT	11.8	0.5	50.0			100.00	12.50	9.375	6836+03.19	1	5				1	112.5	1	1			Div.(1)
4	EB	O	6824+55.03	69.50LT	11.8	0.5	50.0			150.00	12.50	9.375			5				1	162.5	1	1			Div.(1)
																			TOTAL	500.0	4	4			

108-9A
04-20-10

HIGH TENSION CABLE GUARDRAIL

(1) Lane(s) to which the installation is adjacent.

Refer to BA-351.

Location					Dimensions			Bid Items		Remarks
No.	Direction of Traffic (1)	Station	Side	Offset D_θ	Approach C_A	Obstacle C_O	Trailing C_T	Protection Length (C_A+C_θ+C_T)	End Anchor	
				FT	FT	FT	FT	FT	No.	
1	EB	6839+50.00	M	2.0	741.0			741.0	2	Div.(1)
										Obstacle is median barrier.
										Guardrail extended to shield
										vehicular crossover

108-13A
08-01-08

SAFETY CLOSURES

Refer to Section 2518 of the Standard Specifications

Station	Closure Type		Remarks
	Road Qty.	Hazard Qty.	
4600+85.00	1		12th St. Div. (1)
4601+65.00	1		12th St. Div. (1)
Prop Ramp D	1		Stage 2A Div.(1)
Brown/14th	1		Stage 2A Div.(1)
Calvert/14th	2		Stage 2A Div.(1)
EX WB entr.	1		Stage 2A Div.(1)
NKimberly Rd	1		Stage 2B Div. (1)
14th/Miss.Blv	1		Stage 2B-2 Div. (1)
Loop Ramp	1		Stage 3A Div. (1)
Total	10		

CONCRETE BARRIER AT SIDE LOCATIONS

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

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

Location					Side Barrier						Expansion Joints		
No.	(1) Direction of Traffic	Station to Station		Side	(L2) Offset	Barrier Type (BA-102, BA-103, or BA-104)	(L) Length of Barrier*	BA-105 Transition Section*	End Section*	Reinforced Paved (2) Shoulder (Required?)	Remarks	Station	Side	Remarks
					FT		LF	No.	No.	Yes/No				
		RAMPS												
1	EB	1504+28.48	1509+07.73	LT	10.0	BA-104	479.3			Yes	Div.(1)			See Jointing Plans
2	EB	6809+12.34	6810+84.70	LT	10.0	BA-104	174.8			Yes	Div.(1)			See Jointing Plans
		1509+11.06												
3	EB	1505+07.00	1505+37.00	LT	15.8	BA-108			1	No	Wall 165 Base BA-108 Div.(1)			See Jointing Plans
4	EB	1505+37.00	1508+24.00	LT	15.8	BA-103	287.0			No	At Wall 165,Includes Footing,Div.(1)			See Jointing Plans
5	EB	1508+24.00	1508+54.00	LT	15.8	BA-108			1	No	Wall 165 Base BA-108 Div.(1)			See Jointing Plans
6	WB	4499+17.00	4499+47.00	RT	10.2	BA-108			1	No	Wall 135 Base BA-108 Div.(1)			See Jointing Plans
7	WB	4499+47.00	4500+37.00	RT	10.2	BA-103	90.0			No	At Wall 135,Includes Footing,Div.(1)			See Jointing Plans
8	EB	6810+84.7	6810+91.7	LT		BA-107			1	Yes	BA-107 Div.(1)			See Jointing Plans
9	EB	3591+15.45	3593+95.45	LT	10.0	BA-104, MOD	280.0			Yes	MODIFIED BA-104 Div.(2)			See Jointing Plans
10	EB	3593+95.45	3594+25.27	LT	10.0	BA-108, MOD			1	Yes	MODIFIED BA-108 Div.(2)			See Jointing Plans
11	EB	3591+15.45	3593+95.45	LT	10.0	Railing	280.0			NO	Railing on BA-104 (2)			See Jointing Plans
		I-74												See Jointing Plans
13	WB	6804+11.66	6834+05.44	RT	1.6	BA-102	2993.8			No				See Jointing Plans
14	EB	6804+16.34	6834+05.44	LT	1.6	BA-102	2989.1			NO				See Jointing Plans
15	WB	6834+05.44	6834+95.51	RT	1.8	As Per Plan	90.0			Yes	CONC BAR.,REINF Div.(1)			See Jointing Plans
16	EB	6834+05.44	6834+95.51	LT	1.8	As Per Plan	90.0			Yes	CONC BAR.,REINF Div.(1)			See Jointing Plans
17	WB	6834+95.51	6839+50.00	RT	1.6	BA-102	454.5			No				See Jointing Plans
18	EB	6834+95.51	6839+50.00	LT	1.6	BA-102	454.5			No				See Jointing Plans
						TOTAL BA-102	6891.9	FT	Div.(1)					
						TOTAL BA-103 AND FOOTING	377.0	FT	Div.(1)					
						TOTAL BA-104	654.1	FT	Div.(1)					
						TOTAL BA-104, MOD	280.0	FT	Div (2)					
		TOTAL CONCRETE BARRIER, REINFORCED, AS PER PLAN					180.0	FT	Div.(1)					
		TOTAL STRUCTURAL STEEL RAILING, TRAFFIC AND BICYCLE					280.0	FT	Div (2)					
						TOTAL BA-107	1.0	EA	Div.(1)					
						TOTAL BA-108	3.0	EA	Div.(1)					
						TOTAL BA-108, MOD	1.0	EA	Div (2)					

CRASH CUSHIONS

* Bid Item
(1) Lane(s) to which the installation is adjacent.
(2) Complete this section when using the Temporary Crash Cushion bid item and Earthwork is needed for Sand Barrel placement. Refer to BA-500

No.	(1) Direction of Traffic	Location Station	Side	Obstacle Width	Crash Cushion (Select One)*					Sand Barrel Details (2)					Earthwork*		Spare Parts Kit (Select One)*		Obstacle Description	Remarks
					Temporary	Temporary Redirective	Temporary Severe Use	Permanent	Permanent Severe Use	V Length	W Length	X Length	Y Length	Z Length	Excavation Class 10	Embankment in Place	Permanent	Permanent Severe Use		
				FT						FT	FT	FT	FT	FT	CY	CY	EACH	EACH		
2	EB	6842+95.36	LT	1.90	1														Temporary Barrier Rail	2ADiv.(1)
3	WB	6790+92.49	LT	1.90	1														Temporary Barrier Rail	2BDiv.(1)
4	WB	6791+36.93	RT	1.90	1														Temporary Barrier Rail	2BDiv.(1)
	WB	6819+35.96	LT	1.90	1														Temporary Barrier Rail	2BDiv.(1)
5	WB	2591+70.09	RT	1.90	1														Ramp B Temporary Barrier Rail	2B-2Div(1)
6	WB	4495+63.55	RT	1.90	1														Ramp D Temporary Barrier Rail	2B-2Div(1)
7	WB	6817+00.10	RT	1.90		1													Temporary Barrier Rail	2B-2Div(1)
8	EB	6836+35.00	LT	1.90	1														Temporary Barrier Rail	3ADiv.(1)
10	EB	6814+12.49	RT	1.90	1														Temporary Barrier Rail	3BDiv.(1)
11	EB	6834+80.51	RT	1.90	1														Temporary Barrier Rail	3BDiv.(1)
13	WB	6812+35.83	LT	1.90	1														Temporary Barrier Rail	3B2Div(1)
14	EB	6846+70.65	LT	1.90	1														Temporary Barrier Rail	3B2Div(1)
		Total			11	1														

TEMPORARY BARRIER RAIL

Refer to BA-400 and BA-401

* Not a bid item. Anchorage requirements are based on TBR locations shown in the plans. TBR alignments that vary from what is shown in the plans may result in additional TBR sections requiring anchorage.

No.	Station to Station		Length	(Select One) Steel BA-400	(Select One) Concrete BA-401	Anchored* (Y/N)	Remarks
			LF				
1	6784+98.19	6786+44.60	162.5		X	N	Stage 2A Div.(1)
4	6839+24.00	6842+95.36	375.0		X	N	Stage 2A Div.(1) (205) barrier ended at 6840+00
5	6790+92.49	6792+02.62	112.5		X	Y	Stage 2B Div.(1)
6	6791+36.93	6793+20.95	250.0		X	Y	Stage 2B Div.(1)
7	6819+35.98	6844+20.22	2487.5		X	N	Stage 2B Div.(1)
8	6824+05.97	6849+06.27	2512.5		X	N	Stage 2B Div.(1) Temp to Perm Connection
9	2591+70.09	2594+26.77	262.5		X	N	Stage 2B-2 Div.(1)
10	4495+63.55	4498+47.00	400.0		X	N	Stage 2B-2 Div.(1)
11	6804+11.66	6813+11.66	900.0		X	Y	Stage 2B-2 Div.(1) Temp to Perm Connection
12	6813+11.66	6833+90.00	2087.5		X	N	Stage 2B-2 Div.(1) Temp to Perm Connection
13	6835+10.00	6840+98.88	600.0		X	N	Stage 2B-2 Div.(1) Temp to Perm Connection
14	6817+00.10	6827+86.37	1085.0		X	N	Stage 2B-2 Div.(1)
15	6837+50.00	6848+17.41	1075.0		X	N	Stage 2B-2 Div.(1) See Winter Sheets for layout
16	6746+80.39	6837+23.95	9037.5		X	N	Stage 3A Div.(1)
17	6837+23.95	6841+17.08	400.0		X	Y	Stage 3A Div.(1)
18	6841+17.08	6845+43.22	425.0		X	N	Stage 3A Div.(1)
19	6812+69.49	6846+71.57	3412.5		X	N	Stage 3A Div.(1)
20	6835+10.00	6848+78.66	1375.0		X	Y	Stage 3A Div.(1) Temp to Perm Connections (both ends)
21	6835+10.00	6836+35.00	125.0		X	N	Stage 3A Div.(1)
22	6812+99.44	6814+12.49	112.5		X	N	Stage 3B Div.(1)
23	6820+00.00	6834+80.51	1487.5		X	N	Stage 3B Div.(1)
24	6836+07.55	6847+61.55	1162.5		X	N	Stage 3B Div.(1)
25	6812+94.57	6846+70.65	3387.5		X	N	Stage 3B-2 Div.(1)
26	6812+35.83	6847+49.35	3512.5		X	N	Stage 3B-2 Div.(1)
		Total	36750.0				

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25 | DCY4: Double Centerline (Yellow) @ 2.00 | NPY4: No Passing Zone Line (Yellow) @ 1.25 | BLW4: Broken Lane Line (White) @ 0.25 | ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 | DLW4: Dotted Line (White) @ 0.33 | CHW8: Channelizing Line (White) @ 2.00 | RLY4: Ramp Edge Line Left (Yellow) @ 1.00 | RLW4: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 1.00 | DLY4: Dotted Line (Yellow) @ 0.33 | SLW2: Stop Line (White) @ 6.00 | SPW6: Sloped Curb 6" (White) @ 3.40 | CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)													
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	RLY4	RLW4	SLW4	DLY4	SLW2	SPW6	CHY8	Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
NEW I-74																							
SEE NOTE	ON U SHEETS																						
I-74	6747+16.75	6845+43.40	WB	Waterborne/Solvent Paint	x								98.27										INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6845+43.40	WB	Waterborne/Solvent Paint		x					98.27												INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6802+85.50	WB	Waterborne/Solvent Paint		x					55.69												INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6750+18.00	WB	Waterborne/Solvent Paint			X					3.01											INITIAL PLACEMENT DIV (1)
I-74	6757+31.20	6776+75.00	WB	Waterborne/Solvent Paint			X					19.44											INITIAL PLACEMENT DIV (1)
I-74	6785+20.00	6807+50.00	WB	Waterborne/Solvent Paint			X					22.30											INITIAL PLACEMENT DIV (1)
I-74	6839+05.00	6845+43.40	WB	Waterborne/Solvent Paint			X					6.38											INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6750+93.90	WB	Waterborne/Solvent Paint			X							3.77									INITIAL PLACEMENT DIV (1)
I-74	6757+31.20	6776+75.00	WB	Waterborne/Solvent Paint		X								19.44									INITIAL PLACEMENT DIV (1)
I-74	6802+85.50	6829+25.50	WB	Waterborne/Solvent Paint		X								26.40									INITIAL PLACEMENT DIV (1)
I-74	6776+75.00	6785+20.00	WB	Waterborne/Solvent Paint		X												8.45					INITIAL PLACEMENT DIV (1)
I-74	6829+25.50	6839+05.00	WB	Waterborne/Solvent Paint		X												9.80					INITIAL PLACEMENT DIV (1)
I-74	6750+18.00	6757+31.20	WB	Waterborne/Solvent Paint			X								7.13								INITIAL PLACEMENT DIV (1)
I-74	6750+18.00	6757+31.20	WB	Waterborne/Solvent Paint			X								7.13								INITIAL PLACEMENT DIV (1)
I-74	6781+13.70	6785+20.00	WB	Waterborne/Solvent Paint			X								4.06								INITIAL PLACEMENT DIV (1)
I-74	6781+13.70	6785+20.00	WB	Waterborne/Solvent Paint			X								4.07								INITIAL PLACEMENT DIV (1)
I-74	6807+50.00	6814+49.80	WB	Waterborne/Solvent Paint			X								7.00								INITIAL PLACEMENT DIV (1)
I-74	6807+50.00	6814+49.80	WB	Waterborne/Solvent Paint			X								7.00								INITIAL PLACEMENT DIV (1)
I-74	6834+70.00	6839+05.00	WB	Waterborne/Solvent Paint			X								4.35								INITIAL PLACEMENT DIV (1)
I-74	6834+70.00	6839+05.00	WB	Waterborne/Solvent Paint			X								4.35								INITIAL PLACEMENT DIV (1)
I-74	6814+49.80	6834+70.00	WB	Waterborne/Solvent Paint			X								20.20								INITIAL PLACEMENT DIV (1)
I-74	6814+49.80	6834+70.00	WB	Waterborne/Solvent Paint			X								4.61								INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6750+18.00	WB	Waterborne/Solvent Paint	x											3.05							INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6757+31.20	WB	Waterborne/Solvent Paint			X										10.18						INITIAL PLACEMENT DIV (1)
I-74	6811+50.00	6814+49.80	WB	Waterborne/Solvent Paint			X										3.00						INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6843+10.00	EB	Waterborne/Solvent Paint	X								95.93										INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6841+29.40	EB	Waterborne/Solvent Paint		X					94.13												INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6843+10.00	EB	Waterborne/Solvent Paint		X					95.93												INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6783+75.00	EB	Waterborne/Solvent Paint		X					36.58												INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6748+68.50	EB	Waterborne/Solvent Paint			X					1.52											INITIAL PLACEMENT DIV (1)
I-74	6755+75.90	6775+75.10	EB	Waterborne/Solvent Paint			X					19.99											INITIAL PLACEMENT DIV (1)
I-74	6788+00.00	6809+10.00	EB	Waterborne/Solvent Paint			X					21.10											INITIAL PLACEMENT DIV (1)
I-74	6817+00.00	6831+00.00	EB	Waterborne/Solvent Paint			X					14.00											INITIAL PLACEMENT DIV (1)
I-74	6839+15.00	6843+10.00	EB	Waterborne/Solvent Paint			X					3.95											INITIAL PLACEMENT DIV (1)
I-74	6752+76.00	6755+75.90	EB	Waterborne/Solvent Paint			X							3.00									INITIAL PLACEMENT DIV (1)
I-74	6817+00.00	6832+95.10	EB	Waterborne/Solvent Paint		X									15.95*								*Place LDW8
I-74	6809+10.00	6817+00.00	EB	Waterborne/Solvent Paint		x												7.90					INITIAL PLACEMENT DIV (1)
I-74	6748+68.50	6752+76.00	EB	Waterborne/Solvent Paint			X								4.08								INITIAL PLACEMENT DIV (1)
I-74	6748+68.50	6752+76.00	EB	Waterborne/Solvent Paint			X								4.08								INITIAL PLACEMENT DIV (1)
I-74	6781+75.20	6788+00.00	EB	Waterborne/Solvent Paint			X								6.25								INITIAL PLACEMENT DIV (1)
I-74	6781+75.20	6788+00.00	EB	Waterborne/Solvent Paint			X								6.26								INITIAL PLACEMENT DIV (1)
I-74	6809+10.00	6812+61.30	EB	Waterborne/Solvent Paint			X								3.51								INITIAL PLACEMENT DIV (1)
I-74	6809+10.00	6812+61.30	EB	Waterborne/Solvent Paint			X								3.52								INITIAL PLACEMENT DIV (1)
I-74	6832+95.10	6839+15.00	EB	Waterborne/Solvent Paint			X								6.20								INITIAL PLACEMENT DIV (1)
I-74	6832+95.10	6839+15.00	EB	Waterborne/Solvent Paint			X								6.22								INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6748+68.50	EB	Waterborne/Solvent Paint	X											1.52							INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6752+75.90	EB	Waterborne/Solvent Paint			X										5.59						INITIAL PLACEMENT DIV (1)
I-74	6775+75.10	6783+75.00	EB	Waterborne/Solvent Paint			X										8.00						INITIAL PLACEMENT DIV (1)
I-74	6831+00.00	6835+00.00	EB	Waterborne/Solvent Paint			X										4.00						INITIAL PLACEMENT DIV (1)
I-74	6747+16.75	6783+75.00	EB	Waterborne/Solvent Paint			X												36.65				INITIAL PLACEMENT DIV (1)
				Waterborne/Solvent Paint																			INITIAL PLACEMENT DIV (1)
RAMP A US 67	1497+87.80	1517+00.00	EB	Waterborne/Solvent Paint			X										19.12						INITIAL PLACEMENT DIV (1)
RAMP A US 67	1498+27.30	1509+11.10	EB	Waterborne/Solvent Paint		X					10.84												INITIAL PLACEMENT DIV (1)
RAMP A US 67	1496+75.80	1509+11.10	EB	Waterborne/Solvent Paint	X											12.35							INITIAL PLACEMENT DIV (1)
RAMP A US 67	1496+76.90	1498+27.30	EB	Waterborne/Solvent Paint		X												1.50					INITIAL PLACEMENT DIV (1)
RAMP A US 67	1496+74.80	1496+88.50	EB	Waterborne/Solvent Paint	X	X	X													0.47			INITIAL PLACEMENT DIV (1)
RAMP A US 67	1496+77.80	1497+87.80	EB	Waterborne/Solvent Paint			X														1.13		INITIAL PLACEMENT DIV (1)
				Waterborne/Solvent Paint																			INITIAL PLACEMENT DIV (1)
RAMP B US 67	2576+75.00	2592+10.00	WB	Waterborne/Solvent Paint			X										15.35						INITIAL PLACEMENT DIV (1)
RAMP B US 67	2585+19.50	2589+74.70	WB	Waterborne/Solvent Paint		X					4.55												INITIAL PLACEMENT DIV (1)
RAMP B US 67	2585+19.50	2594+48.20	WB	Waterborne/Solvent Paint	X											9.29							INITIAL PLACEMENT DIV (1)
RAMP B US 67	2589+74.70	2594+38.20	WB	Waterborne/Solvent Paint		X												4.64					INITIAL PLACEMENT DIV (1)
RAMP B US 67	2592+10.00	2594+44.80	WB	Waterborne/Solvent Paint		X												2.35					INITIAL PLACEMENT DIV (1)
RAMP B US 67	2592+10.00	2594+46.10	WB	Waterborne/Solvent Paint		X												2.36					INITIAL PLACEMENT DIV (1)
RAMP B US 67	2594+32.70	2594+49.20	WB	Waterborne/Solvent Paint	X	X	X													0.63			INITIAL PLACEMENT DIV (1)
RAMP B US 67	2592+10.00	2594+43.60	WB	Waterborne/Solvent Paint			X														2.39		INITIAL PLACEMENT DIV (1)
				Waterborne/Solvent Paint																			INITIAL PLACEMENT DIV (1)
RAMP C US 67	3583+75.00	3593+45.00	EB	Waterborne/Solvent Paint			X										9.70						INITIAL PLACEMENT DIV (1)
RAMP C US 67	3583+75.00	3594+83.40	EB	Waterborne/Solvent Paint		X					11.08												INITIAL PLACEMENT DIV (1)
RAMP C US 67	3587+98.80	3594+88.50	EB	Waterborne/Solvent Paint	X											6.90							INITIAL PLACEMENT DIV (1)
RAMP C US 67	3583+75.00	3593+71.90	EB	Waterborne/Solvent Paint	X														9.97				INITIAL PLACEMENT DIV (1)
RAMP C US 68	3593+45.00	3594+69.90	EB	Waterborne/Solvent Paint	X																1.26		INITIAL PLACEMENT DIV (1)
				Waterborne/Solvent Paint																			INITIAL PLACEMENT DIV (1)
RAMP D US 67	4496+95.00	4511+50.00	WB	Waterborne/Solvent Paint			X										14.55						INITIAL PLACEMENT DIV (1)

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25
DCY4: Double Centerline (Yellow) @ 2.00
NPY4: No Passing Zone Line (Yellow) @ 1.25
BLW4: Broken Lane Line (White) @ 0.25
ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00
DLW4: Dotted Line (White) @ 0.33
CHW8: Channelizing Line (White) @ 2.00
RLY4: Ramp Edge Line Left (Yellow) @ 1.00
RLW4: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 1.00
DLY4: Dotted Line (Yellow) @ 0.33
SLW2: Stop Line (White) @ 6.00
SPW6: Sloped Curb 6" (White) @ 3.40
CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)													
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	RLY4	RLW4	SLW4	DLY4	SLW2	SPW6	CHY8	Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
RAMP D US 67	4496+05.60	4500+29.80	WB	Waterborne/Solvent Paint		X												4.24					INITIAL PLACEMENT DIV (1)
RAMP D US 67	4496+06.40	4507+50.70	WB	Waterborne/Solvent Paint	X											11.81							INITIAL PLACEMENT DIV (1)
RAMP D US 67	4496+03.40	4496+95.00	WB	Waterborne/Solvent Paint			X														0.95		INITIAL PLACEMENT DIV (1)
				Waterborne/Solvent Paint																			INITIAL PLACEMENT DIV (1)
RAMP B MIDDLI	2534+67.50	2550+66.79	WB	Waterborne/Solvent Paint			X										15.99						INITIAL PLACEMENT DIV (1)
RAMP B MIDDLI	2538+99.90	2548+41.90	WB	Waterborne/Solvent Paint		X					9.42												INITIAL PLACEMENT DIV (1)
RAMP B MIDDLI	2538+99.90	2550+66.79	WB	Waterborne/Solvent Paint	X											11.67							INITIAL PLACEMENT DIV (1)
RAMP B MIDDLI	2548+41.90	2550+66.79	WB	Waterborne/Solvent Paint		X												2.25					INITIAL PLACEMENT DIV (1)
RAMP B MIDDLI	2548+41.90	2550+66.79	WB	Waterborne/Solvent Paint		X												2.25					INITIAL PLACEMENT DIV (1)
RAMP C MIDDLI	3535+00.00	3545+97.40	EB	Waterborne/Solvent Paint			X										10.97						INITIAL PLACEMENT DIV (1)
RAMP C MIDDLI	3539+16.00	3545+97.40	EB	Waterborne/Solvent Paint	X											6.81							INITIAL PLACEMENT DIV (1)
I-74	6852+57.97	6857+88.88	WB	Waterborne/Solvent Paint	X								5.44										INITIAL PLACEMENT DIV (1)
I-74	6852+61.88	6857+90.64	WB	Waterborne/Solvent Paint			X					5.44											INITIAL PLACEMENT DIV (1)
ULTIMATE I-74																							
SEE NOTE	ON U SHEETS																						
I-74	6747+16.75	6845+43.40	WB	Highbuild Waterborne Paint	x								98.27										FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6845+43.40	WB	Highbuild Waterborne Paint		x					98.27												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6802+85.50	WB	Highbuild Waterborne Paint		x					55.69												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6750+18.00	WB	Highbuild Waterborne Paint			X					3.01											FOLLOWING SEASON Div.(1)
I-74	6757+31.20	6776+75.00	WB	Highbuild Waterborne Paint			X					19.44											FOLLOWING SEASON Div.(1)
I-74	6785+20.00	6807+50.00	WB	Highbuild Waterborne Paint			X					22.30											FOLLOWING SEASON Div.(1)
I-74	6839+05.00	6845+43.40	WB	Highbuild Waterborne Paint			X					6.38											FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6750+93.90	WB	Highbuild Waterborne Paint			X							3.77									FOLLOWING SEASON Div.(1)
I-74	6757+31.20	6776+75.00	WB	Highbuild Waterborne Paint		X								19.44									FOLLOWING SEASON Div.(1)
I-74	6802+85.50	6829+25.50	WB	Highbuild Waterborne Paint		X								26.40									FOLLOWING SEASON Div.(1)
I-74	6776+75.00	6785+20.00	WB	Highbuild Waterborne Paint		X												8.45					FOLLOWING SEASON Div.(1)
I-74	6829+25.50	6839+05.00	WB	Highbuild Waterborne Paint		X												9.80					FOLLOWING SEASON Div.(1)
I-74	6750+18.00	6757+31.20	WB	Highbuild Waterborne Paint			X								7.13								FOLLOWING SEASON Div.(1)
I-74	6750+18.00	6757+31.20	WB	Highbuild Waterborne Paint			X								7.13								FOLLOWING SEASON Div.(1)
I-74	6781+13.70	6785+20.00	WB	Highbuild Waterborne Paint			X								4.06								FOLLOWING SEASON Div.(1)
I-74	6781+13.70	6785+20.00	WB	Highbuild Waterborne Paint			X								4.07								FOLLOWING SEASON Div.(1)
I-74	6807+50.00	6814+49.80	WB	Highbuild Waterborne Paint			X								7.00								FOLLOWING SEASON Div.(1)
I-74	6807+50.00	6814+49.80	WB	Highbuild Waterborne Paint			X								7.00								FOLLOWING SEASON Div.(1)
I-74	6834+70.00	6839+05.00	WB	Highbuild Waterborne Paint			X								4.35								FOLLOWING SEASON Div.(1)
I-74	6834+70.00	6839+05.00	WB	Highbuild Waterborne Paint			X								4.35								FOLLOWING SEASON Div.(1)
I-74	6814+49.80	6834+70.00	WB	Highbuild Waterborne Paint			X								20.20								FOLLOWING SEASON Div.(1)
I-74	6814+49.80	6834+70.00	WB	Highbuild Waterborne Paint			X								4.61								FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6750+18.00	WB	Highbuild Waterborne Paint	x											3.05							FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6757+31.20	WB	Highbuild Waterborne Paint			X										10.18						FOLLOWING SEASON Div.(1)
I-74	6811+50.00	6814+49.80	WB	Highbuild Waterborne Paint			X										3.00						FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6843+10.00	EB	Highbuild Waterborne Paint	X								95.93										FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6841+29.40	EB	Highbuild Waterborne Paint		X					94.13												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6843+10.00	EB	Highbuild Waterborne Paint		X					95.93												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6783+75.00	EB	Highbuild Waterborne Paint		X					36.58												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6748+68.50	EB	Highbuild Waterborne Paint			X					1.52											FOLLOWING SEASON Div.(1)
I-74	6755+75.90	6775+75.10	EB	Highbuild Waterborne Paint			X					19.99											FOLLOWING SEASON Div.(1)
I-74	6788+00.00	6809+10.00	EB	Highbuild Waterborne Paint			X					21.10											FOLLOWING SEASON Div.(1)
I-74	6817+00.00	6831+00.00	EB	Highbuild Waterborne Paint			X					14.00											FOLLOWING SEASON Div.(1)
I-74	6839+15.00	6843+10.00	EB	Highbuild Waterborne Paint			X					3.95											FOLLOWING SEASON Div.(1)
I-74	6752+76.00	6755+75.90	EB	Highbuild Waterborne Paint			X							3.00									FOLLOWING SEASON Div.(1)
I-74	6817+00.00	6832+95.10	EB	Highbuild Waterborne Paint		X									15.95*								Place LDW8
I-74	6809+10.00	6817+00.00	EB	Highbuild Waterborne Paint		x												7.90					FOLLOWING SEASON Div.(1)
I-74	6748+68.50	6752+76.00	EB	Highbuild Waterborne Paint			X								4.08								FOLLOWING SEASON Div.(1)
I-74	6748+68.50	6752+76.00	EB	Highbuild Waterborne Paint			X								4.08								FOLLOWING SEASON Div.(1)
I-74	6781+75.20	6788+00.00	EB	Highbuild Waterborne Paint			X								6.25								FOLLOWING SEASON Div.(1)
I-74	6781+75.20	6788+00.00	EB	Highbuild Waterborne Paint			X								6.26								FOLLOWING SEASON Div.(1)
I-74	6809+10.00	6812+61.30	EB	Highbuild Waterborne Paint			X								3.51								FOLLOWING SEASON Div.(1)
I-74	6809+10.00	6812+61.30	EB	Highbuild Waterborne Paint			X								3.52								FOLLOWING SEASON Div.(1)
I-74	6832+95.10	6839+15.00	EB	Highbuild Waterborne Paint			X								6.20								FOLLOWING SEASON Div.(1)
I-74	6832+95.10	6839+15.00	EB	Highbuild Waterborne Paint			X								6.22								FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6748+68.50	EB	Highbuild Waterborne Paint	X											1.52							FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6752+75.90	EB	Highbuild Waterborne Paint			X										5.59						FOLLOWING SEASON Div.(1)
I-74	6775+75.10	6783+75.00	EB	Highbuild Waterborne Paint			X										8.00						FOLLOWING SEASON Div.(1)
I-74	6831+00.00	6835+00.00	EB	Highbuild Waterborne Paint			X										4.00						FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6783+75.00	EB	Highbuild Waterborne Paint			X												36.65				FOLLOWING SEASON Div.(1)
RAMP A US 67	1497+87.80	1517+00.00	EB	Highbuild Waterborne Paint			X										19.12						FOLLOWING SEASON Div.(1)
RAMP A US 67	1498+27.30	1509+11.10	EB	Highbuild Waterborne Paint		X					10.84												FOLLOWING SEASON Div.(1)
RAMP A US 67	1496+75.80	1509+11.10	EB	Highbuild Waterborne Paint	X											12.35							FOLLOWING SEASON Div.(1)
RAMP A US 67	1496+76.90	1498+27.30	EB	Highbuild Waterborne Paint		X												1.50					FOLLOWING SEASON Div.(1)
RAMP A US 67	1496+74.80	1496+88.50	EB	Highbuild Waterborne Paint	X	X	X													0.47			FOLLOWING SEASON Div.(1)
RAMP A US 67	1496+77.80	1497+87.80	EB	Highbuild Waterborne Paint			X														1.13		FOLLOWING SEASON Div.(1)
RAMP B US 67	2576+75.00	2592+10.00	WB	Highbuild Waterborne Paint			X										15.35						FOLLOWING SEASON Div.(1)
RAMP B US 67	2585+19.50	2589+74.70	WB	Highbuild Waterborne Paint		X					4.55												FOLLOWING SEASON Div.(1)

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25
DCY4: Double Centerline (Yellow) @ 2.00
NPY4: No Passing Zone Line (Yellow) @ 1.25
BLW4: Broken Lane Line (White) @ 0.25
ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00
DLW4: Dotted Line (White) @ 0.33
CHW8: Channelizing Line (White) @ 2.00
RLY4: Ramp Edge Line Left (Yellow) @ 1.00
RLW4: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 1.00
DLY4: Dotted Line (Yellow) @ 0.33
SLW2: Stop Line (White) @ 6.00
SPW6: Sloped Curb 6" (White) @ 3.40
CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)												
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	RLY4	RLW4	SLW4	DLY4	SLW2	SPW6	CHY8	Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
RAMP B US 67	2585+19.50	2594+48.20	WB	Highbuild Waterborne Paint	X											9.29							FOLLOWING SEASON Div.(1)
RAMP B US 67	2589+74.70	2594+38.20	WB	Highbuild Waterborne Paint		X												4.64					FOLLOWING SEASON Div.(1)
RAMP B US 67	2592+10.00	2594+44.80	WB	Highbuild Waterborne Paint		X												2.35					FOLLOWING SEASON Div.(1)
RAMP B US 67	2592+10.00	2594+46.10	WB	Highbuild Waterborne Paint		X												2.36					FOLLOWING SEASON Div.(1)
RAMP B US 67	2594+32.70	2594+49.20	WB	Highbuild Waterborne Paint	X	X	X													0.63			FOLLOWING SEASON Div.(1)
RAMP B US 67	2592+10.00	2594+43.60	WB	Highbuild Waterborne Paint			X														2.39		FOLLOWING SEASON Div.(1)
RAMP C US 67	3583+75.00	3593+45.00	EB	Highbuild Waterborne Paint			X										9.70						FOLLOWING SEASON Div.(1)
RAMP C US 67	3583+75.00	3594+83.40	EB	Highbuild Waterborne Paint		X					11.08												FOLLOWING SEASON Div.(1)
RAMP C US 67	3587+98.80	3594+88.50	EB	Highbuild Waterborne Paint	X											6.90							FOLLOWING SEASON Div.(1)
RAMP C US 67	3583+75.00	3593+71.90	EB	Highbuild Waterborne Paint	X														9.97				FOLLOWING SEASON Div.(1)
RAMP C US 68	3593+45.00	3594+69.90	EB	Highbuild Waterborne Paint	X																1.26		FOLLOWING SEASON Div.(1)
RAMP D US 67	4496+95.00	4511+50.00	WB	Highbuild Waterborne Paint			X										14.55						FOLLOWING SEASON Div.(1)
RAMP D US 67	4496+05.60	4500+29.80	WB	Highbuild Waterborne Paint		X												4.24					FOLLOWING SEASON Div.(1)
RAMP D US 67	4496+06.40	4507+50.70	WB	Highbuild Waterborne Paint	X											11.81							FOLLOWING SEASON Div.(1)
RAMP D US 67	4496+03.40	4496+95.00	WB	Highbuild Waterborne Paint			X														0.95		FOLLOWING SEASON Div.(1)
RAMP B MIDDL	2534+67.50	2550+66.79	WB	Highbuild Waterborne Paint			X										15.99						FOLLOWING SEASON Div.(1)
RAMP B MIDDL	2538+99.90	2548+41.90	WB	Highbuild Waterborne Paint		X					9.42												FOLLOWING SEASON Div.(1)
RAMP B MIDDL	2538+99.90	2550+66.79	WB	Highbuild Waterborne Paint	X											11.67							FOLLOWING SEASON Div.(1)
RAMP B MIDDL	2548+41.90	2550+66.79	WB	Highbuild Waterborne Paint		X												2.25					FOLLOWING SEASON Div.(1)
RAMP B MIDDL	2548+41.90	2550+66.79	WB	Highbuild Waterborne Paint		X												2.25					FOLLOWING SEASON Div.(1)
RAMP C MIDDL	3535+00.00	3545+97.40	EB	Highbuild Waterborne Paint			X										10.97						FOLLOWING SEASON Div.(1)
RAMP C MIDDL	3539+16.00	3545+97.40	EB	Highbuild Waterborne Paint	X											6.81							FOLLOWING SEASON Div.(1)
I-74	6852+57.97	6857+88.88	WB	Highbuild Waterborne Paint	X								5.44										FOLLOWING SEASON Div.(1)
I-74	6852+61.88	6857+90.64	WB	Highbuild Waterborne Paint			X					5.44											FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6845+43.40	WB	Grooves Cut for Pavement Markings	x								98.27										FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6845+43.40	WB	Grooves Cut for Pavement Markings		x					98.27												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6802+85.50	WB	Grooves Cut for Pavement Markings		x					55.69												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6750+18.00	WB	Grooves Cut for Pavement Markings			X					3.01											FOLLOWING SEASON Div.(1)
I-74	6757+31.20	6776+75.00	WB	Grooves Cut for Pavement Markings			X					19.44											FOLLOWING SEASON Div.(1)
I-74	6785+20.00	6807+50.00	WB	Grooves Cut for Pavement Markings			X					22.30											FOLLOWING SEASON Div.(1)
I-74	6839+05.00	6845+43.40	WB	Grooves Cut for Pavement Markings			X					6.38											FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6750+93.90	WB	Grooves Cut for Pavement Markings			X							3.77									FOLLOWING SEASON Div.(1)
I-74	6757+31.20	6776+75.00	WB	Grooves Cut for Pavement Markings		X								19.44									FOLLOWING SEASON Div.(1)
I-74	6802+85.50	6829+25.50	WB	Grooves Cut for Pavement Markings		X								26.40									FOLLOWING SEASON Div.(1)
I-74	6776+75.00	6785+20.00	WB	Grooves Cut for Pavement Markings		X												8.45					FOLLOWING SEASON Div.(1)
I-74	6829+25.50	6839+05.00	WB	Grooves Cut for Pavement Markings		X												9.80					FOLLOWING SEASON Div.(1)
I-74	6750+18.00	6757+31.20	WB	Grooves Cut for Pavement Markings			X								7.13								FOLLOWING SEASON Div.(1)
I-74	6750+18.00	6757+31.20	WB	Grooves Cut for Pavement Markings			X								7.13								FOLLOWING SEASON Div.(1)
I-74	6781+13.70	6785+20.00	WB	Grooves Cut for Pavement Markings			X								4.06								FOLLOWING SEASON Div.(1)
I-74	6781+13.70	6785+20.00	WB	Grooves Cut for Pavement Markings			X								4.07								FOLLOWING SEASON Div.(1)
I-74	6807+50.00	6814+49.80	WB	Grooves Cut for Pavement Markings			X								7.00								FOLLOWING SEASON Div.(1)
I-74	6807+50.00	6814+49.80	WB	Grooves Cut for Pavement Markings			X								7.00								FOLLOWING SEASON Div.(1)
I-74	6834+70.00	6839+05.00	WB	Grooves Cut for Pavement Markings			X								4.35								FOLLOWING SEASON Div.(1)
I-74	6834+70.00	6839+05.00	WB	Grooves Cut for Pavement Markings			X								4.35								FOLLOWING SEASON Div.(1)
I-74	6814+49.80	6834+70.00	WB	Grooves Cut for Pavement Markings			X								20.20								FOLLOWING SEASON Div.(1)
I-74	6814+49.80	6834+70.00	WB	Grooves Cut for Pavement Markings			X								4.61								FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6750+18.00	WB	Grooves Cut for Pavement Markings	x											3.05							FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6757+31.20	WB	Grooves Cut for Pavement Markings			X										10.18						FOLLOWING SEASON Div.(1)
I-74	6811+50.00	6814+49.80	WB	Grooves Cut for Pavement Markings			X										3.00						FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6843+10.00	EB	Grooves Cut for Pavement Markings	X								95.93										FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6841+29.40	EB	Grooves Cut for Pavement Markings		X					94.13												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6843+10.00	EB	Grooves Cut for Pavement Markings		X					95.93												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6783+75.00	EB	Grooves Cut for Pavement Markings		X					36.58												FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6748+68.50	EB	Grooves Cut for Pavement Markings			X					1.52											FOLLOWING SEASON Div.(1)
I-74	6755+75.90	6775+75.10	EB	Grooves Cut for Pavement Markings			X					19.99											FOLLOWING SEASON Div.(1)
I-74	6788+00.00	6809+10.00	EB	Grooves Cut for Pavement Markings			X					21.10											FOLLOWING SEASON Div.(1)
I-74	6817+00.00	6831+00.00	EB	Grooves Cut for Pavement Markings			X					14.00											FOLLOWING SEASON Div.(1)
I-74	6839+15.00	6843+10.00	EB	Grooves Cut for Pavement Markings			X					3.95											FOLLOWING SEASON Div.(1)
I-74	6752+76.00	6755+75.90	EB	Grooves Cut for Pavement Markings			X							3.00									FOLLOWING SEASON Div.(1)
I-74	6817+00.00	6832+95.10	EB	Grooves Cut for Pavement Markings		X									15.95*								For LDW8
I-74	6809+10.00	6817+00.00	EB	Grooves Cut for Pavement Markings		x												7.90					FOLLOWING SEASON Div.(1)
I-74	6748+68.50	6752+76.00	EB	Grooves Cut for Pavement Markings			X								4.08								FOLLOWING SEASON Div.(1)
I-74	6748+68.50	6752+76.00	EB	Grooves Cut for Pavement Markings			X								4.08								FOLLOWING SEASON Div.(1)
I-74	6781+75.20	6788+00.00	EB	Grooves Cut for Pavement Markings			X								6.25								FOLLOWING SEASON Div.(1)
I-74	6781+75.20	6788+00.00	EB	Grooves Cut for Pavement Markings			X								6.26								FOLLOWING SEASON Div.(1)
I-74	6809+10.00	6812+61.30	EB	Grooves Cut for Pavement Markings			X								3.51								FOLLOWING SEASON Div.(1)
I-74	6809+10.00	6812+61.30	EB	Grooves Cut for Pavement Markings			X								3.52								FOLLOWING SEASON Div.(1)
I-74	6832+95.10	6839+15.00	EB	Grooves Cut for Pavement Markings			X								6.20								FOLLOWING SEASON Div.(1)
I-74	6832+95.10	6839+15.00	EB	Grooves Cut for Pavement Markings			X								6.22								FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6748+68.50	EB	Grooves Cut for Pavement Markings	X											1.52							FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6752+75.90	EB	Grooves Cut for Pavement Markings			X										5.59						FOLLOWING SEASON Div.(1)
I-74	6775+75.10	6783+75.00	EB	Grooves Cut for Pavement Markings			X										8.00						FOLLOWING SEASON Div.(1)

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25
DCY4: Double Centerline (Yellow) @ 2.00
NPY4: No Passing Zone Line (Yellow) @ 1.25
BLW4: Broken Lane Line (White) @ 0.25
ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00
DLW4: Dotted Line (White) @ 0.33
CHW8: Channelizing Line (White) @ 2.00
RLY4: Ramp Edge Line Left (Yellow) @ 1.00
RLW4: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 1.00
DLY4: Dotted Line (Yellow) @ 0.33
SLW2: Stop Line (White) @ 6.00
SPW6: Sloped Curb 6" (White) @ 3.40
CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)												
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	RLY4	RLW4	SLW4	DLY4	SLW2	SPW6	CHY8	Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
I-74	6831+00.00	6835+00.00	EB	Grooves Cut for Pavement Markings			X										4.00						FOLLOWING SEASON Div.(1)
I-74	6747+16.75	6783+75.00	EB	Grooves Cut for Pavement Markings			X												36.65				FOLLOWING SEASON Div.(1)
RAMP A US 67	1497+87.80	1517+00.00	EB	Grooves Cut for Pavement Markings			X										19.12						FOLLOWING SEASON Div.(1)
RAMP A US 67	1498+27.30	1509+11.10	EB	Grooves Cut for Pavement Markings		X					10.84												FOLLOWING SEASON Div.(1)
RAMP A US 67	1496+75.80	1509+11.10	EB	Grooves Cut for Pavement Markings	X											12.35							FOLLOWING SEASON Div.(1)
RAMP A US 67	1496+76.90	1498+27.30	EB	Grooves Cut for Pavement Markings		X												1.50					FOLLOWING SEASON Div.(1)
RAMP A US 67	1496+74.80	1496+88.50	EB	Grooves Cut for Pavement Markings	X	X	X													0.47			FOLLOWING SEASON Div.(1)
RAMP A US 67	1496+77.80	1497+87.80	EB	Grooves Cut for Pavement Markings			X														1.13		FOLLOWING SEASON Div.(1)
RAMP B US 67	2576+75.00	2592+10.00	WB	Grooves Cut for Pavement Markings			X										15.35						FOLLOWING SEASON Div.(1)
RAMP B US 67	2585+19.50	2589+74.70	WB	Grooves Cut for Pavement Markings		X					4.55												FOLLOWING SEASON Div.(1)
RAMP B US 67	2585+19.50	2594+48.20	WB	Grooves Cut for Pavement Markings	X											9.29							FOLLOWING SEASON Div.(1)
RAMP B US 67	2589+74.70	2594+38.20	WB	Grooves Cut for Pavement Markings		X												4.64					FOLLOWING SEASON Div.(1)
RAMP B US 67	2592+10.00	2594+44.80	WB	Grooves Cut for Pavement Markings		X												2.35					FOLLOWING SEASON Div.(1)
RAMP B US 67	2592+10.00	2594+46.10	WB	Grooves Cut for Pavement Markings		X												2.36					FOLLOWING SEASON Div.(1)
RAMP B US 67	2594+32.70	2594+49.20	WB	Grooves Cut for Pavement Markings	X	X	X													0.63			FOLLOWING SEASON Div.(1)
RAMP B US 67	2592+10.00	2594+43.60	WB	Grooves Cut for Pavement Markings			X														2.39		FOLLOWING SEASON Div.(1)
RAMP C US 67	3583+75.00	3593+45.00	EB	Grooves Cut for Pavement Markings			X										9.70						FOLLOWING SEASON Div.(1)
RAMP C US 67	3583+75.00	3594+83.40	EB	Grooves Cut for Pavement Markings		X					11.08												FOLLOWING SEASON Div.(1)
RAMP C US 67	3587+98.80	3594+88.50	EB	Grooves Cut for Pavement Markings	X											6.90							FOLLOWING SEASON Div.(1)
RAMP C US 67	3583+75.00	3593+71.90	EB	Grooves Cut for Pavement Markings	X														9.97				FOLLOWING SEASON Div.(1)
RAMP C US 68	3593+45.00	3594+69.90	EB	Grooves Cut for Pavement Markings	X																1.26		FOLLOWING SEASON Div.(1)
RAMP D US 67	4496+95.00	4511+50.00	WB	Grooves Cut for Pavement Markings			X										14.55						FOLLOWING SEASON Div.(1)
RAMP D US 67	4496+05.60	4500+29.80	WB	Grooves Cut for Pavement Markings		X												4.24					FOLLOWING SEASON Div.(1)
RAMP D US 67	4496+06.40	4507+50.70	WB	Grooves Cut for Pavement Markings	X											11.81							FOLLOWING SEASON Div.(1)
RAMP D US 67	4496+03.40	4496+95.00	WB	Grooves Cut for Pavement Markings			X														0.95		FOLLOWING SEASON Div.(1)
RAMP B MIDDL(	2534+67.50	2550+66.79	WB	Grooves Cut for Pavement Markings			X										15.99						FOLLOWING SEASON Div.(1)
RAMP B MIDDL(	2538+99.90	2548+41.90	WB	Grooves Cut for Pavement Markings		X					9.42												FOLLOWING SEASON Div.(1)
RAMP B MIDDL(	2538+99.90	2550+66.79	WB	Grooves Cut for Pavement Markings	X											11.67							FOLLOWING SEASON Div.(1)
RAMP B MIDDL(	2548+41.90	2550+66.79	WB	Grooves Cut for Pavement Markings		X												2.25					FOLLOWING SEASON Div.(1)
RAMP B MIDDL(	2548+41.90	2550+66.79	WB	Grooves Cut for Pavement Markings		X												2.25					FOLLOWING SEASON Div.(1)
RAMP C MIDDL(	3535+00.00	3545+97.40	EB	Grooves Cut for Pavement Markings			X										10.97						FOLLOWING SEASON Div.(1)
RAMP C MIDDL(	3539+16.00	3545+97.40	EB	Grooves Cut for Pavement Markings	X											6.81							FOLLOWING SEASON Div.(1)
I-74	6852+57.97	6857+88.88	WB	Grooves Cut for Pavement Markings	X								5.44										FOLLOWING SEASON Div.(1)
I-74	6852+61.88	6857+90.64	WB	Grooves Cut for Pavement Markings			X					5.44											FOLLOWING SEASON Div.(1)
FINAL LOCAL ROADS																							
NB Kimberly		4627+70.00	NB	Waterborne/Solvent Paint	X								6.70										Stage 2B-A Div. (1)
Kimberly Rd	4624+40.00	4627+00.00	NB	Waterborne/Solvent Paint		X						2.60											Stage 2B-B Div. (1)
Kimberly Rd	4624+16.00	4625+40.00	NB	Waterborne/Solvent Paint	X								2.53										Stage 2B-B Div. (1)
Kimberly Rd	4624+40.00	4627+00.00	NB	Removal of Paint		X						2.60											Post 2B-B Div. (1)
Kimberly Rd	4624+16.00	4625+40.00	NB	Removal of Paint	X								2.53										Post 2B-B Div. (1)
Kimberly Rd	4606+15.00	4609+95.00	BOTH	Waterborne/Solvent Paint		X																8.64	Final Markings Div. (1)
Kimberly Rd	4606+15.00	4608+65.00	SB	Waterborne/Solvent Paint	X													2.50					Final Markings Div. (1)
Kimberly Rd	4609+25.00	4609+95.00	NB	Waterborne/Solvent Paint	X													0.70					Final Markings Div. (1)
Kimberly Rd	4610+60.00	4614+15.00	BOTH	Waterborne/Solvent Paint		X																9.23	Final Markings Div. (1)
Kimberly Rd.	4612+55.00	4614+12.90	NB	Waterborne/Solvent Paint			X											1.58					Final Markings Div. (1)
Kimberly Rd.	4614+12.84		NB	Waterborne/Solvent Paint			X													0.28			Final Markings Div. (1)
Kimberly Rd.	4614+65.00	4625+40.00	BOTH	Waterborne/Solvent Paint		X																28.76	Final Markings Div. (1)
Kimberly Rd.	4614+73.90		SB	Waterborne/Solvent Paint	X															0.27			Final Markings Div. (1)
Kimberly Rd.	4614+73.84	4616+30.00	SB	Waterborne/Solvent Paint	X													1.56					Final Markings Div. (1)
Kimberly Rd.	4624+50.00	4627+00.00	SB	Waterborne/Solvent Paint		X					2.50												Final Markings Div. (1)
Kimberly Rd.	4625+40.00	4627+00.00	SB	Waterborne/Solvent Paint	X								1.60										Final Markings Div. (1)
Kimberly Rd	4625+40.00	4627+00.00	NB	Waterborne/Solvent Paint	X								1.60										Final Markings Div. (1)
Kimberly Rd.	4625+40.00	4627+00.00	NB	Waterborne/Solvent Paint		X					1.60												Final Markings Div. (1)
US 67 NB	1605+95.60	1608+08.53	EB	Highbuild Waterborne Paint			X											2.13					Final Markings Div. (1)
US 67 NB	1607+15.00	1608+08.53	EB	Highbuild Waterborne Paint			X											0.94					Final Markings Div. (1)
US 67 NB	1608+08.53		EB	Highbuild Waterborne Paint			X													0.26			Final Markings Div. (1)
US 67 NB	1608+11.13	1608+92.69	EB	Highbuild Waterborne Paint			X							1.20									Final Markings Div. (1)
US 67 SB	205+83.46	206+03.67	WB	Highbuild Waterborne Paint	X									2.08									Final Markings Div. (1)
US 67 SB	206+03.67	208+14.58	WB	Highbuild Waterborne Paint	X													2.11					Final Markings Div. (1)
US 67 SB	206+03.67	208+14.58	WB	Highbuild Waterborne Paint	X													2.11					Final Markings Div. (1)
US 67 SB	206+03.67		WB	Highbuild Waterborne Paint	X															0.26			Final Markings Div. (1)
US 67 SB	209+05.14	211+10.26	WB	Highbuild Waterborne Paint	X													2.05					Final Markings Div. (1)
US 67 SB	209+05.14	211+91.43	WB	Highbuild Waterborne Paint	X													2.86					Final Markings Div. (1)
US 67 SB	209+05.14		WB	Highbuild Waterborne Paint	X															0.27			Final Markings Div. (1)

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25
DCY4: Double Centerline (Yellow) @ 2.00
NPY4: No Passing Zone Line (Yellow) @ 1.25
BLW4: Broken Lane Line (White) @ 0.25
ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00
DLW4: Dotted Line (White) @ 0.33
CHW8: Channelizing Line (White) @ 2.00
RLY4: Ramp Edge Line Left (Yellow) @ 1.00
RLW4: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 1.00
DLY4: Dotted Line (Yellow) @ 0.33
SLW2: Stop Line (White) @ 6.00
SPW6: Sloped Curb 6" (White) @ 3.40
CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)													
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	RLY4	RLW4	SLW4	DLY4	SLW2	SPW6	CHY8	Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
State St.	480+85.14	482+03.47	EB	Wet Retroreflective Removable Tape			X					1.19											Stage 3B-2A Div. (2)
State St.	482+03.47	489+52.39	EB	Waterborne/Solvent Paint			X					7.49											Stage 3B-2A Div. (2)
State St.	487+30.46	489+53.03	BOTH	Waterborne/Solvent Paint		X			2.23														Stage 3B-2A Div. (2)
State St.	489+53.03	489+98.58	EB	Wet Retroreflective Removable Tape			X					0.46											Stage 3B-2A Div. (2)
State St.	489+53.03	490+18.12	EB	Wet Retroreflective Removable Tape	X							0.65											Stage 3B-2A Div. (2)
State St.	480+85.14	482+03.47	EB	Removal of Removable Tape			X					1.19											Stage 3B-2B Div. (2)
State St.	487+45.39	487+91.66	EB	Removal of Removable Tape			X					0.48											Stage 3B-2B Div. (2)
State St.	487+45.39	488+44.24	EB	Removal of Removable Tape	X							0.98											Stage 3B-2B Div. (2)
State St.	487+30.46	489+53.03	BOTH	Removal of Paint		X			2.23														Stage 3B-2B Div. (2)
State St.	480+73.22	486+98.93	EB	Waterborne/Solvent Paint	X							6.26											Stage 3B-2B Div. (2)
State St.	487+05.75	489+52.10	EB	Waterborne/Solvent Paint	X				2.51														Stage 3B-2B Div. (2)
12th St.	4601+61.72	4603+14.19	NB	Waterborne/Solvent Paint			X					1.52											Stage 3B-2B Div. (1)
12th St.	4603+14.19	4603+34.07	NB	Wet Retroreflective Removable Tape			X					0.20											Stage 3B-2B Div. (1)
State St.	480+74.02	485+70.04	EB	Waterborne/Solvent Paint	X							4.96											Stage 3B-2B Div. (2)
State St.	482+03.52	486+02.64	EB	Waterborne/Solvent Paint			X					3.99											Stage 3B-2B Div. (2)
12th St.	4603+14.19	4603+67.11	NB	Removal of Removable Tape			X					0.20											Stage 3B-2C Div. (1)
12th St.	4601+61.82	4603+13.69	NB	Waterborne/Solvent Paint	X								1.52										Stage 3B-2C Div. (1)
12th St.	4601+61.82	4603+13.69	SB	Waterborne/Solvent Paint	X								1.52										Stage 3B-2C Div. (1)
State St.	486+92.07	489+50.26	EB	Waterborne/Solvent Paint	X								2.58										Stage 3B-2C Div. (2)
State St.	487+13.45	489+52.45	WB	Waterborne/Solvent Paint	X								2.39										Stage 3B-2C Div. (2)
State St.	489+52.45	490+01.93	WB	Wet Retroreflective Removable Tape	X								0.49										Stage 3B-2C Div. (2)
State St.	486+92.07	489+50.26	EB	Removal of Paint	X								2.58										Stage 3B-2D Div. (2)
12th St.	4601+73.46	4603+13.69	SB	Removal of Paint	X								1.40										Stage 3B-2D Div. (1)
State St.	487+06.29	489+52.36	WB	Waterborne/Solvent Paint	X							2.46											Stage 3B-2D Div. (2)
12th St.	4601+73.46	4603+13.69	SB	Waterborne/Solvent Paint	X								1.40										Stage 3B-2D Div. (1)
12th St.	4603+13.69	4603+64.22	NB	Wet Retroreflective Removable Tape			X					0.51											Stage 3B-2D Div. (1)
State St.	486+85.17	489+52.66	EB	Waterborne/Solvent Paint			X					2.67											Final Markings Div. (2)
12th St.	4601+80.51		BOTH	Waterborne/Solvent Paint		X																	.61 STA CLW6 @ 3.00=1.83
12th St.	4601+91.32		SB	Waterborne/Solvent Paint			X													0.26			Final Markings Div. (1)
12th St.	4601+91.32	4602+41.32	SB	Waterborne/Solvent Paint	X													0.50					Final Markings Div. (1)
12th St.	4601+91.32	4602+91.25	NB	Waterborne/Solvent Paint	X				1.00														Final Markings Div. (1)
12th St.	4602+91.25	4603+99.63	NB	Waterborne/Solvent Paint	X					1.08													Final Markings Div. (1)
12th St.	4602+91.25	4603+99.63	SB	Waterborne/Solvent Paint	X					1.08													Final Markings Div. (1)
12th St.	4603+99.63	4604+90.12	SB	Waterborne/Solvent Paint	X				0.90														Final Markings Div. (1)
12th St.	4604+49.63	4604+90.19	NB	Waterborne/Solvent Paint	X													0.41					Final Markings Div. (1)
12th St.	4604+70.00	4604+93.35	NB	Waterborne/Solvent Paint			X											0.23					Final Markings Div. (1)
State St.	486+56.90		EB	Waterborne/Solvent Paint		X														0.26			Final Markings Div. (2)
State St.	487+70.34	489+52.36	BOTH	Waterborne/Solvent Paint		X		1.82															Final Markings Div. (2)
State St.	487+70.34	489+52.36	WB	Waterborne/Solvent Paint			X					1.82											Final Markings Div. (2)
I-74 STAGING																							
Stage 2A																							
I-74	6777+95.58	6788+14.40	WB	Waterborne/Solvent Paint		X							10.43										Div.(1)
US-67 RAMP B	2591+59.78	2594+46.52	WB	Waterborne/Solvent Paint	X								6.75										Div.(1)
US-67 RAMP B	2590+23.33	2594+46.52	WB	Waterborne/Solvent Paint		X					4.55												Div.(1)
US-67 RAMP B	2590+23.33	2594+46.52	WB	Waterborne/Solvent Paint			X					4.55											Div.(1)
US-67 RAMP B	2594+46.50	2594+46.50	WB	Waterborne/Solvent Paint	X		X													0.24			Div.(1)
14th St.	4496+28.69	4501+83.97	WB	Waterborne/Solvent Paint	X								5.65										Div.(1)
14th St.	4496+28.69	4501+83.97	WB	Waterborne/Solvent Paint			X					5.65											Div.(1)
																							Div.(1)
14th St.	4496+28.69	4501+83.97	WB	Waterborne/Solvent Paint		X					5.24												
14th St.	4501+83.97	4501+83.97	WB	Waterborne/Solvent Paint	X		X													0.24			Div.(1)
KIMBERLY RD	6803+18.50	6807+90.90	WB	Waterborne/Solvent Paint		X					4.90												Div.(1)
KIMBERLY RD	AT MIDDLE RD		NB	Waterborne/Solvent Paint		X								3.21									Div.(1)
KIMBERLY RD	AT MIDDLE RD		NB	Waterborne/Solvent Paint		X												3.11					Div.(1)
I-74	6836+26.38	6838+25.96	EB	Waterborne/Solvent Paint			X							2.00									Div.(1)
I-74	6838+25.96	6842+19.50	EB	Wet Retroreflective Removable Tape			X								3.94								Div.(1)
I-74	6842+19.50	6845+04.51	EB	Waterborne/Solvent Paint			X					2.85											Div.(1)
I-74	6836+26.38	6845+04.51	EB	Waterborne/Solvent Paint		X					8.79												
I-74	6836+26.38	6845+04.51	EB	Waterborne/Solvent Paint	X								8.79										
RAMPC MIDDLE	6840+01.46	6847+57.17	EB	Waterborne/Solvent Paint			X					7.61											
RAMPC MIDDLE	6842+05.94	6847+57.17	EB	Waterborne/Solvent Paint	X								5.56										
RAMPC MIDDLE	6838+25.96	6842+05.94	EB	Wet Retroreflective Removable Tape	X										3.83								
I-74	6852+59.88	6862+16.28	WB	Waterborne/Solvent Paint		X					9.72												Div.(1)WB Entrance at Middle
I-74	6852+57.97	6862+16.28	WB	Waterborne/Solvent Paint	X								9.75										Div.(1)WB Entrance at Middle
I-74	6852+57.97	6857+88.42	WB	Waterborne/Solvent Paint			X					5.44											Div.(1)WB Entrance at Middle
I-74	6836+26.38	6845+04.51	EB	Removal of Paint								8.79											Div.(1)

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25
DCY4: Double Centerline (Yellow) @ 2.00
NPY4: No Passing Zone Line (Yellow) @ 1.25
BLW4: Broken Lane Line (White) @ 0.25
ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00
DLW4: Dotted Line (White) @ 0.33
CHW8: Channelizing Line (White) @ 2.00
RLY4: Ramp Edge Line Left (Yellow) @ 1.00
RLW4: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 1.00
DLY4: Dotted Line (Yellow) @ 0.33
SLW2: Stop Line (White) @ 6.00
SPW6: Sloped Curb 6" (White) @ 3.40
CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)														
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	RLY4	RLW4	SLW4	DLY4	SLW2	SPW6	CHY8	Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
I-74	6836+26.38	6845+04.51	EB	Removal of Paint									8.79									Div.(1)
I-74	6836+26.38	6845+04.51	EB	Removal of Paint							8.79											Div.(1)
I-74	6859+56.18	6862+15.86	WB	Removal of Paint							2.61											Div.(1)
I-74	6858+00.86	6859+89.16	WB	Removal of Paint											1.89							Div.(1)
I-74	6858+33.48	6859+89.16	WB	Removal of Paint											1.56							Div.(1)
I-74	6852+57.97	6857+88.42	WB	Removal of Paint	X								5.44									
I-74	6852+57.97	6857+88.42	WB	Removal of Paint			X					5.44										
KIMBERLY RD	AT MIDDLE RD		NB																			
KIMBERLY RD	AT MIDDLE RD		NB	Removal of Paint		X								3.21								
				Removal of Paint		X												3.11				
Stage 2B																						
US-67 RAMP B	6787+55.20	6794+49.00	WB	Waterborne/Solvent Paint	X								7.68									Div.(1)
US-67 RAMP B	6786+41.10	6794+49.00	WB	Waterborne/Solvent Paint			X					8.81										Div.(1)
US-67 RAMP B	6788+40.30	6794+49.00	WB	Wet Retroreflective Removable Tape		X									16.18							Div.(1)
US-67 RAMP B	6786+41.10	6788+40.30	WB	Waterborne/Solvent Paint		X								2.00								Div.(1)
US-67 RAMP D	6805+95.42	6822+44.65	WB	Waterborne/Solvent Paint	X								16.56									Div.(1)
US-67 RAMP D	6806+53.01	6822+44.65	WB	Waterborne/Solvent Paint			X					15.99										Div.(1)
US-67 RAMP D	6805+97.13	6822+44.65	WB	Waterborne/Solvent Paint		X					16.55											Div.(1)
I-74	6822+44.65	6845+43.50	WB	Waterborne/Solvent Paint	X								22.96									Div.(1)
I-74	6822+44.65	6839+49.90	WB	Waterborne/Solvent Paint			X					17.02										Div.(1)
I-74	6822+44.65	6845+43.50	WB	Waterborne/Solvent Paint		X					22.96											Div.(1)
I-74	6834+69.96	6839+49.90	WB	Wet Retroreflective Removable Tape			X								4.80							Div.(1)
I-74	6834+69.96	6839+49.90	WB	Wet Retroreflective Removable Tape			X								4.80							Div.(1)
I-74	6839+49.90	6845+43.50	WB	Waterborne/Solvent Paint			X					5.93										Div.(1)
RAMP B MIDDLI	6839+49.90	6845+60.00	WB	Waterborne/Solvent Paint	X								6.13									Div.(1)
RAMP B MIDDLI	6839+49.90	6845+60.00	WB	Waterborne/Solvent Paint			X							6.13								Div.(1)
RAMP B MIDDLI	6839+49.90	6848+43.54	WB	Waterborne/Solvent Paint		X					9.02											Div.(1)
I-74	6822+50.15	6853+69.24	EB	Waterborne/Solvent Paint	X								31.24									Div.(1)
I-74	6822+50.15	6825+25.70	EB	Waterborne/Solvent Paint			X					2.77										Div.(1)
I-74	6822+50.15	6853+69.24	EB	Waterborne/Solvent Paint		X					31.24											Div.(1)
I-74	6825+25.70	6827+70.03	EB	Wet Retroreflective Removable Tape			X								2.44							Div.(1)
I-74	6825+70.94	6827+70.03	EB	Wet Retroreflective Removable Tape			X								2.00							Div.(1)
I-74	6827+70.03	6839+64.96	EB	Waterborne/Solvent Paint			X							11.97								Div.(1)
I-74	6839+64.96	6842+16.80	EB	Wet Retroreflective Removable Tape			X								2.52							Div.(1)
I-74	6842+16.80	6853+69.24	EB	Waterborne/Solvent Paint			X					11.52										Div.(1)
I-74	6827+61.22	6839+64.34	EB	Waterborne/Solvent Paint			X					12.06										Div.(1)
I-74	6852+57.97	6857+88.88	WB	Waterborne/Solvent Paint	X								5.44									
I-74	6852+61.88	6857+90.64	WB	Waterborne/Solvent Paint			X					5.44										
US 67 RAMP B	6789+89.55	6794+48.48	WB	Removal of Paint								4.88										Div.(1)
US 67 RAMP B	6789+89.55	6794+48.48	WB	Removal of Paint									4.88									Div.(1)
US 67 RAMP B	6789+89.55	6794+48.48	WB	Removal of Paint							4.88											Div.(1)
US 67 RAMP B	6794+48.48	6794+48.48	WB	Removal of Paint																		Div.(1)
I-74	6822+50.15	6827+86.35	EB	Removal of Paint								5.41										Div.(1)
I-74	6828+61.48	6839+66.05	EB	Removal of Paint								11.10										Div.(1)
I-74	6839+52.96	6848+59.40	EB	Removal of Paint								8.90										Div.(1)
I-74	6822+50.15	6853+69.24	EB	Removal of Paint							31.24											Div.(1)
I-74	6822+50.15	6853+69.24	EB	Removal of Paint									31.24									
I-74	6829+35.91	6838+23.36	EB	Removal of Paint										8.90								Div.(1)
I-74	6827+86.75	6829+35.91	EB	Removal of Paint											0.15							Div.(1)
I-74	6827+86.75	6829+35.91	EB	Removal of Paint											0.15							Div.(1)
I-74	6838+23.36	6842+05.97	EB	Removal of Paint											3.85							Div.(1)
I-74	6852+59.88	6862+16.28	WB	Removal of Paint							9.72											
Stage 2B-2																						
I-74	6746+87.00	6840+01.66	WB	Waterborne/Solvent Paint	X								93.15									Div.(1)
I-74	6746+87.00	6840+01.66	WB	Waterborne/Solvent Paint		X					93.15											Div.(1)
I-74	6746+87.00	6833+30.97	WB	Waterborne/Solvent Paint		X					86.44											Div.(1)
I-74	6833+30.97	6840+01.66	WB	Waterborne/Solvent Paint			X					6.71										Div.(1)
I-74	6746+87.00	6755+54.49	WB	Wet Retroreflective Removable Tape			X								8.68							Div.(1)
I-74	6755+54.49	6761+35.26	WB	Waterborne/Solvent Paint			X							5.81								Div.(1)
I-74	6761+35.26	6776+76.01	WB	Waterborne/Solvent Paint			X					15.41										Div.(1)
I-74	6776+76.01	6781+13.67	WB	Waterborne/Solvent Paint			X							4.38								Div.(1)
I-74	6781+13.67	6785+20.00	WB	Wet Retroreflective Removable Tape			X								4.06							Div.(1)
I-74	6781+13.67	6785+20.00	WB	Wet Retroreflective Removable Tape			X								4.07							Div.(1)
I-74	6785+20.00	6811+49.68	WB	Waterborne/Solvent Paint			X					26.33										Div.(1)
I-74	6811+49.68	6814+49.84	WB	Wet Retroreflective Removable Tape			X								3.00							Div.(1)
I-74	6811+49.68	6814+49.84	WB	Wet Retroreflective Removable Tape			X								3.00							Div.(1)

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25 | DCY4: Double Centerline (Yellow) @ 2.00 | NPY4: No Passing Zone Line (Yellow) @ 1.25 | BLW4: Broken Lane Line (White) @ 0.25 | ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 | DLW4: Dotted Line (White) @ 0.33 | CHW8: Channelizing Line (White) @ 2.00 | RLY4: Ramp Edge Line Left (Yellow) @ 1.00 | RLW4: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 1.00 | DLY4: Dotted Line (Yellow) @ 0.33 | SLW2: Stop Line (White) @ 6.00 | SPW6: Sloped Curb 6" (White) @ 3.40 | CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)													
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	RLY4	RLW4	SLW4	DLY4	SLW2	SPW6	CHY8	Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
I-74	6814+49.84	6822+43.39	WB	Waterborne/Solvent Paint			X							7.94									Div.(1)
I-74	6822+43.39	6833+30.97	WB	Waterborne/Solvent Paint			X					10.84											Div.(1)
RAMP RD-H	6746+87.00	6750+17.80	WB	Waterborne/Solvent Paint	X								3.32										Div.(1)
RAMP RD-H	6746+87.00	6761+35.26	WB	Waterborne/Solvent Paint			X						14.47										Div.(1)
US-67 RAMP B	6776+76.01	6794+53.83	WB	Waterborne/Solvent Paint			X					18.05											Div.(1)
US-67 RAMP B	6785+20.00	6794+59.40	WB	Waterborne/Solvent Paint	x								9.41										Div.(1)
US-67 RAMP B	6789+73.27	6794+59.40	WB	Waterborne/Solvent Paint		x												4.87					Div.(1)
US-67 RAMP B	6792+07.90	6794+59.40	WB	Waterborne/Solvent Paint		x												2.50					Div.(1)
US-67 RAMP B	6792+07.90	6794+59.40	WB	Waterborne/Solvent Paint		x												2.50					Div.(1)
US-67 RAMP B	6794+59.40	6794+59.40	WB	Waterborne/Solvent Paint	x		x													0.65			Div.(1)
US-67 RAMP D	6806+17.52	6811+49.68	WB	Waterborne/Solvent Paint	X								5.33										Div.(1)
US-67 RAMP D	6806+17.52	6822+43.39	WB	Waterborne/Solvent Paint			X					16.27											Div.(1)
RAMP B MIDDLI	6827+86.37	6838+72.97	WB	Waterborne/Solvent Paint	x							10.84											Div.(1)
RAMP B MIDDLI	6833+30.44	6838+72.97	WB	Waterborne/Solvent Paint			x						5.42										Div.(1)
																							Div.(1)
I-74	6827+40.92	6830+13.23	WB	Removal of Paint								2.72											Div.(1)
I-74	6831+70.95	6839+05.00	WB	Removal of Paint								7.33											Div.(1)
I-74	6834+69.96	6845+43.50	WB	Removal of Paint								10.72											Div.(1)
I-74	6824+23.40	6830+49.62	WB	Removal of Paint									6.25										Div.(1)
I-74	6831+64.67	6845+43.50	WB	Removal of Paint									13.55										Div.(1)
I-74	6827+40.92	6845+43.50	WB	Removal of Paint							18.00												Div.(1)
Stage 3A																							
I-74	6746+87.00	6846+36.69	EB	Waterborne/Solvent Paint									99.49										Div.(1)
I-74	6746+87.00	6825+59.87	EB	Waterborne/Solvent Paint								78.73											Div.(1)
I-74	6825+59.87	6830+78.76	EB	Waterborne/Solvent Paint										5.19									Div.(1)
I-74	6830+78.76	6832+85.00	EB	Wet Retroreflective Removable Tape											2.06								Div.(1)
I-74	6832+85.00	6846+36.69	EB	Waterborne/Solvent Paint								13.53											Div.(1)
I-74	6746+87.00	6837+42.58	EB	Waterborne/Solvent Paint							90.55												Div.(1)
I-74	6837+42.60	6846+36.70	EB	Waterborne/Solvent Paint														8.94					
I-74	6746+87.00	6840+01.66	EB	Waterborne/Solvent Paint																			Div.(1)
I-74	6746+87.00	6840+01.66	EB	Waterborne/Solvent Paint																			Div.(1)
RAMP C MIDDLI	6825+59.87	6847+49.85	EB	Waterborne/Solvent Paint			X					22.04											Div.(1)
RAMP C MIDDLI	6830+78.76	6833+85.37	EB	Wet Retroreflective Removable Tape	X										3.07								Div.(1)
RAMP C MIDDLI	6833+85.37	6847+49.85	EB	Waterborne/Solvent Paint	X								13.78										Div.(1)
I-74	6746+87.00	6849+73.12	WB	Waterborne/Solvent Paint	X								102.86										Div.(1)
I-74	6746+87.00	6849+73.12	WB	Waterborne/Solvent Paint		X					102.86												Div.(1)
I-74	6746+87.00	6750+18.00	WB	Waterborne/Solvent Paint			X					3.32											Div.(1)
I-74	6750+18.00	6752+27.22	WB	Wet Retroreflective Removable Tape			X								2.09								Div.(1)
I-74	6752+27.22	6782+86.78	WB	Waterborne/Solvent Paint			X							30.60									Div.(1)
I-74	6782+86.78	6785+20.00	WB	Wet Retroreflective Removable Tape			X								2.34								Div.(1)
I-74	6785+20.00	6809+95.58	WB	Waterborne/Solvent Paint			X					24.79											Div.(1)
I-74	6809+95.58	6811+49.84	WB	Wet Retroreflective Removable Tape			X								1.54								Div.(1)
I-74	6811+49.84	6836+94.42	WB	Waterborne/Solvent Paint			X							25.45									Div.(1)
I-74	6836+94.42	6841+17.08	WB	Wet Retroreflective Removable Tape			X								4.25								Div.(1)
I-74	6841+17.08	6849+73.12	WB	Waterborne/Solvent Paint	X							8.55											Div.(1)
RAMP RD-H	6746+87.00	6750+18.00	WB	Waterborne/Solvent Paint	X								3.32										Div.(1)
RAMP RD-H	6750+18.00	6752+27.22	WB	Wet Retroreflective Removable Tape	X										2.10								Div.(1)
RAMP RD-H	6746+87.00	6750+18.00	WB	Waterborne/Solvent Paint			X					3.32											Div.(1)
I-74	6750+18.00	6780+84.82	WB	Waterborne/Solvent Paint			X					30.67											Div.(1)
US 67 RAMP B	6780+84.82	6794+46.91	WB	Waterborne/Solvent Paint			x					13.59											Div.(1)
US 67 RAMP B	6782+86.78	6785+20.00	WB	Wet Retroreflective Removable Tape	x										2.33								Div.(1)
US 67 RAMP B	6785+20.00	6794+46.91	WB	Waterborne/Solvent Paint	x								9.27										Div.(1)
US 67 RAMP B	6785+20.00	6789+73.27	WB	Waterborne/Solvent Paint		x					4.54												Div.(1)
US 67 RAMP B	6789+73.27	6794+46.91	WB	Waterborne/Solvent Paint		x														4.72			Div.(1)
US 67 RAMP B	6792+08.41	6794+46.91	WB	Waterborne/Solvent Paint		x														2.40			Div.(1)
US 67 RAMP B	6792+08.41	6794+46.91	WB	Waterborne/Solvent Paint		x														2.40			Div.(1)
US 67 RAMP D	6807+50.00	6811+50.00	WB	Waterborne/Solvent Paint			x					4.00											Div.(1)
US 67 RAMP D	6807+50.00	6809+95.58	WB	Waterborne/Solvent Paint	x								2.46										Div.(1)
US 67 RAMP D	6809+95.58	6811+50.00	WB	Wet Retroreflective Removable Tape	x										1.54								Div.(1)
I-74	6811+50.00	6836+94.42	WB	Waterborne/Solvent Paint			x					25.43											Div.(1)
RAMP B MIDDLI	6836+94.42	6845+58.59	WB	Waterborne/Solvent Paint			x					8.66											Div.(1)
RAMP B MIDDLI	6836+94.42	6839+05.22	WB	Wet Retroreflective Removable Tape	x										2.11								Div.(1)
RAMP B MIDDLI	6839+05.22	6845+58.59	WB	Waterborne/Solvent Paint	x								6.55										Div.(1)

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25 | DCY4: Double Centerline (Yellow) @ 2.00 | NPY4: No Passing Zone Line (Yellow) @ 1.25 | BLW4: Broken Lane Line (White) @ 0.25 | ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 | DLW4: Dotted Line (White) @ 0.33 | CHW8: Channelizing Line (White) @ 2.00 | RLY4: Ramp Edge Line Left (Yellow) @ 1.00 | RLW4: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 1.00 | DLY4: Dotted Line (Yellow) @ 0.33 | SLW2: Stop Line (White) @ 6.00 | SPW6: Sloped Curb 6" (White) @ 3.40 | CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)													
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	RLY4	RLW4	SLW4	DLY4	SLW2	SPW6	CHY8	Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
I-74	6746+87.00	6750+18.34	WB	Removal of Paint								3.32											Div.(1)
I-74	6746+87.00	6780+99.24	WB	Removal of Paint								34.14											Div.(1)
I-74	6785+20.00	6811+99.42	WB	Removal of Paint								26.84											Div.(1)
I-74	6811+50.00	6838+71.90	WB	Removal of Paint								27.20											Div.(1)
I-74	6833+30.97	6840+01.68	WB	Removal of Paint								6.70											Div.(1)
I-74	6746+87.00	6792+99.80	WB	Removal of Paint									46.13										Div.(1)
I-74	6802+39.05	6840+01.68	WB	Removal of Paint									37.63										Div.(1)
I-74	6746+87.00	6757+86.00	WB	Removal of Paint							10.99												Div.(1)
I-74	6746+87.00	6757+86.00	WB	Removal of Paint							10.99												Div.(1)
I-74	6761+35.26	6833+30.97	WB	Removal of Paint							71.96												Div.(1)
I-74	6761+35.26	6840+01.66	WB	Removal of Paint							78.67												Div.(1)
I-74	6755+54.49	6761+35.26	WB	Removal of Paint										5.81									Div.(1)
I-74	6814+49.84	6822+00.00	WB	Removal of Paint										7.50									Div.(1)
I-74	6755+54.49	6761+35.26	WB	Removal of Paint										5.81									Div.(1)
I-74	6776+76.01	6781+13.69	WB	Removal of Paint										4.38									Div.(1)
Stage 3B																							
I-74	6809+10.00	6817+86.58	EB	Waterborne/Solvent Paint			X					8.82											Div.(1)
I-74	6809+10.00	6814+10.44	EB	Waterborne/Solvent Paint	X								5.03										Div.(1)
I-74	6814+10.44	6817+86.58	EB	Wet Retroreflective Removable Tape	X										3.79								Div.(1)
I-74	6817+86.58	6831+45.77	EB	Waterborne/Solvent Paint			X					13.59											Div.(1)
I-74	6817+86.58	6831+45.77	EB	Waterborne/Solvent Paint	X									13.59									Div.(1)
I-74	6831+45.77	6832+85.00	EB	Wet Retroreflective Removable Tape	X										1.39								Div.(1)
RAMP C MIDDLI	6831+67.83	6834+72.55	EB	Wet Retroreflective Removable Tape	X										3.08								Div.(1)
RAMP C MIDDLI	6831+46.42	6847+49.62	EB	Waterborne/Solvent Paint			X					16.16											Div.(1)
RAMP C MIDDLI	6834+72.55	6847+74.04	EB	Waterborne/Solvent Paint	X								13.10										Div.(1)
STAGE 3B-2																							
I-74	6835+71.51	6852+10.19	EB	Waterborne/Solvent Paint			X					16.39											Div.(1)
I-74	6835+71.51	6852+10.19	EB	Waterborne/Solvent Paint	X								16.39										Div.(1)
I-74	6835+71.51	6852+10.19	EB	Waterborne/Solvent Paint		X					16.39												Div.(1)
I-74	6837+41.94	6849+43.85	WB	Waterborne/Solvent Paint	X								12.02										
I-74	6837+41.94	6849+43.85	WB	Waterborne/Solvent Paint		X					12.02												
I-74	6837+41.94	6849+43.85	WB	Waterborne/Solvent Paint			X																
RAMP C MIDDLI	3539+75.00	3541+96.07	EB	Waterborne/Solvent Paint			X					2.21											
												12.02											
I-74	6746+87.00	6816+11.94	WB	Removal of Paint								69.25											Div.(1)
I-74	6746+87.00	6752+27.22	WB	Removal of Paint								5.47											Div.(1)
I-74	6746+87.00	6783+44.15	WB	Removal of Paint								36.59											Div.(1)
I-74	6782+56.93	6805+91.15	WB	Removal of Paint								23.39											Div.(1)
I-74	6806+20.14	6838+05.63	WB	Removal of Paint								31.85											Div.(1)
I-74	6833+90.00	6848+99.53	WB	Removal of Paint								15.10											Div.(1)
I-74	6838+17.41	6839+51.15	WB	Removal of Paint								1.34											Div.(1)
I-74	6746+87.00	6835+69.84	WB	Removal of Paint									88.83										Div.(1)
I-74	6746+87.00	6835+69.84	WB	Removal of Paint									88.83										Div.(1)
I-74	6838+16.41	6835+69.84	WB	Removal of Paint									2.16										Div.(1)
I-74	6746+87.00	6840+32.55	WB	Removal of Paint									88.83										Div.(1)
I-74	6840+32.55	6848+99.53	WB	Removal of Paint									8.69										Div.(1)
I-74	6746+87.00	6840+32.55	WB	Removal of Paint							93.46												Div.(1)
I-74	6746+87.00	6839+51.15	WB	Removal of Paint							92.64												Div.(1)
I-74	6752+27.22	6782+56.93	WB	Removal of Paint										30.30									Div.(1)
I-74	6811+47.17	6834+22.32	WB	Removal of Paint										22.70									Div.(1)
				Factored Total: Waterborne/Solvent Paint				0.46	13.28	2.70	234.88	654.79	773.78	56.96	220.03	63.40	116.46	75.13	15.54	76.92	19.48	93.26	
				Factored Total: Highbuild Waterborne Paint				-	-	-	104.12	117.13	199.64	18.63	220.03	63.40	116.46	57.93	15.54	11.34	19.48	-	
				Factored Total: Grooves Cut for Pavement Markings				-	-	-	104.12	117.13	199.64	17.54	220.03	63.40	116.46	45.73	15.54	6.60	19.48	-	
				Factored Total: Wet Retroreflective Removable Tape				-	-	-	-	3.01	0.49	-	190.01	-	-	-	-	-	-	-	
				Factored Total: Removal of Paint				-	4.46	-	108.49	349.08	437.76	29.54	15.20	-	-	3.11	-	-	-	-	
				Factored Total: Removal of Removable Tape				-	-	-	-	2.85	-	-	-	-	-	-	-	-	-	-	
				Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based							2417.06												
				Bid Quantity: Painted Pavement Markings, Highbuild Waterborne							943.70												
				Bid Quantity: Grooves Cut for Pavement Markings							925.67												
				Bid Quantity: Wet Retroreflective Removable Tape Markings							193.51												
				Bid Quantity: Pavement Markings Removed							947.63												
				Incidental Removal of Removable Tape													2.85						

PAVEMENT MARKING SYMBOLS AND LEGENDS

Refer to PM-111

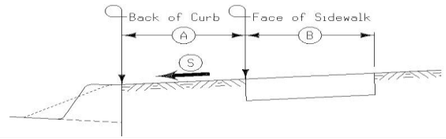
Road Identification	Location		STAW	RTAW	LTAW	CSRW	CSLW	CSTW	CRLW	FERW	LLRW	RLRW	RRCW	BLSW	WCSW	WPSB	SCLW	XNGW	STPW	AHDW	ONLW	BIKW	LANW	XITW	Groove Cuts	Remarks
	Station	Side															SCHOOL	XING	STOP	AHEAD	ONLY	BIKE	LANE	EXIT		
																									EACH	
RAMP A US 67	1497+27.30	LT		1																						Div.(1)
RAMP A US 67	1497+27.30	LT			1																					Div.(1)
RAMP A US 67	1497+64.80	LT																			1					Div.(1)
RAMP A US 67	1497+64.80	LT																			1					Div.(1)
RAMP B US 67	2593+19.00	RT		1																						Div.(1)
RAMP B US 67	2593+19.00	RT		1																						Div.(1)
RAMP B US 67	2593+94.00	RT		1																						Div.(1)
RAMP B US 67	2593+94.00	RT		1																						Div.(1)
RAMP B US 67	2593+19.00	LT			1																					Div.(1)
RAMP B US 67	2593+19.00	LT			1																					Div.(1)
RAMP B US 67	2593+94.00	LT			1																					Div.(1)
RAMP B US 67	2593+94.00	LT			1																					Div.(1)
RAMP B US 67	2593+56.50	RT																			1					Div.(1)
RAMP B US 67	2593+56.50	RT																			1					Div.(1)
RAMP B US 67	2593+56.50	LT																			1					Div.(1)
RAMP B US 67	2593+56.50	LT																			1					Div.(1)
RAMP B MIDDLE	2549+15.50	RT		1																						Div.(1)
RAMP B MIDDLE	2549+90.50	RT		1																						Div.(1)
RAMP B MIDDLE	2550+65.50	RT		1																						Div.(1)
RAMP B MIDDLE	2549+15.50	LT			1																					Div.(1)
RAMP B MIDDLE	2549+90.50	LT			1																					Div.(1)
RAMP B MIDDLE	2550+65.50	LT			1																					Div.(1)
RAMP B MIDDLE	2549+15.50	LT					1																			Div.(1)
RAMP B MIDDLE	2549+90.50	LT					1																			Div.(1)
RAMP B MIDDLE	2550+65.50	LT					1																			Div.(1)
RAMP B MIDDLE	2549+53.00	LT																			1					Div.(1)
RAMP B MIDDLE	2549+53.00	LT																			1					Div.(1)
																										Div.(1)
STAGE 2A																										Div.(1)
																										Div.(1)
Kimberly Road	6837+42.06	LT		1		1																				Div.(1)
Kimberly Road	6838+95.47	LT		1		1																				Div.(1)
Kimberly Road	6840+49.12	LT		1		1																				Div.(1)
Kimberly Road	6842+91.70	LT		1		1																				Div.(1)
																										Div.(1)
Middle Road	6850+03.18	LT			1		1																			Div.(1)
Middle Road	6851+09.45	RT			1		1																			Div.(1)
																										Div.(1)
Total High-Build	+31.00			8	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	Div.(1)
																										Div.(1)
Kimberly Road	4606+24.15	Lt.			1																					Div. (1)
Kimberly Road	4606+65.64	Lt.																			1					Div. (1)
Kimberly Road	4606+99.14	Lt.			1																					Div. (1)
Kimberly Road	4609+57.96	Rt.			1																					Div. (1)
Kimberly Road	4613+07.59	Rt.			1																					Div. (1)
Kimberly Road	4613+46.55	Rt.																			1					Div. (1)
Kimberly Road	4613+82.61	Rt.			1																					Div. (1)
Kimberly Road	4615+03.97	Lt.			1																					Div. (1)
Kimberly Road	4615+40.18	Lt.																			1					Div. (1)
Kimberly Road	4615+79.09	Lt.			1																					Div. (1)
US 67 NB	1607+03.49	Rt.		2																						Div. (1)
US 67 NB	1607+78.21	Rt.		2																						Div. (1)
US 67 SB	206+33.83	Rt.			2																					Div. (1)
US 67 SB	206+70.57	Rt.																			2					Div. (1)
US 67 SB	207+08.57	Rt.			2																					Div. (1)
US 67 SB	209+35.14	Rt.	2																							Div. (1)
US 67 SB	210+10.14	Rt.	2																							Div. (1)
12th St.	4602+03.79	C.			1																					Div. (1)
12th St.	4602+45.29	C.																			1					Div. (1)
12th St.	4602+78.78	C.			1																					Div. (1)
12th St.	4603+29.54	C.			1																					Div. (1)
12th St.	4603+61.32	C.			1																					Div. (1)
12th St.	4604+08.35	C.			1																					Div. (1)
12th St.	4604+41.85	C.																			1					Div. (1)
12th St.	4604+83.35	C.			1																					Div. (1)
12th St.	4604+84.31	Rt.		1																						Div. (1)
																										Div.(2)
Total SolventBase	+33.00		4	5	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	

TABULATION OF CONCRETE MEDIANS

Begin Station	End Station	Area SY	Remarks
200+02.69	200+36.96	12.9	US 67 SB Div. (1)

SIDEWALKS

See MI-220 and S Sheets



Road Identification	Station to Station		Side	A	B	S	4" PCC Sidewalk	6" PCC Sidewalk	_" PCC Sidewalk	Detectable Warnings	Remarks
				FT	FT	%	SY	SY	SY	SF	
State St.	481+85.03	483+91.14	Lt.		5.00		124.8				Div. (2)
State St.	481+86.03	482+60.16	Rt.		5.00		39.9				Div. (2)
State St.	482+60.16	482+86.71	Rt.		5.00			17.5			Div. (2)
State St.	482+86.71	483+82.57	Rt.		5.00		58.1				Div. (2)
State St.	483+82.57	484+17.59	Rt.		5.00			21.6			Div. (2)
State St.	483+91.14	484+18.52	Lt.		5.00			18.0			Div. (2)
State St.	484+17.59	484+54.69	Rt.		5.00		18.5				Div. (2)
State St.	484+18.52	485+15.22	Lt.		5.00		50.9				Div. (2)
State St.	484+54.69	484+87.03	Rt.		5.00			20.1			Div. (2)
State St.	484+87.03	486+75.37	Rt.		5.00		113.7				Div. (2)
State St.	485+15.22	485+41.90	Lt.		5.00			17.6			Div. (2)
State St.	485+41.90	486+03.07	Lt.		5.00		32.6				Div. (2)
State St.	486+03.07	486+33.43	Lt.		5.00			16.9			Div. (2)
State St.	486+33.43	486+71.30	Lt.		5.00		26.6				Div. (2)
State St.	486+54.44	486+59.44	Rt.		5.00			3.1		10	Div. (2)
State St.	486+54.91	486+60.03	Lt.		5.00			3.6		10	Div. (2)
State St.	486+71.31	486+80.31	Lt.		5.00			4.4		10	Div. (2)
State St.	487+32.72	487+38.60	Lt.		5.00			1.8		10	Div. (2)
State St.	487+38.60	488+50.64	Lt.		5.00		61.7				Div. (2)
State St.	488+50.64	488+76.79	Lt.		5.00			15.7			Div. (2)
State St.	488+76.79	488+98.51	Lt.		5.00		10.6				Div. (2)
State St.	488+98.51	489+29.71	Lt.		5.00			19.1			Div. (2)
State St.	489+29.71	489+52.36	Lt.		5.00		11.7				Div. (2)
11th St.	North of	State St.	Rt.		5.00		105.5				Div. (1)
12th St.	4601+84.78	4603+23.56	Lt.		5.00		76.9				Div. (1)
12th St.	4601+89.36	4603+14.16	Rt.		5.00		72.4				Div. (1)
US 67 SB	202+56.68	204+63.30	Lt.		10.00		188.1				Div. (1)
US 67 SB	204+63.30	204+91.71	Lt.		10.00			21.9		20	Div. (1)
US 67 SB	208+82.74	209+09.33	Lt.		10.00			19.6		23	Div. (1)
US 67 SB	209+09.33	209+47.08	Lt.		10.00		33.6				Div. (1)
US 67 NB	1608+11.62	1608+14.14	Rt.		8.00			14.0		16	Div. (1)
US 67 SB	205+12.24	204+88.72	Rt.		8.00			27.3		32	Div. (1)
US 67 SB	204+66.53	204+78.30	Lt.		8.00			18.5		16	Div. (1)
I-74	6782+34.20	6782+84.57	Lt.		5.00		51.1				Div. (2)
					Totals		1076.6	260.8		147	
					Div. 1	Total	476.5	101.4		107	
					Div. 2	Total	600.1	159.4		40	

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
6810+90.36	6845+43.35	RT	PCC	18658.0	40.0	I-74 WB Div.(1) STAGE 2A
6817+74.92	6820+33.82	RT	PCC	776.7	590.0	ENTRANCE RAMP KIMBERLY RD Div.(1) STAGE 2A
6841+67.73	6850+67.74	RT	PCC	3605.4	44.0	RAMP B MIDDLE RD Div.(1) STAGE 2A
6841+02.81	6846+96.69	MEDIAN	PCC	371.4	604.0	EXIST SHOULDER Div.(1) STAGE 2A
6839+24.47	6847+74.00	LT	PCC	639.4	1158.0	RAMP C MIDDLE RD Div.(1) STAGE 2B
6825+49.92	6837+50.00	LT	PCC	1354.1	74.0	I-74 EB Div.(1) STAGE 2B
6807+71.24	6817+74.92	RT	PCC	3590.3	25.0	ENTRANCE RAMP KIMBERLY RD Div.(1) STAGE 2B-2
6817+74.92	6825+91.55	RT	DETOUR	1797.3	704.0	DET. PAV'T ENTR. RAMP KIMB. RD Div.(1) ST. 2B-2
6811+91.91	6842+05.00	LT	PCC	12764.1	533.0	I-74 EB Div.(1) STAGE 3A
6813+25.68	6813+86.44	LT	PCC	214.1	28.0	EXIT RAMP TERMINAL KIMBERLY RD Div.(1) STAGE 2B
6813+86.44	6826+01.38	LT	PCC	3707.9	201.0	EXIT RAMP KIMBERLY RD Div.(1) STAGE 3A
6842+05.00	6845+92.56	LT	PCC	741.6	22.0	RAMP C MIDDLE RD Div.(1) STAGE 3A
4623+46.76	4624+48.88	LT	DETOUR	746.4	43.0	DETOUR PAV'T EXIT RAMP KIMB RD Div.(1) ST. 3A
6836+00.00	6847+74.00	LT	PCC	3362.4	25.0	I-74 EB AND Midde Ramp C Div.(1) STAGE 3B
6843+13.54	6849+05.21	RT	PCC	590.4	591.7	EXISTING EASTBOUND RIGHT SHOULDER
11+32.91	19+30.19	LT	DETOUR	1520.9	180.0	DETOUR PAV'T RAMP C MIDDLE RD Div.(1) ST. 3B
6812+99.44	6833+90.00	MEDIAN	HMA	1393.7	4193.2	DETOUR PAV'T I-74 MEDIAN Div.(1) STAGE 3B-2
6835+10.00	6837+00.00	MEDIAN	HMA	126.4	384.0	DETOUR PAV'T I-74 MEDIAN Div.(1) STAGE 3B-2
6837+00.00	6845+84.09	MEDIAN	DETOUR	1798.9	407.0	DETOUR PAV'T I-74 CROSSOVER Div.(1) ST. 3B-2
6840+52.85	6849+05.21	LT	DETOUR	305.3	522.0	DETOUR PAV'T I-74 EB WIDENING Div.(1) Post 3B-2
Stage 2A						
SB Kimberly	NB Kimberly	Both	PCC	1087.9	60.8	Calvert Dr. Div. (1)
Stage 2B-A						
4624+93.32	4627+00.00	Lt.	PCC	253.6	12.0	Kimberly Road Div. (1)
Stage 2B-B						
14th St.	4627+00.00	Both	PCC	2894.3	14.5	NB Kimberly Road Div. (1)
4622+76.92	4624+12.26	Both	PCC	275.3		Kimberly Road, in median Div. (1)
199+91.53	200+36.96	Rt.	PCC	52.1	111.9	US 67 Bullnose Median Div. (1)
Stage 2B-2						
14th St.		Both	PCC	1772.3		Between ex. exit ramp bridge and US 67 Div. (1)
State St.		Both	PCC	357.2		Just east of 14th St. Div. (1)
US 67	Ramp B Conn.	Both	PCC	1443.4	135.8	Connec between 14th and Prop. Ramp B Div. (1)
US 67 Ramp D	Connection	Both	PCC	927.8		Connection between US 67 and Brown/14th St (1)
Stage 3A						
US 67	I-74 Loop	Both	PCC	1942.5	127.5	Ent. Loop at location of prop. pond (1)
205+39.38	207+00.00	Rt.	PCC	348.3	362.8	US 67 SB, area around exist bridge piers (1)
Stage 3B-2A						
482+03.52	489+52.36	Rt.	PCC	2636.7	37.0	State St Div. (2)
487+71.05	492+97.92	Rt.	PCC	1176.6		I-74 Ent. Ramp Div. (1)
Stage 3B-2B						
480+74.02	486+94.73	Lt.	PCC	1501.4	27.2	State St. Div. (2)
4601+85.49	4603+14.23	Lt.	PCC	227.9	143.6	12th St. Div. (1)
Stage 3B-2C						
486+94.73	489+52.36	Center	PCC	343.4	515.6	State St. Div. (2)
4601+73.74	4603+14.16	Center	PCC	171.6	291.8	12th St. Div. (1)
486+94.73	487+30.31		Detour	34.0	45.6	State St., Detour built in 3B-2B Div. (2)
Stage 3B-2D						
487+06.44	489+52.36	Lt.	PCC	390.8	254.4	State St. Div. (2)
4601+86.97	4603+14.16	Rt.	PCC	187.7	141.7	12th St. Div. (1)
4601+97.67	4602+20.72		Detour	11.0	0.0	12th St., Detour built in 3B-2B Div. (1)
			Total	76100.8	12651.1	
			Div 1 Total	71194.5		
			Div 2 Total	4906.3		

REMOVAL OF STEEL BEAM GUARDRAIL

(1) Lane(s) to which the installation is adjacent.
(2) Includes length of End Terminals and End Anchors.

Location					
No.	(1) Direction of Traffic	Station to Station		Side	Removal of Guardrail (2) LF
1	I-74 EB	6812+40	6814+92.60	RT	253.0
2	EB Loop	6798+76.23	6799+22.38	LT	58.0
3	EB Loop	6798+60.60	6799+01.06	RT	62.0
		BA-205			
			TOTAL		373.0

110-17
04-15-14

CLEARING AND GRUBBING

Location		Work and Material Type	Trees, Stumps, and Logs and Down Timber Material Diameters												All Other Materials		Estimated Quantities			Remarks
Station to Station or Milepost to Milepost or Description	Direction of Travel		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"	Length	Width	Units	Area	Herbicide Application	
																FT	FT	Units	Acres	Each	
6807+03.39 TO 6833+81.96	I-74 WB	CHAIN LINK FENCE REMOVAL														2778.0					Div.(1)
6796+48.27 TO 6798+87.25	I-74 MEDIAN	CHAIN LINK FENCE REMOVAL														239.0					Div.(1)
6816+58.67 TO 6834+44.71	I-74 EB	CHAIN LINK FENCE REMOVAL														1819.0					Div.(1)
6835+15.06 TO 6842+44.39	I-74 EB	CHAIN LINK FENCE REMOVAL														735.0					Div.(1)
		Trees - Clearing and Grubbing																TBD	BY OLE		
															Total	5571.0					

110-14
04-16-13

SANITARY OR STORM SEWER ABANDONMENT OR REMOVAL

* Not a bid item

Location/Description	Sanitary or Storm Sewer	Abandonment, Plug Only or Abandonment, Plug and Fill or Removal	Length of Pipe		Fill Material*	Remarks
			≤ 36 inch diameter	> 36 inch diameter	Flowable Mortar or CLSM	
			LF	LF	CY	
I - 74						
P980, 6798+56.84, 296.20' LT TO 6799+91.37, 261.26' LT	Storm Sewer	Removal		128		54" Dia. Pipe, Length includes Apron Div.(1)-Stage 3A
PTMP10, 6800+80.95, 108.70' LT TO 6800+79.87, 99.89' LT.	Storm Sewer	Removal	9			15" Dia. Pipe, Length includes Apron Div.(1)-Stage 3A
P28290, 6805+86.49, 183.38' RT TO 6806+00.00, 167.40' RT	Storm Sewer	Removal	21			15" Dia. Pipe, Length includes Apron Div.(1)-Stage 2B
P28777a, 6808+02.23, 161.23' RT TO 6808+78.39, 139.95' R	Storm Sewer	Removal	79			Div.(1)-Stage 2B-2
P28777, 6808+02.23, 161.23' RT TO 6808+16.14, 196.00' RT	Storm Sewer	Removal	36			15" Dia. Pipe Div.(1)-Stage 2B-2
P28652,6808+16.14, 196.00' RT TO 6810+26.75, 177.65' RT	Storm Sewer	Removal	212			15" Dia. Pipe Div.(1)-Stage 2B-2
P28650, 6810+26.75, 177.65' RT TO 6812+24.46, 161.16' RT	Storm Sewer	Removal	198			15" Dia. Pipe Div.(1)-Stage 2B-2
TP52, 4503+11.66, 143.54' RT to 4508+06.45, 109.05' RT	Storm Sewer	Removal	187			15" Dia. Pipe Div.(1)-Stage 2B-2
P900 6805+88.84, 183.02' RT 6807+90.36, 125.18' RT	Storm Sewer	Removal	210			15" Dia. Pipe Div.(1)-Stage 2B
P28777b 6807+90.38, 125.18' RT 6808+02.23, 161.23' RT	Storm Sewer	Removal	28			18" Dia. Pipe Div.(1)-Stage 2B
P41824, 6812+00.76, 0.16' LT TO 6812+01.77, 92.83' RT	Storm Sewer	Removal	93			Div.(1)-Stage-2B
TMP351, 6818+03.50, 5.75' LT TO 6818+45.55, 0.62' LT	Storm Sewer	Removal	44			15" Dia. Pipe, Div.(1)-Stage 2B
P17806, 6818+20.08, 70.00' RT TO 6818+39.97, 20.11' RT	Storm Sewer	Removal	53			24" Dia. Pipe Div.(1)-Stage 2B
P17806, 6818+40.16.08, 19.69' RT TO 6818+02.90, 113' RT	Storm Sewer	Removal	100			15" Dia. Pipe Div.(1)-Stage 2B-2
P41809, 6818+02.90, 113.00' RT TO 6820+47.17 93.00' RT	Storm Sewer	Removal	245			18" Dia. Pipe Div.(1)-Stage 2B-2
P41806, 6820+47.17, 92.97' RT TO 6822+97.52, 81.75' RT	Storm Sewer	Removal	251			15" Dia. Pipe Div.(1)-Stage 2B-2
P41804, 6822+97.52, 81.75' RT TO 6824+98.36, 76.87' RT	Storm Sewer	Removal	200			15" Dia. Pipe Div.(1)-Stage 2B-2
P349, 6826+98.78, 10.09' RT TO 6826+99.09, 71.35' RT	Storm Sewer	Removal	61			24" Dia. Pipe Div.(1)-Stage 2A
P41788, 6826+99.09, 71.35' RT TO 6828+91.09, 69.40' RT	Storm Sewer	Removal	191			15" Dia. Pipe Div.(1)-Stage 2A
P41787, 6828+91.09, 69.40' RT TO 6830+97.24, 68.98' RT	Storm Sewer	Removal	206			15" Dia. Pipe Div.(1)-Stage 2A
P41786, 6830+97.24, 68.98' RT TO 6832+98.89, 68.84' RT	Storm Sewer	Removal	201			15" Dia. Pipe Div.(1)-Stage 2A
P41785, 6832+98.89, 68.84' RT TO 6833+72.50, 70.63' RT	Storm Sewer	Removal	72			6" Dia. Pipe Div.(1)-Stage 2A
P41785a, 6833+00.26, 79.55' RT TO 6832+98.89, 68.84' RT	Storm Sewer	Removal	11			15" Dia. Pipe Div.(1)-Stage 2A
P359, 6832+98.89, 68.84' RT TO 6832+99.49, 11.44' RT	Storm Sewer	Removal	59			15" Dia. Pipe Div.(1)-Stage 2A
TMP388, 6827+02.38, 5.75' LT TO 6827+28.39, 3.91' LT	Storm Sewer	Removal	20			15" Dia. Pipe Div.(1)-Stage 2B
P388, 6826+98.31, 83.27', LT TO 6826+98.88, 27.00' LT	Storm Sewer	Removal	56			24" Dia. Pipe Div.(1)-Stage 3A
P41789, 6826+98.31, 83.27' LT TO 6829+98.89, 73.43' LT	Storm Sewer	Removal	302			15" Dia. Pipe Div.(1)-Stage 3A
P41790, 6829+98.89, 73.43' LT TO 6832+98.18, 73.05, LT	Storm Sewer	Removal	300			15" Dia. Pipe Div.(1)-Stage 3A
P386, 6832+98.18, 73.05, LT TO 6832+99.71, 10.08 LT	Storm Sewer	Removal	51			15" Dia. Pipe Div.(1)-Stage 3A
TMP386, 6832+99.71, 10.08 LT TO 6833+29.12, 1.05' LT	Storm Sewer	Removal	20			15" Dia. Pipe Div.(1)-Stage 2B
P41781, 6835+97.15, 72.54 LT 6836+07.18, 73.13' LT	Storm Sewer	Removal	11			15" Dia. Pipe Div.(1)-Stage 3A
P41776, 6836+07.18, 73.13' LT TO 6837+23.89, 74.88' LT	Storm Sewer	Removal	116			15" Dia. Pipe Div.(1)-Stage 3A
P41776a, 6837+00.56, 122.66, LT TO 6837+23.89, 74.88' LT	Storm Sewer	Removal	53			15" Dia. Pipe Div.(1)-Stage 3A
P41777a, 6837+23.89, 74.88' LT TO 6838+89.53, 79.48' LT	Storm Sewer	Removal	167			15" Dia. Pipe Div.(1)-Stage 3A
P41777b, 6838+89.53, 79.48' LT TO 6838+86.83, 101.43' LT	Storm Sewer	Removal	22			24" Dia. Pipe Div.(1)-Stage 3A
P33618, 6839+24.89, 27.00' LT TO 6839+50.00, 10.43' LT	Storm Sewer	Removal	45			24" Dia. Pipe Div.(1)-Stage 2B
P41778, 6839+53.03, 15.04' LT TO 6839+96.76, 81.36' RT	Storm Sewer	Removal	80			24" Dia. Pipe Div.(1)-Stage 2A
P28292, 6844+20.92, 120.57' RT TO 6846+66.47, 164.89' RT	Storm Sewer	Removal	249			15" Dia. Pipe Div.(1)-Stage 2A
P38593, 6848+33.73, 198.66' RT TO 6849+85.25, 229.10' RT	Storm Sewer	Removal	155			15" Dia. Pipe Div.(1)-Stage 2A
P29561, 6849+85.25, 229.10' RT TO 6850+26.05, 183.28' RT	Storm Sewer	Removal	61			12" Dia. Pipe Div.(1)-Stage 2A
P43611, 6781+11.18, 102.43' LT TO 6781+36.71, 97.20' LT	Storm Sewer	Removal	26			24" Dia. Pipe Div.(1)-Stage 2A
P43618, 6781+36.71, 97.20' LT TO 6783+91.30, 2.04' LT	Storm Sewer	Removal	272			18" Dia. Pipe Div.(1)-Stage 3B
P43673, 6783+91.30, 2.04' LT TO 6784+19.63, 3.32' RT	Storm Sewer	Removal	29			15" Dia. Pipe Div.(1)-Stage 2A
P43616, 6784+19.63, 3.32' RT TO 6784+70.71, 36.70' LT	Storm Sewer	Removal	65			24" Dia. Pipe Div.(1)-Stage 2A
P43617, 6783+83.10, 113.55' LT TO 6784+60.42, 70.89' LT	Storm Sewer	Removal	88			12" Dia. Pipe Div.(1)-Stage 2A
P43617A, 6784+65.33, 94.09 LT TO 6784+60.42, 70.89' LT	Storm Sewer	Removal	24			12" Dia. Pipe Div.(1)-Stage 2A
P43616B, 6784+60.42, 70.89' LT TO 6784+70.71, 36.70' LT	Storm Sewer	Removal	36			12" Dia. Pipe Div.(1)-Stage 2A
P43616A, 6784+70.71, 36.70' LT TO 6786+19.61, 13.15' LT	Storm Sewer	Removal	151			12" Dia. Pipe Div.(1)-Stage 2A
P43614, 6786+19.61, 13.15' LT TO 6786+86.41, 32.24' RT	Storm Sewer	Removal	81			12" Dia. Pipe Div.(1)-Stage 2A
P43614A, 6786+19.61, 13.15' LT TO 6786+26.15, 37.97' LT	Storm Sewer	Removal	26			12" Dia. Pipe Div.(1)-Stage 2A
P43615, 6786+26.15, 37.97' LT TO 6786+79.38, 35.55' LT	Storm Sewer	Removal	53			12" Dia. Pipe Div.(1)-Stage 2A
P43613, 6787+91.52, 57.84 LT TO 6788+14.49, 10.08 LT	Storm Sewer	Removal	53			36" Dia. Pipe Div.(1)-Stage 2A
P28289a, 6841+25.12, 118.91 LT TO 6841+24.99,134.91' LT	Storm Sewer	Removal	16			36" Dia. Pipe Div.(1)-Stage 3A
P28289b, 6841+27.09, 124.15' RT TO 6841+27.17, 134.15 RT	Storm Sewer	Removal	10			36" Dia. Pipe Div.(1)-Stage 2A
Gilbert Street to State Street						
P58075, 6789+62.92, 494.98' LT TO 6791+36.80, 242.55' LT	Storm Sewer	Removal	307			18" Dia. Pipe Div.(2)-Stage 3B

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		
State St.							
State St.							
P16315, 482+45.73, 8.57' Rt to 483+22.43, 8.91' Rt	Sanitary Sewer	Removal	77			24" Dia., Approx. 7' Deep	Div. (2)
P16630, 483+22.43, 8.91' Rt to 486+99.68, 10.66' Rt	Sanitary Sewer	Removal	377			15" Dia., Approx. 7' Deep	Div. (2)
P16670, 486+99.68, 10.66' Rt to 489+35.38, 11.68' Rt	Sanitary Sewer	Removal	236			15" Dia., Approx. 7' Deep	Div. (2)
P10168, 495+46.63, 236.94 Lt to 495+44.14, 162.22 Lt	Sanitary Sewer	Abandonment, Plug and Fill	75		3.4	15" Dia., approx. 7' deep	Div. (2)
P10169, 495+44.14, 162.22 Lt to 495+85.62, 206.30 Rt	Sanitary Sewer	Removal	375			15" Dia., approx. 7' deep	Div. (2)
P10167, 495+85.71, 206.63 Rt to 495+19.16, 253.76 Rt	Sanitary Sewer	Abandonment, Plug and Fill	80		3.6	15" Dia., approx. 8' deep	Div. (2)
P955, 489+43.68, 17.89' Lt to 489+43.69, 12.00' Lt	Storm Sewer	Removal	6			15" Dia., Approx. 5' Deep	Div. (2)
P955, 489+43.69, 12.00' Lt to 489+45.77, 18.90' Rt	Storm Sewer	Abandonment, Plug and Fill	31		1.4	15" Dia., Approx. 5' Deep	Div. (2)
P956, 489+48.54, 19.45' Rt to 490+24.50, 18.38' Rt	Storm Sewer	Removal	76			15" Dia., Approx. 5' Deep	Div. (2)
P16631, 485+84.63, 25.99' Rt to 486+81.78, 31.58' Rt	Storm Sewer	Removal	97			18" Dia., Approx. 6' Deep	Div. (2)
P16684, 487+77.14, 34.88' Rt to 487+64.32, 25.18' Rt	Storm Sewer	Removal	16			15" Dia., Approx. 4' Deep	Div. (2)
P16669, 487+64.32, 25.18' Rt to 486+81.78, 31.58' Rt	Storm Sewer	Removal	83			15" Dia., Approx. 4' Deep	Div. (2)
P16673, 486+79.81, 30.13' Lt to 486+83.43, 20.21' Lt	Storm Sewer	Removal	11			18" Dia., Approx. 4' Deep	Div. (2)
P16690, 487+43.50, 31.32' Lt to 487+40.28, 25.70' Lt	Storm Sewer	Removal	6			15" Dia., Approx. 5' Deep	Div. (2)
P16689, 487+40.28, 25.70' Lt to 487+21.39, 23.17' Lt	Storm Sewer	Removal	19			15" Dia., Approx. 4' Deep	Div. (2)
P16671, 487+21.39, 23.17' Lt to 487+07.02, 22.03' Lt	Storm Sewer	Removal	14			15" Dia., Approx. 4' Deep	Div. (2)
P16671, 487+07.02, 22.03' Lt to 486+83.43, 20.41' Lt	Storm Sewer	Abandonment, Plug and Fill	24		1.1	15" Dia., Approx. 4' Deep	Div. (2)
P16672, 486+83.43, 20.21' Lt to 486+81.78, 31.58' Rt	Storm Sewer	Abandonment, Plug and Fill	52		3.4	18" Dia., Approx. 5' Deep	Div. (2)
12th Street							
P950, 4603+07.06, 19.29' Rt, to 4603+06.67, 22.90' Lt	Storm Sewer	Removal	42			15" Dia., Approx. 5' Deep	Div. (1)
P951, 4603+09.21, 17.91' Rt to 4604+38.66, 25.67' Rt.	Storm Sewer	Abandonment, Plug and Fill	130		5.9	15" Dia., Approx. 5' Deep	Div. (1)
Kimberly Road							
P29460, 4624+01.45, 10.83' R to 4624+64.02, 64.53' R	Storm Sewer	Removal		84		48" Dia., Approx. 7' Deep	Div. (1)
P528, 4607+06.05, 91.66' Rt to 4608+46.00, 180.75' Rt	Storm Sewer	Removal	128			24" Dia., Approx. 5' Deep	Div. (1)
P499, 4608+49.20, 76.56' Rt to 4608+46.00, 180.75' Rt	Storm Sewer	Removal	104			15" Dia., Approx. 5' Deep	Div. (1)
P910, 4608+46.00, 180.75' R to 4609+83.17, 219.02' R	Storm Sewer	Removal	75			36" Dia., Approx. 6' Deep	Div. (1)
US 67 SB							
P529, 203+01.67, 66.23' Lt to 203+14.16, 103.80' Lt	Storm Sewer	Removal		40		88"x54" Arch Pipe, Approx. 8' Deep	Div. (1)
P583, 202+40.00, 72.73' Lt to 202+31.60, 117.74' Lt	Storm Sewer	Removal	46			15" Dia., Approx. 5' Deep	Div. (1)
P10170, 206+90.26, 122.93 Lt to 208+04.76, 117.71 Lt	Sanitary Sewer	Removal	115			8" Dia., approx. 6' deep	Div. (2)
P10169, 208+04.76, 117.71 Lt to 207+92.69, 211.38 Rt	Sanitary Sewer	Abandonment, Plug and Fill	217		6.3	12" Dia., approx. 6' deep	Div. (2)
US 67 NB							
P10169, 1611+07.25, 43.46 Rt to 1611+03.12, 155.38 Rt	Sanitary Sewer	Abandonment, Plug and Fill	112		3.3	12" Dia., approx. 6' deep	Div. (2)
US 67 Ramp B							
P1005,2592+44.23, 119.15' Rt to 2592+44.23, 119.15 Lt	Storm Sewer	Removal	117			15" Dia., Approx. 5' Deep	Div. (1)
		Storm Sewer:	6224	252	Division 1 Removal		
			130		Division 1 Abandonment		
			328		Division 2 Removal		
			107		Division 2 Abandonment		
		Sanitary Sewer:	1180		Division 2 Removal		
			484		Division 2 Abandonment		

110-15
04-16-13

REMOVAL OF INTAKES AND UTILITY ACCESSES

No.	Location/Description	Type	Remarks
	I-74		
28652	6808+16.14, 196.00' RT	Intakes	Div.(1)
28650	6810+26.75, 177.65' RT	Intakes	Div.(1)
28648	6812+24.46, 161.16' RT	Intakes	Div.(1)
29459T	6813+81.56, 267.10' L	Intakes	Div.(1) Remove intake top only.
21935T	6813+81.56, 267.10' L	Intakes	Div.(1) Remove intake top only.
17806	6818+47.78, 0.35' LT	Intakes	Div.(1)
41809	6818+02.95, 113.00' RT	Intakes	Div.(1)
41806	6820+47.17, 92.97' RT	Intakes	Div.(1)
41804	6822+97.52, 81.75' RT	Intakes	Div.(1)
41803	6824+98.36, 76.87' RT	Intakes	Div.(1)
41788	6826+99.09, 71.35' RT	Intakes	Div.(1)
41789	6826+98.31, 83.37' LT	Intakes	Div.(1)
41787	6828+91.09, 69.40' RT	Intakes	Div.(1)
41786	6830+97.24, 68.98' RT	Intakes	Div.(1)
41785	6832+98.89, 68.84' RT	Intakes	Div.(1)
41792T	6824+54.76, 109.11' L	Intakes	Div.(1) Remove intake top only.
41793T	6821+54.71, 149.78' L	Intakes	Div.(1) Remove intake top only.
41795T	6820+57.67, 165.38' L	Intakes	Div.(1) Remove intake top only.
41796T	6818+58.26, 190.12' L	Intakes	Div.(1) Remove intake top only.
41798T	6816+60.49, 217.92' L	Intakes	Div.(1) Remove intake top only.
41812T	6814+26.68, 142.02' R	Intakes	Div.(1) Remove intake top only.
21881	6833+00.26, 79.55' RT	Intakes	Div.(1)
41781	6836+07.18, 73.13' LT	Intakes	Div.(1)
41790	6829+98.89, 73.43' LT	Intakes	Div.(1)
41783	6832+98.18, 73.05, LT	Intakes	Div.(1)
41782	6835+97.15, 72.54' LT	Intakes	Div.(1)
33620	6837+00.56, 122.66, LT	Intakes	Div.(1)
41776	6837+23.89, 74.88' LT	Intakes	Div.(1)
41777	6838+89.53, 79.48' LT	Intakes	Div.(1)
33618	6839+43.00, 0.24' LT	Intakes	Div.(1)
41778	6839+96.76, 81.36' RT	Intakes	Div.(1)
41780	6835+98.49, 69.09' RT	Intakes	Div.(1)
41779	6837+97.12, 71.34' RT	Intakes	Div.(1)
28291	6844+20.92, 120.57' RT	Intakes	Div.(1)
41720	6848+33.73, 198.66' RT	Intakes	Div.(1)
38593	6849+85.25, 229.10' RT	Intakes	Div.(1)
44659	6844+85.44, 135.98' LT	Intakes	Div.(1)
43675	6787+90.82, 58.30' LT	Intakes	Div.(1)
43615	6786+26.15, 37.97' LT	Intakes	Div.(1)
43614	6786+19.61, 13.15' LT	Intakes	Div.(1)
43616	6784+70.71, 36.70' LT	Intakes	Div.(1)
43617	6784+60.42, 70.89' LT	Intakes	Div.(1)
43673	6784+19.63, 3.32' RT	Intakes	Div.(1)
43618	6783+91.30, 2.04' LT	Intakes	Div.(1)
43611	6781+36.71, 97.20' LT	Utilities	Div.(1)
28289	6841+24.99, 134.91 LT	Intakes	Div.(1)
28290	6841+27.17, 134.15 RT	Intakes	Div.(1)
900	4507+87.57, 37.82 ' RT	Utilities	Div.(1)
Unknow	6790+94, 290' LT	Utilities	Div (2) Unknown Type
16982	6791+39, 239' LT	Intakes	Div (2)
	State St.		
16630	Sta. 483+22.43 8.91' Rt.	Utilities	Sanitary Sewer Div. (2)
16670	Sta. 486+99.76 10.41' Rt.	Utilities	Sanitary Sewer Div. (2)
10168	Sta 495+46.68, 237.29 Lt	Utilities	Sanitary Sewer Div. (2)
10167	Sta 495+85.62, 206.30 Rt	Utilities	Sanitary Sewer Div. (2)
602	Sta. 480+88.24 2.96' Lt.	Intakes	Storm Sewer Div. (2)
16631	Sta. 485+84.63 25.99' Rt.	Intakes	Storm Sewer Div. (2)
16673	Sta. 486+79.81 30.13' Lt.	Intakes	Storm Sewer Div. (2)
16689	Sta. 487+40.28 25.70' Lt.	Intakes	Storm Sewer Div. (2)
16671	Sta. 487+21.39 23.17' Lt.	Utilities	Storm Sewer Div. (2)
16672	Sta. 486+83.43 20.21' Lt.	Utilities	Storm Sewer Div. (2)
16684	Sta. 487+77.14 34.88' Rt.	Intakes	Storm Sewer Div. (2)
16669	Sta. 487+64.32 25.18' Rt.	Utilities	Storm Sewer Div. (2)
955	Sta. 489+43.68 21.45' Rt.	Intakes	Storm Sewer Div. (2)
956	Sta. 489+45.77 18.90' Rt.	Intakes	Storm Sewer Div. (2)
	12th Street		
950	Sta. 4603+06.67 22.90' Lt.	Intakes	Storm Sewer Div. (1)
951	Sta. 4603+07.06 19.29' Rt.	Intakes	Storm Sewer Div. (1)
	Kimberly Road		
34424	Sta. 4624+01.45 10.83' Rt.	Intakes	Storm Sewer Div. (1)
910	Sta. 4608+46.00 180.75' Rt.	Utilities	Storm Sewer Div. (1)
912	Sta. 4609+83.17 219.02' Rt.	Intakes	Storm Sewer (36" Apron) Div. (1)

110-15
04-16-13

REMOVAL OF INTAKES AND UTILITY ACCESSES

No.	Location/Description	Type	Remarks
	US 67 Ramp B		
1005	Sta. 2592+44.23, 119.15' Rt.	Intakes	Storm Sewer Div. (1)
	US 67 SB		
10170	Sta 206+90.26, 122.93 Lt	Utilities	Sanitary Sewer Div. (2)
10169	Sta 208+04.76, 117.71 Lt	Utilities	Sanitary Sewer Div. (2)
	Div 1 Total	54	
	Div 2 Total	18	

110-8
08-01-08

REMOVAL OF CONCRETE DRIVES

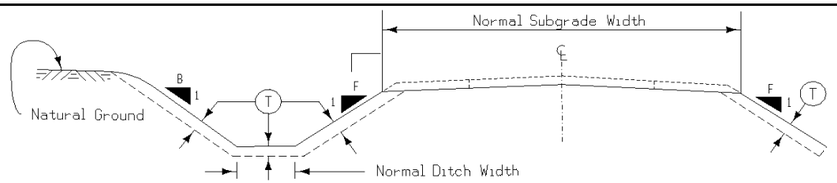
Location Station	Side	Area SY	Remarks
482+73.42	Rt.	28.6	State St. Div. (2)
484+00.06	3	19.9	State St. Div. (2)
484+04.99	Lt.	14.0	State St. Div. (2)
484+70.83	Rt.	18.9	State St. Div. (2)
485+28.56	Lt.	14.0	State St. Div. (2)
486+18.49	Lt.	27.7	State St. Div. (2)
488+63.72	Lt.	27.0	State St. Div. (2)
489+14.11	Lt.	26.7	State St. Div. (2)
		176.9	Total

110-5
08-01-08

SIDEWALK REMOVAL

Begin Station	End Station	Area SY	Remarks
481+84.70	486+75.37	188.7	State St. Div. (2)
485+40.42	486+78.22	45.2	State St. Div. (2)
487+27.65	489+52.36	66.5	State St. Div. (2)
496+20.82	499+20.63	122.8	State St. Div. (2)
State St.	To North	98.1	11th St. Div. (1)
4601+97.39	4603+23.56	56.2	12th St. Div. (1)
4601+98.55	4603+74.09	52.9	12th St. Div. (1)
202+57.47	203+21.42	50.1	US 67 SB Div. (1)
203+51.18	204+91.71	116.6	US 67 SB Div. (1)
209+00.39	209+47.08	38.4	US 67 SB Div. (1)
6788+47.17	6783+11.40	260.3	Div. (1)
	Total	1095.7	
	Div 1 Total	188.7	
	Div 2 Total	423.1	

TABULATION OF SPREADING TOPSOIL

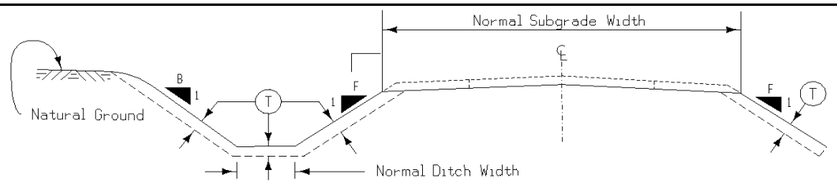


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
Local											
1	461.0					8.0	Calvert Dr. pavement removal Div. (1)				Furnish
2	877.6					8.0	NB Kimberly Rd Pavement Removal Div. (1)				Furnish
3	462.6	4622+60.00	4627+00.00			8.0	Kimberly Road Div. (1)				Furnish
4	120.5	4625+40.00	4627+00.00			8.0	Kimberly Road Div. (1)				Furnish
5	689.0					8.0	State St. Pavement Removal Div. (2)				Furnish
6	1177.1					8.0	US 67 Ramp B Pavement Removal Div. (1)				Furnish
7	80.4	102+32.35	104+93.02			8.0	State St. Div. (2)				Furnish
8	151.4	105+01.03	108+24.54			8.0	State St. Div. (2)				Furnish
9	19.2	107+61.12	108+39.04			8.0	State St. Div. (2)				Furnish
10	760.5	108+57.80	108+57.80			8.0	State St. Pavement Removal Div. (2)				Furnish
11	47.2	4601+84.78	4603+23.56			8.0	12th St. Div. (1)				Furnish
12	6.3	4602+05.97	4603+14.16			8.0	12th St. Div. (1)				Furnish
	4852.8	TOTAL	LOCAL								
	3152.3	DIV 1	LOCAL								
	1700.5	DIV 2	LOCAL								
I-74&											
RAMPS											
STAGE											
2A											
I-74	0.0	6818+00.00	6818+25.00	R		8.0	Div. (1)	8.7	6818+00.00	6818+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6818+25.00	6818+50.00	R		8.0	Div. (1)	9.3	6818+25.00	6818+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6818+50.00	6818+75.00	R		8.0	Div. (1)	11.3	6818+50.00	6818+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6818+75.00	6819+00.00	R		8.0	Div. (1)	16.7	6818+75.00	6819+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6819+00.00	6819+25.00	R		8.0	Div. (1)	21.3	6819+00.00	6819+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6819+25.00	6819+50.00	R		8.0	Div. (1)	20.7	6819+25.00	6819+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6819+50.00	6819+75.00	R		8.0	Div. (1)	17.3	6819+50.00	6819+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6819+75.00	6820+00.00	R		8.0	Div. (1)	15.3	6819+75.00	6820+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6820+00.00	6820+25.00	R		8.0	Div. (1)	13.3	6820+00.00	6820+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6820+25.00	6820+50.00	R		8.0	Div. (1)	8.7	6820+25.00	6820+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6820+50.00	6820+75.00	R		8.0	Div. (1)	4.7	6820+50.00	6820+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6820+75.00	6821+00.00	R		8.0	Div. (1)	4.7	6820+75.00	6821+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6821+00.00	6821+25.00	R		8.0	Div. (1)	5.3	6821+00.00	6821+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6821+25.00	6821+50.00	R		8.0	Div. (1)	5.3	6821+25.00	6821+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6821+50.00	6821+75.00	R		8.0	Div. (1)	4.7	6821+50.00	6821+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6821+75.00	6822+00.00	R		8.0	Div. (1)	4.7	6821+75.00	6822+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6822+00.00	6822+25.00	R		8.0	Div. (1)	4.7	6822+00.00	6822+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6822+25.00	6822+50.00	R		8.0	Div. (1)	4.7	6822+25.00	6822+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6822+50.00	6822+75.00	R		8.0	Div. (1)	4.0	6822+50.00	6822+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6822+75.00	6823+00.00	R		8.0	Div. (1)	4.0	6822+75.00	6823+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6823+00.00	6823+25.00	R		8.0	Div. (1)	3.3	6823+00.00	6823+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6823+25.00	6823+50.00	R		8.0	Div. (1)	3.3	6823+25.00	6823+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6823+50.00	6823+75.00	R		8.0	Div. (1)	2.7	6823+50.00	6823+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6823+75.00	6824+00.00	R		8.0	Div. (1)	2.0	6823+75.00	6824+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6824+00.00	6824+25.00	R		8.0	Div. (1)	1.3	6824+00.00	6824+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6824+25.00	6824+50.00	R		8.0	Div. (1)	1.3	6824+25.00	6824+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6824+50.00	6824+75.00	R		8.0	Div. (1)	2.0	6824+50.00	6824+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6824+75.00	6825+00.00	R		8.0	Div. (1)	2.0	6824+75.00	6825+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6825+00.00	6825+25.00	R		8.0	Div. (1)	2.7	6825+00.00	6825+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6825+25.00	6825+50.00	R		8.0	Div. (1)	5.3	6825+25.00	6825+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6825+50.00	6825+75.00	R		8.0	Div. (1)	4.0	6825+50.00	6825+75.00	Strip 12", Includes 50% Shrinkage
	6.0	6825+75.00	6826+00.00	R		8.0	Div. (1)	6.7	6825+75.00	6826+00.00	Strip 12", Includes 50% Shrinkage
	11.0	6826+00.00	6826+25.00	R		8.0	Div. (1)	13.3	6826+00.00	6826+25.00	Strip 12", Includes 50% Shrinkage
	9.0	6826+25.00	6826+50.00	R		8.0	Div. (1)	12.0	6826+25.00	6826+50.00	Strip 12", Includes 50% Shrinkage
	6.0	6826+50.00	6826+75.00	R		8.0	Div. (1)	8.7	6826+50.00	6826+75.00	Strip 12", Includes 50% Shrinkage
	4.0	6826+75.00	6827+00.00	R		8.0	Div. (1)	7.3	6826+75.00	6827+00.00	Strip 12", Includes 50% Shrinkage
	4.0	6827+00.00	6827+25.00	R		8.0	Div. (1)	7.3	6827+00.00	6827+25.00	Strip 12", Includes 50% Shrinkage
	4.0	6827+25.00	6827+50.00	R		8.0	Div. (1)	8.0	6827+25.00	6827+50.00	Strip 12", Includes 50% Shrinkage
	5.0	6827+50.00	6827+75.00	R		8.0	Div. (1)	9.3	6827+50.00	6827+75.00	Strip 12", Includes 50% Shrinkage
	6.0	6827+75.00	6828+00.00	R		8.0	Div. (1)	10.7	6827+75.00	6828+00.00	Strip 12", Includes 50% Shrinkage
	9.0	6828+00.00	6828+25.00	R		8.0	Div. (1)	14.0	6828+00.00	6828+25.00	Strip 12", Includes 50% Shrinkage
	10.0	6828+25.00	6828+50.00	R		8.0	Div. (1)	14.7	6828+25.00	6828+50.00	Strip 12", Includes 50% Shrinkage
	7.0	6828+50.00	6828+75.00	R		8.0	Div. (1)	12.0	6828+50.00	6828+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6828+75.00	6829+00.00	R		8.0	Div. (1)	11.3	6828+75.00	6829+00.00	Strip 12", Includes 50% Shrinkage
	8.0	6829+00.00	6829+25.00	R		8.0	Div. (1)	12.7	6829+00.00	6829+25.00	Strip 12", Includes 50% Shrinkage
	16.0	6829+25.00	6829+50.00	R		8.0	Div. (1)	21.3	6829+25.00	6829+50.00	Strip 12", Includes 50% Shrinkage
	27.0	6829+50.00	6829+75.00	R		8.0	Div. (1)	33.3	6829+50.00	6829+75.00	Strip 12", Includes 50% Shrinkage
	32.0	6829+75.00	6830+00.00	R		8.0	Div. (1)	39.3	6829+75.00	6830+00.00	Strip 12", Includes 50% Shrinkage
	34.0	6830+00.00	6830+25.00	R		8.0	Div. (1)	41.3	6830+00.00	6830+25.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

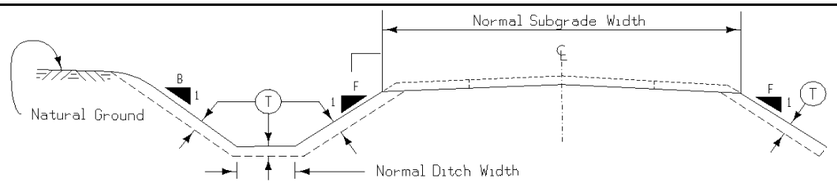


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	35.0	6830+25.00	6830+50.00	R		8.0	Div. (1)	42.0	6830+25.00	6830+50.00	Strip 12", Includes 50% Shrinkage
	35.0	6830+50.00	6830+75.00	R		8.0	Div. (1)	43.3	6830+50.00	6830+75.00	Strip 12", Includes 50% Shrinkage
	35.0	6830+75.00	6831+00.00	R		8.0	Div. (1)	43.3	6830+75.00	6831+00.00	Strip 12", Includes 50% Shrinkage
	35.0	6831+00.00	6831+25.00	R		8.0	Div. (1)	43.3	6831+00.00	6831+25.00	Strip 12", Includes 50% Shrinkage
	37.0	6831+25.00	6831+50.00	R		8.0	Div. (1)	45.3	6831+25.00	6831+50.00	Strip 12", Includes 50% Shrinkage
	38.0	6831+50.00	6831+75.00	R		8.0	Div. (1)	46.7	6831+50.00	6831+75.00	Strip 12", Includes 50% Shrinkage
	38.0	6831+75.00	6832+00.00	R		8.0	Div. (1)	46.7	6831+75.00	6832+00.00	Strip 12", Includes 50% Shrinkage
	38.0	6832+00.00	6832+25.00	R		8.0	Div. (1)	47.3	6832+00.00	6832+25.00	Strip 12", Includes 50% Shrinkage
	38.0	6832+25.00	6832+50.00	R		8.0	Div. (1)	48.0	6832+25.00	6832+50.00	Strip 12", Includes 50% Shrinkage
	38.0	6832+50.00	6832+75.00	R		8.0	Div. (1)	48.7	6832+50.00	6832+75.00	Strip 12", Includes 50% Shrinkage
	38.0	6832+75.00	6833+00.00	R		8.0	Div. (1)	48.7	6832+75.00	6833+00.00	Strip 12", Includes 50% Shrinkage
	38.0	6833+00.00	6833+25.00	R		8.0	Div. (1)	48.7	6833+00.00	6833+25.00	Strip 12", Includes 50% Shrinkage
	38.0	6833+25.00	6833+50.00	R		8.0	Div. (1)	48.7	6833+25.00	6833+50.00	Strip 12", Includes 50% Shrinkage
	38.0	6833+50.00	6833+75.00	R		8.0	Div. (1)	49.3	6833+50.00	6833+75.00	Strip 12", Includes 50% Shrinkage
	19.0	6833+75.00	6834+00.00	R		8.0	Div. (1)	32.0	6833+75.00	6834+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6834+00.00	6834+25.00	R		8.0	Div. (1)	14.7	6834+00.00	6834+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6834+25.00	6834+50.00	R		8.0	Div. (1)	14.0	6834+25.00	6834+50.00	Strip 12", Includes 50% Shrinkage
	19.0	6834+50.00	6834+75.00	R		8.0	Div. (1)	32.0	6834+50.00	6834+75.00	Strip 12", Includes 50% Shrinkage
	37.0	6834+75.00	6835+00.00	R		8.0	Div. (1)	51.3	6834+75.00	6835+00.00	Strip 12", Includes 50% Shrinkage
	32.0	6835+00.00	6835+25.00	R		8.0	Div. (1)	50.0	6835+00.00	6835+25.00	Strip 12", Includes 50% Shrinkage
	28.0	6835+25.00	6835+50.00	R		8.0	Div. (1)	47.3	6835+25.00	6835+50.00	Strip 12", Includes 50% Shrinkage
	26.0	6835+50.00	6835+75.00	R		8.0	Div. (1)	46.0	6835+50.00	6835+75.00	Strip 12", Includes 50% Shrinkage
	25.0	6835+75.00	6836+00.00	R		8.0	Div. (1)	44.7	6835+75.00	6836+00.00	Strip 12", Includes 50% Shrinkage
	24.0	6836+00.00	6836+25.00	R		8.0	Div. (1)	45.3	6836+00.00	6836+25.00	Strip 12", Includes 50% Shrinkage
	24.0	6836+25.00	6836+50.00	R		8.0	Div. (1)	46.0	6836+25.00	6836+50.00	Strip 12", Includes 50% Shrinkage
	23.0	6836+50.00	6836+75.00	R		8.0	Div. (1)	46.7	6836+50.00	6836+75.00	Strip 12", Includes 50% Shrinkage
	22.0	6836+75.00	6837+00.00	R		8.0	Div. (1)	46.0	6836+75.00	6837+00.00	Strip 12", Includes 50% Shrinkage
	20.0	6837+00.00	6837+25.00	R		8.0	Div. (1)	45.3	6837+00.00	6837+25.00	Strip 12", Includes 50% Shrinkage
	19.0	6837+25.00	6837+50.00	R		8.0	Div. (1)	45.3	6837+25.00	6837+50.00	Strip 12", Includes 50% Shrinkage
	20.0	6837+50.00	6837+75.00	R		8.0	Div. (1)	46.0	6837+50.00	6837+75.00	Strip 12", Includes 50% Shrinkage
	21.0	6837+75.00	6838+00.00	R		8.0	Div. (1)	48.0	6837+75.00	6838+00.00	Strip 12", Includes 50% Shrinkage
	21.0	6838+00.00	6838+25.00	R		8.0	Div. (1)	48.7	6838+00.00	6838+25.00	Strip 12", Includes 50% Shrinkage
	21.0	6838+25.00	6838+50.00	R		8.0	Div. (1)	49.3	6838+25.00	6838+50.00	Strip 12", Includes 50% Shrinkage
	21.0	6838+50.00	6838+75.00	R		8.0	Div. (1)	49.3	6838+50.00	6838+75.00	Strip 12", Includes 50% Shrinkage
	20.0	6838+75.00	6839+00.00	R		8.0	Div. (1)	49.3	6838+75.00	6839+00.00	Strip 12", Includes 50% Shrinkage
	10.0	6839+00.00	6839+25.00	R		8.0	Div. (1)	27.3	6839+00.00	6839+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6839+25.00	6839+50.00	R		8.0	Div. (1)	13.3	6839+25.00	6839+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6839+50.00	6839+75.00	R		8.0	Div. (1)	21.3	6839+50.00	6839+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6839+75.00	6840+00.00	R		8.0	Div. (1)	22.7	6839+75.00	6840+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6840+00.00	6840+25.00	R		8.0	Div. (1)	23.3	6840+00.00	6840+25.00	Strip 12", Includes 50% Shrinkage
	3.0	6840+25.00	6840+50.00	R		8.0	Div. (1)	24.0	6840+25.00	6840+50.00	Strip 12", Includes 50% Shrinkage
	6.0	6840+50.00	6840+75.00	R		8.0	Div. (1)	24.7	6840+50.00	6840+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6840+75.00	6841+00.00	R		8.0	Div. (1)	24.7	6840+75.00	6841+00.00	Strip 12", Includes 50% Shrinkage
	8.0	6841+00.00	6841+25.00	R		8.0	Div. (1)	24.7	6841+00.00	6841+25.00	Strip 12", Includes 50% Shrinkage
	9.0	6841+25.00	6841+50.00	R		8.0	Div. (1)	25.3	6841+25.00	6841+50.00	Strip 12", Includes 50% Shrinkage
	9.0	6841+50.00	6841+75.00	R		8.0	Div. (1)	27.3	6841+50.00	6841+75.00	Strip 12", Includes 50% Shrinkage
	10.0	6841+75.00	6842+00.00	R		8.0	Div. (1)	30.7	6841+75.00	6842+00.00	Strip 12", Includes 50% Shrinkage
	11.0	6842+00.00	6842+25.00	R		8.0	Div. (1)	32.0	6842+00.00	6842+25.00	Strip 12", Includes 50% Shrinkage
	12.0	6842+25.00	6842+50.00	R		8.0	Div. (1)	33.3	6842+25.00	6842+50.00	Strip 12", Includes 50% Shrinkage
	13.0	6842+50.00	6842+75.00	R		8.0	Div. (1)	34.7	6842+50.00	6842+75.00	Strip 12", Includes 50% Shrinkage
	14.0	6842+75.00	6843+00.00	R		8.0	Div. (1)	36.0	6842+75.00	6843+00.00	Strip 12", Includes 50% Shrinkage
	6.0	6843+00.00	6843+10.00	R		8.0	Div. (1)	14.7	6843+00.00	6843+10.00	Strip 12", Includes 50% Shrinkage
	9.0	6843+10.00	6843+25.00	R		8.0	Div. (1)	22.7	6843+10.00	6843+25.00	Strip 12", Includes 50% Shrinkage
	16.0	6843+25.00	6843+50.00	R		8.0	Div. (1)	39.3	6843+25.00	6843+50.00	Strip 12", Includes 50% Shrinkage
	17.0	6843+50.00	6843+75.00	R		8.0	Div. (1)	40.7	6843+50.00	6843+75.00	Strip 12", Includes 50% Shrinkage
	18.0	6843+75.00	6844+00.00	R		8.0	Div. (1)	42.0	6843+75.00	6844+00.00	Strip 12", Includes 50% Shrinkage
	19.0	6844+00.00	6844+25.00	R		8.0	Div. (1)	43.3	6844+00.00	6844+25.00	Strip 12", Includes 50% Shrinkage
	20.0	6844+25.00	6844+50.00	R		8.0	Div. (1)	44.7	6844+25.00	6844+50.00	Strip 12", Includes 50% Shrinkage
	22.0	6844+50.00	6844+75.00	R		8.0	Div. (1)	46.0	6844+50.00	6844+75.00	Strip 12", Includes 50% Shrinkage
	23.0	6844+75.00	6845+00.00	R		8.0	Div. (1)	47.3	6844+75.00	6845+00.00	Strip 12", Includes 50% Shrinkage
	25.0	6845+00.00	6845+25.00	R		8.0	Div. (1)	48.7	6845+00.00	6845+25.00	Strip 12", Includes 50% Shrinkage
	20.0	6845+25.00	6845+43.35	R		8.0	Div. (1)	18.7	6845+25.00	6845+43.35	Strip 12", Includes 50% Shrinkage
						8.0					
Mid						8.0					
Rmp B	17.0	2539+00.89	2539+25.00	Both		8.0	Div. (1)	40.7	2539+00.89	2539+25.00	Strip 12", Includes 50% Shrinkage
	17.0	2539+25.00	2539+50.00	Both		8.0	Div. (1)	36.7	2539+25.00	2539+50.00	Strip 12", Includes 50% Shrinkage
	16.0	2539+50.00	2539+75.00	Both		8.0	Div. (1)	35.3	2539+50.00	2539+75.00	Strip 12", Includes 50% Shrinkage
	16.0	2539+75.00	2540+00.00	Both		8.0	Div. (1)	42.0	2539+75.00	2540+00.00	Strip 12", Includes 50% Shrinkage
	24.0	2540+00.00	2540+25.00	Both		8.0	Div. (1)	46.7	2540+00.00	2540+25.00	Strip 12", Includes 50% Shrinkage
	28.0	2540+25.00	2540+50.00	Both		8.0	Div. (1)	49.3	2540+25.00	2540+50.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

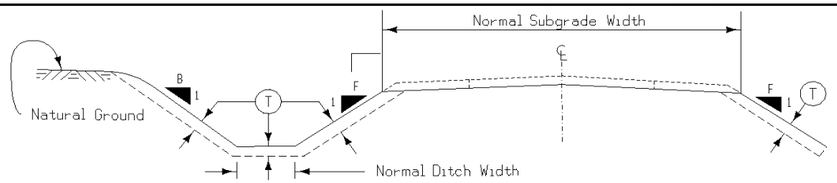


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	28.0	2540+50.00	2540+75.00	Both		8.0	Div. (1)	52.0	2540+50.00	2540+75.00	Strip 12", Includes 50% Shrinkage
	34.0	2540+75.00	2541+00.00	Both		8.0	Div. (1)	57.3	2540+75.00	2541+00.00	Strip 12", Includes 50% Shrinkage
	39.0	2541+00.00	2541+25.00	Both		8.0	Div. (1)	61.3	2541+00.00	2541+25.00	Strip 12", Includes 50% Shrinkage
	34.0	2541+25.00	2541+50.00	Both		8.0	Div. (1)	54.7	2541+25.00	2541+50.00	Strip 12", Includes 50% Shrinkage
	26.0	2541+50.00	2541+75.00	Both		8.0	Div. (1)	45.3	2541+50.00	2541+75.00	Strip 12", Includes 50% Shrinkage
	24.0	2541+75.00	2542+00.00	Both		8.0	Div. (1)	42.7	2541+75.00	2542+00.00	Strip 12", Includes 50% Shrinkage
	25.0	2542+00.00	2542+25.00	Both		8.0	Div. (1)	42.0	2542+00.00	2542+25.00	Strip 12", Includes 50% Shrinkage
	25.0	2542+25.00	2542+50.00	Both		8.0	Div. (1)	41.3	2542+25.00	2542+50.00	Strip 12", Includes 50% Shrinkage
	27.0	2542+50.00	2542+75.00	Both		8.0	Div. (1)	41.3	2542+50.00	2542+75.00	Strip 12", Includes 50% Shrinkage
	28.0	2542+75.00	2543+00.00	Both		8.0	Div. (1)	41.3	2542+75.00	2543+00.00	Strip 12", Includes 50% Shrinkage
	30.0	2543+00.00	2543+25.00	Both		8.0	Div. (1)	41.3	2543+00.00	2543+25.00	Strip 12", Includes 50% Shrinkage
	34.0	2543+25.00	2543+50.00	Both		8.0	Div. (1)	44.0	2543+25.00	2543+50.00	Strip 12", Includes 50% Shrinkage
	38.0	2543+50.00	2543+75.00	Both		8.0	Div. (1)	46.0	2543+50.00	2543+75.00	Strip 12", Includes 50% Shrinkage
	37.0	2543+75.00	2544+00.00	Both		8.0	Div. (1)	42.7	2543+75.00	2544+00.00	Strip 12", Includes 50% Shrinkage
	32.0	2544+00.00	2544+25.00	Both		8.0	Div. (1)	36.7	2544+00.00	2544+25.00	Strip 12", Includes 50% Shrinkage
	28.0	2544+25.00	2544+50.00	Both		8.0	Div. (1)	32.0	2544+25.00	2544+50.00	Strip 12", Includes 50% Shrinkage
	26.0	2544+50.00	2544+75.00	Both		8.0	Div. (1)	28.7	2544+50.00	2544+75.00	Strip 12", Includes 50% Shrinkage
	25.0	2544+75.00	2545+00.00	Both		8.0	Div. (1)	26.7	2544+75.00	2545+00.00	Strip 12", Includes 50% Shrinkage
	23.0	2545+00.00	2545+25.00	Both		8.0	Div. (1)	24.7	2545+00.00	2545+25.00	Strip 12", Includes 50% Shrinkage
	19.0	2545+25.00	2545+50.00	Both		8.0	Div. (1)	20.7	2545+25.00	2545+50.00	Strip 12", Includes 50% Shrinkage
	17.0	2545+50.00	2545+75.00	Both		8.0	Div. (1)	17.3	2545+50.00	2545+75.00	Strip 12", Includes 50% Shrinkage
	16.0	2545+75.00	2546+00.00	Both		8.0	Div. (1)	14.7	2545+75.00	2546+00.00	Strip 12", Includes 50% Shrinkage
	16.0	2546+00.00	2546+25.00	Both		8.0	Div. (1)	12.7	2546+00.00	2546+25.00	Strip 12", Includes 50% Shrinkage
	16.0	2546+25.00	2546+50.00	Both		8.0	Div. (1)	10.7	2546+25.00	2546+50.00	Strip 12", Includes 50% Shrinkage
	16.0	2546+50.00	2546+75.00	Both		8.0	Div. (1)	10.0	2546+50.00	2546+75.00	Strip 12", Includes 50% Shrinkage
	17.0	2546+75.00	2547+00.00	Both		8.0	Div. (1)	11.3	2546+75.00	2547+00.00	Strip 12", Includes 50% Shrinkage
	18.0	2547+00.00	2547+25.00	Both		8.0	Div. (1)	12.0	2547+00.00	2547+25.00	Strip 12", Includes 50% Shrinkage
	18.0	2547+25.00	2547+50.00	Both		8.0	Div. (1)	12.7	2547+25.00	2547+50.00	Strip 12", Includes 50% Shrinkage
	18.0	2547+50.00	2547+75.00	Both		8.0	Div. (1)	14.0	2547+50.00	2547+75.00	Strip 12", Includes 50% Shrinkage
	17.0	2547+75.00	2548+00.00	Both		8.0	Div. (1)	16.0	2547+75.00	2548+00.00	Strip 12", Includes 50% Shrinkage
	18.0	2548+00.00	2548+25.00	Both		8.0	Div. (1)	18.7	2548+00.00	2548+25.00	Strip 12", Includes 50% Shrinkage
	19.0	2548+25.00	2548+50.00	Both		8.0	Div. (1)	19.3	2548+25.00	2548+50.00	Strip 12", Includes 50% Shrinkage
	19.0	2548+50.00	2548+75.00	Both		8.0	Div. (1)	19.3	2548+50.00	2548+75.00	Strip 12", Includes 50% Shrinkage
	19.0	2548+75.00	2549+00.00	Both		8.0	Div. (1)	19.3	2548+75.00	2549+00.00	Strip 12", Includes 50% Shrinkage
	19.0	2549+00.00	2549+25.00	Both		8.0	Div. (1)	19.3	2549+00.00	2549+25.00	Strip 12", Includes 50% Shrinkage
	20.0	2549+25.00	2549+50.00	Both		8.0	Div. (1)	20.0	2549+25.00	2549+50.00	Strip 12", Includes 50% Shrinkage
	19.0	2549+50.00	2549+75.00	Both		8.0	Div. (1)	19.3	2549+50.00	2549+75.00	Strip 12", Includes 50% Shrinkage
	18.0	2549+75.00	2550+00.00	Both		8.0	Div. (1)	18.0	2549+75.00	2550+00.00	Strip 12", Includes 50% Shrinkage
	14.0	2550+00.00	2550+25.00	Both		8.0	Div. (1)	13.3	2550+00.00	2550+25.00	Strip 12", Includes 50% Shrinkage
	9.0	2550+25.00	2550+50.00	Both		8.0	Div. (1)	8.0	2550+25.00	2550+50.00	Strip 12", Includes 50% Shrinkage
	Subtotal	STAGE 2A						Subtotal	STAGE 2A		
	2516.0							4262.6			
STAGE											
2B											
I-74	7.0	6804+75.00	6805+00.00	R		8.0	Div. (1)	0.0	6804+75.00	6805+00.00	Strip 12", Includes 50% Shrinkage
	6.0	6805+00.00	6805+25.00	R		8.0	Div. (1)	0.0	6805+00.00	6805+25.00	Strip 12", Includes 50% Shrinkage
	5.0	6805+25.00	6805+50.00	R		8.0	Div. (1)	2.0	6805+25.00	6805+50.00	Strip 12", Includes 50% Shrinkage
	5.0	6805+50.00	6805+75.00	R		8.0	Div. (1)	6.7	6805+50.00	6805+75.00	Strip 12", Includes 50% Shrinkage
	4.0	6805+75.00	6806+00.00	R		8.0	Div. (1)	8.7	6805+75.00	6806+00.00	Strip 12", Includes 50% Shrinkage
	3.0	6806+00.00	6806+25.00	R		8.0	Div. (1)	7.3	6806+00.00	6806+25.00	Strip 12", Includes 50% Shrinkage
	2.0	6806+25.00	6806+50.00	R		8.0	Div. (1)	6.0	6806+25.00	6806+50.00	Strip 12", Includes 50% Shrinkage
	2.0	6806+50.00	6806+75.00	R		8.0	Div. (1)	6.0	6806+50.00	6806+75.00	Strip 12", Includes 50% Shrinkage
	3.0	6806+75.00	6807+00.00	R		8.0	Div. (1)	6.0	6806+75.00	6807+00.00	Strip 12", Includes 50% Shrinkage
	3.0	6807+00.00	6807+25.00	R		8.0	Div. (1)	6.0	6807+00.00	6807+25.00	Strip 12", Includes 50% Shrinkage
	1.0	6807+25.00	6807+50.00	R		8.0	Div. (1)	12.7	6807+25.00	6807+50.00	Strip 12", Includes 50% Shrinkage
	22.0	6807+50.00	6807+75.00	R		8.0	Div. (1)	34.0	6807+50.00	6807+75.00	Strip 12", Includes 50% Shrinkage
	43.0	6807+75.00	6808+00.00	R		8.0	Div. (1)	46.7	6807+75.00	6808+00.00	Strip 12", Includes 50% Shrinkage
	42.0	6808+00.00	6808+25.00	R		8.0	Div. (1)	44.7	6808+00.00	6808+25.00	Strip 12", Includes 50% Shrinkage
	41.0	6808+25.00	6808+50.00	R		8.0	Div. (1)	42.7	6808+25.00	6808+50.00	Strip 12", Includes 50% Shrinkage
	41.0	6808+50.00	6808+75.00	R		8.0	Div. (1)	40.0	6808+50.00	6808+75.00	Strip 12", Includes 50% Shrinkage
	41.0	6808+75.00	6809+00.00	R		8.0	Div. (1)	40.0	6808+75.00	6809+00.00	Strip 12", Includes 50% Shrinkage
	39.0	6809+00.00	6809+25.00	R		8.0	Div. (1)	38.0	6809+00.00	6809+25.00	Strip 12", Includes 50% Shrinkage
	39.0	6809+25.00	6809+50.00	R		8.0	Div. (1)	39.3	6809+25.00	6809+50.00	Strip 12", Includes 50% Shrinkage
	38.0	6809+50.00	6809+75.00	R		8.0	Div. (1)	45.3	6809+50.00	6809+75.00	Strip 12", Includes 50% Shrinkage
	37.0	6809+75.00	6810+00.00	R		8.0	Div. (1)	50.7	6809+75.00	6810+00.00	Strip 12", Includes 50% Shrinkage
	36.0	6810+00.00	6810+25.00	R		8.0	Div. (1)	56.7	6810+00.00	6810+25.00	Strip 12", Includes 50% Shrinkage
	36.0	6810+25.00	6810+50.00	R		8.0	Div. (1)	60.7	6810+25.00	6810+50.00	Strip 12", Includes 50% Shrinkage
	35.0	6810+50.00	6810+75.00	R		8.0	Div. (1)	58.7	6810+50.00	6810+75.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

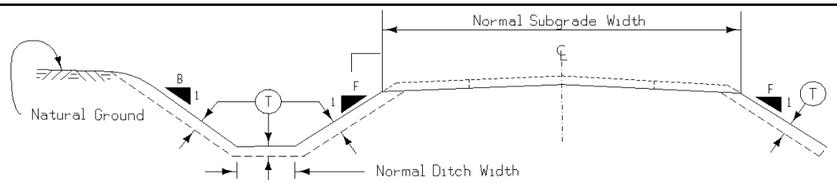


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	34.0	6810+75.00	6811+00.00	R		8.0	Div. (1)	79.3	6810+75.00	6811+00.00	Strip 12", Includes 50% Shrinkage
	33.0	6811+00.00	6811+25.00	R		8.0	Div. (1)	97.3	6811+00.00	6811+25.00	Strip 12", Includes 50% Shrinkage
	32.0	6811+25.00	6811+50.00	R		8.0	Div. (1)	72.0	6811+25.00	6811+50.00	Strip 12", Includes 50% Shrinkage
	31.0	6811+50.00	6811+75.00	R		8.0	Div. (1)	55.3	6811+50.00	6811+75.00	Strip 12", Includes 50% Shrinkage
	31.0	6811+75.00	6812+00.00	R		8.0	Div. (1)	58.0	6811+75.00	6812+00.00	Strip 12", Includes 50% Shrinkage
	30.0	6812+00.00	6812+25.00	R		8.0	Div. (1)	54.0	6812+00.00	6812+25.00	Strip 12", Includes 50% Shrinkage
	29.0	6812+25.00	6812+50.00	R		8.0	Div. (1)	51.3	6812+25.00	6812+50.00	Strip 12", Includes 50% Shrinkage
	28.0	6812+50.00	6812+75.00	R		8.0	Div. (1)	52.0	6812+50.00	6812+75.00	Strip 12", Includes 50% Shrinkage
	27.0	6812+75.00	6813+00.00	R		8.0	Div. (1)	56.7	6812+75.00	6813+00.00	Strip 12", Includes 50% Shrinkage
	26.0	6813+00.00	6813+25.00	R		8.0	Div. (1)	58.7	6813+00.00	6813+25.00	Strip 12", Includes 50% Shrinkage
	26.0	6813+25.00	6813+50.00	R		8.0	Div. (1)	58.0	6813+25.00	6813+50.00	Strip 12", Includes 50% Shrinkage
	25.0	6813+50.00	6813+75.00	R		8.0	Div. (1)	56.7	6813+50.00	6813+75.00	Strip 12", Includes 50% Shrinkage
	24.0	6813+75.00	6814+00.00	R		8.0	Div. (1)	55.3	6813+75.00	6814+00.00	Strip 12", Includes 50% Shrinkage
	23.0	6814+00.00	6814+25.00	R		8.0	Div. (1)	54.7	6814+00.00	6814+25.00	Strip 12", Includes 50% Shrinkage
	22.0	6814+25.00	6814+50.00	R		8.0	Div. (1)	53.3	6814+25.00	6814+50.00	Strip 12", Includes 50% Shrinkage
	22.0	6814+50.00	6814+75.00	R		8.0	Div. (1)	52.0	6814+50.00	6814+75.00	Strip 12", Includes 50% Shrinkage
	21.0	6814+75.00	6815+00.00	R		8.0	Div. (1)	51.3	6814+75.00	6815+00.00	Strip 12", Includes 50% Shrinkage
	20.0	6815+00.00	6815+25.00	R		8.0	Div. (1)	50.0	6815+00.00	6815+25.00	Strip 12", Includes 50% Shrinkage
	20.0	6815+25.00	6815+50.00	R		8.0	Div. (1)	49.3	6815+25.00	6815+50.00	Strip 12", Includes 50% Shrinkage
	19.0	6815+50.00	6815+75.00	R		8.0	Div. (1)	48.0	6815+50.00	6815+75.00	Strip 12", Includes 50% Shrinkage
	18.0	6815+75.00	6816+00.00	R		8.0	Div. (1)	47.3	6815+75.00	6816+00.00	Strip 12", Includes 50% Shrinkage
	17.0	6816+00.00	6816+25.00	R		8.0	Div. (1)	36.7	6816+00.00	6816+25.00	Strip 12", Includes 50% Shrinkage
	17.0	6816+25.00	6816+50.00	R		8.0	Div. (1)	35.3	6816+25.00	6816+50.00	Strip 12", Includes 50% Shrinkage
	16.0	6816+50.00	6816+75.00	R		8.0	Div. (1)	44.0	6816+50.00	6816+75.00	Strip 12", Includes 50% Shrinkage
	15.0	6816+75.00	6817+00.00	R		8.0	Div. (1)	43.3	6816+75.00	6817+00.00	Strip 12", Includes 50% Shrinkage
	14.0	6817+00.00	6817+25.00	R		8.0	Div. (1)	42.0	6817+00.00	6817+25.00	Strip 12", Includes 50% Shrinkage
	13.0	6817+25.00	6817+50.00	R		8.0	Div. (1)	40.7	6817+25.00	6817+50.00	Strip 12", Includes 50% Shrinkage
	11.0	6817+50.00	6817+75.00	R		8.0	Div. (1)	38.7	6817+50.00	6817+75.00	Strip 12", Includes 50% Shrinkage
	10.0	6817+75.00	6818+00.00	R		8.0	Div. (1)	36.7	6817+75.00	6818+00.00	Strip 12", Includes 50% Shrinkage
	9.0	6818+00.00	6818+25.00	R		8.0	Div. (1)	34.0	6818+00.00	6818+25.00	Strip 12", Includes 50% Shrinkage
	8.0	6818+25.00	6818+50.00	R		8.0	Div. (1)	32.7	6818+25.00	6818+50.00	Strip 12", Includes 50% Shrinkage
	7.0	6818+50.00	6818+75.00	R		8.0	Div. (1)	32.7	6818+50.00	6818+75.00	Strip 12", Includes 50% Shrinkage
	3.0	6818+75.00	6819+00.00	R		8.0	Div. (1)	26.7	6818+75.00	6819+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6819+00.00	6819+25.00	R		8.0	Div. (1)	22.0	6819+00.00	6819+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6819+25.00	6819+50.00	M		8.0	Div. (1)	22.0	6819+25.00	6819+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6819+50.00	6819+75.00	M		8.0	Div. (1)	21.3	6819+50.00	6819+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6819+75.00	6820+00.00	M		8.0	Div. (1)	21.3	6819+75.00	6820+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6820+00.00	6820+25.00	M		8.0	Div. (1)	21.3	6820+00.00	6820+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6820+25.00	6820+50.00	M		8.0	Div. (1)	21.3	6820+25.00	6820+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6820+50.00	6820+75.00	M		8.0	Div. (1)	21.3	6820+50.00	6820+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6820+75.00	6821+00.00	M		8.0	Div. (1)	21.3	6820+75.00	6821+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6821+00.00	6821+25.00	M		8.0	Div. (1)	21.3	6821+00.00	6821+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6821+25.00	6821+50.00	M		8.0	Div. (1)	21.3	6821+25.00	6821+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6821+50.00	6821+75.00	M		8.0	Div. (1)	21.3	6821+50.00	6821+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6821+75.00	6822+00.00	M		8.0	Div. (1)	21.3	6821+75.00	6822+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6822+00.00	6822+25.00	M		8.0	Div. (1)	21.3	6822+00.00	6822+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6822+25.00	6822+50.00	M		8.0	Div. (1)	22.0	6822+25.00	6822+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6822+50.00	6822+75.00	M		8.0	Div. (1)	22.0	6822+50.00	6822+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6822+75.00	6823+00.00	M		8.0	Div. (1)	22.0	6822+75.00	6823+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6823+00.00	6823+25.00	M		8.0	Div. (1)	22.0	6823+00.00	6823+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6823+25.00	6823+50.00	M		8.0	Div. (1)	22.0	6823+25.00	6823+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6823+50.00	6823+75.00	M		8.0	Div. (1)	22.0	6823+50.00	6823+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6823+75.00	6824+00.00	M		8.0	Div. (1)	22.0	6823+75.00	6824+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6824+00.00	6824+25.00	M		8.0	Div. (1)	22.0	6824+00.00	6824+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6824+25.00	6824+50.00	M		8.0	Div. (1)	22.0	6824+25.00	6824+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6824+50.00	6824+75.00	M		8.0	Div. (1)	22.0	6824+50.00	6824+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6824+75.00	6825+00.00	M		8.0	Div. (1)	22.0	6824+75.00	6825+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6825+00.00	6825+25.00	M		8.0	Div. (1)	22.0	6825+00.00	6825+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6825+25.00	6825+50.00	M		8.0	Div. (1)	21.3	6825+25.00	6825+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6825+50.00	6825+75.00	M		8.0	Div. (1)	20.7	6825+50.00	6825+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6825+75.00	6826+00.00	M		8.0	Div. (1)	16.0	6825+75.00	6826+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6826+00.00	6826+25.00	M		8.0	Div. (1)	16.0	6826+00.00	6826+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6826+25.00	6826+50.00	M		8.0	Div. (1)	21.3	6826+25.00	6826+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6826+50.00	6826+75.00	M		8.0	Div. (1)	21.3	6826+50.00	6826+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6826+75.00	6827+00.00	M		8.0	Div. (1)	21.3	6826+75.00	6827+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6827+00.00	6827+25.00	M		8.0	Div. (1)	21.3	6827+00.00	6827+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6827+25.00	6827+50.00	M		8.0	Div. (1)	21.3	6827+25.00	6827+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6827+50.00	6827+75.00	M		8.0	Div. (1)	21.3	6827+50.00	6827+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6827+75.00	6828+00.00	M		8.0	Div. (1)	21.3	6827+75.00	6828+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6828+00.00	6828+25.00	M		8.0	Div. (1)	21.3	6828+00.00	6828+25.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

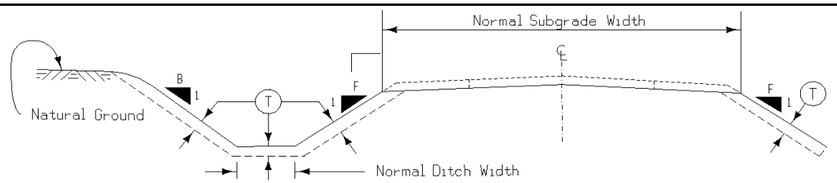


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	0.0	6828+25.00	6828+50.00	M		8.0	Div. (1)	21.3	6828+25.00	6828+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6828+50.00	6828+75.00	M		8.0	Div. (1)	21.3	6828+50.00	6828+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6828+75.00	6829+00.00	M		8.0	Div. (1)	21.3	6828+75.00	6829+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6829+00.00	6829+25.00	M		8.0	Div. (1)	21.3	6829+00.00	6829+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6829+25.00	6829+50.00	M		8.0	Div. (1)	21.3	6829+25.00	6829+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6829+50.00	6829+75.00	M		8.0	Div. (1)	21.3	6829+50.00	6829+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6829+75.00	6830+00.00	M		8.0	Div. (1)	21.3	6829+75.00	6830+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6830+00.00	6830+25.00	M		8.0	Div. (1)	21.3	6830+00.00	6830+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6830+25.00	6830+50.00	M		8.0	Div. (1)	21.3	6830+25.00	6830+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6830+50.00	6830+75.00	M		8.0	Div. (1)	21.3	6830+50.00	6830+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6830+75.00	6831+00.00	M		8.0	Div. (1)	21.3	6830+75.00	6831+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6831+00.00	6831+25.00	M		8.0	Div. (1)	21.3	6831+00.00	6831+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6831+25.00	6831+50.00	M		8.0	Div. (1)	21.3	6831+25.00	6831+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6831+50.00	6831+75.00	M		8.0	Div. (1)	21.3	6831+50.00	6831+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6831+75.00	6832+00.00	M		8.0	Div. (1)	21.3	6831+75.00	6832+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6832+00.00	6832+25.00	M		8.0	Div. (1)	21.3	6832+00.00	6832+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6832+25.00	6832+50.00	M		8.0	Div. (1)	21.3	6832+25.00	6832+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6832+50.00	6832+75.00	M		8.0	Div. (1)	21.3	6832+50.00	6832+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6832+75.00	6833+00.00	M		8.0	Div. (1)	21.3	6832+75.00	6833+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6833+00.00	6833+25.00	M		8.0	Div. (1)	21.3	6833+00.00	6833+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6833+25.00	6833+50.00	M		8.0	Div. (1)	21.3	6833+25.00	6833+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6833+50.00	6833+75.00	M		8.0	Div. (1)	21.3	6833+50.00	6833+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6833+75.00	6834+00.00	M		8.0	Div. (1)	21.3	6833+75.00	6834+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6834+00.00	6834+25.00	M		8.0	Div. (1)	10.7	6834+00.00	6834+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6834+25.00	6834+50.00	M		8.0	Div. (1)	0.0	6834+25.00	6834+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6834+50.00	6834+75.00	M		8.0	Div. (1)	0.0	6834+50.00	6834+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6834+75.00	6835+00.00	M		8.0	Div. (1)	10.7	6834+75.00	6835+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6835+00.00	6835+25.00	M		8.0	Div. (1)	21.3	6835+00.00	6835+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6835+25.00	6835+50.00	M		8.0	Div. (1)	21.3	6835+25.00	6835+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6835+50.00	6835+75.00	M		8.0	Div. (1)	22.0	6835+50.00	6835+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6835+75.00	6836+00.00	M		8.0	Div. (1)	22.0	6835+75.00	6836+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6836+00.00	6836+25.00	M		8.0	Div. (1)	22.0	6836+00.00	6836+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6836+25.00	6836+50.00	M		8.0	Div. (1)	21.3	6836+25.00	6836+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6836+50.00	6836+75.00	M		8.0	Div. (1)	21.3	6836+50.00	6836+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6836+75.00	6837+00.00	M		8.0	Div. (1)	21.3	6836+75.00	6837+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6837+00.00	6837+25.00	M		8.0	Div. (1)	20.7	6837+00.00	6837+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6837+25.00	6837+50.00	M		8.0	Div. (1)	20.7	6837+25.00	6837+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6837+50.00	6837+75.00	M		8.0	Div. (1)	16.0	6837+50.00	6837+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6837+75.00	6838+00.00	M		8.0	Div. (1)	10.7	6837+75.00	6838+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6838+00.00	6838+25.00	M		8.0	Div. (1)	10.7	6838+00.00	6838+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6838+25.00	6838+50.00	M		8.0	Div. (1)	10.7	6838+25.00	6838+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6838+50.00	6838+75.00	M		8.0	Div. (1)	10.7	6838+50.00	6838+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6838+75.00	6839+00.00	M		8.0	Div. (1)	10.7	6838+75.00	6839+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6839+00.00	6839+25.00	M		8.0	Div. (1)	10.7	6839+00.00	6839+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6839+25.00	6839+50.00	M		8.0	Div. (1)	12.0	6839+25.00	6839+50.00	Strip 12", Includes 50% Shrinkage
US 67						8.0					
AMP B	9.0	2591+08.39	2591+25.00	Both		8.0	Div. (1)	18.0	2591+08.39	2591+25.00	Strip 12", Includes 50% Shrinkage
	10.0	2591+25.00	2591+50.00	Both		8.0	Div. (1)	18.7	2591+25.00	2591+50.00	Strip 12", Includes 50% Shrinkage
	15.0	2591+50.00	2591+75.00	Both		8.0	Div. (1)	28.0	2591+50.00	2591+75.00	Strip 12", Includes 50% Shrinkage
	19.0	2591+75.00	2592+00.00	Both		8.0	Div. (1)	46.0	2591+75.00	2592+00.00	Strip 12", Includes 50% Shrinkage
	18.0	2592+00.00	2592+25.00	Both		8.0	Div. (1)	53.3	2592+00.00	2592+25.00	Strip 12", Includes 50% Shrinkage
	16.0	2592+25.00	2592+50.00	Both		8.0	Div. (1)	51.3	2592+25.00	2592+50.00	Strip 12", Includes 50% Shrinkage
	5.0	2592+50.00	2592+65.24	Both		8.0	Div. (1)	15.3	2592+50.00	2592+65.24	Strip 12", Includes 50% Shrinkage
	2.0	2592+65.24	2592+75.00	Both		8.0	Div. (1)	1.3	2592+65.24	2592+75.00	Strip 12", Includes 50% Shrinkage
	7.0	2592+75.00	2593+00.00	Both		8.0	Div. (1)	7.3	2592+75.00	2593+00.00	Strip 12", Includes 50% Shrinkage
	8.0	2593+00.00	2593+25.00	Both		8.0	Div. (1)	8.7	2593+00.00	2593+25.00	Strip 12", Includes 50% Shrinkage
	9.0	2593+25.00	2593+50.00	Both		8.0	Div. (1)	9.3	2593+25.00	2593+50.00	Strip 12", Includes 50% Shrinkage
	9.0	2593+50.00	2593+75.00	Both		8.0	Div. (1)	10.0	2593+50.00	2593+75.00	Strip 12", Includes 50% Shrinkage
	8.0	2593+75.00	2594+00.00	Both		8.0	Div. (1)	9.3	2593+75.00	2594+00.00	Strip 12", Includes 50% Shrinkage
	7.0	2594+00.00	2594+25.00	Both		8.0	Div. (1)	9.3	2594+00.00	2594+25.00	Strip 12", Includes 50% Shrinkage
	1.0	2594+25.00	2594+26.77	Both		8.0	Div. (1)	0.7	2594+25.00	2594+26.77	Strip 12", Includes 50% Shrinkage
US 67											
AMP D	0.0	4503+00.00	4503+25.00	Both		8.0	Div. (1)	18.7	4503+00.00	4503+25.00	Strip 4", Includes 50% Shrinkage
	0.0	4503+25.00	4503+50.00	Both		8.0	Div. (1)	24.0	4503+25.00	4503+50.00	Strip 4", Includes 50% Shrinkage
	30.0	4503+50.00	4503+75.00	Both		8.0	Div. (1)	26.7	4503+50.00	4503+75.00	Strip 4", Includes 50% Shrinkage
	55.0	4503+75.00	4504+00.00	Both		8.0	Div. (1)	24.7	4503+75.00	4504+00.00	Strip 4", Includes 50% Shrinkage
	55.0	4504+00.00	4504+25.00	Both		8.0	Div. (1)	24.7	4504+00.00	4504+25.00	Strip 4", Includes 50% Shrinkage
	52.0	4504+25.00	4504+50.00	Both		8.0	Div. (1)	26.0	4504+25.00	4504+50.00	Strip 4", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

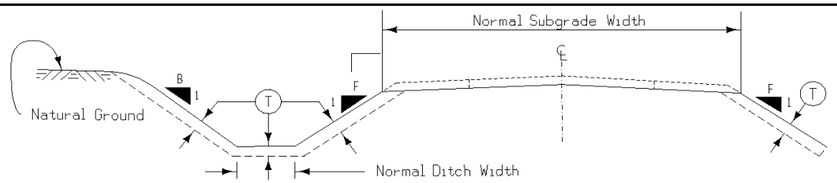


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	46.0	4504+50.00	4504+75.00	Both		8.0	Div. (1)	25.3	4504+50.00	4504+75.00	Strip 4", Includes 50% Shrinkage
	45.0	4504+75.00	4505+00.00	Both		8.0	Div. (1)	50.0	4504+75.00	4505+00.00	Strip 4", Includes 50% Shrinkage
	51.0	4505+00.00	4505+25.00	Both		8.0	Div. (1)	74.7	4505+00.00	4505+25.00	Strip 4", Includes 50% Shrinkage
	57.0	4505+25.00	4505+50.00	Both		8.0	Div. (1)	37.3	4505+25.00	4505+50.00	Strip 4", Includes 50% Shrinkage
	56.0	4505+50.00	4505+75.00	Both		8.0	Div. (1)	36.7	4505+50.00	4505+75.00	Strip 4", Includes 50% Shrinkage
	55.0	4505+75.00	4506+00.00	Both		8.0	Div. (1)	74.0	4505+75.00	4506+00.00	Strip 4", Includes 50% Shrinkage
	54.0	4506+00.00	4506+25.00	Both		8.0	Div. (1)	74.7	4506+00.00	4506+25.00	Strip 4", Includes 50% Shrinkage
	54.0	4506+25.00	4506+50.00	Both		8.0	Div. (1)	72.7	4506+25.00	4506+50.00	Strip 4", Includes 50% Shrinkage
	52.0	4506+50.00	4506+75.00	Both		8.0	Div. (1)	68.7	4506+50.00	4506+75.00	Strip 4", Includes 50% Shrinkage
	50.0	4506+75.00	4507+00.00	Both		8.0	Div. (1)	63.3	4506+75.00	4507+00.00	Strip 4", Includes 50% Shrinkage
	48.0	4507+00.00	4507+25.00	Both		8.0	Div. (1)	58.7	4507+00.00	4507+25.00	Strip 4", Includes 50% Shrinkage
	46.0	4507+25.00	4507+50.00	Both		8.0	Div. (1)	53.3	4507+25.00	4507+50.00	Strip 4", Includes 50% Shrinkage
	2080.0	RAMP B TO	15TH ST. AND					0.0			
		GILBERT TO	US 67								
	SUBTOTAL	STAGE 2B						SUBTOTAL	STAGE 2B		
	4241.0							5038.6			
STAGE											
2B-2											
I-74	21.0	6807+75.00	6808+00.00	R		8.0	Div. (1)	4.0	6807+75.00	6808+00.00	Strip 12", Includes 50% Shrinkage
	21.0	6808+00.00	6808+25.00	R		8.0	Div. (1)	4.0	6808+00.00	6808+25.00	Strip 12", Includes 50% Shrinkage
	22.0	6808+25.00	6808+50.00	R		8.0	Div. (1)	4.0	6808+25.00	6808+50.00	Strip 12", Includes 50% Shrinkage
	21.0	6808+50.00	6808+75.00	R		8.0	Div. (1)	4.0	6808+50.00	6808+75.00	Strip 12", Includes 50% Shrinkage
	41.0	6808+75.00	6809+00.00	R		8.0	Div. (1)	7.3	6808+75.00	6809+00.00	Strip 12", Includes 50% Shrinkage
	21.0	6809+00.00	6809+25.00	R		8.0	Div. (1)	4.0	6809+00.00	6809+25.00	Strip 12", Includes 50% Shrinkage
	21.0	6809+25.00	6809+50.00	R		8.0	Div. (1)	4.0	6809+25.00	6809+50.00	Strip 12", Includes 50% Shrinkage
	21.0	6809+50.00	6809+75.00	R		8.0	Div. (1)	4.0	6809+50.00	6809+75.00	Strip 12", Includes 50% Shrinkage
	21.0	6809+75.00	6810+00.00	R		8.0	Div. (1)	4.0	6809+75.00	6810+00.00	Strip 12", Includes 50% Shrinkage
	21.0	6810+00.00	6810+25.00	R		8.0	Div. (1)	4.0	6810+00.00	6810+25.00	Strip 12", Includes 50% Shrinkage
	22.0	6810+25.00	6810+50.00	R		8.0	Div. (1)	4.0	6810+25.00	6810+50.00	Strip 12", Includes 50% Shrinkage
	21.0	6810+50.00	6810+75.00	R		8.0	Div. (1)	4.0	6810+50.00	6810+75.00	Strip 12", Includes 50% Shrinkage
	21.0	6810+75.00	6811+00.00	R		8.0	Div. (1)	4.0	6810+75.00	6811+00.00	Strip 12", Includes 50% Shrinkage
	21.0	6811+00.00	6811+25.00	R		8.0	Div. (1)	4.0	6811+00.00	6811+25.00	Strip 12", Includes 50% Shrinkage
	21.0	6811+25.00	6811+50.00	R		8.0	Div. (1)	4.0	6811+25.00	6811+50.00	Strip 12", Includes 50% Shrinkage
	21.0	6811+50.00	6811+75.00	R		8.0	Div. (1)	4.0	6811+50.00	6811+75.00	Strip 12", Includes 50% Shrinkage
	21.0	6811+75.00	6812+00.00	R		8.0	Div. (1)	3.3	6811+75.00	6812+00.00	Strip 12", Includes 50% Shrinkage
	21.0	6812+00.00	6812+25.00	R		8.0	Div. (1)	3.3	6812+00.00	6812+25.00	Strip 12", Includes 50% Shrinkage
	21.0	6812+25.00	6812+50.00	R		8.0	Div. (1)	3.3	6812+25.00	6812+50.00	Strip 12", Includes 50% Shrinkage
	21.0	6812+50.00	6812+75.00	R		8.0	Div. (1)	3.3	6812+50.00	6812+75.00	Strip 12", Includes 50% Shrinkage
	21.0	6812+75.00	6813+00.00	R		8.0	Div. (1)	3.3	6812+75.00	6813+00.00	Strip 12", Includes 50% Shrinkage
	20.0	6813+00.00	6813+25.00	R		8.0	Div. (1)	3.3	6813+00.00	6813+25.00	Strip 12", Includes 50% Shrinkage
	20.0	6813+25.00	6813+50.00	R		8.0	Div. (1)	2.7	6813+25.00	6813+50.00	Strip 12", Includes 50% Shrinkage
	20.0	6813+50.00	6813+75.00	R		8.0	Div. (1)	2.7	6813+50.00	6813+75.00	Strip 12", Includes 50% Shrinkage
	20.0	6813+75.00	6814+00.00	R		8.0	Div. (1)	2.0	6813+75.00	6814+00.00	Strip 12", Includes 50% Shrinkage
	20.0	6814+00.00	6814+25.00	R		8.0	Div. (1)	2.0	6814+00.00	6814+25.00	Strip 12", Includes 50% Shrinkage
	20.0	6814+25.00	6814+50.00	R		8.0	Div. (1)	2.0	6814+25.00	6814+50.00	Strip 12", Includes 50% Shrinkage
	20.0	6814+50.00	6814+75.00	R		8.0	Div. (1)	1.3	6814+50.00	6814+75.00	Strip 12", Includes 50% Shrinkage
	20.0	6814+75.00	6815+00.00	R		8.0	Div. (1)	1.3	6814+75.00	6815+00.00	Strip 12", Includes 50% Shrinkage
	19.0	6815+00.00	6815+25.00	R		8.0	Div. (1)	1.3	6815+00.00	6815+25.00	Strip 12", Includes 50% Shrinkage
	19.0	6815+25.00	6815+50.00	R		8.0	Div. (1)	0.7	6815+25.00	6815+50.00	Strip 12", Includes 50% Shrinkage
	18.0	6815+50.00	6815+75.00	R		8.0	Div. (1)	0.7	6815+50.00	6815+75.00	Strip 12", Includes 50% Shrinkage
	18.0	6815+75.00	6816+00.00	R		8.0	Div. (1)	0.7	6815+75.00	6816+00.00	Strip 12", Includes 50% Shrinkage
	18.0	6816+00.00	6816+25.00	R		8.0	Div. (1)	0.7	6816+00.00	6816+25.00	Strip 12", Includes 50% Shrinkage
	18.0	6816+25.00	6816+50.00	R		8.0	Div. (1)	0.7	6816+25.00	6816+50.00	Strip 12", Includes 50% Shrinkage
	17.0	6816+50.00	6816+75.00	R		8.0	Div. (1)	0.7	6816+50.00	6816+75.00	Strip 12", Includes 50% Shrinkage
	18.0	6816+75.00	6817+00.00	R		8.0	Div. (1)	2.0	6816+75.00	6817+00.00	Strip 12", Includes 50% Shrinkage
	17.0	6817+00.00	6817+25.00	R		8.0	Div. (1)	3.3	6817+00.00	6817+25.00	Strip 12", Includes 50% Shrinkage
	19.0	6817+25.00	6817+50.00	R		8.0	Div. (1)	4.0	6817+25.00	6817+50.00	Strip 12", Includes 50% Shrinkage
	20.0	6817+50.00	6817+75.00	R		8.0	Div. (1)	4.0	6817+50.00	6817+75.00	Strip 12", Includes 50% Shrinkage
	19.0	6817+75.00	6818+00.00	R		8.0	Div. (1)	2.7	6817+75.00	6818+00.00	Strip 12", Includes 50% Shrinkage
	18.0	6818+00.00	6818+25.00	R		8.0	Div. (1)	0.7	6818+00.00	6818+25.00	Strip 12", Includes 50% Shrinkage
	19.0	6818+25.00	6818+50.00	R		8.0	Div. (1)	0.7	6818+25.00	6818+50.00	Strip 12", Includes 50% Shrinkage
	20.0	6818+50.00	6818+75.00	R		8.0	Div. (1)	0.7	6818+50.00	6818+75.00	Strip 12", Includes 50% Shrinkage
	24.0	6818+75.00	6819+00.00	R		8.0	Div. (1)	1.3	6818+75.00	6819+00.00	Strip 12", Includes 50% Shrinkage
	26.0	6819+00.00	6819+25.00	R		8.0	Div. (1)	2.7	6819+00.00	6819+25.00	Strip 12", Includes 50% Shrinkage
	25.0	6819+25.00	6819+50.00	R		8.0	Div. (1)	5.3	6819+25.00	6819+50.00	Strip 12", Includes 50% Shrinkage
	23.0	6819+50.00	6819+75.00	R		8.0	Div. (1)	3.3	6819+50.00	6819+75.00	Strip 12", Includes 50% Shrinkage
	21.0	6819+75.00	6820+00.00	R		8.0	Div. (1)	0.7	6819+75.00	6820+00.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

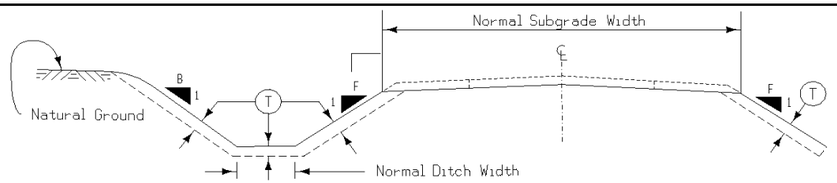


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	20.0	6820+00.00	6820+25.00	R		8.0	Div. (1)	0.7	6820+00.00	6820+25.00	Strip 12", Includes 50% Shrinkage
	18.0	6820+25.00	6820+50.00	R		8.0	Div. (1)	0.0	6820+25.00	6820+50.00	Strip 12", Includes 50% Shrinkage
	17.0	6820+50.00	6820+75.00	R		8.0	Div. (1)	0.0	6820+50.00	6820+75.00	Strip 12", Includes 50% Shrinkage
	17.0	6820+75.00	6821+00.00	R		8.0	Div. (1)	0.7	6820+75.00	6821+00.00	Strip 12", Includes 50% Shrinkage
	16.0	6821+00.00	6821+25.00	R		8.0	Div. (1)	0.7	6821+00.00	6821+25.00	Strip 12", Includes 50% Shrinkage
	15.0	6821+25.00	6821+50.00	R		8.0	Div. (1)	0.7	6821+25.00	6821+50.00	Strip 12", Includes 50% Shrinkage
	14.0	6821+50.00	6821+75.00	R		8.0	Div. (1)	0.7	6821+50.00	6821+75.00	Strip 12", Includes 50% Shrinkage
	13.0	6821+75.00	6822+00.00	R		8.0	Div. (1)	0.7	6821+75.00	6822+00.00	Strip 12", Includes 50% Shrinkage
	12.0	6822+00.00	6822+25.00	R		8.0	Div. (1)	0.7	6822+00.00	6822+25.00	Strip 12", Includes 50% Shrinkage
	11.0	6822+25.00	6822+50.00	R		8.0	Div. (1)	0.7	6822+25.00	6822+50.00	Strip 12", Includes 50% Shrinkage
	11.0	6822+50.00	6822+75.00	R		8.0	Div. (1)	0.7	6822+50.00	6822+75.00	Strip 12", Includes 50% Shrinkage
	10.0	6822+75.00	6823+00.00	R		8.0	Div. (1)	0.7	6822+75.00	6823+00.00	Strip 12", Includes 50% Shrinkage
	9.0	6823+00.00	6823+25.00	R		8.0	Div. (1)	0.7	6823+00.00	6823+25.00	Strip 12", Includes 50% Shrinkage
	9.0	6823+25.00	6823+50.00	R		8.0	Div. (1)	0.7	6823+25.00	6823+50.00	Strip 12", Includes 50% Shrinkage
	8.0	6823+50.00	6823+75.00	R		8.0	Div. (1)	0.0	6823+50.00	6823+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6823+75.00	6824+00.00	R		8.0	Div. (1)	0.7	6823+75.00	6824+00.00	Strip 12", Includes 50% Shrinkage
	7.0	6824+00.00	6824+25.00	R		8.0	Div. (1)	1.3	6824+00.00	6824+25.00	Strip 12", Includes 50% Shrinkage
	7.0	6824+25.00	6824+50.00	R		8.0	Div. (1)	2.0	6824+25.00	6824+50.00	Strip 12", Includes 50% Shrinkage
	7.0	6824+50.00	6824+75.00	R		8.0	Div. (1)	2.0	6824+50.00	6824+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6824+75.00	6825+00.00	R		8.0	Div. (1)	2.0	6824+75.00	6825+00.00	Strip 12", Includes 50% Shrinkage
	9.0	6825+00.00	6825+25.00	R		8.0	Div. (1)	4.7	6825+00.00	6825+25.00	Strip 12", Includes 50% Shrinkage
	10.0	6825+25.00	6825+50.00	R		8.0	Div. (1)	5.3	6825+25.00	6825+50.00	Strip 12", Includes 50% Shrinkage
	14.0	6825+50.00	6825+75.00	R		8.0	Div. (1)	9.3	6825+50.00	6825+75.00	Strip 12", Includes 50% Shrinkage
US 67											
AMP D	2.0	4497+00.00	4497+25.00	Both		8.0	Div. (1)	1.3	4497+00.00	4497+25.00	Strip 4", Includes 50% Shrinkage
	2.0	4497+25.00	4497+50.00	Both		8.0	Div. (1)	1.3	4497+25.00	4497+50.00	Strip 4", Includes 50% Shrinkage
	3.0	4497+50.00	4497+75.00	Both		8.0	Div. (1)	2.0	4497+50.00	4497+75.00	Strip 4", Includes 50% Shrinkage
	4.0	4497+75.00	4498+00.00	Both		8.0	Div. (1)	2.0	4497+75.00	4498+00.00	Strip 4", Includes 50% Shrinkage
	5.0	4498+00.00	4498+25.00	Both		8.0	Div. (1)	2.0	4498+00.00	4498+25.00	Strip 4", Includes 50% Shrinkage
	9.0	4498+25.00	4498+50.00	Both		8.0	Div. (1)	2.7	4498+25.00	4498+50.00	Strip 4", Includes 50% Shrinkage
	9.0	4498+50.00	4498+75.00	Both		8.0	Div. (1)	3.3	4498+50.00	4498+75.00	Strip 4", Includes 50% Shrinkage
	6.0	4498+75.00	4499+00.00	Both		8.0	Div. (1)	2.0	4498+75.00	4499+00.00	Strip 4", Includes 50% Shrinkage
	5.0	4499+00.00	4499+25.00	Both		8.0	Div. (1)	2.0	4499+00.00	4499+25.00	Strip 4", Includes 50% Shrinkage
	4.0	4499+25.00	4499+50.00	Both		8.0	Div. (1)	1.3	4499+25.00	4499+50.00	Strip 4", Includes 50% Shrinkage
	4.0	4499+50.00	4499+75.00	Both		8.0	Div. (1)	1.3	4499+50.00	4499+75.00	Strip 4", Includes 50% Shrinkage
	3.0	4499+75.00	4500+00.00	Both		8.0	Div. (1)	1.3	4499+75.00	4500+00.00	Strip 4", Includes 50% Shrinkage
	57.0	4500+00.00	4502+75.00	Both		8.0	Div. (1)	47.3	4500+00.00	4502+75.00	Strip 4", Includes 50% Shrinkage
	9.0	4502+75.00	4503+00.00	Both		8.0	Div. (1)	9.3	4502+75.00	4503+00.00	Strip 4", Includes 50% Shrinkage
	13.0	4503+00.00	4503+25.00	Both		8.0	Div. (1)	13.3	4503+00.00	4503+25.00	Strip 4", Includes 50% Shrinkage
	17.0	4503+25.00	4503+50.00	Both		8.0	Div. (1)	8.7	4503+25.00	4503+50.00	Strip 4", Includes 50% Shrinkage
	21.0	4503+50.00	4503+75.00	Both		8.0	Div. (1)	1.3	4503+50.00	4503+75.00	Strip 4", Includes 50% Shrinkage
	24.0	4503+75.00	4504+00.00	Both		8.0	Div. (1)	1.3	4503+75.00	4504+00.00	Strip 4", Includes 50% Shrinkage
	24.0	4504+00.00	4504+25.00	Both		8.0	Div. (1)	1.3	4504+00.00	4504+25.00	Strip 4", Includes 50% Shrinkage
	24.0	4504+25.00	4504+50.00	Both		8.0	Div. (1)	2.0	4504+25.00	4504+50.00	Strip 4", Includes 50% Shrinkage
	23.0	4504+50.00	4504+75.00	Both		8.0	Div. (1)	2.0	4504+50.00	4504+75.00	Strip 4", Includes 50% Shrinkage
	23.0	4504+75.00	4505+00.00	Both		8.0	Div. (1)	2.0	4504+75.00	4505+00.00	Strip 4", Includes 50% Shrinkage
	22.0	4505+00.00	4505+25.00	Both		8.0	Div. (1)	1.3	4505+00.00	4505+25.00	Strip 4", Includes 50% Shrinkage
	20.0	4505+25.00	4505+50.00	Both		8.0	Div. (1)	0.7	4505+25.00	4505+50.00	Strip 4", Includes 50% Shrinkage
	19.0	4505+50.00	4505+75.00	Both		8.0	Div. (1)	0.0	4505+50.00	4505+75.00	Strip 4", Includes 50% Shrinkage
	19.0	4505+75.00	4506+00.00	Both		8.0	Div. (1)	0.0	4505+75.00	4506+00.00	Strip 4", Includes 50% Shrinkage
	19.0	4506+00.00	4506+25.00	Both		8.0	Div. (1)	0.0	4506+00.00	4506+25.00	Strip 4", Includes 50% Shrinkage
	18.0	4506+25.00	4506+50.00	Both		8.0	Div. (1)	0.0	4506+25.00	4506+50.00	Strip 4", Includes 50% Shrinkage
	17.0	4506+50.00	4506+75.00	Both		8.0	Div. (1)	0.0	4506+50.00	4506+75.00	Strip 4", Includes 50% Shrinkage
	16.0	4506+75.00	4507+00.00	Both		8.0	Div. (1)	0.0	4506+75.00	4507+00.00	Strip 4", Includes 50% Shrinkage
	15.0	4507+00.00	4507+25.00	Both		8.0	Div. (1)	0.0	4507+00.00	4507+25.00	Strip 4", Includes 50% Shrinkage
	15.0	4507+25.00	4507+50.00	Both		8.0	Div. (1)	0.0	4507+25.00	4507+50.00	Strip 4", Includes 50% Shrinkage
						8.0					
	SUBTOTAL	STAGE 2B-2				8.0		SUBTOTAL	STAGE 2B-2		
	1758.0					8.0		286.7			
						8.0					
STAGE						8.0					
3A						8.0					
I-74	0.0	6804+00.00	6804+25.00	L		8.0	Div. (1)	0.0	6804+00.00	6804+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6804+25.00	6804+50.00	L		8.0	Div. (1)	0.0	6804+25.00	6804+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6804+50.00	6804+75.00	L		8.0	Div. (1)	0.0	6804+50.00	6804+75.00	Strip 12", Includes 50% Shrinkage
	5.0	6804+75.00	6805+00.00	L		8.0	Div. (1)	0.0	6804+75.00	6805+00.00	Strip 12", Includes 50% Shrinkage
	9.0	6805+00.00	6805+25.00	L		8.0	Div. (1)	0.0	6805+00.00	6805+25.00	Strip 12", Includes 50% Shrinkage
	8.0	6805+25.00	6805+50.00	L		8.0	Div. (1)	0.0	6805+25.00	6805+50.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

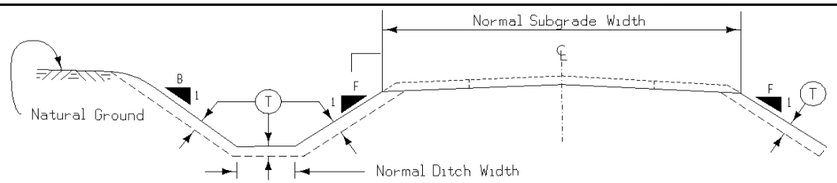


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	7.0	6805+50.00	6805+75.00	L		8.0	Div. (1)	0.0	6805+50.00	6805+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6805+75.00	6806+00.00	L		8.0	Div. (1)	10.0	6805+75.00	6806+00.00	Strip 12", Includes 50% Shrinkage
	6.0	6806+00.00	6806+25.00	L		8.0	Div. (1)	19.3	6806+00.00	6806+25.00	Strip 12", Includes 50% Shrinkage
	8.0	6806+25.00	6806+50.00	L		8.0	Div. (1)	18.7	6806+25.00	6806+50.00	Strip 12", Includes 50% Shrinkage
	10.0	6806+50.00	6806+75.00	L		8.0	Div. (1)	16.7	6806+50.00	6806+75.00	Strip 12", Includes 50% Shrinkage
	9.0	6806+75.00	6807+00.00	L		8.0	Div. (1)	16.0	6806+75.00	6807+00.00	Strip 12", Includes 50% Shrinkage
	8.0	6807+00.00	6807+25.00	L		8.0	Div. (1)	14.7	6807+00.00	6807+25.00	Strip 12", Includes 50% Shrinkage
	7.0	6807+25.00	6807+50.00	L		8.0	Div. (1)	13.3	6807+25.00	6807+50.00	Strip 12", Includes 50% Shrinkage
	6.0	6807+50.00	6807+75.00	L		8.0	Div. (1)	12.0	6807+50.00	6807+75.00	Strip 12", Includes 50% Shrinkage
	6.0	6807+75.00	6808+00.00	L		8.0	Div. (1)	12.0	6807+75.00	6808+00.00	Strip 12", Includes 50% Shrinkage
	7.0	6808+00.00	6808+25.00	L		8.0	Div. (1)	12.7	6808+00.00	6808+25.00	Strip 12", Includes 50% Shrinkage
	6.0	6808+25.00	6808+50.00	L		8.0	Div. (1)	11.3	6808+25.00	6808+50.00	Strip 12", Includes 50% Shrinkage
	5.0	6808+50.00	6808+75.00	L		8.0	Div. (1)	10.0	6808+50.00	6808+75.00	Strip 12", Includes 50% Shrinkage
	4.0	6808+75.00	6809+00.00	L		8.0	Div. (1)	8.7	6808+75.00	6809+00.00	Strip 12", Includes 50% Shrinkage
	9.0	6809+00.00	6809+25.00	L		8.0	Div. (1)	38.0	6809+00.00	6809+25.00	Strip 12", Includes 50% Shrinkage
	15.0	6809+25.00	6809+50.00	L		8.0	Div. (1)	69.3	6809+25.00	6809+50.00	Strip 12", Includes 50% Shrinkage
	15.0	6809+50.00	6809+75.00	L		8.0	Div. (1)	72.0	6809+50.00	6809+75.00	Strip 12", Includes 50% Shrinkage
	16.0	6809+75.00	6810+00.00	L		8.0	Div. (1)	60.7	6809+75.00	6810+00.00	Strip 12", Includes 50% Shrinkage
	18.0	6810+00.00	6810+25.00	L		8.0	Div. (1)	50.0	6810+00.00	6810+25.00	Strip 12", Includes 50% Shrinkage
	28.0	6810+25.00	6810+50.00	L		8.0	Div. (1)	58.7	6810+25.00	6810+50.00	Strip 12", Includes 50% Shrinkage
	42.0	6810+50.00	6810+75.00	L		8.0	Div. (1)	70.7	6810+50.00	6810+75.00	Strip 12", Includes 50% Shrinkage
	51.0	6810+75.00	6811+00.00	L		8.0	Div. (1)	96.7	6810+75.00	6811+00.00	Strip 12", Includes 50% Shrinkage
	54.0	6811+00.00	6811+25.00	L		8.0	Div. (1)	115.3	6811+00.00	6811+25.00	Strip 12", Includes 50% Shrinkage
	55.0	6811+25.00	6811+50.00	L		8.0	Div. (1)	96.0	6811+25.00	6811+50.00	Strip 12", Includes 50% Shrinkage
	54.0	6811+50.00	6811+75.00	L		8.0	Div. (1)	79.3	6811+50.00	6811+75.00	Strip 12", Includes 50% Shrinkage
	52.0	6811+75.00	6812+00.00	L		8.0	Div. (1)	82.7	6811+75.00	6812+00.00	Strip 12", Includes 50% Shrinkage
	49.0	6812+00.00	6812+25.00	L		8.0	Div. (1)	83.3	6812+00.00	6812+25.00	Strip 12", Includes 50% Shrinkage
	49.0	6812+25.00	6812+50.00	L		8.0	Div. (1)	84.7	6812+25.00	6812+50.00	Strip 12", Includes 50% Shrinkage
	51.0	6812+50.00	6812+75.00	L		8.0	Div. (1)	86.7	6812+50.00	6812+75.00	Strip 12", Includes 50% Shrinkage
	56.0	6812+75.00	6813+00.00	L		8.0	Div. (1)	84.0	6812+75.00	6813+00.00	Strip 12", Includes 50% Shrinkage
	59.0	6813+00.00	6813+25.00	L		8.0	Div. (1)	80.0	6813+00.00	6813+25.00	Strip 12", Includes 50% Shrinkage
	57.0	6813+25.00	6813+50.00	L		8.0	Div. (1)	77.3	6813+25.00	6813+50.00	Strip 12", Includes 50% Shrinkage
	74.0	6813+50.00	6813+75.00	L		8.0	Div. (1)	92.7	6813+50.00	6813+75.00	Strip 12", Includes 50% Shrinkage
	99.0	6813+75.00	6814+00.00	L		8.0	Div. (1)	109.3	6813+75.00	6814+00.00	Strip 12", Includes 50% Shrinkage
	106.0	6814+00.00	6814+25.00	L		8.0	Div. (1)	107.3	6814+00.00	6814+25.00	Strip 12", Includes 50% Shrinkage
	104.0	6814+25.00	6814+50.00	L		8.0	Div. (1)	105.3	6814+25.00	6814+50.00	Strip 12", Includes 50% Shrinkage
	101.0	6814+50.00	6814+75.00	L		8.0	Div. (1)	102.0	6814+50.00	6814+75.00	Strip 12", Includes 50% Shrinkage
	202.0	6814+75.00	6815+00.00	L		8.0	Div. (1)	203.3	6814+75.00	6815+00.00	Strip 12", Includes 50% Shrinkage
	99.0	6815+00.00	6815+25.00	L		8.0	Div. (1)	98.0	6815+00.00	6815+25.00	Strip 12", Includes 50% Shrinkage
	97.0	6815+25.00	6815+50.00	L		8.0	Div. (1)	95.3	6815+25.00	6815+50.00	Strip 12", Includes 50% Shrinkage
	95.0	6815+50.00	6815+75.00	L		8.0	Div. (1)	93.3	6815+50.00	6815+75.00	Strip 12", Includes 50% Shrinkage
	93.0	6815+75.00	6816+00.00	L		8.0	Div. (1)	91.3	6815+75.00	6816+00.00	Strip 12", Includes 50% Shrinkage
	91.0	6816+00.00	6816+25.00	L		8.0	Div. (1)	89.3	6816+00.00	6816+25.00	Strip 12", Includes 50% Shrinkage
	89.0	6816+25.00	6816+50.00	L		8.0	Div. (1)	87.3	6816+25.00	6816+50.00	Strip 12", Includes 50% Shrinkage
	88.0	6816+50.00	6816+75.00	L		8.0	Div. (1)	86.0	6816+50.00	6816+75.00	Strip 12", Includes 50% Shrinkage
	88.0	6816+75.00	6817+00.00	L		8.0	Div. (1)	86.0	6816+75.00	6817+00.00	Strip 12", Includes 50% Shrinkage
	86.0	6817+00.00	6817+25.00	L		8.0	Div. (1)	83.3	6817+00.00	6817+25.00	Strip 12", Includes 50% Shrinkage
	83.0	6817+25.00	6817+50.00	L		8.0	Div. (1)	79.3	6817+25.00	6817+50.00	Strip 12", Includes 50% Shrinkage
	81.0	6817+50.00	6817+75.00	L		8.0	Div. (1)	77.3	6817+50.00	6817+75.00	Strip 12", Includes 50% Shrinkage
	79.0	6817+75.00	6818+00.00	L		8.0	Div. (1)	75.3	6817+75.00	6818+00.00	Strip 12", Includes 50% Shrinkage
	77.0	6818+00.00	6818+25.00	L		8.0	Div. (1)	73.3	6818+00.00	6818+25.00	Strip 12", Includes 50% Shrinkage
	75.0	6818+25.00	6818+50.00	L		8.0	Div. (1)	71.3	6818+25.00	6818+50.00	Strip 12", Includes 50% Shrinkage
	73.0	6818+50.00	6818+75.00	L		8.0	Div. (1)	69.3	6818+50.00	6818+75.00	Strip 12", Includes 50% Shrinkage
	71.0	6818+75.00	6819+00.00	L		8.0	Div. (1)	66.7	6818+75.00	6819+00.00	Strip 12", Includes 50% Shrinkage
	69.0	6819+00.00	6819+25.00	L		8.0	Div. (1)	64.7	6819+00.00	6819+25.00	Strip 12", Includes 50% Shrinkage
	67.0	6819+25.00	6819+50.00	L		8.0	Div. (1)	62.7	6819+25.00	6819+50.00	Strip 12", Includes 50% Shrinkage
	65.0	6819+50.00	6819+75.00	L		8.0	Div. (1)	60.0	6819+50.00	6819+75.00	Strip 12", Includes 50% Shrinkage
	62.0	6819+75.00	6820+00.00	L		8.0	Div. (1)	58.0	6819+75.00	6820+00.00	Strip 12", Includes 50% Shrinkage
	60.0	6820+00.00	6820+25.00	L		8.0	Div. (1)	56.0	6820+00.00	6820+25.00	Strip 12", Includes 50% Shrinkage
	58.0	6820+25.00	6820+50.00	L		8.0	Div. (1)	54.0	6820+25.00	6820+50.00	Strip 12", Includes 50% Shrinkage
	56.0	6820+50.00	6820+75.00	L		8.0	Div. (1)	52.0	6820+50.00	6820+75.00	Strip 12", Includes 50% Shrinkage
	54.0	6820+75.00	6821+00.00	L		8.0	Div. (1)	49.3	6820+75.00	6821+00.00	Strip 12", Includes 50% Shrinkage
	52.0	6821+00.00	6821+25.00	L		8.0	Div. (1)	47.3	6821+00.00	6821+25.00	Strip 12", Includes 50% Shrinkage
	50.0	6821+25.00	6821+50.00	L		8.0	Div. (1)	44.7	6821+25.00	6821+50.00	Strip 12", Includes 50% Shrinkage
	48.0	6821+50.00	6821+75.00	L		8.0	Div. (1)	42.7	6821+50.00	6821+75.00	Strip 12", Includes 50% Shrinkage
	46.0	6821+75.00	6822+00.00	L		8.0	Div. (1)	40.0	6821+75.00	6822+00.00	Strip 12", Includes 50% Shrinkage
	44.0	6822+00.00	6822+25.00	L		8.0	Div. (1)	38.0	6822+00.00	6822+25.00	Strip 12", Includes 50% Shrinkage
	41.0	6822+25.00	6822+50.00	L		8.0	Div. (1)	36.0	6822+25.00	6822+50.00	Strip 12", Includes 50% Shrinkage
	39.0	6822+50.00	6822+75.00	L		8.0	Div. (1)	34.7	6822+50.00	6822+75.00	Strip 12", Includes 50% Shrinkage
	37.0	6822+75.00	6823+00.00	L		8.0	Div. (1)	32.7	6822+75.00	6823+00.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

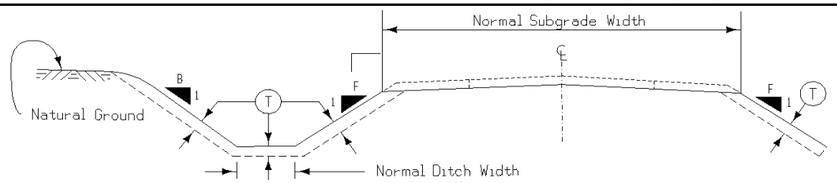


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	35.0	6823+00.00	6823+25.00	L		8.0	Div. (1)	30.7	6823+00.00	6823+25.00	Strip 12", Includes 50% Shrinkage
	33.0	6823+25.00	6823+50.00	L		8.0	Div. (1)	28.7	6823+25.00	6823+50.00	Strip 12", Includes 50% Shrinkage
	32.0	6823+50.00	6823+75.00	L		8.0	Div. (1)	27.3	6823+50.00	6823+75.00	Strip 12", Includes 50% Shrinkage
	30.0	6823+75.00	6824+00.00	L		8.0	Div. (1)	26.0	6823+75.00	6824+00.00	Strip 12", Includes 50% Shrinkage
	29.0	6824+00.00	6824+25.00	L		8.0	Div. (1)	24.7	6824+00.00	6824+25.00	Strip 12", Includes 50% Shrinkage
	26.0	6824+25.00	6824+50.00	L		8.0	Div. (1)	22.0	6824+25.00	6824+50.00	Strip 12", Includes 50% Shrinkage
	24.0	6824+50.00	6824+75.00	L		8.0	Div. (1)	20.0	6824+50.00	6824+75.00	Strip 12", Includes 50% Shrinkage
	22.0	6824+75.00	6825+00.00	L		8.0	Div. (1)	17.3	6824+75.00	6825+00.00	Strip 12", Includes 50% Shrinkage
	21.0	6825+00.00	6825+25.00	L		8.0	Div. (1)	16.0	6825+00.00	6825+25.00	Strip 12", Includes 50% Shrinkage
	20.0	6825+25.00	6825+50.00	L		8.0	Div. (1)	14.0	6825+25.00	6825+50.00	Strip 12", Includes 50% Shrinkage
	18.0	6825+50.00	6825+75.00	L		8.0	Div. (1)	10.7	6825+50.00	6825+75.00	Strip 12", Includes 50% Shrinkage
	17.0	6825+75.00	6826+00.00	L		8.0	Div. (1)	8.7	6825+75.00	6826+00.00	Strip 12", Includes 50% Shrinkage
	12.0	6826+00.00	6826+25.00	L		8.0	Div. (1)	4.0	6826+00.00	6826+25.00	Strip 12", Includes 50% Shrinkage
	8.0	6826+25.00	6826+50.00	L		8.0	Div. (1)	0.0	6826+25.00	6826+50.00	Strip 12", Includes 50% Shrinkage
	7.0	6826+50.00	6826+75.00	L		8.0	Div. (1)	0.0	6826+50.00	6826+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6826+75.00	6827+00.00	L		8.0	Div. (1)	0.7	6826+75.00	6827+00.00	Strip 12", Includes 50% Shrinkage
	7.0	6827+00.00	6827+25.00	L		8.0	Div. (1)	1.3	6827+00.00	6827+25.00	Strip 12", Includes 50% Shrinkage
	8.0	6827+25.00	6827+50.00	L		8.0	Div. (1)	2.0	6827+25.00	6827+50.00	Strip 12", Includes 50% Shrinkage
	7.0	6827+50.00	6827+75.00	L		8.0	Div. (1)	2.7	6827+50.00	6827+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6827+75.00	6828+00.00	L		8.0	Div. (1)	3.3	6827+75.00	6828+00.00	Strip 12", Includes 50% Shrinkage
	7.0	6828+00.00	6828+25.00	L		8.0	Div. (1)	2.7	6828+00.00	6828+25.00	Strip 12", Includes 50% Shrinkage
	6.0	6828+25.00	6828+50.00	L		8.0	Div. (1)	26.0	6828+25.00	6828+50.00	Strip 12", Includes 50% Shrinkage
	3.0	6828+50.00	6828+75.00	L		8.0	Div. (1)	50.0	6828+50.00	6828+75.00	Strip 12", Includes 50% Shrinkage
	3.0	6828+75.00	6829+00.00	L		8.0	Div. (1)	27.3	6828+75.00	6829+00.00	Strip 12", Includes 50% Shrinkage
	5.0	6829+00.00	6829+25.00	L		8.0	Div. (1)	2.7	6829+00.00	6829+25.00	Strip 12", Includes 50% Shrinkage
	3.0	6829+25.00	6829+50.00	L		8.0	Div. (1)	2.7	6829+25.00	6829+50.00	Strip 12", Includes 50% Shrinkage
	3.0	6829+50.00	6829+75.00	L		8.0	Div. (1)	2.7	6829+50.00	6829+75.00	Strip 12", Includes 50% Shrinkage
	3.0	6829+75.00	6830+00.00	L		8.0	Div. (1)	1.3	6829+75.00	6830+00.00	Strip 12", Includes 50% Shrinkage
	5.0	6830+00.00	6830+25.00	L		8.0	Div. (1)	1.3	6830+00.00	6830+25.00	Strip 12", Includes 50% Shrinkage
	7.0	6830+25.00	6830+50.00	L		8.0	Div. (1)	2.7	6830+25.00	6830+50.00	Strip 12", Includes 50% Shrinkage
	7.0	6830+50.00	6830+75.00	L		8.0	Div. (1)	2.7	6830+50.00	6830+75.00	Strip 12", Includes 50% Shrinkage
	5.0	6830+75.00	6831+00.00	L		8.0	Div. (1)	1.3	6830+75.00	6831+00.00	Strip 12", Includes 50% Shrinkage
	3.0	6831+00.00	6831+25.00	L		8.0	Div. (1)	0.0	6831+00.00	6831+25.00	Strip 12", Includes 50% Shrinkage
	4.0	6831+25.00	6831+50.00	L		8.0	Div. (1)	0.0	6831+25.00	6831+50.00	Strip 12", Includes 50% Shrinkage
	4.0	6831+50.00	6831+75.00	L		8.0	Div. (1)	0.7	6831+50.00	6831+75.00	Strip 12", Includes 50% Shrinkage
	4.0	6831+75.00	6832+00.00	L		8.0	Div. (1)	0.7	6831+75.00	6832+00.00	Strip 12", Includes 50% Shrinkage
	5.0	6832+00.00	6832+25.00	L		8.0	Div. (1)	2.7	6832+00.00	6832+25.00	Strip 12", Includes 50% Shrinkage
	9.0	6832+25.00	6832+50.00	L		8.0	Div. (1)	6.7	6832+25.00	6832+50.00	Strip 12", Includes 50% Shrinkage
	10.0	6832+50.00	6832+75.00	L		8.0	Div. (1)	8.7	6832+50.00	6832+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6832+75.00	6833+00.00	L		8.0	Div. (1)	5.3	6832+75.00	6833+00.00	Strip 12", Includes 50% Shrinkage
	4.0	6833+00.00	6833+25.00	L		8.0	Div. (1)	2.7	6833+00.00	6833+25.00	Strip 12", Includes 50% Shrinkage
	4.0	6833+25.00	6833+50.00	L		8.0	Div. (1)	4.0	6833+25.00	6833+50.00	Strip 12", Includes 50% Shrinkage
	6.0	6833+50.00	6833+75.00	L		8.0	Div. (1)	6.0	6833+50.00	6833+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6833+75.00	6834+00.00	L		8.0	Div. (1)	8.0	6833+75.00	6834+00.00	Strip 12", Includes 50% Shrinkage
	6.0	6834+00.00	6834+25.00	L		8.0	Div. (1)	6.7	6834+00.00	6834+25.00	Strip 12", Includes 50% Shrinkage
	13.0	6834+25.00	6834+50.00	L		8.0	Div. (1)	14.0	6834+25.00	6834+50.00	Strip 12", Includes 50% Shrinkage
	28.0	6834+50.00	6834+75.00	L		8.0	Div. (1)	30.0	6834+50.00	6834+75.00	Strip 12", Includes 50% Shrinkage
	34.0	6834+75.00	6835+00.00	L		8.0	Div. (1)	36.7	6834+75.00	6835+00.00	Strip 12", Includes 50% Shrinkage
	36.0	6835+00.00	6835+25.00	L		8.0	Div. (1)	39.3	6835+00.00	6835+25.00	Strip 12", Includes 50% Shrinkage
	38.0	6835+25.00	6835+50.00	L		8.0	Div. (1)	41.3	6835+25.00	6835+50.00	Strip 12", Includes 50% Shrinkage
	37.0	6835+50.00	6835+75.00	L		8.0	Div. (1)	40.0	6835+50.00	6835+75.00	Strip 12", Includes 50% Shrinkage
	36.0	6835+75.00	6836+00.00	L		8.0	Div. (1)	40.0	6835+75.00	6836+00.00	Strip 12", Includes 50% Shrinkage
	34.0	6836+00.00	6836+25.00	L		8.0	Div. (1)	38.7	6836+00.00	6836+25.00	Strip 12", Includes 50% Shrinkage
	35.0	6836+25.00	6836+50.00	L		8.0	Div. (1)	41.3	6836+25.00	6836+50.00	Strip 12", Includes 50% Shrinkage
	37.0	6836+50.00	6836+75.00	L		8.0	Div. (1)	44.0	6836+50.00	6836+75.00	Strip 12", Includes 50% Shrinkage
	36.0	6836+75.00	6837+00.00	L		8.0	Div. (1)	44.0	6836+75.00	6837+00.00	Strip 12", Includes 50% Shrinkage
	35.0	6837+00.00	6837+25.00	L		8.0	Div. (1)	44.0	6837+00.00	6837+25.00	Strip 12", Includes 50% Shrinkage
	34.0	6837+25.00	6837+50.00	L		8.0	Div. (1)	44.0	6837+25.00	6837+50.00	Strip 12", Includes 50% Shrinkage
	34.0	6837+50.00	6837+75.00	L		8.0	Div. (1)	43.3	6837+50.00	6837+75.00	Strip 12", Includes 50% Shrinkage
	33.0	6837+75.00	6838+00.00	L		8.0	Div. (1)	44.0	6837+75.00	6838+00.00	Strip 12", Includes 50% Shrinkage
	34.0	6838+00.00	6838+25.00	L		8.0	Div. (1)	45.3	6838+00.00	6838+25.00	Strip 12", Includes 50% Shrinkage
	34.0	6838+25.00	6838+50.00	L		8.0	Div. (1)	46.0	6838+25.00	6838+50.00	Strip 12", Includes 50% Shrinkage
	35.0	6838+50.00	6838+75.00	L		8.0	Div. (1)	46.7	6838+50.00	6838+75.00	Strip 12", Includes 50% Shrinkage
	39.0	6838+75.00	6839+00.00	L		8.0	Div. (1)	52.0	6838+75.00	6839+00.00	Strip 12", Includes 50% Shrinkage
						8.0					
US 67						8.0					
AMP A	8.0	1497+02.31	1497+25.00	Both		8.0	Div. (1)	22.0	1497+02.31	1497+25.00	Strip 12", Includes 50% Shrinkage
	11.0	1497+25.00	1497+50.00	Both		8.0	Div. (1)	44.0	1497+25.00	1497+50.00	Strip 12", Includes 50% Shrinkage
	12.0	1497+50.00	1497+75.00	Both		8.0	Div. (1)	42.7	1497+50.00	1497+75.00	Strip 12", Includes 50% Shrinkage
	16.0	1497+75.00	1498+00.00	Both		8.0	Div. (1)	42.7	1497+75.00	1498+00.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

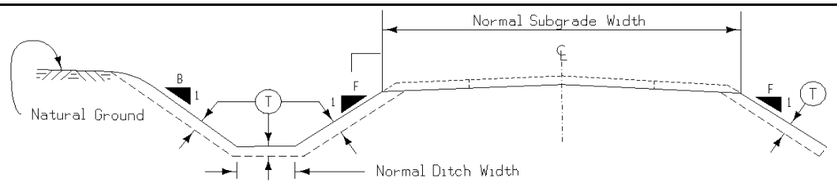


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	21.0	1498+00.00	1498+25.00	Both		8.0	Div. (1)	45.3	1498+00.00	1498+25.00	Strip 12", Includes 50% Shrinkage
	26.0	1498+25.00	1498+50.00	Both		8.0	Div. (1)	46.0	1498+25.00	1498+50.00	Strip 12", Includes 50% Shrinkage
	30.0	1498+50.00	1498+75.00	Both		8.0	Div. (1)	40.7	1498+50.00	1498+75.00	Strip 12", Includes 50% Shrinkage
	28.0	1498+75.00	1499+00.00	Both		8.0	Div. (1)	32.0	1498+75.00	1499+00.00	Strip 12", Includes 50% Shrinkage
	24.0	1499+00.00	1499+25.00	Both		8.0	Div. (1)	30.7	1499+00.00	1499+25.00	Strip 12", Includes 50% Shrinkage
	19.0	1499+25.00	1499+50.00	Both		8.0	Div. (1)	38.7	1499+25.00	1499+50.00	Strip 12", Includes 50% Shrinkage
	16.0	1499+50.00	1499+75.00	Both		8.0	Div. (1)	41.3	1499+50.00	1499+75.00	Strip 12", Includes 50% Shrinkage
	14.0	1499+75.00	1500+00.00	Both		8.0	Div. (1)	40.0	1499+75.00	1500+00.00	Strip 12", Includes 50% Shrinkage
	14.0	1500+00.00	1500+25.00	Both		8.0	Div. (1)	26.7	1500+00.00	1500+25.00	Strip 12", Includes 50% Shrinkage
	16.0	1500+25.00	1500+50.00	Both		8.0	Div. (1)	26.0	1500+25.00	1500+50.00	Strip 12", Includes 50% Shrinkage
	26.0	1500+50.00	1500+75.00	Both		8.0	Div. (1)	40.7	1500+50.00	1500+75.00	Strip 12", Includes 50% Shrinkage
	45.0	1500+75.00	1501+00.00	Both		8.0	Div. (1)	48.0	1500+75.00	1501+00.00	Strip 12", Includes 50% Shrinkage
	55.0	1501+00.00	1501+25.00	Both		8.0	Div. (1)	52.7	1501+00.00	1501+25.00	Strip 12", Includes 50% Shrinkage
	54.0	1501+25.00	1501+50.00	Both		8.0	Div. (1)	53.3	1501+25.00	1501+50.00	Strip 12", Includes 50% Shrinkage
	43.0	1501+50.00	1501+75.00	Both		8.0	Div. (1)	36.0	1501+50.00	1501+75.00	Strip 12", Includes 50% Shrinkage
	29.0	1501+75.00	1501+96.78	Both		8.0	Div. (1)	16.7	1501+75.00	1501+96.78	Strip 12", Includes 50% Shrinkage
	4.0	1501+96.78	1502+00.00	Both		8.0	Div. (1)	2.7	1501+96.78	1502+00.00	Strip 12", Includes 50% Shrinkage
	43.0	1502+00.00	1502+25.00	Both		8.0	Div. (1)	22.0	1502+00.00	1502+25.00	Strip 12", Includes 50% Shrinkage
	61.0	1502+25.00	BRIDGE	Both		8.0	Div. (1)	26.0	1502+25.00	BRIDGE	Strip 12", Includes 50% Shrinkage
	77.0	BRIDGE	1504+50.00	Both		8.0	Div. (1)	38.7	BRIDGE	1504+50.00	Strip 12", Includes 50% Shrinkage
	15.0	1504+50.00	1504+75.00	Both		8.0	Div. (1)	16.0	1504+50.00	1504+75.00	Strip 12", Includes 50% Shrinkage
	13.0	1504+75.00	1505+00.00	Both		8.0	Div. (1)	15.3	1504+75.00	1505+00.00	Strip 12", Includes 50% Shrinkage
	11.0	1505+00.00	1505+25.00	Both		8.0	Div. (1)	14.7	1505+00.00	1505+25.00	Strip 12", Includes 50% Shrinkage
	9.0	1505+25.00	1505+50.00	Both		8.0	Div. (1)	14.0	1505+25.00	1505+50.00	Strip 12", Includes 50% Shrinkage
	8.0	1505+50.00	1505+75.00	Both		8.0	Div. (1)	14.0	1505+50.00	1505+75.00	Strip 12", Includes 50% Shrinkage
	7.0	1505+75.00	1506+00.00	Both		8.0	Div. (1)	14.0	1505+75.00	1506+00.00	Strip 12", Includes 50% Shrinkage
	7.0	1506+00.00	1506+25.00	Both		8.0	Div. (1)	13.3	1506+00.00	1506+25.00	Strip 12", Includes 50% Shrinkage
	10.0	1506+25.00	1506+50.00	Both		8.0	Div. (1)	13.3	1506+25.00	1506+50.00	Strip 12", Includes 50% Shrinkage
	13.0	1506+50.00	1506+75.00	Both		8.0	Div. (1)	13.3	1506+50.00	1506+75.00	Strip 12", Includes 50% Shrinkage
	13.0	1506+75.00	1507+00.00	Both		8.0	Div. (1)	13.3	1506+75.00	1507+00.00	Strip 12", Includes 50% Shrinkage
	12.0	1507+00.00	1507+25.00	Both		8.0	Div. (1)	13.3	1507+00.00	1507+25.00	Strip 12", Includes 50% Shrinkage
	12.0	1507+25.00	1507+50.00	Both		8.0	Div. (1)	13.3	1507+25.00	1507+50.00	Strip 12", Includes 50% Shrinkage
	12.0	1507+50.00	1507+75.00	Both		8.0	Div. (1)	12.7	1507+50.00	1507+75.00	Strip 12", Includes 50% Shrinkage
	10.0	1507+75.00	1508+00.00	Both		8.0	Div. (1)	12.7	1507+75.00	1508+00.00	Strip 12", Includes 50% Shrinkage
	8.0	1508+00.00	1508+25.00	Both		8.0	Div. (1)	12.0	1508+00.00	1508+25.00	Strip 12", Includes 50% Shrinkage
	8.0	1508+25.00	1508+50.00	Both		8.0	Div. (1)	12.0	1508+25.00	1508+50.00	Strip 12", Includes 50% Shrinkage
	10.0	1508+50.00	1508+75.00	Both		8.0	Div. (1)	12.7	1508+50.00	1508+75.00	Strip 12", Includes 50% Shrinkage
	13.0	1508+75.00	1509+00.00	Both		8.0	Div. (1)	13.3	1508+75.00	1509+00.00	Strip 12", Includes 50% Shrinkage
	7.0	1509+00.00	1509+11.06	Both		8.0	Div. (1)	6.0	1509+00.00	1509+11.06	Strip 12", Includes 50% Shrinkage
						8.0					
US 67						8.0					
AMP C	21.0	3591+15.45	3591+25.00	Both		8.0	Div. (1)	34.0	3591+15.45	3591+25.00	Strip 12", Includes 50% Shrinkage
	51.0	3591+25.00	3591+50.00	Both		8.0	Div. (1)	86.0	3591+25.00	3591+50.00	Strip 12", Includes 50% Shrinkage
	30.0	3591+50.00	3591+65.45	Both		8.0	Div. (1)	52.0	3591+50.00	3591+65.45	Strip 12", Includes 50% Shrinkage
	18.0	3591+65.45	3591+75.00	Both		8.0	Div. (1)	31.3	3591+65.45	3591+75.00	Strip 12", Includes 50% Shrinkage
	44.0	3591+75.00	3592+00.00	Both		8.0	Div. (1)	79.3	3591+75.00	3592+00.00	Strip 12", Includes 50% Shrinkage
	41.0	3592+00.00	3592+25.00	Both		8.0	Div. (1)	76.0	3592+00.00	3592+25.00	Strip 12", Includes 50% Shrinkage
	38.0	3592+25.00	3592+50.00	Both		8.0	Div. (1)	72.7	3592+25.00	3592+50.00	Strip 12", Includes 50% Shrinkage
	35.0	3592+50.00	3592+75.00	Both		8.0	Div. (1)	69.3	3592+50.00	3592+75.00	Strip 12", Includes 50% Shrinkage
	30.0	3592+75.00	3593+00.00	Both		8.0	Div. (1)	65.3	3592+75.00	3593+00.00	Strip 12", Includes 50% Shrinkage
	26.0	3593+00.00	3593+25.00	Both		8.0	Div. (1)	60.7	3593+00.00	3593+25.00	Strip 12", Includes 50% Shrinkage
	22.0	3593+25.00	3593+50.00	Both		8.0	Div. (1)	56.7	3593+25.00	3593+50.00	Strip 12", Includes 50% Shrinkage
	17.0	3593+50.00	3593+75.00	Both		8.0	Div. (1)	52.7	3593+50.00	3593+75.00	Strip 12", Includes 50% Shrinkage
	14.0	3593+75.00	3594+00.00	Both		8.0	Div. (1)	50.0	3593+75.00	3594+00.00	Strip 12", Includes 50% Shrinkage
	12.0	3594+00.00	3594+25.00	Both		8.0	Div. (1)	53.3	3594+00.00	3594+25.00	Strip 12", Includes 50% Shrinkage
	2.0	3594+25.00	3594+30.26	Both		8.0	Div. (1)	12.0	3594+25.00	3594+30.26	Strip 12", Includes 50% Shrinkage
						8.0					
IDDLE						8.0					
RD						8.0					
RAMPC	34.0	3539+25.00	3539+50.00	Both		8.0	Div. (1)	16.0	3539+25.00	3539+50.00	Strip 12", Includes 50% Shrinkage
	28.0	3539+50.00	3539+75.00	Both		8.0	Div. (1)	46.0	3539+50.00	3539+75.00	Strip 12", Includes 50% Shrinkage
	27.0	3539+75.00	3540+00.00	Both		8.0	Div. (1)	49.3	3539+75.00	3540+00.00	Strip 12", Includes 50% Shrinkage
	27.0	3540+00.00	3540+25.00	Both		8.0	Div. (1)	48.0	3540+00.00	3540+25.00	Strip 12", Includes 50% Shrinkage
	26.0	3540+25.00	3540+50.00	Both		8.0	Div. (1)	42.7	3540+25.00	3540+50.00	Strip 12", Includes 50% Shrinkage
	29.0	3540+50.00	3540+75.00	Both		8.0	Div. (1)	42.7	3540+50.00	3540+75.00	Strip 12", Includes 50% Shrinkage
	40.0	3540+75.00	3541+00.00	Both		8.0	Div. (1)	52.0	3540+75.00	3541+00.00	Strip 12", Includes 50% Shrinkage
	46.0	3541+00.00	3541+25.00	Both		8.0	Div. (1)	58.7	3541+00.00	3541+25.00	Strip 12", Includes 50% Shrinkage
	44.0	3541+25.00	3541+50.00	Both		8.0	Div. (1)	56.0	3541+25.00	3541+50.00	Strip 12", Includes 50% Shrinkage
	35.0	3541+50.00	3541+75.00	Both		8.0	Div. (1)	46.7	3541+50.00	3541+75.00	Strip 12", Includes 50% Shrinkage
	27.0	3541+75.00	3542+00.00	Both		8.0	Div. (1)	38.0	3541+75.00	3542+00.00	Strip 12", Includes 50% Shrinkage

TABULATION OF SPREADING TOPSOIL

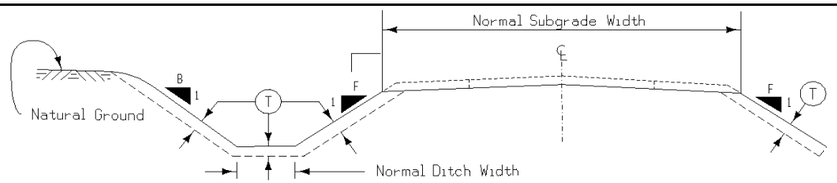


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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			
	25.0	3542+00.00	3542+25.00	Both		8.0	Div. (1)	40.7	3542+00.00	3542+25.00	Strip 12", Includes 50% Shrinkage
	25.0	3542+25.00	3542+50.00	Both		8.0	Div. (1)	45.3	3542+25.00	3542+50.00	Strip 12", Includes 50% Shrinkage
	17.0	3542+50.00	3542+75.00	Both		8.0	Div. (1)	36.0	3542+50.00	3542+75.00	Strip 12", Includes 50% Shrinkage
	9.0	3542+75.00	3543+00.00	Both		8.0	Div. (1)	27.3	3542+75.00	3543+00.00	Strip 12", Includes 50% Shrinkage
	9.0	3543+00.00	3543+25.00	Both		8.0	Div. (1)	26.0	3543+00.00	3543+25.00	Strip 12", Includes 50% Shrinkage
	9.0	3543+25.00	3543+50.00	Both		8.0	Div. (1)	26.0	3543+25.00	3543+50.00	Strip 12", Includes 50% Shrinkage
	9.0	3543+50.00	3543+75.00	Both		8.0	Div. (1)	26.0	3543+50.00	3543+75.00	Strip 12", Includes 50% Shrinkage
	9.0	3543+75.00	3544+00.00	Both		8.0	Div. (1)	26.0	3543+75.00	3544+00.00	Strip 12", Includes 50% Shrinkage
	9.0	3544+00.00	3544+25.00	Both		8.0	Div. (1)	26.0	3544+00.00	3544+25.00	Strip 12", Includes 50% Shrinkage
	9.0	3544+25.00	3544+50.00	Both		8.0	Div. (1)	25.3	3544+25.00	3544+50.00	Strip 12", Includes 50% Shrinkage
	9.0	3544+50.00	3544+75.00	Both		8.0	Div. (1)	26.0	3544+50.00	3544+75.00	Strip 12", Includes 50% Shrinkage
	9.0	3544+75.00	3545+00.00	Both		8.0	Div. (1)	26.0	3544+75.00	3545+00.00	Strip 12", Includes 50% Shrinkage
	13.0	3545+00.00	3545+25.00	Both		8.0	Div. (1)	30.7	3545+00.00	3545+25.00	Strip 12", Includes 50% Shrinkage
	13.0	3545+25.00	3545+50.00	Both		8.0	Div. (1)	30.7	3545+25.00	3545+50.00	Strip 12", Includes 50% Shrinkage
	8.0	3545+50.00	3545+75.00	Both		8.0	Div. (1)	25.3	3545+50.00	3545+75.00	Strip 12", Includes 50% Shrinkage
	8.0	3545+75.00	3546+00.00	Both		8.0	Div. (1)	25.3	3545+75.00	3546+00.00	Strip 12", Includes 50% Shrinkage
	0.0	3546+00.00	3546+25.00	Both		8.0	Div. (1)	17.3	3546+00.00	3546+25.00	Strip 12", Includes 50% Shrinkage
	0.0	3546+25.00	3546+50.00	Both		8.0	Div. (1)	17.3	3546+25.00	3546+50.00	Strip 12", Includes 50% Shrinkage
	0.0	3546+50.00	3546+75.00	Both		8.0	Div. (1)	16.7	3546+50.00	3546+75.00	Strip 12", Includes 50% Shrinkage
	0.0	3546+75.00	3547+00.00	Both		8.0	Div. (1)	14.0	3546+75.00	3547+00.00	Strip 12", Includes 50% Shrinkage
	0.0	3547+00.00	3547+25.00	Both		8.0	Div. (1)	6.7	3547+00.00	3547+25.00	Strip 12", Includes 50% Shrinkage
	0.0	3547+25.00	3547+50.00	Both		8.0	Div. (1)	0.0	3547+25.00	3547+50.00	Strip 12", Includes 50% Shrinkage
	0.0	3547+50.00	3547+75.00	Both		8.0	Div. (1)	1.3	3547+50.00	3547+75.00	Strip 12", Includes 50% Shrinkage
	SUBTOTAL	STAGE 3A						SUBTOTAL	STAGE 3A		
	6733.0							8580.0			
GE 3B											
I-74	0.0	6837+00.00	6837+25.00			8.0	Div. (1)	0.0	6837+00.00	6837+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6837+25.00	6837+50.00			8.0	Div. (1)	0.0	6837+25.00	6837+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6837+50.00	6837+75.00			8.0	Div. (1)	0.0	6837+50.00	6837+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6837+75.00	6838+00.00			8.0	Div. (1)	0.0	6837+75.00	6838+00.00	Strip 12", Includes 50% Shrinkage
	0.0	6838+00.00	6838+25.00			8.0	Div. (1)	0.0	6838+00.00	6838+25.00	Strip 12", Includes 50% Shrinkage
	0.0	6838+25.00	6838+50.00			8.0	Div. (1)	0.0	6838+25.00	6838+50.00	Strip 12", Includes 50% Shrinkage
	0.0	6838+50.00	6838+75.00			8.0	Div. (1)	0.0	6838+50.00	6838+75.00	Strip 12", Includes 50% Shrinkage
	0.0	6838+75.00	6839+00.00			8.0	Div. (1)	0.0	6838+75.00	6839+00.00	Strip 12", Includes 50% Shrinkage
	2.0	6839+00.00	6839+25.00			8.0	Div. (1)	0.0	6839+00.00	6839+25.00	Strip 12", Includes 50% Shrinkage
	6.0	6839+25.00	6839+50.00			8.0	Div. (1)	0.0	6839+25.00	6839+50.00	Strip 12", Includes 50% Shrinkage
	12.0	6839+50.00	6839+75.00			8.0	Div. (1)	0.0	6839+50.00	6839+75.00	Strip 12", Includes 50% Shrinkage
	9.0	6839+75.00	6840+00.00			8.0	Div. (1)	0.0	6839+75.00	6840+00.00	Strip 12", Includes 50% Shrinkage
	4.0	6840+00.00	6840+25.00			8.0	Div. (1)	0.0	6840+00.00	6840+25.00	Strip 12", Includes 50% Shrinkage
	9.0	6840+25.00	6840+50.00			8.0	Div. (1)	0.0	6840+25.00	6840+50.00	Strip 12", Includes 50% Shrinkage
	12.0	6840+50.00	6840+75.00			8.0	Div. (1)	0.0	6840+50.00	6840+75.00	Strip 12", Includes 50% Shrinkage
	13.0	6840+75.00	6841+00.00			8.0	Div. (1)	0.0	6840+75.00	6841+00.00	Strip 12", Includes 50% Shrinkage
	15.0	6841+00.00	6841+25.00			8.0	Div. (1)	0.0	6841+00.00	6841+25.00	Strip 12", Includes 50% Shrinkage
	17.0	6841+25.00	6841+50.00			8.0	Div. (1)	0.0	6841+25.00	6841+50.00	Strip 12", Includes 50% Shrinkage
	19.0	6841+50.00	6841+75.00			8.0	Div. (1)	0.0	6841+50.00	6841+75.00	Strip 12", Includes 50% Shrinkage
	21.0	6841+75.00	6842+00.00			8.0	Div. (1)	0.0	6841+75.00	6842+00.00	Strip 12", Includes 50% Shrinkage
	24.0	6842+00.00	6842+25.00			8.0	Div. (1)	6.0	6842+00.00	6842+25.00	Strip 12", Includes 50% Shrinkage
	26.0	6842+25.00	6842+50.00			8.0	Div. (1)	12.0	6842+25.00	6842+50.00	Strip 12", Includes 50% Shrinkage
	29.0	6842+50.00	6842+75.00			8.0	Div. (1)	13.3	6842+50.00	6842+75.00	Strip 12", Includes 50% Shrinkage
	31.0	6842+75.00	6843+00.00			8.0	Div. (1)	14.7	6842+75.00	6843+00.00	Strip 12", Includes 50% Shrinkage
	13.0	6843+00.00	6843+10.00			8.0	Div. (1)	6.0	6843+00.00	6843+10.00	Strip 12", Includes 50% Shrinkage
	12.0	6843+10.00	6843+25.00			8.0	Div. (1)	4.7	6843+10.00	6843+25.00	Strip 12", Includes 50% Shrinkage
	7.0	6843+25.00	6843+50.00			8.0	Div. (1)	0.0	6843+25.00	6843+50.00	Strip 12", Includes 50% Shrinkage
	7.0	6843+50.00	6843+75.00			8.0	Div. (1)	0.0	6843+50.00	6843+75.00	Strip 12", Includes 50% Shrinkage
	7.0	6843+75.00	6844+00.00			8.0	Div. (1)	0.0	6843+75.00	6844+00.00	Strip 12", Includes 50% Shrinkage
	8.0	6844+00.00	6844+25.00			8.0	Div. (1)	0.0	6844+00.00	6844+25.00	Strip 12", Includes 50% Shrinkage
	8.0	6844+25.00	6844+50.00			8.0	Div. (1)	0.0	6844+25.00	6844+50.00	Strip 12", Includes 50% Shrinkage
	8.0	6844+50.00	6844+75.00			8.0	Div. (1)	0.0	6844+50.00	6844+75.00	Strip 12", Includes 50% Shrinkage
	6.0	6844+75.00	6845+00.00			8.0	Div. (1)	0.0	6844+75.00	6845+00.00	Strip 12", Includes 50% Shrinkage
	3.0	6845+00.00	6845+25.00			8.0	Div. (1)	0.0	6845+00.00	6845+25.00	Strip 12", Includes 50% Shrinkage
	3.0	6845+25.00	6845+43.35			8.0	Div. (1)	0.0	6845+25.00	6845+43.35	Strip 12", Includes 50% Shrinkage
IDDLE ROAD											
AMP C	4.0	354050.00	3540+75.00			8.0	Div. (1)	0.0	354050.00	3540+75.00	Strip 12", Includes 50% Shrinkage
	5.0	3540+75.00	3541+00.00			8.0	Div. (1)	0.0	3540+75.00	3541+00.00	Strip 12", Includes 50% Shrinkage
	6.0	3541+00.00	3541+25.00			8.0	Div. (1)	0.0	3541+00.00	3541+25.00	Strip 12", Includes 50% Shrinkage

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			
	6.0	3541+25.00	3541+50.00			8.0	Div. (1)	0.0	3541+25.00	3541+50.00	Strip 12", Includes 50% Shrinkage
	7.0	3541+50.00	3541+75.00			8.0	Div. (1)	0.0	3541+50.00	3541+75.00	Strip 12", Includes 50% Shrinkage
	7.0	3541+75.00	3542+00.00			8.0	Div. (1)	0.0	3541+75.00	3542+00.00	Strip 12", Includes 50% Shrinkage
	7.0	3542+00.00	3542+25.00			8.0	Div. (1)	0.0	3542+00.00	3542+25.00	Strip 12", Includes 50% Shrinkage
	7.0	3542+25.00	3542+50.00			8.0	Div. (1)	0.0	3542+25.00	3542+50.00	Strip 12", Includes 50% Shrinkage
	7.0	3542+50.00	3542+75.00			8.0	Div. (1)	0.0	3542+50.00	3542+75.00	Strip 12", Includes 50% Shrinkage
	7.0	3542+75.00	3543+00.00			8.0	Div. (1)	0.0	3542+75.00	3543+00.00	Strip 12", Includes 50% Shrinkage
	11.0	3543+00.00	3543+25.00			8.0	Div. (1)	0.0	3543+00.00	3543+25.00	Strip 12", Includes 50% Shrinkage
	16.0	3543+25.00	3543+50.00			8.0	Div. (1)	0.0	3543+25.00	3543+50.00	Strip 12", Includes 50% Shrinkage
	16.0	3543+50.00	3543+75.00			8.0	Div. (1)	0.0	3543+50.00	3543+75.00	Strip 12", Includes 50% Shrinkage
	16.0	3543+75.00	3544+00.00			8.0	Div. (1)	0.0	3543+75.00	3544+00.00	Strip 12", Includes 50% Shrinkage
	15.0	3544+00.00	3544+25.00			8.0	Div. (1)	0.0	3544+00.00	3544+25.00	Strip 12", Includes 50% Shrinkage
	15.0	3544+25.00	3544+50.00			8.0	Div. (1)	0.0	3544+25.00	3544+50.00	Strip 12", Includes 50% Shrinkage
	15.0	3544+50.00	3544+75.00			8.0	Div. (1)	0.0	3544+50.00	3544+75.00	Strip 12", Includes 50% Shrinkage
	15.0	3544+75.00	3545+00.00			8.0	Div. (1)	0.0	3544+75.00	3545+00.00	Strip 12", Includes 50% Shrinkage
	16.0	3545+00.00	3545+25.00			8.0	Div. (1)	0.0	3545+00.00	3545+25.00	Strip 12", Includes 50% Shrinkage
	16.0	3545+25.00	3545+50.00			8.0	Div. (1)	0.0	3545+25.00	3545+50.00	Strip 12", Includes 50% Shrinkage
	16.0	3545+50.00	3545+75.00			8.0	Div. (1)	0.0	3545+50.00	3545+75.00	Strip 12", Includes 50% Shrinkage
DETEN											
POND	2780.0	DETENTION	POND					392.7	EXIST	POND	Includes 50% Shrinkage
	SUBTOTAL	STAGE 3B						SUBTOTAL	STAGE 3B		
	3341.0							449.4			
	TOTAL	I-74						TOTAL		I-74	
	18589.0							18617.3			
	TOTAL	NEED						Total	available		
	21741.3	Div (1)						18617.3			
	1700.5	Div (2)									
	23441.8	Project									
	TOTAL	BID									
	3124.0	Div (1)					TOPSOIL, FURNISH AND SPREAD				
	1700.5	Div (2)					TOPSOIL, FURNISH AND SPREAD				
	18617.3	Div (1)					TOPSOIL, STRIP, SALVAGE AND SPREAD				

SUMMARY OF TYPE 'A' SIGNS

Sign Number	Quantity EACH	Size IN	Total Sign Area SF
M1-1	13	36 X 36	117.0
M3-4	13	36 X 18	58.5
M4-1a	9	30 X 18	33.8
M4-8	4	48 X 18	24.0
M4-8b	2	30 X 18	7.5
M6-2	4	21 X 15	9.3
M6-3	1	21 X 15	2.3
D9-2	1	30 X 30	6.3
		TOTAL AREA	258.7

MATERIALS FOR TYPE 'B' SIGNS

NUMBER	SIGN NUMBER					DIR OF TRAVEL	SIGN LOCATION	FAB INFO	SIGN WIDTH	SIGN HEIGHT	NEW AREA	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						STEEL BREAKAWAY POSTS								INSTALLATION			SEE SIGNING NOTES	REMARKS
												4 x 6									W8x21			FOOTING	W12x26				FOOTING				
	ROUTE	COUNTY	EXIT NUMBER	Road ID M,R,S	SEQ. NO.		MILEPOST					L	M	R	L	M	R	ANCHOR			L	M	R	2'8" x 7'6"	L	M1	M2	R	2'8" x 9'	TYPE	DIM 'X'	DIM 'Y'		
									FT	FT	SF	FT	FT	FT	FT	FT	FT	CONC	SOIL	SLIP	FT	FT	FT	EACH	FT	FT	FT	FT	EACH		FT	FT		
	280		1	M	04	WB	1.23	NEW	9.5	8.5	80.8														22.1			24.6	2	2	18	7		ALT WEST 74 NEXT RIGHT
	80		292	M	02	EB	292.415	NEW	12.0	9.0	108.0														22.8			26.0	2	2	18	7		ALT WEST 74 USE EXIT 298
	80		299	M	02	WB	299.285	NEW	13.0	7.5	97.5														21.4			24.9	2	2	18	7		WEST 74 DETOUR EXIT 298
	80		304	M	04	WB	304.995	NEW	13.0	7.5	97.5														21.4			24.9	2	2	18	7		WEST 74 DETOUR USE EXIT 298
							STATION																											
	KIMBERLY RD			M		WB		NEW	12.0	5.0	60.0														22.0			25.0	2	3	18	7		EXIT AT MIDDLE RD
	74		4	M		WB	5759+56.67	NEW	8.0	3.0	24.0																							ONLY ↓
	74			M		WB	5786+21.62	NEW	13.5	8.0	108.0														12.0			14.0	2	4				ROAD CLOSED/ALL TRAFFIC MUST EXIT
	74		3	M		WB	5786+35.50	NEW	13.5	2.0	27.0																							EXIT NOW
	74		4	M		EB	5863+00.00	NEW	9.5	2.5	23.8																							EXIT 3
	74		4	M		EB	5863+00.00	NEW	18.5	12.5	231.3														22.0			25.0	2	2	18	7		67/ GRANT ST/ STATE ST/ RIVERFRONT
	74		3	M		WB	5834+10.72	NEW	12.0	3.0	36.0																							EXIT ONLY ↓
	74		4	M		EB	5834+85.06	NEW	12.0	2.0	24.0																							CLOSED
	74			M		EB	5852+70.59	NEW	6.0	6.0	36.0																							LAST IOWA EXIT
	74			M		EB	5870+00.00	NEW	15.0	4.0	60.0														22.0			25.0	2	2	18	7		67 EXIT #4 CLOSEDUSE EXIT #3
	67			M		WB	211+07.10	NEW	11.0	2.0	22.0																							LEFT AT 12TH
	67		RAMP B	M		WB	2594+28.76	NEW	22.5	3.0	67.5																							TO WEST 74 ↑↑
	67		RAMP B	M		WB	2594+28.76	NEW	22.5	6.0	135.0														22.0			25.0	2	2	18	7		MID RD-LOCUST ST/ KIM RD-SPRUCE HILLS DR/ 53RD ST
	67		RAMP D	M		WB	4499+19.41	NEW	22.5	6.0	135.0														22.0			25.0	2	2	18	7		MID RD-LOCUST ST/ KIM RD-SPRUCE HILLS DR/ 53RD ST
	67		RAMP D	M		WB	4499+19.41	NEW	22.5	3.0	67.5																							↖↖ TO 74 WEST
	67		RAMP D	M		WB	4504+63.62	NEW	12.0	8.0	96.0																							74/6 ↙ ↙
	67		RAMP D	M		WB	4504+63.62	NEW	14.0	6.0	84.0																							(BLANK ORANGE PANEL)
	67		RAMP D	M		WB	4504+63.62	NEW	4.5	3.0	13.5																							↗↗
							TOTAL				1634.4													Total	209.7			239.4	20					

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS						INSTALLATION			REMARKS
				NO. OF POSTS	4 x 6								NO. OF POSTS	POST LENGTH	ANCHORS	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT	SEE SIGNING NOTES	
			MILEPOST		LEG 1	LEG 2	LEG 1	LEG 2	LEG 3	ANCHOR															
					FT	FT	FT	FT	FT	CONC	SOIL	SLIPBASE		FT	EACH										
I-280	280-01-WB	WB	7.614	1	20																	1	20	Co-located w/existing RM	ALT WEST 74
	280-02-WB	WB	6.127	1	22																	1	20	Co-located w/existing RM	ALT WEST 74
	280-03-WB	WB	4.096	1	20																	1	20	Co-located w/existing RM	ALT WEST 74
	280-05-WB	WB	0.7	1	24																	1	24		ALT WEST 74 ↗
I-80	80-01-EB	EB	290.581	1	20																	1	14	Co-located w/existing RM	ALT WEST 74
	80-03-EB	EB	295.085	1	24																	1	24		ALT WEST 74 ↑
	80-04-EB	EB	297.415	1	24																	1	24		ALT WEST 74 ↗
	80-05-EB	EB	297.575	1	24																	1	24		ALT WEST 74 ↗
	80-01-WB	WB	297.235	1	24																	1	24		DETOUR WEST 74 ↗
	80-03-WB	WB	301.182	1	22																	1	20	Co-located w/existing RM	DETOUR WEST 74
	80-05-WB	WB	305.853	1	22																	1	24		DETOUR WEST 74
I-74	74-01-EB	EB	0.202	1	24																	1	24		END DETOUR WEST 74/END ALT WEST 74
			STATION																						
US67(RAMP B)		WB	2594+28.76																						HOSPITAL 'H'
			TOTAL		270																				

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

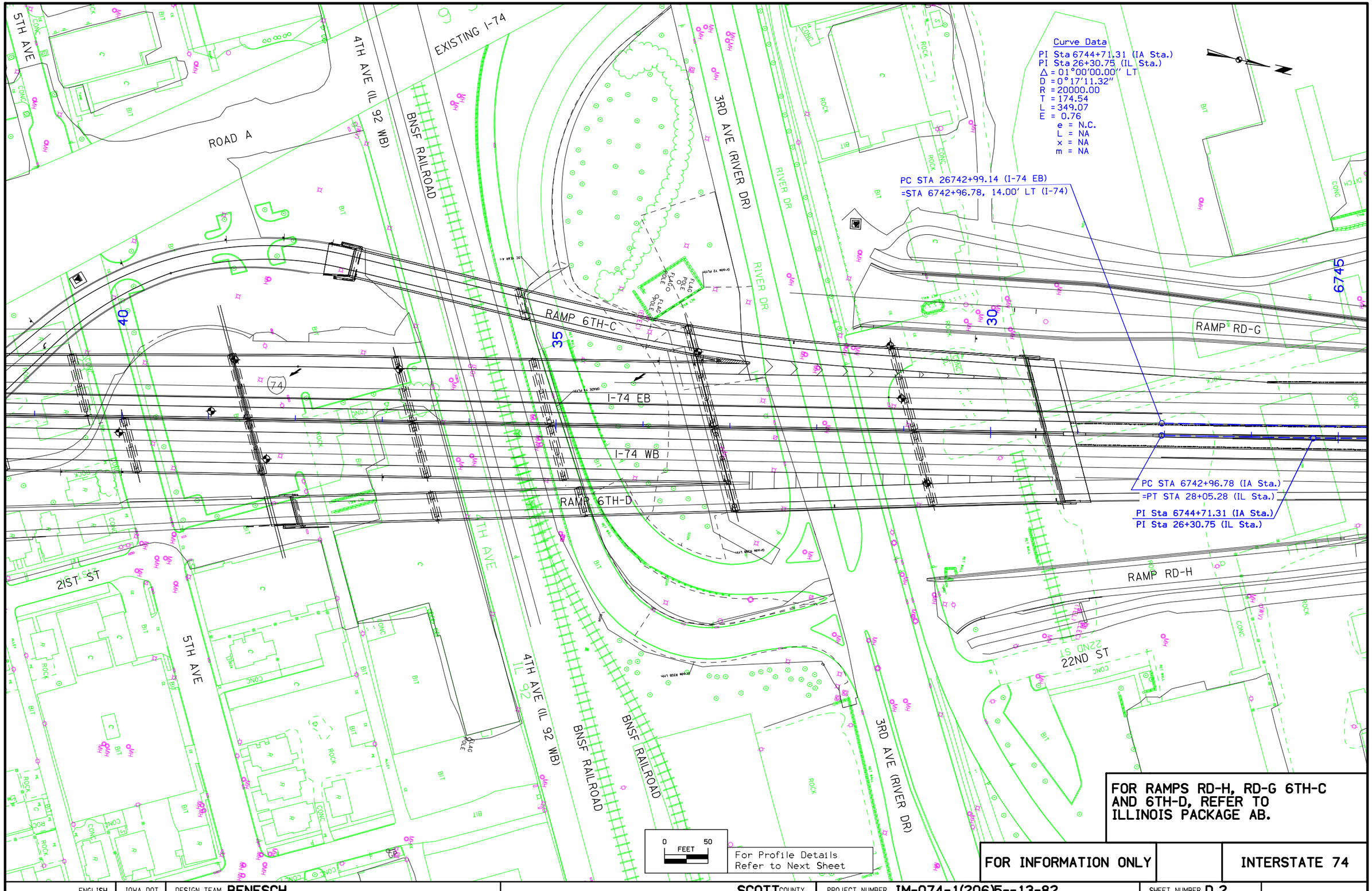
RIGHT OF WAY LEGEND

- 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

D, E, F, AND K SHEETS

(Symbols are Typical Only)



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER D.2

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+00.00 I-74 Illinois Viaduct +61.02 Fill +00.00

IA VPI 6735+77.06 (IA Sta.)
IL VPI 35+25.00 (IL Sta.)
Elv 606.99
K = 251
Len 400.00 ft

-0.505%

-2.098%

I-74 PGL

EXISTING GROUND AT ℄

FOR INFORMATION ONLY

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

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

Lt Med Rt

I-74 Illinois Viaduct
I-74 Illinois Viaduct

Fill
Fill

Lt Med Rt

610.03 609.90 609.78 609.65 609.52 609.40 609.27 609.15 609.02 608.89 608.77 608.64 608.51 608.39 608.26 608.14 608.01 607.87 607.71 607.53 607.31 607.08 606.82 606.53 606.22 605.88 605.52 605.14 604.73 604.29 603.83 603.35 602.84 602.31 601.79 601.26 600.74 600.21 599.69 599.16 598.64 598.11 597.59 597.07 596.54 596.02 595.49 594.97 594.44 593.92 593.41 592.94 592.51 592.11 591.76 591.44 591.16 590.92 590.72 590.56 590.43 590.35

41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26

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

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-D-01.sht

ILLINOIS JURISDICTION

IOWA JURISDICTION

BEGIN PAVEMENT MARKING, TRAFFIC CONTROL, LIGHTING, AND ITS CONSTRUCTION.
BRIDGE CONSTRUCTION BY OTHERS.

STA. 6747+16.75

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

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

Curve 21003 (I-74 EB)
PI Sta 26747+52.49
Δ = 2° 35′ 56.05″ (LT)
D = 0° 17′ 12.05″
R = 19,986.00′
T = 453.35′
L = 906.55′
E = 5.14′
e = N.C.
L = NA
x = NA
m = NA

Curve 21005 (I-74 EB)
PI Sta 26758+58.62
Δ = 1° 35′ 56.05″ (RT)
D = 0° 17′ 11.32″
R = 20,000.00′
T = 279.08′
L = 558.12′
E = 1.95′
e = N.C.
L = NA
x = NA
m = NA

PT STA 26752+05.69 (I-74 EB)
=STA 6752+03.50, 21.78′ LT (I-74)

PC STA 26755+79.54 (I-74 EB)
=STA 6755+77.21, 32.21′ LT (I-74)

PI STA 26758+58.62 (I-74 EB)
=STA 6758+56.18, 40.00′ LT (I-74)

6745 6750 6755 6760

RAMP RD-G

I-74 EB

I-74 WB

RAMP RD-H

BIKE TRAIL

R=9,986'

48'

36'

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

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

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

MISSISSIPPI RIVER

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

0 50 FEET

For Profile Details
Refer to Next Sheet

FOR INFORMATION ONLY

INTERSTATE 74

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

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

I-74 PGL

+2.200%

IA VPI 6745+52.06 (IA Sta.)
IL VPI 25+50.00 (IL Sta.)
Elv 586.53
K = 163
Len 700.00 ft

EXISTING GROUND AT ℄

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

Lt Med Rt

Fill

Fill

I-74 Mississippi River Crossing

I-74 Mississippi River Crossing

590.43 590.35 590.30 590.29 590.32 590.39 590.49 590.64 590.82 591.04 591.30 591.59 591.93 592.30 592.72 593.17 593.66 594.18 594.73 595.28 595.83 596.38 596.93 597.48 598.03 598.58 599.13 599.68 600.23 600.78 601.33 601.88 602.43 602.98 603.53 604.08 604.63 605.18 605.73 606.28 606.83 607.38 607.93 608.48 609.03 609.58 610.13 610.68 611.23 611.78 612.33 612.88 613.43 613.98 614.53 615.08 615.63 616.18 616.73 617.28 617.83 618.38

26 6746 6747 6748 6749 6750 6751 6752 6753 6754 6755 6756 6757 6758 6759 6760

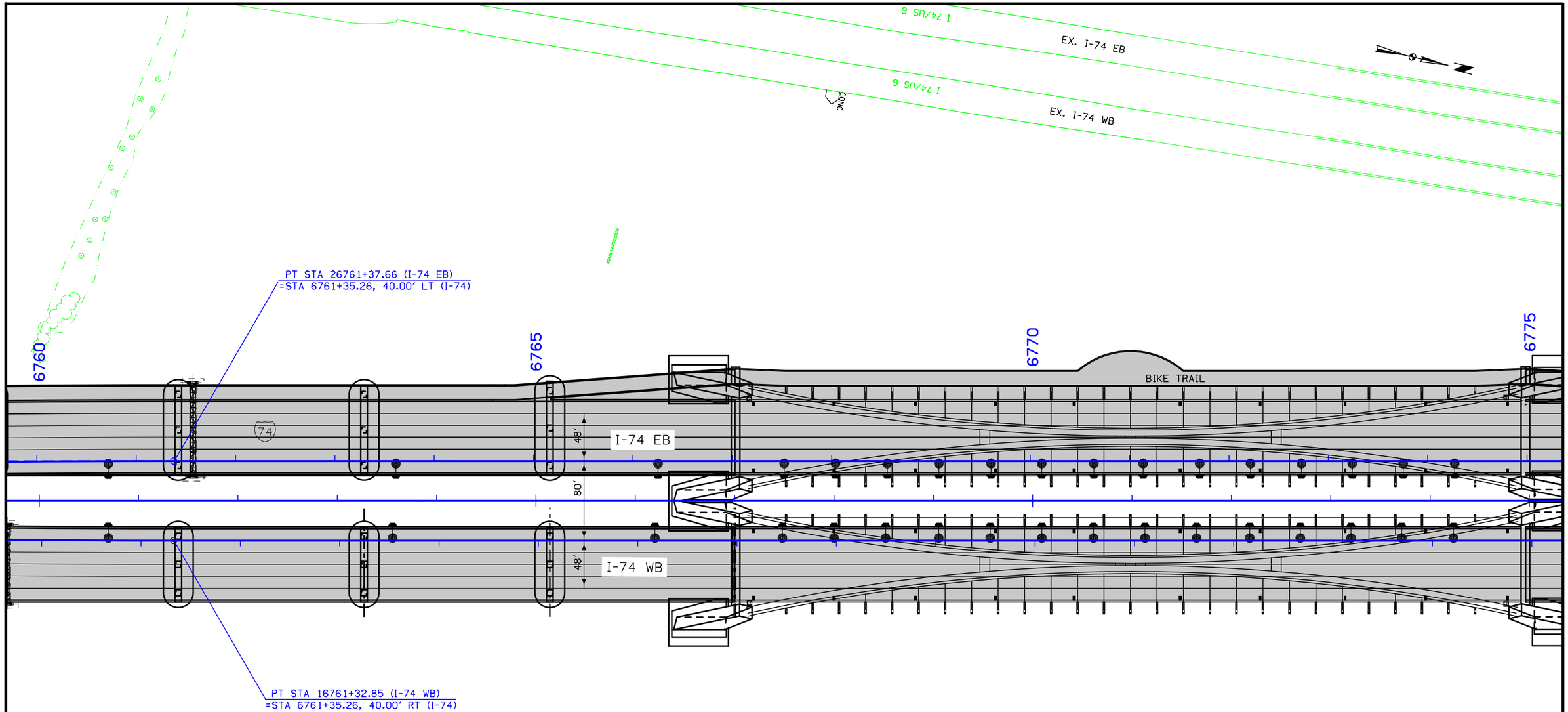
FOR INFORMATION ONLY

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

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

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-D-01.sht



0 50 FEET

For Profile Details
Refer to Next Sheet

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

FOR INFORMATION ONLY

INTERSTATE 74

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

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I-74 Mississippi River Crossing

+00.00

+00.00

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

VPI +75.00
Elv 644.23
K = 250
Len 1250.00 ft

I-74 PGL

+2.200%

-2.800%

FOR INFORMATION ONLY

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

I-74 Mississippi River Crossing

I-74 Mississippi River Crossing

Lt Med Rt

618.93 619.48 620.03 620.58 621.13 621.68 622.23 622.78 623.33 623.88 624.43 624.98 625.53 626.08 626.63 627.18 627.73 628.28 628.83 629.38 629.93 630.48 631.02 631.53 632.02 632.48 632.92 633.33 633.72 634.08 634.42 634.73 635.02 635.28 635.52 635.73 635.92 636.08 636.22 636.33 636.42 636.48 636.52 636.53 636.52 636.48 636.42 636.33 636.22 636.08 635.92 635.73 635.52 635.28 635.02 634.73 634.42 634.08 633.72 633.33

6760 6761 6762 6763 6764 6765 6766 6767 6768 6769 6770 6771 6772 6773 6774 6775

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

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-D-01.sht

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

EX. I-74 EB

EX. I-74 WB

6775

STA. 6775+75.00, 88.00 LT

BEGIN 50:1 ENT. TAPER

BIKE TRAIL

6780

I-74 EB

I-74 WB

BEGIN RAMP BASELINE

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

BEGIN RAMP BASELINE

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

6785

US 67 RAMP C

US 67 RAMP B

6790

EX. GILBERT ST

EX. 14½ ST

EX. ISLE PKWY

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

EX. 15TH ST

EX. GILBERT ST

36'

80'

36'

0 FEET 50

For Profile Details
Refer to Next Sheet

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

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

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+00.00 I-74 Mississippi River Crossing +16.00 I-74 Iowa Viaduct +00.00

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

I-74 PGL

-2.800%

VPI +00.00
Elv 593.13
K = 148
Len 500.00 ft

I-74 WBL VERTICAL CLEARANCE = 27.65'

I-74 EBL VERTICAL CLEARANCE = 25.27'

EXISTING GROUND AT ℄

R.R. TRACKS

EX. GILBERT ST

INTERSTATE I-74

For Plan Details Refer to Previous Sheet

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

632.92 632.48 632.02 631.53 631.02 630.48 629.92 629.33 628.72 628.08 627.42 626.73 626.03 625.33 624.63 623.93 623.23 622.53 621.83 621.13 620.43 619.73 619.03 618.33 617.63 616.93 616.23 615.53 614.83 614.13 613.43 612.73 612.03 611.33 610.63 609.93 609.23 608.53 607.83 607.13 606.43 605.73 605.03 604.33 603.63 602.93 602.23 601.53 600.83 600.13 599.45 598.81 598.22 597.67 597.16 596.69 596.27 595.88 595.54 595.24

6775 6776 6777 6778 6779 6780 6781 6782 6783 6784 6785 6786 6787 6788 6789 6790

ENGLISH | IOWA DOT | DESIGN TEAM **BENESCH** | **SCOTT** COUNTY | PROJECT NUMBER **IM-074-1(206)5--13-82** | SHEET NUMBER **D.9**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-D-01.sht

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

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

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

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

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

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)

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

Sta 6796+70.83 PC

6790
6795
6800
6805
+79.31

US 67 RAMP C
US 67 RAMP A
US 67 RAMP B
US 67 RAMP D
US 67 EB
US 67 WB
I-74 EB
I-74 WB
36'
80'
VARIES
EX. 14TH ST
EX. 15TH ST
EX. STATE ST
EX. BROWN ST
14TH ST
MISSISSIPPI BLVD

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

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

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+00.00 +89.89 +00.00

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

STA. 6804+58.53
BEGIN PROPOSED PAVEMENT CONSTRUCTION

3.88+%
+75 Rt. 604.76
4.24+%
+50 Rt. 603.70
3.80+%
+25 Rt. 602.75
4.12+%
+2.760%
+4.60%
+75 Lt. 602.64
+8.80%
+50 Lt 601.50
+00 Lt. 598.30
+4.00%
+25 Lt. 600.50
+50 Rt. 600.12
2.44+%
+75 Rt. 600.73
+3.96%
+00 Rt. 601.72

I-74 PGL
+0.584%

VPI +25.00
Elv 600.28
K = 138
Len 300.00 ft

I-74 WBL VERTICAL CLEARANCE = 18.07'
I-74 EBL VERTICAL CLEARANCE = 19.01'
MISSISSIPPI BLVD

I-74 WBL VERTICAL CLEARANCE = 16.62'
I-74 EBL VERTICAL CLEARANCE = 16.70'
US 67 NB US 67 SB

EXISTING GROUND AT ℄

INTERSTATE I-74
For Plan Details
Refer to Previous Sheet

Lt Med Rt

I-74 Iowa Viaduct
I-74 Iowa Viaduct

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

Lt Med Rt

594.99 594.78 594.60 594.48 594.39 594.34 594.34 594.38 594.46 594.59 594.74 594.88 595.03 595.17 595.32 595.46 595.61 595.76 595.90 596.05 596.19 596.34 596.49 596.63 596.78 596.92 597.07 597.22 597.36 597.51 597.65 597.80 597.95 598.09 598.24 598.38 598.53 598.67 598.82 598.97 599.11 599.26 599.40 599.57 599.79 600.05 600.35 600.70 601.10 601.54 602.02 602.55 603.13 603.75 604.42 605.11 605.80 606.49 607.18 607.87

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

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER D.11

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

EX. MISSISSIPPI BLVD

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

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

KIMBERLY RD

STA. 6809+12.34 (I-74 EB)

EX. I-74 EXIT RAMP

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

END RET. WALL 165

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

6810
6815
6820

US 67 RAMP A

PT Sta 6806+11.44

+79.31

I-74 EB

30'

48'

I-74 WB

US 67 RAMP D

STA. 6807+51.12 (I-74 WB)

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

STA. 6816+50.00, 63.00 RT
END 50:1 ENT. TAPER

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

EX. 14TH ST

0 FEET 50

For Profile Details
Refer to Next Sheet

MAINLINE PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER D.12

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+00.00

+00.00

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

I-74 PGL

+2.760%

+00 Rt.
636.50

+5.0% Lt. Ditch Grade

+4.5% Rt. Ditch Grade

+75 Rt.
611.63

2.72+%

+50 Rt.
610.95

2.80+%

+00 Rt.
612.33

2.92+%

+25 Rt.
610.22

2.76+%

+25 Rt.
613.02

3.56+%

+00 Rt.
609.33

+3.10%

+4.40%

+00 Lt.
617.85

+3.10%

+50 Lt.
615.65

+6.27%

+00 Lt.
613.80

+3.60%

+75 Lt.
612.23

+3.10%

+1.37%

+50 Lt.
608.90

+50 Lt.
611.89

+2.60%

+0.76%

+00 Rt.
605.73

+25 Lt.
608.25

+25 Lt.
611.70

+50 Lt.
602.50

+00 Rt.
596.00
Match Ramp D

EXISTING GROUND AT ℄

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Vari. See
Cross Section

Retaining Wall

Curb & Gutter

Lt
Med
Rt

Concrete Median

Vari. See Cross Section

Curb & Gutter

608.56 609.25 609.94 610.63 611.32 612.01 612.70 613.39 614.08 614.77 615.46 616.15 616.84 617.53 618.22 618.91 619.60 620.29 620.98 621.67 622.36 623.05 623.74 624.43 625.12 625.81 626.50 627.19 627.88 628.57 629.26 629.95 630.64 631.33 632.02 632.71 633.40 634.09 634.78 635.47 636.16 636.85 637.54 638.23 638.92 639.61 640.30 640.99 641.68 642.37 643.06 643.75 644.44 645.13 645.82 646.51 647.20 647.89 648.58 649.27

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

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

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

Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39'39.15" RT
D = 0°14'56.80"
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39' 39" (RT)
D = 0° 14' 56"
R = 23,015.00'
T = 936.62'
L = 1,872.22'
E = 19.05'
e = N.C.
L = NA
x = NA
m = NA

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

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

STA. 6831+00.00, 63.00 LT
BEGIN 40:1 ENT. TAPER

PI Sta 6832+57.30

EX. I-74 EXIT RAMP

6820
6825
6830

PC STA. 26823+21.85 (I-74 EB)
=STA. 6823+21.29, 15.00' LT (I-74)

48'
30'
48'

I-74 EB
I-74 WB

PC Sta 6823+21.29

PC STA. 16823+20.73 (I-74 WB)
=STA. 6823+21.29, 15.00' RT (I-74)

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

STA. 6829+66.47
74.07 RT

STA. 6829+24.95
70.00 RT

STA. 6833+90.00
MATCH EXISTING
MEDIAN AND BARRIER
STA. 6834+04.04
(WB I-74)

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

EX. HIGHLAND PARK DR

EX. HIGHLAND CT

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39' 39" (RT)
D = 0° 14' 57"
R = 22,985.00'
T = 935.40'
L = 1,869.78'
E = 19.03'
e = N.C.
L = NA
x = NA
m = NA

0 50
FEET

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.14

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+00.00

+00.00

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

LINCOLN RD

VERTICAL
CLEARANCE = 16.68'

I-74 PGL

VPI +75.00
Elv 659.62
K = 246
Len 550.00 ft

+0.520%

+00 Lt.
659.50

+25 Lt.
658.00

+2.00%

EXISTING GROUND AT ℄

+2.760%

+4.0% Lt. Ditch Grade

+00 Lt.
645.00

STA. 6833+90.00
MATCH EXIST. MEDIAN

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Curb & Gutter
Concrete Median
Curb & Gutter

Lt Med Rt

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

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

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **D.15**

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

EX. LINCOLN RD

EX. MIDDLE RD

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

STA. 6835+10.00
MATCH EXISTING
MEDIAN AND BARRIER

STA. 6839+14.17 (I-74 EB)

STA. 6839+50.00
END 11" PCC
BEGIN 10" PCC/12"HMA OPTION

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

STA. 6843+10.00
END EASTBOUND I-74 PAVEMENT

STA. 6845+43.35
END WESTBOUND I-74 PAVEMENT

EX. I-74 ENT. RAMP

6835

6840

6845

6850

MIDDLE ROAD RAMP C

I-74 EB

I-74 WB

74

PT Sta 6841+92.29

MIDDLE ROAD RAMP B

STA. 6839+04.04 (I-74 WB)

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

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE DR

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.16

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+00.00

STA. 6835+10.00
MATCH EXIST. MEDIAN

STA. 6839+50.00
END 11' P.C.C.
BEGIN 10" P.C.C./
11" HMA OPTION

STA. 6843+10.00
END EASTBOUND
I-74 PAVEMENT

VPI +50.00
Elv 666.25
K = 161
Len 200.00 ft

VPI +40.000
Elv 673.11
K = 261
Len 180.00 ft

VPI +20.000
Elv 675.04
K = 363
Len 180.00 ft

676.45

I-74 EB PGL

+0.520%
+1.759%
-0.30%
+1.070%
+1.567%
+0.30%
+0.56%
-1.68%
-1.39%

+20 Lt. 670.50
+45 Lt. 668.00
+65 Lt. 665.70
+89 Lt. 664.49
+50 Lt. 671.42
+40 Md. 672.44
+00 Md. 672.92
+00 Lt. 670.67
+50 Md. 673.20
+00 Md. 673.65
+50 Md. 674.17
+00 Md. 674.78
+25 Lt. 670.25
+50 Lt. 668.51

EXISTING GROUND AT EB EOP
EXISTING GROUND AT ℄

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

Lt: Curb & Gutter
Med: Concrete Median
Rt: Curb & Gutter
V-Ditch
Ditch

665.60 665.73 665.88 666.07 666.29 666.56 666.86 667.21 667.59 668.01 668.45 668.89 669.33 669.77 670.21 670.65 671.09 671.53 671.95 672.36 672.74 673.09 673.43 673.74 674.02 674.29 674.58 674.89 675.21 675.56 675.92 676.29

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

INTERSTATE I-74EB

For Plan Details
Refer to Previous Sheet

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER D.17

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-D-01.sht

+00.00

Middle Rd
Bridge

STA. 6835+10.00
MATCH EXIST. MEDIAN

STA. 6839+50.00
END 11' P.C.C.
BEGIN 10" P.C.C./
12" HMA OPTION

STA. 6845+43.35
END WESTBOUND
I-74 PAVEMENT

VPI +50.001
Elv 673.29
K = 159
Len 200.00 ft

VPI +50.00
Elv 666.25
K = 161
Len 200.00 ft

VPI +53.230
Elv 675.31
K = 167
Len 150.00 ft

I-74 WB PGL

EXISTING GROUND AT WB EOP

EXISTING GROUND AT ℄

671.53

676.57

+0.520%
+1.760%
+0.500%
+1.398%

+50 Rt. 670.55
-0.36%
+75 Rt. 670.33
+00 Rt. 670.24
-0.48%
+25 Rt. 670.12
-0.64%
+50 Rt. 669.96
-0.80%

-0.84%
+50 Rt. 669.03
+25 Rt. 669.32
-0.92%
+00 Rt. 669.55
+75 Rt. 669.76

-1.76%
-1.40%
+50 Rt. 667.54
-1.52%
+25 Rt. 667.92
-1.64%
+00 Rt. 668.33

-1.88%
+00 Rt. 666.66
-2.00%
-2.76%
3.12%
-3.80%
+75 Rt. 662.33
+50 Rt. 663.28
+25 Rt. 664.06
+00 Rt. 664.75
+75 Rt. 665.25

INTERSTATE I-74WB

For Plan Details
Refer to Previous Sheet

Lt
Med
Rt

Curb & Gutter
Concrete Median
Curb & Gutter

Ditch
V-Ditch

665.60 665.73 665.88 666.07 666.29 666.56 666.86 667.21 667.59 668.01 668.45 668.89 669.33 669.77 670.21 670.65 671.09 671.53 671.95 672.33 672.67 672.98 673.24 673.46 673.65 673.79 673.92 674.04 674.17 674.29 674.42 674.54 674.67 674.79 674.92 675.05 675.23 675.44 675.70 675.98 676.31

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

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

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER D.18

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-D-01.sht

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

POT STA. 480+31.28 (STATE ST)
POC STA. 1594+84.11, Rt. 36.0' (US 67 NB)

POC Sta 481+08.51

+73 Prop. Joint Type "B" Ent.

+00 Prop. Joint Type "B" Ent.

+71 Prop. Joint Type "B" Ent.

+05 Prop. Joint Type "B" Ent.

+29 Prop. Joint Type "B" Ent.

POC Sta 485+70.04

+18 Prop. Joint Type "B" Ent.

+64 Prop. Joint Type "B" Ent.

POC Sta 489+07.20

+14 Prop. Joint Type "B" Ent.

33'

35'

STATE ST

Tie sidewalk into existing at back of sidewalk

Tie sidewalk into existing at back of sidewalk

POT STA. 487+00.24 (STATE ST)
POC STA. 4601+61.40 (12TH ST)

0 50 FEET

State Street

Fill+30% = 506 CY
Waste = 189 CY
695 CY

Cut = 695 CY

STA. 482+03.52
BEGIN CONSTRUCTION
ELEV. 573.13

STA. 489+52.36
BEGIN CONSTRUCTION
ELEV. 572.27

EXISTING GROUND

+0.680%

-0.760%

+0.600%

-0.550%

+0.880%

STATE ST PGL

STATE ST PGL

VPI +00.00
Elv 573.84
K = 69
Len 100.00 ft

VPI +00.00
Elv 570.93
K = 35
Len 50.00 ft

VPI +00.24
Elv 571.48

VPI +50.00
Elv 571.18
K = 37
Len 50.00 ft

Prop. Type "B" Ent. +73 +4.9%

Prop. Type "B" Ent. +00 +8.5%

Prop. Type "B" Ent. +18 +1.6%

Prop. Type "B" Ent. +29 +4.0%

Prop. Type "B" Ent. +14 +3.9%

Prop. Type "B" Ent. +05 +2.1%

Prop. Type "B" Ent. +71 +10.4%

Prop. Type "B" Ent. +64 +7.9%

585 580 575 570 565 560

Lt Med Rt

Curb & Gutter | Ent. | Curb & Gutter | Ent. C&G | Ent. C&G | 12th St. | Curb & Gutter | Ent. C&G | Ent. C&G

C&G | Ent. | C&G | Ent. | C&G | Ent. | Curb & Gutter | 12th St. | I-74 Temp. Ent. Ramp | Curb & Gutter

573.33 573.50 573.62 573.66 573.60 573.46 573.27 573.08 572.89 572.70 572.51 572.32 572.13 571.94 571.75 571.56 571.37 571.26 571.33 571.48 571.34 571.20 571.07 571.02 571.15 571.37 571.59 571.81 572.03 572.25

479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER E.1

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

POT STA. 4601+61.40 (12TH ST)
POC STA. 487+00.24 (STATE ST)

STA. 4600+93.90
BEGIN CONSTRUCTION

STA. 4603+14.16
END CONSTRUCTION

4600

4605

12TH ST

0 50
FEET

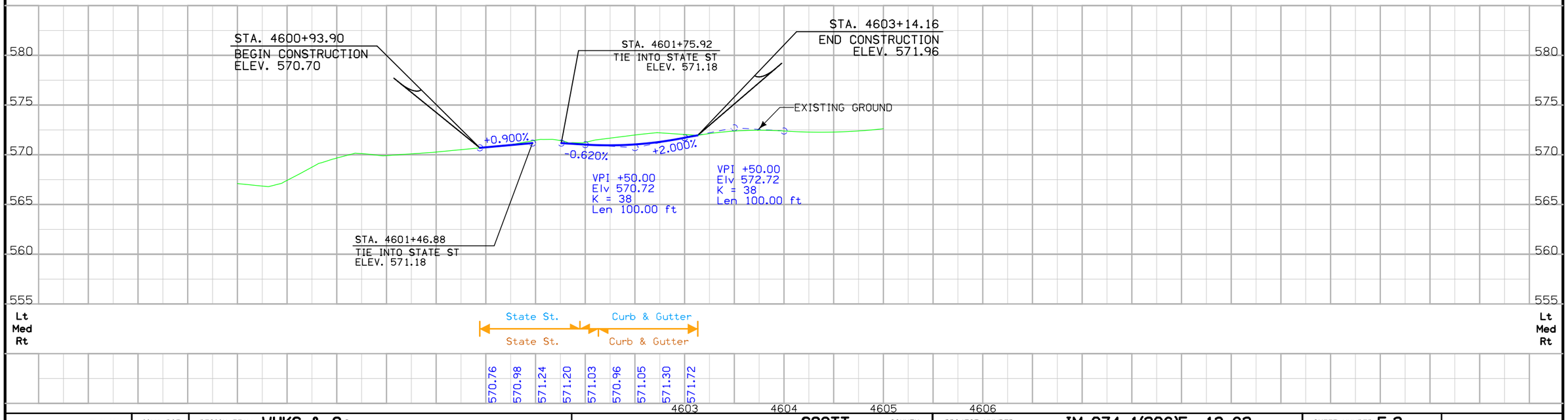
For Mainline Details Refer to D Sheets

For Storm Sewer Details Refer to M Sheets

12TH STREET

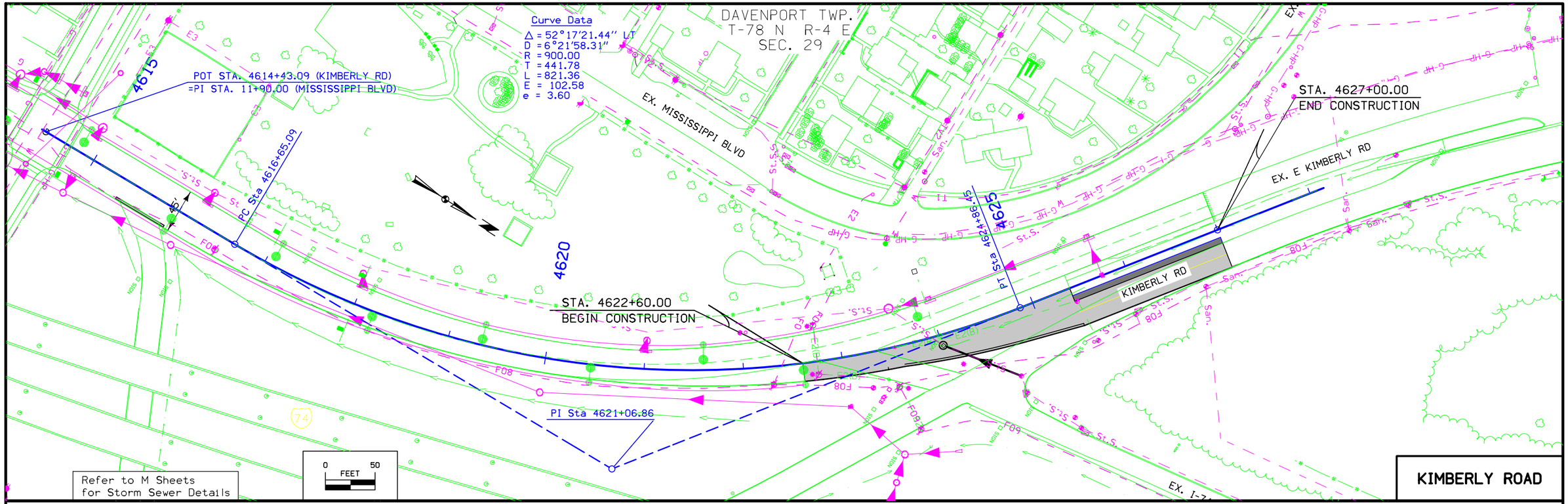
Fill+30% = 160 CY
Waste = 313 CY
473 CY

Cut = 473 CY



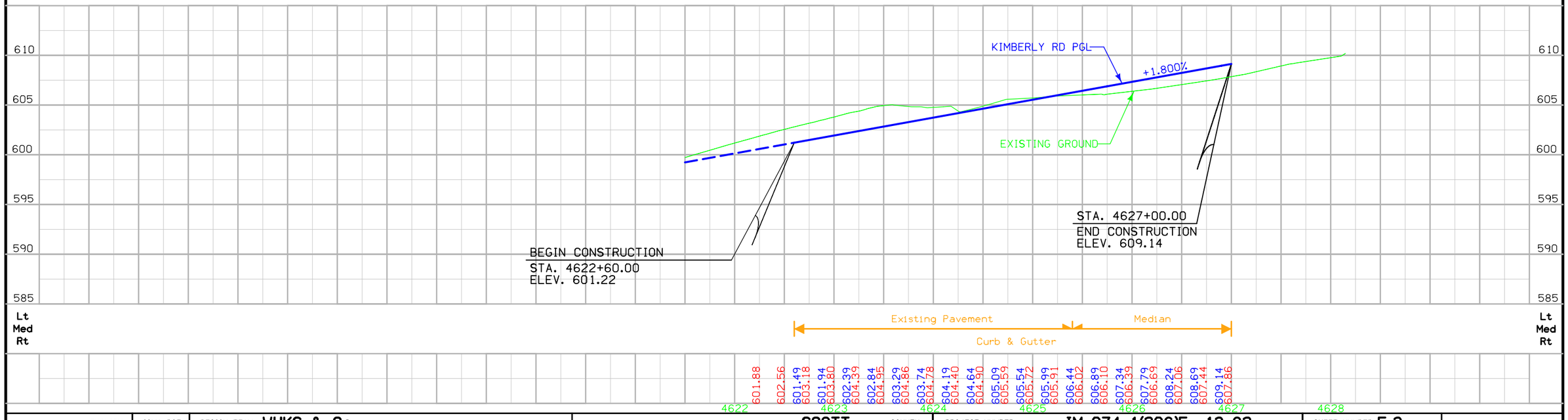
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER E.2

3:43:00 PM xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-E.sht



Fill+30% = 33 CY
Waste = 915 CY
948 CY

Cut = 948 CY



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER E.3

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

6817+72.63
85.51' RT
EL=641.61
Begin Detour
Pavement
Construction

6817+74.92
112.95' RT
EX.=641.33
Match Into Existing
Pavement Elevation

EL 641.92
110.72' RT
Major Intake Aajustment 41809
Match Intake to Temp. Curb.

EL 642.53
108.49' RT

EL 643.11
106.29' RT

EL 643.78
104.40'RT

EL 644.58
102.24' RT
E.O.P

EL 645.26
100.08' RT

EL 646.13
97.93' RT

EL 646.92
95.79' RT

EL 647.66
94.12' RT

EL 648.40
92.45' RT

EL 649.14
90.79' RT

EL 649.88
89.13' RT

EL 650.61
87.78' RT

EL 651.33
86.43' RT

EL 652.02
85.08' RT

EL 652.69
83.74' RT

EL 653.33
82.59' RT

EL 653.94
81.44 RT

EL 654.52
80.29' RT

EL 655.09
79.14' RT

EL 655.62
77.98' RT

EL 656.13
76.83' RT

EL 656.61
75.67' RT

Minor Intake
Adjustment
41804
Match Intake
to Temp. Curb

Major Intake Adjustment 41806
Match Intake to Temp. Curb

6819+50.56
70.00' RT
EL=646.85

6819+50.57
71.73' RT
EL=646.82

6819+00.00
63.00' RT
EL=645.85

6819+00.00
70.00' RT
EL=645.57

Match Into Proposed
Pavement Elevation
6825+91.55
70.00' RT
EL. 659.73
End Detour
Pavement Construction

EL 657.07
74.47 RT

EL 657.50
73.25' RT

EL 657.91
72.04' RT

EL 658.27
71.81' RT

EL 658.59
71.56' RT

EL 658.89
71.27' RT

EL 659.09
70.96' RT

EL 659.36
70.62' RT

EL 659.59
70.26' RT

Minor Intake Adjustmetn 41803
Match Intake to Temp. Curb

NOTE: 1. Offsets and Elevations Provided at 25' Intervals Along I-74 Baseline Unless Otherwise Noted.

2. Elevation are Provided at the Edge of Pavement.

0 FEET 20

Stage 2A Detour Pavement Details

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

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

℄ TEMP MIDDLE ROAD RAMP C

11+32.91, 2.11 LT.
= I-74 6839+24.47, 49.15' LT. EL=670.34
Match Into Existing Pavement Elevation
Begin Detour Pavement Construction

+57.91 EX. 670.71 1.84' LT
+82.91 EX. 671.06 1.57' LT
+07.91 EX. 671.43 1.30' LT
+32.91 EX. 671.79 1.04' LT
+57.91 EX. 672.12 0.77' LT
+82.91 EX. 672.43 0.5' LT
+07.91 EX. 672.69 0.24' LT
+32.91 EX. 672.95 0.03' LT
+57.91 EX. 673.20 0.00'
+82.91 EX. 673.40 0.00'
+07.91 EX. 673.48 0.00'
+32.91 EX. 673.51 0.00'
+57.91 EX. 673.49 0.00'
+82.91 EX. 673.46 0.00'
+07.91 EX. 673.37 0.00'
+32.91 EX. 673.22 0.00'
+57.91 EX. 672.96 0.00'
+82.91 EX. 672.69 0.00'
+07.91 EX. 672.31 0.00'
+32.91 EX. 671.94 0.00'

Match Into Existing Pavement Elevation

EX. 670.75 0.63' RT
EX 671.18 3.37' RT
EX. 671.61 6.11' RT
EX. 672.03 8.85' RT
EX. 672.43 11.59' RT
EX. 672.82 14.33' RT
EX. 673.16 17.07' RT
EX. 673.49 19.09' RT
13+23.95 18.83' RT
EX. 673.78 19.82' RT
EX. 674.03 20.54' RT
EX. 674.25 21.27' RT
Match Into Existing Pavement Elevation
EL 674.28 22.00' RT

3.5% 22' (TYP)
3.25%
3.0%
2.75%
2.5%
2.25%
2.0%

EL 674.21
EL 674.12
EL 673.98
EL 673.77
EL 673.46
EL 673.13
EL 672.75
EL 672.38

St.S.

Construct in Stage 2A.
For cross sections, refer to Middle Road Ramp C Stage 2A.
For ditch profile, refer to Middle Road Ramp C profile on the K Sheets

PT Sta 6841+92.28

0 20 FEET

Stage 2A Detour Pavement Temp. Middle Rd Ramp C Details

Match Into Existing Pavement Elevation

℄ TEMP MIDDLE ROAD RAMP C

+57.91 EX. 671.62 0.00'
+82.91 EX. 671.30 0.00'
+07.91 EX. 670.96 0.00'
+32.91 EX. 670.62 0.00'
+57.91 EX. 670.26 0.00'
+82.91 EX. 669.88 0.00'
+07.91 EX. 669.50 0.00'
+32.91 EX. 669.14 0.00'
+57.91 EX. 668.63 0.00'
+82.91 EX. 668.11 0.00'
+07.91 EX. 667.78 0.00'
+32.91 EX. 667.48 0.00'
+57.91 EX. 667.35 0.00'
+82.91 EX. 667.30 0.00'

19+88.46, EX=667.32
6847+73.62, 147.13' LT
Match Into Existing Pavement Elevation
End Detour Pavement Construction

EL 672.06
EL 671.74
EL 671.40
EL 671.06
EL 670.70
EL 670.32
EL 669.89
EL 669.47
18+37.97 22.00' RT

2.0% 1.75% 1.5% 22' (TYP.) 1.25% 1.01%
EL 668.25 13.47' RT
0.56%
EL 667.83 8.73' RT
0.88%
EL 667.52 4.51' RT
1.03%
EL 667.40 4.53' RT
1.0%
EL 667.34 4.53' RT
19+30.18 4.51' RT

20+23.71
End Temp Middle Rd Ramp C Baseline

St.S.

EX. MIDDLE RD

Construct in Stage 2A.
For cross sections, refer to Middle Road Ramp C Stage 3A.
For ditch profile, refer to Middle Road Ramp C profile on the K Sheets

0 20 FEET

Stage 2A Detour Pavement Temp. Middle Rd Ramp C Details

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER F.2

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

Curve ML074EBCROSS-1
PI STA. = 16838+70.13
Δ = 4° 09′ 16.35″ (LT)
D = 1° 37′ 45.63″
R = 3,516.50
T = 127.55
L = 254.98
E = 2.31

EX MIDDLE ROAD RAMP C

6837+00.00
EL.=666.85, 3.0′ RT
Begin Median Crossover Construction

I-74 Sta. +00.00 EL. 667.45
I-74 Sta. +25.00 EL. 667.57
I-74 Sta. +50.00 EL. 667.92

50′ Uniform Transition

16838+89.50
33.0′ LT

16839+52.15 33.0′ LT
EL.=670.88

16841+25.54 36.98′ LT
EL.=673.51

Match Existing EOP (Typical)

Granular Shoulder

200′ Uniform Transition

PC Sta 16837+42.58
PI Sta 16838+70.13
PI Sta 16839+97.56
PT Sta 16841+92.28

16839+50.00 11.43′ LT
= I-74 6839+50.00, 15′ RT
EL. 671.53

16840+98.81 3.99′ RT
= I-74 6840+98.90, 18.15′ LT
EL. 673.47

NOTE: All Elevations Given at Even 25′ Intervals Along Median Crossover Unless Otherwise Noted.

0 20 FEET

Stage 2A and 2B Detour Pavement Median Crossover Details

PC Sta 16843+17.56
PI Sta 16844+78.03
PT Sta 16846+38.26

Granular Shoulder

6846+96.69 20.12′ LT
EL. 681.16
End Median Crossover Construction

60′ Uniform Transition

Curve ML074EBCROSS-2
PI STA. = 16844+78.03
Δ = 5° 16′ 29.32″ (RT)
D = 1° 38′ 41.19″
R = 3,483.50
T = 160.46
L = 320.70
E = 3.69

NOTE: All Elevations Given at Even 25′ Intervals Along Median Crossover Unless Otherwise Noted.

0 20 FEET

Stage 2A and 2B Detour Pavement Median Crossover Details

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

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

Curve 22525
PI STA = 4621+06.86
Δ = 52°17'21.44" LT
D = 6°21'58.31"
R = 900.00
T = 441.78
L = 821.36
E = 102.58
e = 3.60

EX. KIMBERLY RD.

Sta. 4624+32.51, 65.41' RT
Elev. = 605.14

Sta. 4623+46.76, 21.28' RT
Elev. = 602.34
Begin Detour Pavement Construction

Sta. 4624+07.52, 73.09' RT
Elev. = 605.00

Sta. 4624+48.88, 114.60' RT
Elev. = 606.24

Sta. 4624+64.37, 98.45' RT
Elev. = 605.78
End Detour Pavement Construction

Sta. 4625+40, 40.60' RT
Elev. = 605.51

25' R

EX RAMP A

4%

3%

① Sta. 4624+74.02, 54.52' RT
Begin Radius
Elev. = 605.14

② Sta. 4624+56.98, 71.45' RT
Radius Midpoint
Elev. = 605.49

③ Sta. 4624+62.09, 95.70' RT
End Radius
Elev. = 605.78

0 FEET 20

Stage 2B Kimberly Road Exit Ramp Detour Pavement, Geometrics and Staking

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

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

℄ MIDDLE ROAD RAMP C

See Sheet F.2 for Temoprary Ramp Details

Match Existing Pavement Elevations

+16.05 EL 676.28 61.67' LT
+40.73 EL 676.70 61.49' LT
+65.73 EL 677.10 61.31' LT
+90.41 EL 677.49 61.14' LT
+15.41 EL 677.87 60.97' LT

+16.08 EX. 676.53 49.24' LT
+41.08 EX. 676.94 49.31' LT
+66.08 EX. 677.34 49.37' LT
+91.08 EX. 677.72 49.44' LT
+16.08 EX. 678.10 49.50' LT

PT Sta 684+92.28

0 20 FEET

Stage 2A
Temporary Pavement
Mainline North End
Widening

+22.92 67.00' LT
+40.45 EL 678.14 66.66' LT
+65.44 EL 678.54 66.18' LT
+90.44 EL 678.91 65.71' LT
+15.76 EL 679.28 65.22' LT
+40.75 EL 679.60 64.74' LT
+65.10 EL 679.91 64.28' LT
+90.74 EL 680.17 63.79' LT
+15.74 EL 680.43 63.31' LT
+40.73 EL 680.67 62.83' LT
+65.73 EL 680.95 62.35' LT
+90.72 EL 681.13 61.87' LT
+51.72 EL 681.32 61.39
+40.72 EL 681.43 60.92
+65.71 EL 681.47 60.44' LT
+90.71 EL 681.52 59.96
+15.70 EL 681.50 59.48' LT
+40.70 EL 681.50 59.00' LT
+65.69 EL 681.47 58.52' LT
+90.69 EL 681.00 58.04' LT

+41.08 EX. 678.48 49.56' LT
+66.08 EX. 678.87 49.61' LT
+91.08 EX. 679.23 49.69' LT
+16.08 EX. 679.59 49.67' LT
+41.08 EX. 679.90 49.71' LT
+66.08 EX. 680.20 49.73' LT
+91.08 EX. 680.45 49.75' LT
+16.08 EX. 680.70 49.77' LT
+41.08 EX. 680.93 49.79' LT
+68.67 EX. 681.20 49.82' LT
+91.08 EX. 681.37 49.71' LT
+16.08 EX. 681.55 49.91' LT
+41.08 EX. 681.65 49.69' LT
+66.08 EX. 681.69 49.53' LT
+91.08 EX. 681.73 49.35' LT
+16.08 EX. 681.70 49.37' LT
+41.08 EX. 681.694 49.33' LT
+66.08 EX. 681.66 49.17' LT
+91.08 EX. 681.69 49.15' LT
+05.21 EX. 681.76 48.89' LT

EX. MIDDLE RD

0 20 FEET

Stage 2A
Temporary Pavement
Mainline North End
Widening

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

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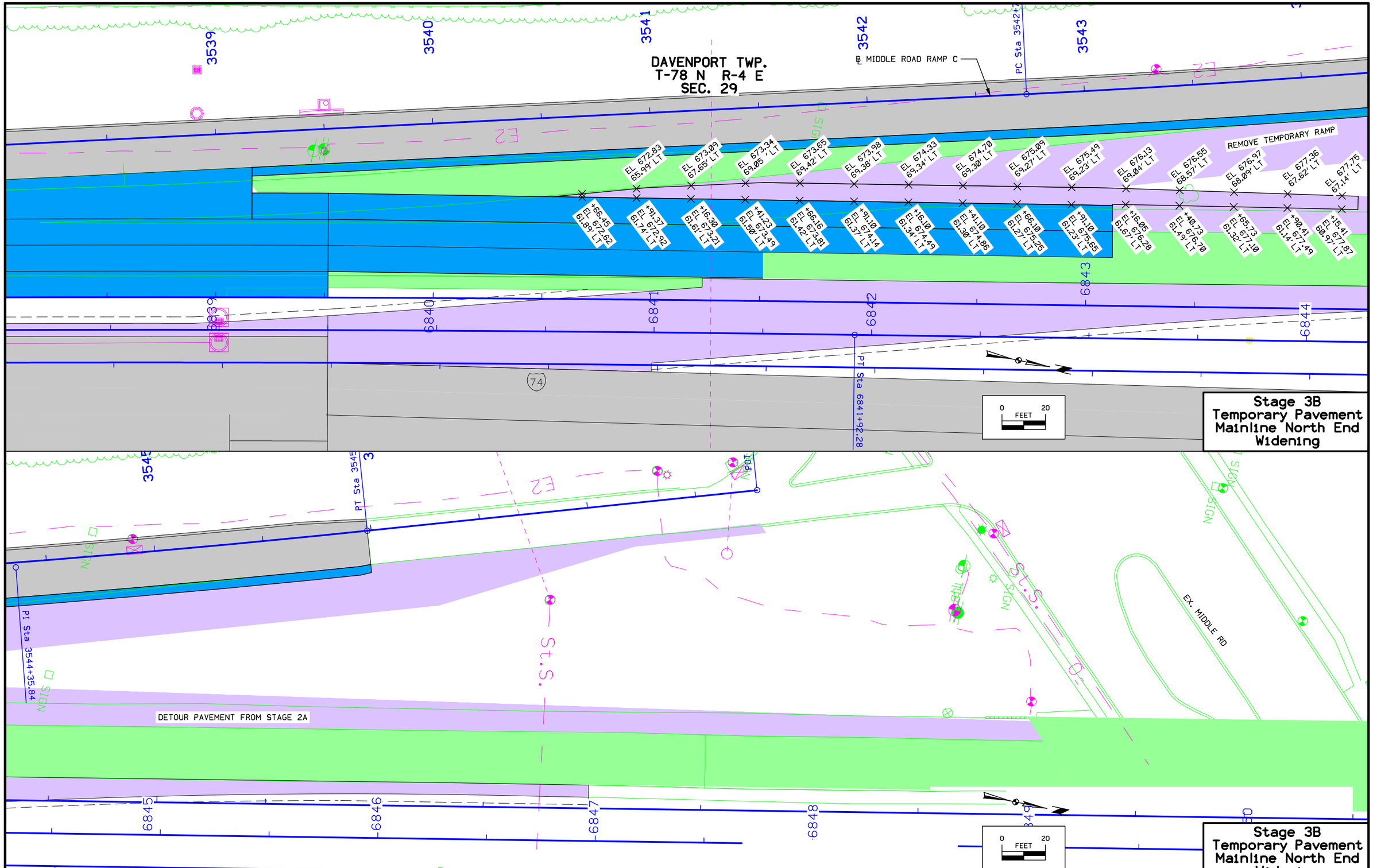

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER F.6

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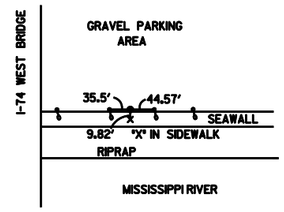
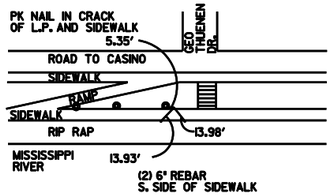
GPS 014
IOWA D.O.T. FENO MONUMENT
XC=2458338.19 YC=568666.68

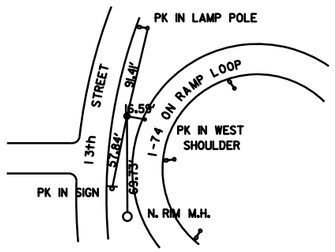


GPS 015
IOWA D.O.T. REBAR
XC=2459345.70 YC= 568727.73

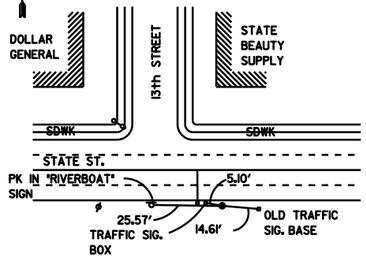


APPROXIMATELY 46' W. OF CENTER LINE OF "GEO THUENEN DR."

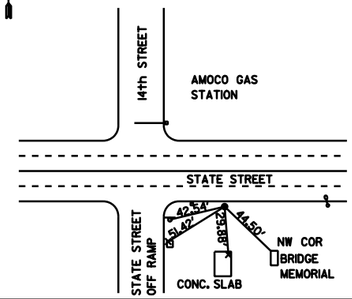
CP 119
SET REBAR
XC=2457540.364 YC=570346.488



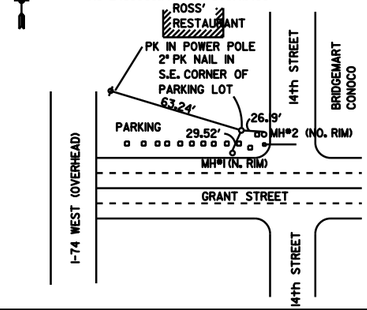
CP 120
SET REBAR
XC=2457691.529 YC=569644.244



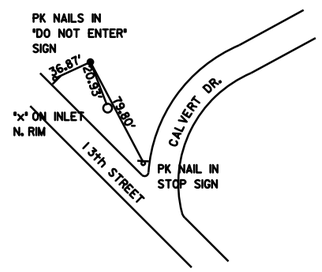
CP 121
SET REBAR
XC=2458219.673 YC=569679.278



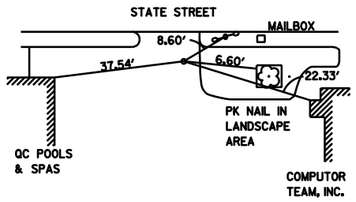
CP 122
SET PK NAIL
XC=2458088.147 YC=570141.496



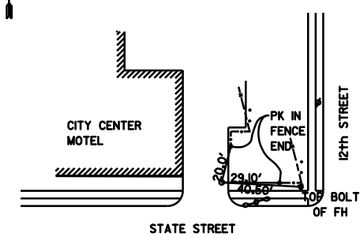
CP 125
SET REBAR
XC=2457651.639 YC=571037.636



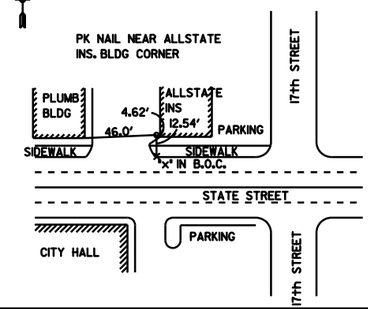
CP 126
SET 2" PK NAIL
XC=2456791.104 YC=569585.544



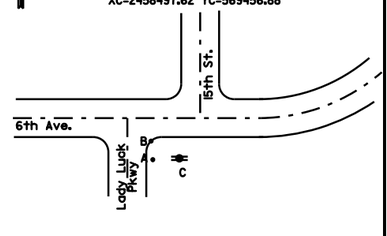
CP 127
SET 2" PK NAIL
XC=2457231.452 YC=569688.750



CP 128
SET PK NAIL
XC=2459161.133 YC=569812.022

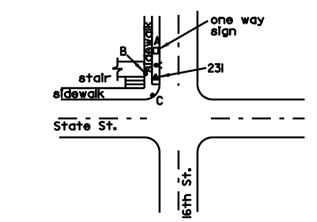


GPS 230
Pt (5/8" Rebar) is on the right corner Intersection of Lady Luck Pkwy and Gilbert St. 4.5' back of curb
XC=2458497.62 YC=569456.88



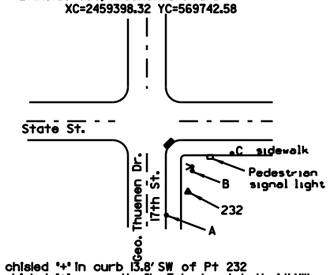
A - PK in east side of elec. post base 17.55' NW of Pt 229
B - PK in west side of first barrier post 21.55' NE of Pt 229
C - PK in in east side of 10" tree 26.9' south of Pt 229

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



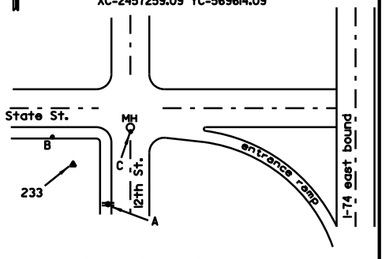
A - PK in east side of one way sign base post 3.85' NW of Pt 231
B - chisled "+" in sidewalk 7.4' west of Pt 231
C - chisled "+" in top of curb 11.8' SE of Pt 231

GPS 232
Pt (5/8" Rebar) is in the SE quadrant of State & Geo. Thuenen (16th ST) intersection approx 12' inside Geo. Thuenen Dr. curb
XC=2459398.32 YC=569742.58



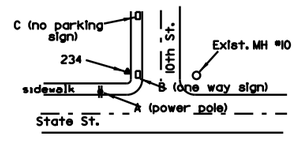
A - chisled "+" in curb 13.8' SW of Pt 232
B - chisled "+" on south fig F. hydrant bolt 4.1' NW of Pt 232
C - chisled "+" in top of inside edge of sidewalk 16.2' NE of Pt 232

GPS 233
Pt is PK in asphalt road in the SW quadrant of State St. & 12th St approx 9.4' inside curb
XC=2457259.09 YC=569614.09



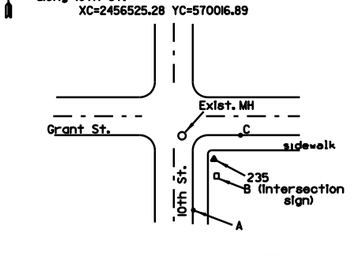
A - PK in west side of power pole base 50.85' SE of Pt 233
B - chisled "+" on edge of sidewalk 14.9' NW of Pt 233
C - chisled "+" in south edge of MH rim (stm mh #8) 29.13' NE of Pt 233

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



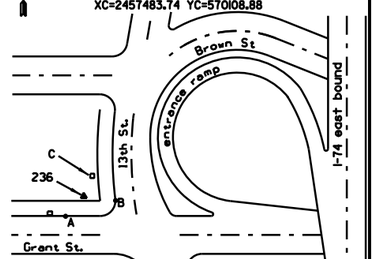
A - PK in power pole 9.5' SW of Pt 234
B - PK in south side of one way post base 5.6' NE of Pt 234
C - chisled "+" in west side of no parking post base 24.0' NE of Pt 234

GPS 235
Pt (5/8" Rebar) is in the SE quadrant of Grant & 10th St intersection approx 4.1' inside curb along 10th St.
XC=2456525.28 YC=570016.89



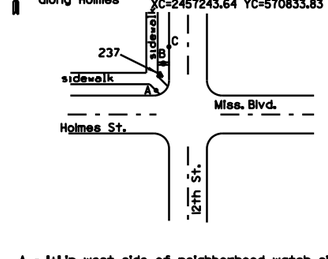
A - chisled "+" in curb 10.85' SW of Pt 235
B - west side of Grant & 10th St. post sign base 2.67' SE of Pt 235
C - chisled "+" in top of curb 8.75' NE of Pt 235

GPS 236
Pt (5/8" Rebar) is in the NW quadrant of Grant & 13th St intersection approx 8.5' NE of traffic light post.
XC=2457483.74 YC=570108.88



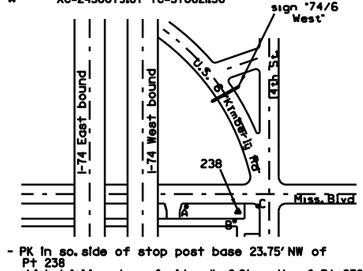
A - chisled "+" on curb 9.95' SW of Pt 236
B - chisled "+" on curb 8.5' SE of Pt 236
C - PK in west side of left leg of sign post 10.0' NE of Pt 236

GPS 237
Pt (5/8" Rebar) is in the NW quadrant of Holmes & 12th St intersection approx 7.5' north of curb along Holmes
XC=2457243.64 YC=570833.83



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

GPS 238
Pt (5/8" Rebar) is in the SW quadrant of Miss. Blvd. & Route 6 (Kimberly Road) approx 3.7' from inside curb edge along Miss. Blvd
XC=2458079.87 YC=570821.36



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

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) I/GRID FACTOR + HOLD POINT
CONVERSION EQUATION GROUND TO GRID: GRID COORD = (GROUND - HOLD POINT) GRID FACTOR + HOLD POINT

HOLD POINT = GO21	NORTH	EAST	GRID FACTOR	I/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	678I+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	679I+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	680I+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(206)5--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

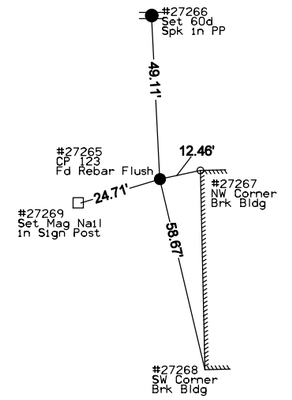
BENCHMARKS along Kimberly Rd		ELEVATION
No. 566 Sta. 7293+72.752 85.356 Lt. Y: 580808.174 X:2452917.397	IHC BM on Inlet Hdwl of Twin 14 x 14 RCB equals SAP 0576 BM505 ZC=632.189	632.115
No. 567 Sta. 7294+25.010 66.073 Rt. Y: 580650.413 X:2452889.591	"X" on Outlet Hdwl 30 x 15 Conc Arch equals SAP 0576 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

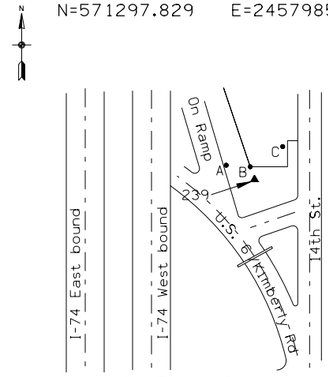
BENCHMARKS along 53rd Street		ELEVATION
No. 556 Sta. 5101+39.040 46.77 Lt. Y: 587664.694 X:2452092.820	Fd City of Davenport conc pad with disk (Good Cond)-Previous El=707.745	707.691
No. 557 Sta. 5109+03.090 61.092 Rt. Y: 587591.784 X:2452860.855	Fd RR spk N side PP 53rd & Ent to Wendys -Previous El=700.401	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

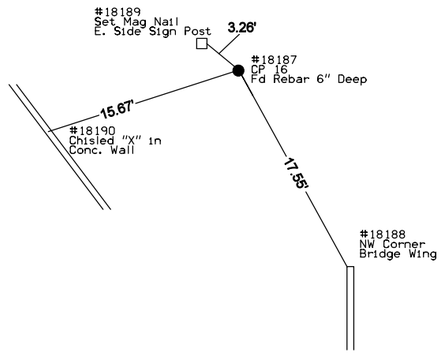


C.P. STA 6806+98.00 RIGHT 238.05
C.P. 239, Fd 5/8" Rebar 4" Deep
N=571297.829 E=2457985.270

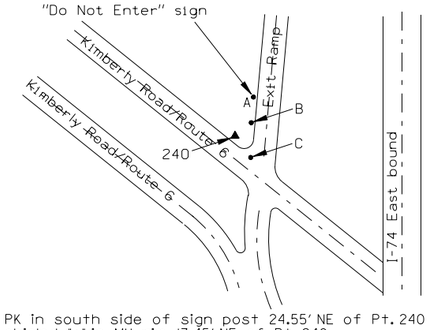


A - chisled "+" in NE sec. of elec. pole base support 30.14' NW of Pt. 239
B - chisled "+" in west side of fence post support 4.7' NW of Pt 239
C - PK in asphalt paving 17.87' NE of Pt 239

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

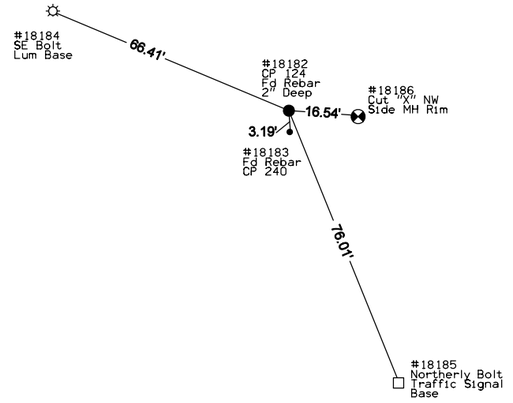


C.P. STA 6813+84.75 LEFT 284.22
C.P. 240, Fd 5/8" Rebar 2" Deep
N=571803.709 E=2457286.364

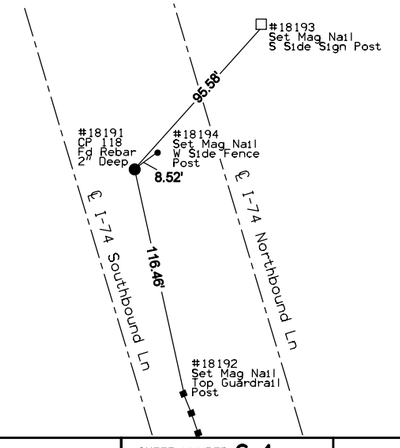


A - PK in south side of sign post 24.55' NE of Pt. 240
B - chisled "+" in MH rim 17.45' NE of Pt. 240
C - chisled "+" in MH rim 13.82' SE of Pt 240

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

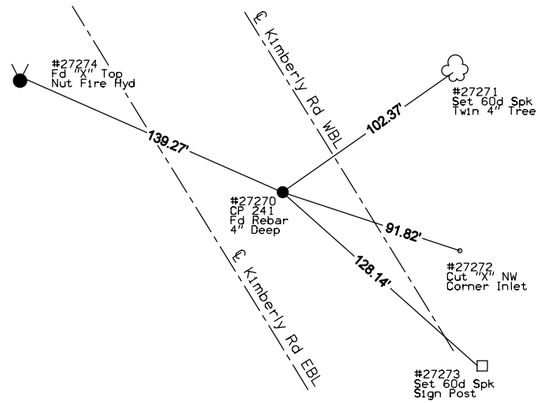


C.P. STA 6815+94.35 LEFT 6.56
C.P. 118, Fd 5/8" Rebar 2" Deep
N=572084.791 E=2457491.344

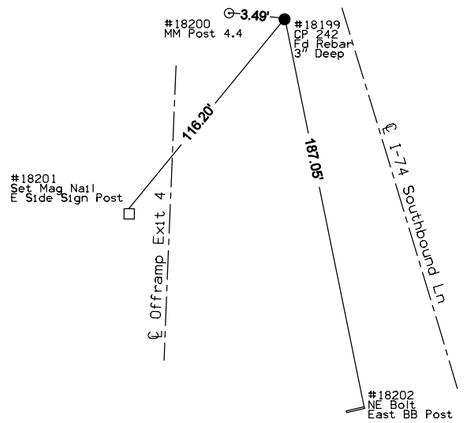


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER G.4

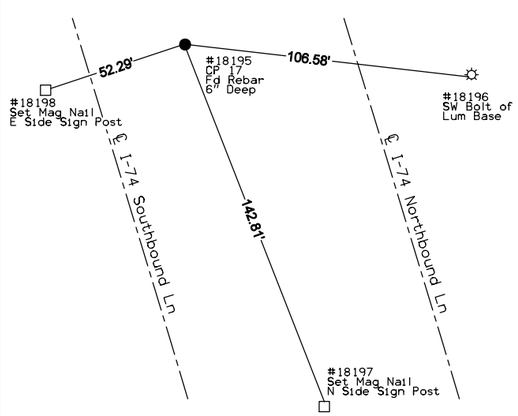
C.P. STA 6817+24.44 LEFT 676.03
C.P. 241, Fd 5/8" Rebar 4" Deep
N=572015.245 E=2456812.909



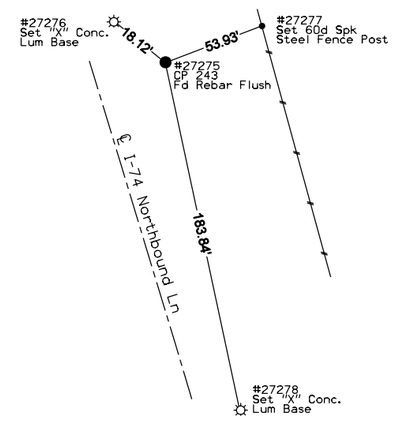
C.P. STA 6822+23.18 LEFT 63.92
C.P. 242, Fd 5/8" Rebar 3" Deep
N=572670.004 E=2457254.178



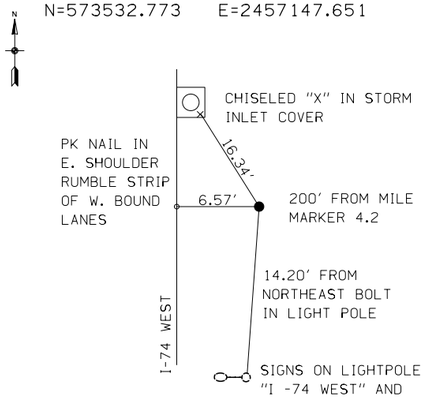
C.P. STA 6825+08.57 LEFT 13.59
C.P. 17, Fd 5/8" Rebar 6" Deep
N=572958.052 E=2457220.319



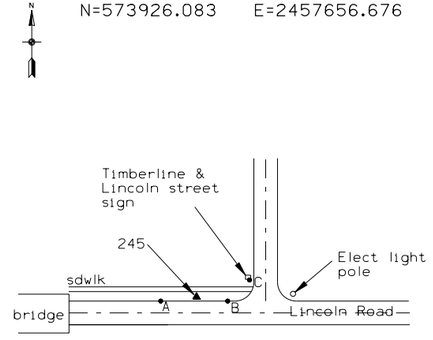
C.P. STA 6830+52.74 RIGHT 84.80
C.P. 243, Fd 5/8" Rebar Flush
N=573507.713 E=2457167.961



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

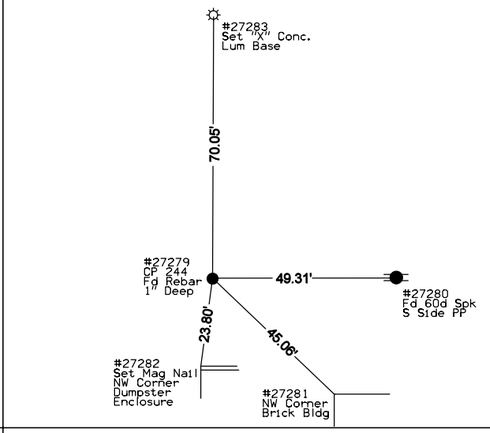


C.P. STA 6833+38.33 RIGHT 663.55
C.P. 245, Fd 5/8" Rebar Flush
N=573926.083 E=2457656.676

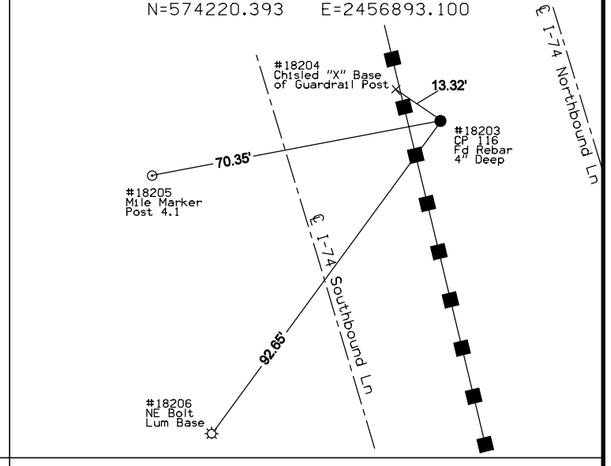


A - chisled "+" in top of curb 12.65' SW of Pt 245
B - chisled "+" in top of curb 6.77' SE of Pt 245
C - chisled "+" on sign support base 11.91' NE of Pt 245

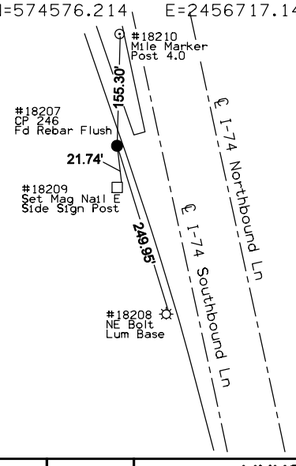
C.P. STA 6835+44.52 LEFT 618.90
C.P. 244, Fd 5/8" Rebar 1" Deep
N=573814.369 E=2456362.609



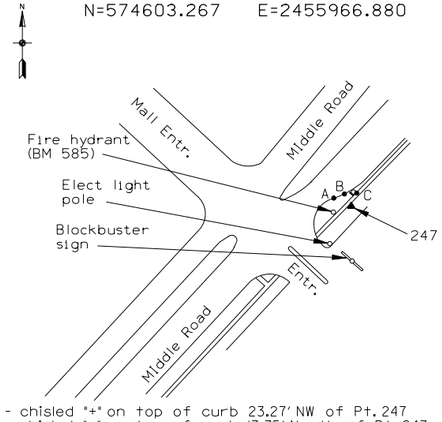
C.P. STA 6838+12.17 LEFT 8.42
C.P. 116, Fd 5/8" Rebar 4" Deep
N=574220.393 E=2456893.100



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

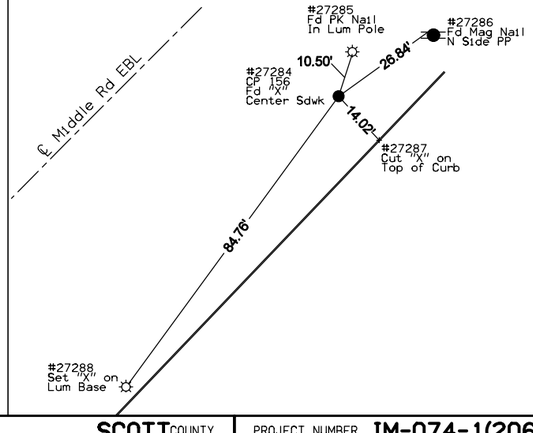


C.P. STA 6843+81.85 LEFT 829.78
C.P. 247, Fd 5/8" Rebar Flush
N=574603.267 E=2455966.880

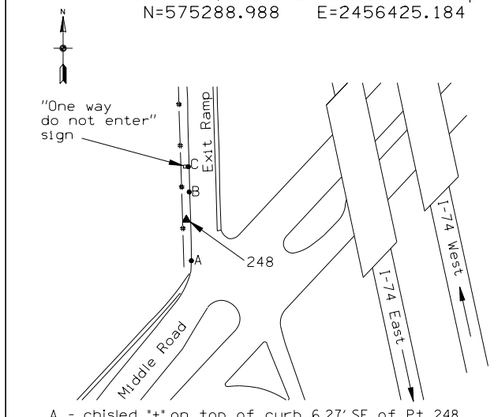


A - chisled "+" on top of curb 23.27' NW of Pt. 247
B - chisled "+" on top of curb 17.75' North of Pt. 247
C - PK in light pole base 37.42' NE of Pt 247

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



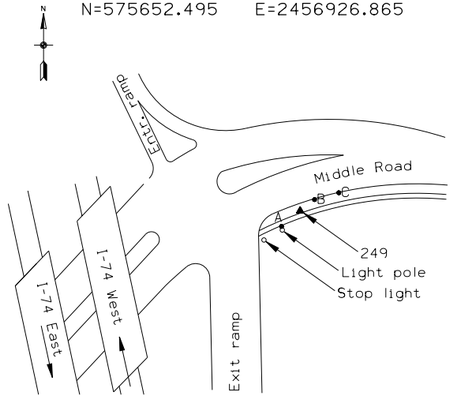
C.P. STA 6849+55.35 LEFT 237.03
C.P. 248, Fd 5/8" Rebar 6" Deep
N=575288.988 E=2456425.184



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

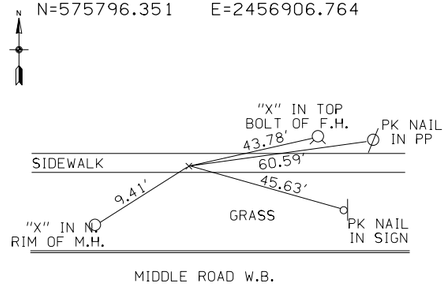
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER G.5

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



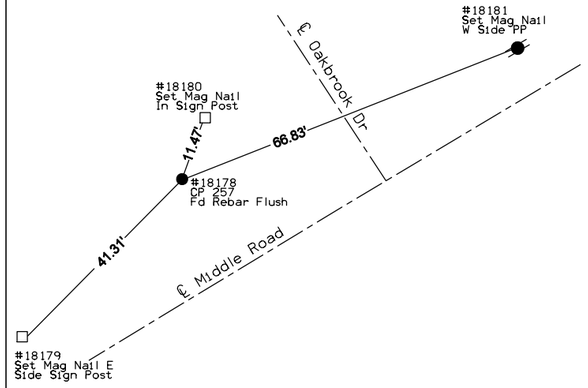
A - PK in light pole support base 16.23' SW of Pt. 249
B - chisled "+" on top of curb 6.0' NE of Pt. 249
C - chisled "+" on top of curb 10.45' NE of Pt 249

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

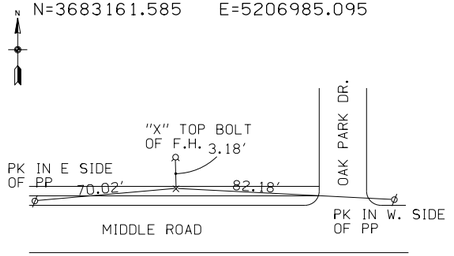


"X" CUT IN SIDEWALK
NORTH OF MIDDLE RD.
EAST OF I-74 SOUTH OF
CHURCH PARKING LOT

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

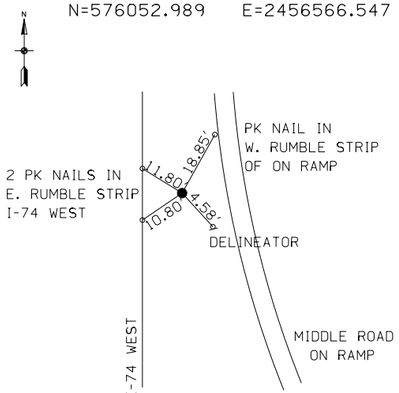


C.P. STA 6856+35.60 RIGHT 1511.93
C.P. 158, Fd "X" On Sidewalk
N=3683161.585 E=5206985.095



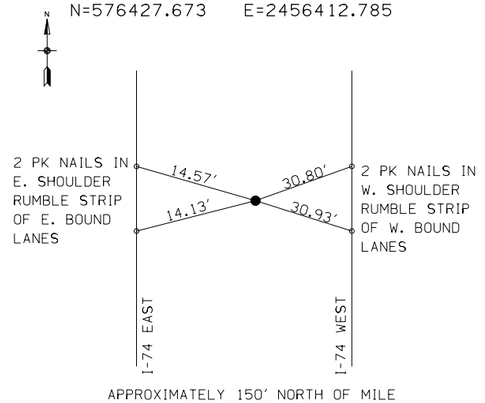
"X" CUT IN SIDEWALK
NORTH OF MIDDLE RD.

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



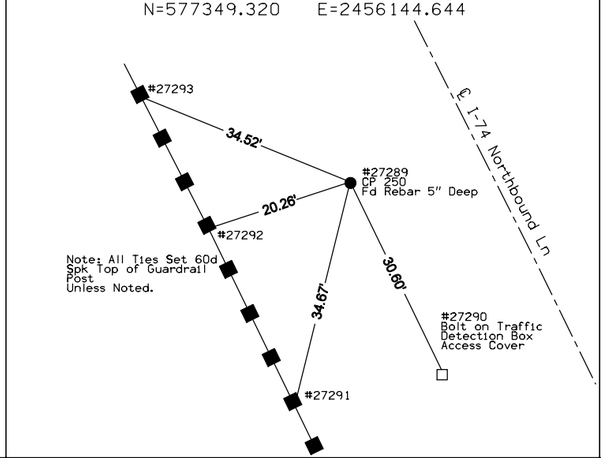
APPROXIMATELY 150' S.
OF MILE MARKER 3.7

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



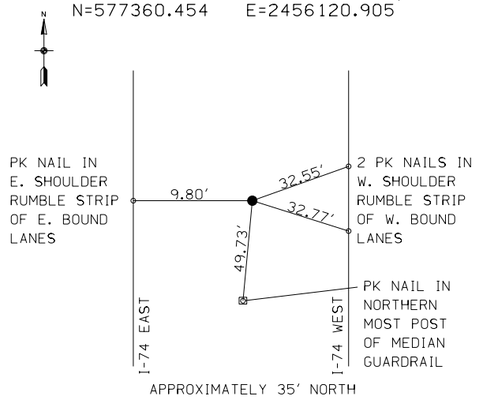
APPROXIMATELY 150' NORTH OF MILE
MARKER 3.7 NEAR EXIT 3 OFF RAMP

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



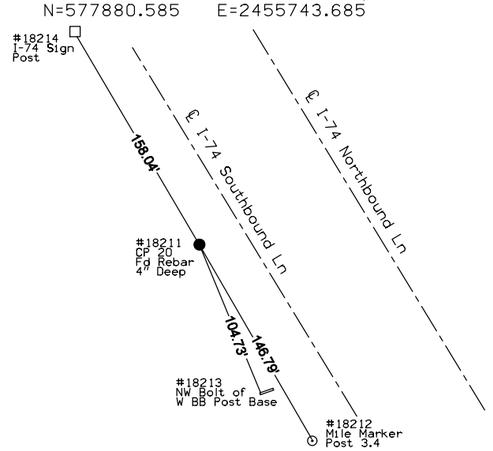
Note: All Ties Set 60d Spk Top of Guardrail Post Unless Noted.

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

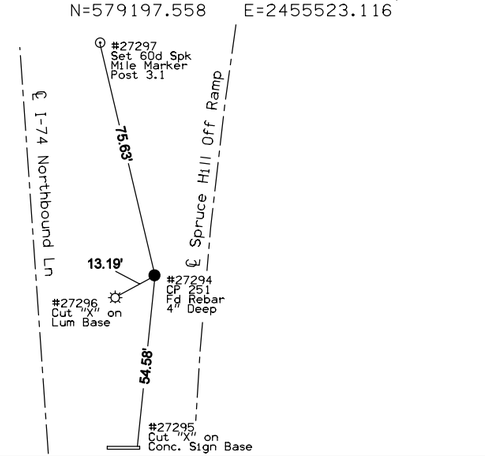


APPROXIMATELY 35' NORTH
OF MILE MARKER 3.5

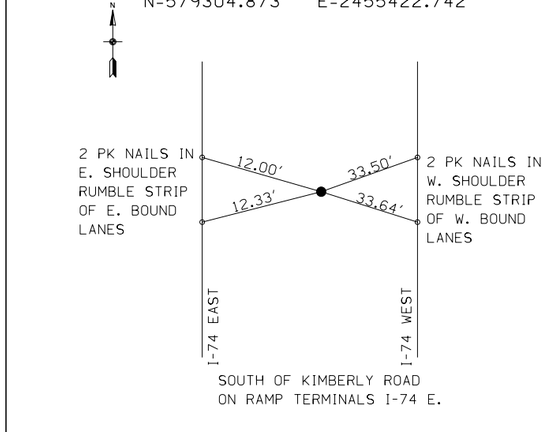
C.P. STA 6876+81.07 LEFT 52.62
C.P. 20, Fd 5/8" Rebar 4" Deep
N=577880.585 E=2455743.685



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

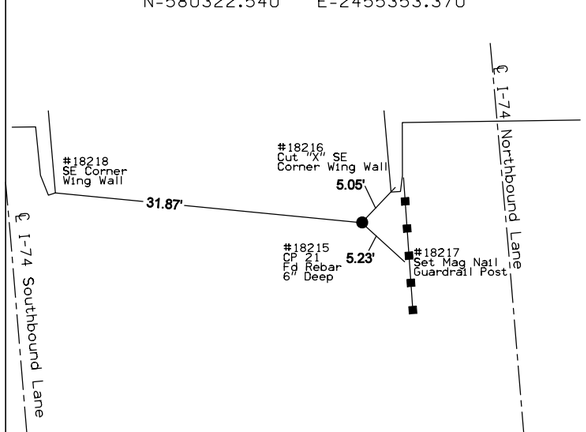


C.P. STA 6891+37.42 LEFT 11.03
C.P. 112, Fd 5/8" Rebar Flush
N=579304.873 E=2455422.742



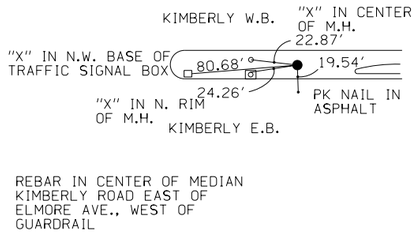
SOUTH OF KIMBERLY ROAD
ON RAMP TERMINALS I-74 E.

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



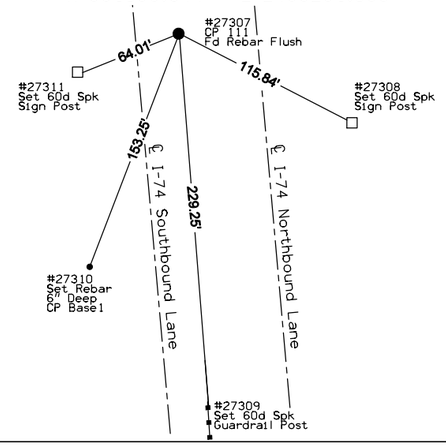
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER G.6

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

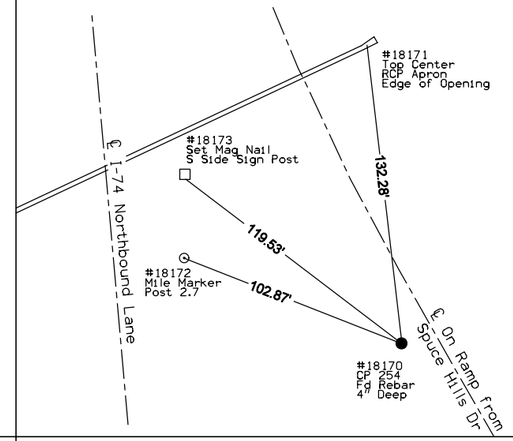


REBAR IN CENTER OF MEDIAN KIMBERLY ROAD EAST OF ELMORE AVE., WEST OF GUARDRAIL

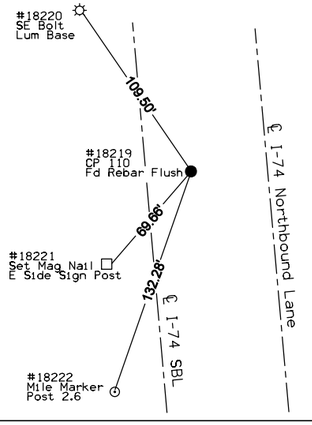
C.P. STA 6908+96.34 LEFT 10.08
C.P. 111, Fd 5/8" Rebar Flush
N=581056.349 E=2455261.055



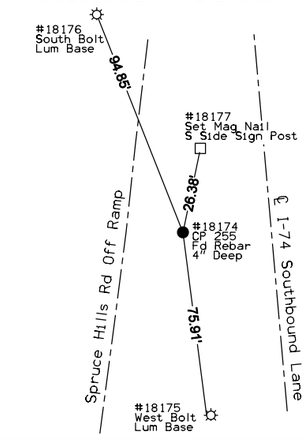
C.P. STA 6911+61.86 RIGHT 159.71
C.P. 254, Fd 5/8" Rebar 4" Deep
N=581336.428 E=2455405.564



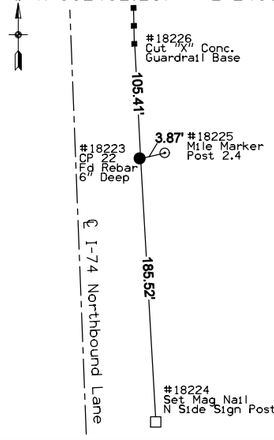
C.P. STA 6918+58.74 LEFT 13.12
C.P. 110, Fd 5/8" Rebar Flush
N=582014.527 E=2455169.727



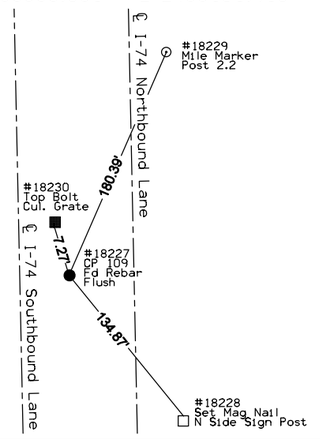
C.P. STA 6920+29.49 LEFT 72.47
C.P. 255, Fd 5/8" Rebar 4" Deep
N=582180.524 E=2455097.140



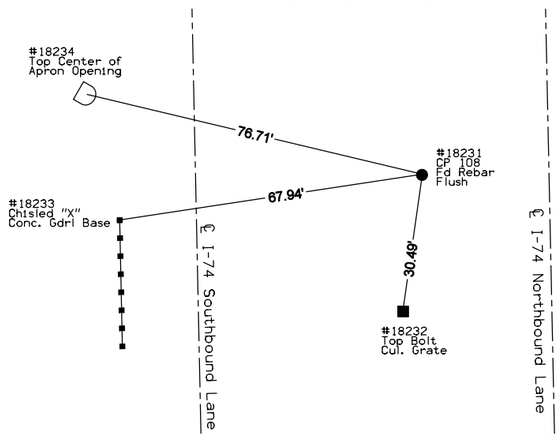
C.P. STA 6927+95.16 RIGHT 62.63
C.P. 22, Fd 5/8" Rebar 6" Deep
N=582952.237 E=2455193.010



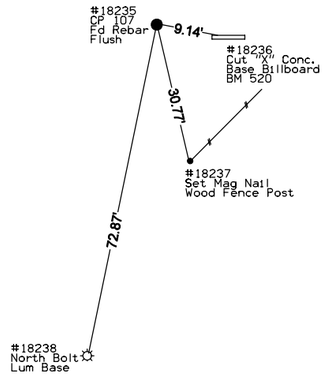
C.P. STA 6936+78.20 LEFT 8.99
C.P. 109, Fd 5/8" Rebar Flush
N=583833.081 E=2455101.910



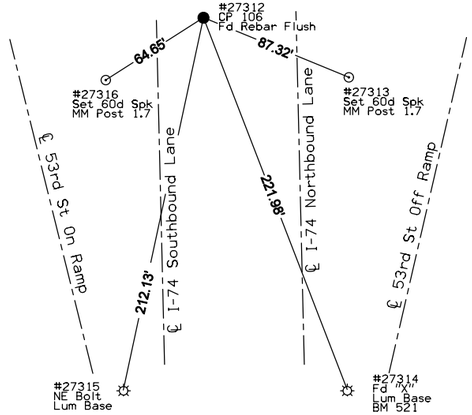
C.P. STA 6946+15.15 RIGHT 7.19
C.P. 108, Fd 5/8" Rebar Flush
N=584770.163 E=2455097.795



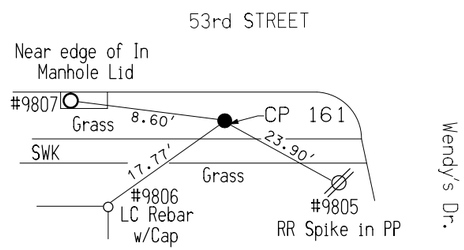
C.P. STA 6956+43.90 RIGHT 78.24
C.P. 107, Fd 5/8" Rebar Flush
N=585800.209 E=2455146.555



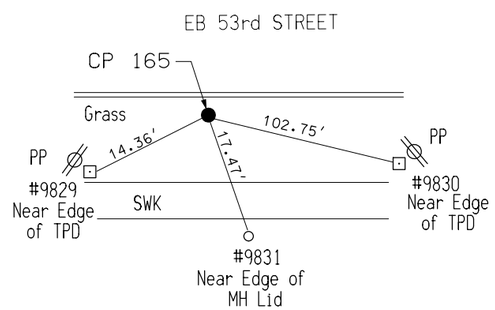
C.P. STA 6965+18.44 LEFT 12.32
C.P. 106, Fd 5/8" Rebar Flush
N=586672.590 E=2455037.086



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

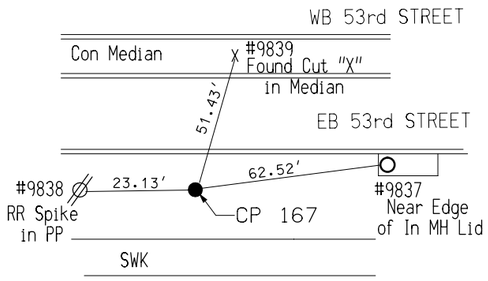


C.P. STA 6975+40.60 RIGHT 998.60
C.P. 165, Fd 5/8" Rebar 2" Deep
N=587716.390 E=2456025.627

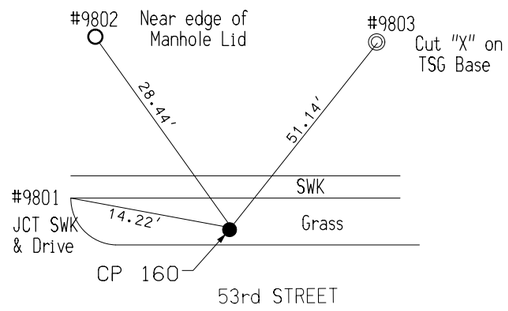


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER G.7

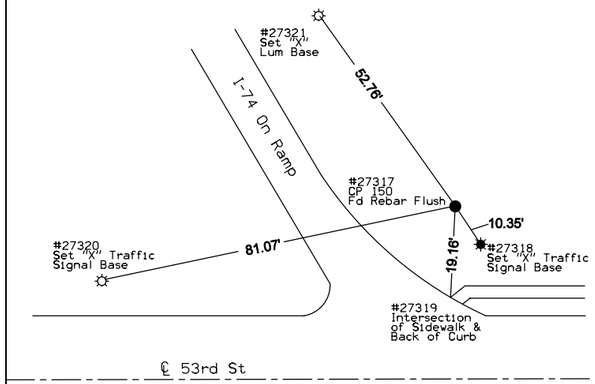
C.P. STA 6975+52.11 RIGHT 1662.05
C.P. 167, Fd 5/8" Rebar 2" Deep
N=587742.271 E=2456688.676



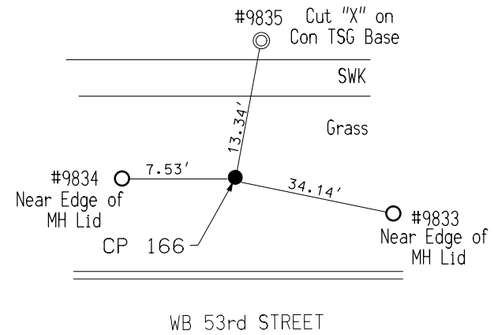
C.P. STA 6975+70.06 LEFT 2804.40
C.P. 160, Fd 5/8" Rebar 6" Deep
N=587663.506 E=2452222.884



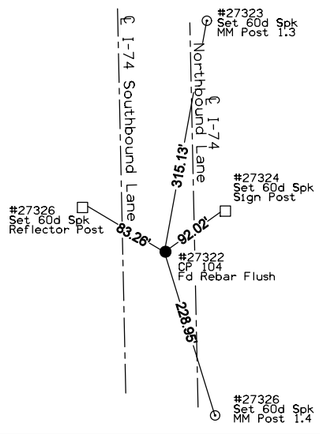
C.P. STA 6976+44.37 RIGHT 573.00
C.P. 150, Fd 5/8" Rebar Flush
N=587810.926 E=2455597.884



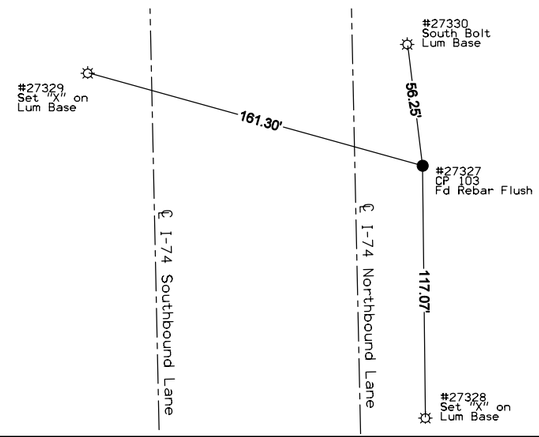
C.P. STA 6976+51.94 RIGHT 1412.05
C.P. 166, Fd 5/8" Rebar 2" Deep
N=587836.658 E=2456436.574



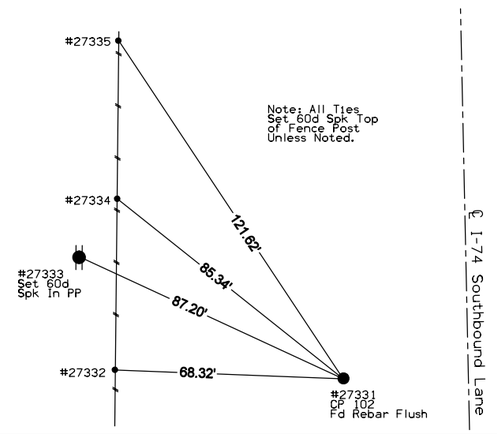
C.P. STA 6982+84.79 RIGHT 4.28
C.P. 104, Fd 5/8" Rebar Flush
N=588438.877 E=2455015.428



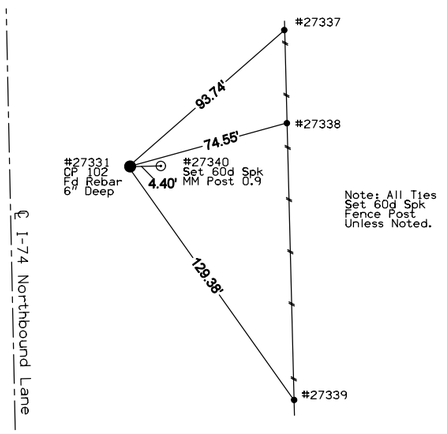
C.P. STA 6992+48.29 RIGHT 78.52
C.P. 103, Fd 5/8" Rebar Flush
N=589403.767 E=2455068.788



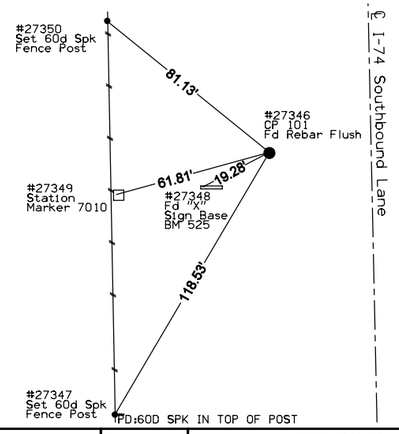
C.P. STA 7001+79.21 LEFT 70.50
C.P. 102, Fd 5/8" Rebar Flush
N=590331.233 E=2454899.652



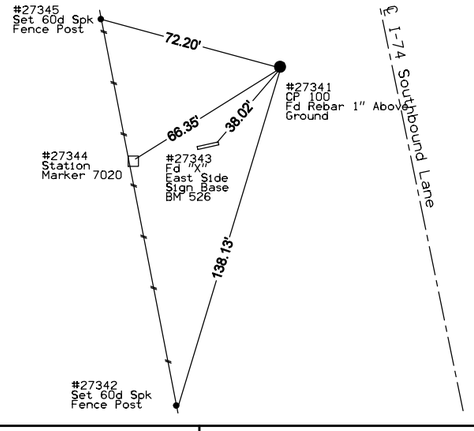
C.P. STA 7007+04.28 RIGHT 64.25
C.P. 24, Fd 5/8" Rebar 6" Deep
N=590859.099 E=2455022.999



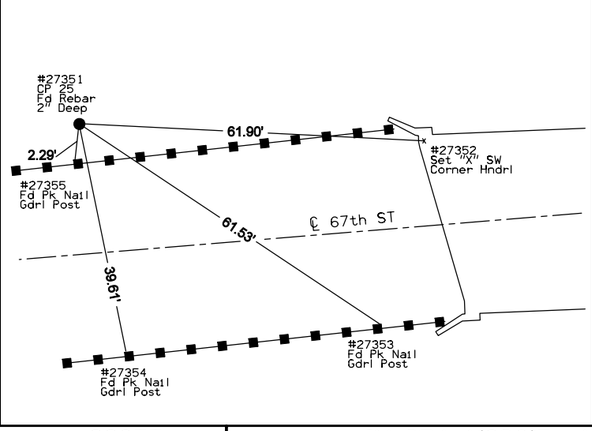
C.P. STA 7010+14.55 LEFT 73.33
C.P. 101, Fd 5/8" Rebar Flush
N=591166.323 E=2454878.741



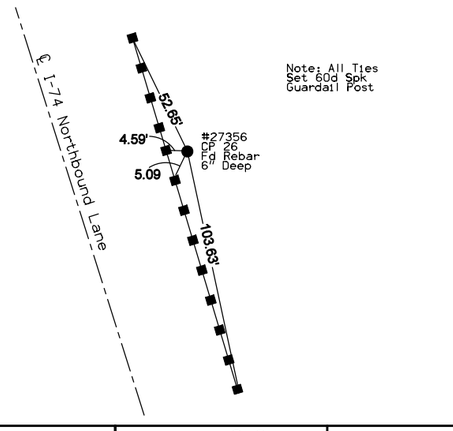
C.P. STA 7020+19.32 LEFT 68.71
C.P. 100, Fd 5/8" Rebar 1" Above Ground
N=592152.498 E=2454793.368



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

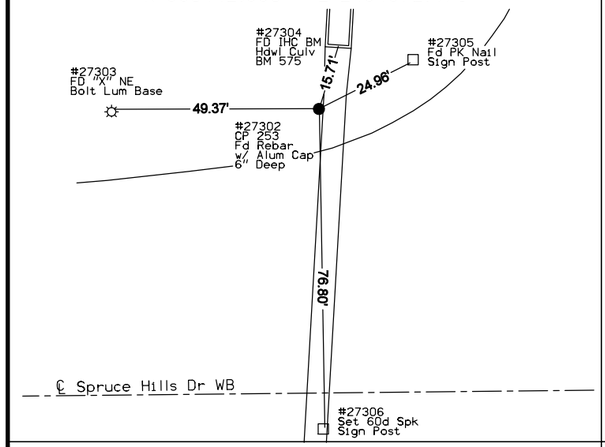


C.P. STA 7051+36.40 RIGHT 65.46
C.P. 26, Fd 5/8" Rebar 6" Deep
N=595179.383 E=2454058.228

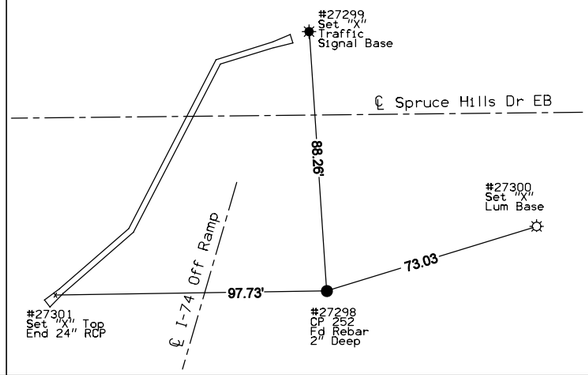


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER G.8

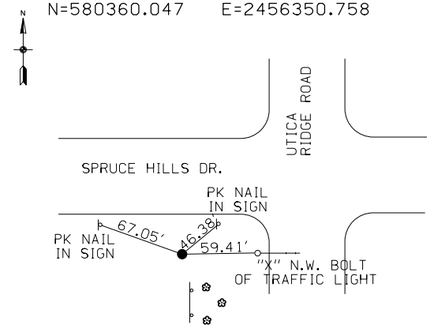
C.P. STA 7311+39.37 LEFT 68.51
C.P. 253, Fd 5/8" Rebar W/ Alum Cap 6" Deep
N=580492.550 E=2454572.971



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

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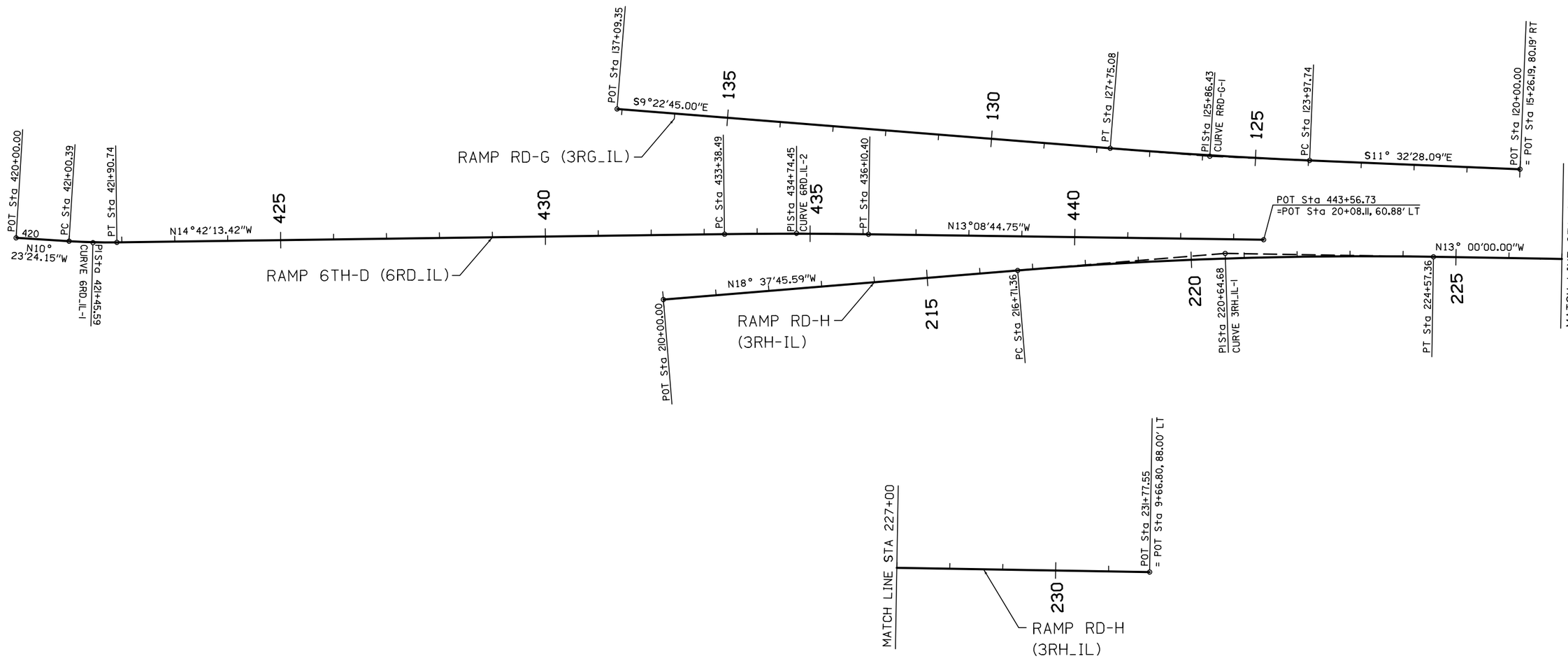
Curve 6RD_IL-1 (6TH-D)
PI STA. = 421+45.59
△ = 4° 18′ 49.27″ (LT)
D = 4° 46′ 28.73″
R = 1,200.00′
T = 45.19′
L = 90.35′
E = 0.85′
e = R.C.
L = NA
x = NA
m = NA

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.
L = 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.
L = 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.
L = NA
x = NA
m = NA



ALIGNMENTS
Illinois Ramps

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

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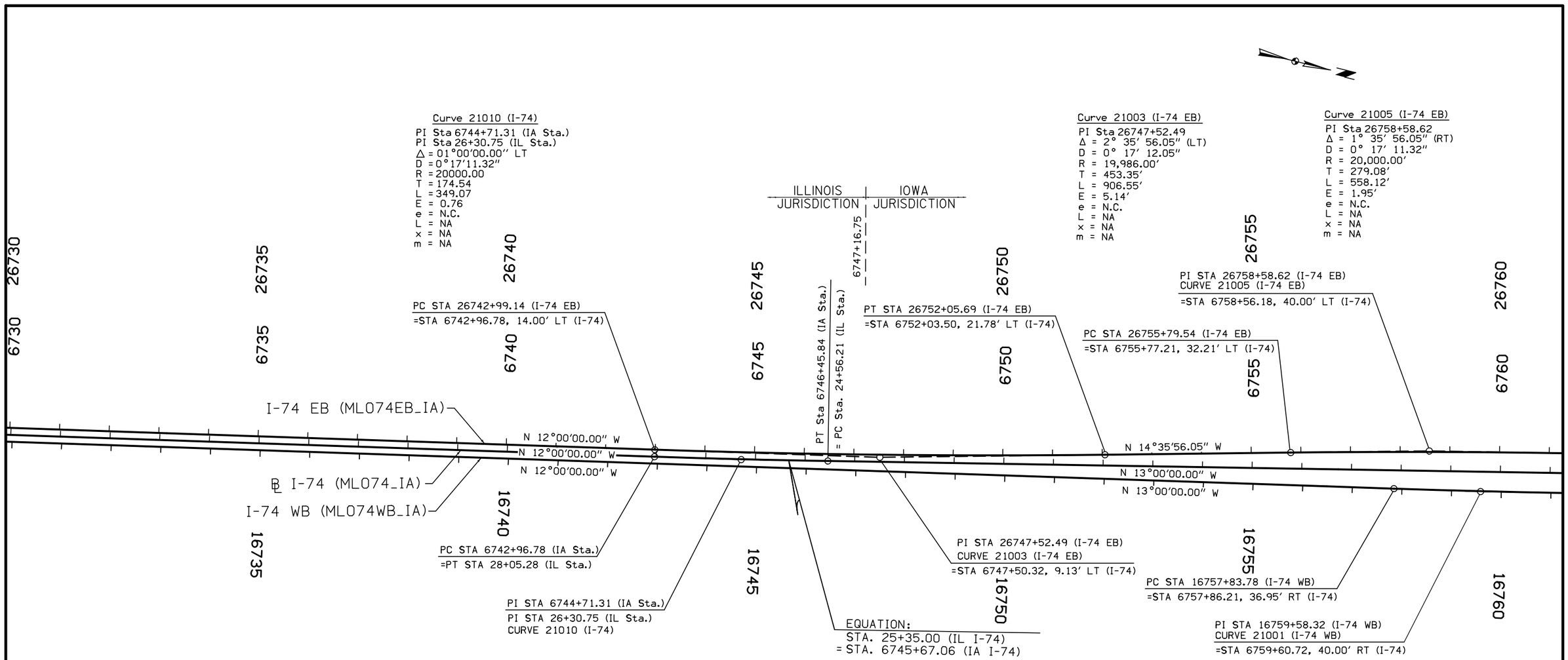

Curve 21001 (I-74 WB)
PI Sta 16759+58.32
Δ = 1° 00' 00" (LT)
D = 0° 17' 11.32"
R = 20,000.00'
T = 174.54'
L = 349.07'
E = 0.76'
e = N.C.
L = NA
x = NA
m = NA

FOR RAMPS RD-H, RD-G 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(206)5--13-82	SHEET NUMBER G.11

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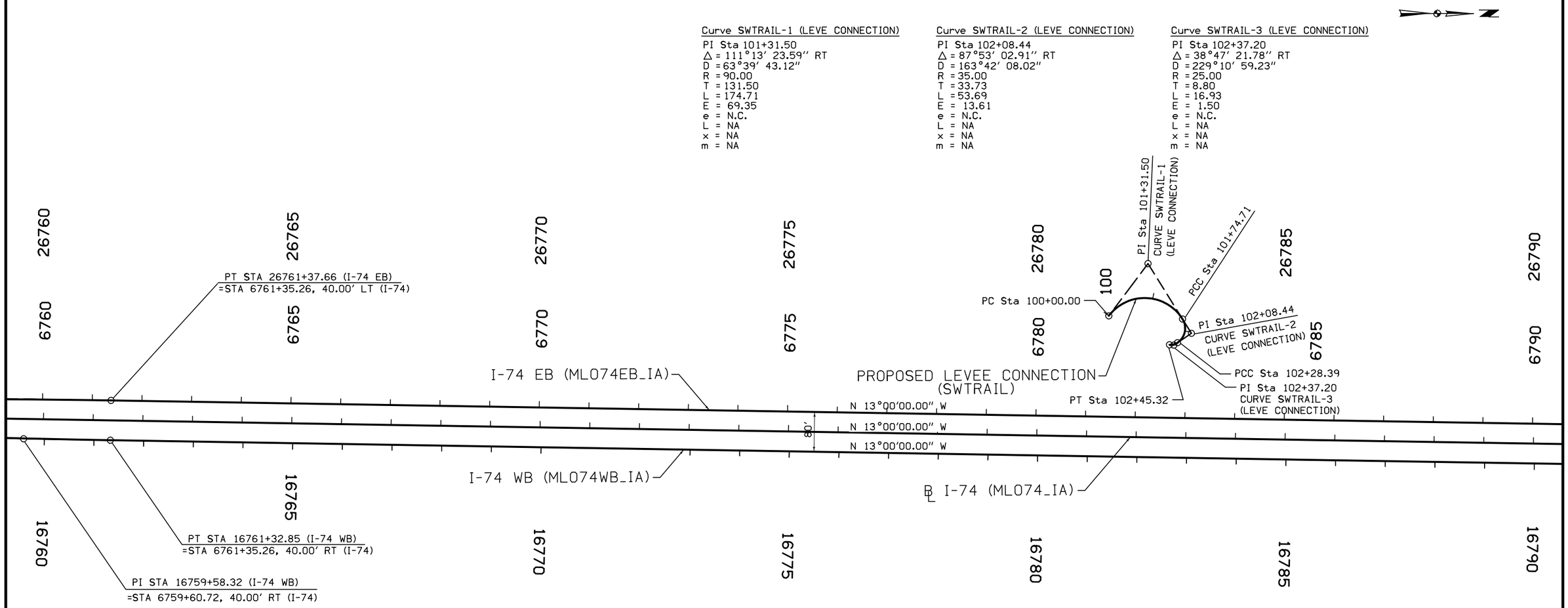
Curve SWTRAIL-1 (LEVE CONNECTION)
PI Sta 101+31.50
△ = 111°13′ 23.59″ RT
D = 63°39′ 43.12″
R = 90.00
T = 131.50
L = 174.71
E = 69.35
e = N.C.
L = NA
x = NA
m = NA

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



0 100 FEET

ALIGNMENTS
I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER G.12

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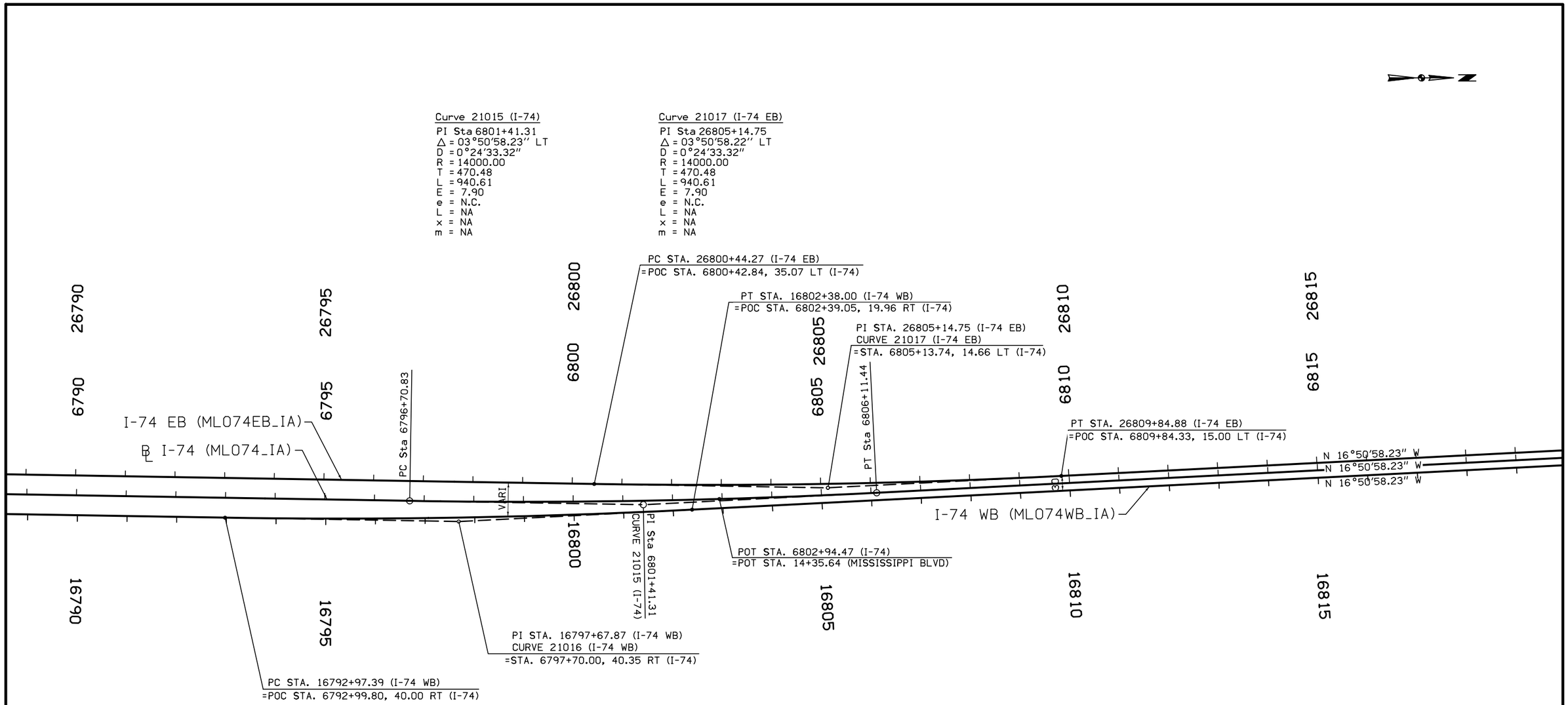

ALIGNMENTS

I-74 Mainline

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

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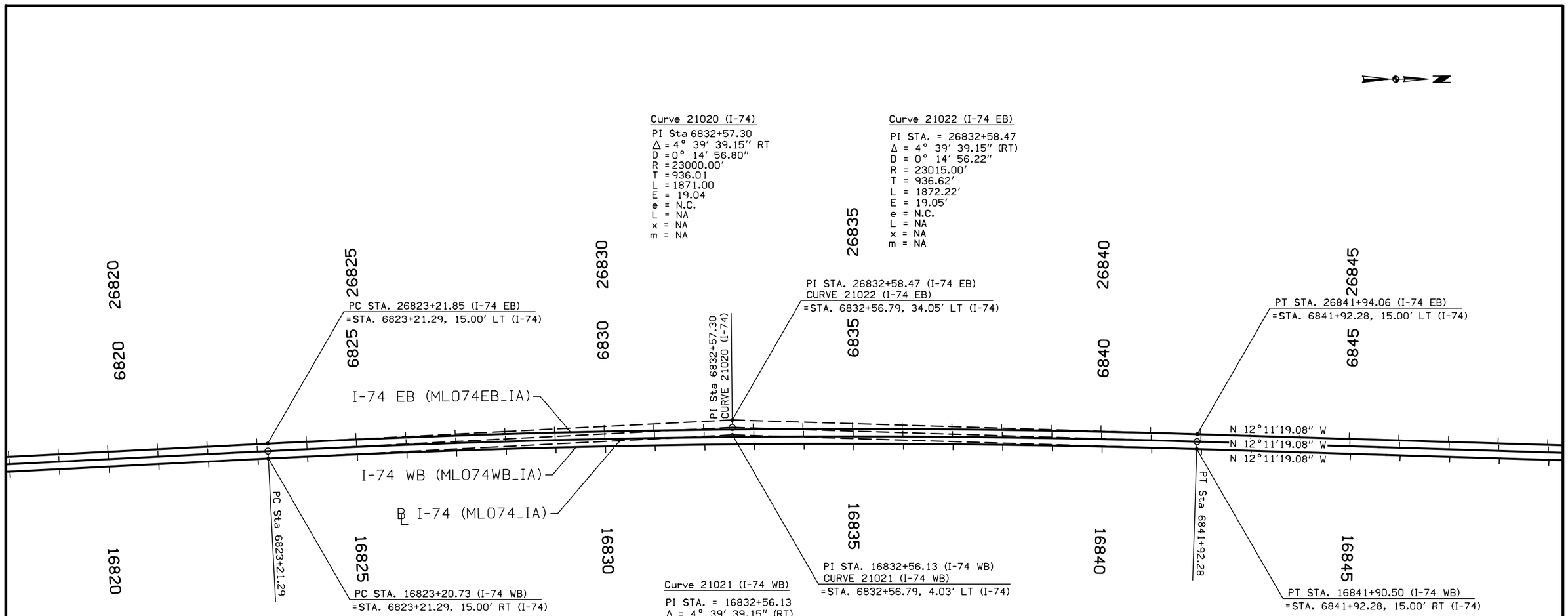

ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **G.14**

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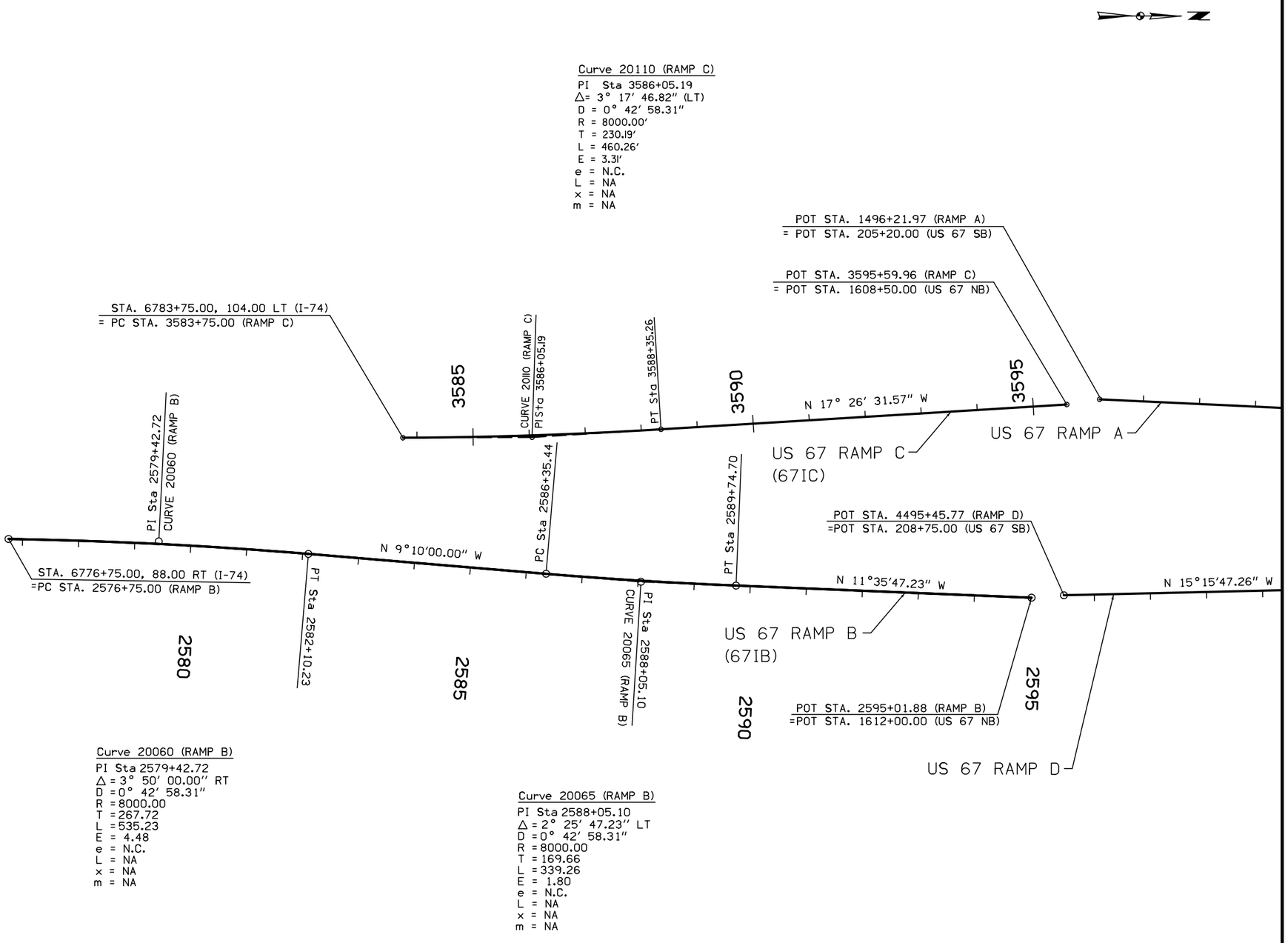

ALIGNMENTS
US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER G.15

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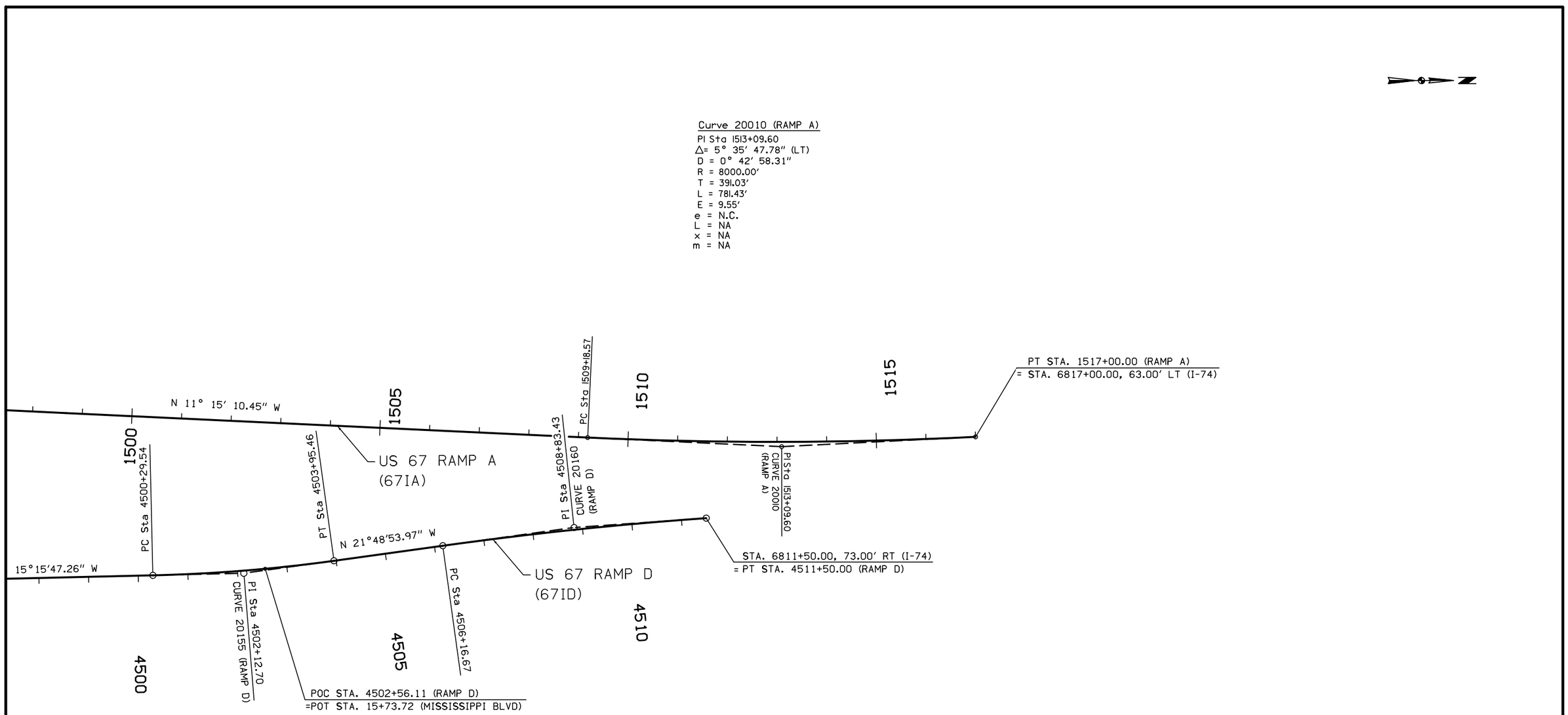

Curve 20155 (RAMP D)

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

0 FEET 100

ALIGNMENTS

US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **G.16**

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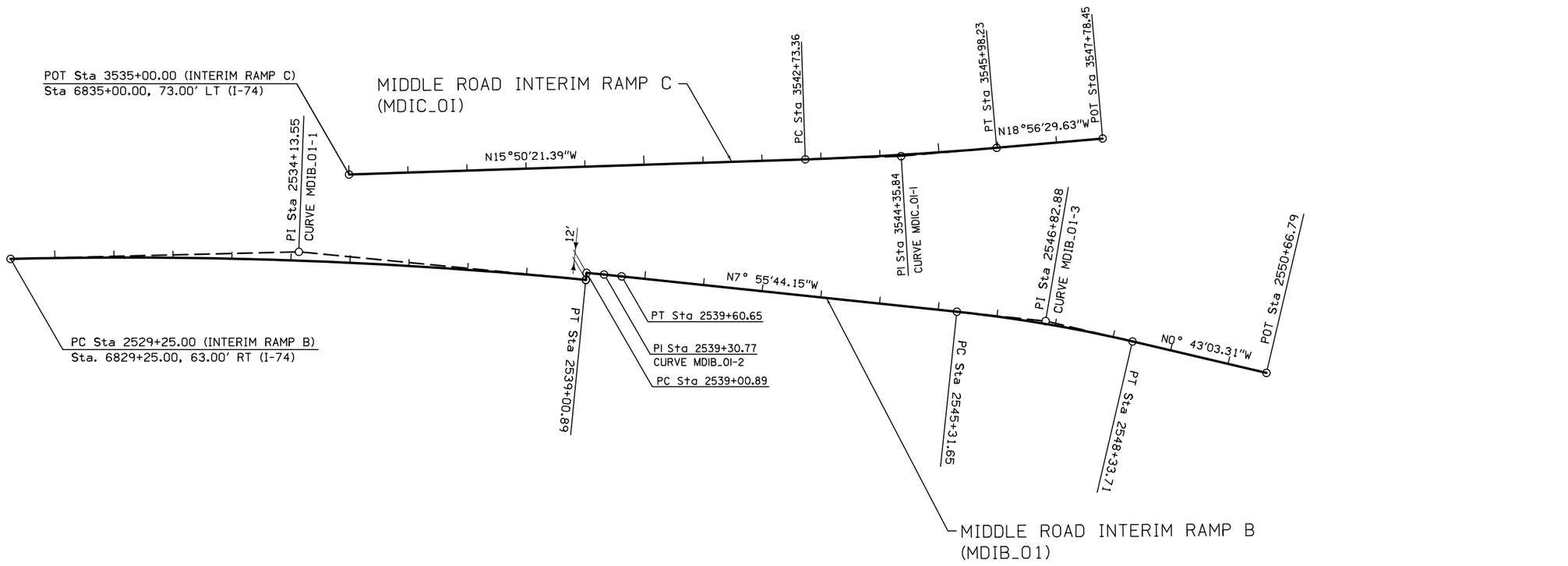
Curve MDIC_OI-1 (INTERIM RAMP C)

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)

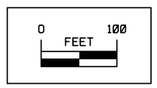
PI Sta. = 2534+13.55
Δ = 6° 59′ 21.45″ (RT)
D = 0° 42′ 58.31″
R = 8,000.00′
T = 488.55′
L = 975.89′
E = 14.90′
e = N.C.
L = NA
x = NA
m = NA

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

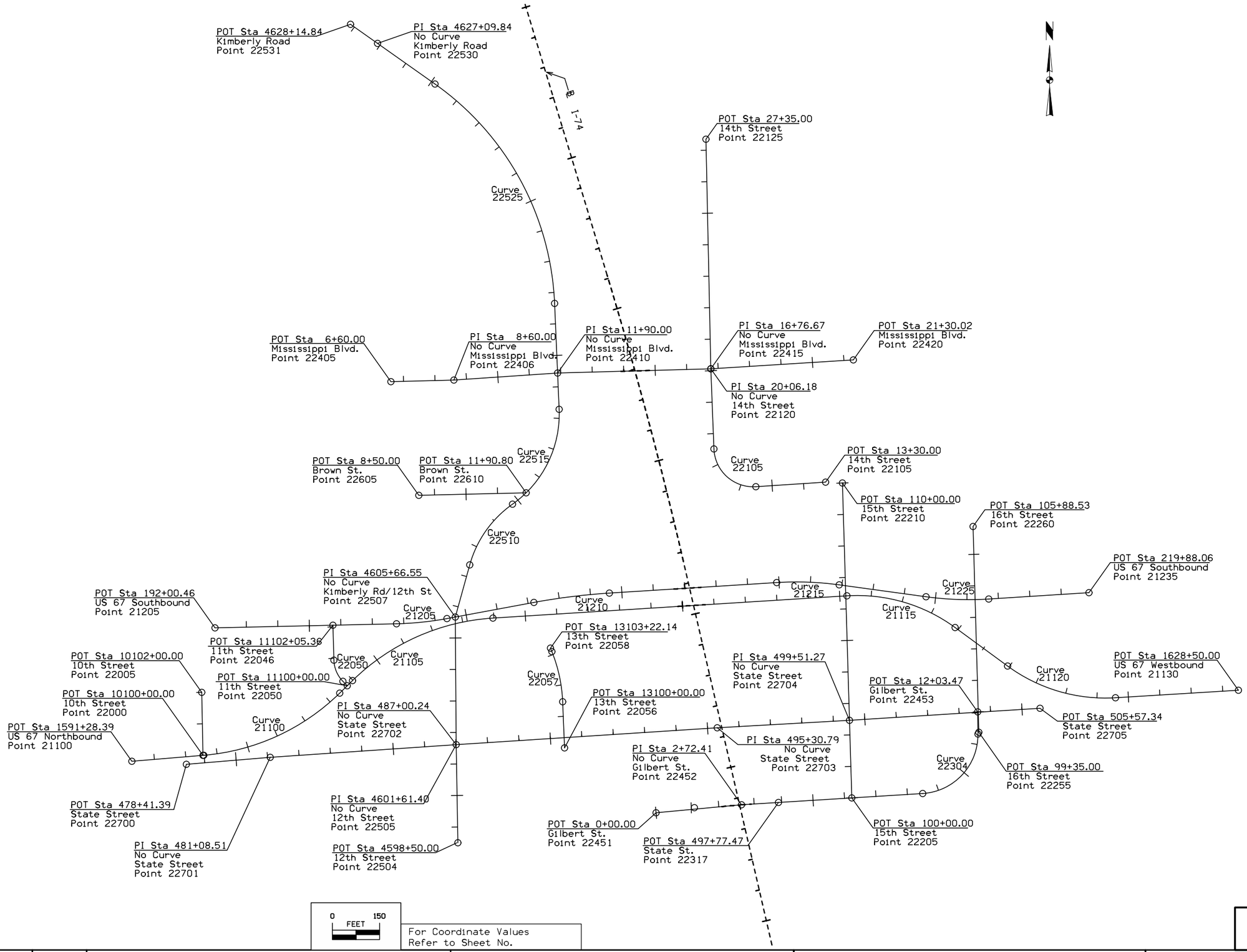
Curve MDIB_OI-3 (INTERIM RAMP B)

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



ALIGNMENTS

Middle Rd Ramps



For Coordinate Values
Refer to Sheet No.

LOCAL ROADS ALIGNMENTS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER G.18

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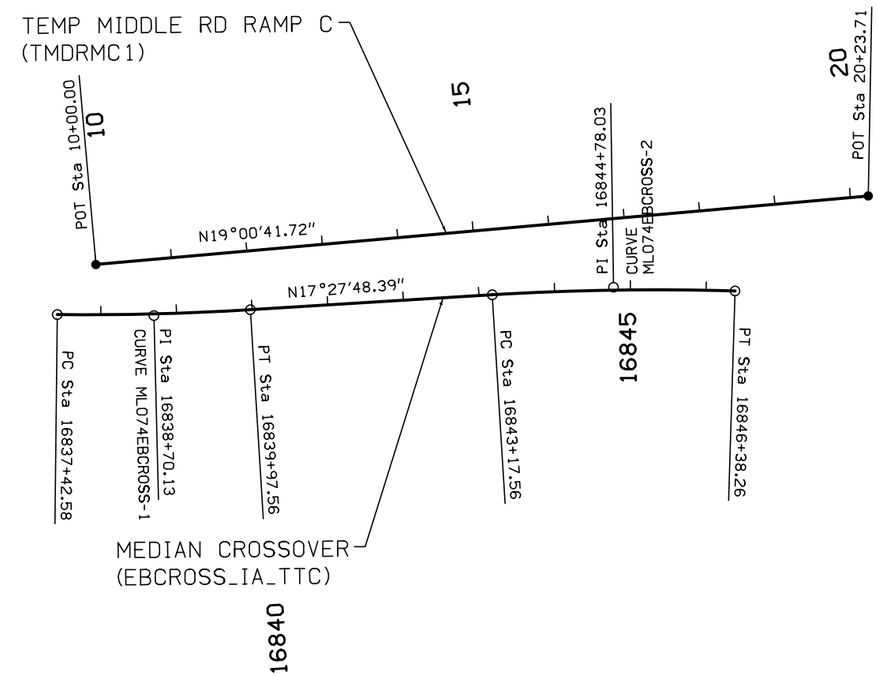

Curve ML074EBCROSS-1

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(206)5--13-82**	SHEET NUMBER **G.19**

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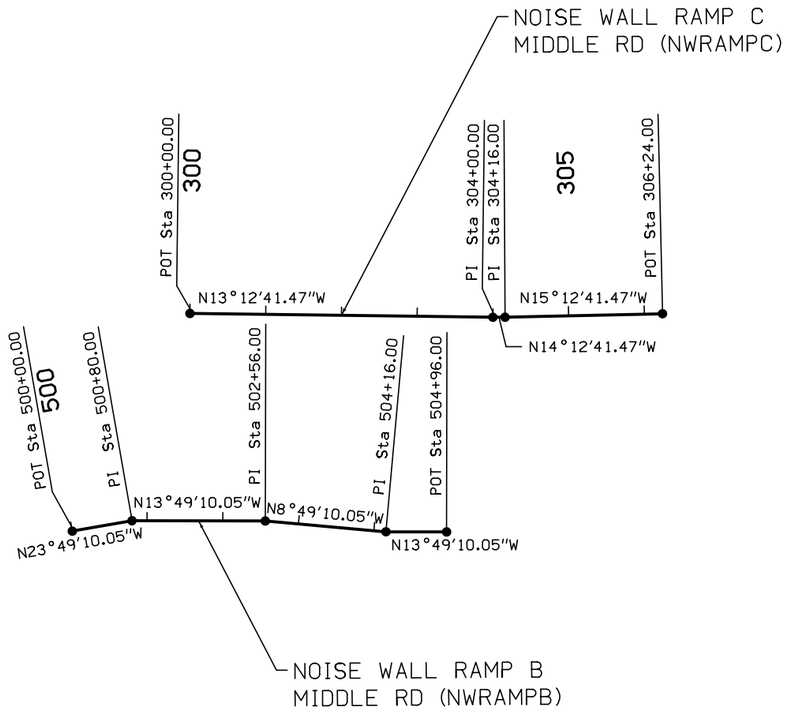

0 FEET 100

ALIGNMENTS

Noise Walls

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **G.20**

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ALIGNMENT COORDINATES

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
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			

ENGLISH | IOWA DOT | DESIGN TEAM **BENESCH** | **SCOTT** COUNTY | PROJECT NUMBER **IM-074-1(206)5--13-82** | SHEET NUMBER **G.21**

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ALIGNMENT COORDINATES

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
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′	

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ALIGNMENT COORDINATES

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
	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															

SUPERELEVATION DATA

See PV-300 Series

Road Identification	Circular Curve or Spiral Curve Name	Radius	Superelevation Data			Standard Road Plan	Section A-A	Section B-B	Section C-C	Section D-D	Section E-E	Section F-F	Case A	Case B	Case C	Case S	Case T	Case U	Remarks
			e	L	x														
		FT	%	FT	FT														
US 67 RAMP D	20155	3200	2.8	71	52	PV-303	4499+27.84	4499+79.84	4500+29.54	4500+50.84									
							4504+97.16	4504+45.16	4503+95.46	4503+74.16									

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

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TRAFFIC CONTROL PLAN

The stage names correspond to the staging of the entire I-74 Corridor. This Project begins in Stage 2A.
The contractor shall be responsible for all traffic control shown on the J sheets, including traffic control devices and striping shown on the bridges, unless otherwise noted in the plans.

STAGE 2A

I-74 and Ramps:
Westbound I-74 is closed to traffic originating from Illinois starting on April 1, 2019. Traffic will be diverted as shown on the J sheets. Prior to closure of westbound I-74, install temporary traffic signals.
at the following intersections:
Mississippi Boulevard and 14th Street
Kimberly Road and the existing eastbound I-74 exit ramp

Upon closure of I-74, the signal owners (Iowa DOT or City) will adjust the timing of the signals at the following locations:
US 67 and the westbound ramp terminals
Lincoln Road and Kimberly Road
Middle Road and Kimberly Road
Middle Road and the commercial entrances
Middle Road and Home Depot Drive
Middle Road and the eastbound I-74 ramp terminal

Maintain two lanes of traffic on the existing River bridge from Illinois to the existing westbound exit ramp to US 67.
Prior to the existing exit ramp, close the left lane on the River Bridge. Maintain one lane of traffic onto the existing ramp.
Divert 2 lanes of traffic from the existing I-74 westbound exit ramp terminal across US 67 to existing 14th Street, to northbound Kimberly Road, to eastbound Middle Road, and to the existing westbound I-74 entrance Ramp from Middle Road.

Maintain all lanes of eastbound I-74 and ramps in the existing configuration.

Local Roads:
Permanently close Calvert Drive from Kimberly Road to 14th Street. 14th Street from Mississippi Boulevard to Central Avenue, only local access is allowed. Detour southbound 14th Street and Calvert Drive traffic onto Central Avenue, 15th Street, and Mississippi Boulevard as shown on the J Sheets. Close the access to 14th Street from Brown Street east of 14th Street.

STAGE 2B

I-74 and Ramps:
Westbound I-74 is closed to traffic originating from Illinois starting on April 1, 2019. Traffic will be diverted as shown on the J sheets.

Maintain two lanes of traffic on the existing River bridge from Illinois to the existing westbound exit ramp to US 67.
Prior to the existing exit ramp, maintain the Stage 2A closure of the left lane on the River Bridge.
Maintain one lane of traffic onto the existing ramp.
Divert 2 lanes of traffic from the existing I-74 westbound exit ramp terminal across US 67 to existing 14th Street, to the existing westbound entrance ramp and onto the new I-74 westbound pavement constructed in Stage 2A.

Maintain all lanes of eastbound I-74 and ramps. Shift eastbound traffic to the outside shoulder near Lincoln Road as shown on the J sheets.

Local Roads:
From Mississippi Boulevard to Central Avenue, only local access is allowed. Maintain the 14th Street and Calvert Drive detours from Stage 2A. Maintain the closure of 14th Street from Brown Street east of 14th Street from Stage 2A.
Convert Kimberly Road to bidirectional traffic from US 67 to the existing westbound exit Ramp prior to closing Kimberly Road under I-74

Stage 2B-2

I-74 and Ramps:
Upon completion of the westbound River Bridge, viaduct, and roadway pavement, open all lanes of westbound I-74 on the new pavement.
Close the left shoulder and left turn lane of US 67 Ramp B as shown on the J Sheets to construct the final shoulder.
Close the right shoulder of US 67 Ramp D as shown on the J Sheets to construct the final shoulder.
Close the right shoulder of I-74 near the westbound entrance ramp to construct the final shoulder.
As Noted in the Staging Notes Tab 108-26A, the I-74 right shoulder work, US 67 Ramp D right shoulder work, and US 67 Ramp B left shoulder work may be deferred until Stage 3

Winter

I-74 and Ramps:
Open all lanes of I-74 westbound traffic and westbound ramp traffic in the ultimate configuration as shown on the J Sheets.
Maintain eastbound I-74 and ramp traffic in the existing configuration.

Stage 3A

I-74 and Ramps:
Shift westbound I-74 to the outside. Utilizing the crossover between Lincoln Road and Middle Road, shift eastbound traffic onto the new westbound pavement.
Close the existing eastbound I-74 entrance loop from US 67 and detour the ramp traffic to the existing entrance ramp from State Street as shown on the J Sheets.
Close the existing eastbound I-74 exit ramp to Kimberly Road and detour traffic using the Middle Road exit ramp and Kimberly Road as shown on the J Sheets.
Maintain the existing Middle Road entrance Ramp C to eastbound I-74 by utilizing the temporary ramp C constructed in Stage 2B.
Maintain all westbound ramps open to traffic at all times.

Local Roads:
Brown Street, Mississippi Boulevard, and 14th Street will be stage constructed and maintained by others in Project (207)

Stage 3B

I-74 and Ramps:
Maintain westbound I-74 and ramp traffic as in Stage 3A. Maintain the crossover and eastbound I-74 traffic as in Stage 3A.
Maintain the eastbound entrance loop closure and detour as in Stage 3A.
Open new US 67 Ramp A to traffic by July 1, 2020.
Place Middle Road entrance Ramp C traffic on the new ramp pavement.

Local Roads:
Brown Street, Mississippi Boulevard, and 14th Street will be stage constructed and maintained by others in Project (207)

Stage 3B-2

I-74 and Ramps:
Install all final pavement markings (Refer to the U sheets for details) and reopen all lanes to traffic.
Close the I-74 median shoulders in both directions using temporary barrier rail.
Upon completion of the I-74 median barrier, lighting and sign trusses, remove the temporary barrier rail and all remaining temporary traffic control devices.

General Traffic Control Notes:

Access to existing entrance and exit ramps shall be maintained at all times except as noted in the plans.

Temporary message boards will be placed at ramps at least 2 weeks prior to ramp closure and for the duration of detours. Message boards will be placed by others and shall not be moved by the Contractor without permission of the Engineer. The Contractor shall notify the Engineer at least 3 weeks before any ramp closure.

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

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

Remove all temporary traffic control devices and open all lanes of traffic 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.

If a threat of a flood is imminent, backfill any excavations within 500 feet of the levee.

Contact the Bettendorf City Administrator 48 hours prior to any road or sidewalk closure.
Maintain access to all routes to full ADA standards.

I-74 Lane closure will be permitted from 7 PM to 6 AM each night Monday through Thursday beginning at 7:00 PM Monday and ending at 6:00 AM Friday. Lane closures will also be permitted from 9:00 PM Sunday to 6:00 AM Monday.
The contractor shall notify the Engineer at least 72 hours before any closure starts.

STAGING NOTES

The stage names correspond to the staging of the entire I-74 Corridor. This Project begins in Stage 2A.

STAGE 2A

Work By Others (Refer to Tab 111-01):
In the Mississippi River, the westbound and eastbound I-74 arch and approach spans superstructure construction is ongoing.
The westbound I-74 viaduct and US 67 Ramp B bridge construction is ongoing from the Mississippi River to State Street.
Construction of the piers for the westbound I-74 viaduct begins from US 67 to Mississippi Boulevard.
The existing westbound I-74 viaduct is removed by others from Gilbert Street to north of Kimberly Road.

Work by Project (206):
1. Install temporary traffic signal at Mississippi Boulevard and 14th Street.
2. Remove Calvert Drive and build curb and gutter along Kimberly Road at removal.
3. Remove all existing westbound I-74 pavement from the north end of the existing viaduct to Middle Road.
4. Install the storm sewer under westbound I-74 from Structure 360 to Structure 362 and connect into Structure 349 previously constructed in Project (205).
5. Install Structure 343 and Pipe P343 under westbound I-74 and connect into Structure 168 previously constructed in Project (205).
6. Install Structure 366 to Structure 367. Install closed lids until Structure 367 can be connected to the outlet in a future stage.
7. Construct the westbound I-74 embankment from Mississippi Boulevard to Kimberly Road and from Kimberly Road to the I-74 entrance gore.
8. Construct the I-74 westbound lane 2, lane 3, auxiliary lane, and right shoulder at the locations indicated on the plans.
9. Construct Middle Road Ramp B.
10. Construct the temporary connection from the existing I-74 westbound entrance ramp to westbound I-74
11. Construct the temporary eastbound I-74 entrance Ramp C from Middle Road.
12. Construct Noise Wall 5.

STAGE 2B

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

Work by Project (206):
1. Install temporary traffic signal at Kimberly Road and the existing I-74 eastbound exit ramp.
2. Remove northbound Kimberly Road and construct northbound Kimberly Road in two stages.
3. Construct a temporary connection to the existing eastbound exit ramp to Kimberly Road.
4. Paint pavement markings on Kimberly Road for two way traffic.
5. Install the drainage system under US 67 Ramp D from Structure 400 to 399 and from Structure 368 to 904 and connect into existing Structure 903.
6. Install the median trunk line system under west bound I-74 from Structure 355 to Structure 406 and build Pipe P406 to connect into existing Structure 407.
7. Build the portions of lateral pipes under east bound I-74 within the work zone limits to connect into the median system previously constructed in Project (205). Plug and bury the ends of the laterals for future connection.
8. Build the connection from Structure 366 to 9901. Replace the closed lids with open lids.
9. Construct the permanent concrete barriers at the Lincoln Road Bridge Piers from Station 6833+90.00 to Station 6835+10.00
10. Construct all remaining westbound I-74 pavement except for the temporary connection from the existing westbound I-74 entrance ramp. At each pier unit, do not place fill unequally up the sides of existing eastbound piers. If fill must be placed at existing piers, place to the same elevation on all sides of the existing piers.
11. Construct the remainder of US 67 Ramp D
12. Construct the I-74 median crossover between Lincoln Road and Middle Road.
13. Install Structures 435 and 438 and Pipe P438 under US 67 Ramp B and connect to the existing pipe and construct the remainder of US 67 Ramp B. Coordinate this portion with the Project (199) schedule. Project (199) will be closing existing connection from 14th Street to US 67 Ramp B for overhead beam placement, and detouring traffic onto State Street. Construction of US 67 Ramp B roadway pavement and storm sewer cannot begin until the nighttime and weekend closures are no longer required over the connection.
14. Remove US 67 bullnose median at Kimberly Road and replace with proposed US 67 bullnose median.

STAGE 2B-2*
Work By Others (Refer to Tab 111-01):
Same as Stage 2B

Work by Project (206):
1. Remove the temporary traffic signals installed in Stage 2A and 2B.
2. Install the permanent traffic signal post at US 67 and the westbound ramps.
3. Install the drainage system on the existing westbound I-74 entrance ramp from Structure 376 to Structure 748. Connect Structure 748 to the existing storm sewer system that runs to the east.
4. Construct the US 67 Ramp B left shoulder from Station 2592+65.24 to Station 2594+26.77 as shown on the J Sheets.
5. Construct the right shoulder of I-74 from Station 6819+00.00 to Station 6821+91.55
6. Remove existing 14th St. and US 67 Ramp D pavement.
7. Remove US 67 Ramp D temporary connection and construct curb and gutter on US 67 radius return.
*Note: Commencement of the Stage 2B-2 work is contingent on the completion date of the viaduct and River Bridge by others. The Contractor may defer the Stage 2B-2 work until the Spring at the beginning of Stage 3A. If deferred, the Stage 2B-2 temporary barrier rail along the US 67 Ramp B shoulder, Ramp D shoulder, and I-74 right shoulder will remain in place over the Winter. The Contractor shall maintain the temporary barrier rail and attenuators over the Winter. Maintenance of the temporary barrier rail and attenuators will be included in the cost of Maintenance of Traffic.

WINTER 2019-2020
Work By Others (Refer to Tab 111-01):
The remainder of the existing westbound viaduct is removed.
Proposed eastbound I-74 viaduct pier construction begins from the Mississippi River to US 67.

Work by Project (206):
1. Remove the existing westbound I-74 entrance ramp pavement.
2. Maintain all temporary barrier rail, temporary impact attenuators and traffic control devices throughout the duration of the Winter.

STAGE 3A

Work By Others (Refer to Tab 111-01):
The eastbound I-74 arch and approach spans superstructure construction is ongoing.
The eastbound viaduct construction is ongoing.
Brown Street, 14th Street, and Retaining Wall 175 construction begins east of I-74.
The existing eastbound viaduct is removed north of Gilbert Street.

Work by Project (206):
1. Remove existing loop ramp and construct curb and gutter on US 67 SB at removal.
2. Complete the final grading of the detention basin and remove the temporary outlet to the pond. Complete the drainage system under the viaducts and build the final outlet pipe and structure to the detention basin. Grade to drain under the viaducts
3. Install the drainage system under US 67 Ramp C from Structure 803 to Existing Structure 941 EX
4. Construct the remainder of the I-74 viaduct drainage system from Structure 915 to the existing structure 913EX.
5. Construct the remainder of the I-74 viaduct drainage system from Structure 912 to the proposed outlet into the detention basin at Structure 785.
6. Install the drainage system under US 67 Ramp A from structure 401 to 756 including laterals and connect into the Structure 406 that was previously constructed in Stage 2B.
7.Install drainage structure 404 with pipe P404 connecting to structure 406 that was previously constructed in Stage 2B.
8. Install the drainage system under US 67 Ramp C from structure 803 to existing structure 941EX.
9. Install drainage system from structure 907 to outlet at structure 981 using existing structure 980EX.
10. Install the remaining laterals and structures on eastbound I-74 within the work zone limits and connect into the structures and pipes constructed in previous stages.
11. Install eastbound drainage system structure 308 to 992.
12. Install eastbound drainage system from structure 308 and 336 to structure 716.
13. Install and adjust structure manhole lids to existing intake structures on the existing eastbound ramp.
13. Construct Retaining Wall 165 along US 67 Ramp A.
14. Construct US 67 Ramp A and Middle Road Ramp C to completion.
15. Construct eastbound I-74 from Station 6809+09.97 to Station 6820+00.00 and from Station 6832+00.00 to Station 6837+00.00
16. Begin constructing all remaining eastbound I-74 roadway.
17. Construct the permanent median pavement, light poles, and barrier from Station 6804+58.53 to Station 6812+99.44.
18. Begin Constructing US 67 Ramp C
19. Construct curb and gutter on north end Kimberly Road where temporary connection was removed.
20. Remove pavement where existing bridge piers were located, and construct US 67 proposed pavement.
21. Construct the temporary levee connection to the Letdown Structure.
22. Construct Noise Wall 3.

US 67 Ramp A shall be open to traffic by 6:00 AM on July 30, 2020.

STAGE 3B

Work By Others (Refer to Tab 111-01):
The eastbound I-74 arch and approach spans superstructure construction is ongoing.
The eastbound viaduct construction is ongoing.
Brown Street, 14th Street, and Retaining Wall 175 construction is ongoing east of I-74.

Work by Project (206):
1. Install the permanent traffic signal at US 67 and the eastbound I-74 ramps
2. Complete all storm sewer work that was started in Stage 3A.
3. Complete construction of the detention pond
4. Complete construction of all remaining eastbound mainline roadway.
5. Complete construction of US 67 Ramp C
6. Construct temporary mainline widening along eastbound I-74 from 6840+66 to the Middle Road Bridge
6. Begin landscaping

Stage 3B-2

Work By Others (Refer to Tab 111-01):
The eastbound I-74 arch and approach spans superstructure construction is ongoing.
The eastbound viaduct construction is ongoing.
Brown Street, 14th Street, and Retaining Wall 175 construction is ongoing east of I-74.
Construction of the NB US 67 left turn lanes to Ramp C.

Work by Project (206):
1. Remove the temporary pavement in the I-74 median
2. Install the light poles in the I-74 median
3. Construct the remaining I-74 median barrier walls.
4. Remove and construct State St. in 4 stages. Remove I-74 entrance ramp off of State St.
5. Complete all landscaping and Identity Elements.
6. Construct the permanent levee connection to the Letdown Structure. Remove the temporary levee connection.

Post 3B-2
Remove temporary mainline widening along eastbound I-74 from 6804+66 to the Middle Road Bridge to restore the original shoulder width to approximately 10' and grade to drain.

General Staging Notes
Clearing and Grubbing (See Tab. 110-17, on C Sheets, for more details) shall be completed per the dates allowed in the specifications.
Refer to Standard Note 232-9 for additional details.

108-27
10-16-12

TEMPORARY FLOODLIGHTING LUMINAIRES

No.	Location Station	Offset	Number Lumin.	Remarks
1	Crossover			Stage 3A and 3B
	106840+00	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
2	Crossover			Stage 3A and 3B
	106841+10	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
3	Crossover			Stage 3A and 3B
	106842+20	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
4	Crossover			Stage 3A and 3B
	106843+30	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
5	Crossover			Stage 3A and 3B
	106844+40	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
6	Crossover			Stage 3A and 3B
	106845+50	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
7	Crossover			Stage 3A and 3B
	106846+60	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
8	Crossover			Stage 3A and 3B
	106847+70	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
9	Crossover			Stage 3A and 3B
	106848+80	20' LT	1	TRAILER MOUNTED LED LUMINAIRE
10	Middle Ramp C			Stage 3A
	10+20	2' LT	1	TRAILER MOUNTED LED LUMINAIRE
11	Middle Ramp C			Stage 3A
	11+30	2' LT	1	TRAILER MOUNTED LED LUMINAIRE
12	Middle Ramp C			Stage 3A
	12+40	2' LT	1	TRAILER MOUNTED LED LUMINAIRE
13	Middle Ramp C			Stage 3A
	13+50	2' LT	1	TRAILER MOUNTED LED LUMINAIRE
14	Middle Ramp C			Stage 3A
	14+60	2' LT	1	TRAILER MOUNTED LED LUMINAIRE
15	Middle Ramp C			Stage 3A
	15+70	2' LT	1	TRAILER MOUNTED LED LUMINAIRE
16	Middle Ramp C			Stage 3A
	16+80	8' LT	1	TRAILER MOUNTED LED LUMINAIRE
	Exist US 67			During nigttime closure
	Ramp B			for beam setting (Stage 2B)
17	2590+49	201' LT	1	TRAILER MOUNTED LED LUMINAIRE
18	2591+58	206' LT	1	TRAILER MOUNTED LED LUMINAIRE

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	Arch Bridge
BRFIM-074-1(199)5--05-82	Westbound Viaduct
BRFIM-074-1(200)5--05-82	Eastbound Viaduct
IM-074-1(207)5--13-82	PCC Pavement- Grade and Replace
IM-074-1(219)5--13-82	Signing for (206)
IM-074-1(220)5--13-82	Signing for (207)
IMN-074-(208)5--0E-82	Light Supply
IMN-074-(209)5--0E-82	Luminaire Supply
ITS-074-1(221)5--25-82	ITS Deployment and Integration
ITS-074-1(222)5--25-82	Fiber Optics
IMN-074-1(235)5--0E-82	Aesthetic Lighting Supply
IMN-074-1(241)5--0E-82	Structural Health Monitoring
IM-074-1(255)5--13-82	Bettendorf Letdown Structure and Pedestrian Bridge
IMN-074-1(258)5--0E-82	Landscaping

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

LINE WORK	Design Color No.		
Green	(2)		Existing Topographic Features and Labels
Magenta	(5)		Pavement Marking Call Outs
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Yellow	(4)		Pavement Markings, Yellow
Off White	(254)		Pavement Markings, White

SHADING	Design Color No.		
Green, Light	(225)		Existing Pavement Shading
Blue, Light	(230)		Proposed Pavement Shading
Red	(3)		Proposed Bridge & Sign Truss Shading by Others
Gray, Light	(48)		Previously Constructed Pavement or Structure Shading
Lavender	(9)		Temporary Pavement Shading

PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

- Channelizing Device
- Drum
- Temporary Lane Seperator
- Tubular Marker
- Channelizer Marker
- Concrete Barrier Marker
- Delineator
- Temporary Barrier Rail
- Pavement Removal
- Bridge Removal by Others
- Non-Redirective Crash Cushion
- Redirective Crash Cushion
- Traffic Signal
- Flagger
- Temporary Floodlighting
- Traffic Sign
- Type III Barricade
- Type A Warning Light
- Direction of Traffic
- Safety Closure
- Proposed Storm Sewer Constructed This Stage
- XXXXXXXX - Existing Storm Sewer Removed This Stage

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

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

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

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

- Pavement Removal
- Temporary Barrier Rail
- 42 Inch Channelizer

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

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

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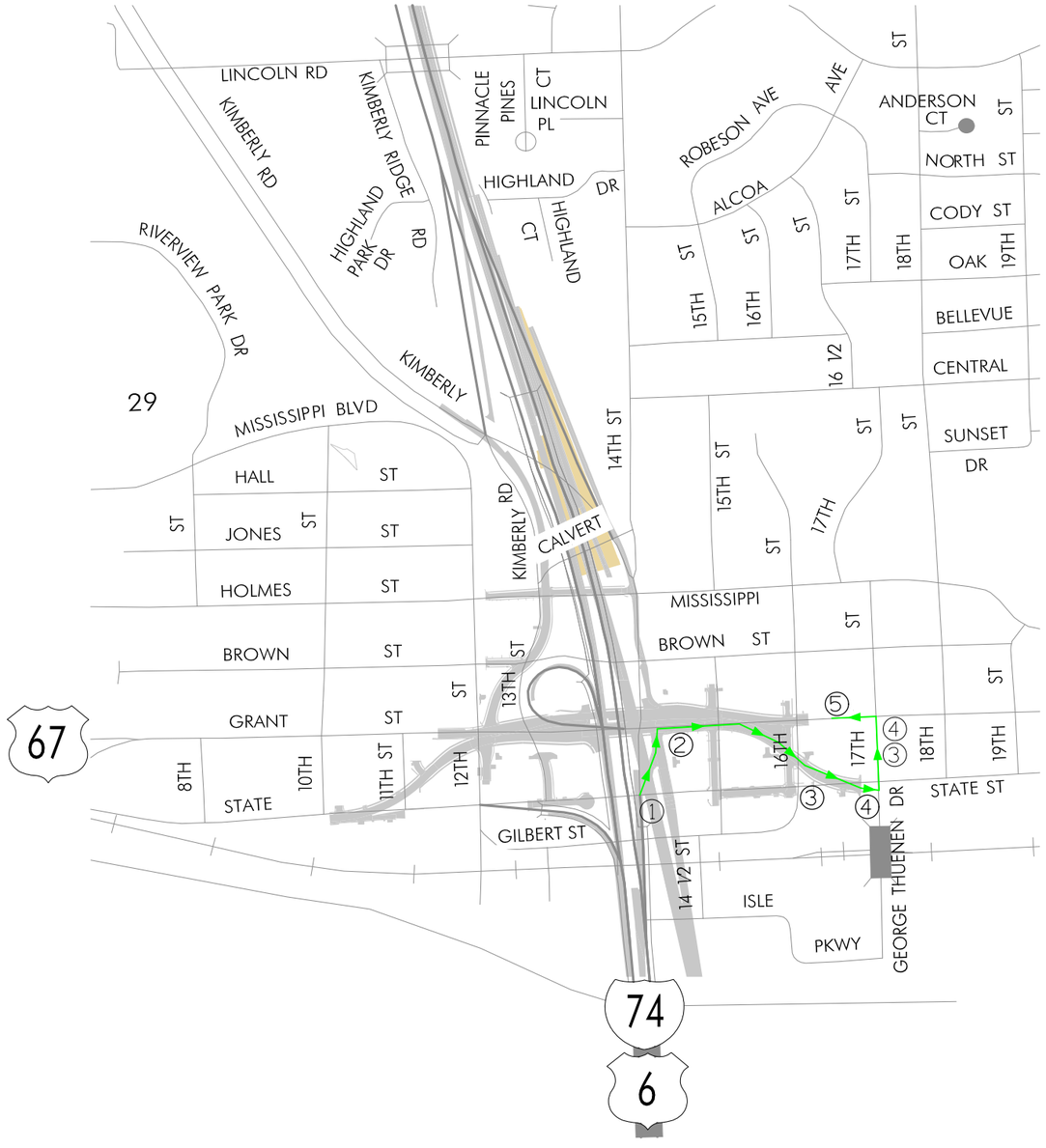
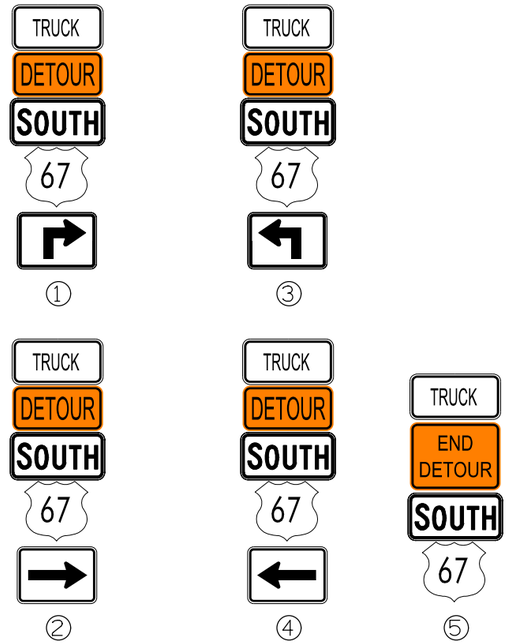
STAGE 2B TRUCK DETOUR OVERVIEW





Truck Detour Route

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

NOT TO SCALE

DETOUR FOR TRUCKS ON WB EXIT RAMP B TO US SOUTH 67

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

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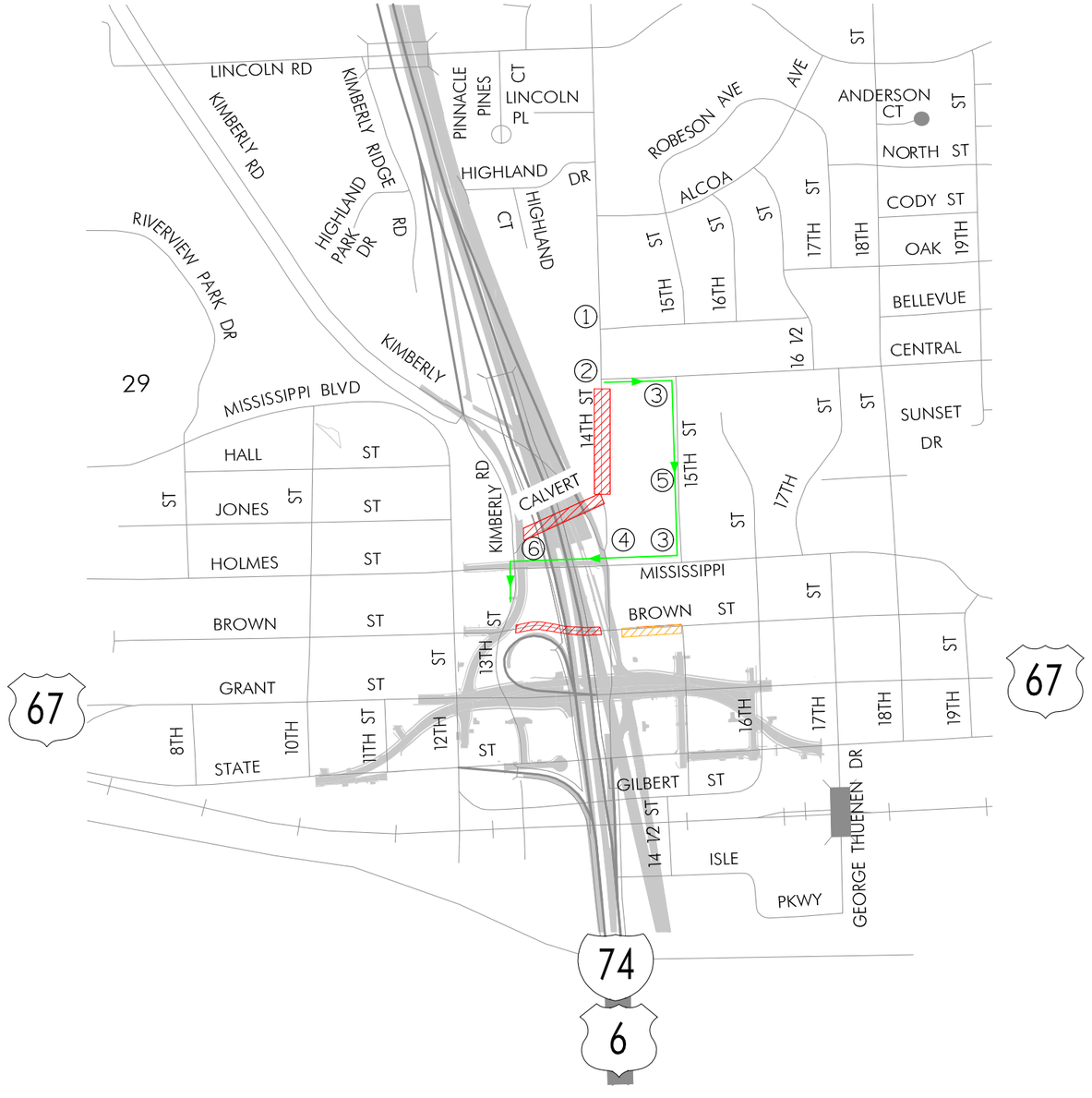
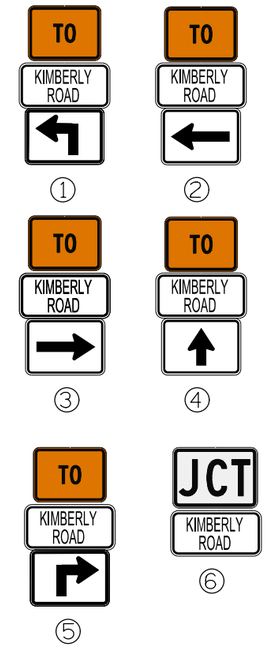
STAGE 2A AND 2B
DETOUR OVERVIEW





14th Street Detour Route

Road Closed

Road Closed to thru traffic- No Access to WB entrance ramp. Local Access Only

NOT TO SCALE

DETOUR FOR CLOSURE OF CALVERT DRIVE

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

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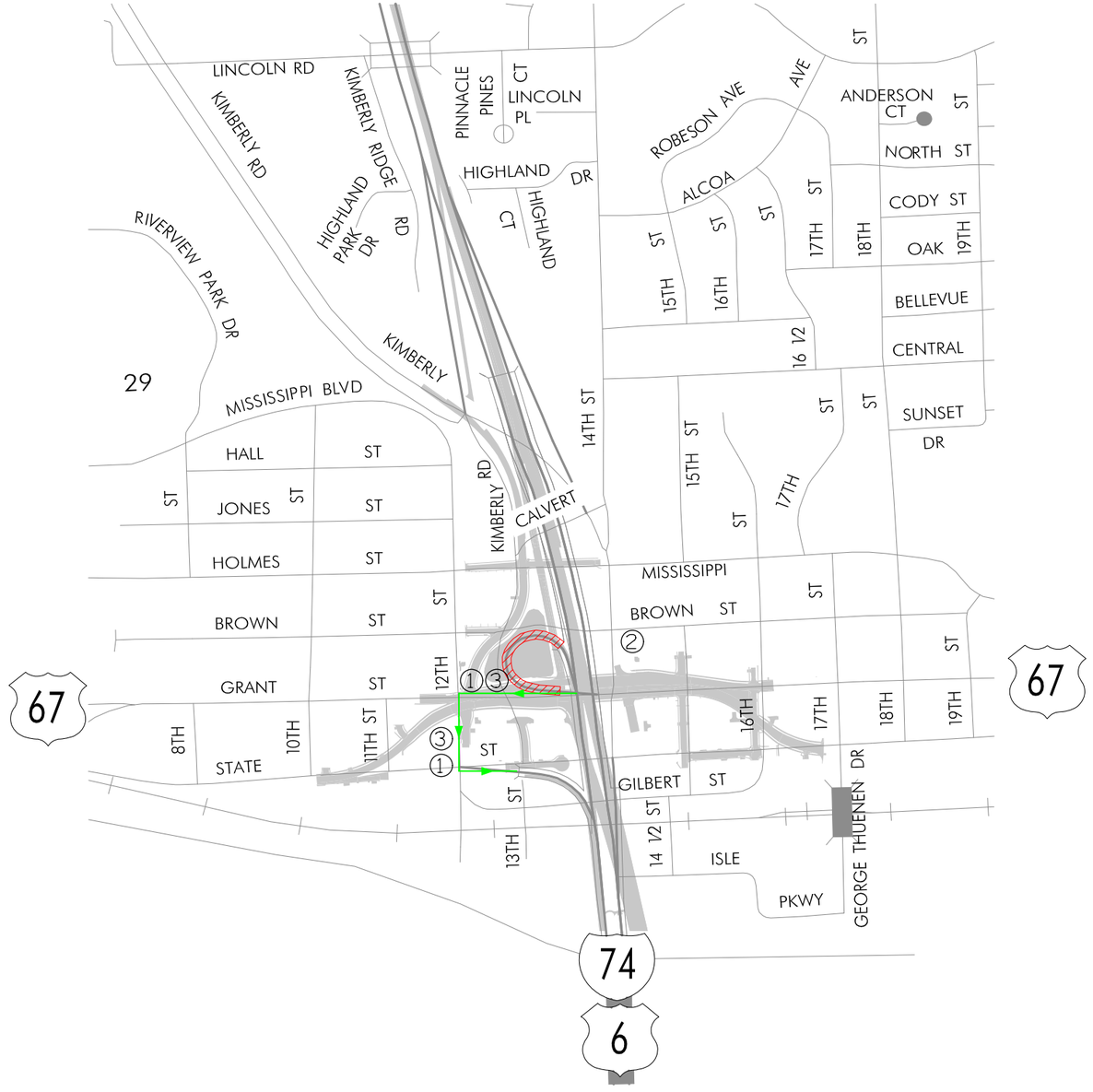
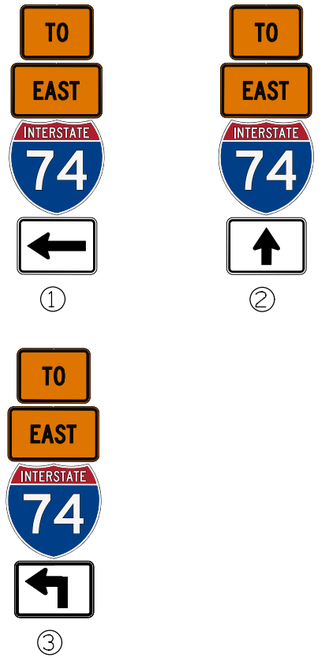
STAGE 3A AND 3B
DETOUR OVERVIEW





Closure

Detour Route

NOT TO SCALE

DETOUR
FOR CLOSURE OF
EB I-74 LOOP ENTRANCE RAMP

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

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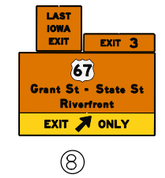
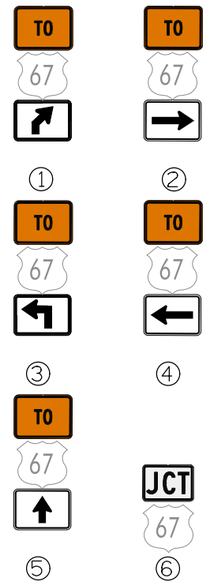
STAGE 3A
DETOUR OVERVIEW





⑧



67 EXIT # 4 CLOSED
USE EXIT # 3

⑦

Closure

SB Kimberly Road Detour

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

N

NOT TO SCALE

DETOUR FOR CLOSURE OF EB EXIT RAMP TO KIMBERLY ROAD

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

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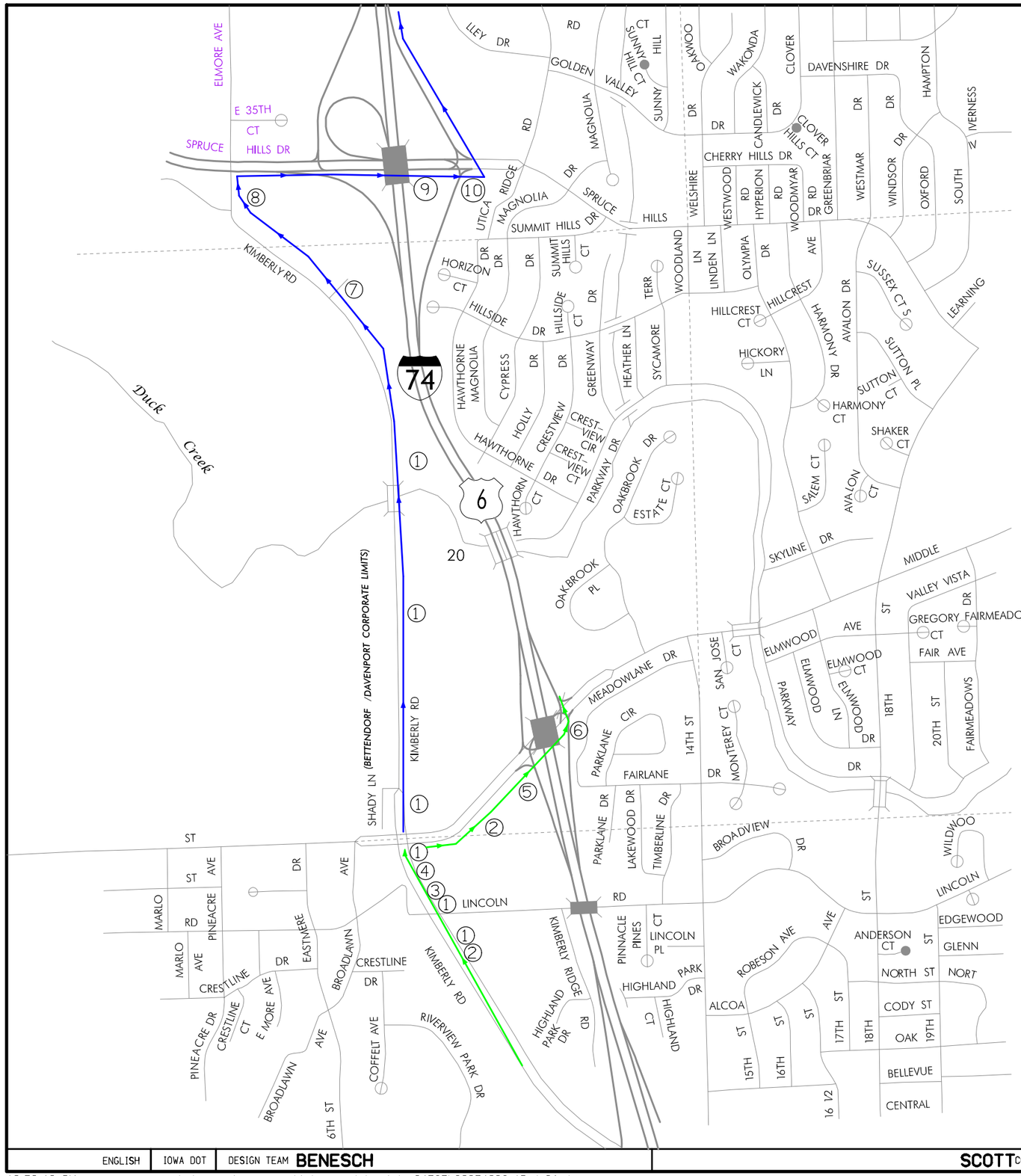

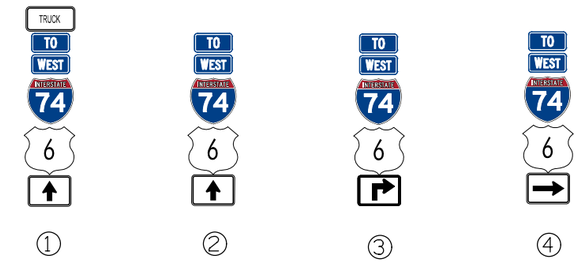

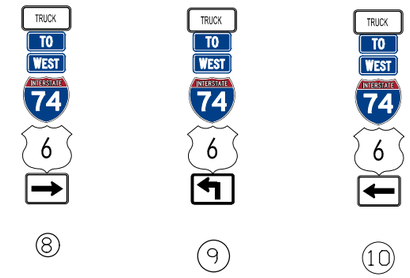

WB I-74 Local Access

WB I-74 Truck Access

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

NOT TO SCALE

STAGE 2A
LOCAL ACCESS
FOR CLOSURE OF
I-74 WB TO
US 6/SPRUCE HILLS DRIVE

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.9

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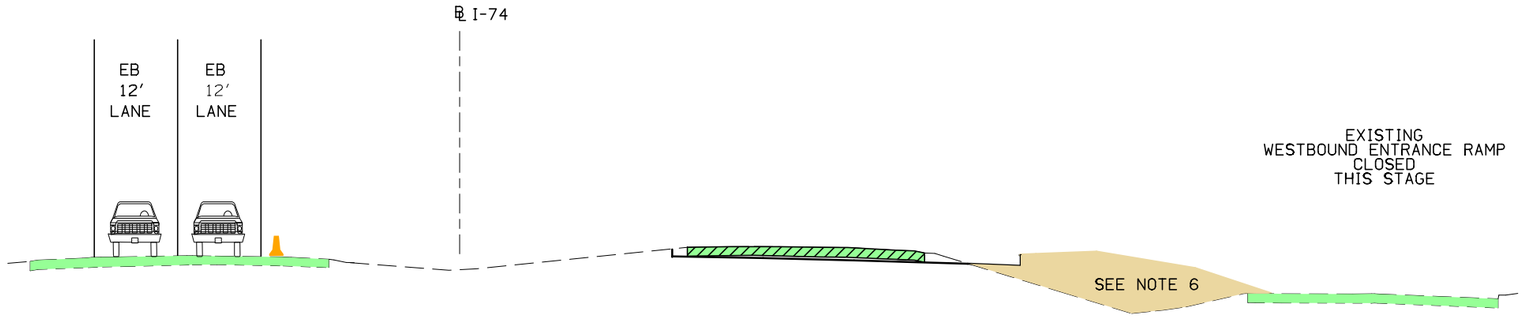
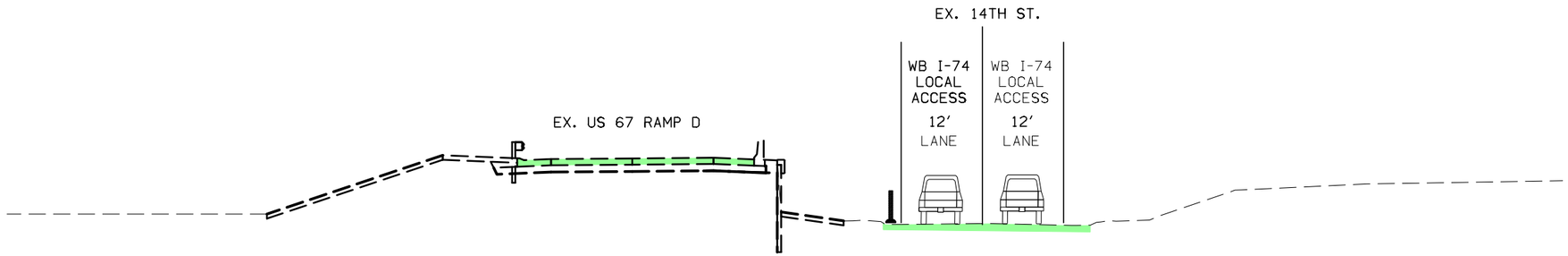
I–74 STAGE 2A TYPICAL SECTIONS



6808+00 TO 6818+00



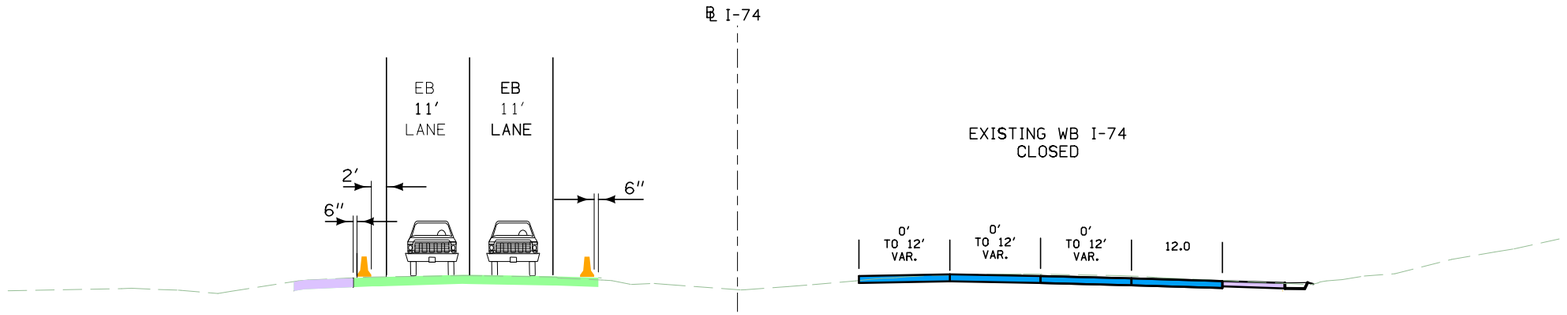
I-74 LOCAL ACCESS ROUTE AT EXISTING 14TH STREET

US 67 TO KIMBERLY ROAD

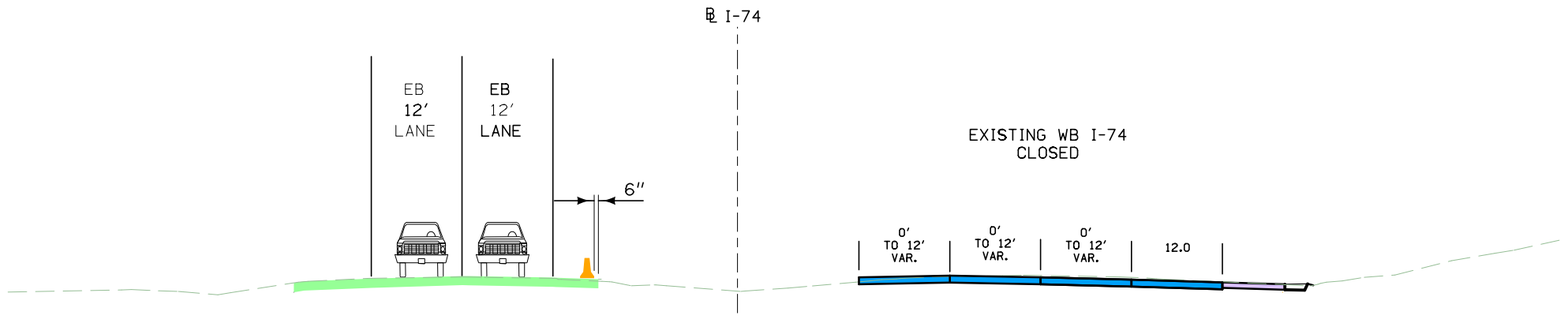
GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS. COORDINATE CONSTRUCTION STAGING WITH PROJECT #BRFIM-074-1(199)5-05-82.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.
6. COMPLETE GRADING AT TOE OF SLOPE PRIOR TO SHIFTING I-74 LOCAL ACCESS ROUTE ONTO THE EXISTING RAMP IN STAGE 2B.

I–74 STAGE 2A TYPICAL SECTIONS



6839+00 to 6845+04



6818+00 to 6839+00

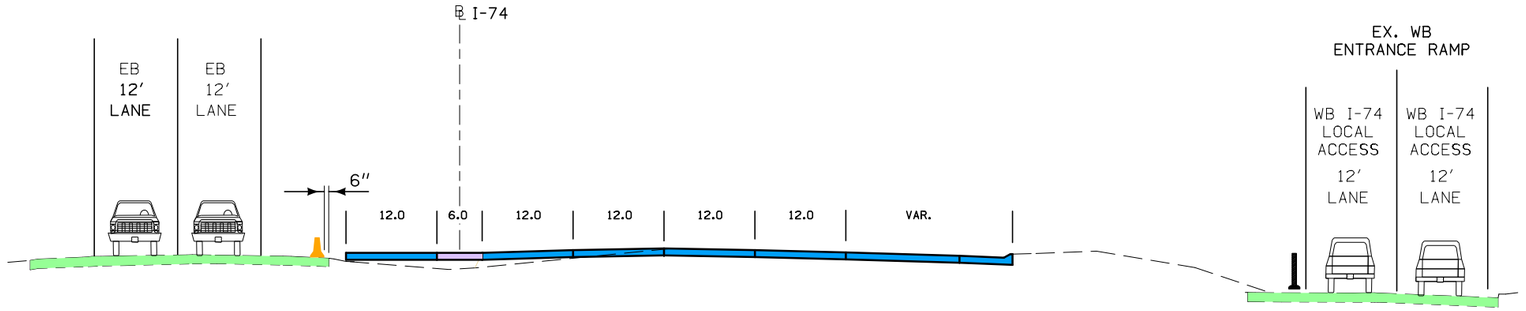
GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.

STAGE 2B TYPICAL SECTIONS

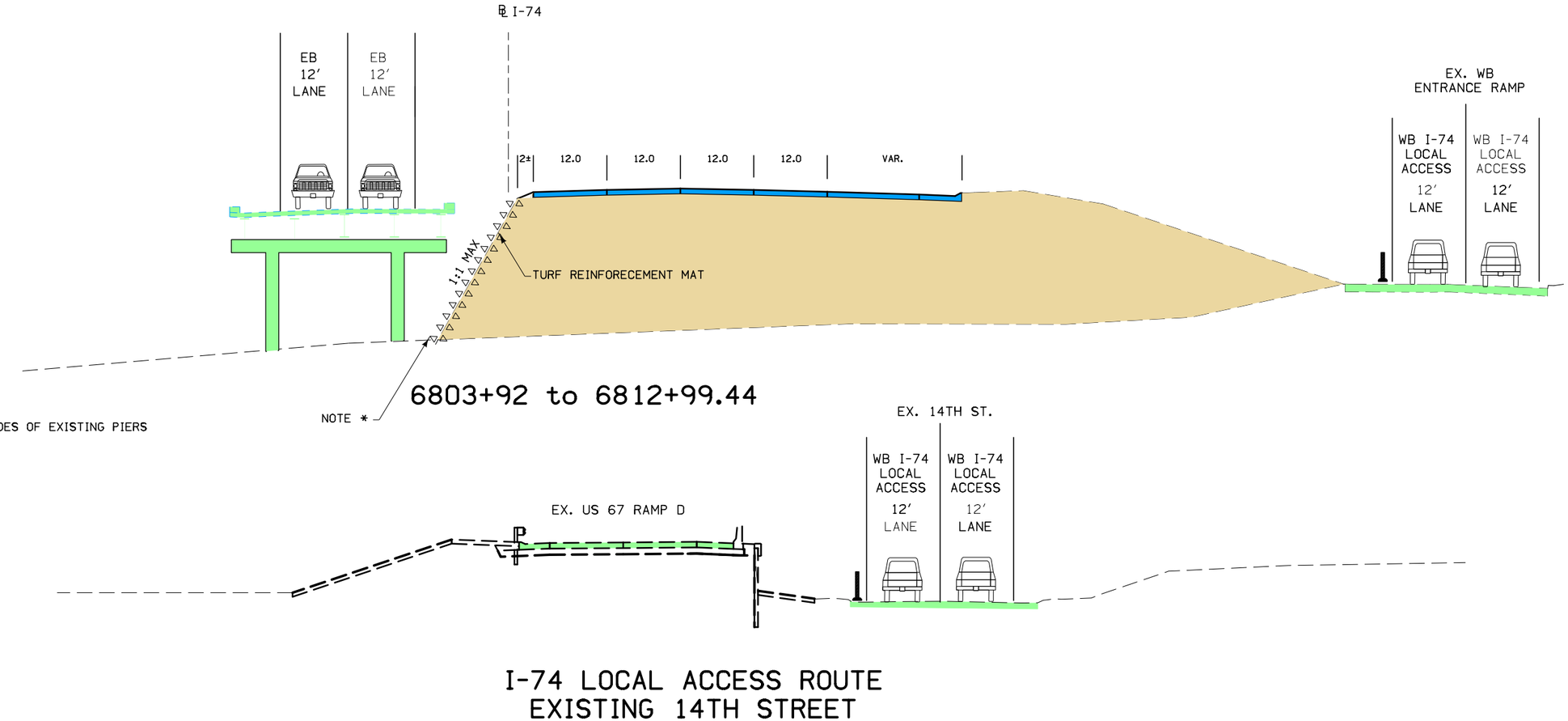
GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.
6. COMPLETE GRADING AT TOE OF SLOPE PRIOR TO SHIFTING I-74 LOCAL ACCESS ROUTE ONTO THE EXISTING RAMP IN STAGE 2B.



6812+99.44 TO 6819+00

STAGE 2B TYPICAL SECTIONS



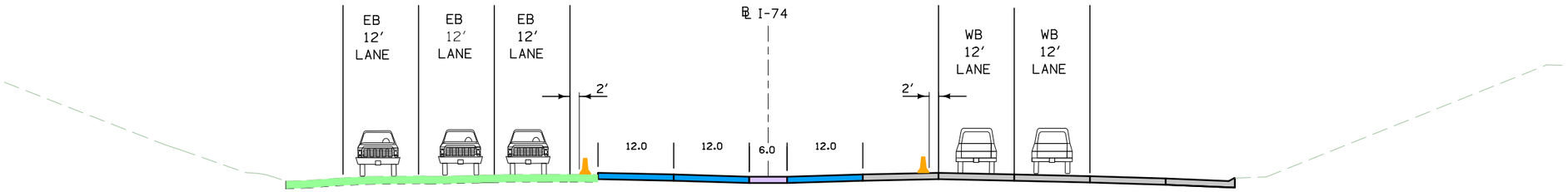
6803+92 to 6812+99.44

NOTE *: DO NOT PLACE FILL UP SIDES OF EXISTING PIERS

I-74 LOCAL ACCESS ROUTE
EXISTING 14TH STREET
US 67 TO KIMBERLY ROAD

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.12

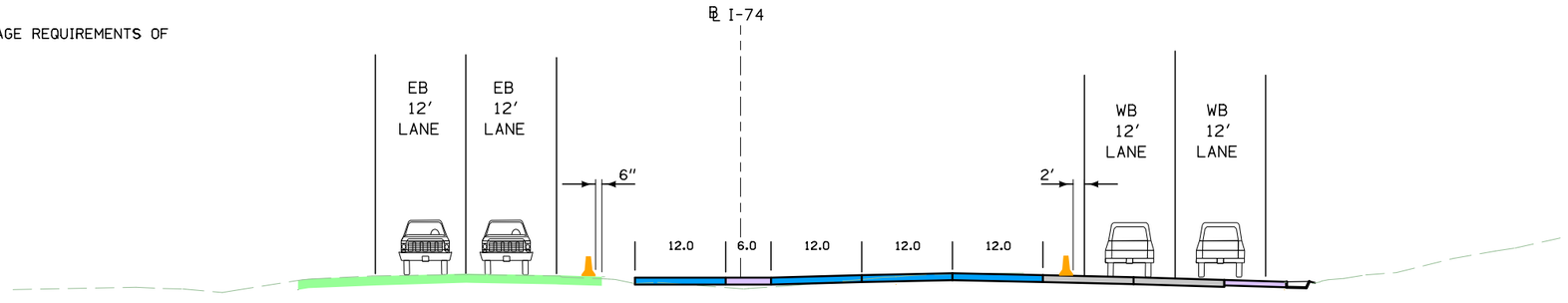
I–74 STAGE 2B TYPICAL SECTIONS



6825+49.92 to 6839+50

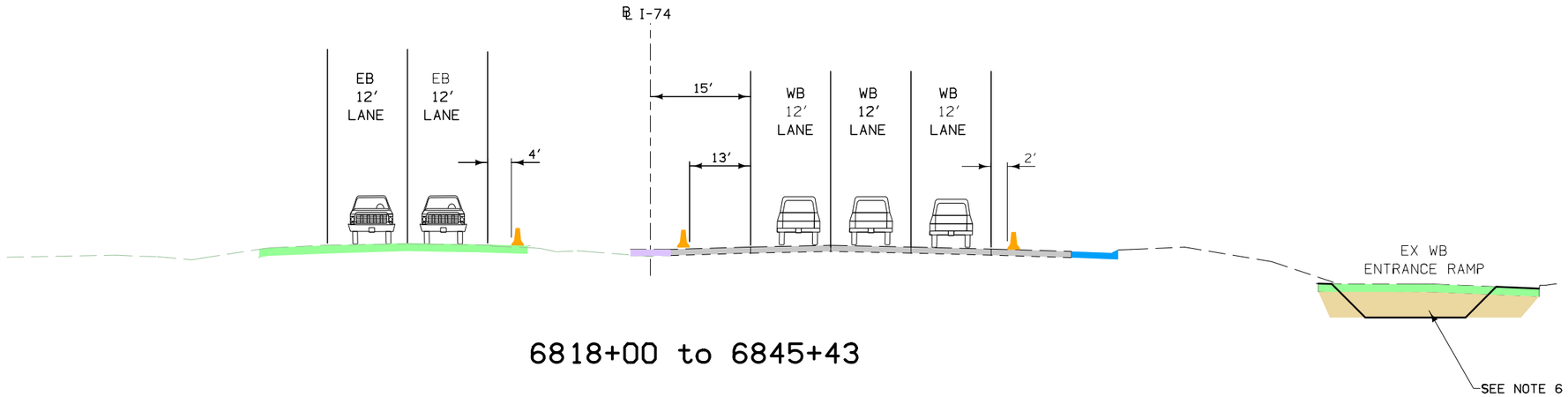
GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 1′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.



6819+00 to 6825+49.92

I–74 STAGE 2B–2 TYPICAL SECTIONS

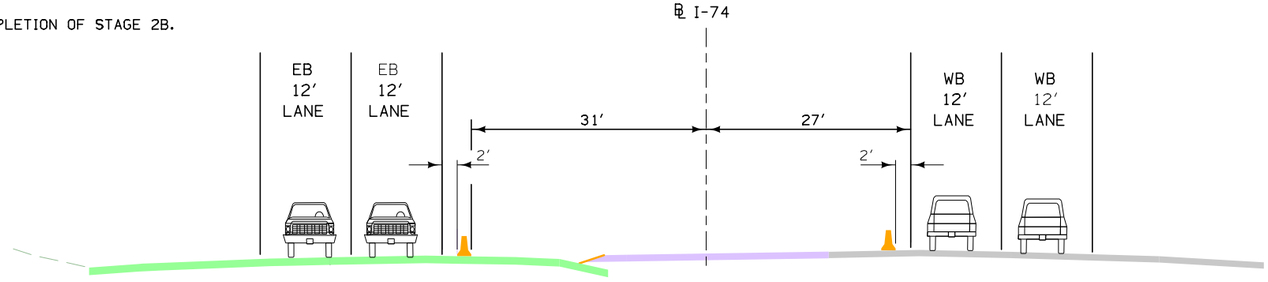


6818+00 to 6845+43

I–74 STAGE 2B TYPICAL SECTIONS

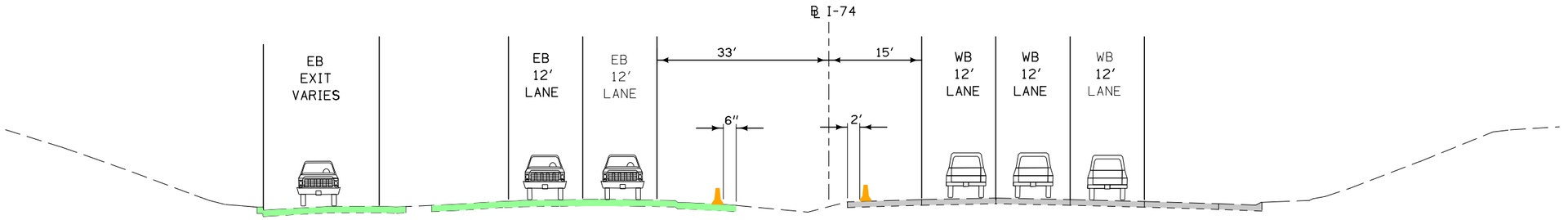
GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 1′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.
6. GRADE PROPOSED DITCH UPON COMPLETION OF STAGE 2B.

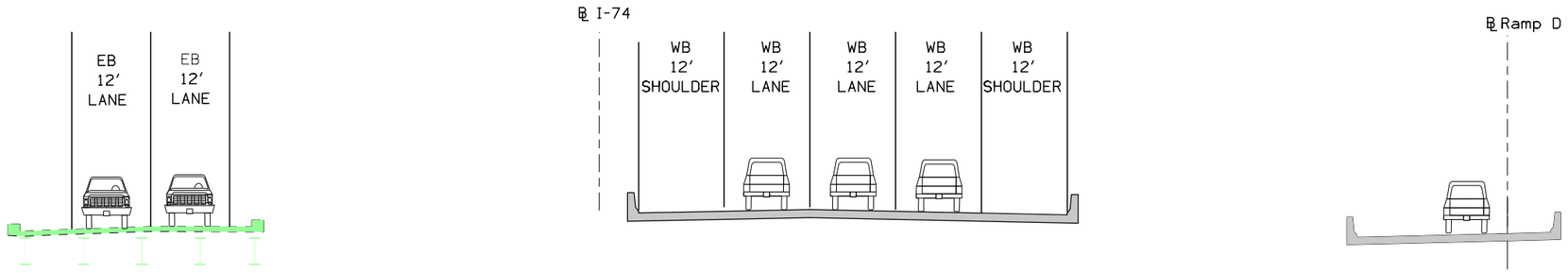


6839+50 to 6853+69.00

I–74 WINTER STAGE TYPICAL SECTIONS



6812+99.44 to 6819+00

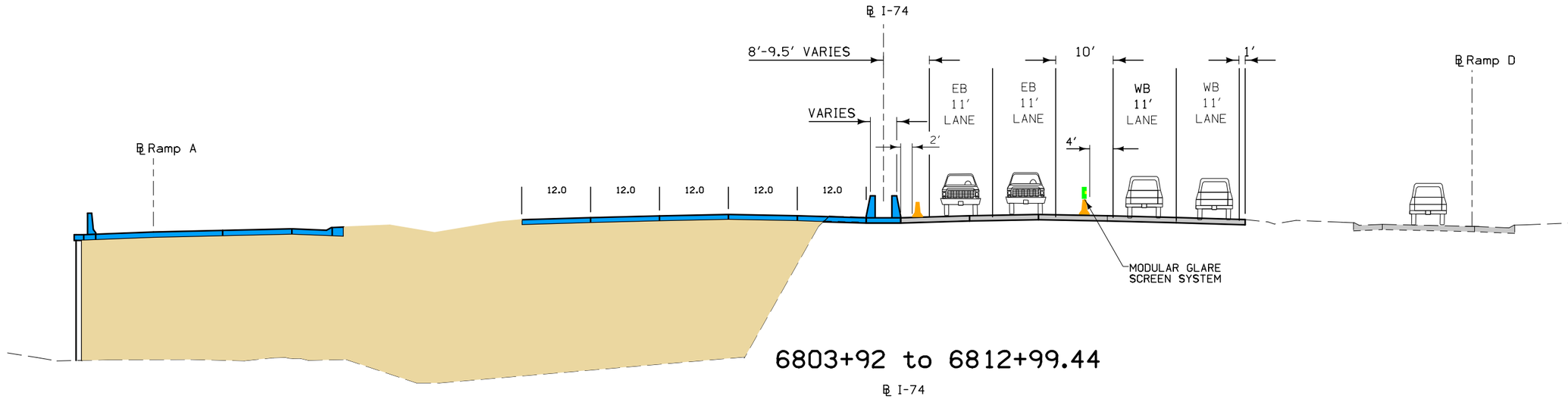


6792+99.80 to 6804+55.70

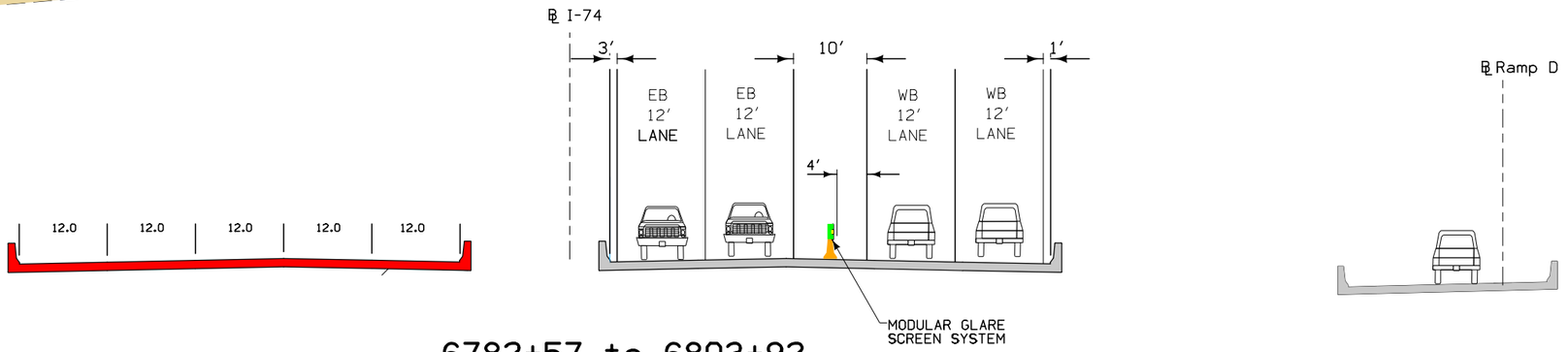
GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 1′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.

STAGE 3A TYPICAL SECTIONS



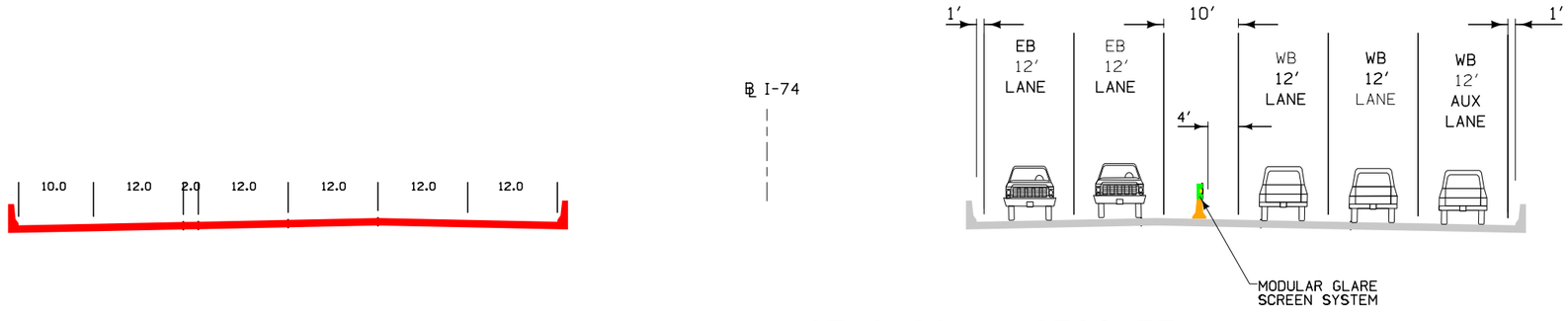
6803+92 to 6812+99.44



6782+57 to 6803+92

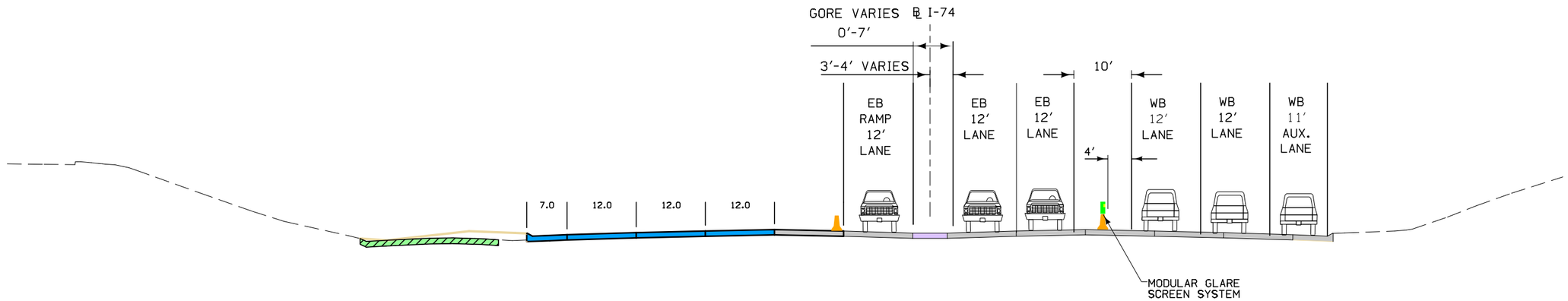
GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.



6746+86 to 6782+57

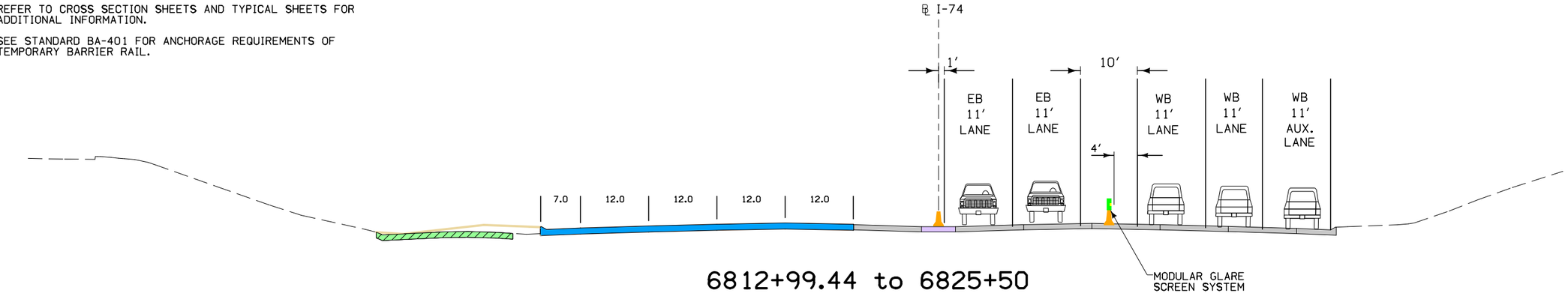
STAGE 3A TYPICAL SECTIONS



6825+50 to 6837+00

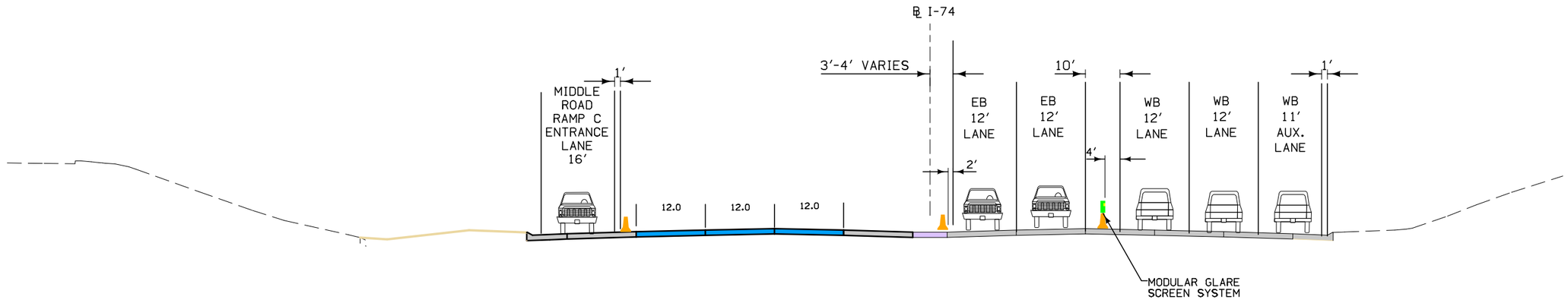
GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12' UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2' FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.



6812+99.44 to 6825+50

STAGE 3B TYPICAL SECTIONS

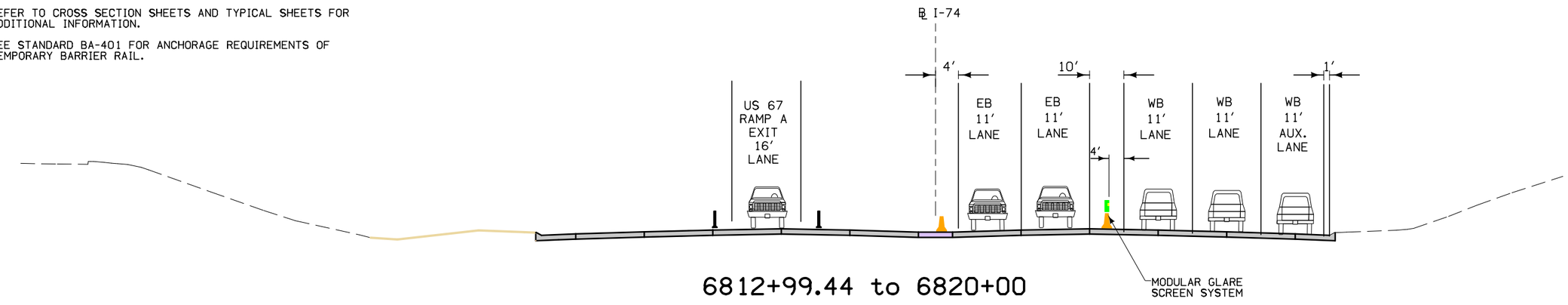


6837+00 to 6843+10

6820+00 to 6837+00
(SAME AS STAGE 3A)

GENERAL NOTES:

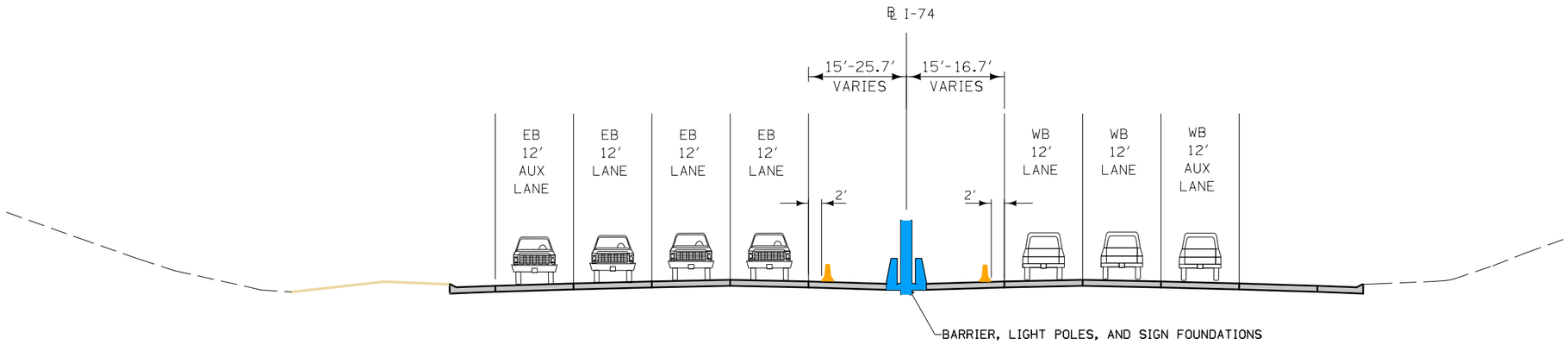
1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.



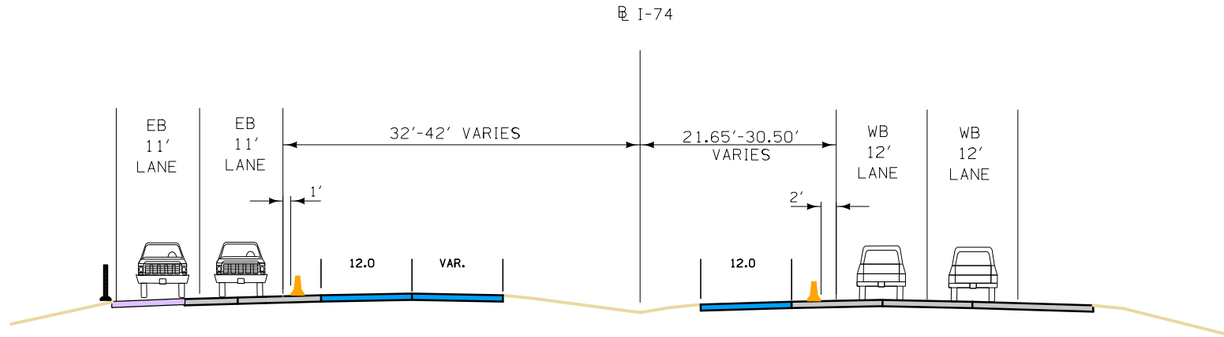
6812+99.44 to 6820+00

6746+86 TO 6812+99.44
(SAME AS STAGE 3A)

STAGE 3B–2 TYPICAL SECTIONS



6812+99.44 to 6839+50.00



6839+50.00 to 6845+43.00

GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS.
2. ALL LANE WIDTHS ARE 12' UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2' FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.

I-74 US 6

12'
12'

EX. I-74 EB

EX. I-74 WB

ROAD WORK AHEAD

W20-1
48" x 48"

LEFT LANE CLOSED AHEAD

W20-5
48" x 48"

MONTGOMERY CT

ILLINOIS JURISDICTION | IOWA JURISDICTION

STA. 6747+16.75

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

6745

25

6750

6755

6760

RAMP RD-G

RAMP RD-H

BIKE TRAIL

74

0 FEET 50

EXIT 2

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.20

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MERGE

W4-2M
48" x 48"

EXIT 1
River Dr
NEXT RIGHT

EXIT 2
7 th Ave
½ MILE

THE PEOPLE OF IOWA WELCOME YOU
Fields of Opportunities

EXIT 4
67
Grant St
State St
Rivertfront
½ MILE

W4-2
48" x 48"

12'
12'

I74/US 6

EX. I-74 EB

EX. I-74 WB

45'

630'

DETOUR AHEAD

W20-2
48" x 48"

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

6760
6765
6770
6775

BIKE TRAIL

74

0 50
FEET

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.21

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

Sta. 6777+95.58
269.79' LT

EX. I-74 EB

EX. I-74 WB

45'
80'
400'
630'

ELY4

TO WEST INTERSTATE 74

6780

Sta. 6782+30.00
200.26' LT

40'

Connect to Existing Intake or Manhole

FES REMOVAL INCLUDED IN PIPE REMOVAL

REMOVE 18" P43618

MANHOLE REMOVAL No. 43611

REMOVE 24" P43611

P924 924 P923 923

EXIT 3
Middle Rd
Locust St
1 MILE
HOSPITAL
EXIT NOW

COMMERCIAL VEHICLE PERMIT CENTER CALL 515-237-3264

921

Sta. 6785+14.29
172.68' LT
P921

6785

REMOVE 12" P43617A

REMOVE 12" P43617

920

REMOVE 24" P43616

919

P919 P920

REMOVE 12" P43616A

INTAKE REMOVAL No. 43616

EXIT 4
67
Grant St
State St
Riverfront

Sta. 6786+44.60
127.60' LT
End Barrier
Behind Exist
Crash Cushion

INTAKE REMOVAL No. 43617

REMOVE 12" P43616B

ROAD CLOSED
ALL TRAFFIC MUST EXIT

P926

926

74

Sta. 6786+44.59
114.19' LT

SPEED LIMIT 35

EX. GILBERT ST

INTAKE REMOVAL No. 43675

R2-1
48" x 60"

6790

REMOVE 36" P43613

Sta. 6788+14.37
80.18' LT

REMOVE 12" P43615

W1-4R
48" x 48"

ALL LANES

W24-1cP
30" x 30"

Sta
162

INTAKE REMOVAL No. 43618

REMOVE 15" P43673

INTAKE REMOVAL No. 43673

REMOVE 24" STORM SEWER P43619

U.A.C.

U.A.C.

INTAKE REMOVAL No. 43619

US 67 RAMP B

FES REMOVAL INCLUDED IN PIPE REMOVAL

REMOVE 12" P43614

INTAKE REMOVAL No. 43615

REMOVE 12" P43614A

INTAKE REMOVAL No. 43614

U.A.C.

EXIT 4

Exit Gore Sign
Special Bracket
6785+20

Sta. 2591
115.31' LT

EX. 15TH ST

EX. GILBERT ST

0 50
FEET

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.22

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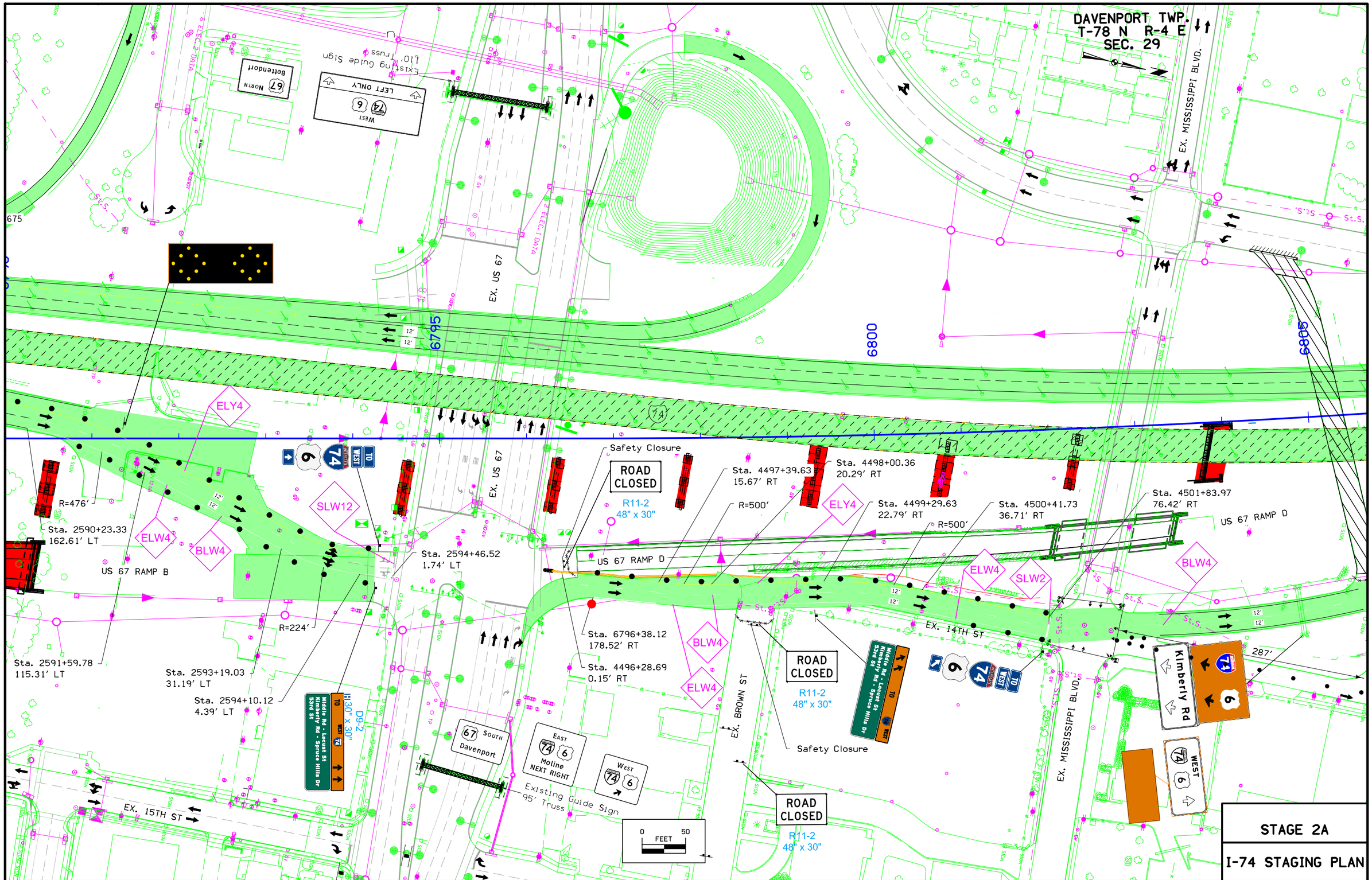

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.23

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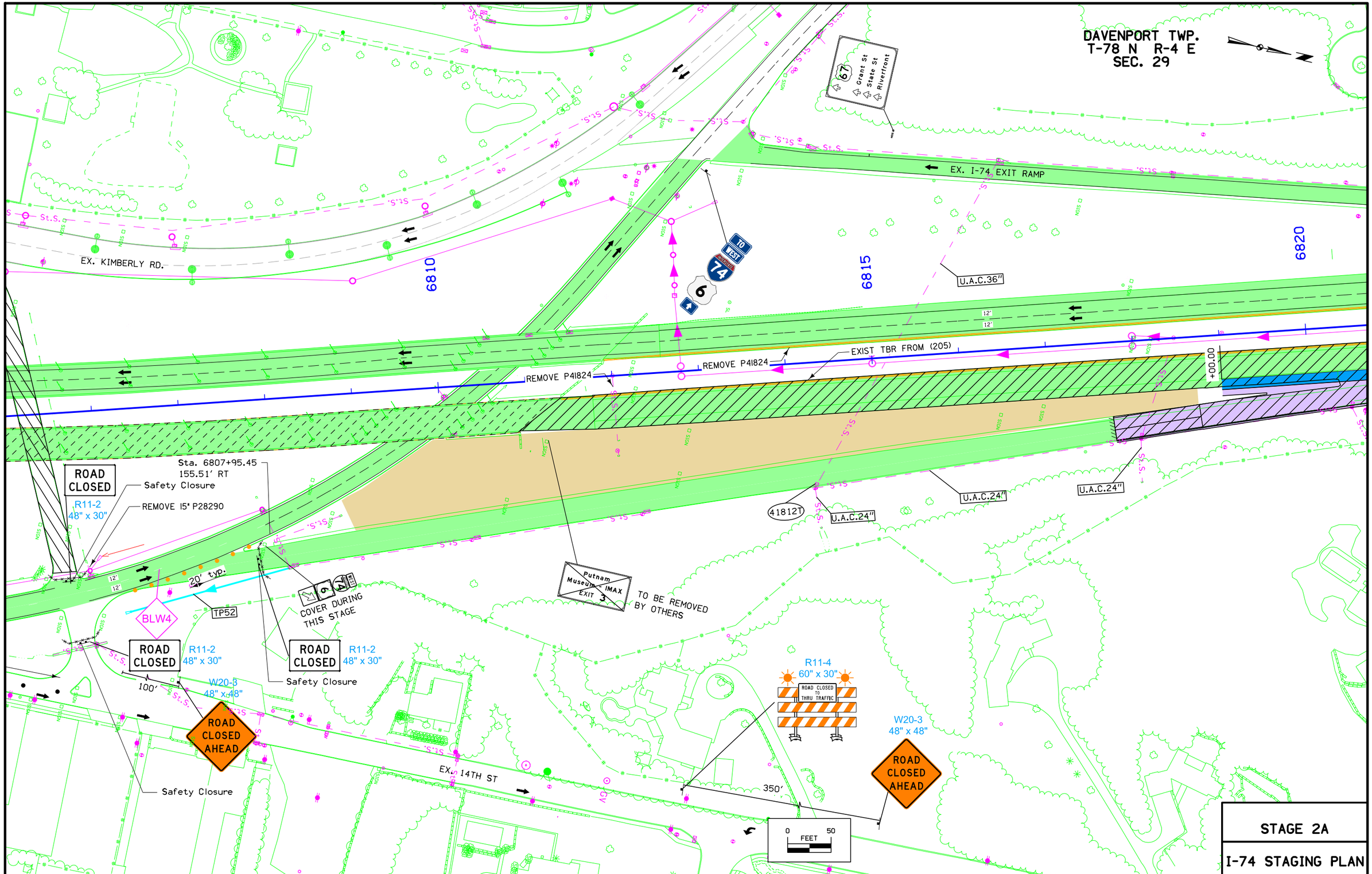

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.24

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

EXIT 4

EXIT 4 (67) Grant St - State St Riverfront EXIT ONLY

EAST EAST (74) (6) Peoria

6825

6830

6835

+00.00

+50.00

EXIST TBR FROM (205)

INTAKE REMOVAL No. 41785

349EX

362

P361

361

P359

REMOVE 15" P41788

REMOVE 24" P349

INTAKE REMOVAL No. 41788

REMOVE 15" P41787

INTAKE REMOVAL No. 41787

REMOVE 15" P41786

REMOVE 15" P41785a

INTAKE REMOVAL No. 21881

INTAKE REMOVAL No. 41786

359

360

P360

REMOVE 15" P359

REMOVE 6" P41785

P362

EX. HIGHLAND CT

EX. LINCOLN RD.

Spruce Hills Dr
Kimberly Rd
1 MILE (6) WEST
EXIT 2

Middle Rd
Locust St
EXIT ONLY
EXIT 3

0 FEET 50

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.25

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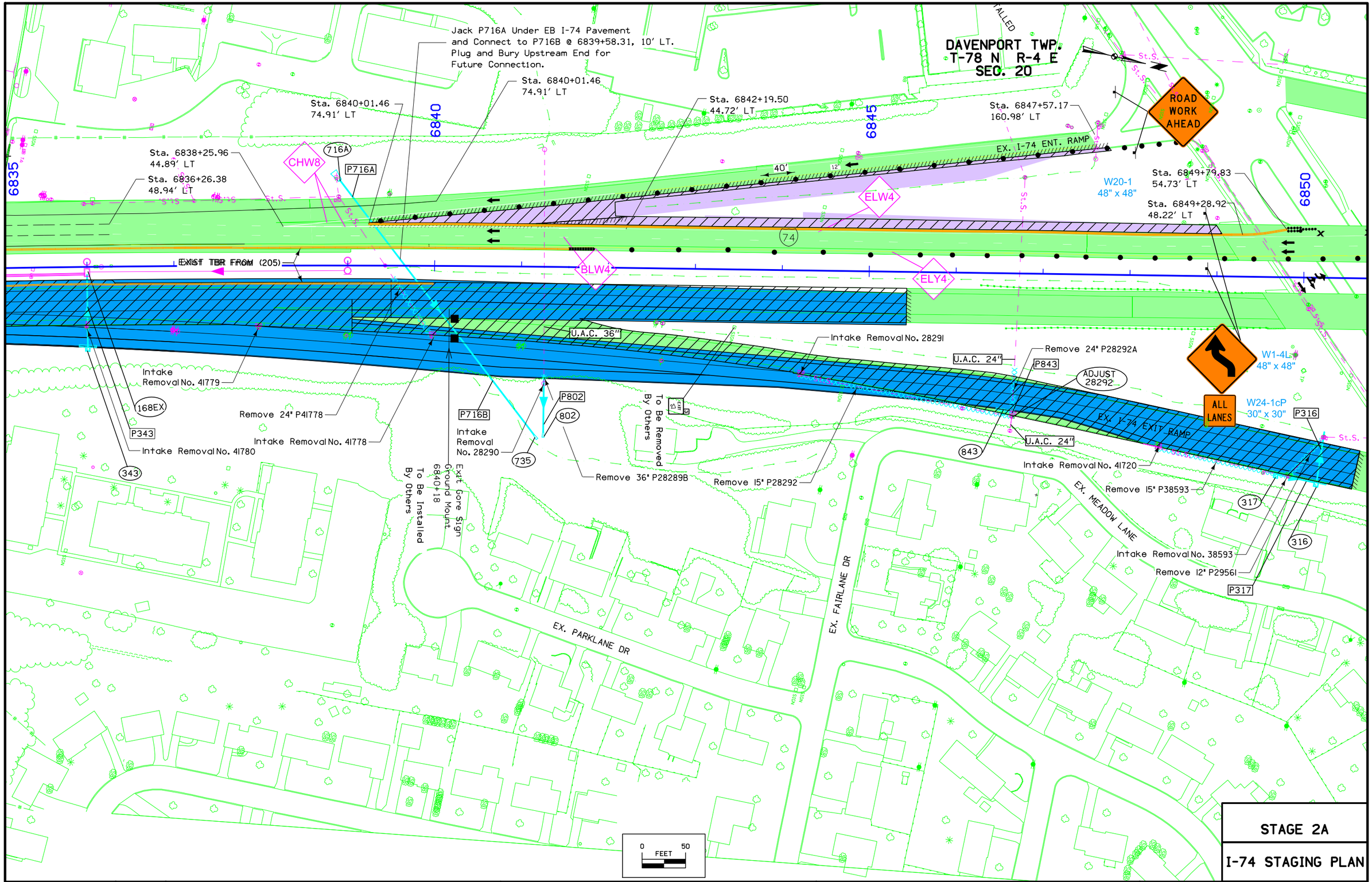

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.26	

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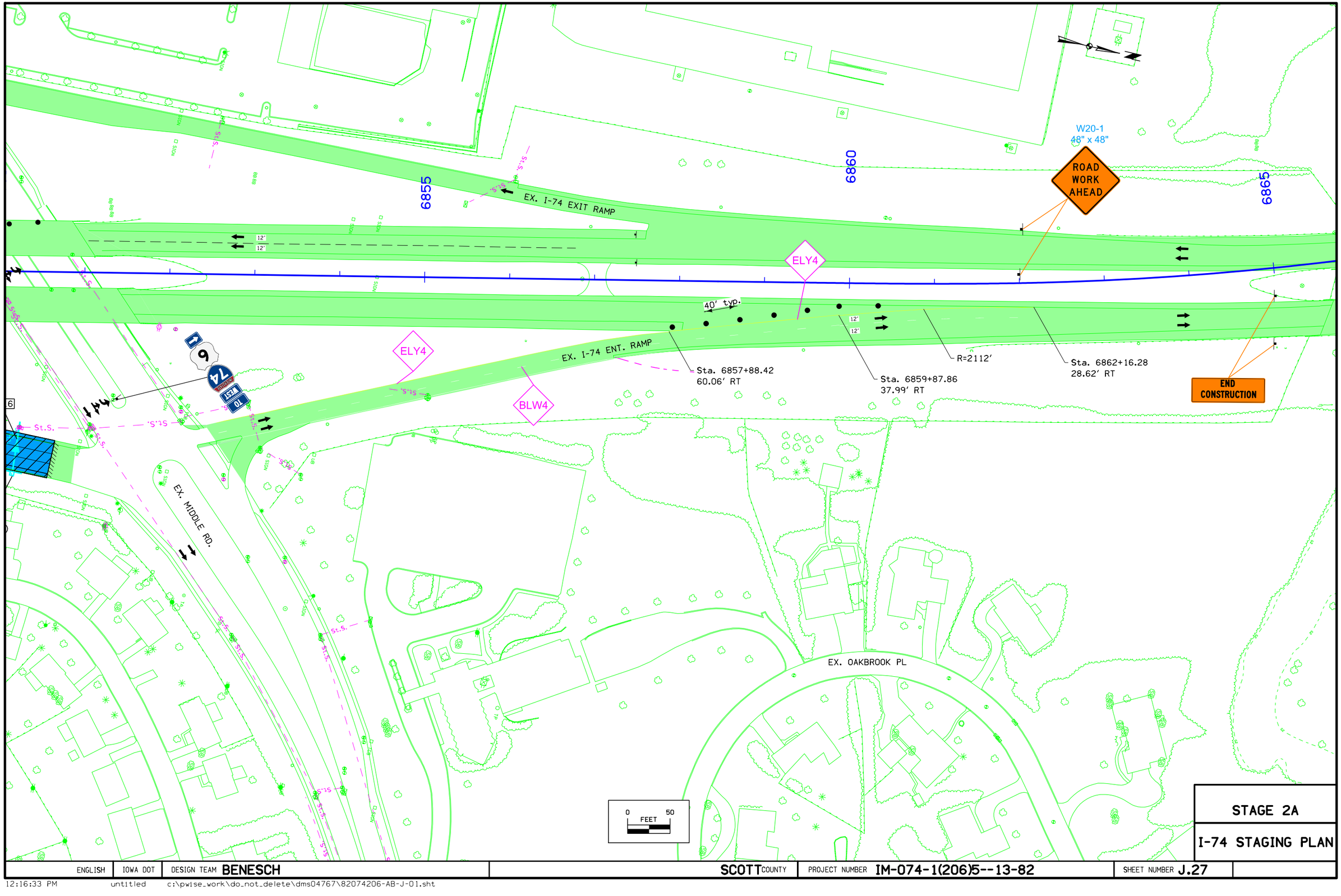

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.27

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STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.28

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

KIMBERLY RD

LINCOLN RD

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

0 50
FEET

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.29	

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

RTAW
CSRW
SLW4
RTAW
CSRW
CSRW
RTAW
DLW4
CSRW

R11-2
48" x 30"
ROAD CLOSED
EXIT AT MIDDLE RD
SEE NOTE

R3-8a
30" x 48"
ONLY
ONLY

TRUCK TO WEST INTERSTATE 74
TO WEST INTERSTATE 74
6

MIDDLE RD

NOTE: DRIVEWAY CLOSURES ONLY TO BE INSTALLED WHEN DIRECTED BY THE ENGINEER.

0 FEET 50

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.30	

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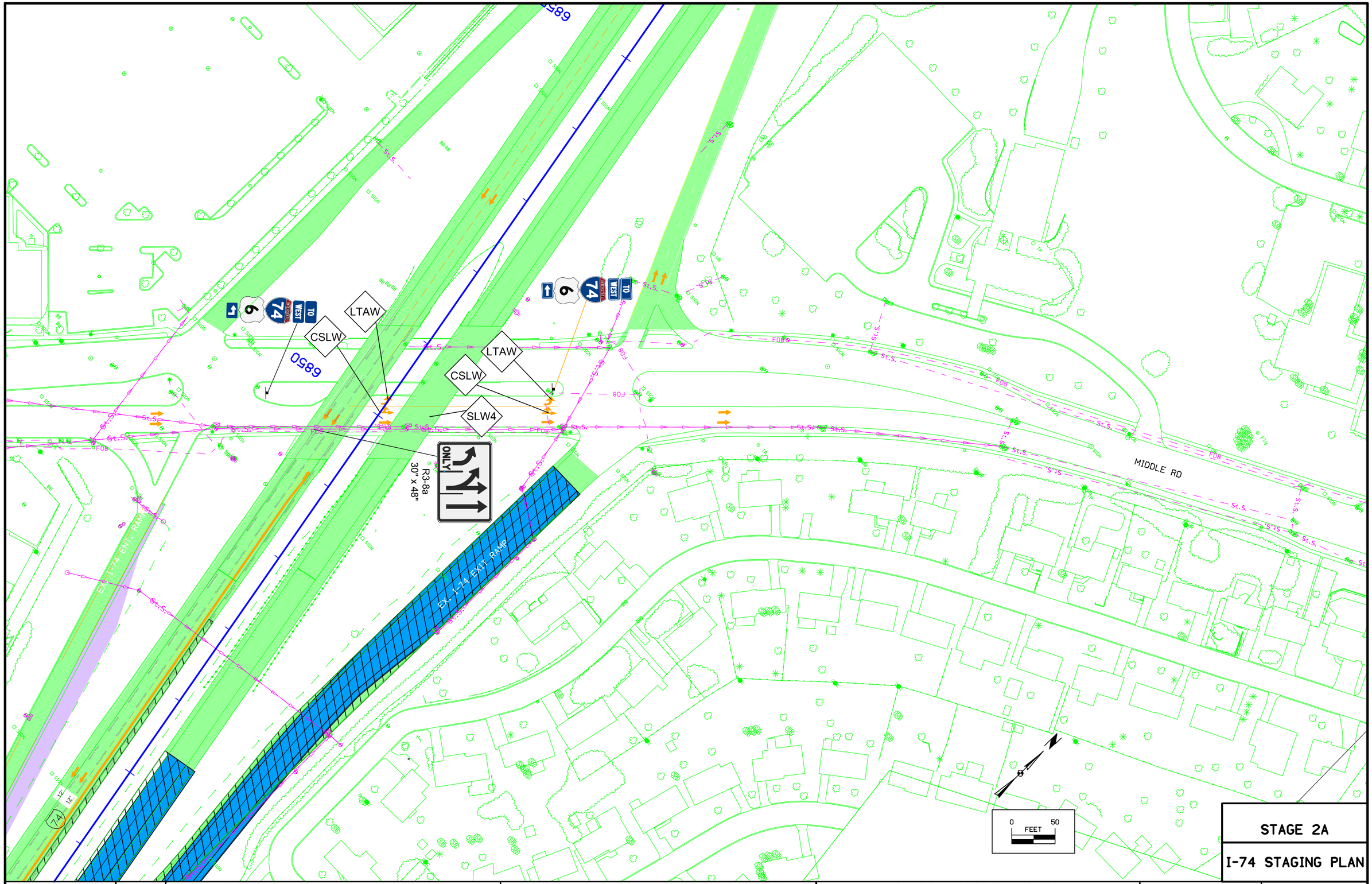

STAGE 2A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.31

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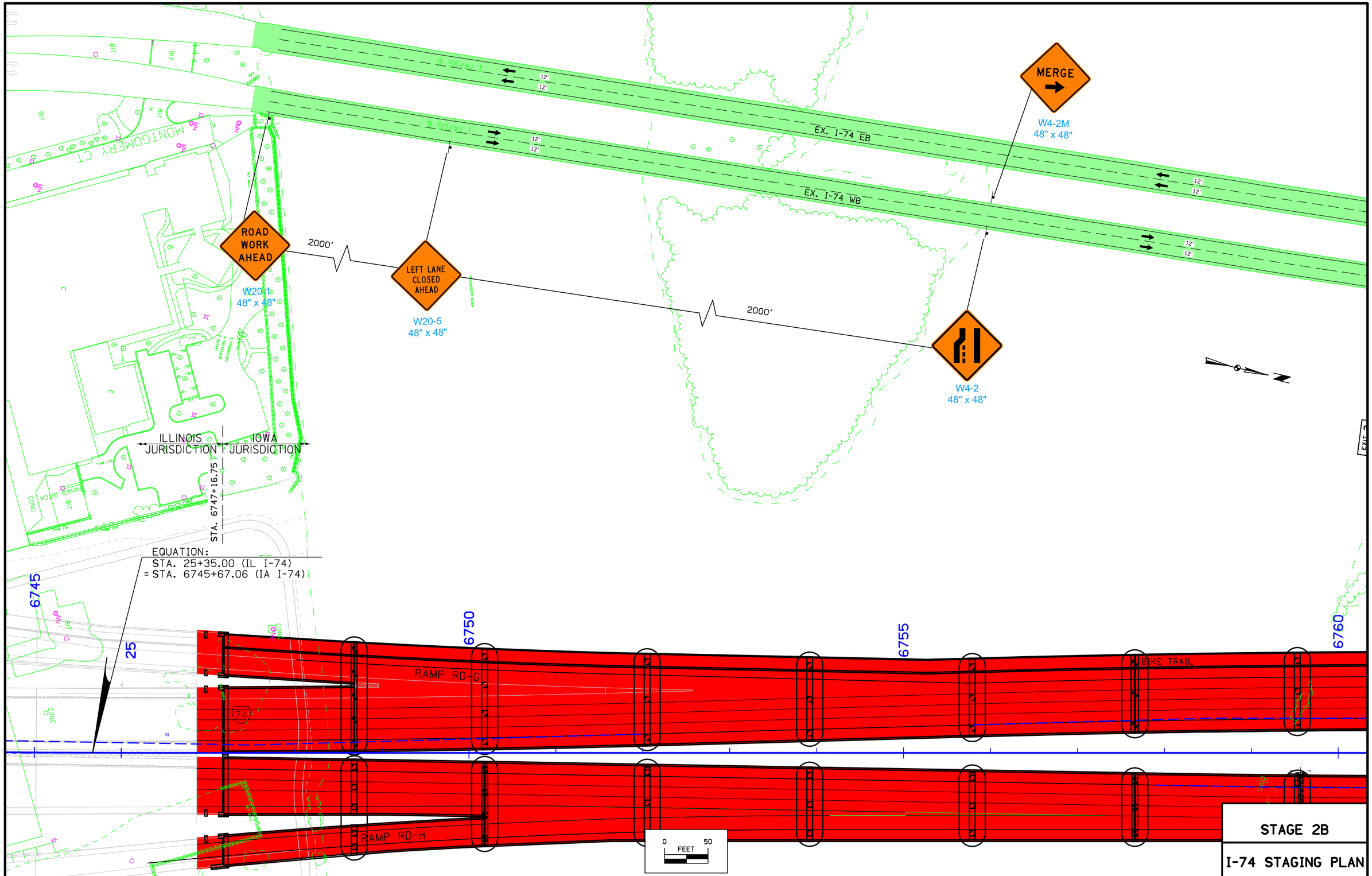

STAGE 2B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.32

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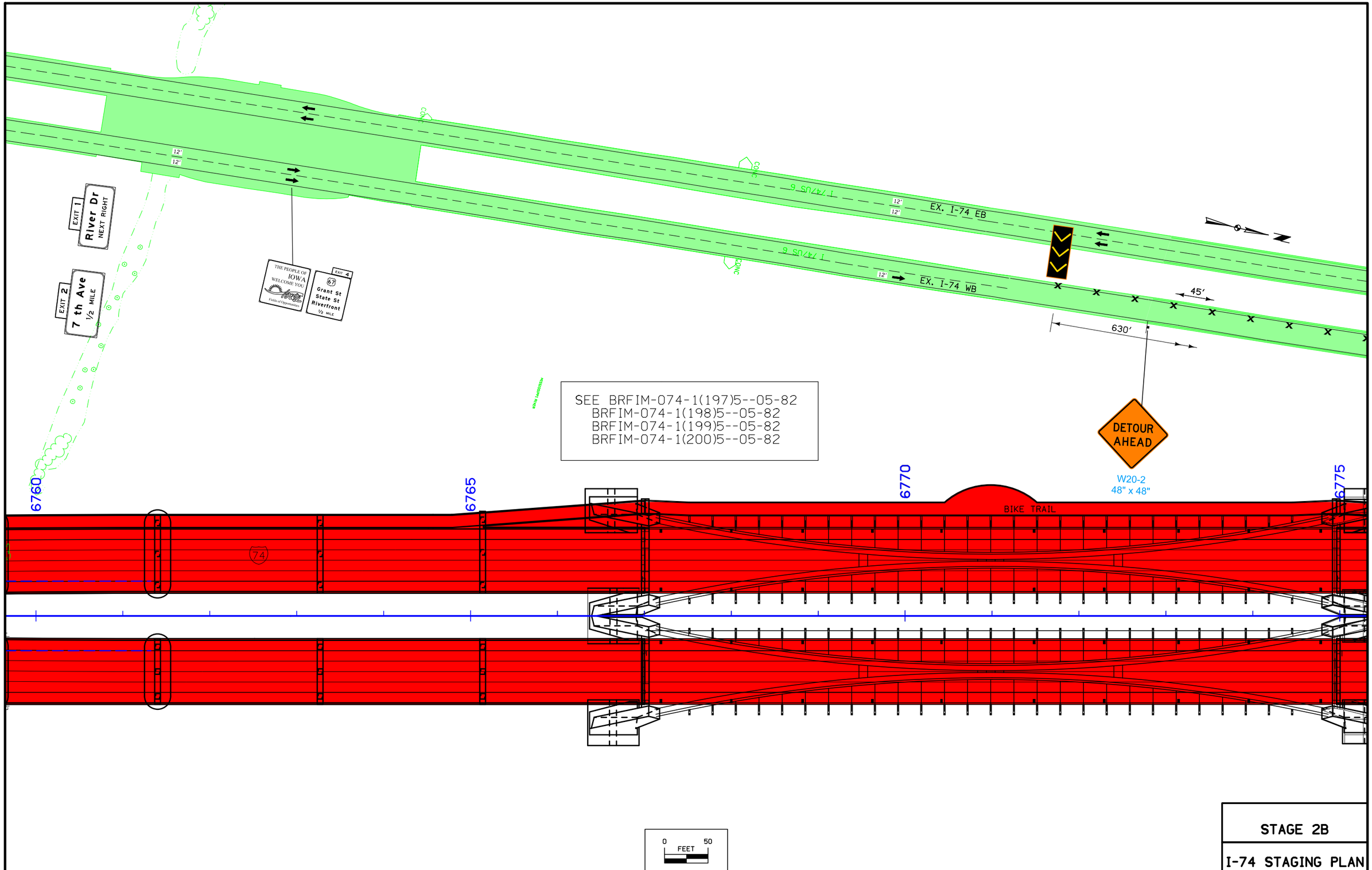

STAGE 2B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.33

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

EX. I-74 EB

EX. I-74 WB

45'

80'

400'

630'

40'

R2-1
48" x 60"

SPEED LIMIT 35

6780

6785

6790

TO WEST
74

EXIT 3
Middle Rd
Locust St
1 MILE
HOSPITAL
EXIT NOW

COMMERCIAL VEHICLE PERMIT CENTER CALL 515-237-3264

EXIT 4
67
Grant St
State St
Riverfront

W1-4R
48" x 48"

W24-1cP
30" x 30"

ALL LANES

EX. GILBERT ST

RLW4

DLW4

RLY4

CHW8

TRUCKS USE RIGHT LANE

ROAD CLOSED
ALL TRAFFIC MUST EXIT

TRUCKS USE RIGHT LANE

US 67 RAMP B

U.A.C.

U.A.C.

U.A.C.

EXIT 4

Exit Gore Sign
Special Bracket
6785+20
To Be Installed By Others

THE PEOPLE OF IOWA WELCOME YOU

EXIT ONLY
67
Grant St
State St
Riverfront
EXIT 4

Final Guide Sign
Truss
6781+25.15
To Be Installed By Others

0 50
FEET

EX. 15TH ST

EX. GILBERT ST

STAGE 2B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.34

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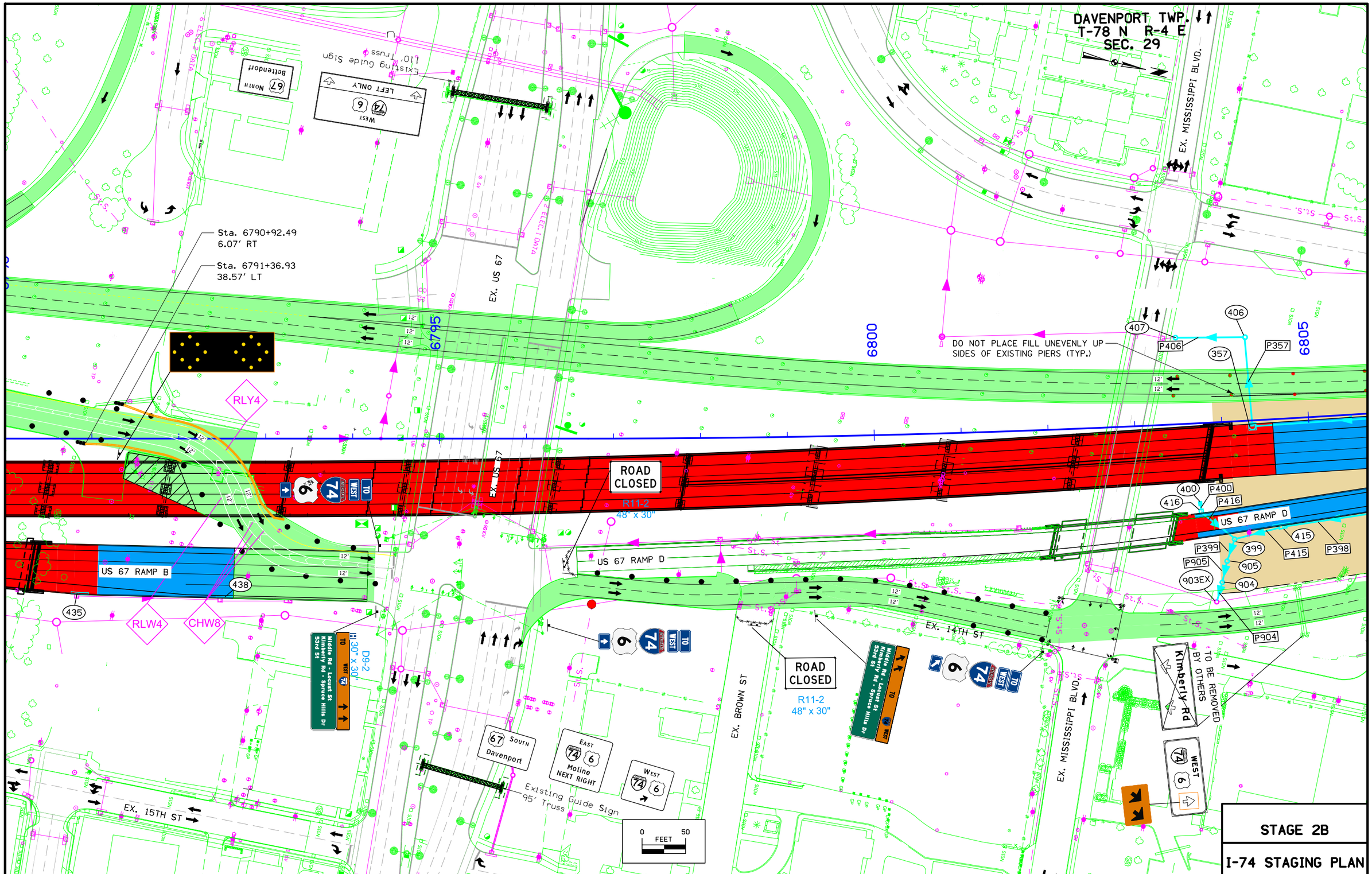

STAGE 2B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.35

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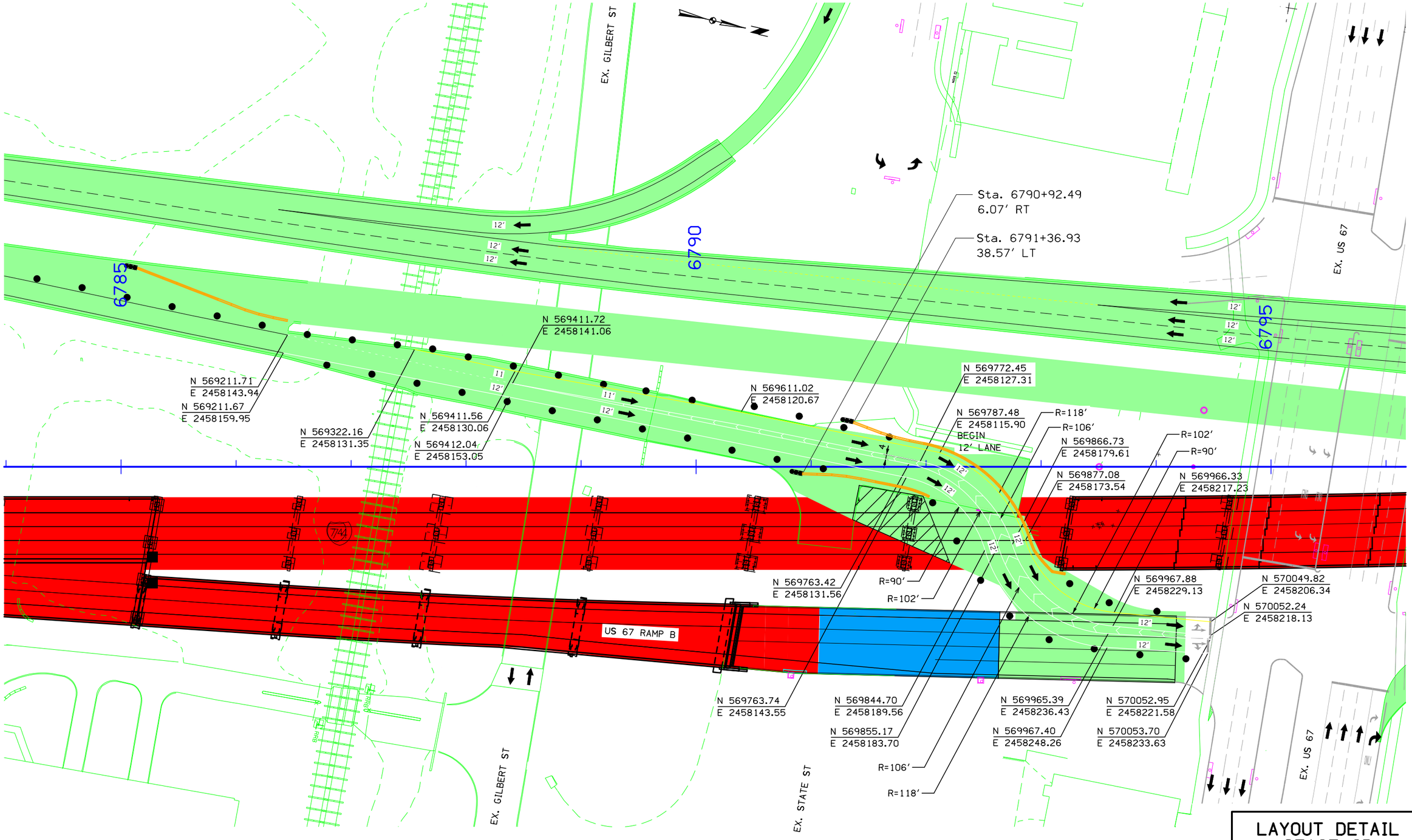

LAYOUT DETAIL STAGE 2B

PAVEMENT MARKING

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.36

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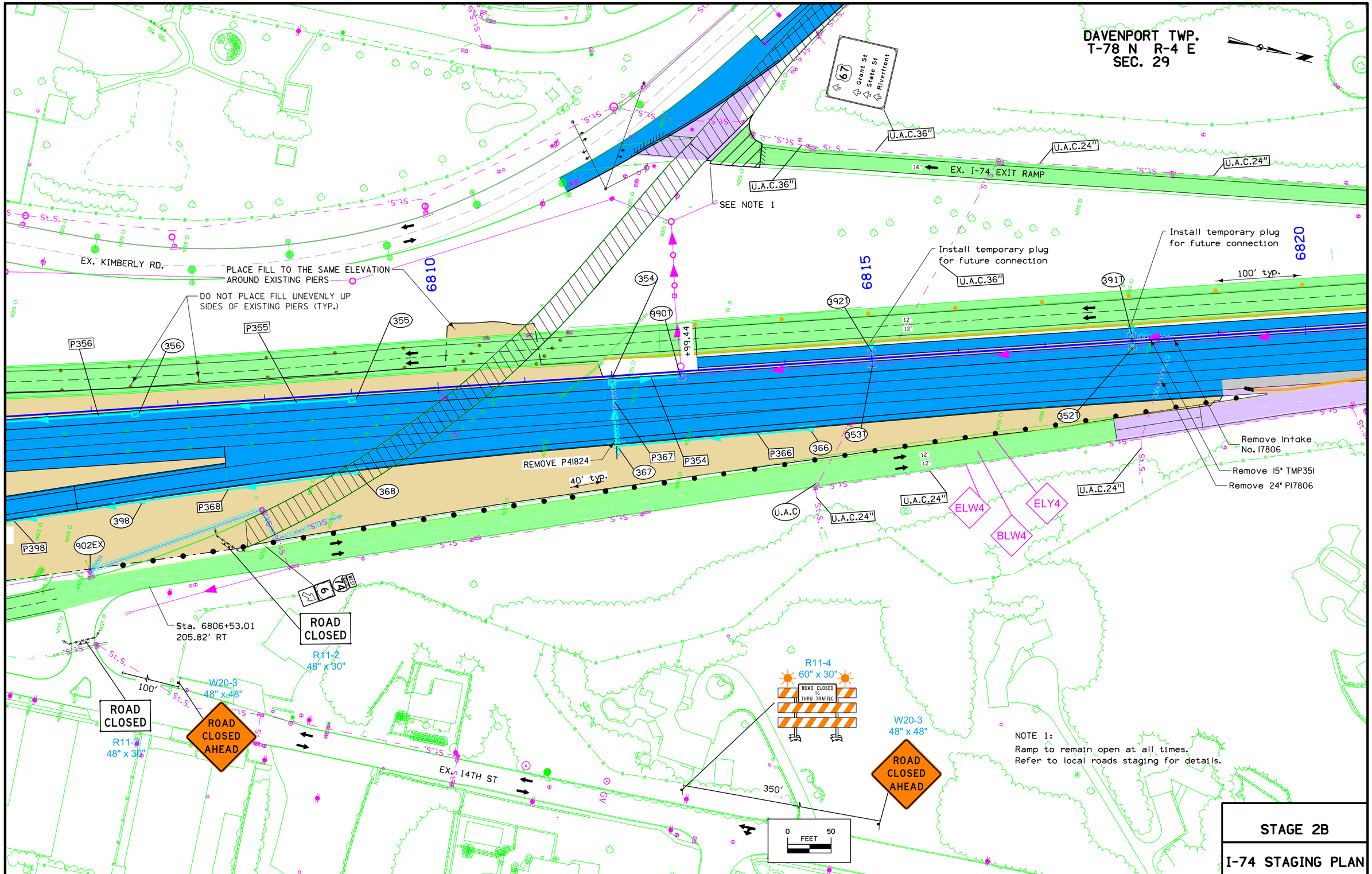

STAGE 2B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.37

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. HIGHLAND CT

EX. LINCOLN RD.

U.A.C.24"

U.A.C.18"

EX. I-74 EXIT RAMP

Sta. 6827+70.03
59.00' LT

Sta. 6825+49.92
35.00' LT
End Taper

Install temporary plug
for future connection

Sta. 6822+50.15, 24.06' LT
Begin Taper

300' TAPER LENGTH

Sta. 6824+05.97
20.28' LT

Sta. 6822+67.00
79.50' RT

Sta. 6824+24.11
72.05' RT

Connect to
Existing

Remove 15" TMP388

Sta. 6827+40.92
67.14' RT

Sta. 6830+13.23
55.67' RT

Remove 15" TMP386

Connect to Existing

Install Temporary plug
for future connection

100' typ.

R=2100'

Sta. 6831+70.95
53.45' RT

Sta. 6834+69.96
51.00' RT

6825

6830

6835

ELW4 ELW4 BLW4 CHW8 DLW4 ELW4 BLW4 ELY4 BLW4 ELW4 ELY4

3901 3891 3511 3501 3881 3491 3871 3581 3861 3591

EXIT 4

EXIT 67 Grant St - State St Riverfront EXIT ONLY

EAST EAST 74 6 Peoria

EXIT 6 Spruce Hills Dr Kimberly Rd 1 MILE WEST

EXIT 2

EXIT 3 Middle Rd Locust St EXIT ONLY

0 50
FEET

STAGE 2B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.38

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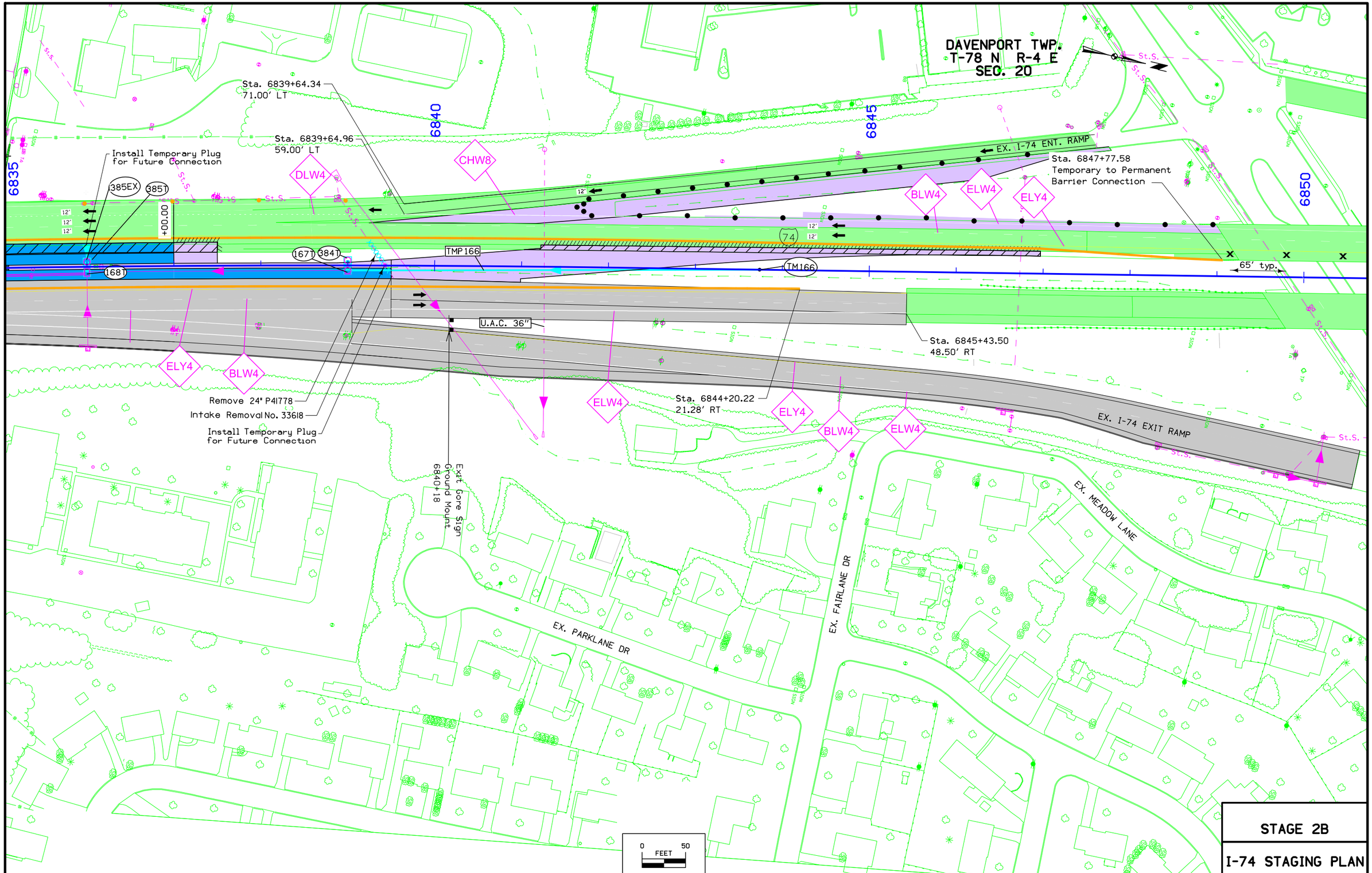

STAGE 2B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.39

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Sta. 6851+09.08
28.67' LT

Sta. 6853+69.87
26.02' LT

6855

6860

6865

EX. I-74 EXIT RAMP

12'
12'

65' typ.

ROAD WORK AHEAD

W20-1
48" x 48"

EX. I-74 ENT. RAMP

END CONSTRUCTION

St.S.

Restore Final Pavement Markings on Ramp.

EX. MIDDLE RD.

EX. OAKBROOK PL

0 FEET 50

STAGE 2B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.40	

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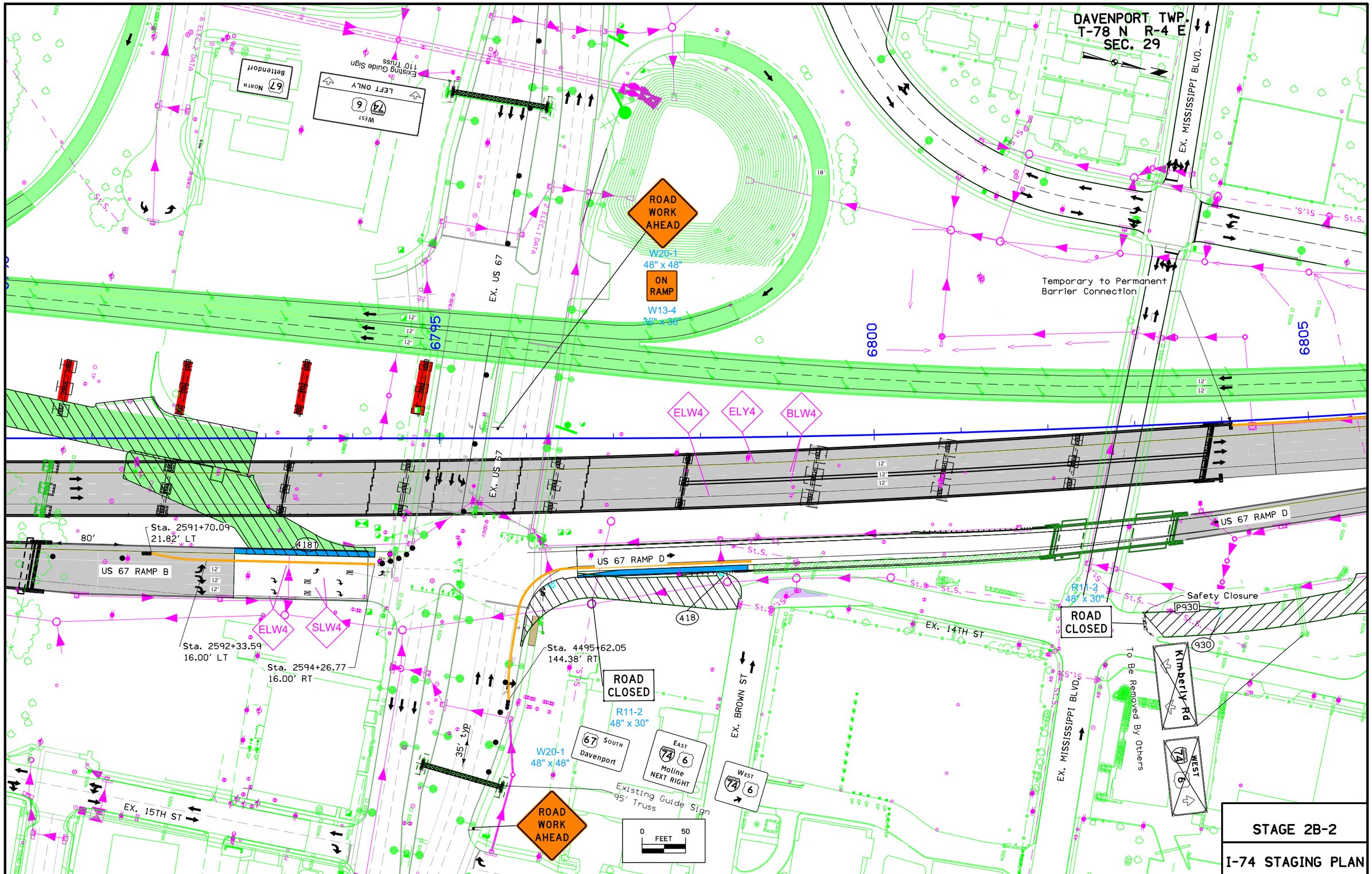

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.41

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

67 Grant St State St Riverfront

EX. I-74 EXIT RAMP

EX. KIMBERLY RD.

EX. 14TH ST

6810 6815 6820

ELY4 BLW4 DLW4 ELW4 ELW4 CHW8

U.A.C.36" U.A.C.36" U.A.C.36" U.A.C.24" U.A.C.24" U.A.C.24" U.A.C.24" U.A.C

12' 12' 12' 12' 12' 12' 12' 12' 16'

+00.00

Sta. 6817+00.10
67.52' RT

Sta. 6811+49.68
57.00' RT

INTAKE REMOVAL No. 28648
REMOVE 15" P28650
INTAKE REMOVAL No. 28650
REMOVE 15" P28652
TO BE REMOVED BY OTHERS
REMOVE 15" P28777
REMOVE P28777a
INTAKE REMOVAL No. 28652

REMOVE 24" P17806
INTAKE REMOVAL No. 41809
REMOVE 18" P41809
INTAKE REMOVAL No. 41806

365 748 P378 364 P365 P364 378

W4-1
48" x 48"

W20-3
48" x 48"

100'

ROAD CLOSED
R11-2
48" x 30"

ROAD CLOSED AHEAD

R11-4
60" x 30"
ROAD CLOSED TO THRU TRAFFIC

350'

W20-3
48" x 48"

ROAD CLOSED AHEAD

0 FEET 50

STAGE 2B-2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.42

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

U.A.C.24"

EXIT 4

6825

6830

6835

Temporary to Permanent
Barrier Connection
Sta. 6833+30.97
39.00' RT

EXIT 4
67
Grant St - State St
Riverfront
EXIT ONLY

EAST EAST
6
74
Peoria

12'
12'
12'

74

ELW4
ELY4
BLW4

Sta. 6827+86.37
54.00' RT

+91.55

377
P377
376
P376
363
P363

INTAKE REMOVAL No. 41804
REMOVE 15" P41804
INTAKE REMOVAL No. 41803
U.A.C.18"
REMOVE 15" P41806
U.A.C.18"

EX. HIGHLAND CT

6
WEST
Spruce Hills Dr
Kimberly Rd
1 MILE
EXIT 2

Temporary to Permanent
Barrier Connection

EXIT 3
Middle Rd
Locust St
EXIT ONLY

EX. LINCOLN RD.

0 FEET 50

STAGE 2B-2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.43

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I 74/US 6

EX. I-74 EB

12'
12'
12'
12'

MONTGOMERY CT

ILLINOIS JURISDICTION | IOWA JURISDICTION

STA. 6747+16.75

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

6745
25
6750
6755
6760

RAMP RD-G

RAMP RD-H

BIKE TRAIL

40' typ.

0 50
FEET

WINTER STAGE

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.44

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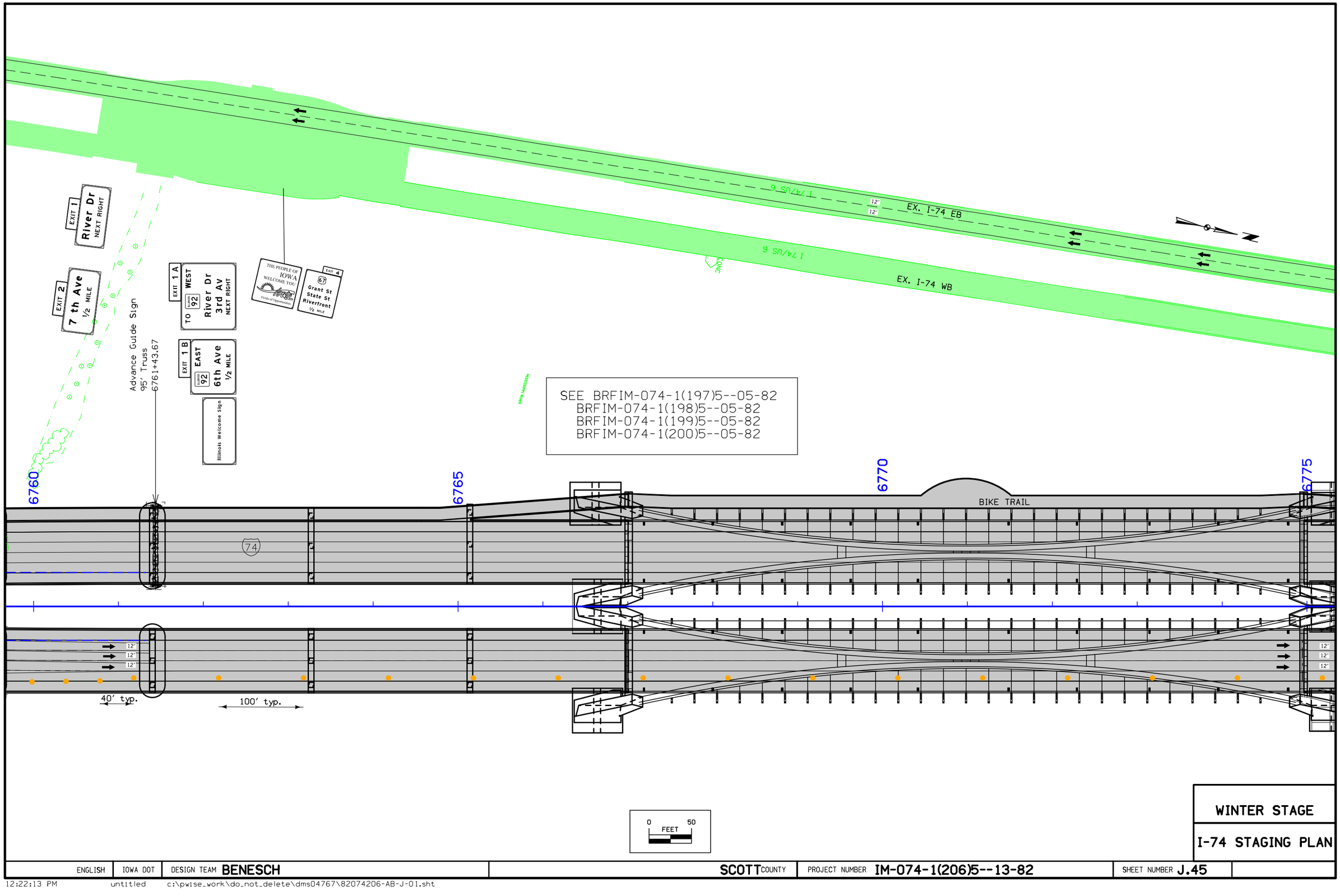

WINTER STAGE

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.45

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

EXIT 3
Middle Rd
Locust St
1 MILE
HOSPITAL

COMMERCIAL VEHICLE PERMIT CENTER CALL 515-237-3264

EXIT 4
67
Grant St
State St
Riverfront

EX. I-74 EB
EX. I-74 WB
EX. GILBERT ST
US 67 RAMP B
EX. 15TH ST
EX. GILBERT ST

6780
6785
6790

12'

EXIT

Final Guide Sign
Truss
6781+25.15

Exit Gore Sign
Special Bracket
6785+20

THE PEOPLE OF IOWA WELCOME YOU

EXIT ONLY
67
Grant St
State St
Riverfront
EXIT 4

0 FEET 50

WINTER STAGE

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.46

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

EX. MISSISSIPPI BLVD.

EX. US 67

6795

6800

6805

Sta. 6805+01.35
1.53' RT

Sta. 6804+02.54
10.40' LT

67 North Bettendorf

Existing Guide Sign
110' Truss

LEFT ONLY
West 74 6

US 67 RAMP B

US 67 RAMP D

Ground Mount
6791+00

Supplemental Guide Sign

Putnam Museum
EXIT 3

EX. 15TH ST

67 South Davenport

East 74 6 Moline NEXT RIGHT

West 74 6

Existing Guide Sign
95' Truss

EX. BROWN ST

EX. 14TH ST

EX. MISSISSIPPI BLVD.

St.S.

12'

0 FEET 50

WINTER STAGE

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.47

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

67 Grant St State St Riverfront

EX. I-74 EXIT RAMP

EX. KIMBERLY RD.

EX. 14TH ST

6810

6815

6820

0 50
FEET

WINTER STAGE

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.48

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

EX. HIGHLAND CT

EX. LINCOLN RD.

6825

6830

6835

100' typ.

12'

EXIT 4

EXIT

EAST EAST 74 6 Peoria

67 Grant St - State St Riverfront EXIT ONLY

6 WEST Spruce Hills Dr Kimberly Rd 1 MILE EXIT 2

EXIT Middle Rd Locust St ONLY EXIT 3

0 FEET 50

WINTER STAGE

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.49

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

6835
6840
6845
6850

W4-1
48" x 48"

100' typ.

EX. I-74 ENT. RAMP

EX. I-74 EXIT RAMP

Sta. 6840+98.88
1.00' RT

Exit Gore Sign
Ground Mount
6840+18

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE

74

St.S.

12'

0 FEET 50

WINTER STAGE

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.50

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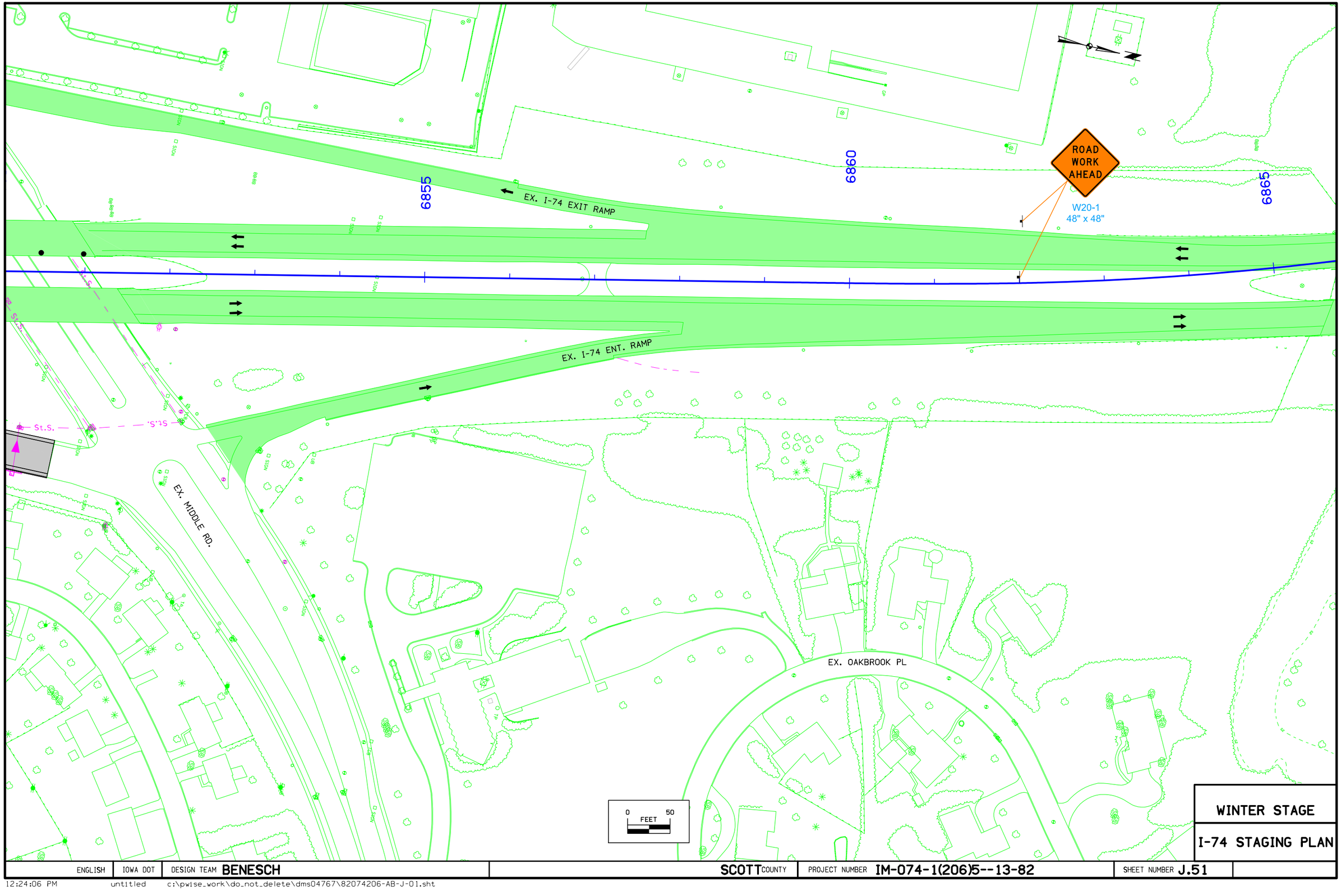

WINTER STAGE

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.51

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ILLINOIS JURISDICTION | IOWA JURISDICTION

STA. 6747+16.75

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

EXIT

6745

25

6750

6755

6760

RAMP RD-G

BIKE TRAIL

12'
12'
12'
12'
12'

RAMP RD-H

ROAD WORK AHEAD

W20-1
48" x 48"

Sta. 6752+27.22
74.20' RT

BLW4

ELW4

ELY4

MISSISSIPPI RIVER

Advance Guide Sign
80' Truss
6759+56.67

0 50
FEET

STAGE 3A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.52

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EXIT 1
River Dr
NEXT RIGHT

EXIT 2
7 th Ave
1/2 MILE

THE PEOPLE OF IOWA WELCOME YOU
Fields of Opportunities

EXIT 4
67
Grant St
State St
Riverfront
1/2 MILE

I 74/US 6

EX. I-74 EB

I 74/US 6

EX. I-74 WB

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

6760
6765
6770
6775

BIKE TRAIL

74

12'
12'
12'
12'

Sta. 6761+35.26
99.00' RT

BLW4
ELW4
ELY4

Bettendorf - Davenport EXITS	
Middle Rd - Locust St	1¼
Kimberly Rd - Spruce Hill Dr	2¼
53rd St	3¼

EXIT 67 Grant St State St Riverfront EXIT ONLY
EXIT 4

ONLY

0 FEET 50

STAGE 3A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.53	

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

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

6780

6785

6790

12'

74

Sta. 6777+95.69
87.00' RT

Sta. 6782+86.78
87.00' RT

THE PEOPLE OF IOWA WELCOME YOU

EXIT ONLY

Grant St
State St
Riverfront

67

EXIT 4

Final Guide Sign
Truss
6781+25.15

EXIT

BLW4

ELW4

ELY4

Exit Gore Sign
Special Bracket
6785+20

US 67 RAMP B

Sta. 2589+74.70
12.00' LT

EX. 15TH ST

EX. STATE ST

EX. GILBERT ST

0 FEET 50

STAGE 3A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.54

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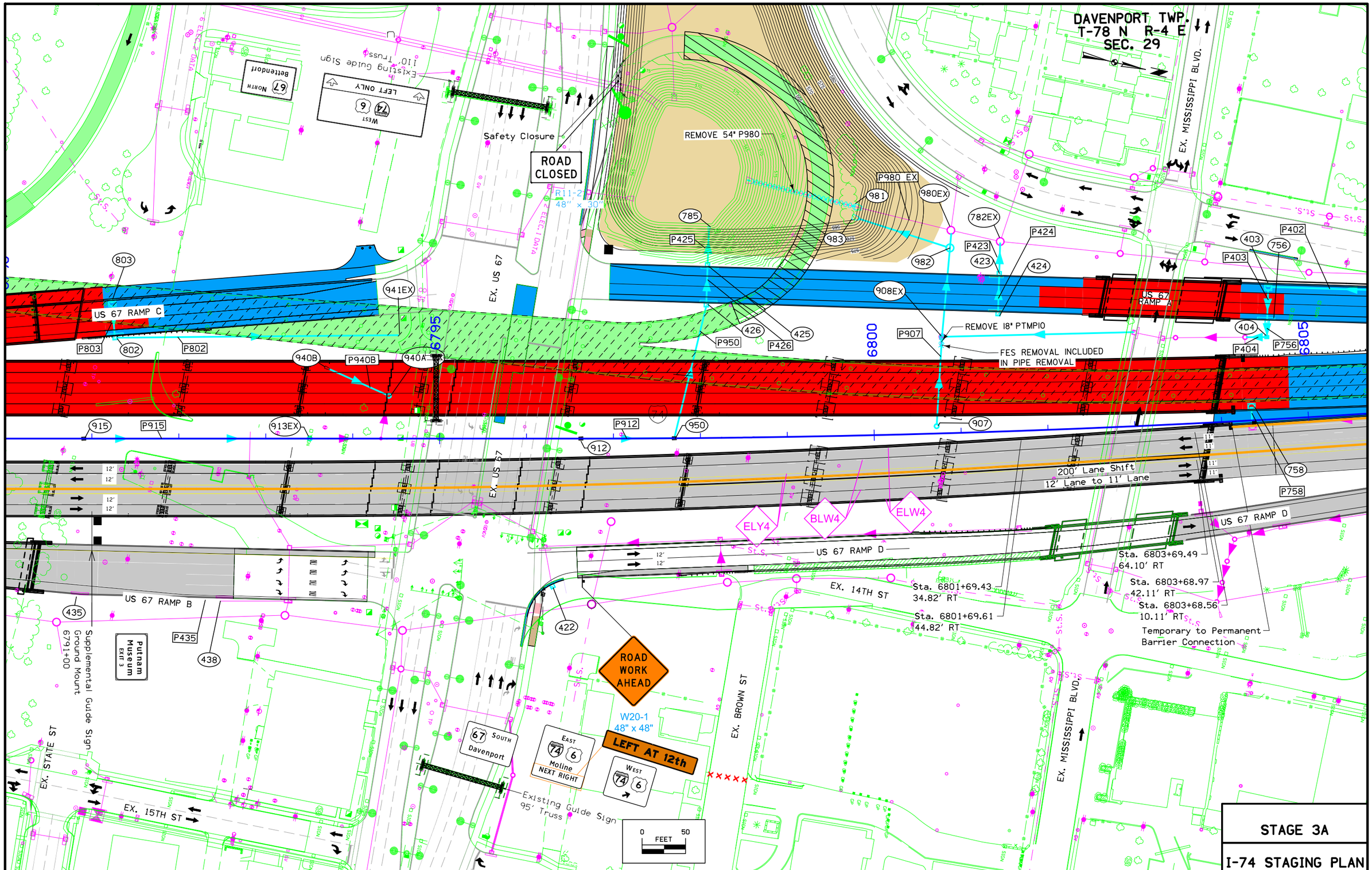

STAGE 3A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.55

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

EX. KIMBERLY RD.

Exit Gore Sign
Ground Mount
6807+94

TO BE INSTALLED BY OTHERS

Final Guide Sign
Truss
6812+50

Grant St
State St
Riverfront
EXIT ONLY

TO BE INSTALLED BY OTHERS

TO BE REMOVED BY OTHERS

EX. I-74 EXIT RAMP

U.A.C.36"
U.A.C.24"

Pipe Connection

11' Lane to 12' Lane
300' Lane Shift

Sta. 6807+50.00
74.98' RT

Sta. 6807+50.43
62.00' RT

Sta. 6811+49.84
62.00' RT

Sta. 6811+50.10
78.00' RT

Sta. 6812+99.44
8.00' RT

Sta. 6815+99.44
1.00' LT

W4-3
48" x 48"

EX. 14TH ST

0 FEET 50

STAGE 3A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.56

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

EX. HIGHLAND PARK DR

INTAKE REMOVAL NO. 41789

TO BE REMOVED BY OTHERS

EX. KIMBERLY RIDGE RD

INTAKE REMOVAL No. 41783

REMOVE 15" P41790

Sta. 6830+78.76
0.57' RT

INTAKE REMOVAL No. 41790

REMOVE 15" P386

Pipe Connection

CLOSED

W4-1
48" x 48"

EXIT 4 — Grant St - State St Riverfront — EXIT ONLY

EAST EAST 6 74 Peoria

41795T

U.A.C.24"

41793T

P372

Pipe Connection

372

41792T

U.A.C.24"

EX. I-74 EXIT RAMP

EXIT 74

6825

371A

U.A.C.15"

371

P371

DLW4

370

P370

Pipe Connection

6830

369

P369

6835

P373

Pipe Connection

373

390EX

389EX

Sta. 6825+59.87
1.00' LT

360' Lane shift

REMOVE 24" P388

Pipe Connection

REMOVE 15" P41789

Sta. 6829+25.00
33.00' RT

Sta. 6829+24.03
56.99' RT

Sta. 6829+23.85
67.99' RT

DLW4

BLW4

ELW4

ELY4

CHW8

Sta. 6832+84.72
39.00' RT

DLW4

Sta. 6833+85.37
5.00' LT

Sta. 6835+10.00
Temporary to Permanent Barrier Connection

Spruce Hills Dr
Kimberly Rd
1 MILE
6 WEST
EXIT 2

EXIT ONLY

Middle Rd
Locust St
EXIT ONLY
EXIT 3

EX. LINCOLN RD.

EX. HIGHLAND CT

0 FEET 50

STAGE 3A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.57

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Intake Removal No. 41782
Remove 15" P41781
Intake Removal No. 41781
Pipe Connection
Remove 15" P41776
Intake Removal No. 33620
Remove 15" P41776a
Intake Removal No. 41776
Remove 15" P41777a
736
FES Removal Included In Pipe Removal
338
Remove 24" P41777b
Intake Removal No. 41777
734
P734
646
P646
336
P336
801
P801
Intake Removal No. 28289
Remove 36" P28289a
W1-6
48" x 24"
Intake Removal No. 44659
ELY4
Sta. 6846+23.22
123.57' LT
ELW4
6845
6840
6835
6850
SPEED LIMIT
DAVENPORT TWP.
T-78 N 3 5-4 E
SEC. 20
R2-1
48" x 60"
EX. MIDDLE RD.
Sta. 6846+71.57
147.78' LT
TBR Tapered End
Sta. 6847+49.85
163.65' LT
EX. I-74 ENT. RAMP
40' typ.
Temporary to Permananet Barrier Connection
50'
Sta. 6836+35.00
2.11' LT
P338
P736
716
74
R=3488'
55' typ.
425' Lane shift
U.A.C. 36"
Sta. 6843+16.02
10.23' LT
Sta. 6845+43.22
23.28' RT
SLW4
Sta. 6846+36.69
25.00' LT
Sta. 6839+97.22
18.36' RT
Sta. 6841+18.02
48.88' RT
R=3512'
Sta. 6836+94.42
63.00' RT
Sta. 6837+23.95
34.00' RT
Sta. 6837+42.58
29.00' RT
BLW4
CHW8
ELY4
EXIT
Exit Gore Sign Ground Mount
6840+18
EX. I-74 EXIT RAMP
St.S.
EX. MEADOW LANE
EX. FAIRLANE DR
EX. PARKLANE DR
0 FEET 50

STAGE 3A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.58

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W1-4L
48" x 48"

ALL LANES
W24-1cP
30" x 30"

ROAD WORK AHEAD
W20-1
48" x 48"

LAST IOWA EXIT
EXIT 3
67
Grant St - State St
Riverfront
EXIT ONLY

TO
67

6855
6860
6865

EX. I-74 EXIT RAMP

EX. I-74 ENT. RAMP

EX. MIDDLE RD.

EX. OAKBROOK PL

St.S.

0 FEET 50

STAGE 3A

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.59	

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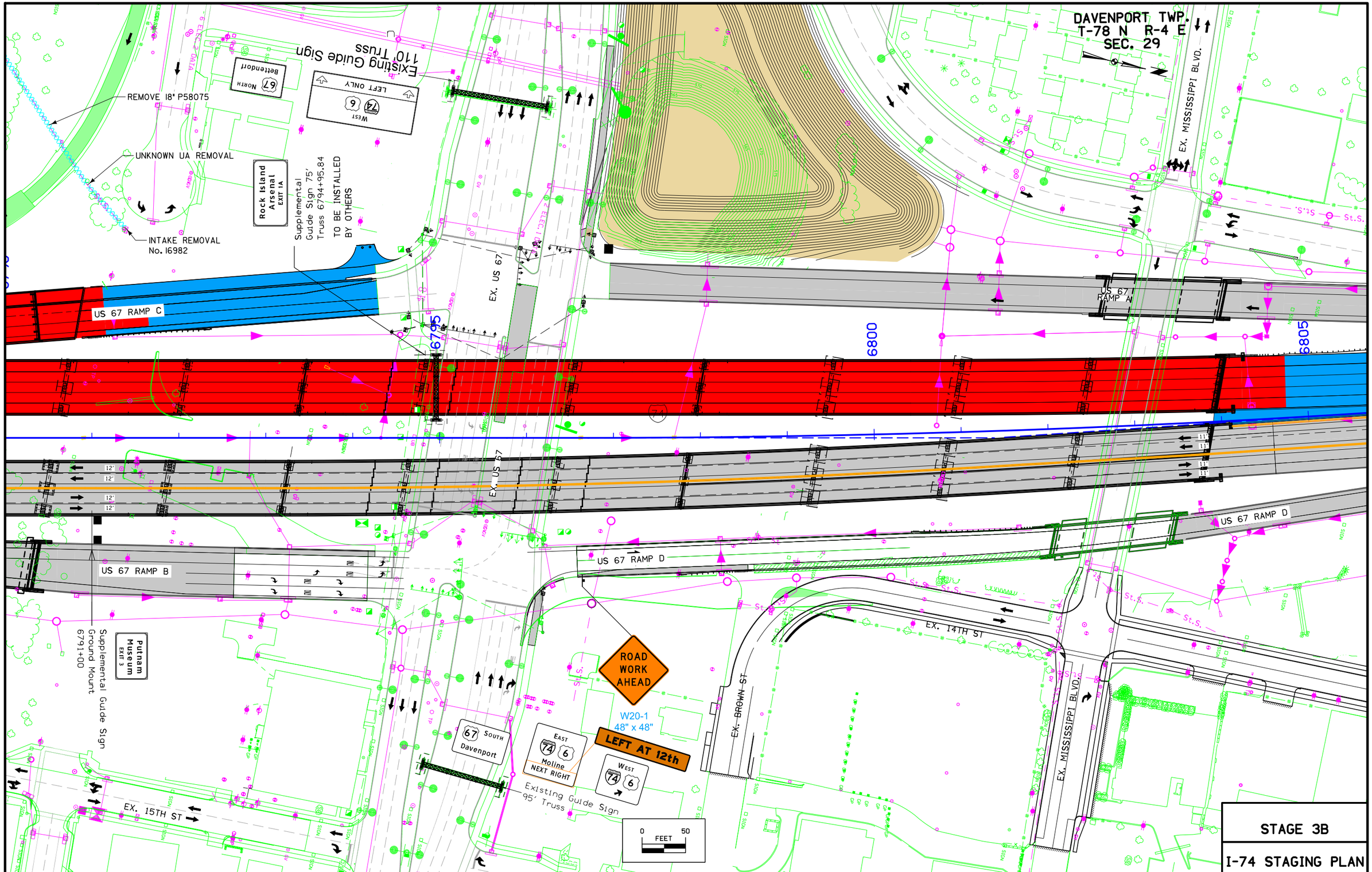

STAGE 3B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.60

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

Exit Gore Sign
Ground Mount
6807+94

EXIT 4

Sta. 6809+10.00
94.06' LT

Final Guide Sign
Truss
6812+50

EXIT 4
67
Grant St
State St
Riverfront
EXIT ONLY

TO BE INSTALLED
BY OTHERS

EXIT

Sta. 6814+09.26
45.13' LT

Sta. 6820+35.94
11.47' LT

EX. KIMBERLY RD.

ELW4
ELY4
CHW8

6810
6815
6820

R=8000'

U.A.C.36"
U.A.C.24"
U.A.C

40' typ.

Sta. 6813+61.94
1.83' LT

W4-3
48" x 48"

EX. 14TH ST

0 FEET 50

STAGE 3B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.61	

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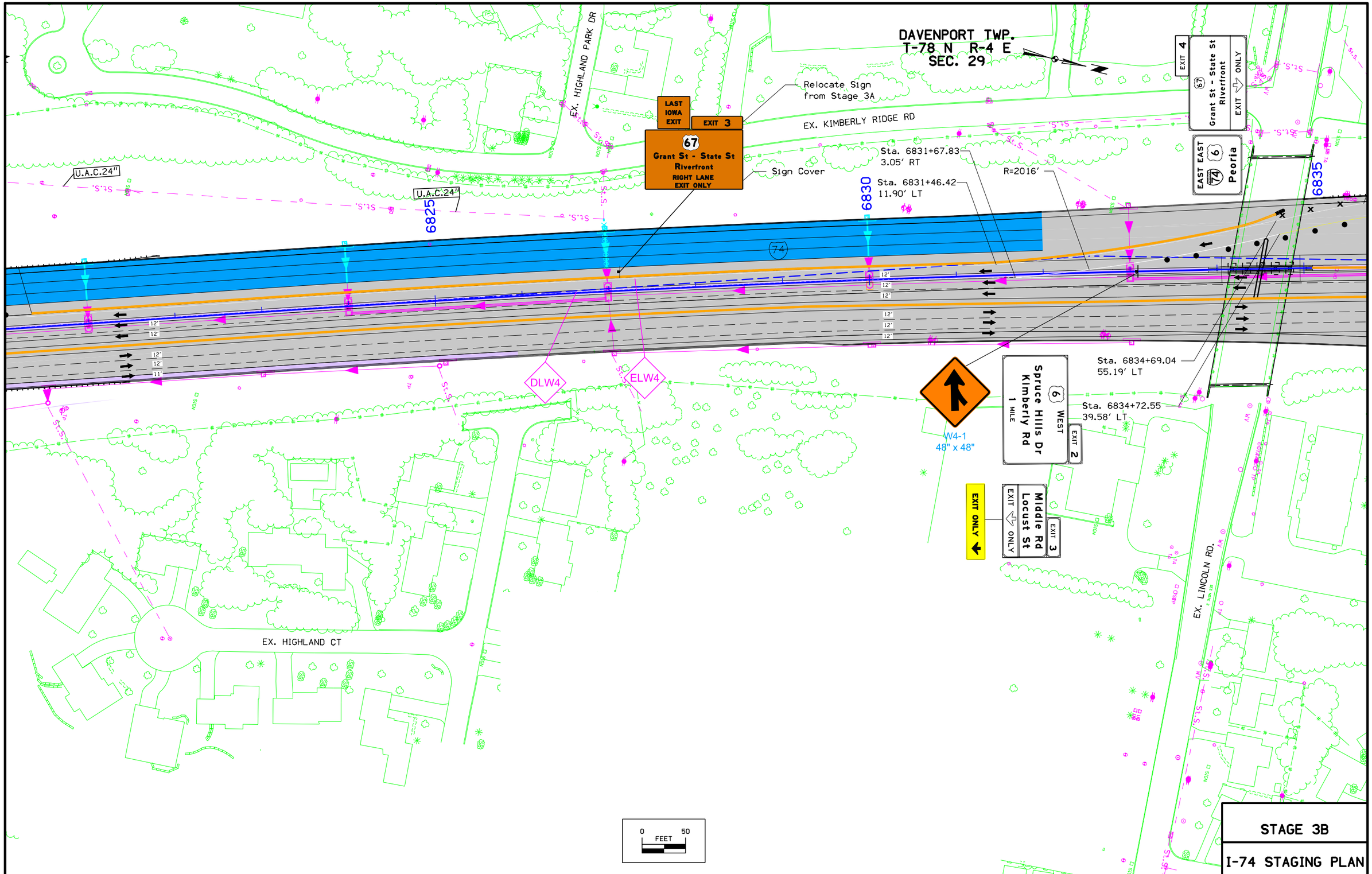

STAGE 3B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.62

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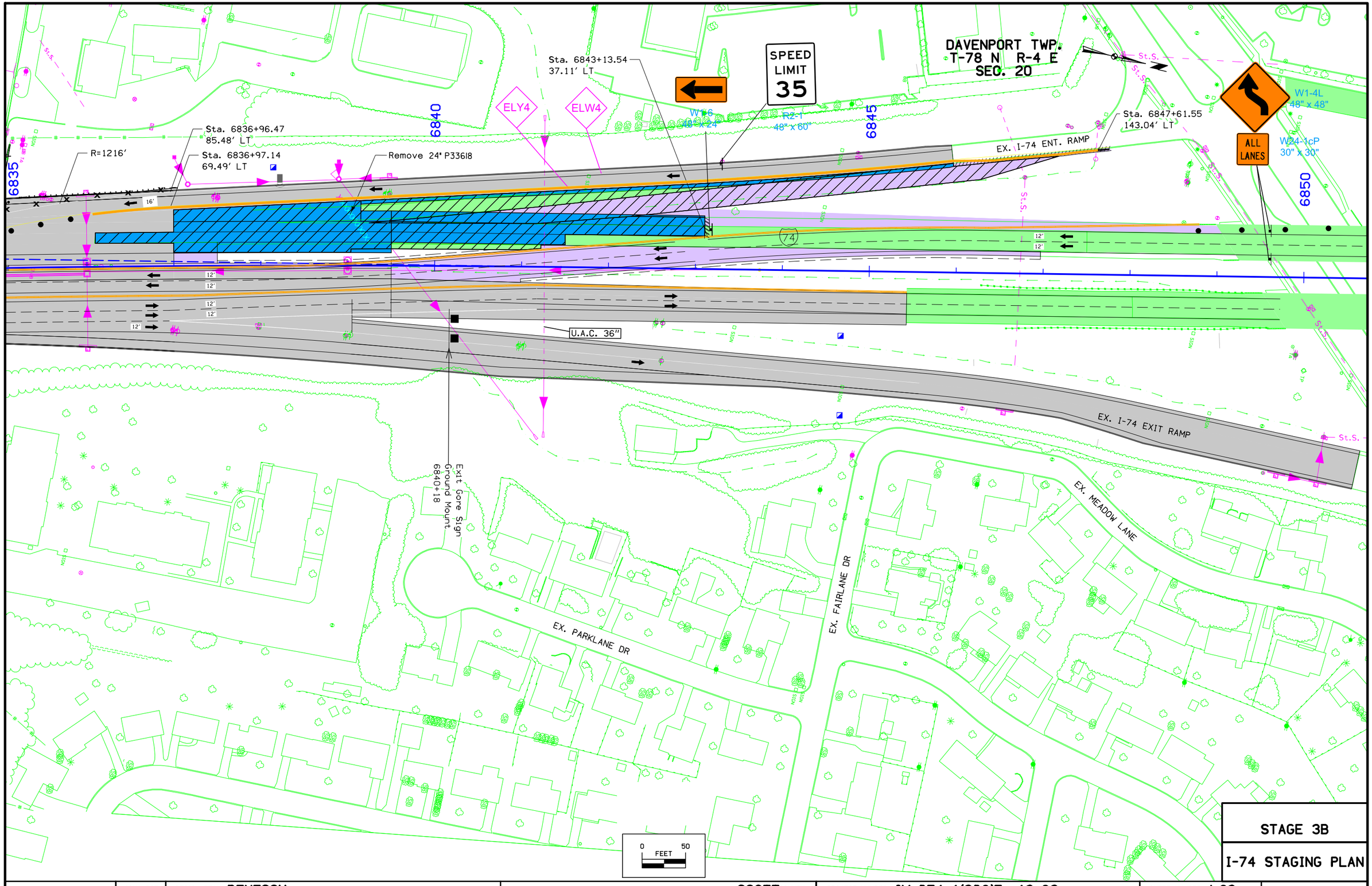

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **J.63**

STAGE 3B

I-74 STAGING PLAN

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ROAD WORK AHEAD

W20-1
48" x 48"

ROAD WORK AHEAD

W20-1
48" x 48"

6855

6860

6865

EX. I-74 EXIT RAMP

6849+69.45
LT

EX. I-74 ENT. RAMP

St.S.

EX. MIDDLE RD.

EX. OAKBROOK PL

0 FEET 50

STAGE 3B

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.64	

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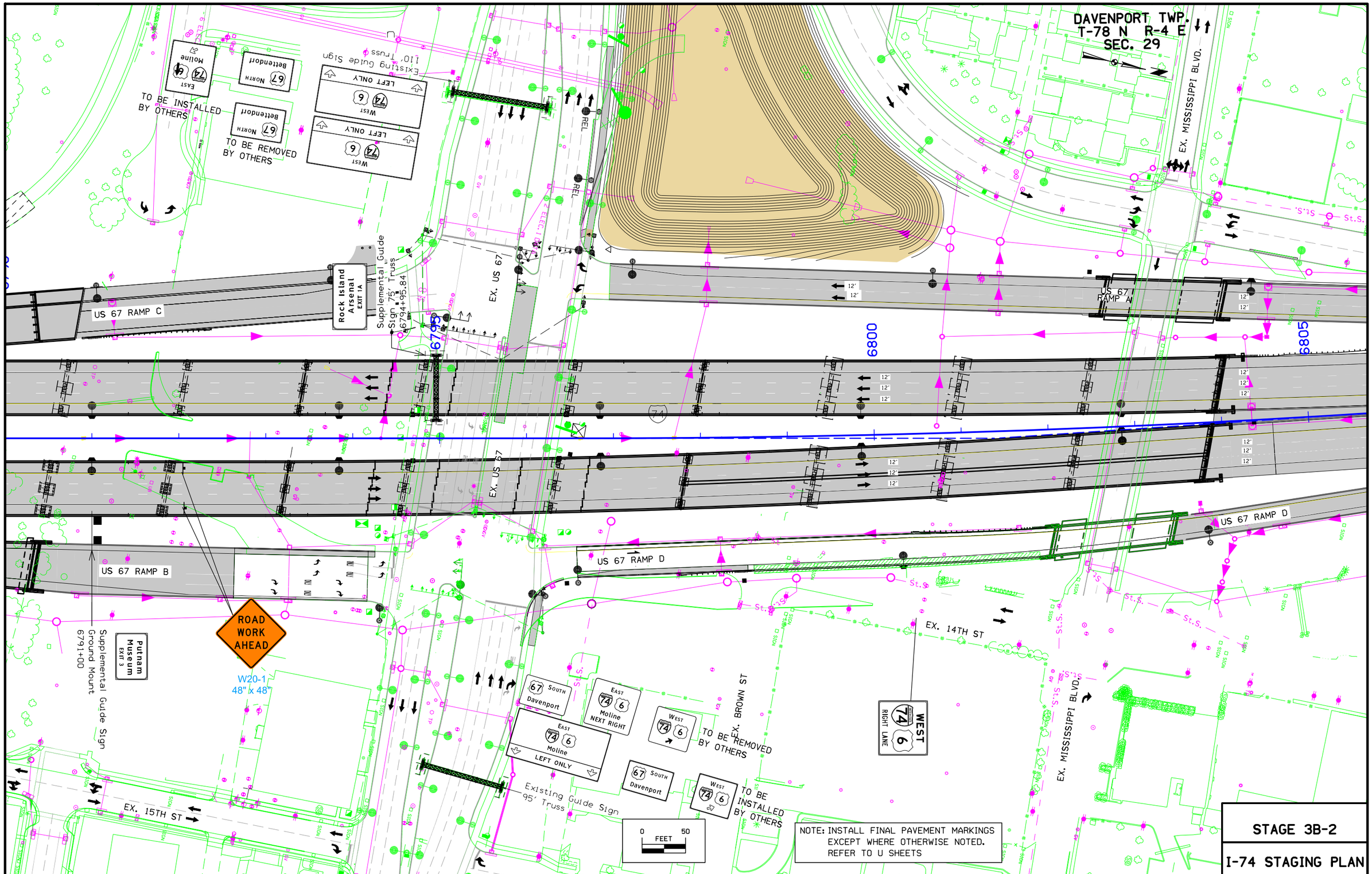

STAGE 3B-2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.65

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

Exit Gore Sign
Ground Mount
6807+94

EXIT 4

Final Guide Sign
Truss
6812+50

EXIT 4

67 Grant St State St Riverfront EXIT ONLY

TO BE INSTALLED BY OTHERS

67 Grant St State St Riverfront

EX. I-74 EXIT RAMP

TO BE INSTALLED

Rock Island Arsenal NEXT RIGHT

EX. KIMBERLY RD.

6810

6815

6820

Sta. 6812+94.57
12.00' LT

Sta. 6812+17.93
9.21' RT

Sta. 6812+49.84
12.00' RT

12'

EX. 14TH ST

0 FEET 50

NOTE: INSTALL FINAL PAVEMENT MARKINGS EXCEPT WHERE OTHERWISE NOTED. REFER TO U SHEETS

STAGE 3B-2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.66

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. HIGHLAND CT

EX. LINCOLN RD

Rock Island Arsenal
NEXT RIGHT

EXIT 4

6825

6830

6835

74

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

EXIT 4
67 Grant St - State St Riverfront
EXIT ONLY

EAST EAST
74 6 Peoria

Advance Guide/Sequence Signs
Truss
6835+50
To be Installed By Others

6 WEST
Spruce Hills Dr
Kimberly Rd
1 MILE
EXIT 2

Middle Rd
Locust St
EXIT ONLY
EXIT 3

Middle Rd
Locust St
EXIT ONLY
EXIT 3

Advance Guide/Sequence Signs
TO BE INSTALLED
BY OTHERS

Final Guide Signs
Truss
6833+75

80 Kimberly Rd - Spruce Hills Dr
53rd St
1 2½ 4

Middle Rd
Locust St
EXIT ONLY
EXIT 3

Advance Guide/Sequence Signs
TO BE INSTALLED
BY OTHERS

Truss
6821+20

0 FEET 50

NOTE: INSTALL FINAL PAVEMENT MARKINGS EXCEPT WHERE OTHERWISE NOTED. REFER TO U SHEETS

STAGE 3B-2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.67

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

W1-4L
48" x 48"

ALL LANES
W24-1cP
30" x 30"

Grant St
State St
Riverfront
EXIT 6
LAST IOWA EXIT
EXIT ONLY
River Dr
6th Av
Avenue of the Cities
1½
1½
2½

6835
6840
6845
6850

BLW4
ELW4
ELY4

Sta. 6838+65.15
51.00' LT

Sta. 6841+48.92
64.48' LT

Sta. 6843+09.59
64.21' LT

383
P383

EX. I-74 ENT. RAMP

Sta. 6846+45.55
27.77' LT

55' typ.

74

+00.00

12'

P166
166
P800
800

Sta. 6835+71.51
12.00' LT

Sta. 6837+41.94
39.00' RT
Pipe Connection

Sta. 6836+70.89
24.02' LT

U.A.C. 36"

Sta. 6844+93.39
53.81' RT

Sta. 6847+71.10
53.55' RT

Sta. 6847+49.35
22.93' RT

Sta. 6849+43.84
48.35' RT

EX. I-74 EXIT RAMP

St.S.

Exit Gore Sign
Ground Mount
6840+18

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE

0 50
FEET

NOTE: INSTALL FINAL PAVEMENT MARKINGS EXCEPT WHERE OTHERWISE NOTED. REFER TO U SHEETS

STAGE 3B-2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.68

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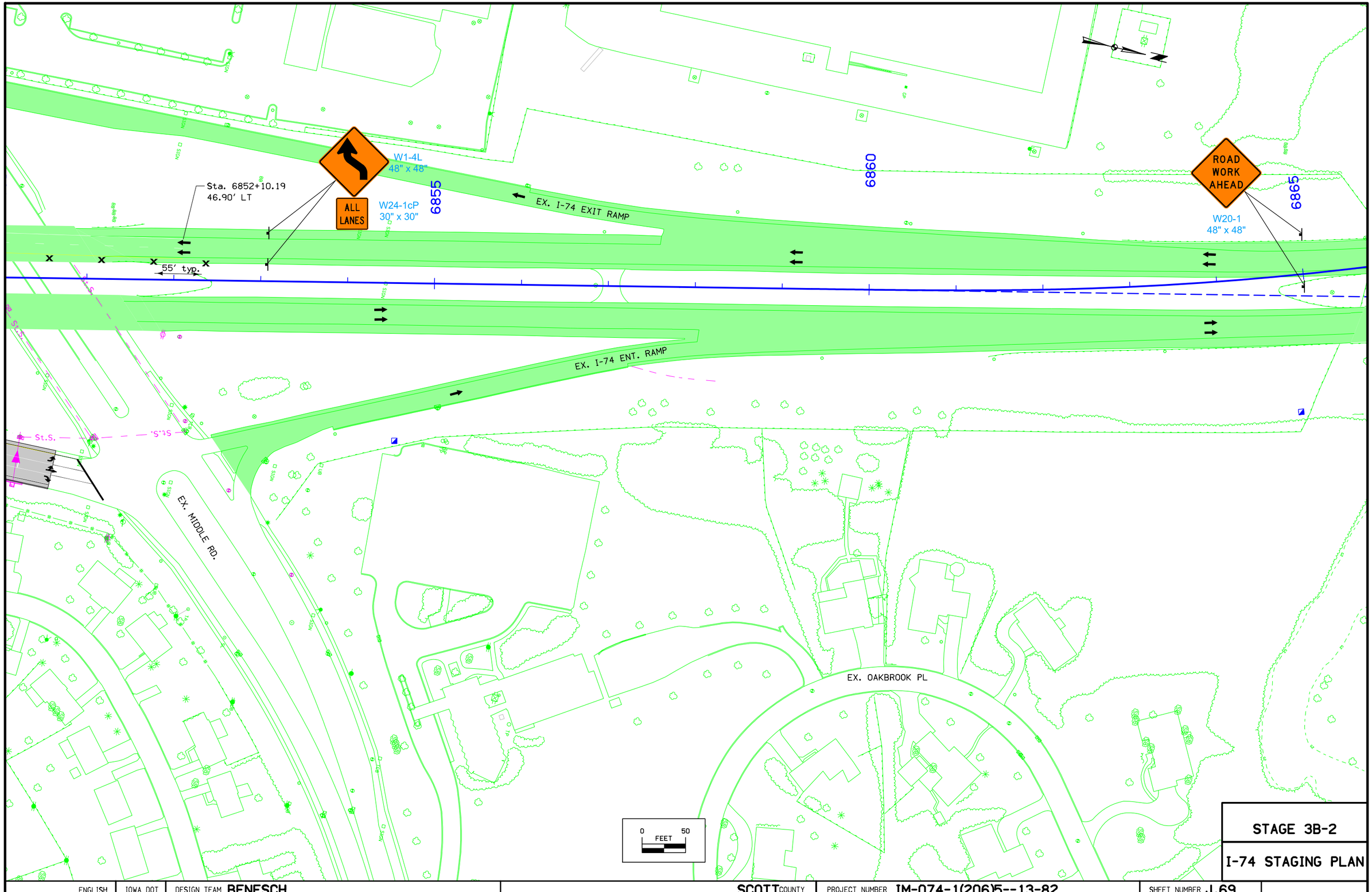

STAGE 3B-2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.69

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EX. 11TH ST
EX. US 67
EX. 12TH ST
EX. 12TH ST
EX. BROWN ST
EX. MISSISSIPPI BLVD
EX. KIMBERLY RD
EX. I-74 EXIT RAMP
EX. E KIMBERLY RD
EX. 13TH ST
EX. GILBERT ST
EX. I-74 ENT. RAMP
EX. STATE ST
13TH ST
67
74
EX. 14TH ST
EX. MISSISSIPPI BLVD
EX. BROWN ST
0 FEET 100

LOCAL ROADS STAGING
STAGE 2B-A

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.70

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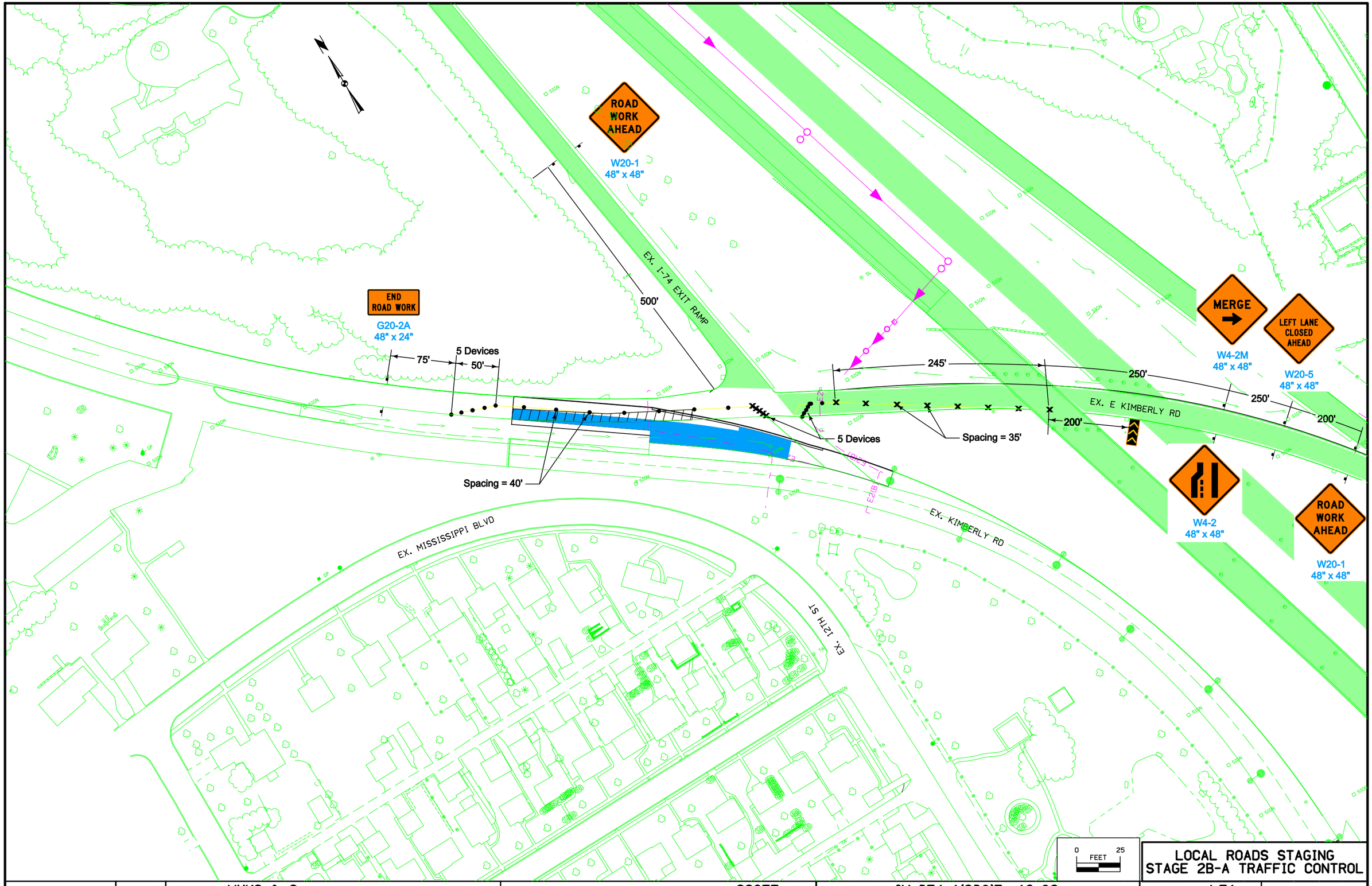

LOCAL ROADS STAGING
STAGE 2B-A TRAFFIC CONTROL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.71

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EX. 11TH ST
EX. US 67
EX. 12TH ST
EX. 12TH ST
EX. BROWN ST
EX. MISSISSIPPI BLVD
EX. I-74 EXIT RAMP
EX. KIMBERLY RD
EX. E KIMBERLY RD
EX. 13TH ST
EX. 13TH ST
EX. GILBERT ST
EX. I-74 ENT. RAMP
EX. STATE ST
74
EX. 14TH ST
EX. MISSISSIPPI BLVD
0 FEET 100

LOCAL ROADS STAGING STAGE 2B-B

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.72

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ROAD WORK AHEAD

W20-1
48" x 48"

END ROAD WORK

G20-2A
48" x 24"

EX. I-74 EXIT RAMP

500'

75'

5 Devices

50'

EX. KIMBERLY ROAD

Spacing = 40'

Spacing = 12.5'

Spacing = 40'

50'

250'

RIGHT LANE CLOSED AHEAD

W20-5
48" x 48"

RIGHT LANE CLOSED AHEAD

W20-5
48" x 48"

250'

EX. KIMBERLY ROAD

ROAD WORK AHEAD

W20-1
48" x 48"

250'

EX. MISSISSIPPI BLVD

EX. 12TH ST

0 FEET 25

LOCAL ROADS STAGING
STAGE 2B-B TRAFFIC CONTROL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.73	

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N

EX. MISSISSIPPI BLVD

EX. 12TH ST

EX. BROWN ST

74

EX. 14TH ST

EX. US 67

67

EX. 11TH ST

EX. 12TH ST

EX. 13TH ST

EX. STATE ST

EX. I-74 ENT. RAMP

EX. GILBERT ST

0 100 FEET

LOCAL ROADS STAGING
STAGE 3B-2A

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.74

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EX. US 67 SB

EX. 11TH STREET

EX. 12TH STREET

EX. 13TH STREET

EX. 10TH STREET

EX. US 67 NB

EX. STATE STREET

EX. GILBERT STREET

DO NOT ENTER

R5-1
30" x 30"

Safety Closure

Spacing = 35'

5 Devices

Spacing = 40'

Safety Closure

N

0 FEET 50

LOCAL ROADS STAGING
STAGE 3B-2A TRAFFIC CONTROL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.75

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EX. MISSISSIPPI BLVD

EX. MISSISSIPPI BLVD

EX. 12TH ST

EX. BROWN ST

74

EX. 14TH ST

EX. US 67

67

EX. 11TH ST

EX. 12TH ST

EX. 13TH ST

EX. STATE ST

EX. I-74 ENT. RAMP

EX. 13TH ST

EX. GILBERT ST

0 FEET 100

LOCAL ROADS STAGING
STAGE 3B-2B

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.76

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EX. US 67 SB

EX. 11TH STREET

EX. 12TH STREET

EX. 13TH STREET

EX. 10TH STREET

EX. US 67 NB

EX. STATE STREET

EX. GILBERT STREET

5 Devices

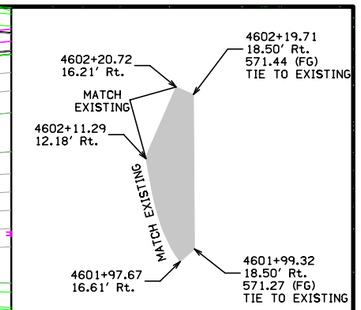
Spacing = 35'

5 Devices

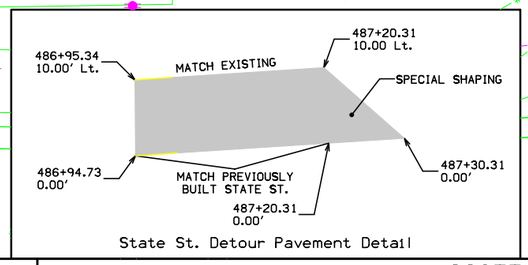
Spacing = 35'

Build 11 SY of Detour Pavement to provide 24' of traffic lanes adjacent to work area

Build 34 SY of Detour Pavement to transition from existing pavement to previously built pavement



12th St. Detour Pavement Detail



State St. Detour Pavement Detail

0 FEET 50

LOCAL ROADS STAGING
STAGE 3B-2B TRAFFIC CONTROL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.77

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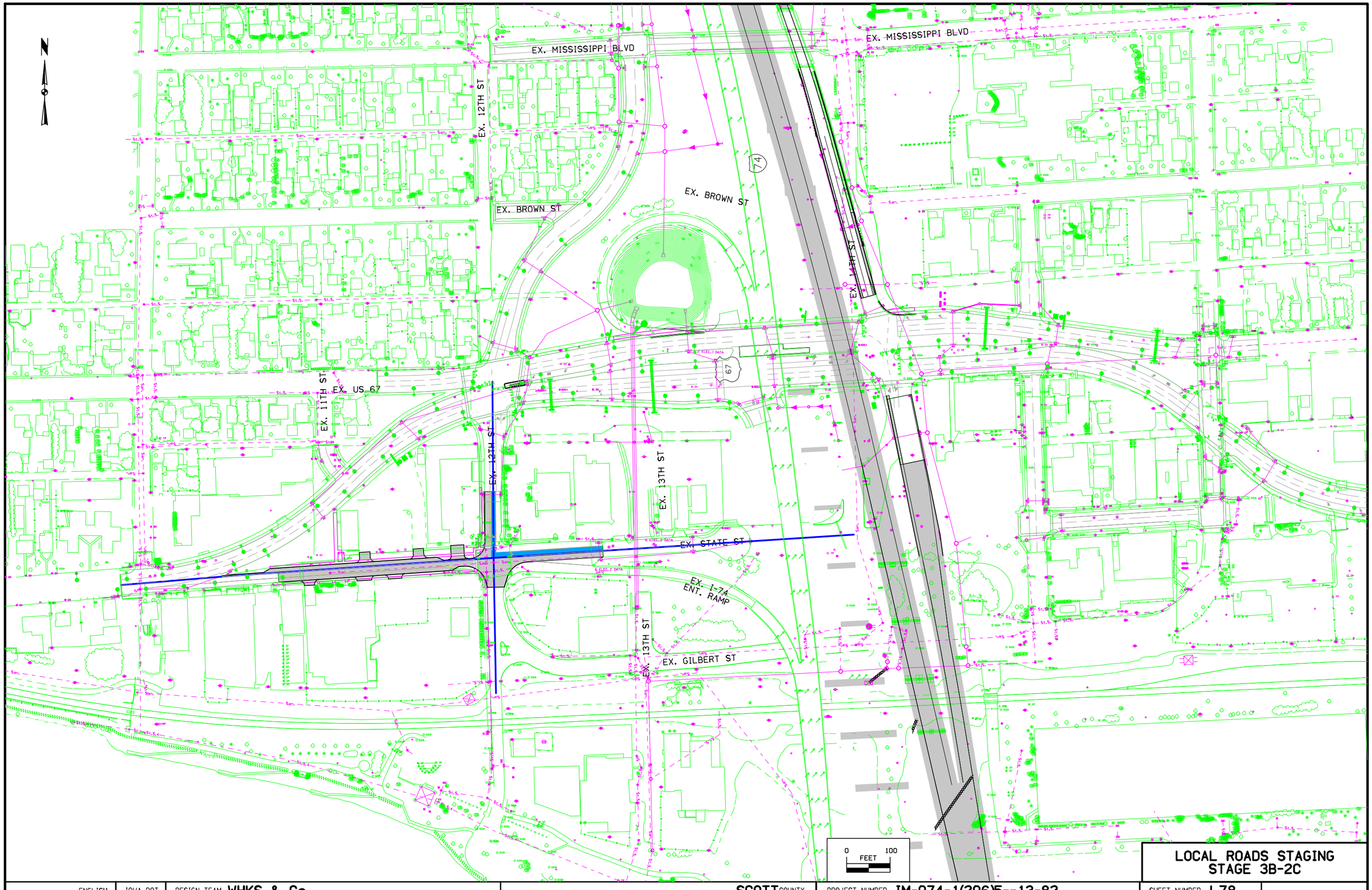


LOCAL ROADS STAGING
STAGE 3B-2C

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.78

8:09:16 AM xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-J.sht

EX. US 67 SB

EX. 11TH STREET

EX. 12TH STREET

EX. 13TH STREET

EX. 10TH STREET

EX. US 67 NB

EX. STATE STREET

EX. GILBERT STREET

5 Devices

5 Devices

Spacing = 35'

Spacing = 35'

50'

Spacing = 35'

5 Devices

0 FEET 50

LOCAL ROADS STAGING
STAGE 3B-2C TRAFFIC CONTROL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.79

8:10:04 AM xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-J.sht

N

EX. MISSISSIPPI BLVD

EX. 12TH ST

EX. BROWN ST

EX. US 67

EX. 11TH ST

EX. STATE ST

EX. 13TH ST

EX. I-74 ENT. RAMP

EX. GILBERT ST

0 FEET 100

LOCAL ROADS STAGING
STAGE 3B-2D

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.80

8:10:47 AM xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-J.sht

EX. US 67 SB

EX. 11TH STREET

EX. 12TH STREET

EX. 13TH STREET

EX. 10TH STREET

EX. US 67 NB

50'

5 Devices

Spacing = 35'

Spacing = 35'

5 Devices

EX. STATE STREET

EX. GILBERT STREET

6 ELEC. 2 DATA

6 ELEC. 2 DATA GATE

6 ELEC. 1 DATA

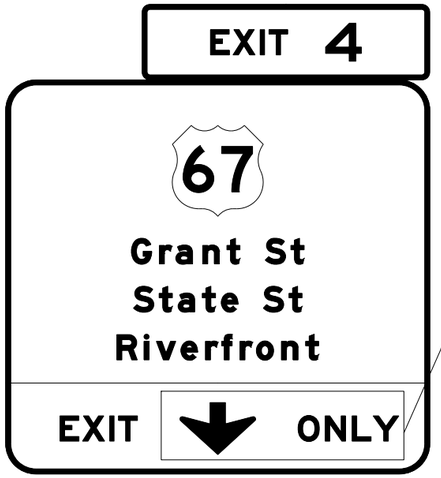
0 FEET 50

LOCAL ROADS STAGING
STAGE 3B-2D TRAFFIC CONTROL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.81

8:12:04 AM xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-J.sht

SIGN DETAIL
1:50





BORDER
R=2"

Panel Style: box1.bsi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	1
WIDTH x HGHT.	8'-0" x 3'-0"
BORDER WIDTH	0"
CORNER RADIUS	2"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: YELLOW
LEGEND/BORDER	TYPE: Reflective
	COLOR: /

SYMBOL	ROT	X	Y	WID	HT
ARDOWN	0	62.7	7.7	30	20.6

Panel Style: box1.bsi
Dimensions are in inches.tenths

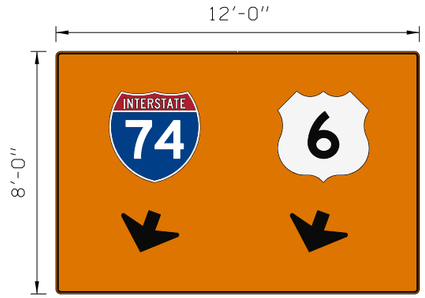
Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																		LENGTH	SERIES/SIZE
O	N	L	Y																																E 2000
10	20.7	31.4	39.7																															39.9	10

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

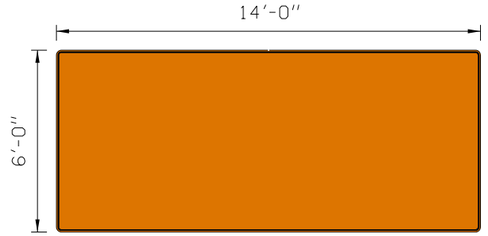
12:30:49 PM untitled c:\pwise_work\do_not_delete\dms04766\82074122-AB-SignBase_I74Stages.tas.STG

SIGN DETAIL
1:50



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

Letter locations are panel edge to lower left corner

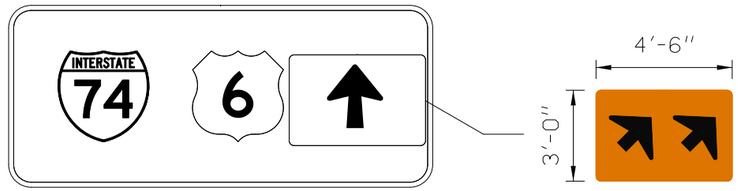
Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

SIGN NUMBER	2
WIDTH x HGHT.	12'-0" x 8'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: /Black

SYMBOL	ROT	X	Y	WID	HT
M1_1	0	21.1	44.2	36	36
	0	88	44.2	36	36
ARDOWN	340	26	16.7	24	16.5
ARDOWN	340	92.9	16.7	24	16.5

LETTER POSITIONS (X)	LENGTH	SERIES/SIZE

SIGN DETAIL
1:50



Panel Style: box1.bsi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	3
WIDTH x HGHT.	4'-6" x 3'-0"
BORDER WIDTH	0"
CORNER RADIUS	2"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: ORANGE
LEGEND/BORDER	TYPE: Reflective
	COLOR: /Black

SYMBOL	ROT	X	Y	WID	HT
ARDOWN	135	5.2	8.5	24	16.5
ARDOWN	135	30.6	8.5	24	16.5

Panel Style: guide_fwy_next_x_exits.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)	LENGTH	SERIES/SIZE

SIGN DETAIL
1:50





BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	4
WIDTH x HGHT.	11'-0" x 2'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

SYMBOL	ROT	X	Y	WID	HT

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE
L	E	F	T		A	T		1	2	t	h			E 2000
14.3	23.3	32.8	41.3	48.7	58.7	69.6	77	87	92.5	102.7	111.1		103.4	10/7.5

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.85

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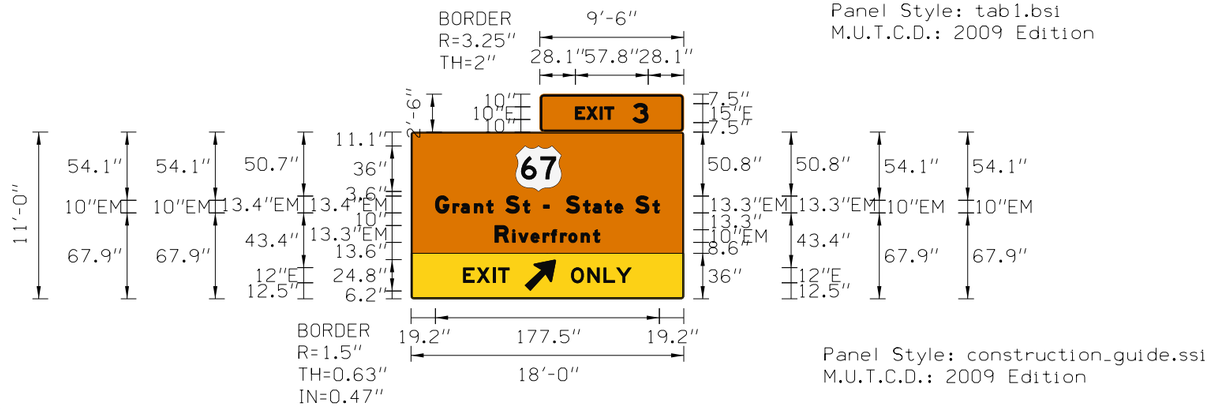
SIGN DETAIL
1:100



Panel Style: tab1.bsi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	5
WIDTH X HGHT.	18'-0" x 11'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Black

SYMBOL	ROT	X	Y	WID	HT
M1_4	0	83	84.9	36	36
AR_Type A	315	90	6.1	20	31.5

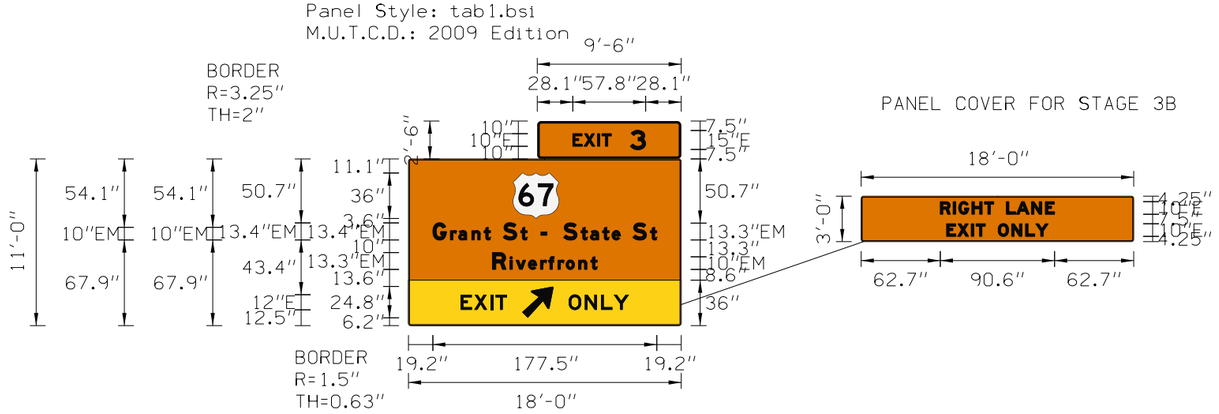
Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																LENGTH	SERIES/SIZE
E	X	I	T	3																													E 2000
28.1	37	47.7	51.2	73.7																												57.8	10,15
G	r	a	n	t	S	t																											EM 2000
19.2	33.1	39.6	50.2	59.8	75	88.9	94.1																									84.8	13.4,10/7.5
-		S	t	a	t	e	S	t																									EM 2000
104.8	109.5	122.8	136.6	144.1	153.7	161.2	177.8	191.6																								92	13.3,10/7.5
R	i	v	e	r	f	r	o	n	t																								EM 2000
66.5	80.3	85.2	94.9	104.6	111	118.3	124.8	134.7	144.3																							83	13.3,10/7.5
E	X	I	T																														E 2000
41.3	52	64.8	69																													36.7	12
O	N	L	Y																														E 2000
126.8	139.7	152.5	162.5																													47.9	12

SIGN DETAIL
1:100



Panel Style:construction_guide.ssi
Dimensions are in inches.tenths

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

Letter locations are panel edge to lower left corner

SIGN NUMBER	6
WIDTH x HGHT.	18'-0" x 11'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Black

SYMBOL	ROT	X	Y	WID	HT
M1_4	0	83	84.9	36	36
AR_Type A	315	90	6.1	20	31.5

LETTER POSITIONS (X)																																LENGTH	SERIES/SIZE
E	X	I	T	3																													E 2000
28.1	37	47.7	51.2	73.7																												57.8	10,15
G	r	a	n	t	S	t																											EM 2000
19.2	33.1	39.6	50.2	59.8	75	88.9	94.1																									84.8	13.4,10/7.5
-		S	t	a	t	e	S	t																									EM 2000
104.8	109.5	122.8	136.6	144.1	153.7	161.2	177.8	191.6																								92	13.3,10/7.5
R	i	v	e	r	f	r	o	n	t																								EM 2000
66.5	80.3	85.2	94.9	104.6	111	118.3	124.8	134.7	144.3																							83	13.3,10/7.5
E	X	I	T																														E 2000
41.3	52	64.8	69																													36.7	12
O	N	L	Y																														E 2000
126.8	139.7	152.5	162.5																													47.9	12
R	I	G	H	T		L	A	N	E																								E 2000
62.7	72.9	77.3	87.8	97.7	105.1	115.1	123.1	135	145.9																							90.6	10
E	X	I	T		O	N	L	Y																									E 2000
67.7	76.5	87.3	91.1	98.5	108.5	119.3	130.2	138.2																								80.6	10

SIGN DETAIL
1:50



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	7
WIDTH x HGHT.	12'-0" x 3'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: YELLOW
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

SYMBOL	ROT	X	Y	WID	HT
ARDOWN	0	110.7	10.5	24	16.5

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)									LENGTH	SERIES/SIZE
E	X	I	T		O	N	L	Y		E 2000
19.2	28.1	38.8	42.3	49.8	59.8	70.5	81.2	89.5	80.5	10

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.88

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SIGN DETAIL
1:50



BORDER
R=1.5"
TH=0.63" Panel Style: construction_guide.ssi
IN=0.47" M.U.T.C.D.: 2009 Edition

SIGN NUMBER	8
WIDTH x HGHT.	12'-0" x 2'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Overhead
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

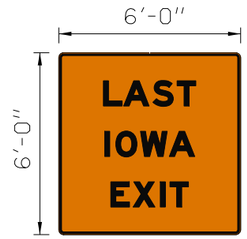
SYMBOL	ROT	X	Y	WID	HT

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																		LENGTH	SERIES/SIZE
C	L	O	S	E	D																														E 2000
43.7	54.1	63	73.1	83.2	92.7																													57.1	10

SIGN DETAIL
1:50



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	9
WIDTH x HGHT.	6'-0" x 6'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	OVERHEAD
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

SYMBOL	ROT	X	Y	WID	HT

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)				LENGTH	SERIES/SIZE
L	A	S	T		E 2000
17.7	25.7	37.3	46.9	36.6	10
I	O	W	A		E 2000
18.2	22.6	32.4	43.8	35.7	10
E	X	I	T		E 2000
20.6	29.4	40.2	44	30.8	10

SIGN DETAIL
1:50



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

SIGN NUMBER	10
WIDTH x HGHT.	12'-0" x 5'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	GROUND
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

SYMBOL	ROT	X	Y	WID	HT

LETTER POSITIONS (X)																																		LENGTH	SERIES/SIZE
E	X	I	T		A	T																														E 2000
42.5	51.4	62.1	65.6	73.1	83.1	94.1																												59.1	10
M	I	D	D	L	E		R	D																												E 2000
31	43	47.4	57.8	68.2	77.4	84.9	94.9	105																										82.1	10

SIGN DETAIL
1:50



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	11
WIDTH x HGHT.	22'-6" x 3'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	GROUND
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

SYMBOL	ROT	X	Y	WID	HT
M1_1	0	123.1	6.1	24	24
AR_Type A	180	197.7	5.5	16	25.2
AR_Type A	180	230.5	5.6	16	25.2

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																		LENGTH	SERIES/SIZE
W	E	S	T																																E 2000
86.8	95.8	102.1	108.6																															26.9	10
T	O																																		E 2000
17.9	26.3																																	16.3	13.3

SIGN DETAIL
1:50



BORDER
R=8.8"
TH=1.8"
IN=0.2"

Panel Style: guide_fwy_next_x_exits.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	12
WIDTH x HGHT.	22'-6" x 6'-0"
BORDER WIDTH	1.8"
CORNER RADIUS	8.8"
MOUNTING	GROUND
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: /WHITE

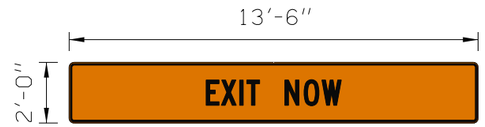
SYMBOL	ROT	X	Y	WID	HT

Panel Style: guide_fwy_next_x_exits.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																				LENGTH	SERIES/SIZE
M	i	d	d	l	e		R	d		-		L	o	c	u	s	t		S	t																	EM 2000
12	24.7	29.8	39.5	50.1	55.2	61.8	71.8	81.7	88.3	98.3	101.8	111.8	120.5	129.5	139.2	148.7	157.4	162.6	172.6	182.8																176	10/7.5
K	i	m	b	e	r	l	y		R	d		-		S	p	r	u	c	e		H	i	l	l	s		D	r									EM 2000
12	22.4	28.4	43.4	52.2	61.9	69.3	74.2	82.7	92.7	102.6	109.2	119.2	122.7	132.7	143.9	153.6	161	170.7	179.5	186.1	196.1	207.6	213.6	219.6	224.5	231.1	241.1	252.2								245.2	10/7.5
5	3	r	d		S	t																															EM 2000
12	21.7	32.8	39.3	45.9	55.9	66.1																														59.3	10/7.5

SIGN DETAIL
1:50



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	13
WIDTH x HGHT.	13'-6" x 2'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	GROUND
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

SYMBOL	ROT	X	Y	WID	HT

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																		LENGTH	SERIES/SIZE
E	X	I	T		N	O	W																												E 2000
54.3	60.3	67.6	70.4	75.5	85.5	93.1	100.2																											53.5	10

SIGN DETAIL
1:50



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	14
WIDTH x HGHT.	22'-6" x 3'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

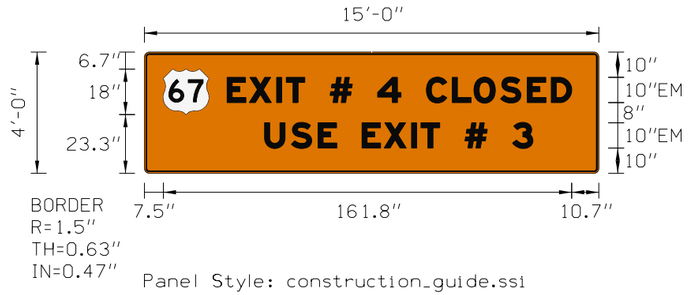
SYMBOL	ROT	X	Y	WID	HT
AR_Type A	30	23.7	5.7	16	25.2
AR_Type A	30	53.2	5.7	16	25.2
M1_1	0	198.2	6.1	24	24

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																		LENGTH	SERIES/SIZE
W	E	S	T																																E 2000
231.6	240.6	246.9	253.4																															26.9	10
T	O																																		E 2000
126.9	135.3																																	16.3	13.3

SIGN DETAIL
1:50



Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

SIGN NUMBER	15
WIDTH x HGHT.	15'-0" x 4'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: Orange
LEGEND/BORDER	TYPE: Reflective
	COLOR: Black/Black

SYMBOL	ROT	X	Y	WID	HT
M1_4	0	7.5	23.3	18	18

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																LENGTH	SERIES/SIZE
E	X	I	T		#		4		C	L	O	S	E	D			E 2000
32.8	41.6	52.4	56.2	63.6	73.6	82.4	92.4	101.7	111.7	122	130.6	141.1	151.7	161.2		136.5	10
U	S	E		E	X	I	T		#		3						E 2000
47.6	58.2	68.8	76.2	86.2	95	105.8	109.6	117	127	135.8	145.8					106.3	10

SIGN DETAIL
1:50



SIGN NUMBER	16
WIDTH x HGHT.	13'-6" x 8'-0"
BORDER WIDTH	0.63"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: WHITE
LEGEND/BORDER	TYPE: Reflective
	COLOR: /BIACK

SYMBOL	ROT	X	Y	WID	HT

Panel Style: construction_guide.ssi
Dimensions are in inches.tenths

BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																				LENGTH	SERIES/SIZE
R	O	A	D		C	L	O	S	E	D																												E 2000
28.6	38.1	47.5	57.9	65.4	78.7	88.9	97.3	107.1	116.9	125.9																											104.8	13.3
A	L	L		T	R	A	F	F	I	C																												E 2000
44.9	52.7	59.2	64.3	74.3	80.8	87.3	95.1	101.6	108.1	111.5																											72.2	10
M	U	S	T		E	X	I	T																														E 2000
51.6	60.4	67.7	74.2	79.3	89.3	95.3	102.6	105.4																													58.9	10

I-74 Alternate Route
I-74 Detour Route
80 05 WB

IOWA
ILLINOIS
MISSISSIPPI RIVER

280 05 WB
80 01 EB
280 04 WB
80 02 EB
80 03 EB
80 01 WB
80 02 WB
80 03 WB
80 04 WB
80 05 WB
80 04 EB
80 05 EB
74 01 EB
280 03 WB
280 02 WB
280 01 WB
74 02 WB
74 01 WB

WB I-74 DETOUR AND ALT. ROUTE SIGNING OVERVIEW

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.98

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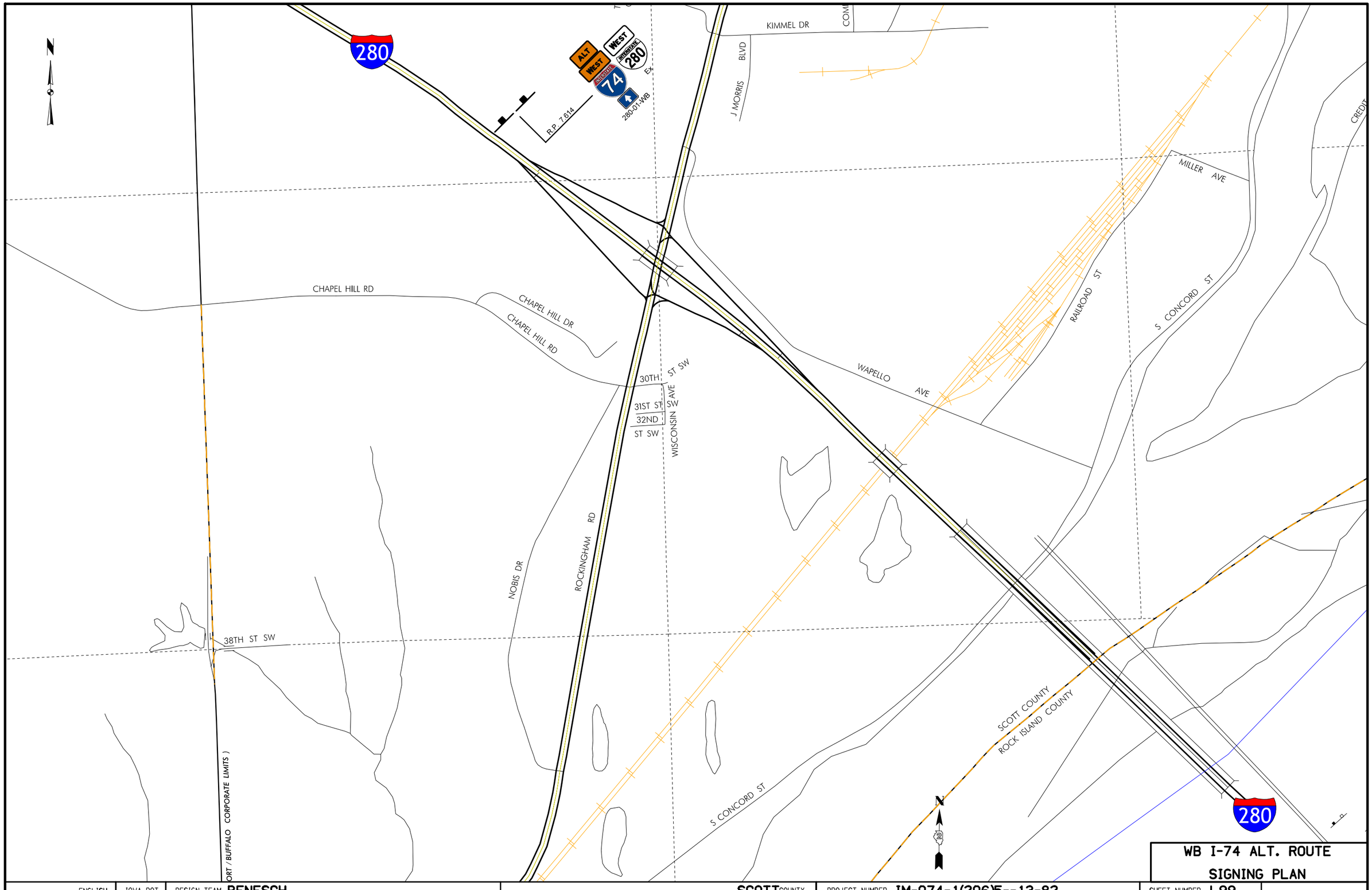

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.99

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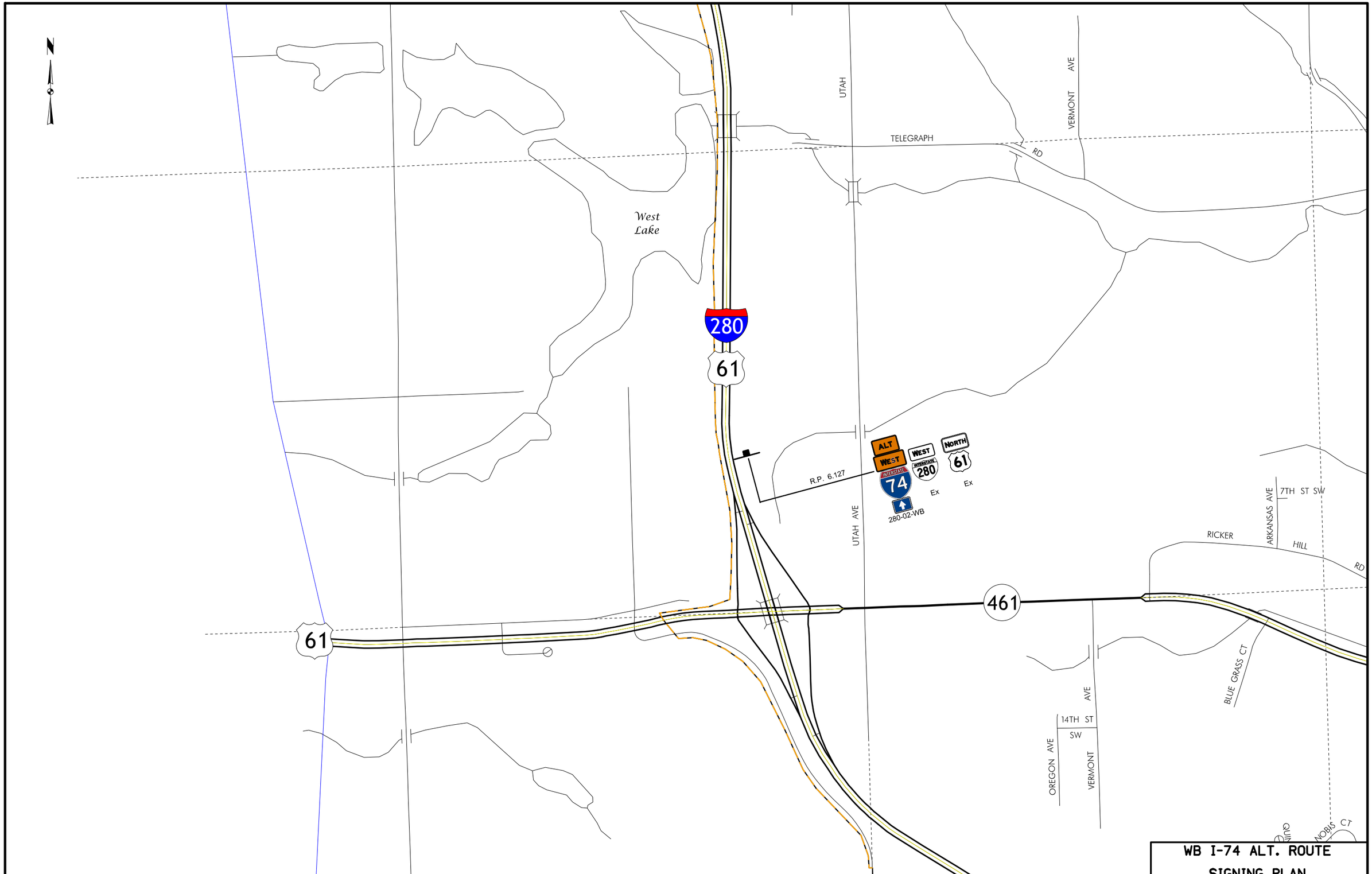

WB I-74 ALT. ROUTE

SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.100

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Duck Creek

WISCONSIN AVE

DMS
R.P. 3.986

LOUIS RICH CT

(DAVENPORT CORPORATE LIMITS)

WEST LAKE BLVD

R.P. 4.096

ALT WEST 74 INTERSTATE
WEST 280 INTERSTATE Ex
NORTH 61 Ex
280-03-WB

W LOCUST ST

(DAVENPORT CORPORATE LIMITS)

ALEC AVE
AUSTIN AVE
JENNA DR
CARSON CT
BARABOO CT
FRIENDSHIP DR
BAY CT
GREEN
APPLETON DR
SHAWNEE DR
GREEN DR
KENOSHA CT
RINELANDER CT
RACINE CT
SPRING

DOUBLE EAGLE DR

IDAHO AVE
W 11TH ST
W 10TH ST
W 9TH ST

VERMONT AVE
OAKS DR
HIDDEN VA
W 11TH ST

WB I-74 ALT. ROUTE SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.101

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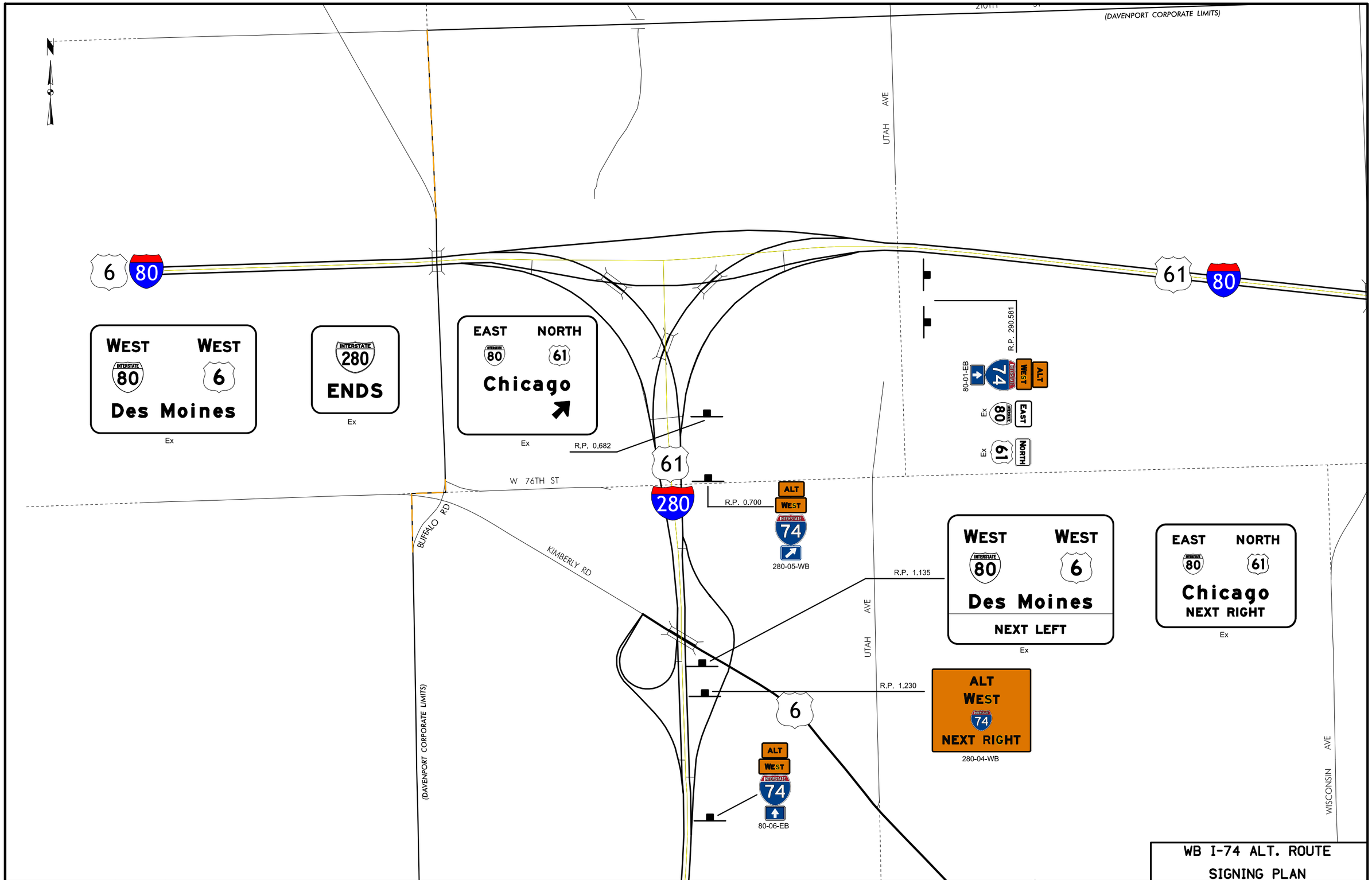

WB I-74 ALT. ROUTE
SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.102

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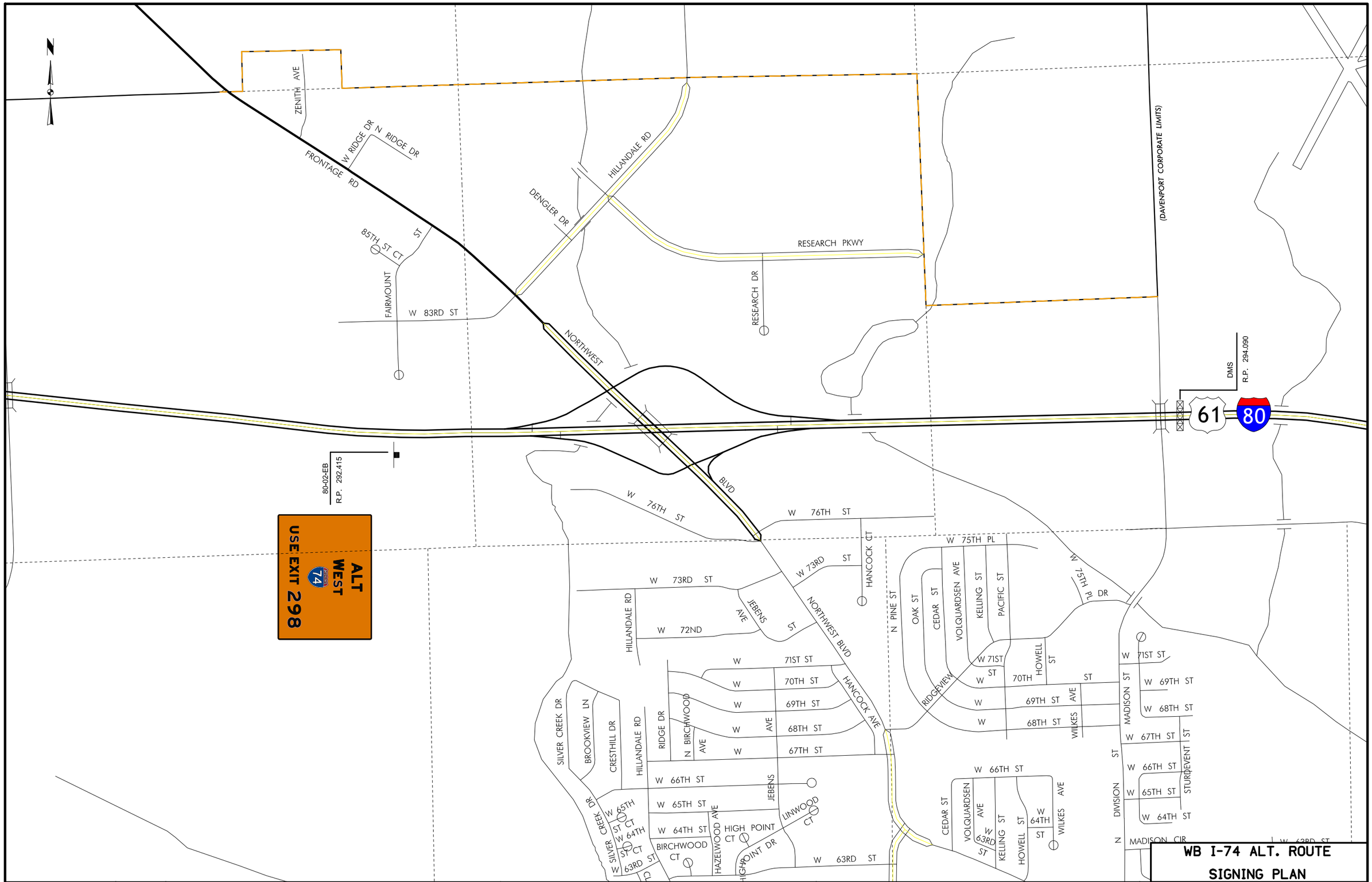

WB I-74 ALT. ROUTE SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.103

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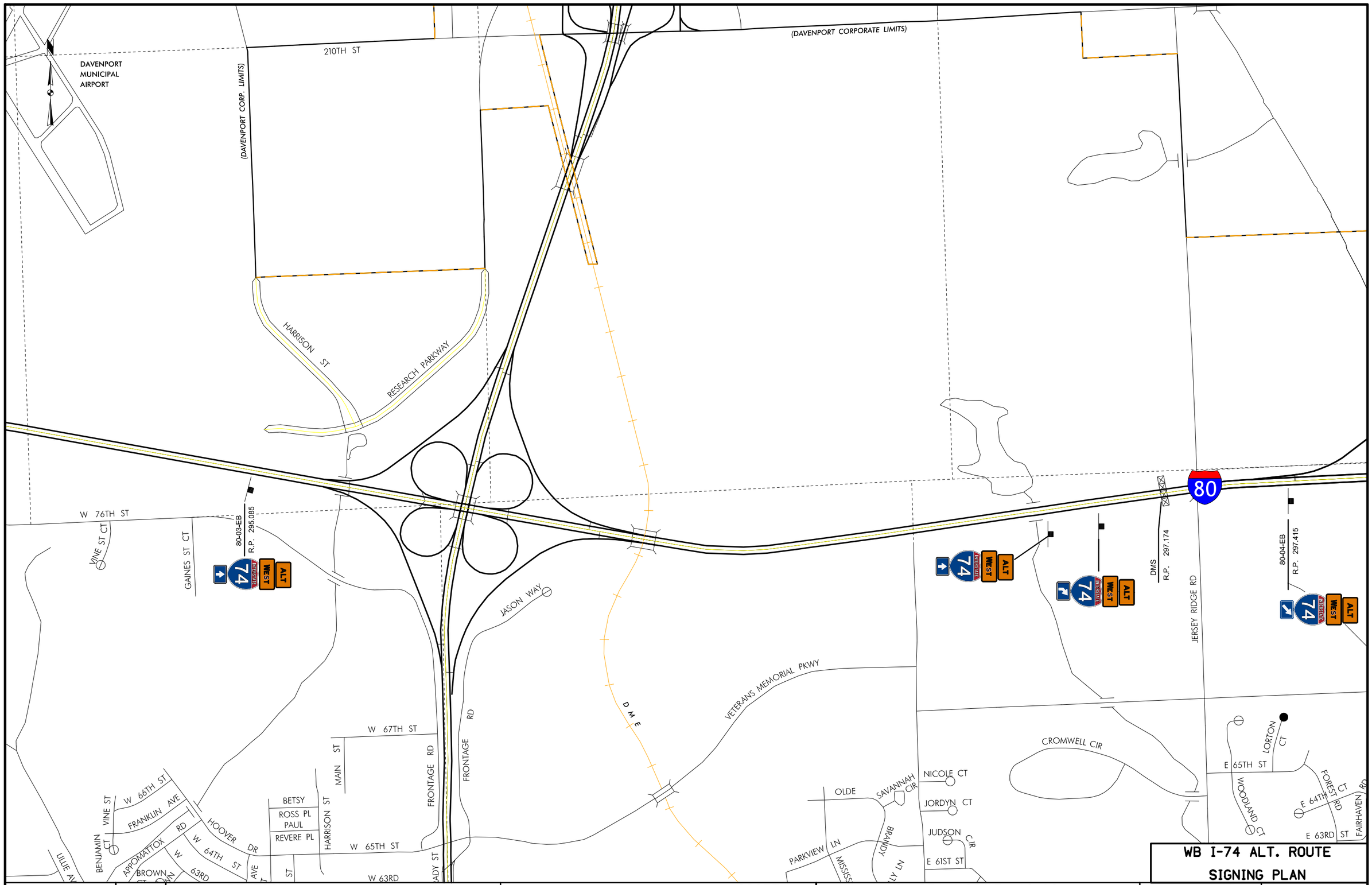

WB I-74 ALT. ROUTE SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.104

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EXIT 298
EAST
74
Bettendorf
Davenport

DETOUR
WEST
74
80-01-WB
R.P. 297.235

R.P. 297.235

DETOUR
WEST
74
80-06-WB
R.P.

DETOUR
WEST
74
80-07-WB
R.P.

DMS Board
R.P. 298.627

EXIT 298
EAST
74
Bettendorf
Davenport
1 MILE

R.P. 298.7

WEST DETOUR
74
USE EXIT 298
80-02-WB
R.P. 299.285

Davenport Exits
2
4
7
9
74
Brady St
Northwest Blvd
280

R.P. 299.698

80-05-EB
R.P. 297.575

74
WEST
ALT

74
WEST
DETOUR
END

74
WEST
ALT
END

74-01-EB
R.P. 000.202

Spencer
Crow Creek
BARR ST
RD
DEVILS GLEN
GLEN
DEVILS
80
E 76TH ST
76TH AVE
VETERANS MEMORIAL PKWY
UTICA RIDGE RD
FOREST GROVE AVE
FOREST GROVE DR
GOLF COURSE RD
TORREY PINES CT
PARKDALE CT
PARK DALE DR
SOMERSET
STONEHEAVEN RD
THOMAS CT
JAMES RD
TURNBERRY CT
TURNBERRY LN
GROVE PARK CIR
GROVE PARK PL
CROW VALLEY DR
FAIRWAY CT
CROW EAGLE CIR
EAGLE RIDGE RD
HIGHLAND GREEN CT
EAGLE HTS CT
DEVILS GLEN RD
LAKE VIEW DR
BLACKBERRY LN
REDBUD CT
CATTAIL LN
CROW RIDGE RD
CROW LAKE DR
WESTMINSTER RD
CARDINAL RD
MARYNOEL AVE
ST JAMES
ADELE
LAKEHURST DR
KATHLEEN WAY
WHISPERING PINE DR
GABRIELLA WAY
PATRICK POINTE RD
THOMAS POINTE RD
LAKEHURST CT
SEA OAKS CIR
LAKE LAND CIR
LAKESHORE CIR
E 61ST BLVD
E 61ST CT
E 61ST

WB I-74 DETOUR SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.105

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(BETTENDORF CORPORATE LIMITS)

INDIANA AVE

56TH ST

(BETTENDORF CORPORATE LIMITS)

WELLS FERRY RD

EX 80 WEST

DETOUR 74 WEST

EX R.M.
R.P. 301.182

80-03-WB
R.P. 301.182

Spencer Creek

80

MIDDLE

FOREST GROVE DR

SAPPHIRE LN

INTERNATIONAL DR

OCEAN BLVD

PALM DR

DOROTHYS DR

FRIENDSHIP PATH

WHISPERING BUCKSKIN TRL

NOTTINGHAM LN

LANDCASTER DR

WELLINGTON CT

SUMMERFIELD DR

SPRING CREEK DR

PRAIRIE GRASS LN

PRAIRIE GRASS LN

FOREST GROVE DR

CARRIAGE CT

CARRIAGE PLACE DR

MEADOWS CIR

WELLS FERRY RD

16 AVE

WB I-74 DETOUR SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.106	

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WB I-74 DETOUR
SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.107

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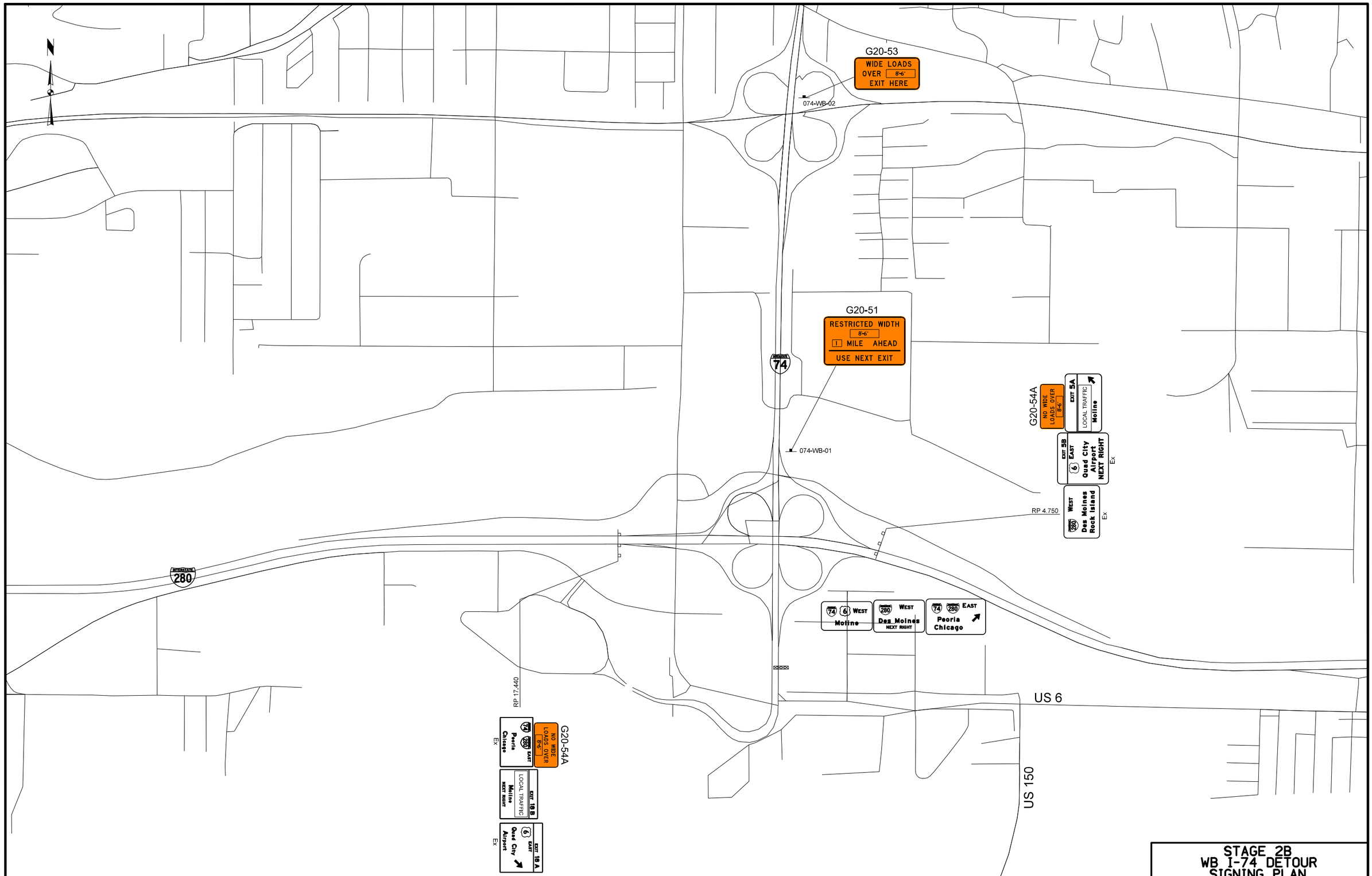

STAGE 2B
WB I-74 DETOUR
SIGNING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.108

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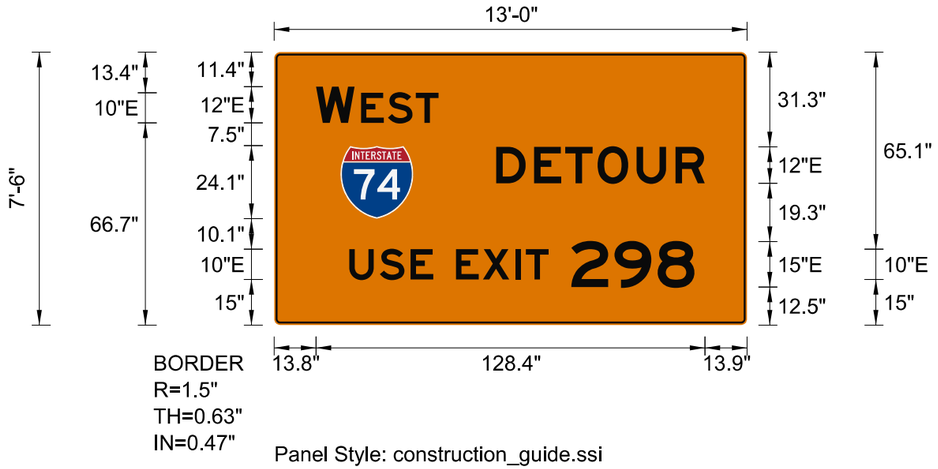

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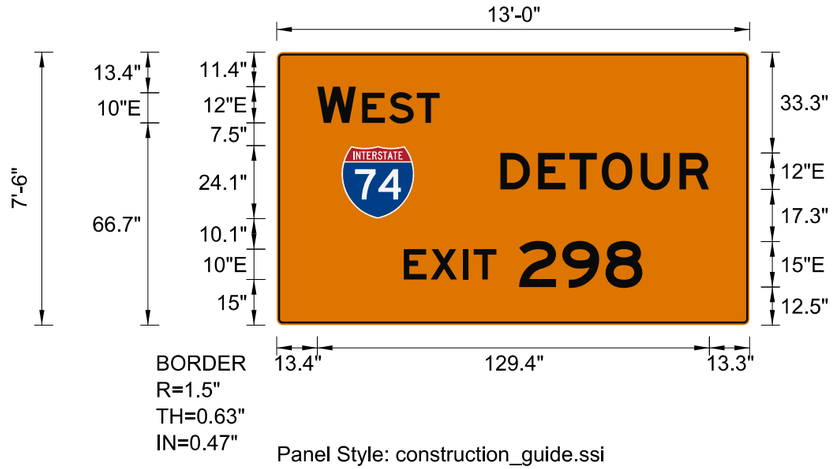
M.U.T.C.D.: 2009 Edition



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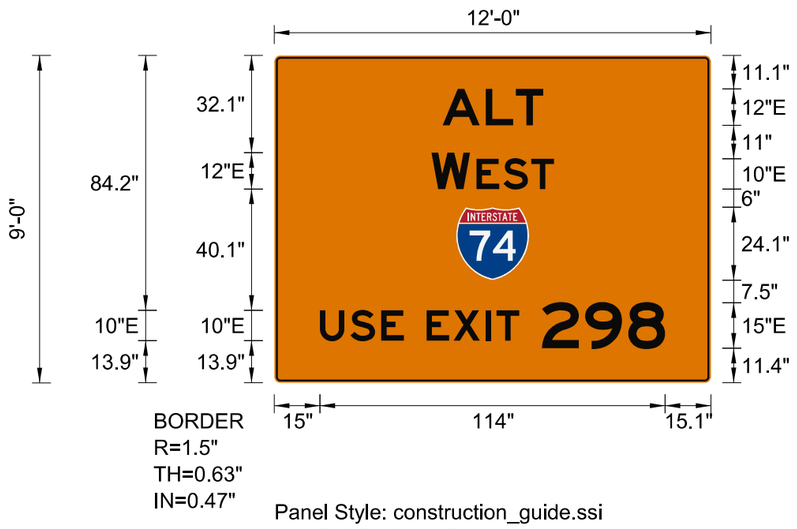
M.U.T.C.D.: 2009 Edition



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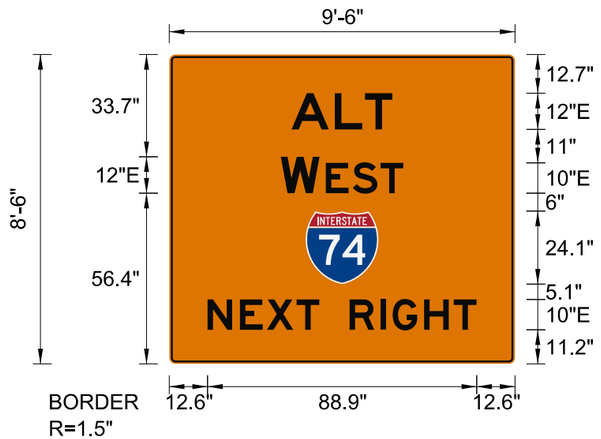
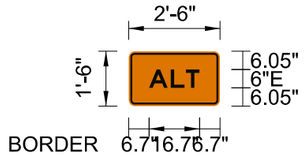
M.U.T.C.D.: 2009 Edition



Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition

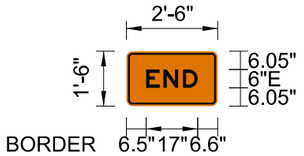
DETOUR AND ALTERNATE SIGN DETAILS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.109



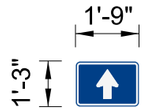
BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
M.U.T.C.D.: 2009 Edition



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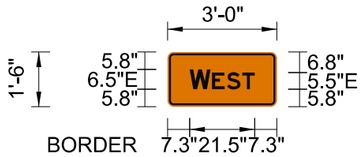

BORDER
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TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
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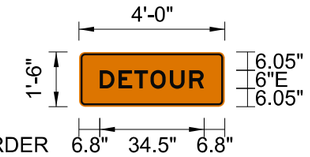

BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: construction_guide.ssi
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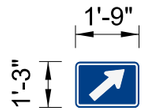

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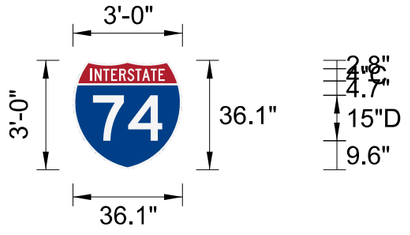

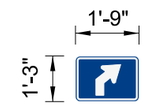

Panel Style: regulatory.ssi
M.U.T.C.D.: 2009 Edition

DETOUR AND ALTERNATE SIGN DETAILS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER J.110

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

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

For Profile Details Refer to Next Sheet

BIKE TRAIL

BROWN ST

KIMBERLY RD

MISSISSIPPI BLVD

EX. JONES ST

EX. MISSISSIPPI BLVD

EX. HALL ST

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

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

82°20′36.83″

STA. 1497+02.31
BEGIN RAMP A CONSTRUCTION

POT Sta 1496+21.97

REL

REL

1500

1505

1510

PC Sta 1509+18.57

RET. WALL 165

US 67 RAMP A

24′

24′

80°18′51.50″

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

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

36′

US 67 RAMP D

14TH ST

0 50
FEET

For K Sheets Legend, Refer to Sheet D.1

US 67 RAMP A

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

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+02.31 | +71.81 US 67 Ramp A Bridge | +09.92 | +11.06

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

US 67 RAMP A PGL

+3.040%

VPI +00.00
Elv 601.83
K = 152
Len 450.00 ft

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

EXISTING GROUND AT B/L

VERTICAL
CLEARANCE = 15.14'

+6.000%

MISSISSIPPI BLVD

-0.630%

VPI +75.00
Elv 570.33
K = 38
Len 250.00 ft

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

US 67 RAMP A

For Plan Details
Refer to Previous Sheet

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

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

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

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.2

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-K-01.sht.sht

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

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

L = NA
x = NA
m = NA

EX. I-74 EB

EX. I-74 WB

US 67 RAMP C

EX. 14TH ST

PC Sta 2586+35.44

PT Sta 2589+74.70

PC Sta 6796+70.83

POT Sta 2595+01.88

US 67 RAMP B

PT Sta 2582+10.23

EX. 14½th ST

2585

2590

2595

PI Sta 2588+05.10

82°00'00.00"

STA 2594+26.77
END SHOULDER CONSTRUCTION

STA. 2585+19.49
=POT STA. 6785+18.40
126.57 RT (I-74)
BEGIN RAMP B CONSTRUCTION

STA. 2588+50.00, 0.00
BEGIN 15:1 TAPER

STA. 2591+08.39
BEGIN RAMP B
PAVEMENT CONSTRUCTION

STA. 2592+10.00, 24.00 RT
END 15:1 TAPER

STA. 2592+65.24
END RAMP B CONSTRUCTION

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

EX. 15TH ST

EX. ISLE PKWY

EX. GILBERT ST

EX. STATE ST

36'

24'

48'

15:1

67

0 50
FEET

For Main Line Details
Refer to D Sheets

For K Sheets Legend,
Refer to Sheet D.1

For Profile Details
Refer to Next Sheet

Refer to M Sheets
for Storm Sewer Details

For Side Road Details
Refer to E Sheets

US 67 RAMP B

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

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US 67 Ramp B Viaduct

+19.49 +50.00 +65.00

STA. 2585+19.49
BEGIN RAMP B CONSTRUCTION
ELEV. 605.32

VPI +50.00
Elv 598.57
K = 151
Len 450.00 ft

-2.930%

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

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

STA. 2594+26.77
END SHOULDER CONSTRUCTION
ELEV. 571.58

US 67 RAMP B PGL

-5.920%

VERTICAL CLEARANCE
OVER EXISTING
GILBERT ST = 17.88'

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

+0.563%

EXISTING GROUND AT B/L

R.R. TRACKS

EXISTING
GILBERT ST

VPI +25.00
Elv 570.45
K = 39
Len 250.00 ft

STA. 2591+08.39
BEGIN RAMP B
PAVEMENT CONSTRUCTION

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

Lt Ramp B Bridge Curb & Gutter
Rt Ramp B Bridge Curb & Gutter

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

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

US 67 RAMP B

For Plan Details
Refer to Sheet No. K.04

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

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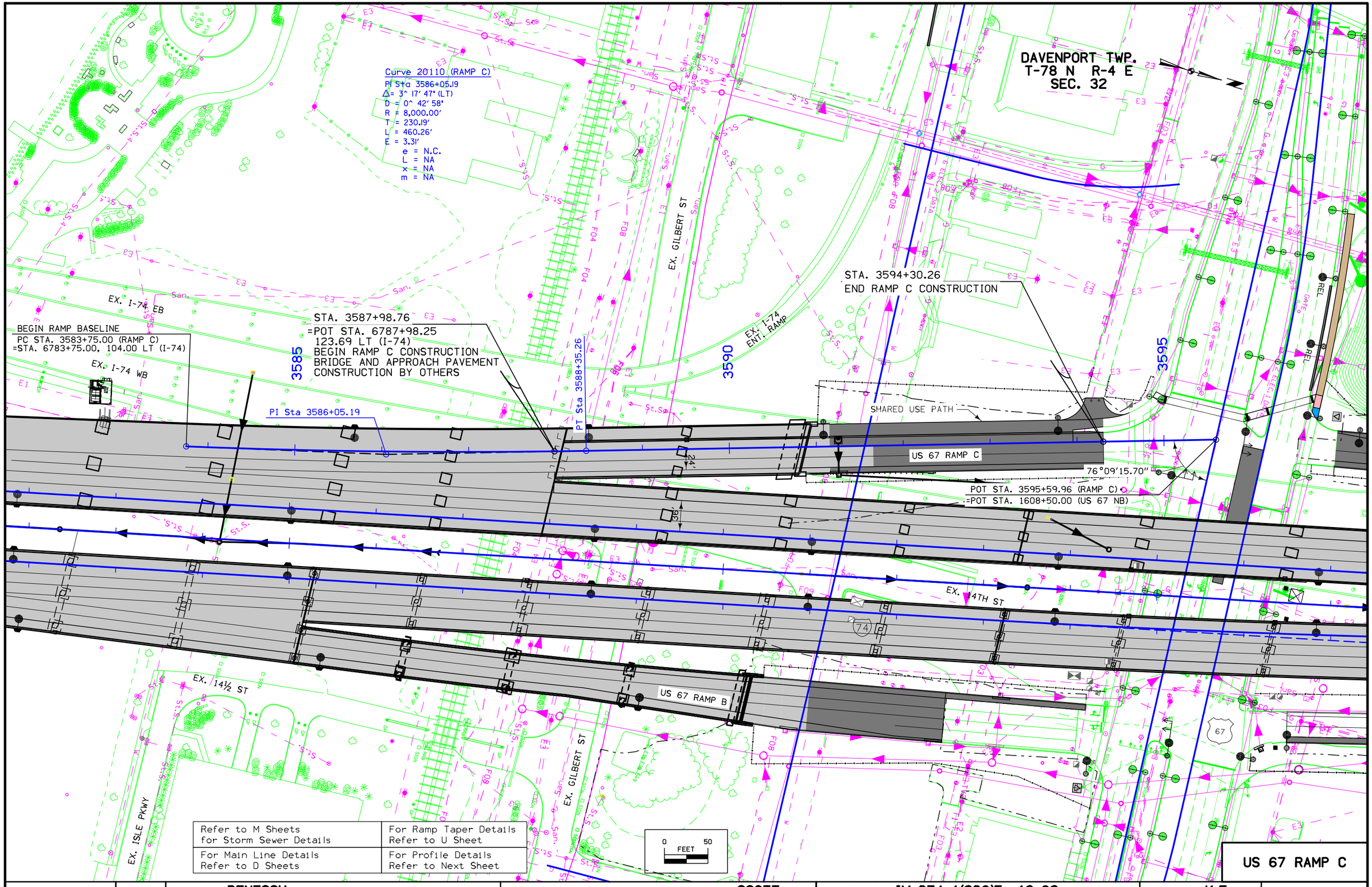

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.5

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+98.76 | US 67 Ramp C Viaduct | +88.64 | +30.26

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

VPI +75.00
Elv 593.01
K = 179
Len 350.00 ft

-2.610%

VERTICAL
CLEARANCE = 22.26'

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

US 67 RAMP C PGL

-4.560%

+0.700%

VPI +50.00
Elv 571.35
K = 19
Len 100.00 ft

EXISTING GROUND AT B/L

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

US 67 RAMP C

For Plan Details
Refer to Previous Sheet

	Ramp C Bridge											CONCRETE BARRIER											
Lt																							
Rt	Ramp C Bridge											Curb & Gutter										Curb & Gutter	
	597.58	596.91	596.20	595.46	594.69	593.88	593.04	592.16	591.24	590.29	589.31	588.29	587.24	586.15	585.03	583.89	582.75	581.61	580.47	579.33	578.19	577.05	575.91	574.77	573.63	572.65	572.01	571.69	571.70

3586 3587 3588 3589 3590 3591 3592 3593 3594 3595 3596

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

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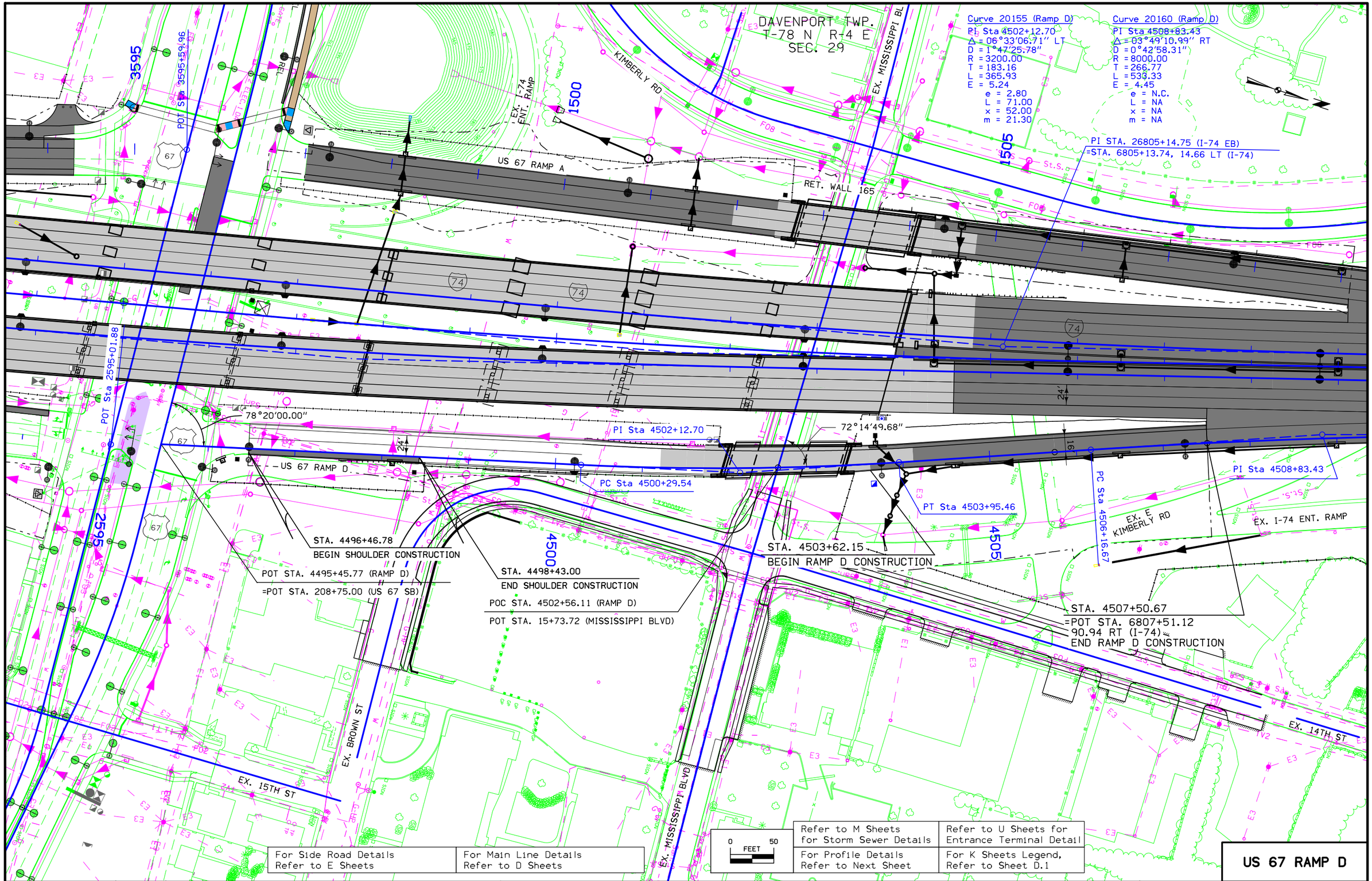

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.7

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STA. 4507+50.67
END RAMP D CONSTRUCTION
ELEV. 613.27

STA. 4503+62.15
BEGIN RAMP D CONSTRUCTION
ELEV. 601.35

VPI +00.00
Elv 599.89
K = 252
Len 400.00 ft

+2.970%

EXISTING GROUND AT B/L

+00 Rt.
596.00

+4.50% Rt. Ditch Grade

US 67 RAMP D PGL

VERTICAL
CLEARANCE
= 15.36'

+4.560%

+3.60% Rt. Ditch Grade

+00 Rt.
582.50

+75 Rt.
578.06

MISSISSIPPI BLVD

Sta. 4502+65.75
Cont. Welded Girder Bridge
Design No. 3708
Segment No. 10

-0.568%

VPI +75.00
Elv 571.39
K = 29
Len 150.00 ft

+27.84	+50.84		+74.16	+97.16
Super Elevation Transition Distance +2% to -2.8%		Full Super Elevation = -2.8%	Super Elevation Transition Distance -2.8% to 2%	

US 67 RAMP D

For Plan Details
Refer to Previous Sheet

Lt	Curb & Gutter	Ramp D Bridge	Curb & Gutter
Rt	Curb & Gutter	Ramp D Bridge	Curb & Gutter

4496	4497	4498	4499	4500	4501	4502	4503	4504	4505	4506	4507	4508	4509
571.81	571.78	571.95	572.35	572.95	573.77	574.81	575.95	577.09	578.23	579.37	580.51	581.65	582.79
583.93	585.07	586.21	587.35	588.49	589.63	590.77	591.89	593.00	594.07	595.13	596.15	597.16	598.14
599.09	600.02	600.92	601.80	602.66	603.49	604.29	605.07	605.83	606.57	607.31	608.05	608.80	609.54
610.28	611.02	611.77	612.51	613.25									

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

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

MIDDLE RD RAMP C

EX. I-74 ENT. RAMP

EX. I-74 EXIT RAMP

MIDDLE RD RAMP B

6840

6845

6850

2540

2545

2550

74

PC Sta 2539+00.89

PI Sta 2539+30.77

PT Sta 2539+60.65

PT Sta 2539+00.89

PC Sta 2545+31.65

PI Sta 2546+82.88

PT Sta 2548+33.71

POT Sta 2550+66.79

27:1

10:1

24'

12'

STA. 2539+00.89
=POC STA. 6839+04.04
89.78' RT (I-74)
BEGIN RAMP B CONSTRUCTION

STA. 2540+75.09, 12.00' RT
BEGIN 27:1 TAPER

STA. 2543+95.00, 0.00' RT
END 27:1 TAPER

STA. 2547+25.05, 0.00' RT
BEGIN 10:1 TAPER

STA. 2548+45.06, 12.00' RT
END 10:1 TAPER

STA. 2550+66.79
END RAMP B CONSTRUCTION

EX. I-74
EXIT RAMP

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE DR

EX. PARKLANE CIR

EX. MIDDLE RD

Curve MDIB_01-1
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_01-2
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_01-3
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 FEET 50

For Profile Details
Refer to Next Sheet

For Main Line Details
Refer to D Sheets

Refer to M Sheets
for Storm Sewer Details

MIDDLE RD RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.9

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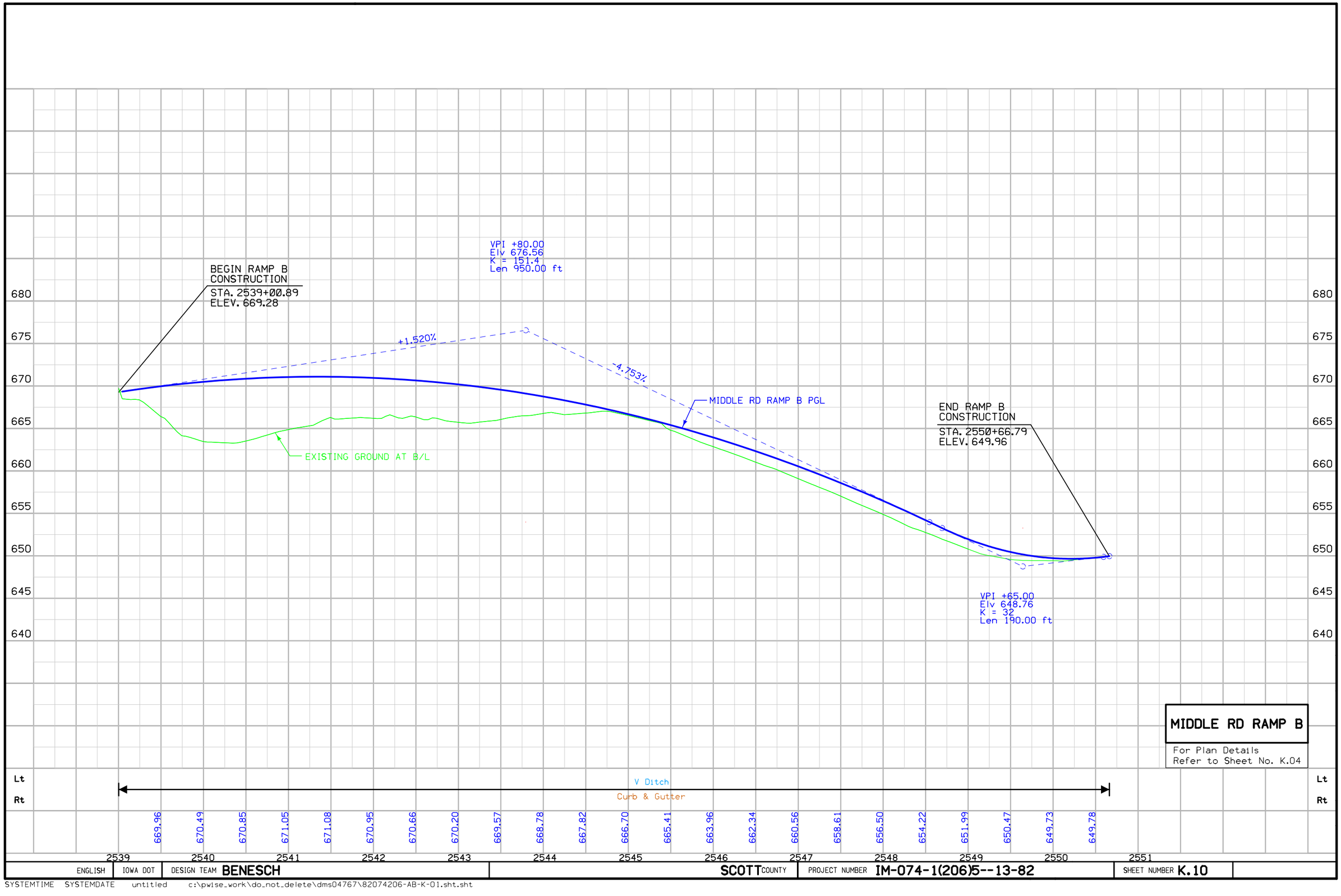

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.10

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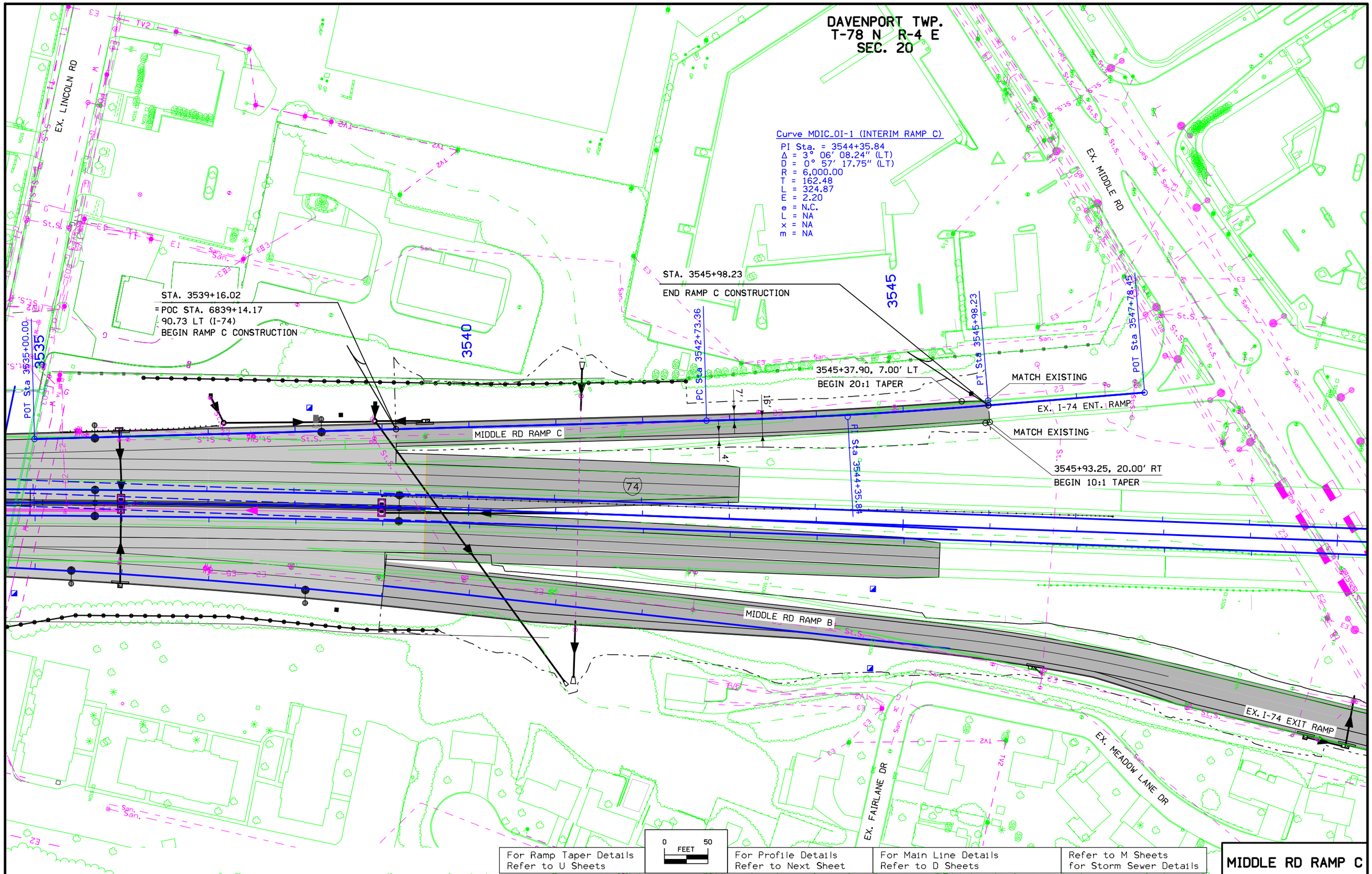

For Ramp Taper Details Refer to U Sheets

For Profile Details Refer to Next Sheet

For Main Line Details Refer to D Sheets

Refer to M Sheets for Storm Sewer Details

MIDDLE RD RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.11

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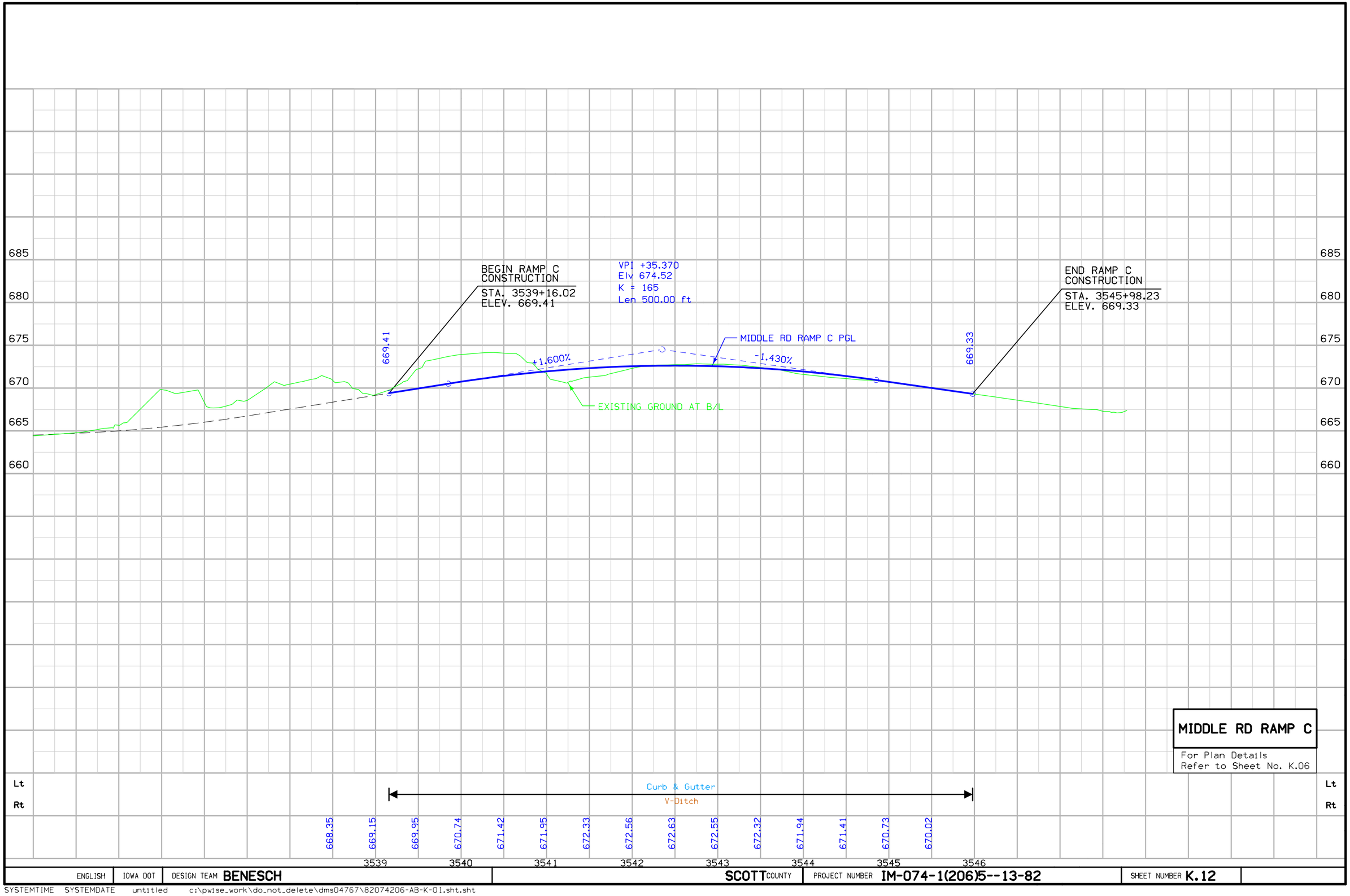
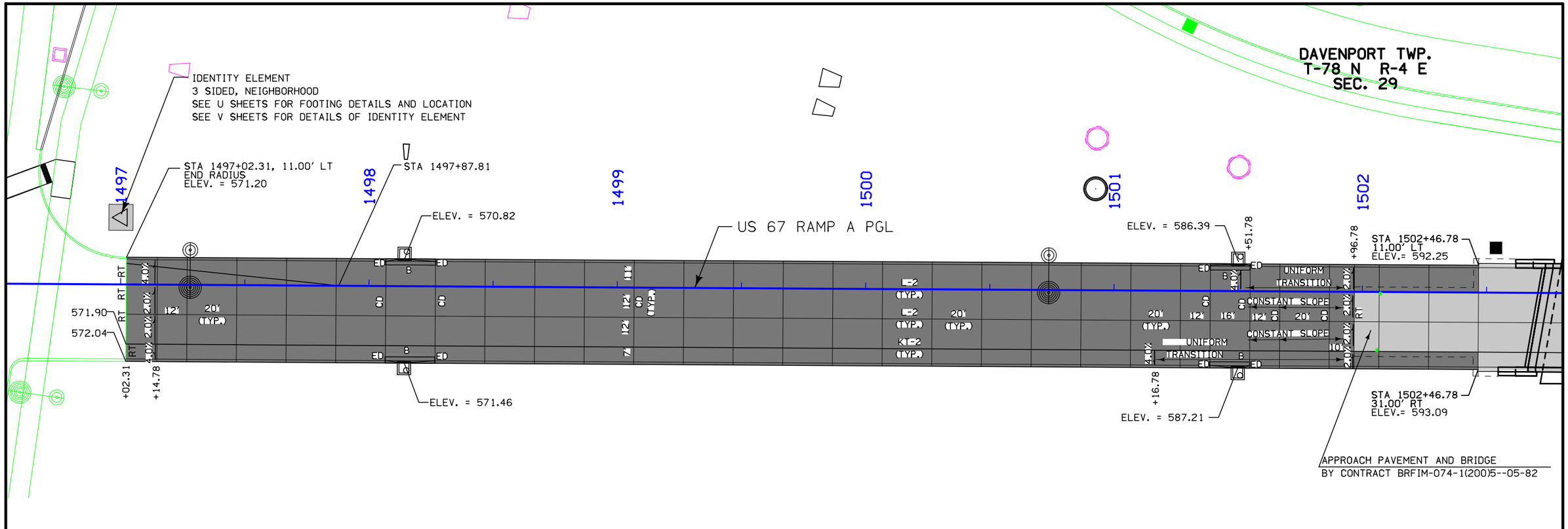


MIDDLE RD RAMP C

For Plan Details
Refer to Sheet No. K.06

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.12

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-K-01.sht.sht



For Bridge Approach Pavement
Details Refer to U Sheets

NOTES:

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

0 FEET 20

JOINTING, GEOMETRICS & STAKING PLAN

US 67 RAMP A

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

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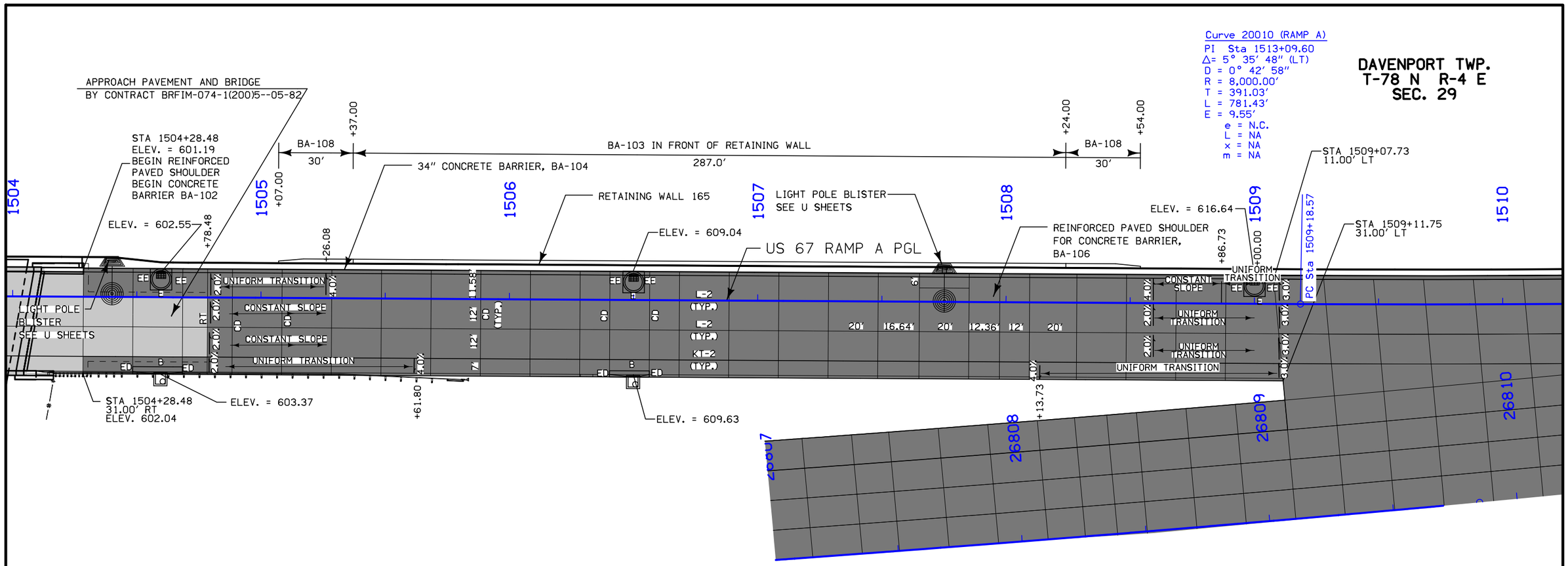

For Bridge Approach Pavement
Details Refer to U Sheets

NOTES:

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

0 FEET 20

JOINTING, GEOMETRICS & STAKING PLAN

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.14	

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

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

APPROACH PAVEMENT AND BRIDGE
BY CONTRACT BRFIM-074-1(199)5--05-82

+08.39
577.98
+88.39
573.83
571.80
571.29
571.74
+26.77

CONSTANT SLOPE
UNIFORM TRANS.
CONSTANT SLOPE
CONSTANT SLOPE
CONSTANT SLOPE
CONSTANT SLOPE
CONSTANT SLOPE
UNIFORM TRANSITION
CONSTANT SLOPE
CONSTANT SLOPE
UNIFORM TRANSITION
CONSTANT SLOPE
CONSTANT SLOPE

2.0%
2.0%
2.0%
2.0%
3.0%
3.0%
3.0%

EXISTING RAMP B

PT Sta 2589+74.70

2590
2591
2592
2593
2594
2595

US 67 RAMP B PGL

PT Sta 2595+01.88

578.20
576.82
573.69
+66.09
571.07

STA 2590+36.58
0.00' LT
ELEV. = 581.60

STA 2590+89.63, 27.00' RT
END TAPER
ELEV. = 577.92

STA 2592+65.24, 27.00' RT
END CONSTRUCTION
ELEV. = 570.74

IDENTITY ELEMENT FOUNDATION
SEE V SHEETS FOR FOUNDATION DETAILS

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

0 FEET 20

GEOMETRICS & STAKING PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.15

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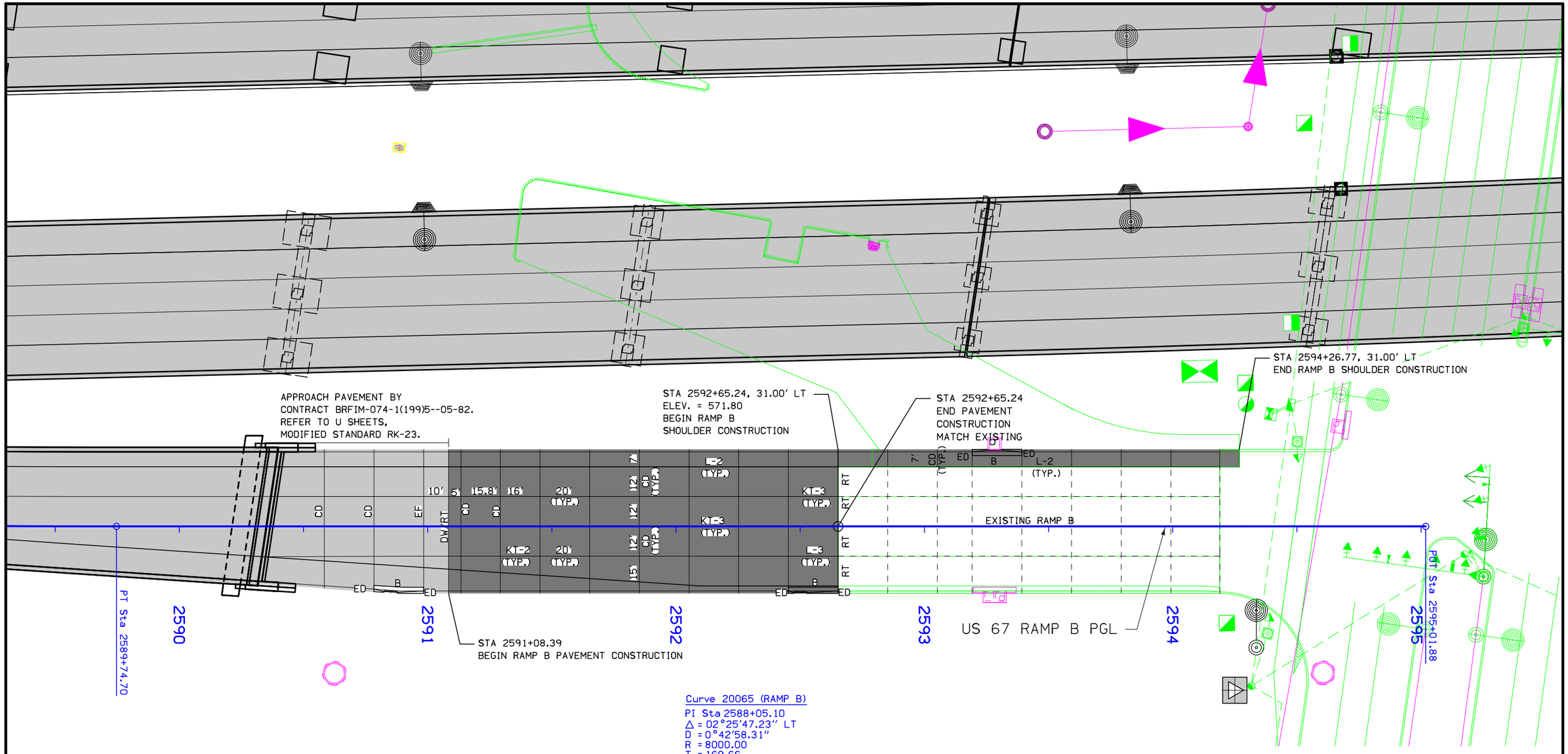

Curve 20065 (RAMP B)
PI Sta 2588+05.10
Δ = 02°25'47.23" LT
D = 0°42'58.31"
R = 8000.00
T = 169.66
L = 339.26
E = 1.80
e = N.C.
L = NA
x = NA
m = NA

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

0 FEET 20

JOINTING PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.16

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

APPROACH PAVEMENT AND BRIDGE
BY CONTRACT BRFIM-074-1(200)5--05-82

32" CONCRETE BARRIER, BA-104 (MODIFIED)
& STRUCTUTAL STEEL RAILING, TRAFFIC AND BICYCLE

CONCRETE BARRIER, TAPERED END,
BA-108 (MODIFIED)

REINFORCED PAVED SHOULDER (MODIFIED)

SHARED USE PATH

STA 3591+15.45
25.69' LT
ELEV. = 586.13

ELEV. = 585.94

STA 3591+15.45
31.00' RT
ELEV. = 587.19

ELEV. = 586.76

STA 3593+79.15
25.69' LT

STA 3593+95.45
13.92' LT

STA 3594+10.39
50.43' LT

COLLAPSIBLE
BOLLARD

STA 3594+31.05
50.28' LT

STA 3594+30.26
27.00' LT

R=20'

R=32'

STA 3594+60.61
32.79' LT

STA 3594+30.26
17.00' LT

STA 3594+30.26
11.00' LT
ELEV. = 572.05

STA 3594+25.45
11.00' LT

STA 3594+30.26
31.00' RT
ELEV. = 573.25

US 67 RAMP C PGL

PCC SHOULDER FROM
STA 3593+95.45 TO 3594+30.26

3591 3592 3593 3594 3595

CONSTANT SLOPE
UNIFORM TRANSITION
CONSTANT SLOPE
CONSTANT SLOPE
UNIFORM TRANSITION
UNIFORM TRANSITION

L-2 (TYP.)
L-2 (TYP.)
KT-2 (TYP.)
20' (TYP.)

NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2', A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SLOPE BREAK POINT IS AT THE BACK OF BARRIER.
8. ALL ELEVATIONS ARE TOP OF SLAB OR FORM GRADE UNLESS OTHERWISE NOTED.

For Bridge Approach Pavement
Details Refer to U Sheets

0 20
FEET

JOINTNG, GEOMETRICS & STAKING PLAN

US 67 RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.17

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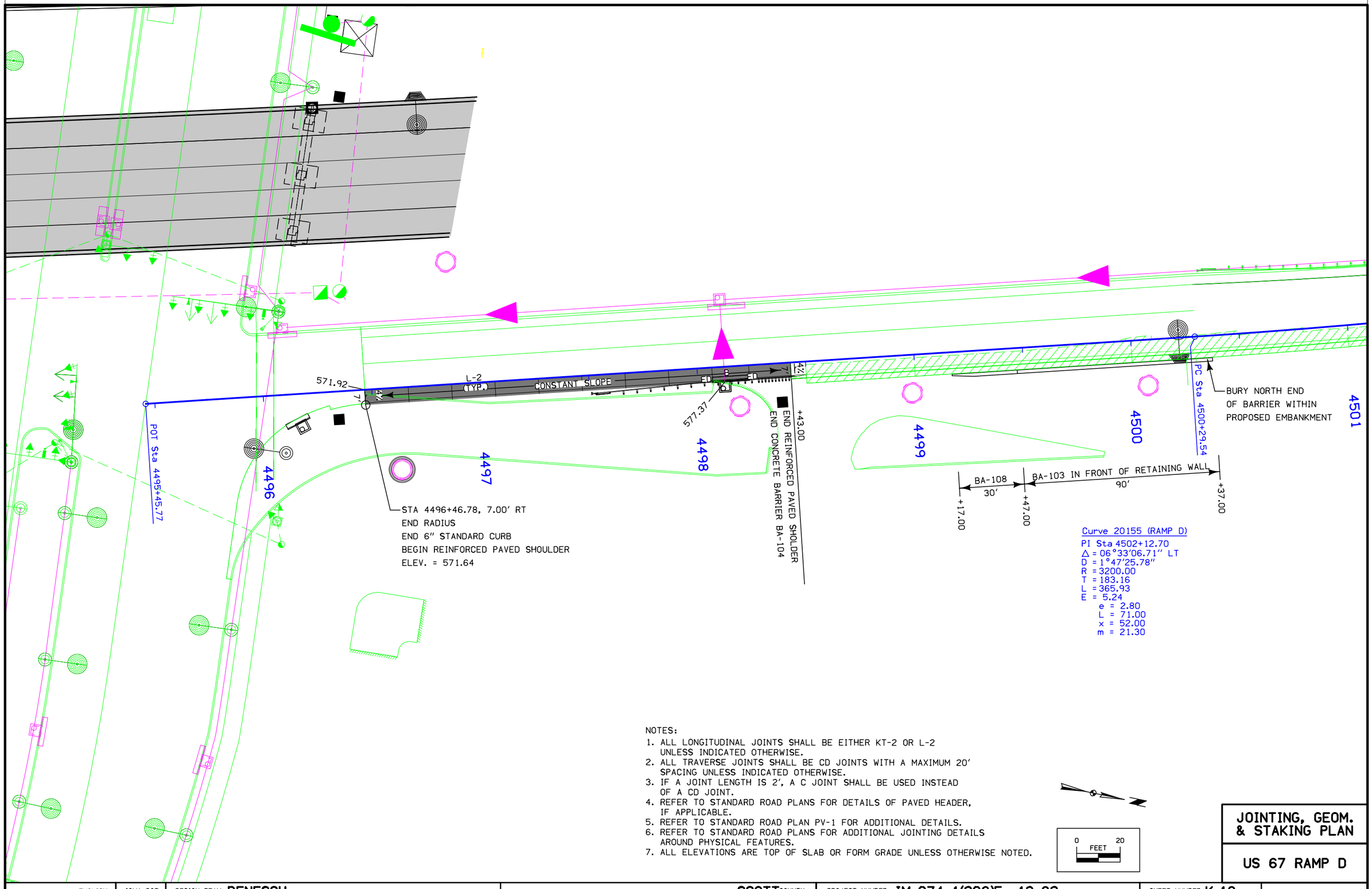

Curve 20155 (RAMP D)
PI Sta 4502+12.70
Δ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

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

0 20 FEET

JOINTING, GEOM. & STAKING PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.18

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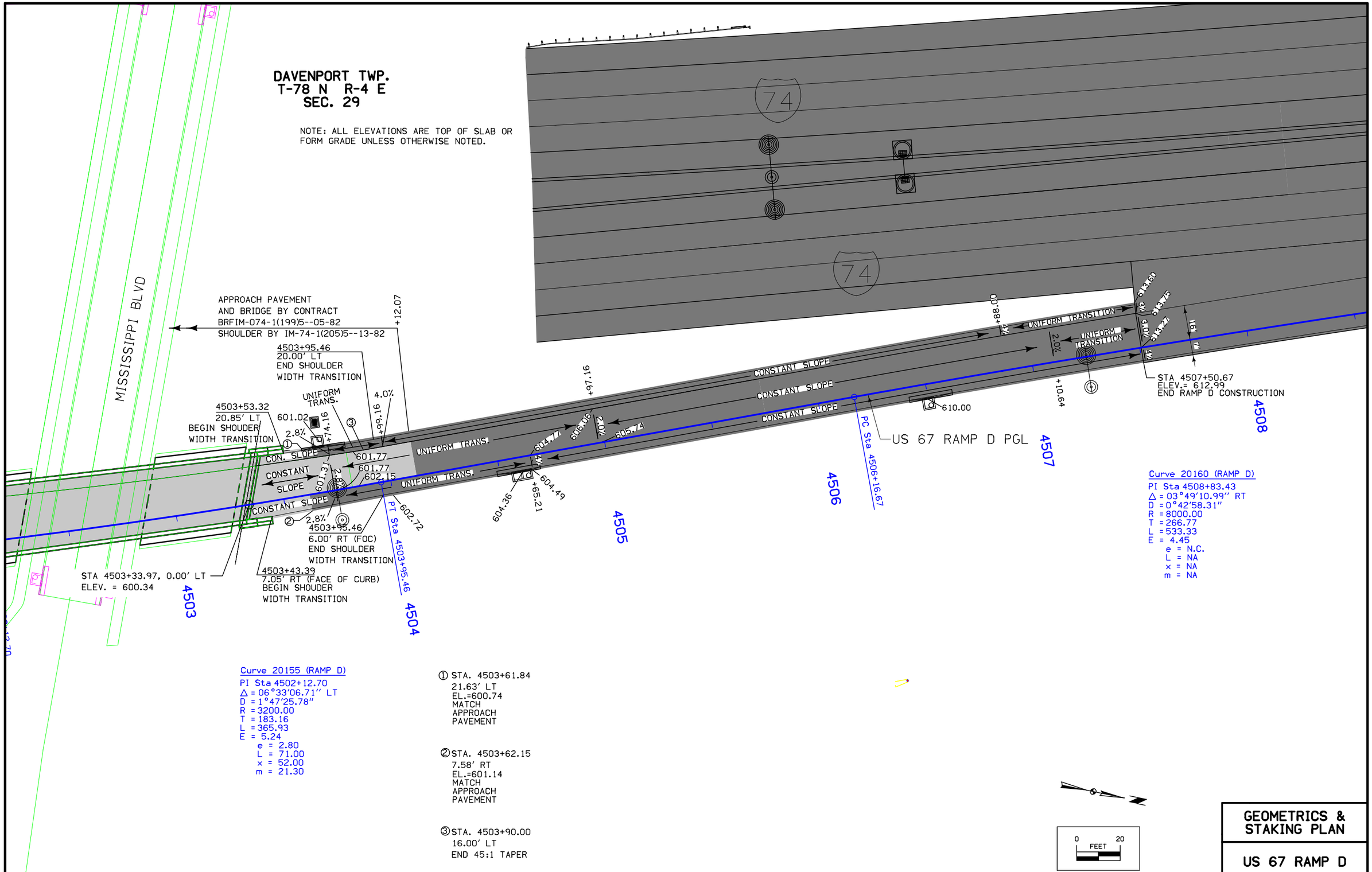

GEOMETRICS & STAKING PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.19

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

MISSISSIPPI BLVD

APPROACH PAVEMENT BY CONTRACT BRFIM-074-1(199)5--05-82
REFER TO U SHEETS

74

74

US 67 RAMP D PGL

PC Sta 4506+16.67

PT Sta 4503+95.46

4503

4504

4505

4506

4507

4508

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

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

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

0 20
FEET

JOINTING PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.20

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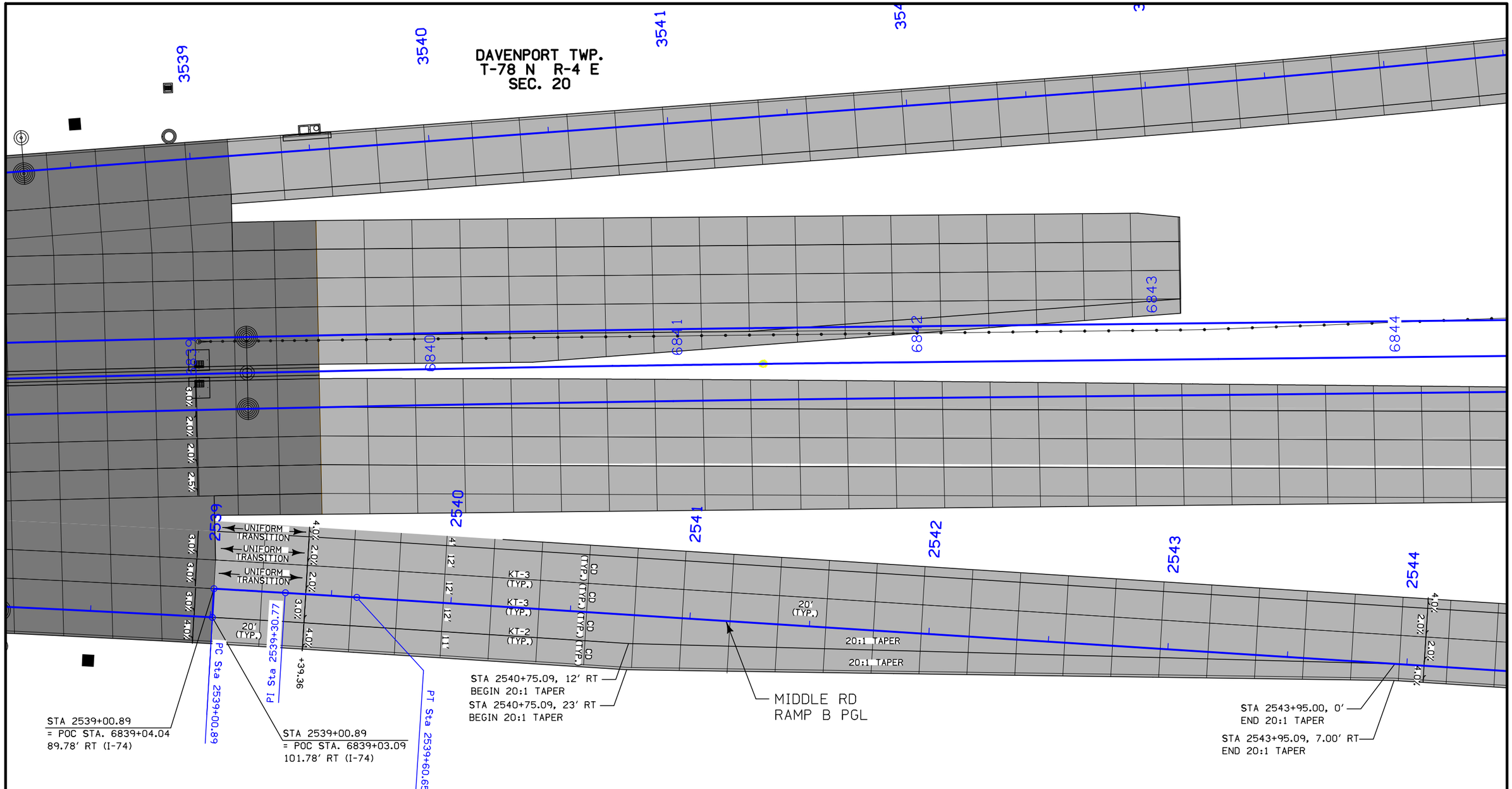

NOTES:

1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
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4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. ALL ELEVATIONS ARE TOP OF SLAB OR FORM GRADE UNLESS OTHERWISE NOTED.

Curve MDIB_01-12
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

0 FEET 20

JOINTING, GEOMETRICS & STAKING PLAN

MIDDLE ROAD RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.21

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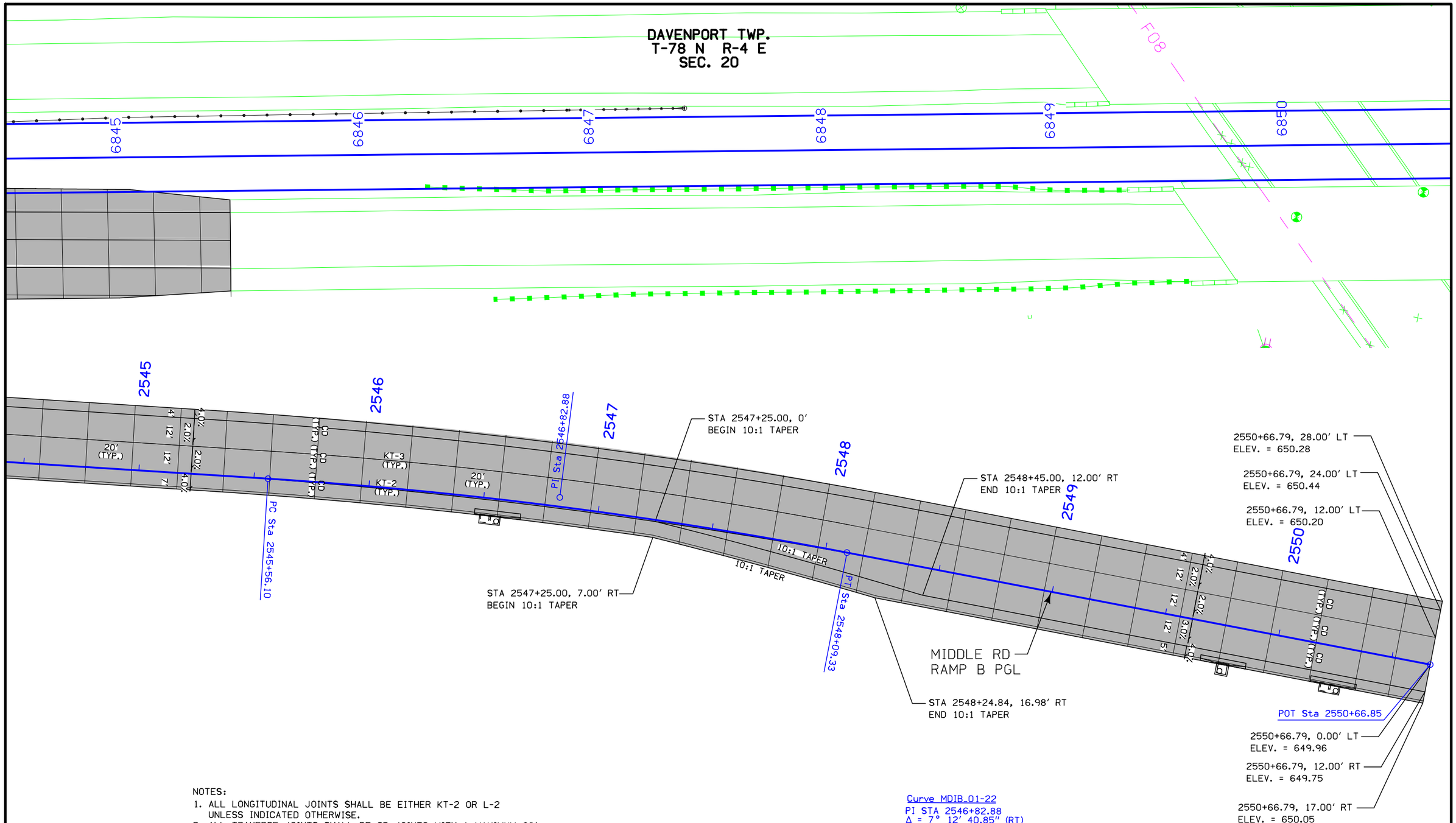

NOTES:

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

Curve MDIB_01-22
PI STA 2546+82.88
Δ = 7° 12' 40.85" (RT)
D = 2° 50' 51.73"
R = 2,012.00
T = 126.78
L = 253.23
E = 3.99
e = N.C.
L = NA
x = NA
m = NA

JOINTING, GEOMETRICS & STAKING PLAN

MIDDLE ROAD RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.22

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NOTES:

1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
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4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. ALL ELEVATIONS ARE TOP OF SLAB OR FORM GRADE UNLESS OTHERWISE NOTED.

Curve MDIC_01-1
PI = 3544+35.84
Δ = 3° 06' 08.24" (LT)
D = 0° 57' 17.75" (LT)
R = 6,000.00
T = 162.48
L = 324.87
E = 2.20
e = 2.00
L = 52.00
x = 52.00
m = 15.60

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

STA 6839+13.82,
97.72' LT

STA 3539+15.82,
20.00' RT

MIDDLE RD
RAMP C PGL

PC Sta 3542+73.36

3538 3539 3540 3541 3542 3543

6838 6839 6840 6841 6842 6843

+58.23

4.0% 3.0' UNIFORM TRANSITION 2.0% 4.0%

KT-3 (TYP.)

CD (TYP.)

20' (TYP.)

7.16'

0 FEET 20

JOINTING, GEOMETRICS & STAKING PLAN

MIDDLE ROAD RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.23

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Curve MDIC.OI-1
PI = 3544+35.84
Δ = 3° 06′ 08.24″ (LT)
D = 0° 57′ 17.75″ (LT)
R = 6,000.00
T = 162.48
L = 324.87
E = 2.20
e = 2.00
L = 52.00
x = 52.00
m = 15.60

3544

3545

3546

3547

STA 3545+67.90, 7.00′ LT
BEGIN 20:1 TAPER

MIDDLE RD
RAMP C PGL

PT Sta 3545+98.23

STA 3545+98.23, 5.43′ LT
ELEV. = 669.04

STA 3545+98.23, 0.00′ RT
ELEV. = 669.34

4.0%
2.0%
4.0%
7′
KT-3
(TYP.)
16′
4′
CD
(TYP.)
PI Sta 3544+35.84
20′
(TYP.)
UNIFORM
TRANSITION
+58.23

STA 3545+98.23, 15.58′ RT
ELEV. = 669.49

STA 3545+98.23, 19.34′ RT
ELEV. = 669.33

STA 3545+93.25, 20.00′ RT
BEGIN 10:1 TAPER

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

NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20′ SPACING UNLESS INDICATED OTHERWISE.
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5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. ALL ELEVATIONS ARE TOP OF SLAB OR FORM GRADE UNLESS OTHERWISE NOTED.

6844 6845 6846 6847 6848 6849

0 20
FEET

JOINTING, GEOMETRICS & STAKING PLAN

MIDDLE ROAD RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.24

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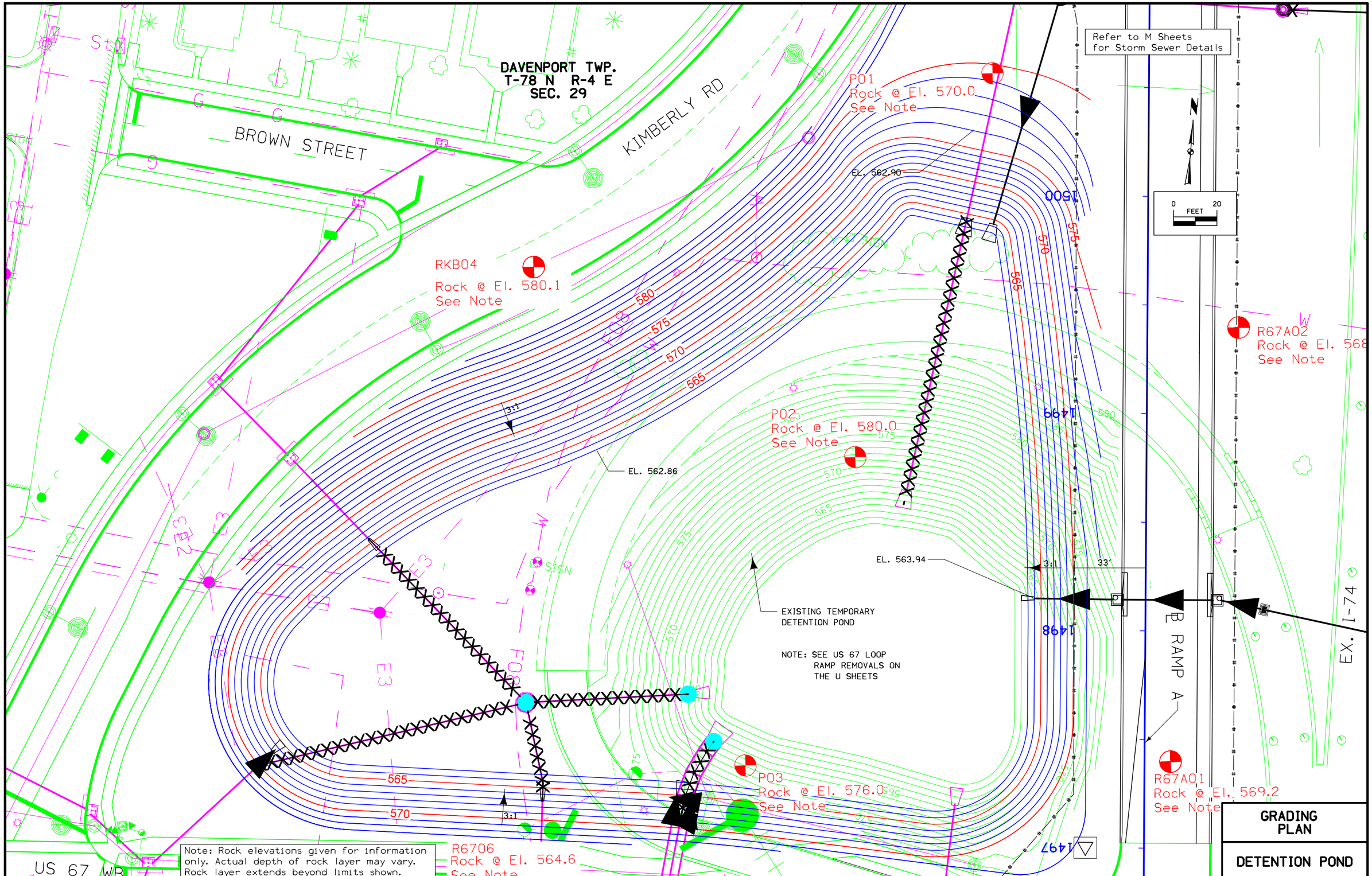

Note: Rock elevations given for information only. Actual depth of rock layer may vary. Rock layer extends beyond limits shown.

GRADING PLAN

DETENTION POND

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER K.25

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SURVEY SYMBOLS

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

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

- FO Existing Fiber Optics (Central Scott)
- FO2 Existing Fiber Optics (Mcleod USA)
- FO3 Existing Fiber Optics (Qwest)
- FO4 Existing Fiber Optics (ATT)
- FO6 Existing Fiber Optics (MediaCom)
- FO8 Existing Fiber Optics (Bettendorf)
- FO9 Existing Fiber Optics (IowaDOT)
- E Existing Power Line (MidAmerican)
- E2 Existing Power Line (MidAmerican)
- 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 LEGEND OF PLAN SHEETS (ROAD)

SHADING	Design Color No.		
Gray, Light	(48)		Proposed Bridge Shading
Gray, Med	(80)		Proposed Granular Shading
Gray, Dark	(112)		Proposed Pavement Shading

CONVENTIONAL SIGNS

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

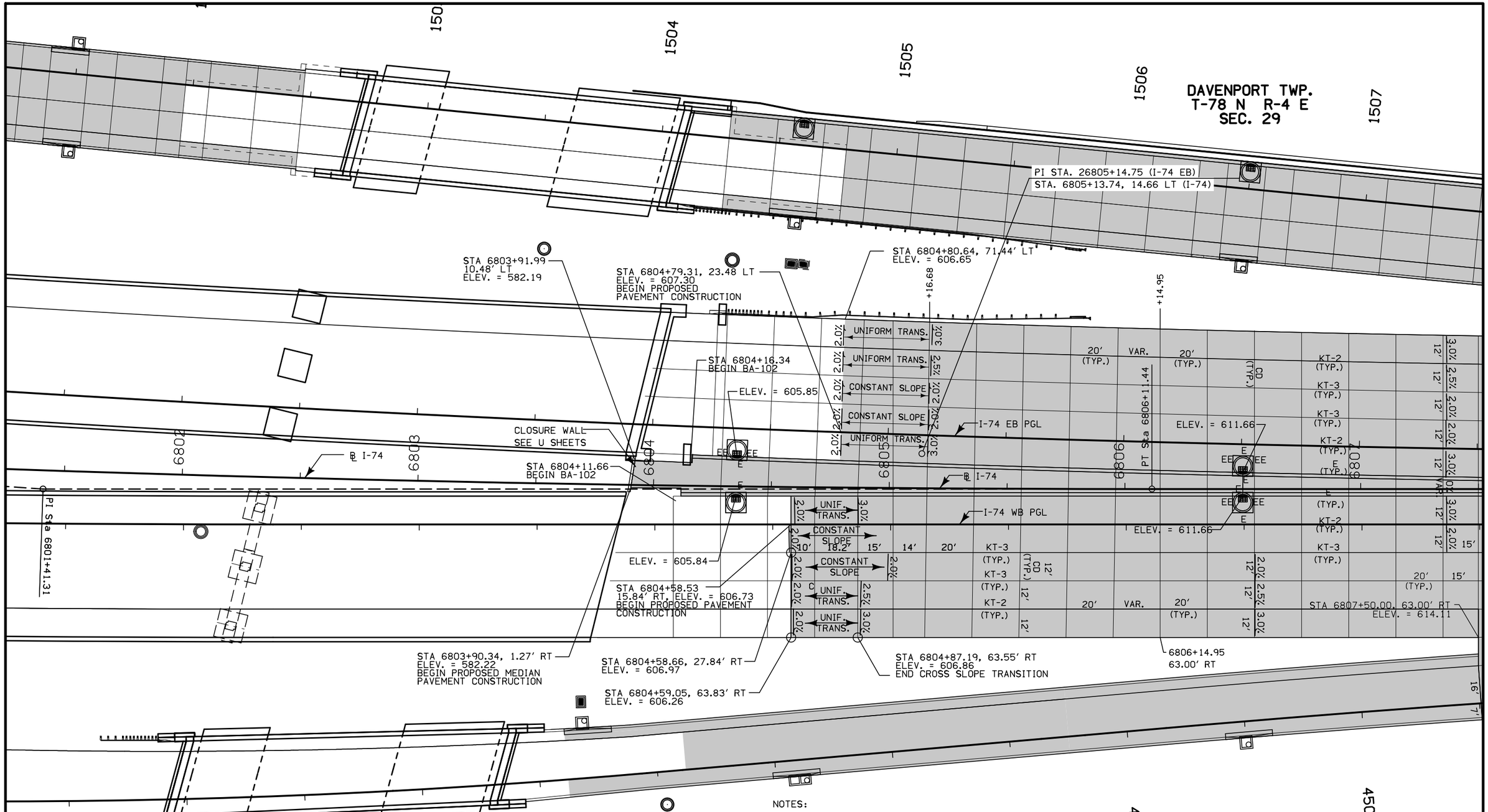
RIGHT OF WAY LEGEND

- 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

Legend And Symbol Information Sheet

L AND U SHEETS

(Symbols are Typical Only)



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

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

NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2', A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
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5. REFER TO STANDARD ROAD PLAN PV-10101 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 FEET 20

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.2

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

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

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

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

STA 6810+75.00
END RETAINING WALL 165

Retaining Wall 165

℄ RAMP A

34" CONCRETE BARRIER, BA-104

BA-107

STA 6810+91.75=1510+90.28
END REINFORCED PAVED SHOULDER
FOR CONCRETE BARRIER, BA-106

ELEV. = 625.71

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

ELEV. = 627.97

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

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

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

I-74 EB PGL

℄ I-74

6809+84.33
END MEDIAN WIDTH TAPER

I-74 WB PGL

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

STA 6809+10.00, 53.42 RT
ELEV. = 618.81

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

ELEV. = 625.98

STA 4507+50.67
END RAMP D CONSTRUCTION

ELEV. = 617.40

1508 1509 1510 1511 1512 1513

26808 26809 26810 26811 26812 26813

16808 16809 16810 16811 16812 16813

4508 4509 4510 4511

NOTES:
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6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

Refer to U Sheets
For Additional Gore Details

0 FEET 20

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

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

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

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

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

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

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

ELEV. = 642.81

1514 1515 1516 1517

ELEV. = 634.30

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

PT Sta 1517+00.00

I-74 EB PGL

℄ I-74

I-74 WB PGL

STA 6816+50.00, 63.00′ RT
ELEV. = 638.95
END 50:1 ENTRANCE TAPER

ELEV. = 632.33

ELEV. = 642.81

NOTES:
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2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20′ SPACING UNLESS INDICATED OTHERWISE.
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6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 20
FEET

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

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

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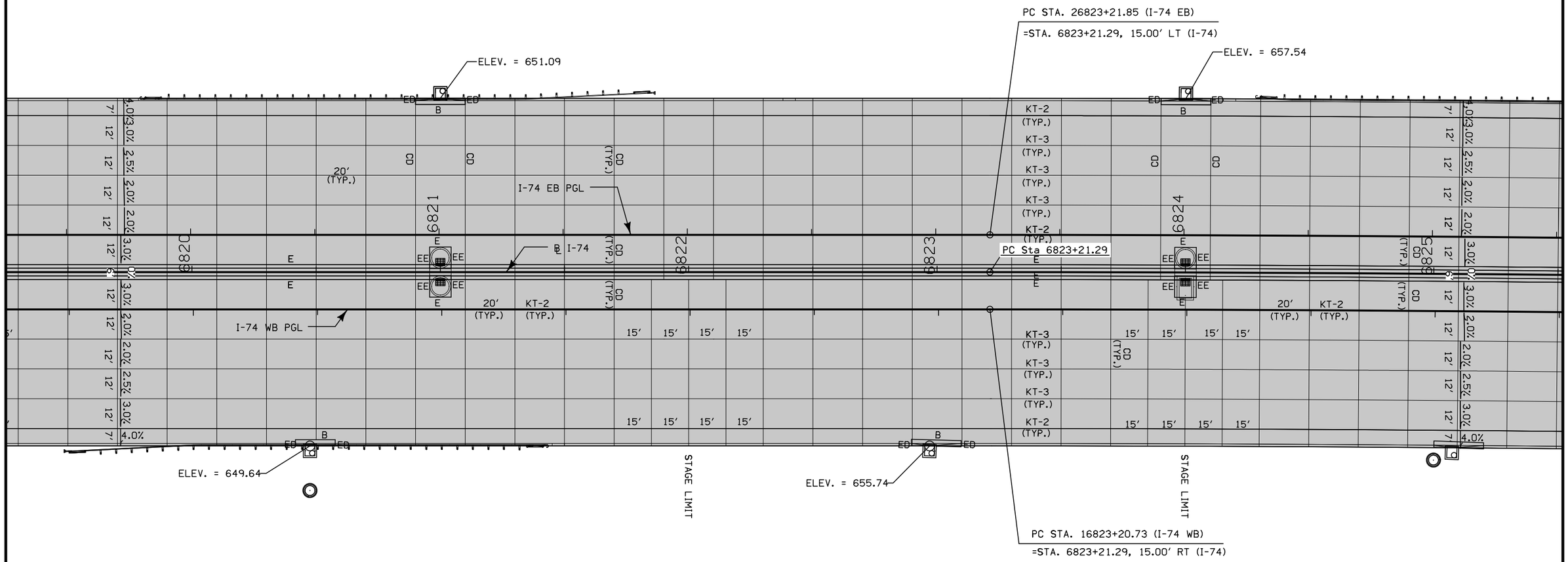
Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39′39.15″ RT
D = 0°14′56.80″
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39′ 39″ (RT)
D = 0° 14′ 56″
R = 23,015.00′
T = 936.62′
L = 1,872.22′
E = 19.05′
e = N.C.
L = NA
x = NA
m = NA

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39′ 39″ (RT)
D = 0° 14′ 57″
R = 22,985.00′
T = 935.40′
L = 1,869.78′
E = 19.03′
e = N.C.
L = NA
x = NA
m = NA

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



NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
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6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 FEET 20

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

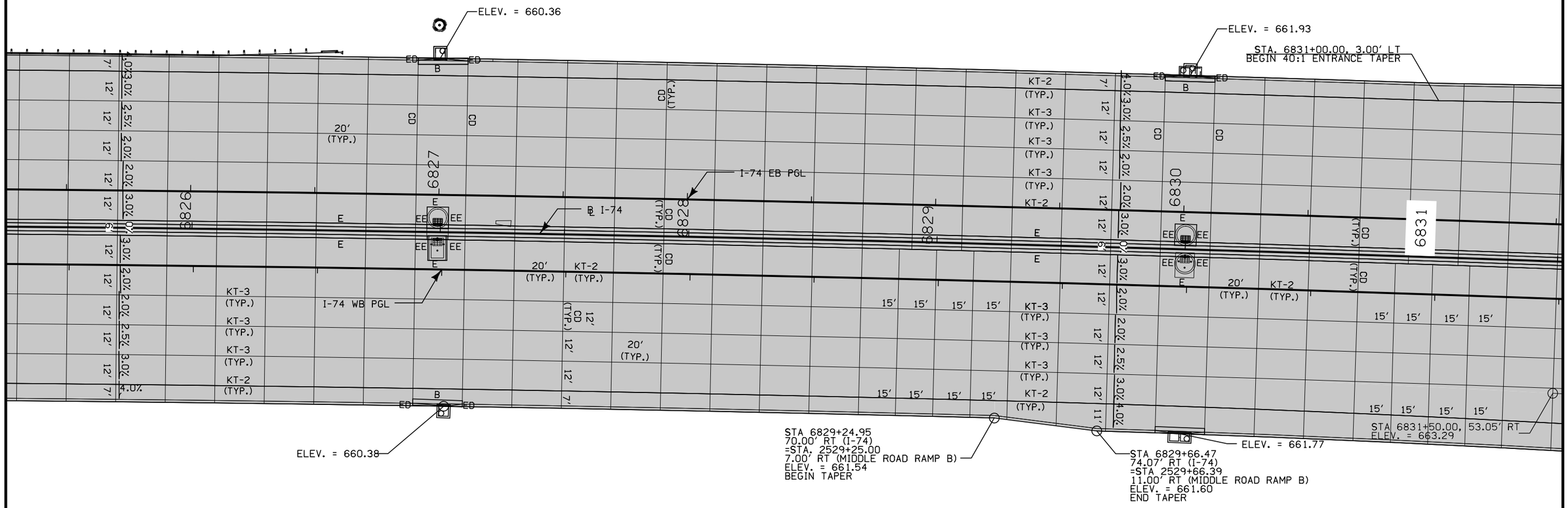
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.5

Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39'39.15" RT
D = 0°14'56.80"
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39' 39" (RT)
D = 0° 14' 56"
R = 23,015.00'
T = 936.62'
L = 1,872.22'
E = 19.05'
e = N.C.
L = NA
x = NA
m = NA

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39' 39" (RT)
D = 0° 14' 57"
R = 22,985.00'
T = 935.40'
L = 1,869.78'
E = 19.03'
e = N.C.
L = NA
x = NA
m = NA

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



NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2', A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-101 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 20 FEET

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

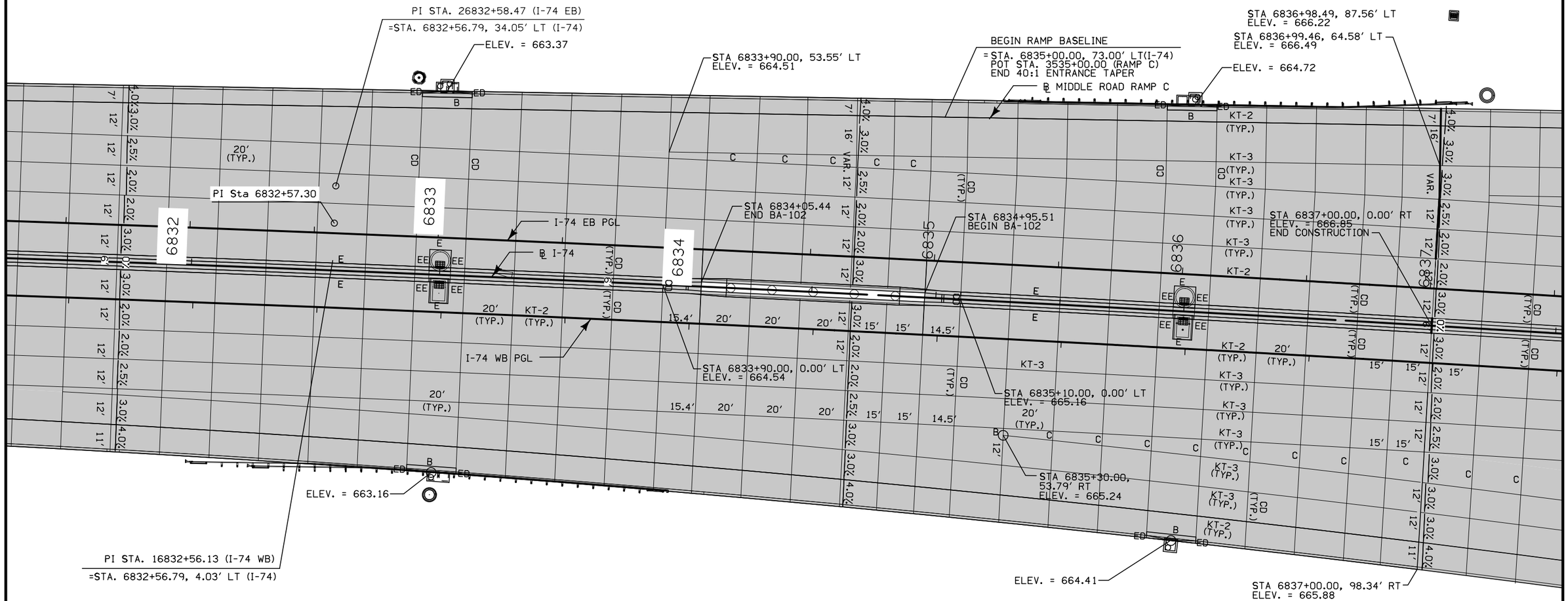
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.6

Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39'39.15" RT
D = 0°14'56.80"
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39' 39" (RT)
D = 0° 14' 56"
R = 23,015.00'
T = 936.62'
L = 1,872.22'
E = 19.05'
e = N.C.
L = NA
x = NA
m = NA

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39' 39" (RT)
D = 0° 14' 57"
R = 22,985.00'
T = 935.40'
L = 1,869.78'
E = 19.03'
e = N.C.
L = NA
x = NA
m = NA

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



NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
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5. REFER TO STANDARD ROAD PLAN PV-101 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 FEET 20

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

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

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

Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39'39.15" RT
D = 0°14'56.80"
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39' 39" (RT)
D = 0° 14' 56"
R = 23,015.00'
T = 936.62'
L = 1,872.22'
E = 19.05'
e = N.C.
L = NA
x = NA
m = NA

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39' 39" (RT)
D = 0° 14' 57"
R = 22,985.00'
T = 935.40'
L = 1,869.78'
E = 19.03'
e = N.C.
L = NA
x = NA
m = NA

STA 6839+50.00, 63.00' LT
ELEV. = 670.87

STA 6839+50.00, 15.00' LT
ELEV. = 671.53

STA 6843+10.00, 59.47' LT
ELEV. = 675.92
END 10:1 TAPER

STA 6843+10.00, 49.21' LT
ELEV. = 676.43

MIDDLE ROAD RAMP C

STA 6841+29.40, 13.59' LT
ELEV. = 674.03

STA 6842+92.60, 61.22' LT
BEGIN 10:1 TAPER

CLOSURE WALL SEE U SHEETS

STA 6839+50.00, 15.00' RT
ELEV. = 671.53
BEGIN 70:1 TAPER

15:1 TAPER

0.85°

STA 6840+39.23, 2.12' LT
ELEV. = 672.56
BEGIN 15:1 SHOULDER TAPER

PT Sta 6841+92.28

STA 6843+10.00, 37.21' LT
ELEV. = 676.66

STA 6843+10.00, 25.29' LT
ELEV. = 676.45

STA 6843+10.00, 19.29' LT
ELEV. = 676.21
END EASTBOUND I-74 PAVEMENT

STA 6839+05.00, 59.21' RT
ELEV. = 670.19

STA 6839+50.00, 59.73' RT
ELEV. = 670.97

MIDDLE ROAD RAMP B

NOTES:
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7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 FEET 20

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

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

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NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
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6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

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

Curve 21020 (I-74)
PI Sta 6832+57.30
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R = 23000.00
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L = 1871.00
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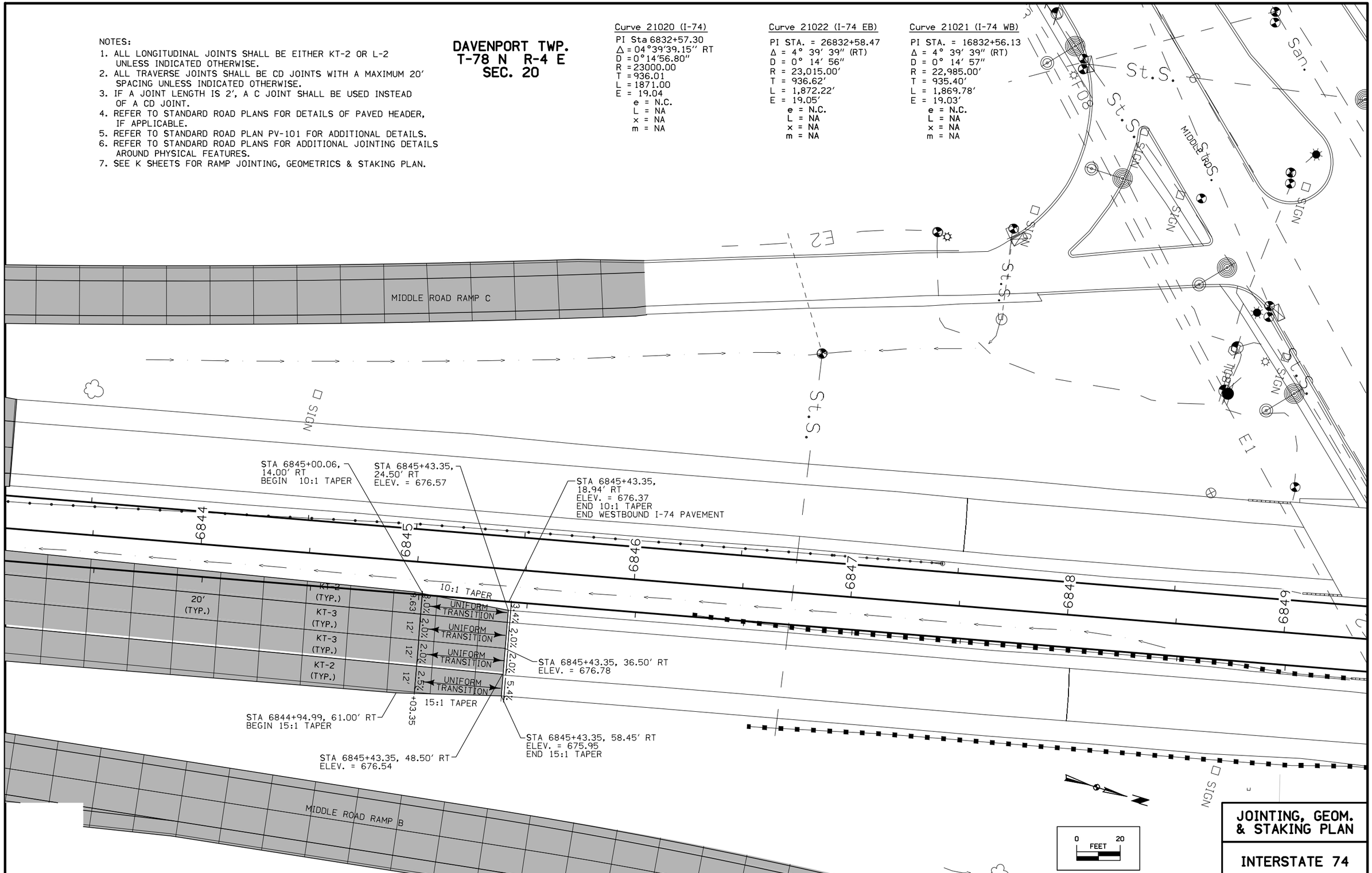

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.9

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INTERSECTION CURVE COORDINATES

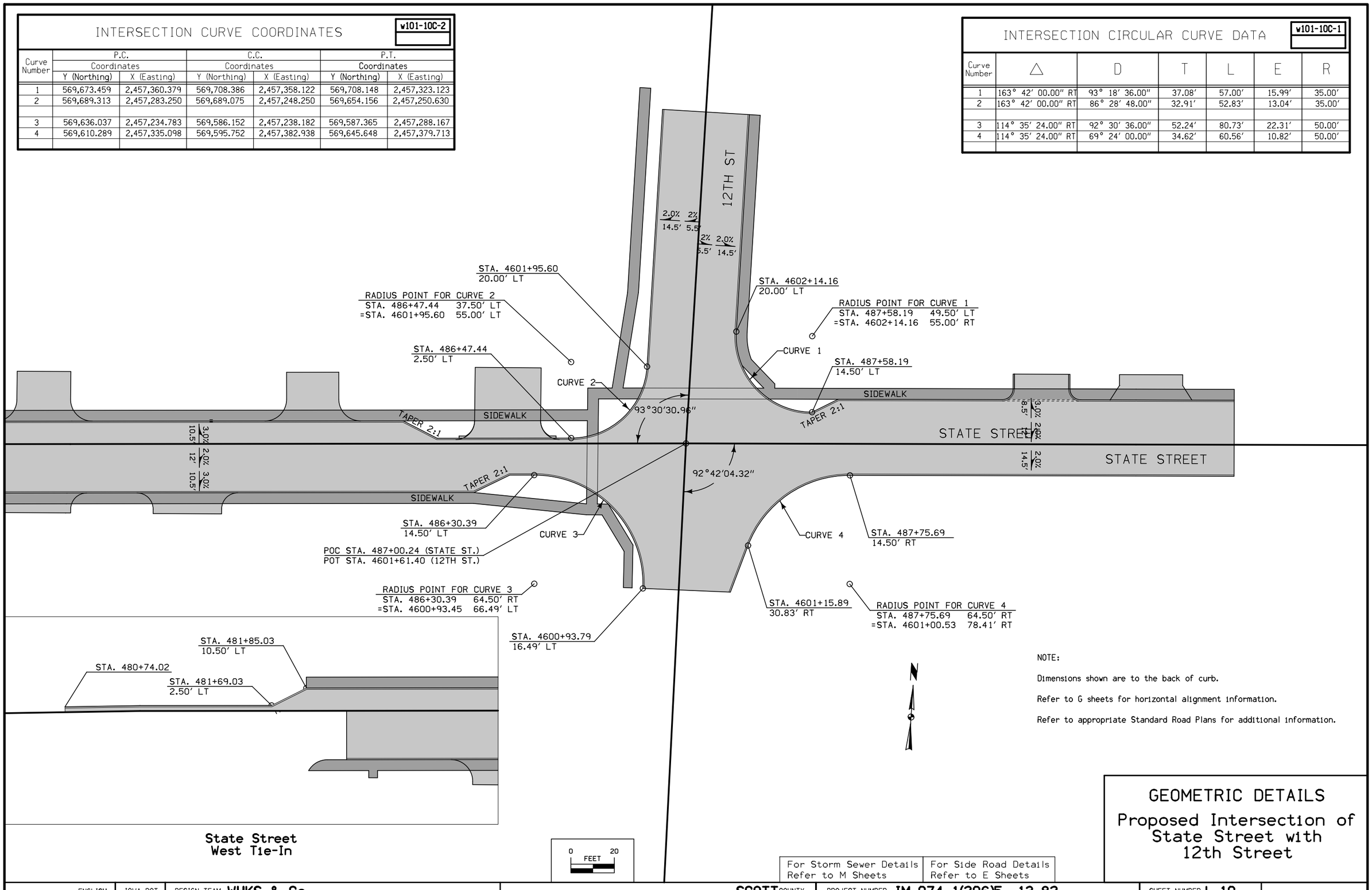
w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	569,673.459	2,457,360.379	569,708.386	2,457,358.122	569,708.148	2,457,323.123
2	569,689.313	2,457,283.250	569,689.075	2,457,248.250	569,654.156	2,457,250.630
3	569,636.037	2,457,234.783	569,586.152	2,457,238.182	569,587.365	2,457,288.167
4	569,610.289	2,457,335.098	569,595.752	2,457,382.938	569,645.648	2,457,379.713

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
1	163° 42′ 00.00″ RT	93° 18′ 36.00″	37.08′	57.00′	15.99′	35.00′
2	163° 42′ 00.00″ RT	86° 28′ 48.00″	32.91′	52.83′	13.04′	35.00′
3	114° 35′ 24.00″ RT	92° 30′ 36.00″	52.24′	80.73′	22.31′	50.00′
4	114° 35′ 24.00″ RT	69° 24′ 00.00″	34.62′	60.56′	10.82′	50.00′



NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

GEOMETRIC DETAILS

Proposed Intersection of State Street with 12th Street

For Storm Sewer Details Refer to M Sheets

For Side Road Details Refer to E Sheets

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.10

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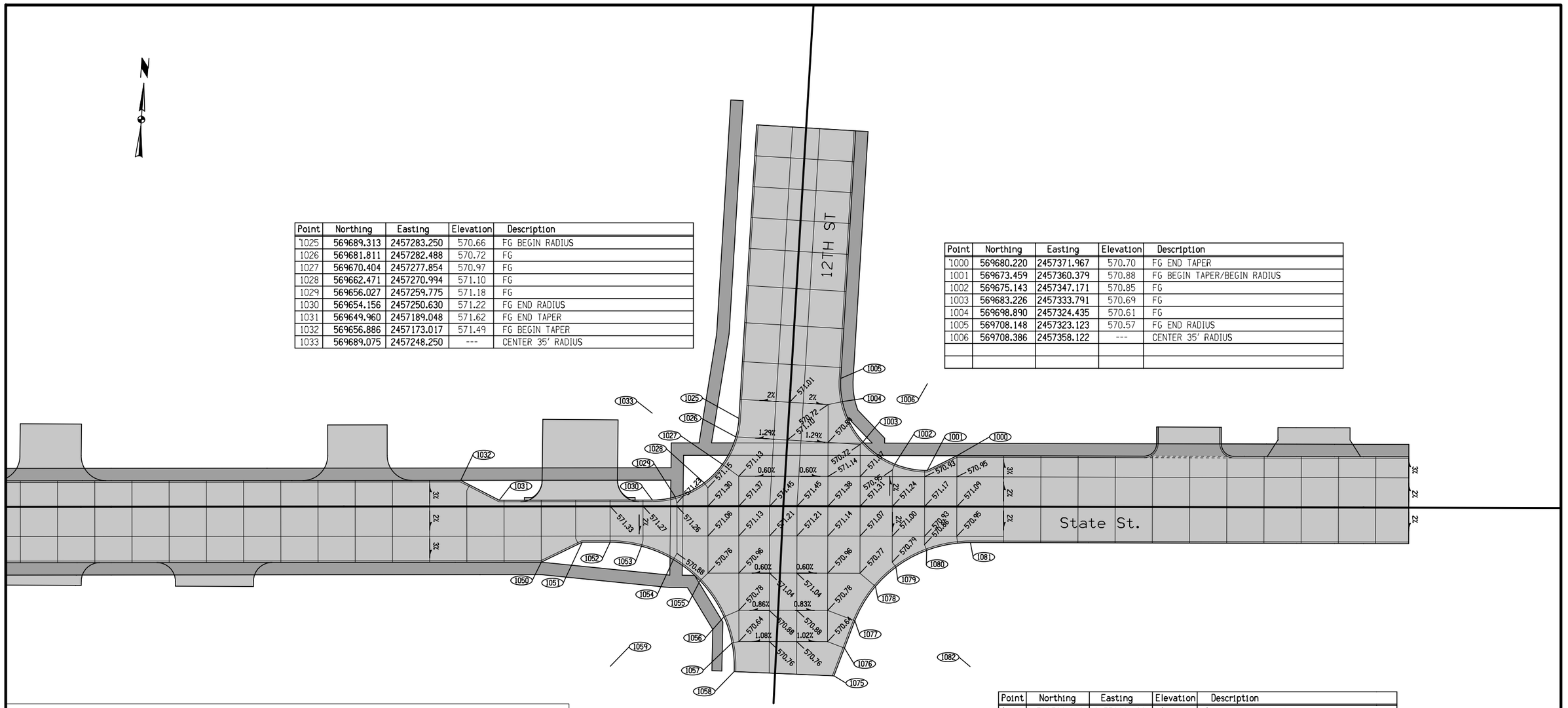
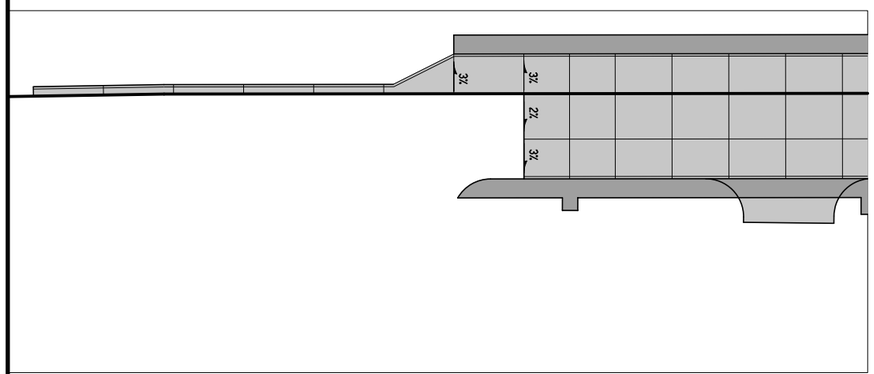
Point	Northing	Easting	Elevation	Description
1025	569689.313	2457283.250	570.66	FG BEGIN RADIUS
1026	569681.811	2457282.488	570.72	FG
1027	569670.404	2457277.854	570.97	FG
1028	569662.471	2457270.994	571.10	FG
1029	569656.027	2457259.775	571.18	FG
1030	569654.156	2457250.630	571.22	FG END RADIUS
1031	569649.960	2457189.048	571.62	FG END TAPER
1032	569656.886	2457173.017	571.49	FG BEGIN TAPER
1033	569689.075	2457248.250	---	CENTER 35' RADIUS

Point	Northing	Easting	Elevation	Description
1000	569680.220	2457371.967	570.70	FG END TAPER
1001	569673.459	2457360.379	570.88	FG BEGIN TAPER/BEGIN RADIUS
1002	569675.143	2457347.171	570.85	FG
1003	569683.226	2457333.791	570.69	FG
1004	569698.890	2457324.435	570.61	FG
1005	569708.148	2457323.123	570.57	FG END RADIUS
1006	569708.386	2457358.122	---	CENTER 35' RADIUS





State Street
West Tie-In

Point	Northing	Easting	Elevation	Description
1050	569626.168	2457207.635	570.99	FG BEGIN TAPER
1051	569635.271	2457223.554	571.12	FG END TAPER
1052	569636.037	2457234.783	571.04	FG BEGIN RADIUS
1053	569635.275	2457247.507	570.95	FG
1054	569630.800	2457260.689	570.85	FG
1055	569622.999	2457271.980	570.73	FG
1056	569609.119	2457282.594	570.68	FG
1057	569598.841	2457286.545	570.61	FG
1058	569587.365	2457288.167	570.49	FG END RADIUS
1059	569586.152	2457238.182	---	CENTER 50' RADIUS

Point	Northing	Easting	Elevation	Description
1075	569588.342	2457328.429	570.42	FG/MATCH EXISTING
1076	569599.794	2457331.909	570.57	FG
1077	569611.079	2457335.338	570.68	FG BEGIN RADIUS
1078	569625.435	2457342.702	570.73	FG
1079	569633.729	2457350.415	570.77	FG
1080	569641.310	2457362.335	570.81	FG
1081	569645.648	2457379.713	570.77	FG END RADIUS
1082	569595.752	2457382.938	---	CENTER 50' RADIUS

0 20 FEET

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

STAKING DETAILS

Proposed Intersection of State Street with 12th Street

ENGLISH | IOWA DOT | DESIGN TEAM **WHKS & Co.** | **SCOTT** COUNTY | PROJECT NUMBER **IM-074-1(206)5--13-82** | SHEET NUMBER **L.11**

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NOTE:

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

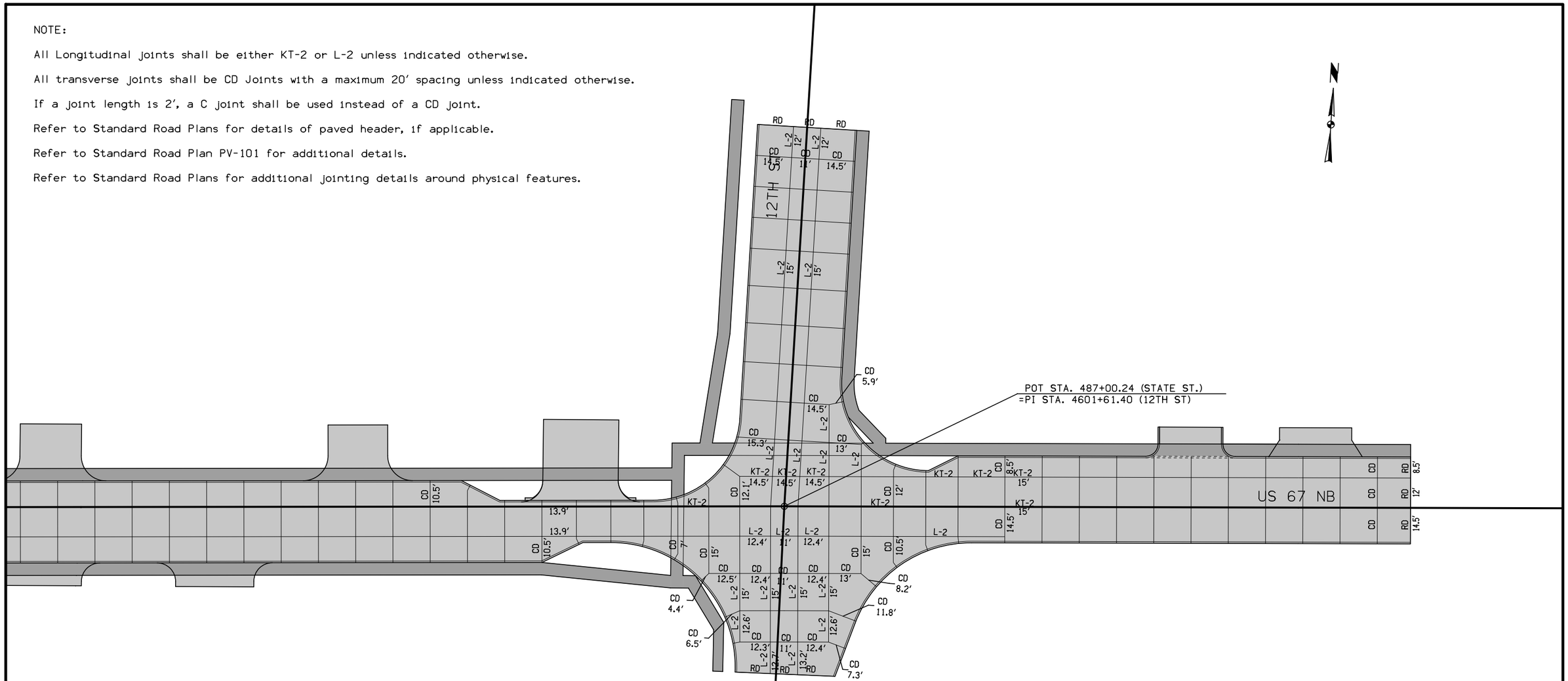
All transverse joints shall be CD Joints with a maximum 20′ spacing unless indicated otherwise.

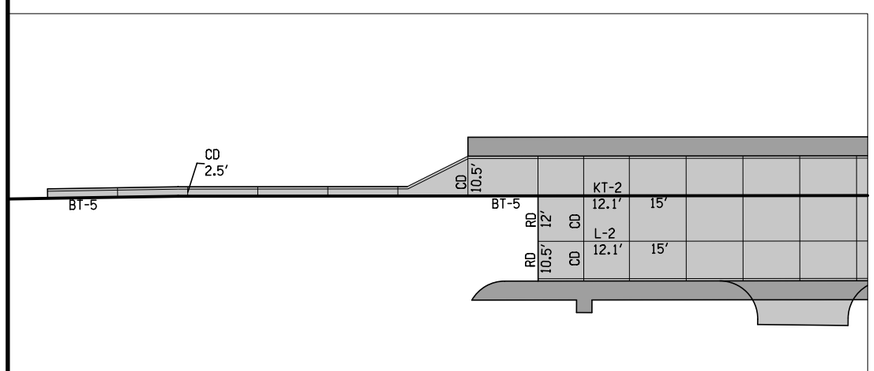
If a joint length is 2′, a C joint shall be used instead of a CD joint.

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

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

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





State Street
West Tie-In

For Storm Sewer Details
Refer to M Sheets

0 20
FEET

For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

JOINTING DETAILS

Proposed Intersection of
State Street with
12th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.12

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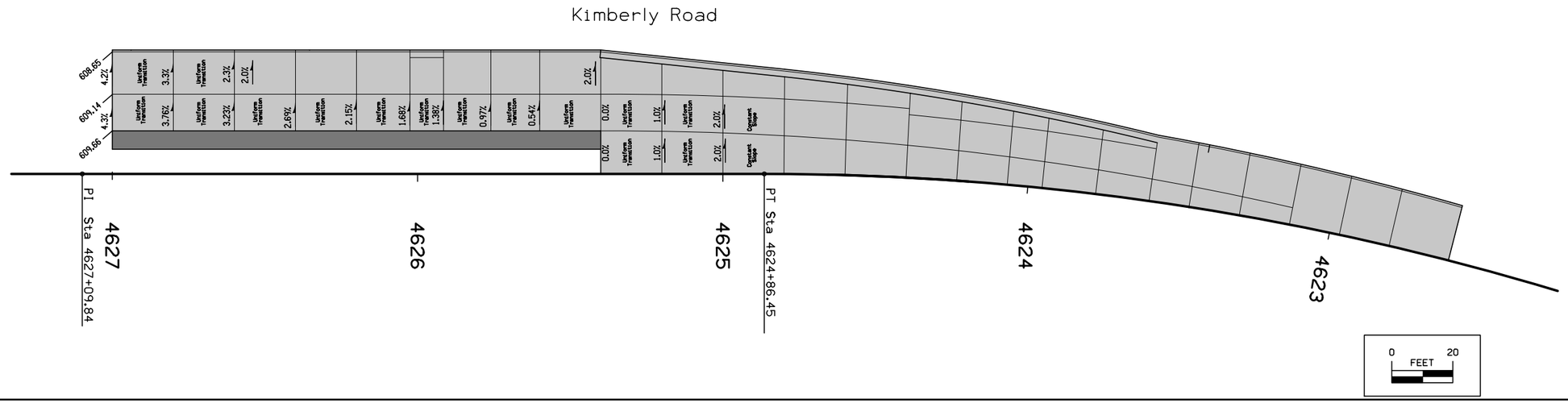

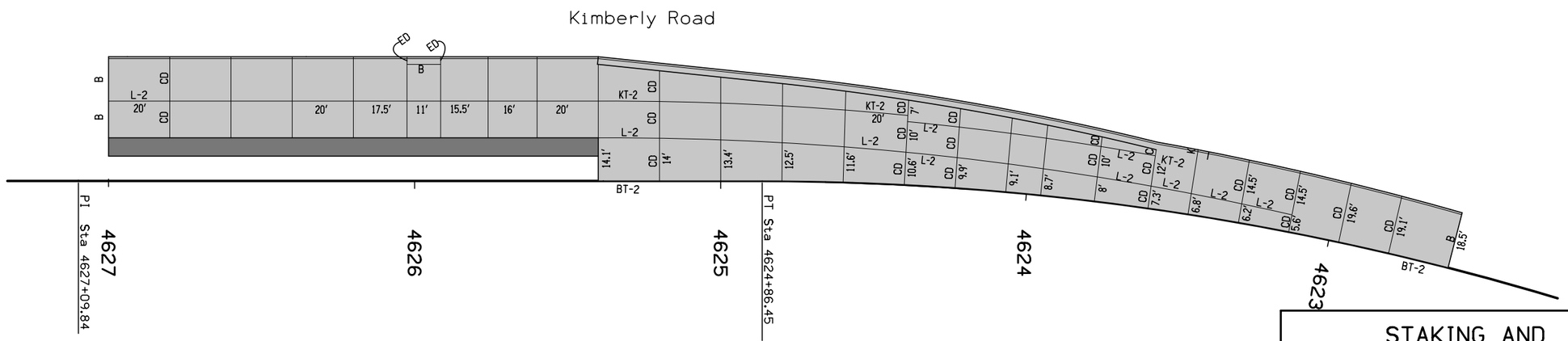

STAKING AND JOINTING DETAILS

Proposed Kimberly Road

For Storm Sewer Details Refer to M Sheets

For Side Road Details Refer to E Sheets

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.13

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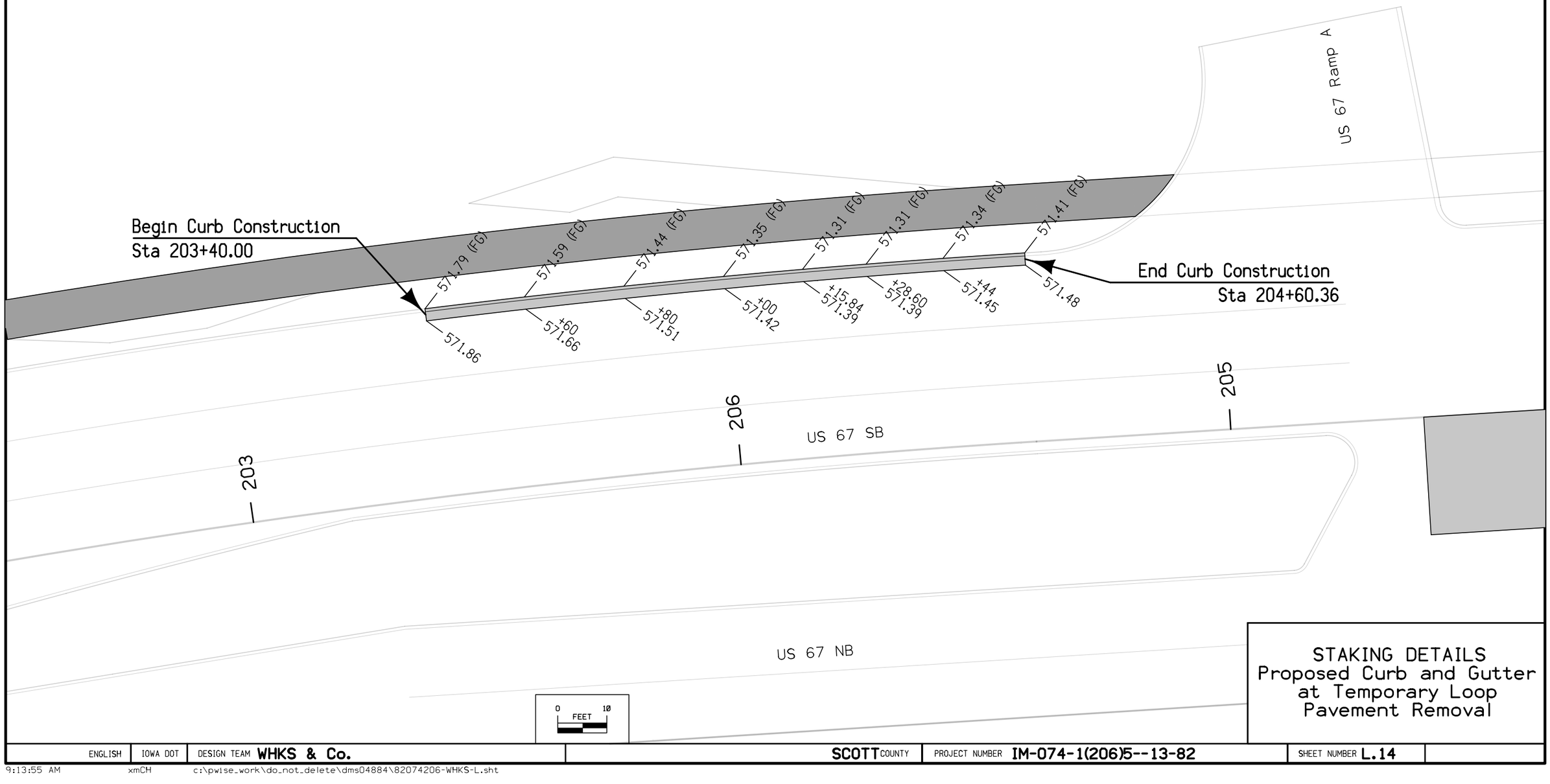
This work is to be completed in Stage 3A

Traffic control for this work shall be according to TC-418



STAKING DETAILS
Proposed Curb and Gutter
at Temporary Loop
Pavement Removal

ENGLISH	IOWA DOT	DESIGN TEAM **WHKS & Co.**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **L.14**

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This work is to be completed in Stage 3A

Traffic control for this work shall be according to TC-418

US 67 RAMP A

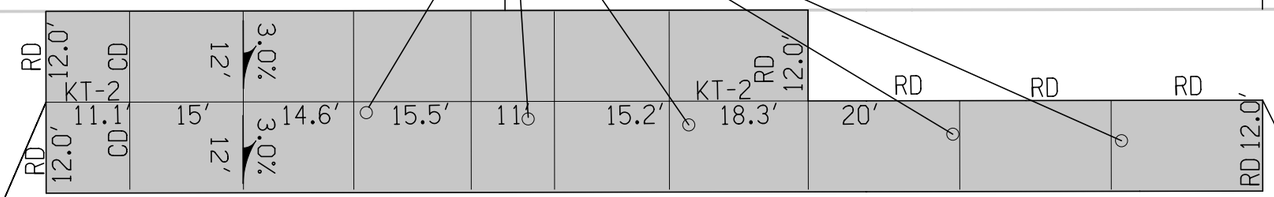
206

US 67 SB

207

208

CONSTRUCT PAVEMENT AFTER
REMOVAL OF EXISTING PIERS



BEGIN CONSTRUCTION
STA 205+39.38 (US 67 SB)

SIGN

END CONSTRUCTION
STA 207+00.00 (US 67 SB)

1608

US 67 NB

1609

1610

0 10
FEET

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

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.15

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End Curb Construction
Sta 4625+40.00

This work is to be completed in Stage 3A

Traffic control for this work shall be according to TC-418

N

+30
605.29 (FG)
605.34
+20
605.13 (FG)
605.18
+10
604.97 (FG)
605.02
+00
604.81 (FG)
604.86
+90
604.65 (FG)
604.70
+80
604.49 (FG)
4625
604.54
+70
604.33 (FG)
604.38
+60
604.18 (FG)
604.23
+50
604.02 (FG)
604.07
+40
603.86 (FG)
603.91
+30
603.70 (FG)
603.75
+20
603.54 (FG)
603.59
+10
603.38 (FG)
4624
603.43
+00
603.22 (FG)
603.27
+90
603.06 (FG)
603.11
+80
602.90 (FG)
602.95
+70
602.74 (FG)
602.79
+60
602.58 (FG)
602.63
+50
602.41 (FG)
602.46

KIMBERLY ROAD

Begin Curb Construction
Sta 4623+46.81

Refer to L.13 for details of Kimberly Road tie-in to existing

0 FEET 10

STAKING DETAILS
Proposed Curb and Gutter
at Kimberly Road Temporary
Pavement Removal

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.16

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This work is to be completed in Stage 2A

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

4616

KIMBERLY ROAD

End Curb Construction
Sta 4615+94.24

582.05 +90 582.00 (FG)

581.69 +80 581.64 (FG)

581.33 +70 581.28 (FG)

580.98 +60 580.93 (FG)

580.66 +50 580.61 (FG)

580.36 +40 580.31 (FG)

Begin Curb Construction
Sta 4615+38.46

4615

0 10
FEET

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(206)5--13-82	SHEET NUMBER L.17

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This work is to be completed in Stage 2B

Traffic control for this work shall be according to TC-418

MEDIAN NOSE RADIUS DATA			
	Station	Offset	Notes
PC	200+04.20	14.50 Rt.	US 67 SB
PT	1603+19.00	2.50 Lt.	US 67 NB
CC	200+04.20	16.00 Rt.	US 67 SB

EX. KIMBERLY ROAD

199

200

201

1602

1603

1604

Ex. US 67 SB

Shape to drain to Curb

STA. 199+91.49
10.00' RT

STA. 200+36.96 (US 67 SB)
10.00' RT

4.5' from Back of Curb

2.5' from Back of Curb

10'

3%

2%

STA. 1603+51.66 (US 67 NB)
0.00'

STA. 1603+06.35
0.00'

Ex. US 67 NB

Ex. 12th STREET

0 10
FEET

GEOMETRIC/STAKING DETAILS
Proposed US 67
Median Nose
at Kimberly Road

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.18

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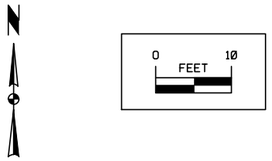
This work is to be completed in Stage 2B-2

Traffic control for this work shall be according to TC-418



Radius Point (75′ R)
Sta 209+34.88 115.50′ Lt.
= Sta 4496+46.78 82.00′ Rt.

Begin Curb Construction
Sta 4496+30.44 (US 67 Ramp D)

Radius Point (50′ R)
Sta 209+14.88 100.50′ Lt.
= Sta 4496+36.13 59.38′ Rt.

571.83
571.80
571.78 (FG)
571.75 (FG)
571.56
571.51 (FG)
571.48
571.43 (FG)
571.42
571.37 (FG)
571.40
571.35 (FG)
571.35
571.30 (FG)
571.35
571.27 (FG)
571.30
571.23
571.26
571.18
571.21
571.14
571.19
571.12
10′

US 67 RAMP D

US 67 SB

Begin Curb Construction
Sta 209+49.53 (US 67 WB)

STAKING DETAILS

Proposed Curb and Gutter
at US 67 Ramp D Return

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER L.19

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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
926	6786+71.53, 0.32'R	DR-201,30" w/ DR-213 Apron Guard	560.00			I-74 Div.(1)
919	6784+19.63,3.32'R	SW-401,84" w/ SW-604 TYPE 5	563.80	557.70		I-74 Div.(1); Form Grade
		Casting				at Precast Top
923	6782+35.58,0.25'L	SW-401,60" w/ SW-604 TYPE 5	562.19	556.58		I-74 Div.(1); Form Grade
		Casting				at Precast Top
921	6784+46.64, 193.17'L	SW-511	564.00	559.16		I-74 Div.(1)
920	6784+29.57,69.00' L	SW-401,48" w/ SW-604 TYPE 5	562.72	558.20		I-74 Div.(1); Form Grade
		Casting				at Precast Top
924	6780+95.25,0.25'L	SW-401,84"	565.00	555.73		I-74 Div.(1)
925	6781+14.25, 101.66'L	SW-401,84"	567.57	555.00		Div.(1)-ConnectExPipe
355	6809+00.00,3.21'R	SW-548	618.56	612.17		I-74 Div.(1)
380	6812+03.14,89.47' L	SW-508	625.71	615.81		I-74 Div.(1)
992	6812+78.16,85.14'L	SW-508, Top Only (b)	628.02			I-74 Div.(1)
354	6812+00.00,3.21'R	SW-548	626.83	621.00		I-74 Div.(1)
393	6812+00.00, 3.21'L	SW-548	626.83	621.16		I-74 Div.(1)
377	6825+07.00,67.67 R	SW-508	659.02	653.58		I-74 Div.(1)
366	6814+25.00,74.50'R	SW-508	632.33	627.85		I-74 Div.(1)
367	6812+00.00,79.00'R	SW-508	625.98	621.48		I-74 Div.(1)
360	6833+03.00,79.79'R	SW-508	663.17	657.03		I-74 Div.(1)
359	6833+00.00, 88.5' R	SW-401,48"	663.85	656.77		I-74 Div.(1)
361	6830+00.00,74.22'R	SW-509	661.77	655.31		I-74 Div.(1)
362	6827+02.50,70.00'R	SW-508	660.38	653.50		I-74 Div.(1)
41809	Ex curn intake	Stage 2B temp Ramp D	641.90			Major Adjust down 0.99'
41806	Ex curb intake	Stage 2B temp Ramp D	649.14			Major Adjust down 1.52'
41804	EX curb intake	Stage 2B temp Ramp D	655.62			Minor adjust up 0.21'
41803	Ex curb intake	Stage 2B temp Ramp D	658.89			Minor Adjust up 0.10'
376	6825+00.46,75.00'R	SW-401,60"	659.60	653.24		Div.(1)-ConnectExPipe
363	6822+97.00,70.00'R	SW-508	655.74	648.67		I-74 Div.(1)
364	6820+47.50,70.00'R	SW-508	649.64	642.82		I-74 Div.(1)
378	6820+47.50,87.94'R	SW-401,60"	650.62	641.86		I-74 Div.(1)
365	6818+00.00,70.00'R	SW-508	642.81	633.50		I-74 Div.(1)
748	6818+03.22,110.47 'R	SW-401,60"	642.50	623.16		I-74 Div.(1)
343	6836+00.00,92.47'R	SW-508	664.41	660.13		I-74 Div.(1)
915	6790+90.60,0.14'R	SW-511	571.26	567.16		I-74 Div.(1)
940AEX						
940B	6793+67.95, 82.22' L	DR-201,72" w/ DR-213 Apron Guard				I-74 Div.(2)
912	6797+18.70,0.1'L	SW-511	573.00	569.29		I-74 Div.(1)
950	6797+69.91,0.0'R	SW-511	574.45	569.00		I-74 Div.(1)
950B	6798+03.20, 131.83' L	SW-511	572.25	566.66		I-74 Div.(1)
734	6835+97.02,83.5'L	SW-509	664.69	660.22		I-74 Div.(1)
369A	6832+88.37, 79.0' L	SW-401, 48"	664.13	656.87		I-74 Div.(1)
369	6833+00.00,74.1'L	SW-509	663.37	656.50		I-74 Div.(1)
370	6830+00.00,70'L	SW-509	661.93	654.80		I-74 Div.(1)
371A	6826+98.31, 83.27" L	SW-401, 60"	660.89	650.50		I-74 Div.(1)
371	6826+98.88,70'L	SW-508	660.36	652.44		I-74 Div.(1)
372	6824+00.00,70'L	SW-508	657.54	649.05		I-74 Div.(1)
373	6821+00.00,70'L	SW-508	651.09	642.35		I-74 Div.(1)
374	6818+00.00,70'L	SW-508	642.81	635.35		I-74 Div.(1)
375	6815+00.00,76.5'L	SW-508	634.30	628.38		I-74 Div.(1)
394	6809+00.00,3.47'L	SW-548	618.55	612.30		I-74 Div.(1)

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
P926	926	919	2000	30	256	250	0.66	560.00	558.35		M.7	Trenchless Div.(1)
P919	919	923	2000	36	187	181	0.56	558.20	557.19		M.7	Div.(1)
UAC18"	Ex	919		18					557.44		M.7	
P923	923	924	2000	36	143	137	0.54	557.08	556.34		M.7	Div.(1)
P921	921	920	2000	24	128	122	0.50	559.41	558.80		M.7	Div.(1)
P920	920	919	2000	24	75	69	0.51	558.70	558.35		M.7	Div.(1)
P924	924	925	2000	36	103	97	0.55	556.23	555.70		M.7	
P394	394	355	2000	24	12	6	0.50	614.60	614.57		M.11	Div.(1)
P380	380	992	2000	24	78	72	0.40	616.31	616.02		M.11	Connect to exist intake
P354	354	990EX	2000	24	79	73	1.10	621.50	620.70		M.11	Div.(1)
P393	393	354	2000	24	11	5	1.20	621.66	621.60		M.11	Div.(1)
P377	377	376	2000	24	10	4	1.00	654.08	654.04		M.13	Div.(1)
P366	366	367	2000	24	228	222	2.82	628.35	622.08		M.11	Div.(1)
P367	367	354	2000	30	76	70	0.40	621.98	621.70		M.11	Div.(1)
P360	360	359	2000	24	9	4	0.30	657.38	657.37		M.13	Div.(1)
P359	359	361	2000	24	299	293	0.40	657.27	656.10		M.13	Div.(1)
P361	361	362	2000	24	297	291	0.40	655.80	654.64		M.13	Div.(1)
UAC24"	EX	362		24					654.70		M.13	
P362	362	349EX	2000	24	67	61	1.87	654.50	653.36		M.13	Connect to exist intake
UAC15"	EX	376							654.24		M.13	
P376	376	363	2000	24	205	199	2.25	653.74	649.27		M.13	Div.(1)
P363	363	364	2000	24	252	246	2.34	649.17	643.42		M.13	Div.(1)
P364	364	378	2000	24	20	14	2.57	643.32	642.96		M.13	Div.(1)
P378	378	748	2000	24	250	244	3.42	642.36	634.01		M.13	Div.(1)
UAC18"	EX	378							642.46			
P365	365	748	2000	24	40	34	1.06	634.00	633.64		M.11	Div.(1)
UAC24"	Ex	748		24					623.98		M.11	
UAC24"	748	Ex		24				623.66			M.11	
P343	343	168EX	2000	24	90	84	0.43	660.63	660.27		M.15	Connect to exist intake
P915	915	913EX	2000	24	262	256	0.40	567.66	566.64		M.9	Connect to exist manhole
P940B	940B	940AEX	2000	18	79	73	2.75	569.15	567.14		M.9	Div.(2)
P912	912	950	2000	15	53	47	0.40	569.79	569.60		M.9	Div.(1)
P950	950	950B	2000	15	138	132	1.69	569.50	567.26		M.9	Div.(1)
P950B	950B	426	2000	15	25	19	1.41	567.16	566.90		M.9	Div.(1)
P734	734	385EX	2000	24	81	75	0.41	660.72	660.41		M.15	Stg Pipe within Work Zone
P369A	369A	369	2000	15	12	6	1.17	657.37	657.30		M.13	Field Verify flowlines
P369	369	386EX	2000	24	71	65	0.62	657.00	656.60		M.13	Stg Pipe within Work Zone
P370	370	387EX	2000	24	67	61	0.39	655.30	655.06		M.13	Stg Pipe within Work Zone
EX371A	25516	371A		15					654.09		M.13	Field Verify flowlines
EX41792	371A	41792		24			1.00	651.36			M.13	Field Verify flowlines
P371	371	388EX	2000	24	67	61	0.39	652.94	652.70		M.13	Stg Pipe within Work Zone
P372	372	389EX	2000	24	67	61	0.51	649.55	649.24		M.13	Connect to exist intake
P373	373	390EX	2000	24	67	61	0.51	642.85	642.54		M.13	Connect to exist intake
P374	374	391EX	2000	24	67	61	0.51	635.85	635.54		M.11	Connect to exist intake
P375	375	392EX	2000	24	74	68	0.50	628.88	628.54		M.11	Connect to exist intake

(1) Diameter or equivalent diameter

* Bid Item
** For SW-545

STORM SEWER

INTAKES AND UTILITY ACCESSES

No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade Elev.	Bottom Well Elev.	Extension Length** FT	Notes
394	6809+00.00,3.47'L	SW-548	618.55	612.3		I-74 Div.(1)
356	6806+50.00,3.21'R	SW-548	611.66	605.07		I-74 Div.(1)
691	6806+50.00,7.21'L	SW-548	611.66	605.02		I-74 Div.(1)
357	6804+35.00,4.32'R	SW-548 (DEEP) Well Only (a)	605.84	580.05		DEEP
758	6804+35.21,12.87'L	SW-548 Well Only (a)	605.85	599.59		I-74 Div.(1)
435	2590+85.04,26.71' R	SW-508 - Top Only (b)	578.2			US 67 Ramp B Div.(1)
438	2592+50.00,27'R	SW-508 - Top Only (b)	571.07			US 67 Ramp B Div.(1)
440	2588+83.54,122.33'R	SW-511	567.74	563.32		US 67 Ramp B Div.(1)
907	6800+72.11,8.47'L	SW-512,18"	576.17	572.5		I-74 Div.(1)
981	1499+81.52, 85.05' L	REINSTALL EXISTING APRON	564.35			CONNECT TO EX. 54"
982	1500+92.39, 40.87' L	SW-401,96"	580.28	564.91		I-74 Div.(1)
983	1499+79.05, 73.39' L	DR-201,42" w/ DR-213 Apron Guard				I-74 Div.(1)
426	1498+14.26,31.0'R	SW-508	571.46	566.3		US 67 Ramp A Div.(1)
425	1498+14.26,11.0'L	SW-508	570.82	564.87		US 67 Ramp A Div.(1)
785	1498+14.26,48.0'L	DR-201,15" w/ DR-213 Apron Guard				
424	1501+50.00,31'R	SW-508	587.21	575.25		US 67 Ramp A Div.(1)
423	1501+50.00,11'L	SW-508	586.39	574.5		US 67 Ramp A Div.(1)
401	1509+00.00,9.79'L	SW-548	616.64	612		US 67 Ramp A Div.(1)
692	1506+50.00,31'R	SW-508	609.63	605.16		US 67 Ramp A Div.(1)
402	1506+50.00,9.79'L	SW-548	609.04	604.4		US 67 Ramp A Div.(1)
403	1504+59.71, 9.79' L	SW-548	602.55	598.1		US 67 Ramp A Div.(1)
756	1504+59.71, 31' R	SW-508	603.37	592.53		US 67 Ramp A Div.(1)
404	1504+59.90,50.52' RT'R	SW-511	602.79	592.13		US 67 Ramp A Div.(1)
406	1504+34.86,51.42'R	SW-401,48"	604.93	575.55		US 67 Ramp A Div.(1)
407	1503+54.96., 54.39' R	SW-401,48"	578.36	573.07		US 67 Ramp A Div.(1)
803	3591+25.33,9.79'L	SW-548 MOD	585.94	581.6		US 67 Ramp C Div.(1)
802	3591+25.33,31.0'R	SW-508	586.76	581.29		US 67 Ramp C Div.(1)
422	4496+16.61,13.33'R	SW-508	571.49	567.1		US 67 Ramp D Div.(1)
415	4504+60.00,7'R	SW-509	604.36	599.57		US 67 Ramp D Div.(1)
400	4503+69.95,32.43'L	SW-511	601.76	596.734		US 67 Ramp D Div.(1)
416	4503+69.73,21.45'L	SW-508	601.02	596.61		US 67 Ramp D Div.(1)
399	4504+02.98,14.02'R	SW-401,48"	603.51	592.8		US 67 Ramp D Div.(1)
905	4503+90.64,37.70'R	SW-401,48"	598.06	585.775		US 67 Ramp D Div.(1)
904	4503+81.56,60.94 R	SW-401,48"	589.97	578.775		US 67 Ramp D Div.(1)
418	4498+12.37, 7' R	SW-508	577.37	572.88		US 67 Ramp D Div.(1)
368	6809+00.00,88.92'R	SW-508	617.4	613		I-74 Div.(1)
398	4506+50.00,7.00'R	SW-508	610	605.4		US 67 Ramp D Div.(1)
T53	4506+11.66,143.54'R	DR-201,15" w/ DR-213 Apron Guard	589			US 67 Ramp D Div.(1)
930	4503+75.00, 100.00'R	DR-201,24" w/ DR-213 Apron Guard	578.06			US 67 Ramp D Div.(1)
903EX	4503+72.21, 82.16' R	Exist SW-401 48" manhole	583.16			Minor Adjust from 582.50
902EX	4508+78.33, 78.91' R	Exist SW-401 48" manhole	590.2			Minor Adjust from 589.29
646	6837+01.41, 125.21' L	SW-401,48" Open Grate	669.8	664.81		I-74 Div.(1)
338	6837+16.63, 94.00' L	SW-401,48"	666.6	662.06		I-74 Div.(1)
716	6838+89.65, 99.48' L	SW-401,60"	669.5	657.58		I-74 Div.(1)
736	2538+70.72, 219.75' L	SW-401,48" Open Grate	664.49	657.6		Ramp B Div.(1)
735	6841+19.92, 198.08' R	DR-201, 24" w/ DR-213 Apron Guard				DR-203 incidental
336	3539+50.56, 7' R	SW-509	669.68	665		I-74 Div.(1)
716A	6838+89.65, 99.48' L	DR-201,24"	657.83			I-74 Div.(1) (Stage 2A)
TM166	6843+73.83, 0' R	SW-512, 30"	673.41	668.57		I-74 Div.(1)
801	6841+25.00, 174.0' L	DR-201, 36" w/ DR-213 Apron Guard				I-74 Div.(1)
804	6841+27.00, 196.0' R	DR-201, 36" w/ DR-213 Apron Guard				DR-203 incidental
351T	6821+00.00,3.21'R	SW-548, TOP ONLY (b)	651.68			Div.(1)
391T	6818+00.00,3.21'L	SW-548, TOP ONLY (b)	643.4			Div.(1)

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
P355	355	356	2000	24	250	244.0	2.8689	612.67	605.67		M.11	Div.(1)
P691	691	356	2000	24	15	9.0	0.5556	605.72	605.67		M.11	Div.(1)
P356	356	357	2000	24	214	208.0	2.8942	605.57	599.55		M.11	Div.(1)
P758	758	357	2000	24	22	16.0	0.5	600.09	600.01		M.9	Div.(1)
P357	357	406	3750	24	104	98.0	2.8776	580.55	577.73		M.9	Div.(1)
P907	907	908EX	2000	15	105	99.0	3.1212	573	569.91		M.9	Connect to exist manhole
P982	982	983	3000	42	112	106.0	1	565.41	564.35		M.17	Connect to exist manhole
P426	426	425	2000	15	48	42.0	3.1667	566.8	565.47		M.17	Div.(1)
P425	425	785	2000	15	43	37.0	3.8649	565.37	563.94		M.17	Div.(1)
P424	424	423	3000	15	48	42.0	1.5238	575.75	575.11		M.17	Div.(1)
P423	423	782EX	3000	15	39	33.0	8.9697	575	572.04		M.17	Connect to exist manhole
P401	401	402	2000	15	249	243.0	3.0864	612.5	605		M.17	Div.(1)
P692	692	402	2000	15	41	35.0	1.8571	605.66	605.01		M.17	Div.(1)
P402	402	403	2000	15	190	184.0	3.3152	604.9	598.8		M.17	Div.(1)
P403	403	756	2000	18	41	35.0	1.1714	598.6	598.19		M.17	Div.(1)
P756	756	404	2000	18	21	15.0	2	593.03	592.73		M.17	Div.(1)
P404	404	406	2000	18	28	22.0	2	592.63	592.19		M.17	Class R-2 Bedding
P406	406	407	3750	18	81.6	75.6	3.1481	576.05	573.67		M.17	Class R-2 Bedding
P803	803	802	2000	15	41	35.0	0.6	582.1	581.89		M.21	Div.(1)
P802	802	941EX	2000	15	330	324.0	4.5864	581.79	566.93		M.21	Connect to exist manhole
P422EX	422	421EX		15	Exist	Exist		567.6	567.42		M.23	Exist From Contract226
P415##	415	399	2000	15	58	52.0	3.4038	600.07	598.3		M.23	Div.(1)
P400##	400	416	2000	15	11	5.0	0.4	597.23	597.21		M.23	Div.(1)
P416##	416	399	2000	15	53	47.0	0.3955	597.11	596.9241		M.23	Div.(1)
P399##	399	905	3000	15	29	23.0	8.7826	593.3	591.28		M.23	Div.(1)
P905	905	904	3000	15	28	22.0	9.0909	586.275	584.275		M.23	Div.(1)
P904	904	903EX	3000	15	26	20.0	9.2	579.275	577.435		M.23	Connect to exist manhole
P418EX	418	420EX		15	Exist	Exist	1	573.1	572.74		M.23	
P368	368	398	2000	15	252	246.0	3.0488	613.5	606		M.23	Div.(1)
P398##	398	415	2000	15	190	184.0	3.1141	605.9	600.17		M.23	Div.(1)
TP52	28652	T53	2000	15	193	187.0	1.2193	591.28	589		M.22	Connect to exist manhole
P930	930	903EX	2000	15	16	10.0	6.2	578.06	577.44		M.23	Connect to exist manhole
P646	646	338	2000	15	41	35.0	7.5714	665	662.35		M.15	Div.(1)
P338	338	716	3000	15	180	174.0	2.1092	662.25	658.58		M.15	Div.(1)
P736	736	716	2000	24	26	20.0	0.85	658.1	657.93		M.15	Class R-2 Bedding
P716A	716	P716B	3750	24	117	111.0	1.5856	657.83	656.07		M.15	Trenchless Div.(1)
P716B	P716A	735	3000	24	263	257.0	1.5837	656.07	652		M.15	Div.(1)
P336	336	716	2000	15	59	53.0	1.1321	665.5	664.9		M.15	Div.(1)
TMP166	TM166	167EX	2000	18	6 475.18	469.2	0.9996	668.87	664.18		M.15	Connect to exist intake
P801	801	EX	3000	36	54	48.0	2.8542	655.7	654.33		M.15	Connect ex pipe (DR-122)
P28289	P801	P804	-	36	243	243.0	0.963	654.33	651.99		M.15	Clean Out Pipe
P804	EX	802	3000	36	70	64.0	0.2969	651.99	651.8		M.15	Connect ex pipe (DR-122)

(1) Diameter or equivalent diameter

* Bid Item
** For SW-545

STORM SEWER

INTAKES AND UTILITY ACCESSES

No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade Elev.	Bottom Well Elev.	Extension Length** FT	Notes
843	2546+53.56, 7.00' R	SW-509	661.94	656.5		Middle Ramp B Div.(1)
28292	2546+66.19, 13.07' R		661.36			Minor Adjust
317	2549+78.46, 17.00' R	SW-508	649.4	644.5		Middle Ramp B Div.(1)
316	2550+25.76, 17'R	SW-509	649.02	644.05		Middle Ramp B Div.(1)
384T	6839+00.00, 3.21' L	SW-548, TOP ONLY (b)	670.1			Minor Adjust up 0.2 after crossover removal
167T	6839+00.00, 3.21' R	SW-548, TOP ONLY (b)	670.3			Div.(1)
385T	6836+00.00,3.21'L	SW-548, TOP ONLY (b)	665.72			Div.(1)
168T	6836+00.00,3.21'R	SW-549, MOD, TOP ONLY (b)	665.72			Div.(1)
386T	6833+00.00,3.21'L	SW-548, TOP ONLY (b)	664.08			Div.(1)
359T	6833+00.00,3.21'R	SW-549, MOD, TOP ONLY (b)	664.08			Div.(1)
387T	6830+00.00,3.21'L	SW-548, TOP ONLY (b)	662.52			Div.(1)
358T	6830+00.00,3.21'R	SW-549, MOD, TOP ONLY (b)	662.52			Div.(1)
388T	6826+98.88,3.21'L	SW-548, TOP ONLY (b)	660.95			Div.(1)
349T	6826+98.88,3.21'R	SW-549, MOD, TOP ONLY (b)	660.95			Div.(1)
389T	6824+00.00,3.21'L	SW-548, TOP ONLY (b)	658.13			Div.(1)
350T	6824+00.00,3.21'R	SW-548, TOP ONLY (b)	658.13			Div.(1)
390T	6821+00.00,3.21'L	SW-548, TOP ONLY (b)	651.68			Div.(1)
351T	6821+00.00,3.21'R	SW-548, TOP ONLY (b)	651.68			Div.(1)
391T	6818+00.00,3.21'L	SW-548, TOP ONLY (b)	643.4			Div.(1)
352T	6818+00.00,3.21'R	SW-548, TOP ONLY (b)	643.4			Div.(1)
392T	6815+00.00,3.21'L	SW-548, TOP ONLY (b)	635.12			Div.(1)
353T	6815+00.00,3.21'R	SW-548, TOP ONLY (b)	635.12			Div.(1)
990T	6812+80.00, 3.50' R	SW-548, TOP ONLY (b)	629.05			Div.(1)
991T	6812+80.00, 3.21' L	SW-548, TOP ONLY (b)	629.05			Div.(1)
992T	6812+78.16,85.14'L	SW-508, TOP ONLY	628.02			Major adjustment
993EX	6812+78.16,85.14'L	Exist SW-508	627.42			Majoradjust from 617.95
994EX	6812+79.09,99.18 'L	Exist SW-401, 60"	612.27			Majoradjust from 608.01
435T	2590+85.04,26.71' R	SW-508, TOP ONLY (b)	578.2			Div.(1)
438T	2592+50.00,27'R	SW-508, TOP ONLY (b)	571.07			Div.(1)
437T	2593+28.29, 31.00' L	SW-508, TOP ONLY (b)	571.29			Div.(1)
41792T	6824+54.76, 109.11' L	SW-402, TOP ONLY	656.85			Minor adjustment
41793T	6821+54.71, 149.78' L	SW-402, TOP ONLY	646.5			Minor adjustment
41795T	6820+57.67, 165.38' L	SW-402, TOP ONLY	642.27			Minor adjustment
41796T	6818+58.26, 190.12' L	SW-402, TOP ONLY	630.4			Minor adjustment
41798T	6816+60.49, 217.92' L	SW-402, TOP ONLY	619.67			Minor adjustment
21935T	6814+43.37, 248.48' L	SW-402, TOP ONLY	608.25			Minor adjustment
29459T	6813+81.56, 267.10' L	SW-402, TOP ONLY	606.17			Minor adjustment
41812T	6814+26.68, 142.02' R	SW-402, TOP ONLY	626.6			Minor adjustment
	Local Roads					
573	204+22.22, 38.50' Lt.	SW-508S	571.33	561.32	Note 1	US 67 SB Div. (1)
528	4607+21.94, 97.50' Rt.	24" DR-201			Note 4	Kimberly Road Div. (1)
786	4608+49.15, 82.64' Rt.	15" DR-201			Notes 4,13	Kimberly Road Div. (2)

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
P843	843	EX	2000	15	16	10.0	1	657	656.9		M.15	Connect to exist manhole
P317	317	316	2000	15	48	42.0	0.8333	645	644.65		M.15	Div.(1)
P316	316	EX	2000	15	64	58.0	4.3448	644.55	642.03		M.15	Div.(1)
P528	e-P584	528	2000	24	11	11.0	1.36	565.15	565		M.27	Note 8, Div. (3)

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
583	202+40.00, 78.81' Lt.	15" DR-201			Notes 4,14	US 67 SB Div. (1)
529	203+03.86, 84.34' Lt.	72" DR-202			Note 2,3	US 67 SB Div. (1)
330	4624+01.45, 10.83' Rt.	84" SW-401	603.55	595.71		Kimberly Road Div. (1)
350	4602+27.59, 20.00' Rt.	SW-541S	570.56	566.02		12th Street Div. (2)
351	4602+25.22, 20.00' Lt.	SW-508S	570.56	565.55		12th Street Div. (2)
352	485+79.79, 5.55' Lt.	SW-508S	571.57	566.8		State Street Div. (2)
353	486+11.61, 18.15' Rt.	SW-508S	571.05	565.94		State Street Div. (2)
354	486+75.43, 18.23' Rt.	48" SW-401	570.98	563.88		State Street Div. (2)
355	487+42.51, 29.59' Lt.	48" SW-401	571.51	564.28		State Street Div. (2)
356	487+76.86, 20.50' Lt.	SW-541S	570.56	563.89		State Street Div. (2)
357	487+82.36, 14.50' Rt.	SW-508S	570.75	563.12		State Street Div. (2)
358	489+45.70, 17.87' Rt.	48" SW-401	572.56	562.05		State Street Div. (2)
370	481+77.94, 6.95' Lt.	SW-508S	572.76	568.3		State Street Div. (2)
371	480+95.81, 6.66' Lt.	48" SW-401	573.08	567.03		State Street Div. (2)
	Existing Structures (For Information Only)					
e29460	4624+64.02, 64.53' Rt.	Ex. MH	N/A	N/A		Kimberly Road, Note 5
e573	204+22.22, 38.50' Lt.	Ex. SW-508	N/A	N/A		US 67 WB, Note 1
e957	490+27.51, 18.15' Rt.	Ex. SW-404	N/A	N/A		State St., Note 6
16672	State Street See U.11					Manhole Minor Adjust

Notes:

1 UAC intake box built under existing pavement. Build SW-508 top only upon removal of existing pavement.

2 DR-202 is to be removed and reinstalled. Refer to Sheet No. M.26 for location.

3 Leave DR-213 guard in place on the pipe apron.

4 Install DR-213 apron guard. Apron guard is incidental to concrete apron.

5 UAC existing structure, connect P329 to existing structure.

6 UAC existing structure, connect P358 to existing structure. Plug hole from existing pipe in e957.

7 Remove cap (Sta. 13+25.6, 29.12' Lt.-Mississippi) on end of e-P407 and install DR-201.

(a) Contractor shall cover and secure all "Well Only" structures with a metal plate and maintain until Project (199) builds TOP to Form Grade is future form grade with top included.

Div.(1)	IOWA DOT COST
Div.(2)	CITY OF BETTENDORF COST
Div.(3)	CITY OF MOLINE
Div.(4)	NON-PARTICIPATING
Div.(5)	50% IOWA/50% ILLINOIS

(b) Wells were placed by previous Project. Any needed minor adjustments shall be considered incidental. Contractor shall maintain covering of WELL immediately at start of Project (206).

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
P529	e-P529	529	2000	88"x54"	10	10.0	0.17	562.86	562.83		M.27	Note 9, Div. (1)
P329	e29460	330	2000	48	86.93	80.9	3.6328	599.25	596.31		M.28	Note 10, Div. (1)
P350	350	351	2000	15	42.49	36.5	1.014	566.52	566.15		M.25	Div. (2)
P351	351	354	2000	15	85.56	79.6	1.7848	566.05	564.63		M.25	Div. (2)
P352	352	353	2000	15	44.11	38.1	1.9942	567.3	566.54		M.25	Div. (2)
P353	353	354	2000	15	65.16	59.2	3.0595	566.44	564.63		M.25	Div. (2)
P354	354	357	2000	18	108.88	102.9	0.6415	564.38	563.72		M.24	Note 11, Div. (2)
P355	355	356	2000	15	38.07	32.1	0.9043	564.78	564.49		M.25	Div. (2)
P356	356	357	2000	15	37.95	32.0	0.8138	564.39	564.13		M.25	Div. (2)
P357	357	358	2000	18	165.34	159.3	0.6088	563.62	562.65		M.25	Div. (2)
P358	358	e957	2000	18	83.86	77.9	0.6036	562.55	562.08		M.25	Div. (2)
P370	370	371	2000	15	83.77	77.8	1.5044	568.8	567.63		M.25	Div. (2)
P371	371	e-P602	2000	15	11	8.0	2	567.53	567.37		M.25	Note 12, Div. (2)
	Existing Pipes (For Information Only)											
e-P34424	330	Ex.		48			Unk.	596.21±	Unk.			
			Total:									
e-P407	Ex.	CAP	2000	15	5377.02		3.79	573.57±	573.15±			
			2000	18	782.63							
e-P499			2000	24	3511		0.63	564.19±	563.25±			Note 13
			2000	30	332							
e-P584	Ex.	P528	2000	36	671.18		0.23	565.3±	565.15±			Note 1
			2000	48	86.93							
e-P580			2000	88"x54"	10		7.36	567.84±	565±			Note 14
			3000	15	350							
e-P529			3000	24	263		0.17	562.95±	562.43±			Note 9
			3000	36	124							
e-P602			3000	42	112		1.96	567.37±	565.49±			Note 12
			3750	18	81.6							
e-P16800			3750	24	220				567.05±			Note 15
			-	36	243							
e-P955			Total:				2.25	567.87±	567.04±			Note 16

Notes:	8	Tie P528 into e-P584 at approximate Sta. 4607+06.05, 91.66' Rt (Kimberly Road).
	9	Remove 40.3' of e-P529, then tie P529 into existing pipe at approx. Sta. 203+01.67, 66.23' Lt. (US 67 SB)
	10	Tie P329 into e29460 using hole in existing structure left by removed pipe. Any modification to the existing structure shall be considered incidental to the bid item "Connection to Existing Manhole.
	11	P354 crosses under existing pipe to be left in place at Sta. 486+82.21, 18.14' Rt (State St.) with approximately 6 inches of clearance.
	12	Remove existing structure at Sta. 480+88.24, 2.96' Lt. (State St.), existing outlet pipe e-P602 to remain in place. Connect P371 to e-P602 at approximate Sta. 480+86.10, 4.26' Lt. (State St.).
	13	Remove e-P499 to Sta. 4608+49.20, 76.56' Rt. (Kimberly Road) and build Structure 786.
	14	Remove e-P580 to Sta. 202+40, 72.7' Lt. (US 67 SB) and build Structure 583.
	15	Elevation of e-P16800 tie-in to MH 355 is approximate. Contractor is to field verify existing pipe elevation prior to beginning construction of MH 355.
	16	Tie e-P955 into MH 358 in Stage 3B-A. E-P955 shall be plugged, filled and abandoned in Stage 3B-4.
General	GN 1	Contractor is to field verify all existing pipe sizes and elevations prior to construction.
Notes:	GN 2	Refer to M sheets for local roads storm sewer staging details and to U sheets for local storm sewer removal staging details. Refer to J Sheets for mainline storm sewer staging details
		All pipes that are stubbed to be completed in a later stage shall be capped. Caps shall be considered incidental to storm sewer pipe bid items.

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)

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
- Direction of Pipe Flow
- Existing Pipe

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

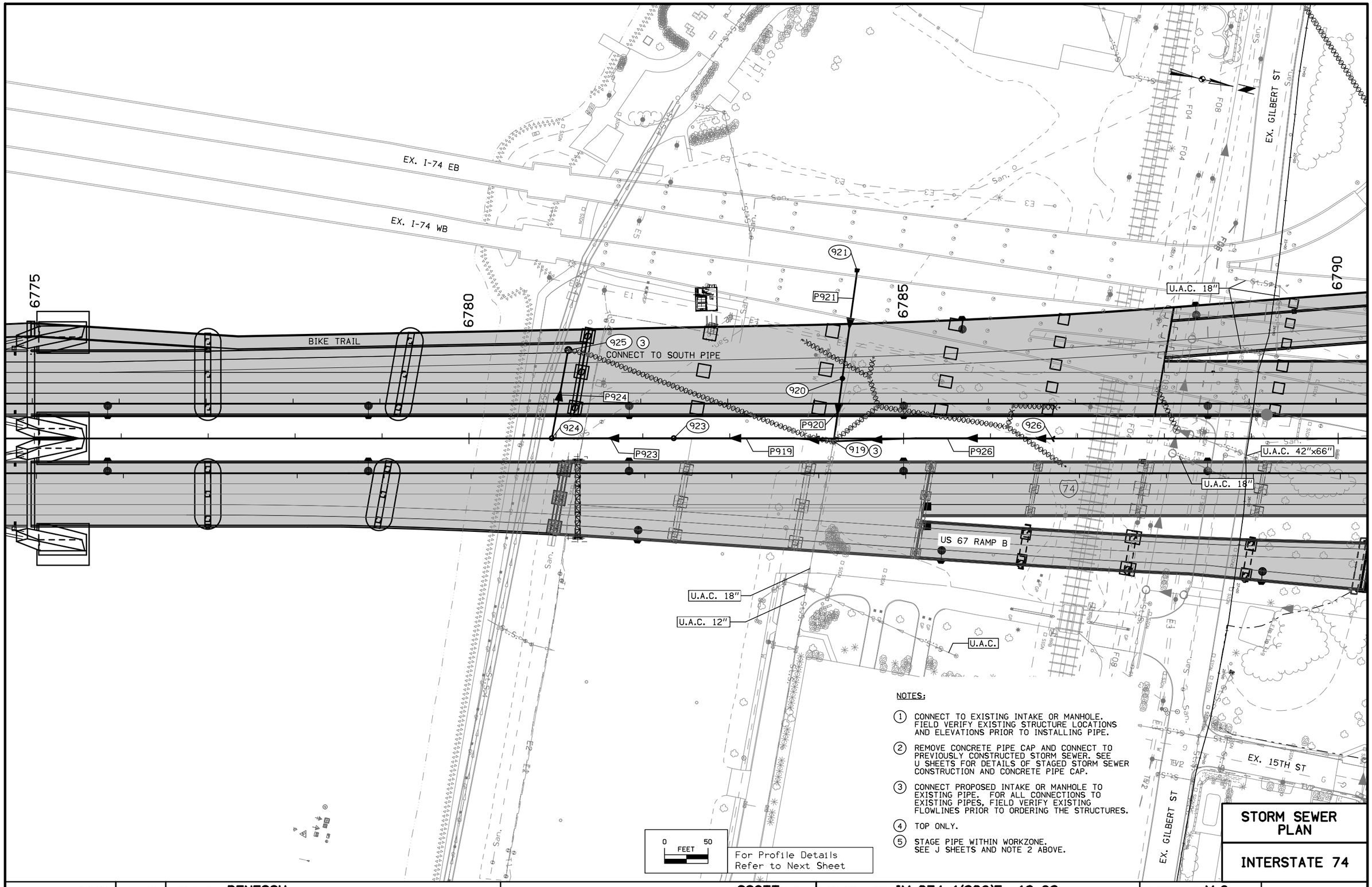
102-13A
10-29-02

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)



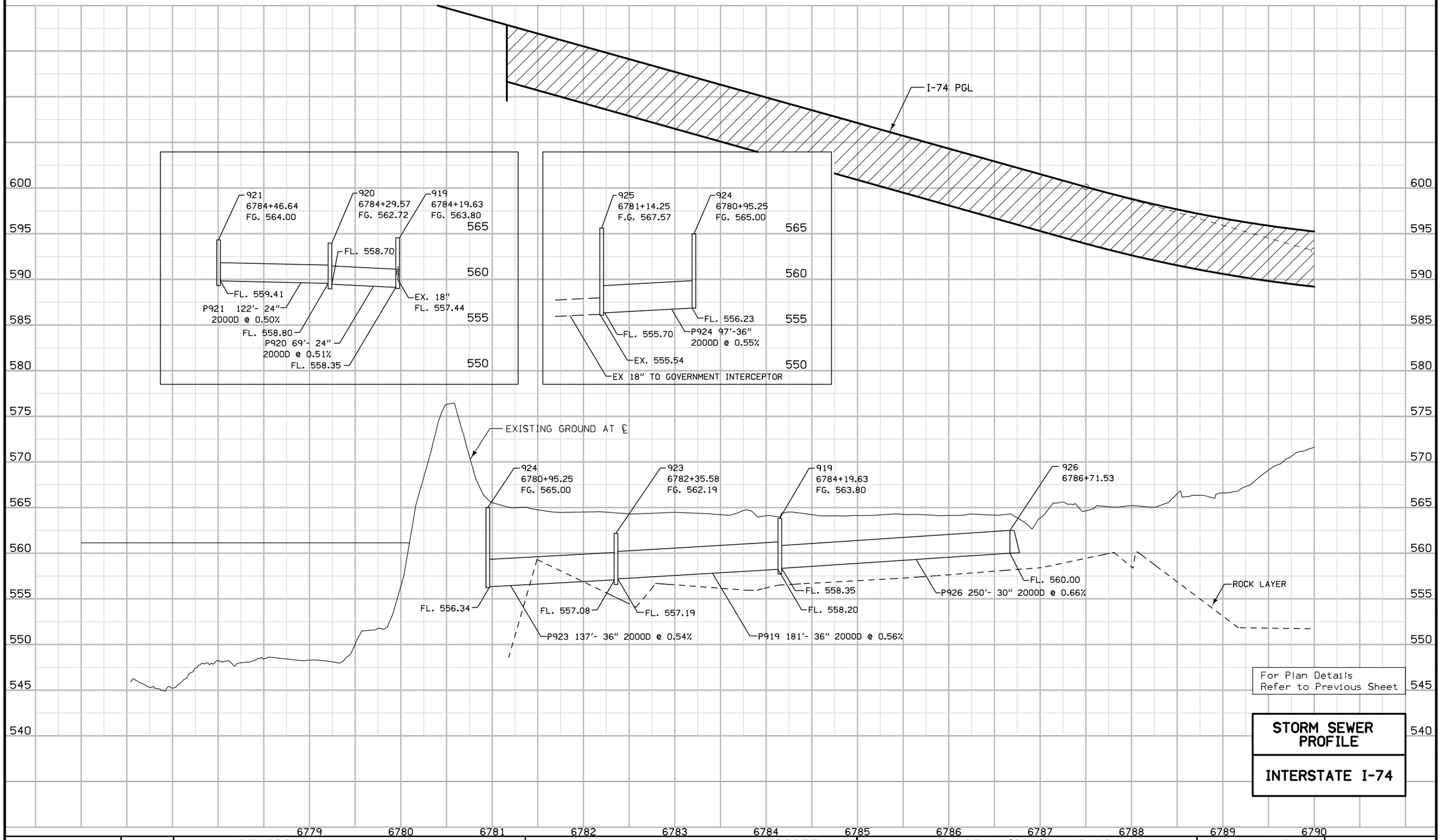
NOTES:

1. CONNECT TO EXISTING INTAKE OR MANHOLE. FIELD VERIFY EXISTING STRUCTURE LOCATIONS AND ELEVATIONS PRIOR TO INSTALLING PIPE.
2. REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER CONSTRUCTION AND CONCRETE PIPE CAP.
3. CONNECT PROPOSED INTAKE OR MANHOLE TO EXISTING PIPE. FOR ALL CONNECTIONS TO EXISTING PIPES, FIELD VERIFY EXISTING FLOWLINES PRIOR TO ORDERING THE STRUCTURES.
4. TOP ONLY.
5. STAGE PIPE WITHIN WORKZONE. SEE J SHEETS AND NOTE 2 ABOVE.

STORM SEWER PLAN

INTERSTATE 74

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

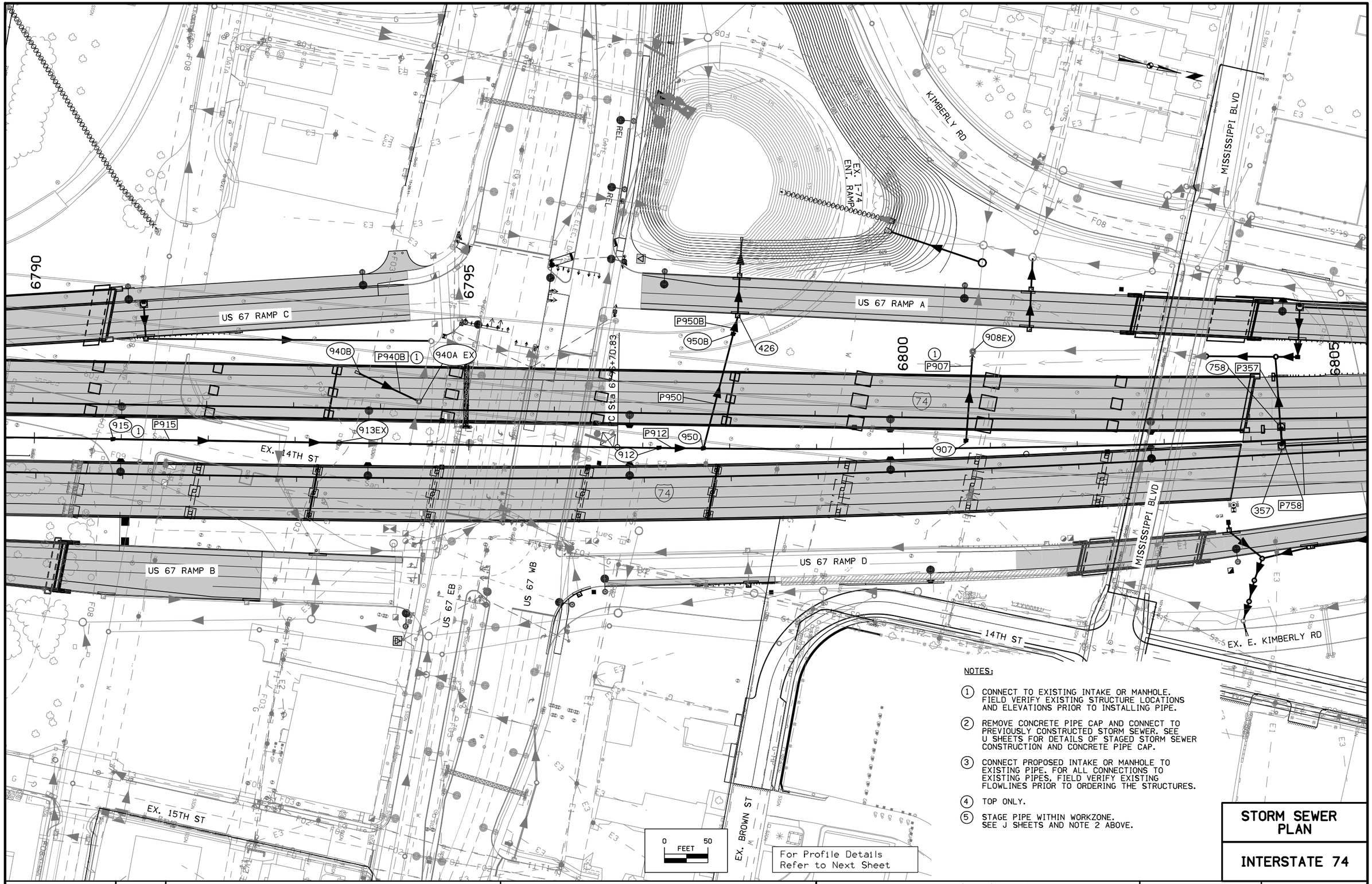


For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

INTERSTATE I-74

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



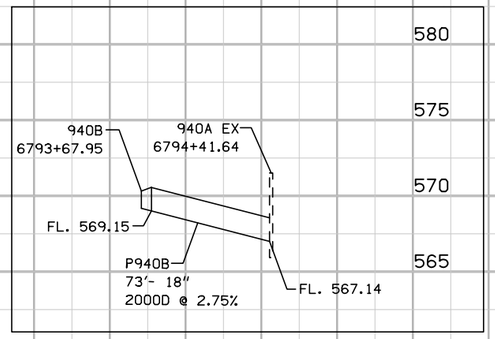
NOTES:

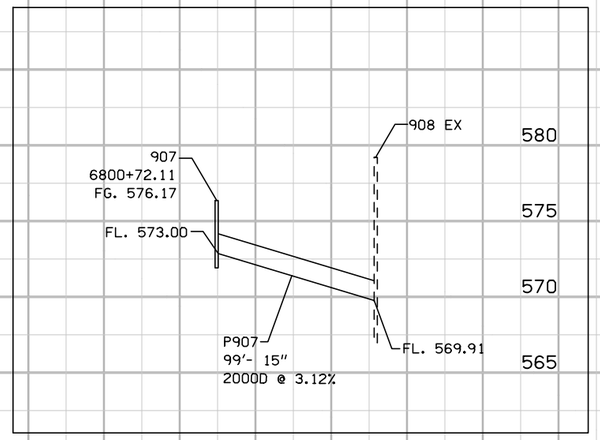
1. CONNECT TO EXISTING INTAKE OR MANHOLE. FIELD VERIFY EXISTING STRUCTURE LOCATIONS AND ELEVATIONS PRIOR TO INSTALLING PIPE.
2. REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER CONSTRUCTION AND CONCRETE PIPE CAP.
3. CONNECT PROPOSED INTAKE OR MANHOLE TO EXISTING PIPE. FOR ALL CONNECTIONS TO EXISTING PIPES, FIELD VERIFY EXISTING FLOWLINES PRIOR TO ORDERING THE STRUCTURES.
4. TOP ONLY.
5. STAGE PIPE WITHIN WORKZONE. SEE J SHEETS AND NOTE 2 ABOVE.

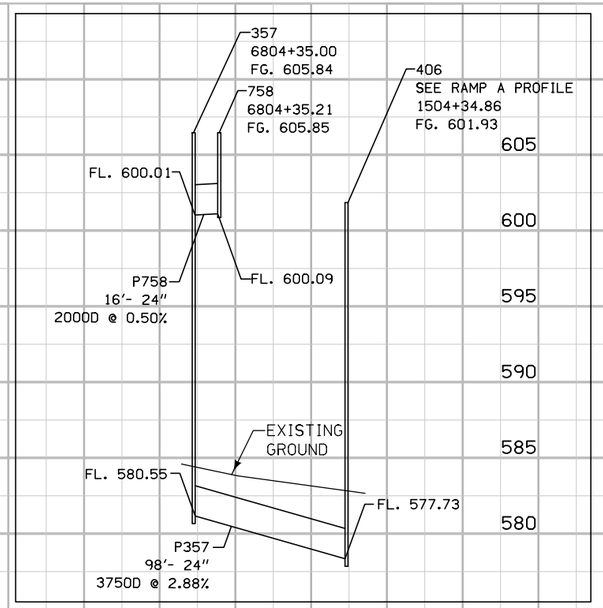
STORM SEWER PLAN

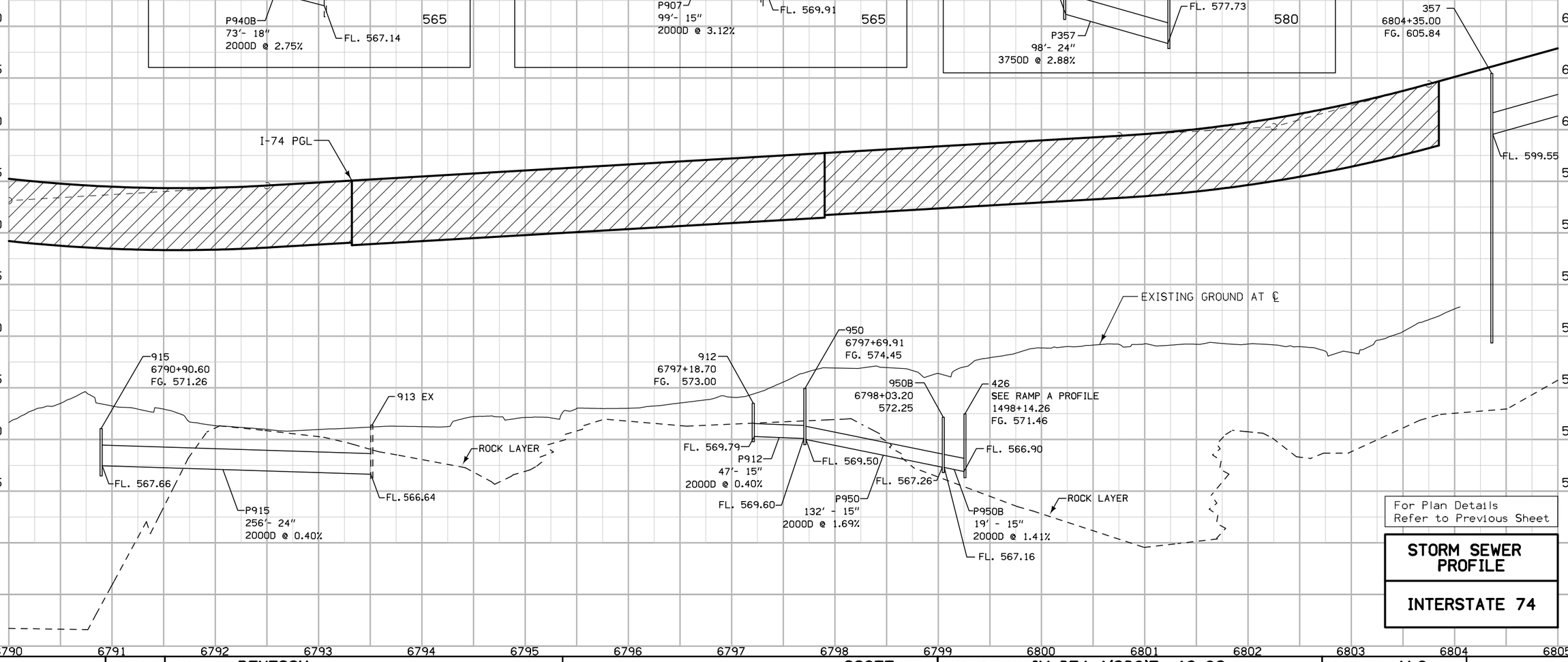
INTERSTATE 74

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









For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.9

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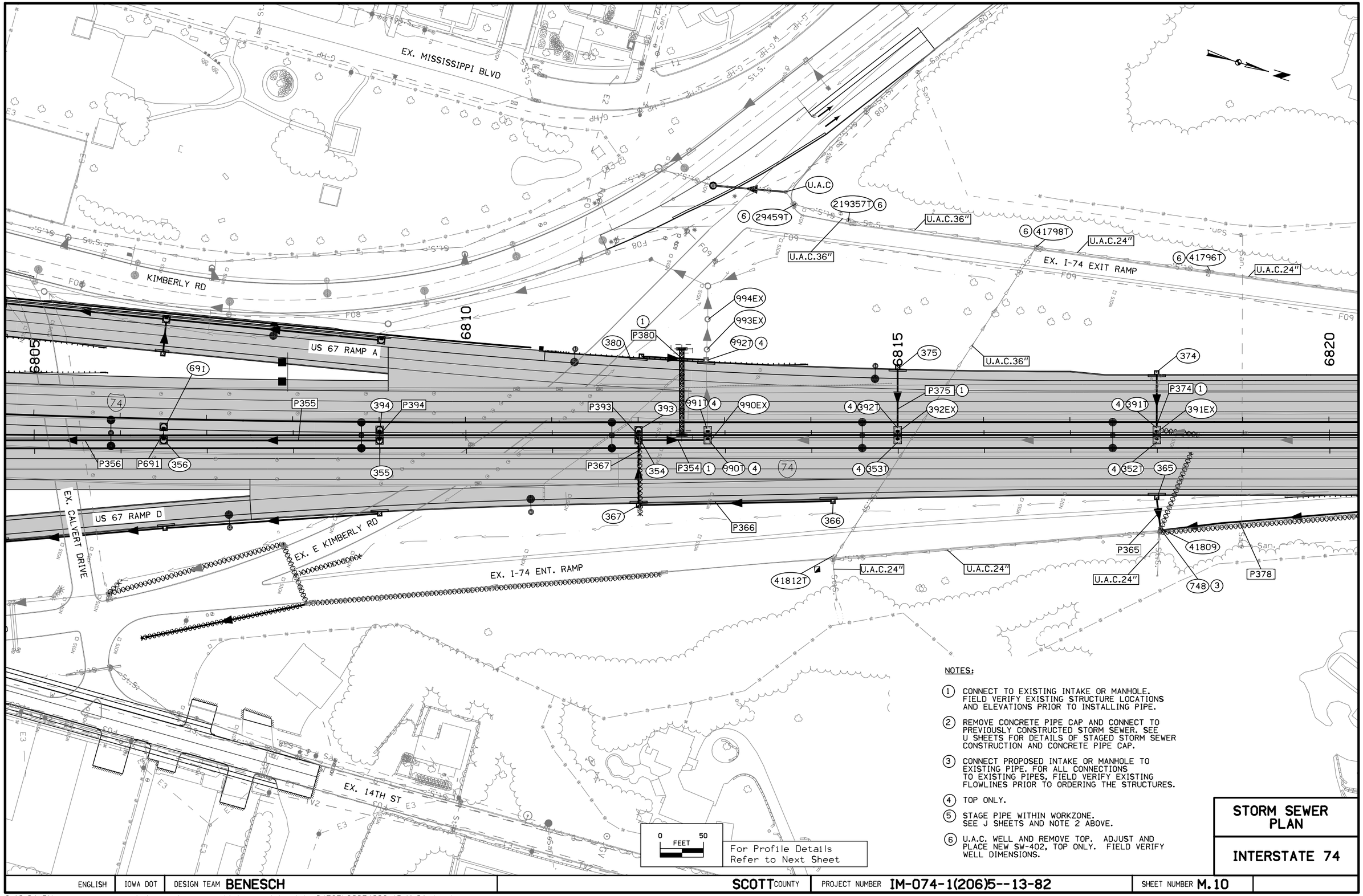
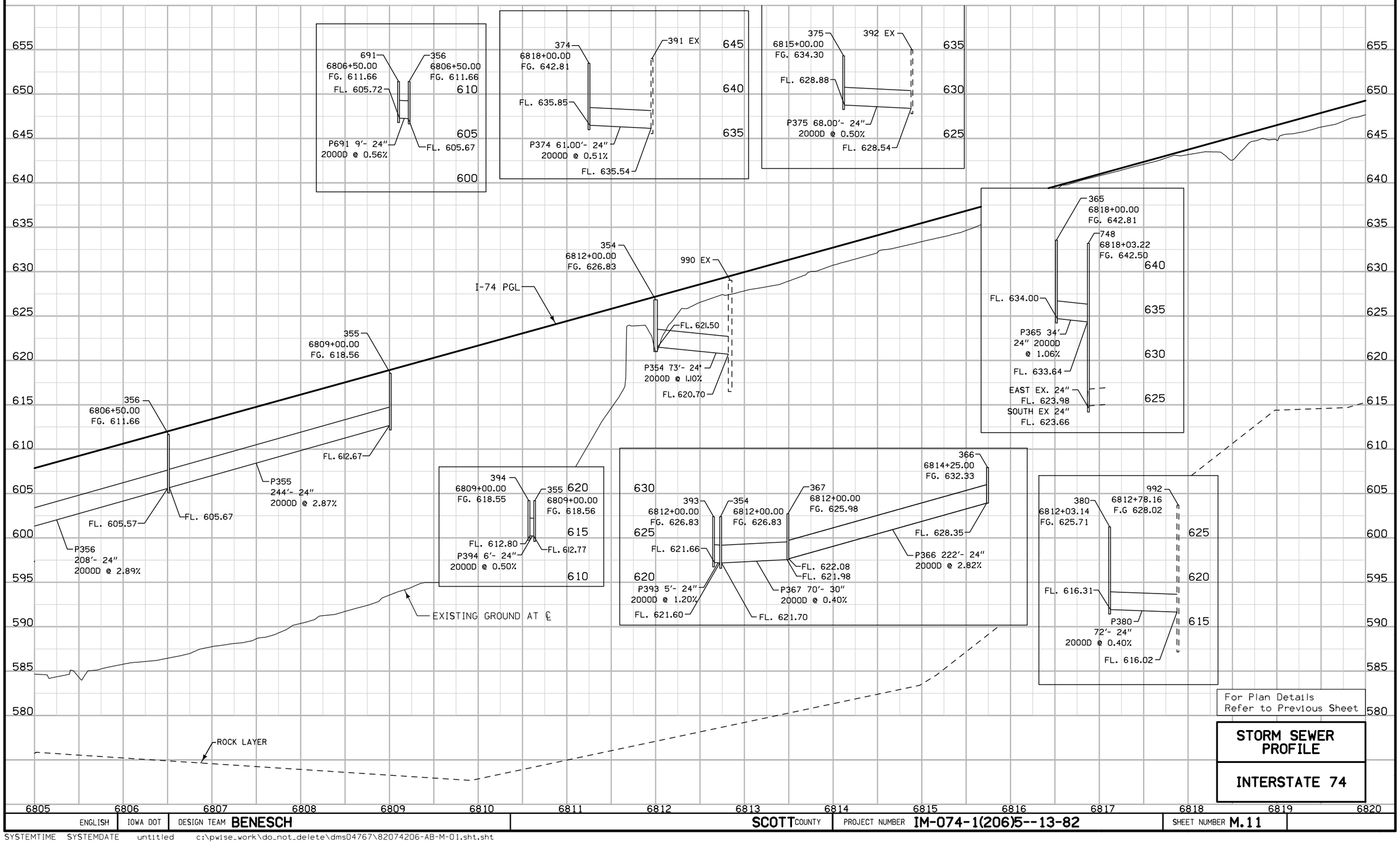


STORM SEWER PLAN

INTERSTATE 74

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



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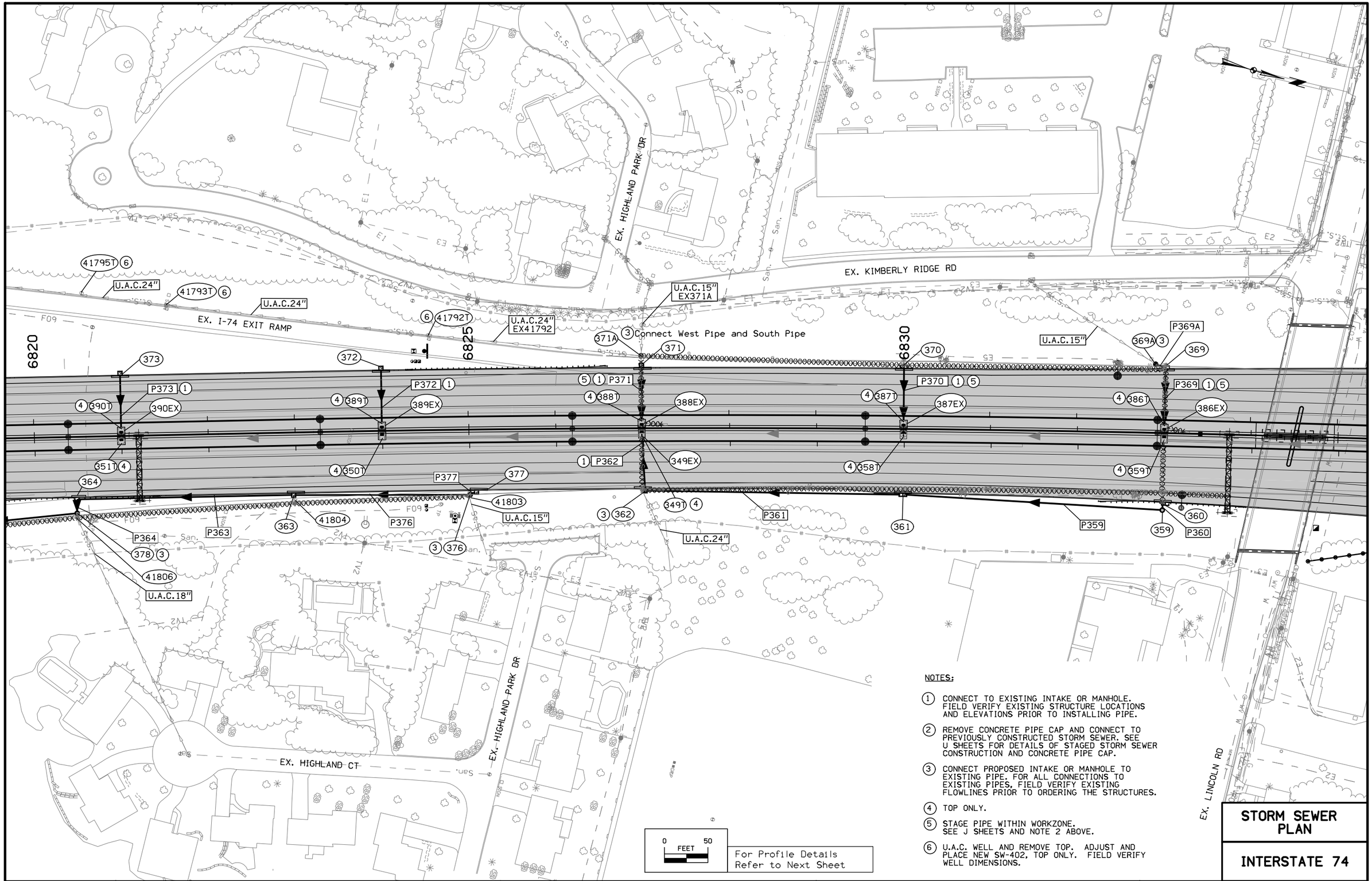


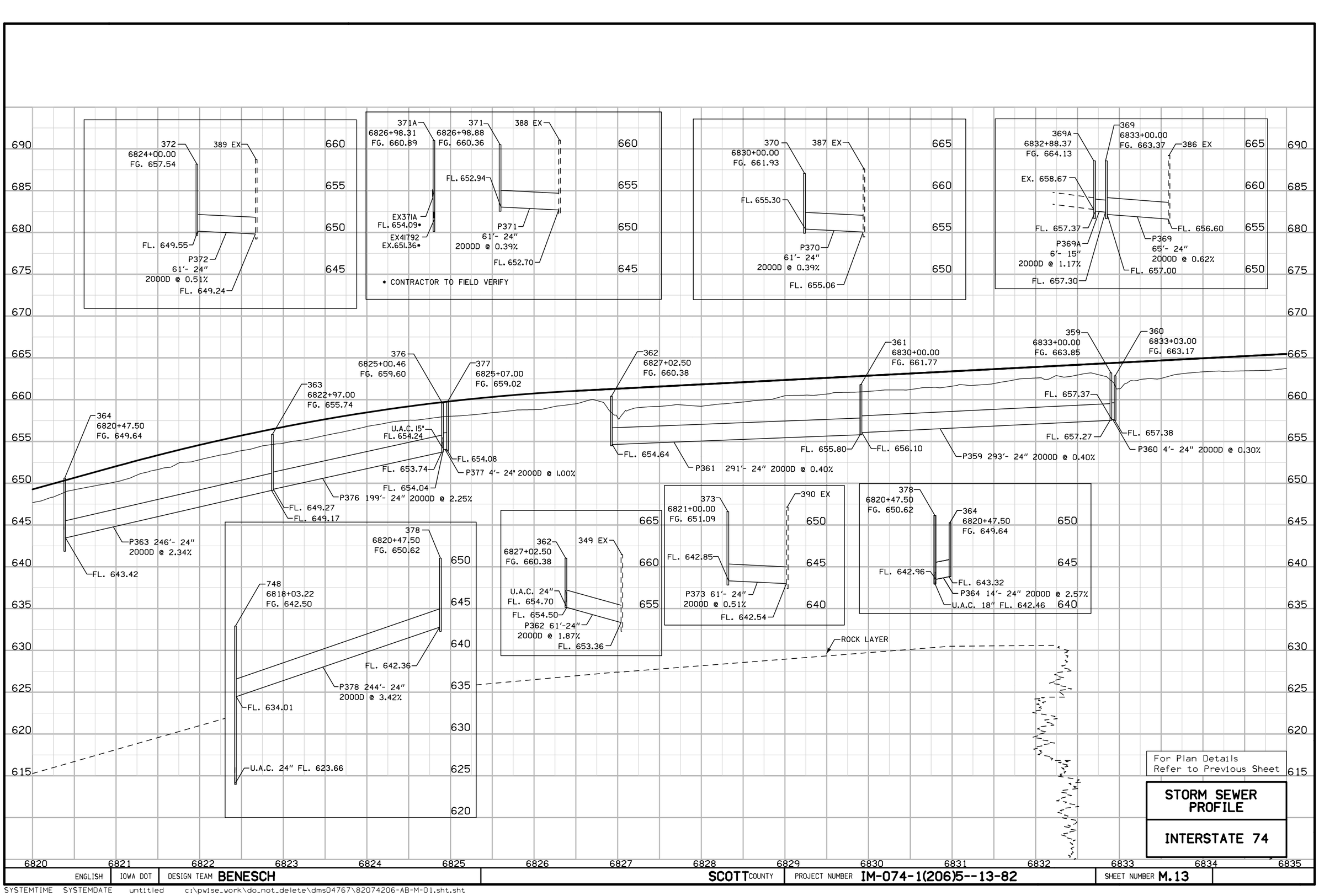
NOTES:

1. CONNECT TO EXISTING INTAKE OR MANHOLE. FIELD VERIFY EXISTING STRUCTURE LOCATIONS AND ELEVATIONS PRIOR TO INSTALLING PIPE.
2. REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER CONSTRUCTION AND CONCRETE PIPE CAP.
3. CONNECT PROPOSED INTAKE OR MANHOLE TO EXISTING PIPE. FOR ALL CONNECTIONS TO EXISTING PIPES, FIELD VERIFY EXISTING FLOWLINES PRIOR TO ORDERING THE STRUCTURES.
4. TOP ONLY.
5. STAGE PIPE WITHIN WORKZONE. SEE J SHEETS AND NOTE 2 ABOVE.
6. U.A.C. WELL AND REMOVE TOP. ADJUST AND PLACE NEW SW-402, TOP ONLY. FIELD VERIFY WELL DIMENSIONS.

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.12



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EX. LINCOLN RD

6835

6840

6845

6850

EX. I-74 ENT. RAMP

MIDDLE ROAD RAMP C

MIDDLE ROAD RAMP B

EX. PARKLANE DR

EX. MEADOW LANE DR

801

P801 (6)

736

646

P646

338

P338

9

716

P736

P336

336

734

P734 (1) (5)

P716A (7)

U.A.C. 36" (8)

4 385T

385EX

384EX

4 384T

TMP 166 (1)

168EX

4 168T

167EX

167T 4

TM166

343

P343 (1)

U.A.C. 36" (8)

U.A.C. 24"

843

P843 (1)

P716B

P804 (6)

804

735

28292

U.A.C. 24"

1 P316

317

316

P317

0 FEET 50

For Profile Details
Refer to Next Sheet

NOTES:

1. CONNECT TO EXISTING INTAKE OR MANHOLE. FIELD VERIFY EXISTING STRUCTURE LOCATIONS AND ELEVATIONS PRIOR TO INSTALLING PIPE.
2. REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER CONSTRUCTION AND CONCRETE PIPE CAP.
3. CONNECT PROPOSED INTAKE OR MANHOLE TO EXISTING PIPE. FOR ALL CONNECTIONS TO EXISTING PIPES, FIELD VERIFY EXISTING FLOWLINES PRIOR TO ORDERING THE STRUCTURES.
4. TOP ONLY.
5. STAGE PIPE WITHIN WORKZONE. SEE J SHEETS AND NOTE 2 ABOVE.
6. REMOVE APRONS CONNECT PROPOSED PIPE TO EXISTING PIPE. USING CONNECTED PIPE JOINTS (DR-122)
7. TRENCHLESS CONSTRUCTION OF 716A, SEE J SHEETS.
8. CLEAN OUT PIPE
9. REMOVE CONCRETE APRON AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE J SHEETS FOR DETAILS OF STAGED STORM SEWER CONSTRUCTION.

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.14

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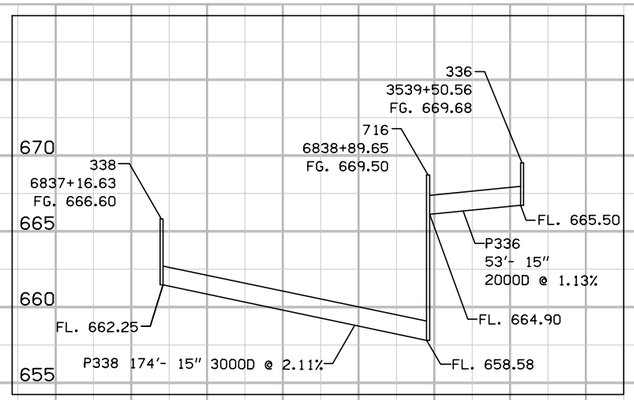

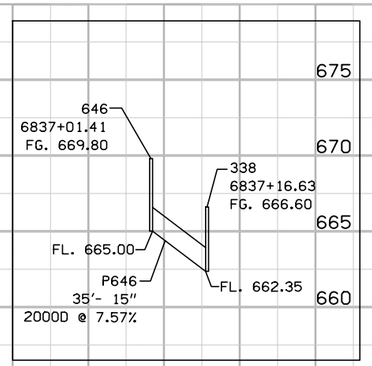

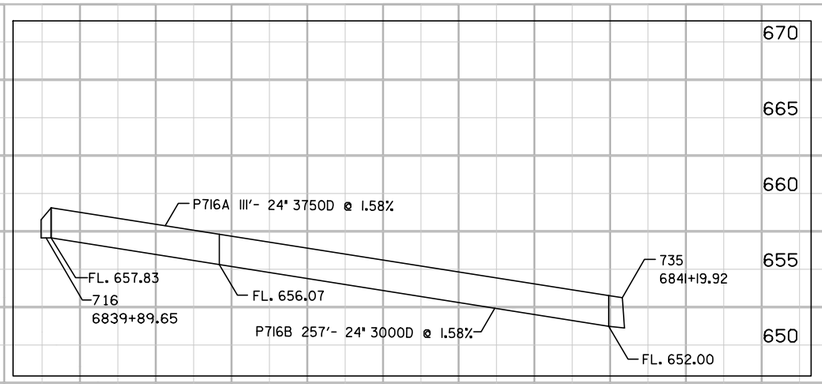

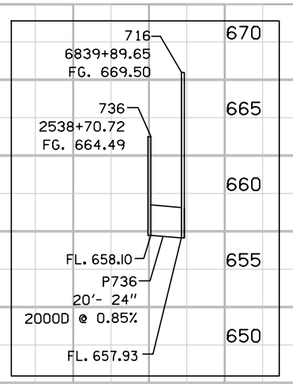

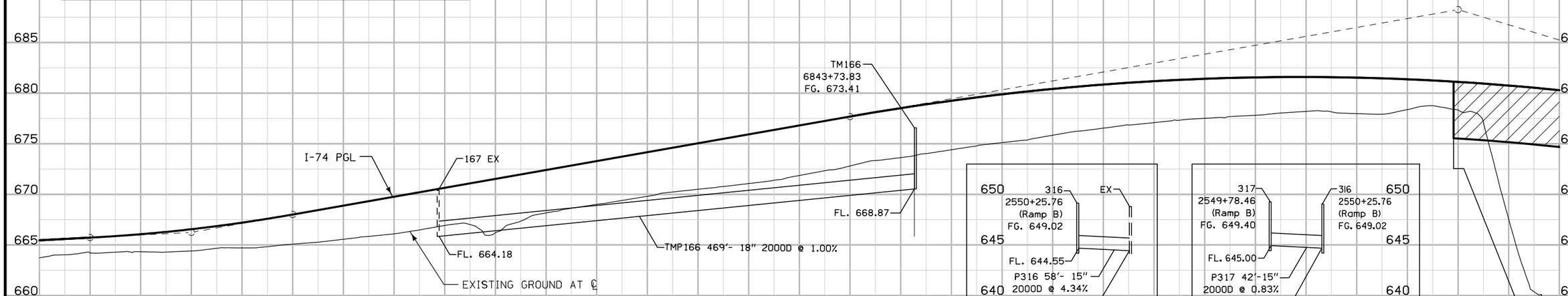

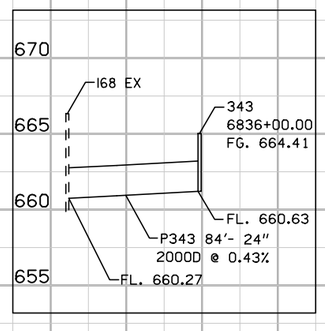

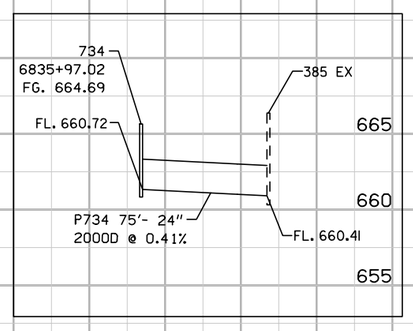

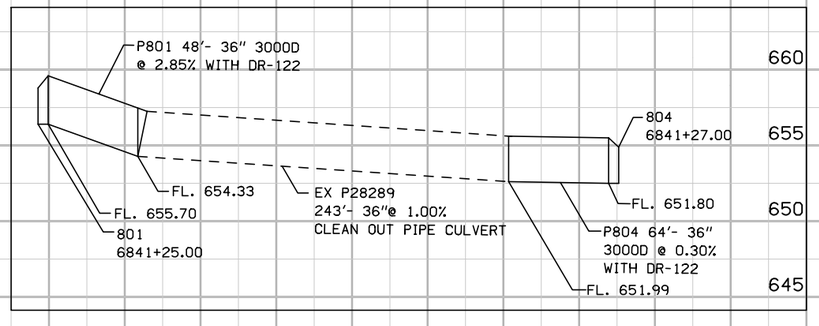

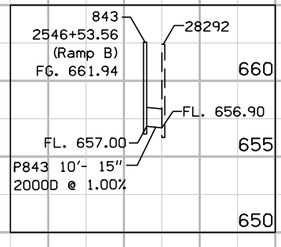

For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.15

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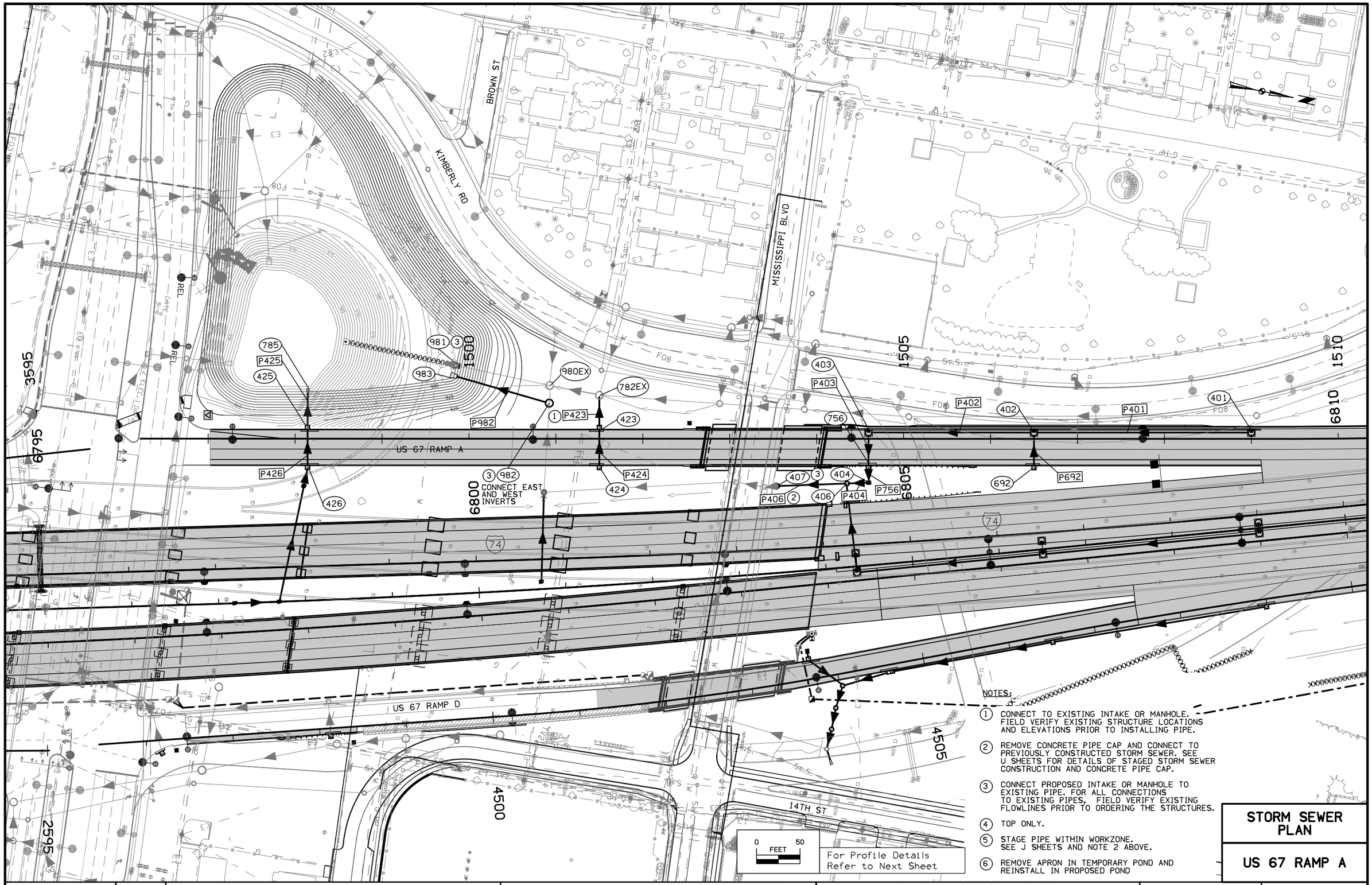


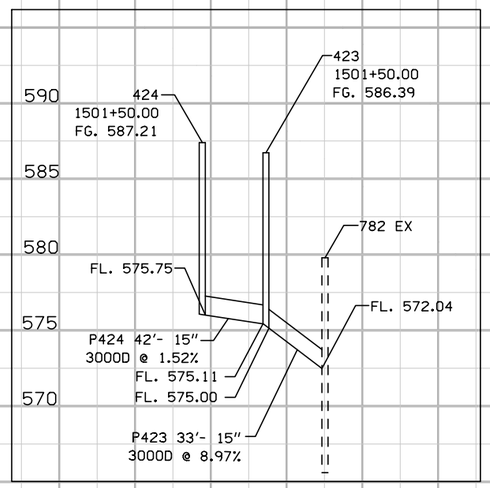
NOTES:

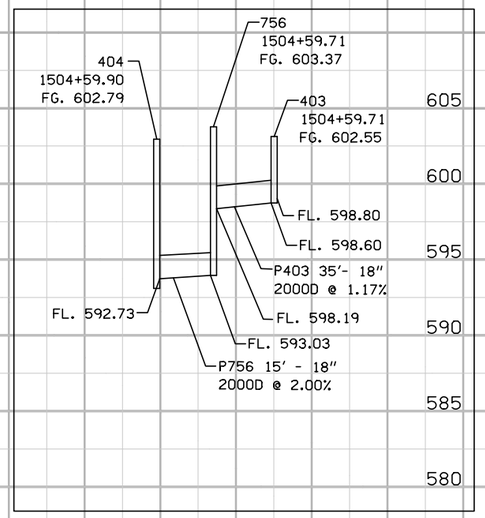
1. CONNECT TO EXISTING INTAKE OR MANHOLE. FIELD VERIFY EXISTING STRUCTURE LOCATIONS AND ELEVATIONS PRIOR TO INSTALLING PIPE.
2. REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER CONSTRUCTION AND CONCRETE PIPE CAP.
3. CONNECT PROPOSED INTAKE OR MANHOLE TO EXISTING PIPE. FOR ALL CONNECTIONS TO EXISTING PIPES, FIELD VERIFY EXISTING FLOWLINES PRIOR TO ORDERING THE STRUCTURES.
4. TOP ONLY.
5. STAGE PIPE WITHIN WORKZONE. SEE J SHEETS AND NOTE 2 ABOVE.
6. REMOVE APRON IN TEMPORARY POND AND REINSTALL IN PROPOSED POND

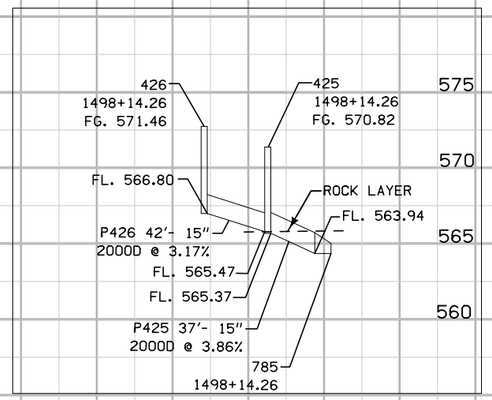
STORM SEWER PLAN

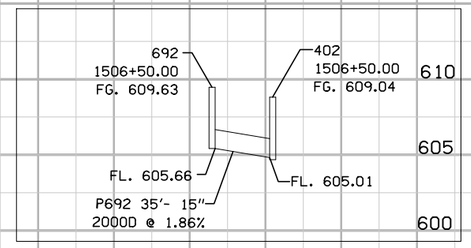
US 67 RAMP A

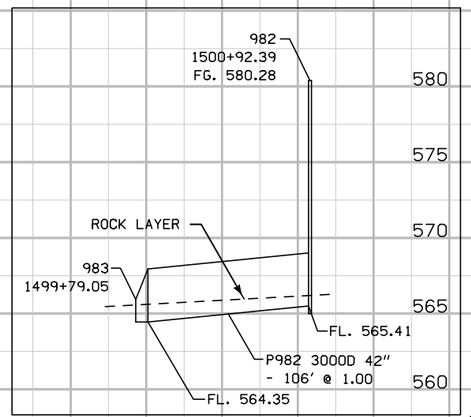
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.16











For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.17

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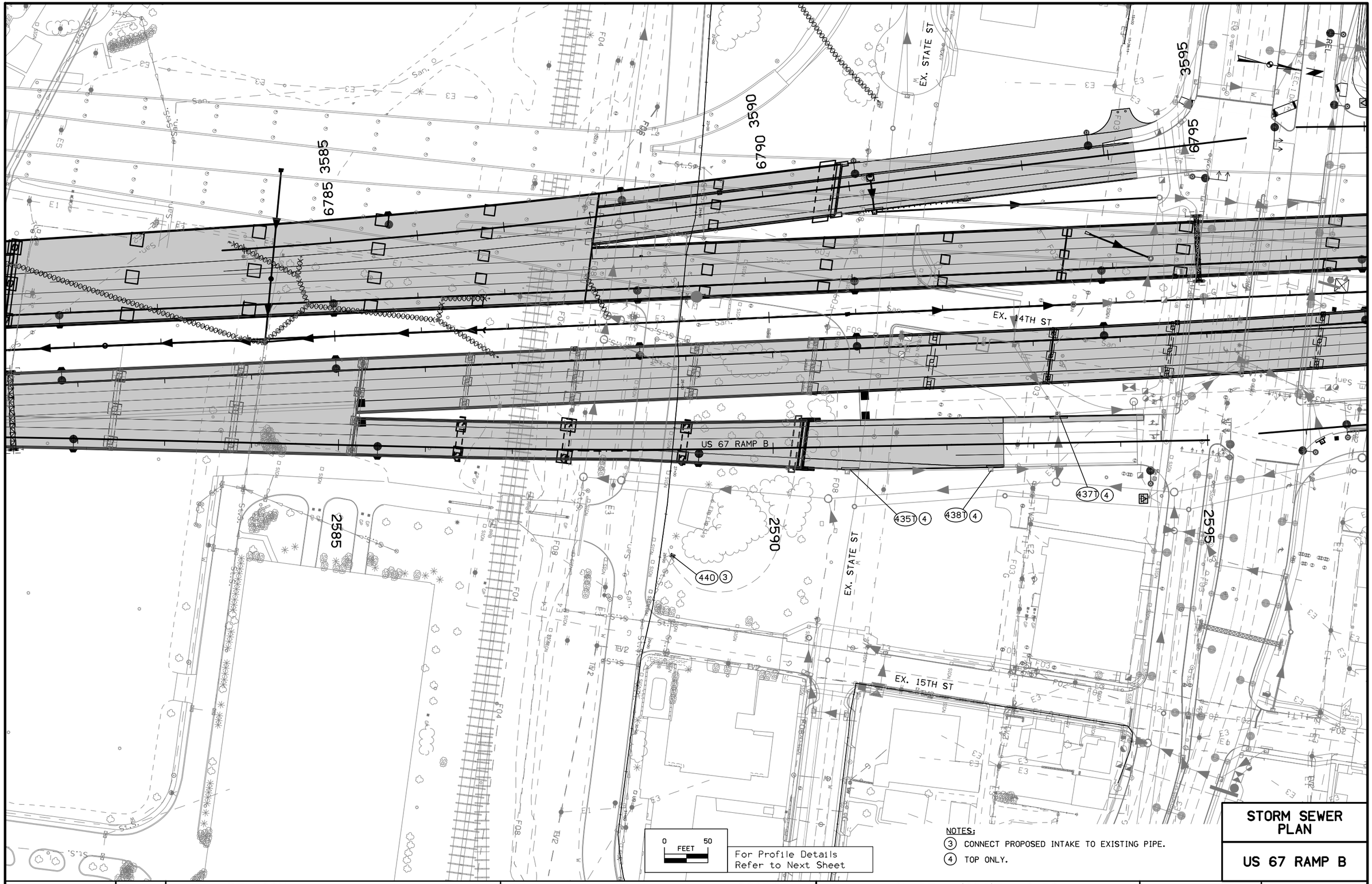

NOTES:

(3) CONNECT PROPOSED INTAKE TO EXISTING PIPE.

(4) TOP ONLY.

STORM SEWER PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.18

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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

440
2588+83.54
FG. 567.74

EXISTING GROUND AT B/L

ROCK LAYER

EX. 18"
FL. 563.82

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(206)5--13-82**	SHEET NUMBER **M.19**

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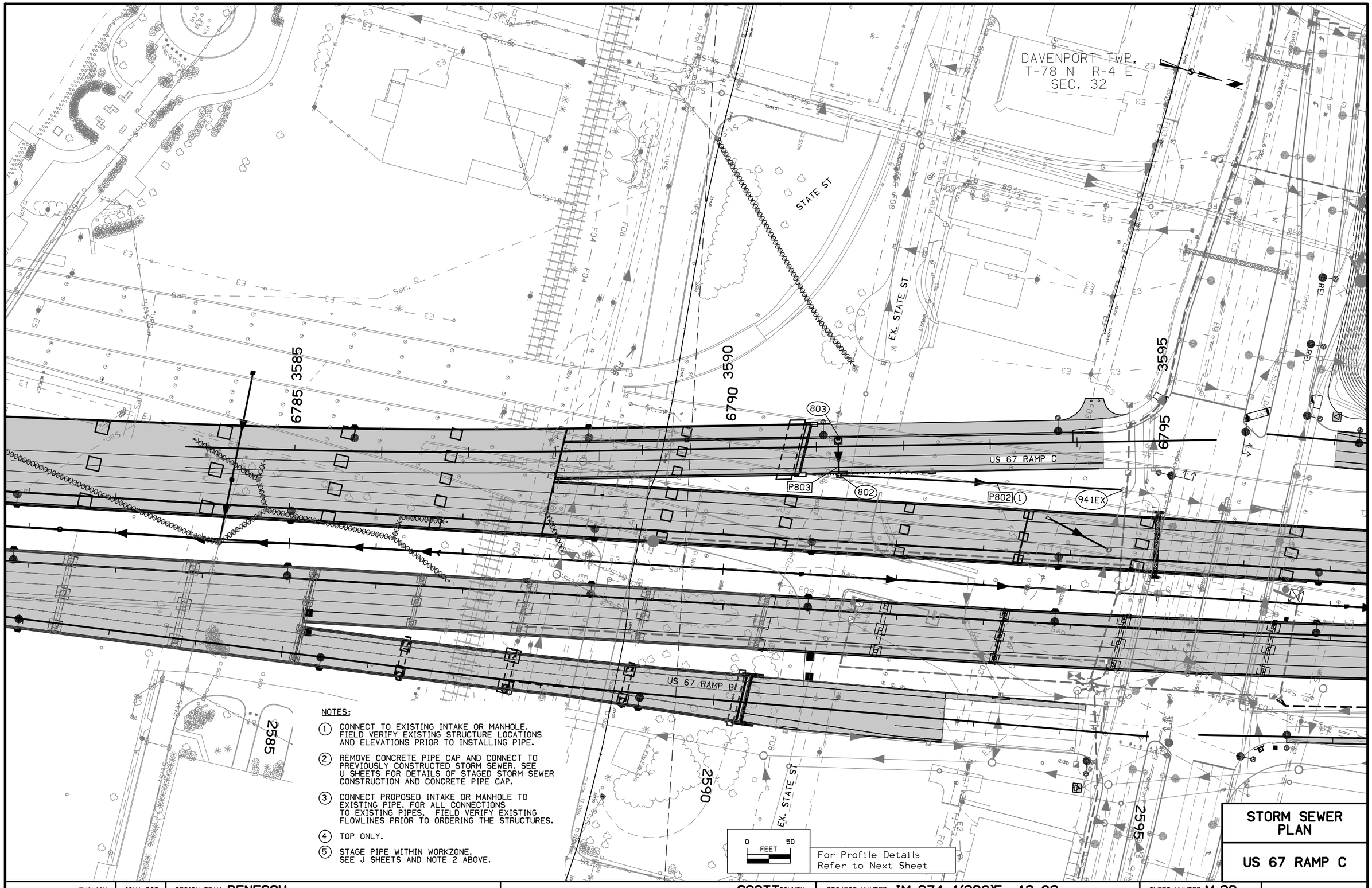

STORM SEWER PLAN

US 67 RAMP C

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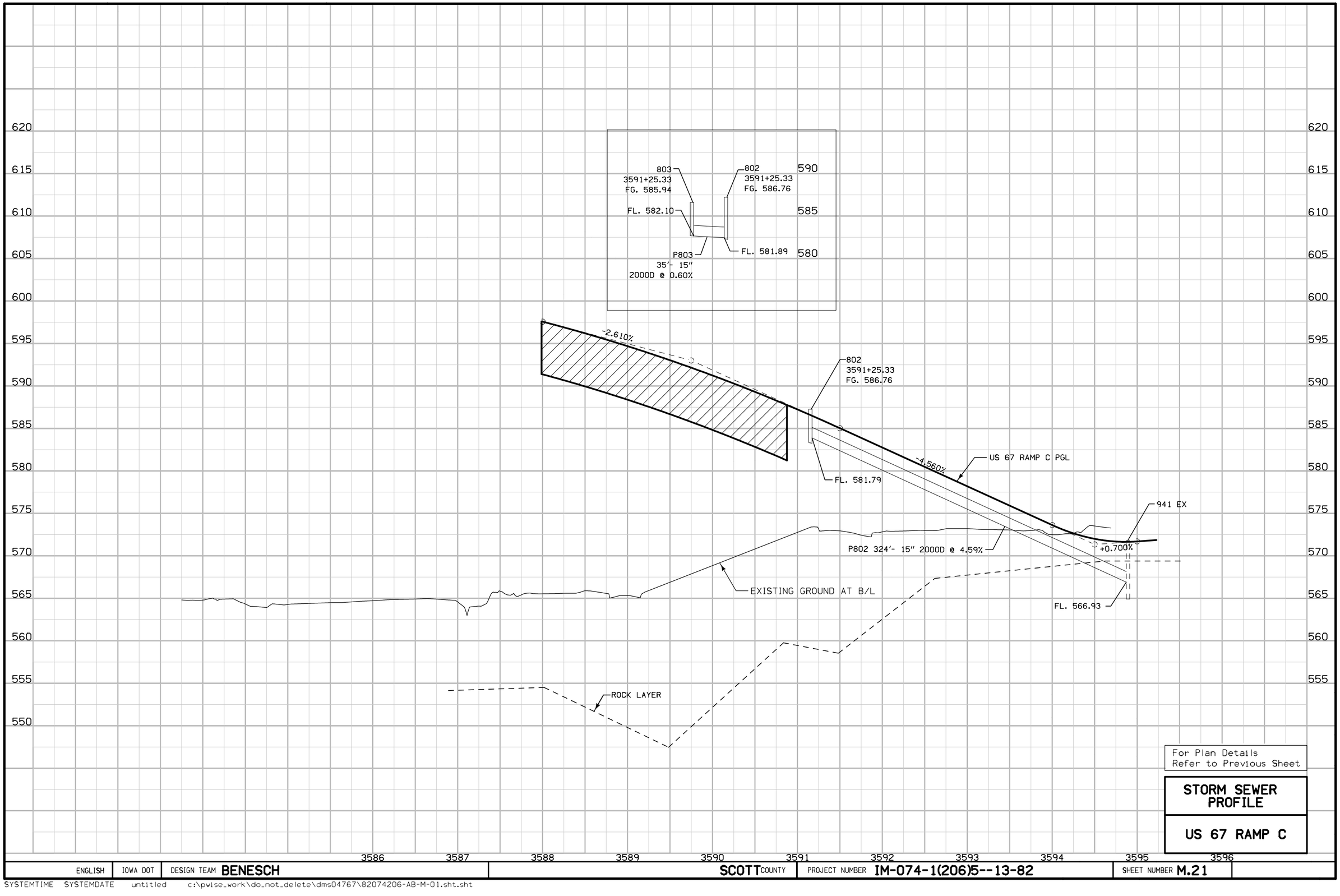

For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

US 67 RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **M.21**

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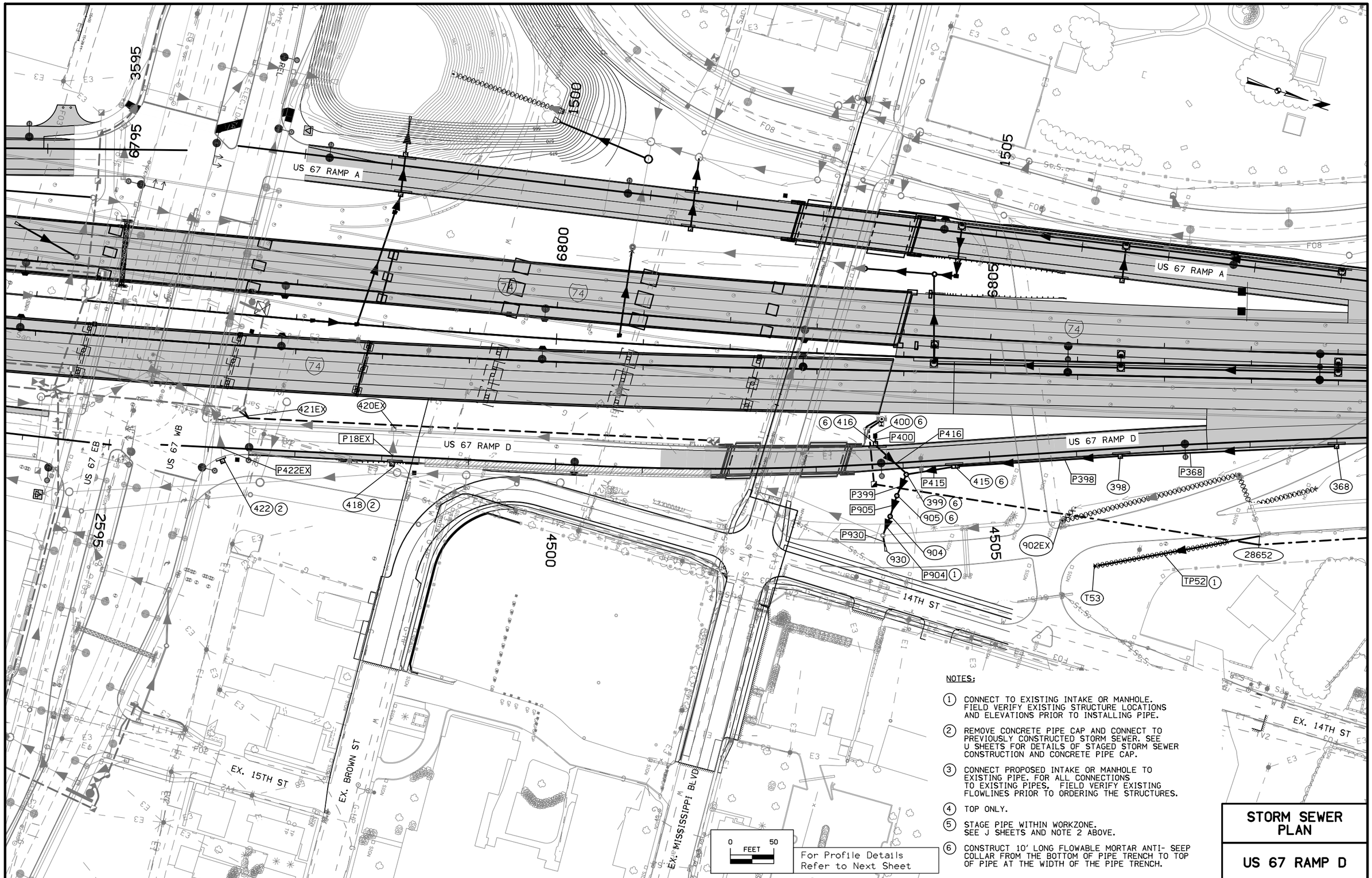


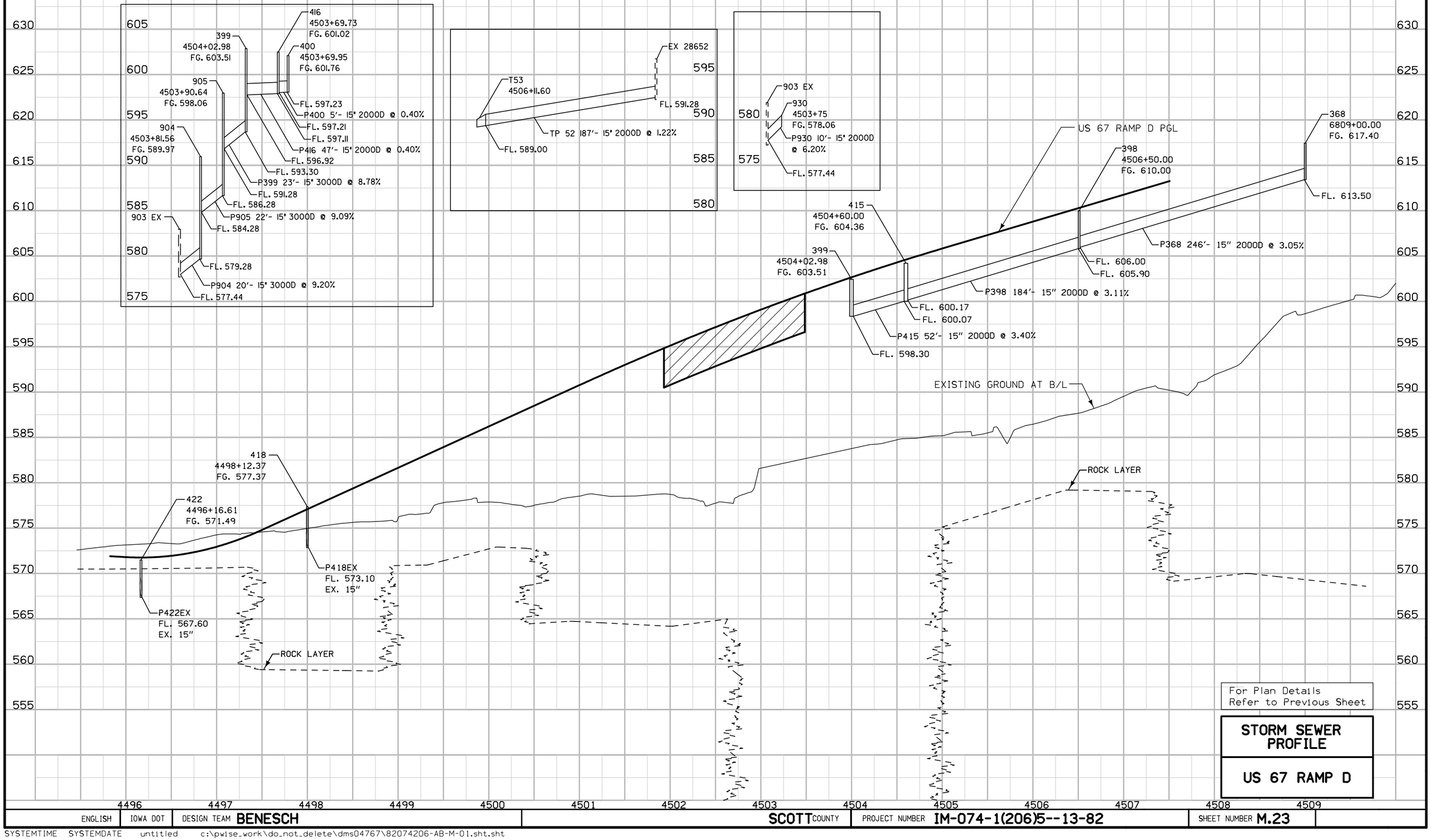
NOTES:

1. CONNECT TO EXISTING INTAKE OR MANHOLE. FIELD VERIFY EXISTING STRUCTURE LOCATIONS AND ELEVATIONS PRIOR TO INSTALLING PIPE.
2. REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER CONSTRUCTION AND CONCRETE PIPE CAP.
3. CONNECT PROPOSED INTAKE OR MANHOLE TO EXISTING PIPE. FOR ALL CONNECTIONS TO EXISTING PIPES, FIELD VERIFY EXISTING FLOWLINES PRIOR TO ORDERING THE STRUCTURES.
4. TOP ONLY.
5. STAGE PIPE WITHIN WORKZONE. SEE J SHEETS AND NOTE 2 ABOVE.
6. CONSTRUCT 10' LONG FLOWABLE MORTAR ANTI- SEEP COLLAR FROM THE BOTTOM OF PIPE TRENCH TO TOP OF PIPE AT THE WIDTH OF THE PIPE TRENCH.

STORM SEWER PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.22



For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.23

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STATE STREET STORM SEWER STAGING

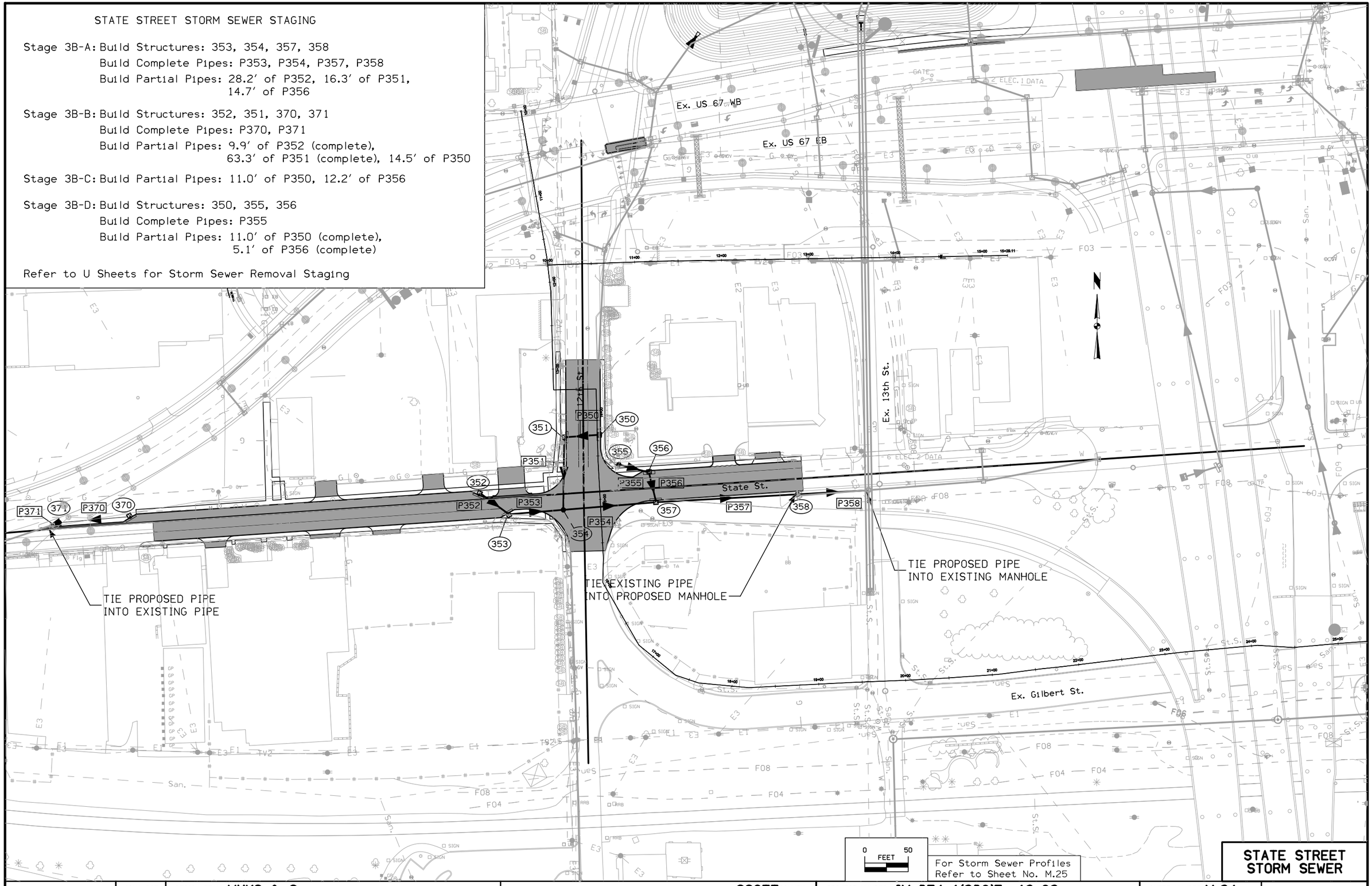
Stage 3B-A: Build Structures: 353, 354, 357, 358
Build Complete Pipes: P353, P354, P357, P358
Build Partial Pipes: 28.2′ of P352, 16.3′ of P351, 14.7′ of P356

Stage 3B-B: Build Structures: 352, 351, 370, 371
Build Complete Pipes: P370, P371
Build Partial Pipes: 9.9′ of P352 (complete), 63.3′ of P351 (complete), 14.5′ of P350

Stage 3B-C: Build Partial Pipes: 11.0′ of P350, 12.2′ of P356

Stage 3B-D: Build Structures: 350, 355, 356
Build Complete Pipes: P355
Build Partial Pipes: 11.0′ of P350 (complete), 5.1′ of P356 (complete)

Refer to U Sheets for Storm Sewer Removal Staging



STATE STREET STORM SEWER

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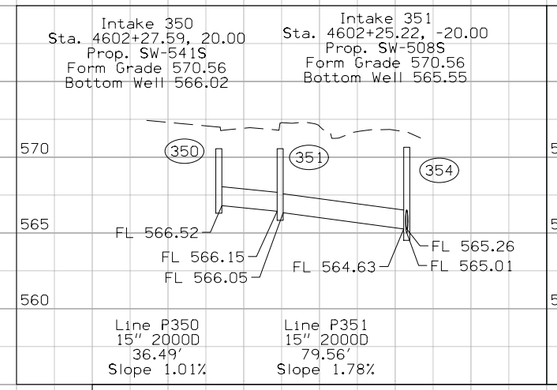

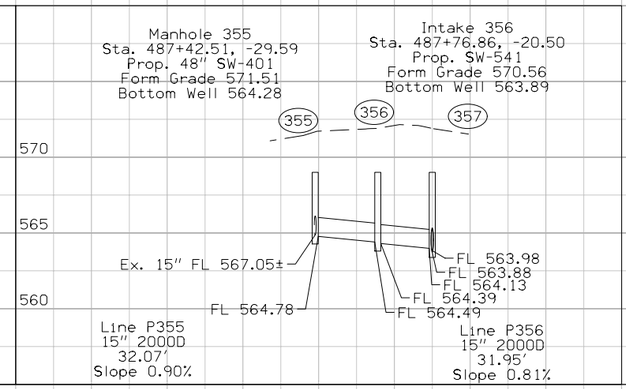

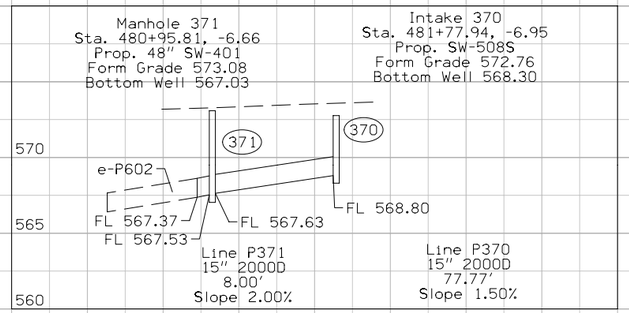

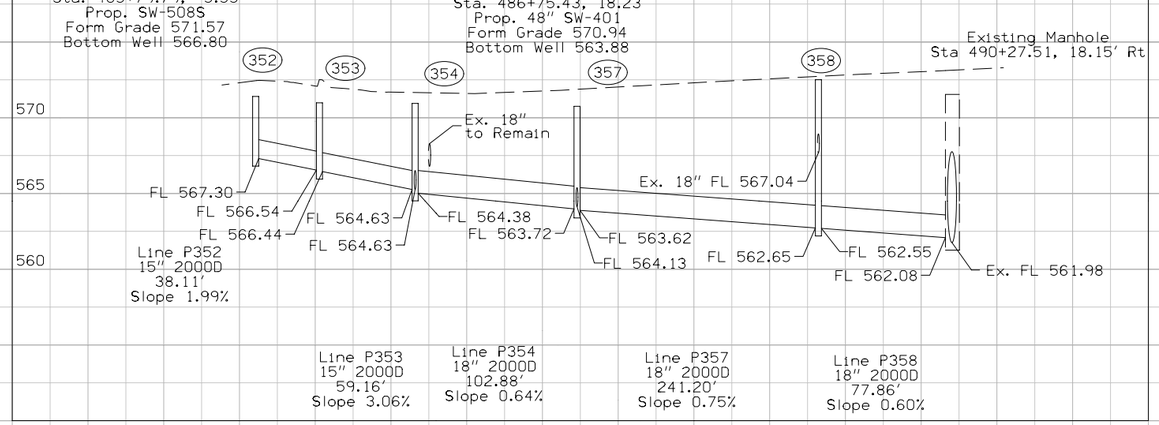

NOT TO SCALE

STATE STREET
STORM SEWER

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.25

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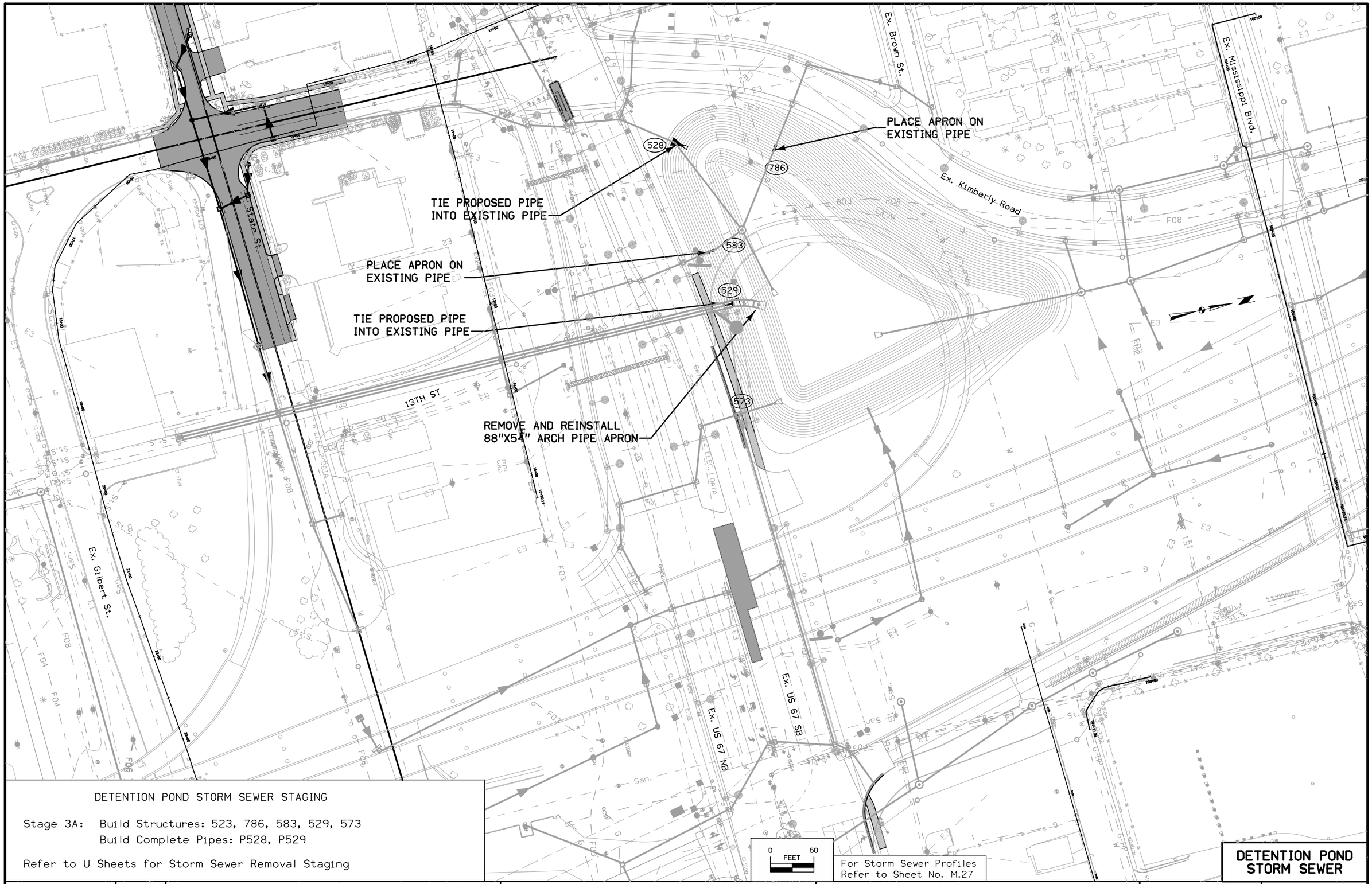

DETENTION POND STORM SEWER STAGING

Stage 3A: Build Structures: 523, 786, 583, 529, 573
Build Complete Pipes: P528, P529

Refer to U Sheets for Storm Sewer Removal Staging

For Storm Sewer Profiles
Refer to Sheet No. M.27

DETENTION POND STORM SEWER

ENGLISH	IOWA DOT	DESIGN TEAM **WHKS & Co.**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **M.26**

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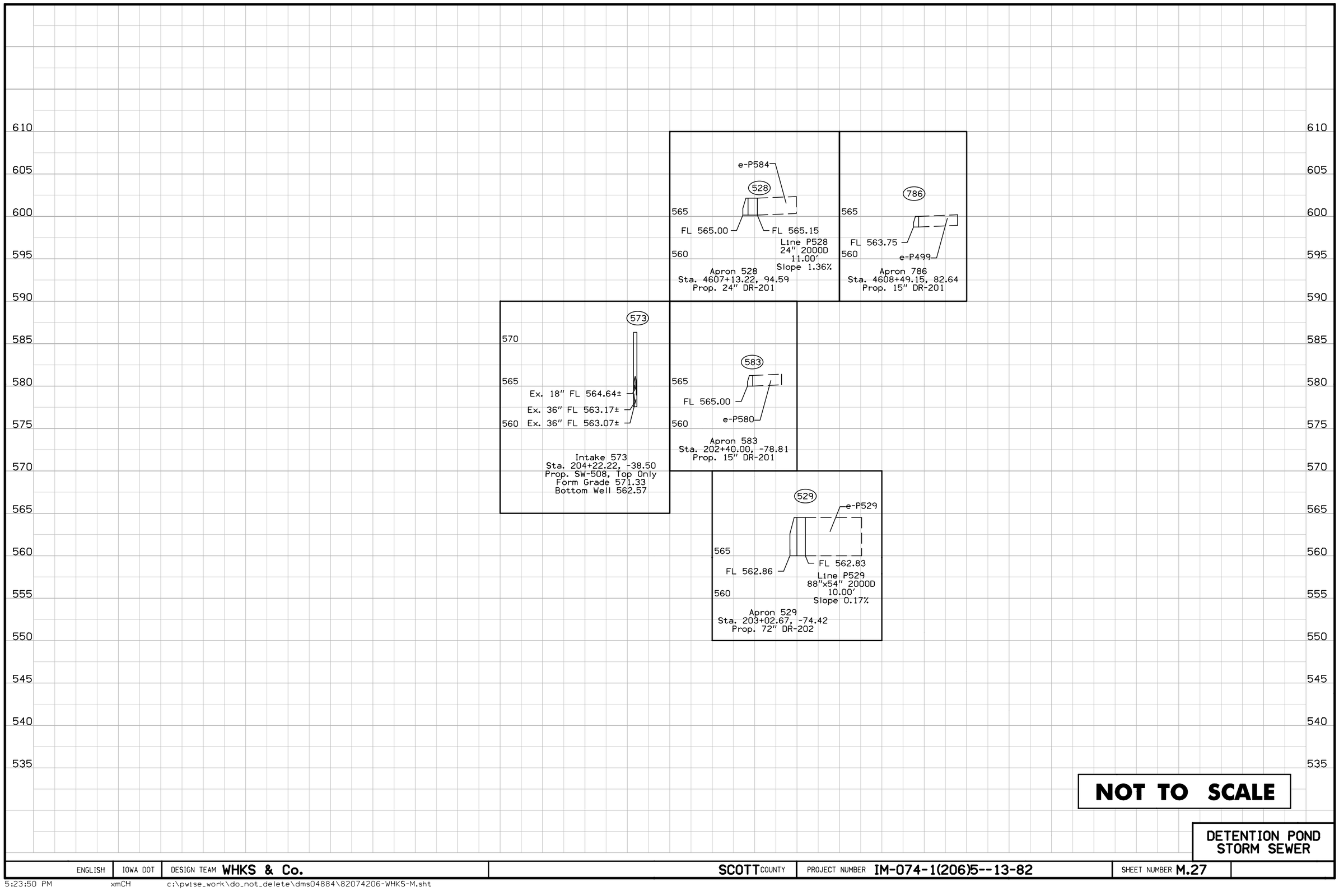

DETENTION POND
STORM SEWER

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.27	

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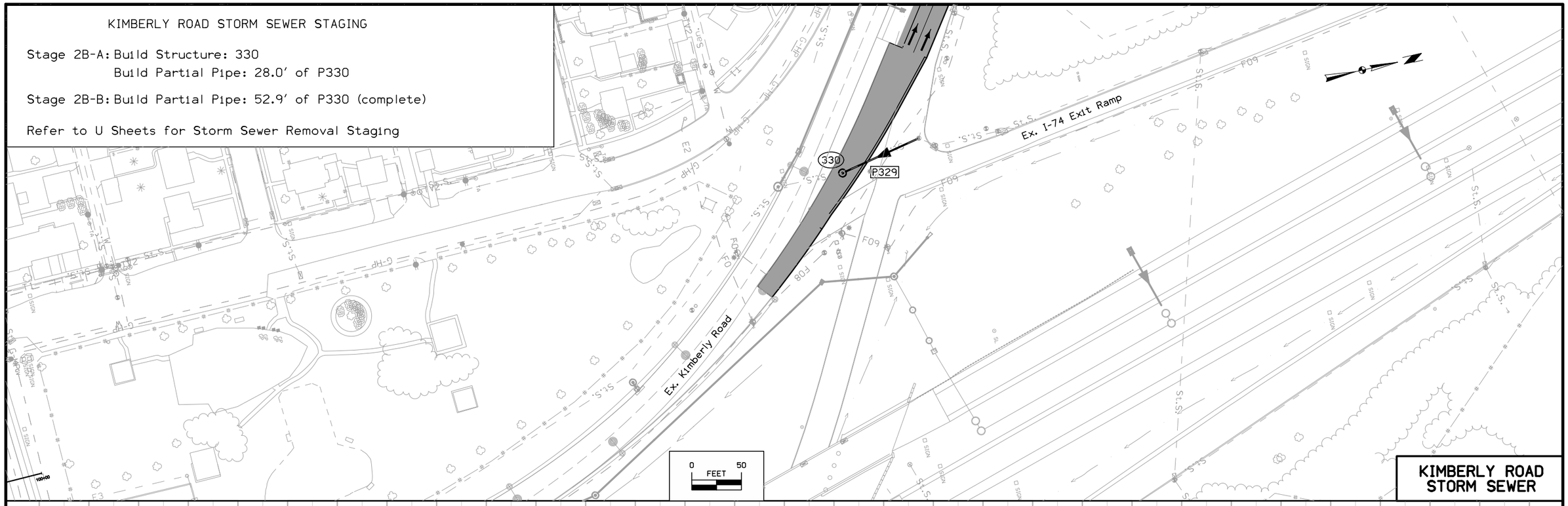
KIMBERLY ROAD STORM SEWER STAGING

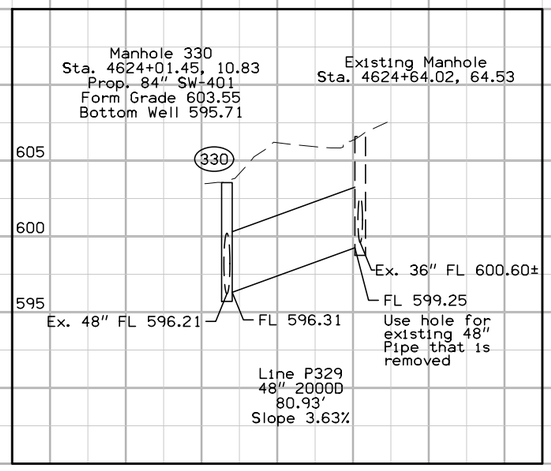
Stage 2B-A: Build Structure: 330
Build Partial Pipe: 28.0' of P330

Stage 2B-B: Build Partial Pipe: 52.9' of P330 (complete)

Refer to U Sheets for Storm Sewer Removal Staging



KIMBERLY ROAD STORM SEWER



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.28

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SANITARY 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
153	486+99.68, 10.66' Rt.	48" SW-301	571.21	556.34		State St. Div. (2)
e152	482+43.52, 8.56' Rt.	48" SW-401	572.25	556.93		UAC, Note A
1	6782+58.48, 165.42' Lt.	Letdown Structure Stub				See Project (255)
2	6782+59.92, 93.06' Lt.	Exist. 66" Sanitary Main				

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
P152	Ex.	153	DIP	16	455	452	0.13	557.53	556.94		M.28	Note C, Div. (2)
P153	153	Ex.	DIP	16	237	234	0.13	556.84	556.54		M.28	Note C, Div. (2)
e-P202			DIP	16		103	0.20	556.54	556.33			UAC, Note B
P951	1	2	DIP	4	76	73	3.62	554.20	551.56		M.29	SW-201, Div. (2)

Notes:
A — UAC existing structure. Tie in proposed P152 to existing manhole. Connection to manhole shall be paid with "Connection to Existing Manhole" bid item.
B — Remove plug on end of existing pipe and inlet end of pipe to proposed P153 outlet end. All costs associated with the connection shall be considered incidental to 16" Sanitary Sewer bid item.
C — Sanitary Sewer construction shall be completed during Stage 3B-A. Refer to Sheet Nos. J.71 and J.72 for additional staging information.

For Sanitary Sewer Service Stub Details
Refer to Tabulation WHKS-1 on C Sheets

Ex. US 67 NB

State St.

12th St.

P152

P153

153

TIE PROPOSED PIPE
INTO EXISTING MANHOLE

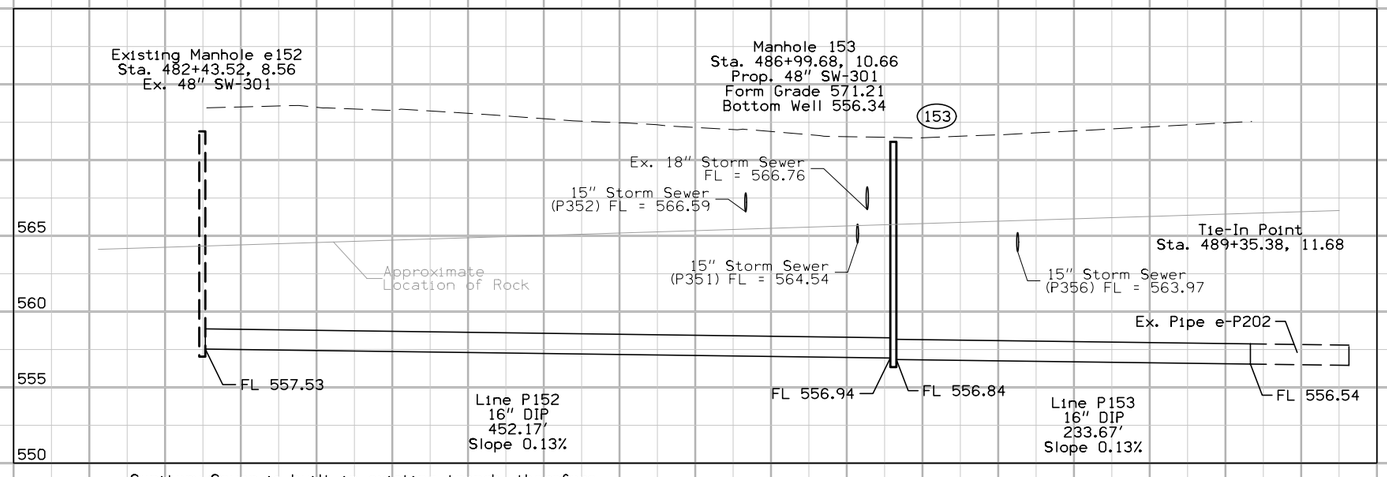
TIE PROPOSED PIPE
INTO EXISTING PIPE

STATE STREET SANITARY SEWER STAGING
All work is to be completed in Stage 3B-A

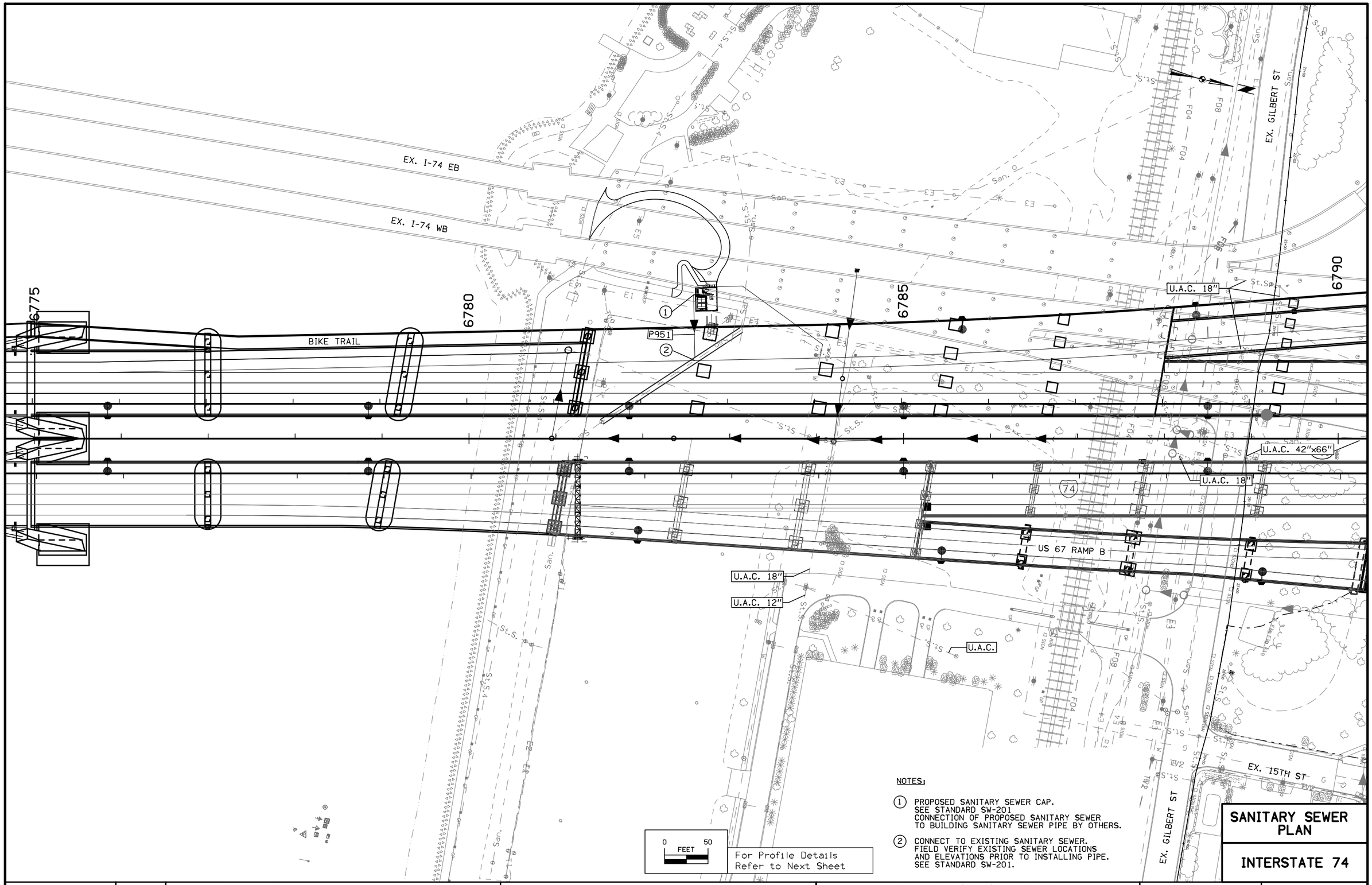
Refer to U Sheets for Sanitary Sewer Removal Staging

0 FEET 50

STATE STREET SANITARY SEWER



Sanitary Sewer is built in existing trench, therefore no Rock Excavation is anticipated. If Rock is encountered, excavation will be paid for using the Rock Excavation Bid Item. Approx. 13 CY is included for constructing Manhole 153



NOTES:

1. PROPOSED SANITARY SEWER CAP. SEE STANDARD SW-201 CONNECTION OF PROPOSED SANITARY SEWER TO BUILDING SANITARY SEWER PIPE BY OTHERS.
2. CONNECT TO EXISTING SANITARY SEWER. FIELD VERIFY EXISTING SEWER LOCATIONS AND ELEVATIONS PRIOR TO INSTALLING PIPE. SEE STANDARD SW-201.

SANITARY SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER M.31

-2.800%

I-74 PGL

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

560 555 550 545

1
6782+58.48

APPROXIMATE ROCK LAYER

FL. 554.20

2
6782+59.92

P951
73.00' - 4"
DIP @ 3.62%

FL. 551.56

FL. 547.27

EXISTING GROUND AT ℄

ROCK LAYER

6779 6780 6781 6782 6783 6784 6785 6786 6787 6788 6789 6790

For Plan Details
Refer to Previous Sheet

SANITARY SEWER PROFILE

INTERSTATE I-74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **M.32**

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PERMANENT TRAFFIC SIGNAL BILL OF MATERIALS

Item	DESCRIPTION	UNIT	TOTAL
1	Solid State Controller with Cabinet, Accessroies	EACH	1
2	Video Detection System	EACH	1
3	Emergency Vehicle Detectoin System	EACH	1
4	Pedestrian Push Button with R10-4A Sign	EACH	8
5	Pedestrian Signal Head - 18 in Hand-Walking Person Symbol; Countdown	EACH	8
6	Traffic Signal Head - 12 in R,Y,G with Backplate	EACH	15
7	Traffic Signal Head - 12 in <R,<Y,<G with Backplate	EACH	5
8	Handhole 24"	EACH	4
9	Cable - 3c #14 AWG, Signal Circuts	FEET	648
10	Cable - 5c #14 AWG, Signal Circuts	FEET	504
11	Cable - 7c #14 AWG, Signal Circuts	FEET	1228
12	Cable - 12c #14 AWG, Signal Circuts	FEET	1125
13	Cable - 2c #14 AWG, Pedestrian Push Buttons	FEET	2210
14	Cable - Preemption Wire	FEET	1125
15	Cable - Video Detecton	FEET	971
16	Cable - Video Power	FEET	971
17	Cable, Fiber Optic - 12 Multimode	FEET	40
18	Cable - 3c #6 AWG, Signal Wire for Power Circuit*	FEET	28
19	Cable - 1c #6 AWG, Bare Copper Wire for Ground Circuits	FEET	945
20	Cable - 1c #10 AWG, Tracer Wire	FEET	40
21	Pull Rope	FEET	945
22	Conduit-2 in PVC (HDPE)	FEET	88
23	Conduit-4 in PVC (HDPE)	FEET	512
24	Conduit-2 in STEEL*	FEET	15
25	Concrete Base - Controller	EACH	1
26	Concrete Base - Pedestal Pole 2 ft Diameter, 3 ft deep	EACH	8
27	Concrete Base, Type C	EACH	1
28	Concrete Base, Type D	EACH	1
29	Concrete Base, Type E	EACH	1
30	Pedestal Pole - 10 Ft	EACH	3
31	Pedestal Pole - 17 Ft	EACH	4
32	Mast Arm Pole - 48 ft Mast Arm Length	EACH	1
33	Mast Arm Pole - 61 ft Mast Arm Length	EACH	1
34	Dual Mast Arm Pole - 44 ft and 20 ft Mast Arm Lengths	EACH	1
35	Drilled Shafts in Soils**	FEET	15
36	Drilled Shafts in Rock**	FEET	31
	* - Quantity Estimated - Location of service connection to be coordinated with utility.		
	** - Quantity Estimated - To be paid for under separate pay item.		

TRAFFIC SIGNAL GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

13. EXISTING STREET SIGNS AT INTERSECTIONS WITH TEMPORARY TRAFFIC SIGNALS SHALL BE MAINTAINED AS A PART OF THE TEMPORARY TRAFFIC SIGNAL PAY ITEM.

14. THE CONTRACTOR SHALL REMOVE THE EXISTING TRAFFIC SIGNAL AT THE LOCATION(S) SPECIFIED IN THE DELIVERY AND STOCKPILING TABLE. REMOVAL SHALL CONSIST OF, BUT NOT LIMITED TO, ALL TRAFFIC SIGNAL POSTS, POLES, MAST ARMS, SIGNAL HEADS, CONTROLLER, CABINETS, WIRING, AND HAND HOLES.

15. ALL PEDESTRIAN SIGNAL HEADS ON TEMPORARY SIGNALS SHALL NOT BE TURNED ON AND SHALL BE COVERED, UNTIL LATER STAGES WHEN PEDESTRIAN CROSS WALKS ARE CONSTRUCTED.

SIGNAL LEGEND



TRAFFIC CONTROL DEVICES

108-28 MODIFIED

Item Description	LOCATION	REMARKS
TRAFFIC SIGNAL	US 67 AND EASTBOUND I-74 RAMPS	
TRAFFIC SIGNAL MODIFICATION	US 67 AND WESTBOUND I-74 RAMPS	
TEMPORARY TRAFFIC SIGNAL	MISSISSIPPI BLVD AND 14TH STREET	
TEMPORARY TRAFFIC SIGNAL	KIMBERLY AND EB I-74 RAMP	
TRAFFIC SIGNAL MODIFACTION (TEMP)	MIDDLE ROAD AND WB I-74 RAMP	SEE MOT PLAN

DELIVERY AND STOCKPILING

110-13 04-20-10

Item Description	Quantity	Units	Delivery Location	Contact Name & Number	Remarks
Existing temporary traffic signal at State Street and 12th Street	1	EACH	Bettendorf Public Works Facility 4403 Devils Glen Rd Bettendorf, IA 52722	563-344-4055	

LICENSED PROFESSIONAL ENGINEER TODD ARTZ 20229 IOWA

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

Signature Todd M. Artz Date December 18, 2015

Printed or Typed Name Todd M. Artz

My license renewal date is December 31, 2016

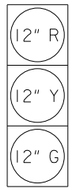
Pages or sheets covered by this seal: N.1 - N.9

LAYOUT	TMA	12/14/15
DRAWN	RLA	4/8/16
REVIEWED	KNB	12/18/15

TRAFFIC SIGNAL PLAN

GENERAL NOTES

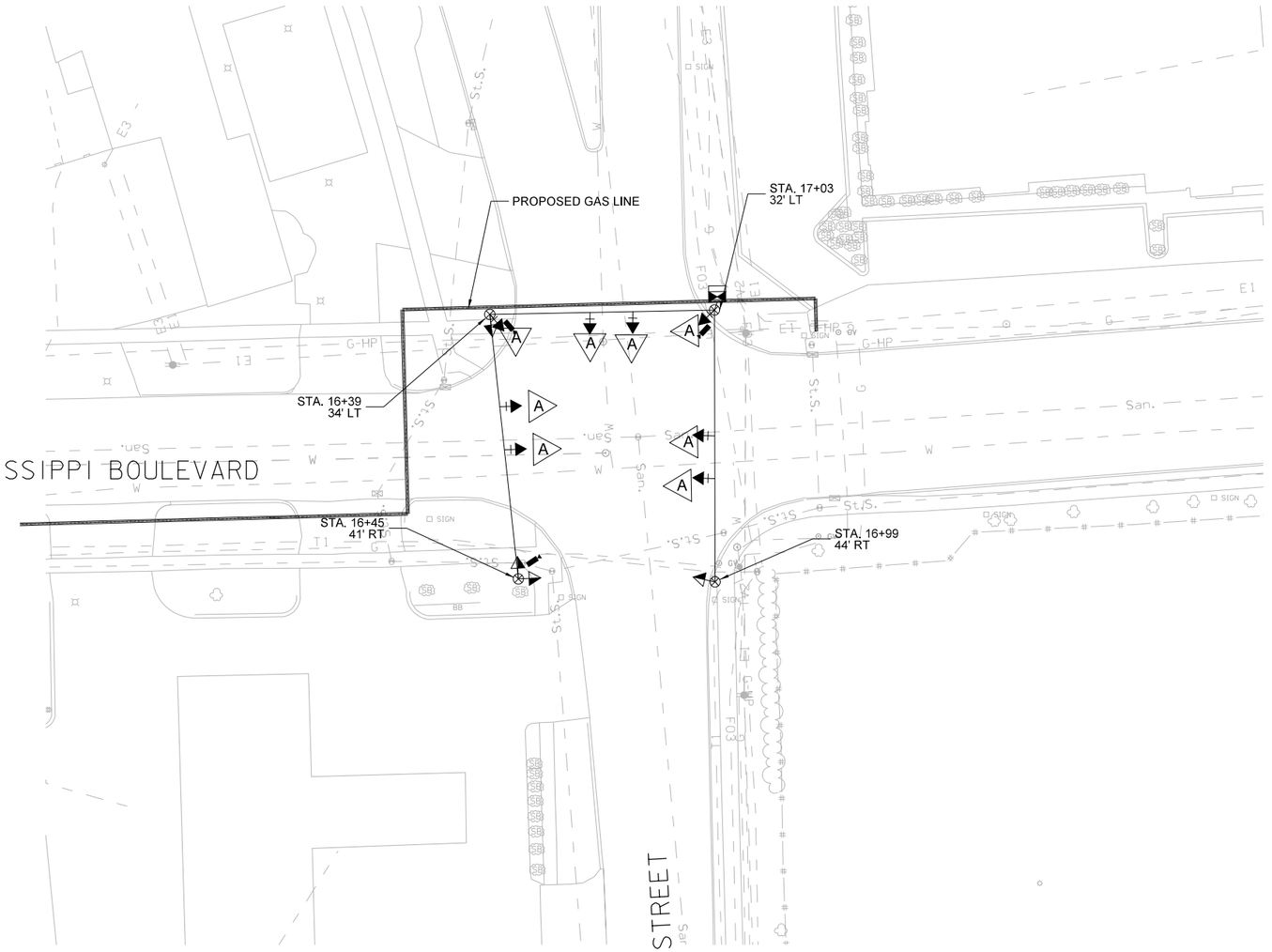
TRAFFIC SIGNAL FACES

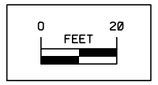


A

CONSTRUCTION PHASES

2A
2B





LAYOUT	TMA	12/14/15
DRAWN	RLA	4/8/11
REVIEWED	KNB	12/18/15

TEMPORARY TRAFFIC SIGNAL

TRAFFIC SIGNAL PLAN

MISSISSIPPI BLVD AND 14TH STREET

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

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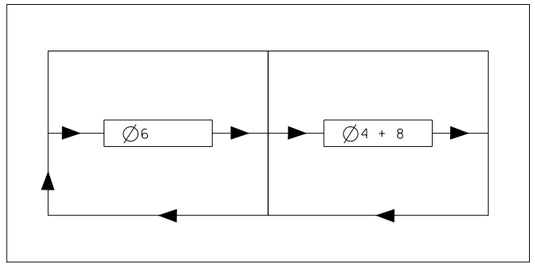
TRAFFIC PHASING LEGEND

→	ACTUATED VEHICLE MOVEMENT
R/W	RIGHT OF WAY INTERVAL
Ø	TRAFFIC PHASE
R	CIRCULAR RED
Y	CIRCULAR YELLOW
G	CIRCULAR GREEN
YA	YELLOW ARROW
GA	GREEN ARROW
AO	ALL OTHERS

TRAFFIC PHASING AND COLOR SCHEME

APPROACH	FACE	Ø6				Ø4 + 8												FLASH
		R/W	CLEAR TO Ø: AO			R/W	CLEAR TO Ø: AO			R/W	CLEAR TO Ø			R/W	CLEAR TO Ø			
NORTHBOUND	A	G	Y			R	R											R
EASTBOUND	A	R	R			G	Y											R
WESTBOUND	A	R	R			G	Y											R

FLOW DIAGRAM



THE RED CLEARANCE INTERVAL SHALL BE INCLUDED IN THE COLOR SEQUENCE WHEN CALLED FOR BY THE CONTROLLER TIMING.

NOTE:

→ INDICATES FLOW PATH WITH ALL PHASES DEMANDED

SUGGESTED TIMINGS (SECONDS)

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

ALL TEMPORARY TRAFFIC SIGNAL TIMING WILL BE PROVIDED BY THE DEPARTMENT OF TRANSPORTATION AND MAY BE ADJUSTED THROUGHOUT CONSTRUCTION.

DETECTOR UNITS SHALL ALLOW FOR ADJUSTABLE DELAY SETTING. INITIAL DELAY SETTING SHALL BE 5 SECONDS.

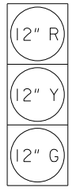
LAYOUT		
DRAWN	RLA	4/8/11
REVIEWED	KNB	12/18/15
TMA		12/14/15

TEMPORARY TRAFFIC SIGNAL

TRAFFIC SIGNAL PLAN

MISSISSIPPI BLVD AND 14TH STREET

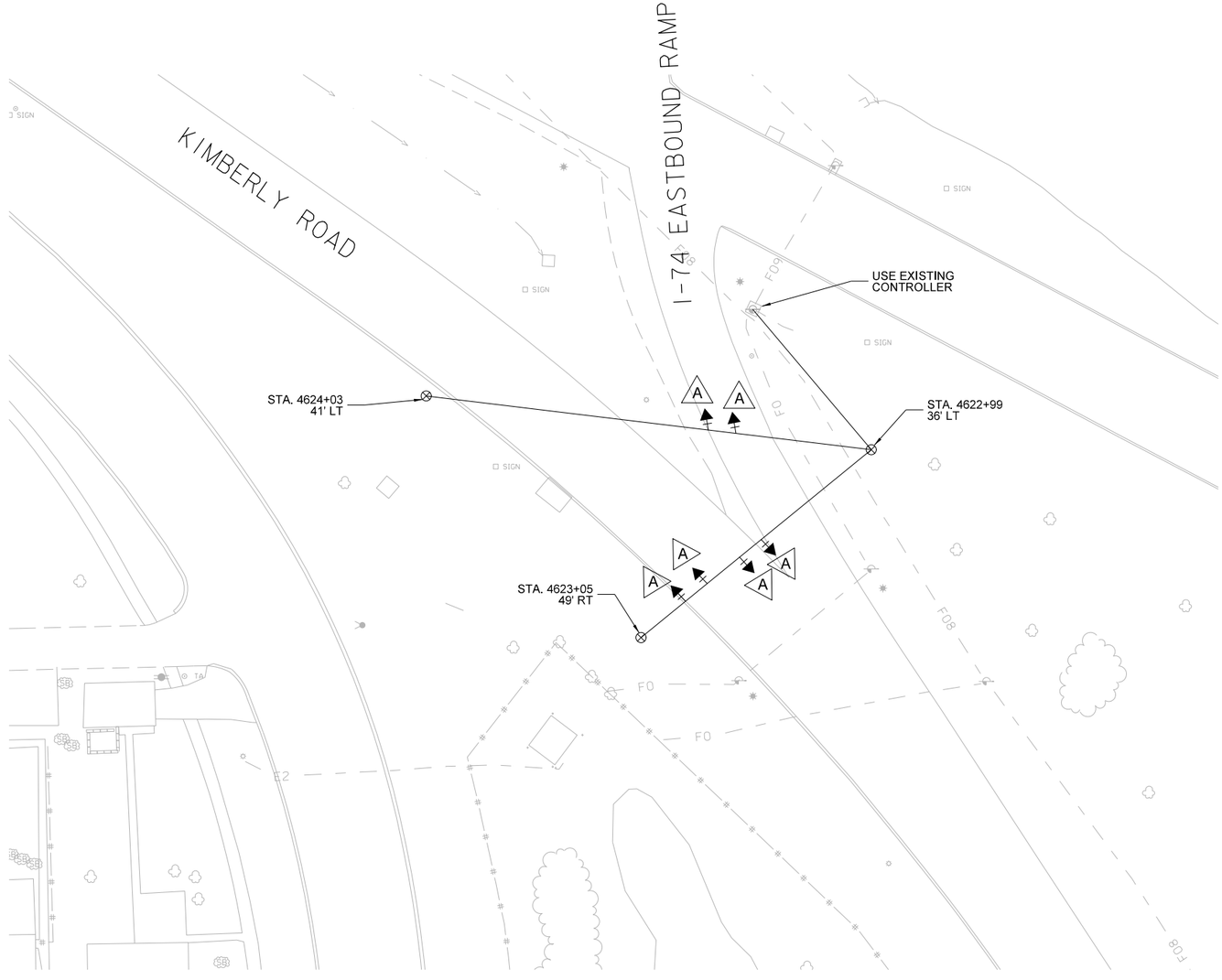
TRAFFIC SIGNAL FACES

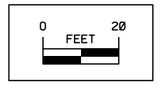


A

CONSTRUCTION PHASES

2B





LAYOUT	TMA	12/14/15
DRAWN	RLA	4/8/11
REVIEWED	KNB	12/18/15

TEMPORARY TRAFFIC SIGNAL

TRAFFIC SIGNAL PLAN

KIMBERLY ROAD AND I-74 EB RAMP

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

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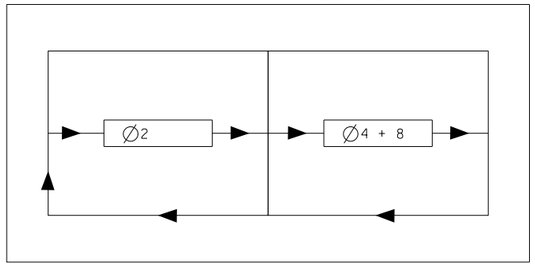
TRAFFIC PHASING LEGEND

→	ACTUATED VEHICLE MOVEMENT
R/W	RIGHT OF WAY INTERVAL
Ø	TRAFFIC PHASE
R	CIRCULAR RED
Y	CIRCULAR YELLOW
G	CIRCULAR GREEN
YA	YELLOW ARROW
GA	GREEN ARROW
AO	ALL OTHERS

TRAFFIC PHASING AND COLOR SCHEME

APPROACH	FACE	Ø2				Ø4 + 8												FLASH
		R/W	CLEAR TO Ø: AO			R/W	CLEAR TO Ø: AO			R/W	CLEAR TO Ø			R/W	CLEAR TO Ø			
NORTHBOUND	A	G	Y			R	R											R
EASTBOUND	A	R	R			G	Y											R
WESTBOUND	A	R	R			G	Y											R

FLOW DIAGRAM



THE RED CLEARANCE INTERVAL SHALL BE INCLUDED IN THE COLOR SEQUENCE WHEN CALLED FOR BY THE CONTROLLER TIMING.

NOTE:

→ INDICATES FLOW PATH WITH ALL PHASES DEMANDED

SUGGESTED TIMINGS (SECONDS)

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

ALL TEMPORARY TRAFFIC SIGNAL TIMING WILL BE PROVIDED BY THE DEPARTMENT OF TRANSPORTATION AND MAY BE ADJUSTED THROUGHOUT CONSTRUCTION.

DETECTOR UNITS SHALL ALLOW FOR ADJUSTABLE DELAY SETTING. INITIAL DELAY SETTING SHALL BE 5 SECONDS.

LAYOUT		12/14/15
DRAWN	TMA	4/8/11
REVIEWED	RLA	12/18/15
	KNB	

TEMPORARY TRAFFIC SIGNAL

TRAFFIC SIGNAL PLAN

KIMBERLY ROAD AND EB I-74 RAMP

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

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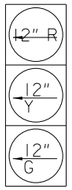
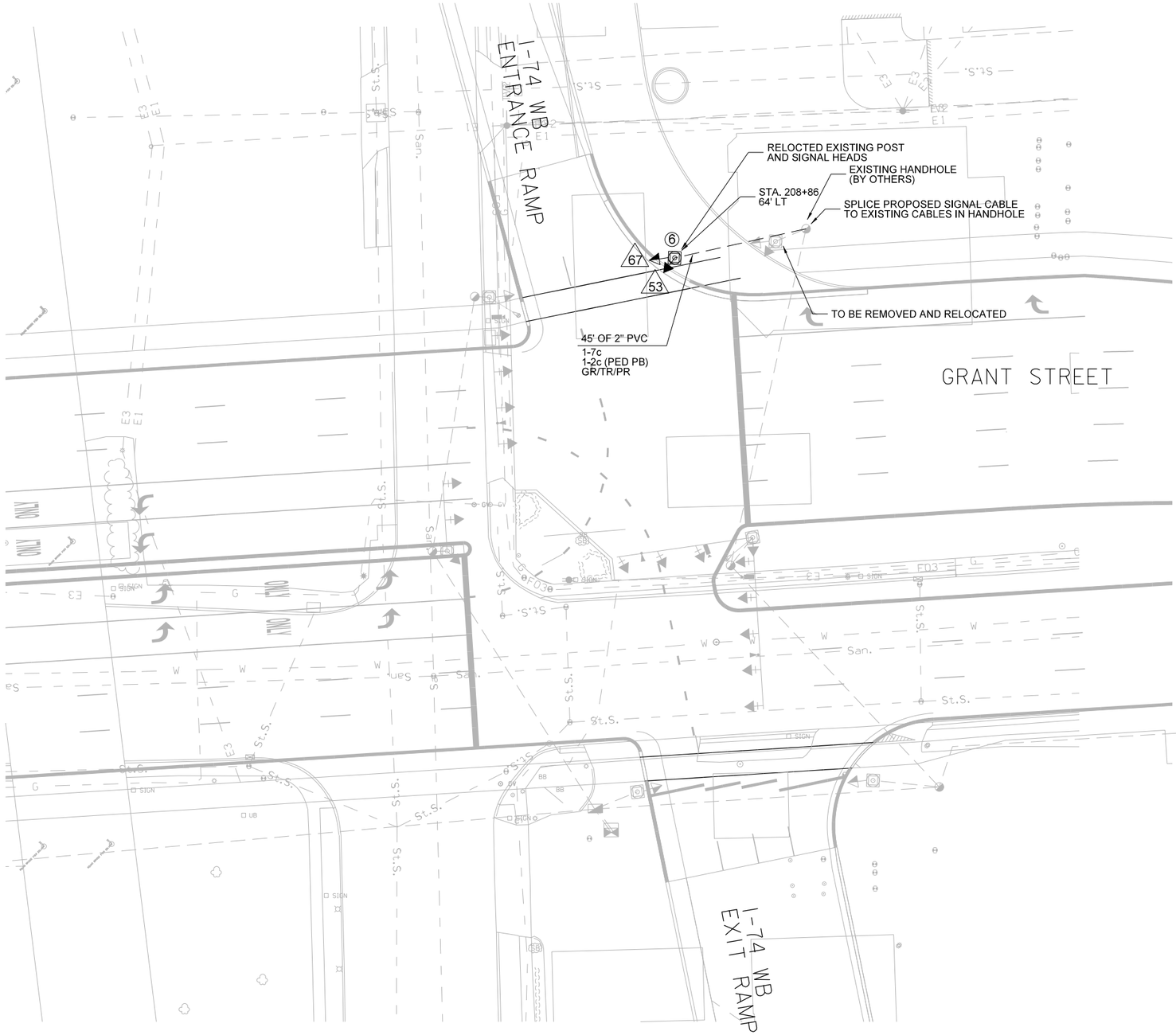
TRAFFIC SIGNAL FACES



NO. 53
(RELOCATED)



NO. 67
(RELOCATED)



LAYOUT	TMA	12/14/15
DRAWN	RLA	4/8/11
REVIEWED	KNB	12/18/15

PERMANENT TRAFFIC SIGNAL

TRAFFIC SIGNAL PLAN

US 67 AND WESTBOUND RAMPS

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

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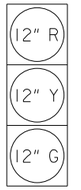
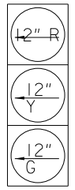
TRAFFIC SIGNAL FACES



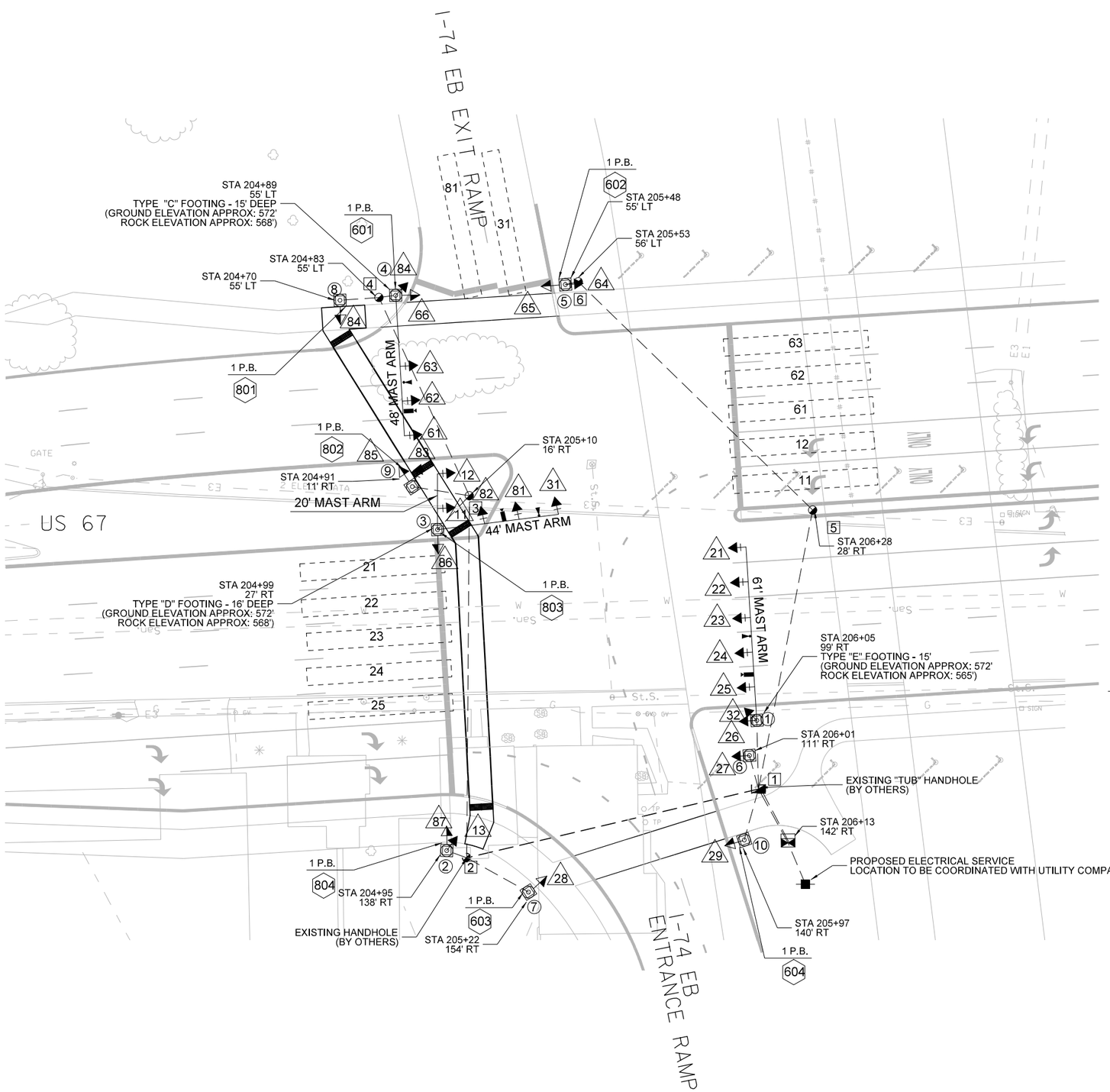
NO. 21, 22, 23, 24, 25, 26, 27, 61, 62, 63, 64, 81, 82, 83, 84
(15-REQ'D)



NO. 11, 12, 13, 31, 32
(5-REQ'D)



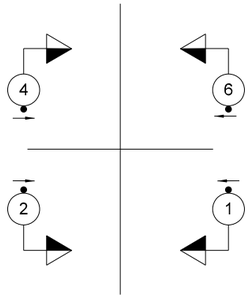
NO. 65, 66, 28, 29, 84 85, 86, 87
(8-REQ'D)



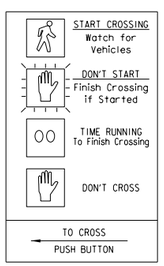
0 FEET 20

N

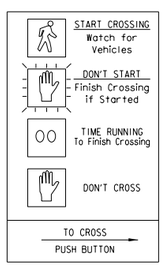
PEDESTRIAN PUSHBUTTON AND SIGNAL FACE MOUNTING



PEDESTRIAN PUSHBUTTON SIGNS



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



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

PERMANENT TRAFFIC SIGNAL

TRAFFIC SIGNAL PLAN

US 67 AND EASTBOUND RAMPS

	TMA	12/14/15
	RLA	4/8/16
LAYOUT	KNB	12/18/15
DRAWN		
REVIEWED		

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

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SUGGESTED TIMINGS (SECONDS)

PHASE	1	2	3	4	5	6	7	8
MINIMUM GREEN	10	10	10			10		
PASSAGE	3	3	3			3		
MAXIMUM I	60	60	60			60		
MAXIMUM II								
YELLOW CHANGE	4	4	4			4		
RED CLEARANCE	1	2	3			2		
WALK	7		7					
PEDESTRIAN CLEARANCE	18		26					
ADDED INITIAL								
TIME TO REDUCE								
TIME BEFORE REDUCTION								
MAXIMUM GAP								

PHASE SEQUENCE CHART

PHASE / NUMBER																	FLASHING
	01+06				02+06				03								
61,62,63,64	G	G	Y	R	G	G	Y	R	R	R	R	R					R
11,12,13	G	G	Y	R	R	R	R	R	R	R	R	R					R
21,22,23,24,25,26,27	R	R	R	R	G	G	Y	R	R	R	R	R					R
81,82,83,84	R	R	R	R	R	R	R	R	G	G	Y	R					R
31,32	R	R	R	R	R	R	R	R	G	G	Y	R					R
65,66	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW					-
28,29,84,85,86,87	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW					-

* LENGTH OF CONDUIT AND CABLE ESTIMATED. ULTIMATE LOCATION OF SERVICE CONNECTION TO BE COORDIANTED WITH UTILITY COMPANY

DETECTOR SUMMARY

DETECTOR NUMBER	LOOP SIZE	PED. PUSH BUTTON	DELAY TIME (SEC.)	PHASE CALLED	NO. OF CHANNELS	PRESENCE MODE	IMPULSE MODE	WIRED IN SERIES	COMMENTS
61,62,63	VIDEO			6	1	X			
11,12	VIDEO			1	1	X			
21,22,23,24,25	VIDEO			2	1	X			
81	VIDEO			3	1	X			
31	VIDEO			3	1	X			
601,602		X		6					
603,604		X		3					

LAYOUT	TMA	12/14/15
DRAWN	RLA	4/8/11
REVIEWED	KNB	12/18/15

TRAFFIC SIGNAL PLAN

US 67 AND EASTBOUND RAMPS

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

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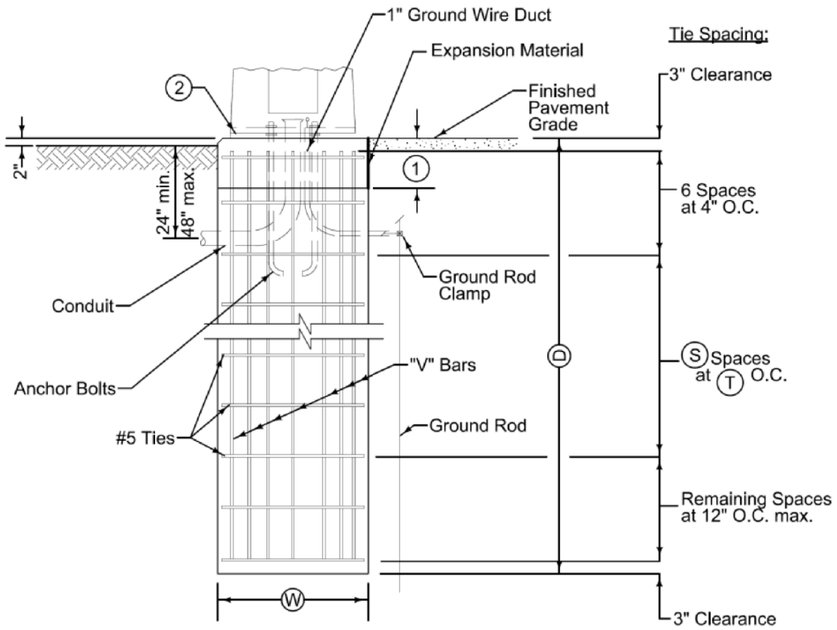
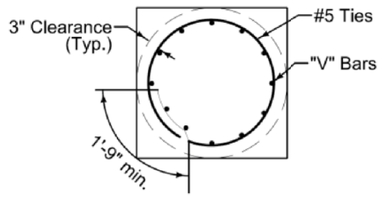


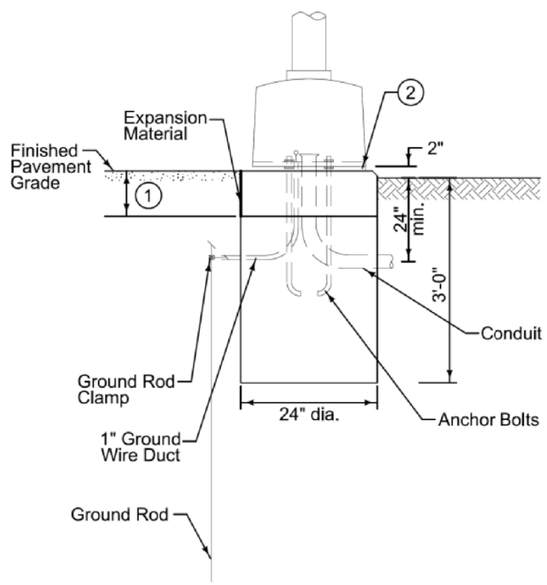


FOOTING DIMENSIONS TABLE						
TYPE	D	W	"V" Bars Count	"V" Bars Size	S	T
A	11'-0"	3'-0"	12	8	8	12"
B	13'-0"	3'-0"	12	8	10	12"
C	15'-0"	3'-0"	12	8	10	12"
D	16'-0"	3'-0"	12	8	10	8"
E	15'-0"	3'-6"	12	10	10	8"
F	16'-0"	3'-6"	12	10	10	8"

Provide footing type as specified in the contract documents.

MAST ARM POLE FOOTING

1. Shape top 11 inches with forms.
2. Install rodent guard or non-shrink grout with weep hole.



PEDESTAL POLE FOOTING

SHEET 1 OF 1

POLE FOOTING DETAILS

SEE SHEET N.7 FOR APPROXIMATE DEPTHS OF ROCK FOR MAST ARM POLE FOOTINGS

TEMPORARY TRAFFIC SIGNALS

108-28
08-01-08

No.	LOCATION STATION	TYPE: ONE LANE TRAFFIC	TYPE: HAUL ROAD	TYPE: INTERSECTION	REMARKS
1	MISSISSIPPI BOULEVARD AND 14TH STREET STA 16+70			X	
1	KIMBERLY BOULEVARD AND EB I-74 RAMPS STA 4623+00			X	

LAYOUT	TMA	12/14/15
DRAWN	RLA	4/8/11
REVIEWED	KNB	12/18/15

TRAFFIC SIGNAL PLAN

FOOTING DETAILS

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100-1D
10-18-05

PROJECT DESCRIPTION

INTELLIGENT TRANSPORATION SYSTEMS (ITS) PROJECT WORK SUMMARY

IOWA ROADWAY PROJECT IM-74-1(206)5--13-82 INVOLVES FURNISHING AND INSTALLING ITS INFRASTRUCTURE. ITS WORK INCLUDES FURNISHING AND INSTALLING CONDUIT, HANDHOLES, CABINETS, STEEL ITS POLES, AND ELECTRICAL CIRCUITS.

ITS DELIVERY AND STOCKPILING

110-13
04-20-10

Item Description	Quantity	Units	Delivery Location	Contact Name & Number	Remarks
DELIVER CABINET (POLE MTD) TO IOWA DOT	2	EACH	Iowa DOT Davenport Maintenance Shop	563-391-3920	(4)
DELIVER CABINET (PAD MTD) TO IOWA DOT	2	EACH	8721 Northwest Blvd, Davenport, IA 52809		
DELIVER CAMERA POLE TO IOWA DOT	2	EACH			
DELIVER POLE MOUNTED DMS TO IOWA DOT	1	EACH			
		EACH			
		EACH			

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

LISTING OF ITS HANDHOLE WORK

LABEL	STATION	OFFSET	TYPE	#1 Power Coil	#4 Power Coil	#6 Power Coil	#8 Power Coil	MVDS COMM Cable Coil	MVDS POWER Cable Coil
HH15-P1E*	FIELD VERIFY	LOCATION	EXISTING TYPE I	2X5ft					
HH15-9E*	FIELD VERIFY	LOCATION	EXISTING FOR27						
HH15-P2E*	FIELD VERIFY	LOCATION	EXISTING TYPE I						
HH15-10E*	FIELD VERIFY	LOCATION	EXISTING FOR27						
HH15-P3E*	FIELD VERIFY	LOCATION	EXISTING TYPE I						
HH15-11E*	FIELD VERIFY	LOCATION	EXISTING TYPE III						
HH15-P4E*	FIELD VERIFY	LOCATION	EXISTING TYPE I	2X5ft					
HH15-12	6803+72	148 RT	FOR27						
HH18-1	6814+07	155 RT	FOR27						
HH19-P1	6824+50	90 RT	TYPE I		3X5ft	2X5ft			
HH19-1	6824+50	88 RT	TYPE III						
HH19-P2	6824+35	80 LT	TYPE I		3X5ft				
HH19-3	6824+40	80 LT	FOR27						
HH19-D1	6824+45	80 LT	TYPE I					2X5ft	1X5ft
HH19-2	6834+78	105 RT	FOR27						
HH20-D1	6838+15	113 LT	TYPE I					2X100ft	1X100ft
HH20-1	6844+68	166 RT	FOR27						
HH20-2	6844+68	75 RT	FOR27						
HH21-1	6854+57	182 RT	TYPE III						
HH21-2	6864+83	157 RT	FOR27						
HH22-1	6869+38	157 RT	FOR27						
HH22-2	6878+66	78 RT	FOR27						
HH22-3	6878+69	100 LT	FOR27						
HH23-1	6884+01	119 LT	TYPE III						
HH23-2	6886+88	130 LT	FOR27						
HH24-1	6897+08	158 LT	TYPE III						
HH24-2	6901+74	799 LT	FOR27						
HH24-3	6905+34	750 LT	FOR27						
HH25-1	6912+96	467 LT	FOR27						
HH25-2	6919+54	160 LT	FOR27						
HH26-1	6927+72	146 LT	TYPE III						
HH26-2	6930+87	145 LT	FOR27						
HH26-3	6935+96	146 LT	FOR27						
HH27-1	6943+26	144 LT	TYPE III						
HH27-2	6954+58	118 LT	FOR27						
HH28-1	6956+37	117 LT	FOR27						
HH28-2	6962+23	125 LT	FOR27						
HH28-3	6965+22	180 LT	FOR27						
HH29-1	6970+46	493 LT	FOR27						
HH29-2	6974+45	515 LT	TYPE III						
HH29-3	6974+44	434 LT	FOR27						
HH29-4E*	FIELD VERIFY	LOCATION	FOR27						

* EXISTING HANDHOLES BY OTHERS.

LISTING OF ITS CABINET WORK

Cabinet Number	Cabinet Label	Sheet Number	Cabinet Size	Cabinet Wiring	Pole Mount	Pad Mount
1	CABINET 43J	N.17	36"x24"17"	120V	X	
2	CABINET 46J	N.19	36"x24"17"	120V	X	
3	CABINET 47D	N.19	36"x24"17"	120/240V		X
4*	CABINET 48C	N.29	36"x24"17"	EXISTING		X

* EXISTING CABINETS BY OTHERS.

FOUNDATION MATERIALS FOR OVERHEAD SIGN SUPPORT STRUCTURES

190-52
MODIFIED

ROADWAY	STATION	DIRECTION OF TRAVEL	SPAN LENGTH	STRUCTURE DESIGNATION	SIGN TRUSS STANDARD SERIES	OUTSIDE FOUNDATION OFFSET	REINFORCING STEEL, EPOXY COATED	SUPPORT POST
						FT	LB	LF
S.B. I-74	6824+50	S.B.	15.0	ROADSIDE DMS	RDMS-13	89.5	1120	30.0

ITS DESIGN

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

Signature Date
STEVEN GARBE, P.E.
Printed or Typed Name

My license renewal date is December 31, 20 16

Pages or sheets covered by this seal: N.10-N.38

ITS QUANTITIES

LISTING OF ITS CONDUIT WORK

Conduit Run	Location		Conduit Length	2" HDPE Conduit		Power Cable				MVDS Cable		Tracer Wire
	From	To		Bored	Plowed	#1	#4	#6	#8	COMM	POWER	#12
15J+	HH15-P1E	HH15-P2E	220			2		1				
15K	HH15-9E/HH15-P2E	HH15-10E/HH15-P3E	550		2	2		1				1
15L+	HH15-10E/HH15-P3E	HH15-11E/HH15-P4E	200			2		1				
15M	HH15-11E	HH15-12	125	1								1
15N	HH15-12	HH18-1	1045	1								1
15O-1	HH15-P4E	POLE FOUNDATION	25		1	2		1				
15O-2	HH15-11E	POLE FOUNDATION	25		1							1
15P+	METER PEDESTAL	HH15-P1E	15			2		1				
18A	HH18-1	HH19-1	1045	1								1
19A	HH19-1	POLE FOUNDATION	35		1							1
19B	HH19-1	HH19-2	1025	1								1
19C	HH19-2	HH20-1	990	1								1
19D	HH19-1	HH19-3	175	1								1
19E	HH19-3	CABINET 47D	15		1							1
19F	METER PEDESTAL	HH19-P1	70		2		3	2	1			
19G	HH19-P1	POLE FOUNDATION	35		1			2	1			
19H	HH19-P1	HH19-P2	175	1			3		1			
19I	HH19-P2	CABINET 47D	15		1		3		1			
19J	CABINET 47D	SIGN FOUNDATION	10		2							2
19K	HH19-D1	CABINET 47D	15		1					2	1	
19L	HH19-D1	HH20-D1	1380	1						2	1	
20A	HH20-1	HH20-2	95	1								1
20B	HH20-2	HH21-1	995	1								1
20C	HH20-D1	LIGHT POLE	20		1					2	1	
21A	HH21-1	HH21-2	1040		1							1
22A	HH21-2	HH22-1	475	1								1
22B	HH22-1	HH22-2	935		1							1
22C	HH22-2	HH22-3	180	1								1
22D	HH22-3	HH23-1	555	1								1
23A	HH23-1	HH23-2	300		1							1
23B	HH23-2	HH24-1	1040		1							1
24A	HH24-1	HH24-2	830	1								1
24B	HH24-2	HH24-3	365	1								1
24C	HH24-3	HH25-1	830		1							1
25A	HH25-1	HH25-2	735		1							1
25B	HH25-2	HH26-1	830	1								1
26A	HH26-1	HH26-2	320		1							1
26B	HH26-2	HH26-3	510	1								1
26C	HH26-3	HH27-1	735		1							1
27A	HH27-1	HH27-2	1135		1							1
27B	HH27-2	HH28-1	180	1								1
28A	HH28-1	HH28-2	590		1							1
28B	HH28-2	HH28-3	310	1								1
28C	HH28-3	HH29-1	615		1							1
29A	HH29-1	HH29-2	400	1								1
29B	HH29-2	HH29-3	80	1								1
29C	HH29-3	HH29-4E	330		1							1

+EXISTING CONDUIT

ITS QUANTITIES

GENERAL NOTES

1. THE CONTRACTOR'S BID SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL ITS INSTALLATION IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS.

2. THE PLAN LOCATIONS OF UNDERGROUND UTILITIES, WHEN SHOWN, ARE APPROXIMATE ONLY. IN ADDITION, A PORTION OF UTILITY INFORMATION MAY NOT HAVE BEEN PROVIDED. ALL UTILITIES SHALL BE LOCATED AND MARKED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING UTILITIES AND LOCATOR SERVICES AND SCHEDULING THE LOCATION OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL ALSO CONTACT ANY AND ALL UTILITIES AND LOCAL GOVERNMENT AGENCIES NOT PARTICIPATING IN LOCATION SERVICES.

3. PROPOSED ITS EQUIPMENT LOCATIONS ARE APPROXIMATE AND MAY REQUIRE MODIFICATION TO AVOID CONFLICTS WITH UNDERGROUND UTILITES OR OTHER OBSTRUCTIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ANY CONFLICTS WITH EXISTING UTILITIES AT SITES IN THE FIELD PRIOR TO INITIATION OF CONSTRUCTION AT THAT SITE. AS THE CCTV AND SENSOR LOCATIONS ARE LOCATION SENSITIVE, THE CONTRACTOR SHALL RECEIVE WRITTEN APPROVAL FROM THE ENGINEER PRIOR TO REVISING THE PLAN LOCATION OF ANY CONDUIT, POLES, FOUNDATIONS, OR CABINETS.

4. ANY AND ALL IMPROVEMENTS SUCH AS ASPHALT OR CONCRETE PAVEMENTS, CURBS, GUTTERS, WALKS, DRAINAGE DITCHES, CULVERTS, DRAIN TILES, EMBANKMENTS, SHRUBS, TREES, GRASS, SOD, ETC., IF DAMAGED, SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS (OR BETTER) AS DIRECTED BY THE ENGINEER.

5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR EXISTING CONDUIT, CONDUCTORS, OR OTHER FACILITIES DAMAGED DURING CONSTRUCTION. ALL EXISTING INFRASTRUCTURE REMOVED OR DAMAGED BY THE CONTRACTOR SHALL BE REPLACED IN KIND BY THE CONTRACTOR, WITH NO ADDITIONAL COMPENSATION.

6. THE CONTRACTOR SHALL NOT DISTURB ANY EXISITING UTILITIES EXCEPT AS SPECIFICALLY DEFINED WITHIN THE SCOPE OF WORK FOR THIS CONTRACT. WHERE WORK AFFECTS OR IS AFFECTED BY THE EXISTING UTILITIES, THE WORK SHALL BE COORDINATED WITH THE UTILITY COMPANY AND/OR OWNER. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE DOT.

7. UTILITY COMPANIES WHOSE FACILITIES ARE SHOWN ON THE PLANS OR KNOWN TO BE WITHIN THE CONSTRUCTION LIMITS SHALL BE NOTIFIED BY THE CONTRACTOR OF THE STARTING CONSTRUCTION DATE.

8. ALL CONDUIT SHALL BE PLACED AT A 48 INCH MINIMUM COVER UNLESS OTHERWISE SPECIFIED ON THE PLANS.

9. THE CONTRACTOR SHALL BORE UNDER ANY EXISTING ASPHALT OR CONCRETE PAVEMENT, RAILROAD, OR OTHER STRUCTURE.

10. THE CONTRACTOR SHALL PLOW ALL CONDUIT WHERE EXISTING CONDITIONS ALLOW UNLESS OTHERWISE SPECIFIED ON THE PLANS. THE CONTRACTOR MAY BORE IN LIEU OF PLOWING AT THE CONTRACTOR'S EXPENSE.

11. THE MINIMUM BENDING RADIUS OF CONDUIT AND MULTIDUCT SYSTEMS SHALL BE THE LARGER OF THE FIBER OPTIC CABLE MANUFACTURER'S RECOMMENDATION OR NATIONAL ELECTRIC CODE (NEC) REQUIREMENTS. ALL CONDUIT SWEEP RADII SHALL BE GREATER AND/OR EQUAL TO 15 INCHES.

12. ALL WIRING AND GROUNDING SYSTEMS SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE.

13. THIS PROJECT DOES NOT INCLUDE PURCHASING, OR INSTALLTION OF, ANY CAMERAS, SENSORS, DMS PANELS, OR OTHER ITS DEVICES.

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

GENERAL NOTES

15. MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ALL APPLICABLE SECTIONS INCLUDING BUT NOT LIMITED TO SECTION 2523 AND 2525 OF THE "IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2015" PLUS CURRENT SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

16. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ANTICIPATE, COMMUNICATE, AND COORDINATE THIS WORK WITH ADJACENT CONSTRUCTION PROJECTS THAT INCLUDE BUT ARE NOT LIMITED TO ADJACENT VIADUCT PROJECTS.

17. ITS ELECTRICAL CIRCUITS IN PROJECT IM-74-1(206)5--13-82 (IOWA ROADWAY) ARE SERVICED BY THE PROPOSED POINT OF SERVICE NEAR US-67 LOCATED WITHIN THE PROJECT IM-074-1(226)5--13-82 LIMITS. THE PROJECT IM-074-1(226)5--13-82 CONTRACTOR SHALL NOTIFY THE PROJECT IM-74-1(206)5--13-82 CONTRACTOR WHEN THE POINT OF SERVICE IS ACCESSIBLE THROUGH THE LOCAL ROADS ITS INFRASTRUCTURE.

18. ITS ELECTRICAL CIRCUITS IN PROJECT IM-74-1(206)5--13-82 (IOWA ROADWAY) ARE SERVICED BY THE PROPOSED POINT OF SERVICE NEAR US-67 LOCATED WITHIN THE PROJECT BRFIM-074-1(199)5--05-82 LIMITS. THE PROJECT BRFIM-074-1(199)5--05-82 CONTRACTOR SHALL NOTIFY THE PROJECT IM-074-1(206)5--13-82 CONTRACTOR WHEN THE POINT OF SERVICE IS ACCESSIBLE THROUGH THE WB VIADUCT ITS INFRASTRUCTURE.

ITS LEGEND

INFRASTRUCTURE

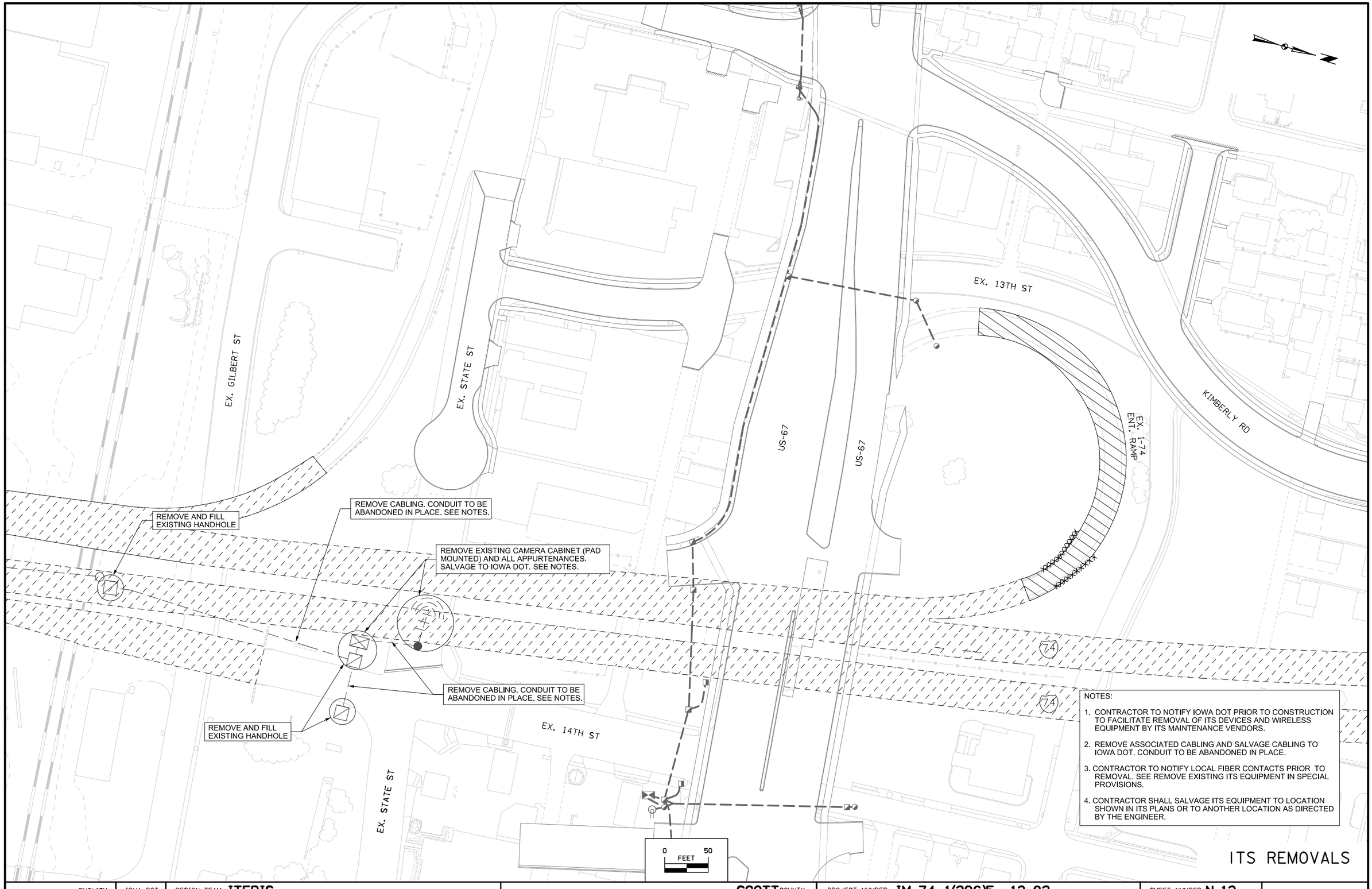
- PLOWED CONDUIT
- BORED CONDUIT
- CABINET
- HANDHOLE (COMM)
- HANDHOLE (POWER)
- 45 FOOT ITS POLE
- POWER SOURCE
- METER PEDESTAL (NEW AND EXISTING)

DEVICES*

- MOTOR VEHICLE DETECTOR SENSOR (MVDS)
- ITS CLOSED CIRCUIT TELEVISION CAMERA (CCTV)
- DMS — DYNAMIC MESSAGE SIGN (STRUCTURE ONLY)

*SEE NOTE 13.

ITS GENERAL NOTES



NOTES:

1. CONTRACTOR TO NOTIFY IOWA DOT PRIOR TO CONSTRUCTION TO FACILITATE REMOVAL OF ITS DEVICES AND WIRELESS EQUIPMENT BY ITS MAINTENANCE VENDORS.
2. REMOVE ASSOCIATED CABLING AND SALVAGE CABLING TO IOWA DOT. CONDUIT TO BE ABANDONED IN PLACE.
3. CONTRACTOR TO NOTIFY LOCAL FIBER CONTACTS PRIOR TO REMOVAL. SEE REMOVE EXISTING ITS EQUIPMENT IN SPECIAL PROVISIONS.
4. CONTRACTOR SHALL SALVAGE ITS EQUIPMENT TO LOCATION SHOWN IN ITS PLANS OR TO ANOTHER LOCATION AS DIRECTED BY THE ENGINEER.

ITS REMOVALS

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

EX. MISSISSIPPI BLVD

SEE SIGNAL SHEETS

REMOVE CABLING, CONDUIT TO BE ABANDONED IN PLACE. SEE NOTES.

REMOVE AND FILL EXISTING HANDHOLE

EX. I-74 EXIT RAMP

REMOVE AND FILL EXISTING HANDHOLE

REMOVE CABLING, CONDUIT TO BE ABANDONED IN PLACE. SEE NOTES.

74

74

EX. E KIMBERLY RD

EX. I-74 ENT. RAMP

EX. I-74 ENT. RAMP

EX. 14TH ST

0 FEET 50

NOTES:

1. CONTRACTOR TO NOTIFY IOWA DOT PRIOR TO CONSTRUCTION TO FACILITATE REMOVAL OF ITS DEVICES AND WIRELESS EQUIPMENT BY ITS MAINTENANCE VENDORS.
2. REMOVE ASSOCIATED CABLING AND SALVAGE CABLING TO IOWA DOT. CONDUIT TO BE ABANDONED IN PLACE.
3. CONTRACTOR TO NOTIFY LOCAL FIBER CONTACTS PRIOR TO REMOVAL. SEE REMOVE EXISTING ITS EQUIPMENT IN SPECIAL PROVISIONS.
4. CONTRACTOR SHALL SALVAGE ITS EQUIPMENT TO LOCATION SHOWN IN ITS PLANS OR TO ANOTHER LOCATION AS DIRECTED BY THE ENGINEER.

ITS REMOVALS

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

REMOVE CABLING, CONDUIT TO BE ABANDONED IN PLACE. SEE NOTES.

74

REMOVE AND FILL EXISTING HANDHOLE

REMOVE CABLING, CONDUIT TO BE ABANDONED IN PLACE. SEE NOTES.

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

REMOVE AND FILL EXISTING HANDHOLE

PROTECT EXISTING POWER SOURCE P1 IN PLACE

REMOVE CABLING, CONDUIT TO BE ABANDONED IN PLACE. SEE NOTES.

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

EX. HIGHLAND CT

EX. HIGHLAND PARK DR

EX. LINCOLN RD

NOTES:

1. CONTRACTOR TO NOTIFY IOWA DOT PRIOR TO CONSTRUCTION TO FACILITATE REMOVAL OF ITS DEVICES AND WIRELESS EQUIPMENT BY ITS MAINTENANCE VENDORS.
2. REMOVE ASSOCIATED CABLING AND SALVAGE CABLING TO IOWA DOT. CONDUIT TO BE ABANDONED IN PLACE.
3. CONTRACTOR TO NOTIFY LOCAL FIBER CONTACTS PRIOR TO REMOVAL. SEE REMOVE EXISTING ITS EQUIPMENT IN SPECIAL PROVISIONS.
4. CONTRACTOR SHALL SALVAGE ITS EQUIPMENT TO LOCATION SHOWN IN ITS PLANS OR TO ANOTHER LOCATION AS DIRECTED BY THE ENGINEER.

0 50
FEET

ITS REMOVALS

EX. LINCOLN RD

REMOVE EXISTING POLE MOUNT DMS AND ADJACENT ITS CABINET (PAD MOUNTED) AND ALL APPURTENANCES. SALVAGE TO IOWA DOT. REMOVE AND SALVAGE ALL RELEVANT CABLING TO IOWA DOT. ABANDON EXISTING CONDUIT IN PLACE.

EX. I-74 ENT. RAMP

MIDDLE RD

74

74

EX. I-74 EXIT RAMP

EX. FAIRLANE DR

EX. PARKLANE DR

0 50
FEET

NOTES:

1. CONTRACTOR TO NOTIFY IOWA DOT PRIOR TO CONSTRUCTION TO FACILITATE REMOVAL OF ITS DEVICES AND WIRELESS EQUIPMENT BY ITS MAINTENANCE VENDORS.
2. CONTRACTOR SHALL SALVAGE ITS EQUIPMENT TO LOCATION SHOWN IN ITS PLANS OR TO ANOTHER LOCATION AS DIRECTED BY THE ENGINEER.

ITS REMOVALS

(15O-2) PLOW 25' from HH15-11E to POLE FOUNDATION
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(15O-1) PLOW 25' from HH15-P4E to POLE FOUNDATION
1 - 2" CONDUIT (POWER)
2 - #1 POWER
1 - #6 GROUND

Detail A

ITS POLE 9 - STA 6803+79, 73 RT
1 - 45FT STEEL ITS POLE
1 - POWER INSTALLED FOUNDATION

QCTV #11 - STA 6803+88, 73 RT
CCTV FURNISHED AND INSTALLED BY OTHERS. SEE NOTES.

CABINET 43J - STA 6803+79, 84 RT
1 - ITS CABINET, 120V (POLE MOUNTED)
TERMINATE POWER IN CABINET

QCDS #11 - STA 6803+69, 73 RT
MVDS FURNISHED AND INSTALLED BY OTHERS. SEE NOTES.

HH15-11E, STA 6803+64, 90 RT
EXISTING TYPE III HANDHOLE (FIBER)

HH15-P4E, STA 6803+55, 90 RT
EXISTING TYPE I HANDHOLE (FIBER)
COIL 10FT OF #1 POWER CABLE

(15O-2) (15O-1) (15L) (15M)

67 US-67

KIMBERLY RD

MISSISSIPPI BLVD

US 67 RAMP A

6795 6800 6805

74 EB I-74 EB

MATCHLINE SHEET N.18

220' from HH15-P1E to HH15-P2E
1 - 2" EXISTING CONDUIT (POWER)
(FIELD VERIFY LOCATION)
2 - #1 POWER
1 - #6 GROUND

74 WB I-74 WB

HH15-9E, STA 6796+40, 109 RT
EXISTING FOR27 HANDHOLE (FIBER)

HH15-P2E, STA 6796+49, 109 RT
EXISTING TYPE I HANDHOLE (POWER)

200' IN BARRIER RAILING from
HH15-10E/HH15-P3E to HH15-11E/HH15-P4E
1 - EXISTING 2" CONDUIT (FIBER)
1 - EXISTING #12 TRACER WIRE
1 - EXISTING PULL TAPE
1 - EXISTING 2" CONDUIT (POWER)
2 - #1 POWER
1 - #6 GROUND

SEE DETAIL A

(15J) (15K) (15L) (15M) (15N)

HH15-P1E, STA 6794+29, 112 RT
EXISTING TYPE I HANDHOLE (POWER)
COIL 10FT OF #1 POWER CABLE

(15P)

US 67 RAMP B

15' from METER PEDESTAL to HH15-P1E
1 - 2" EXISTING CONDUIT (POWER)
(FIELD VERIFY LOCATION)
2 - #1 POWER
1 - #6 GROUND

EXISTING POWER SOURCE
1 - POWER CONNECTION TO EXISTING METER PEDESTAL

PLOW 550' from HH15-9E/HH15-P2E
to HH15-10E/HH15-P3E
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE
1 - 2" CONDUIT (POWER)
2 - #1 POWER
1 - #6 GROUND

HH15-P3E, STA 6801+82, 107 RT
EXISTING TYPE I HANDHOLE (POWER)

HH15-10E, STA 6801+91, 107 RT
EXISTING FOR27 HANDHOLE (FIBER)

BORE 125' from HH15-11E to HH15-12
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

HH15-12, STA 6803+72, 148 RT
FOR27 HANDHOLE (FIBER)

BORE 1045' from HH15-12 to HH18-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

14TH ST

ROW

US-67

BROWN ST

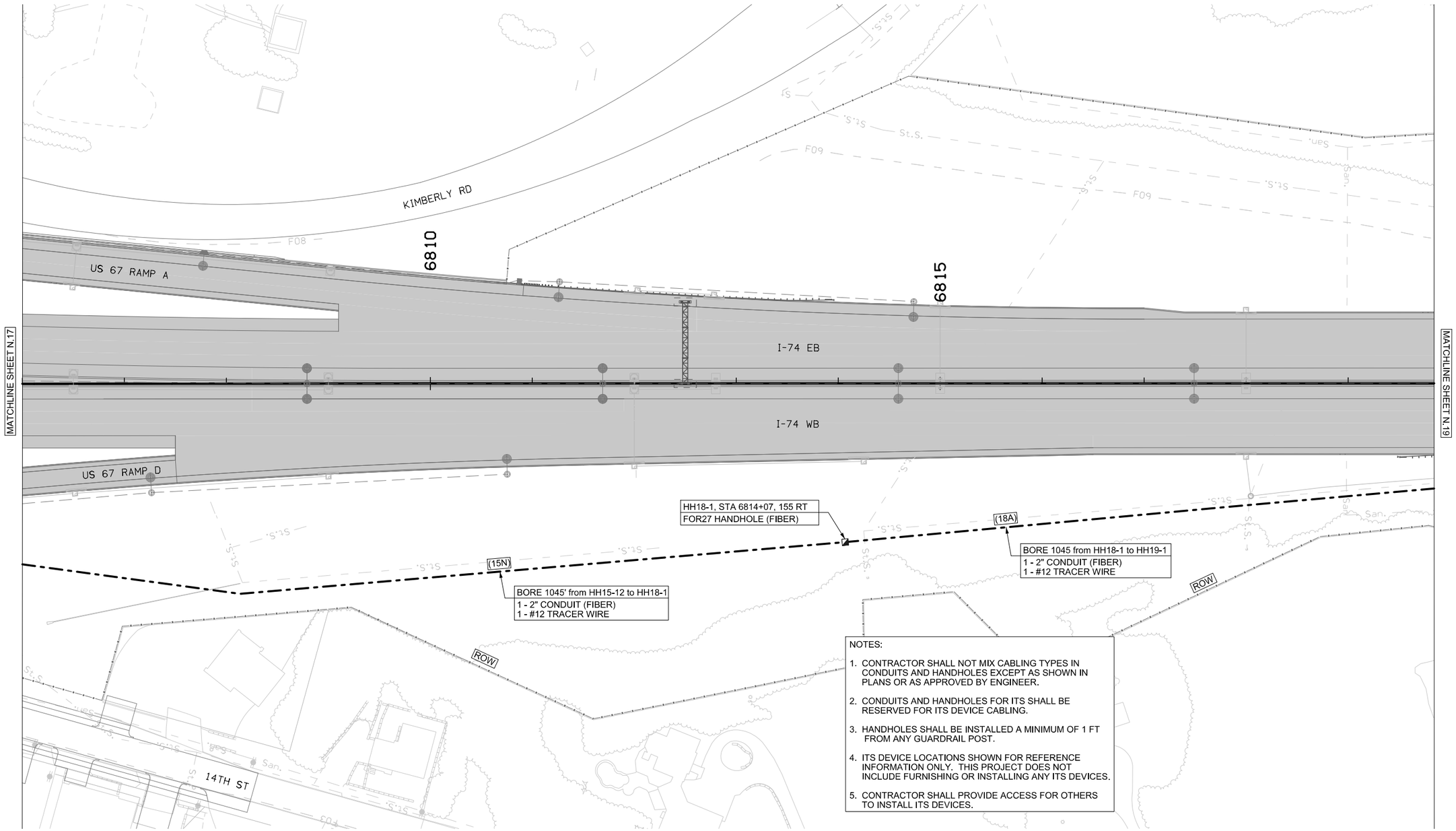
MISSISSIPPI BLVD

NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR ITS SHALL BE RESERVED FOR ITS DEVICE CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. ITS DEVICE LOCATIONS SHOWN FOR REFERENCE INFORMATION ONLY. THIS PROJECT DOES NOT INCLUDE FURNISHING OR INSTALLING ANY ITS DEVICES.
5. CONTRACTOR SHALL PROVIDE ACCESS FOR OTHERS TO INSTALL ITS DEVICES.

0 50
FEET

ITS PLAN



ITS PLAN

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

(19J) PLOW 10' from CABINET 47D to SIGN FOUNDATION
1 - 2" CONDUIT (ITS)
1 - #12 TRACER WIRE
1 - 2" CONDUIT (POWER)
1 - #12 TRACER WIRE

CABINET 47D - STA 6824+38, 91 LT
1 - ITS CABINET, 120/240V (PAD MOUNTED)
1 - CABINET FOOTING
TERMINATE POWER IN CABINET

Detail B

(19I) PLOW 15' from HH19-P2 to CABINET 47D
1 - 2" CONDUIT (POWER)
3 - #4 POWER
1 - #8 GROUND

(19E) PLOW 15' from HH19-3 to CABINET 47D
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(19K) PLOW 15' from HH19-D1 to CABINET 47D
1 - 2" CONDUIT (ITS)
2 - MVDS COMM CABLE
1 - MVDS POWER CABLE

HH19-P2, STA 6824+35, 80 LT
TYPE I HANDHOLE (POWER)
COIL 15FT OF #4 POWER CABLE

QCDMS #6 - STA 6824+50, 91 LT
1 - ROADSIDE DMS SIGN SUPPORT
1 - ROADSIDE DMS SIGN FOUNDATION
DMS PANEL FURNISHED AND INSTALLED BY OTHERS. SEE NOTES.

HH19-D1, STA 6824+45, 80 LT
TYPE I HANDHOLE (ITS)
COIL 10FT OF MVDS COMM
COIL 5FT OF MVDS POWER

HH19-3, STA 6824+40, 80 LT
FOR27 HANDHOLE (FIBER)

HIGHLAND PARK DR

KIMBERLY RIDGE RD

LINCOLN RD

6820

6825

6830

SEE DETAIL B

BORE 1380' from HH19-D1 to HH20-D1
1 - 2" CONDUIT (ITS)
2 - MVDS COMM CABLE
1 - MVDS POWER CABLE

(19L)

I-74 EB

I-74 WB

MATCHLINE SHEET N.18

MATCHLINE SHEET N.20

(19H) BORE 175' from HH19-P1 to HH19-P2
1 - 2" CONDUIT (POWER)
3 - #4 POWER
1 - #8 GROUND

(19D) BORE 175' from HH19-1 to HH19-3
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(18A)

(19F)

SEE DETAIL A

(19B)

ROW

BORE 1045 ' from HH18-1 to HH19-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

EXISTING METER PEDESTAL
1 - MAINTAIN POWER CONNECTION
2 - POWER CONNECTION
1 - MODIFY 120V SERVICE TO 120/240V COORDINATE WITH MIDAMERICAN ENERGY CO.

EXISTING POWER SOURCE

PLOW 70' from METER PEDESTAL to HH19-P1
2 - 2" CONDUIT (POWER)
3 - #4 POWER
2 - #6 POWER
1 - #8 GROUND

BORE 1025' from HH19-1 to HH19-2
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

HH19-2, STA 6834+78, 105 RT
FOR27 HANDHOLE (FIBER)

(19C)

Detail A

HH19-1, STA 6824+50, 88 RT
TYPE III HANDHOLE (FIBER/ITS)

HIGHLAND PARK DR

HIGHLAND CT

QCTV #12 - STA 6824+94, 99 RT
CCTV FURNISHED AND INSTALLED BY OTHERS. SEE NOTES.

HH19-P1, STA 6824+50, 90 RT
TYPE I HANDHOLE (POWER)
COIL 15FT OF #4 POWER CABLE
COIL 10FT OF #6 POWER CABLE

ITS POLE 10 - STA 6824+84, 99 RT
1 - 45FT STEEL ITS POLE
1 - POWER INSTALLED FOUNDATION

CABINET 46J - STA 6824+84, 99 RT
1 - ITS CABINET, 120V (POLE MOUNTED)
TERMINATE POWER IN CABINET

QCDS #12 - STA 6824+84, 99 RT
MVDS FURNISHED AND INSTALLED BY OTHERS. SEE NOTES.

(19G) PLOW 35' from HH19-P1 to POLE FOUNDATION
1 - 2" CONDUIT (POWER)
2 - #6 POWER
1 - #8 GROUND

(19A) PLOW 35' from HH19-1 to POLE FOUNDATION
1 - 2" CONDUIT (FIBER/ITS)
1 - #12 TRACER WIRE

NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR ITS SHALL BE RESERVED FOR ITS DEVICE CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. ITS DEVICE LOCATIONS SHOWN FOR REFERENCE INFORMATION ONLY. THIS PROJECT DOES NOT INCLUDE FURNISHING OR INSTALLING ANY ITS DEVICES.
5. CONTRACTOR SHALL PROVIDE ACCESS FOR OTHERS TO INSTALL ITS DEVICES.

0 50 FEET

ITS PLAN

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

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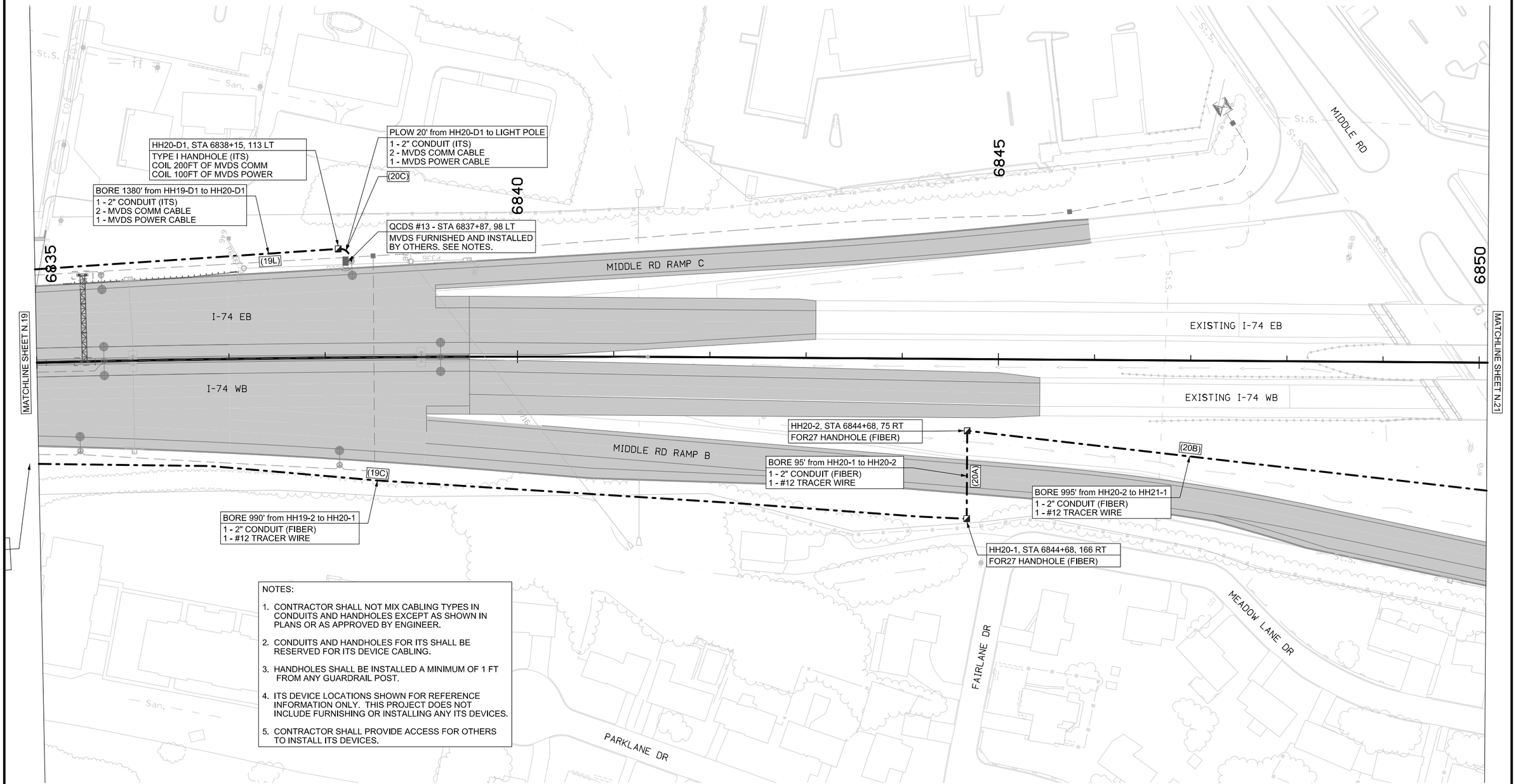
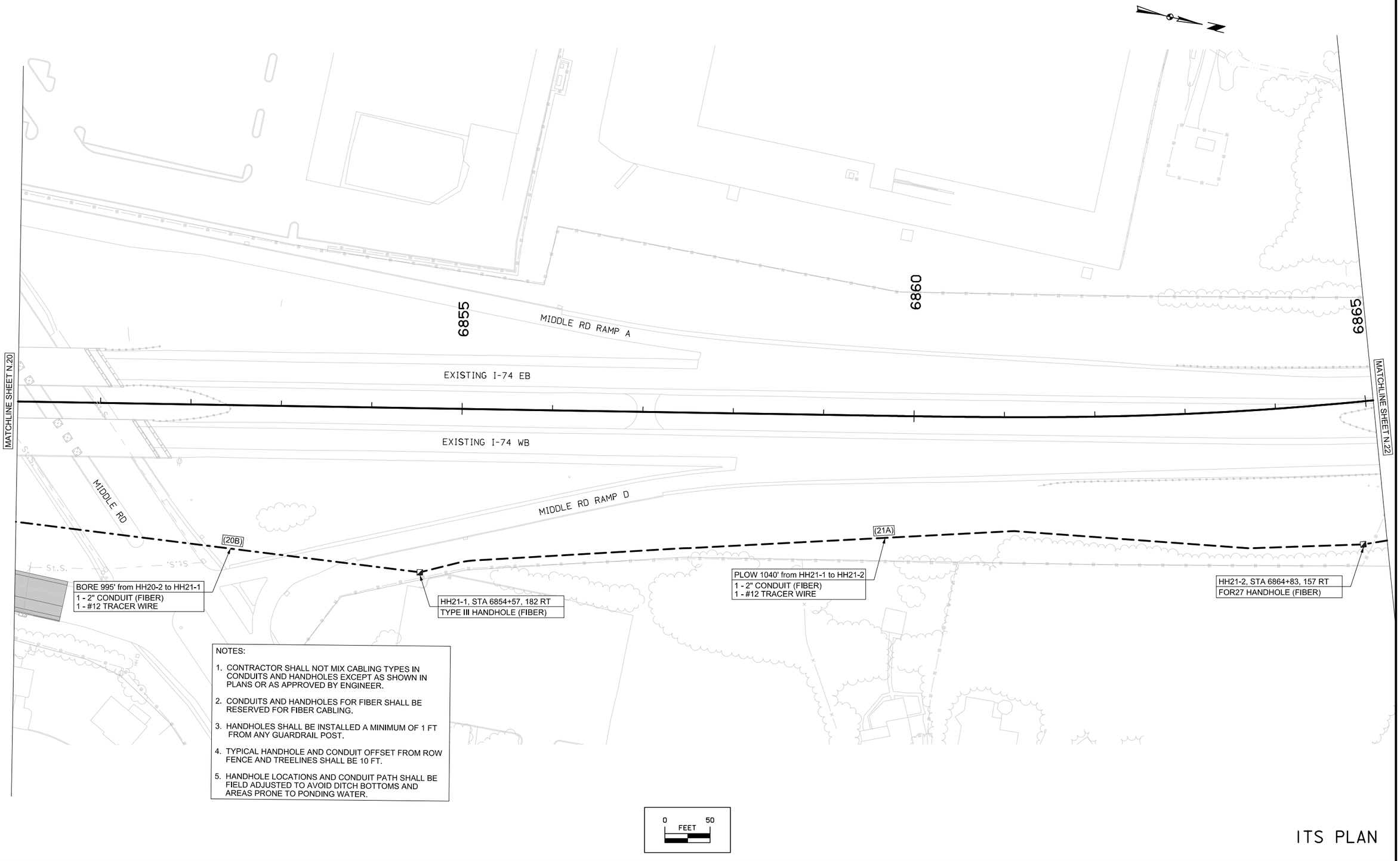


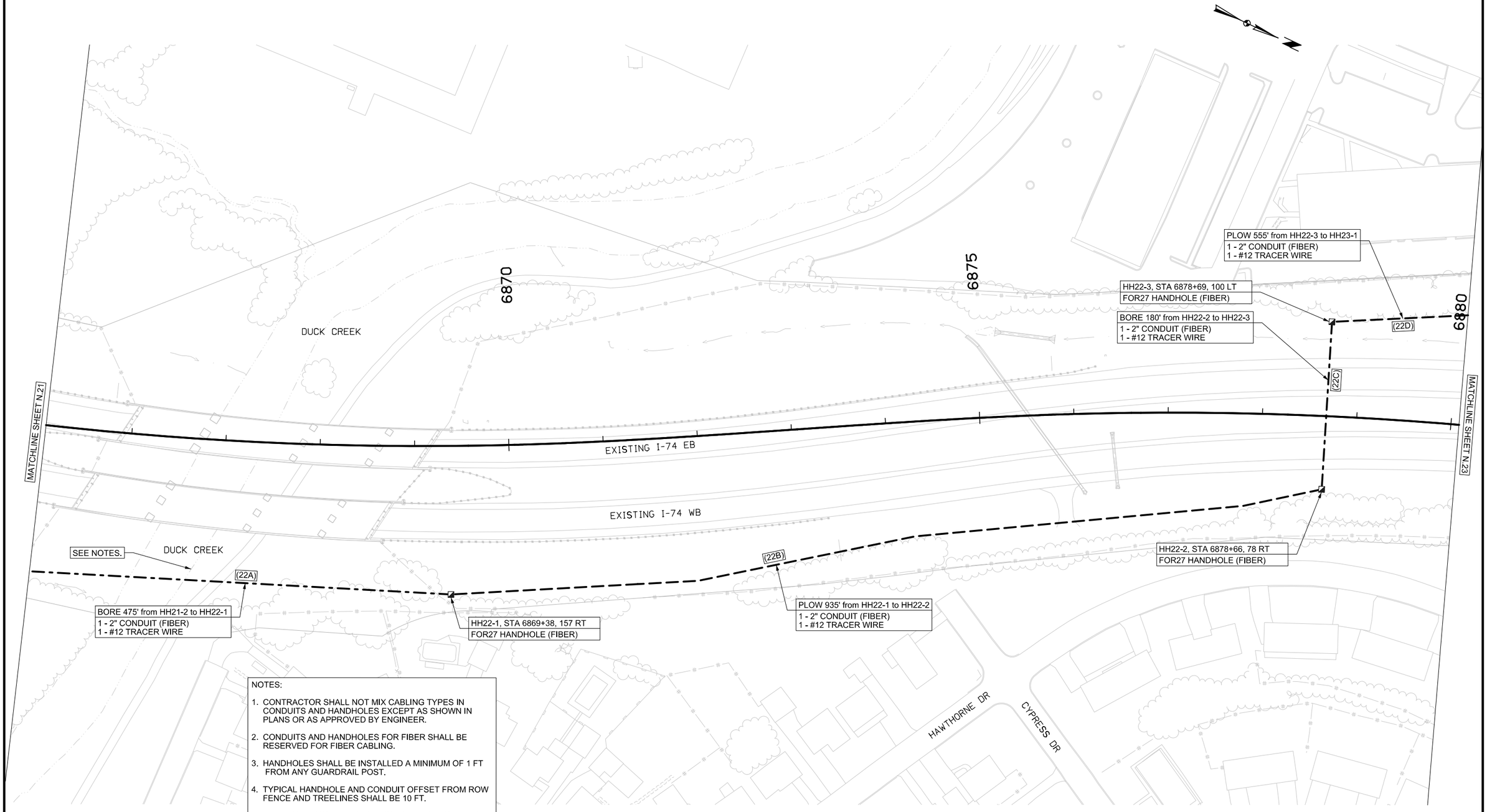
ITS PLAN

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



ITS PLAN

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



NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR FIBER SHALL BE RESERVED FOR FIBER CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. TYPICAL HANDHOLE AND CONDUIT OFFSET FROM ROW FENCE AND TREELINES SHALL BE 10 FT.
5. HANDHOLE LOCATIONS AND CONDUIT PATH SHALL BE FIELD ADJUSTED TO AVOID DITCH BOTTOMS AND AREAS PRONE TO PONDING WATER.
6. CONDUITS SHALL BE BORED A MINIMUM OF 10 FT BELOW THE CREEK BOTTOM.

ITS PLAN

KIMBERLY RD

PLOW 555' from HH22-3 to HH23-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

HH23-1, STA 6884+01, 119 LT
TYPE III HANDHOLE (FIBER)

PLOW 300' from HH23-1 to HH23-2
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

HH23-2, STA 6886+88, 130 LT
FOR27 HANDHOLE (FIBER)

PLOW 1040' from HH23-2 to HH24-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

6885

6890

6895

(22D)

(23A)

(23B)

EXISTING I-74 EB

EXISTING I-74 WB

SPRUCE HILLS RAMP C

SPRUCE HILLS RAMP B

HAWTHORNE DR

HILLSIDE DR

HORIZON CT

MATCHLINE SHEET N.22

MATCHLINE SHEET N.24

NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR FIBER SHALL BE RESERVED FOR FIBER CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. TYPICAL HANDHOLE AND CONDUIT OFFSET FROM ROW FENCE AND TREELINES SHALL BE 10 FT.
5. HANDHOLE LOCATIONS AND CONDUIT PATH SHALL BE FIELD ADJUSTED TO AVOID DITCH BOTTOMS AND AREAS PRONE TO PONDING WATER.

0 50
FEET

ITS PLAN

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

HH24-2, STA 6901+74, 799 LT
FOR27 HANDHOLE (FIBER)

BORE 365' from HH24-2 to HH24-3
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(24B)

HH24-3, STA 6905+34, 750 LT
FOR27 HANDHOLE (FIBER)

PLOW 830' from HH24-3 to HH25-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(24C)

SPRUCE HILLS RAMP A

BORE 830' from HH24-1 to HH24-2
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(24A)

SPRUCE HILLS RAMP E

SPRUCE HILL DR

SPRUCE HILLS RAMP C

NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR FIBER SHALL BE RESERVED FOR FIBER CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. TYPICAL HANDHOLE AND CONDUIT OFFSET FROM ROW FENCE AND TREELINES SHALL BE 10 FT.
5. HANDHOLE LOCATIONS AND CONDUIT PATH SHALL BE FIELD ADJUSTED TO AVOID DITCH BOTTOMS AND AREAS PRONE TO PONDING WATER.

MATCHLINE SHEET N.25

(23B)

HH24-1, STA 6897+07, 158 LT
TYPE III HANDHOLE (FIBER)

PLOW 1040' from HH23-2 to HH24-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

6900

6905

6910

EXISTING I-74 EB

EXISTING I-74 WB

EXISTING I-74 EB

EXISTING I-74 WB

MATCHLINE SHEET N.23

0 50
FEET

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.24

PLOW 1565' from HH24-3 to HH25-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(24C)

HH25-1, STA 6912+96, 467 LT
FOR27 HANDHOLE (FIBER)

PLOW 735' from HH25-1 to HH25-2
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(25A)

HH25-2, STA 6919+54, 160 LT
FOR27 HANDHOLE (FIBER)

BORE 830' from HH25-2 to HH26-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

(25B)

MATCHLINE SHEET N.24

MATCHLINE SHEET N.26

SPRUCE HILLS RAMP A

SPRUCE HILLS RAMP D

EXISTING I-74 EB

EXISTING I-74 WB

6915

6920

6925

NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR FIBER SHALL BE RESERVED FOR FIBER CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. TYPICAL HANDHOLE AND CONDUIT OFFSET FROM ROW FENCE AND TREELINES SHALL BE 10 FT.
5. HANDHOLE LOCATIONS AND CONDUIT PATH SHALL BE FIELD ADJUSTED TO AVOID DITCH BOTTOMS AND AREAS PRONE TO PONDING WATER.

0 50
FEET

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.25

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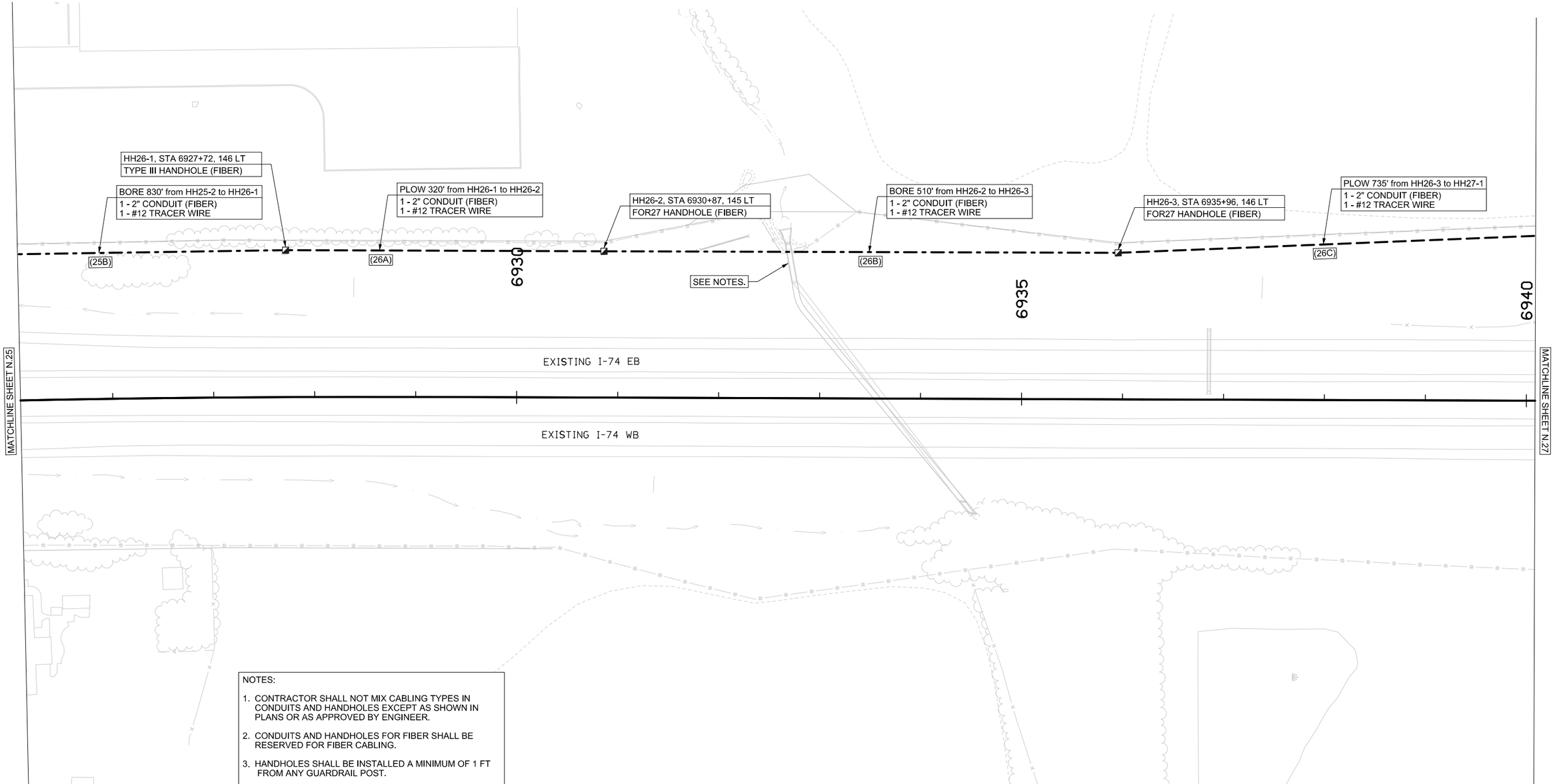


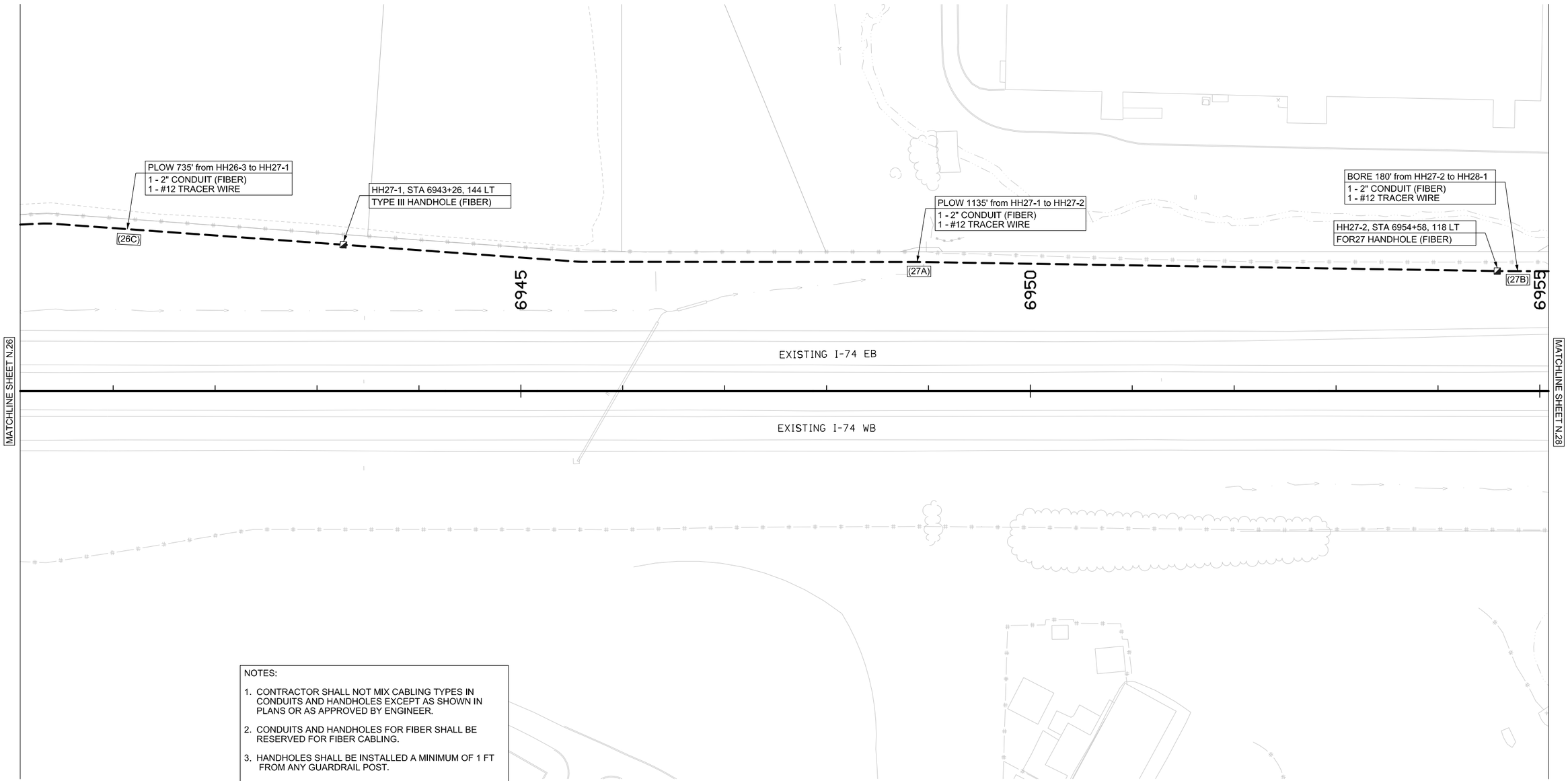
NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR FIBER SHALL BE RESERVED FOR FIBER CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. TYPICAL HANDHOLE AND CONDUIT OFFSET FROM ROW FENCE AND TREELINES SHALL BE 10 FT.
5. HANDHOLE LOCATIONS AND CONDUIT PATH SHALL BE FIELD ADJUSTED TO AVOID DITCH BOTTOMS AND AREAS PRONE TO PONDING WATER.
6. CONDUITS SHALL BE BORED A MINIMUM OF 10 FT BELOW THE CREEK BOTTOM.

0 50
FEET

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.26

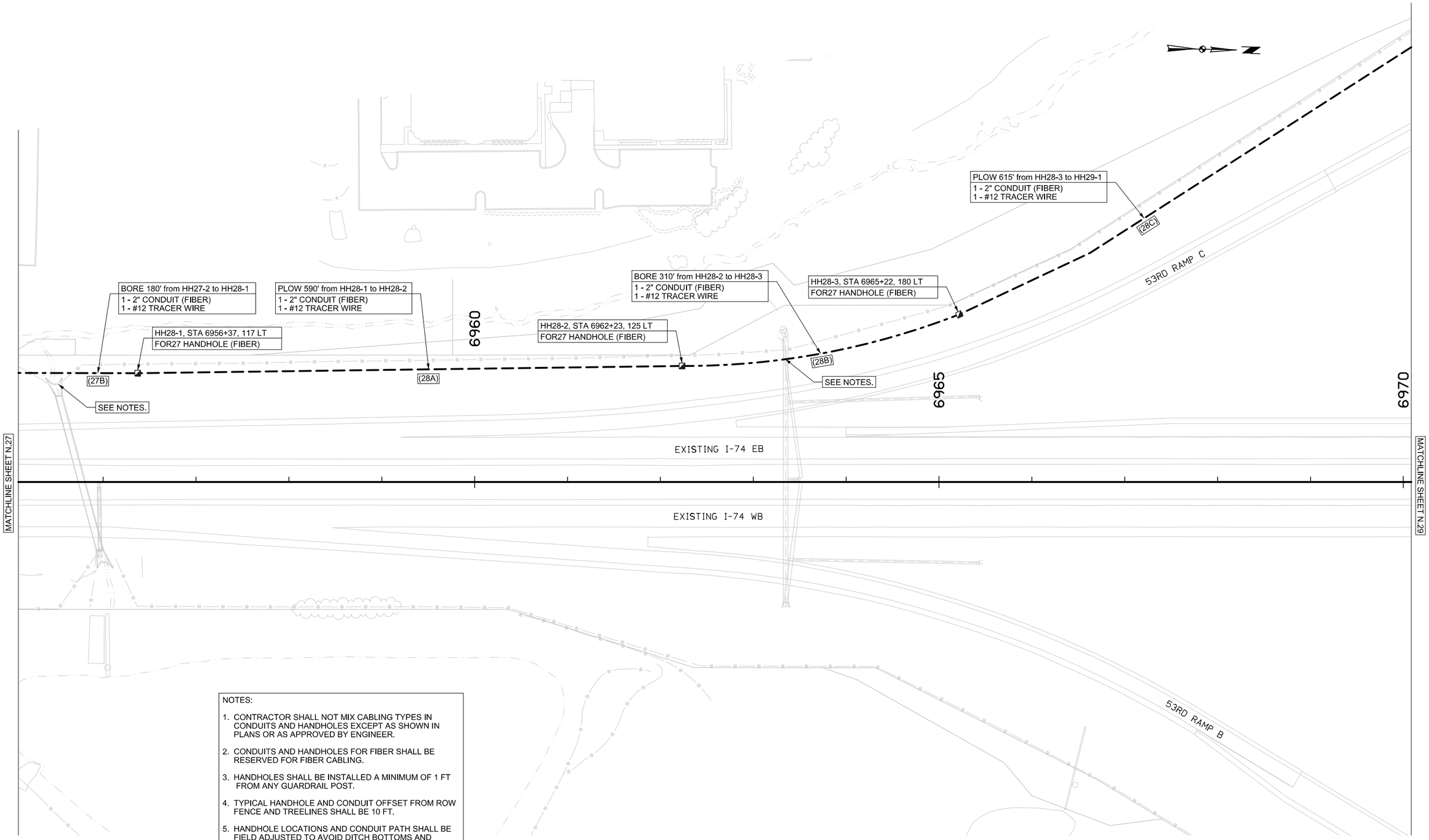


NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR FIBER SHALL BE RESERVED FOR FIBER CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. TYPICAL HANDHOLE AND CONDUIT OFFSET FROM ROW FENCE AND TREELINES SHALL BE 10 FT.
5. HANDHOLE LOCATIONS AND CONDUIT PATH SHALL BE FIELD ADJUSTED TO AVOID DITCH BOTTOMS AND AREAS PRONE TO PONDING WATER.

0 50
FEET

ITS PLAN



NOTES:

1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR FIBER SHALL BE RESERVED FOR FIBER CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. TYPICAL HANDHOLE AND CONDUIT OFFSET FROM ROW FENCE AND TREELINES SHALL BE 10 FT.
5. HANDHOLE LOCATIONS AND CONDUIT PATH SHALL BE FIELD ADJUSTED TO AVOID DITCH BOTTOMS AND AREAS PRONE TO PONDING WATER.
6. CONDUITS SHALL BE BORED A MINIMUM OF 10 FT BELOW THE CULVERT BOTTOM.

0 50
FEET

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.28

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BORE 400' from HH29-1 to HH29-2
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

HH29-2, STA 6974+45, 515 LT
TYPE III HANDHOLE (FIBER)

[28C]

[29A]

[29B]

BORE 80' from HH29-2 to HH29-3
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

HH29-1, STA 6970+46, 493 LT
FOR27 HANDHOLE (FIBER)

[29C]

HH29-3, STA 6974+44, 434 LT
FOR27 HANDHOLE (FIBER)

PLOW 615' from HH28-3 to HH29-1
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

PLOW 330' from HH29-3 to HH29-4E
1 - 2" CONDUIT (FIBER)
1 - #12 TRACER WIRE

53RD RAMP A

53RD RAMP E

53RD ST

HH29-4E, STA 6975+05, 122 LT
EXISTING FOR27 HANDHOLE (FIBER)

6975

6980

6985

MATCHLINE SHEET N.28

EXISTING I-74 EB

EXISTING I-74 EB

EXISTING I-74 WB

EXISTING I-74 WB

53RD RAMP F

EX CCTV - STA 6974+89, 158 RT
CCTV FURNISHED AND INSTALLED BY OTHERS.

CABINET 48C - STA 6974+98, 168 RT
EX - ITS CABINET (PAD MOUNTED)

53RD ST

53RD RAMP D

NOTES:

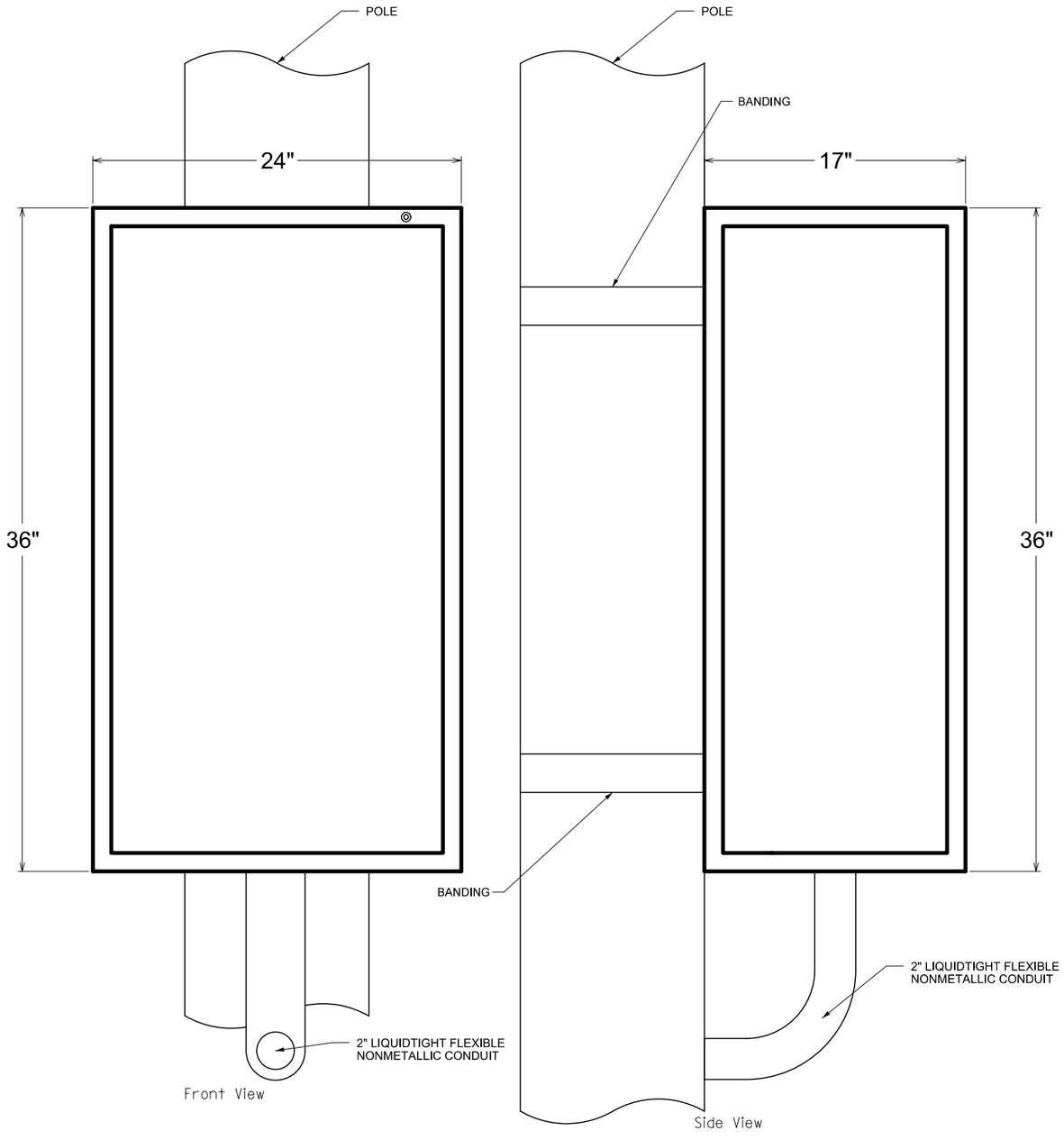
1. CONTRACTOR SHALL NOT MIX CABLING TYPES IN CONDUITS AND HANDHOLES EXCEPT AS SHOWN IN PLANS OR AS APPROVED BY ENGINEER.
2. CONDUITS AND HANDHOLES FOR FIBER SHALL BE RESERVED FOR FIBER CABLING.
3. HANDHOLES SHALL BE INSTALLED A MINIMUM OF 1 FT FROM ANY GUARDRAIL POST.
4. TYPICAL HANDHOLE AND CONDUIT OFFSET FROM ROW FENCE AND TREELINES SHALL BE 10 FT.
5. HANDHOLE LOCATIONS AND CONDUIT PATH SHALL BE FIELD ADJUSTED TO AVOID DITCH BOTTOMS AND AREAS PRONE TO PONDING WATER.
6. ITS DEVICE LOCATIONS SHOWN FOR REFERENCE INFORMATION ONLY. THIS PROJECT DOES NOT INCLUDE FURNISHING OR INSTALLING ANY ITS DEVICES.
7. CONTRACTOR SHALL PROVIDE ACCESS FOR OTHERS TO INSTALL ITS DEVICES.

0 50
FEET

ITS PLAN

GENERAL NOTES

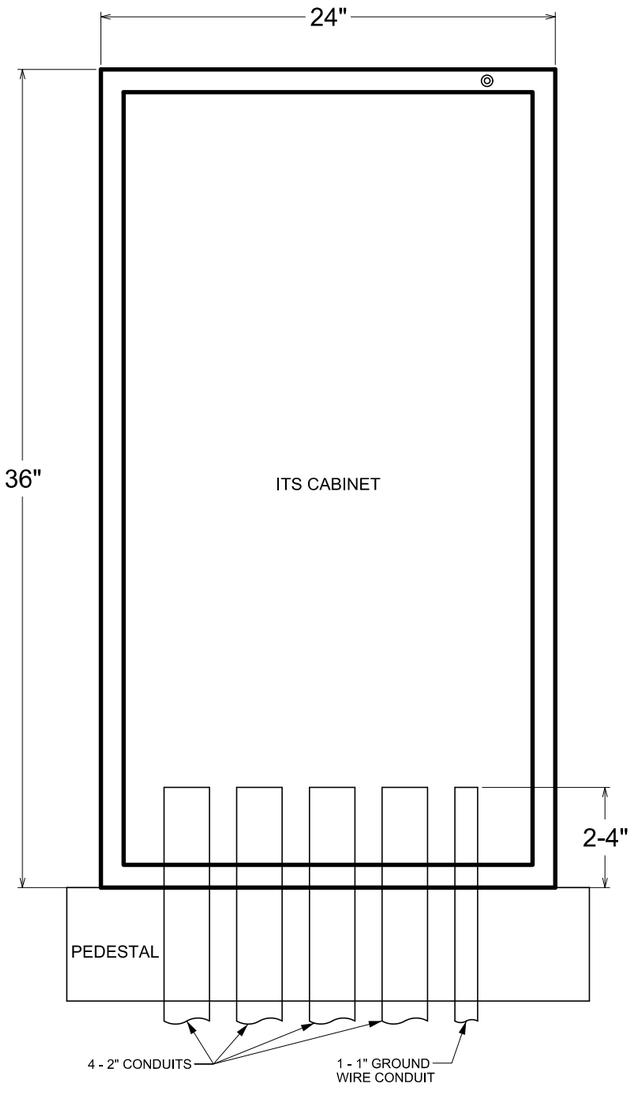
1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. CABINET HARDWARE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
3. USE TYPE 316 STAINLESS STEEL FOR ALL CABINET MOUNTING HARDWARE.
4. USE 3/4" WIDE AND 0.03" THICK BANDING FOR POLE MOUNTED CABINETS.



POLE MOUNTED DEVICE CABINET

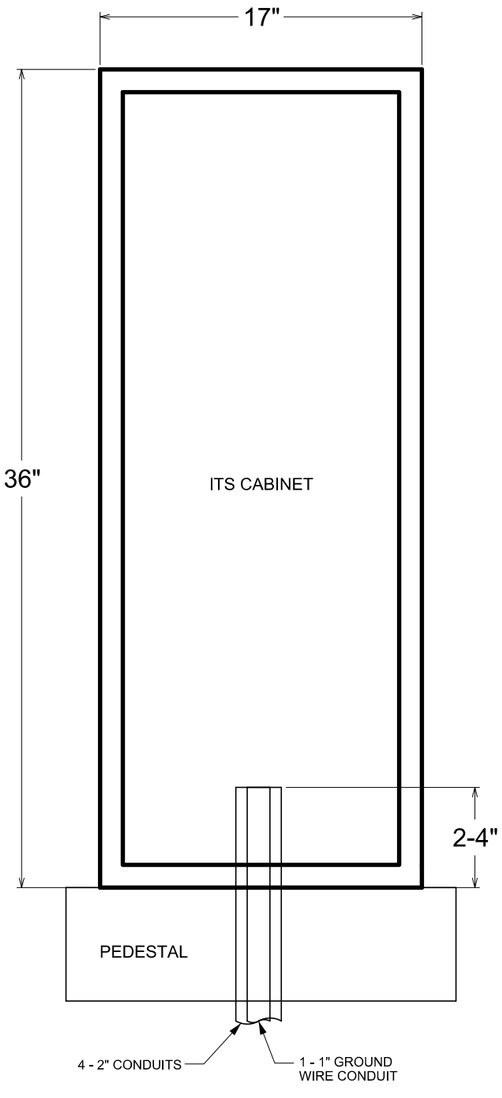
NOT TO SCALE

TYPICAL POLE MOUNTED CABINET ITS DETAILS



CABINET FRONT VIEW

NOT TO SCALE

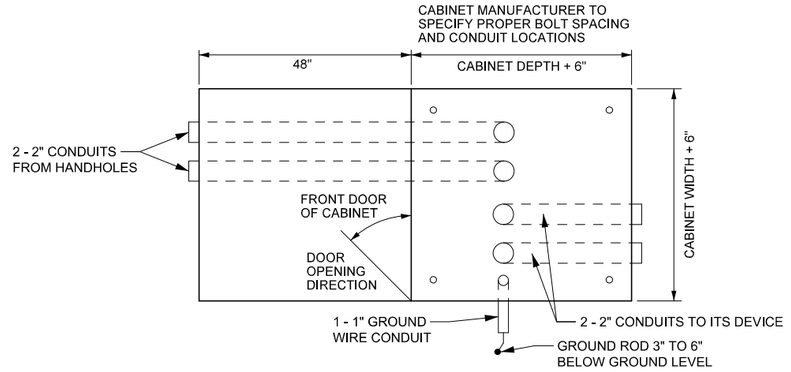


CABINET SIDE VIEW

NOT TO SCALE

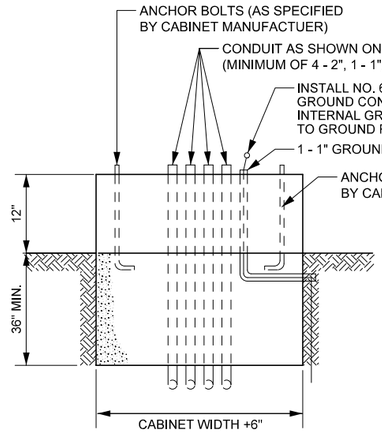
GENERAL NOTES

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. FOUNDATION MUST BE INSTALLED PRIOR TO TRENCHING AND WITHOUT PILOT HOLE.
3. FOUNDATION MUST BE INSTALLED WITH BASEPLATE LEVEL AND FLUSH WITH FINISHED GRADE.
4. CABINET HARDWARE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
5. USE TYPE 316 STAINLESS STEEL FOR ALL CABINET MOUNTING HARDWARE.
6. FOR INSTALLATION OF CABINET TO PEDESTAL, USE ½" X 1¾" BOLTS WITH TWO FENDER WASHERS AND ONE LOCK WASHER INSTALLED WITH NUT ON TOP.
7. ALL ITS CABINET FOOTINGS SHALL INCLUDE A FULL DEPTH 4 FEET CONCRETE MAINTENANCE PAD AREA THAT IS CAST AND REINFORCED AS A SINGLE UNIT WITH THE CABINET PEDESTAL.
8. CONTRACTOR SHALL PREPARE AND SUBMIT FOR ENGINEER APPROVAL, DESIGN PLANS AND DETAILS FOR ALL CABINET FOOTINGS AT NO ADDITIONAL COST TO THE ENGINEER. SUCH PLANS AND DETAILS SHALL BE SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF IOWA.
9. ANY DEVIATION FROM ABOVE INSTALLATION PROCEDURES MUST BE APPROVED BY ENGINEER.



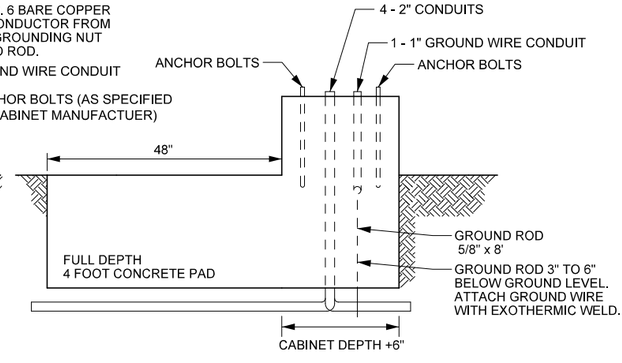
CABINET FOOTING TOP VIEW

NOT TO SCALE



CABINET FOOTING FRONT VIEW

NOT TO SCALE

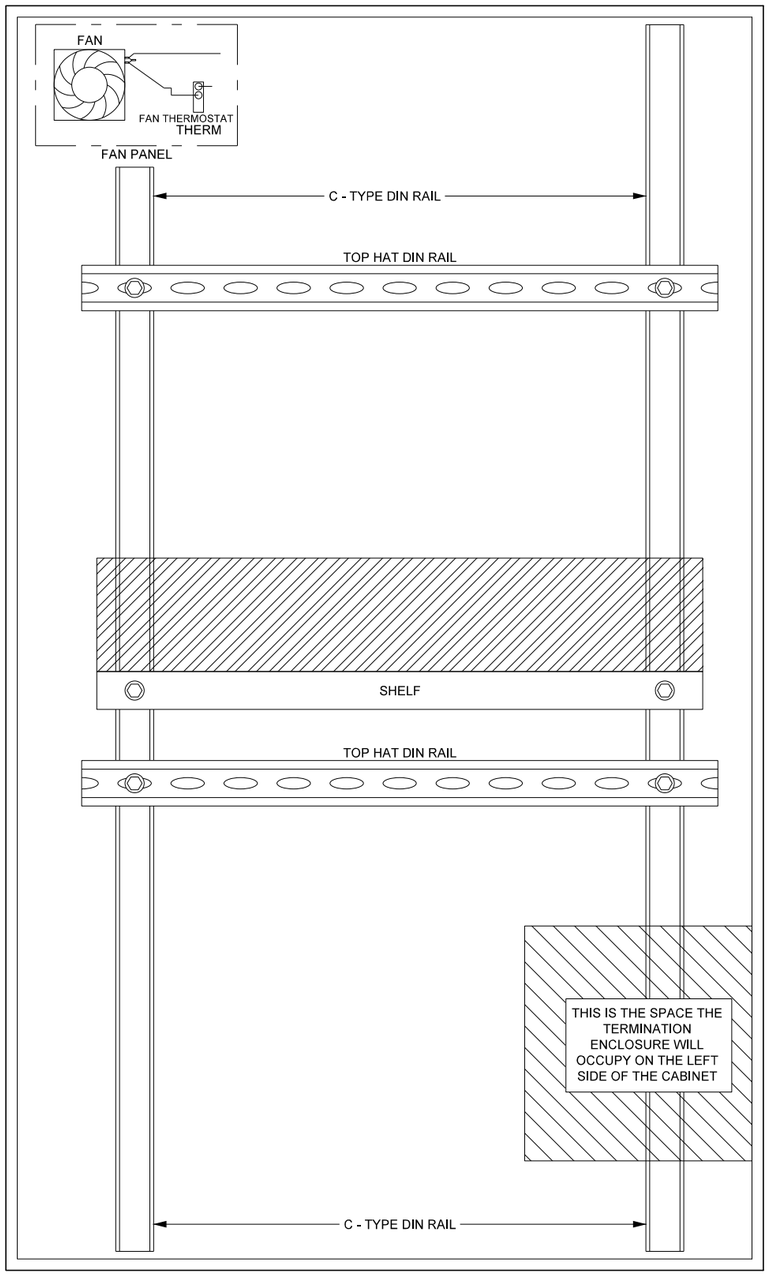


CABINET FOOTING SIDE VIEW

NOT TO SCALE

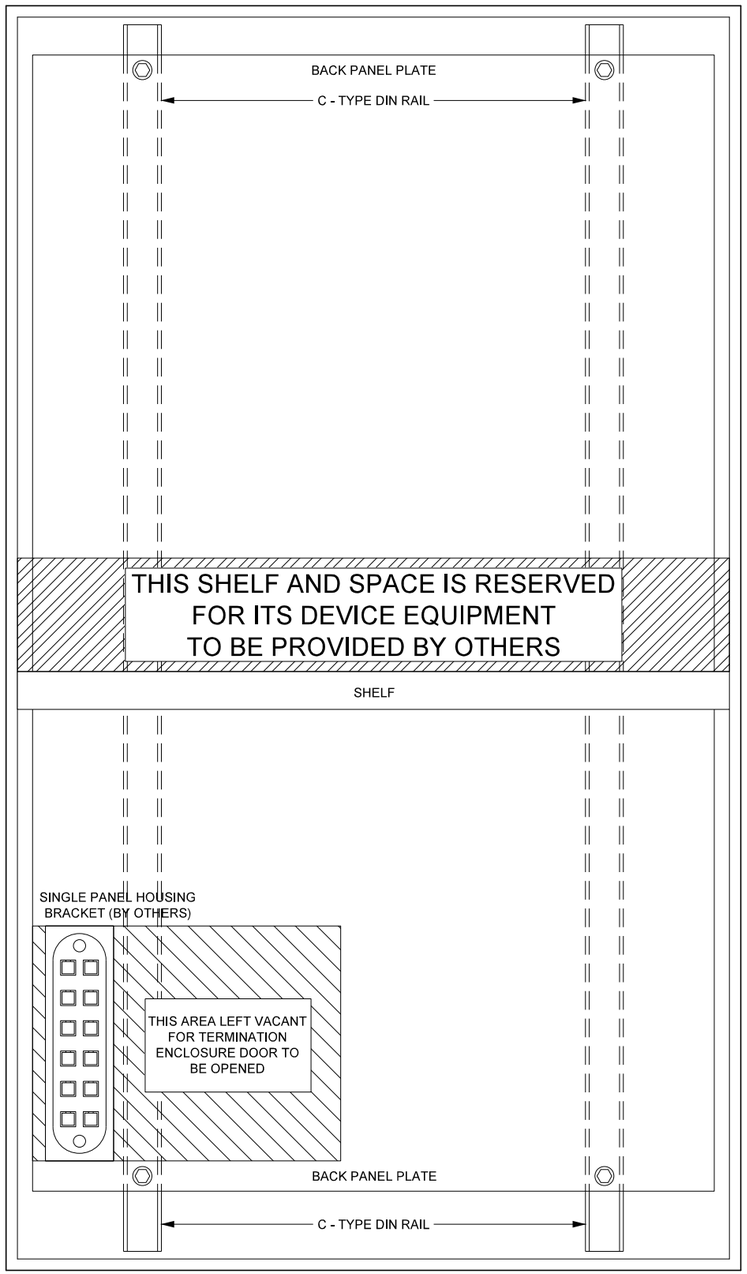
TYPICAL PEDESTAL MOUNTED ITS CABINET
ITS DETAILS

LEFT SIDE



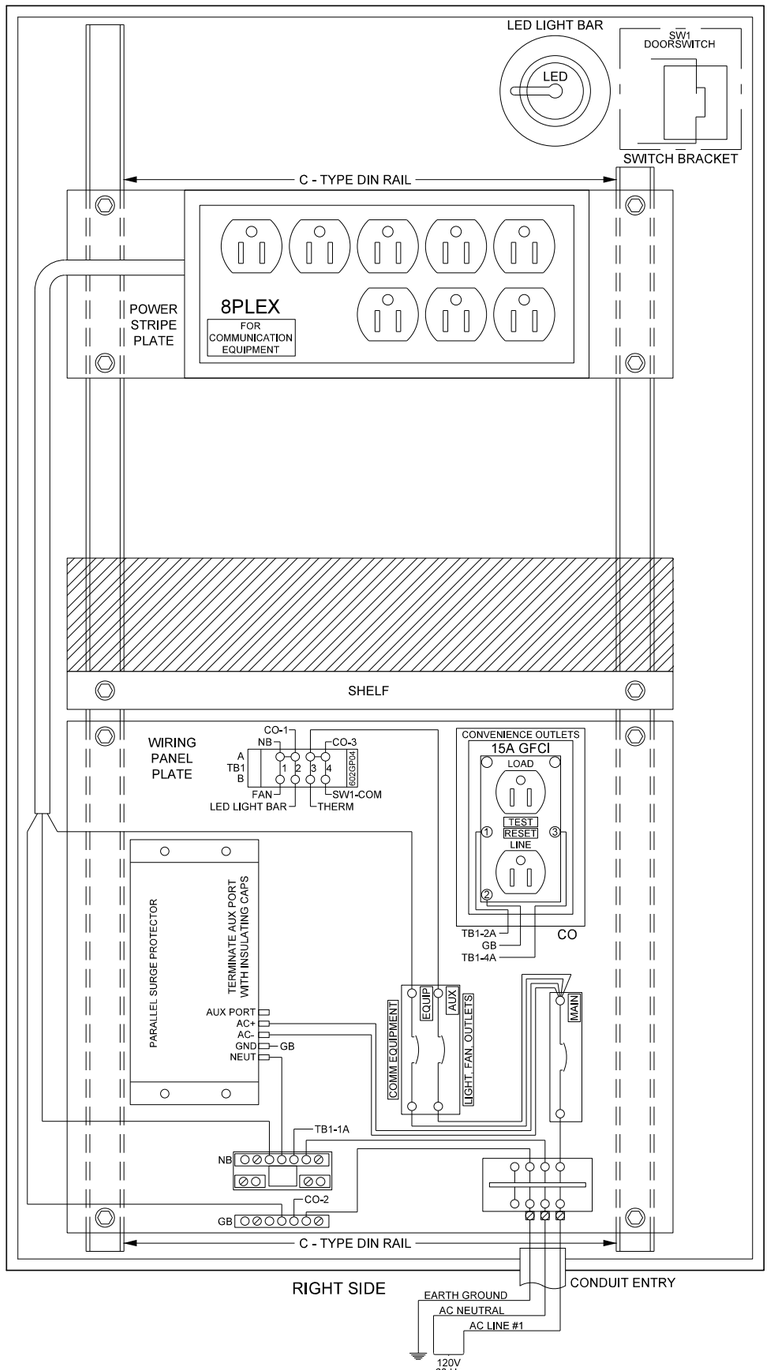
LEFT SIDE

BACK SIDE



BACK SIDE

RIGHT SIDE



RIGHT SIDE

DEVICE CABINET LAYOUT

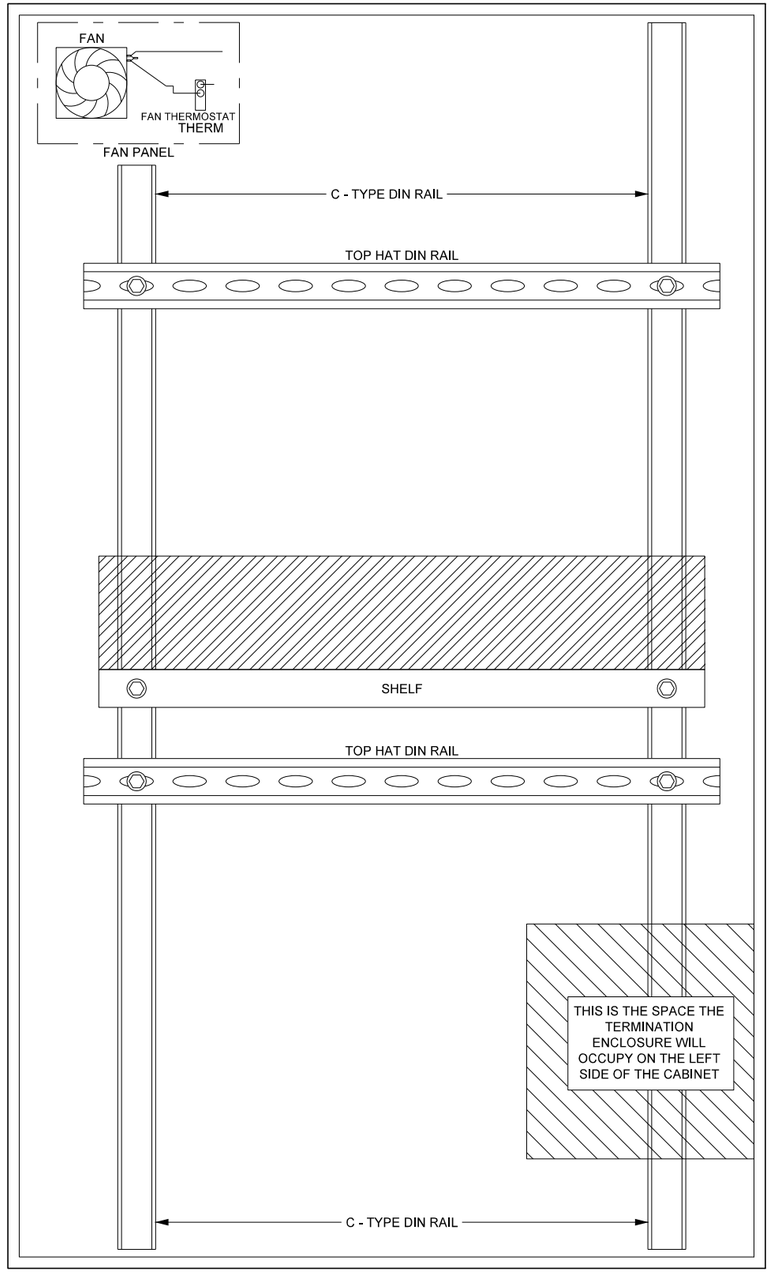
NOT TO SCALE

GENERAL NOTES

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.

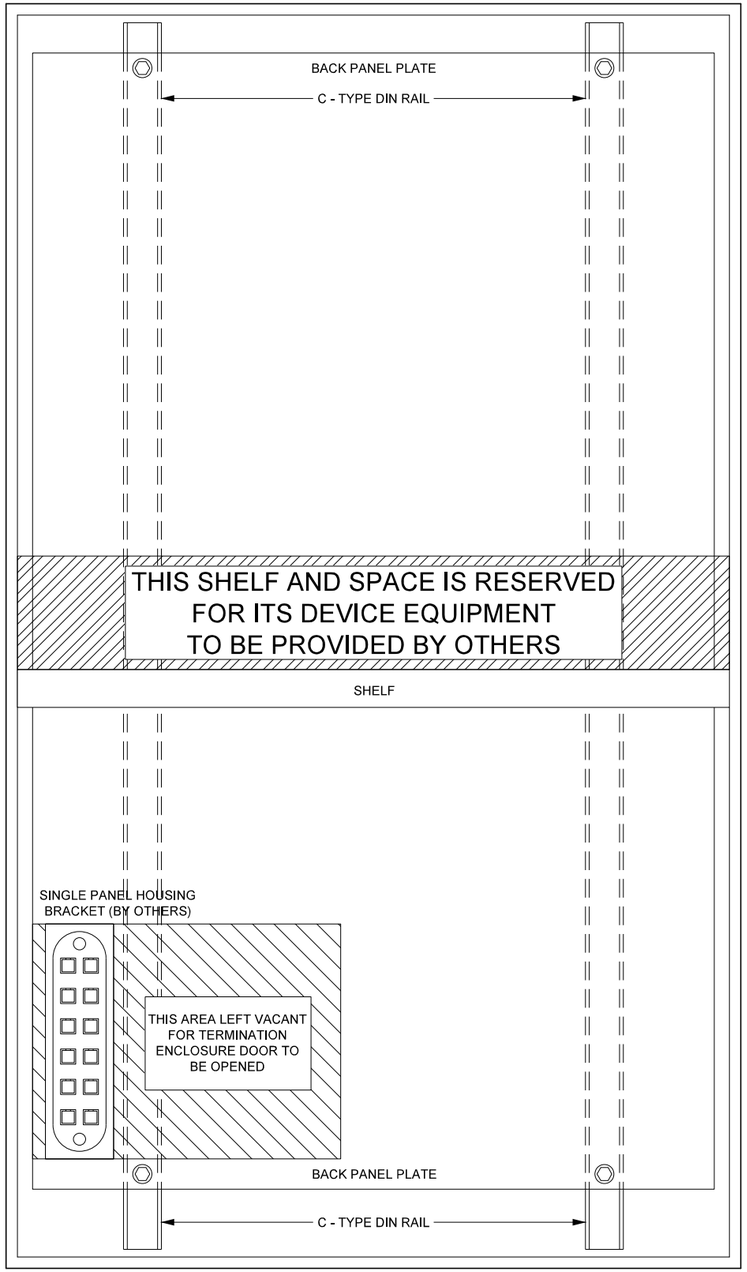
TYPICAL 120V CABINET WIRING ITS DETAILS

LEFT SIDE



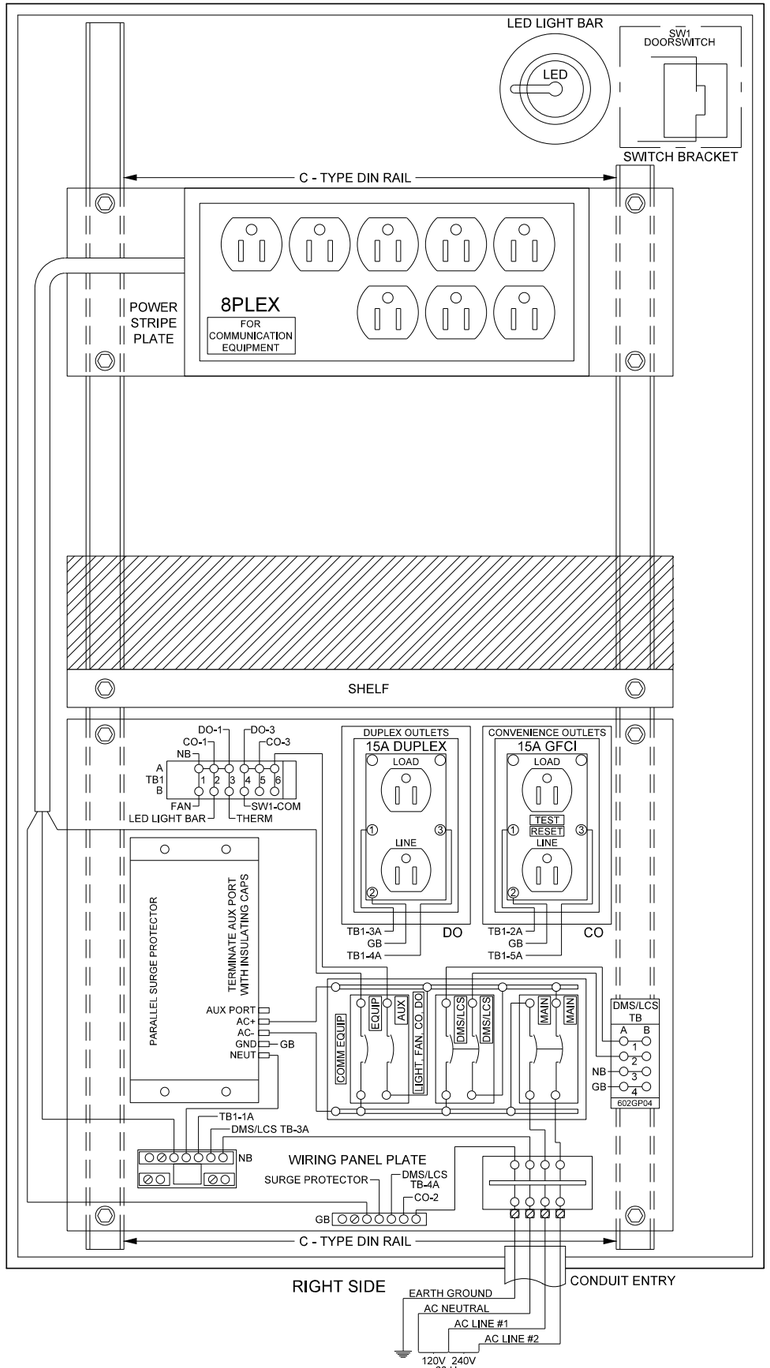
LEFT SIDE

BACK SIDE



BACK SIDE

RIGHT SIDE



RIGHT SIDE

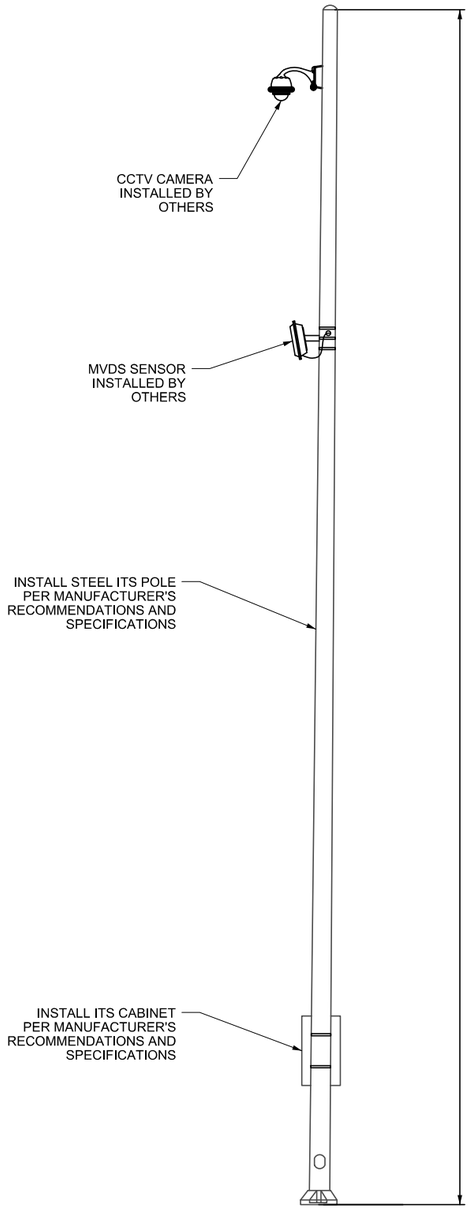
DEVICE CABINET LAYOUT

NOT TO SCALE

GENERAL NOTES

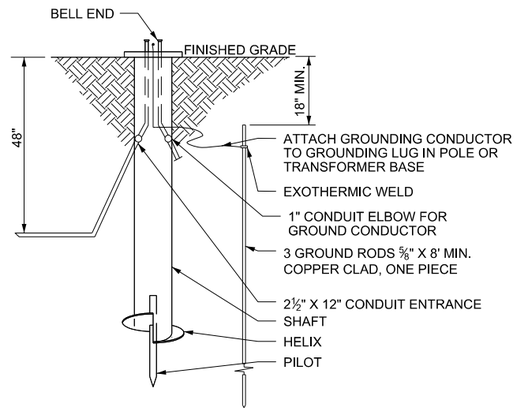
1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.

TYPICAL 120/240V CABINET WIRING ITS DETAILS



TYPICAL STEEL POLE

NOT TO SCALE



TYPICAL POWER INSTALLED FOUNDATION

NOT TO SCALE

POWER INSTALLED FOUNDATION NOTES

1. FINISH: HOT DIP GALVANIZE PER ASTM-A153 (LATEST REVISION).
2. BASEPLATE TO BE PERPENDICULAR TO SHAFT AXIS (+/- 1°) AND HOLE CENTERLINE CONCENTRIC (+/- 188) TO SHAFT AXIS.
3. STENCIL MIN. 1/2 IN. LETTERS MANUFACTURER'S NUMBER AFTER GALVANIZING.
4. PILOT POINT AND SHAFT AXES TO BE CONCENTRIC (125 FIM) AND IN LINE (+/- 2").
5. FLAME CUT TWO SLOTS IN SHAFT PERPENDICULAR TO THE BASEPLATE.
6. PREHEAT, TUMBLEBLAST, HANDGRIND, AND CLEAN BASEPLATE, HELIX, AND PILOT POINT ON ALL WELDED AREAS.
7. FLAMECUT IRREGULARITIES PERMISSIBLE: (1) VALLEYS NOT TO EXCEED 3/32" BELOW NOMINAL SURFACE LEVEL, (2) PEAKS OR POSITIVE IRREGULATIES NOT TO EXCEED 1/32 IN. ABOVE NOMINAL SURFACE LEVEL OR INTERSECTIONS OF NOMINAL SURFACES.
8. MANUFACTURER TO HAVE IN EFFECT INDUSTRY RECOGNIZED WRITTEN QUALITY CONTROL FOR ALL MATERIALS AND MANUFACTURING PROCESSES.
9. ALL MATERIAL IS TO BE NEW, UNUSED AND MILL TRACEABLE MEETING THE FOLLOWING SPECIFICATIONS:

   BASEPLATE: ASTM A36 - (LATEST REVISION) STRUCTURAL STEEL (CONFORM TO AASHTO TECH. BUL. #270)

   SHAFT: ASTM A252 - (LATEST REVISION) GRADE 2, STEEL PIPE PILES. ALTERNATE MATERIAL: ASTM A53 - (LATEST REVISION) TYPE E OR S, GRADE B, STEEL PIPE OR ASTM A500 - (LATEST REVISION) GRADE B, STRUCTURAL STEEL TUBING.

   HELIX: ASTM A635 - (LATEST REVISION) 1/2" THICK HOT ROLLED STEEL PLATE OR COIL.

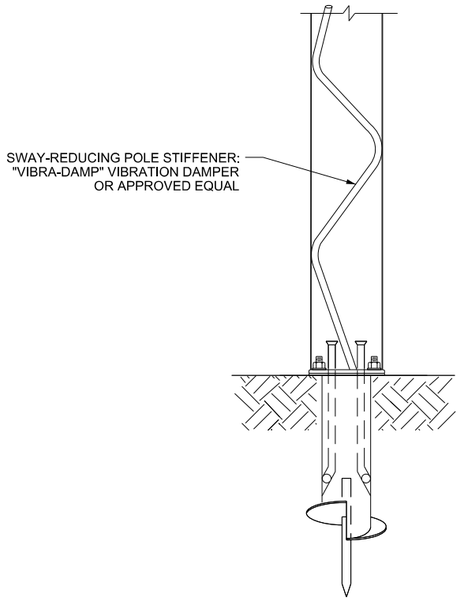
   PILOT POINT: ASTM A575 - (LATEST REVISION) 1-1/4" DIAMETER HOT ROLLED STEEL BAR.

   BOLTS: CARRIAGE BOLT, 1-8UNC-2A PER ANSI B-18.5, SAE J429 GRADE-5.

   NUTS: HEAVY HEX NUTS PER ASTM A194 GRADE 2H OR ASTM A563 GRADE DH, MEETING THE SUPPLEMENTARY REQUIREMENTS OF ASTM A563; 1-8UNC-2B PER ANSI B18.2.2.
10. BASEPLATE IS PERMANENTLY STAMPED WITH MANUFACTURER'S IDENTIFICATION "ABC" IN 1/2" LETTERS AND DATE CODE IN 1/4" LETTERS.
11. BASEPLATE PERMANENTLY MARKED TO INDICATE CABLEWAY OPENING IN SHAFT.

GENERAL NOTES

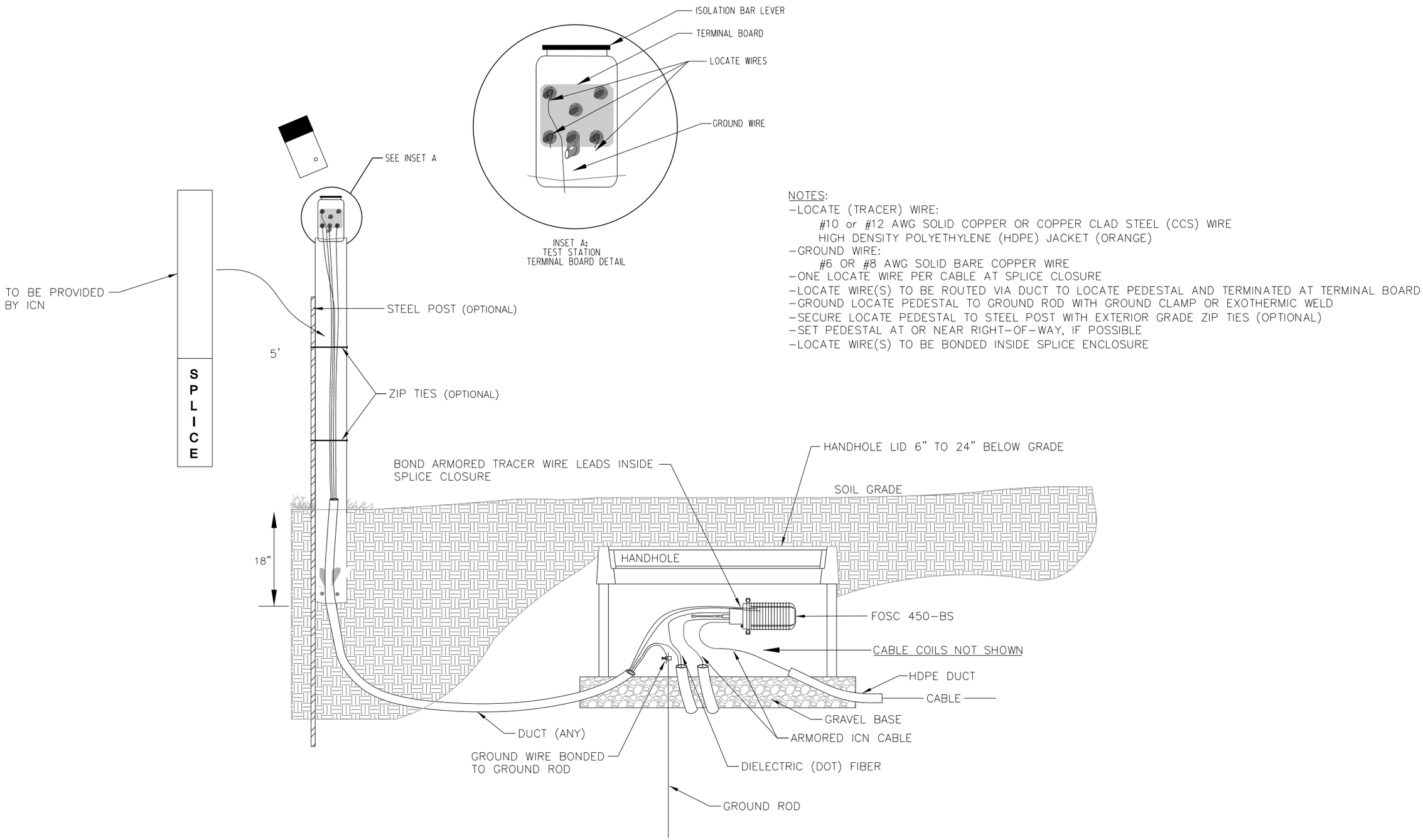
1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. CONTRACTOR SHALL FURNISH AND INSTALL POLE DAMPENER.



TYPICAL POLE DAMPENER

NOT TO SCALE

TYPICAL STEEL POLE ITS DETAILS

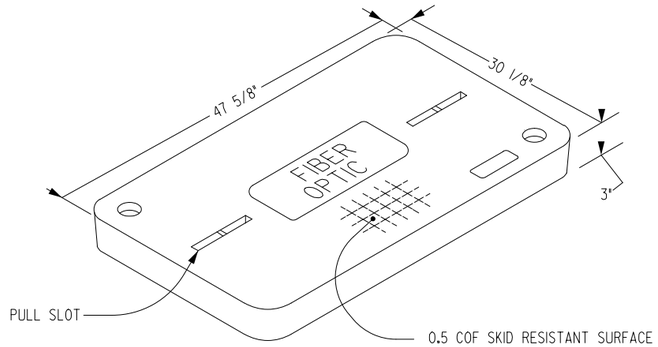


NOTES:
- LOCATE (TRACER) WIRE:
  #10 or #12 AWG SOLID COPPER OR COPPER CLAD STEEL (CCS) WIRE
  HIGH DENSITY POLYETHYLENE (HDPE) JACKET (ORANGE)
- GROUND WIRE:
  #6 OR #8 AWG SOLID BARE COPPER WIRE
- ONE LOCATE WIRE PER CABLE AT SPLICE CLOSURE
- LOCATE WIRE(S) TO BE ROUTED VIA DUCT TO LOCATE PEDESTAL AND TERMINATED AT TERMINAL BOARD
- GROUND LOCATE PEDESTAL TO GROUND ROD WITH GROUND CLAMP OR EXOTHERMIC WELD
- SECURE LOCATE PEDESTAL TO STEEL POST WITH EXTERIOR GRADE ZIP TIES (OPTIONAL)
- SET PEDESTAL AT OR NEAR RIGHT-OF-WAY, IF POSSIBLE
- LOCATE WIRE(S) TO BE BONDED INSIDE SPLICE ENCLOSURE

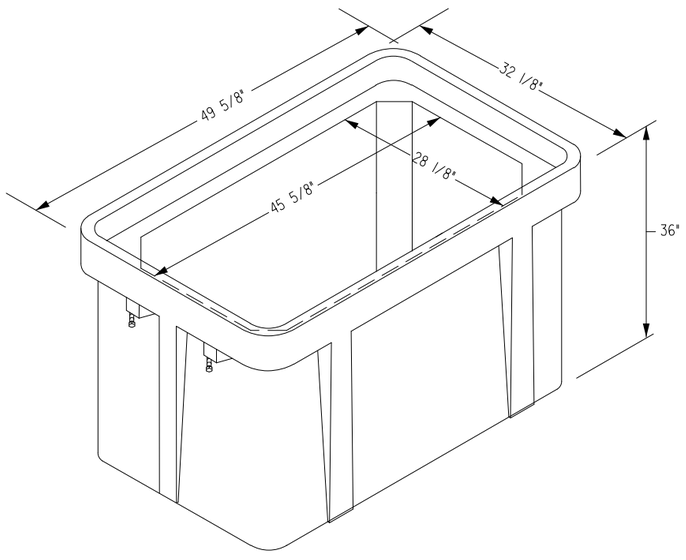
LOCATE STATION DETAIL WITH SPLICE CLOSURE GROUND KIT

NOT TO SCALE

TYPICAL HANDHOLE INSTALLATION
ITS DETAILS



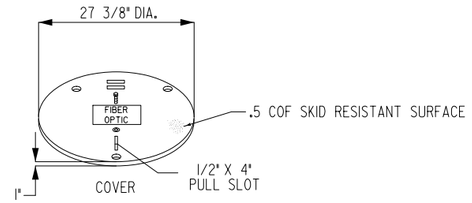
COVER



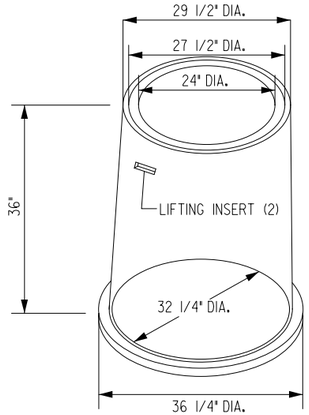
BOX

TYPE III HANDHOLE

NOT TO SCALE



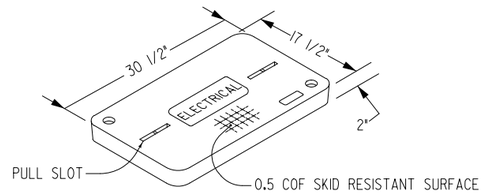
COVER

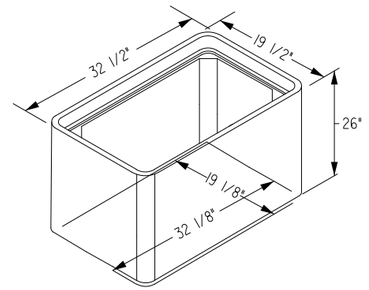


BOX

TYPE FOR27 HANDHOLE

NOT TO SCALE





TYPE I HANDHOLE

NOT TO SCALE

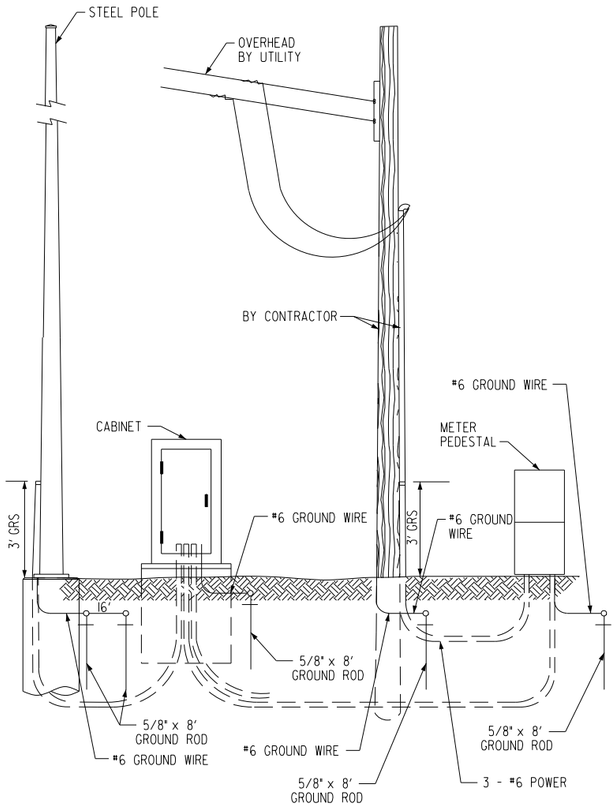
GENERAL NOTES

1. HANDHOLES SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND AS SHOWN IN DETAILS.
2. ALL HANDHOLE COVERS SHALL HAVE AN APPROVED ANTI-SKID PATTERN.
3. HANDHOLES SHALL REST FIRMLY ON A BED OF 3/4" WASHED CRUSHED LIMESTONE ROCK WITH A MINIMUM DEPTH OF 12" BELOW THE BOTTOM OF THE HANDHOLE, EXTENDING AT LEAST 3" BEYOND THE OUTSIDE EDGES OF THE PULL BOX.
4. DO NOT INSTALL LID BOLTS.
5. AFTER TRACER WIRE IS INSTALLED, ALL DUCT TERMINALS ENDS IN HANDHOLES SHALL BE SEALED AGAINST ENTRY OF MOISTURE BY METHODS STATED IN SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.
6. ALL LIDS SHALL BE LABELED:
   ALL TYPE I HANDHOLE LIDS SHALL BE LABELED 'ELECTRICAL'.
   ALL TYPE FOR27 HANDHOLE LIDS SHALL BE LABELED 'FIBER OPTIC'.
   ALL TYPE III HANDHOLE LIDS SHALL BE LABELD 'FIBER OPTIC'.
7. NO CONDUIT SHALL ENTER THROUGH SIDE WALL OF HANDHOLES, THEY MUST ENTER FROM THE BOTTOM.

TYPICAL HANDHOLES
ITS DETAILS

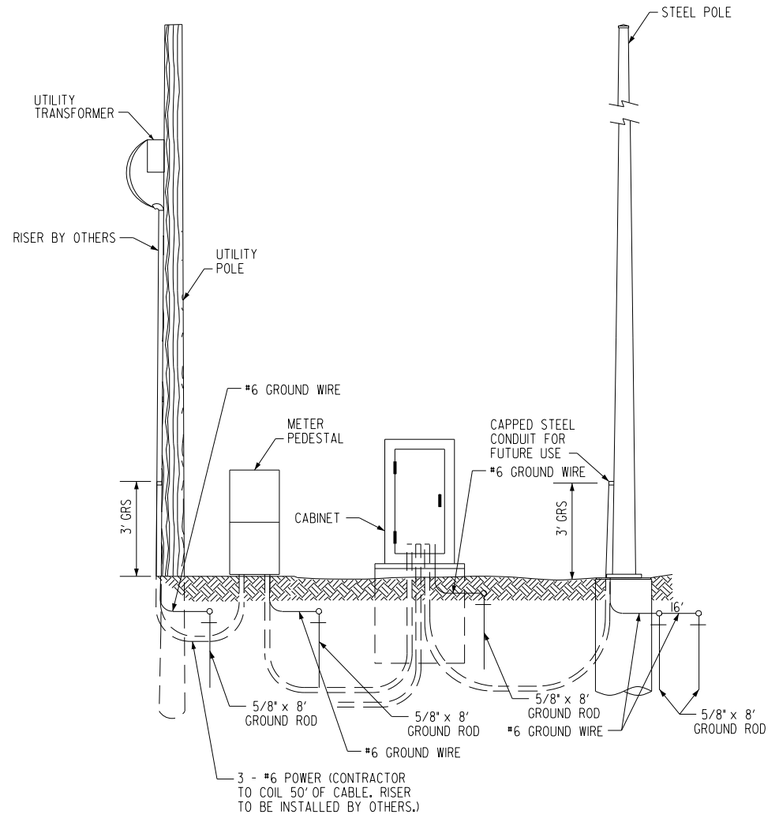
GENERAL NOTES

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.



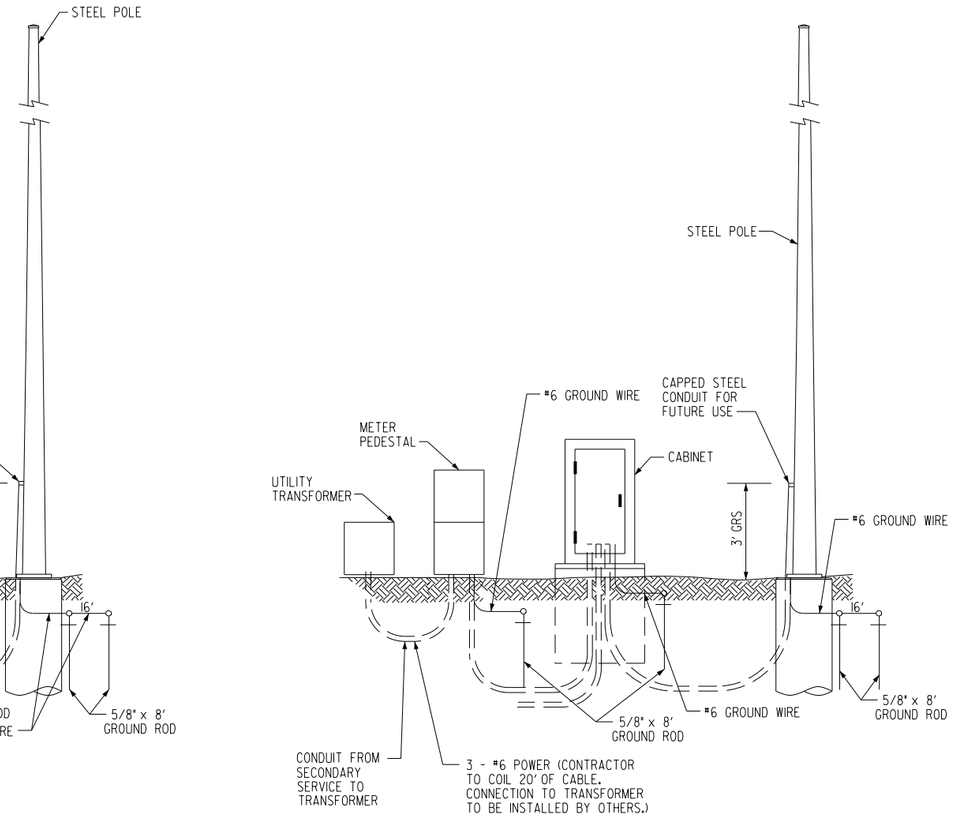
OVERHEAD SERVICE POINT

NOT TO SCALE



OVERHEAD SERVICE POINT WITH TRANSFORMER

NOT TO SCALE



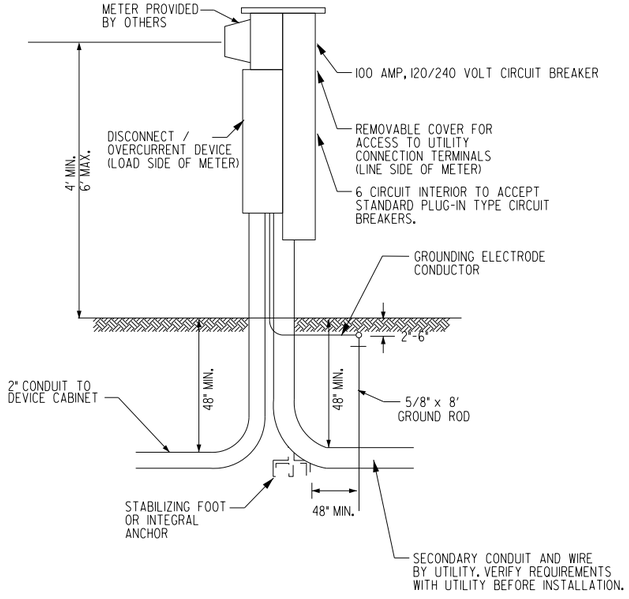
GROUND MOUNTED SERVICE POINT WITH TRANSFORMER

NOT TO SCALE

TYPICAL POWER SERVICE ITS DETAILS

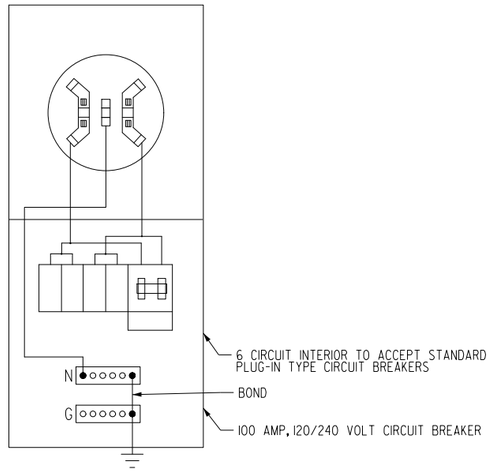
GENERAL NOTES

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. METER PEDESTAL FURNISHED AND INSTALLED BY OTHERS.
3. CONTRACTOR SHALL FURNISH AND INSTALL HANDHOLE AND CONDUIT.
4. ALL WIRING SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE.



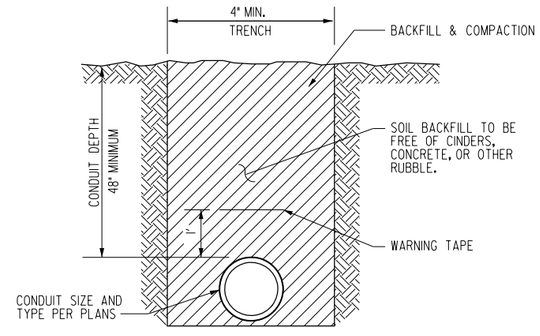
METER PEDESTAL INSTALLATION

NOT TO SCALE



METER SOCKET DETAIL

NOT TO SCALE



CONDUIT IN TRENCH

NOT TO SCALE

TYPICAL METER AND CONDUIT ITS DETAILS

HIGHWAY LIGHTING DATA

108-11A
10-29-02

ELECTRICAL SERVICE:
MIDAMERICAN ENERGY IS PROVIDING THE PROPOSED SECONDARY SERVICE (120/240 VOLTS SINGLE PHASE) TO THE PROPOSED CONTROL STATIONS. THE EXACT LOCATION OF THE CONTROL STATION SHALL BE DETERMINED BY THE ENGINEER AND APPROVED BY THE UTILITY COMPANY. THE UTILITY WILL FURNISH THE METER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAKE THE NECESSARY CONTACTS WITH THE UTILITY COMPANY WITH REGARD TO CONNECTIONS TO THE SERVICE DROP. THE MIDAMERICAN ENERGY CONTACT IS: LINDA WILSON. (563) 333-8776.

NO. 8 AWG - CIRCUIT E1 FROM LIGHTING CONTROLLER E TO E0207
NO. 8 AWG - CIRCUIT E2 FROM LIGHTING CONTROLLER E TO E0207
NO. 2 AWG - CIRCUIT E7 FROM EXISTING E0803 TO E0715/E0815
NO. 2 AWG - CIRCUIT E8 FROM EXISTING E0803 TO E0715/E0815
NO. 8 AWG - CIRCUIT E9 FROM EXISTING LIGHTING CONTROLLER E TO E1007
NO. 8 AWG - CIRCUIT E10 FROM EXISTING LIGHTING CONTROLLER E TO E1007
NO. 8 AWG - CIRCUIT D9 FROM LIGHTING CONTROLLER D TO D0903
NO. 8 AWG - CIRCUIT D16 FROM LIGHTING CONTROLLER D TO D1003
NO. 4 AWG - CIRCUIT K7 FROM EXISTING E0704 TO IDENITY ELEMENT
NO. 6 AWG - CIRCUIT L1 FROM EXISTING LO101 TO EXISTING LO103
NO. 6 AWG - CIRCUIT L4 FROM EXISTING LO104 TO IDENTITY ELEMENT

PROJECT NOTE

THE PAY ITEMS HAVE BEEN DIVIDED IN THE REMARKS AS FOLLOWS:
(1) DIVISION 1 PAY ITEM (IOWA DOT COST)
(2) DIVISION 2 PAY ITEM (CITY OF BETTENDORF COST)
(3) DIVISION 3 PAY ITEM (CITY OF MOLINE COST)
(4) DIVISION 4 PAY ITEM (IOWA DOT NON-PARTICIPATING)
(5) DIVISION 5 PAY ITEM (50% IOWA/50% ILLINOIS DOT)

LIGHTING DESIGN

LICENSED PROFESSIONAL ENGINEER
Geoffrey H. Thiesse
19319
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
GEOFFREY THIESSE, P.E.
Printed or Typed Name
My license renewal date is December 31, 20 16

Pages or sheets covered by this seal: P.01 - P.30

TABULATION OF LIGHTING INSTALLATIONS

(1) LI-201

108-1
MODIFIED

LOCATION				LI-101			FOOTING TYPE (1)	REMARKS	
NO.	STATION	OFFSET	ALIGNMENT	TYPE	A	E			
E0101	1496+80.8	23.2' LT	US-67 RAMP A				LI-201	SEE PLAN NOTE 1	(1)
E0102	1500+75.0	14.0' LT	US-67 RAMP A				LI-201	SEE PLAN NOTE 1	(1)
E0103	1507+75.0	RETAINING WALL	US-67 RAMP A	-	-	-	-	SEE PLAN NOTE 3	(1)
E0104	1514+75.0	14.0' LT	US-67 RAMP A				LI-201	SEE PLAN NOTE 1	(1)
E0105	1609+01.3	-	US-67 EB	-	-	-	-	SEE PLAN NOTE 5	(1)
E0106	3591+08.5	14.0' LT	US-67 RAMP C				LI-201	SEE PLAN NOTE 1	(1)
E0201	1497+28.0	14.0' LT	US-67 RAMP A				LI-201	SEE PLAN NOTE 1	(1)
E0202	1504+40.0	RETAINING WALL	US-67 RAMP A	-	-	-	-	SEE PLAN NOTE 3	(1)
E0203	1511+25.0	16.1' LT	US-67 RAMP A				LI-201	SEE PLAN NOTE 1	(1)
E0204	1608+18.4	-	US-67 EB	-	-	-	-	SEE PLAN NOTE 5	(1)
E0205	3593+78.5	14.0' LT	US-67 RAMP C				LI-201	SEE PLAN NOTE 1	(1)
E0704/E0804	6805+89.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0705/E0805	6808+79.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0706/E0806	6811+69.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0707/E0807	6814+59.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0708/E0808	6817+49.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0709/E0809	6820+39.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0710/E0810	6823+29.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0711/E0811	6826+19.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0712/E0812	6829+56.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0713/E0813	6832+92.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0714/E0814	6835+70.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0715/E0815	6839+20.0	CENTERLINE	I-74 ML	-	-	-	P.25	SEE PLAN NOTE 4	(1)
E0901	4496+08.9	26.8' RT	US-67 RAMP D	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
E0902	2594+33.7	48.8' RT	US-67 RAMP B	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
E0906	4500+25.0	RETAINING WALL	US-67 RAMP D	-	-	-	-	SEE PLAN NOTE 3	(1)
E0907	4507+25.0	14.0' RT	US-67 RAMP D	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
E1001	1612+16.8	-	US-67 WB	-	-	-	-	SEE PLAN NOTE 5	(1)
E1002	2591+82.0	36.1' RT	US-67 RAMP B	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
E1005	4496+47.2	14.0' RT	US-67 RAMP D	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
E1006	4503+55.0	14.0' RT	US-67 RAMP D	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
E1007	4510+75.0	14.0' RT	US-67 RAMP D	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
D0901	6836+29.0	100.4' LT	US-67 EB	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
D0902	6835+75.0	89.4' LT	I-74 ML	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
D0903	6832+46.0	79.8' LT	I-74 ML	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
D1001	6838+12.0	109.9' RT	I-74 ML	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
D1002	6835+42.0	94.5' RT	I-74 ML	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
D1003	6833+20.0	85.6' RT	I-74 ML	-	-	-	LI-201	SEE PLAN NOTE 1	(1)
K0705	1606+30.9	41.2' LT	US-67 WB	-	-	-	LI-201	SEE PLAN NOTE 18	(1)
K0706	1607+08.6	44.2' LT	US-67 WB	-	-	-	LI-201	SEE PLAN NOTE 18	(1)

TABULATION OF WIRE, CABLE AND CONNECTORS

108-12
02-11-00

CIRCUIT NUMBER	CONNECTORS								PHASE LINES								GROUND		REMARKS	
	TYPE	QUAN. NO.	TYPE	QUAN. NO.	TYPE	QUAN. NO.	TYPE	QUAN. NO.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.		
E1	L-1	12	L-2	4	Y-1	10	Y-3	2	-	-	-	-	-	-	8	5834	10	780	-	-		(1)
E2	L-1	10	L-2	4	Y-1	10	Y-3	2	-	-	-	-	-	-	8	5138	10	650	-	-		(1)
E7	L-1	24	L-2	-	Y-1	22	Y-3	-	2	-	-	-	-	-	-	-	10	1560	-	-		(1)
E8	L-1	24	L-2	-	Y-1	22	Y-3	-	2	-	-	-	-	-	-	-	10	1500	-	-		(1)
E9	L-1	10	L-2	6	Y-1	8	Y-3	-	-	-	-	-	-	-	8	4010	10	520	-	-		(1)
E10	L-1	10	L-2	6	Y-1	8	Y-3	-	-	-	-	-	-	-	8	4710	10	650	-	-		(1)
D9	L-1	6	L-2	6	Y-1	4	Y-3	-	-	-	-	-	-	-	8	3200	10	390	-	-		(1)
D10	L-1	6	L-2	8	Y-1	4	Y-3	-	-	-	-	-	-	-	8	3498	10	390	-	-		(1)
K7	L-1	6	L-2	-	Y-1	-	Y-3	-	-	-	4	492	-	-	-	-	-	-	6	246		(2)
L1	L-1	0	L-2	-	Y-1	-	Y-3	-	-	-	-	-	6	519	-	-	-	-	8	173		(2)
L4	L-1	0	L-2	-	Y-1	-	Y-3	-	-	-	-	-	6	346	-	-	-	-	8	173		(2)
CONTROLLER D SERVICE	-	-	-	-	-	-	-	-	4/0	300	-	-	-	-	-	-	-	-	-	-		(1)
E1/E2 COMMON GROUND	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	2917		(1)
E7/E8 COMMON GROUND	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3982		(1)
E9/E10 COMMON GROUND	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	2355		(1)
D9/D10 COMMON GROUND	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	2361		(1)

LIGHTING QUANTITIES

TABULATION OF LIGHTING REMOVALS

LOCATION		
STATION	OFFSET	ALIGNMENT
6807+01	208.1' RT	I-74
6809+00	190.5' RT	I-74
6820+69	95.6' RT	I-74
6822+68	85.6' RT	I-74
6823+53	125.4' LT	I-74
6824+68	85.4' RT	I-74
6825+02	65.5' LT	I-74
6826+51	89.8' LT	I-74
6826+67	79.0' RT	I-74
6828+49	81.0' LT	I-74
6828+68	74.6' RT	I-74
6830+48	80.5' LT	I-74
6830+68	72.5' RT	I-74
6832+48	79.1' LT	I-74
6832+67	72.1' RT	I-74
6835+52	82.4' LT	I-74
6836+98	74.1' RT	I-74
6837+51	79.4' LT	I-74
6838+98	80.5' RT	I-74
6839+48	83.2' LT	I-74
6840+97	91.4' RT	I-74
6842+55	62.7' RT	I-74
6794+99	82.4' LT	I-74
6796+54	27.7' LT	I-74
6796+87	228.5' LT	I-74
6797+22	350.4' LT	I-74
6798+32	384.9' LT	I-74
6799+09	194.1' LT	I-74
6799+12	306.5' LT	I-74

TABULATION OF ELECTRICAL DUCTS

108-2
08-20-85

Location	Conduit Type	No. Of Cond.	Dia. Inches	Length Feet	Remarks	
E0207 TO ABUTMENT	EXISTING CONDUIT	-	2	265	CIRCUITS E1 & E2	(1)
ABUTMENT TO E0106	EMBEDDED CONDUIT	1	2	12	CIRCUITS E1 & E2	(1)
E0106 TO E0205	SCH 40 PVC	1	2	290	CIRCUITS E1 & E2	(1)
E0205 TO EXISTING HANDHOLE	SCH 80 PVC	1	2	554	CIRCUITS E1 & E2	(1)
E0101 TO ABUTMENT	SCH 40 PVC	1	2	585	CIRCUITS E1 & E2	(1)
ABUTMENT TO HANDHOLE	EMBEDDED CONDUIT	1	2	811	CIRCUITS E1 & E2	(1)
HANDHOLE TO E0203	SCH 40 PVC	1	2	52	CIRCUITS E1 & E2	(1)
E0203 TO E0104	SCH 40 PVC	1	2	348	CIRCUIT E1	(1)
E0903 TO ABUTMENT	EXISTING CONDUIT	1	2	133	CIRCUITS E9 & E10	(1)
ABUTMENT TO E0902	SCH 40 PVC	1	2	391	CIRCUITS E9 & E10	(1)
E0902 TO E0901	SCH 80 PVC	1	2	195	CIRCUITS E9 & E10	(1)
E0901 TO HANDHOLE	SCH 40 PVC	1	2	29	CIRCUITS E9 & E10	(1)
HANDHOLE TO EXISTING HANDHOLE	SCH 80 PVC	1	2	149	CIRCUITS E9 & E10	(1)
HANDHOLE TO HANDHOLE	SCH 40 PVC	1	2	207	CIRCUITS E9 & E10	(1)
HANDHOLE TO ABUTMENT	EMBEDDED CONDUIT	1	2	513	CIRCUITS E9 & E10	(1)
ABUTMENT TO E0907	SCH 40 PVC	1	2	388	CIRCUITS E9 & E10	(1)
E0907 TO E1007	SCH 40 PVC	1	2	350	CIRCUIT E10	(1)
E0803 TO ABUTMENT	EXISTING CONDUIT	1	2	104	CIRCUITS E7 & E8	(1)
ABUTMENT TO HANDHOLE	SCH 40 PVC	1	2	2959	CIRCUITS E7 & E8	(1)
HANDHOLE TO E0714/E0814	SCH 80 PVC	1	2	219	CIRCUITS E7 & E8	(1)
E0714/E0814 TO E0715/E0815	SCH 40 PVC	1	2	350	CIRCUITS E7 & E8	(1)
E0715/E0815 TO CAP	SCH 40 PVC	1	2	30	EMPTY	(1)
D0903 TO HANDHOLE	SCH 40 PVC	1	2	612	CIRCUIT D9	(1)
D1003 TO HANDHOLE	SCH 40 PVC	1	2	531	CIRCUIT D10	(1)
HANDHOLE TO HANDHOLE	SCH 80 PVC	1	2	230	CIRCUIT D10	(1)
HANDHOLE TO CONTROLLER D	SCH 40 PVC	1	2	988	CIRCUITS D9 & D10	(1)
K0704 TO IDENTITY ELEMENT	SCH 40 PVC	1	2	246	CIRCUIT K7	(2)
L0101 TO L0103	SCH 40 PVC	1	2	173	CIRCUIT L1	(2)
L0404 TO IDENTITY ELEMENT	SCH 40 PVC	1	2	73	CIRCUIT L4	(2)

DELIVERY AND STOCKPILING

110-13
MODIFIED

ITEM DESCRIPTION	QUANTITY	UNITS	DELIVERY LOCATION	CONTACT NAME & NUMBER	REMARKS
LIGHTING POLE	29	EACH	IOWA DOT DAVENPORT MAINTENANCE SHOP	563-391-3920	ML LIGHTING REMOVAL (4)
			8721 NORTHWEST BLVD		
			DAVENPORT, IA 52806		

LIGHTING QUANTITIES

ROADWAY LIGHTING GENERAL NOTES

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

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

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

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

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

F. ALL REPLACEMENT AND TEMPORARY WIRING SHALL BE EQUAL TO OR GREATER THAN THE EXISTING WIRE GAUGE. ALL PERMANENTLY INSTALLED CURRENT CARRYING CONDUCTORS SHALL BE TYPE RHW.

G. NO SPLICING OF EXISTING-TO-NEW WIRING IS ALLOWED INSIDE ELECTRICAL DUCTS. ALL WIRING INTERCONNECTIONS SHALL BE INSTALLED IN ACCESSIBLE AREAS AND SHALL BE MADE WITH IOWA DOT APPROVED CONNECTORS.

ELECTRICAL PLAN NOTES

1. GROUND MOUNTED LIGHTS:
INSTALL PROPOSED LIGHT POLE FOUNDATION, LIGHT POLE, MAST ARM AND LUMINAIRE. THE DRILLED SHAFT FOR THE FOUNDATION SHALL BE PAID FOR SEPARATELY. LIGHT POLE SHALL BE PER DETAIL SHOWN ON SHEET P.25. IN AREA WHERE NO ROCK IS ENCOUNTERED, LIGHT POLE FOUNDATION SHALL BE PER LI-201. IN AREAS WHERE ROCK IS ENCOUNTERED, LIGHT POLE FOUNDATION SHALL BE PER P.31.

2. STATE LIGHTS INSTALLED ON BRIDGE PARAPETS:
INSTALL PROPOSED LIGHT POLE, MAST ARM AND LUMINAIRE. LIGHT POLE SHALL BE MOUNTED ON BRIDGE PARAPET WALL AS PER THE DETAIL ON SHEET P.25.

3. STATE LIGHTS INSTALLED ON RETAINING WALL:
INSTALL PROPOSED LIGHT POLE, MAST ARM AND LUMINAIRE. LIGHT POLE SHALL BE MOUNTED ON THE RETAINING WALL AS PER THE DETAIL ON SHEET P.25.

4. STATE TWIN ROADWAY LIGHTS:
INSTALL PROPOSED LIGHT POLE, MAST ARMS AND LUMINAIRES. LIGHT POLE SHALL BE MOUNTED BETWEEN THE BARRIER WALLS AS PER DETAIL SHOWN ON SHEET P.25.

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

6. INSTALL PRECAST HANDHOLE, TYPE 1, PER LI-103.

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

8. CAP AND SEAL CONDUIT FOR FUTURE CONNECTION.

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

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

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

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

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

14. CONDUIT MUST BE PUSHED UNDER ROADWAYS, DRIVEWAYS, AND SIDEWALKS. ALL OTHER CONDUIT MAY BE INSTALLED BY ANY METHOD APPROVED BY THE ENGINEER.

15. INSTALLATION OF IDENTITY ELEMENT. CONTRACTOR SHALL CONNECT IDENTITY ELEMENT LIGHTING TO ELECTRICAL SYSTEM. THE COST OF CONNECTING THE IDENTITY ELEMENT TO THE ELECTRICAL SYSTEM SHALL BE INCIDENTAL TO THE IDENTITY ELEMENT.

16. REMOVE CAP FROM EXISTING CONDUIT AND MAKE A WATERTIGHT CONNECTION TO PROPOSED CONDUIT.

17. CONDUIT SHALL BE ROUTED UNDER SHOULDER AROUND EXISTING BRIDGE PIER.

18. EXISTING LIGHT POLE TO BE RELOCATED. REMOVE EXISTING LIGHT POLE, MAST ARM, AND LUMINAIRE. STORE OFF-SITE UNTIL TIME OF REINSTALLATION. REMOVE FOOTING AND DISPOSE AS NECESSARY, OR BREAK DOWN TO A POINT THREE FEET BELOW GRADE AND DISPOSE. BACKFILL AND COMPACT.

LIGHTING PLAN NOTES

LEGEND:

EXISTING CIRCUIT CONDUCTOR — E5 —

EXISTING LIGHT POLE TO BE REMOVED — R

REMOVE AND RELOCATE EXISTING LIGHT POLE — RL

EXISTING HANDHOLE TO BE REMOVED — R

EXISTING LIGHTING CONTROLLER TO BE REMOVED — R

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING HANDHOLE TO REMAIN

SEE PLAN NOTE 10
SEE PLAN NOTE 12
SEE PLAN NOTE 10
SEE PLAN NOTE 12
SEE PLAN NOTE 12
SEE PLAN NOTE 10
SEE PLAN NOTE 12
SEE PLAN NOTE 12
SEE PLAN NOTE 10
SEE PLAN NOTE 10
SEE PLAN NOTE 18
SEE PLAN NOTE 12
SEE PLAN NOTE 12
SEE PLAN NOTE 18

0089

6795

I-74 EB

I-74 WB

US-67 GRANT ST

US-67 GRANT ST

For Estimate of Lighting Quantities
Refer to Sheet No. P.01 & P.02

0 FEET 50

US-67 LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.04

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KIMBERLY RD

RAMP A

RAMP D

14TH ST

EXISTING I-74

EXISTING I-74

6805

6810

6815

6820

SEE PLAN NOTE 13

SEE PLAN NOTE 12

SEE PLAN NOTE 11

SEE PLAN NOTE 12

SEE PLAN NOTE 11

SEE PLAN NOTE 12

SEE PLAN NOTE 11

SEE PLAN NOTE 12

SEE PLAN NOTE 11

SEE PLAN NOTE 12

SEE PLAN NOTE 12

SEE PLAN NOTE 11

SEE PLAN NOTE 12

SEE PLAN NOTE 11

SEE PLAN NOTE 12

SEE PLAN NOTE 10

SEE PLAN NOTE 12

SEE PLAN NOTE 10

E5

R

RL

LEGEND:

EXISTING CIRCUIT CONDUCTOR

EXISTING LIGHT POLE TO BE REMOVED

REMOVE AND RELOCATE EXISTING LIGHT POLE

EXISTING HANDHOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING HANDHOLE TO REMAIN

For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 FEET 50

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.05

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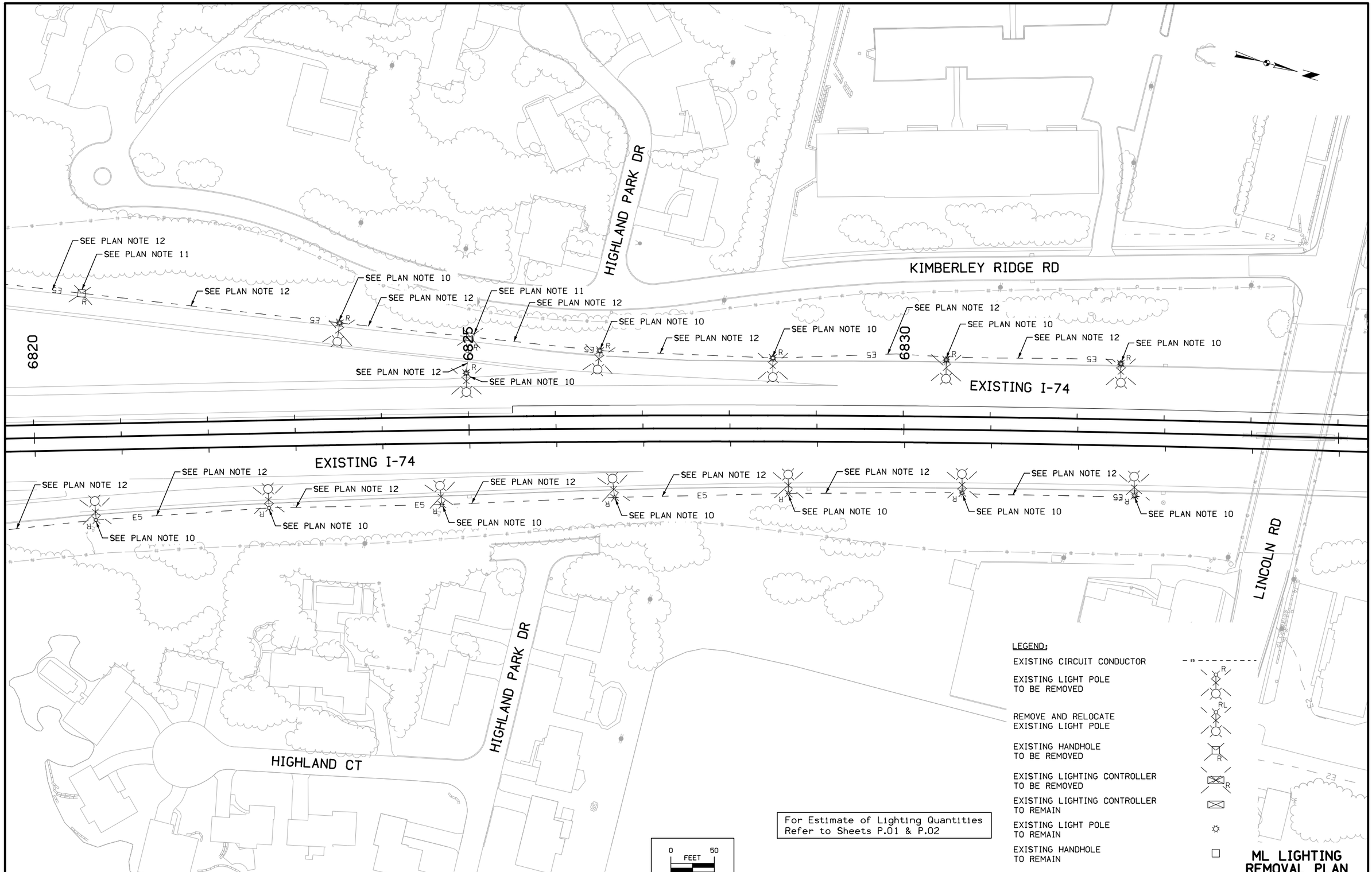

For Estimate of Lighting Quantities Refer to Sheets P.01 & P.02

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.06

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LINCOLN RD

MIDDLE RD

6835

6840

6845

6850

SEE PLAN NOTE 10

SEE PLAN NOTE 12

SEE PLAN NOTE 11

RAMP C

RAMP B

EXISTING I-74

E5

E2

R

RL

LEGEND:

EXISTING CIRCUIT CONDUCTOR

EXISTING LIGHT POLE TO BE REMOVED

REMOVE AND RELOCATE EXISTING LIGHT POLE

EXISTING HANDHOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING HANDHOLE TO REMAIN

For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 FEET 50

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.07

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EX. I-74 EB

EX. I-74 WB

I-74 EB

I-74 WB

RAMP C

RAMP B

LADY LUCK PKWY

GILBERT ST

6775

6780

6785

6790

2580

2585

2590

3585

3590

EXISTING LIGHT
E0207
SEE PLAN NOTE 7

EXISTING LIGHT E0903
SEE PLAN NOTE 7

E9, E10

LEGEND:

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

For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 FEET 50

ML LIGHTING PLAN

ENGLISH | IOWA DOT | DESIGN TEAM **BENESCH** | **SCOTT** COUNTY | PROJECT NUMBER **IM-074-1(206)5--13-82** | SHEET NUMBER **P.08**

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STATE ST
US-67 GRANT ST
MISSISSIPPI BLVD
KIMBERLY RD
14TH ST
RAMP A
RAMP B
RAMP C
RAMP D
I-74 EB
I-74 WB
STA 1608+18.44
45-14-II-M-E0204
SEE NOTE 5
STA 3591+08.5
50-14-II-M-E0106
STA 3593+78.5
50-14-II-M-E0205
STA 1609+01.25
45-14-II-M-E0105
SEE NOTE 5
STA 1496+80.8
50-14-II-M-E0101
STA 1497+28.00
50-14-II-M-E0201
STA 1500+75.00
50-14-II-M-E0102
STA 1504+40.00
50-14-II-M-E0202
HANDHOLE
SEE PLAN NOTE 6
SEE PLAN NOTE 16
SEE PLAN NOTE 14
EXISTING LIGHT E0702
EXISTING LIGHT E0803
SEE PLAN NOTE 7
EXISTING LIGHTING
CONTROLLER E
EXISTING HANDHOLE
SEE PLAN NOTE 7
E09, E10
SEE NOTE 14
STA 4496+47.20
50-14-II-M-E1005
STA 4496+08.9
50-14-II-M-E0901
STA 1612+16.81
45-14-II-M-E1001
SEE PLAN NOTE 5
STA 4500+25.00
50-14-II-M-E0906
STA 4503+55.00
50-14-II-M-E1006
STA 2594+33.65
50-14-II-M-E0902
STA 2591+82.00
50-14-II-M-E1002
E1, E2
E7, E8
E9, E10
F02
T3
105
215
205
3590
3595
6790
6795
6800
6805
1500
1505
4500
4505
2590
2595
4610
4615
10

LEGEND:

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

For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 50
FEET

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.09

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10

4625

KIMBERLY RD

4620

1505

1510

1515

6805

6810

6815

6820

STA 1507+75.0
50-14-II-M-E0103

E1,E2

E1,E2

HANDHOLE
SEE PLAN NOTE 6

E1,E2

STA 1511+25.00
50-14-II-M-E0203

E1,E2

STA 1514+75.00
50-14-II-M-E0104

E1

EXISTING RAMP

RAMP A

STA 6808+79.00
50-14-II-M-E0705
50-14-II-M-E0805

E7, E8

I-74 WB

E7, E8

E7, E8

E7, E8

E7, E8

I-74 EB

RAMP D

E9, E10

STA 4507+25.00
50-14-II-M-E0907

E10

E7, E8

STA 4510+75.00
50-14-II-M-E1007

STA 6811+69.00
50-14-II-M-E0706
50-14-II-M-E0806

STA 6805+89.00
50-14-II-M-E0704
50-14-II-M-E0804

STA 6814+59.00
50-14-II-M-E0707
50-14-II-M-E0807

STA 6817+49.00
50-14-II-M-E0708
50-14-II-M-E0808

4510

4505

14TH ST

LEGEND:

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

For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 50
FEET

ML LIGHTING PLAN

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

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KIMBERLY RIDGE RD

HIGHLAND PARK DR

KIMBERLY RIDGE RD

E2

6820

6825

6830

STA 6832+46.00
50-14-II-M-D0903

D09

I-74 WB

I-74 EB

E7, E8

E7, E8

E7, E8

E7, E8

E7, E8

E7, E8

E7, E8

HANDHOLE
SEE PLAN NOTE 6

E7, E8
SEE PLAN
NOTE 17

STA 6820+39.00
50-14-II-M-E0709
50-14-II-M-E0809

STA 6823+29.00
50-14-II-M-E0710
50-14-II-M-E0810

STA 6826+19.00
50-14-II-M-E0711
50-14-II-M-E0811

STA 6829+56.00
50-14-II-M-E0712
50-14-II-M-E0812

STA 6832+92.00
50-14-II-M-E0713
50-14-II-M-E0813

D10

STA 6833+20.00
50-14-II-M-D1003

HIGHLAND PARK DR

LINCOLN RD

E2

E3

HIGHLAND CT

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

For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 FEET 50

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.11

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LINCOLN RD

MIDDLE RD

6835

6840

6845

6850

STA 6835+75.00
50-14-II-M-D0902

D9

STA 6836+29.00
50-14-II-M-D0901

D9

HANDHOLE
SEE PLAN NOTE 6

D9, D10

HANDHOLE
SEE PLAN NOTE 6

PROPOSED CONTROLLER D

HANDHOLE
SEE PLAN NOTE 6

D9, D10

D10
SEE PLAN NOTE 14

SEE PLAN NOTE 8

I-74 WB

I-74 EB

EMPTY

E7, E8

D10

D10

HANDHOLE
SEE PLAN NOTE 6

D10

STA 6835+42.00
50-14-II-M-D1002

STA 6835+70.00
50-14-II-M-E0714
50-14-II-M-E0814

STA 6838+12.00
50-14-II-M-D1001

STA 6839+20.00
50-14-II-M-E0715
50-14-II-M-E0815

LEGEND:

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

For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 50
FEET

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.12

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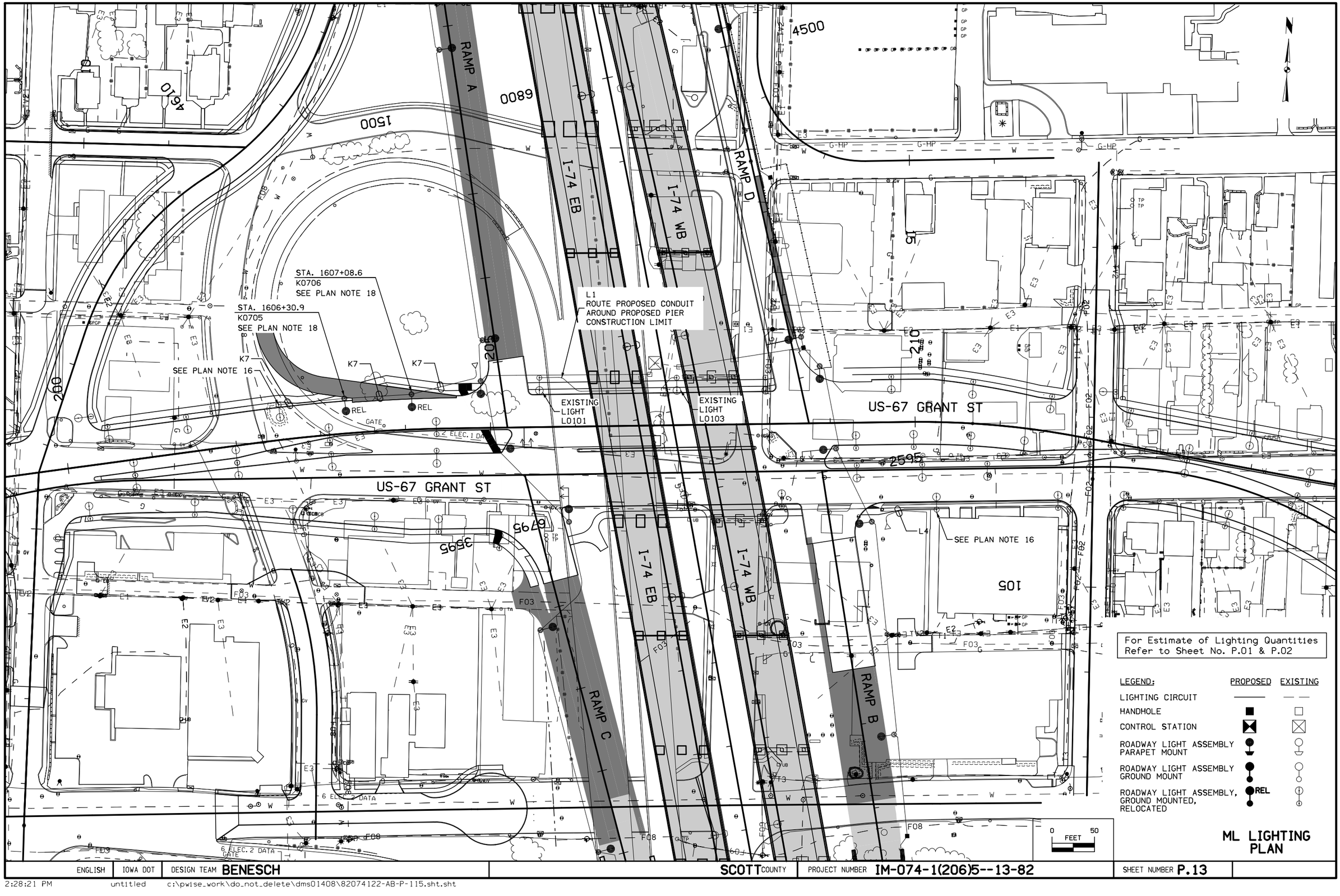
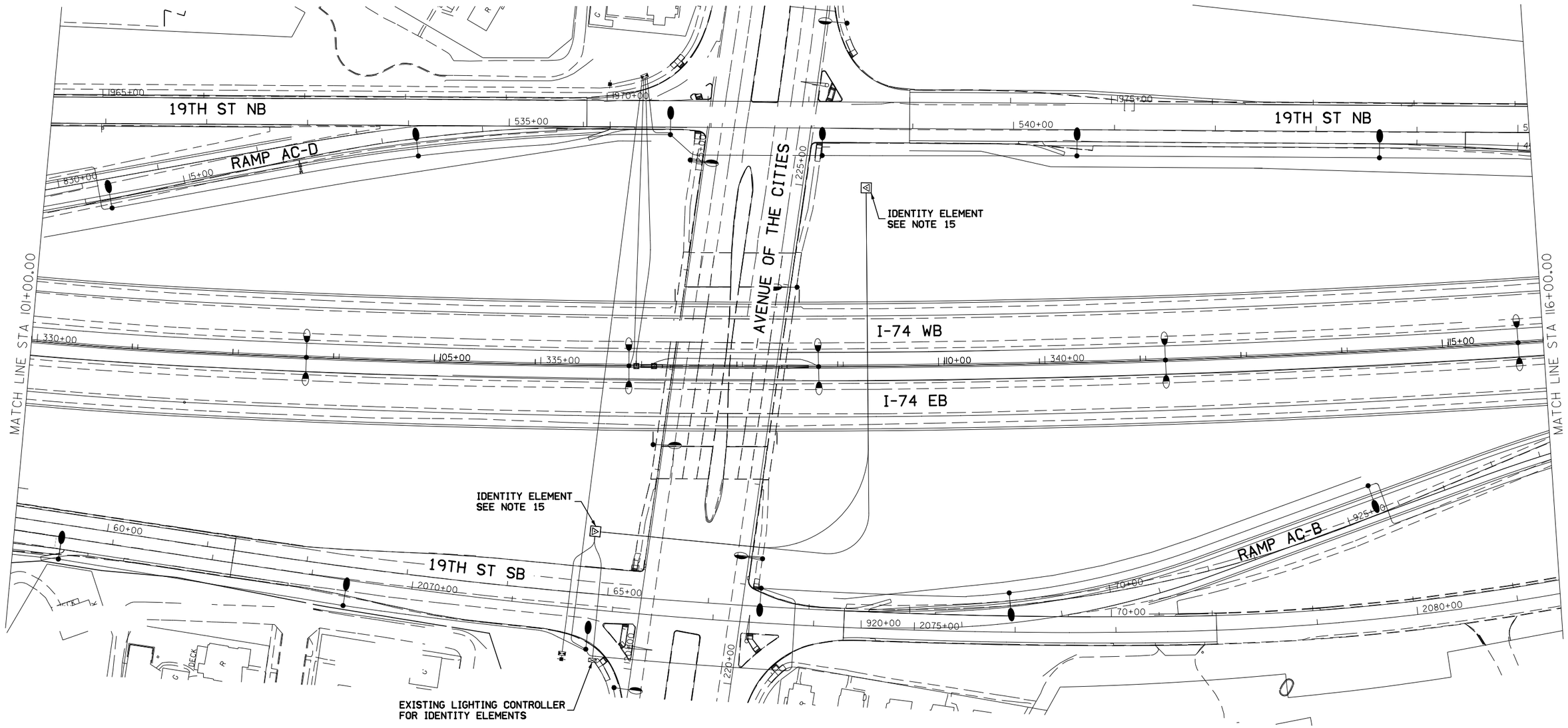


ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.13



For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 FEET 50

AESTHETIC LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **P.14**

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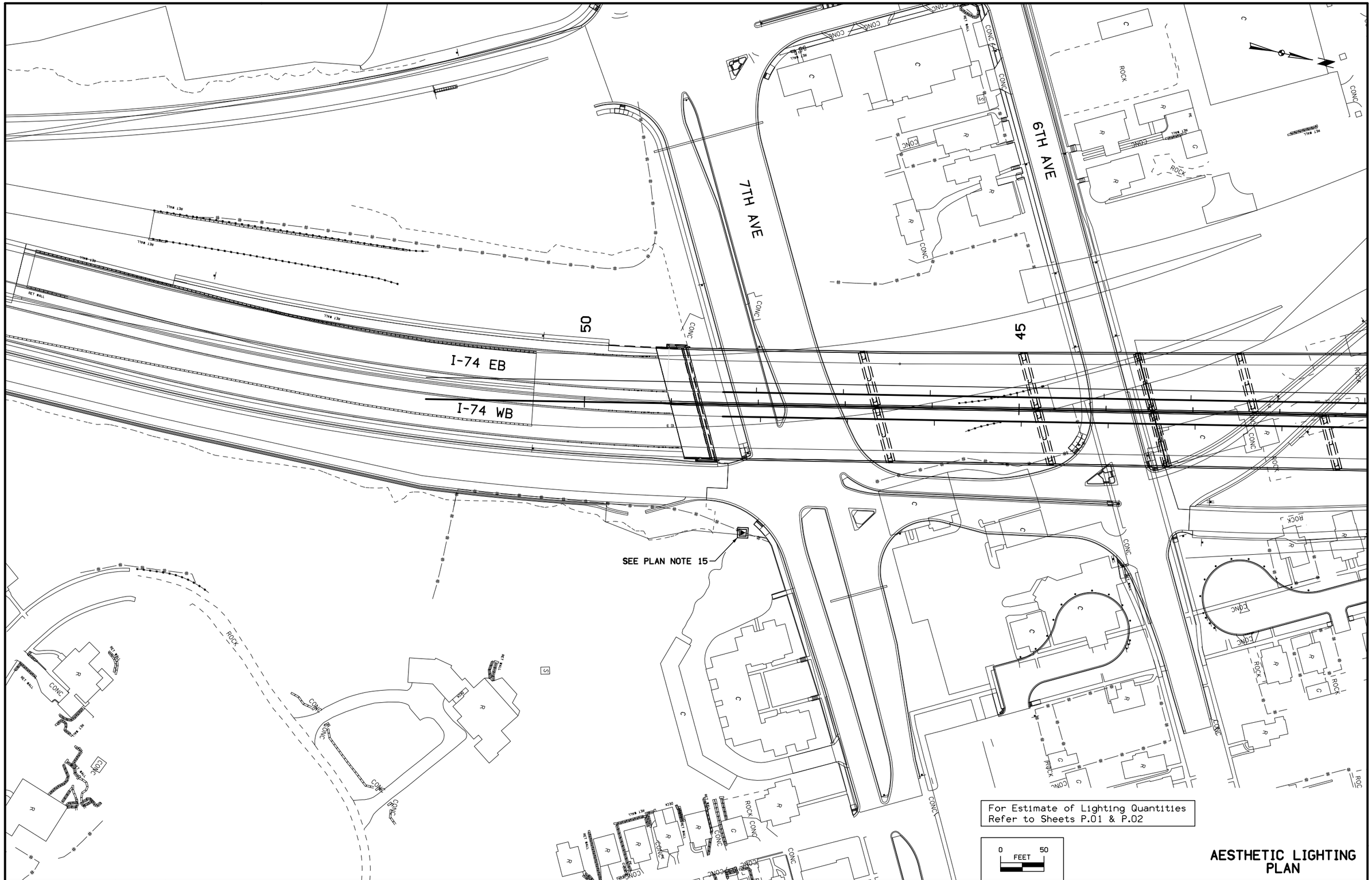

AESTHETIC LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.15

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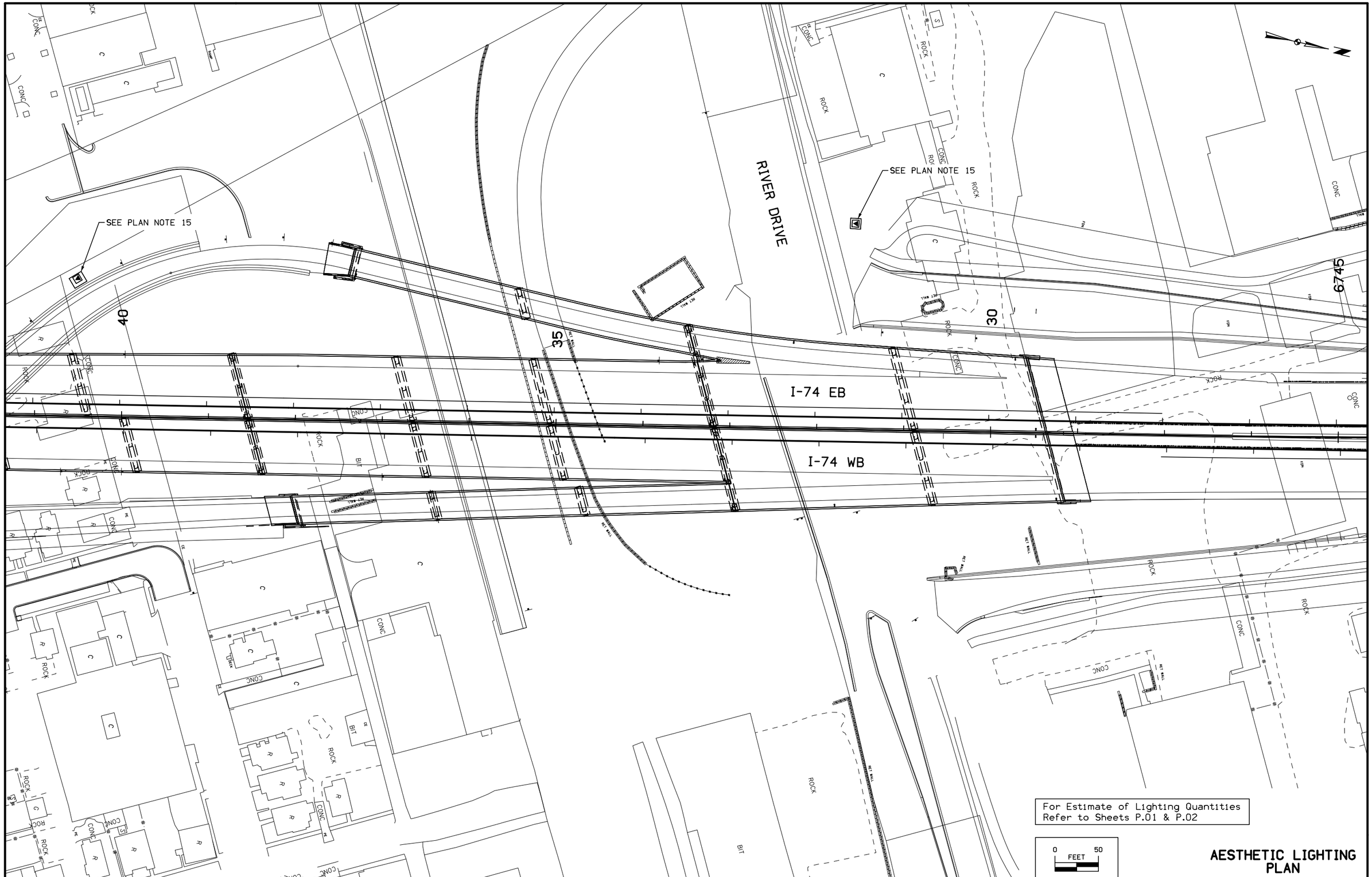

AESTHETIC LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **P.16**

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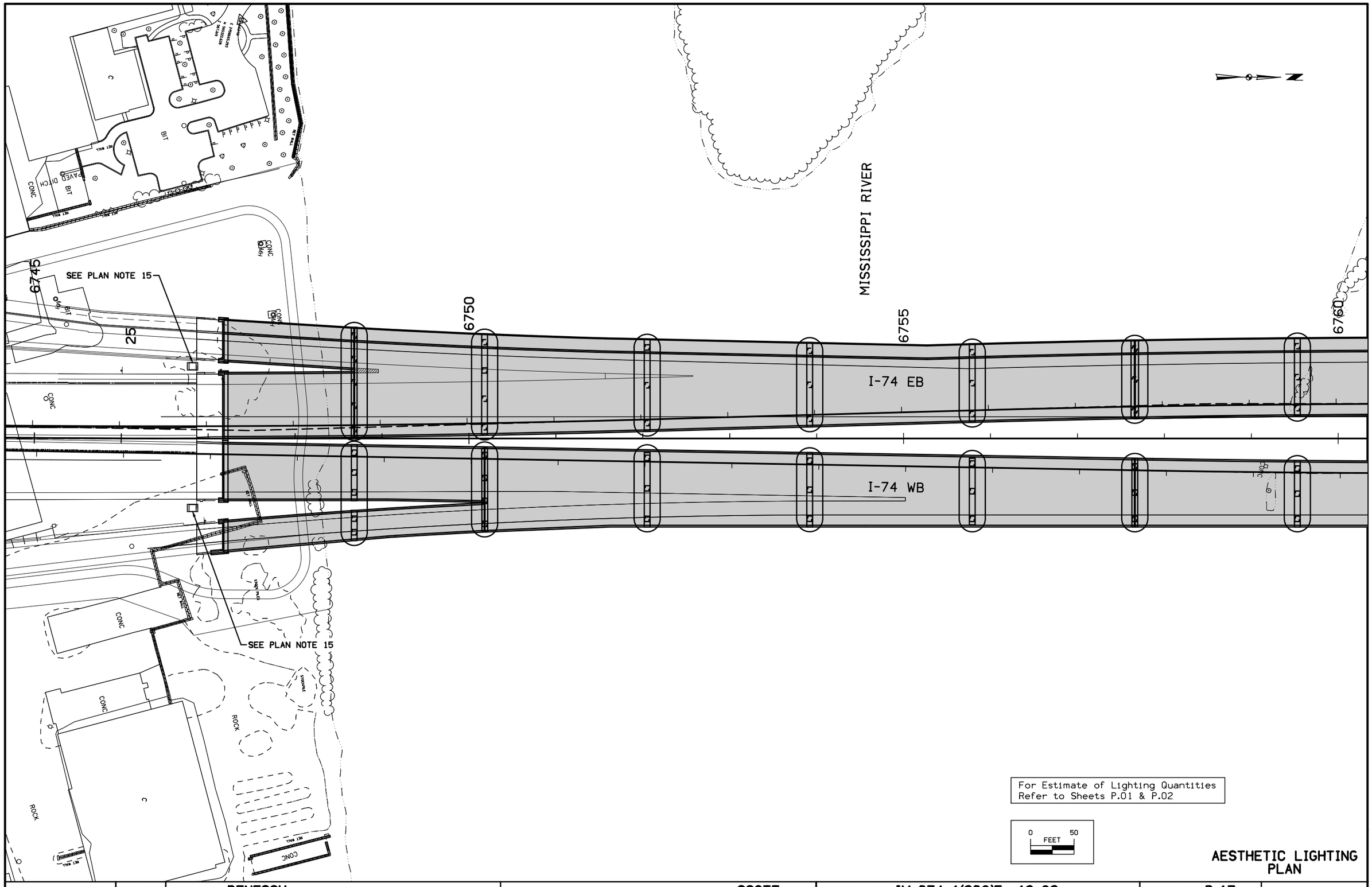

For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 FEET 50

AESTHETIC LIGHTING PLAN

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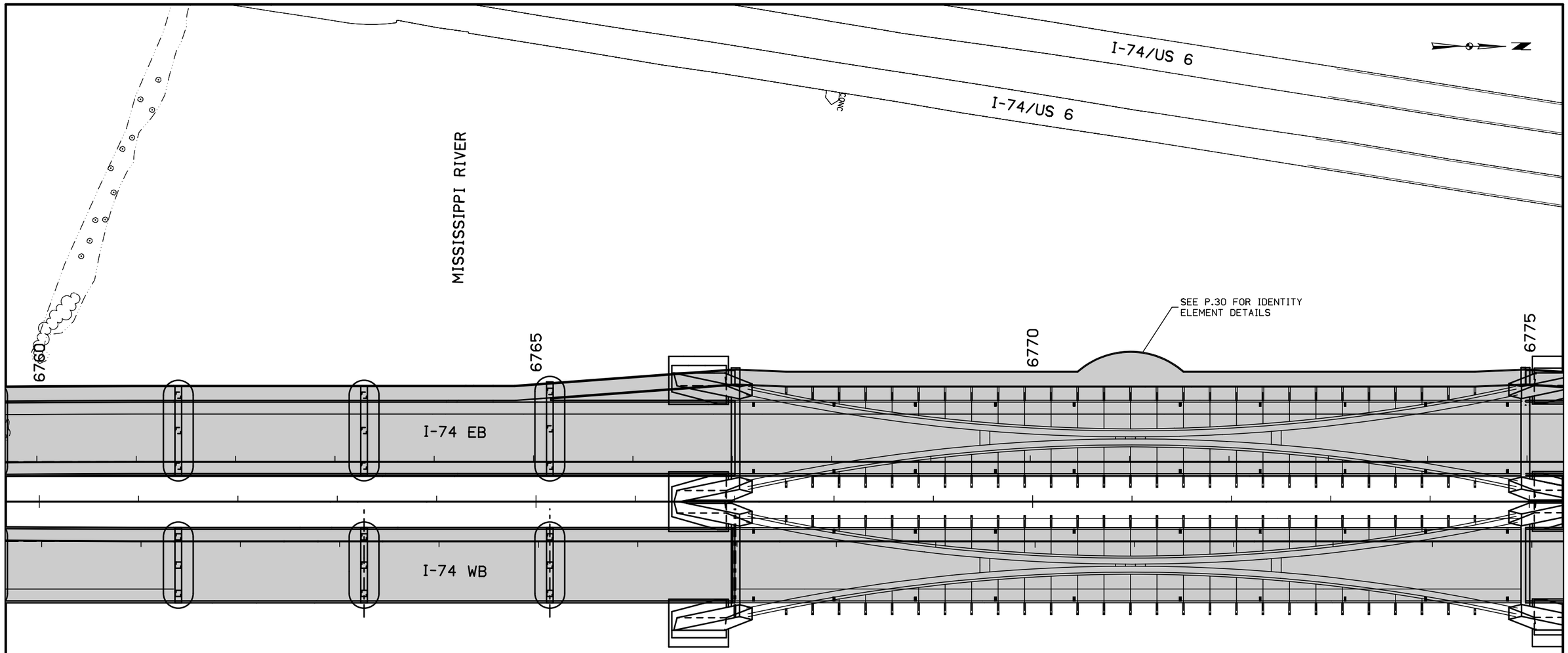
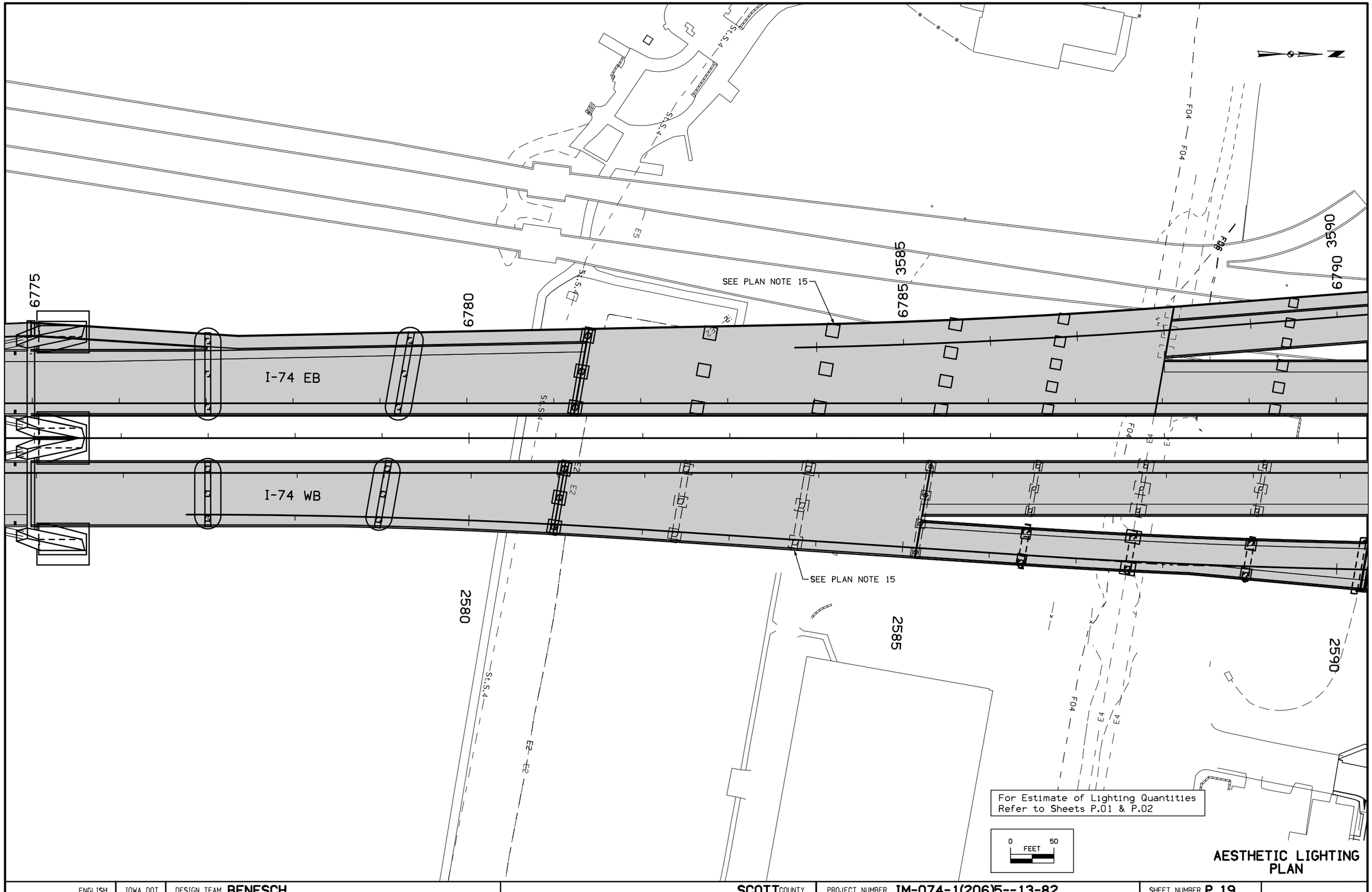


For Estimate of Lighting Quantities
Refer to Sheets P.01 & P.02

0 FEET 50

AESTHETIC LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.18	



AESTHETIC LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.19

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US-67 GRANT ST

KIMBERLY RD

SEE PLAN NOTE 15 FOR CONDUIT AND CABLE, SHEET SHEET P.13

RAMP G

RAMP A

I-74 EB

I-74 WB

RAMP B

RAMP B

SEE PLAN NOTE 15 FOR CONDUIT AND CABLE, SHEET SHEET P.13

MISSISSIPPI BLVD

6790

3590

3595

6795

1500

1505

6800

6805

2590

2595

4500

4505

For Estimate of Lighting Quantities Refer to Sheets P.01 & P.02

0 50 FEET

AESTHETIC LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.20

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0 FEET 20

DESIGNER NOTE:
DESIGN TO BE FINALIZED FOLLOWING COORDINATION WITH ARMY CORPS OF ENGINEERS.

LEGEND

GROUND MOUNTED POLE, 17' MOUNTING HEIGHT, C-SHAPE

GROUND MOUNTED POLE, 45' MOUNTING HEIGHT, MULTI-MOUNT

6780

6785

3585

AESTHETIC LIGHTING
BIKE PATH LIGHTING

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.21

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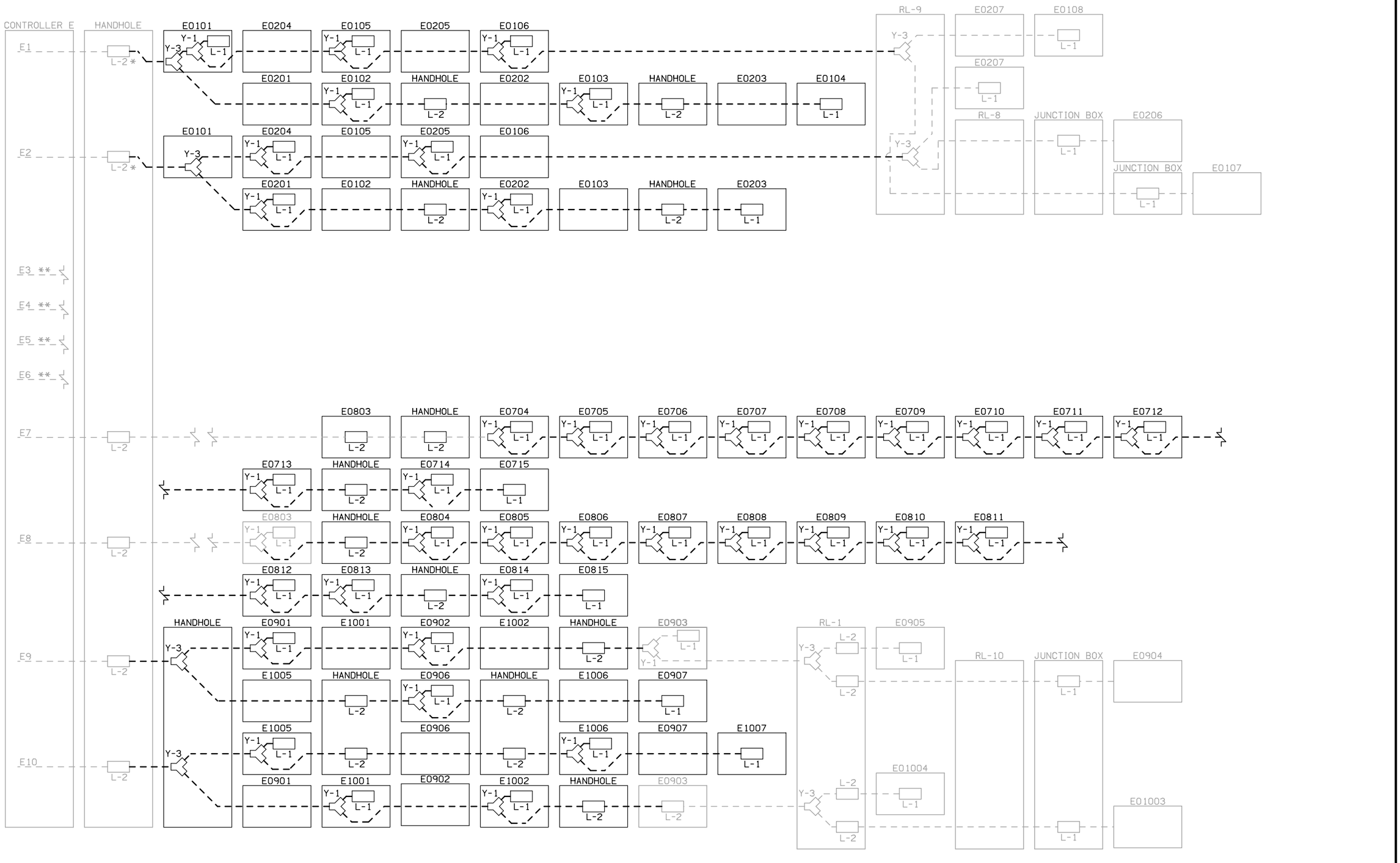


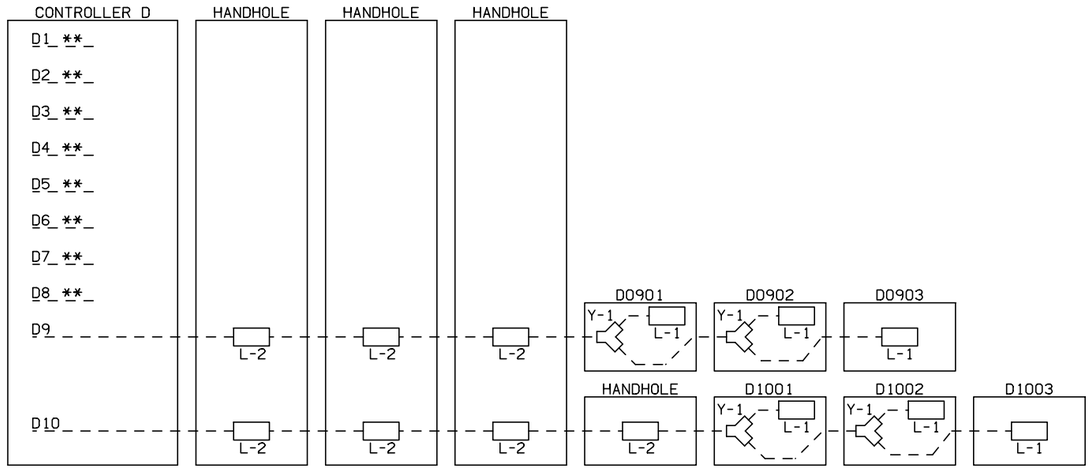
CABINET E WIRING DETAIL - 200 AMP MAIN

* SEE PLAN NOTE 7
** BY OTHERS

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

WIRING SCHEMATIC

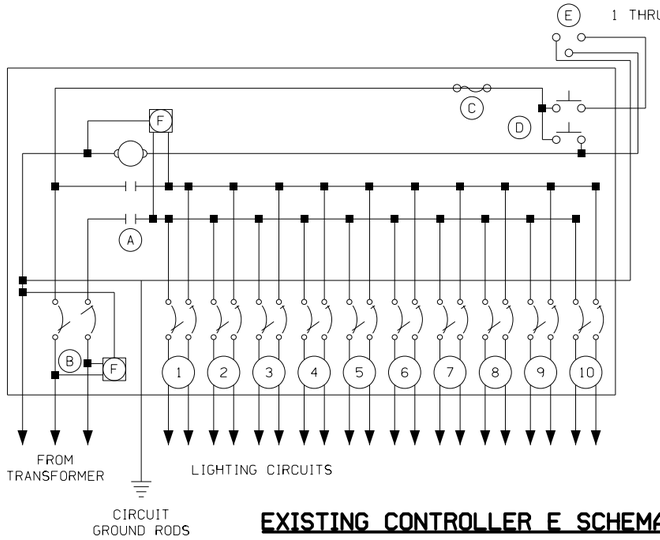
ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **P.22**



CABINET D WIRING DETAIL - 200 AMP MAIN

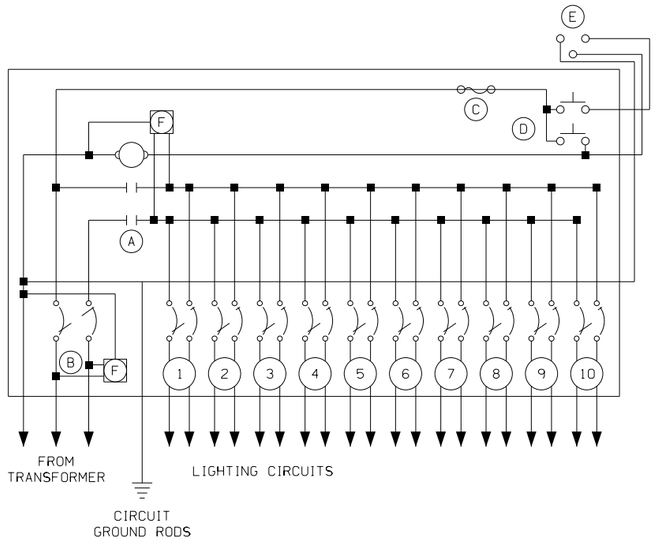
** FUTURE CIRCUIT

WIRING SCHEMATIC



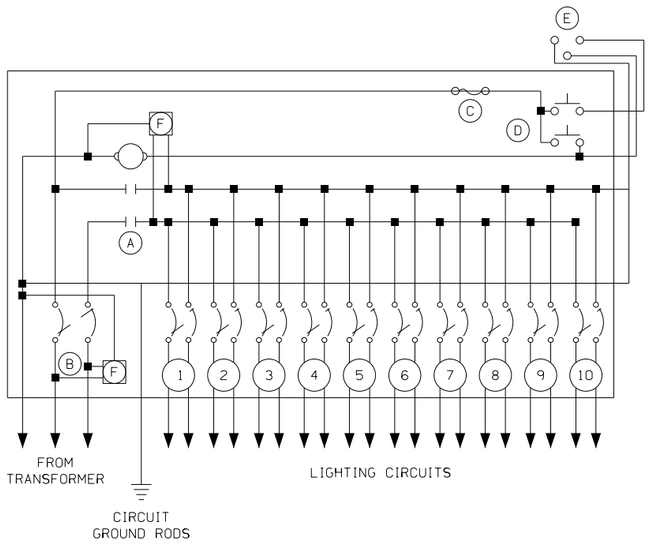
A. CONTACTOR (2P.)
B. LINE BREAKER (2P.) - 200 AMP
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 10. BRANCH CIRCUIT BREAKERS (2P.)
1. ROADWAY LIGHTS US-67 RAMPS A AND C
2. ROADWAY LIGHTS US-67 RAMPS A AND C
3. ROADWAY LIGHTS I-74 MAINLINE EASTBOUND SOUTH OF US-67
4. ROADWAY LIGHTS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

EXISTING CONTROLLER E SCHEMATIC DIAGRAM



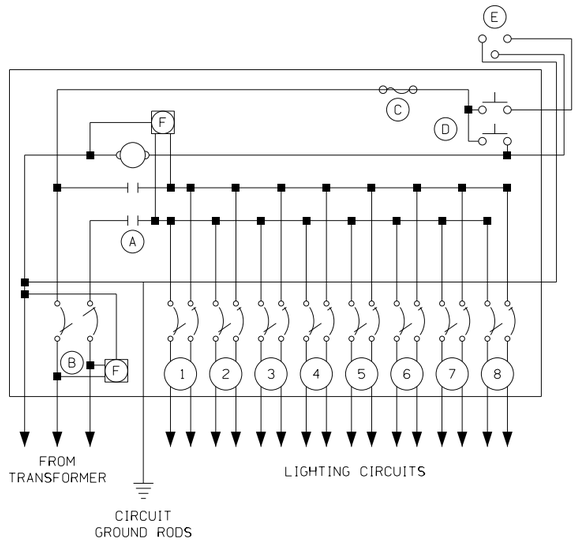
A. CONTACTOR (2P.)
B. LINE BREAKER (2P.) - 200 AMP
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 10. BRANCH CIRCUIT BREAKERS (2P.)
1. FUTURE
2. FUTURE
3. FUTURE
4. FUTURE
5. FUTURE
6. FUTURE
7. FUTURE
8. FUTURE
9. MIDDLE ROAD RAMP
10. MIDDLE ROAD RAMP

PROPOSED CONTROLLER D SCHEMATIC DIAGRAM



A. CONTACTOR (2P.)
B. LINE BREAKER (2P.)
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 10. BRANCH CIRCUIT BREAKERS (2P.)
1. ROADWAY LIGHTS ON KIMBERLY ROAD
2. ROADWAY LIGHTS ON KIMBERLY ROAD
3. ROADWAY LIGHTS ON KIMBERLY ROAD
4. ROADWAY LIGHTS ON KIMBERLY ROAD
5. ROADWAY LIGHTS ON US-67/GRANT ST/STATE ST
6. ROADWAY LIGHTS ON US-67/GRANT ST/STATE ST
7. ROADWAY LIGHTS ON US-67/GRANT ST/STATE ST
8. ROADWAY LIGHTS ON US-67/GRANT ST/STATE ST
9. BLANK
10. BLANK

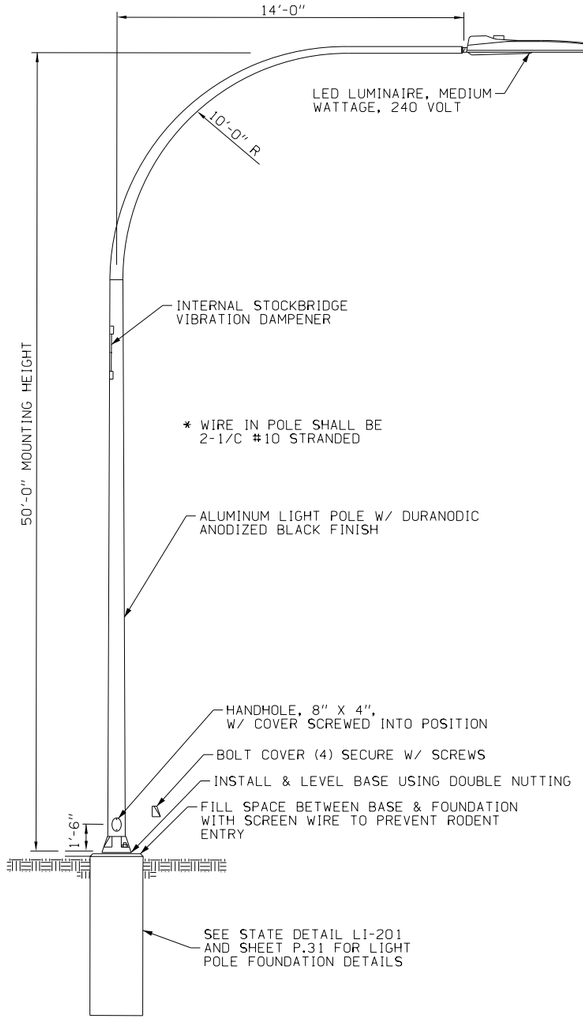
EXISTING CONTROLLER K SCHEMATIC DIAGRAM



A. CONTACTOR (2P.)
B. LINE BREAKER (2P.)
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 8. BRANCH CIRCUIT BREAKERS (2P.)
1. ROADWAY LIGHTS ON US-67/GRANT ST
2. ROADWAY LIGHTS ON US-67/GRANT ST
3. ROADWAY LIGHTS ON US-67/GRANT ST
4. ROADWAY LIGHTS ON US-67/GRANT ST
5. BLANK
6. BLANK
7. BLANK
8. BLANK

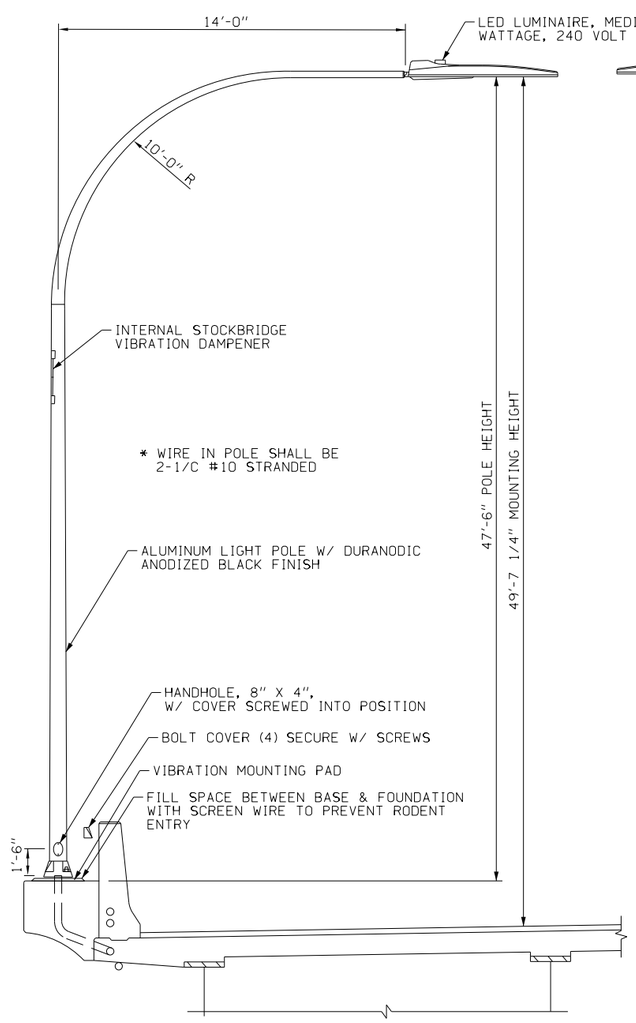
EXISTING CONTROLLER L SCHEMATIC DIAGRAM

CIRCUIT DETAILS



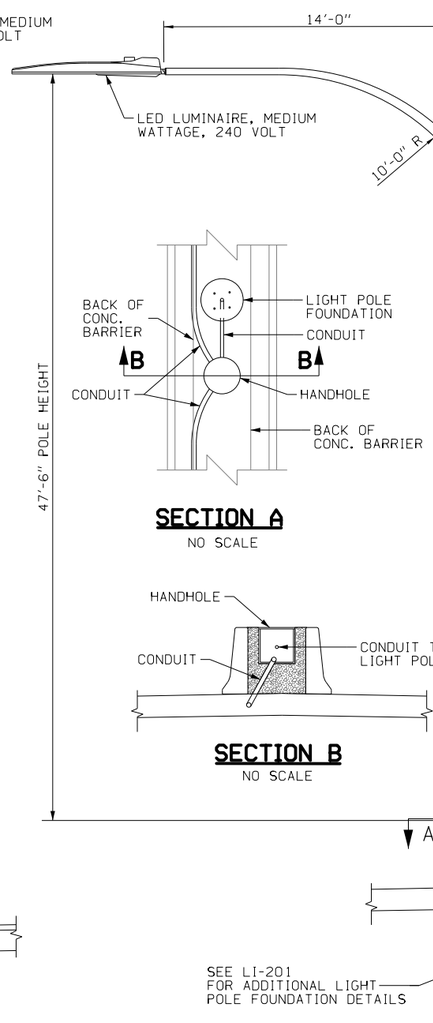
DAVIT POLE - STATE RAMP POLE

NO SCALE



DAVIT POLE AT BRIDGE/RETAINING WALL

NO SCALE



SECTION A

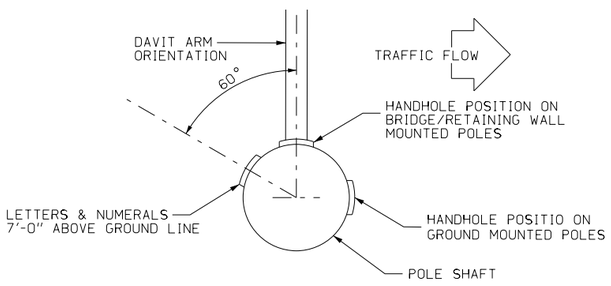
NO SCALE

SECTION B

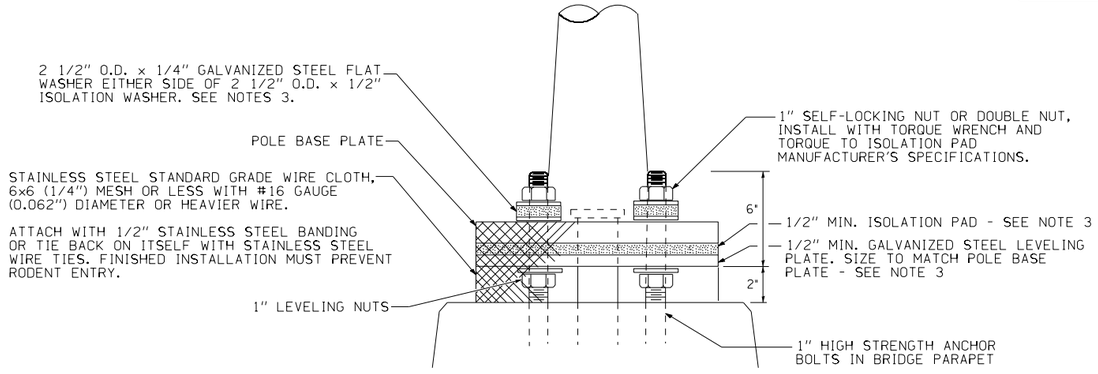
NO SCALE

DAVIT POLE AT CONCRETE MEDIAN BARRIER

NO SCALE



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

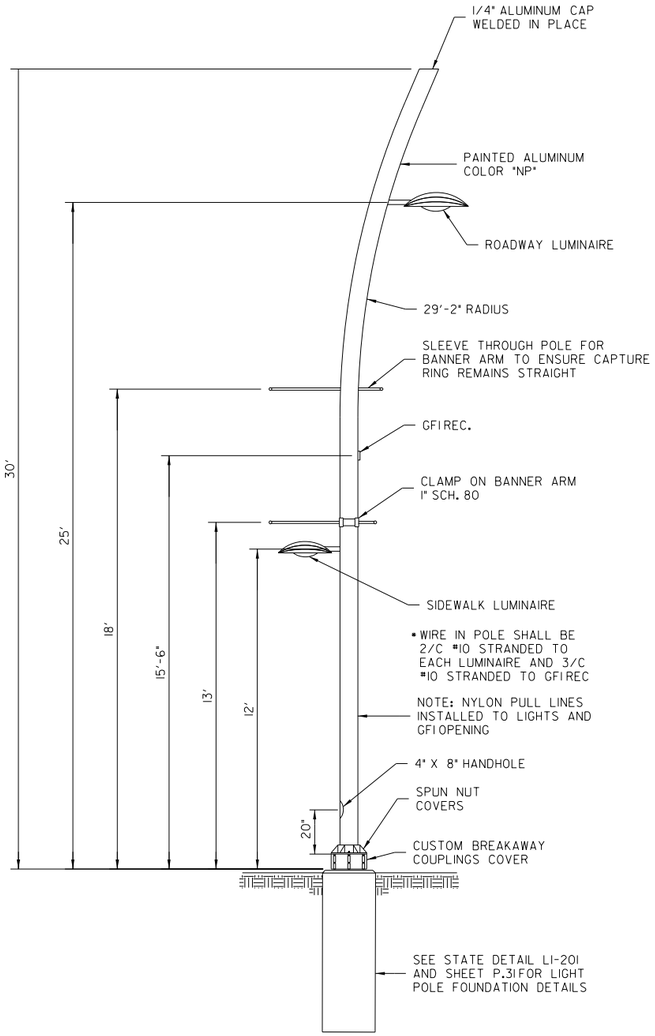


POLE MOUNTED ON BRIDGE PARAPET DETAIL

GENERAL NOTES

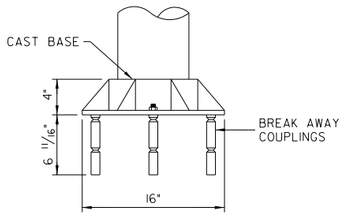
1. THE VIBRATION ISOLATION PAD AND LEVELING PLATE SHALL MATCH THE FOOTPRINT OF THE POLE BASE PLATE.
2. THICKNESS OF ISOLATION PAD AND WASHERS SHALL BE ACCORDING TO THE ISOLATION PAD MANUFACTURER'S RECOMMENDATIONS BASED UPON POLE HEIGHT AND LOADING.
3. THE DIAMETER OF THE FLAT WASHER ON EITHER SIDE OF THE ISOLATION WASHER SHALL BE AT LEAST THE SAME AS THE DIAMETER OF THE ISOLATION WASHER.
4. VIBRATION ISOLATION PAD, LEVELING PLATE, AND VIBRATION INSOLATION WASHERS SHALL BE FURNISHED BY THE LIGHT POLE SUPPLY CONTRACTOR.

POLE DETAILS



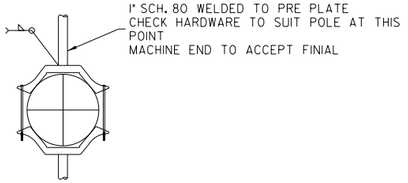
RELOCATED DAVIT POLE - CITY OF BETTENDORF

NO SCALE



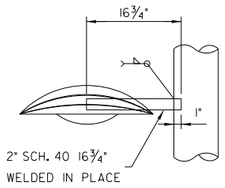
AB-8-16 BASE

NO SCALE



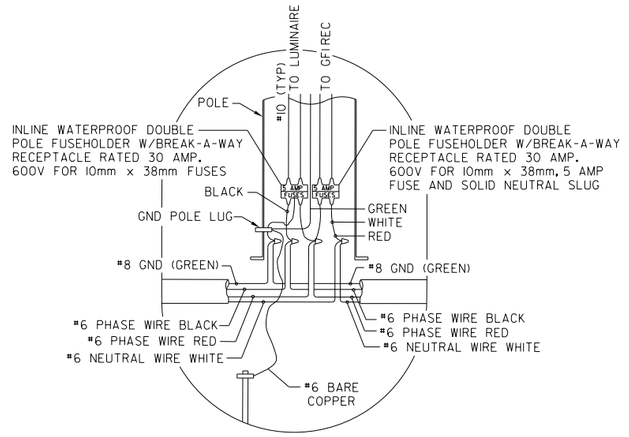
BANNER ARM DETAIL

NO SCALE



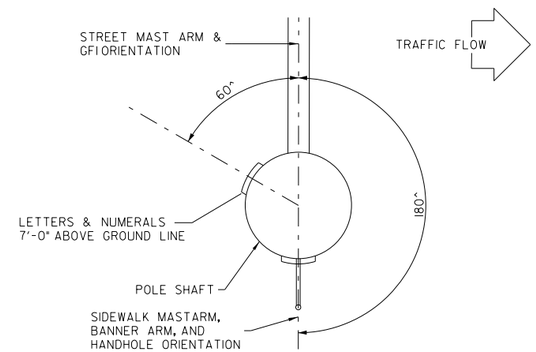
MAST ARM DETAIL

NO SCALE



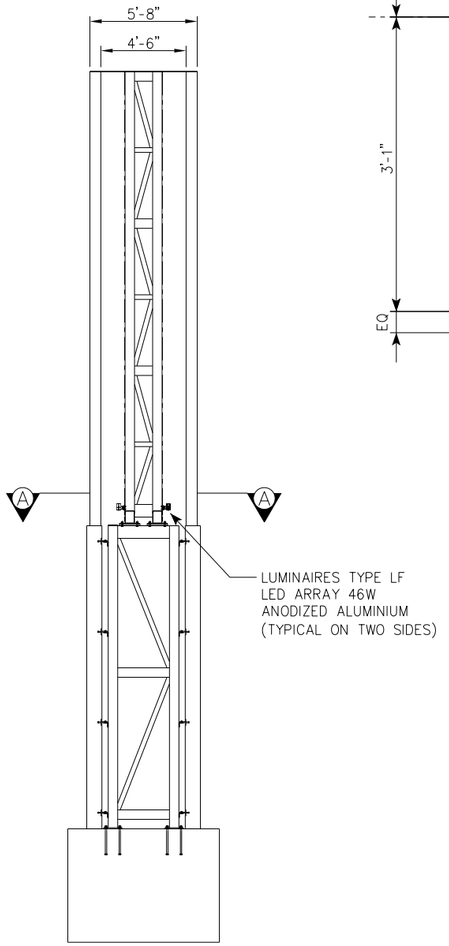
POLE WIRING DETAIL

NO SCALE

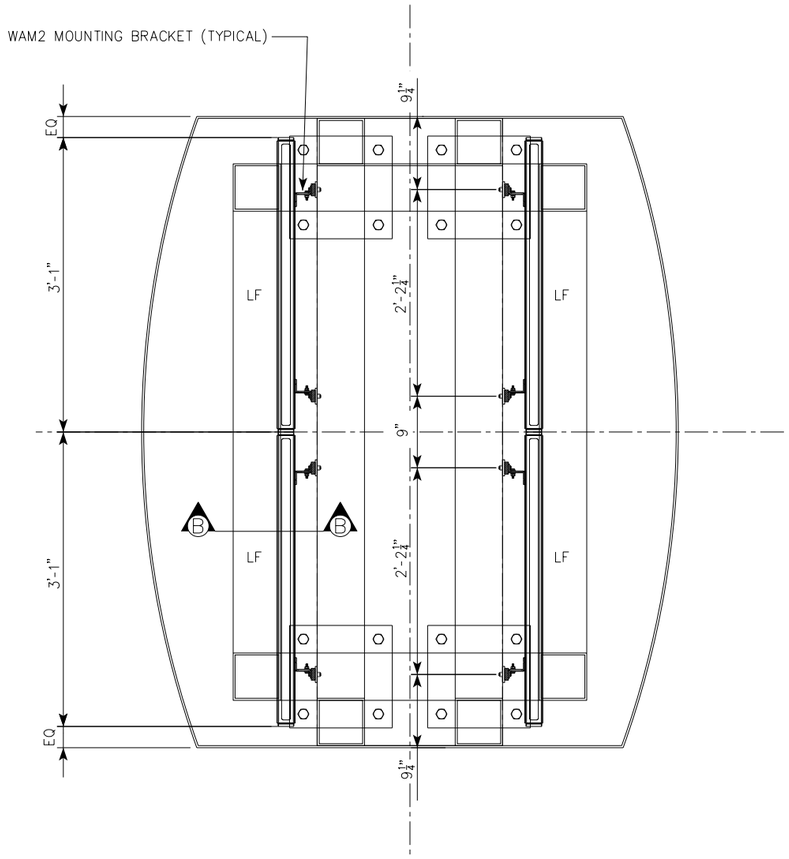


POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

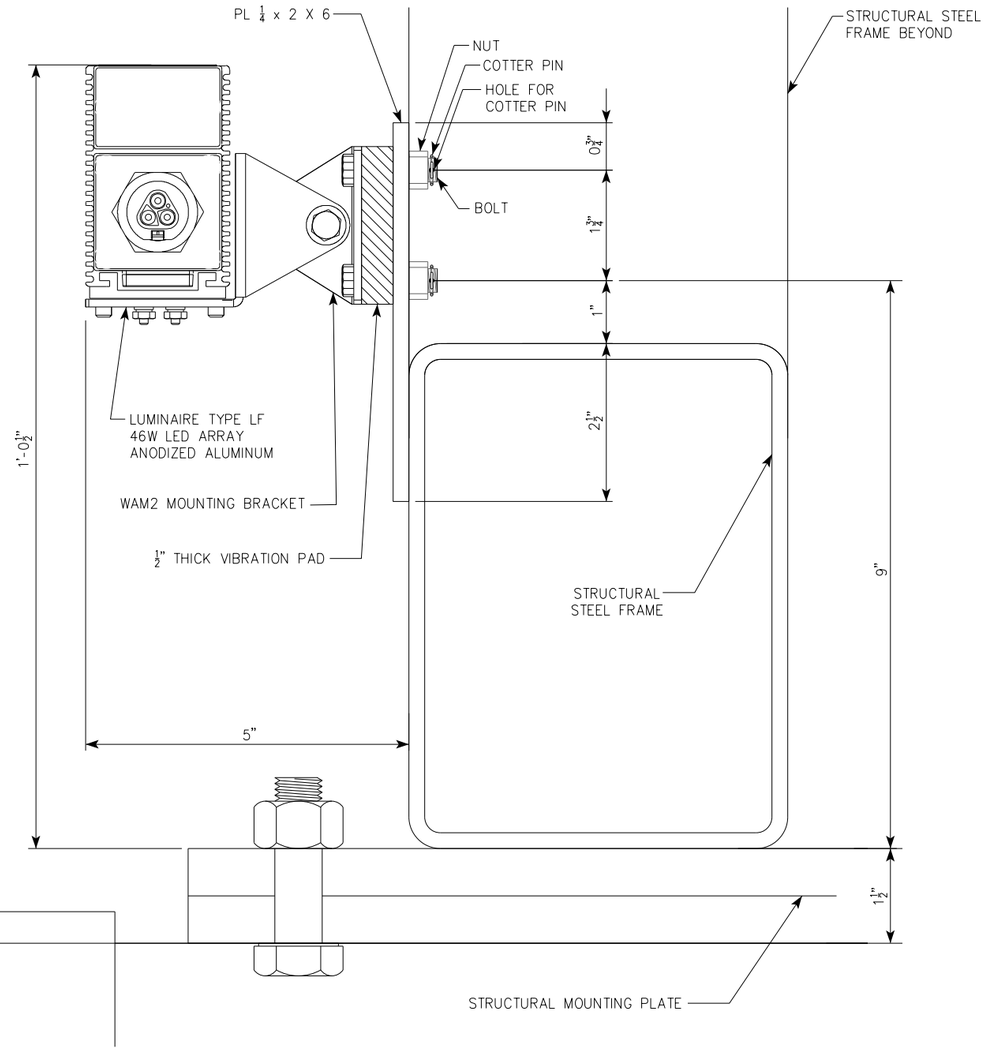
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.26



IDENTITY ELEMENT - RIVER CROSSING - ELEVATION



IDENTITY ELEMENT - SECTION A-A



IDENTITY ELEMENT MOUNTING DETAIL B-B

NOTES:

1. LUMINAIRE TO BE AIMED WITH FIXTURE LENS ALIGNED TOWARD NADIR. AFTER AIMING OF ALL FIXTURES HAS BEEN APPROVED BY THE ENGINEER, APPLY THREADLOCKER TO HINGE LOCKS TO PREVENT LOOSENING FROM SHOCK AND VIBRATION.
2. SEE SPECIAL PROVISIONS FOR IDENTITY ELEMENT LIGHTING FOR LUMINAIRE SPECIFICATION.
3. VIBRATION PADS SHALL MEET THE SPECIFICATIONS OF AASHTO IN ACCORDANCE WITH ARTICLE 1069.07 OF THE ILLINOIS DOT STANDARD SPECIFICATION.
4. ALL BOLTS FOR MOUNTING LUMINAIRE BRACKETS TO THE IDENTITY ELEMENT STRUCTURE SHALL BE ¼" DIAMETER, MEETING THE REQUIREMENTS OF ASTM A307, GRADE A, IN ACCORDANCE ARTICLE 4153.06, A OF THE STANDARD SPECIFICATIONS.
5. ALL BOLTS, NUTS, WASHERS AND COTTER PINS SHALL BE GALVANIZED IN ACCORDANCE WITH ARTICLE 4153.06, A, 3, OF THE STANDARD SPECIFICATIONS.
6. IN LIEU OF COTTER PINS SHOWN IN DETAIL B, LOCK WASHERS OR JAM NUTS MAY BE PROVIDED.
7. ALL MOUNTING BRACKETS, VIBRATION PADS, BOLTS, NUTS, WASHERS AND COTTER PINS FOR MOUNTING LUMINAIRE BRACKETS TO THE IDENTITY ELEMENT STRUCTURE SHALL BE INCLUDED IN THE BID ITEM IDENTITY ELEMENTS - RIVER CROSSING.

AESTHETIC LIGHTING IDENTITY ELEMENT

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.27

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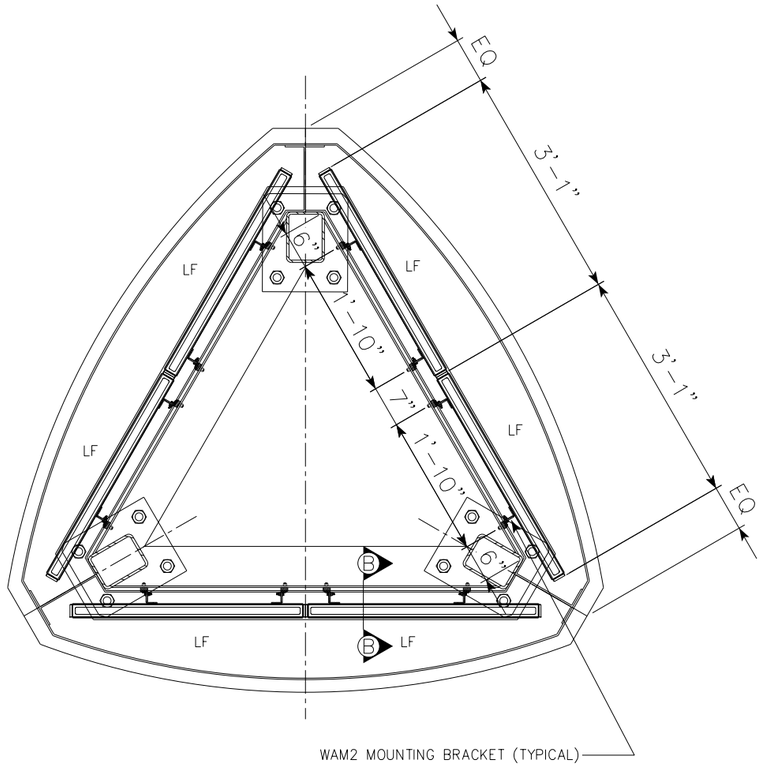
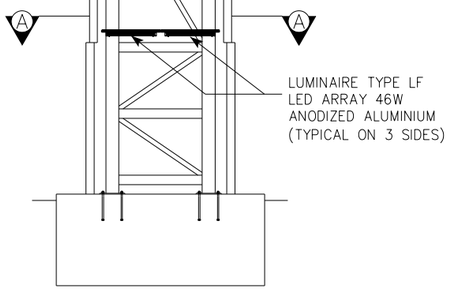


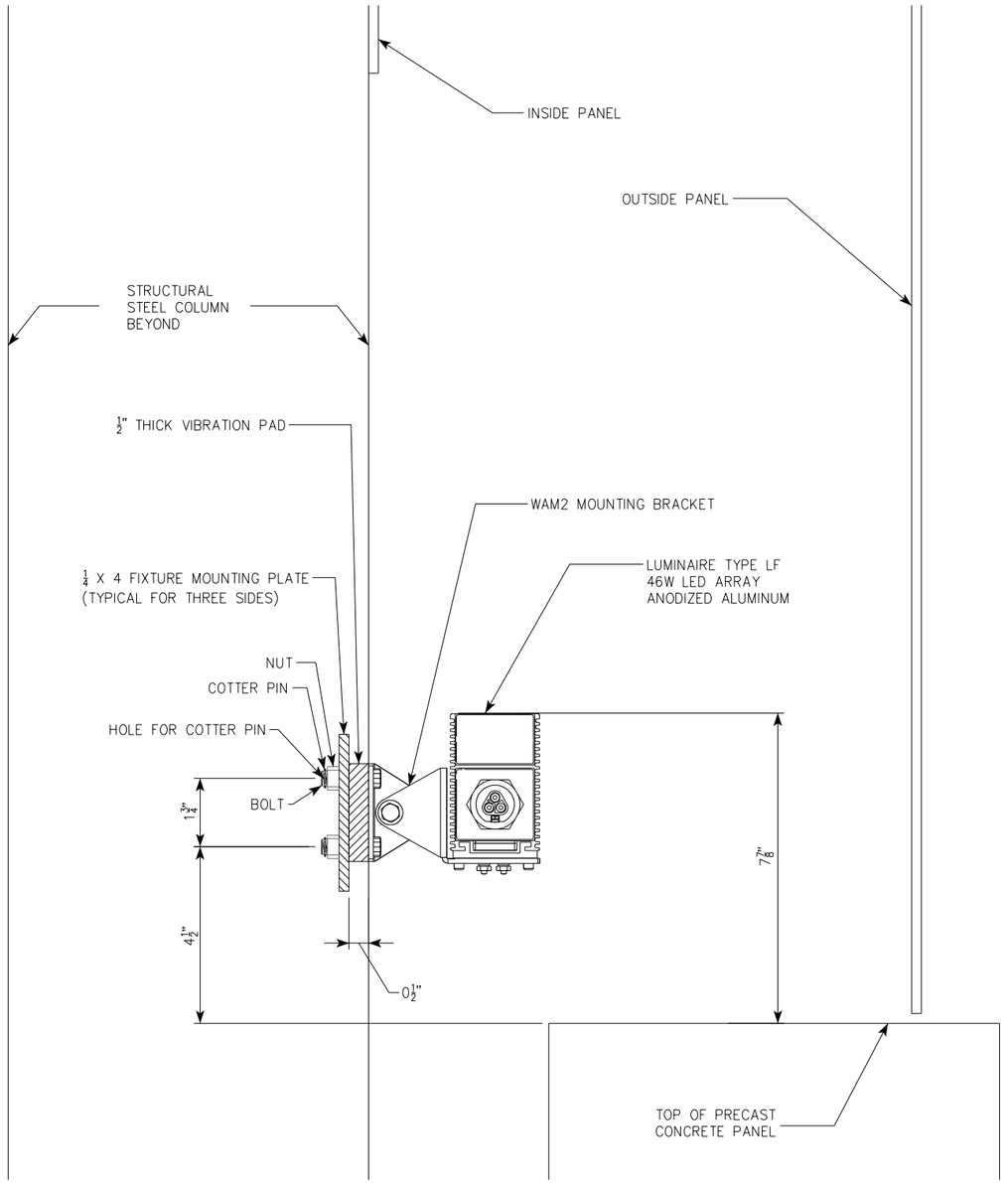
IDENTITY ELEMENT - SECTION A-A



IDENTITY ELEMENT - NEIGHBORHOOD - ELEVATION

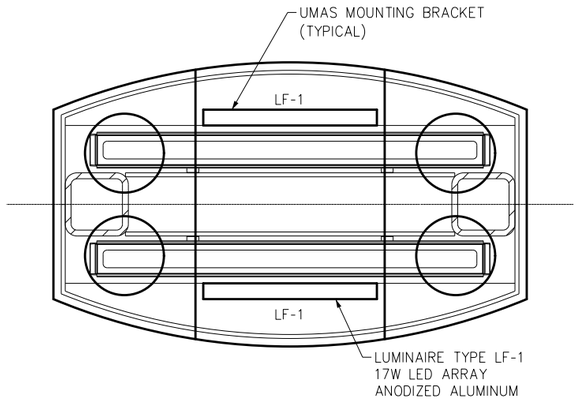
NOTES:

1. LUMINAIRE TO BE AIMED WITH FIXTURE LENS ALIGNED TOWARD NADIR. AFTER AIMING OF ALL FIXTURES HAS BEEN APPROVED BY THE ENGINEER, APPLY THREADLOCKER TO HINGE LOCKS TO PREVENT LOOSENING FROM SHOCK AND VIBRATION.
2. SEE SPECIAL PROVISIONS FOR IDENTITY ELEMENT LIGHTING FOR LUMINAIRE SPECIFICATION.
3. VIBRATION PADS SHALL MEET THE SPECIFICATIONS OF AASHTO IN ACCORDANCE WITH ARTICLE 1069.07 OF THE ILLINOIS DOT STANDARD SPECIFICATION.
4. ALL BOLTS FOR MOUNTING LUMINAIRE BRACKETS TO THE IDENTITY ELEMENT STRUCTURE SHALL BE ¼" DIAMETER, MEETING THE REQUIREMENTS OF ASTM A307, GRADE A, IN ACCORDANCE WITH ARTICLE 4153.06, A OF THE STANDARD SPECIFICATIONS.
5. ALL BOLTS, NUTS, WASHERS AND COTTER PINS SHALL BE GALVANIZED IN ACCORDANCE WITH ARTICLE 4153.06, A, 3, OF THE STANDARD SPECIFICATIONS.
6. IN LIEU OF COTTER PINS SHOWN IN DETAIL B, LOCK WASHERS OR JAM NUTS MAY BE PROVIDED.
7. ALL MOUNTING BRACKETS, VIBRATION PADS, BOLTS, NUTS, WASHERS AND COTTER PINS FOR MOUNTING LUMINAIRE BRACKETS TO THE IDENTITY ELEMENT STRUCTURE SHALL BE INCLUDED IN THE BID ITEM IDENTITY ELEMENTS - NEIGHBORHOOD.

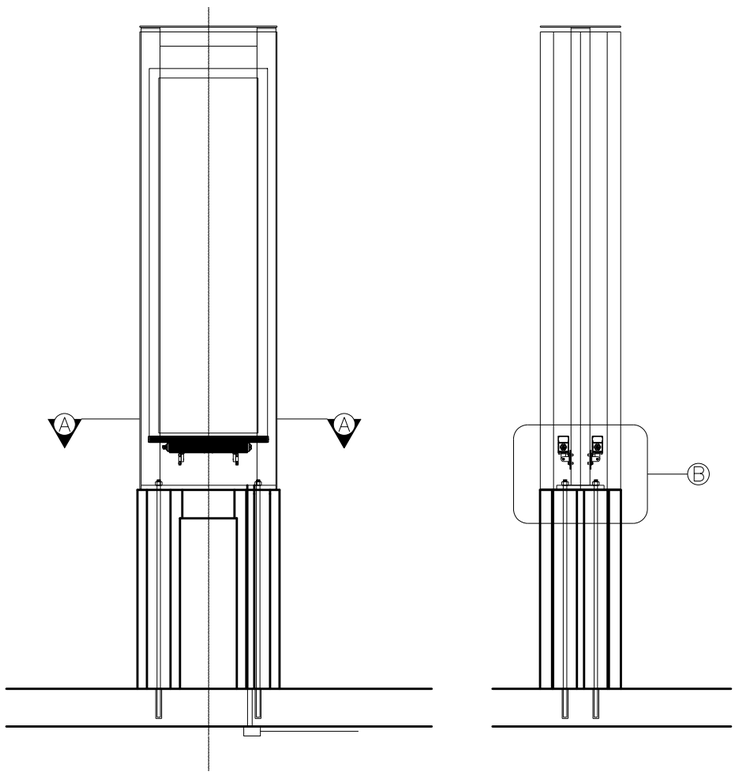


IDENTITY ELEMENT - SECTION B-B

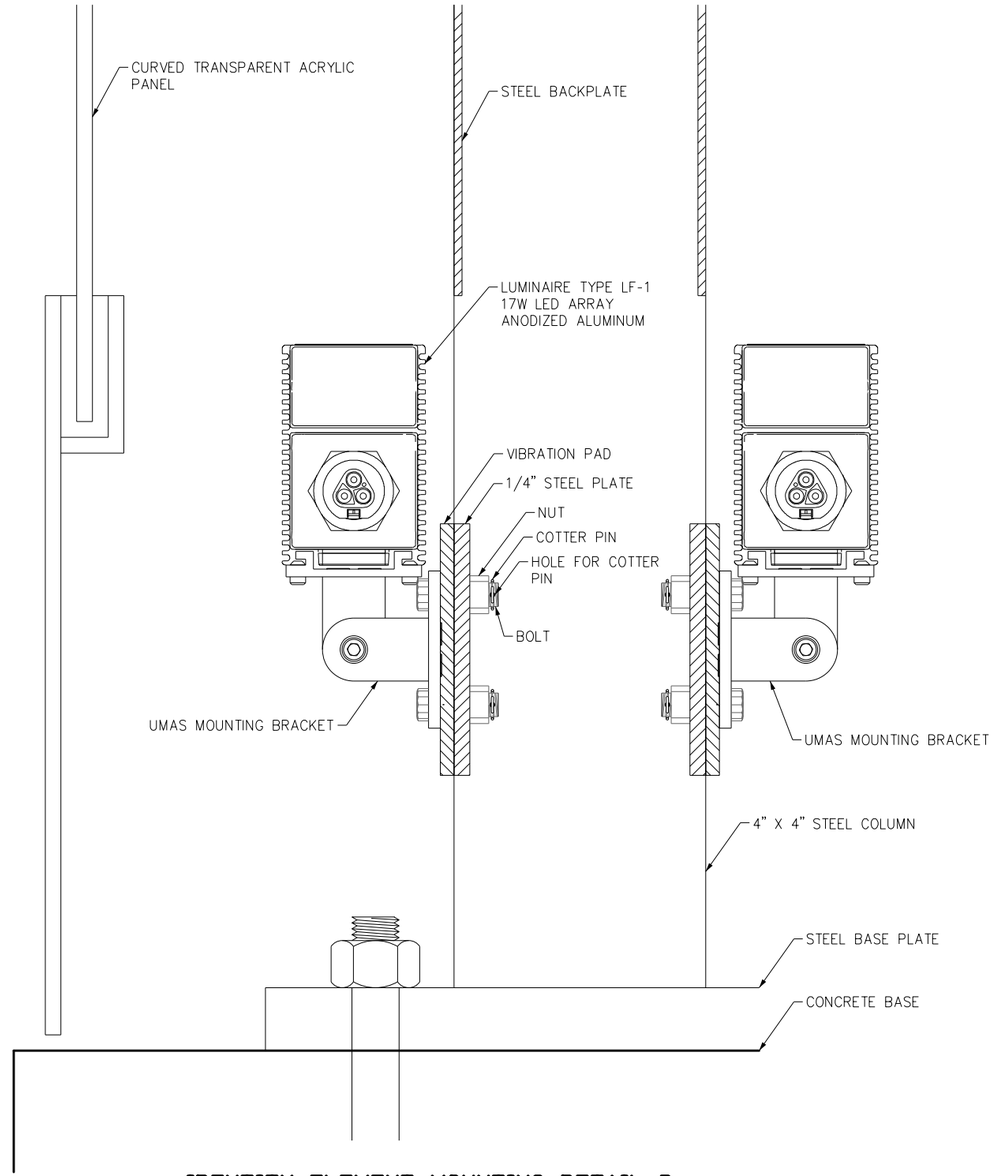
AESTHETIC LIGHTING
IDENTITY ELEMENT



IDENTITY ELEMENT SECTION A-A



IDENTITY ELEMENT - OVERLOOK

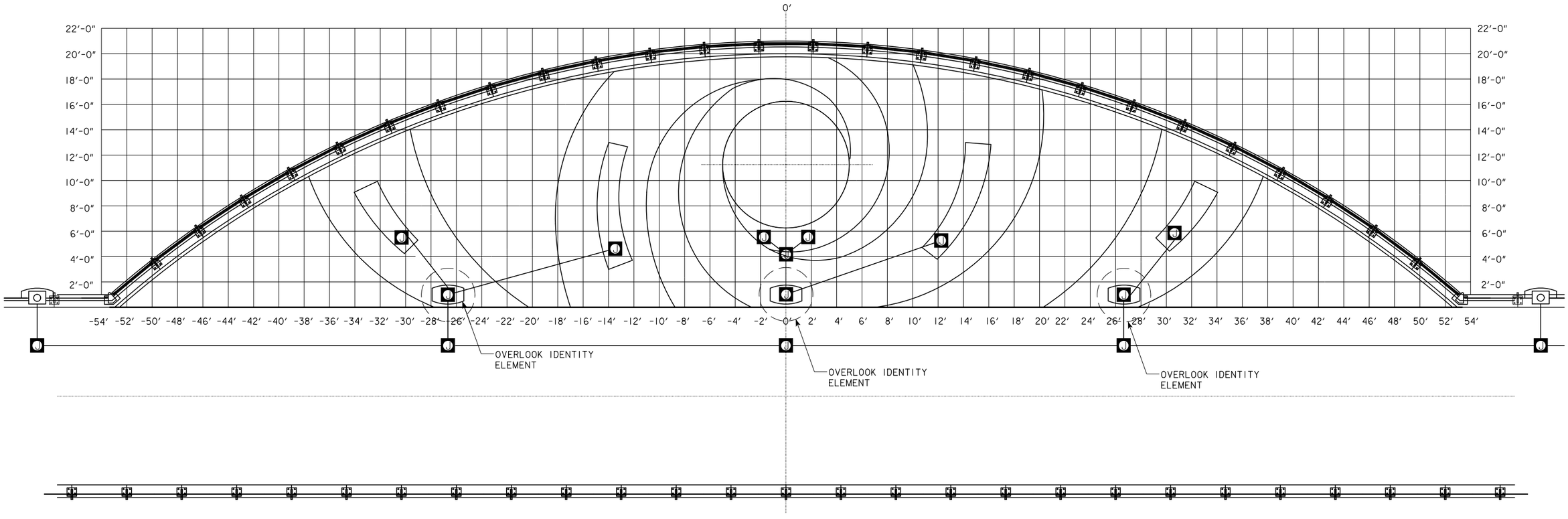


IDENTITY ELEMENT MOUNTING DETAIL B

NOTES:

1. LUMINAIRE TO BE AIMED WITH FIXTURE LENS ALIGNED TOWARD NADIR. AFTER AIMING OF ALL FIXTURES HAS BEEN APPROVED BY THE ENGINEER, APPLY THREADLOCKER TO HINGE LOCKS TO PREVENT LOOSENING FROM SHOCK AND VIBRATION.
2. SEE SPECIAL PROVISIONS FOR IDENTITY ELEMENT LIGHTING FOR LUMINAIRE SPECIFICATION.
3. VIBRATION PADS SHALL MEET THE SPECIFICATIONS OF AASHTO IN ACCORDANCE WITH ARTICLE 1069.07 OF THE STANDARD SPECIFICATION.
4. ALL BOLTS FOR MOUNTING LUMINAIRE BRACKETS TO THE IDENTITY ELEMENT STRUCTURE SHALL BE $\frac{1}{4}$" DIAMETER, MEETING THE REQUIREMENTS OF ASTM A307, GRADE A, IN ACCORDANCE ARTICLE 4153.06, A OF THE STANDARD SPECIFICATIONS.
5. ALL BOLTS, NUTS, WASHERS AND COTTER PINS SHALL BE GALVANIZED IN ACCORDANCE WITH ARTICLE 4153.06, A, 3, OF THE STANDARD SPECIFICATIONS.
6. IN LIEU OF COTTER PINS SHOWN IN DETAIL B, LOCK WASHERS OR JAM NUTS MAY BE PROVIDED.
7. ALL MOUNTING BRACKETS, VIBRATION PADS, BOLTS, NUTS, WASHERS AND COTTER PINS FOR MOUNTING LUMINAIRE BRACKETS TO THE IDENTITY ELEMENT STRUCTURE SHALL BE INCLUDED IN THE BID ITEM IDENTITY ELEMENTS - OVERLOOK.

AESTHETIC LIGHTING IDENTITY ELEMENT

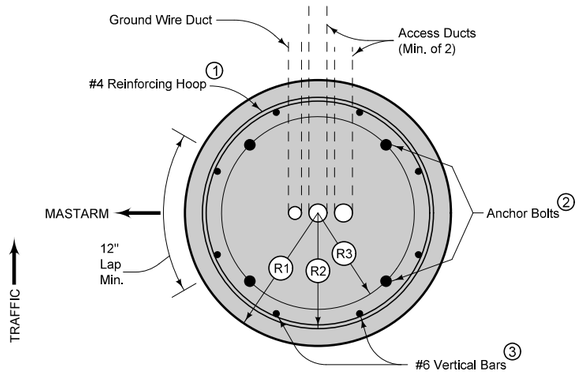


OVERLOOK LIGHTING PLAN

NOTES:

1. INSTALL IDENTITY ELEMENTS AT LOCATION AS SHOWN. CONNECT AESTHETIC LIGHT WIRING TO CABLE IN JUNCTION BOX. CONNECTION SHALL BE INCIDENTAL TO IDENTITY ELEMENTS - OVERLOOK.

OVERLOOK LIGHTING DETAILS



PLAN (BREAKWAY COUPLINGS)

R1= Radius of foundation. Minimum 13.5" and minimum of 2" greater than R2.

R2= Radius of the reinforcing hoop. Minimum of 1" greater than R3.

R3= Radius of the anchor bolt circle.

Dispose of all excavations in the area adjacent to the foundation and shape to the natural contour unless directed otherwise by the Engineer.

Minimum diameter of foundation is determined by the Anchor Bolt Circle required for the diameter of the pole being installed. Where dimensional requirements indicated cannot be met with normal foundations, enlarge the foundation as necessary to accomodate the required diameter at no additional cost to the Contracting Authority.

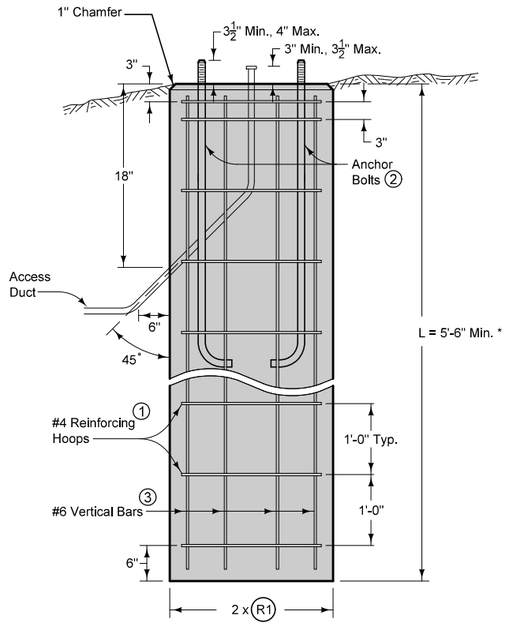
Provide minimum 2" clear for all reinforcement.

Cap open ends of conduit during construction to prevent infiltration of foreign material. After the cable is installed, seal the upper end of the ducts against entry of moisture by a method approved by the Engineer.

For access ducts, use a 2" nominal inside diameter duct.

For Breakaway Coupling foundations, install a minimum of two access ducts, unless specified otherwise. Also install a 1" nominal inside diameter duct for the ground wire duct.

* When sound rock or shale is encountered within the top 4'-6" of the shaft, the shaft need not be drilled deeper than 5'-6" (this would represent a 12" minimum socket into sound rock or shale). If sound rock or shale is encountered deeper than 4'-6", the shaft only needs to extend an additional 12" into the sound rock or shale.



TYPICAL SECTION
TYPE A FOUNDATION

1. #4 bars lapped a minimum of 12" as indicated. Hoops may be welded to vertical bars.
2. Use full length galvanized anchor bolts; four for Breakaway Coupling. Refer to the manufacturer's requirements for anchor bolt dimensions. Obtain a template from the light pole manufacturer for anchor bolt placement. Do not weld anchor bolts.
3. Place 8 bars spaced equally. Use #7 bars when the mounting height is greater than 44 feet.

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
KEVIN M. PLACZEK
19175
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.

Kevin M. Placzek — SEPTEMBER 22, 2015
Signature — Date

Kevin M. Placzek
Printed or Typed Name

My license renewal date is December 31, 2015

LIGHT POLE FOUNDATION WHEN ROCK IS PRESENT

GEOTECHNICAL DESIGN

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

LICENSED PROFESSIONAL ENGINEER
Kipkoech K. Chepkoit
18405
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.20 & SPS.1 – SPS.3

EX. STATE ST

MISSISSIPPI BLVD

6790

6795

6800

6805

STA. 6804+58.53
BEGIN PROPOSED PAVEMENT CONSTRUCTION
BRIDGE APPROACH PAVEMENT BY
BRFIM074-1(199)5--05-82

PVIA-127
Elev. 581.6

SBI001
Elev. 584.4

US 67 RAMP D

US 67 WB

US 67 RAMP B

EX. STATE ST

EX. 15TH ST

EX. BROWN ST

EX. MISSISSIPPI BLVD.

0 FEET 50

INTERSTATE 74

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

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SUBGRADE TREATMENT (NO. 1, 2, 3, 4, 10, 11, 12, 16, 19, & 21)
SEE TAB 103-3 (C SHEETS)

STA. 6804+58.53
BEGIN PROPOSED PAVEMENT CONSTRUCTION

I-74 PGL

MISSISSIPPI BLVD

US 67 NB US 67 SB

EXISTING GROUND AT ℄

[A-4]
STIFF SILT
BROWN
PVIA-127

[A-2-4]
SAND

[A-4]
SILT, RED

4
6
4
50/3"
100/45
100/86
99/79
SHALE
100/68
LIMESTONE
99/91

PVIA-127
RT. 5ft

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/ROD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.1

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

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

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EX. MISSISSIPPI BLVD

KIMBERLY RD

EX. I-74 EXIT RAMP

6805

6810

6815

6820

SCI002
Elev. 634.4

SBI001
Elev. 584.6

SBI004
Elev. 597.2

RCI004
Elev. 645.9

EX. CALVERT DRIVE

EX. E KIMBERLY RD

EX. I-74 ENT. RAMP

EX. 14TH ST

0 FEET 50

INTERSTATE 74

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

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SUBGRADE TREATMENT (NO. 1, 4, 10, & 12)
SEE TAB 103-3 (C SHEETS)

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

SUBGRADE TREATMENT (NO. 6, 7, 8, 13, 14, 18, 20, & 22)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 2, 16, 19, & 21)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 5 & 17)
SEE TAB 103-3 (C SHEETS)

SHELBY TUBE CORE DATA

CORE NO.	SB1004-A	SC1002-A	SC1002-B	SC1002-C
CLASSIFICATION [AASHTO]	A-6	A-4	A-4	A-6
COEFF. CONSOL. SQ.FT /DAY	0.26	-	-	-
TRIAXIAL COMPRESSION	UC	-	-	-
COHESION - PSF	144	-	-	-
FRICTION COEFF.	0.42	-	-	-
MOISTURE CONTENT %	30.0	-	-	-
DRY DENSITY - PCF	93.1	-	-	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

I-74 PGL

EXISTING GROUND AT ℄

ASPHALT

[A-6] LEAN CLAY TOPSOIL

[A-2-6] CLAYEY SAND, BROWN

[A-3] WELL GRADED SAND ORANGISH BROWN

[A-4] FIRM SILT, TAN

[A-7] LEAN CLAY, BROWN

[A-4] VERY STIFF SILT DARK BROWN

[A-4-7] FIRM CLAY, BROWN

[A-6] (15) VERY SOFT LEAN CLAY LIGHT GRAY/BROWN

[A-6] VERY SOFT SILTY CLAY LIGHT GRAY

[A-4] SANDY SILT DARK GRAY

[A-3] WELL GRADED SAND ORANGISH BROWN

LIMESTONE

[A-6] STIFF LEAN CLAY WITH SAND OLIVE GRAY

[A-4] STIFF SILTY CLAY GREENISH GRAY

[A-6] SANDY LEAN CLAY LIGHT OLIVE GRAY

[A-6] SANDY LEAN CLAY TRACE GRAVEL BLUISH GRAY

LIMESTONE

[A-6] STIFF LEAN CLAY BROWN

[A-7] SOFT FAT CLAY BROWN & GRAY

[A-2-6] DENSE CLAYEY SAND GRAY

[A-6] STIFF LEAN CLAY BROWN

SB1001 RT. 2ft

SB1004 RT. 2ft

SC1002 LT. 53ft

RC1004 RT. 6ft

BLOW COUNT NO. BLOWS: 10 / 50/1"

ROCK CORE REC/ROD (%): X98/53

INTERSTATE 74

For Plan Details Refer to Sheet No. Q.3

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

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

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EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

6820

6825

6830

6835

RCI005
Elev. 655.3

RCI006
Elev. 658.9

RCI007
Elev. 662.0

BR2002
Elev. 663.0

EX. HIGHLAND CT

EX. HIGHLAND PARK DR

0 FEET 50

INTERSTATE 74

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

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SUBGRADE TREATMENT (NO. 1, 4, 6, 7, 10, 12, 13, 18, 20 & 22) - SEE TAB 103-3 (C SHEETS)

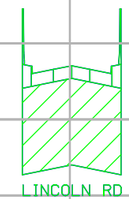
SUBGRADE TREATMENT (NO. 8 & 14) - SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 9 & 15) - SEE TAB 103-3 (C SHEETS)

SHELBY TUBE CORE DATA

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

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



I-74 PGL

[A-1-a] GRAVEL (FILL)

RC1005

[A-6] VERY STIFF LEAN CLAY BROWN

[A-6] STIFF LEAN CLAY BROWN

[A-7] STIFF FAT CLAY DARK GRAY

+00 Lt. 645.00

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

[A-6] STIFF SANDY CLAY BROWN & GRAY

RC1006

+00 Lt. 659.50

EXISTING GROUND AT ℄

[A-7] FIRM FAT CLAY, DARK GRAY

[A-6] STIFF SANDY CLAY BROWN & GRAY

RC1007

[A-6] STIFF LEAN CLAY BROWN

[A-6] STIFF LEAN CLAY GREENISH GRAY

[A-6] STIFF SANDY CLAY GREENISH GRAY

BR2002

[A-4] VERY STIFF SILT BROWN/GRAY A PUSH

[A-4] SOFT SILTY CLAY GRAY B

STA. 6833+90.00
MATCH EXIST. MEDIAN

[A-5] SOFT ORGANIC CLAY GREENISH GRAY

[A-6] SOFT SANDY CLAY GRAY

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

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

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

BR2002* RT. 2ft

RC1005 LT. 9ft

RC1006 RT. 6ft

RC1007 LT. 8ft

BLOW COUNT NO. BLOWS
10
50/1"

ROCK CORE REC/RQD (%)
98/53

INTERSTATE 74

For Plan Details Refer to Sheet No. Q.5

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

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Q.6

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EX. LINCOLN RD

STA. 6839+50.00
END 11" PCC CONSTRUCTION

STA. 6843+10.00
END EASTBOUND I-74 PAVEMENT

STA. 6845+43.35
END WESTBOUND I-74 PAVEMENT

6835
6840
6845
6850

EX. I-74 ENT. RAMP

EX. I-74 EXIT RAMP

RNI001
Elev. 664.2

RNI003
Elev. 674.4

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE DR

0 FEET 50

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.7

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SUBGRADE TREATMENT (NO. 1, 4, 6, 10, 12, 13, 15, 18, 20, & 22)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 7 & 9)
SEE TAB 103-3 (C SHEETS)

SHELBY TUBE CORE DATA

CORE NO.	RN1003
CLASSIFICATION [AASHTO]	A-6
COEFF. CONSOL. SQ.FT /DAY	-
TRIAXIAL COMPRESSION	-
COHESION - PSF	-
FRICTION COEFF.	-
MOISTURE CONTENT %	26.4
DRY DENSITY - PCF	96.4

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

STA. 6839+50.00
END 11" PCC CONSTRUCTION

STA. 6835+10.00
MATCH EXIST. MEDIAN

EXISTING GROUND AT EB EOP

I-74 PGL

EXISTING GROUND AT ℄

[A-6]
STIFF SILTY CLAY
TRACE SAND & GRAVEL
BROWN/GRAY

[A-6]
MEDIUM STIFF TO
VERY STIFF SILTY CLAY
TRACE SAND & GRAVEL
BROWN/GRAY

RN1001
C.L.

RN1003
C.L.

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/ROD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.7

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

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Q.8

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STA. 1497+02.31
BEGIN RAMP A CONSTRUCTION

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

KIMBERLY RD

MISSISSIPPI BLVD

EX. JONES ST

EX. MISSISSIPPI BLVD

1500

1505

1510

US 67 RAMP A

PRMPA-3

BEGIN RET.
WALL 165

RWI6501

RWI6502

RWI6503

RWI65-04

RWI65-07

PRMPA2

PRMPA-4

SBI003

R67A01

R67A02

R67A03

PRMPAI

EX. 14TH ST

US 67 RAMP D

14TH ST

0 FEET 50

US 67 RAMP A

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

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

SHELBY TUBE CORE DATA

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

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

620 610 600 590 580 570 560 550 540

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

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

US 67 RAMP A PGL

EXISTING GROUND AT B/L

MISSISSIPPI BLVD

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

SHALE
WEATHERED SHALE
LIMESTONE
WEATHERED LIMESTONE
SANDSTONE

BLOW COUNT NO. BLOWS: 10 / 50/1"
ROCK CORE REC/RQD (%): 98/53

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

SUBGRADE TREATMENT (NO. 23)
SEE TAB 103-3 (C SHEETS)

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

US 67 RAMP A

For Plan Details
Refer to Sheet No. Q.9

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

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.10

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EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

EX. STATE ST

EX. 14TH ST

PVIA04

PRMPBI

STA. 2592+65.24
END SPECIAL COMPACTION

STA. 2592+00.00
BEGIN SPECIAL COMPACTION

2585

2590

2595

STA. 2585+19.49
POT STA. 6785+18.40
126.57 RT (I-74)
BEGIN RAMP B CONSTRUCTION

STA. 2591+08.39
BEGIN RAMP B
PAVEMENT CONSTRUCTION

STA. 2592+65.24
END RAMP B CONSTRUCTION

STA. 2594+26.77
END SHOULDER CONSTRUCTION

EX. 15TH ST

EX. GILBERT ST

EX. STATE ST

15TH ST

0 FEET 50

US 67 RAMP B

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

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

STA. 2585+19.49
BEGIN RAMP B CONSTRUCTION
ELEV. 605.32

STA. 2594+26.77
END SHOULDER CONSTRUCTION
ELEV. 571.58

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

US 67 RAMP B PGL

EXISTING GROUND AT B/L

R.R. TRACKS

EXISTING GILBERT ST

STA. 2591+08.39
BEGIN RAMP B
PAVEMENT CONSTRUCTION

FILL

[A-6] HARD CLAY, BROWN
38
58
14
12
11
5
5
20
19
50/1"
100/74
100/85
100/100
100/98

[A-4] SILT, BROWN
[A-2-4] SILTY SAND, BROWN
[A-7-6 (28)] STIFF CLAY BROWNISH RED
[A-1-a] POORLY GRADED SAND & GRAVEL
[A-6] FIRM CLAY, GRAY
[A-1-b] WELL GRADED SAND
[A-1-a] GRAVEL

LIMESTONE

PRMPB1
LT. 11ft

[A-6] SANDY CLAY DARK BROWN
7
56/7"
50/4"
100/0
100/24
100/75
100/57
100/68

[A-6] GRAVELLY CLAY DARK BROWN

LIMESTONE

PVIA04
LT. 50ft

SPECIAL COMPACTION

SPECIAL COMPACTION

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

US 67 RAMP B

For Plan Details
Refer to Sheet No. Q.11

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

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Q.12

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

STA. 3594+30.26
END RAMP C CONSTRUCTION

3585

3590

3595

EX. GILBERT ST

STATE ST

EX. STATE ST

EX. 13TH ST

PRMPC-1

PRMPC-2

PRMPC-3

PRMPC-4

S67C01

R67C02

US 67 RAMP B

EX. GILBERT ST

EX. 14TH ST

0 FEET 50

US 67 RAMP C

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

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

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

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

US 67 RAMP C PGL

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

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

[A-6] SILT
DARK BROWN

[A-6]
SILT, SOME CLAY
GREENISH GRAY

EXISTING GROUND AT B/L

EXISTING GROUND AT B/L

[A-4]
SILT
DARK BROWN

[A-46]
SILT
DARK BROWN

$-H_2O$

[A-6]
CLAY, SOME SILT
RED

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

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

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

[A-3] SAND
LIGHT GRAY
SILTY, DENSE

[A-6] SILTY CLAY
LIGHT GRAYISH BROWN

WEATHERED LIMESTONE

WEATHERED
LIMESTONE IN
CLAY MATRIX

WEATHERED
LIMESTONE

LIMESTONE

LIMESTONE

LIMESTONE

LIMESTONE

LIMESTONE

SHALY LIMESTONE

	8	8	8	6	8	14	7	4	27	50/5"	76/48	100/99	98/93	100/95	99/87	10	5	50/5"	83/59	98/75	96/73	100/82	100/100	8	54/8"	100/0	91/11	50/5"	50/3"	50/3"	83/59	98/75	98/75	98/75
	8	7	6	8	7																												

PRMPC-1
LT. 30ft

PRMPC-2
LT. 5ft

PRMPC-3
RT. 20ft

PRMPC-4
LT. 36ft

S67C01
LT. 39ft

R67C02
RT. 18ft

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

US 67 RAMP C

For Plan Details
Refer to Sheet No. Q.13

UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
$-H_2O-$ WATER
M MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Q.14

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R67D01
Elev. 573.5

PRMPD1
Elev. 575.8

RWI35-01
Elev. 576.1

RWI35-02
Elev. 578.0

PRMPD2
Elev. 578.7

PRMPD-3
Elev. 578.5

PRMPD-4
Elev. 584.5

SBI002
Elev. 587.3

R67D03
Elev. 593.0

STA. 4503+62.15
BEGIN RAMP D CONSTRUCTION

STA. 4507+50.67
POT STA. 6807+51.12
90.94 RT (I-74)
END RAMP D CONSTRUCTION

EX. BROWN ST

0 FEET 50

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.15

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

SHELBY TUBE CORE DATA

CORE NO.	R67D03-A
CLASSIFICATION [AASHTO]	A-6
COEFF. CONSOL. SQ.FT /DAY	-
TRIAXIAL COMPRESSION	-
COHESION - PSF	-
FRICTION COEFF.	-
MOISTURE CONTENT %	-
DRY DENSITY - PCF	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

STA. 4507+50.67
END RAMP D CONSTRUCTION
ELEV. 613.27

STA. 4503+62.15
BEGIN RAMP D CONSTRUCTION
ELEV. 601.35

US 67 RAMP D PGL

GRASS MATTER

EXISTING GROUND AT B/L

MISSISSIPPI BLVD

ASPHALT

CONCRETE PAVEMENT

[A-6] LEAN CLAY WITH GRAVEL DARK BROWN

[A-2-4] LOOSE SILTY SAND DARK BROWN

[A-3] WELL GRADED SAND ORANGISH BROWN

[A-6] FIRM CLAY GRAYISH

[A-2-6] LOOSE CLAYEY SAND GRAYISH BROWN

LIMESTONE

[A-6] VERY STIFF CLAY GRAY & ORANGE

WEATHERED SHALE

LIMESTONE

[A-2] POORLY GRADED SANDS WITH SILT

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

[A-4] SANDY SILT BROWN

SHALE

LIMESTONE

[A-6] SILTY CLAY BROWN

[A-3] POORLY GRADED SAND LIGHT BROWN

[A-7-6] STIFF SILT BROWN

[A-3] SAND LIGHT BROWN

SHALE

WEATHERED LIMESTONE

LIMESTONE

LIMESTONE

[A-3] LOOSE SAND REDDISH BROWN

SHALE

WEATHERED LIMESTONE & SHALE

CYCLICAL ROCK DEPOSITS

[A-4] STIFF SILT DARK BROWN

[A-6] FIRM CLAY

[A-4] SANDY SILT WITH CLAY LIGHT GRAY

[A-6] SILTY CLAY WITH SAND LIGHT GRAY

[A-2-4] SILTY SAND BROWN

[A-6] SANDY SILTY CLAY GRAY

[A-6] SILTY CLAY DARK BROWN

[A-6] SILTY CLAY GRAY

[A-6] SANDY LEAN CLAY TRACE GRAVEL BLUISH GRAY

LIMESTONE

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

R67D01 LT. 6ft
PRMPD1 LT. 28ft
RW13501 RT. 10ft
RW13502 RT. 10ft
PRMPD2 LT. 16ft
PRMPD-3 RT. 8ft
PRMPD-4 LT. 29ft
SB1002 LT. 5ft
R67D03 LT. 8ft

US 67 RAMP D

For Plan Details
Refer to Sheet No. Q.15

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

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Q.16

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EX. I-74 EXIT RAMP

EX. I-74 ENT. RAMP

MIDDLE RD RAMP C

2540

2545

2550

MRB02
Elev. 668.3

MIDDLE RD RAMP B

SN3101
Elev. 677.8

RW2002
Elev. 660.4

RW2004
Elev. 661.4

RW20-05
Elev. 660.5

MRB03
Elev. 650.8

STA. 2539+00.89
POC STA. 6839+04.04
89.78' RT (I-74)
BEGIN RAMP B CONSTRUCTION

STA. 2550+66.85
END RAMP B CONSTRUCTION

EX. FAIRLANE DR

EX. MEADOW LANE DR

EX. PARKLANE DR

EX. PARKLANE CIR

MIDDLE RD

0 FEET 50

MIDDLE RD RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.17

SUBGRADE TREATMENT (NO. 24) - SEE TAB 103-3 (C SHEETS)

SHELBY TUBE CORE DATA

CORE NO.	SN3101-A	SN3101-B	MRB02-A	RW2002-A	RW20-05-A	RW20-05-B
CLASSIFICATION [AASHTO]	A-6	A-6	A-6	A-4	A-4	A-6
COEFF. CONSOL. SQ.FT /DAY	0.10	-	-	0.1	0.13	-
TRIAXIAL COMPRESSION	-	-	-	-	-	-
COHESION - PSF	-	-	-	-	-	-
FRICTION COEFF.	-	-	-	-	-	-
MOISTURE CONTENT %	24.4	-	24.8	23.4	26.8	-
DRY DENSITY - PCF	101.2	-	102.7	102.7	90.4	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

BEGIN RAMP B CONSTRUCTION
STA. 2539+00.89
ELEV. 669.28

END RAMP B CONSTRUCTION
STA. 2550+66.79
ELEV. 649.96

MIDDLE RD RAMP B PGL

EXISTING GROUND AT B/L

[A-6]
MEDIUM STIFF
TO VERY STIFF
SILTY LEAN CLAY
BROWN/GRAY

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

680 675 670 665 660 655 650 645 640

SN3101 RT. 39ft | MRB02 LT. 36ft | RW2002 RT. 12ft | RW2004 RT. 12ft | RW2005 RT. 13ft | MRB03 RT. 8ft

2540 2545 2550

MIDDLE RD RAMP B

For Plan Details
Refer to Sheet No. Q.17

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

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

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Q.18

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EX. LINCOLN RD

STA. 3539+16.02
POC STA. 6839+18.86
90.85 LT (I-74)
BEGIN RAMP C CONSTRUCTION

STA. 3545+98.23
END RAMP C CONSTRUCTION

3535

3540

3545

SN2002
Elev. 681.8

SN3102
Elev. 672.0

SN3103
Elev. 670.0

RW1001
Elev. 672.0

RW25-02
Elev. 675.9

RW1006
Elev. 664.9

MATCH EXISTING

EX. I-74 ENT. RAMP

MATCH EXISTING

MIDDLE RD

MIDDLE RD RAMP B

EX. I-74 EXIT RAMP

EX. FAIRLANE DR

EX. MEADOW LANE DR

0 FEET 50

MIDDLE RD RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.19

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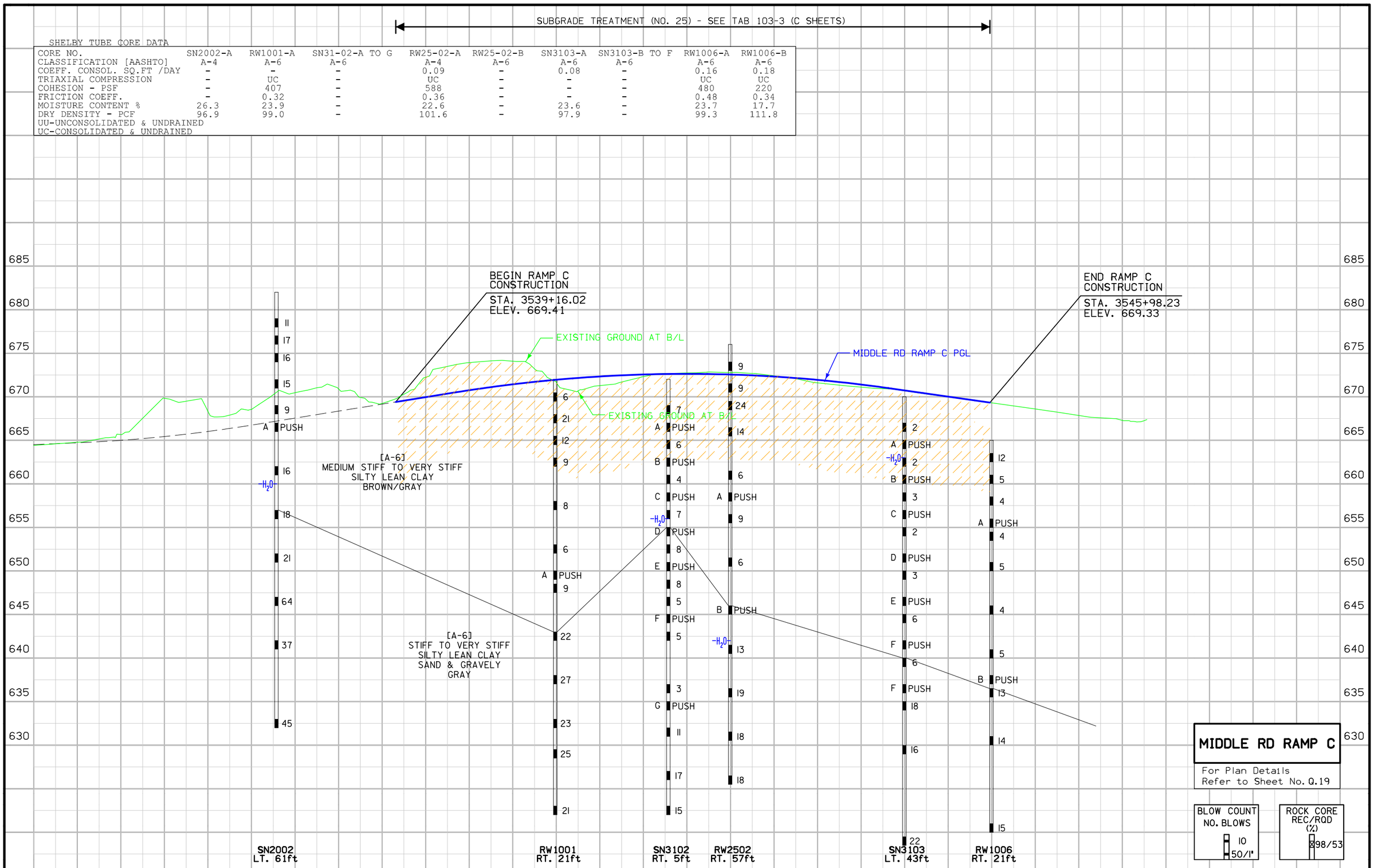
SUBGRADE TREATMENT (NO. 25) - SEE TAB 103-3 (C SHEETS)

SHELBY TUBE CORE DATA

CORE NO.	SN2002-A	RW1001-A	SN31-02-A TO G	RW25-02-A	RW25-02-B	SN3103-A	SN3103-B TO F	RW1006-A	RW1006-B
CLASSIFICATION [AASHTO]	A-4	A-6	A-6	A-4	A-6	A-6	A-6	A-6	A-6
COEFF. CONSOL. SQ.FT /DAY	-	-	-	0.09	-	0.08	-	0.16	0.18
TRIAXIAL COMPRESSION	-	UC	-	UC	-	-	-	UC	UC
COHESION - PSF	-	407	-	588	-	-	-	480	220
FRICTION COEFF.	-	0.32	-	0.36	-	-	-	0.48	0.34
MOISTURE CONTENT %	26.3	23.9	-	22.6	-	23.6	-	23.7	17.7
DRY DENSITY - PCF	96.9	99.0	-	101.6	-	97.9	-	99.3	111.8

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



MIDDLE RD RAMP C

For Plan Details
Refer to Sheet No. Q.19

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

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

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Q.20

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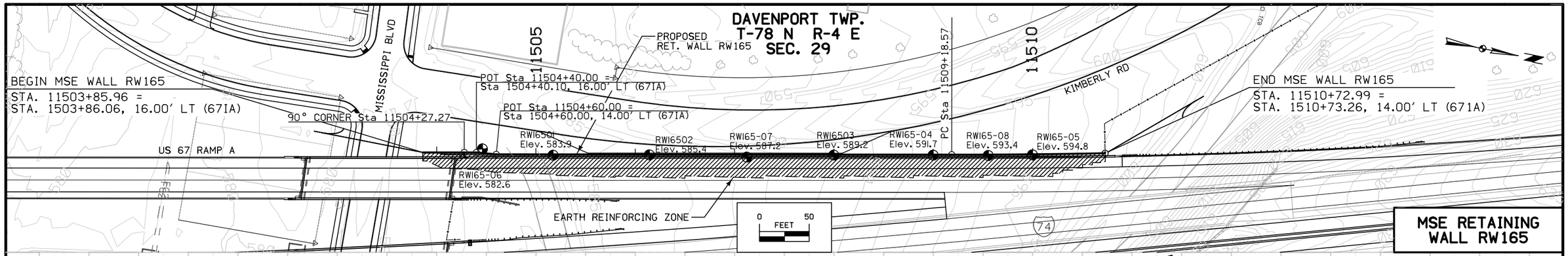

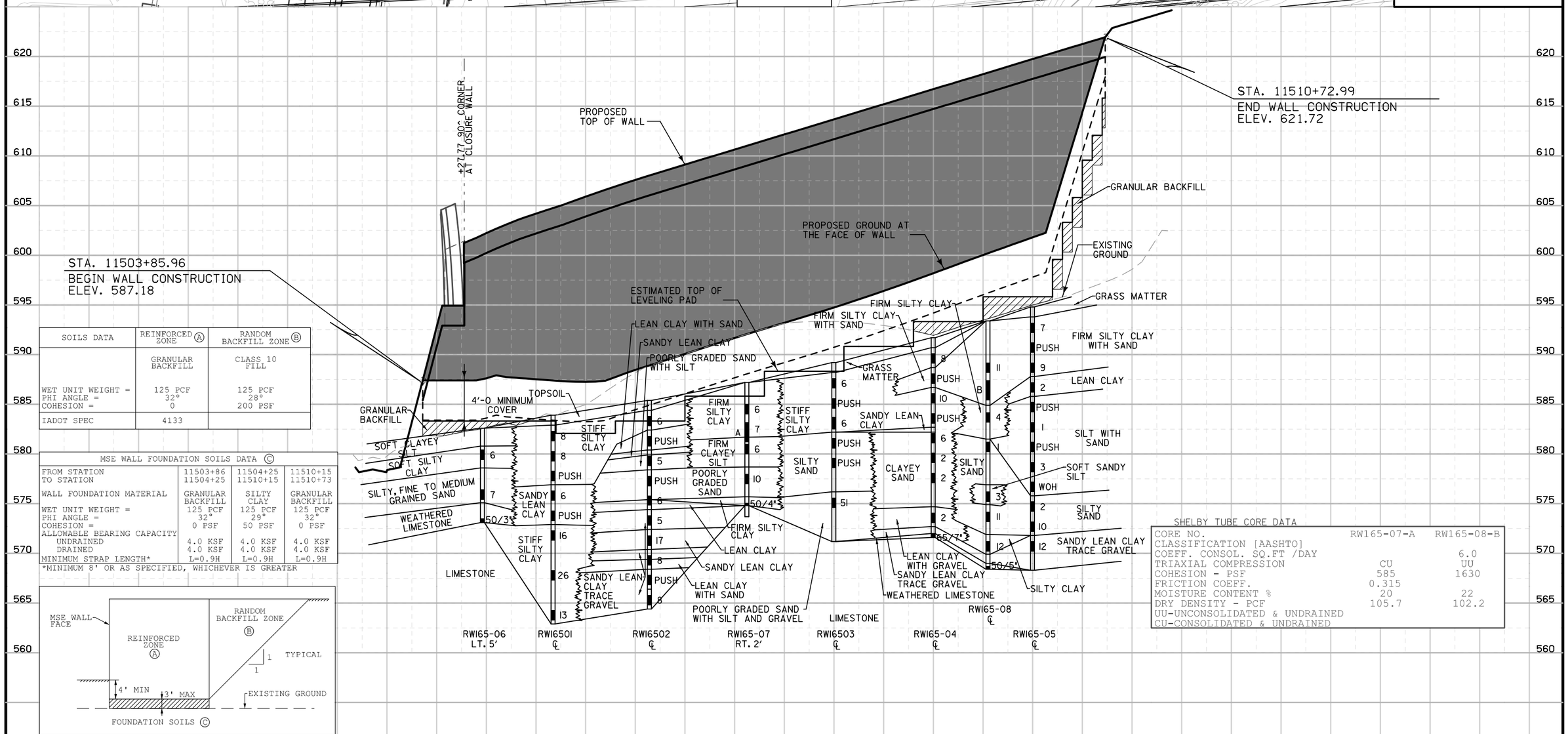

SOILS DATA	REINFORCED ZONE Ⓐ	RANDOM BACKFILL ZONE Ⓑ
	GRANULAR BACKFILL	CLASS 10 FILL
WET UNIT WEIGHT =	125 PCF	125 PCF
PHI ANGLE =	32°	28°
COHESION =	0	200 PSF
IADOT SPEC	4133	

MSE WALL FOUNDATION SOILS DATA Ⓒ

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

*MINIMUM 8' OR AS SPECIFIED, WHICHEVER IS GREATER

SHELBY TUBE CORE DATA

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

UU-UNCONSOLIDATED & UNDRAINED
CU-CONSOLIDATED & UNDRAINED

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

SURVEY SYMBOLS

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

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

UTILITY LEGEND

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

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

SHADING	Design Color No.	
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading
Yellow	(4)	Highlight for Critical Notes or Features
Red	(3)	Delineates Restricted Areas
Lavender	(9)	Temporary Pavement Shading
Gray, Light	(48)	Proposed Pavement Shading
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading
Brown, Light	(236)	Grading Shading

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

RIGHT-OF-WAY LEGEND

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

SIDEWALK LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES S)

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER S.1

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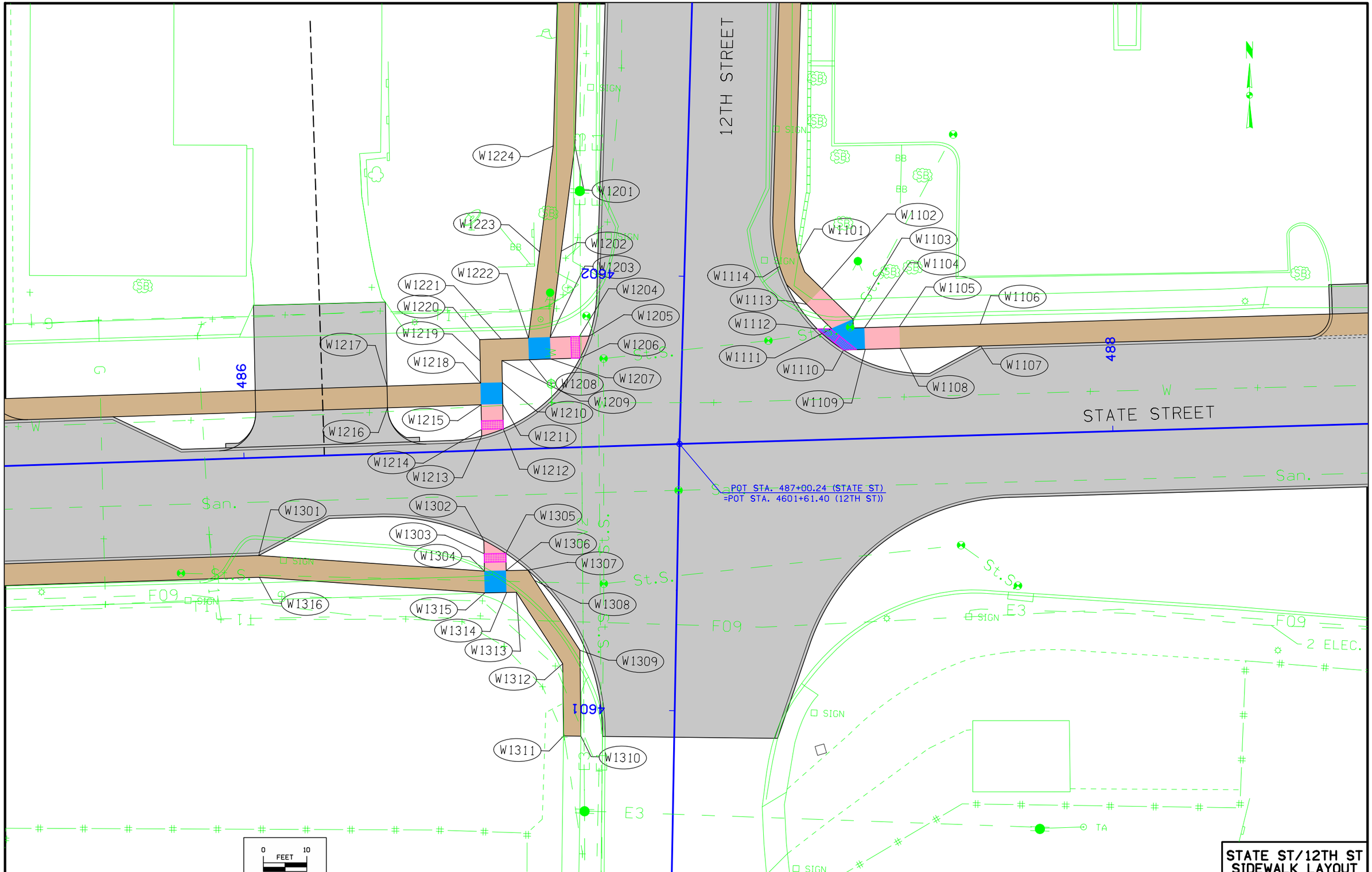

STATE ST/12TH ST
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER S.2

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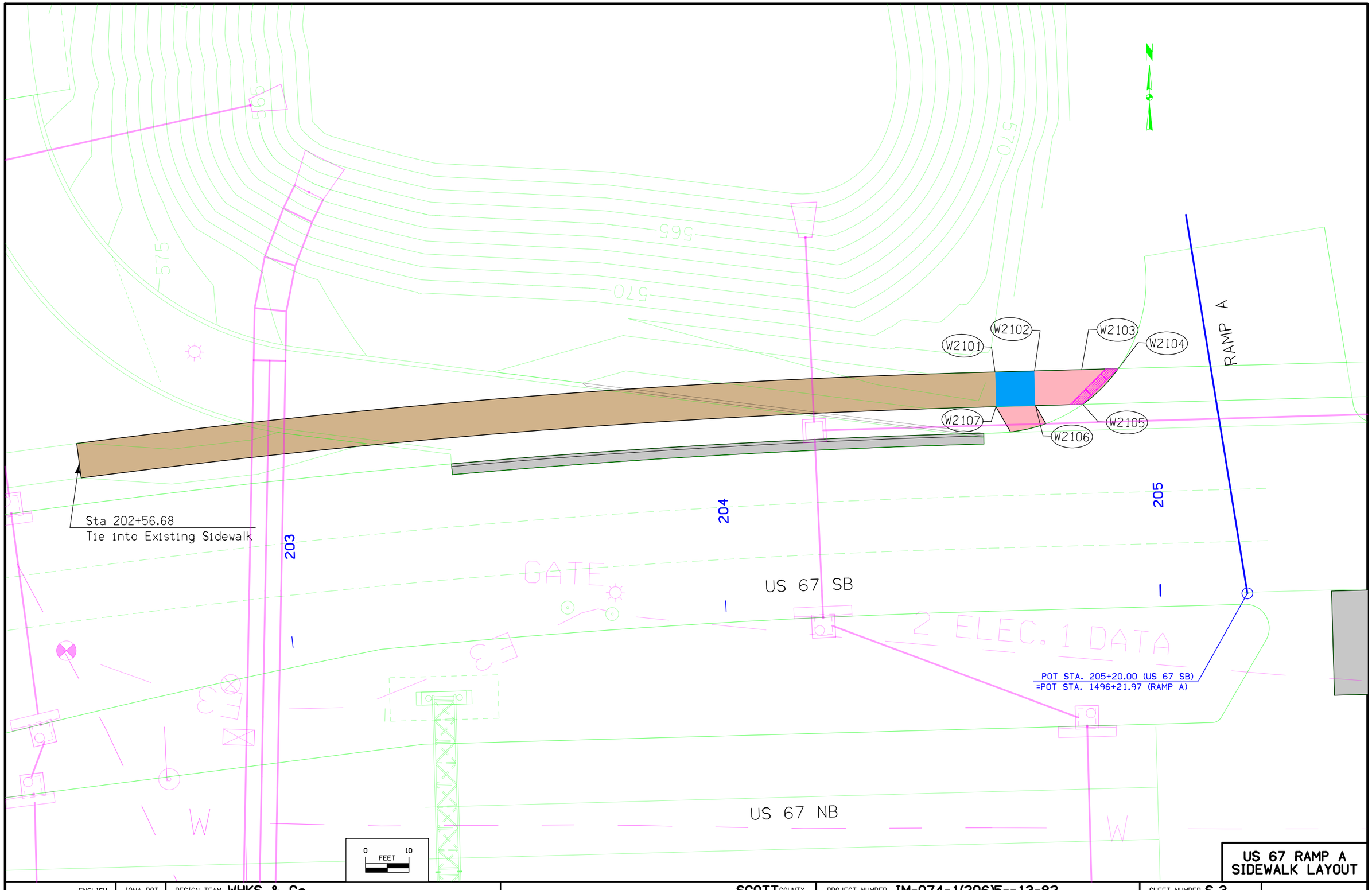

US 67 RAMP A
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER S.3

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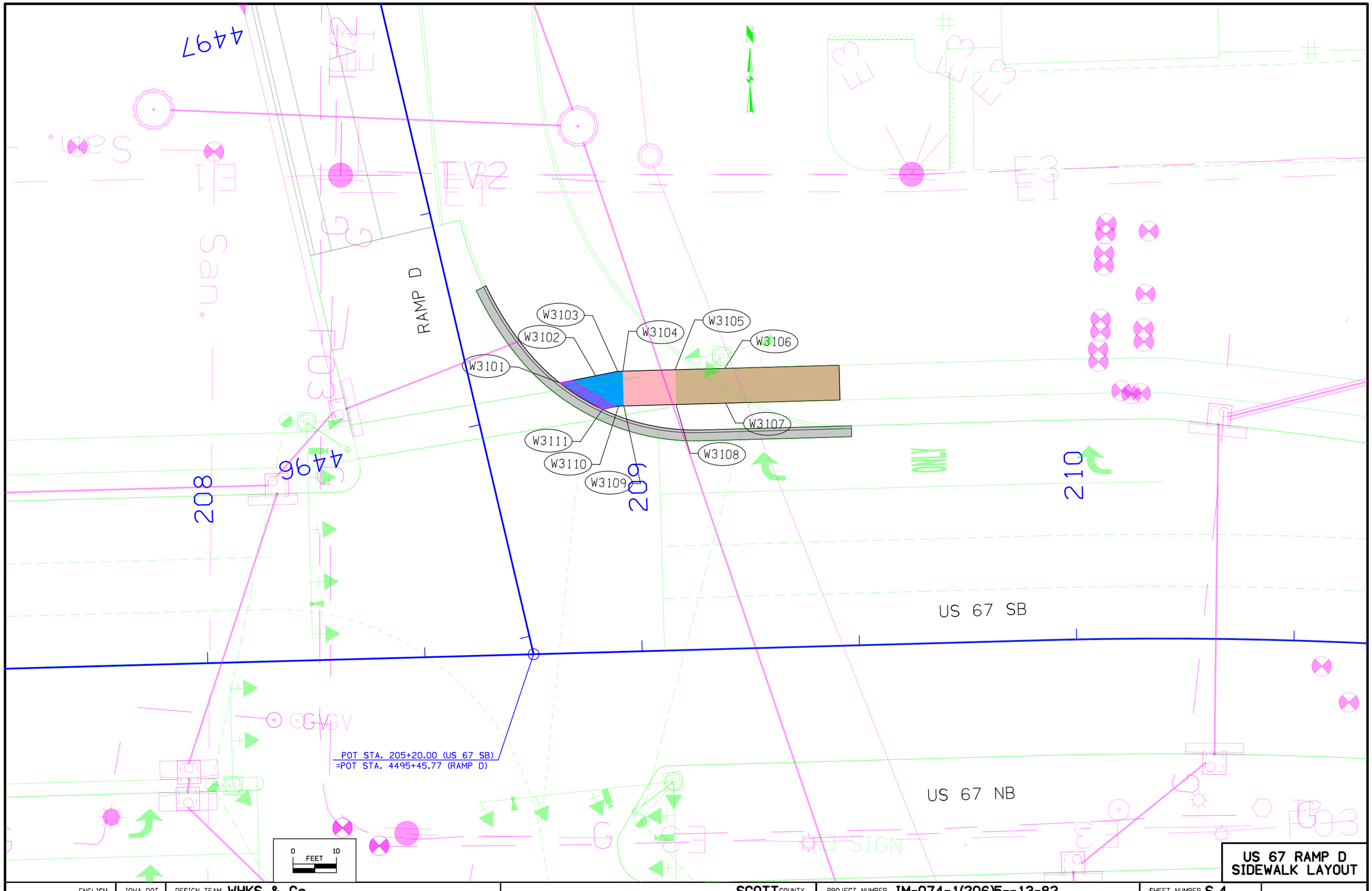

US 67 RAMP D
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER S.4

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W6101
W6102
W6103
W6104
W6105
W6106
W6107
W6201
W6202
W6203
W6204
W6205
W6206
W6207
W6208
W6209
W6210
W6301
W6302
W6303
W6304
W6305
W6306
W6307
W6308
W6309
1608
1609
205
206
0 FEET 10

US 67
CROSSING

SIDEWALK

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

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I-74 EB

I-74 WB

W6401

W6402

W6422

W6410

W6421

W6411

W6423

W6403

W6409

W6407

W6504

W6509

W6424

W6408

W6426

W6425

W6404

W6510

W6503

W6505

W6506

W6507

W6502

W6508

W6405

W6501

W6511

W6406

W6512

R=10′

R=7.5′

R=2.5′

R=20′

R=40′

R=5′

5′

5′

PI Sta 101+31.50

PC Sta 100+00.00

PCC Sta 101+74.71

PT Sta 102+45.32

PCC Sta 102+28.39

PI Sta 102+37.20

PI Sta 102+08.44

101

102

100

℄ PROPOSED LEVEE CONNECTION

EX LEVEE TRAIL

TEMPORARY PEDESTRIAN SIDEWALK

MATCH EXISTING SIDEWALK

MEMORIAL RELOCATION AND INSTALLATION

PROPOSED LETDOWN STRUCTURE BY OTHERS

Curve Data
Δ = 111° 13′ 23.59″ (RT)
T = 131.50
L = 174.71
R = 90.00
E = 69.35

Curve Data
Δ = 87° 53′ 02.91″ (RT)
T = 33.73
L = 53.69
R = 35.00
E = 13.61

Curve Data
Δ = 38° 47′ 21.78″ (RT)
T = 8.80
L = 16.93
R = 25.00
E = 1.50

NOTE:

TEMPORAY PEDESTRAIN SIDEWALK TO BE BUILT IN COORDINATION WITH LETDOWN STRUCTURE. PROPOSED LEVEE CONNECTION TO BE BUILT AFTER EXISTING EAST BOUND VIADUCT IS REMOVED.

0 FEET 10

LEVEE CONNECTION

SIDEWALK

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

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SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant?	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
											Point	Station	Offset	Elevation
W1101	W1102	Sidewalk Running Slope	9.70	0.27	2.8%	0.5% to 5.0%					W1101	4620+05.68	26.22	571.19
W1101	W1114	Sidewalk Cross Slope	5.00	-0.06	-1.3%	0.5% to 2.0%					W1102	4601+98.02	31.74	571.46
W1102	W1103	Ramp Running Slope	10.04	-0.57	-5.6%	0.5% to 8.3%					W1103	4601+91.37	41.70	570.89
W1102	W1113	Ramp Cross Slope	5.00	-0.08	-1.5%	0.1% to 2.0%					W1104	487+43.60	-25.50	570.92
W1103	W1104	Landing/Turning Space	4.59	0.03	0.7%	0.1% to 2.0%					W1105	487+51.60	-25.50	571.45
W1103	W1111	Landing/Turning Space	5.40	-0.08	-1.5%	0.1% to 2.0%					W1106	487+70.19	-25.50	571.28
W1104	W1105	Ramp Running Slope	8.00	0.53	6.6%	0.5% to 8.3%					W1107	487+70.19	-20.50	571.20
W1104	W1109	Landing/Turning Space	5.00	-0.05	-1.0%	0.1% to 2.0%					W1108	487+51.60	-20.50	571.38
W1104	W1111	Landing/Turning Space	7.61	-0.11	-1.5%	0.1% to 2.0%					W1109	487+43.60	-20.50	570.88
W1105	W1106	Sidewalk Running Slope	18.60	-0.18	-0.9%	0.5% to 5.0%					W1110	487+38.60	-20.50	570.80
W1105	W1108	Sidewalk Cross Slope	5.00	-0.08	-1.5%	0.5% to 2.0%					W1111	487+38.60	-25.50	570.81
W1106	W1107	Sidewalk Cross Slope	5.00	-0.07	-1.5%	0.5% to 2.0%					W1112	4601+88.73	30.95	570.76
W1107	W1108	Sidewalk Running Slope	18.60	0.17	0.9%	0.5% to 5.0%					W1113	4601+94.35	28.35	571.38
W1108	W1109	Ramp Running Slope	8.00	-0.50	-6.3%	0.5% to 8.3%					W1114	4602+02.91	30.95	571.12
W1109	W1110	Landing/Turning Space	5.00	-0.08	-1.5%	0.1% to 2.0%								
W1111	W1112	Landing/Turning Space	5.88	-0.04	-0.8%	0.1% to 2.0%								
W1111	W1113	Ramp Running Slope	8.00	0.57	7.1%	0.5% to 8.3%								
W1113	W1114	Sidewalk Running Slope	12.38	-0.26	-2.1%	0.5% to 5.0%								
W1201	W1202	Sidewalk Running Slope	24.57	0.32	1.3%	0.5% to 5.0%					W1201	4602+29.43	-26.00	571.30
W1201	W1224	Sidewalk Cross Slope	5.00	0.08	1.5%	0.5% to 2.0%					W1202	4602+04.98	-28.44	571.62
W1202	W1203	Sidewalk Running Slope	20.00	-0.20	-1.0%	0.5% to 5.0%					W1203	4601+85.08	-30.43	571.42
W1202	W1223	Sidewalk Cross Slope	5.00	0.08	1.5%	0.5% to 2.0%					W1204	4601+85.49	-23.73	570.97
W1203	W1204	Ramp Running Slope	6.72	-0.44	-6.6%	0.5% to 8.3%					W1205	4601+85.63	-21.45	570.81
W1203	W1207	Landing/Turning Space	5.00	-0.07	-1.5%	0.1% to 2.0%					W1206	4601+80.50	-23.42	570.92
W1203	W1222	Landing/Turning Space	5.00	0.08	1.5%	0.1% to 2.0%					W1207	4601+80.09	-30.13	571.34
W1204	W1205	Ramp Running Slope	2.28	-0.16	-7.0%	0.5% to 8.3%					W1208	4601+79.78	-35.13	571.42
W1204	W1206	Ramp Cross Slope	5.00	-0.05	-1.0%	0.1% to 2.0%					W1209	4601+79.40	-41.39	571.59
W1206	W1207	Ramp Running Slope	6.72	0.42	6.3%	0.5% to 8.3%					W1210	486+59.97	-15.44	571.54
W1207	W1208	Landing/Turning Space	5.00	0.07	1.5%	0.1% to 2.0%					W1211	486+59.91	-10.44	571.46
W1208	W1209	Sidewalk Running Slope	6.27	0.17	2.7%	0.5% to 5.0%					W1212	486+59.84	-4.77	571.20
W1209	W1210	Sidewalk Running Slope	5.00	-0.05	-1.0%	0.5% to 5.0%					W1213	486+54.82	-3.29	571.22
W1209	W1219	Landing/Turning Space	5.00	0.07	1.5%	0.1% to 2.0%					W1214	486+54.84	-4.83	571.28
W1209	W1221	Landing/Turning Space	5.00	0.07	1.5%	0.1% to 2.0%					W1215	486+54.91	-10.50	571.54
W1210	W1211	Landing/Turning Space	5.00	-0.07	-1.5%	0.1% to 2.0%					W1216	486+33.37	-10.50	571.69
W1210	W1218	Landing/Turning Space	5.00	0.08	1.5%	0.1% to 2.0%					W1217	486+33.43	-15.50	571.76
W1211	W1212	Ramp Running Slope	5.67	-0.26	-4.6%	0.5% to 8.3%					W1218	486+54.97	-15.50	571.61
W1211	W1215	Landing/Turning Space	5.00	0.07	1.5%	0.1% to 2.0%					W1219	4601+79.16	-46.39	571.66
W1212	W1214	Ramp Cross Slope	5.00	0.07	1.5%	0.1% to 2.0%					W1220	4601+84.09	-46.63	571.74
W1213	W1214	Ramp Running Slope	1.54	0.05	3.6%	0.5% to 8.3%					W1221	4601+84.39	-41.70	571.66
W1214	W1215	Ramp Running Slope	5.67	0.26	4.6%	0.5% to 8.3%					W1222	4601+84.78	-35.43	571.49
W1215	W1216	Sidewalk Running Slope	21.54	0.15	0.7%	0.5% to 5.0%					W1223	4602+04.68	-33.44	571.69
W1215	W1218	Landing/Turning Space	5.00	0.08	1.5%	0.1% to 2.0%					W1224	4602+29.12	-31.00	571.38
W1216	W1217	Sidewalk Cross Slope	5.00	0.08	1.5%	0.5% to 2.0%								
W1217	W1218	Sidewalk Running Slope	21.54	-0.15	-0.7%	0.5% to 5.0%								
W1218	W1219	Sidewalk Running Slope	5.06	0.05	1.0%	0.5% to 5.0%								
W1219	W1220	Landing/Turning Space	5.00	0.08	1.5%	0.1% to 2.0%								
W1220	W1221	Landing/Turning Space	5.00	-0.08	-1.5%	0.1% to 2.0%								
W1221	W1222	Sidewalk Running Slope	6.27	-0.17	-2.7%	0.5% to 5.0%								
W1222	W1223	Sidewalk Running Slope	20.00	0.20	1.0%	0.5% to 5.0%								
W1223	W1224	Sidewalk Running Slope	24.57	-0.31	-1.3%	0.5% to 5.0%								
W1301	W1304	Sidewalk Running Slope	52.07	-0.25	-0.5%	0.5% to 5.0%				Drainage issues were considered	W1301	486+02.64	22.50	571.39
W1301	W1316	Sidewalk Cross Slope	5.00	0.08	1.5%	0.5% to 2.0%					W1302	486+54.52	20.71	570.90
W1302	W1303	Ramp Running Slope	3.07	-0.01	-0.5%	0.5% to 8.3%				Drainage issues were considered	W1303	486+54.49	23.77	570.89
W1303	W1304	Ramp Running Slope	4.00	0.25	6.3%	0.5% to 8.3%					W1304	486+54.44	27.77	571.14
W1303	W1305	Ramp Cross Slope	5.00	-0.03	-0.7%	0.1% to 2.0%					W1305	486+59.49	23.84	570.85
W1304	W1306	Landing/Turning Space	5.00	-0.07	-1.5%	0.1% to 2.0%					W1306	486+57.99	27.83	571.06
W1304	W1315	Landing/Turning Space	5.00	0.08	1.5%	0.1% to 2.0%					W1307	486+64.44	27.90	571.26
W1305	W1306	Ramp Running Slope	4.00	0.21	5.3%	0.5% to 8.3%					W1308	4601+29.40	-32.78	571.16
W1306	W1307	Sidewalk Running Slope	5.00	0.20	4.0%	0.5% to 5.0%					W1309	4601+13.51	-22.05	571.39
W1306	W1314	Landing/Turning Space	5.00	0.07	1.5%	0.1% to 2.0%					W1310	4600+93.76	-21.47	571.16
W1307	W1308	Sidewalk Running Slope	2.81	-0.11	-3.7%	0.5% to 5.0%					W1311	4600+93.73	-25.47	571.20
W1308	W1309	Sidewalk Running Slope	19.17	0.24	1.2%	0.5% to 5.0%					W1312	4610+10.35	-25.95	571.30
W1308	W1313	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%					W1313	4601+26.60	-36.92	571.23
W1309	W1310	Sidewalk Running Slope	19.76	-0.23	-1.2%	0.5% to 5.0%					W1314	486+59.38	32.85	571.14
W1310	W1311	Sidewalk Cross Slope	4.00	0.04	1.0%	0.5% to 2.0%					W1315	486+54.38	32.79	571.21
W1311	W1312	Sidewalk Running Slope	16.63	0.09	0.6%	0.5% to 5.0%					W1316	486+02.64	27.53	571.47
W1312	W1313	Sidewalk Running Slope	19.60	-0.07	-0.4%	0.5% to 5.0%				Drainage issues were considered				
W1313	W1314	Sidewalk Running Slope	2.23	-0.09	-4.0%	0.5% to 5.0%								
W1314	W1315	Landing/Turning Space	5.00	0.08	1.5%	0.1% to 2.0%								
W1315	W1316	Sidewalk Running Slope	52.01	0.25	0.5%	0.5% to 5.0%				Drainage issues were considered				
W2101	W2102	Landing/Turning Space	9.09	-0.14	-1.5%	0.1% to 2.0%					W2101	204+63.35	-52.50	572.28
W2101	W2107	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%					W2102	204+72.44	-52.50	572.14
W2102	W2103	Ramp Running Slope	10.86	-0.57	-5.2%	0.5% to 8.3%					W2103	204+83.30	-52.50	571.57
W2102	W2106	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%					W2104	204+91.71	-52.50	571.30

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant?	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
											Point	Station	Offset	Elevation
W2103	W2104	Ramp Running Slope	8.40	-0.27	-3.2%	0.5% to 8.3%					W2105	204+83.30	-44.50	571.45
W2103	W2105	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%					W2106	204+72.44	-44.50	572.02
W2105	W2106	Ramp Running Slope	10.86	0.57	5.2%	0.5% to 8.3%					W2107	204+63.35	-44.50	572.16
W2106	W2107	Landing/Turning Space	9.09	0.14	1.5%	0.1% to 2.0%								
W3101	W3102	Landing/Turning Space	8.42	0.08	1.0%	0.1% to 2.0%					W3101	208+82.74	-62.20	571.40
W3102	W3103	Landing/Turning Space	5.16	0.05	1.1%	0.1% to 2.0%					W3102	208+91.04	-63.63	571.48
W3102	W3111	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%					W3103	208+96.13	-64.50	571.54
W3103	W3104	Landing/Turning Space	1.19	0.01	1.3%	0.1% to 2.0%					W3104	208+97.33	-64.50	571.55
W3103	W3110	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%					W3105	209+09.33	-64.50	572.04
W3104	W3105	Ramp Running Slope	12.00	0.49	4.1%	0.5% to 8.3%					W3106	209+20.78	-64.50	572.11
W3104	W3109	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%					W3107	209+20.78	-56.50	571.99
W3105	W3106	Sidewalk Running Slope	11.45	0.07	0.6%	0.5% to 5.0%					W3108	209+09.33	-56.50	571.92
W3105	W3108	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%					W3109	208+97.33	-56.50	571.43
W3106	W3107	Sidewalk Cross Slope	8.00	-0.12	-1.5%	0.5% to 2.0%					W3110	208+96.13	-56.50	571.42
W3107	W3108	Sidewalk Running Slope	11.45	-0.07	-0.6%	0.5% to 5.0%					W3111	208+92.38	-55.85	571.36
W3108	W3109	Ramp Running Slope	12.00	-0.49	-4.1%	0.5% to 8.3%								
W3109	W3110	Landing/Turning Space	1.19	-0.01	-1.3%	0.1% to 2.0%								
W3110	W3111	Landing/Turning Space	3.81	-0.05	-1.4%	0.1% to 2.0%								
W6101	W6102	Landing/Turning Space	6.56	0.10	1.5%	0.1% to 2.0%					W6101	1608+11.62	79.54	571.83
W6101	W6104	Match Existing Cross Slope	10.00	-0.15	-1.5%	Match Existing					W6102	1608+17.78	81.76	571.93
W6102	W6103	Match Existing Cross Slope	10.00	-0.16	-1.6%	Match Existing					W6103	1608+22.05	72.71	571.77
W6103	W6104	Ramp Cross Slope	8.49	-0.09	-1.1%	0.1% to 2.0%					W6104	1608+14.08	69.85	571.68
W6103	W6107	Ramp Running Slope	6.52	-0.27	-4.1%	0.5% to 8.3%					W6105	1608+14.11	66.12	571.55
W6104	W6105	Ramp Running Slope	3.73	-0.13	-3.5%	0.5% to 8.3%					W6106	1608+14.14	63.70	571.43
W6105	W6106	Ramp Running Slope	2.42	-0.12	-5.0%	0.5% to 8.3%					W6107	1608+22.11	66.19	571.50
W6106	W6107	Match Existing Cross Slope	8.37	0.07	0.9%	Match Existing								
											W6201	205+12.24	29.23	571.80
W6201	W6202	Match Existing Cross Slope	8.99	-0.05	-0.5%	Match Existing					W6202	205+03.30	29.50	571.75
W6201	W6204	Ramp Running Slope	4.00	0.02	0.6%	0.5% to 8.3%					W6203	204+98.94	21.42	571.83
W6202	W6203	Ramp Running Slope	9.18	0.08	0.9%	0.5% to 8.3%					W6204	205+10.34	25.70	571.82
W6203	W6205	Ramp Cross Slope	8.00	0.05	0.6%	0.1% to 2.0%					W6205	205+05.98	17.62	571.88
W6203	W6206	Landing/Turning Space	8.00	0.02	0.2%	0.1% to 2.0%					W6206	204+95.13	14.38	571.85
W6204	W6205	Ramp Running Slope	9.18	0.06	0.7%	0.5% to 8.3%					W6207	205+02.17	10.58	571.95
W6205	W6207	Landing/Turning Space	8.00	0.07	0.9%	0.1% to 2.0%					W6208	204+97.81	2.50	572.45
W6206	W6207	Ramp Cross Slope	8.00	0.10	1.3%	0.1% to 2.0%					W6209	204+90.77	6.30	572.48
W6206	W6209	Ramp Running Slope	9.18	0.63	6.9%	0.5% to 8.3%					W6210	204+88.72	2.50	572.41
W6207	W6208	Ramp Running Slope	9.18	0.50	5.4%	0.5% to 8.3%								
W6208	W6209	Ramp Cross Slope	8.00	0.03	0.4%	0.1% to 2.0%					W6301	204+66.53	-38.61	571.93
W6208	W6210	Match Existing Cross Slope	4.32	-0.04	-0.9%	Match Existing					W6302	204+74.72	-40.28	571.96
W6209	W6210	Ramp Running Slope	9.09	-0.07	-0.8%	0.5% to 8.3%					W6303	204+73.57	-42.41	572.09
											W6304	204+72.44	-44.50	572.27
W6301	W6302	Match Existing Cross Slope	8.38	0.03	0.4%	Match Existing					W6305	204+72.44	-52.50	572.41
W6301	W6306	Ramp Running Slope	6.69	0.23	3.4%	0.5% to 8.3%					W6306	204+63.35	-44.50	572.16
W6301	W6303	Ramp Cross Slope	8.00	0.16	1.9%	0.1% to 2.0%	Yes				W6307	204+63.35	-52.50	572.28
W6302	W6303	Ramp Running Slope	2.43	0.13	5.1%	0.5% to 8.3%					W6308	204+78.30	-44.50	571.98
W6303	W6304	Ramp Running Slope	2.37	0.18	7.8%	0.5% to 8.3%	Yes				W6309	204+78.30	-52.50	572.70
W6304	W6305	Sidewalk Cross Slope	8.00	0.14	1.7%	0.5% to 2.0%	Yes							
W6304	W6306	Ramp Cross Slope	9.09	-0.11	-1.2%	0.1% to 2.0%								
W6305	W6307	Landing/Turning Space	9.09	-0.13	-1.4%	0.1% to 2.0%								
W6306	W6307	Match Existing Cross Slope	8.00	0.12	1.5%	Match Existing								
W6304	W6308	Sidewalk Running Slope	5.86	-0.29	-4.9%	0.5% to 5.0%								
W6305	W6309	Sidewalk Running Slope	5.86	0.29	4.9%	0.5% to 5.0%								
W6308	W6309	Match Existing Cross Slope	8.00	0.72	9.0%	Match Existing								
W6401	W6402	Sidewalk Running Slope	24.83	-0.97	-3.9%	0.5% to 5.0%					W6401	100+38.70	23.07	575.67
W6402	W6410	Sidewalk Cross Slope	10.00	-0.15	-1.5%	0.5% to 2.0%					W6402	100+43.58	-5.00	574.70
W6402	W6403	Sidewalk Running Slope	138.41	-5.88	-4.2%	0.5% to 5.0%	Yes				W6403	101+74.71	-5.00	568.82
W6403	W6409	Sidewalk Cross Slope	10.00	-0.15	-1.5%	0.5% to 2.0%					W6404	102+17.36	-5.00	566.75
W6403	W6404	Sidewalk Running Slope	48.25	-2.07	-4.3%	0.5% to 5.0%	Yes				W6405	102+32.13	-17.27	566.33
W6404	W6408	Sidewalk Cross Slope	10.00	0.15	1.5%	0.5% to 2.0%					W6406	102+38.32	-13.96	566.33
W6404	W6405	Sidewalk Running Slope	24.05	-0.42	-1.7%	0.5% to 5.0%					W6407	102+45.32	10.23	565.93
W6405	W6406	Match Existing Cross Slope	24.06	0.00	0.0%	Match Existing					W6408	102+17.36	5.00	566.90
W6406	W6426	Sidewalk Cross Slope	14.91	-0.21	-1.4%	0.5% to 2.0%					W6409	101+74.71	5.00	568.67
W6426	W6407	Sidewalk Running Slope	15.58	-0.19	-1.2%	0.5% to 5.0%					W6410	100+43.58	5.00	574.55
W6407	W6408	Sidewalk Running Slope	30.76	0.97	3.2%	0.5% to 5.0%					W6411	100+00.00	6.06	575.57
W6408	W6409	Sidewalk Running Slope	36.56	1.77	4.8%	0.5% to 5.0%	Yes				W6421	100+00.00	0.00	575.71
W6409	W6410	Sidewalk Running Slope	123.84	5.88	4.7%	0.5% to 5.0%	Yes				W6422	100+43.58	0.00	574.62
W6410	W6411	Sidewalk Running Slope	54.62	1.02	1.9%	0.5% to 5.0%					W6423	101+74.71	0.00	568.75
W6421	W6422	Sidewalk Running Slope	43.58	-1.09	-2.5%	0.5% to 5.0%					W6424	102+17.36	0.00	566.82
W6422	W6423	Sidewalk Running Slope	131.13	-5.87	-4.5%	0.5% to 5.0%	Yes				W6425	102+28.39	0.00	566.33
W6423	W6424	Sidewalk Running Slope	42.80	-1.93	-4.5%	0.5% to 5.0%	Yes				W6426	102+41.68	0.00	566.12
W6424	W6425	Sidewalk Running Slope	10.89	-0.49	-4.5%	0.5% to 5.0%	Yes							
W6425	W6426	Sidewalk Running Slope	13.29	-0.21	-1.6%	0.5% to 5.0%								

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant?	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
											Point	Station	Offset	Elevation
W6501	W6512	Match Existing Cross Slope	10.12	0.02	0.2%	Match Existing					W6501	6782+34.20	172.88	569.41
W6501	W6502	Sidewalk Running Slope	8.96	-0.45	-5.0%	0.5% to 5.0%	Yes				W6502	6782+40.20	177.87	568.96
W6502	W6503	Sidewalk Running Slope	19.46	-0.97	-5.0%	0.5% to 5.0%	Yes				W6503	6782+39.81	197.33	567.99
W6502	W6511	Sidewalk Cross Slope	7.20	0.09	1.2%	0.5% to 2.0%					W6504	6782+53.72	201.36	567.66
W6503	W6504	Sidewalk Running Slope	19.64	-0.33	-1.7%	0.5% to 5.0%					W6505	6782+66.21	180.69	566.45
W6503	W6510	Sidewalk Cross Slope	5.00	-0.03	-0.5%	0.5% to 2.0%					W6506	6782+84.57	181.06	566.44
W6504	W6505	Sidewalk Running Slope	24.15	-1.21	-5.0%	0.5% to 5.0%	Yes				W6507	6782+74.12	175.85	566.30
W6504	W6509	Sidewalk Cross Slope	5.00	-0.02	-0.5%	0.5% to 2.0%					W6508	6782+63.43	175.64	566.29
W6505	W6506	Sidewalk Running Slope	18.36	-0.01	-0.1%	0.5% to 5.0%					W6509	6782+49.44	198.77	567.64
W6506	W6405	Sidewalk Running Slope	7.00	-0.11	-1.6%	0.5% to 5.0%					W6510	6782+44.81	197.43	567.96
W6405	W6406	Match Existing Cross Slope	24.06	0.00	0.0%	Match Existing					W6511	6782+45.30	172.80	569.05
W6406	W6507	Sidewalk Running Slope	2.00	-0.03	-1.5%	0.5% to 5.0%					W6512	6782+33.30	162.80	569.43
W6507	W6508	Match Existing Cross Slope	10.69	-0.01	-0.1%	Match Existing								
W6508	W6509	Sidewalk Running Slope	27.03	1.35	5.0%	0.5% to 5.0%	Yes							
W6509	W6510	Sidewalk Running Slope	6.55	0.33	5.0%	0.5% to 5.0%	Yes							
W6510	W6511	Sidewalk Running Slope	24.64	1.09	4.4%	0.5% to 5.0%	Yes							
W6511	W6512	Sidewalk Running Slope	17.93	0.38	2.1%	0.5% to 5.0%								

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK					
Stage 2A													
I-74													
6818+00.00													
6818+25.00	66	13		53	53	2	3	3					
6818+50.00	78	14		64	64	2	3	3					
6818+75.00	90	17		73	73	3	4	4					
6819+00.00	128	25		103	103	4	5	5					
6819+25.00	168	32		136	136	6	8	8					
6819+50.00	173	31		142	142	6	8	8					
6819+75.00	161	26		135	135	3	4	4					
6820+00.00	150	23		127	127	2	3	3					
6820+25.00	141	20		121	121	2	3	3					
6820+50.00	129	13		116	116	1	1	1					
6820+75.00	117	7		110	110	1	1	1					
6821+00.00	108	7		101	101	2	3	3					
6821+25.00	98	8		90	90	2	3	3					
6821+50.00	89	8		81	81	2	3	3					
6821+75.00	81	7		74	74	2	3	3					
6822+00.00	85	7		78	78	2	3	3					
6822+25.00	89	7		82	82	2	3	3					
6822+50.00	81	7		74	74	2	3	3					
6822+75.00	74	6		68	68	2	3	3					
6823+00.00	68	6		62	62	2	3	3					
6823+25.00	63	5		58	58	2	3	3					
6823+50.00	59	5		54	54	3	4	4					
6823+75.00	56	4		52	52	2	3	3					
6824+00.00	52	3		49	49	1	1	1					
6824+25.00	50	2		48	48	1	1	1					
6824+50.00	51	2		49	49	1	1	1					
6824+75.00	52	3		49	49	1	1	1					
6825+00.00	52	3		49	49	1	1	1					
6825+25.00	51	4		47	47	1	1	1					
6825+50.00	67	8		59	59	3	4	4					
6825+75.00	76	6		70	70	26	34	34					
6826+00.00	79	10		69	69	37	48	48					
6826+25.00	89	20		69	69	24	31	31					
6826+50.00	88	18		70	70	20	26	26					
6826+75.00	85	13		72	72	13	17	17					
6827+00.00	84	11		73	73	8	10	10					
6827+25.00	86	11		75	75	8	10	10					
6827+50.00	88	12		76	76	8	10	10					
6827+75.00	91	14		77	77	9	12	12					
6828+00.00	95	16		79	79	11	14	14					
6828+25.00	101	21		80	80	15	20	20					
6828+50.00	103	22		81	81	15	20	20					
6828+75.00	101	18		83	83	12	16	16					
6829+00.00	102	17		85	85	11	14	14					
6829+25.00	108	19		89	89	13	17	17					
6829+50.00	142	32		110	110	20	26	26					
6829+75.00	191	50		141	141	31	40	40					
6830+00.00	213	59		154	154	36	47	47					
6830+25.00	238	62		176	176	38	49	49					
6830+50.00	279	63		216	216	38	49	49					
6830+75.00	288	65		223	223	39	51	51					
6831+00.00	264	65		199	199	39	51	51					
6831+25.00	275	65		210	210	38	49	49					
6831+50.00	368	68		300	300	40	52	52					
6831+75.00	425	70		355	355	41	53	53					
6832+00.00	396	70		326	326	41	53	53					
6832+25.00	370	71		299	299	41	53	53					
6832+50.00	363	72		291	291	41	53	53					
6832+75.00	348	73		275	275	41	53	53					
6833+00.00	297	73		224	224	41	53	53					
6833+25.00	253	73		180	180	41	53	53					
6833+50.00	245	73		172	172	41	53	53					
6833+75.00	238	74		164	164	41	53	53					

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK					
6833+75.00	182	48		134	134	23	30	30					
6834+00.00	131	22		109	109	3	4	4					
6834+25.00	132	21		111	111								
6834+50.00	168	48		120	120	40	52	52					
6834+75.00	206	77		129	129	72	94	94					
6835+00.00	225	75		150	150	47	61	61					
6835+25.00	265	71		194	194	30	39	39					
6835+50.00	333	69		264	264	28	36	36					
6835+75.00	416	67		349	349	27	35	35					
6836+00.00	458	68		390	390	27	35	35					
6836+25.00	460	69		391	391	28	36	36					
6836+50.00	442	70		372	372	29	38	38					
6836+75.00	406	69		337	337	28	36	36					
6837+00.00	369	68		301	301	25	33	33					
6837+25.00	343	68		275	275	24	31	31					
6837+50.00	323	69		254	254	25	33	33					
6837+75.00	303	72		231	231	30	39	39					
6838+00.00	281	73		208	208	37	48	48					
6838+25.00	256	74		182	182	48	62	62					
6838+50.00	234	74		160	160	63	82	82					
6838+75.00	207	74		133	133	78	101	101					
6839+00.00	98	41		57	57	79	103	103					
6839+25.00	20	20				129	168	168					
6839+50.00	32	32				188	244	244					
6839+75.00	34	34				194	252	252					
6840+00.00	35	35				201	261	261					
6840+25.00	36	36				199	259	259					
6840+50.00	37	37				195	254	254					
6840+75.00	37	37				190	247	247					
6841+00.00	38	37		1	1	179	233	233					
6841+25.00	42	38		4	4	167	217	217					
6841+50.00	47	41		6	6	157	204	204					
6841+75.00	52	46		6	6	148	192	192					
6842+00.00	56	48		8	8	137	178	178					
6842+25.00	58	50		8	8	130	169	169					
6842+50.00	61	52		9	9	124	161	161					
6842+75.00	64	54		10	10	119	155	155					
6843+00.00	26	22		4	4	45	59	59					
6843+10.00	40	34		6	6	64	83	83					
6843+25.00	69	59		10	10	99	129	129					
6843+50.00	76	61		15	15	91	118	118					
6843+75.00	85	63		22	22	90	117	117					
6844+00.00	93	65		28	28	94	122	122					
6844+25.00	100	67		33	33	99	129	129					
6844+50.00	105	69		36	36	108	140	140					
6844+75.00	108	71		37	37	118	153	153					
6845+00.00	111	73		38	38	131	170	170					
6845+25.00	57	28		29	29	95	124	124					
6845+43.35													
Subtotal	17053	4325	0	12728	12728	5266	6846	6846					
Middle Road													
Ramp B													
2539+00.89													
2539+25.00	130	61		69	69	64	83	83					
2539+50.00	76	55		21	21	140	182	182					
2539+75.00	53	53				288	374	374					
2540+00.00	63	63				466	606	606					
2540+25.00	70	70				592	770	770					
2540+50.00	74	74				646	840	840					
2540+75.00	78	78				677	880	880					
2541+00.00	86	86				709	922	922					
2541+25.00	92	92				749	974	974					
2541+50.00	82	82				563	732	732					
2541+75.00	69	68		1	1	321	417	417					
2542+00.00	65	64		1	1	282	367	367					

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
2542+00.00	65	63		2	2	274	356	356
2542+25.00	66	62		4	4	274	356	356
2542+50.00	68	62		6	6	285	371	371
2542+75.00	69	62		7	7	299	389	389
2543+00.00	71	62		9	9	315	410	410
2543+25.00	78	66		12	12	361	469	469
2543+50.00	84	69		15	15	391	508	508
2543+75.00	85	64		21	21	317	412	412
2544+00.00	82	55		27	27	217	282	282
2544+25.00	80	48		32	32	163	212	212
2544+50.00	75	43		32	32	123	160	160
2544+75.00	71	40		31	31	99	129	129
2545+00.00	62	37		25	25	83	108	108
2545+25.00	50	31		19	19	64	83	83
2545+50.00	41	26		15	15	48	62	62
2545+75.00	30	22		8	8	40	52	52
2546+00.00	21	19		2	2	40	52	52
2546+25.00	16	16				43	56	56
2546+50.00	15	15				51	66	66
2546+75.00	17	17				61	79	79
2547+00.00	18	18				71	92	92
2547+25.00	19	19				77	100	100
2547+50.00	21	21				80	104	104
2547+75.00	24	24				81	105	105
2548+00.00	28	28				80	104	104
2548+25.00	29	29				75	98	98
2548+50.00	29	29				65	85	85
2548+75.00	30	29		1	1	55	72	72
2549+00.00	30	29		1	1	49	64	64
2549+25.00	35	30		5	5	48	62	62
2549+50.00	44	29		15	15	39	51	51
2549+75.00	52	27		25	25	30	39	39
2550+00.00	55	20		35	35	23	30	30
2550+25.00	58	12		46	46	14	18	18
2550+50.00								
Subtotal	2556	2069	0	487	487	9832	12783	12783
Stage 2A	19609	6394	0	13215	13215	15098	19629	19629
Subtotal								
Stage 2B								
I-74								
6804+75.00						1740	2262	2262
6805+00.00						1747	2271	2271
6805+25.00	3	3				1756	2283	2283
6805+50.00	10	10				1742	2265	2265
6805+75.00	13	13				1713	2227	2227
6806+00.00	11	11				1686	2192	2192
6806+25.00	9	9				1669	2170	2170
6806+50.00	9	9				1675	2178	2178
6806+75.00	9	9				1689	2196	2196
6807+00.00	9	9				1687	2193	2193
6807+25.00	19	19				1959	2547	2547
6807+50.00	51	51				2751	3576	3576
6807+75.00	70	70				3190	4147	4147
6808+00.00	67	67				3060	3978	3978
6808+25.00	64	64				2971	3862	3862
6808+50.00	60	60				2870	3731	3731
6808+75.00	60	60				2870	3731	3731
6809+00.00	57	57				2765	3595	3595
6809+25.00	59	59				2698	3507	3507
6809+50.00	68	68				2651	3446	3446
6809+75.00	76	76				2568	3338	3338
6810+00.00	85	85				2473	3215	3215
6810+25.00	91	91				2261	2939	2939
6810+50.00	88	88				1884	2449	2449
6810+75.00	125	119		6	6	1494	1942	1942
6811+00.00	166	146		20	20	1092	1420	1420
6811+25.00	142	108		34	34	766	996	996
6811+50.00	123	83		40	40	592	770	770
6811+75.00	132	87		45	45	523	680	680
6812+00.00	132	81		51	51	485	631	631
6812+25.00	134	77		57	57	436	567	567
6812+50.00	138	78		60	60	407	529	529
6812+75.00	145	85		60	60	386	502	502
6813+00.00	155	88		67	67	366	476	476
6813+25.00	159	87		72	72	343	446	446
6813+50.00	163	85		78	78	312	406	406
6813+75.00	165	83		82	82	280	364	364
6814+00.00	167	82		85	85	258	335	335
6814+25.00	167	80		87	87	239	311	311
6814+50.00	165	78		87	87	220	286	286
6814+75.00	166	77		89	89	197	256	256
6815+00.00	168	75		93	93	171	222	222
6815+25.00	170	74		96	96	153	199	199
6815+50.00	172	72		100	100	140	182	182
6815+75.00	177	71		106	106	126	164	164
6816+00.00	176	55		121	121	99	129	129
6816+25.00	190	53		137	137	84	109	109
6816+50.00	216	66		150	150	84	109	109
6816+75.00	222	65		157	157	73	95	95
6817+00.00	222	63		159	159	63	82	82
6817+25.00	221	61		160	160	54	70	70
6817+50.00	220	58		162	162	44	57	57
6817+75.00	221	55		166	166	35	46	46
6818+00.00	216	51		165	165	25	33	33
6818+25.00	209	49		160	160	25	33	33
6818+50.00	209	49		160	160	28	36	36
6818+75.00	177	40		137	137	14	18	18
6819+00.00	143	33		110	110	2	3	3
6819+25.00	142	33		109	109	1	1	1
6819+50.00	147	32		115	115	1	1	1
6819+75.00	155	32		123	123			
6820+00.00	154	32		122	122			
6820+25.00	152	32		120	120			
6820+50.00	149	32		117	117			
6820+75.00	144	32		112	112			
6821+00.00	137	32		105	105			
6821+25.00	133	32		101	101			
6821+50.00	131	32		99	99			
6821+75.00	113	32		81	81			
6822+00.00	93	32		61	61	1	1	1
6822+25.00	89	33		56	56	1	1	1
6822+50.00	85	33		52	52	1	1	1
6822+75.00	81	33		48	48	2	3	3
6823+00.00	78	33		45	45	2	3	3
6823+25.00	77	33		44	44	2	3	3
6823+50.00	77	33		44	44	1	1	1
6823+75.00	78	33		45	45	1	1	1
6824+00.00	80	33		47	47	1	1	1
6824+25.00	80	33		47	47	1	1	1
6824+50.00	76	33		43	43	1	1	1
6824+75.00	74	33		41	41	1	1	1
6825+00.00	71	33		38	38	1	1	1
6825+25.00	59	32		27	27	1	1	1
6825+50.00	48	31		17	17	1	1	1
6825+75.00	48	24		24	24	1	1	1
6826+00.00	49	24		25	25	1	1	1
6826+25.00	51	32		19	19	1	1	1
6826+50.00	54	32		22	22	1	1	1
6826+75.00								

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
6826+75.00	52	32		20	20	9	12	12
6827+00.00	46	32		14	14	13	17	17
6827+25.00	46	32		14	14	8	10	10
6827+50.00	47	32		15	15	6	8	8
6827+75.00	47	32		15	15	7	9	9
6828+00.00	46	32		14	14	8	10	10
6828+25.00	46	32		14	14	6	8	8
6828+50.00	48	32		16	16	5	7	7
6828+75.00	48	32		16	16	5	7	7
6829+00.00	54	32		22	22	3	4	4
6829+25.00	76	32		44	44			
6829+50.00	75	32		43	43			
6829+75.00	53	32		21	21	3	4	4
6830+00.00	52	32		20	20	3	4	4
6830+25.00	75	32		43	43			
6830+50.00	77	32		45	45			
6830+75.00	53	32		21	21	2	3	3
6831+00.00	48	32		16	16	3	4	4
6831+25.00	65	32		33	33	1	1	1
6831+50.00	71	32		39	39			
6831+75.00	55	32		23	23	1	1	1
6832+00.00	53	32		21	21	1	1	1
6832+25.00	68	32		36	36			
6832+50.00	61	32		29	29	2	3	3
6832+75.00	42	32		10	10	9	12	12
6833+00.00	44	32		12	12	13	17	17
6833+25.00	46	32		14	14	8	10	10
6833+50.00	47	32		15	15	4	5	5
6833+75.00	49	32		17	17	3	4	4
6834+00.00	50	16		34	34	2	3	3
6834+25.00	51			51	51	1	1	1
6834+50.00	52			52	52	1	1	1
6834+75.00	54	16		38	38	1	1	1
6835+00.00	57	32		25	25			
6835+25.00	57	32		25	25			
6835+50.00	56	33		23	23			
6835+75.00	60	33		27	27			
6836+00.00	70	33		37	37			
6836+25.00	64	32		32	32			
6836+50.00	52	32		20	20	3	4	4
6836+75.00	48	32		16	16	9	12	12
6837+00.00	42	31		11	11	16	21	21
6837+25.00	40	31		9	9	21	27	27
6837+50.00	30	24		6	6	22	29	29
6837+75.00	19	16		3	3	23	30	30
6838+00.00	19	16		3	3	27	35	35
6838+25.00	19	16		3	3	30	39	39
6838+50.00	19	16		3	3	32	42	42
6838+75.00	19	16		3	3	32	42	42
6839+00.00	19	16		3	3	35	46	46
6839+25.00	20	18		2	2	49	64	64
6839+50.00								
Subtotal	12273	5877	0	6396	6396	64142	83387	83387
67 Ramp B								
2591+08.39	27	27				50	65	65
2591+25.00	28	28				55	72	72
2591+50.00	42	42				85	111	111
2591+75.00	72	69		3	3	94	122	122
2592+00.00	102	80		22	22	61	79	79
2592+25.00	127	77		50	50	39	51	51
2592+50.00	46	23		23	23	11	14	14
2592+65.24	8	2		6	6	4	5	5
2592+75.00	34	11		23	23	12	16	16
2593+00.00	45	13		32	32	10	13	13
2593+25.00	54	14		40	40	12	16	16
2593+50.00	50	15		35	35	11	14	14
2593+75.00	41	14		27	27	10	13	13
2594+00.00	34	14		20	20	10	13	13
2594+25.00	2	1		1	1	1	1	1
2594+26.77								
Subtotal	712	430	0	282	282	465	605	605
Urban Park								
Grading			0	0	0	2080	2704	2704
Subtotal	0	0	0	0	0	2080	2704	2704
67 Ramp D								
4503+00.00	28	28				27	35	35
4503+25.00	63	36		27	27	83	108	108
4503+50.00	67	40		27	27	259	337	337
4503+75.00	37	37				344	447	447
4504+00.00	37	37				348	452	452
4504+25.00	39	39				408	530	530
4504+50.00	39	38		1	1	754	980	980
4504+75.00	75	75				1454	1890	1890
4505+00.00	112	112				1835	2386	2386
4505+25.00	56	56				1878	2441	2441
4505+50.00	55	55				1748	2272	2272
4505+75.00	111	111				1249	1624	1624
4506+00.00	112	112				941	1223	1223
4506+25.00	109	109				988	1284	1284
4506+50.00	103	103				1022	1329	1329
4506+75.00	95	95				1064	1383	1383
4507+00.00	88	88				1110	1443	1443
4507+25.00	80	80				1159	1507	1507
4507+50.00								
Subtotal	1306	1251	0	55	55	16671	21671	21671
Stage 2B								
Subtotal	14291	7558	0	6733	6733	83358	108367	108367
Stage 2B-2								
I-74								
6807+75.00	40	6		34	34	24	31	31
6808+00.00	40	6		34	34	24	31	31
6808+25.00	40	6		34	34	24	31	31
6808+50.00	38	6		32	32	22	29	29
6808+75.00	77	11		66	66	45	59	59
6809+00.00	38	6		32	32	23	30	30
6809+25.00	38	6		32	32	23	30	30
6809+50.00	38	6		32	32	23	30	30
6809+75.00	40	6		34	34	23	30	30
6810+00.00	42	6		36	36	23	30	30
6810+25.00	43	6		37	37	23	30	30
6810+50.00	43	6		37	37	23	30	30
6810+75.00	42	6		36	36	24	31	31
6811+00.00	41	6		35	35	23	30	30
6811+25.00	40	6		34	34	23	30	30
6811+50.00	39	6		33	33	23	30	30
6811+75.00	39	5		34	34	23	30	30
6812+00.00	39	5		34	34	23	30	30
6812+25.00	40	5		35	35	23	30	30
6812+50.00	39	5		34	34	22	29	29
6812+75.00	38	5		33	33	22	29	29
6813+00.00	37	5		32	32	22	29	29
6813+25.00	34	4		30	30	22	29	29
6813+50.00	33	4		29	29	22	29	29
6813+75.00	33	3		30	30	22	29	29
6814+00.00	33	3		30	30	22	29	29
6814+25.00								

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK					
6814+25.00	33	3		30	30	22	29	29					
6814+50.00	34	2		32	32	22	29	29					
6814+75.00	34	2		32	32	22	29	29					
6815+00.00	33	2		31	31	21	27	27					
6815+25.00	31	1		30	30	21	27	27					
6815+50.00	30	1		29	29	20	26	26					
6815+75.00	30	1		29	29	20	26	26					
6816+00.00	30	1		29	29	20	26	26					
6816+25.00	29	1		28	28	19	25	25					
6816+50.00	27	1		26	26	19	25	25					
6816+75.00	15	3		12	12	27	35	35					
6817+00.00	5	5				34	44	44					
6817+25.00	6	6				34	44	44					
6817+50.00	6	6				33	43	43					
6817+75.00	19	4		15	15	49	64	64					
6818+00.00	34	1		33	33	73	95	95					
6818+25.00	35	1		34	34	85	111	111					
6818+50.00	35	1		34	34	96	125	125					
6818+75.00	50	2		48	48	109	142	142					
6819+00.00	66	4		62	62	118	153	153					
6819+25.00	61	8		53	53	115	150	150					
6819+50.00	53	5		48	48	101	131	131					
6819+75.00	48	1		47	47	85	111	111					
6820+00.00	46	1		45	45	77	100	100					
6820+25.00	44			44	44	70	91	91					
6820+50.00	43			43	43	65	85	85					
6820+75.00	41	1		40	40	63	82	82					
6821+00.00	40	1		39	39	59	77	77					
6821+25.00	39	1		38	38	55	72	72					
6821+50.00	38	1		37	37	51	66	66					
6821+75.00	37	1		36	36	48	62	62					
6822+00.00	35	1		34	34	44	57	57					
6822+25.00	34	1		33	33	41	53	53					
6822+50.00	33	1		32	32	38	49	49					
6822+75.00	32	1		31	31	35	46	46					
6823+00.00	31	1		30	30	32	42	42					
6823+25.00	30	1		29	29	29	38	38					
6823+50.00	29			29	29	25	33	33					
6823+75.00	28	1		27	27	23	30	30					
6824+00.00	28	2		26	26	21	27	27					
6824+25.00	28	3		25	25	20	26	26					
6824+50.00	28	3		25	25	20	26	26					
6824+75.00	28	3		25	25	19	25	25					
6825+00.00	31	7		24	24	25	33	33					
6825+25.00	32	8		24	24	26	34	34					
6825+50.00	35	14		21	21	34	44	44					
6825+75.00													
Subtotal	2578	260	0	2318	2318	2701	3520	3520					
67 Ramp D													
4497+00.00	22	2		20	20	10	13	13					
4497+25.00	19	2		17	17	12	16	16					
4497+50.00	17	3		14	14	17	22	22					
4497+75.00	14	3		11	11	25	33	33					
4498+00.00	11	3		8	8	37	48	48					
4498+25.00	7	4		3	3	41	53	53					
4498+50.00	5	5				26	34	34					
4498+75.00	4	3		1	1	13	17	17					
4499+00.00	3	3				8	10	10					
4499+25.00	3	2		1	1	6	8	8					
4499+50.00	3	2		1	1	4	5	5					
4499+75.00	2	2				3	4	4					
4500+00.00	81	71		10	10	59	77	77					
4502+75.00	20	14		6	6	10	13	13					
4503+00.00	40	20		20	20	14	18	18					
4503+25.00	51	13		38	38	18	23	23					
4503+50.00	70	2		68	68	21	27	27					
4503+75.00	87	2		85	85	24	31	31					
4504+00.00	85	2		83	83	24	31	31					
4504+25.00	84	3		81	81	24	31	31					
4504+50.00	83	3		80	80	23	30	30					
4504+75.00	83	3		80	80	23	30	30					
4505+00.00	75	2		73	73	22	29	29					
4505+25.00	62	1		61	61	20	26	26					
4505+50.00	57			57	57	20	26	26					
4505+75.00	54			54	54	19	25	25					
4506+00.00	48			48	48	19	25	25					
4506+25.00	44			44	44	19	25	25					
4506+50.00	40			40	40	18	23	23					
4506+75.00	36			36	36	17	22	22					
4507+00.00	33			33	33	16	21	21					
4507+25.00	29			29	29	15	20	20					
4507+50.00													
Subtotal	1272	170	0	1102	1102	627	816	816					
Stage 2B-2	3850	430	0	3420	3420	3328	4336	4336					
Subtotal													
Stage 3A													
I-74													
6804+00.00	36			36	36								
6804+25.00	37			37	37								
6804+50.00	29			29	29	4	5	5					
6804+75.00	21			21	21	795	1034	1034					
6805+00.00	17			17	17	1595	2074	2074					
6805+25.00	13			13	13	1608	2090	2090					
6805+50.00	11			11	11	1584	2059	2059					
6805+75.00	25	15		10	10	1573	2045	2045					
6806+00.00	38	29		9	9	1587	2063	2063					
6806+25.00	35	28		7	7	1571	2042	2042					
6806+50.00	32	25		7	7	1538	1999	1999					
6806+75.00	29	24		5	5	1511	1964	1964					
6807+00.00	27	22		5	5	1480	1924	1924					
6807+25.00	25	20		5	5	1436	1867	1867					
6807+50.00	24	18		6	6	1386	1802	1802					
6807+75.00	24	18		6	6	1393	1811	1811					
6808+00.00	24	19		5	5	1411	1834	1834					
6808+25.00	23	17		6	6	1370	1781	1781					
6808+50.00	21	15		6	6	1312	1706	1706					
6808+75.00	19	13		6	6	1254	1630	1630					
6809+00.00	77	57		20	20	1588	2064	2064					
6809+25.00	124	104		20	20	1920	2496	2496					
6809+50.00	119	108		11	11	1890	2457	2457					
6809+75.00	114	91		23	23	1834	2384	2384					
6810+00.00	93	75		18	18	1751	2276	2276					
6810+25.00	93	88		5	5	1942	2525	2525					
6810+50.00	111	106		5	5	2459	3197	3197					
6810+75.00	148	145		3	3	2829	3678	3678					
6811+00.00	176	173		3	3	2847	3701	3701					
6811+25.00	156	144		12	12	2627	3415	3415					
6811+50.00	135	119		16	16	2296	2985	2985					
6811+75.00	136	124		12	12	1935	2516	2516					
6812+00.00	135	125		10	10	1512	1966	1966					
6812+25.00	136	127		9	9	1091	1418	1418					
6812+50.00	139	130		9	9	823	1070	1070					
6812+75.00	133	126		7	7	688	894	894					
6813+00.00	127	120		7	7	576	749	749					
6813+25.00	126	116		10	10	488	634	634					
6813+50.00	157	139		18	18	493	641	641					
6813+75.00	205	164		41	41	519	675	675					
6814+00.00													

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK												
6814+00.00	218	161		57	57	497	646	646												
6814+25.00	207	158		49	49	571	742	742												
6814+50.00	200	153		47	47	676	879	879												
6814+75.00	399	305		94	94	1353	1759	1759												
6815+00.00	203	147		56	56	699	909	909												
6815+25.00	203	143		60	60	699	909	909												
6815+50.00	205	140		65	65	709	922	922												
6815+75.00	207	137		70	70	705	917	917												
6816+00.00	210	134		76	76	690	897	897												
6816+25.00	213	131		82	82	681	885	885												
6816+50.00	211	129		82	82	674	876	876												
6816+75.00	205	129		76	76	667	867	867												
6817+00.00	202	125		77	77	629	818	818												
6817+25.00	202	119		83	83	570	741	741												
6817+50.00	206	116		90	90	522	679	679												
6817+75.00	207	113		94	94	495	644	644												
6818+00.00	206	110		96	96	474	616	616												
6818+25.00	209	107		102	102	445	579	579												
6818+50.00	212	104		108	108	413	537	537												
6818+75.00	213	100		113	113	389	506	506												
6819+00.00	215	97		118	118	374	486	486												
6819+25.00	219	94		125	125	357	464	464												
6819+50.00	223	90		133	133	344	447	447												
6819+75.00	226	87		139	139	336	437	437												
6820+00.00	229	84		145	145	330	429	429												
6820+25.00	232	81		151	151	324	421	421												
6820+50.00	234	78		156	156	318	413	413												
6820+75.00	229	74		155	155	311	404	404												
6821+00.00	223	71		152	152	298	387	387												
6821+25.00	221	67		154	154	287	373	373												
6821+50.00	219	64		155	155	275	358	358												
6821+75.00	212	60		152	152	259	337	337												
6822+00.00	203	57		146	146	240	312	312												
6822+25.00	195	54		141	141	218	283	283												
6822+50.00	186	52		134	134	203	264	264												
6822+75.00	178	49		129	129	187	243	243												
6823+00.00	168	46		122	122	167	217	217												
6823+25.00	159	43		116	116	147	191	191												
6823+50.00	152	41		111	111	127	165	165												
6823+75.00	144	39		105	105	106	138	138												
6824+00.00	142	37		105	105	80	104	104												
6824+25.00	138	33		105	105	58	75	75												
6824+50.00	128	30		98	98	48	62	62												
6824+75.00	116	26		90	90	38	49	49												
6825+00.00	105	24		81	81	32	42	42												
6825+25.00	94	21		73	73	27	35	35												
6825+50.00	86	16		70	70	22	29	29												
6825+75.00	82	13		69	69	20	26	26												
6826+00.00	81	6		75	75	14	18	18												
6826+25.00	83			83	83	9	12	12												
6826+50.00	84			84	84	9	12	12												
6826+75.00	84	1		83	83	9	12	12												
6827+00.00	83	2		81	81	12	16	16												
6827+25.00	83	3		80	80	13	17	17												
6827+50.00	86	4		82	82	14	18	18												
6827+75.00	88	5		83	83	15	20	20												
6828+00.00	88	4		84	84	14	18	18												
6828+25.00	125	39		86	86	47	61	61												
6828+50.00	164	75		89	89	82	107	107												
6828+75.00	132	41		91	91	47	61	61												
6829+00.00	86	4		82	82	11	14	14												
6829+25.00	74	4		70	70	11	14	14												
6829+50.00	74	4		70	70	11	14	14												
6829+75.00	73	2		71	71	8	10	10												
6830+00.00	75	2		73	73	8	10	10												
6830+25.00	85	4		81	81	10	13	13												
6830+50.00	87	4		83	83	10	13	13												
6830+75.00	78	2		76	76	8	10	10												
6831+00.00	73			73	73	6	8	8												
6831+25.00	75			75	75	6	8	8												
6831+50.00	78	1		77	77	7	9	9												
6831+75.00	77	1		76	76	7	9	9												
6832+00.00	81	4		77	77	8	10	10												
6832+25.00	101	10		91	91	12	16	16												
6832+50.00	107	13		94	94	14	18	18												
6832+75.00	88	8		80	80	10	13	13												
6833+00.00	77	4		73	73	7	9	9												
6833+25.00	79	6		73	73	8	10	10												
6833+50.00	83	9		74	74	10	13	13												
6833+75.00	85	12		73	73	11	14	14												
6834+00.00	82	10		72	72	10	13	13												
6834+25.00	106	21		85	85	17	22	22												
6834+50.00	188	45		143	143	32	42	42												
6834+75.00	253	55		198	198	37	48	48												
6835+00.00	244	59		185	185	38	49	49												
6835+25.00	229	62		167	167	39	51	51												
6835+50.00	250	60		190	190	37	48	48												
6835+75.00	284	60		224	224	36	47	47												
6836+00.00	311	58		253	253	39	51	51												
6836+25.00	353	62		291	291	49	64	64												
6836+50.00	348	66		282	282	63	82	82												
6836+75.00	281	66		215	215	64	83	83												
6837+00.00	213	66		147	147	61	79	79												
6837+25.00	201	66		135	135	62	81	81												
6837+50.00	295	65		230	230	47	61	61												
6837+75.00	361	66		295	295	40	52	52												
6838+00.00	344	68		276	276	48	62	62												
6838+25.00	279	69		210	210	52	68	68												
6838+50.00	178	70		108	108	75	98	98												
6838+75.00	128	78		50	50	115	150	150												
6839+00.00																				
Subtotal	20191	8379	0	11812	11812	76036	98848	98848												
67 Ramp A																				
1497+02.31	192	33		159	159	18	23	23												
1497+25.00	322	66		256	256	22	29	29												
1497+50.00	361	64		297	297	21	27	27												
1497+75.00	416	64		352	352	22	29	29												
1498+00.00	551	68		483	483	24	31	31												
1498+25.00	933	69		864	864	29	38	38												
1498+50.00	1290	61		1229	1229	33	43	43												
1498+75.00	1318	48		1270	1270	31	40	40												
1499+00.00	1104	46		1058	1058	27	35	35												
1499+25.00	720	58		662	662	22	29	29												
1499+50.00	389	62		327	327	18	23	23												
1499+75.00	259	60		199	199	17	22	22												
1500+00.00	187	40		147	147	18	23	23												
1500+25.00	100	39		61	61	34	44	44												
1500+50.00	138	61		77	77	56	73	73												
1500+75.00	211	72		139	139	79	103	103												
1501+00.00	190	79		111	111	96	125	125												
1501+25.00	148	80		68	68	108	140	140												
1501+50.00	86	54		32	32	111	144	144												
1501+75.00	36	25		11	11	124	161	161												
1501+96.78	5	4		1	1	23	30	30												
1502+00.00	39	33		6	6	276	359	359												
1502+25.00	40	39		1	1	540	702	702												
1502+50.00																				
150275																				
150300																				
150325																				

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
150325								
150350								
150375								
150400								
150425								
1504+50.00	110	58		52	52	896	1165	1165
1504+75.00	53	24		29	29	499	649	649
1505+00.00	23	23				790	1027	1027
1505+25.00	52	22		30	30	825	1073	1073
1505+50.00	82	21		61	61	598	777	777
1505+75.00	84	21		63	63	399	519	519
1506+00.00	76	21		55	55	446	580	580
1506+25.00	75	20		55	55	516	671	671
1506+50.00	91	20		71	71	541	703	703
1506+75.00	83	20		63	63	578	751	751
1507+00.00	74	20		54	54	602	783	783
1507+25.00	87	20		67	67	597	776	776
1507+50.00	74	20		54	54	606	788	788
1507+75.00	58	19		39	39	607	789	789
1508+00.00	64	19		45	45	543	706	706
1508+25.00	48	18		30	30	496	645	645
1508+50.00	34	18		16	16	487	633	633
1508+75.00	52	19		33	33	476	619	619
1509+00.00	58	20		38	38	502	653	653
1509+11.06	26	9		17	17	228	296	296
Subtotal	10339	1657	0	8682	8682	12981	16876	16876
67 Ramp C								
3591+15.45								
3591+25.00	51	51				72	94	94
3591+50.00	129	129				181	235	235
3591+65.45	78	78				391	508	508
3591+75.00	47	47				407	529	529
3592+00.00	119	119				970	1261	1261
3592+25.00	114	114				827	1075	1075
3592+50.00	109	109				708	920	920
3592+75.00	104	104				595	774	774
3593+00.00	98	98				466	606	606
3593+25.00	91	91				352	458	458
3593+50.00	85	85				254	330	330
3593+75.00	79	79				154	200	200
3594+00.00	76	75		1	1	77	100	100
3594+25.00	105	80		25	25	43	56	56
3594+30.26	29	18		11	11	7	9	9
Subtotal	1314	1277	0	37	37	5504	7155	7155
Middle Road Ramp C								
3539+50.00								
3539+75.00	283	69		214	214	41	53	53
3540+00.00	351	74		277	277	41	53	53
3540+25.00	346	72		274	274	39	51	51
3540+50.00	323	64		259	259	32	42	42
3540+75.00	235	64		171	171	51	66	66
3541+00.00	146	78		68	68	234	304	304
3541+25.00	127	88		39	39	506	658	658
3541+50.00	125	84		41	41	564	733	733
3541+75.00	114	70		44	44	410	533	533
3542+00.00	105	57		48	48	252	328	328
3542+25.00	101	61		40	40	137	178	178
3542+50.00	99	68		31	31	61	79	79
3542+75.00	89	54		35	35	27	35	35
3543+00.00	78	41		37	37	13	17	17
3543+25.00	71	39		32	32	22	29	29
3543+50.00	71	39		32	32	22	29	29
3543+75.00	71	39		32	32	22	29	29
3544+00.00	71	39		32	32	22	29	29
3544+25.00	64	38		26	26	35	46	46
3544+50.00	64	39		25	25	44	57	57
3544+75.00	66	39		27	27	54	70	70
3545+00.00	73	46		27	27	77	100	100
3545+25.00	73	46		27	27	77	100	100
3545+50.00	54	38		16	16	75	98	98
3545+75.00	54	38		16	16	75	98	98
3546+00.00	31	26		5	5	59	77	77
3546+25.00	31	26		5	5	60	78	78
3546+50.00	30	25		5	5	54	70	70
3546+75.00	27	21		6	6	35	46	46
3547+00.00	17	10		7	7	10	13	13
3547+25.00	9			9	9			
3547+50.00	9	2		7	7			
3547+75.00								
Subtotal	3479	1533	0	1946	1946	3173	4128	4128
Stage 3A Subtotal	35323	12846	0	22477	22477	97694	127007	127007
Stage 3B I-74								
6837+00.00								
6837+25.00	94			94	94			
6837+50.00	86			86	86			
6837+75.00	83			83	83			
6838+00.00	79			79	79	1	1	1
6838+25.00	74			74	74	1	1	1
6838+50.00	70			70	70	2	3	3
6838+75.00	67			67	67	3	4	4
6839+00.00	63			63	63	3	4	4
6839+25.00	56			56	56	6	8	8
6839+50.00	45			45	45	25	33	33
6839+75.00	56			56	56	34	44	44
6840+00.00	36			36	36	13	17	17
6840+25.00	39			39	39	10	13	13
6840+50.00	82			82	82	16	21	21
6840+75.00	90			90	90	13	17	17
6841+00.00	93			93	93	14	18	18
6841+25.00	91			91	91	15	20	20
6841+50.00	94			94	94	17	22	22
6841+75.00	102			102	102	19	25	25
6842+00.00	110			110	110	22	29	29
6842+25.00	109	9		100	100	25	33	33
6842+50.00	107	18		89	89	32	42	42
6842+75.00	111	20		91	91	39	51	51
6843+00.00	117	22		95	95	45	59	59
6843+10.00	49	9		40	40	19	25	25
6843+25.00	37	7		30	30	18	23	23
6843+50.00	7			7	7	10	13	13
6843+75.00	10			10	10	9	12	12
6844+00.00	12			12	12	8	10	10
6844+25.00	15			15	15	8	10	10
6844+50.00	18			18	18	8	10	10
6844+75.00	20			20	20	8	10	10
6845+00.00	17			17	17	6	8	8
6845+25.00	13			13	13	3	4	4
6845+43.35	9			9	9	3	4	4
Subtotal	2161	85	0	2076	2076	455	594	594
Middle Road Ramp C								
3540+50.00								
3540+75.00	8			8	8	5	7	7

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK					
3540+75.00	10			10	10	6	8	8					
3541+00.00	12			12	12	7	9	9					
3541+25.00	14			14	14	7	9	9					
3541+50.00	17			17	17	8	10	10					
3541+75.00	20			20	20	8	10	10					
3542+00.00	24			24	24	8	10	10					
3542+25.00	26			26	26	8	10	10					
3542+50.00	28			28	28	8	10	10					
3542+75.00	29			29	29	8	10	10					
3543+00.00	48			48	48	12	16	16					
3543+25.00	66			66	66	17	22	22					
3543+50.00	66			66	66	17	22	22					
3543+75.00	65			65	65	17	22	22					
3544+00.00	62			62	62	16	21	21					
3544+25.00	63			63	63	16	21	21					
3544+50.00	68			68	68	16	21	21					
3544+75.00	73			73	73	17	22	22					
3545+00.00	78			78	78	17	22	22					
3545+25.00	73			73	73	17	22	22					
3545+50.00	68			68	68	17	22	22					
3545+75.00													
Subtotal	918	0	0	918	918	252	326	326					
Pond													
Subtotal	26725	589	15450	10686	10686	4280	5564	5564					
	26725	589	15450	10686	10686	4280	5564	5564					
Stage 3B													
Subtotal	29804	674	15450	13680	13680	4987	6484	6484					
Mainline													
Subtotal	102877	27902	15450	59525	59525	204465	265823	265823					

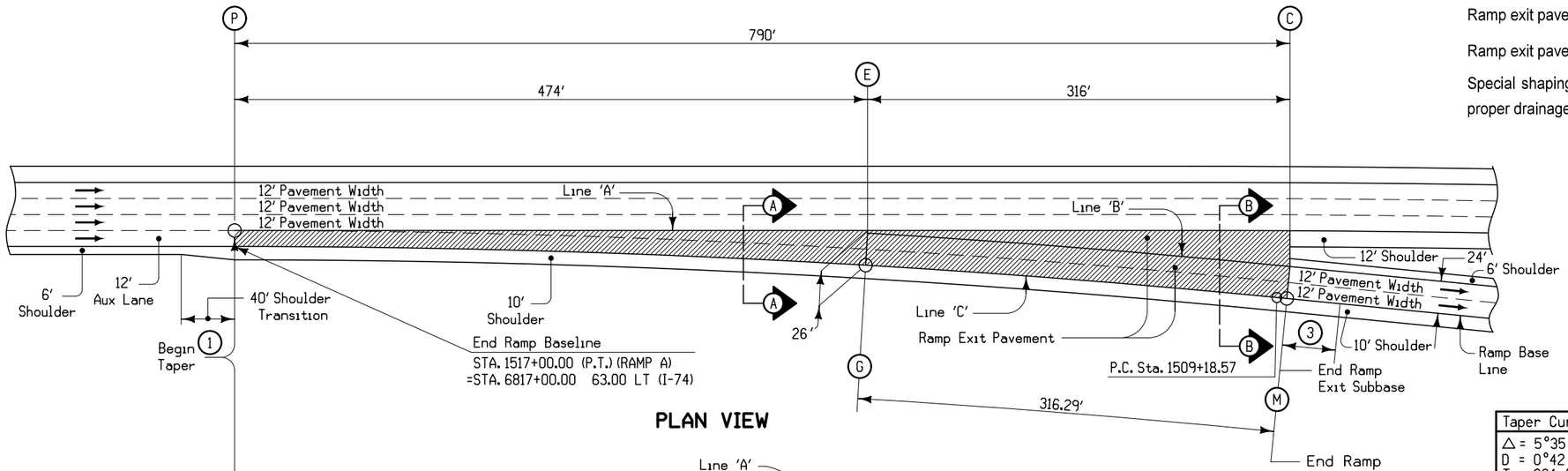
STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	HARD ROCK -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK					

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

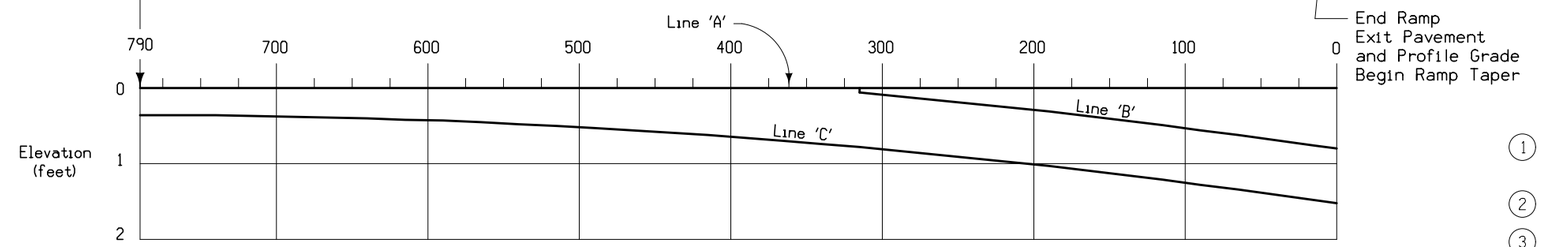
Refer to Standard Road Plans EW-101 and EW-102.

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
State St.						
480+74.02						
480+75.00	5	5	5	8	10	10
481+00.00	4	4	4	8	10	10
481+25.00	4	4	4	9	12	12
481+50.00	3	3	3	8	10	10
481+69.03	1	1	1	2	3	3
481+75.00	3	3	3	3	4	4
481+85.03	5	5	5	5	7	7
482+00.00	2	2	2	2	3	3
482+03.52	15	15	15	12	16	16
482+25.00	14	14	14	16	21	21
482+50.00	11	11	11	14	18	18
482+75.00	11	11	11	14	18	18
483+00.00	10	10	10	13	17	17
483+25.00	9	9	9	11	14	14
483+50.00	13	13	13	13	17	17
483+75.00	18	18	18	12	16	16
484+00.00	19	19	19	12	16	16
484+25.00	20	20	20	13	17	17
484+50.00	21	21	21	12	16	16
484+75.00	21	21	21	12	16	16
485+00.00	24	24	24	13	17	17
485+25.00	26	26	26	12	16	16
485+50.00	22	22	22	9	12	12
485+70.19	5	5	5	2	3	3
485+75.00	10	10	10	6	8	8
485+85.71	15	15	15	11	14	14
486+00.00	3	3	3	2	3	3
486+02.64	16	16	16	13	17	17
486+19.14	4	4	4	4	5	5
486+25.00	12	12	12	11	14	14
486+50.00	11	11	11	9	12	12
486+75.00	10	10	10	6	8	8
487+00.00	11	11	11	6	8	8
487+25.00	14	14	14	9	12	12
487+50.00	6	6	6	2	3	3
487+58.19	16	16	16	3	4	4
487+70.19	8	8	8	2	3	3
487+75.00	44	44	44	9	12	12
488+00.00	47	47	47	9	12	12
488+25.00	45	45	45	9	12	12
488+50.00	41	41	41	9	12	12
488+75.00	36	36	36	9	12	12
489+00.00	31	31	31	9	12	12
489+25.00	27	27	27	10	13	13
489+50.00	2	2	2	1	1	1
489+52.36			695	384		506
Subtotal						
12th St.						
4600+93.90						
4600+94.07						
4601+00.00	5	5	5	1	1	1
4601+25.00	24	24	24	4	5	5
4601+50.00	15	15	15	2	3	3
4601+75.00	9	9	9	1	1	1
4602+00.00	41	41	41	4	5	5
4602+25.00	74	74	74	14	18	18
4602+50.00	88	88	88	22	29	29
4602+75.00	92	92	92	29	38	38
4603+00.00	84	84	84	31	40	40
4603+14.16	41	41	41	15	20	20
Subtotal			473	123		160
Kimberly Road						
4622+60.00						
4622+75.00	27	27	27	10	13	13

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
4622+75.00						
4623+00.00	52	52	52	11	14	14
4623+25.00	63	63	63	4	5	5
4623+50.00	77	77	77			
4623+75.00	80	80	80			
4624+00.00	64	64	64			
4624+25.00	53	53	53			
4624+50.00	55	55	55			
4624+75.00	59	59	59			
4625+00.00	64	64	64			
4625+25.00	62	62	62			
4625+50.00	56	56	56			
4625+75.00	53	53	53			
4626+00.00	48	48	48			
4626+25.00	41	41	41			
4626+50.00	34	34	34			
4626+75.00	29	29	29	1	1	1
4627+00.00	31	31	31			
Subtotal			948	26		33
Local Road Total			2,116	533		699
Project Total			61,641	204,998		266,522



PLAN VIEW



NOTE: The algebraic difference between profile grade for Ramp Base Line at (M) and relative profile grade of Mainline at (C) is 0.28%.

PROFILE

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

Ramp exit pavement shown by shaded area is 2184 square yards.

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

Taper Curve Data
△ = 5°35′47.78″
D = 0°42′58.31″
T = 391.03′
L = 781.43′
E = 9.55′
R = 8000.00′

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

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

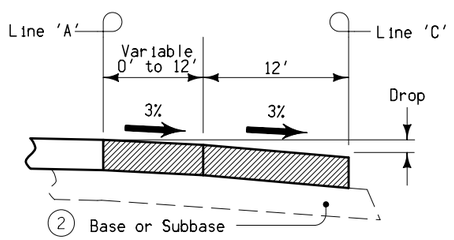
(2) Ramp exit subbase shall be the same thickness as mainline subbase.

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

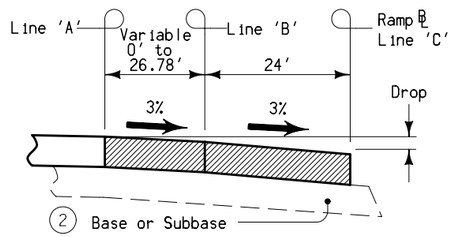
TABLE OF OFFSETS AND DROPS FOR 24′ RAMP TAPER

Distance From Point (C) Along Line 'A' (Ft.)		(P) 790	765	740	715	690	665	640	615	590	565	540	515	490	465	440	415	390	365	340	(E) 315	290	265	240	215	190	165	140	115	90	65	40	15	(C) 0
From Line 'A' To Line 'B'	Offset (Ft.)																				2.07	3.59	5.19	6.87	8.63	10.46	12.38	14.37	16.44	18.59	20.82	23.09	25.39	26.78
	Slope (%)																				← Constant 3.0% Slope →													
	Drop (Ft.)																				0.06	0.11	0.16	0.21	0.26	0.31	0.37	0.43	0.49	0.56	0.62	0.69	0.76	0.80
From Line 'B' To Line 'C'	Offset (Ft.)																				← Constant 24.0′ Offset →													
	Slope (%)																				← Constant 3.0% Slope →													
	Drop (Ft.)																				← Constant 0.72′ Drop →													
From Line 'A' To Line 'C'	Offset (Ft.)	12.00	12.04	12.16	12.35	12.62	12.98	13.40	13.91	14.50	15.16	15.90	16.72	17.61	18.59	19.64	20.77	21.98	23.26	24.63														
	Slope (%)	← Constant 3.0% Slope →																																
	Drop (Ft.)	0.36	0.36	0.36	0.37	0.38	0.39	0.40	0.42	0.43	0.45	0.48	0.50	0.53	0.56	0.59	0.62	0.66	0.70	0.74	0.78	0.83	0.88	0.93	0.98	1.03	1.09	1.15	1.21	1.28	1.34	1.41	1.48	1.52
Distance Along Line 'C' (Ft.)		788.94	763.98	739.02	714.06	689.10	664.14	639.18	614.23	589.28	564.34	539.40	514.46	489.53	464.61	439.69	414.78	389.87	364.98	340.05	315.08	290.11	265.14	240.16	215.17	190.18	165.18	140.17	115.16	90.15	65.12	40.09	15.05	0.00

(G) (M)



SECTION A-A

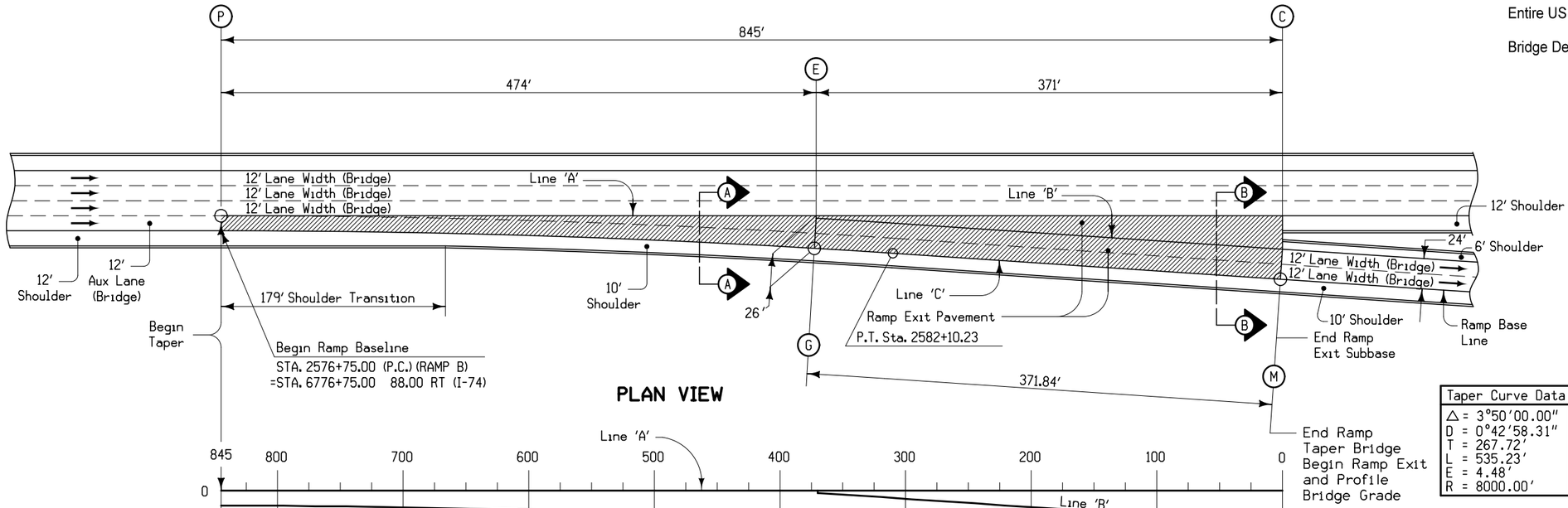


SECTION B-B

US 67 RAMP A
DECELERATION TAPER
FOR 24′ EXIT RAMP

Entire US 67 Ramp B Taper will be on structure (Bridge).

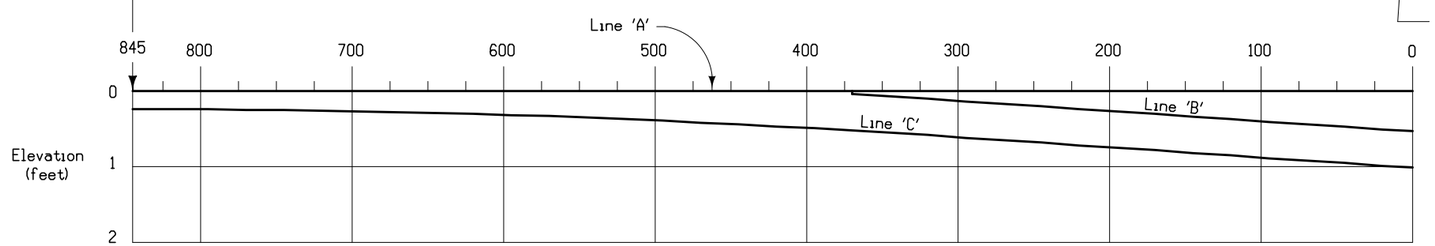
Bridge Deck shown by shaded area is 2454 square yards.



PLAN VIEW

Taper Curve Data
△ = 3°50′00.00″
D = 0°42′58.31″
T = 267.72′
L = 535.23′
E = 4.48′
R = 8000.00′

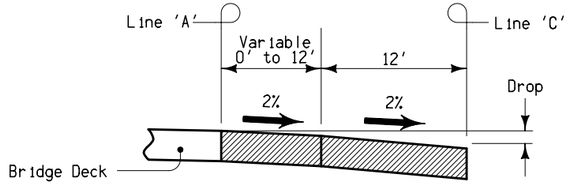
This design is based on 60 mph design speed at e max = 6%.



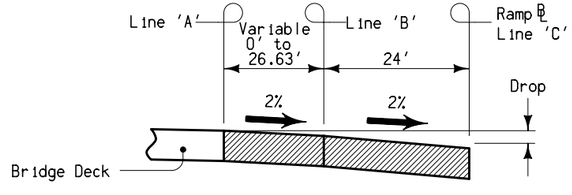
NOTE: The algebraic difference between profile grade for Ramp Base Line at (M) and relative profile grade of Mainline at (C) is -0.13%.

PROFILE

TABLE OF OFFSETS AND DROPS FOR 24′ RAMP TAPER																																										
		(P)																				(G)																					(M)	
Distance From Point (C) Along Line 'A' (Ft.)		845	820	795	770	745	720	695	670	645	620	595	570	545	520	495	470	445	420	395	370	345	320	295	270	245	220	195	170	145	120	95	70	45	20	0						
From Line 'A' To Line 'B'	Offset (Ft.)																				2.07	3.59	5.19	6.86	8.54	10.21	11.89	13.56	15.24	16.91	18.59	20.26	21.94	23.61	25.29	26.63						
	Slope (%)																				← Constant 2.0% Slope →																					
	Drop (Ft.)																				0.04	0.07	0.10	0.14	0.17	0.20	0.24	0.27	0.30	0.34	0.37	0.41	0.44	0.47	0.51	0.53						
From Line 'B' To Line 'C'	Offset (Ft.)																				← Constant 24.0′ Offset →																					
	Slope (%)																				← Constant 2.0% Slope →																					
	Drop (Ft.)																				← Constant 0.48′ Drop →																					
From Line 'A' To Line 'C'	Offset (Ft.)	12.00	12.04	12.16	12.35	12.62	12.98	13.40	13.91	14.50	15.16	15.90	16.72	17.61	18.59	19.64	20.77	21.98	23.26	24.63																							
	Slope (%)	← Constant 2.0% Slope →																																								
	Drop (Ft.)	0.24	0.24	0.24	0.25	0.25	0.26	0.27	0.28	0.29	0.30	0.32	0.33	0.35	0.37	0.39	0.42	0.44	0.47	0.49	0.52	0.55	0.58	0.62	0.65	0.68	0.72	0.75	0.78	0.82	0.85	0.89	0.92	0.95	0.99	1.01						
Distance Along Line 'C' (Ft.)		844.49	819.53	794.57	769.60	744.64	719.69	694.73	669.78	644.83	619.89	594.95	570.01	545.08	520.15	495.24	470.32	445.42	420.52	395.60	370.63	345.66	320.69	295.66	270.61	245.55	220.50	195.44	170.38	145.33	120.27	95.22	70.16	45.10	20.05	0.00						

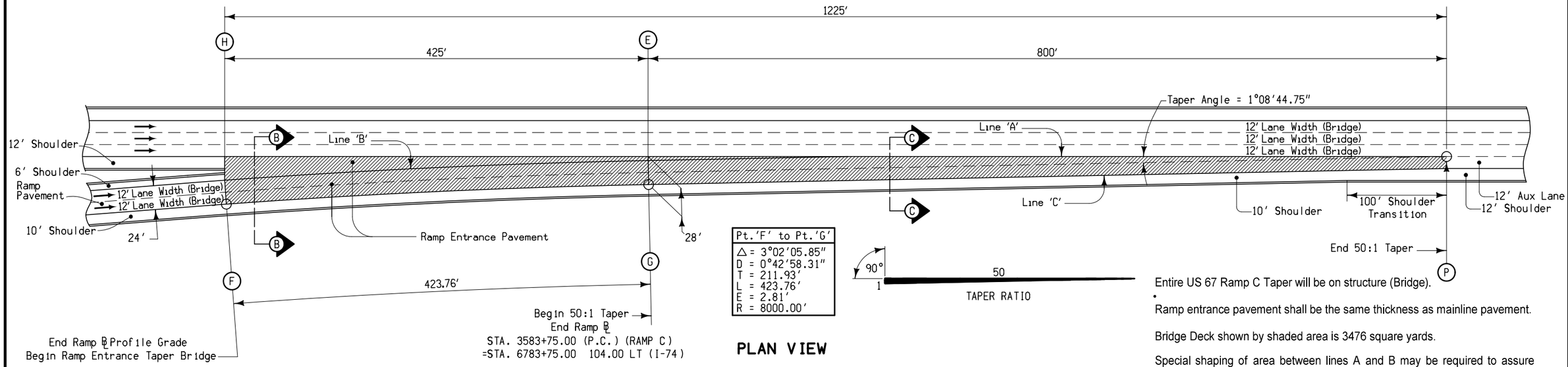


SECTION A-A



SECTION B-B

US 67 RAMP B
DECELERATION TAPER
FOR 24′ EXIT RAMP



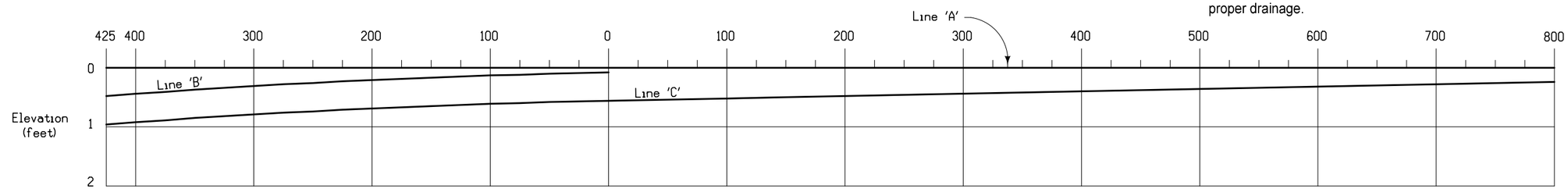
PLAN VIEW

Entire US 67 Ramp C Taper will be on structure (Bridge).

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

Bridge Deck shown by shaded area is 3476 square yards.

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

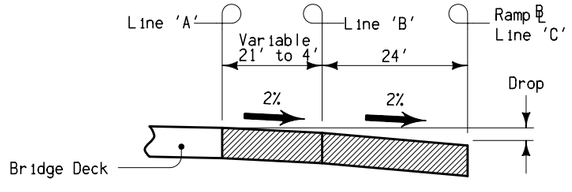


NOTE: The algebraic difference between profile grade for Ramp Base Line at (F) and relative profile grade of Mainline at (H) is -0.15%.

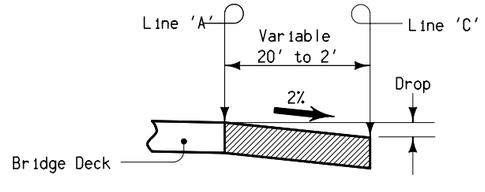
PROFILE

TABLE OF OFFSETS AND DROPS FOR 24' RAMP TAPER

Distance From Point	Along Line 'A' (Ft.)	(H) 425	400	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	(E) 0	25	50	75	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800
From Line 'A' To Line 'B'	Offset (Ft.)	23.75	21.96	20.25	18.62	17.07	15.60	14.20	12.88	11.64	10.48	9.40	8.39	7.46	6.61	5.84	5.15	4.53	4.00																		
	Slope (%)	← Constant 2.0% Slope →																																			
	Drop (Ft.)	0.48	0.44	0.41	0.37	0.34	0.31	0.28	0.26	0.23	0.21	0.19	0.17	0.15	0.13	0.12	0.10	0.09	0.08																		
From Line 'B' To Line 'C'	Offset (Ft.)	← Constant 24.0' Offset →																																			
	Slope (%)	← Constant 2.0% Slope →																																			
	Drop (Ft.)	← Constant 0.48' Drop →																																			
From Line 'A' To Line 'C'	Offset (Ft.)																			27.50	27.00	26.50	26.00	25.00	24.00	23.00	22.00	21.00	20.00	19.00	18.00	17.00	16.00	15.00	14.00	13.00	12.00
	Slope (%)																			← Constant 2.0% Slope →																	
	Drop (Ft.)	0.96	0.92	0.89	0.85	0.82	0.79	0.76	0.74	0.71	0.69	0.67	0.65	0.63	0.61	0.60	0.58	0.57	0.56	0.55	0.54	0.53	0.52	0.50	0.48	0.46	0.44	0.42	0.40	0.38	0.36	0.34	0.32	0.30	0.28	0.26	0.24
Distance From Point	Along Line 'C' (Ft.)	423.76	398.77	373.79	348.81	323.83	298.87	273.90	248.94	223.99	199.03	174.08	149.14	124.20	99.26	74.32	49.39	24.45	0.00																		
		(F)																	(G)																		(P)



SECTION B-B



SECTION C-C

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

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

For Pavement Marking Layout, see Typical 9301A on Sheet B.06

US 67 RAMP C ACCELERATION TAPER FOR 24' ENTRANCE RAMP

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

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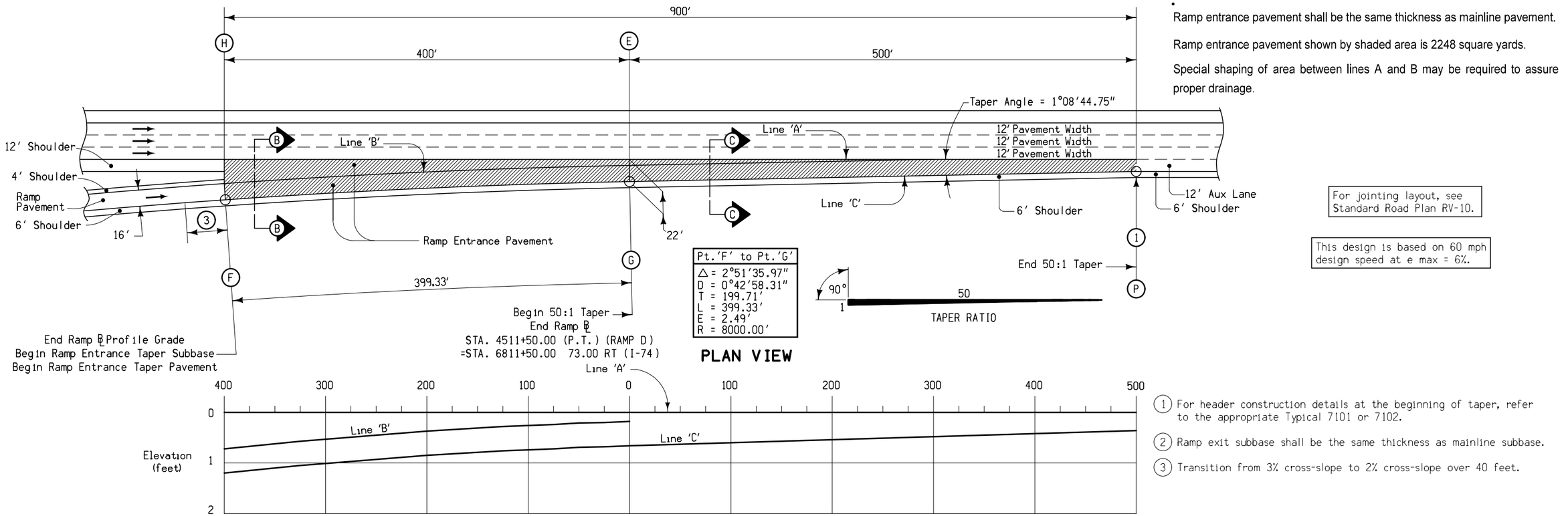


PLAN VIEW

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

PROFILE

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

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

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

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

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

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

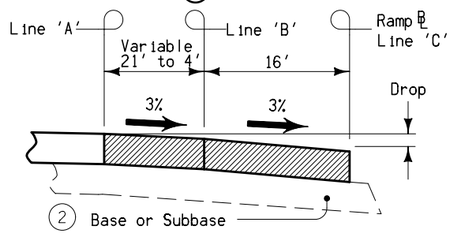
(2) Ramp exit subbase shall be the same thickness as mainline subbase.

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

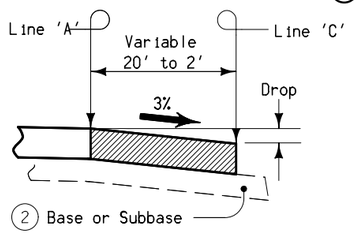
TABLE OF OFFSETS AND DROPS FOR 16′ RAMP TAPER

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

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



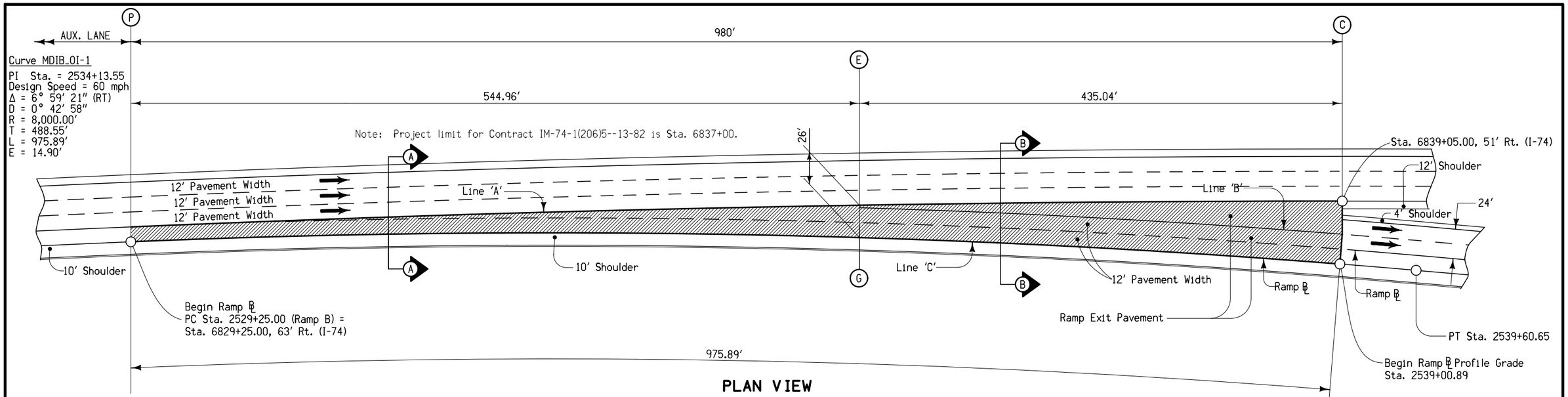
SECTION B-B



SECTION C-C

US 67 RAMP D
ACCELERATION TAPER
FOR 16′ ENTRANCE RAMP

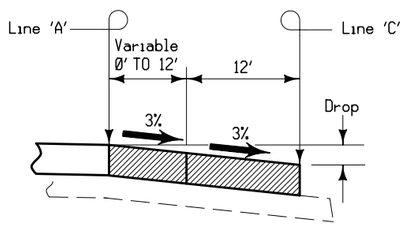
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.4



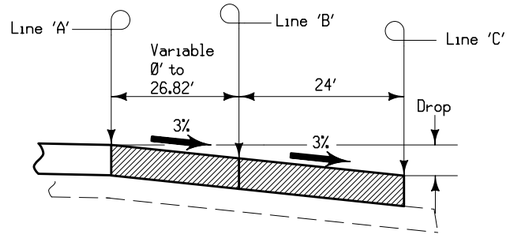
NOTE: The algebraic difference between profile grade for Ramp Base Line at (M) and relative profile grade of Mainline at (C) is 0.24%.

TABLE OF OFFSETS AND DROPS FOR 24′ RAMP TAPER

Distance From Point C Along CL I-74 (Ft.)		(P) 980	975	950	925	900	875	850	825	800	775	750	725	700	675	650	625	600	575	550	525	500	475	450	(E) 434.04	425	400	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	(C) 0
From Line 'A' to Line 'B'	Offset (Ft.)																								0.00	0.45	1.59	2.79	4.03	5.34	6.69	8.09	9.53	11.03	12.59	14.19	15.84	17.55	19.30	21.10	22.96	24.87	26.82
	Slope (%)																								← Constant 3.0% Slope →																	
	Drop (Ft.)																								0.00	0.01	0.04	0.08	0.12	0.16	0.20	0.24	0.29	0.33	0.38	0.43	0.48	0.53	0.58	0.63	0.69	0.75	0.80
From Line 'B' to Line 'C'	Offset (Ft.)																								← Constant 24′ Offset →																	
	Slope (%)																								← Constant 3.0% Slope →																	
	Drop (Ft.)																								← Constant 0.72′ Drop →																	
From Line 'A' to Line 'C'	Offset (Ft.)	12.00	12.00	12.03	12.12	12.26	12.44	12.68	12.97	13.31	13.70	14.14	14.63	15.17	15.77	16.40	17.10	17.85	18.64	19.49	20.38	21.33	22.32	23.37																		
	Slope (%)	← Constant 3.0% Slope →																																								
	Drop (Ft.)	0.36	0.36	0.36	0.36	0.37	0.37	0.38	0.39	0.40	0.41	0.42	0.44	0.46	0.47	0.49	0.51	0.54	0.56	0.58	0.61	0.64	0.67	0.70	0.72	0.73	0.77	0.80	0.84	0.88	0.92	0.96	1.01	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.41	1.47	1.52
Distance Along Line 'C' (Ft.)		975.89	970.90	945.97	921.04	896.11	871.17	846.24	821.31	796.38	771.44	746.51	721.58	696.64	671.71	646.77	621.84	596.90	571.96	547.02	522.09	497.15	472.20	447.26	(G) 432.34	422.32	397.37	372.43	347.48	322.54	297.59	272.64	247.69	222.73	197.78	172.82	147.87	122.91	97.95	72.99	48.02	23.06	(M) 0



SECTION A-A



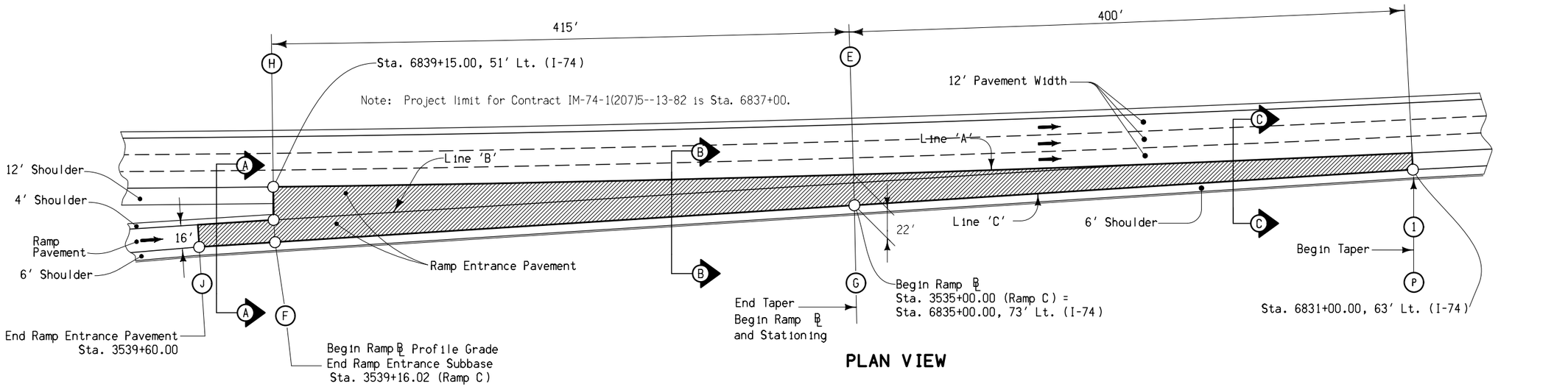
SECTION B-B

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

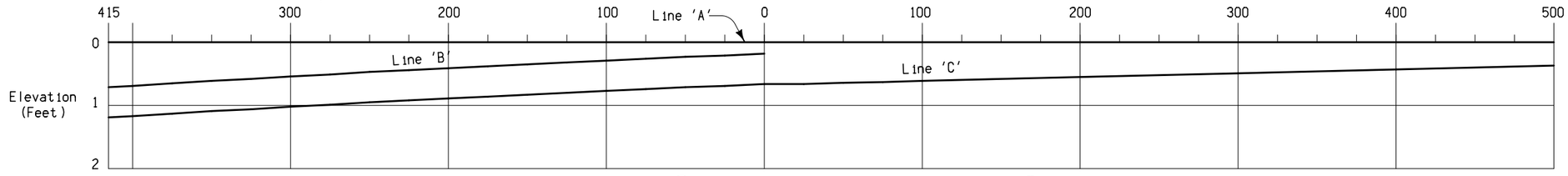
Special shaping of area between lines A and B may be required to assure proper drainage.

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

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



PLAN VIEW



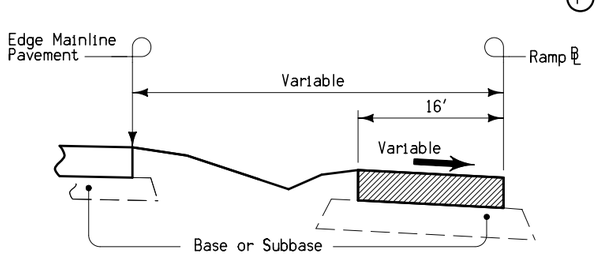
NOTE: The algebraic difference between profile grade for Ramp Base Line at (F) and relative profile grade of Mainline at (H) is 0.15%.

PROFILE

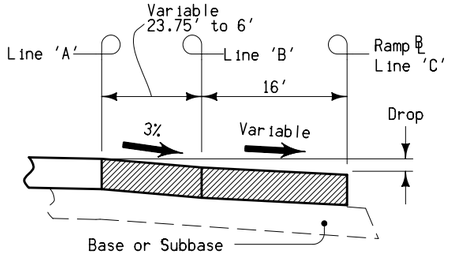
(1) For header construction details at the beginning of taper, refer to the appropriate Typical 7101 or 7102.

TABLE OF OFFSETS AND DROPS FOR 16′ RAMP TAPER

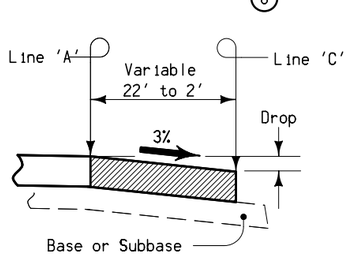
Distance From Point (E) Along CL I-74 (Ft.)		415	400	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	0	25	50	75	100	200	300	400
From Line 'A' To Line 'B'	Offset (Ft.)	23.75	22.98	21.71	20.47	19.26	18.07	16.91	15.79	14.68	13.61	12.56	11.54	10.55	9.58	8.64	7.73	6.85	6.00							
	Slope (%)	← Constant 3.0% Slope →																								
	Drop (Ft.)	0.71	0.69	0.65	0.61	0.58	0.54	0.51	0.47	0.44	0.41	0.38	0.35	0.32	0.29	0.26	0.23	0.21	0.18							
From Line 'B' To Line 'C'	Offset (Ft.)	← Constant 16.0′ Offset →																								
	Slope (%)	← Constant 3.0% Slope →																								
	Drop (Ft.)	← Constant 0.48′ Drop →																								
From Line 'A' To Line 'C'	Offset (Ft.)																			21.18	20.38	19.61	18.86	16.14	13.86	12.00
	Slope (%)																			← Constant 3.0% Slope →						
	Drop (Ft.)	1.19	1.17	1.13	1.09	1.06	1.02	0.99	0.95	0.92	0.89	0.86	0.83	0.80	0.77	0.74	0.71	0.69	0.66	0.63	0.61	0.58	0.56	0.48	0.41	0.36
Distance From Point (G) Along Line 'C' (Ft.)		416.02	401.77	376.64	351.52	326.39	301.27	276.15	251.04	225.92	200.81	175.70	150.60	125.49	100.39	75.29	50.19	25.09	0.00							



SECTION A-A



SECTION B-B



SECTION C-C

Ramp entrance pavement shown by shaded area is 2208 square yards.

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

MIDDLE ROAD INTERCHANGE RAMP C ACCELERATION TAPER FOR 16′ ENTRANCE RAMP TO AUXILIARY LANE

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

EX. I-74 EB

EX. I-74 WB

STAIR REMOVAL
(REMOVAL OF CONCRETE)

REMOVE EXISTING 12" STORM SEWER
P43617A < 36 INCH DIAMETER

REMOVE EXISTING 12" STORM SEWER
P43617 < 36 INCH DIAMETER

SIDEWALK REMOVAL

REMOVE EXISTING 24" STORM SEWER
P43611 < 36 INCH DIAMETER

MANHOLE REMOVAL No. 43611

FES REMOVAL INCLUDED IN PIPE REMOVAL

REMOVE EXISTING 18" STORM SEWER
P43618 < 36 INCH DIAMETER

REMOVE EXISTING 24" STORM
SEWER
P43616 < 36 INCH DIAMETER

INTAKE REMOVAL No. 43618

REMOVE EXISTING 15" STORM SEWER
P43673 < 36 INCH DIAMETER

INTAKE REMOVAL No. 43673

VIADUCT REMOVAL BY OTHERS

FES REMOVAL INCLUDED IN PIPE REMOVAL

INTAKE REMOVAL No. 43617

REMOVE EXISTING 12" STORM SEWER
P43616B < 36 INCH DIAMETER

INTAKE REMOVAL No. 43616

REMOVE EXISTING 12" STORM SEWER
P43616A < 36 INCH DIAMETER

INTAKE REMOVAL No. 43614

INTAKE REMOVAL No. 43615

REMOVE EXISTING 12" STORM SEWER
P43615 < 36 INCH DIAMETER

FES REMOVAL INCLUDED IN PIPE REMOVAL

REMOVE EXISTING 12" STORM SEWER
P43614 < 36 INCH DIAMETER

REMOVE EXISTING 12" STORM SEWER
P43614A < 36 INCH DIAMETER

FES REMOVAL INCLUDED IN PIPE REMOVAL

INTAKE REMOVAL No. 43675

REMOVE EXISTING 36" STORM
SEWER P43613 < 36 INCH
DIAMETER

U.A.C.

U.A.C.

U.A.C.

U.A.C.

EX. GILBERT ST

EX. 14½TH ST

EX. ISLE PKWY

US 67 RAMP B

EX. 15TH ST

EX. GILBERT ST

6775

6780

6785

6790

74

0 50
FEET

Refer to L.1 for
Legend and Symbology

REMOVAL DETAIL

INTERSTATE 74

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

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

REMOVE EXISTING 18" STORM SEWER
P58075 < 36 INCH DIAMETER

UNKNOWN UA REMOVAL

INTAKE REMOVAL No. 16982

ROADWAY MARKER
REMOVAL (10 MARKERS)

REMOVE EXISTING 54" STORM SEWER
P980 > 36 INCH DIAMETER

REMOVE AND REINSTALL CONCRETE
PIPE APRON > 36 INCH

ROADWAY MARKER
REMOVAL (7 MARKERS)

STEEL BEAM
GUARDRAIL REMOVAL

U.A.C.

U.A.C.

REMOVE EXISTING 18" STORM SEWER
PTMP 10 < 36 INCH DIAMETER

U.A.C.

FES REMOVAL INCLUDED
IN PIPE REMOVAL

VIADUCT REMOVAL
BY OTHERS

ROADWAY MARKER
REMOVAL (5 MARKERS)

6790

6795

6800

6805

MISSISSIPPI BLVD

EX. 14TH ST

EX. 15TH ST

EX. BROWN ST

US 67 RAMP B

US 67 EB

US 67 WB

US 67 RAMP D

UAC M

EX 14TH ST

74

0 50
FEET

Refer to L.1 for
Legend and Symbology

REMOVAL DETAIL

INTERSTATE 74

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

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

EX. MISSISSIPPI BLVD

EX. KIMBERLY RD

EX. KIMBERLY RD

EX. I-74 EXIT RAMP

EX. CALVERT DR

EX. 14TH ST

6805

6810

6815

6820

+99.44

74

VIADUCT REMOVAL
BY OTHERS

CHAIN LINK
FENCE REMOVAL

U.A.C.

U.A.C.

U.A.C.

U.A.C.

SAW CUT

SAW CUT

PAVEMENT REMOVAL

MANHOLE REMOVAL No. 900

REMOVE EXISTING 18" STORM SEWER
P28777b < 36 INCH DIAMETER

REMOVE EXISTING STORM SEWER
P41824 < 36 INCH DIAMETER

REMOVE EXISTING STORM SEWER
P28777a < 36 INCH DIAMETER

REMOVE EXISTING 15"
STORM SEWER P900
< 36 INCH DIAMETER

STEEL BEAM
GUARDRAIL REMOVAL

PAVEMENT REMOVAL

REMOVE EXISTING 15" STORM SEWER
TMP351 < 36 INCH DIAMETER

SAW CUT

SAW CUT

INTAKE REMOVAL No. 17806

INTAKE TOP REMOVAL
U.A.C. WELL

REMOVE EXISTING 24" STORM SEWER
P17806 < 36 INCH DIAMETER

INTAKE REMOVAL No. 41809

UAC MANHOLE

SAW CUT

INTAKE REMOVAL No. 28648

INTAKE REMOVAL No. 28650

REMOVE EXISTING 15" STORM SEWER
P28650 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM SEWER
P28652 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM SEWER
P28290 < 36 INCH DIAMETER

CHAIN LINK FENCE REMOVAL

REMOVE EXISTING 18" STORM SEWER
P41809 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM SEWER
P28777 < 36 INCH DIAMETER

INTAKE REMOVAL No. 28652

REMOVE TEMPORARY 15" STORM SEWER
TP52 < 36 INCH DIAMETER

0 FEET 50

Refer to L.1 for
Legend and Symbology

REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.9

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

CHAIN LINK FENCE REMOVAL

REMOVE EXISTING 24" STORM SEWER
P388 < 36 INCH DIAMETER

EX. KIMBERLY RIDGE RD

U.A.C.

U.A.C.

EX. I-74 EXIT RAMP

U.A.C.

INTAKE REMOVAL NO. 41789

REMOVE EXISTING 15" STORM SEWER
P41789 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM SEWER
P386 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM SEWER
P41790 < 36 INCH DIAMETER

INTAKE REMOVAL
No. 41783

INTAKE REMOVAL No. 41790

SAW CUT

REMOVE EXISTING 15" STORM SEWER
TMP386 < 36 INCH DIAMETER

6820

6825

6830

6835

REMOVE EXISTING 15" STORM SEWER
TMP 388 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM SEWER
P41786 < 36 INCH DIAMETER

INTAKE REMOVAL No. 41785

PAVEMENT REMOVAL

INTAKE REMOVAL No. 41787

REMOVE EXISTING 15" STORM SEWER
P41788 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM
SEWER P41785a
< 36 INCH DIAMETER

REMOVE EXISTING 6" STORM SEWER
P41785 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM SEWER
P359 < 36 INCH DIAMETER

SAW CUT

INTAKE REMOVAL No. 41803

REMOVE EXISTING 24" STORM SEWER
P349 < 36 INCH DIAMETER

INTAKE REMOVAL No. 41788

REMOVE EXISTING 15" STORM SEWER
P41806 < 36 INCH DIAMETER

REMOVE EXISTING 15" STORM SEWER
P41804 < 36 INCH DIAMETER

INTAKE REMOVAL No. 41806

INTAKE REMOVAL No. 41804

EX. HIGHLAND PARK DR

INTAKE REMOVAL No. 41786

INTAKE REMOVAL
No. 21881

REMOVE EXISTING 15" STORM SEWER
P41787 < 36 INCH DIAMETER

CHAIN LINK FENCE REMOVAL

EX. HIGHLAND CT

EX. LINCOLN RD

0 FEET 50

Refer to L.1 for
Legend and Symbology

REMOVAL DETAIL

INTERSTATE 74

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

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

EX. LINCOLN RD

EX. MIDDLE RD

INTAKE REMOVAL No. 41782
REMOVE EXISTING 15" STORM SEWER P41781 < 36 INCH DIAMETER
INTAKE REMOVAL No. 41781
REMOVE EXISTING 15" STORM SEWER P41776 < 36 INCH DIAMETER
INTAKE REMOVAL No. 33620
REMOVE EXISTING 15" STORM SEWER P41776a < 36 INCH DIAMETER
INTAKE REMOVAL No. 41776
REMOVE EXISTING 15" STORM SEWER P41777a < 36 INCH DIAMETER
SAW CUT
FES REMOVAL INCLUDED IN PIPE REMOVAL
REMOVE EXISTING 24" STORM SEWER P41777b < 36 INCH DIAMETER
INTAKE REMOVAL No. 41777
REMOVE EXISTING 24" STORM SEWER P33618 < 36 INCH DIAMETER
CHAIN LINK FENCE REMOVAL
INTAKE REMOVAL No. 28289
REMOVE EXISTING 36" STORM SEWER P28289a < 36 INCH DIAMETER
INTAKE REMOVAL No. 44659
PAVEMENT REMOVAL
SAW CUT
EX. I-74 ENT. RAMP
SAW CUT •SEE NOTE
SAW CUT
•SEE NOTE
SAW CUT
SAW CUT •SEE NOTE
SAW CUT
INTAKE REMOVAL No. 41780
INTAKE REMOVAL No. 41779
INTAKE REMOVAL No. 33618
REMOVE EXISTING 24" STORM SEWER P41778 < 36 INCH DIAMETER
INTAKE REMOVAL No. 41778
PAVEMENT REMOVAL
INTAKE REMOVAL No. 28290
REMOVE EXISTING 36" STORM SEWER P28289b < 36 INCH DIAMETER
PAVEMENT REMOVAL
INTAKE REMOVAL No. 28291
REMOVE EXISTING 15" STORM SEWER P28292 < 36 INCH DIAMETER
INTAKE REMOVAL No. 41720
SAW CUT
U.A.C. 15"
EX. I-74 EXIT RAMP
EX. FAIRLANE DR
EX. MEADOW LANE DR
U.A.C. 24"
U.A.C MANHOLE No. 28292
REMOVE EXISTING 15" STORM SEWER P38593 < 36 INCH DIAMETER
INTAKE REMOVAL No. 38593
REMOVE EXISTING 12" STORM SEWER P29561 < 36 INCH DIAMETER
EX. PARKLANE DR

6835
6840
6845
6850

•NOTE:
DETOUR PAVEMENT TO BE PARTIALLY REMOVED TO THE ORIGINAL SHOULDER LINE SO THAT REMAINING DETOUR PAVEMENT SERVES AS ULTIMATE SHOULDER

0 FEET 50

Refer to L.1 for Legend and Symbology

REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.11

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LEGEND

- PAVEMENT REMOVAL
- SIDEWALK OR DRIVEWAY REMOVAL
- REMOVAL OF EXISTING STORM SEWER PIPE
- PLUG AND ABANDON EXISTING STORM SEWER PIPE
- REMOVAL OF EXISTING SANITARY SEWER PIPE
- INTAKE OR UTILITY ACCESS REMOVAL
- SAWCUT

STATE STREET SUB SURFACE REMOVAL STAGING

Stage 3B-A: Remove Structures: 16631, 16684, 16669, 956, 16630, 16670
Remove Pipes: P16631, P16684, P16669, P956, P13615, P16630, P16670

Stage 3B-B: Remove Structures: 16673, 950, 602
Remove Pipes: P16673, 17.4′ of P950

Stage 3B-C: Remove Pipes: 11.0′ of P950

Stage 3B-D: Remove Structures: 16689, 16671, 955, 951
Remove Pipes: P16800, P16689, 14.4′ of P16671, 10.2′ of P950, 5.9′ of P955
Plug & Abandon Pipes: 23.7′ of 16671, P16672, P955, 31.0′ of P951

Refer to M Sheets for Storm Sewer Staging
Refer to J Sheets for Surface Removals Staging

EX. US 67 SB
EX. US 67 NB
EX. 12TH STREET
EX. STATE STREET
EX. GILBERT STREET

P950
P950
IN #951
P16671
MH #16671
P16689
P16690
IN #16689
P16670
IN #16822
IN #955
P955
P956
IN #956
IN #16684
P16684
MH #16669
P16669
IN #950
IN #16673
P16673
MH #16672**
P16672
IN #602
P16315
MH #16630
P16630
IN #16631
P16631
MH #16670

**Note: MH 16672 is to remain in place
Manhole shall be adjusted to finished grade
Adjustment will be paid for by the bid item
"Minor Manhole Adjustment"

For Side Road Details
Refer to E Sheets

0 FEET 50

STATE ST/12TH ST
REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.12

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LEGEND

- PAVEMENT REMOVAL
- SIDEWALK OR DRIVEWAY REMOVAL
- REMOVAL OF EXISTING SANITARY SEWER PIPE
- PLUG AND ABANDON EXISTING SANITARY SEWER PIPE
- INTAKE OR UTILITY ACCESS REMOVAL
- SAWCUT

SUB SURFACE REMOVAL STAGING

Stage 2B-2: All sub surface removal work shown on this sheet shall be completed during this stage

Refer to J Sheets for Surface Removals Staging

Remove existing Ramp B Connection and 14th Street in Stage 2B-2

Remove existing I-74 entrance ramp in Stage 3B-2A

P10170

MH #10170

MH #10169

P10169

P10169

MH #10168

P1005

IN #1005

P10168

Plug hole in existing manhole

MH #10167

P10167

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

74

0 50 FEET

STATE ST/RAMP B REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.13

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LEGEND

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

DETENTION POND SUB SURFACE REMOVAL STAGING

Stage 3B-A: All sub surface removals shown on this sheet shall be removed in this stage.

Refer to M Sheets for Storm Sewer Staging
Remove existing Ramp D connection in Stage 2B-2
Remove existing I-74 Entrance Ramp and US 67 under existing viaduct in Stage 3A

EX. MISSISSIPPI BLVD
EX. 14TH STREET
EX. KIMBERLY ROAD
EX. I-74 ENT. RAMP
EX. BROWN STREET
EX. US 67 RAMP D
EX. US 67 SB
EX. US 67 NB
EX. US 67 RAMP B

MH #910
P499
IN #912
P528
P583
P529
P910

REMOVE AND REINSTALL 88"X54" DR-202
SEE M SHEETS FOR REINSTALLATION LOCATION

REMOVE LOOP RAMP AND BUILD
CURB AND GUTTER ON US 67 SB
(SEE L SHEETS FOR DETAILS)

SEE L SHEETS FOR PAVEMENT DETAILS

REMOVE PAVEMENT AND BUILD
CURB AND GUTTER ON RAMP RETURN
(SEE L SHEETS FOR DETAILS)

For Side Road Details
Refer to E Sheets

0 FEET 50

US 67 LOOP RAMP REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.14

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LEGEND

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

Remove existing Calvert Dr. in Stage 2A

EX. NB KIMBERLY ROAD

74

EX. CALVERT DRIVE

REMOVE CALVERT DRIVE AND BUILD CURB AND GUTTER ON KIMBERLY ROAD (SEE L SHEETS FOR DETAILS)

EX. MISSISSIPPI BLVD

EX. KIMBERLY ROAD

EX. 14TH STREET

For Side Road Details Refer to E Sheets

0 FEET 50

CALVERT DR REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.15

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LEGEND

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

KIMBERLY ROAD SUB SURFACE REMOVAL STAGING

Stage 2B-A: Remove Structures: 34424
Remove Pipes: 28' of P29460

Stage 3B-B: Remove Pipes: 56.4' of P29460

Refer to M Sheets for Storm Sewer Staging

Refer to J Sheets for Surface Removals Staging

P29460

MH#34424

EX. MISSISSIPPI BLVD

EX. KIMBERLY ROAD

74

For Side Road Details
Refer to E Sheets

0 FEET 50

NB KIMBERLY ROAD REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.16

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ILLINOIS JURISDICTION

IOWA JURISDICTION

STA. 6747+16.75

25

RAMP RD-G

RAMP RD-H

I-74 EB

I-74 WB

BIKE TRAIL

6750

6755

6760

RLY4 ELW4 RLW4 CHW8 DLY4 ELY4 DLW4 BLW4 ELW4

ELW4 RLY4 RLW4 CHW8 ELY4 BLW4 ELW4 DLW4

0 50 FEET

NOTE: INITIAL PAVEMENT MARKINGS SHALL BE NONDURABLE SURFACE APPLIED WATERBORNE PAINT (WATERBORNE/ SOLVENT PAINT). GROOVING AND HIGH-BUILD WATERBORNE PAINT SHALL BE INSTALLED IN THE CONSTRUCTION SEASON FOLLOWING THE CONSTRUCTION OF THE NEW PAVEMENT.

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.17

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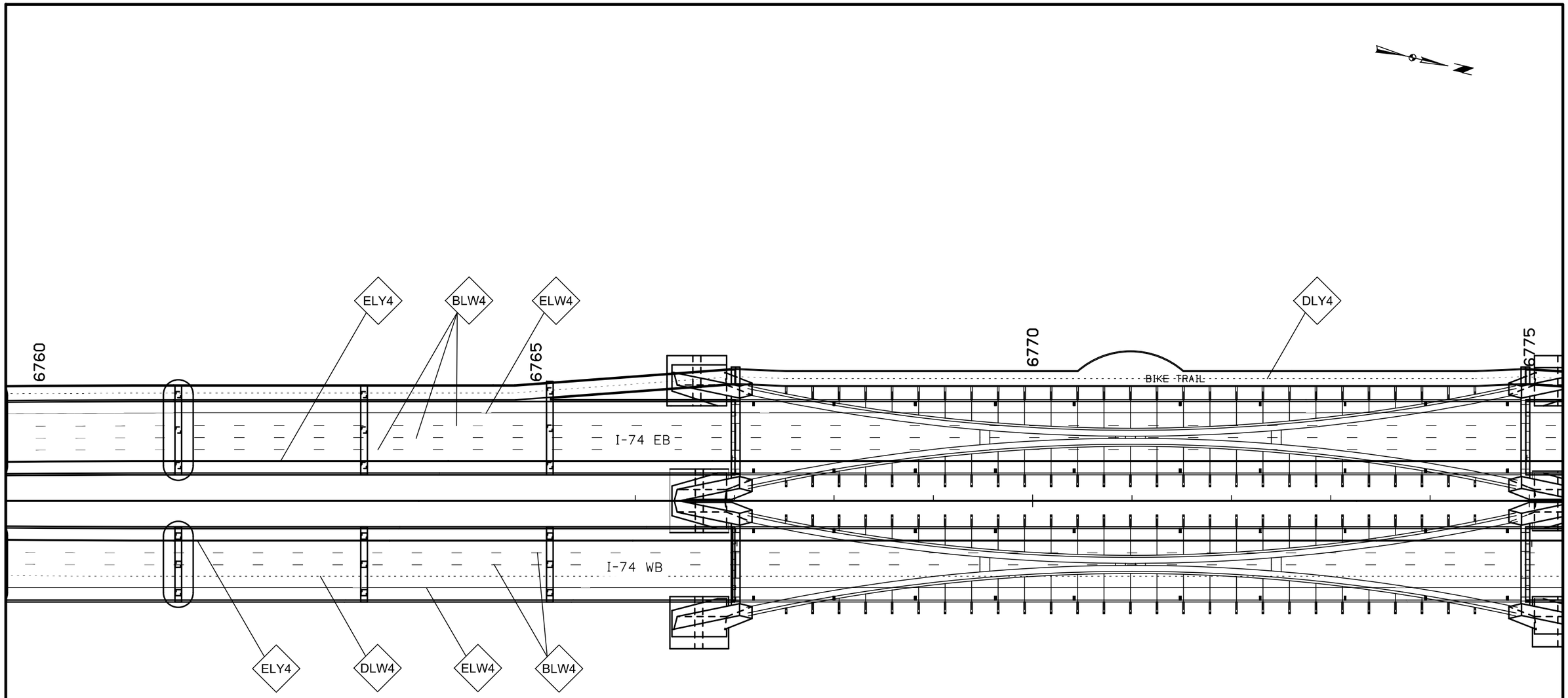

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NOTE: INITIAL PAVEMENT MARKINGS SHALL BE NONDURABLE SURFACE APPLIED WATERBORNE PAINT (WATERBORNE/ SOLVENT PAINT). GROOVING AND HIGH-BUILD WATERBORNE PAINT SHALL BE INSTALLED IN THE CONSTRUCTION SEASON FOLLOWING THE CONSTRUCTION OF THE NEW PAVEMENT.

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.18

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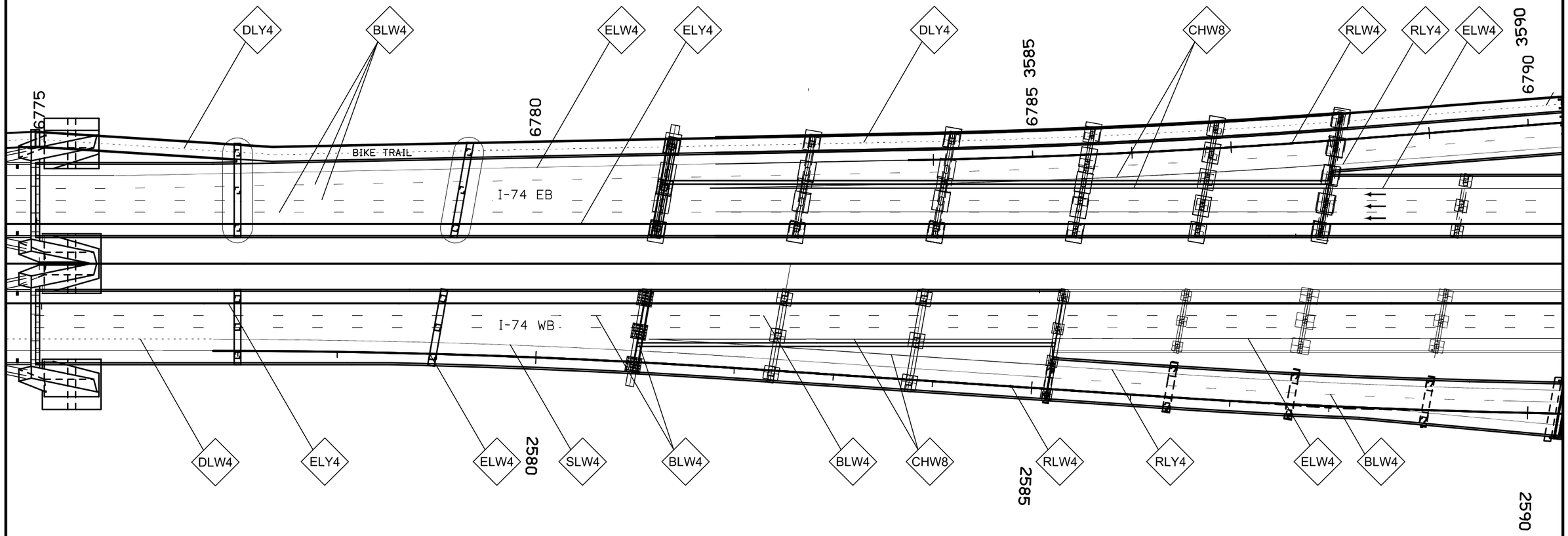
DAVENPORT TWP.
T-78 N R-4 E
SEC. 32



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NOTE: INITIAL PAVEMENT MARKINGS SHALL BE NONDURABLE SURFACE APPLIED WATERBORNE PAINT (WATERBORNE/ SOLVENT PAINT). GROOVING AND HIGH-BUILD WATERBORNE PAINT SHALL BE INSTALLED IN THE CONSTRUCTION SEASON FOLLOWING THE CONSTRUCTION OF THE NEW PAVEMENT.

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **U.19**

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

MISSISSIPPI BLVD

SLW2
SPW6
RTAW
ONLW
SLW4
RLY4
RLW4
BLW4
DLY4
SPW6
LTAW
ELW4
BLW4
ELY4

3590
6790
3595
6795
1500
1505
6800
6805

US 67 RAMP C
US 67 RAMP A
I-74 EB
74
I-74 WB
US 67 RAMP B
US 67 RAMP D
US 67 EB
US 67 WB

SLW2
BLW4
RLY4
RLW4
SLW4
RTAW
ONLW
LTAW
SPW6
2590
2595

SPW6
ELY4
SLW4
ELW4
RLY4
DLW4
RLW4
4505
4500

14TH ST

0 FEET 50

NOTE: INITIAL PAVEMENT MARKINGS SHALL BE NONDURABLE SURFACE APPLIED WATERBORNE PAINT (WATERBORNE/ SOLVENT PAINT). GROOVING AND HIGH-BUILD WATERBORNE PAINT SHALL BE INSTALLED IN THE CONSTRUCTION SEASON FOLLOWING THE CONSTRUCTION OF THE NEW PAVEMENT.

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.20

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

1505 1510 1515 6805 6810 6815 6820

KIMBERLY RD

US 67 RAMP A

BLW4 RLY4 CHW8 SLW4 RLW4 ELY4 LDW8 BLW4 ELW4

74

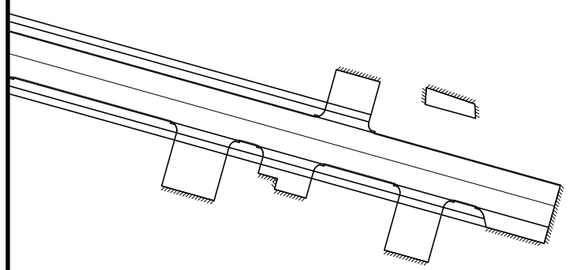
I-74 EB

I-74 WB

US 67 RAMP D

RLY4 ELW4 CHW8 RLW4 BLW4 DLW4 ELY4 CHW8

4505 4510



0 50 FEET

NOTE: INITIAL PAVEMENT MARKINGS SHALL BE NONDURABLE SURFACE APPLIED WATERBORNE PAINT (WATERBORNE/ SOLVENT PAINT). GROOVING AND HIGH-BUILD WATERBORNE PAINT SHALL BE INSTALLED IN THE CONSTRUCTION SEASON FOLLOWING THE CONSTRUCTION OF THE NEW PAVEMENT.

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.21

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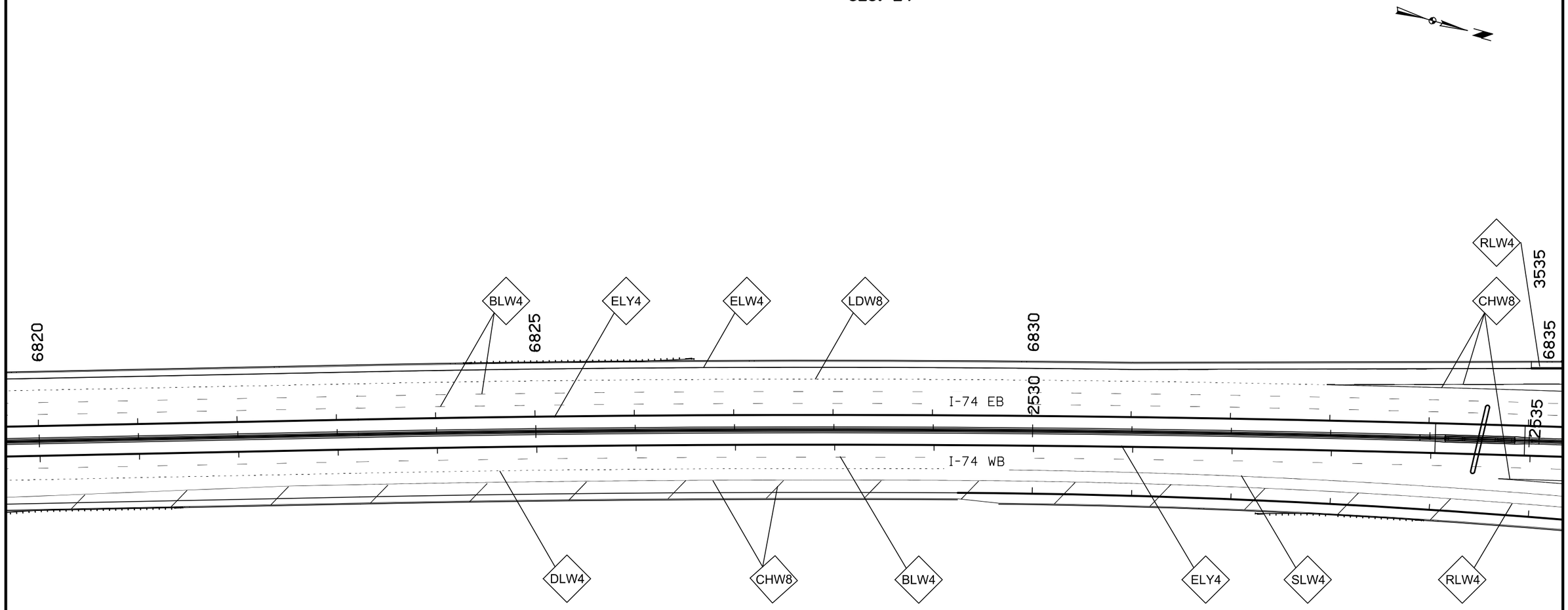
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29



0 50 FEET

NOTE: INITIAL PAVEMENT MARKINGS SHALL BE NONDURABLE SURFACE APPLIED WATERBORNE PAINT (WATERBORNE/ SOLVENT PAINT). GROOVING AND HIGH-BUILD WATERBORNE PAINT SHALL BE INSTALLED IN THE CONSTRUCTION SEASON FOLLOWING THE CONSTRUCTION OF THE NEW PAVEMENT.

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.22

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

EX. MIDDLE RD

MIDDLE ROAD RAMP C

I-74 EB

I-74 WB

MIDDLE ROAD RAMP B

RLW4 ELY4 BLW4 CHW8 ELW4 RLY4

SLW4 RLW4 ELY4 CHW8 ELW4 RLW4 RLY4 BLW4

CSLW LTAW

SLW4 RTAW ONLW RTAW CSLW RTAW

6835 6840 6845 6850

2535 2540 2545 2550

3540 3545

0 50
FEET

NOTE: INITIAL PAVEMENT MARKINGS SHALL BE NONDURABLE SURFACE APPLIED WATERBORNE PAINT (WATERBORNE/ SOLVENT PAINT). GROOVING AND HIGH-BUILD WATERBORNE PAINT SHALL BE INSTALLED IN THE CONSTRUCTION SEASON FOLLOWING THE CONSTRUCTION OF THE NEW PAVEMENT.

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.23

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

6855

6860

6865

EX. I-74 EXIT RAMP

EX. I-74 ENT. RAMP

EX. MIDDLE RD

I-74 EXIT RAMP

ELY4

ELW4

0 FEET 50

NOTE: INITIAL PAVEMENT MARKINGS SHALL BE NONDURABLE SURFACE APPLIED WATERBORNE PAINT (WATERBORNE/ SOLVENT PAINT). GROOVING AND HIGH-BUILD WATERBORNE PAINT SHALL BE INSTALLED IN THE CONSTRUCTION SEASON FOLLOWING THE CONSTRUCTION OF THE NEW PAVEMENT.

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.24

SLW4 SOLID LANE LINE (WHITE)

BCY4 BROKEN CENTERLINE (YELLOW)

CLW6 CROSSWALK LINE (WHITE)

SLW2 STOP LINE (WHITE)

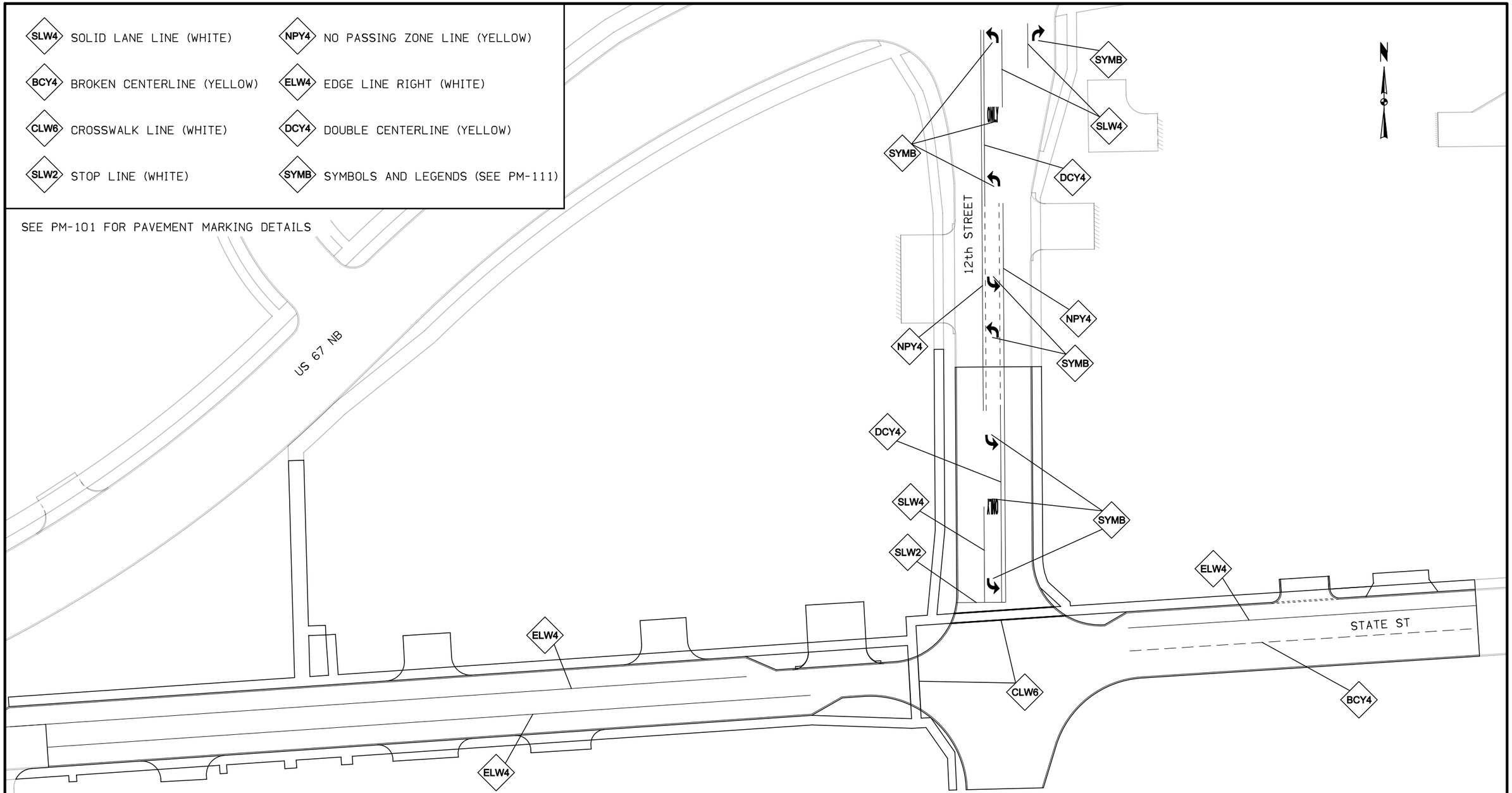
NPY4 NO PASSING ZONE LINE (YELLOW)

ELW4 EDGE LINE RIGHT (WHITE)

DCY4 DOUBLE CENTERLINE (YELLOW)

SYMB SYMBOLS AND LEGENDS (SEE PM-111)

SEE PM-101 FOR PAVEMENT MARKING DETAILS



0 FEET 25

STATE ST/12TH ST PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.25

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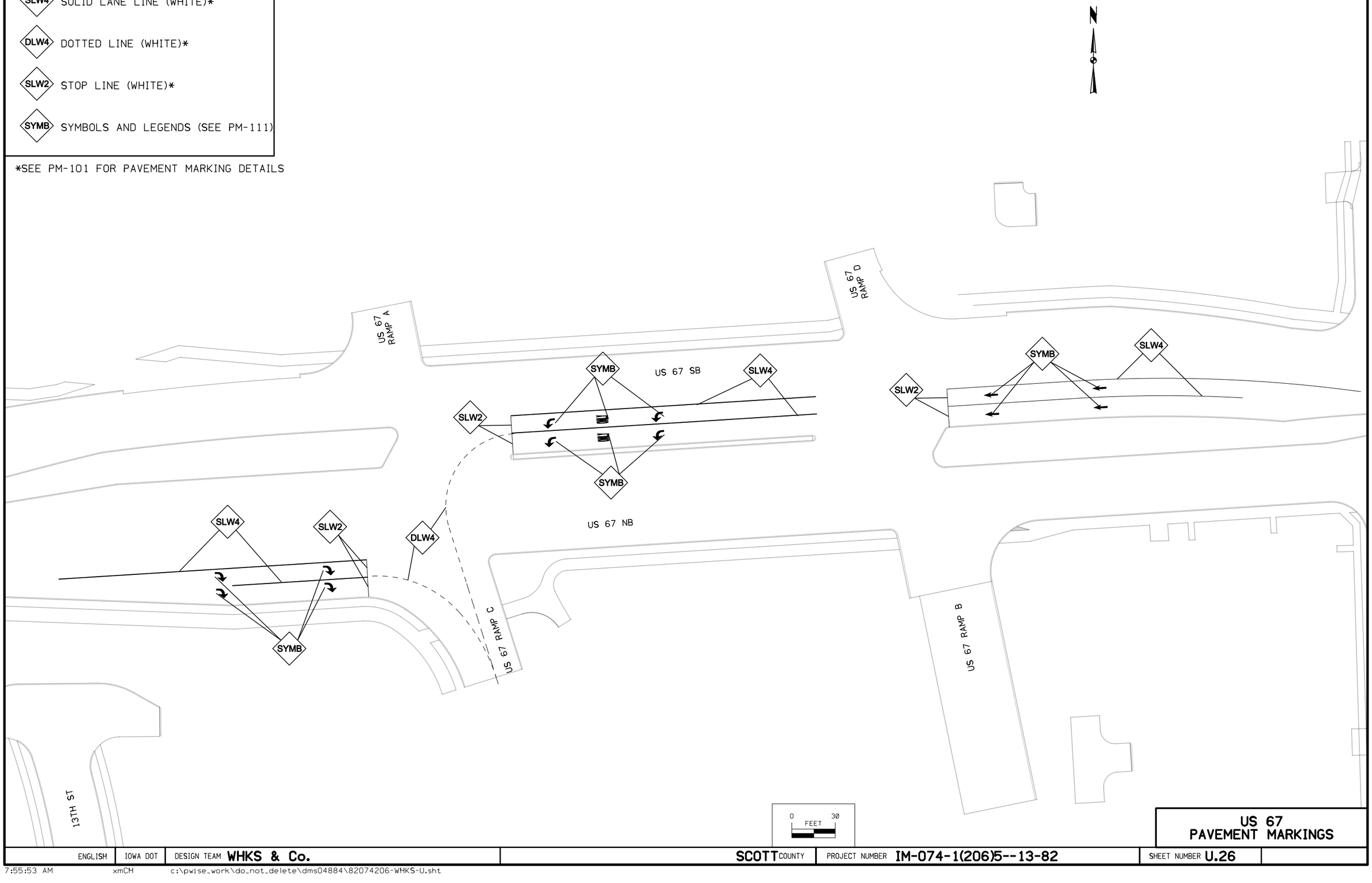
SLW4 SOLID LANE LINE (WHITE)*

DLW4 DOTTED LINE (WHITE)*

SLW2 STOP LINE (WHITE)*

SYMB SYMBOLS AND LEGENDS (SEE PM-111)

*SEE PM-101 FOR PAVEMENT MARKING DETAILS



US 67 PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.26

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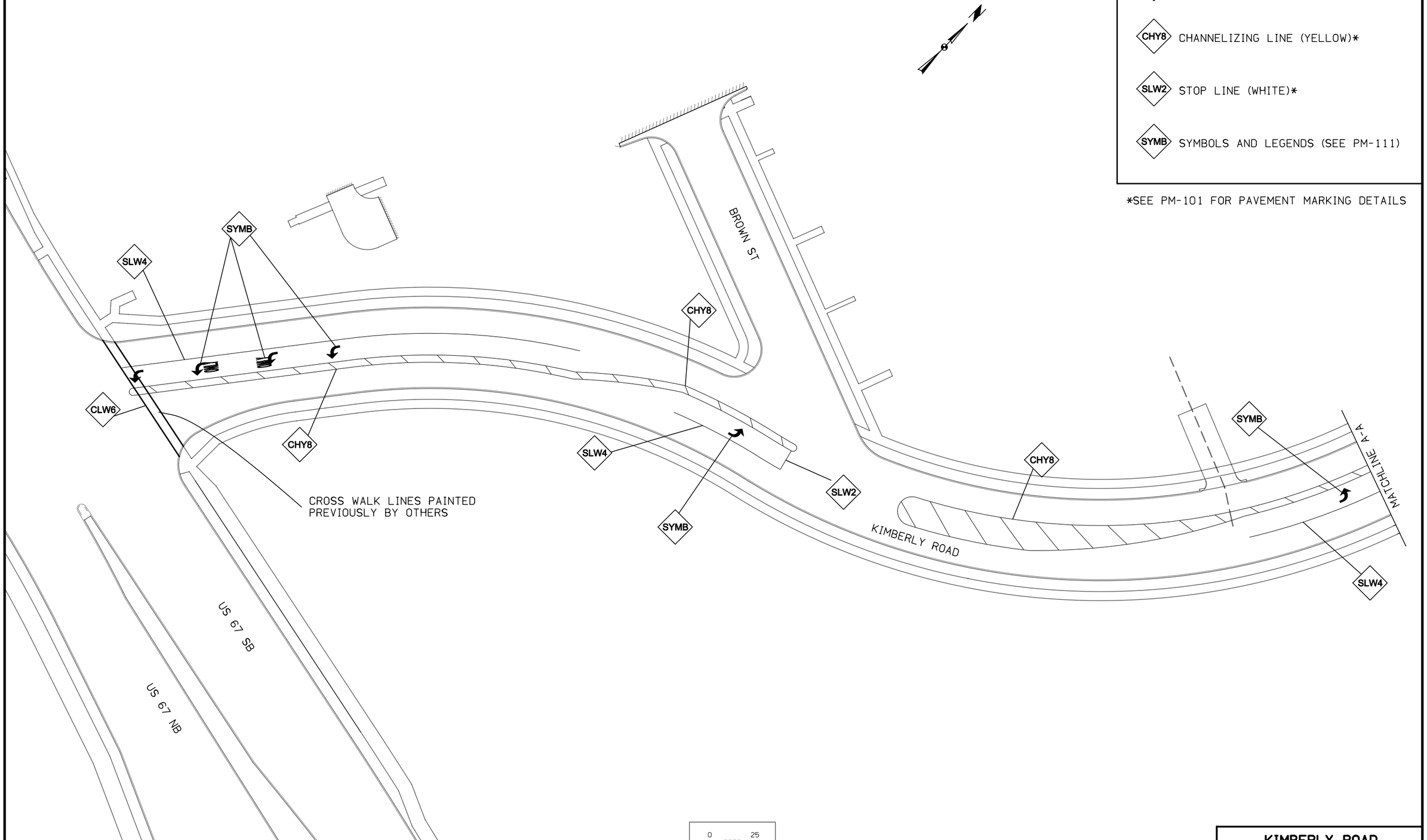
SLW4 SOLID LANE LINE (WHITE)*

CHY8 CHANNELIZING LINE (YELLOW)*

SLW2 STOP LINE (WHITE)*

SYMB SYMBOLS AND LEGENDS (SEE PM-111)

*SEE PM-101 FOR PAVEMENT MARKING DETAILS



KIMBERLY ROAD PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.27

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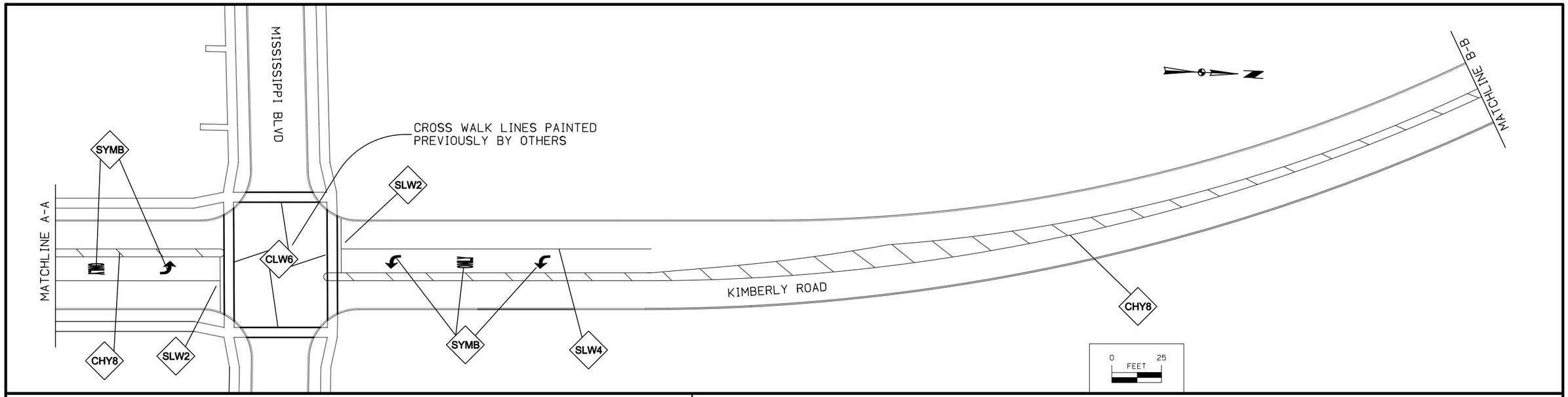


CHY8 CHANNELIZING LINE (YELLOW)*

CLW6 CROSSWALK LINE (WHITE)*

SLW2 STOP LINE (WHITE)*

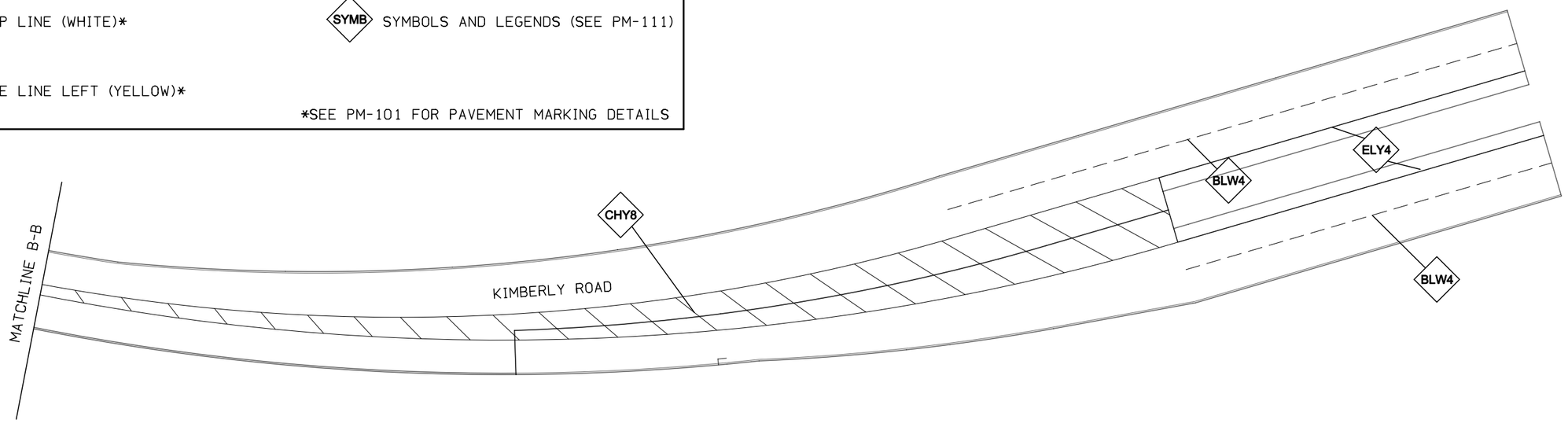
ELY4 EDGE LINE LEFT (YELLOW)*

SLW4 SOLID LANE LINE (WHITE)*

BLW4 BROKEN LANE LINE (WHITE)*

SYMB SYMBOLS AND LEGENDS (SEE PM-111)

*SEE PM-101 FOR PAVEMENT MARKING DETAILS



KIMBERLY ROAD PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.28

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

MATCH EXISTING GRADE

MATCH EXISTING GRADE

MATCH EXISTING GRADE

EX. I-74 EB

EX. I-74 WB

6775

6780

6785

6790

BIKE TRAIL

MATCH EXISTING GRADE

I-74 EB

I-74 WB

US 67 RAMP C

US 67 RAMP B

MATCH EXISTING GRADE

MATCH EXISTING GRADE

EX. 14½TH ST

EX. ISLE PKWY

EX. GILBERT ST

EX. 15TH ST

GILBERT ST

0 FEET 50

NOTE: URBAN PARK SITE PLANS SHOWS THE GRADING UNDER THE VIADUCTS TO BE COMPLETED BY CONTRACTOR IN PROJECT (206). CONTRACTOR SHALL COORDINATE TIMING WITH THE PROPOSED VIADUCT CONSTRUCTION BY OTHERS, THE EXISTING VIADUCT REMOVALS BY OTHERS, AND SEWER CONSTRUCTION BY PROJECT (206). GRADING MUST BE DONE AT TIME OF STORM SEWER CONSTRUCTION TO MAINTAIN DRAINAGE. THE FINAL SITE AND URBAN PARK WILL BE CONSTRUCTED BY OTHERS IN PROJECT (258). WORK IS PAID FOR AS EXCAVATION, CLASS 10.

SITE GRADING PLAN

URBAN PARK

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.29

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

MATCH EXISTING GRADE

EX. STATE ST

KIMBERLY RD

US 67 RAMP C

MATCH PROPOSED RAMP GRADE

US 67 RAMP A

MATCH PROPOSED RAMP GRADE

I-74 EB

I-74 WB

US 67 RAMP B

MATCH PROPOSED RAMP GRADE

US 67 EB

US 67 WB

US 67 RAMP D

MATCH PROPOSED RAMP GRADE

US 67 RAMP D

14TH ST

EX. STATE ST

EX. 15TH ST

BROWN ST

NOTE: URBAN PARK SITE PLANS SHOWS THE GRADING UNDER THE VIADUCTS TO BE COMPLETED BY CONTRACTOR IN PROJECT (206). CONTRACTOR SHALL COORDINATE TIMING WITH THE PROPOSED VIADUCT CONSTRUCTION BY OTHERS, THE EXISTING VIADUCT REMOVALS BY OTHERS, AND SEWER CONSTRUCTION BY PROJECT (206). GRADING MUST BE DONE AT TIME OF STORM SEWER CONSTRUCTION TO MAINTAIN DRAINAGE. THE FINAL SITE AND URBAN PARK WILL BE CONSTRUCTED BY OTHERS IN PROJECT (258). WORK IS PAID FOR AS EXCAVATION, CLASS 10.

0 50 FEET

SITE GRADING PLAN

URBAN PARK

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.30

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

SEEDING LEGEND:
- NATIVE GRASS SEEDING +MULCHING, BONDED FIBER MATRIX
- SEEDING AND FERTILIZING (URBAN) +MULCHING, BONDED FIBER MATRIX
- MULCHING, BONDED FIBER MATRIX
- SODDING +MULCHING, BONDED FIBER MATRIX
- ROCK MULCH, TYPE T1, TAN, 3/8" MINUS
- EROSION STONE
- CLASS D REVETMENT

REMOVABLE BOLLARD
SEEDING AND FERTILIZING (1.67 ac)
EROSION STONE (64 sf) TYP
SEEDING AND FERTILIZING (2.05 ac)
MULCHING (1.06 ac)
EX. I-74 EB
FIXED BOLLARD
EX. I-74 WB
6775
6780
6785
6790
BIKE TRAIL
I-74 EB
US 67 RAMP C
I-74 WB
FIXED BOLLARD
REMOVABLE BOLLARD
CLASS D REVETMENT (612 sf)
EROSION STONE (16 sf) TYP
MULCHING (4.61 ac)
US 67 RAMP B
74
EX. 14½TH ST
EX. ISLE PKWY
EX. GILBERT ST
MULCHING (3.23 ac)
SEEDING AND FERTILIZING (1.93 ac)
EX. 15TH ST
EX. GILBERT ST
0 50 FEET

FINAL SEEDING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.31

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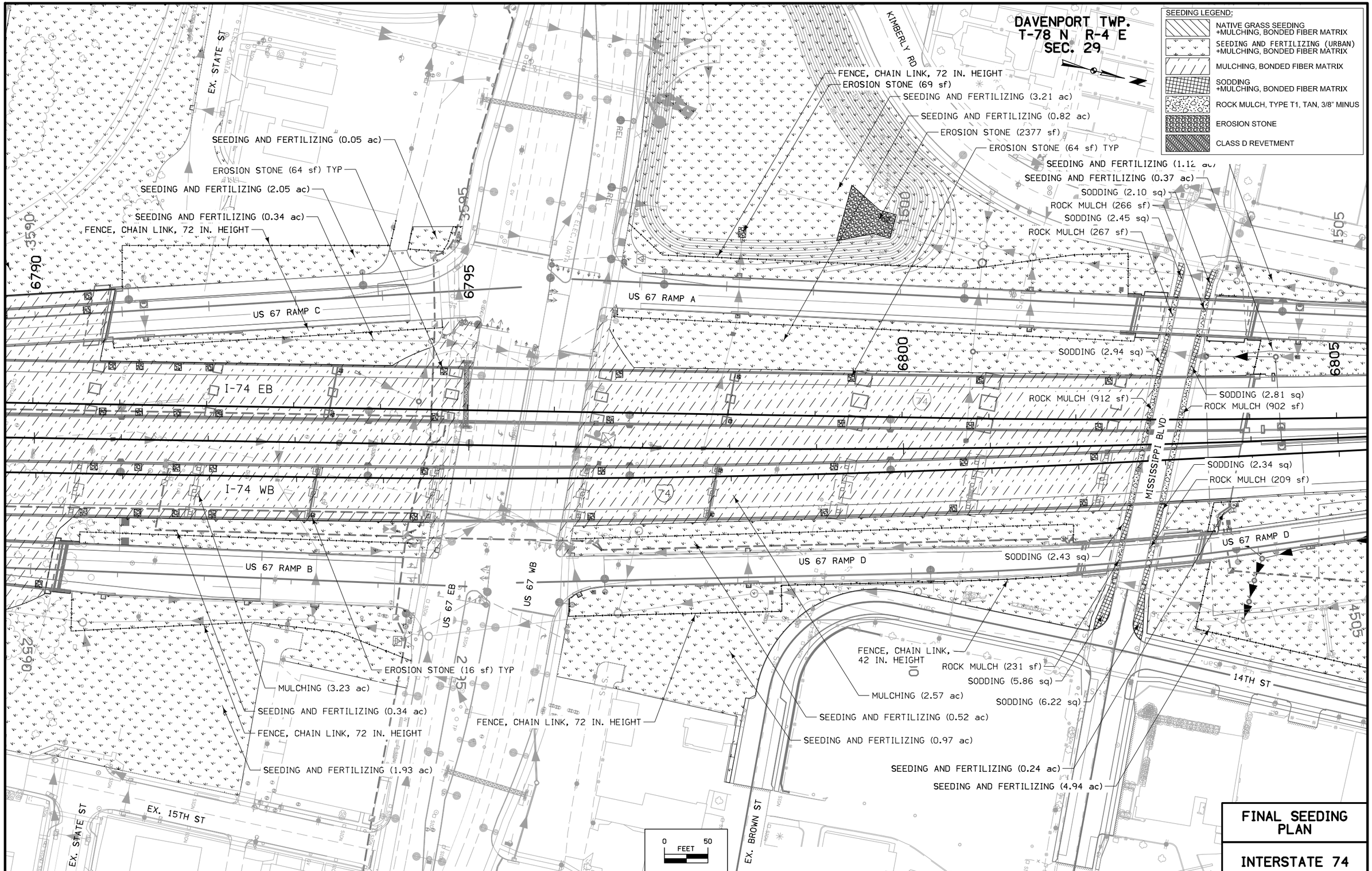

FINAL SEEDING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.32

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

SEEDING LEGEND:
- NATIVE GRASS SEEDING +MULCHING, BONDED FIBER MATRIX
- SEEDING AND FERTILIZING (URBAN) +MULCHING, BONDED FIBER MATRIX
- MULCHING, BONDED FIBER MATRIX
- SODDING +MULCHING, BONDED FIBER MATRIX
- ROCK MULCH, TYPE T1, TAN, 3/8" MINUS
- EROSION STONE
- CLASS D REVETMENT

EX. MISSISSIPPI BLVD

SEEDING AND FERTILIZING (1.12 ac)

FENCE, CHAIN LINK, 72 IN. HEIGHT

NATIVE GRASS (2.61 ac)

SEEDING AND FERTILIZING (4.30 ac)

EX. I-74 EXIT RAMP

KIMBERLY RD

US 67 RAMP A

SEEDING AND FERTILIZING (0.37 ac)

I-74 EB

I-74 WB

SEEDING AND FERTILIZING (0.24 ac)

US 67 RAMP D

SEEDING AND FERTILIZING (4.94 ac)

NATIVE GRASS (2.26 ac)

FENCE, CHAIN LINK, 72 IN. HEIGHT

EX. 14TH ST

0 50 FEET

FINAL SEEDING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.33

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

SEEDING LEGEND:
- NATIVE GRASS SEEDING +MULCHING, BONDED FIBER MATRIX
- SEEDING AND FERTILIZING (URBAN) +MULCHING, BONDED FIBER MATRIX
- MULCHING, BONDED FIBER MATRIX
- SODDING +MULCHING, BONDED FIBER MATRIX
- ROCK MULCH, TYPE T1, TAN, 3/8" MINUS
- EROSION STONE
- CLASS D REVETMENT

NATIVE GRASS (2.61 ac)
SEEDING AND FERTILIZING (4.30 ac)
SEEDING AND FERTILIZING (0.92 ac)
FENCE, CHAIN LINK, 72 IN. HEIGHT
EX. HIGHLAND PARK DR
EX. KIMBERLY RIDGE RD
EX. I-74 EXIT RAMP
6820
6825
6830
6835
74
I-74 EB
I-74 WB
NATIVE GRASS (2.26 ac)
FENCE, CHAIN LINK, 72 IN. HEIGHT
EX. LINCOLN RD
SEEDING AND FERTILIZING (1.13 ac)
SEEDING AND FERTILIZING (0.11 ac)
NATIVE GRASS (0.88 ac)
EX. HIGHLAND CT
EX. HIGHLAND PARK DR
0 50 FEET

FINAL SEEDING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.34

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

SEEDING LEGEND:
- NATIVE GRASS SEEDING +MULCHING, BONDED FIBER MATRIX
- SEEDING AND FERTILIZING (URBAN) +MULCHING, BONDED FIBER MATRIX
- MULCHING, BONDED FIBER MATRIX
- SODDING +MULCHING, BONDED FIBER MATRIX
- ROCK MULCH, TYPE T1, TAN, 3/8" MINUS
- EROSION STONE
- CLASS D REVETMENT

NATIVE GRASS (0.41 ac)
SEEDING AND FERTILIZING (0.19 ac)
EROSION STONE (98.5 sf)
EROSION STONE (6.5 sf)
EROSION STONE (140 sf)
SEEDING AND FERTILIZING (0.92 ac)
NATIVE GRASS (0.20 ac)
6840
6845
6835
6850
EX. MIDDLE RD
EX. I-74 ENT. RAMP
MIDDLE ROAD RAMP C
I-74 EB
I-74 WB
74
SEEDING AND FERTILIZING (1.01 ac)
SEEDING AND FERTILIZING (1.45 ac)
SEEDING AND FERTILIZING (0.66 ac)
MIDDLE ROAD RAMP B
SEEDING AND FERTILIZING (0.11 ac)
NATIVE GRASS (0.18 ac)
EROSION STONE (106.7 sf)
EROSION STONE (77.35 sf)
SEEDING AND FERTILIZING (1.13 ac)
EX. FAIRLANE DR
EX. MEADOW LANE DR
EX. PARKLANE DR
San.
St.S.
0 FEET 50

FINAL SEEDING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.35

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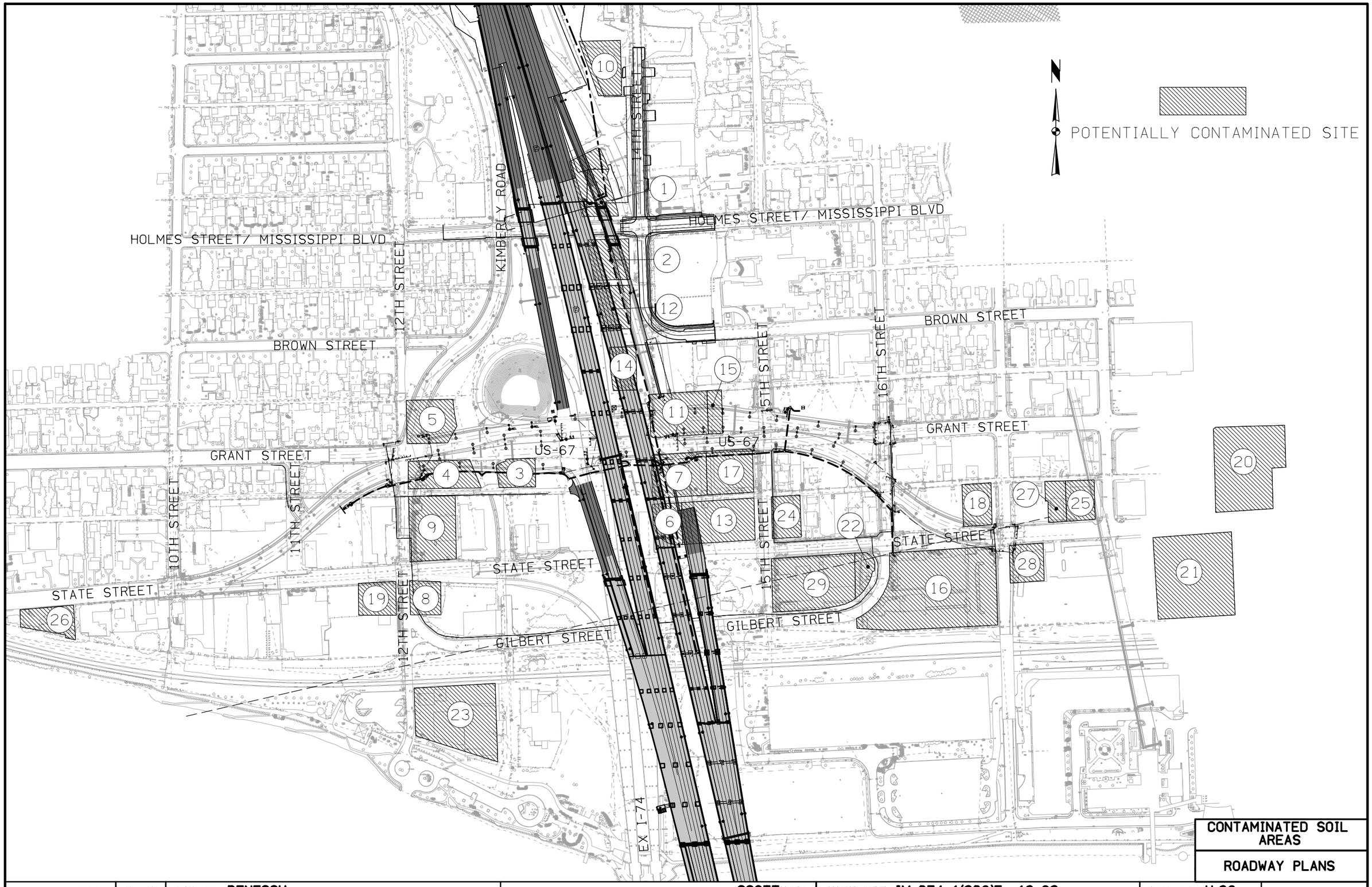

CONTAMINATED SOIL AREAS

ROADWAY PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.36

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N

POTENTIALLY CONTAMINATED SITE

HOLMES STREET/ MISSISSIPPI BLVD

HOLMES STREET/ MISSISSIPPI BLVD

BROWN STREET

BROWN STREET

GRANT STREET

GRANT STREET

STATE STREET

STATE STREET

GILBERT STREET

GILBERT STREET

10TH STREET

11TH STREET

12TH STREET

12TH STREET

14TH STREET

15TH STREET

15TH STREET

16TH STREET

KIMBERLY ROAD

US-67

US-67

EX I-74

P398

P415

P416

P400

P399

P435

1

2

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4

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CONTAMINATED SOIL AREAS

DRAINAGE PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.37	

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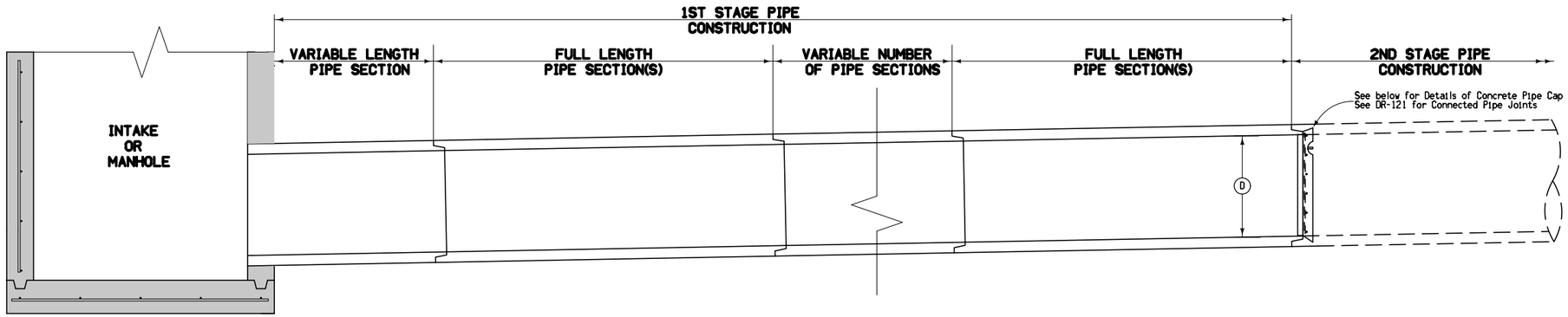
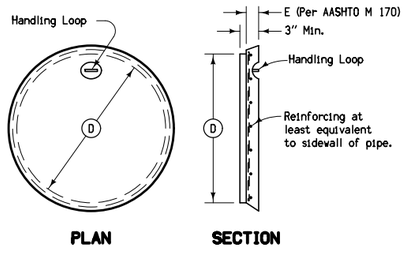
Contaminated Soil Summary				PCSS-1 SPECIAL
Location	Parcel # See H Sheets	Description and Address	Site Impacted by this Contract	Remarks
			Yes/No	
1	380	H & H Car Care Center 612 14th Street	Yes	4 UST removed 1990. DNR - "No Action Req'd" Feb. 2005. Petroleum contamination in soil boring.
2	374	Dale Snapp Co. 536 14th Street	Yes	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	Yes	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	Yes	Total of 4 UST: 1 removed 1993 and 3 active; DOT to request owners to remove tanks; if not removed then Iowa DOT OLE to remove prior to letting. Petroleum contamination in recent soil boring.
8	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	Yes	Total of 5 UST: 1 removed 1990 and 4 active; DOT to request owners to remove tanks; if not removed then Iowa DOT OLE to remove prior to letting. Contamination documented in monitoring wells.

Contaminated Soil Summary				PCSS-1 SPECIAL
Location	Parcel # See H Sheets	Description and Address	Site Impacted by this Contract	Remarks
			Yes/No	
12	372	Ross' Drive Through 512 14th Street	Yes	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	Yes	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.

CONTAMINATED SOIL AREAS

SUMMARY





DETAILS OF CONCRETE PIPE CAP

CONCRETE PIPE CAP:

The use of an approved pipe cap is required when so indicated on the detail project plans. The dimensions of the pipe cap shall be such as to neatly fit the groove end of the appropriate size of pipe.

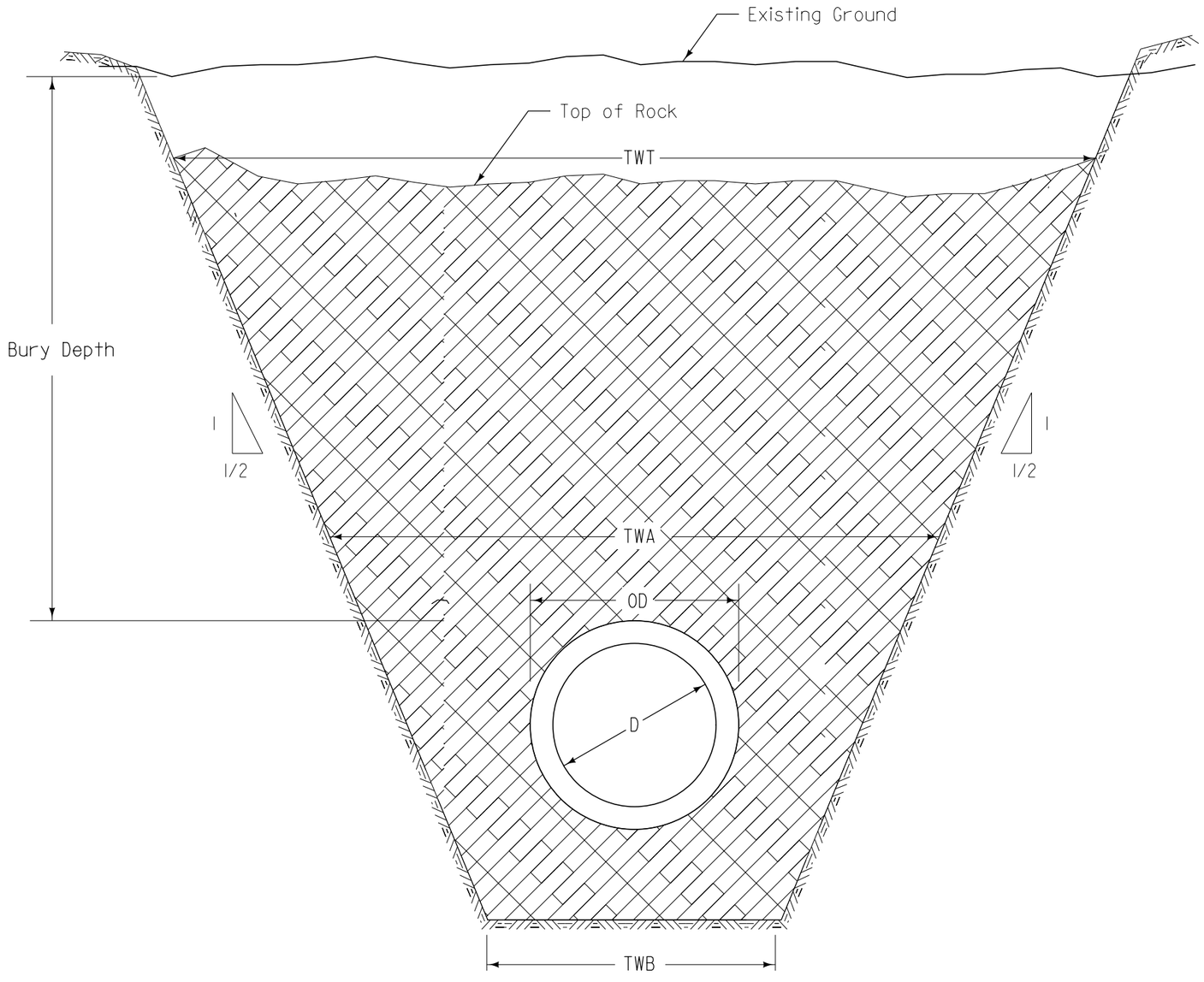
The cap must be precast and an approved bituminous joint material shall be placed between the cap and the pipe.

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

1st Stage: Install Concrete Pipe Cap where specified.

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

DETAIL OF STAGED STORM SEWER
PIPE CONSTRUCTION
AND CONCRETE PIPE CAP



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

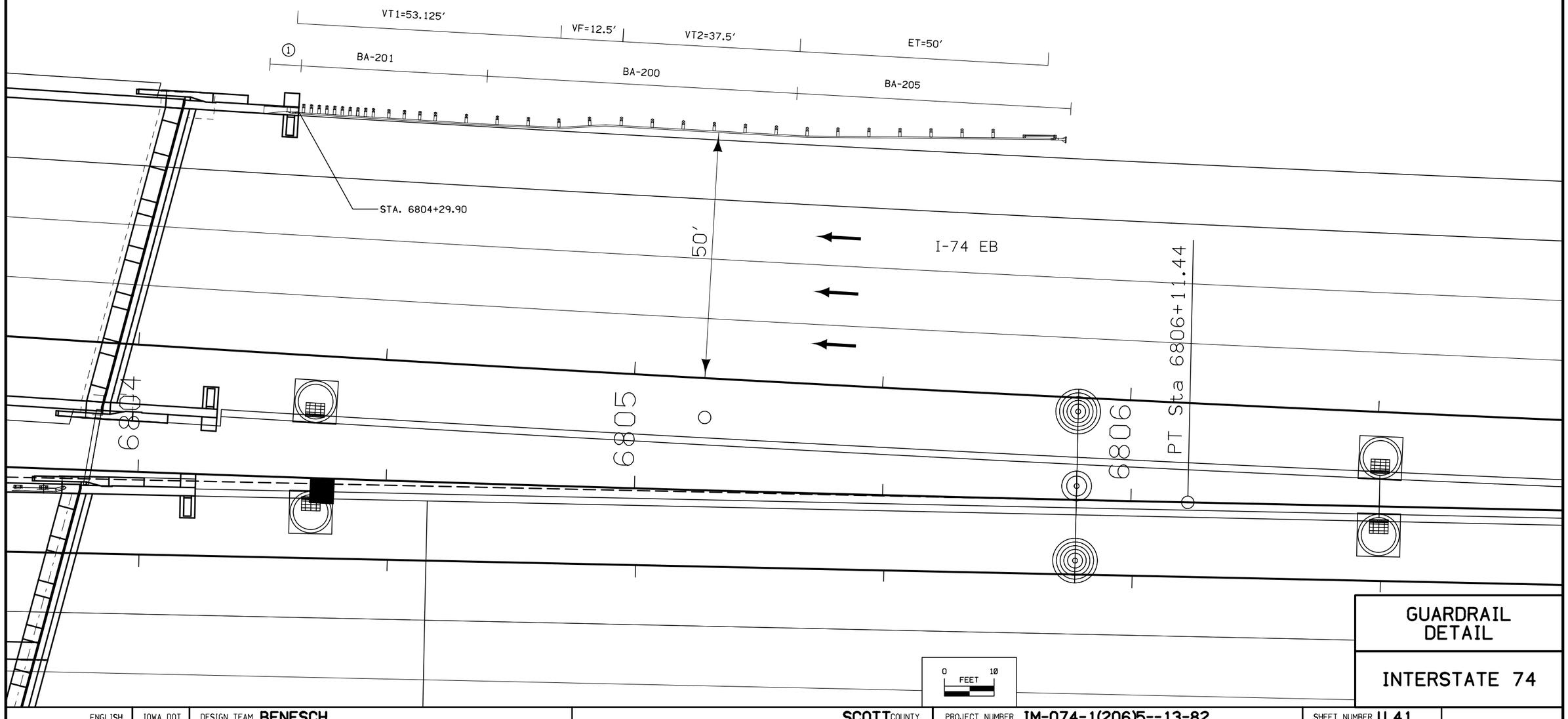
TWB = Trench width at bottom (Max=1.25+OD+12 inches or 54 inches (whichever is greater)

TWA = Average trench width

Rock Excavation Trench for Sewers

NOTES:

① CONCRETE BARRIER END SECTION INCLUDED IN CONTRACT BRFIM-074-1(200)5--05-82)



0 FEET 10

GUARDRAIL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **U.41**

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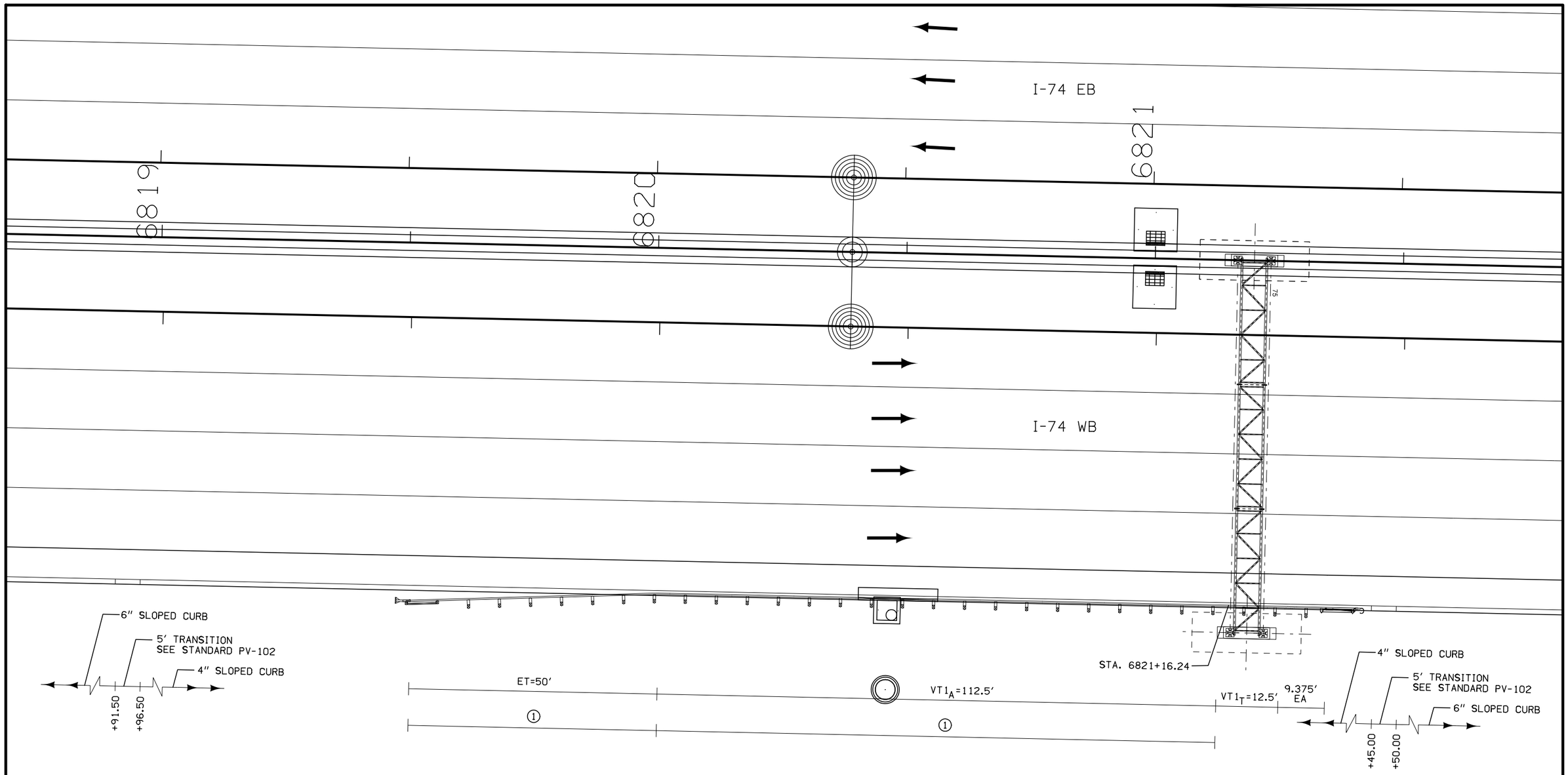

NOTES:

① SEE TAB 108-8C FOR DETAILS

GUARDRAIL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.42

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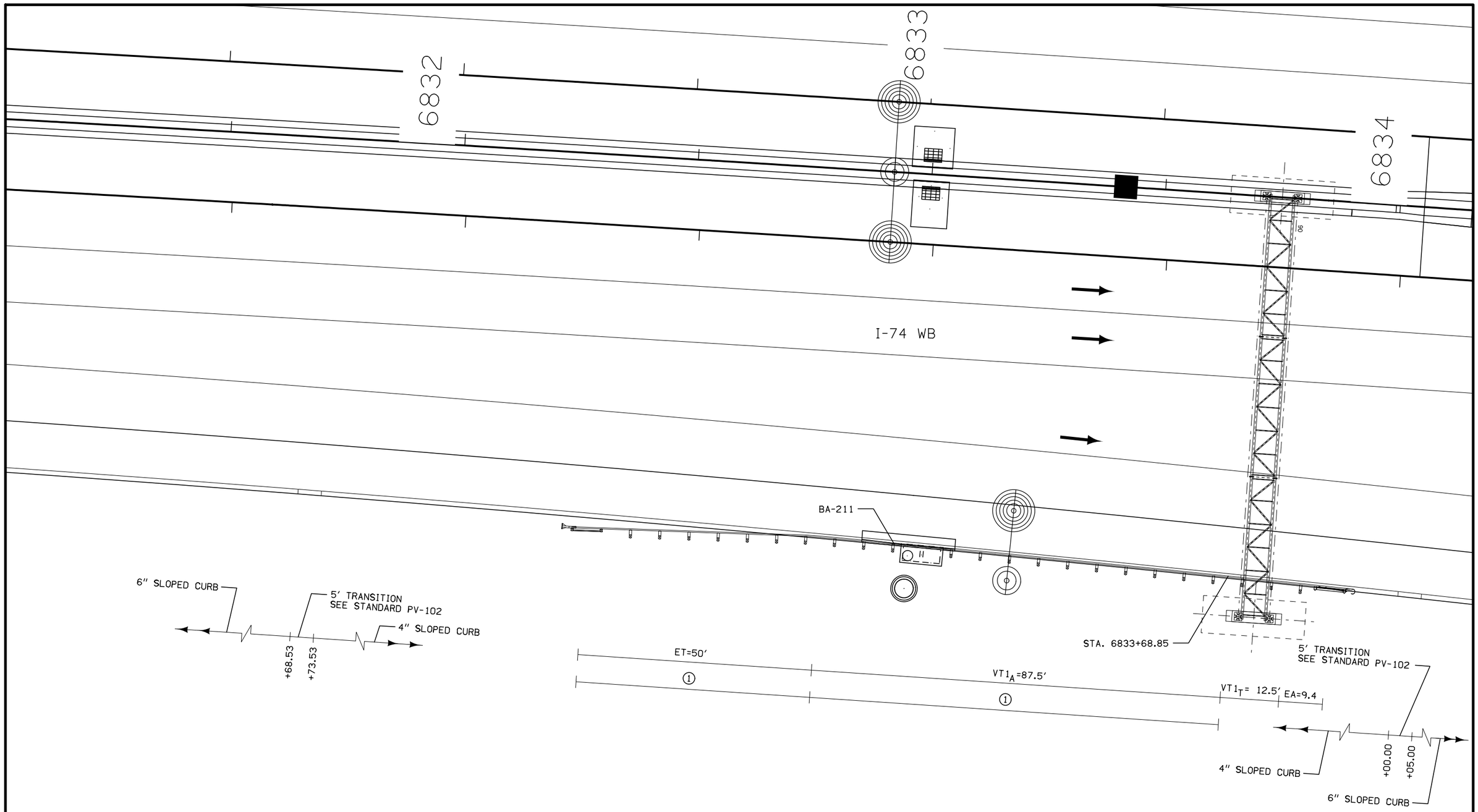

NOTES:

(1) SEE TAB 108-8C FOR DETAILS

GUARDRAIL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.43

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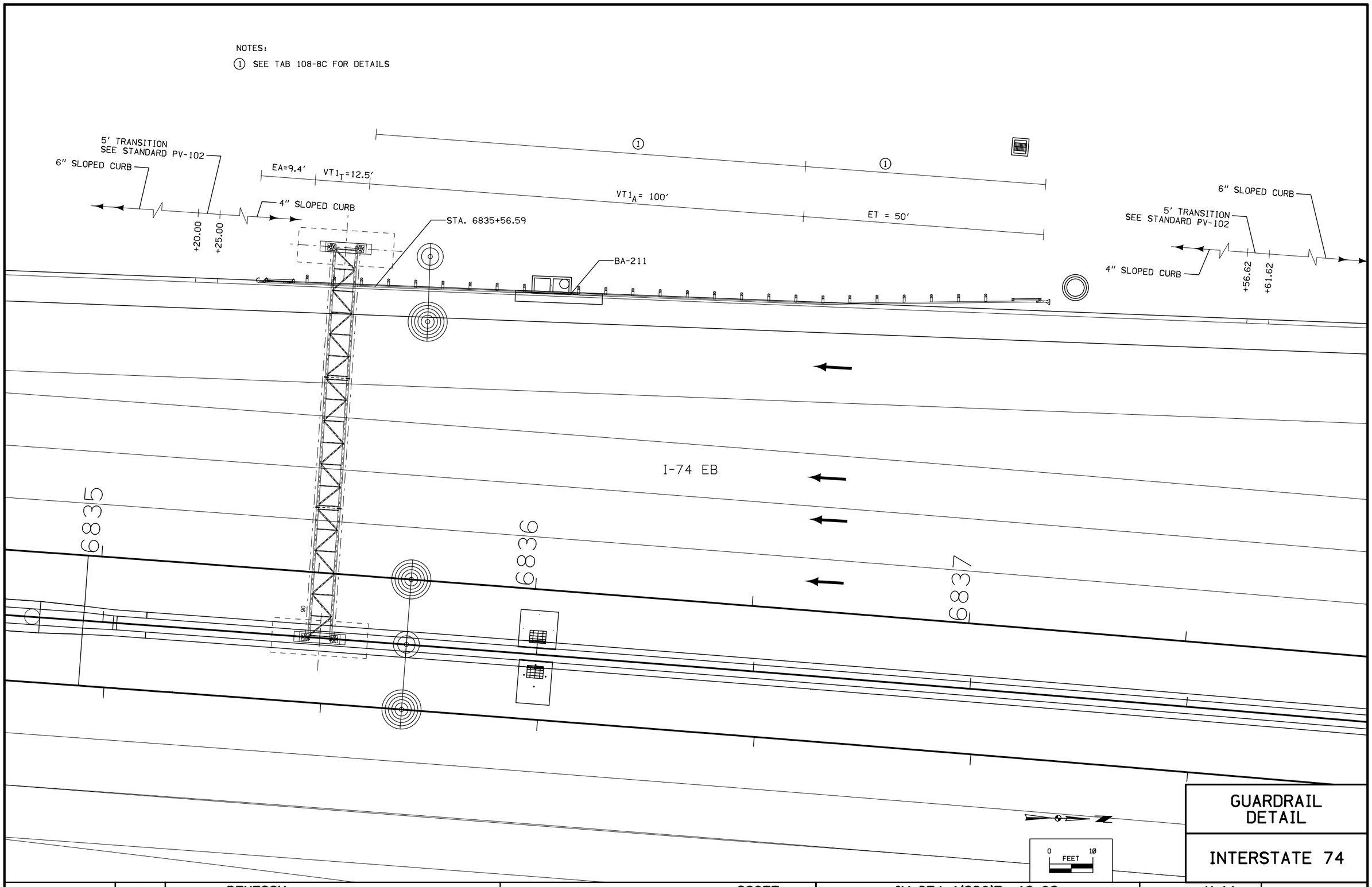
NOTES:

① SEE TAB 108-8C FOR DETAILS



GUARDRAIL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.44

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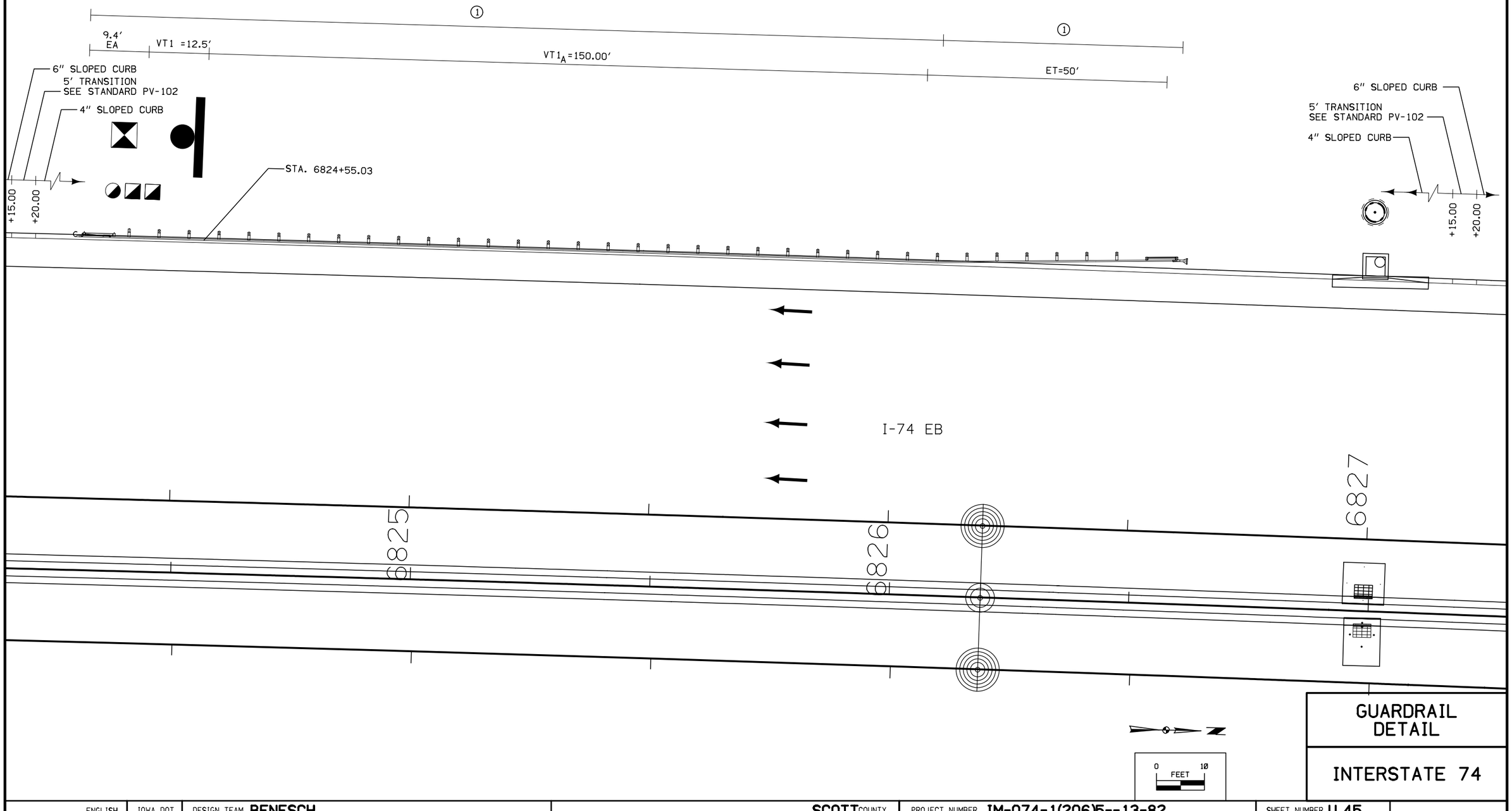
NOTES:

(1) SEE TAB 108-8C FOR DETAILS



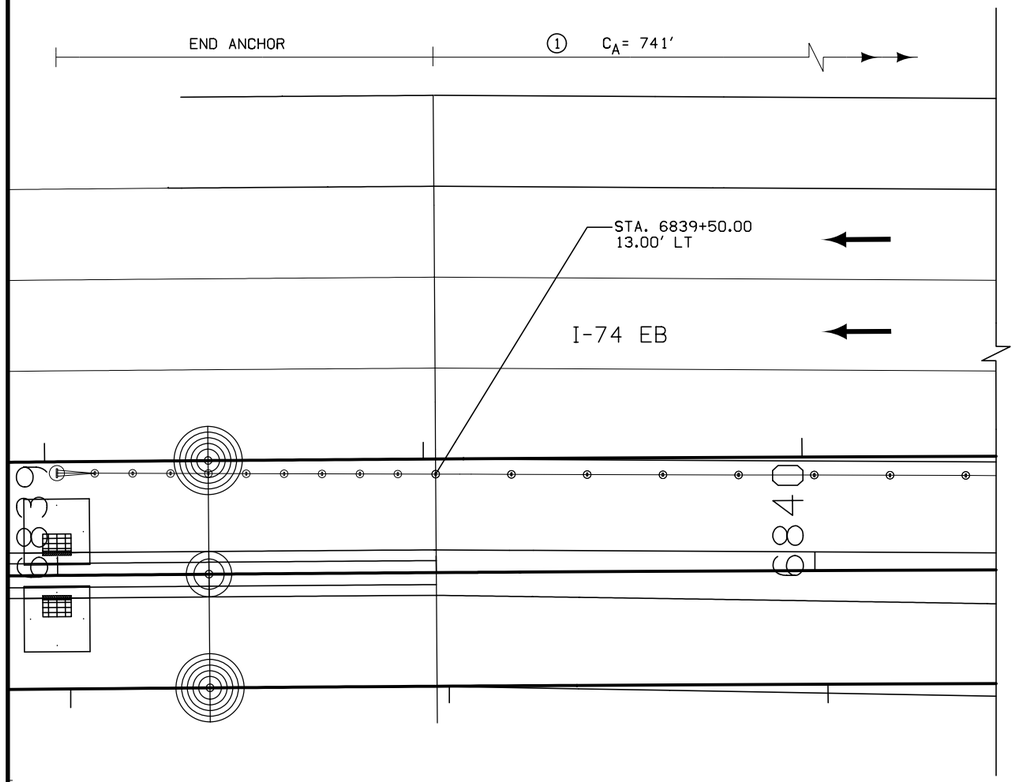
GUARDRAIL DETAIL

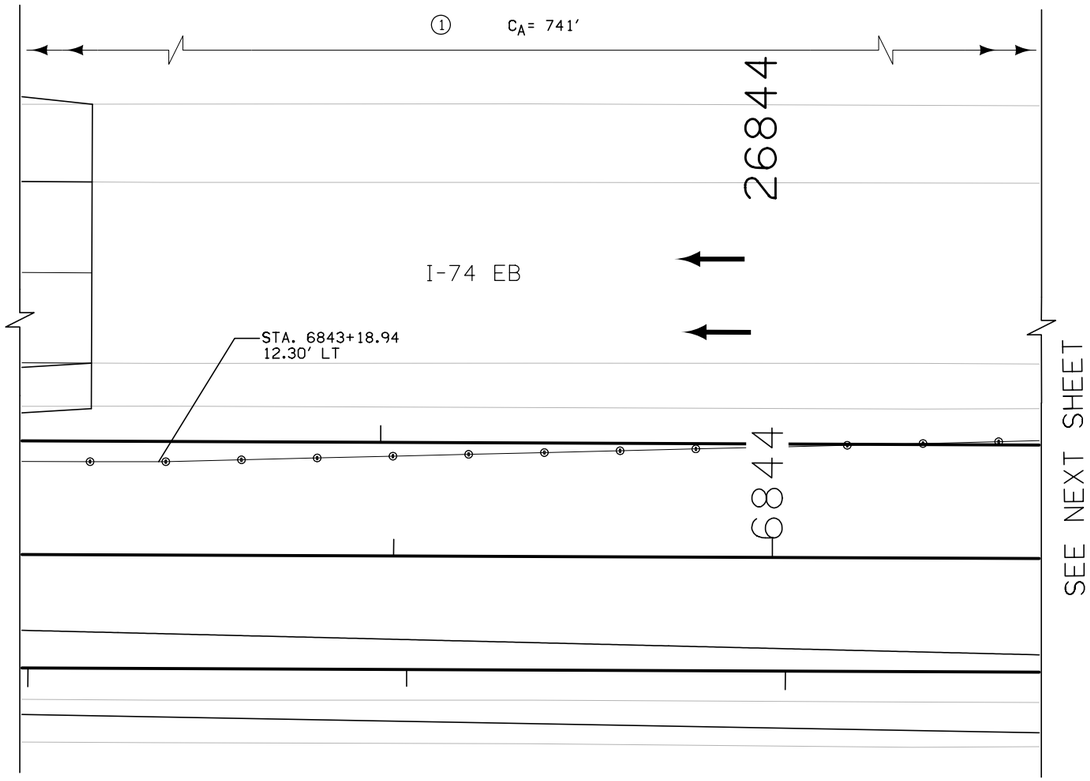
INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.45

NOTES:

① SEE TAB 108-9A FOR DETAILS





0 10 FEET

CABLE GUARDRAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **U.46**	

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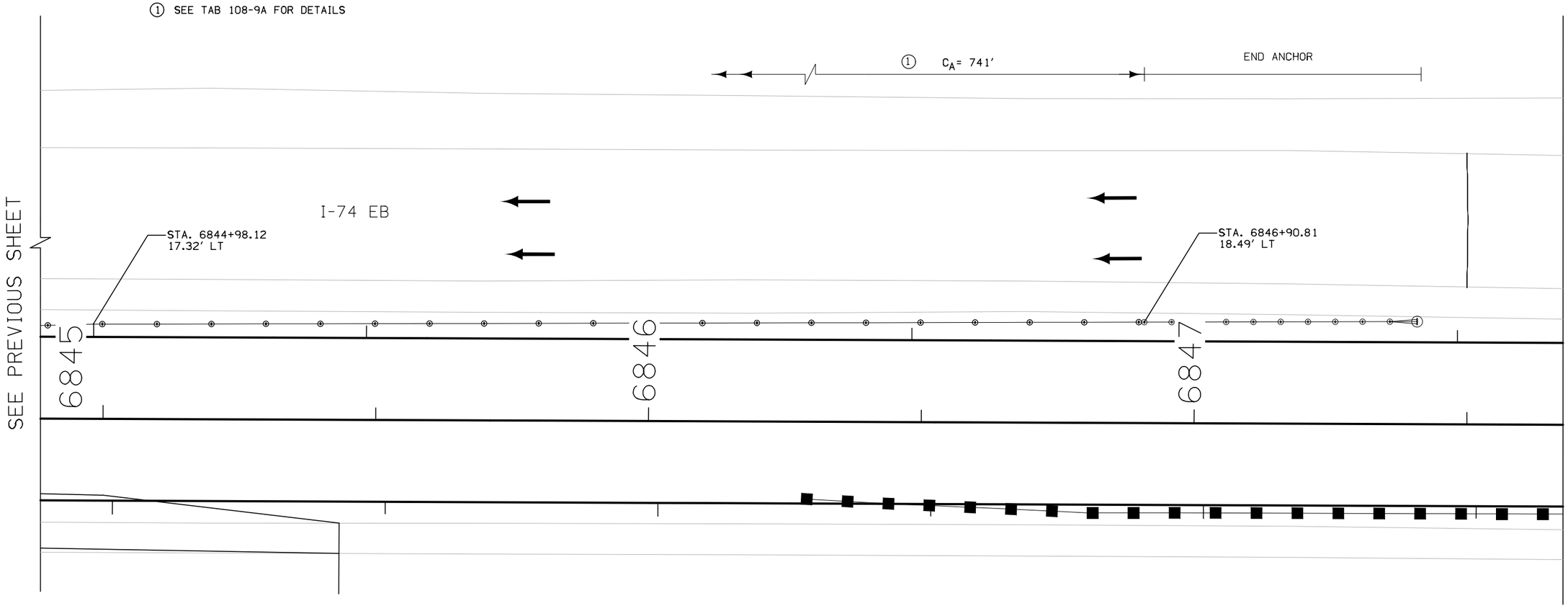
NOTES:

① SEE TAB 108-9A FOR DETAILS



0 FEET 10

CABLE GUARDRAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **U.47**

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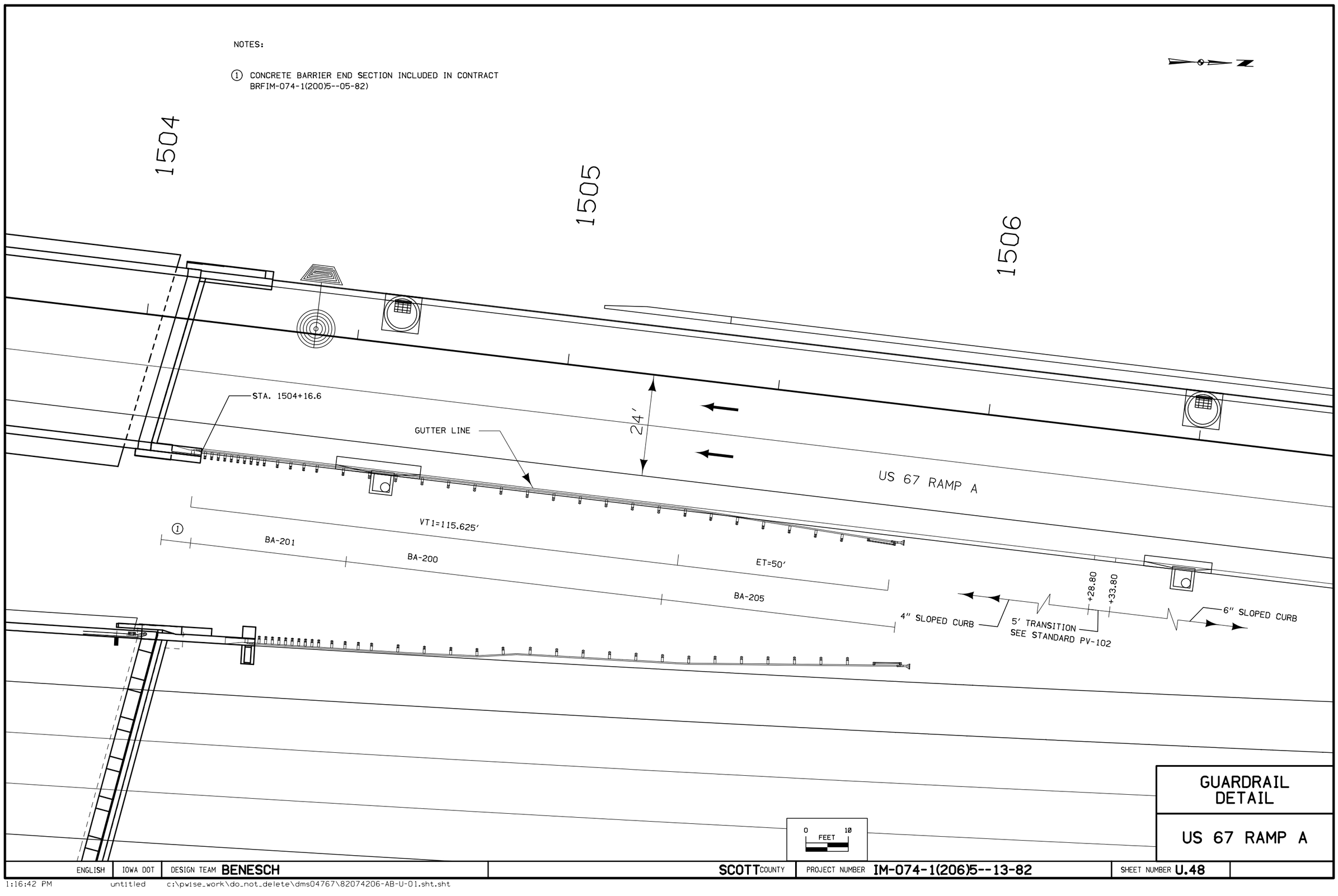
NOTES:

① CONCRETE BARRIER END SECTION INCLUDED IN CONTRACT BRFIM-074-1(200)5--05-82)



GUARDRAIL DETAIL

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **U.48**

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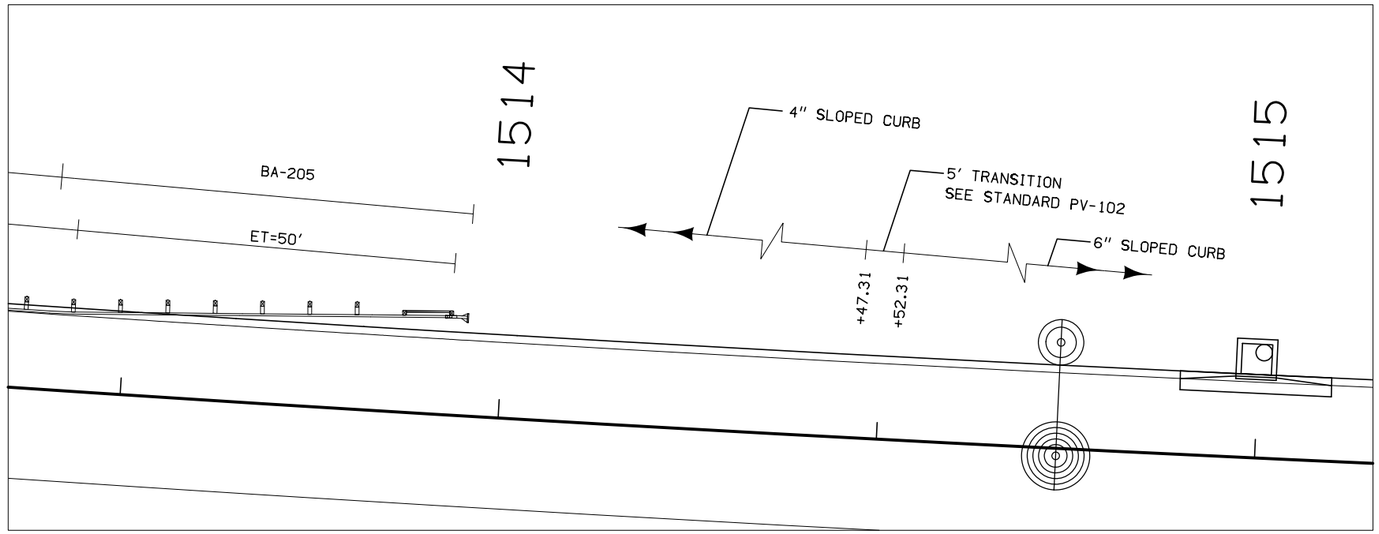
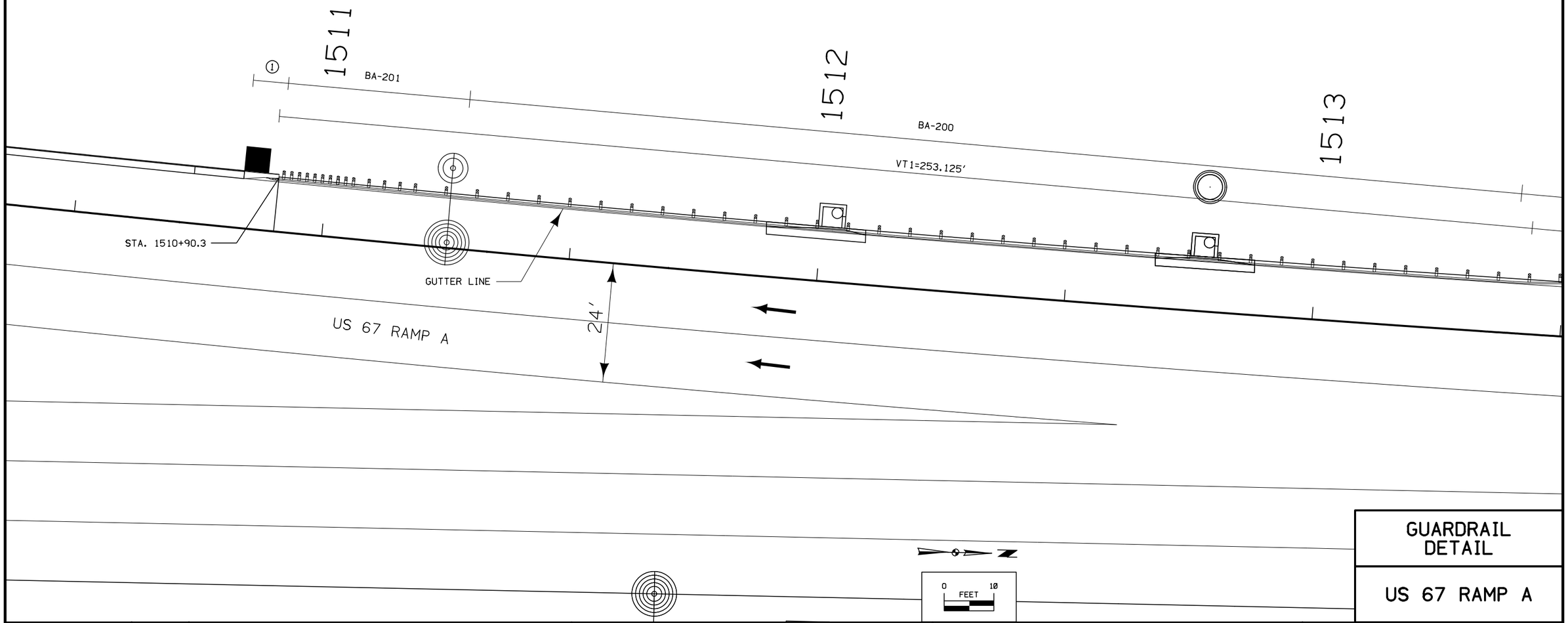
NOTES:

① CONCRETE BARRIER END SECTION INCLUDED IN CONTRACT BRFIM-074-1(200)5--05-82)





GUARDRAIL DETAIL

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.49

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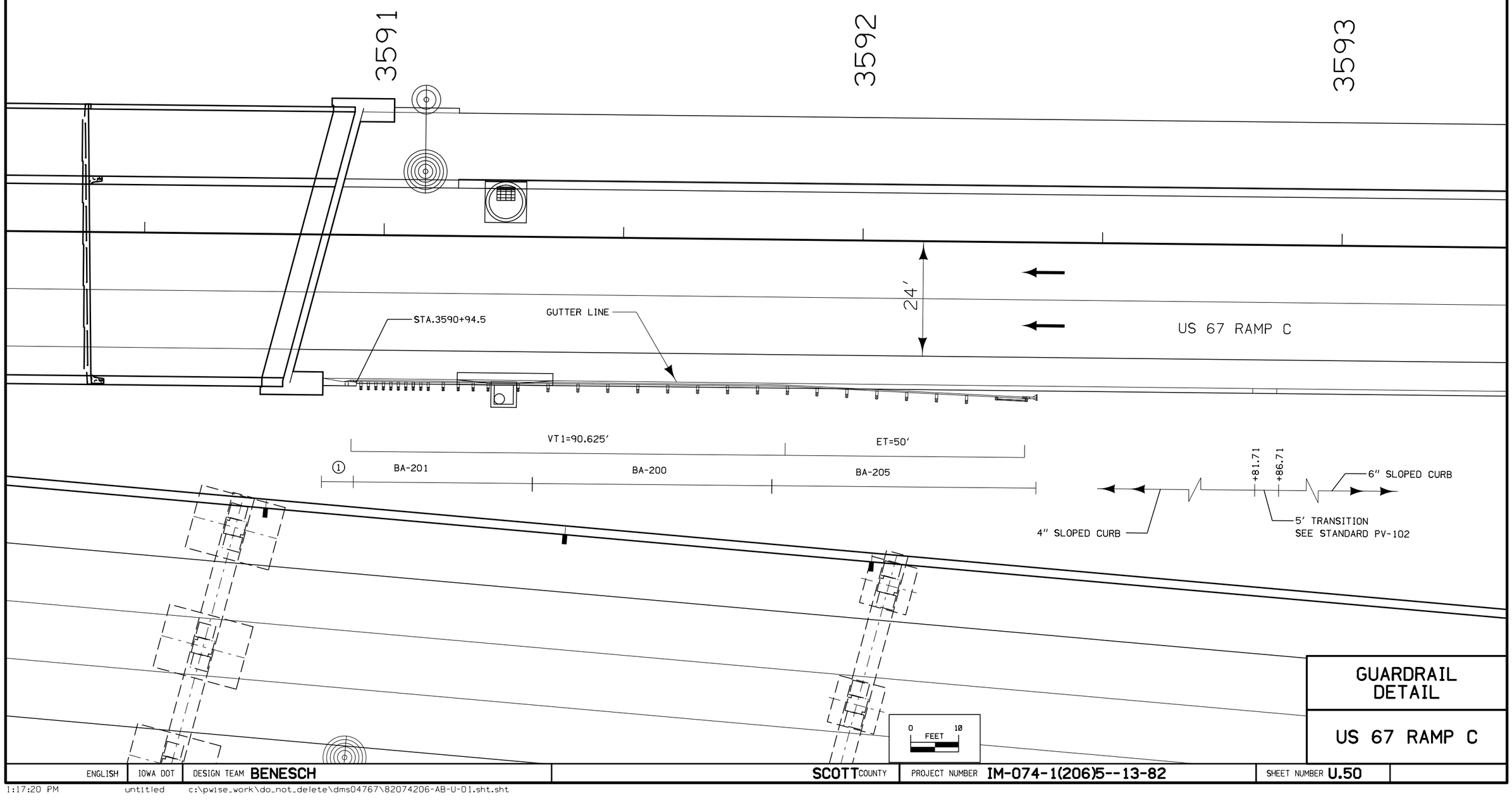
NOTES:

① CONCRETE BARRIER END SECTION INCLUDED IN CONTRACT BRFIM-074-1(200)5--05-82)



GUARDRAIL DETAIL

US 67 RAMP C

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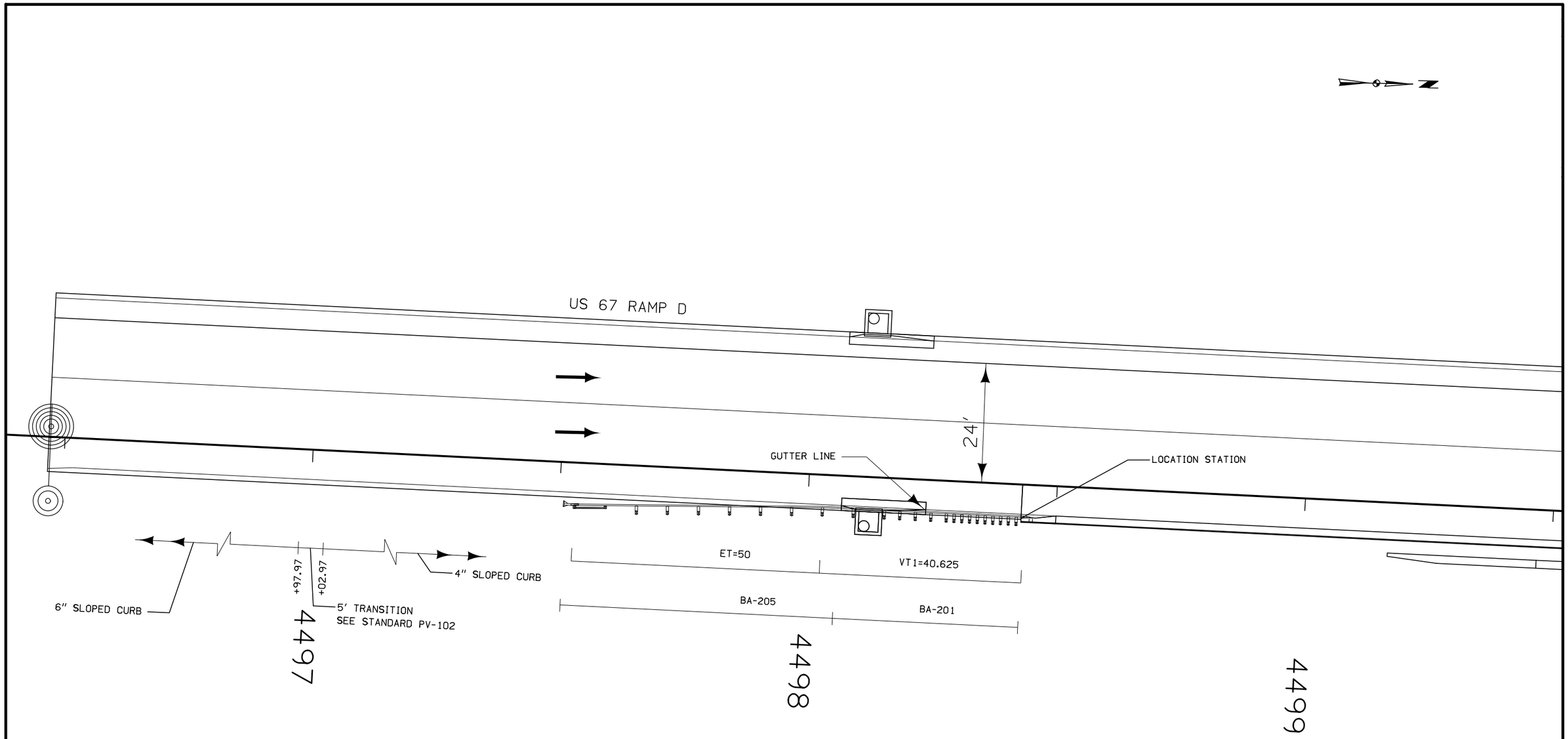

0 10 FEET

GUARDRAIL DETAIL

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(206)5--13-82**	SHEET NUMBER **U.51**

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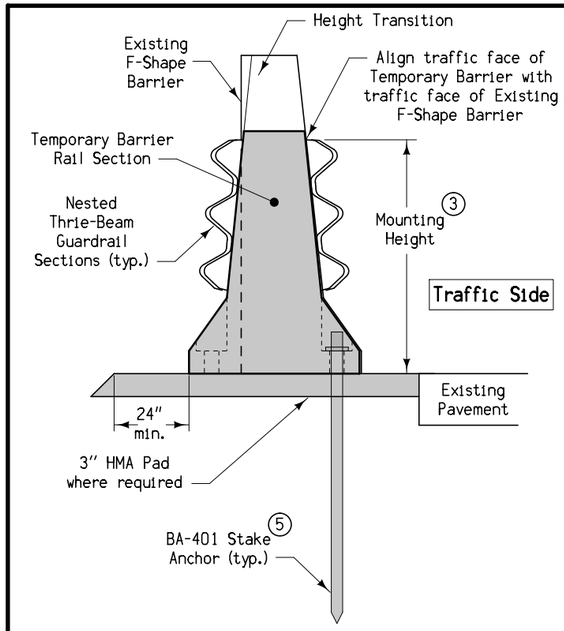
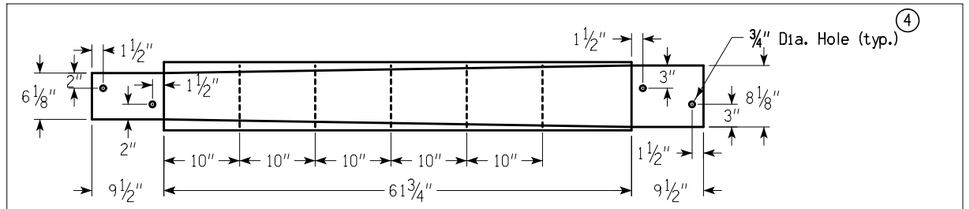
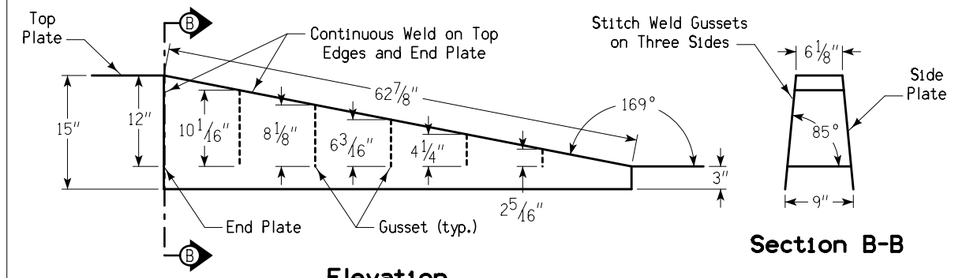


SECTION A-A



Plan



Elevation

Section B-B

HEIGHT TRANSITION
12-gauge ASTM A36 Steel
Galvanized after Welding

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

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

Contract Item: Temporary to Permanent Barrier Connection

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

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

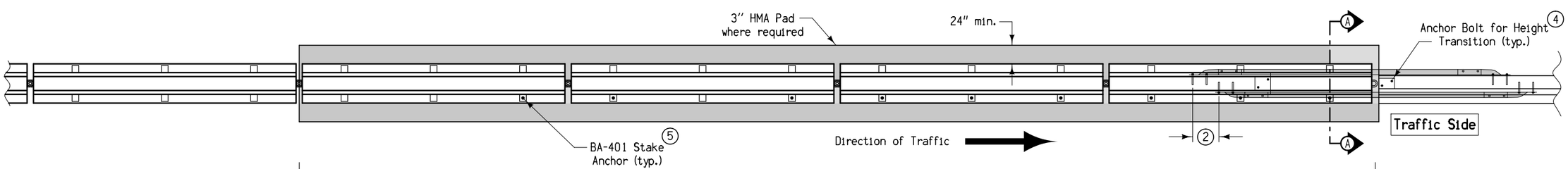
(1) Install five (5) Rail Anchor Bolts in each Terminal Connector as shown. Ensure a minimum embedment depth of 6". Drill pilot holes with a core bit. Avoid drilling or cutting through reinforcing steel within temporary or permanent barriers.

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

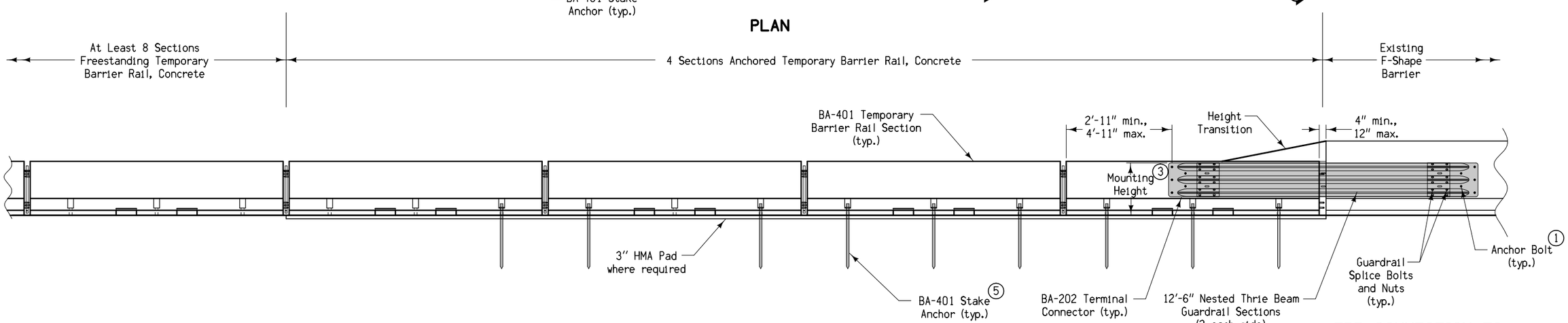
(3) 32" mounting height preferred. 30" minimum.

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

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

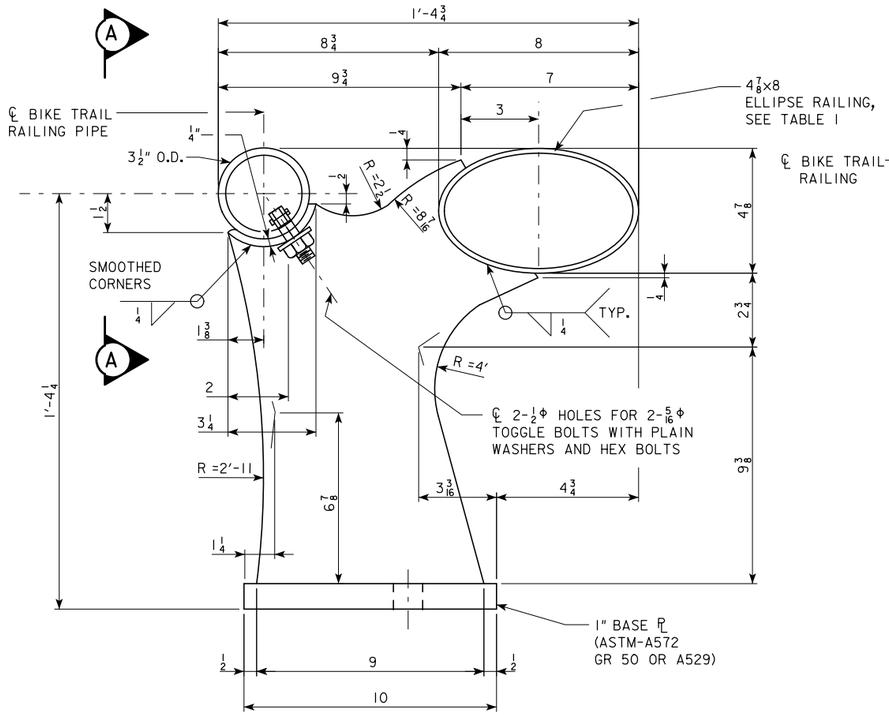


PLAN

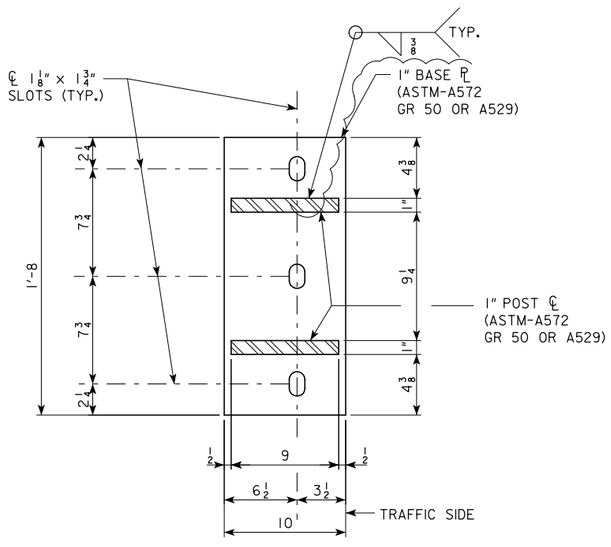


ELEVATION

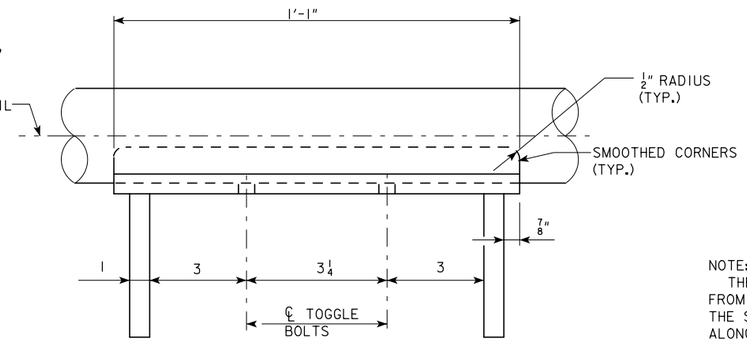
TBR CONNECTION TO 44-INCH F-SHAPE BARRIER



ELEVATION-RAISED TRAFFIC AND BICYCLE RAILING POST



BASE PLATE DETAIL



SECTION A-A

TESTING NOTE FOR TUBE STEEL:

THE RESULTS OF THE FOLLOWING TEST SHALL BE SUBMITTED AS A CERTIFIED TEST REPORT TO THE CENTRAL MATERIALS OFFICE IN AMES ALONG WITH A CERTIFIED MILL TEST REPORT. IN ADDITION, A 1 FOOT LONG TUBE SAMPLE FROM THE FABRICATING SHOP SHALL ALSO BE SUBMITTED TO THE CENTRAL MATERIALS OFFICE IN AMES FOR VERIFICATION TESTING.

TESTING IS NOT REQUIRED FOR HOT ROLLED TUBE STEEL CONFORMING TO ASTM A501.

ALL COLD FORMED TUBE STEEL SHALL BE TESTED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM E436 - "DROP-WEIGHT TEAR TESTS OF FERRITIC STEELS", EXCEPT WITH THE FOLLOWING MODIFICATIONS:

ALL TESTS SHALL BE PERFORMED BY THE PRODUCING MILL PRIOR TO FABRICATION. MATERIAL SAMPLES SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 PRIOR TO TESTING.

THE TESTING SHALL BE CONDUCTED AT A TEMPERATURE OF 0 DEGREES FAHRENHEIT ON A 3" x 1'-0 SPECIMEN.

IF THE AVERAGE PERCENT SHEAR AREA FALLS BELOW 50 PERCENT THE MATERIAL REPRESENTED BY THESE TESTS SHALL BE REJECTED.

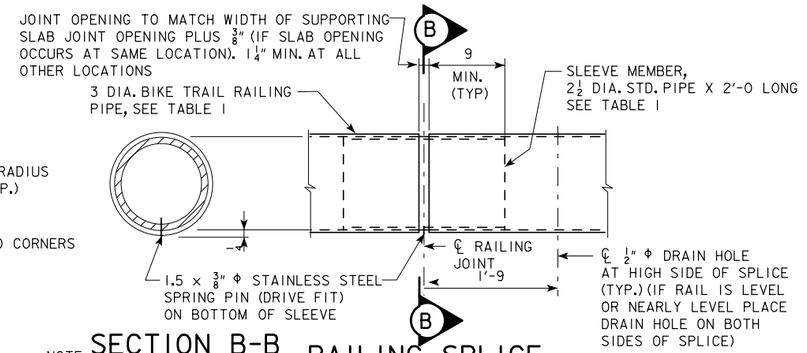
ALL MATERIALS SHALL BE ACCEPTED ON THE BASIS OF COMPLYING TEST RESULTS AND CERTIFIED MILL TEST REPORT.

TO FACILITATE ACCEPTANCE AND REJECTION OF MATERIAL, THE MANUFACTURER OF THE STRUCTURAL STEEL SHAPE SHALL IDENTIFY THE PRODUCT WITH THE STEEL HEAT NUMBER THAT IS TRACEABLE AT THE TIME OF ACCEPTANCE. THE HEAT NUMBER SHALL BE PLACED AT INTERVALS NOT TO EXCEED 4'-0.

TESTING OF STEEL BIKE TRAIL RAILING PIPE IS NOT REQUIRED.

TABLE I

APPROVED RAILING MATERIAL		
4 7/8 x 8 ELLIPSE RAILING	SLEEVE MEMBER (AT RAILING SPLICE)	
MATERIAL	MATERIAL	THICKNESS
6" DIA. STD. PIPE ASTM-A53 E OR S GRADE B	ASTM-A53-B	0.353"
	A36 OR A500 GR. B	0.339"
	API-5LX52	0.224"
6" DIA., 0.280" WALL THICKNESS ASTM-A501	ASTM-A53-B	0.353"
	A36 OR A500 GR. B	0.339"
	API-5LX52	0.224"
6 5/8" O.D. x 0.188" TUBE API-5LX52	ASTM-A53-B	0.339"
	A36 OR A500 GR. B	0.325"
	API-5LX52	0.216"
3 1/2 DIA. BIKE TRAIL RAILING PIPE	SLEEVE MEMBER (AT RAILING SPLICE)	
MATERIAL	MATERIAL	
3 " DIA. STD. PIPE ASTM-A53 E OR S GRADE B	2 1/2" DIA. STD. PIPE ASTM-A53 E OR S GRADE B	



SECTION B-B RAILING SPLICE

NOTE: THE MAJOR AND MINOR DIAMETERS OF THE RAIL MEMBER MAY VARY +/- 0.1875 INCHES FROM PLAN DIMENSIONS. HOWEVER, THE DIFFERENCE BETWEEN THE OUTSIDE DIAMETERS OF THE SLEEVE AND THE INSIDE DIAMETERS OF THE RAIL SHALL NOT EXCEED 0.125 INCHES ALONG THE MAJOR OR MINOR AXIS. THE MAXIMUM GAP ALONG THE 45° AXIS OF THE SLEEVE MAY BE 1/4" MAX.

STRUCTURAL STEEL RAILING, TRAFFIC & BICYCLE NOTES:

STRUCTURAL STEEL BARRIER JOINTS ARE TO BE LOCATED AS SHOWN.

THE STRUCTURAL STEEL RAILING IS TO BE BID ON A PER LINEAR FOOT BASIS MEASURED FROM END TO END OF STEEL RAILING.

THE NUMBER OF LINEAR FOOT OF STRUCTURAL STEEL RAILING INSTALLED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT BASED ON PLAN QUANTITIES.

PRICE BID FOR "STRUCTURAL STEEL RAILING, TRAFFIC & BICYCLE" SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, AND ALL THE EQUIPMENT AND LABOR REQUIRED TO ERECT THE RAILING IN ACCORDANCE WITH THESE PLANS AND CURRENT SPECIFICATIONS.

ALL RAILINGS, POSTS, SLEEVES, BASE PLATES, AND SHIMS SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.

OPTIONAL CAST-IN-PLACE ANCHOR BOLTS TO COMPLY WITH ASTM F1554 GRADE 105. HEX NUTS TO COMPLY WITH ASTM A563 GRADE DH. WASHERS TO COMPLY WITH ASTM F436. GALVANIZING IN ACCORDANCE WITH ASTM F2329.

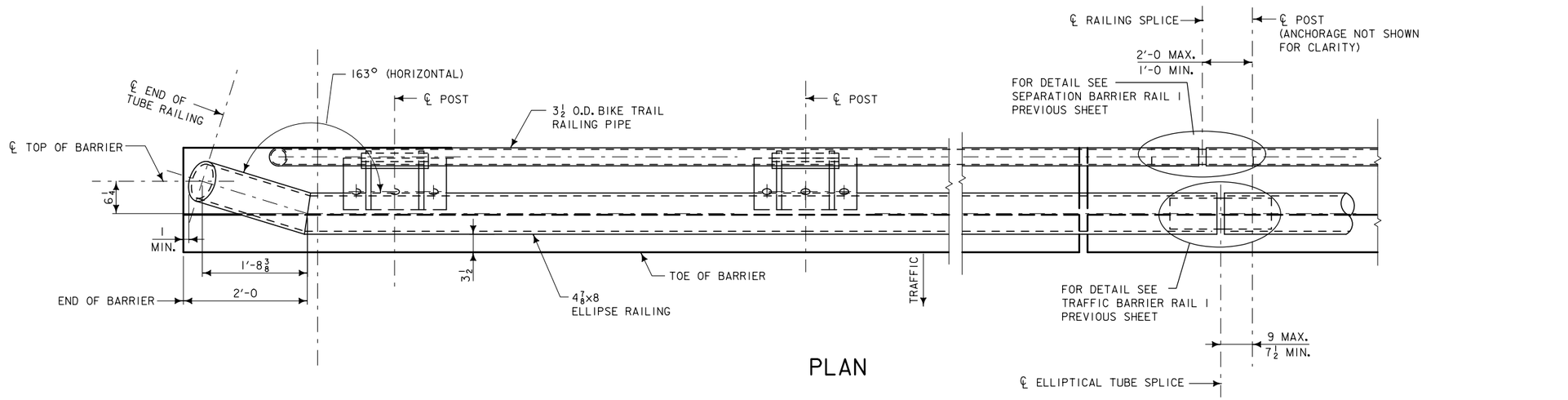
ANCHOR BOLTS SHALL BE 7/8" DIA., A193 GR. B7, BE FULLY THREADED WITH HEAVY HEX NUTS AND ONE HARDENED WASHER AND ONE 2 1/4" O.D. WASHER EACH. EMBED THREADED RODS 10 1/2" MIN. INTO CONCRETE PARAPET. ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329. ADHESIVE BONDING MATERIAL SYSTEM SHALL BE IN ACCORDANCE WITH MATERIALS I.M. 491.11. INSTALLED ANCHORS SHALL BE CAPABLE OF OBTAINING AN ULTIMATE LOAD PER THREADED ROD OF 36 KIPS IN TENSION FOR THE SPACING AND EDGE DISTANCE SHOWN IN THE PLANS. INSTALL AND FIELD TEST ANCHORS IN ACCORDANCE WITH THE DEVELOPMENTAL SPECIFICATION, "INSTALLING ADHESIVE-BONDED ANCHORS AND DOWELS FOR TRAFFIC RAILINGS".

TOGGLE BOLTS SHALL BE A TYPE OF STUD AND/OR SCREW STYLE CAPABLE OF SUPPORTING A 1,000 POUND LOAD IN TENSION WHEN TESTED THROUGH A 1/2" ROUND HOLE. TOGGLE BOLTS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329. TOGGLE BOLTS MAY BE CADMIUM-PLATED TO MEET THE REQUIREMENTS OF ASTM B766 "ELECTRODEPOSITED COATINGS OF CADMIUM" IN PLACE OF GALVANIZING.

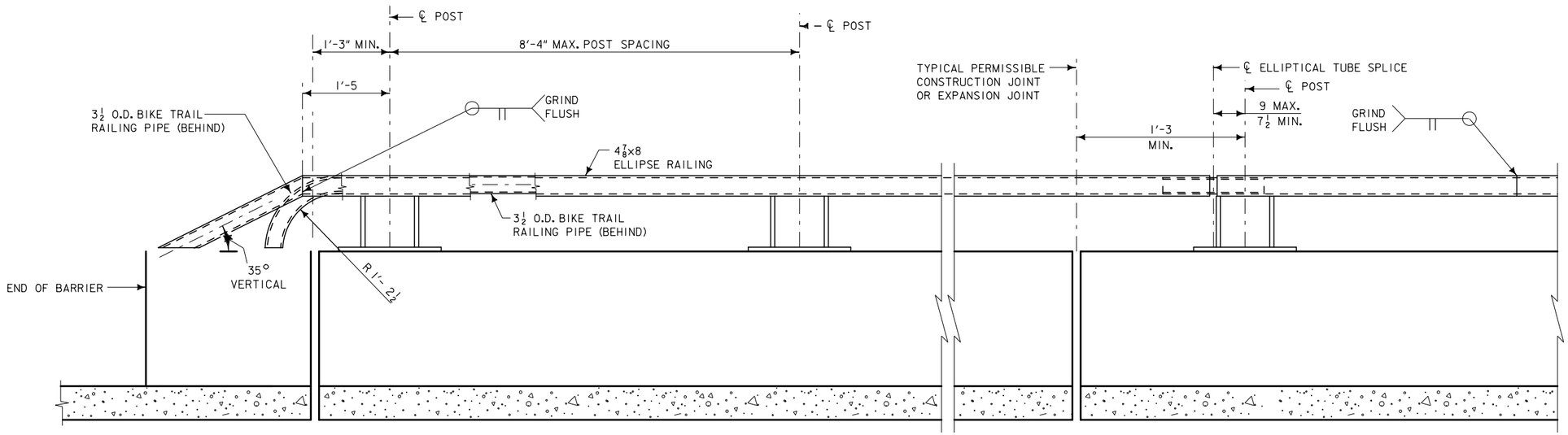
THE TESTING OF THE TOGGLE BOLTS SHALL FOLLOW THE GUIDELINES SET FORTH IN ASTM A370 WITH THE FOLLOWING MODIFICATIONS. THE BOTTOM FIXTURE USED TO GRIP THE BOLT SHALL ALLOW THE END PIECES TO SPREAD PRIOR TO GRIPPING IT. THE FIXTURE AT THE TOP SHOULD ALLOW CENTERING OF THE BOLT ALLOWING THE BOLT TO PULLED AXIALLY. THE SPEED OF THE TEST SHOULD BE APPROXIMATELY 1/4" PER MINUTE. THE RESULTS OF THE TEST SHALL BE SUBMITTED AS A CERTIFIED TEST REPORT TO THE CENTRAL MATERIALS OFFICE IN AMES ALONG WITH A CERTIFIED MILL TEST REPORT. IN ADDITION, THREE SAMPLE TOGGLE BOLTS SHALL ALSO BE SUBMITTED TO THE CENTRAL MATERIALS OFFICE IN AMES FOR VERIFICATION TESTING. THE SAMPLES SHALL HAVE THE SAME HEAT NUMBER AS THE TOGGLE BOLTS SUPPLIED.

SEE DESIGN SHEET XX FOR ELLIPSE RAILING SPLICE, RAILING SHOP SPLICE AND CAST IN PLACE ANCHOR BOLT OPTIONS DETAILS.

TRAFFIC AND BICYCLE RAILING
SCOTT COUNTY



PLAN



ELEVATION

TRAFFIC AND BICYCLE RAILING
SCOTT COUNTY

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.54

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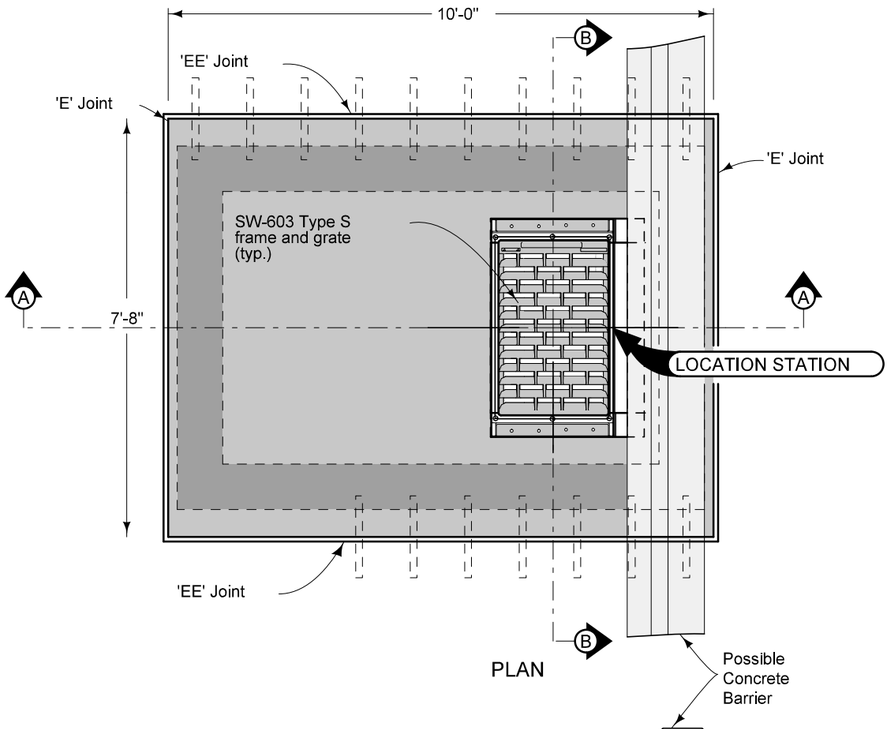

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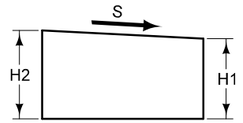


DETAIL 'A'

Dimensions		
"S" (%)	"H1" (In.)	"H2" (In.)
3	17.00	19.15

All plate and edge armor steel to be ASTM A 36, galvanized after fabrication.

Remove cover plate before constructing concrete barrier.

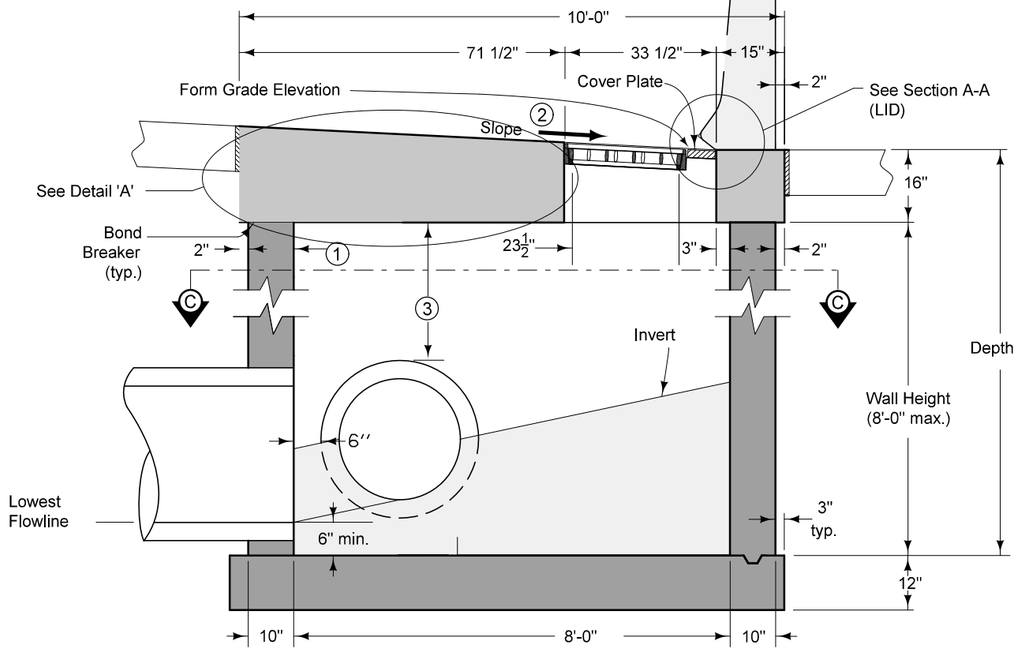
Cast frames into intake top so tops of grates are $\frac{1}{4}$" below Form Grade Elevation. Bolt intake frames together on both sides with four $\frac{1}{2}$" x 4" bolts.

For joint details, refer to PV-101.

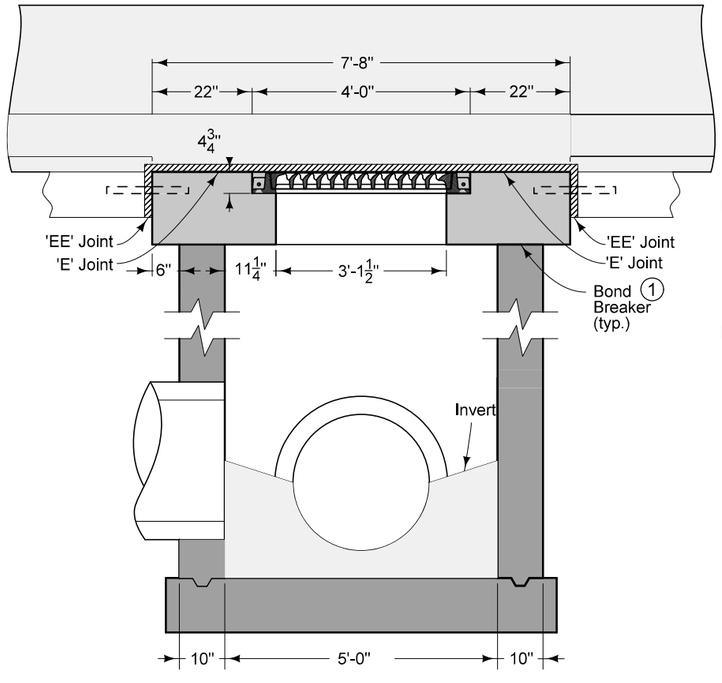
(1) Trowel smooth and place two layers of 30 pound roofing felt to prevent bond.

(2) Match slope of top and grade to slope of adjacent pavement.

(3) 12 inch minimum wall height above all pipes.



SECTION A-A



SECTION B-B

Possible Contract Item:

Barrier Intake, SW-549 Modified
Barrier Intake, SW-549 Modified, Well Only
Barrier Intake, SW-549 Modified, Top Only

Possible Tabulation:

104-5B

MODIFIED STANDARD ROAD PLAN

REVISION	
4	04-21-15

SW-549

SHEET 1 of 5

MODIFICATIONS: Modified well and lid dimensions to provide pipe clearance to median foundations. Modified reinforcement bars.

SINGLE-GRATE BARRIER INTAKE, RECTANGULAR

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.55

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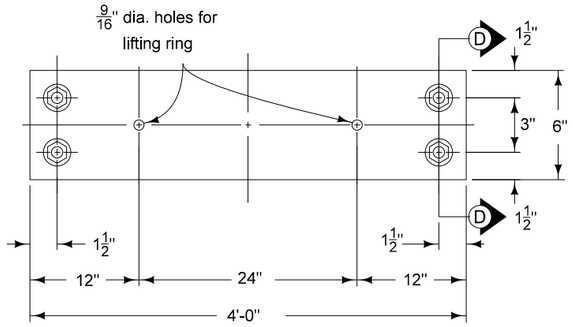
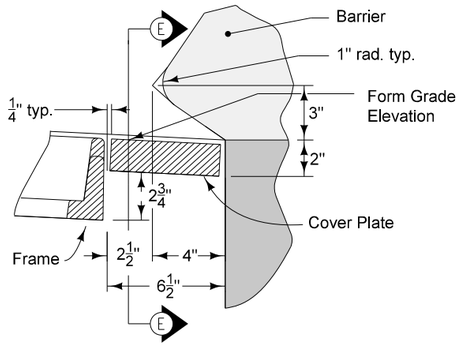
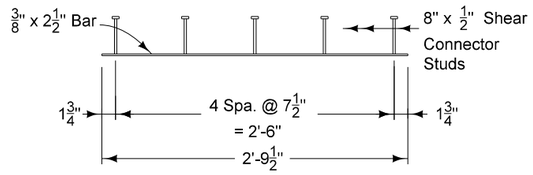


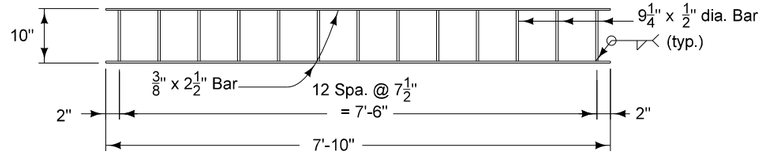
PLAN



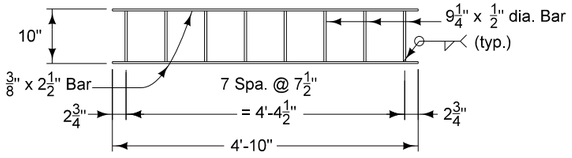
SECTION A-A
(LID)



FRAME RING
(2 required)

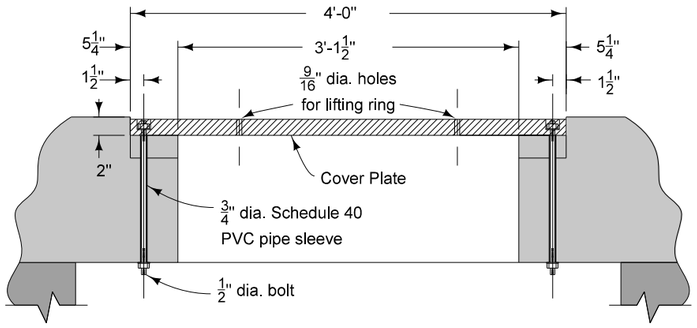


WALL
(2 required)

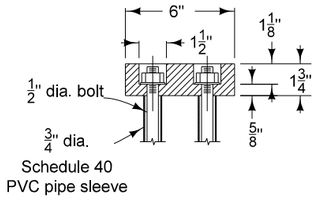


WALL
(2 required)

EDGE ARMOR



SECTION E-E



SECTION D-D

COVER PLATE

MODIFIED STANDARD ROAD PLAN

REVISION	
4	04-21-15

SW-549

SHEET 2 of 5

MODIFICATIONS: Modified well and lid dimensions to provide pipe clearance to median foundations. Modified reinforcement bars.

SINGLE-GRATE BARRIER INTAKE, RECTANGULAR

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.56

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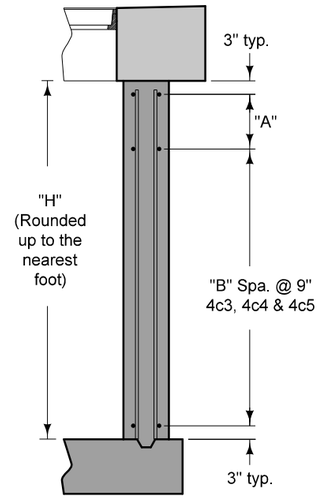
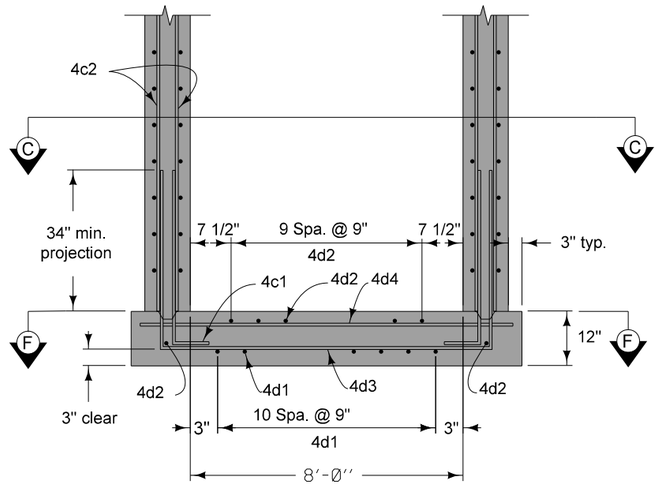
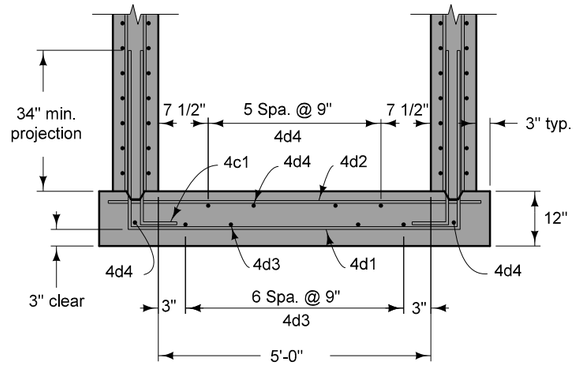


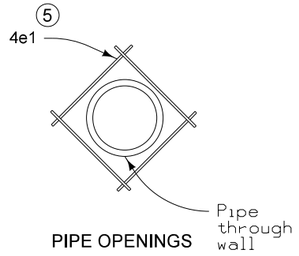
PART SECTION A-A
(Where H = 3' to 8')



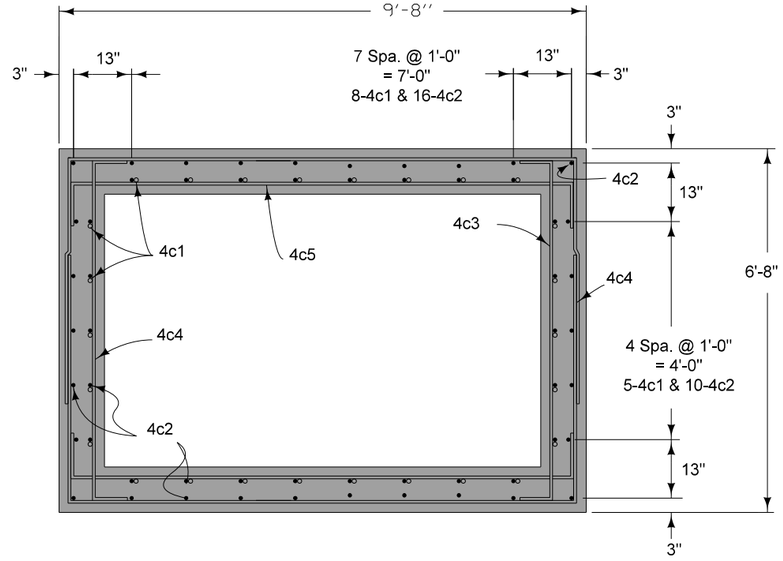
SECTION A-A



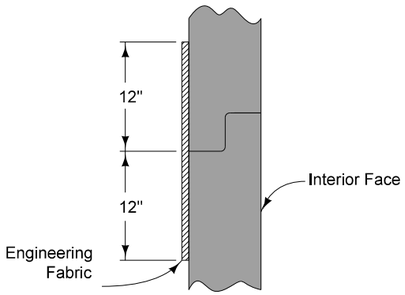
SECTION B-B



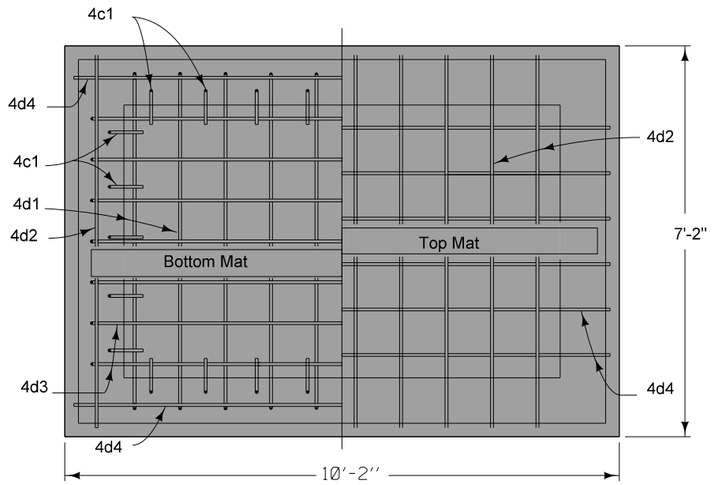
PIPE OPENINGS



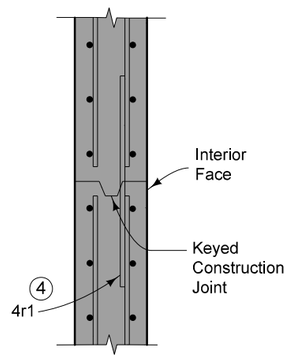
SECTION C-C



WALL JOINT DETAIL



SECTION F-F
BASE REINFORCING



C.I.P. WALL
CONSTRUCTION JOINT

(4) Install 4r1 x 3'-0" dowel bars at 12-inch spacing at all wall joints. Thirty 4rl bars required per joint, total weight = 60 lbs.

(5) 4e1 bar length to be pipe diameter plus 12 inches. Place 4e1 bar inside of vertical reinforcing. Shift main reinforcing bars as required for pipe entrance. Field cut bars to maintain 3 inch clearance from bottom and 2 inch clearance from face of walls. Four 4e1 bars required per pipe entrance.

MODIFIED STANDARD ROAD PLAN

REVISION
4 | 04-21-15

SW-549

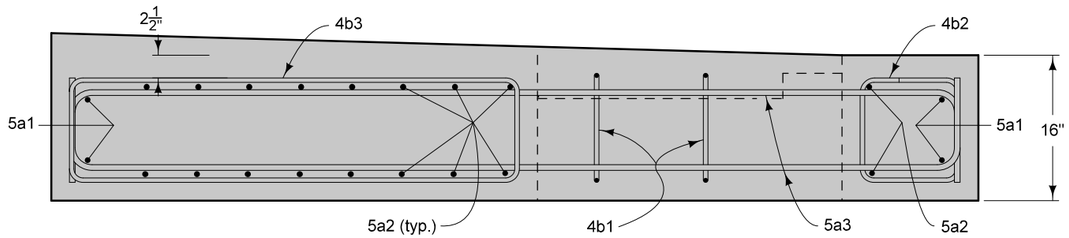
SHEET 3 of 5

MODIFICATIONS: Modified well and lid dimensions to provide pipe clearance to median foundations. Modified reinforcement bars.

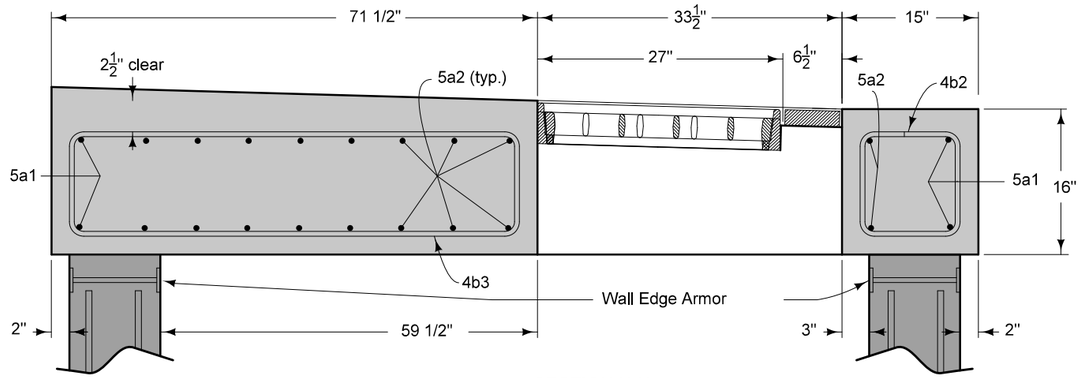
SINGLE-GRATE BARRIER INTAKE, RECTANGULAR

WALLS

MODIFICATIONS: Renumbered circle notes. Removed opening through barrier.



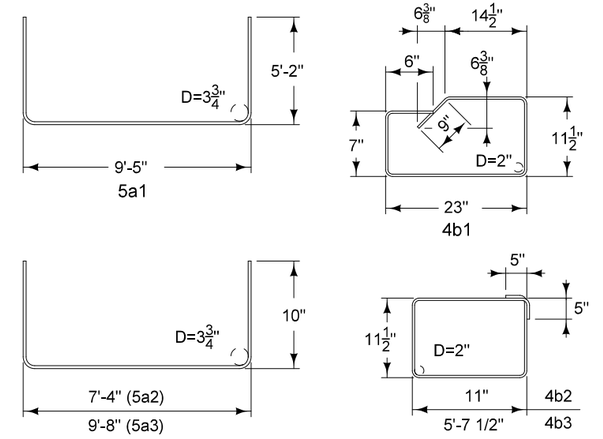
SECTION G-G



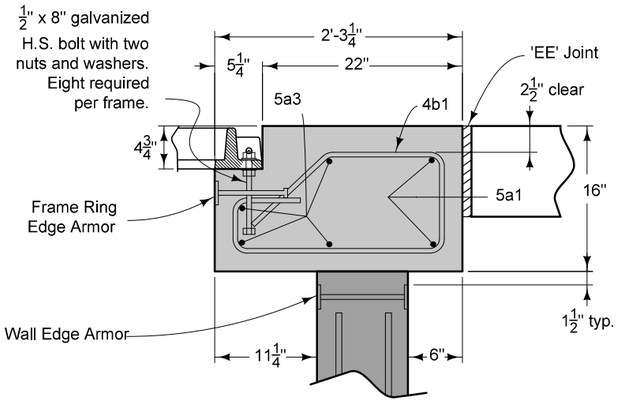
SECTION H-H

LID REINFORCING BAR LIST					
EPOXY-COATED					
BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT (lb.)
5a1	Lid, Exterior, Edge		4	19'-9"	82
5a2	Lid, Interior, Longitudinal		18	9'-0"	169
5a3	Lid, Interior, Transverse		8	11'-4"	95
4b1	Lid Hoop		4	5'-11"	16
4b2	Lid Hoop		3	4'-7"	9
4b3	Lid Hoop		5	14'-0"	47
EPOXY COATED REINFORCING STEEL - TOTAL					418

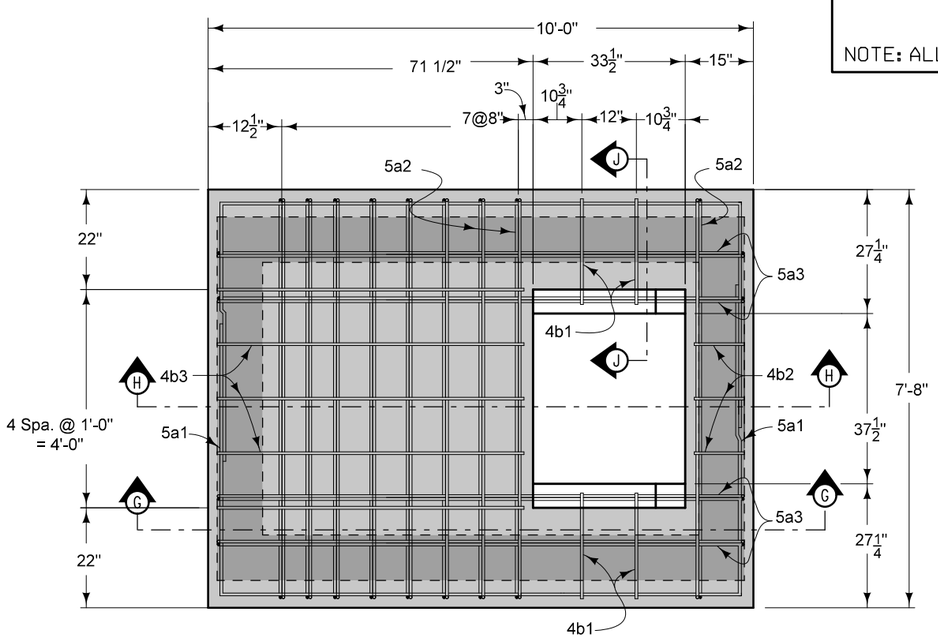
LID BENT BAR DETAILS



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



SECTION J-J



LID PLAN

REVISION	
4	04-21-15

MODIFIED STANDARD ROAD PLAN

SW-549

SHEET 4 of 5

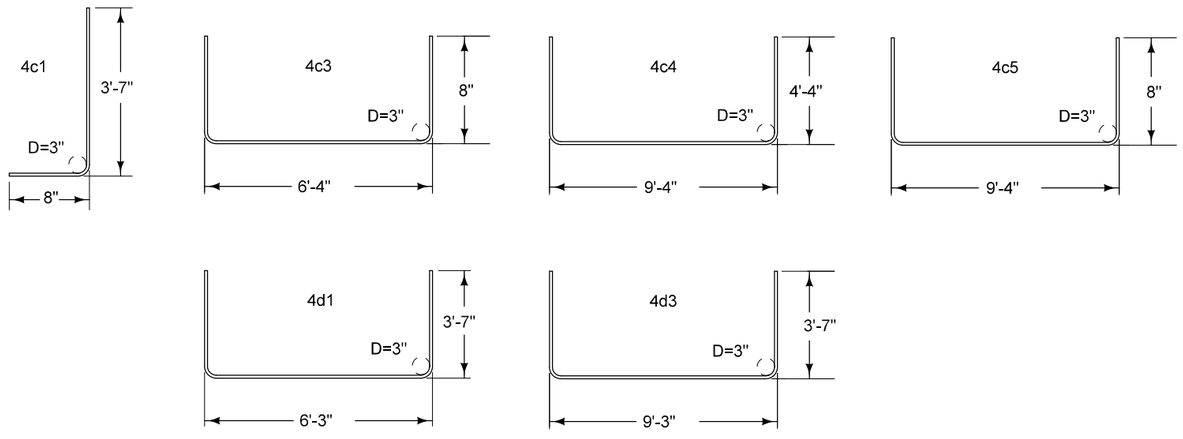
MODIFICATIONS: Modified well and lid dimensions to provide pipe clearance to median foundations. Modified reinforcement bars.

SINGLE-GRATE BARRIER INTAKE, RECTANGULAR

VARIABLE DIMENSIONS AND QUANTITIES

Dimensions		Bar List for Base and Walls																			Quantities				
"H"	"A" (6)	4c1		4c2		4c3			4c4			4c5			4d1		4d2		4d3		4d4		Concrete - Cu. Yds.				Steel (7)
(Ft.)	(In.)	NO.	L	NO.	L	"B"	NO.	L	"B"	NO.	L	"B"	NO.	L	NO.	L	NO.	L	NO.	L	NO.	L	BASE	LID	WALLS	TOTAL	TOTAL LBS.
3	3	26	4'-3"	--	--	3	10	7'-8"	3	10	18'-0"	3	10	10'-8"	11	13'-5"	12	6'-10"	7	16'-5"	8	9'-10"	2.7	3.7	2.8	9.2	1018
4	6	26	4'-3"	56	3'-10"	4	12	7'-8"	4	12	18'-0"	4	12	10'-8"	11	13'-5"	12	6'-10"	7	16'-5"	8	9'-10"	2.7	3.7	3.7	10.1	1210
5	9	26	4'-3"	56	4'-10"	5	14	7'-8"	5	14	18'-0"	5	14	10'-8"	11	13'-5"	12	6'-10"	7	16'-5"	8	9'-10"	2.7	3.7	4.6	11.0	1296
6	3	26	4'-3"	56	5'-10"	7	18	7'-8"	7	18	18'-0"	7	18	10'-8"	11	13'-5"	12	6'-10"	7	16'-5"	8	9'-10"	2.7	3.7	5.5	11.9	1430
7	6	26	4'-3"	56	6'-10"	8	20	7'-8"	8	20	18'-0"	8	20	10'-8"	11	13'-5"	12	6'-10"	7	16'-5"	8	9'-10"	2.7	3.7	6.4	12.8	1516
8	9	26	4'-3"	56	7'-10"	9	22	7'-8"	9	22	18'-0"	9	22	10'-8"	11	13'-5"	12	6'-10"	7	16'-5"	8	9'-10"	2.7	3.7	7.3	13.7	1602

BENT BAR DETAILS



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

REINFORCEMENT

(6) A = First bar spacing at top of wall. Minimum spacing is 3 inches. Maximum spacing is 9 inches. Adjust as necessary.

(7) Quantity includes 418 lbs. for lid.

MODIFIED STANDARD ROAD PLAN

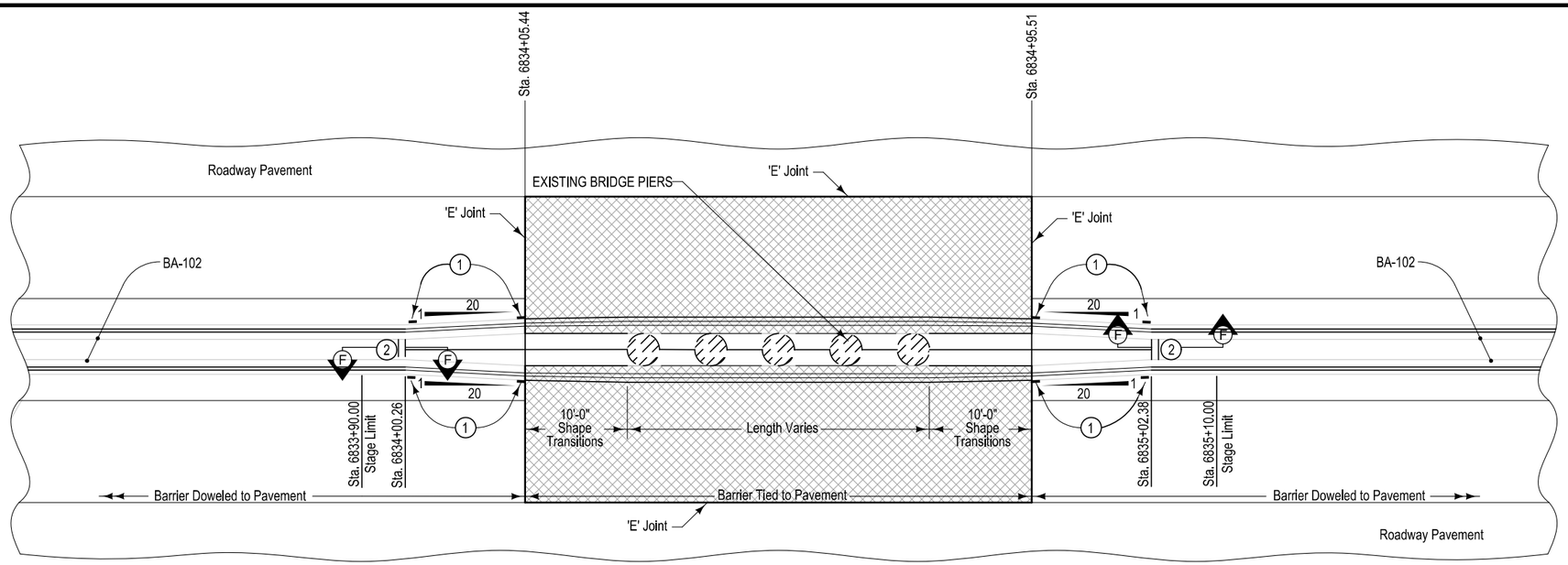
REVISION 4 04-21-15

SW-549

SHEET 5 of 5

MODIFICATIONS: Renumbered circle notes. Removed opening through barrier.

SINGLE-GRATE BARRIER INTAKE, RECTANGULAR



PLAN

Use Grade 60 epoxy-coated reinforcing bars. Provide 2 inches minimum cover. Anchor all reinforcement to prevent movement. Secure each section at the front, back, and at 3'-6" intervals using a method approved by the Engineer.

Possible Contract Items:

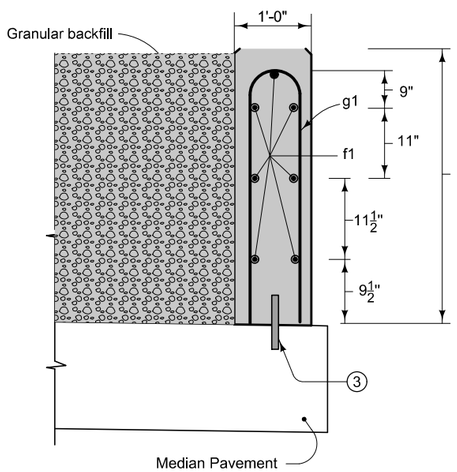
1. Concrete Barrier, Reinforced, as per plan
2. Concrete Barrier, BA-102
3. Granular Backfill
4. Reinforced Paved Shoulder

(1) Barrier Markers

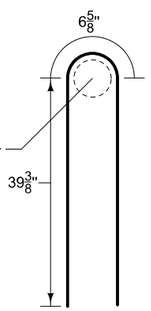
(2) Closure Wall, included in cost of "Concrete Barrier, Reinforced, as per plan"

(3) Use 1 inch diameter deformed dowel bars of sufficient length to ensure 6 inch minimum embedment in barrier and supporting surface. Install dowels either in supporting surface when placed, or in drilled holes using polymer grout complying with Materials I.M. 491.11 or hydraulic cement grout complying with Materials I.M. 491.13.

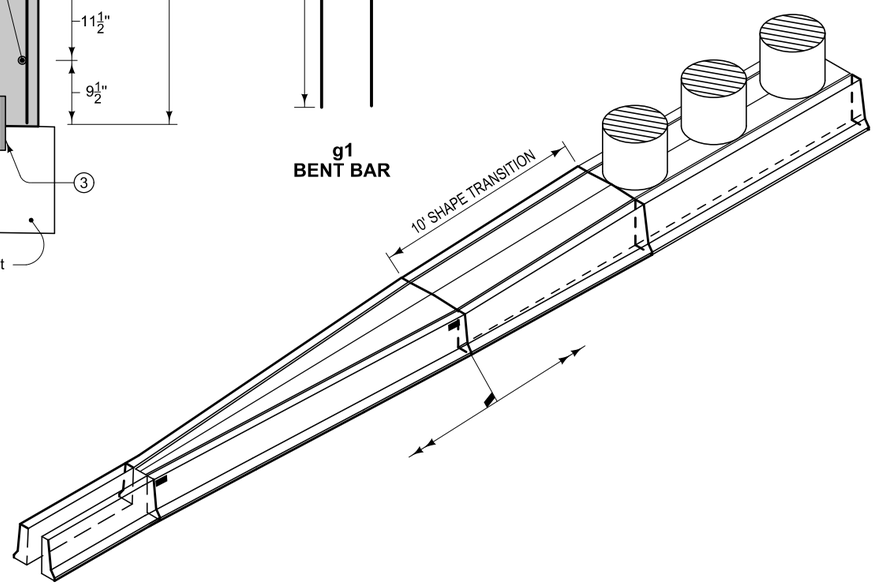
Reinforced Paved Shoulder



SECTION F-F



g1
BENT BAR



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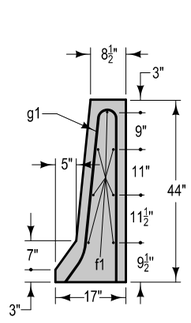
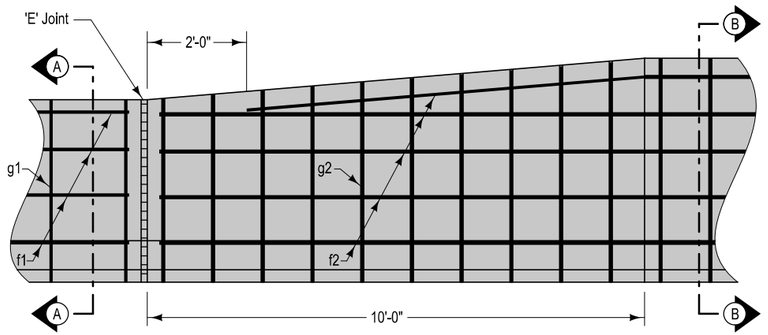
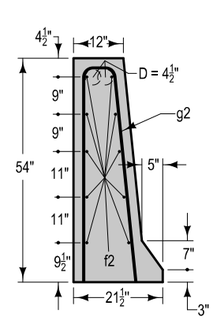


SECTION A-A



ELEVATION



SECTION B-B

SHAPE TRANSITION

REINFORCING BAR LIST		
Bar	Size	Spacing
f1	5	—
f2	6	—
g1	5	18"
g2	6	12"

Refer to Standard Road Plans BA-102 for additional concrete barrier details.

CONCRETE BARRIER AT LINCOLN ROAD
BRIDGE PIERS

(SHEET 1 OF 2)

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.60

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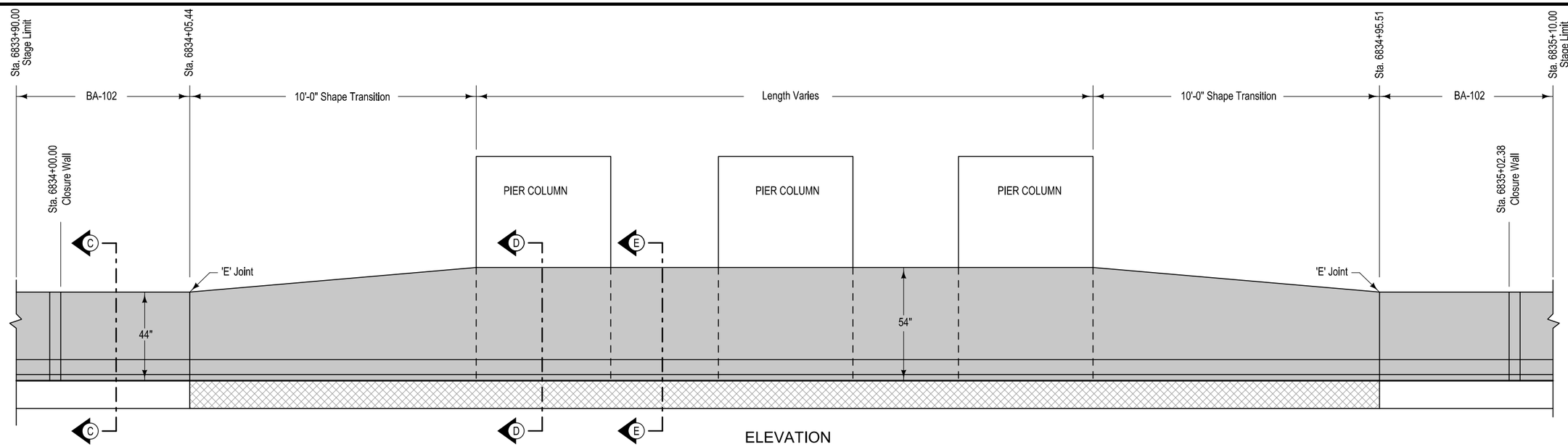
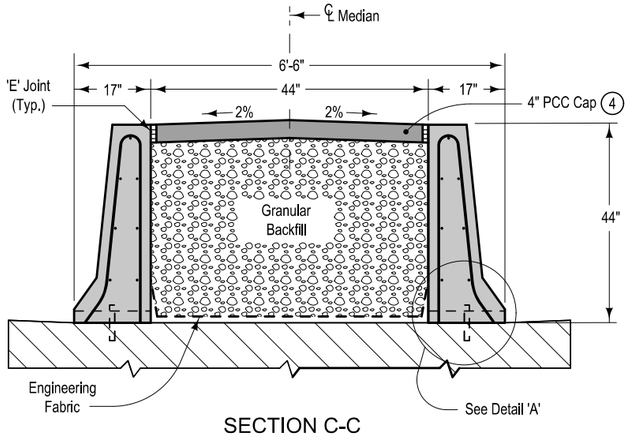
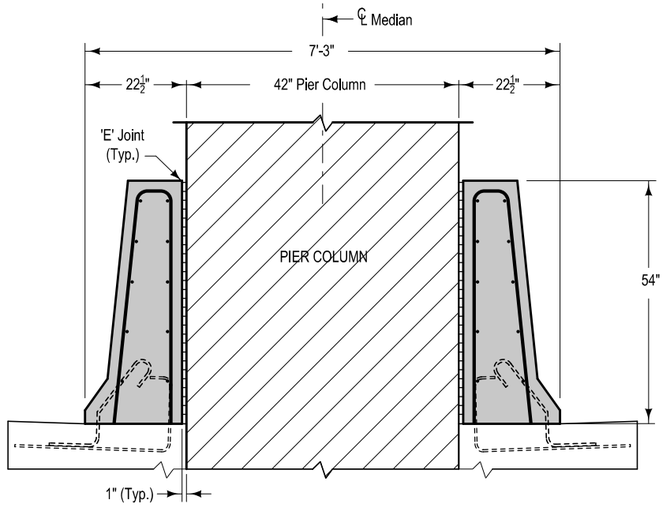


ELEVATION

Reinforced Paved Shoulder



SECTION C-C



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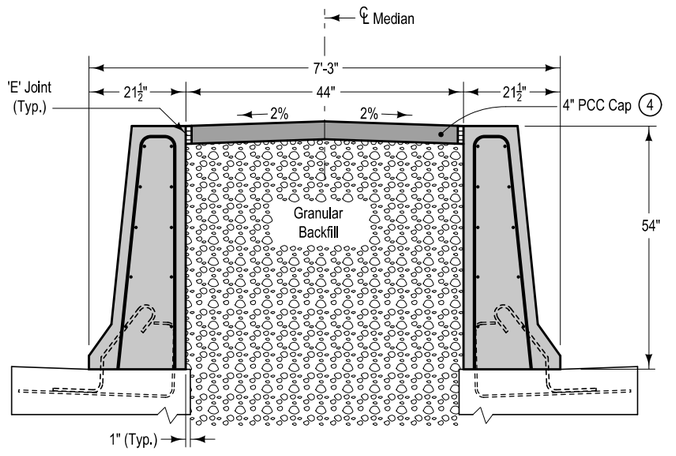
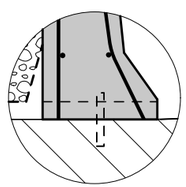


SECTION E-E



DETAIL 'A'

3" Weep Hole (3)

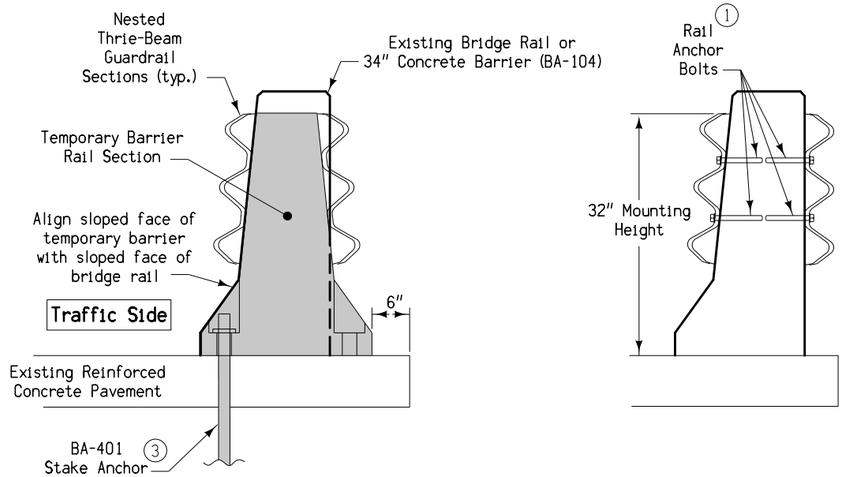
(3) Construct weep holes from 3 inch diameter PVC pipe. Maximum spacing between weep holes is 20 feet. However, keep holes at least 5 feet from any transverse joints. Cover interior of weep holes with copper screening or galvanized hardware cloth. Attach engineering fabric at least 3 inches above top of weep holes in a manner approved by the engineer. The cost of supplying and installing weep holes, engineering fabric, and screening will be considered incidental to concrete barrier items.

NOTE: Do not construct weep holes in areas of reinforced paved shoulder.

(4) 4" PCC Cap included in cost of "Concrete Barrier, Reinforced, as per plan"

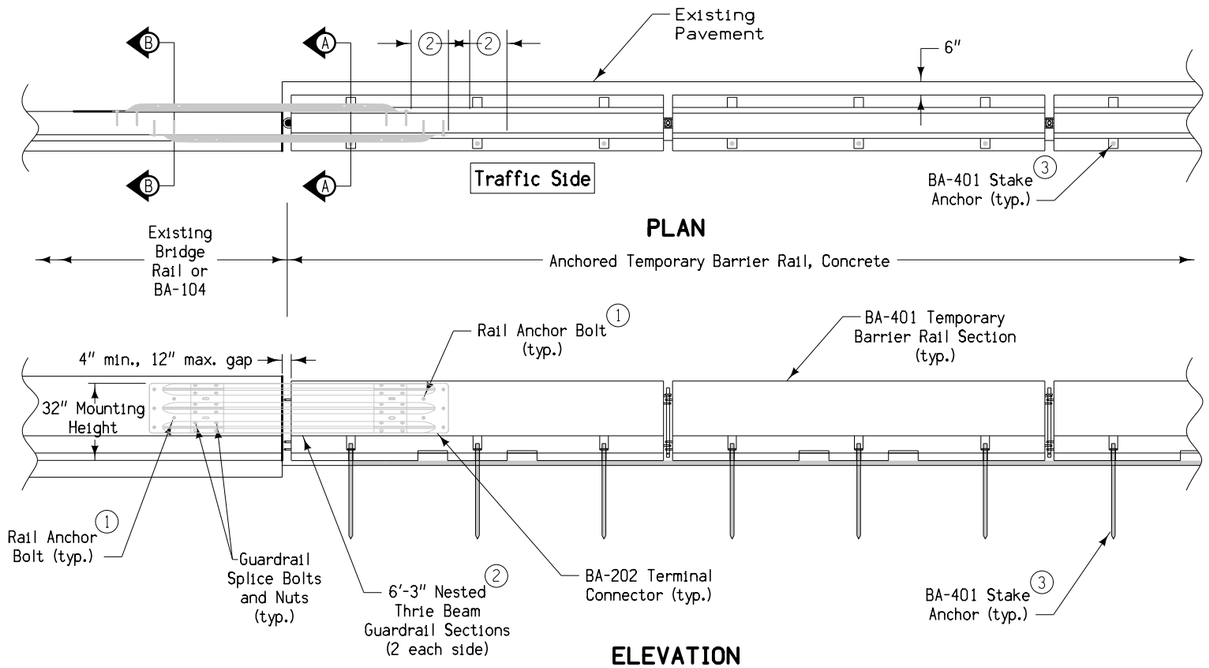
CONCRETE BARRIER AT LINCOLN ROAD
BRIDGE PIERS

(SHEET 2 OF 2)



SECTION A-A

SECTION B-B



PLAN

ELEVATION

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

Contract Item: Temporary to Permanent Barrier Connection

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

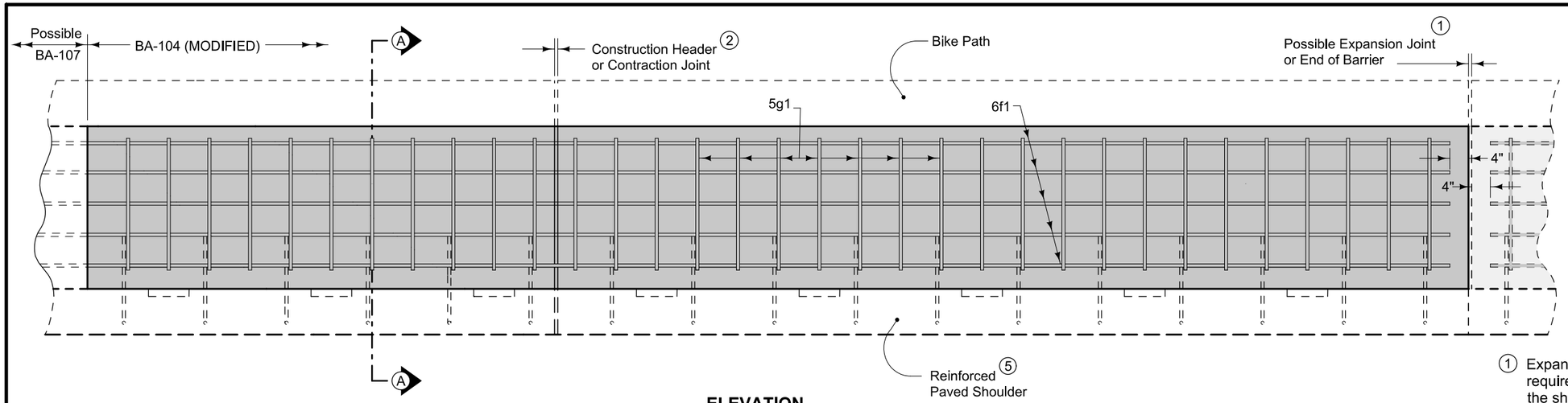
The number of Temporary to Permanent Barrier Connections will be counted. The Contractor will be paid the contract unit price for each Temporary to Permanent Barrier Connection measured as provided above.

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

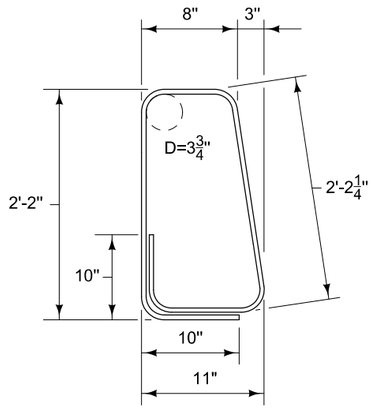
(2) Install thrie-beam sections so they are approximately centered on the gap between the TBR and the permanent barrier. Shift non-traffic-side thrie-beam sections 16" upstream or downstream in order to prevent anchor bolt interference.

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

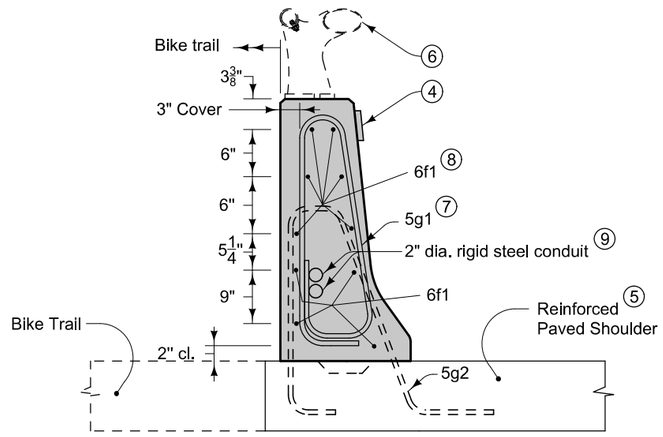
ANCHORED TBR CONNECTION TO F-SHAPE BRIDGE RAIL WITHOUT END SECTIONS AND TO 34" CONCRETE BARRIER (BA-104)



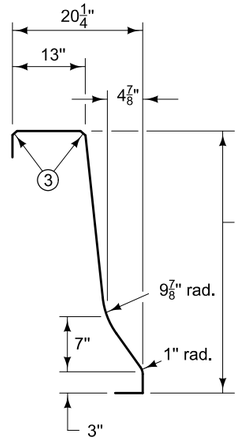
ELEVATION



5g1
BENT BAR



SECTION A-A
(Steel rail not shown.)

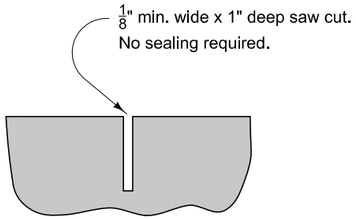


BARRIER FACE

1. Expansion joints are necessary only where specifically required by project plans. Conform expansion material to the shape of the barrier. No sealer is required.
2. Where abutting sections are placed as separate pours, a butt joint may be used. Extend longitudinal reinforcement into the abutting section a minimum of 1'-6". Contraction joint locations shall match pavement joint locations.
3. Fillet all exposed corners with a $\frac{3}{4}$ inch dressed and beveled strip.
4. Place barrier markers at 100 foot increments in areas with non-continuous lighting, or 250 foot increments in areas with continuous lighting. Marker color to be the same as adjacent edge line.
5. Refer to BA-106 (MODIFIED) for details of 5g2 bars and reinforced paved shoulder.
6. Refer to "STEEL SEPARATION RAILING DETAILS".
7. On the non-traffic side of the barrier railing, place the 5g1 bars with a 3" clearance and the 5g2 bars with a $1\frac{1}{2}$" clearance to provide adequate space between the steel conduit and the stainless steel 5g2 bars to meet the requirements of I.M. 451.02.
8. Note that some of the 6f1 bars are to be placed outside of the 5g1 bars, between the 5g1 bars and the 5g2 bars, as shown in Section A-A.
9. The steel conduit shall be securely tied at every 3'-0" intersection with the 5g1 bars to avoid contact with the stainless steel 5g2 bars.

ESTIMATED QUANTITIES FOR BARRIER Per Linear Foot	
Concrete - Cu. Yds.	0.13
Reinforcing Steel - Lbs.	30.4

REINFORCING BAR LIST Per Section (Approximately 20')			
Bar	Number of Bars	Length	Spacing
5g1	40	7'-7 1/4"	0'-6"
6f1	10	19'-4"	—



SAWED CONTRACTION JOINT

Saw cut top and front face. Saw cut back if exposed.

Use Grade 60 epoxy-coated reinforcing bars. Provide 2 inches minimum cover, unless noted otherwise. Anchor all reinforcement to prevent movement. Secure each section at the front, back, and at 3'-6" intervals using a method approved by the Engineer.

Possible Contract Item:
Concrete Barrier, BA-104 (MODIFIED)

Possible Tabulation:
108-18B

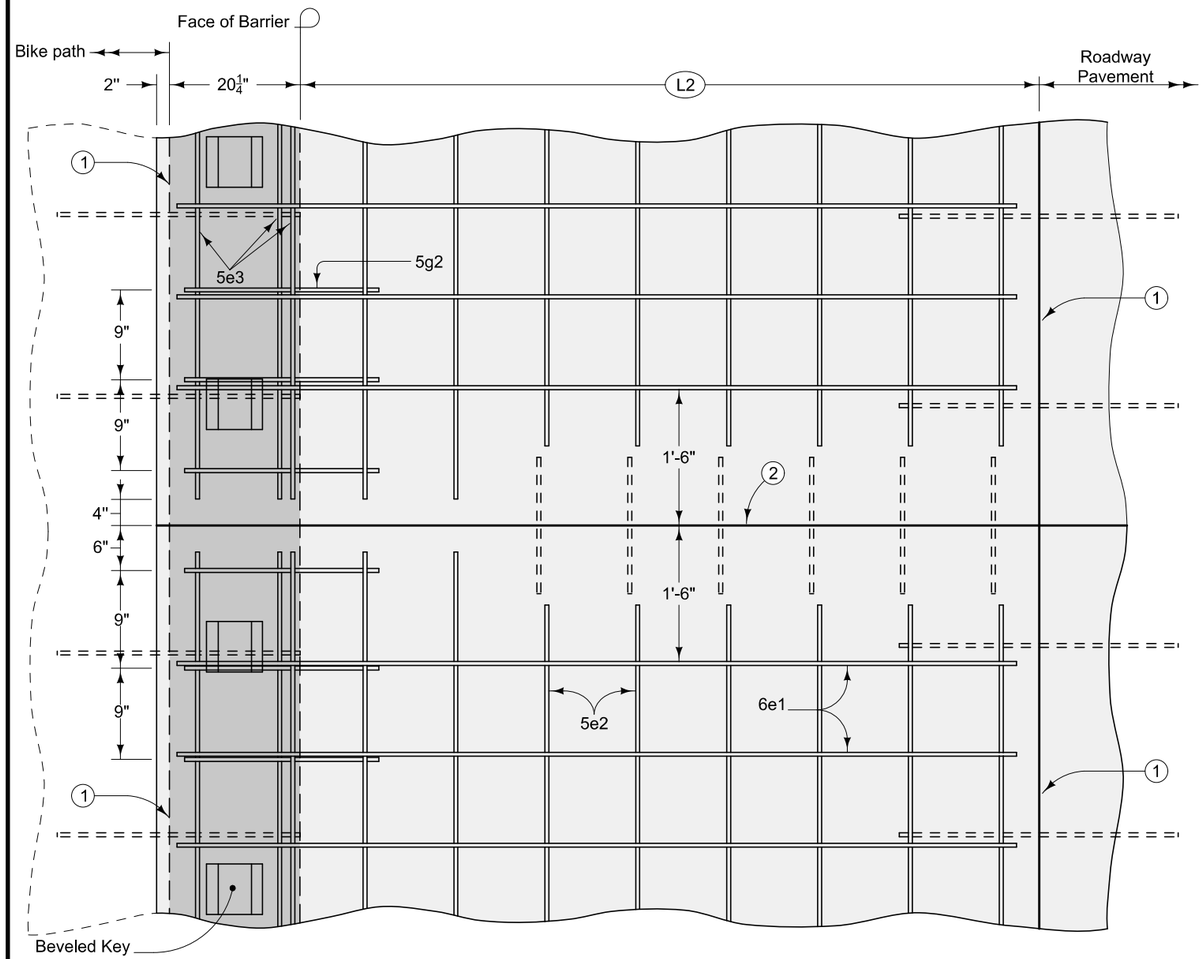
MODIFIED
STANDARD ROAD PLAN

REVISION	
New	04-20-10

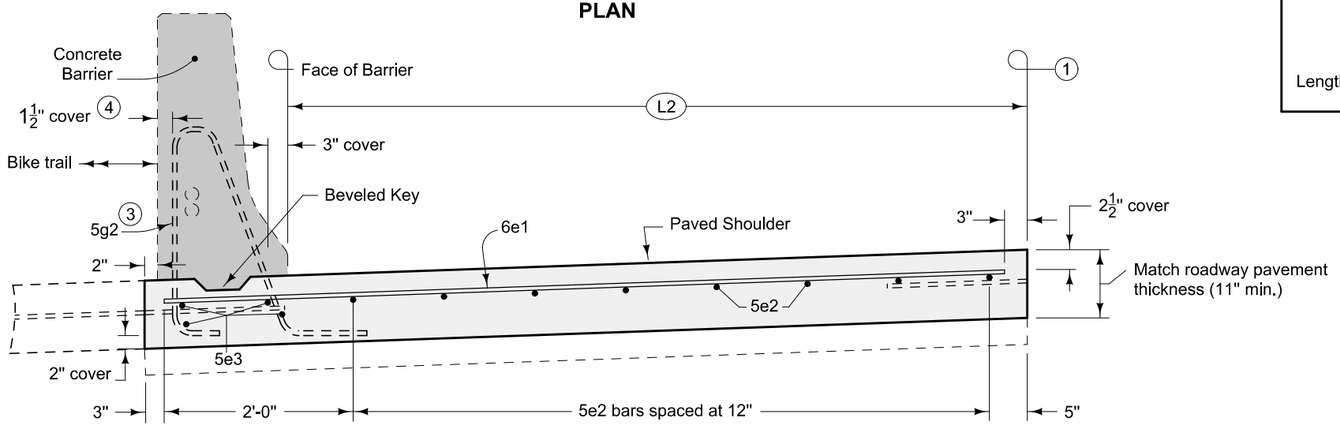
BA-104
SHEET 1 of 1

MODIFICATIONS: Changed size and shape of concrete barrier and reinforcement.

32" CONCRETE BARRIER
FOR USE WITH
REINFORCED PAVED SHOULDER



PLAN



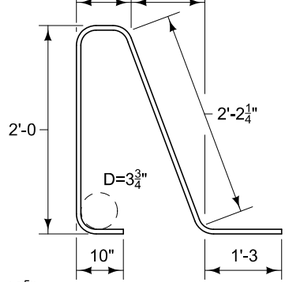
TYPICAL SECTION

REINFORCING BAR LIST Per Shoulder Panel (Approximately 20 Linear Feet)				
(L2)	Bar	Number of Bars	Length	Spacing
10'	6e1	25	11'-1"	9"
	5e2	10	18'-0"	12"
Applies to all Shoulder Widths	5e3	4	18'-8"	See Drawing
	5g2 (3)	20	6'-11"	1'-0"

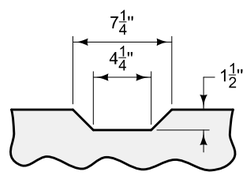
ESTIMATED SHOULDER QUANTITIES Per Linear Foot					
	(L2)				
	4'	6'	8'	10'	12'
Concrete Sq. Yds.	0.65	0.87	1.09	1.32	1.54

BENT BAR DETAILS

5g2 (Stainless Steel)



Length = $6'\text{-}10\frac{5}{8}$"



BEVELED KEY

Use 2 x 8 lumber 8" long to make keys.
Place keys at 2'-8" centers.

1. 'L-2' or 'KT-2' joint. See PV-101.
2. 'CD' joint. Match roadway joint locations. See PV-101. No 'CD' joint baskets required within 4' of outside edge of shoulder.
3. When shoulder will be located under a concrete barrier end section, replace 5g2 bars with reinforcement as shown on BA-107.
4. On the non-traffic side of the barrier railing, place the 5g1 bars, as specified on BA-104 modified, with a 3 inch clearance and the 5g2 bars with a $1\frac{1}{2}$ inch clearance to provide adequate space between the steel conduit and the stainless steel 5g2 bars to meet the requirements of I.M. 451.02.

Possible Contract Item:
Reinforced Paved Shoulder (MODIFIED)

Possible Tabulation:
108-18B

MODIFIED
STANDARD ROAD PLAN

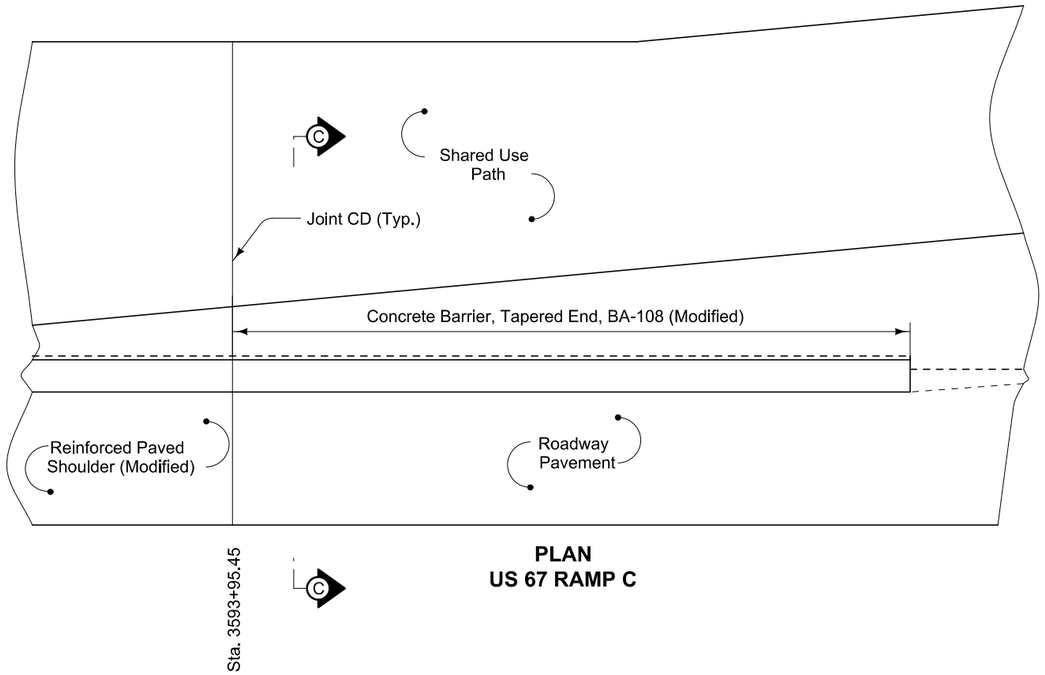
REVISION	
2	10-18-11

BA-106
SHEET 1 of 1

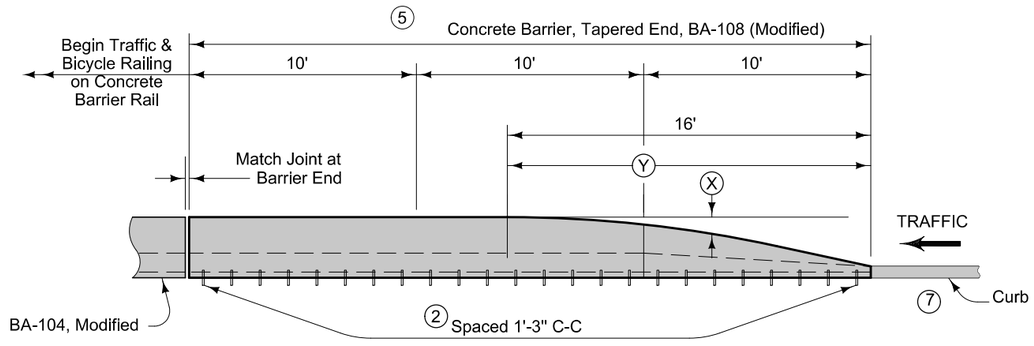
MODIFICATIONS: Changed concrete barrier width and changed 5g2 bar size and spacing and removed 5g3 bar for use with 32" barrier

Changed 6e1 bar spacing and added doweled roadway joint to connection to bike path behind barrier.

REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER

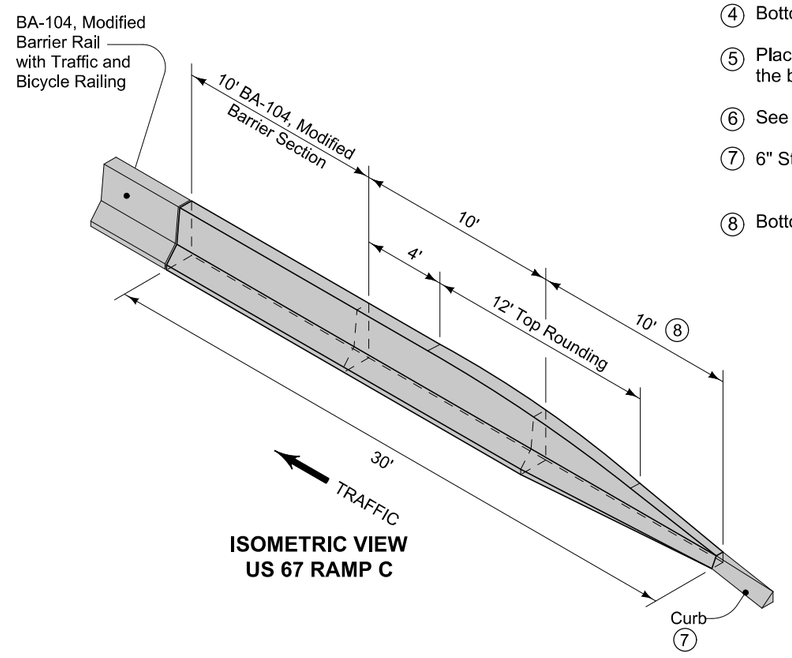


PLAN
US 67 RAMP C

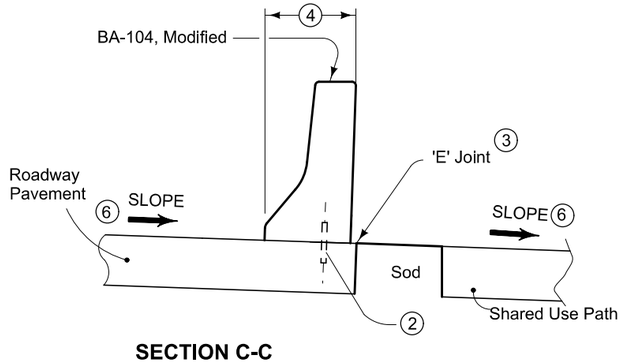


ELEVATION
US 67 RAMP C

OFFSETS FOR ROUNDED BARRIER TOP																
16.0	15.0	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	ft.	Ⓨ = Distance from P
0.00	0.02	0.06	0.11	0.18	0.28	0.39	.50	0.65	0.80	0.98	1.16	1.37	1.57	1.76	1.97	ft.	X = Offset to Rounded Top



ISOMETRIC VIEW
US 67 RAMP C



SECTION C-C
US 67 RAMP C

1. Typical joint spacing and location. Specific project requirements shall be as directed by the Engineer.
2. #8 x 8 inch deformed bars or 1 inch diameter smooth.
3. For joint detail, see PV-101.
4. Bottom width of barrier is maintained at 20.25" inches.
5. Place no delineator or object marker in front of, or on, the barrier.
6. See K Sheets for Details of slope transition.
7. 6" Standard Curb (PV-102)
8. Bottom width of barrier transitions from 7.5" to 20.25"

Possible Contract Item:
Concrete Barrier, Tapered End, BA-108 (Modified)

Possible Tabulation:
108-18B

MODIFIED
STANDARD ROAD PLAN

REVISION	
1	04-19-11

BA-108
SHEET 1 of 1

MODIFICATIONS: Changed barrier transition height and width to tie into "BA-104, Modified".

CONCRETE BARRIER TAPERED END SECTION

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.65

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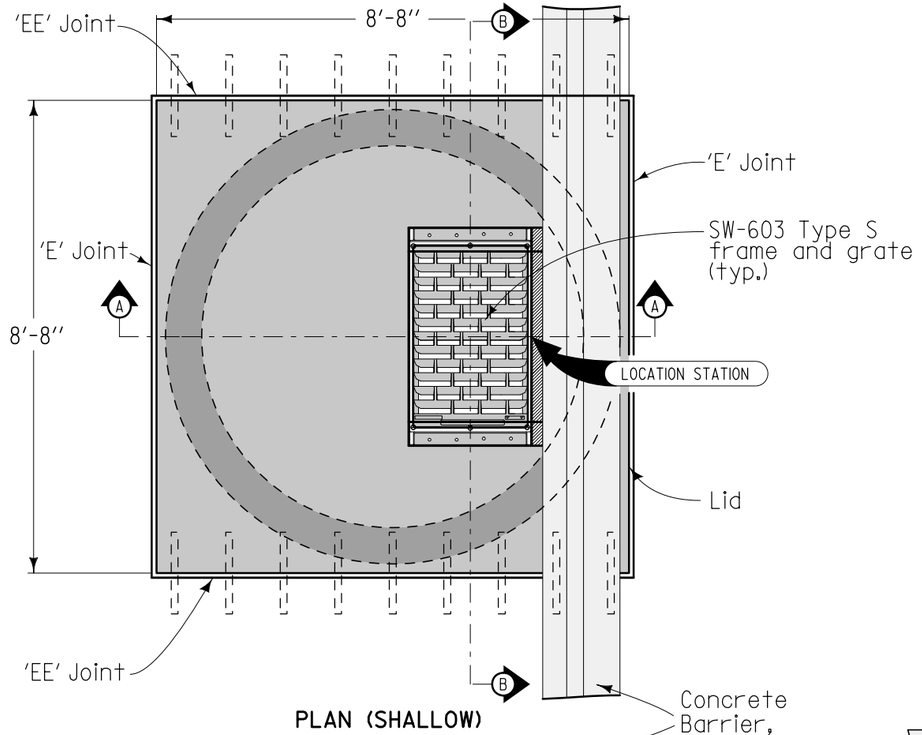
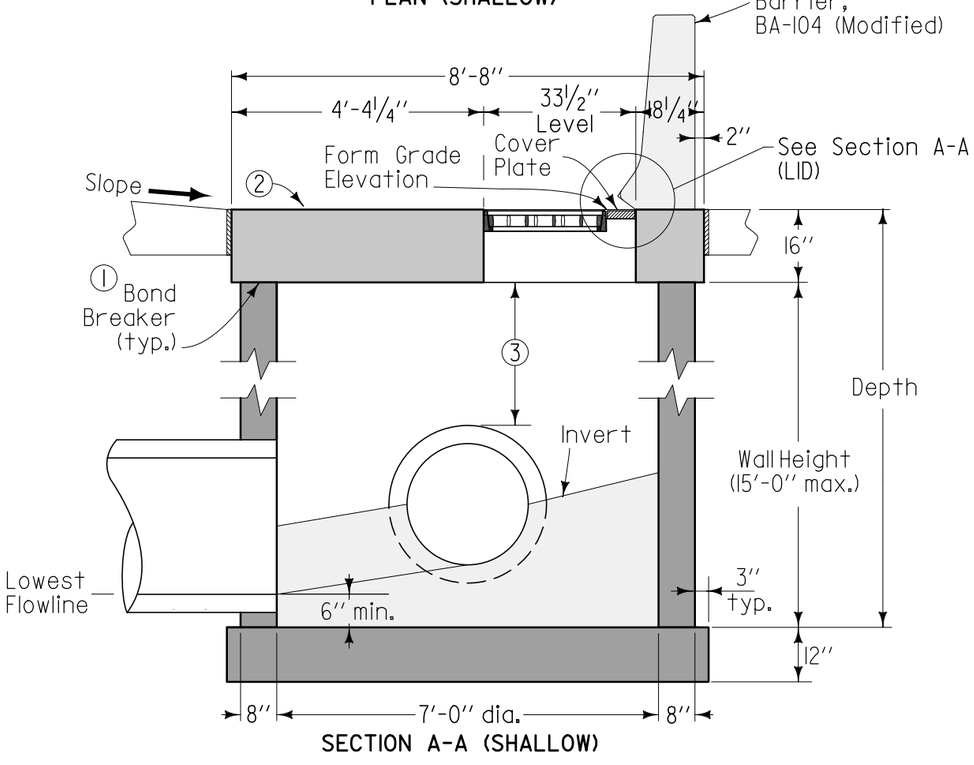
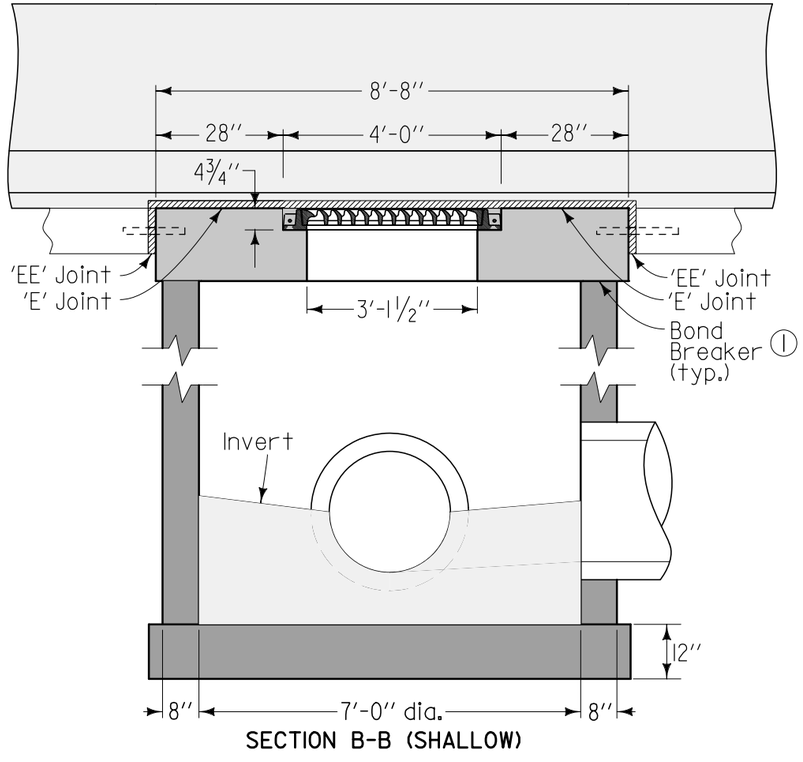


PLAN (SHALLOW)



SECTION A-A (SHALLOW)



SECTION B-B (SHALLOW)

All plate and edge armor steel to be ASTM A 36, galvanized after fabrication.

Remove cover plate before constructing concrete barrier.

Cast frames into intake top so tops of grates are ¼" below Form Grade Elevation. Bolt intake frames together on both sides with four ½" x 4" bolts.

For joint details, refer to PV-101.

① Trowel smooth and place two layers of 30-pound roofing felt to prevent bond.

② Vary slope of top to match elevation of adjacent pavement.

③ 12-inch minimum above all pipes.

Shallow circular intake
H = 3'-0" to 15'-0"
7' barrel diameter

Deep circular option:
H = 15'-0" to 28'-0"
4' and 7' barrel diameters

Possible Contract Item:
Barrier Intake, SW-548 (Modified)

Possible Tabulation:
104-5B

MODIFIED

STANDARD ROAD PLAN

REVISION	
3	04-19-11

SW-548

SHEET 1 of 4

REVISIONS: Modified Lid Dimensions due to BA-104, Modfied barrier

SINGLE-GRATE BARRIER INTAKE, CIRCULAR

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.66

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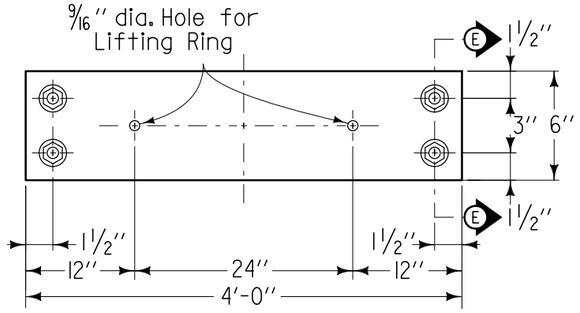
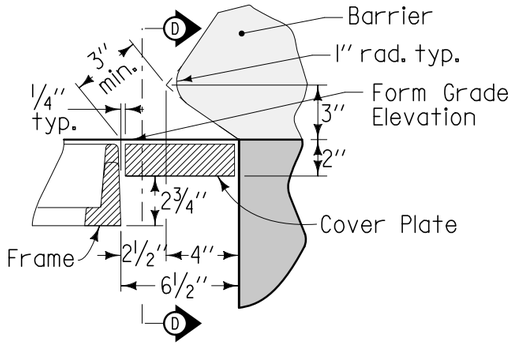
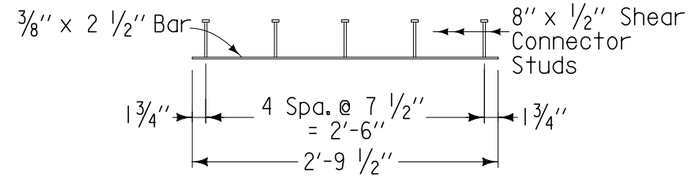


PLAN



SECTION A-A
(LID)



FRAME RING
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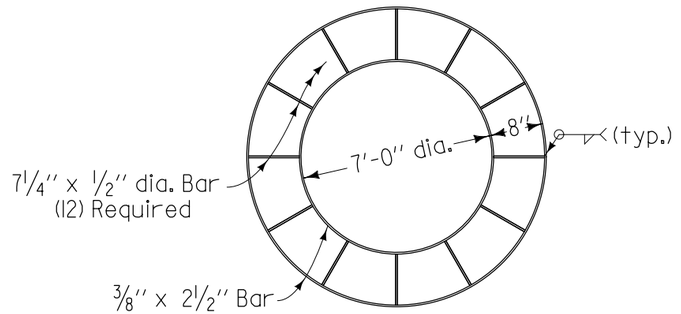
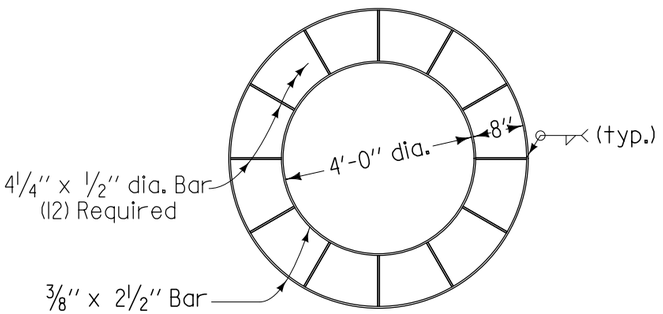
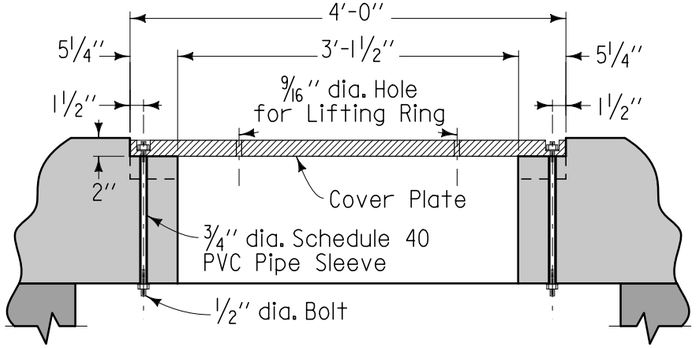


WALL (SHALLOW)

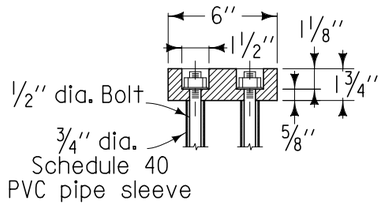


WALL (DEEP)

EDGE ARMOR



SECTION D-D



SECTION E-E

COVER PLATE

REVISION	
3	04-19-11

MODIFIED

STANDARD ROAD PLAN

SW-548

SHEET 2 of 4

REVISIONS: Modified Lid Dimensions due to BA-104, Modfied barrier

SINGLE-GRATE BARRIER INTAKE, CIRCULAR

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.67

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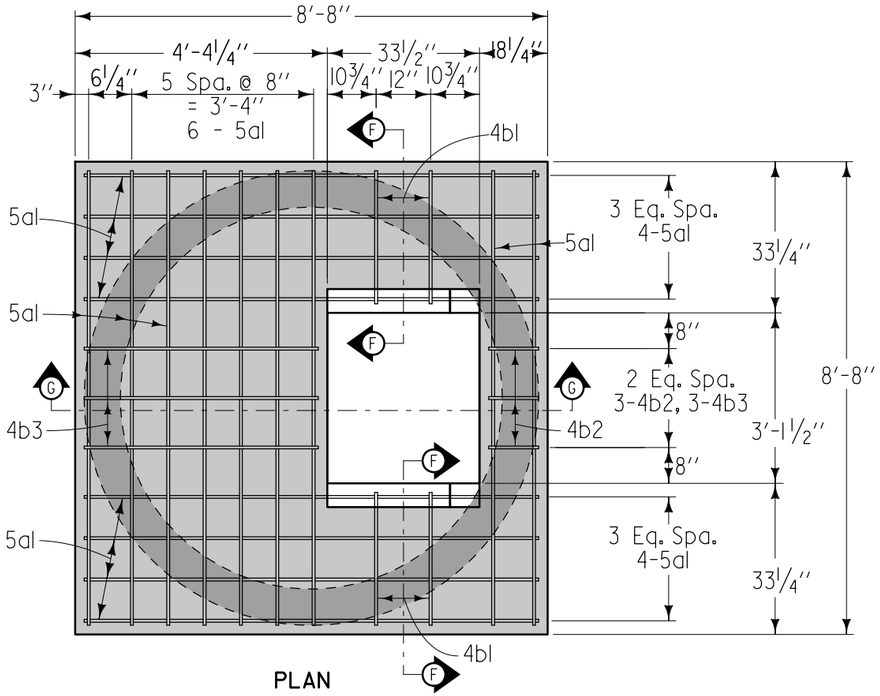
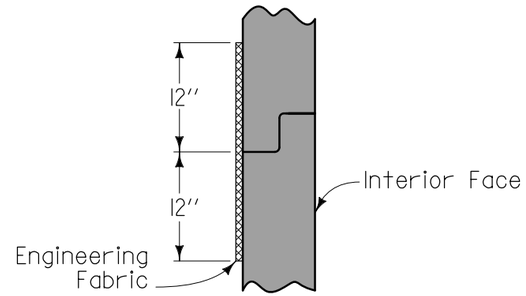


PLAN



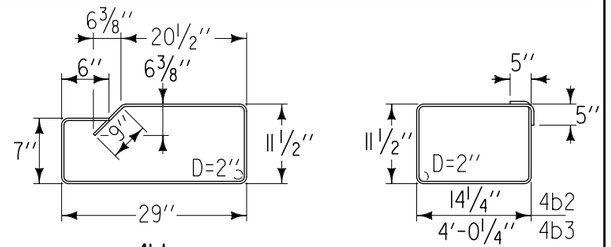
WALL JOINT DETAIL

LID REINFORCING BAR LIST

EPOXY-COATED

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
5a1	Lid, Longitudinal & Transverse	——	34	8'-4"	296
4b1	Lid Hoop		4	6'-11"	18
4b2	Lid Hoop		3	5'-11 1/2"	10
4b3	Lid Hoop		3	10'-9 1/2"	22
	EPOXY COATED REINFORCING STEEL - TOTAL				346

LID BENT BAR DETAILS



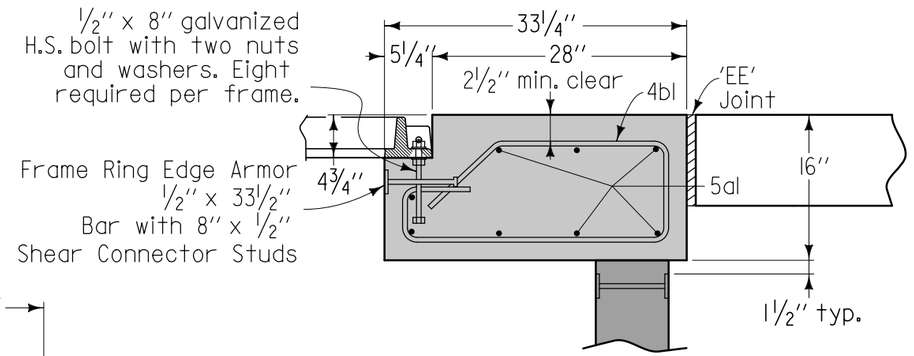
NOTE: ALL DIMENSIONS SHOWN OUT TO OUT. D = PIN DIAMETER

LID QUANTITY SUMMARY (SHALLOW)

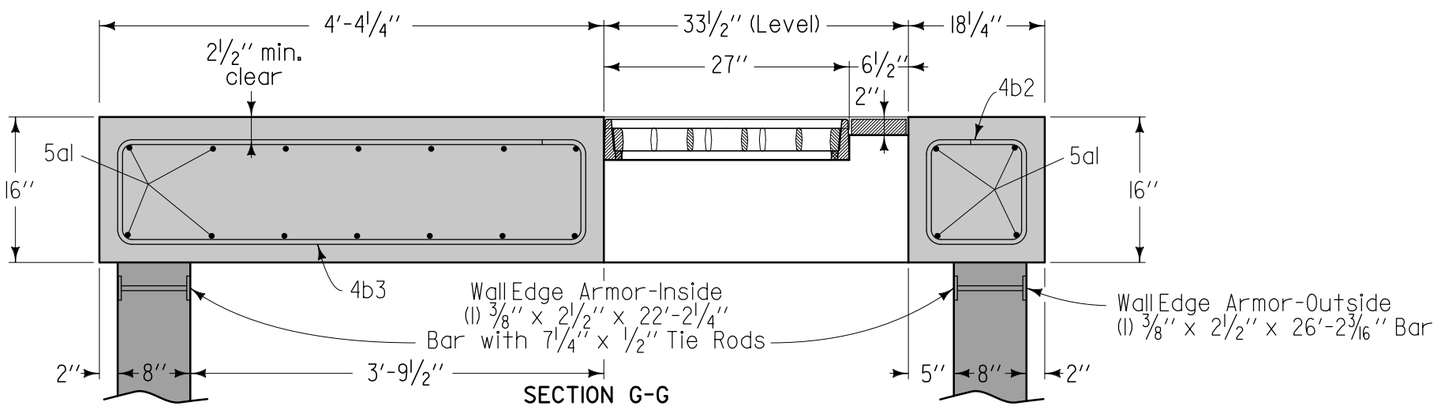
Concrete	3.2 CY *
Epoxy Coated Reinforcing Steel	346 LB

* Based on Minimum thickness = 16"

Maximum Pipe Diameter for Pipes at:	
90° Separation	180° Separation
36	48



SECTION F-F



SECTION G-G

LID (SHALLOW)

MODIFIED

STANDARD ROAD PLAN

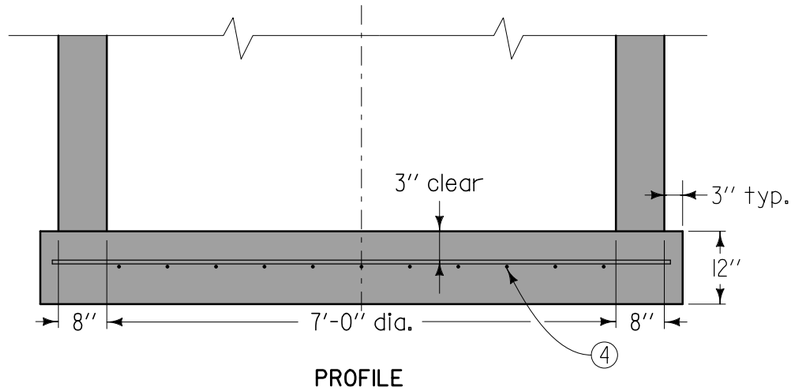
REVISION	
3	04-19-11

SW-548

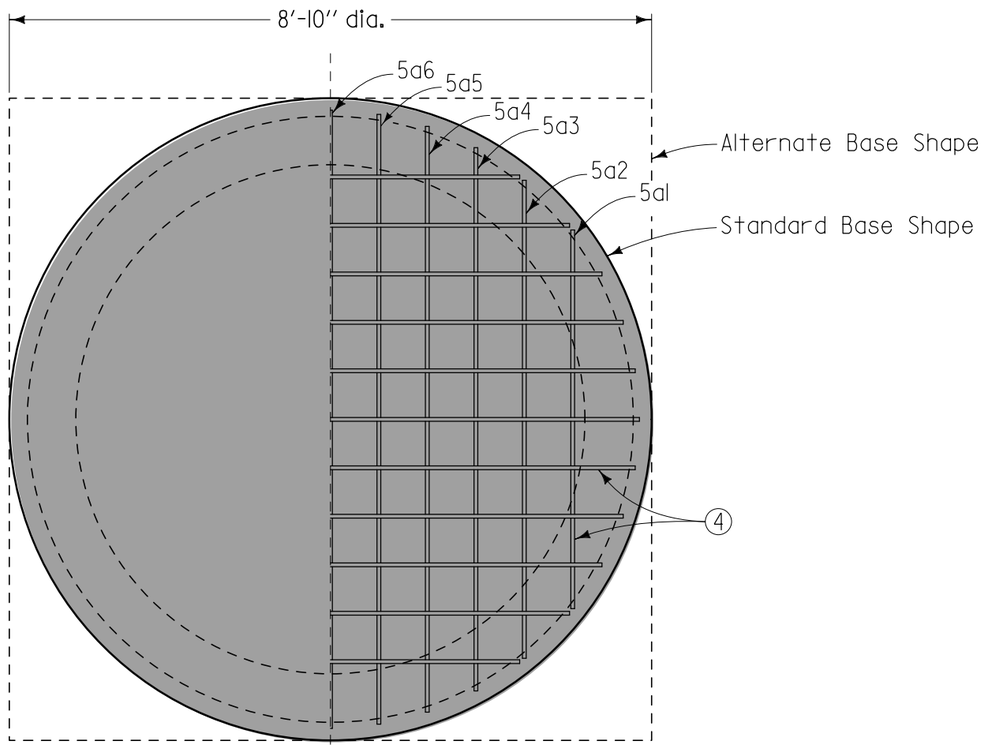
SHEET 3 of 4

REVISIONS: Modified Lid Dimensions due to BA-104, Modfied barrier

SINGLE-GRATE BARRIER INTAKE, CIRCULAR



PROFILE



PLAN

BASE

BASE REINFORCING BAR LIST					
EPOXY-COATED					
BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
5a1	Base, Longit. & Transverse	——	4	5'-3"	22
5a2	Base, Longit. & Transverse	——	4	6'-7"	27
5a3	Base, Longit. & Transverse	——	4	7'-6"	31
5a4	Base, Longit. & Transverse	——	4	8'-0"	33
5a5	Base, Longit. & Transverse	——	4	8'-4"	35
5a6	Base, Longit. & Transverse	——	2	8'-6"	18
EPOXY COATED REINFORCING STEEL - TOTAL					166

BASE QUANTITY SUMMARY	
Concrete	2.3 CY •
Epoxy Coated Reinforcing Steel	166 LB •

• Based on Standard Base Shape

④ #5 at 8-inch centers each direction or equivalent welded wire fabric.

⑤ 4el bar length to be pipe diameter plus 12 inches. Place 4el abr inside of vertical reinforcing. Shift main reinforcing bars as required for pipe entrance. Filed cut bars to maintin 3-inch clearance from bottom. Maintain 2-inch clearance from face of walls. Four 4el bars required per pipe entrance.

MODIFIED

STANDARD ROAD PLAN

REVISION: 3 — 04-19-11

SW-548

SHEET 4 of 4

REVISIONS: Modified Lid Dimensions due to BA-104, Modfied barrier

SINGLE-GRATE BARRIER INTAKE, CIRCULAR

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.69

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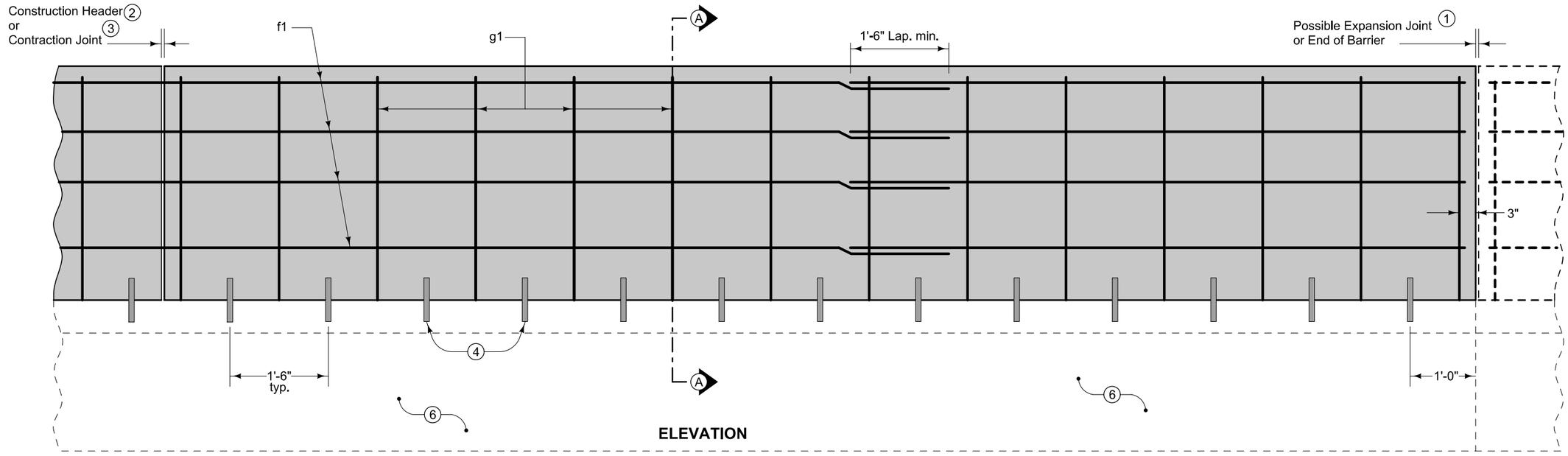


ELEVATION

(1) Expansion joints are necessary only where specifically required by project plans. Conform expansion material to the shape of the barrier. No sealer is required.

(2) Where abutting sections are placed as separate pours, a butt joint may be used. Extend longitudinal reinforcement into the abutting section a minimum of 1'-6".

(3) For barrier dowelled to pavement, match pavement joints. For free-standing barrier with integral footings, use 20 foot maximum, 15 foot minimum joint spacing.

(4) Use 1 inch diameter deformed dowel bars of sufficient length to ensure 6 inch minimum embedment in barrier and supporting surface. Install dowels either in supporting surface when placed, or in drilled holes using polymer grout complying with Materials I.M. 491.11 or hydraulic cement grout complying with Materials I.M. 491.13.

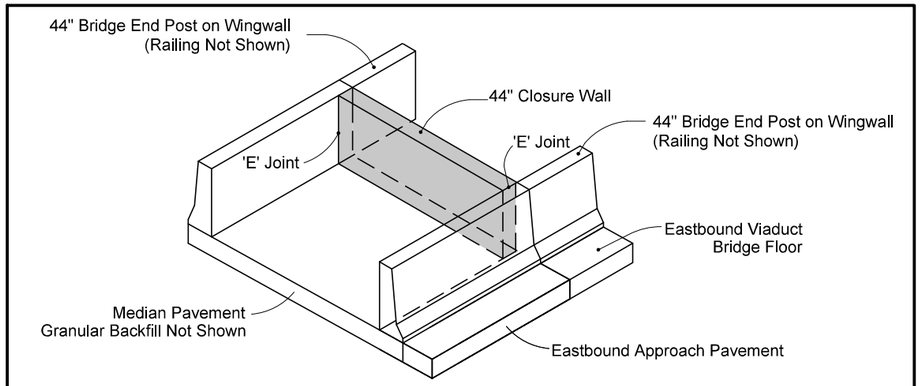
(5) Fillet all exposed corners with a $\frac{3}{4}$ inch dressed and beveled strip.

(6) Construct concrete footing when barrier is not placed on concrete slab. Apply Section 2403.03, but the use of forms is optional. If forms are used, place backfill around the completed footing.

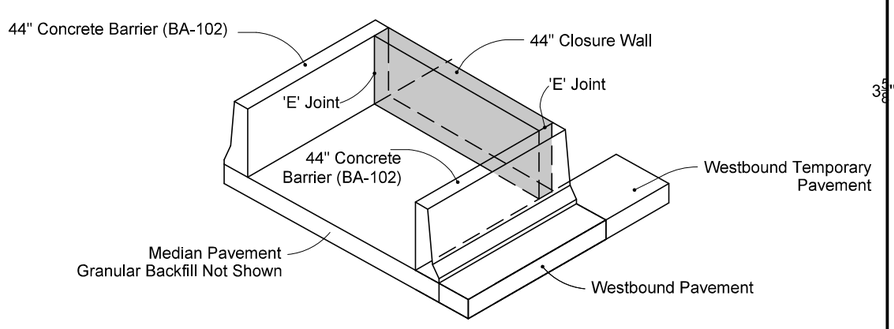
(7) Place barrier markers at 100 foot increments in areas with non-continuous lighting, or 250 foot increments in areas with continuous lighting. Marker color to be the same as adjacent edge line.

(8) Fillet all exposed corners with a $\frac{3}{4}$ inch dressed and beveled strip.

(9) Approximatly 1.61 CY of concrete are required to construct closure wall as shown.

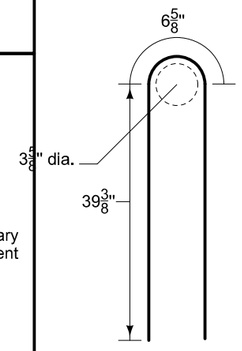


LOOKING SOUTHEAST
STA. 6803+90.34

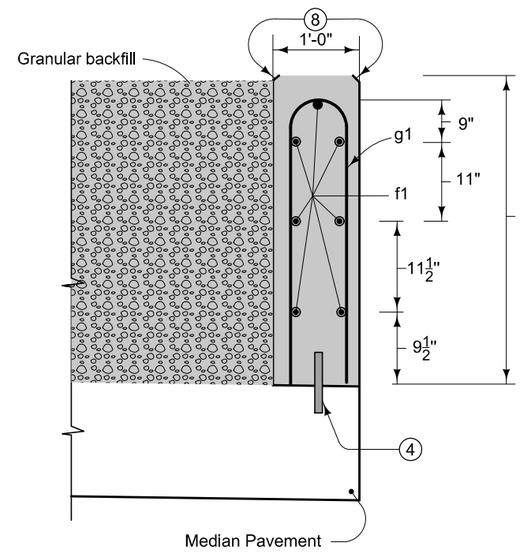


LOOKING NORTHWEST
STA. 6839+50.00

CONCRETE QUANTITIES
Per foot
0.14 cy



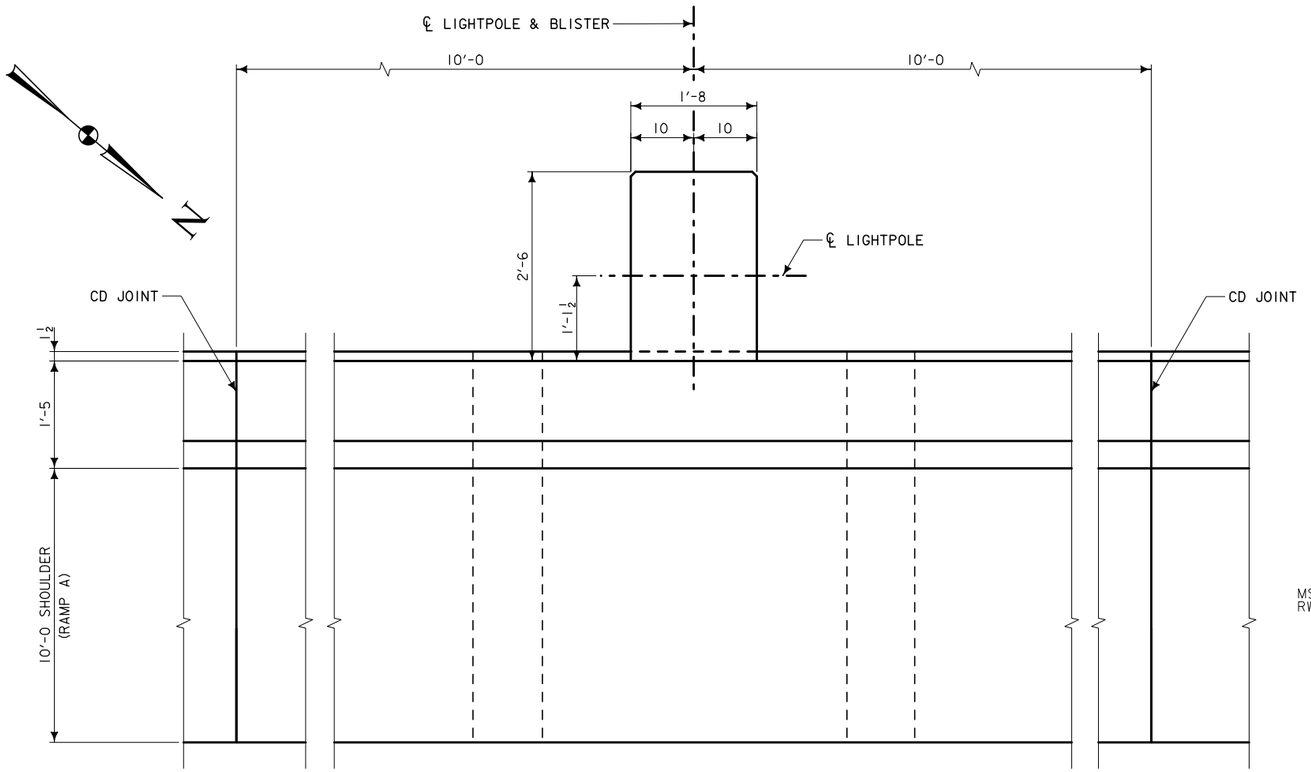
g1
BENT BAR



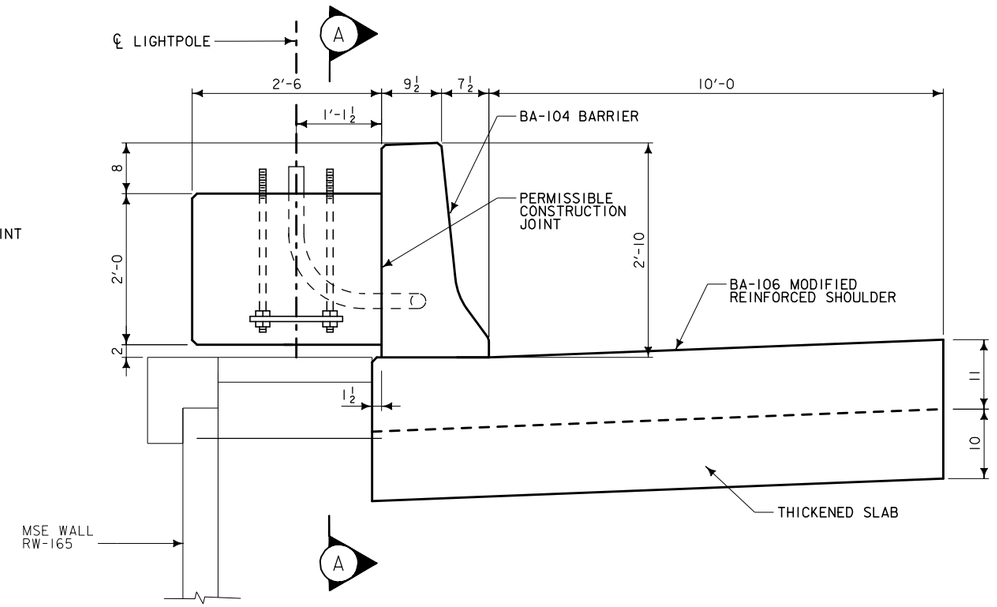
SECTION A-A

Contract Item: P.C. CONCRETE RETAINING WALL

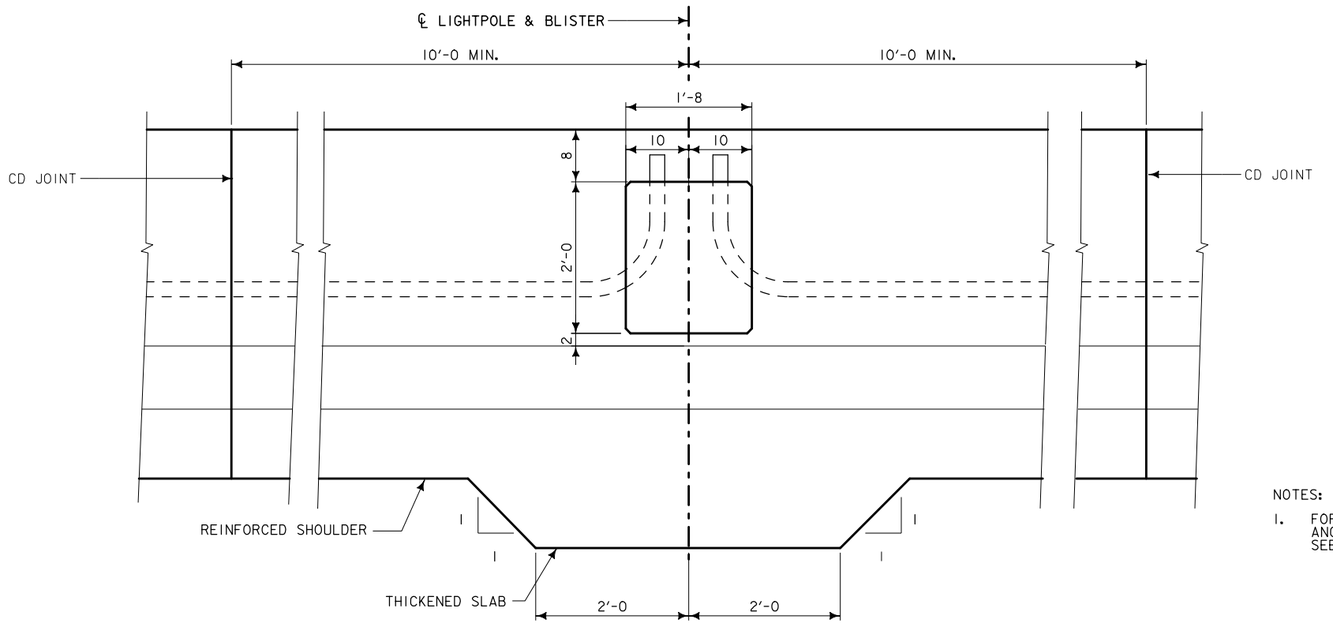
CONCRETE CLOSURE WALL DETAIL



PLAN



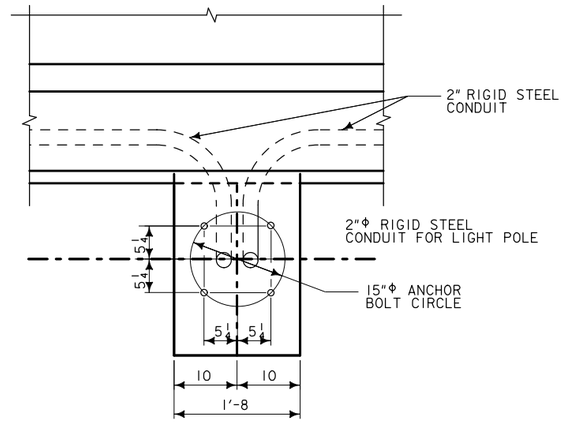
SECTION THRU SHOULDER AT LIGHT POLE BLISTER



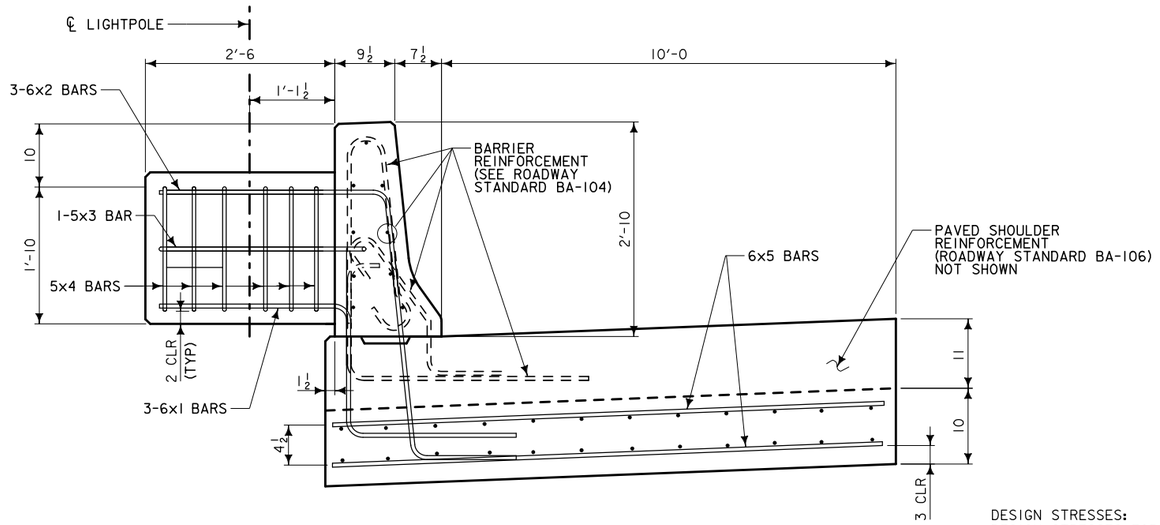
VIEW A-A

NOTES:

1. FOR REINFORCEMENT AND ANCHOR BOLT DETAILS, SEE NEXT SHEET.

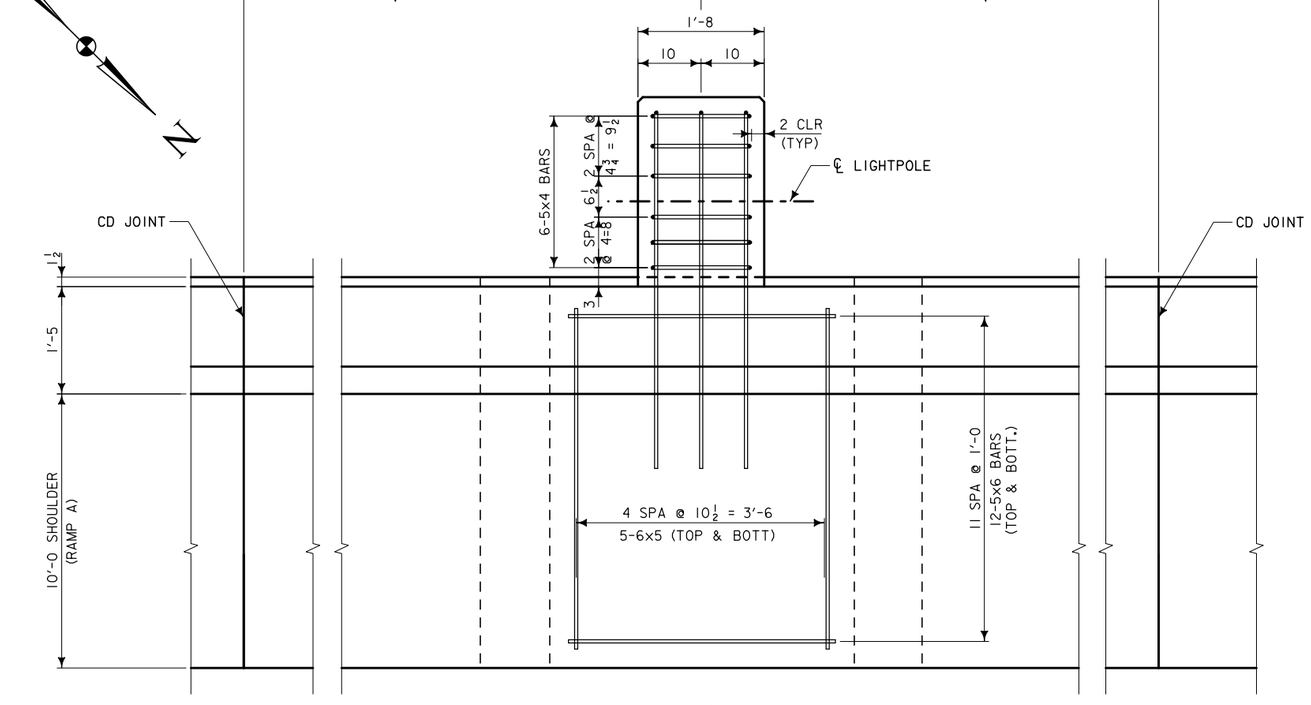


PLAN OF POLE BASE



SECTION THRU SHOULDER AT LIGHT POLE BLISTER

(ADDITIONAL REINFORCEMENT FOR LIGHT POLE BLISTER SHOWN SOLID)



PLAN

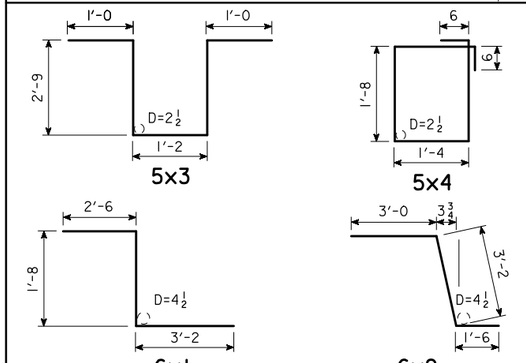
DESIGN STRESSES:
DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SERIES OF 2002.

REINFORCING STEEL IN ACCORDANCE WITH SECTION 8, GRADE 60.

CONCRETE IN ACCORDANCE WITH SECTION 8, f'c = 4,000 PSI.

EPOXY REINFORCING STEEL- ONE BASE

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
6x1	SLAB ANCHORS		3	7'-4	34
6x2	SLAB ANCHORS		3	7'-8	35
5x3	POLE BASE FOR BARRIER		1	8'-8	10
5x4	BASE HOOP		6	7'-0	44
6x5	SLAB - TRANSVERSE	—	5	11'-0	83
5x6	SLAB - LONGITUDINAL	—	24	4'-0	101
				TOTAL WEIGHT (LBS.)	307

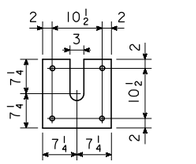


NOTE: ALL DIMENSIONS ARE OUT TO OUT. D = PIN DIAMETER.

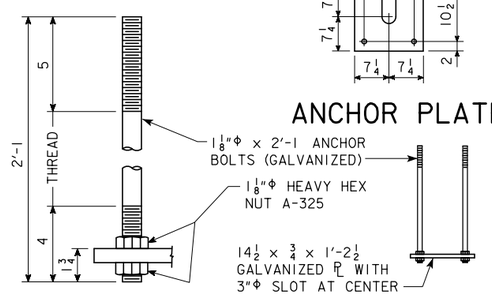
LIGHTING QUANTITIES (TWO BASES)

ITEM	AMOUNT
STRUCTURAL CONCRETE (BRIDGE)	4.2 C.Y.
REINFORCING STEEL - EPOXY COATED	614 LBS.

NOTES:
FOR LOCATION OF CONDUITS NEEDED SEE LIGHTING DETAILS SHEET.
ANCHOR BOLTS AND PLATES TO BE INCLUDED IN PRICE BID FOR STRUCTURAL CONCRETE (BRIDGE).
CONSTRUCTION SHALL CONFORM TO THE CURRENT IOWA D.O.T. STANDARDS.
ALL ANCHOR BOLT MATERIAL SHALL COMPLY WITH THE REQUIREMENTS OF IOWA DOT MATERIALS I.M. 453.08.
WELDING OF ANCHOR BOLTS SHALL NOT BE ALLOWED. THE CONTRACTOR SHALL OBTAIN A TEMPLATE FROM THE MANUFACTURER/FABRICATOR FOR PROPER PLACEMENT OF THE ANCHOR BOLTS.
ALL REINFORCING STEEL IS TO BE EPOXY COATED AND GRADE 60.



ANCHOR PLATE



ANCHOR BOLTS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.72

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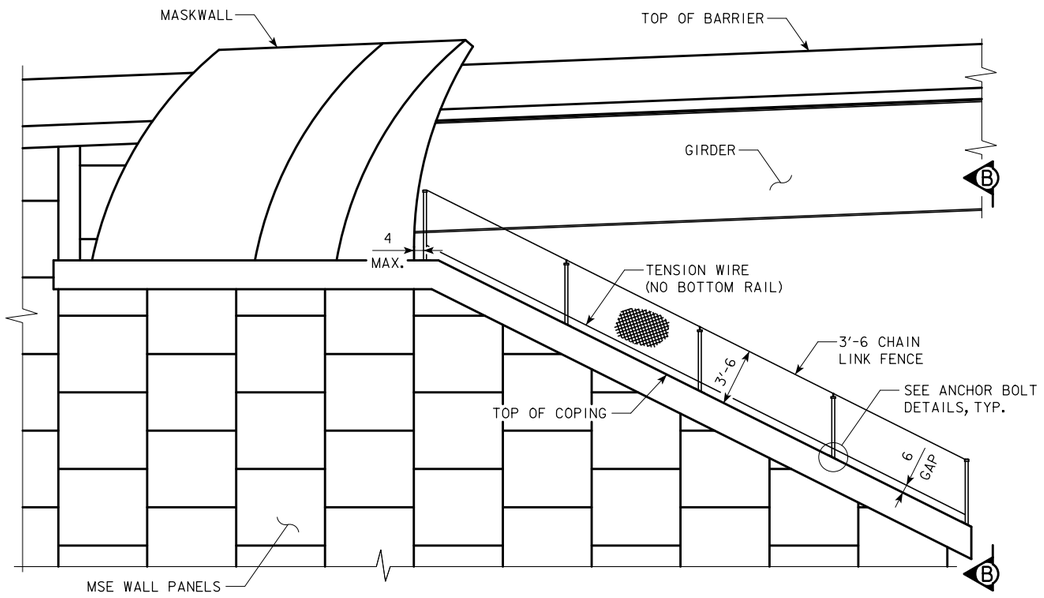
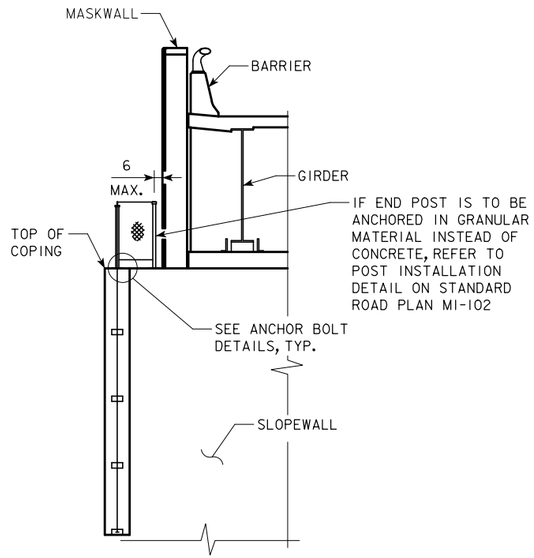
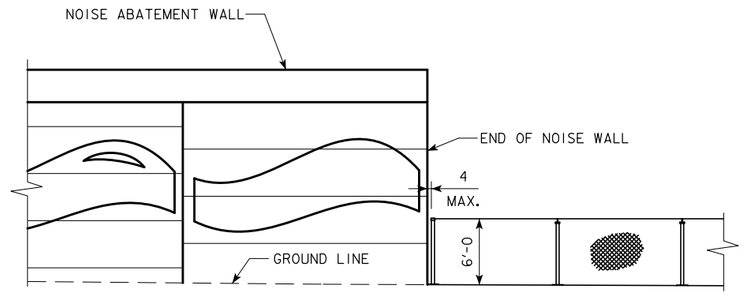


SLOPEWALL FENCE AT MSE WALL COPING

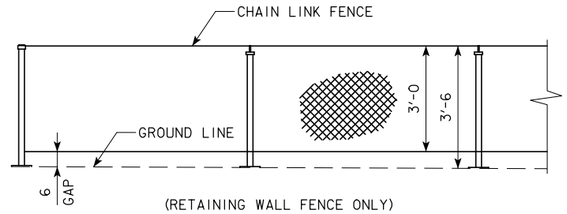


VIEW A-A



6'-0 TALL FENCE ABUTTING TO NOISE WALL

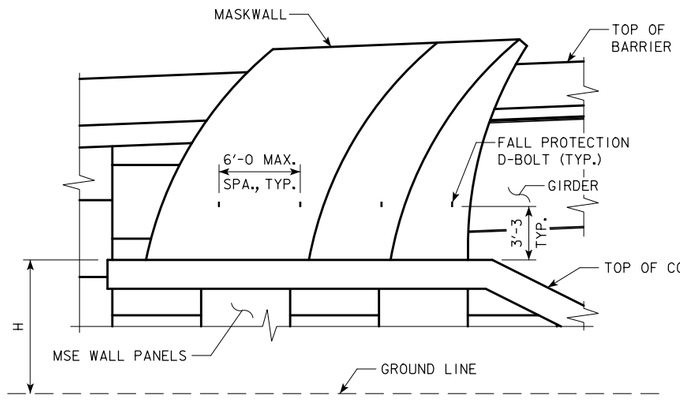
THE CENTERLINE OF THE ABUTTING FENCE SHALL BE IN LINE WITH THE CENTERLINE OF NOISEWALL. THE GAP BETWEEN THE FENCE AND NOISE WALL SHALL NOT BE MORE THAN 4 INCHES.



(RETAINING WALL FENCE ONLY)

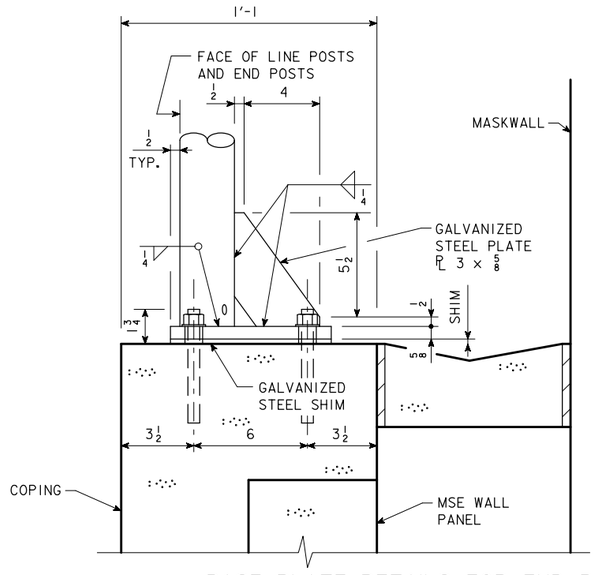
BOTTOM OF CHAIN LINK FENCE DETAIL

BOTTOM OF FENCE FABRIC SHALL BE 6 INCHES FROM THE GROUND LINE OR TOP OF WALL TO MITIGATE TRASH ACCUMULATION



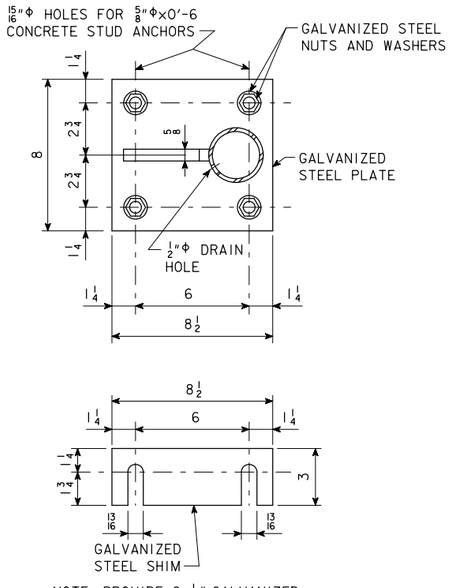
FALL PROTECTION D-BOLT DETAIL

D-BOLTS ARE REQUIRED AT MASKWALLS IF "H" DIMENSION IS GREATER THAN OR EQUAL TO 6'-0.



BASE PLATE DETAILS FOR END POST AND LINE POSTS

NOTE: POSTS AND BASE PLATES SHALL BE GALVANIZED, AFTER FABRICATION, IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.



NOTE: PROVIDE 2-1/16" GALVANIZED STEEL SHIMS FOR EACH FENCE POST, TO BE USED AS REQUIRED.

NOTES:

DO NOT USE CENTER BRACE RAILS ON FENCES LESS THAN 5'-0 IN HEIGHT.

INSTALLER OF THE FENCE SHALL NOT PLACE ANY PLACARDS OR IDENTIFICATIONS OF THEIR COMPANY, OR ANY SIGNACE ON THE FENCE.

D-BOLTS SHALL BE IN ACCORDANCE WITH ANSI/ASSE Z359, OSHA 196.500 AND 1926.502, AND SHALL HAVE MINIMUM PULLOUT STRENGTH OF 5000 LBS.

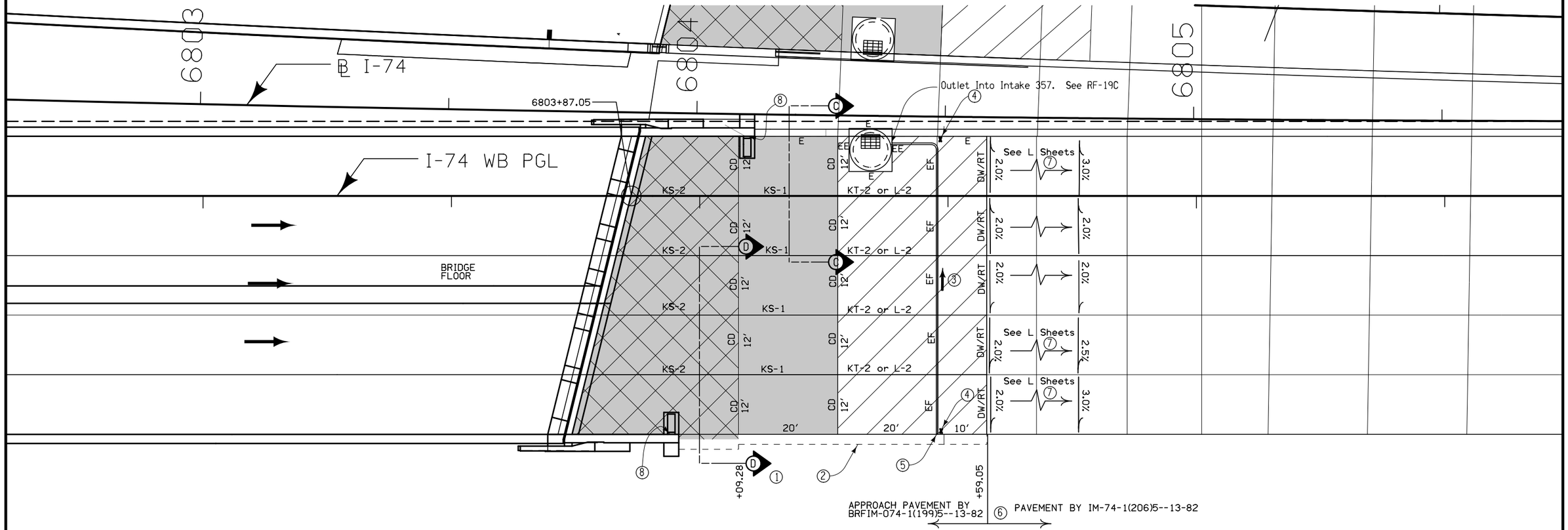
THE COST FOR FURNISHING AND INSTALLING D-BOLTS IS TO BE INCLUDED WITH THE PRICE BID FOR "FENCE, CHAIN LINK, 72 IN. HEIGHT."

THE COST OF FURNISHING AND INSTALLING ANCHOR BOLTS AND BASE PLATES IS TO BE INCLUDED WITH THE PRICE BID FOR "FENCE, CHAIN LINK, 72 IN. HEIGHT."

THE DETAILS ON THIS SHEET SHALL AUGMENT AND SUPERSEDE THOSE ON STANDARD ROAD PLANS MI-101 & MI-102.

CHAIN LINK FENCE DETAILS

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10064.03



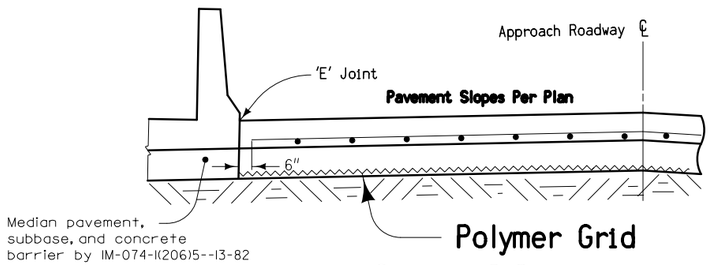
BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement					Fixed or Movable Abutment	Subdrain							Remarks
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area		* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	
		Inches	FT	SY	SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
6803+87.05	Depart	12	71.57	193.17	133.33	174.7	F	69	6804+39.54	LT	1.9	0	465.6	527.56	BARRIER INTAKE, SW-548, TOP ONLY deducted from pavement area.
															See IM-074-1(206)5--13-82 for Intake Schedule
															"Pay Length" measured along PGL



Section C-C

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

1. See Modified RK-20. Build 4 inch Sloped Curb to the end of the double reinforced section.
2. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified RK-20
3. Slope subdrain to drain.
4. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
5. 4 inch perforated subdrain (polyethylene, corrugated tubing).
6. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30
7. Pavement cross slope transitions in Contracts IM-074-1(206)5--13-82.
8. Include 2 inch thick preformed joint material above counterfort brace to prevent settlement of approach onto counterfort.

FOR INFORMATION ONLY

Double Reinforced Section

Single Reinforced Section

Non-Reinforced Section

MODIFIED

STANDARD ROAD PLAN

REVISION	
7	04-19-11

RK-23

SHEET 1 of 1

MODIFICATIONS: Changed to represent WB I-74 bridge approach

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

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.74

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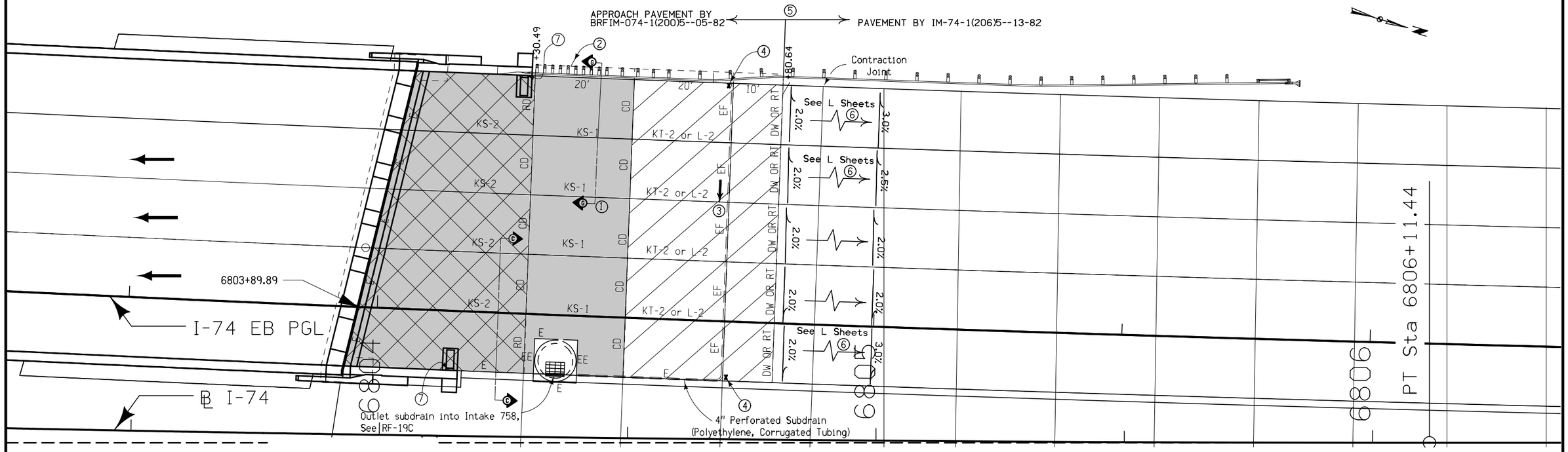


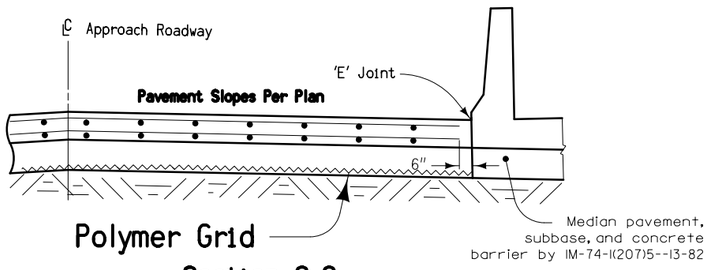
BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement						Subdrain							
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area	Fixed or Movable Abutment	* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
		Inches	FT	SY	SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
6803+89.89	North	12	83.9	200	126.8	201.1	F	92	6804+35	RT	2.54	0	473	551	BARRIER INTAKE, SW-548, TOP ONLY deducted
															from pavement area.
															See IM-74-1(206)5--13-82 for Intake
															Schedule
															"Pay Length" measured along PGL



Section C-C

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

1. See Modified RK-20.
2. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See RK-20
3. Slope Subdrain to Drain
4. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
5. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30
6. Pavement cross slope transitions in Contract IM-74-1(206)5--13-82
7. Include 2 inch thick preformed joint material above counterfort brace to prevent settlement of approach onto counterfort.

FOR INFORMATION ONLY

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

MODIFIED

STANDARD ROAD PLAN

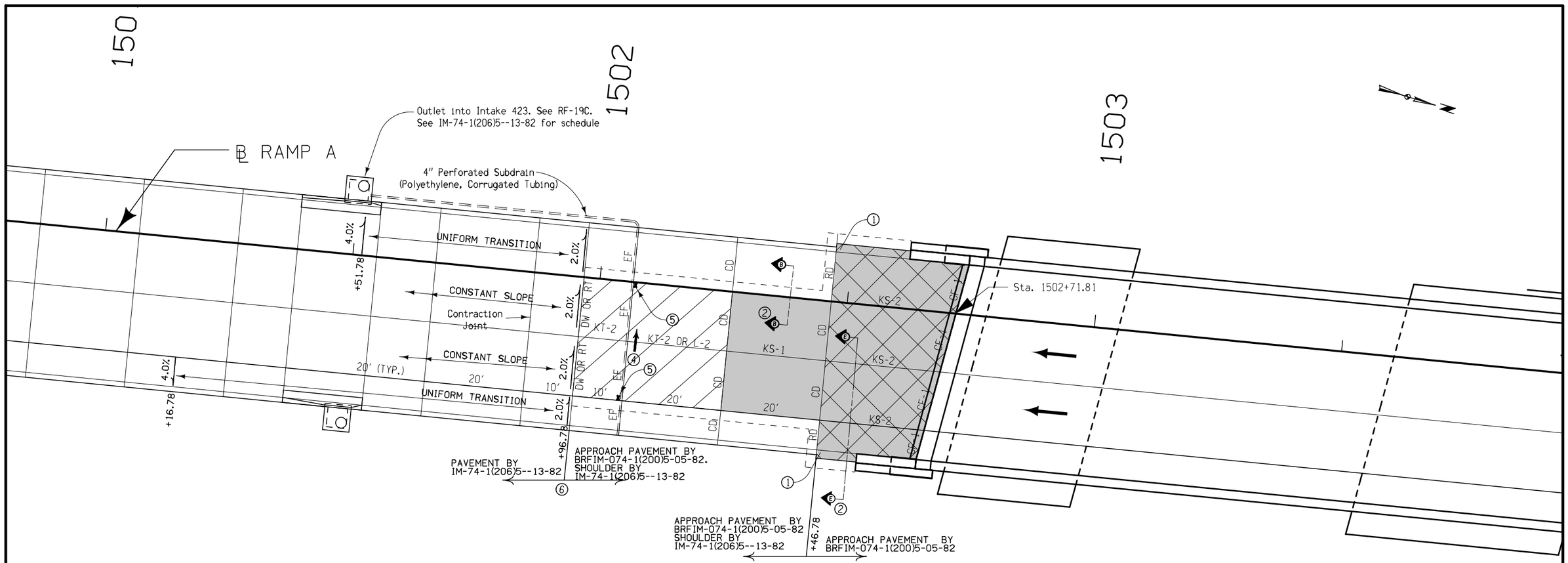
REVISION	
7	04-19-11

RK-23

SHEET 1 of 1

MODIFICATIONS: Changed to represent EB I-74 bridge approach

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



BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement					Fixed or Movable Abutment	Subdrain					Modified Subbase *	Polymer Grid *	Remarks
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area		Perforated Subdrain 4" *	Subdrain Outlet *		Porous Backfill *	Class 'A'* Crushed Stone Backfill			
		Inches	FT	SY	SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
1502+71.81	South	12	75.1	80	53.3	108	M	96.7	1501+50	LT	2.67	0	252.9	277.69	"Pay Length" measured along Baseline

(1) Build Modified 6 inch Sloped Curb to end of Double Reinforced Section. See Detail G on Modified Standard Road Plan RK-20

(2) See Modified Standard Road Plan RK-20

(3) Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified Standard Road Plan RK-20

(4) Slope Subdrain to Drain

(5) An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.

(6) If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

FOR INFORMATION ONLY

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

MODIFIED STANDARD ROAD PLAN

REVISION 7 04-19-11

RK-21

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp A south bridge approach

RAMP A BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER U.76

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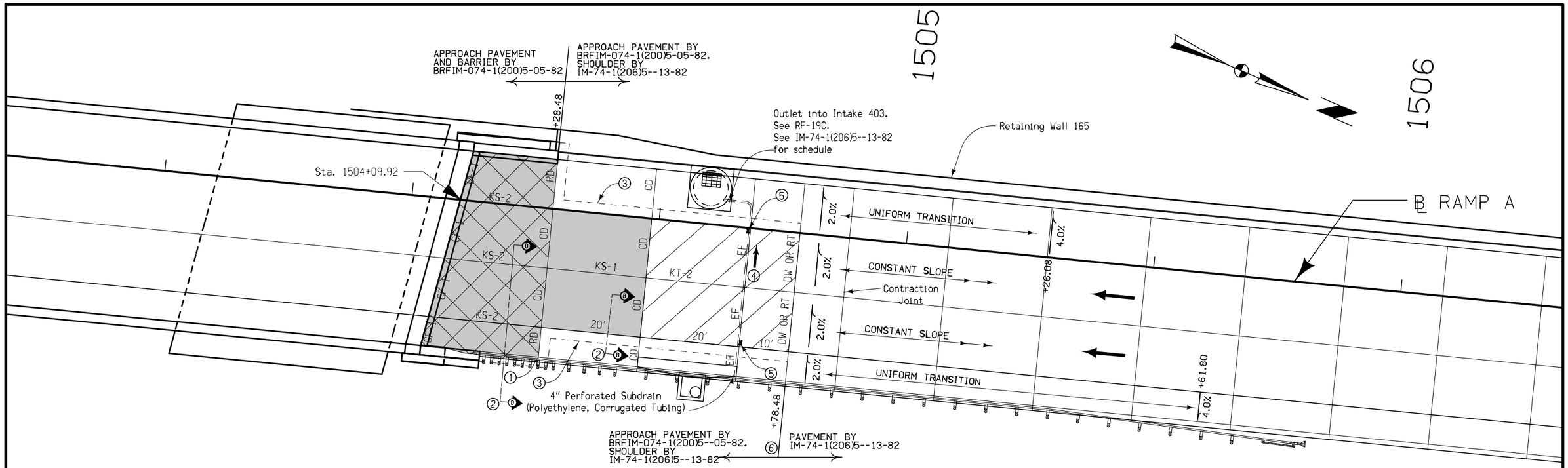


BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement						Subdrain							
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area	Fixed or Movable Abutment	* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
		Inches	FT	SY	SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
1504+09.92	North	12	68.6	80	53.3	92	M	41.34	1504+62.38	LT	1.14	0	229.5	262.1	"Pay Length" measured along Baseline

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

1. Build 4 inch Sloped Curb to end of Double Reinforced Section
2. See Modified Standard Road Plan RK-20
3. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified Standard Road Plan RK-20
4. Slope Subdrain to Drain
5. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
6. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

FOR INFORMATION ONLY

MODIFIED
STANDARD ROAD PLAN

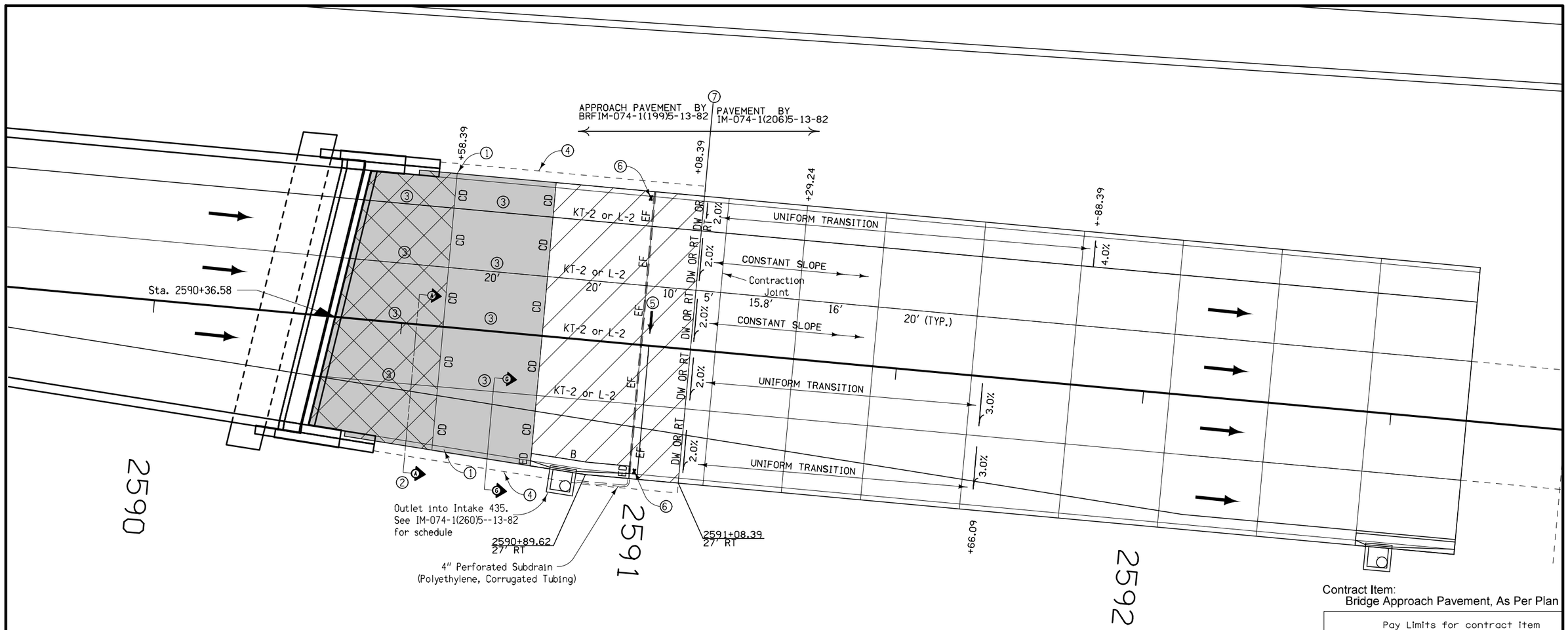
REVISION	
7	04-19-11

RK-21

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp A north bridge approach

RAMP A BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)



Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement					Fixed or Movable Abutment	Subdrain					Modified Subbase	Polymer Grid	Remarks
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area		* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	Class 'A'* Crushed Stone Backfill	*	*	
		Inches	FT	SY	SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
2590+36.58	North	12	71.81	187.3	126.2	127.2	F	71	2590+85.04	RT	1.96	-	417.7	477.4	INTAKE SW-508, TOP ONLY deducted
															from pavement area.
															See IM-074-1(260)5--13-82 for Intake
															Schedule
															"Pay Length" measured along PGL

FOR INFORMATION ONLY

1. Build 6 inch Sloped Curb
2. See Modified Standard Road Plan RK-20
3. Longitudinal Joint: (PV-101)
   Single Pour - Saw cut joint per detail B.
   Two Pours - Use 'KS-2' Joint (Double Reinforced Section).
   Use 'KS-1' Joint (Single Reinforced Section).
4. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified Standard Road Plan RK-20
5. Slope Subdrain to Drain
6. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
7. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

MODIFIED
STANDARD ROAD PLAN

REVISION 7 04-19-11

RK-23

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp B bridge approach

RAMP B BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER U.78

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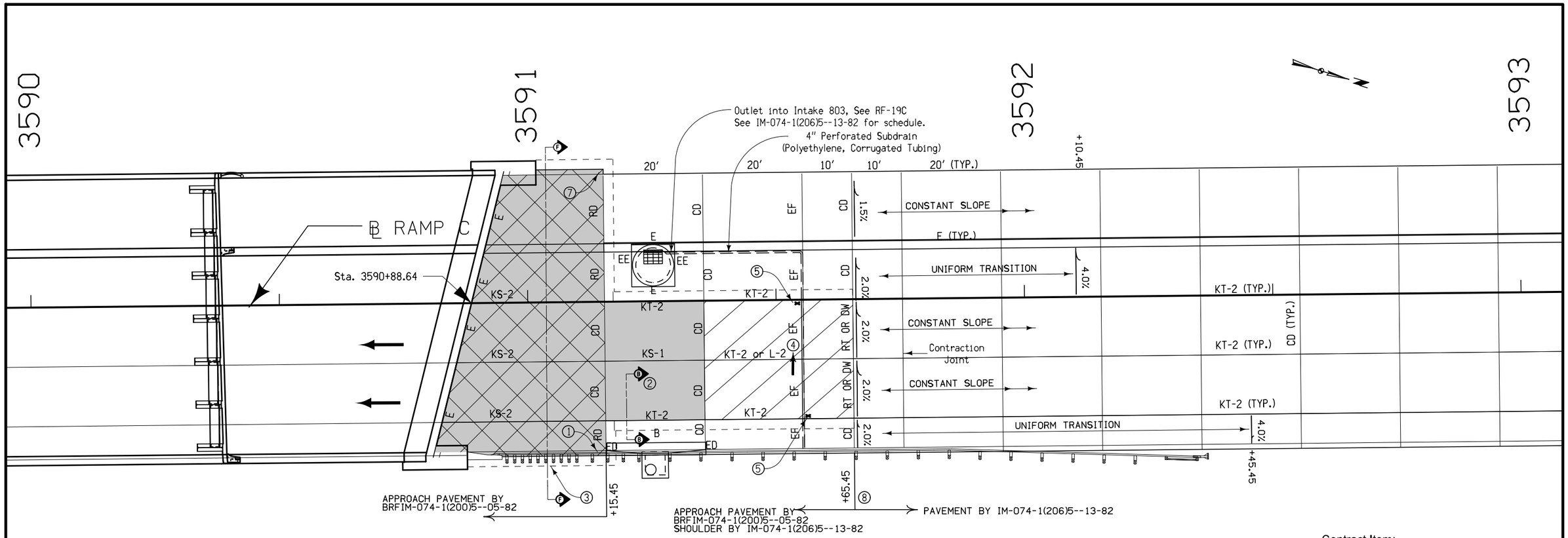


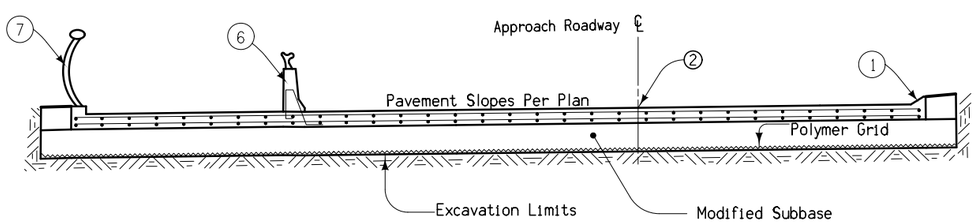
BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement						Subdrain							
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area	Fixed or Movable Abutment	* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
		Inches	FT	SY	SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
3590+88.64	North	12	76.8	80	53.3	173.5	F	67	3591+25.33	LT	1.85	0	329	359	"Pay Length" measured along Baseline



Section F-F

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

FOR INFORMATION ONLY

1. Build 4 inch Sloped Curb to end of Double Reinforced Section
2. See Standard Road Plan RK-20
3. Polymer grid and excavation limits of Modified Subbase 2′ outside of pavement edge. See RK-20
4. Slope Subdrain to Drain
5. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
6. See Modified Standard Road Plan BA-104.
   Include 5g2 bars from Modified Standard BA-106 for Barrier
   Construct Modified BA-104 and railing to end of double reinforced section.
7. Construct to end of double reinforced section.
8. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

MODIFIED STANDARD ROAD PLAN

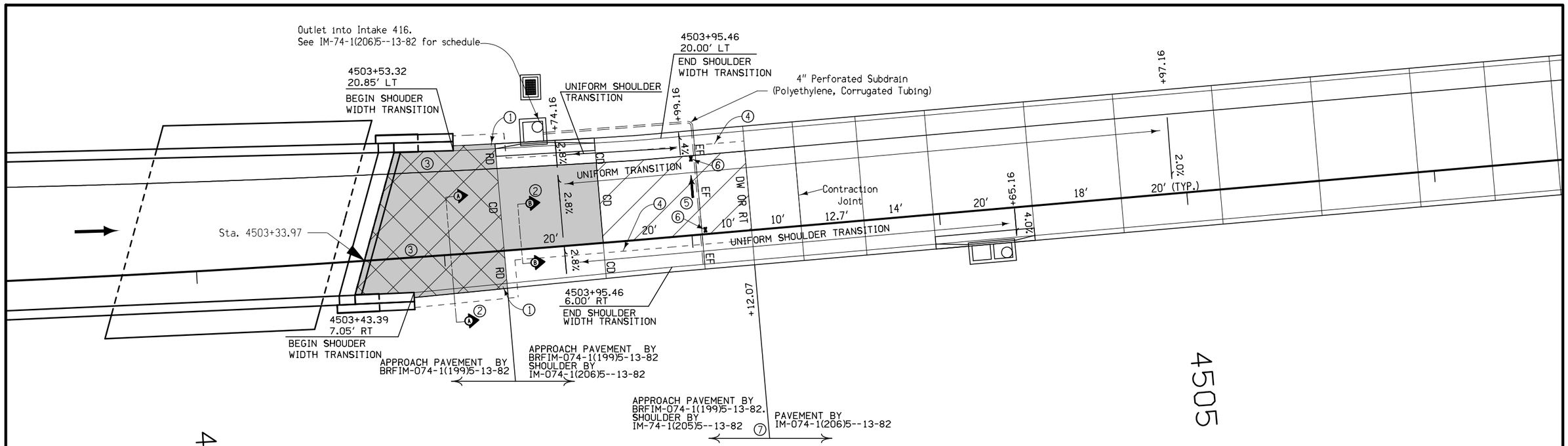
REVISION 7 04-19-11

RK-21

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp C bridge approach

RAMP C BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)



BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement					Fixed or Movable Abutment	Subdrain						Remarks
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area		* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	
		Inches	FT	SY	SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
4503+33.97	North	12	78.1	53.4	36.4	81.9	M	59.2	4503+69.73	LT	1.64	-	189	204.7	"Pay Length" measured along Baseline

(1) Build 6 inch Sloped Curb

(2) See Modified Standard Road Plan RK-20

(3) Longitudinal Joint: (PV-101)
Single Pour - Saw cut joint per detail B.
Two Pours - Use 'KS-2' Joint (Double Reinforced Section).
Use 'KS-1' Joint (Single Reinforced Section).

(4) Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified RK-20

(5) Slope Subdrain to Drain

(6) An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.

(7) If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

FOR INFORMATION ONLY

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

Double Reinforced Section

Single Reinforced Section

Non-Reinforced Section

MODIFIED
STANDARD ROAD PLAN

REVISION
7 04-19-11

RK-21

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp D north bridge approach

RAMP D BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER U.80

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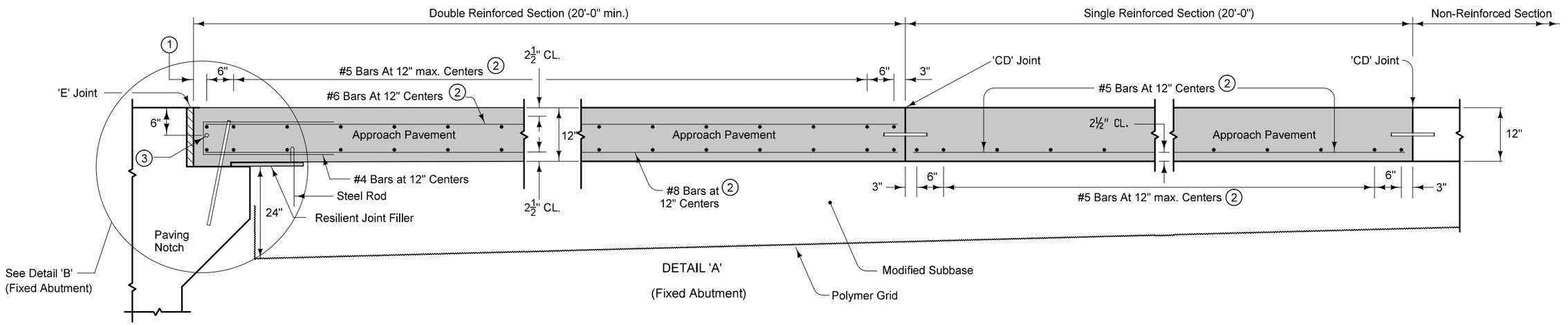
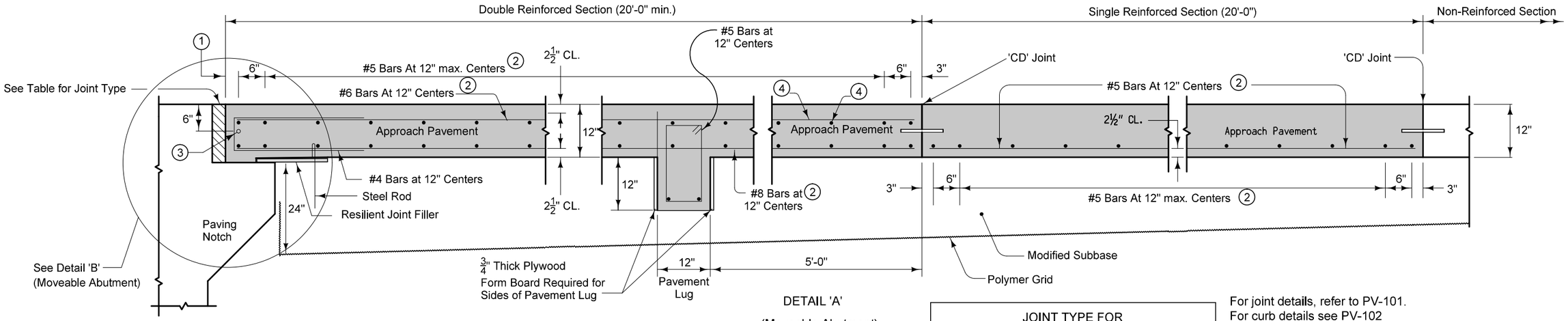


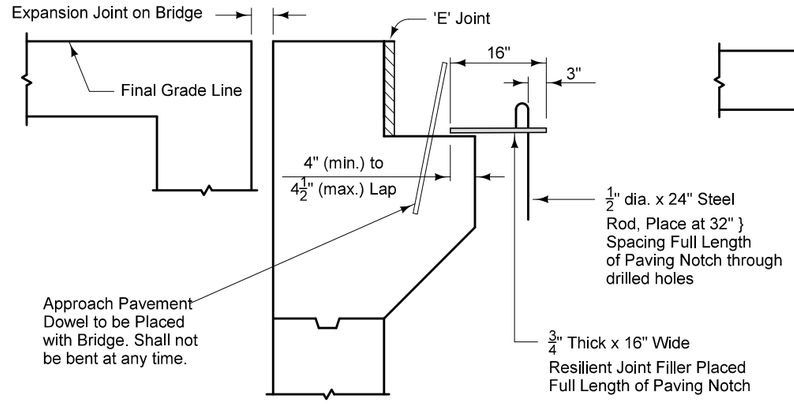
DETAIL 'A'

(Fixed Abutment)

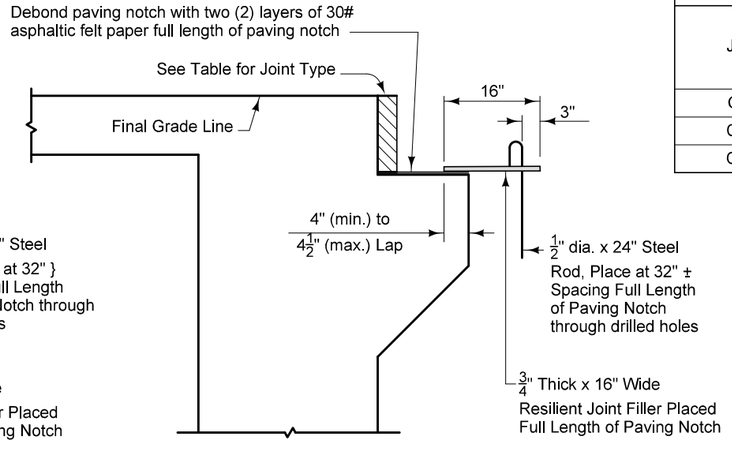


DETAIL 'A'

(Moveable Abutment)



DETAIL 'B' (Fixed Abutment)



DETAIL 'B' (Moveable Abutment)

JOINT TYPE FOR MOVEABLE ABUTMENT BRIDGES

Joint	Maximum Bridge Length	
	Concrete Beam or Slab	Steel Girder
CF-1	370'	250'
CF-2	465'	320'
CF-3	575'	400'

(1) 2" min. to 2 1/2" max. clear to bent bar.

(2) Minimum lap length: #5 Bars - 18"
#6 Bars - 27"
#8 Bars - 48"

(3) If bridge is skewed, place additional #5 bar parallel to skewed face.

(4) Place additional 6'-10" long #5 bars in right shoulder of Ramp D from end of double reinforced section to Sta. 4201+72.09. Space evenly between #5 bars.

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

All transverse bars are #5.

Possible Contract Item:

Bridge Approach Pavement, As per Plan

Possible Tabulation: 112-6

FOR INFORMATION ONLY

MODIFIED STANDARD ROAD PLAN

REVISION 9 04-17-12

RK-20

SHEET 1 of 5

MODIFICATIONS: Changed Details to match I-74 and US 67 Ramp Bridges

DOUBLE REINFORCED 12" APPROACH

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.81

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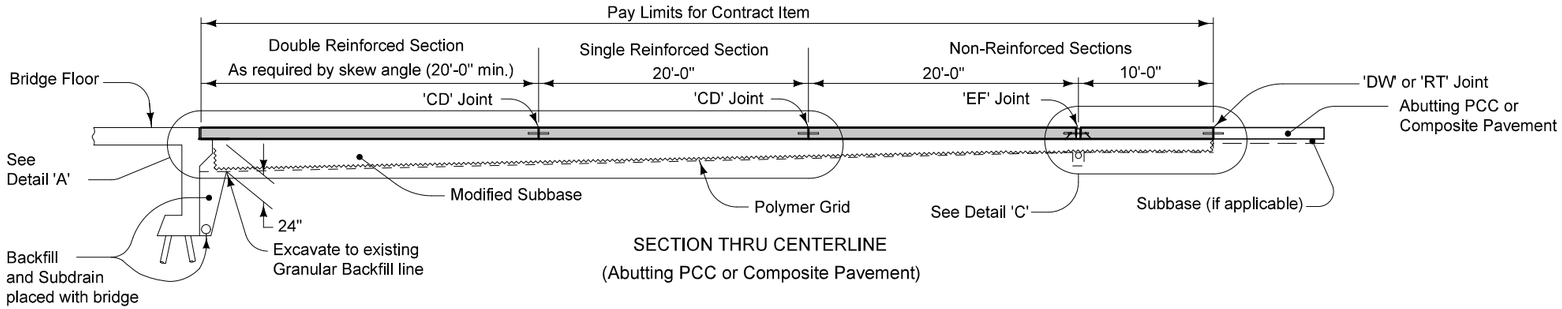
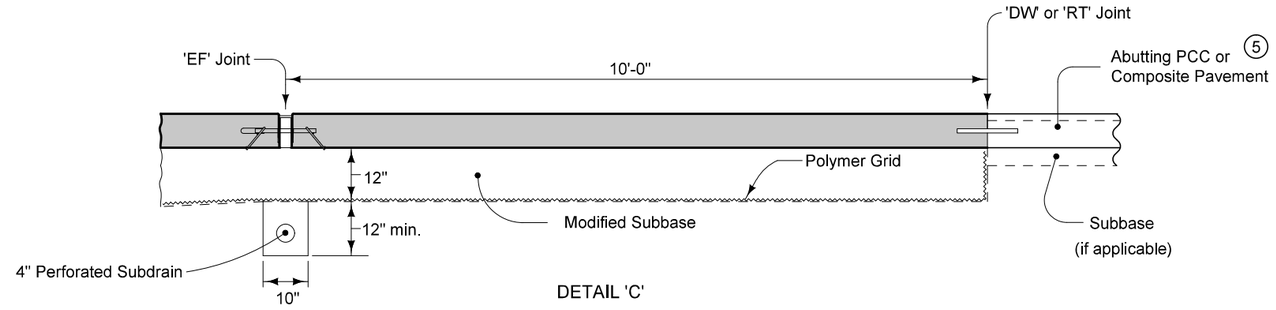
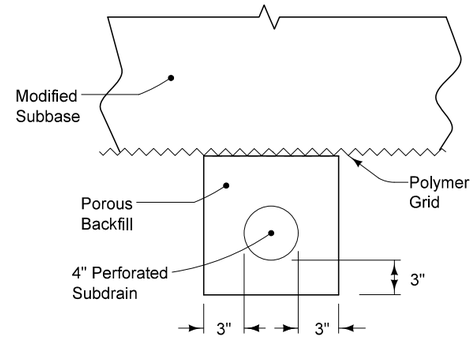


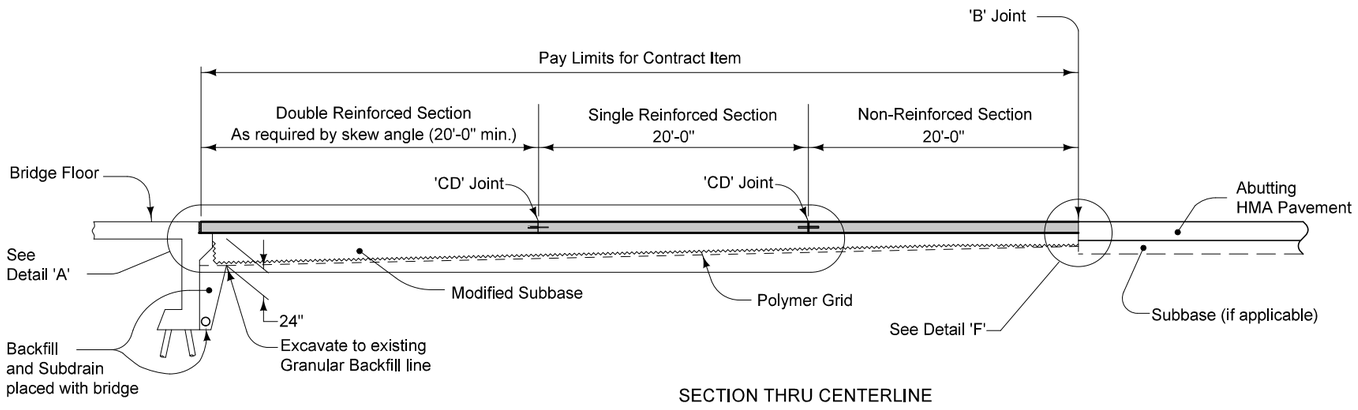
SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)



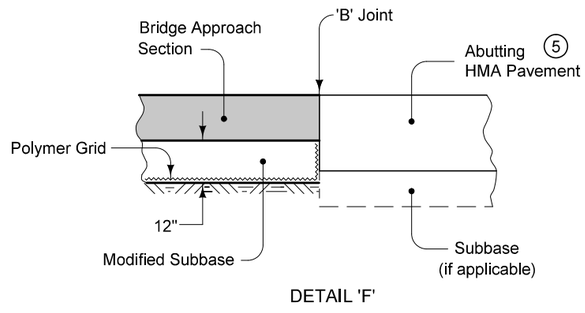
DETAIL 'C'
(Doweled PCC Pavement)



4" SUBDRAIN LOCATION



SECTION THRU CENTERLINE
(Abutting HMA Pavement)



DETAIL 'F'

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

FOR INFORMATION ONLY

MODIFIED
STANDARD ROAD PLAN

REVISION	
9	04-17-12

RK-20

SHEET 2 of 5

MODIFICATIONS: Changed Details to match I-74 and US 67 Ramp bridges.

DOUBLE REINFORCED 12" APPROACH

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

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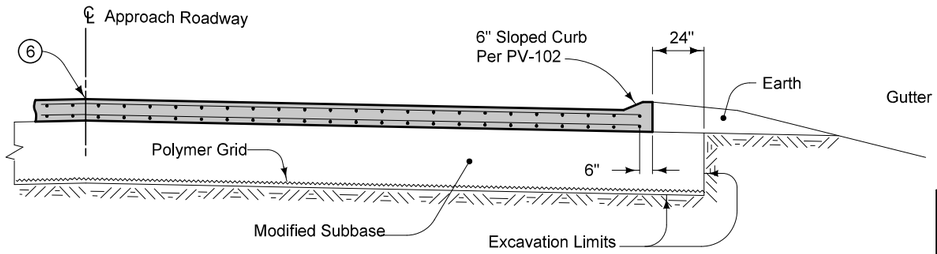
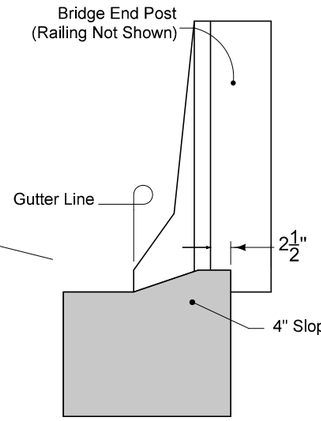
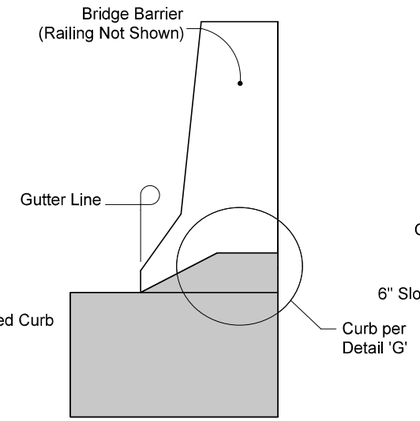


SECTION A-A



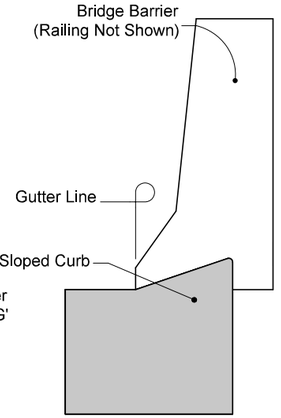
DETAIL 'I'

(Back of Curb Placement)



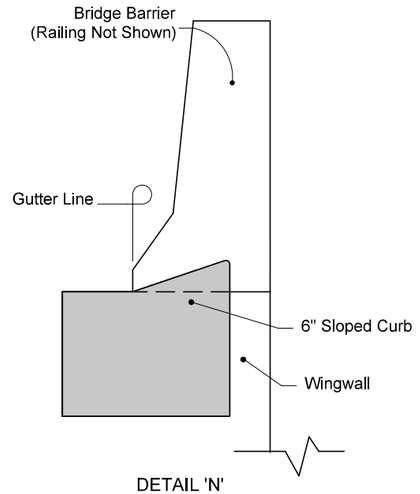
DETAIL 'E'

(Back of Curb Placement)



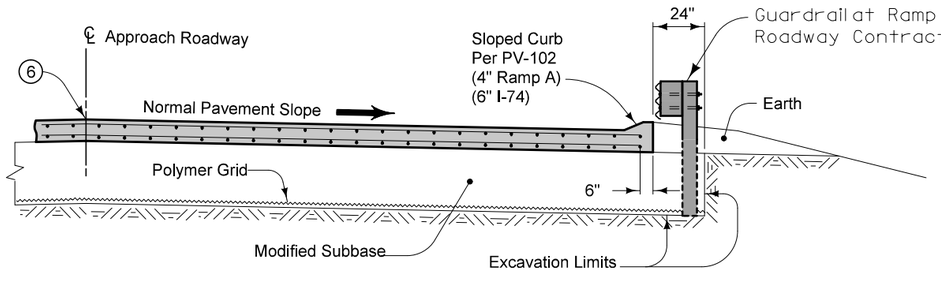
DETAIL 'M'

(Back of Curb Placement)

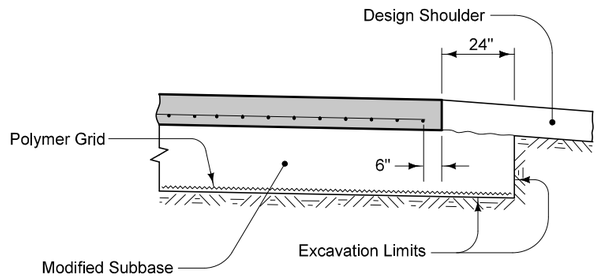


DETAIL 'N'

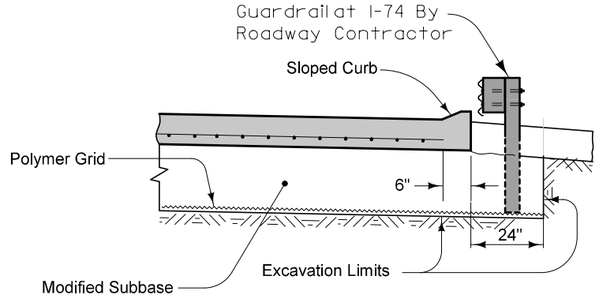
(Back of Curb Placement)



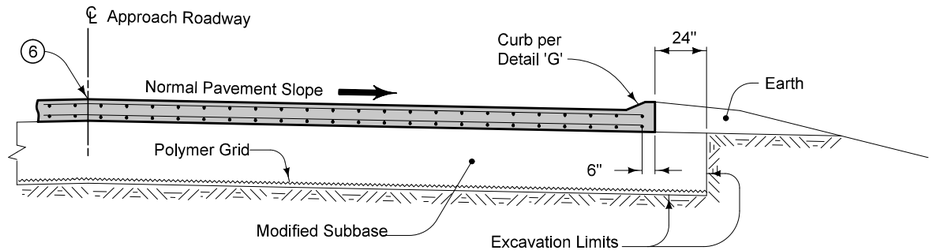
SECTION D-D



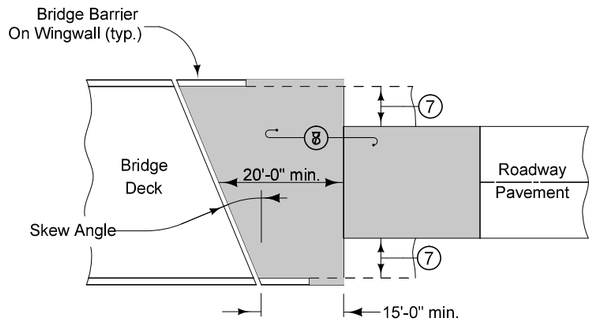
SECTION B-B



SECTION G-G



SECTION E-E



APPROACH PAVEMENT
LAYOUT AT A SKEW

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

(7) Design shoulder width.

(8) Reinforced bridge approach section.

(9) Limit of Wingwall
Barrier overlaps on Approach Pavement

FOR INFORMATION ONLY

MODIFIED

STANDARD ROAD PLAN

REVISION	
9	04-17-12

RK-20

SHEET 3 of 5

MODIFICATIONS: Changed details to match I-74 and US 67 Ramp bridges.

DOUBLE REINFORCED 12" APPROACH

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.83

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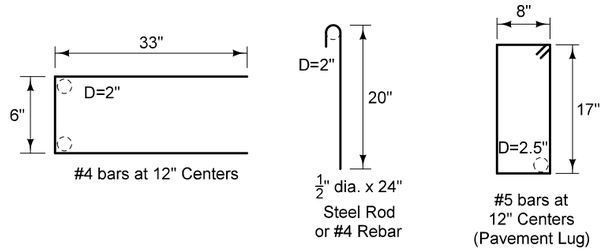
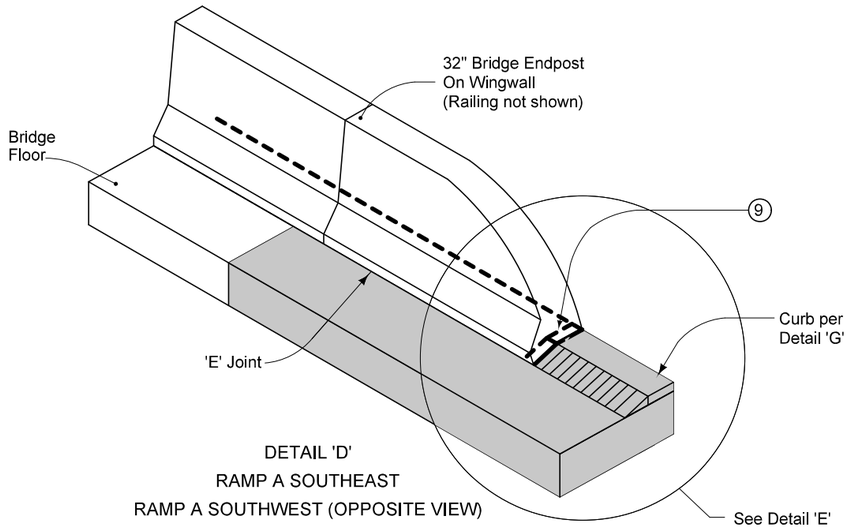
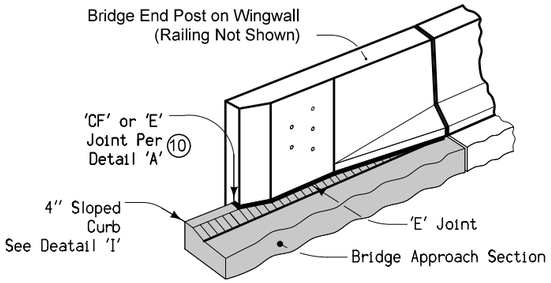


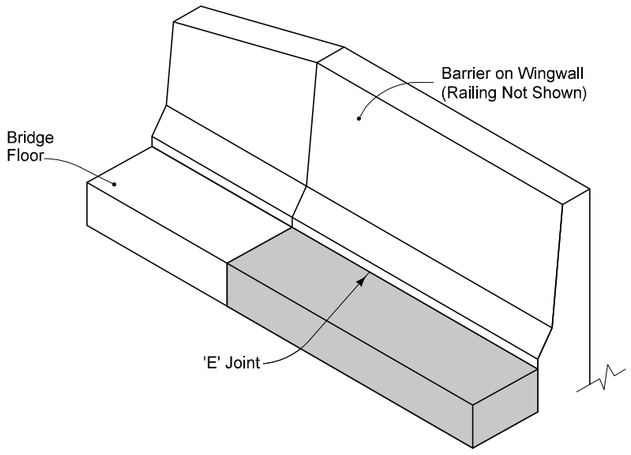
BENT BAR SHAPES



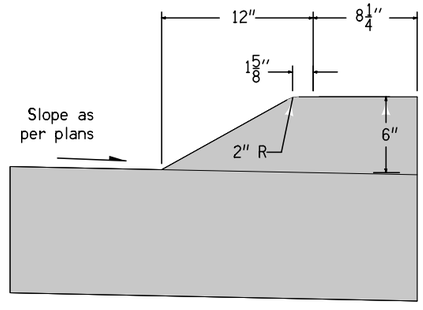
DETAIL 'D'
RAMP A SOUTHEAST
RAMP A SOUTHWEST (OPPOSITE VIEW)



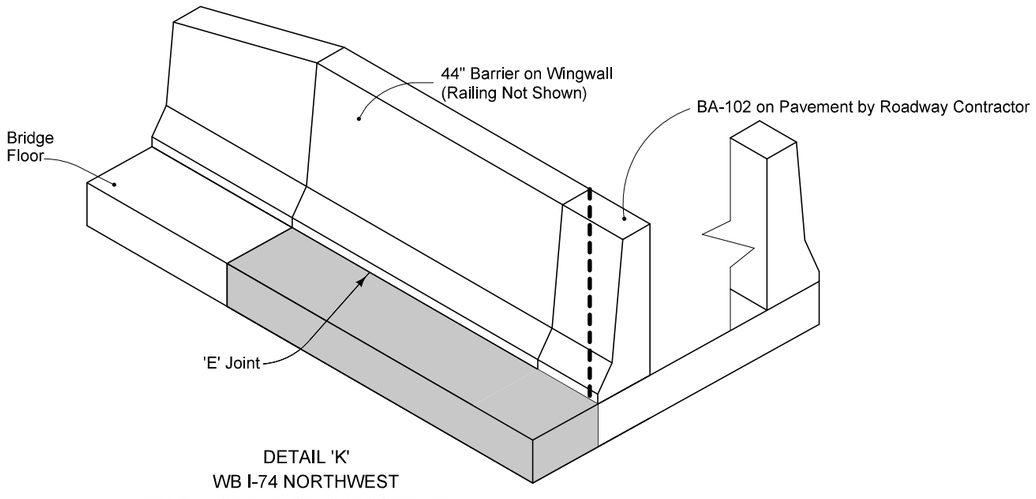
DETAIL 'H'
RAMP A NORTHEAST
RAMP C NORTHEAST
RAMP D SOUTHWEST
WB I-74 NORTHEAST
EB I-74 NORTHWEST
(Joint Placement)



DETAIL 'J'
RAMP A NORTHWEST
(Joint Placement)



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



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

⑥ Longitudinal Joint: (PV-101)
Single pour - Saw cut joint per Detail B.
Two pours - Use 'KS-2' Joint

⑦ Design shoulder width.

⑧ Reinforced bridge approach section.

⑨ Limit of Wingwall
Barrier overlaps on Approach Pavement

⑩ Expansion joint at end of bridge end post: Place joint filler the full depth of the bridge approach pavement. In areas with curb, place full depth of pavement plus curb and shape material to fit the shape of the curb per Section B-B of PV-101. Seal joint per Detail F of PV-101.

- Fixed Abutment Bridges:Type 'E' Joint

- Moveable Abutment Bridges: Flexible Foam Expansion Joint Filler in accordance with Specification Section 4136. Minimum filler width is the abutment 'CF' joint width. Joint length as required to completely fill from back side of curb to front face of bridge wing.

FOR INFORMATION ONLY

MODIFIED

STANDARD ROAD PLAN

REVISION	
9	04-17-12

RK-20

SHEET 4 of 5

MODIFICATIONS: Changed details to match I-74 and US 67 Ramp bridges.

DOUBLE REINFORCED 12" APPROACH

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.84

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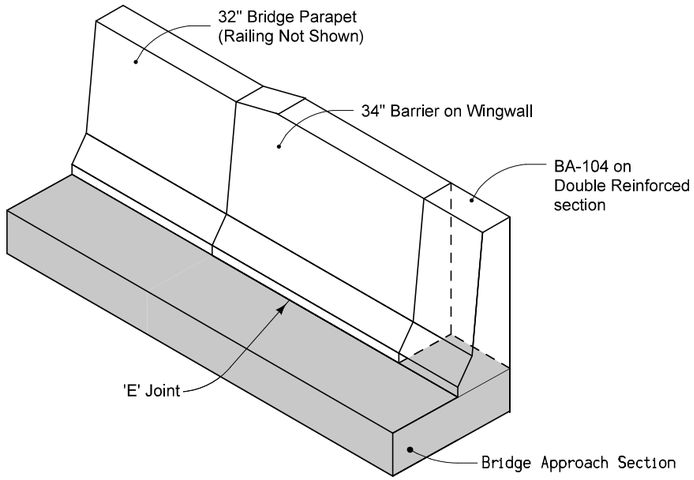
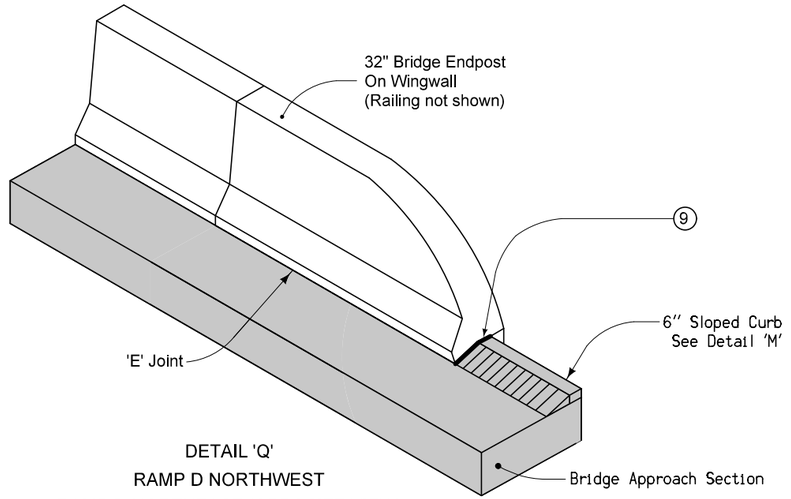
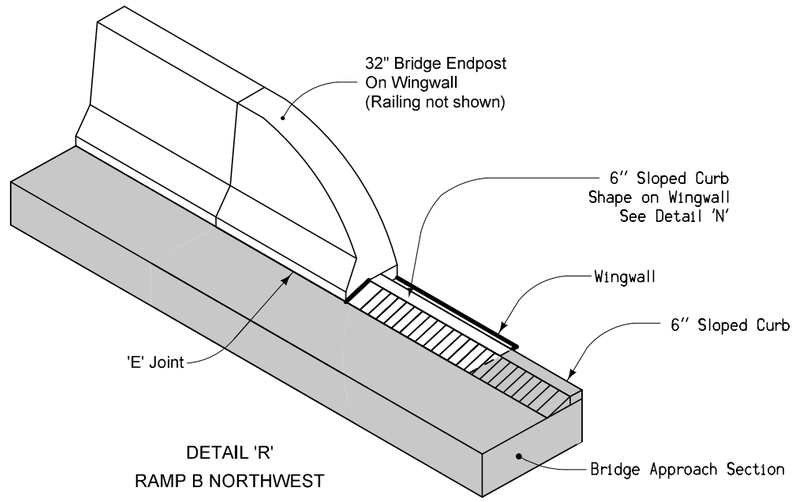


DETAIL 'P'
RAMP D SOUTHEAST
(Joint Placement)



DETAIL 'Q'
RAMP D NORTHWEST
RAMP D NORTHEAST (OPPOSITE VIEW)



DETAIL 'R'
RAMP B NORTHWEST
RAMP B NORTHEAST (OPPOSITE VIEW)

FOR INFORMATION ONLY

MODIFIED

REVISION	
9	04-17-12

STANDARD ROAD PLAN

RK-20

SHEET 5 of 5

MODIFICATIONS: Changed details to match I-74 and US 67 Ramp bridges.

DOUBLE REINFORCED 12" APPROACH

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER U.85	

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MSE RETAINING WALL CONSTRUCTION NOTES

RW165 SPECIAL

(1) The design of the MSE Wall shall meet the design criteria as provided in Section 2432 of the Standard Specifications.

(2) Where appropriate, the MSE Wall shall be designed for an equivalent earth surcharge Height of 2 feet to account for vertical live loads behind the wall.

(3) The Allowable Soil Bearing Pressure for both undrained and drained conditions of the MSE Wall is 4.0 ksf. Embankment fill material beneath the MSE Reinforced Zone should be Granular Backfill as shown on Sheet SPS.1.

(4) See Soil Profile Sheet for soil types.

(5) Total settlement due to foundation loads is estimated to be approximately 2 inches.

(6) The panels for the MSE Wall and the coping shall be cast as per the MSE Wall Details on Sheets V.3 to V.8.

(7) The east end of the Closure Wall butts up to the outside face of the bridge abutment. Provide and install appropriate joint materials at this interface.

(8) The area behind the coping shall be covered with Portland Cement Concrete slope protection as shown in the DETAIL AT TOP OF WALL. Shape to drain.

(9) The design shall account for the drainage structures shown on Sheet M.15 and the bridge foundations constructed by others.

(10) Two MSE Wall Subdrains are required: one directly behind the wall panels and one at the back of the Reinforced Zone. Route Subdrains to nearest down-gradient storm sewer structure as shown on Plan Sheet M.15.

(11) For estimating purposes only, the following assumptions were used:

(a) The length of the reinforcement strips or mesh is based on the following formula:

Reinforcement length = (0.9) x (wall ht.)

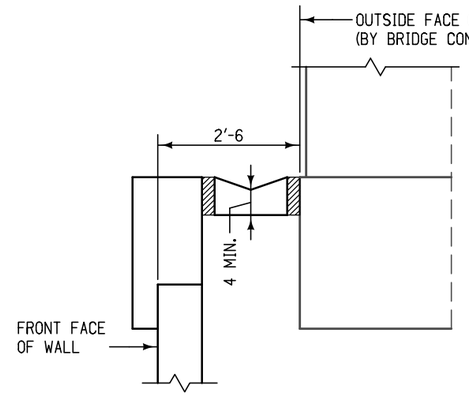
(b) The wall height is the distance between the Proposed Top of Wall Elevation and the Proposed Top of Leveling Pad Elevation.

(c) Both the Granular Backfill and the Excavation behind the wall were calculated based on the average end area between cross sections. The average end area was computed with the estimated wall heights and reinforcement lengths. These quantities may need to be adjusted if the required reinforcement length is greater than the estimated length, and/or if the Leveling Pad Elevation is adjusted.

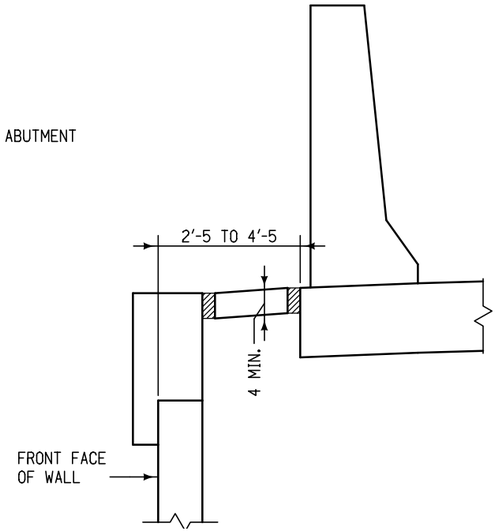
(12) The MSE Wall Supplier shall provide to the Office of Design, Soil Design Section, preliminary (non-structural) design calculations, which include estimated maximum applied (required) MSE Wall bearing pressures, reinforcing strip or mesh lengths, and random backfill material requirements (if other than Class 10 Backfill Material), prior to preparation of their Final MSE Wall Plans.

(13) The Contractor shall submit the design calculations, shop drawings, and field construction drawings in accordance to Article 1105.03.

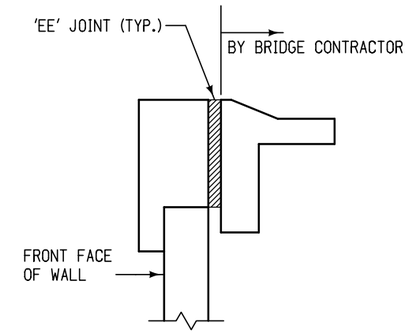
(14) The Contractor shall coordinate with the adjacent Contractor for the design 3808 bridge to ensure that any piles within the MSE Reinforced Zone are installed prior to construction of the MSE Wall. The bridge piles are likely to be in place during construction of the embankment, so care shall be taken to avoid impacting the piles during construction of the MSE Wall and embankment. Any piles already in place shall be inspected prior to construction of the wall and embankment. Any damage to the piles observed upon completion of the wall and embankment shall be repaired to the satisfaction of the Engineer at the expense of the Contractor.



AT BRIDGE ABUTMENT



AT CONCRETE BARRIER



AT BRIDGE SLOPE PROTECTION

DETAIL AT TOP OF WALL

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
Robert Chantome 19011
IOWA

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

Signature Date

Robert Chantome

Printed or Typed Name

My license renewal date is December 31, 2017

Pages or sheets covered by this seal: V.1 – V.2

MSE WALL DESIGN & CONSTRUCTION INFORMATION

LAYOUT	KMS 12/06/11
DRAWN	KMS/EJM 11/20/12
REVIEWED	RC 11/20/12

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

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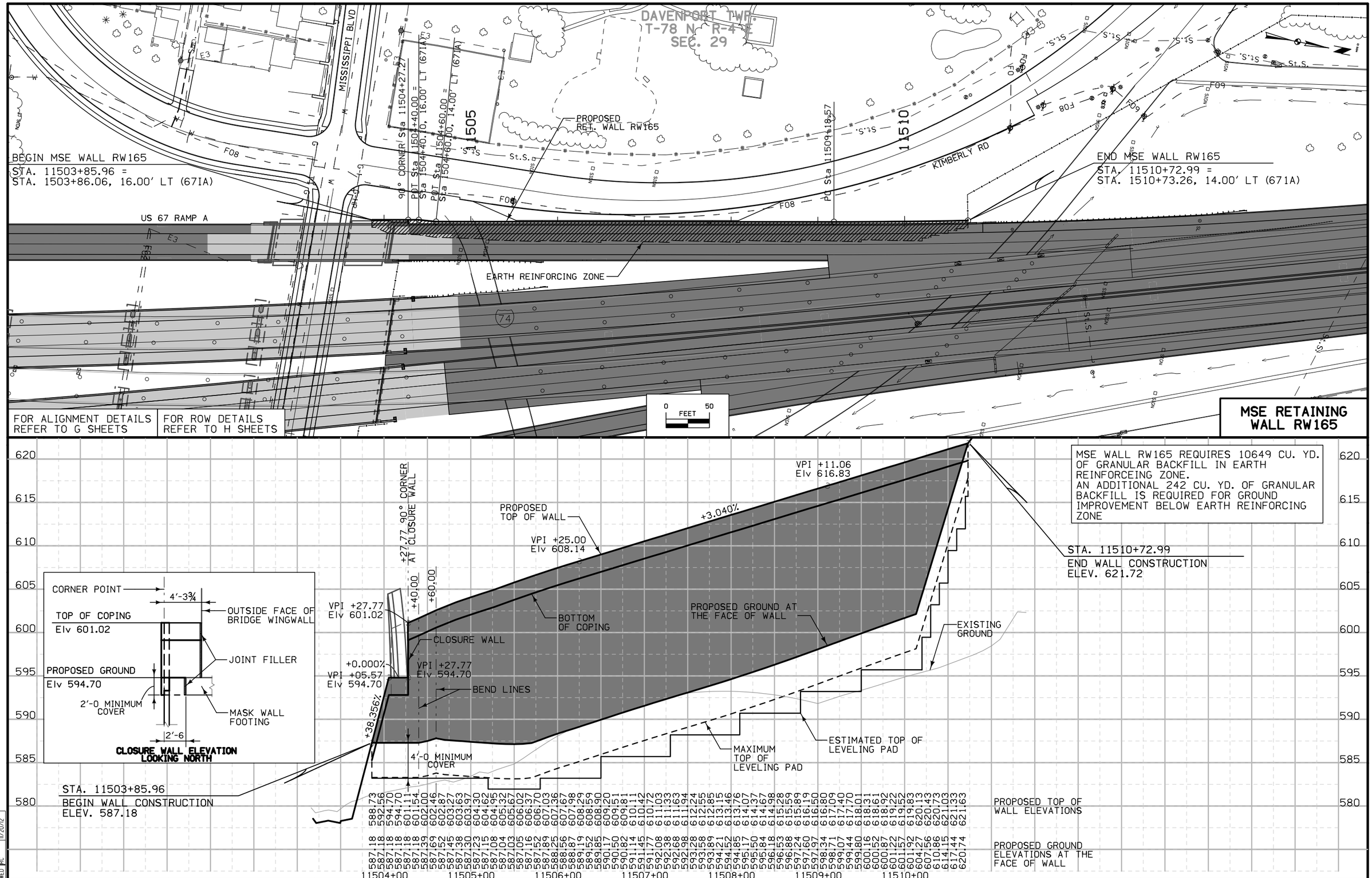

LAYOUT	KMS	12/06/11					
DRAWN	KMS/EJM	11/20/12					
REVIEWED	RC	11/20/12					

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON PROFESSIONAL SERVICES** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(206)5--13-82** | SHEET NUMBER **V.2**

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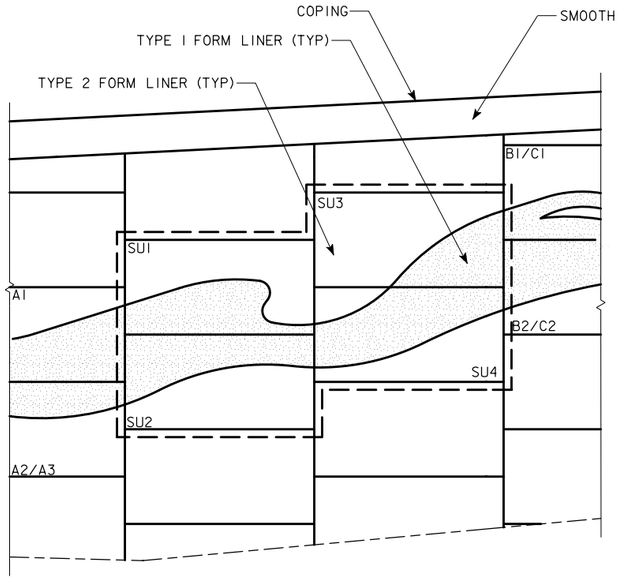
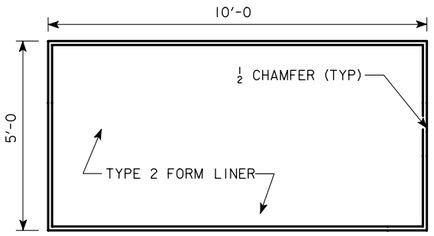
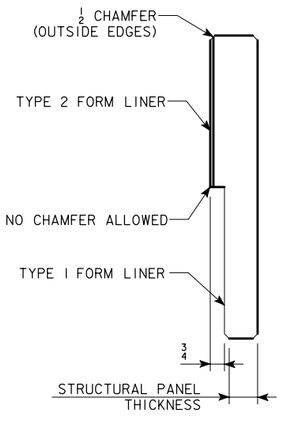


TYPICAL PATTERN STEP UP CONFIGURATION



TYPICAL MSE WALL PANEL



TYPICAL MSE WALL PANEL SECTION

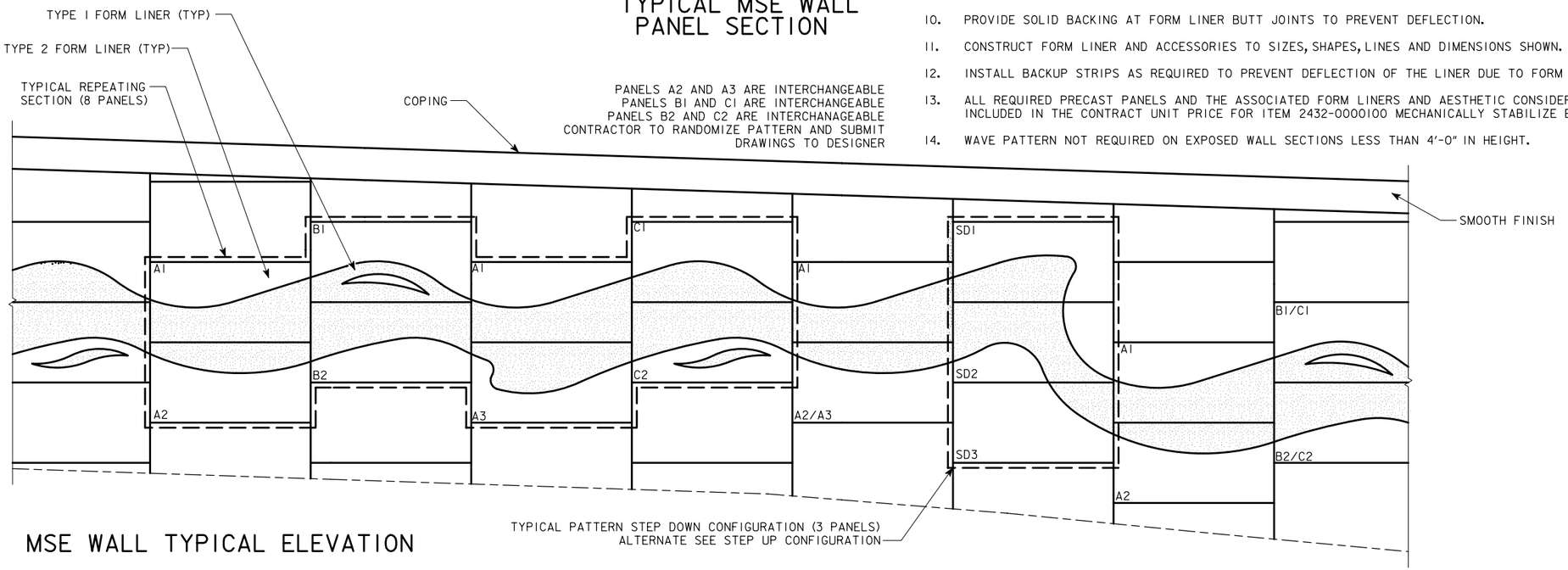
PRECAST CONCRETE MSE WALL PANEL FINISH NOTES

REFER TO SECTION 2432. MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL WITH THE FOLLOWING ADDITIONS.

1. SUBMIT SHOP DRAWINGS INDICATING FORM LINER LAYOUT AND TERMINATION DETAILS FOR ALL PANELS. INDICATE BACKUP, RUSTICATION, REVEAL, AND CHAMFER STRIP LOCATIONS. INCLUDE JOINTING, PATTERN PLACEMENT AND ORIENTATION. CONTRACTOR RESPONSIBLE FOR DESIGN OF FORMWORK AND BACK-UP OF FORM LINER FOR STRUCTURAL STABILITY AND SUFFICIENCY.
2. SUBMIT 12 INCH BY 12 INCH SAMPLES OF EACH PATTERN INDICATED. SAMPLES MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS FROM LINERS PROPOSED FOR USE ON THE PROJECT.
3. PROVIDE FULL SCALE SAMPLE OF EACH PANEL TYPE USING ACTUAL JOB SPECIFIC MATERIALS, METHODS AND WORKMANSHIP. THESE INCLUDE CONCRETE MIX [CEMENT TYPE, AGGREGATE GRADATION, SLUMP, WATER/CEMENT RATIOS, PLASTICIZERS AND ADDITIVES], FORMING SYSTEM [LINER AND FORMWORK], FORM RELEASE AGENTS, PLACEMENT RATE, FORM PRESSURES, FORMWORK AND JOINT SEALING, VIBRATING AND STRIPPING PRACTICES. IN ADDITION, DEMONSTRATE PATCHING AND REPAIR PROCEDURES FOR SPALLED CONCRETE, AND VOIDS CAUSED BY HONEYCOMBING OR BUGHOLES. ACCEPTED SAMPLE PANELS WILL BE STANDARD BY WHICH REMAINING WORK WILL BE EVALUATED FOR TECHNICAL AND AESTHETIC MERIT. CONTRACTOR SHALL STORE ACCEPTED SAMPLE PANELS ON SITE FOR REFERENCE UNTIL SUBSTANTIAL COMPLETION. ACCEPTED SAMPLE PANELS ARE A PREREQUISITE TO BEGINNING JOB FORMWORK. SUBMIT VARIATIONS FROM SAMPLE PANEL MATERIALS OR TECHNIQUES FOR APPROVAL PRIOR TO USE.
4. COVER FORM LINERS TO PROTECT FROM OIL, DIRT AND UV EXPOSURE.
5. HANDLE RIGID FORM LINER PANELS WITH CARE AT TEMPERATURES BELOW 25°F.
6. APPROVED MANUFACTURERS OF FORM LINERS MATERIALS AND ACCESSORIES

BASIS OF DESIGN:	ALLOWABLE ALTERNATES:	
TYPE 1- SCOTT SYSTEM PATTERN 122 - STRIATED	TYPE 1 - FITZGERALD FORMLINERS PATTERN 17934 - DC WAVE	TYPE 1 - AMERICAN FORMLINERS PATTERN 1122 - RANDOM STRIATIONS
TYPE 2- SCOTT SYSTEM PATTERN 120 - SANDBLAST #2	TYPE 2 - FITZGERALD FORMLINERS PATTERN 16991 - MEDIUM SANDBLAST	TYPE 2 - AMERICAN FORMLINERS PATTERN 1200 - LIGHT/MEDIUM SANDBLAST
SCOTT SYSTEM, INC. 10777 EAST 45TH AVENUE DENVER, CO 80239 333-373-2500 WWW.SCOTTSYSTEM.COM	FITZGERALD FORMLINERS, INC. 1500 EAST CHESTNUT AVENUE SANTA ANA, CA 92701 800-547-7760 WWW.FORMLINERS.COM	AMERICAN FORMLINERS, INC. 1567 FRONTENAC ROAD NAPERVILLE, IL 60563 630-615-2170 WWW.AMERICANFORMLINERS.COM

7. ON MULTIPLE USE LINERS, CLEAN LINER BEFORE EACH USE. REPLACE DAMAGED LINER WHOSE CONTINUED USE OR REPAIR WOULD NEGATIVELY IMPACT THE AESTHETICS OF THE CONCRETE FINISH
8. APPLY FORM LINER COMPATIBLE RELEASE AGENT AT RATE RECOMMENDED BY MANUFACTURER. ATTEMPT TO SCHEDULE CONCRETE POUR SOON AFTER APPLICATION OF RELEASE AGENT TO AVOID PRECIPITATION, DUST, AND DEBRIS. PROTECT REINFORCING STEEL FROM EXPOSURE TO RELEASE AGENTS.
9. SEAL FORM LINER JOINTS TO PREVENT MORTAR LEAKAGE.
10. PROVIDE SOLID BACKING AT FORM LINER BUTT JOINTS TO PREVENT DEFLECTION.
11. CONSTRUCT FORM LINER AND ACCESSORIES TO SIZES, SHAPES, LINES AND DIMENSIONS SHOWN.
12. INSTALL BACKUP STRIPS AS REQUIRED TO PREVENT DEFLECTION OF THE LINER DUE TO FORM PRESSURES.
13. ALL REQUIRED PRECAST PANELS AND THE ASSOCIATED FORM LINERS AND AESTHETIC CONSIDERATIONS AS SHOWN ON THE PLANS ARE TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 2432-0000100 MECHANICALLY STABILIZE EARTH RETAIN WALL SF.
14. WAVE PATTERN NOT REQUIRED ON EXPOSED WALL SECTIONS LESS THAN 4'-0" IN HEIGHT.

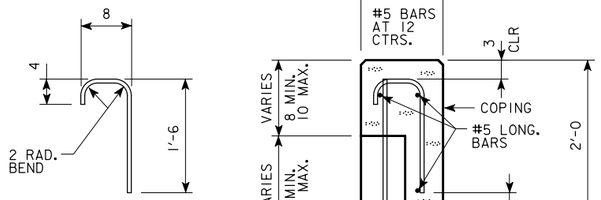


MSE WALL TYPICAL ELEVATION

MSE WALL AESTHETIC DETAILS MSE WALL ELEVATION

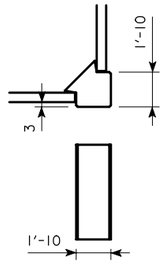
ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER V.3

SYSTEMTIME USERNAME DGNSPEC



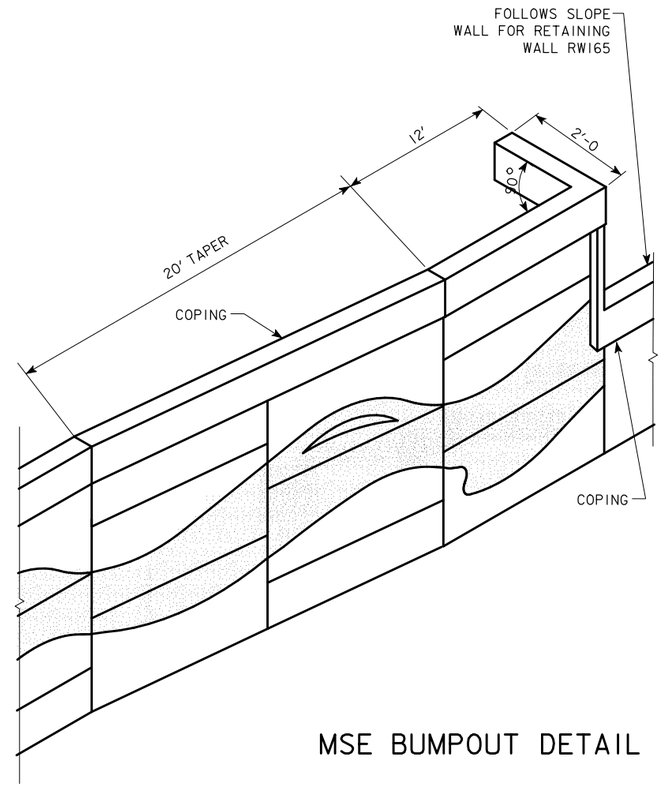
#5 BAR

COPING DETAILS

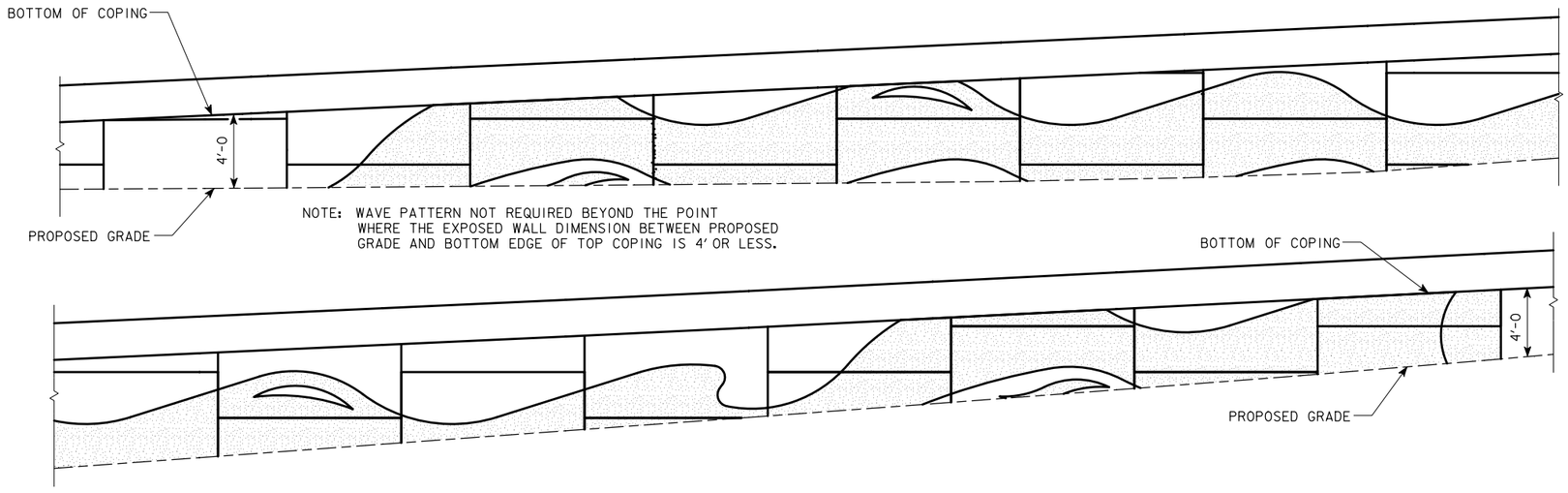


OUTSIDE CORNER DETAIL

NOTES
1. #5 LONGITUDINAL BARS SHALL BE LAPPED 1'-9 MIN.
2. COPING SHALL BE CAST IN PLACE CONCRETE.

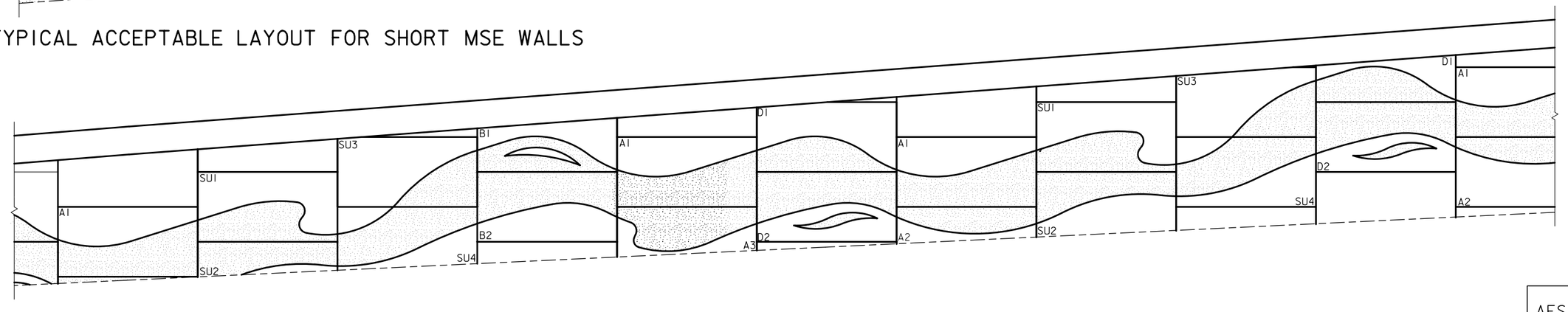


MSE BUMPOUT DETAIL



NOTE: WAVE PATTERN NOT REQUIRED BEYOND THE POINT WHERE THE EXPOSED WALL DIMENSION BETWEEN PROPOSED GRADE AND BOTTOM EDGE OF TOP COPING IS 4' OR LESS.

TYPICAL ACCEPTABLE LAYOUT FOR SHORT MSE WALLS

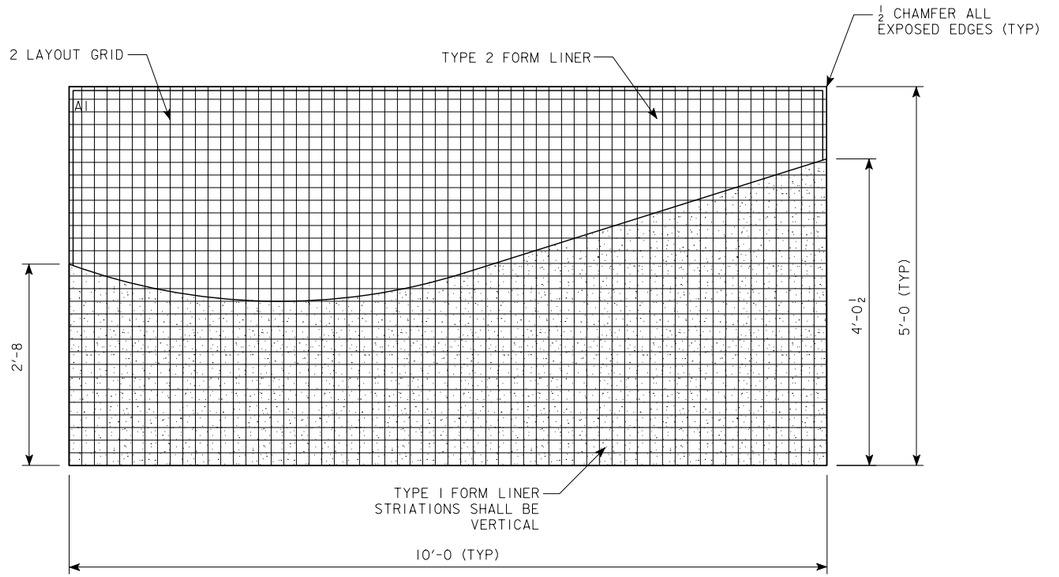


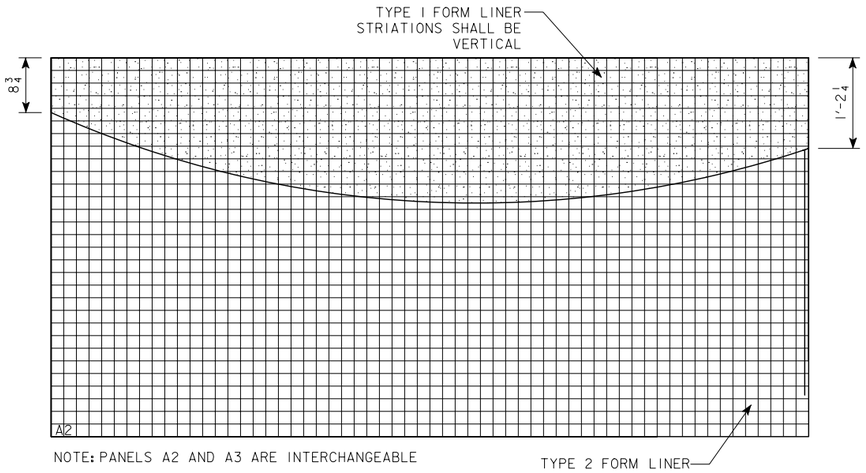
ADDITIONAL PANEL LAYOUT EXAMPLE

MSE WALL
AESTHETIC DETAILS
MSE WALL ELEVATION

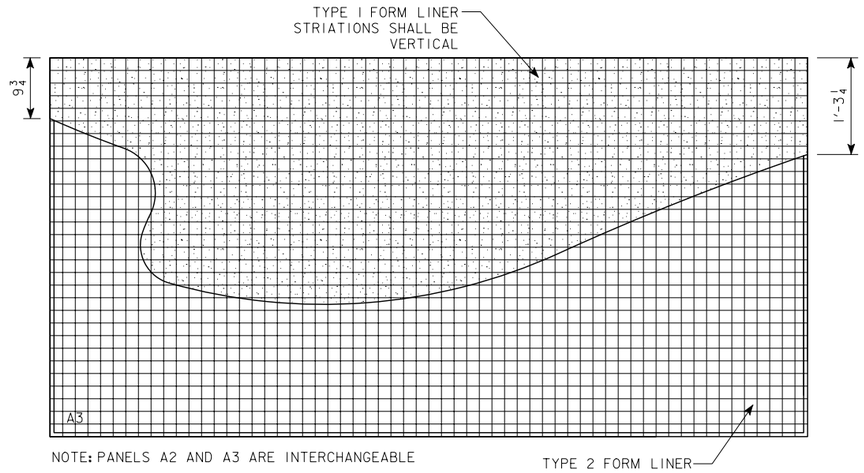
ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER V.4

SYSTEMTIME USERNAME DGNSPEC





NOTE: PANELS A2 AND A3 ARE INTERCHANGEABLE



NOTE: PANELS A2 AND A3 ARE INTERCHANGEABLE

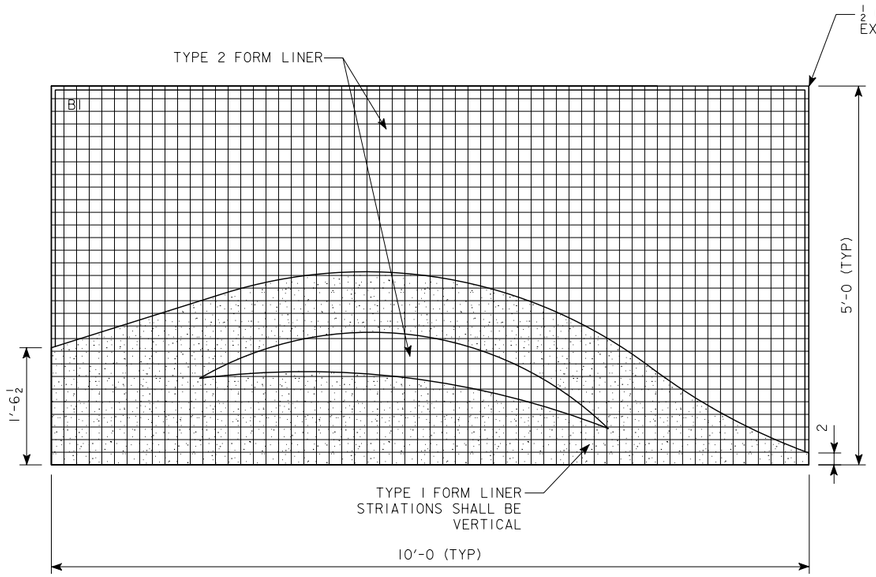
MSE WALL PANEL ELEVATIONS

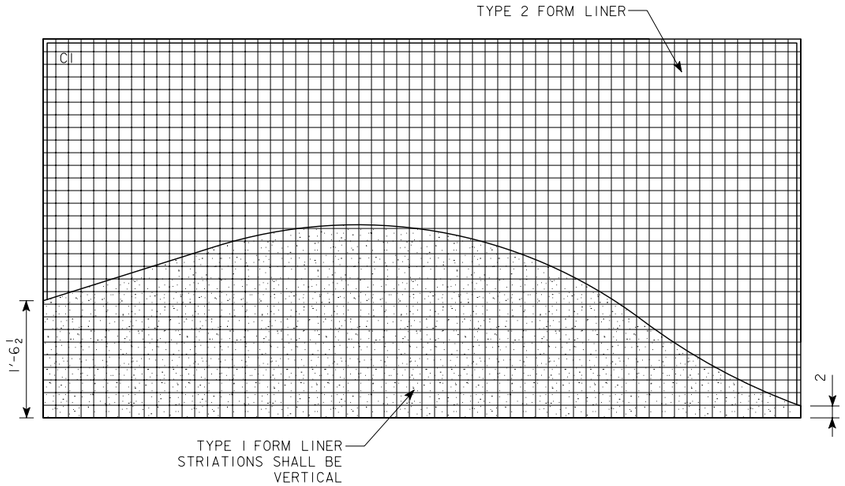
(PATTERNS A1, A2 AND A3)

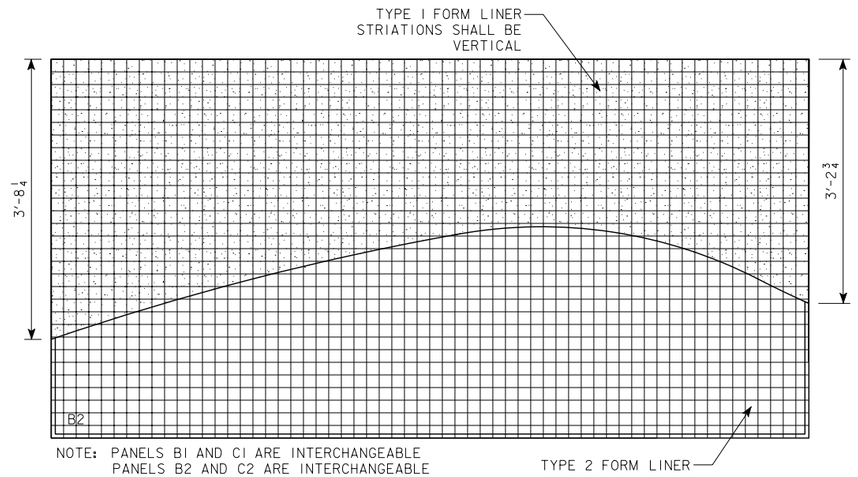
MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

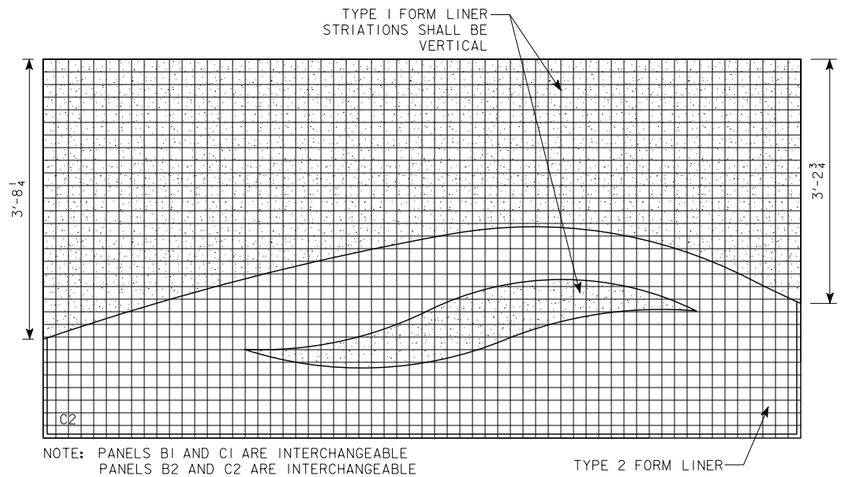
ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER V.5

SYSTEMTIME USERNAME DGNSPEC









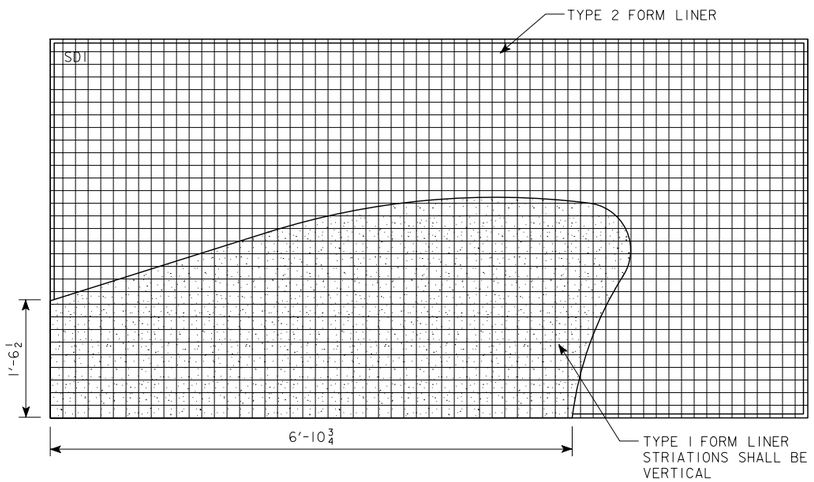
MSE WALL PANEL ELEVATIONS

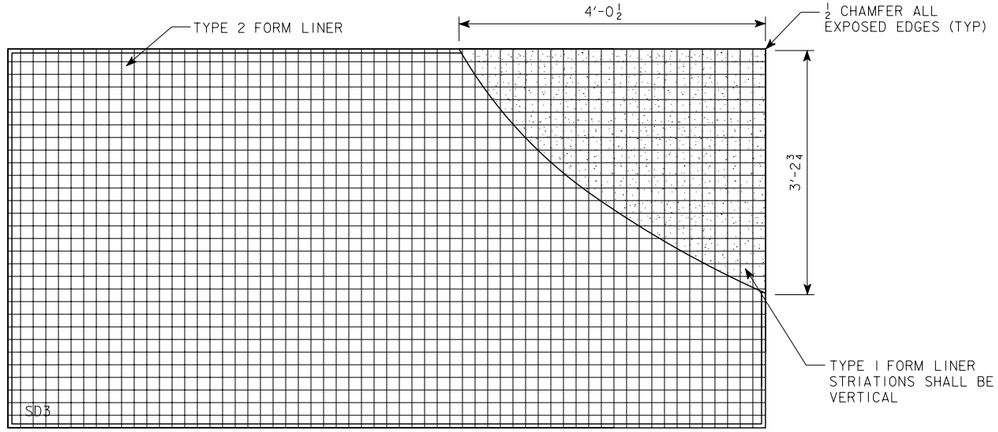
(PATTERNS B1, B2, C1 AND C2)

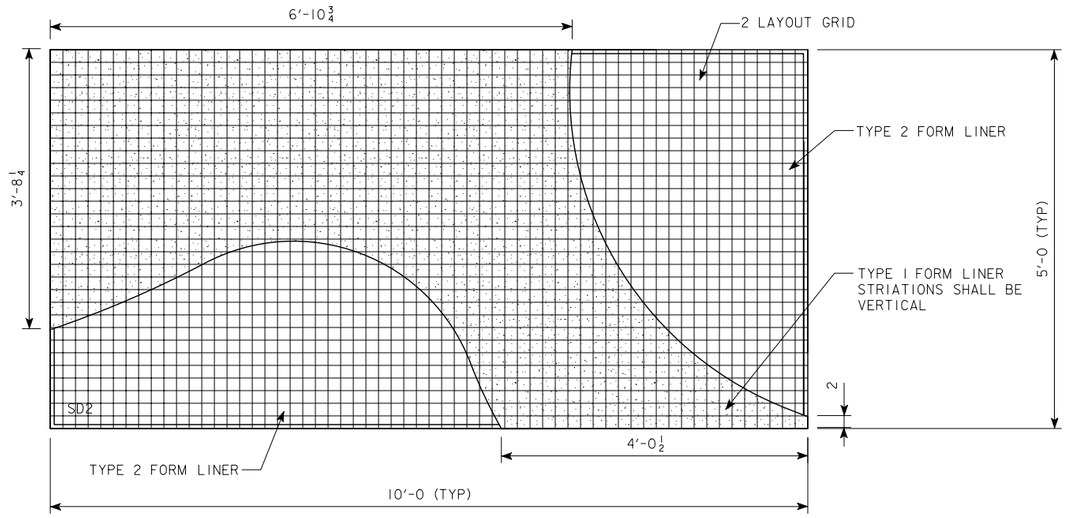
MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

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

SYSTEMTIME USERNAME DGNSPEC







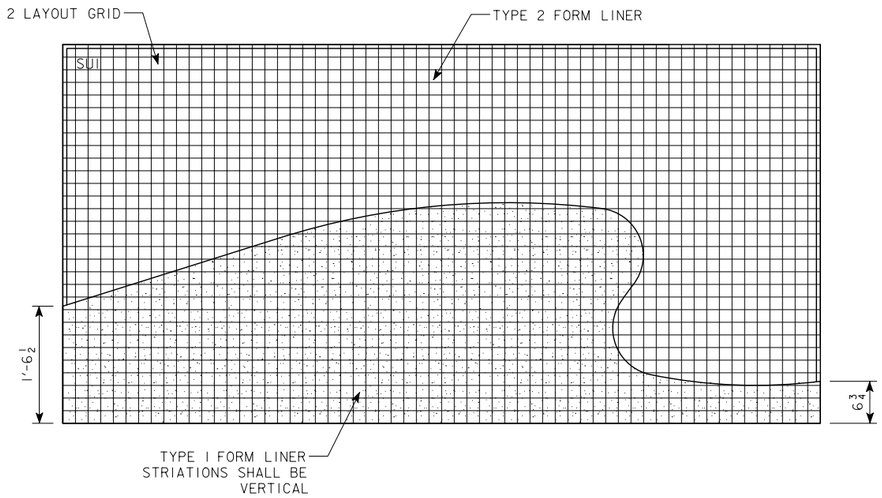
MSE WALL PANEL ELEVATIONS

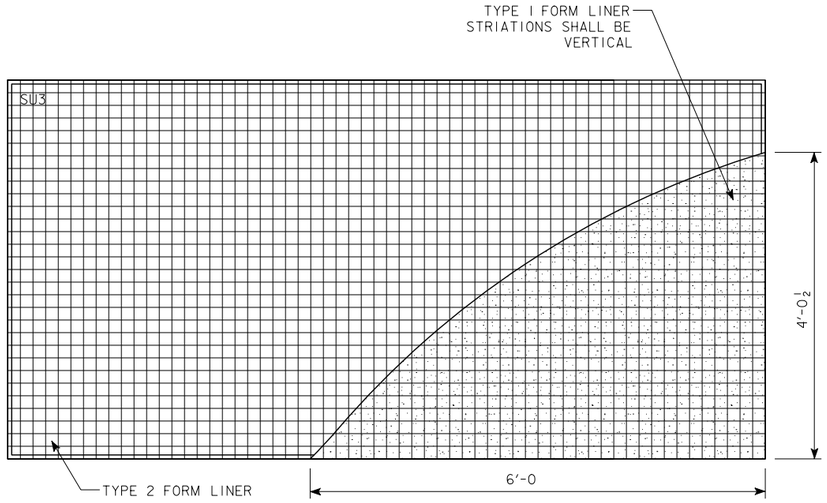
(PATTERNS SD1, SD2 AND SD3)

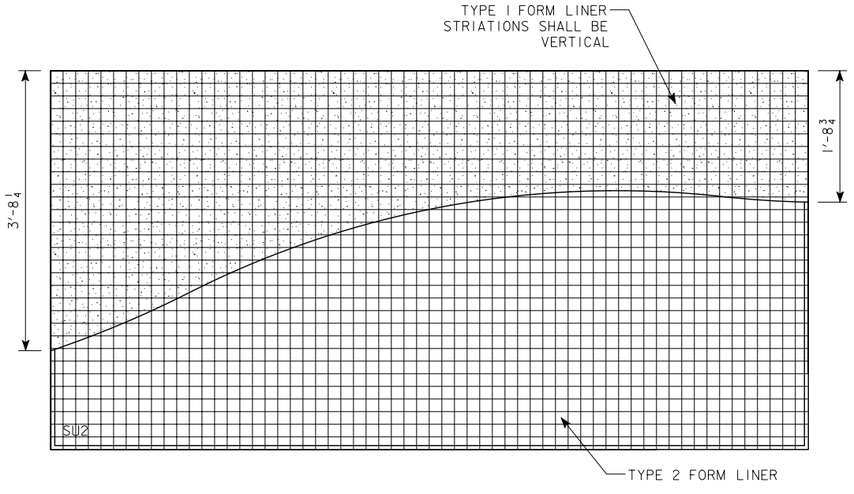
MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

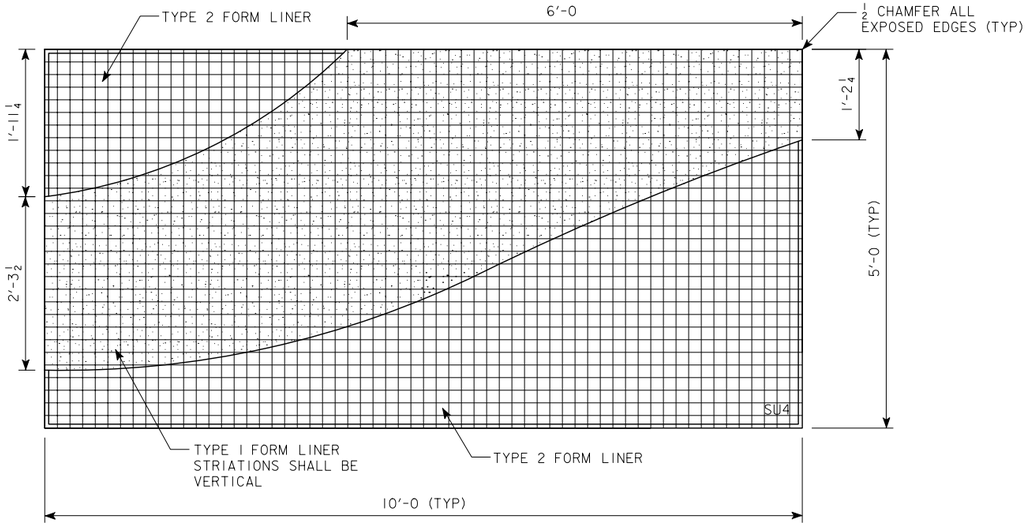
ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER V.7

SYSTEMTIME USERNAME DGNSPEC









MSE WALL PANEL ELEVATIONS

(PATTERNS SU1, SU2, SU3 AND SU4)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

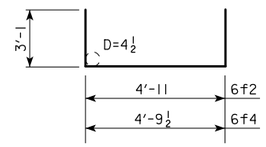
ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER V.8

SYSTEMTIME USERNAME DGNSPEC

NON-COATED REINFORCING STEEL
IDENTITY ELEMENT FOOTING

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
6f1	FOOTING, TOP,BOTTOM, SIDES	——	30	9'-3	417
6f2	FOOTING,SIDES	⌊⌋	22	11'-1	367
6f3	FOOTING, TOP,BOTTOM, SIDES	——	30	10'-0	451
6f4	FOOTING,SIDES	⌊⌋	18	11'-0	298
REINFORCING STEEL - TOTAL (LBS.)					1533

BENT BAR DETAILS



ALL DIMENSIONS ARE OUT TO OUT.

D = PIN DIAMETER.

6f2 & 6f4

ESTIMATED QUANTITIES

ITEM	UNIT	IDENTITY ELEMENT FOOTING
EXCAVATION, CLASS 20	CY	39
EXCAVATION, CLASS 22	CY	4
STRUCTURAL CONCRETE (BRIDGE)	CY	20.2
REINFORCING STEEL	LB	1533

CONCRETE PLACEMENT QUANTITIES

LOCATION	TYPE	IDENTITY ELEMENT FOOTING
FOOTING	STRUCTURAL CONCRETE (BRIDGE)	20.2

IDENTITY ELEMENT FOOTINGS

SPECIFICATIONS:

DESIGN: AASHTO LRFD 5TH ED, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL, AND AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, SERIES OF 2009 WITH CURRENT INTERIMS.

CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2012, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

THE SPECIAL PROVISIONS, SP-XXXXX, FOR ANTI-GRAFFITI COATING SHALL APPLY TO WORK ON THIS PROJECT.

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5TH ED, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL.

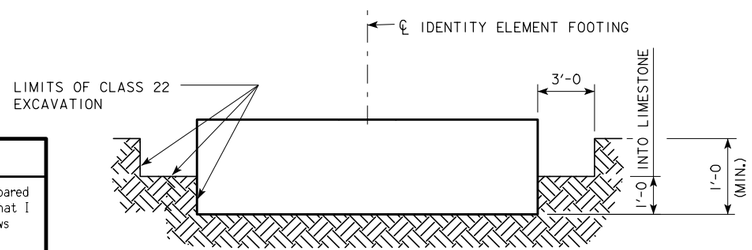
REINFORCING STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 5, GRADE 60.

CONCRETE IN ACCORDANCE WITH LRFD AASHTO SECTION 5, f'c = 3,500 PSI.

STRUCTURAL STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 6. ASTM A709 GRADE 36 FOR ANGLES AND PLATES, EXCEPT GRADE 50 FOR BASE PLATES (AASHTO M270 GRADE 36 AND GRADE 50). ASTM A500, GRADE B OR C FOR HSS FRAMING MEMBERS. ASTM A36 FOR CABINET PANELS.

NOTES:

1. THE DESIGN BEARING PRESSURE FOR FOOTINGS ON LIMESTONE IS 13.5 TONS PER SQ. FT. FOOTING TO EXTEND AT LEAST 12 INCHES INTO LIMESTONE WITH THE FINAL 12 INCHES OF EXCAVATION TO BE TO NEAT LINES OF THE FOOTING.
2. THE MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO NEAR REINFORCING BAR IS 2" UNLESS NOTED OTHERWISE OR SHOWN.
3. ALL EXPOSED CORNERS, 90 DEGREES OR SHARPER SHALL BE FILLETED WITH A ¾" DRESSED AND BEVELED STRIP UNLESS NOTED OTHERWISE.
4. REINFORCING BARS MUST BE PLACED TO CLEAR ANCHOR BOLTS. SHIFT REINFORCING BARS SLIGHTLY AS REQUIRED.
5. ELEVATIONS BASED ON NAVD 88 DATUM, UNLESS NOTED.
6. SEE SPECIFICATIONS FOR MASS CONCRETE APPLIED TO FOOTING.
7. WELDING OF ANCHOR BOLTS SHALL NOT BE ALLOWED. THE CONTRACTOR SHALL OBTAIN A TEMPLATE FROM THE MANUFACTURER/FABRICATOR FOR PROPER PLACEMENT OF THE ANCHOR BOLTS.



IDENTITY ELEMENT FOOTING EXCAVATION LIMITS AND ROCK KEY

NOTE:
FOOTINGS TO EXTEND AT LEAST 12 INCHES INTO COMPETENT LIMESTONE WITH THE FINAL 12 INCHES OF EXCAVATION TO BE TO THE NEAT LINES OF THE FOOTING.

LOCATION

I-74 EASTBOUND RAMP A
BETTENDORF
T-78N R-4E
SECTION 29
DAVENPORT TOWNSHIP
SCOTT COUNTY
LATITUDE 41.526557
LONGITUDE -90.514225

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
DAVID JAMES 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.

JANUARY, 2015
Signature Date
David J. Morrill, P.E.
Printed or Typed Name

My license renewal date is December 31, 2015

Pages or sheets covered by this seal: V.9-V.12, V.30-V.55

ALL WORKING DRAWINGS INCLUDING SHOP DRAWINGS AND FALSEWORK DRAWINGS WILL BE REVIEWED BY:

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

DESIGN FOR

IDENTITY ELEMENT FOOTING
US 67 RAMP A
NOTES & QUANTITIES

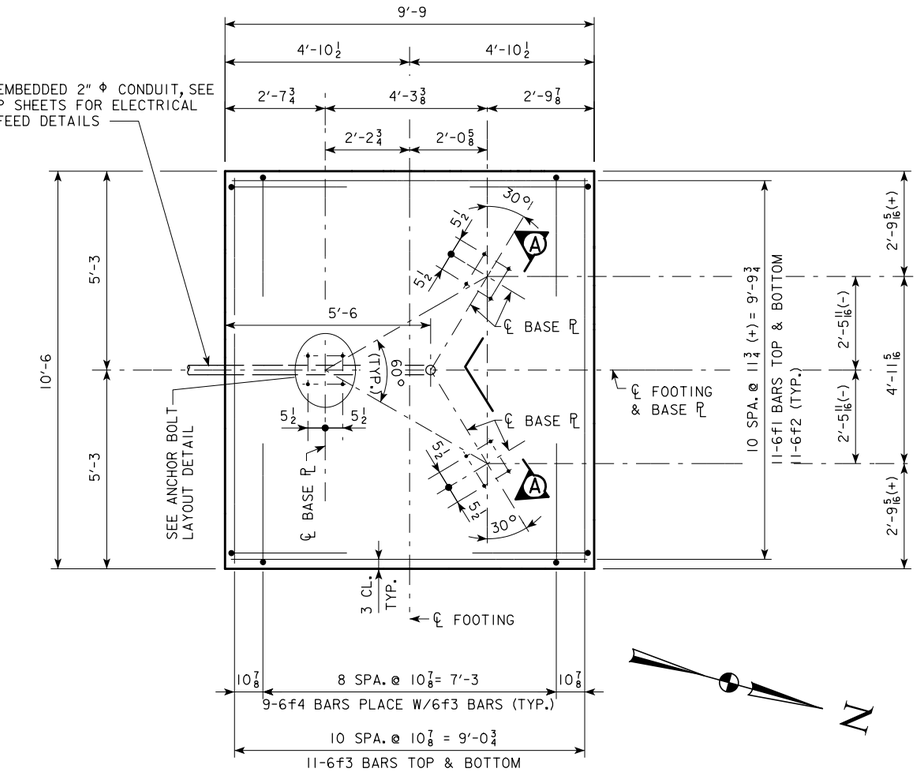
STA. 1497+00.00 - 27.5' LT. - BASELINE RAMP A

SCOTT COUNTY

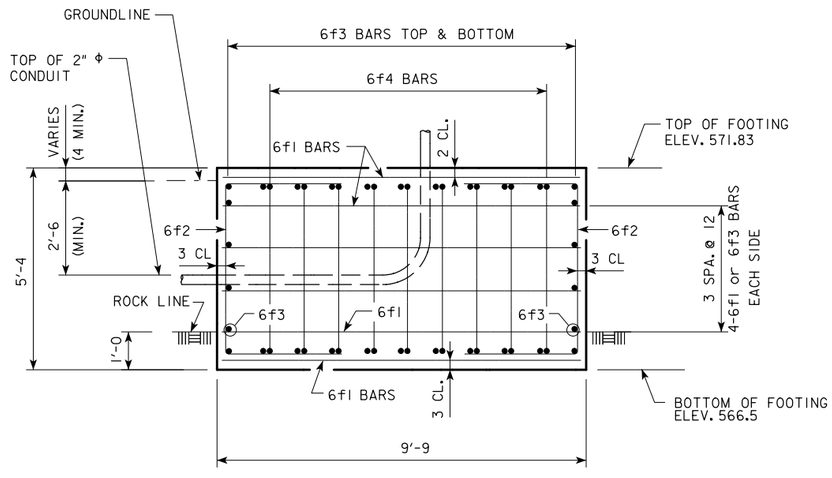
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 2 FILE NO. 30253 DESIGN NO. 217

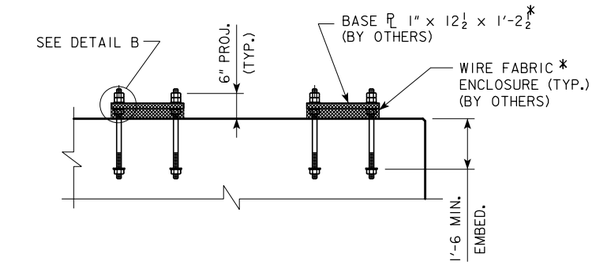
BENCH MARK NO. 500: STA. 6781+18.95 LT. 161.23'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE.



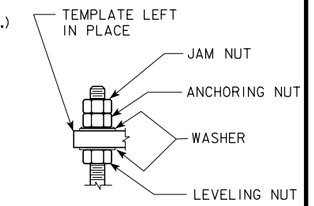
FOOTING PLAN



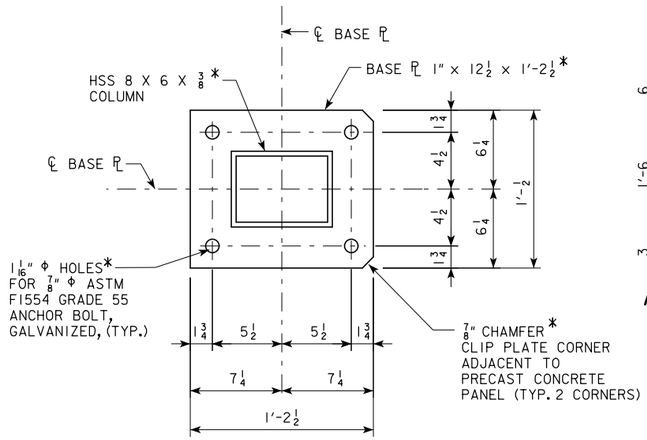
SECTION THRU FOOTING
(ANCHOR BOLTS NOT SHOWN FOR CLARITY)

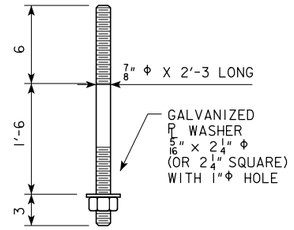


PART SECTION A-A



DETAIL B





ANCHOR BOLT DETAIL

ANCHOR BOLT LAYOUT DETAIL

NOTES:

ANCHOR BOLTS SHALL BE ⅞" Φ ASTM F1554 GRADE 55 AND SHALL CONFORM TO THE REQUIREMENTS OF I.M. 453.08.

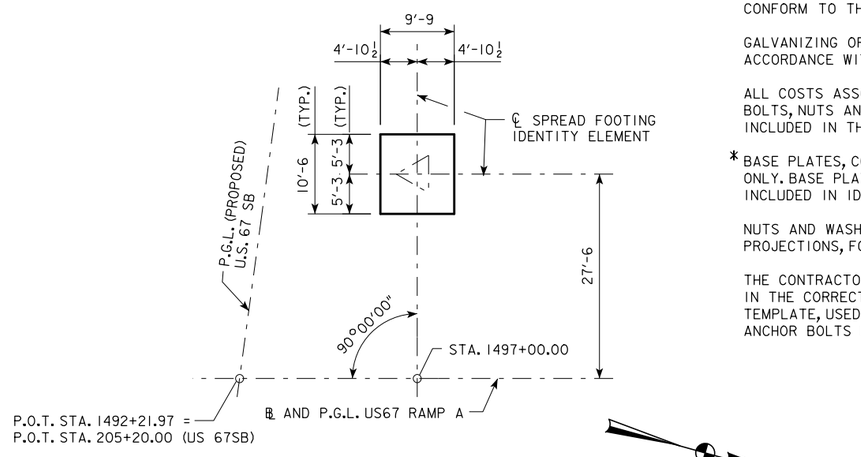
GALVANIZING OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH I.M. 453.08.

ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING THE ANCHOR BOLTS, NUTS AND WASHERS FOR THE IDENTITY ELEMENT FOOTING SHALL BE INCLUDED IN THE PRICE BID FOR "STRUCTURAL CONCRETE".

* BASE PLATES, COLUMN AND WIRE FABRIC ARE SHOWN FOR INFORMATION ONLY. BASE PLATES COLUMN AND WIRE FABRIC MATERIAL SHALL BE INCLUDED IN IDENTITY ELEMENT, TO BE CONSTRUCTED BY OTHERS.

NUTS AND WASHERS SHALL BE HAND-TIGHTENED ON ANCHOR BOLT PROJECTIONS, FOR FUTURE USE WHEN IDENTITY ELEMENTS ARE INSTALLED.

THE CONTRACTOR SHALL TAKE CARE TO SECURE ANCHOR BOLTS PLUMB AND IN THE CORRECT LOCATION. THE CONTRACTOR SHALL LEAVE THE TEMPLATE, USED TO SET THE ANCHOR BOLTS, IN PLACE TO PROTECT THE ANCHOR BOLTS UNTIL THE IDENTITY ELEMENT IS INSTALLED BY OTHERS.



STAKING DIAGRAM - RAMP A
IDENTITY ELEMENT

DESIGN FOR

IDENTITY ELEMENT FOOTING US 67 RAMP A FOOTING DETAILS

STA. 1497+00.00 - 27.5' LT. - BASELINE RAMP A

SCOTT COUNTY

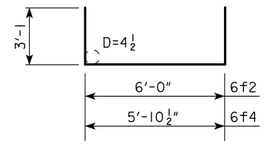
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 2 FILE NO. 30253 DESIGN NO. 217

NON-COATED REINFORCING STEEL
IDENTITY ELEMENT FOOTING

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
6f1	FOOTING, TOP,BOTTOM, SIDES	——	38	9'-3	528
6f2	FOOTING,SIDES	⌊⌋	26	12'-2	476
6f3	FOOTING, TOP,BOTTOM, SIDES	——	36	10'-0	541
6f4	FOOTING,SIDES	⌊⌋	20	12'-1	363
	REINFORCING STEEL - TOTAL (LBS.)				1908

BENT BAR DETAILS



ALL DIMENSIONS ARE OUT TO OUT.

D = PIN DIAMETER.

6f2 & 6f4

ESTIMATED QUANTITIES

ITEM	UNIT	IDENTITY ELEMENT FOOTING
EXCAVATION, CLASS 20	CY	49
EXCAVATION, CLASS 22	CY	4
STRUCTURAL CONCRETE (BRIDGE)	CY	24.4
REINFORCING STEEL	LB	1908

CONCRETE PLACEMENT QUANTITIES

LOCATION	TYPE	IDENTITY ELEMENT FOOTING
FOOTING	STRUCTURAL CONCRETE (BRIDGE)	24.4

IDENTITY ELEMENT FOOTINGS

SPECIFICATIONS:

DESIGN: AASHTO LRFD 5TH ED, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL, AND AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, SERIES OF 2009 WITH CURRENT INTERIMS.

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REINFORCING STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 5, GRADE 60.

CONCRETE IN ACCORDANCE WITH LRFD AASHTO SECTION 5, f'_c = 3,500 PSI.

STRUCTURAL STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 6. ASTM A709 GRADE 36 FOR ANGLES AND PLATES, EXCEPT GRADE 50 FOR BASE PLATES (AASHTO M270 GRADE 36 AND GRADE 50). ASTM A500, GRADE B OR C FOR HSS FRAMING MEMBERS. ASTM A36 FOR CABINET PANELS.

NOTES:

1. THE DESIGN BEARING PRESSURE FOR FOOTINGS ON LIMESTONE IS 13.5 TONS PER SQ. FT. FOOTING TO EXTEND AT LEAST 12 INCHES INTO LIMESTONE WITH THE FINAL 12 INCHES OF EXCAVATION TO BE TO NEAT LINES OF THE FOOTING.
2. THE MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO NEAR REINFORCING BAR IS 2" UNLESS NOTED OTHERWISE OR SHOWN.
3. ALL EXPOSED CORNERS, 90 DEGREES OR SHARPER SHALL BE FILLETED WITH A ¾" DRESSED AND BEVELED STRIP UNLESS NOTED OTHERWISE.
4. REINFORCING BARS MUST BE PLACED TO CLEAR ANCHOR BOLTS. SHIFT REINFORCING BARS SLIGHTLY AS REQUIRED.
5. ELEVATIONS BASED ON NAVD 88 DATUM, UNLESS NOTED.
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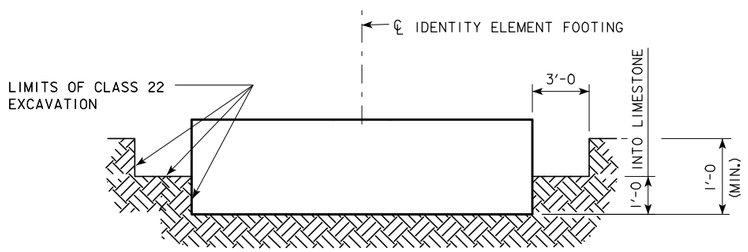
7. WELDING OF ANCHOR BOLTS SHALL NOT BE ALLOWED. THE CONTRACTOR SHALL OBTAIN A TEMPLATE FROM THE MANUFACTURER/FABRICATOR FOR PROPER PLACEMENT OF THE ANCHOR BOLTS.



IDENTITY ELEMENT FOOTING EXCAVATION LIMITS AND ROCK KEY

NOTE:
FOOTINGS TO EXTEND AT LEAST 12 INCHES INTO COMPETENT LIMESTONE WITH THE FINAL 12 INCHES OF EXCAVATION TO BE TO THE NEAT LINES OF THE FOOTING.

LOCATION

I-74 EASTBOUND RAMP B
BETTENDORF
T-78N R-4E
SECTION 32
DAVENPORT TOWNSHIP
SCOTT COUNTY
LATITUDE 41.526057
LONGITUDE -90.51243I

ALL WORKING DRAWINGS INCLUDING SHOP DRAWINGS AND FALSEWORK DRAWINGS WILL BE REVIEWED BY:

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

DESIGN FOR

IDENTITY ELEMENT FOOTING
US 67 RAMP B
NOTES & QUANTITIES

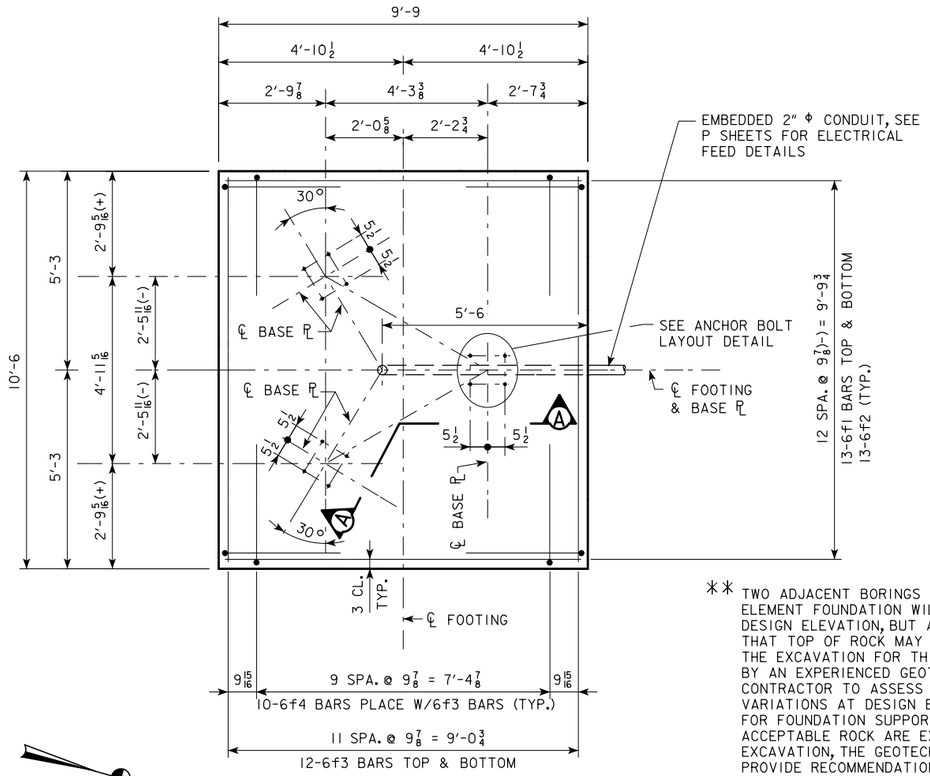
STA. 2594+25.00 - 66.0' RT. - BASELINE RAMP B

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 2 FILE NO. 30253 DESIGN NO. 315

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

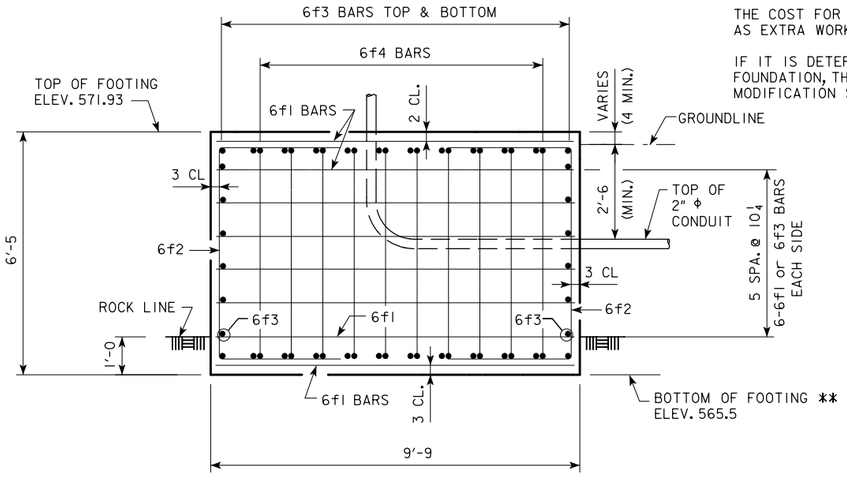


FOOTING PLAN

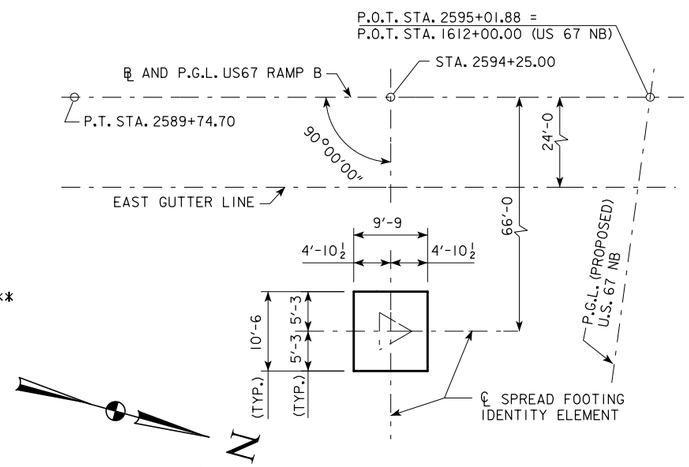
** TWO ADJACENT BORINGS INDICATE THAT THE RAMP B IDENTITY ELEMENT FOUNDATION WILL BEAR ON ACCEPTABLE ROCK AT DESIGN ELEVATION, BUT A THIRD ADJACENT BORING INDICATES THAT TOP OF ROCK MAY BE SEVERAL FEET LOWER IN ELEVATION. THE EXCAVATION FOR THIS FOUNDATION SHALL BE SITE REVIEWED BY AN EXPERIENCED GEOTECHNICAL ENGINEER RETAINED BY THE CONTRACTOR TO ASSESS THE MATERIAL TYPES AND MATERIAL VARIATIONS AT DESIGN BEARING LEVEL AND THEIR ACCEPTABILITY FOR FOUNDATION SUPPORT. IF MATERIALS OTHER THAN UNIFORMLY ACCEPTABLE ROCK ARE EXPOSED ACROSS THE FULL EXTENT OF THE EXCAVATION, THE GEOTECHNICAL ENGINEER SHALL DEVELOP AND PROVIDE RECOMMENDATIONS FOR FINAL FOUNDATION SUPPORT, WHICH MIGHT INCLUDE DEEPENING THE EXCAVATION TO BEAR UNIFORMLY ON ACCEPTABLE ROCK, BEARING DIRECTLY ON EXISTING SUITABLE AND ACCEPTABLE SOIL, REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL/OR ROCK MATERIAL, ETC.

THE COST FOR THE GEOTECHNICAL ENGINEER SHALL BE CONSIDERED AS EXTRA WORK.

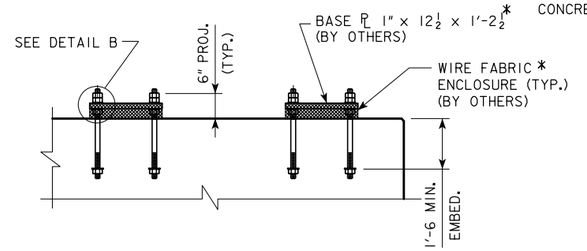
IF IT IS DETERMINED THAT SITE CONDITIONS REQUIRE A MODIFIED FOUNDATION, THE CONTRACTOR'S COSTS ASSOCIATED WITH THE MODIFICATION SHALL BE CONSIDERED AS EXTRA WORK.



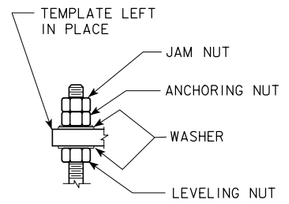
SECTION THRU FOOTING
(ANCHOR BOLTS NOT SHOWN FOR CLARITY)



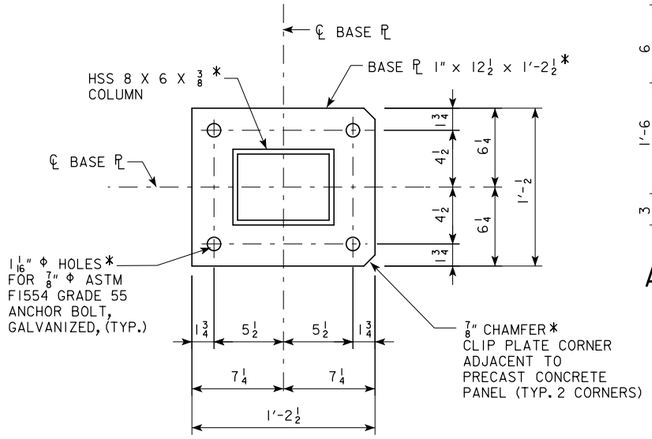
STAKING DIAGRAM - RAMP B IDENTITY ELEMENT



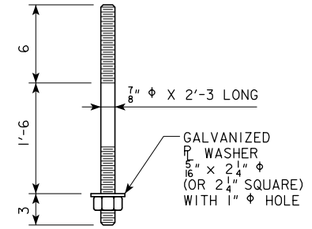
PART SECTION A-A



DETAIL B



ANCHOR BOLT LAYOUT DETAIL



ANCHOR BOLT DETAIL

NOTES:

ANCHOR BOLTS SHALL BE ⅞" Φ ASTM F1554 GRADE 55 AND SHALL CONFORM TO THE REQUIREMENTS OF I.M. 453.08.

GALVANIZING OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH I.M. 453.08.

ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING THE ANCHOR BOLTS, NUTS AND WASHERS FOR THE IDENTITY ELEMENT FOOTING SHALL BE INCLUDED IN THE PRICE BID FOR "STRUCTURAL CONCRETE".

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THE CONTRACTOR SHALL TAKE CARE TO SECURE ANCHOR BOLTS PLUMB AND IN THE CORRECT LOCATION. THE CONTRACTOR SHALL LEAVE THE TEMPLATE, USED TO SET THE ANCHOR BOLTS, IN PLACE TO PROTECT THE ANCHOR BOLTS UNTIL THE IDENTITY ELEMENT IS INSTALLED BY OTHERS.

DESIGN FOR

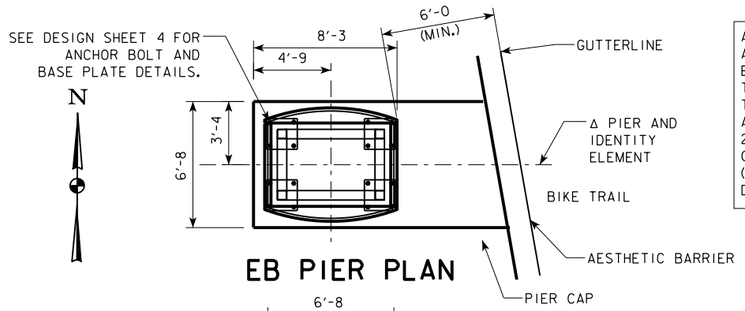
IDENTITY ELEMENT FOOTING US 67 RAMP B FOOTING DETAILS

STA. 2594+25.00 - 66.0' RT. - BASELINE RAMP B

SCOTT COUNTY

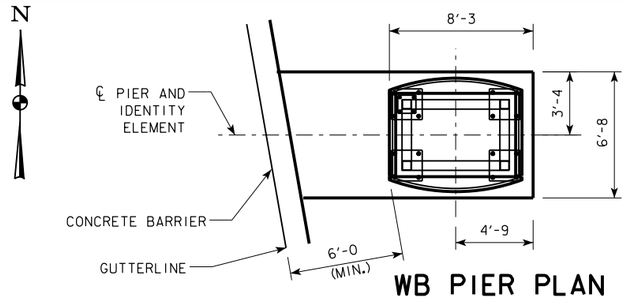
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 2 FILE NO. 30253 DESIGN NO. 315

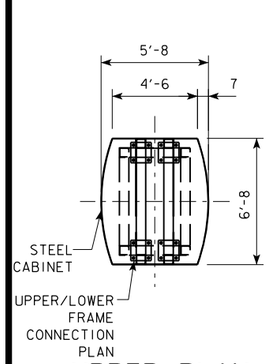


EB PIER PLAN

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



WB PIER PLAN



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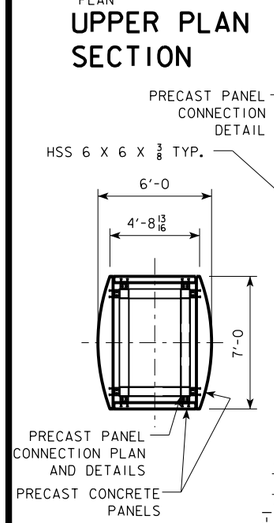

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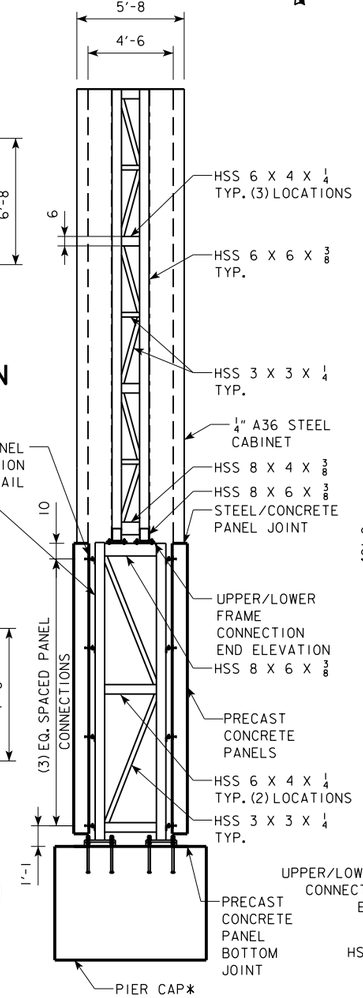
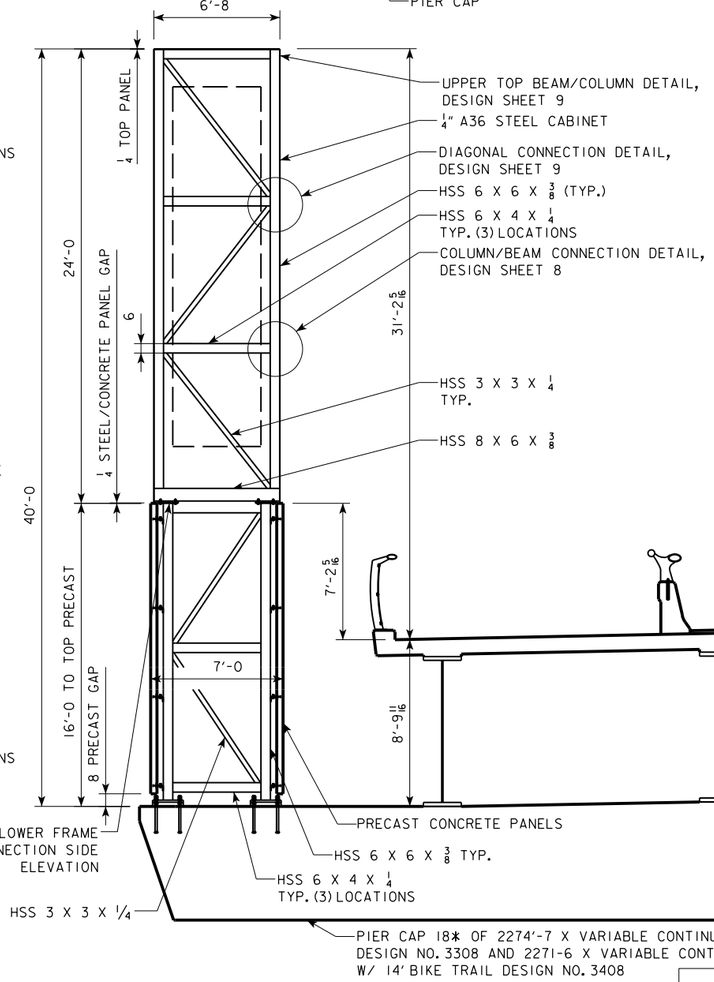


END FRAMING ELEVATION



SIDE FRAMING ELEVATION (LOOKING NORTH)

LOCATIONS

RIVER CROSSING IDENTITY ELEMENT LOCATIONS

IN IOWA: I-74 EB VIADUCT PIER 18 (AS SHOWN)
I-74 WB VIADUCT PIER 18 (AS SHOWN)

IN ILLINOIS: I-74 EB MAINLINE IN RAMP RD-G GORE
(I-74 CL STATION 24+20, OFFSET 83' RT ±)
I-74 WB MAINLINE IN RAMP RD-H GORE
(I-74 CL STATION 24+20, OFFSET 80' LT ±)

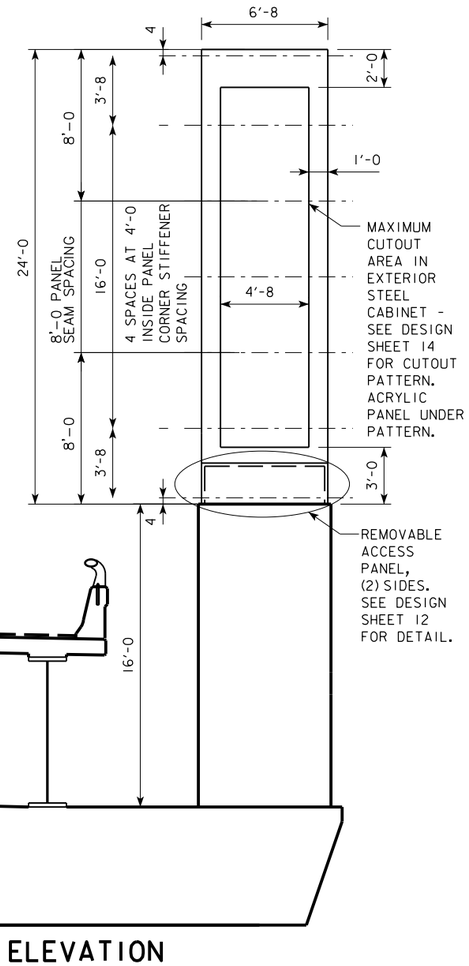
NEIGHBORHOOD IDENTITY ELEMENT LOCATIONS

IN IOWA: US 67 RAMP A STATION 1497+00.00, OFFSET 27.5' LT
US 67 RAMP B STATION 2594+25.00, OFFSET 66.0' RT

IN ILLINOIS: RAMP RD-G AT RIVER DRIVE
(RAMP RD-G STATION 136+38, OFFSET 85' RT)
RAMP 6TH-C AT EXISTING 5TH AVENUE, WEST SIDE OF RAMP
(RAMP 6TH-C STATION 334+00, OFFSET 21.5' RT)
RAMP 7TH-A AT 7TH AVENUE, SE OF INTERSECTION
(RAMP 7TH-A STATION 642+40, OFFSET 40.65' RT)
RAMP RAC-A (WB) AT AVENUE OF THE CITIES, IN GORE
(RAMP RAC-A STATION 1972+58, OFFSET 85' RT)
RAMP RAC-C (EB) AT AVENUE OF THE CITIES, IN GORE
(RAMP RAC-C STATION 2071+75, OFFSET 77.5' LT)

OVERLOOK IDENTITY ELEMENT LOCATIONS

THREE ON EASTBOUND BRIDGE OVER THE MISSISSIPPI RIVER, BIKE TRAIL:
I-74 CL STATION 6770+71.83, OFFSET 131.086' LT
I-74 CL STATION 6670+98.50, OFFSET 131.086' LT
I-74 CL STATION 6771+25.17, OFFSET 131.086' LT



SIDE ELEVATION

* OR FOOTING IN ILLINOIS. PIER CAPS AND FOOTINGS ARE BY OTHERS.

IDENTITY ELEMENTS AT RIVER CROSSING

PROVIDE 4 - SEE LIST OF LOCATIONS.

NOTE: 2 CURVED SIDES ARE IDENTICAL.
2 FLAT SIDES ARE IDENTITCAL.

LICENSED PROFESSIONAL ENGINEER
JOSEPH D. APPEL
19355
IOWA

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT DESCRIBED BELOW 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

Printed or typed name: JOSEPH D. APPEL
License Number: 19355
My License Renewal Date is: DECEMBER 31, 2016
PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL:
V.13, V.14, V.15, V.16, V.17, V.18, V.19, V.20, V.21, V.22, V.23, V.24, V.25, V.26, V.27, V.28, V.29

DESIGN FOR

IDENTITY ELEMENT DETAILS

RIVER CROSSING ELEVATIONS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 1 OF 17 FILE NO. 30253

DESIGN TEAM **SHIVE HATTERY**	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER V.13

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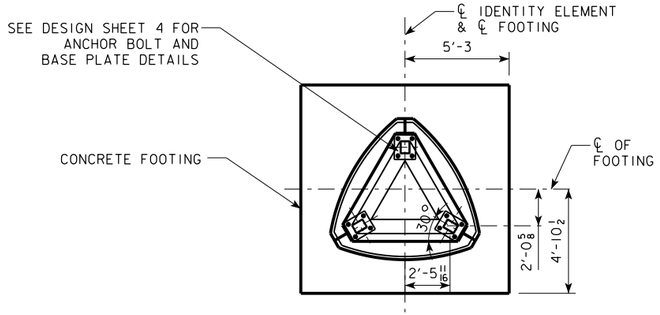


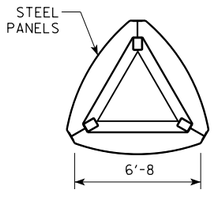
SEE SHEETS V.9-V.12 FOR FOOTING DETAILS AT US 67 RAMPS A AND B AND FOR ORIENTATION OF IDENTITY ELEMENTS WITH RESPECT TO ROADWAY ALIGNMENTS.

FOUNDATION PLAN
(FOR INFORMATION ONLY)

ANTI-GRAFFITI COATING SCHEDULE

SURFACE TYPE	LOCATION	DIMENSIONS**					REFERENCE DESIGN SHEET	QUANTITY
		A	B	C	D	E	NUMBER	
IDENTITY ELEMENT, NEIGHBORHOOD	RAMP B	8'-0	8'-0				2, 6	22
	RAMP A	8'-0	8'-0				2, 6	22
IDENTITY ELEMENT, OVERLOOK	OVERLOOK ON EB RIVER BRIDGE X (3)	11'-8	2'-6	3'-0	1'-0	1'-0	15-17	28
							TOTAL (SQ. YD.)	72

** TABULATED DIMENSIONS ARE APPROXIMATE. PLAN QUANTITIES ARE CALCULATED GRAPHICALLY IN CADD.



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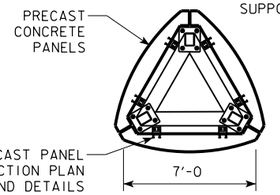

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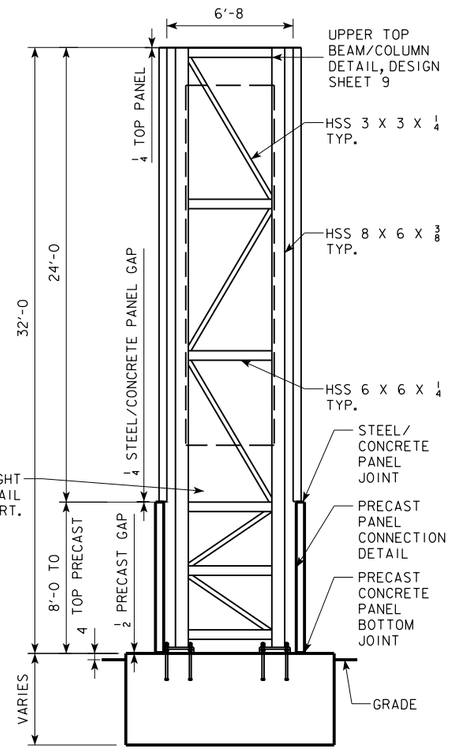
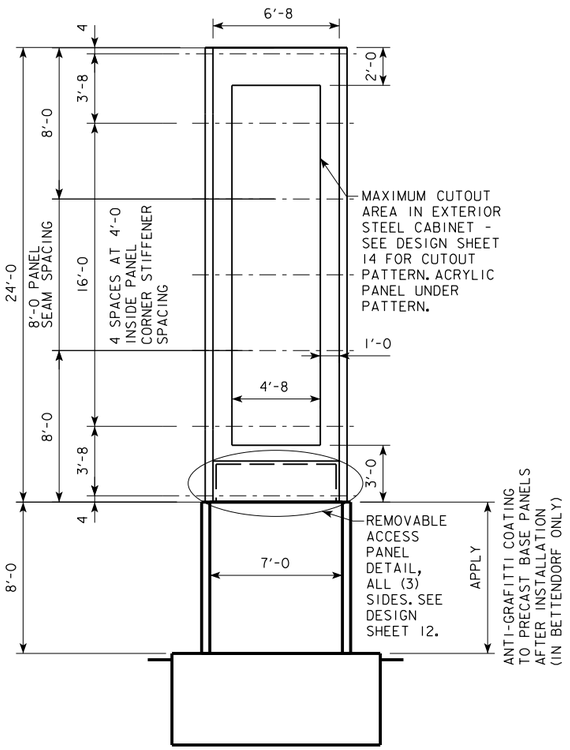
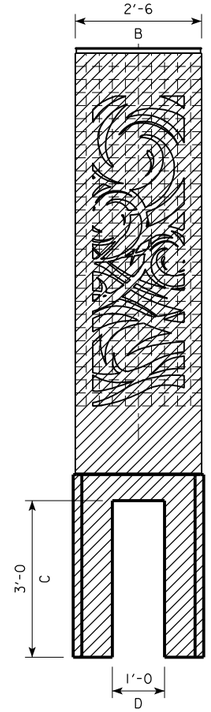


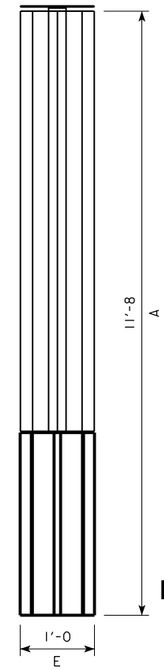
FRAMING ELEVATION



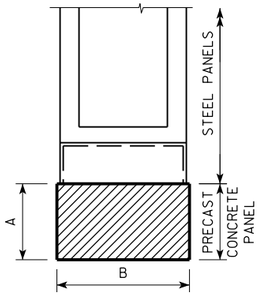
SIDE ELEVATION



OVERLOOK DETAIL



END VIEW



IDENTITY ELEMENT, NEIGHBORHOOD ELEVATION
(3 SIDES SIMILAR)

ANTI-GRAFFITI COATING

▨ ANTI-GRAFFITI COATING

NOTE:
NO ANTI-GRAFFITI COATING SHALL BE APPLIED TO THE CURVED ACRYLIC PANEL. CONTRACTOR IS RESPONSIBLE FOR PROTECTING THIS SURFACE DURING APPLICATION OF ANTI-GRAFFITI COATING TO THE REST OF THE IDENTITY ELEMENT'S VERTICAL SURFACES.

NOTE:
ANTI-GRAFFITI SURFACE PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE "SPECIAL PROVISIONS FOR ANTI-GRAFFITI COATING". THE MATERIAL USED SHALL BE AN APPROVED TYPE IN ACCORDANCE WITH MATERIALS I.M. 491.23. ANTI-GRAFFITI COATING SHALL BE APPLIED TO SURFACES LISTED IN THE SCHEDULE AND TO THE LIMITS INDICATED IN THESE PLANS.

3-SIDED IDENTITY ELEMENTS, NEIGHBORHOOD

PROVIDE (7). SEE LIST OF LOCATIONS ON DESIGN SHEET 1.

NOTE: ALL 3 SIDES ARE IDENTICAL.

DESIGN FOR

IDENTITY ELEMENT DETAILS

NEIGHBORHOOD ELEVATIONS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 17 FILE NO. 30253

SPECIFICATIONS:

DESIGN: AASHTO LRFD 5TH ED, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL, AND AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS, SERIES OF 2009 WITH CURRENT INTERIMS.

CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2012, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

THE SPECIAL PROVISIONS FOR FLUOROPOLYMER PAINT FOR STRUCTURAL STEEL SHALL APPLY TO WORK ON THIS PROJECT, EXCEPT AS NOTED BELOW.

THE SPECIAL PROVISIONS FOR ANTI-GRAFITTI COATING SHALL APPLY TO WORK ON THIS PROJECT.

THE SPECIAL PROVISIONS FOR IDENTITY ELEMENT LIGHTING SHALL APPLY TO WORK ON THIS PROJECT.

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5TH ED, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL.

REINFORCING STEEL IN ACCORDANCE WITH AASHTO LRFD SECTION 5, GRADE 60.

CONCRETE IN ACCORDANCE WITH AASHTO LRFD SECTION 5, f'c = 3,500 PSI.

STRUCTURAL STEEL IN ACCORDANCE WITH AASHTO LRFD SECTION 6. ASTM A709 GRADE 36 FOR ANGLES AND PLATES, EXCEPT GRADE 50 FOR BASE PLATES (AASHTO M270 GRADE 36 AND GRADE 50). ASTM A500, GRADE B OR C FOR HSS FRAMING MEMBERS. ASTM A36 FOR CABINET PANELS.

IDENTITY ELEMENT NOTES:

THE DESIGN WIND LOAD (SERVICE) FOR THE IDENTITY ELEMENTS IS 67.4 PSF.

EMBEDDED ANCHOR BOLTS WITH NUTS AND WASHERS ARE TO BE INCLUDED WITH THE PIER CAP OR FOOTING. SEE NOTES ON SHEETS V.14 FOR LIST OF PIER CAP AND FOOTING PLANS.

FOR INFORMATION ONLY:
FOOTINGS SHALL BE 3,500 PSI CONCRETE AND SHALL BE IN ACCORDANCE WITH SECTIONS 2403 AND 2405 OF THE STANDARD SPECIFICATIONS.

ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM F1554 GRADE 55, CLASS 1A OR 2A. NUTS SHALL MEET THE REQUIREMENTS OF ASTM A563 GRADE DH CLASS 2B. WASHERS SHALL MEET THE REQUIREMENTS OF ASTM F436. ANCHOR BOLTS, NUTS AND WASHERS SHALL MEET THE REQUIREMENTS OF I.M. 453.08.

ANCHOR BOLTS FOR RIVER CROSSING AND NEIGHBORHOOD IDENTITY ELEMENTS ARE TO BE PRESET IN ACCORDANCE WITH ARTICLE 2405.03, H,2,b OF THE STANDARD SPECIFICATIONS.

FABRICATION OF ALL IDENTITY ELEMENTS SHALL BE BY THE SAME FABRICATOR TO ENSURE UNIFORMITY OF APPEARANCE.

FABRICATION AND INSTALLATION SEQUENCES FOR THE THREE TYPES OF IDENTITY ELEMENTS ARE SHOWN ON THE PLANS. IF THE CONTRACTOR WISHES TO MODIFY THE SEQUENCE, A REVISED SEQUENCE SHALL BE SUBMITTED FOR APPROVAL PRIOR TO BEGINNING FABRICATION.

THE IDENTITY ELEMENT FABRICATOR SHALL PROVIDE A TEMPLATE FOR ANCHOR BOLT PLACEMENT TO THE CONTRACTOR WHO IS CONSTRUCTING THE PIER CAP OR FOOTING. IN CASES WHERE THE ANCHOR BOLTS HAVE BEEN PRESET IN THE PIER CAP OR FOOTING PRIOR TO FABRICATION OF THE BASE PLATES, THE ACTUAL ANCHOR BOLT LAYOUT SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR. SHOP DRAWINGS FOR THE BASE PLATES SUBMITTED FOR APPROVAL SHALL NOTE ANY POTENTIAL MISFITS AND PROPOSED ADJUSTMENTS OF BASEPLATE HOLE LAYOUT.

WELDING OF ANCHOR BOLTS SHALL NOT BE ALLOWED.

STEEL FOR FOR IDENTITY ELEMENTS SHALL BE IN ACCORDANCE WITH SECTION 2408 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED.

STRUCTURAL STEEL PLATES AND ANGLES SHALL MEET THE REQUIREMENTS OF ASTM A709, GRADE 36, WITH A MINIMUM YIELD POINT OF 36,000 PSI, EXCEPT BASE PLATES SHALL MEET THE REQUIREMENTS OF ASTM A709, GRADE 50, WITH A MINIMUM YIELD POINT OF 50,000 PSI.

STRUCTURAL STEEL HSS FRAMING MEMBERS SHALL MEET THE REQUIREMENTS OF ASTM A500, GRADE B OR C, WITH A MINIMUM YIELD POINT OF 46,000 PSI.

STEEL CABINET PANELS SHALL MEET THE REQUIREMENTS OF ASTM A36, WITH A MINIMUM YIELD POINT OF 36,000 PSI.

BOLTS, NUTS AND WASHERS FOR UPPER TO LOWER FRAME CONNECTIONS AND FOR PRECAST PANEL TO FRAME CONNECTIONS SHALL MEET THE REQUIREMENTS OF THE FOLLOWING ASTM SPECIFICATIONS, UNLESS NOTED OTHERWISE: BOLTS - A325, NUTS - A563 GRADE DH3, WASHERS - F436.

MAGNETIC PARTICLE TESTING SHALL BE REQUIRED OF ALL OF THE COLUMN TO BASE PLATE WELDS ON ONE RANDOMLY SELECTED RIVER CROSSING IDENTITY ELEMENT, ONE RANDOMLY SELECTED THREE-SIDED IDENTITY ELEMENT AND ONE RANDOMLY SELECTED OVERLOOK IDENTITY ELEMENT. THE STRUCTURES TO BE INSPECTED SHALL BE SELECTED BY THE INSPECTOR, IF REQUESTED.

STEEL FRAMES SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ARTICLE 4100.07, E OF THE STANDARD SPECIFICATIONS.

VENT HOLES FOR GALVANIZING SHALL BE PROVIDED IN ACCORDANCE WITH THE GALVANIZER'S RECOMMENDATION AND ASTM A385.

STEEL CABINET PANELS SHALL BE ABRASIVE BLAST CLEANED TO A MINIMUM OF SSPC-SP6 "COMMERCIAL BLAST CLEANING" PRIOR TO HOT-DIP GALVANIZING. GALVANIZE PANELS IN ACCORDANCE WITH ASTM A123. DO NOT QUENCH OR APPLY CHROMATE CONVERSION COATINGS TO ANY GALVANIZED COMPONENTS THAT WILL RECEIVE PAINT. FOLLOWING GALVANIZING, PAINT WITH AN APPROVED 3-COAT FLUOROPOLYMER PAINT SYSTEM IN ACCORDANCE WITH MATERIALS I.M. 482.09. SELECTED PAINT SYSTEM MUST BE APPROPRIATE FOR USE ON GALVANIZED STEEL IN ACCORDANCE WITH THE PAINT MANUFACTURER'S RECOMMENDATIONS.

PREPARATION OF GALVANIZED SURFACES FOR PAINT SHALL BE IN ACCORDANCE WITH MATERIALS I.M. 568, APPENDIX F. COMPLETE "PAINT OVER GALVANIZED SURFACE TRAVEL LOG" IN APPENDIX E.

ALL PAINTING EXCEPT FIELD TOUCH-UP SHALL BE PERFORMED IN AN APPROVED SHOP IN ACCORDANCE WITH MATERIALS I.M. 568. PAINTING AND ASSEMBLY OPERATIONS OVERLAP. SEE THE "FABRICATION AND INSTALLATION SEQUENCE" NOTES ON DESIGN SHEETS 6 AND 7 TO COORDINATE PAINTING WITH ASSEMBLY REQUIREMENTS.

PAINTING OF GALVANIZED SURFACES SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR FLUOROPOLYMER PAINT FOR STRUCTURAL STEEL, ARTICLE 2, "PAINTING", EXCEPT FOR THE FOLLOWING: REPLACE ARTICLE 2, 6, E WITH "WHEN THE DAMAGE EXTENDS TO BARE STEEL OR BARE STEEL IS EXPOSED, THE REPAIRS SHALL BE IN ACCORDANCE WITH MATERIALS I.M. 568, APPENDIX G."

ALL TOP COAT AND TOUCH-UP PAINT SHALL BE SATIN FINISH. SUBMIT PAINT COLOR SAMPLES INCLUDING PRIME COAT, INTERMEDIATE COAT AND TOP COAT COLORS FOR APPROVAL IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR FLUOROPOLYMER PAINT FOR STRUCTURAL STEEL. TOP COAT PAINT COLORS SHALL BE FROM THE FEDERAL STANDARD NO. 595C COLOR PALETTE ON SURFACES INDICATED IN THE PLAN DETAILS AS FOLLOWS:

CABINET EXTERIOR - FS COLOR 25109 (MEDIUM BLUE)

PROTECT ALL PAINTED SURFACES FROM DAMAGE DURING ASSEMBLY, SHIPPING, HANDLING, AND INSTALLATION.

FOLLOWING FINAL INSTALLATION AND TOUCH-UP PAINTING, THE FINISHED SURFACES SHALL BE UNIFORM IN COLOR, SHEEN, TEXTURE AND SHALL BE CONSISTENT ACROSS EACH CONTINUOUS SURFACE AREA WHEN VIEWED IN NATURAL DAYLIGHT AT NORMAL VIEWING ANGLES AND FROM DISTANCES NOT LESS THAN 39 INCHES FROM SURFACE. COMPONENTS DEEMED UNACCEPTABLE BY THE ENGINEER SHALL BE REMOVED AND RETURNED TO AND APPROVED PAINT SHOP, AND SHALL BE COMPLETELY STRIPPED OF PAINT AND REPAINTED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AT NO ADDITIONAL COST TO THE PROJECT.

PRECAST CONCRETE BASES FOR OVERLOOK IDENTITY ELEMENTS AND PRECAST CONCRETE PANELS FOR ALL OTHER IDENTITY ELEMENTS SHALL BE DESIGNED BY THE PRECAST FABRICATOR, INCLUDING MIX DESIGN, REINFORCING AND CONNECTION DETAILS. DESIGN CALCULATIONS PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF IOWA, AND SHOP DRAWINGS, SHALL BE SUBMITTED FOR REVIEW IN ACCORDANCE WITH ARTICLE 1105.03 OF THE STANDARD SPECIFICATIONS.

PRECAST CONCRETE PANELS SHALL BE IN ACCORDANCE WITH SECTION 2407 OF THE STANDARD SPECIFICATIONS. (NOTE, PANELS MAY NOT REQUIRE PRESTRESSING.)

REINFORCEMENT SHALL BE IN ACCORDANCE WITH SECTION 2404 OF THE STANDARD SPECIFICATIONS.

EPOXY COATING SHALL BE USED FOR ANY PRESTRESSING STEEL AND STEEL REINFORCING BARS AT LOCATIONS WHICH WILL BE EXPOSED TO ROADWAY SALT SPRAY: ALL FOUR RIVER CROSSING LOCATIONS, AND NEIGHBORHOOD LOCATIONS IN IOWA, US 67 RAMP A AND ILLINOIS, RAMP 6TH-C.

MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

THE PRECAST CONCRETE PANELS SHALL BE INTEGRALLY COLORED CONCRETE TO MATCH FS 36373 (WHICH MATCHES THE LIGHT GREY SPECIFIED FOR THE OVERLOOK.)

FOLLOWING A MINIMUM 14-DAY CURE OF THE PRECAST ELEMENTS, THE SURFACES THAT WILL BE EXPOSED IN THE FINAL INSTALLATION SHALL RECEIVE AN ABRASIVE BLAST FINISH IN ACCORDANCE WITH ASTM D4259-88, "STANDARD PRACTICE FOR ABRADING CONCRETE", SECTION 8, "ABRASIVE BLAST CLEANING PROCEDURE". SURFACE ROUGHNESS ACHIEVED SHALL BE IN ACCORDANCE WITH THE INTERNATIONAL CONCRETE REPAIR INSTITUTE (ICRI) TECHNICAL GUIDELINE NO. 03732 FOR CONRETE SURFACE PROFILE 2 TO 3 (CSP 2 TO 3) WITH NO EXPOSURE OF COARSE AGGREGATE. RESULTING FINISH SHALL BE A CONSISTENT, SMOOTH SAND TEXTURED SURFACE. NO FORM MARKS SHALL BE VISIBLE IN THE COMPLETED SURFACE.

THE CONTRACTOR SHALL PROVIDE A FULL-SIZE MOCKUP PRECAST PANEL OF EACH TYPE REQUIRED BY THESE PLANS FOR REVIEW BY THE ENGINEER. ACTUAL PANEL PRODUCTION MAY NOT PROCEED UNTIL FINAL APPROVAL OF THE MOCKUPS. ADDITIONAL MOCKUP PANELS MAY BE ORDERED BY THE ENGINEER UNTIL AN ACCEPTABLE RESULT IS ACHIEVED. MOCKUPS SHALL BE PRODUCED AT LEAST ONE MONTH PRIOR TO START OF ACTUAL PANEL PRODUCTION. ALL MATERIALS AND METHODS USED TO CREATE THE MOCKUPS SHALL BE IDENTICAL TO THOSE USED TO CREATE THE ACTUAL PRECAST PANELS FOR THE PROJECT. THE MOCKUPS SHALL REMAIN AT THE PANEL CASTING LOCATION FOR COMPARISON TO ACTUAL PANELS AS THEY ARE MANUFACTURED. UPON COMPLETION OF PANEL PRODUCTION, AND IF APPROVED FOR USE BY THE ENGINEER, THE MOCKUP PANELS MAY BE INCORPORATED INTO THE PROJECT.

SEE SHEET P.23-P.25 FOR AESTHETIC LIGHTING MOUNT DETAILS. AESTHETIC LIGHTING FIXTURES ARE INCLUDED IN IDENTITY ELEMENTS. ALL CONDUIT AND CABLE ARE MEASURED AND PAID FOR SEPARATELY.

RODENT GUARDS ARE INCLUDED WITH THE IDENTITY ELEMENT AND INSTALLED AS SHOWN IN THE PLANS.

CURVED TRANSLUCENT ACRYLIC PANEL DESIGN AND SUPPORT DETAILS ARE TO BE COORDINATED WITH PANEL DESIGN AND DETAILS SUBMITTED FOR APPROVAL. TRANSLUCENT ACRYLIC PANEL MANUFACTURER SHALL BE ACRYLITE (FORMERLY PARAGLAS) SATINICE CLEAR FROSTED ON BOTH FACES.

RETRO REFLECTIVE SHEETING SHALL BE 3M DIAMOND GRADE DG^3 REFLECTIVE SHEETING SERIES 4000 BLUE 4095 OR EQUAL. SEE IOWA DOT STANDARD SPECIFICATIONS 4186.03. RETRO REFLECTIVE SHEETING AND IOWA DOT MATERIALS APPROVED LIST FOR SIGNING, RETRO REFLECTIVE SHEETING. INSTALL RETRO REFLECTIVE SHEETING WITH ADHESIVE ACCORDING TO PRODUCT'S SPECIFICATIONS AND PROCEDURES. SUBMIT SAMPLE FOR REVIEW BY THE ENGINEER.

RETRO REFLECTIVE SHEETING SHALL BE INSTALLED ON REMOVABLE GALVANIZED PANELS. GALVANIZED STEEL FOR REMOVABLE GALVANIZED PANELS SHALL MEET THE REQUIREMENTS OF ASTM A653/A653M, LIGHT COMMERCIAL COATING. THE GALVANIZING SHALL BE PHOSPHATIZED. THE PANEL THICKNESS SHALL BE 0.1233 INCH (3.123 MM) WITH A MINUS TOLERANCE OF 20%.

DESIGN FOR

IDENTITY ELEMENT DETAILS

NOTES

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

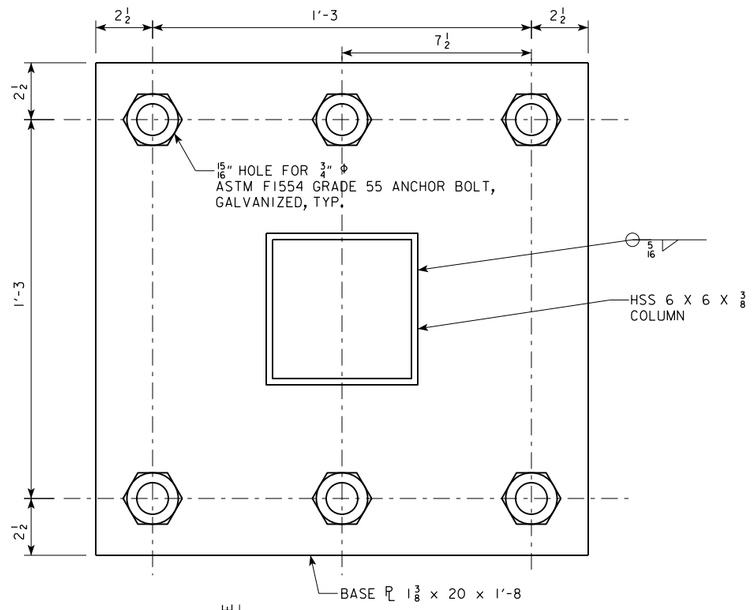
DESIGN SHEET NO. 3 OF 17 FILE NO. 30253

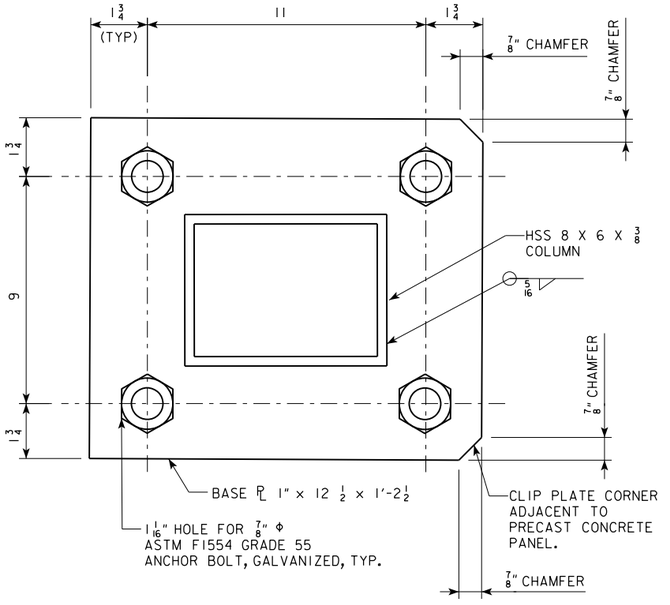
ANCHOR BOLT NUT TIGHTENING PROCEDURE

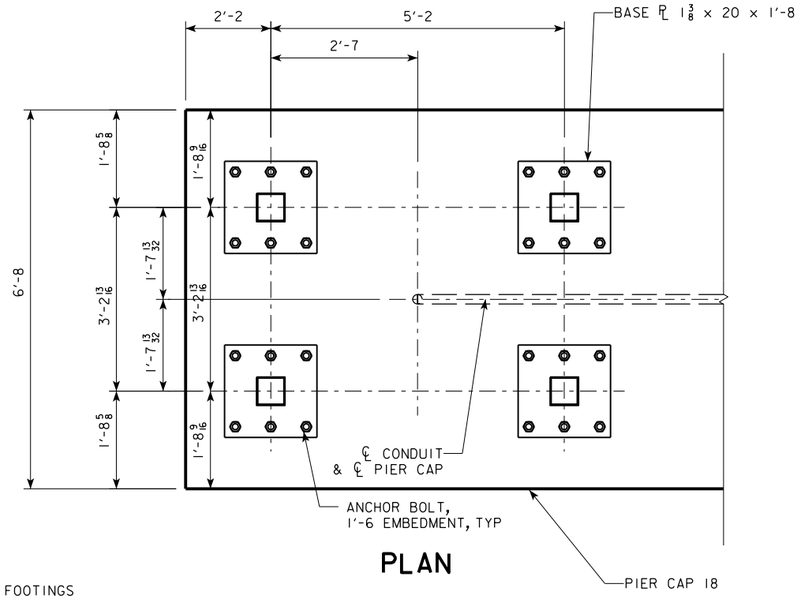
1. THE WORK SHALL BE PREFORMED ON DAYS WITH WINDS LESS THAN 15 MPH. ALL TIGHTENING OF THE NUTS IS TO BE DONE IN THE PRESENCE OF THE INSPECTOR. ONCE THE TIGHTENING PROCEDURE IS STARTED IT MUST BE COMPLETED ON ALL OF THE BASE PLATE NUTS WITHOUT PAUSE OR DELAY.
2. PROPERLY SIZED WRENCHES DESIGNED FOR TIGHTENING NUTS AND/OR BOLTS SHALL BE USED TO AVOID ROUNDING OR OTHER DAMAGE TO THE NUTS. ADJUSTABLE END OR PIPE WRENCHES MAY NOT BE USED.
3. BASE PLATE, ANCHOR BOLTS AND NUTS ARE TO BE FREE OF ANY DIRT OR DEBRIS.
4. APPLY STICK WAX OR BEES WAX TO THE THREADS AND BEARING SURFACES OF THE ANCHOR BOLT, NUTS AND WASHERS.
5. TIGHTEN TOP NUTS SO THEY FULLY CONTACT THE BASE PLATE. TIGHTEN LEVELING NUTS TO SNUG TIGHT CONDITION. SNUG TIGHT IS DEFINED AS THE FULL EFFORT OF ONE PERSON ON A WRENCH WITH A LENGTH EQUAL TO 14 TIMES THE BOLT DIAMETER BUT NOT LESS THAN 18 INCHES. APPLY FORCE AS CLOSE TO THE END OF THE WRENCH AS POSSIBLE. PULL FIRMLY BY LEANING BACK AND USING ENTIRE BODY WEIGHT ON THE END OF THE WRENCH UNTIL THE NUT STOPS ROTATING. USE A MINIMUM OF TWO SEPARATE PASSES OF TIGHTENING. SEQUENCE THE TIGHTENING IN EACH PASS SO THAT THE NUT ON THE OPPOSITE SIDE, TO THE EXTENT POSSIBLE, WILL BE SUBSEQUENTLY TIGHTENED UNTIL ALL OF THE NUTS IN THAT PASS HAVE BEEN TIGHTENED.
6. TIGHTEN TOP NUTS TO SNUG TIGHT AS DESCRIBED FOR THE LEVELING NUTS.
7. MATCH-MARK THE TOP NUTS AND BASE PLATE USING PAINT, CRAYON, OR OTHER APPROVED MEANS TO PROVIDE A REFERENCE FOR DETERMINING THE RELATIVE ROTATION OF THE NUT AND BASE PLATE DURING TIGHTENING. USING A STRIKING OR HYDRAULIC WRENCH, FURTHER TIGHTEN THE TOP NUTS IN TWO PASSES AS LISTED BELOW. USE A SEQUENCE OF TIGHTENING IN EACH PASS SO THAT THE NUT ON THE OPPOSITE SIDE, TO THE EXTENT POSSIBLE, WILL BE SUBSEQUENTLY TIGHTENED UNTIL ALL NUTS IN THAT PASS HAVE BEEN TURNED. DO NOT ROTATE THE LEVELING NUT DURING THE TOP NUT TIGHTENING.

ANCHOR BOLT SIZE	FIRST PASS	SECOND PASS	TOTAL ROTATION
$\leq 1\frac{1}{2}$" Φ	⅙ TURN	⅙ TURN	⅓ TURN

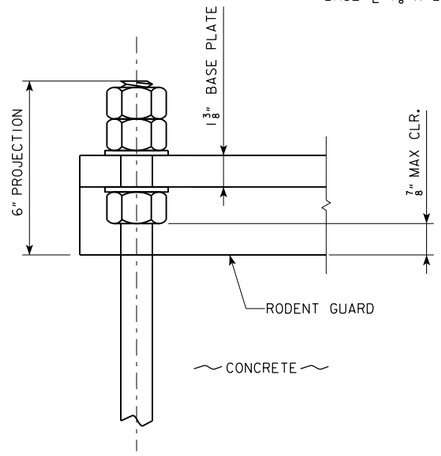
8. LUBRICATE , PLACE AND TIGHTEN THE JAM NUTS TO SNUG TIGHT.







PLAN

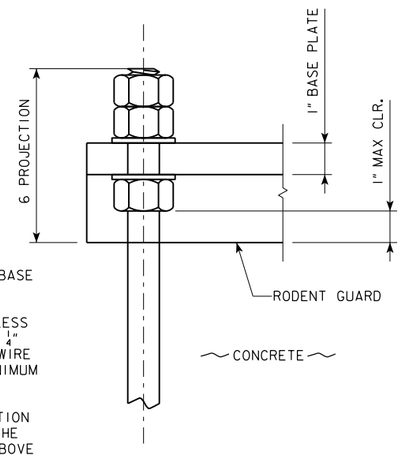


PLACE RODENT GUARD AROUND EACH BASE PLATE.

THE RODENT GUARD SHALL BE STAINLESS STEEL STANDARD GRADE WIRE CLOTH, ¼" MAXIMUM OPENING WITH A MINIMUM WIRE DIAMETER OF AWG NO. 16 WITH A MINIMUM 2" LAP.

SECURE TO BASE PLATE AFTER ERECTION WITH ¾" STAINLESS STEEL BANDING. THE RODENT GUARD SHALL NOT EXTEND ABOVE THE TOP OF THE BASE PLATE.

IDENTITY ELEMENTS AT RIVER CROSSING ANCHOR BOLT/BASE PLATE DETAIL



IDENTITY ELEMENTS, NEIGHBORHOOD ANCHOR BOLT/BASE PLATE DETAIL

NOTE: ANCHOR BOLTS (CAST IN THE FOOTINGS OR PIER CAPS), NUTS AND WASHERS SHALL BE PROVIDED BY THE CONTRACTOR WHO CONSTRUCTS THE FOOTING OR PIER CAP.

FOR ANCHOR BOLT EMBEDMENT DETAILS, SEE:

SHEET NO. V.10, FOOTING DETAILS (US 67 RAMP A NEIGHBORHOOD)

SHEET NO. V.12, FOOTING DETAILS (US 67 RAMP B NEIGHBORHOOD)

DESIGN NO. 3308, DESIGN SHEET NO. 25, PIER 18 DETAILS (WB IOWA RIVER CROSSING)

DESIGN NO. 3408, DESIGN SHEET NO. 26, PIER 18 DETAILS (EB IOWA RIVER CROSSING)

ILLINOIS DOT CONTRACT 64C08, AESTHETIC DETAILS SHEETS (EB AND WB ILLINOIS RIVER CROSSING, RAMP RD-G, RAMP 6TH-C AND RAMP 7TH-A NEIGHBORHOOD)

ILLINOIS DOT CONTRACT 64E26, AESTHETIC SHEETS - IDENTITY ELEMENT FOOTINGS (RAMP RAC-A AND RAMP RAC-C NEIGHBORHOOD)

IDENTITY ELEMENTS AT RIVER CROSSING - ANCHOR BOLT PLAN

FOR INFORMATION ONLY.
PIER CAP, ANCHOR BOLTS AND CONDUIT ARE BY OTHERS

DESIGN FOR

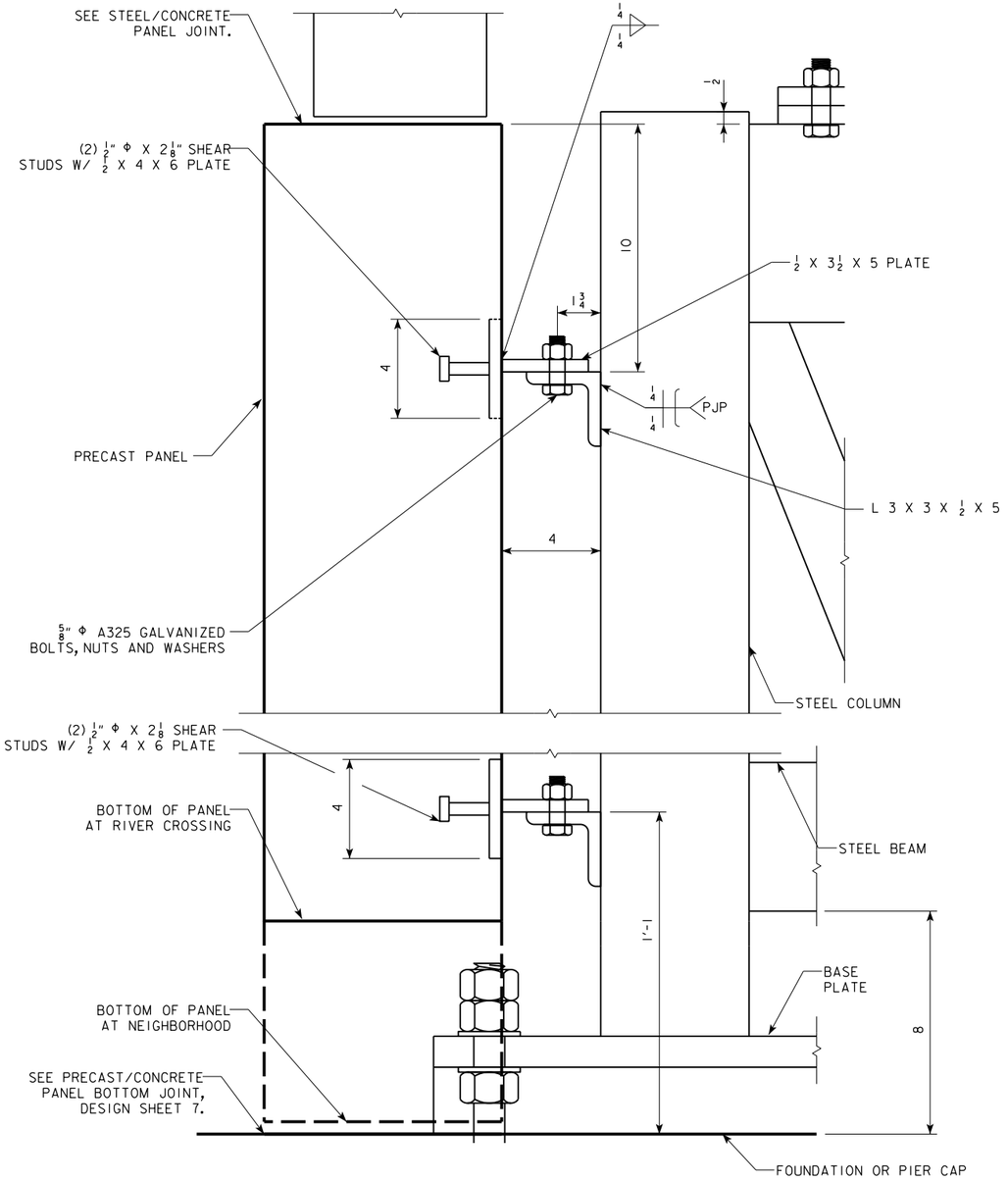
IDENTITY ELEMENT DETAILS

BASE PLATES

SCOTT COUNTY

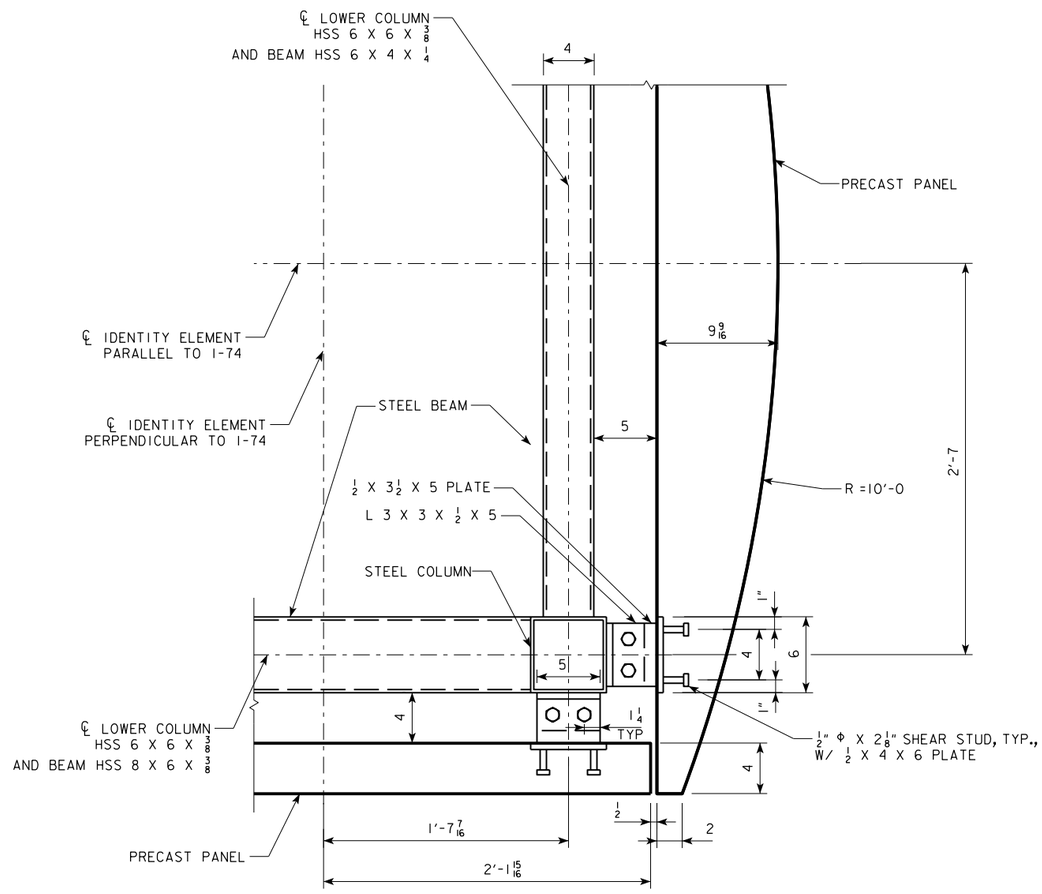
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 17 FILE NO. 30253



PRECAST PANEL CONNECTION ELEVATION DETAIL

RIVER CROSSING



PRECAST PANEL CONNECTION PLAN AND DETAILS

RIVER CROSSING

DESIGN FOR

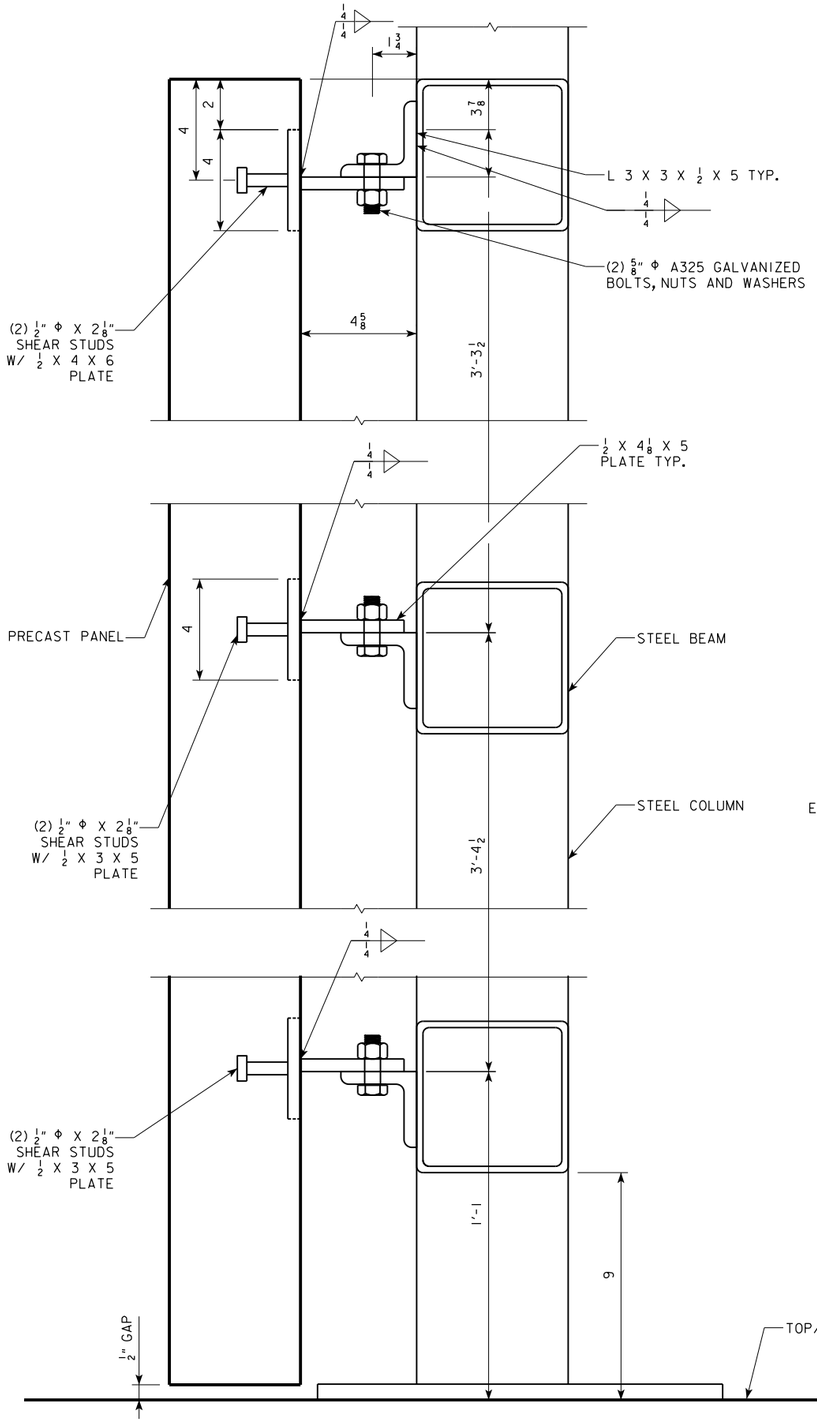
IDENTITY ELEMENT DETAILS

RIVER CROSSING PRECAST CONNECTIONS

SCOTT COUNTY

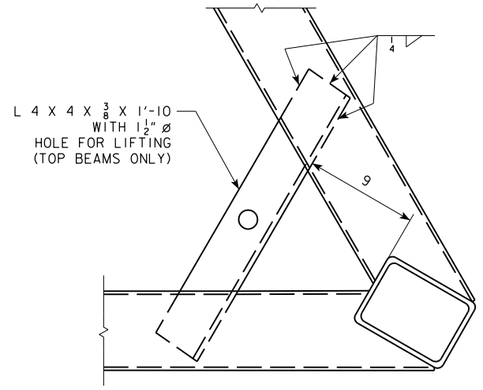
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

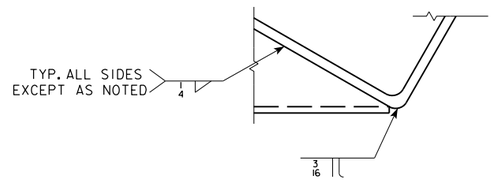
DESIGN SHEET NO. 5 OF 17 FILE NO. 30253



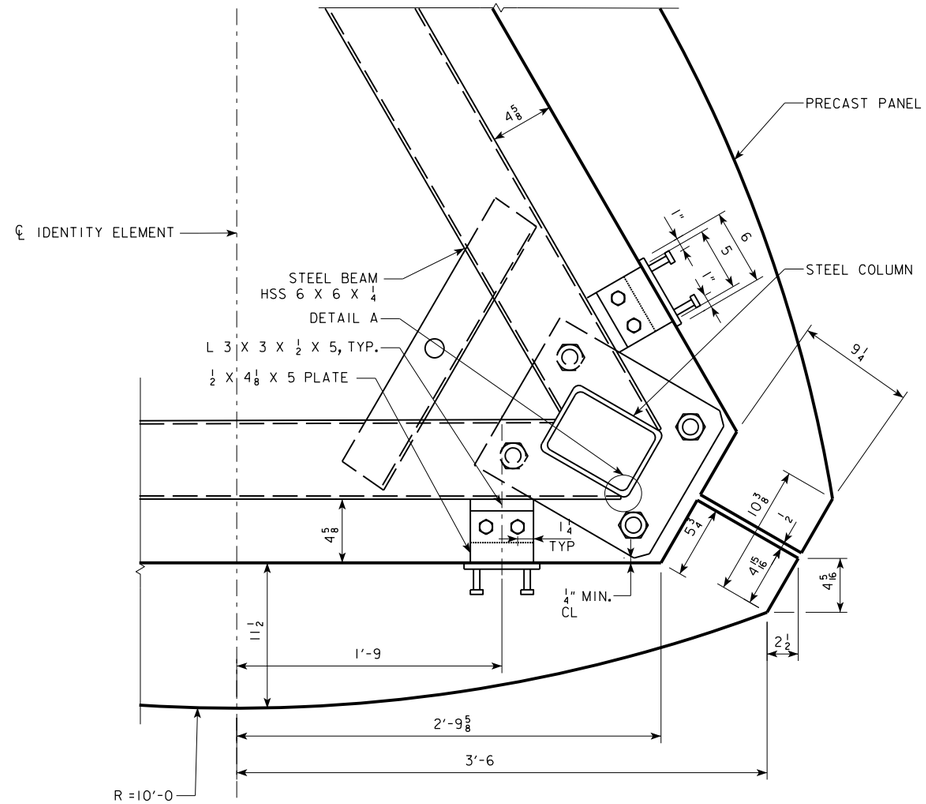
PRECAST PANEL CONNECTION ELEVATION

NEIGHBORHOOD 3-SIDED





DETAIL A



PRECAST PANEL CONNECTION PLAN AND DETAILS

NEIGHBORHOOD

FABRICATION AND INSTALLATION SEQUENCE - NEIGHBORHOOD

1. FABRICATE HSS FRAMES, INCLUDING BASE PLATES, AND STEEL CABINET PANELS, IN ACCORDANCE WITH PLANS.
2. HOT-DIP GALVANIZE FRAMES AND CABINET PANELS SEPARATELY.
3. PREPARE TEMPLATE FOR SETTING ANCHOR BOLTS IN FOUNDATIONS.
4. INSTALL RETROREFLECTIVE SHEETING ON INTERIOR REMOVABLE GALVANIZED PANELS AND FASTEN REMOVABLE GALVANIZED PANELS TO INSIDE FACE OF CABINET PANELS. INSTALL ACRYLIC PANELS BEHIND CUTOUT PATTERN, AS SHOWN ON THE PLANS.
5. SHOP-ASSEMBLE STEEL CABINETS TO FRAMES, DRILLING, COUNTERSINKING AND TAPPING AS REQUIRED BY THE PLANS.
6. MASK ACRYLIC PANELS AT CUTOUT PATTERN. PAINT EXTERIOR SURFACES OF CABINET PANELS, IN ACCORDANCE WITH PLANS AND SPECIAL PROVISIONS. ACCESS PANELS AND CABINET TOP PLATE SHALL BE PAINTED SEPARATELY.
7. FABRICATE PRECAST BASE PANELS IN ACCORDANCE WITH APPROVED DESIGN SUBMITTED BY THE CONTRACTOR.
8. ALL PIECES OF IDENTITY ELEMENTS SHALL BE PROTECTED FROM WEATHER, DIRT AND OTHER POTENTIAL SOURCES OF DAMAGE PRIOR TO INSTALLATION, WHETHER STORED IN THE SHOP OR ON SITE.
9. SHIP ASSEMBLED STEEL PARTS OF IDENTITY ELEMENTS TO SITE, TAKING DUE PRECAUTIONS TO PREVENT DAMAGE TO STRUCTURE AND PAINT. SHIP STEEL TOP PLATE AND PRECAST PANELS SEPARATELY.
10. LIFT IDENTITY ELEMENT BY CRANE ONTO PRECAST ANCHOR BOLTS AND SECURE WITH NUTS, TAKING CARE TO ASSURE THAT THE ELEMENT IS PLUMB IN ALL DIRECTIONS.
11. INSTALL RODENT GUARDS AROUND BASE PLATES.
12. EXTEND ELECTRICAL CONDUIT STUB TO APPROPRIATE HEIGHT.
13. ATTACH PRECAST PANELS, TIGHTENING BOLTS FROM INSIDE. WORKER ACCESS IS VIA ACCESS PANEL IN THE STEEL CABINET.
14. INSTALL INTERIOR AESTHETIC LIGHTING FIXTURES, ACCESSIBLE VIA ACCESS PANEL IN THE STEEL CABINET.
15. AFTER THE ELEMENT IS SECURED TO THE ANCHOR BOLTS, INSTALL THE TOP PLATE, WORKER ACCESS TO TIGHTEN FASTENERS IS VIA MOBILE LIFT.
16. TOUCH-UP PAINT.

DESIGN FOR

IDENTITY ELEMENT DETAILS

NEIGHBORHOOD PRECAST CONNECTIONS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 17 FILE NO. 30253

DESIGN TEAM **SHIVE HATTERY** | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER V.18

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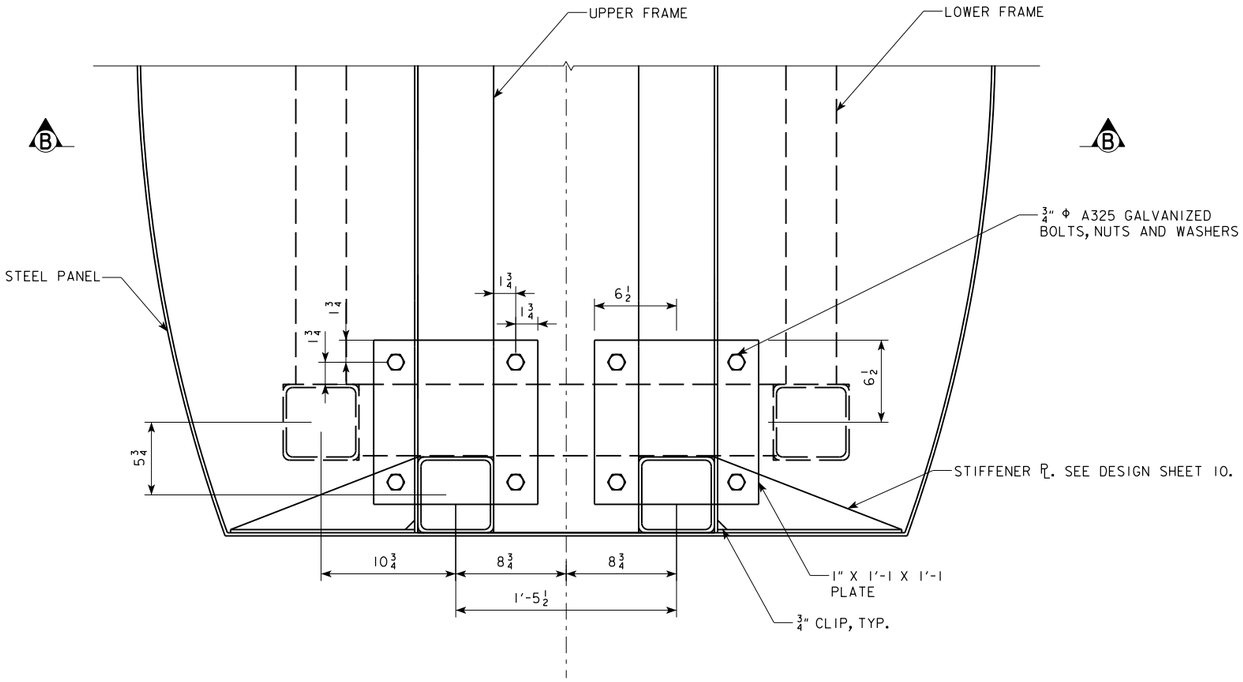
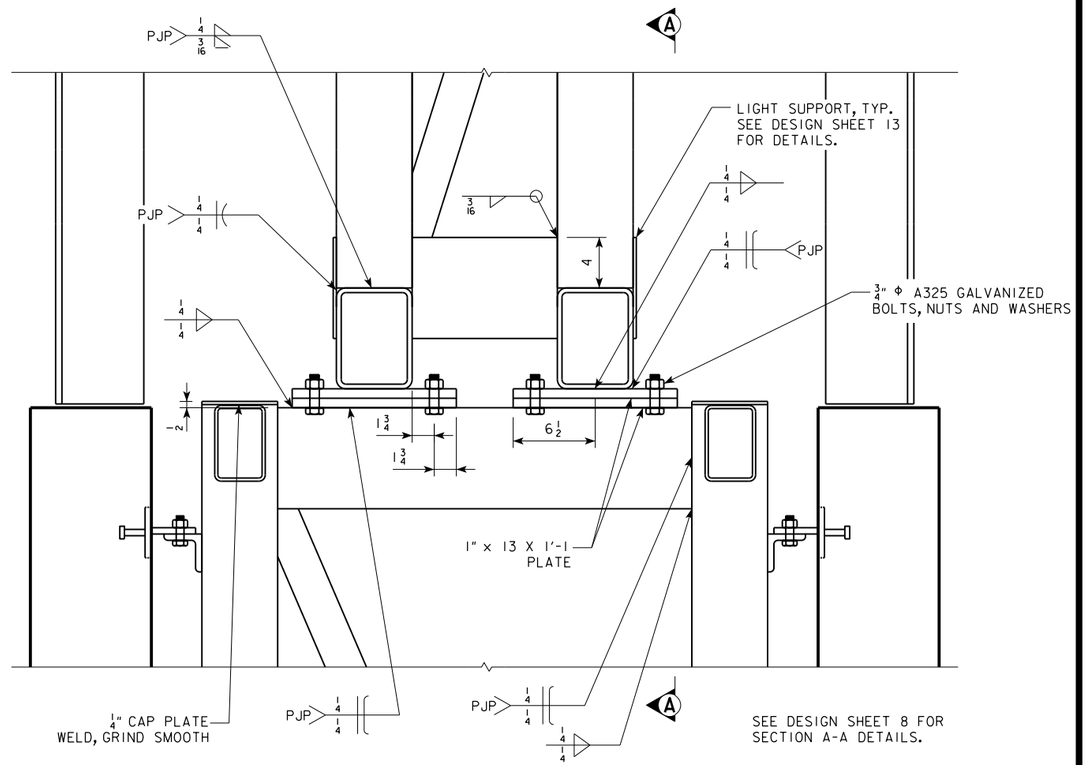


UPPER/LOWER FRAME CONNECTION PLAN

RIVER CROSSING

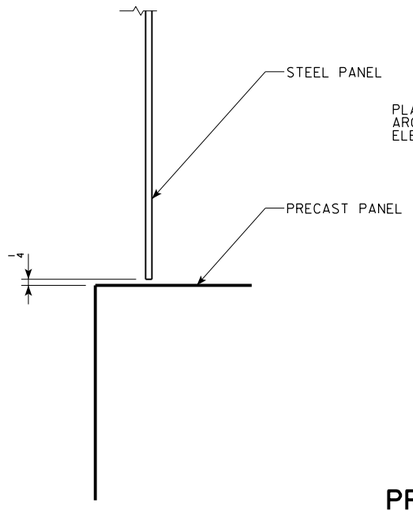


UPPER/LOWER FRAME CONNECTION SECTION B-B

RIVER CROSSING

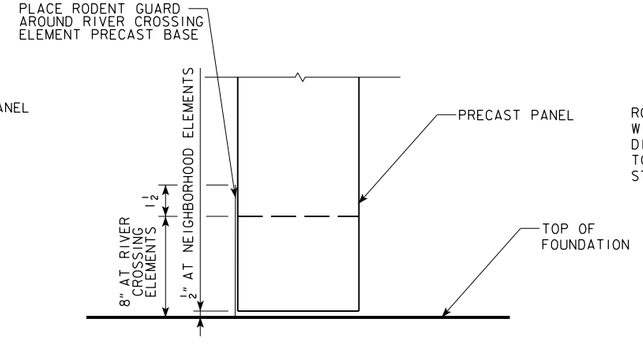
FABRICATION AND INSTALLATION SEQUENCE - RIVER CROSSING

1. FABRICATE HSS FRAMES, INCLUDING BASEPLATES, AND STEEL CABINET PANELS, IN ACCORDANCE WITH PLANS.
2. HOT-DIP GALVANIZE UPPER AND LOWER FRAMES AND CABINET PANELS SEPARATELY.
3. PREPARE TEMPLATE FOR SETTING ANCHOR BOLTS IN FOUNDATIONS.
4. INSTALL RETROREFLECTIVE SHEETING ON INTERIOR REMOVABLE GALVANIZED PANELS AND FASTEN REMOVABLE PANELS TO INSIDE FACE OF CABINET PANELS. INSTALL ACRYLIC PANELS BEHIND CUTOUT PATTERN, AS SHOWN ON PLANS.
5. SHOP-ASSEMBLE STEEL CABINETS TO UPPER FRAMES, DRILLING, COUNTERSINKING AND TAPPING AS REQUIRED BY THE PLANS.
6. MASK ACRYLIC PANELS AT CUTOUT PATTERN. PAINT EXTERIOR SURFACES OF CABINET PANELS, IN ACCORDANCE WITH PLANS AND SPECIAL PROVISIONS. ACCESS PANELS AND CABINET TOP PLATE SHALL BE PAINTED SEPARATELY.
7. FABRICATE PRECAST BASE PANELS IN ACCORDANCE WITH APPROVED DESIGN SUBMITTED BY THE CONTRACTOR.
8. ALL PIECES OF IDENTITY ELEMENTS SHALL BE PROTECTED FROM WEATHER, DIRT AND OTHER POTENTIAL SOURCES OF DAMAGE PRIOR TO INSTALLATION, WHETHER STORED IN THE SHOP OR ON SITE.
9. SHIP ASSEMBLED STEEL PARTS OF IDENTITY ELEMENTS TO SITE, TAKING DUE PRECAUTIONS TO PREVENT DAMAGE TO STRUCTURE AND PAINT. SHIP LOWER FRAME, STEEL TOP PLATE AND PRECAST PANELS SEPARATELY.
10. LIFT IDENTITY ELEMENT LOWER FRAME BY CRANE ONTO PRECAST ANCHOR BOLTS AND SECURE WITH NUTS, TAKING CARE TO ASSURE THAT THE ELEMENT IS PLUMB IN ALL DIRECTIONS.
11. INSTALL RODENT GUARDS AROUND BASE PLATES.
12. EXTEND ELECTRICAL CONDUIT STUB TO APPROPRIATE HEIGHT.
13. ATTACH PRECAST PANELS, TIGHTENING BOLTS FROM INSIDE. WORKER ACCESS IS VIA OPEN TOP OF LOWER FRAME.
14. INSTALL RODENT GUARDS AROUND PRECAST PANELS.
15. LIFT IDENTITY ELEMENT UPPER FRAME AND STEEL CABINET BY CRANE ONTO THE LOWER FRAME AND INSTALL AND TIGHTEN BOLTS, TAKING CARE TO ASSURE THAT THE ELEMENT IS PLUMB IN ALL DIRECTIONS. WORKER ACCESS TO TIGHTEN FASTENERS IS VIA ACCESS PANELS.
16. INSTALL INTERIOR AESTHETIC LIGHTING FIXTURES, ACCESSIBLE VIA ACCESS PANEL IN THE STEEL CABINET.
17. AFTER THE ELEMENT IS SECURED TO THE ANCHOR BOLTS, INSTALL THE TOP PLATE. WORKER ACCESS TO TIGHTEN FASTENERS IS VIA MOBILE LIFT.
18. TOUCH-UP PAINT.



STEEL/CONCRETE PANEL JOINT

RIVER CROSSING AND NEIGHBORHOOD



PRECAST CONCRETE PANEL BOTTOM JOINT

RIVER CROSSING AND NEIGHBORHOOD

RODENT GUARD SHALL BE STAINLESS STEEL STANDARD GRADE WIRE CLOTH, ¼" MAXIMUM OPENING WITH A MINIMUM WIRE DIAMETER OF AWG NO. 16 WITH A MINIMUM 2" LAP. SECURE TO PRECAST BASE AFTER ERECTION WITH ¾" STAINLESS STEEL BANDING.

DESIGN FOR

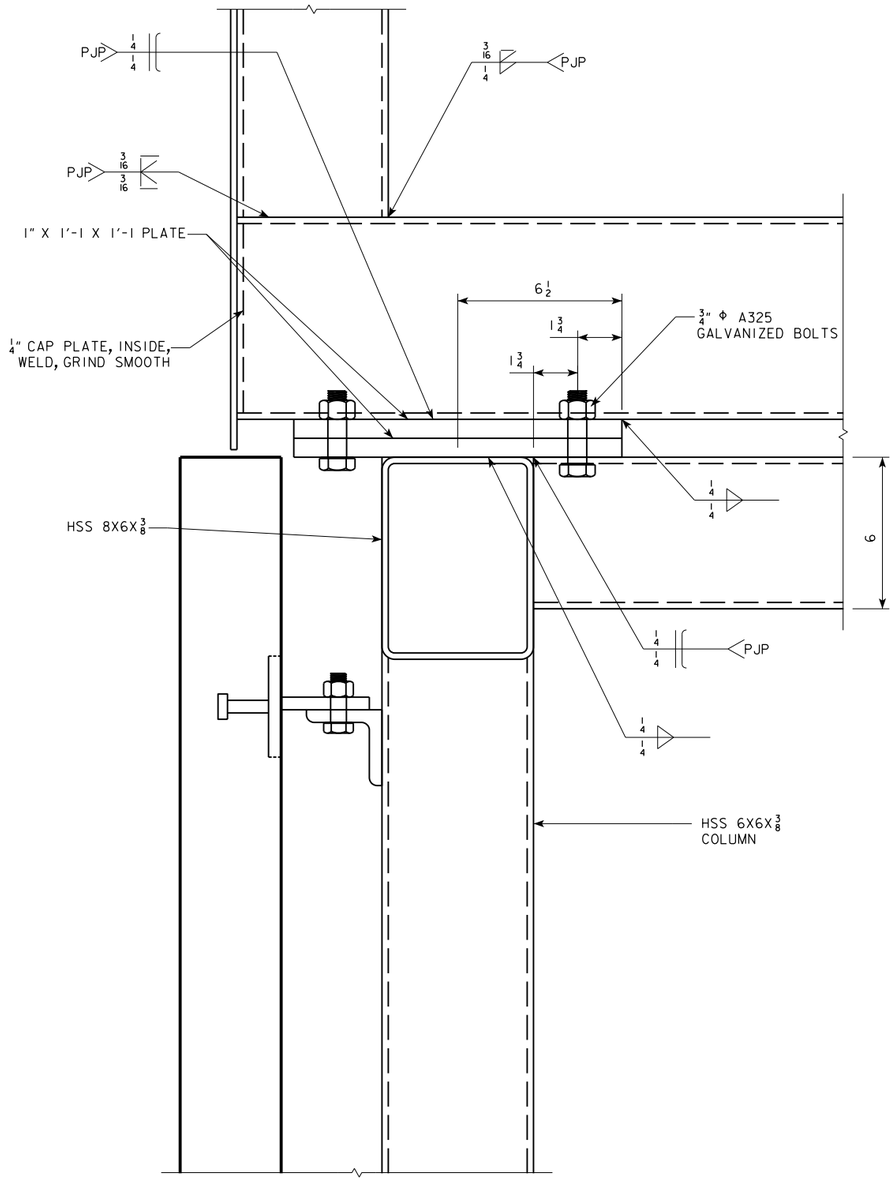
IDENTITY ELEMENT DETAILS

RIVER CROSSING INSTALLATION

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

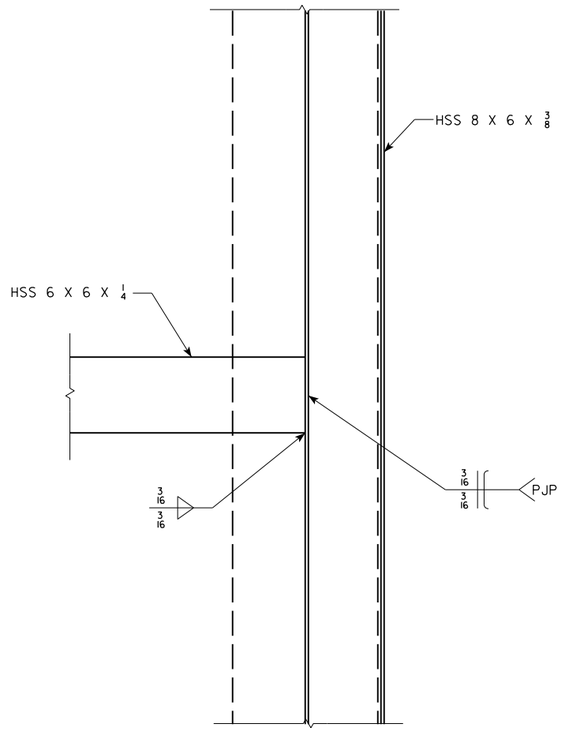
DESIGN SHEET NO. 7 OF 17 FILE NO. 30253



UPPER/LOWER FRAME CONNECTION SIDE SECTION A-A

RIVER CROSSING

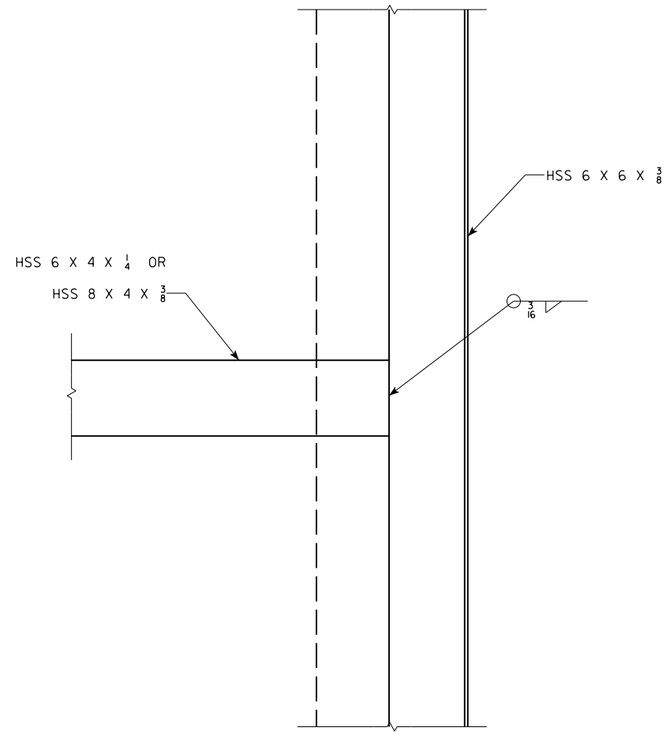
SEE DESIGN SHEET 7
FOR SECT. A-A LOCATION



COLUMN/BEAM CONNECTION DETAIL

NEIGHBORHOOD

SEE PLAN VIEW DETAILS
ON DESIGN SHEET 6.



COLUMN/BEAM CONNECTION DETAIL

RIVER CROSSING

DESIGN FOR

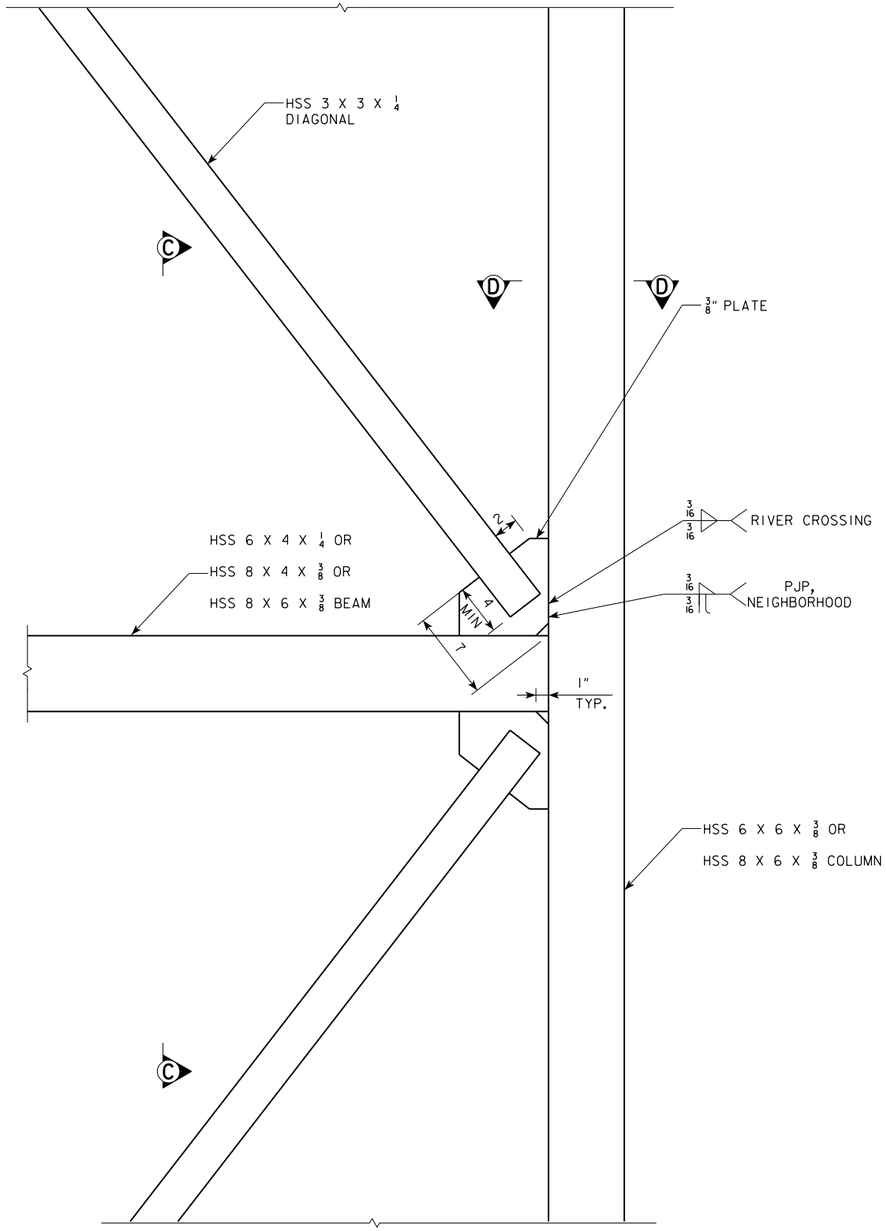
IDENTITY ELEMENT DETAILS

CONNECTION DETAILS

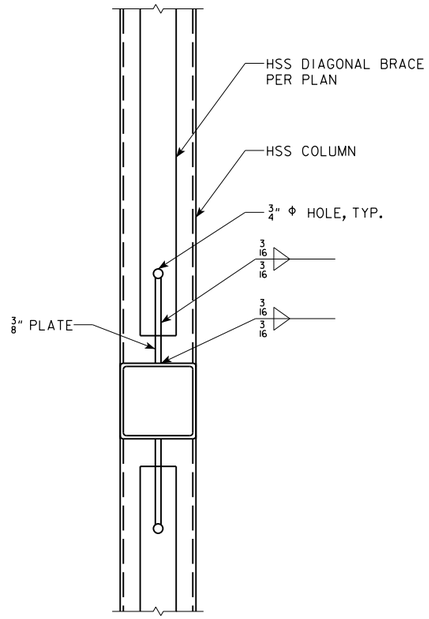
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 8 OF 17 FILE NO. 30253

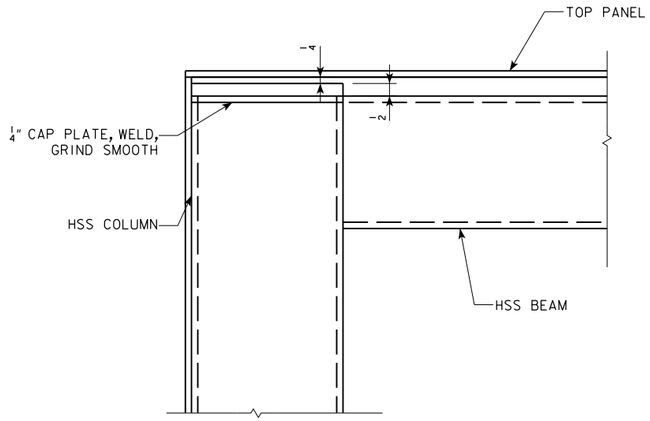


ELEVATION

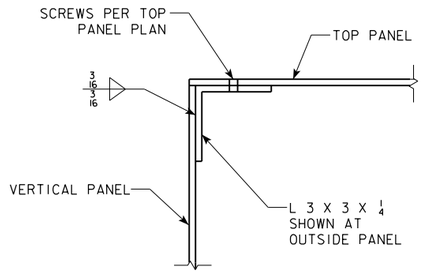


SECTION C-C

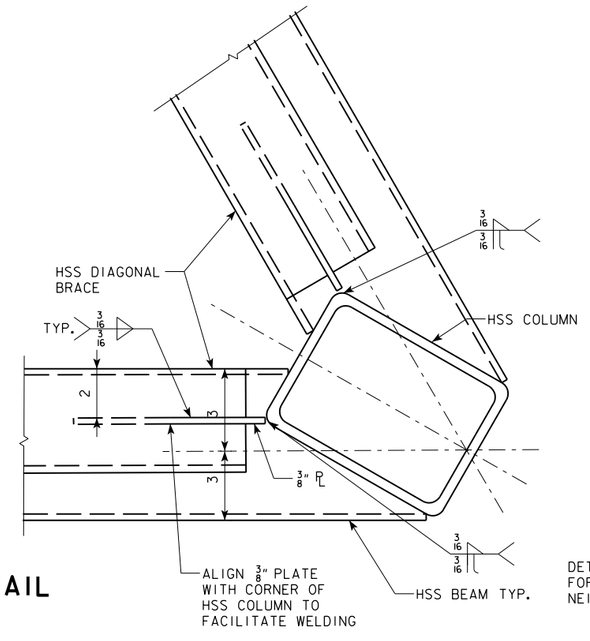
RIVER CROSSING SHOWN
NEIGHBORHOOD SIMILAR



UPPER TOP BEAM/COLUMN DETAIL



TOP PANEL CONNECTION DETAIL



SECTION D-D

NEIGHBORHOOD

DIAGONAL CONNECTION DETAIL

DETAILS ON THIS SHEET TYPICAL FOR RIVER CROSSING AND NEIGHBORHOOD IDENTITY ELEMENTS.

DESIGN FOR

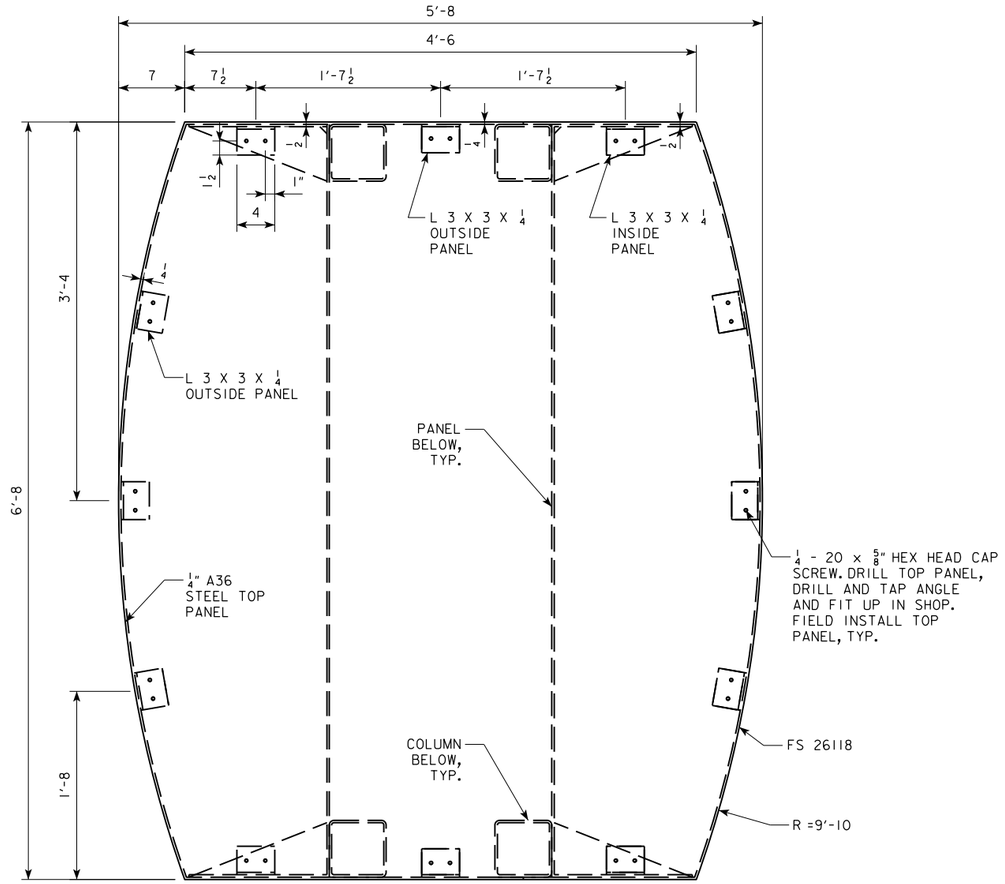
IDENTITY ELEMENT DETAILS

DIAGONAL CONNECTION DETAILS

SCOTT COUNTY

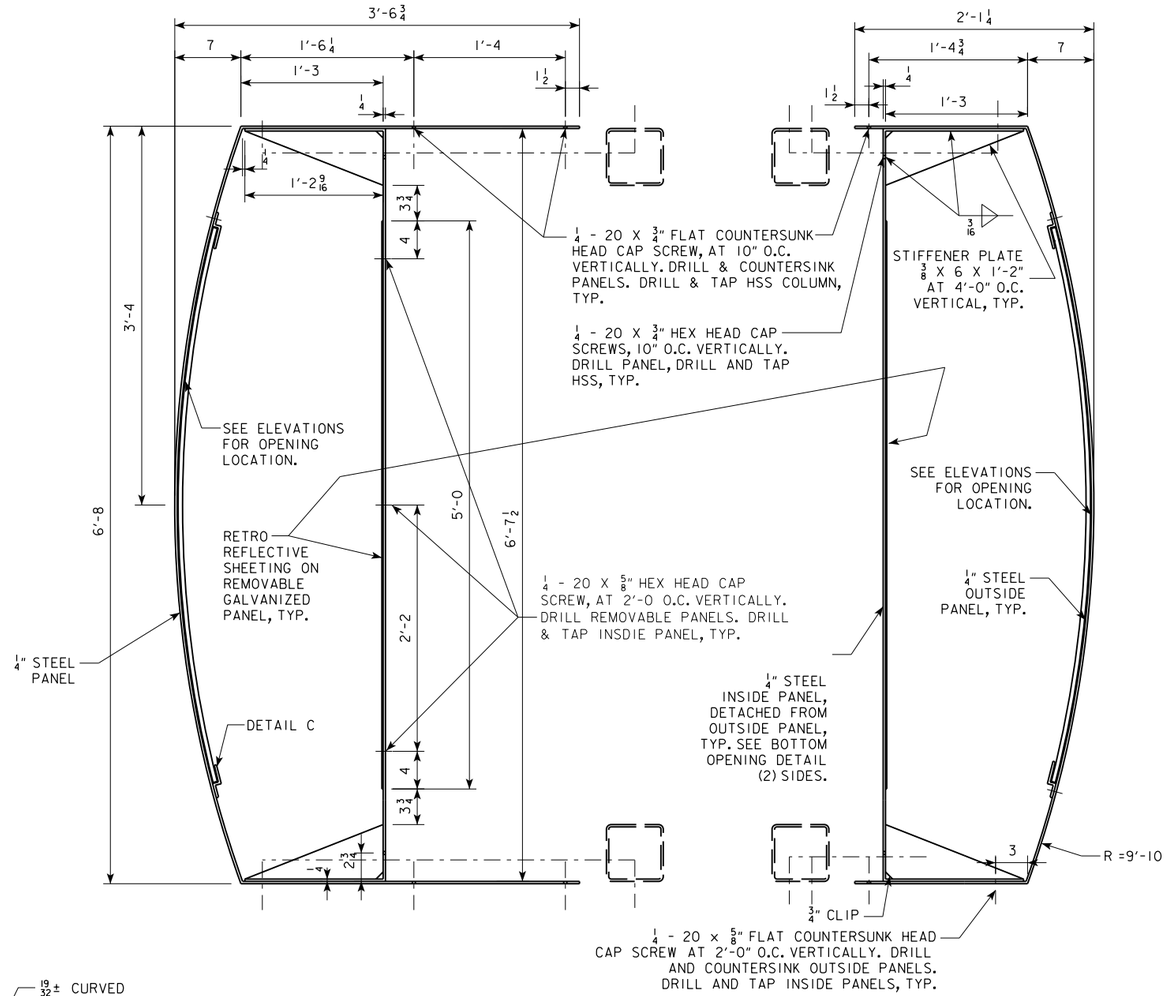
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 9 OF 17 FILE NO. 30253



PLAN VIEW OF STEEL CABINET TOP PANEL

(RIVER CROSSING)



PLAN VIEW OF STEEL CABINET PANEL SEGMENTS

RIVER CROSSING

NOTES:

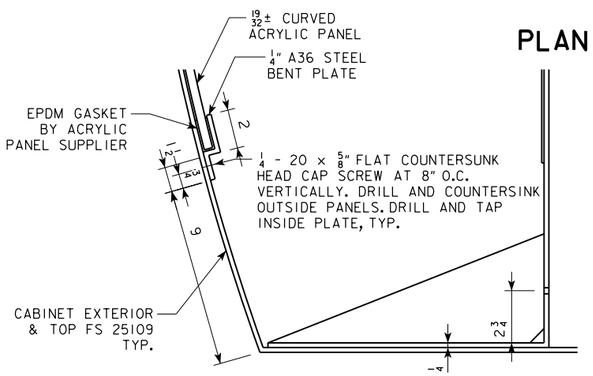
HEX HEAD CAP SCREWS SHALL BE IN ACCORDANCE WITH ASTM A449-10, TYPE 1, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695-04, CLASS 55.

FLAT COUNTERSUNK HEAD CAP SCREWS WITH HEXAGON SOCKET DRIVE SHALL BE IN ACCORDANCE WITH ASTM F835-13, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695-04, CLASS 55.

THREAD-CUTTING SCREWS OR BOLTS WITH NUTS MAY BE SUBSTITUTED FOR THE CAP SCREWS SHOWN, IF SHEAR STRENGTH AND CORROSION RESISTANCE ARE EQUAL OR BETTER. FLAT COUNTERSUNK HEADS ARE REQUIRED ON THE EXTERIOR VERTICAL SURFACES. SUBSTITUTIONS MUST BE APPROVED BY THE ENGINEER.

CONTRACTOR SHALL NOT USE EXCESSIVE TORQUE CAUSING THREAD STRIPPING OF THE SCREWS DURING INSTALLATION.

INSTALL RETRO REFLECTIVE SHEETING ON REMOVABLE GALVANIZED PANELS FROM 1'-0 ABOVE ACRYLIC PANEL LOCATION TO BOTTOM OF IDENTITY ELEMENT INSIDE PANEL. FABRICATE REMOVABLE GALVANIZED PANELS TO ALIGN WITH SEAMS IN INDENTITY ELEMENT PANELS AND IN 4' MAXIMUM HEIGHTS.



DETAIL C

DESIGN FOR

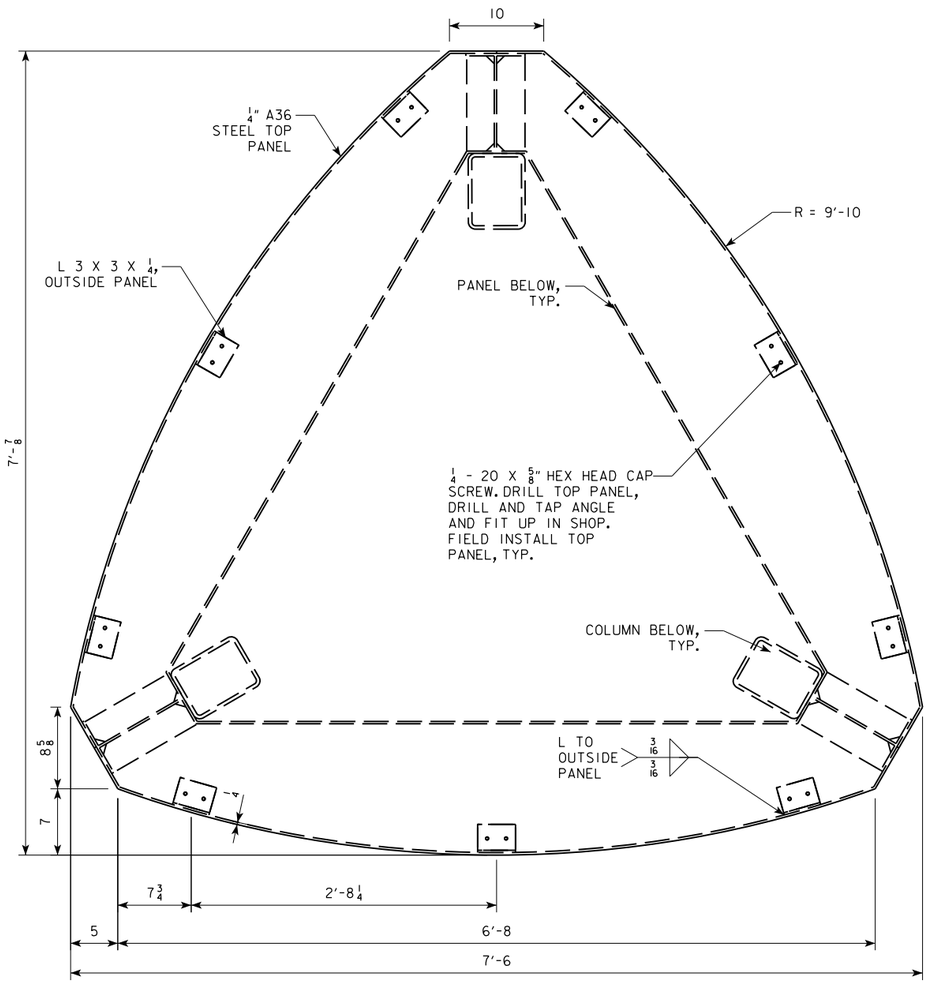
IDENTITY ELEMENT DETAILS

RIVER CROSSING CABINETS

SCOTT COUNTY

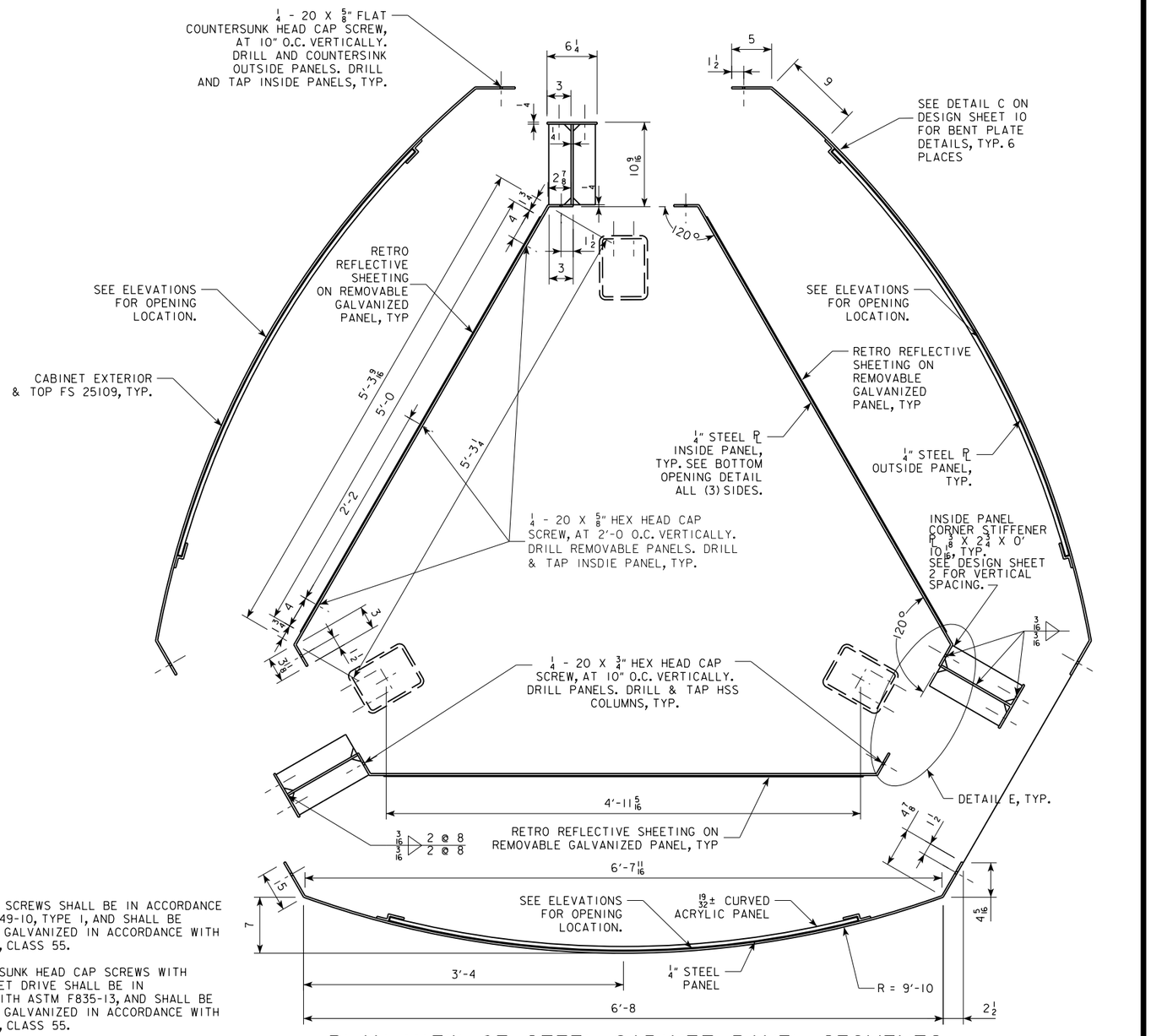
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 10 OF 17 FILE NO. 30253



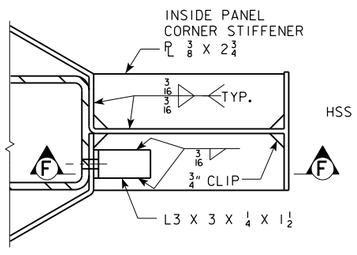
PLAN VIEW OF STEEL CABINET TOP PANEL

NEIGHBORHOOD

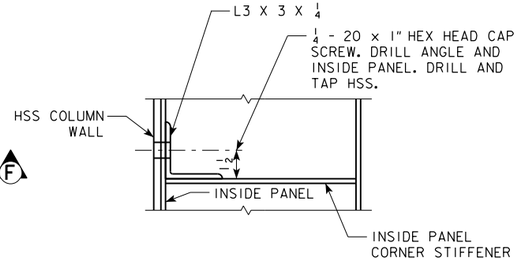


PLAN VIEW OF STEEL CABINET PANEL SEGMENTS

NEIGHBORHOOD



DETAIL E



SECTION F-F

NOTES:

HEX HEAD CAP SCREWS SHALL BE IN ACCORDANCE WITH ASTM A449-10, TYPE 1, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695-04, CLASS 55.

FLAT COUNTERSUNK HEAD CAP SCREWS WITH HEXAGON SOCKET DRIVE SHALL BE IN ACCORDANCE WITH ASTM F835-13, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695-04, CLASS 55.

THREAD-CUTTING SCREWS OR BOLTS WITH NUTS MAY BE SUBSTITUTED FOR THE CAP SCREWS SHOWN, IF SHEAR STRENGTH AND CORROSION RESISTANCE ARE EQUAL OR BETTER. FLAT COUNTERSUNK HEADS ARE REQUIRED ON THE EXTERIOR VERTICAL SURFACES. SUBSTITUTIONS MUST BE APPROVED BY THE ENGINEER.

INSTALL RETRO REFLECTIVE SHEETING ON REMOVABLE GALVANIZED PANELS FROM 1'-0 ABOVE ACRYLIC PANEL LOCATION TO BOTTOM OF IDENTITY ELEMENT INSDIE PANEL. FABRICATE REMOVABLE GALVANIZED PANELS TO ALIGN WITH SEAMS IN IDENTITY ELEMENT PANELS AND IN 4' MAXIMUM HEIGHTS

DESIGN FOR

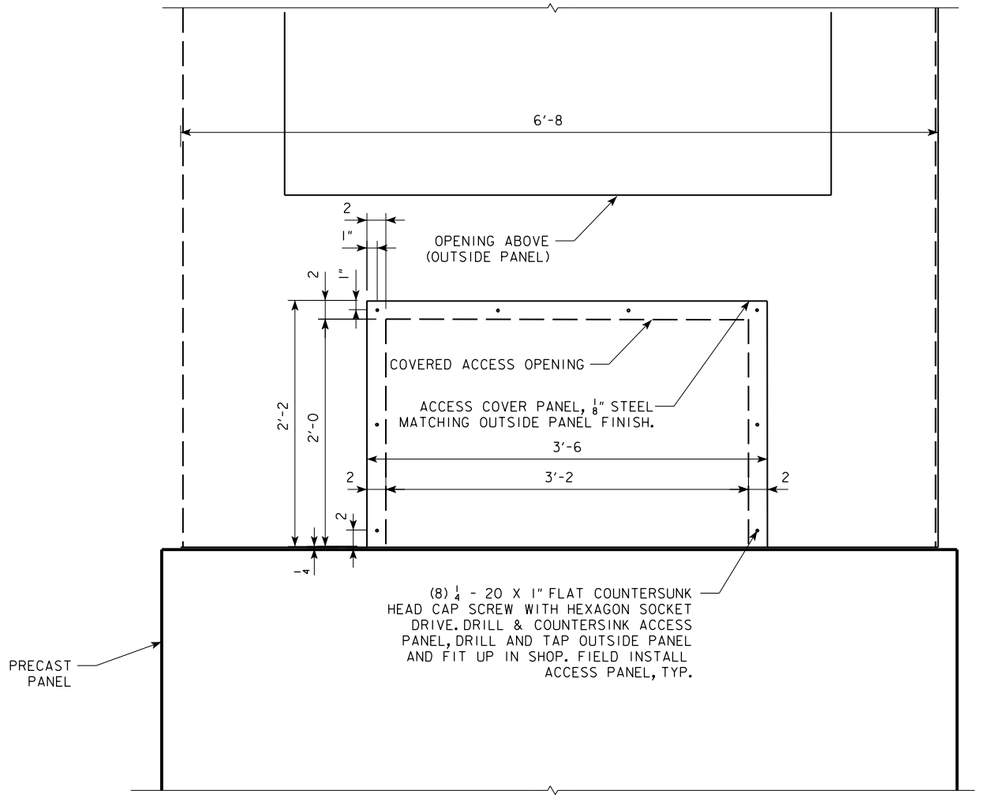
IDENTITY ELEMENT DETAILS

NEIGHBORHOOD CABINETS

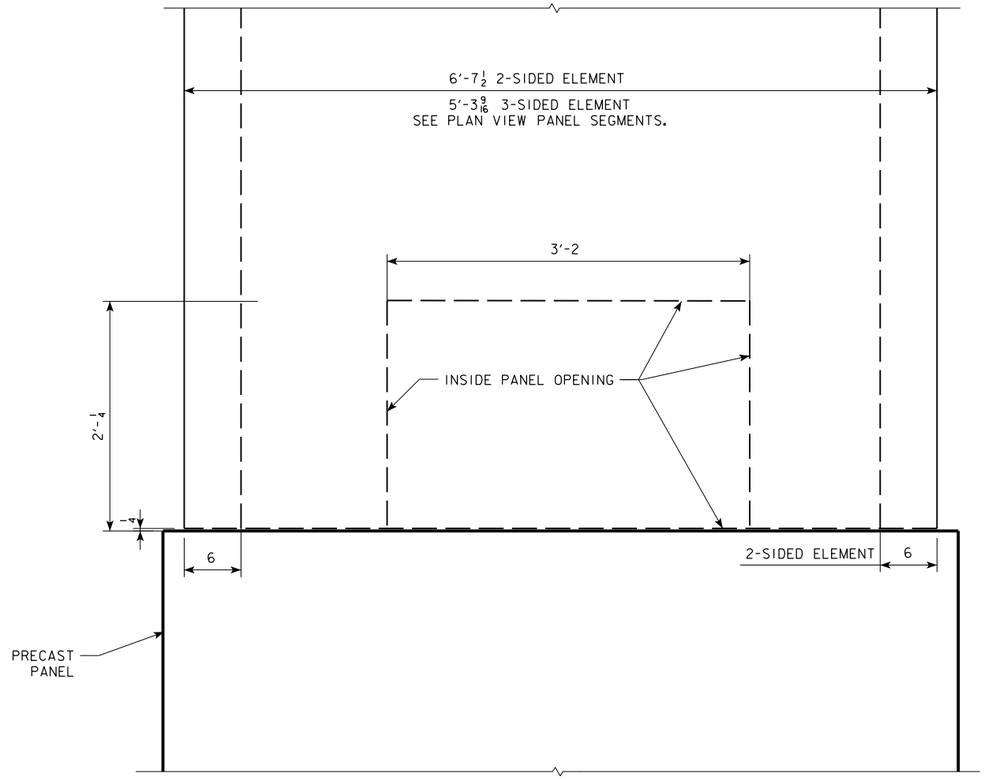
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 11 OF 17 FILE NO. 30253



REMOVABLE ACCESS PANEL DETAIL



INSIDE PANEL BOTTOM OPENING DETAIL

NOTES:

HEX HEAD CAP SCREWS SHALL BE IN ACCORDANCE WITH ASTM A449-10, TYPE 1, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695-04, CLASS 55.

FLAT COUNTERSUNK HEAD CAP SCREWS WITH HEXAGON SOCKET DRIVE SHALL BE IN ACCORDANCE WITH ASTM F835-13, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695-04, CLASS 55.

THREAD-CUTTING SCREWS OR BOLTS WITH NUTS MAY BE SUBSTITUTED FOR THE CAP SCREWS SHOWN, IF SHEAR STRENGTH AND CORROSION RESISTANCE ARE EQUAL OR BETTER. FLAT COUNTERSUNK HEADS ARE REQUIRED ON THE EXTERIOR VERTICAL SURFACES. SUBSTITUTIONS MUST BE APPROVED BY THE ENGINEER.

DESIGN FOR

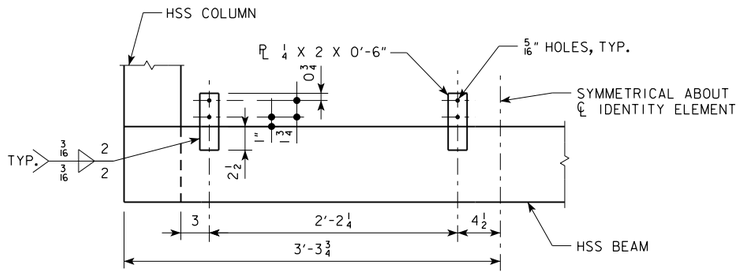
IDENTITY ELEMENT DETAILS

ACCESS PANELS

SCOTT COUNTY

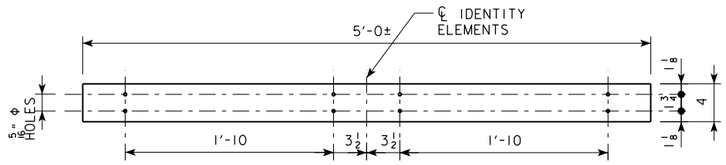
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 12 OF 17 FILE NO. 30253



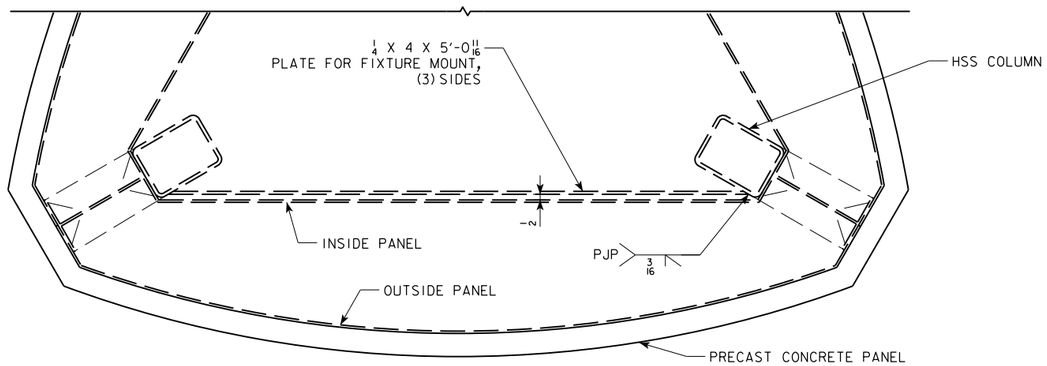
RIVER CROSSING VIEW B-B

(PARTIAL)
LIGHT SUPPORT DETAIL
RIVER CROSSING IDENTITY ELEMENT

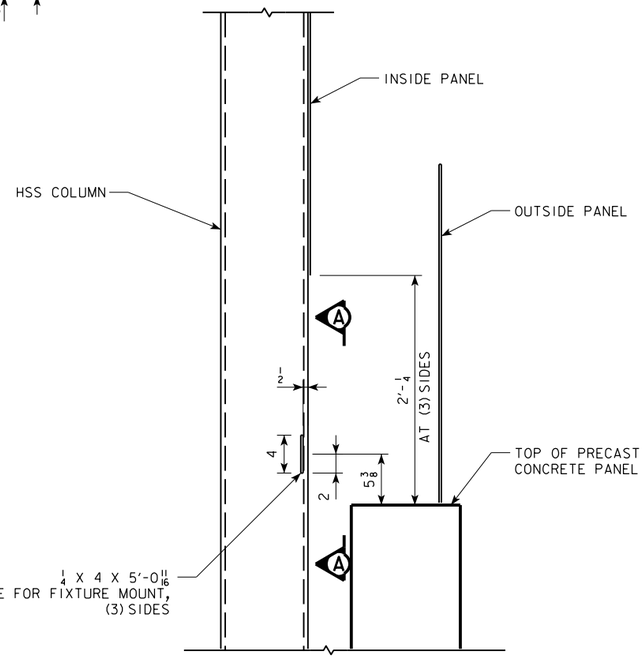


NEIGHBORHOOD VIEW A-A

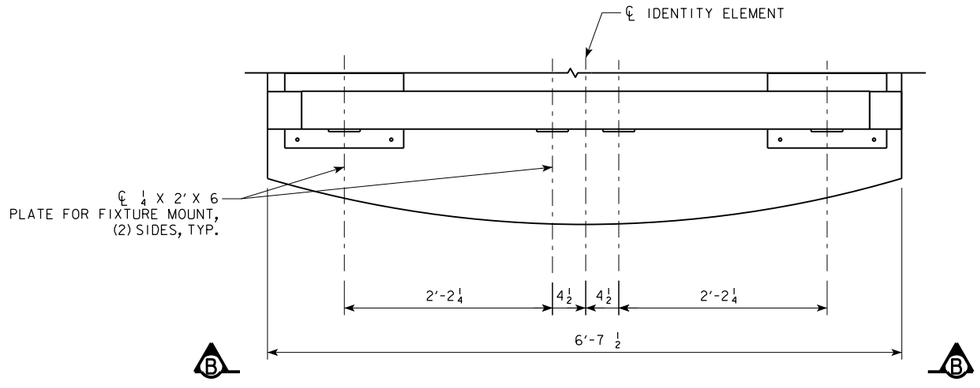
HOLE PATTERN FOR FIXURE MOUNT
TYPICAL EACH SIDE OF NEIGHBORHOOD
IDENTITY ELEMENT



PARTIAL PLAN NEIGHBORHOOD



ELEVATION/SECTION NEIGHBORHOOD



PARTIAL PLAN, UPPER RIVER CROSSING

NOTE:
SEE P-SHEETS FOR FIXTURE AND WIRING DETAILS.

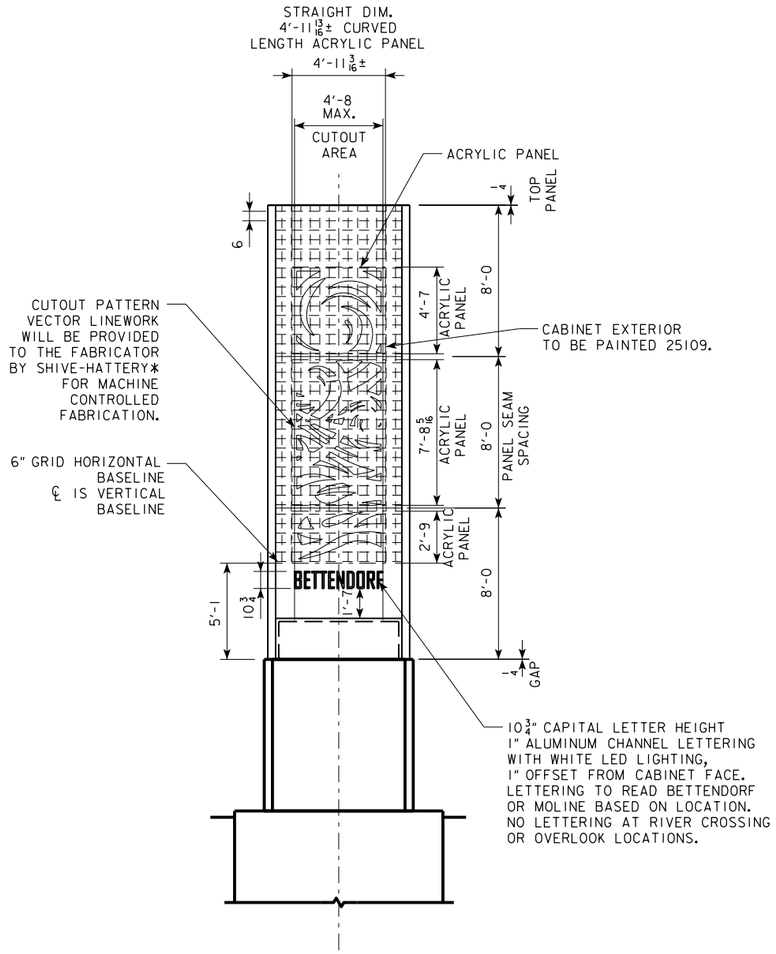
DESIGN FOR

IDENTITY ELEMENT DETAILS

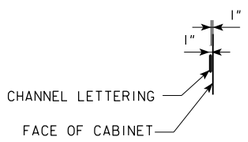
AESTHETIC LIGHTING SUPPORTS

SCOTT COUNTY

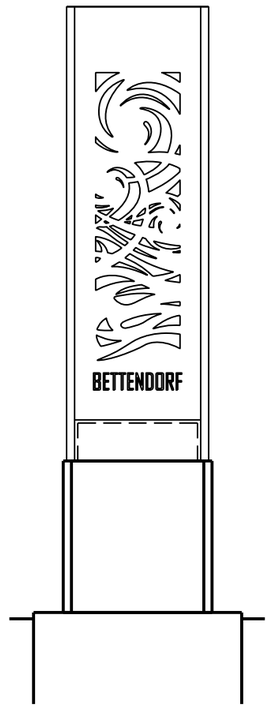
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 13 OF 17 FILE NO. 30253



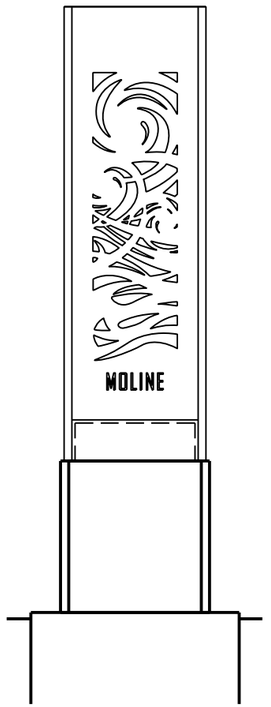
NOTE: CUTOUT PATTERN TYPICAL ON CABINET EXTERIOR ALL SIDES
REFER TO DESIGN SHEET 11 FOR OTHER SURFACE PAINT COLORS



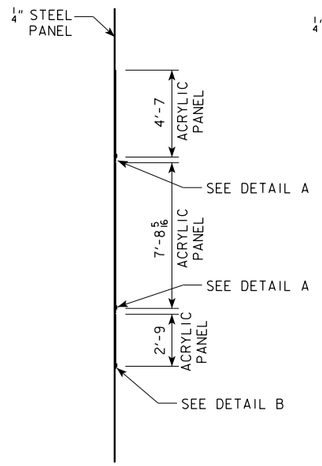
*CONTACT:
SHIVE-HATTERY, INC.
1701 RIVER DRIVE, SUITE 200
MOLINE, IL 61265
309-764-7650
JRADLOFF@SHIVE-HATTERY.COM



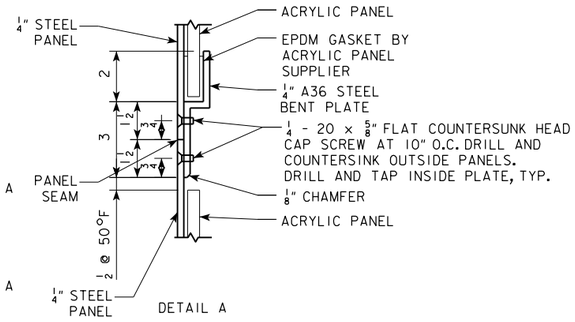
BETTENDORF DETAIL



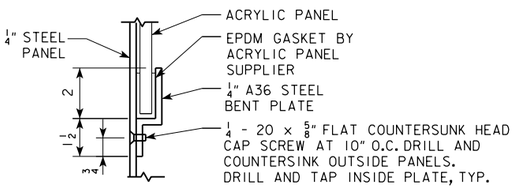
MOLINE DETAIL



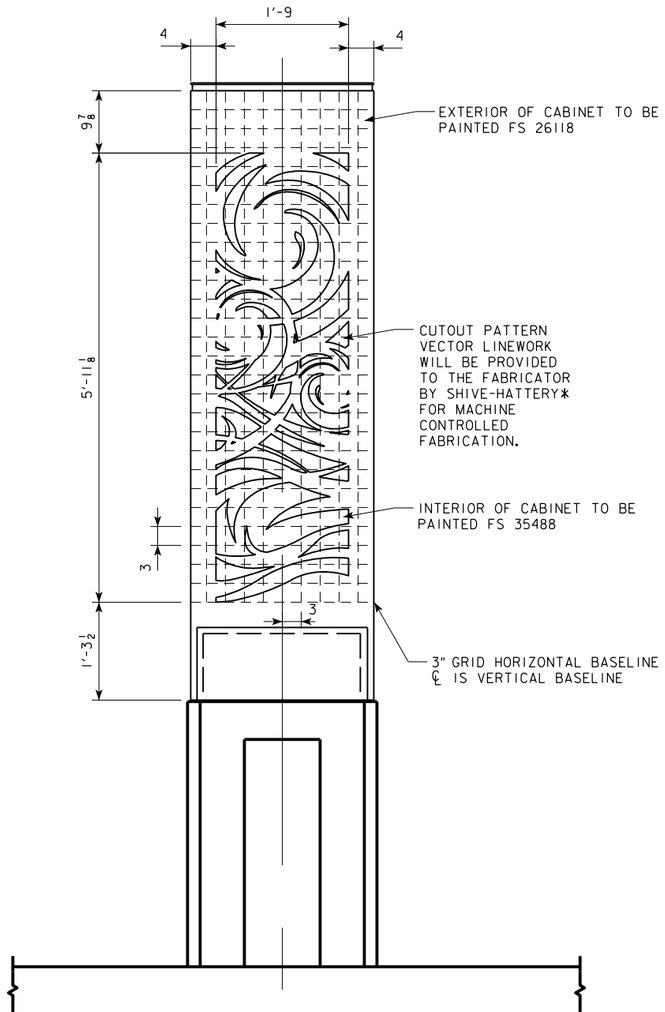
PANEL SECTION



DETAIL A



DETAIL B



OVERLOOK DETAIL
(ENLARGED TO SHOW DETAIL)

DESIGN FOR

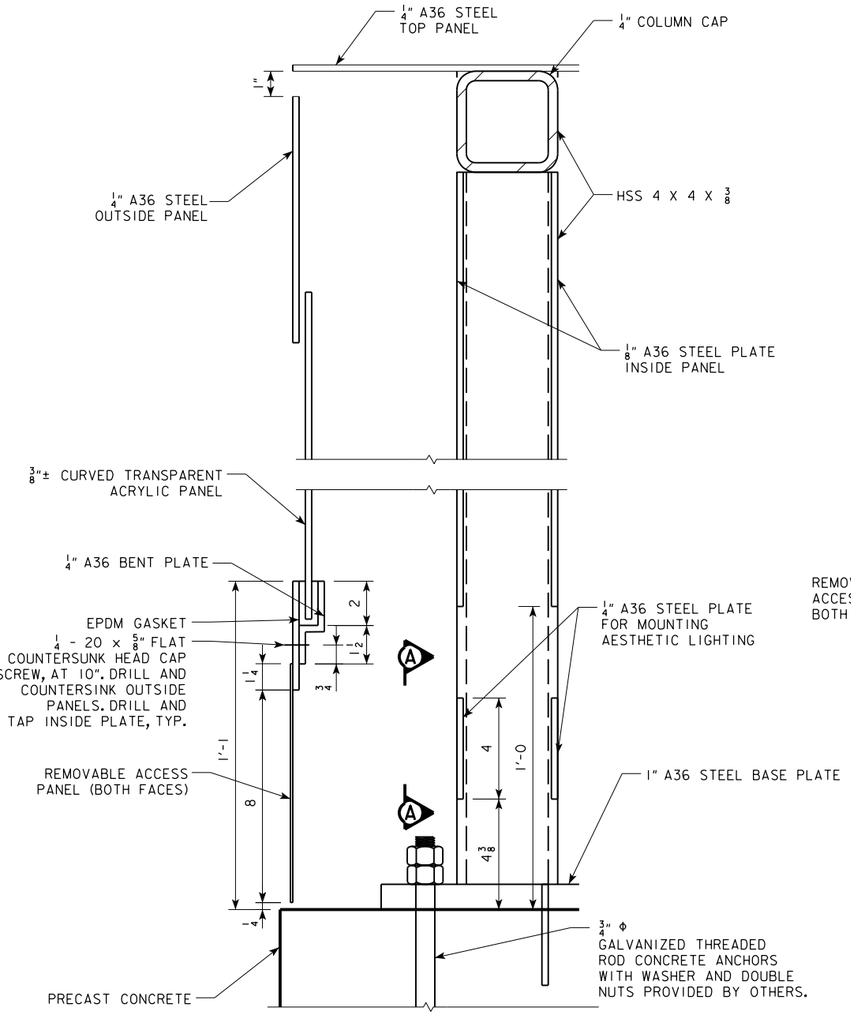
IDENTITY ELEMENT DETAILS

CABINET CUTOUT DETAILS

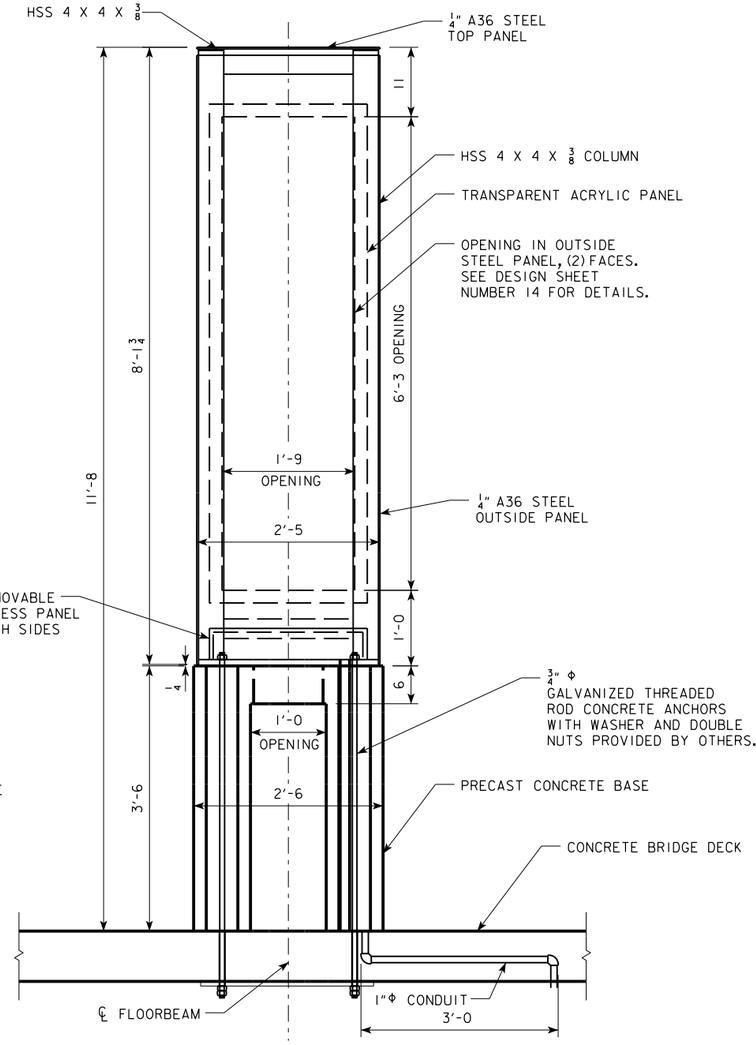
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

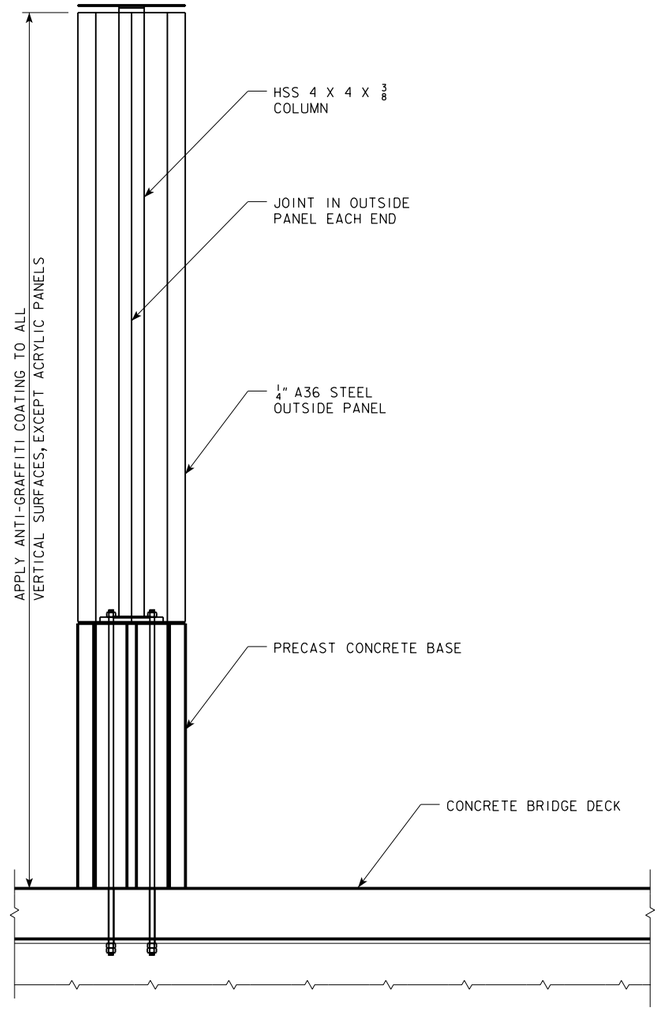
DESIGN SHEET NO. 14 OF 17 FILE NO. 30253



SECTION



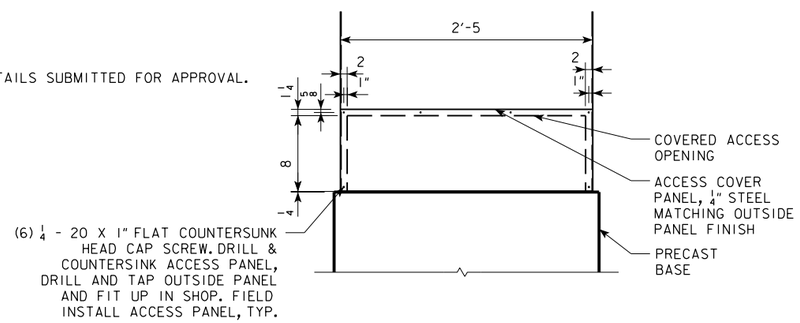
SIDE ELEVATION/SECTION



END ELEVATION/SECTION

OVERLOOK IDENTITY ELEMENT NOTES

CURVED TRANSPARENT ACRYLIC PANEL DESIGN AND SUPPORT DETAILS ARE TO BE COORDINATED WITH PANEL DESIGNER AND DETAILS SUBMITTED FOR APPROVAL.
TRANSPARENT ACRYLIC PANEL MANUFACTURER SHALL BE ACRYLITE (FORMERLY PARAGLAS) SOUNDSTOP CLEAR NOISE BARRIER.



REMOVABLE ACCESS PANEL DETAIL

DESIGN FOR

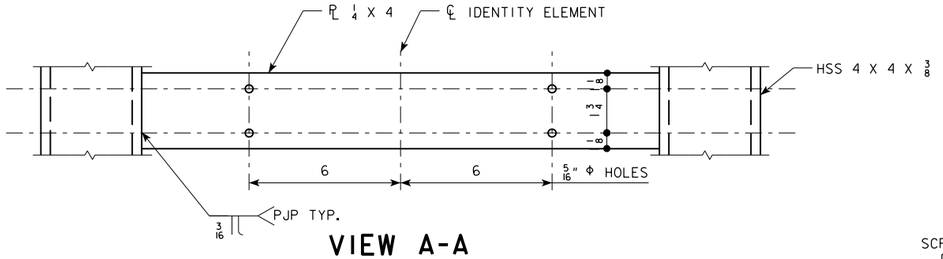
IDENTITY ELEMENT DETAILS

OVERLOOK ELEVATIONS

SCOTT COUNTY

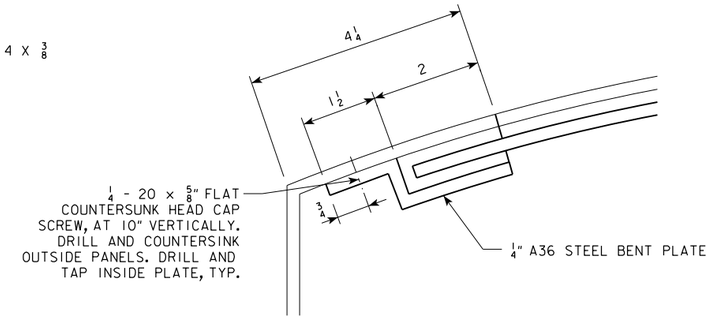
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 15 OF 17 FILE NO. 30253

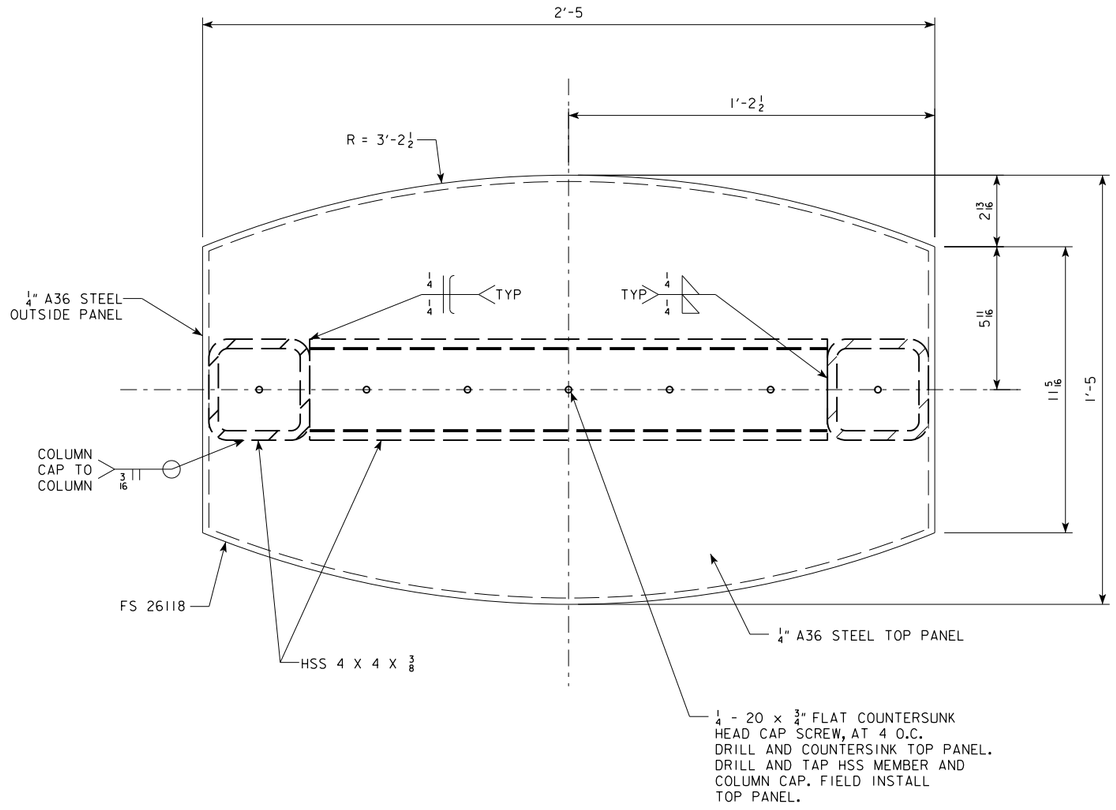


VIEW A-A

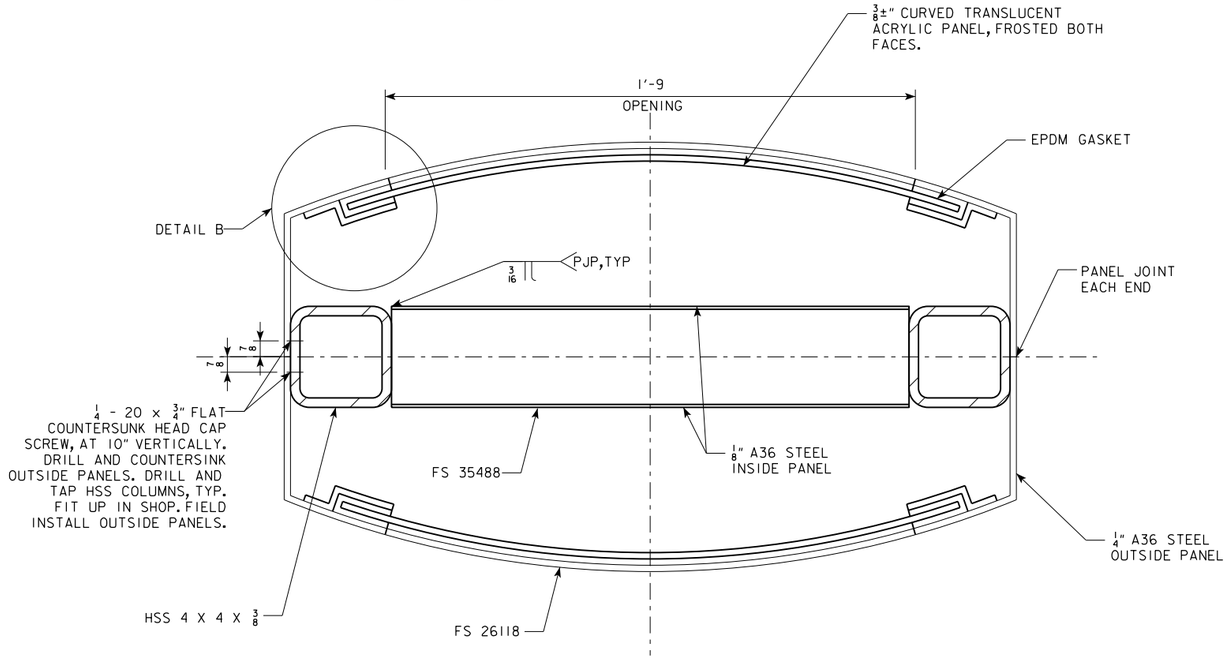
(HOLE PATTERN FOR FIXTURE MOUNT TYPICAL EACH SIDE OF IDENTITY ELEMENT, SEE P-SHEETS FOR AESTHETIC LIGHTING FIXTURE DETAILS)



DETAIL B



TOP PLAN



UPPER PLAN

NOTES:

HEX HEAD CAP SCREWS SHALL BE IN ACCORDANCE WITH ASTM A449-10, TYPE 1, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695-04, CLASS 55.

FLAT COUNTERSUNK HEAD CAP SCREWS WITH HEXAGON SOCKET DRIVE SHALL BE IN ACCORDANCE WITH ASTM F835-04, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695-04, CLASS 55.

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SEE DESIGN SHEET 15 FOR VIEW A-A LOCATION.

DESIGN FOR

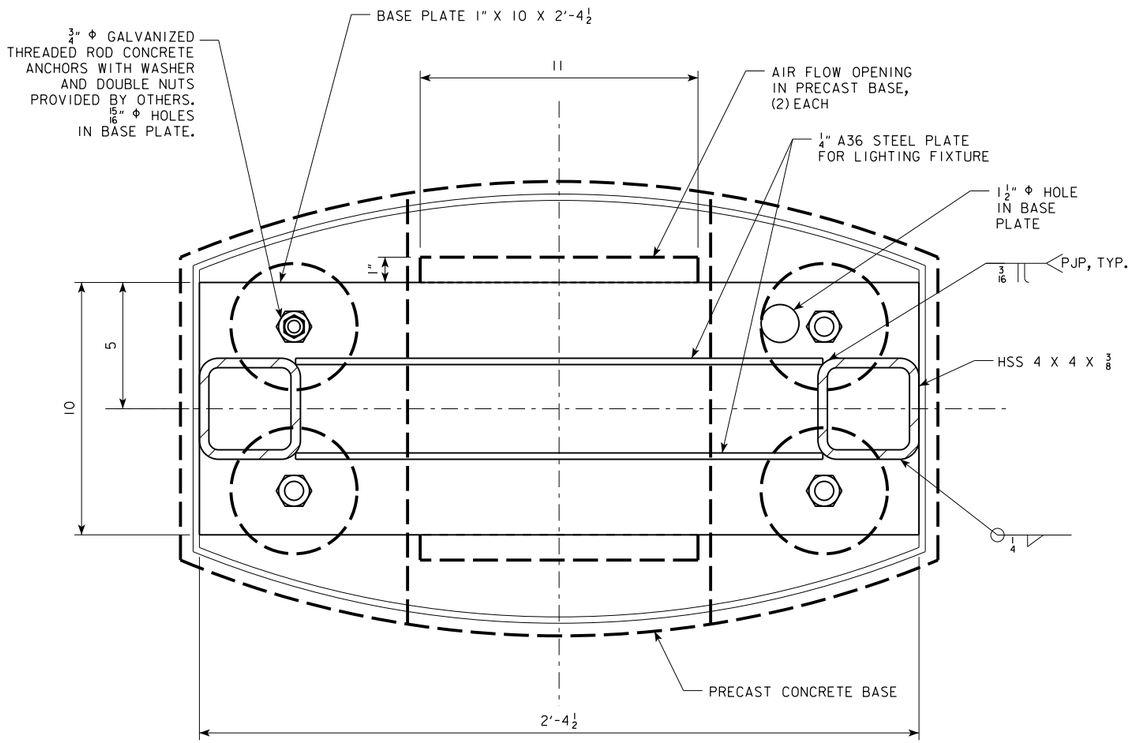
IDENTITY ELEMENT DETAILS

OVERLOOK CABINET PLANS

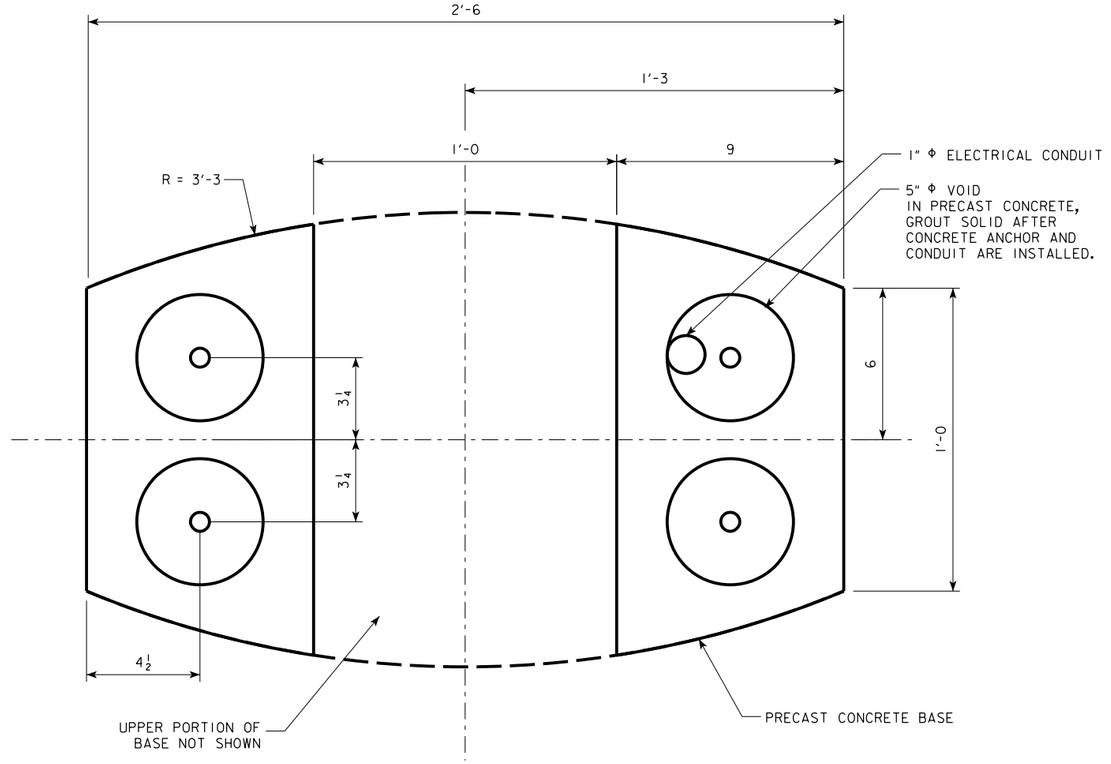
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 16 OF 17 FILE NO. 30253



LOWER PLAN



LOWER FOUNDATION PLAN

THREADED ROD CONCRETE ANCHORS WITH WASHERS AND NUTS ARE INCLUDED IN THE BID PACKAGE FOR STRUCTURAL STEEL, DESIGN NO. 4608, PROJECT NO. BRFIM-074-1(198)5--05-82.

FABRICATION AND INSTALLATION SEQUENCE - OVERLOOK

1. FABRICATE HSS FRAMES, INCLUDING BASEPLATES, AND STEEL CABINET PANELS, IN ACCORDANCE WITH PLANS.
2. HOT-DIP GALVANIZE FRAMES AND CABINET PANELS SEPARATELY.
3. PAINT INTERIOR SURFACES OF CABINET PANELS, IN ACCORDANCE WITH PLANS AND SPECIAL PROVISIONS.
4. SHOP-ASSEMBLE STEEL CABINETS TO FRAMES, DRILLING, COUNTERSINKING AND TAPPING AS REQUIRED BY THE PLANS.
5. PAINT EXTERIOR SURFACES OF CABINET PANELS, IN ACCORDANCE WITH PLANS AND SPECIAL PROVISIONS.
6. FABRICATE AND INSTALL TRANSPARENT ACRYLIC PANEL IN ACCORDANCE WITH APPROVED DESIGN SUBMITTED BY THE CONTRACTOR.
7. DISASSEMBLE STEEL CABINET PANELS FOR SHIPPING.
8. FABRICATE PRECAST BASE IN ACCORDANCE WITH APPROVED DESIGN SUBMITTED BY THE CONTRACTOR.
9. ALL PIECES OF IDENTITY ELEMENTS SHALL BE PROTECTED FROM WEATHER, DIRT AND OTHER POTENTIAL SOURCES OF DAMAGE PRIOR TO INSTALLATION, WHETHER STORED IN THE SHOP OR ON SITE.
10. SHIP PARTS OF IDENTITY ELEMENTS TO SITE, TAKING DUE PRECAUTIONS TO PREVENT DAMAGE TO STRUCTURE AND PAINT.
11. EXTEND ELECTRICAL CONDUIT STUB TO APPROPRIATE HEIGHT.
12. SET PRECAST BASE OF IDENTITY ELEMENT IN PLACE, SET STEEL FRAME AND BASE PLATE IN PLACE AND SECURE BY INSTALLING ANCHOR BOLTS THROUGH DECK AND FLOORBEAM FLANGE AS SHOWN ON PLANS, TAKING CARE TO ASSURE THAT THE ELEMENT IS PLUMB IN ALL DIRECTIONS. NOTE ACCESS BELOW OVERLOOK DECK IS REQUIRED.
13. FILL ANNULAR SPACE AROUND ANCHOR BOLTS WITH GROUT.
14. INSTALL INTERIOR AESTHETIC LIGHTING FIXTURES.
15. INSTALL THE OUTSIDE AND TOP STEEL PANELS.
16. INSTALL THE ACRYLIC PANEL BEFORE THE TOP PANEL, EITHER IN SHOP OR FIELD IN ACCORDANCE WITH APPROVED DESIGN SUBMITTED BY THE CONTRACTOR.
17. TOUCH-UP PAINT.
18. APPLY ANTI-GRAFFITI COATING.

DESIGN FOR

IDENTITY ELEMENT DETAILS

OVERLOOK PRECAST PLANS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 17 OF 17 FILE NO. 30253

ESTIMATED NOISE WALL QUANTITIES

ITEM NO.	ITEM CODE	ITEM	UNIT	TOTAL	AS BUILT QUAN.
1	2402-2720000	EXCAVATION, CLASS 20	CY	171	
2	2436-0000100	PRECAST NOISE WALL	SF	8,861	
3	2599-9999018	ANTI-GRAFFITI COATING	SY	1,387	

ESTIMATE REFERENCE INFORMATION

ITEM NO.	ITEM CODE	DESCRIPTION
1	2402-2720000	**EXCAVATION, CLASS 20** THE ESTIMATED QUANTITY FOR "EXCAVATION, CLASS 20" IS TO EMBED PRECAST CONCRETE PANELS AS SHOWN IN THE PLANS. TOP SOIL SHALL BE KEPT SEPARATE FROM OTHER EXCAVATED MATERIALS. AS PORTIONS OF THE PRECAST NOISE WALL ARE COMPLETED, BACKFILLING MAY PROCEED USING THE "OTHER EXCAVATED MATERIALS" FIRST AND THEN RETURNING THE TOP SOIL TO THE SURFACE. EXCAVATION FOR DRILLED SHAFTS IS NOT INCLUDED.
2	2436-0000100	**PRECAST NOISE WALL** INCLUDES ALL COSTS ASSOCIATED WITH FURNISHING AND CONSTRUCTING NOISE WALL AS DETAILED IN THESE PLANS. FOR REFERENCE INFORMATION ONLY, THIS WORK INCLUDES THE FOLLOWING QUANTITIES: 600 FEET OF 3'-0 DIA. CONCRETE DRILLED SHAFT; 8,861 SQUARE FEET OF PRECAST CONCRETE PANELS (SURFACE AREA OF ONE PANEL SIDE) WITH 137 4'-0 TALL PRECAST CONCRETE PANELS AND 23 2'-0 TALL PRECAST CONCRETE PANELS; 38 STANDARD PRECAST CONCRETE COLUMNS AND TWO END PRECAST CONCRETE COLUMNS. THESE QUANTITIES SHALL NOT BE USED FOR BASIS OF PAYMENT. INCLUDES ALL COSTS ASSOCIATED WITH CONDUCTING LOW STRAIN IMPACT INTEGRITY TESTING ON APPROXIMATELY 10% OF ALL DRILLED SHAFTS (4 SHAFTS). AN ADDITIONAL 10% OF ALL SHAFTS MAY BE SELECTED FOR TESTING AT THE DISCRETION OF THE ENGINEER IF CIRCUMSTANCES EITHER DURING OR AFTER SHAFT INSTALLATION SHOULD MAKE A SHAFT'S INTEGRITY SUSPECT OR IF INITIAL TESTS REVEAL MAJOR DEFECTS. ALL REINFORCING FOR PRECAST PANELS SHALL BE EPOXY COATED. ALL REINFORCING FOR PRECAST COLUMNS SHALL BE EPOXY COATED, ALL REINFORCING FOR DRILLED SHAFTS SHALL BE UNCOATED. INCLUDES ALL COSTS FOR LEVELING NEOPRENE PADS AND SHIMS. ALL COSTS ASSOCIATED WITH CONCRETE TEXTURING & FORM LINERS WILL BE INCLUDED IN THE PRICE BID FOR "PRECAST NOISE WALL." PRECAST NOISE WALL IS TO BE BID ON A SQUARE FOOT BASIS. THE WORK OF FURNISHING AND INSTALLING PRECAST NOISE WALLS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT BASED ON PLAN QUANTITIES AND WILL NOT BE MEASURED.
3	2599-9999018	**ANTI-GRAFFITI COATING** THE CONTRACTOR SHALL FOLLOW THE SPECIAL PROVISIONS FOR ANTI-GRAFFITI COATING. THE WORK OF FURNISHING AND APPLYING ANTI-GRAFFITI COATING WILL BE BASED ON PLAN QUANTITIES AND WILL NOT BE MEASURED.

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 ESTIMATED QUANTITIES

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 13 FILE NO. 30253 DESIGN NO. 1319

benesch engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10064

4:12:03 PM untitled c:\pwise_work\do_not_delete\dms05489\82074206_NoiseWalls_FINAL.brg
MODEL:821319S001

GENERAL NOTES:

THIS DESIGN IS FOR THE CONSTRUCTION OF A NEW PRECAST CONCRETE NOISE WALL ALONG INTERSTATE I-74 JUST NORTH OF LINCOLN ROAD BRIDGE ON THE WEST SIDE OF THE INTERSTATE.

THIS NOISE ABATEMENT WALL IS DESIGNED FOR A WIND PRESSURE OF 25 lbs/ft.^{2}.

THE CITY AND UTILITY COMPANIES WHOSE FACILITIES ARE SHOWN ON THE PLANS OR KNOWN TO BE WITHIN THE CONSTRUCTION LIMITS SHALL BE NOTIFIED BY THE CONTRACTOR OF THE CONSTRUCTION STARTING DATE.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SITES FOR EXCESS EXCAVATED MATERIAL. NO PAYMENT FOR OVERHAUL WILL BE ALLOWED FOR MATERIAL HAULED TO THESE SITES.

CLASS 20 EXCAVATION QUANTITIES ARE BASED ON THE ASSUMPTION THAT THE CONTOURS ARE COMPLETE PRIOR TO EXCAVATION.

THE CONTRACTOR SHALL DRESS UP THE SLOPES AROUND THE WALL WHICH ARE DISTURBED DURING CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCIDENTAL AND NO EXTRA PAYMENT WILL BE MADE.

THE PANEL FABRICATOR SHALL USE STEEL FORMS, RIGIDLY BLOCKED, IN THE PRODUCTION OF THE CONCRETE PANELS.

ALL COLUMNS SHALL BE SET PLUMB.

THE EARTH EXCAVATION NECESSARY FOR PLACING THE DRILLED SHAFTS IS CONSIDERED INCIDENTAL TO THE PRICE BID FOR THE PRECAST NOISE WALL AND NO DIRECT PAYMENT WILL BE MADE. EXCESS MATERIAL SHALL BE WASTED AT A DISPOSAL SITE PROVIDED BY THE CONTRACTOR. NO PAYMENT FOR OVERHAUL WILL BE ALLOWED.

THE FABRICATOR SHALL FURNISH HANDLING DEVICES FOR THE PRECAST COLUMNS AND FOR THE PRECAST PANELS. THEY ARE TO BE LOCATED AT THE TOP EDGE OF THE PRECAST PANELS APPROXIMATELY 3'-3 FROM EACH SIDE OF PANEL, SUBJECT TO THE APPROVAL OF THE ENGINEER. ALL HANDLING DEVICES SHALL BE CUT OFF AND GROUTED AFTER PANEL INSTALLATION. THE COST OF FURNISHING, PLACING AND GROUTING HANDLING DEVICES IS CONSIDERED INCIDENTAL AND NO DIRECT PAYMENT WILL BE MADE. ALL HANDLING DEVICES SHALL BE GALVANIZED.

PLASTIC OR FIBERGLASS BAR SUPPORTS MEETING THE REQUIREMENTS OF I.M. 451.01 SHALL BE USED IN THE CONSTRUCTION OF THE COLUMNS AND PANELS. COLOR OF THE BAR SUPPORTS SHALL MATCH THE COLOR OF THE CURED CONCRETE.

THE TRIMMING OF PRECAST CONCRETE PANELS FOR FIT SHALL NOT BE ALLOWED.

POSTS SHALL BE SET PLUMB, UNLESS OTHERWISE SHOWN ON THE PLANS, AND SET IN THE HOLES AND SECURED IN PLACE IN A PRECISE POSITION TO ACCEPT THE PANELS. POSTS SHALL BE SET INTO THE HOLES AND ENCASED IN CONCRETE SUCH THAT THE SPECIFIED FIXED POSITIONS OF THE NOISE BARRIER ELEMENTS ARE ACHIEVED WITHIN THE FOLLOWING TOLERANCES:

1. THE PLAN POSITION OF THE EMBEDDED POSTS SHALL NOT VARY MORE THAN $\frac{5}{8}$" IN ANY HORIZONTAL DIRECTION, INCLUDING OUT-OF-PLUMBNESS FOR THE VERTICAL POSTS, FOR THE THEORETICAL SYMMETRICAL AND INTERLOCKING POSITIONS WITH THE PANELS TO BE INSERTED AS SHOWN ON THESE PLANS.

2. THE VERTICAL POSITION OF THE EMBEDDED POSTS SHALL NOT VARY MORE THAN $\frac{5}{8}$" FROM THE POSITION SHOWN IN THESE PLANS.

3. THE PANEL SEAT AREA SHALL BE CONSTRUCTED SUCH THAT THE TOP OF PANEL IS LEVEL AND WITHIN $\frac{5}{8}$" OF THE ELEVATION SHOWN IN THESE PLANS.

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

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

ALL REINFORCING BARS AND BARS NOTED AS DOWELS SUPPLIED FOR THIS STRUCTURE SHALL BE DEFORMED REINFORCEMENT UNLESS OTHERWISE NOTED OR SHOWN.

LOW STRAIN IMPACT INTEGRITY TESTING FOR DRILLED SHAFTS

LOW STRAIN IMPACT INTEGRITY TESTING SHALL BE CONDUCTED IN ACCORDANCE WITH ASTM D5882-07. THIS NONDESTRUCTIVE TESTING (NDT) WILL BE PERFORMED IN THE FIELD BY AN EXPERIENCED TECHNICIAN WITH AT LEAST ONE YEAR EXPERIENCE IN INTEGRITY TESTING. THE INTERPRETATION OF THE RECORD WILL BE BY A LICENSED ENGINEER WITH AT LEAST THREE YEARS EXPERIENCE IN INTEGRITY TESTING. SUBMIT THE RESUMES OF THE TESTING CONSULTANT'S PERSONNEL TO THE ENGINEER FOR APPROVAL PRIOR TO ANY TESTING.

AT ALL LOCATIONS WHERE IMPACT INTEGRITY TESTING IS TO BE PERFORMED, A CONSTRUCTION JOINT IN THE DRILLED SHAFT SHALL BE PROVIDED APPROXIMATELY 2 INCHES BELOW THE PROPOSED BOTTOM ELEVATION OF THE PRECAST COLUMN. THE BOTTOM ELEVATION OF THE PRECAST COLUMN SHALL PROVIDE A MINIMUM EMBEDMENT IN THE DRILLED SHAFT AS SPECIFIED IN THESE PLANS.

LOW STRAIN IMPACT INTEGRITY TESTING SHALL NOT BE PERFORMED UNTIL THE CONCRETE HAS CURED FOR A MINIMUM OF SEVEN (7) DAYS. IF CONCRETE HAS ACHIEVED AT LEAST 75% OF ITS DESIGN STRENGTH, TESTING MAY BE CONDUCTED EARLIER. THE SHAFT HEAD SHALL BE FREE FROM WATER, DIRT OR OTHER DEBRIS. THE CONCRETE AT THE SHAFT TOP SURFACE MUST BE RELATIVELY SMOOTH AND PROVIDE SUFFICIENT SPACE FOR ATTACHING THE MOTION SENSING DEVICE AND FOR THE HAMMER IMPACT AREA.

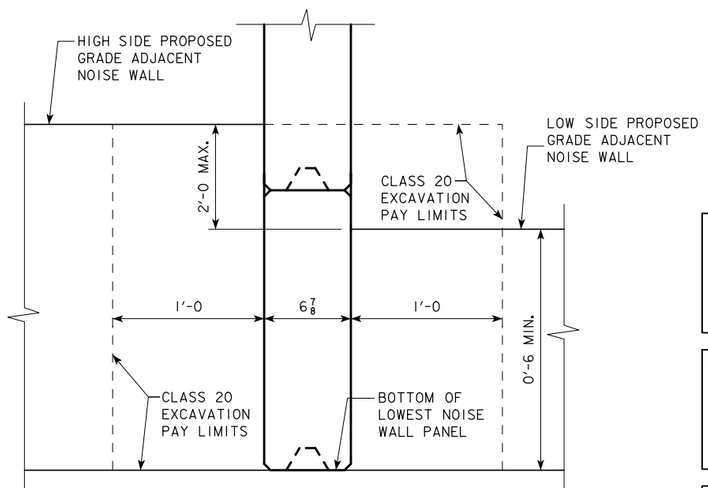
10% OF ALL SHAFTS (4 SHAFTS) SHALL BE INTEGRITY TESTED. AN ADDITIONAL 10% OF ALL SHAFTS MAY BE SELECTED FOR TESTING AT THE DISCRETION OF THE ENGINEER IF CIRCUMSTANCES EITHER DURING OR AFTER SHAFT INSTALLATION SHOULD MAKE A SHAFT'S INTEGRITY SUSPECT, OR IF THE INITIAL TESTS REVEAL MAJOR DEFECTS.

A PRELIMINARY REPORT SHALL BE SUBMITTED TO THE ENGINEER WITHIN 72 HOURS OF THE LOW STRAIN IMPACT INTEGRITY TESTING. TWO COPIES OF THE FINAL REPORT, SEALED BY THE PROFESSIONAL ENGINEER SUPERVISING THE TESTING, SHALL BE SUBMITTED TO THE ENGINEER WITHIN TEN DAYS OF TESTING. THE REPORT WILL BE PREPARED IN ACCORDANCE WITH SECTION 7.1.5 ASTM D5882-07. THE ENGINEER WILL EVALUATE TEST RESULTS AND DETERMINE WHETHER THE DRILLED SHAFT CONSTRUCTION IS ACCEPTABLE. PRECAST CONCRETE PANELS SHALL NOT BE SET UNTIL SHAFTS ARE ACCEPTED.

A DRILLED SHAFT WILL BE CONSIDERED DEFECTIVE IF THE QUALITY OF THE CONCRETE IN THE DRILLED SHAFT IS DETERMINED TO BE UNACCEPTABLE. CORRECT DEFECTIVE SHAFTS USING APPROVED METHODS. THE CONTRACTOR SHALL SUBMIT A PLAN FOR CORRECTIVE WORK TO THE ENGINEER FOR APPROVAL. CORRECTIVE ACTION MAY CONSIST OF, BUT IS NOT LIMITED TO, THE FOLLOWING:

- REMOVING THE SHAFT CONCRETE AND EXTENDING THE SHAFT DEEPER TO COMPENSATE FOR LOSS OF FRICTIONAL CAPACITY.
- PROVIDING STRADDLE SHAFTS TO COMPENSATE FOR CAPACITY LOSS.
- PROVIDING A REPLACEMENT SHAFT.

ALL WORK REQUIRED FOR LOW STRAIN IMPACT INTEGRITY TESTING SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION OF THE NOISE WALL.



CLASS 20 EXCAVATION PAY LIMITS

SPECIFICATIONS:

DESIGN: AASHTO LRFD 6th Ed, SERIES OF 2012.

CONSTRUCTION: 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, INCLUDING:

THE SPECIAL PROVISIONS FOR "ANTI-GRAFFITI COATING"

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6th Ed, SERIES OF 2012.
REINFORCING STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 5, GRADE 60.
CONCRETE IN ACCORDANCE WITH LRFD AASHTO SECTION 5, f'c = 3.5 KSI.

ROADWAY QUANTITIES NOTE:

ROADWAY QUANTITIES SHOWN ELSEWHERE IN THESE PLANS.

POLLUTION PREVENTION PLAN NOTE:

POLLUTION PREVENTION PLAN SHOWN ELSEWHERE IN THESE PLANS.

TRAFFIC CONTROL PLAN

NOTE: THE ROADWAY WILL BE OPEN TO THRU TRAFFIC. REFER TO THE TRAFFIC CONTROL PLAN SHOWN ELSEWHERE IN THESE PLANS.

SHOP DRAWING SUBMITTALS

SHOP DRAWINGS SHALL BE SUBMITTED FOR THE FOLLOWING ITEMS SHOWN IN THE TABLE BELOW. (NOTE ADDITIONAL SHOP DRAWINGS MAY BE REQUIRED IN ACCORDANCE WITH ARTICLE 1105.03 OF THE STANDARD SPECIFICATIONS.)

SUBMITTAL REQUIREMENTS FOR SHOP DRAWINGS SHOULD BE IN ACCORDANCE WITH ARTICLE 1105.03, OF THE STANDARD SPECIFICATIONS, FOR HIGHWAY AND BRIDGE CONSTRUCTION OF THE IOWA DEPARTMENT OF TRANSPORTATION.

1	ALL NOISE WALL PANEL AESTHETIC FEATURES
2	PRECAST COLUMNS
3	SHIMS FOR PANELS
4	HANDLING DEVICES FOR COLUMNS AND PANELS

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 GENERAL NOTES

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 13 FILE NO. 30253 DESIGN NO. 1319

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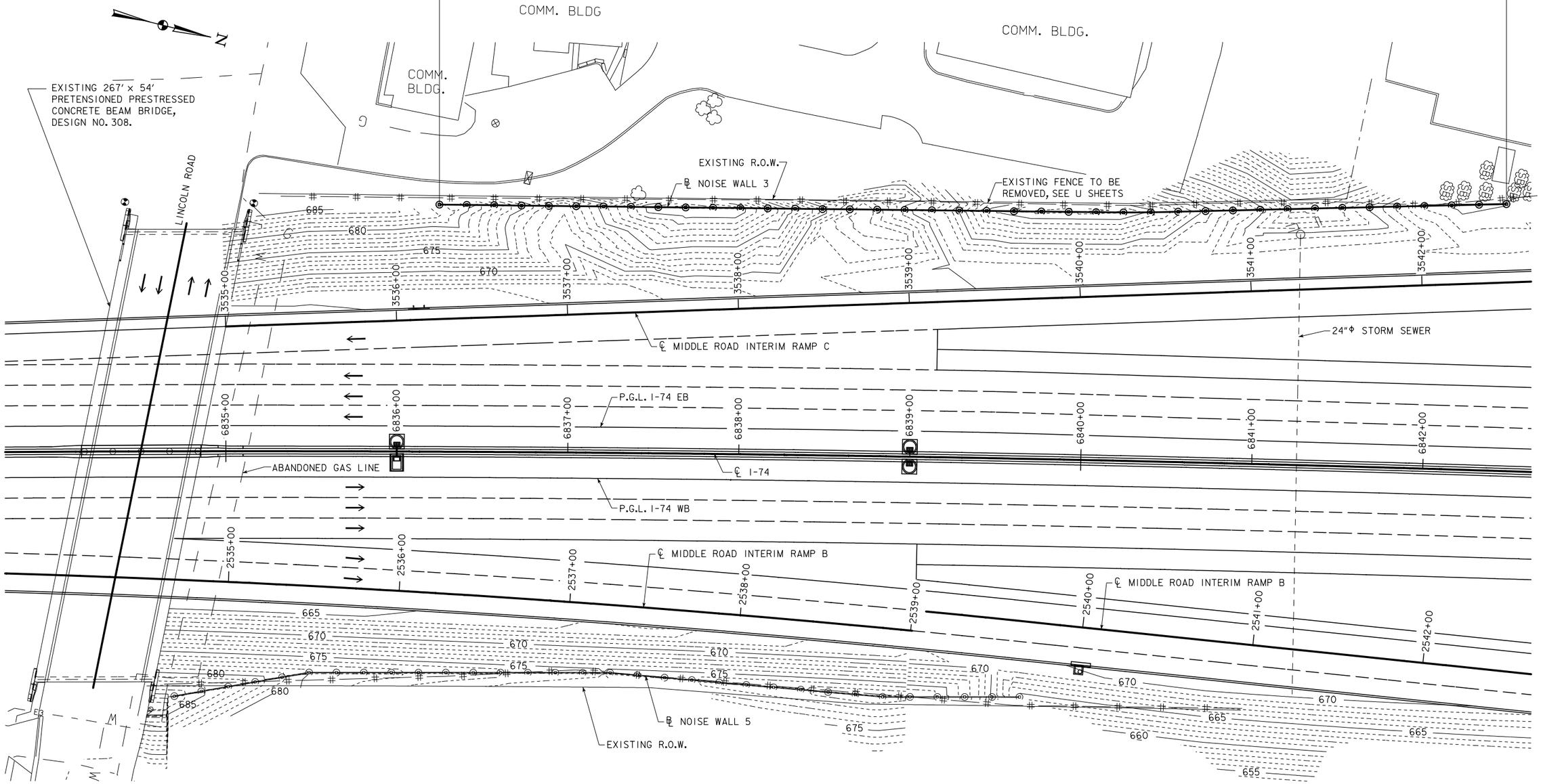
312-565-0450 Job No. 10064

DESIGN TEAM MPL/JDC/TJJ | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER V.31

BEGIN ℄ NOISE WALL 3
STA. 300+00.00 =
I-74 STA. 6836+24.26
144.54' LT

END ℄ NOISE WALL 3
STA. 306+24.00 =
I-74 STA. 6842+44.04
156.21' LT



SITE PLAN

NOTES:
1. NOISE WALL BASELINES ARE LOCATED AT THE CENTERLINE OF WALLS.
2. ALL UTILITIES NOT SPECIFICALLY NOTED AS U.A.C. ARE ASSUMED TO BE RELOCATED, REMOVED OR ABANDONED.
3. DESIGN FOR COLLISION FORCE NOT REQUIRED.

UTILITIES LEGEND:

- G — UNDERGROUND GAS LINE
- W — UNDERGROUND WATER LINE
- E2 — ELECTRIC LINE
- E3 — ELECTRIC LINE

DESIGN FOR
624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3
GENERAL PLAN

BEGIN STA. 300+00.00
END STA. 306+24.00
NOVEMBER 2015

SCOTT COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 13 FILE NO. 30253 DESIGN NO. 1319

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DESIGN TEAM	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER V.32

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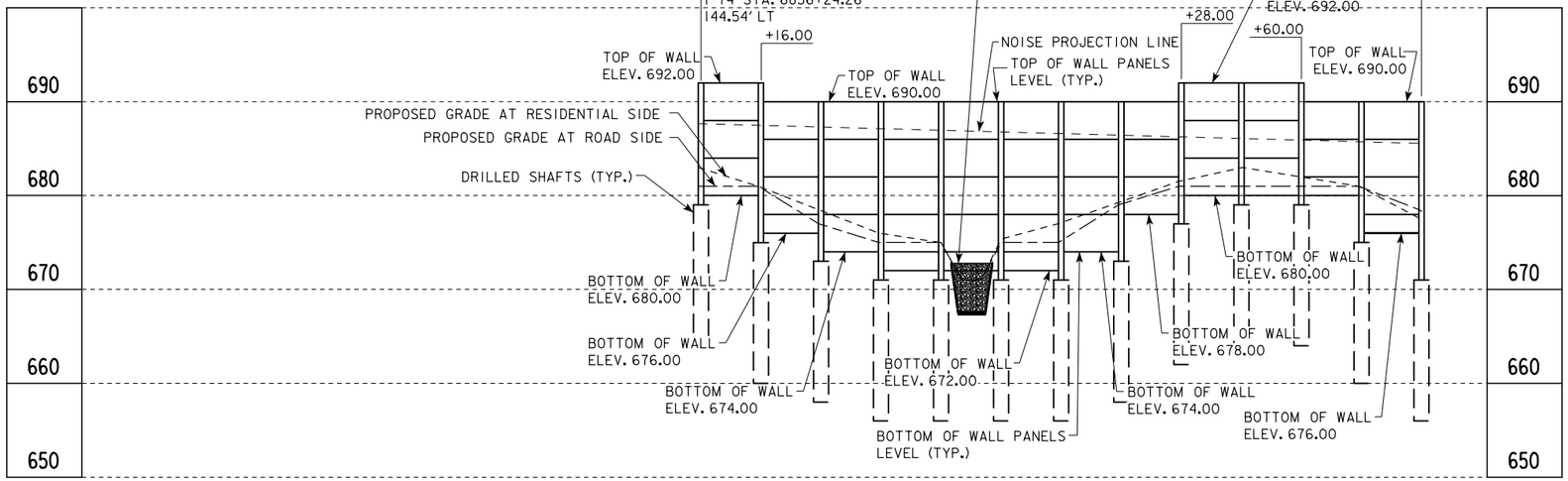

LONGITUDINAL SECTION ALONG ℄ - NOISE WALL 3

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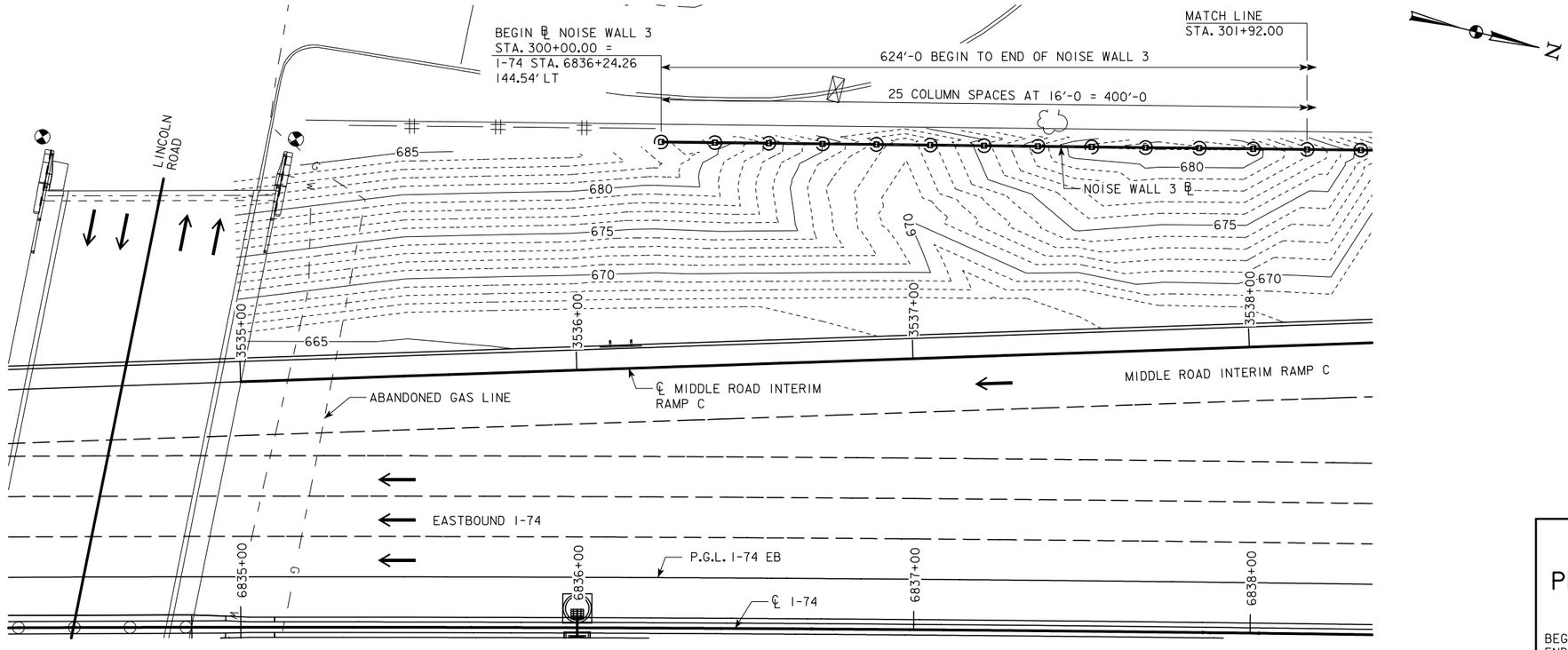

SITUATION PLAN - NOISE WALL 3

NOTE: EXISTING FENCE NOT SHOWN FOR CLARITY

BENCH MARK NO. 577: STA. 6833+94.859 RT. 132.343'
ELEV. 688.859, FD PK NAIL IN SE BARRIER RAIL ON
LINCOLN BRIDGE. N. 573849.206, E. 2457128.132

BENCH MARK NO. 578: STA. 6835+04.164 LT. 126.319'
ELEV. 689.703, FD PK NAIL IN NW BARRIER RAIL ON
LINCOLN BRIDGE. N. 573892.486, E. 2456850.685

LOCATION

I-74 NOISE WALLS
NORTH OF LINCOLN
ROAD BRIDGE
T-78 N R-4 E
SECTION 29 AND 20
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
LATITUDE 41.537883°
LONGITUDE -90.517647°

UTILITIES LEGEND:

— — W — UNDERGROUND WATER LINE

— — G — UNDERGROUND GAS LINE

TRAFFIC ESTIMATE

2015 AADT	57,900	V.P.D.
2035 AADT	78,220	V.P.D.
2035 DHV	7,720	V.P.H.
TRUCKS	5	%

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3

SITUATION PLAN

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 13 FILE NO. 30253 DESIGN NO. 1319

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DESIGN TEAM MPL/JDC/TJJ	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER V.33

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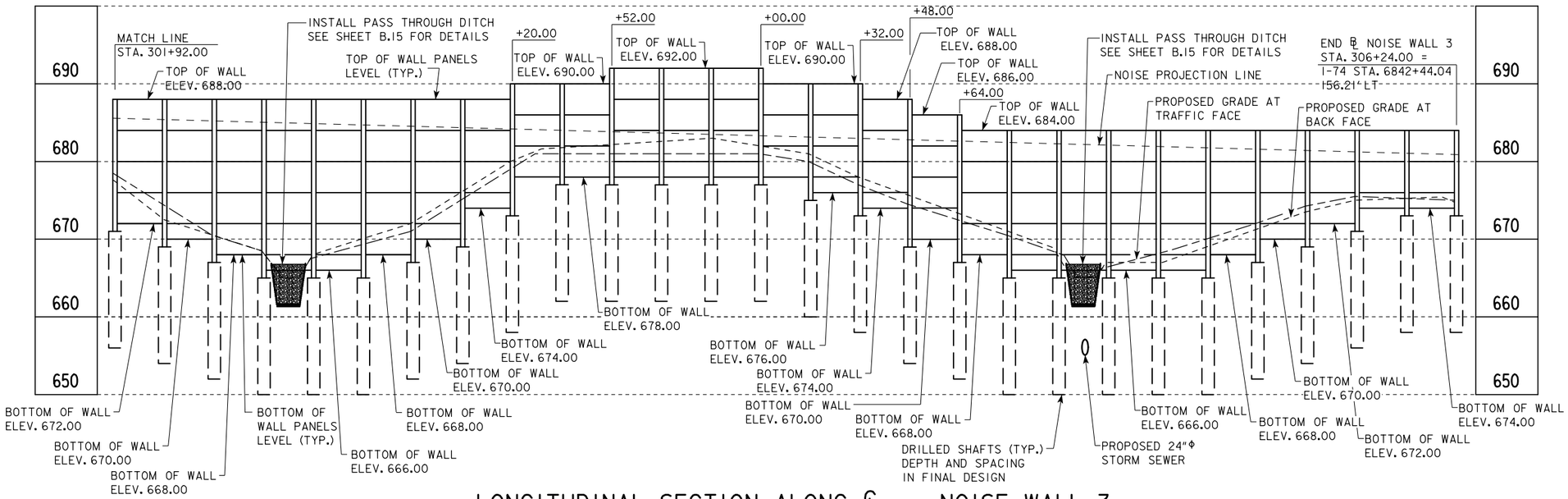

BENCH MARK NO. 577: STA. 6833+94.859 RT. 132.343'
ELEV. 688.859, FD PK NAIL IN SE BARRIER RAIL ON
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BENCH MARK NO. 578: STA. 6835+04.164 LT. 126.319'
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LONGITUDINAL SECTION ALONG ℄ - NOISE WALL 3

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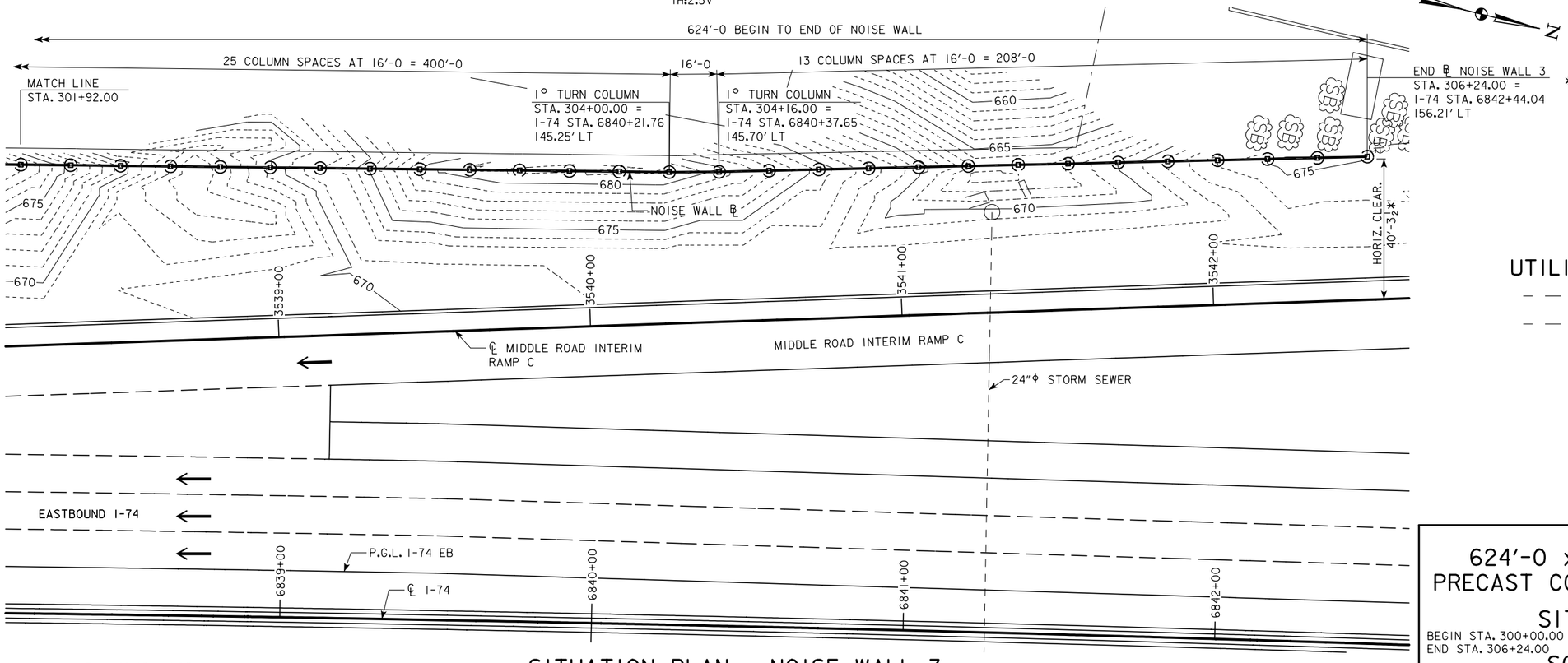

SITUATION PLAN - NOISE WALL 3

NOTE: EXISTING FENCE NOT SHOWN FOR CLARITY

UTILITIES LEGEND:

— — W — UNDERGROUND WATER LINE

— — G — UNDERGROUND GAS LINE

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3

SITUATION PLAN

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 13 FILE NO. 30253 DESIGN NO. 1319

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DESIGN TEAM MPL/JDC/TJJ	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER V.34

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TEXTURED CONCRETE NOTES

SEE INDIVIDUAL DESIGN SHEETS FOR SPECIFIC NOTES AND DETAILS DESCRIBING THE FEATURES WHICH INCORPORATE TEXTURED CONCRETE. WORK PERFORMED TO CREATE TEXTURED CONCRETE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR FORMWORK AND THE FOLLOWING:

FORM THE TEXTURED CONCRETE SURFACE USING A FORM LINER SYSTEM MADE OF HIGH-STRENGTH URETHANE ELASTOMER, PLASTIC OR FLEXIBLE FOAM MATERIALS CAPABLE OF WITHSTANDING ANTICIPATED CONCRETE POUR PRESSURES WITHOUT LEAKAGE OR CAUSING PHYSICAL DEFECTS. FORM LINERS SHALL EASILY ATTACH TO FORMS AND BE REMOVABLE WITHOUT CAUSING CONCRETE SURFACE DAMAGE. IF RECOMMENDED BY THE FORM LINER MANUFACTURER, USE STRUCTURAL BACKERS TO PREVENT DEFORMATION OF THE LINER DURING LOADING OF THE FORMS. THE LINERS SHALL BE DESIGNED TO FORM SURFACES CONFORMING TO THE DESIGN INTENT INCLUDING THE SHAPE, LINES AND DIMENSIONS SHOWN IN THE PLANS AND TO AVOID VISIBLE PATTERN REPEATS. MATCH PATTERN FEATURES AT FORM LINER JOINTS TO MINIMIZE PATTERN REPEATS AND MAKE THE FORMED CONCRETE SURFACE APPEAR UNIFORM AND CONTINUOUS WITHOUT VISIBLE SEAMS AND FORM MARKS. WHEN JOINTS ARE UNAVOIDABLE, MAKE JOINTS ALONG MAIN FEATURES OF THE PATTERN IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. DO NOT MIX FORM LINERS FROM DIFFERENT MANUFACTURERS WHEN FORMING ANY INDIVIDUAL TEXTURE ON THE PROJECT.

FORM LINER EDGES FOLLOWING CURVES ARE TO BE CUT CLEANLY AND PARALLEL TO THE CURVE. USE ADEQUATE BLOCKING, SEALING AND OTHER MEANS IN ORDER TO MAINTAIN THE APPROPRIATE DEPTH AND CHARACTER OF TEXTURE AT CUT EDGES OF LINERS AND TO PREVENT MORTAR LEAKAGE.

DURING LOADING OF FORMS WITH CONCRETE, TAKE EXTRA CARE TO ADEQUATELY VIBRATE CONCRETE IN ORDER TO MAINTAIN ALL INTENDED FEATURES OF THE FORM LINER IN THE FINAL SURFACE AND TO PREVENT VOIDS. FOLLOWING REMOVAL OF FORMS, FINISH MINOR DEFECTS TO BLEND WITH THE BALANCE OF THE SURFACE TEXTURE. THE COMPLETED SURFACE SHALL BE FREE OF BLEMISHES, SURFACE VOIDS AND CONSPICUOUS FORM MARKS TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL CORRECT ANY SURFACE DEFECTS AT NO ADDITIONAL COST TO THE PROJECT.

VERIFY THAT RELEASE AGENTS USED ARE COMPATIBLE WITH FORM LINER MATERIAL, AND ARE NON-STAINING. APPLY RELEASE AGENT IN ACCORDANCE WITH THE FORM LINER MANUFACTURER'S RECOMMENDATIONS.

IF USED, FORM TIES SHALL BE MADE OF NON-CORROSIVE MATERIALS WHEN THE PORTION PERMANENTLY EMBEDDED IN THE CONCRETE IS LESS THAN 1-1/2 INCHES FROM THE FINISHED SURFACE. POSITION FORM TIES AND ACCESSORIES IN STONE PATTERN MORTAR JOINTS IF APPLICABLE AND AT HIGH POINTS OF FINISHED WALL.

STRIP FORMWORK IN ACCORDANCE WITH LINER MANUFACTURER'S RECOMMENDATIONS AFTER THE CONCRETE HAS ACHIEVED THE STRENGTHS AND CURE TIMES REQUIRED BY THE PLANS AND APPLICABLE SPECIFICATIONS. CLEAN AND REPAIR FORM LINER SURFACES PRIOR TO USE. DO NOT USE SPLIT, FRAYED, DELAMINATED OR OTHERWISE DAMAGED FORM LINERS.

ALL COSTS ASSOCIATED WITH CONCRETE TEXTURING AND FORM LINERS ARE TO BE INCLUDED IN THE BID ITEM, "PRECAST NOISE WALL".

NOISE WALL PANEL MOCKUP NOTES

THE CONTRACTOR SHALL PROVIDE A FULL-SIZE MOCKUP WALL PANEL FOR REVIEW BY THE ENGINEER. ACTUAL PANEL PRODUCTION MAY NOT PROCEED UNTIL FINAL APPROVAL OF THE MOCKUP. ADDITIONAL MOCKUP PANELS MAY BE ORDERED BY THE ENGINEER UNTIL AN ACCEPTABLE RESULT IS ACHIEVED. MOCKUP(S) SHALL BE PRODUCED AT LEAST ONE MONTH PRIOR TO START OF ACTUAL PANEL PRODUCTION.

ALL MATERIALS AND METHODS USED TO CREATE THE MOCKUP(S) SHALL BE IDENTICAL TO THOSE USED TO CREATE THE ACTUAL WALL PANELS FOR THE PROJECT, INCLUDING CONCRETE TEXTURE AND RUSTICATIONS. PATCHING MATERIALS SHALL ALSO BE TESTED ON THE MOCKUP PANEL.

THE MOCKUP(S) SHALL REMAIN AT THE PANEL CASTING LOCATION FOR COMPARISON TO ACTUAL PANELS AS THEY ARE MANUFACTURED. THE MOCKUP(S) SHALL REMAIN THE PROPERTY OF THE CONTRACTING AUTHORITY UPON THE COMPLETION AND ACCEPTANCE OF RELATED WORK.

IF APPROVED FOR USE BY THE ENGINEER, THE SUCCESSFUL MOCKUP PANEL MAY BE USED AS PART OF THE INSTALLED WALL. IF MOCKUP IS NOT APPROVED FOR USE, IT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 PANEL & COLUMN CONCRETE NOTES

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 13 FILE NO. 30253 DESIGN NO. 1319

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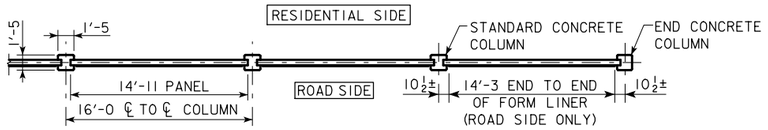
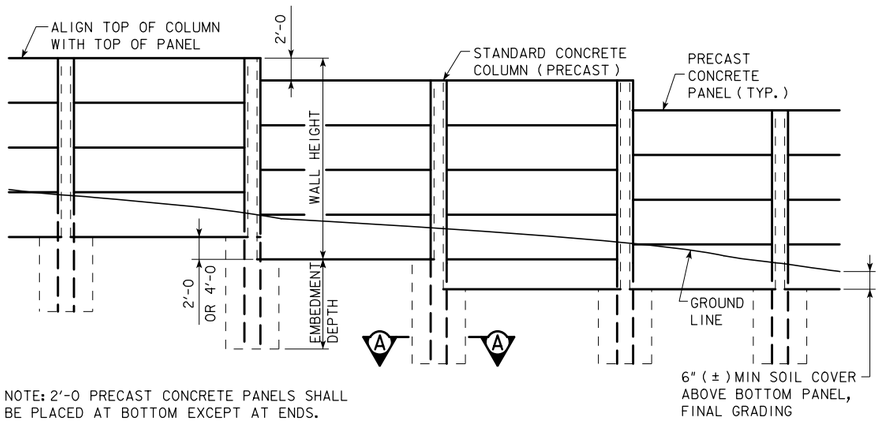


PLAN

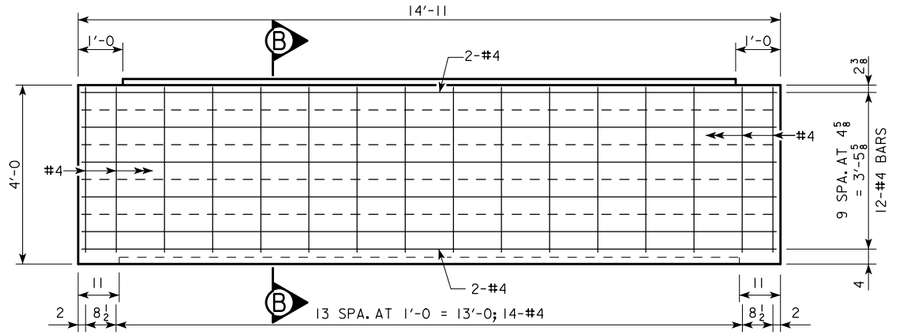


NOTE: 2'-0 PRECAST CONCRETE PANELS SHALL BE PLACED AT BOTTOM EXCEPT AT ENDS.

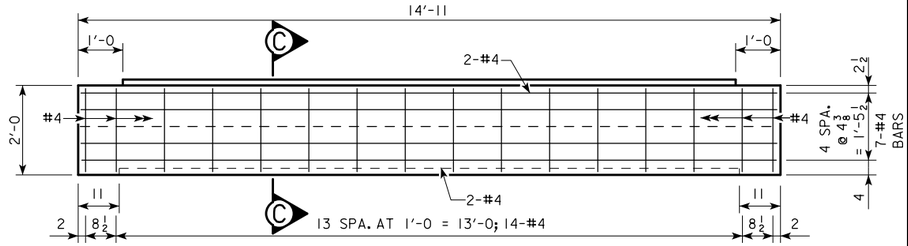
PART WALL ELEVATION

NOTE:

FOR SECTION A-A, SEE DESIGN SHEET 9.
FOR SECTIONS B-B & C-C, SEE DESIGN SHEET 8.



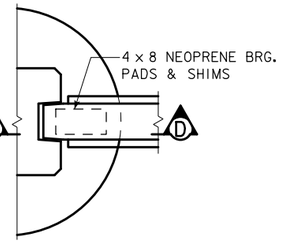
REINFORCING FOR 4'-0 PRECAST CONCRETE PANEL



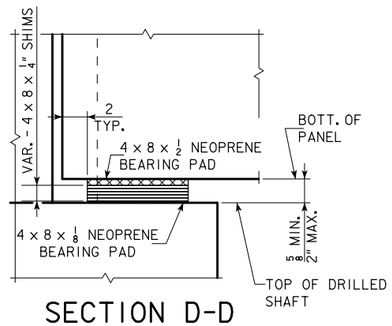
REINFORCING FOR 2'-0 PRECAST CONCRETE PANEL

PANEL STACKING DETAIL

NOTES:
DISCONTINUE TOP OF PANEL KEY 1'-0 FROM EACH END.
DISCONTINUE BOTTOM OF PANEL KEYWAY 11" FROM EACH END.



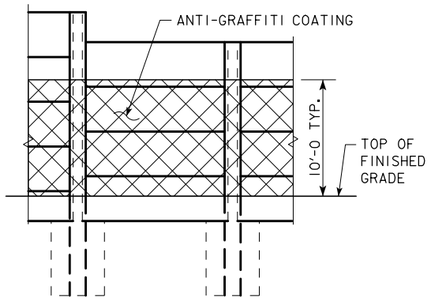
PART PLAN VIEW



SECTION D-D
NEOPRENE BEARING PAD DETAILS

NOTES:
SHIM MATERIAL SHALL PROVIDE CONTACT AREA EQUAL TO THE NEOPRENE BEARING PAD. IT SHALL HAVE A COMPRESSIVE STRENGTH OF AT LEAST 5 ksi, BE NON-COMPRESSIBLE AND SHALL NOT RUST OR ROT. SHIM MATERIAL MUST BE SUBMITTED FOR APPROVAL BY THE ENGINEER.

70 DUROMETER NEOPRENE SHALL BE USED FOR BEARING PADS.



APPLICATION LIMITS OF
ANTI-GRAFFITI COATING

NOTES:
ANTI GRAFFITI SURFACE PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE "SPECIAL PROVISIONS FOR ANTI-GRAFFITI COATING" AND MATERIAL USED SHALL BE AN APPROVED TYPE IN ACCORDANCE WITH MATERIALS I.M. 491.23. ANTI-GRAFFITI COATING SHALL BE APPLIED TO SURFACES AND TO THE LIMITS AS INDICATED IN THESE PLANS.

APPLY ANTI-GRAFFITI COATING AS SHOWN TO BOTH SIDES OF THE WALL.

ALL PRECAST PANEL REINFORCING SHALL BE EPOXY COATED.

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 PRECAST CONCRETE PANEL DETAILS

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 7 OF 13 FILE NO. 30253 DESIGN NO. 1319

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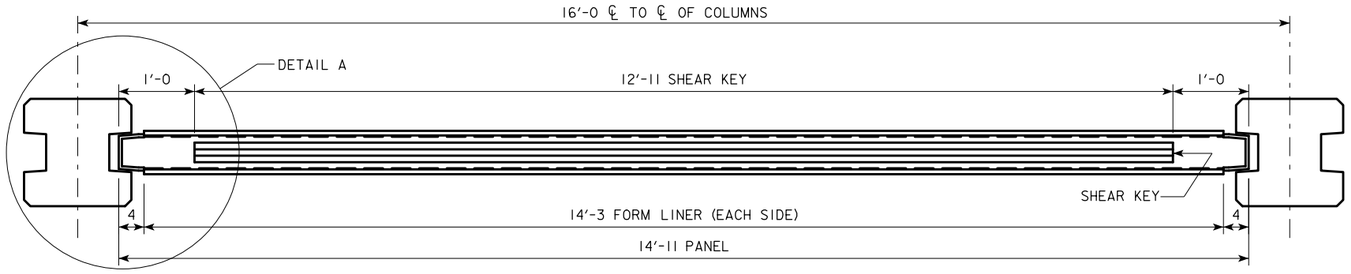
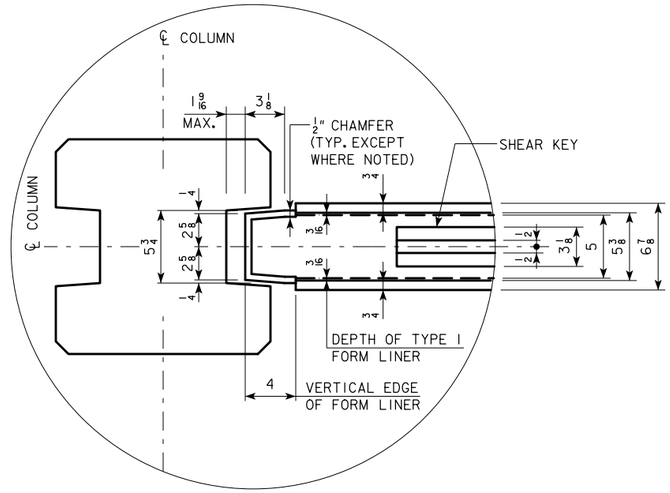


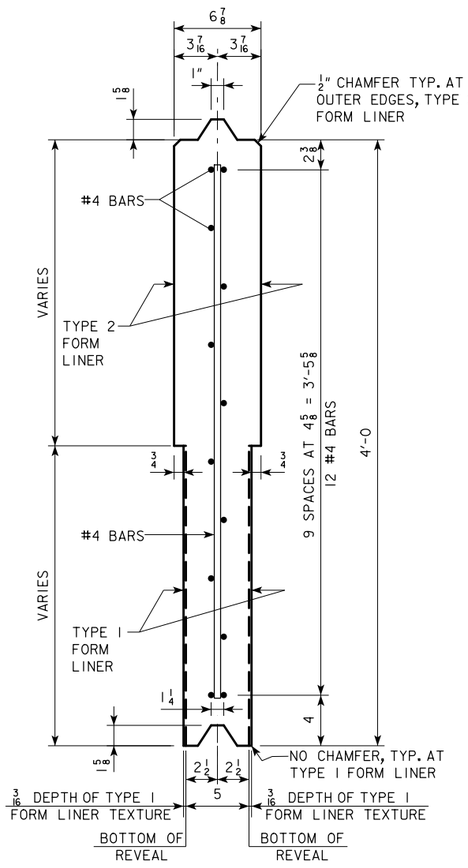
PANEL TOP PLAN

TYPE B SHOWN, TYPE A & TYPE C SIMILAR

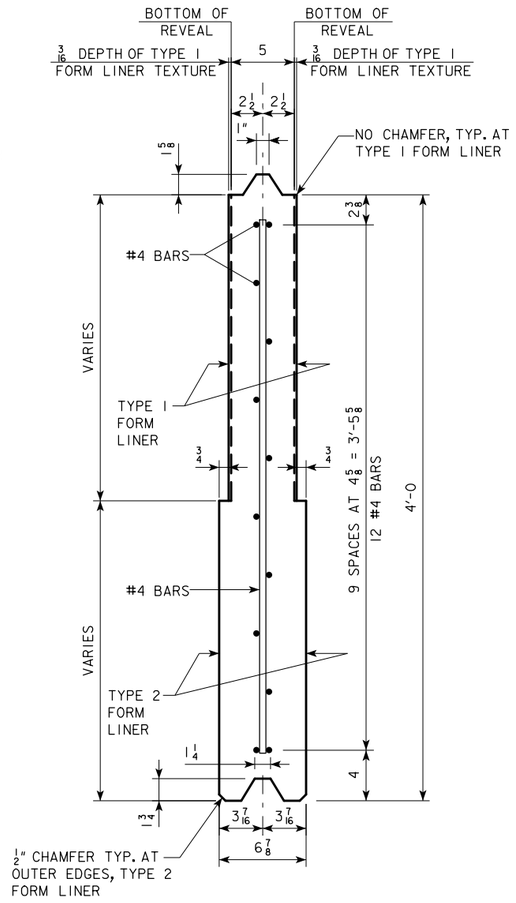


DETAIL A

TYPE B SHOWN, TYPE A & TYPE C SIMILAR



SECTION B-B
TYPE A PANEL



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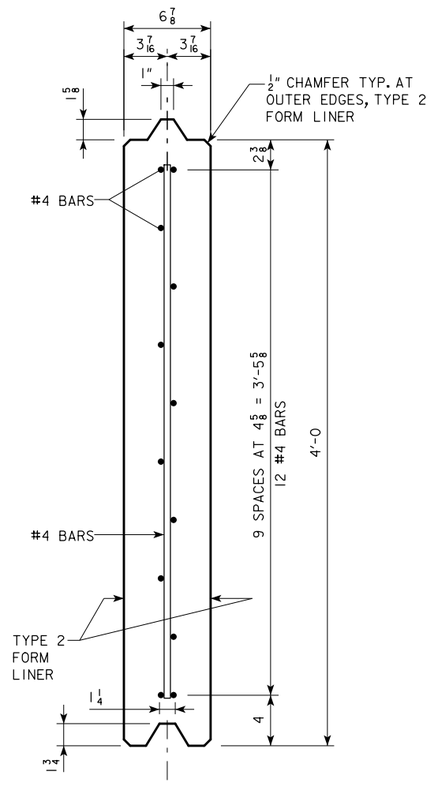
TYPE B PANEL



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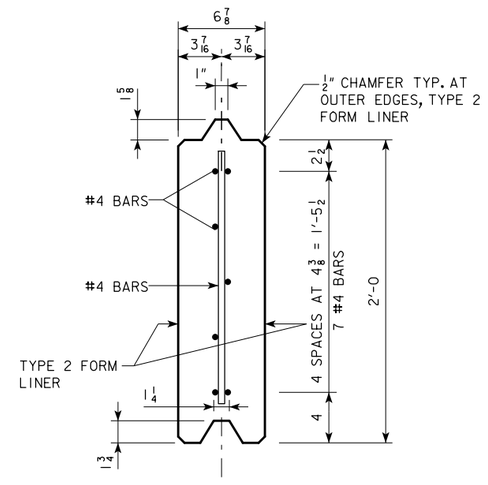
TYPE C PANEL



SECTION C-C
TYPE C HALF PANEL

ALL PRECAST PANEL REINFORCING SHALL BE EPOXY COATED.

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 PRECAST CONCRETE PANEL DETAILS

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 8 OF 13 FILE NO. 30253 DESIGN NO. 1319

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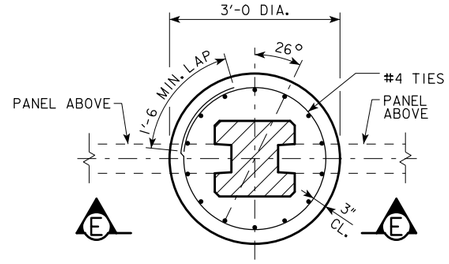
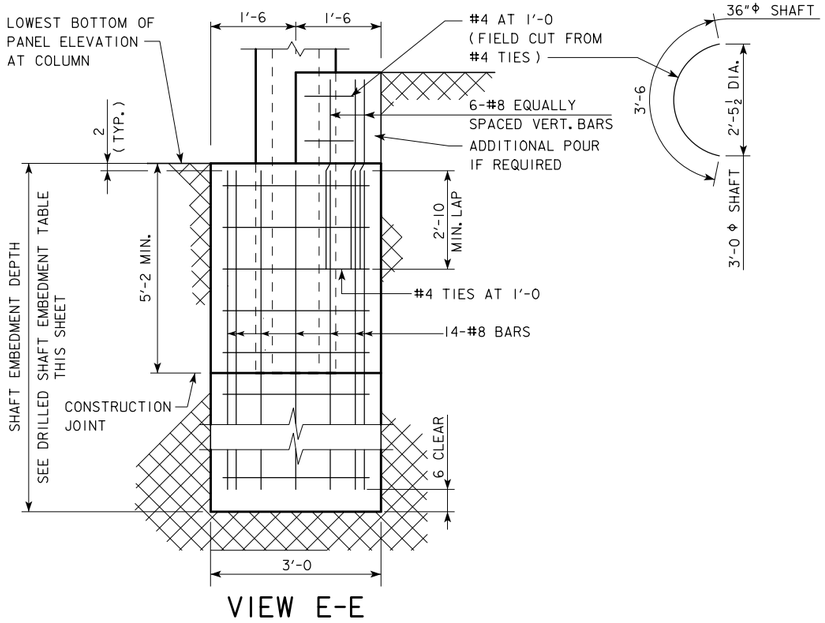


SECTION A-A

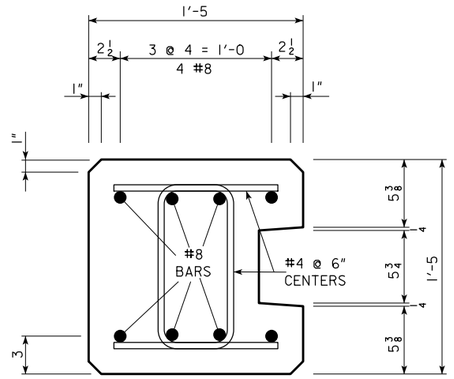
(SEE DESIGN SHEET 7 FOR LOCATION)



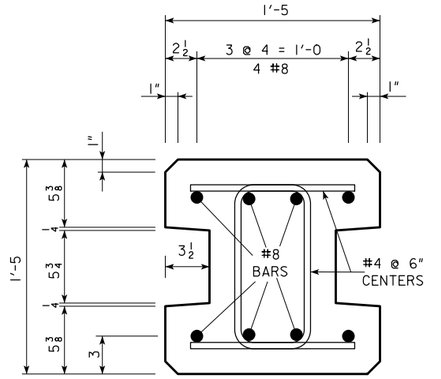
VIEW E-E

DRILLED SHAFT EMBEDMENT TABLE

℄ NOISE WALL 3 STATIONING	DEPTH (FT)	APPROX. SHAFT TIP ELEVATION
300+00.00	15.0	664.83
300+16.00	15.0	660.83
300+32.00	15.0	658.83
300+48.00	15.0	656.83
300+64.00	15.0	656.83
300+80.00	15.0	656.83
300+96.00	15.0	656.83
301+12.00	15.0	658.83
301+28.00	15.0	662.83
301+44.00	15.0	664.83
301+60.00	15.0	664.83
301+76.00	15.0	660.83
301+92.00	15.0	656.83
302+08.00	15.0	654.83
302+24.00	15.0	652.83
302+40.00	15.0	650.83
302+56.00	15.0	650.83
302+72.00	15.0	650.83
302+88.00	15.0	652.83
303+04.00	15.0	654.83
303+20.00	15.0	658.83
303+36.00	15.0	662.83
303+52.00	15.0	662.83
303+68.00	15.0	662.83
303+84.00	15.0	662.83
304+00.00	15.0	662.83
304+16.00	15.0	660.83
304+32.00	15.0	658.83
304+48.00	15.0	652.83
304+64.00	15.0	652.83
304+80.00	15.0	650.83
304+96.00	15.0	650.83
305+12.00	15.0	650.83
305+28.00	15.0	650.83
305+44.00	15.0	650.83
305+60.00	15.0	652.83
305+76.00	15.0	654.83
305+92.00	15.0	656.83
306+08.00	15.0	658.83
306+24.00	15.0	658.83



END CONCRETE COLUMN



STANDARD CONCRETE COLUMN

(USE FOR DELTA EQUAL TO 0° & 1°)

NOTES:

ALL COLUMN REINFORCING SHALL BE EPOXY COATED.

ALL REINFORCING BARS IN DRILLED SHAFTS SHALL BE UNCOATED.

THE MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2 INCHES UNLESS OTHERWISE NOTED OR SHOWN.

SHAFT EMBEDMENT DEPTH IS MEASURED FROM BOTTOM OF DRILLED SHAFT TO BOTTOM OF LOWER WALL ELEVATION EITHER SIDE OF COLUMN.

ADDITIONAL POUR HEIGHT, IF REQUIRED, MAY BE 2'-0 OR 4'-0. REFER TO NOISE WALL ELEVATION. 2'-0 HEIGHT SHOWN IN VIEW E-E.

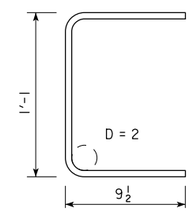
PRECAST COLUMN SHALL ALIGN WITH TOP OF PRECAST PANEL WALL.

PRECAST COLUMN SHALL BE EMBEDDED INTO THE DRILLED SHAFT A MINIMUM OF 5 FEET.

CONSTRUCTION JOINTS SHALL BE ROUGHENED CONCRETE.

40 PRECAST CONCRETE COLUMNS ARE REQUIRED:
- 38 - STANDARD CONCRETE COLUMNS;
- 2 - END CONCRETE COLUMNS;

40 DRILLED SHAFTS ARE REQUIRED
40 @ 15'-0 = 600 FT.
TOTAL = 600 LINEAL FEET OF 3'-0 Φ DRILLED SHAFT



TRANSVERSE #4 COLUMN BARS

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ALL PRECAST PANEL REINFORCING SHALL BE EPOXY COATED.

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 COLUMN & DRILLED SHAFT DETAILS

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 9 OF 13 FILE NO. 30253 DESIGN NO. 1319

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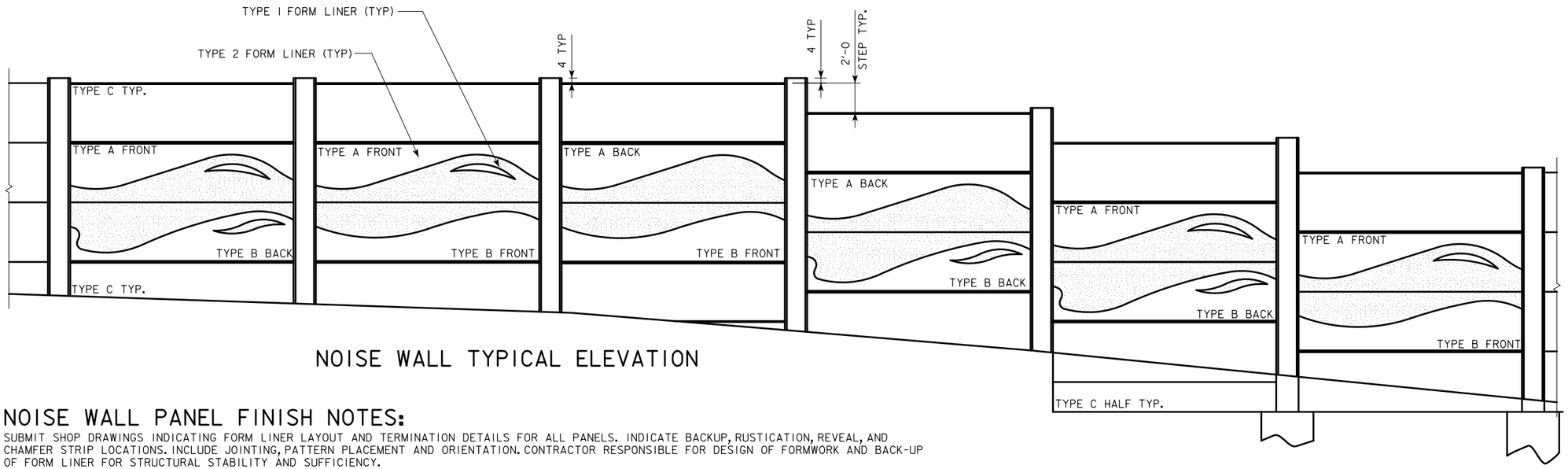


NOISE WALL TYPICAL ELEVATION

NOISE WALL PANEL FINISH NOTES:

SUBMIT SHOP DRAWINGS INDICATING FORM LINER LAYOUT AND TERMINATION DETAILS FOR ALL PANELS. INDICATE BACKUP, RUSTICATION, REVEAL, AND CHAMFER STRIP LOCATIONS. INCLUDE JOINTING, PATTERN PLACEMENT AND ORIENTATION. CONTRACTOR RESPONSIBLE FOR DESIGN OF FORMWORK AND BACK-UP OF FORM LINER FOR STRUCTURAL STABILITY AND SUFFICIENCY.

PROVIDE FULL SCALE SAMPLE OF EACH PANEL USING ACTUAL JOB SPECIFIC MATERIALS, METHODS AND WORKMANSHIP. THESE INCLUDE CONCRETE MIX [CEMENT TYPE, AGGREGATE GRADATION, SLUMP, WATER/CEMENT RATIOS, PLASTICIZERS AND ADDITIVES], FORMING SYSTEM [LINER AND FORMWORK], FORM RELEASE AGENTS, PLACEMENT RATE, FORM PRESSURES, FORMWORK AND JOINT SEALING, VIBRATING AND STRIPPING PRACTICES. IN ADDITION, DEMONSTRATE PATCHING AND REPAIR PROCEDURES FOR SPALLED CONCRETE, AND VOIDS CAUSED BY HONEYCOMBING OR BUGHOLES. ACCEPTED SAMPLE PANELS WILL BE STANDARD BY WHICH REMAINING WORK WILL BE EVALUATED FOR TECHNICAL AND AESTHETIC MERIT. CONTRACTOR SHALL STORE ACCEPTED SAMPLE PANELS ON SITE FOR REFERENCE UNTIL SUBSTANTIAL COMPLETION. ACCEPTED SAMPLE PANELS ARE A PREREQUISITE TO BEGINNING JOB FORMWORK. SUBMIT VARIATIONS FROM SAMPLE PANEL MATERIALS OR TECHNIQUES FOR APPROVAL PRIOR TO USE.

COVER FORM LINERS TO PROTECT FROM OIL, DIRT AND UV EXPOSURE.

HANDLE RIGID FORM LINER PANELS WITH CARE AT TEMPERATURES BELOW 25°F.

THE FORM LINER USED TO PRODUCE TEXTURE 'TYPE 1' AS SHOWN IN THE PLAN DETAILS SHALL PRODUCE A TEXTURED EFFECT OF RANDOM VERTICAL STRIATIONS. DEPTH OF TEXTURE SHALL BE BETWEEN 0.1875 AND 0.250 INCHES.

OBTAIN TEXTURE 'TYPE 1' FORM LINER MATERIALS FROM ONE OF THE FOLLOWING MANUFACTURERS:

1. SCOTT SYSTEM, INC. (PATTERN NO. 122)
2. FITZGERALD FORMLINERS (PATTERN NO. 17934)
3. AMERICAN FORMLINERS (PATTERN NO. 1122)
4. SUBMIT ALL OTHER MANUFACTURERS AND PATTERNS INCLUDING A 1 FOOT BY 1 FOOT SAMPLE OF PROPOSED FORM LINER TO THE IOWA DEPARTMENT OF TRANSPORTATION, OFFICE OF BRIDGES AND STRUCTURES, AMES, IOWA. SAMPLE MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS. NO SAMPLES ARE REQUIRED TO BE SUBMITTED FOR MANUFACTURERS AND PATTERNS LISTED ABOVE.

THE FORM LINER USED TO PRODUCE TEXTURE 'TYPE 2' AS SHOWN IN THE PLAN DETAILS SHALL PRODUCE A TEXTURED EFFECT OF MEDIUM SANDBLASTED CONCRETE. DEPTH OF TEXTURE SHALL BE BETWEEN 0.093 AND 0.125 INCHES.

OBTAIN TEXTURE 'TYPE 2' FORM LINER MATERIALS FROM ONE OF THE FOLLOWING MANUFACTURERS:

1. SCOTT SYSTEM, INC. (PATTERN NO. 120)
2. FITZGERALD FORMLINERS (PATTERN NO. 16991)
3. AMERICAN FORMLINERS (PATTERN NO. 1200)
4. SUBMIT ALL OTHER MANUFACTURERS AND PATTERNS INCLUDING A 1 FOOT BY 1 FOOT SAMPLE OF PROPOSED FORM LINER TO THE IOWA DEPARTMENT OF TRANSPORTATION, OFFICE OF BRIDGES AND STRUCTURES, AMES, IOWA. SAMPLE MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS. NO SAMPLES ARE REQUIRED TO BE SUBMITTED FOR MANUFACTURERS AND PATTERNS LISTED ABOVE.

PRIOR TO BEGINNING ANY PRODUCTION CONCRETE WORK THAT INCLUDES TEXTURE, SUBMIT MANUFACTURER'S CUT SHEETS FOR FORM LINERS.

ON MULTIPLE USE LINERS, CLEAN LINER BEFORE EACH USE. REPLACE DAMAGED LINER WHOSE CONTINUED USE OR REPAIR WOULD NEGATIVELY IMPACT THE AESTHETICS OF THE CONCRETE FINISH.

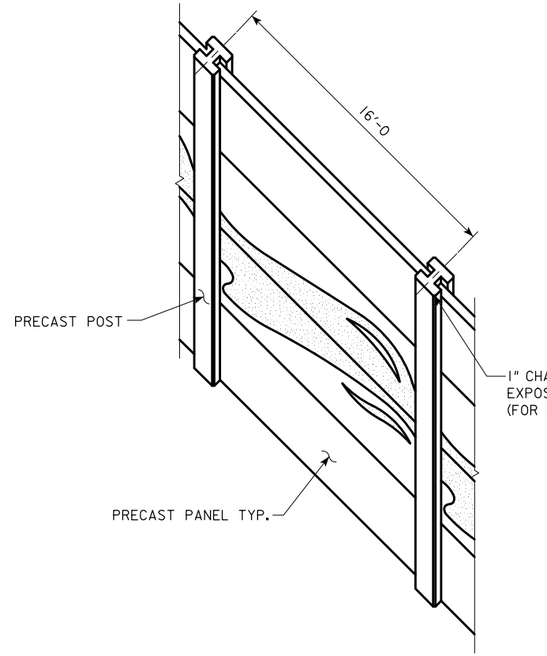
APPLY FORM LINER COMPATIBLE RELEASE AGENT AT RATE RECOMMENDED BY MANUFACTURER. ATTEMPT TO SCHEDULE CONCRETE POUR SOON AFTER APPLICATION OF RELEASE AGENT TO AVOID PRECIPITATION, DUST, AND DEBRIS. PROTECT REINFORCING STEEL FROM EXPOSURE TO RELEASE AGENTS.

SEAL FORM LINER JOINTS TO PREVENT MORTAR LEAKAGE.

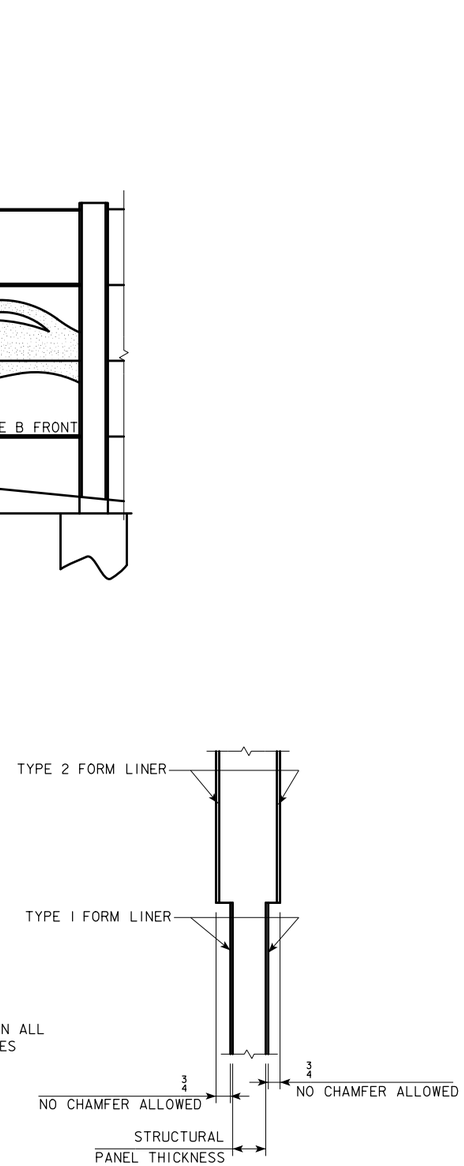
PROVIDE SOLID BACKING AT FORM LINER BUTT JOINTS TO PREVENT DEFLECTION.

CONSTRUCT FORM LINER AND ACCESSORIES TO SIZES, SHAPES, LINES AND DIMENSIONS SHOWN.

INSTALL BACKUP STRIPS AS REQUIRED TO PREVENT DEFLECTION OF THE LINER DUE TO FORM PRESSURES.



TYPICAL NOISE WALL POST AND PANEL DETAIL



TYPICAL NOISE WALL PANEL SECTION

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 NOISE WALL AESTHETIC DETAILS

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

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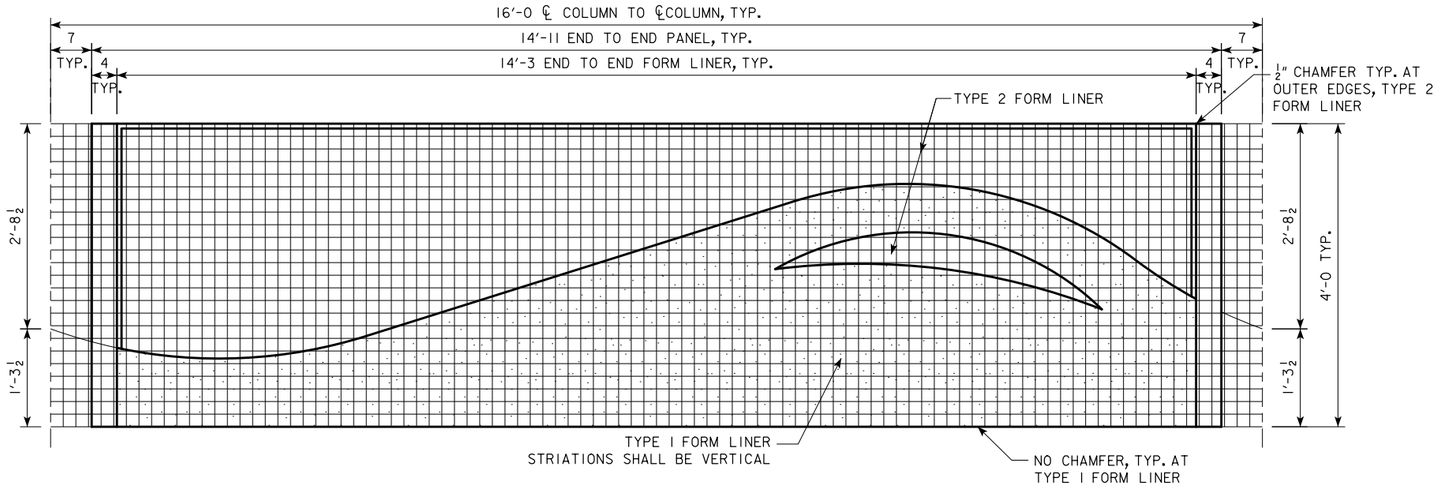
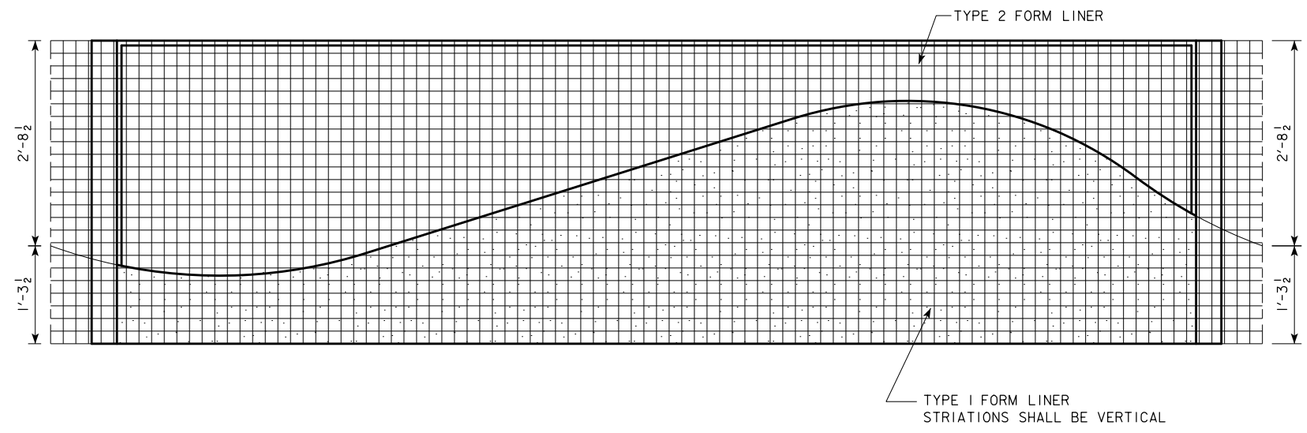


TYPE A FRONT NOISE WALL PANEL ELEVATION

PATTERN SHALL BE VARIED BY FLIPPING PANELS AROUND.
FRONT AND BACKS ARE INTERCHANGEABLE IN ANY LOCATION



TYPE A BACK NOISE WALL PANEL ELEVATION

PATTERN SHALL BE VARIED BY FLIPPING PANELS AROUND.
FRONT AND BACKS ARE INTERCHANGEABLE IN ANY LOCATION

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 NOISE WALL AESTHETIC DETAILS

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

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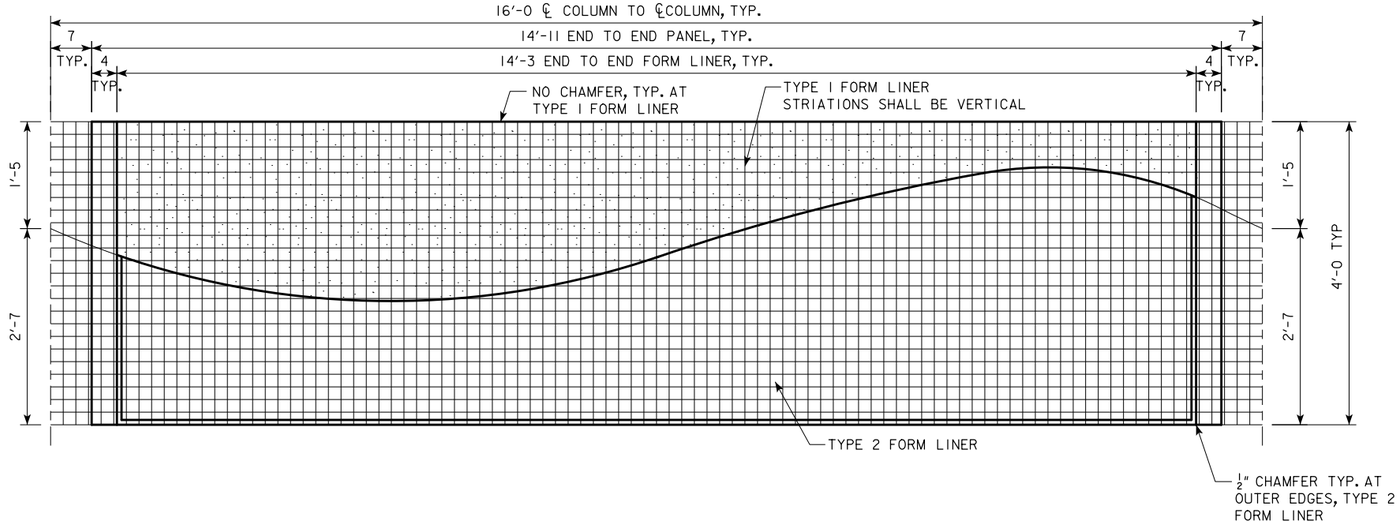
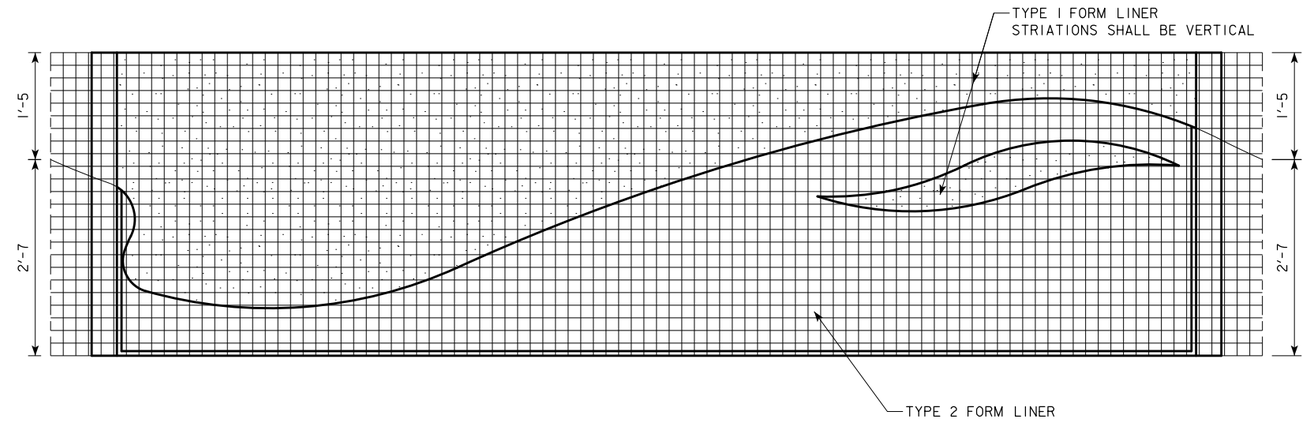


TYPE B FRONT NOISE WALL PANEL ELEVATION

PATTERN SHALL BE VARIED BY FLIPPING PANELS AROUND.
FRONT AND BACKS ARE INTERCHANGEABLE IN ANY LOCATION



TYPE B BACK NOISE WALL PANEL ELEVATION

PATTERN SHALL BE VARIED BY FLIPPING PANELS AROUND.
FRONT AND BACKS ARE INTERCHANGEABLE IN ANY LOCATION

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 NOISE WALL AESTHETIC DETAILS

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

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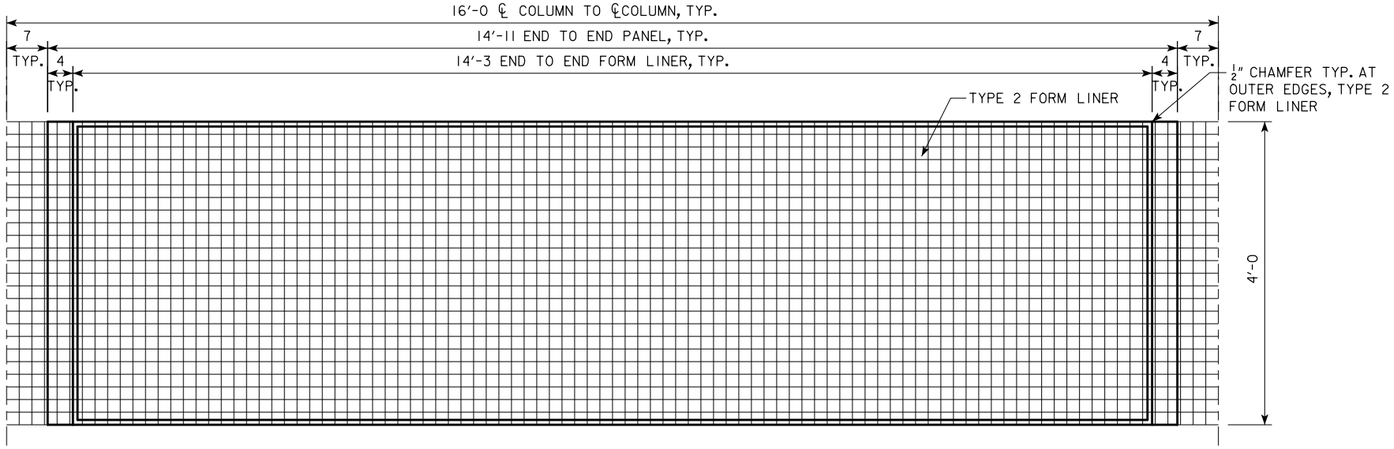
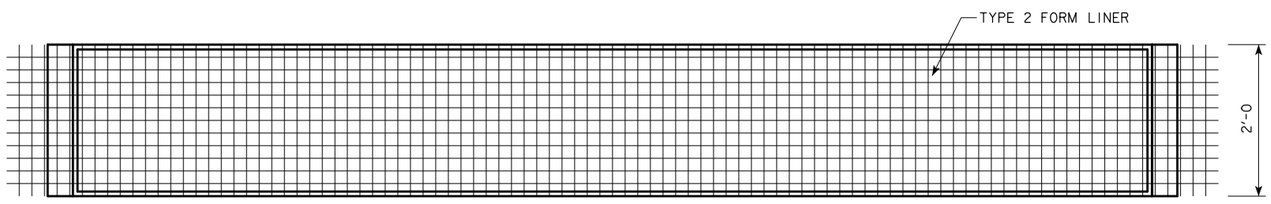


TYPE C FRONT & BACK NOISE WALL PANEL ELEVATION



TYPE C FRONT & BACK HALF NOISE WALL PANEL ELEVATION

DESIGN FOR

624'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 3 NOISE WALL AESTHETIC DETAILS

BEGIN STA. 300+00.00
END STA. 306+24.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

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ESTIMATED NOISE WALL QUANTITIES

ITEM NO.	ITEM CODE	ITEM	UNIT	TOTAL	AS BUILT QUAN.
1	2402-2720000	EXCAVATION, CLASS 20	CY	140	
2	2436-0000100	PRECAST NOISE WALL	SF	6,057	
3	2599-9999018	ANTI-GRAFFITI COATING	SY	1,103	

ESTIMATE REFERENCE INFORMATION

ITEM NO.	ITEM CODE	DESCRIPTION
1	2402-2720000	**EXCAVATION, CLASS 20** THE ESTIMATED QUANTITY FOR "EXCAVATION, CLASS 20" IS TO EMBED PRECAST CONCRETE PANELS AS SHOWN IN THE PLANS. TOP SOIL SHALL BE KEPT SEPARATE FROM OTHER EXCAVATED MATERIALS. AS PORTIONS OF THE PRECAST NOISE WALL ARE COMPLETED, BACKFILLING MAY PROCEED USING THE "OTHER EXCAVATED MATERIALS" FIRST AND THEN RETURNING THE TOP SOIL TO THE SURFACE. EXCAVATION FOR DRILLED SHAFTS IS NOT INCLUDED.
2	2436-0000100	**PRECAST NOISE WALL** INCLUDES ALL COSTS ASSOCIATED WITH FURNISHING AND CONSTRUCTING NOISE WALL AS DETAILED IN THESE PLANS. FOR REFERENCE INFORMATION ONLY, THIS WORK INCLUDES THE FOLLOWING QUANTITIES: 480 FEET OF 3'-0 DIA. CONCRETE DRILLED SHAFT; 6,057 SQUARE FEET OF PRECAST CONCRETE PANELS (SURFACE AREA OF ONE PANEL SIDE) WITH 92 4'-0 TALL PRECAST CONCRETE PANELS AND 19 2'-0 TALL PRECAST CONCRETE PANELS; 27 STANDARD PRECAST CONCRETE COLUMNS AND TWO END PRECAST CONCRETE COLUMNS; TWO 5° PRECAST CONCRETE COLUMNS; AND ONE 10° PRECAST CONCRETE COLUMN. THESE QUANTITIES SHALL NOT BE USED FOR BASIS OF PAYMENT. INCLUDES ALL COSTS ASSOCIATED WITH CONDUCTING LOW STRAIN IMPACT INTEGRITY TESTING ON APPROXIMATELY 10% OF ALL DRILLED SHAFTS (4 SHAFTS). AN ADDITIONAL 10% OF ALL SHAFTS MAY BE SELECTED FOR TESTING AT THE DISCRETION OF THE ENGINEER IF CIRCUMSTANCES EITHER DURING OR AFTER SHAFT INSTALLATION SHOULD MAKE A SHAFT'S INTEGRITY SUSPECT OR IF INITIAL TESTS REVEAL MAJOR DEFECTS. ALL REINFORCING FOR PRECAST PANELS SHALL BE EPOXY COATED. ALL REINFORCING FOR PRECAST COLUMNS SHALL BE EPOXY COATED, ALL REINFORCING FOR DRILLED SHAFTS SHALL BE UNCOATED. INCLUDES ALL COSTS FOR LEVELING NEOPRENE PADS AND SHIMS. ALL COSTS ASSOCIATED WITH CONCRETE TEXTURING & FORM LINERS WILL BE INCLUDED IN THE PRICE BID FOR "PRECAST NOISE WALL." PRECAST NOISE WALL IS TO BE BID ON A SQUARE FOOT BASIS. THE WORK OF FURNISHING AND INSTALLING PRECAST NOISE WALLS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT BASED ON PLAN QUANTITIES AND WILL NOT BE MEASURED.
3	2599-9999018	**ANTI-GRAFFITI COATING** THE CONTRACTOR SHALL FOLLOW THE SPECIAL PROVISIONS FOR ANTI-GRAFFITI COATING. THE WORK OF FURNISHING AND APPLYING ANTI-GRAFFITI COATING WILL BE BASED ON PLAN QUANTITIES AND WILL NOT BE MEASURED.

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 ESTIMATED QUANTITIES

BEGIN STA. 500+00.00 NOVEMBER 2015
END STA. 504+96.00

SCOTT COUNTY

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Chicago, Illinois 60601
312-565-0450 Job No. 10064

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GENERAL NOTES:

THIS DESIGN IS FOR THE CONSTRUCTION OF A NEW PRECAST CONCRETE NOISE WALL ALONG INTERSTATE I-74 JUST NORTH OF LINCOLN ROAD BRIDGE ON THE EAST SIDE OF THE INTERSTATE.

THIS NOISE ABATEMENT WALL IS DESIGNED FOR A WIND PRESSURE OF 25 lbs/ft.^{2}.

THE CITY AND UTILITY COMPANIES WHOSE FACILITIES ARE SHOWN ON THE PLANS OR KNOWN TO BE WITHIN THE CONSTRUCTION LIMITS SHALL BE NOTIFIED BY THE CONTRACTOR OF THE CONSTRUCTION STARTING DATE.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SITES FOR EXCESS EXCAVATED MATERIAL. NO PAYMENT FOR OVERHAUL WILL BE ALLOWED FOR MATERIAL HAULED TO THESE SITES.

CLASS 20 EXCAVATION QUANTITIES ARE BASED ON THE ASSUMPTION THAT THE CONTOURS ARE COMPLETE PRIOR TO EXCAVATION.

THE CONTRACTOR SHALL DRESS UP THE SLOPES AROUND THE WALL WHICH ARE DISTURBED DURING CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCIDENTAL AND NO EXTRA PAYMENT WILL BE MADE.

THE PANEL FABRICATOR SHALL USE STEEL FORMS, RIGIDLY BLOCKED, IN THE PRODUCTION OF THE CONCRETE PANELS.

ALL COLUMNS SHALL BE SET PLUMB.

THE EARTH EXCAVATION NECESSARY FOR PLACING THE DRILLED SHAFTS IS CONSIDERED INCIDENTAL TO THE PRICE BID FOR THE PRECAST NOISE WALL AND NO DIRECT PAYMENT WILL BE MADE. EXCESS MATERIAL SHALL BE WASTED AT A DISPOSAL SITE PROVIDED BY THE CONTRACTOR. NO PAYMENT FOR OVERHAUL WILL BE ALLOWED.

THE FABRICATOR SHALL FURNISH HANDLING DEVICES FOR THE PRECAST COLUMNS AND FOR THE PRECAST PANELS. THEY ARE TO BE LOCATED AT THE TOP EDGE OF THE PRECAST PANELS APPROXIMATELY 3'-3 FROM EACH SIDE OF PANEL, SUBJECT TO THE APPROVAL OF THE ENGINEER. ALL HANDLING DEVICES SHALL BE CUT OFF AND GROUTED AFTER PANEL INSTALLATION. THE COST OF FURNISHING, PLACING AND GROUTING HANDLING DEVICES IS CONSIDERED INCIDENTAL AND NO DIRECT PAYMENT WILL BE MADE. ALL HANDLING DEVICES SHALL BE GALVANIZED.

PLASTIC OR FIBERGLASS BAR SUPPORTS MEETING THE REQUIREMENTS OF I.M. 451.01 SHALL BE USED IN THE CONSTRUCTION OF THE COLUMNS AND PANELS. COLOR OF THE BAR SUPPORTS SHALL MATCH THE COLOR OF THE CURED CONCRETE.

THE TRIMMING OF PRECAST CONCRETE PANELS FOR FIT SHALL NOT BE ALLOWED.

POSTS SHALL BE SET PLUMB, UNLESS OTHERWISE SHOWN ON THE PLANS, AND SET IN THE HOLES AND SECURED IN PLACE IN A PRECISE POSITION TO ACCEPT THE PANELS. POSTS SHALL BE SET INTO THE HOLES AND ENCASED IN CONCRETE SUCH THAT THE SPECIFIED FIXED POSITIONS OF THE NOISE BARRIER ELEMENTS ARE ACHIEVED WITHIN THE FOLLOWING TOLERANCES:

1. THE PLAN POSITION OF THE EMBEDDED POSTS SHALL NOT VARY MORE THAN $\frac{5}{8}$" IN ANY HORIZONTAL DIRECTION, INCLUDING OUT-OF-PLUMBNESS FOR THE VERTICAL POSTS, FOR THE THEORETICAL SYMMETRICAL AND INTERLOCKING POSITIONS WITH THE PANELS TO BE INSERTED AS SHOWN ON THESE PLANS.

2. THE VERTICAL POSITION OF THE EMBEDDED POSTS SHALL NOT VARY MORE THAN $\frac{5}{8}$" FROM THE POSITION SHOWN IN THESE PLANS.

3. THE PANEL SEAT AREA SHALL BE CONSTRUCTED SUCH THAT THE TOP OF PANEL IS LEVEL AND WITHIN $\frac{5}{8}$" OF THE ELEVATION SHOWN IN THESE PLANS.

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

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

ALL REINFORCING BARS AND BARS NOTED AS DOWELS SUPPLIED FOR THIS STRUCTURE SHALL BE DEFORMED REINFORCEMENT UNLESS OTHERWISE NOTED OR SHOWN.

LOW STRAIN IMPACT INTEGRITY TESTING FOR DRILLED SHAFTS

LOW STRAIN IMPACT INTEGRITY TESTING SHALL BE CONDUCTED IN ACCORDANCE WITH ASTM D5882-07. THIS NONDESTRUCTIVE TESTING (NDT) WILL BE PERFORMED IN THE FIELD BY AN EXPERIENCED TECHNICIAN WITH AT LEAST ONE YEAR EXPERIENCE IN INTEGRITY TESTING. THE INTERPRETATION OF THE RECORD WILL BE BY A LICENSED ENGINEER WITH AT LEAST THREE YEARS EXPERIENCE IN INTEGRITY TESTING. SUBMIT THE RESUMES OF THE TESTING CONSULTANT'S PERSONNEL TO THE ENGINEER FOR APPROVAL PRIOR TO ANY TESTING.

AT ALL LOCATIONS WHERE IMPACT INTEGRITY TESTING IS TO BE PERFORMED, A CONSTRUCTION JOINT IN THE DRILLED SHAFT SHALL BE PROVIDED APPROXIMATELY 2 INCHES BELOW THE PROPOSED BOTTOM ELEVATION OF THE PRECAST COLUMN. THE BOTTOM ELEVATION OF THE PRECAST COLUMN SHALL PROVIDE A MINIMUM EMBEDMENT IN THE DRILLED SHAFT AS SPECIFIED IN THESE PLANS.

LOW STRAIN IMPACT INTEGRITY TESTING SHALL NOT BE PERFORMED UNTIL THE CONCRETE HAS CURED FOR A MINIMUM OF SEVEN (7) DAYS. IF CONCRETE HAS ACHIEVED AT LEAST 75% OF ITS DESIGN STRENGTH, TESTING MAY BE CONDUCTED EARLIER. THE SHAFT HEAD SHALL BE FREE FROM WATER, DIRT OR OTHER DEBRIS. THE CONCRETE AT THE SHAFT TOP SURFACE MUST BE RELATIVELY SMOOTH AND PROVIDE SUFFICIENT SPACE FOR ATTACHING THE MOTION SENSING DEVICE AND FOR THE HAMMER IMPACT AREA.

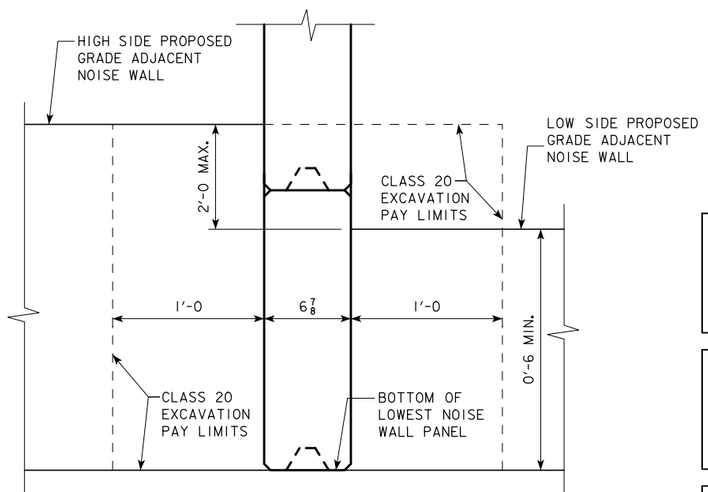
10% OF ALL SHAFTS (4 SHAFTS) SHALL BE INTEGRITY TESTED. AN ADDITIONAL 10% OF ALL SHAFTS MAY BE SELECTED FOR TESTING AT THE DISCRETION OF THE ENGINEER IF CIRCUMSTANCES EITHER DURING OR AFTER SHAFT INSTALLATION SHOULD MAKE A SHAFT'S INTEGRITY SUSPECT, OR IF THE INITIAL TESTS REVEAL MAJOR DEFECTS.

A PRELIMINARY REPORT SHALL BE SUBMITTED TO THE ENGINEER WITHIN 72 HOURS OF THE LOW STRAIN IMPACT INTEGRITY TESTING. TWO COPIES OF THE FINAL REPORT, SEALED BY THE PROFESSIONAL ENGINEER SUPERVISING THE TESTING, SHALL BE SUBMITTED TO THE ENGINEER WITHIN TEN DAYS OF TESTING. THE REPORT WILL BE PREPARED IN ACCORDANCE WITH SECTION 7.1.5 ASTM D5882-07. THE ENGINEER WILL EVALUATE TEST RESULTS AND DETERMINE WHETHER THE DRILLED SHAFT CONSTRUCTION IS ACCEPTABLE. PRECAST CONCRETE PANELS SHALL NOT BE SET UNTIL SHAFTS ARE ACCEPTED.

A DRILLED SHAFT WILL BE CONSIDERED DEFECTIVE IF THE QUALITY OF THE CONCRETE IN THE DRILLED SHAFT IS DETERMINED TO BE UNACCEPTABLE. CORRECT DEFECTIVE SHAFTS USING APPROVED METHODS. THE CONTRACTOR SHALL SUBMIT A PLAN FOR CORRECTIVE WORK TO THE ENGINEER FOR APPROVAL. CORRECTIVE ACTION MAY CONSIST OF, BUT IS NOT LIMITED TO, THE FOLLOWING:

- REMOVING THE SHAFT CONCRETE AND EXTENDING THE SHAFT DEEPER TO COMPENSATE FOR LOSS OF FRICTIONAL CAPACITY.
- PROVIDING STRADDLE SHAFTS TO COMPENSATE FOR CAPACITY LOSS.
- PROVIDING A REPLACEMENT SHAFT.

ALL WORK REQUIRED FOR LOW STRAIN IMPACT INTEGRITY TESTING SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION OF THE NOISE WALL.



CLASS 20 EXCAVATION PAY LIMITS

SPECIFICATIONS:

DESIGN: AASHTO LRFD 6th Ed, SERIES OF 2012.

CONSTRUCTION: 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, INCLUDING:

THE SPECIAL PROVISIONS FOR "ANTI-GRAFFITI COATING"

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6th Ed, SERIES OF 2012.
REINFORCING STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 5, GRADE 60.
CONCRETE IN ACCORDANCE WITH LRFD AASHTO SECTION 5, f'c = 3.5 KSI.

ROADWAY QUANTITIES NOTE:

ROADWAY QUANTITIES SHOWN ELSEWHERE IN THESE PLANS.

POLLUTION PREVENTION PLAN NOTE:

POLLUTION PREVENTION PLAN SHOWN ELSEWHERE IN THESE PLANS.

TRAFFIC CONTROL PLAN

NOTE: THE ROADWAY WILL BE OPEN TO THRU TRAFFIC. REFER TO THE TRAFFIC CONTROL PLAN SHOWN ELSEWHERE IN THESE PLANS.

SHOP DRAWING SUBMITTALS

SHOP DRAWINGS SHALL BE SUBMITTED FOR THE FOLLOWING ITEMS SHOWN IN THE TABLE BELOW. (NOTE ADDITIONAL SHOP DRAWINGS MAY BE REQUIRED IN ACCORDANCE WITH ARTICLE 1105.03 OF THE STANDARD SPECIFICATIONS.)

SUBMITTAL REQUIREMENTS FOR SHOP DRAWINGS SHOULD BE IN ACCORDANCE WITH ARTICLE 1105.03, OF THE STANDARD SPECIFICATIONS, FOR HIGHWAY AND BRIDGE CONSTRUCTION OF THE IOWA DEPARTMENT OF TRANSPORTATION.

1	ALL NOISE WALL PANEL AESTHETIC FEATURES
2	PRECAST COLUMNS
3	SHIMS FOR PANELS
4	HANDLING DEVICES FOR COLUMNS AND PANELS

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 GENERAL NOTES

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 13 FILE NO. 30253 DESIGN NO. 1419

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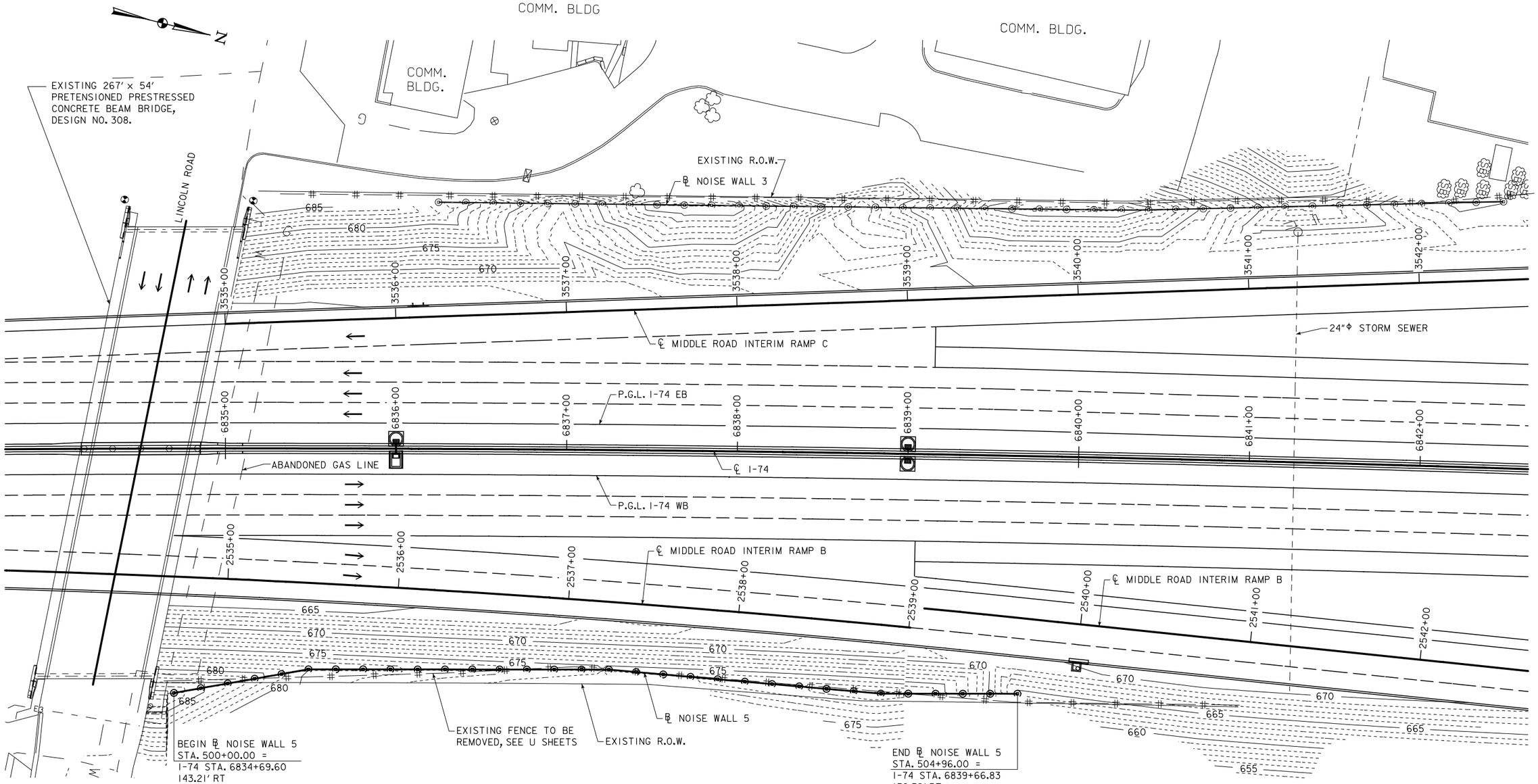
Chicago, Illinois 60601
312-565-0450 Job No. 10064

DESIGN TEAM MPL/JDC/TJJ | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER V.44



SITE PLAN

NOTES:
1. NOISE WALL BASELINES ARE LOCATED AT THE CENTERLINE OF WALLS.
2. ALL UTILITIES NOT SPECIFICALLY NOTED AS U.A.C. ARE ASSUMED TO BE RELOCATED, REMOVED OR ABANDONED.
3. DESIGN FOR COLLISION FORCE NOT REQUIRED.

UTILITIES LEGEND:

- G — UNDERGROUND GAS LINE
- W — UNDERGROUND WATER LINE
- E2 — ELECTRIC LINE
- E3 — ELECTRIC LINE

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5

GENERAL PLAN

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 13 FILE NO. 30253 DESIGN NO. 1419

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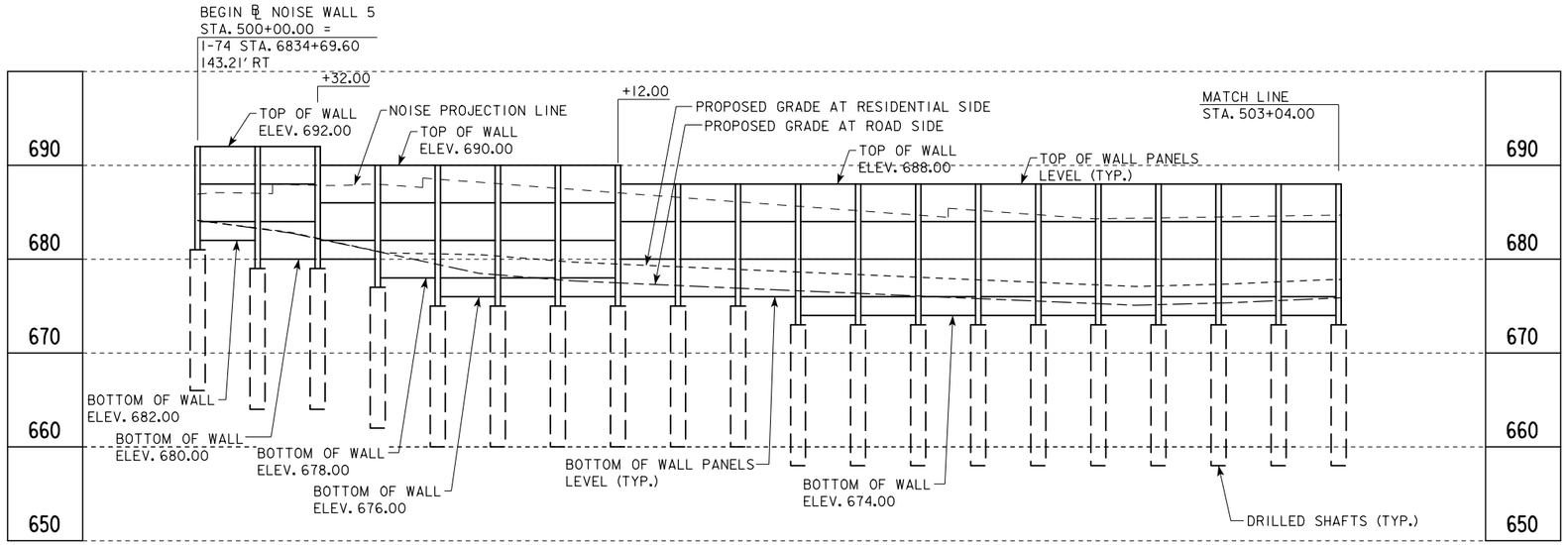
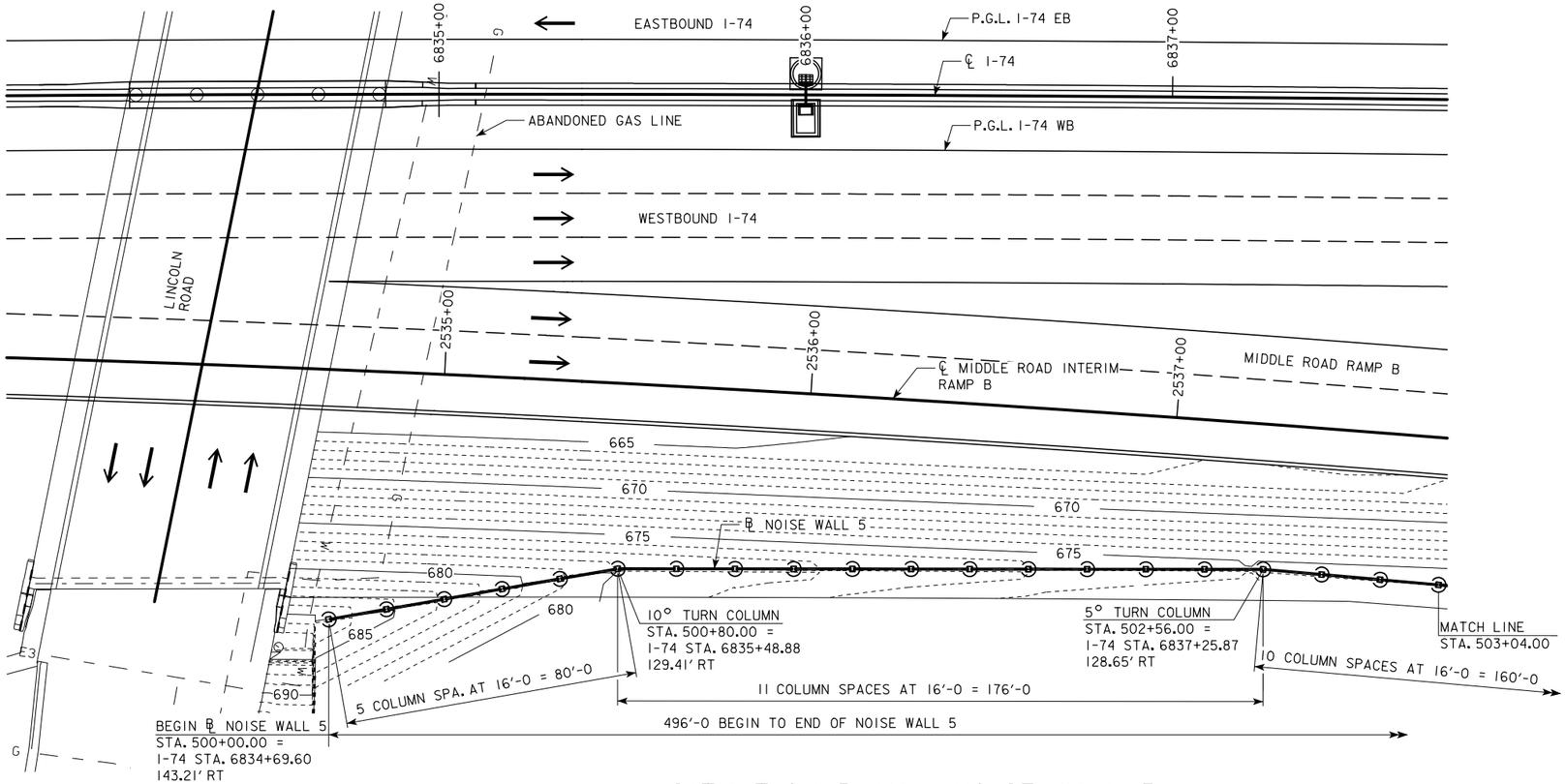


LONGITUDINAL SECTION ALONG ℄ - NOISE WALL 5

1H:2.5V



SITUATION PLAN - NOISE WALL 5

NOTE: EXISTING FENCE NOT SHOWN FOR CLARITY

BENCH MARK NO. 577: STA. 6833+94.859 RT. 132.343'
ELEV. 688.859, FD PK NAIL IN SE BARRIER RAIL ON
LINCOLN BRIDGE. N. 573849.206, E. 2457128.132

BENCH MARK NO. 578: STA. 6835+04.164 LT. 126.319'
ELEV. 689.703, FD PK NAIL IN NW BARRIER RAIL ON
LINCOLN BRIDGE. N. 573892.486, E. 2456850.685

LOCATION

I-74 NOISE WALLS
NORTH OF LINCOLN
ROAD BRIDGE
T-78 N R-4 E
SECTION 29 AND 20
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
LATITUDE 41.537481°
LONGITUDE -90.516514°

UTILITIES LEGEND:

— — G — UNDERGROUND GAS LINE

— — W — UNDERGROUND WATER LINE

— — E2 — ELECTRIC LINE

— — E3 — ELECTRIC LINE

TRAFFIC ESTIMATE

2015 AADT	57,900	V.P.D.
2035 AADT	78,220	V.P.D.
2035 DHV	7,720	V.P.H.
TRUCKS	5	%

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5

SITUATION PLAN

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 13 FILE NO. 30253 DESIGN NO. 1419

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DESIGN TEAM MPL/JDC/TJJ	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER V.46

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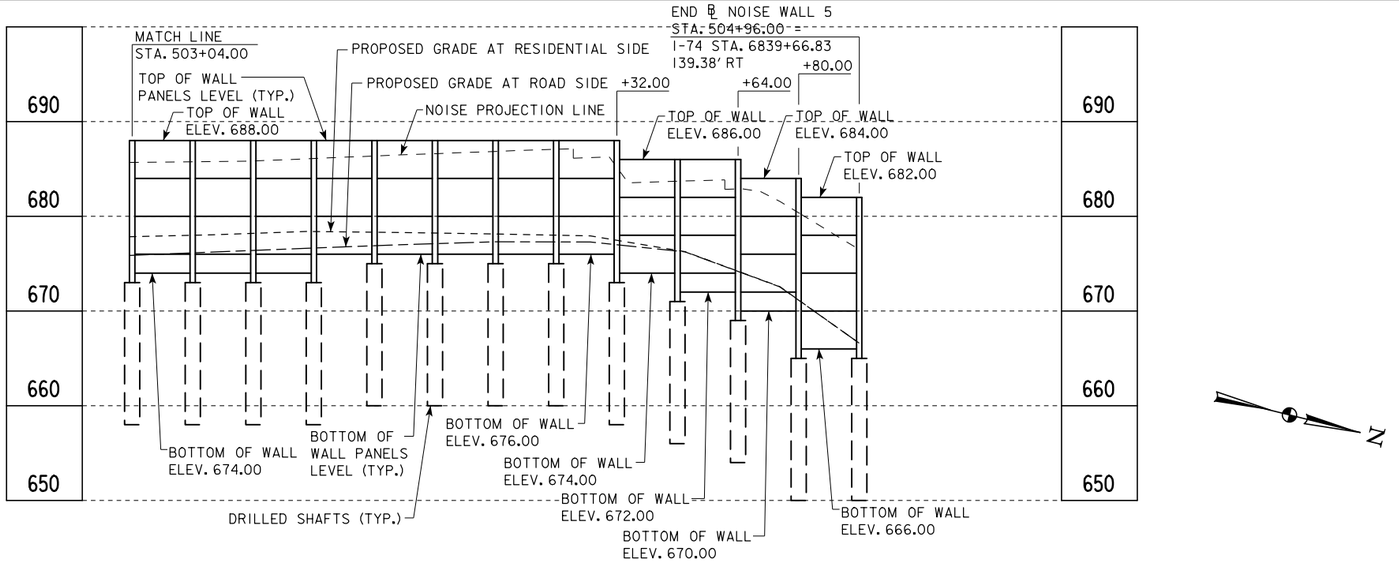
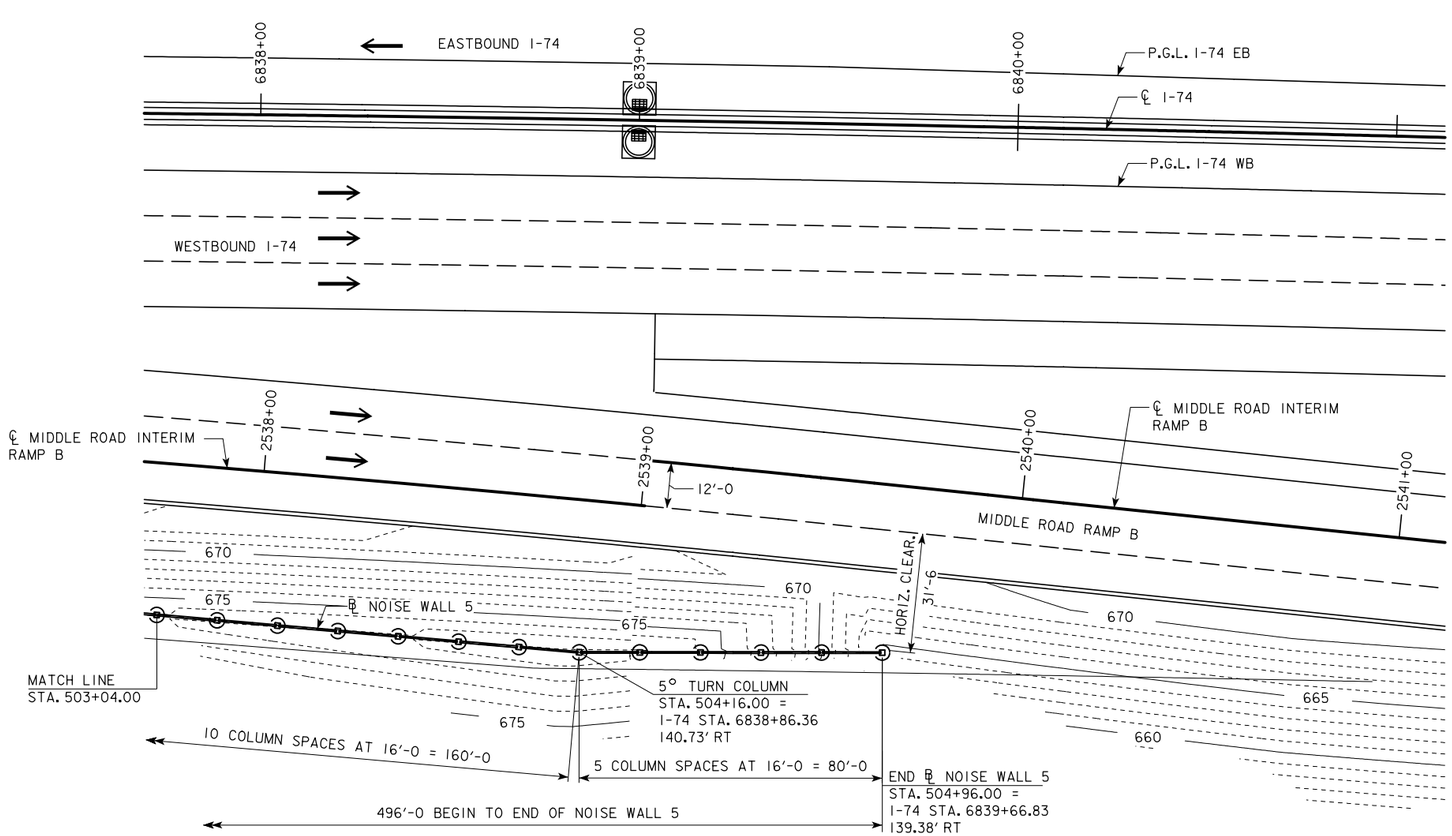


LONGITUDINAL SECTION ALONG ℄ - NOISE WALL 5



SITUATION PLAN - NOISE WALL 5

NOTE: EXISTING FENCE NOT SHOWN FOR CLARITY

BENCH MARK NO. 577: STA. 6833+94.859 RT. 132.343'
ELEV. 688.859, FD PK NAIL IN SE BARRIER RAIL ON
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UTILITIES LEGEND:

- G — UNDERGROUND GAS LINE
- W — UNDERGROUND WATER LINE
- E2 — ELECTRIC LINE
- E3 — ELECTRIC LINE

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5

SITUATION PLAN

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 13 FILE NO. 30253 DESIGN NO. 1419

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DESIGN TEAM MPL/JDC/TJJ	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER V.47

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TEXTURED CONCRETE NOTES

SEE INDIVIDUAL DESIGN SHEETS FOR SPECIFIC NOTES AND DETAILS DESCRIBING THE FEATURES WHICH INCORPORATE TEXTURED CONCRETE. WORK PERFORMED TO CREATE TEXTURED CONCRETE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR FORMWORK AND THE FOLLOWING:

FORM THE TEXTURED CONCRETE SURFACE USING A FORM LINER SYSTEM MADE OF HIGH-STRENGTH URETHANE ELASTOMER, PLASTIC OR FLEXIBLE FOAM MATERIALS CAPABLE OF WITHSTANDING ANTICIPATED CONCRETE POUR PRESSURES WITHOUT LEAKAGE OR CAUSING PHYSICAL DEFECTS. FORM LINERS SHALL EASILY ATTACH TO FORMS AND BE REMOVABLE WITHOUT CAUSING CONCRETE SURFACE DAMAGE. IF RECOMMENDED BY THE FORM LINER MANUFACTURER, USE STRUCTURAL BACKERS TO PREVENT DEFORMATION OF THE LINER DURING LOADING OF THE FORMS. THE LINERS SHALL BE DESIGNED TO FORM SURFACES CONFORMING TO THE DESIGN INTENT INCLUDING THE SHAPE, LINES AND DIMENSIONS SHOWN IN THE PLANS AND TO AVOID VISIBLE PATTERN REPEATS. MATCH PATTERN FEATURES AT FORM LINER JOINTS TO MINIMIZE PATTERN REPEATS AND MAKE THE FORMED CONCRETE SURFACE APPEAR UNIFORM AND CONTINUOUS WITHOUT VISIBLE SEAMS AND FORM MARKS. WHEN JOINTS ARE UNAVOIDABLE, MAKE JOINTS ALONG MAIN FEATURES OF THE PATTERN IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. DO NOT MIX FORM LINERS FROM DIFFERENT MANUFACTURERS WHEN FORMING ANY INDIVIDUAL TEXTURE ON THE PROJECT.

FORM LINER EDGES FOLLOWING CURVES ARE TO BE CUT CLEANLY AND PARALLEL TO THE CURVE. USE ADEQUATE BLOCKING, SEALING AND OTHER MEANS IN ORDER TO MAINTAIN THE APPROPRIATE DEPTH AND CHARACTER OF TEXTURE AT CUT EDGES OF LINERS AND TO PREVENT MORTAR LEAKAGE.

DURING LOADING OF FORMS WITH CONCRETE, TAKE EXTRA CARE TO ADEQUATELY VIBRATE CONCRETE IN ORDER TO MAINTAIN ALL INTENDED FEATURES OF THE FORM LINER IN THE FINAL SURFACE AND TO PREVENT VOIDS. FOLLOWING REMOVAL OF FORMS, FINISH MINOR DEFECTS TO BLEND WITH THE BALANCE OF THE SURFACE TEXTURE. THE COMPLETED SURFACE SHALL BE FREE OF BLEMISHES, SURFACE VOIDS AND CONSPICUOUS FORM MARKS TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL CORRECT ANY SURFACE DEFECTS AT NO ADDITIONAL COST TO THE PROJECT.

VERIFY THAT RELEASE AGENTS USED ARE COMPATIBLE WITH FORM LINER MATERIAL, AND ARE NON-STAINING. APPLY RELEASE AGENT IN ACCORDANCE WITH THE FORM LINER MANUFACTURER'S RECOMMENDATIONS.

IF USED, FORM TIES SHALL BE MADE OF NON-CORROSIVE MATERIALS WHEN THE PORTION PERMANENTLY EMBEDDED IN THE CONCRETE IS LESS THAN 1-1/2 INCHES FROM THE FINISHED SURFACE. POSITION FORM TIES AND ACCESSORIES IN STONE PATTERN MORTAR JOINTS IF APPLICABLE AND AT HIGH POINTS OF FINISHED WALL.

STRIP FORMWORK IN ACCORDANCE WITH LINER MANUFACTURER'S RECOMMENDATIONS AFTER THE CONCRETE HAS ACHIEVED THE STRENGTHS AND CURE TIMES REQUIRED BY THE PLANS AND APPLICABLE SPECIFICATIONS. CLEAN AND REPAIR FORM LINER SURFACES PRIOR TO USE. DO NOT USE SPLIT, FRAYED, DELAMINATED OR OTHERWISE DAMAGED FORM LINERS.

ALL COSTS ASSOCIATED WITH CONCRETE TEXTURING AND FORM LINERS ARE TO BE INCLUDED IN THE BID ITEM, "PRECAST NOISE WALL".

NOISE WALL PANEL MOCKUP NOTES

THE CONTRACTOR SHALL PROVIDE A FULL-SIZE MOCKUP WALL PANEL FOR REVIEW BY THE ENGINEER. ACTUAL PANEL PRODUCTION MAY NOT PROCEED UNTIL FINAL APPROVAL OF THE MOCKUP. ADDITIONAL MOCKUP PANELS MAY BE ORDERED BY THE ENGINEER UNTIL AN ACCEPTABLE RESULT IS ACHIEVED. MOCKUP(S) SHALL BE PRODUCED AT LEAST ONE MONTH PRIOR TO START OF ACTUAL PANEL PRODUCTION.

ALL MATERIALS AND METHODS USED TO CREATE THE MOCKUP(S) SHALL BE IDENTICAL TO THOSE USED TO CREATE THE ACTUAL WALL PANELS FOR THE PROJECT, INCLUDING CONCRETE TEXTURE AND RUSTICATIONS. PATCHING MATERIALS SHALL ALSO BE TESTED ON THE MOCKUP PANEL.

THE MOCKUP(S) SHALL REMAIN AT THE PANEL CASTING LOCATION FOR COMPARISON TO ACTUAL PANELS AS THEY ARE MANUFACTURED. THE MOCKUP(S) SHALL REMAIN THE PROPERTY OF THE CONTRACTING AUTHORITY UPON THE COMPLETION AND ACCEPTANCE OF RELATED WORK.

IF APPROVED FOR USE BY THE ENGINEER, THE SUCCESSFUL MOCKUP PANEL MAY BE USED AS PART OF THE INSTALLED WALL. IF MOCKUP IS NOT APPROVED FOR USE, IT SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 PANEL & COLUMN CONCRETE NOTES

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 13 FILE NO. 30253 DESIGN NO. 1419

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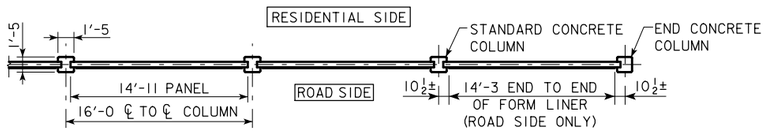
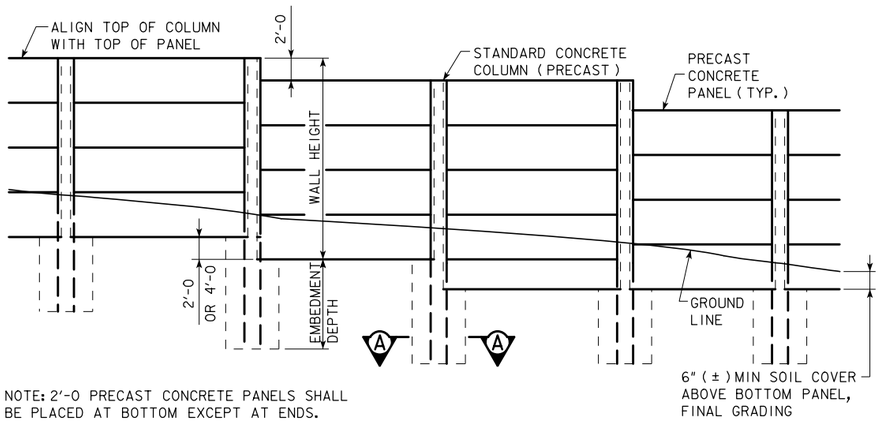


PLAN

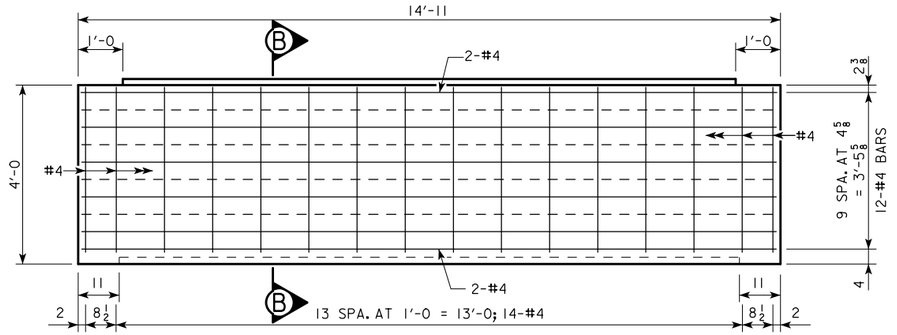


NOTE: 2'-0 PRECAST CONCRETE PANELS SHALL BE PLACED AT BOTTOM EXCEPT AT ENDS.

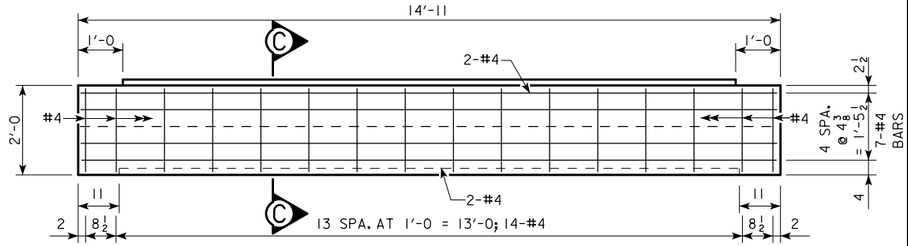
PART WALL ELEVATION

NOTE:

FOR SECTION A-A, SEE DESIGN SHEET 9.
FOR SECTIONS B-B & C-C, SEE DESIGN SHEET 8.



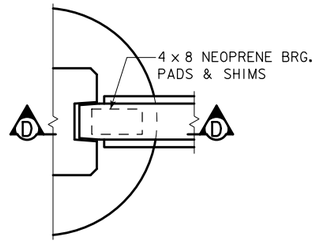
REINFORCING FOR 4'-0 PRECAST CONCRETE PANEL



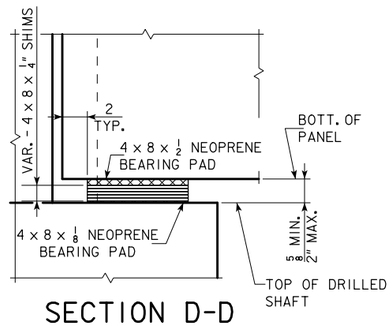
REINFORCING FOR 2'-0 PRECAST CONCRETE PANEL

PANEL STACKING DETAIL

NOTES:
DISCONTINUE TOP OF PANEL KEY 1'-0 FROM EACH END.
DISCONTINUE BOTTOM OF PANEL KEYWAY 11" FROM EACH END.



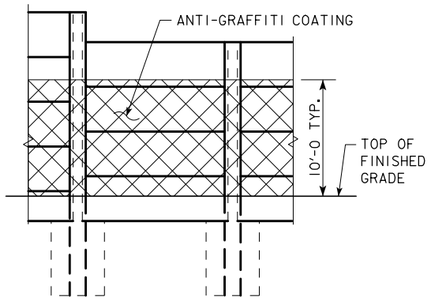
PART PLAN VIEW



SECTION D-D
NEOPRENE BEARING PAD DETAILS

NOTES:
SHIM MATERIAL SHALL PROVIDE CONTACT AREA EQUAL TO THE NEOPRENE BEARING PAD. IT SHALL HAVE A COMPRESSIVE STRENGTH OF AT LEAST 5 ksi, BE NON-COMPRESSIBLE AND SHALL NOT RUST OR ROT. SHIM MATERIAL MUST BE SUBMITTED FOR APPROVAL BY THE ENGINEER.

70 DUROMETER NEOPRENE SHALL BE USED FOR BEARING PADS.



APPLICATION LIMITS OF
ANTI-GRAFFITI COATING

NOTES:
ANTI GRAFFITI SURFACE PREPARATION AND APPLICATION SHALL BE IN ACCORDANCE WITH THE "SPECIAL PROVISIONS FOR ANTI-GRAFFITI COATING" AND MATERIAL USED SHALL BE AN APPROVED TYPE IN ACCORDANCE WITH MATERIALS I.M. 491.23. ANTI-GRAFFITI COATING SHALL BE APPLIED TO SURFACES AND TO THE LIMITS AS INDICATED IN THESE PLANS.

APPLY ANTI-GRAFFITI COATING AS SHOWN TO BOTH SIDES OF THE WALL.

ALL PRECAST PANEL REINFORCING SHALL BE EPOXY COATED.

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 PRECAST CONCRETE PANEL DETAILS

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 7 OF 13 FILE NO. 30253 DESIGN NO. 1419

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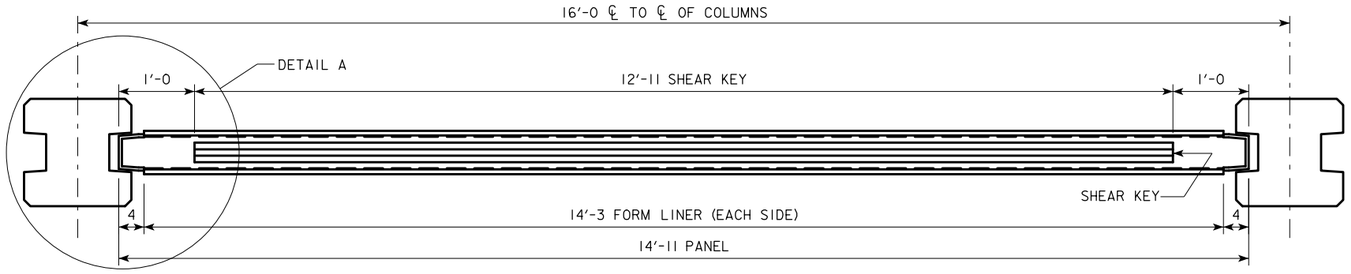
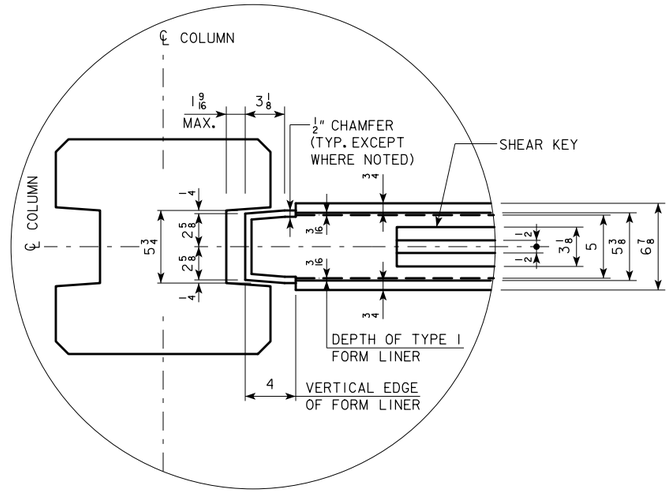


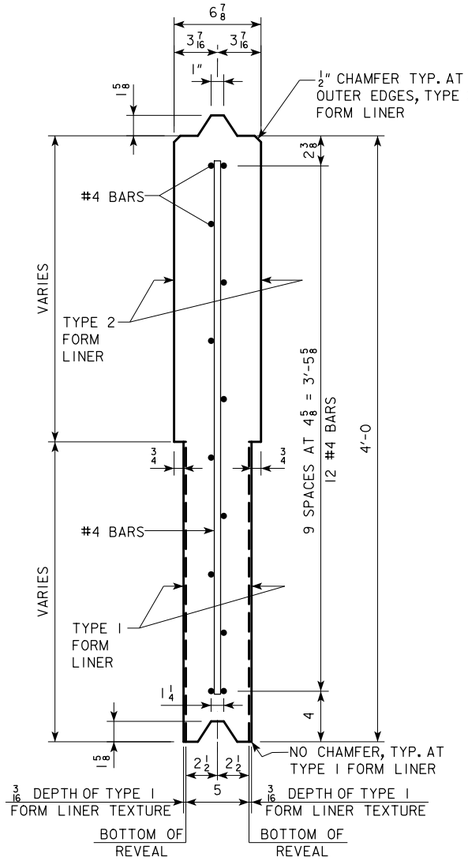
PANEL TOP PLAN

TYPE B SHOWN, TYPE A & TYPE C SIMILAR

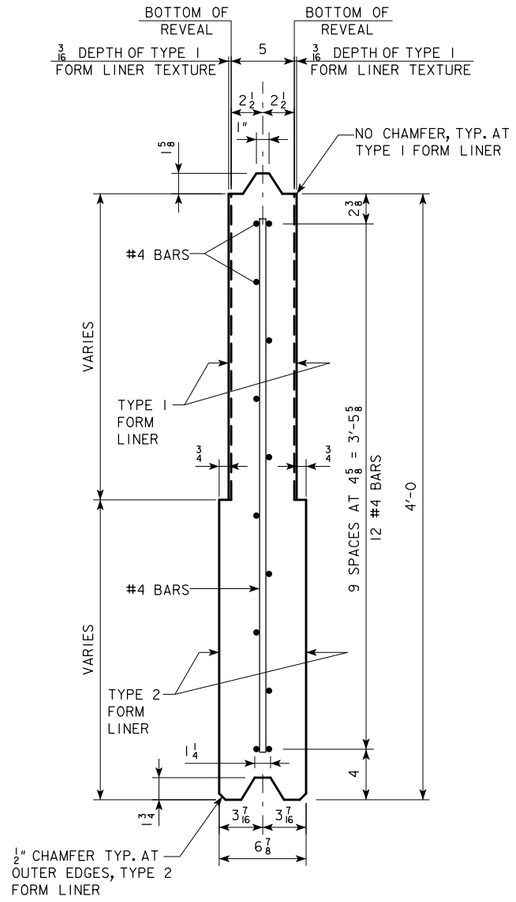


DETAIL A

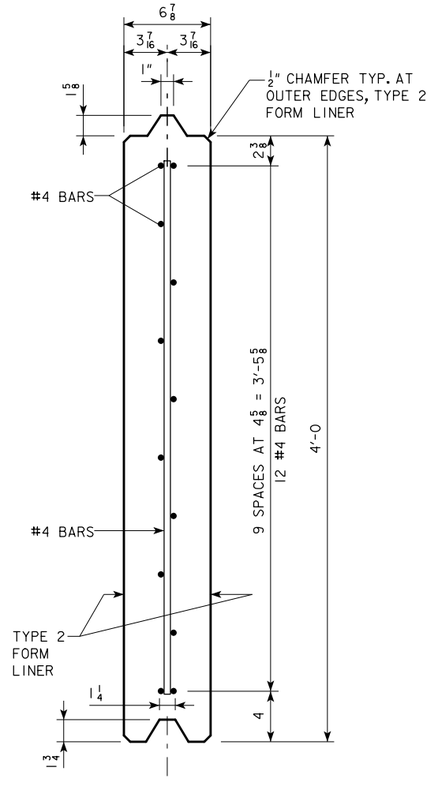
TYPE B SHOWN, TYPE A & TYPE C SIMILAR



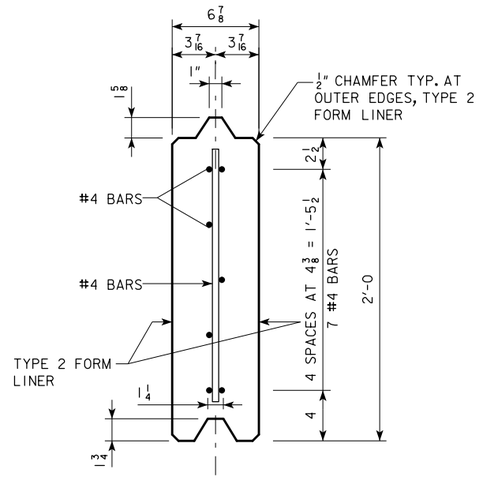
SECTION B-B
TYPE A PANEL



SECTION B-B
TYPE B PANEL



SECTION B-B
TYPE C PANEL



SECTION C-C
TYPE C HALF PANEL

ALL PRECAST PANEL REINFORCING SHALL BE EPOXY COATED.

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 PRECAST CONCRETE PANEL DETAILS

BEGIN STA. 500+00.00
END STA. 504+96.00

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DESIGN SHEET NO. 8 OF 13 FILE NO. 30253 DESIGN NO. 1419

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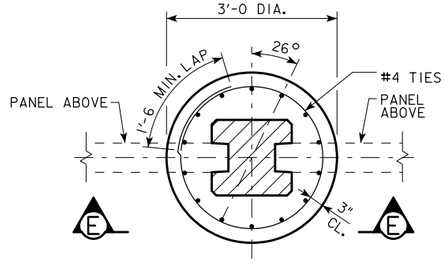
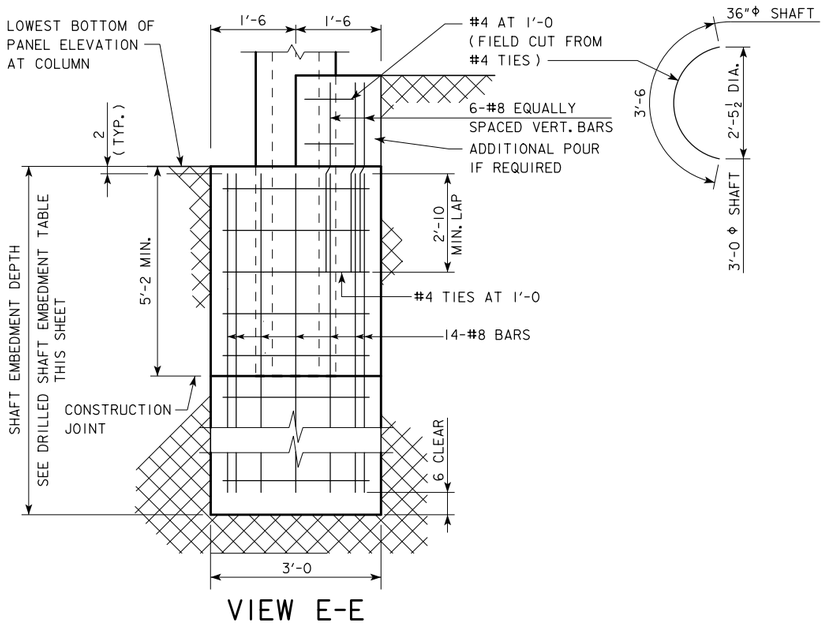


SECTION A-A

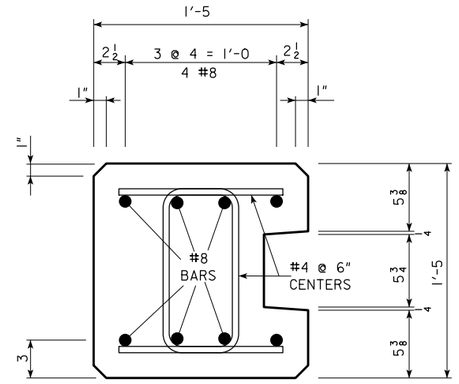
(SEE DESIGN SHEET 7 FOR LOCATION)



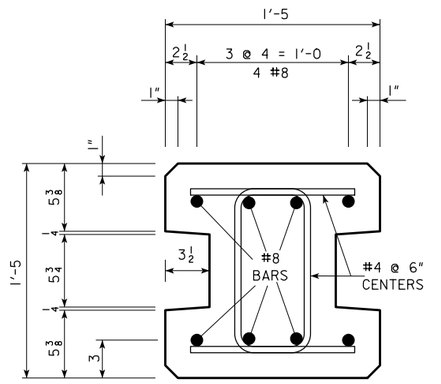
VIEW E-E

DRILLED SHAFT EMBEDMENT TABLE

WALL 5 SHAFT STATIONING	DEPTH (FT)	APPROX. SHAFT TIP ELEVATION
500+00.00	15.0	667.00
500+16.00	15.0	665.00
500+32.00	15.0	665.00
500+48.00	15.0	663.00
500+64.00	15.0	661.00
500+80.00	15.0	661.00
500+96.00	15.0	661.00
501+12.00	15.0	661.00
501+28.00	15.0	661.00
501+44.00	15.0	661.00
501+60.00	15.0	659.00
501+76.00	15.0	659.00
501+92.00	15.0	659.00
502+08.00	15.0	659.00
502+24.00	15.0	659.00
502+40.00	15.0	659.00
502+56.00	15.0	659.00
502+72.00	15.0	659.00
502+88.00	15.0	659.00
503+04.00	15.0	659.00
503+20.00	15.0	659.00
503+36.00	15.0	659.00
503+52.00	15.0	659.00
503+68.00	15.0	661.00
503+84.00	15.0	661.00
504+00.00	15.0	661.00
504+16.00	15.0	661.00
504+32.00	15.0	659.00
504+48.00	15.0	657.00
504+64.00	15.0	655.00
504+80.00	15.0	651.00
504+96.00	15.0	651.00

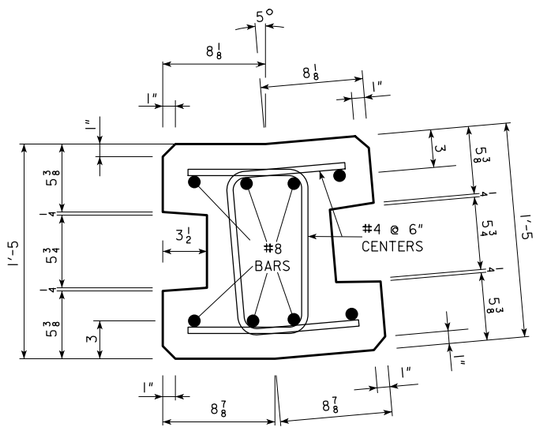


END CONCRETE COLUMN



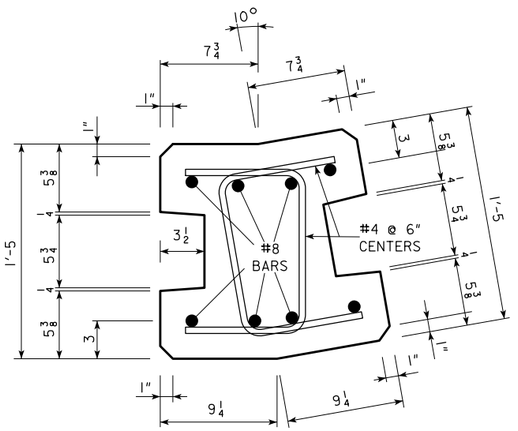
STANDARD CONCRETE COLUMN

(USE FOR DELTA EQUAL TO 0° & 1°)



5° TURN CONCRETE COLUMN

(USE FOR DELTA EQUAL TO 3°, 4°, 5°, 6° & 7°)



10° TURN CONCRETE COLUMN

(USE FOR DELTA EQUAL TO 8°, 9° & 10°)

NOTES:

ALL COLUMN REINFORCING SHALL BE EPOXY COATED.

ALL REINFORCING BARS IN DRILLED SHAFTS SHALL BE UNCOATED.

THE MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2 INCHES UNLESS OTHERWISE NOTED OR SHOWN.

SHAFT EMBEDMENT DEPTH IS MEASURED FROM BOTTOM OF DRILLED SHAFT TO BOTTOM OF LOWER WALL ELEVATION EITHER SIDE OF COLUMN.

ADDITIONAL POUR HEIGHT, IF REQUIRED, MAY BE 2'-0 OR 4'-0. REFER TO NOISE WALL ELEVATION. 2'-0 HEIGHT SHOWN IN VIEW E-E.

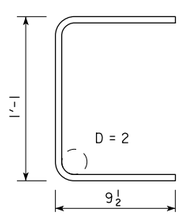
PRECAST COLUMN SHALL ALIGN WITH TOP OF PRECAST PANEL WALL.

PRECAST COLUMN SHALL BE EMBEDDED INTO THE DRILLED SHAFT A MINIMUM OF 5 FEET.

CONSTRUCTION JOINTS SHALL BE ROUGHENED CONCRETE.

32 PRECAST CONCRETE COLUMNS ARE REQUIRED:
- 27 - STANDARD CONCRETE COLUMNS;
- 2 - END CONCRETE COLUMNS;
- 2 - 5° TURN CONCRETE COLUMNS;
- 1 - 10° TURN CONCRETE COLUMN.

32 DRILLED SHAFTS ARE REQUIRED
32 @ 15'-0 = 480 FT.
TOTAL = 480 LINEAL FEET OF 3'-0 Φ DRILLED SHAFT



TRANSVERSE #4 COLUMN BARS

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ALL PRECAST PANEL REINFORCING SHALL BE EPOXY COATED.

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 COLUMN & DRILLED SHAFT DETAILS

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 9 OF 13 FILE NO. 30253 DESIGN NO. 1419

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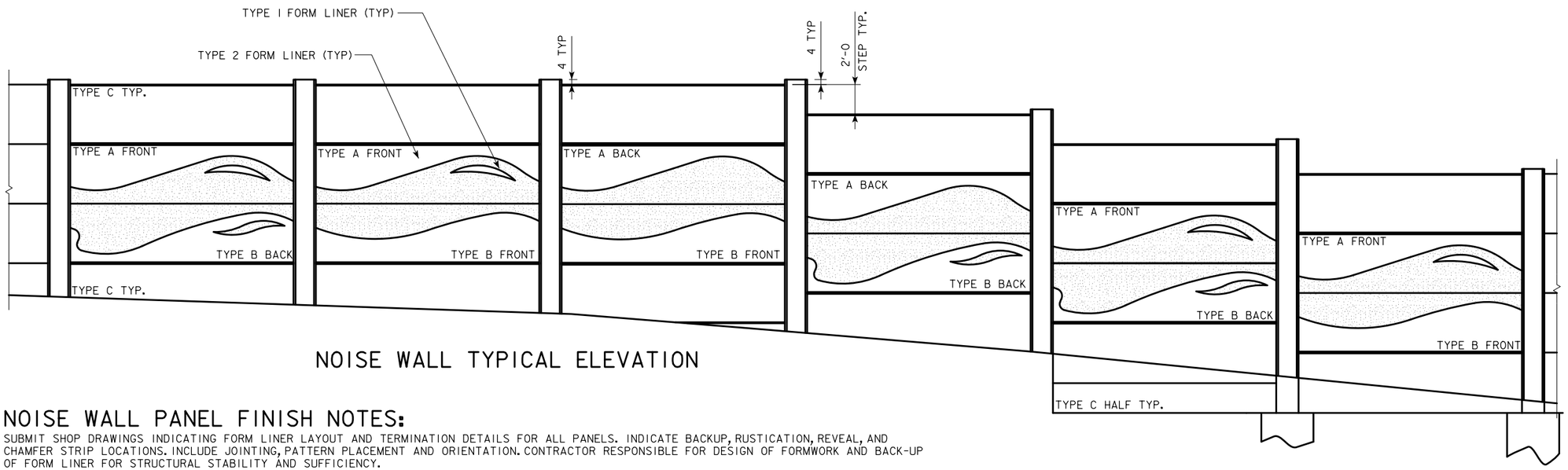


NOISE WALL TYPICAL ELEVATION

NOISE WALL PANEL FINISH NOTES:

SUBMIT SHOP DRAWINGS INDICATING FORM LINER LAYOUT AND TERMINATION DETAILS FOR ALL PANELS. INDICATE BACKUP, RUSTICATION, REVEAL, AND CHAMFER STRIP LOCATIONS. INCLUDE JOINTING, PATTERN PLACEMENT AND ORIENTATION. CONTRACTOR RESPONSIBLE FOR DESIGN OF FORMWORK AND BACK-UP OF FORM LINER FOR STRUCTURAL STABILITY AND SUFFICIENCY.

PROVIDE FULL SCALE SAMPLE OF EACH PANEL USING ACTUAL JOB SPECIFIC MATERIALS, METHODS AND WORKMANSHIP. THESE INCLUDE CONCRETE MIX [CEMENT TYPE, AGGREGATE GRADATION, SLUMP, WATER/CEMENT RATIOS, PLASTICIZERS AND ADDITIVES], FORMING SYSTEM [LINER AND FORMWORK], FORM RELEASE AGENTS, PLACEMENT RATE, FORM PRESSURES, FORMWORK AND JOINT SEALING, VIBRATING AND STRIPPING PRACTICES. IN ADDITION, DEMONSTRATE PATCHING AND REPAIR PROCEDURES FOR SPALLED CONCRETE, AND VOIDS CAUSED BY HONEYCOMBING OR BUGHOLES. ACCEPTED SAMPLE PANELS WILL BE STANDARD BY WHICH REMAINING WORK WILL BE EVALUATED FOR TECHNICAL AND AESTHETIC MERIT. CONTRACTOR SHALL STORE ACCEPTED SAMPLE PANELS ON SITE FOR REFERENCE UNTIL SUBSTANTIAL COMPLETION. ACCEPTED SAMPLE PANELS ARE A PREREQUISITE TO BEGINNING JOB FORMWORK. SUBMIT VARIATIONS FROM SAMPLE PANEL MATERIALS OR TECHNIQUES FOR APPROVAL PRIOR TO USE.

COVER FORM LINERS TO PROTECT FROM OIL, DIRT AND UV EXPOSURE.

HANDLE RIGID FORM LINER PANELS WITH CARE AT TEMPERATURES BELOW 25°F.

THE FORM LINER USED TO PRODUCE TEXTURE 'TYPE 1' AS SHOWN IN THE PLAN DETAILS SHALL PRODUCE A TEXTURED EFFECT OF RANDOM VERTICAL STRIATIONS. DEPTH OF TEXTURE SHALL BE BETWEEN 0.1875 AND 0.250 INCHES.

OBTAIN TEXTURE 'TYPE 1' FORM LINER MATERIALS FROM ONE OF THE FOLLOWING MANUFACTURERS:

1. SCOTT SYSTEM, INC. (PATTERN NO. 122)
2. FITZGERALD FORMLINERS (PATTERN NO. 17934)
3. AMERICAN FORMLINERS (PATTERN NO. 1122)
4. SUBMIT ALL OTHER MANUFACTURERS AND PATTERNS INCLUDING A 1 FOOT BY 1 FOOT SAMPLE OF PROPOSED FORM LINER TO THE IOWA DEPARTMENT OF TRANSPORTATION, OFFICE OF BRIDGES AND STRUCTURES, AMES, IOWA. SAMPLE MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS. NO SAMPLES ARE REQUIRED TO BE SUBMITTED FOR MANUFACTURERS AND PATTERNS LISTED ABOVE.

THE FORM LINER USED TO PRODUCE TEXTURE 'TYPE 2' AS SHOWN IN THE PLAN DETAILS SHALL PRODUCE A TEXTURED EFFECT OF MEDIUM SANDBLASTED CONCRETE. DEPTH OF TEXTURE SHALL BE BETWEEN 0.093 AND 0.125 INCHES.

OBTAIN TEXTURE 'TYPE 2' FORM LINER MATERIALS FROM ONE OF THE FOLLOWING MANUFACTURERS:

1. SCOTT SYSTEM, INC. (PATTERN NO. 120)
2. FITZGERALD FORMLINERS (PATTERN NO. 16991)
3. AMERICAN FORMLINERS (PATTERN NO. 1200)
4. SUBMIT ALL OTHER MANUFACTURERS AND PATTERNS INCLUDING A 1 FOOT BY 1 FOOT SAMPLE OF PROPOSED FORM LINER TO THE IOWA DEPARTMENT OF TRANSPORTATION, OFFICE OF BRIDGES AND STRUCTURES, AMES, IOWA. SAMPLE MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS. NO SAMPLES ARE REQUIRED TO BE SUBMITTED FOR MANUFACTURERS AND PATTERNS LISTED ABOVE.

PRIOR TO BEGINNING ANY PRODUCTION CONCRETE WORK THAT INCLUDES TEXTURE, SUBMIT MANUFACTURER'S CUT SHEETS FOR FORM LINERS.

ON MULTIPLE USE LINERS, CLEAN LINER BEFORE EACH USE. REPLACE DAMAGED LINER WHOSE CONTINUED USE OR REPAIR WOULD NEGATIVELY IMPACT THE AESTHETICS OF THE CONCRETE FINISH.

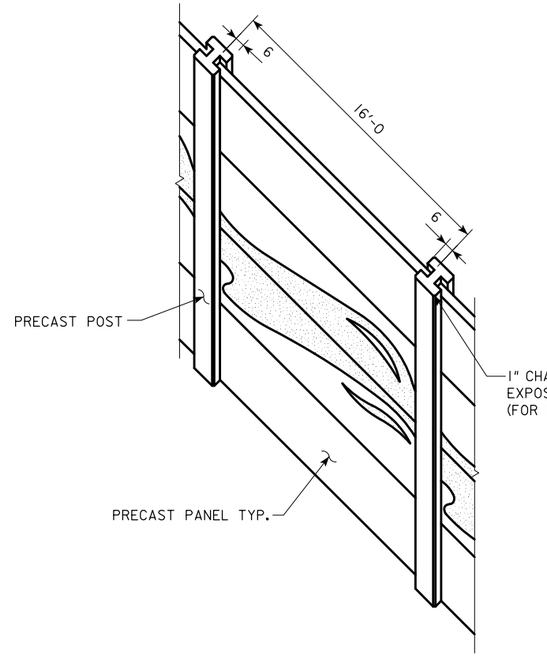
APPLY FORM LINER COMPATIBLE RELEASE AGENT AT RATE RECOMMENDED BY MANUFACTURER. ATTEMPT TO SCHEDULE CONCRETE POUR SOON AFTER APPLICATION OF RELEASE AGENT TO AVOID PRECIPITATION, DUST, AND DEBRIS. PROTECT REINFORCING STEEL FROM EXPOSURE TO RELEASE AGENTS.

SEAL FORM LINER JOINTS TO PREVENT MORTAR LEAKAGE.

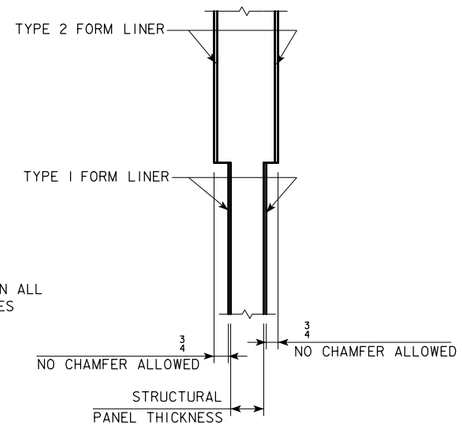
PROVIDE SOLID BACKING AT FORM LINER BUTT JOINTS TO PREVENT DEFLECTION.

CONSTRUCT FORM LINER AND ACCESSORIES TO SIZES, SHAPES, LINES AND DIMENSIONS SHOWN.

INSTALL BACKUP STRIPS AS REQUIRED TO PREVENT DEFLECTION OF THE LINER DUE TO FORM PRESSURES.



TYPICAL SOUND WALL POST AND PANEL DETAIL



TYPICAL SOUND WALL PANEL SECTION

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 NOISE WALL AESTHETIC DETAILS

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

SCOTT COUNTY

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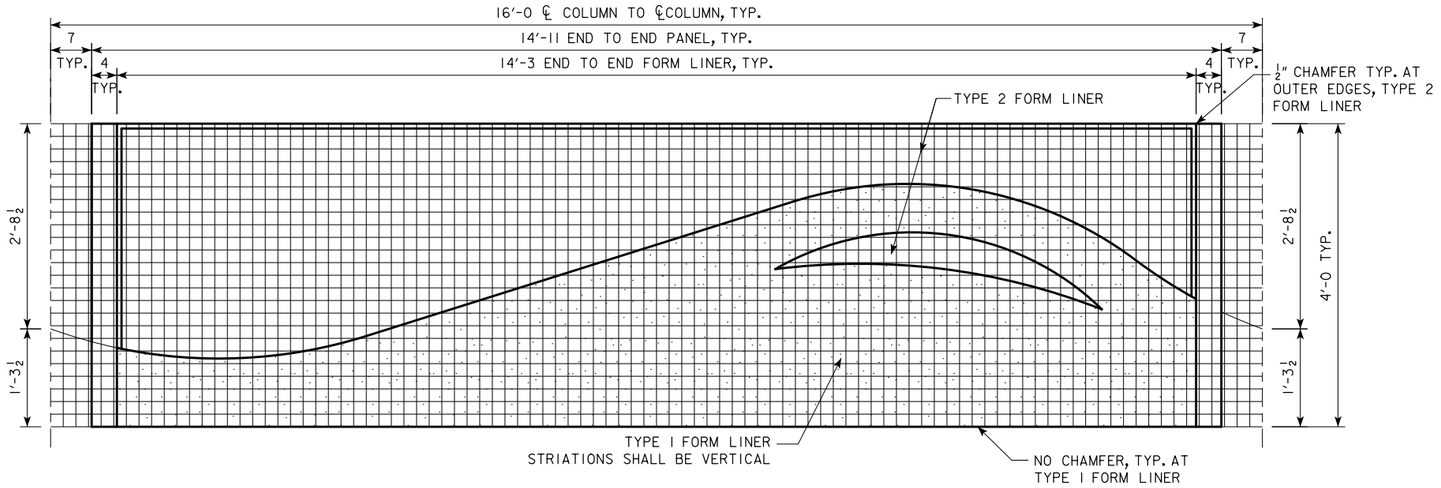
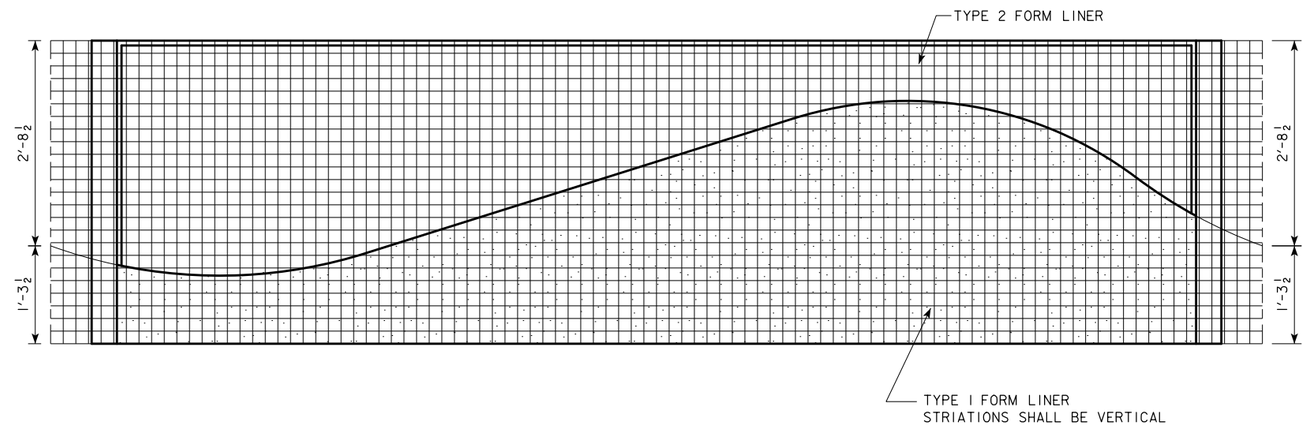


TYPE A FRONT NOISE WALL PANEL ELEVATION

PATTERN SHALL BE VARIED BY FLIPPING PANELS AROUND.
FRONT AND BACKS ARE INTERCHANGEABLE IN ANY LOCATION



TYPE A BACK NOISE WALL PANEL ELEVATION

PATTERN SHALL BE VARIED BY FLIPPING PANELS AROUND.
FRONT AND BACKS ARE INTERCHANGEABLE IN ANY LOCATION

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 NOISE WALL AESTHETIC DETAILS

BEGIN STA. 500+00.00
END STA. 504+96.00

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IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

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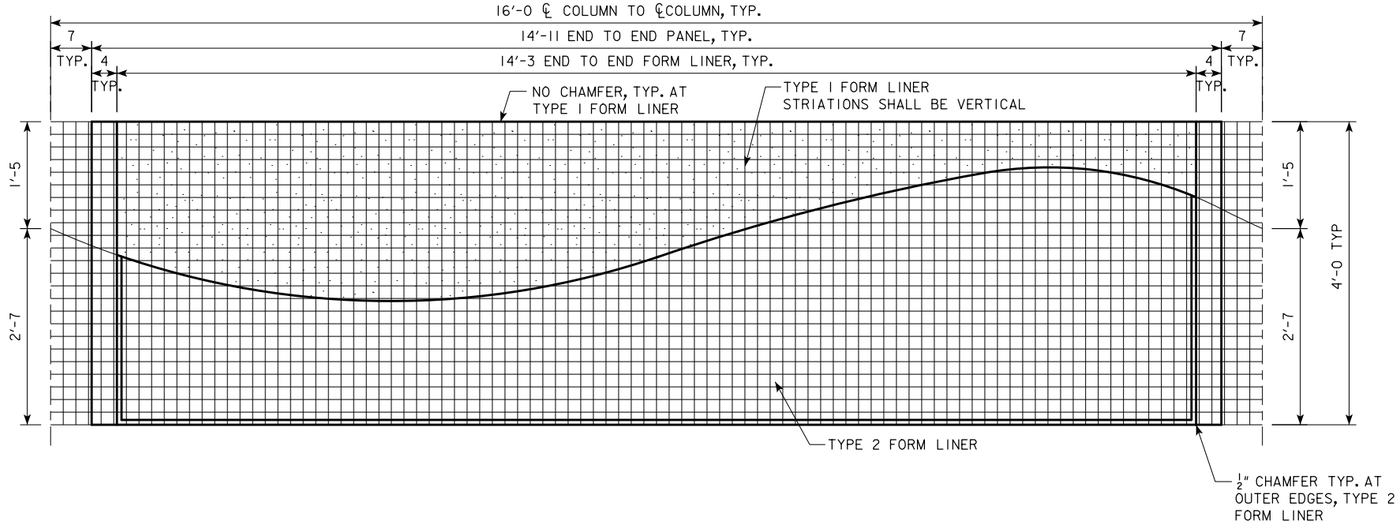
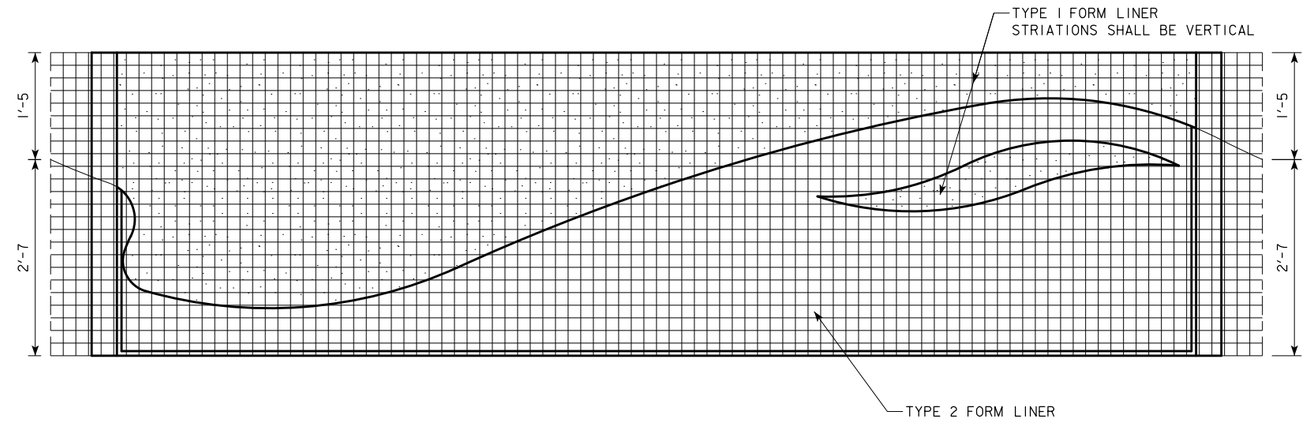


TYPE B FRONT NOISE WALL PANEL ELEVATION

PATTERN SHALL BE VARIED BY FLIPPING PANELS AROUND.
FRONT AND BACKS ARE INTERCHANGEABLE IN ANY LOCATION



TYPE B BACK NOISE WALL PANEL ELEVATION

PATTERN SHALL BE VARIED BY FLIPPING PANELS AROUND.
FRONT AND BACKS ARE INTERCHANGEABLE IN ANY LOCATION

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 NOISE WALL AESTHETIC DETAILS

BEGIN STA. 500+00.00
END STA. 504+96.00

NOVEMBER 2015

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IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

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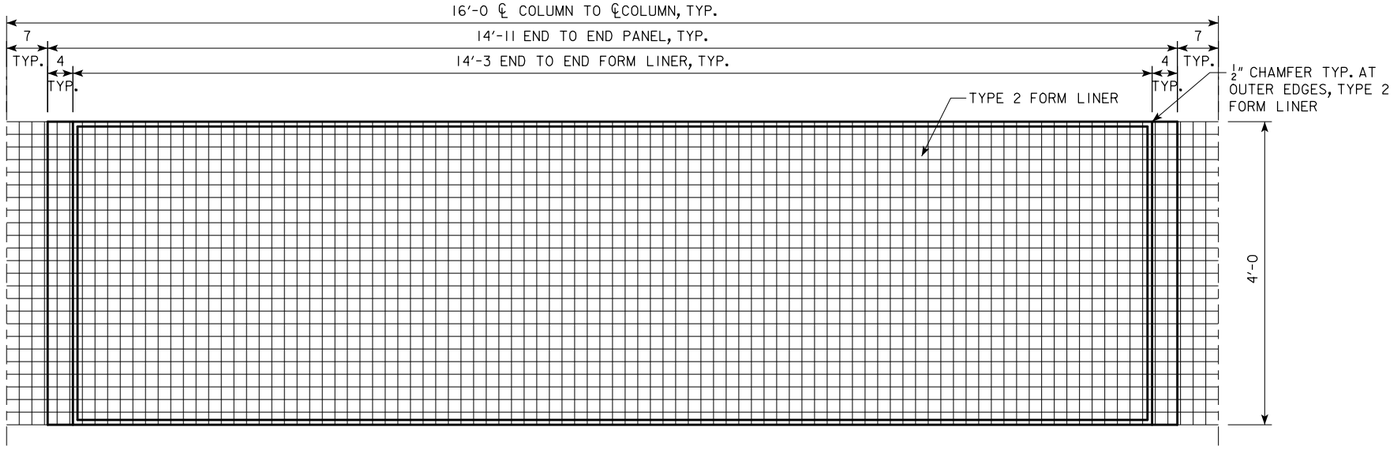
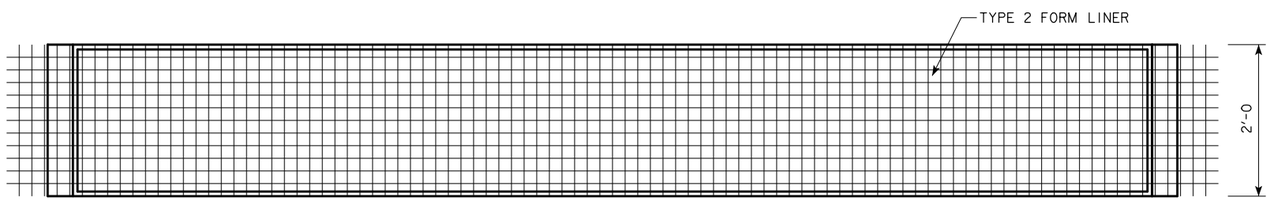


TYPE C FRONT & BACK NOISE WALL PANEL ELEVATION



TYPE C FRONT & BACK HALF NOISE WALL PANEL ELEVATION

DESIGN FOR

496'-0 x VARIABLE HEIGHT PRECAST CONCRETE NOISE WALL 5 NOISE WALL AESTHETIC DETAILS

BEGIN STA. 500+00.00
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I–74 WB

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620 610 600 590 580

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

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I–74 WB

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

620 610 600 590

6804+75.00
607.18

606.95 11.59 | 606.89 0.00 | 606.89 3.67 | 607.18 15.67 | 607.42 27.67 | 607.18 39.67 | 606.89 51.67 | 606.60 63.67 | 604.76 75.85

604.54 11.59 | 604.40 0.00 | 604.48 3.67 | 604.76 15.67 | 605.00 27.67 | 604.76 39.67 | 604.48 51.67 | 604.19 63.67

4504+72.49
604.99

6804+50.00
606.49

606.33 12.26 | 606.25 0.00 | 606.25 3.93

603.91 12.26 | 603.71 0.00 | 603.83 3.93

4504+47.16
604.20

6804+25.00
605.80

605.64 12.26 | 605.56 0.00 | 605.56 4.24

603.22 12.26 | 603.02 0.00 | 603.14 4.24

4504+21.82
603.38

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

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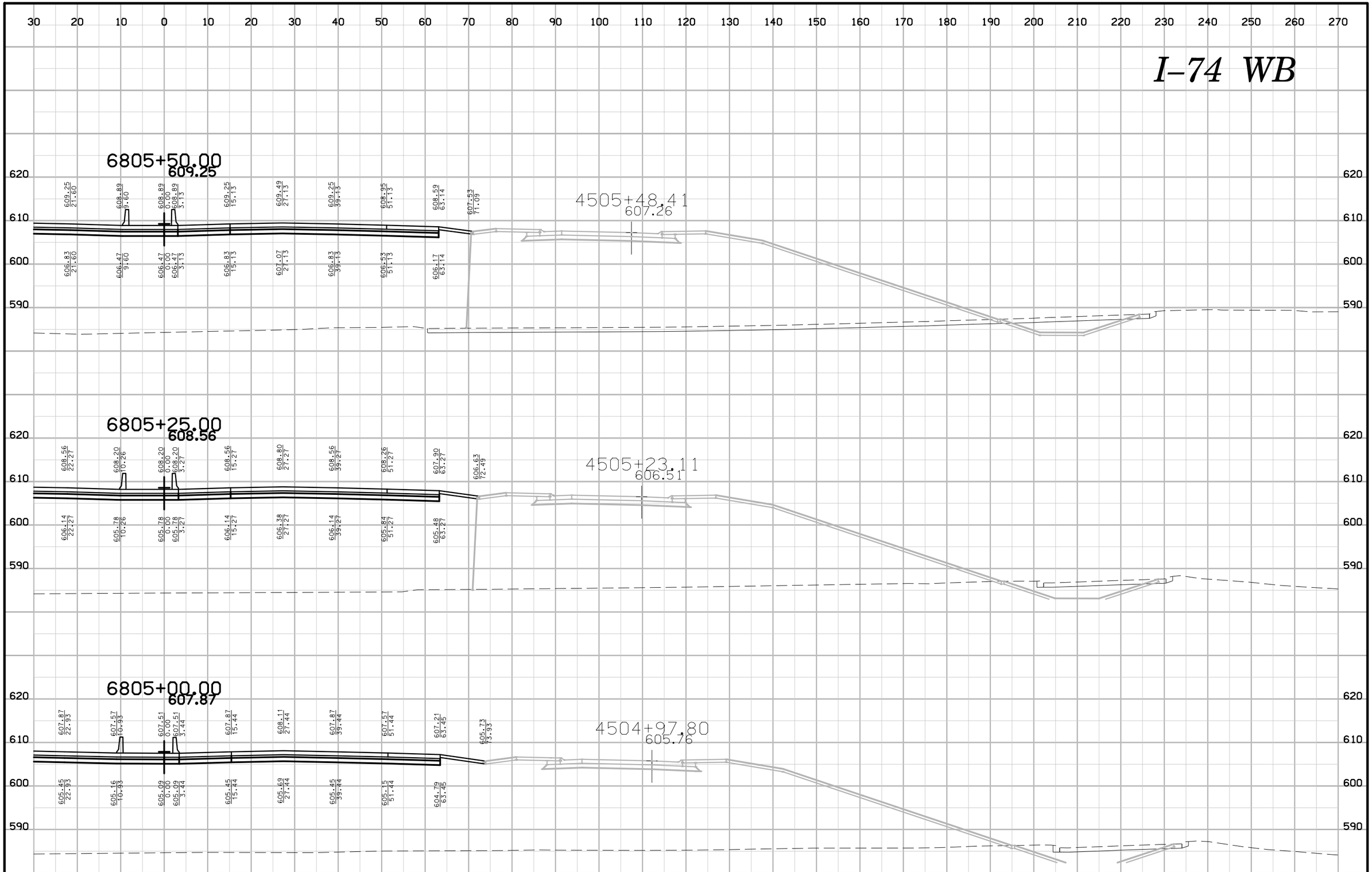
I–74 WB



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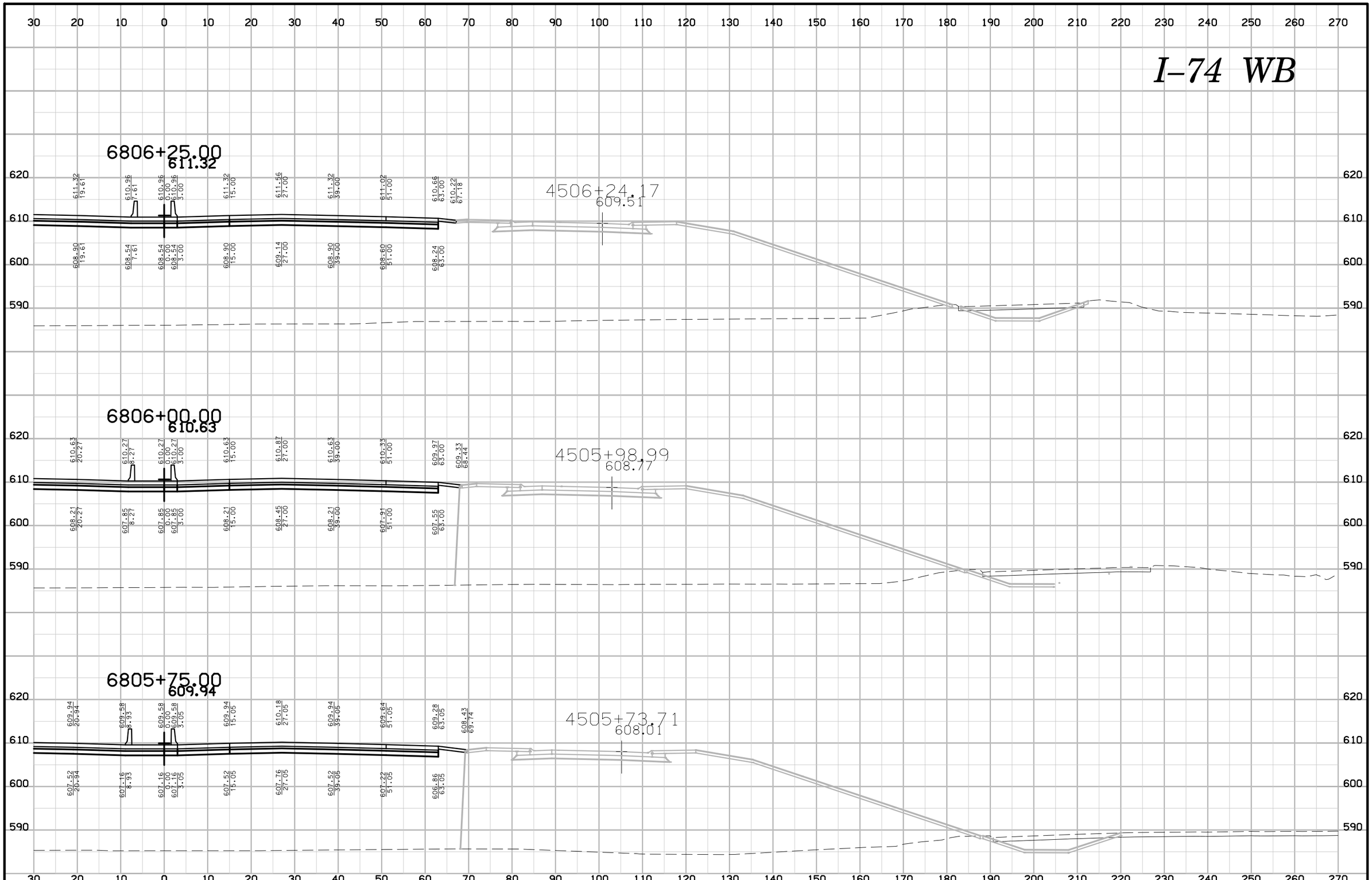
I–74 WB



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I–74 WB

6807+00.00
613.39

4506+99.42
611.75

6806+75.00
612.70

4506+74.34
611.00

6806+50.00
612.01

4506+49.26
610.26

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

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I–74 WB

6807+75.00
615.46

6807+50.00
614.77

4507+49.55
613.24

6807+25.00
614.08

4507+24.49
612.49

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

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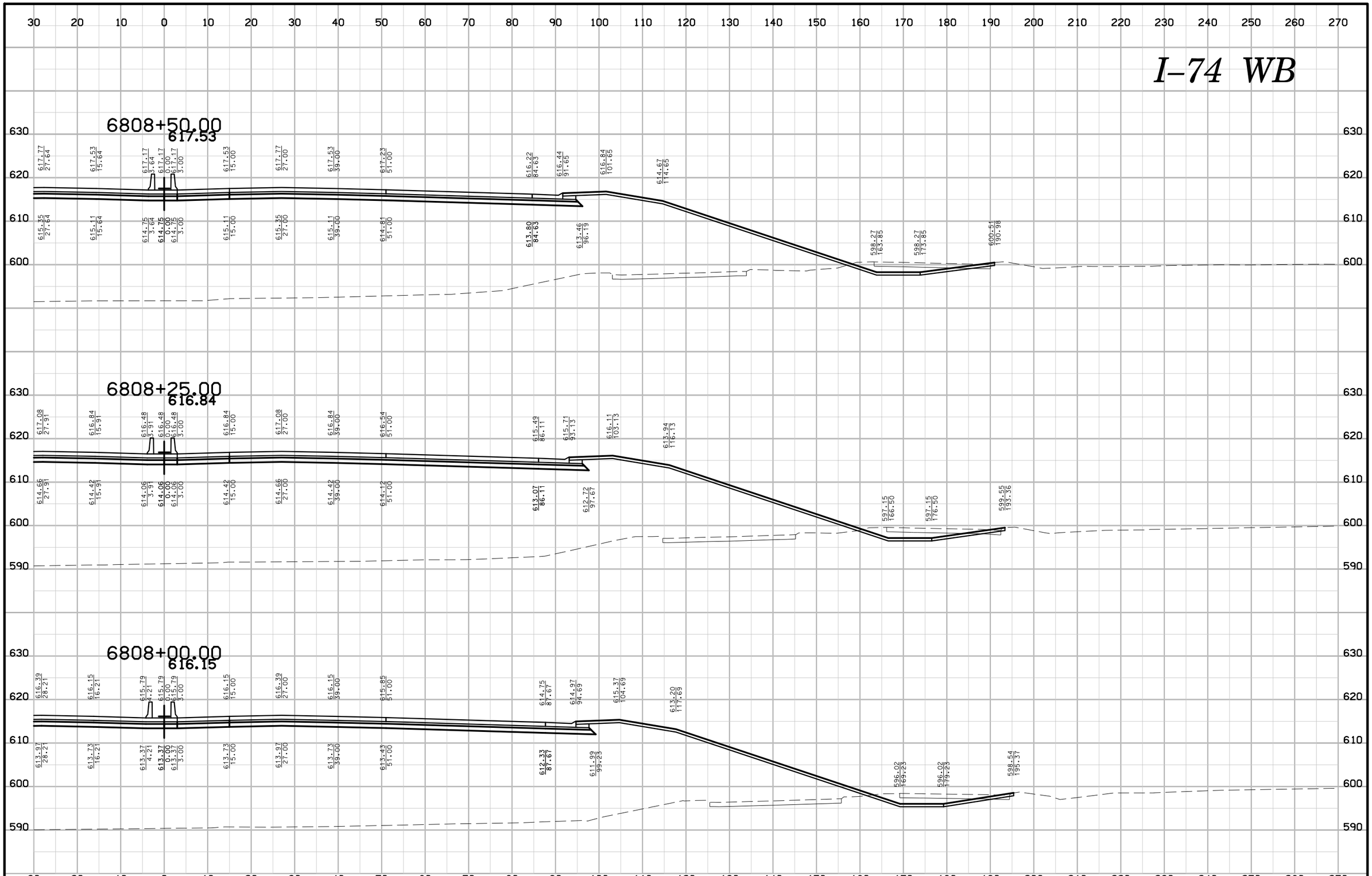
I–74 WB



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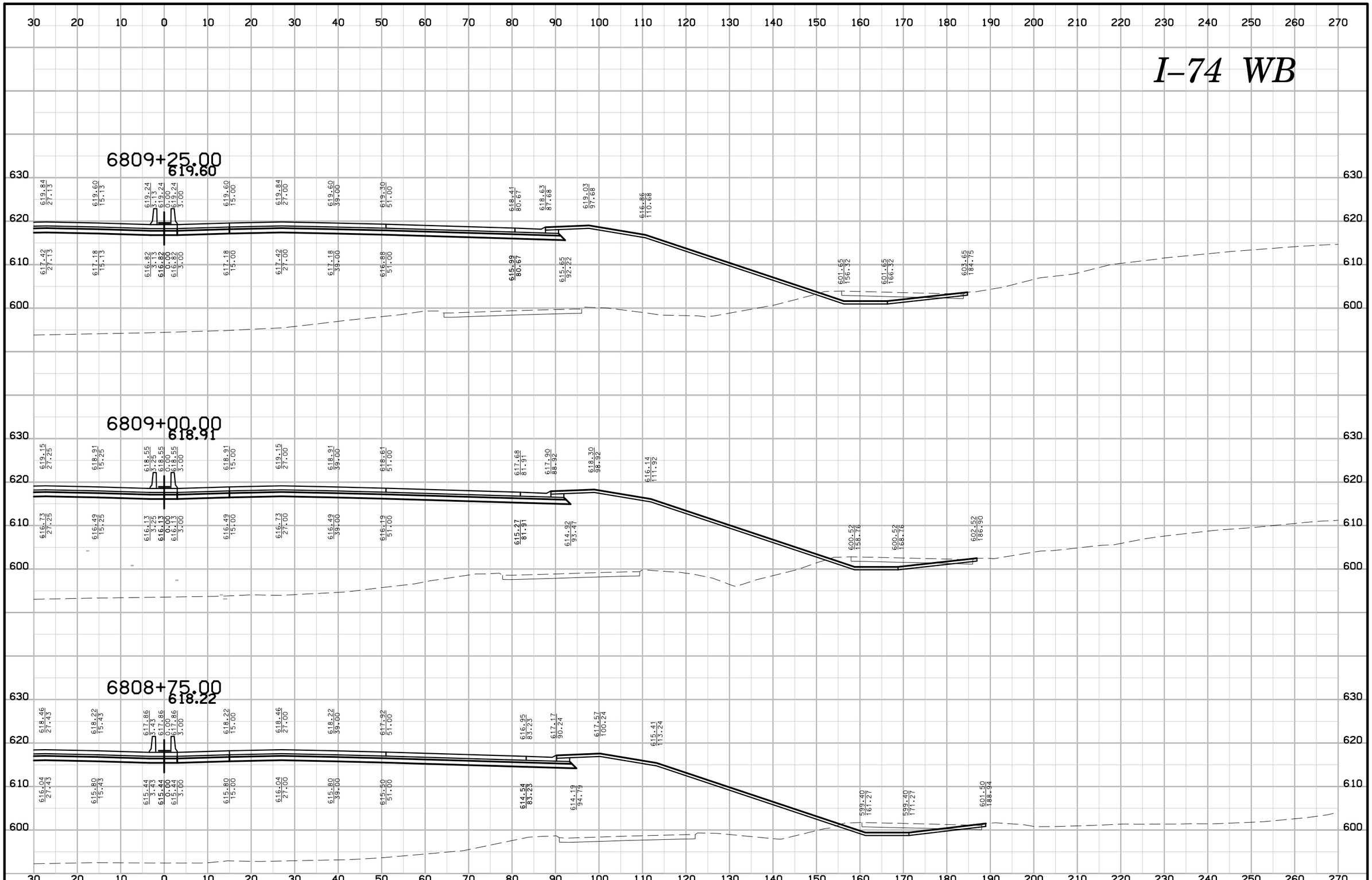
I–74 WB



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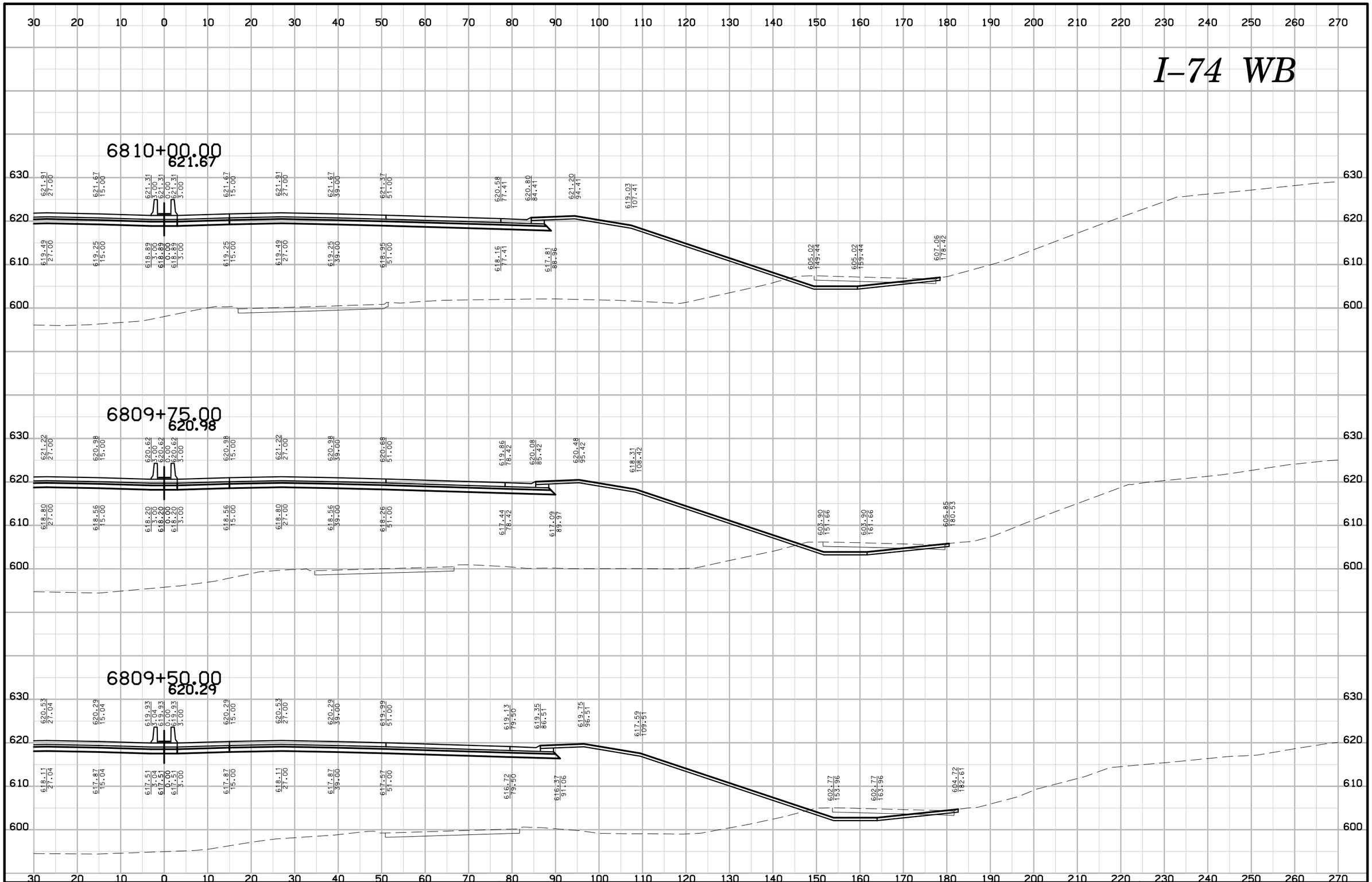
I–74 WB



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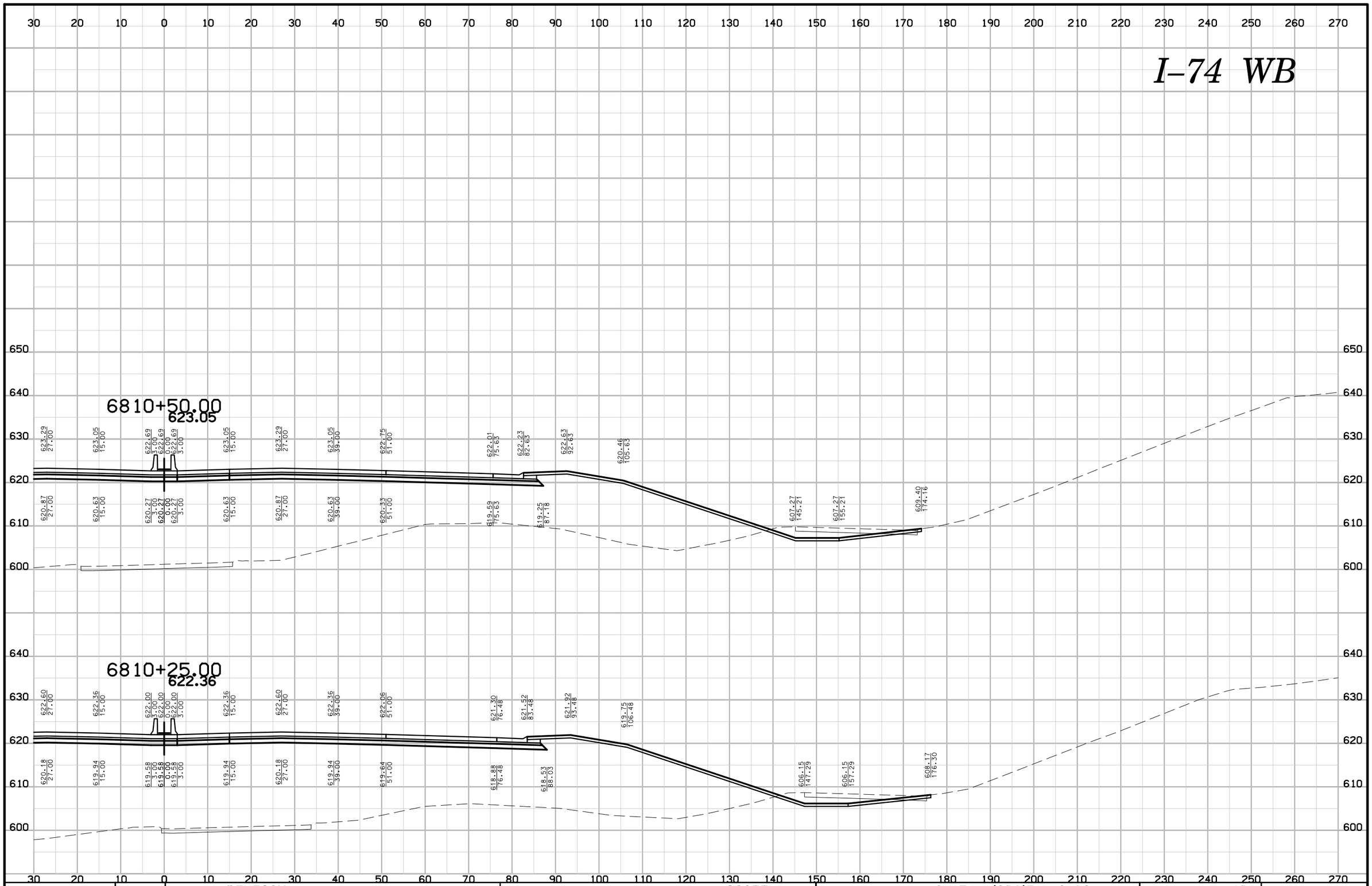
I–74 WB



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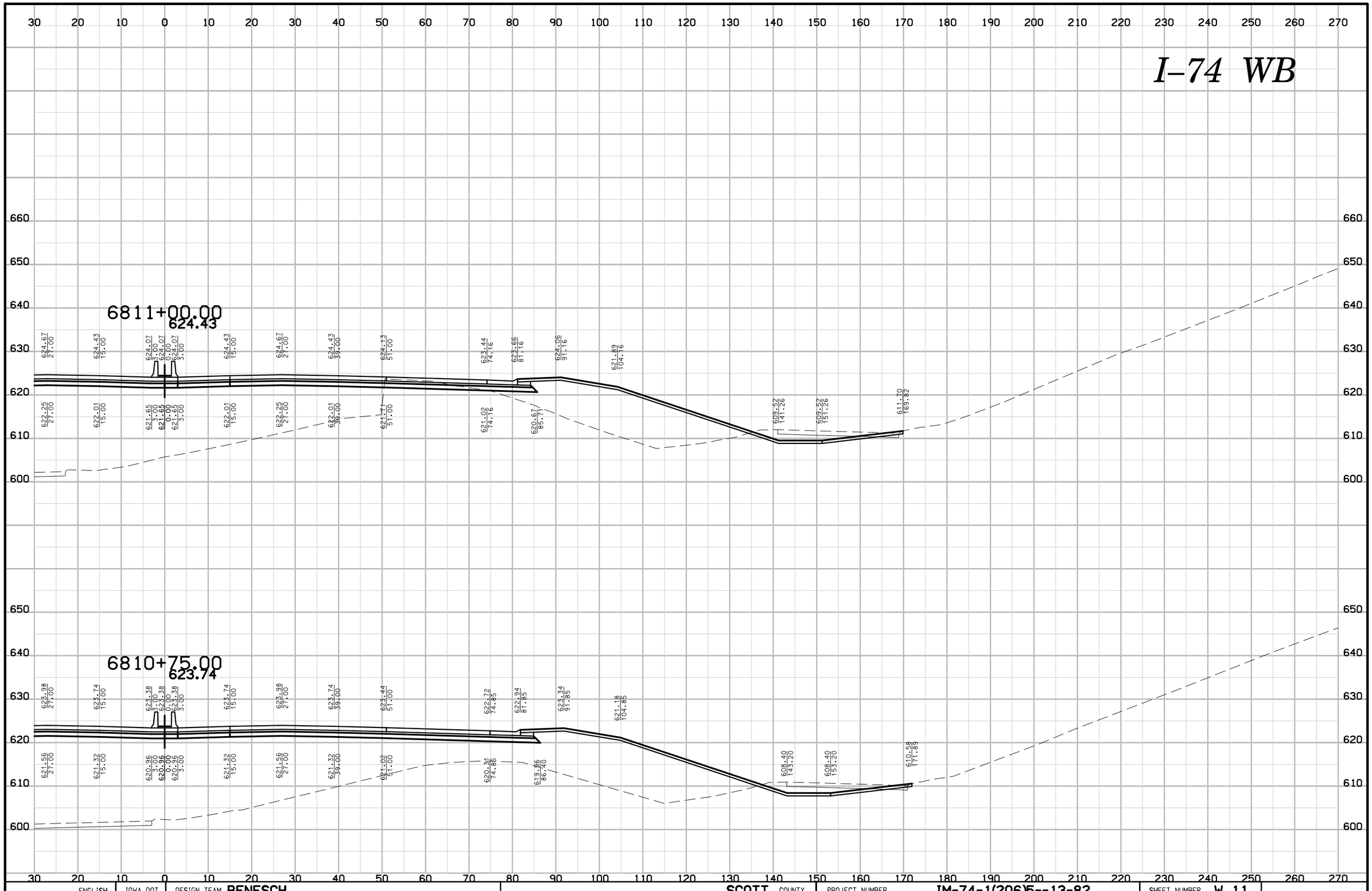
I–74 WB



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

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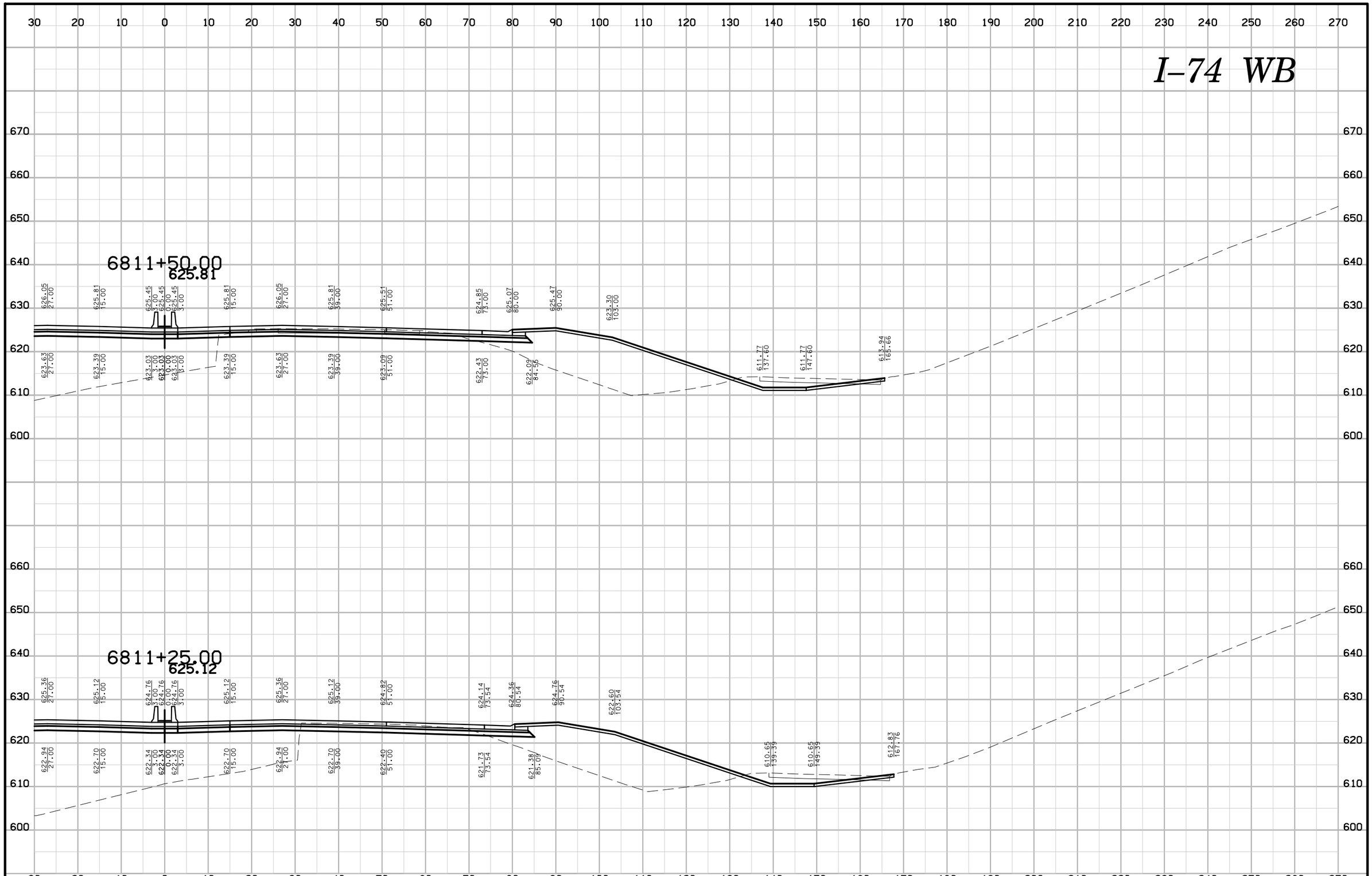
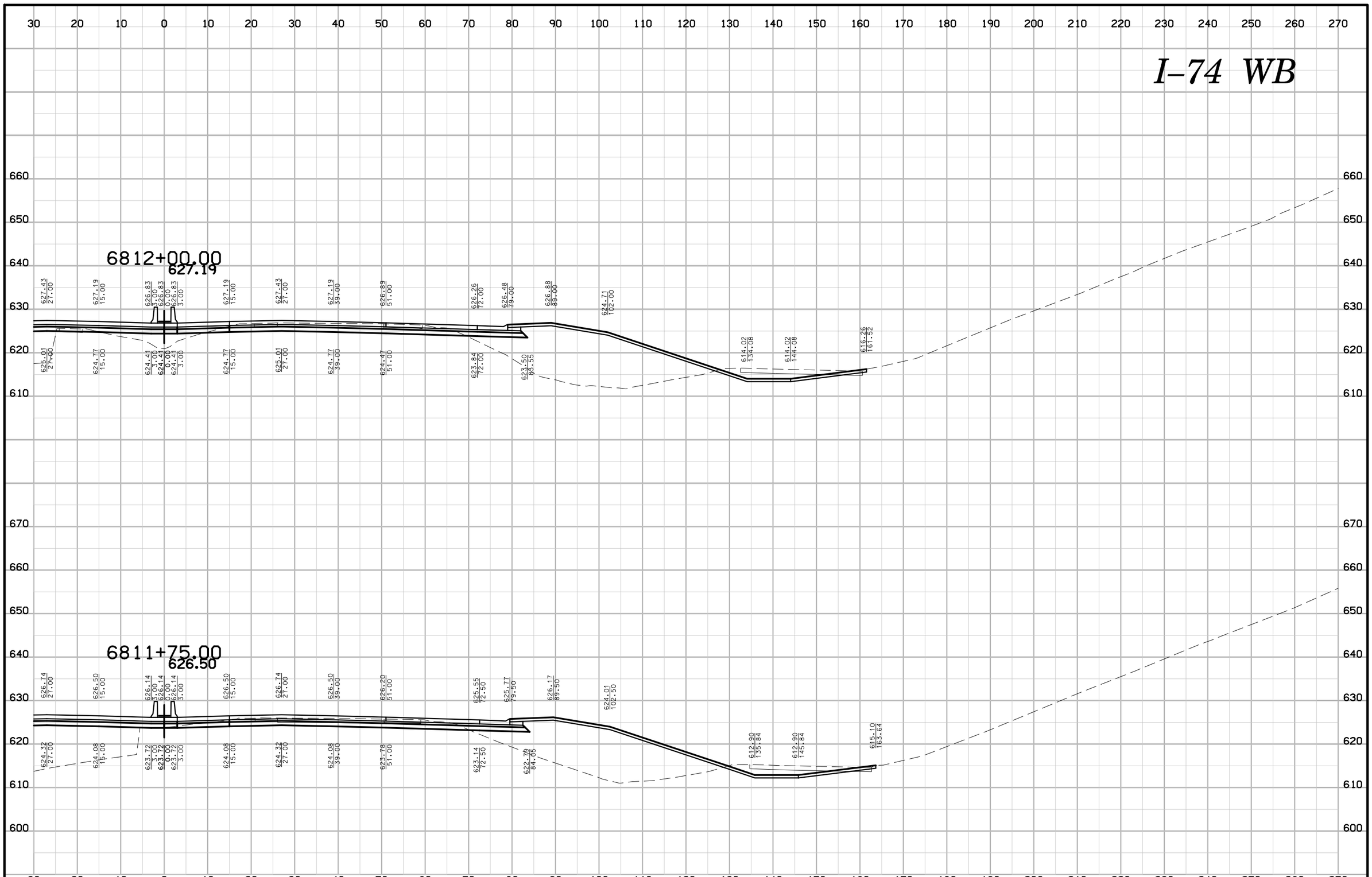
I–74 WB



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

I–74 WB



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

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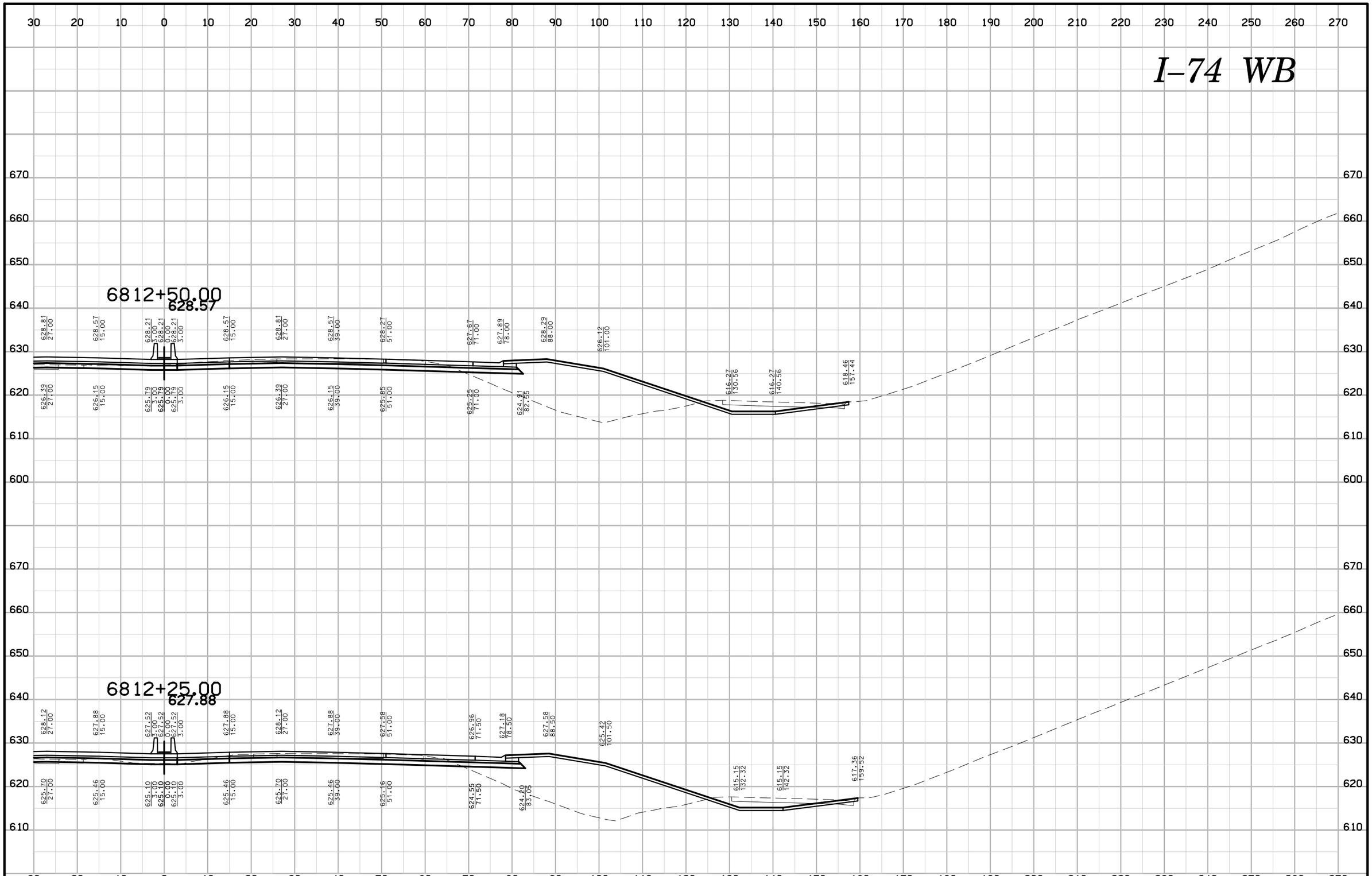
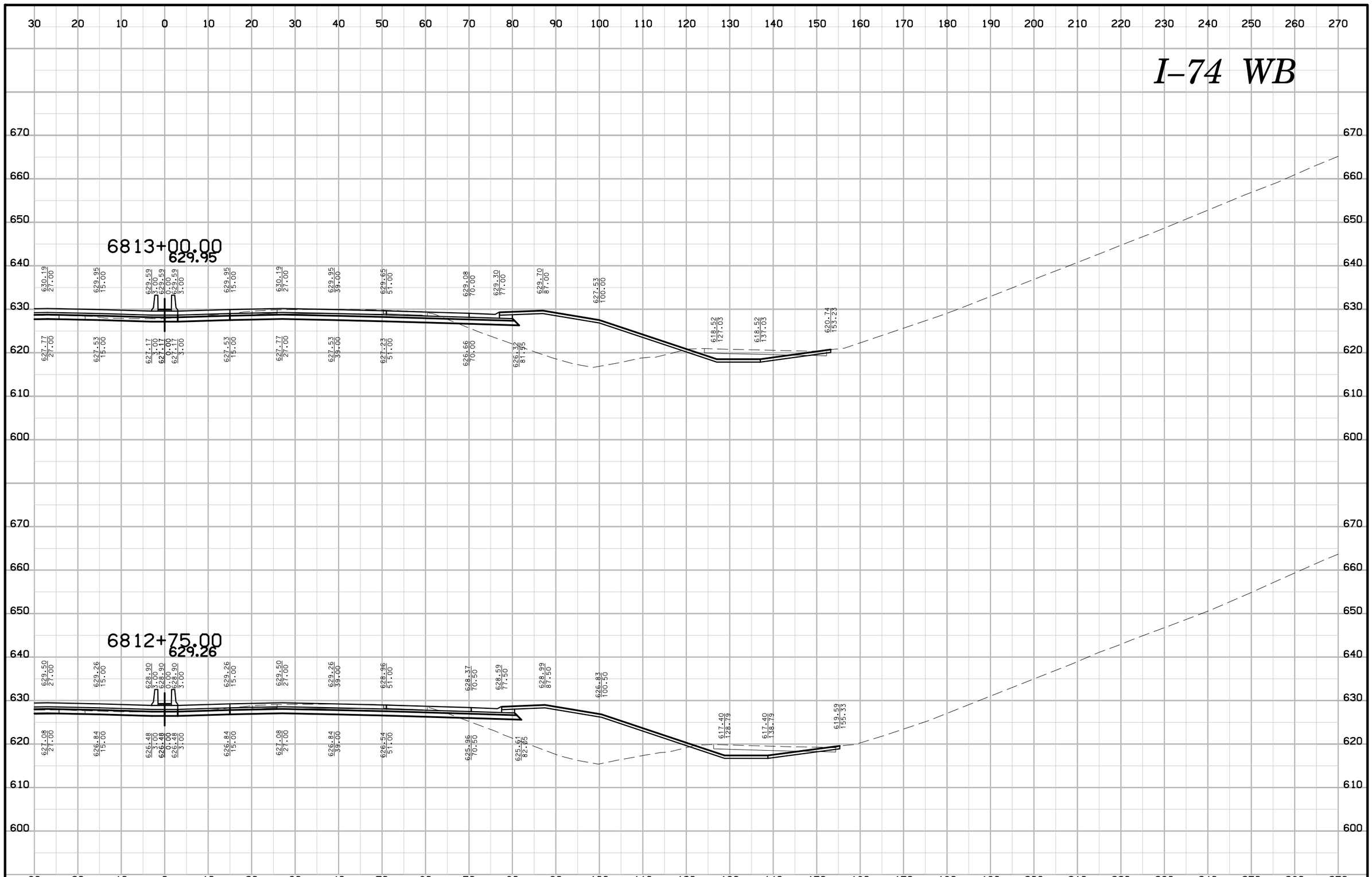
I–74 WB



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

I–74 WB



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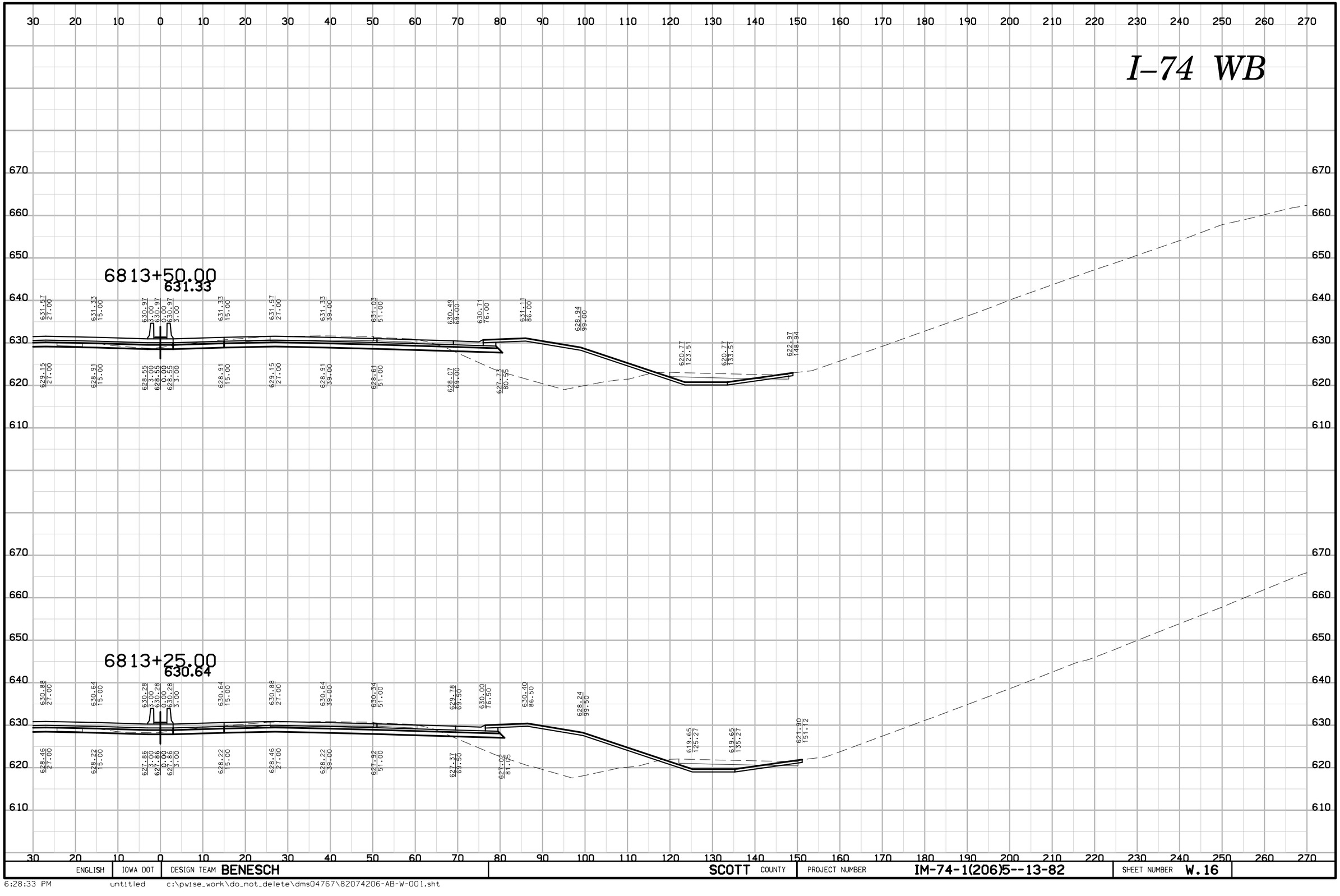
I–74 WB



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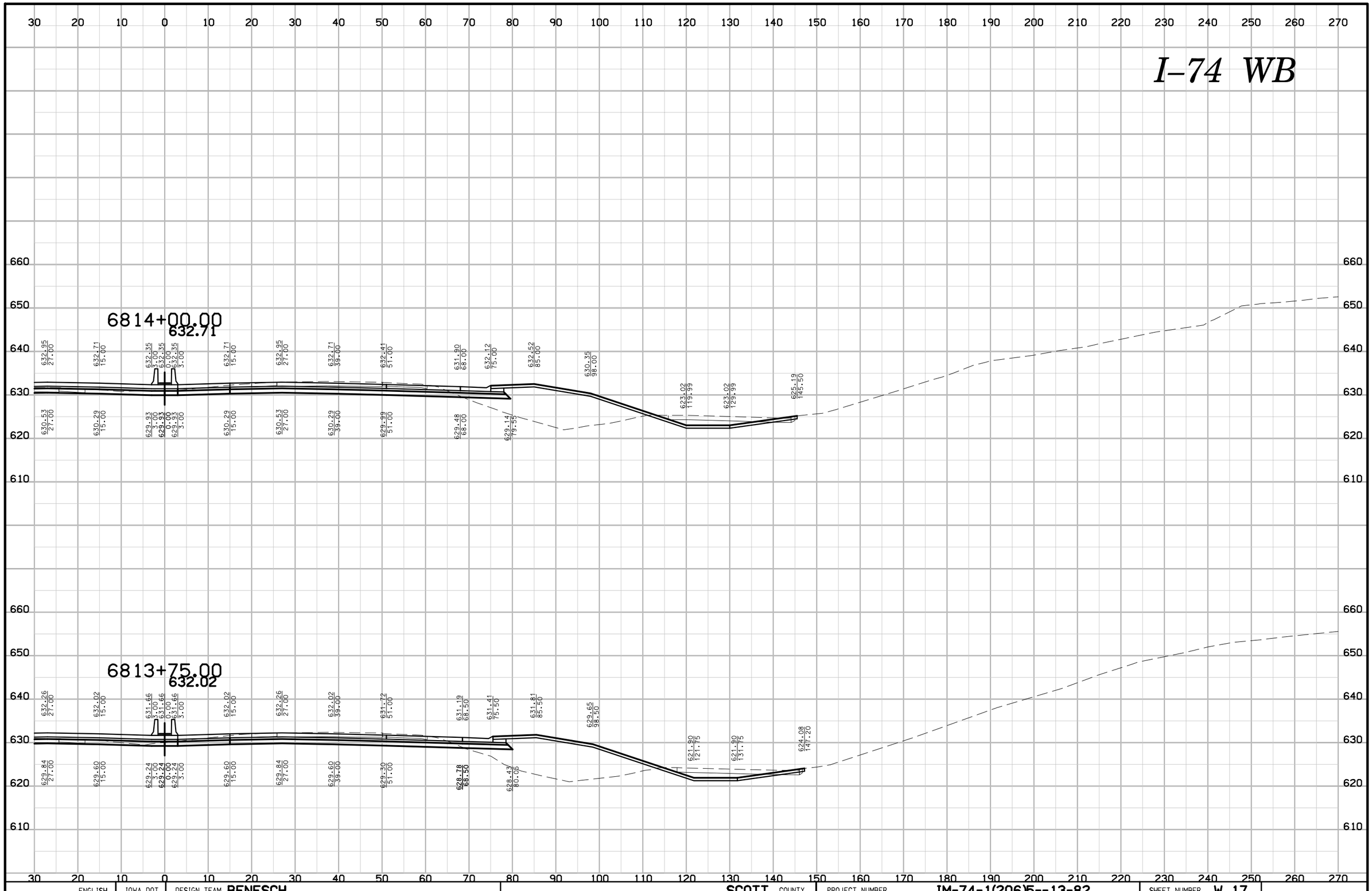
I–74 WB



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

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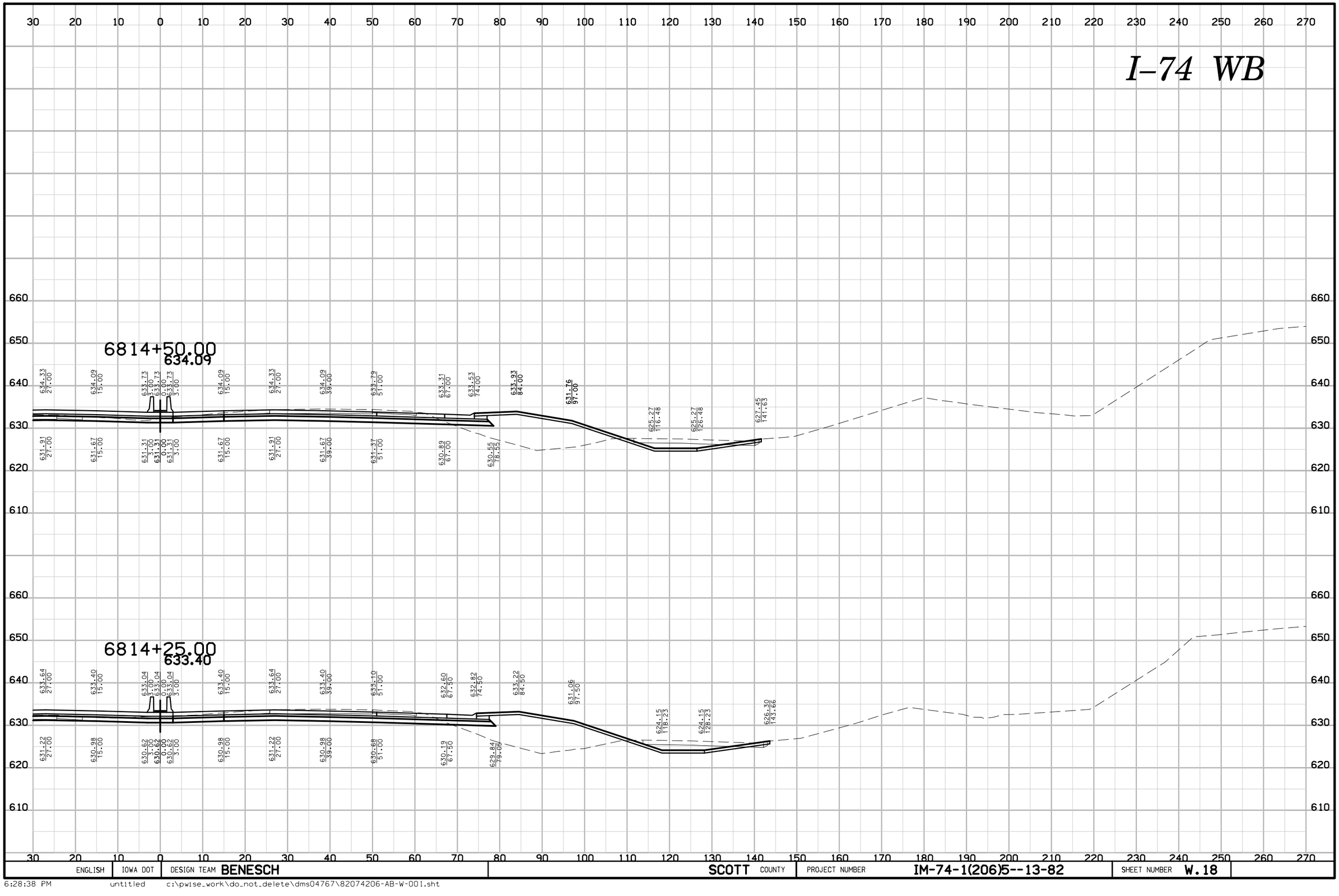
I–74 WB



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

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I–74 WB

6815+00.00
635.47

6814+75.00
634.78

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

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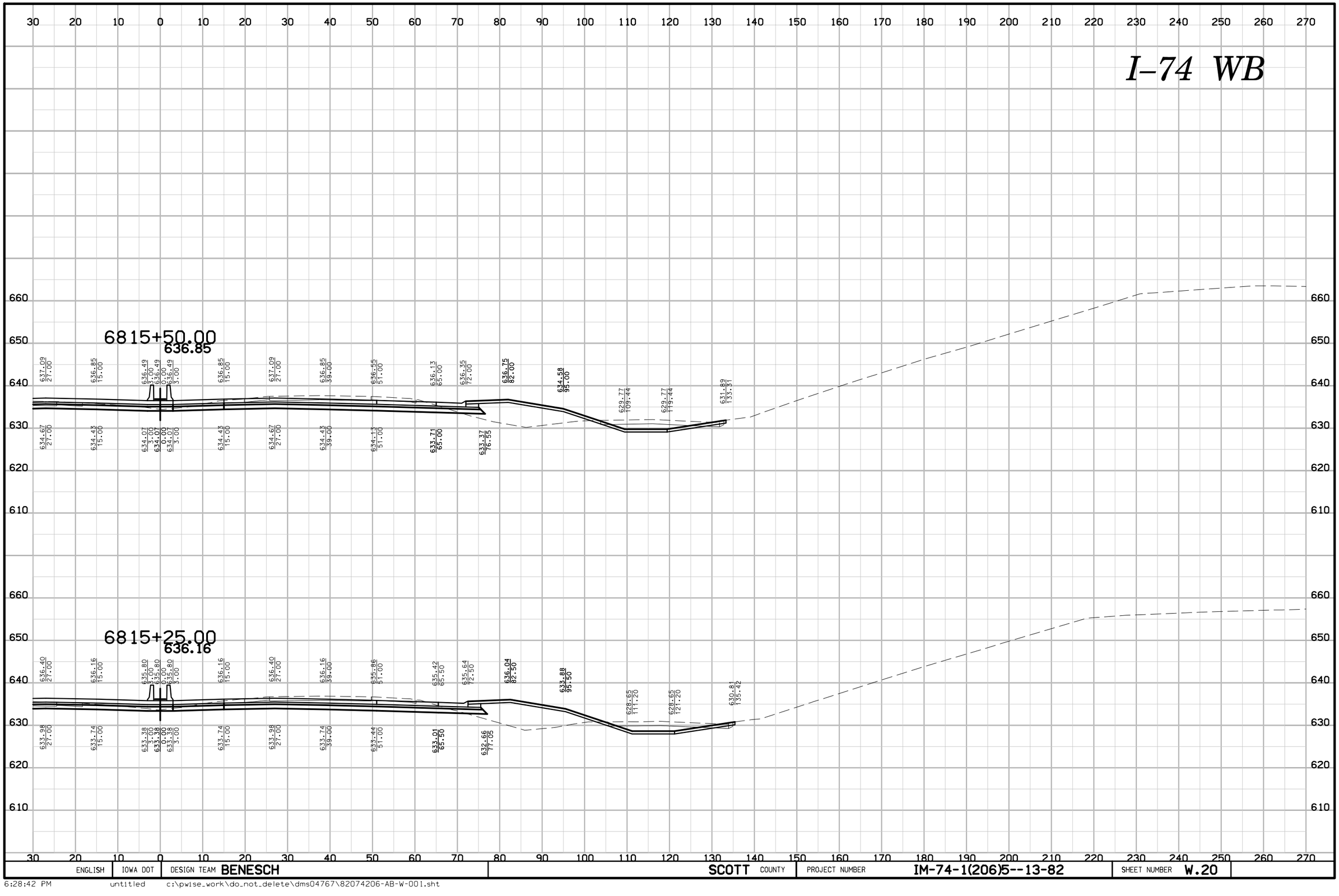
I–74 WB



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

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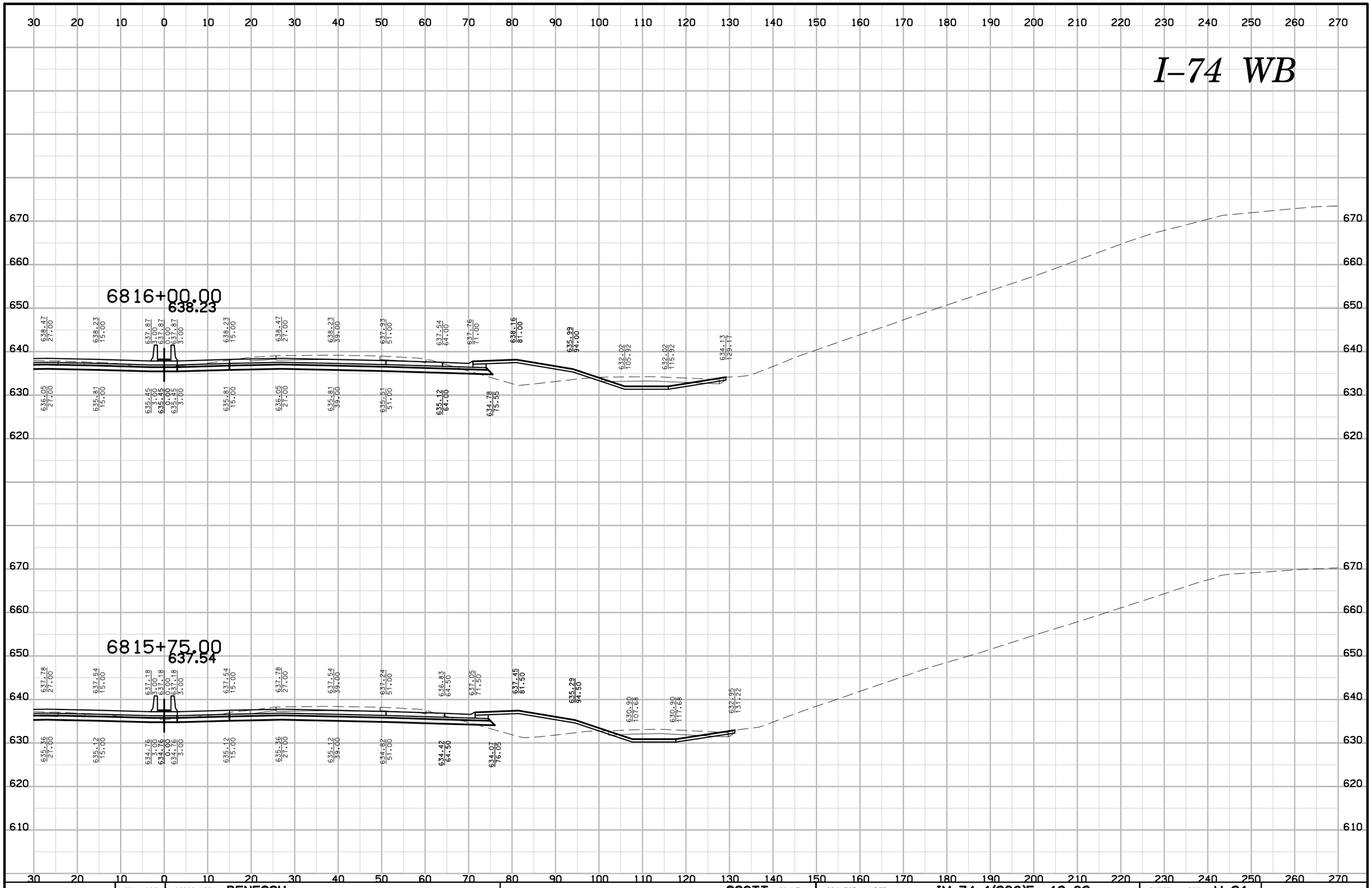
I–74 WB



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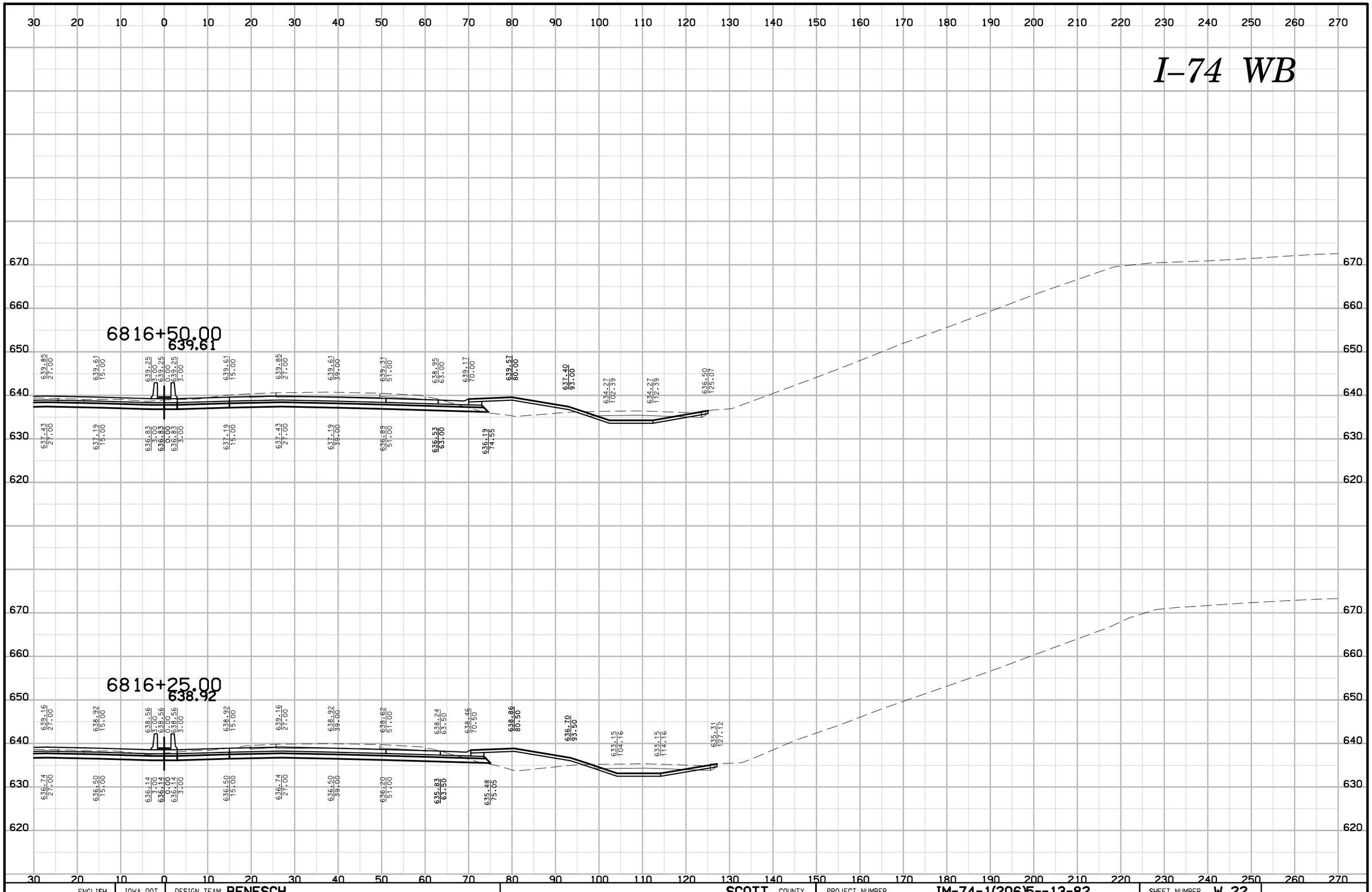
I–74 WB



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

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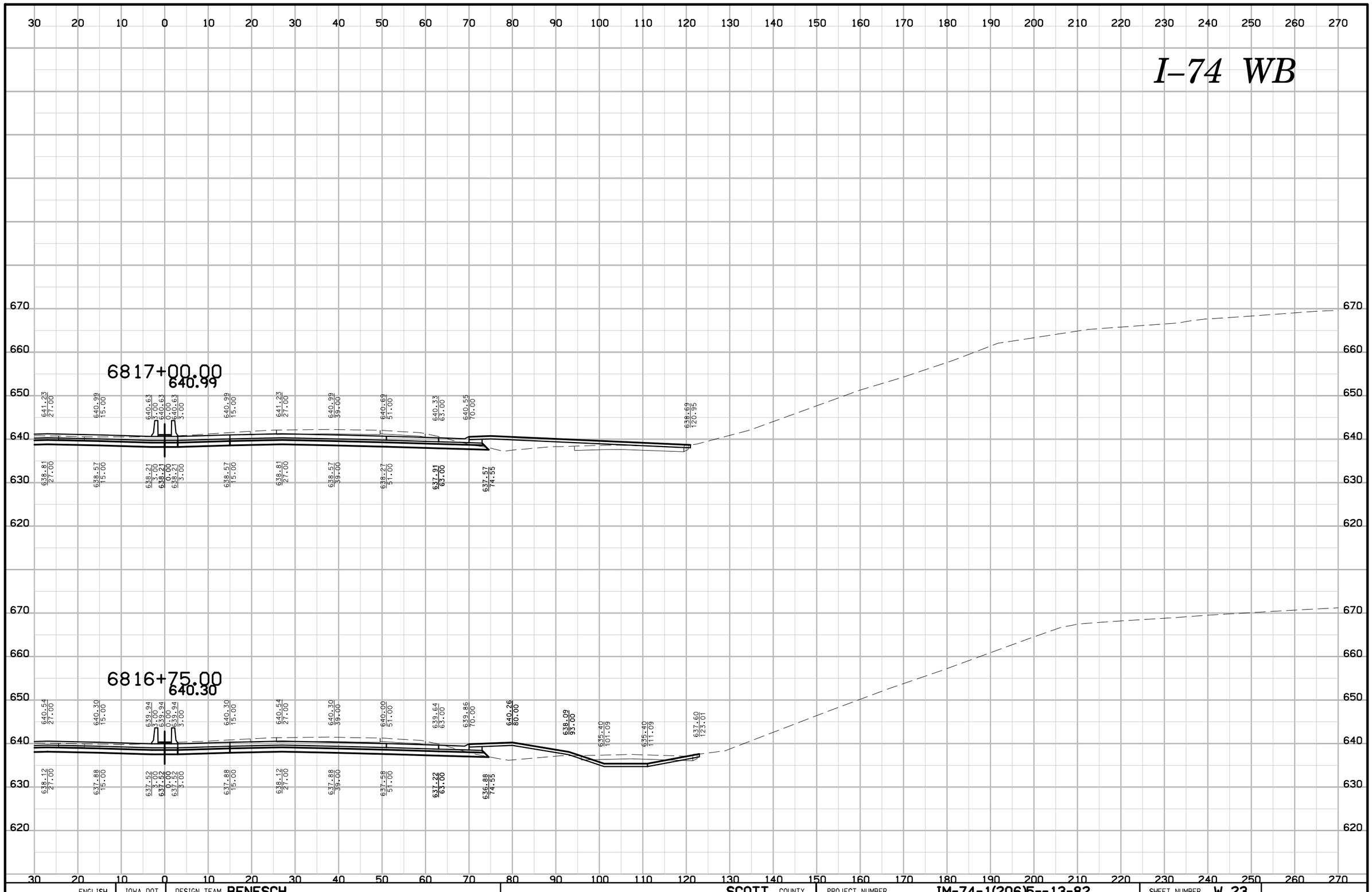
I–74 WB



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

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I–74 WB

6817+75.00
643.06

643.30 27.00 | 643.06 15.00 | 642.70 3.00 | 642.70 0.00 | 642.70 3.00 | 643.06 15.00 | 643.30 27.00 | 643.06 39.00 | 642.76 51.00 | 642.40 63.00 | 642.62 70.00 | 641.85 114.45

640.88 27.00 | 640.64 15.00 | 640.28 3.00 | 640.28 0.00 | 640.28 3.00 | 640.64 15.00 | 640.88 27.00 | 640.64 39.00 | 640.34 51.00 | 639.98 63.00 | 639.64 74.55

6817+50.00
642.37

642.61 27.00 | 642.37 15.00 | 642.01 3.00 | 642.01 0.00 | 642.01 3.00 | 642.37 15.00 | 642.61 27.00 | 642.37 39.00 | 642.07 51.00 | 641.71 63.00 | 641.93 70.00 | 640.78 116.63

640.19 27.00 | 639.95 15.00 | 639.59 3.00 | 639.59 0.00 | 639.59 3.00 | 639.95 15.00 | 640.19 27.00 | 639.95 39.00 | 639.65 51.00 | 639.29 63.00 | 638.95 74.55

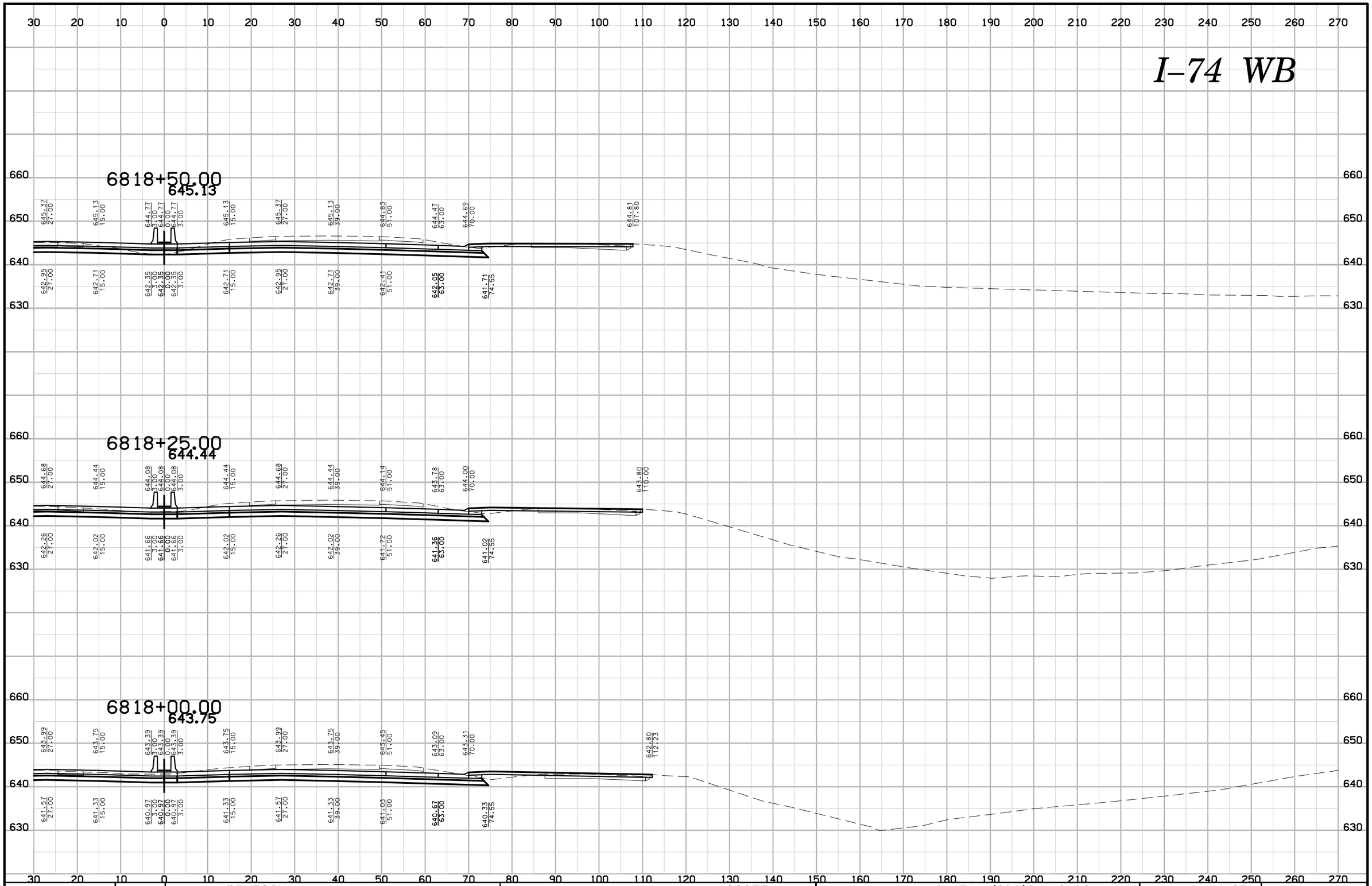
6817+25.00
641.68

641.92 27.00 | 641.68 15.00 | 641.32 3.00 | 641.32 0.00 | 641.32 3.00 | 641.68 15.00 | 641.92 27.00 | 641.68 39.00 | 641.38 51.00 | 641.02 63.00 | 641.24 70.00 | 639.72 118.82

639.50 27.00 | 639.26 15.00 | 638.90 3.00 | 638.90 0.00 | 638.90 3.00 | 639.26 15.00 | 639.50 27.00 | 639.26 39.00 | 638.96 51.00 | 638.60 63.00 | 638.26 74.55

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **W.24**	

I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER W.25

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I–74 WB

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

670 660 650 640 630

6819+25.00
647.20

647.44 27.00 | 647.20 15.00 | 646.84 3.00 | 646.84 0.00 | 646.84 3.00 | 647.20 15.00 | 647.44 27.00 | 647.20 39.00 | 646.90 51.00 | 646.54 63.00 | 646.59 70.00 | 646.99 80.00 | 647.68 101.46

645.02 27.00 | 644.78 15.00 | 644.42 3.00 | 644.42 0.00 | 644.42 3.00 | 644.78 15.00 | 645.02 27.00 | 644.78 39.00 | 644.48 51.00 | 644.12 63.00 | 643.82 73.00

670 660 650 640 630

6819+00.00
646.51

646.75 27.00 | 646.51 15.00 | 646.15 3.00 | 646.15 0.00 | 646.15 3.00 | 646.51 15.00 | 646.75 27.00 | 646.51 39.00 | 646.21 51.00 | 645.85 63.00 | 645.90 70.00 | 646.30 80.00 | 646.76 103.56

644.33 27.00 | 644.09 15.00 | 643.73 3.00 | 643.73 0.00 | 643.73 3.00 | 644.09 15.00 | 644.33 27.00 | 644.09 39.00 | 643.79 51.00 | 643.43 63.00 | 643.13 73.00

660 650 640 630

6818+75.00
645.82

646.06 27.00 | 645.82 15.00 | 645.46 3.00 | 645.46 0.00 | 645.46 3.00 | 645.82 15.00 | 646.06 27.00 | 645.82 39.00 | 645.52 51.00 | 645.16 63.00 | 645.38 70.00 | 645.78 105.68

643.64 27.00 | 643.40 15.00 | 643.04 3.00 | 643.04 0.00 | 643.04 3.00 | 643.40 15.00 | 643.64 27.00 | 643.40 39.00 | 643.10 51.00 | 642.74 63.00 | 642.40 74.55

660 650 640 630

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **W.26**

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I–74 WB

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

670 660 650 640

6820+00.00
649.27

649.51 27.00 | 649.27 15.00 | 648.91 0.00 | 648.91 0.00 | 648.91 3.00 | 649.27 15.00 | 649.51 27.00 | 649.27 39.00 | 648.97 51.00 | 648.61 63.00 | 648.66 70.00 | 649.06 80.00 | 649.95 95.49

647.09 27.00 | 646.85 15.00 | 646.49 3.00 | 646.49 0.00 | 646.49 0.00 | 646.49 3.00 | 646.85 15.00 | 647.09 27.00 | 646.85 39.00 | 646.55 51.00 | 646.19 63.00 | 645.89 73.00

6819+75.00
648.58

648.82 27.00 | 648.58 15.00 | 648.22 3.00 | 648.22 0.00 | 648.22 0.00 | 648.22 3.00 | 648.58 15.00 | 648.82 27.00 | 648.58 39.00 | 648.28 51.00 | 647.92 63.00 | 647.97 70.00 | 648.37 80.00 | 649.36 97.27

646.40 27.00 | 646.16 15.00 | 645.80 3.00 | 645.80 0.00 | 645.80 0.00 | 645.80 3.00 | 646.16 15.00 | 646.40 27.00 | 646.16 39.00 | 645.86 51.00 | 645.50 63.00 | 645.20 73.00

6819+50.00
647.89

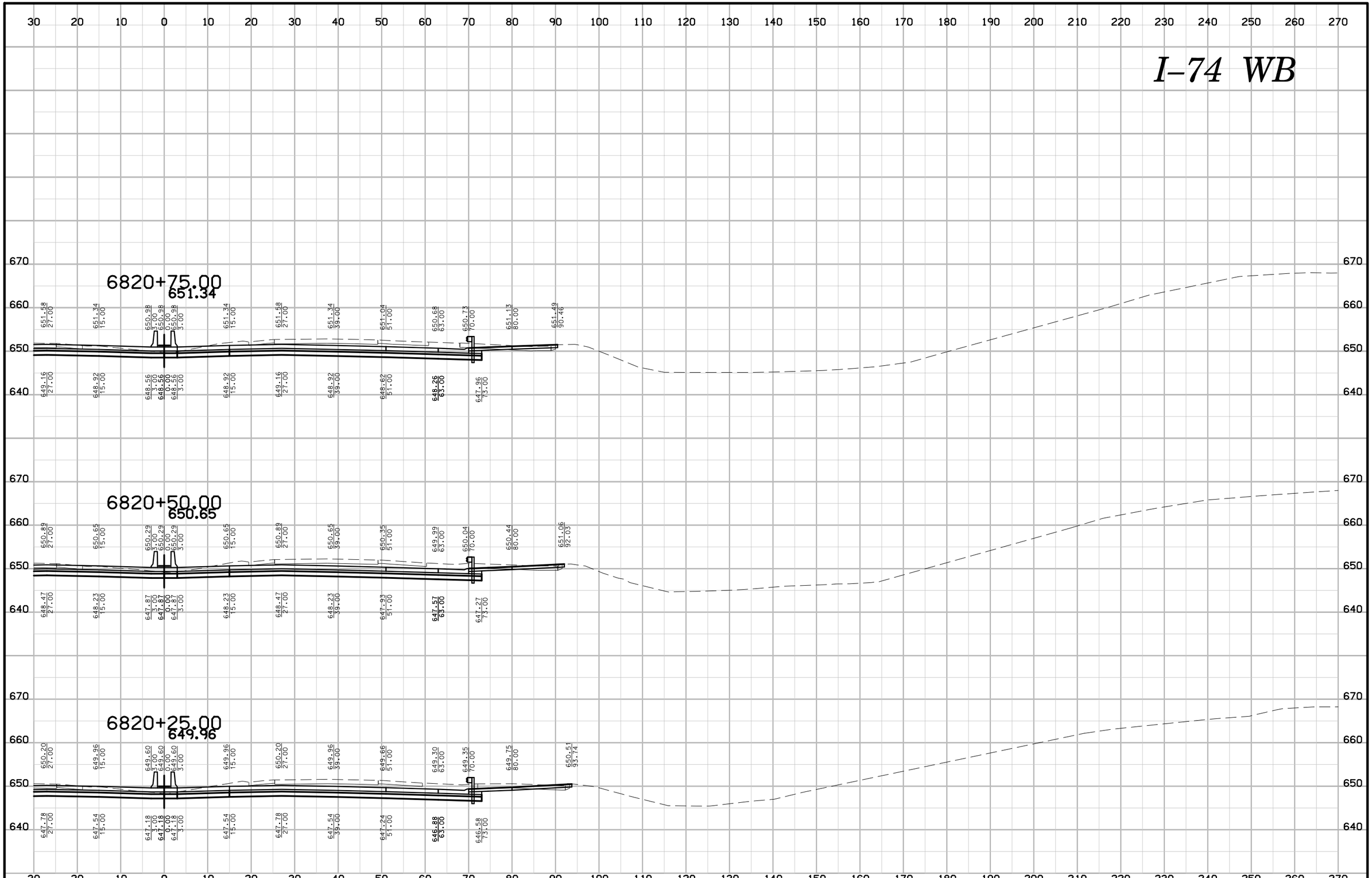
648.13 27.00 | 647.89 15.00 | 647.53 3.00 | 647.53 0.00 | 647.53 0.00 | 647.53 3.00 | 647.89 15.00 | 648.13 27.00 | 647.89 39.00 | 647.59 51.00 | 647.23 63.00 | 647.28 70.00 | 647.68 80.00 | 648.53 99.37

645.71 27.00 | 645.47 15.00 | 645.11 3.00 | 645.11 0.00 | 645.11 0.00 | 645.11 3.00 | 645.47 15.00 | 645.71 27.00 | 645.47 39.00 | 645.17 51.00 | 644.81 63.00 | 644.51 73.00

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **W.27**

I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.28

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I–74 WB

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

670
660
650
640

6821+50.00
653.36

653.60 27.00 | 653.36 15.00 | 653.00 0.00 | 653.36 15.00 | 653.60 27.00 | 653.36 39.00 | 653.06 51.00 | 652.70 63.00 | 652.75 70.00 | 653.15 80.00 | 652.89 86.99

651.18 27.00 | 650.94 15.00 | 650.58 0.00 | 650.94 15.00 | 651.18 27.00 | 650.94 39.00 | 650.64 51.00 | 650.28 63.00 | 649.98 73.00

6821+25.00
652.71

652.95 27.00 | 652.71 15.00 | 652.35 0.00 | 652.71 15.00 | 652.95 27.00 | 652.71 39.00 | 652.41 51.00 | 652.05 63.00 | 652.10 70.00 | 652.50 80.00 | 652.36 87.55

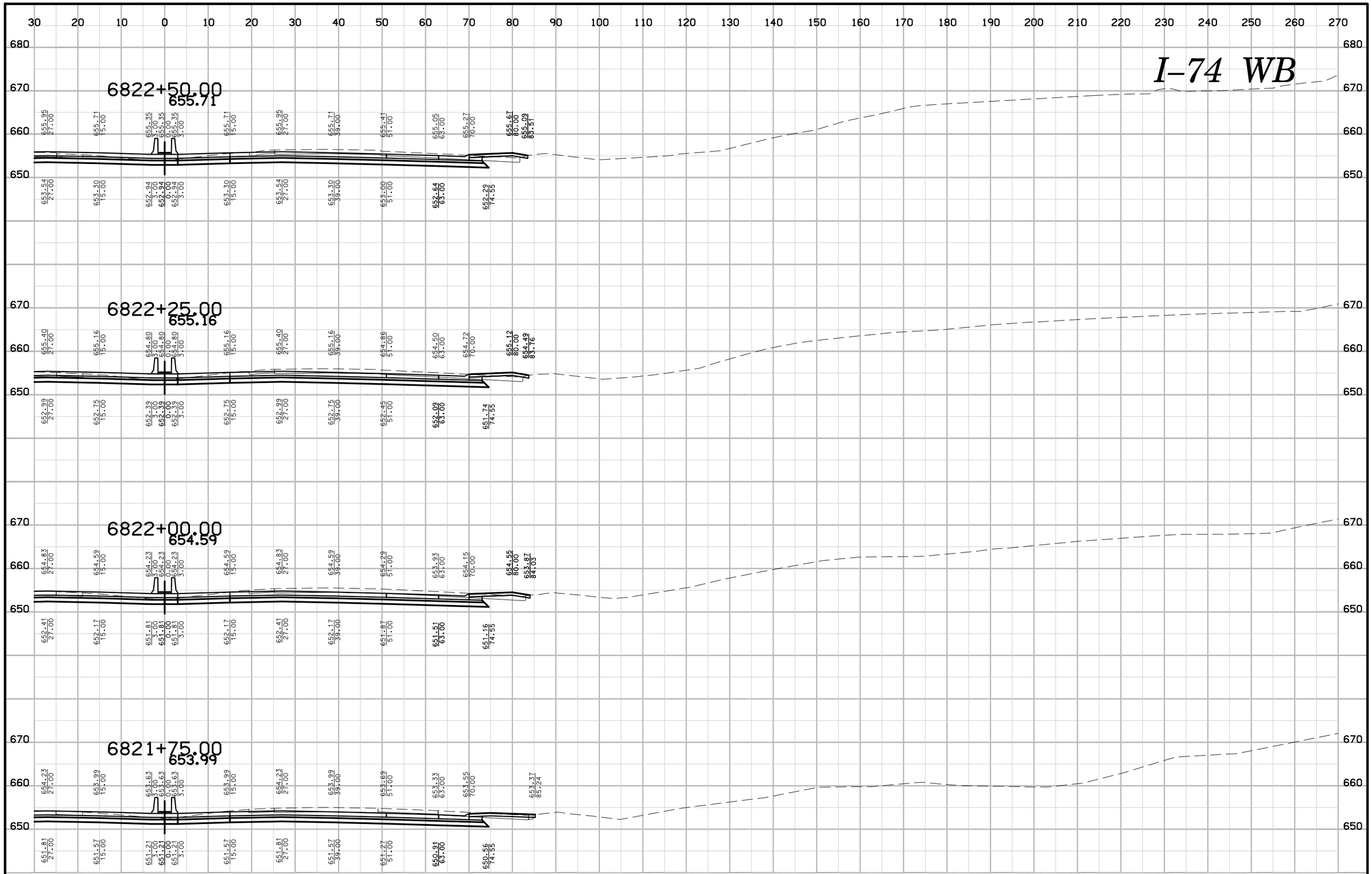
650.53 27.00 | 650.29 15.00 | 649.93 0.00 | 650.29 15.00 | 650.63 27.00 | 650.29 39.00 | 649.99 51.00 | 649.63 63.00 | 649.33 73.00

6821+00.00
652.03

652.27 27.00 | 652.03 15.00 | 651.67 0.00 | 652.03 15.00 | 652.27 27.00 | 652.03 39.00 | 651.73 51.00 | 651.37 63.00 | 651.42 70.00 | 651.82 80.00 | 651.93 88.90

649.85 27.00 | 649.61 15.00 | 649.25 0.00 | 649.61 15.00 | 649.85 27.00 | 649.61 39.00 | 649.31 51.00 | 648.95 63.00 | 648.65 73.00

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.29



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.30

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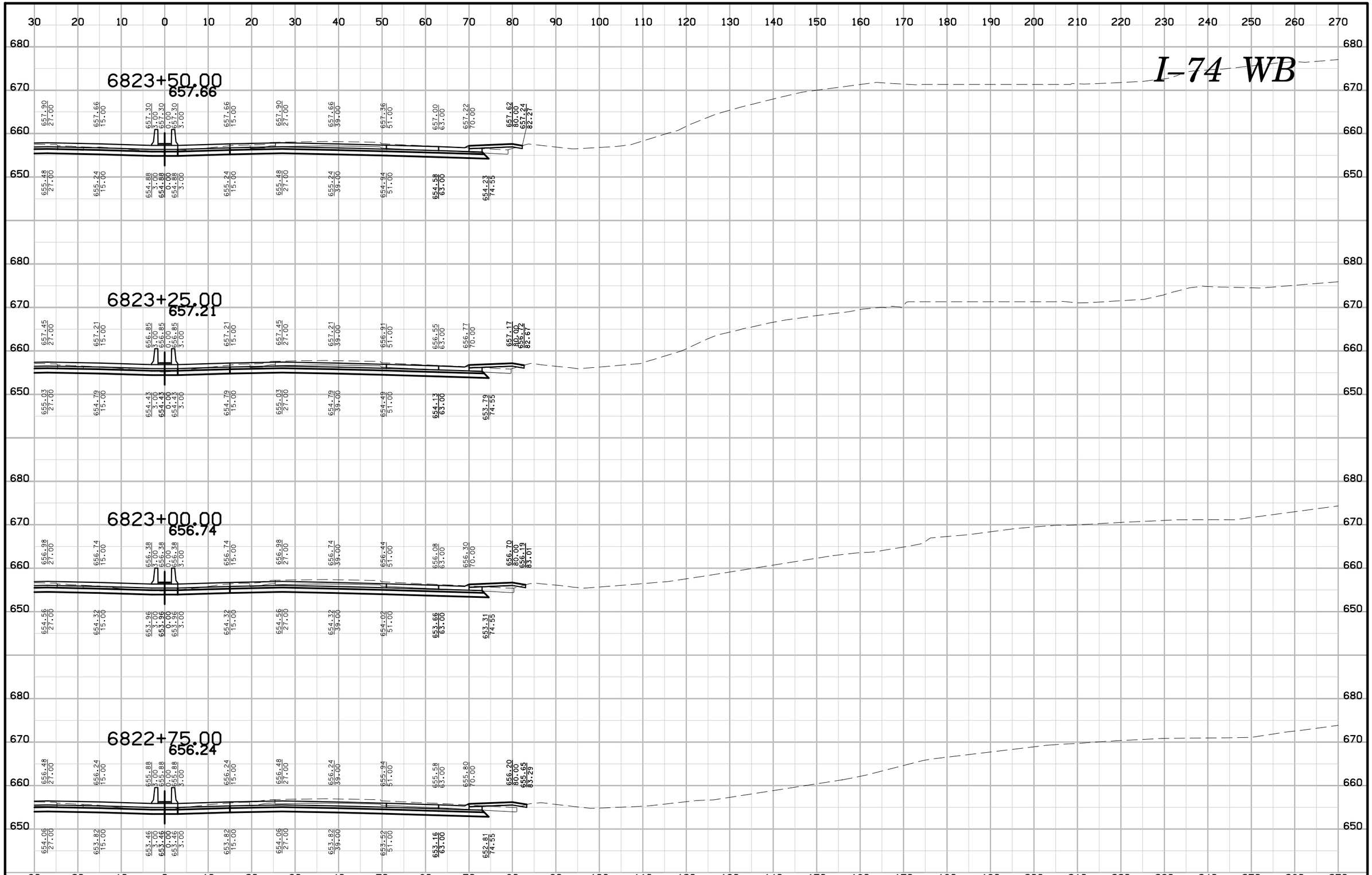
I-74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.31

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

680 670 660 650

I–74 WB

6824+50.00
659.20

659.44 27.00 | 659.20 15.00 | 658.84 3.00 | 658.84 0.00 | 658.84 3.00 | 659.20 15.00 | 659.44 27.00 | 659.20 39.00 | 658.90 51.00 | 658.54 63.00 | 658.76 70.00 | 659.16 80.00 | 658.98 81.07

657.02 27.00 | 656.78 15.00 | 656.42 3.00 | 656.42 0.00 | 656.42 3.00 | 656.78 15.00 | 657.02 27.00 | 656.78 39.00 | 656.48 51.00 | 656.12 63.00 | 655.77 74.55

6824+25.00
658.85

659.09 27.00 | 658.85 15.00 | 658.49 3.00 | 658.49 0.00 | 658.49 3.00 | 658.85 15.00 | 659.09 27.00 | 658.85 39.00 | 658.55 51.00 | 658.19 63.00 | 658.41 70.00 | 658.81 80.00 | 658.56 81.52

656.67 27.00 | 656.43 15.00 | 656.07 3.00 | 656.07 0.00 | 656.07 3.00 | 656.43 15.00 | 656.67 27.00 | 656.43 39.00 | 656.13 51.00 | 655.77 63.00 | 655.43 74.55

6824+00.00
658.48

658.72 27.00 | 658.48 15.00 | 658.12 3.00 | 658.12 0.00 | 658.12 3.00 | 658.48 15.00 | 658.72 27.00 | 658.48 39.00 | 658.18 51.00 | 657.82 63.00 | 658.04 70.00 | 658.44 80.00 | 658.18 81.57

656.30 27.00 | 656.06 15.00 | 655.70 3.00 | 655.70 0.00 | 655.70 3.00 | 656.06 15.00 | 656.30 27.00 | 656.06 39.00 | 655.76 51.00 | 655.40 63.00 | 655.05 74.55

6823+75.00
658.08

658.32 27.00 | 658.08 15.00 | 657.72 3.00 | 657.72 0.00 | 657.72 3.00 | 658.08 15.00 | 658.32 27.00 | 658.08 39.00 | 657.78 51.00 | 657.42 63.00 | 657.64 70.00 | 658.04 80.00 | 657.74 81.81

655.90 27.00 | 655.66 15.00 | 655.30 3.00 | 655.30 0.00 | 655.30 3.00 | 655.66 15.00 | 655.90 27.00 | 655.66 39.00 | 655.36 51.00 | 655.00 63.00 | 654.66 74.55

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.32

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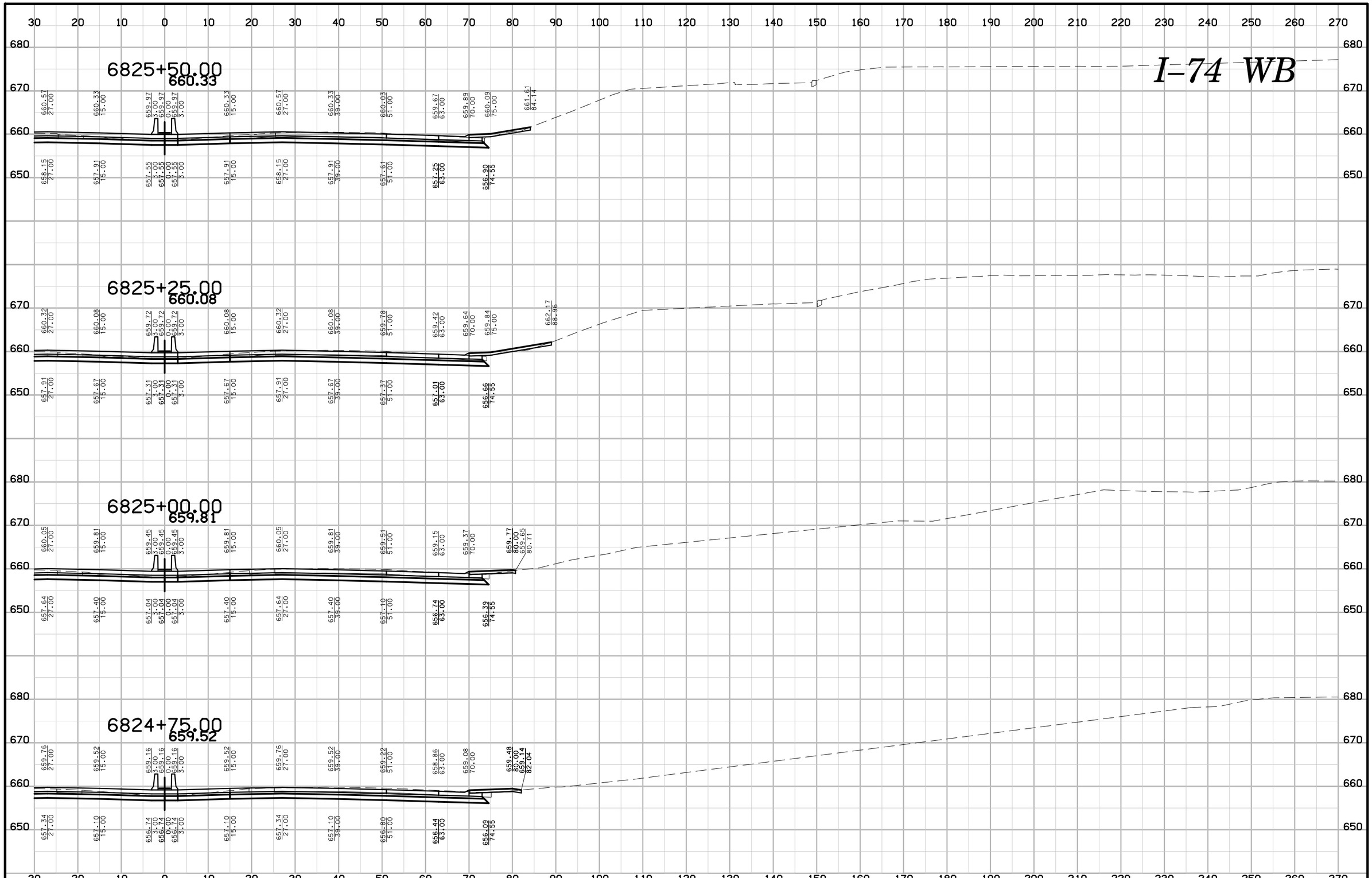

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.33

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I-74 WB

6826+50.00
661.05

661.29 27.00 | 661.05 15.00 | 660.69 3.00 | 660.69 3.00 | 660.69 0.00 | 661.05 15.00 | 661.29 27.00 | 661.05 39.00 | 660.75 51.00 | 660.39 63.00 | 660.61 70.00 | 660.81 75.00 | 663.75 831.81

658.87 27.00 | 658.63 15.00 | 658.27 3.00 | 658.27 3.00 | 658.27 0.00 | 658.63 15.00 | 658.87 27.00 | 658.63 39.00 | 658.33 51.00 | 657.97 63.00 | 657.63 74.55

6826+25.00
660.91

661.15 27.00 | 660.91 15.00 | 660.55 3.00 | 660.55 3.00 | 660.55 0.00 | 660.91 15.00 | 661.15 27.00 | 660.91 39.00 | 660.61 51.00 | 660.25 63.00 | 660.47 70.00 | 660.67 75.00 | 664.57 86.71

658.73 27.00 | 658.49 15.00 | 658.13 3.00 | 658.13 3.00 | 658.13 0.00 | 658.49 15.00 | 658.73 27.00 | 658.49 39.00 | 658.19 51.00 | 657.83 63.00 | 657.48 74.55

6826+00.00
660.74

660.98 27.00 | 660.74 15.00 | 660.38 3.00 | 660.38 3.00 | 660.38 0.00 | 660.74 15.00 | 660.98 27.00 | 660.74 39.00 | 660.44 51.00 | 660.08 63.00 | 660.30 70.00 | 660.50 75.00 | 664.82 87.98

658.56 27.00 | 658.32 15.00 | 657.96 3.00 | 657.96 3.00 | 657.96 0.00 | 658.32 15.00 | 658.56 27.00 | 658.32 39.00 | 658.02 51.00 | 657.66 63.00 | 657.32 74.55

6825+75.00
660.55

660.79 27.00 | 660.55 15.00 | 660.19 3.00 | 660.19 3.00 | 660.19 0.00 | 660.55 15.00 | 660.79 27.00 | 660.55 39.00 | 660.25 51.00 | 659.89 63.00 | 660.11 70.00 | 660.31 75.00 | 669.35 102.14

658.37 27.00 | 658.13 15.00 | 657.77 3.00 | 657.77 3.00 | 657.77 0.00 | 658.13 15.00 | 658.37 27.00 | 658.13 39.00 | 657.83 51.00 | 657.47 63.00 | 657.12 74.55

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

680 670 660 650

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.34

I–74 WB

6827+50.00
661.57

661.81 27.00 | 661.57 15.00 | 661.21 3.00 | 661.21 0.00 | 661.21 3.00 | 661.57 15.00 | 661.81 27.00 | 661.57 39.00 | 661.27 51.00 | 660.91 63.00 | 661.13 70.00 | 661.33 75.00 | 661.78 76.13

659.39 27.00 | 659.15 15.00 | 658.79 3.00 | 658.79 0.00 | 658.79 3.00 | 659.15 15.00 | 659.39 27.00 | 659.15 39.00 | 658.85 51.00 | 658.49 63.00 | 658.15 74.55

6827+25.00
661.44

661.68 27.00 | 661.44 15.00 | 661.08 3.00 | 661.08 0.00 | 661.08 3.00 | 661.44 15.00 | 661.68 27.00 | 661.44 39.00 | 661.14 51.00 | 660.78 63.00 | 661.00 70.00 | 661.20 75.00 | 661.61 76.01

659.26 27.00 | 659.02 15.00 | 658.66 3.00 | 658.66 0.00 | 658.66 3.00 | 659.02 15.00 | 659.26 27.00 | 659.02 39.00 | 658.72 51.00 | 658.36 63.00 | 658.02 74.55

6827+00.00
661.31

661.55 27.00 | 661.31 15.00 | 660.95 3.00 | 660.95 0.00 | 660.95 3.00 | 661.31 15.00 | 661.55 27.00 | 661.31 39.00 | 661.01 51.00 | 660.65 63.00 | 660.87 70.00 | 661.07 75.00 | 661.15 76.70

659.13 27.00 | 658.89 15.00 | 658.53 3.00 | 658.53 0.00 | 658.53 3.00 | 658.89 15.00 | 659.13 27.00 | 658.89 39.00 | 658.59 51.00 | 658.23 63.00 | 657.89 74.55

6826+75.00
661.18

661.42 27.00 | 661.18 15.00 | 660.82 3.00 | 660.82 0.00 | 660.82 3.00 | 661.18 15.00 | 661.42 27.00 | 661.18 39.00 | 660.88 51.00 | 660.52 63.00 | 660.74 70.00 | 660.94 75.00 | 661.06 75.56

659.00 27.00 | 658.76 15.00 | 658.40 3.00 | 658.40 0.00 | 658.40 3.00 | 658.76 15.00 | 659.00 27.00 | 658.76 39.00 | 658.46 51.00 | 658.10 63.00 | 657.76 74.55

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

680 670 660 650

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.35

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I–74 WB

6828+50.00
662.09

662.33 27.00 | 662.09 15.00 | 661.73 3.00 | 661.73 0.00 | 661.73 3.00 | 662.09 15.00 | 662.33 27.00 | 662.09 39.00 | 661.79 51.00 | 661.43 63.00 | 661.65 70.00 | 661.85 75.00 | 665.05 82.99

659.91 27.00 | 659.67 15.00 | 659.31 3.00 | 659.31 0.00 | 659.31 3.00 | 659.67 15.00 | 659.91 27.00 | 659.67 39.00 | 659.37 51.00 | 659.01 63.00 | 658.67 74.55

6828+25.00
661.96

662.20 27.00 | 661.86 15.00 | 661.60 3.00 | 661.60 0.00 | 661.60 3.00 | 661.86 15.00 | 662.20 27.00 | 661.86 39.00 | 661.66 51.00 | 661.30 63.00 | 661.52 70.00 | 661.72 75.00 | 667.44 89.31

659.78 27.00 | 659.54 15.00 | 659.18 3.00 | 659.18 0.00 | 659.18 3.00 | 659.54 15.00 | 659.78 27.00 | 659.54 39.00 | 659.24 51.00 | 658.88 63.00 | 658.54 74.55

6828+00.00
661.83

662.07 27.00 | 661.83 15.00 | 661.47 3.00 | 661.47 0.00 | 661.47 3.00 | 661.83 15.00 | 662.07 27.00 | 661.83 39.00 | 661.53 51.00 | 661.17 63.00 | 661.39 70.00 | 661.59 75.00 | 663.87 80.70

659.65 27.00 | 659.41 15.00 | 659.05 3.00 | 659.05 0.00 | 659.05 3.00 | 659.41 15.00 | 659.65 27.00 | 659.41 39.00 | 659.11 51.00 | 658.75 63.00 | 658.41 74.55

6827+75.00
661.70

661.94 27.00 | 661.70 15.00 | 661.34 3.00 | 661.34 0.00 | 661.34 3.00 | 661.70 15.00 | 661.94 27.00 | 661.70 39.00 | 661.40 51.00 | 661.04 63.00 | 661.26 70.00 | 661.46 75.00 | 662.98 78.19

659.52 27.00 | 659.28 15.00 | 658.92 3.00 | 658.92 0.00 | 658.92 3.00 | 659.28 15.00 | 659.52 27.00 | 659.28 39.00 | 658.98 51.00 | 658.62 63.00 | 658.28 74.55

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.36

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I–74 WB

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

680 670 660 650

6829+25.00
662.48

662.72 27.00 | 662.48 15.00 | 662.12 3.00 | 662.12 0.00 | 662.12 3.00 | 662.48 15.00 | 662.72 27.00 | 662.48 39.00 | 662.18 51.00 | 661.82 63.00 | 662.04 70.01 | 662.24 75.01 | 665.81 83.93

660.30 27.00 | 660.06 15.00 | 659.70 3.00 | 659.70 0.00 | 659.70 3.00 | 660.06 15.00 | 660.30 27.00 | 660.06 39.00 | 659.76 51.00 | 659.40 63.00 | 659.06 74.55

6829+00.00
662.35

662.59 27.00 | 662.35 15.00 | 661.99 3.00 | 661.99 0.00 | 661.99 3.00 | 662.35 15.00 | 662.59 27.00 | 662.35 39.00 | 662.05 51.00 | 661.69 63.00 | 661.91 70.00 | 662.11 75.00 | 664.51 81.00

660.17 27.00 | 659.93 15.00 | 659.57 3.00 | 659.57 0.00 | 659.57 3.00 | 659.93 15.00 | 660.17 27.00 | 659.93 39.00 | 659.63 51.00 | 659.27 63.00 | 658.93 74.55

6828+75.00
662.22

662.46 27.00 | 662.22 15.00 | 661.86 3.00 | 661.86 0.00 | 661.86 3.00 | 662.22 15.00 | 662.46 27.00 | 662.22 39.00 | 661.92 51.00 | 661.56 63.00 | 661.78 70.00 | 661.98 75.00 | 664.01 80.08

660.04 27.00 | 659.80 15.00 | 659.44 3.00 | 659.44 0.00 | 659.44 3.00 | 659.80 15.00 | 660.04 27.00 | 659.80 39.00 | 659.50 51.00 | 659.14 63.00 | 658.80 74.55

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.37

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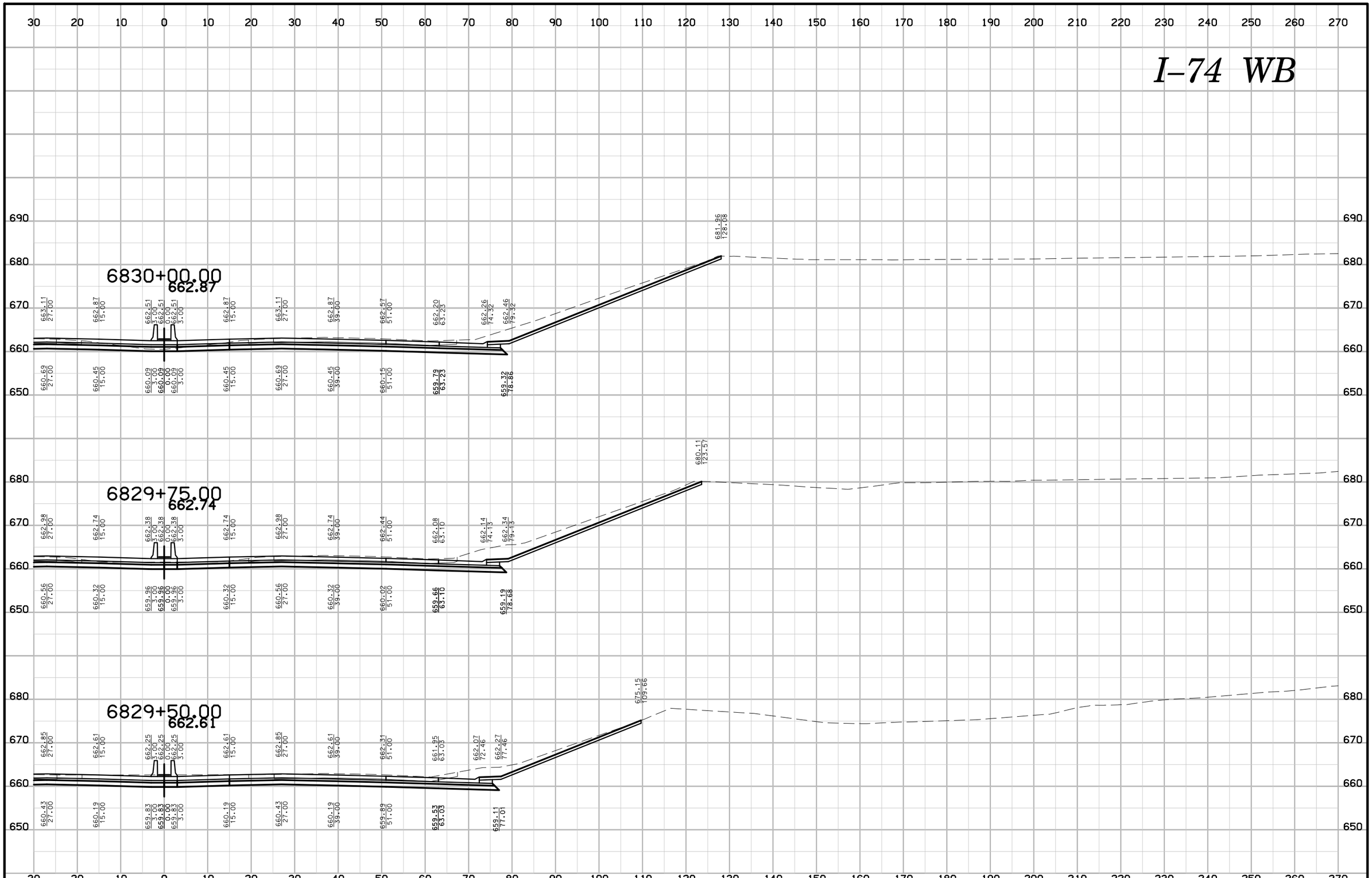
I–74 WB



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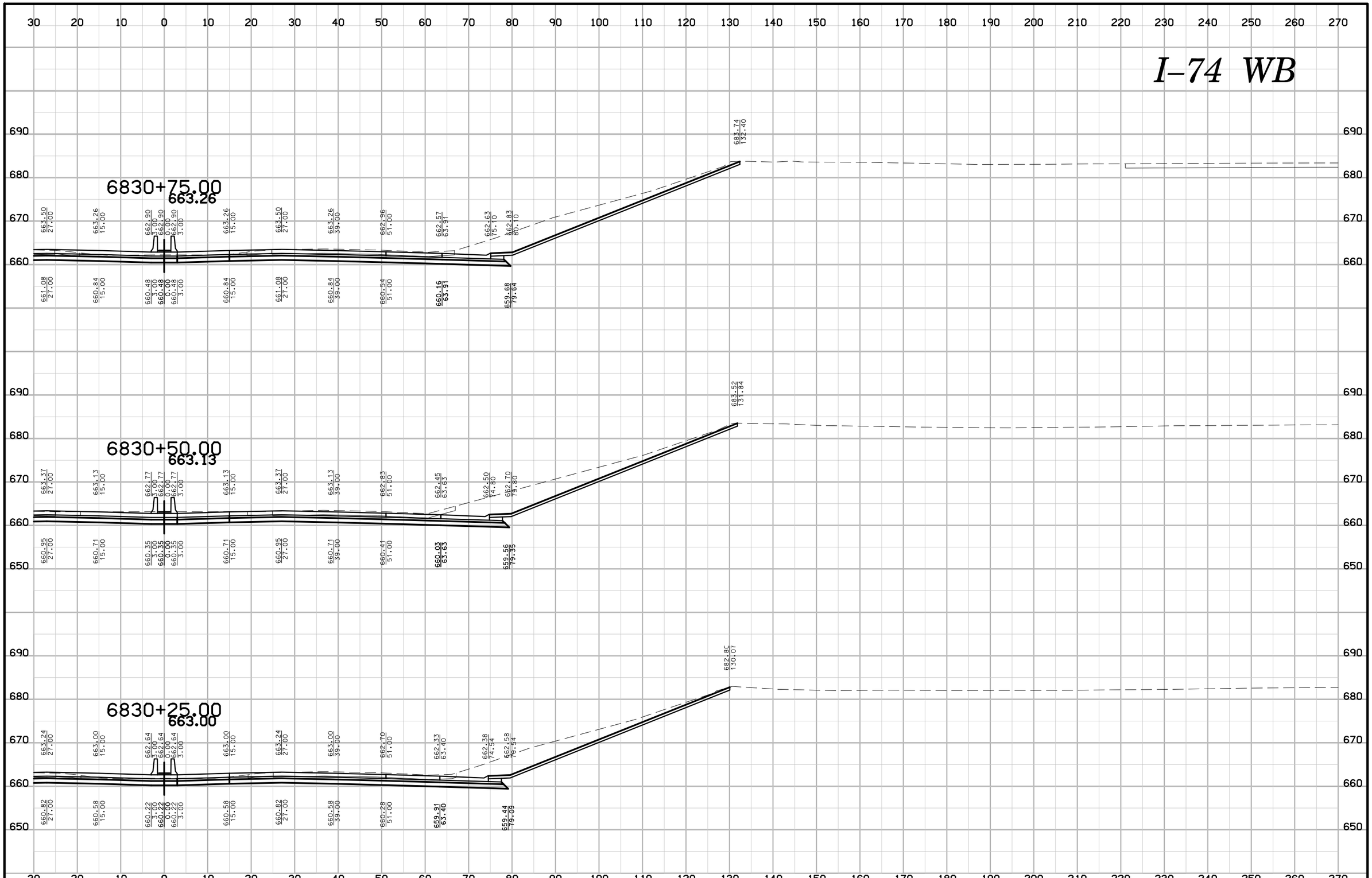
I–74 WB



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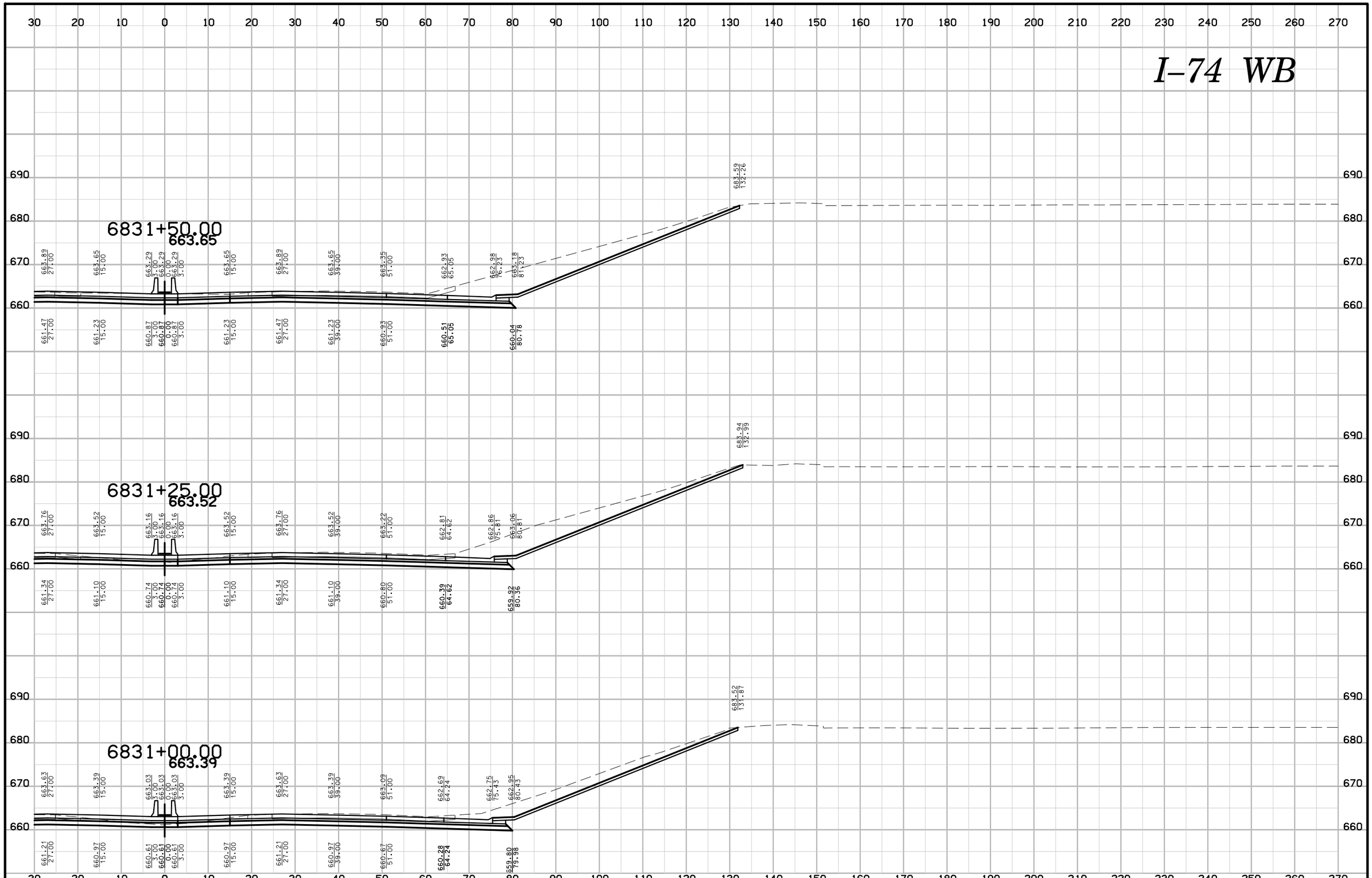
I–74 WB



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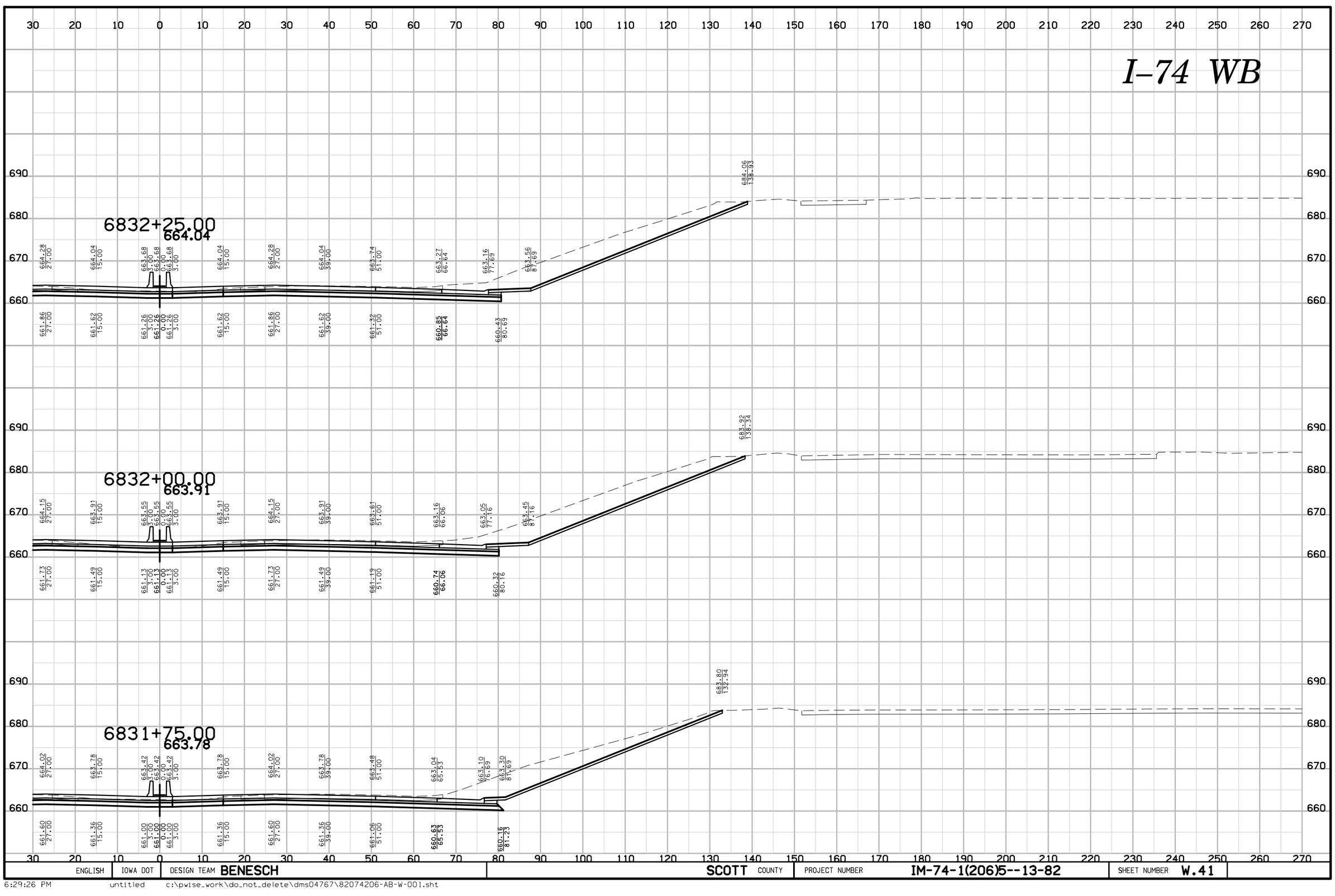
I–74 WB



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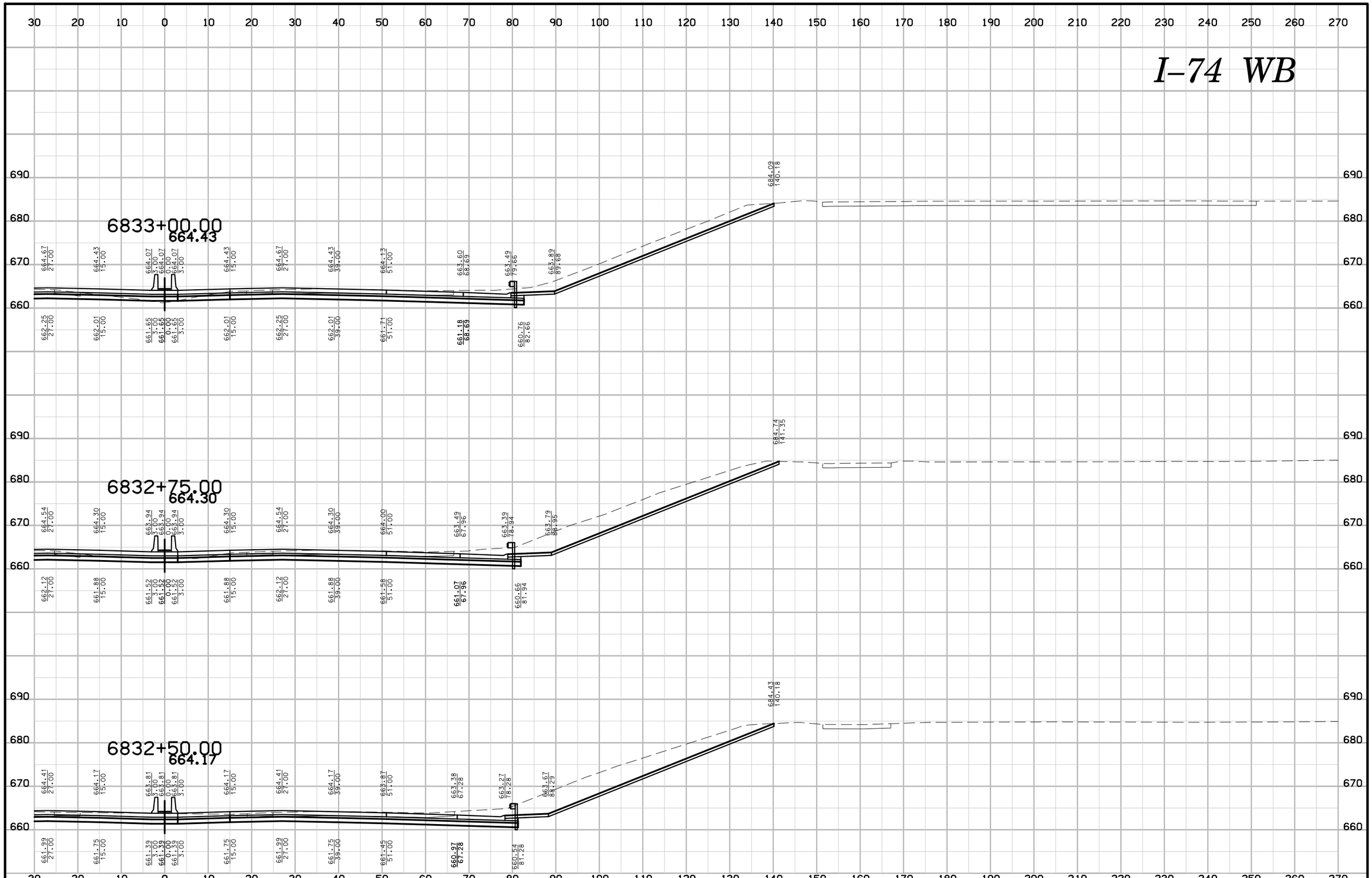
I–74 WB



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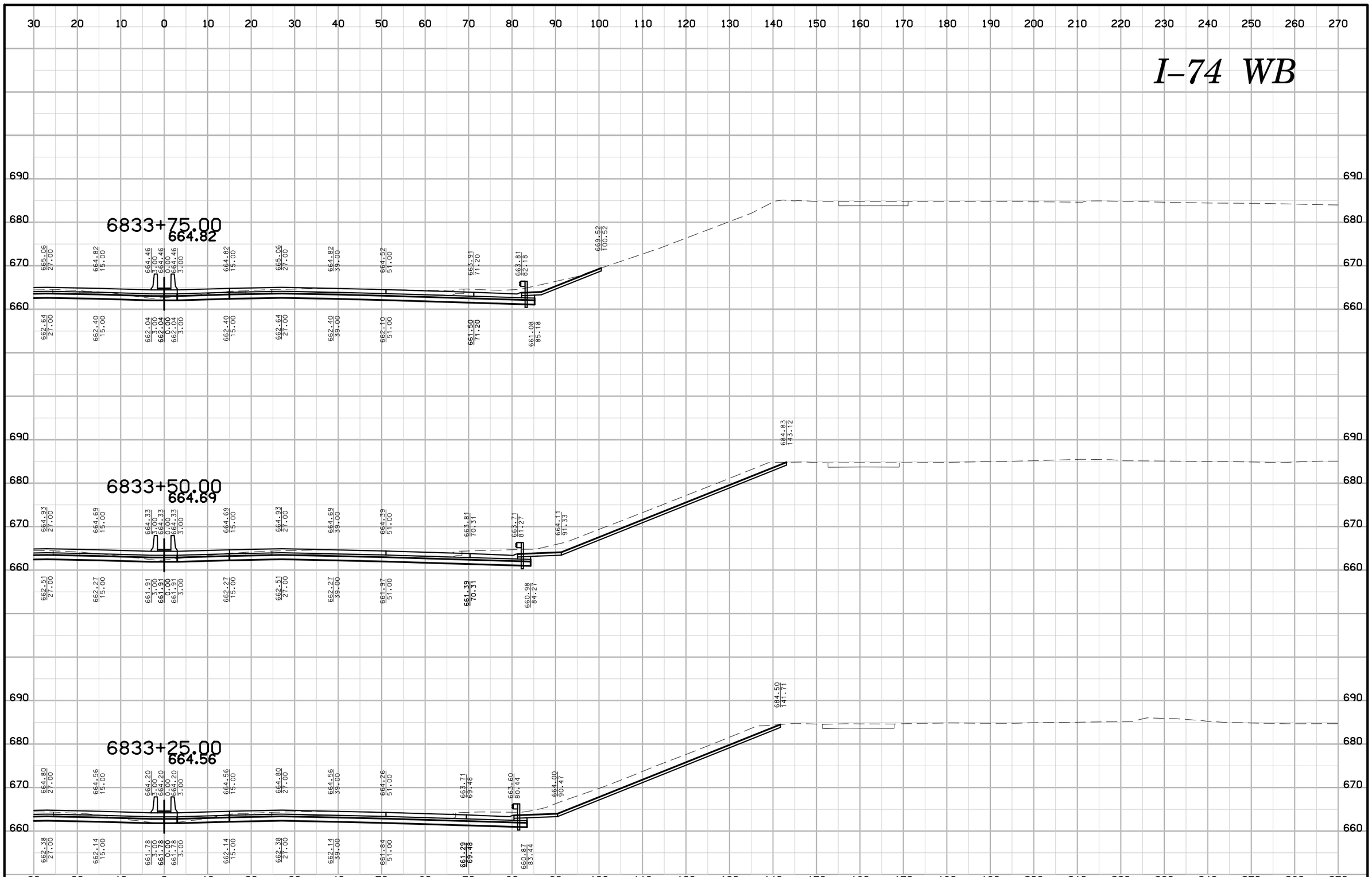
I–74 WB



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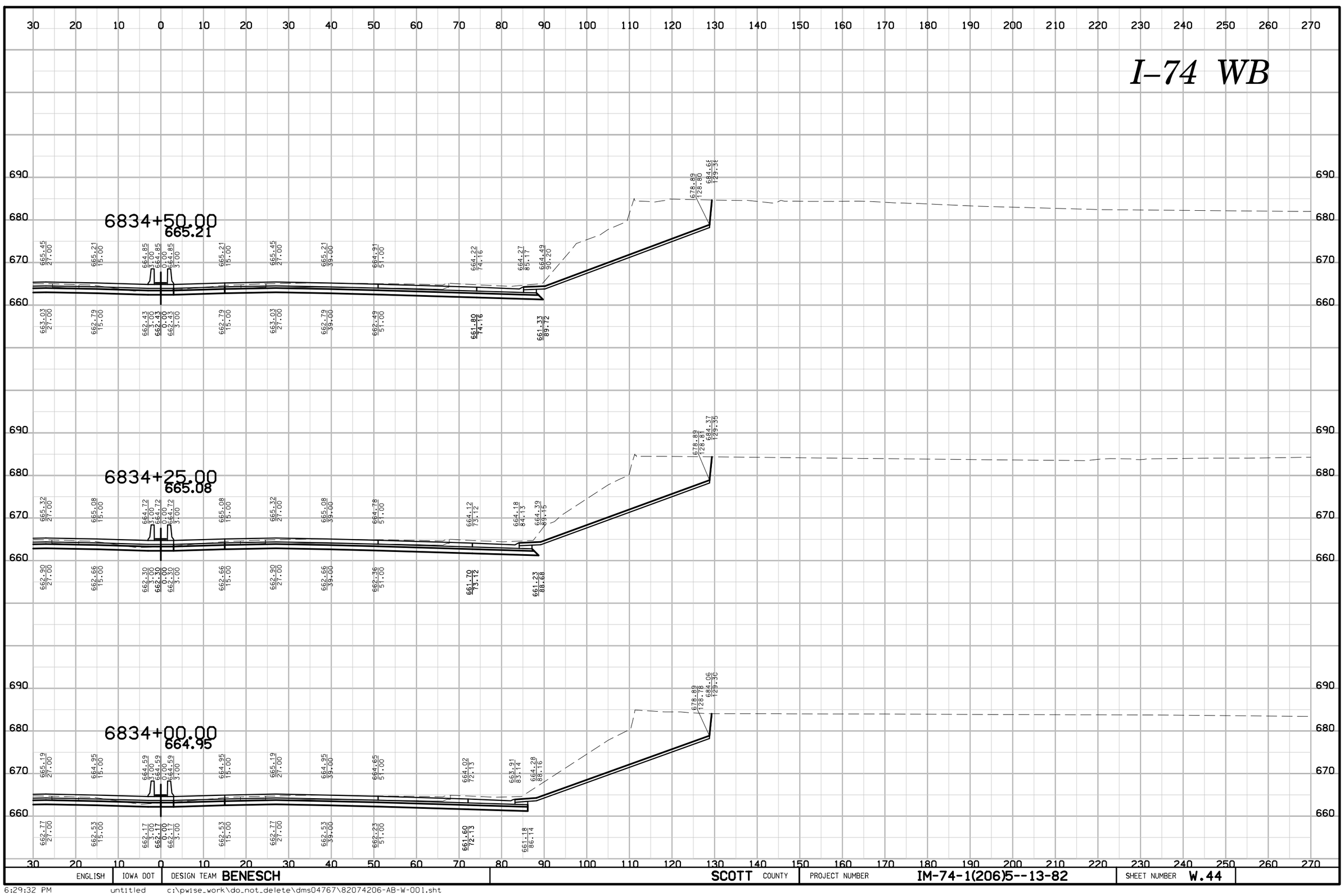
I–74 WB



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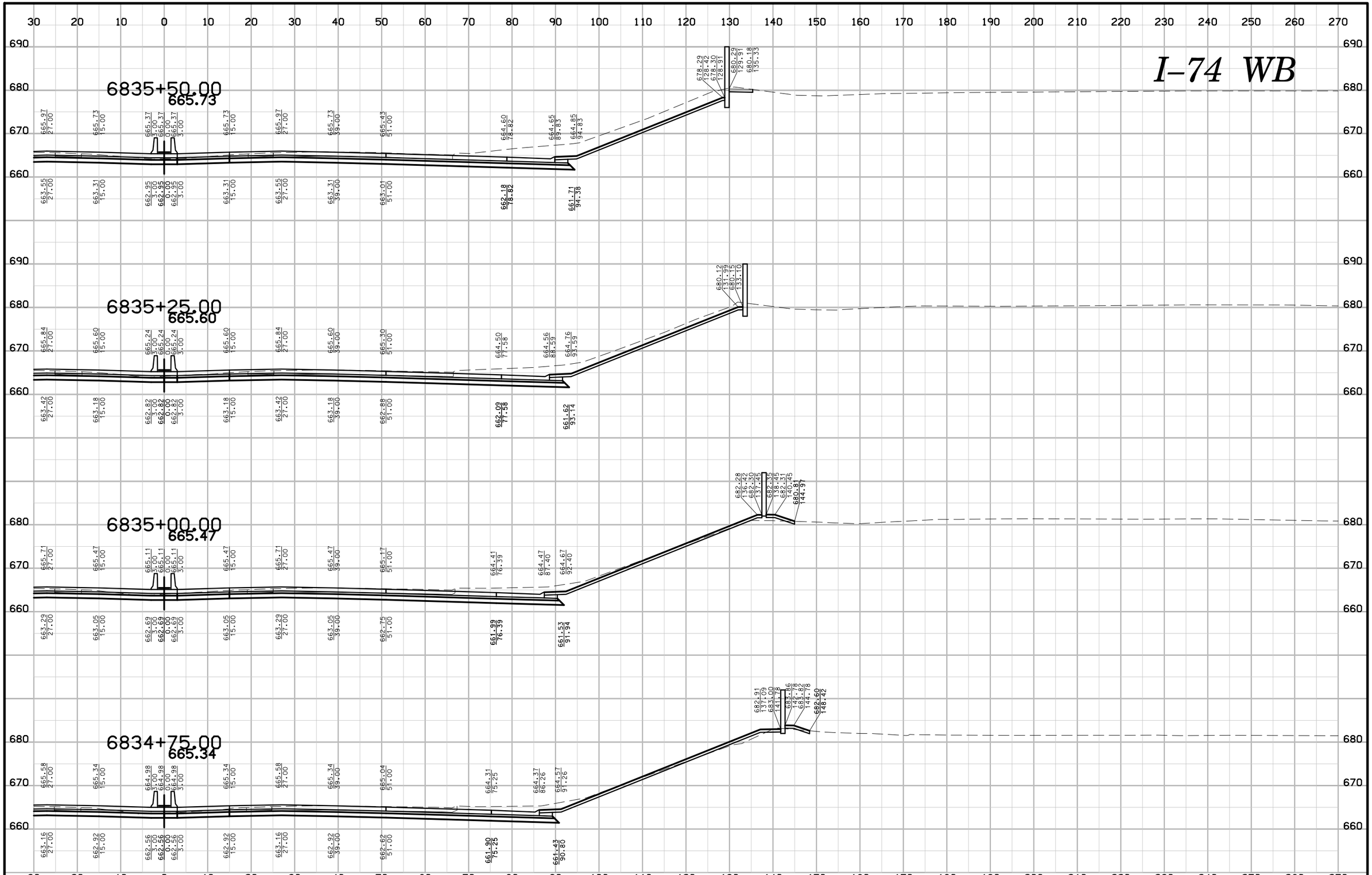
I–74 WB



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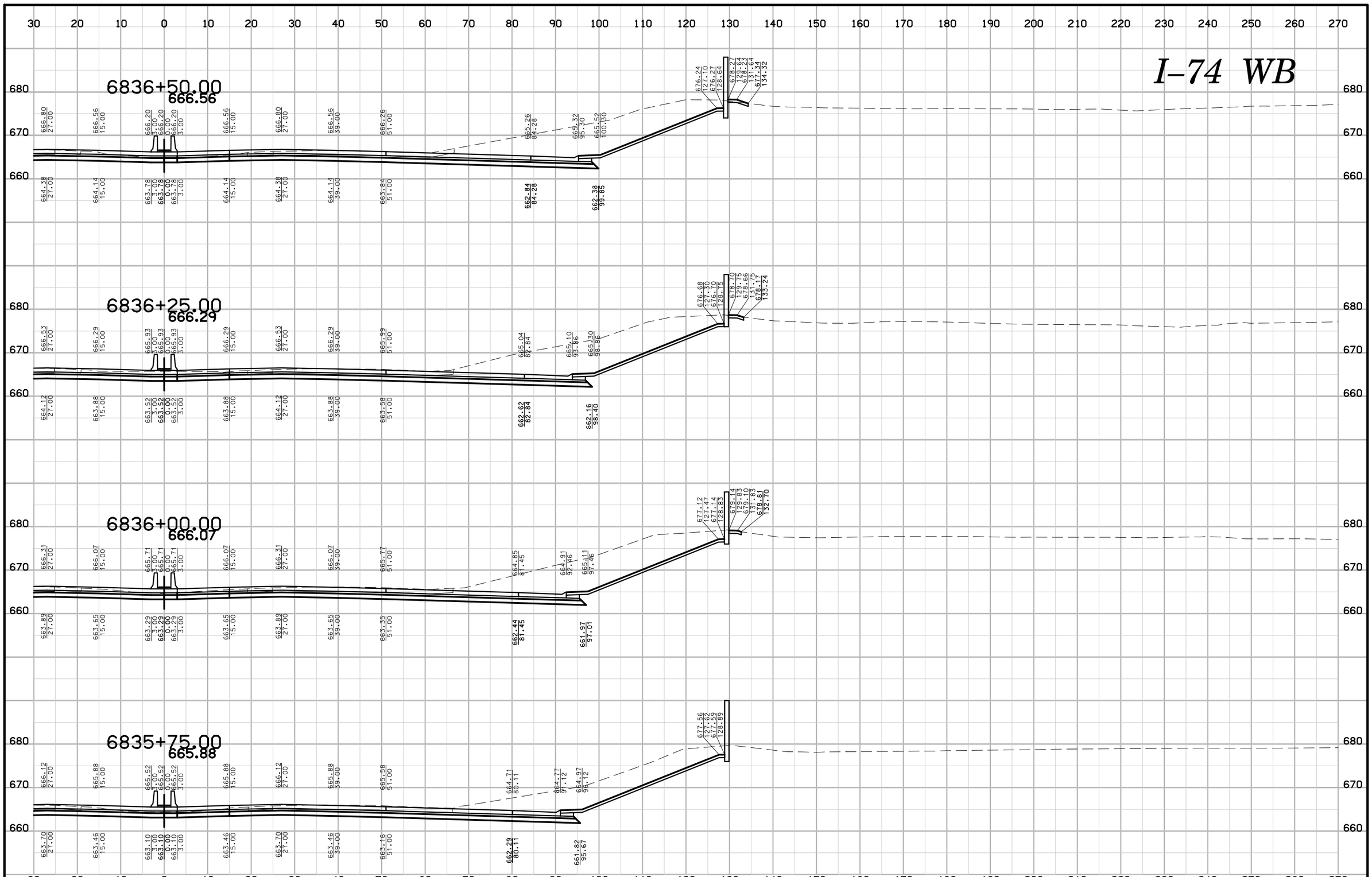
I–74 WB



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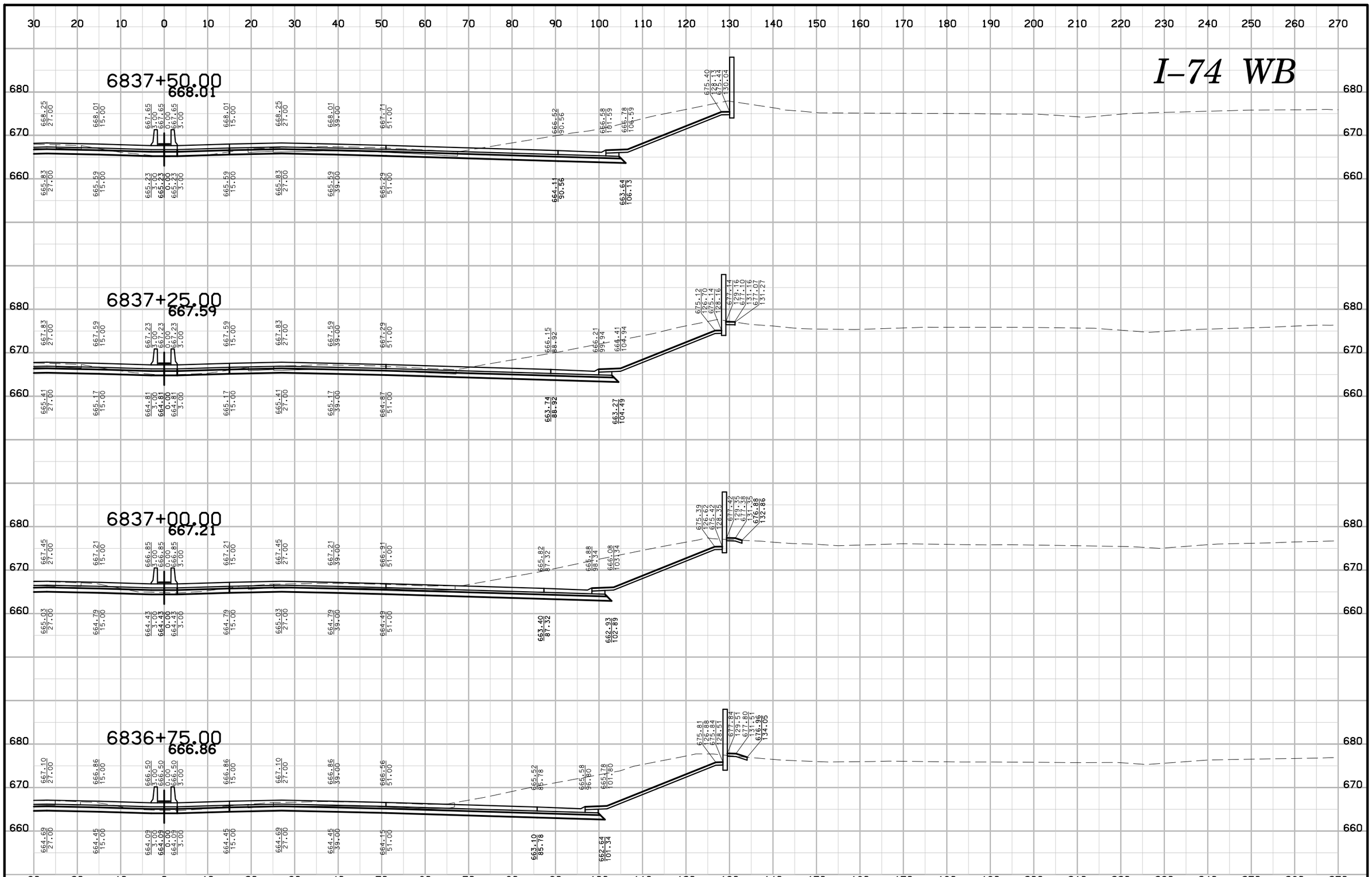
I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.47

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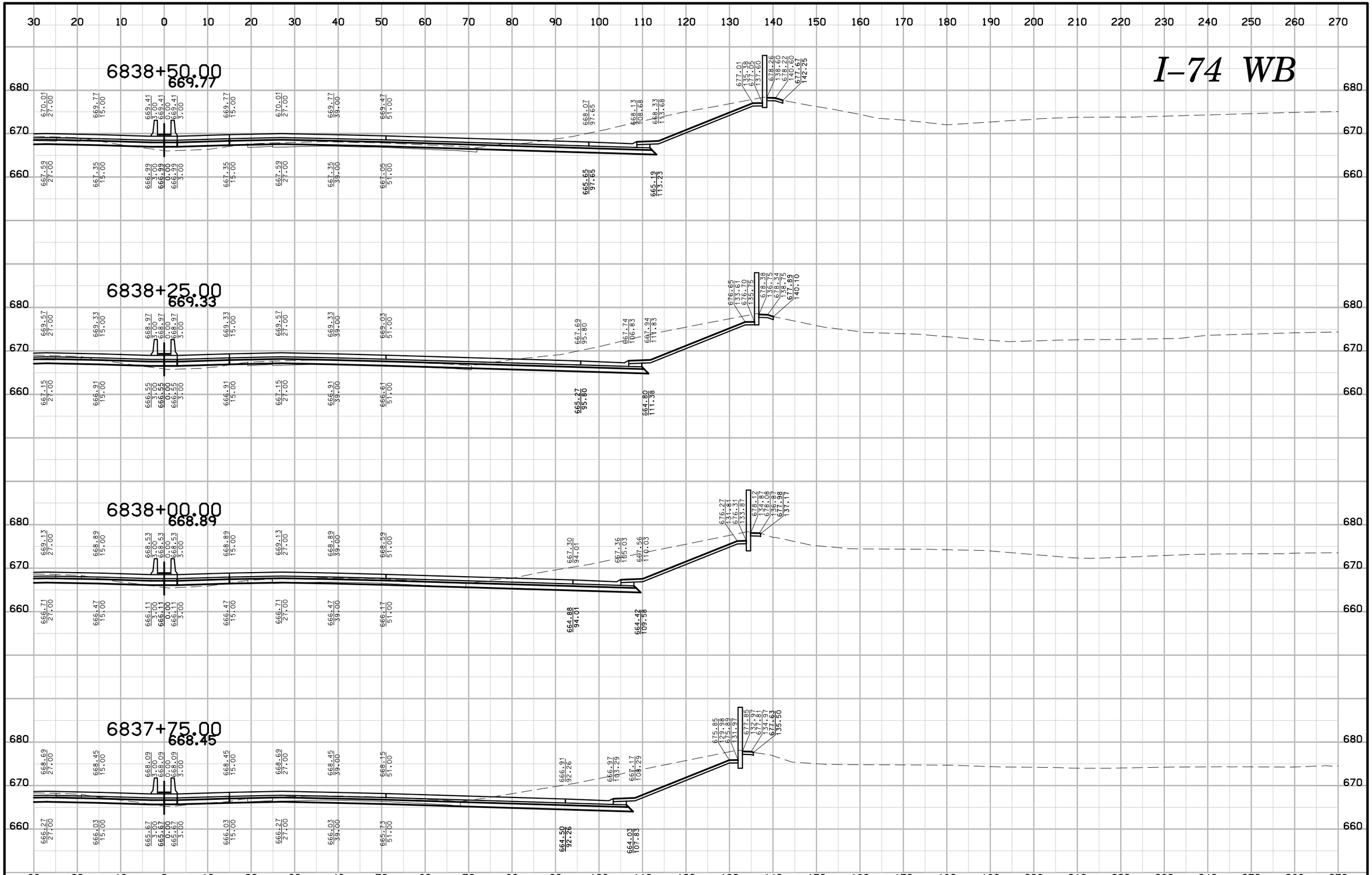
I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER W.48

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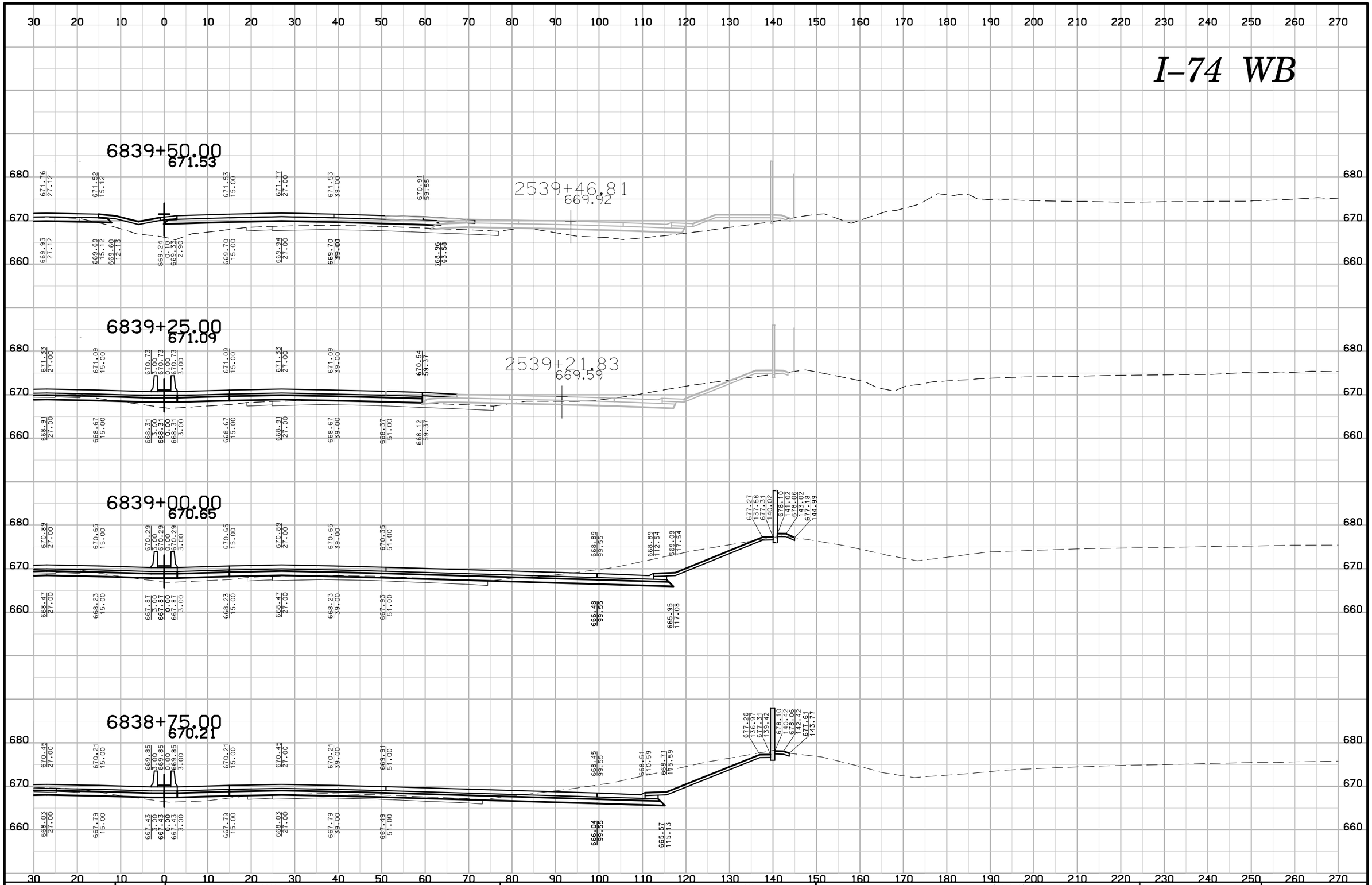
I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.49

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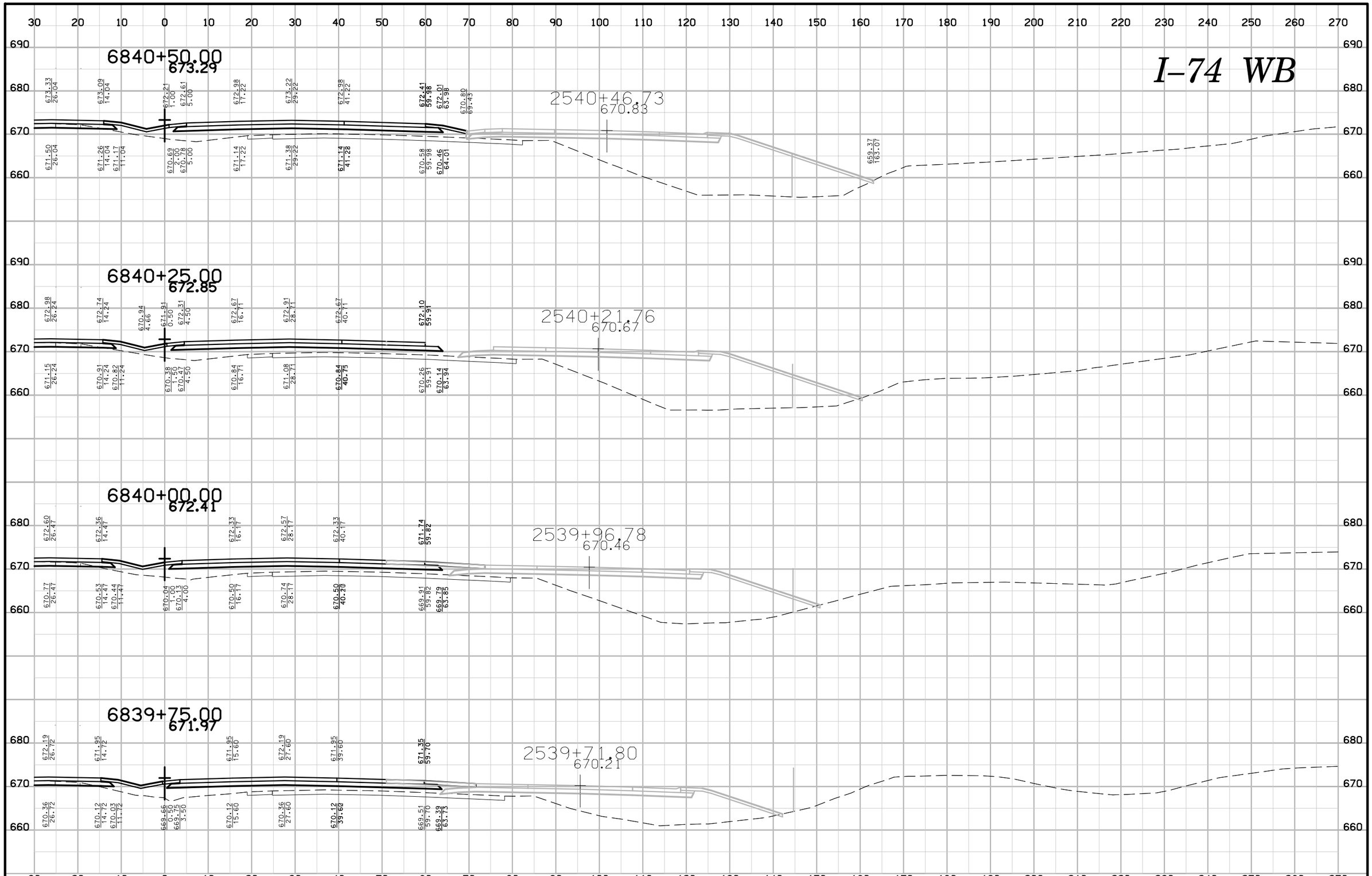
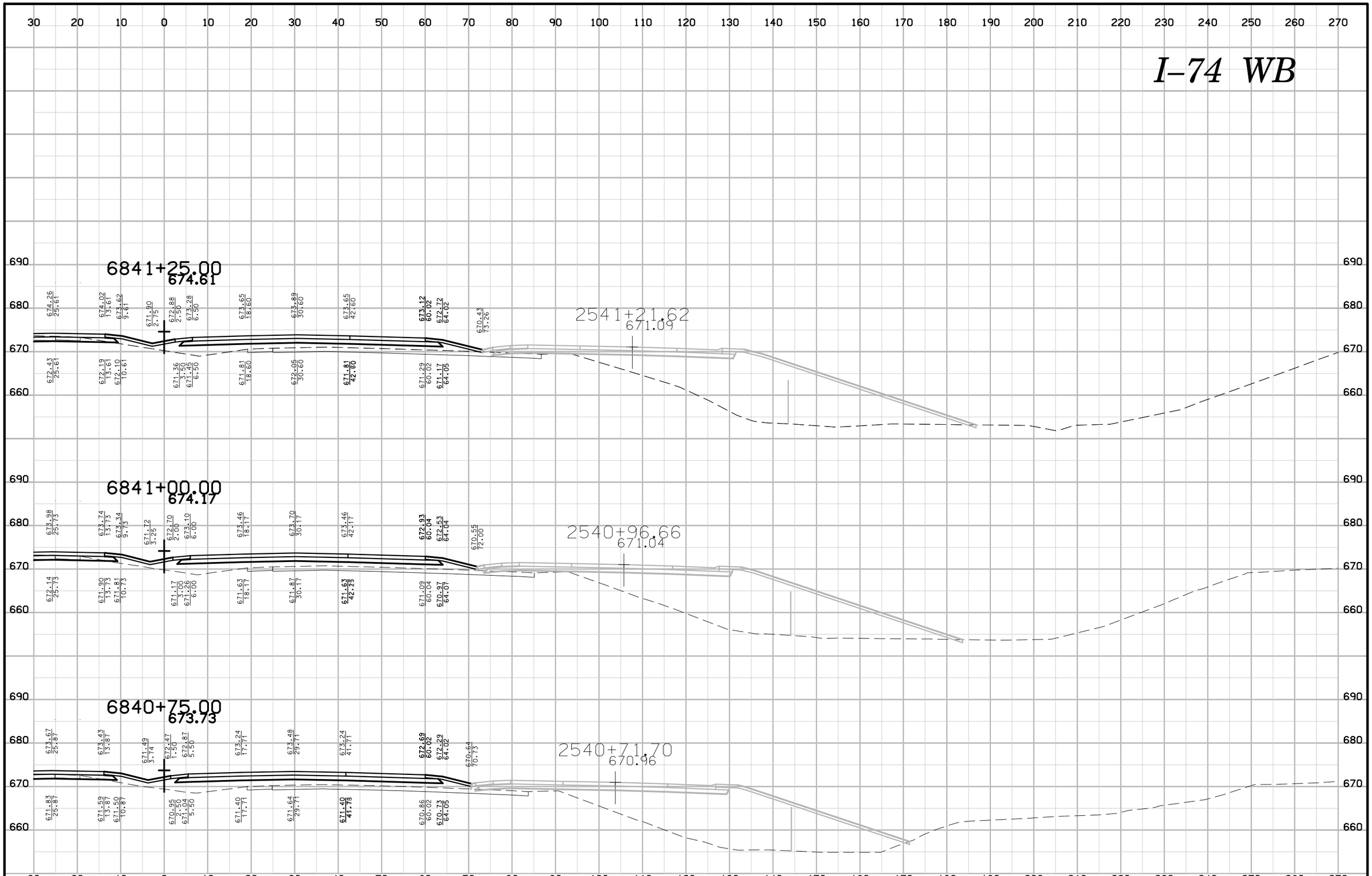
I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.50

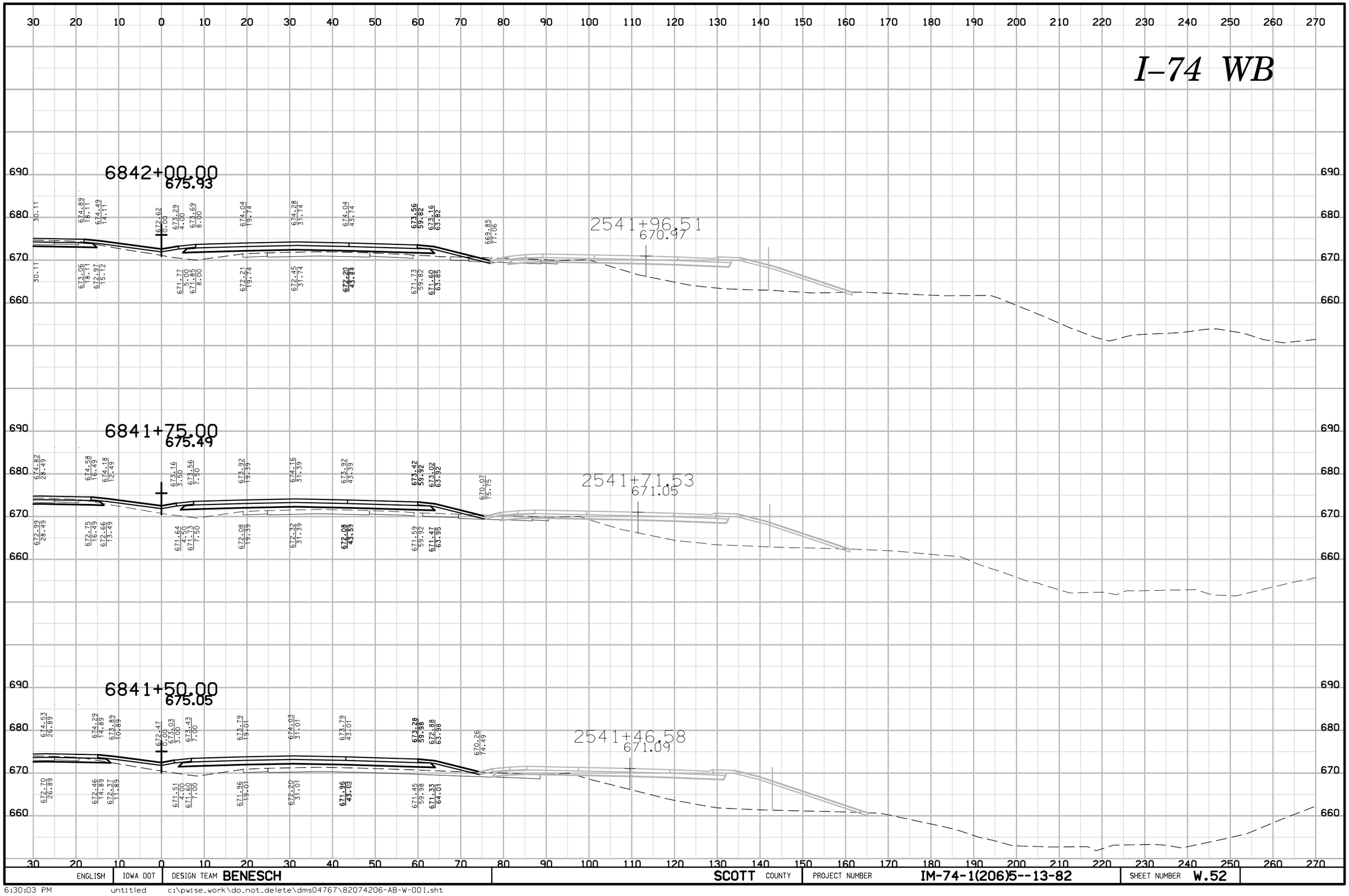
I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.51

6:30:01 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-001.sht

I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.52

6:30:03 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-001.sht

I–74 WB

6842+75.00
677.25

6842+50.00
676.81

6842+25.00
676.37

2542+71.72
670.48

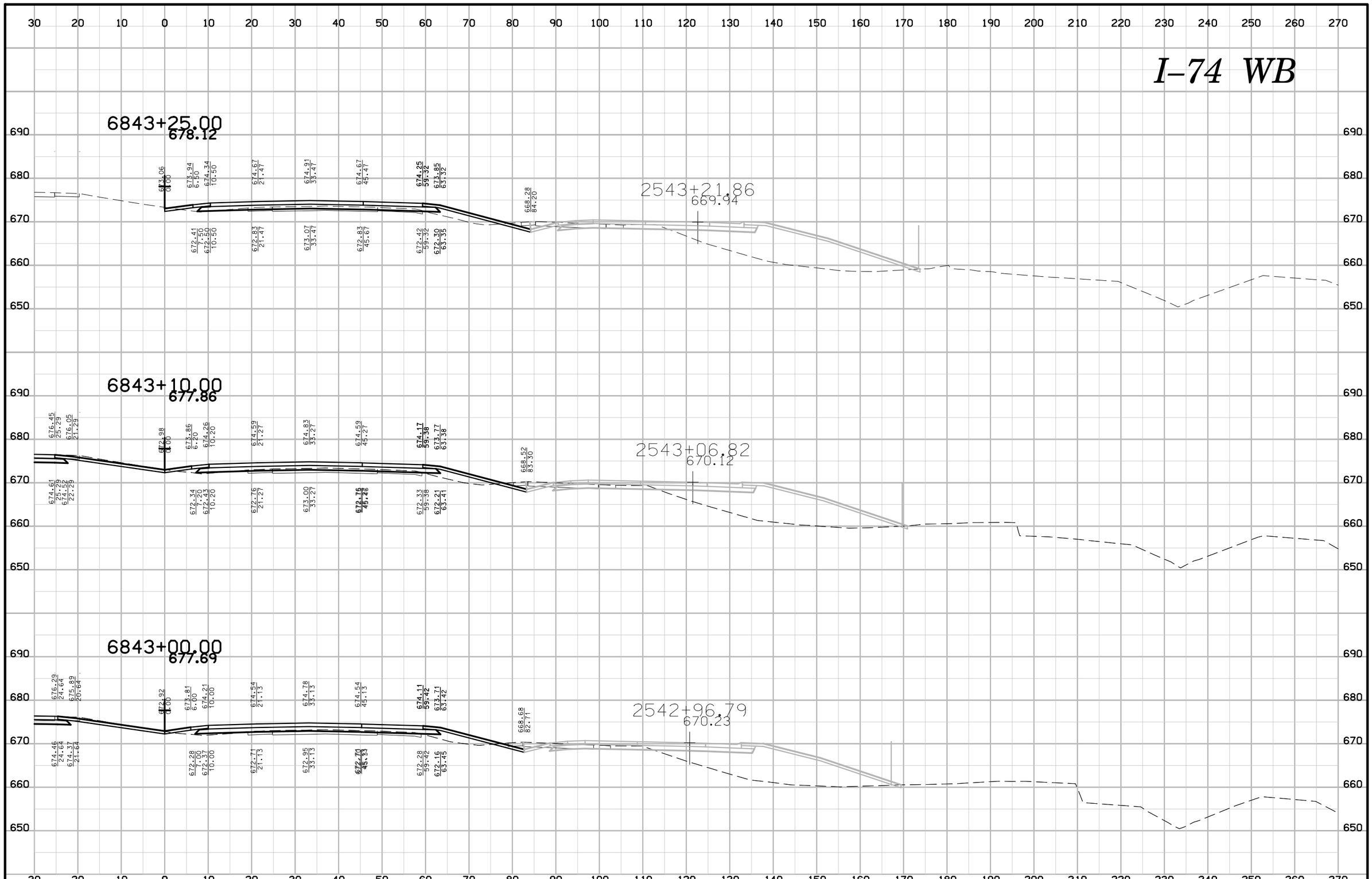
2542+46.65
670.68

2542+21.58
670.85

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.53

6:30:05 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-001.sht

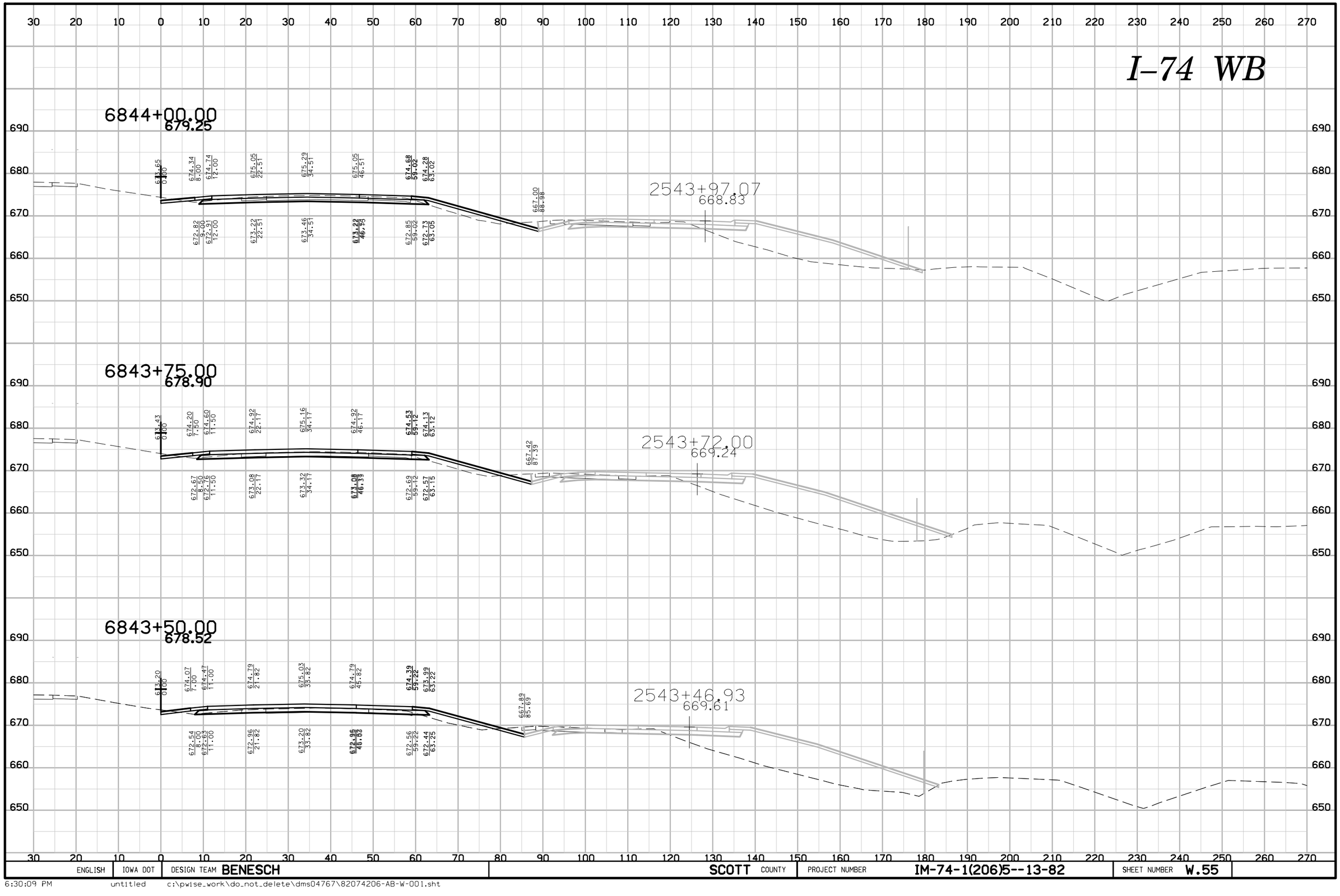
I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.54	

6:30:07 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-001.sht

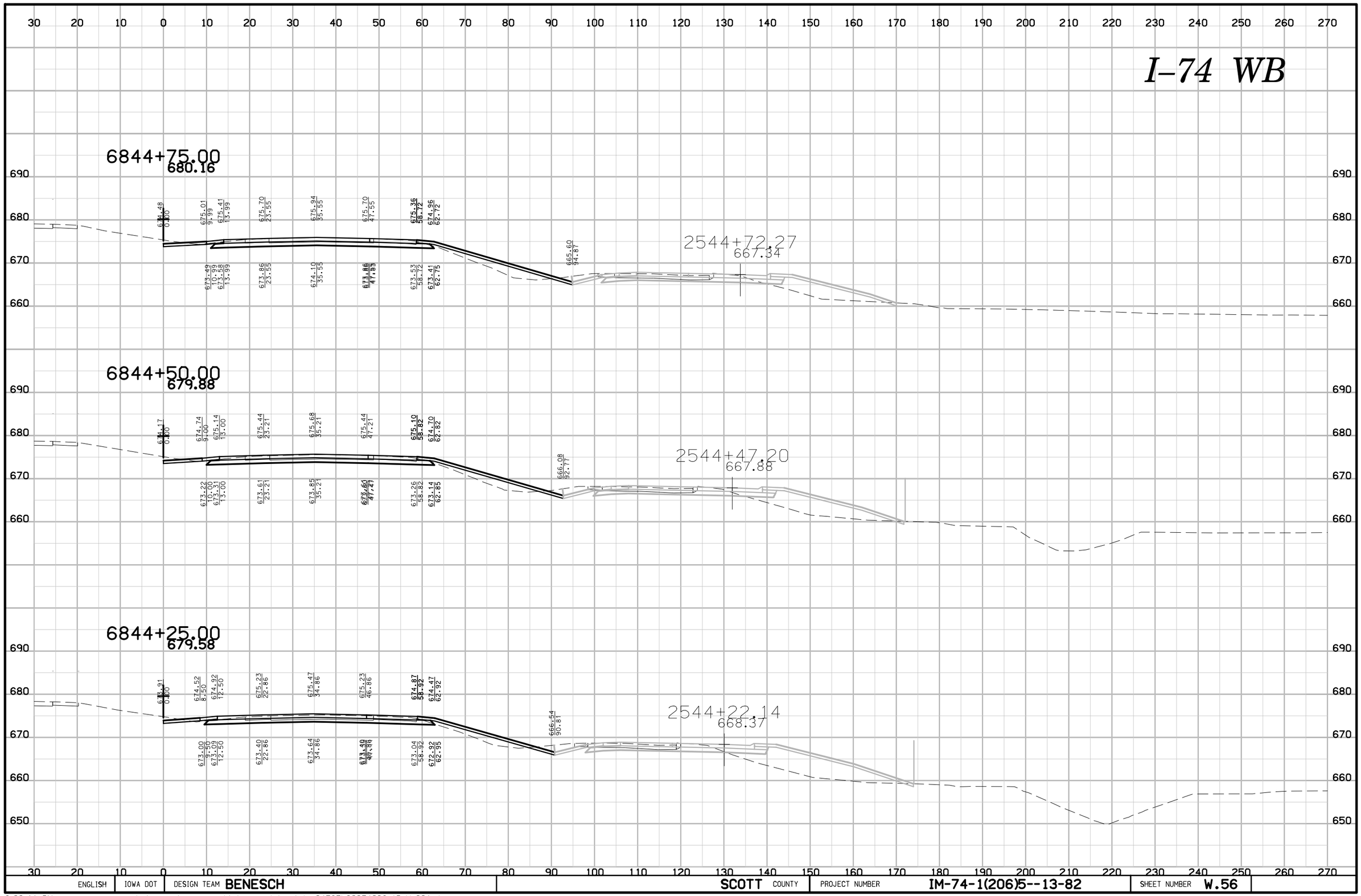
I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.55

6:30:09 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-001.sht

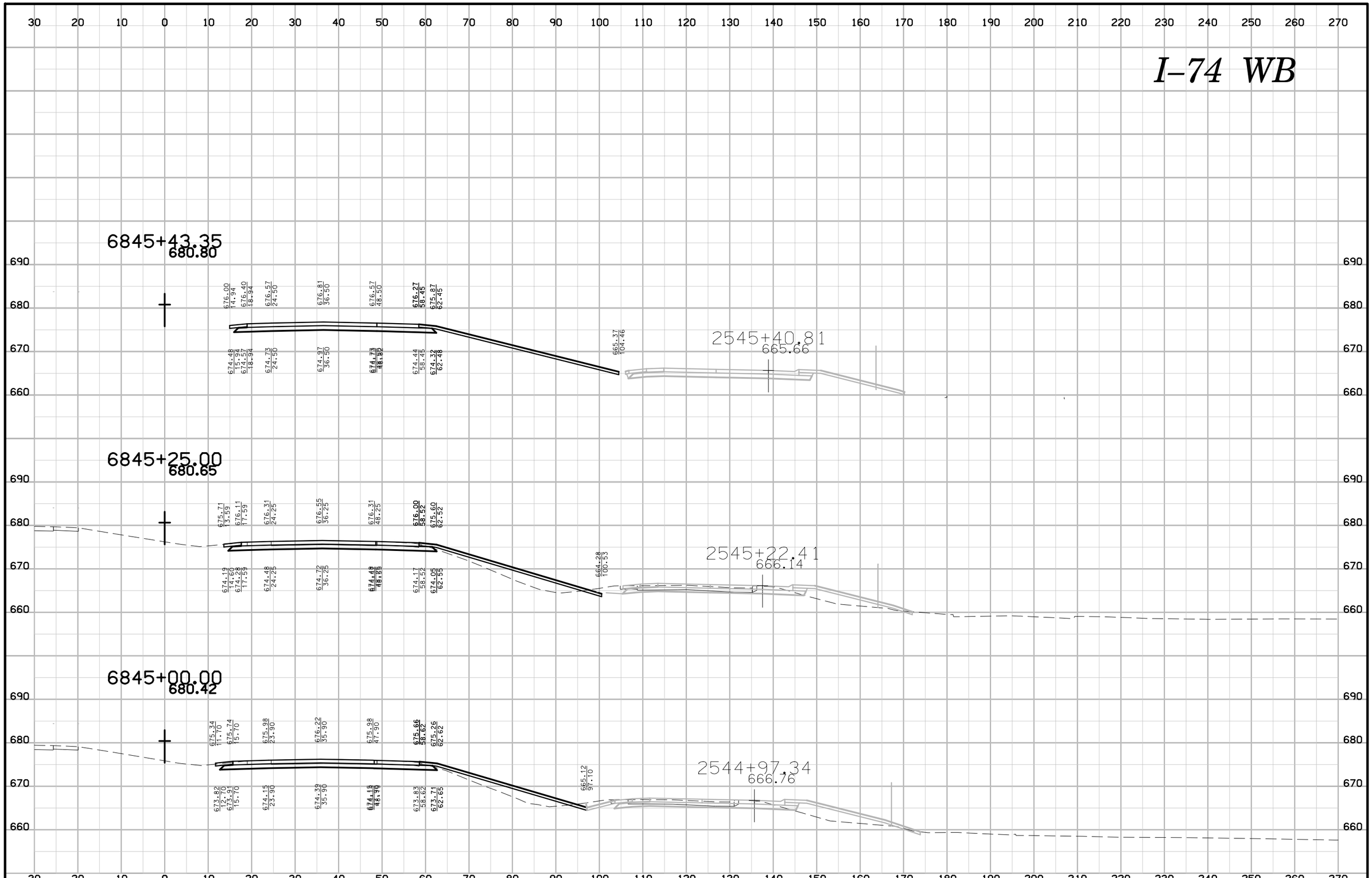
I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.56

6:30:11 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-001.sht

I–74 WB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.57

6:30:13 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-001.sht

I–74 EB

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

620 610 600 590

1503+98.56
600.10

6804+00.00
605.11

604.95
12.26

604.87
0.00

604.87
4.60

602.54
12.26

602.33
0.00

602.45
4.60

620 610 600 590

1503+73.75
598.96

6803+75.00
604.42

620 610 600 590

1503+48.94
597.78

6803+50.00
603.75

620 610 600 590 580

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.58

6:31:37 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

I–74 EB

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

620 610 600 590

1504+73.04
603.29

602.64
98.83

605.71
81.62

606.72
71.61

6804+75.00
607.18

606.95
11.59

606.89
0.00

606.89
3.67

607.18
15.67

607.42
27.67

604.54
11.59

604.40
0.00

604.48
3.67

604.76
15.67

605.00
27.67

1504+48.21
602.27

601.50
100.61

605.09
82.28

606.09
72.28

6804+50.00
606.49

606.33
12.26

606.25
0.00

606.25
3.93

603.91
12.26

603.71
0.00

603.83
3.93

1504+23.38
601.21

605.64
12.26

605.56
0.00

605.56
4.24

6804+25.00
605.80

603.22
12.26

603.02
0.00

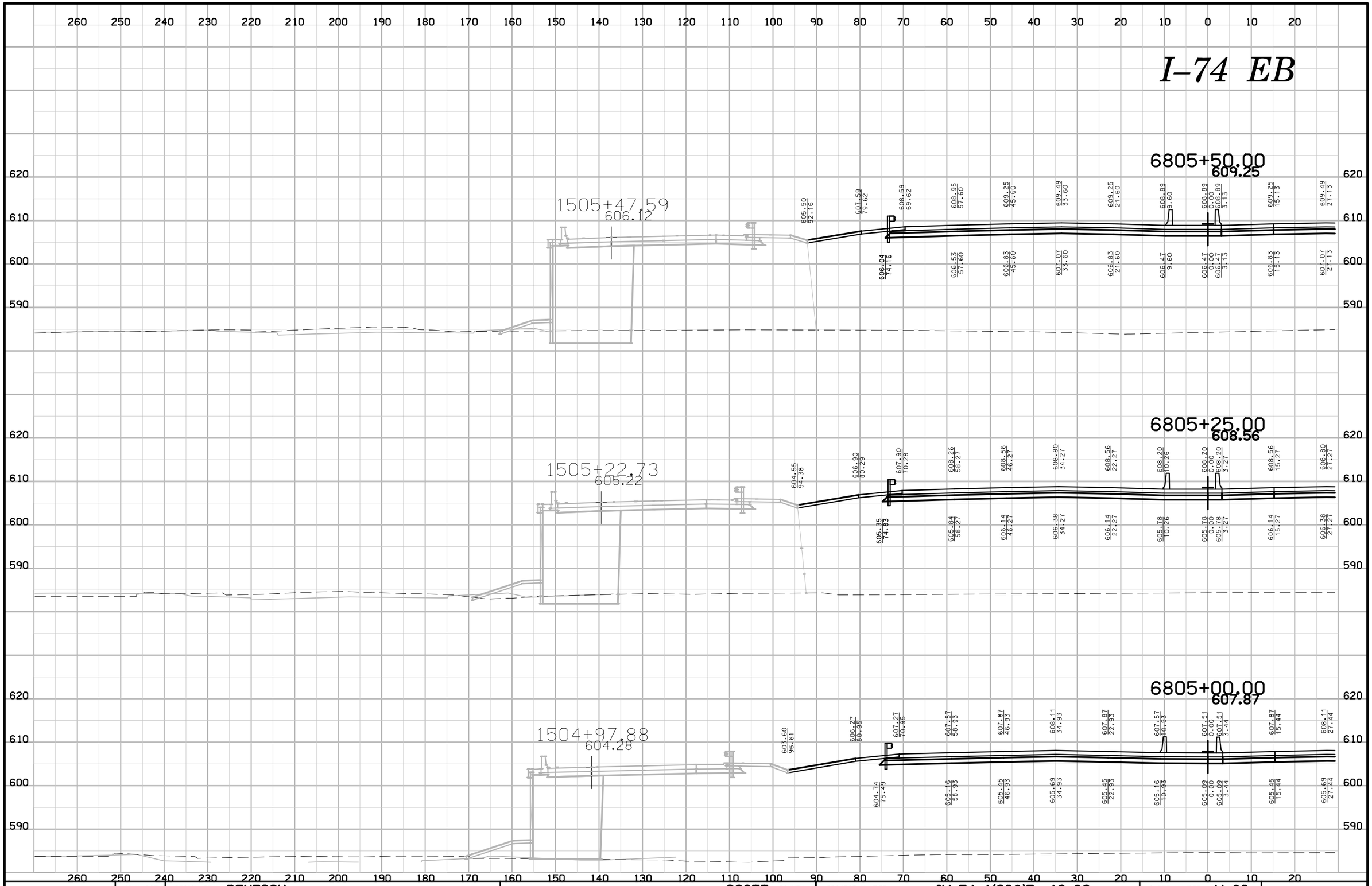
603.14
4.24

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.59

6:31:39 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

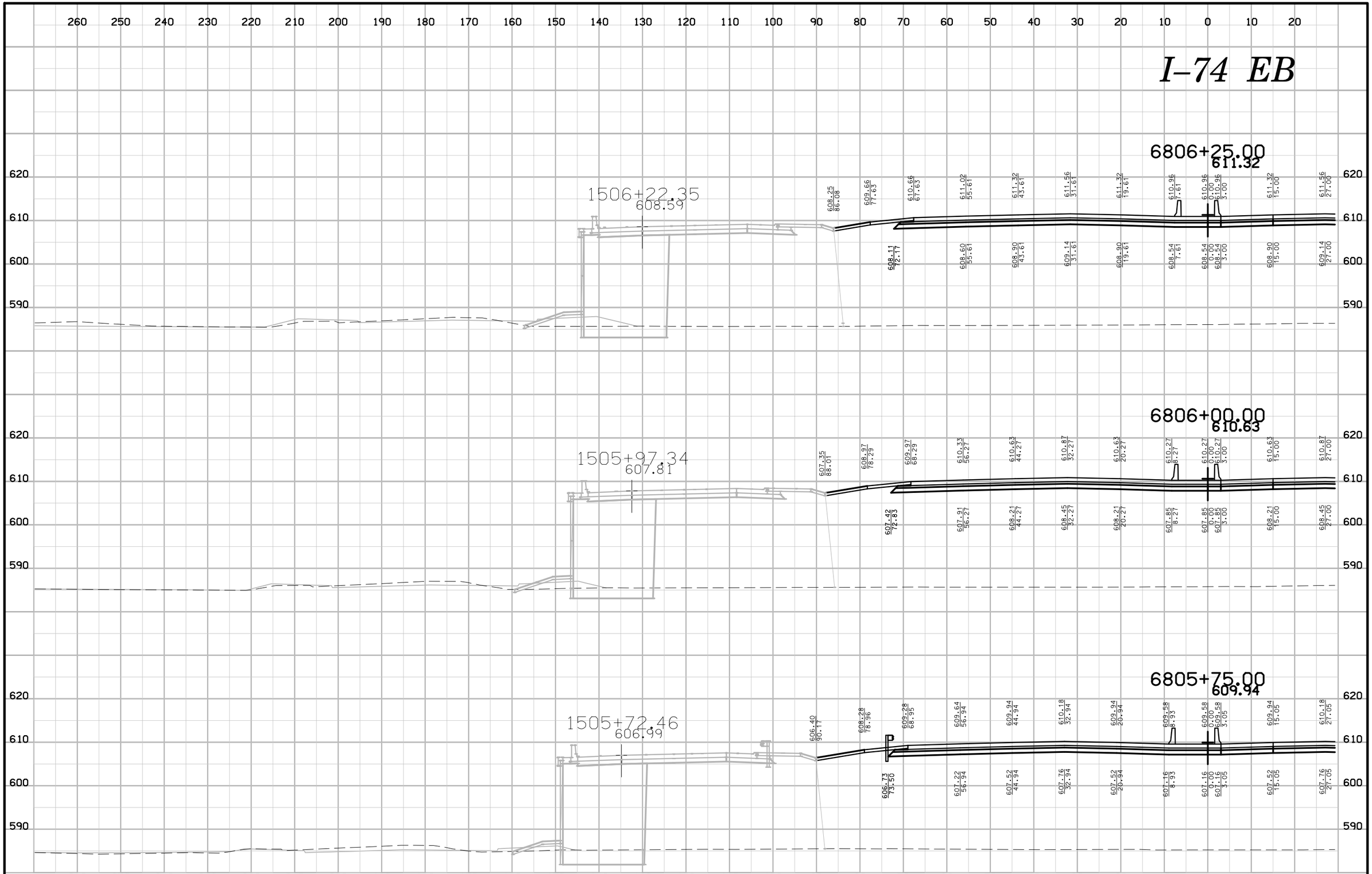
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.60

6:31:41 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

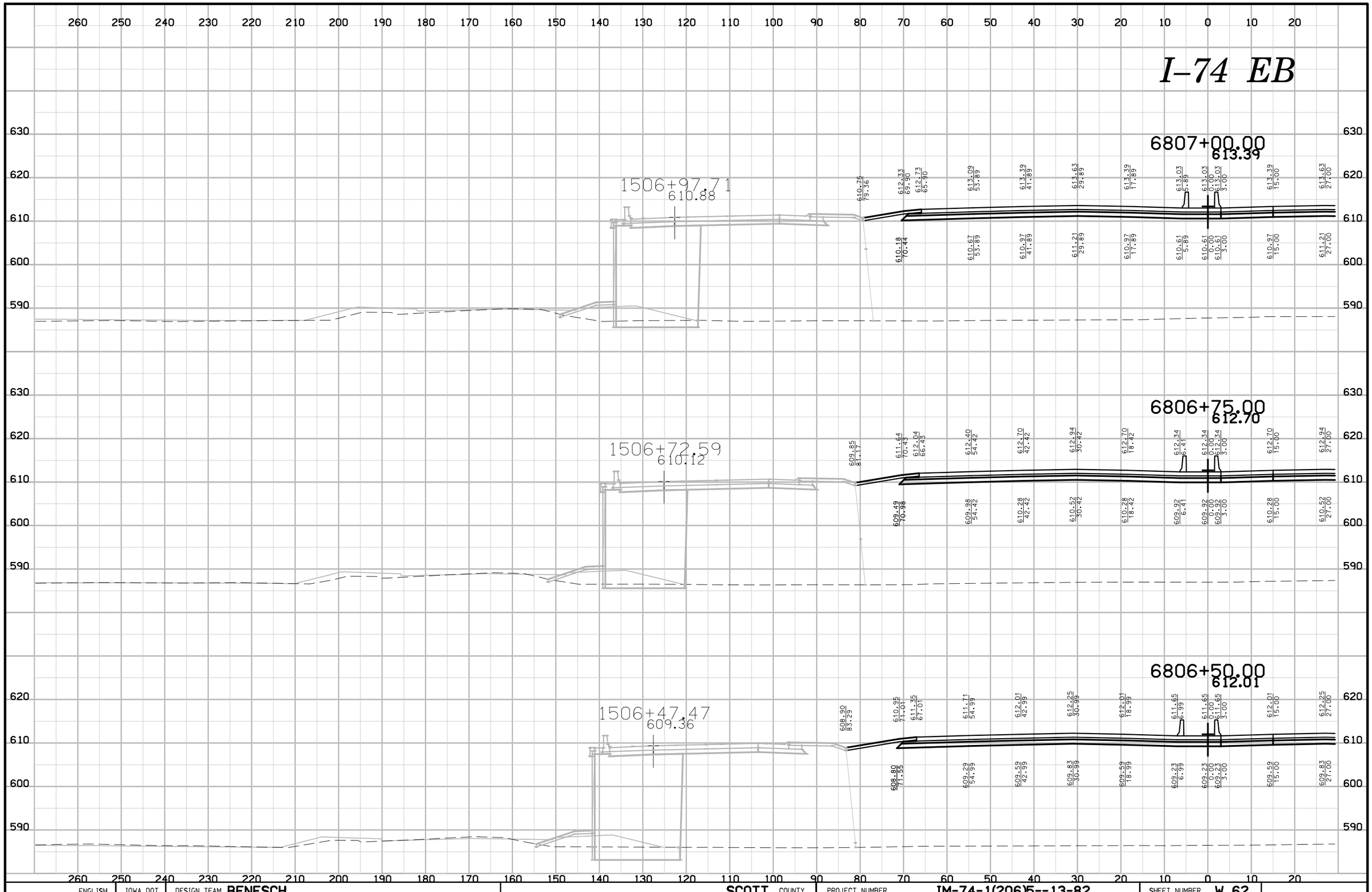
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.61

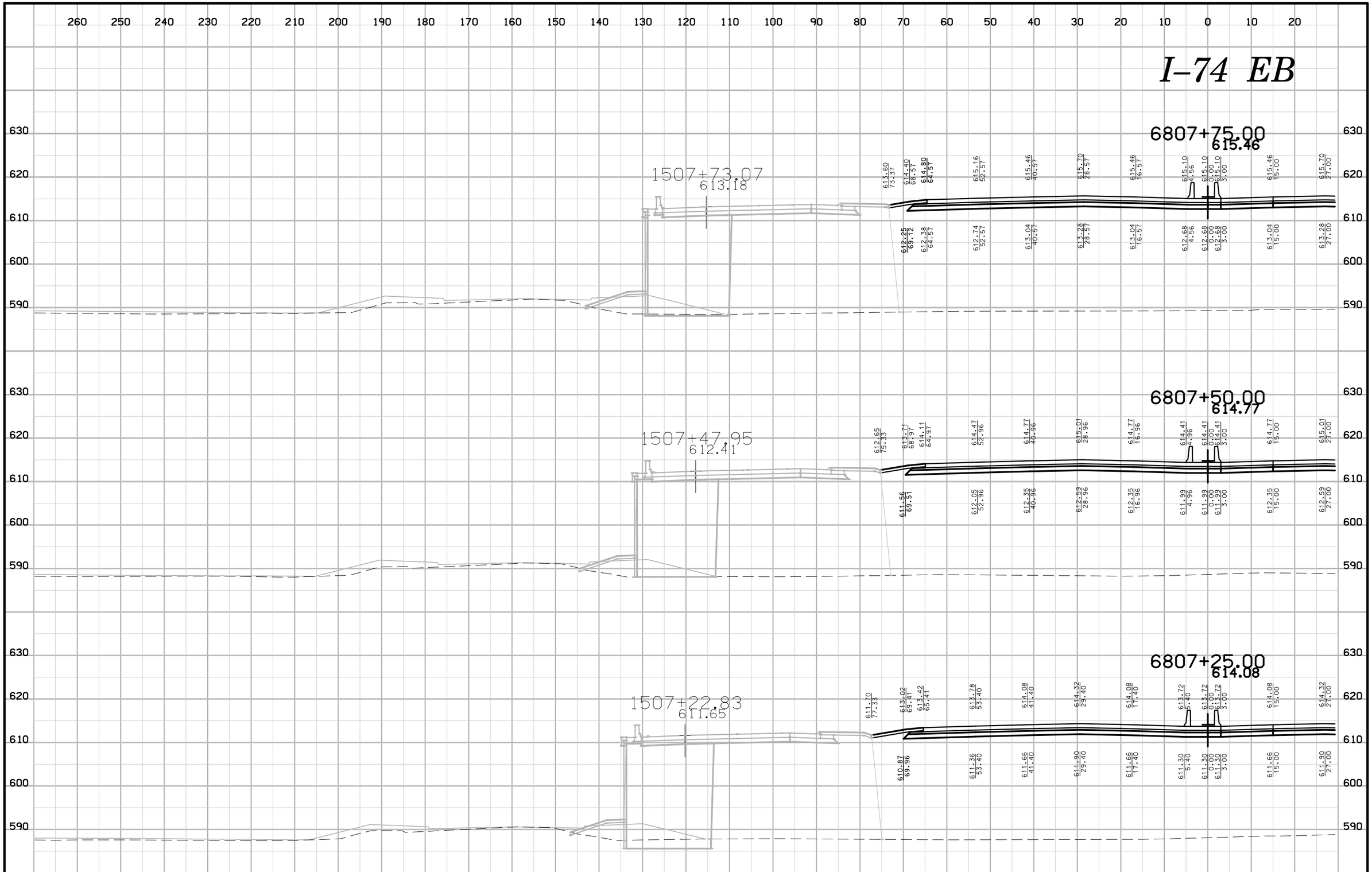
6:31:44 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.62

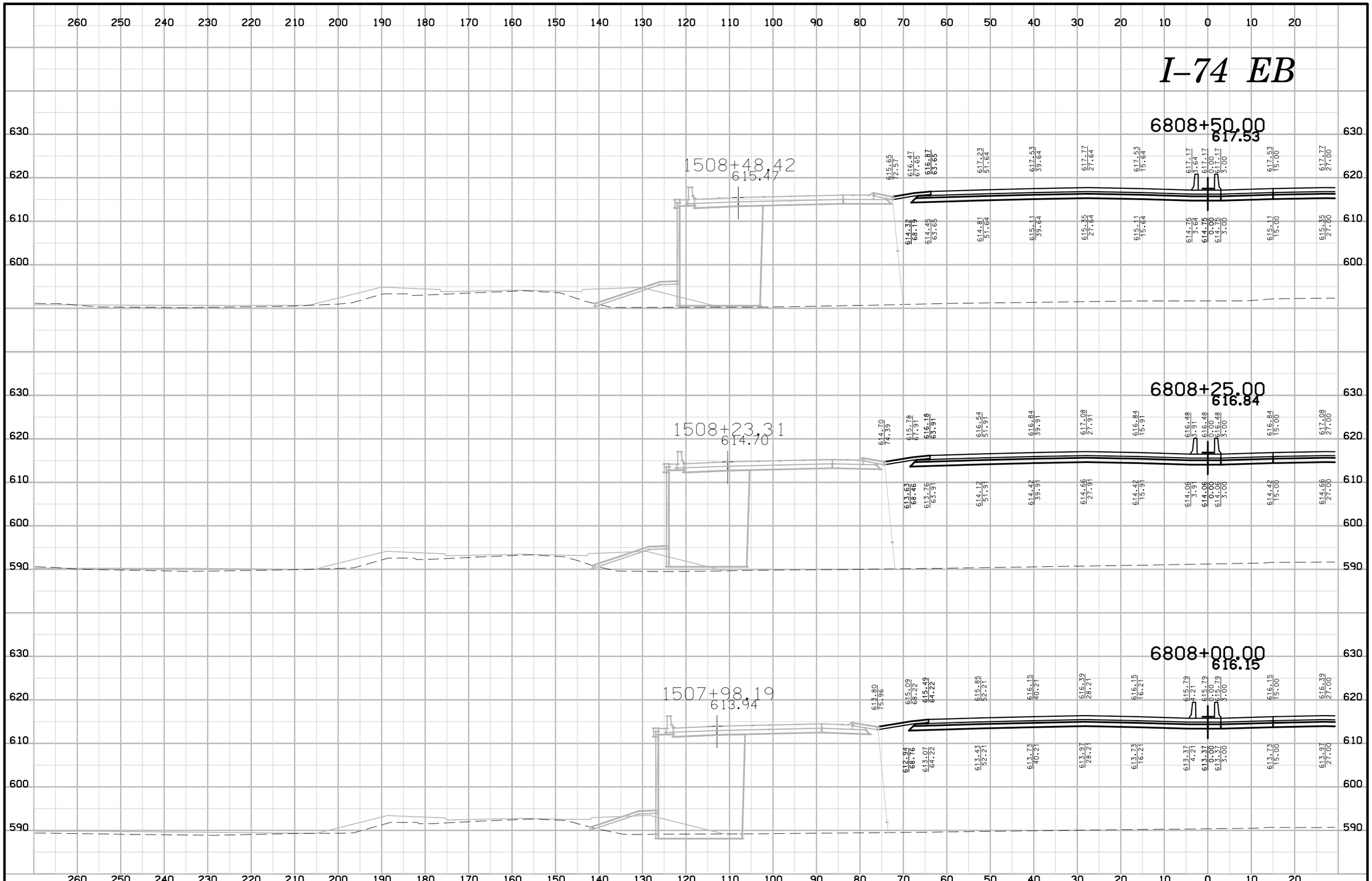
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.63

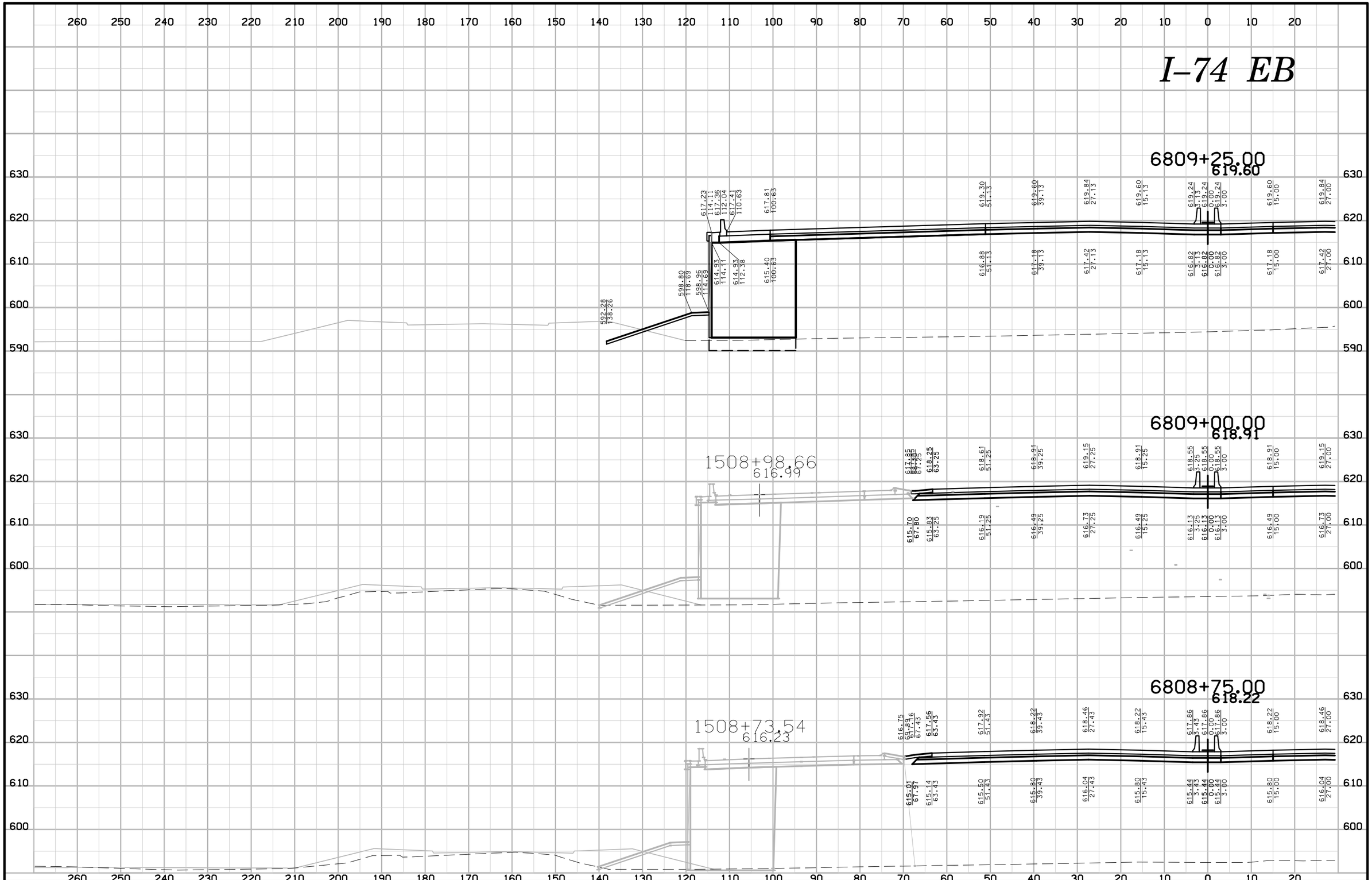
6:31:48 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.64

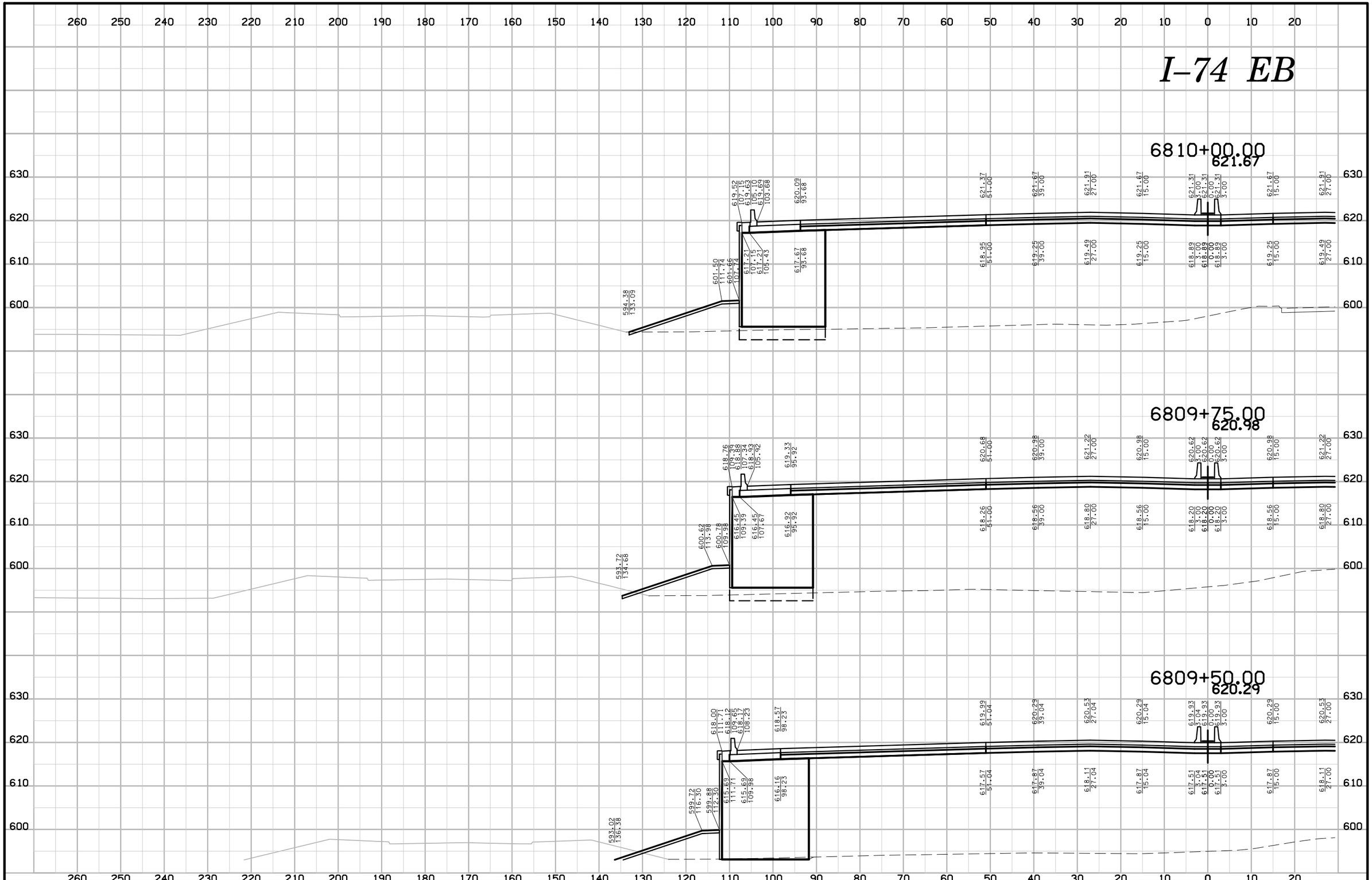
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.65

6:31:52 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

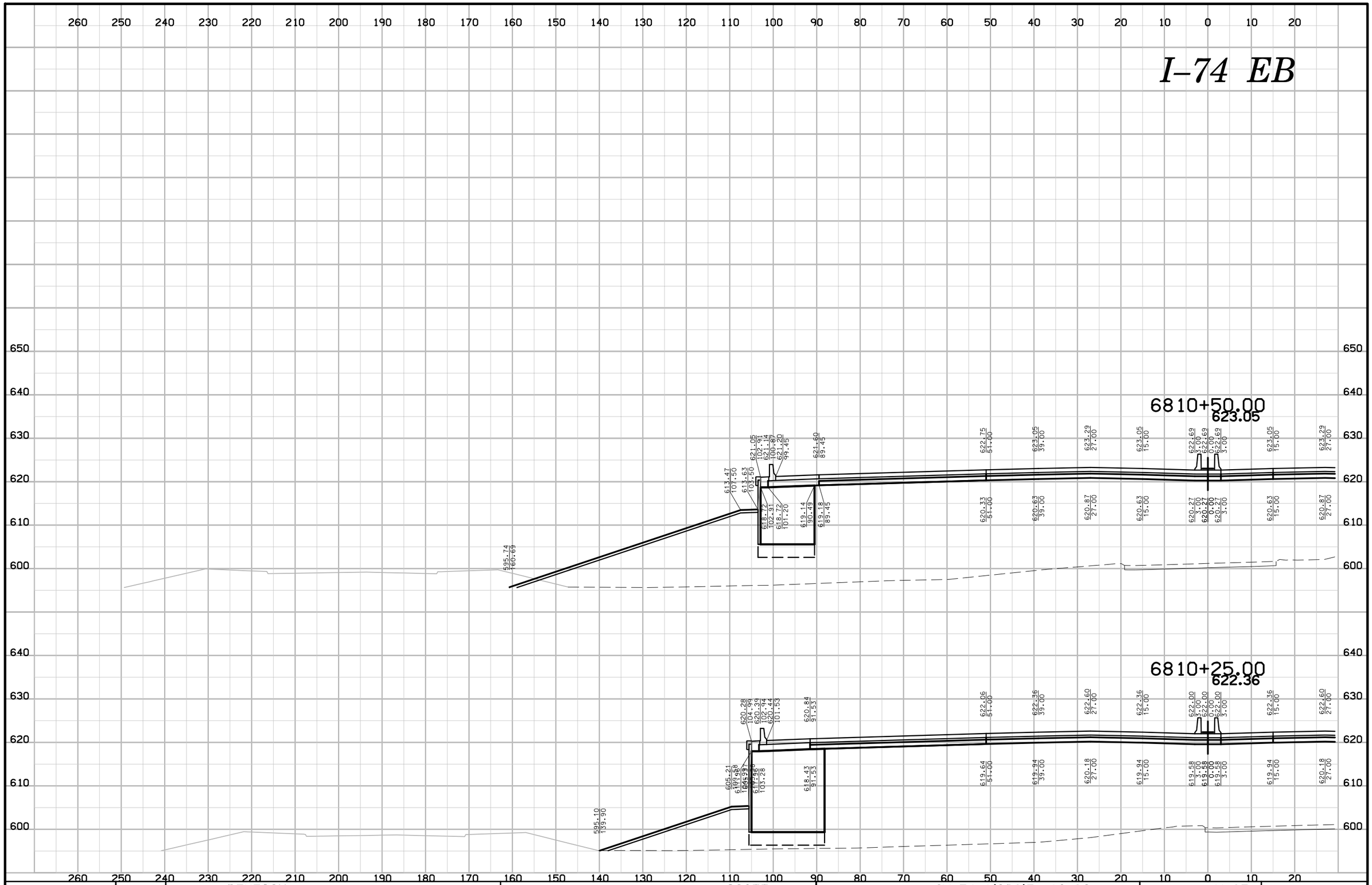
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.66

6:31:54 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.67

I–74 EB

6811+00.00
624.43

6810+75.00
623.74

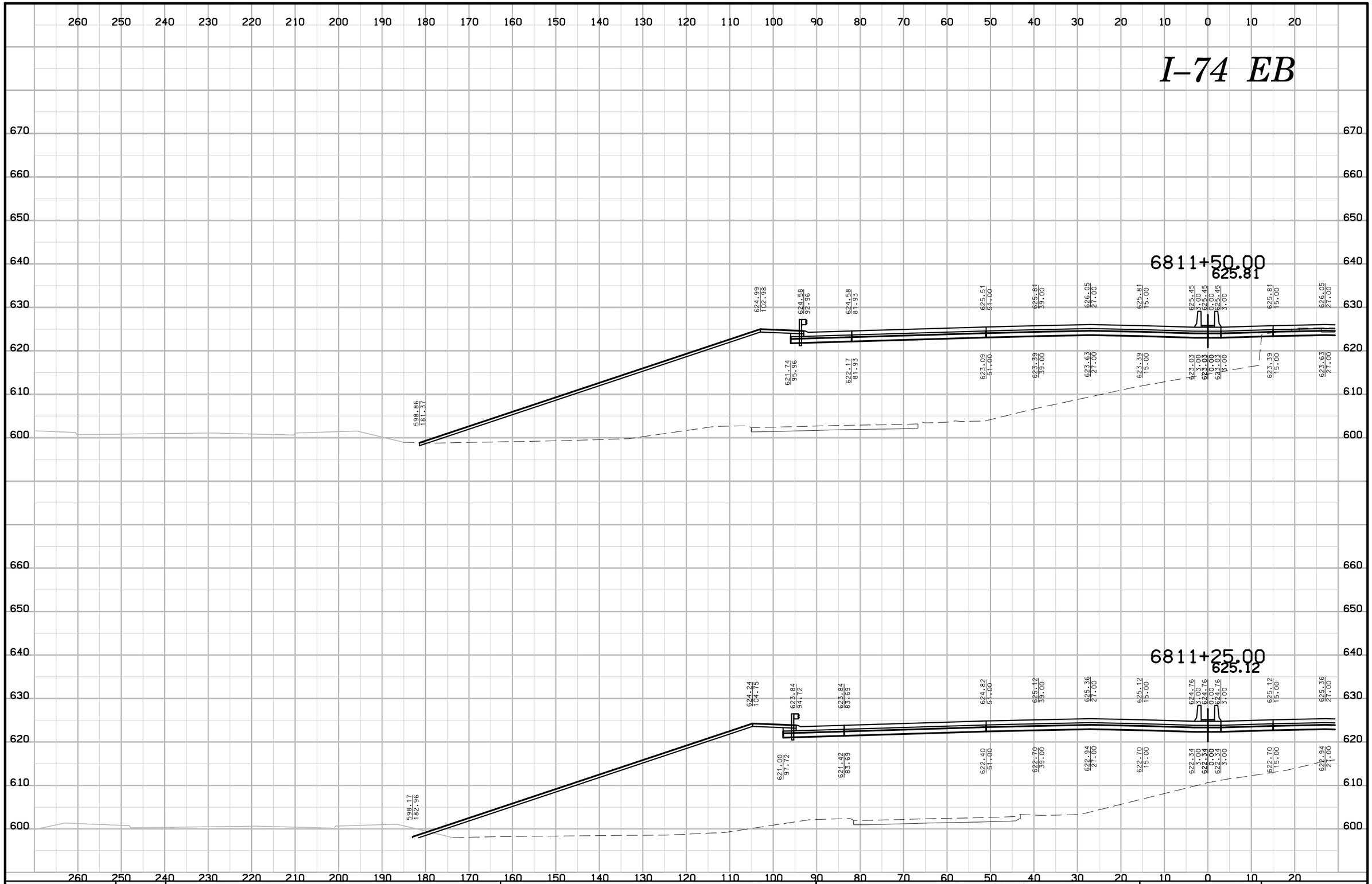
260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

660 650 640 630 620 610 600

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.68

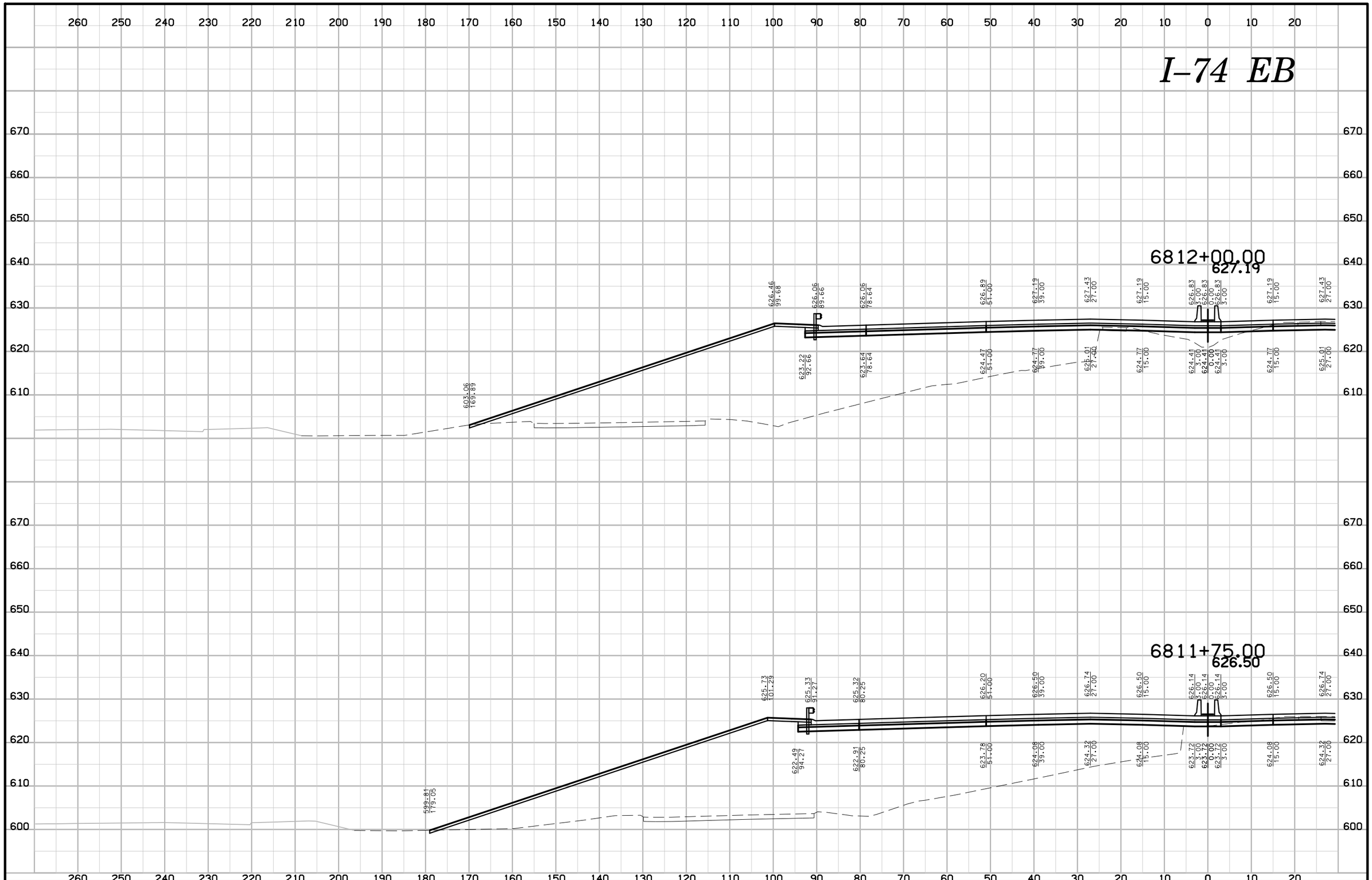
6:31:58 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

I–74 EB



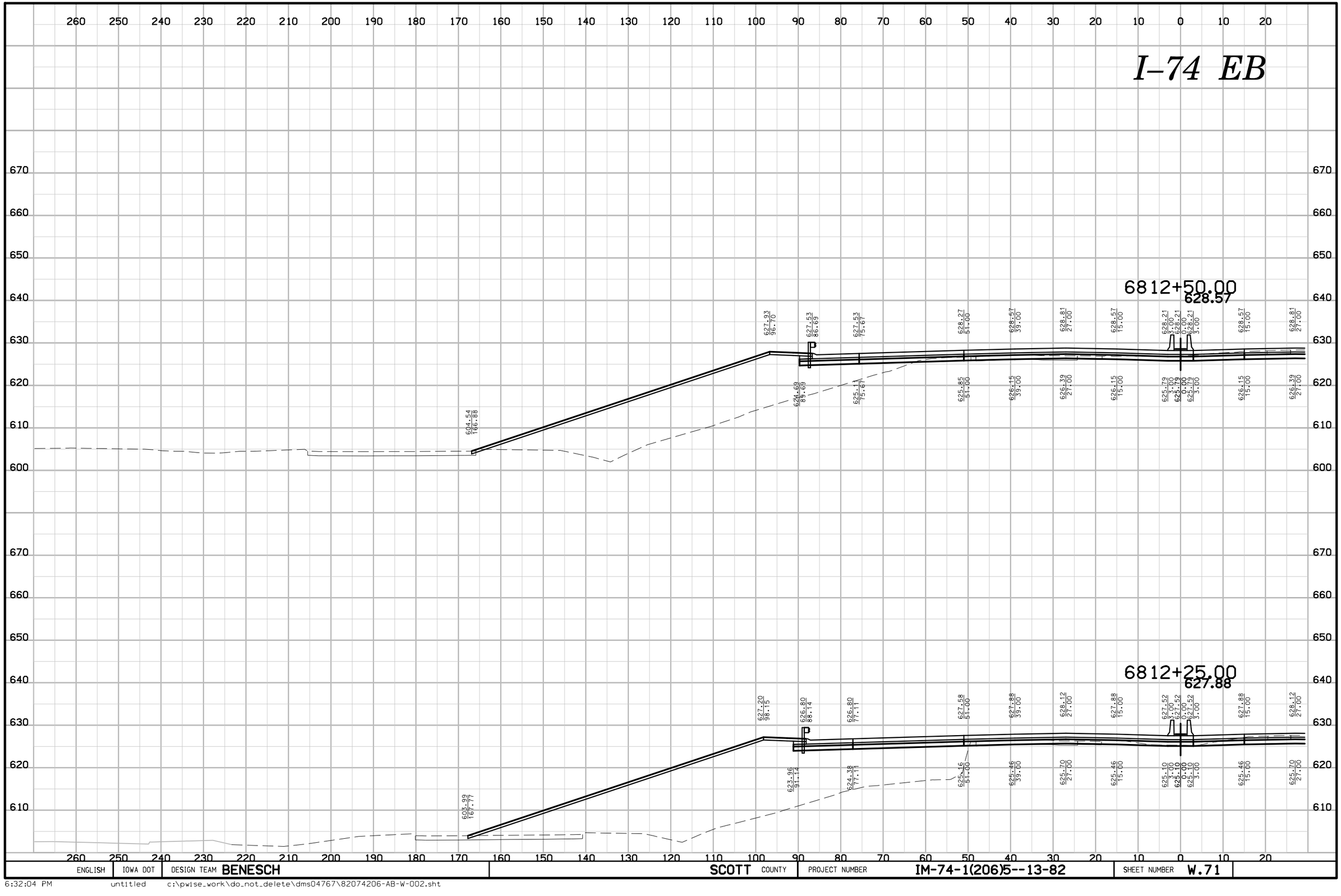
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.69

I–74 EB



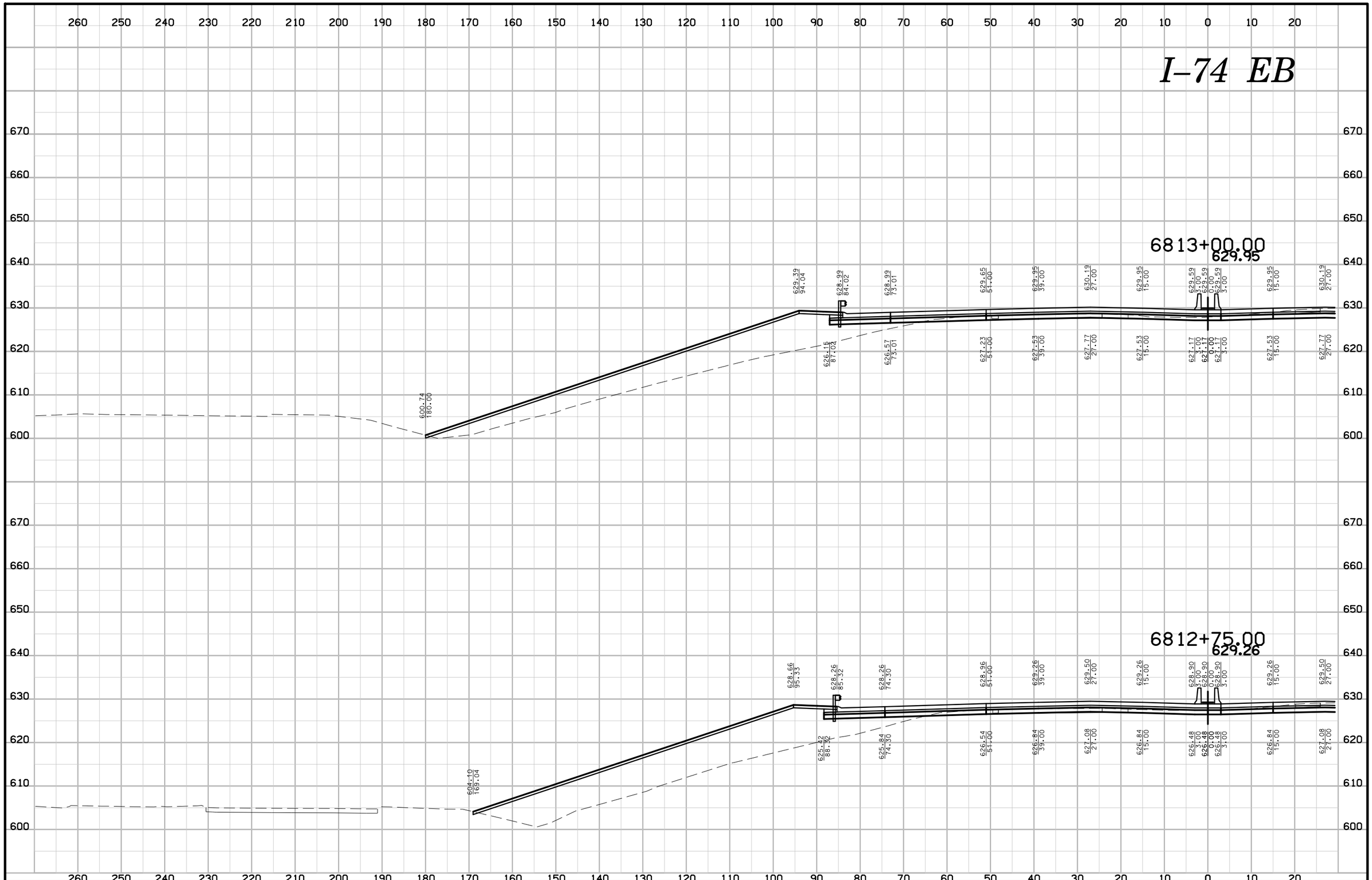
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.70

I–74 EB



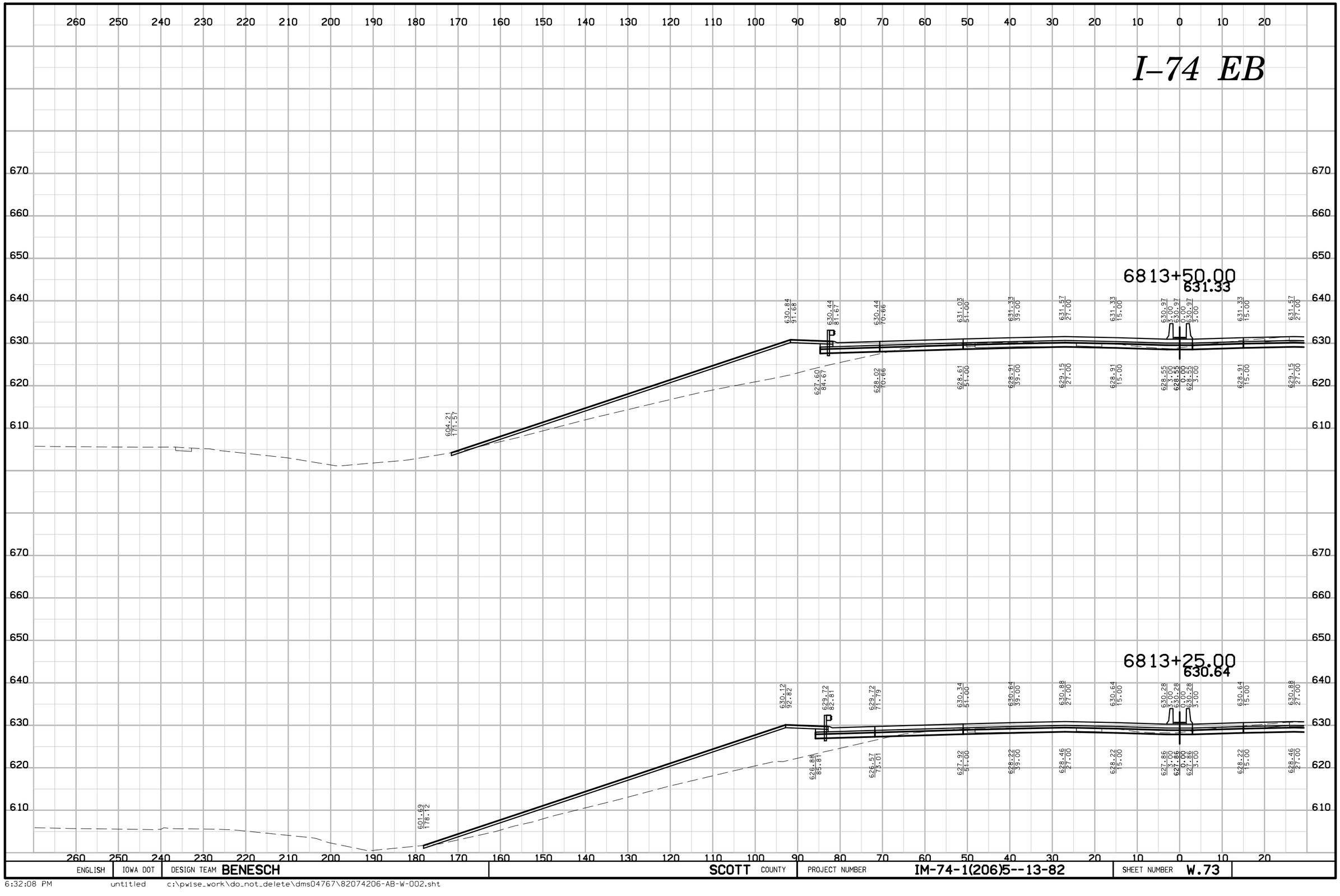
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.71

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.72

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.73

I–74 EB

6814+00.00
632.71

6813+75.00
632.02

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

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I–74 EB

6814+50.00
634.09

6814+25.00
633.40

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(206)5--13-82 | SHEET NUMBER W.75

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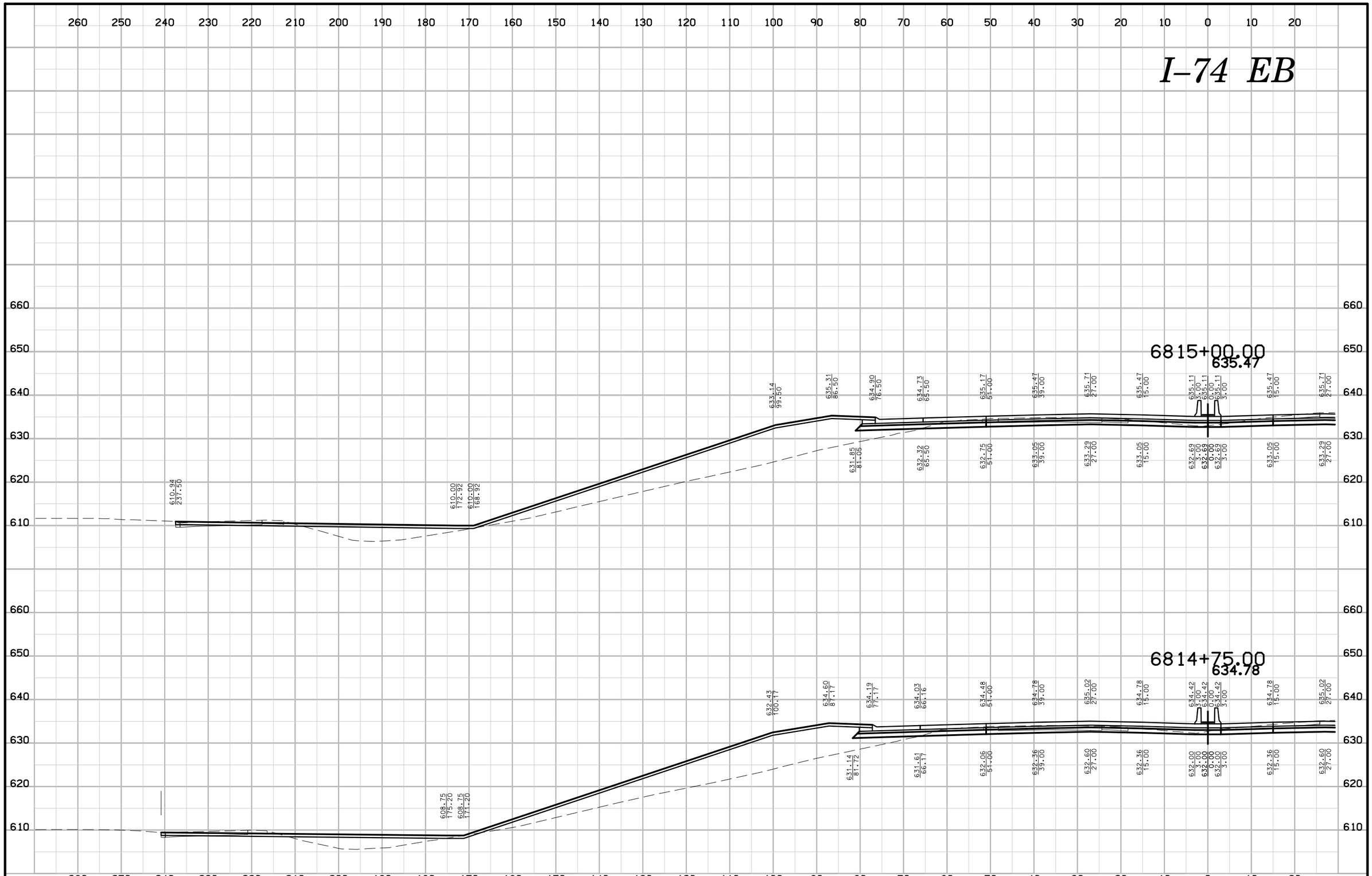
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.76

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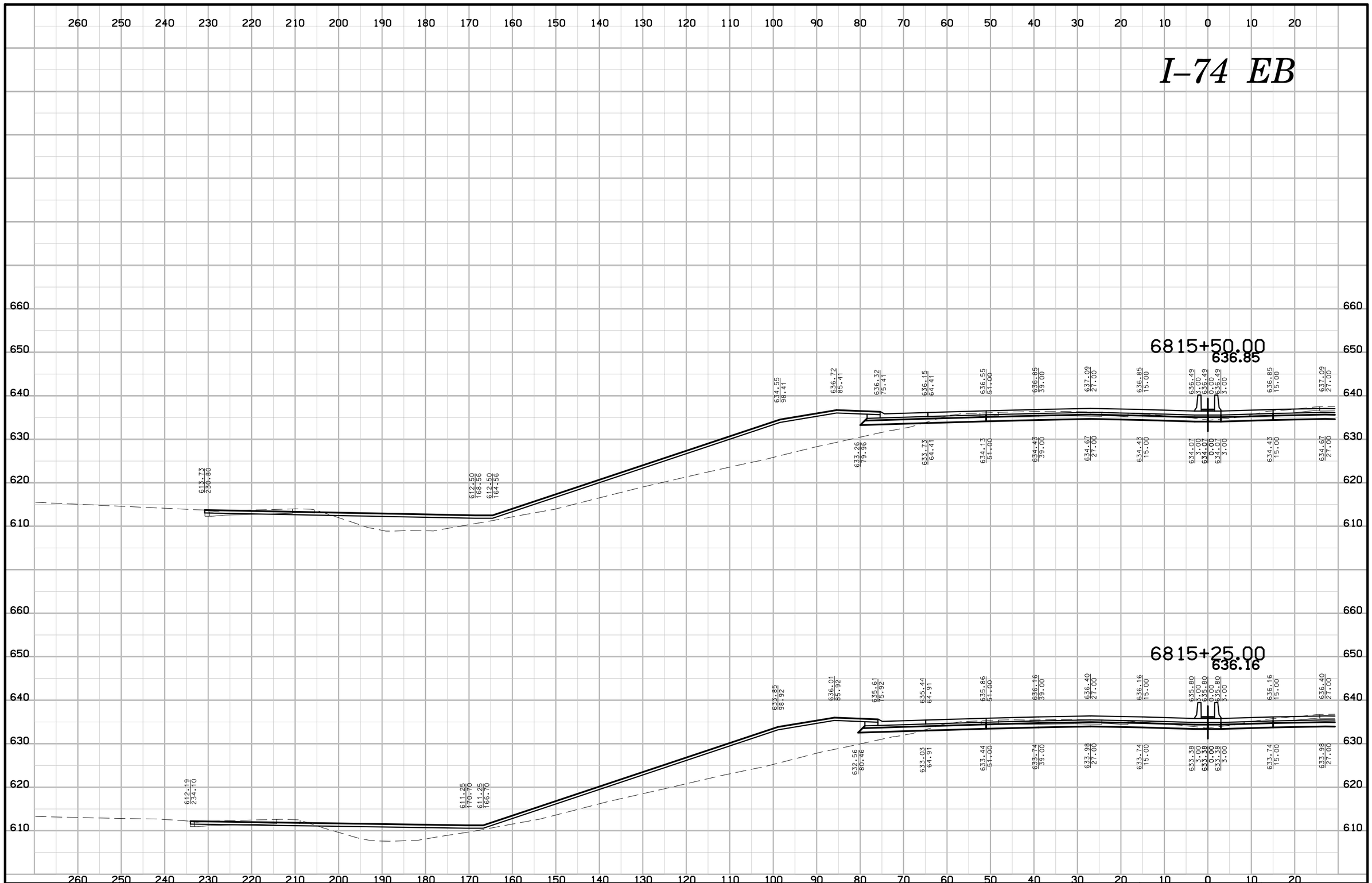
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.77

I–74 EB

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

670 660 650 640 630 620

6816+00.00
638.23

616.32
224.05

615.00
164.49
615.00
160.49

635.96
97.63

638.12
84.63

637.72
74.63

637.55
63.62

637.93
51.00

638.23
39.00

638.47
27.00

638.23
15.00

637.87
3.00
637.87
0.00
637.87
3.00

638.23
15.00

638.47
27.00

634.67
79.17

635.14
63.63

635.51
51.00

635.81
39.00

636.05
27.00

635.81
15.00

635.45
3.00
635.45
0.00
635.45
3.00

635.81
15.00

636.05
27.00

6815+75.00
637.54

614.91
227.40

613.75
166.49
613.75
162.49

635.25
97.98

637.42
84.98

637.02
74.98

636.85
63.98

637.24
51.00

637.54
39.00

637.78
27.00

637.54
15.00

637.18
3.00
637.18
0.00
637.18
3.00

637.54
15.00

637.78
27.00

633.97
79.53

634.43
63.98

634.82
51.00

635.12
39.00

635.36
27.00

635.12
15.00

634.76
3.00
634.76
0.00
634.76
3.00

635.12
15.00

635.36
27.00

610

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.78

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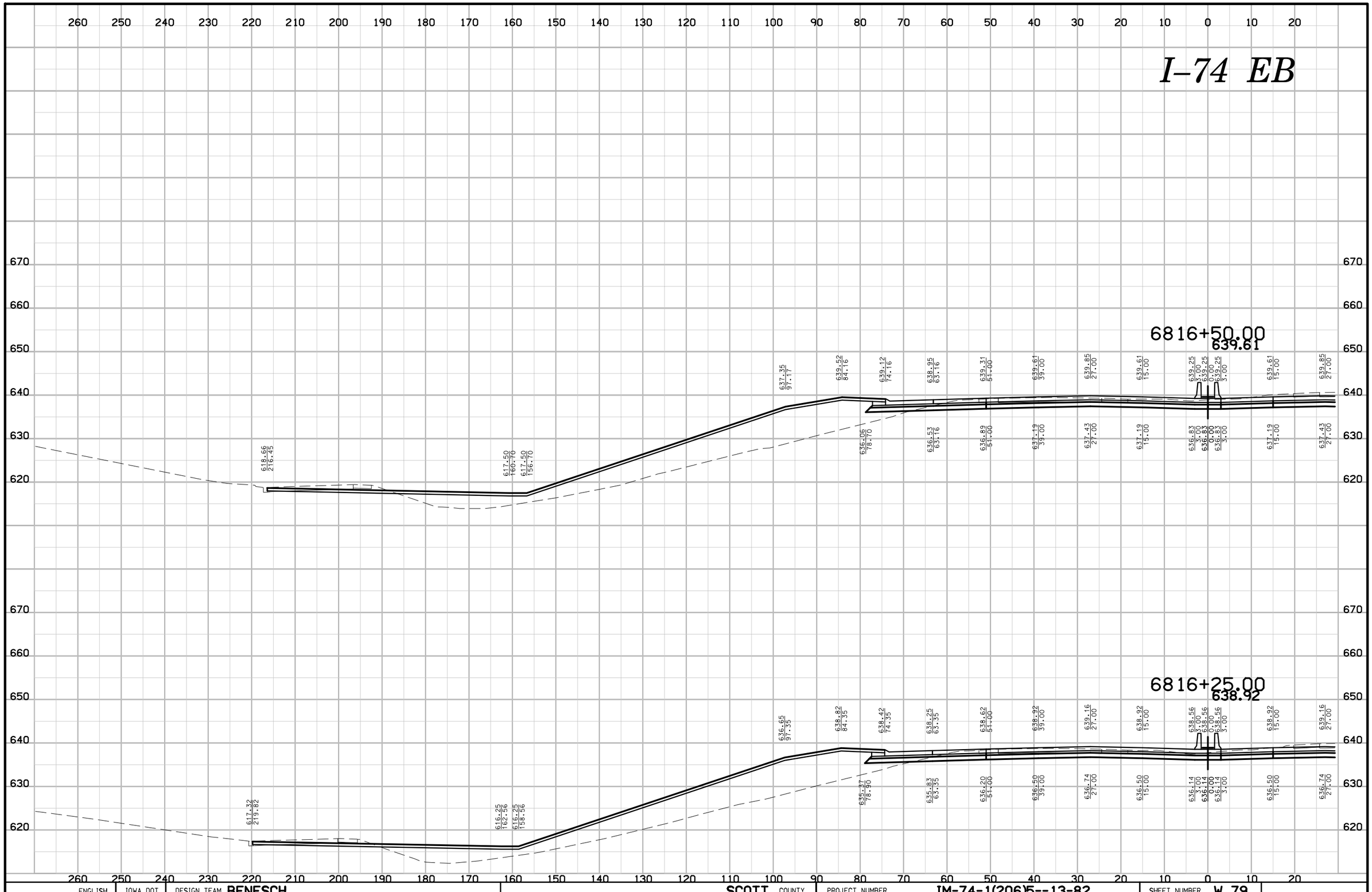
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.79

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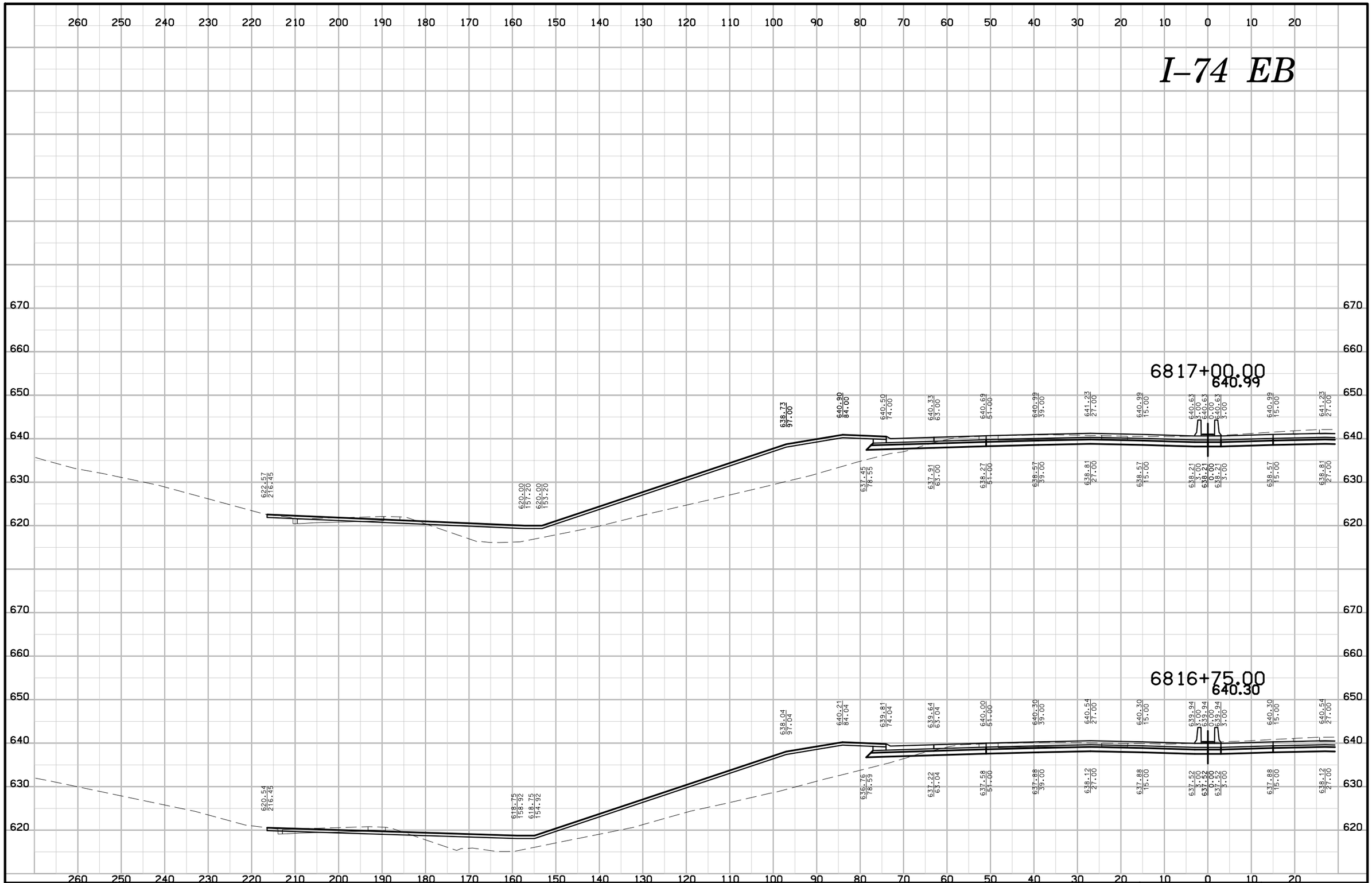
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.80

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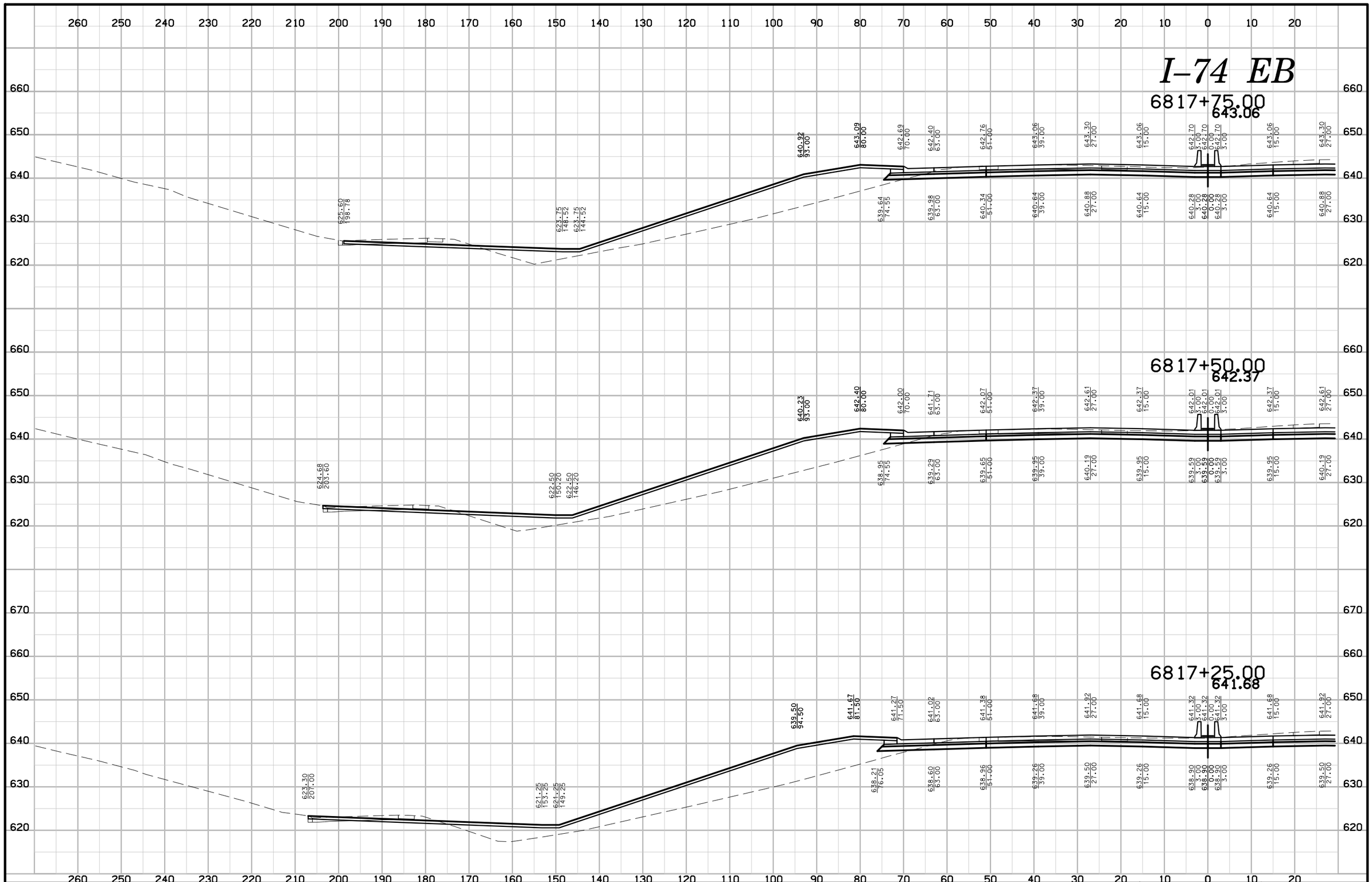


ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.81

6:32:24 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-002.sht

I–74 EB

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

660 650 640 630

6818+50.00
645.13

629.71 189.11 | 627.50 143.48 | 627.50 139.48 | 642.99 93.00 | 645.16 80.00 | 644.76 70.00 | 644.47 63.00 | 644.83 51.00 | 645.13 39.00 | 645.37 27.00 | 645.13 15.00 | 644.77 3.00 | 644.77 0.00 | 644.77 3.00 | 645.13 15.00 | 645.37 27.00

641.71 74.55 | 642.05 63.00 | 642.41 51.00 | 642.71 39.00 | 642.95 27.00 | 642.71 15.00 | 642.35 3.00 | 642.35 0.00 | 642.35 3.00 | 642.71 15.00 | 642.95 27.00

660 650 640 630

6818+25.00
644.44

628.69 193.30 | 626.25 145.16 | 626.25 141.16 | 642.30 93.00 | 644.47 80.00 | 644.07 70.00 | 643.78 63.00 | 644.14 51.00 | 644.44 39.00 | 644.68 27.00 | 644.44 15.00 | 644.08 3.00 | 644.08 0.00 | 644.08 3.00 | 644.44 15.00 | 644.68 27.00

641.02 74.55 | 641.36 63.00 | 641.72 51.00 | 642.02 39.00 | 642.26 27.00 | 642.02 15.00 | 641.66 3.00 | 641.66 0.00 | 641.66 3.00 | 642.02 15.00 | 642.26 27.00

660 650 640 630

6818+00.00
643.75

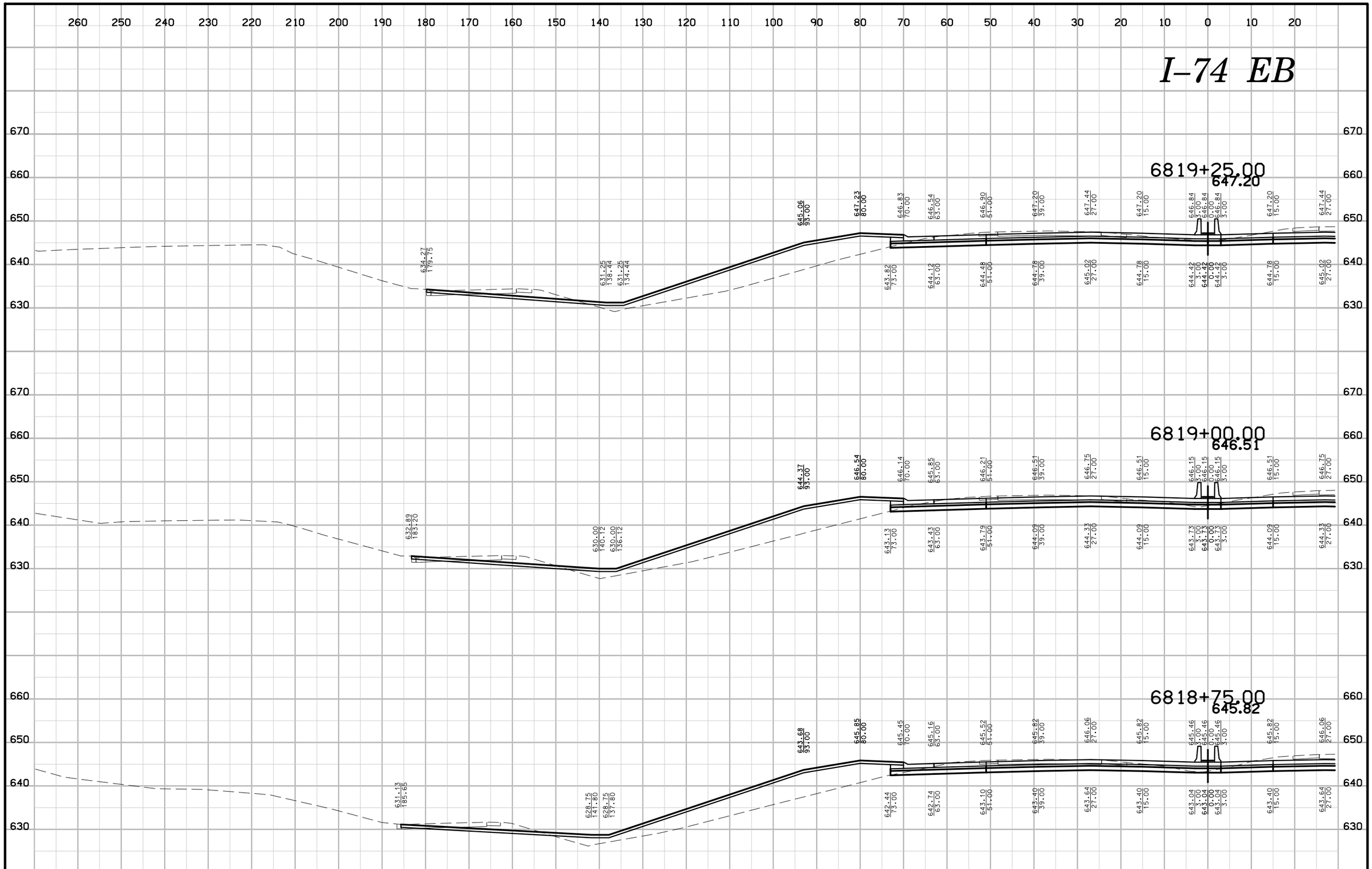
627.54 197.52 | 625.00 146.84 | 625.00 142.84 | 641.61 93.00 | 643.78 80.00 | 643.38 70.00 | 643.09 63.00 | 643.45 51.00 | 643.75 39.00 | 643.99 27.00 | 643.75 15.00 | 643.39 3.00 | 643.39 0.00 | 643.39 3.00 | 643.75 15.00 | 643.99 27.00

640.33 74.55 | 640.67 63.00 | 641.03 51.00 | 641.33 39.00 | 641.57 27.00 | 641.33 15.00 | 640.97 3.00 | 640.97 0.00 | 640.97 3.00 | 641.33 15.00 | 641.57 27.00

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

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

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.83

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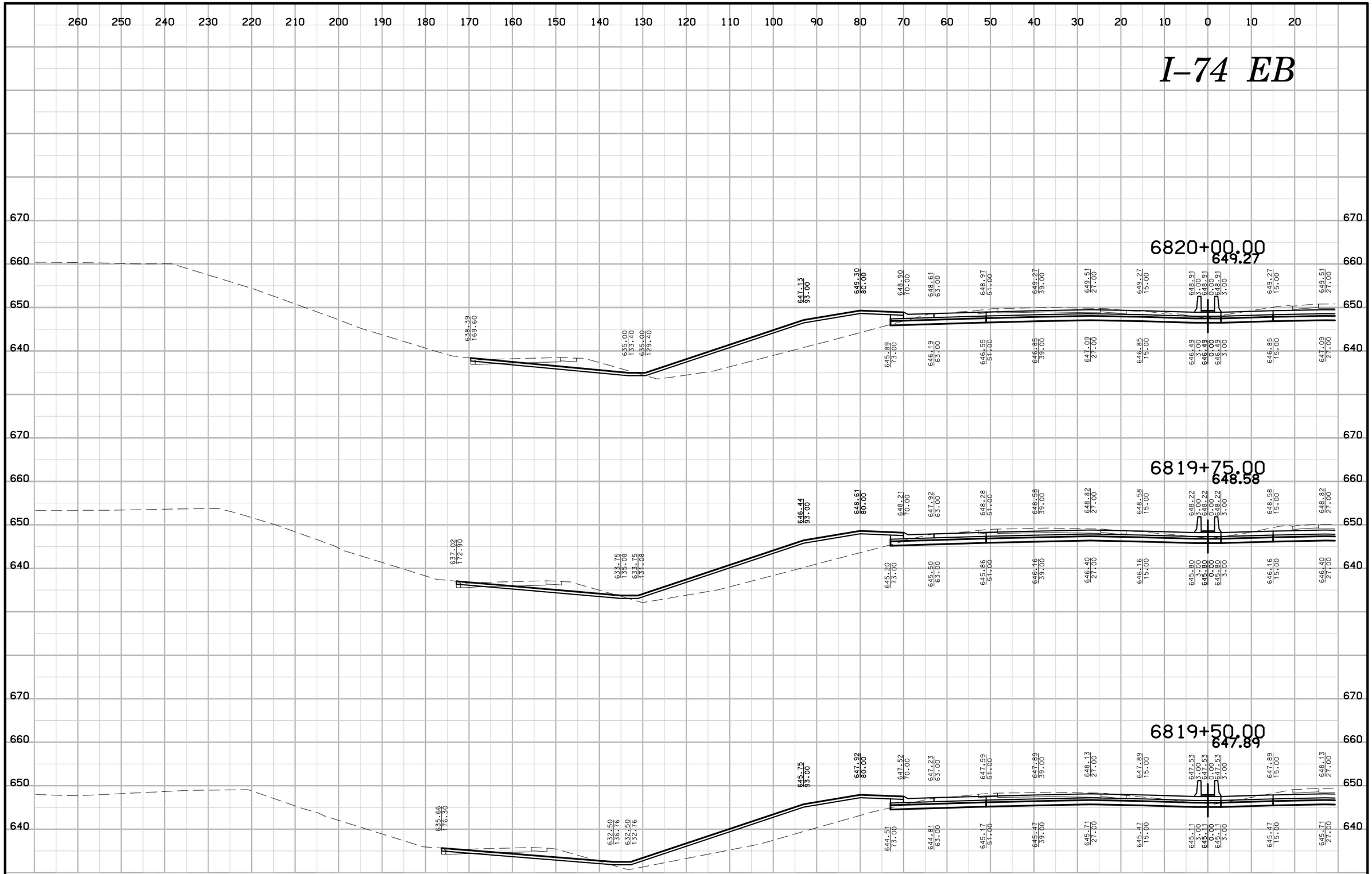
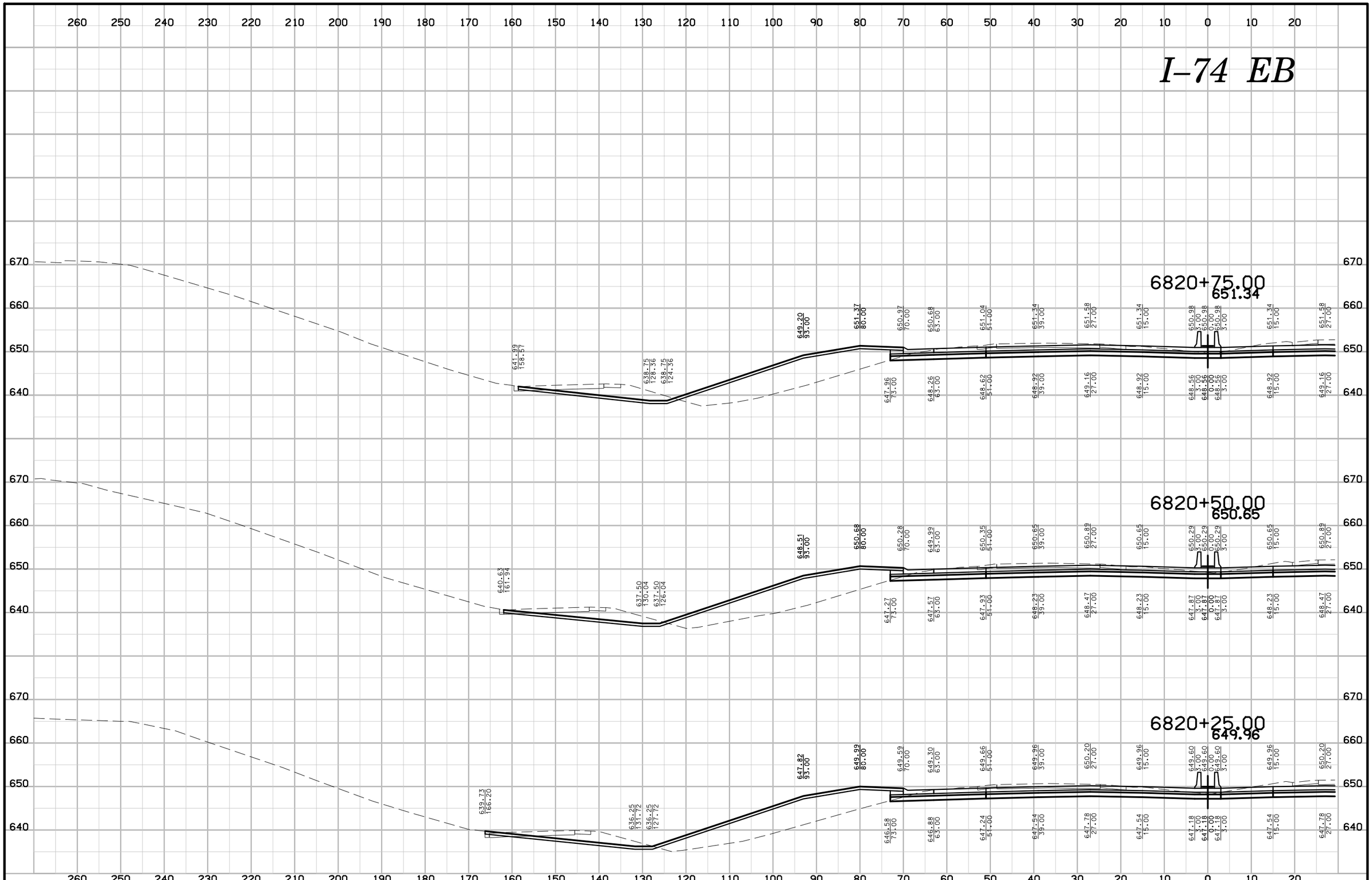
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.84

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.85

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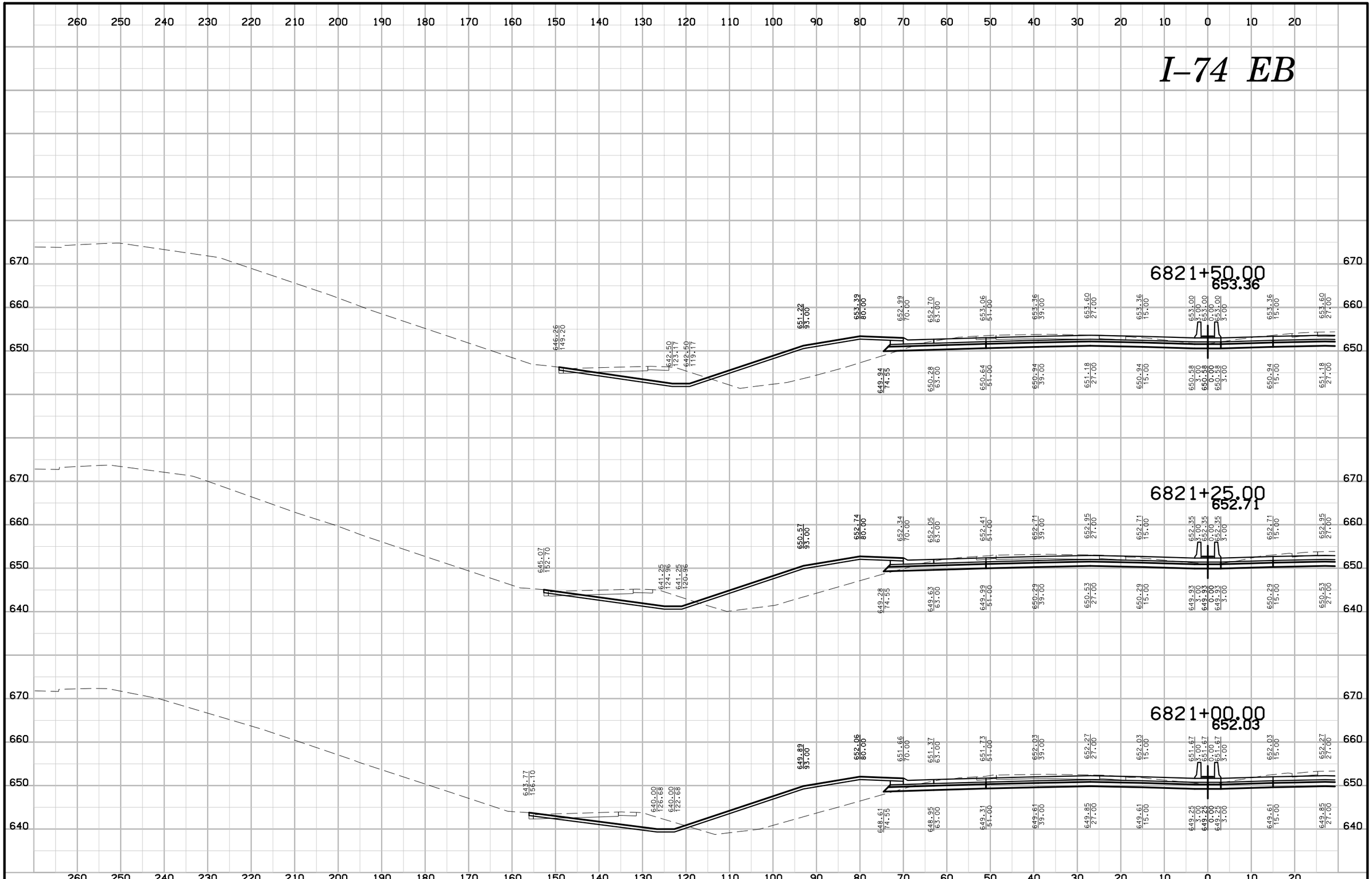
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.86

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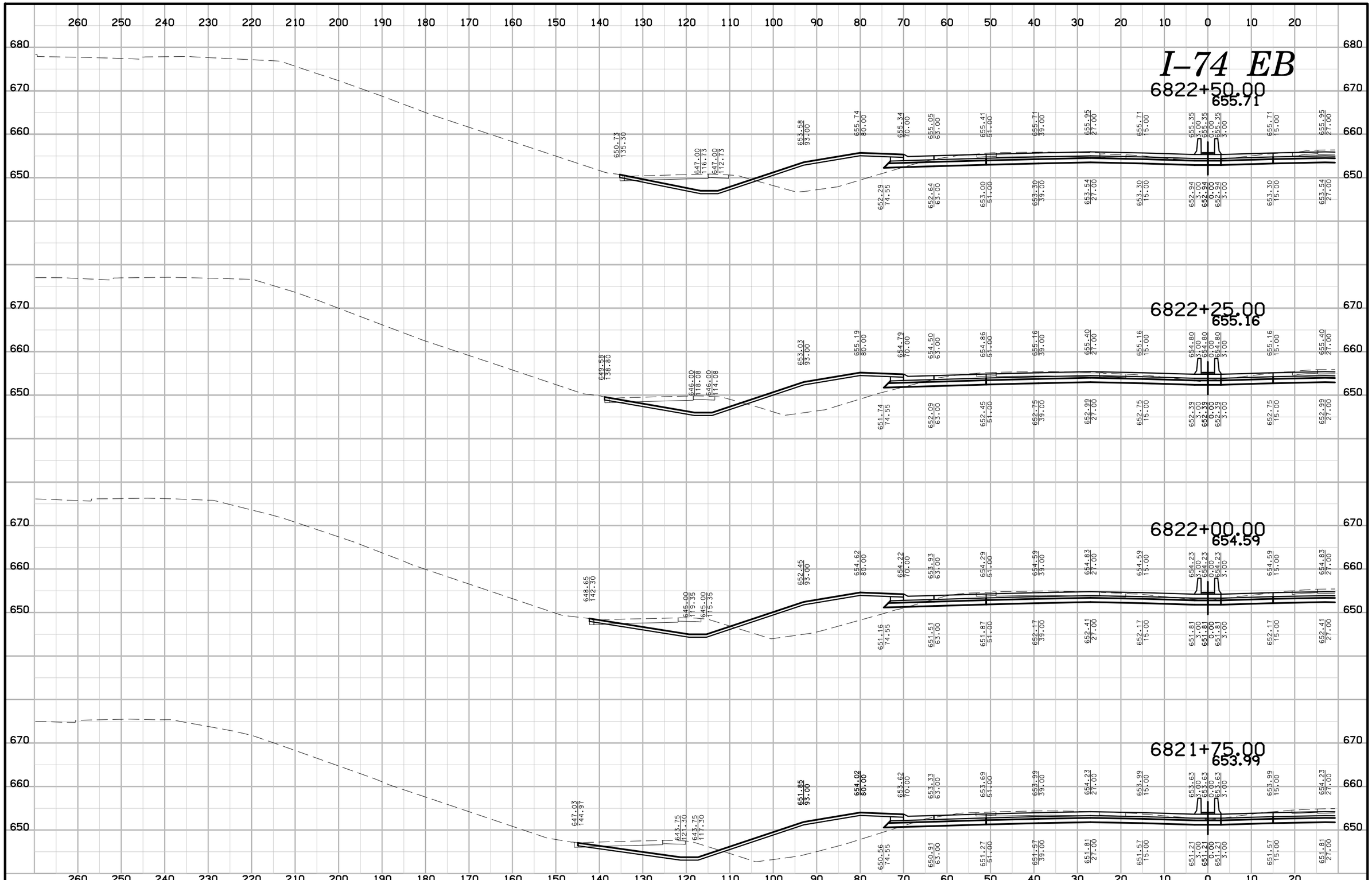

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.87

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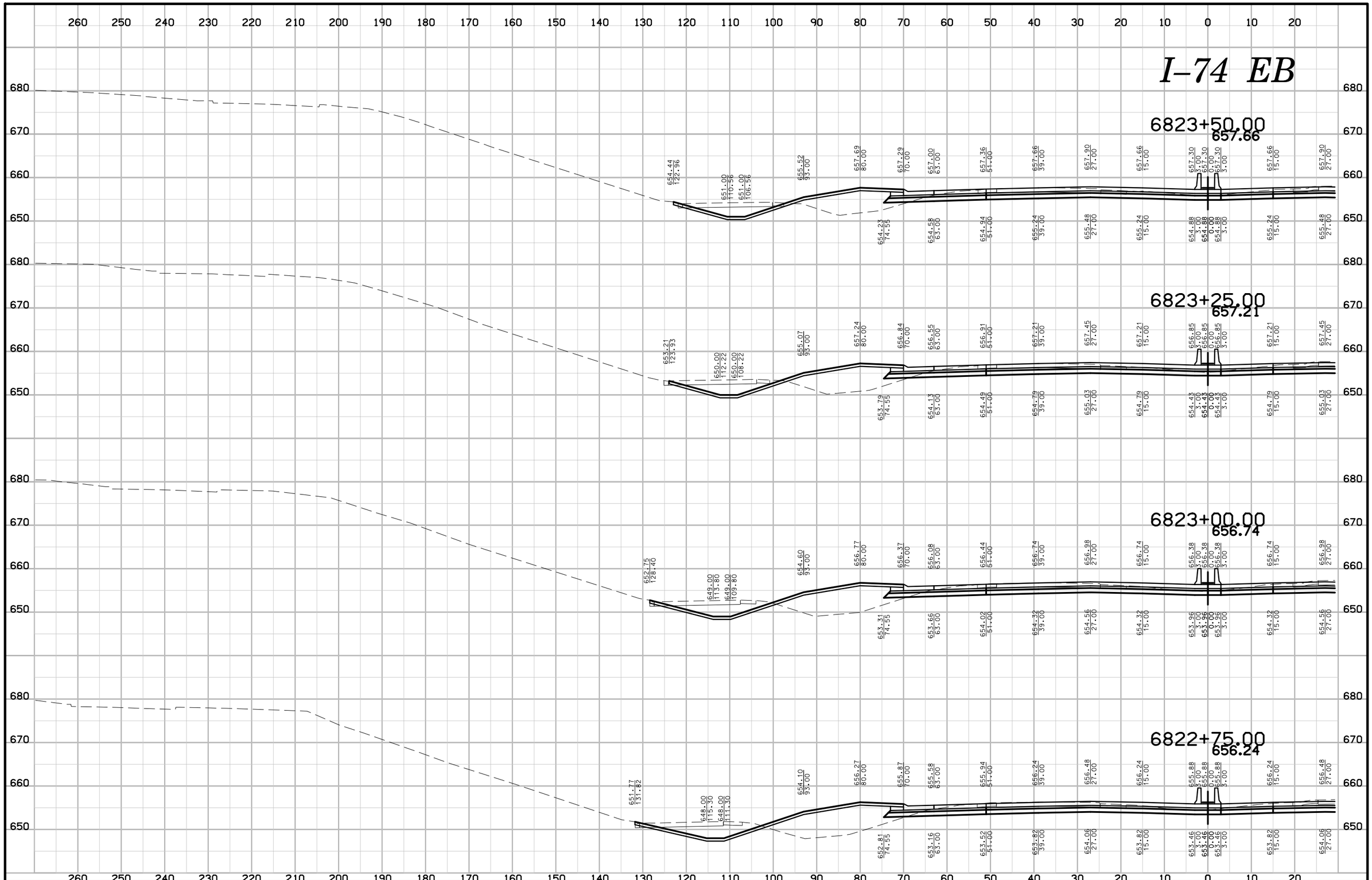
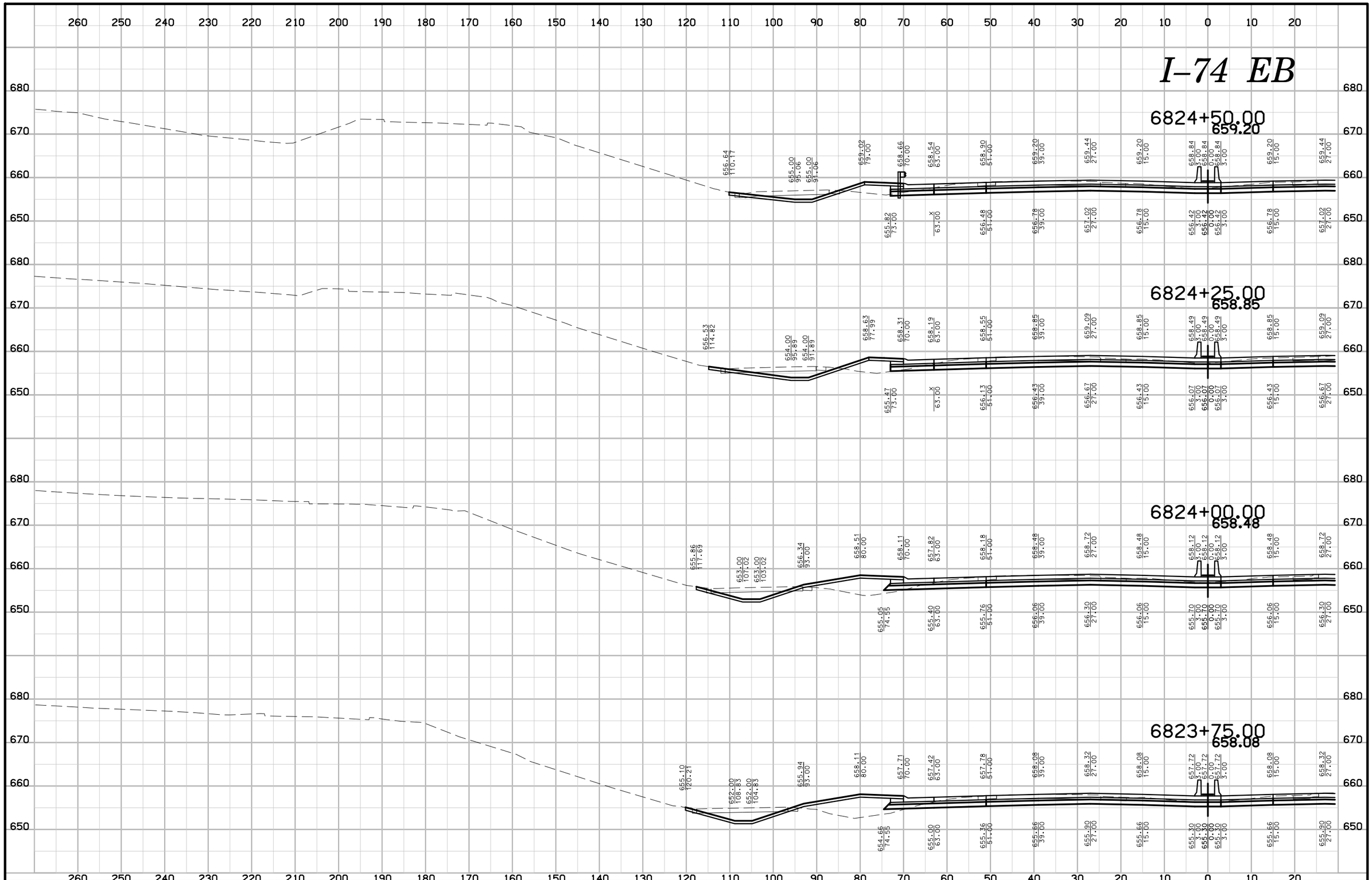
I–74 EB



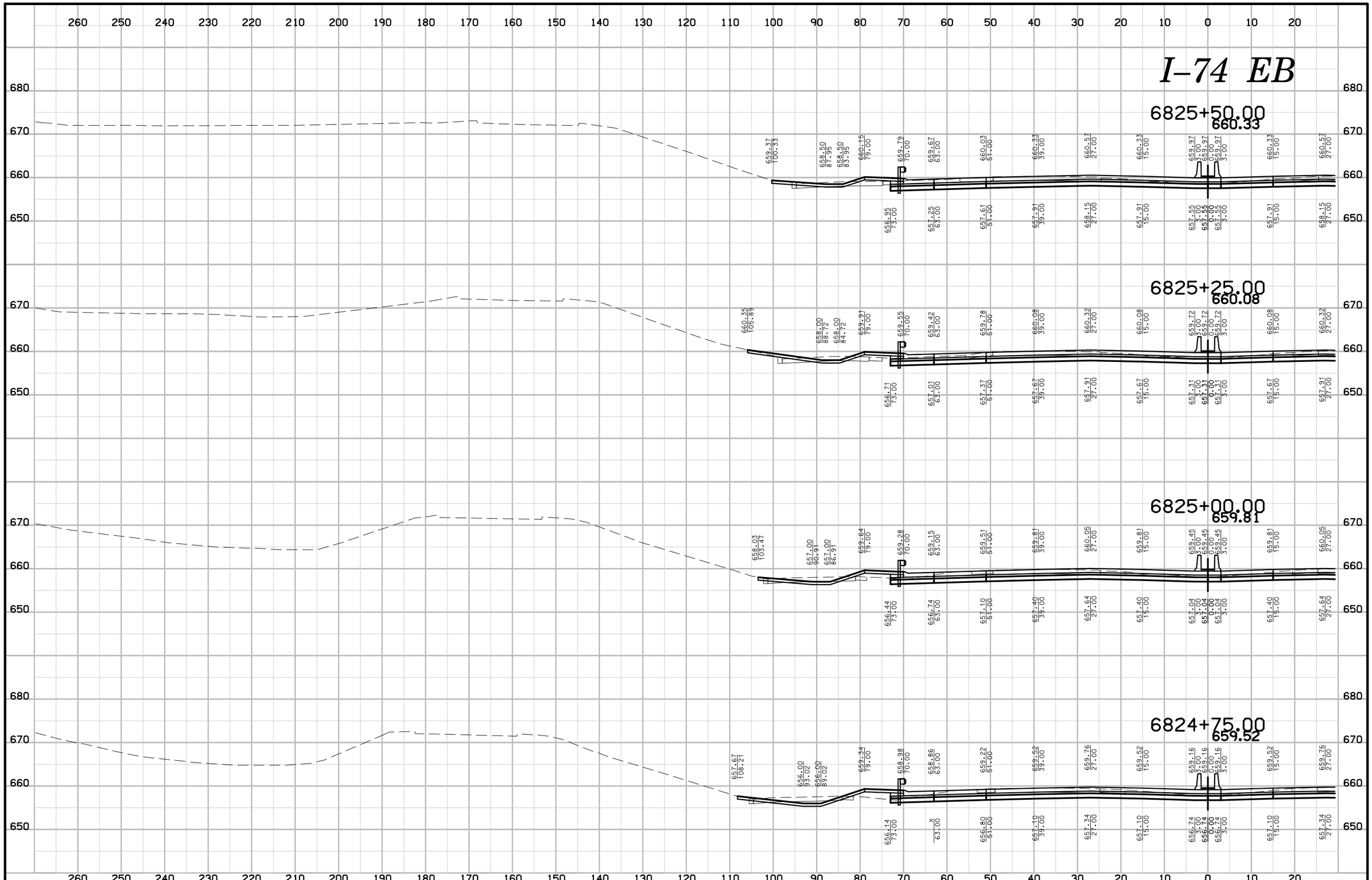
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.88

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.89

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.90

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I–74 EB

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

680 670 660 650

6826+50.00
661.05

659.85 82.07 660.87 79.00 | 660.51 70.00 | 660.39 63.00 | 660.75 51.00 | 661.05 39.00 | 661.29 27.00 | 661.05 15.00 | 660.69 3.00 | 660.69 0.00 | 660.69 3.00 | 661.05 15.00 | 661.29 27.00

657.67 73.00 | 657.97 63.00 | 658.33 51.00 | 658.63 39.00 | 658.87 27.00 | 658.63 15.00 | 658.27 3.00 | 658.27 0.00 | 658.27 3.00 | 658.63 15.00 | 658.87 27.00

6826+25.00
660.91

659.61 82.37 660.73 79.00 | 660.37 70.00 | 660.25 63.00 | 660.61 51.00 | 660.91 39.00 | 661.15 27.00 | 660.91 15.00 | 660.55 3.00 | 660.55 0.00 | 660.55 3.00 | 660.91 15.00 | 661.15 27.00

657.53 73.00 | 657.83 63.00 | 658.19 51.00 | 658.49 39.00 | 658.73 27.00 | 658.49 15.00 | 658.13 3.00 | 658.13 0.00 | 658.13 3.00 | 658.49 15.00 | 658.73 27.00

6826+00.00
660.74

660.04 95.02 | 659.50 86.19 | 659.50 83.18 | 660.56 79.00 | 660.20 70.00 | 660.08 63.00 | 660.44 51.00 | 660.74 39.00 | 660.98 27.00 | 660.74 15.00 | 660.38 3.00 | 660.38 0.00 | 660.38 3.00 | 660.74 15.00 | 660.98 27.00

657.36 73.00 | 657.66 63.00 | 658.02 51.00 | 658.32 39.00 | 658.56 27.00 | 658.32 15.00 | 657.96 3.00 | 657.96 0.00 | 657.96 3.00 | 658.32 15.00 | 658.56 27.00

6825+75.00
660.55

660.08 98.87 | 659.00 87.11 | 659.00 83.11 | 660.37 79.00 | 660.01 70.00 | 659.89 63.00 | 660.25 51.00 | 660.55 39.00 | 660.79 27.00 | 660.55 15.00 | 660.19 3.00 | 660.19 0.00 | 660.19 3.00 | 660.55 15.00 | 660.79 27.00

657.17 73.00 | 657.47 63.00 | 657.83 51.00 | 658.13 39.00 | 658.37 27.00 | 658.13 15.00 | 657.77 3.00 | 657.77 0.00 | 657.77 3.00 | 658.13 15.00 | 658.37 27.00

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.91

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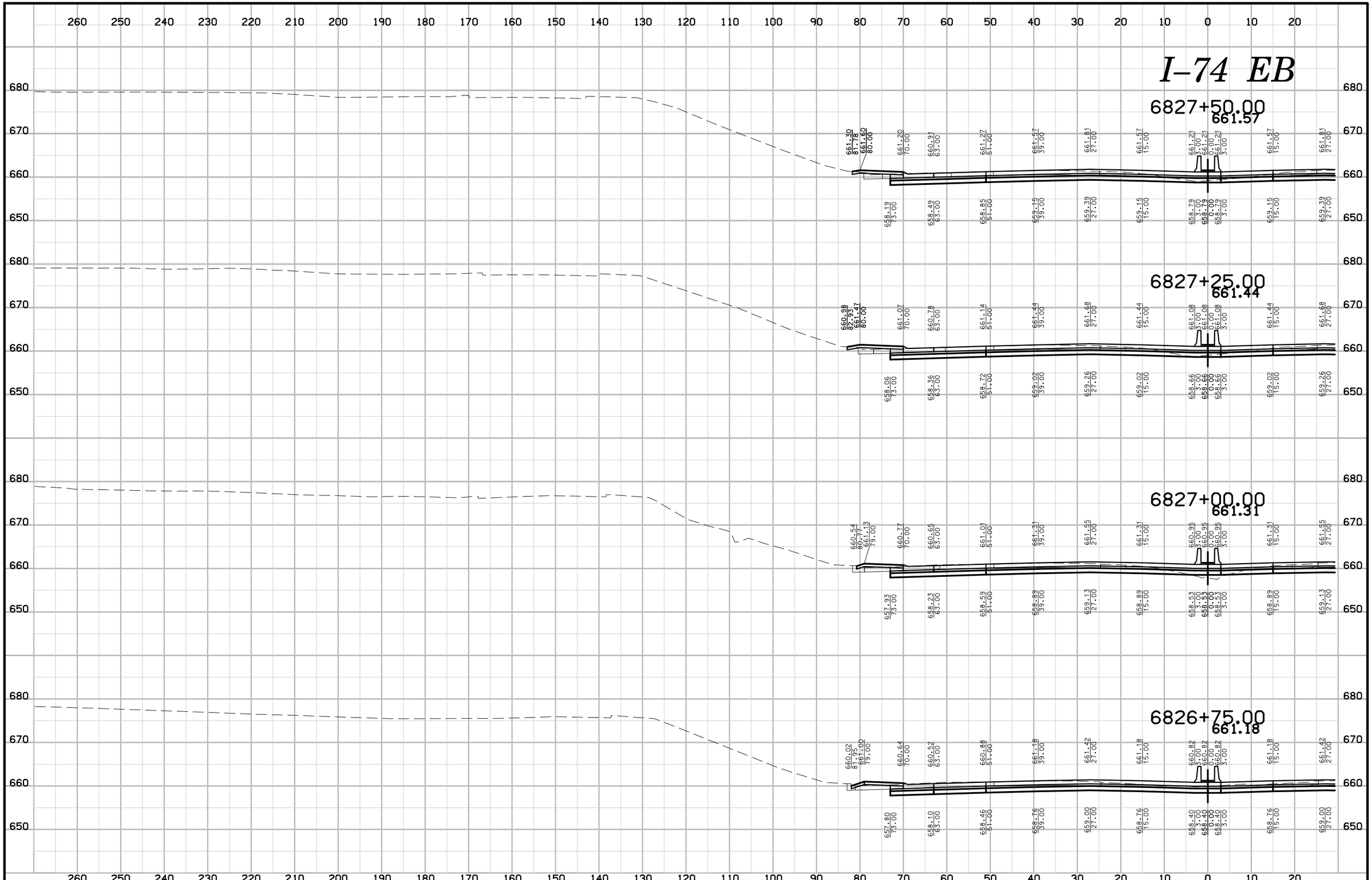
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.92

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I–74 EB

6828+50.00
662.09

6828+25.00
661.96

6828+00.00
661.83

6827+75.00
661.70

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.93

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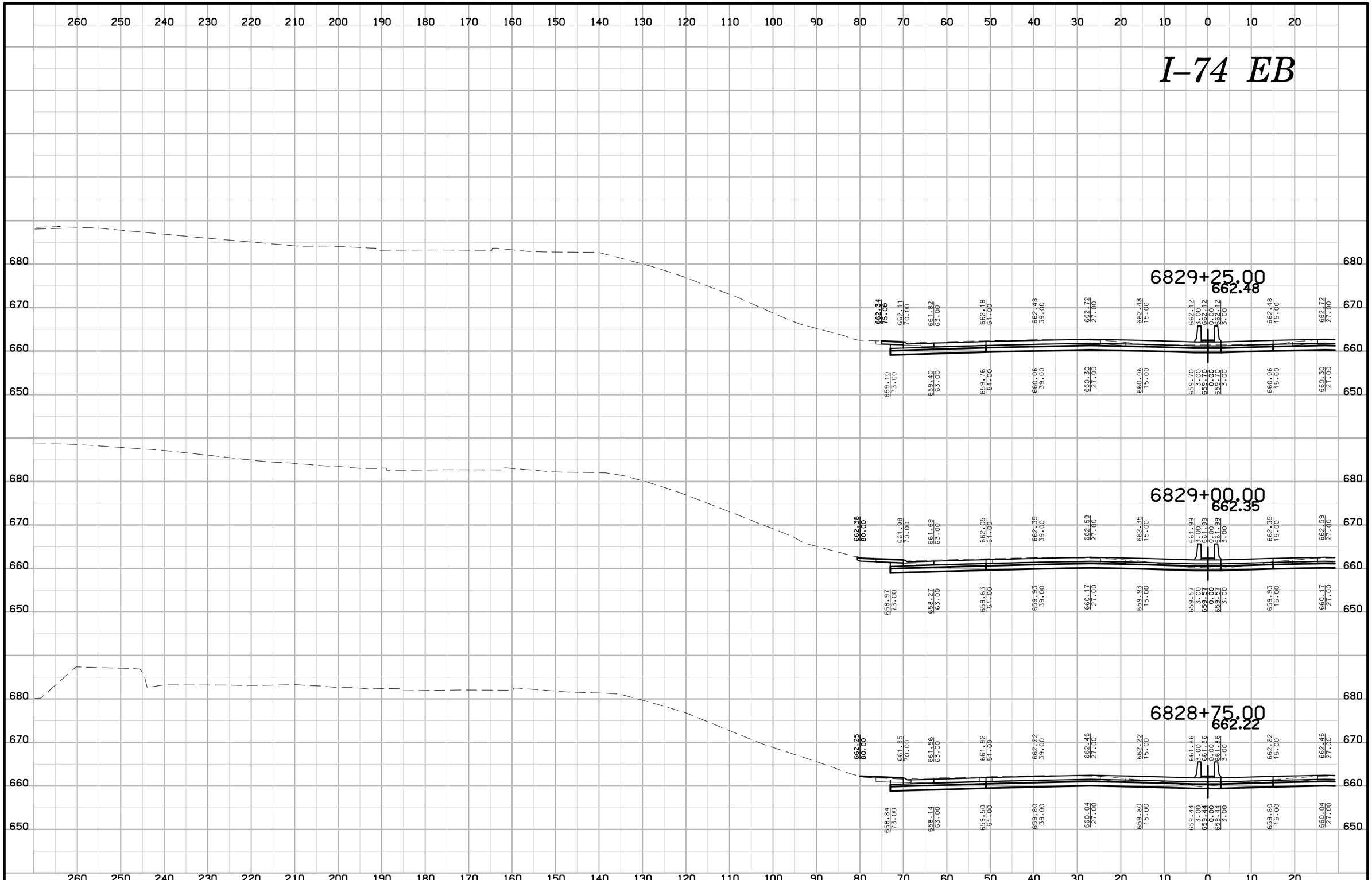
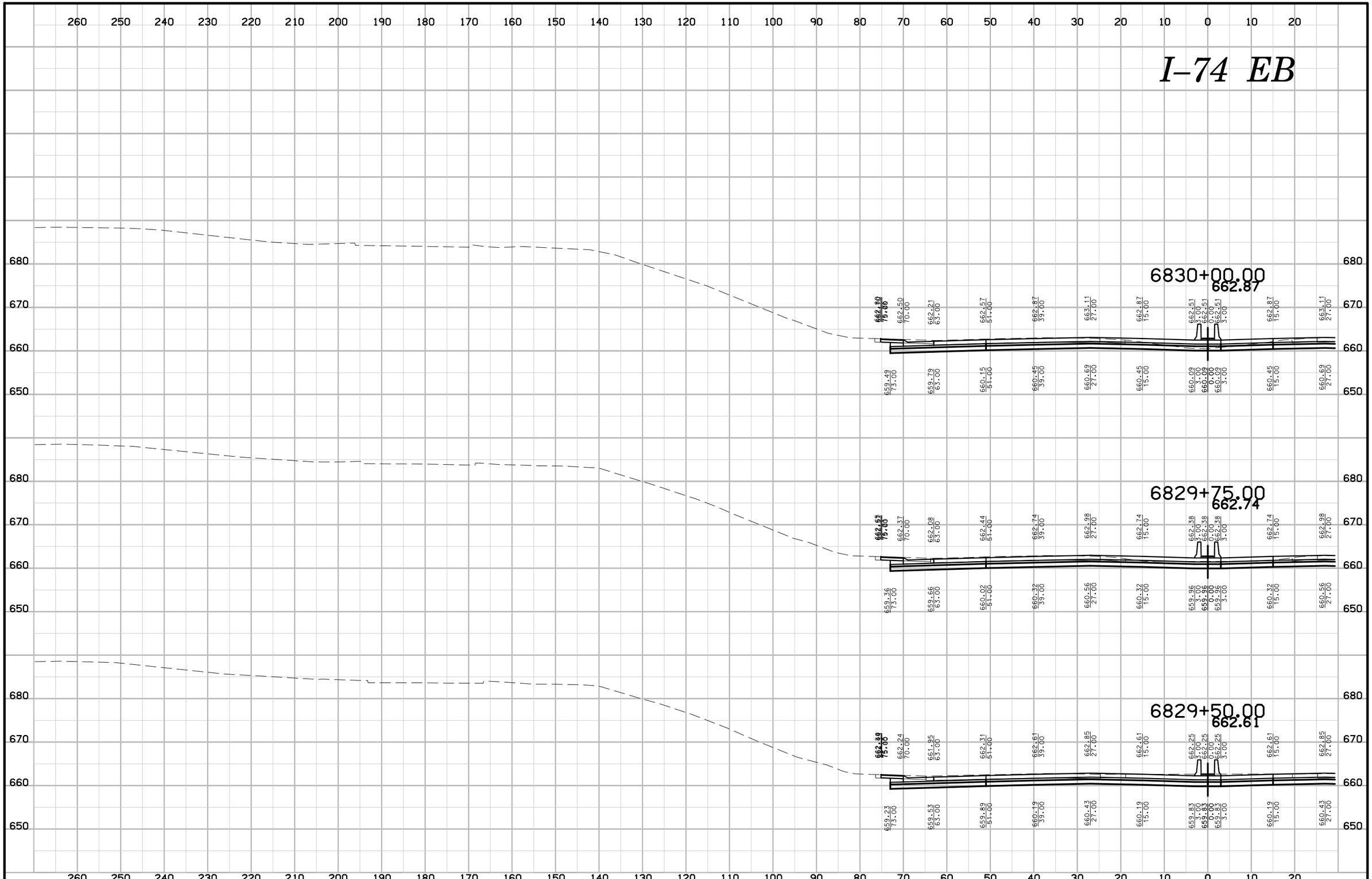
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.94

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.95

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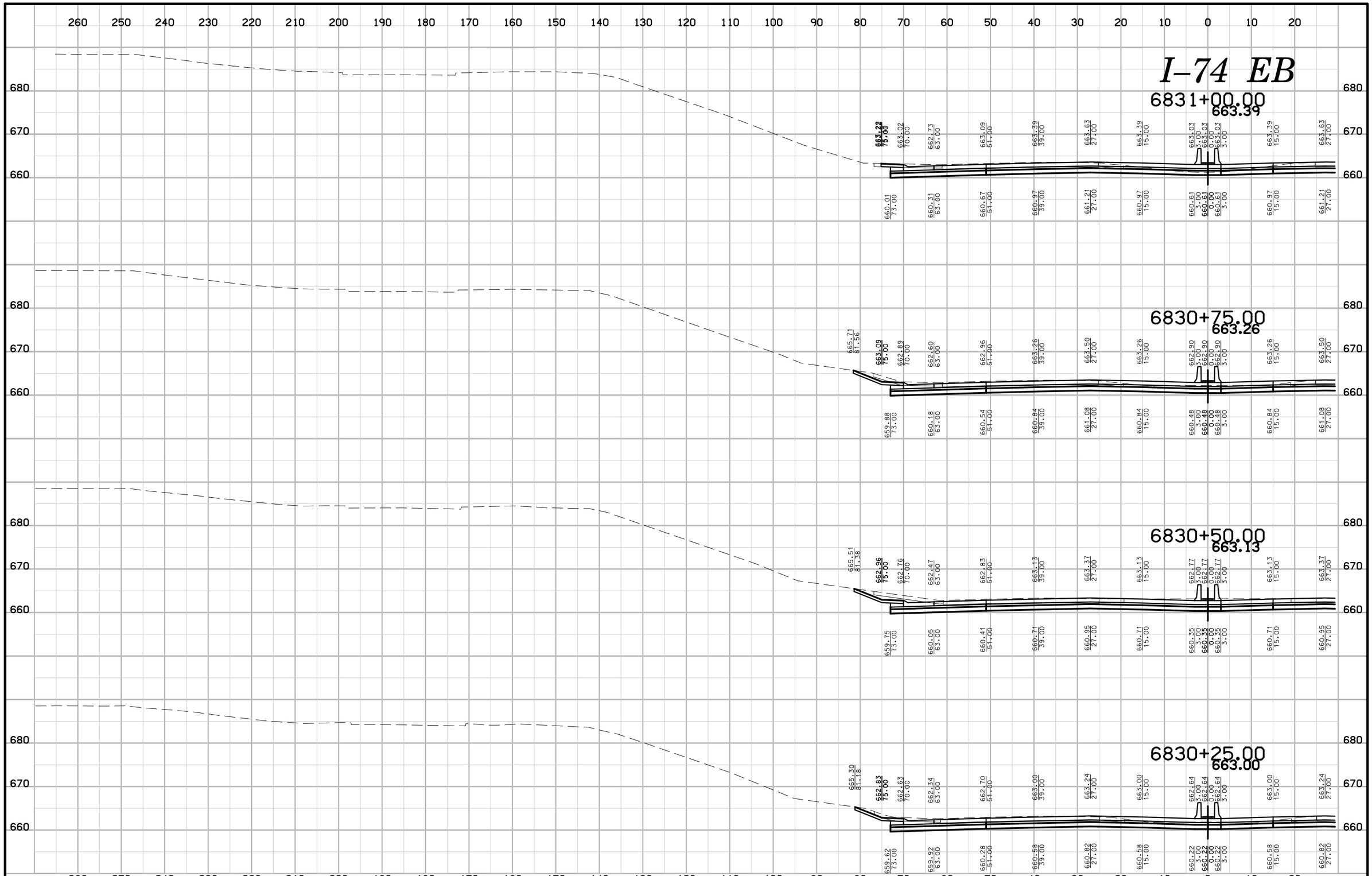
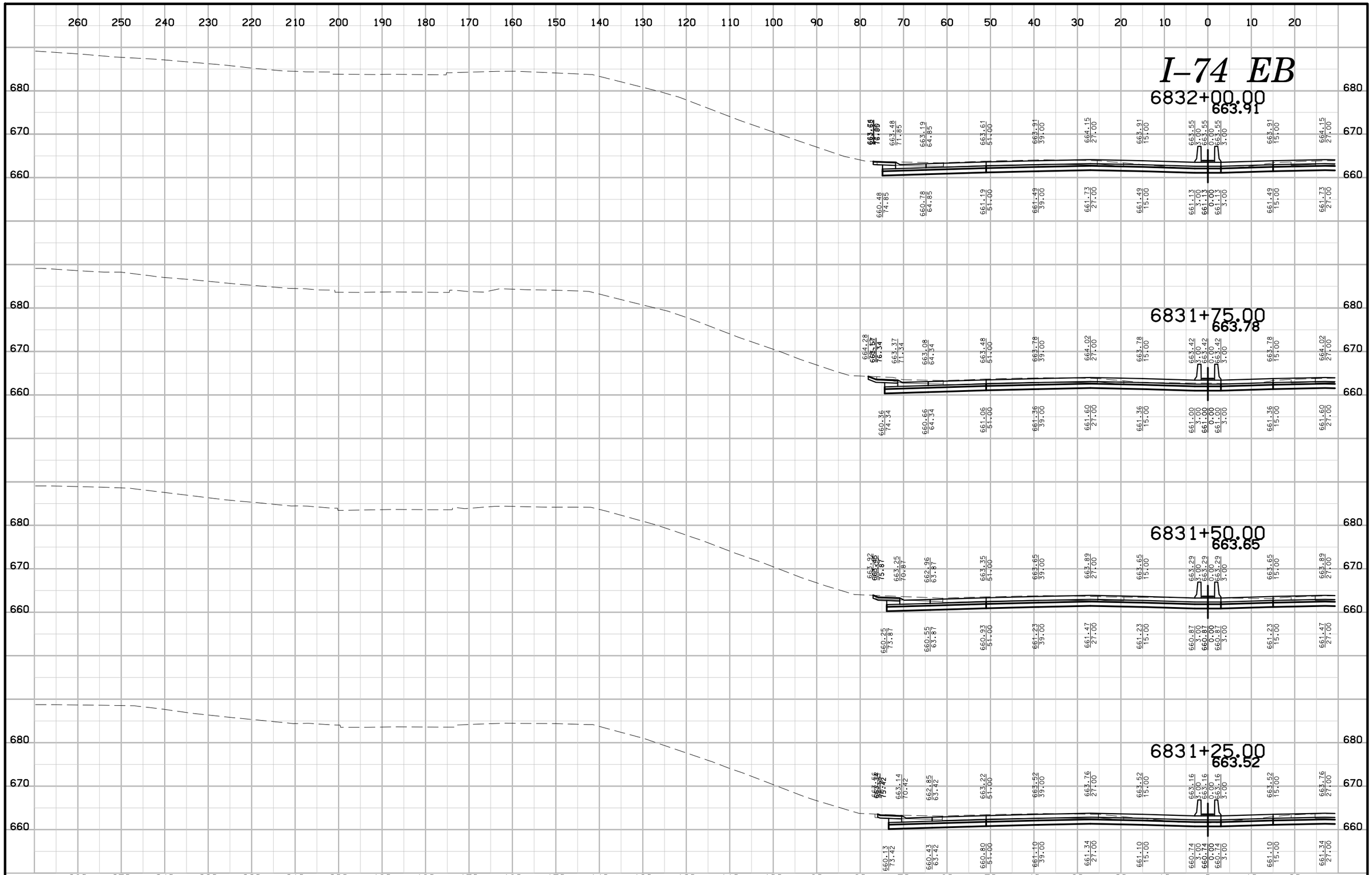


ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.96



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.97

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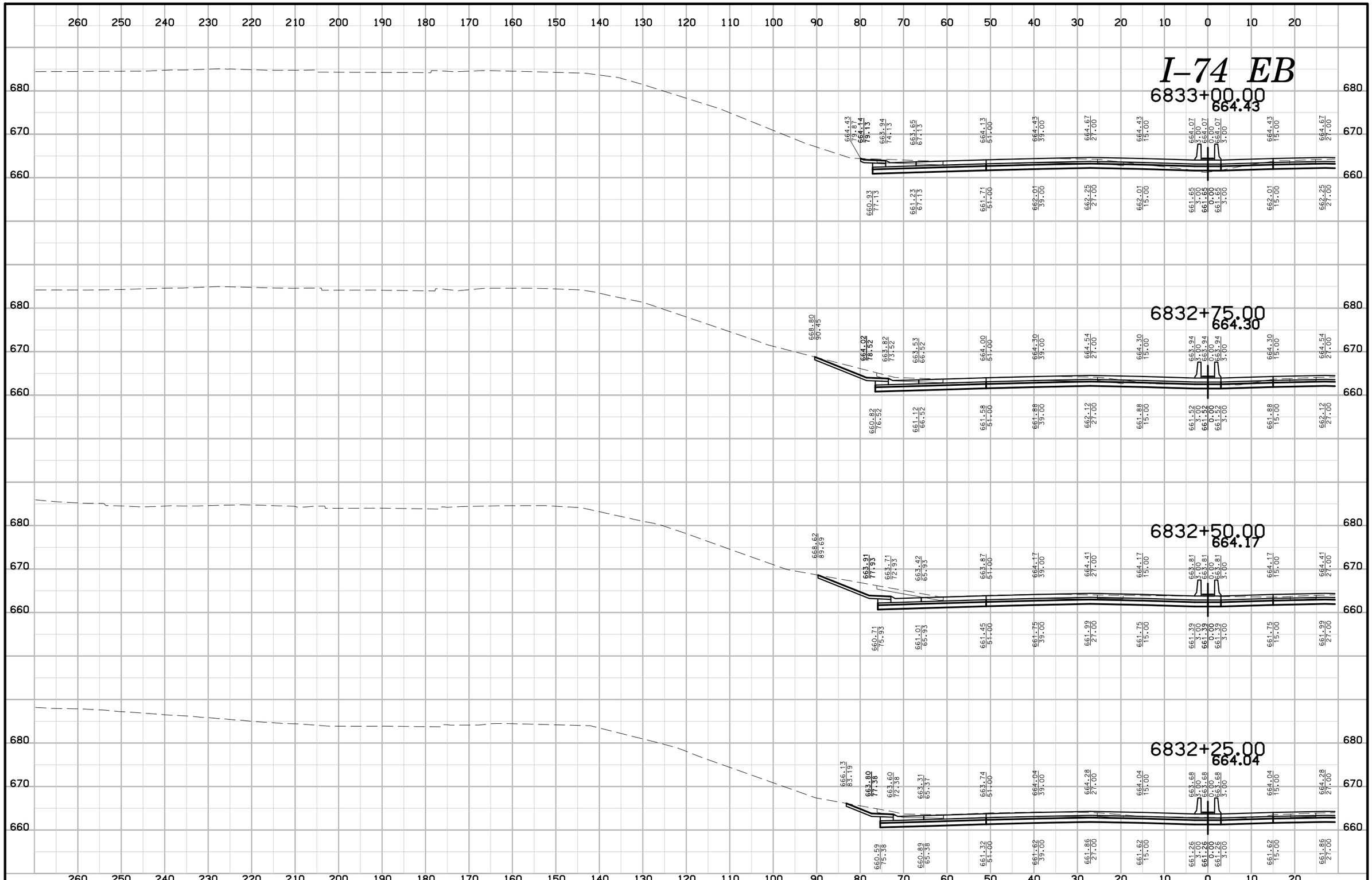

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.98

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I–74 EB

6834+00.00
664.95

667.89 90.13 | 664.57 81.85 | 664.37 76.85 | 664.08 69.85 | 664.65 51.00 | 664.95 39.00 | 665.19 27.00 | 664.95 15.00 | 664.59 3.00 | 664.59 0.00 | 664.59 3.00 | 664.95 15.00 | 665.19 27.00

661.37 79.85 | 661.67 69.85 | 662.23 51.00 | 662.53 39.00 | 662.77 27.00 | 662.53 15.00 | 662.17 3.00 | 662.17 0.00 | 662.17 3.00 | 662.53 15.00 | 662.77 27.00

6833+75.00
664.82

666.71 86.75 | 664.47 81.13 | 664.27 76.13 | 663.98 69.12 | 664.52 51.00 | 664.82 39.00 | 665.06 27.00 | 664.82 15.00 | 664.46 3.00 | 664.46 0.00 | 664.46 3.00 | 664.82 15.00 | 665.06 27.00

661.26 79.13 | 661.56 69.13 | 662.10 51.00 | 662.40 39.00 | 662.64 27.00 | 662.40 15.00 | 662.04 3.00 | 662.04 0.00 | 662.04 3.00 | 662.40 15.00 | 662.64 27.00

6833+50.00
664.69

665.77 83.96 | 664.36 80.45 | 664.16 75.43 | 663.87 68.43 | 664.39 51.00 | 664.69 39.00 | 664.93 27.00 | 664.69 15.00 | 664.33 3.00 | 664.33 0.00 | 664.33 3.00 | 664.69 15.00 | 664.93 27.00

661.15 78.43 | 661.45 68.43 | 661.97 51.00 | 662.27 39.00 | 662.51 27.00 | 662.27 15.00 | 661.91 3.00 | 661.91 0.00 | 661.91 3.00 | 662.27 15.00 | 662.51 27.00

6833+25.00
664.56

664.47 80.32 | 664.25 79.17 | 664.05 74.17 | 663.76 67.17 | 664.26 51.00 | 664.56 39.00 | 664.80 27.00 | 664.56 15.00 | 664.20 3.00 | 664.20 0.00 | 664.20 3.00 | 664.56 15.00 | 664.80 27.00

661.04 77.17 | 661.34 67.17 | 661.84 51.00 | 662.14 39.00 | 662.38 27.00 | 662.14 15.00 | 661.78 3.00 | 661.78 0.00 | 661.78 3.00 | 662.14 15.00 | 662.38 27.00

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

680 670 660

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.99

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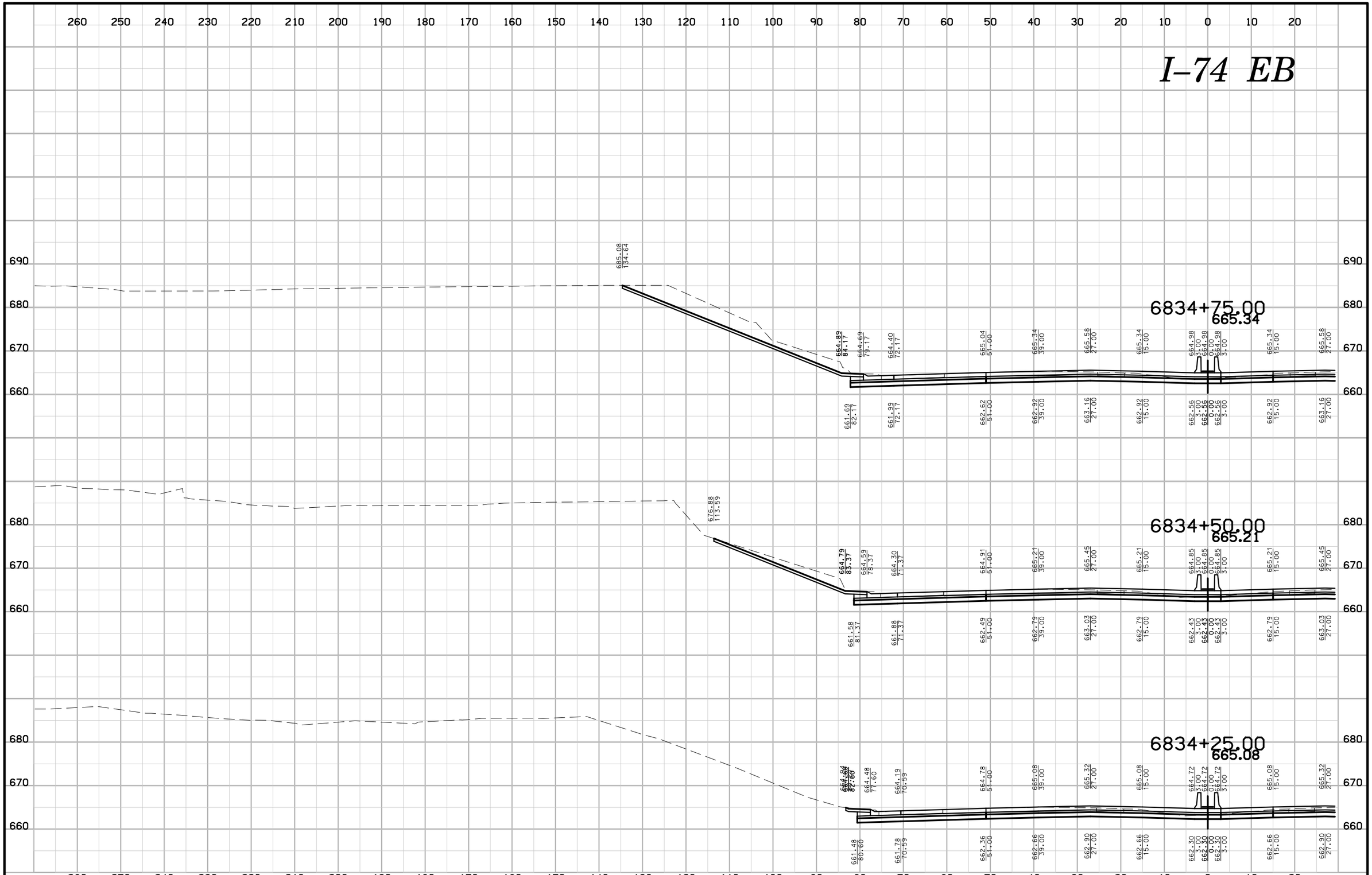
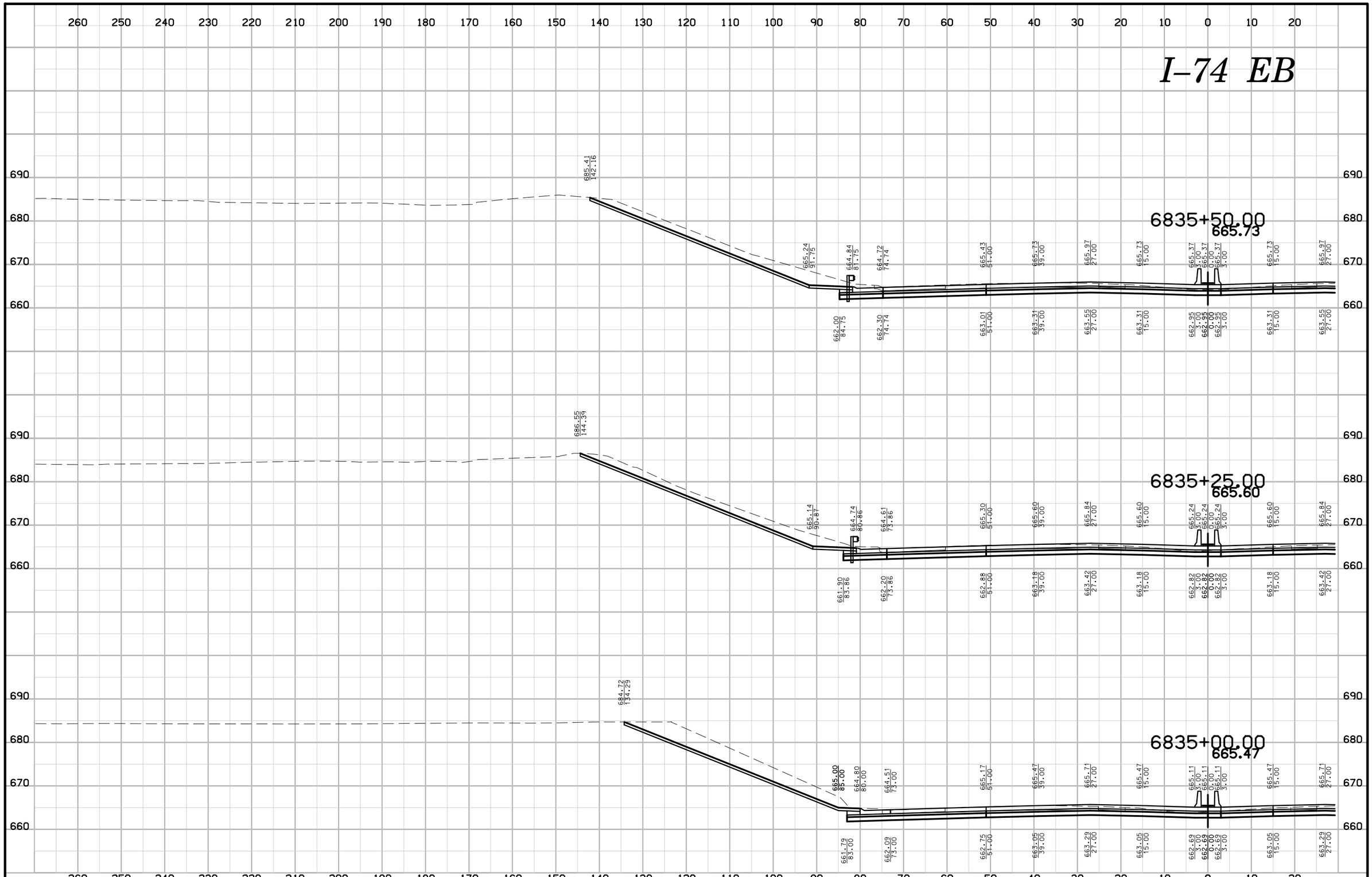
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.100

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.101

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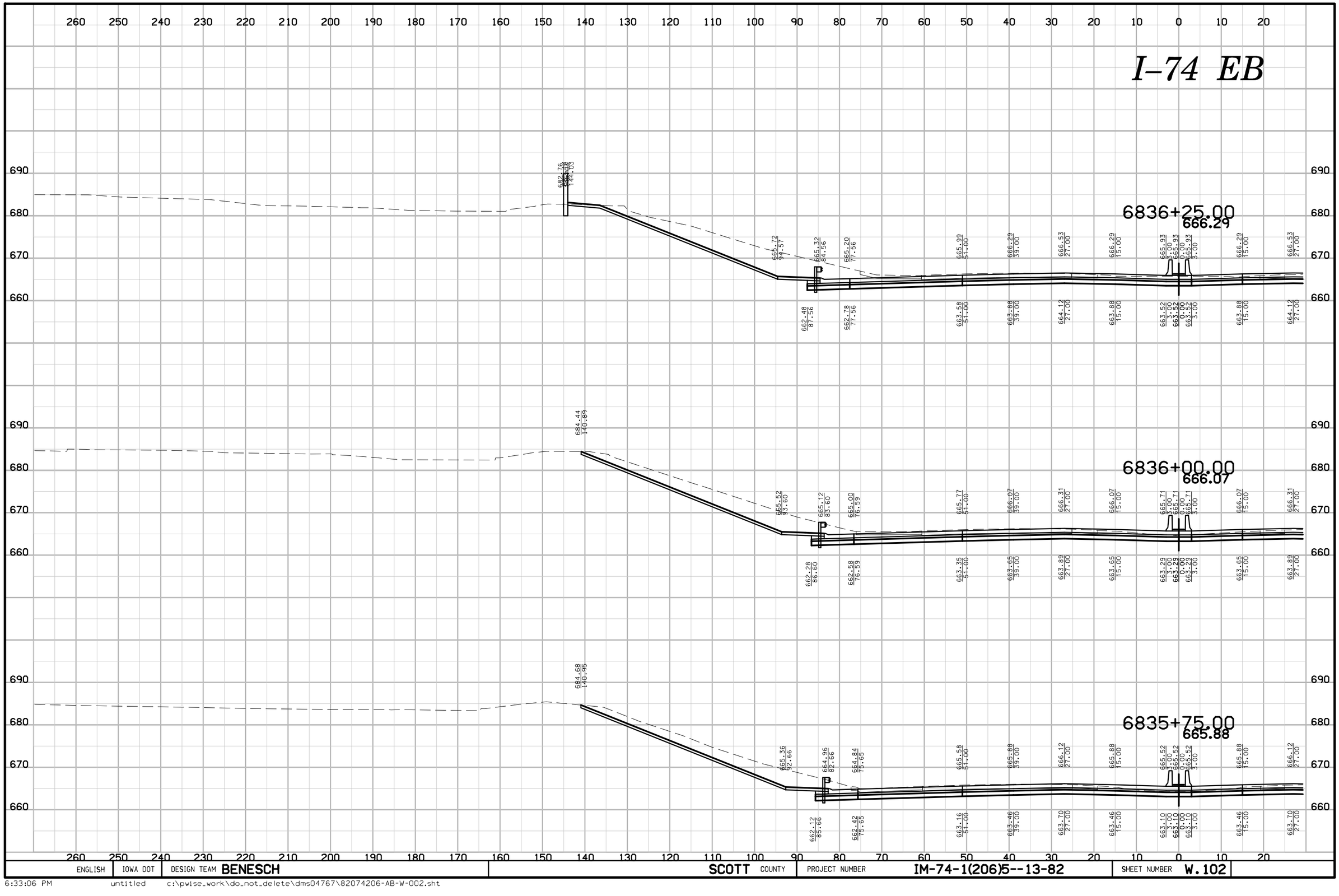
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.102

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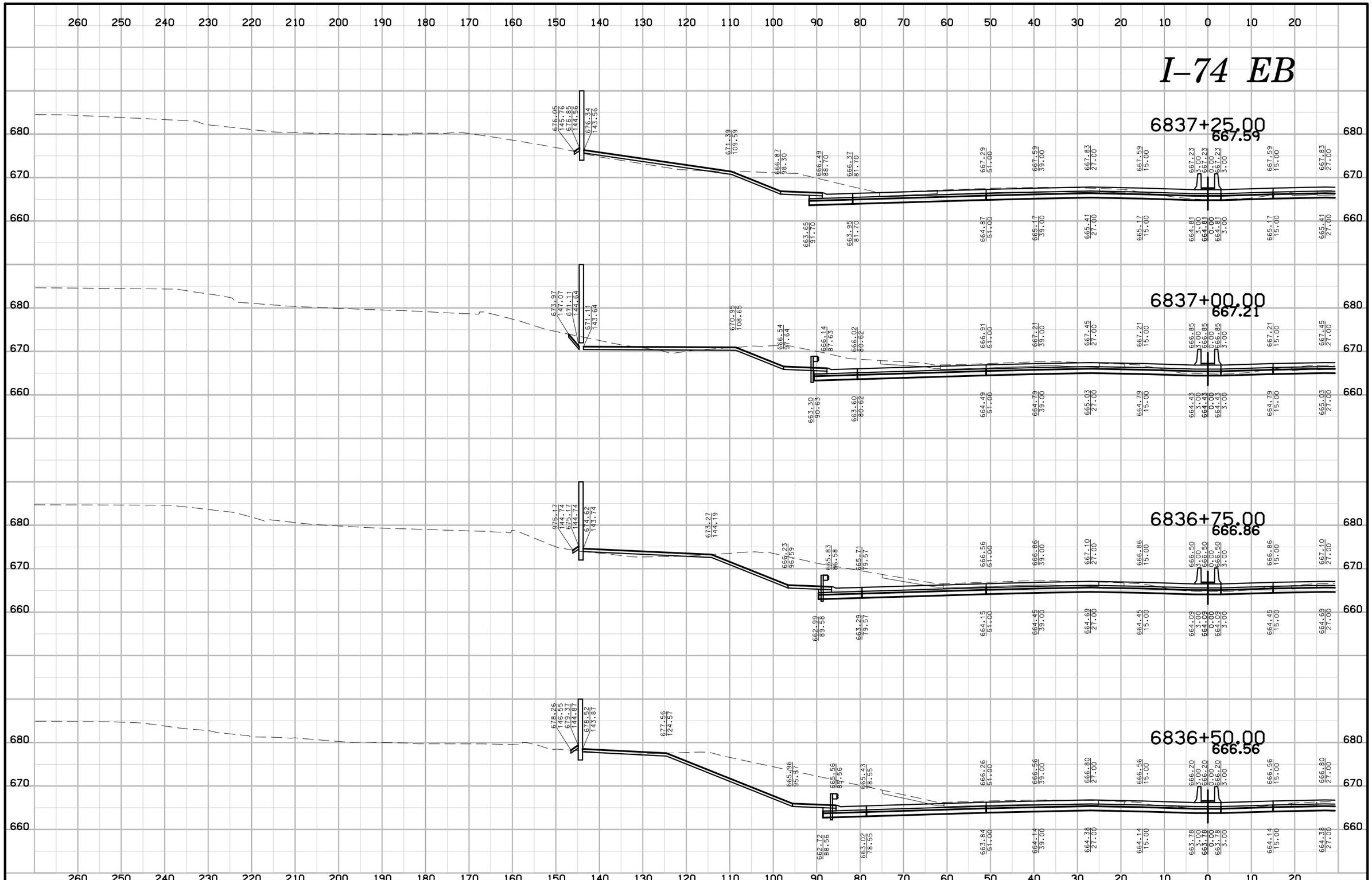
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.103

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I–74 EB

6838+25.00
669.33

6838+00.00
668.89

6837+75.00
668.45

6837+50.00
668.01

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.104

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I-74 EB

6839+25.00
671.09

3539+26.90
669.58

6839+00.00
670.65

3539+01.77
669.18

6838+75.00
670.21

3538+76.64
668.78

6838+50.00
669.77

3538+51.52
668.37

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.105

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I–74 EB

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

690 680 670 660

6840+25.00
672.85

3540+27.46
671.14

671.51 65.59
671.69 65.86
672.09 61.86
672.44 50.22
672.74 38.24
672.98 26.24
672.74 14.24
670.94 4.66
671.91 0.50
672.31 4.50
672.67 16.71
672.91 28.17

670.14 65.89
670.61 50.22
670.91 38.24
671.15 26.24
670.91 14.24
670.82 11.24
670.38 0.50
670.47 4.50
670.84 16.71
671.08 28.17

6840+00.00
672.41

3540+02.32
670.78

671.04 67.30
671.31 66.21
671.71 62.21
672.06 50.45
672.36 38.47
672.60 26.47
672.36 14.47
672.33 16.17
672.57 28.17

669.752 66.25
670.23 50.46
670.53 38.47
670.77 26.47
670.53 14.47
670.44 11.47
670.04 1.00
670.13 4.00
670.50 16.17
670.74 28.17

6839+75.00
671.97

3539+77.18
670.39

670.13 69.93
670.90 66.59
671.30 62.59
671.65 50.71
671.95 38.72
672.19 26.72
671.95 14.72
671.95 15.60
672.19 27.60

669.34 66.63
669.82 50.71
670.12 38.72
670.36 26.72
670.12 14.72
670.03 11.72
669.66 0.50
669.75 3.50
670.12 15.60
670.36 27.60

6839+50.00
671.53

3539+52.04
669.98

669.81 68.59
670.47 67.00
670.87 63.00
671.22 51.12
671.52 39.12
671.76 27.12
671.52 15.12
671.53 15.00
671.77 27.00

668.91 67.03
669.03 63.00
669.39 51.12
669.69 39.12
669.93 27.12
669.69 15.12
669.60 12.13
669.24 0.10
669.33 2.90
669.70 15.00
669.94 27.00

690 680 670 660

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.106

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I–74 EB

6841+25.00
674.61

3541+28.07
672.17

6841+00.00
674.17

3541+02.91
671.97

6840+75.00
673.73

3540+77.76
671.73

6840+50.00
673.29

3540+52.61
671.45

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.107

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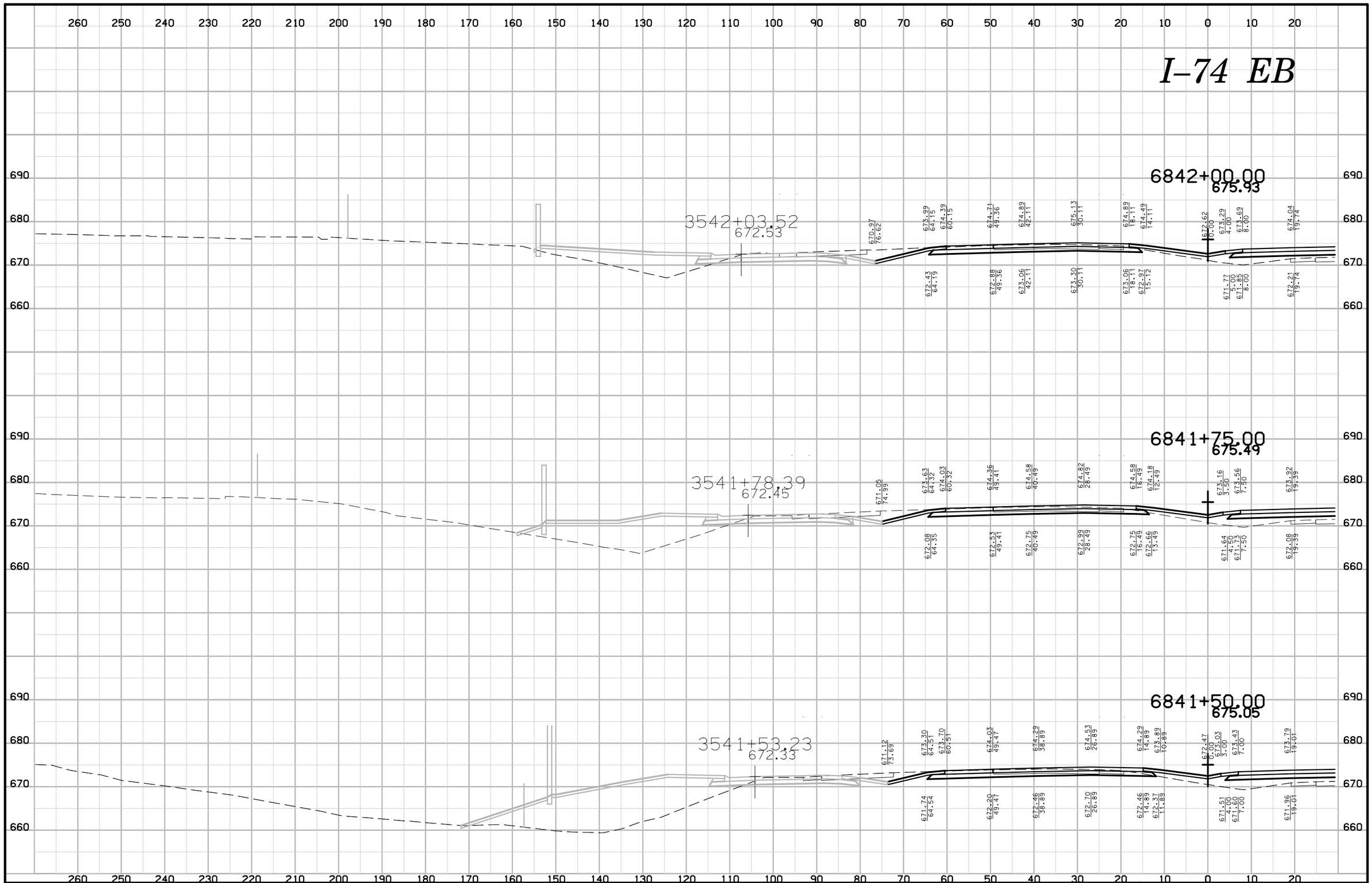
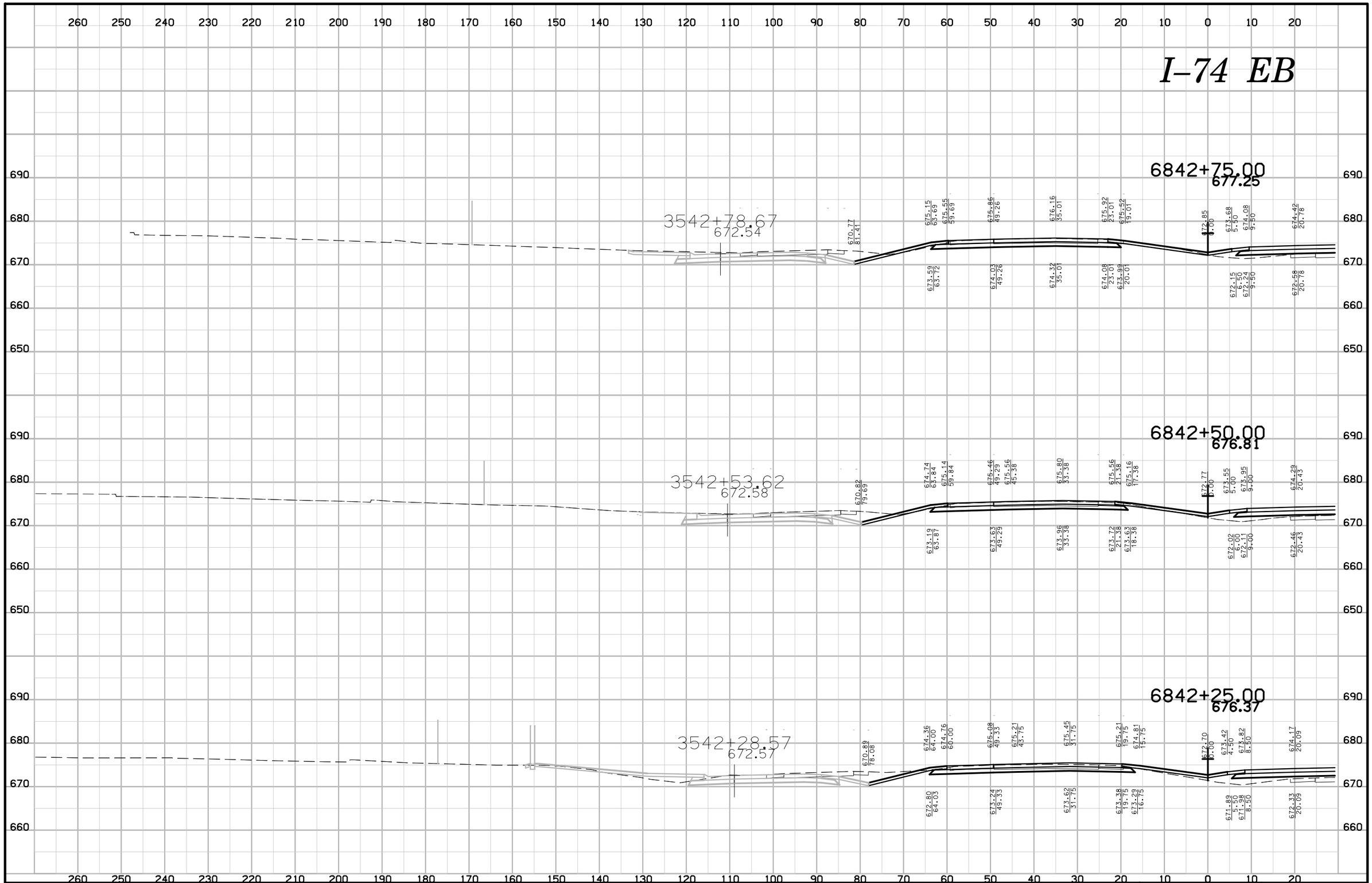
I–74 EB



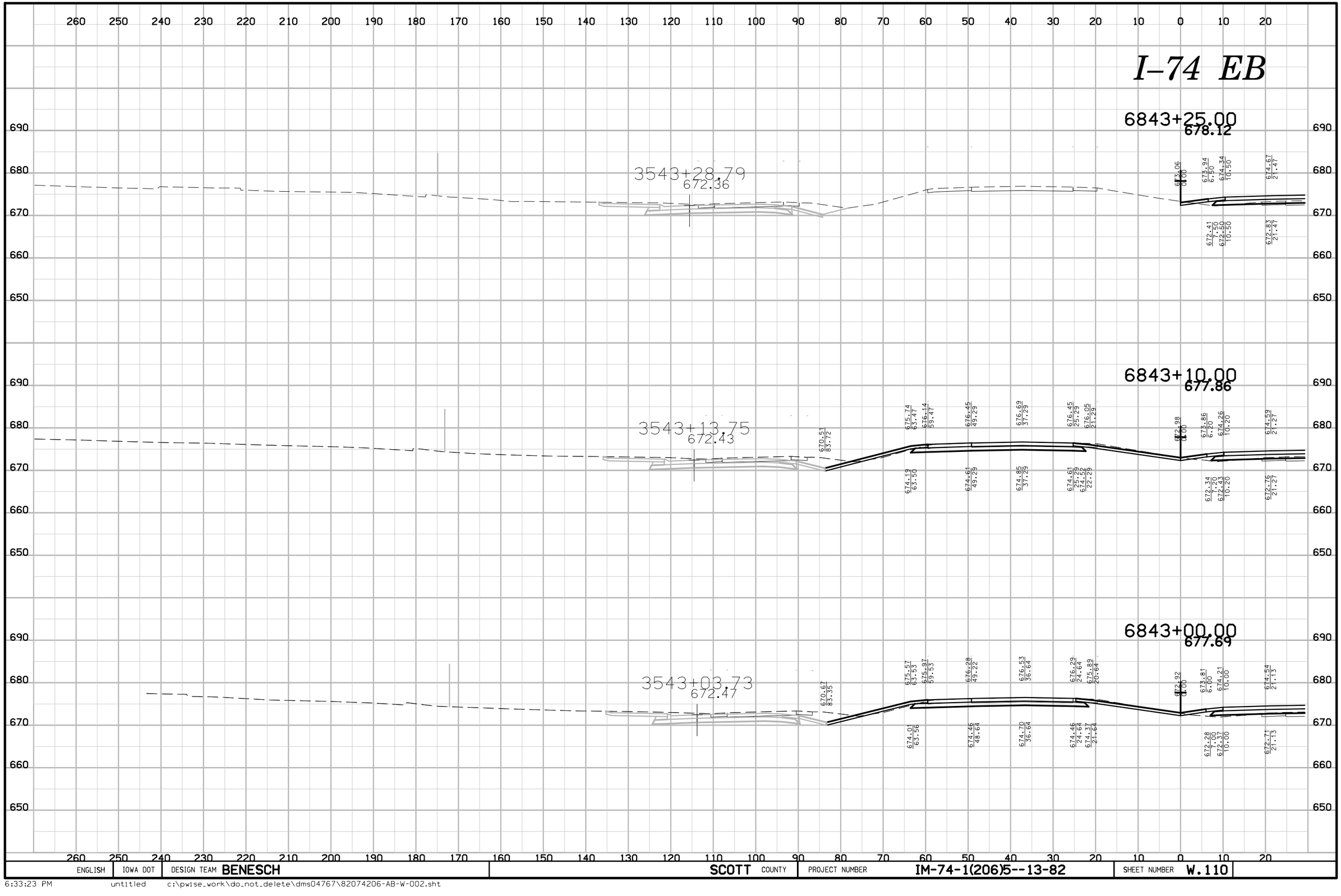
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.108

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.109

I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.110

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I–74 EB

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

690 680 670 660 650

6844+00.00
679.25

3544+04.03
671.78

613.65 0.00
674.34 8.00
674.74 12.00
675.05 22.51
672.82 9.00
672.91 12.00
673.22 22.51

6843+75.00
678.90

3543+78.94
672.01

673.43 0.00
674.20 7.50
674.60 11.50
674.92 22.17
672.67 7.50
672.76 11.50
673.08 22.17

6843+50.00
678.52

3543+53.86
672.20

673.20 0.00
674.07 7.00
674.47 11.00
674.79 21.82
672.54 8.00
672.63 11.00
672.96 21.82

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **W.111**

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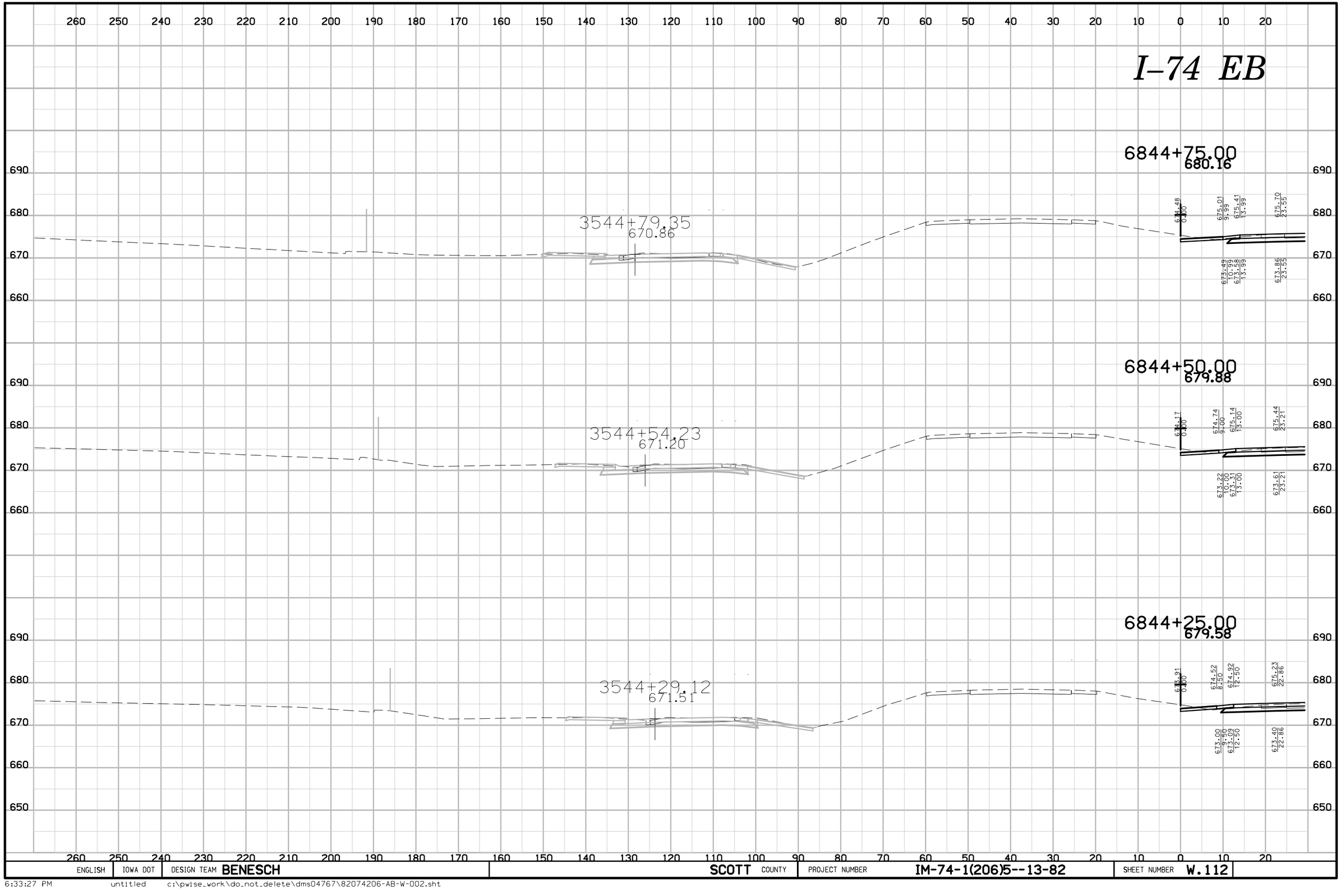
I–74 EB



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.112

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I–74 EB

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

690 680 670 660

3545+48.07
669.83

6845+43.35
680.80

676.00 14.94 676.40 18.94 676.57 24.50

674.48 14.94 674.57 18.94 674.73 24.50

3545+29.61
670.10

6845+25.00
680.65

675.71 13.59 676.11 17.59 676.31 24.25

674.19 14.60 674.28 17.59 674.48 24.25

3545+04.47
670.48

6845+00.00
680.42

675.34 11.70 675.74 15.70 675.98 23.90

673.82 12.70 674.01 15.70 674.15 23.90

260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.113

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I–74 STAGE 2A

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

660 650 640 630

6818+25.00
644.44

643.26 78.70 643.24 79.78 643.17 81.79 643.16 86.02
642.53 108.56 642.82 111.07 642.89 114.76 643.36 115.96
641.36 78.70 641.30 81.79 641.28 86.02
640.65 108.56 640.53 113.58
FENCE
EX ROW

6818+00.00
643.75

642.04 78.76 642.150 80.43 642.43 83.60 642.47 87.55
641.92 110.75 642.23 113.26 642.29 116.94 642.44 117.31
640.62 78.76 640.55 80.43 640.55 83.60 640.60 87.55
640.05 110.75 639.96 115.77
FENCE
EX ROW

6817+75.00
643.06

640.78 78.45 641.75 80.43 641.68 83.60 641.79 89.22
639.87 78.45 639.80 80.43 639.81 83.60 639.91 89.22
639.46 112.94
FENCE
EX ROW

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.114

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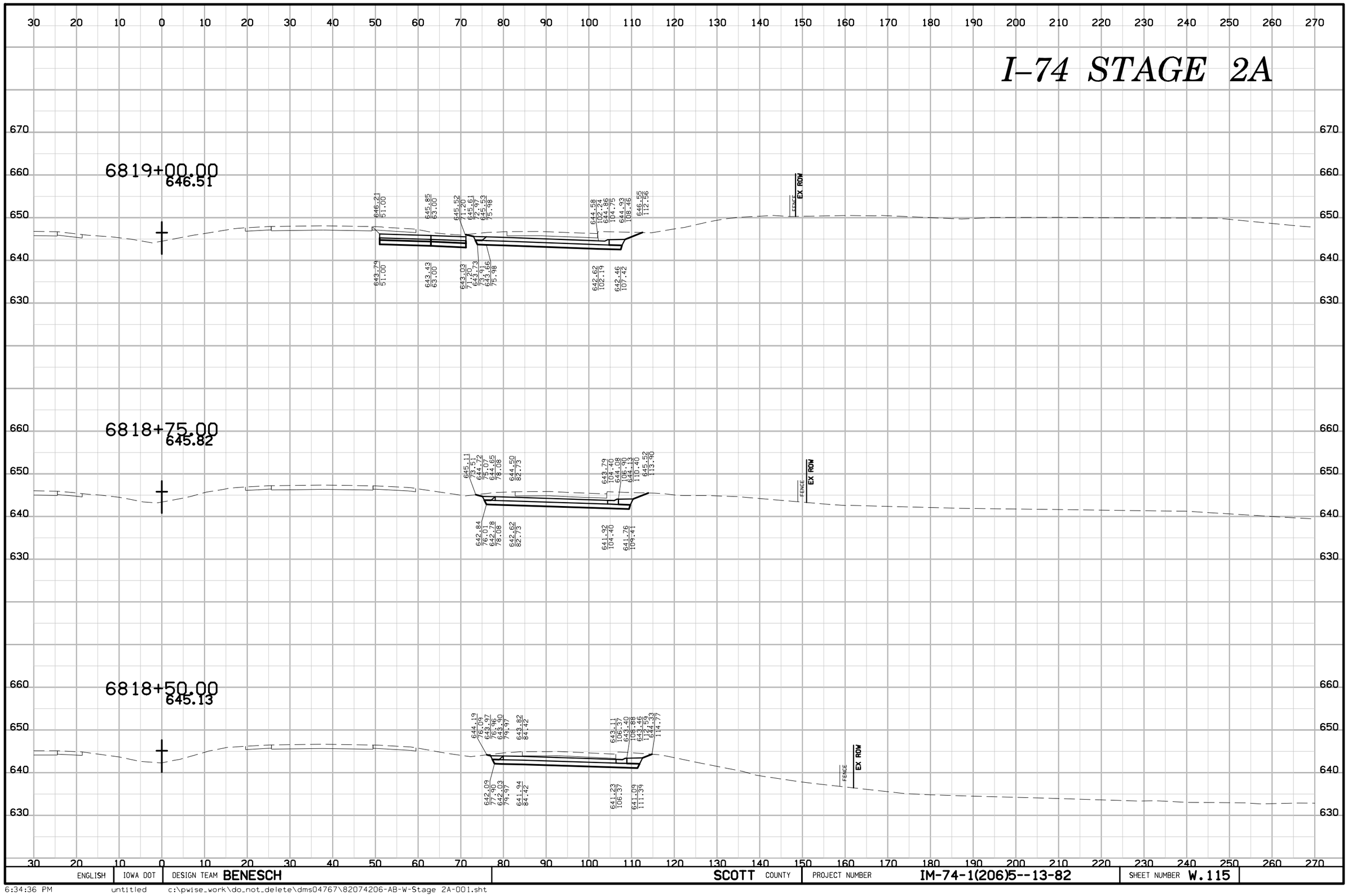
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.115

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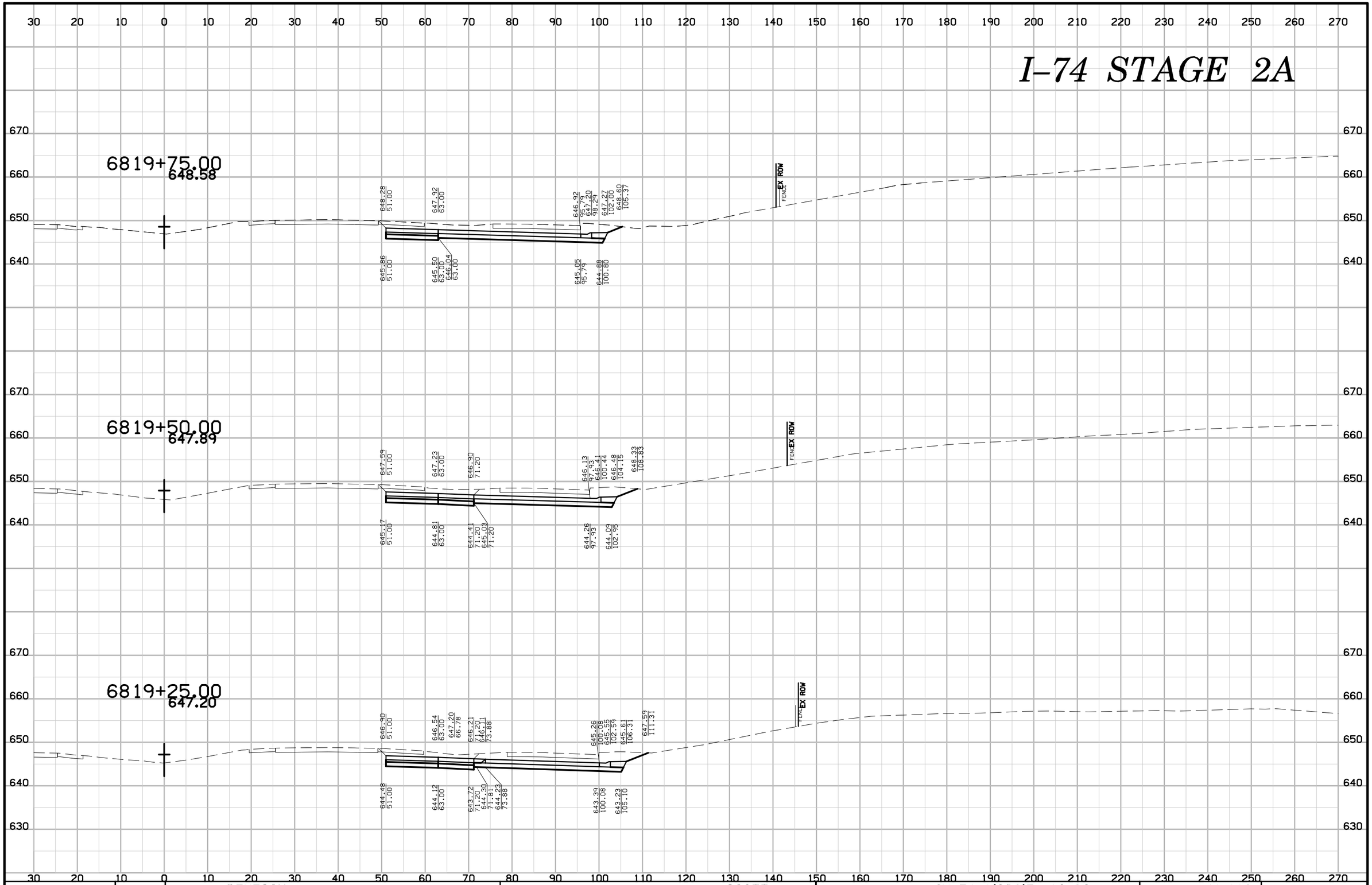
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER W.116

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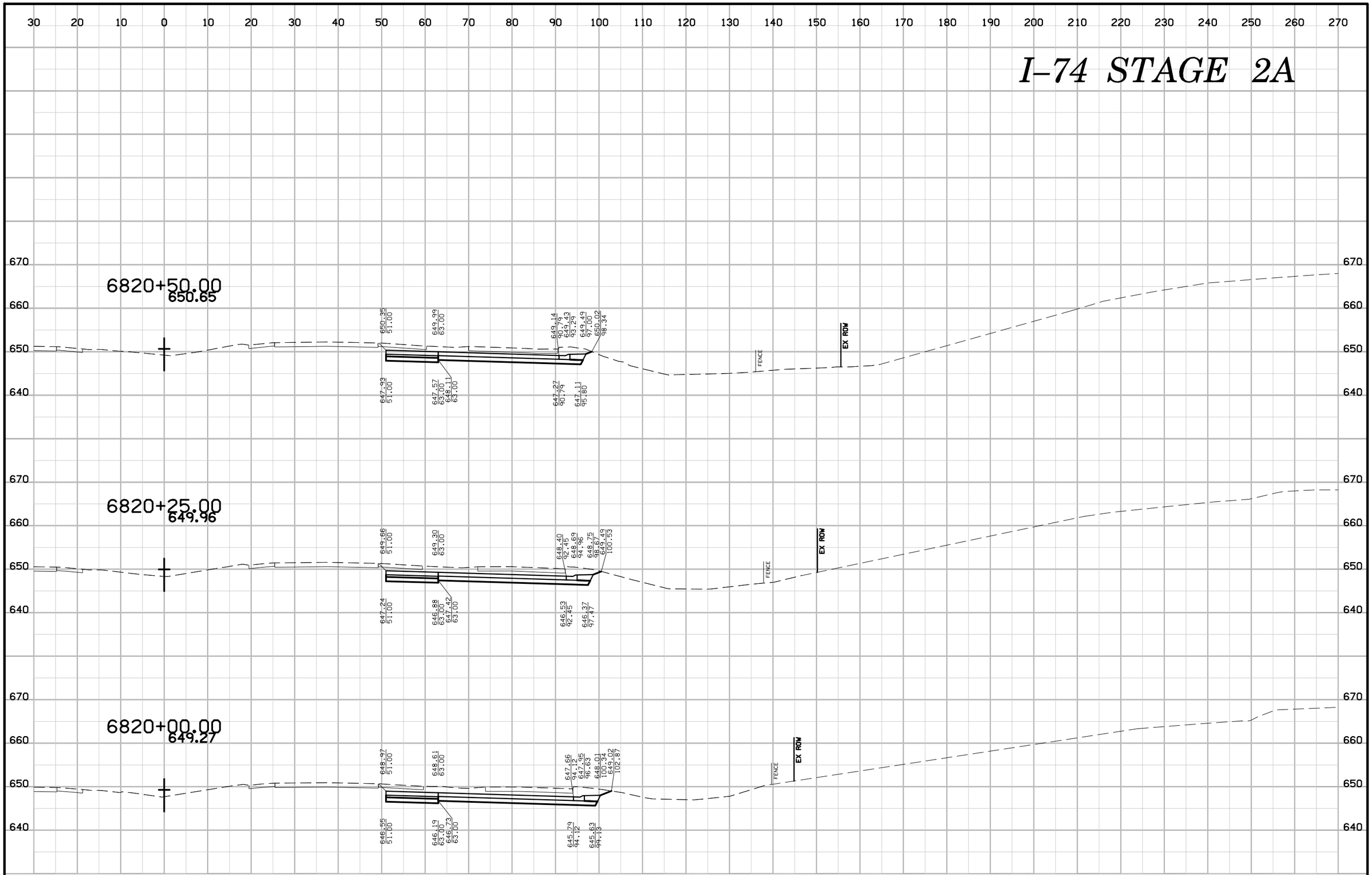
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.117

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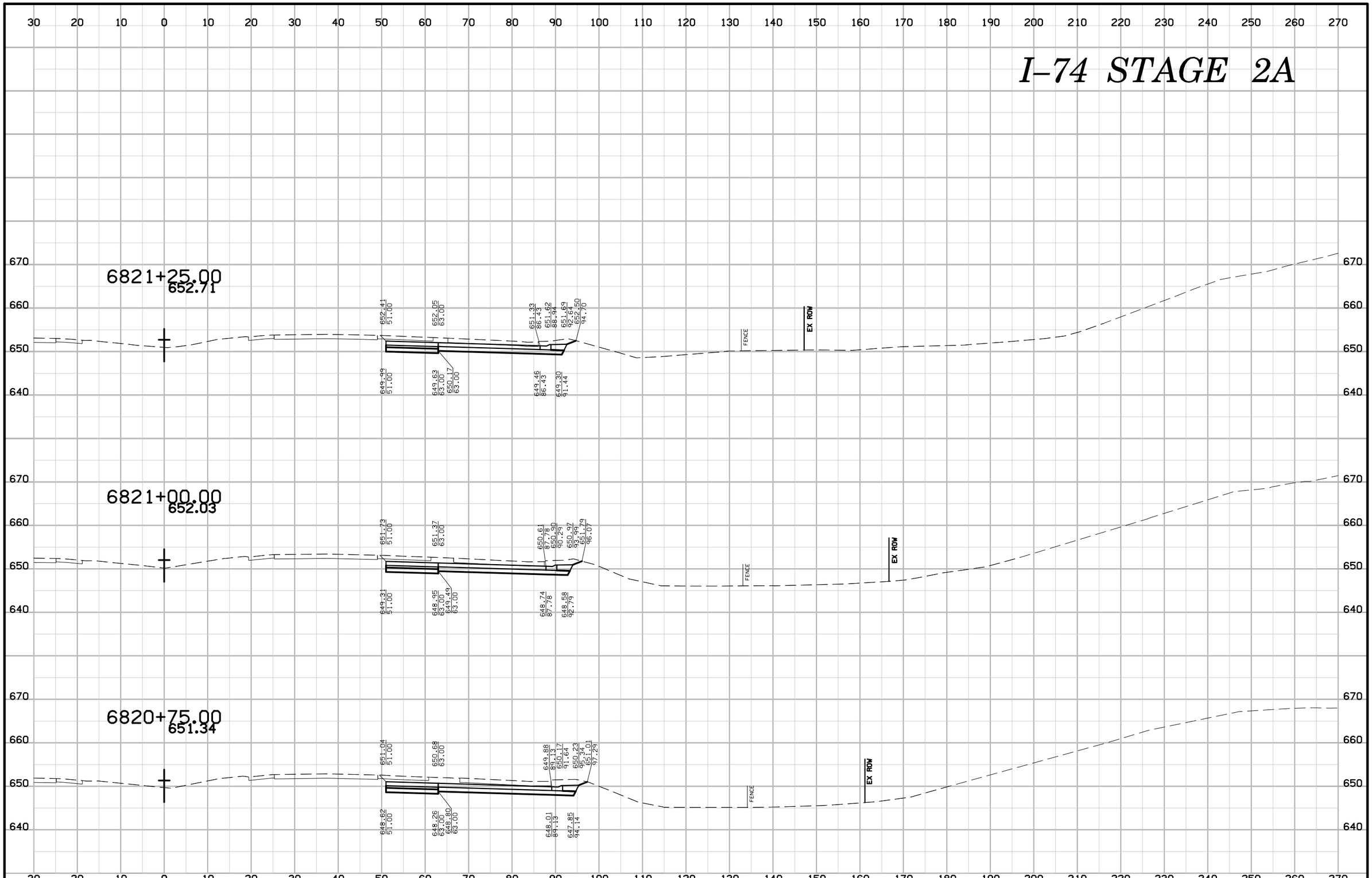
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.118

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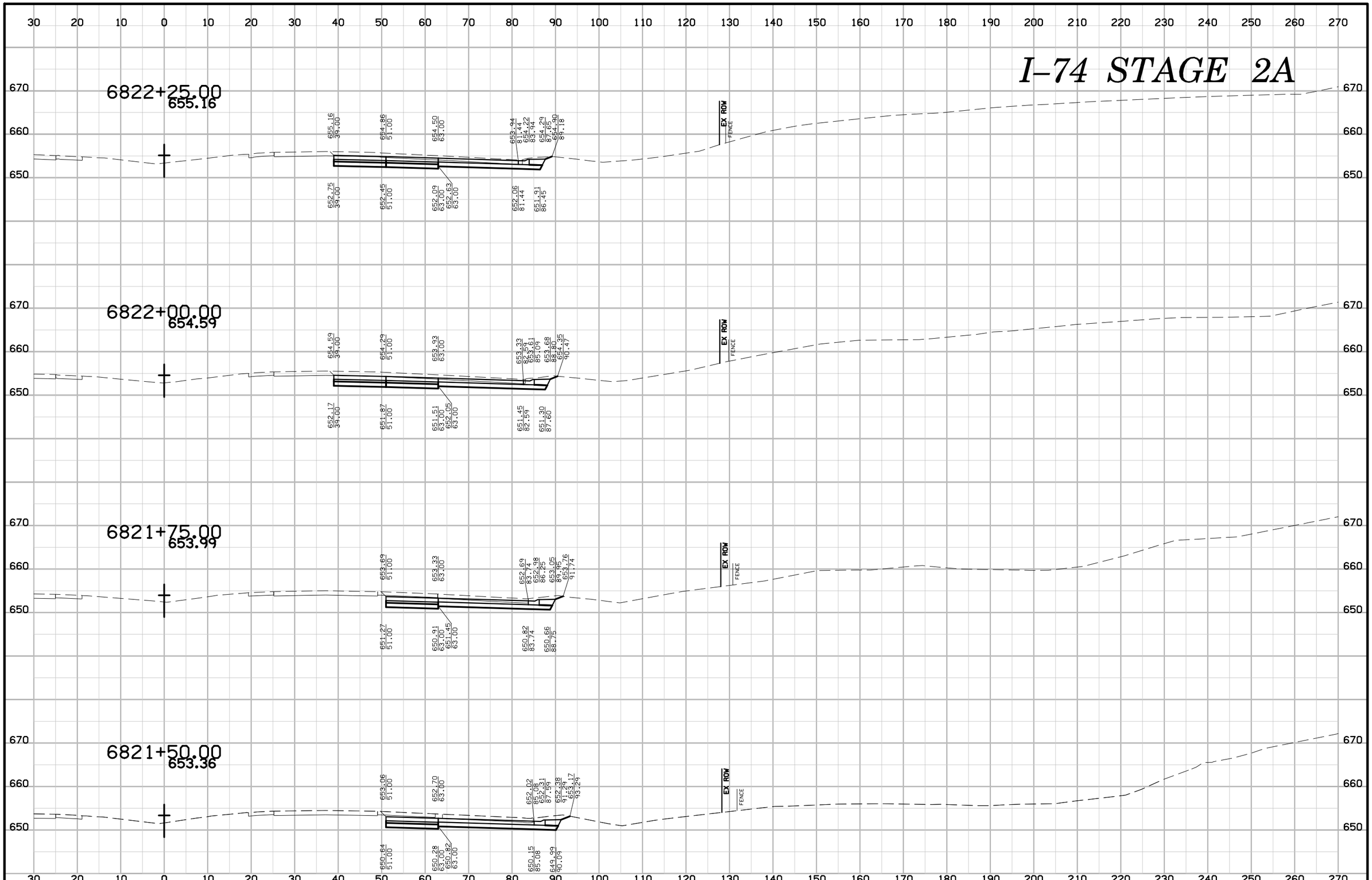
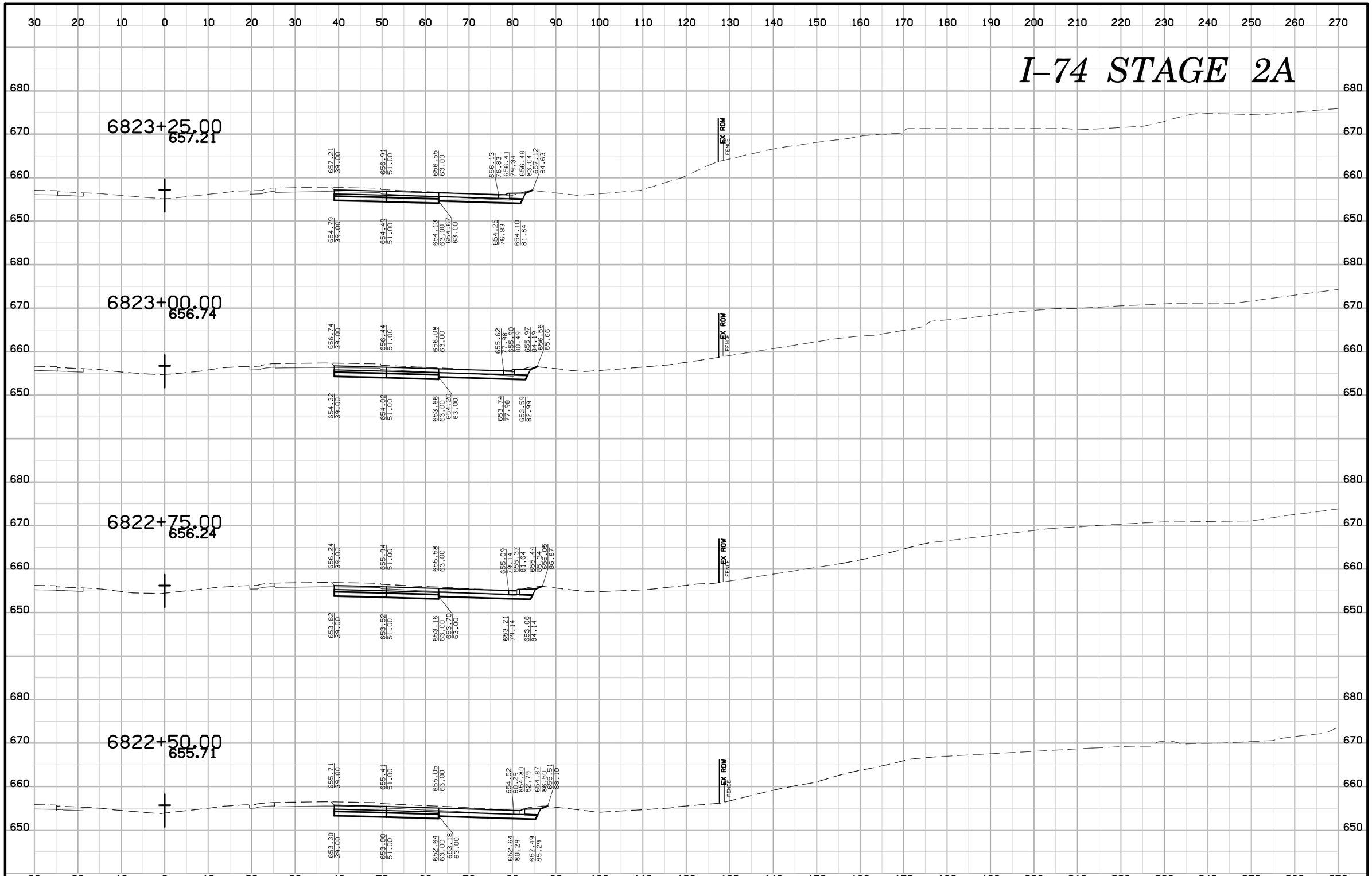
I–74 STAGE 2A



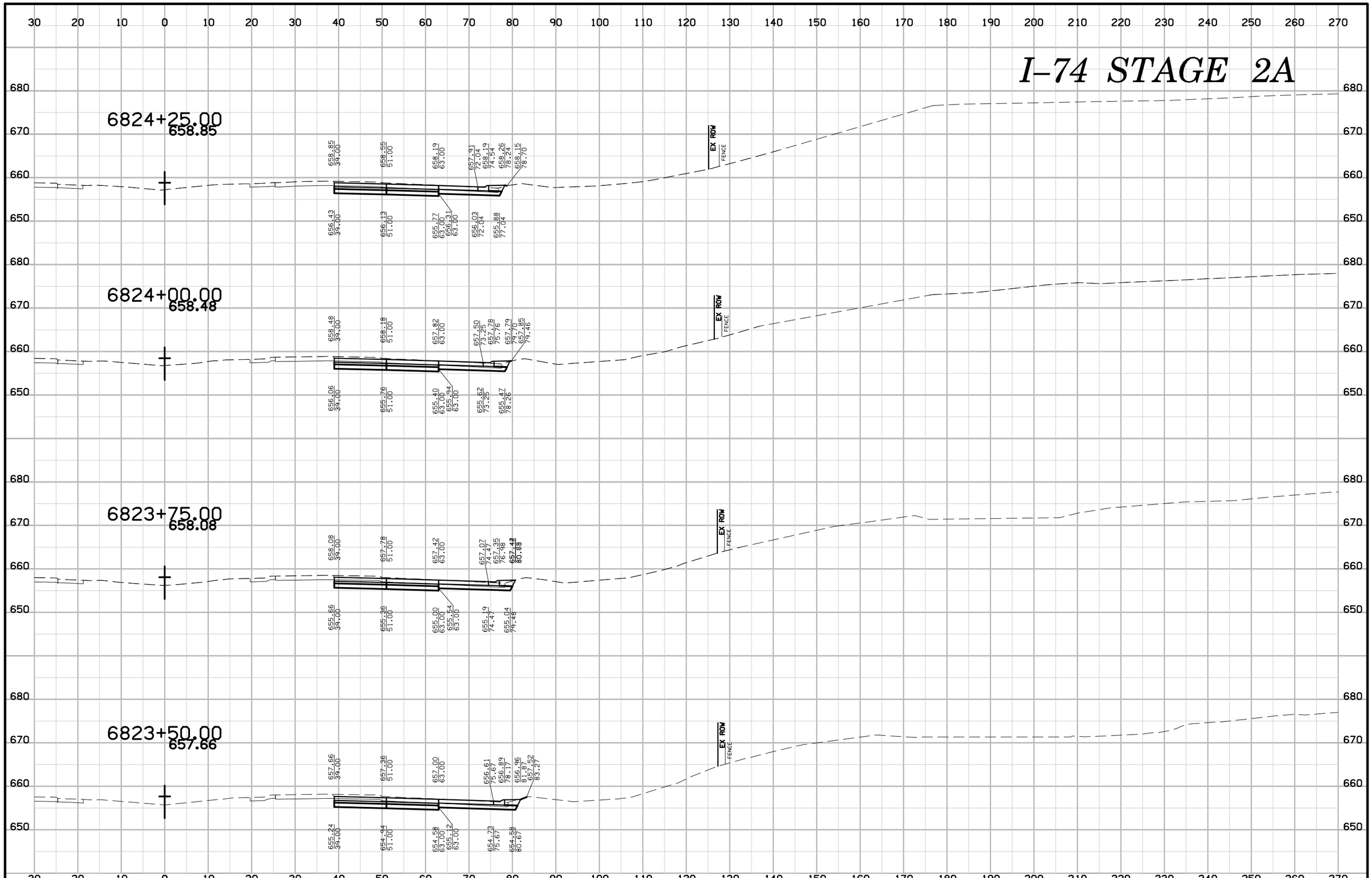
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.119

I–74 STAGE 2A



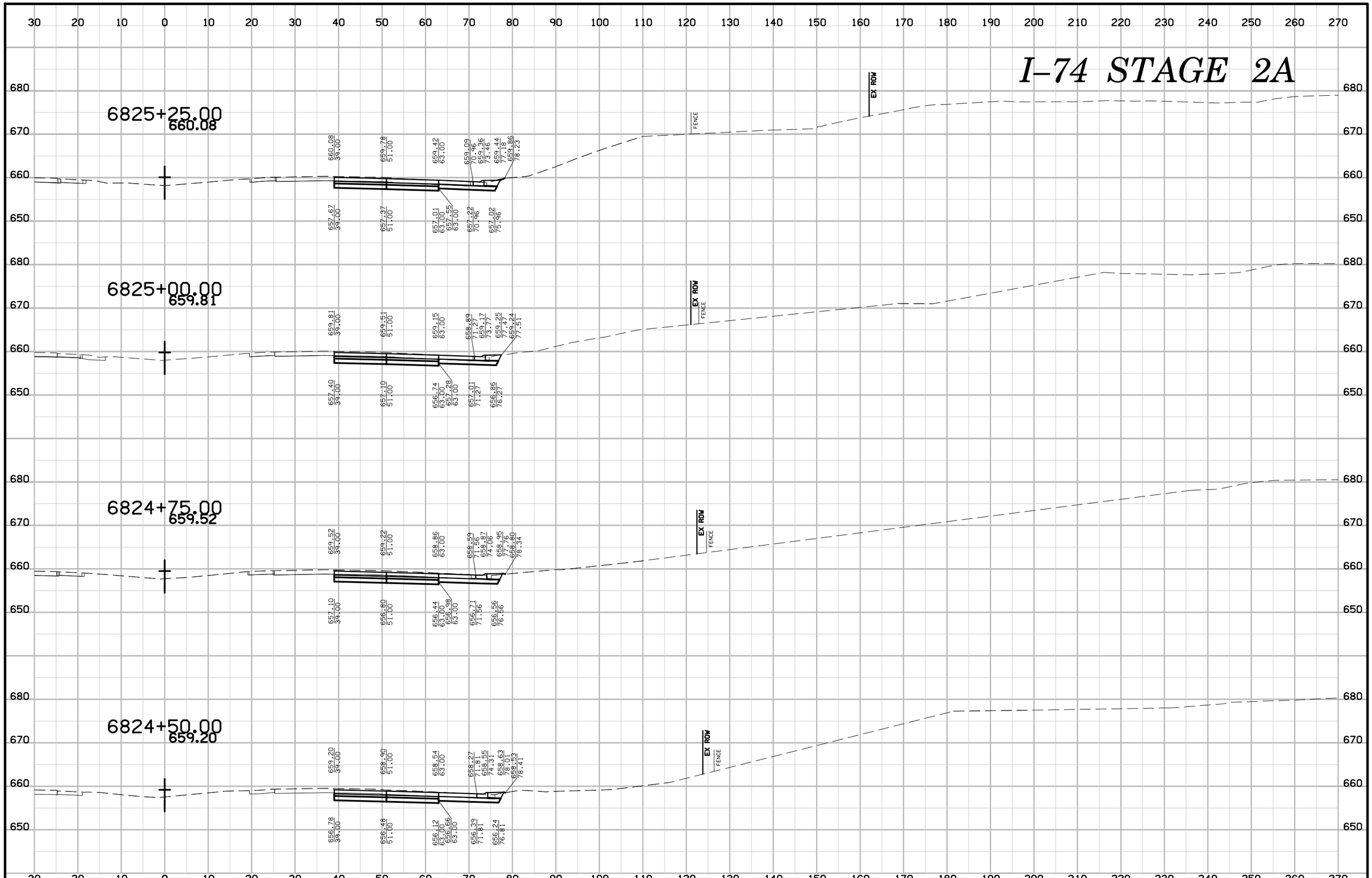
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.120

I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.121

I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.122

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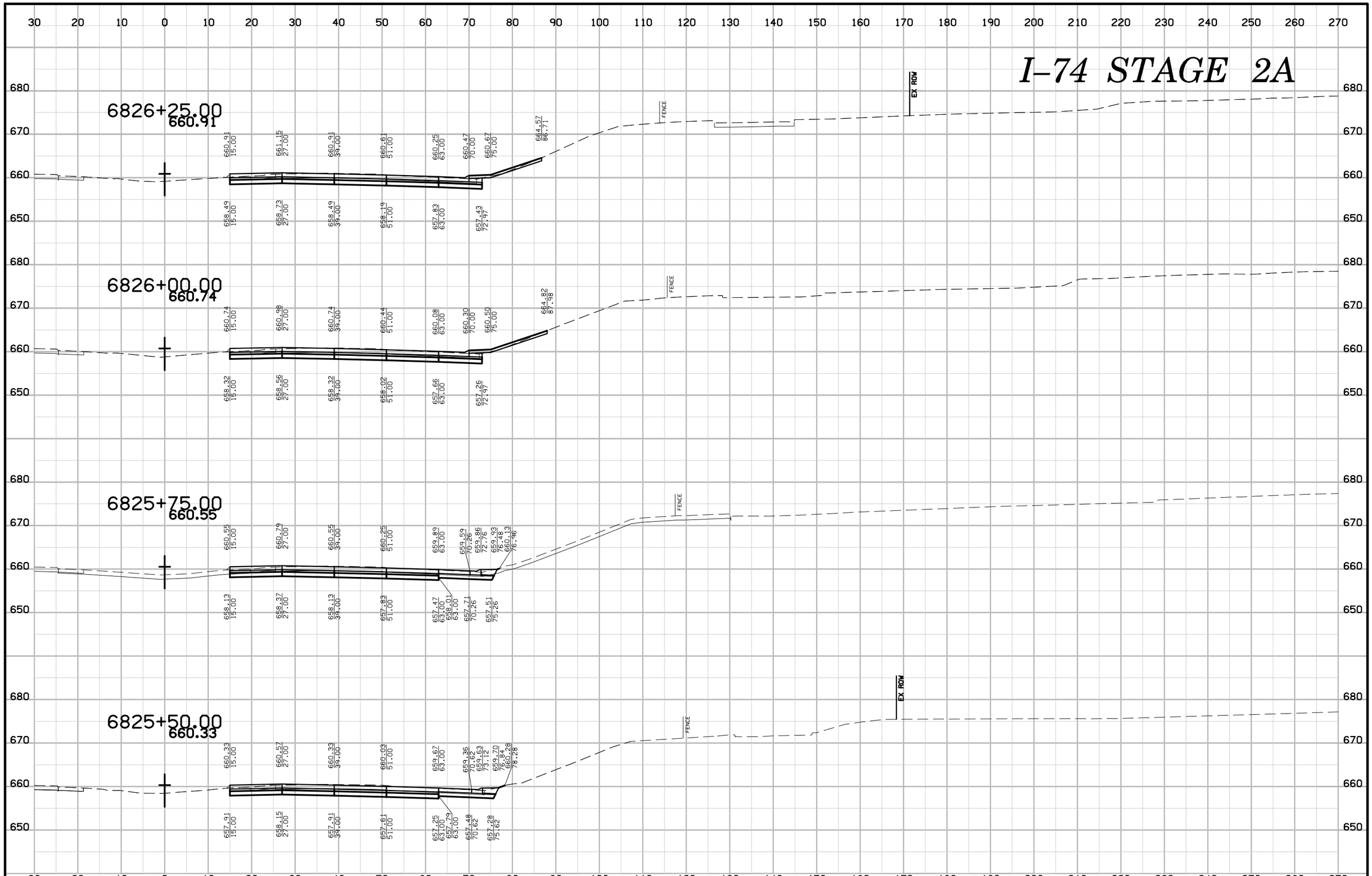
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.123

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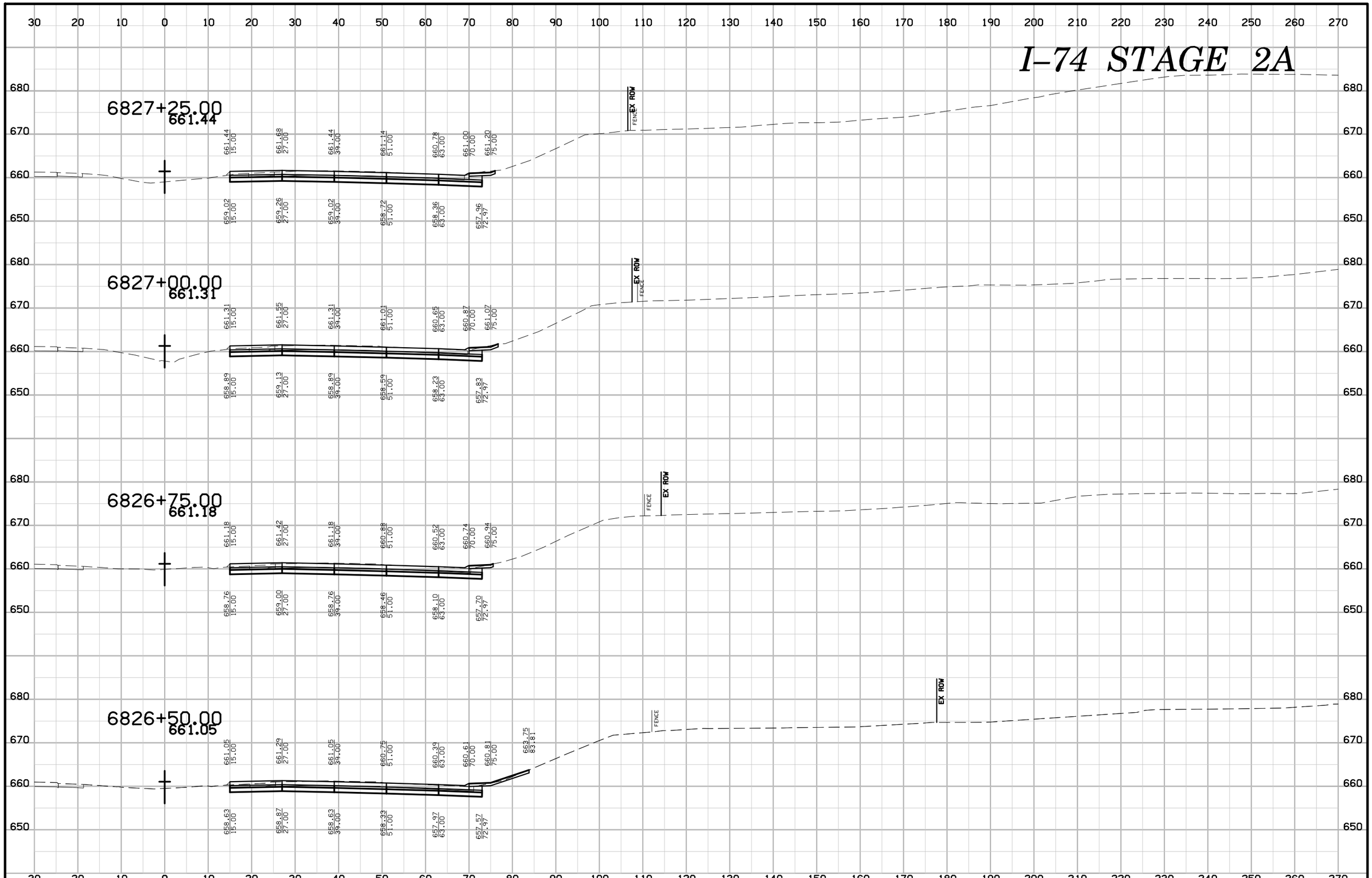
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.124

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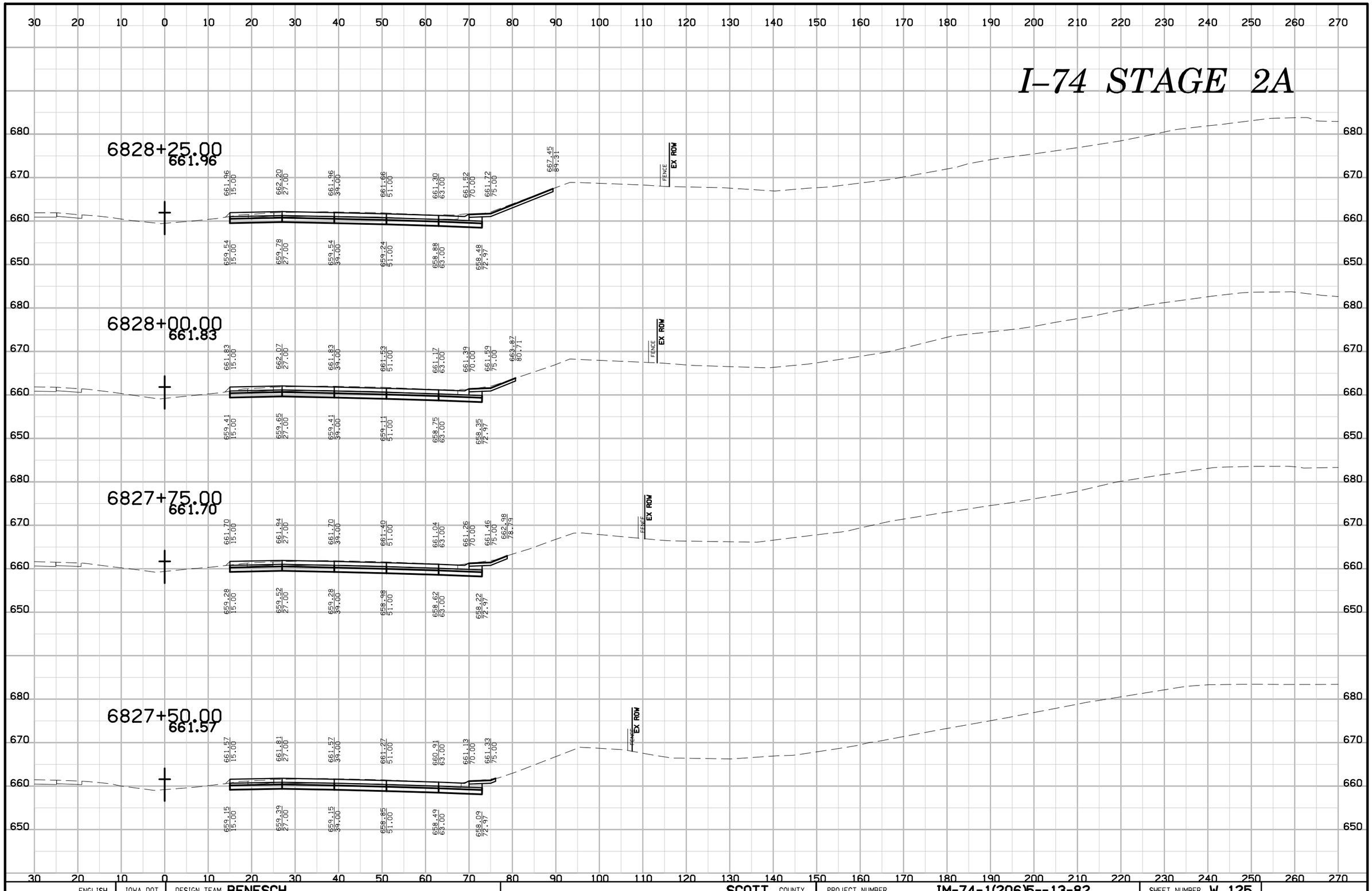
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.125

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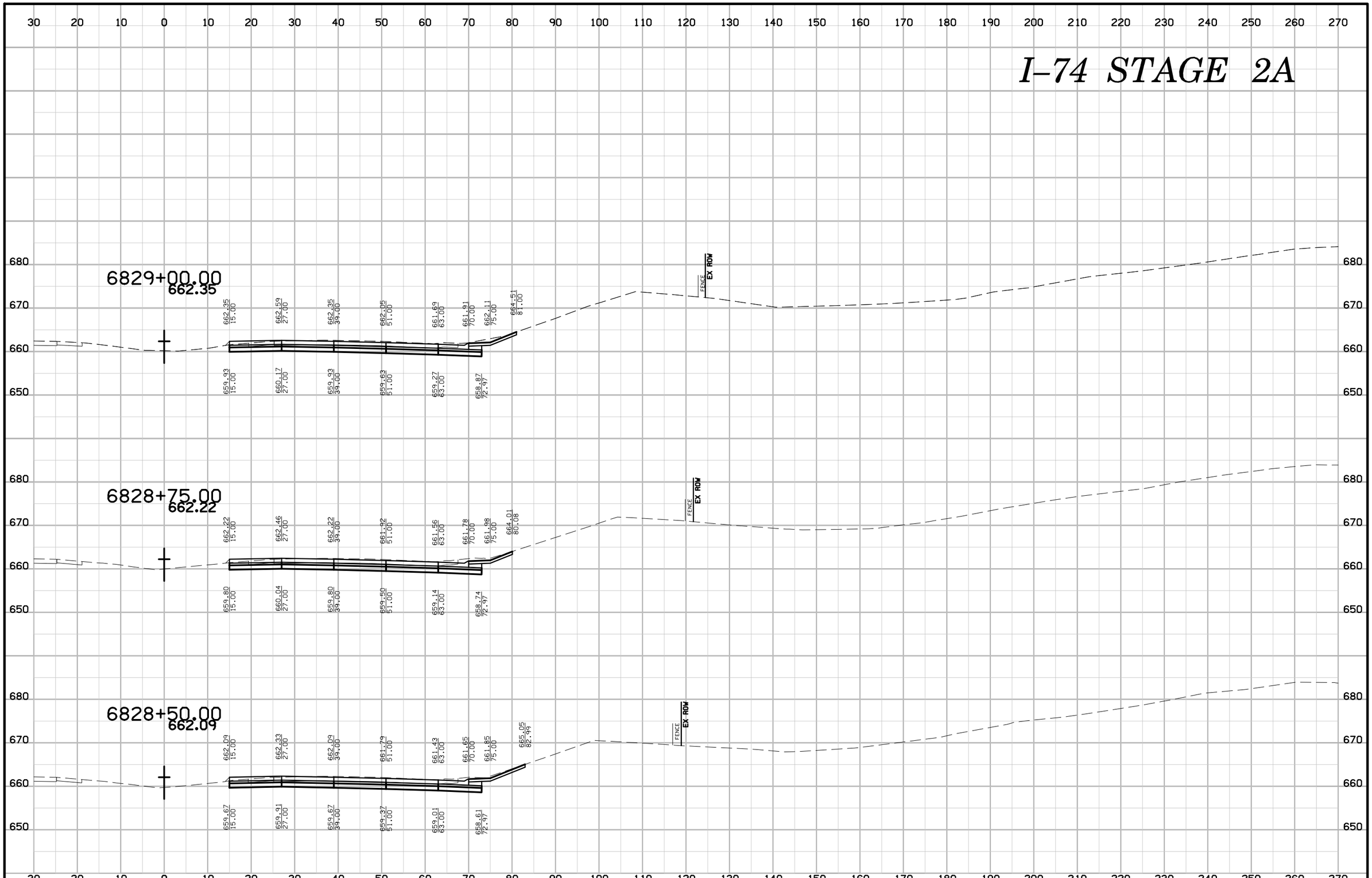
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.126

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I–74 STAGE 2A

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

680 670 660 650

6829+75.00
662.74

662.74 15.00 | 662.98 27.00 | 662.74 39.00 | 662.44 51.00 | 662.08 63.10 | 662.14 74.10 | 662.34 79.10

660.32 15.00 | 660.56 27.00 | 660.32 39.00 | 660.02 51.00 | 659.66 63.10 | 659.10 77.07

680.11 123.54 | FENCE | EX ROW

6829+50.00
662.61

662.61 15.00 | 662.85 27.00 | 662.61 39.00 | 662.31 51.00 | 661.95 63.08 | 662.07 72.46 | 662.27 77.46

660.19 15.00 | 660.43 27.00 | 660.19 39.00 | 659.89 51.00 | 659.53 63.03 | 659.04 75.44

675.15 109.66 | FENCE | EX ROW

6829+25.00
662.48

662.48 15.00 | 662.72 27.00 | 662.48 39.00 | 662.18 51.00 | 661.82 63.00 | 662.04 70.01 | 662.24 75.01 | 665.71 83.65

660.06 15.00 | 660.30 27.00 | 660.06 39.00 | 659.76 51.00 | 659.40 63.00 | 659.00 72.98

FENCE | EX ROW

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.127

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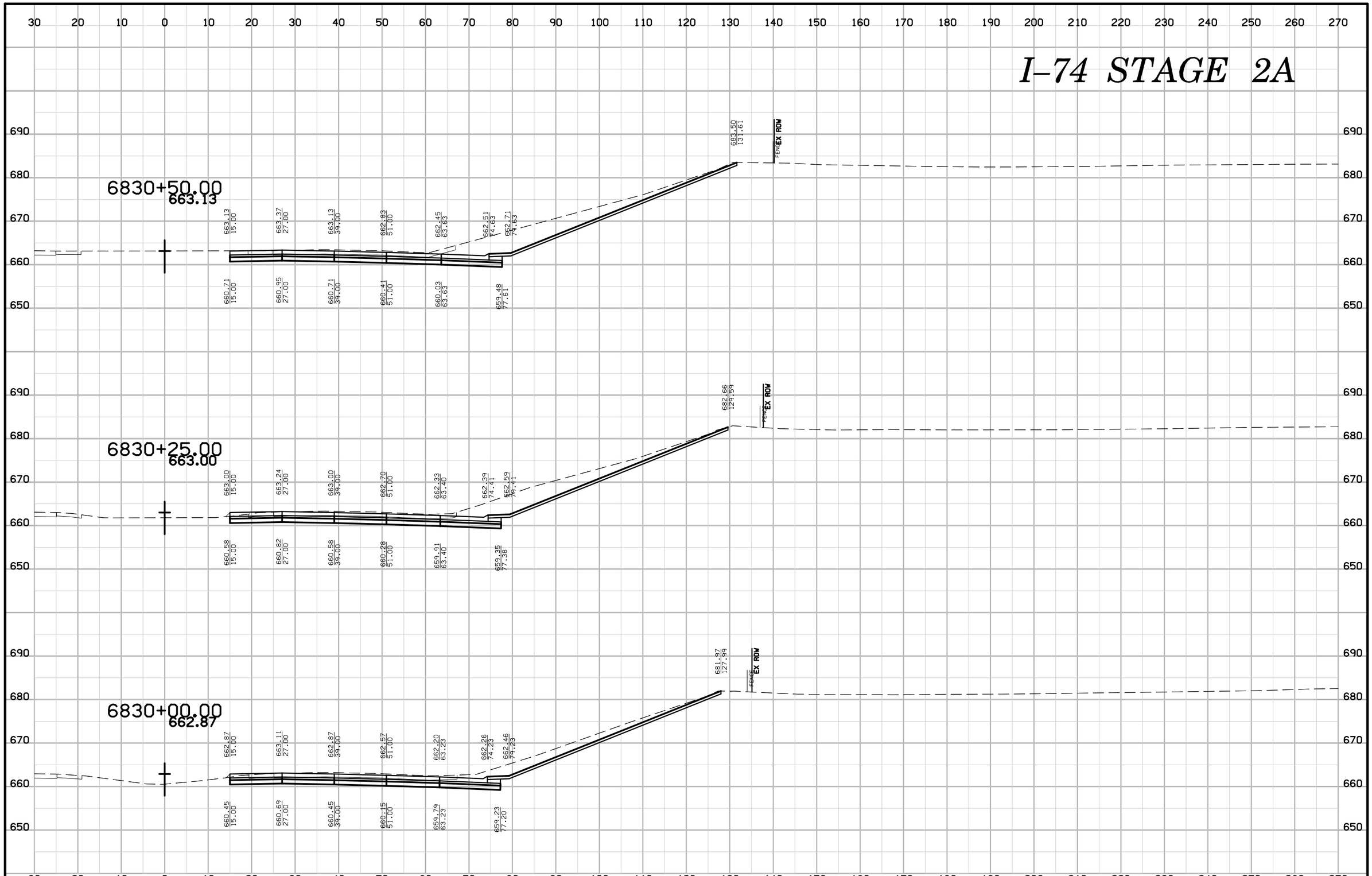
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.128

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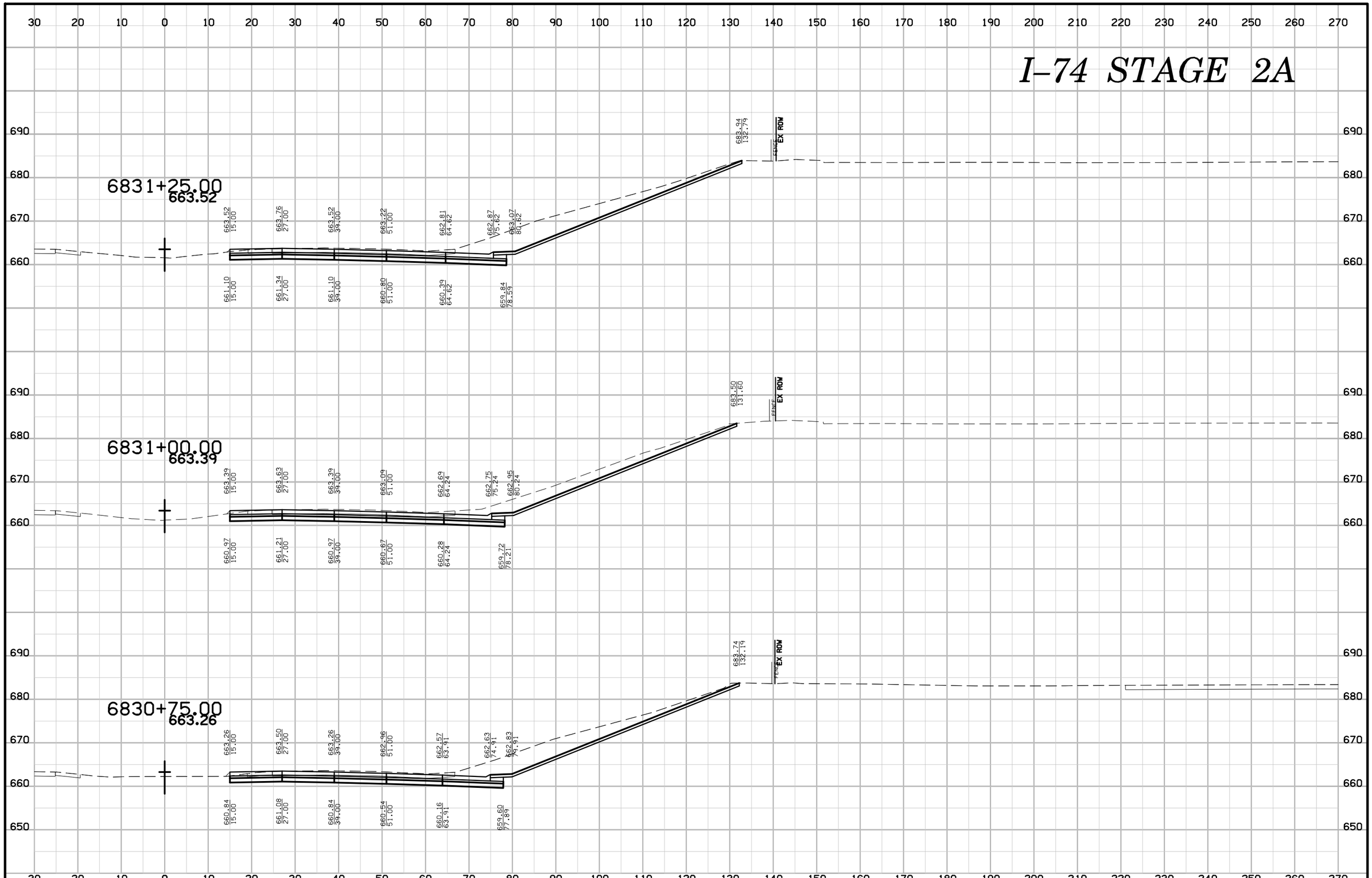
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.129

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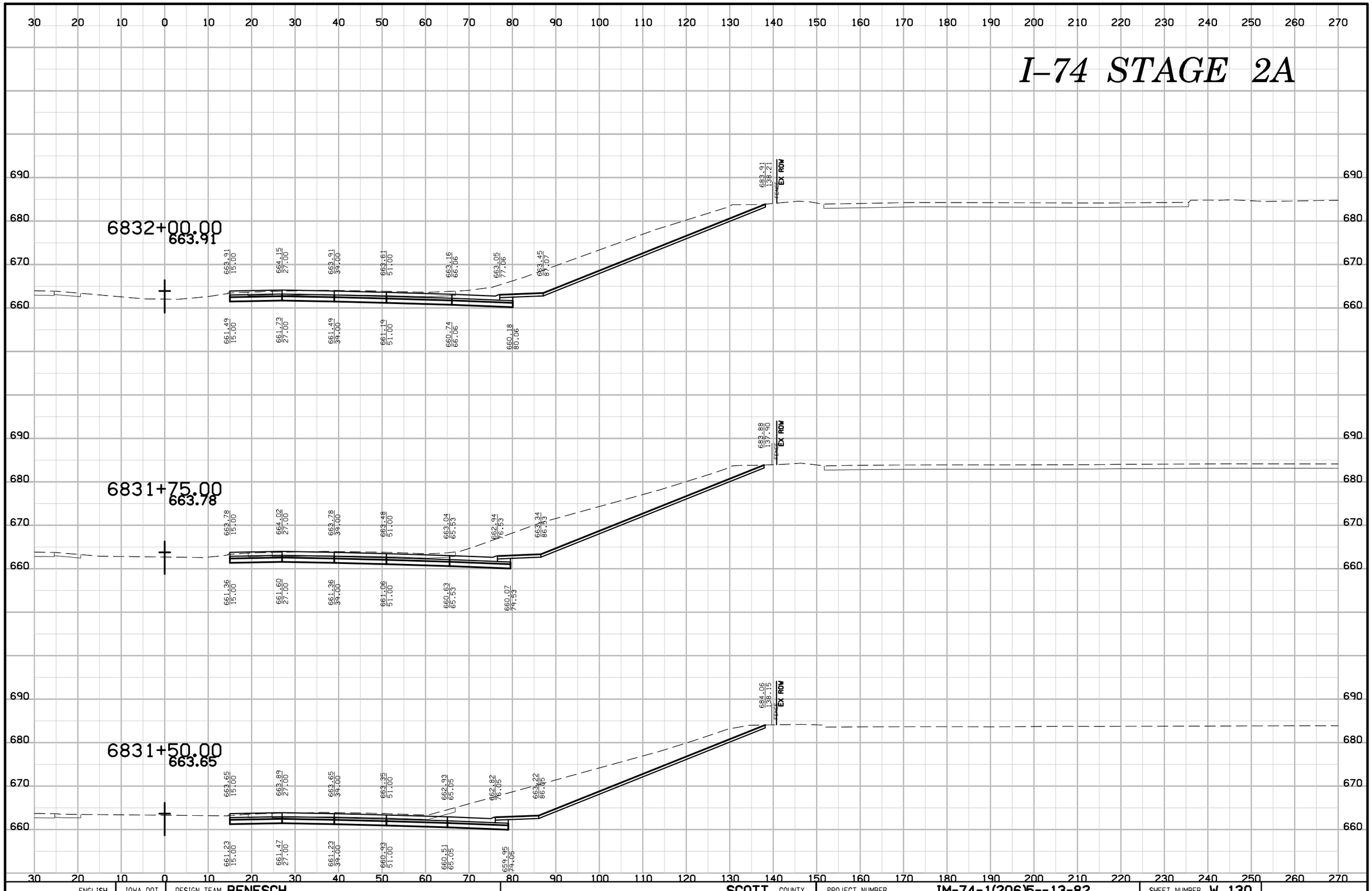
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.130

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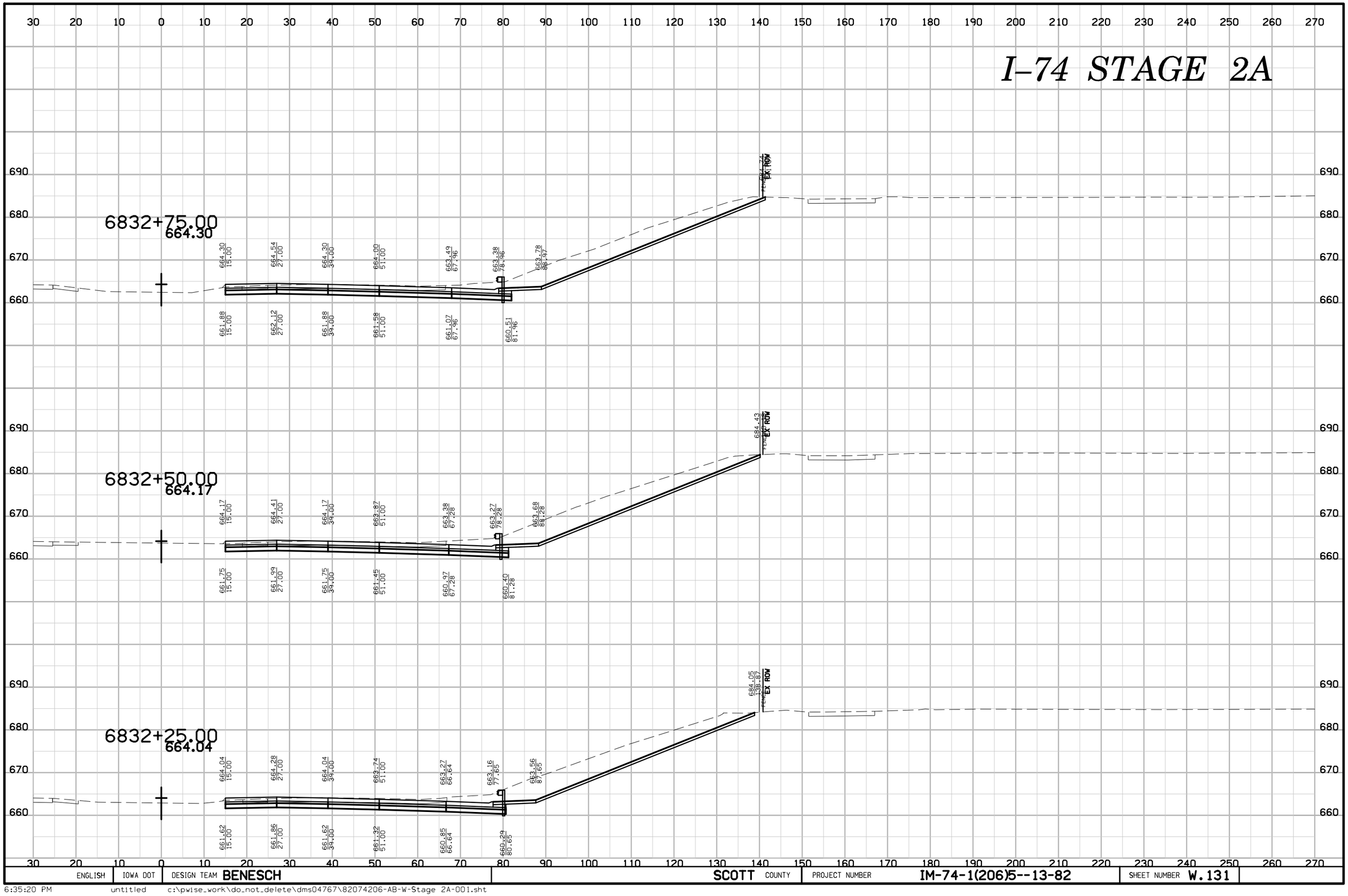
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.131

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I–74 STAGE 2A

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

690 680 670 660

6833+50.00
664.69

664.69 15.00 | 664.93 27.00 | 664.69 39.00 | 664.39 51.00 | 663.81 70.31 | 663.70 81.32 | 664.10 91.32

662.27 15.00 | 662.51 27.00 | 662.27 39.00 | 661.97 51.00 | 661.39 70.31 | 660.83 84.32

EX ROW 143.13

6833+25.00
664.56

664.56 15.00 | 664.80 27.00 | 664.56 39.00 | 664.26 51.00 | 663.71 69.48 | 663.60 80.48 | 664.00 90.49

662.14 15.00 | 662.38 27.00 | 662.14 39.00 | 661.84 51.00 | 661.29 69.48 | 660.73 83.48

EX ROW 141.74

6833+00.00
664.43

664.43 15.00 | 664.67 27.00 | 664.43 39.00 | 664.13 51.00 | 663.60 68.69 | 663.49 79.70 | 663.89 89.70

662.01 15.00 | 662.25 27.00 | 662.01 39.00 | 661.71 51.00 | 661.18 68.69 | 660.62 82.70

684.10 EX ROW

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.132

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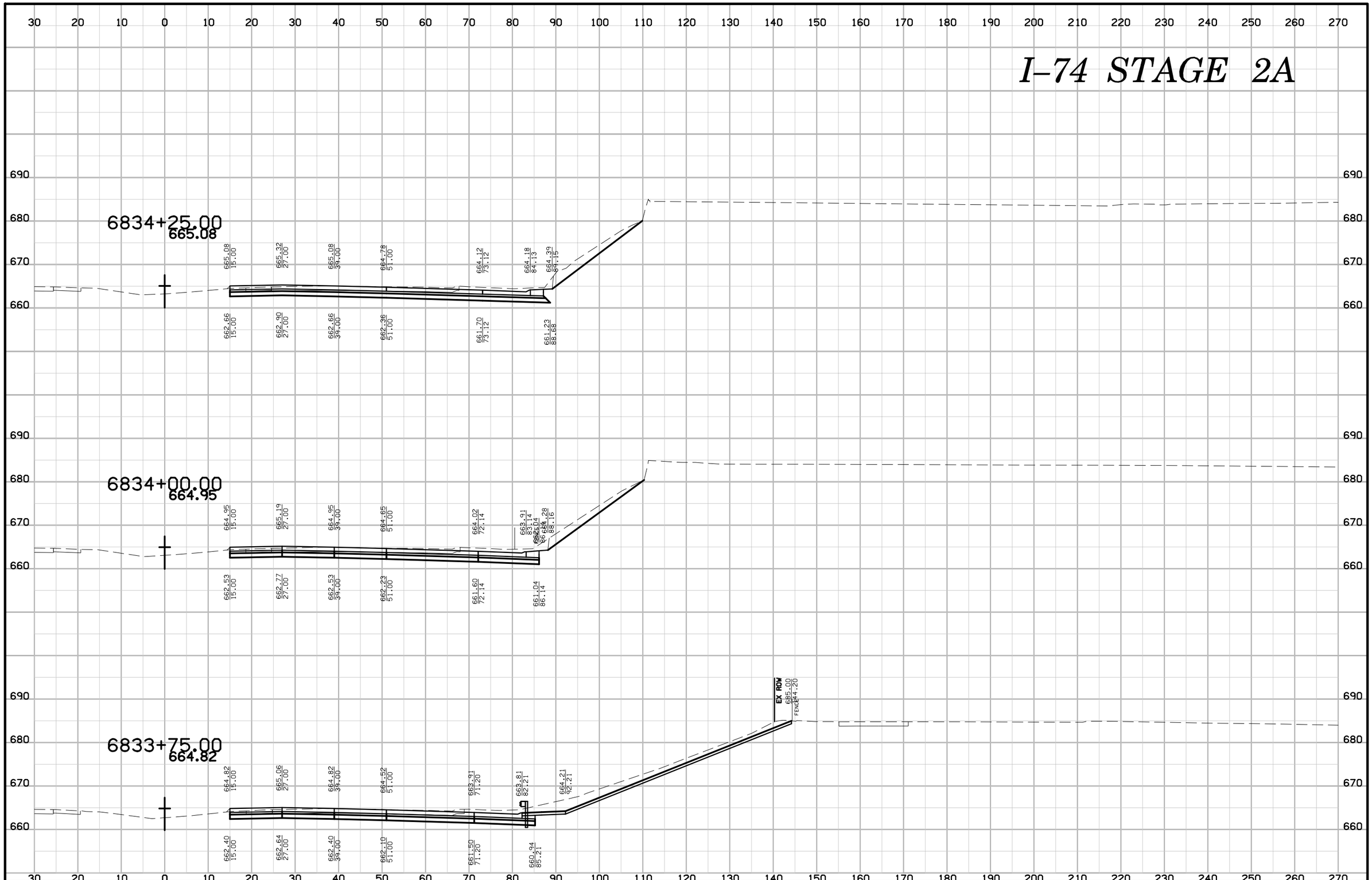
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.133

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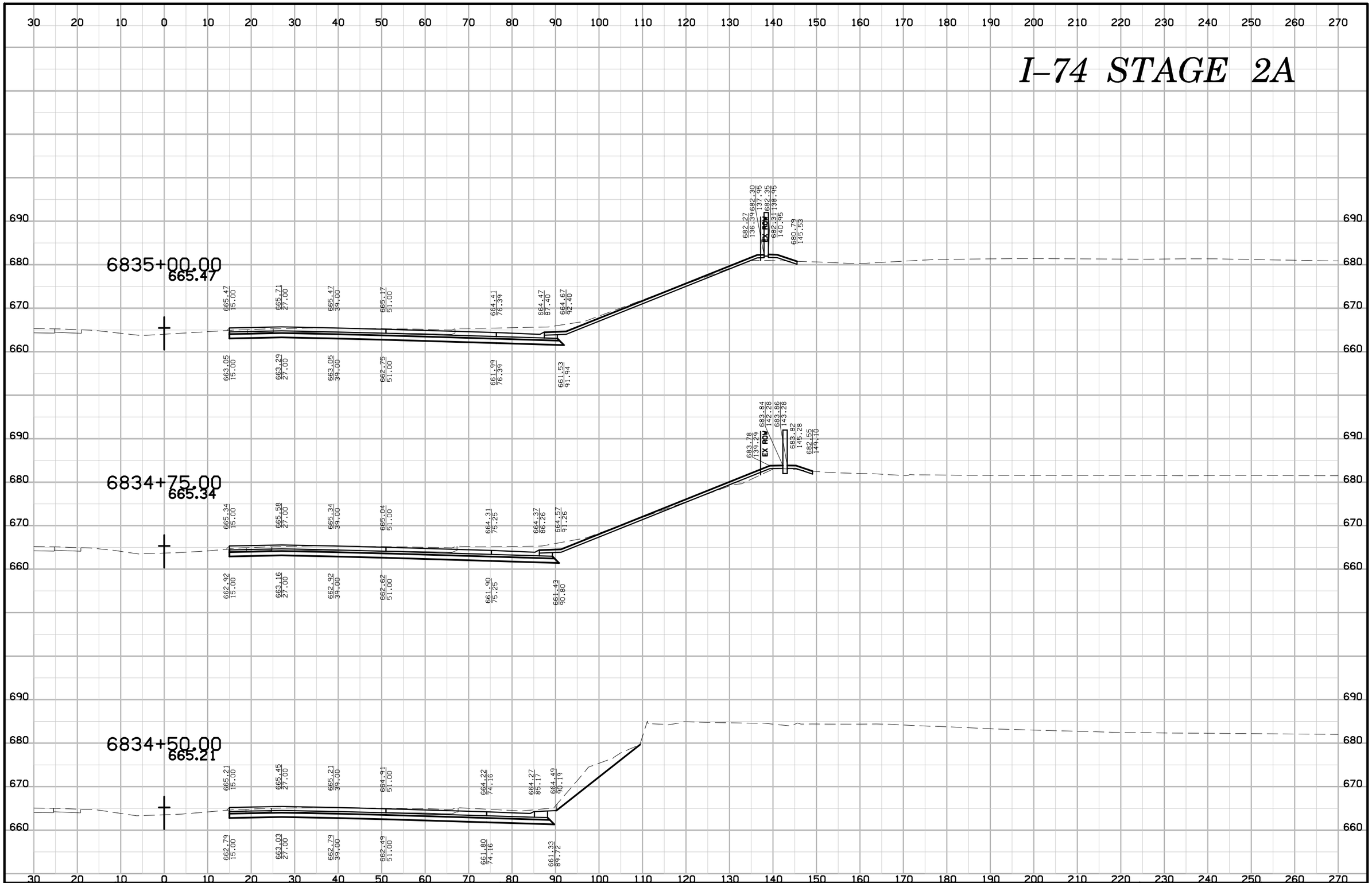
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.134

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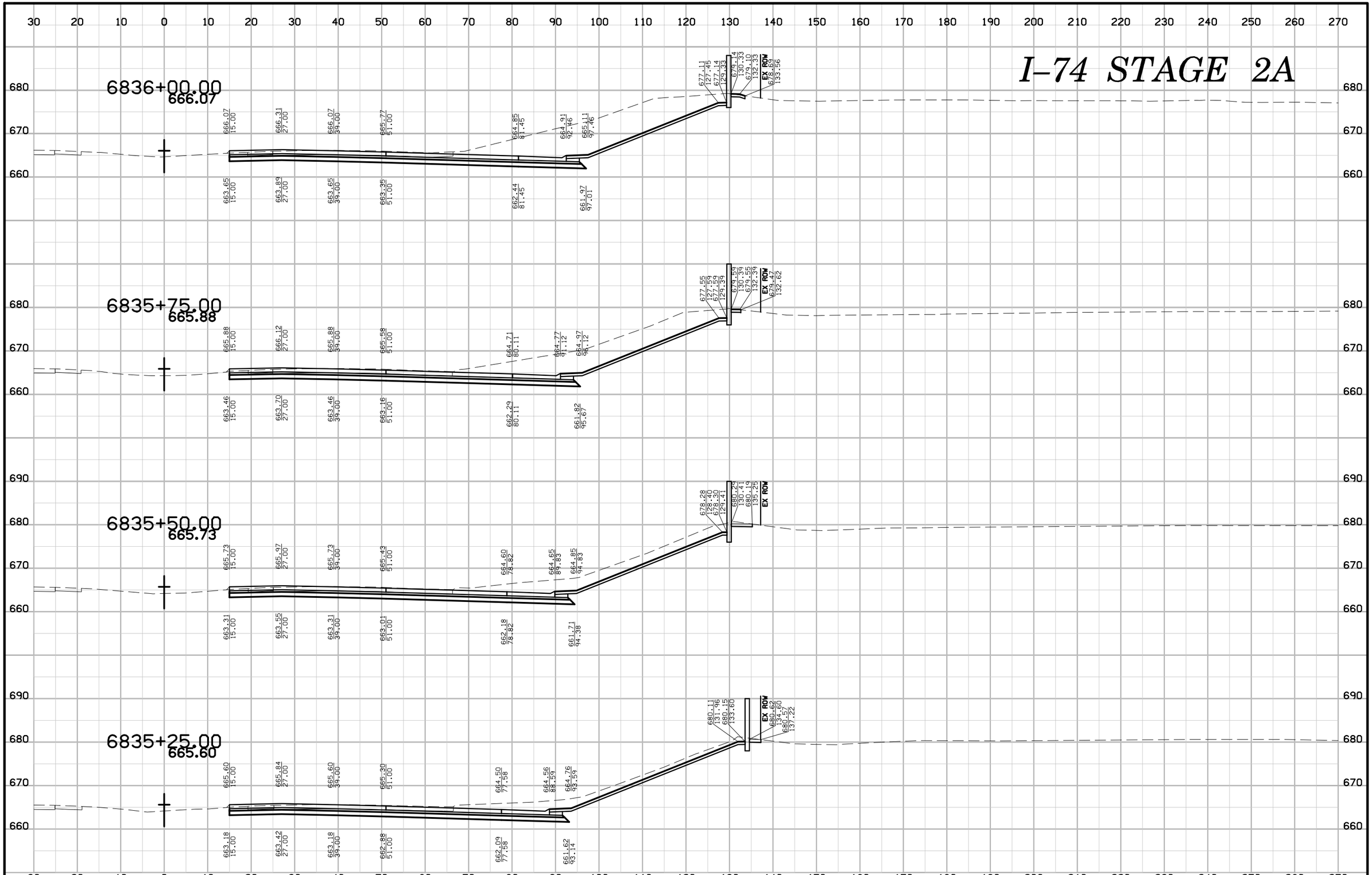
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.135

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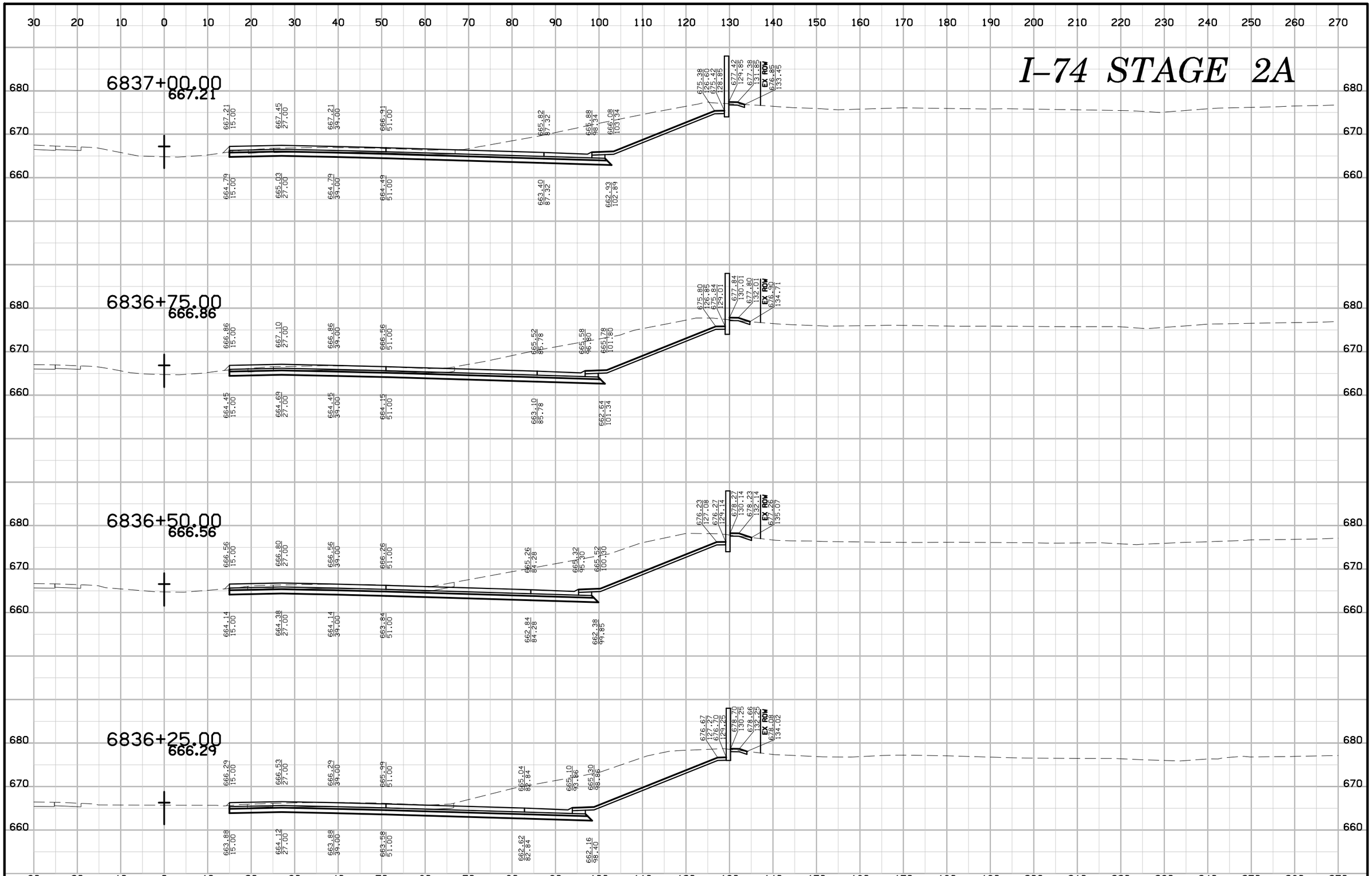
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.136

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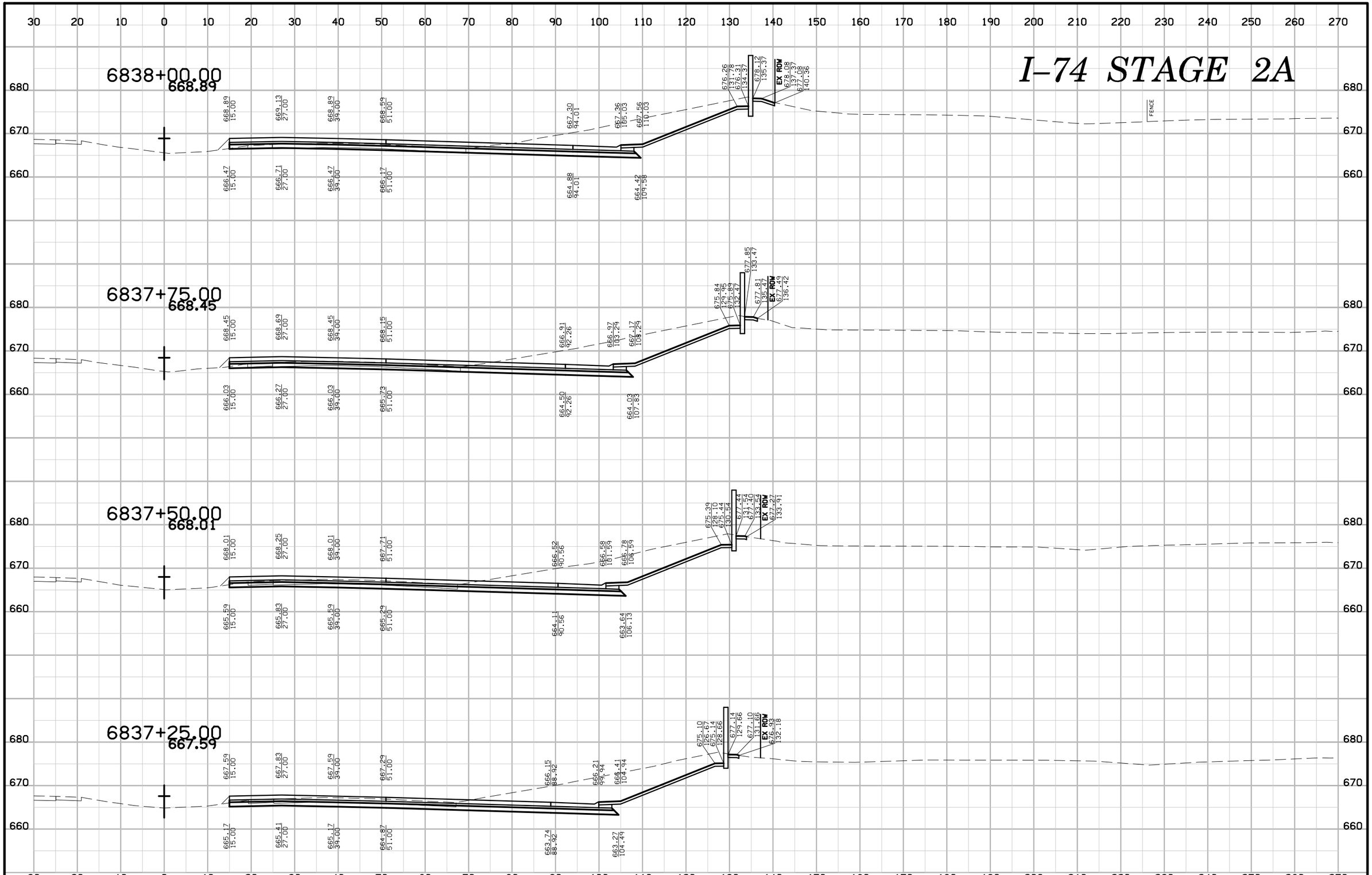
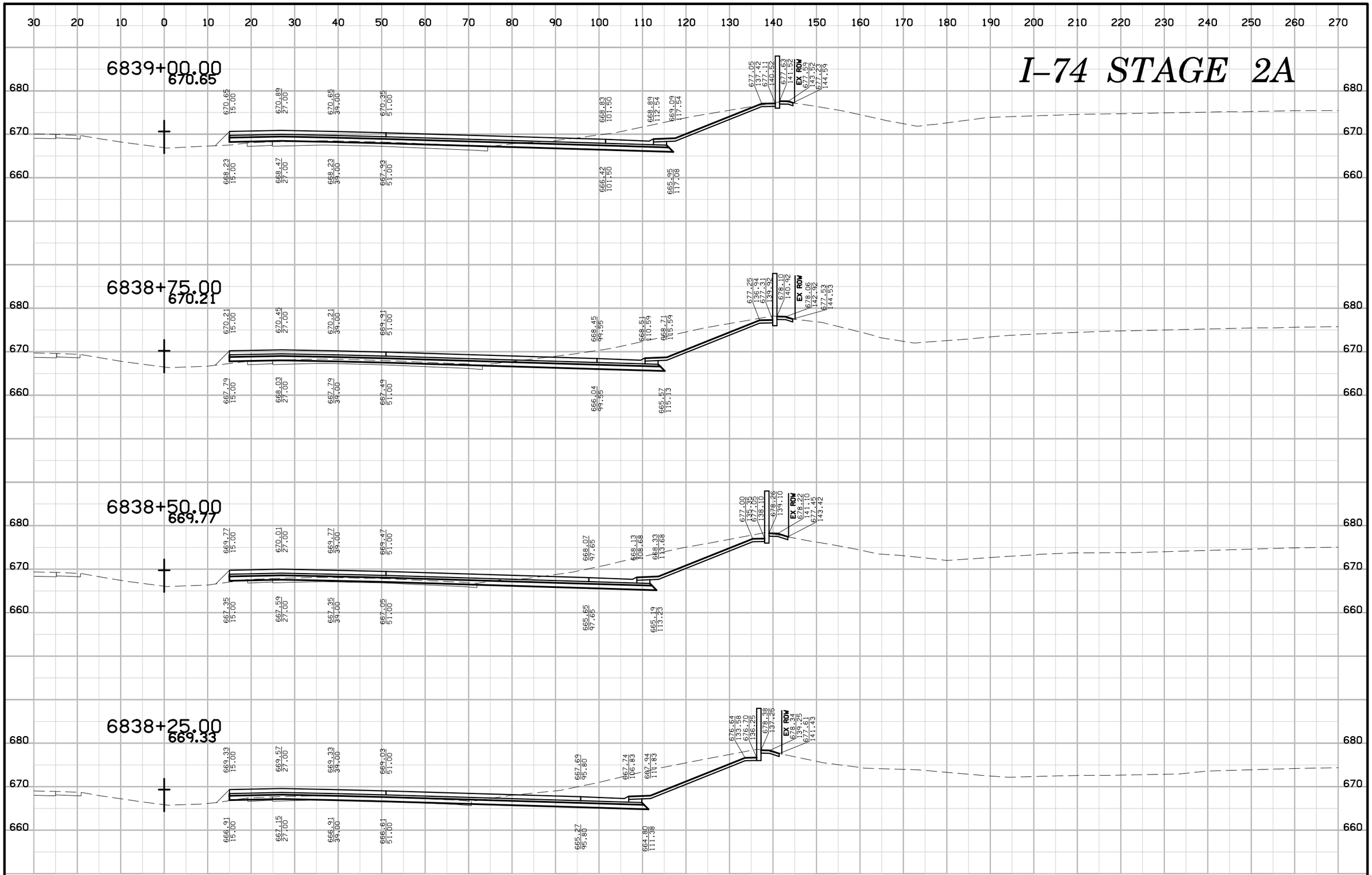
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.137	

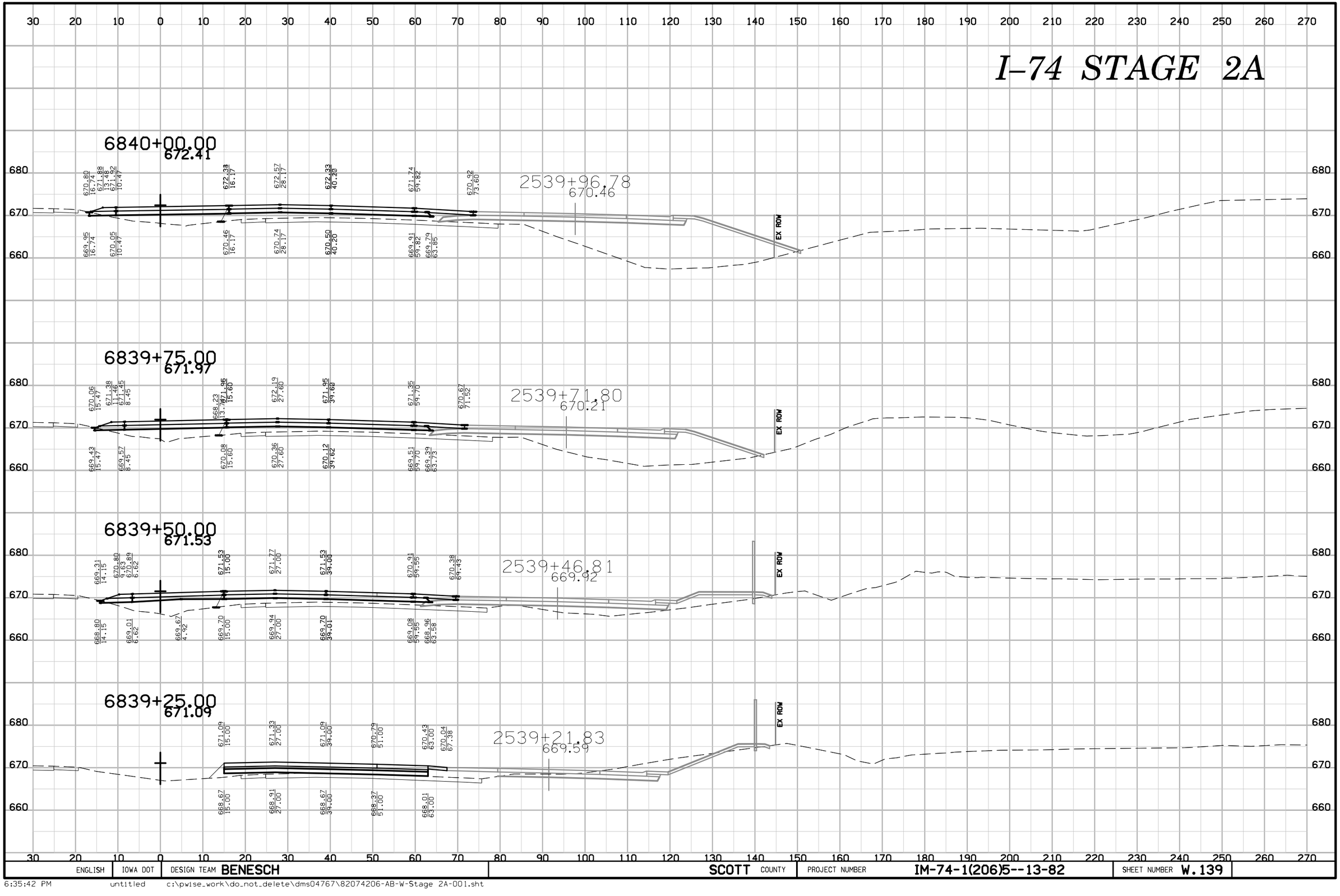
6:35:37 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 2A-001.sht

I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.138

I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.139

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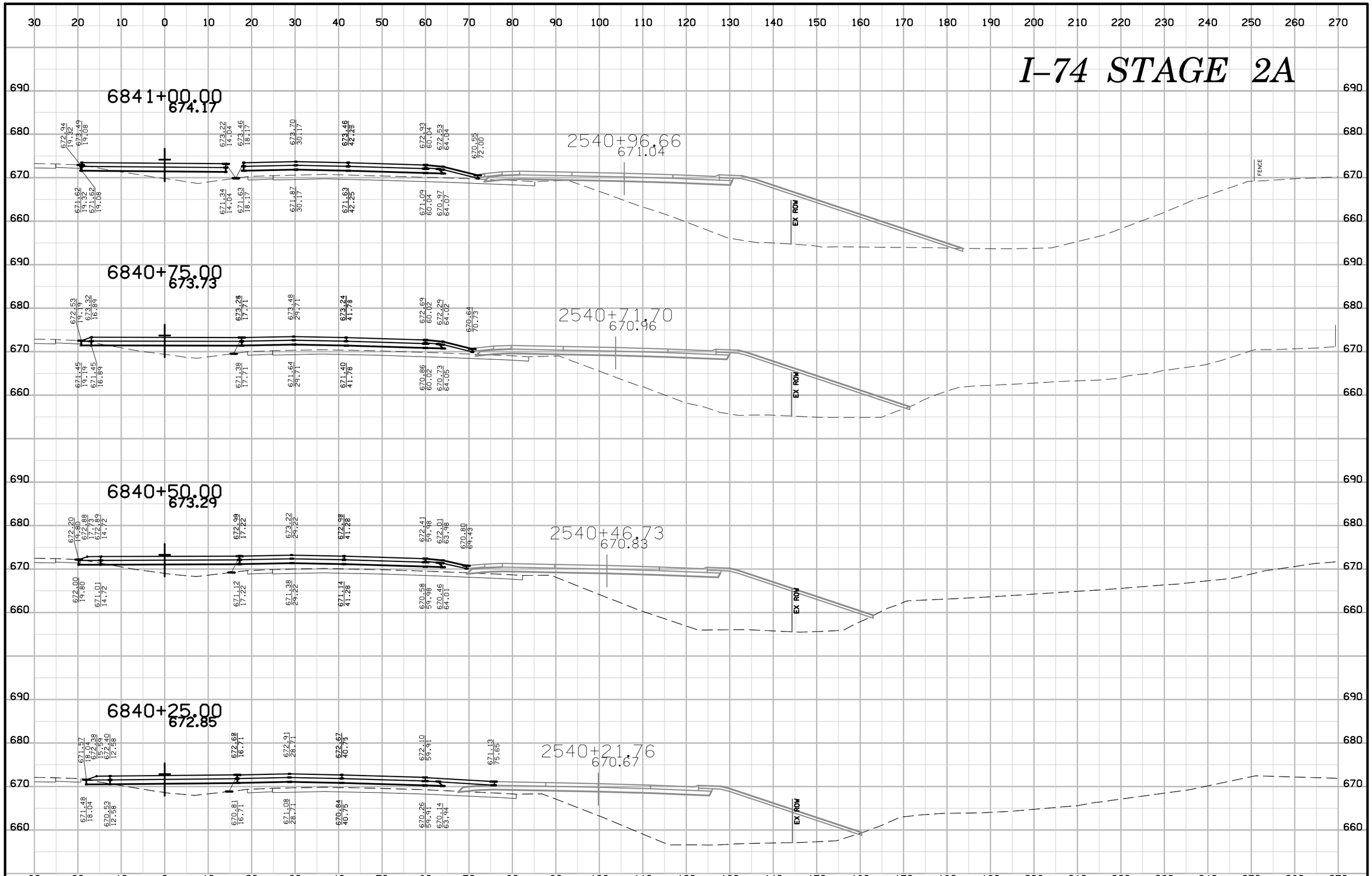
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.140

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I–74 STAGE 2A

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

690 680 670 660

6841+75.00
675.49

674.25 25.03 | 673.56 7.30 | 672.92 19.39 | 674.16 31.39 | 673.92 43.51 | 673.42 59.92 | 673.02 63.92 | 670.07 75.75

672.38 25.03 | 671.68 7.30 | 672.08 19.39 | 672.32 31.39 | 672.08 43.51 | 671.59 59.92 | 671.47 63.95

2541+71.53
671.05

EX ROW

6841+50.00
675.05

673.90 25.02 | 673.16 9.58 | 673.79 19.01 | 674.03 31.01 | 673.79 43.02 | 673.28 59.98 | 672.88 63.98 | 670.26 74.46

672.03 25.02 | 671.28 9.58 | 671.96 19.01 | 672.20 31.01 | 671.95 43.12 | 671.45 59.98 | 671.33 64.01

2541+46.58
671.09

EX ROW

6841+25.00
674.61

673.67 21.54 | 673.19 11.82 | 673.65 18.60 | 673.89 30.60 | 673.68 42.60 | 673.12 60.02 | 672.72 64.02 | 670.43 73.26

671.79 21.54 | 671.31 11.82 | 671.81 18.60 | 672.05 30.60 | 671.81 42.70 | 671.29 60.02 | 671.17 64.05

2541+21.62
671.09

EX ROW

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.141

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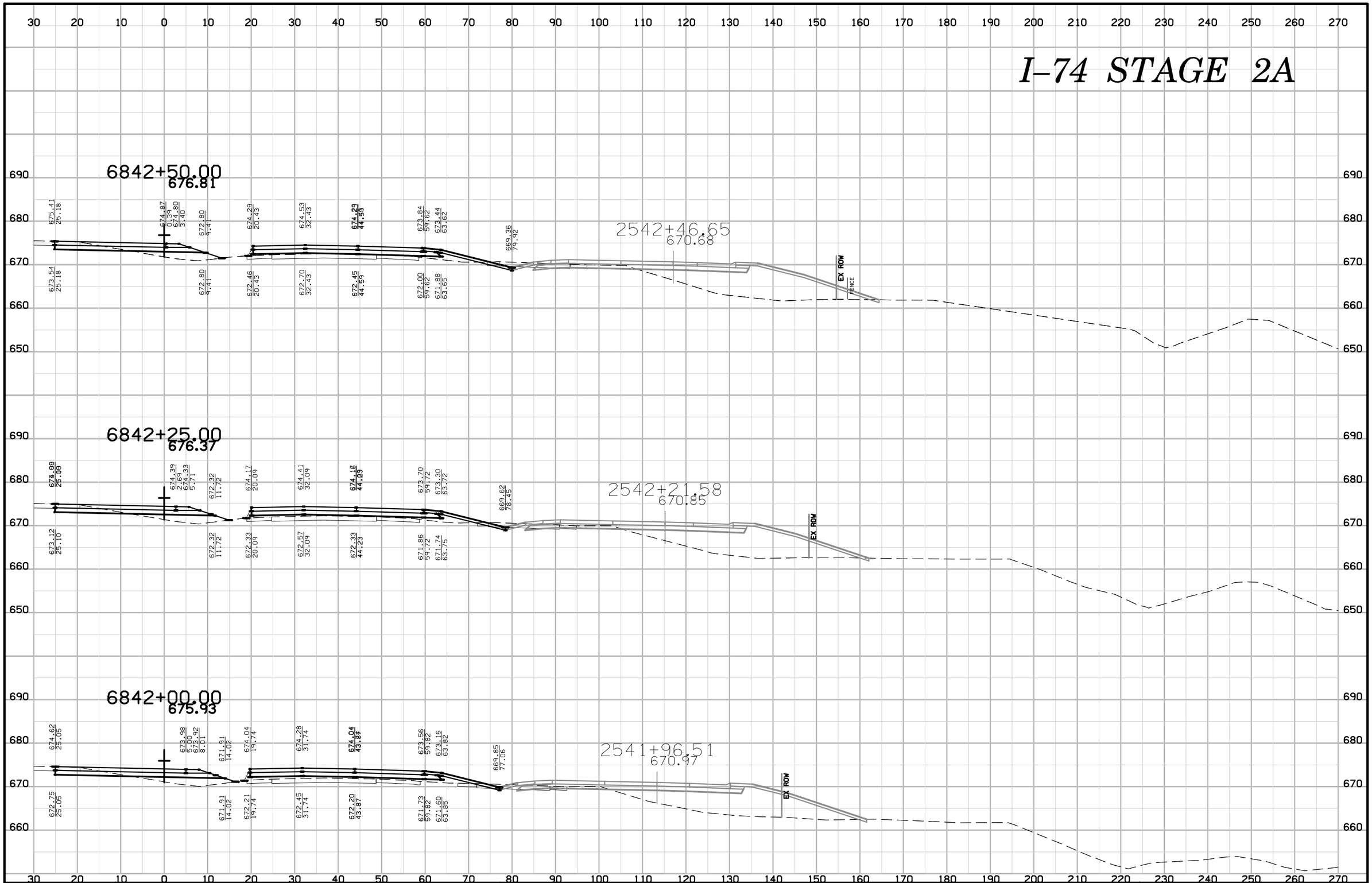
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.142

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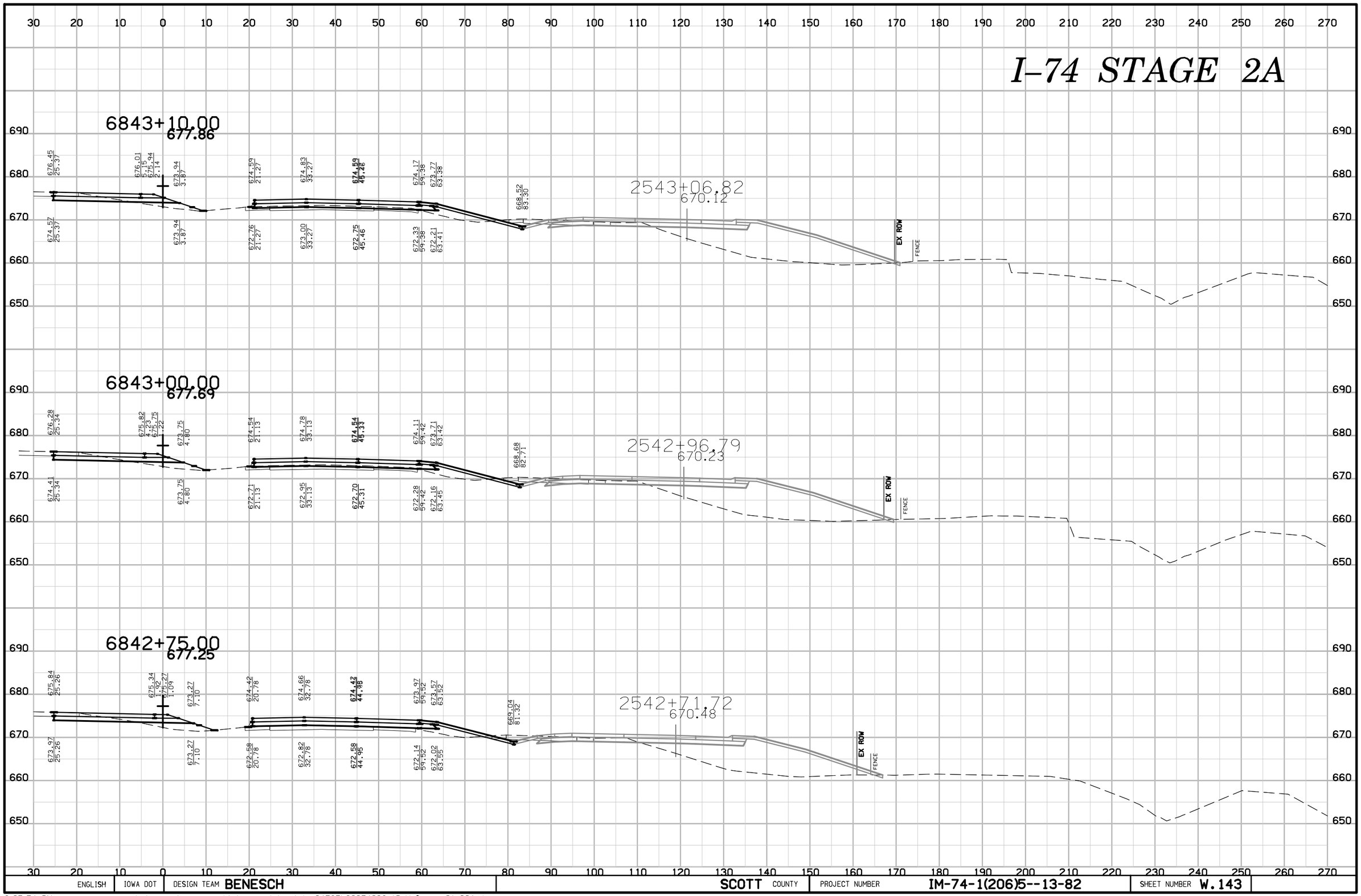
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.143

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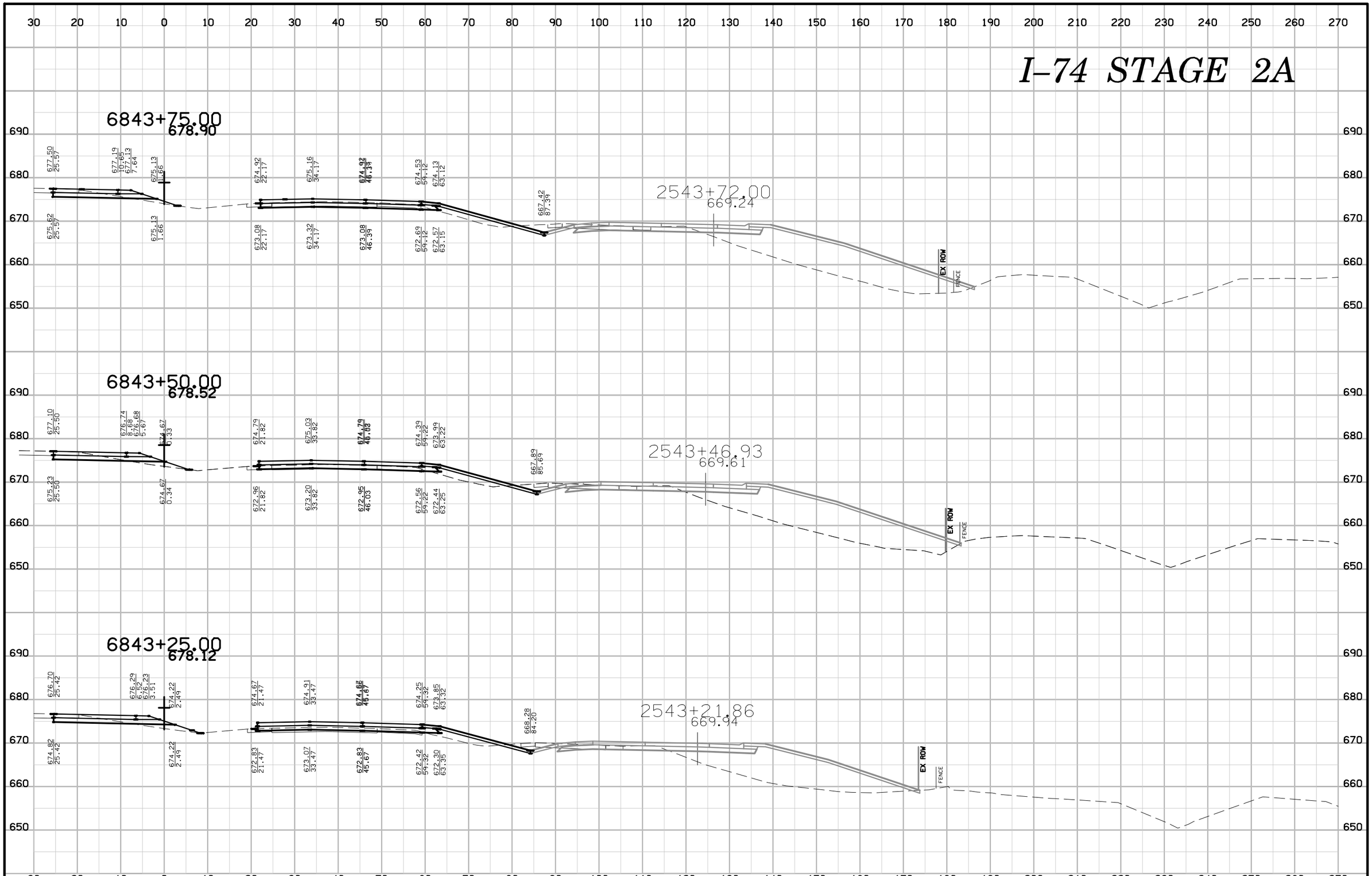
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.144

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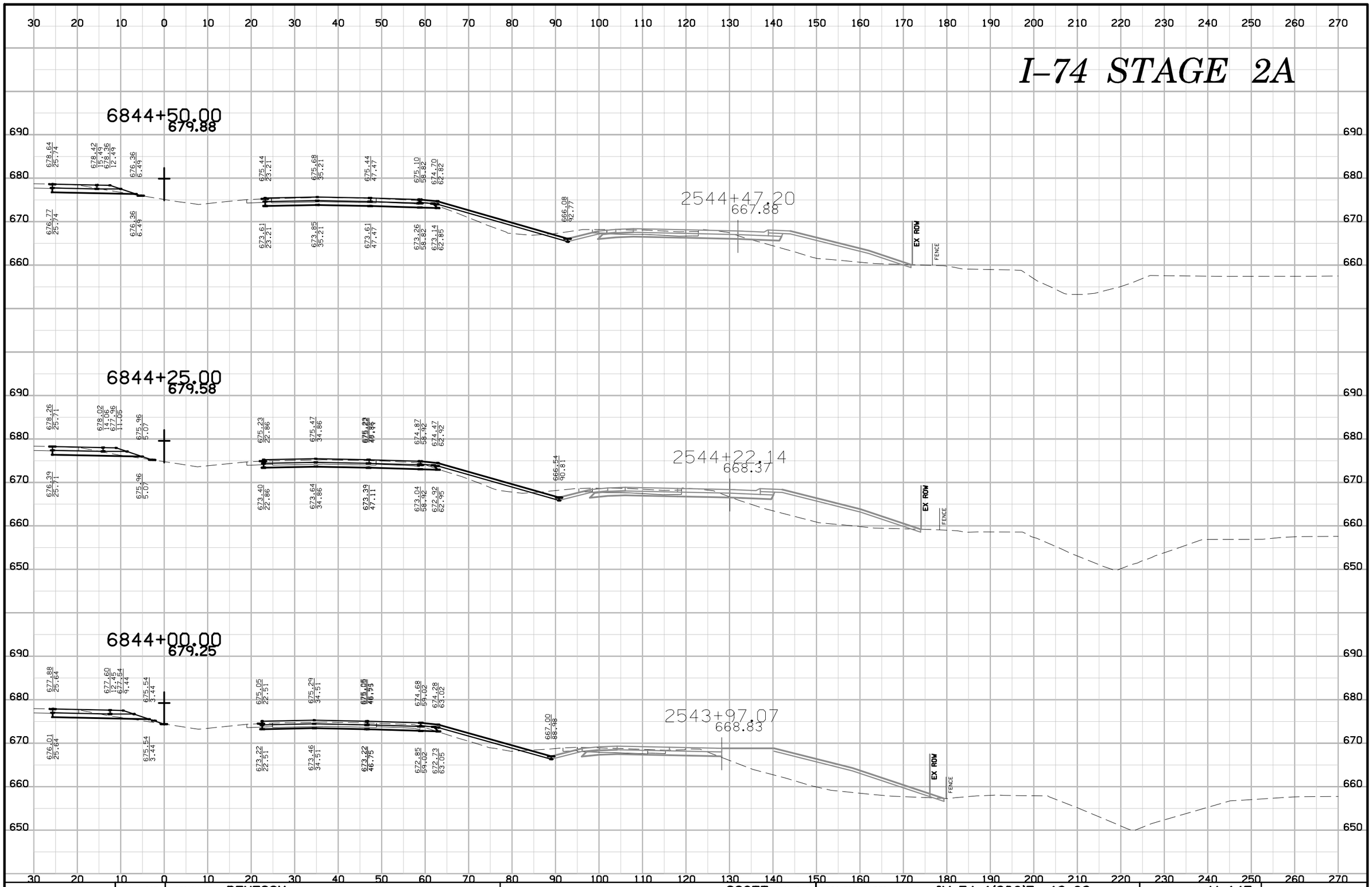
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.145

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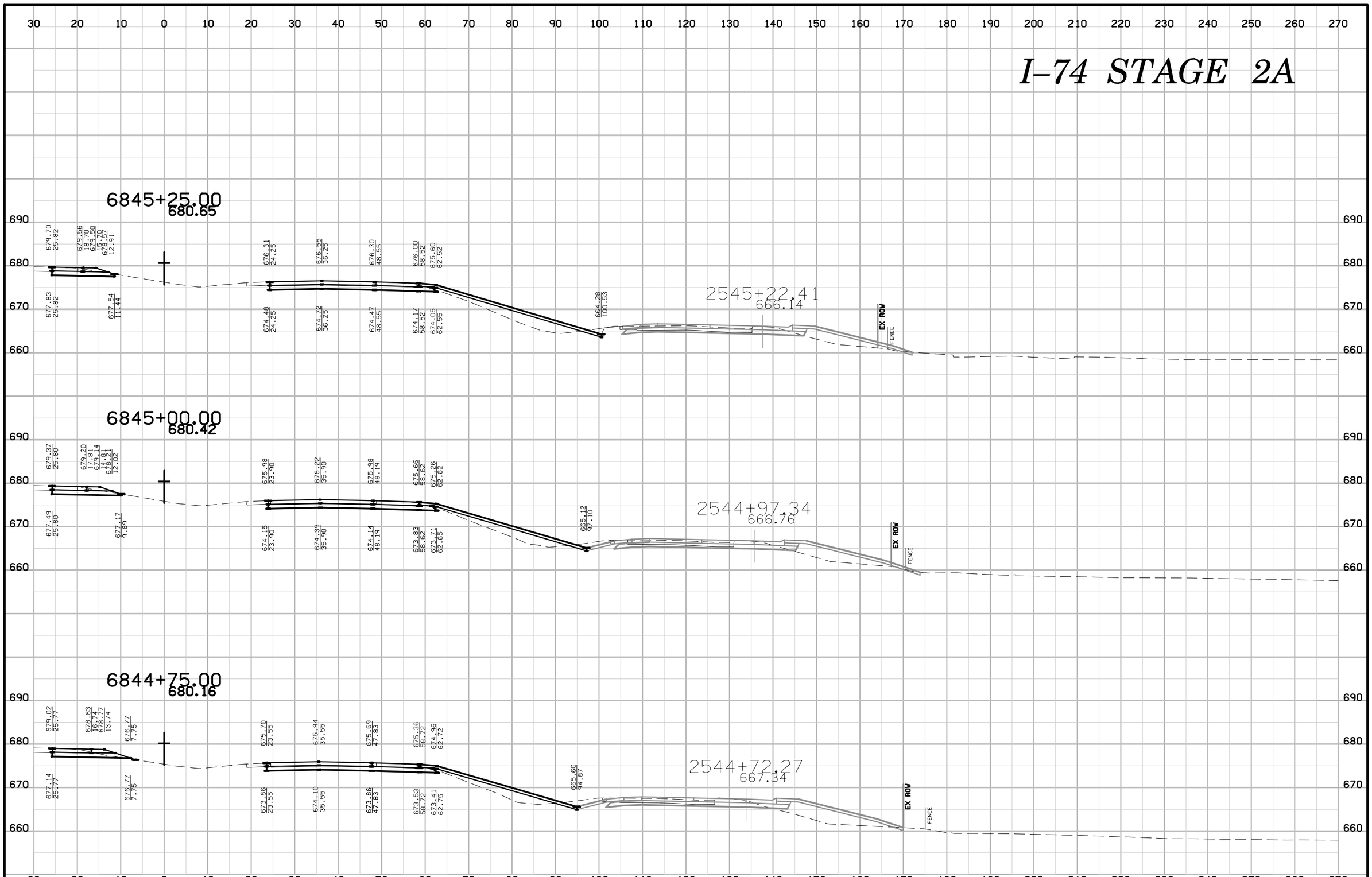
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.146

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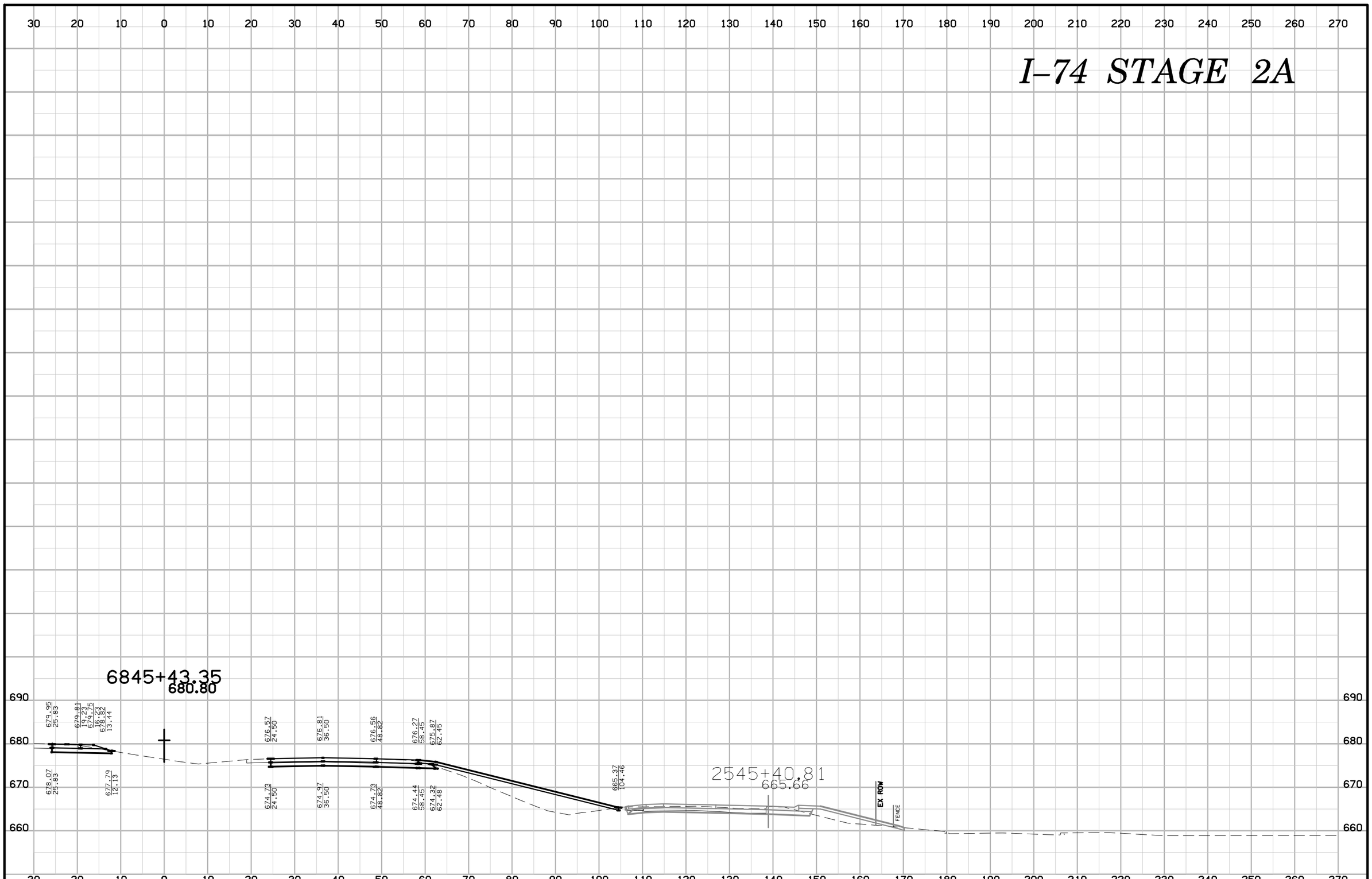
I–74 STAGE 2A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.147

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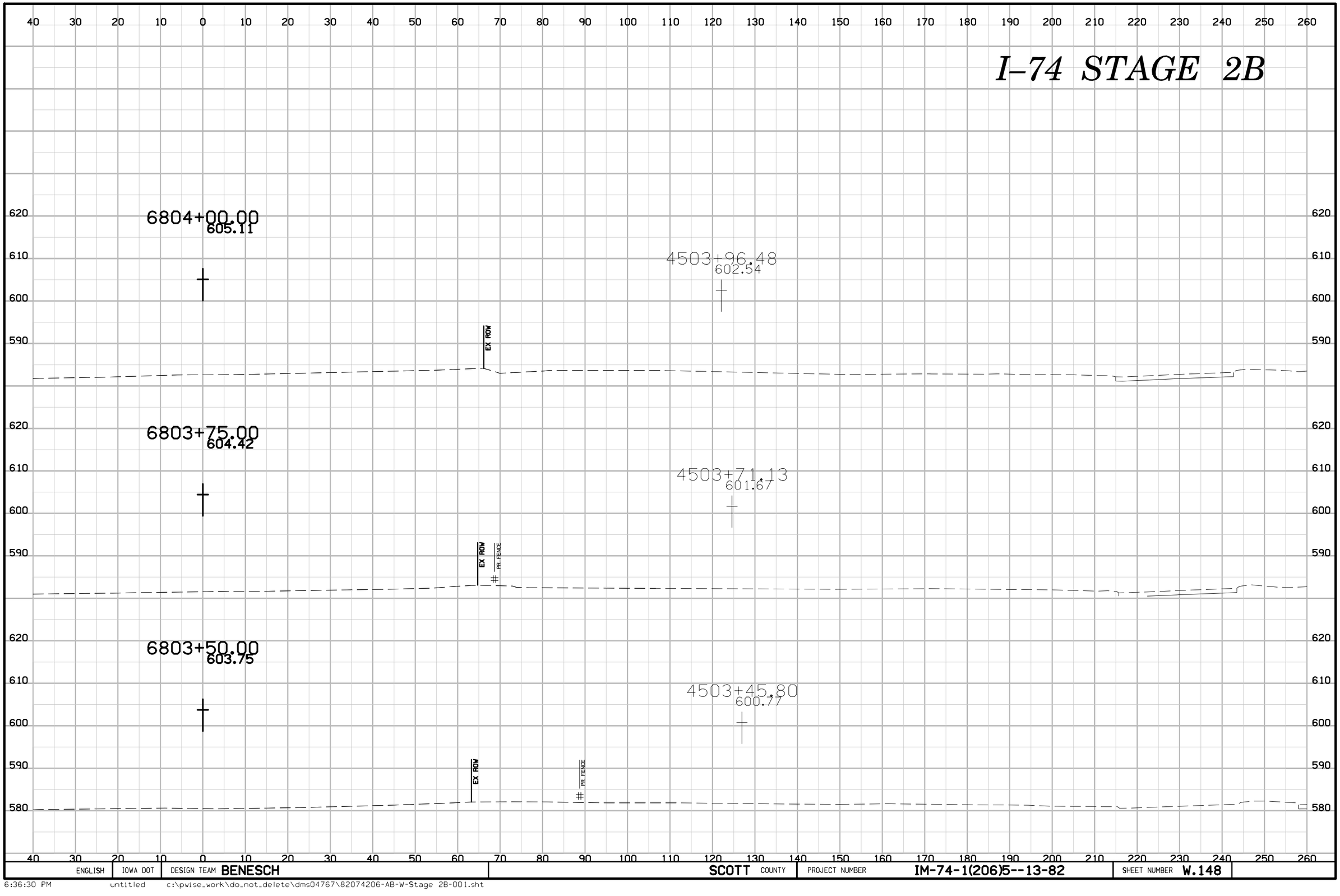
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**		**SCOTT** COUNTY	PROJECT NUMBER	**IM-74-1(206)5--13-82**	SHEET NUMBER **W.148**

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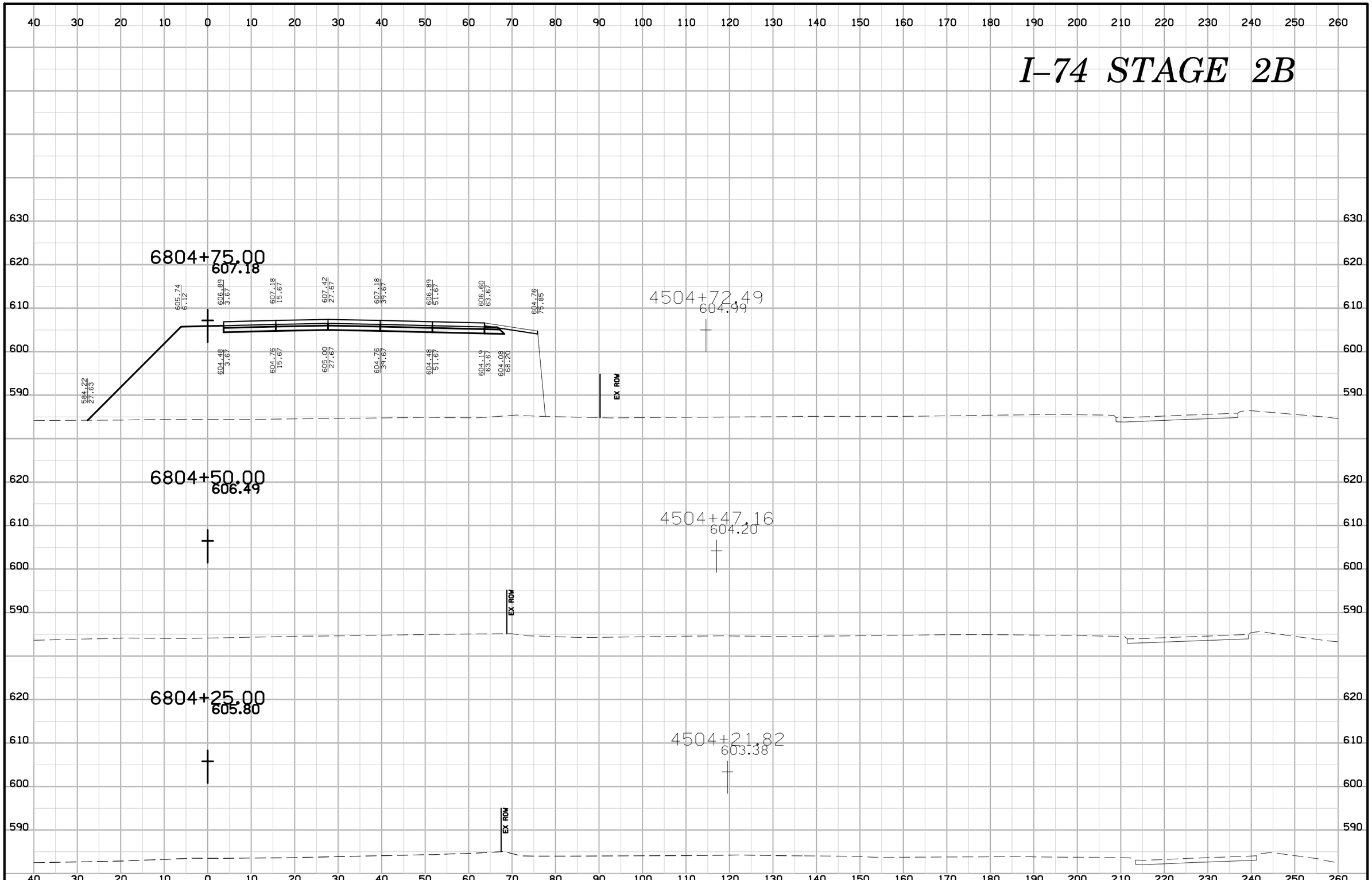
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.149

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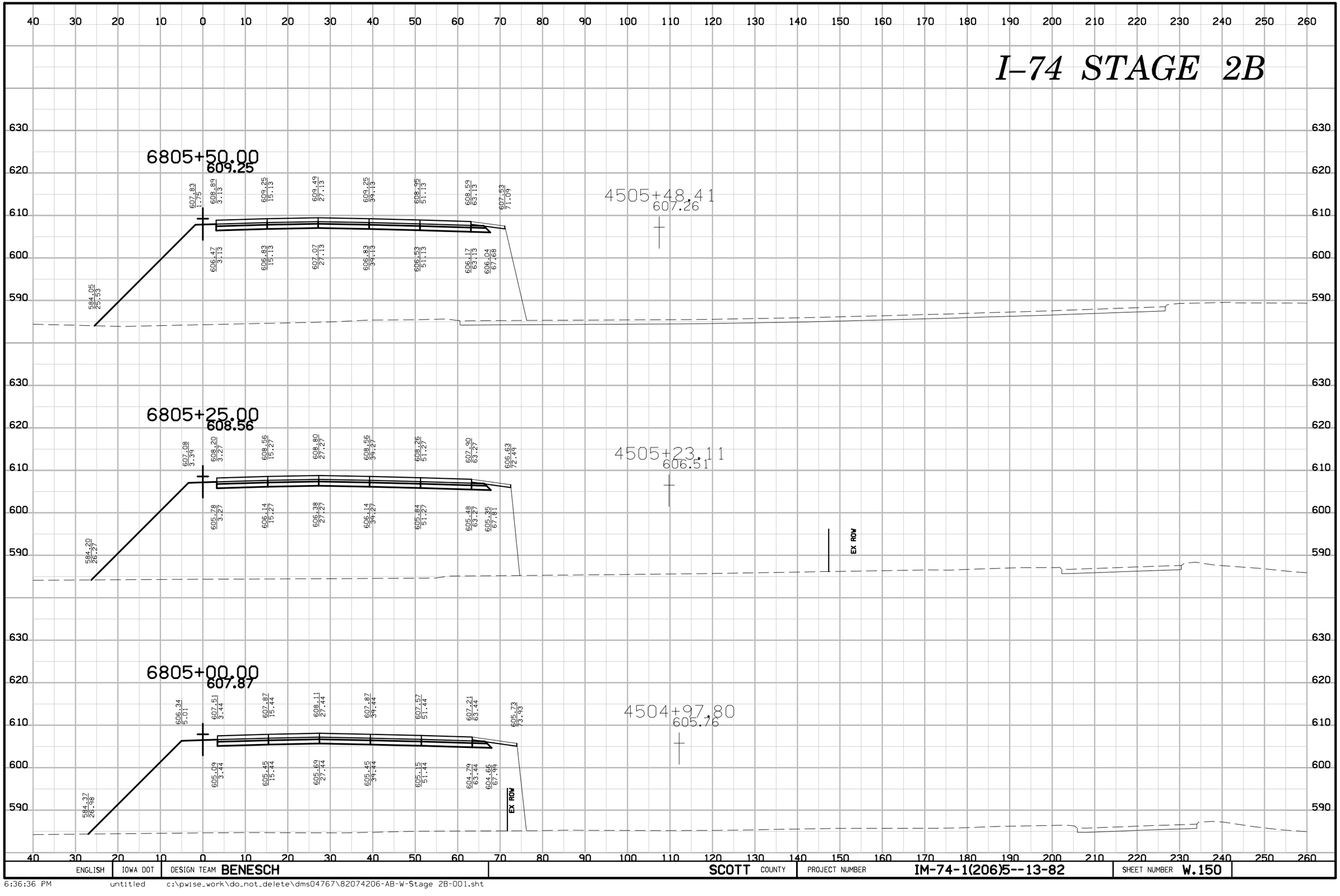
I–74 STAGE 2B



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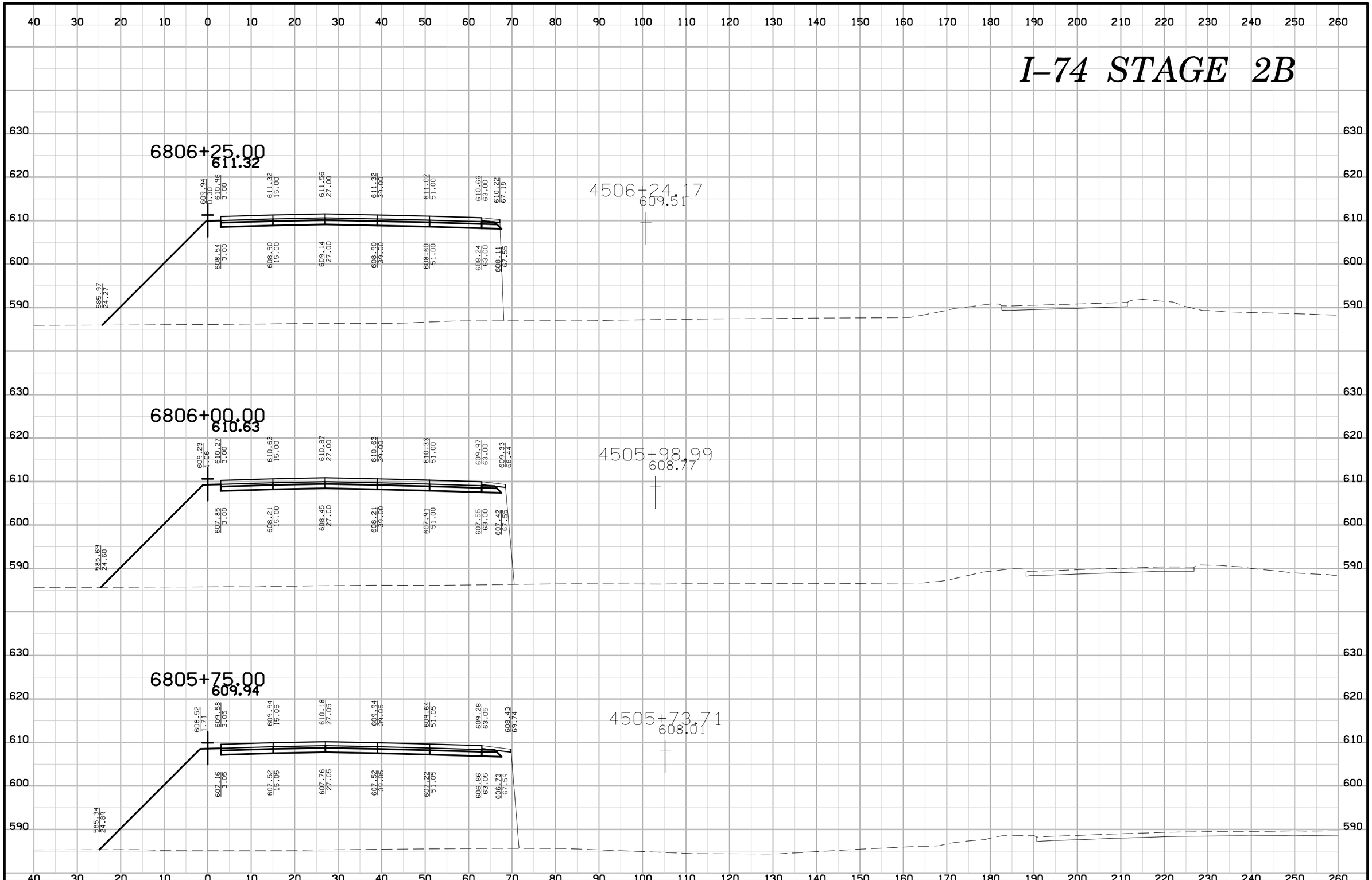
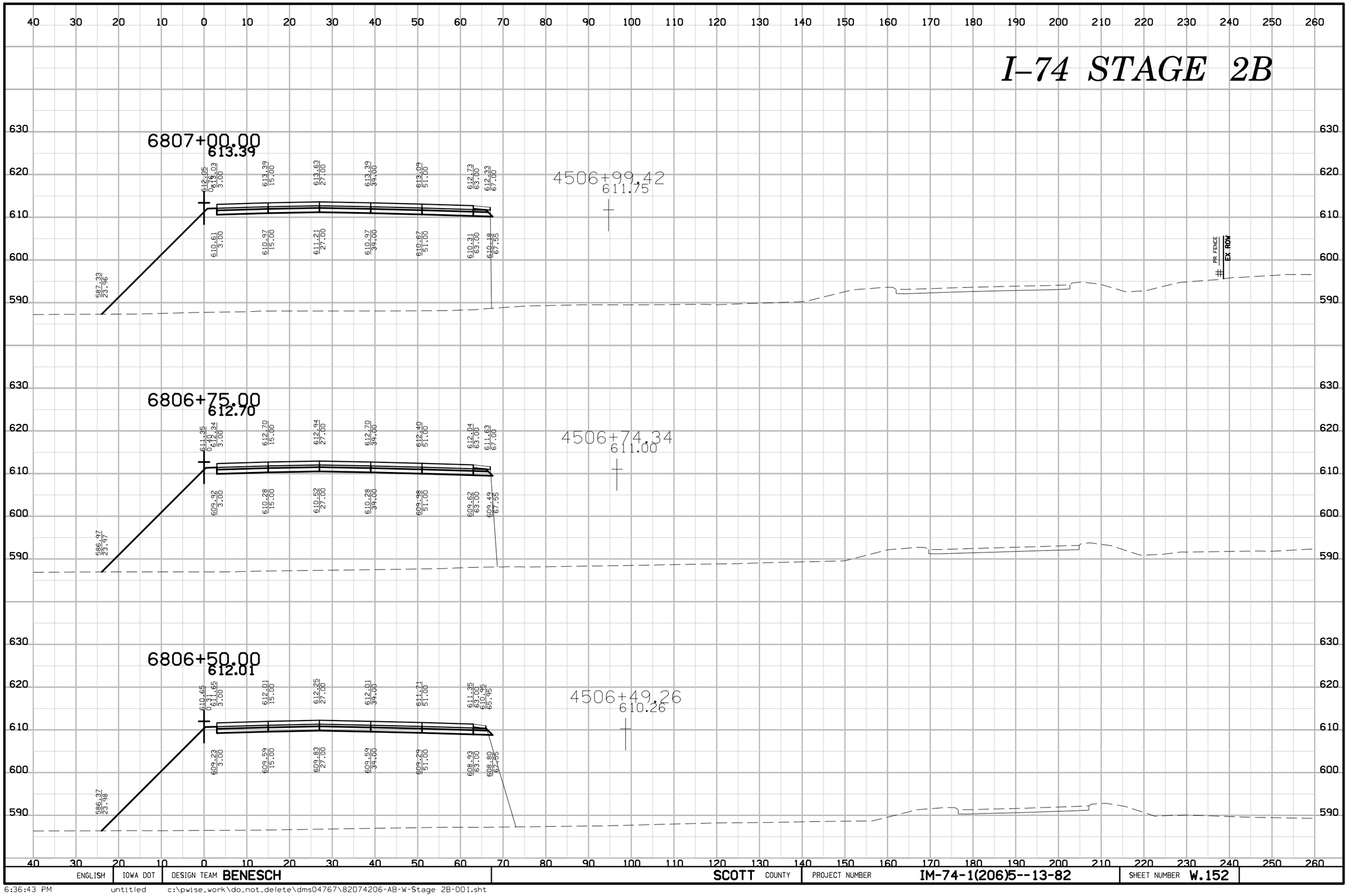
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.151

I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.152

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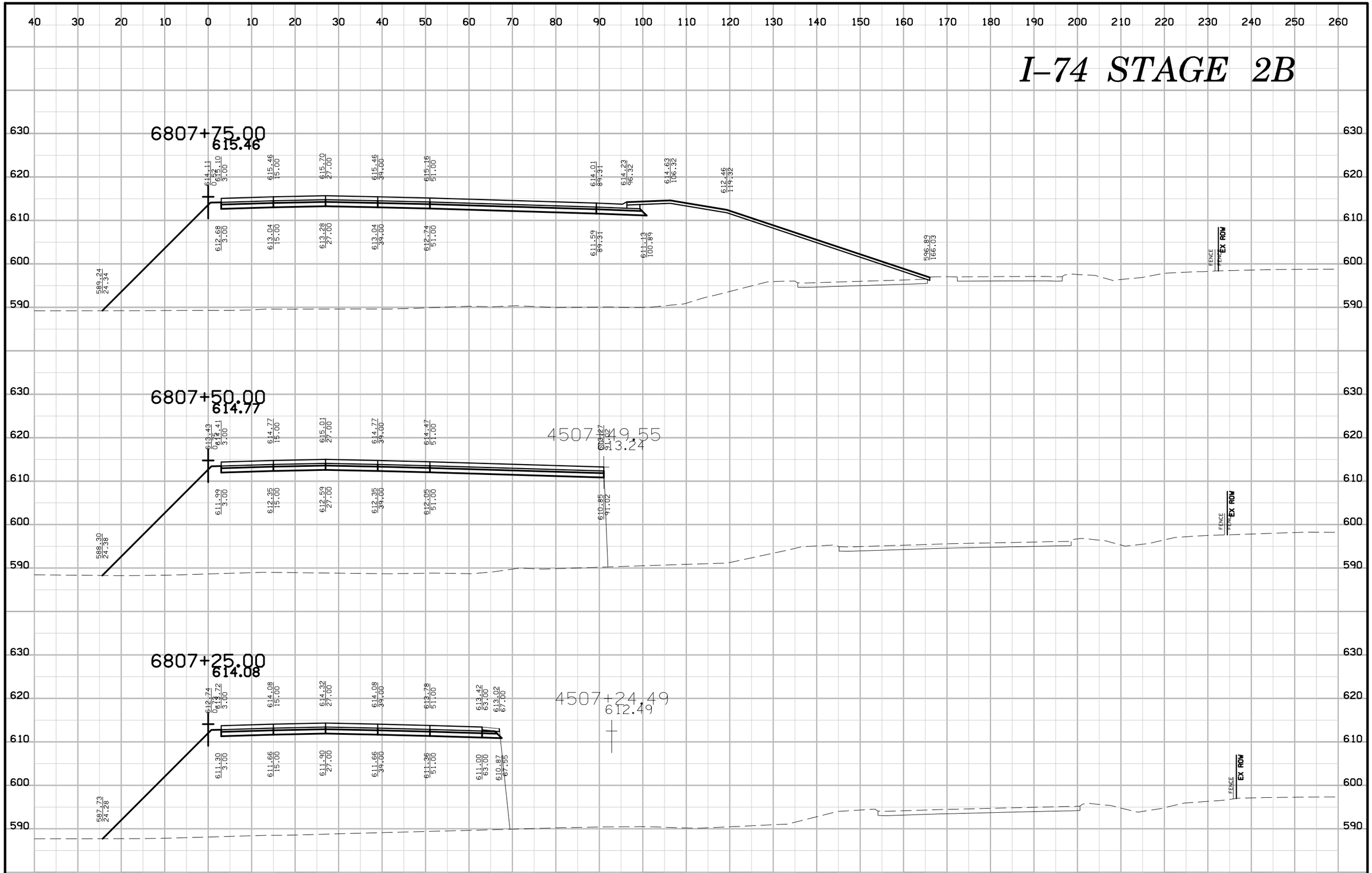

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.153

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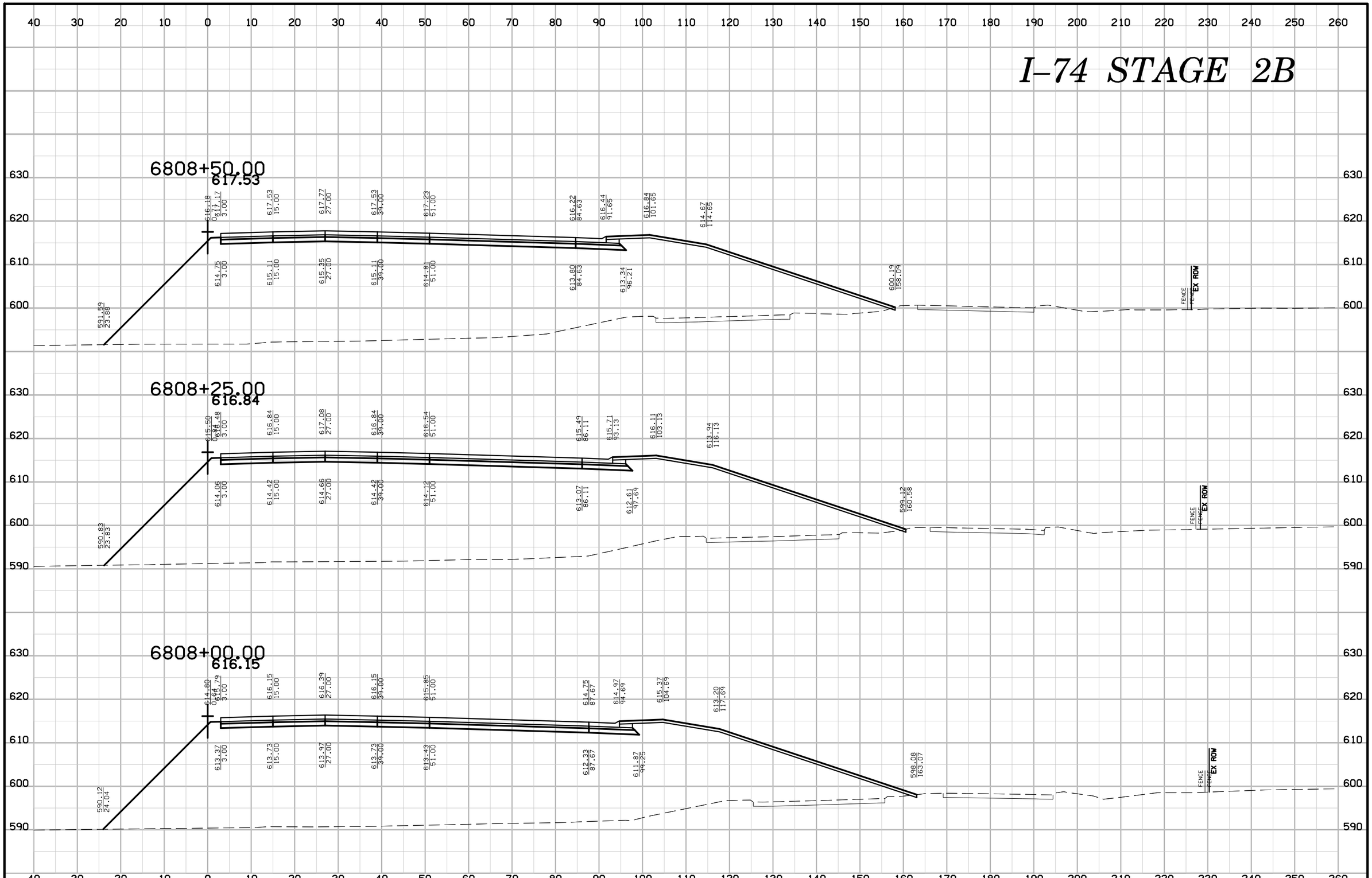
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.154

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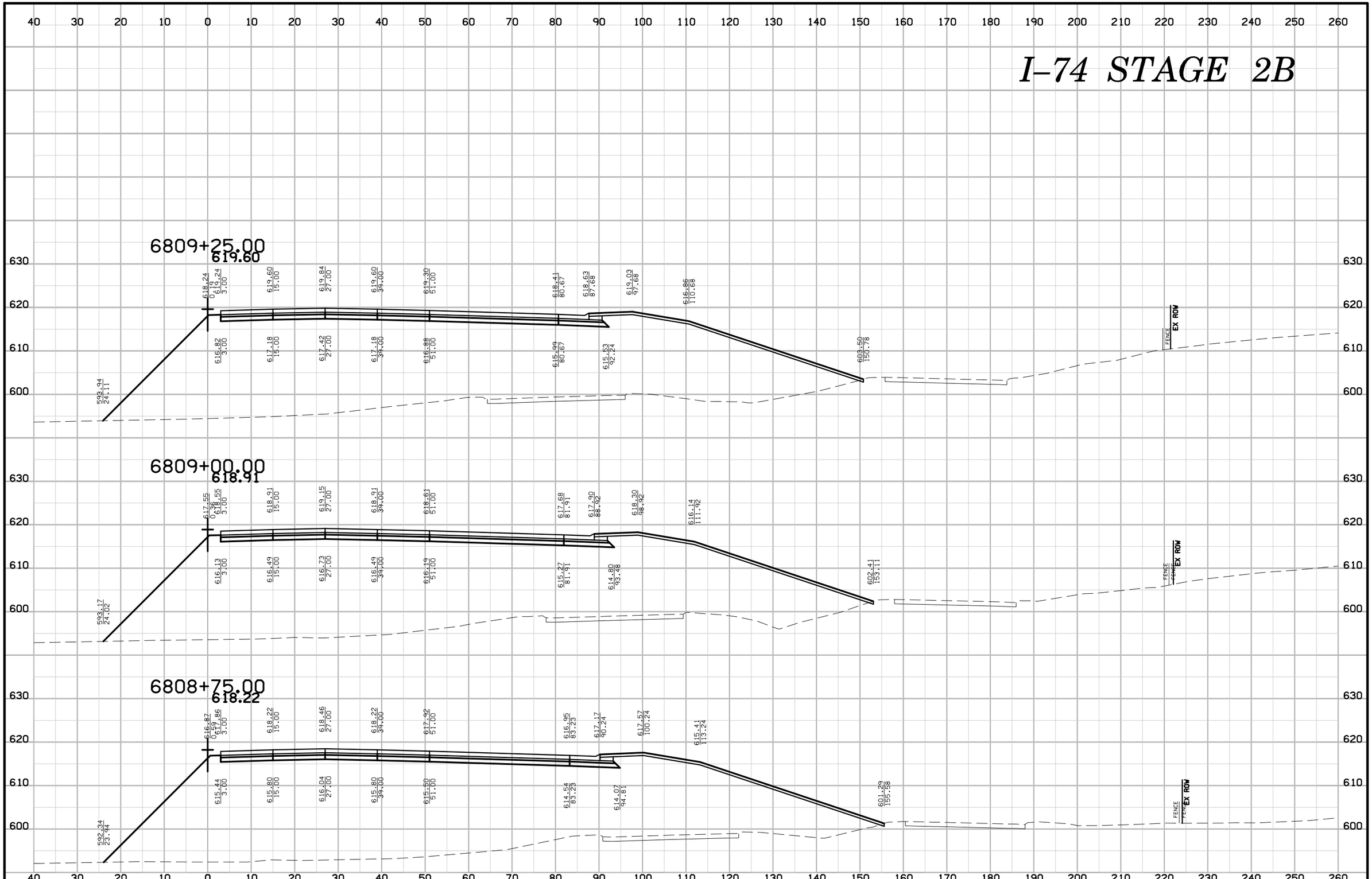
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.155

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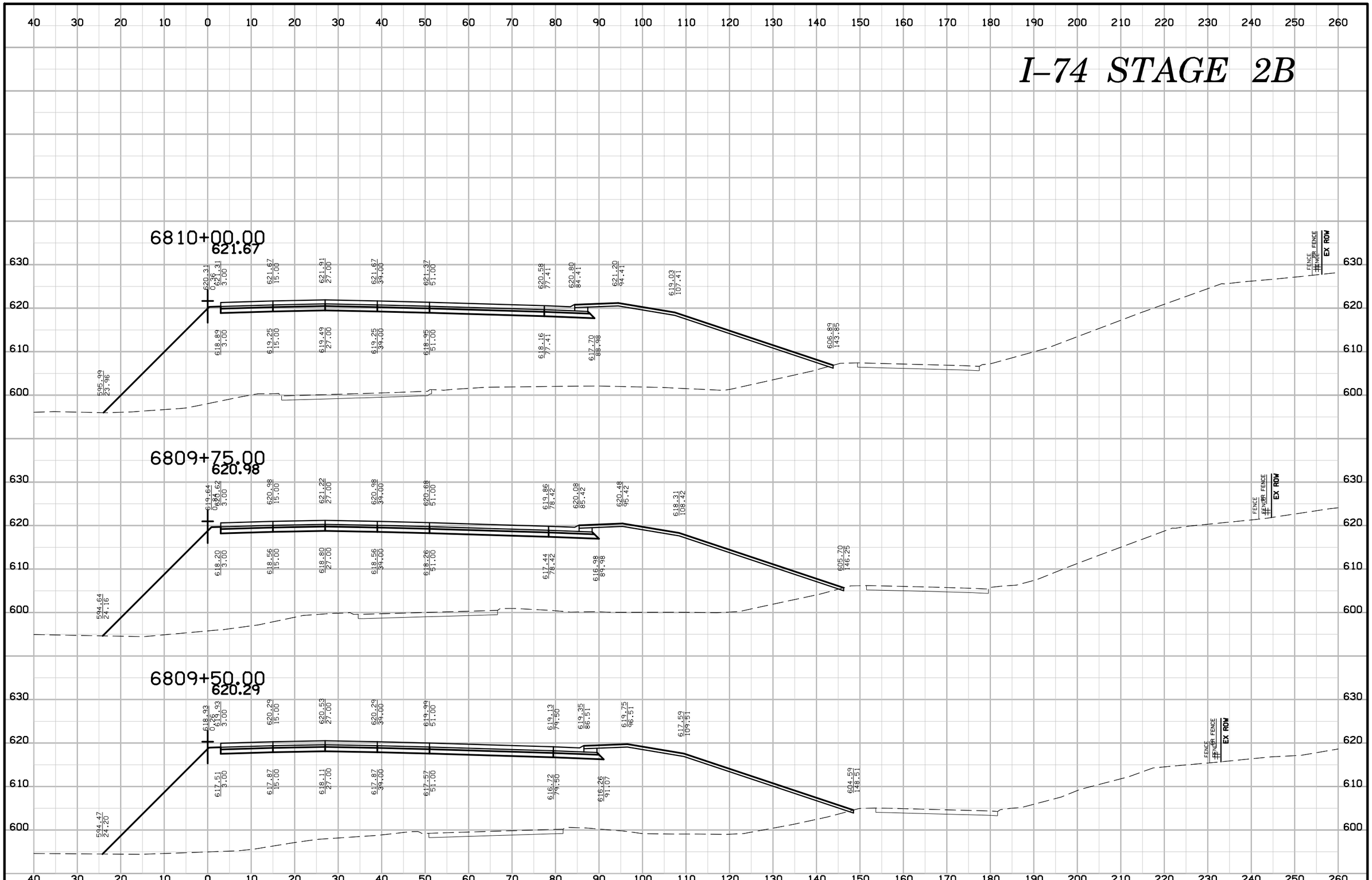
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.156

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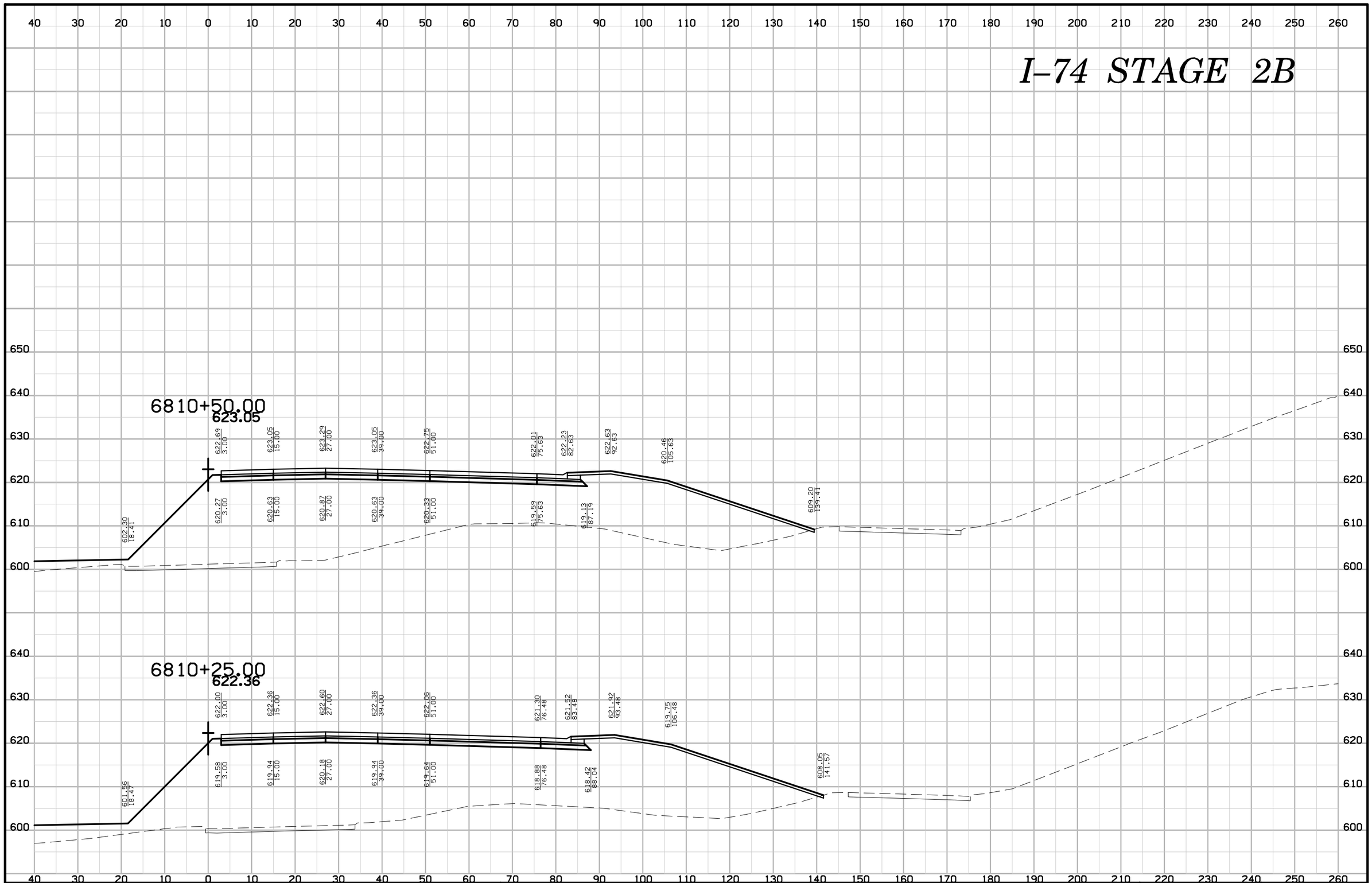
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.157

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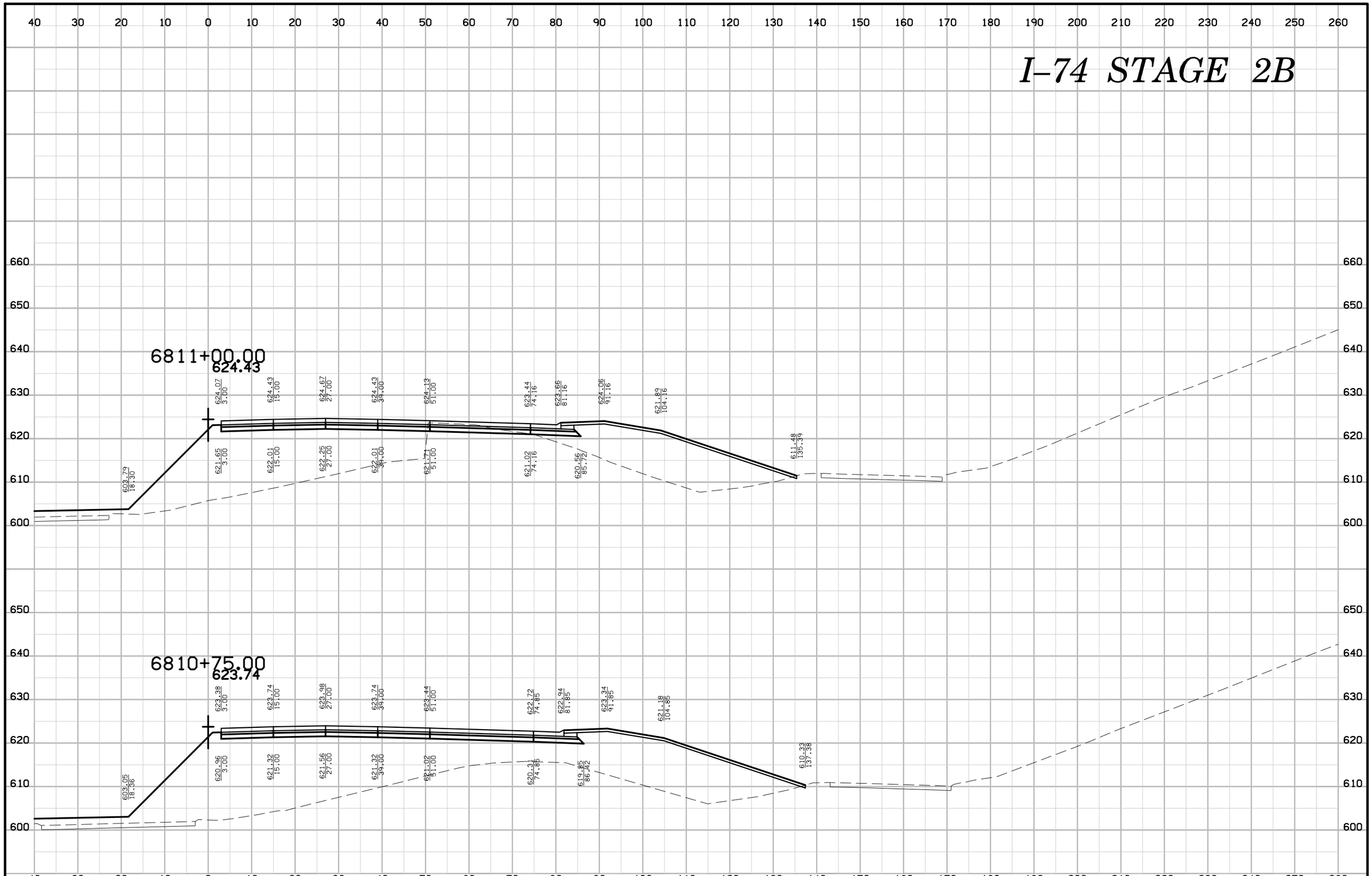
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER	**IM-74-1(206)5--13-82**	SHEET NUMBER **W.158**

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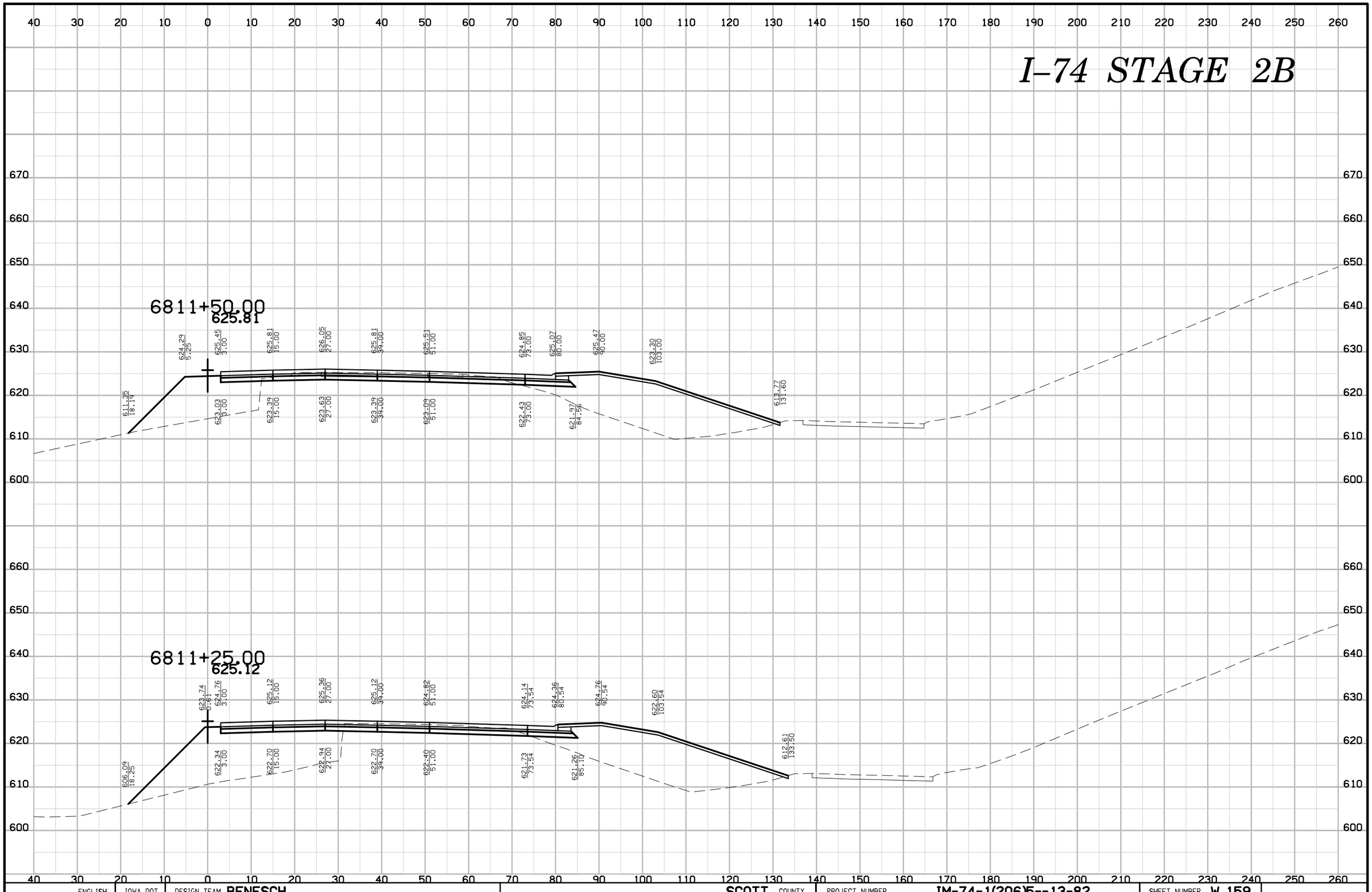
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER	**IM-74-1(206)5--13-82**	SHEET NUMBER **W.159**

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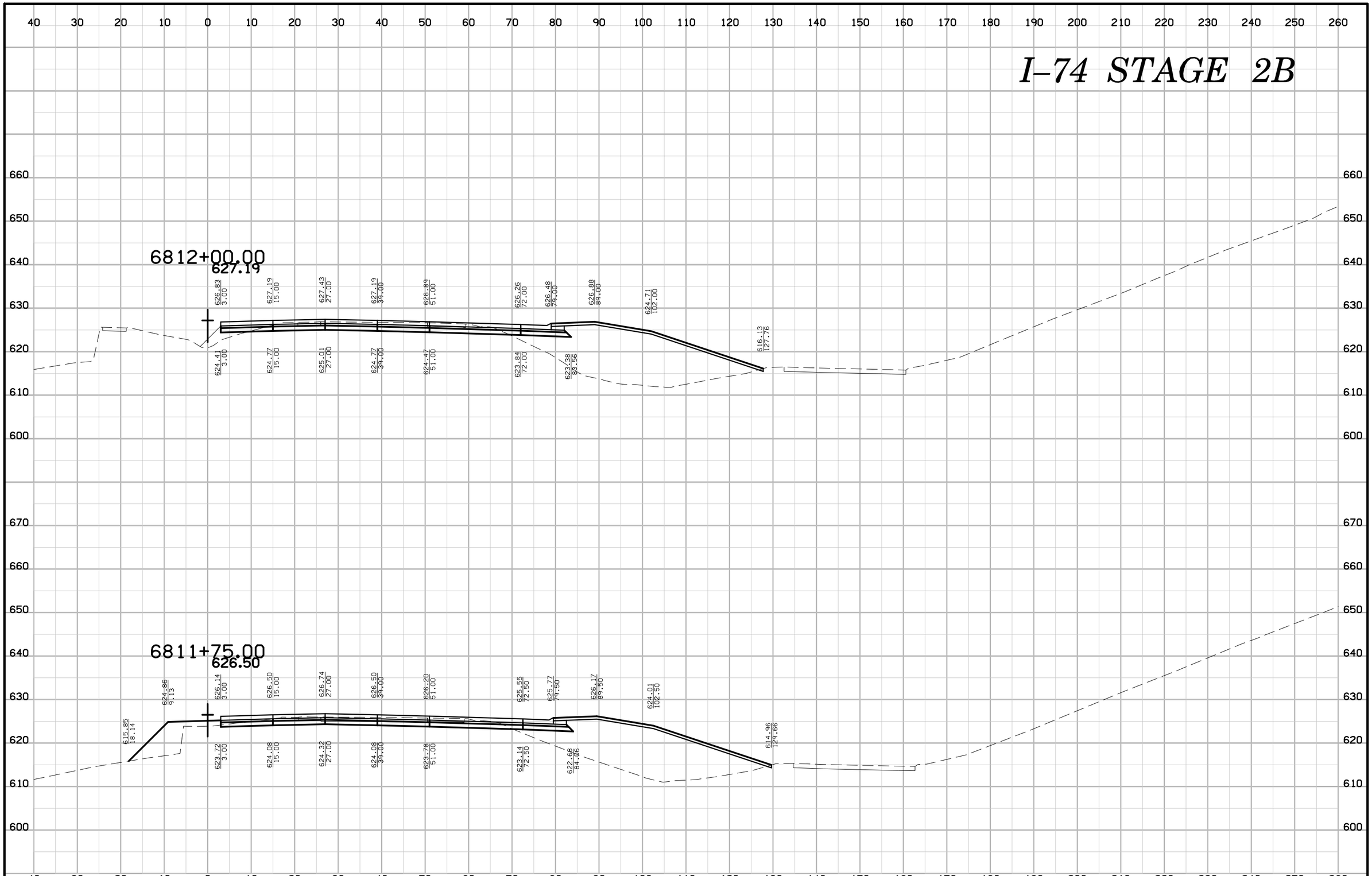
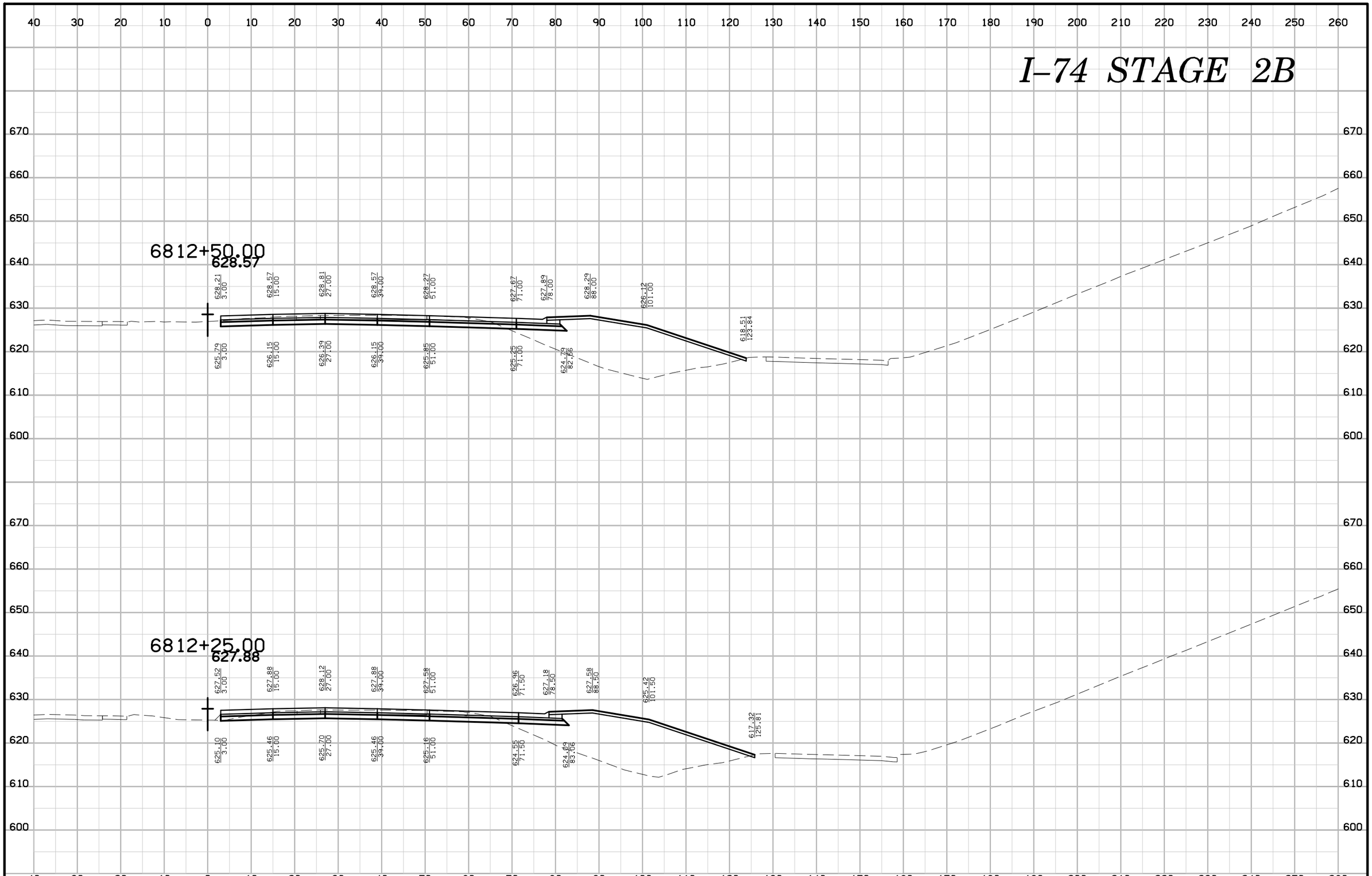
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.160

I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.161

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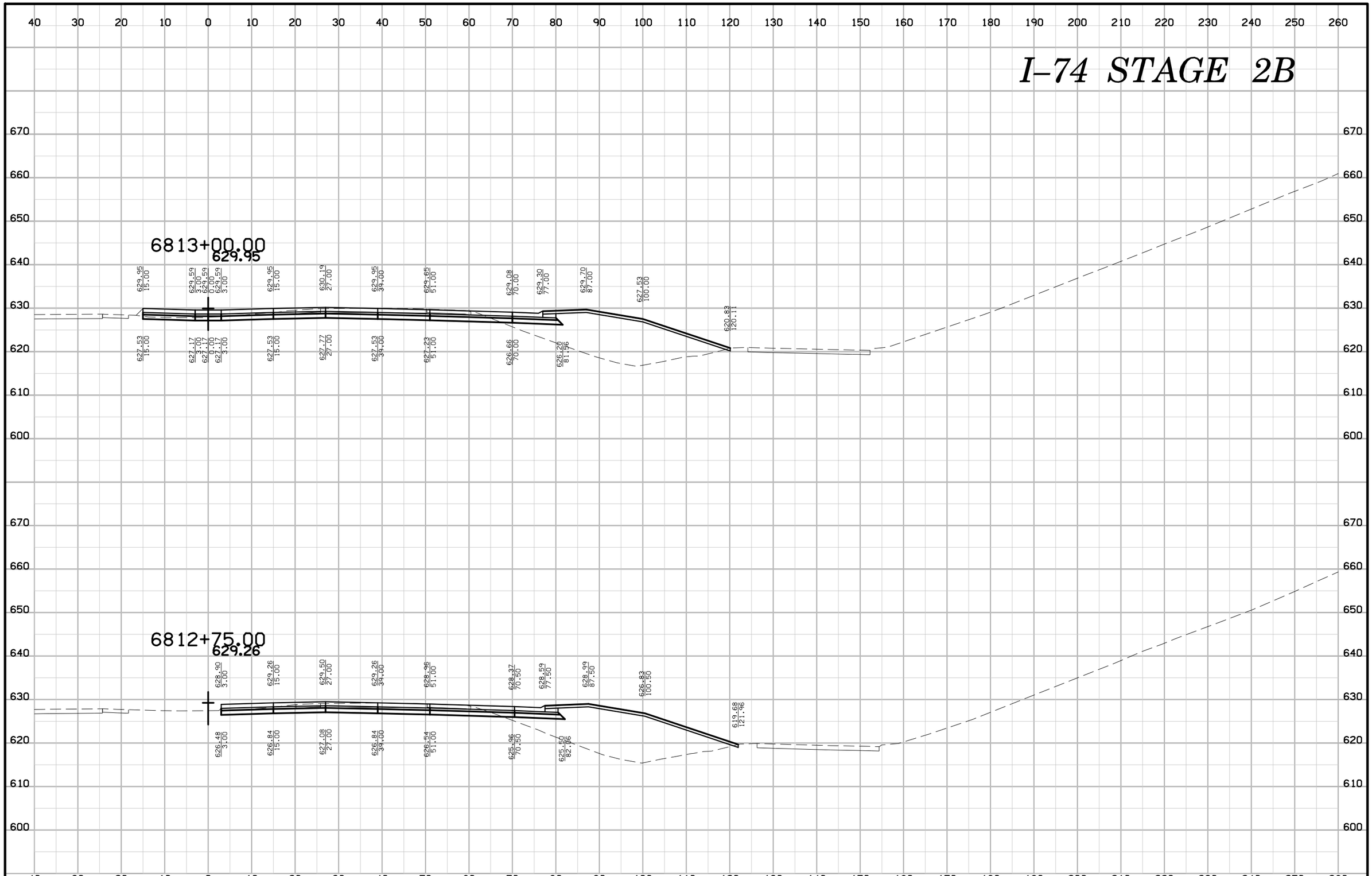
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.162

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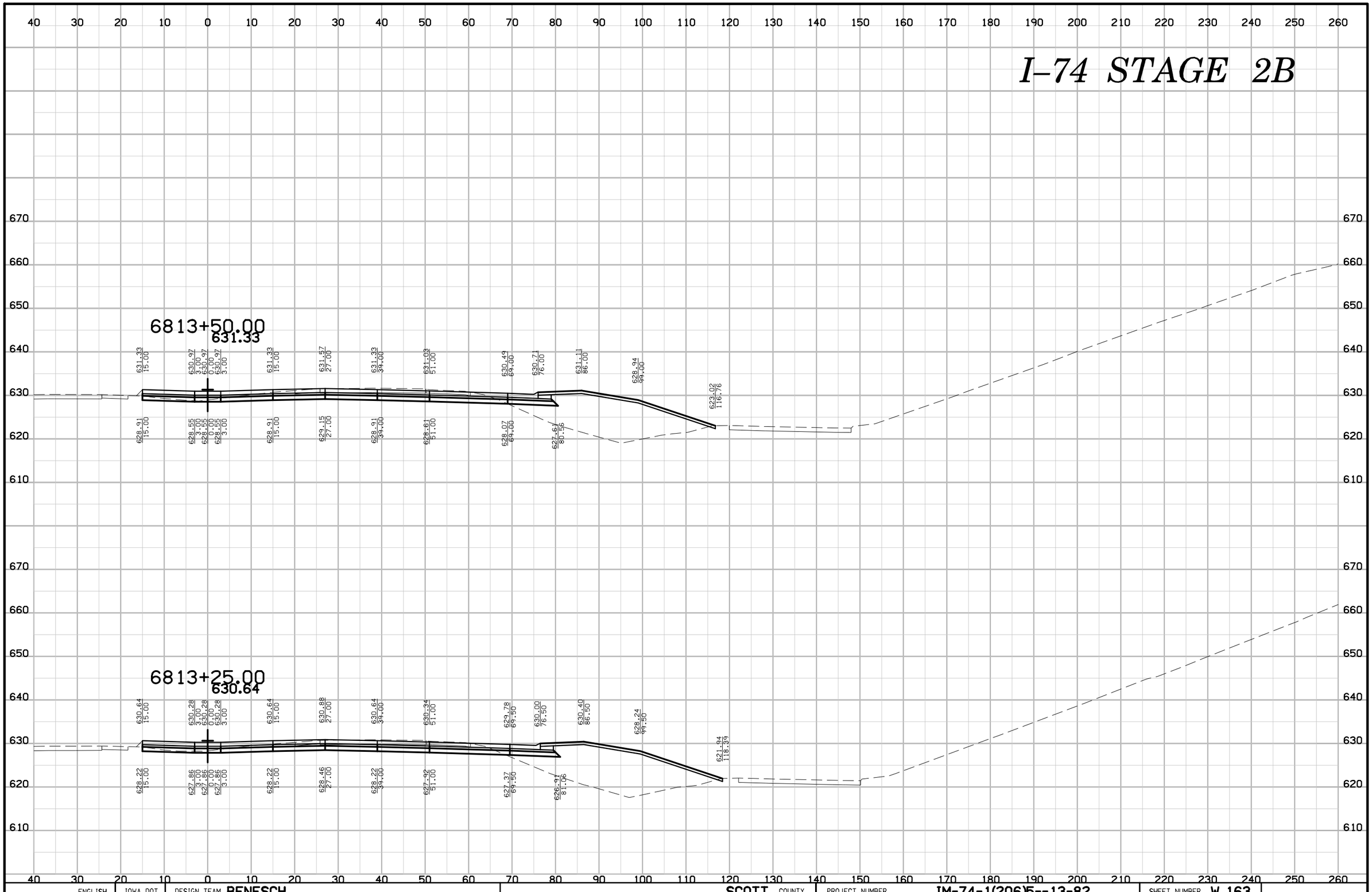
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.163

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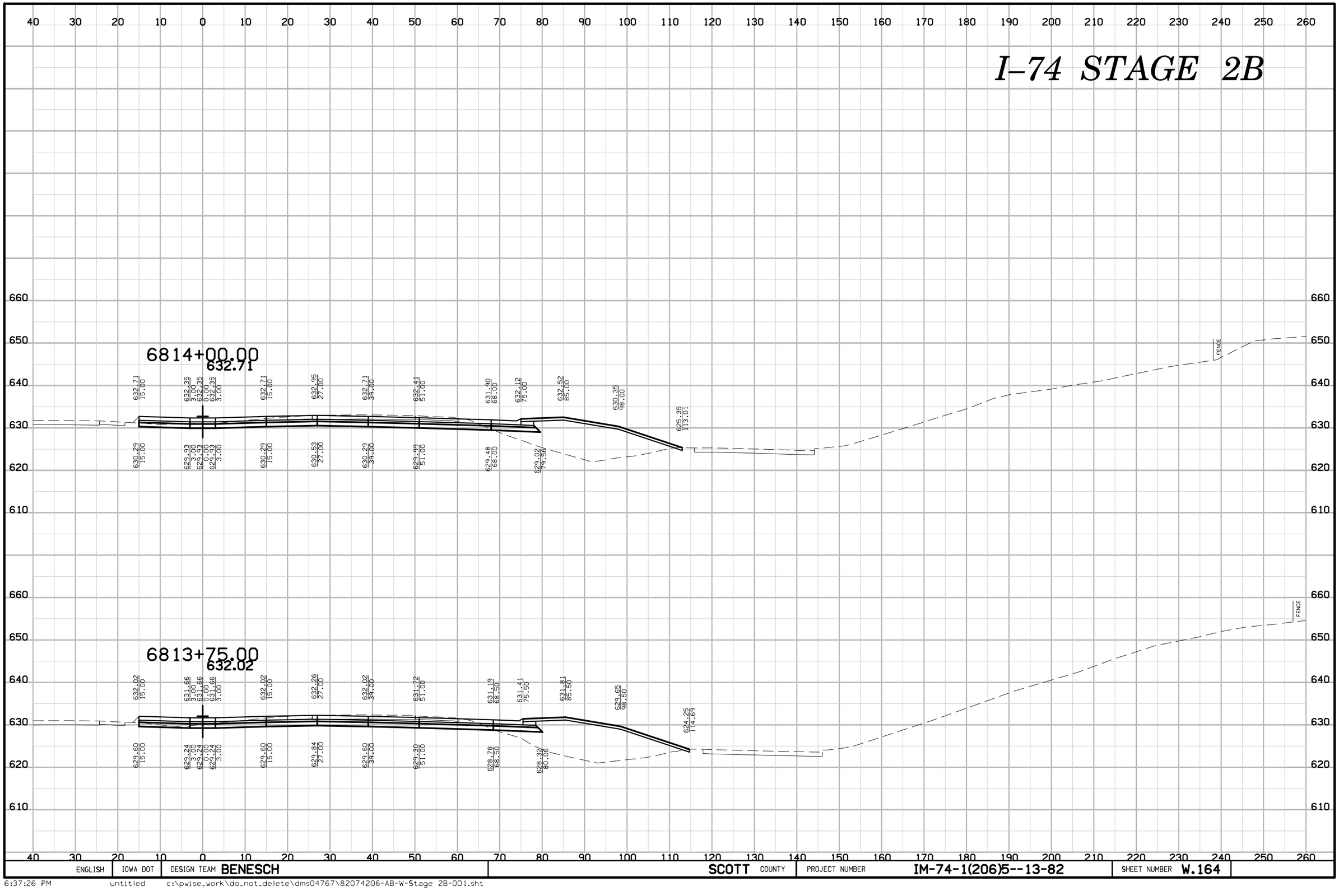
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.164

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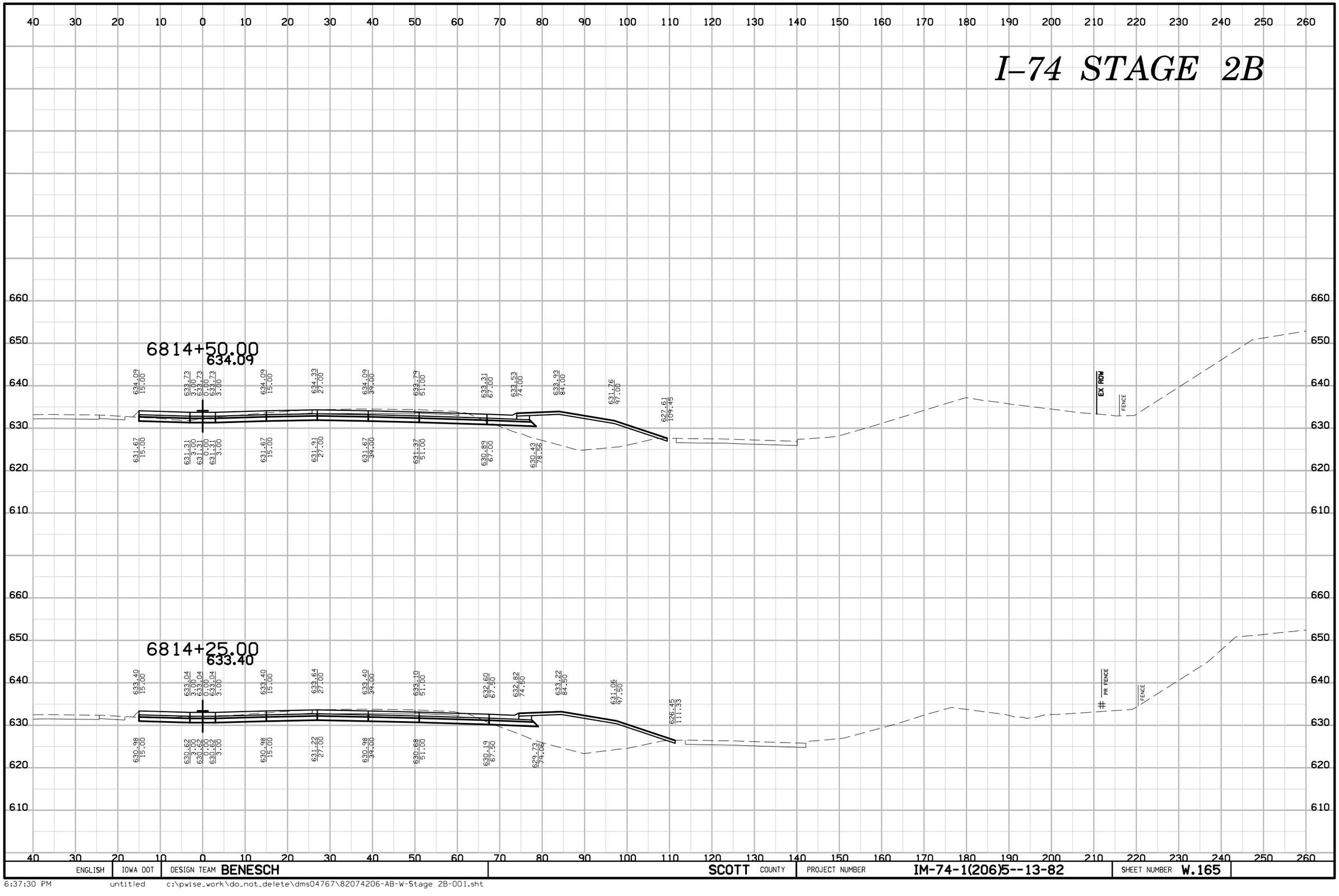
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.165

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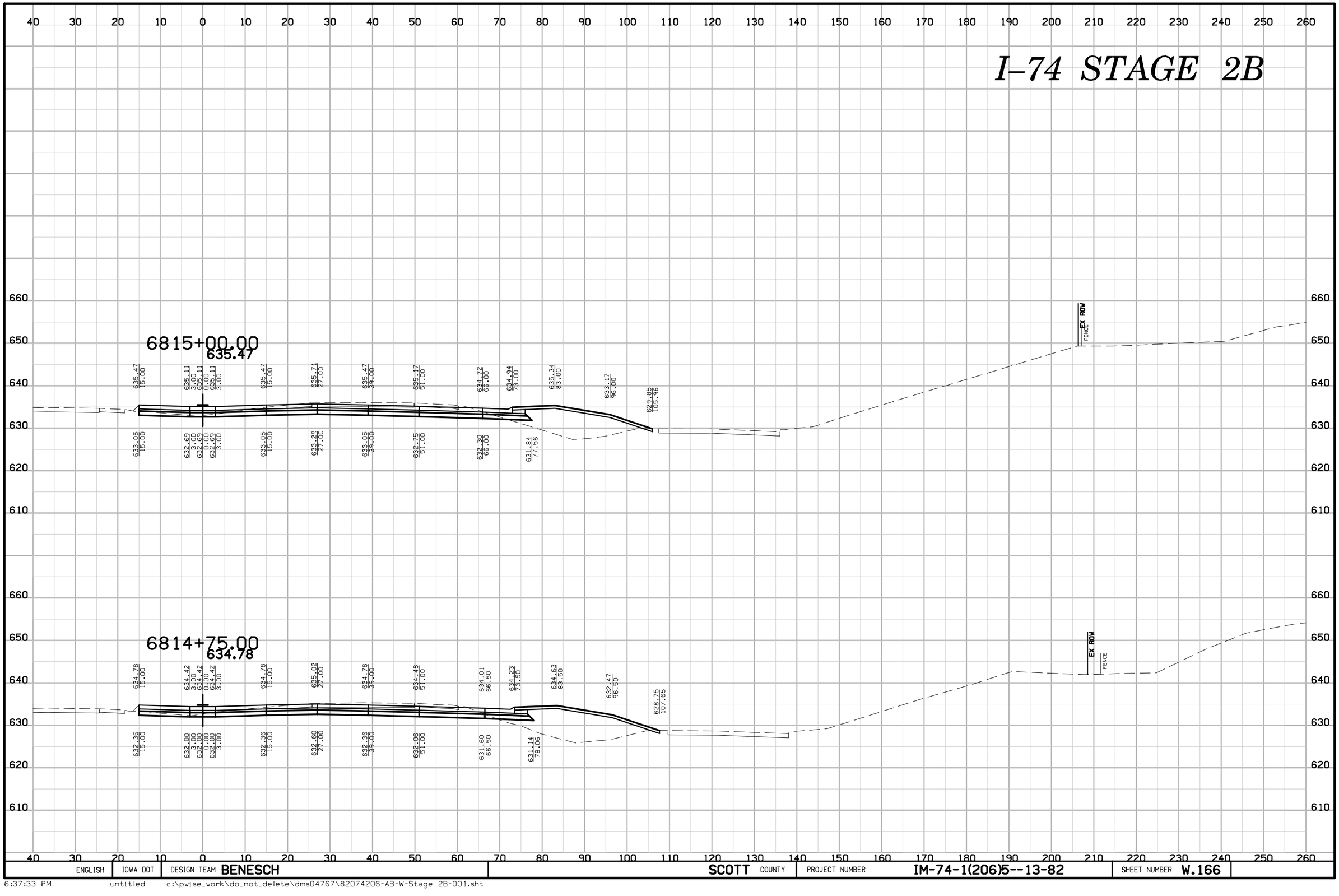
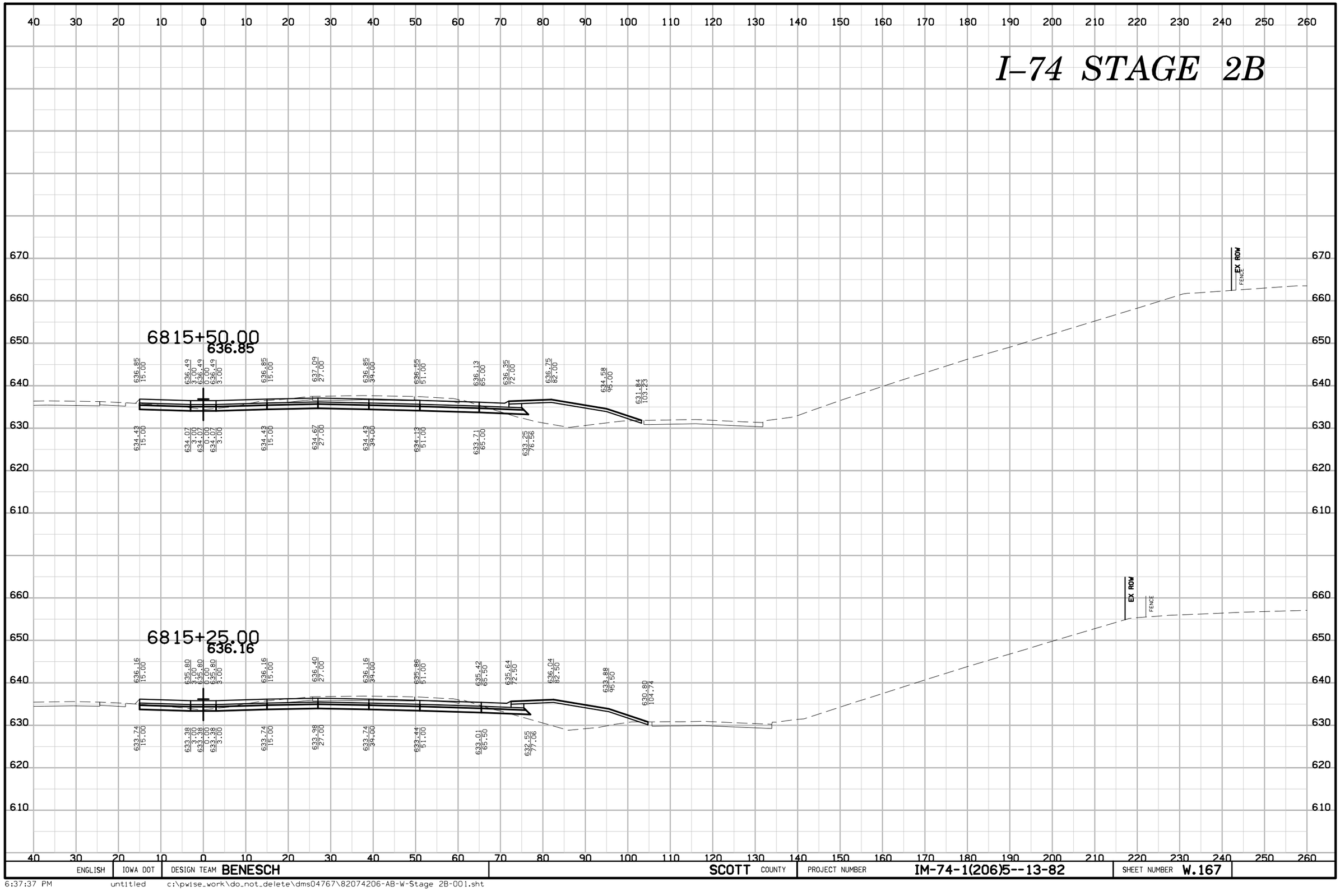
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.166

I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.167

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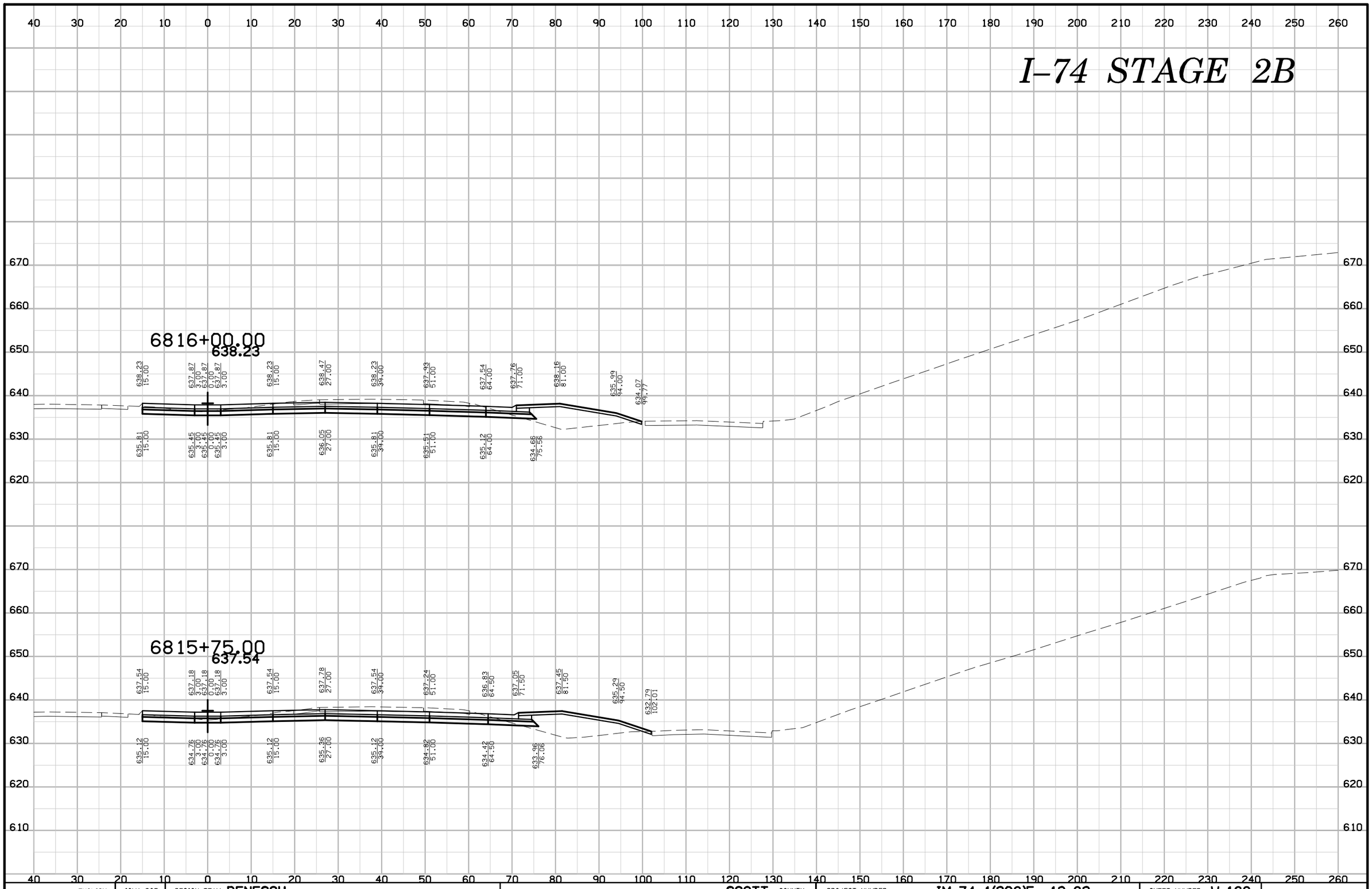
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.168

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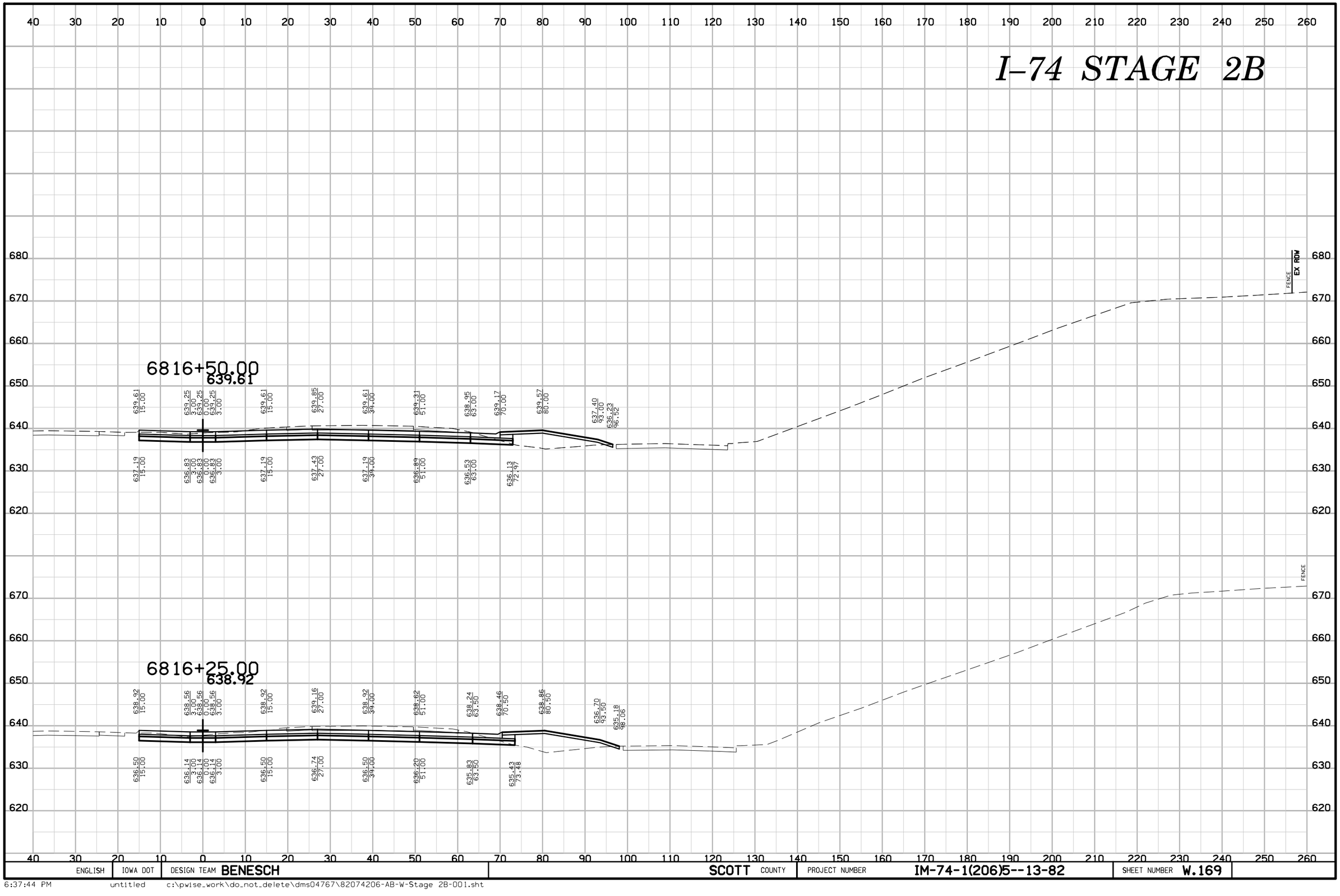
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.169

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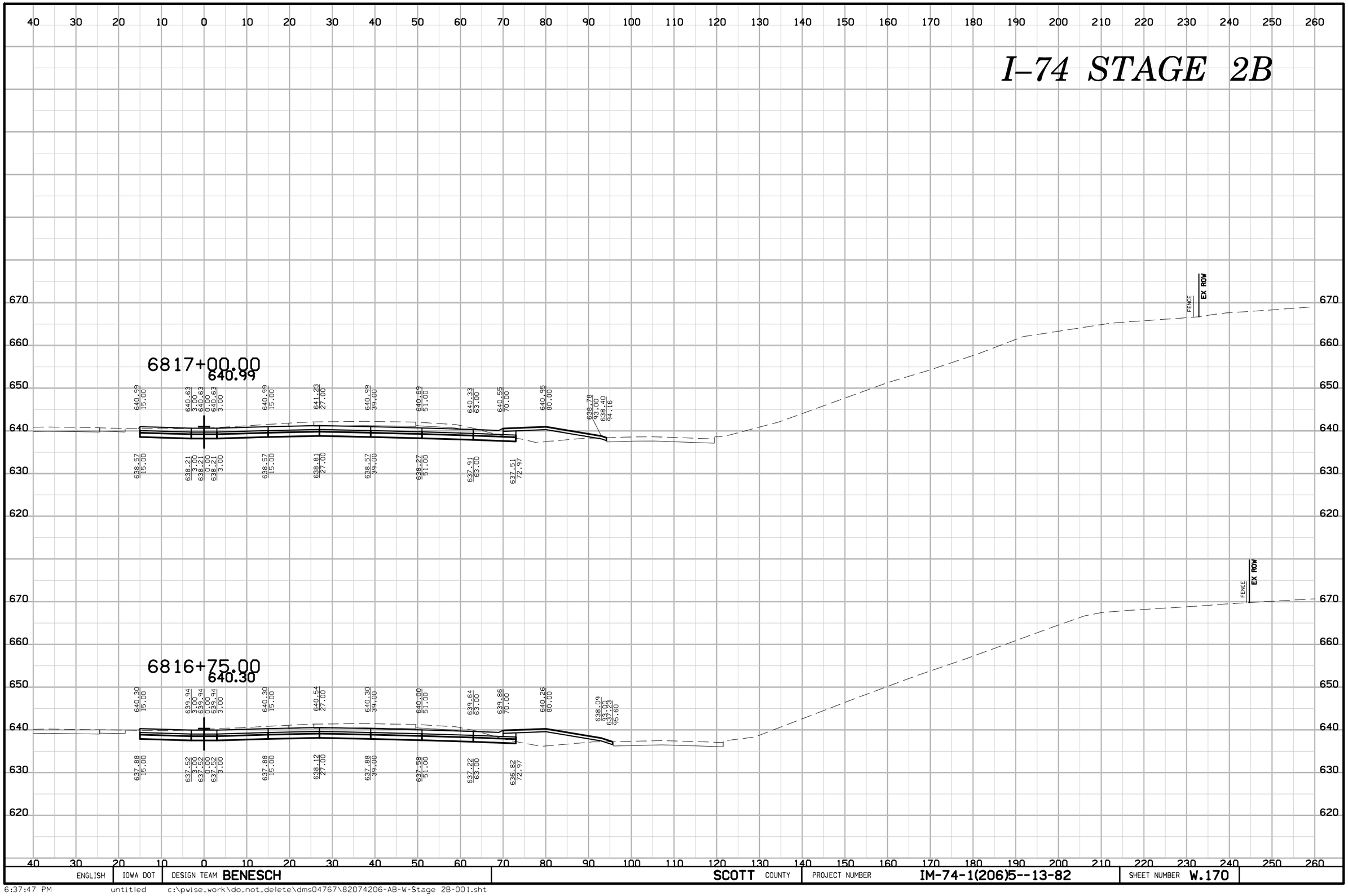
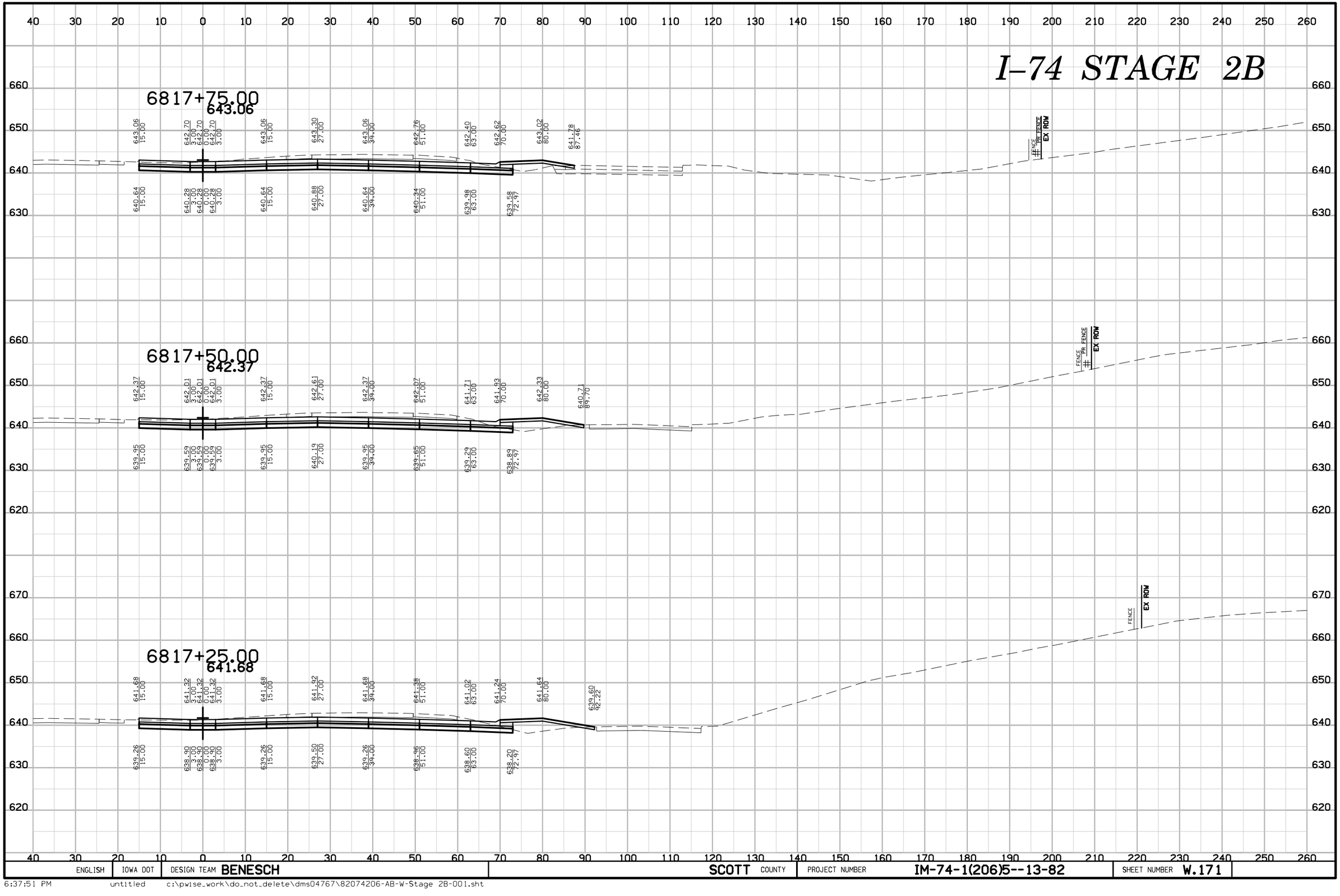
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.170

I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.171

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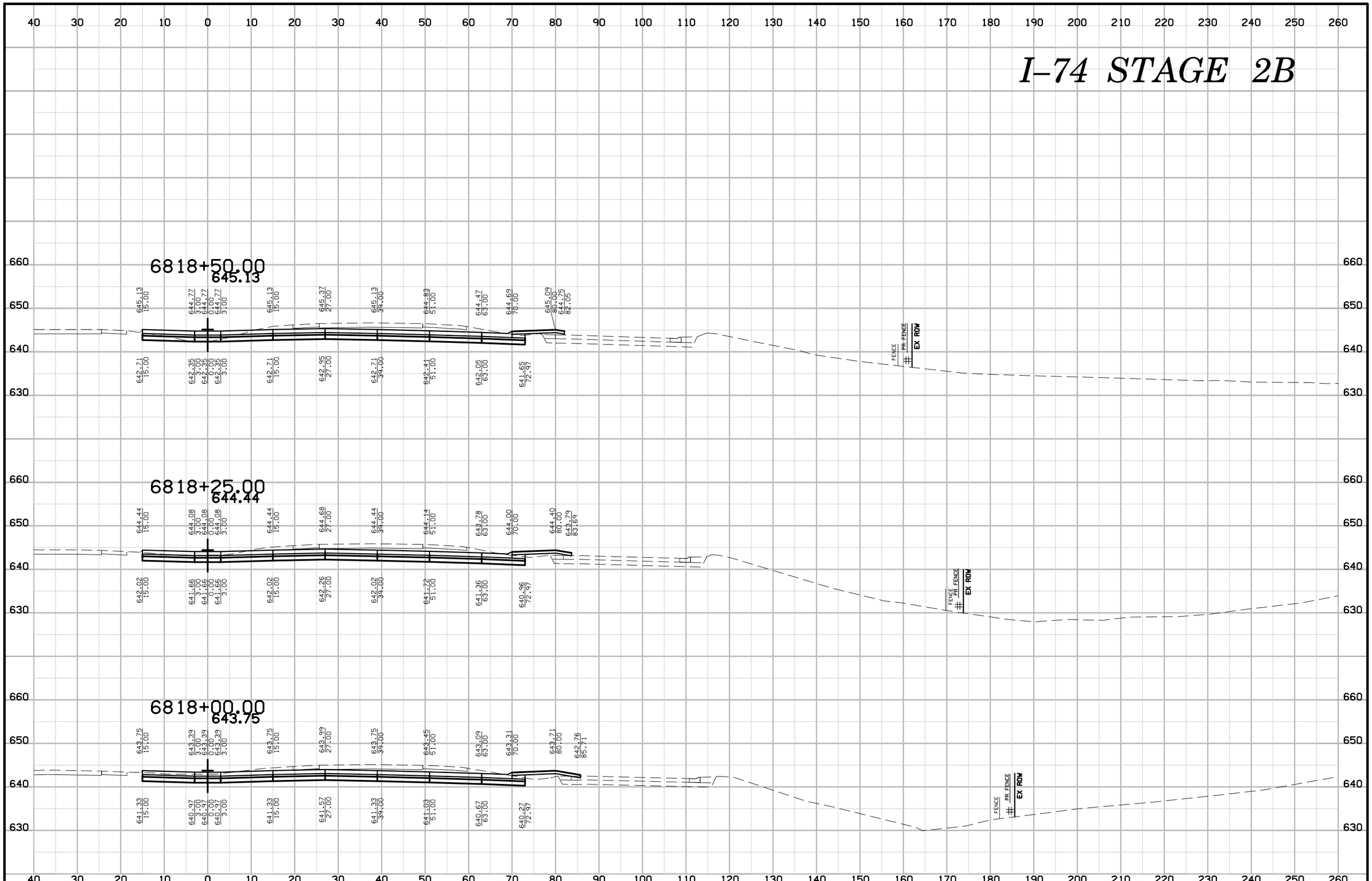
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.172

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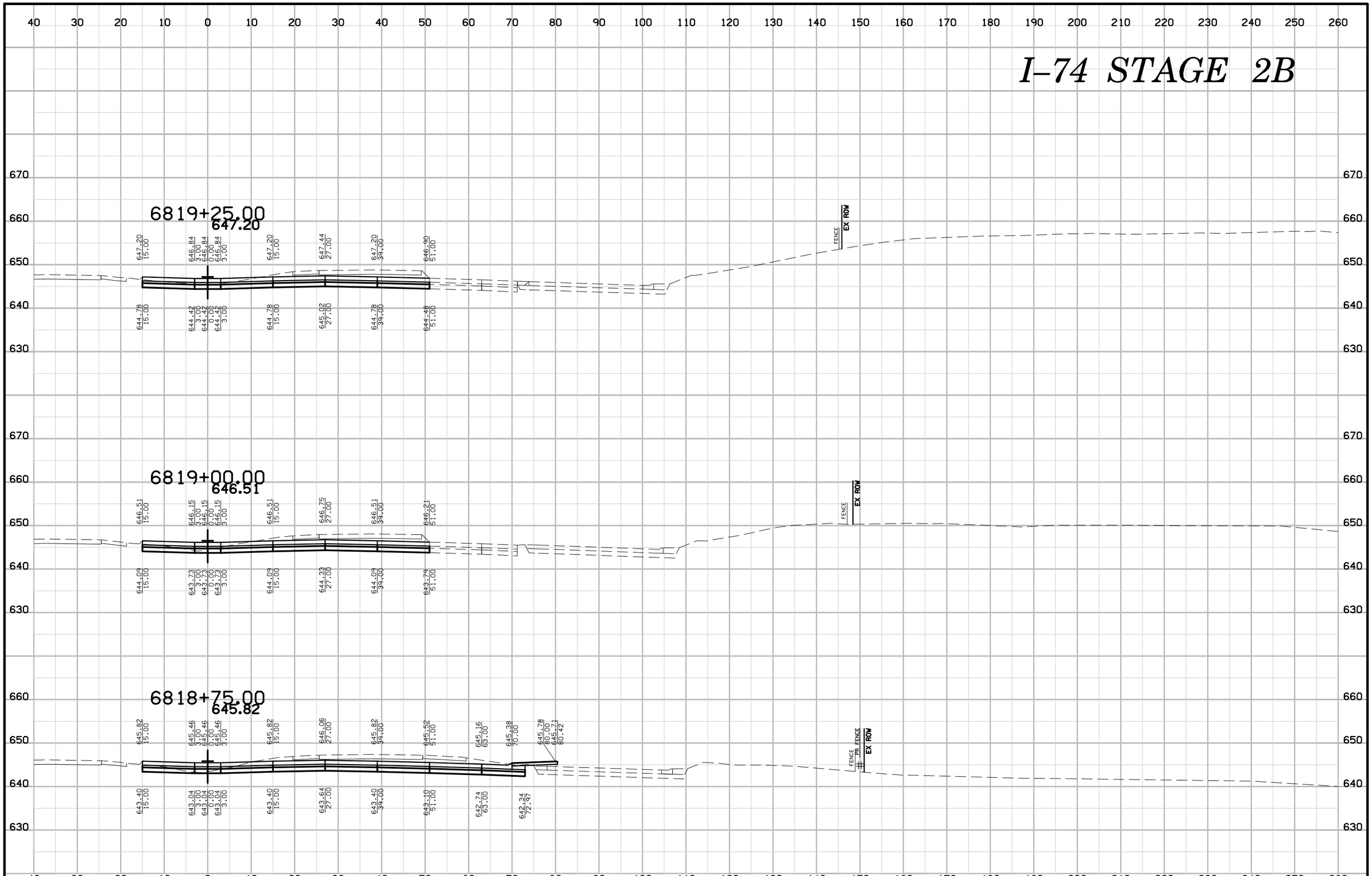
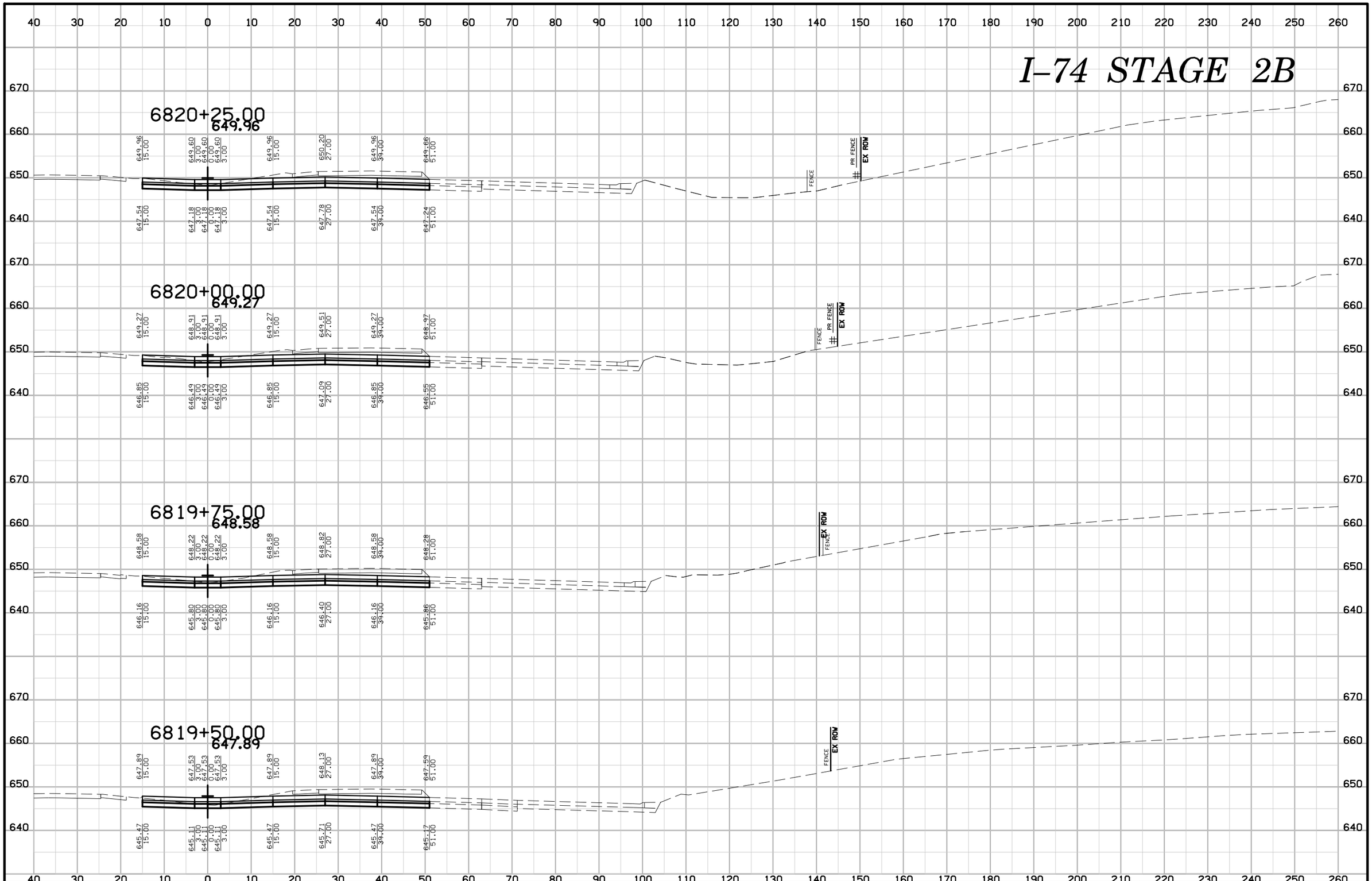
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.173

I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.174

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I–74 STAGE 2B

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

670
660
650
640

6821+00.00
652.03

652.03 15.00 | 651.67 3.00 | 651.67 3.00 | 652.03 15.00 | 652.27 27.00 | 652.03 34.00 | 651.73 51.00

649.61 15.00 | 649.25 3.00 | 649.25 3.00 | 649.61 15.00 | 649.85 27.00 | 649.61 34.00 | 649.31 51.00

FENCE

PR FENCE
EX ROW

6820+75.00
651.34

651.34 15.00 | 650.98 3.00 | 650.98 3.00 | 651.34 15.00 | 651.58 27.00 | 651.34 34.00 | 651.04 51.00

648.92 15.00 | 648.56 3.00 | 648.56 3.00 | 648.92 15.00 | 649.16 27.00 | 648.92 34.00 | 648.62 51.00

FENCE

PR FENCE
EX ROW

6820+50.00
650.65

650.65 15.00 | 650.29 3.00 | 650.29 3.00 | 650.65 15.00 | 650.89 27.00 | 650.65 34.00 | 650.35 51.00

648.23 15.00 | 647.87 3.00 | 647.87 3.00 | 648.23 15.00 | 648.47 27.00 | 648.23 34.00 | 647.93 51.00

FENCE

PR FENCE
EX ROW

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.175

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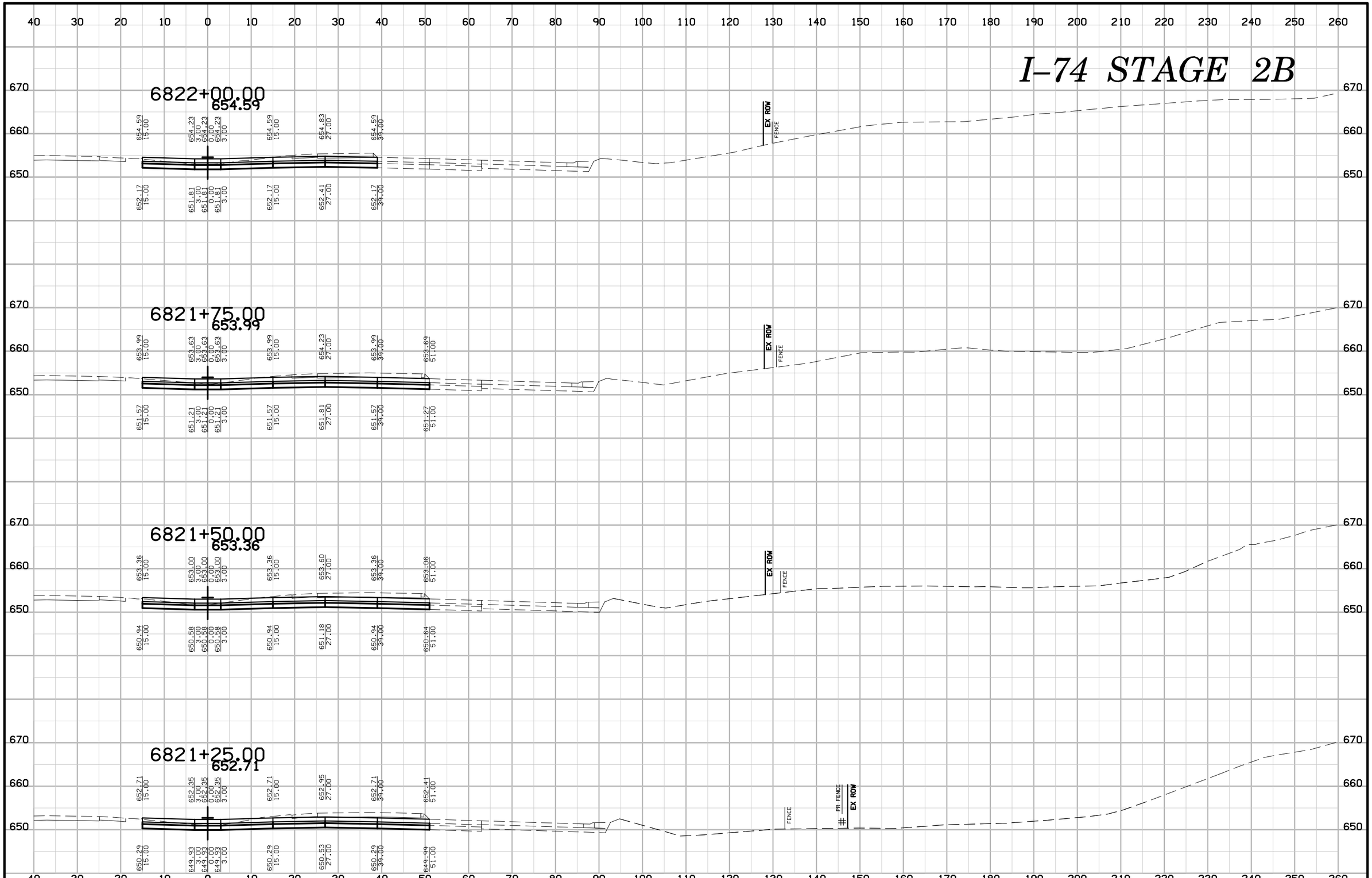
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.176

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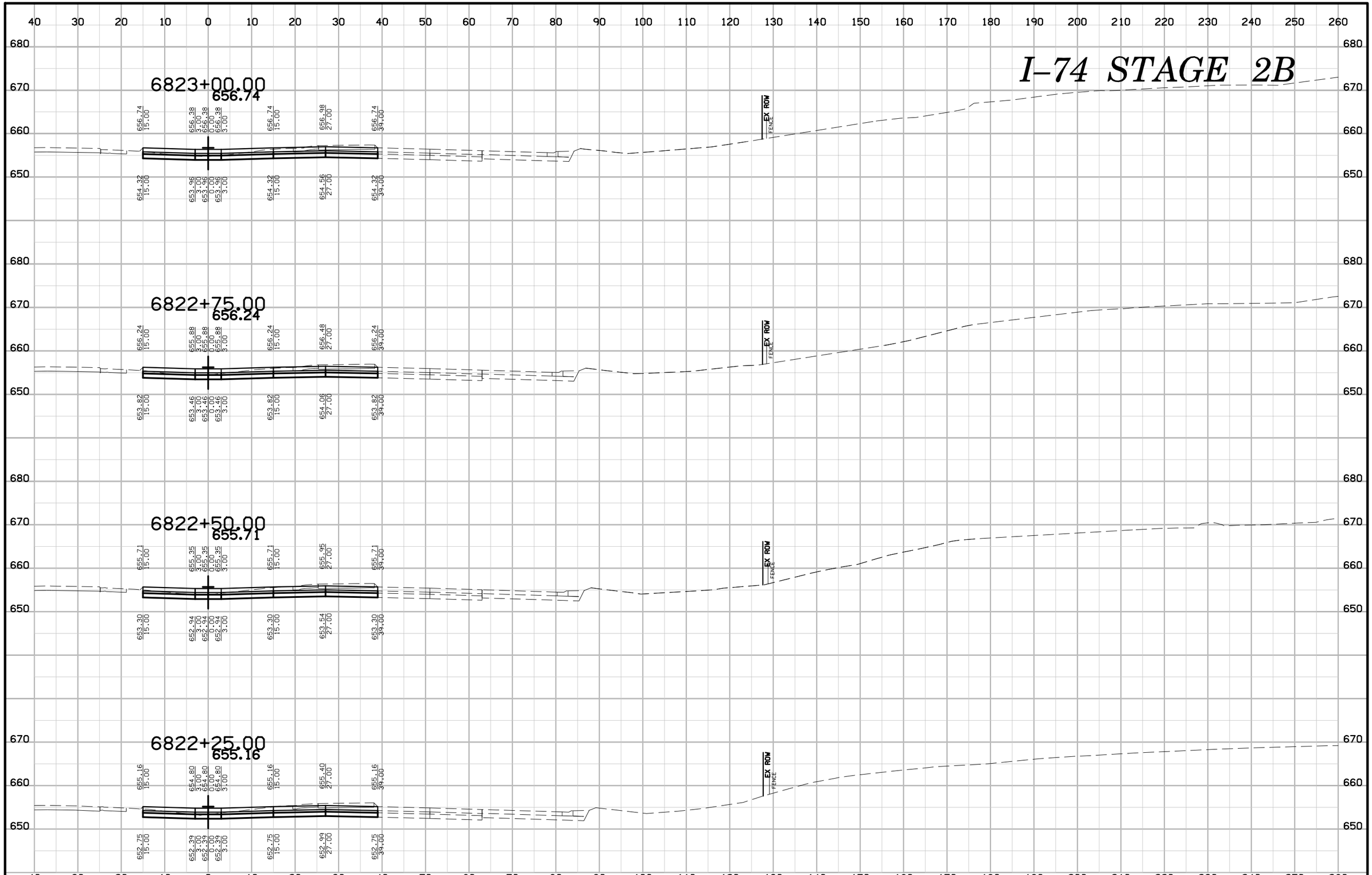
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.177

I–74 STAGE 2B

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

680 670 660 650

6824+00.00
658.48

658.48 15.00 | 658.12 3.00 | 658.12 6.00 | 658.12 3.00 | 658.48 15.00 | 658.72 27.00 | 658.48 34.00

656.06 15.00 | 655.70 3.00 | 655.70 6.00 | 655.70 3.00 | 656.06 15.00 | 656.30 27.00 | 656.06 34.00

EX ROW
FENCE

6823+75.00
658.08

658.08 15.00 | 657.72 3.00 | 657.72 6.00 | 657.72 3.00 | 658.08 15.00 | 658.32 27.00 | 658.08 34.00

655.66 15.00 | 655.30 3.00 | 655.30 6.00 | 655.30 3.00 | 655.66 15.00 | 655.90 27.00 | 655.66 34.00

EX ROW
FENCE

6823+50.00
657.66

657.66 15.00 | 657.30 3.00 | 657.30 6.00 | 657.30 3.00 | 657.66 15.00 | 657.90 27.00 | 657.66 34.00

655.24 15.00 | 654.88 3.00 | 654.88 6.00 | 654.88 3.00 | 655.24 15.00 | 655.48 27.00 | 655.24 34.00

EX ROW
FENCE

6823+25.00
657.21

657.21 15.00 | 656.85 3.00 | 656.85 6.00 | 656.85 3.00 | 657.21 15.00 | 657.45 27.00 | 657.21 34.00

654.79 15.00 | 654.43 3.00 | 654.43 6.00 | 654.43 3.00 | 654.79 15.00 | 655.03 27.00 | 654.79 34.00

EX ROW
FENCE

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **W.178**

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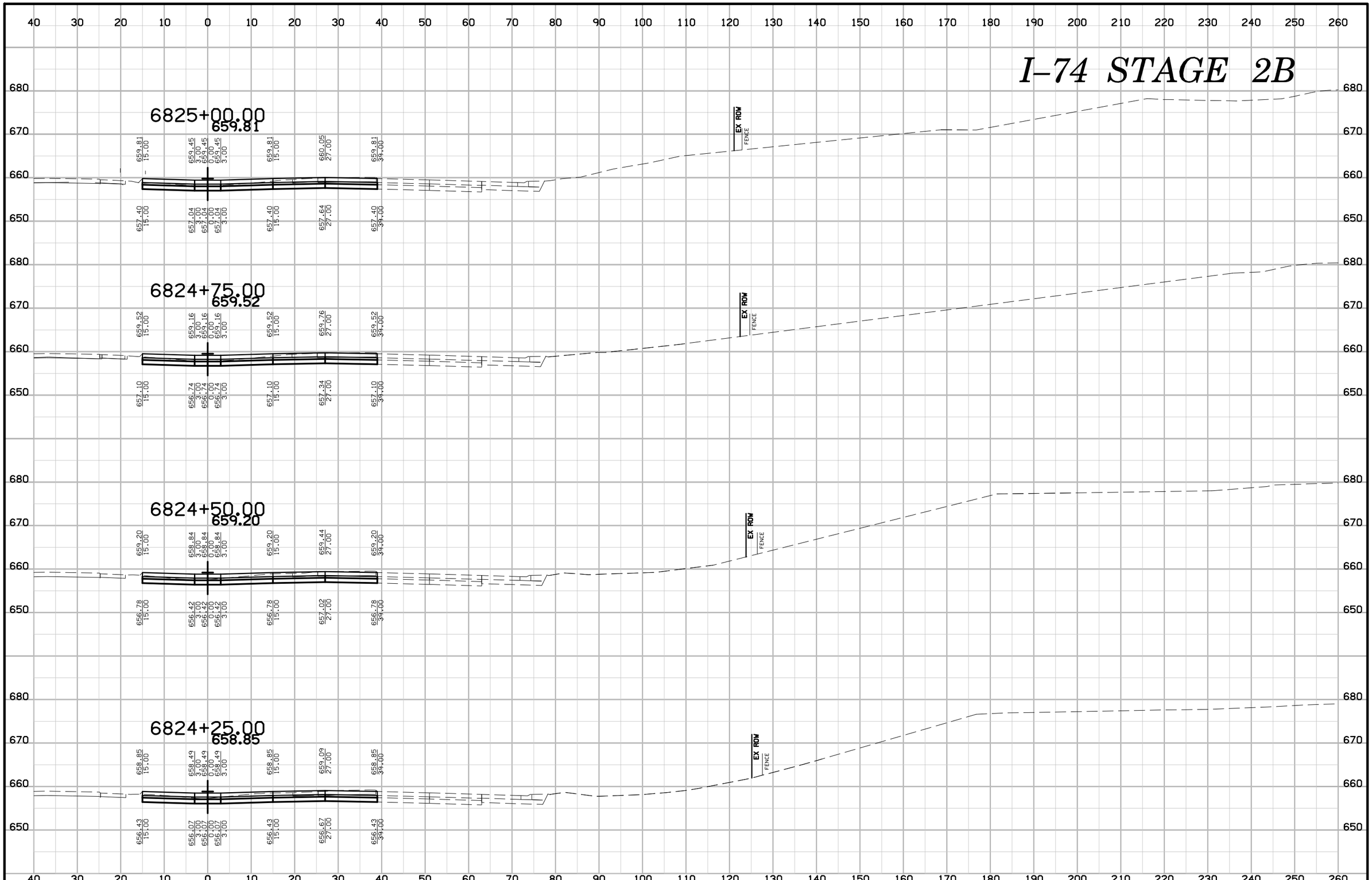
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.179

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I–74 STAGE 2B

6826+00.00
660.74

660.98 27.00 | 660.74 15.00 | 660.38 3.00 | 660.38 3.00 | 660.74 15.00
658.56 27.00 | 658.32 15.00 | 657.96 3.00 | 657.96 3.00 | 658.32 15.00

FENCE

6825+75.00
660.55

660.79 27.00 | 660.55 15.00 | 660.19 3.00 | 660.19 3.00 | 660.55 15.00
658.37 27.00 | 658.13 15.00 | 657.77 3.00 | 657.77 3.00 | 658.13 15.00

FENCE

6825+50.00
660.33

660.57 27.00 | 660.33 15.00 | 659.97 3.00 | 659.97 3.00 | 660.33 15.00
658.15 27.00 | 657.91 15.00 | 657.55 3.00 | 657.55 3.00 | 657.91 15.00

FENCE

EX ROW

6825+25.00
660.08

660.08 15.00 | 659.72 3.00 | 659.72 3.00 | 660.08 15.00 | 660.32 27.00 | 660.08 39.00
657.67 15.00 | 657.31 3.00 | 657.31 3.00 | 657.67 15.00 | 657.91 27.00 | 657.67 39.00

FENCE

EX ROW

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.180

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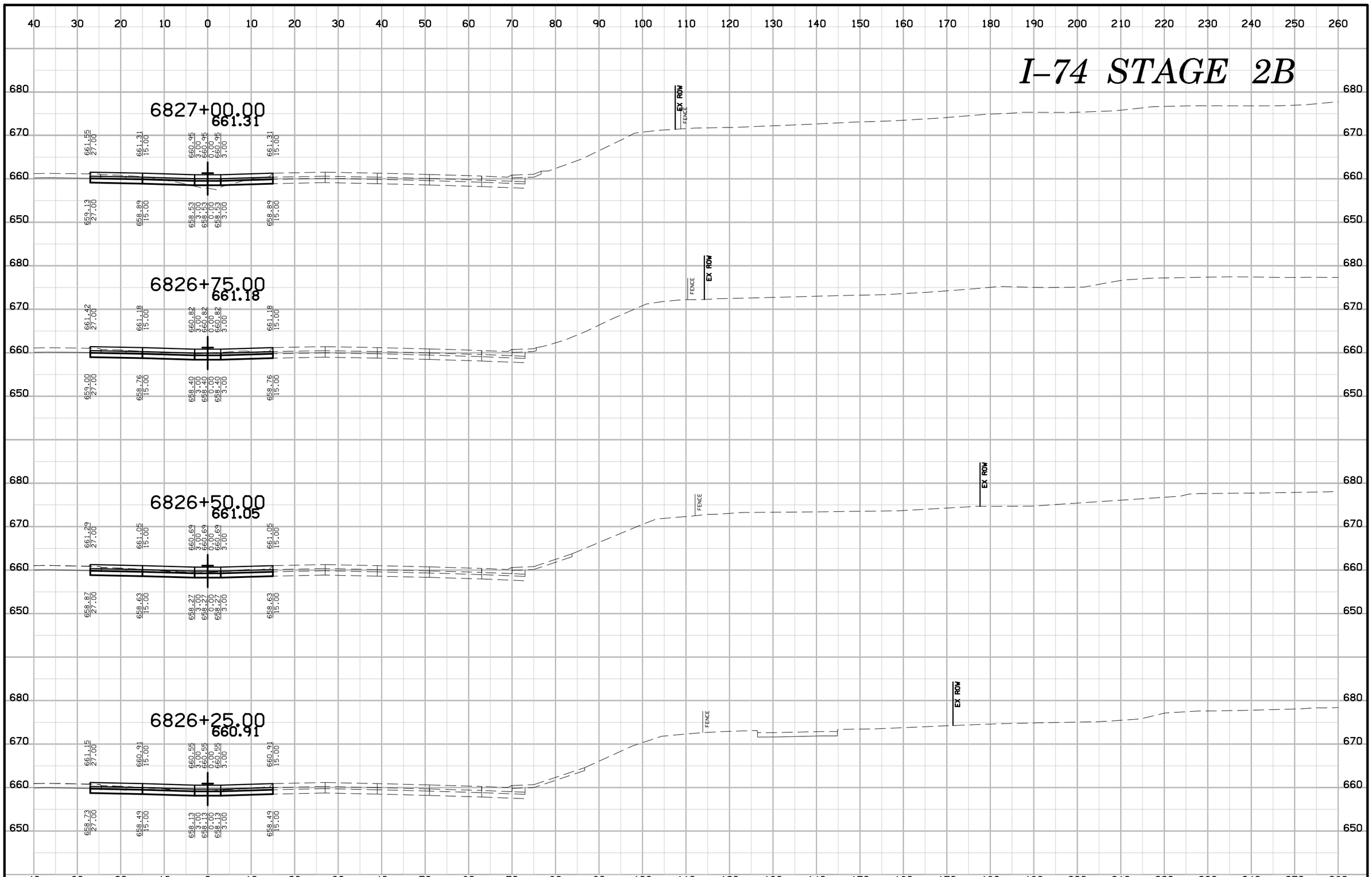
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.181

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I–74 STAGE 2B

6828+00.00
661.83

662.07 27.00 | 661.83 15.00 | 661.47 3.00 | 660.47 6.00 | 661.47 3.00 | 661.83 15.00
659.65 27.00 | 659.41 15.00 | 659.05 3.00 | 658.05 6.00 | 659.05 3.00 | 659.41 15.00

FENCE EX ROW

6827+75.00
661.70

661.84 27.00 | 661.70 15.00 | 661.34 3.00 | 660.34 6.00 | 661.34 3.00 | 661.70 15.00
659.52 27.00 | 659.28 15.00 | 658.92 3.00 | 657.92 6.00 | 658.92 3.00 | 659.28 15.00

FENCE EX ROW

6827+50.00
661.57

661.81 27.00 | 661.57 15.00 | 661.21 3.00 | 660.21 6.00 | 661.21 3.00 | 661.57 15.00
659.39 27.00 | 659.15 15.00 | 658.79 3.00 | 657.79 6.00 | 658.79 3.00 | 659.15 15.00

FENCE EX ROW

6827+25.00
661.44

661.68 27.00 | 661.44 15.00 | 661.08 3.00 | 660.08 6.00 | 661.08 3.00 | 661.44 15.00
659.26 27.00 | 659.02 15.00 | 658.66 3.00 | 657.66 6.00 | 658.66 3.00 | 659.02 15.00

FENCE EX ROW

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

680 670 660 650

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.182

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I–74 STAGE 2B

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

680 670 660 650

6828+75.00
662.22

662.46 27.00 | 662.22 15.00 | 661.86 3.00 | 660.86 6.00 | 661.86 3.00 | 662.22 15.00
660.04 27.00 | 659.80 15.00 | 659.44 3.00 | 659.04 6.00 | 659.44 3.00 | 659.80 15.00

FENCE EX ROW

6828+50.00
662.09

662.33 27.00 | 662.09 15.00 | 661.73 3.00 | 660.73 6.00 | 661.73 3.00 | 662.09 15.00
659.91 27.00 | 659.67 15.00 | 659.31 3.00 | 659.00 6.00 | 659.31 3.00 | 659.67 15.00

FENCE EX ROW

6828+25.00
661.96

662.20 27.00 | 661.96 15.00 | 661.60 3.00 | 660.60 6.00 | 661.60 3.00 | 661.96 15.00
659.78 27.00 | 659.54 15.00 | 659.18 3.00 | 658.18 6.00 | 659.18 3.00 | 659.54 15.00

FENCE PR. FENCE EX ROW

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.183

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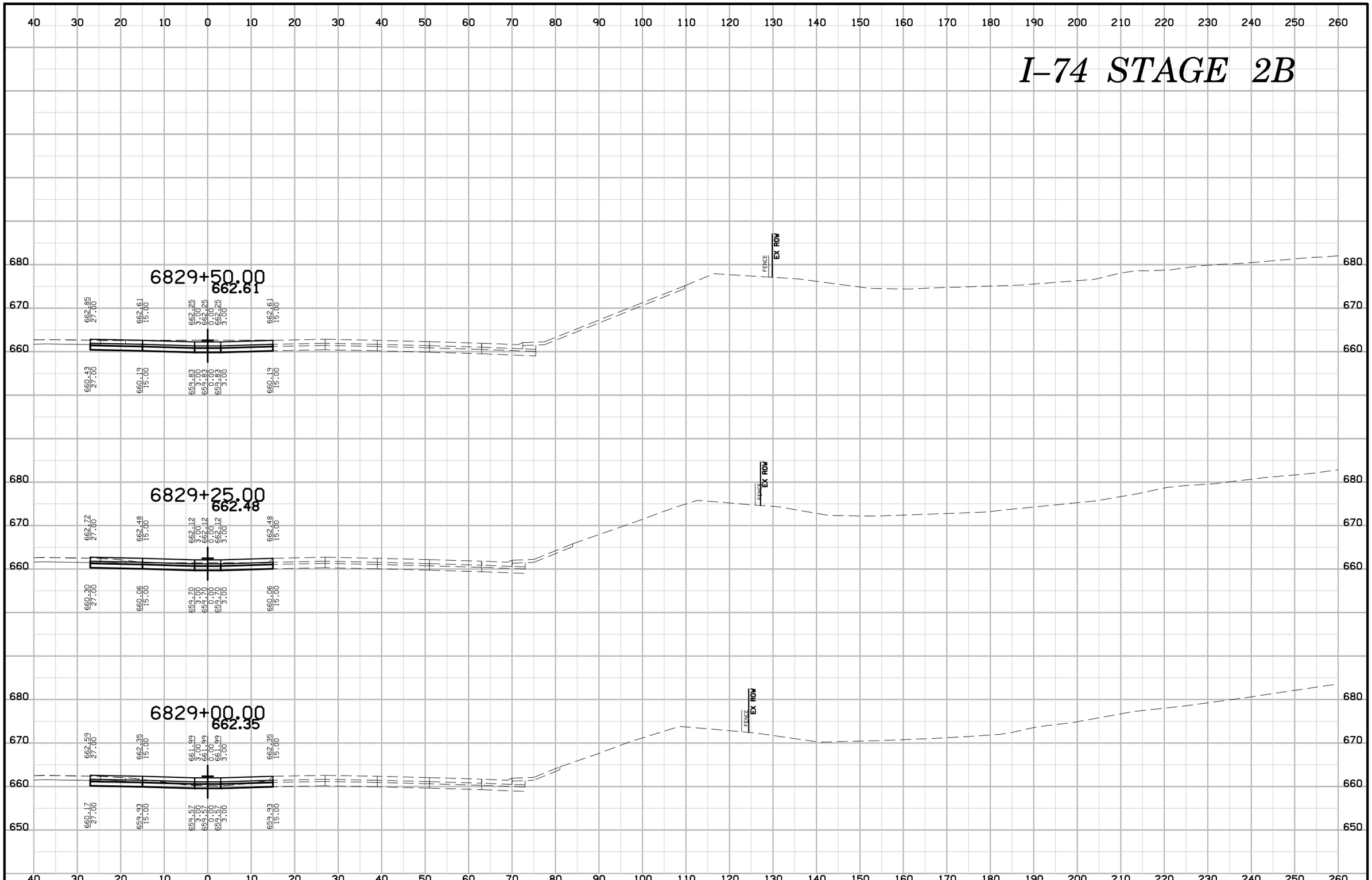
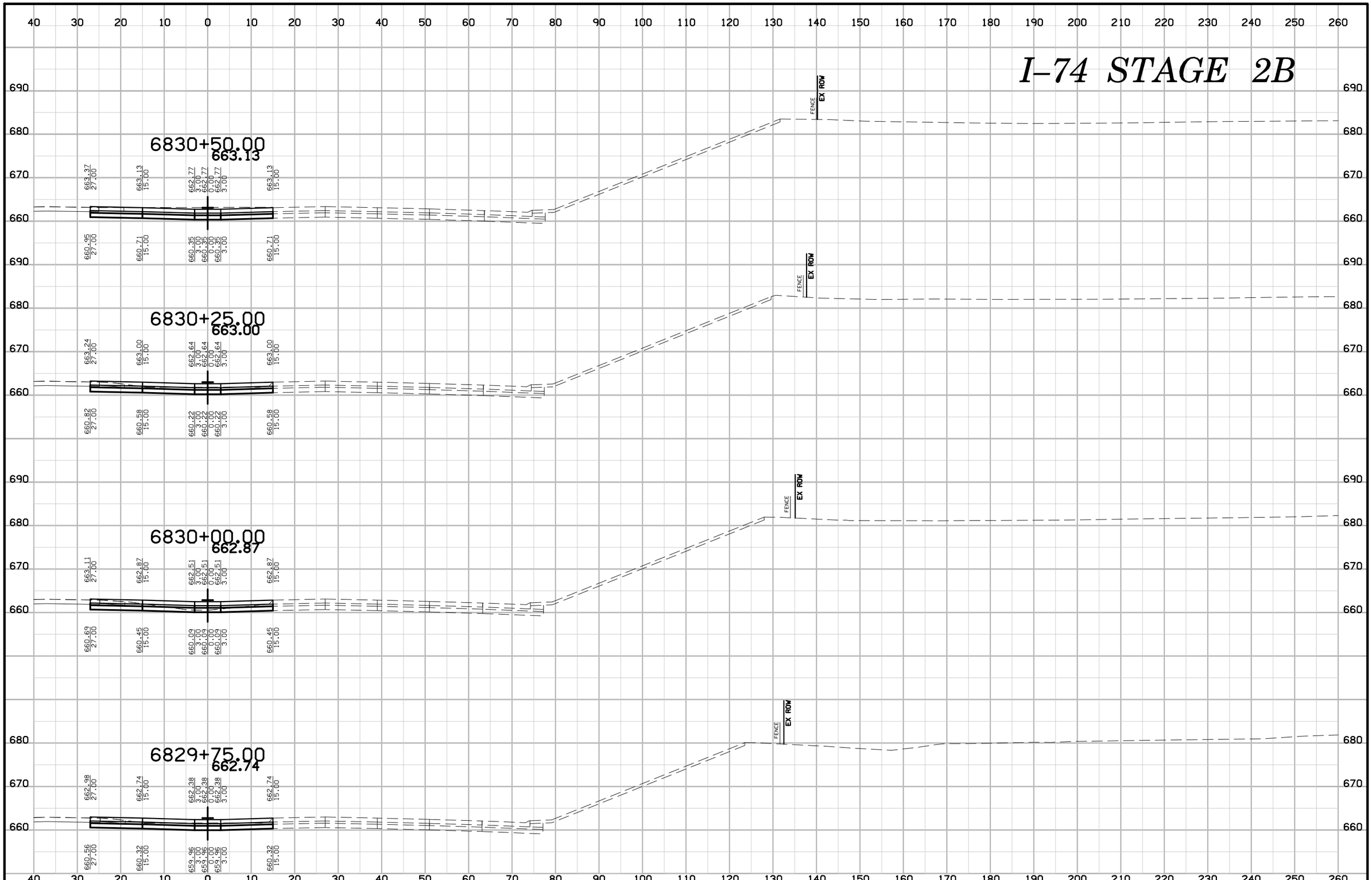
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.184

6:38:37 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 2B-001.sht

I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.185

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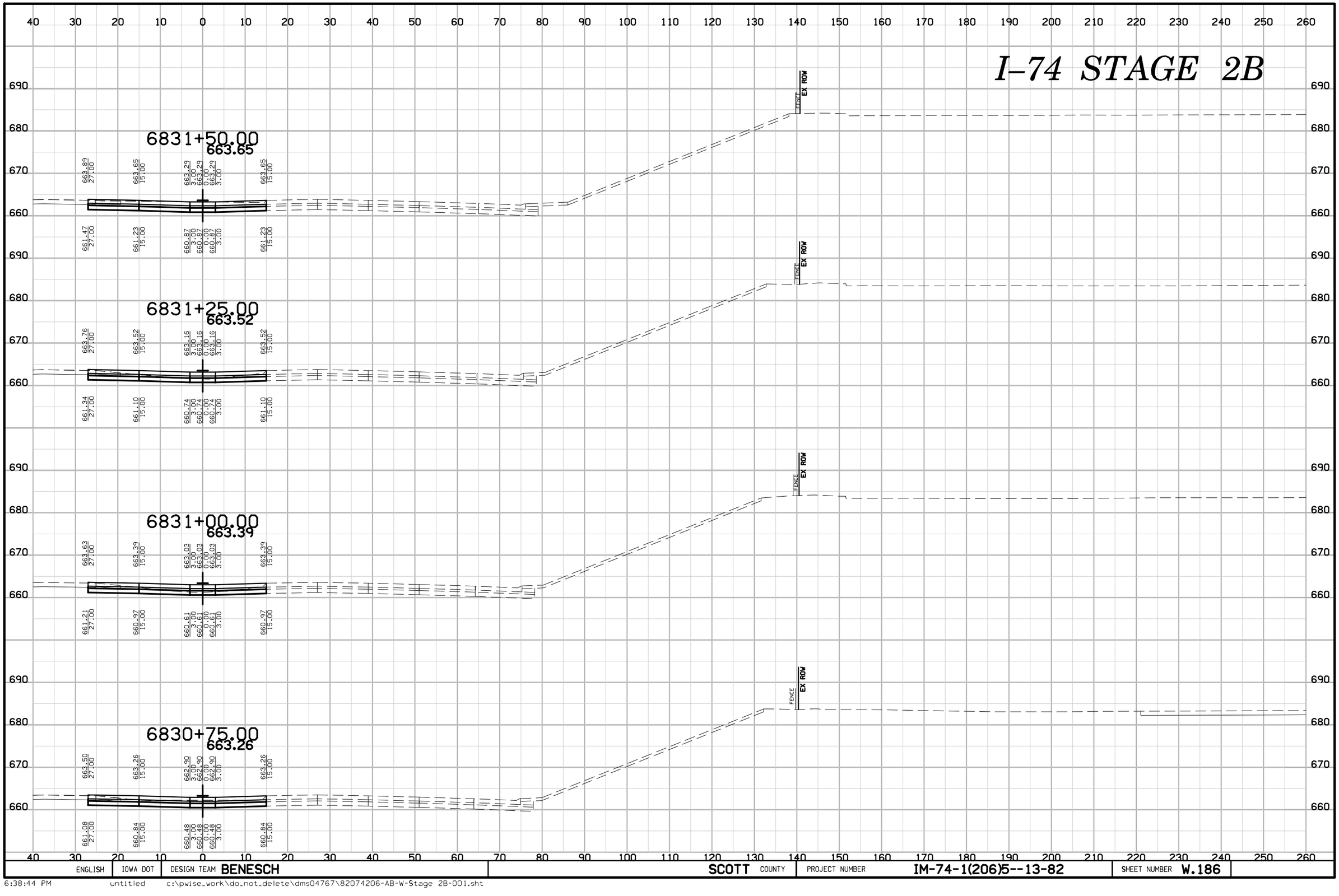
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.186

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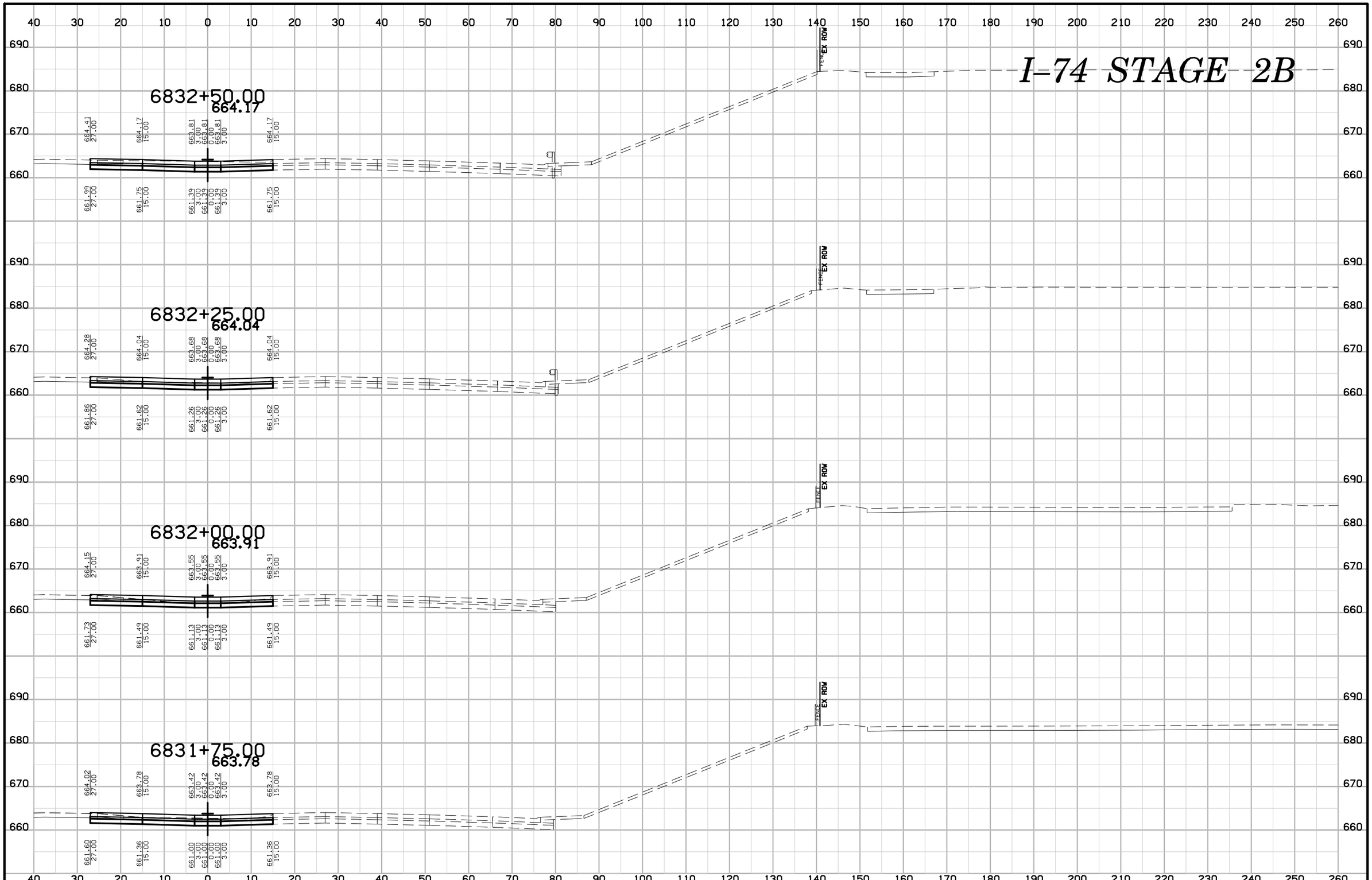
I-74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.187

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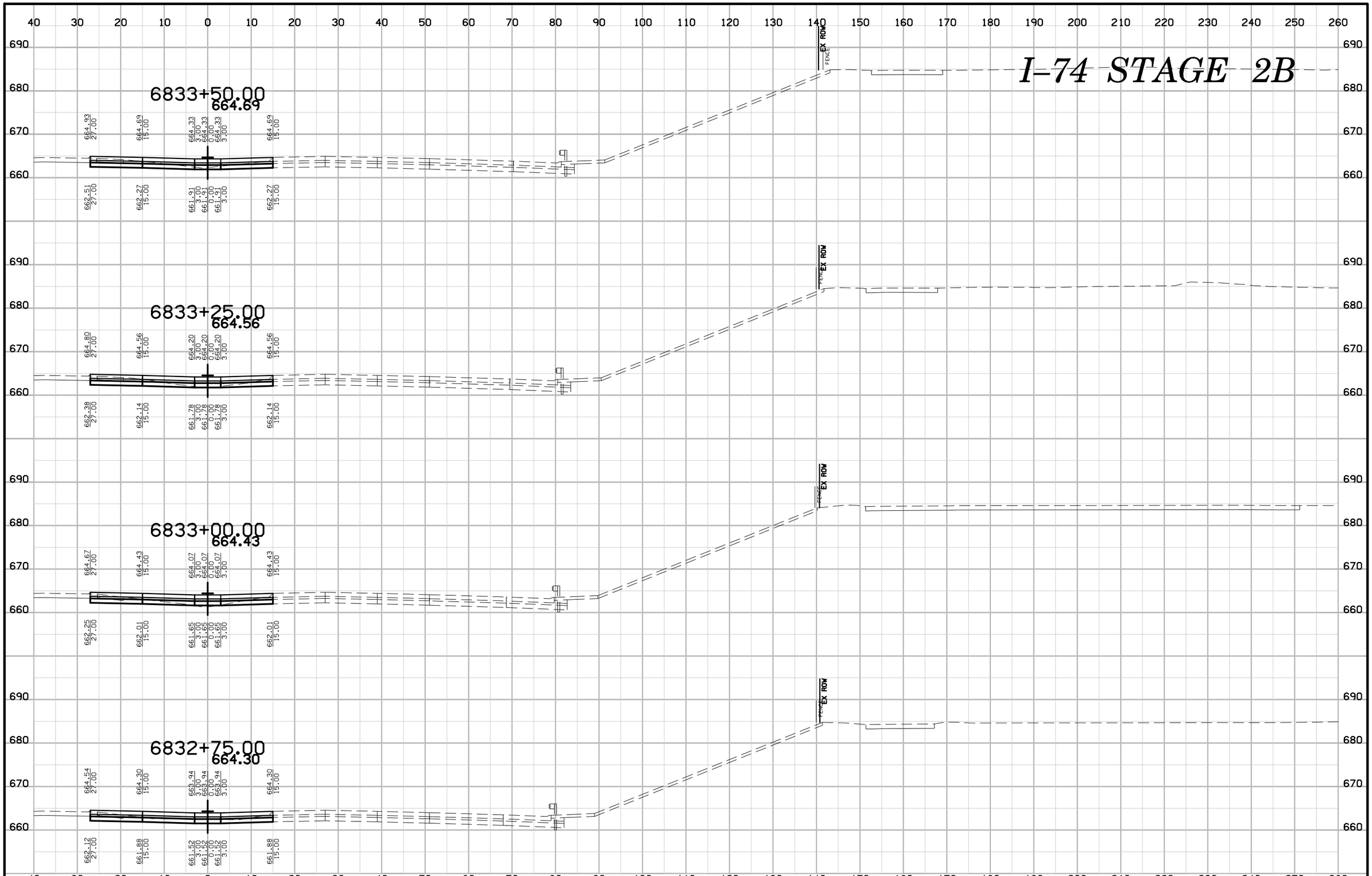
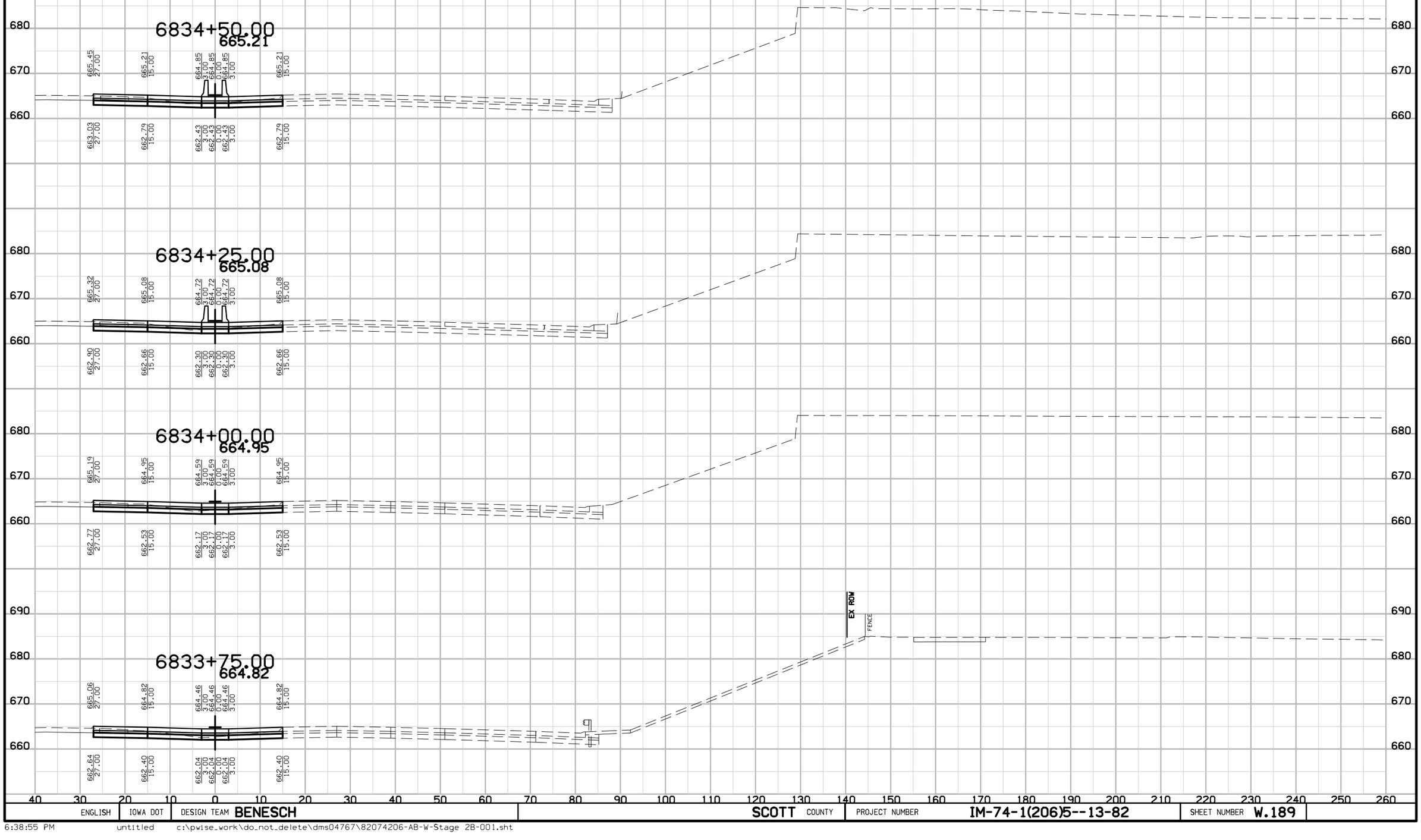
I-74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.188

I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.189	

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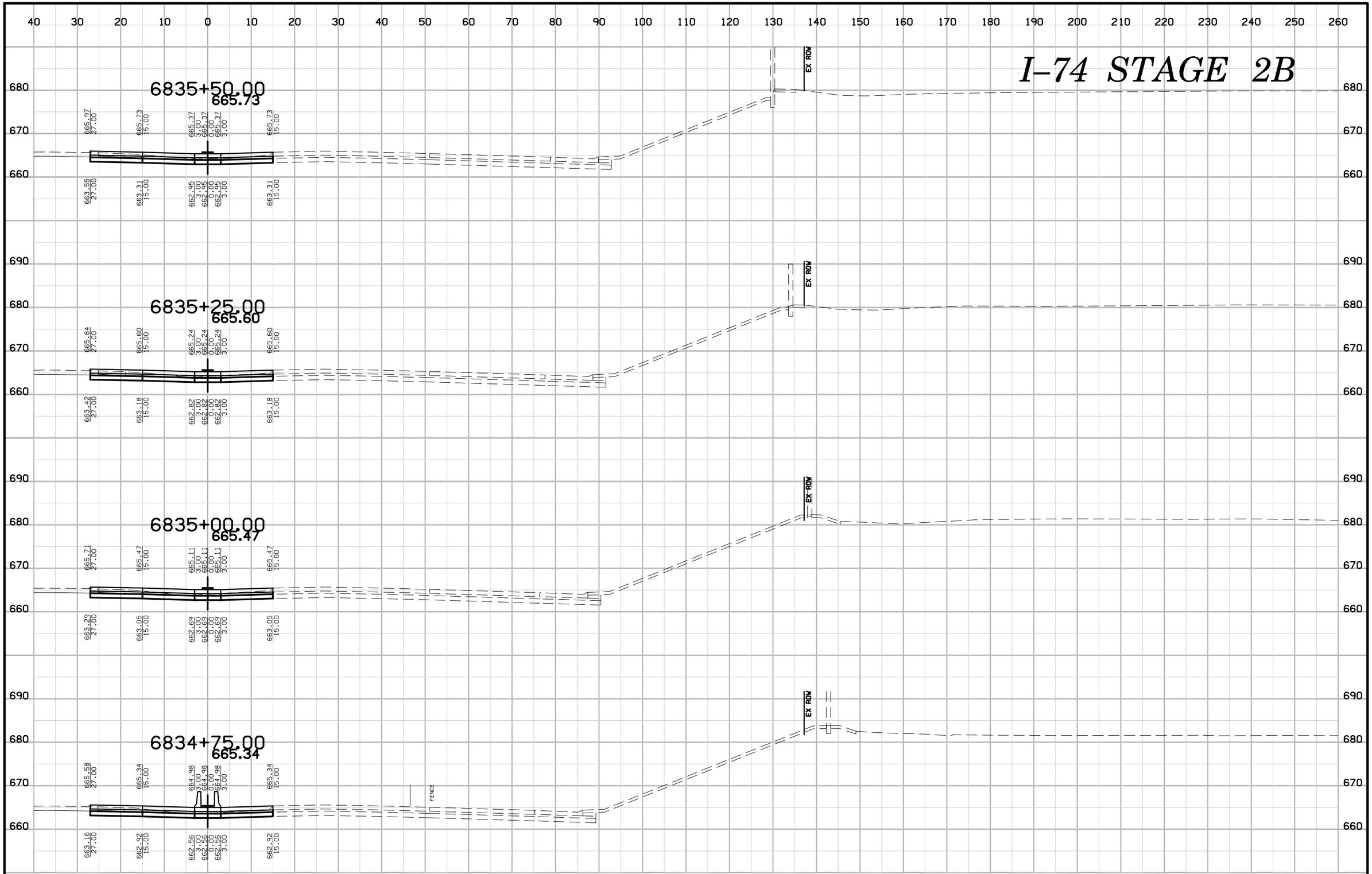
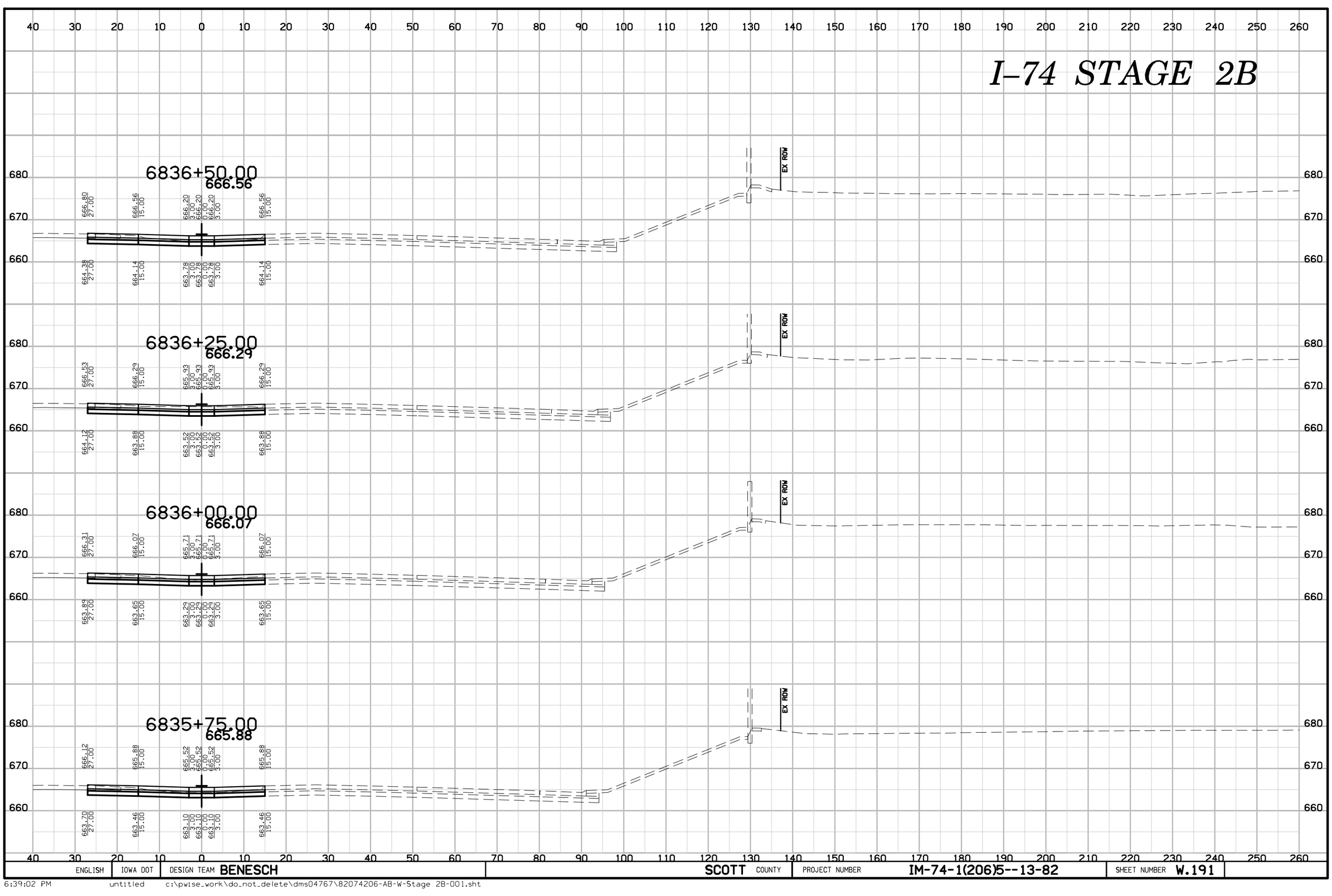
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.190

I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.191

I–74 STAGE 2B

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

680 670 660

6837+50.00
668.01

667.92 27.00 | 667.65 3.10 | 667.65 3.00 | 668.01 15.00
666.16 27.00 | 665.23 3.10 | 665.23 3.00 | 665.59 15.00

EX ROW

6837+25.00
667.59

667.57 26.99 | 667.23 3.10 | 667.23 3.00 | 667.59 15.00
665.74 26.99 | 664.81 3.10 | 664.81 3.00 | 665.17 15.00

EX ROW

6837+00.00
667.21

667.45 27.00 | 666.85 3.00 | 666.85 3.00 | 667.21 15.00
665.36 27.00 | 664.43 3.00 | 664.43 3.00 | 664.79 15.00

EX ROW

6836+75.00
666.86

667.10 27.00 | 666.86 15.00 | 666.50 3.00 | 666.50 3.00 | 666.86 15.00
664.69 27.00 | 664.45 15.00 | 664.09 3.00 | 664.09 3.00 | 664.45 15.00

EX ROW

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.192

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I–74 STAGE 2B

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

680
670
660

6838+50.00
669.77

669.41 3.10 669.41 669.41 3.00 669.77 15.00
666.99 3.10 666.99 666.99 3.00 667.35 15.00

EX ROW

6838+25.00
669.33

668.97 3.10 668.97 668.97 3.00 669.33 15.00
666.55 3.10 666.55 666.55 3.00 666.91 15.00

EX ROW

6838+00.00
668.89

668.53 3.10 668.53 668.53 3.00 668.89 15.00
666.11 3.10 666.11 666.11 3.00 666.47 15.00

EX ROW

FENCE

6837+75.00
668.45

668.09 3.10 668.09 668.09 3.00 668.45 15.00
665.67 3.10 665.67 665.67 3.00 666.03 15.00

EX ROW

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.193

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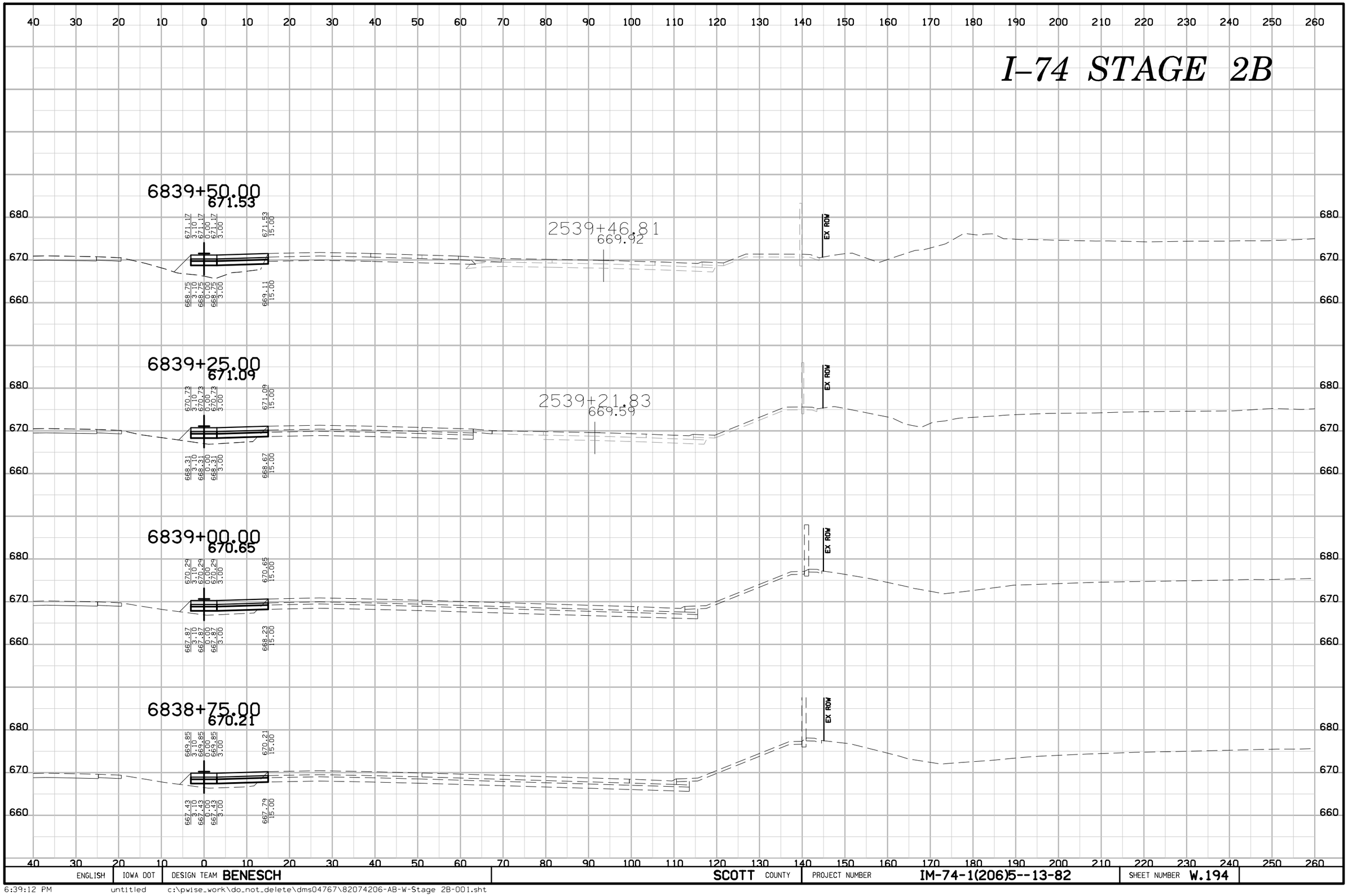
I–74 STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.194

I–74 STAGE 2B

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

6839+75.00
671.97

2539+71.80
670.21

EX ROW

680
670

40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.195

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I–74 STAGE 2B2

6808+25.00
616.84

599.12
160.59
597.15
166.51
597.15
176.51
599.55
193.36
FENCE
EX ROW

6808+00.00
616.15

598.08
163.07
596.02
169.23
596.02
179.23
598.54
195.37
FENCE
EX ROW

6807+75.00
615.46

596.89
166.03
594.80
172.31
594.80
182.31
597.52
197.46
FENCE
EX ROW

6807+50.00
614.77

4507+49.55
613.24

FENCE
EX ROW

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.196

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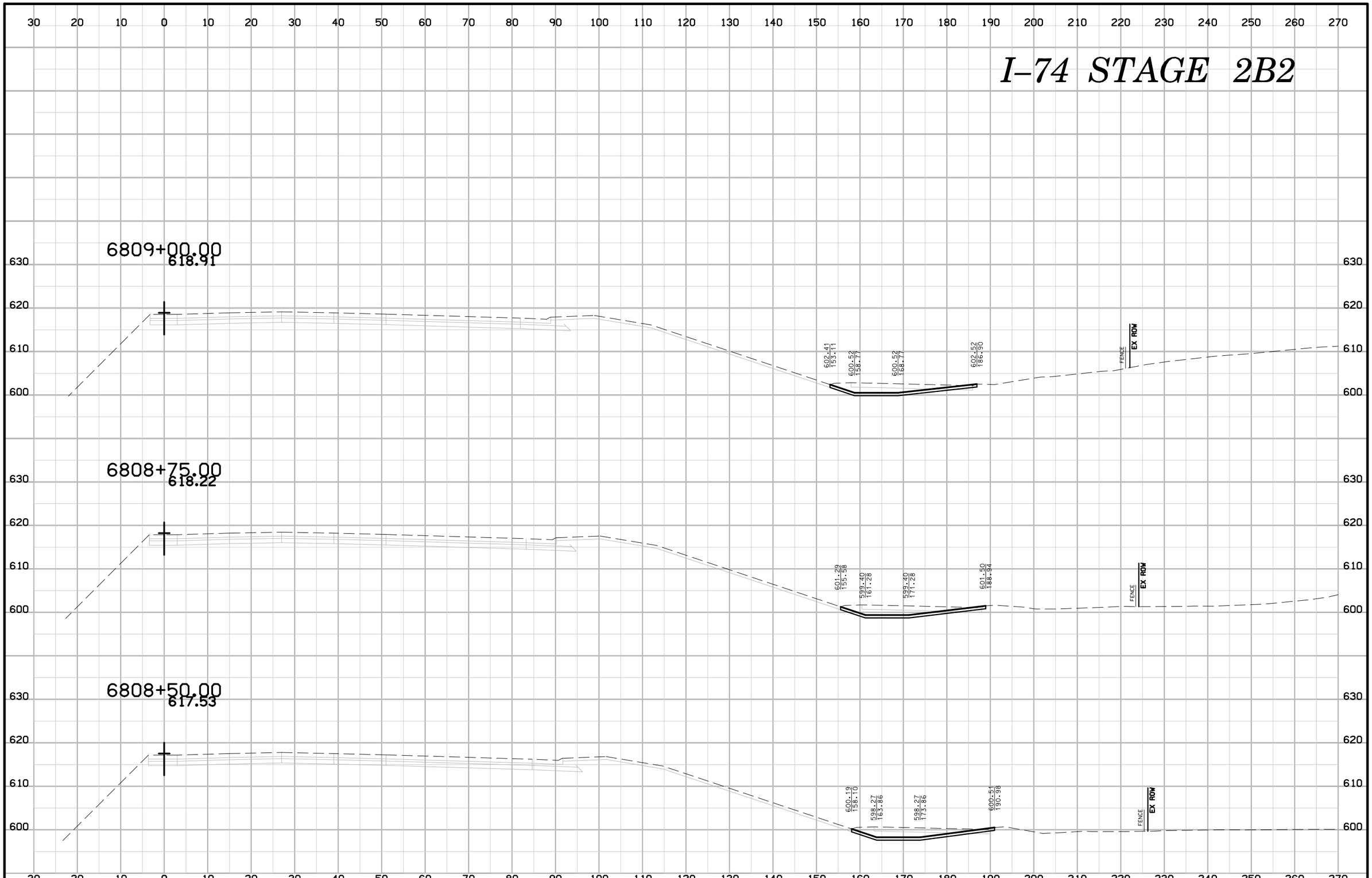
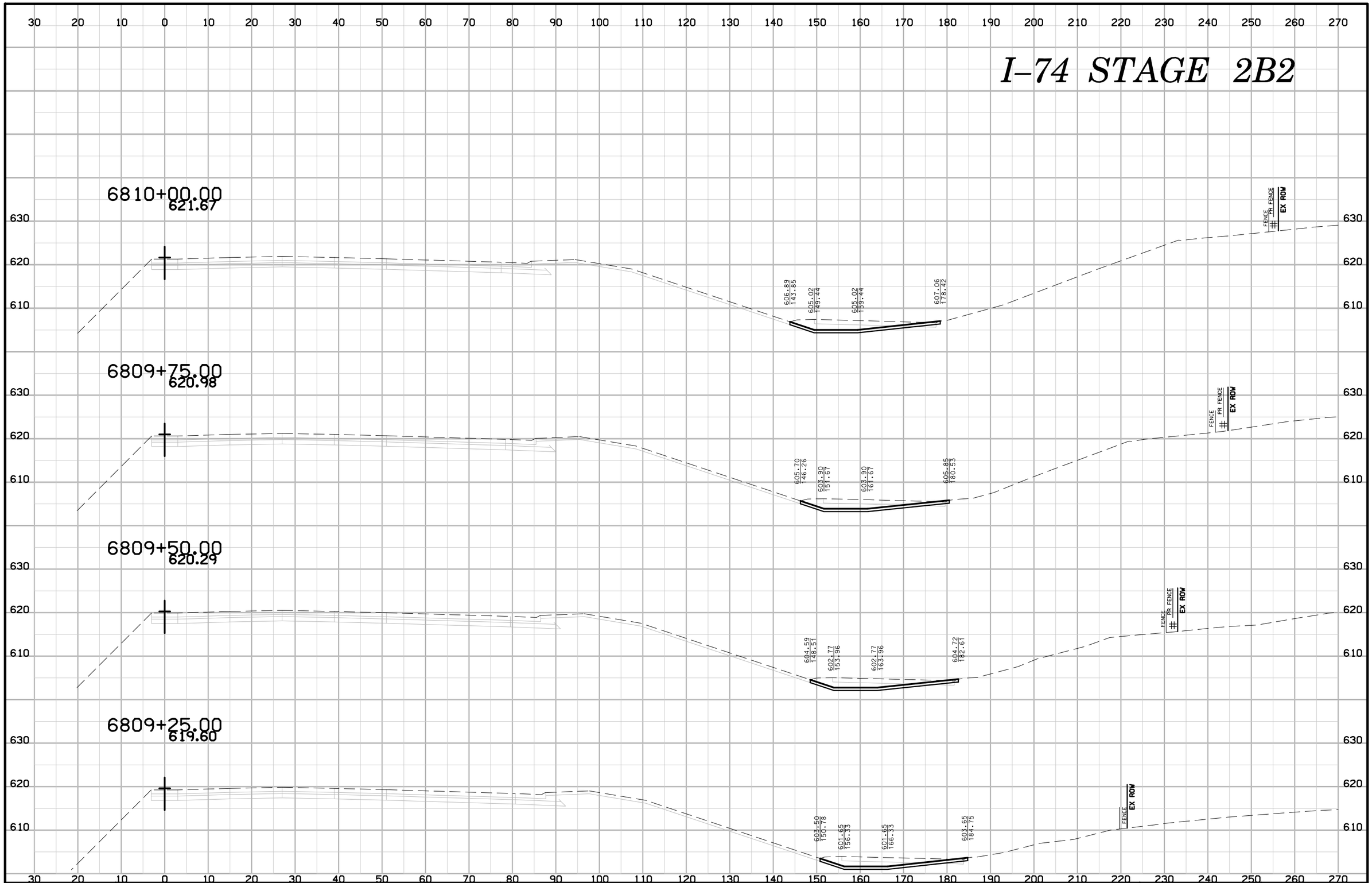
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.197

I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.198

I–74 STAGE 2B2

6811+00.00
624.43

6810+75.00
623.74

6810+50.00
623.05

6810+25.00
622.36

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

640 630 620 610

611.48 135.40
609.52 141.26
609.52 151.26
611.70 169.82

610.33 137.39
608.40 143.20
608.40 153.20
610.58 171.89

609.20 139.42
607.27 145.21
607.27 155.21
609.40 174.16

608.05 141.57
606.15 147.29
606.15 157.29
608.17 176.30

FENCE
EX ROW

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.199

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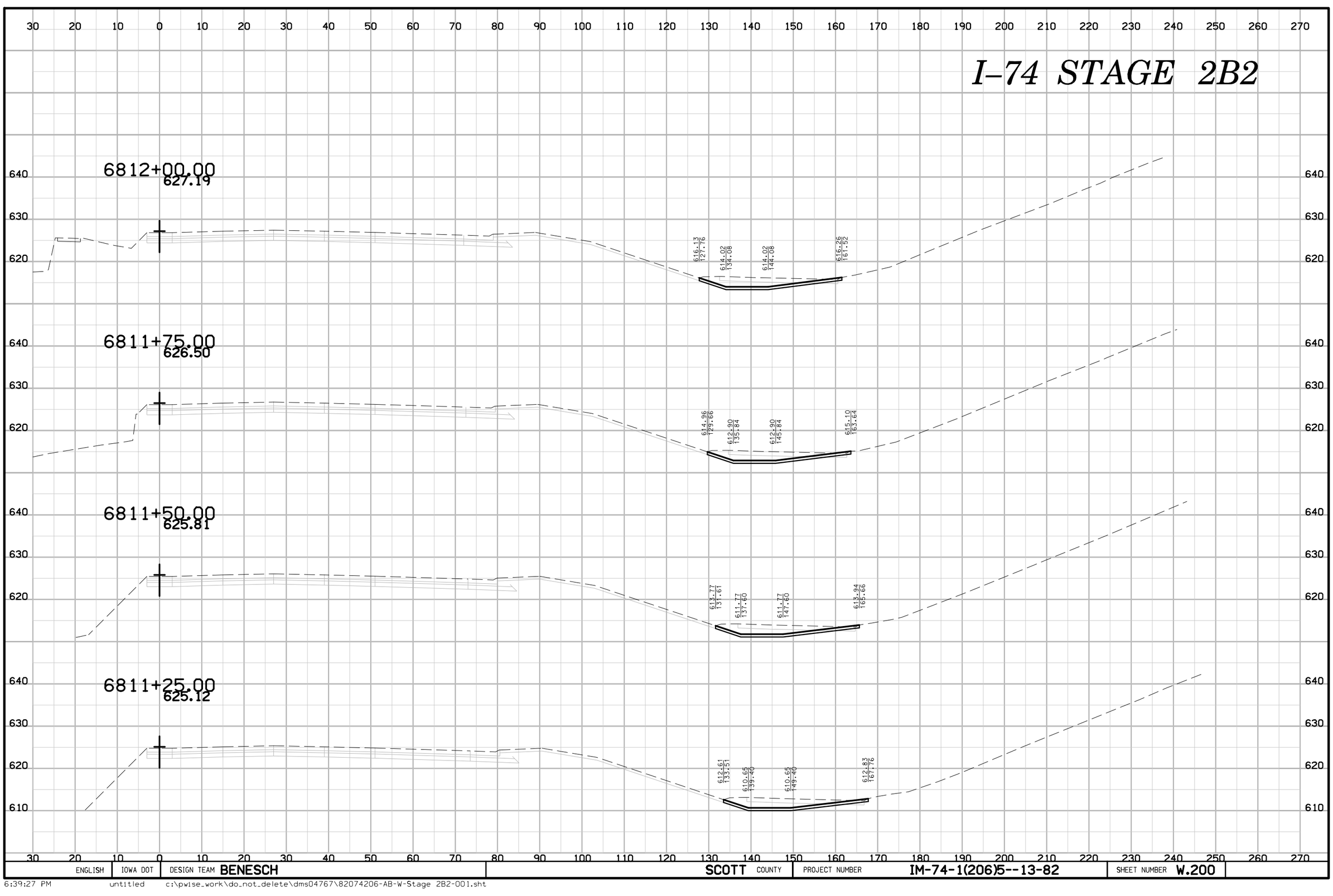
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.200

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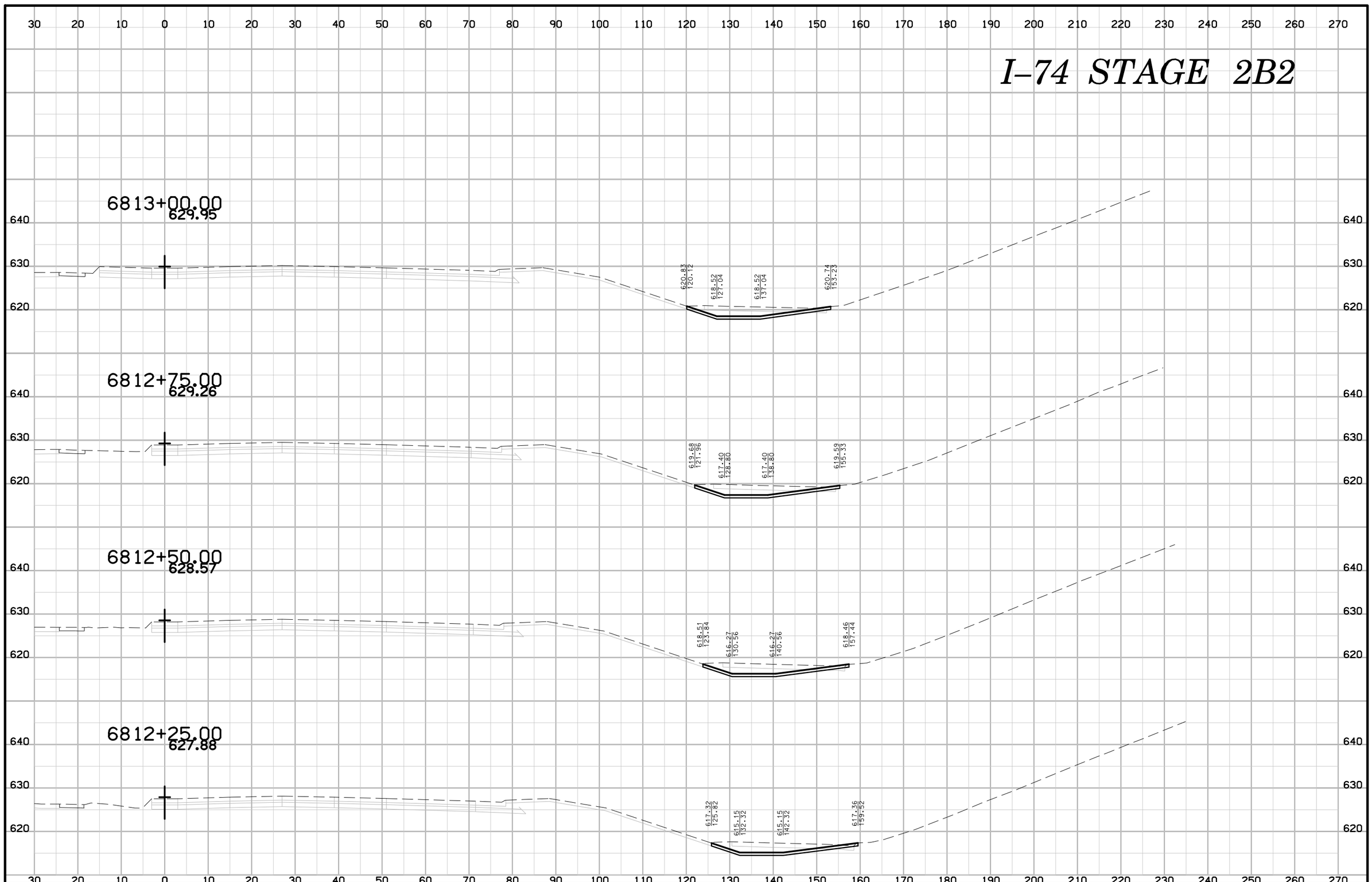
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.201

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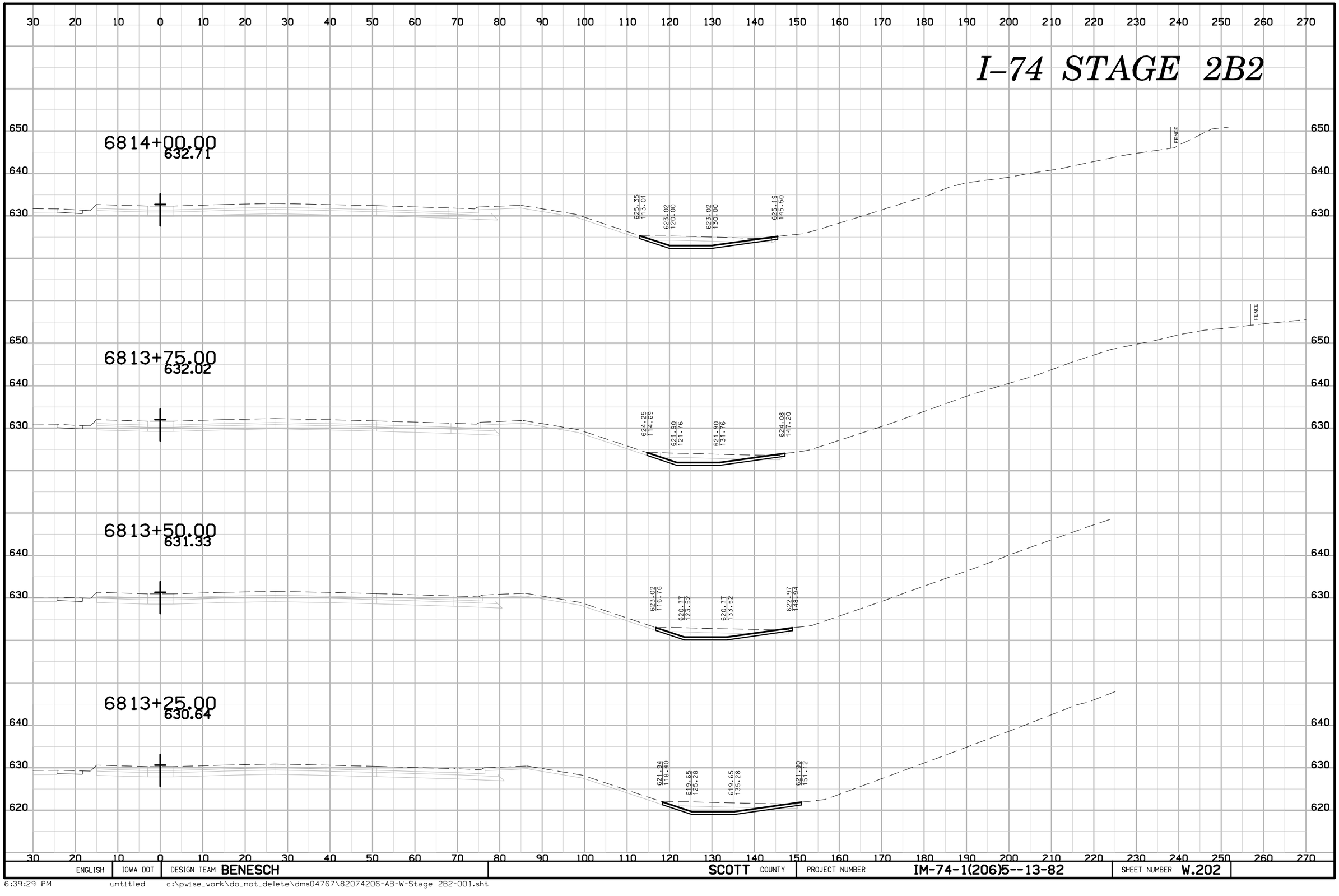
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.202

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I–74 STAGE 2B2

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

650 640 630

6815+00.00
635.47

629.85
105.97

627.52
112.96

627.52
122.96

629.73
137.34

EX ROW
FENCE

6814+75.00
634.78

628.75
107.65

626.40
114.72

626.40
124.72

628.59
139.61

EX ROW
FENCE

6814+50.00
634.09

627.61
109.45

625.27
116.48

625.27
126.48

627.45
141.63

EX ROW
FENCE

6814+25.00
633.40

626.45
111.33

624.15
118.24

624.15
128.24

626.30
143.66

PR FENCE
FENCE

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.203

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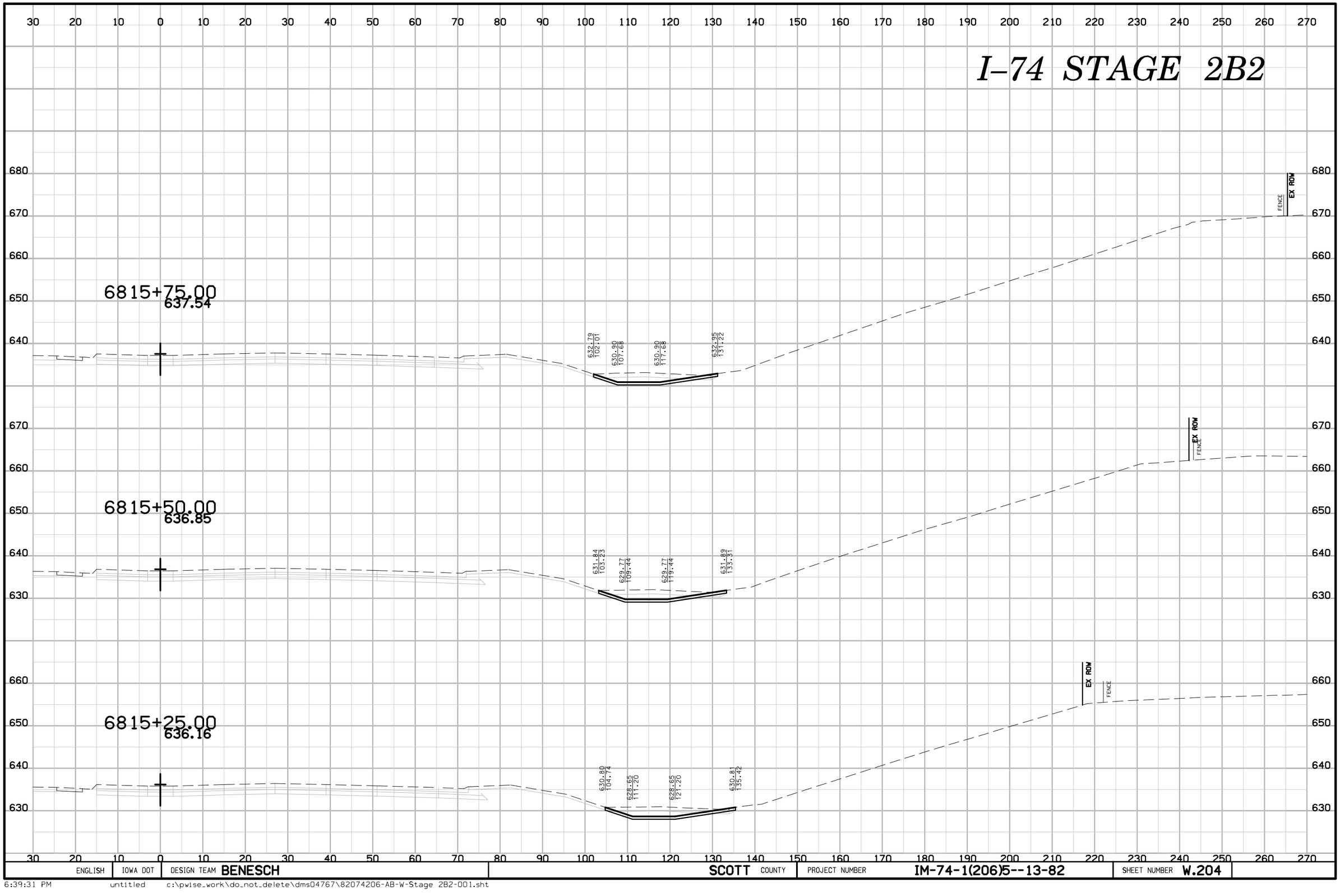
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.204

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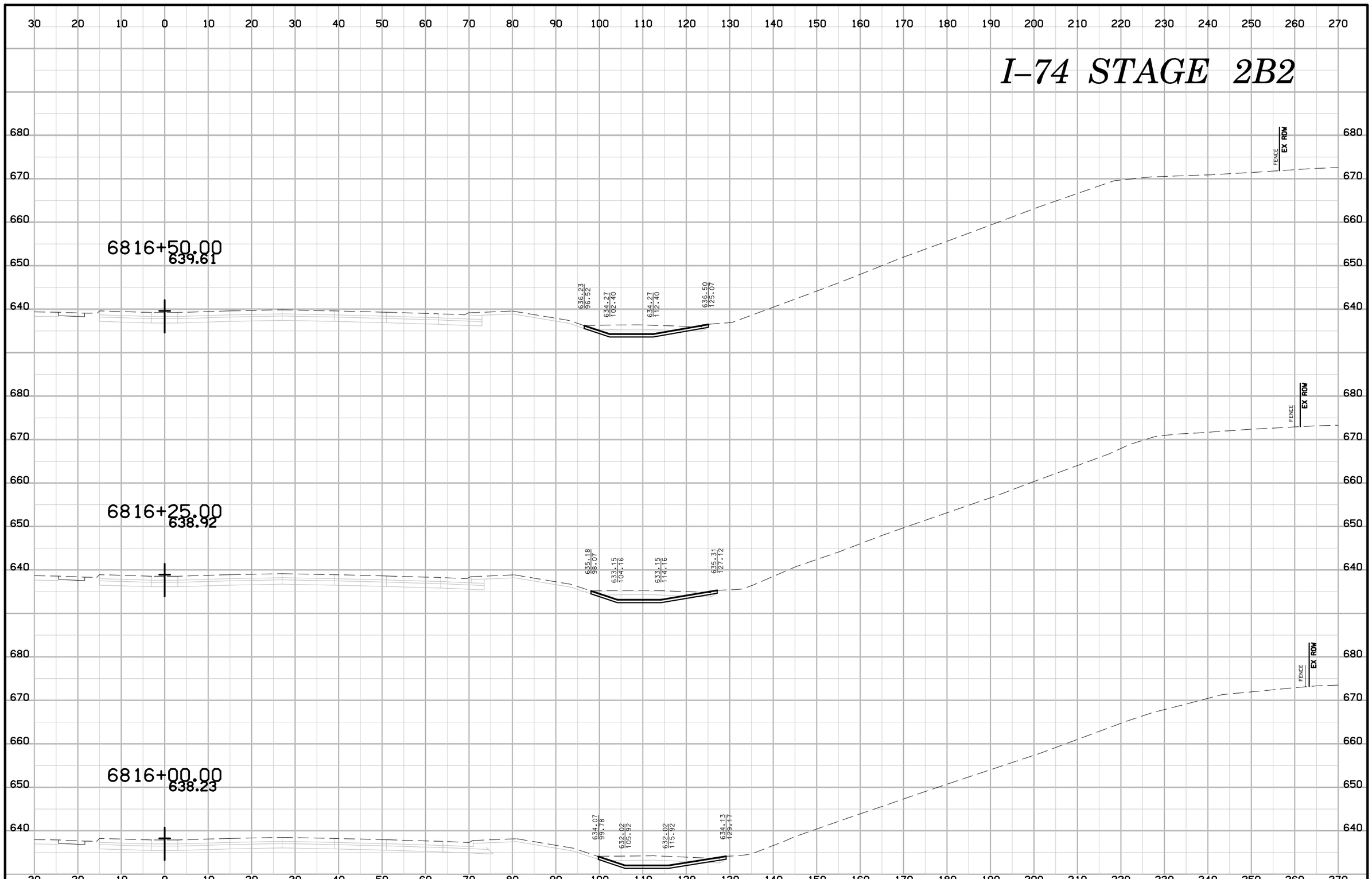
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.205

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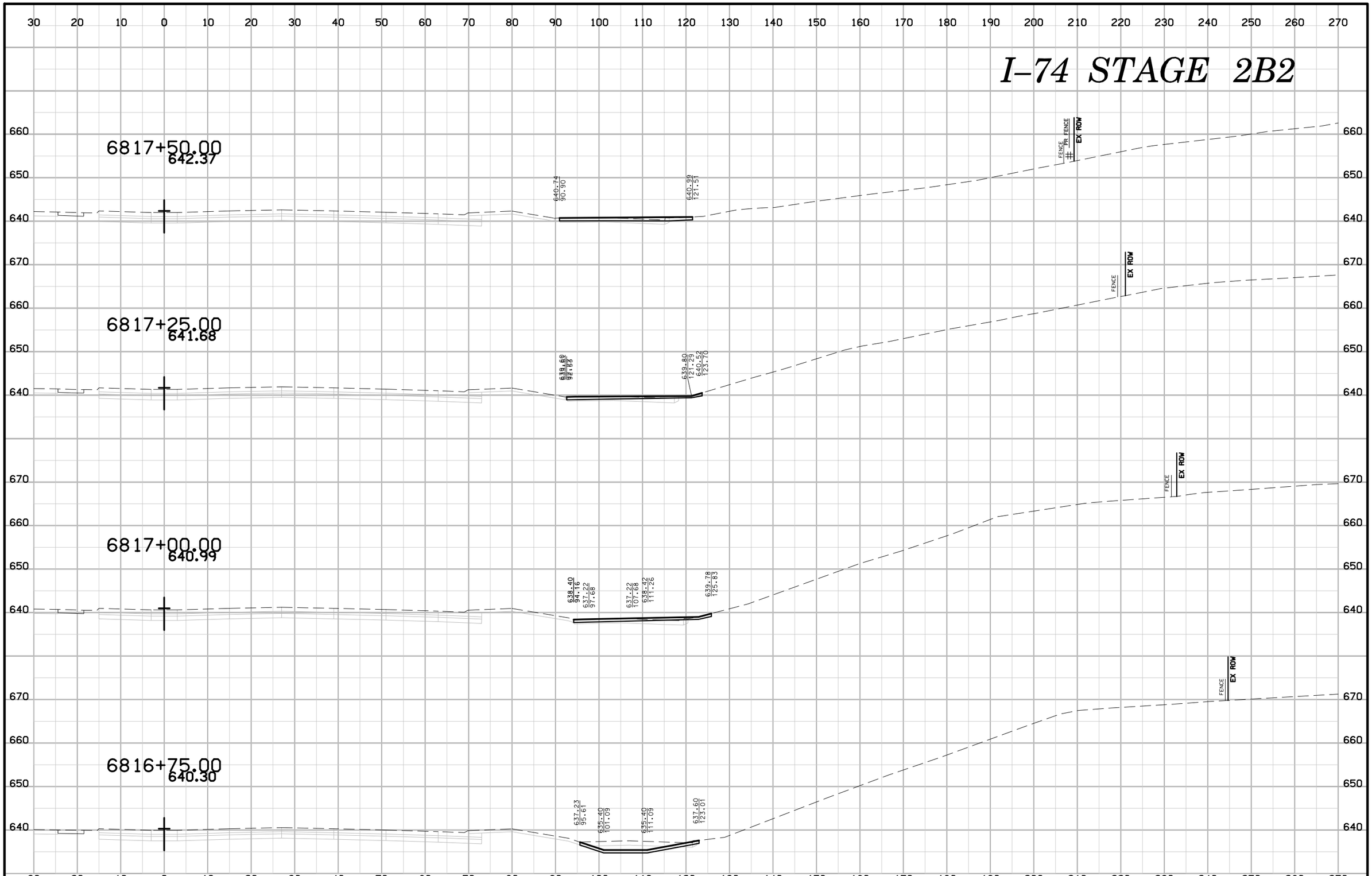
I–74 STAGE 2B2



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

6:39:32 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 2B2-001.sht

I–74 STAGE 2B2

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660 650 640 630

6818+75.00
645.82

645.81
82.76

645.62
113.91

FENCE
PR FENCE
EX ROW

6818+50.00
645.13

644.94
84.39

644.33
114.78

FENCE
PR FENCE
EX ROW

6818+25.00
644.44

643.99
86.02

643.36
115.98

FENCE
PR FENCE
EX ROW

6818+00.00
643.75

642.90
87.65

642.44
117.33

FENCE
PR FENCE
EX ROW

6817+75.00
643.06

641.82
89.27

641.78
119.33

FENCE
PR FENCE
EX ROW

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **W.207**

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I–74 STAGE 2B2

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

660 650 640

6819+75.00
648.58

647.92 63.00 | 647.97 70.00 | 648.37 80.00 | 648.60 105.37
645.50 63.00 | 645.10 73.05
EX ROW
FENCE

6819+50.00
647.89

647.23 63.00 | 647.28 70.00 | 647.68 80.00 | 648.33 108.83
644.81 63.00 | 644.41 73.05
EX ROW
FENCE

6819+25.00
647.20

646.54 63.00 | 646.59 70.00 | 646.99 80.00 | 647.59 111.31
644.12 63.00 | 643.72 73.05
EX ROW
FENCE

6819+00.00
646.51

645.85 63.00 | 645.90 70.00 | 646.30 80.00 | 646.55 112.56
643.43 63.00 | 643.03 73.05
EX ROW
FENCE

30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.208

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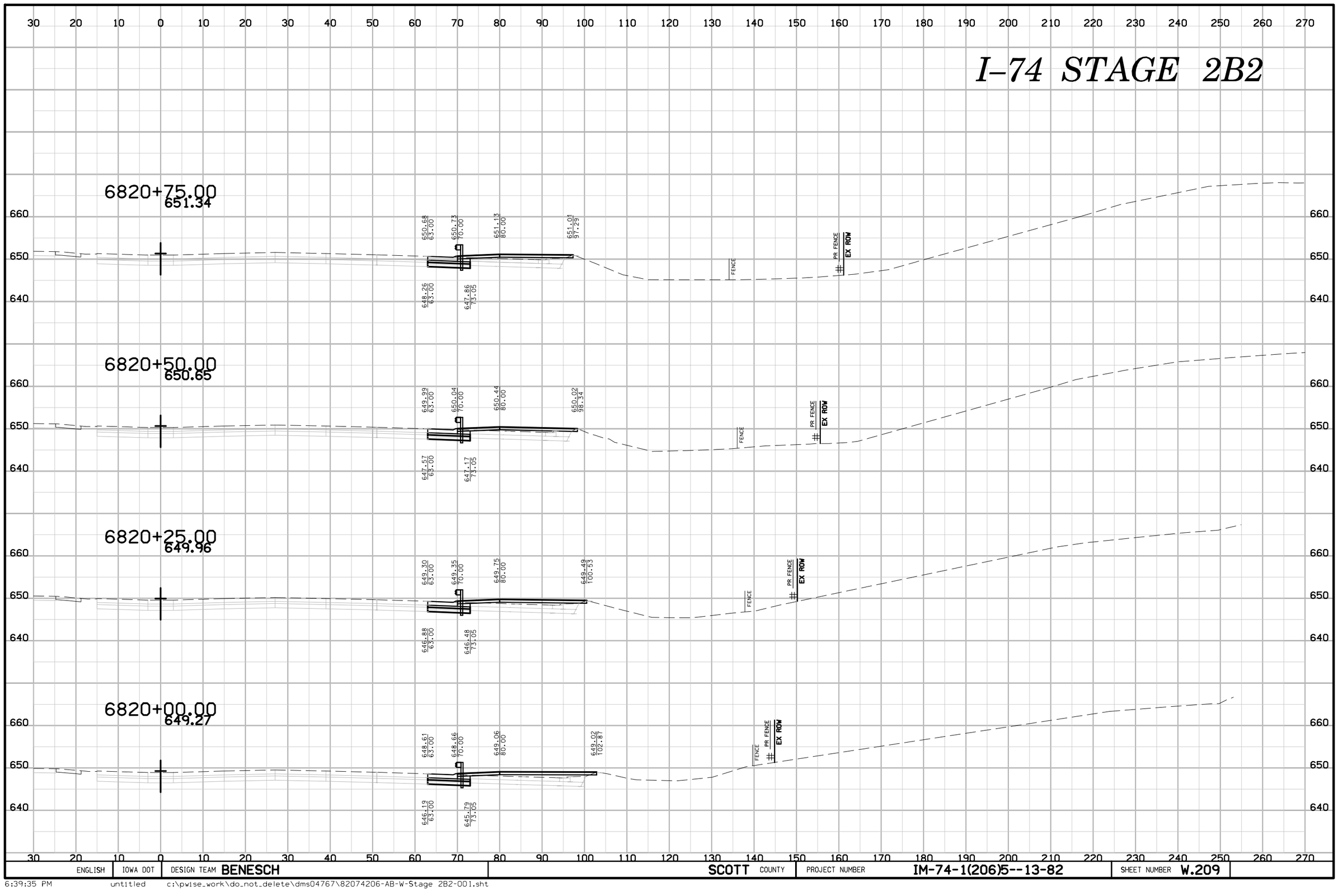
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.209

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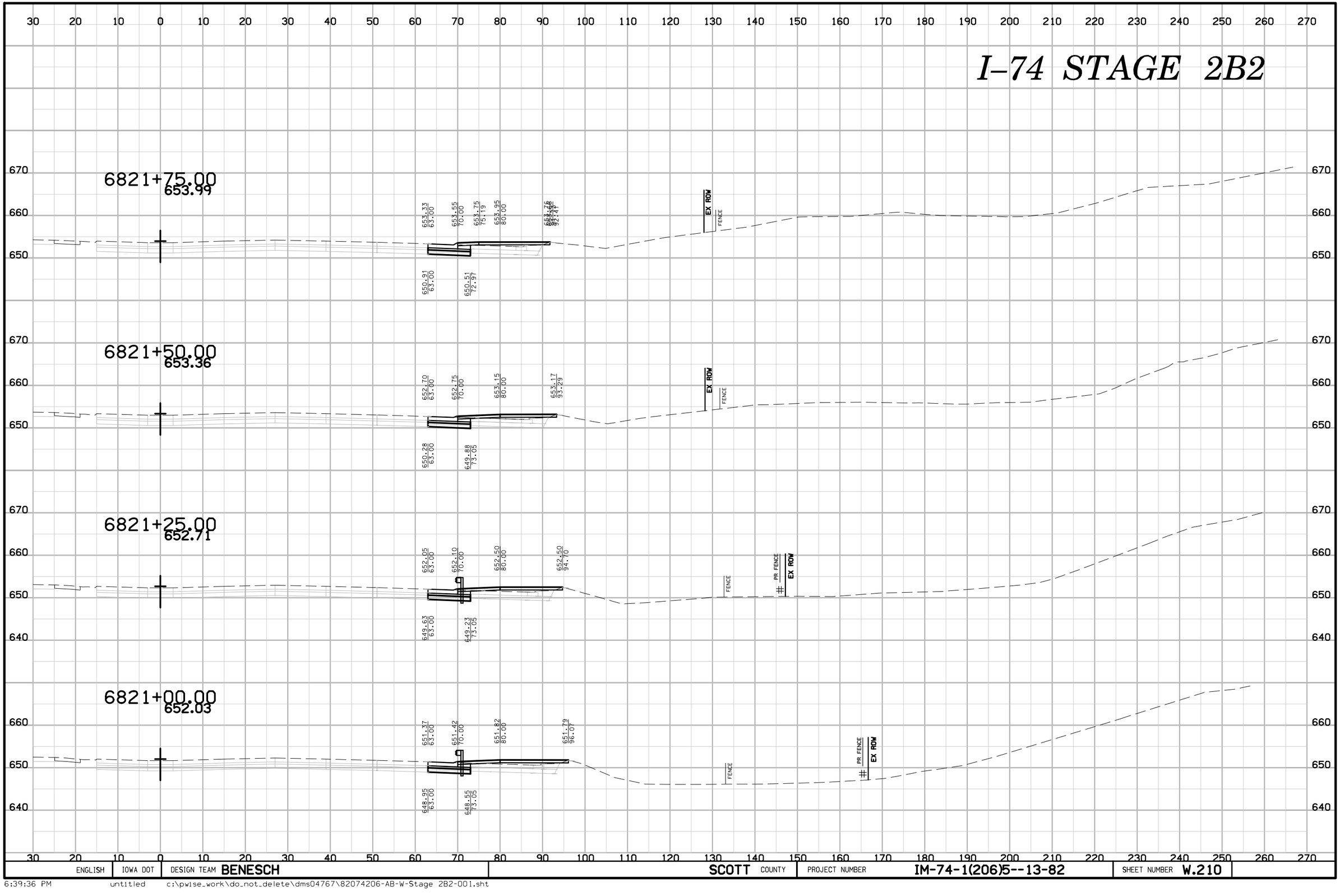
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.210

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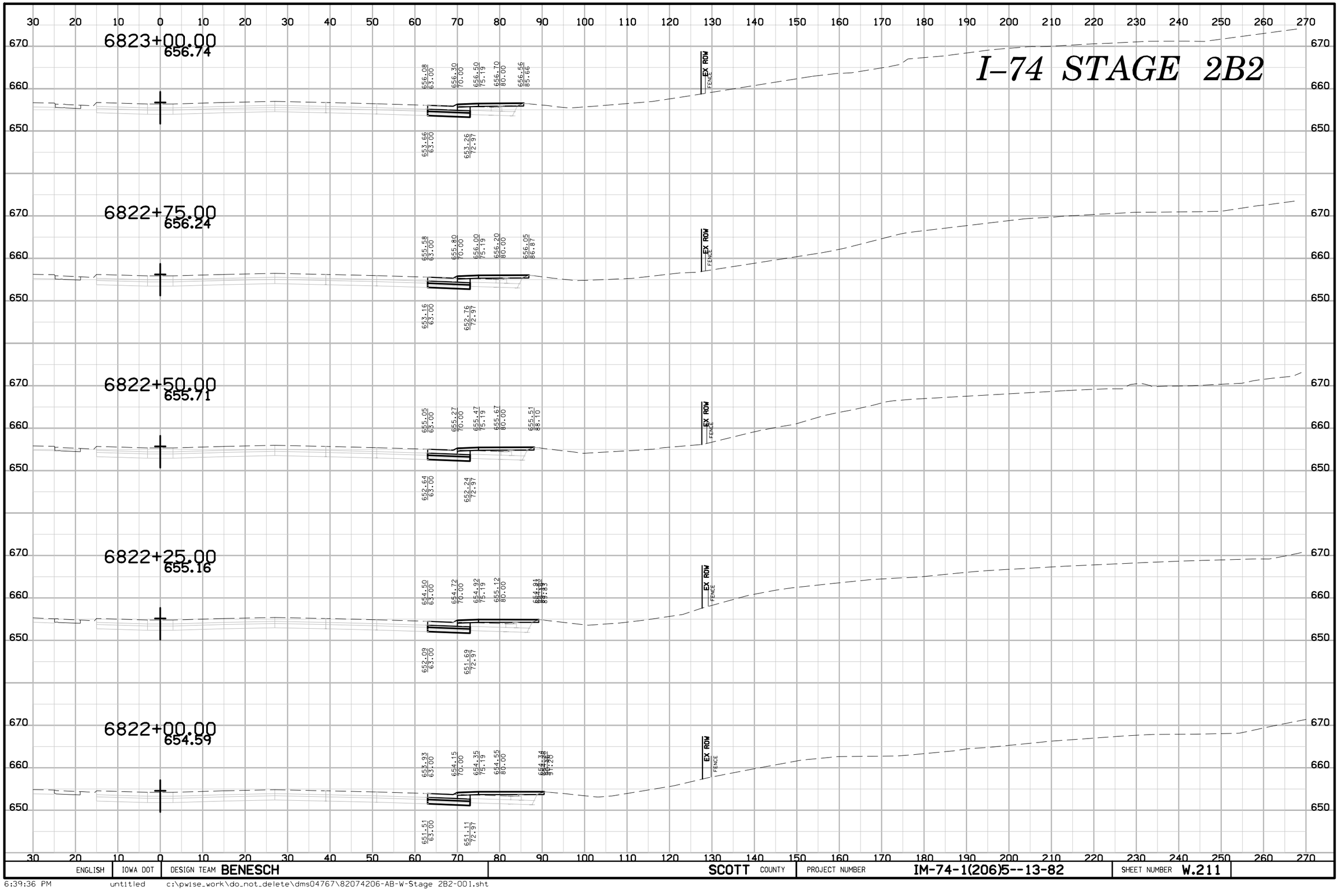
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER	**IM-74-1(206)5--13-82**	SHEET NUMBER **W.211**

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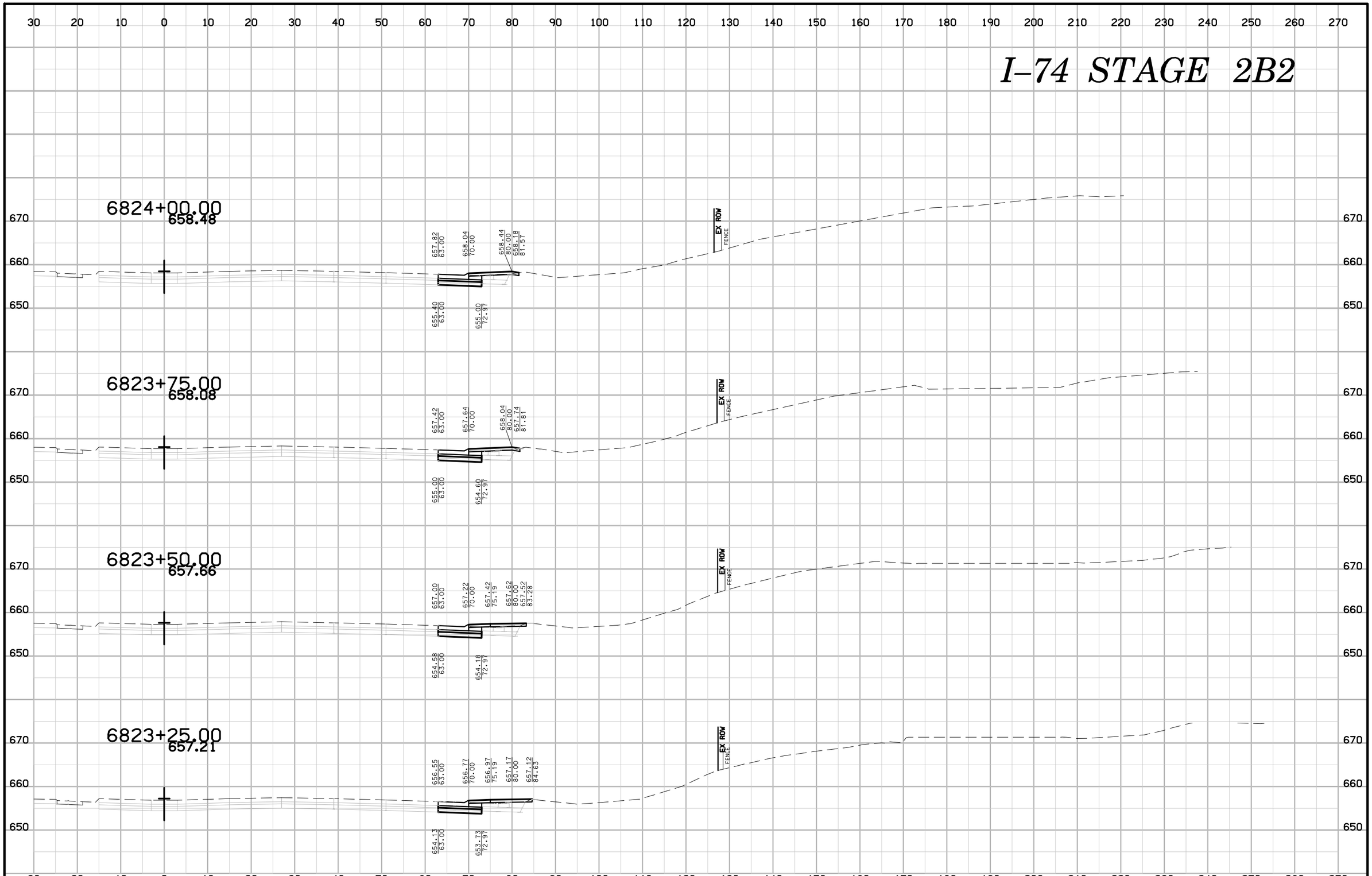
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.212

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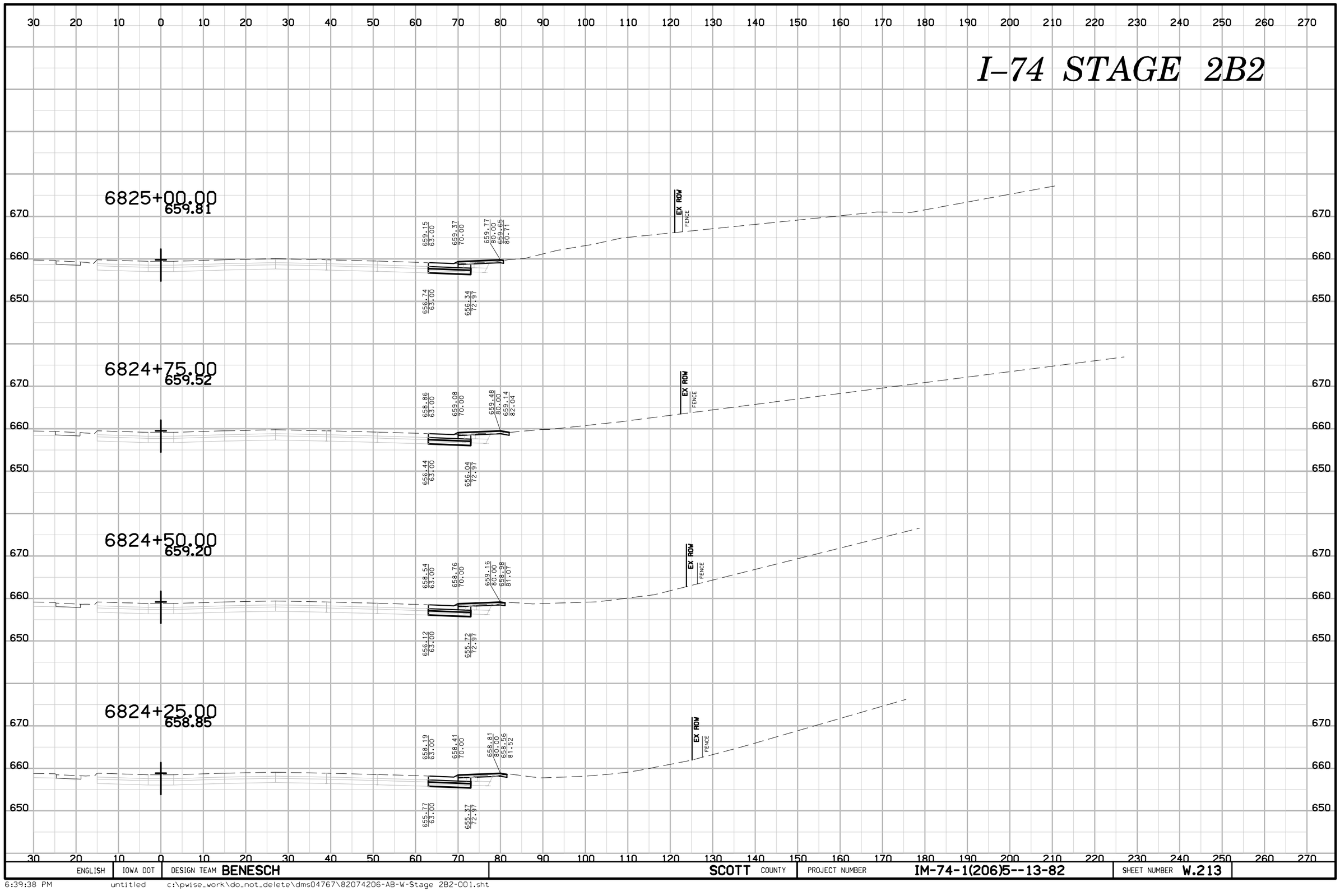
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.213

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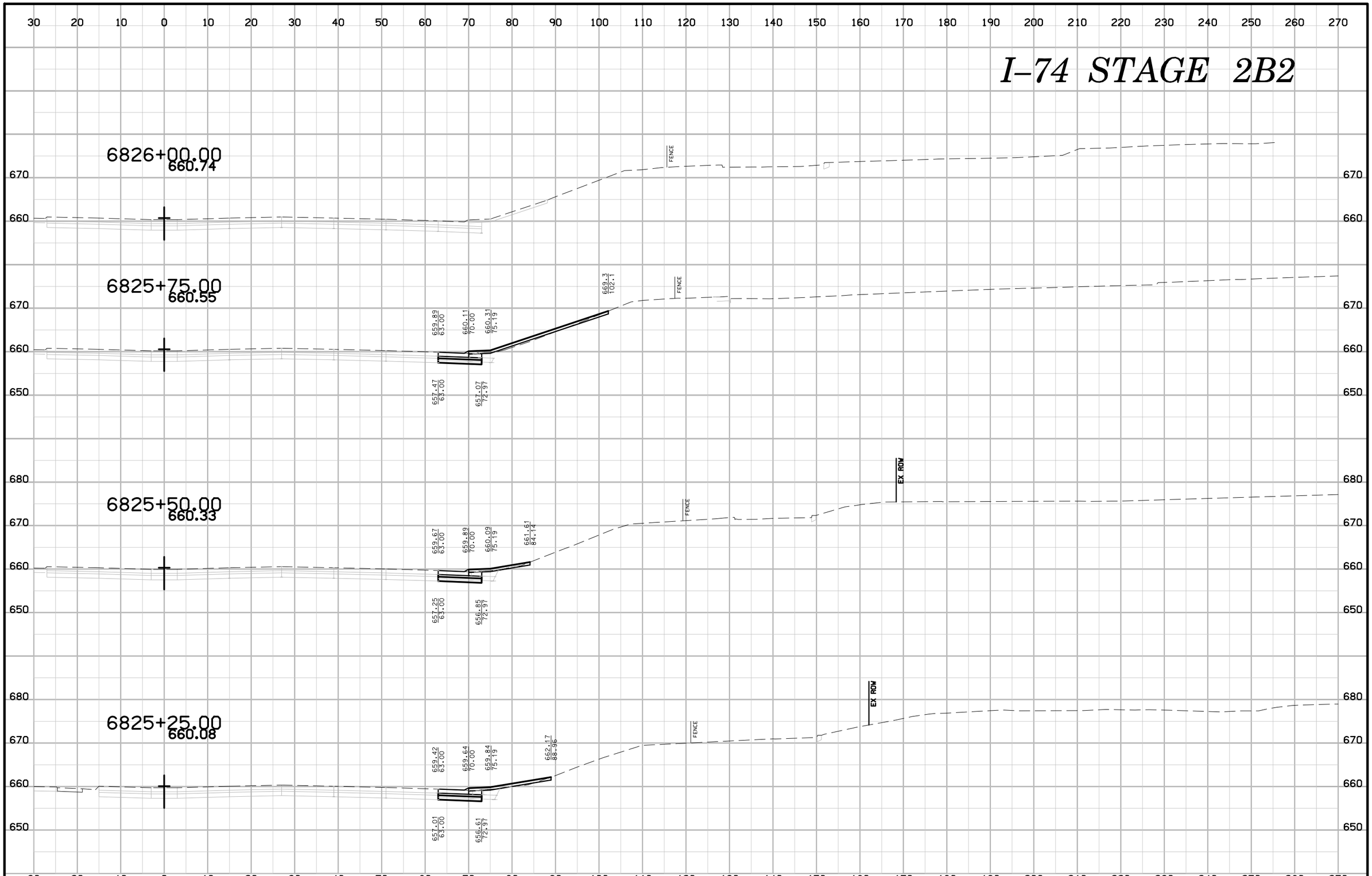
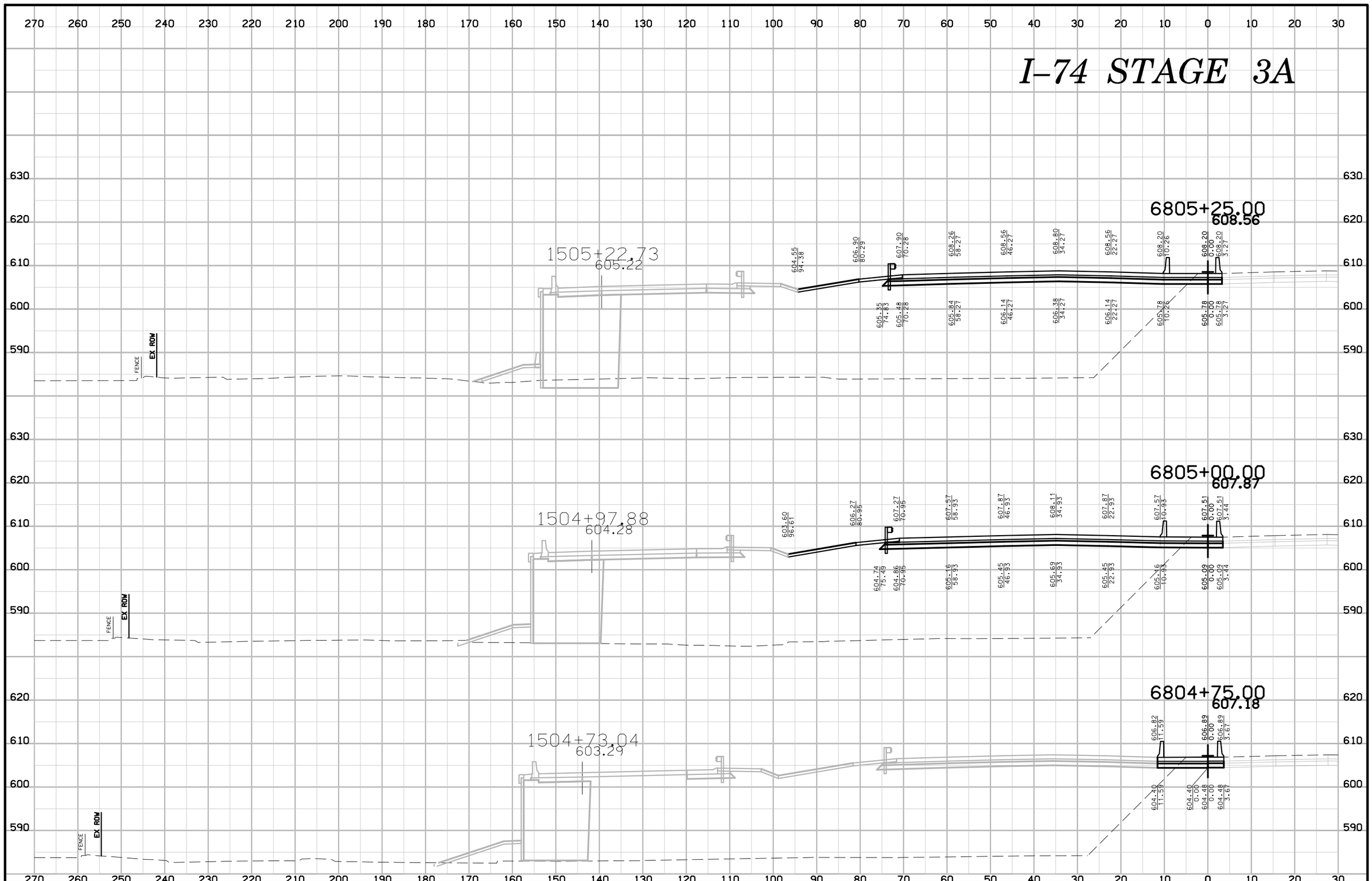
I–74 STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.214

I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.215

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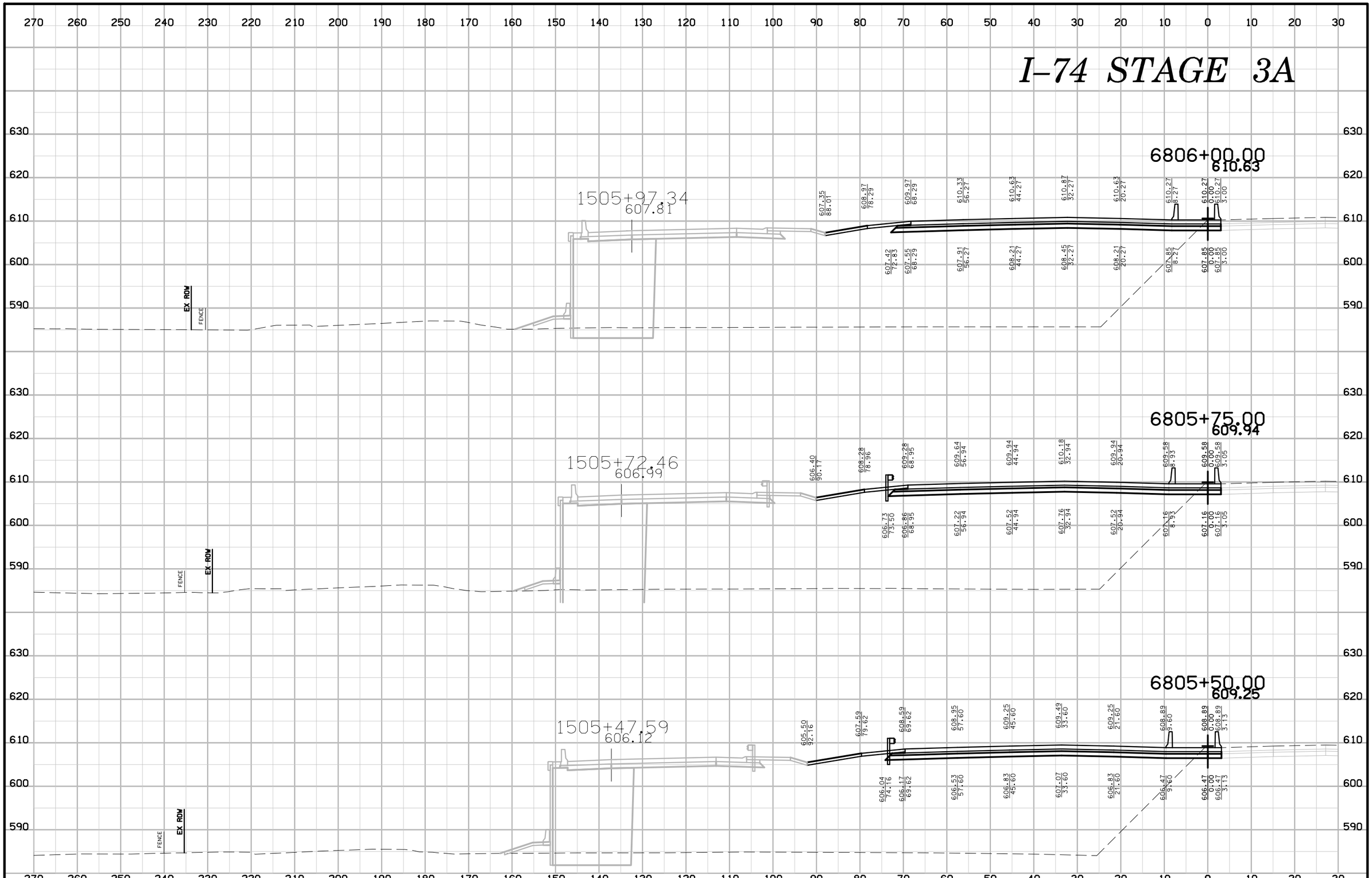
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.216

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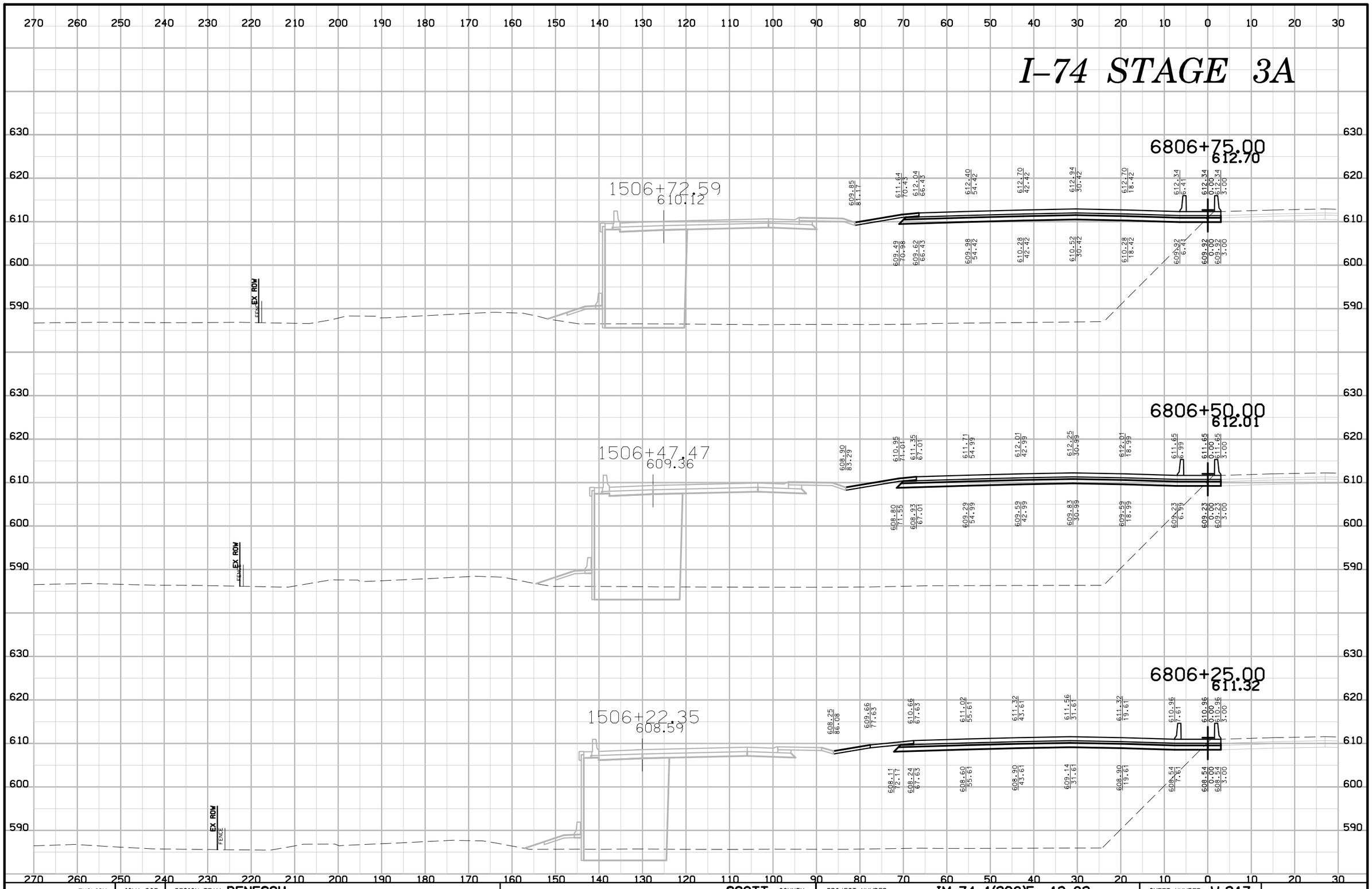
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.217

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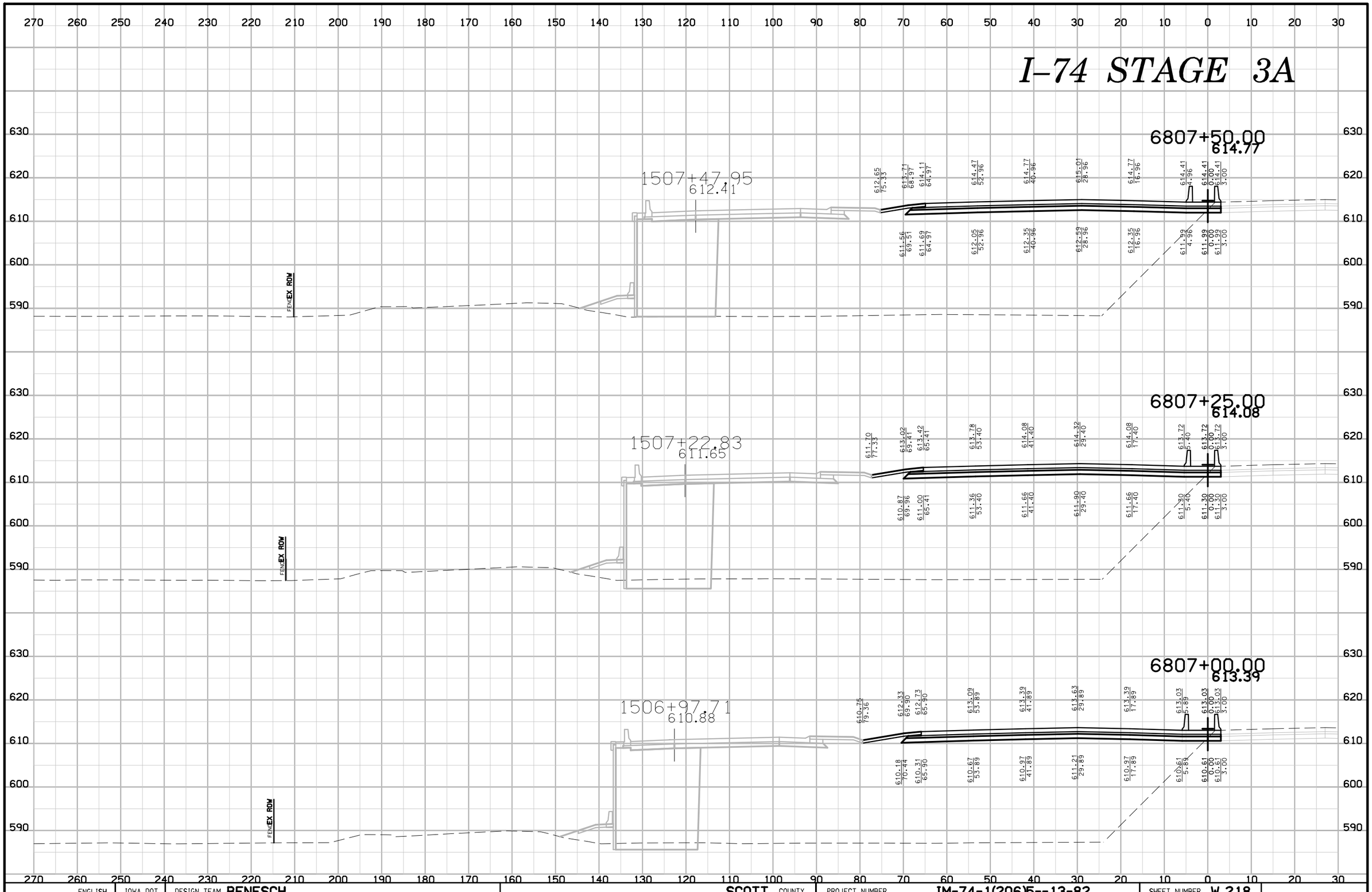
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.218

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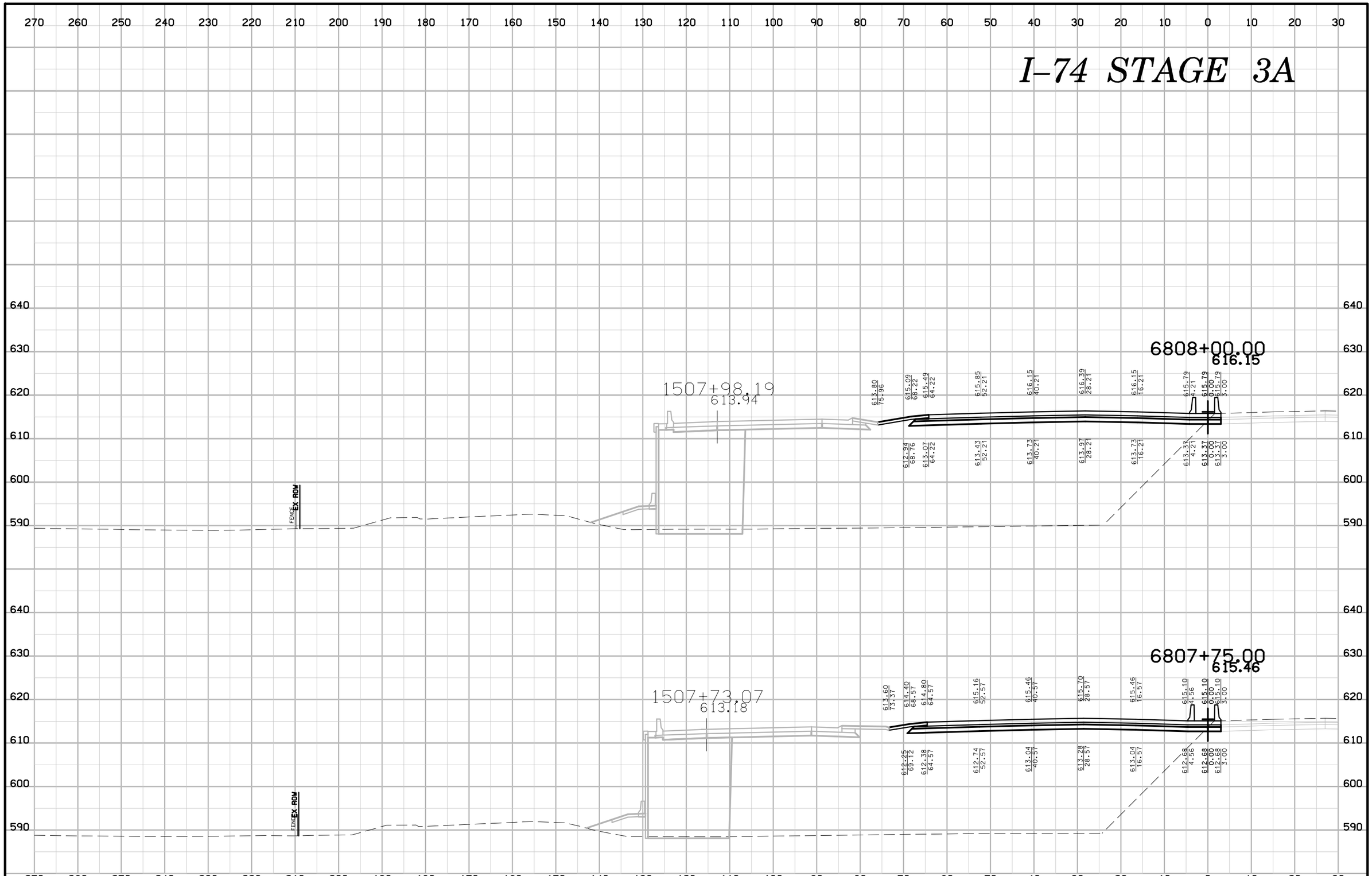
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.219

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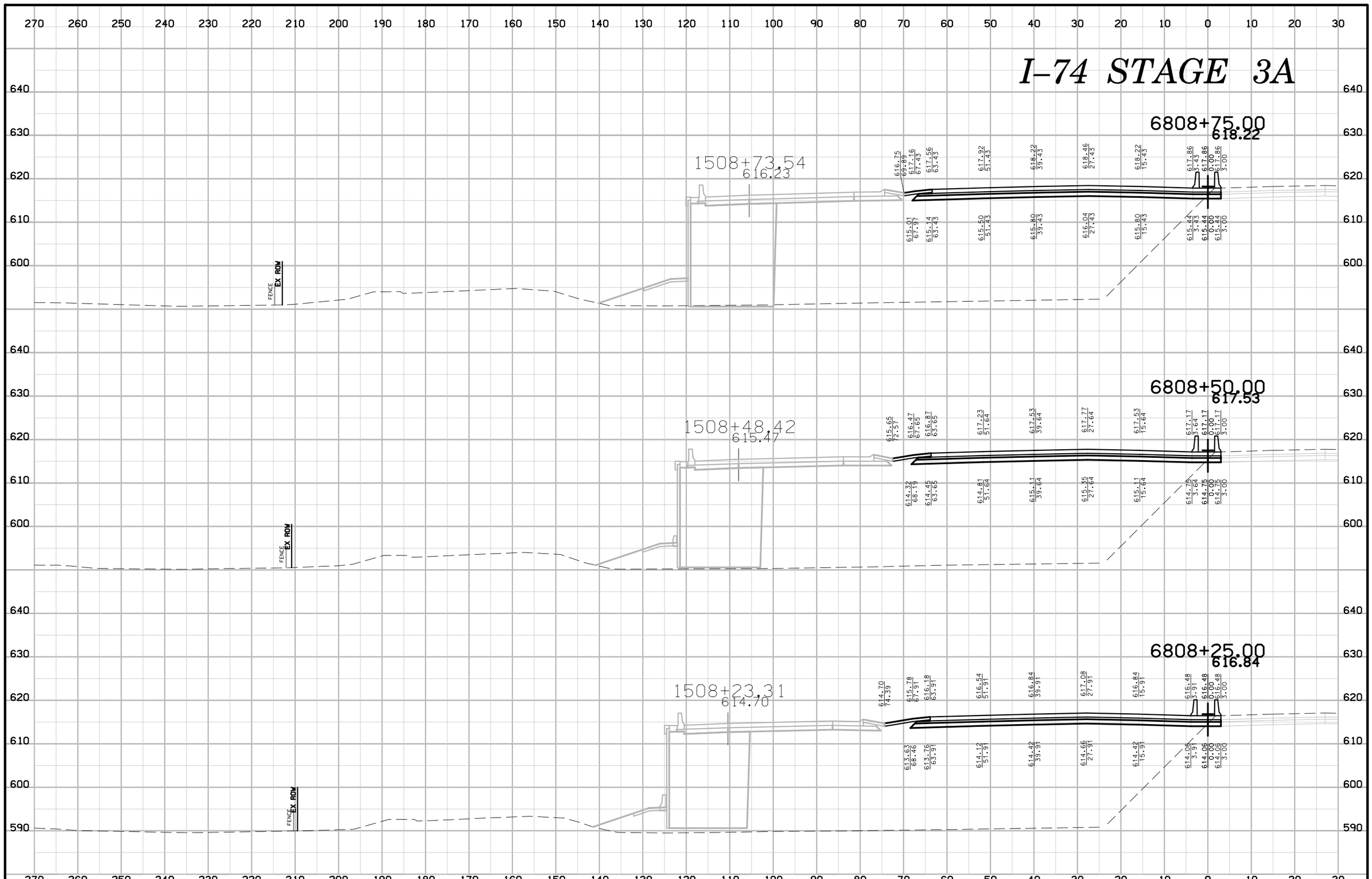
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.220

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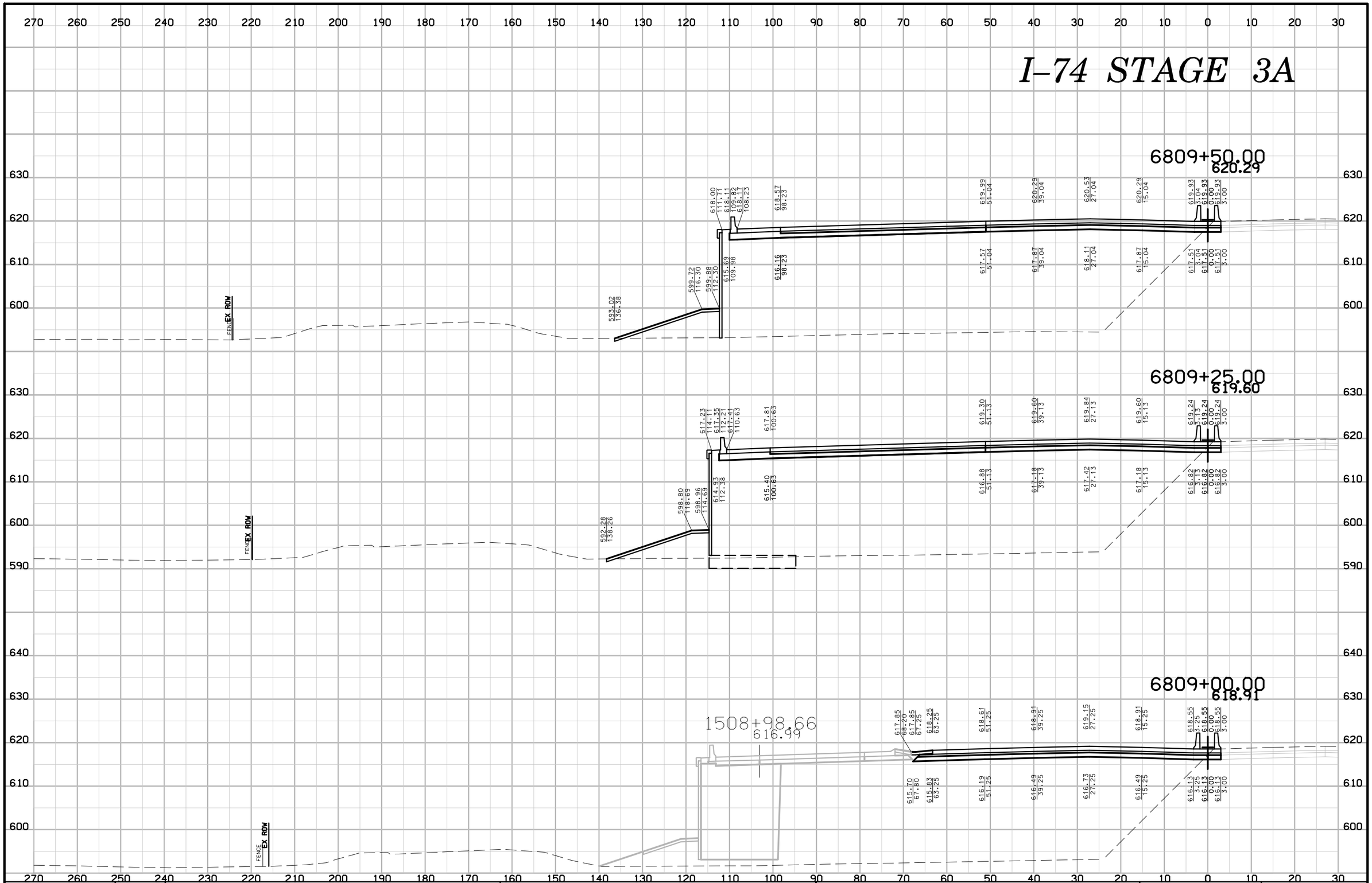
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.221

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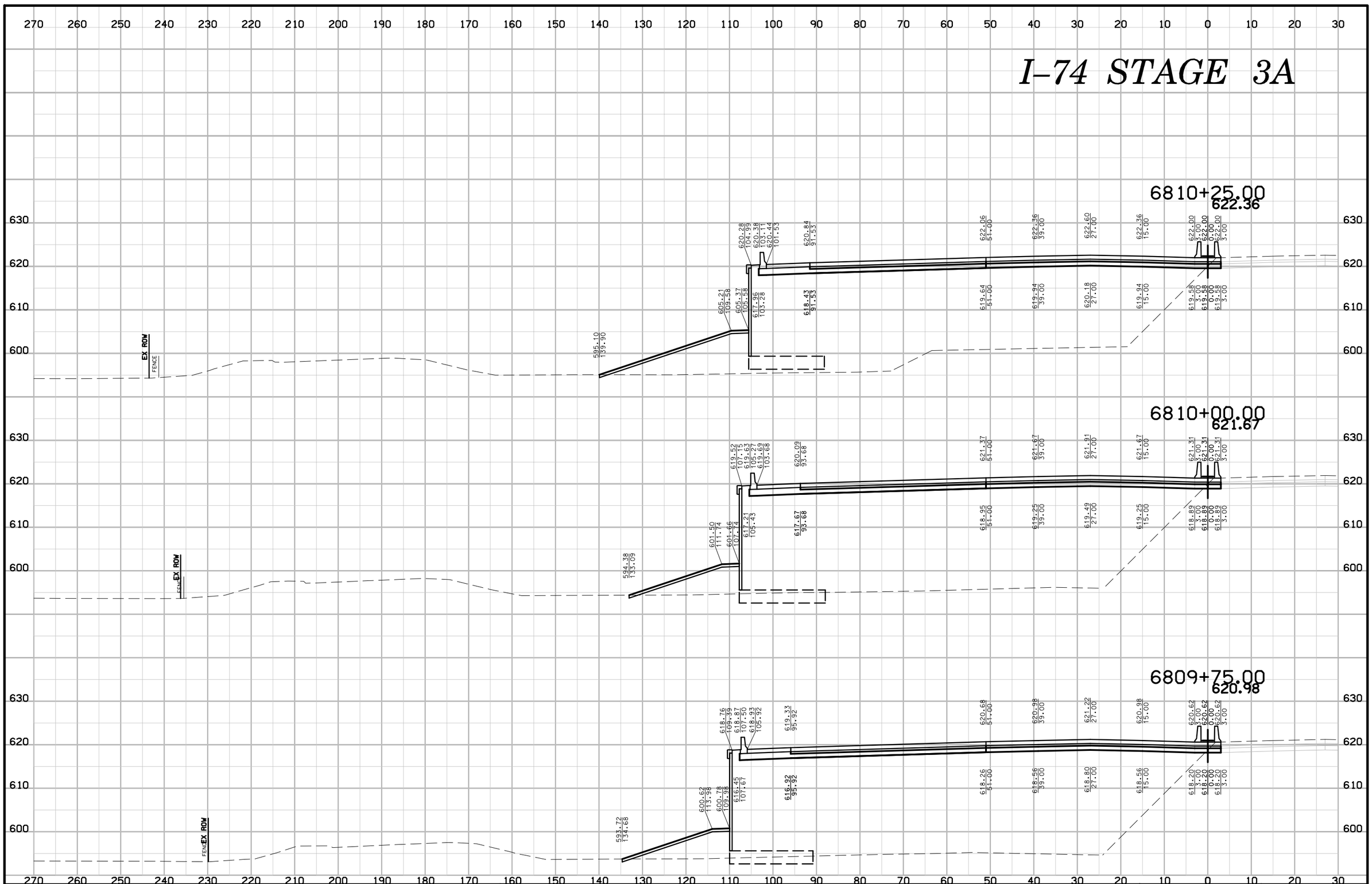
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.222

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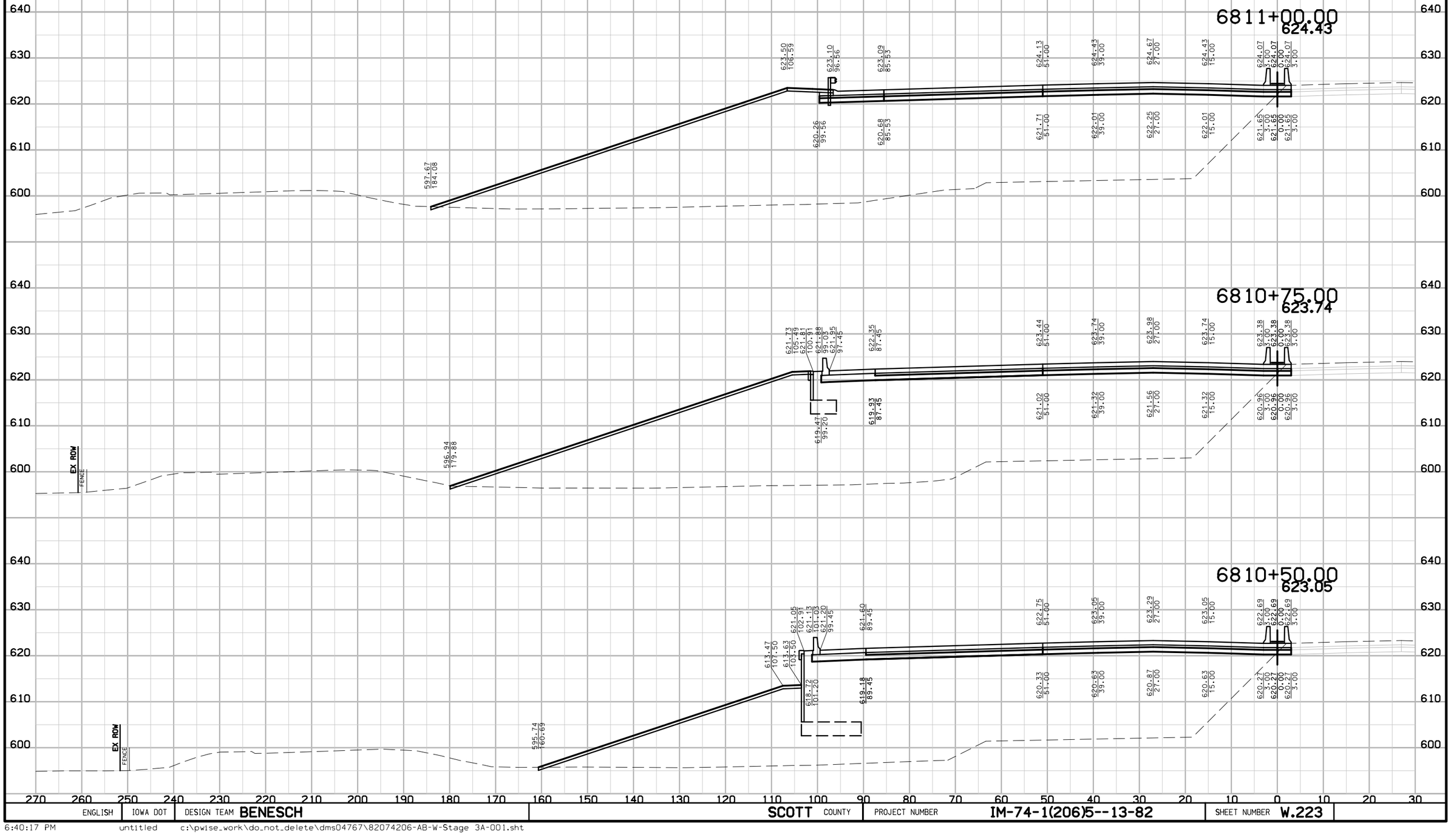
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.223

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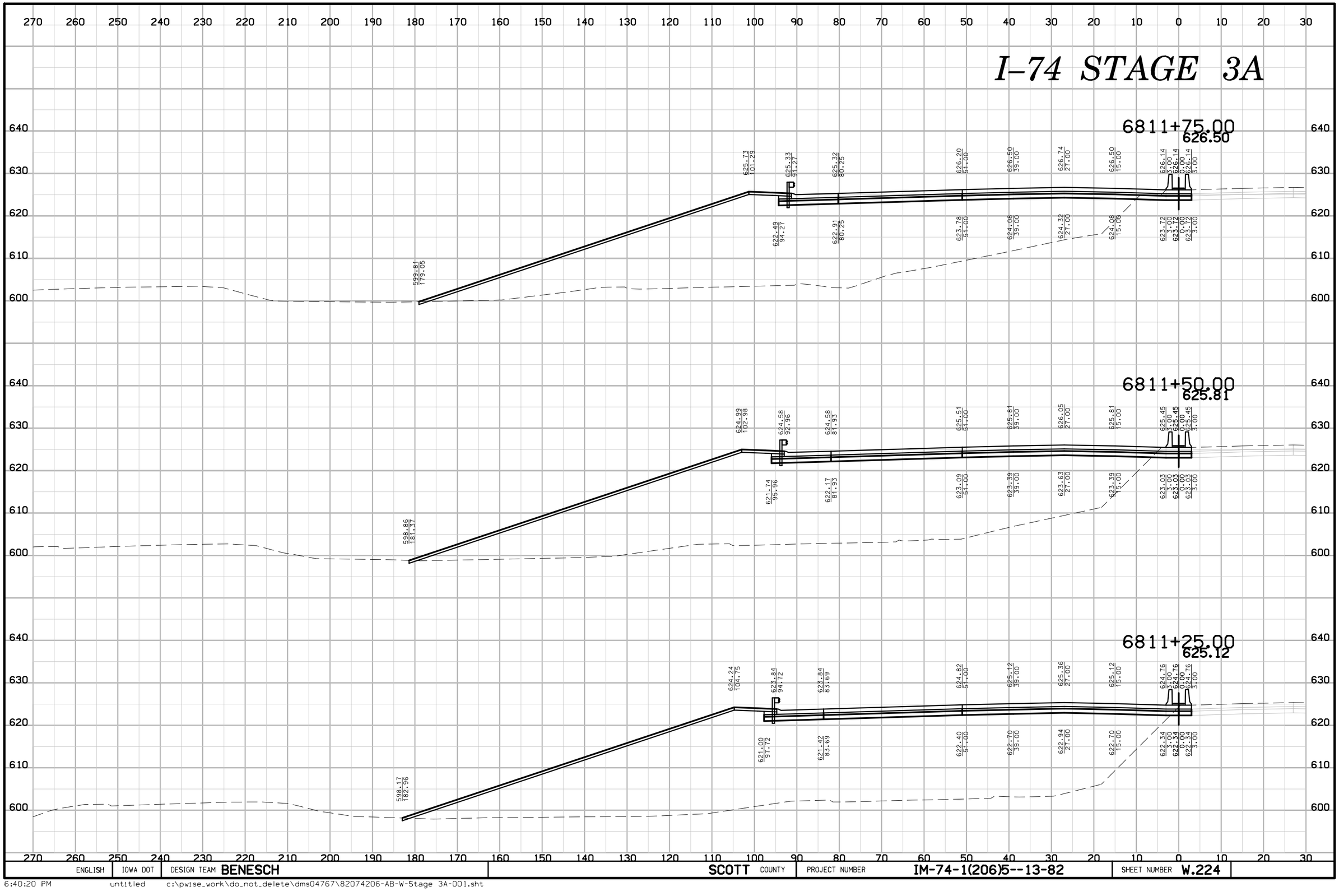
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.224

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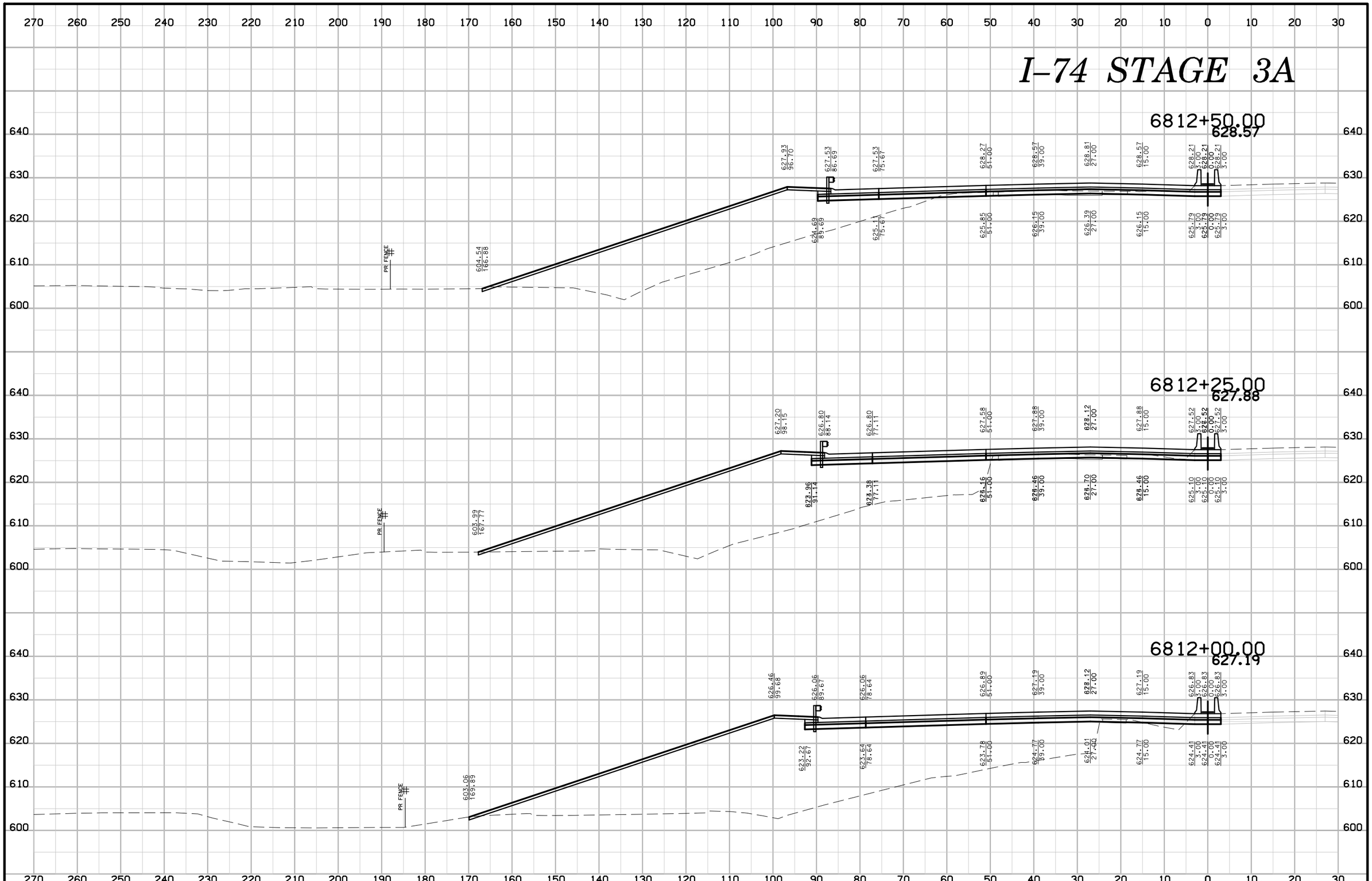
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.225

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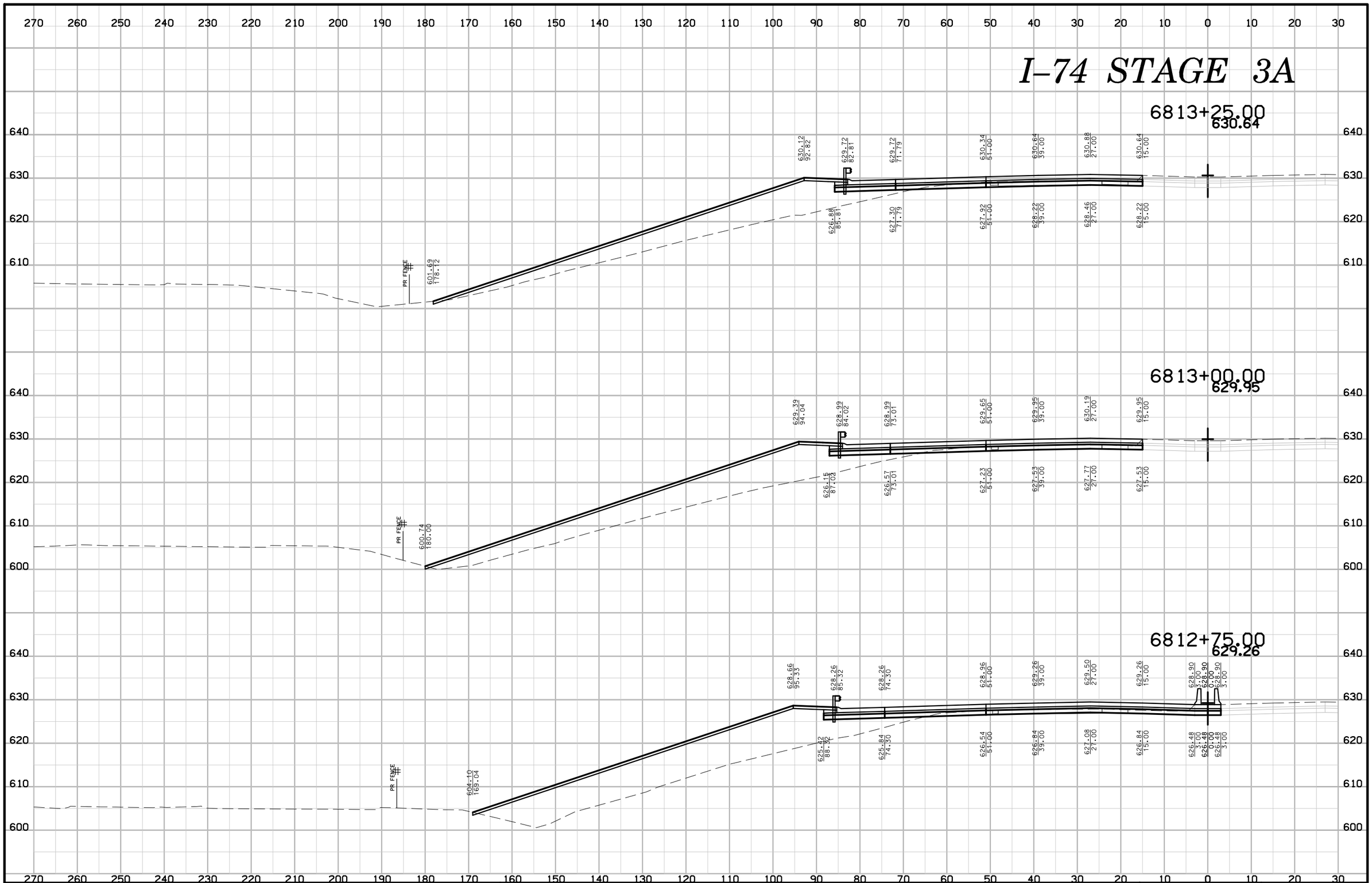
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.226

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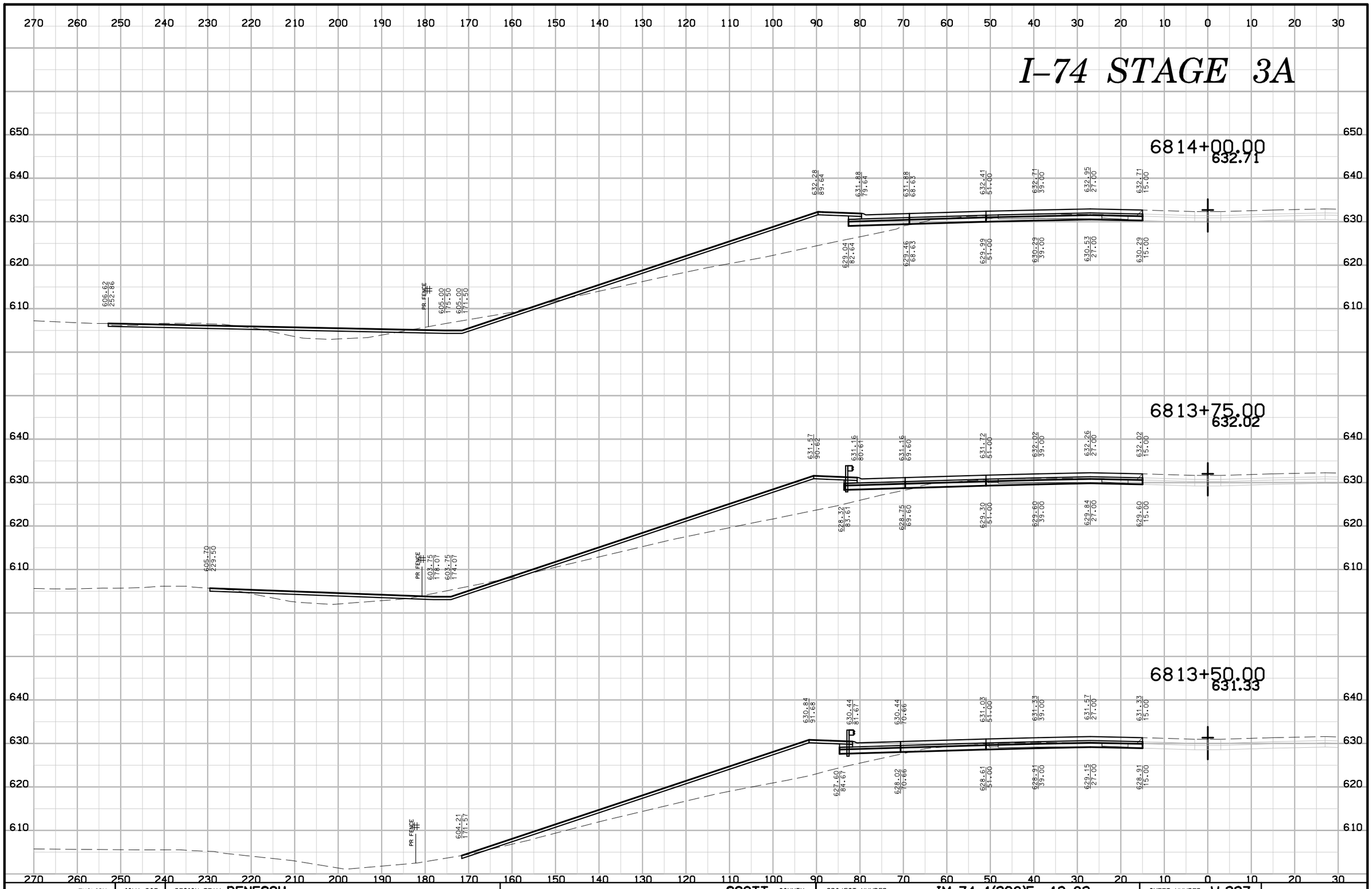
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.227

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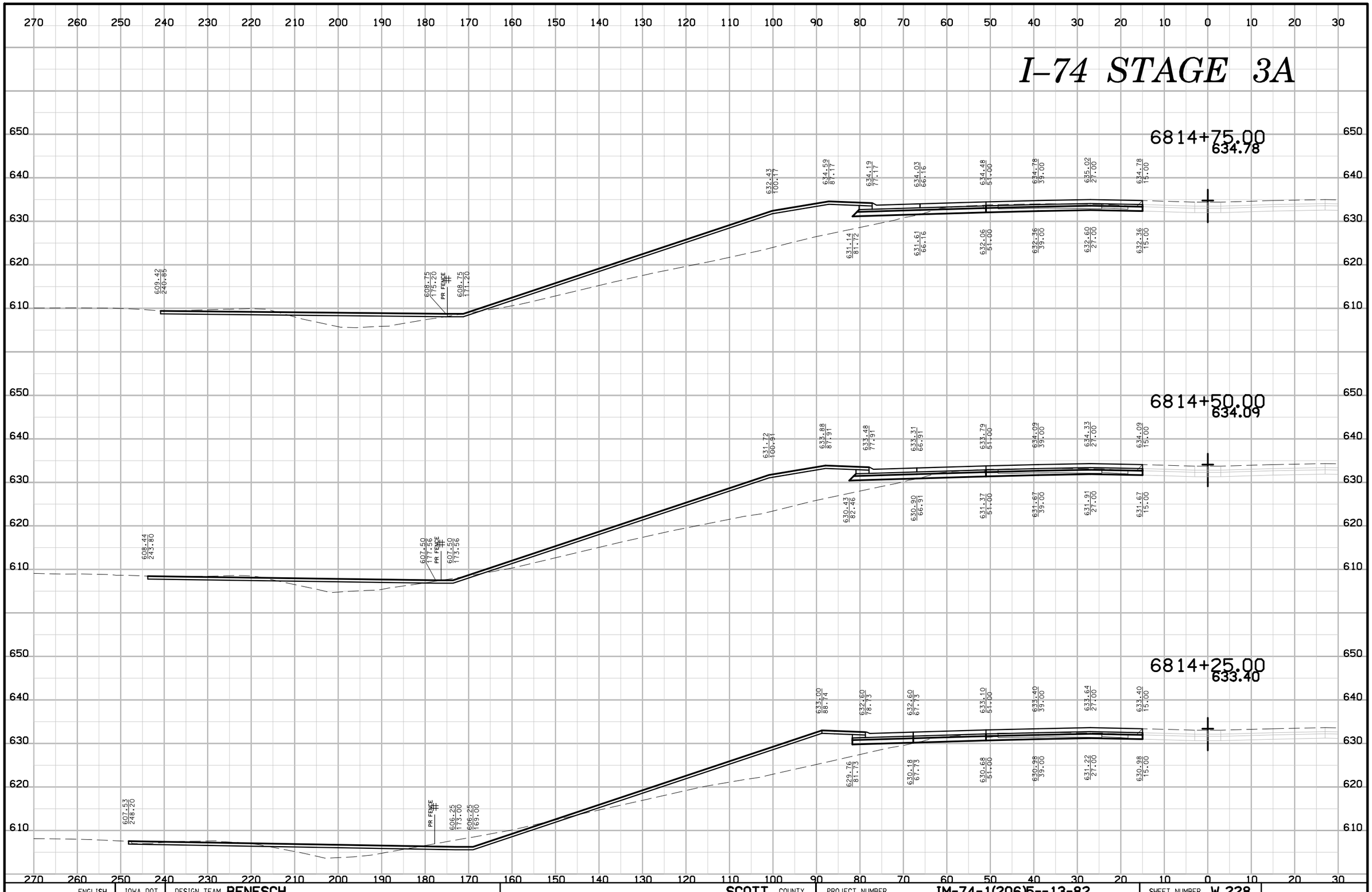
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.228

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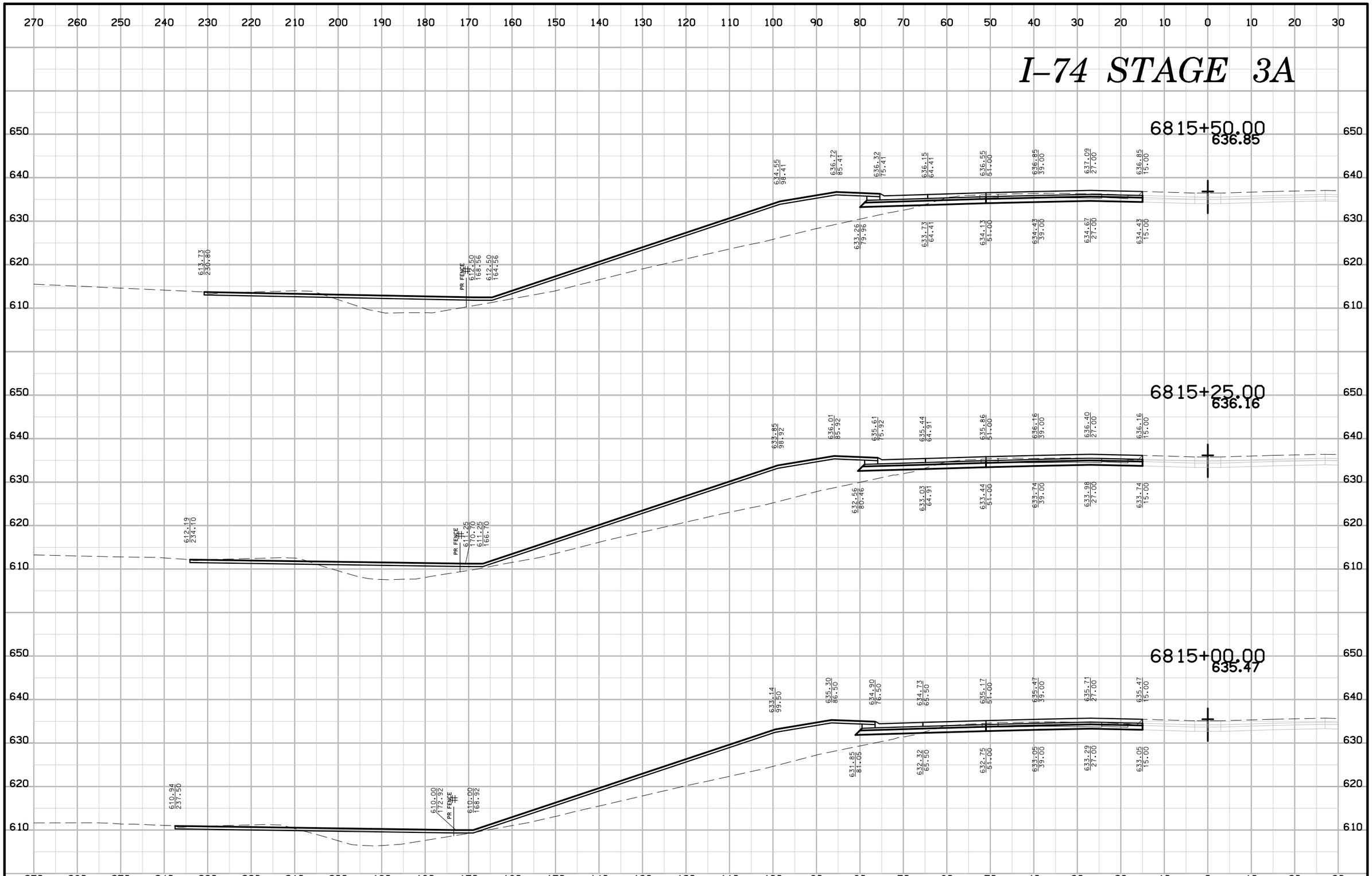
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.229

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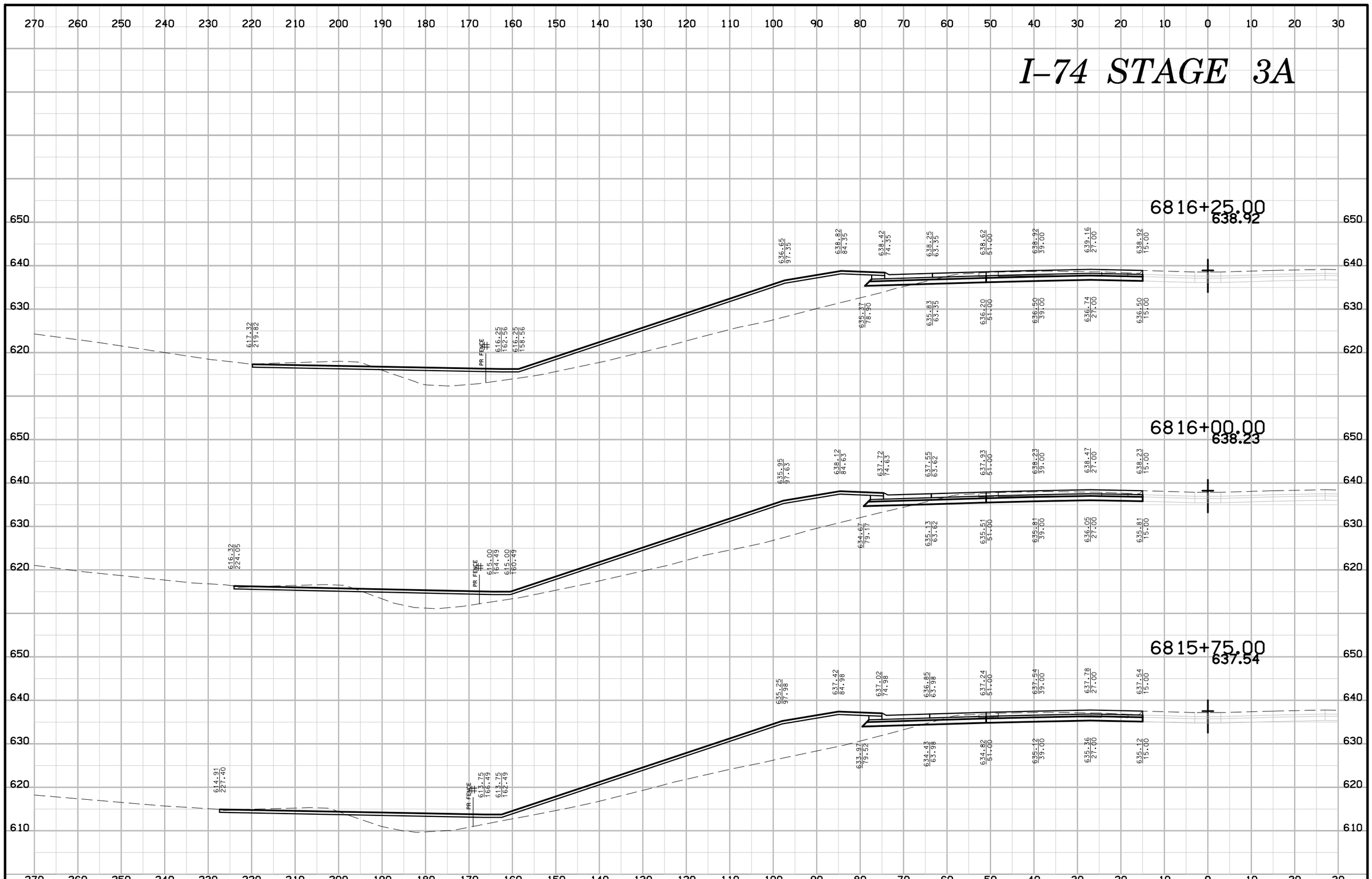
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.230

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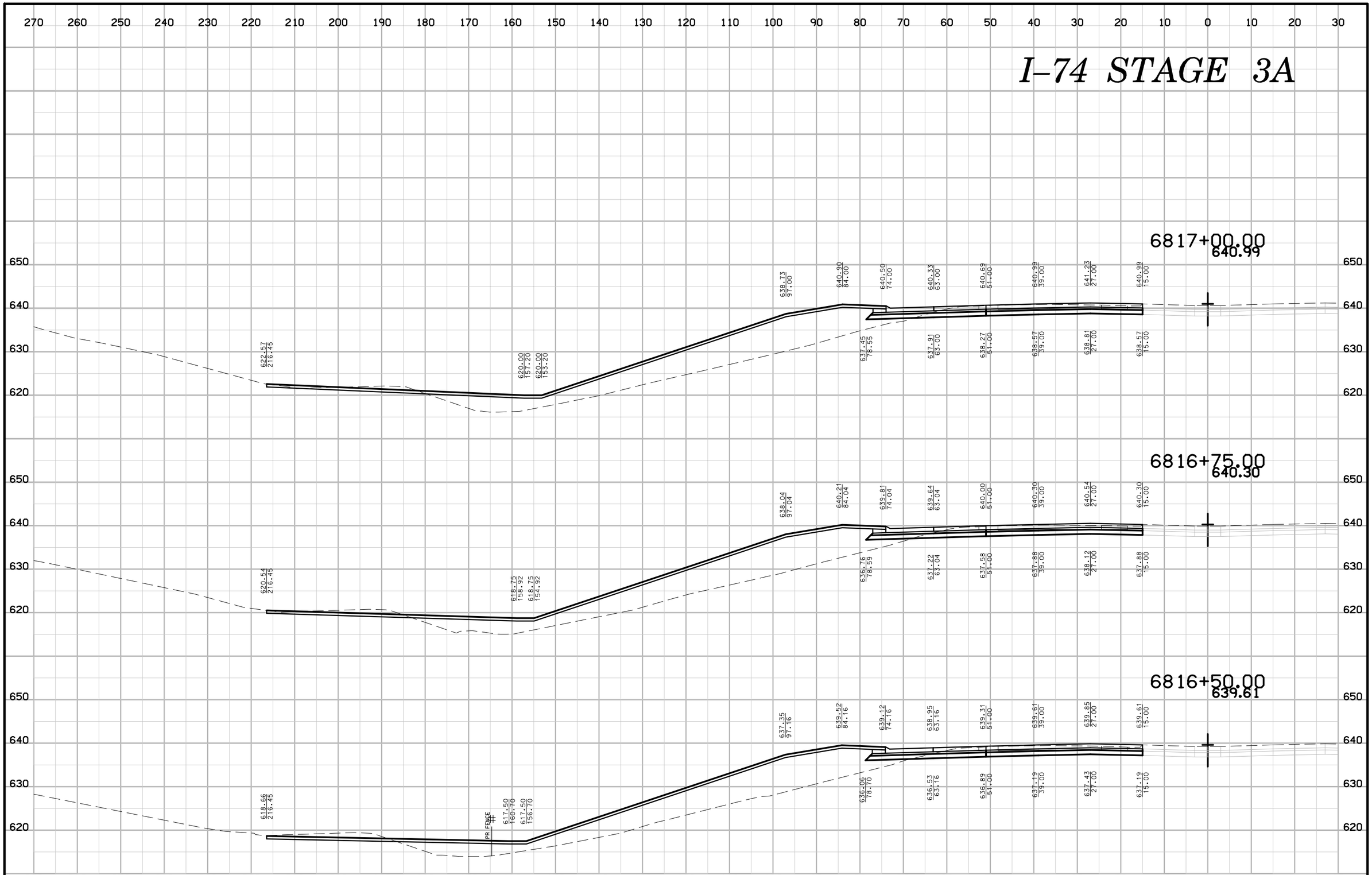
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.231

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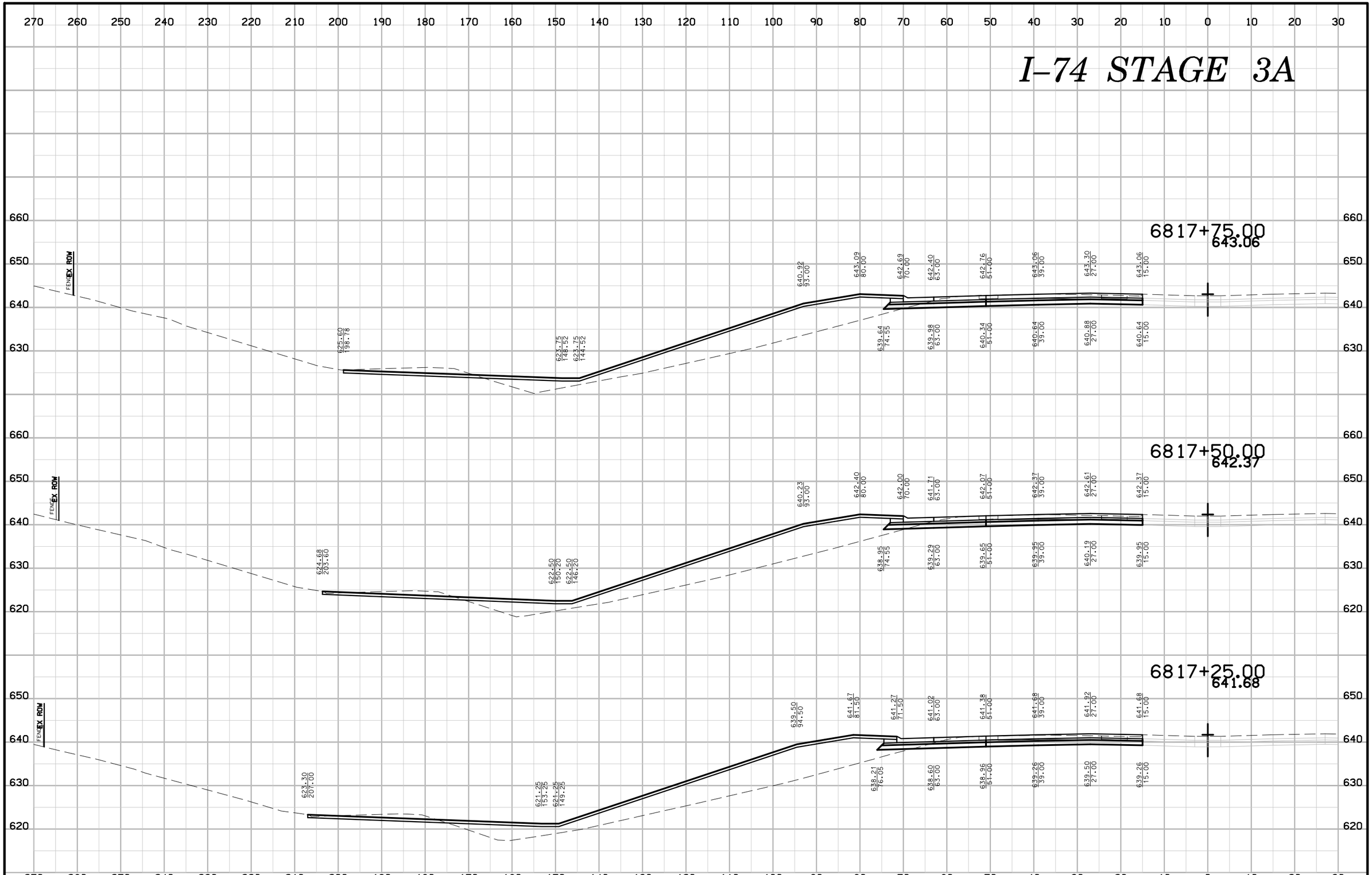
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.232

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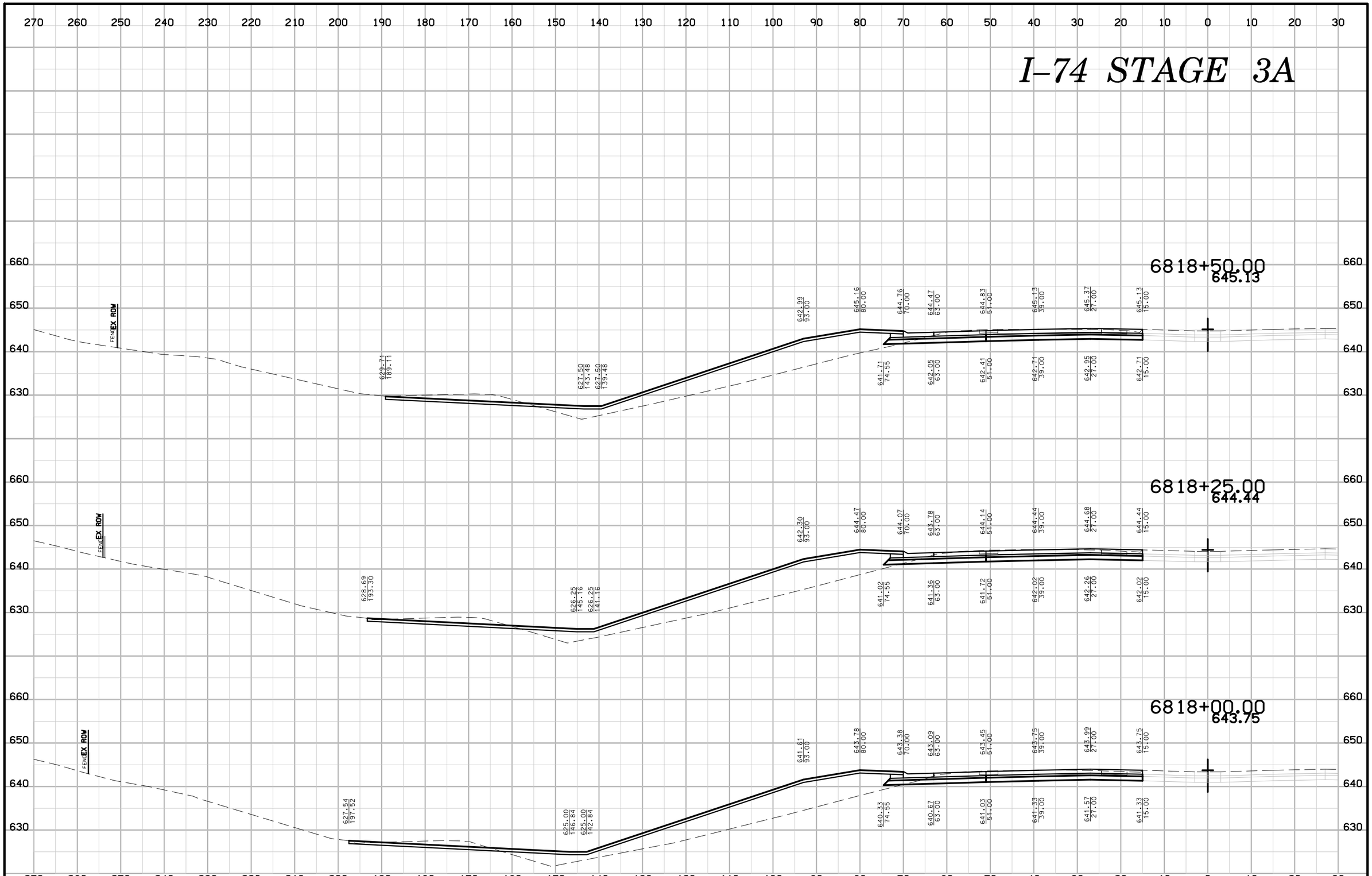
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.233

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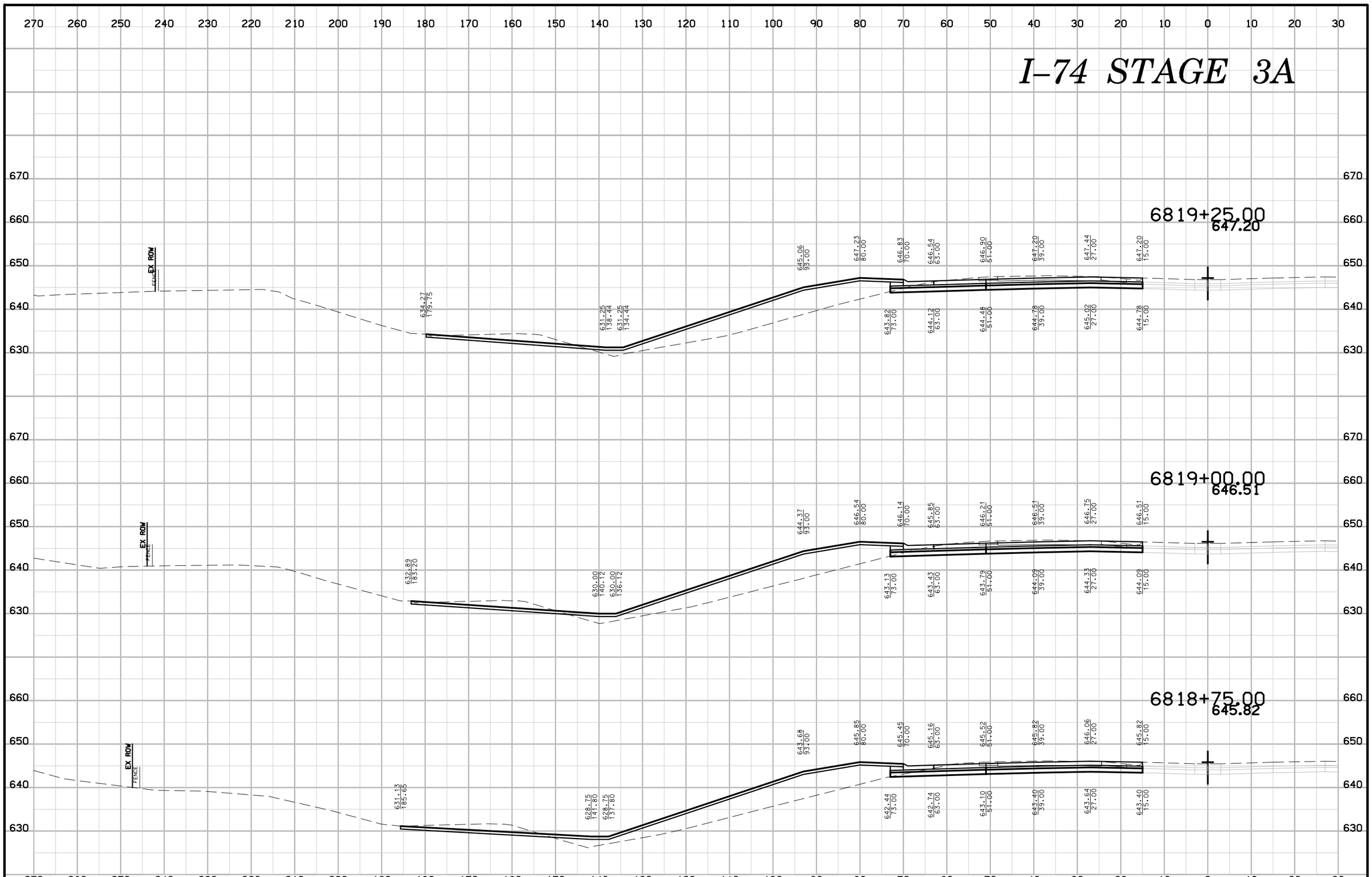
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.234

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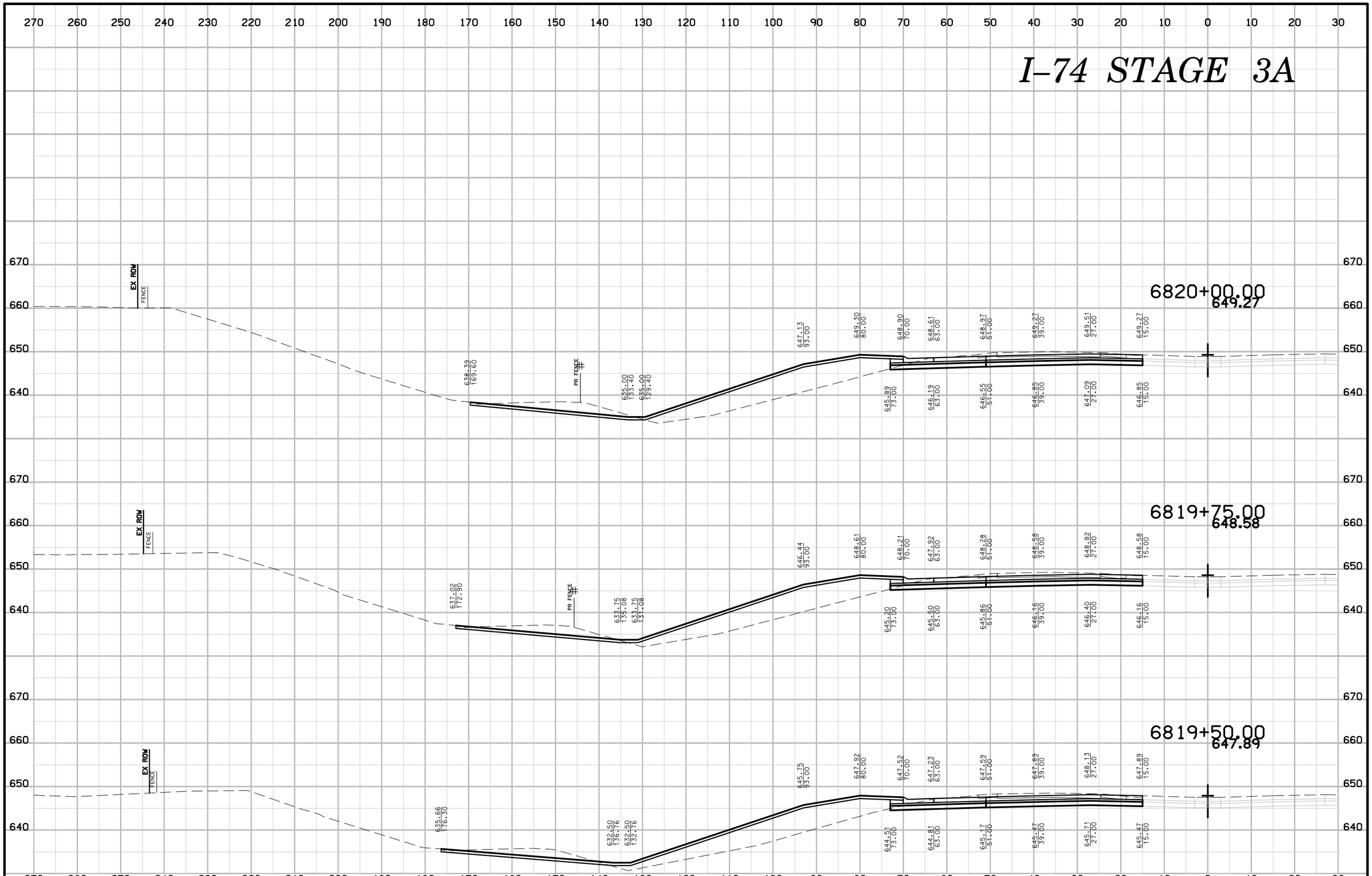
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.235

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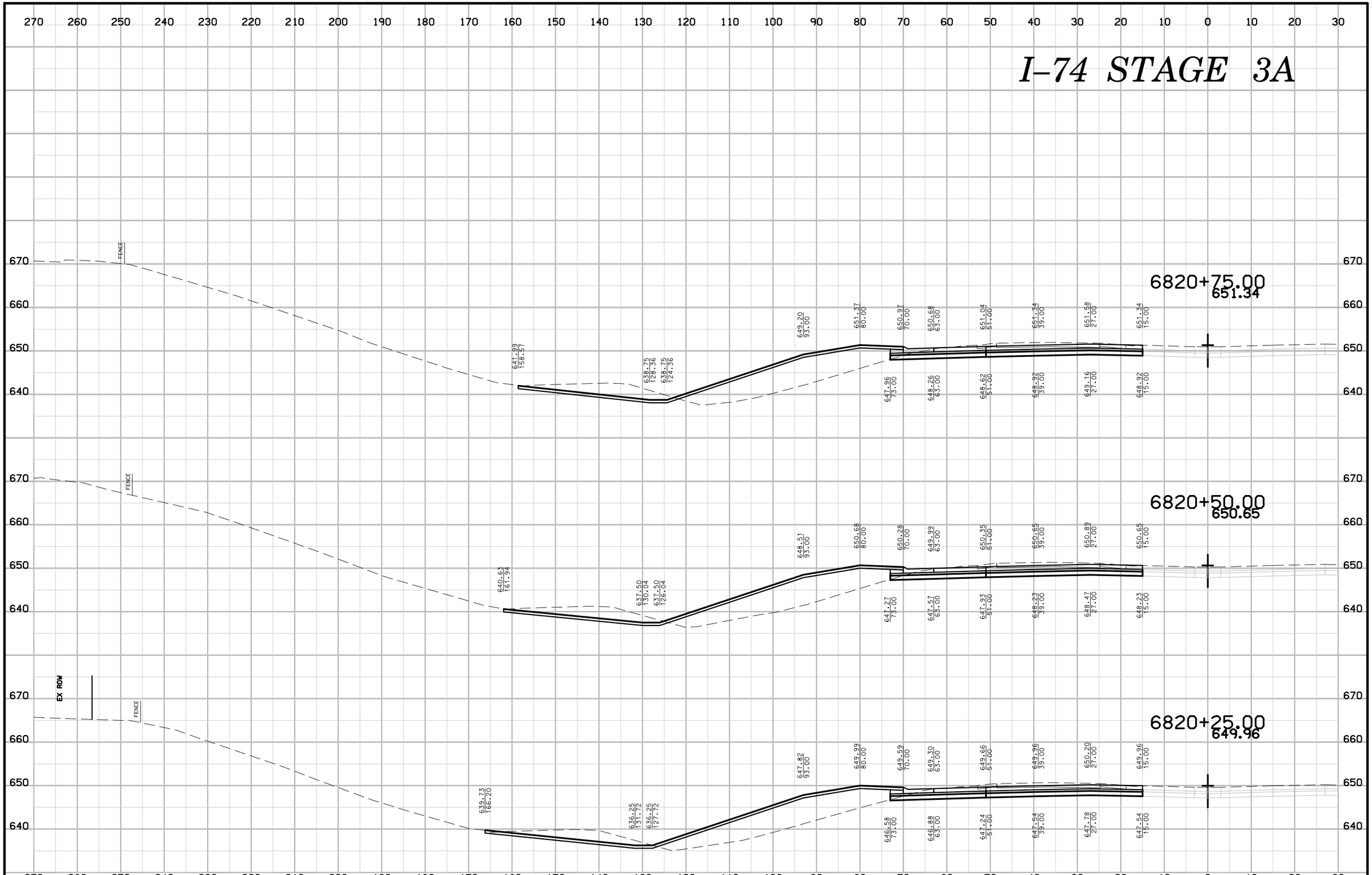
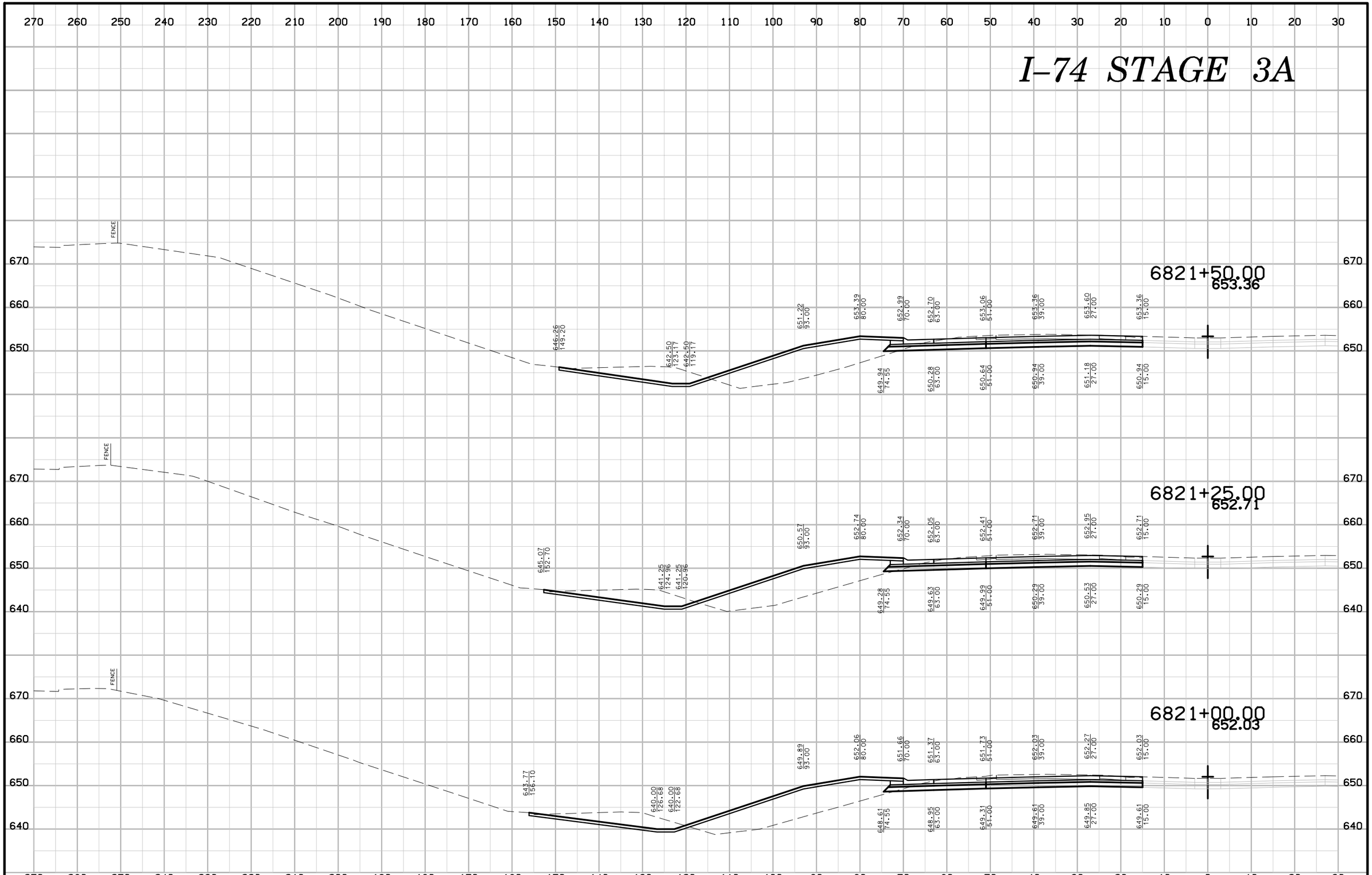
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.236

6:40:58 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.237

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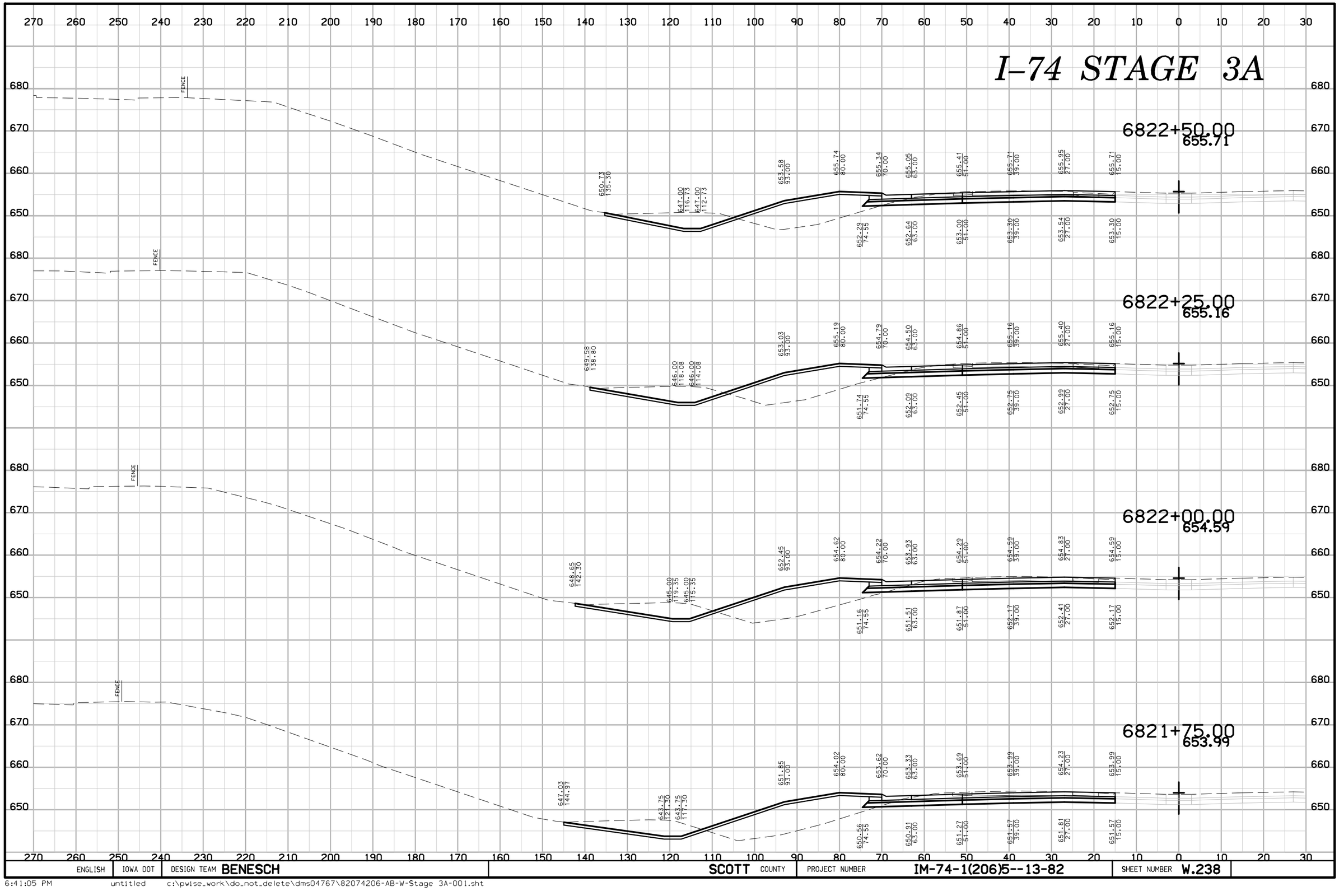
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER	**IM-74-1(206)5--13-82**	SHEET NUMBER **W.238**

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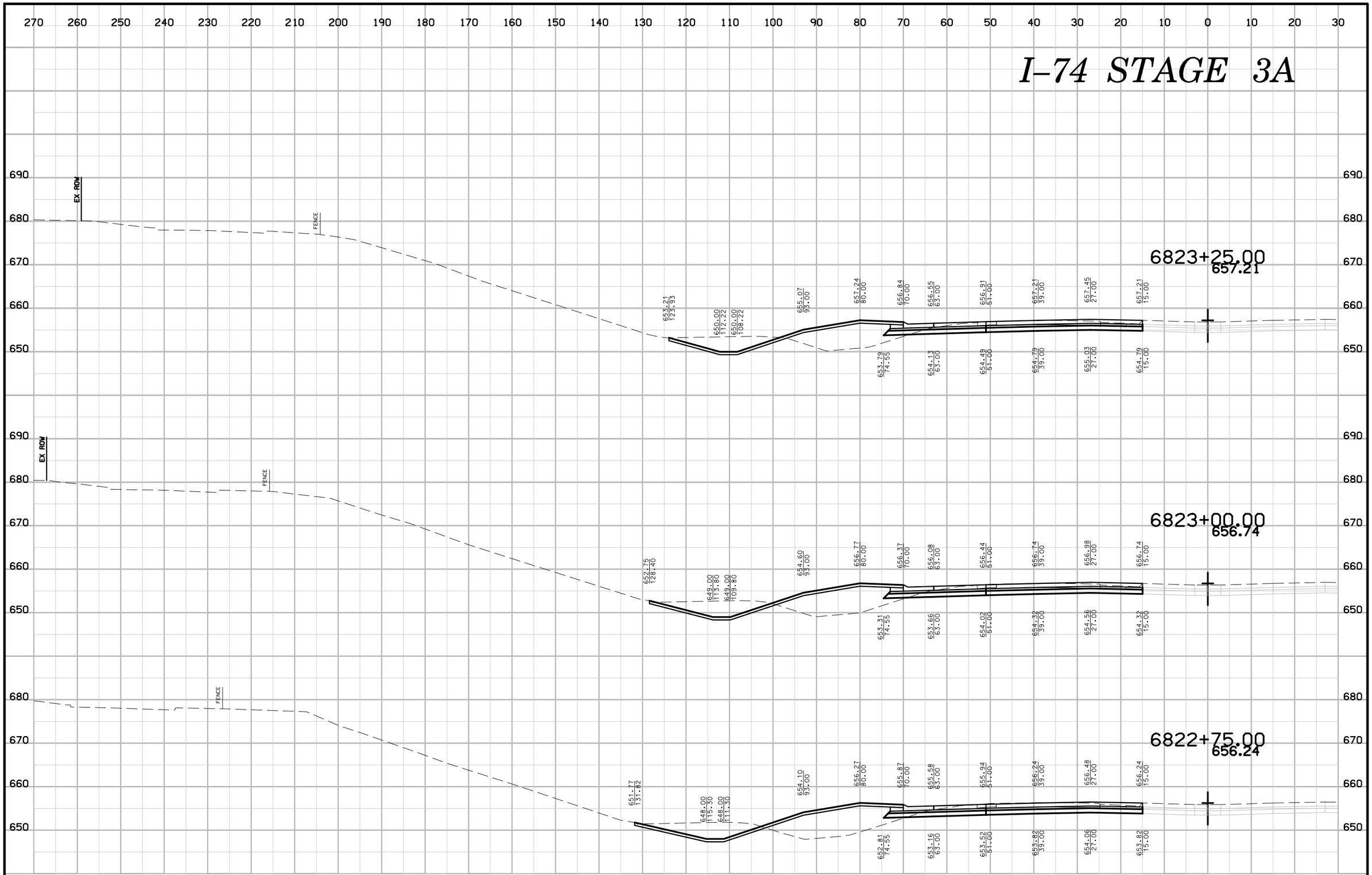
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.239

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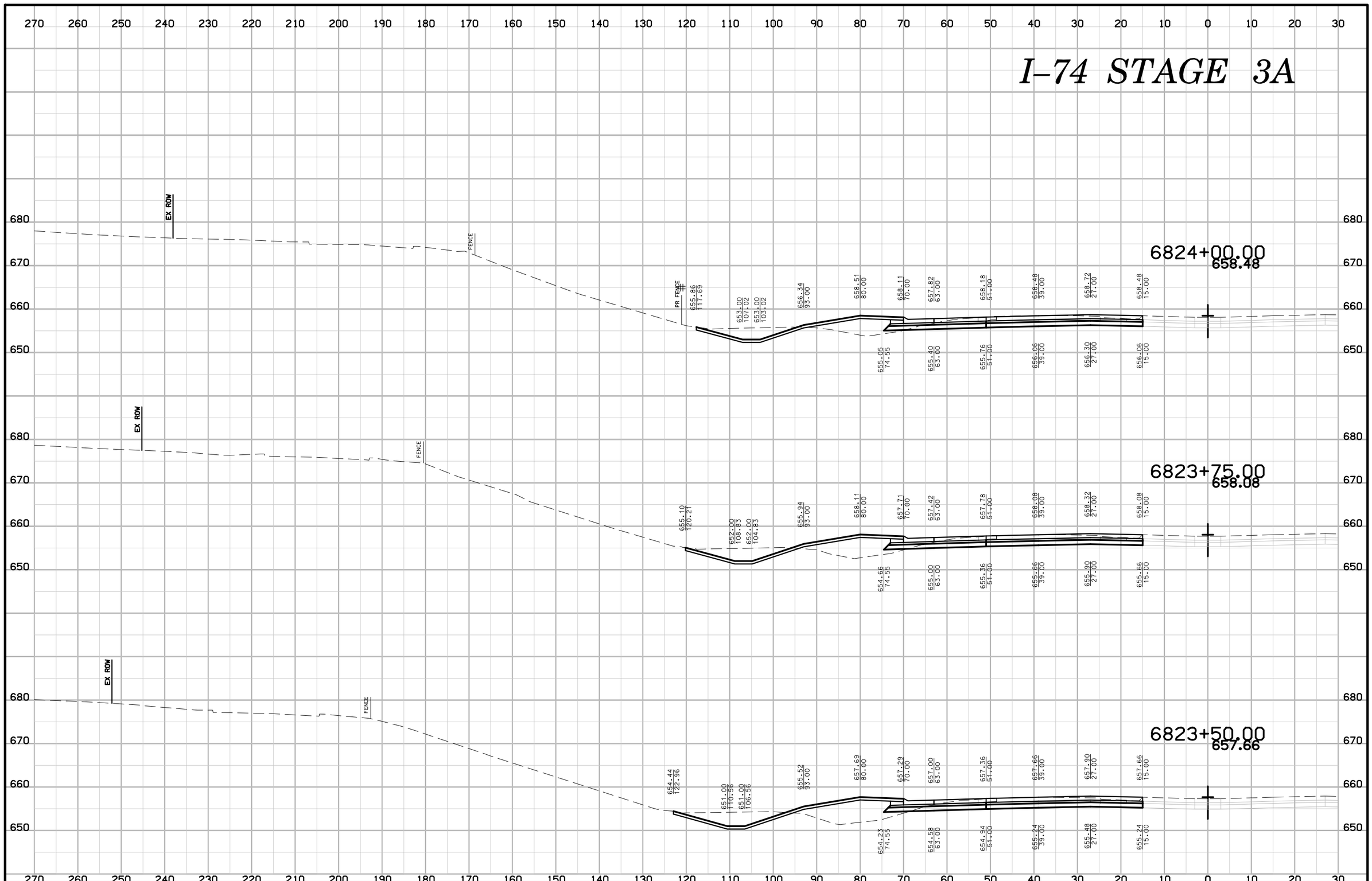
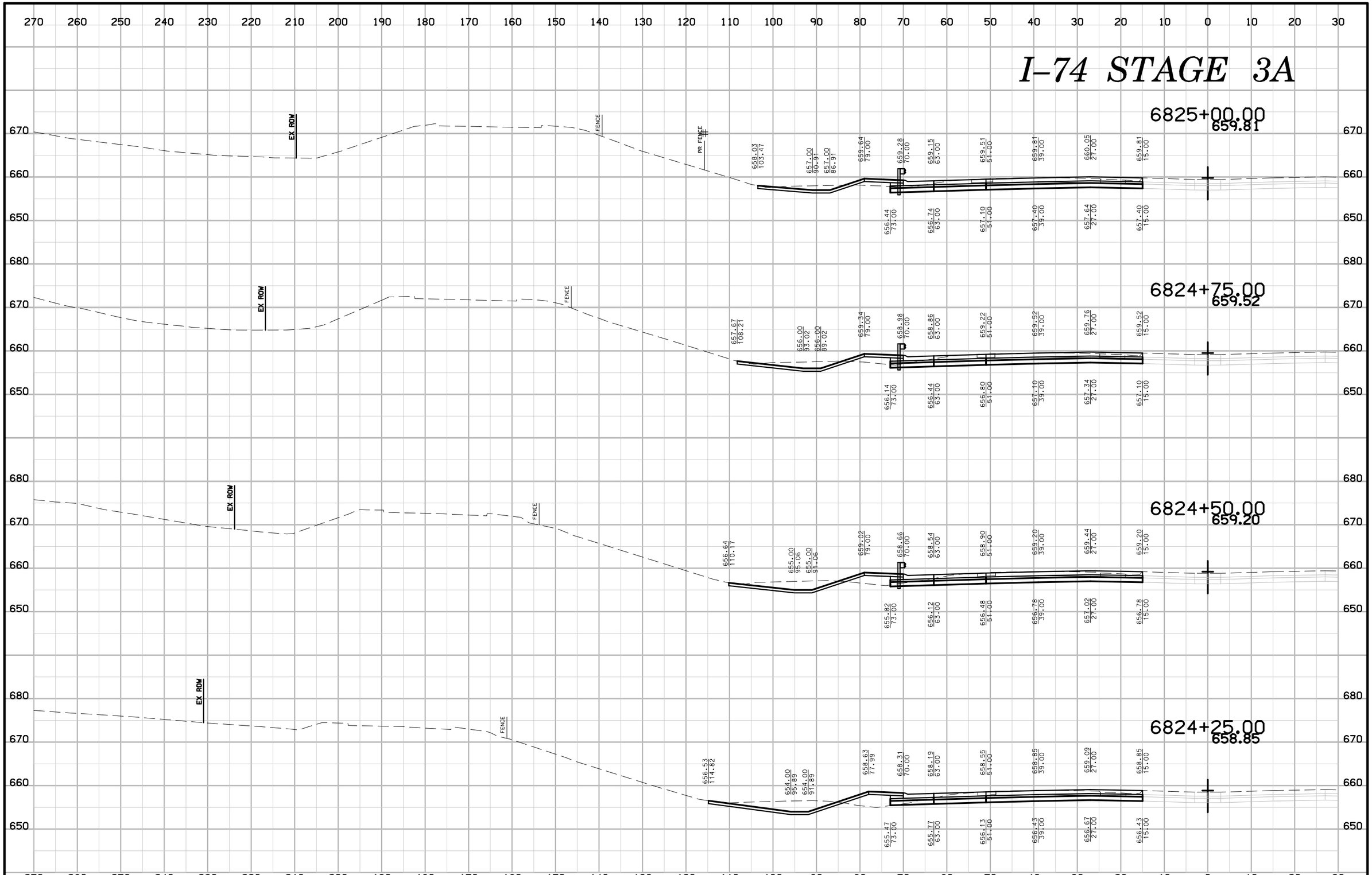
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.240

6:41:11 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

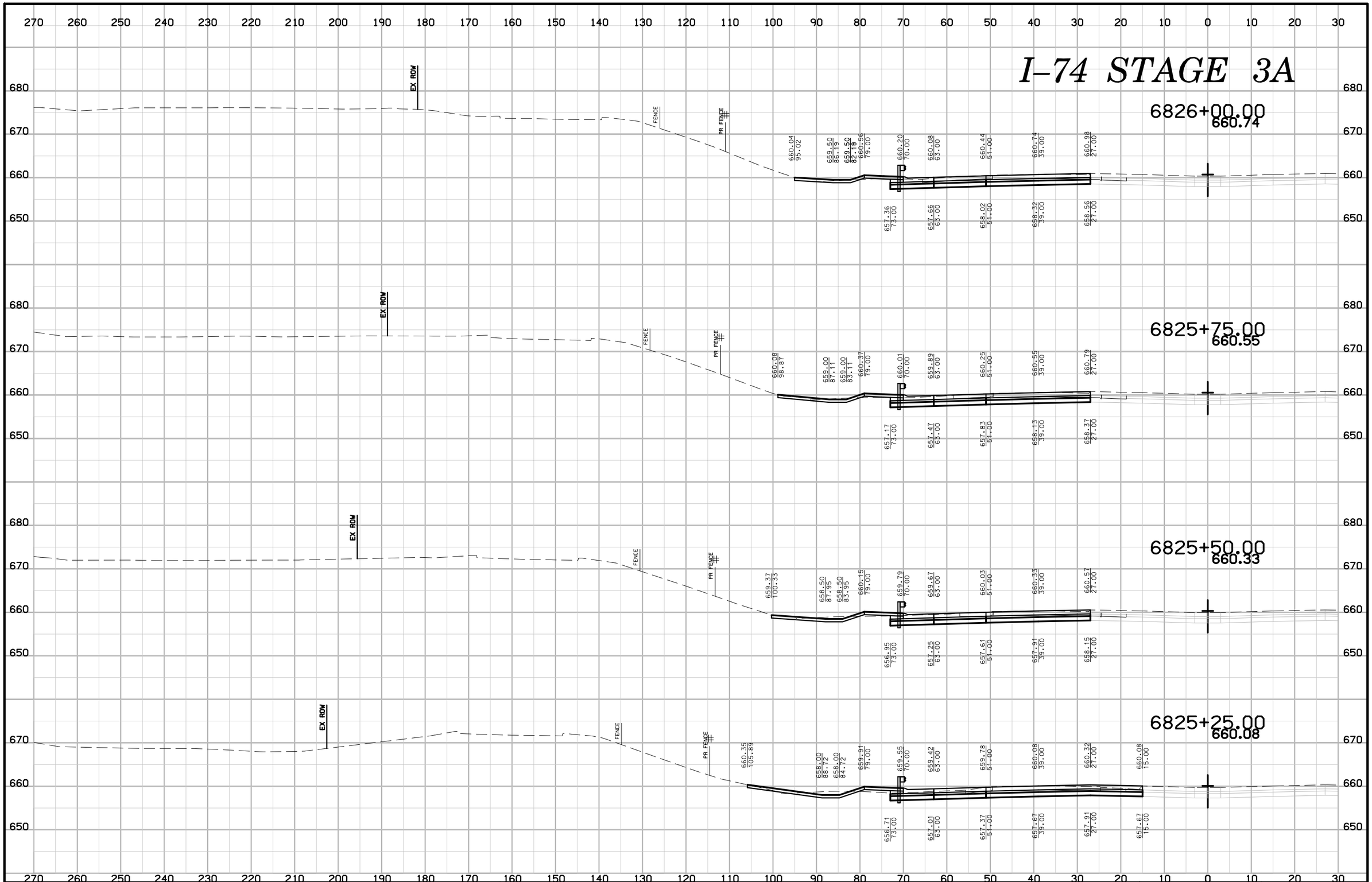
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.241

6:41:14 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

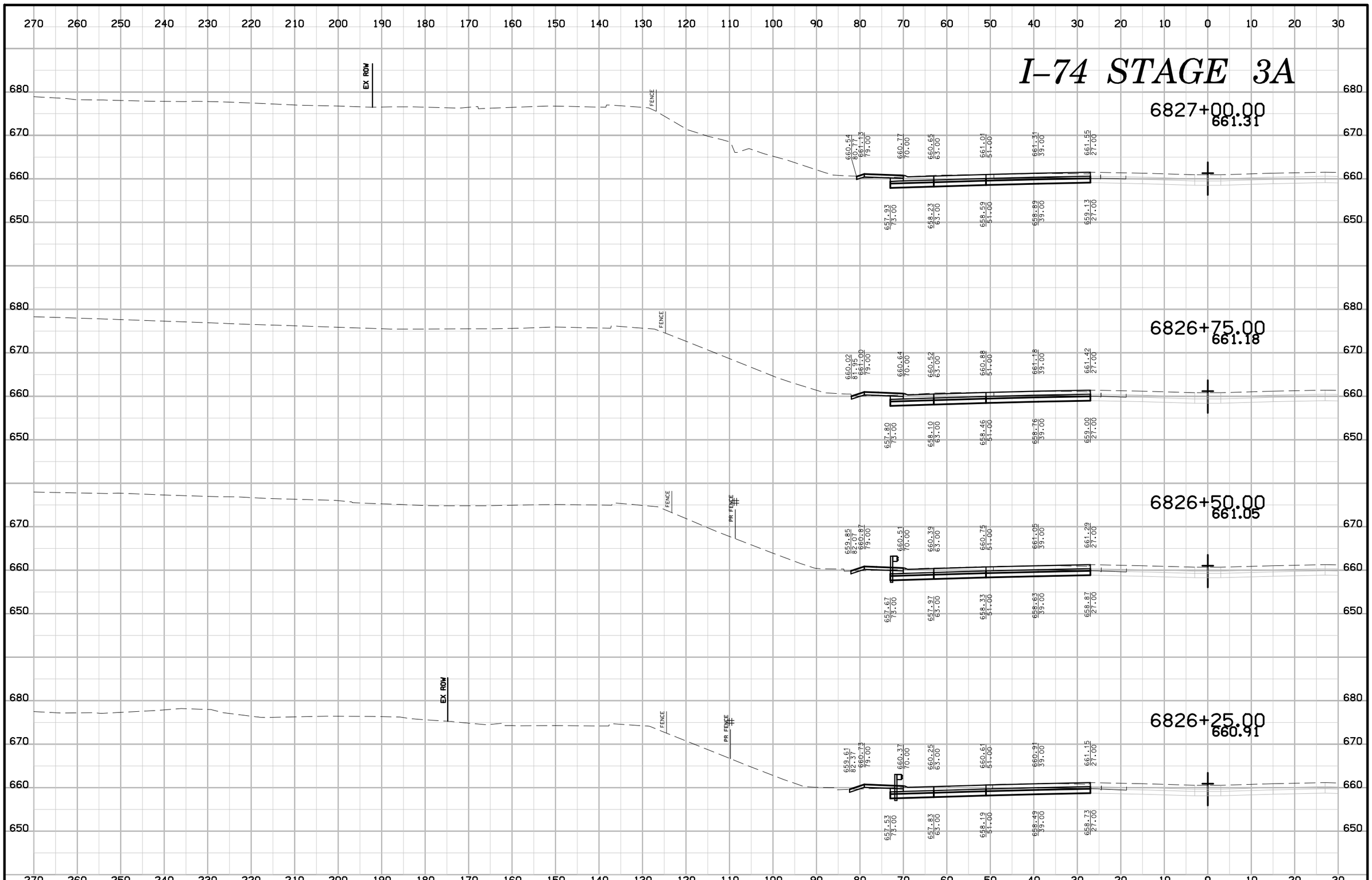
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.242

6:41:18 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

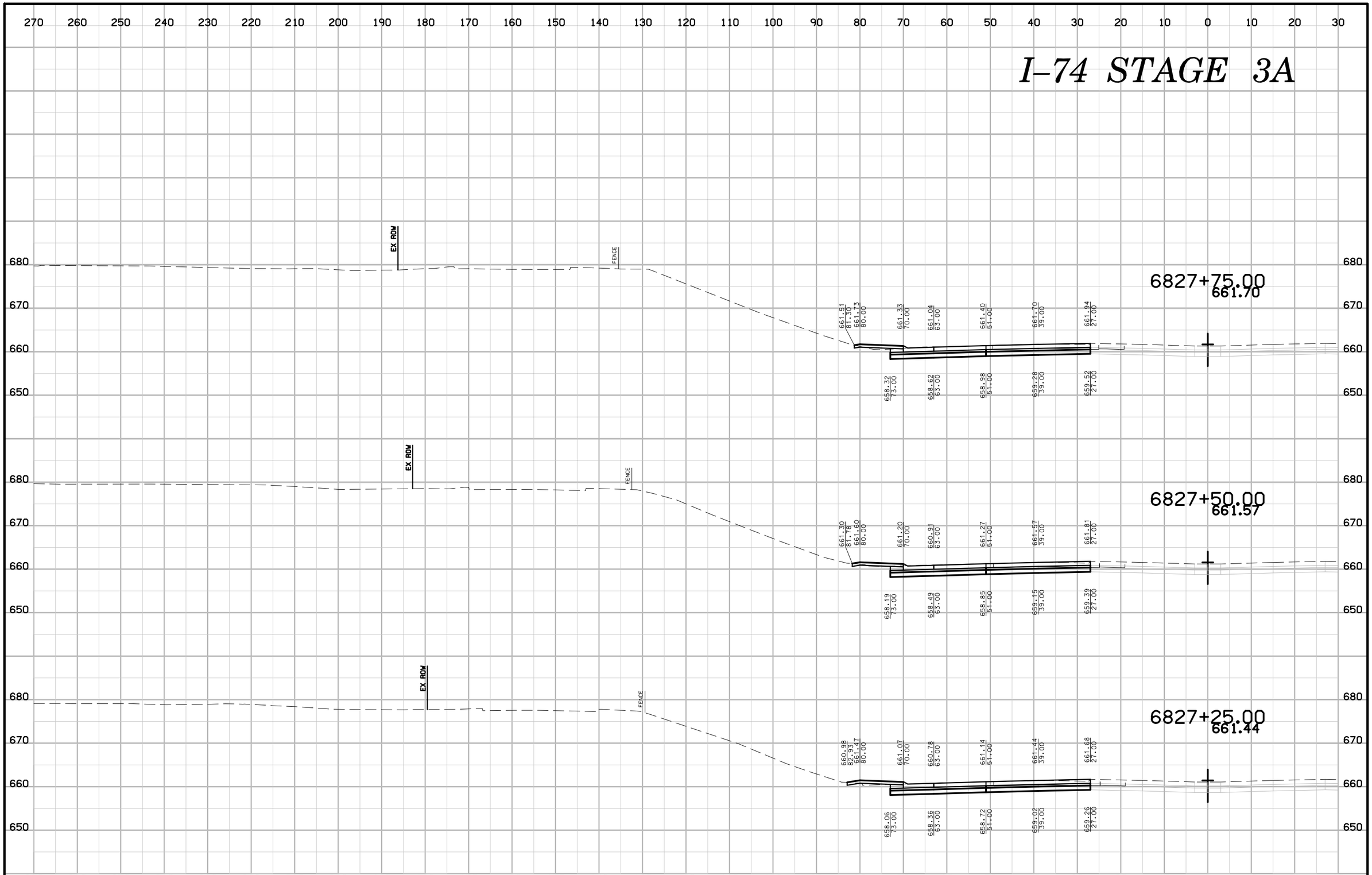
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.243

6:41:21 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.244

6:41:24 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

I–74 STAGE 3A

270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30

690 680 670 660 650

EX ROW

FENCE

6828+50.00
662.09

662.08 80.22 662.12 80.00 | 661.72 70.00 | 661.43 63.00 | 661.79 51.00 | 662.09 39.00 | 662.33 27.00

658.71 73.00 | 659.01 63.00 | 659.37 51.00 | 659.67 39.00 | 659.91 27.00

6828+25.00
661.96

661.91 80.45 661.99 80.00 | 661.59 70.00 | 661.30 63.00 | 661.66 51.00 | 661.96 39.00 | 662.20 27.00

658.58 73.00 | 658.88 63.00 | 659.24 51.00 | 659.54 39.00 | 659.78 27.00

6828+00.00
661.83

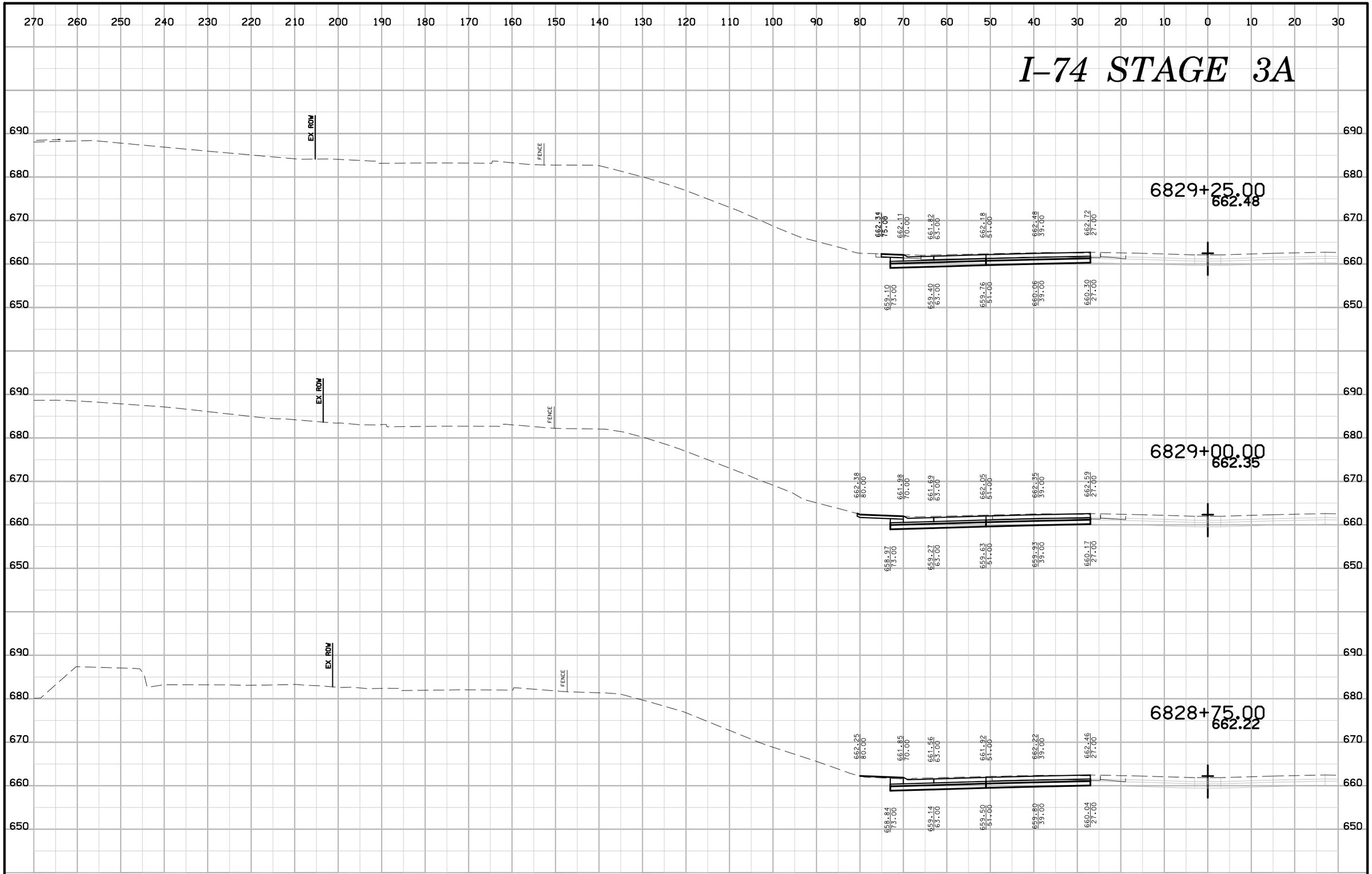
661.73 80.81 661.86 80.00 | 661.46 70.00 | 661.17 63.00 | 661.53 51.00 | 661.83 39.00 | 662.07 27.00

658.45 73.00 | 658.75 63.00 | 659.11 51.00 | 659.41 39.00 | 659.65 27.00

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.245

6:41:27 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

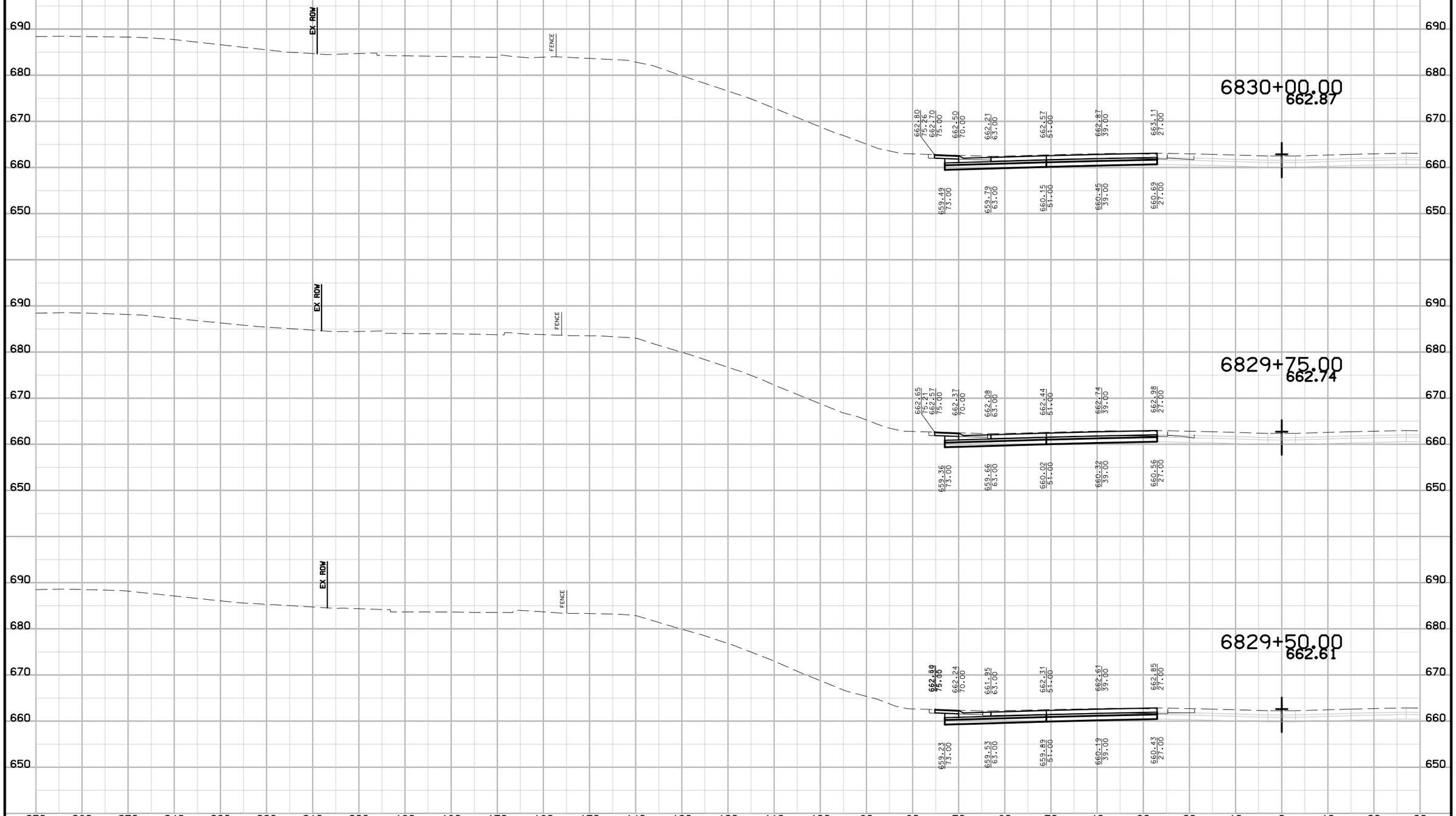
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.246

6:41:30 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

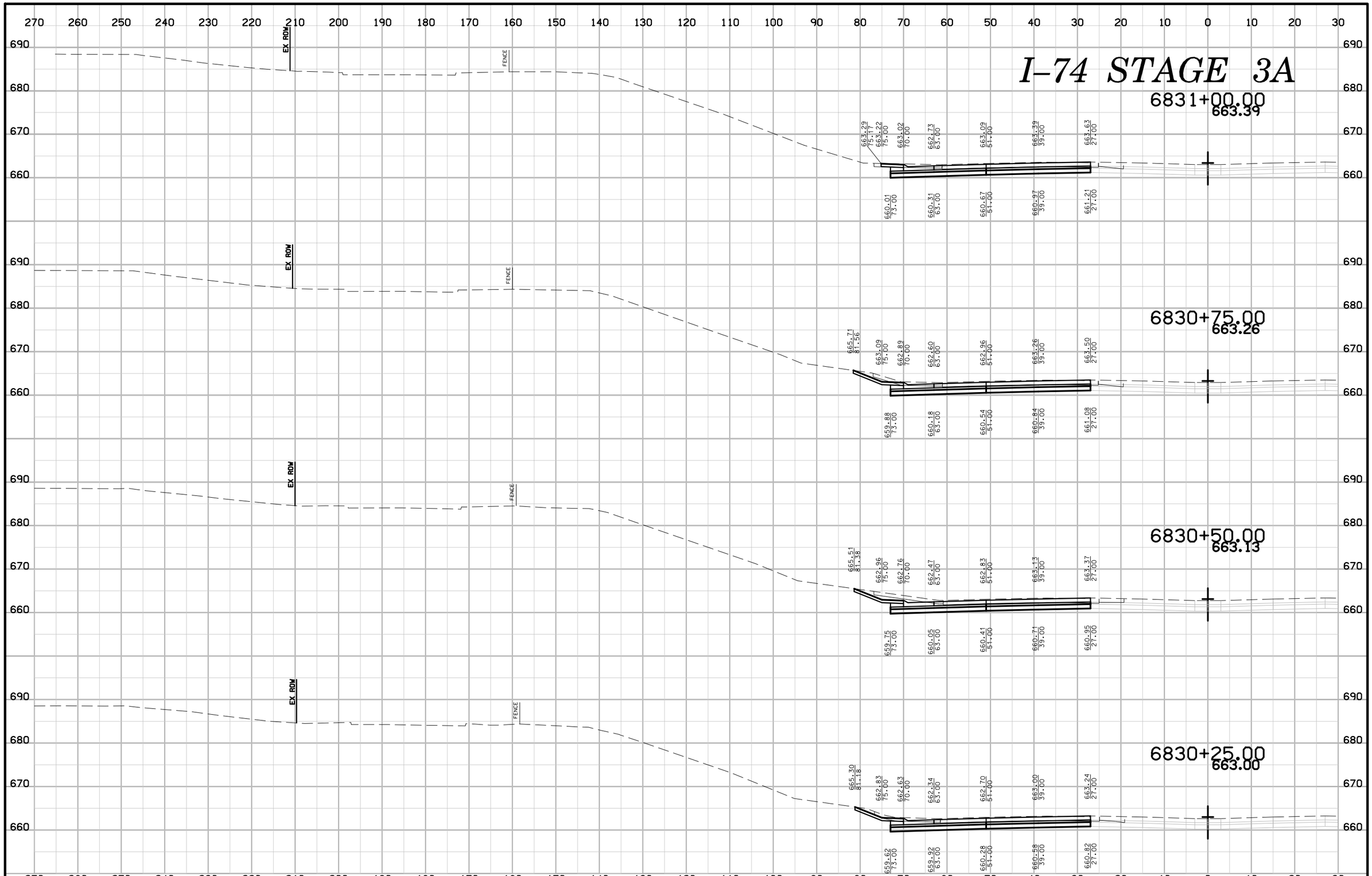
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.247

6:41:47 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

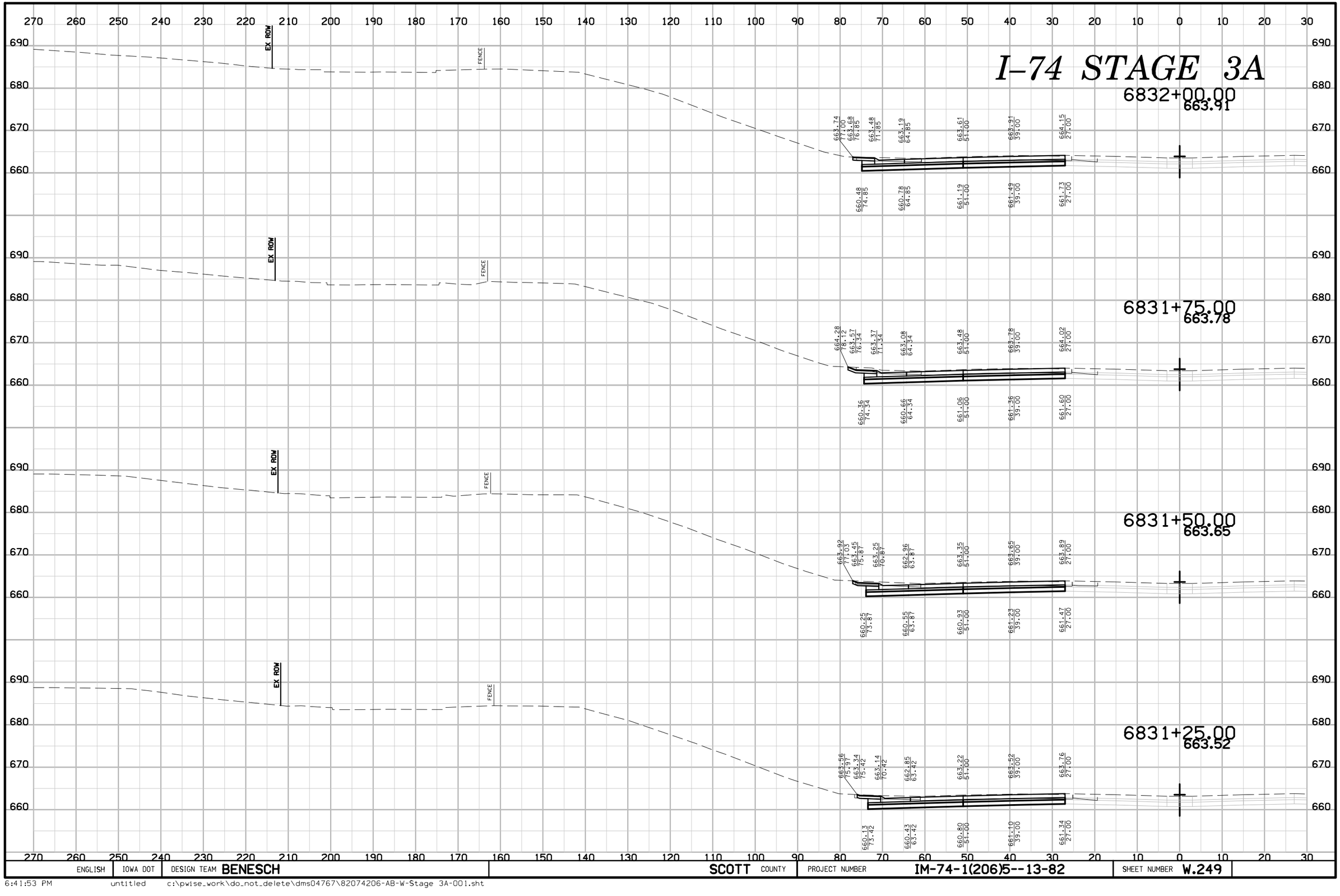
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.248

6:41:50 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

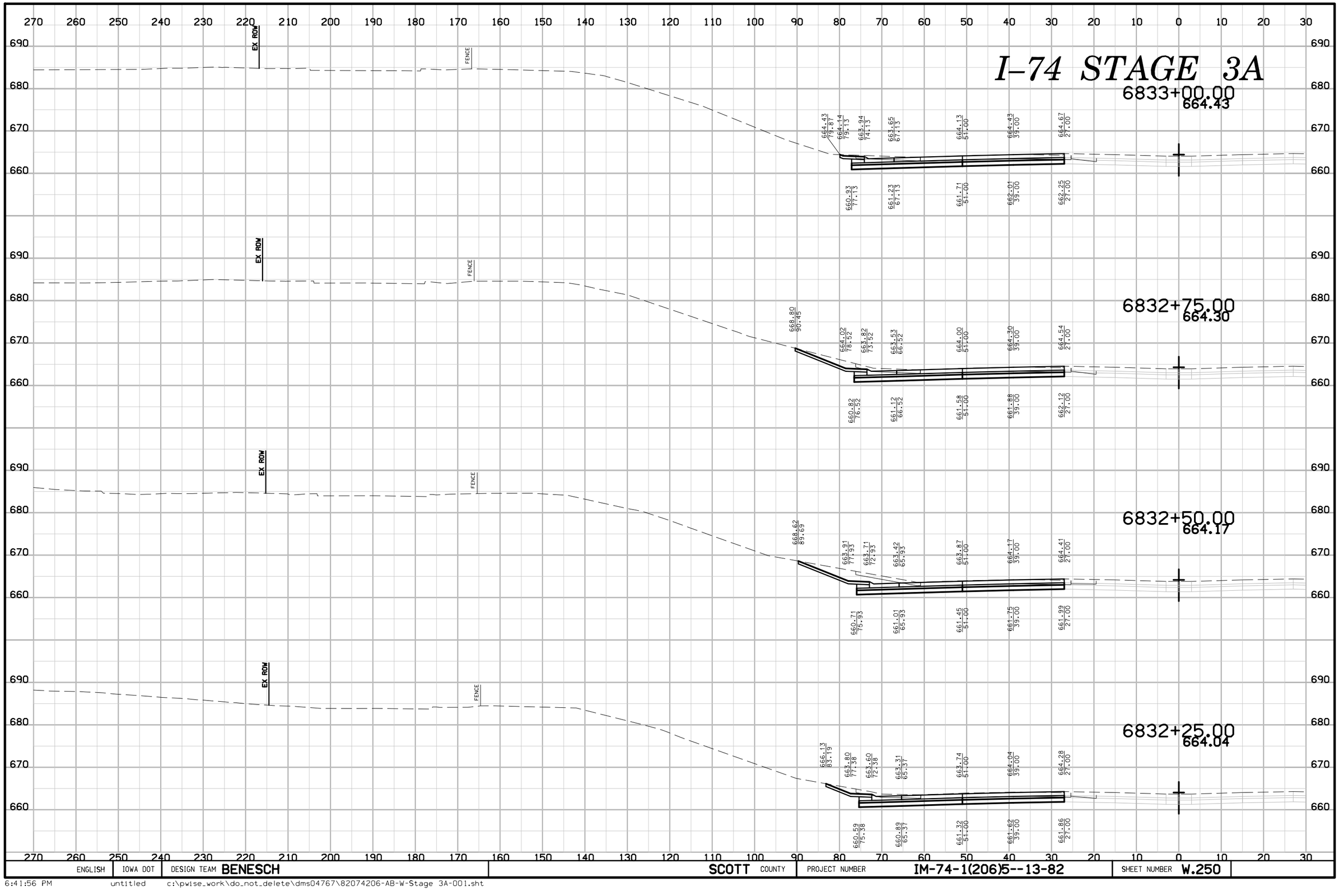
I-74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.249

6:41:53 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.250

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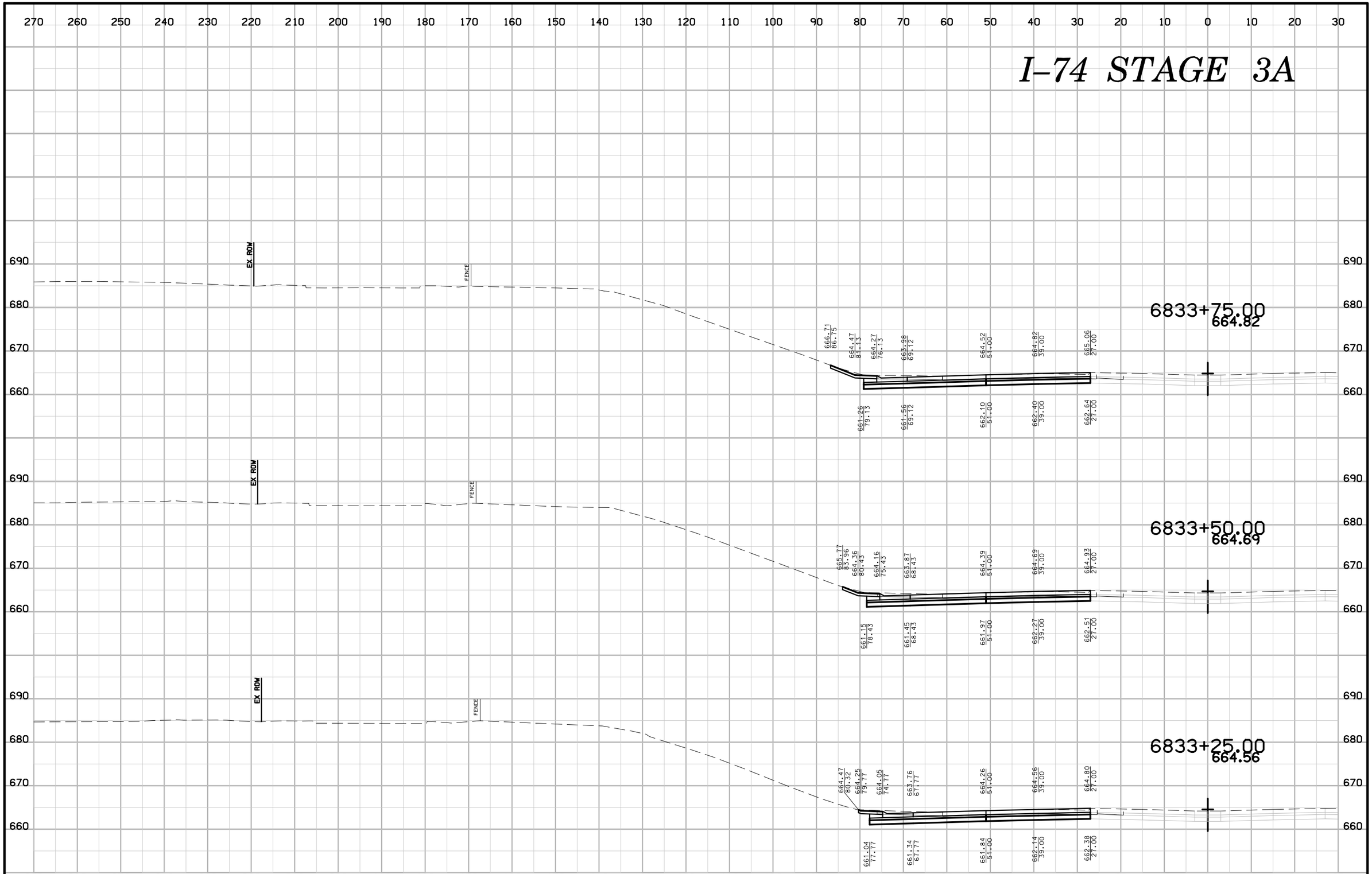
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.251

6:41:59 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

I–74 STAGE 3A

270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30

690 680 670 660

685.08
154.64

664.89
84.17

664.69
79.17

664.40
72.17

665.04
51.00

665.34
39.00

665.58
27.00

661.69
82.17

661.99
72.17

662.62
51.00

662.92
39.00

663.16
27.00

6834+75.00
665.34

EX ROW

676.88
113.59

664.79
83.37

664.59
78.37

664.30
71.37

664.91
51.00

665.21
39.00

665.45
27.00

661.58
81.37

661.88
71.37

662.49
51.00

662.79
39.00

663.03
27.00

6834+50.00
665.21

EX ROW

PR FENCE

664.94
83.23

664.68
82.60

664.48
77.60

664.19
70.59

664.78
51.00

FENCE

665.08
39.00

665.32
27.00

661.48
80.60

661.78
70.59

662.36
51.00

662.66
39.00

662.90
27.00

6834+25.00
665.08

EX ROW

FENCE

667.89
90.13

664.57
81.85

664.37
76.85

664.08
69.85

664.65
51.00

664.95
39.00

665.19
27.00

661.37
79.85

661.67
69.85

662.23
51.00

662.53
39.00

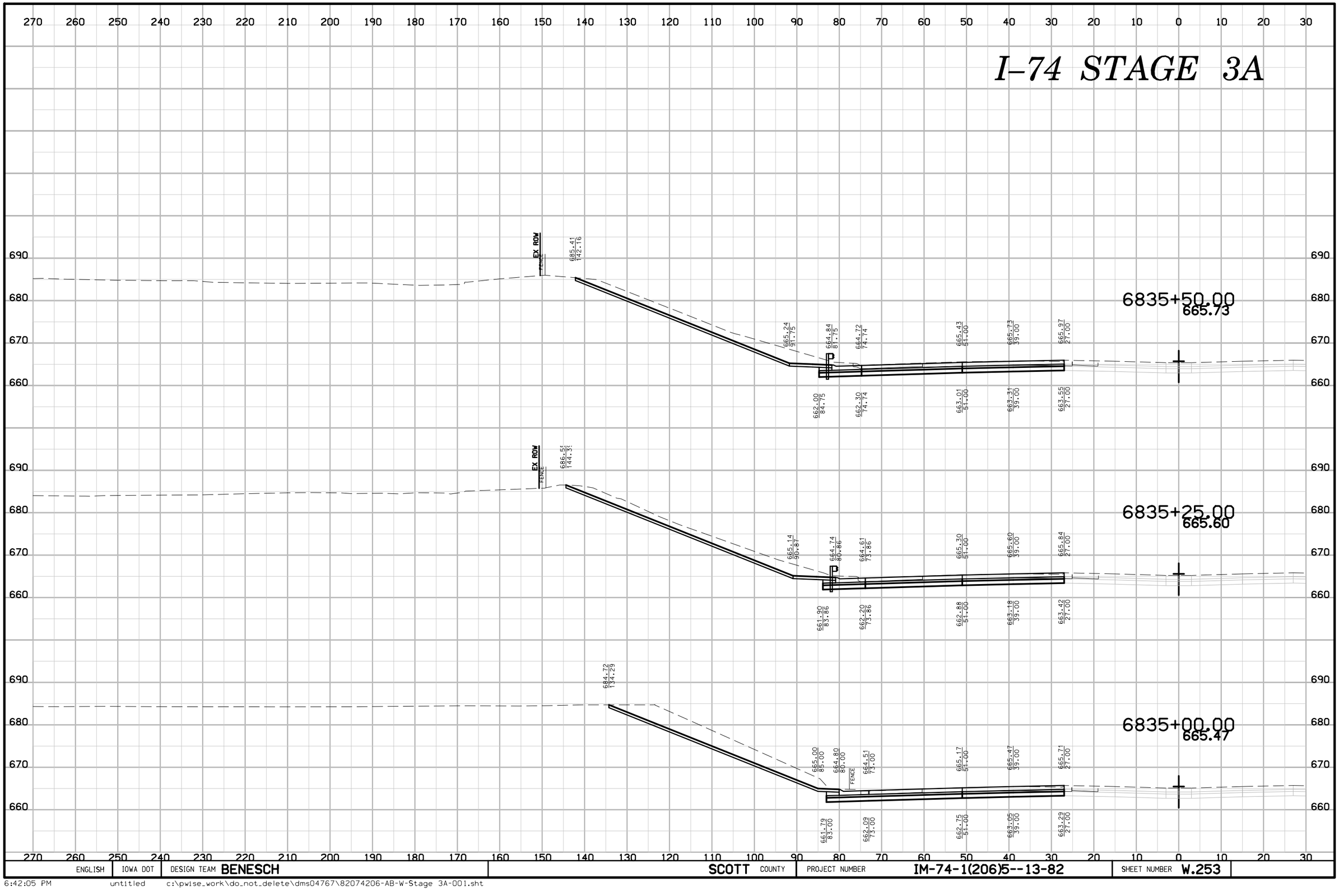
662.77
27.00

6834+00.00
664.95

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.252

6:42:02 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

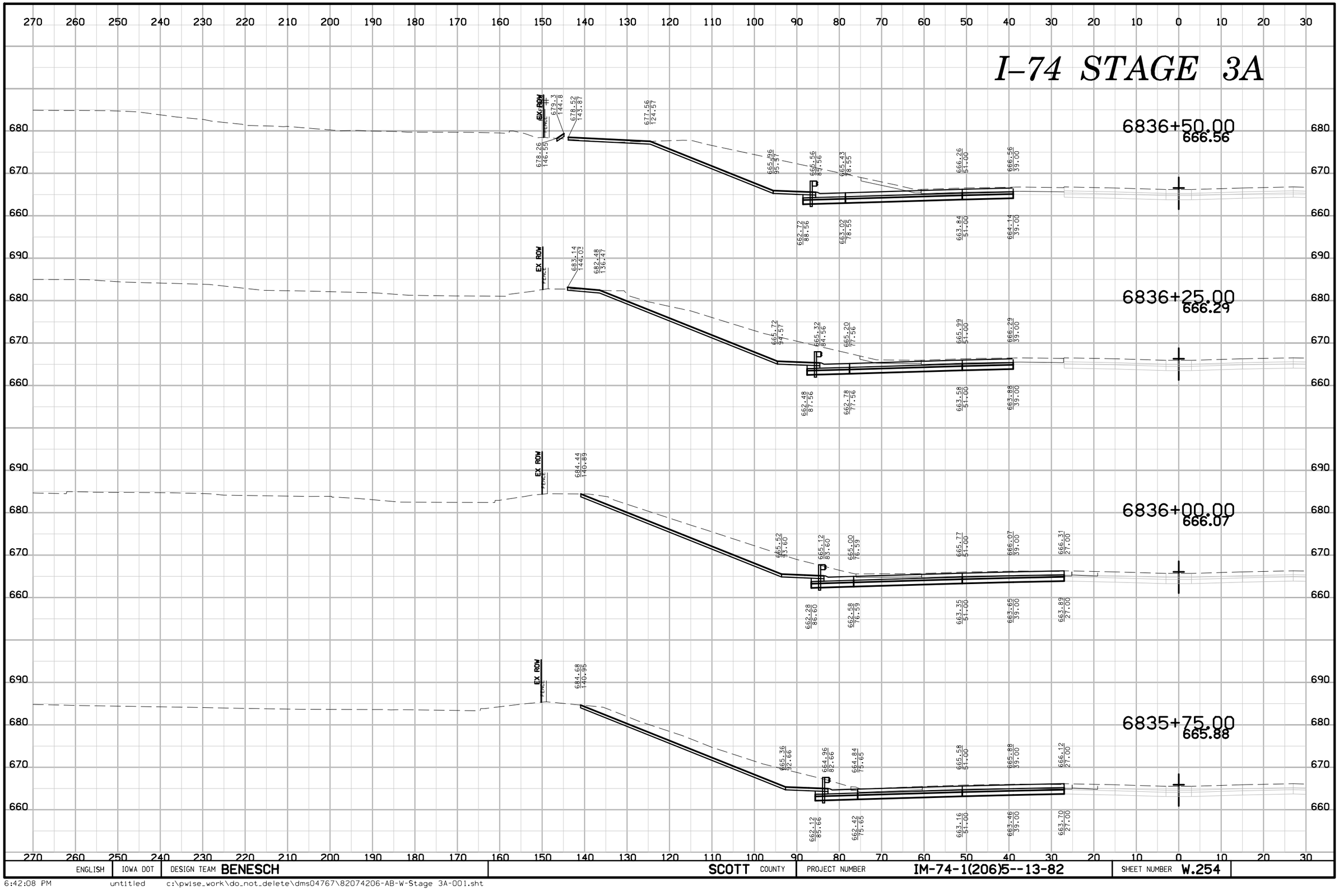
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.253

6:42:05 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

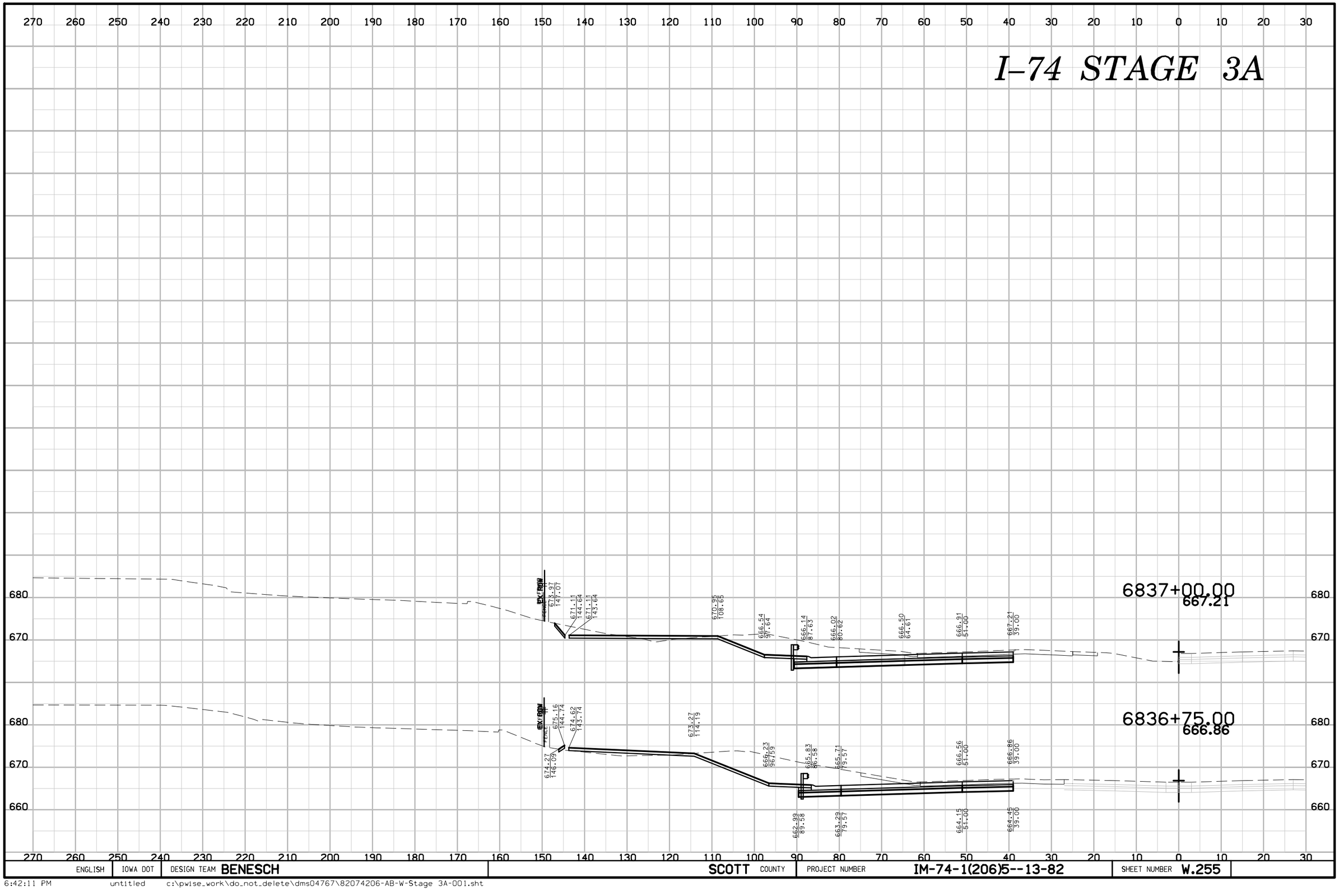
I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.254

6:42:08 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

I–74 STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.255

6:42:11 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3A-001.sht

I–74 STAGE 3B/3B–2

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

690 680 670 660

EX ROW FENCE

3537+51.04
66.77

6837+50.00
668.01

667.24 66.78 | 667.71 51.00 | 668.01 39.00 | 668.25 27.00 | 668.01 15.00 | 667.65 0.00 | 667.65 3.00
664.82 66.79 | 665.29 51.00 | 665.59 39.00 | 665.83 27.00 | 665.59 15.00 | 665.23 3.00 | 665.23 3.00

6837+25.00
667.59

666.85 65.68 | 667.29 51.00 | 667.59 39.00 | 667.83 27.00 | 667.59 15.00 | 667.23 0.00 | 667.23 3.00
664.43 65.68 | 664.87 51.00 | 665.17 39.00 | 665.41 27.00 | 665.17 15.00 | 664.81 3.00 | 664.81 3.00

6837+00.00
667.21

666.50 64.61 | 666.91 51.00 | 667.21 39.00 | 667.45 27.00 | 667.21 15.00 | 666.85 0.00 | 666.85 3.00
664.08 64.61 | 664.49 51.00 | 664.79 39.00 | 665.03 27.00 | 664.79 15.00 | 664.43 3.00 | 664.43 3.00

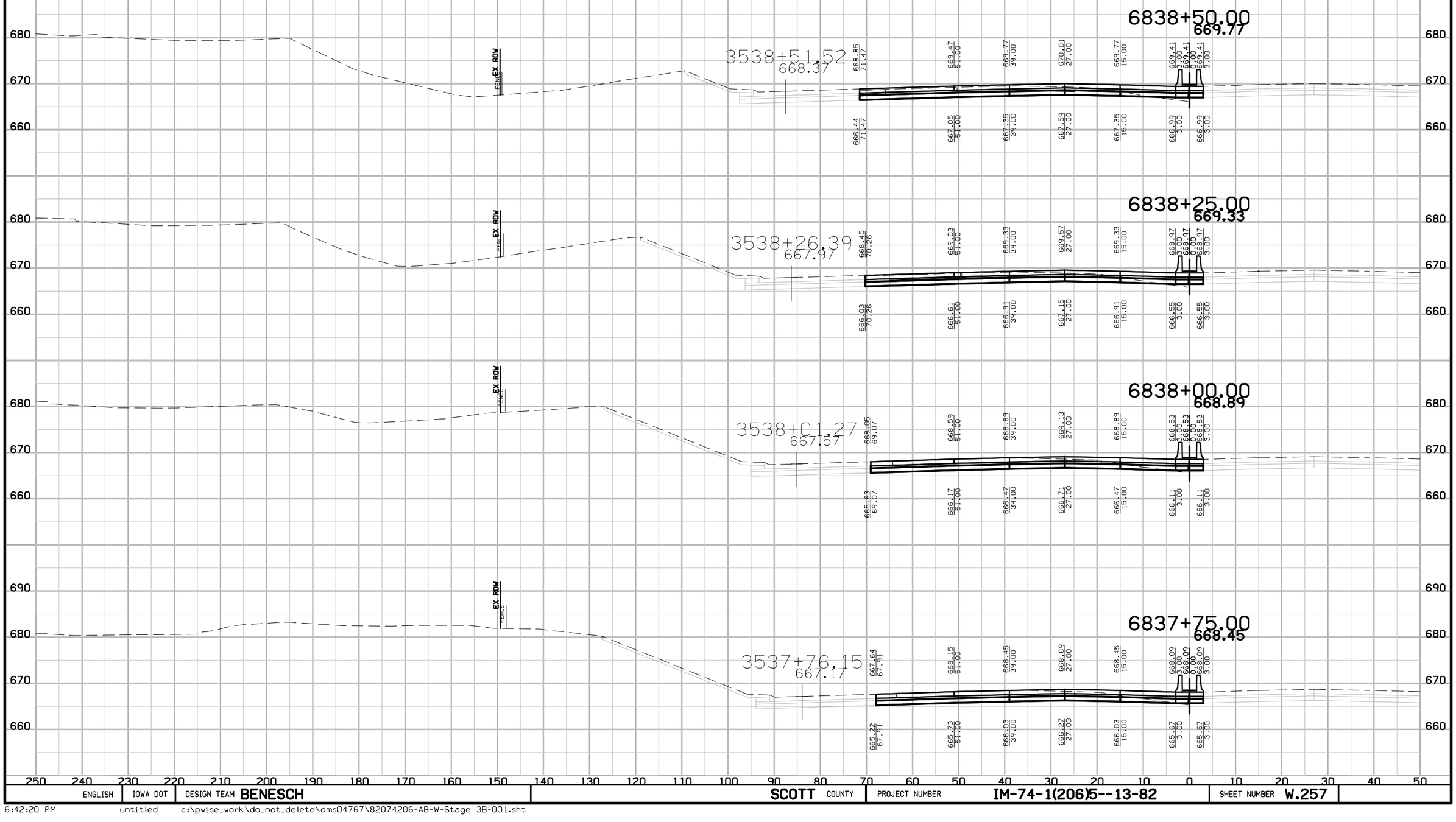
6836+75.00
666.86

666.86 39.00 | 667.10 27.00

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.256

6:42:19 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3B-001.sht

I–74 STAGE 3B/3B–2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.257

6:42:20 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3B-001.sht

I–74 STAGE 3B/3B–2

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

680 670 660

EX ROW FENCE

6839+50.00
671.53

3539+52.04
669.98

670.32 76.59

670.87 63.00 | 671.23 51.00 | 671.53 39.00 | 671.77 27.00 | 671.53 15.00 | 671.17 3.00 0.00 671.17 3.00 | 671.53 15.00

669.03 63.00 | 669.39 50.98 | 669.69 39.00 | 669.93 27.00 | 669.69 15.00 | 669.33 3.00 669.25 0.00 669.34 3.00 | 669.70 15.00

6839+25.00
671.09

3539+26.90
669.58

670.01 75.30

670.43 63.00 | 670.79 51.00 | 671.09 39.00 | 671.33 27.00 | 671.09 15.00 | 670.73 3.00 670.73 0.00 670.73 3.00

668.01 63.00 | 668.37 51.00 | 668.67 39.00 | 668.91 27.00 | 668.67 15.00 | 668.31 3.00 | 668.31 3.00

6839+00.00
670.65

3539+01.77
669.18

669.66 73.97

670.35 51.00 | 670.65 39.00 | 670.89 27.00 | 670.65 15.00 | 670.29 3.00 670.29 0.00 670.29 3.00

667.24 73.97

667.93 51.00 | 668.23 39.00 | 668.47 27.00 | 668.23 15.00 | 667.87 3.00 | 667.87 3.00

6838+75.00
670.21

3538+76.64
668.78

669.26 72.71

669.91 51.00 | 670.21 39.00 | 670.45 27.00 | 670.21 15.00 | 669.85 3.00 669.85 0.00 669.85 3.00

666.84 72.71

667.49 51.00 | 667.79 39.00 | 668.03 27.00 | 667.79 15.00 | 667.43 3.00 | 667.43 3.00

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.258

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I–74 STAGE 3B/3B–2

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

700 690 680 670

EX ROW
FENCE

MATCH LINE SEE MIDDLE ROAD RAMP C STAGE 3B

3540+52.61
671.45

671.42 71.46 | 672.05 65.54 | 672.45 61.93 | 672.80 50.02 | 673.09 38.04 | 673.33 26.03 | 673.09 14.04 | 672.76 2.75 | 672.27 1.60 | 672.61 5.00 | 672.98 17.22

670.50 65.57 | 670.96 50.00 | 671.28 38.04 | 671.50 26.04 | 671.26 14.04 | 921.92 921.83 0.24 | 670.69 2.00 | 670.78 5.00 | 671.14 17.22

6840+50.00
673.29

690 680 670

EX ROW
FENCE

3540+27.46
671.14

671.51 66.57 | 671.69 65.86 | 672.09 61.86 | 672.44 50.22 | 672.74 38.24 | 672.98 26.22 | 672.74 14.24 | 672.38 2.24 | 672.01 1.49 | 672.31 4.50 | 672.67 16.71

670.26 61.86 | 670.61 50.21 | 670.91 38.24 | 671.15 26.24 | 670.91 14.24 | 920.55 2.24 | 920.46 1.49 | 670.38 1.50 | 670.47 4.50 | 670.84 16.71

6840+25.00
672.85

690 680 670

EX ROW
FENCE

3540+02.32
670.78

671.71 62.21 | 671.31 66.21 | 671.71 62.21 | 672.06 50.45 | 672.36 38.47 | 672.60 26.45 | 672.36 14.47 | 672.00 2.46 | 671.66 0.55 | 671.87 4.00 | 672.33 16.17

669.87 62.21 | 670.23 50.44 | 670.53 38.47 | 670.77 26.47 | 670.53 14.47 | 670.17 2.47 | 670.06 0.55 | 670.04 1.00 | 670.13 4.00 | 670.50 16.17

6840+00.00
672.41

690 680 670

EX ROW
FENCE

3539+77.18
670.39

670.69 77.94 | 671.30 62.59 | 671.65 50.71 | 671.95 38.72 | 672.19 26.70 | 671.95 14.72 | 671.89 2.72 | 671.78 0.43 | 671.59 3.50 | 671.95 15.60

669.47 62.59 | 669.82 50.70 | 670.12 38.72 | 670.36 26.72 | 670.12 14.72 | 669.76 2.72 | 669.67 0.56 | 669.75 3.50 | 670.12 15.60

6839+75.00
671.97

690 680 670 660

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.259

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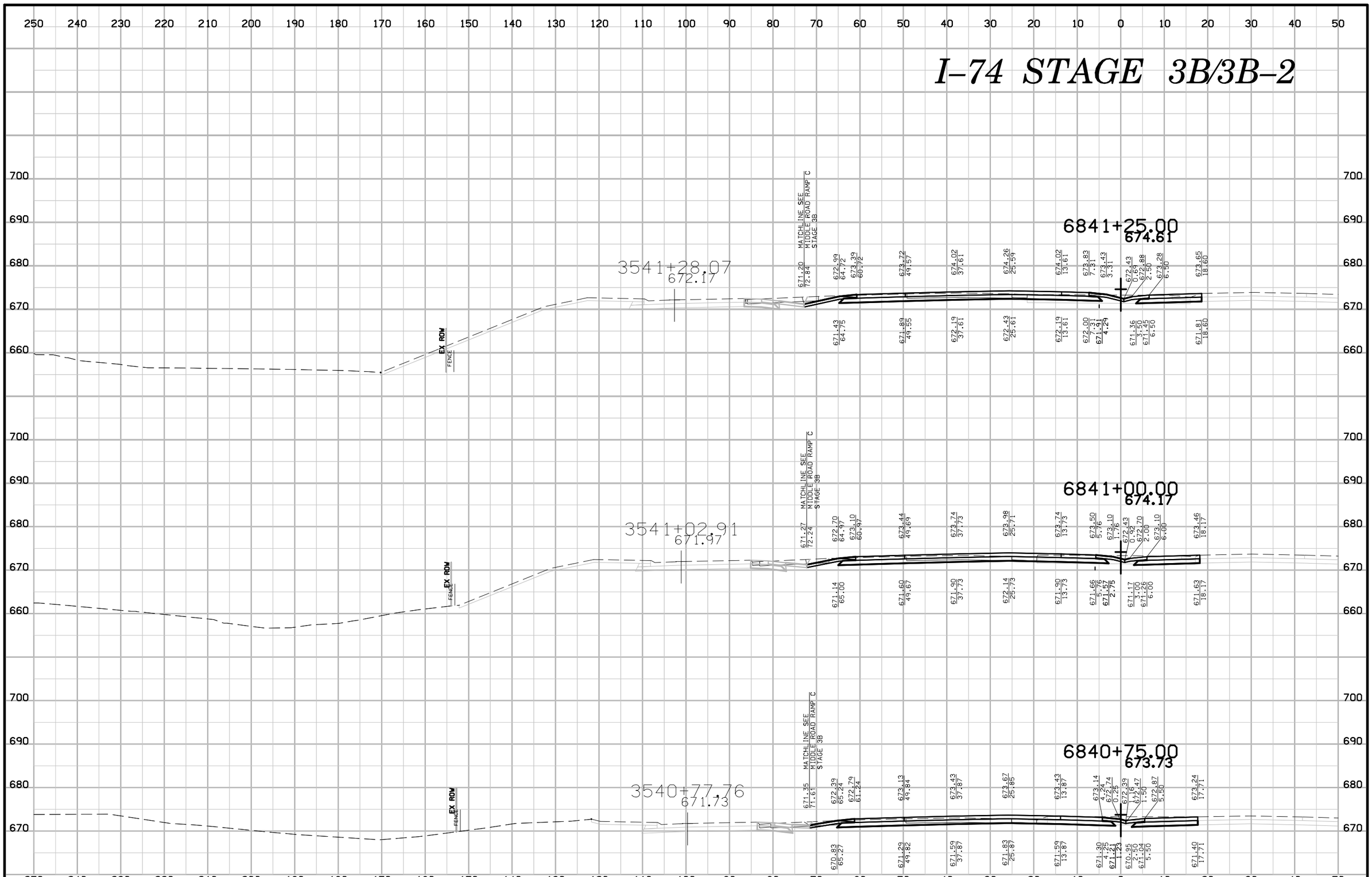
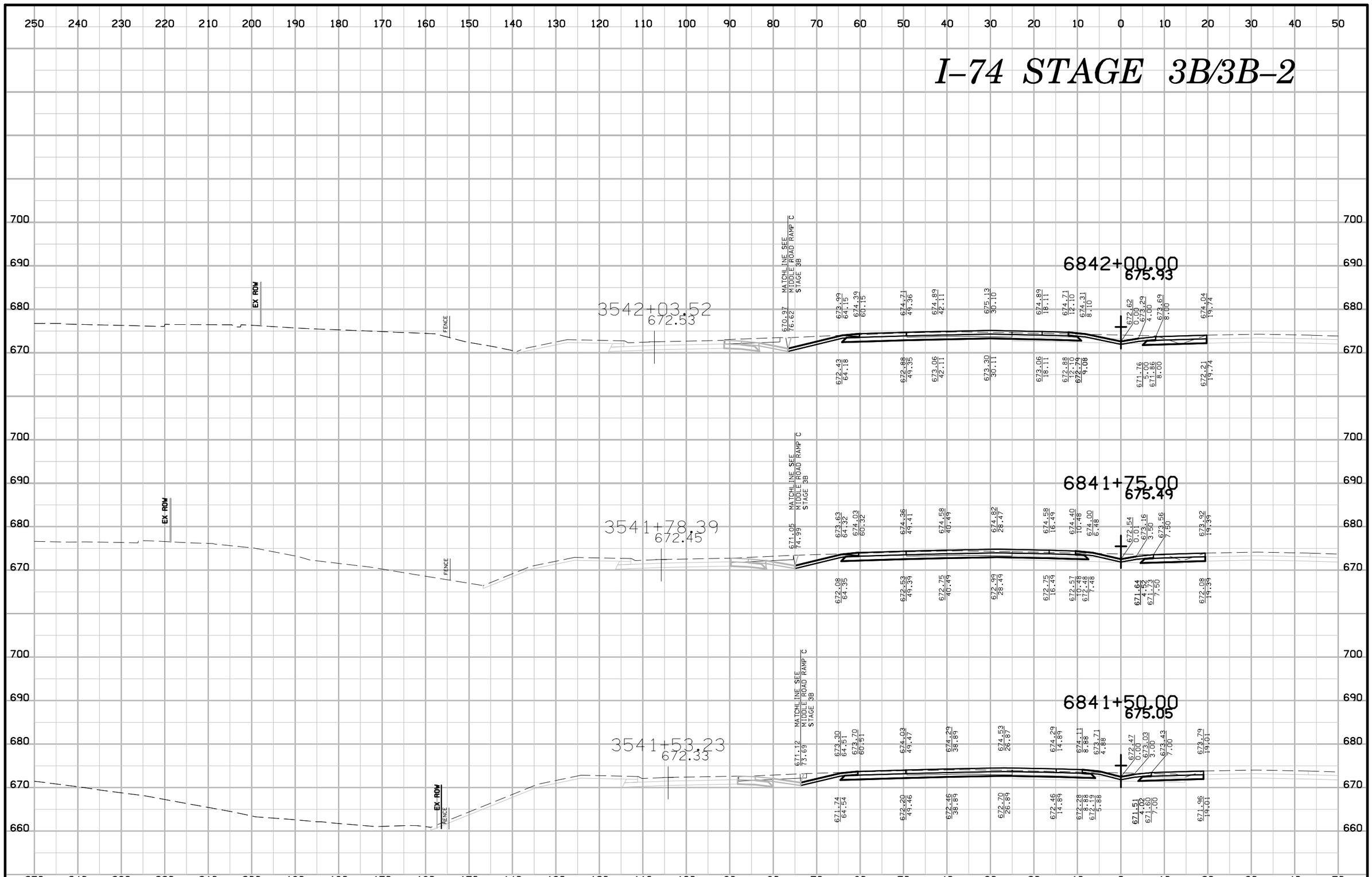
I–74 STAGE 3B/3B–2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.260

6:42:24 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3B-001.sht

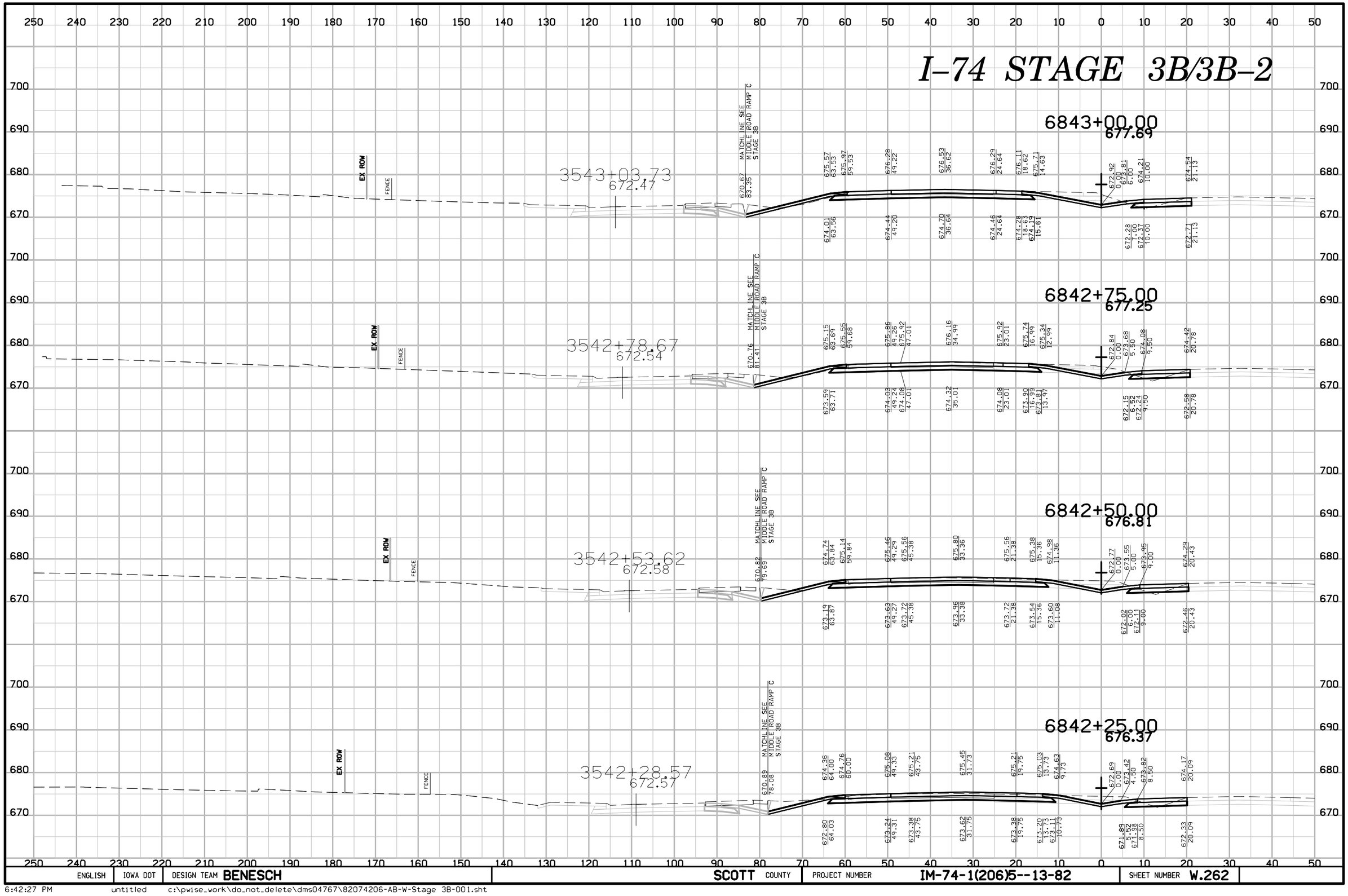
I–74 STAGE 3B/3B–2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.261

6:42:25 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3B-001.sht

I–74 STAGE 3B/3B–2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.262

6:42:27 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3B-001.sht

I–74 STAGE 3B/3B–2

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

690 680 670

EX ROW
FENCE

3543+78.94
672.01

6843+75.00
678.90

673.42 0.00
674.20 7.50
674.60 11.50
674.92 22.17
672.67 7.50
672.26 11.50
673.08 22.17

3543+53.86
672.20

6843+50.00
678.52

673.20 0.00
674.07 7.00
674.47 11.00
674.79 21.82
672.54 7.00
672.03 11.00
672.96 21.82

3543+28.79
672.36

6843+25.00
678.12

673.06 0.00
673.94 6.50
674.34 10.50
674.67 21.47
672.41 7.52
672.50 10.50
672.83 21.47

700 690 680 670

3543+13.75
672.43

MATCHLINE SEE MIDDLE ROAD RAMP C STAGE 3B
670.51 83.72

6843+10.00
677.86

675.74 63.47
676.14 59.46
676.45 49.21
676.69 37.27
676.45 25.29
676.27 19.28
675.87 15.28
672.98 0.00
673.86 6.20
674.26 10.20
674.59 21.27
674.19 63.50
674.62 49.19
674.85 37.29
674.61 25.29
674.43 19.28
674.24 16.26
672.34 7.20
672.43 10.20
672.76 21.27

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.263

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I–74 STAGE 3B/3B–2

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

690 680 670

EX ROW
FENCE

3544+79.35
670.86

6844+75.00
680.16

674.48 0.00
675.01 9.99
675.41 13.99
675.70 23.55
673.49 0.00
673.41 11.01
673.58 13.99
673.86 23.55

3544+54.23
671.20

6844+50.00
679.88

674.17 0.00
674.74 9.00
675.14 13.00
675.44 23.21
673.22 0.00
673.31 9.00
673.22 13.00
673.61 23.21

3544+29.12
671.51

6844+25.00
679.58

673.91 0.00
674.52 8.50
674.92 12.50
675.23 22.86
673.00 0.00
673.52 8.50
673.09 12.50
673.40 22.86

3544+04.03
671.78

6844+00.00
679.25

673.65 0.00
674.34 8.00
674.74 12.00
675.05 22.51
672.82 0.00
673.02 9.02
672.91 12.00
673.22 22.51

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.264

6:42:39 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3B-001.sht

I–74 STAGE 3B/3B–2

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

690
680
670

EX. ROW
FENCE

3545+48.07
669.83

6845+43.35
680.80

674.75
9.94
676.00
14.94
676.40
18.94
676.57
24.50

674.48
15.95
674.73
24.50

6845+25.00
680.65

675.60
13.16
676.11
17.59
676.31
24.25

674.19
14.61
674.48
24.25

3545+29.61
670.10

6845+00.00
680.42

674.95
10.15
675.74
15.70
675.98
23.90

673.82
12.71
674.15
23.90

3545+04.47
670.48

250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER W.265

6:42:40 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-W-Stage 3B-001.sht

State St.

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

580
570

573.30
36.41
571.61
5.50
571.78
0.00
481+69.03

573.18
36.45
571.49
5.50
571.65
0.00
481+50.00

573.08
32.24
571.32
5.50
571.48
0.00
481+25.00

572.92
35.30
571.15
5.50
571.31
0.00
481+00.00

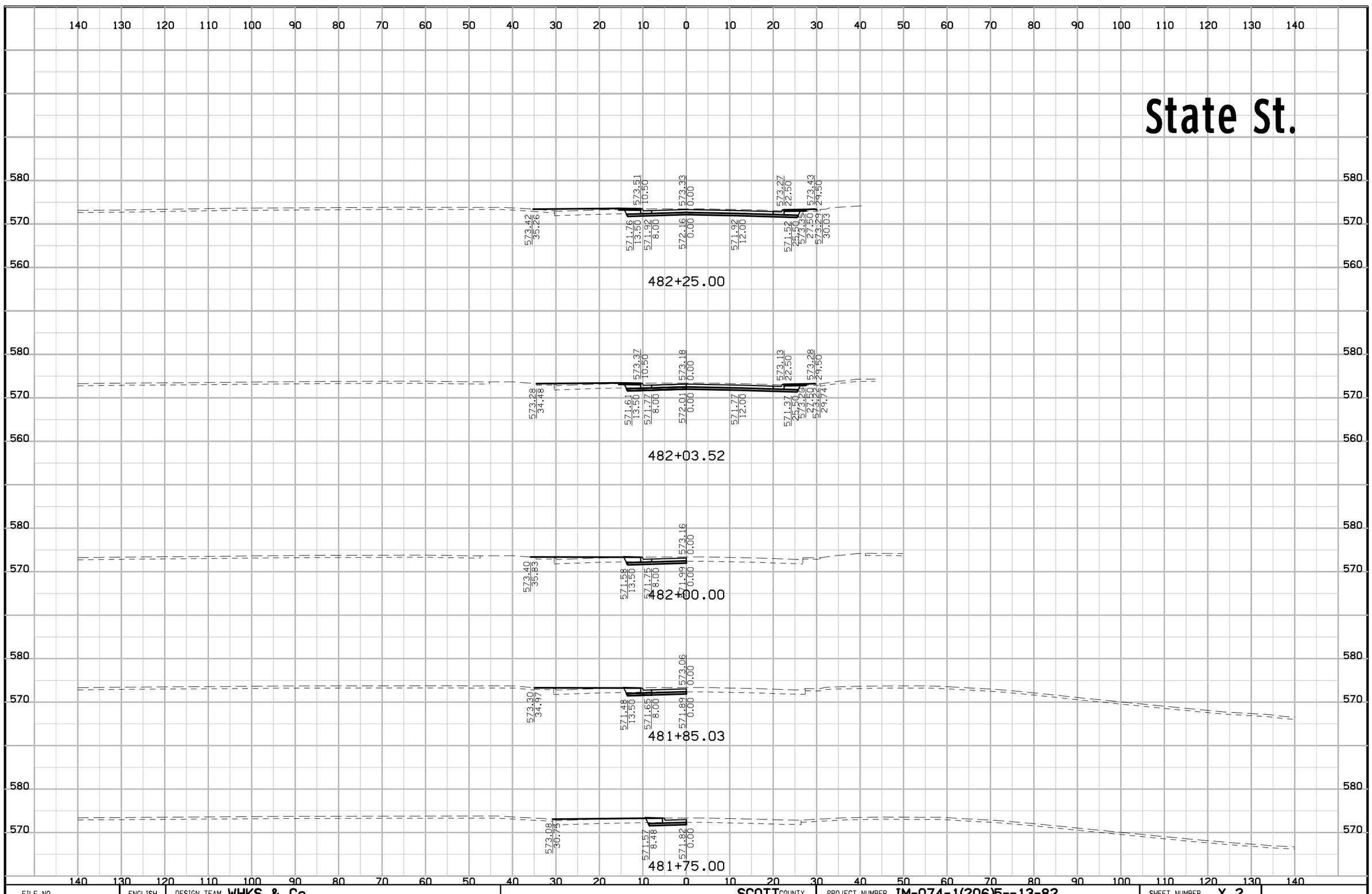
573.01
42.43
570.98
5.50
571.14
0.00
480+75.00

572.76
35.63
570.97
5.50
571.13
0.00
480+74.02

FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.1

12:09:00 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht

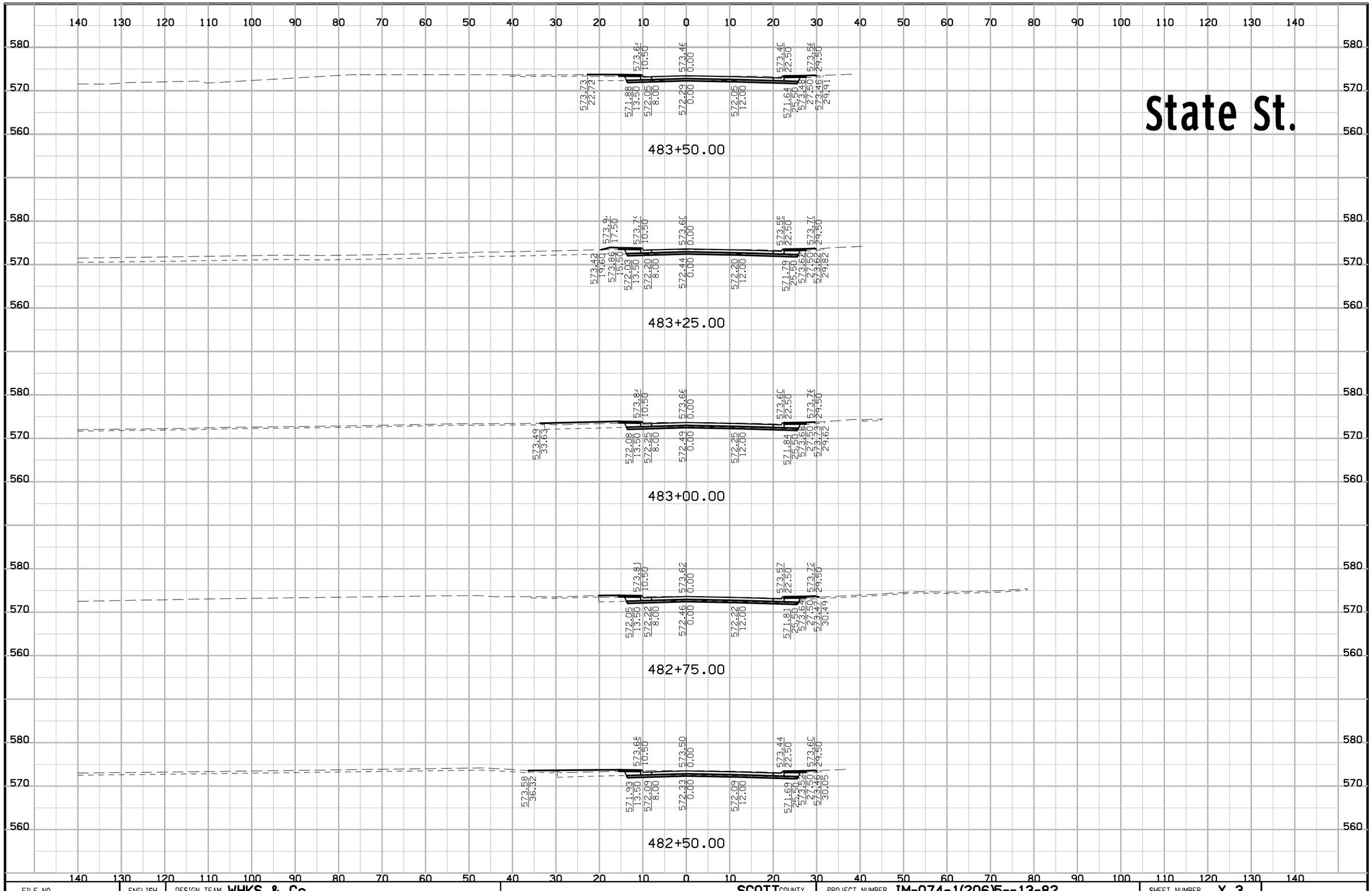
State St.



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.2

12:09:00 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht

State St.



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.3

12:09:00 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht

State St.

484+75.00

484+50.00

484+25.00

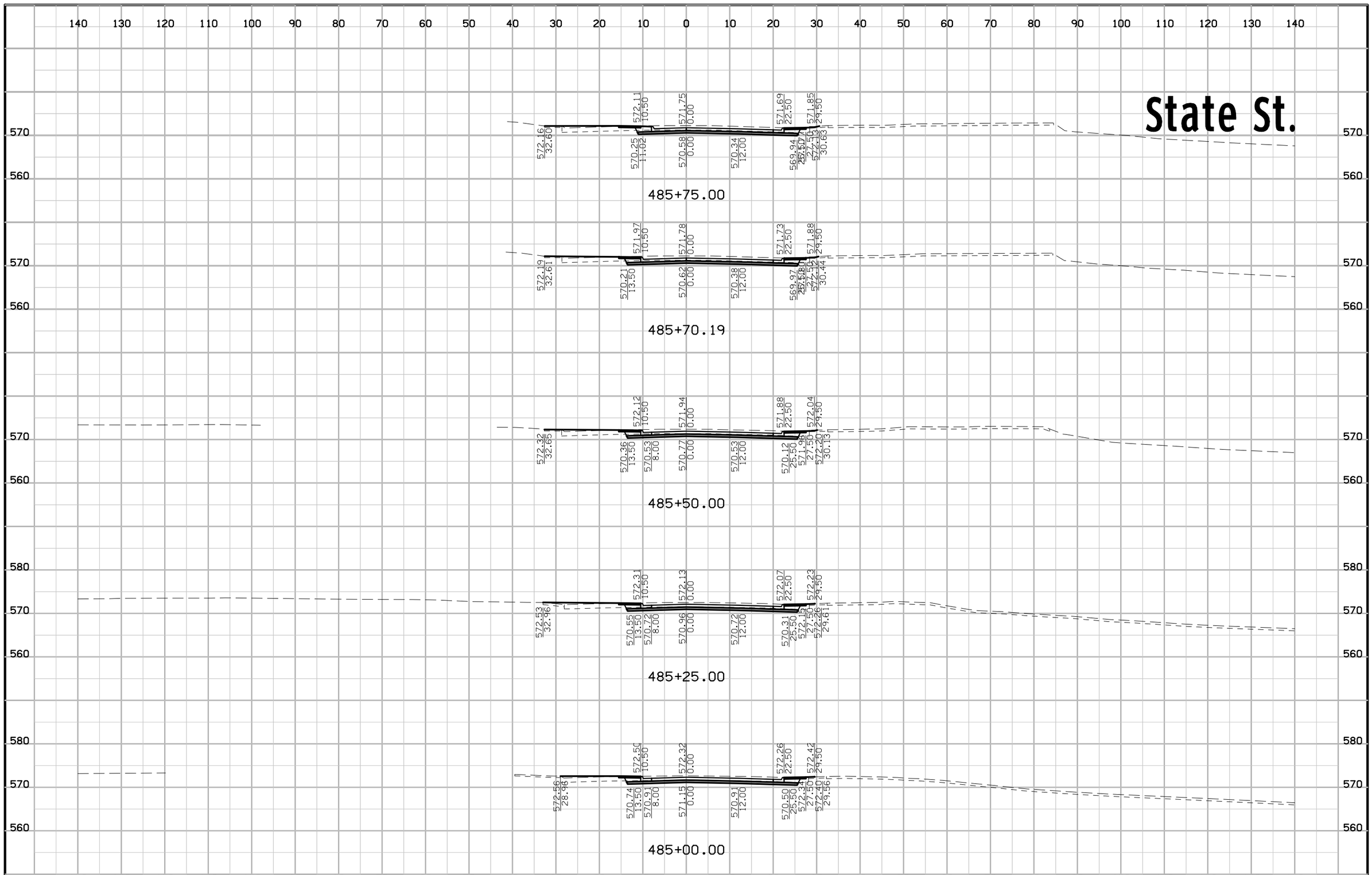
484+00.00

483+75.00

FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.4

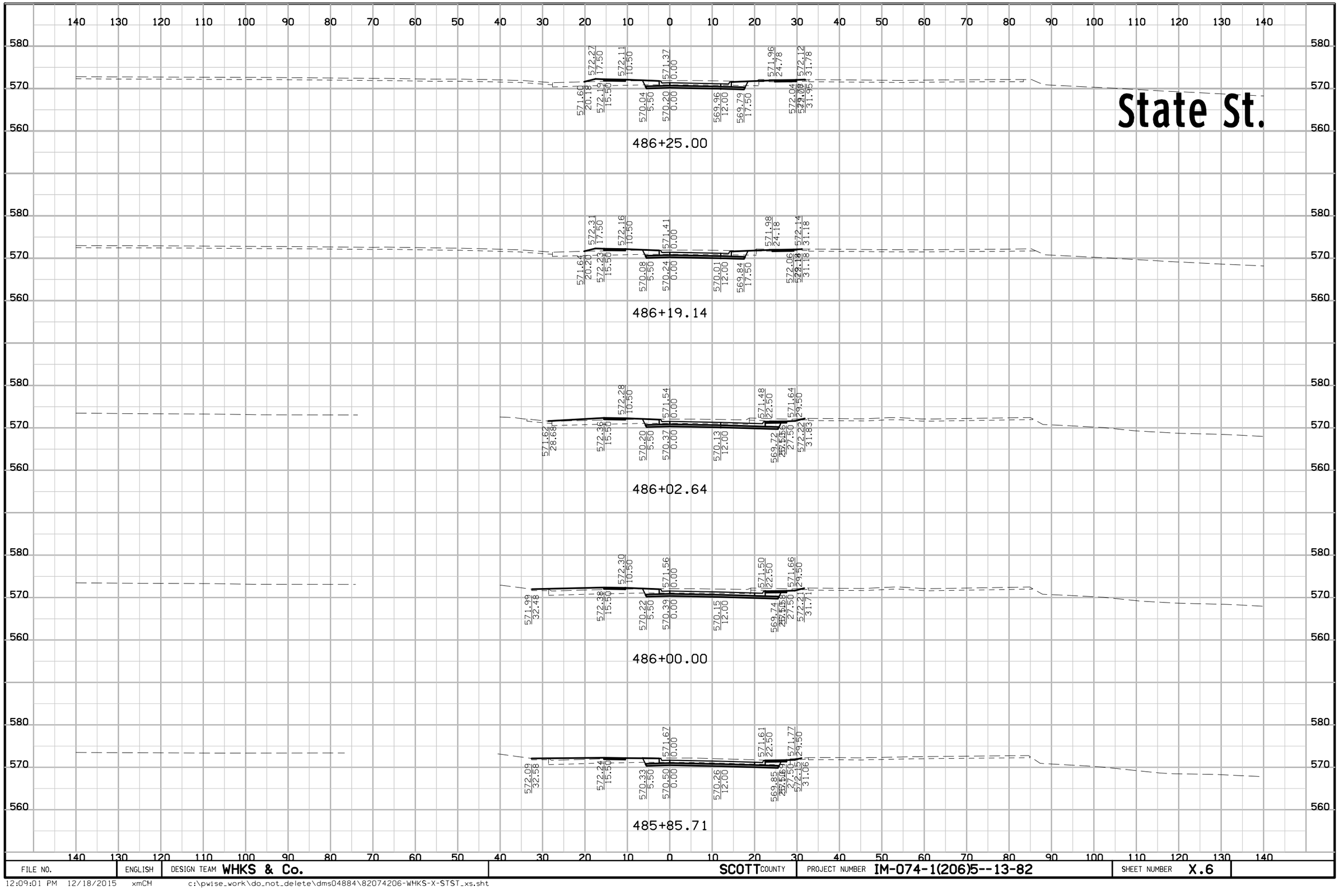
12:09:01 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht

State St.



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.5

12:09:01 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.6

12:09:01 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht

State St.

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

570
560

569.75 12.00
571.16 0.00
569.99 0.00
569.75 12.08
569.58 20.88
571.58 25.22
571.26 26.64

487+58.19

569.80 12.00
571.55 30.02
569.56 25.14
571.09 32.29

487+50.00

569.27 65.78

487+25.00

571.48 0.00
570.31 0.00
570.07 12.00

487+00.00

571.25 62.13
569.92 12.00
569.44 49.69

486+75.00

571.72 28.51
571.82 36.27
569.66 21.78
571.76 34.06
571.86 36.95

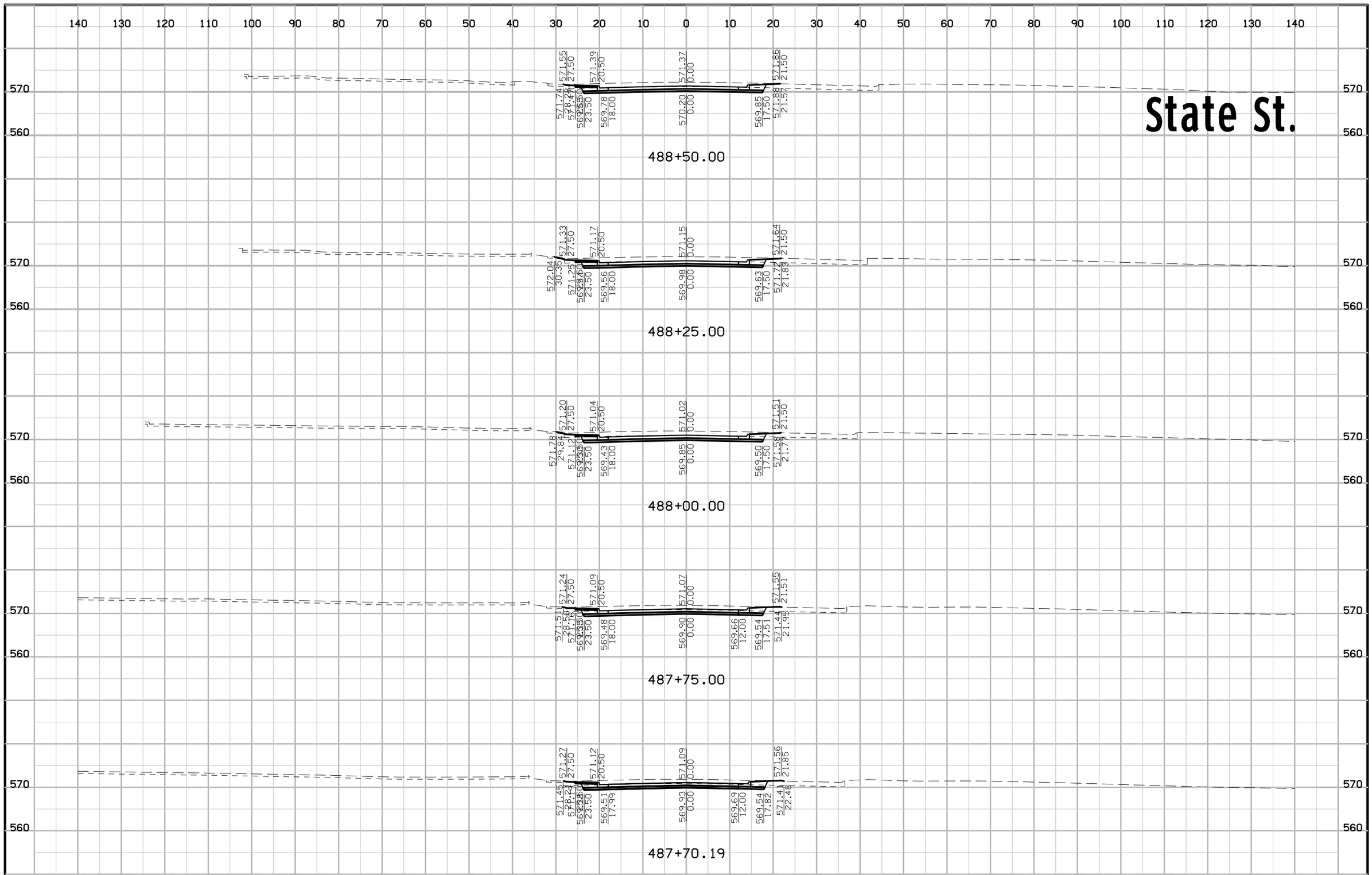
486+50.00

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.7

12:09:02 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht

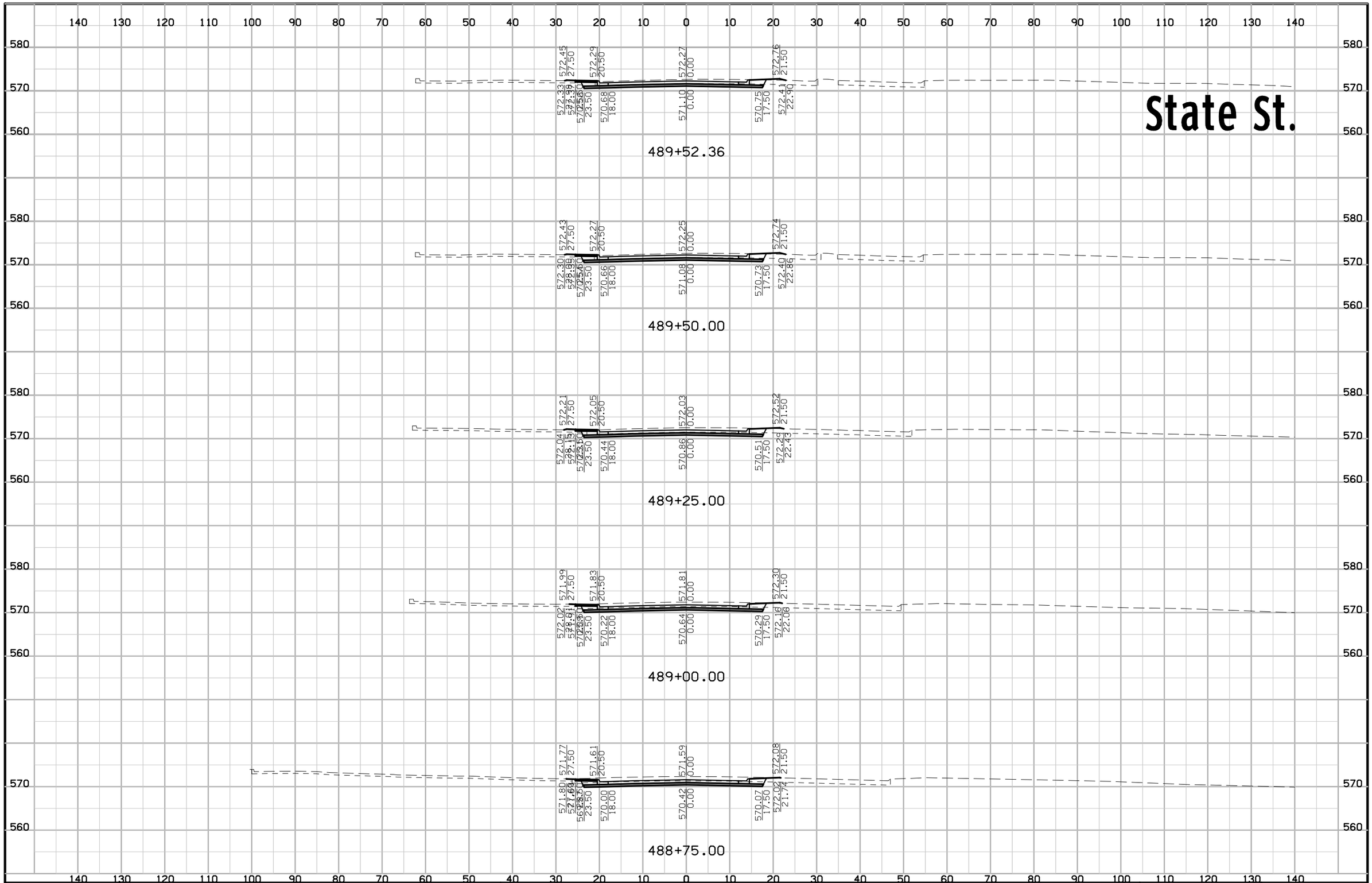
State St.



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.8

12:09:02 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht

State St.



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.9

12:09:02 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-STST_xs.sht

12th St.

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

570
560

570.00
13.00
569.96
18.50

4601+50.00

571.92
54.83
571.81
57.53
570.98
0.00
569.50
31.66
569.82
0.00
571.50
43.05
569.51
38.28
570.91
46.00

4601+25.00

571.46
29.66
571.28
22.47
571.38
29.98
571.37
27.60
570.76
0.00
569.34
19.95
569.59
0.00
571.31
33.05
569.32
28.85
571.15
33.73

4601+00.00

571.35
28.51
571.19
21.50
571.35
28.53
571.27
26.51
570.71
0.00
569.28
19.50
569.54
0.00
571.23
31.14
569.22
26.93
570.97
32.28

4600+94.07

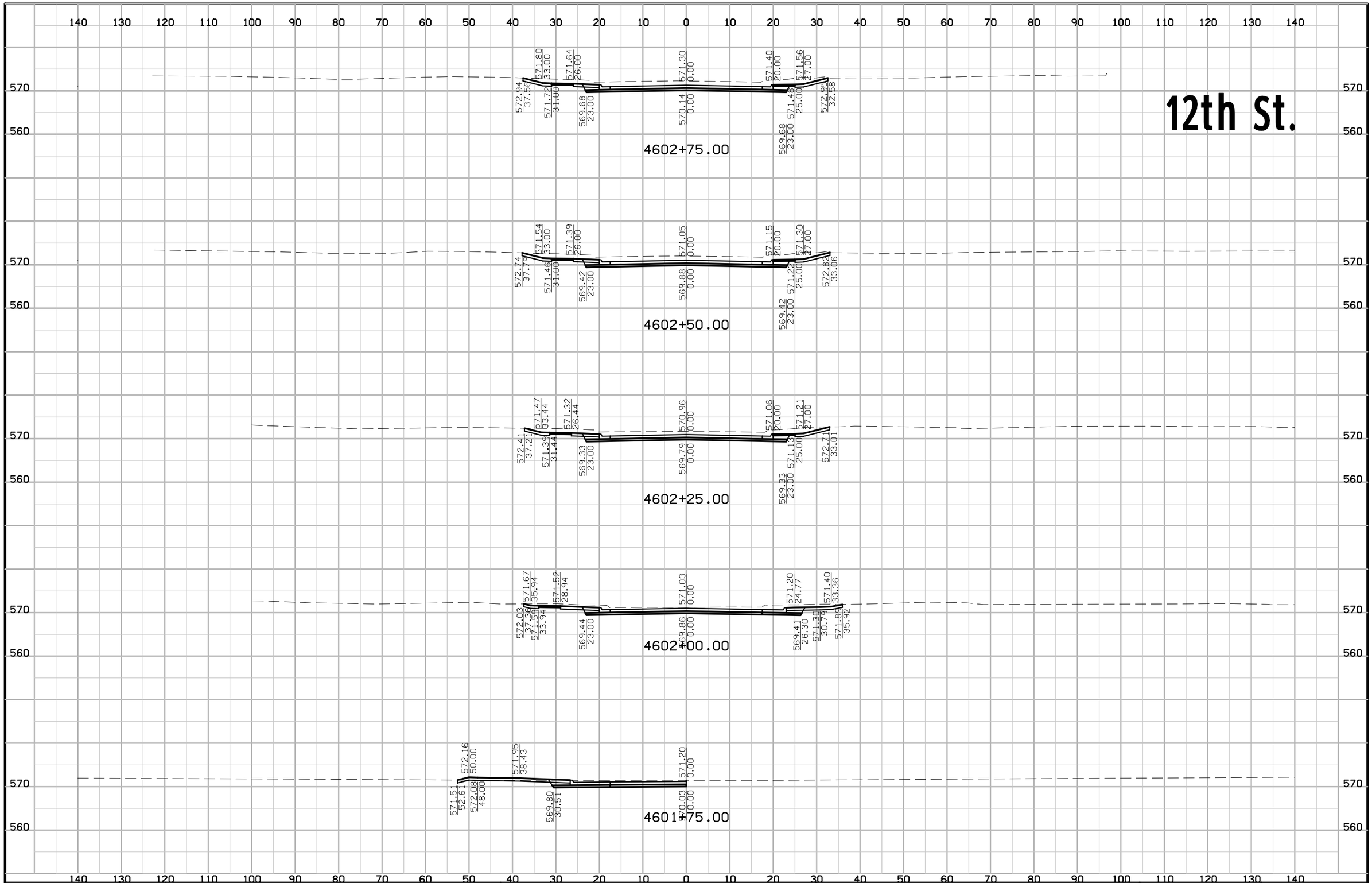
571.35
28.49
571.19
21.49
571.35
28.50
571.27
26.49
570.70
0.00
569.28
19.49
569.54
0.00
571.23
31.08
569.21
26.88
570.97
32.19

4600+93.90

FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.10

12:05:49 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-12TH_xs.sht

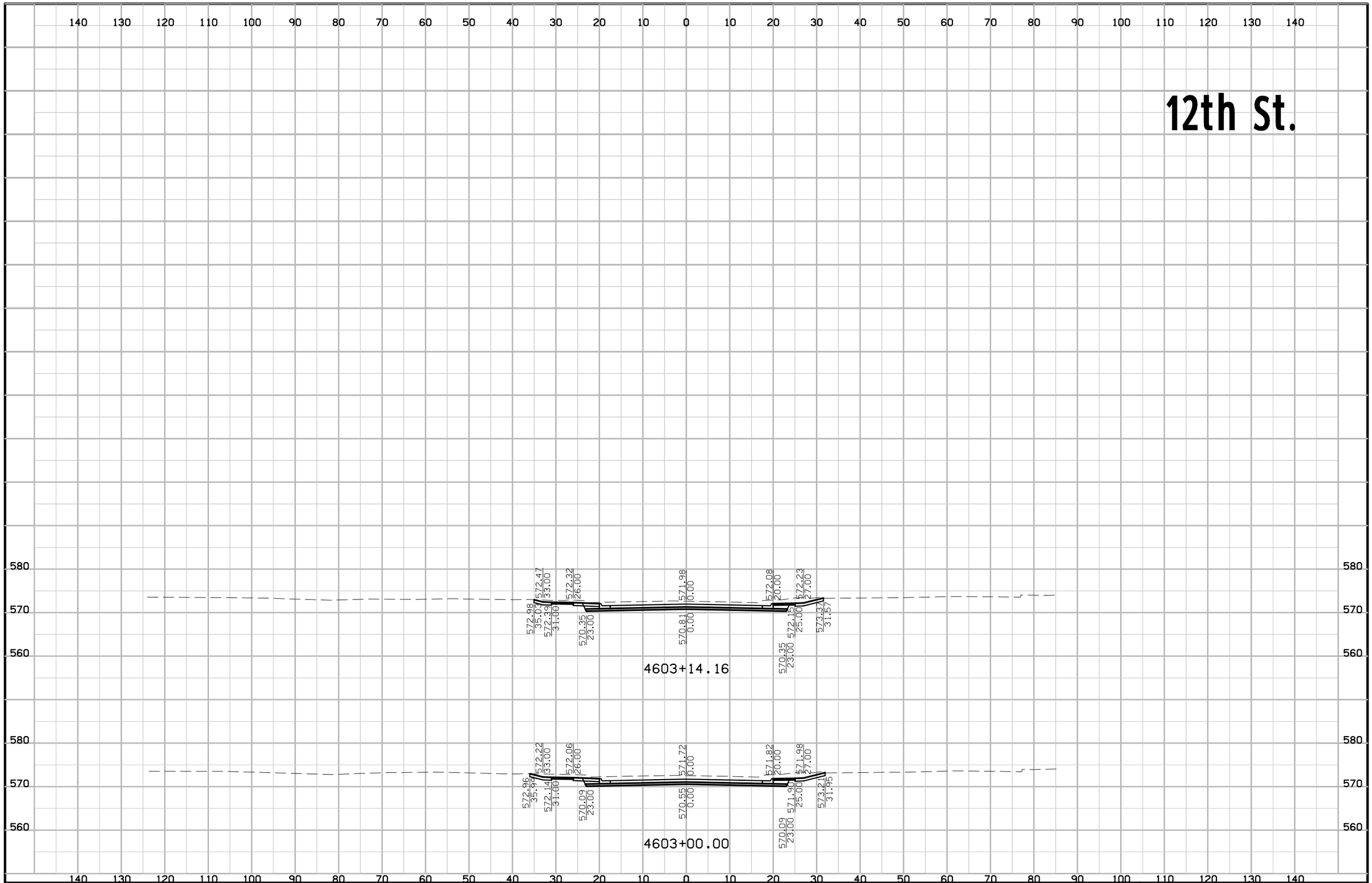
12th St.



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.11

12:05:49 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-12TH_xs.sht

12th St.



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.12

12:05:50 PM 12/18/2015 xmCH c:\pwise_work\do_not_delete\dms04884\82074206-WHKS-X-12TH_xs.sht

Kimberly Road

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

610
600

4624+50.00



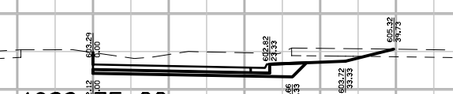
4624+25.00



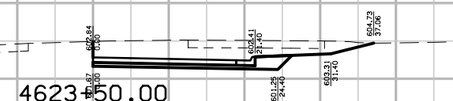
4624+00.00



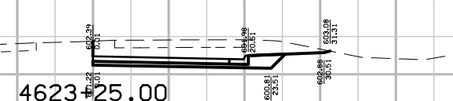
4623+75.00



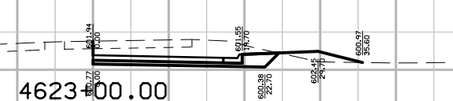
4623+50.00



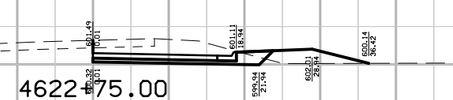
4623+25.00



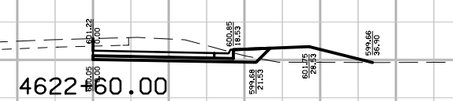
4623+00.00



4622+75.00



4622+60.00



FILE NO.	ENGLISH	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER X.13

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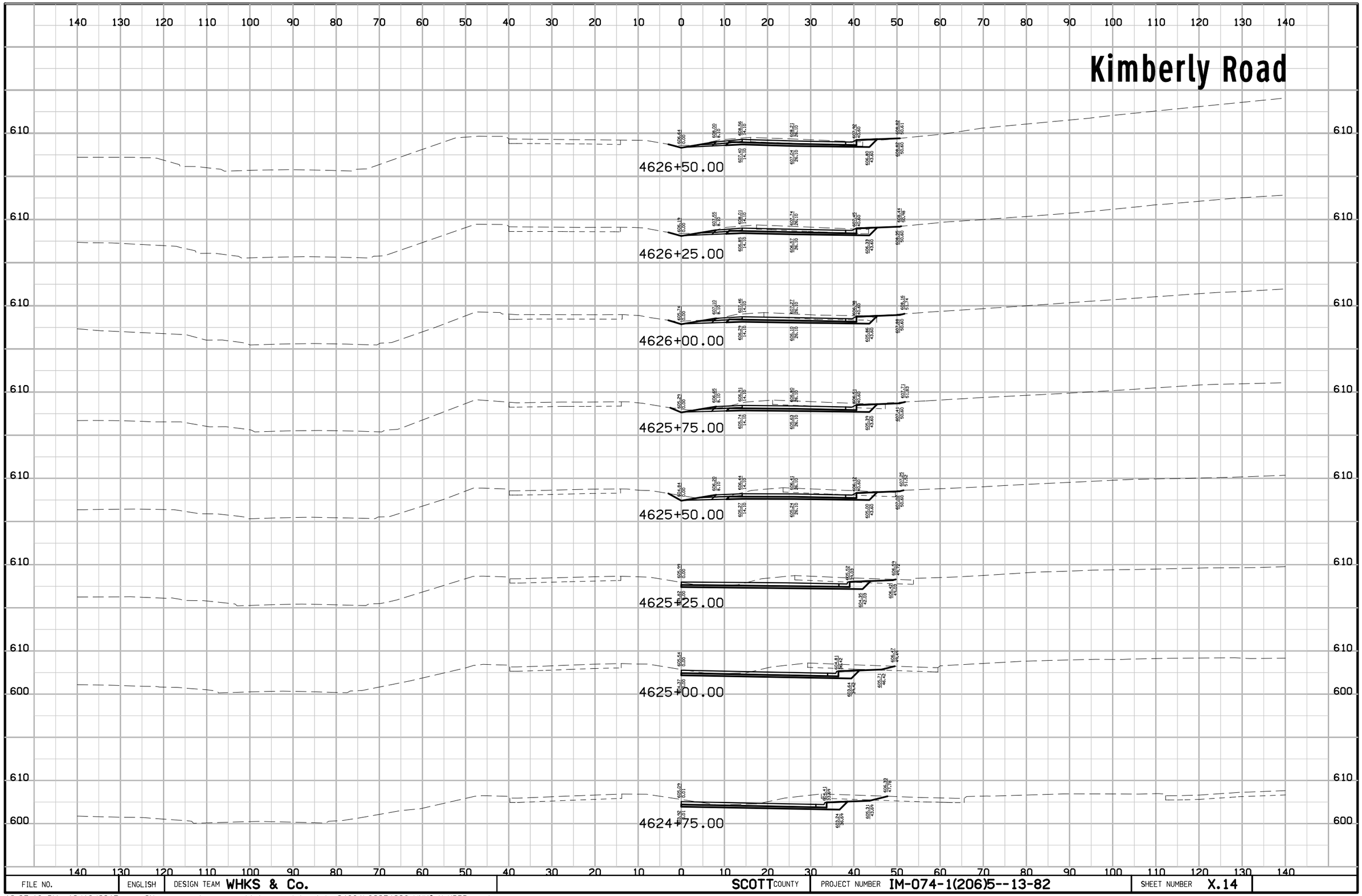
Kimberly Road



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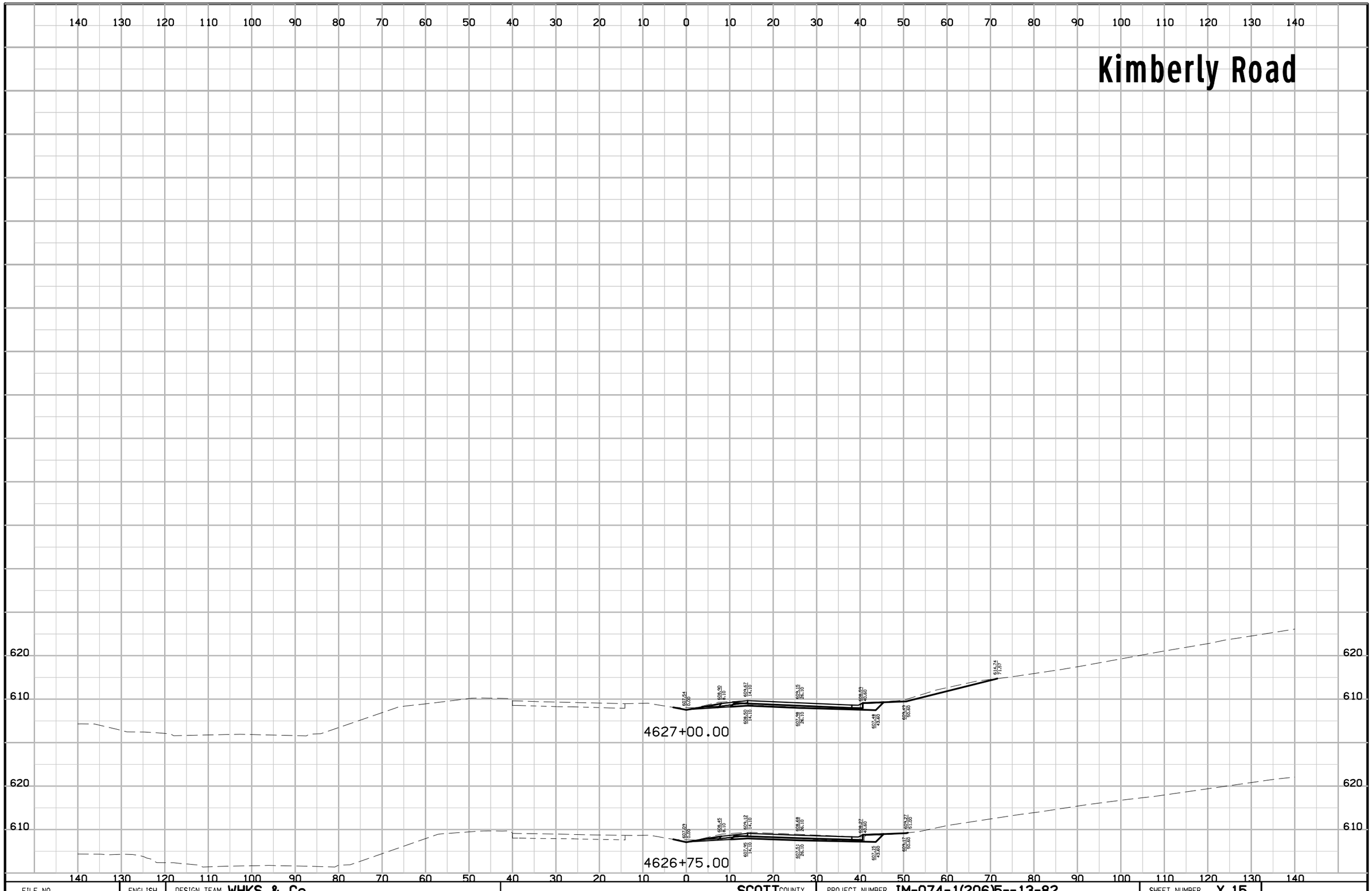
Kimberly Road



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US 67 RAMP A

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

600
590
580
570
560

MATCH LINE SEE DETENTION POND GRADING PLAN

571.54 21.00 | 571.34 11.00 | 571.28 0.00 | 571.52 12.00 | 571.76 24.00 | 571.98 31.00 | 572.18 41.00 | 574.77 48.76

568.72 14.00 | 569.28 0.00 | 569.52 12.00 | 569.76 24.00 | 569.36 34.00

1497+25.00
571.28

MATCH LINE SEE DETENTION POND GRADING PLAN

571.68 21.00 | 571.48 11.00 | 571.42 0.00 | 571.66 12.00 | 571.90 24.01 | 572.12 31.01 | 572.32 41.01 | 573.04 43.18

568.86 14.00 | 569.42 0.00 | 569.66 12.00 | 569.90 24.01 | 569.50 34.01

1497+02.31
571.42

1497+00.00
571.44

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

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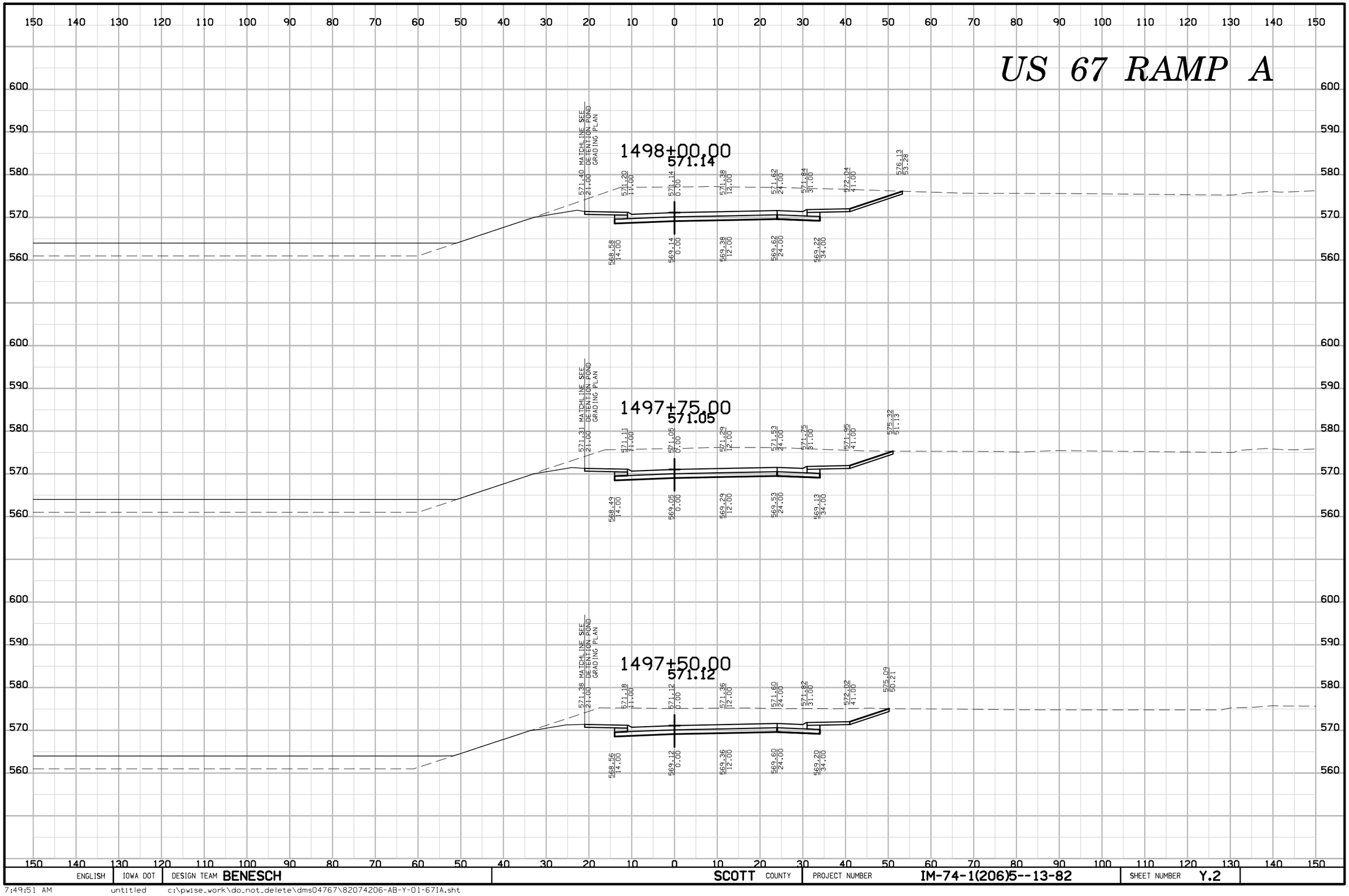
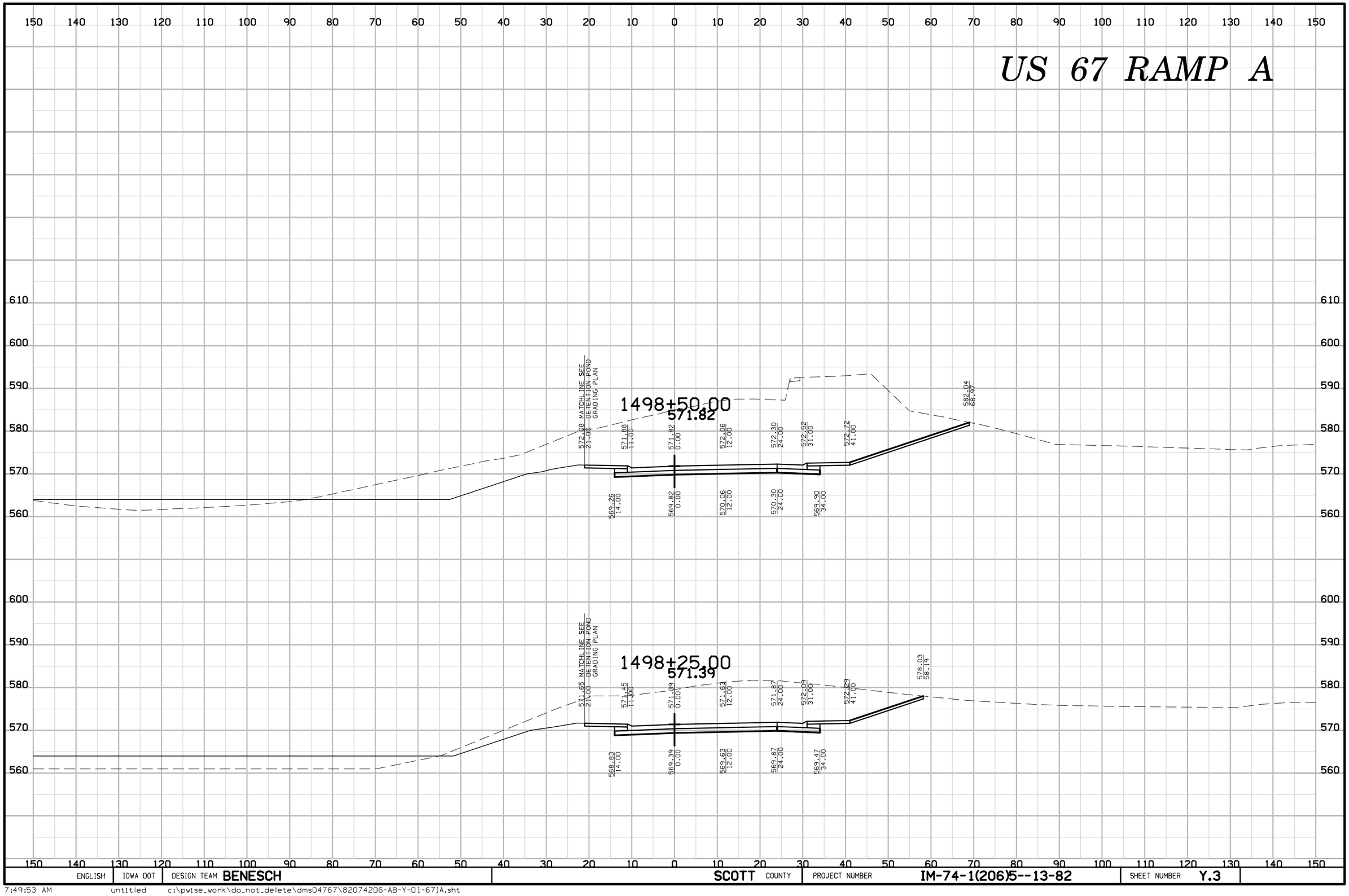
US 67 RAMP A



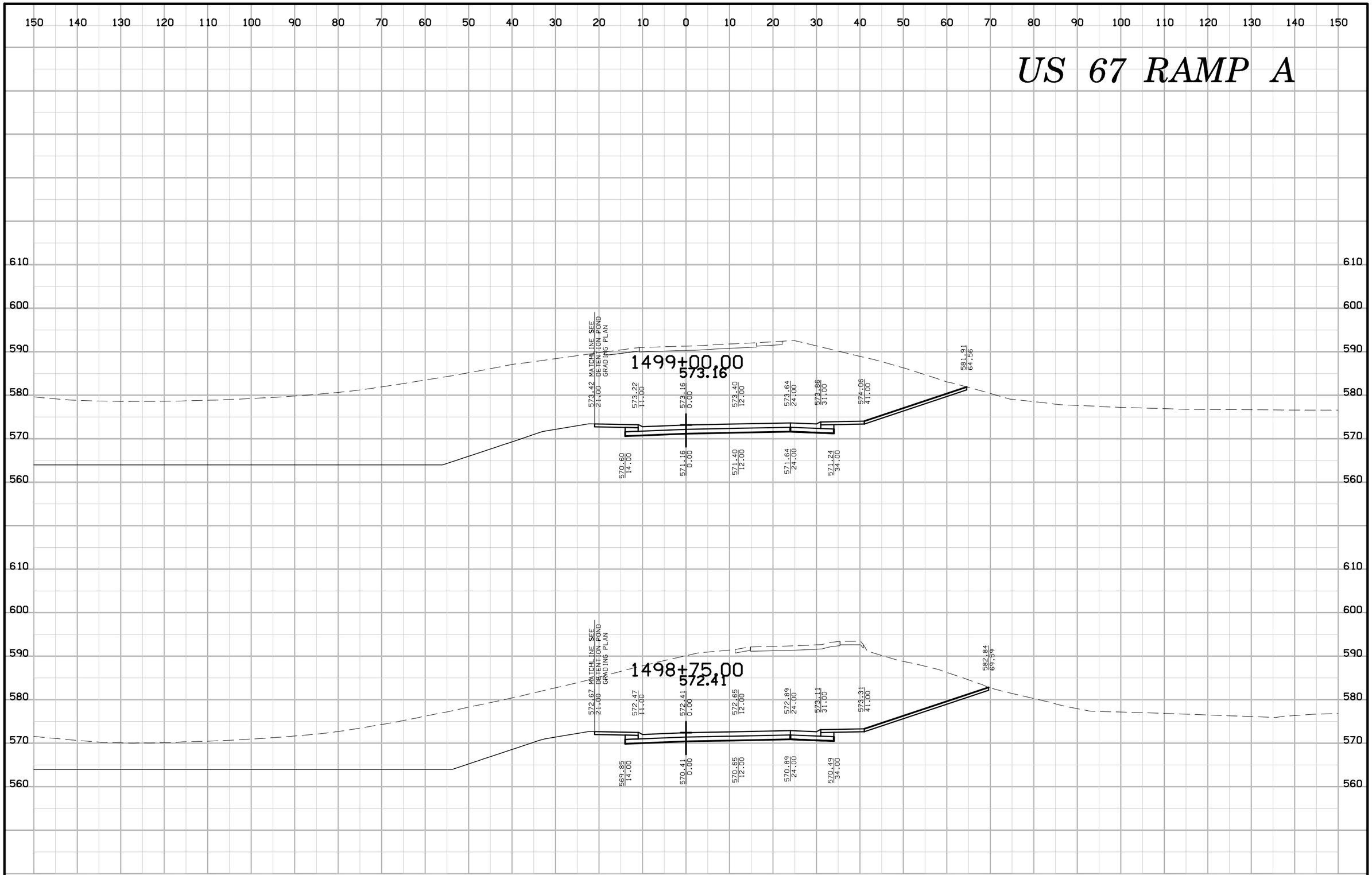
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.2

US 67 RAMP A



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

US 67 RAMP A



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

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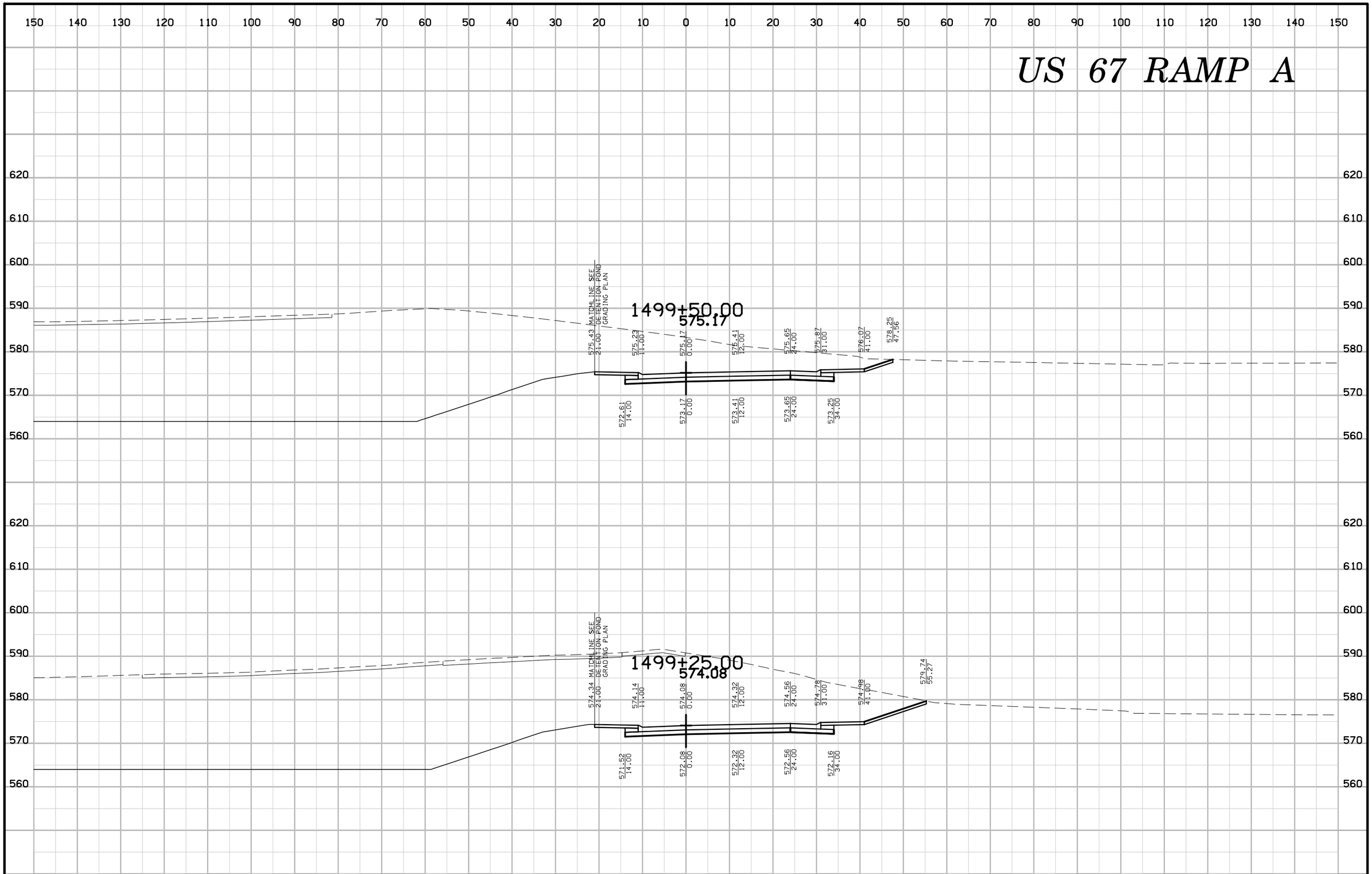
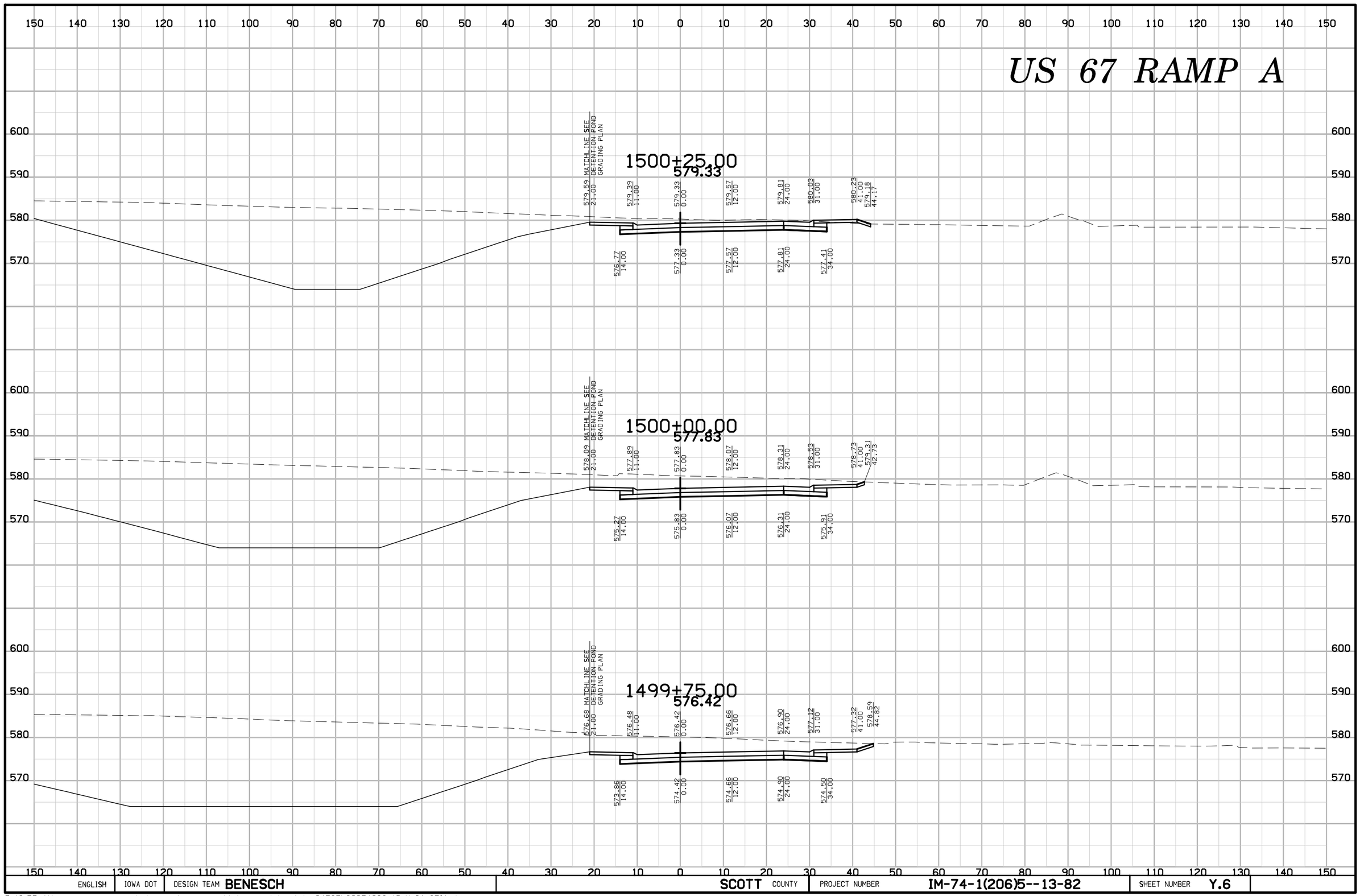
US 67 RAMP A



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

US 67 RAMP A



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US 67 RAMP A

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

610 600 590 580 570

580.58 MATCHLINE SEE DETENTION POND GRADING PLAN
88.67

581.77 27.96 | 584.09 21.00 | 583.89 11.00 | 583.83 0.00 | 584.07 12.00 | 584.31 24.00 | 584.53 31.00 | 584.73 41.00 | 583.33 45.20

1501+00.00
583.83

581.27 14.00 | 581.83 0.00 | 582.07 12.00 | 582.31 24.00 | 581.91 34.00

580.00 MATCHLINE SEE DETENTION POND GRADING PLAN
49.18

580.43 27.48 | 582.59 21.00 | 582.39 11.00 | 582.33 0.00 | 582.57 12.00 | 582.81 24.00 | 583.09 31.00 | 583.23 41.00 | 581.83 45.20

1500+75.00
582.33

579.77 14.00 | 580.33 0.00 | 580.57 12.00 | 580.81 24.00 | 580.41 34.00

580.09 MATCHLINE SEE DETENTION POND GRADING PLAN
24.01 581.09 21.00

580.89 11.00 | 580.83 0.00 | 581.07 12.00 | 581.31 24.00 | 581.53 31.00 | 581.73 41.00 | 579.37 48.08

1500+50.00
580.83

578.27 14.00 | 578.83 0.00 | 579.07 12.00 | 579.31 24.00 | 578.91 34.00

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

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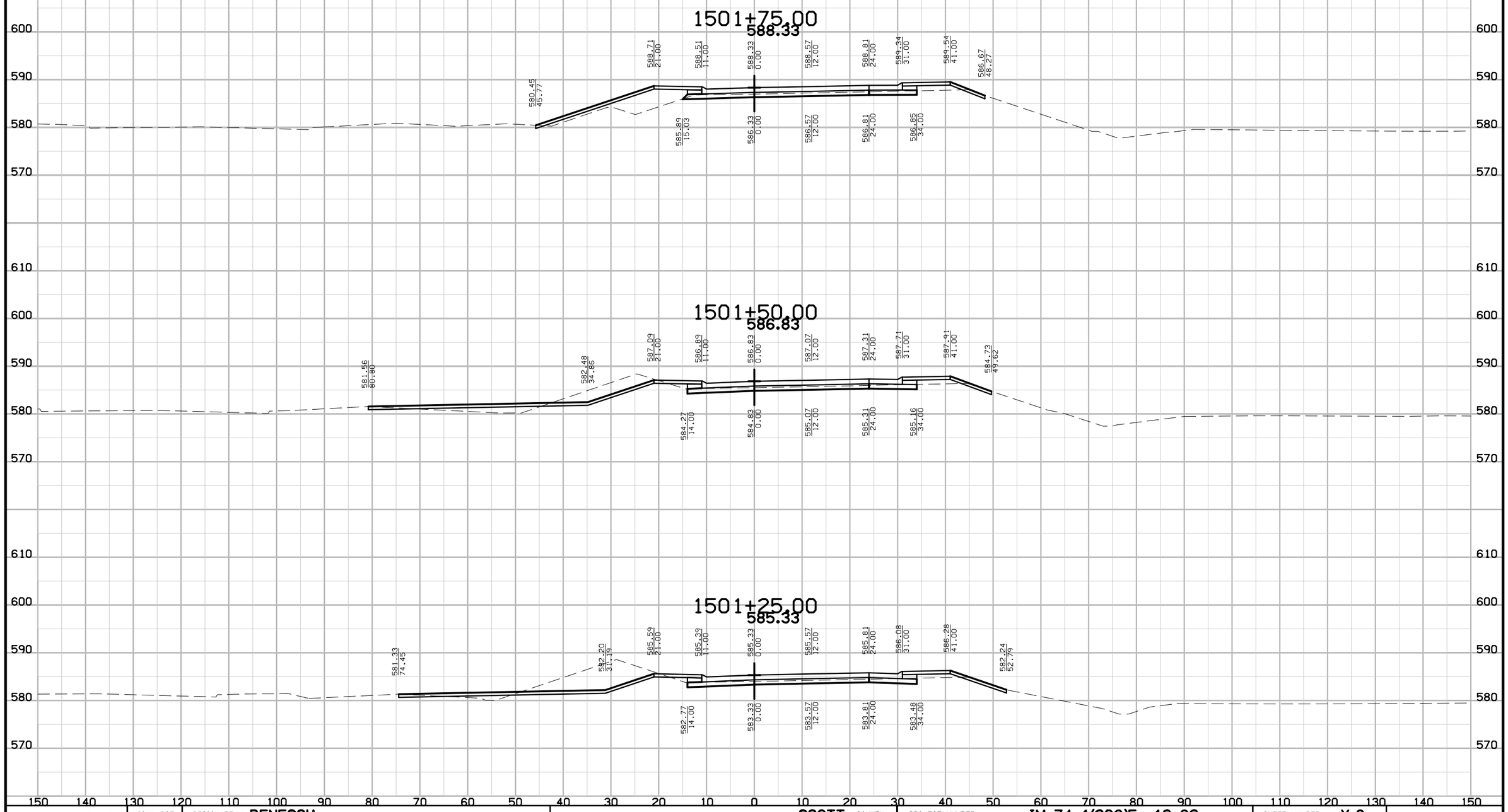
US 67 RAMP A



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

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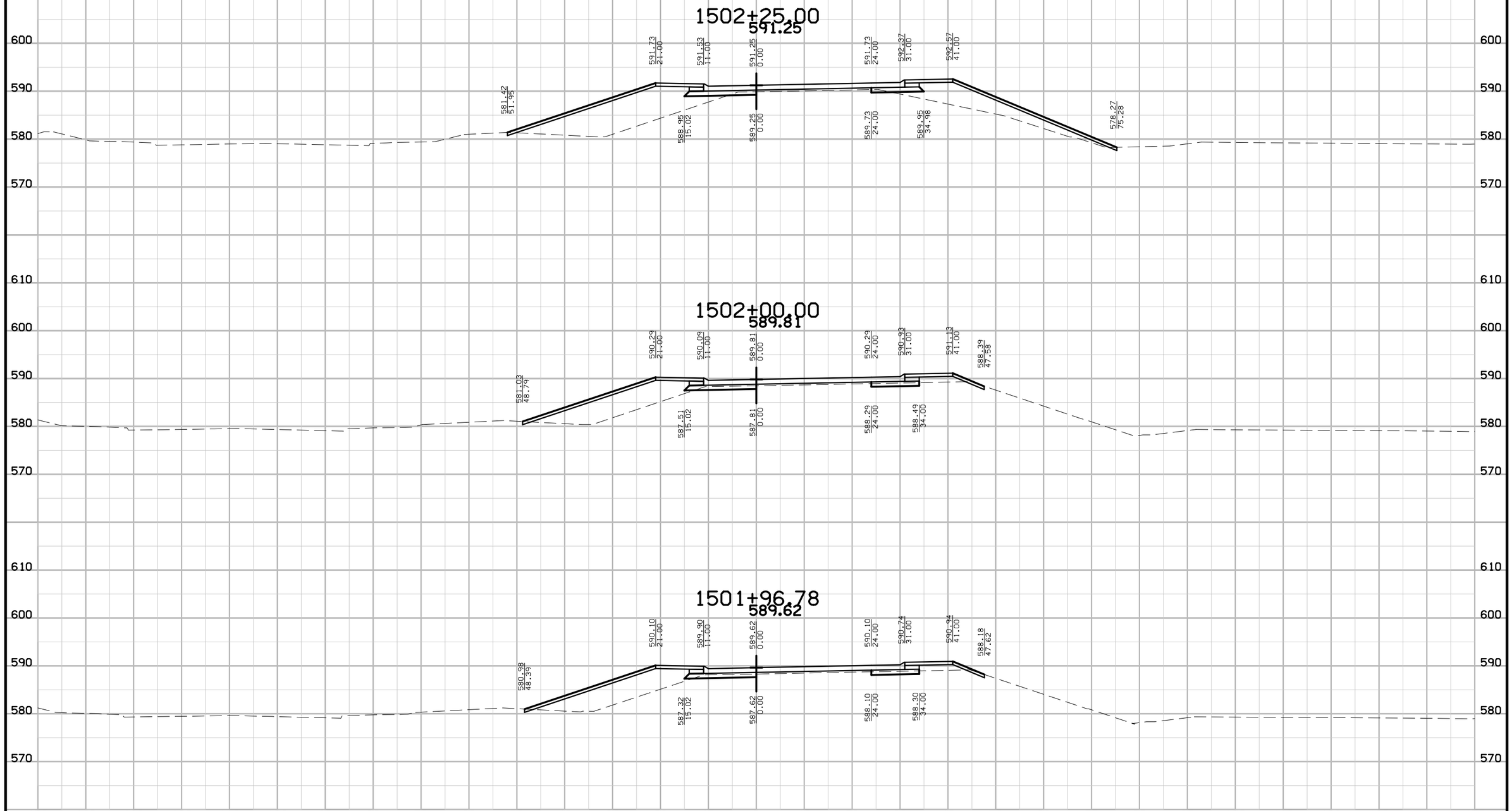
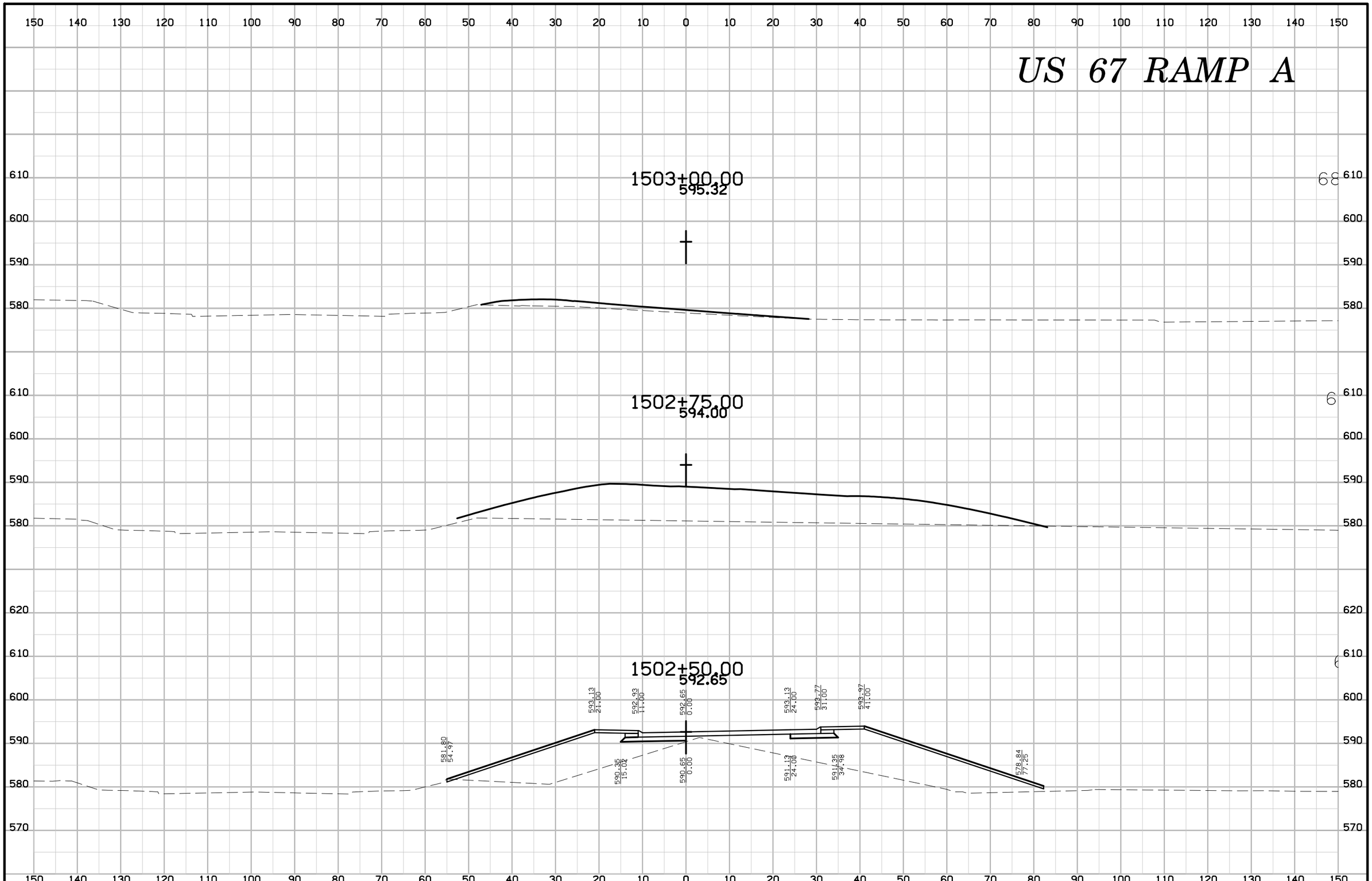
US 67 RAMP A



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

US 67 RAMP A



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

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US 67 RAMP A

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

620
610
600
590
580

1503+75.00
599.02

6803

1503+50.00
597.83

680

1503+25.00
596.59

680

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

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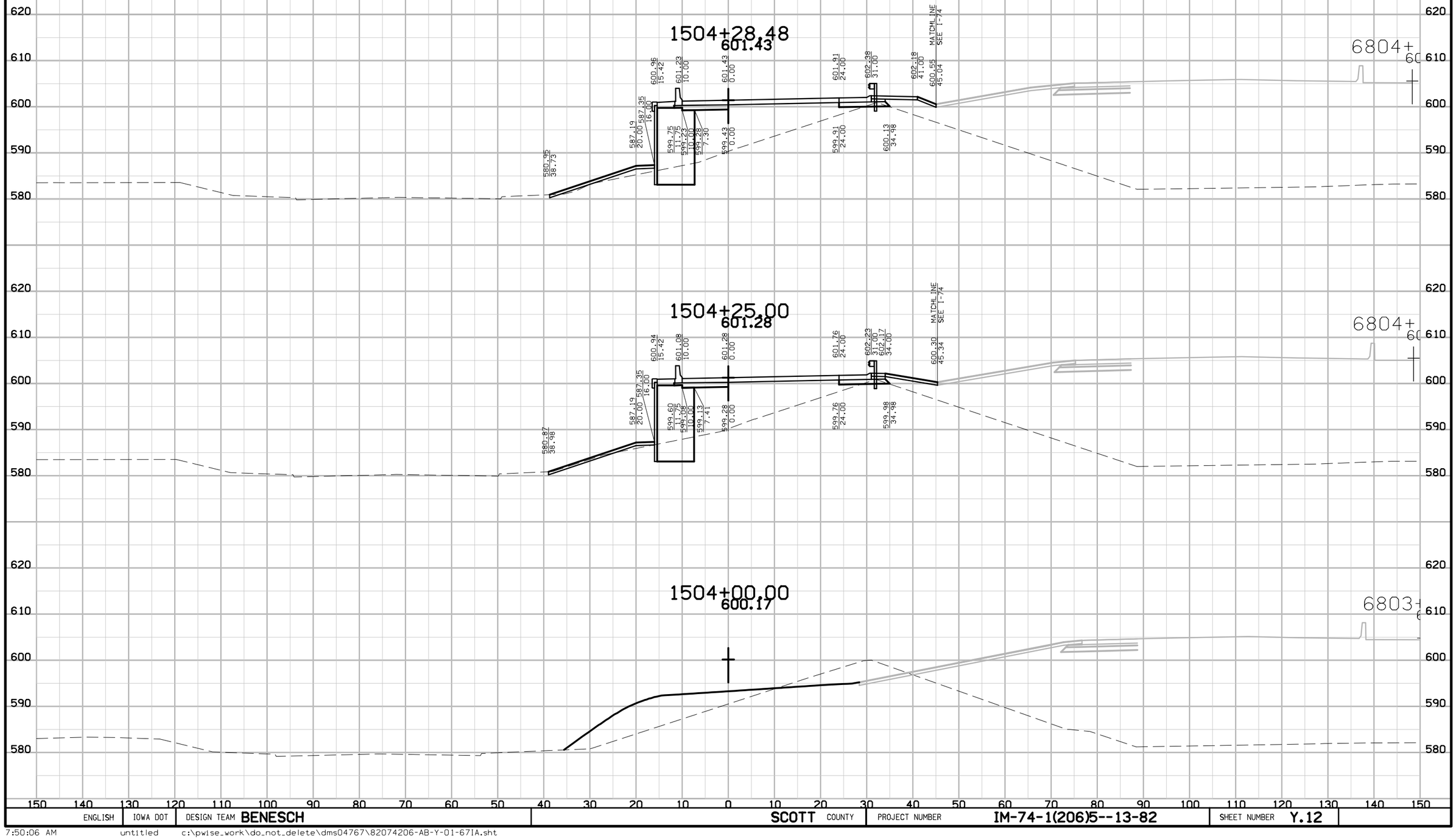
US 67 RAMP A



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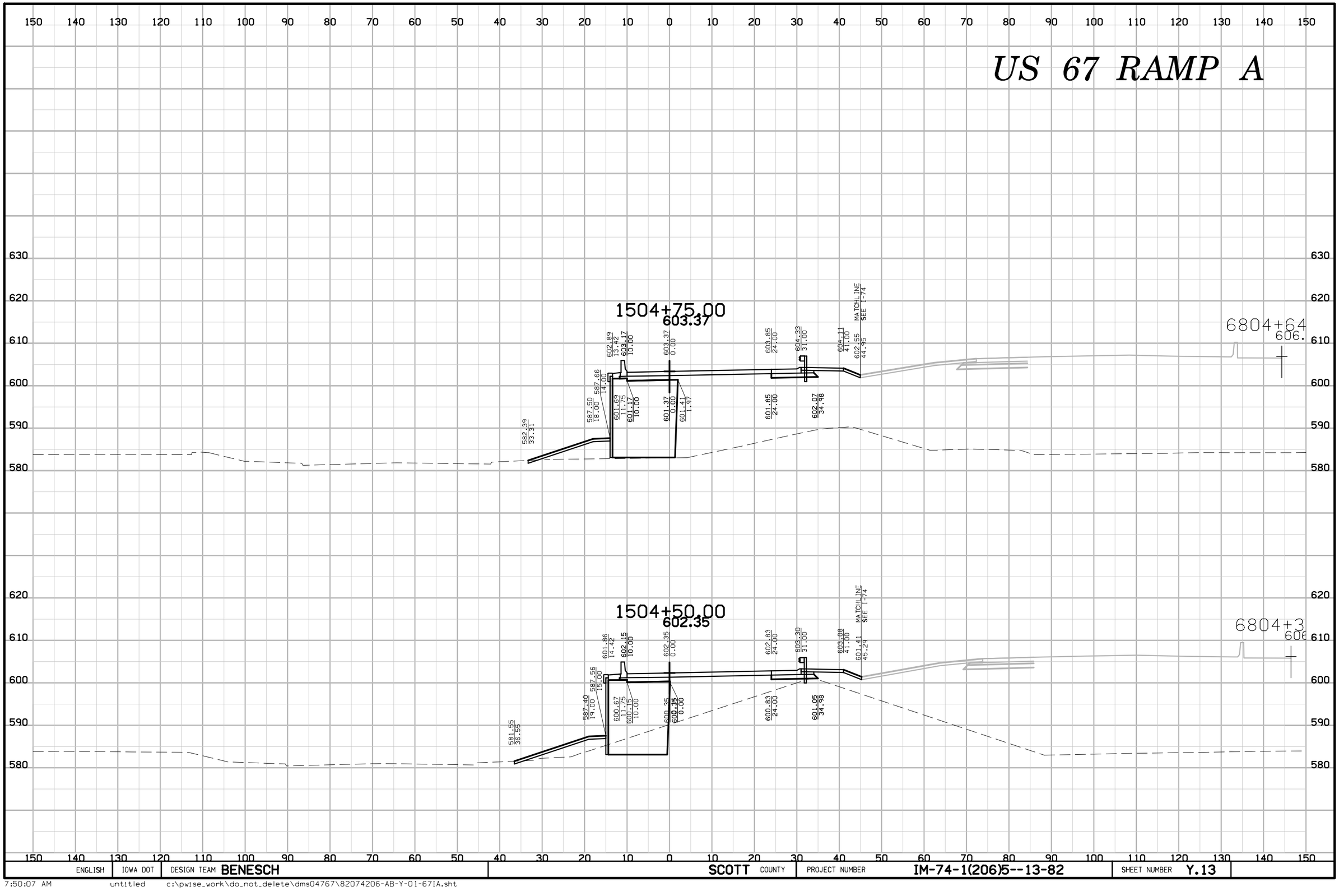
US 67 RAMP A



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

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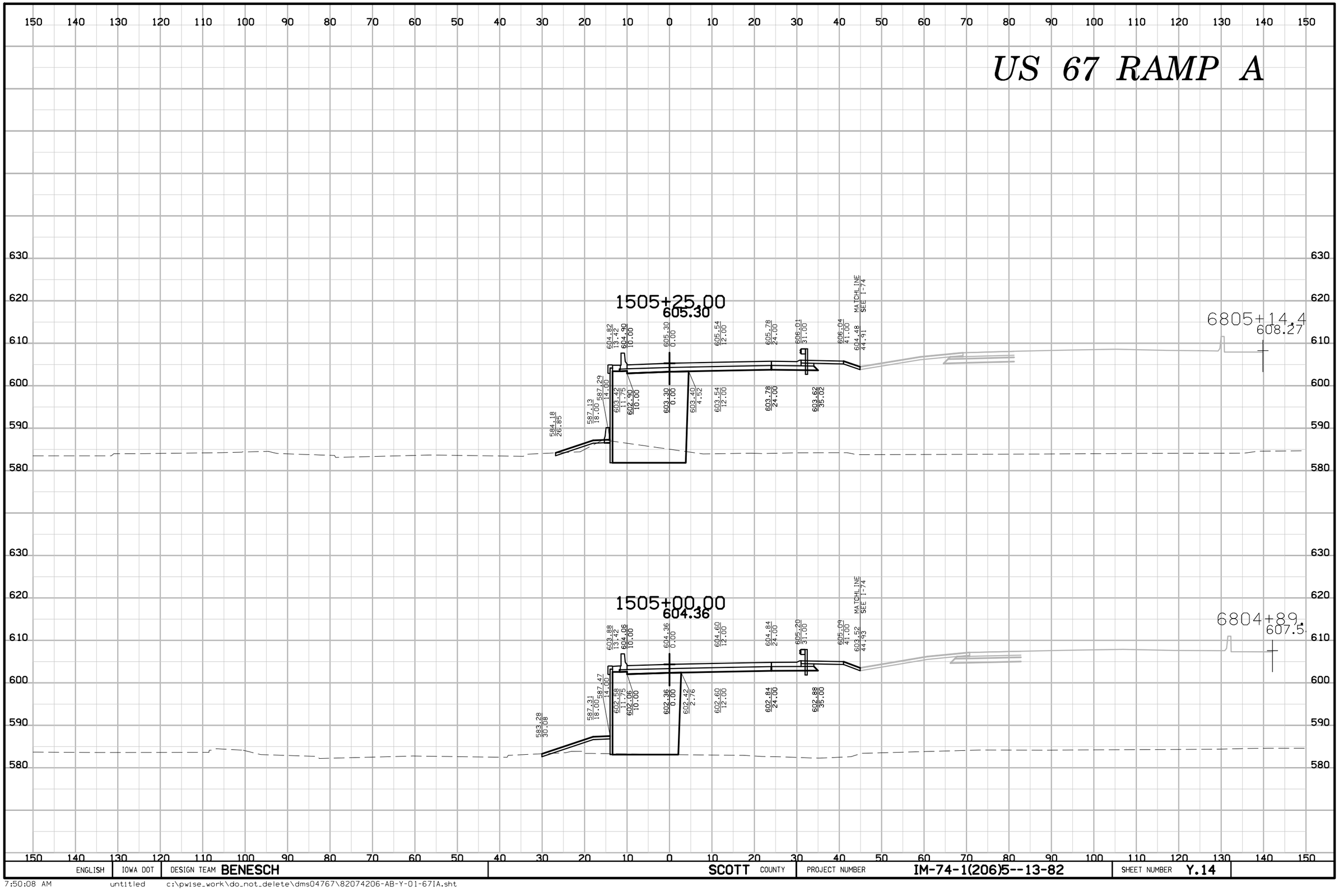
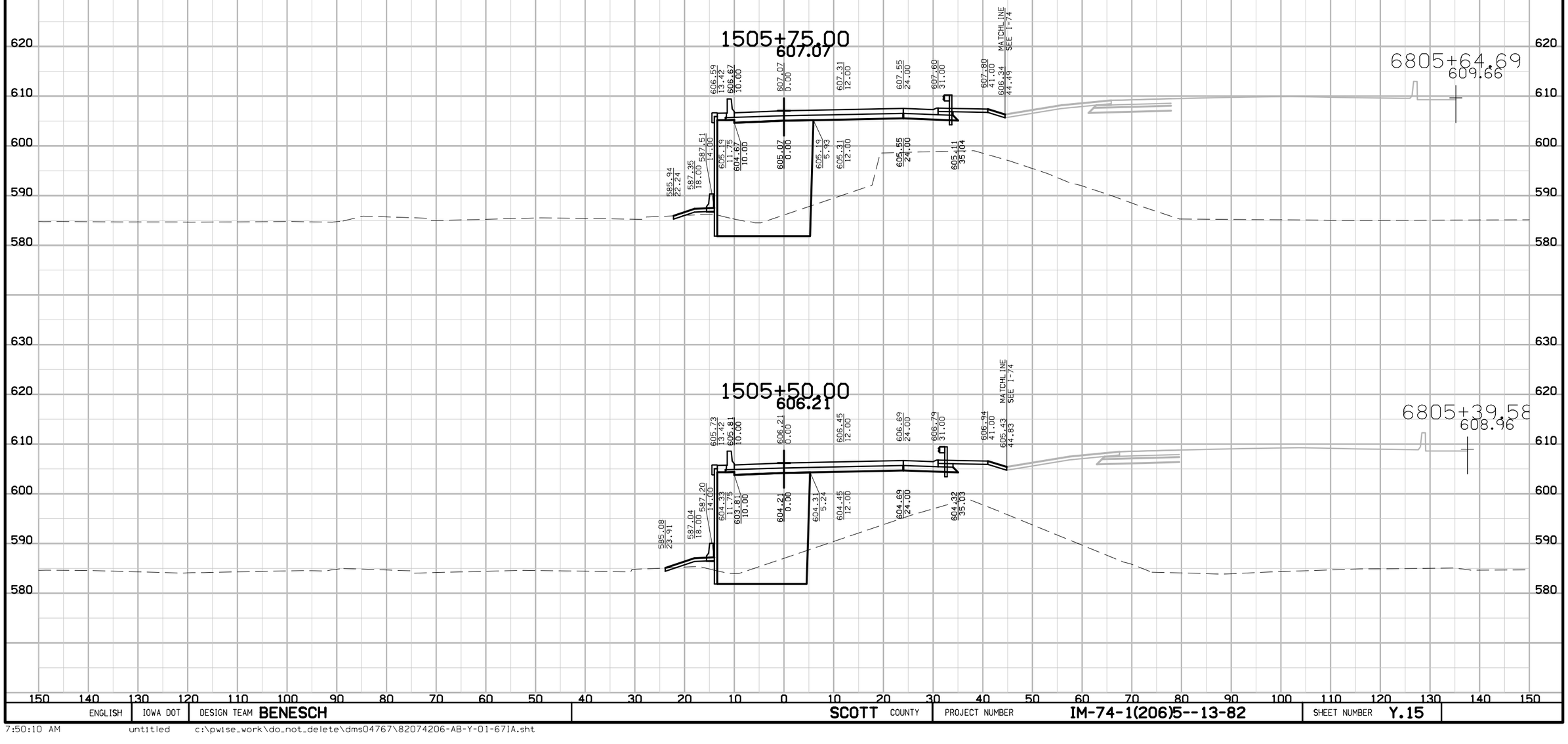
US 67 RAMP A



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

US 67 RAMP A



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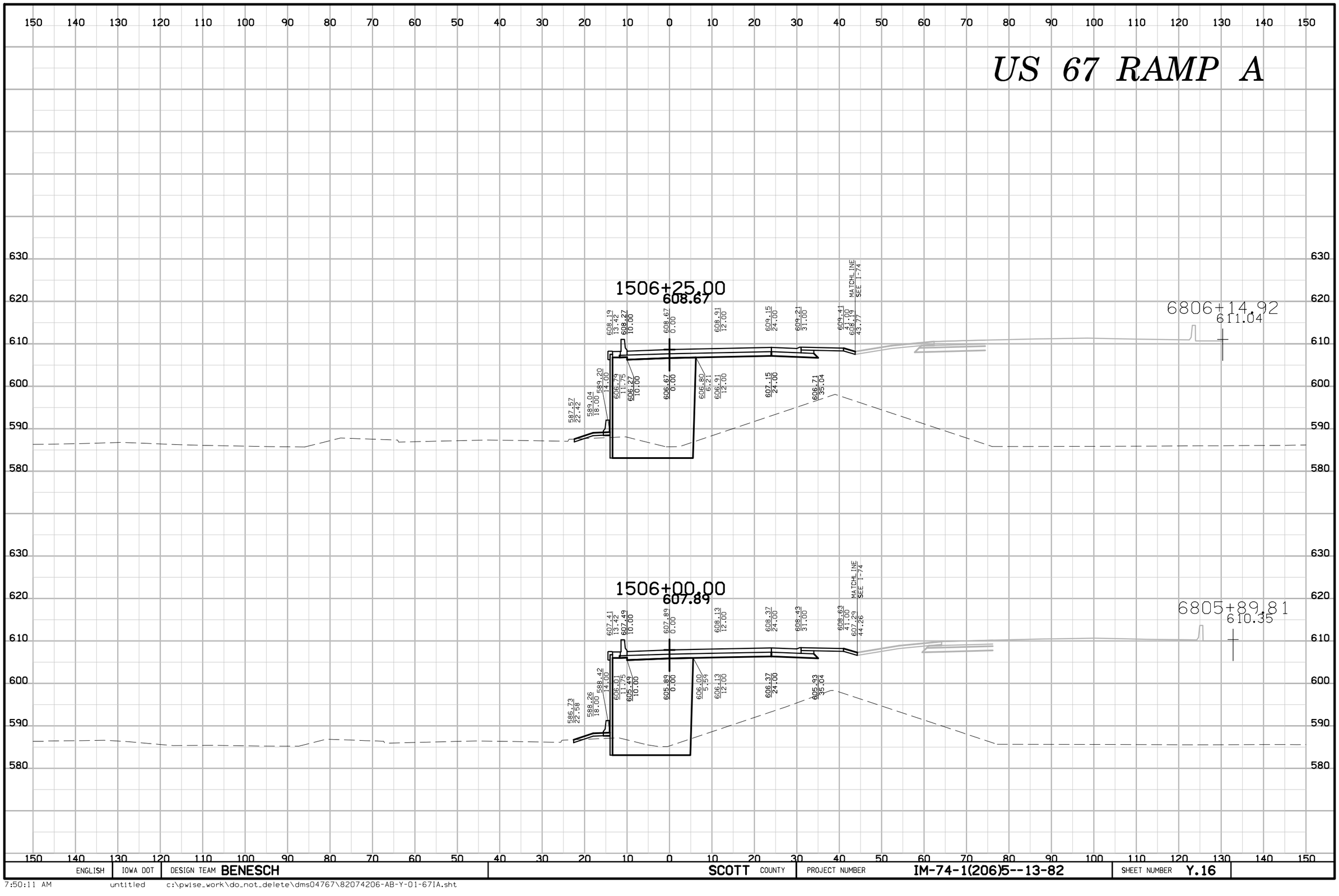
US 67 RAMP A



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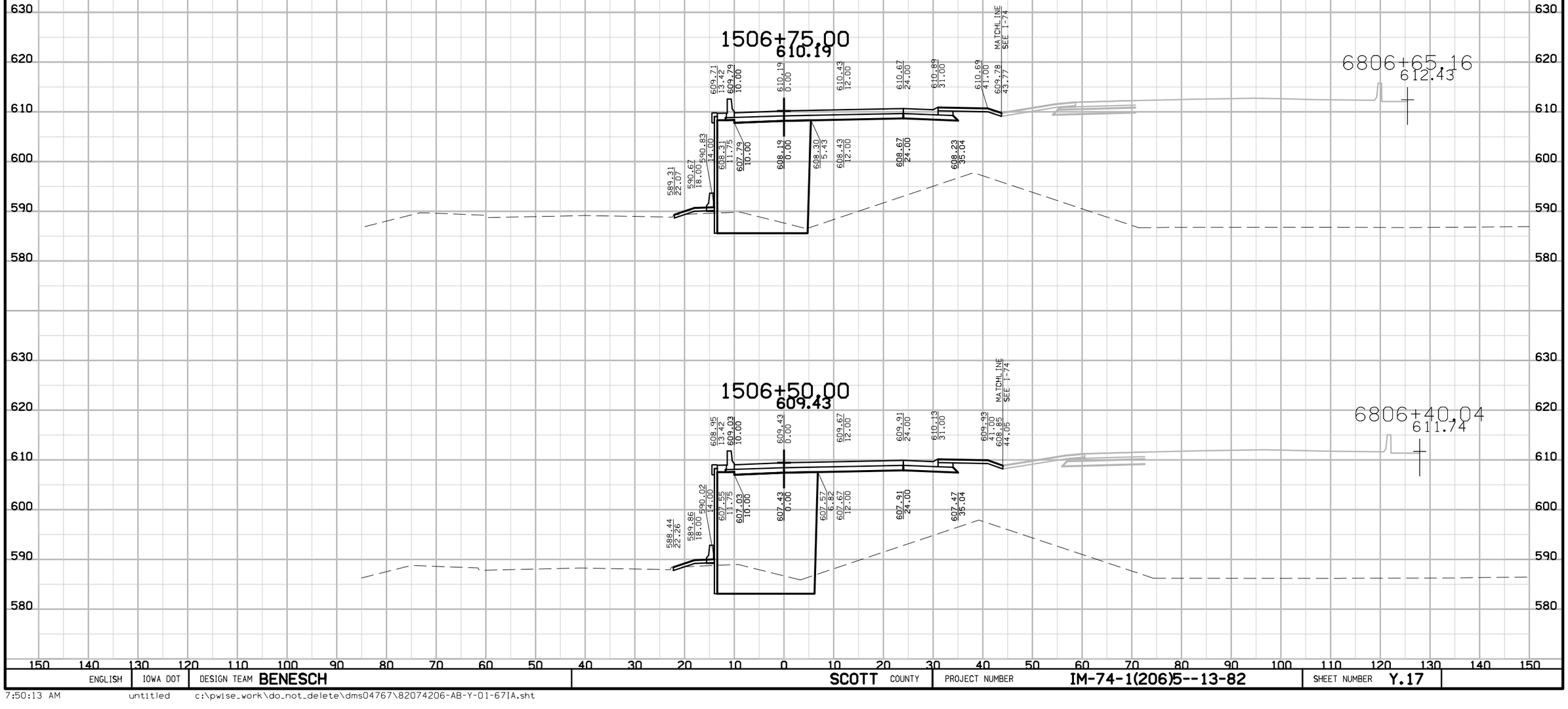
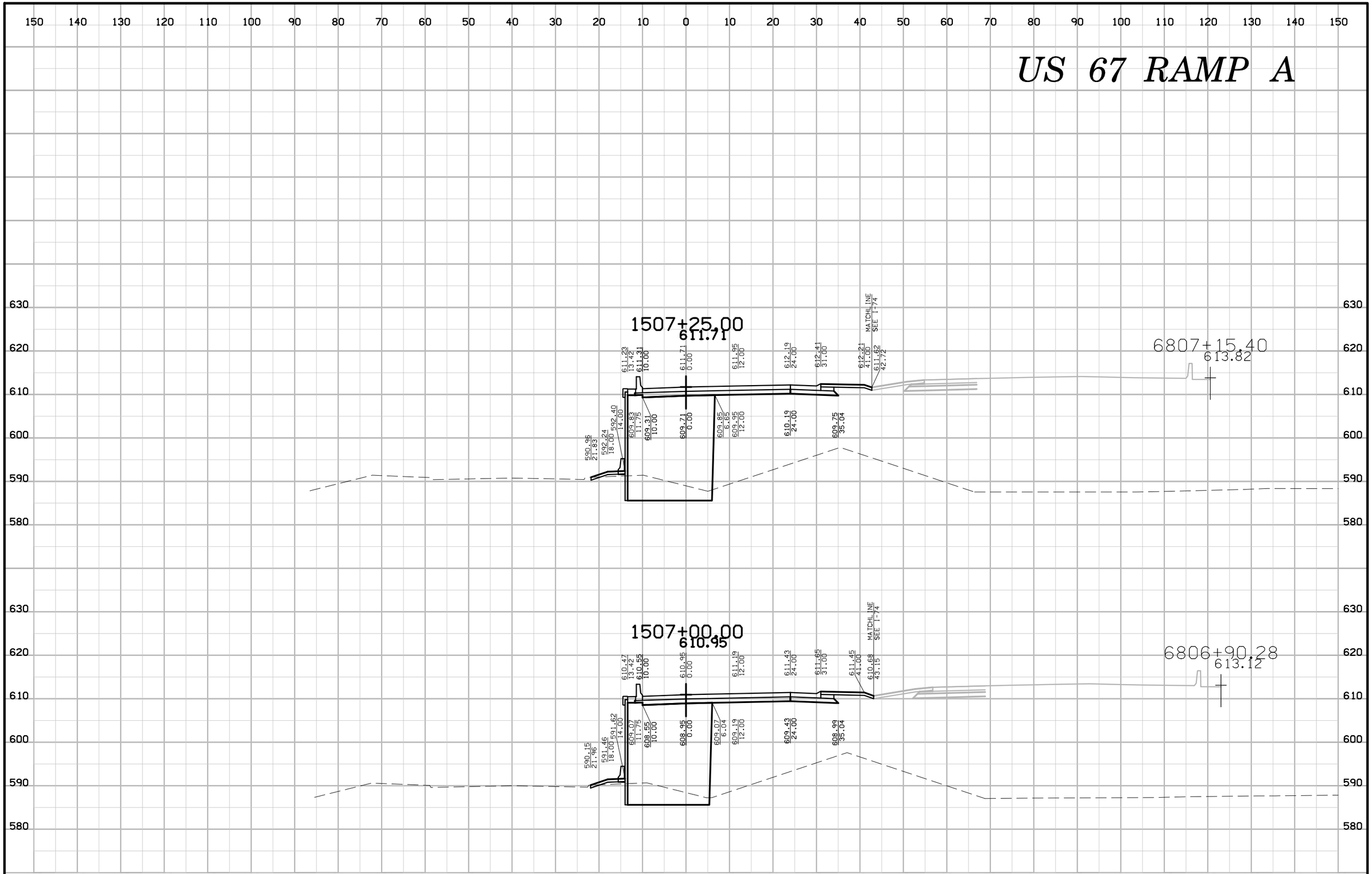
US 67 RAMP A



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

US 67 RAMP A



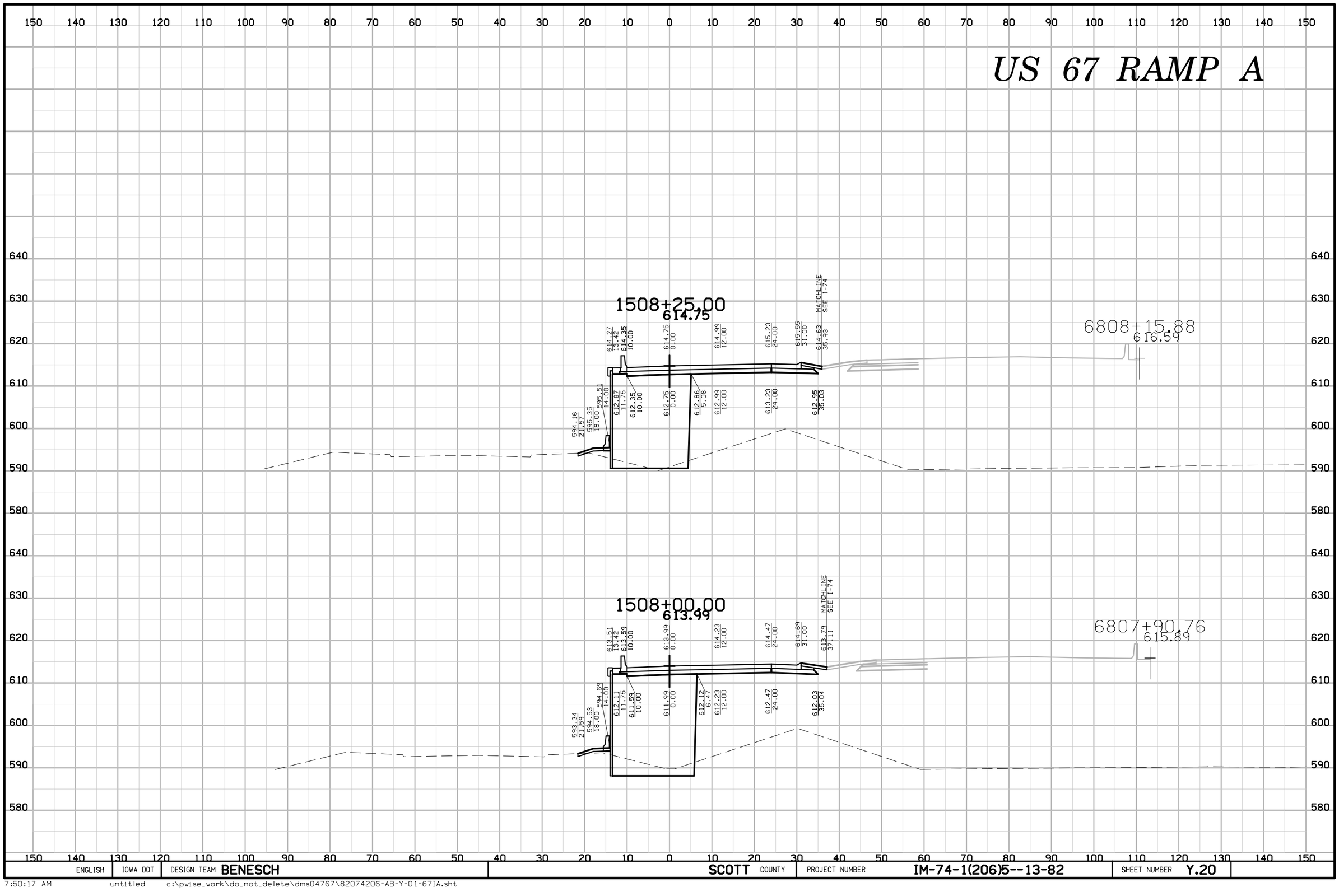
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.18

US 67 RAMP A



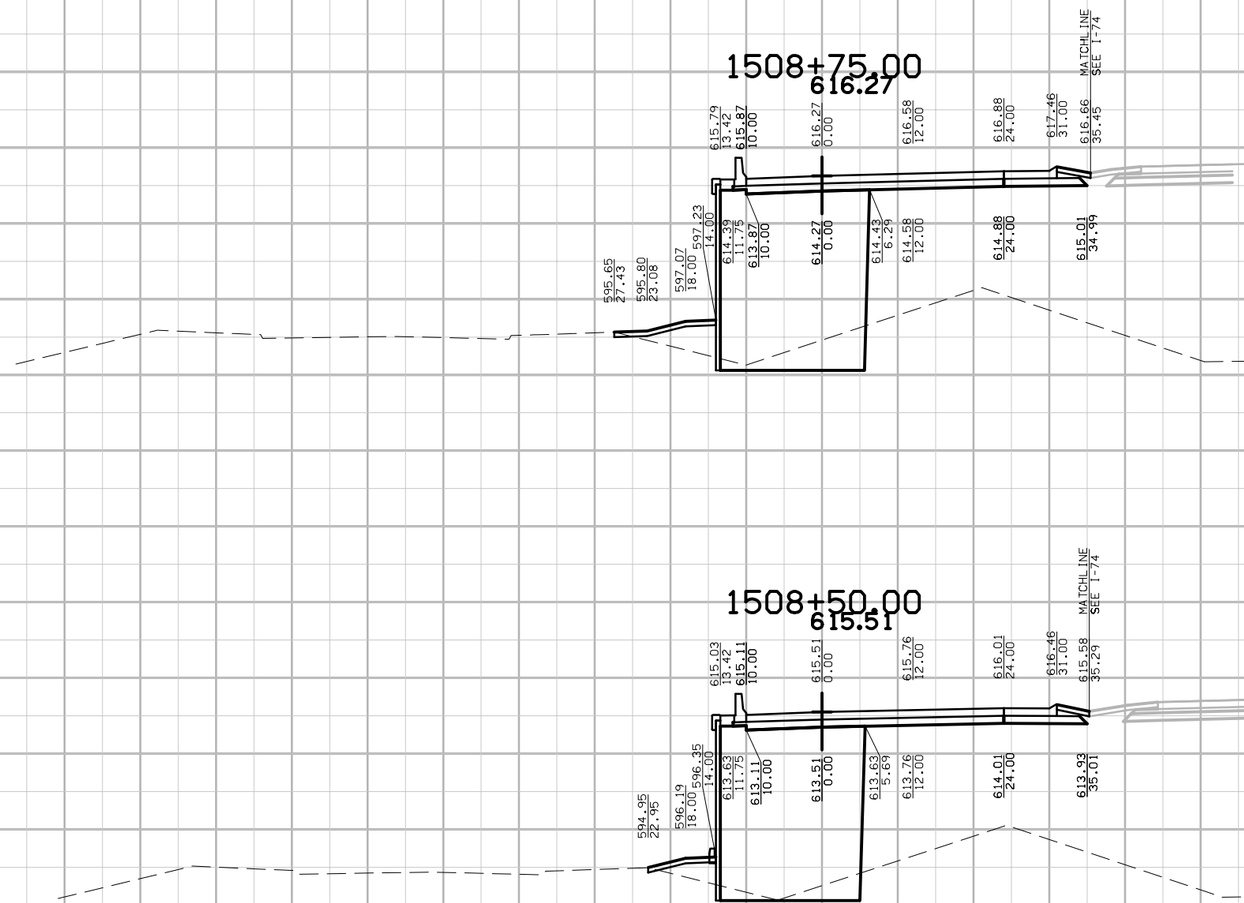
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.19

US 67 RAMP A



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

US 67 RAMP A



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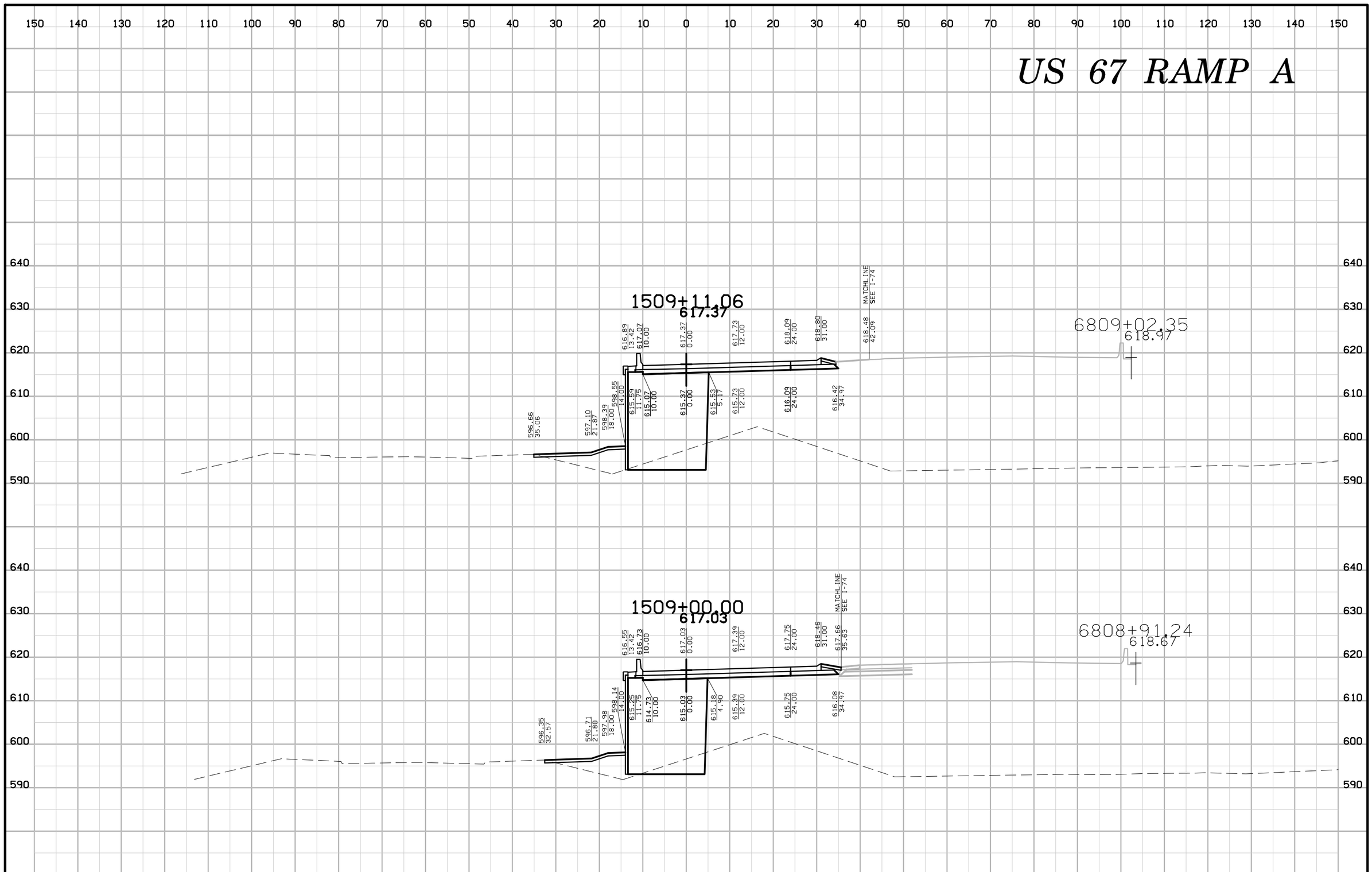
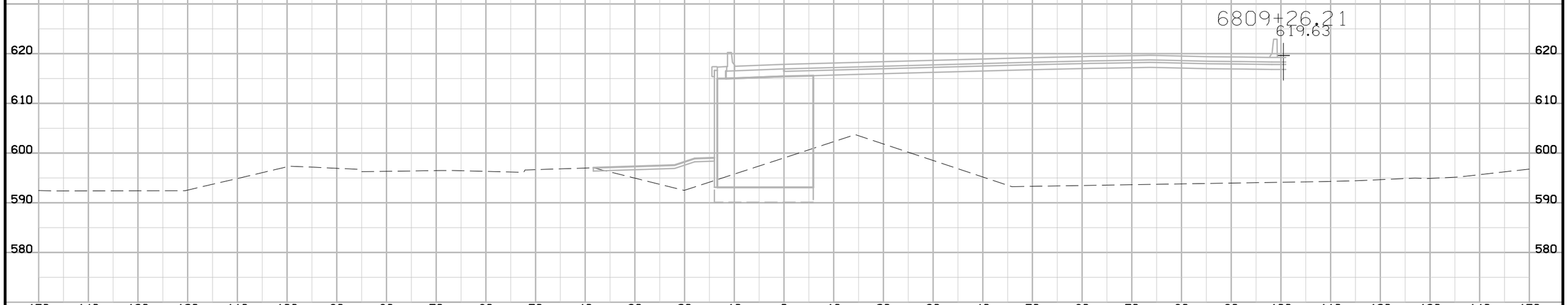
US 67 RAMP A



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

US 67 RAMP A



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

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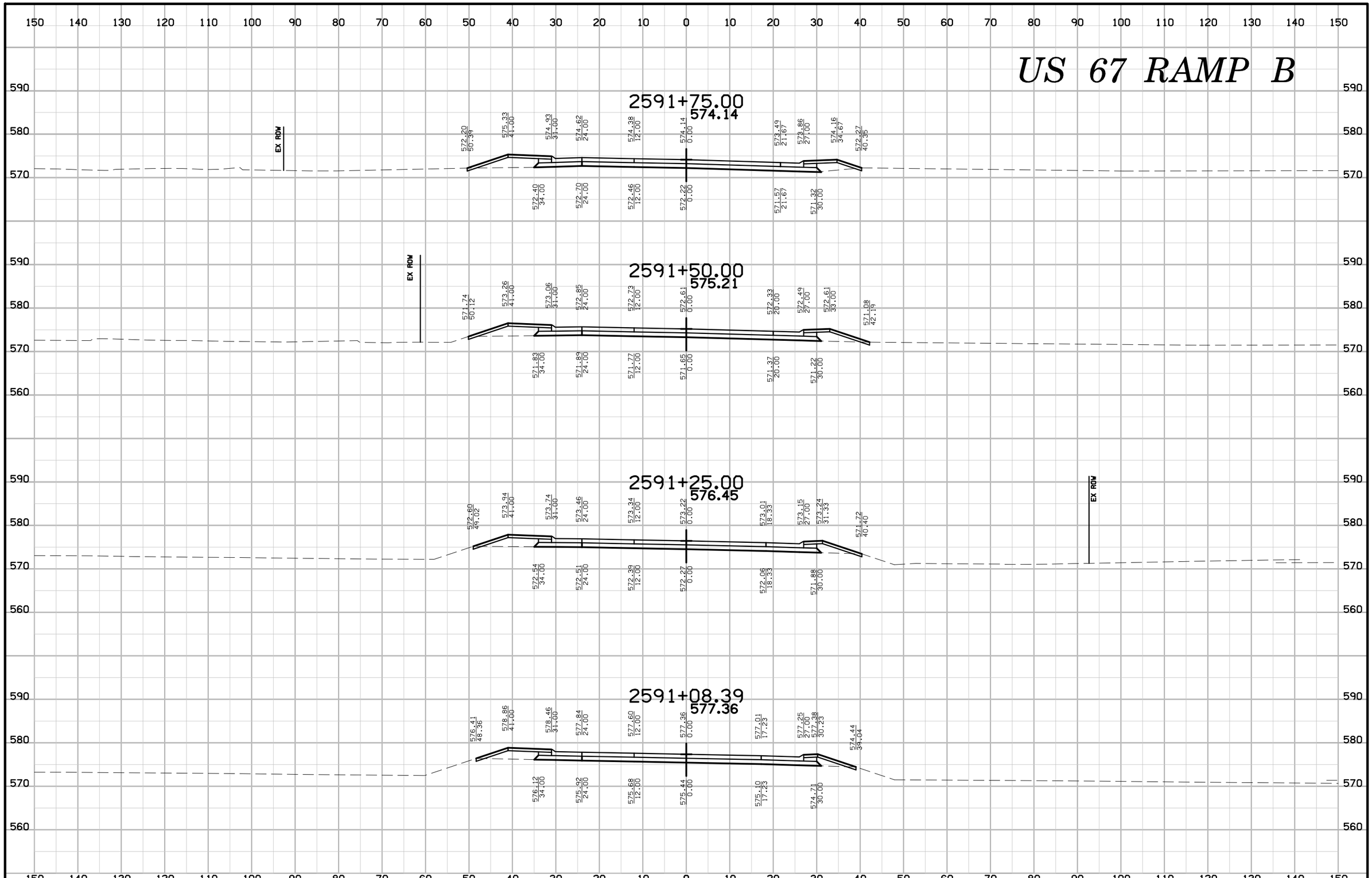
US 67 RAMP B



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US 67 RAMP B

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

590
580
570
560

EX ROW

2592+65.24
571.60

571.22 41.90 571.37 41.00
571.17 31.00
571.04 24.00
569.88 34.00
570.08 24.00

EX ROW

580
570

2592+50.00
571.88

572.19 43.48 573.02 41.00
572.62 31.00
572.36 24.00
572.12 12.00
571.88 0.00
571.16 24.00 571.60 27.00
572.00 37.00 571.78 37.74
570.05 34.00
570.45 24.00
570.21 12.00
569.97 0.00
569.25 24.00
569.07 10.00

EX ROW

580
570

2592+25.00
572.47

571.85 46.26 573.61 41.00
573.21 31.00
572.95 24.00
572.71 12.00
572.47 0.00
571.75 24.00 572.19 27.00
572.59 37.00 571.93 38.98
570.64 34.00
571.04 24.00
570.80 12.00
570.56 0.00
569.84 24.00
569.66 30.00

EX ROW

580
570

2592+00.00
573.22

571.99 48.10 574.36 41.00
573.96 31.00
573.70 24.00
573.46 12.00
573.22 0.00
572.52 23.33 572.94 27.00
573.32 36.33 572.10 34.99
571.39 34.00
571.79 24.00
571.55 12.00
571.31 0.00
570.61 23.33
570.41 30.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.25

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US 67 RAMP B

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

580
570
560

2593+50.00
571.15

EX ROW

574.02
46.19

572.28
41.00

571.88
31.00

571.63
24.00

569.31
34.00

569.71
24.00

2593+25.00
571.09

EX ROW

573.44
44.65

572.23
41.00

571.83
31.00

571.57
24.00

569.25
34.00

569.65
24.00

2593+00.00
571.19

572.67
42.02

572.33
41.00

571.93
31.00

571.67
24.00

EX ROW

569.36
34.00

569.76
24.00

2592+75.00
571.46

572.00
42.76

572.59
41.00

572.19
31.00

571.94
24.00

EX ROW

EX ROW

569.62
34.00

570.02
24.00

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.26

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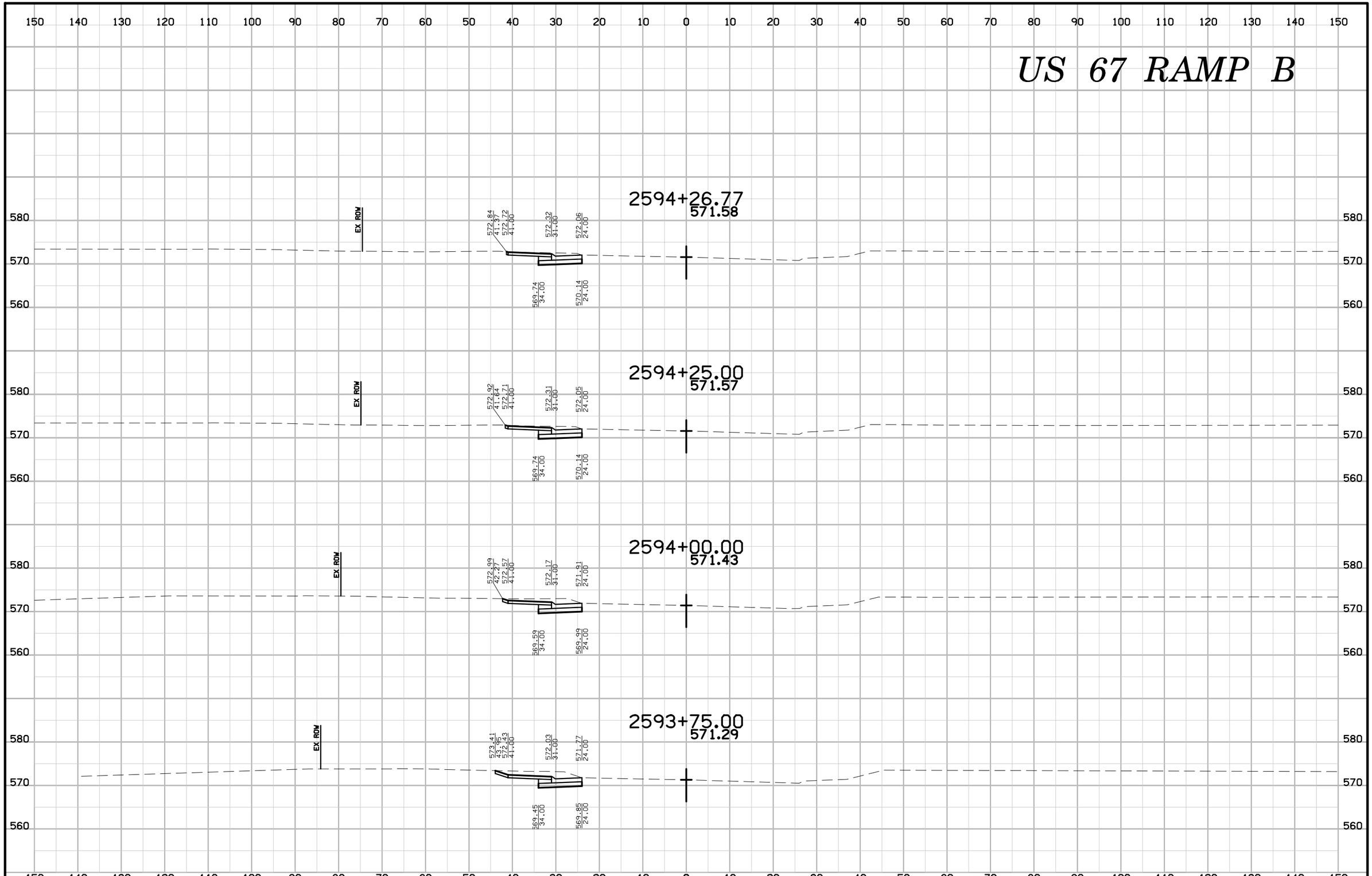

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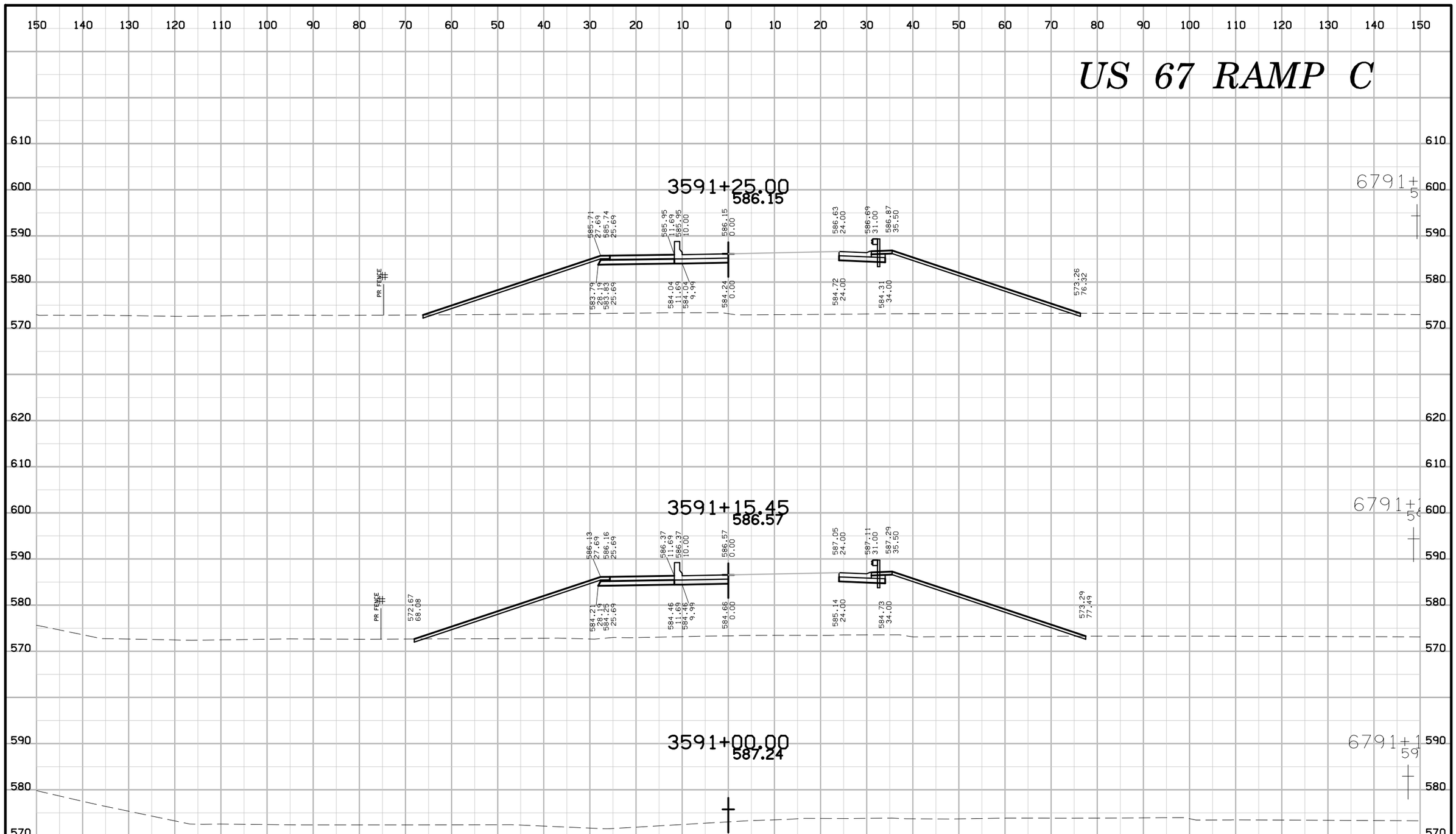
US 67 RAMP C



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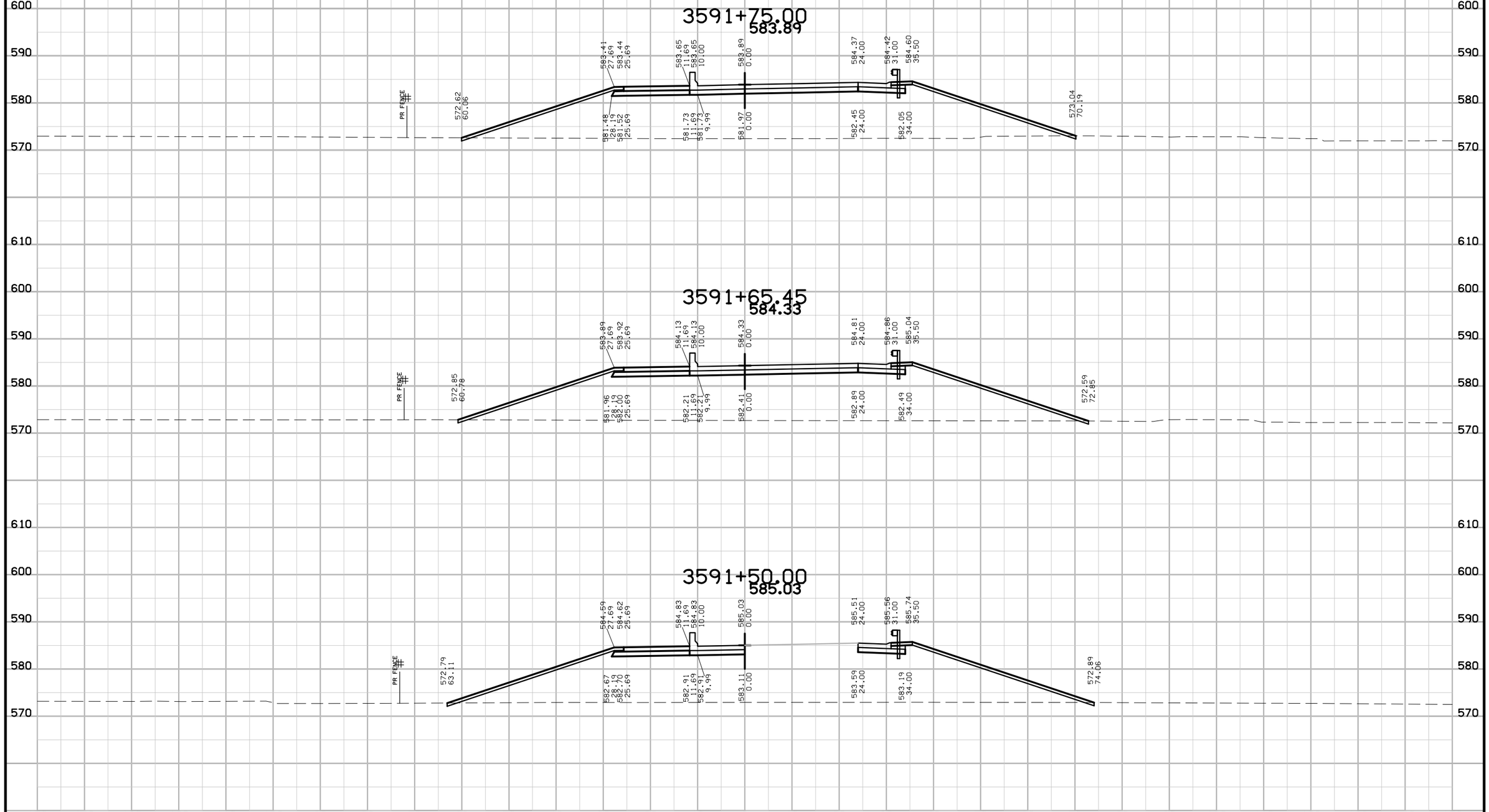
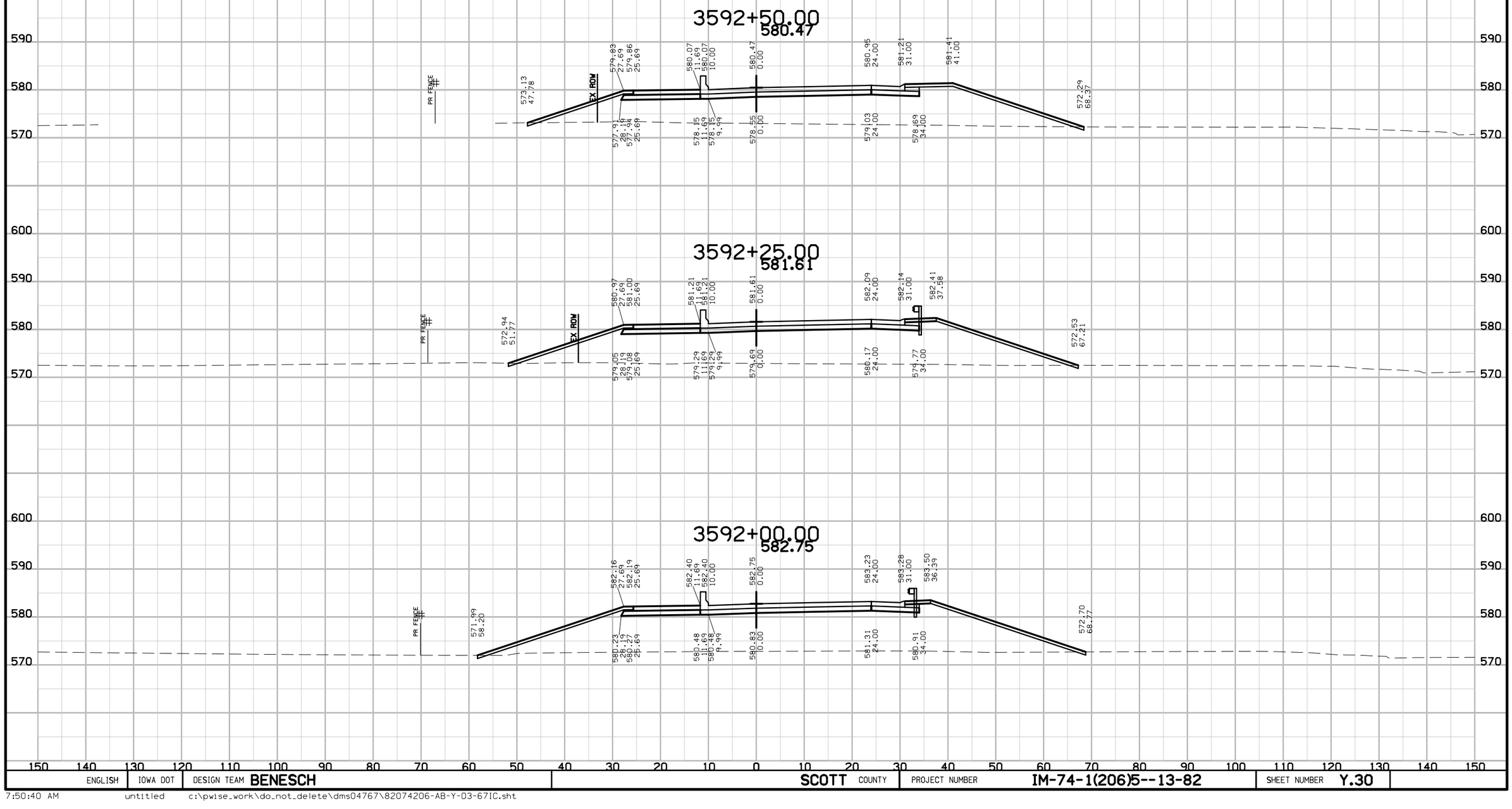
US 67 RAMP C



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.29

US 67 RAMP C



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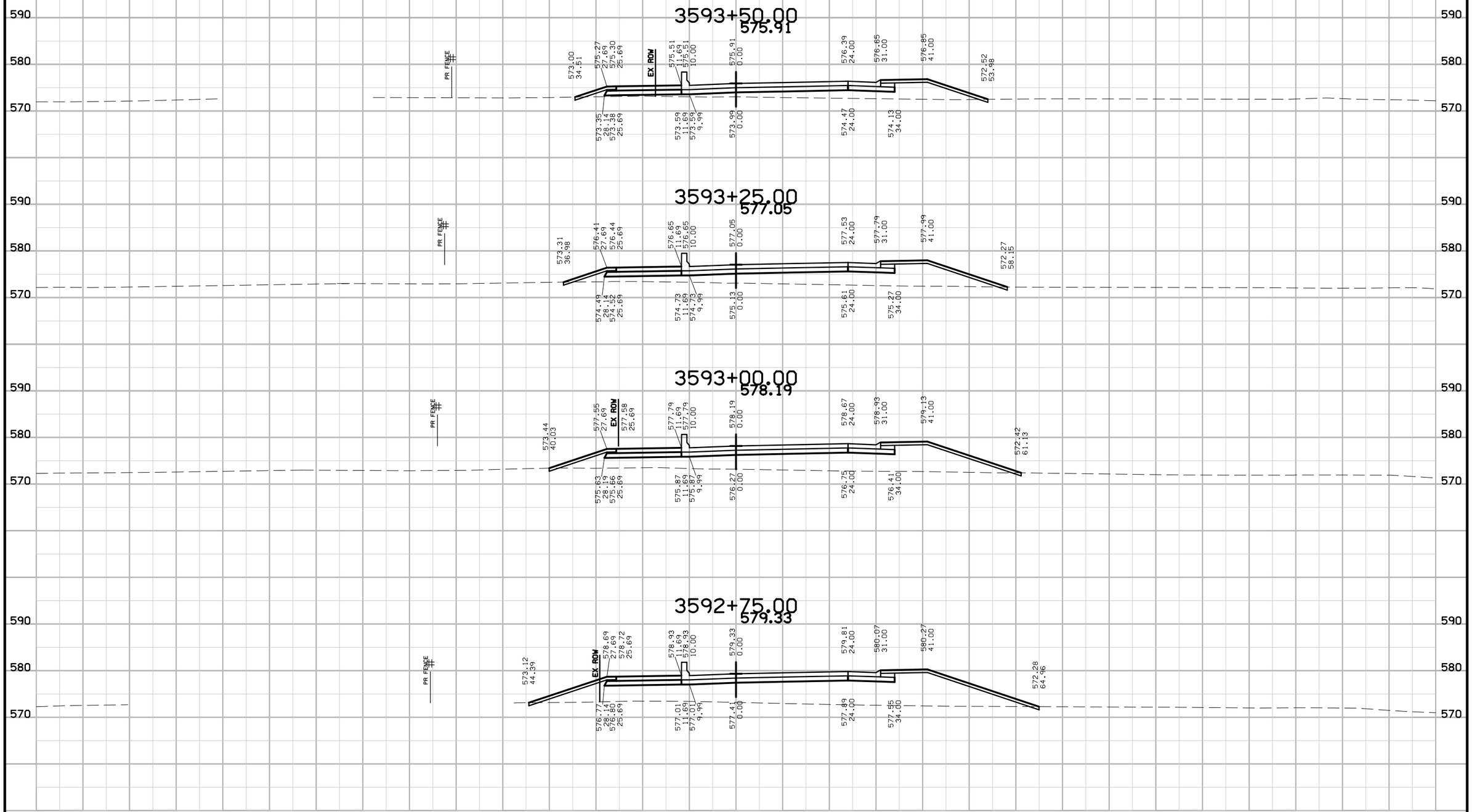

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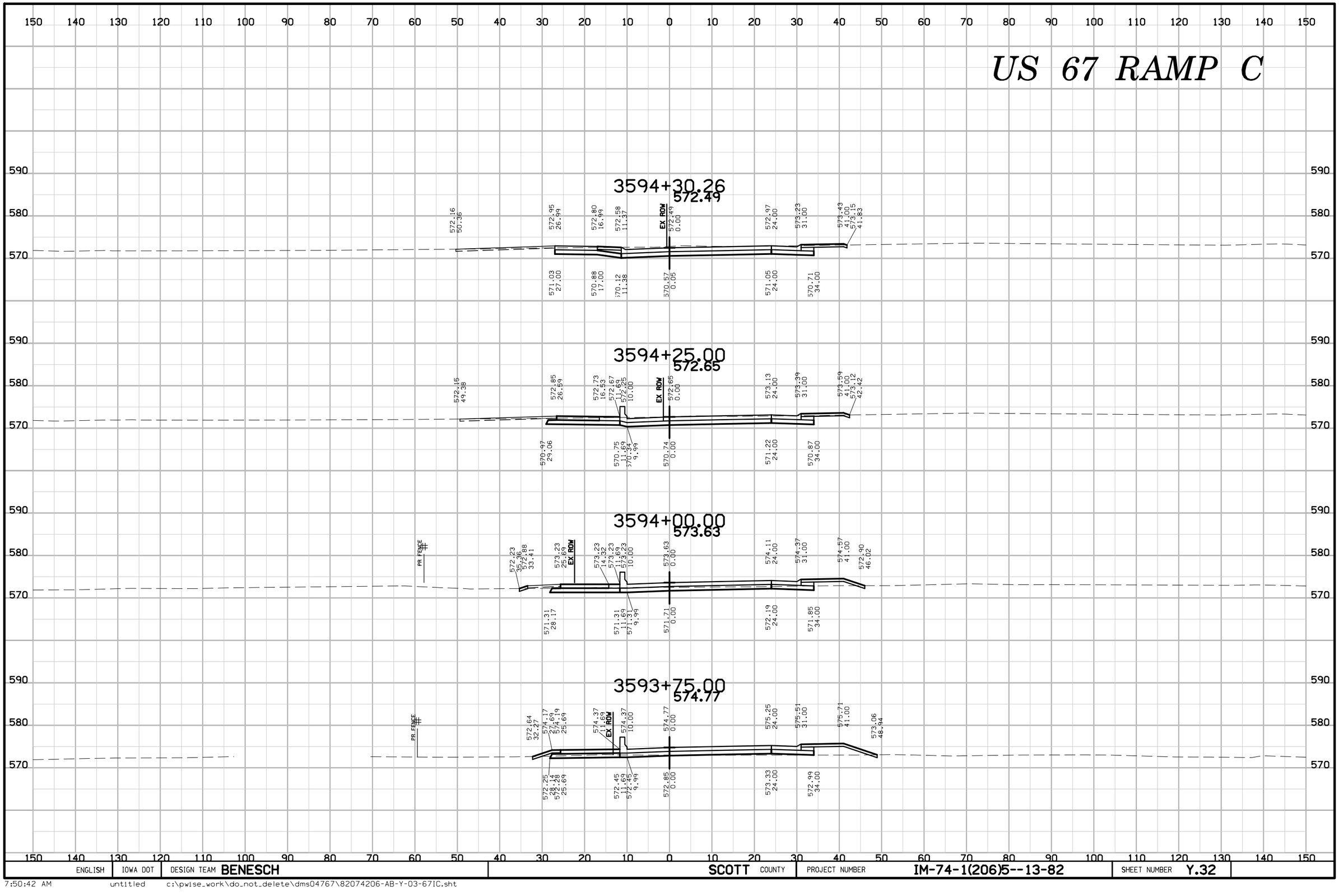

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.32

US 67 RAMP D

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

590 580 570

4497+00.00
572.95

572.95 0.00
573.17 7.00
573.57 17.00
573.10 19.82
571.04 0.00
570.80 6.00
570.64 10.00

4496+75.00
572.35

4496+50.00
571.95

4496+46.78
571.92

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.33

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US 67 RAMP D

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

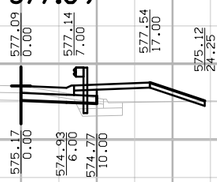
590 580 570

4498+00.00

577.09

577.09 0.00 | 577.14 7.00 | 577.54 17.00 | 575.12 24.25

575.17 0.00 | 574.93 6.00 | 574.77 10.00



4497+75.00

575.95

575.95 0.00 | 576.00 7.00 | 576.40 17.00 | 574.60 22.39

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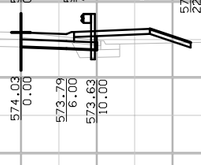

4497+50.00

574.81

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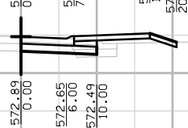
572.89 0.00 | 572.65 6.00 | 572.49 10.00



4497+25.00

573.77

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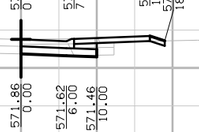

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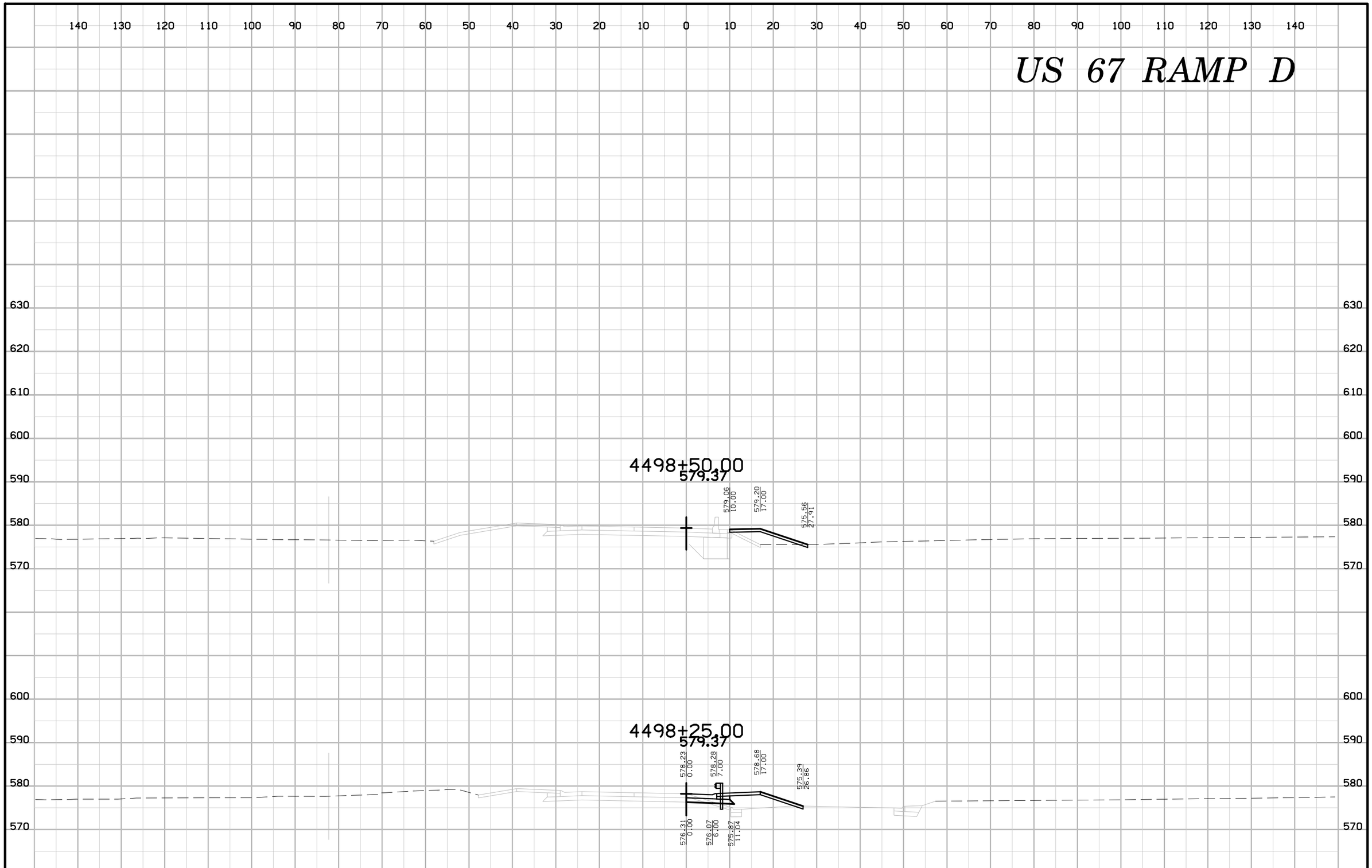

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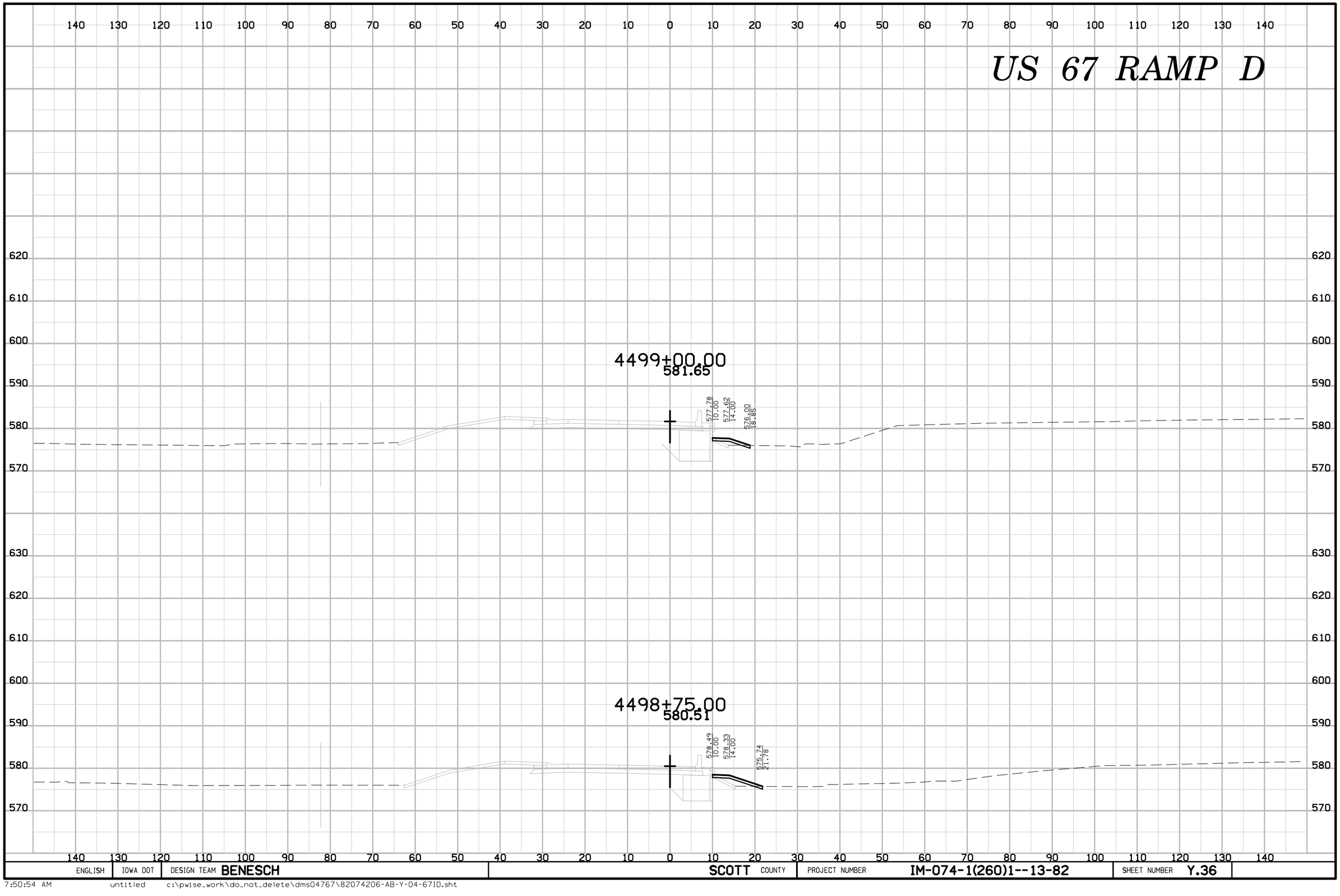

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US 67 RAMP D

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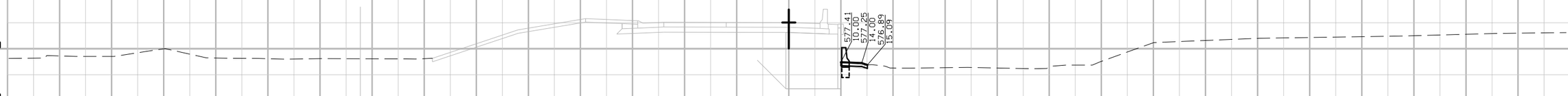
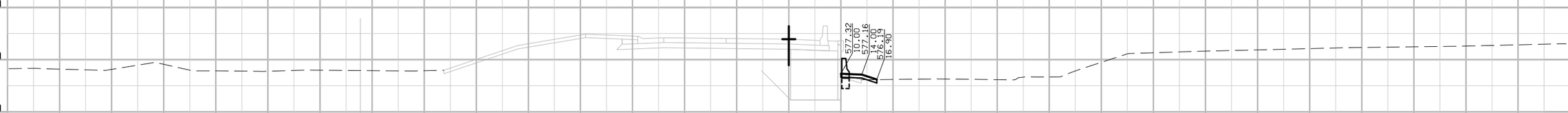
600 590 580 570

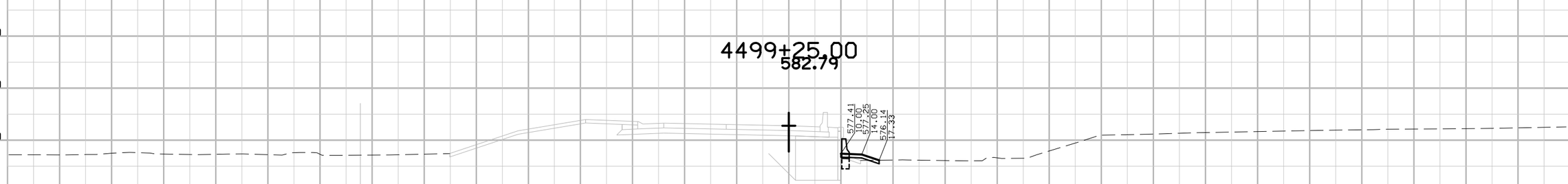
4499+75.00
585.07



4499+50.00
583.93



4499+25.00
582.79



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US 67 RAMP D

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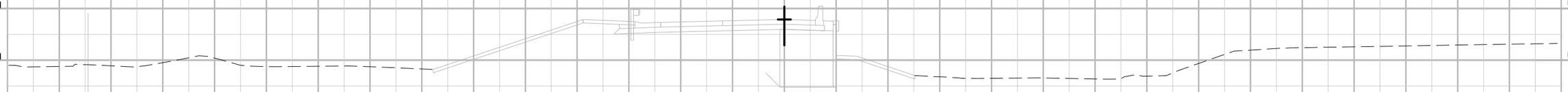
610 600 590 580 570

4500+37.00
587.89



610 600 590 580 570

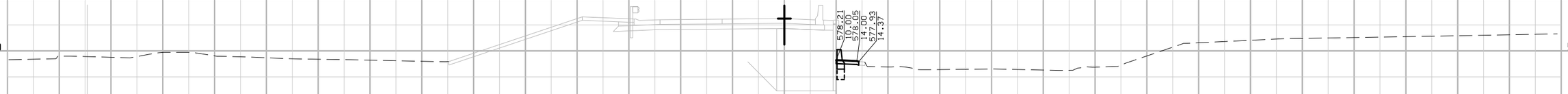
4500+25.00
587.35



590 580 570

600 590 580 570

4500+00.00
586.21



600 590 580 570

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.38

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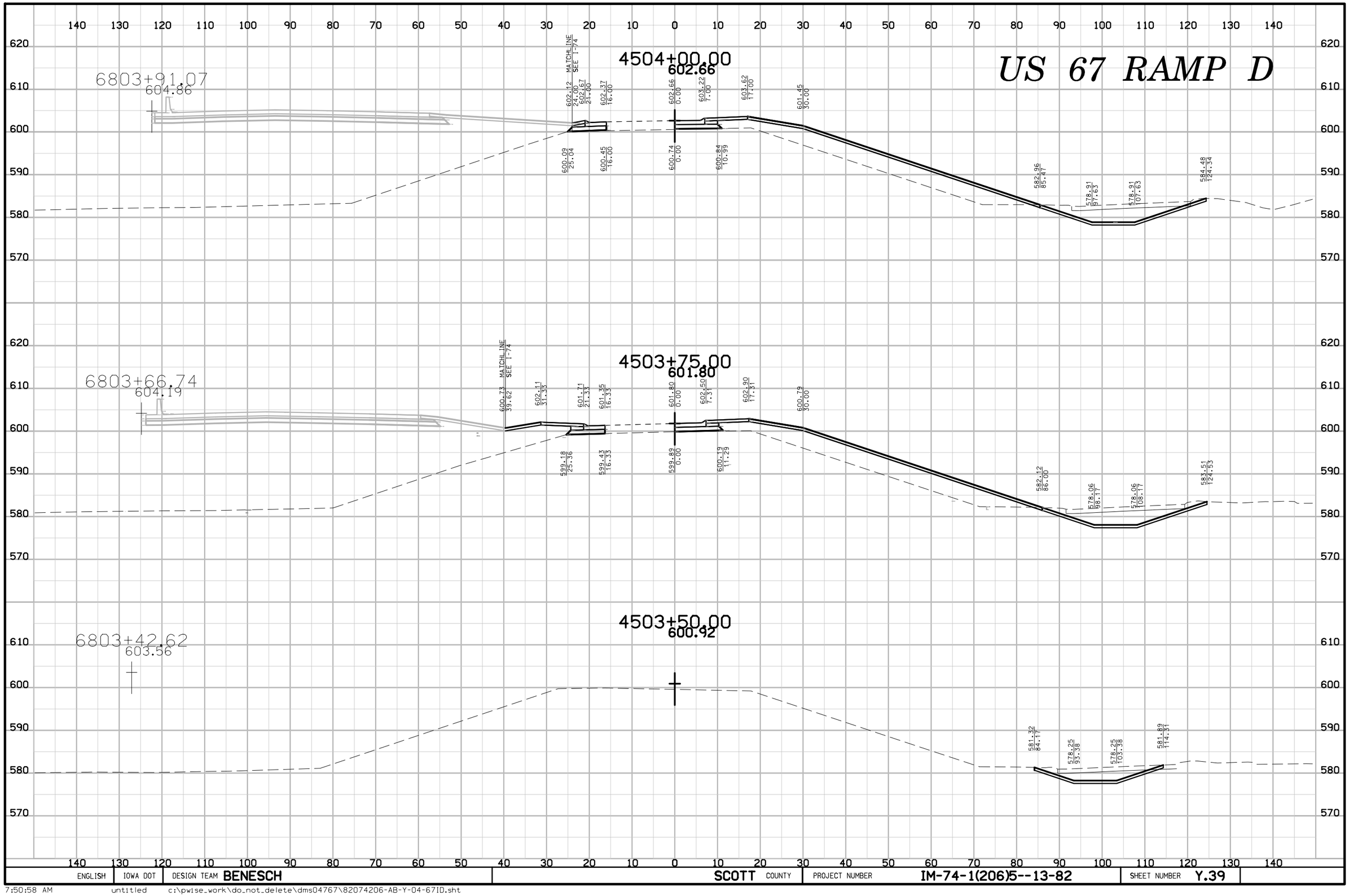
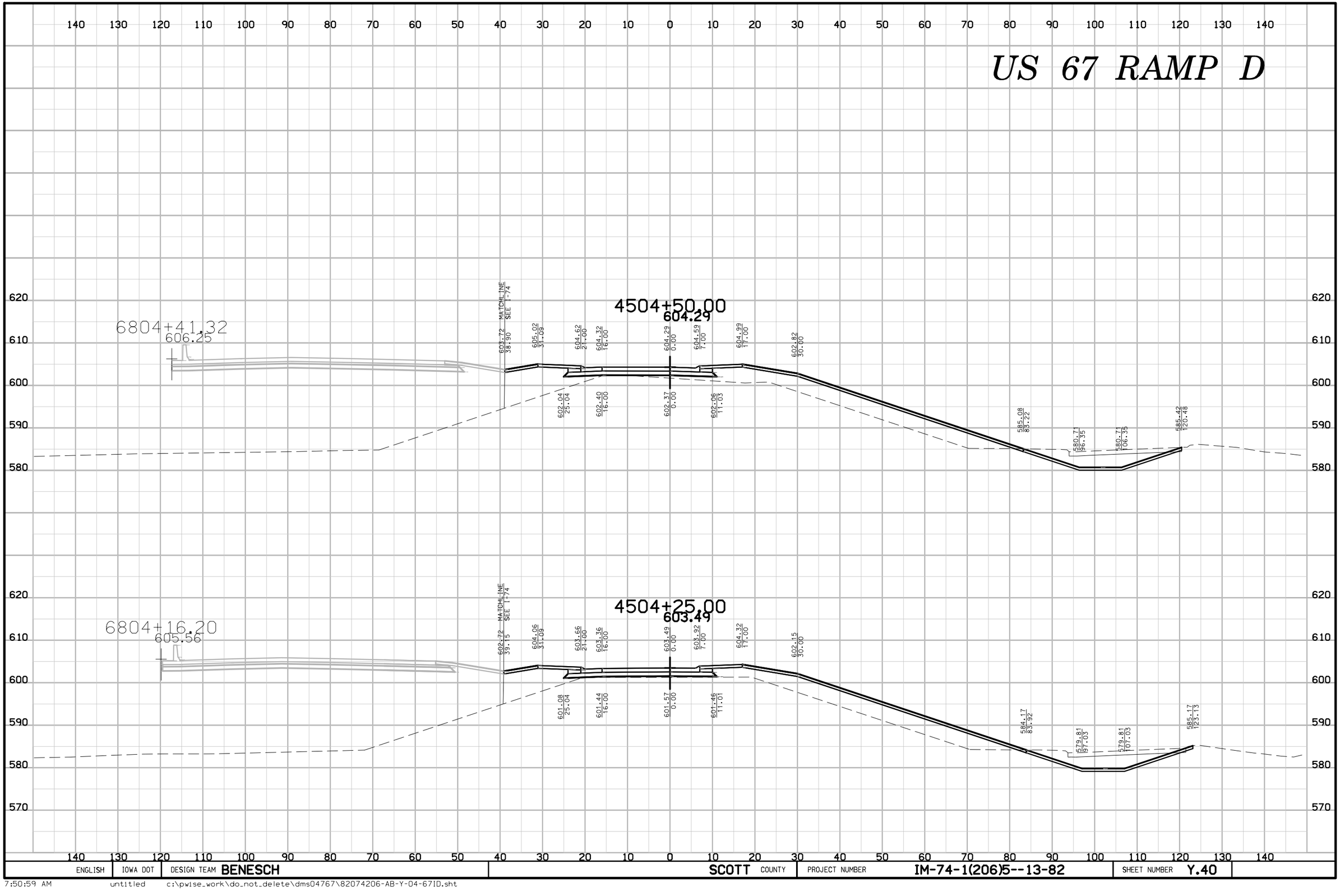


ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.39

US 67 RAMP D



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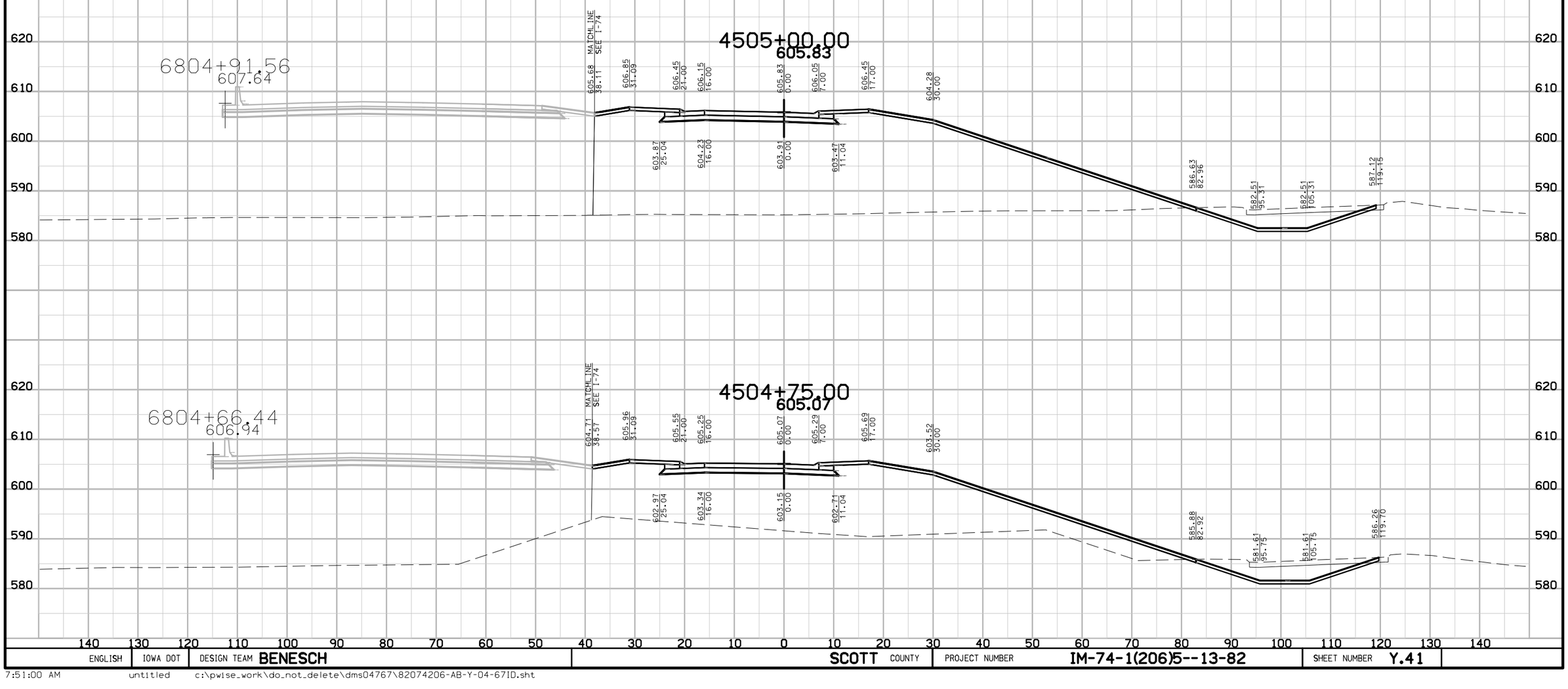

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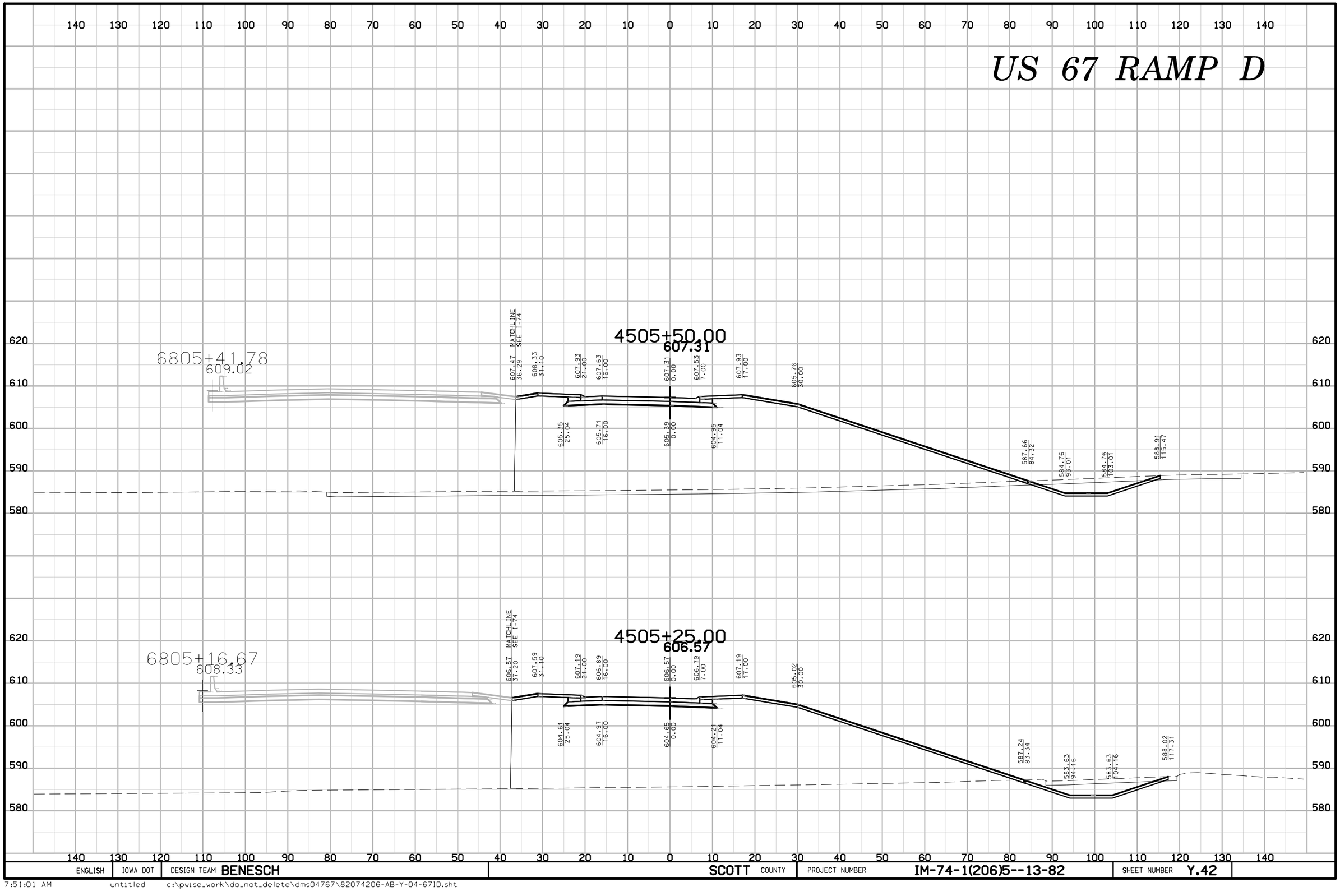

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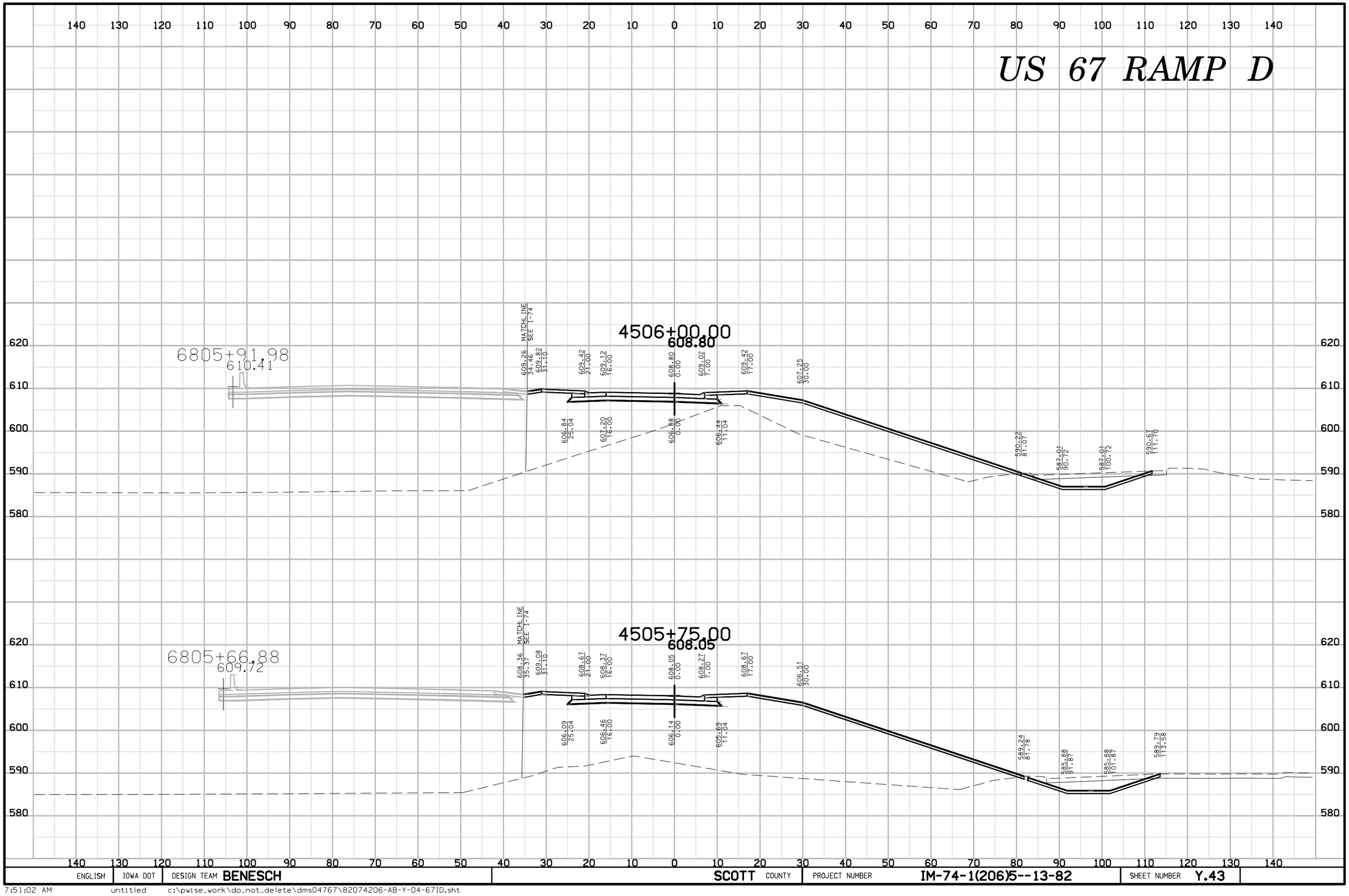

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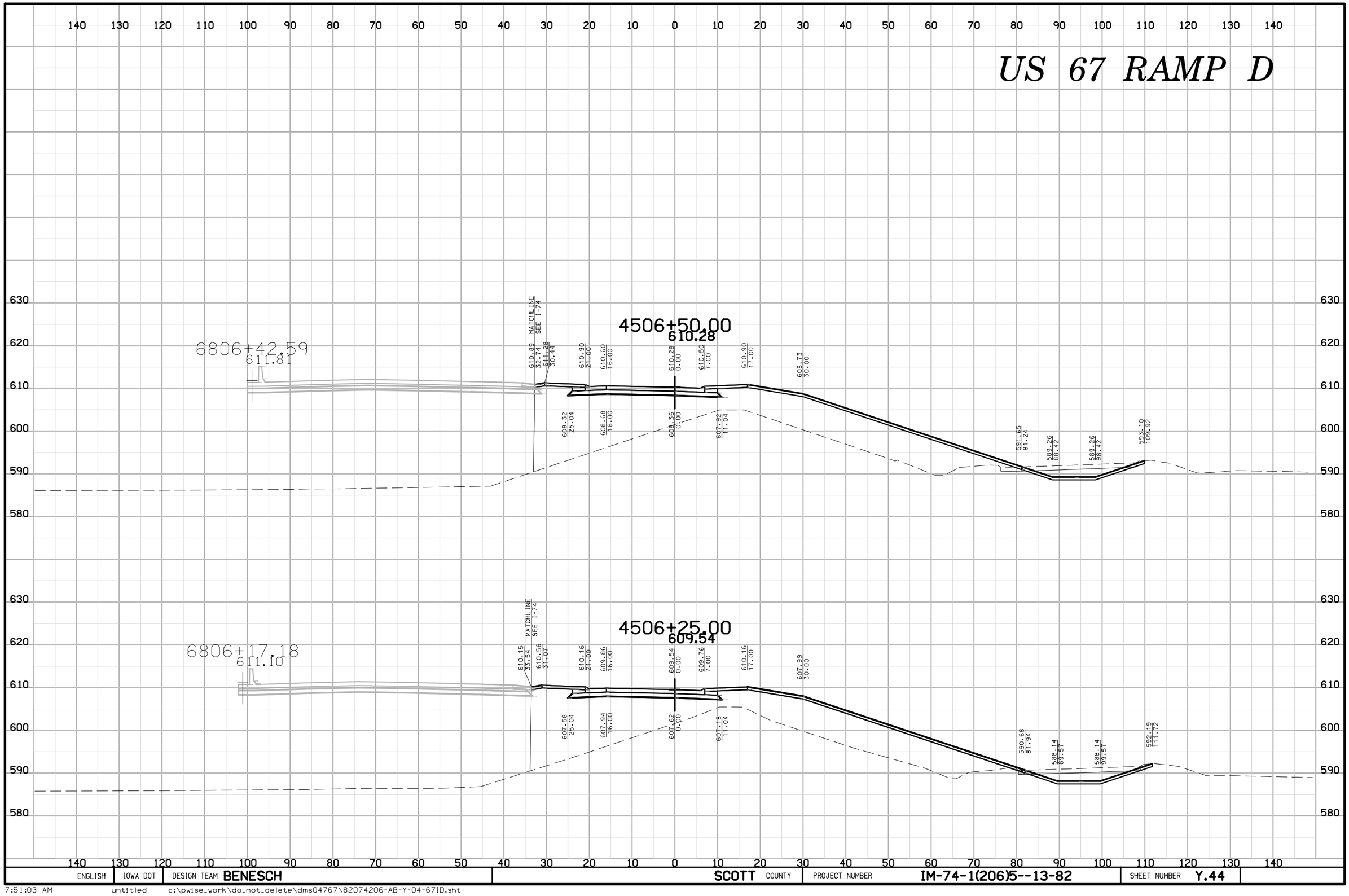

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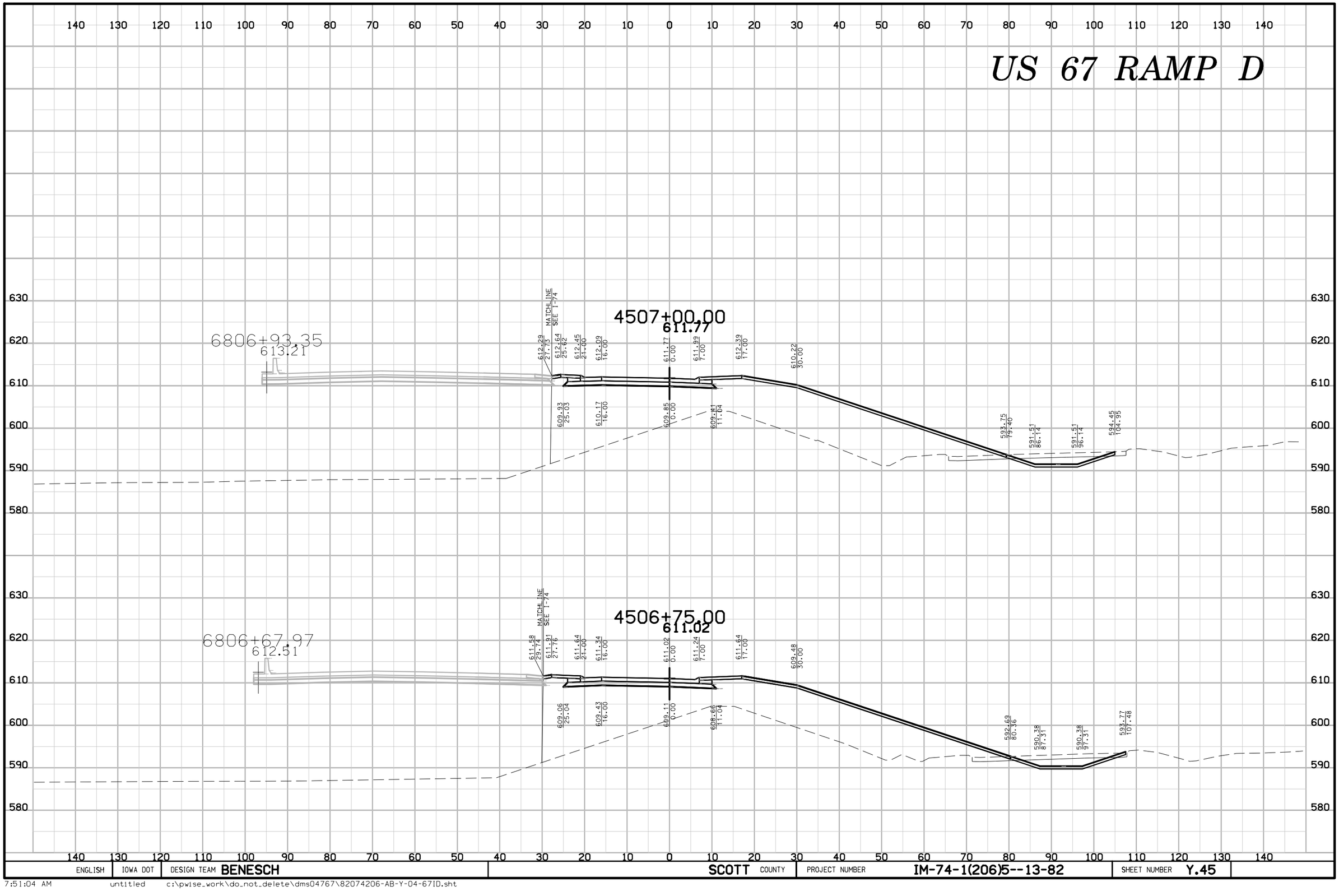

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.45

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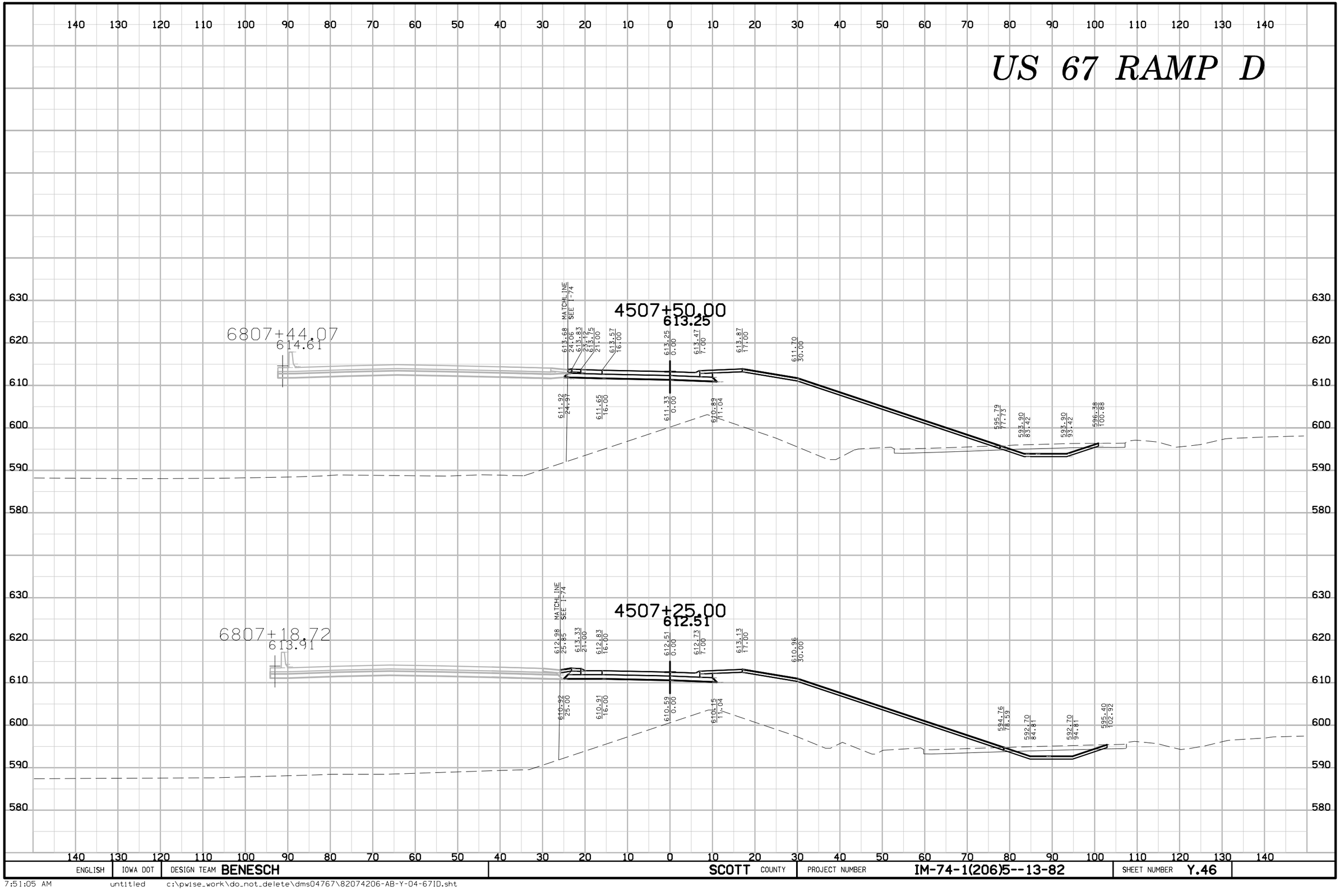

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.46

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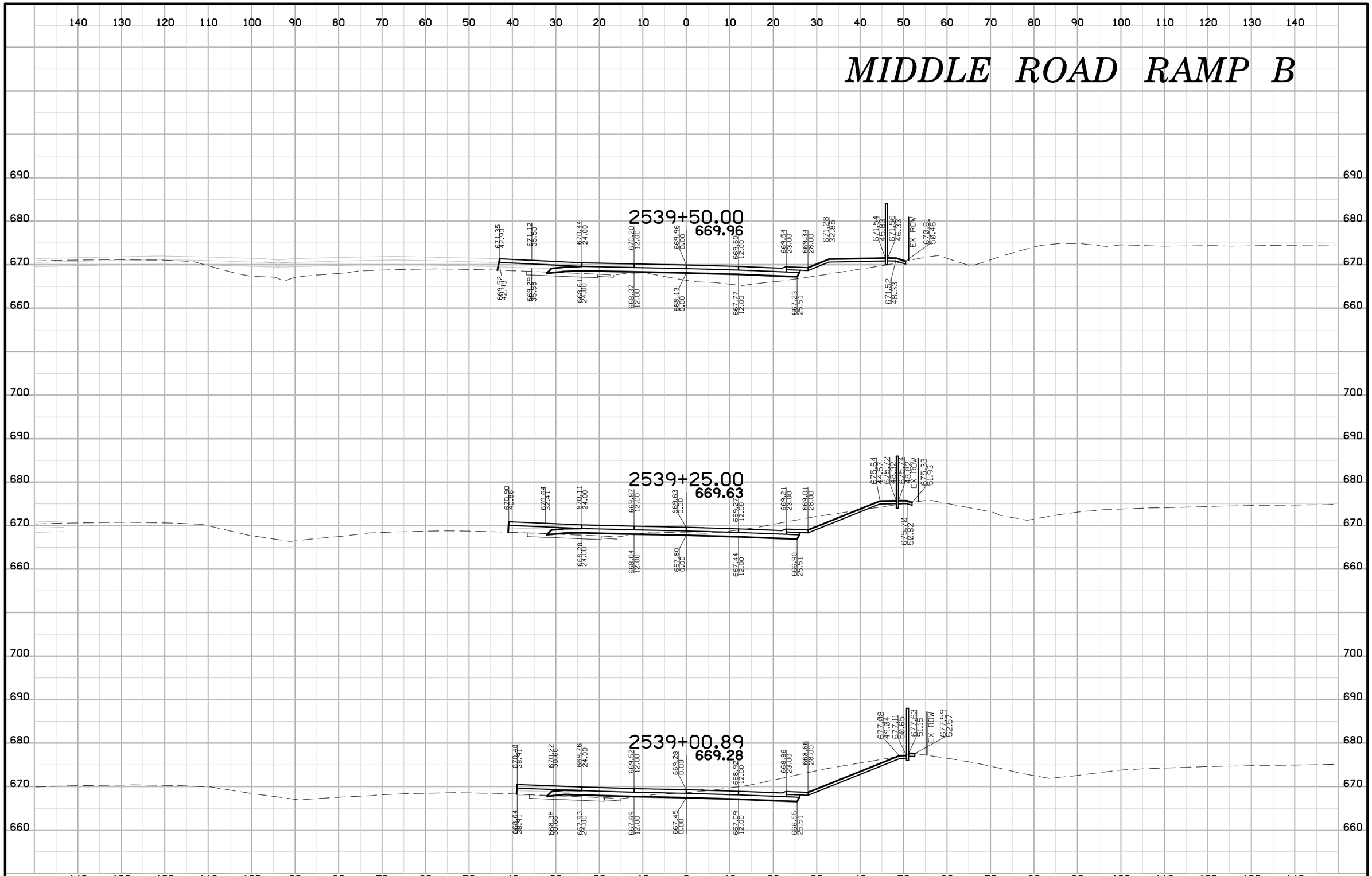
MIDDLE ROAD RAMP B



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MIDDLE ROAD RAMP B

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

690 680 670 660 650

2540+25.00
670.69

663.22 37.58 | 670.61 32.00 | 671.01 28.00 | 671.17 24.00 | 670.93 12.00 | 670.69 0.00 | 670.33 12.00 | 670.27 23.00 | 670.07 28.00 | 669.57 30.00 | EX ROW | 663.50 60.26

668.77 32.11 | 669.34 24.00 | 669.10 12.00 | 668.86 0.00 | 668.50 12.00 | 667.96 25.51

2540+00.00
670.49

672.15 4.11 | 671.98 38.28 | 670.97 24.00 | 670.73 12.00 | 670.49 0.00 | 670.13 12.00 | 670.07 23.00 | 669.87 28.00 | 669.37 30.00 | EX ROW | 661.82 52.61

670.32 4.11 | 670.05 38.32 | 669.14 24.02 | 668.90 12.48 | 668.66 0.00 | 668.30 12.00 | 667.75 25.51

2539+75.00
670.24

671.77 45.03 | 671.50 36.27 | 670.72 24.00 | 670.48 12.00 | 670.24 0.00 | 669.88 12.00 | 669.82 23.00 | 669.62 28.00 | 669.12 30.00 | 663.23 46.18 | EX ROW

669.94 45.03 | 669.67 36.33 | 668.89 24.02 | 668.65 12.00 | 668.41 0.00 | 668.05 12.00 | 667.51 25.51

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.48

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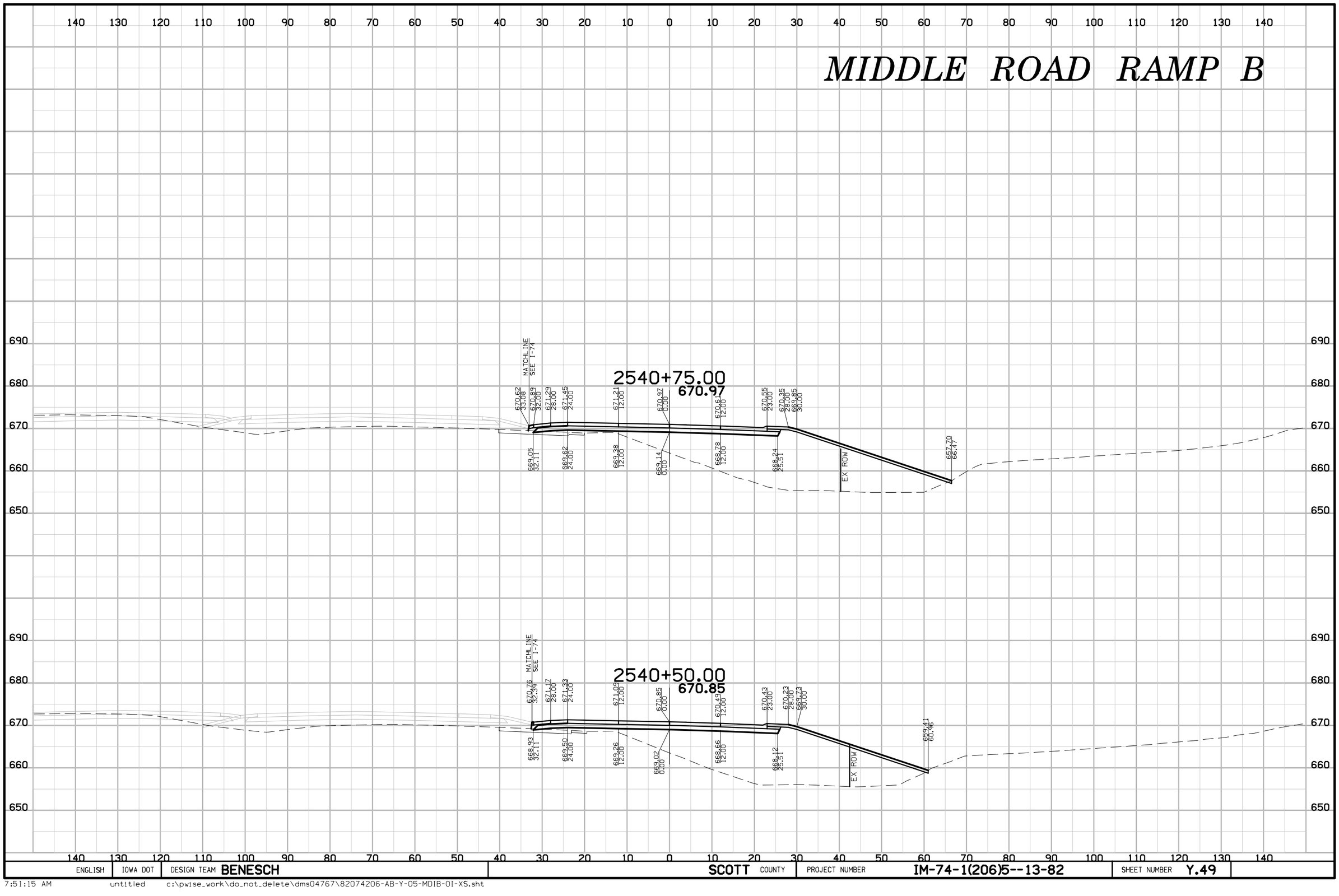

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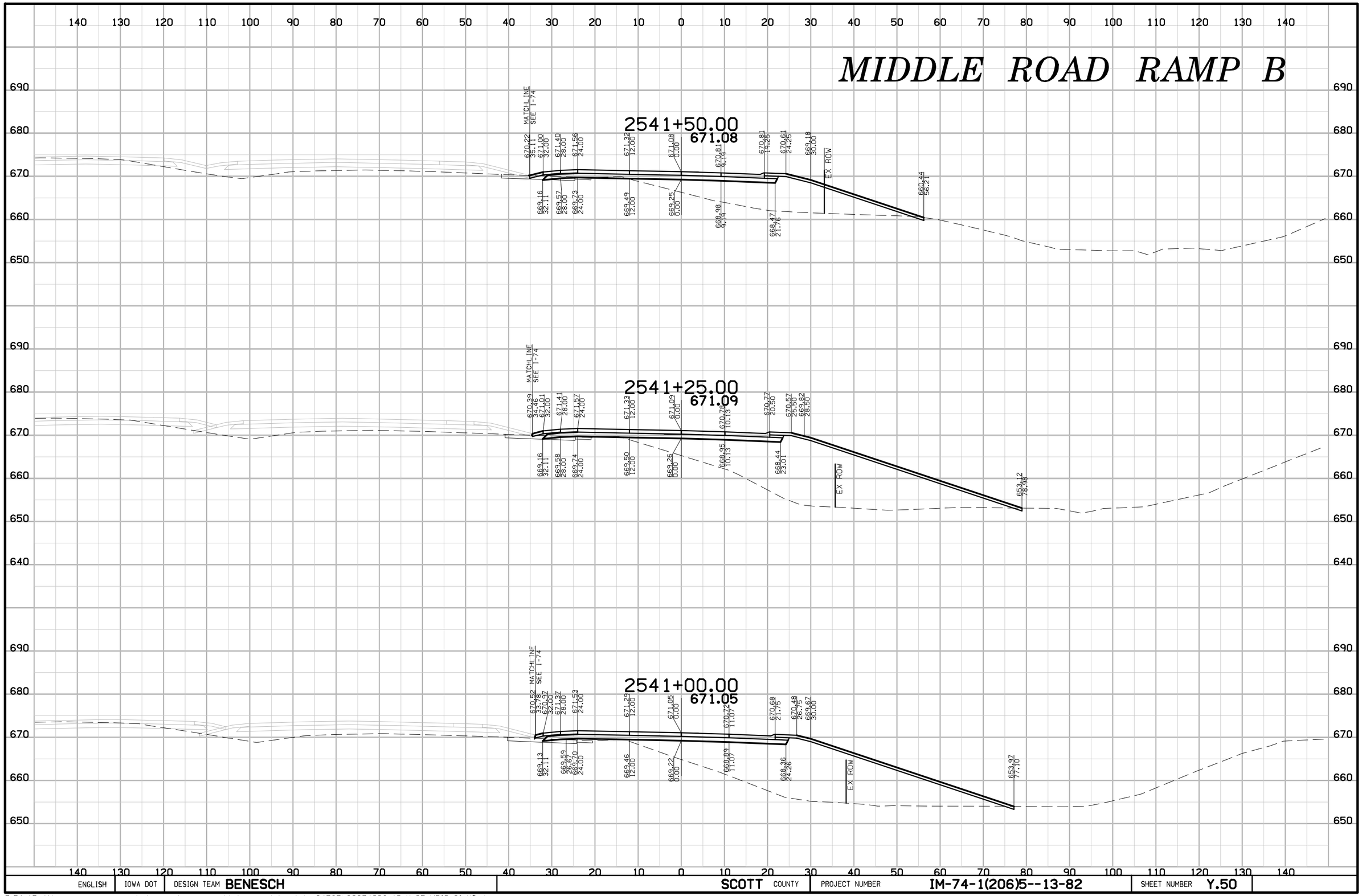

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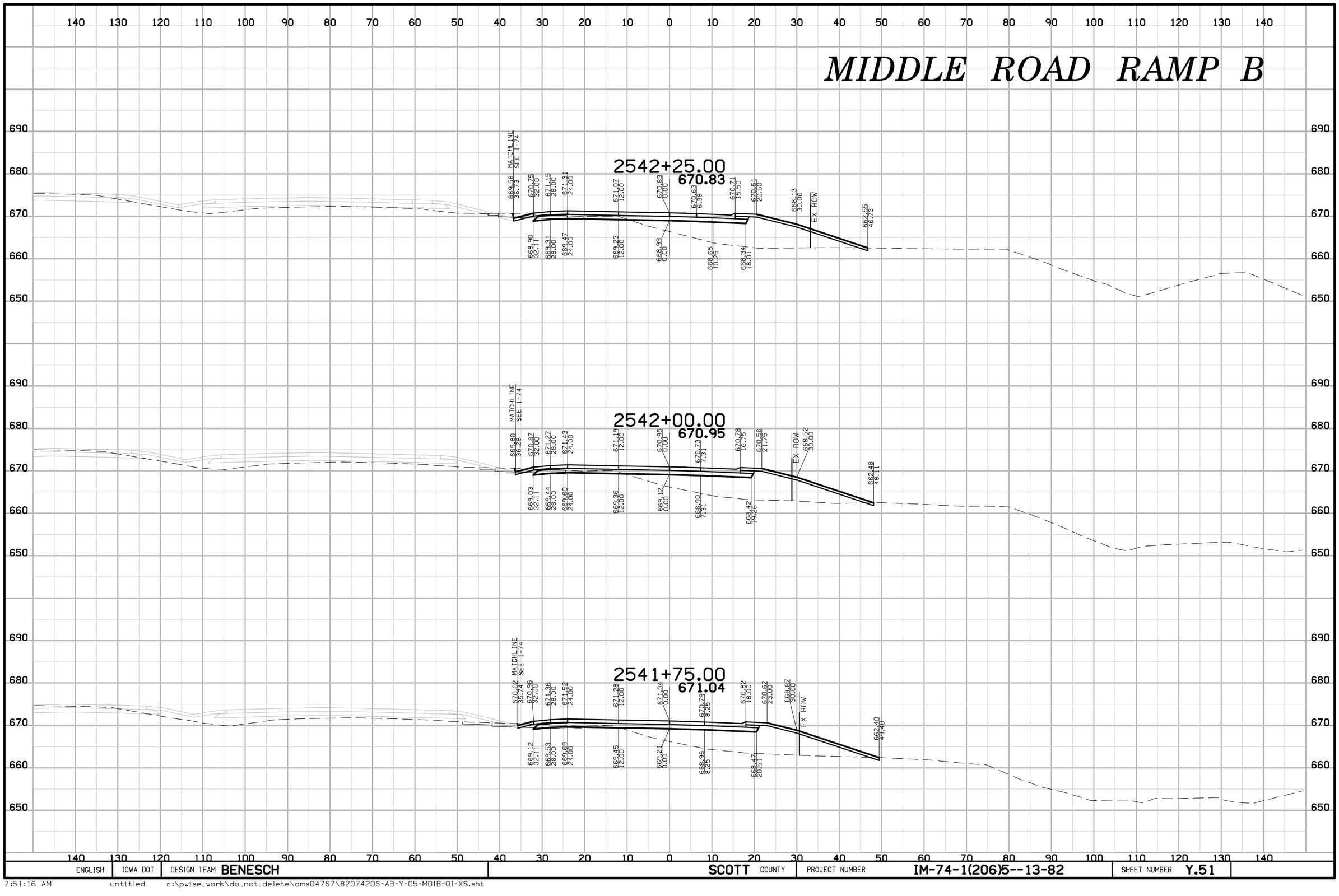

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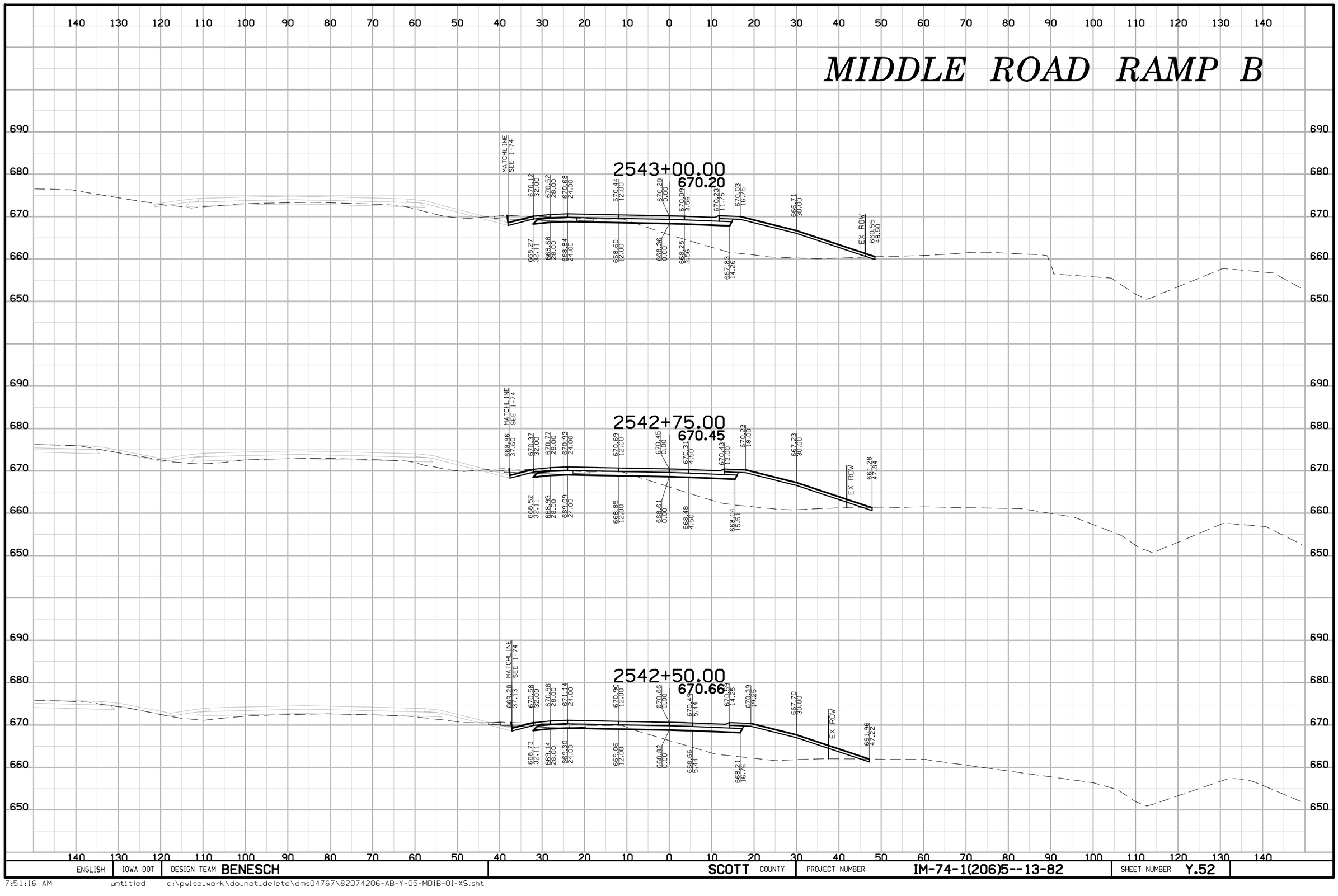

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.52

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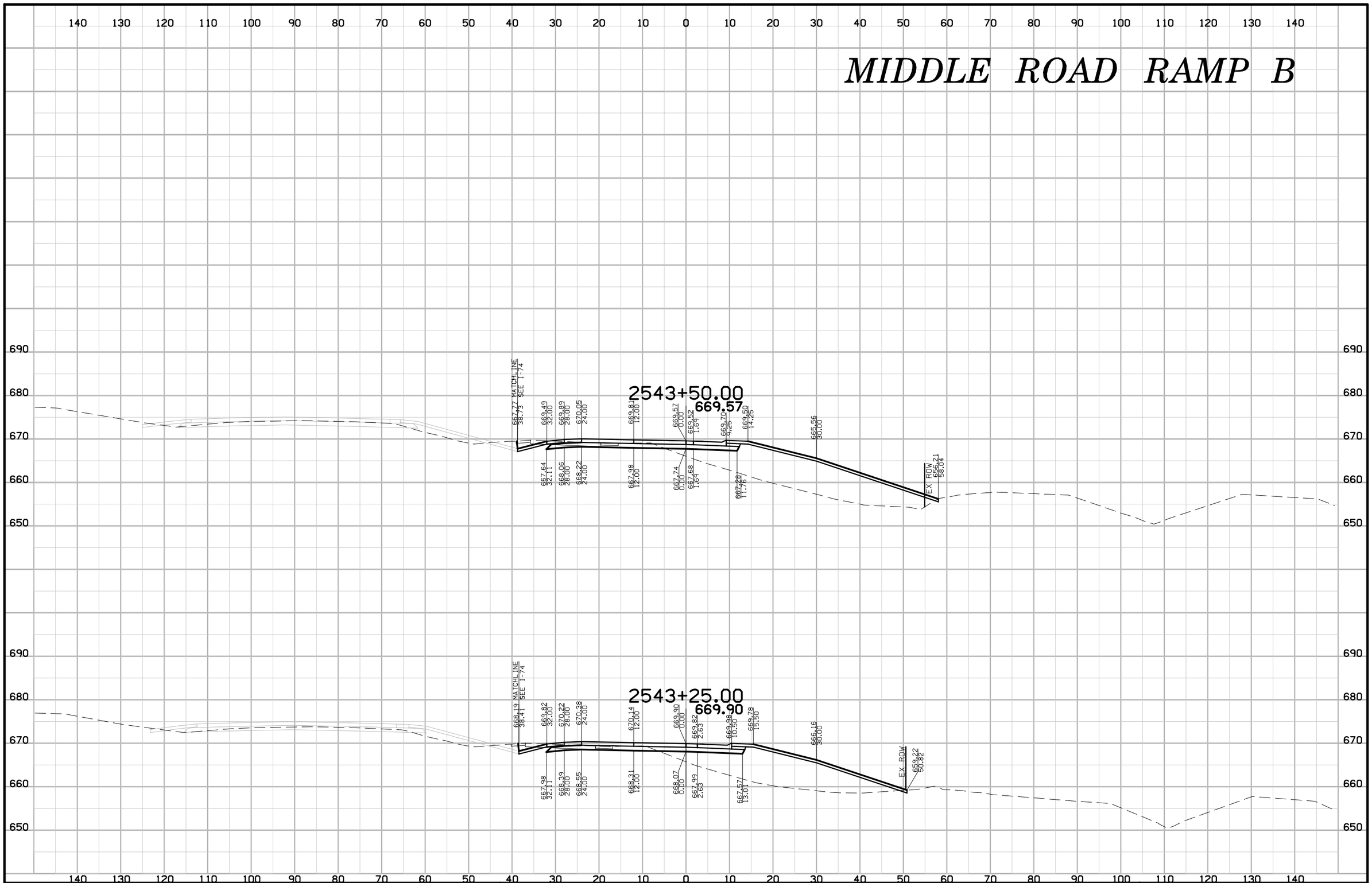

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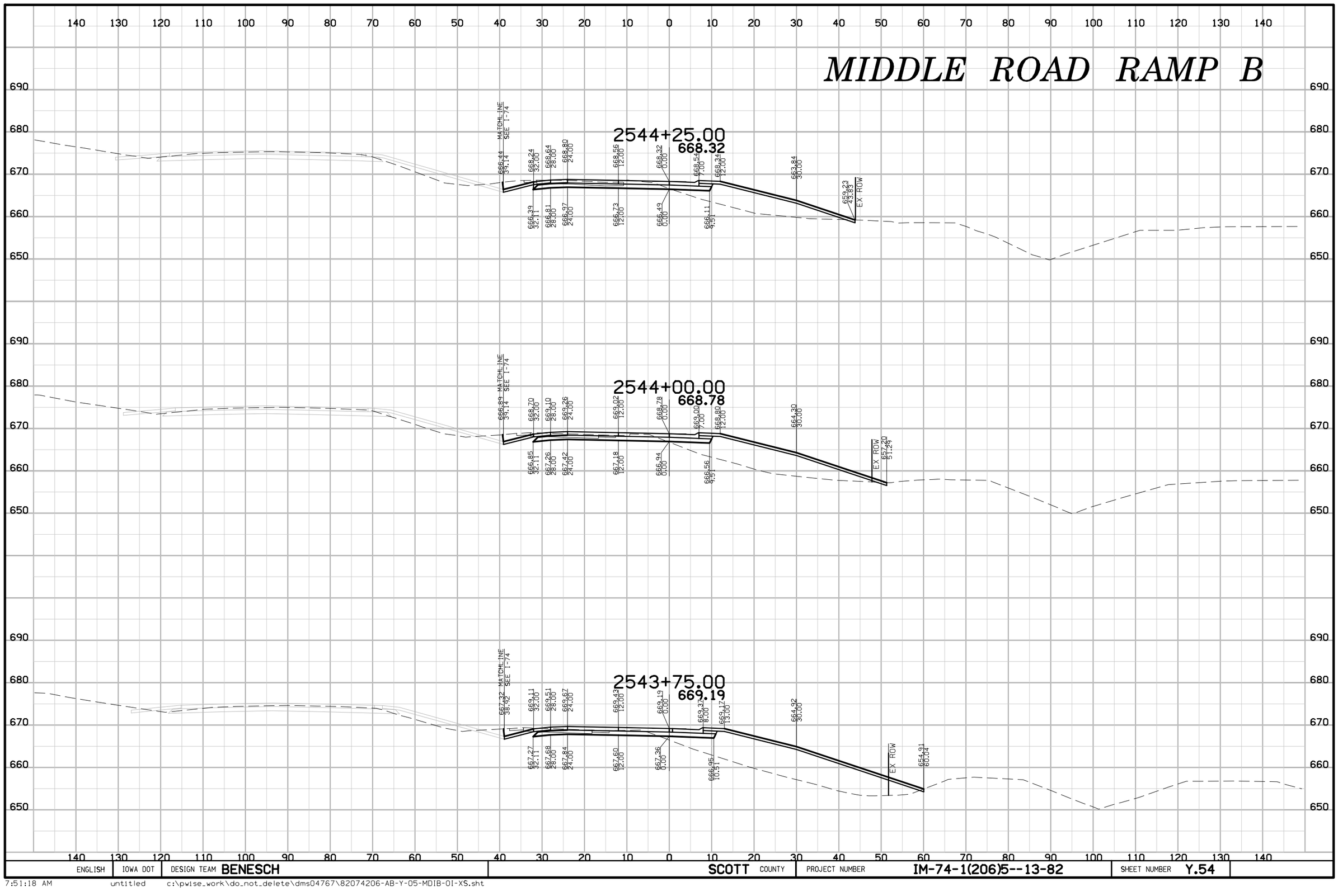

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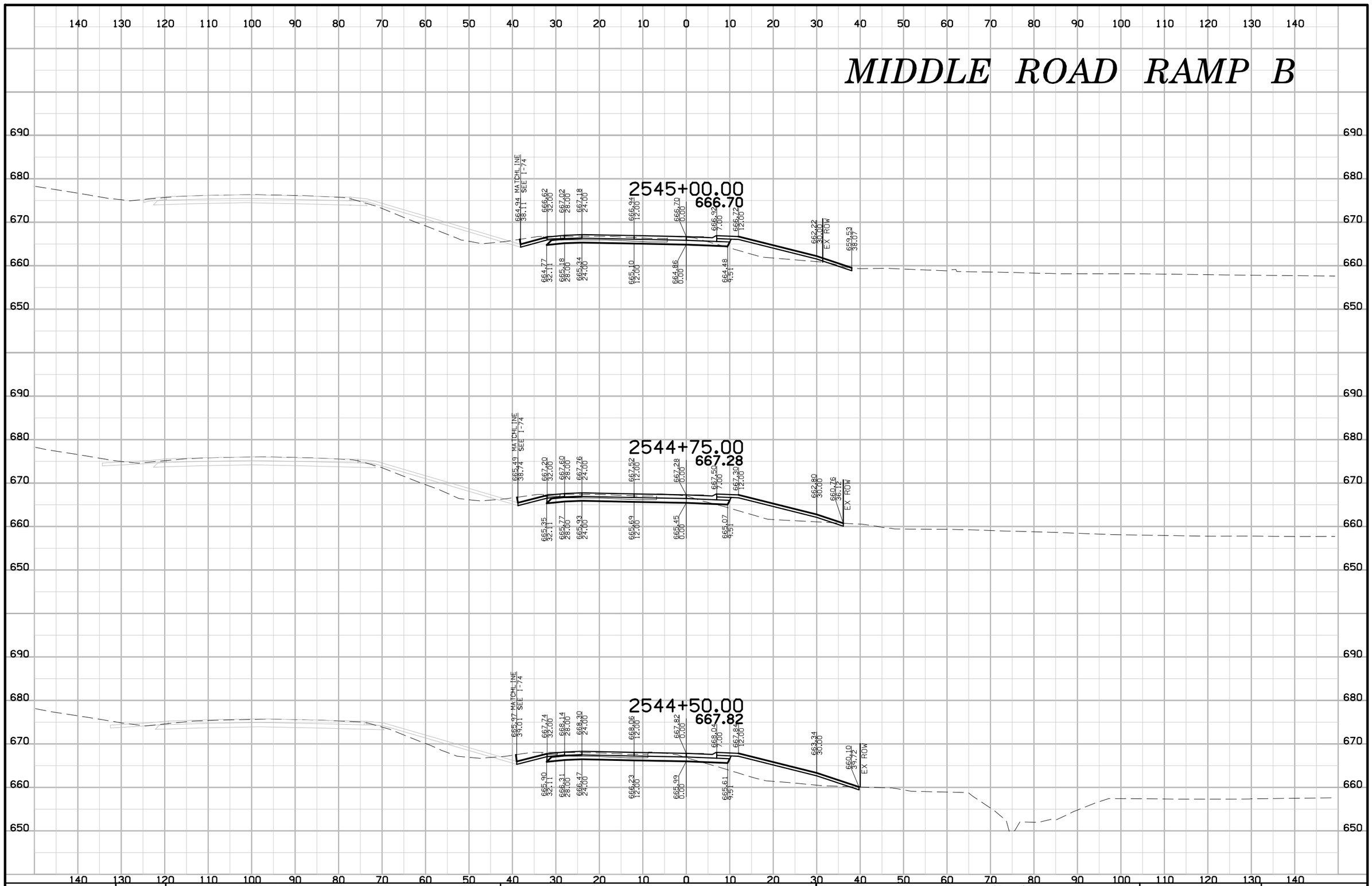

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.55

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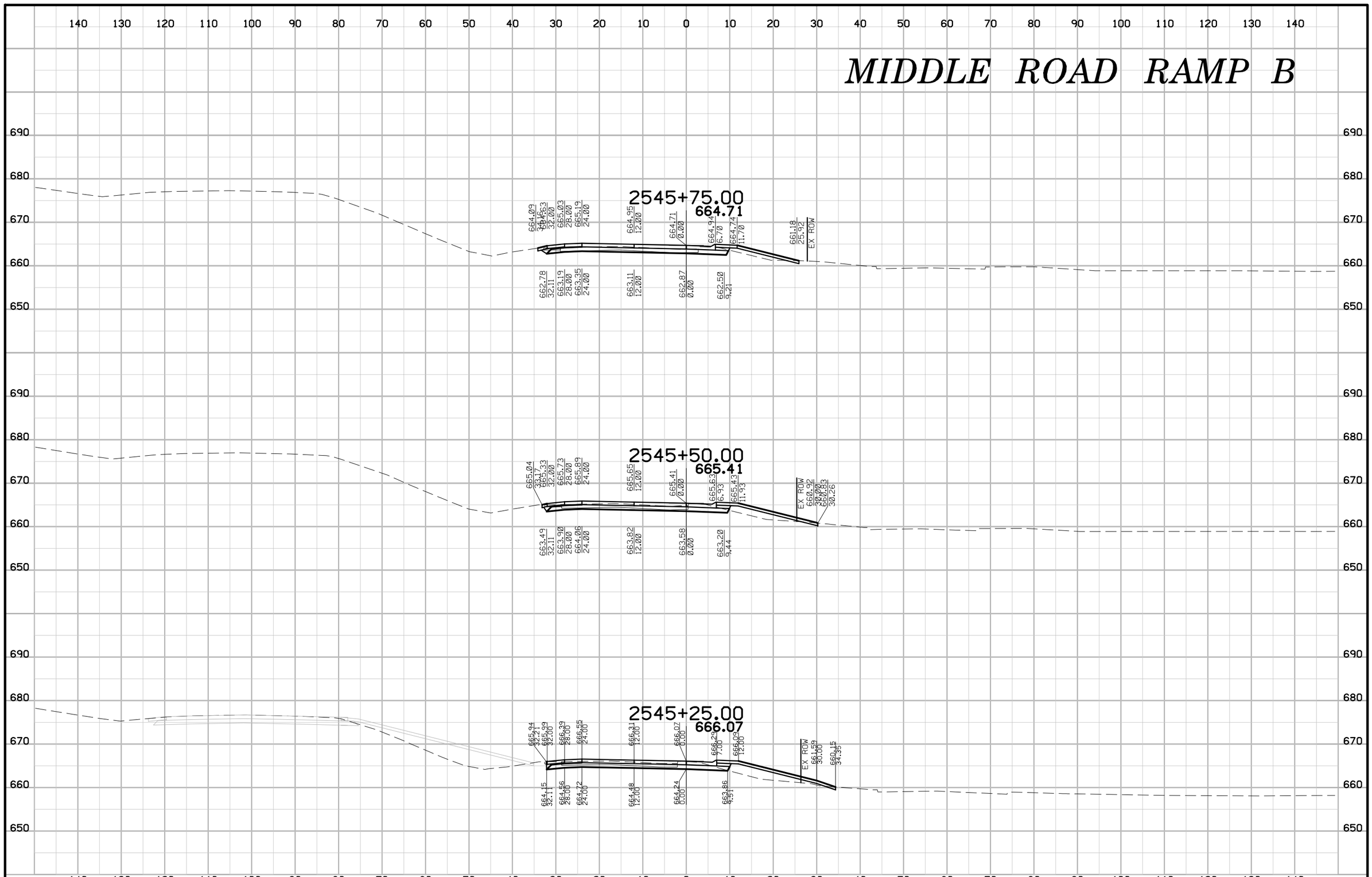

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.56

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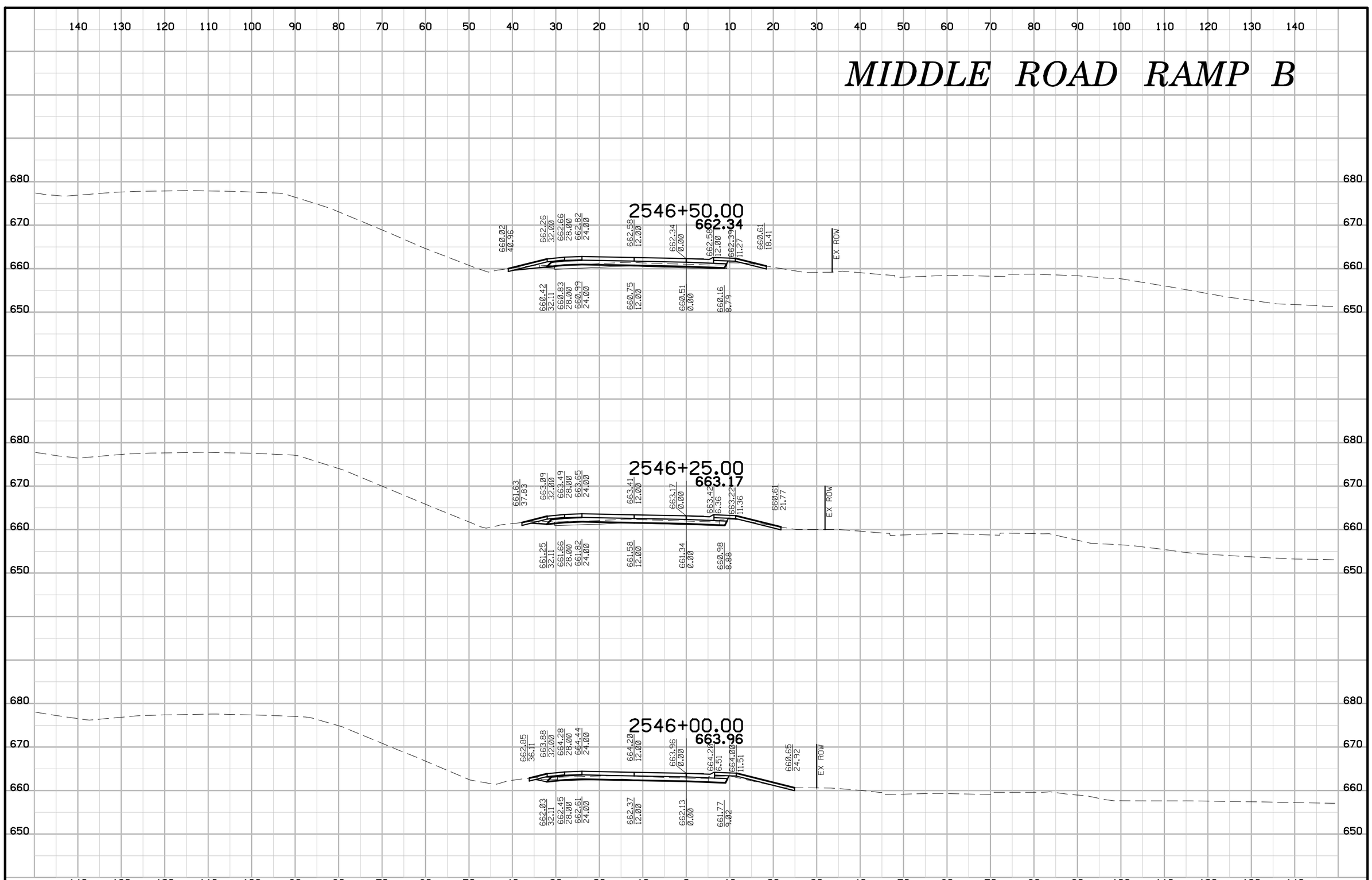
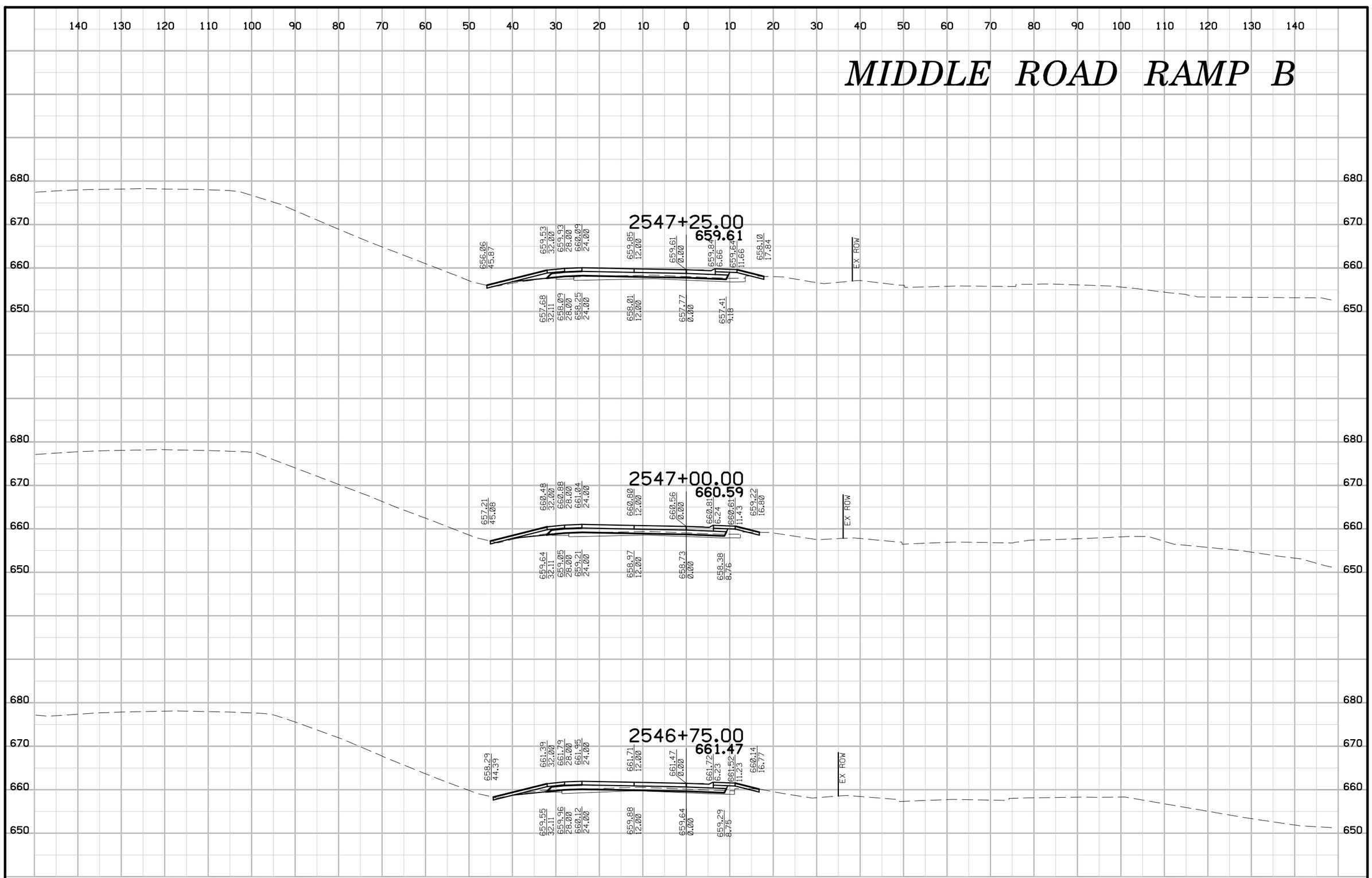
MIDDLE ROAD RAMP B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.57

MIDDLE ROAD RAMP B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.58

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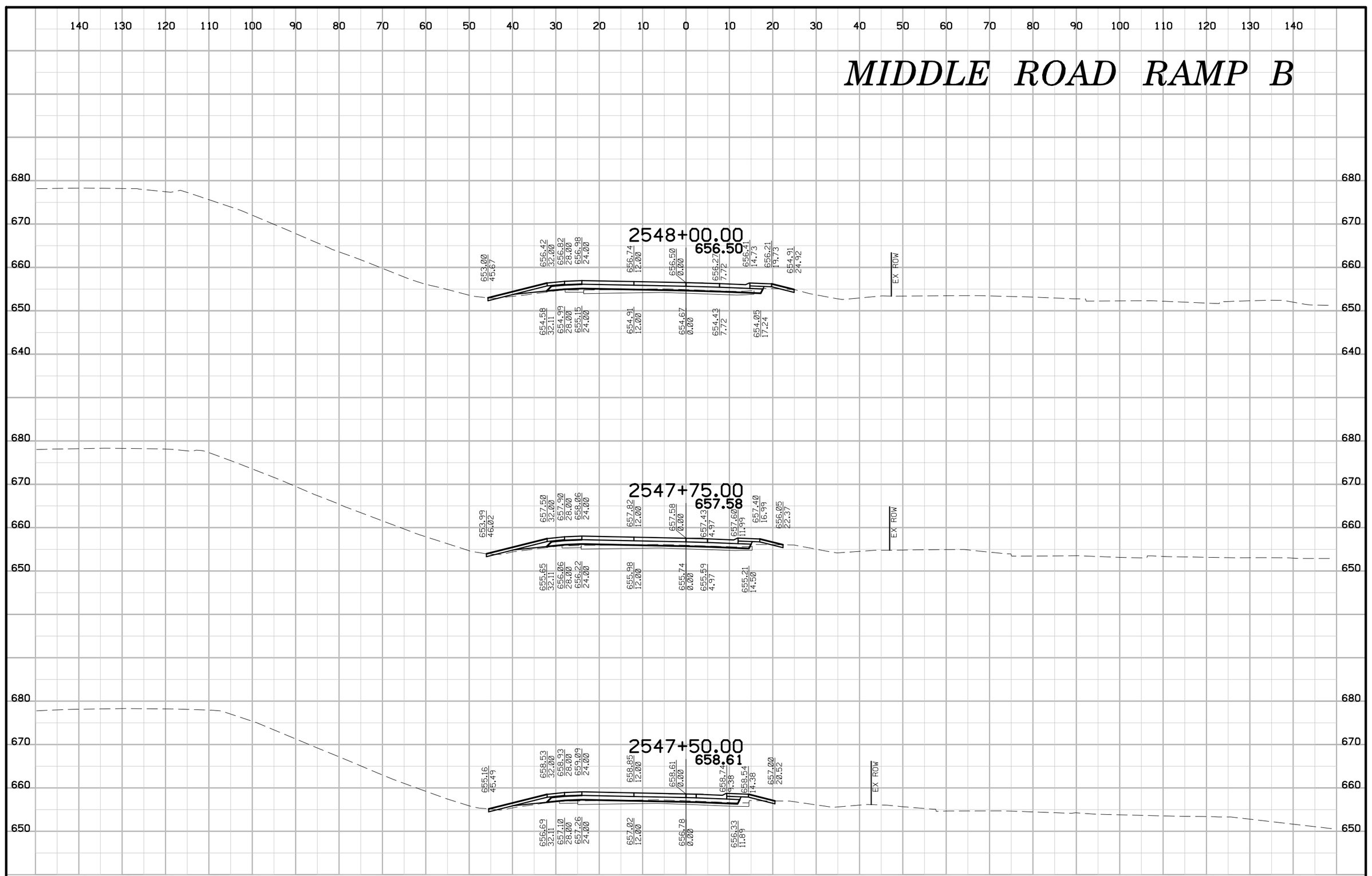

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.59

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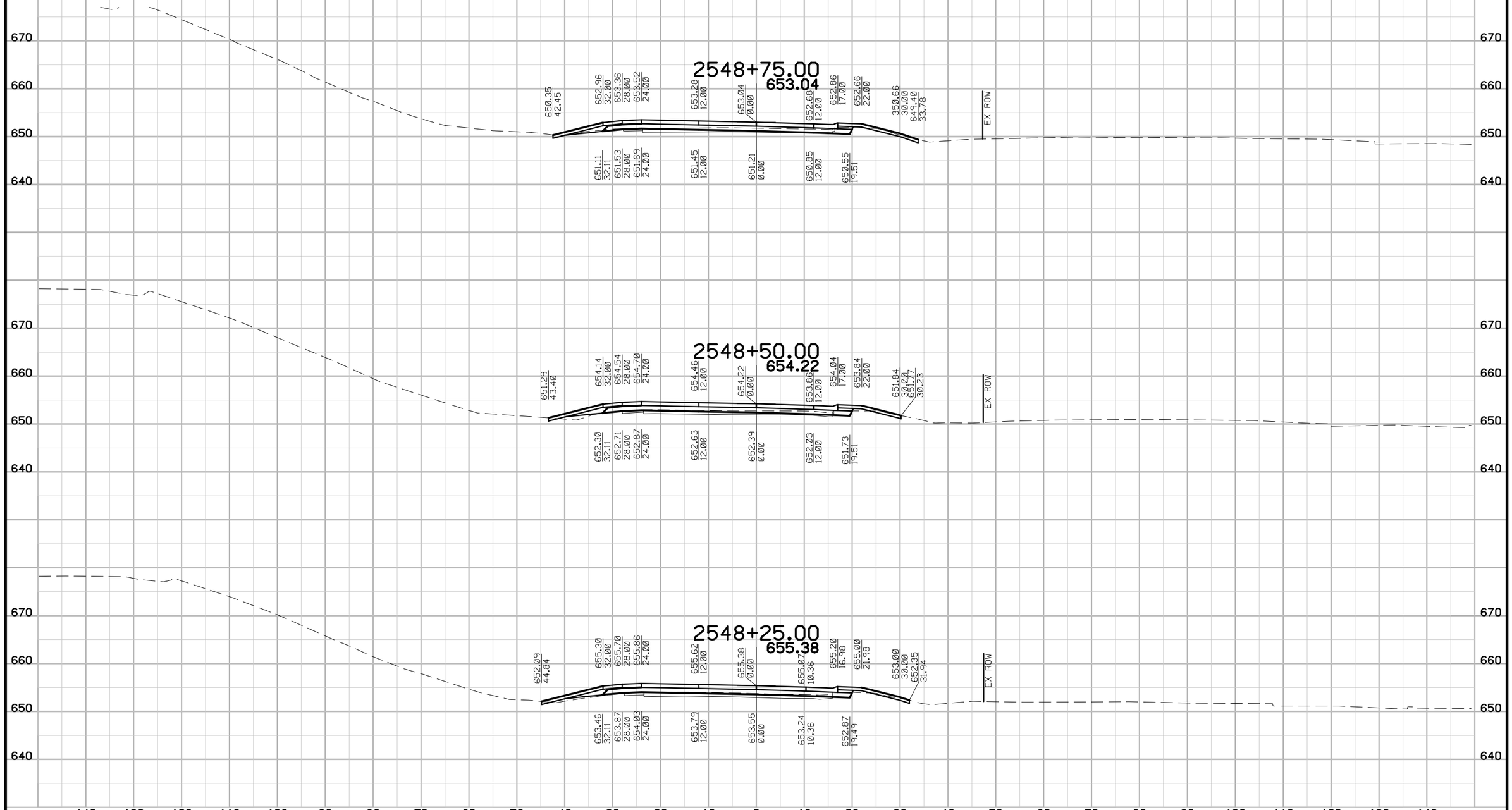

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.60

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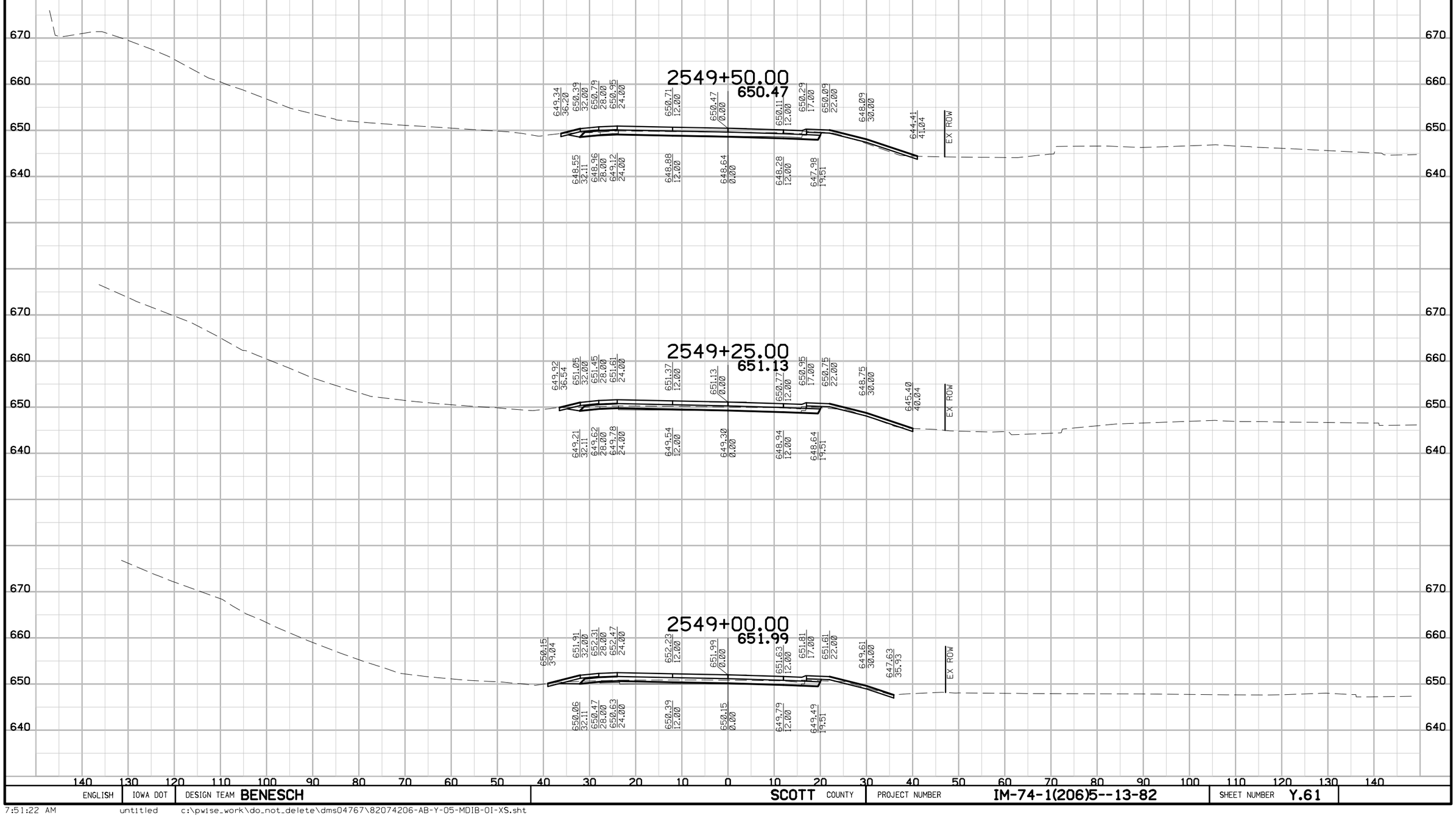
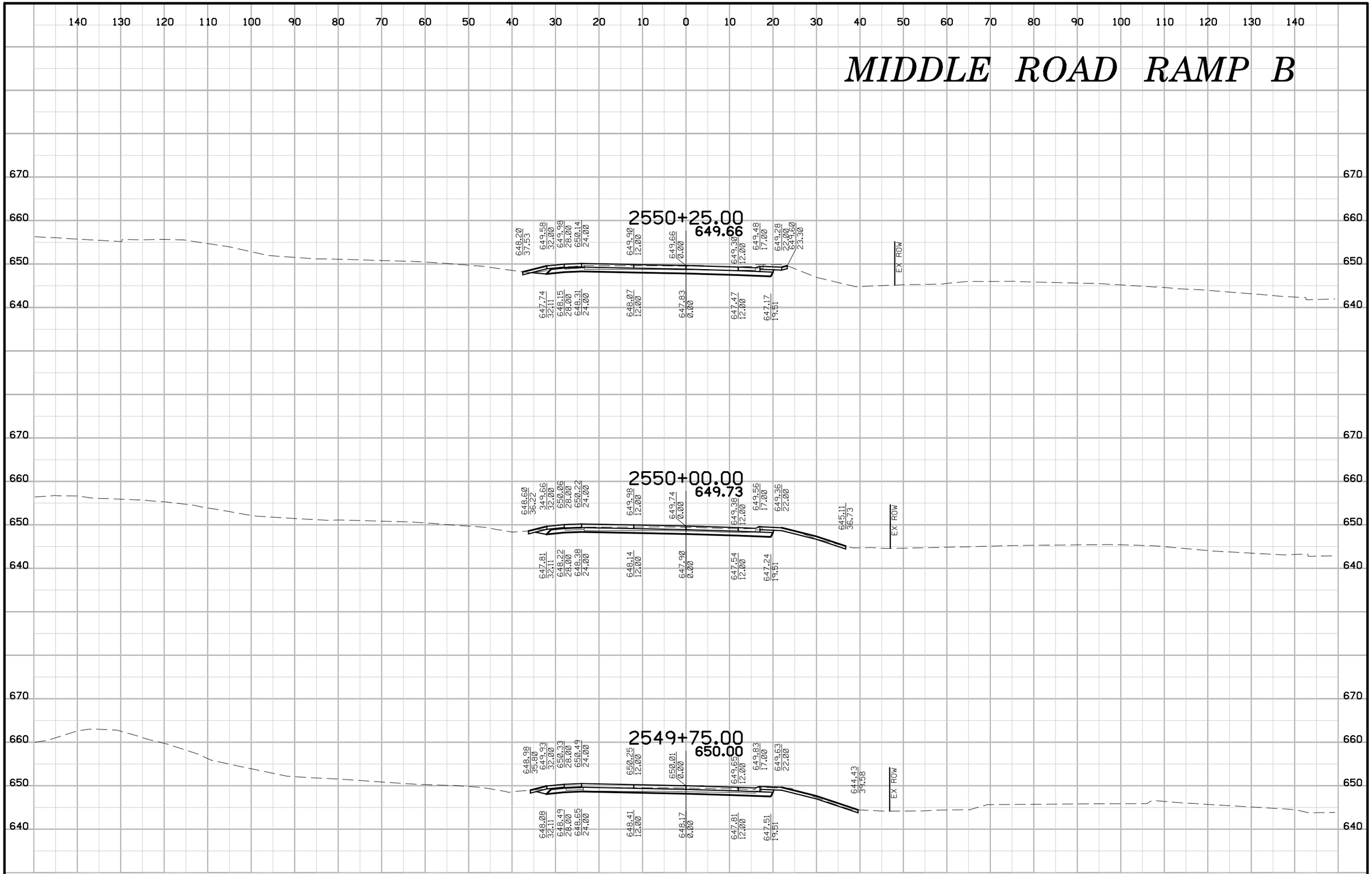


ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.61

MIDDLE ROAD RAMP B



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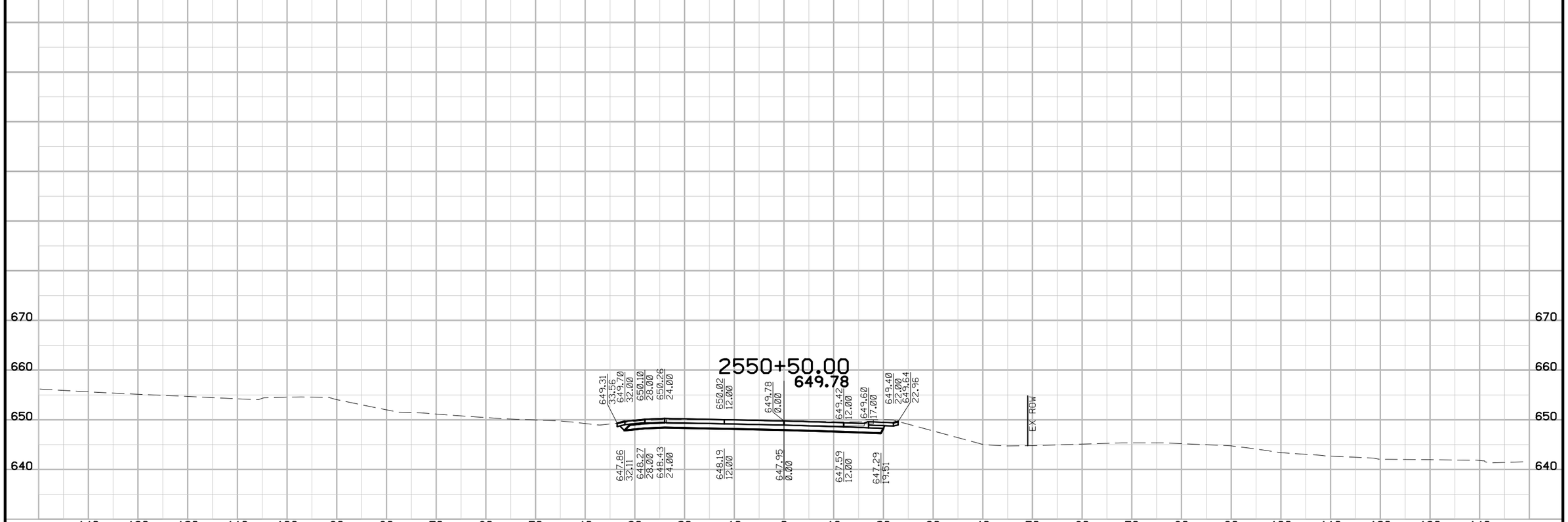

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.63

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MIDDLE ROAD RAMP C



ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER	**IM-74-1(206)5--13-82**	SHEET NUMBER **Y.64**

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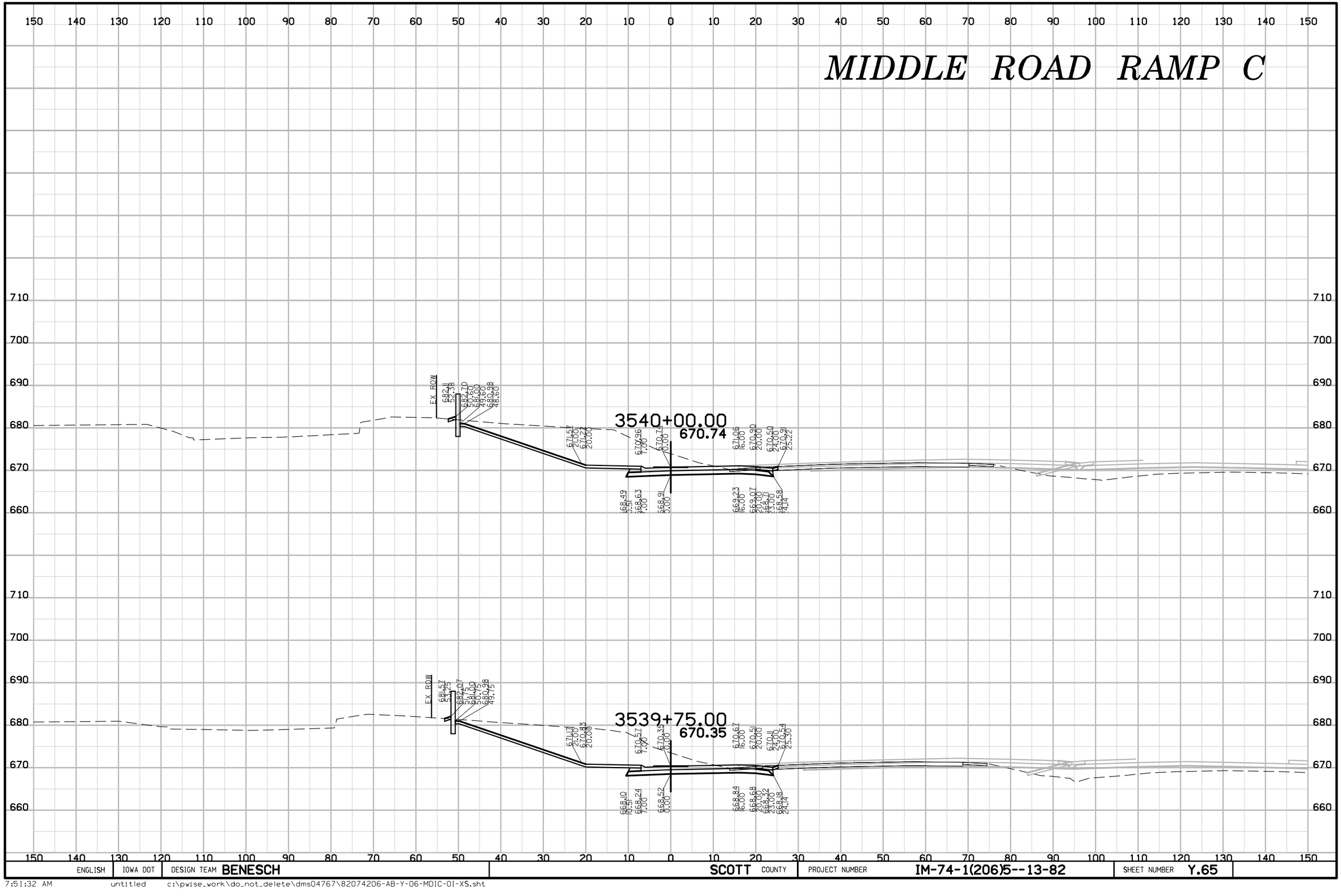

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.65

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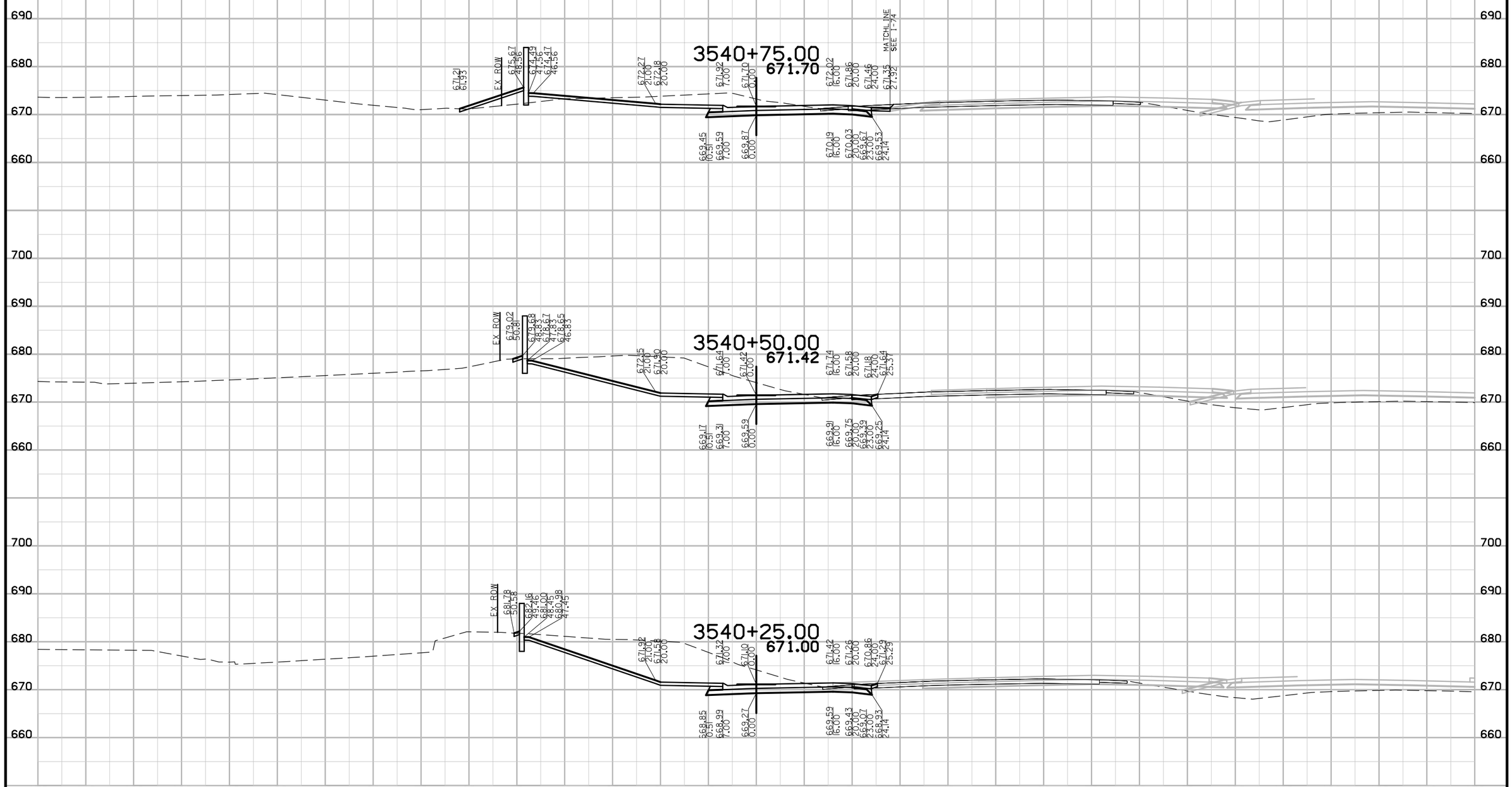

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.66

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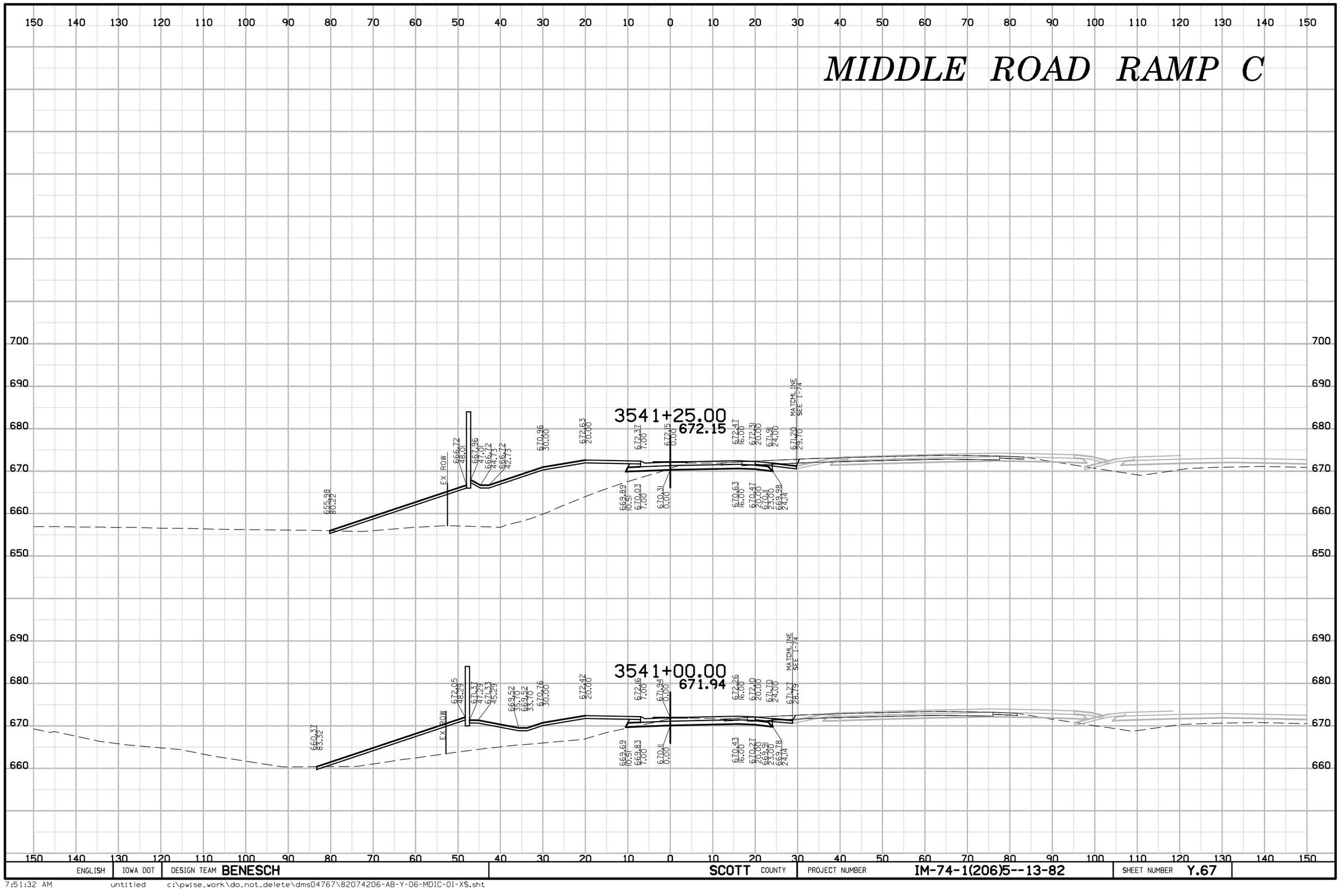
MIDDLE ROAD RAMP C



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.67

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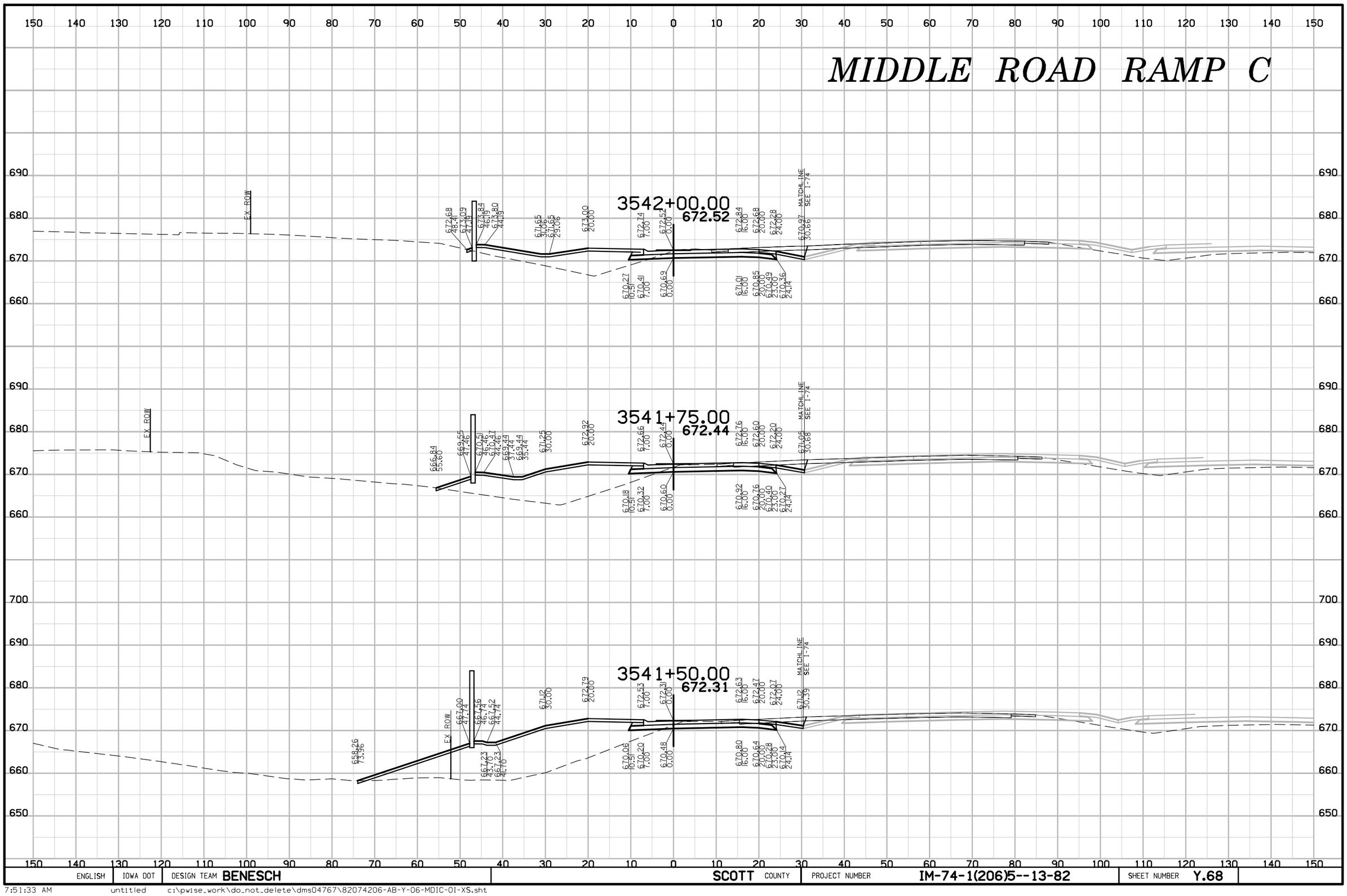
MIDDLE ROAD RAMP C



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.68

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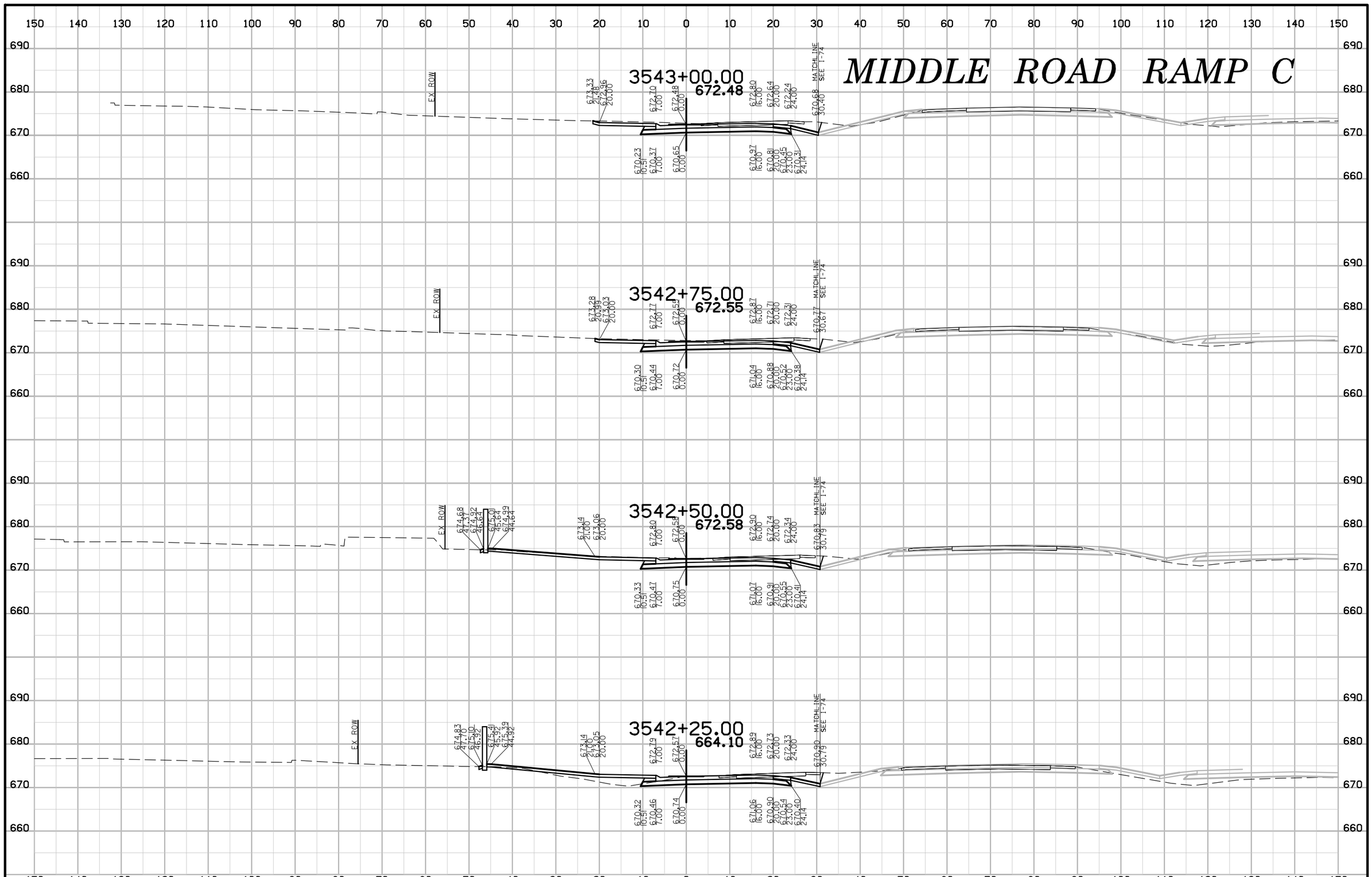

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.69

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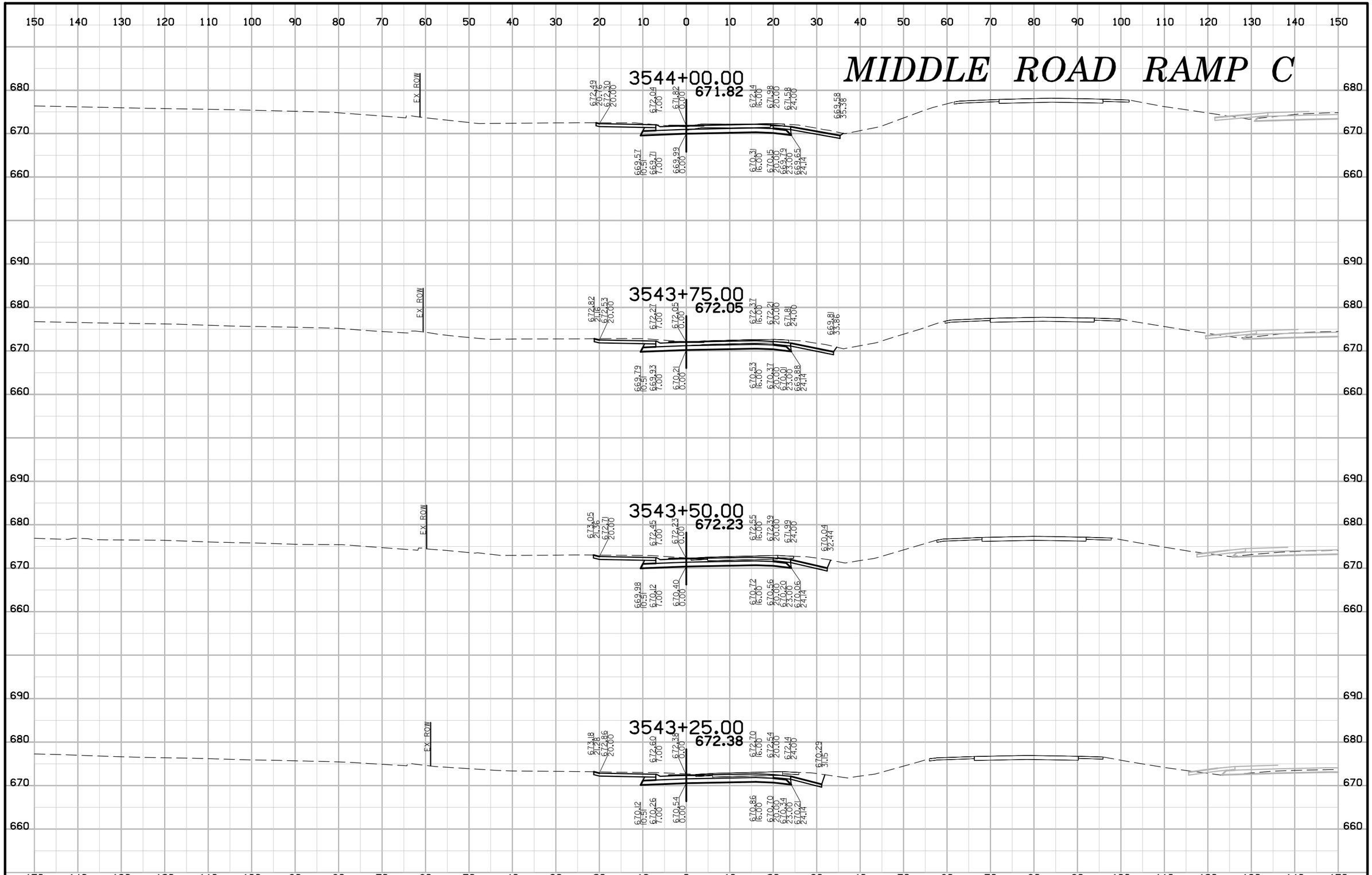

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.70

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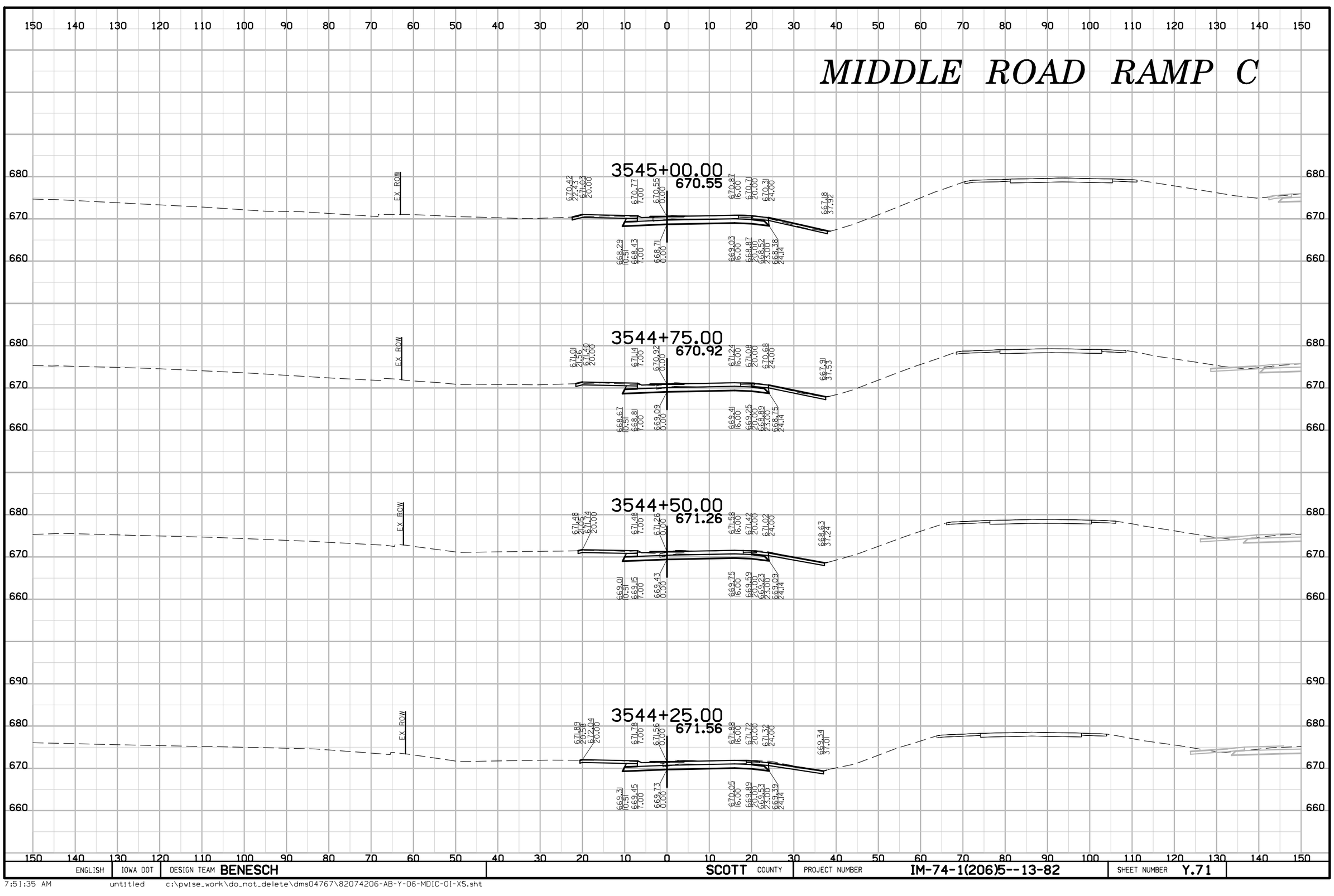

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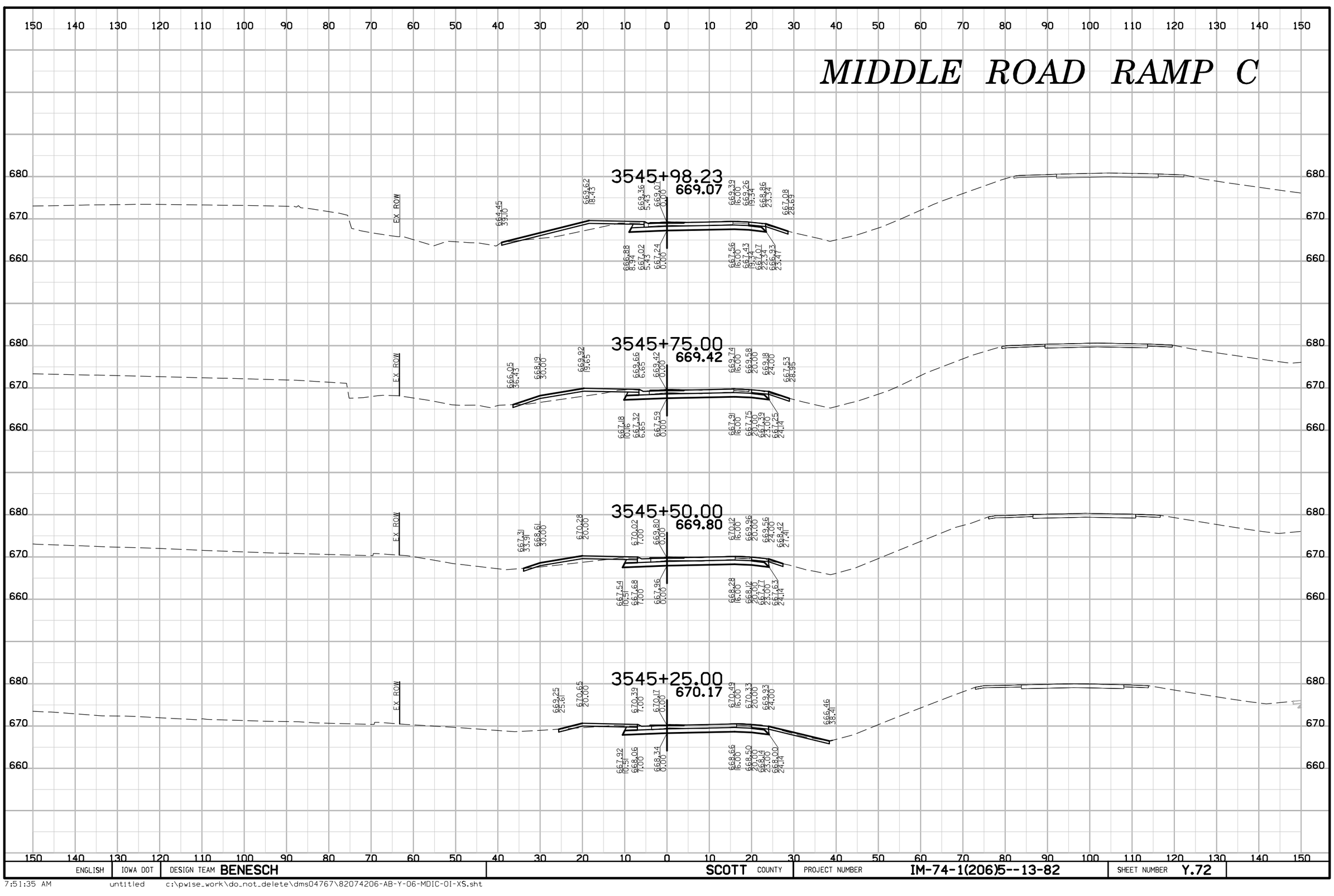
MIDDLE ROAD RAMP C



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.72

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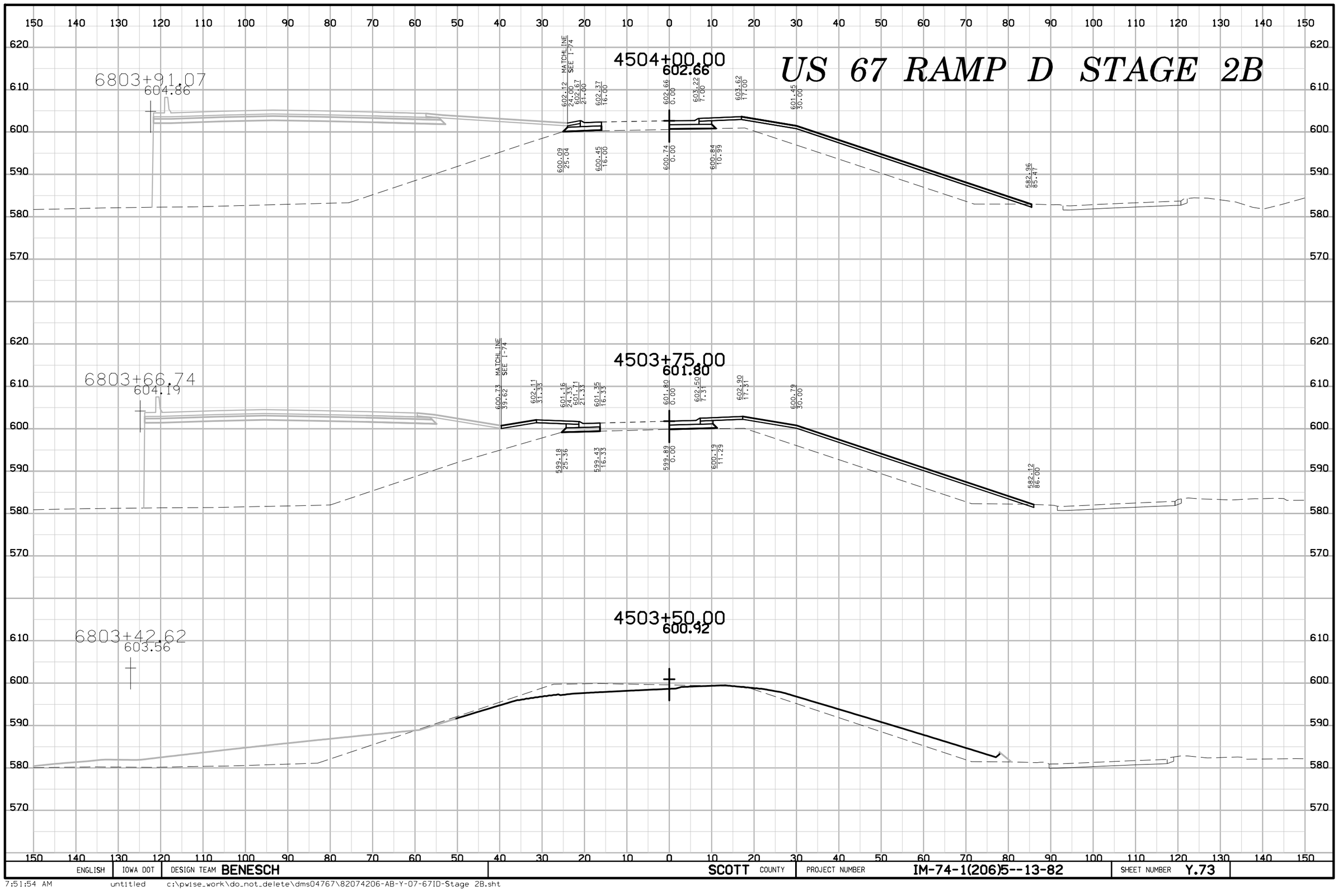
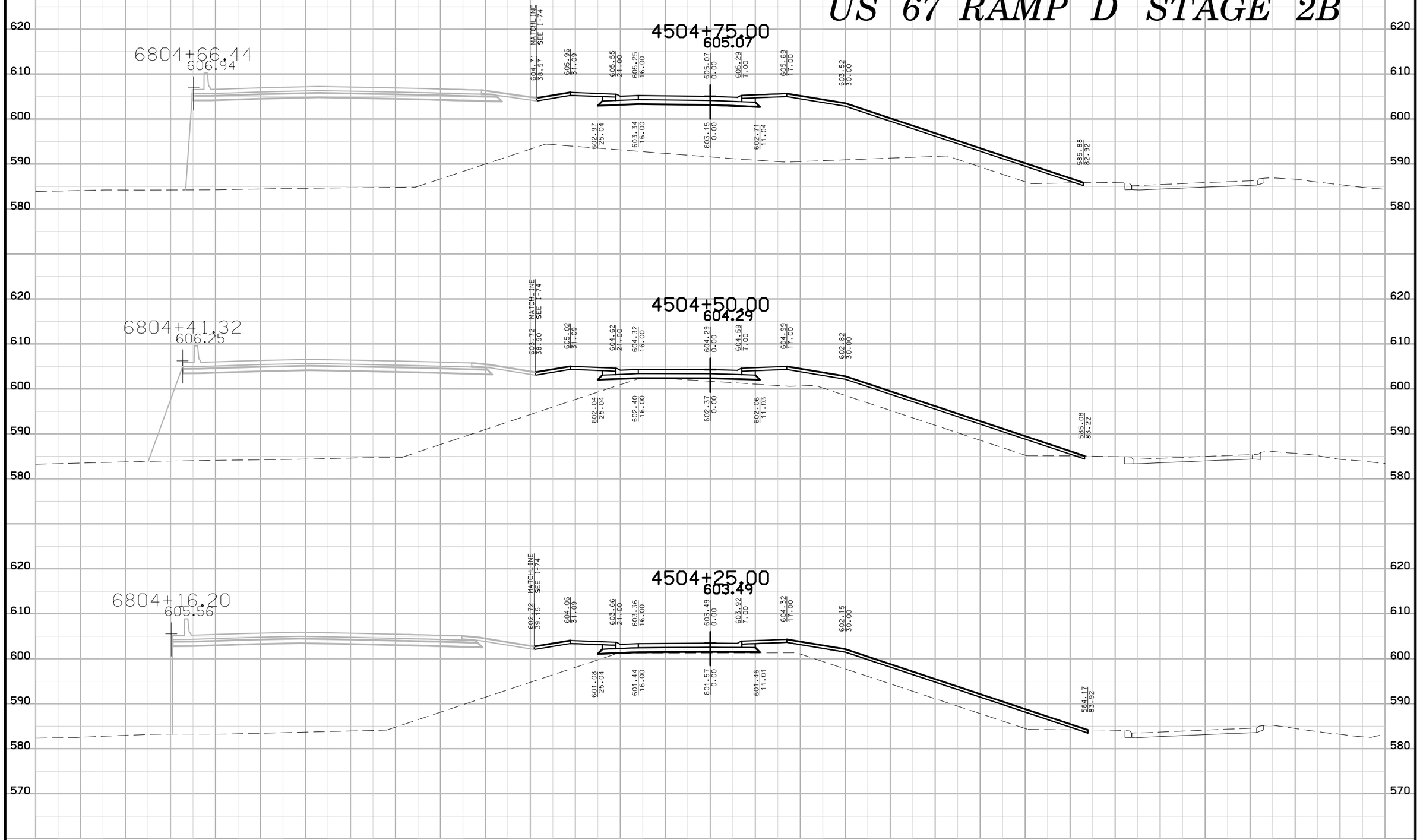
US 67 RAMP D STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.73

US 67 RAMP D STAGE 2B



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

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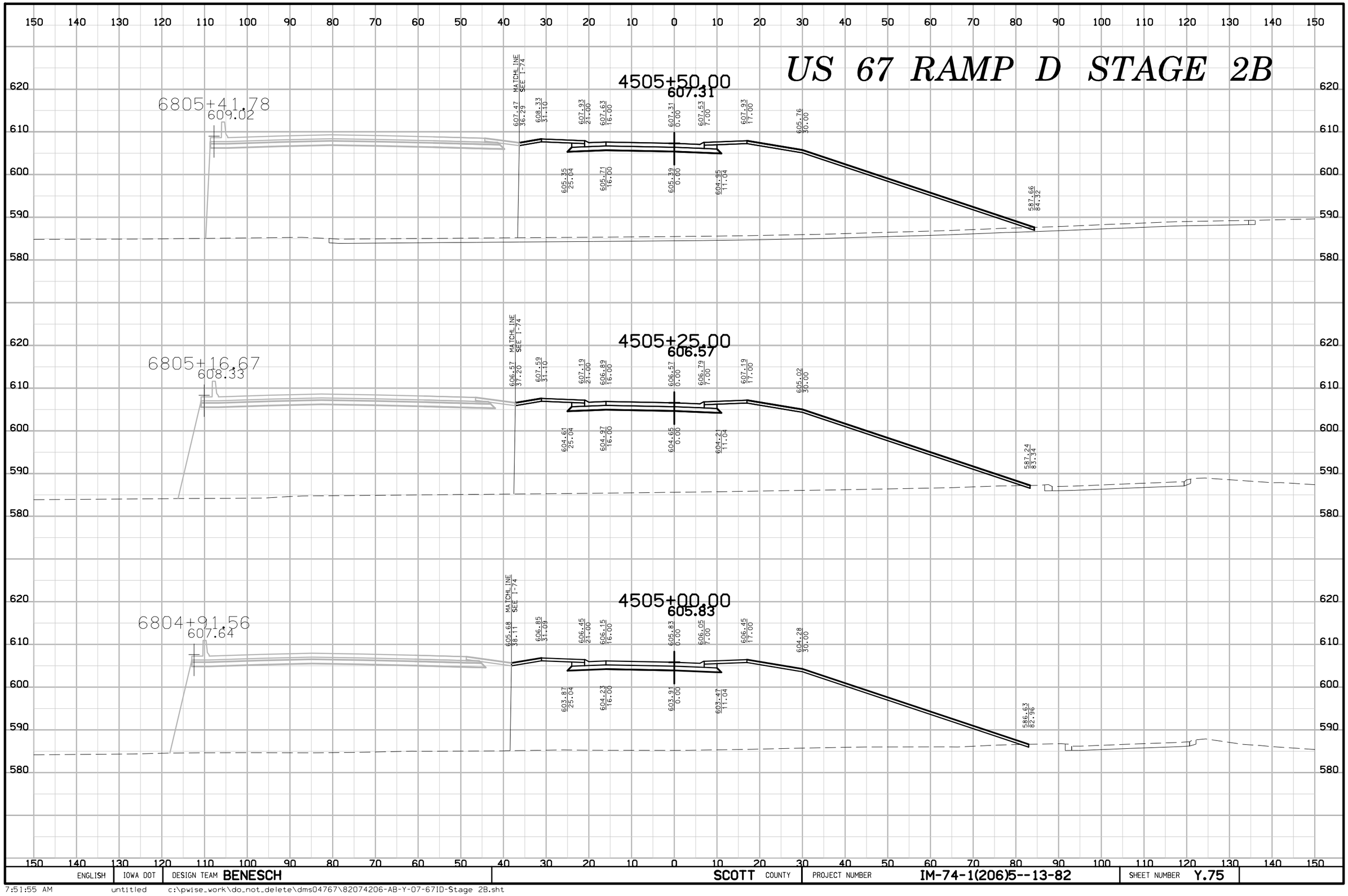
US 67 RAMP D STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.75

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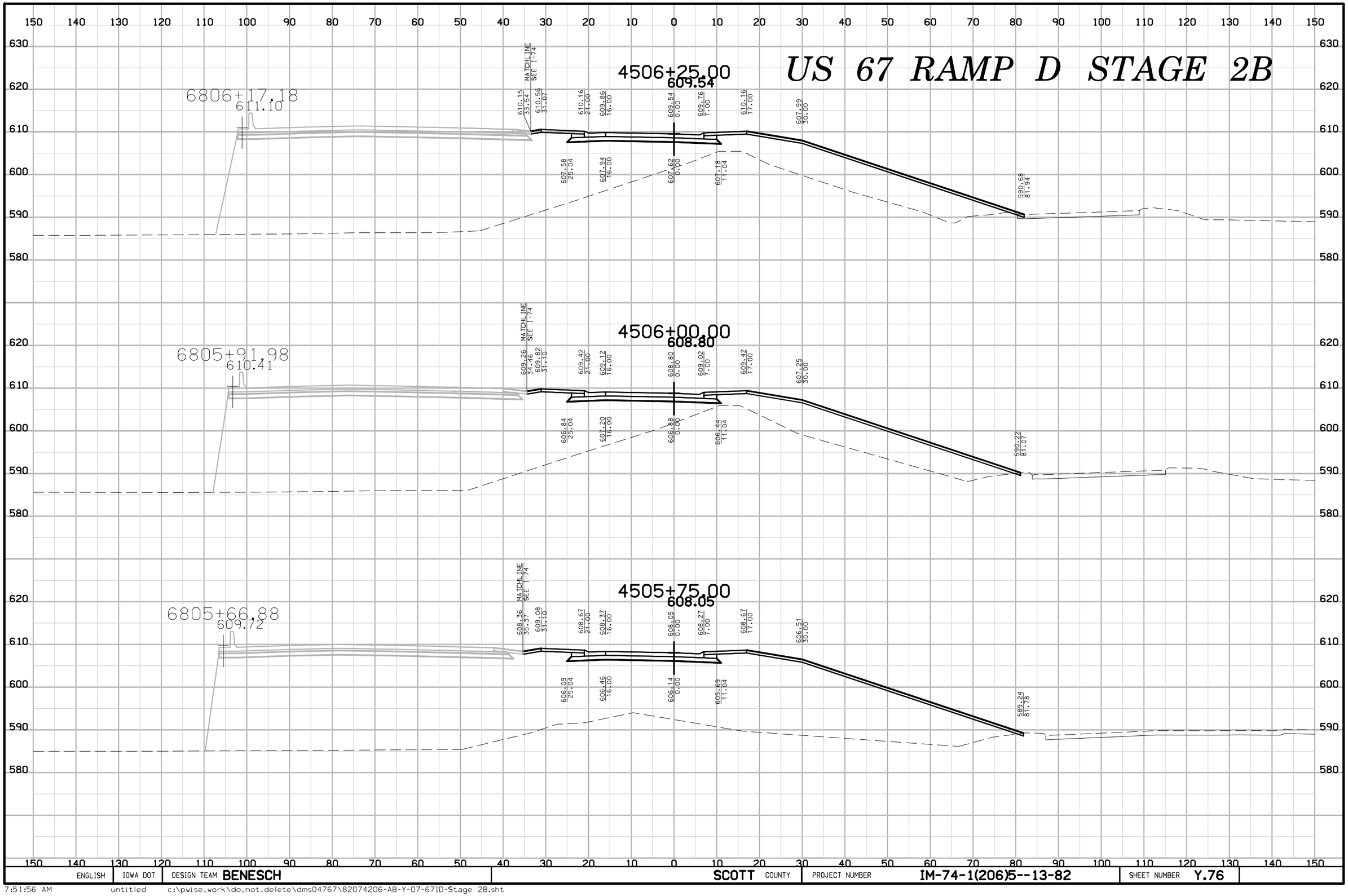
US 67 RAMP D STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.76

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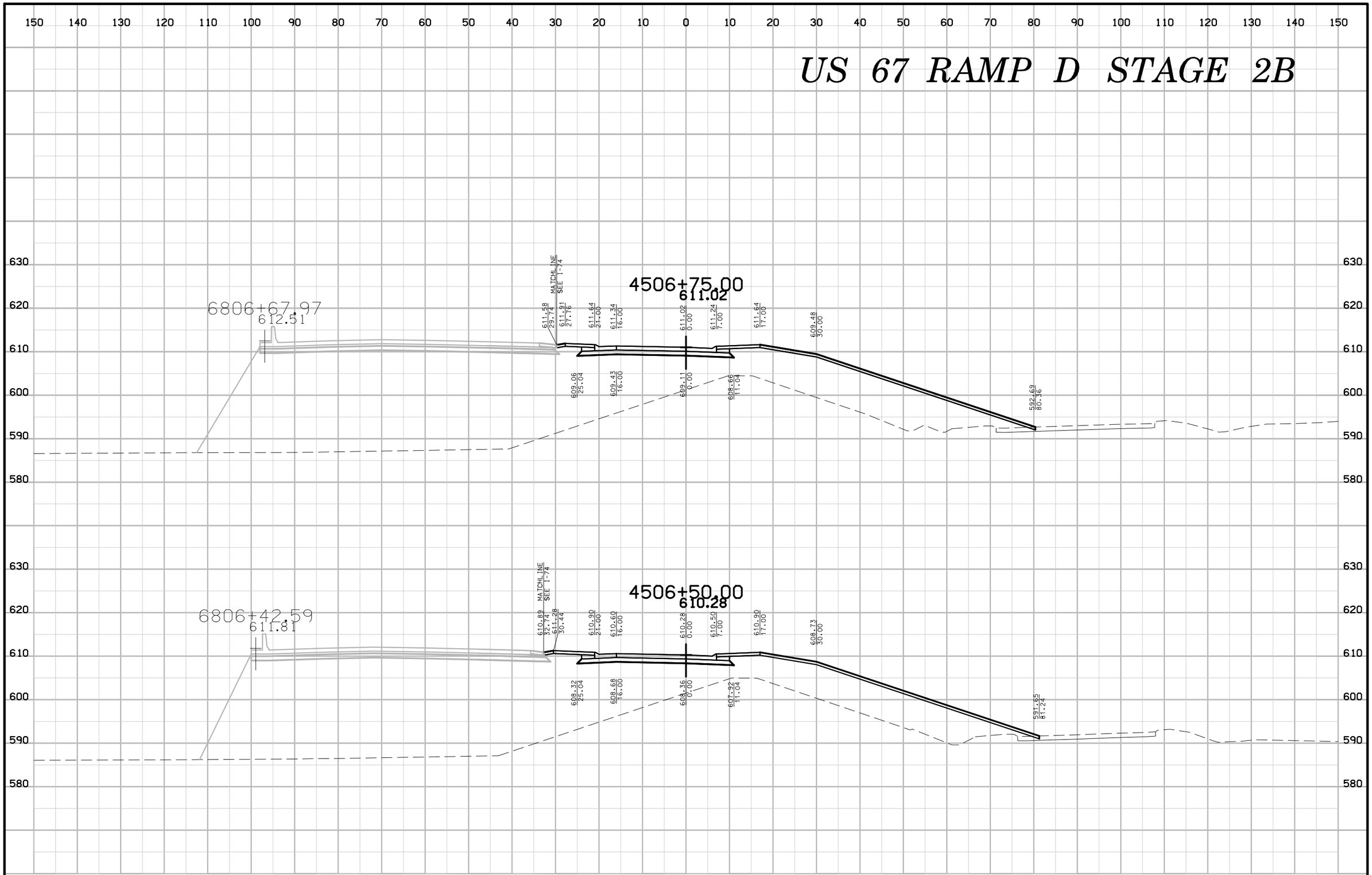
US 67 RAMP D STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.77

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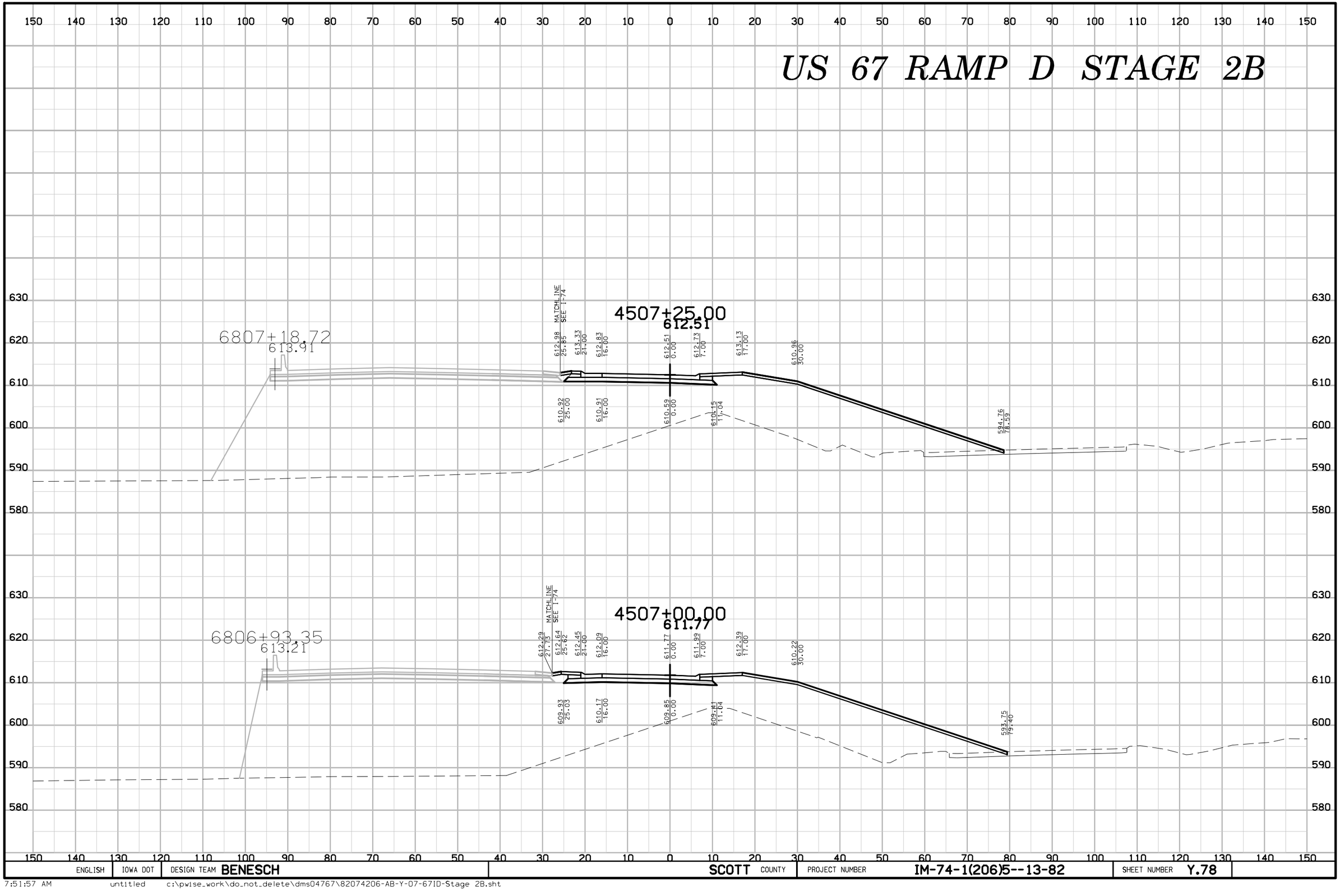
US 67 RAMP D STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.78

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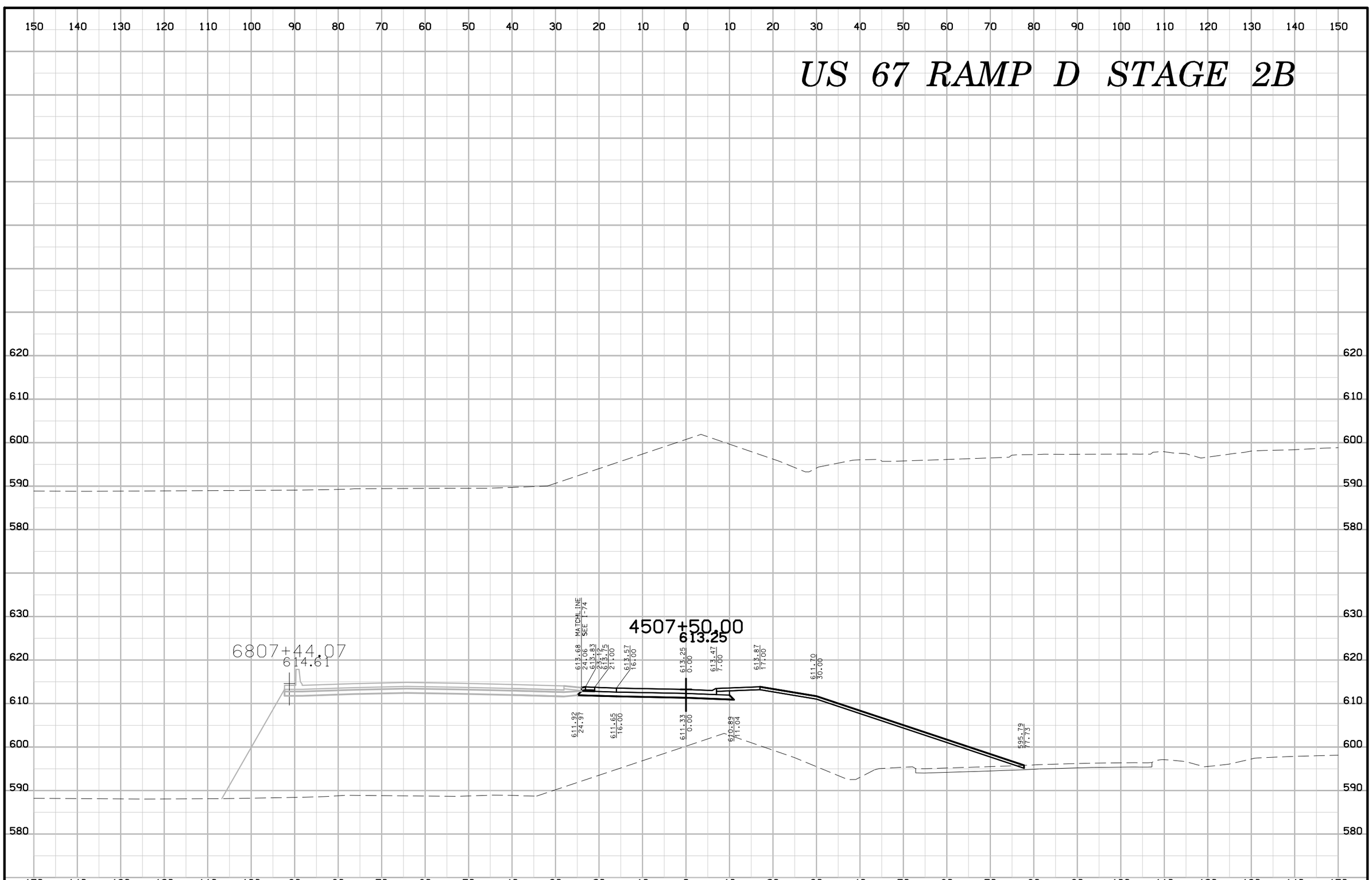
US 67 RAMP D STAGE 2B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.79

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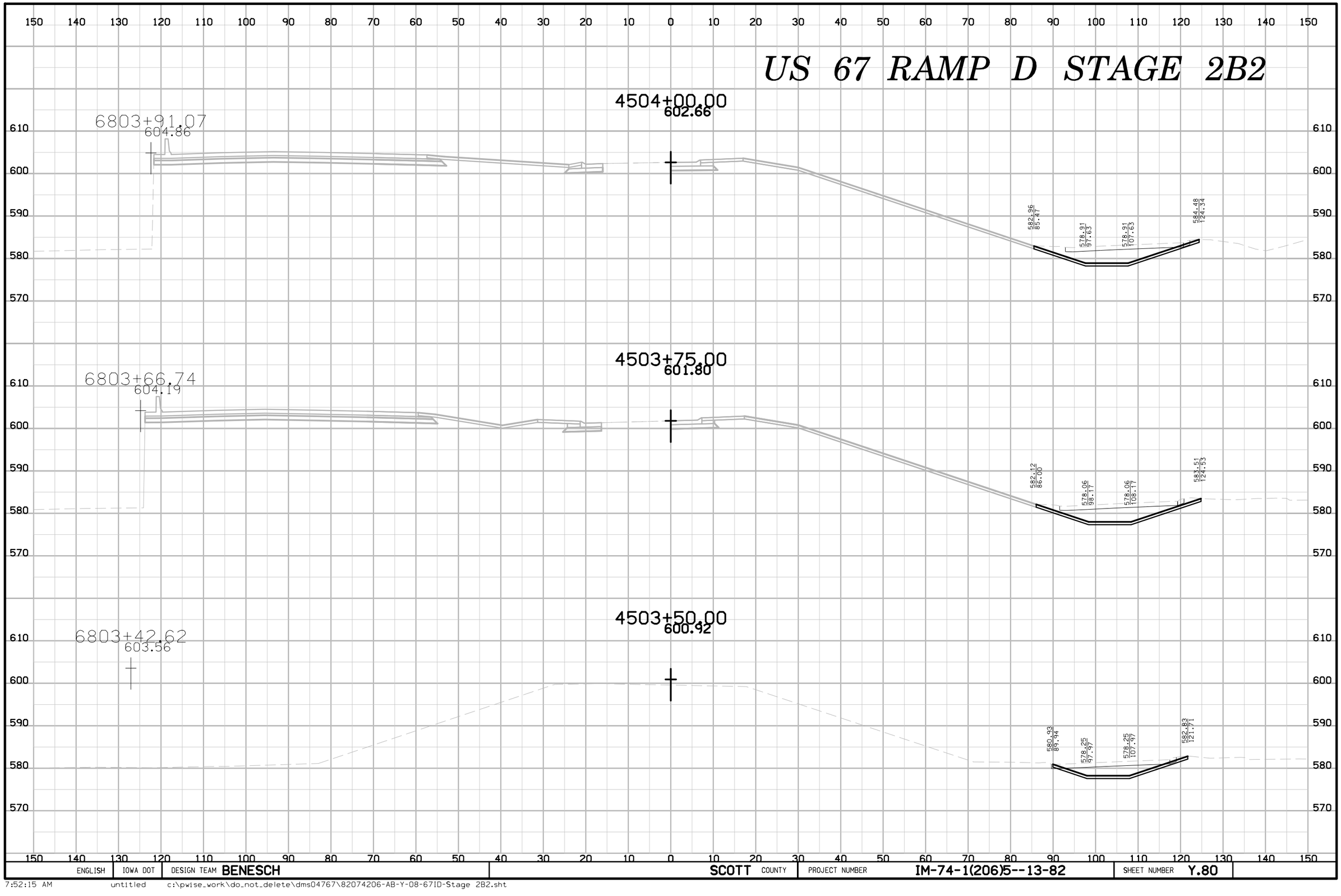
US 67 RAMP D STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.80

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US 67 RAMP D STAGE 2B2

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

620 610 600 590 580

6804+66.44
606.94

4504+75.00
605.07

585.88
82.92
581.61
95.75
581.61
105.75
586.26
119.70

620 610 600 590 580

6804+41.32
606.25

4504+50.00
604.29

585.08
83.22
580.71
96.35
580.71
106.35
585.42
120.48

620 610 600 590 580 570

6804+16.20
605.56

4504+25.00
603.49

584.17
83.92
579.81
97.03
579.81
107.03
585.17
123.13

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.81

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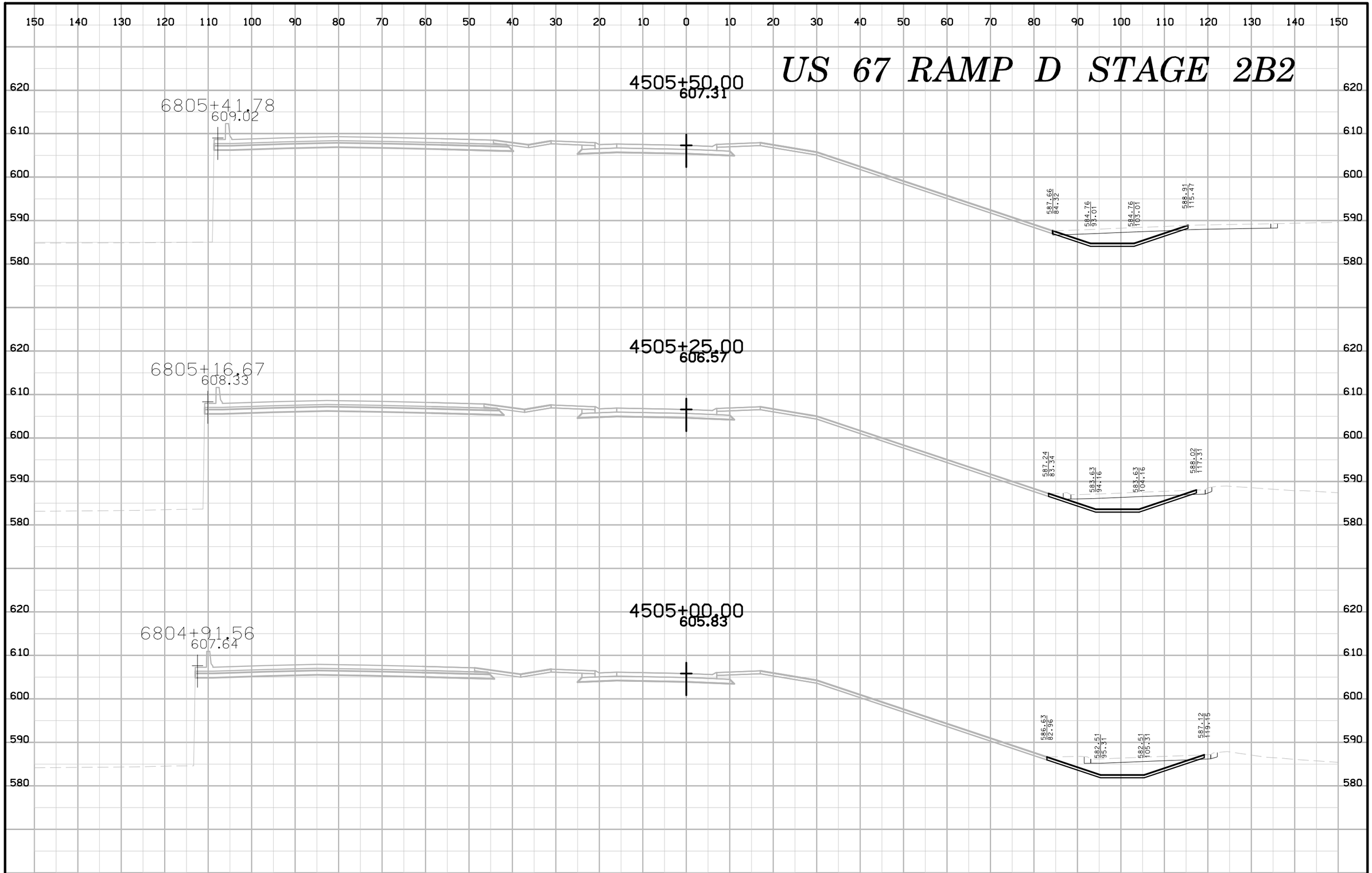
US 67 RAMP D STAGE 2B2



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

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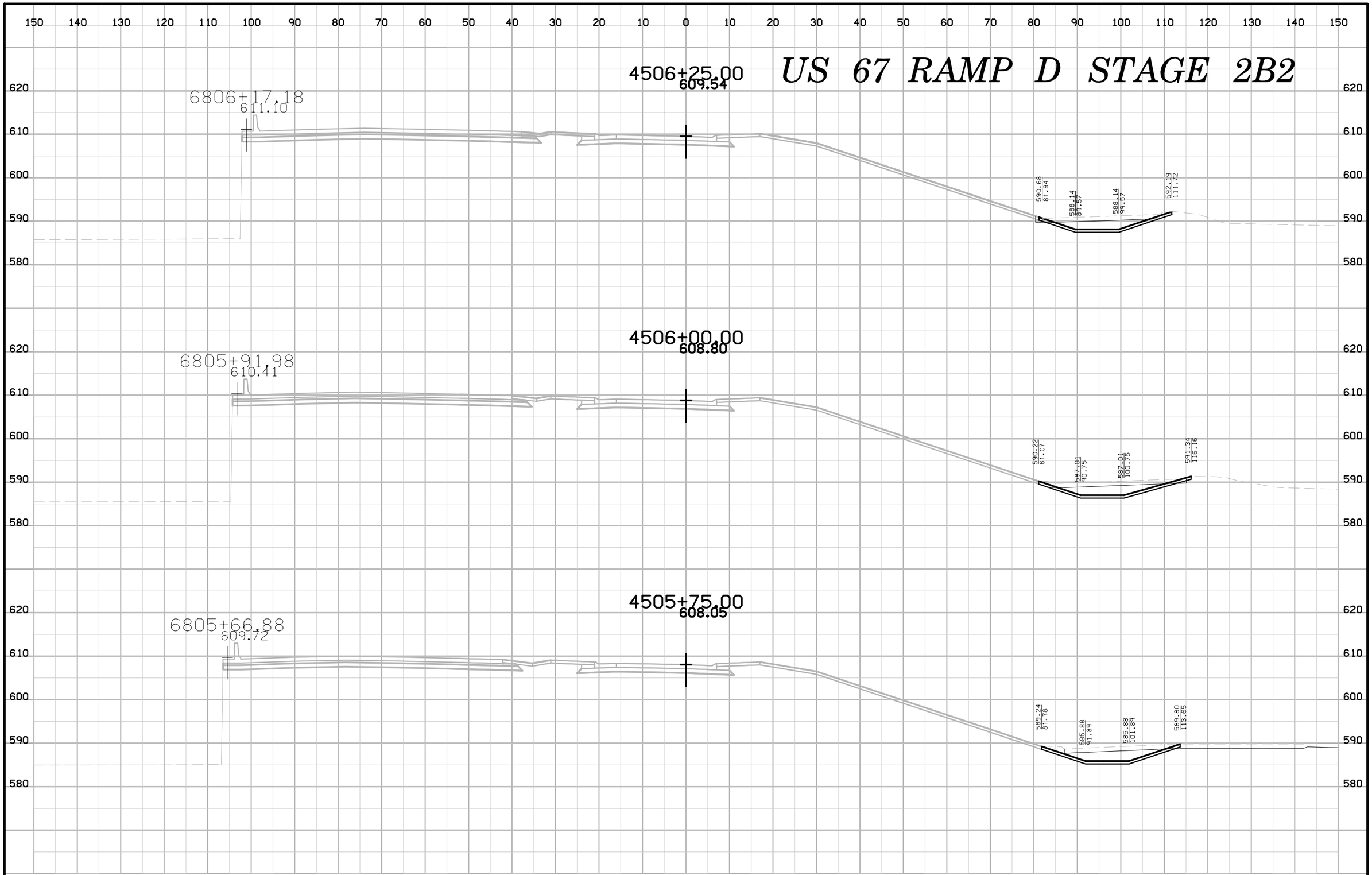
US 67 RAMP D STAGE 2B2



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.83

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US 67 RAMP D STAGE 2B2

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

620 610 600 590 580

4507+00.00
611.77

6806+93.35
613.21

593.75
79.40
591.51
86.16
591.51
96.16
595.06
108.53

4506+75.00
611.02

6806+67.97
612.51

592.69
80.36
590.38
87.41
590.38
97.41
594.04
108.75

4506+50.00
610.28

6806+42.59
611.81

591.65
81.24
589.26
88.42
589.26
98.42
593.10
109.92

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.84

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US 67 RAMP D STAGE 2B2

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

620 610 600 590 580 630 620 610 600 590 580

6807+44.07
614.61

4507+50.00
613.25

595.79
77.73

595.90
82.56

593.90
92.56

596.93
108.12

6807+18.72
613.91

4507+25.00
612.51

594.76
78.39

592.70
83.70

592.70
93.70

596.05
108.35

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.85

7:52:18 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-Y-08-67ID-Stage 2B2.sht

MIDDLE ROAD RAMP C STAGE 3A

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

710
700
690
680
670
660

678.58
54.18
679.01
52.90
679.75
51.90
679.73
50.90

3539+50.00
669.95

670.43
20.00
670.17
7.00
669.95
0.00
670.31
16.00
670.72
40.90
670.76
43.45

667.70
10.51
667.84
7.00
668.12
0.00
668.47
16.00
668.85
40.90
668.89
43.45

6839+52.89
671.58

676.41
72.14
671.82
60.68
671.82
58.69
672.88
56.04
672.92
54.04
673.49
53.04
673.47
52.04

3539+25.00
669.55

670.14
21.00
670.03
20.00
669.77
7.00
669.55
0.00
670.00
16.00
670.35
42.02
670.35
42.10

667.30
10.51
667.44
7.00
667.72
0.00
668.16
16.00
668.47
42.02
668.47
42.10

6839+27.85
671.14

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.86

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MIDDLE ROAD RAMP C STAGE 3A

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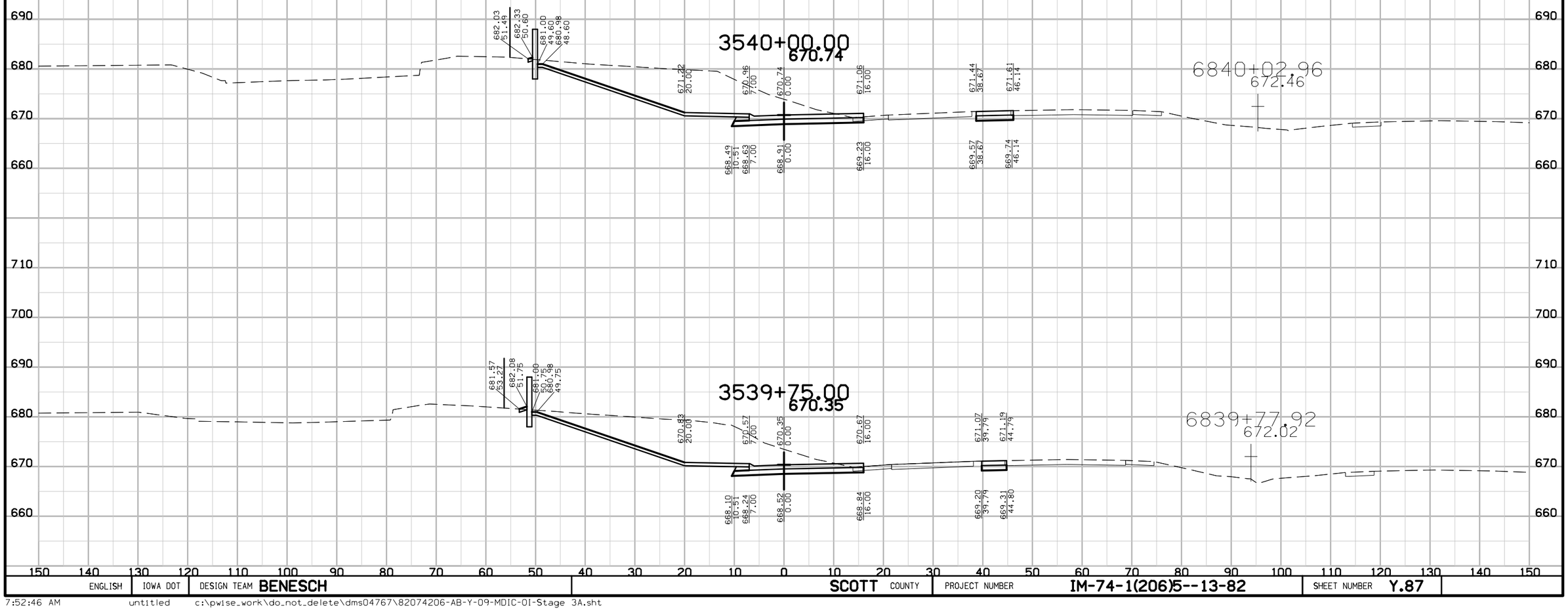
710 700 690 680 670 660



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.87

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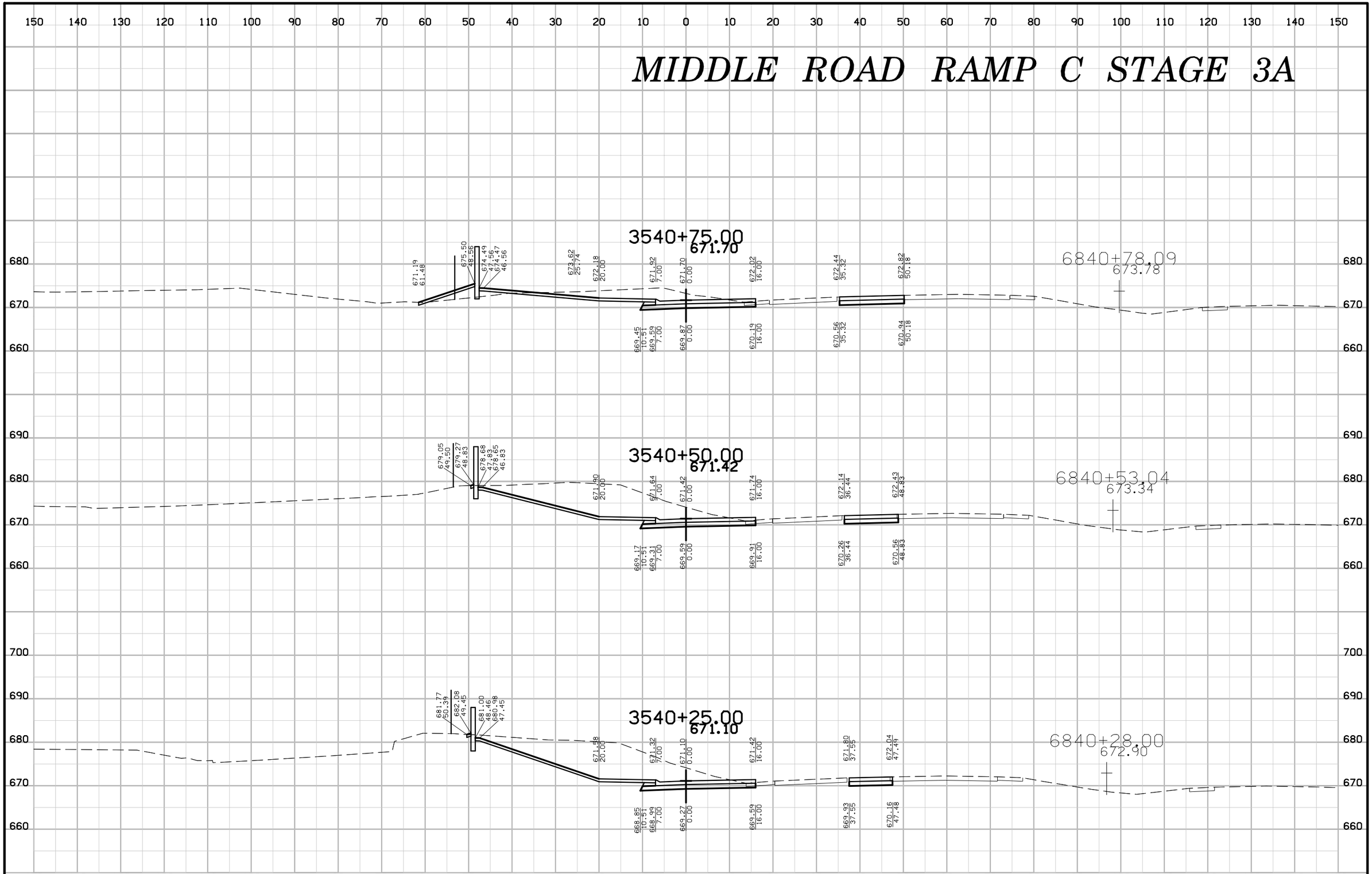
MIDDLE ROAD RAMP C STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.88

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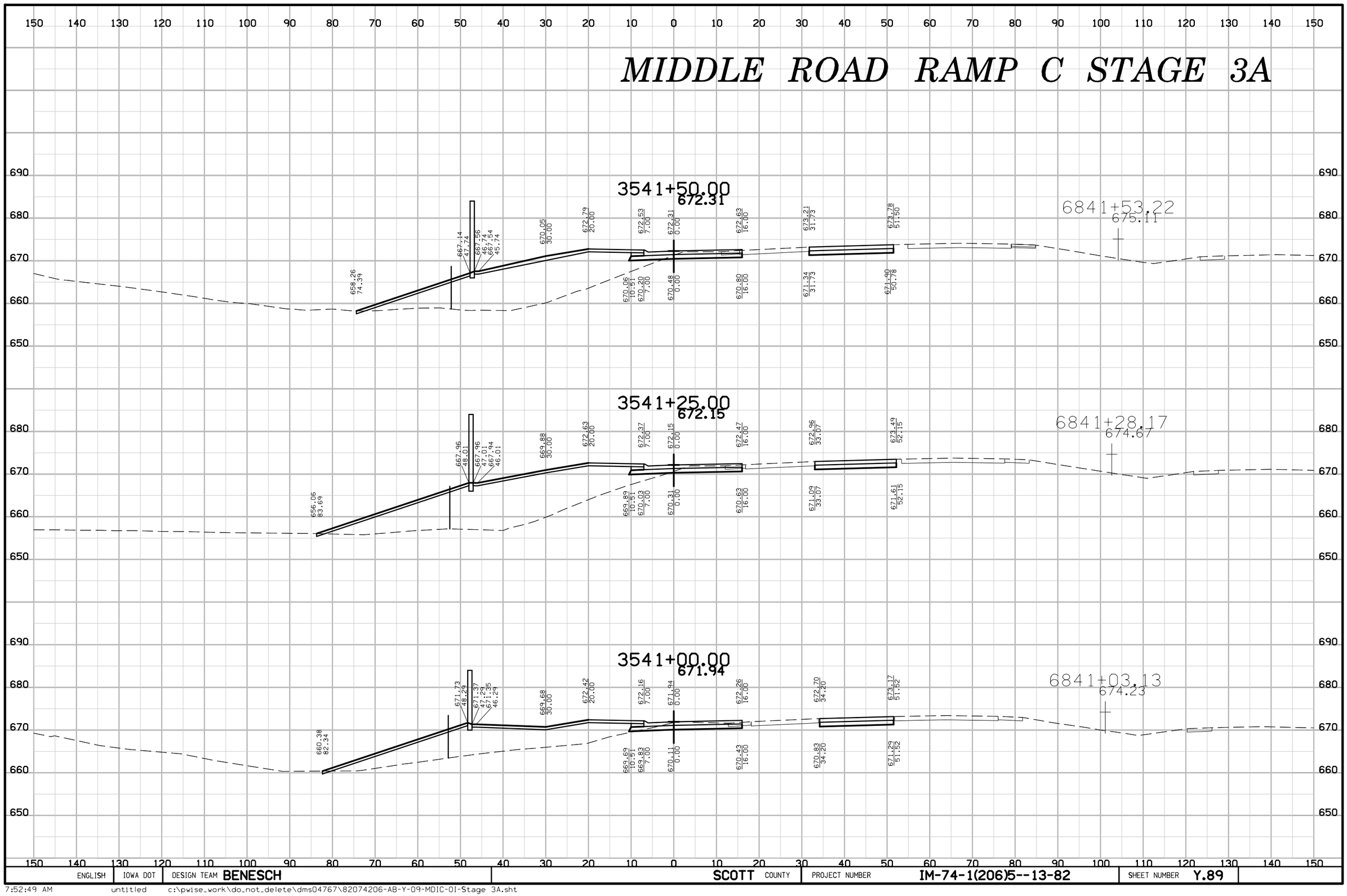
MIDDLE ROAD RAMP C STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.89

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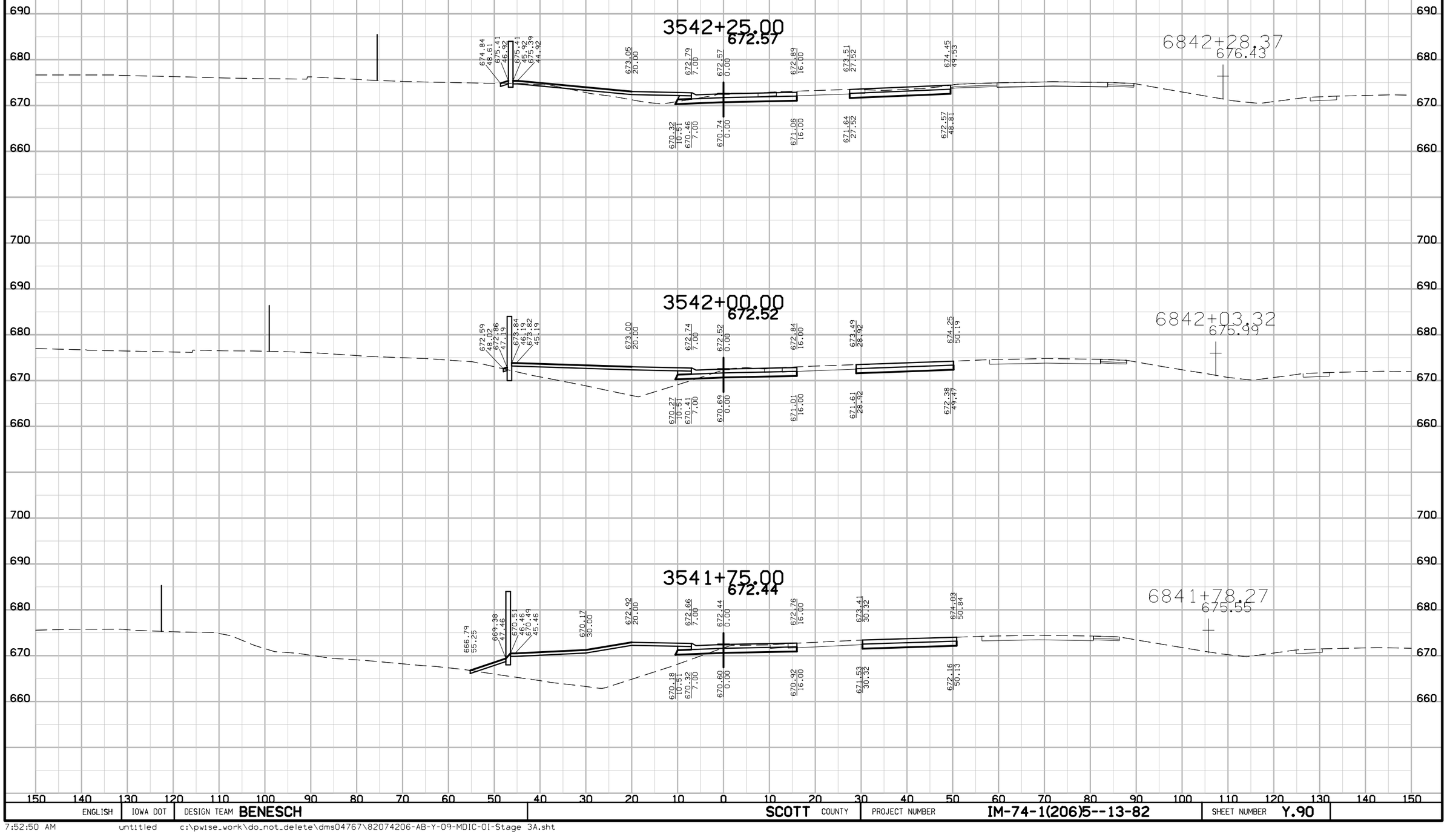
MIDDLE ROAD RAMP C STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER	**IM-74-1(206)5--13-82**	SHEET NUMBER **Y.90**

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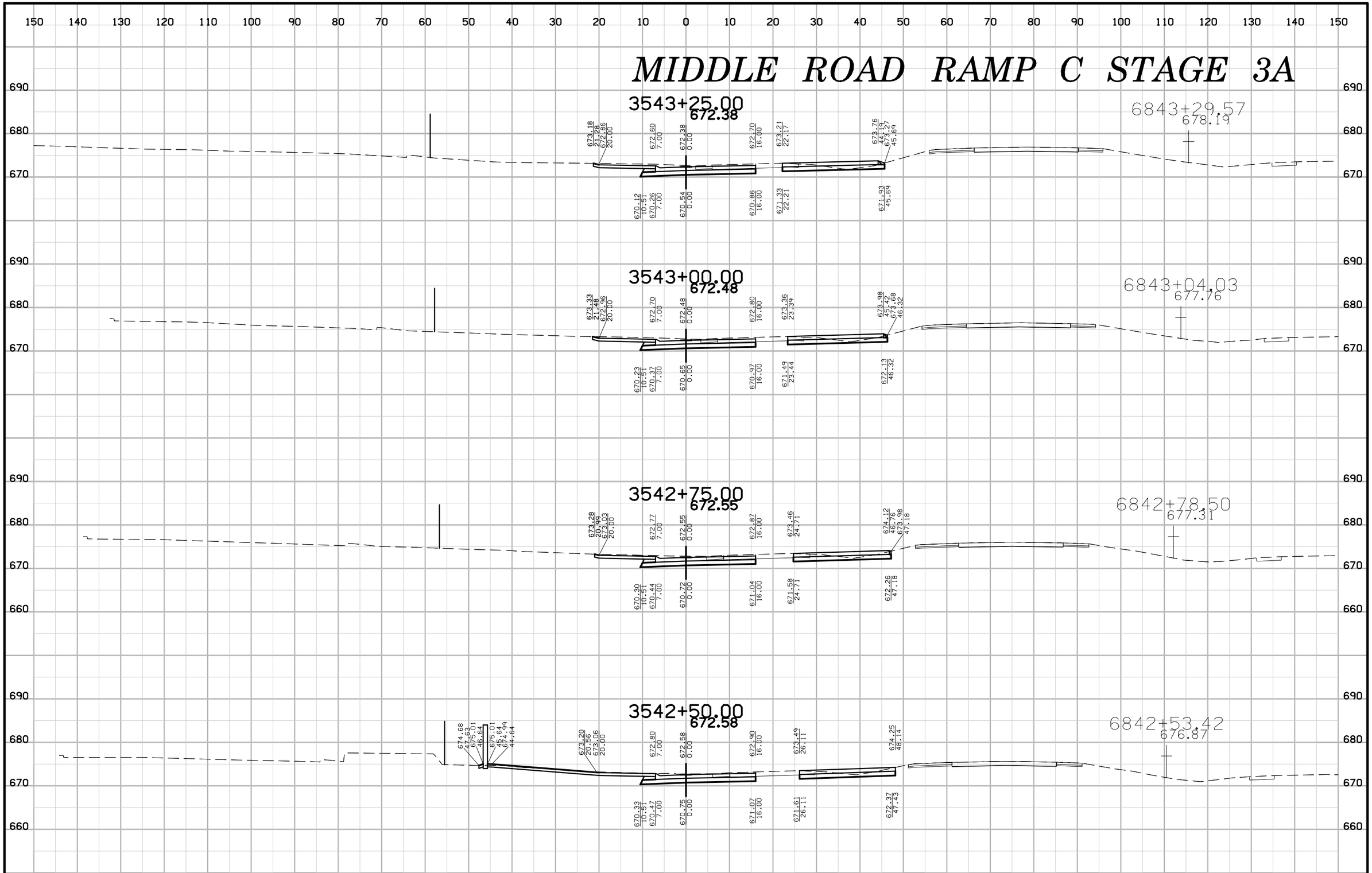

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.91

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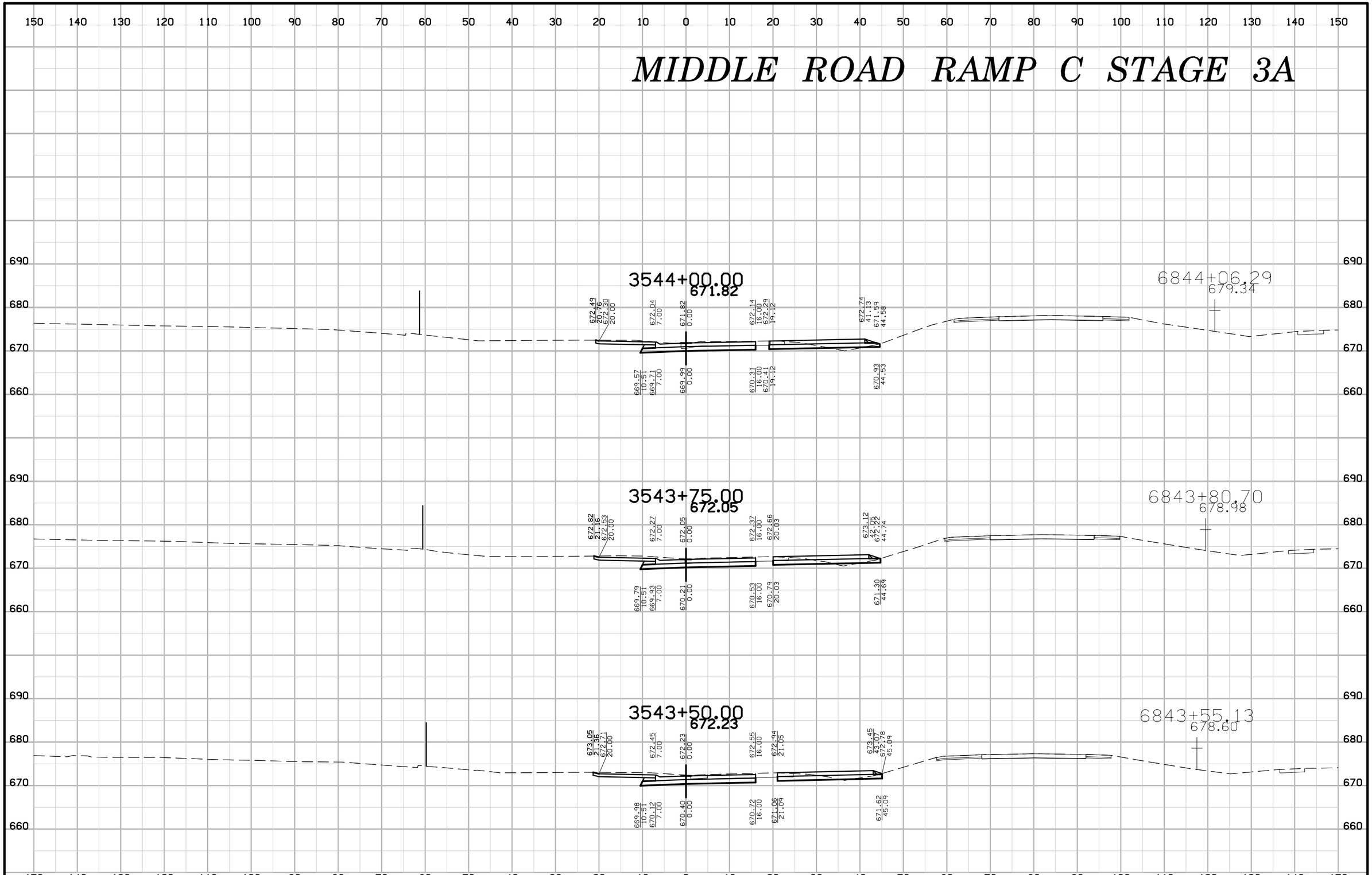
MIDDLE ROAD RAMP C STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.92

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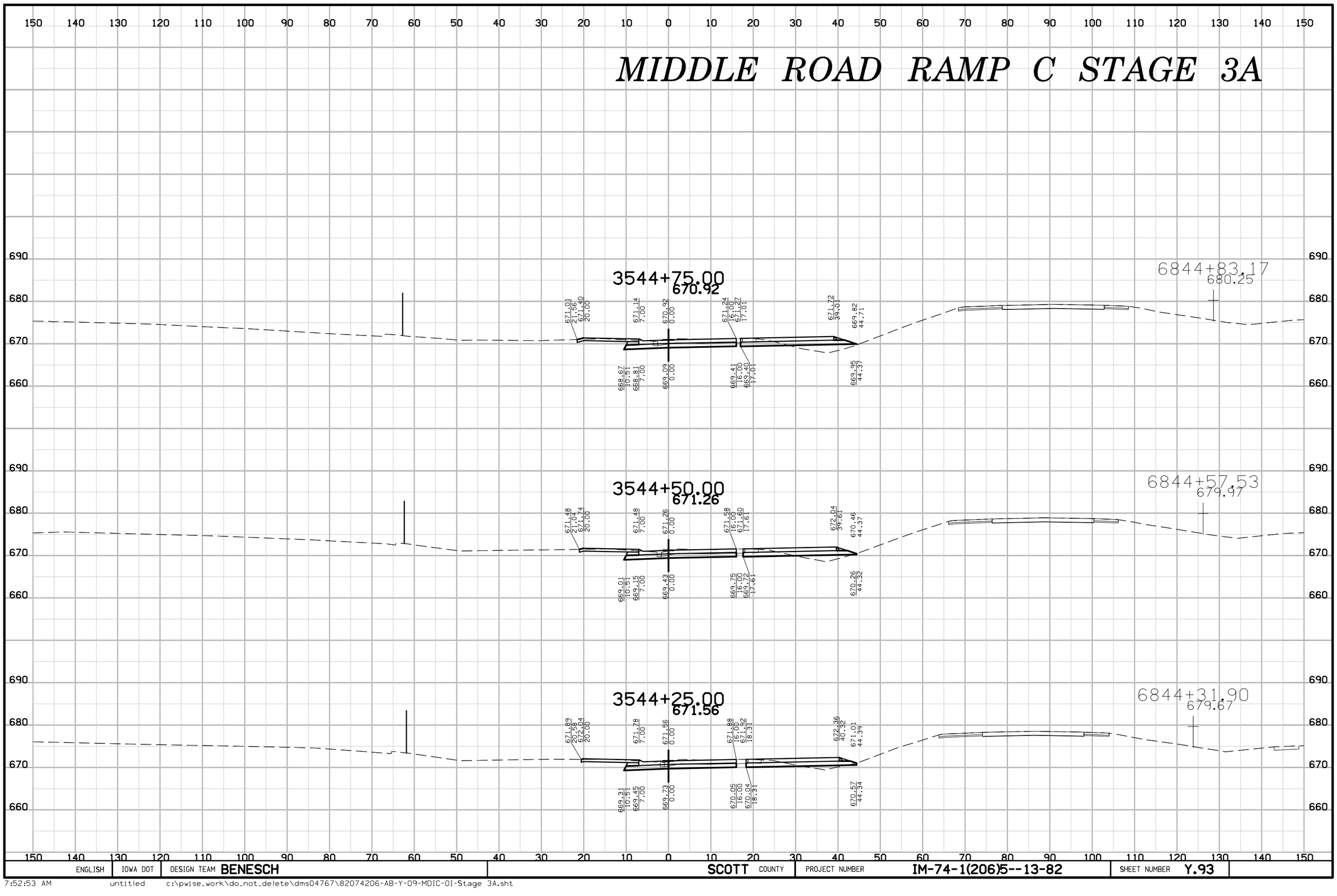

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.93

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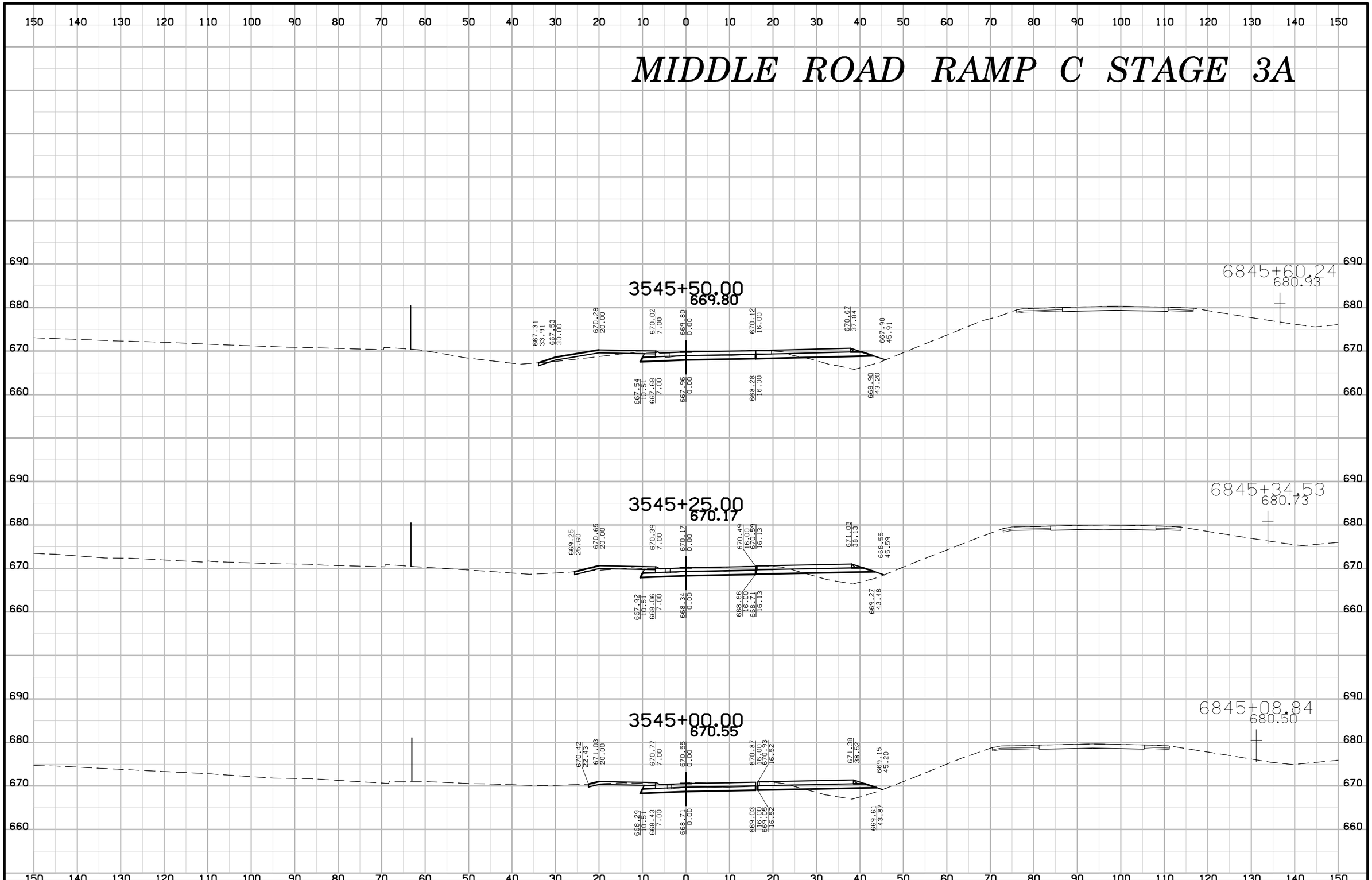
MIDDLE ROAD RAMP C STAGE 3A



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MIDDLE ROAD RAMP C STAGE 3A

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

700 690 680 670 660

3546+25.00
668.54
669.10 15.56
669.41 37.52
666.10 47.50
667.22 15.56
667.61 42.96

6846+36
681

3546+00.00
669.05
669.47 15.63
669.85 37.59
666.77 46.82
667.59 15.63
668.07 42.98

6846+11
681.2

3545+75.00
669.42
666.05 36.43
667.16 30.00
669.92 19.64
669.66 6.60
669.42 0.00
669.74 16.00
670.28 37.66
667.36 46.45
667.18 10.15
667.32 6.64
667.59 0.00
667.91 16.00
668.51 43.02

6845+85.9
681.10

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.95

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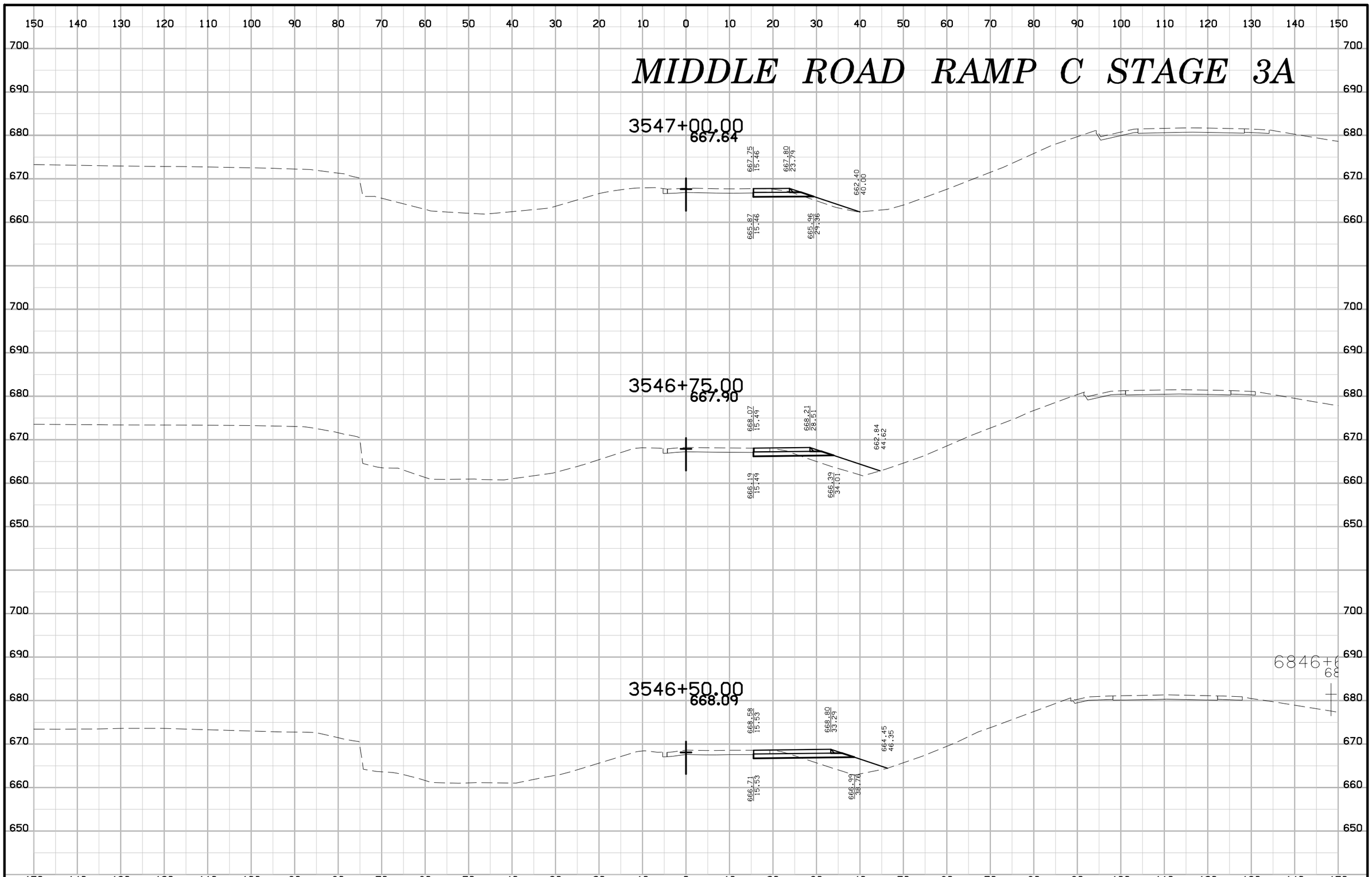
MIDDLE ROAD RAMP C STAGE 3A



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.96

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MIDDLE ROAD RAMP C STAGE 3A

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

690
680
670
660

3547+75.00

667.31
15.37
667.22
19.87

665.44
15.37
665.34
19.87

3547+50.00

667.34
15.45
667.40
19.44
665.35
21.28

665.47
15.50
665.54
21.20

3547+25.00

667.45
15.44
667.51
19.95
667.49
20.40

665.58
15.49
665.65
20.90

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.97

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MIDDLE ROAD RAMP C STAGE 3A

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

690
680
670
660

3547+78.45

690
680
670
660

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.98

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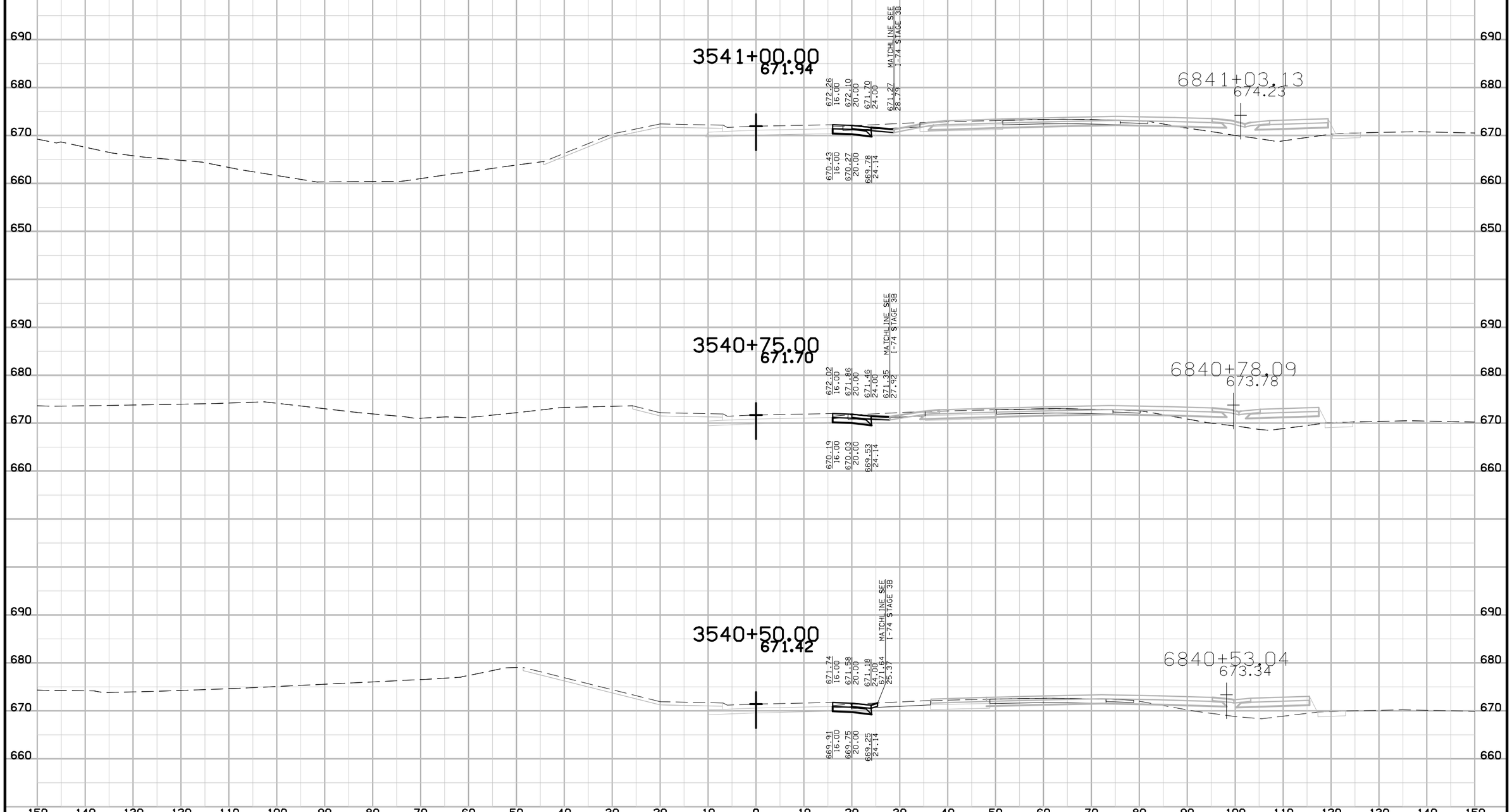
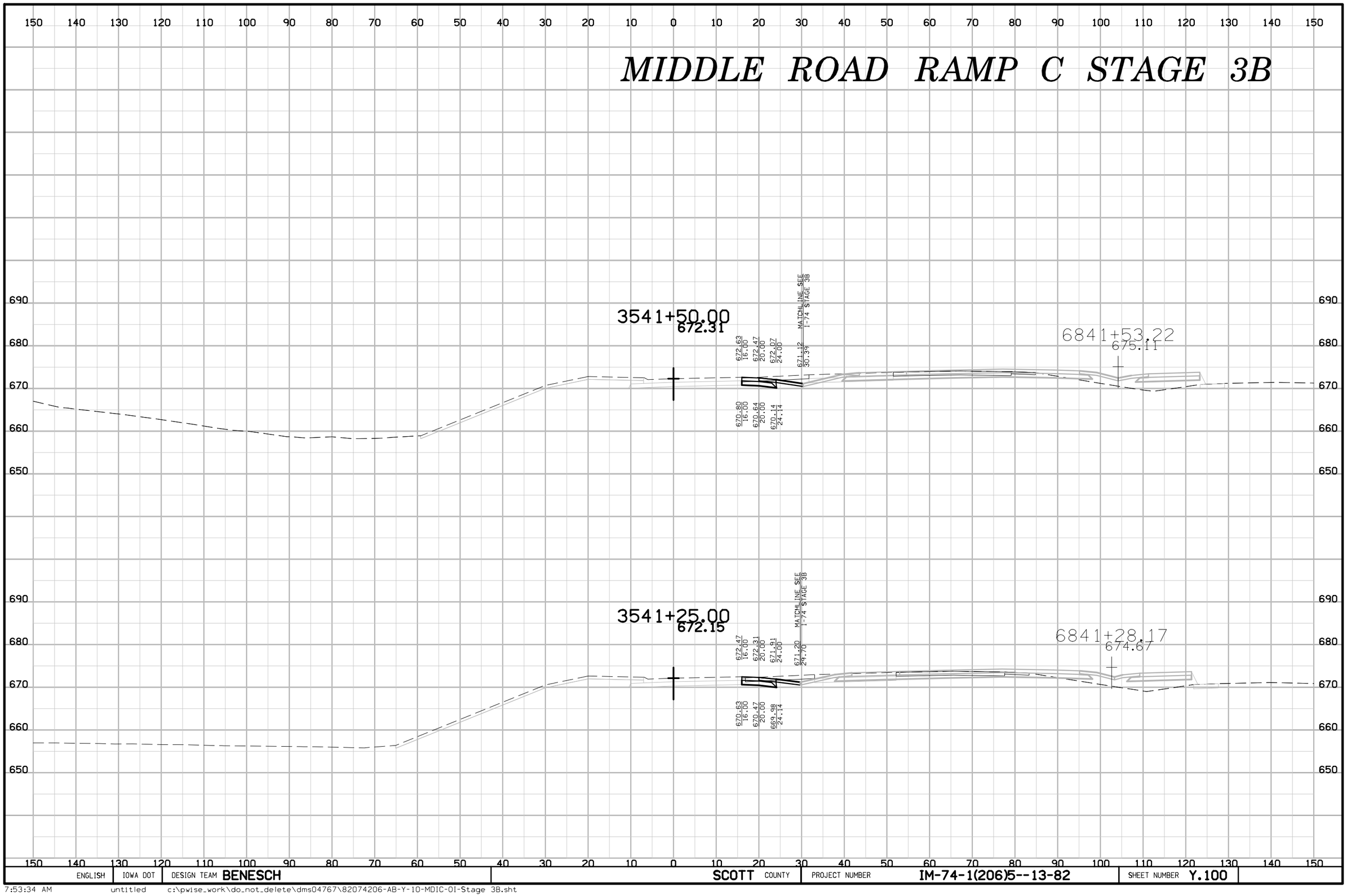
MIDDLE ROAD RAMP C STAGE 3B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.99

7:53:20 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-Y-10-MDIC-01-Stage 3B.sht

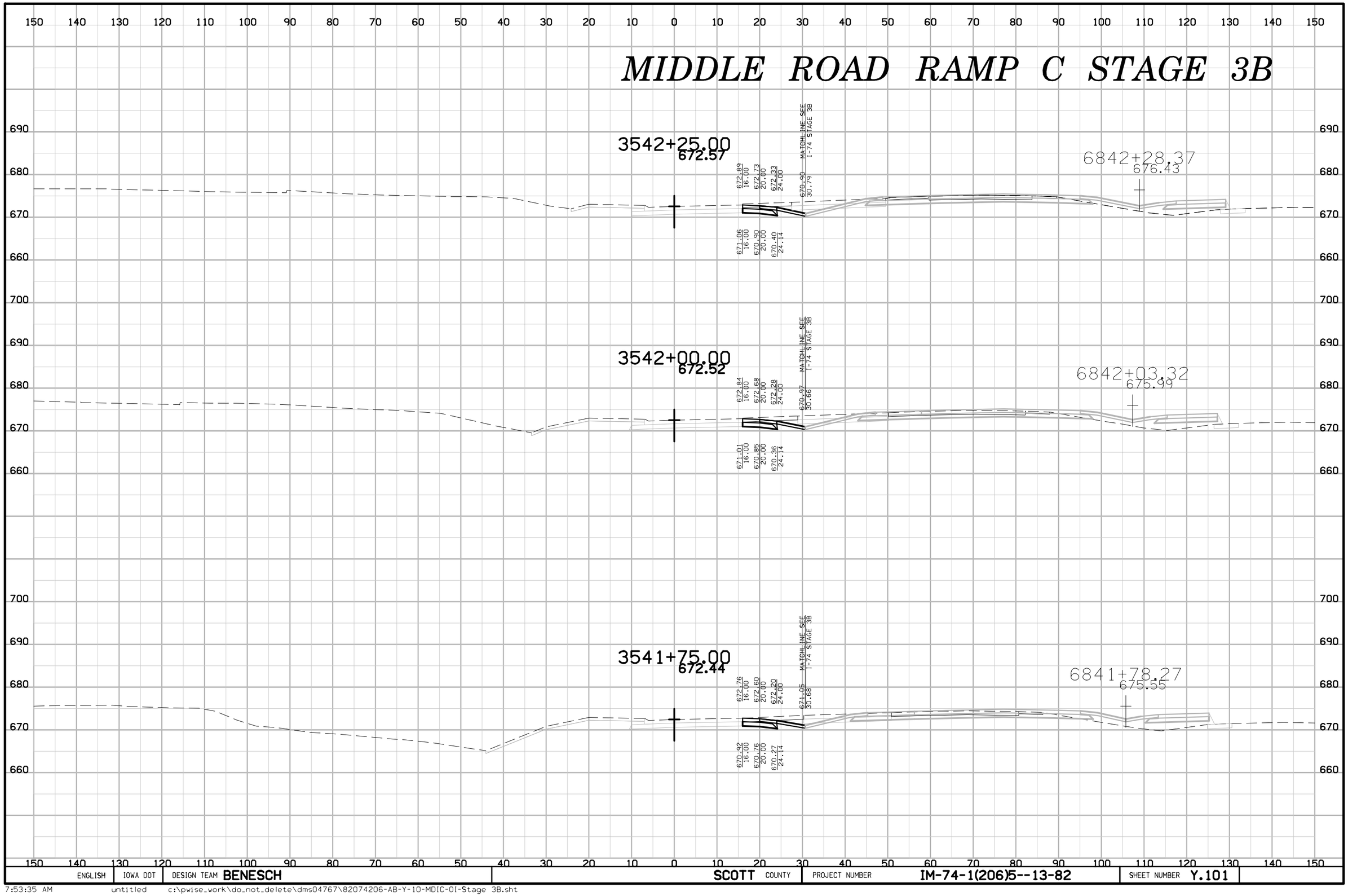
MIDDLE ROAD RAMP C STAGE 3B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.100

7:53:34 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-Y-10-MDIC-01-Stage 3B.sht

MIDDLE ROAD RAMP C STAGE 3B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.101

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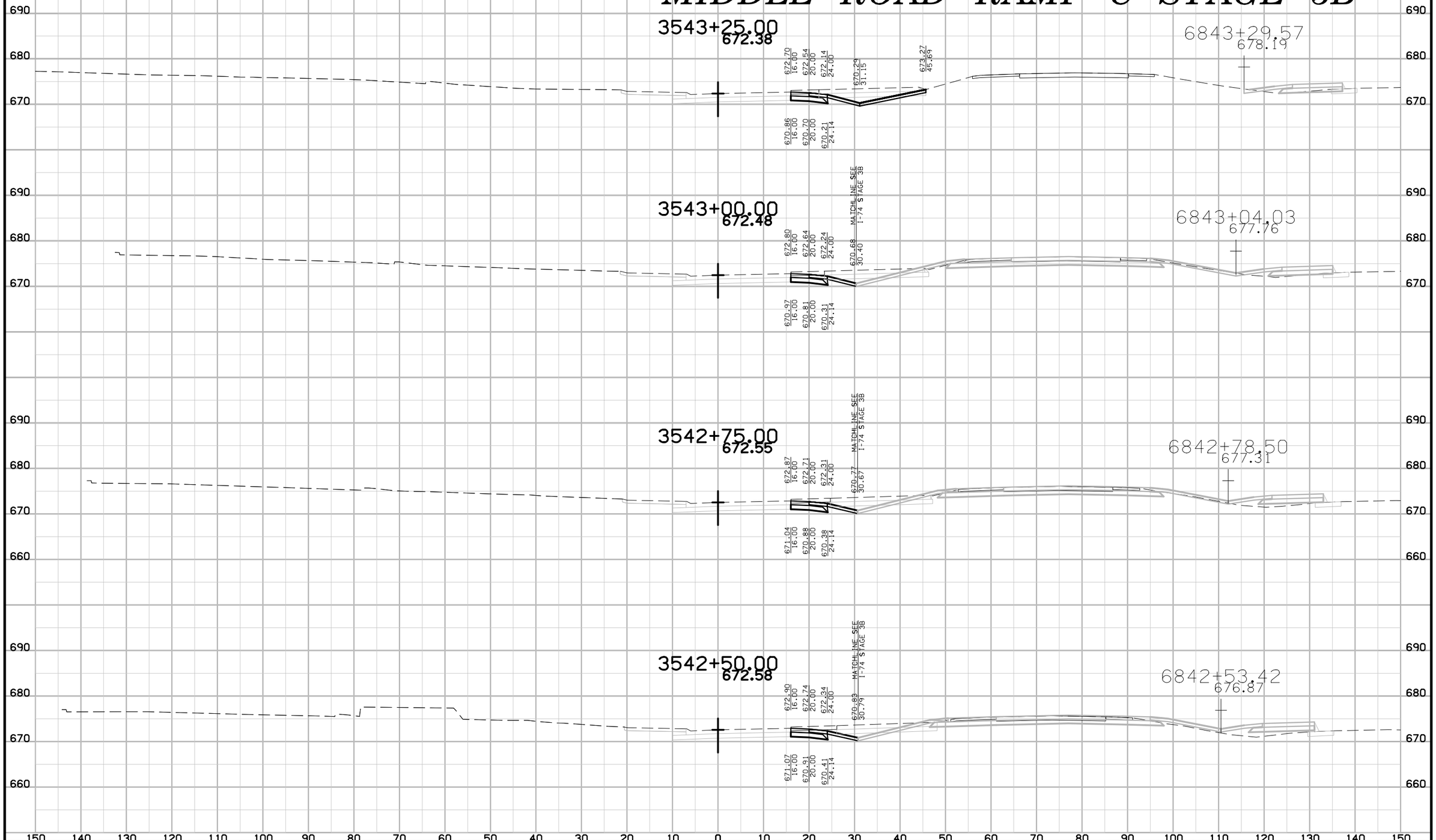
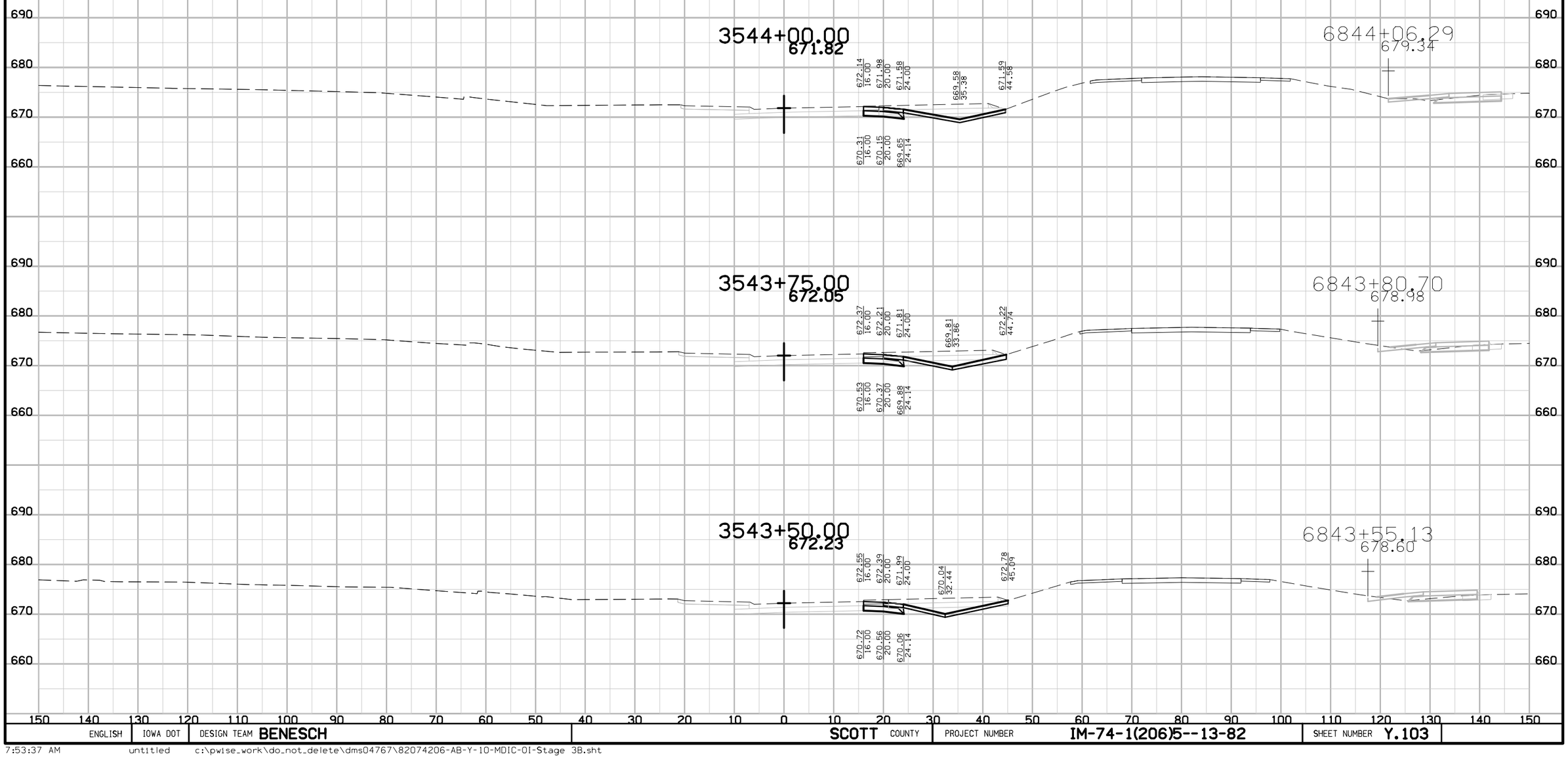
MIDDLE ROAD RAMP C STAGE 3B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.102

MIDDLE ROAD RAMP C STAGE 3B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.103

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MIDDLE ROAD RAMP C STAGE 3B

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

690 680 670 660

3544+75.00
670.92

671.24
16.00
671.08
20.00
670.68
24.00
667.91
37.53
669.82
44.71
669.41
16.00
669.25
20.00
668.75
24.14

6844+83.17
680.25

3544+50.00
671.26

671.58
16.00
671.42
20.00
671.02
24.00
668.63
37.24
670.46
44.37
669.75
16.00
669.59
20.00
669.09
24.14

6844+57.53
679.97

3544+25.00
671.56

671.88
16.00
671.72
20.00
671.32
24.00
669.34
37.01
671.01
44.39
670.05
16.00
669.89
20.00
669.39
24.14

6844+31.90
679.67

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.104

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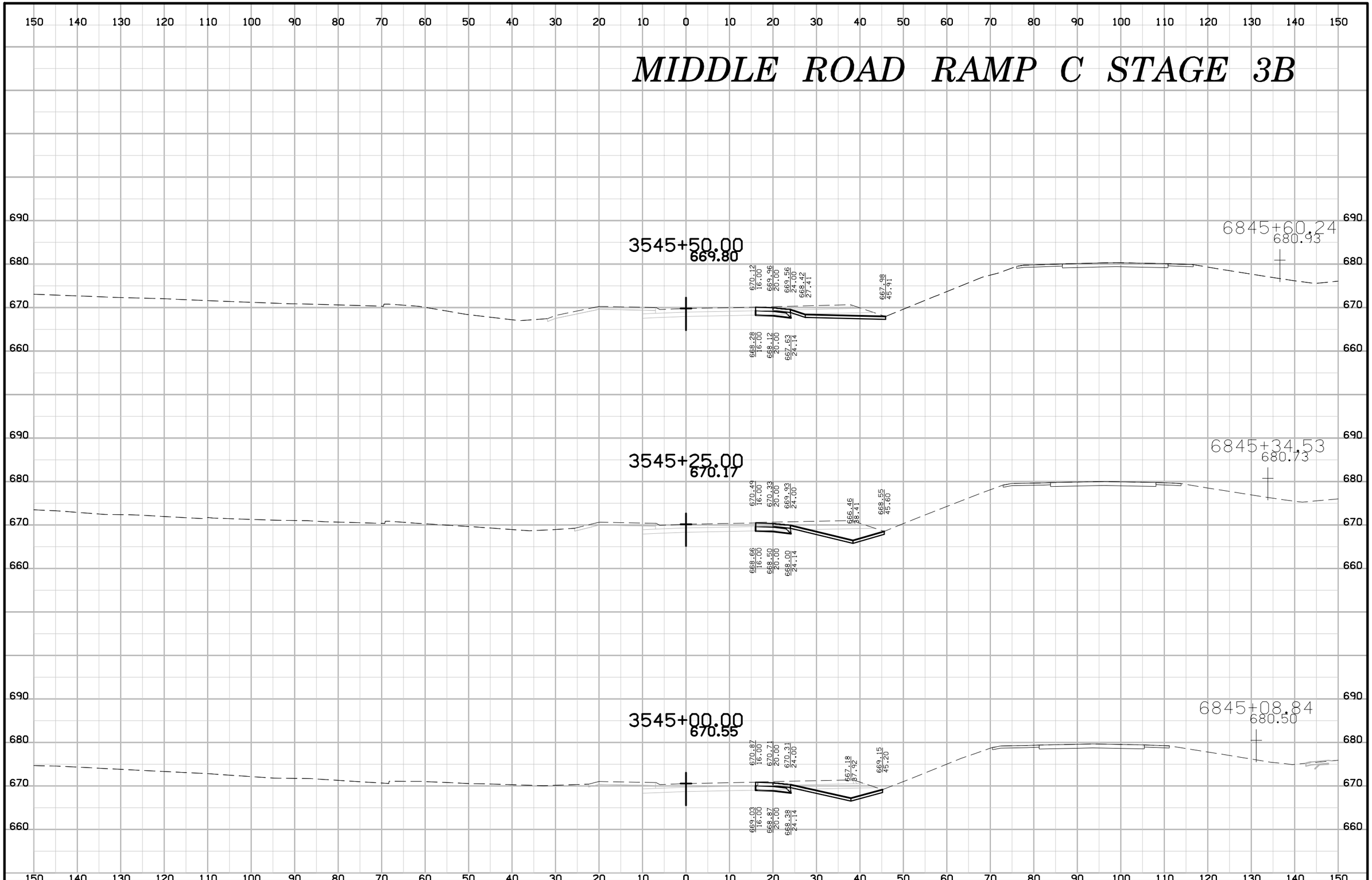
MIDDLE ROAD RAMP C STAGE 3B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.105

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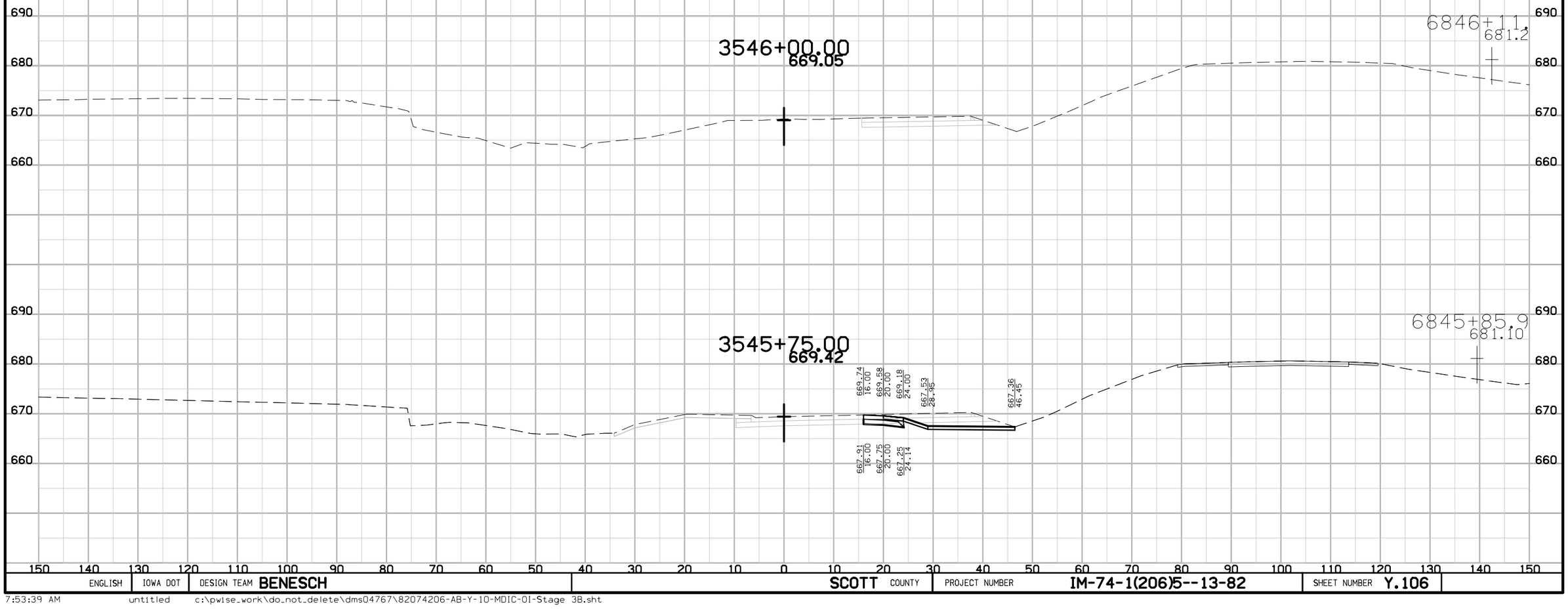
MIDDLE ROAD RAMP C STAGE 3B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Y.106

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