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PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
Scott COUNTY
PCC Pavement - Grade and New
At IA 130 Interchange
Eastbound Entrance Ramp

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



REVISIONS

	TOTAL
PROJECT IDENTIFICATION NUMBER	..
25-82-080-050	
PROJECT NUMBER	
IMX-080-8(380)293--02-82	
R.O.W. PROJECT NUMBER	
IMN-080-8(381)293--0E-82	

Upcoming Event Dates:

D3 09-04-2026
D5 01-29-2027

DESIGN DATA RURAL				
20 30	AADT	48,000	V.P.D.	
20 50	AADT	64,500	V.P.D.	
20 50	DHV	6,660	V.P.H.	
TRUCKS		30	%	
Total				
Design ESALs		-		

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	X	Primary Signature Block

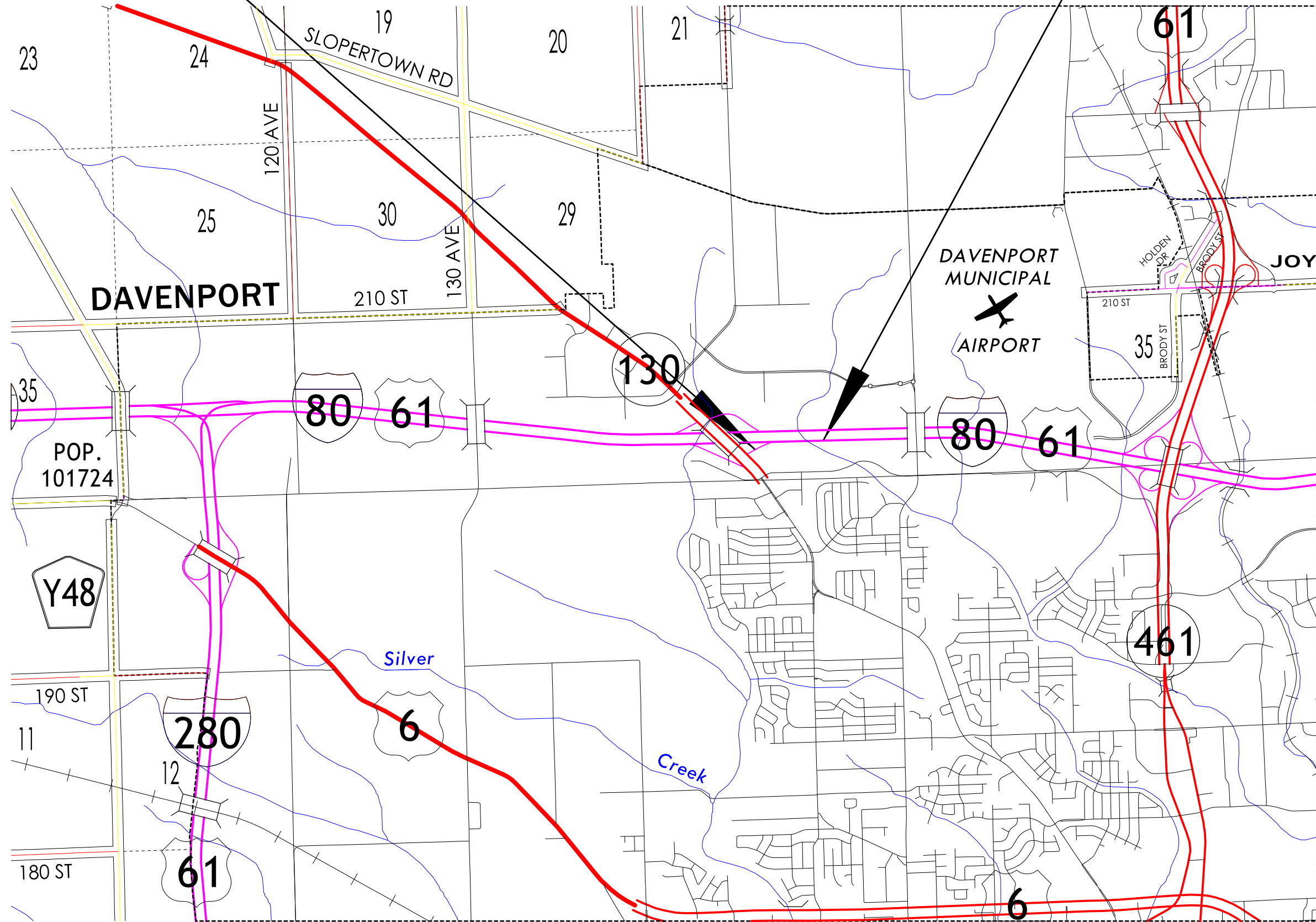
PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN- Date: 07-23-2026

BEGIN CONSTRUCTION
Sta. 799+78.51
M.P. 293.2

END CONSTRUCTION
Sta. 827+31.85
M.P. 293.8



FILE NO.

ENGLISH

DESIGN TEAM Schrock\Mull

Scott COUNTY

PROJECT NUMBER IMX-080-8(380)293--02-82

SHEET NUMBER A.2

3:20:48 PM

7/21/2026

mmull

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IOWA DEPARTMENT OF TRANSPORTATION

Scott County
IMX-080-8(380)293--02-82
PIN: 25-82-080-050
Page 2

TO OFFICE: District 6
ATTENTION: Jim Schnoebelen
FROM: John Bartholomew
OFFICE: Design
SUBJECT: 2030-4R Project Concept - FINAL

DATE: August 4, 2025
PROJECT: Scott County
IMX-080-8(380)293--02-82
PIN: 25-82-080-050

The Draft Project Concept Statement was sent out for review and comments with concerns to be resolved by Tuesday, July 29, 2025. Comments received during the review period have been considered and resolved.

A concept review was held on June 16, 2025. Those present included Jesse Tibodeau, Ahmad Abu Afifeh, Brad Burger, Ben Petty and George Morrel from the District 6 Office; Christine Schwake and Mark Sloppy from the Location and Environment Bureau; and John Bartholomew, Jason Holst, Yanxiao Jia and Joe Adams from the Design Bureau.

The only alternatives considered were:

- 1. Addition of a 2000 ft. long parallel acceleration lane on the I-80 EB on-ramp at the IA 130 interchange to alleviate the potential incidents of slow entering truck traffic onto I-80. **Estimated cost \$1,924,200.**

This alternative was selected based on the business case presented by District 6. This ramp has operational problems due to increasing traffic, especially trucks, from adjacent commercial development. This interchange is now home to three truck stops and the City's industrial park. Truck traffic is expected to continue to increase in addition to the Amazon fulfillment center.

PROJECT DATA:
ROUTE: I-80, IA 130 Interchange - Eastbound Entrance Ramp
MP 293 to MP 294
LENGTH: 1.0 mile
PLANNING CLASSIFICATION: Interstate
MAINTENANCE SERVICE LEVEL: A
TRAFFIC: 2030 --- 48,000 ADT with 30% trucks
2050 --- 64,500 ADT with 30% trucks

PRESENT PAVEMENT SURFACE: HMA
PRESENT PAVEMENT WIDTH: 24 ft.
PRESENT SHOULDER WIDTH: 6 ft. inside, 10 ft. outside. TYPE: Paved

MP to MP	Dir.	Type	Avg. Str. No.	80% Str. No.	Jt. Str. No.	PCI	IRI	K Value
290.92 to 294.66	2	HMA	8	5	---	78	77	197

PAVEMENT HISTORY:

CONSTRUCTED: 1994, MP 290.92- MP 294.66, 12 in. PCC, with 10 in. GSB, 24 ft. roadway, 6 ft. inside and 10 ft. outside shoulder
COARSE AGGREGATE SOURCE: Linwood, C.LST.

RESURFACED: 2018, 2 in. HMA surface, with a 2 in. HMA intermediate base and 1 in interlayer, 24 ft. roadway, 6 ft. inside and 10 ft. outside shoulder (EB).

EXISTING CONDITIONS AND CAUSES OF DISTRESS:

The existing Interchange ramps are all 26 ft. wide paved ramps (16 ft. wide ramp, 4 ft. wide inside shoulders, and 6 ft. wide outside shoulders). Shoulders on the ramps are full depth paved. Pavement widths widen at the terminals.
I-80 EB in the project area was reconstructed in 1994 with 12” PCC, and resurfaced in 2018 with 5” of HMA.

SAFETY CONSIDERATION:

Crash History

During the five-year study period from January 1, 2020, through December 31, 2024, there were 21 crashes, including no fatal crashes, 9 personal injury crashes, and 12 personal property crashes.

PCR Level All Crashes (KABCO): Negligible
PCR Value All Crashes (KABCO): -0.437568 crash/mile/year

PCR Level All Crashes (KABCO): Negligible
PCR Value All Crashes (KABCO): -2.315352 crash/mile/year

PCR Level All Crashes (KABCO): Negligible
PCR Value All Crashes (KABCO): -0.157766 crash/year for all crashes

FEASIBLE ALTERNATES - Addition Parallel Acceleration Ramp:

This project is for adding a 2000 ft. long parallel acceleration lane on the eastbound I-80 on-ramp at the IA 130 interchange.

The new parallel acceleration lane will be added to the end of the existing ramp at the gore area. The acceleration ramp will consist of a 12 ft wide lane with 6 ft. wide shoulder (Full depth). After the 2000 ft. the ramp will be tapered back into the existing driving lane of I-80 eastbound at a 70:1 ratio.



Due to the existing depth of pavement (17 in; 12 in. original PCC with 5 in. HMA overlay) the thickness of the new acceleration lane will have to be 13.5 in. of PCC to allow for proper tie in depth. The subbase for the acceleration lane can be set at 12 in. modified subbase. 100% subdrain coverage will be required.

The existing 6 ft. median shoulder will need to have shoulder strengthening (13.5 in. PCC) completed on it via nighttime work prior to use for traffic. Existing cable guardrail will need to be removed and replaced for median shoulder strengthening.

There is an existing RCB culvert at approximately 1000 ft. east of the on-ramp gore that will need to be extended due to the new parallel acceleration lane. Right of Way may be required for this RCB extension.

Approximately 2500 ft. of 6 ft. tall chain link fence will be installed along the right of way on the southeast corner of the IA 130 and I 80 interchanges.

Right of way may be required for this project.

The estimated cost for the parallel acceleration lane is \$1,924,200

ESTIMATED COST:

<u>Roadway Items</u>	<u>Estimated Cost</u>
Special Backfill	\$89,700
Embankment in place	32,000
Excavation, CL-10 waste	30,600
Topsoil, Furnish/spread	73,100
Modified Subbase	121,700
Shoulder Strengthening	150,700
PCC Pavement (13.5")	423,000
Subdrain/Outlet	26,400
Remove/Reinstall Cable Rail	90,000
Pavement Removal	50,300
Chain link Fence, 6 ft	53,000
Pavement Markings	2,000
Temporary Barrier Rail	40,800
Milled Shoulder Rumble Strip	13,700
Culvert Extension	100,000
Erosion Control	50,000
Mobilization, 5%	96,200
Temporary traffic control, 5%	96,200
Nighttime work, 10%	192,400
M&C, 10%	192,400
Total	\$1,924,200

STAGING AND DETOUR

During the construction of the parallel acceleration lane, mainline EB I-80 traffic will be shifted over on the median shoulder to allow TBR on the outside of the driving lane for the acceleration lane construction. Prior to the shift, shoulder strengthening will need to be accomplished on the median shoulder through nighttime closures.

To limit the closure of the on-ramp, construction of the acceleration lane west of the gore area should be accomplished first. Once construction nears the on-ramp, the ramp will be closed and detoured to the I-280/US 6 interchange loops for a short closure.

EB on-ramp traffic will be routed west on I-80 to the I 280/US 6 interchange where they can loop around to get back on I-80 EB.

RECOMMENDATIONS:

It is recommended that the present facility be reconstructed to include a parallel acceleration lane, as described in the above alternative. The estimated cost of this project is \$1,924,200.

Right of way may be required.

The Location and Environment Bureau has reviewed the project, but based on discussion from the Concept Review, it appears a 404 Permit will be needed for the culvert extension work. Mitigation is not anticipated for this project, and may need a preconstruction notice sent in to the Corps. It is expected that the work will be covered by Nationwide Permit 14. If the project concept changes, additional ROW becomes necessary, or extra work is identified during construction, further review by the Office of Location and Environment may be necessary.

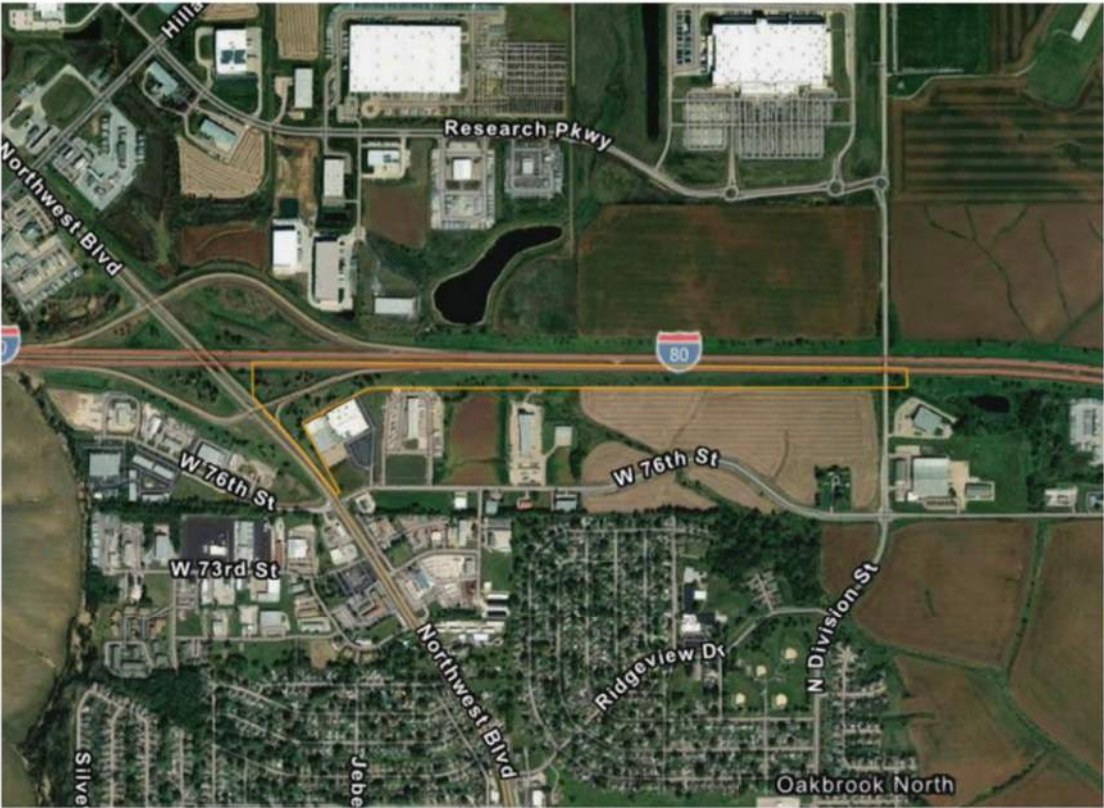
SPECIAL CONSIDERATIONS

The directional design hourly truck volume (DDHV) is approximately 484 vehicles per hour which is based on a design year traffic volume of 32,500 ADT, 30% truck traffic and a peak hour factor of 0.1. AASHTO recommends that if the DDHV exceeds 250 vph, 12 ft. wide paved shoulders should be considered. As a 10 ft. outside paved shoulder will be constructed as part of this project to eliminate the need to grade the outside foreslope, a design exception may be required.

This will be a traffic critical project. Traffic critical projects identifies key construction projects across the state that may cause significant safety or mobility issues to the traveling public. Mitigation strategies could include intelligent work zones, TIM plans, workday restrictions, night work, lane rental etc.

According to the lane closure map for District 6, all work in this section of I-80 is to be performed at night.

An Environmental Resource Study Area (ERSA) has been developed for this concept and can be viewed in the concept attachments



SCOTT COUNTY

FUNDS PROGRAMMED:

Site data has been developed by the Design Bureau. This project is listed in the 2026-2030 Iowa Transportation Improvement Program, with \$10,000 programmed for right of way in FY 2030, and \$2,200,000 for replacement in FY 2030. A schedule of events for plan development will be determined following approval of the Project Concept.

JEB: jaa

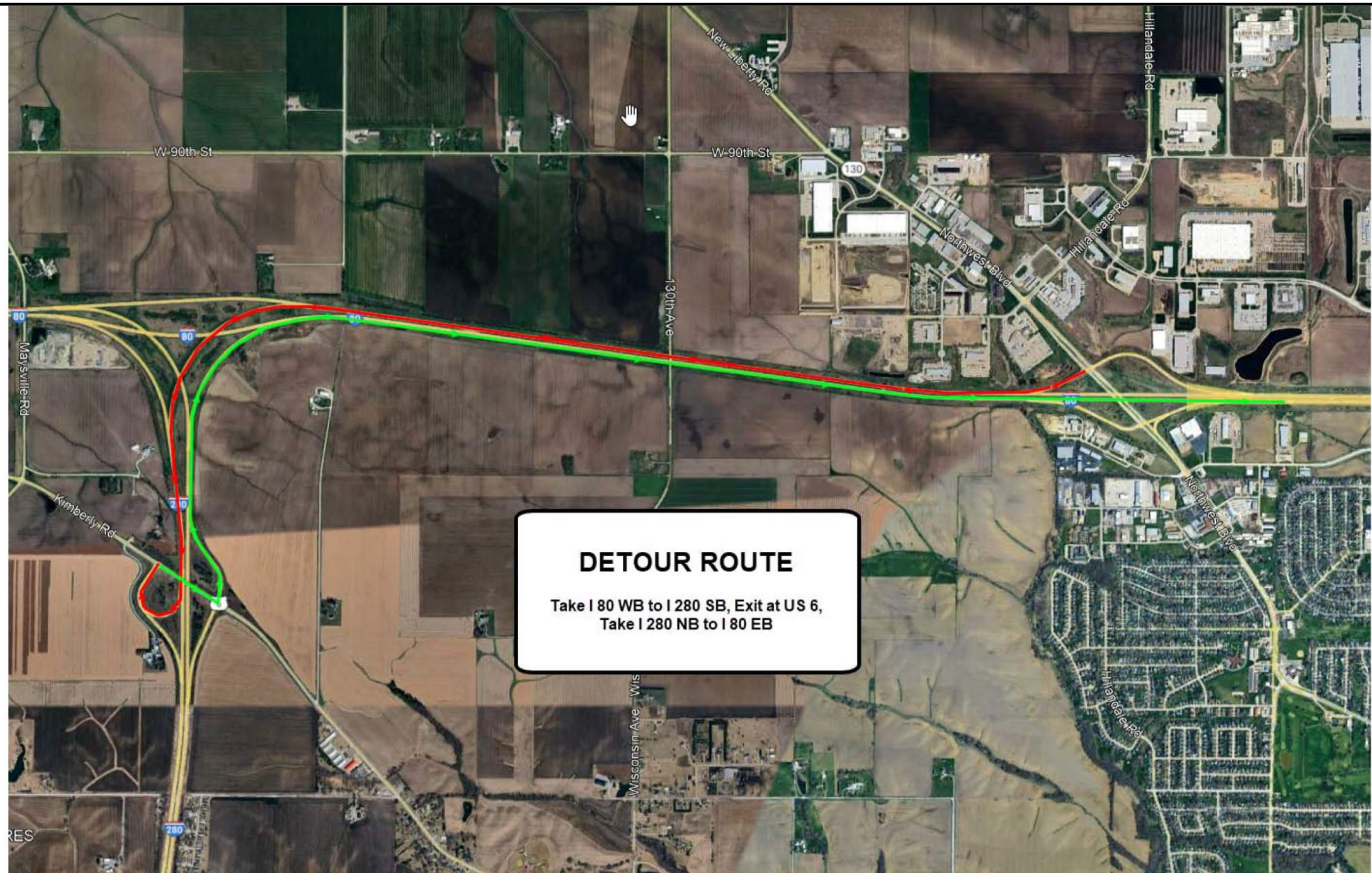
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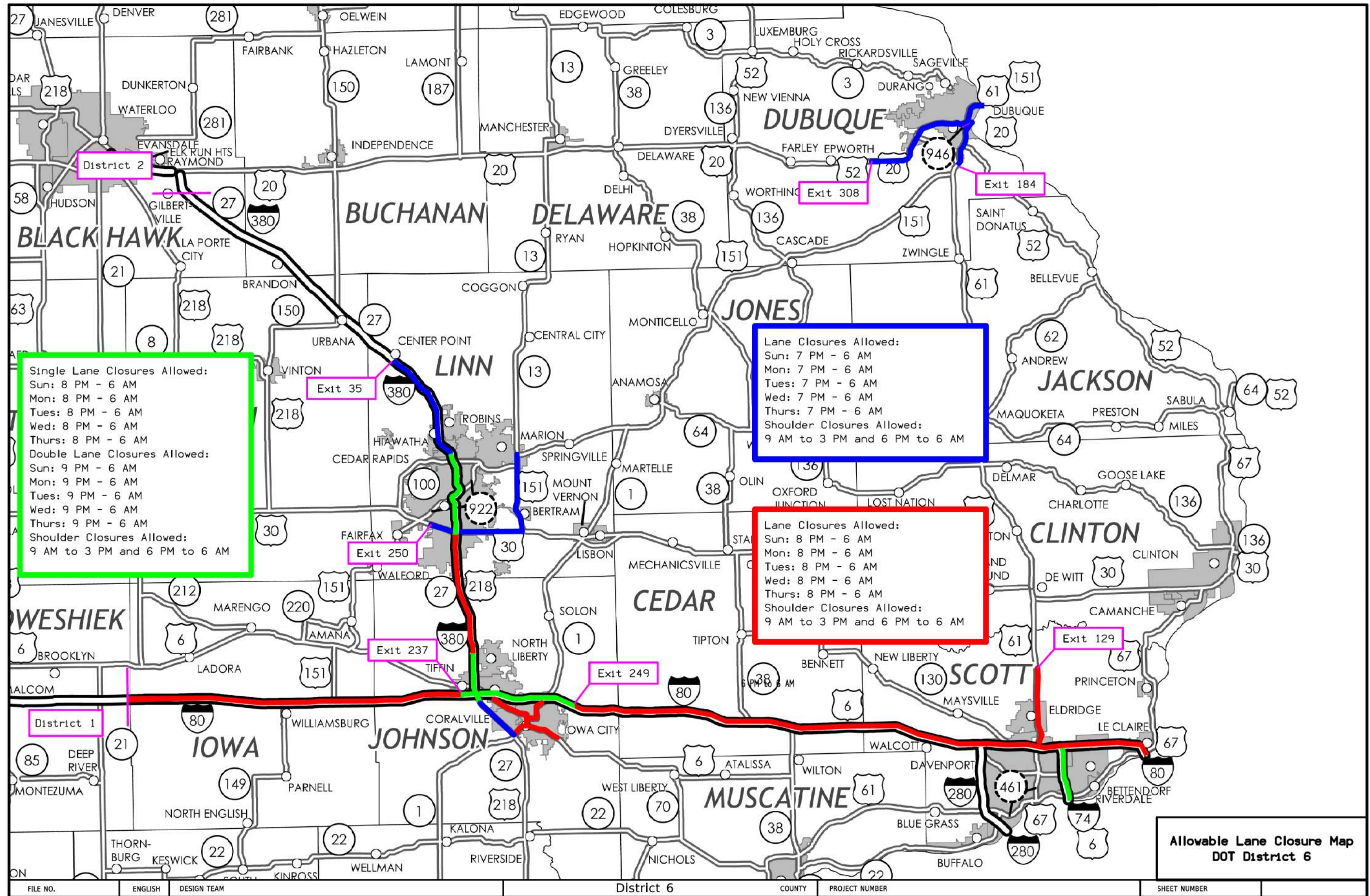
- | | | |
|----------------|-----------------|-------------------|
| C. Purcell | K. D. Nicholson | Y. Jia |
| M. Dell | J. S. Nelson | M. Nop |
| M. A. Swenson | A. Knight | C. C. Poole |
| S. Majors | A. Poole | K. Brink |
| D. L. Newell | D. Breitbach | J. W. Laaser-Webb |
| W. A. Sorenson | E. C. Wright | M. E. Ross |
| A. A. Welch | J. Harris | M. Van Dyke |
| B. Hofer | G. Karssen | D. Johnson |
| E. Stone | S. Anderson | D. Stokes |
| J. Holst | R. Harris | B. Dolan |
| T. Lovan | M. Solberg | T. Gustafson |
| D. Dudley | L. Armstrong | B. Smith |
| C. Brakke | A. Buss | D. Zeimen |
| C. Schwake | M. Wood | G. Morrell |
| J. Bacon | M. Sloppy | D. Alvarez |
| B. Struecker | T. M. Storey | J. Tibodeau |
| D. Coon | A. Stanley | J. Keller |
| M. Harle | B. Petty | FHWA |



At IA 130 Interchange – Eastbound Entrance Ramp
IMX-080-8(380)293- -02-82
PIN: 25-82-080-050







Utilities

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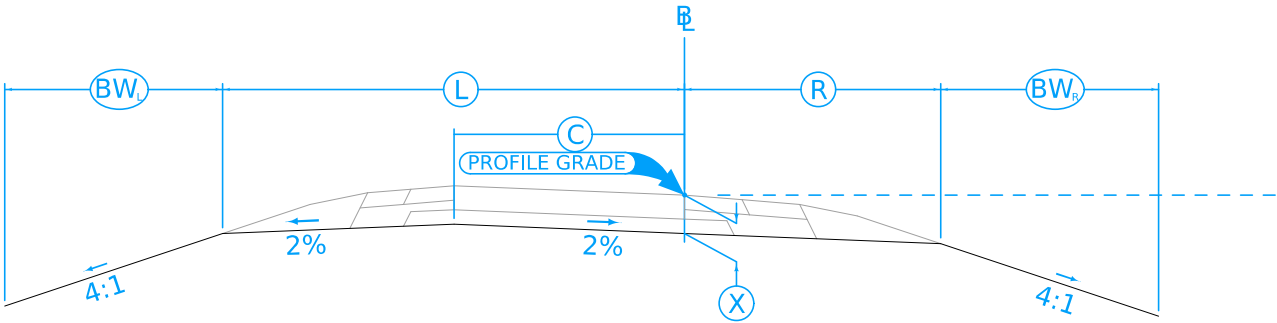
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Unite Private
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816.490.0894



RAMP GRADING

LOCATION				DIMENSIONS					
INTERCHANGE	RAMP	STATION TO STATION		L	R	C	X	BW	BW _R
				Feet	Feet	Feet	Inches	Feet	Feet
I-80/IA 130	D	28006+73.76	28009+40.00	34	19	16	16	4	NA

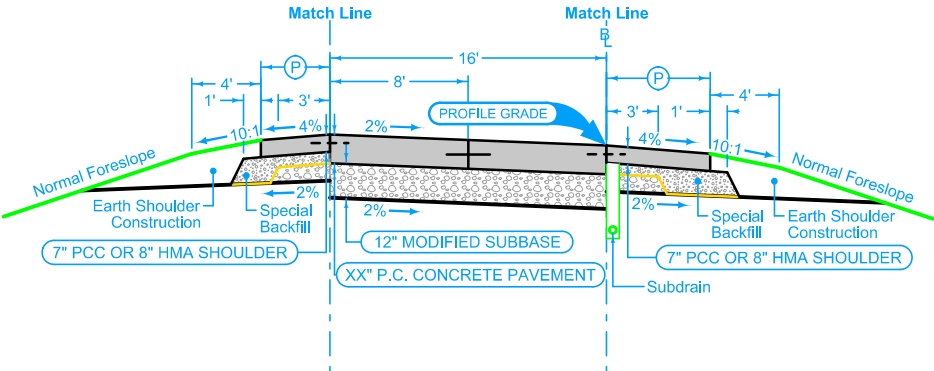
Section view is in direction of traffic.

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

Paved Shoulder Alternates

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 15' spacing
HMA Shoulder Jointing:
Longitudinal joint: B

1R_P_ALT_ 10-16-18		
BEGIN STATION	END STATION	P Feet
28006+73.76	28009+40.00	6



Section shown in the direction of traffic.

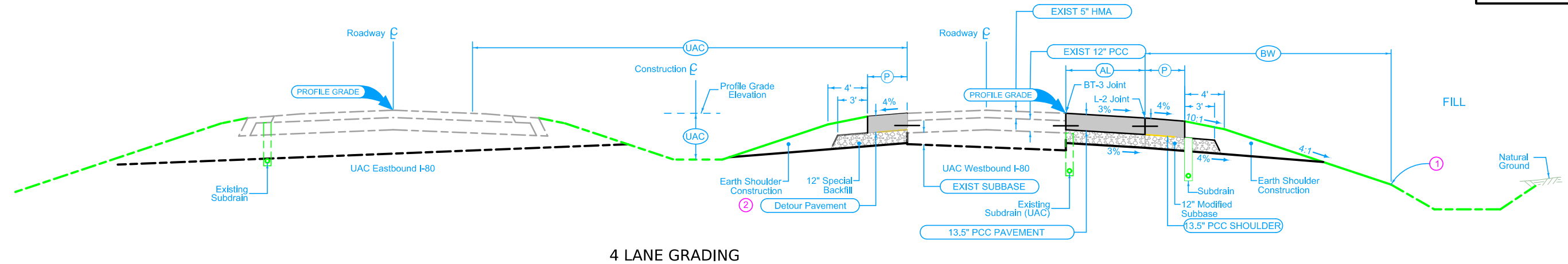
Ramp Jointing:
Transverse joints: CD at 15' spacing.
Longitudinal joints: L-2

1RP_ 04-20-21	
BEGIN STATION	END STATION
28006+73.76	28009+40.00

Paved Shoulder Alternates

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 15' spacing
HMA Shoulder Jointing:
Longitudinal joint: B

1R_P_ALT_ 10-16-18		
BEGIN STATION	END STATION	P Feet
28006+73.76	28009+40.00	4



4 LANE GRADING

Median Shoulder Strengthening

ROAD IDENTIFICATION	BEGIN STATION	END STATION	T Inches		P Feet	Granular Shoulder Repair TONS
			HMA	PCC		
I-80 EB	797+50.00	829+50.00	X	13.5	6	x
					TOTAL:	

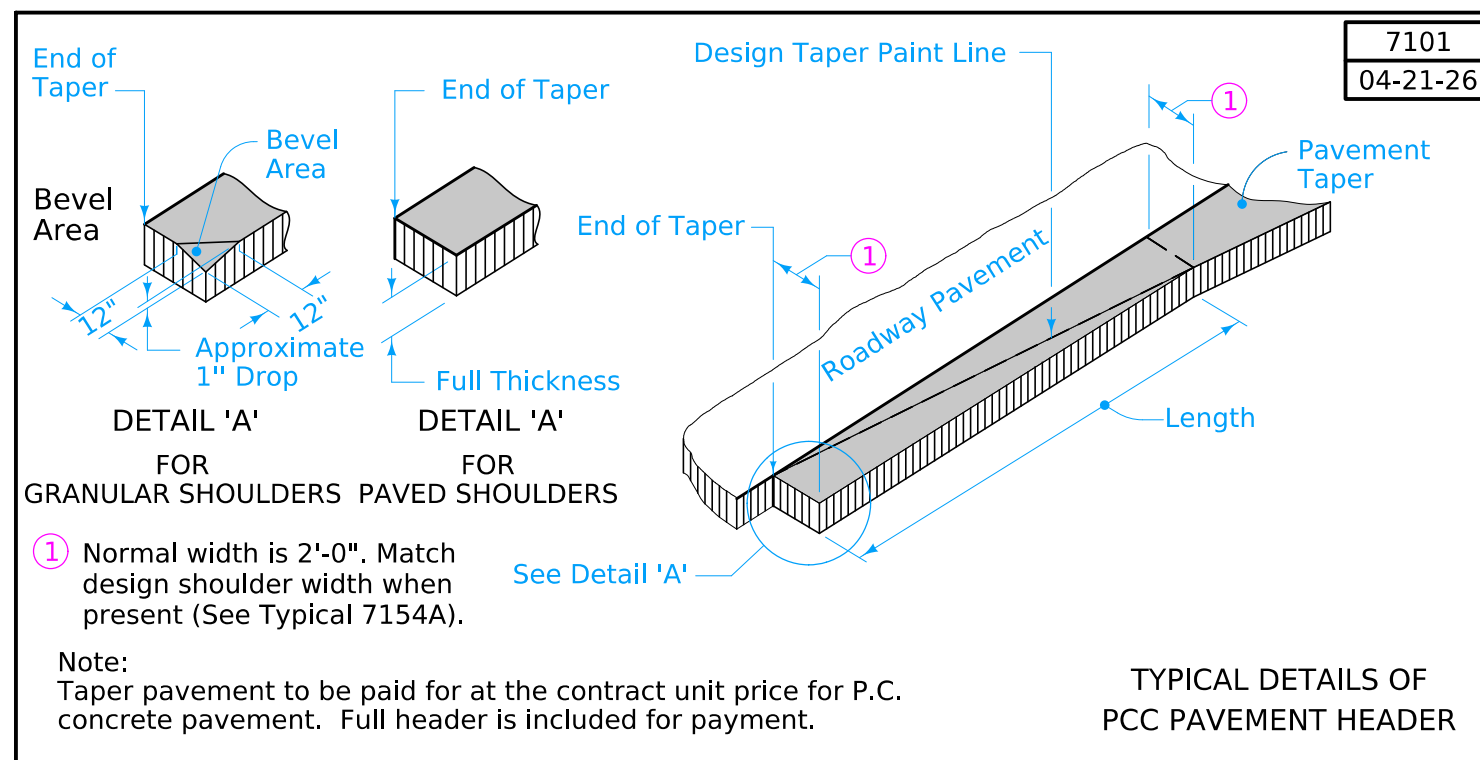
Auxiliary Lane **Auxiliary Lane**
Full Depth Shoulder

4_AuxLane_PCC_ 10-18-16				4_AL_Shldr_FullPCC_ 04-21-20		
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet	(P) Feet	(BW) Feet	30
EB	799+78.51	801+28.70	16	6		
EB	801+28.70	802+88.70	18-12	6		
EB	802+88.70	821+31.62	12	6		
EB	821+31.62	827+31.85	12-0	6-8		

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

See U-sheets for ramp gore pavement details.



Survey Information

SURVEY INDEX

County: Scott
Project Code: 25-82-080-050
Phase Number: IMX-080-8(380)293--02-82
Location: At IA 130 Interchange - Eastbound Entrance Ramp
Work Code: 1013-PCC Pavement - Grade and New
Project Directory: 8208005025

Survey Personnel

Jeremy Leemon	Survey Project Manager
Chris Ries	Assistant Survey Project Manager
Jacob Powers	Instrument
Matt Goedken	Instrument

Date(s) of Survey

Begin Date	11/18/2025
End Date	1/28/2026

General Information

This survey is for I-80 Eastbound Ramp Extension starting on Northwest Boulevard and ending approximately 1 mile East along I-80.This project is a Partial Field DTM with Photo control.

Utility Information

For logging data and other utility details see Utility Survey and Ownership Report in the Utility folder of the PrelimSurvey project directory.

Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Three five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 11
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for Interstate 80 this survey is a retrace of As-built Plans No. IM-80-8(151)291—13-82. Survey stationing was equated to the plan PT at Sta. 761+51.62 and carried ahead with equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PT Sta. 761+51.62 As-built Plans No. IM-80-8(151)291—13-82.
Survey POT Sta. 761+51.62

PC Sta. 852+21.65 As-built Plans No. IM-80-8(151)291—13-82.
Survey POT Sta. 852+21.61

The horizontal alignment the Eastbound Entrance Ramp D this survey is a retrace of As-built Plans No. IM-80-8(151)291—13-82. Survey stationing was equated to the plan PC at Sta. 28004+25.73 and carried back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PC Sta. 28004+25.73 As-built Plans No. IM-80-8(151)291—13-82
Survey PC Sta. 28004+25.73

PC Sta. 28007+45.93 As-built Plans No. IM-80-8(151)291—13-82
Survey PC Sta. 28007+45.73

PT Sta. 28010+24.23 As-built Plans No. IM-80-8(151)291—13-82
Survey PT Sta. 28010+24.04

POT Sta. 28016+80.07 As-built Plans No. IM-80-8(151)291—13-82
Survey POT Sta. 28016+80.07

Survey Information

The horizontal alignment for Iowa 130 this survey is a retrace of As-built Plans FN PROJ NO. 114. Survey stationing was equated to the plan POT at Sta. 1786+01.88 and carried back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PC Sta. 1769+34.84 As-built Plans FN PROJ NO. 114.
Survey PC Sta. 1769+34.84

PT Sta. 1779+24.84 As-built Plans FN PROJ NO. 114.
Survey PT 1779+24.84

POT Sta. 1786+01.88 As-built Plans FN PROJ NO. 114.
Survey POT 1786+01.88

	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)
	Tile Outlet
	Edge of Water
	Existing Drainage
	Right of Way Rail or Lot Corner
	Concrete Monument
	Well
	Windmill
	Beehive Intake
	Existing Intake
	Existing Utility Access (Manhole)
	Fire Hydrant
	Water Hydrant (Rural)

	Septic Tank
	Cistern
	L.P. Gas Tank (No Footing)
	Underground Storage Tank
	Latrine
	Satellite TV Dish
	WHU Water Hook Up
	RT Radio Tower
	TA Tower Anchor
	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
	TCB Traffic Signal Control Box
	RRB Rail Road Signal Control Box
	TSB Telephone Switch Box
	EB Electric Box

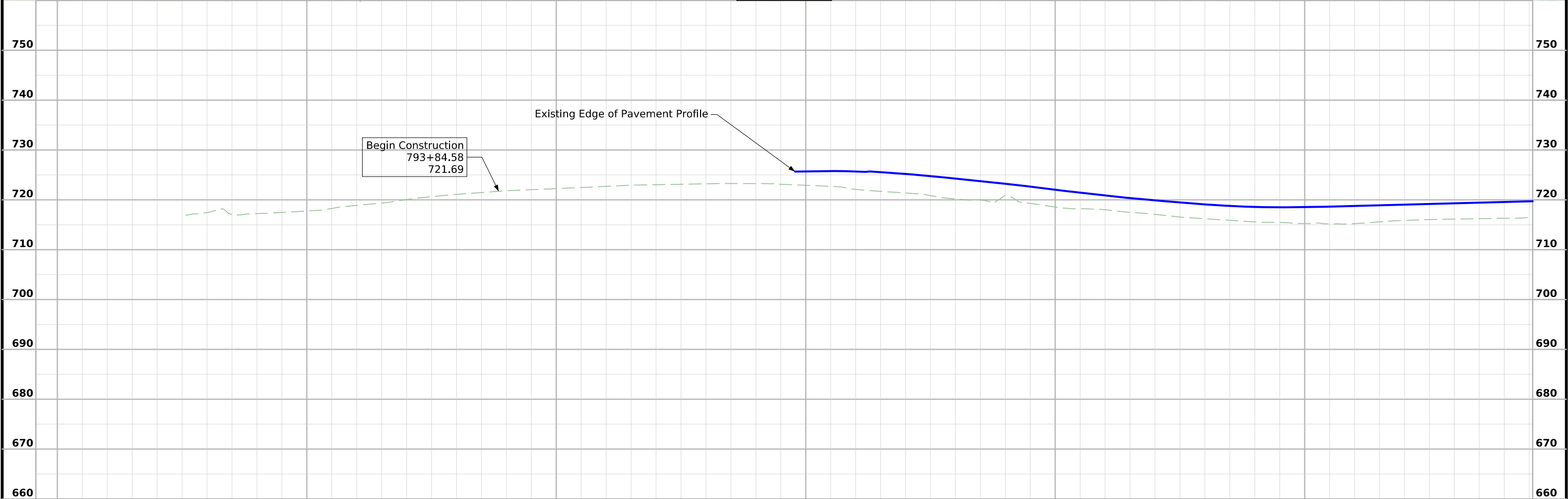
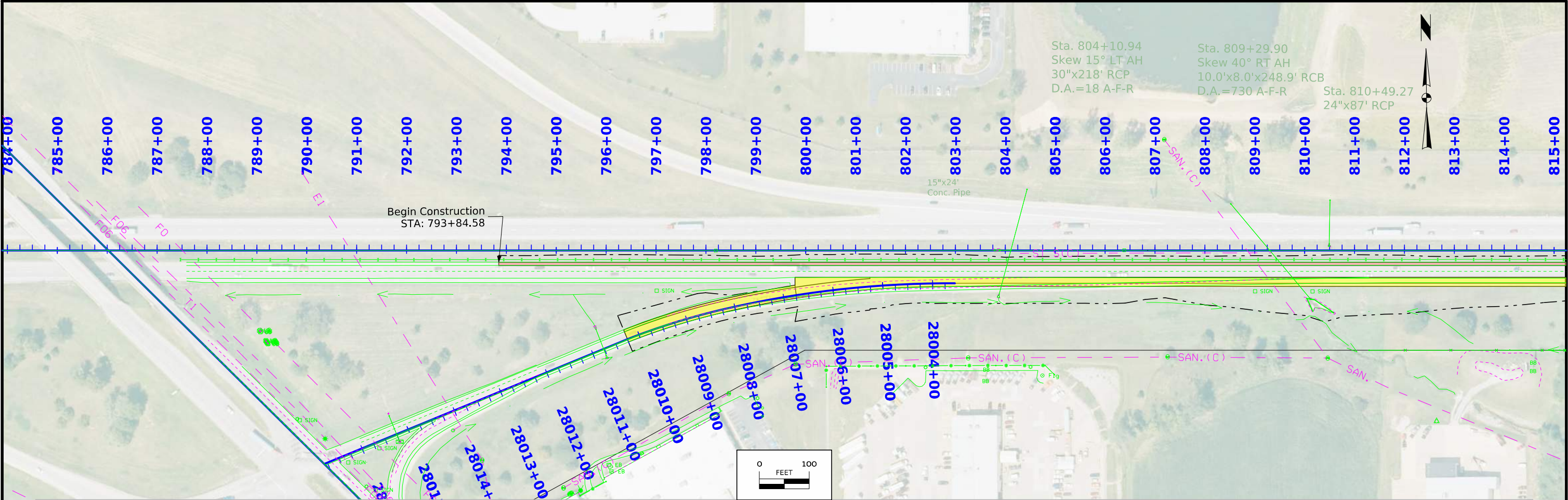
- SAN. (C) —
Sanitary Sewer - City of Davenport
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- E1 —
Electric Transmission - MidAmerican Energy Company
Eric Rasmussen
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- F0 —
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- T1 —
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- E1 —
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Jim Grigllone
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jagrillone@midamerican.com
- G —
Gas Transmission - MidAmerican Energy Company
Matt Kovacic
mskovadc@mldamerican.com

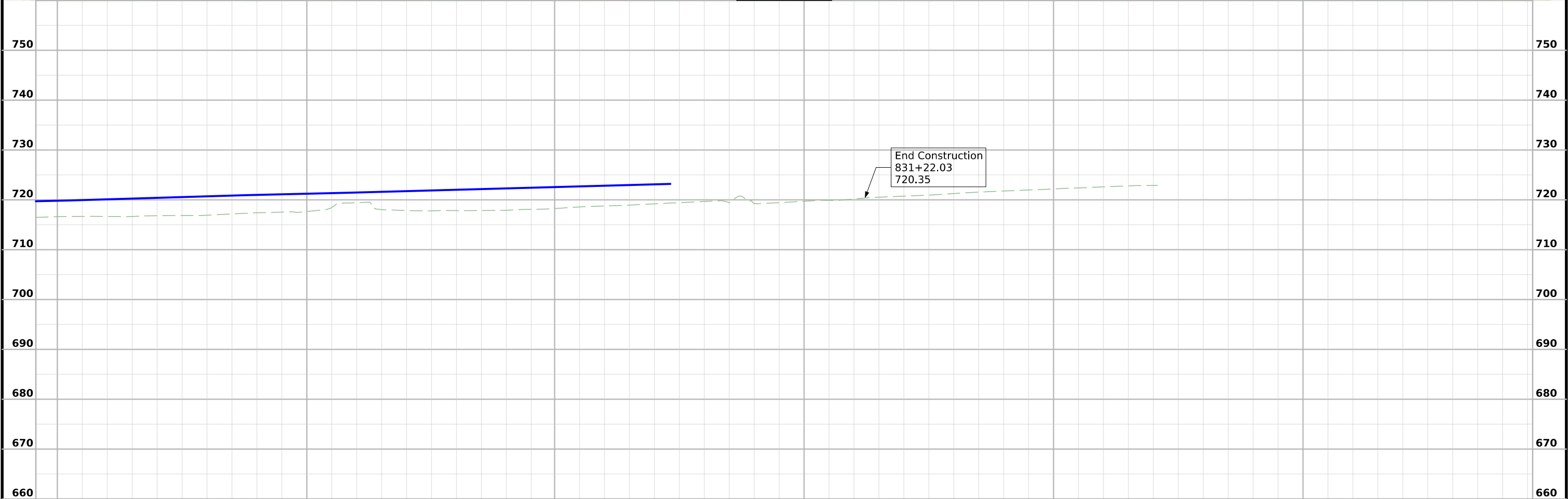
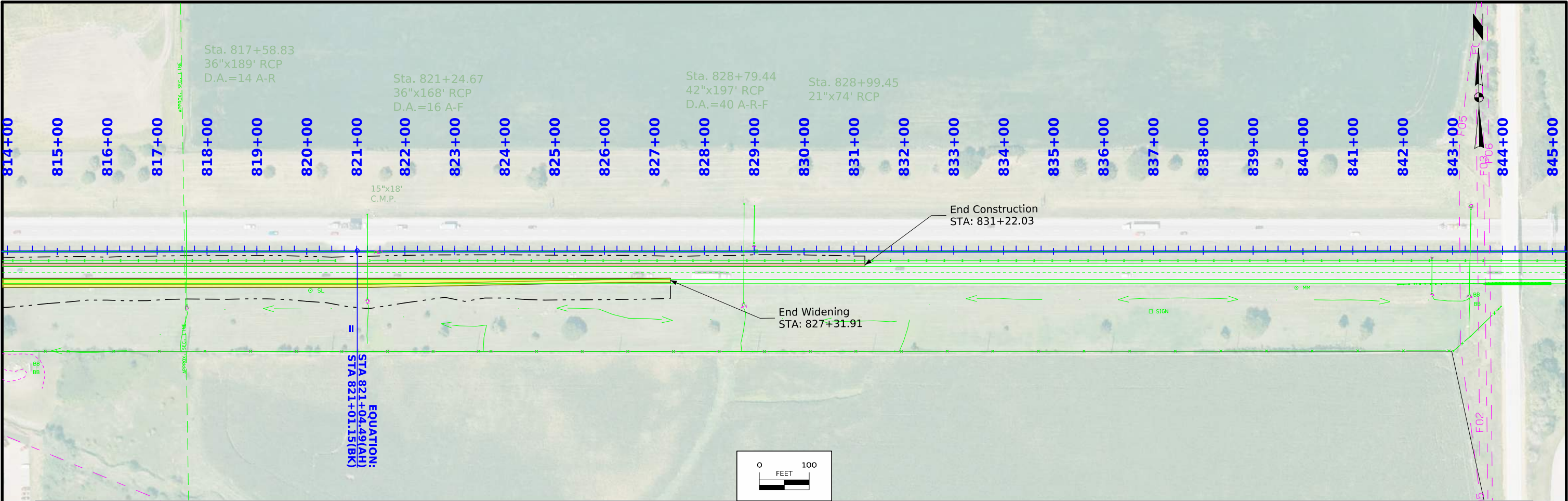
LINEWORK		Design Color No.		
Green	(2)		Existing Topographic Features and Labels	
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)		Existing Utilities	
SHADING		Design Color No.		Transparency
Pink, Dark	(13)		Temporary Pavement Shading	50%
Yellow	(4)		Proposed Pavement Shading	50%
Orange	(6)		Proposed Granular Shading	50%
Orange	(70)		Proposed Shoulder Granular Shading	50%
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading	50%
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading	50%
Brown, Light	(236)		Grading Shading	50%
Orange, Light	(134)		Proposed Granular Entrance Shading	50%
Yellow	(220)		Proposed Paved Entrance Shading	50%
Tan	(8)		Proposed Sidewalk Shading	50%
Blue, Light	(230)		Proposed Sidewalk Landing Shading	50%
Pink	(11)		Proposed Sidewalk Ramp Shading	50%
Red	(3)		Proposed Structure Shading	50%
Red	(3)		Delineates Restricted Areas	0%

LINEWORK	Design Color No.	
Green	(10)	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

- Proposed Right-of-Way Symbol
- Proposed Right-of-Way Line
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary) Symbol
- Easement (Temporary) Line
- Easement
- Access Control
- Property Line Symbol
- Property Line

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





815+00	820+00	825+00	830+00	835+00	840+00
FILE NO. -	ENGLISH	DESIGN TEAM Schrock\Mull	Scott COUNTY	PROJECT NUMBER IMX-080-8(380)293--02-82	SHEET NUMBER D.3

Survey Information

SURVEY INDEX

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Project Code: 25-82-080-050
Phase Number: IMX-080-8(380)293--02-82
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End Date	1/28/2026

General Information

This survey is for I-80 Eastbound Ramp Extension starting on Northwest Boulevard and ending approximately 1 mile East along I-80.This project is a Partial Field DTM with Photo control.

Utility Information

For logging data and other utility details see Utility Survey and Ownership Report in the Utility folder of the PrelimSurvey project directory.

Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Three five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 11
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for Interstate 80 this survey is a retrace of As-built Plans No. IM-80-8(151)291—13-82. Survey stationing was equated to the plan PT at Sta. 761+51.62 and carried ahead with equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PT Sta. 761+51.62 As-built Plans No. IM-80-8(151)291—13-82.
Survey POT Sta. 761+51.62

PC Sta. 852+21.65 As-built Plans No. IM-80-8(151)291—13-82.
Survey POT Sta. 852+21.61

The horizontal alignment the Eastbound Entrance Ramp D this survey is a retrace of As-built Plans No. IM-80-8(151)291—13-82. Survey stationing was equated to the plan PC at Sta. 28004+25.73 and carried back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PC Sta. 28004+25.73 As-built Plans No. IM-80-8(151)291—13-82
Survey PC Sta. 28004+25.73

PC Sta. 28007+45.93 As-built Plans No. IM-80-8(151)291—13-82
Survey PC Sta. 28007+45.73

PT Sta. 28010+24.23 As-built Plans No. IM-80-8(151)291—13-82
Survey PT Sta. 28010+24.04

POT Sta. 28016+80.07 As-built Plans No. IM-80-8(151)291—13-82
Survey POT Sta. 28016+80.07

Survey Information

The horizontal alignment for Iowa 130 this survey is a retrace of As-built Plans FN PROJ NO. 114. Survey stationing was equated to the plan POT at Sta. 1786+01.88 and carried back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PC Sta. 1769+34.84 As-built Plans FN PROJ NO. 114.
Survey PC Sta. 1769+34.84

PT Sta. 1779+24.84 As-built Plans FN PROJ NO. 114.
Survey PT 1779+24.84

POT Sta. 1786+01.88 As-built Plans FN PROJ NO. 114.
Survey POT 1786+01.88

CONTROL POINT VICINITY MAP

This map is a guide to the vicinity of the primary project control points. Primary control is for use with RTK base stations and for RTN validation. Future surveys will use primary project control to establish temporary control as needed for construction or other surveying applications.



HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 11 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 11 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code - Description
100	8091534.12	21477822.15	729.16	CP SET 5/8" REBAR W/ CAP 6" DEEP, 8' NE OF ASHPHALT PARKING LOT
101	8089995.85	21476170.13	717.61	CP SET 5/8" REBAR W/ CAP 6" DEEP, BEHIND CURB, SW QUAD OF W 73RD ST & HILLANDALE RD
102	8093156.74	21473593.67	733.11	CP SET 5/8" REBAR W/ CAP 6" DEEP, BEHIND CURB, SE QUAD OF W 83RD ST & N FAIRMOUNT ST
103	8094095.39	21482360.65	752.31	CP SET 5/8" REBAR W/ CAP 6" DEEP, E OF 155TH AVE, 10' S OF AIRPORT MAINTENENCE ENTRANCE
104	8090557.25	21482922.77	726.13	CP SET 5/8" REBAR W/ CAP 6" DEEP, N OF W 76TH ST, W OF 1500 COMM ENTRANCE

511 TRAVEL RESTRICTIONS													108_25 3/28/24
Line No.	Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No. or Structure ID or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
1.0	I-80	EB	Scott	IA-130 Interchange - Eastbound Entrance Ramp	N/A	Barrier	N/A	Horizontal	N/A	16-feet	N/A	N/A	

108_23A
8/15/22

TRAFFIC CONTROL PLAN

1. Traffic on I-80 will be maintained at all times, by shifting lanes over onto reinforced shoulder.

2. Shoulder closures on I-80 will only be permitted at night between 6 pm and 6 am (TC-402).

3. During ramp closure (TC-417) ramp traffic will access EB I-80 via a detour through adjacent I 280/US 6 interchange. The Ramp D closure duration will not exceed 5 weeks.

The Owner reserves the right to modify these hours as necessary to accommodate unexpected traffic volumes.

108_26A
8/15/22

STAGING NOTES

Stage 1

Traffic:

Normal EB traffic operations are maintained during the day (2 Lanes) with

Single lane nighttime closures on EB I-80 to accomplish shoulder strengthening on the median shoulder.

Construction:

I-80 EB

- Construct shoulder strengthening to the median.

Stage 2

Traffic:

I-80 EB traffic is shifted onto the newly strengthened median shoulder. (2 lanes)

Maintain IA 130 ramp traffic.

Construction:

I-80 EB

- Construct east portion of new auxiliary lane.

Stage 3

Traffic:

I-80 EB traffic remains shifted on median shoulder.

Ramp D is Closed.

Ramp D traffic is detoured through the adjacent I-280/US 6 interchange loops to access EB I-80.

Construction:

I-80 EB

- Construct remaining portion of new auxiliary lane.

Stage 4

Traffic:

All traffic is returned to normal operations.

7/20/2026 9:13:22 AM

max.mull@iowadot.us

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS		
SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
LINEWORK	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	
Violet	(15)	Temporary barrier rail, Unpinned	
Flush Orange	(228)	Temporary barrier rail, Pinned	

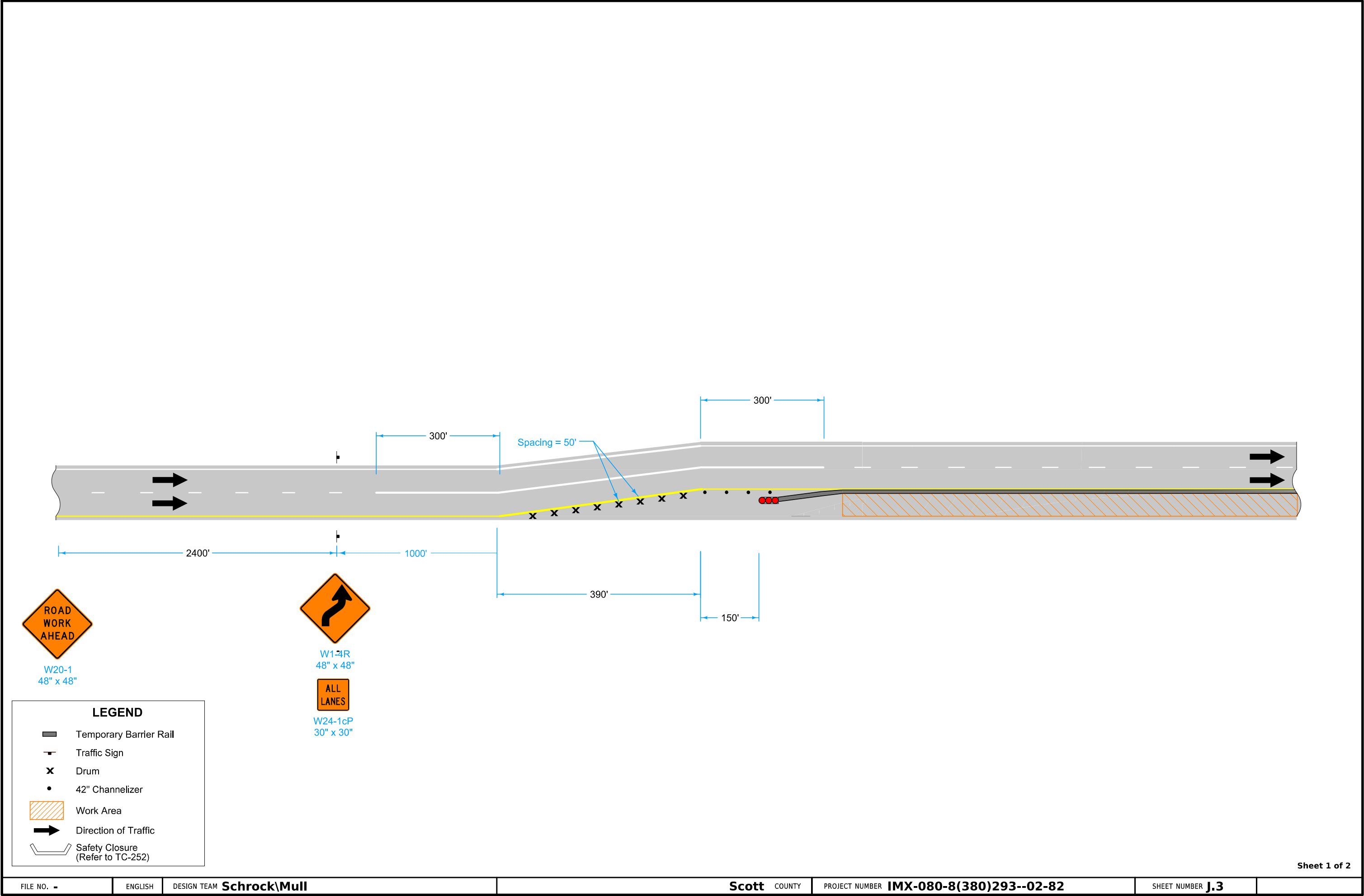
SHADING	Design Color No.		
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Gray, Light	(48)	Previously Constructed Pavement Shading	
Orange	(6)	Proposed Granular Surface Shading	
Gray, Med	(80)	Previously Constructed Granular Surface Shading	
Blue, Light	(230)	Proposed Pavement Shading	
Pink, Dark	(13)	Temporary Pavement Shading	
Brown, Light	(236)	Proposed Grading Limits Shading	
Cyan	(7)	Proposed MSE or CIP Wall Shading	
Red	(3)	Proposed Bridge Shading and Sign Trusses	
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure	

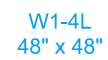
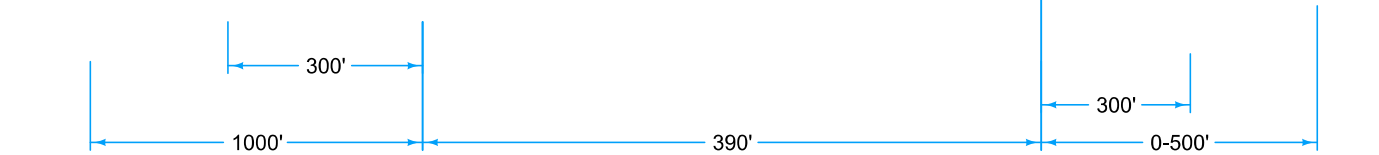
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout		Lane Identification

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

TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

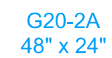
(COVERS SHEET SERIES J)





ALL
LANES

W24-1cP
30" x 30"



	Temporary Barrier Rail
	Traffic Sign
	Drum
	42" Channelizer
	Work Area
	Direction of Traffic
	Safety Closure (Refer to TC-252)



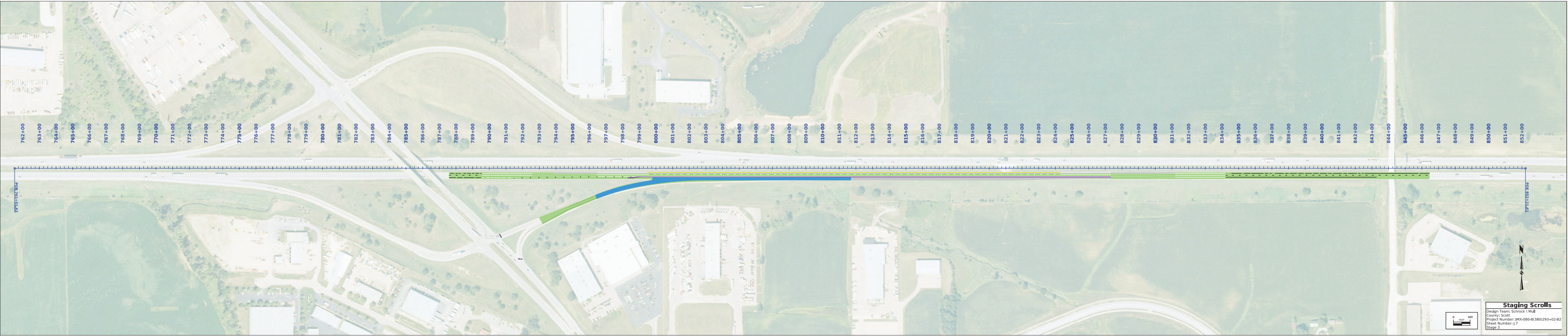
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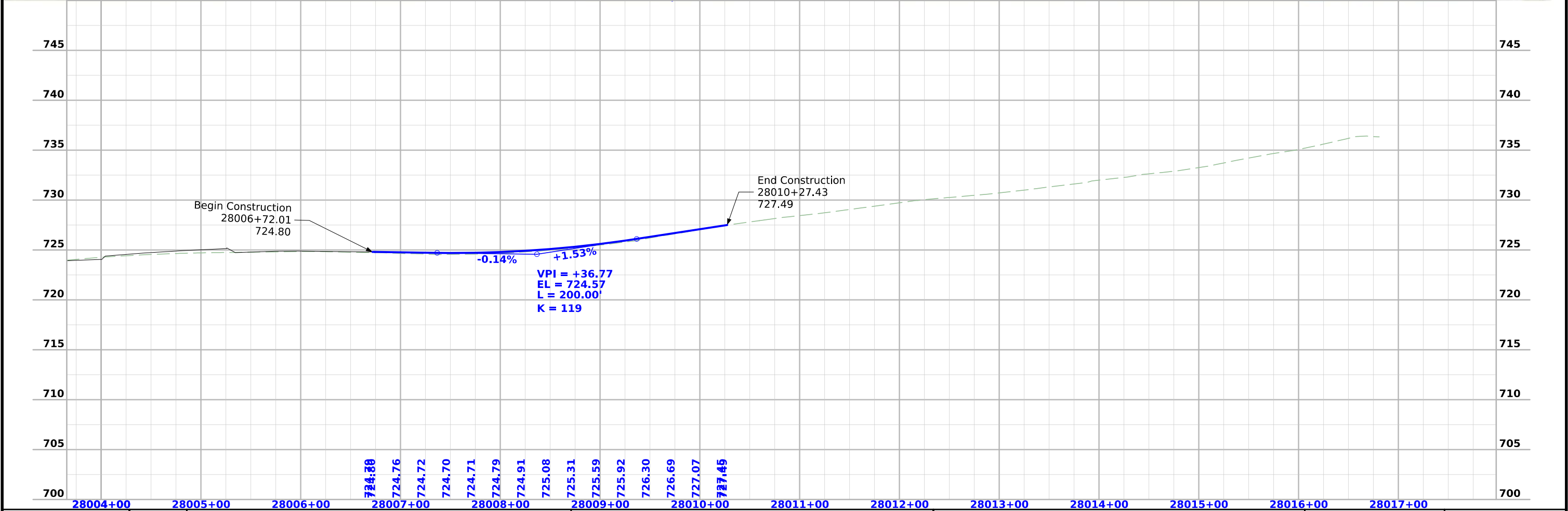
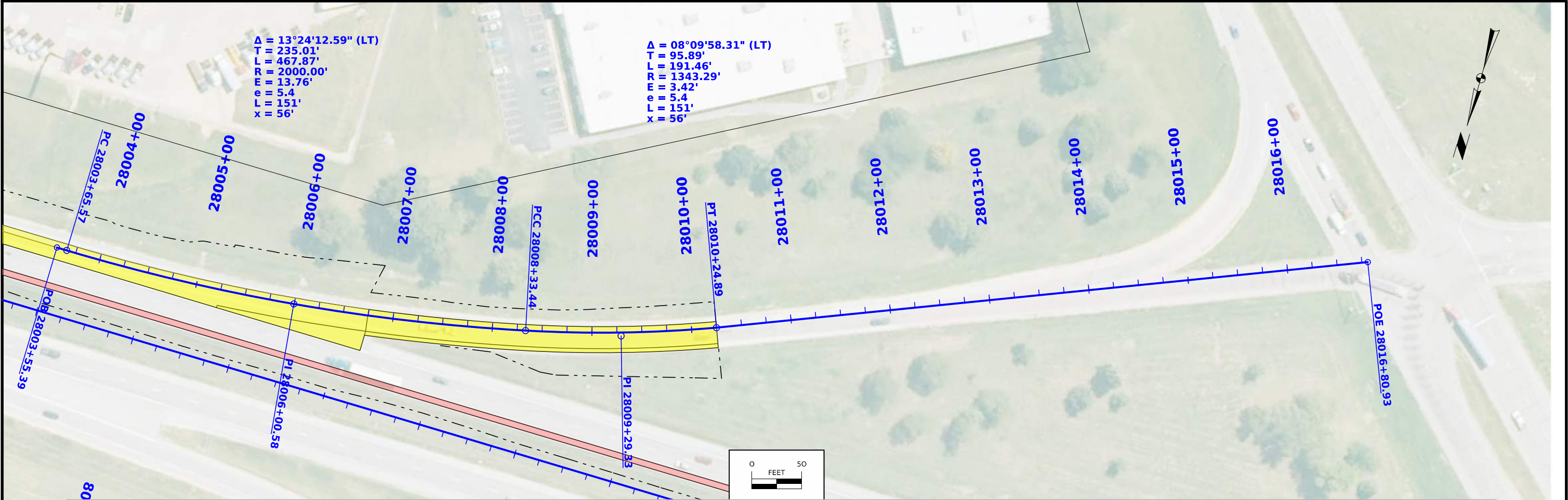
Staging Scrolls

Design Team: Schrock & Mull
County: Scott
Project Number: MAX-880-B(380)293-02-02
Sheet Number: 25
Stage: 1









CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Grading	
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
(8)	Revetment Class A	Substrata	
(6)	Revetment Class B	(128)	Boulder
(62)	Revetment Class C	(209)	Boulder Removed
(188)	Revetment Class D	(48)	Broken Weathered
(28)	Revetment Class E	(210)	Broken Weathered Removed
(12)	Shoulder Special Backfill	(3)	Core Out
(12)	Special Backfill	(115)	Core Out Remove Only
(20)	Subbase	(195)	Core Out Remove and Replace
(20)	Subbase Lower	(203)	Existing Pavement
(20)	Subbase Upper	(184)	Existing Pavement Remove Only
(118)	Subgrade Treatment	(200)	Existing Pavement Remove and Replace
Asphalt		(6)	Loam
(207)	HMA Base Course	(211)	Loam Removed
(207)	HMA Interim Course	(80)	Rock
(207)	HMA Surface Course	(212)	Rock Removed
Bridge		(4)	Select Sand
(0)	Bridge	(214)	Select Sand Removed
Concrete		(3)	Shale
(0)	Barrier Concrete	(215)	Shale Removed
(0)	Barrier Concrete Footing	(10)	Topsoil
(0)	Curb Gutter	(2)	Topsoil Remove Only
(48)	Flowable Mortar	(4)	Topsoil Remove and Replace
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(216)	Unsuitable Type A Removed
Existing		(13)	Unsuitable Type B
(0)	Existing Pavement	(217)	Unsuitable Type B Removed
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(218)	Unsuitable Type C Removed
(0)	Shoulder PCC	(3)	Waste
(6)	Shoulder Granular	(219)	Waste Removed
Structural			
(112)	Noise Wall		
(112)	Noise Wall Footing		
(112)	Retaining Wall Back		
(112)	Retaining Wall Back Excavate		
(112)	Retaining Wall Face		
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		

NOTES:

Text

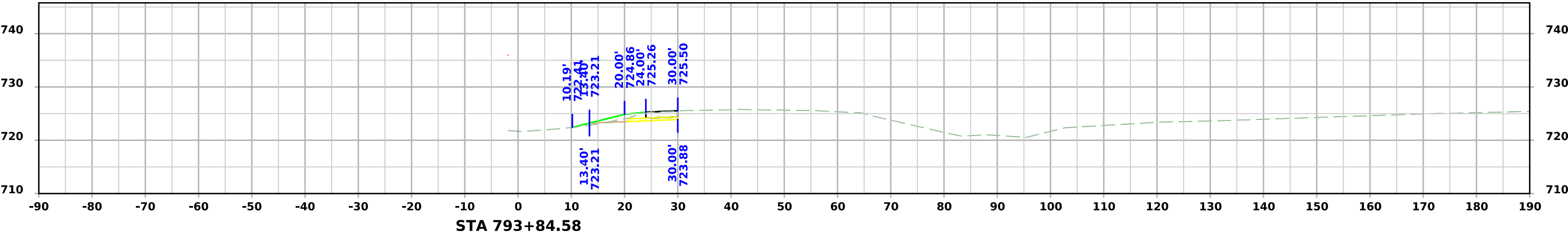
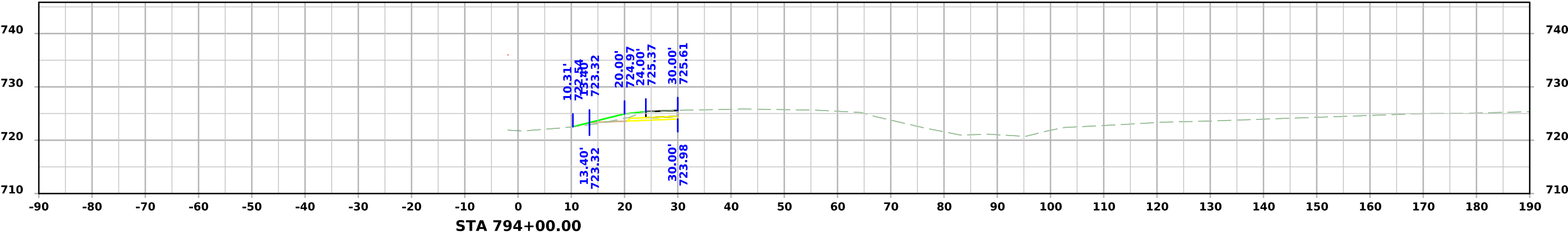
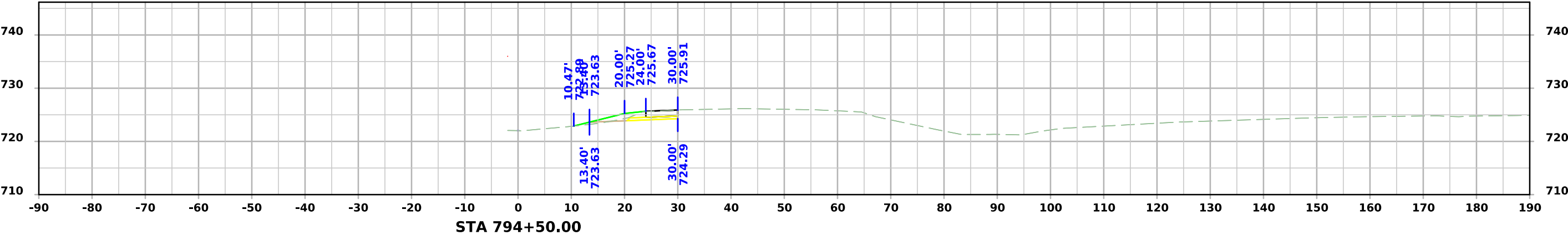
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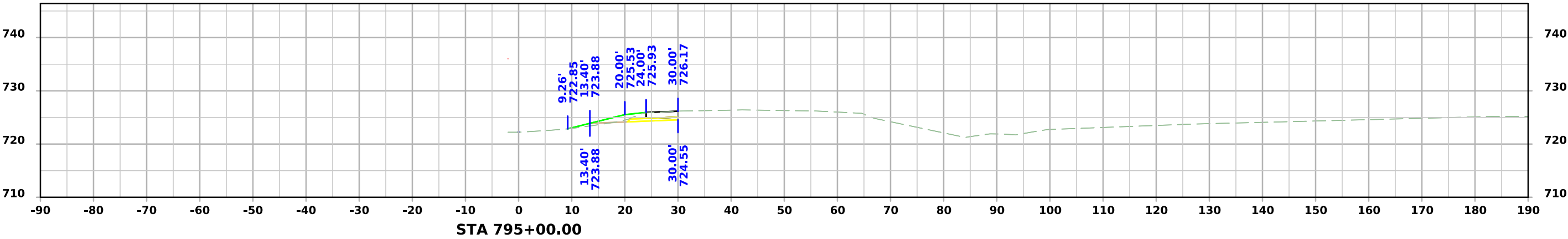
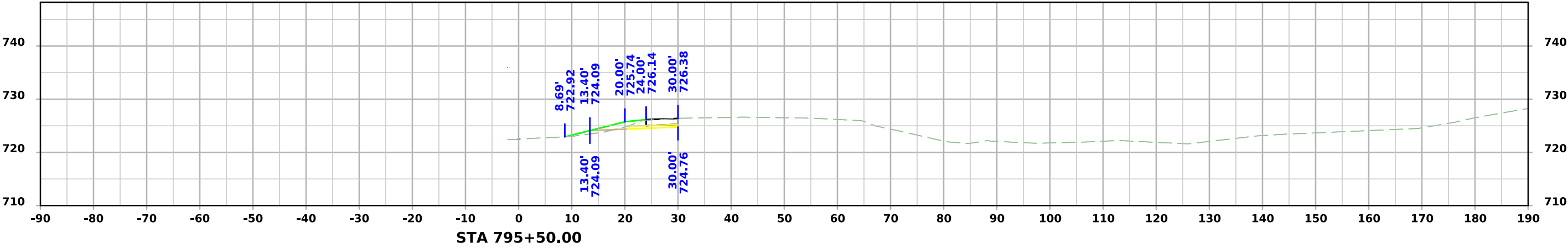
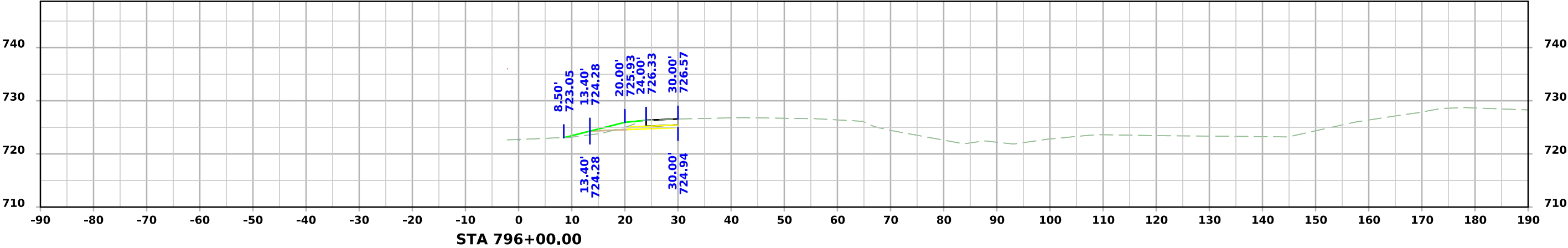
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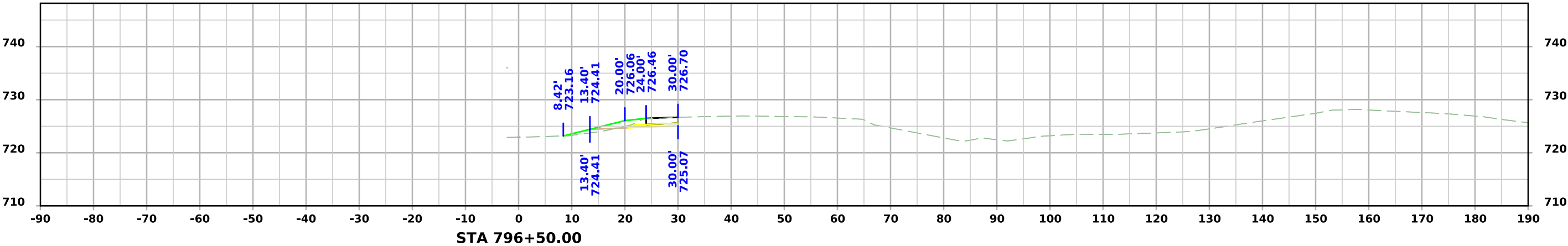
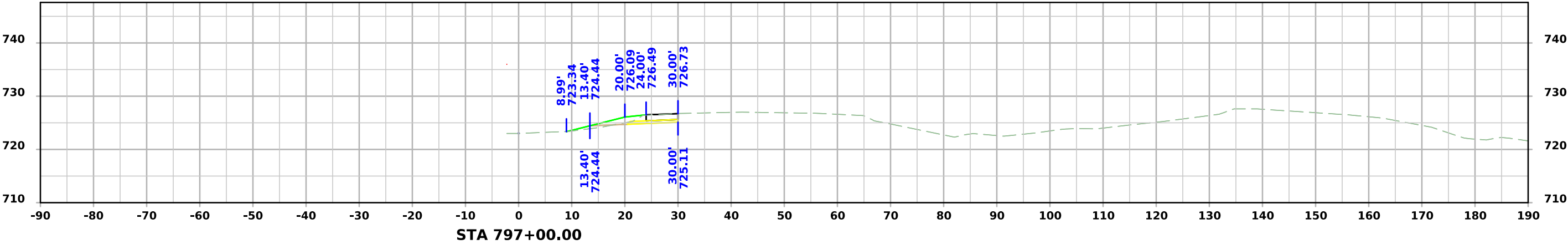
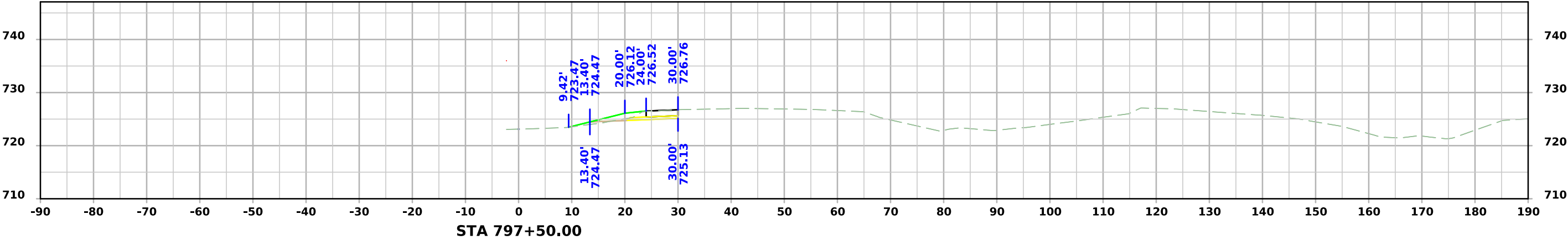
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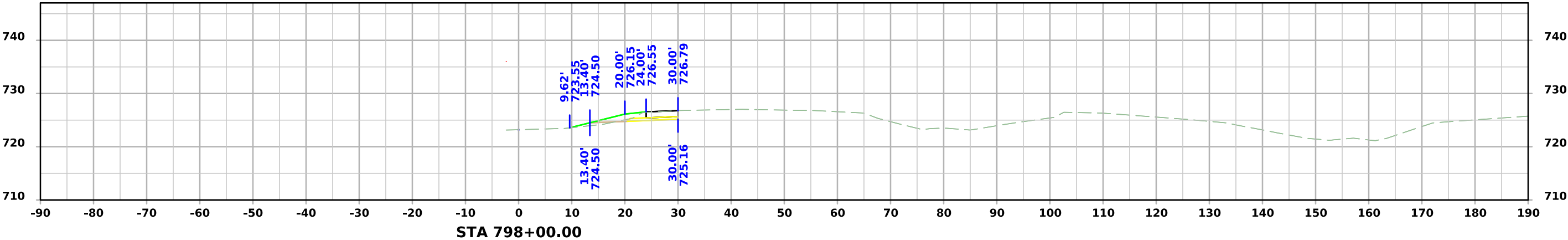
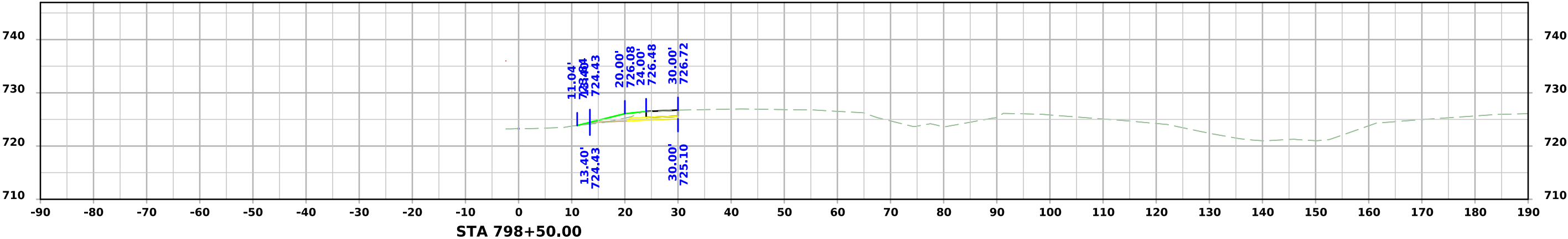
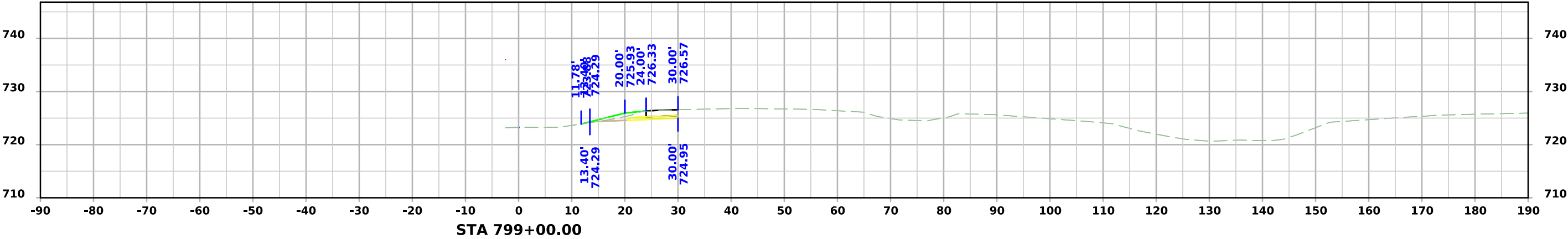
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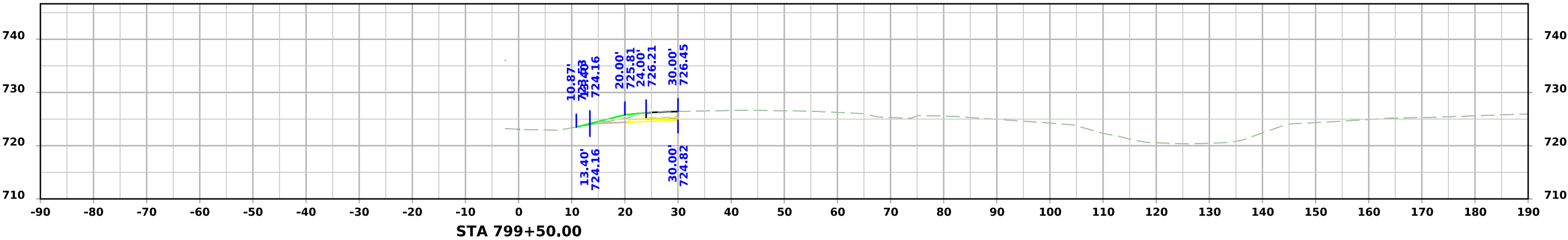
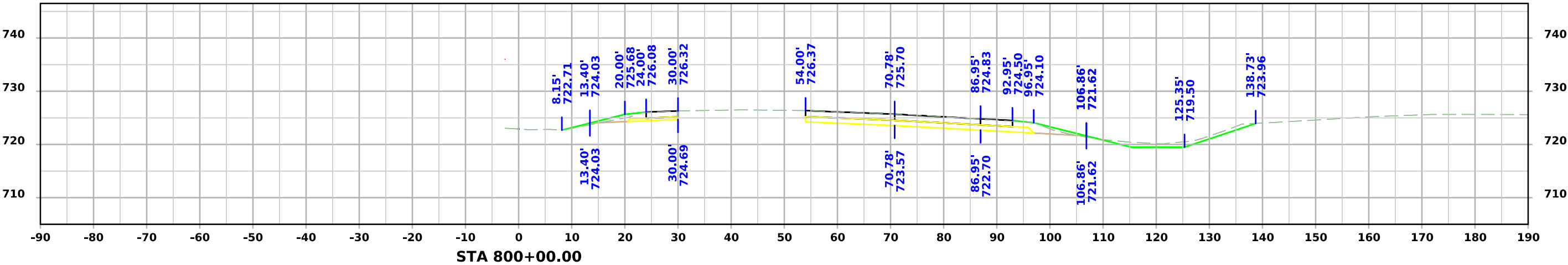
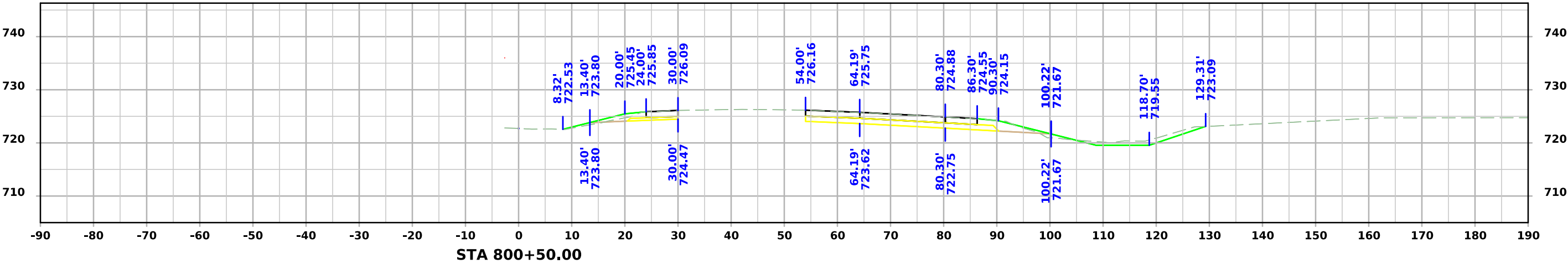
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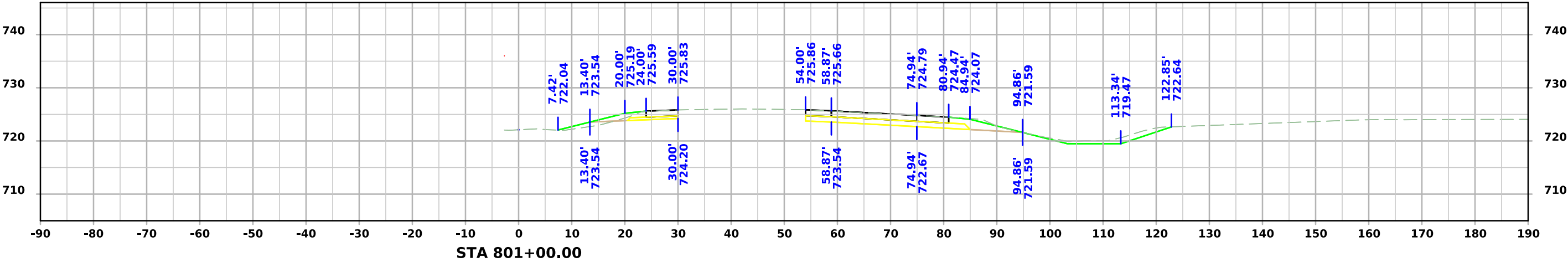
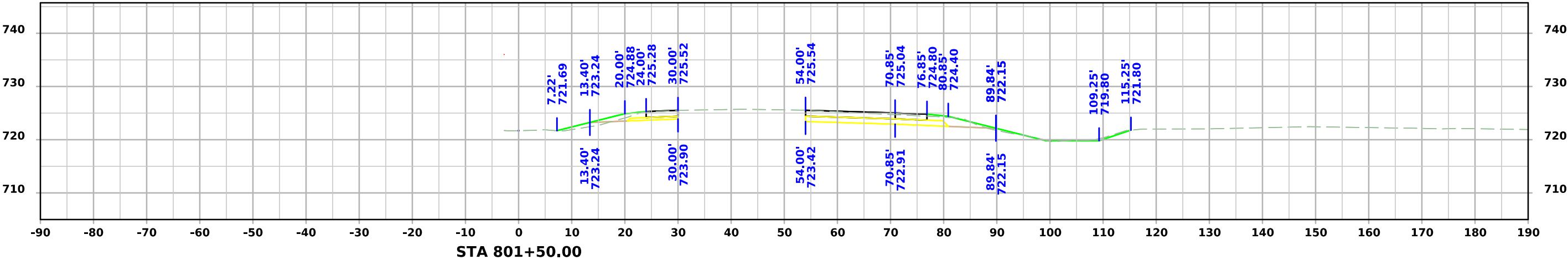
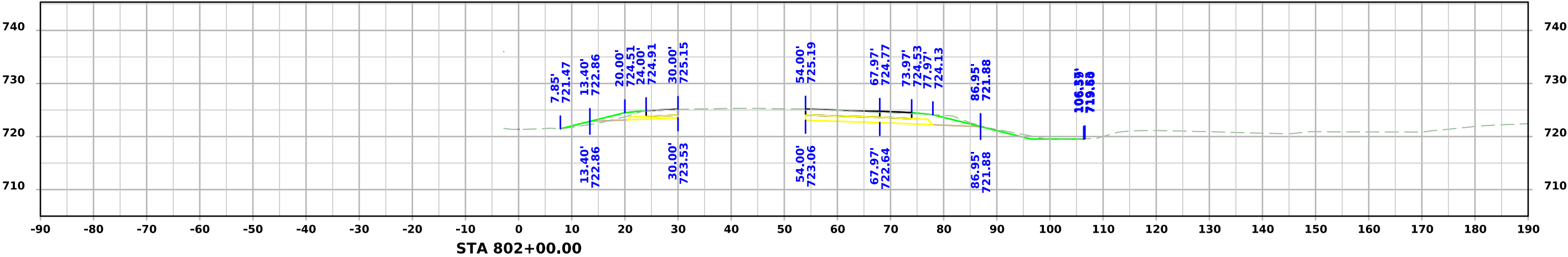
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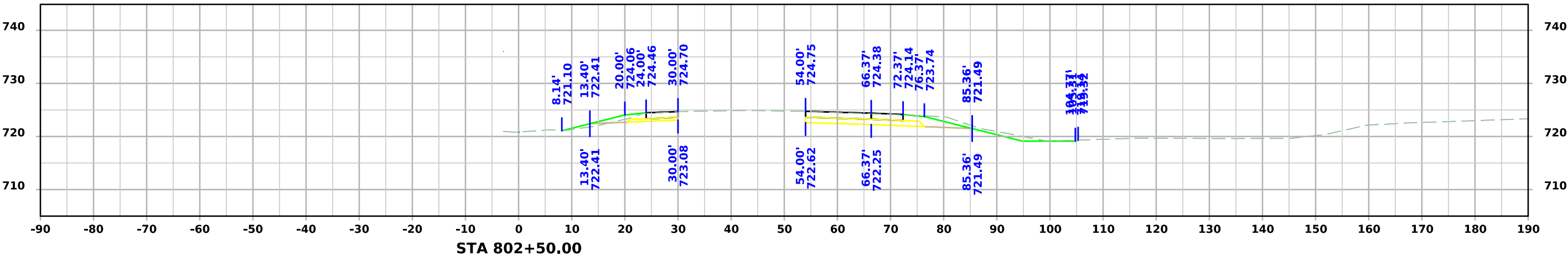
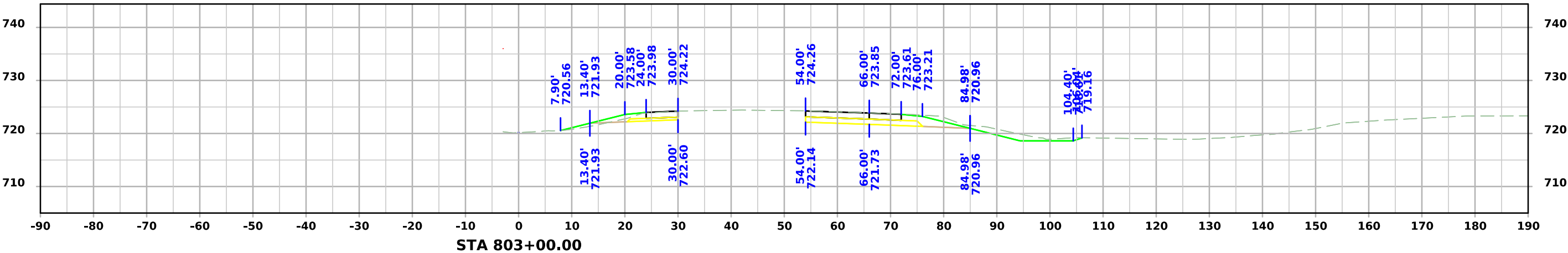
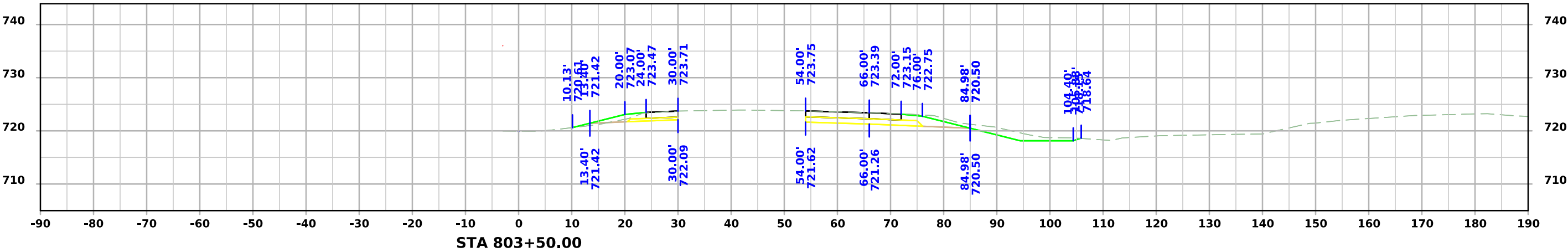
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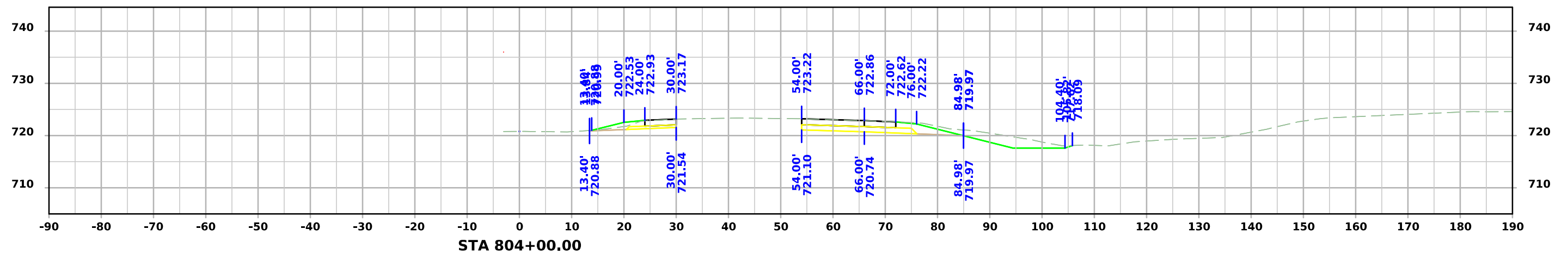
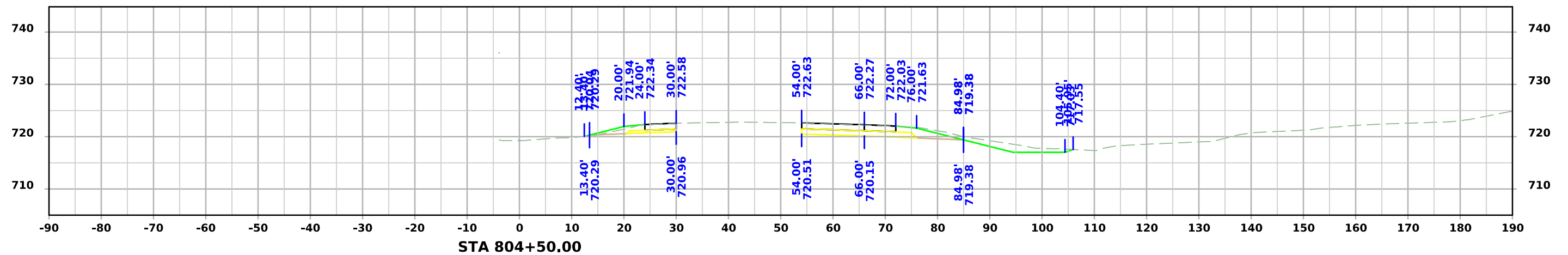
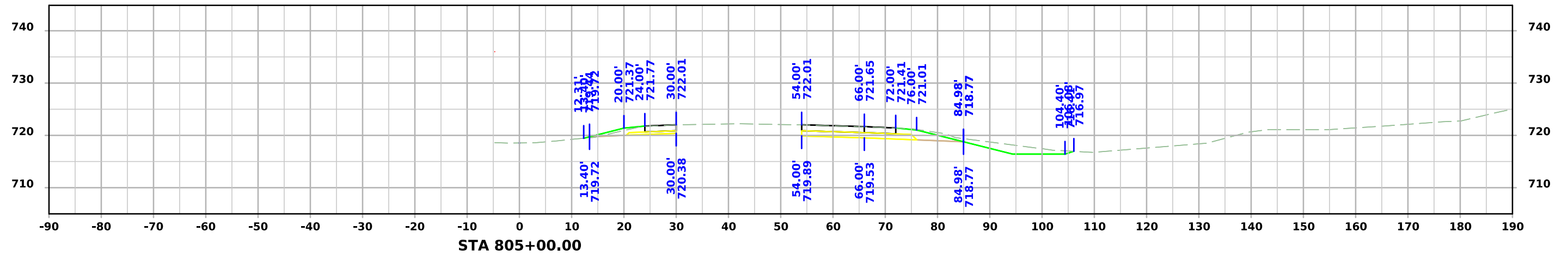
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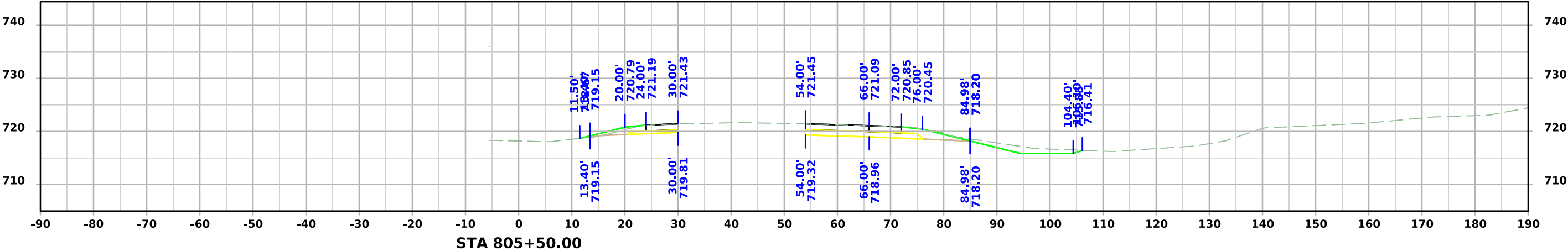
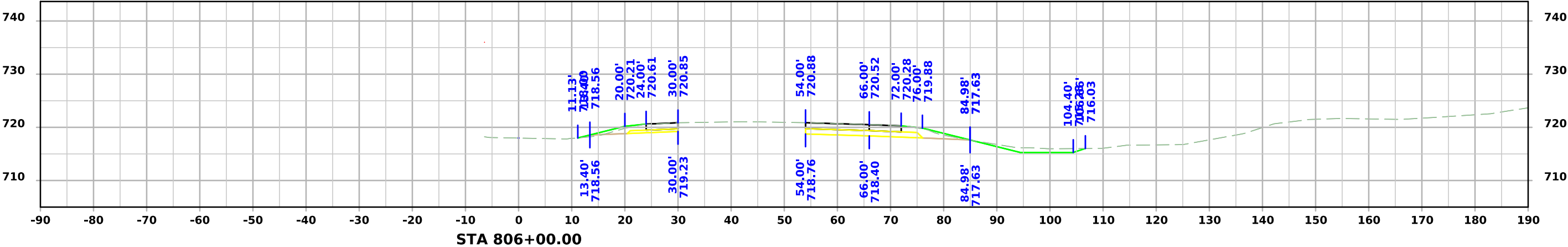
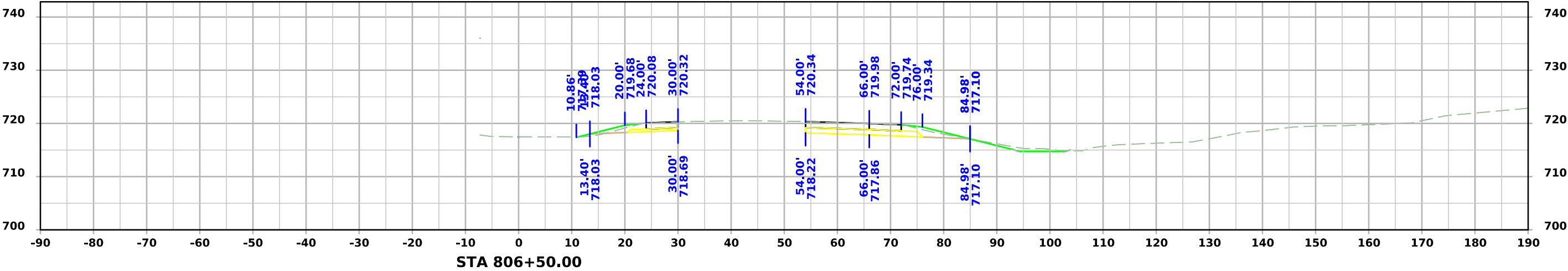
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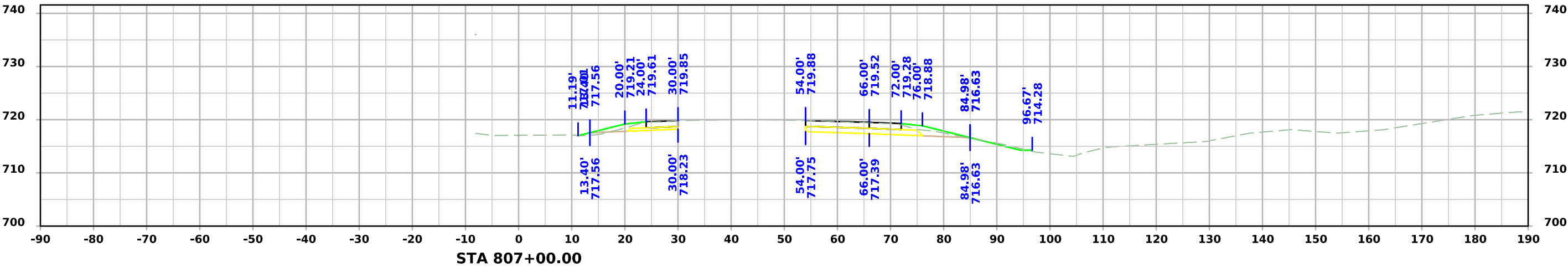
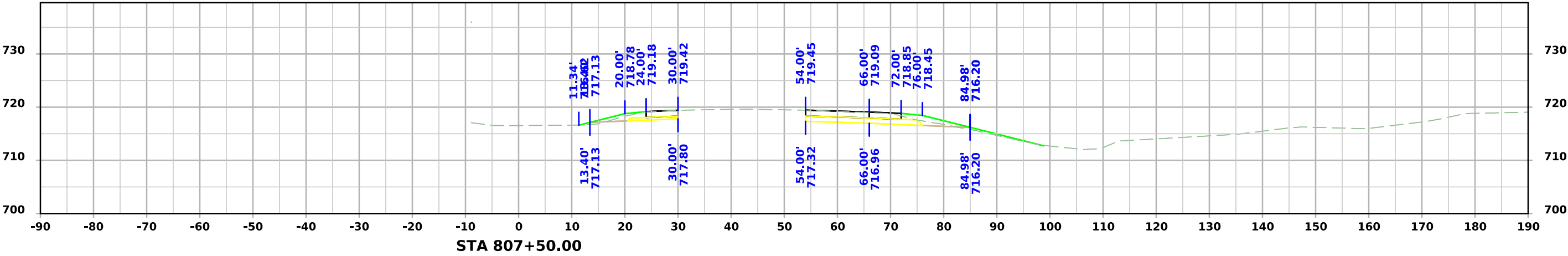
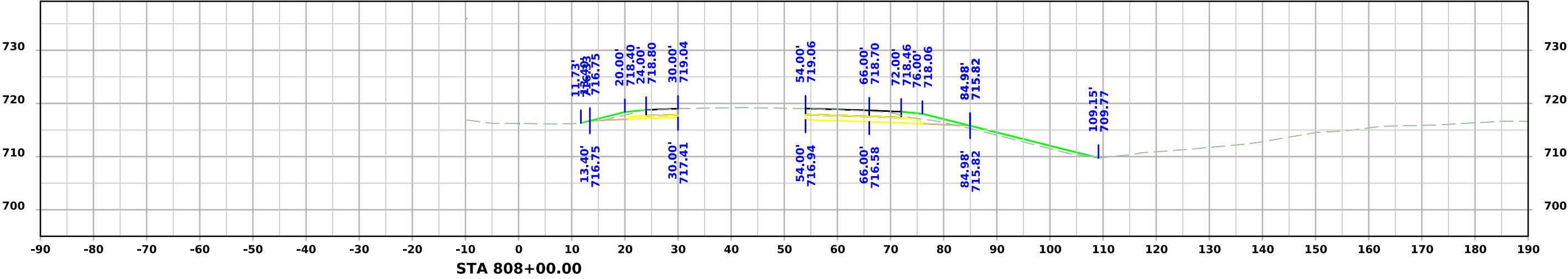
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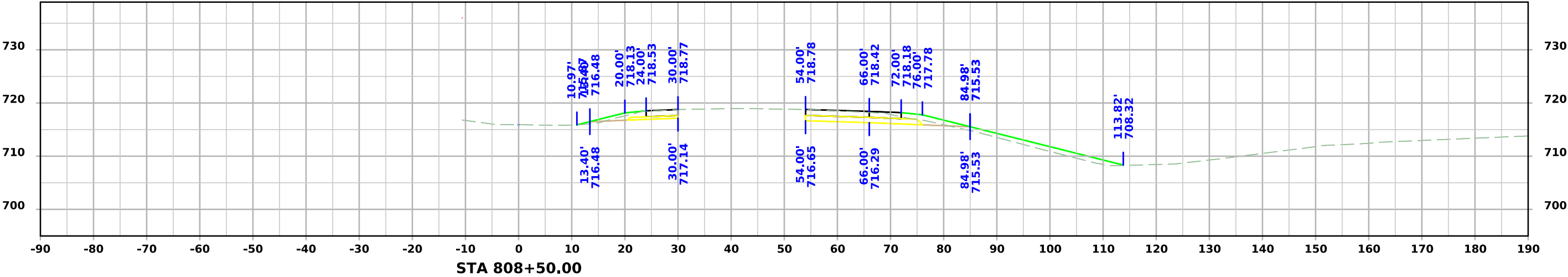
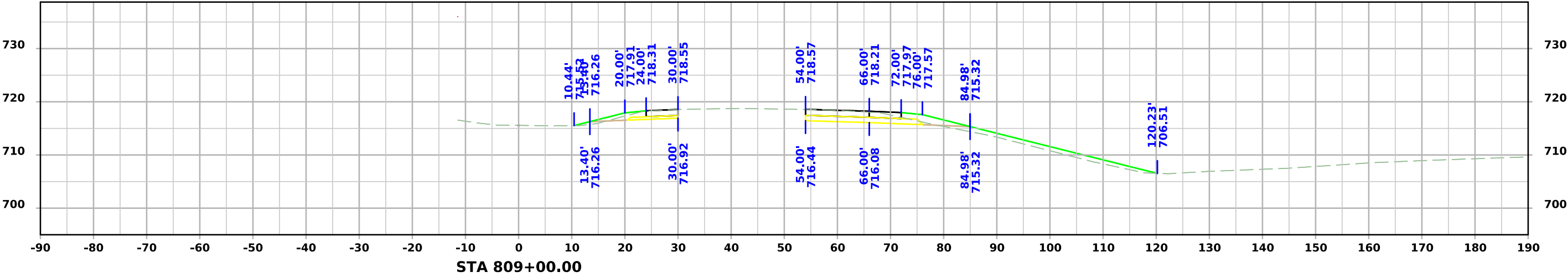
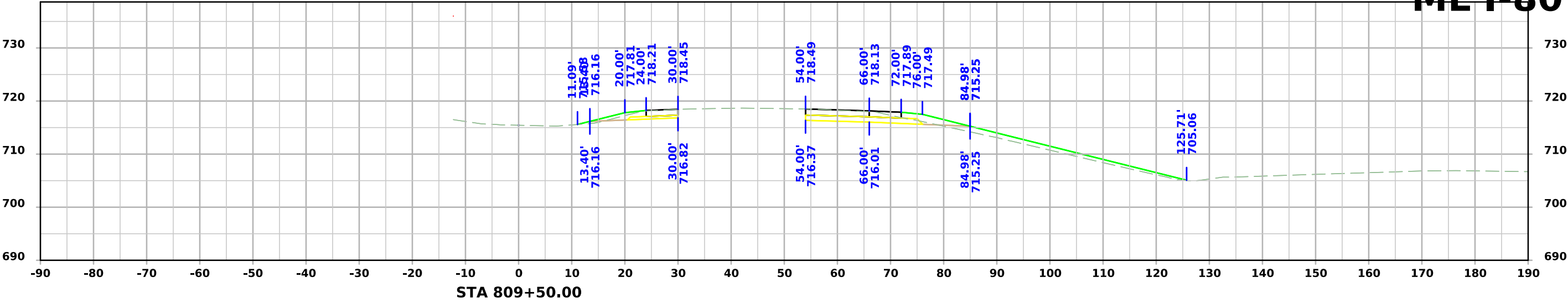
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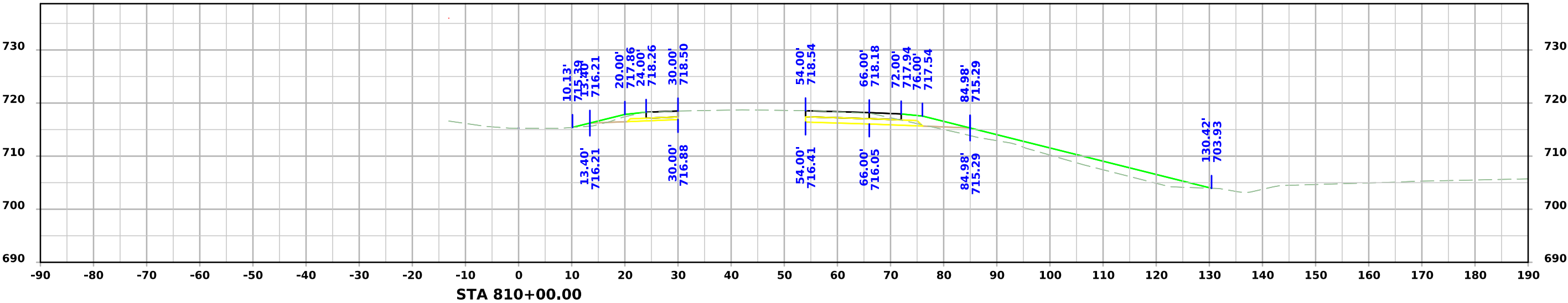
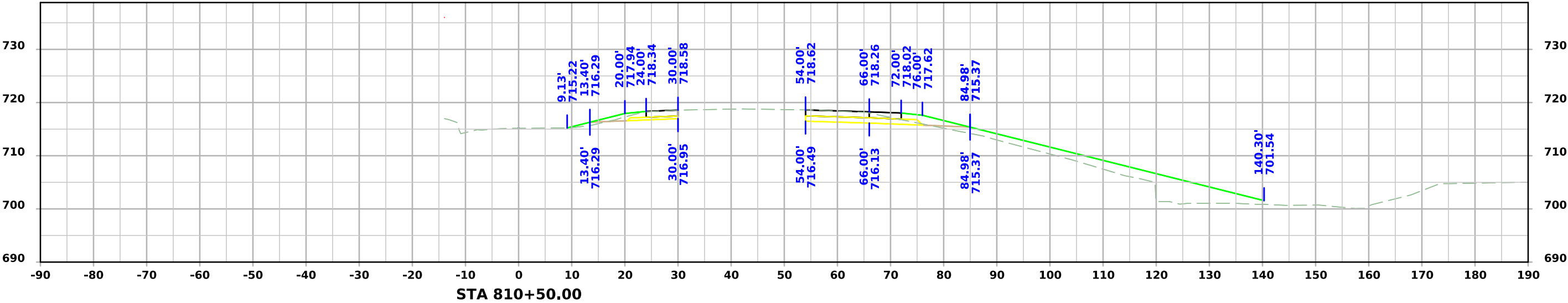
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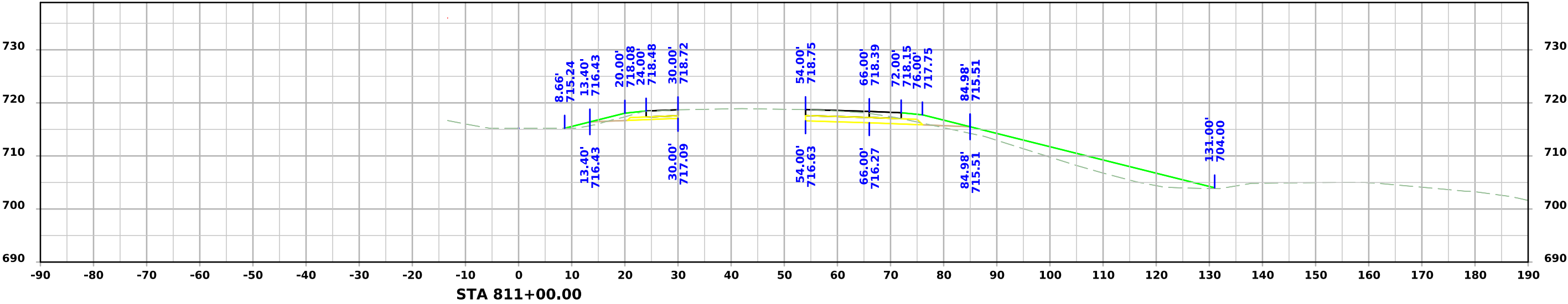
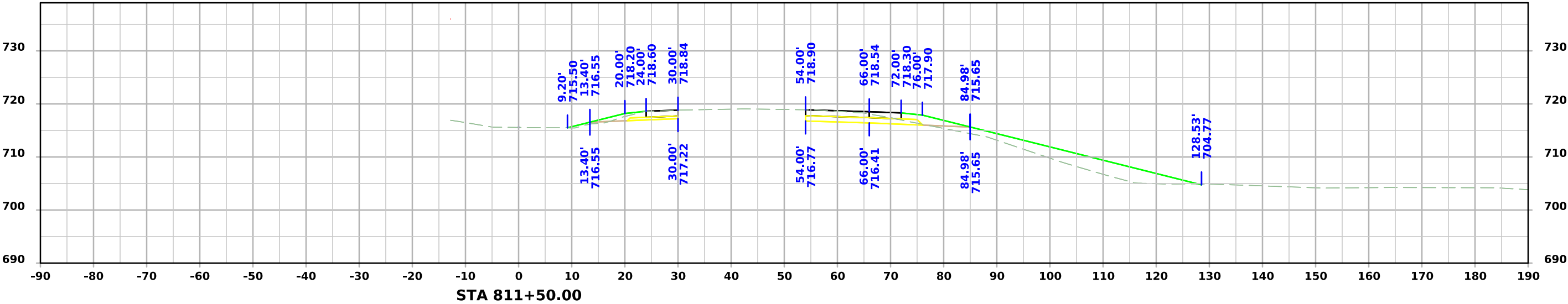
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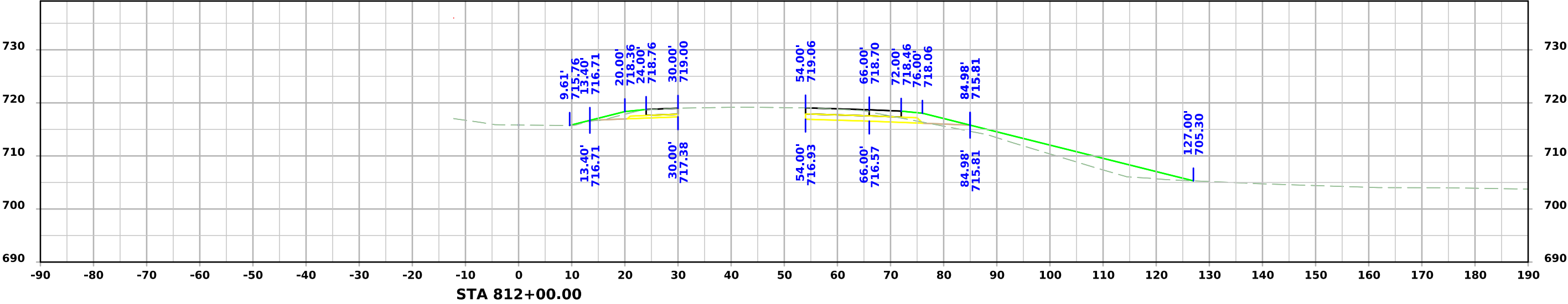
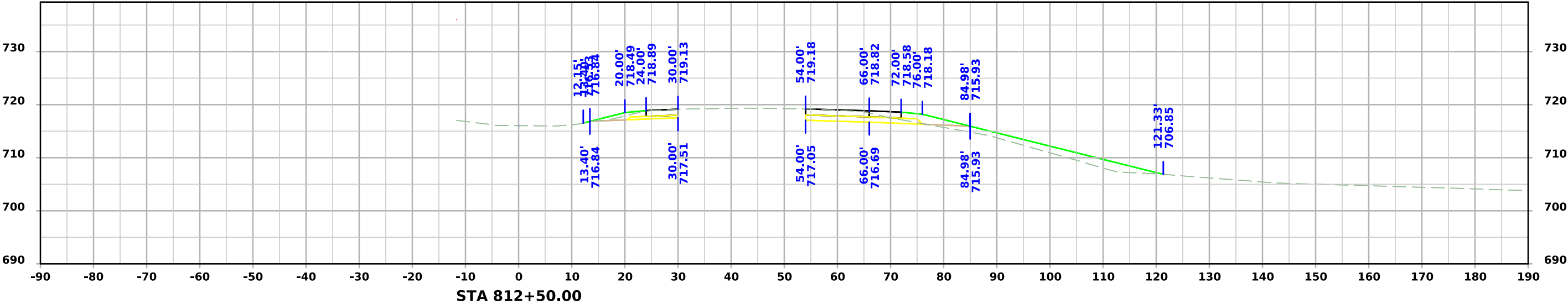
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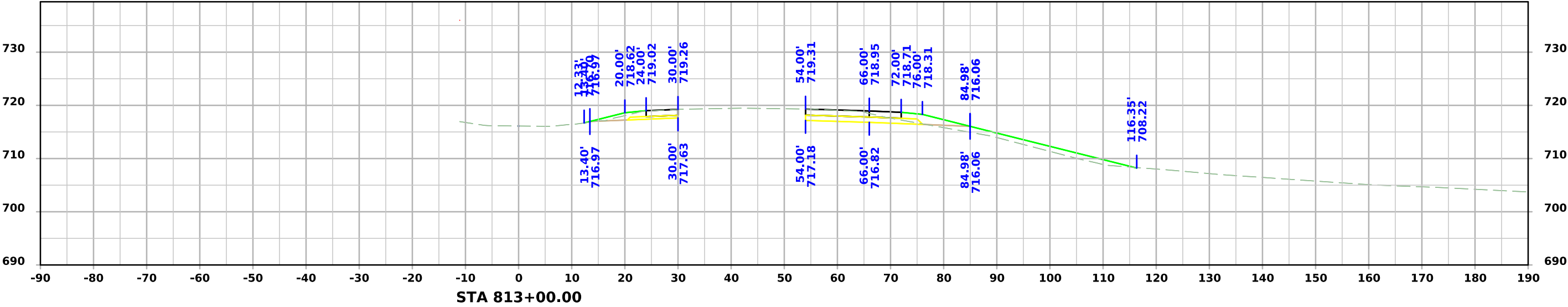
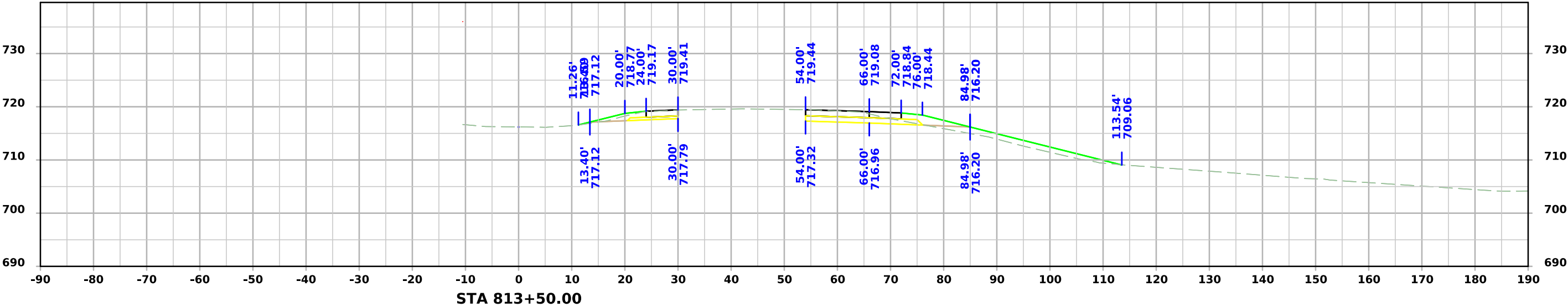
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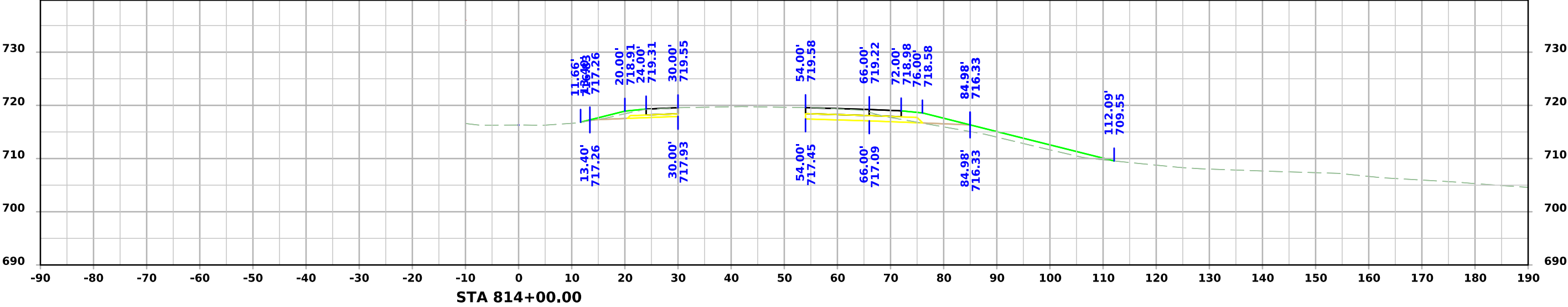
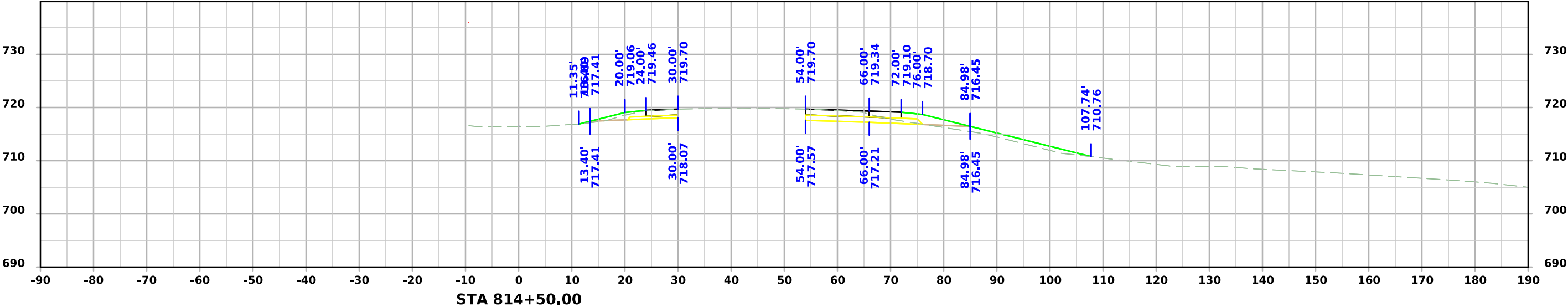
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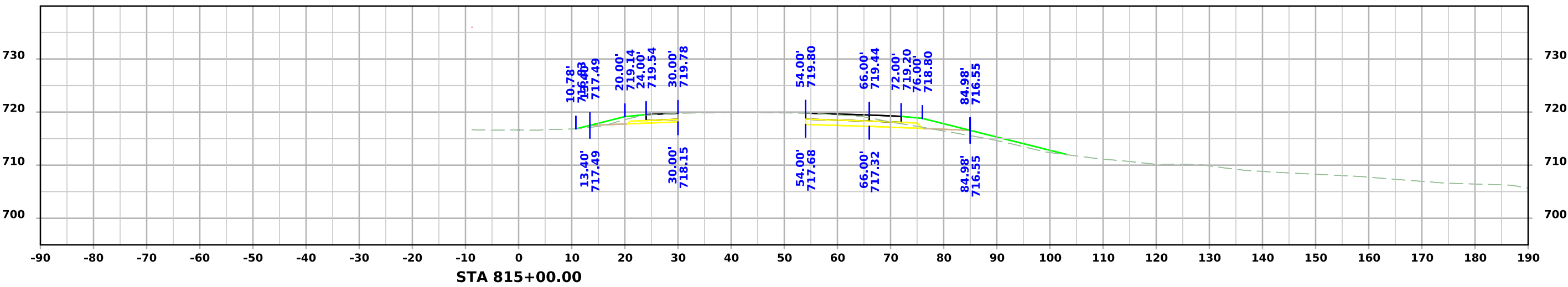
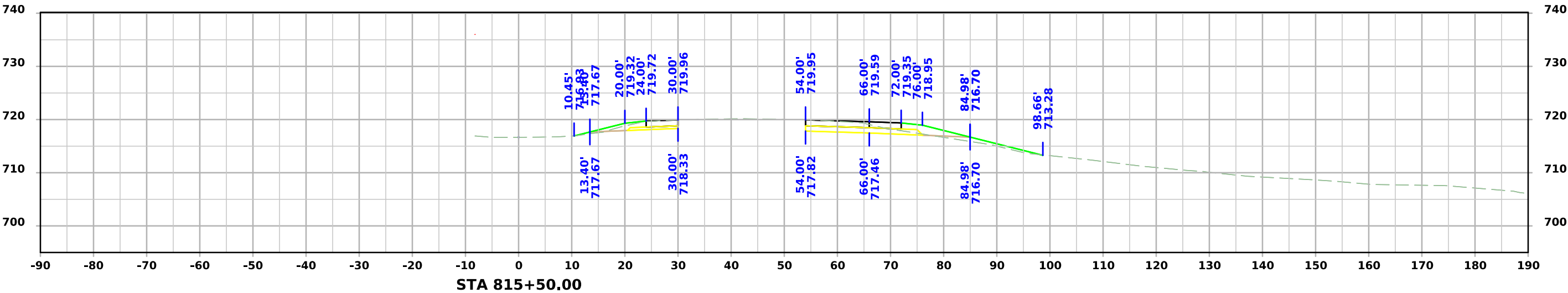
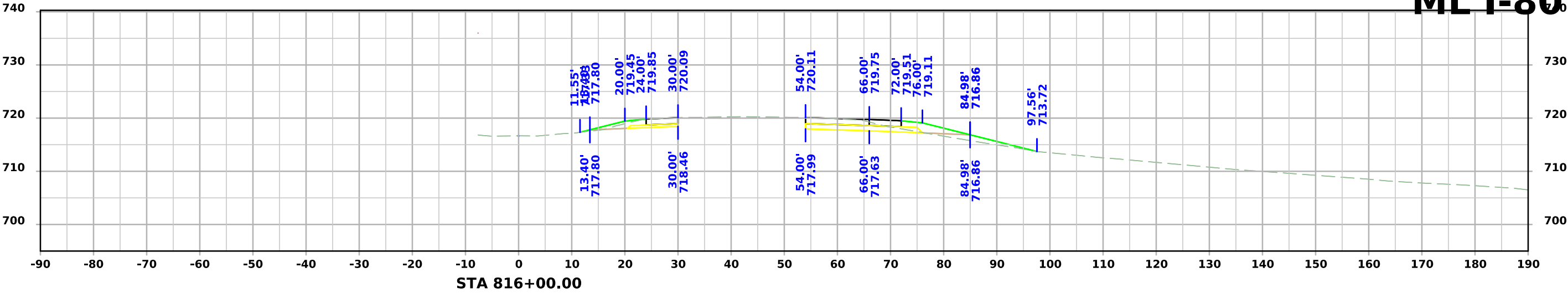
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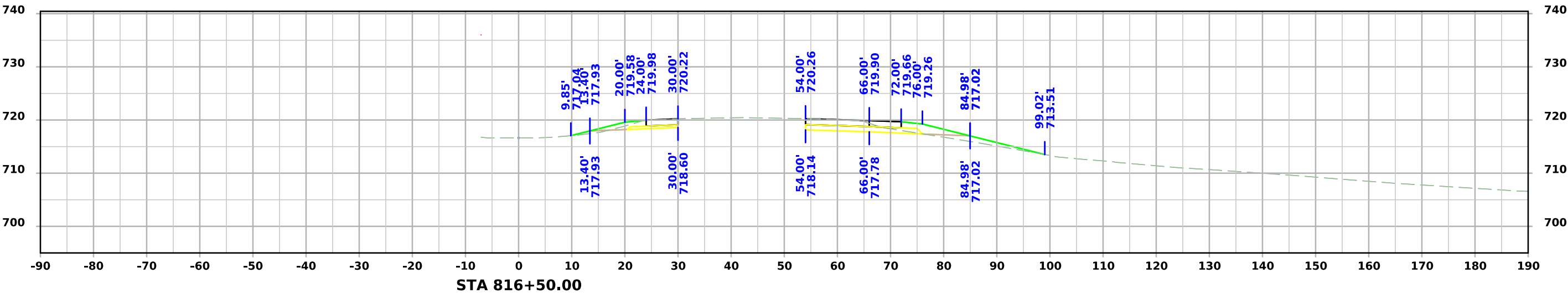
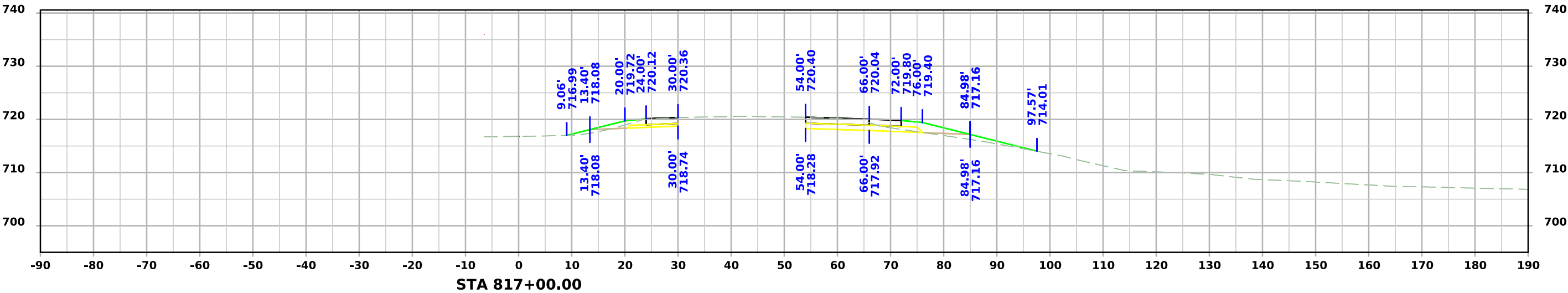
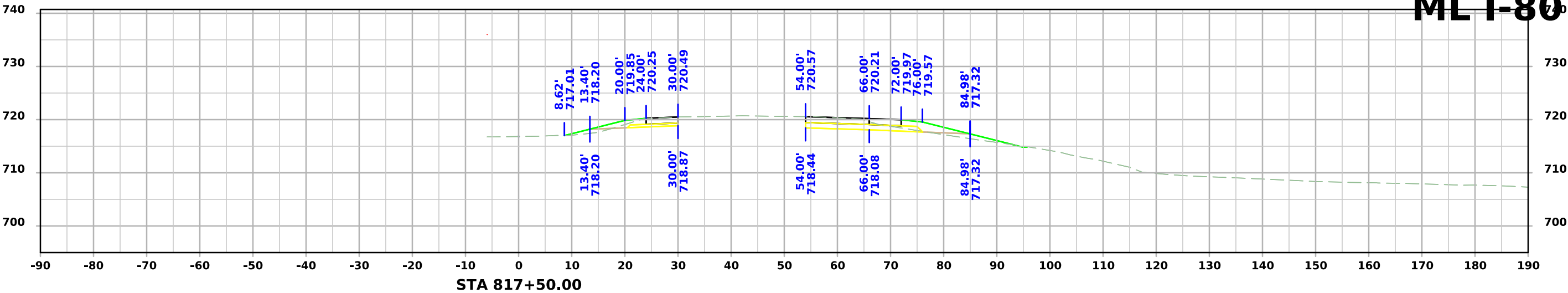
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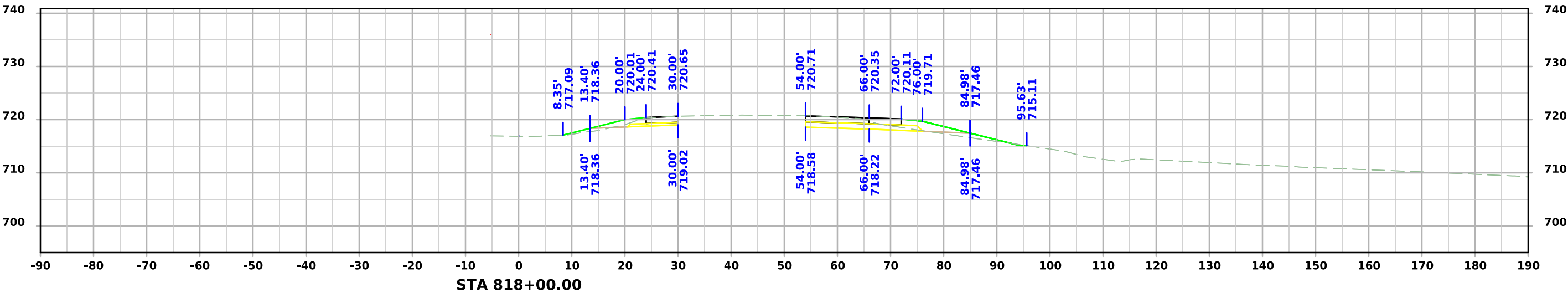
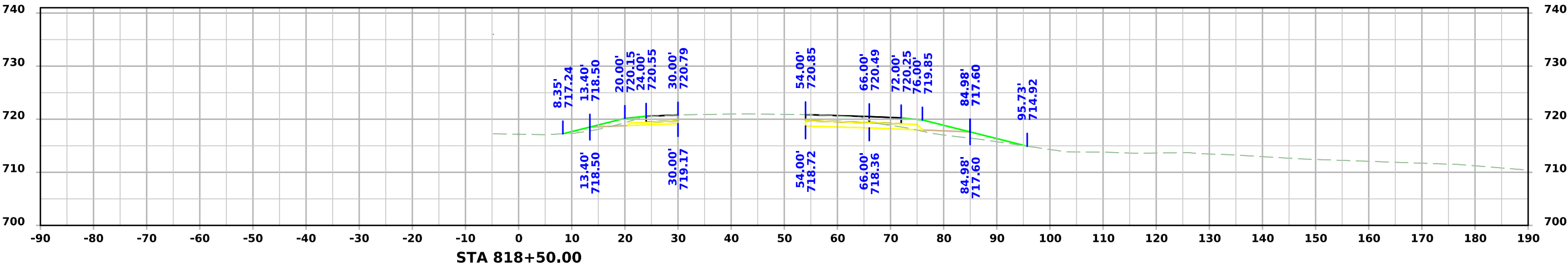
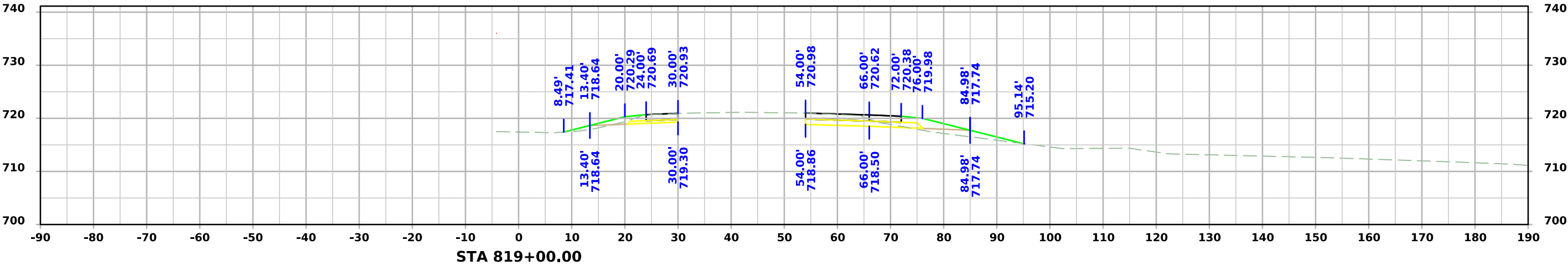
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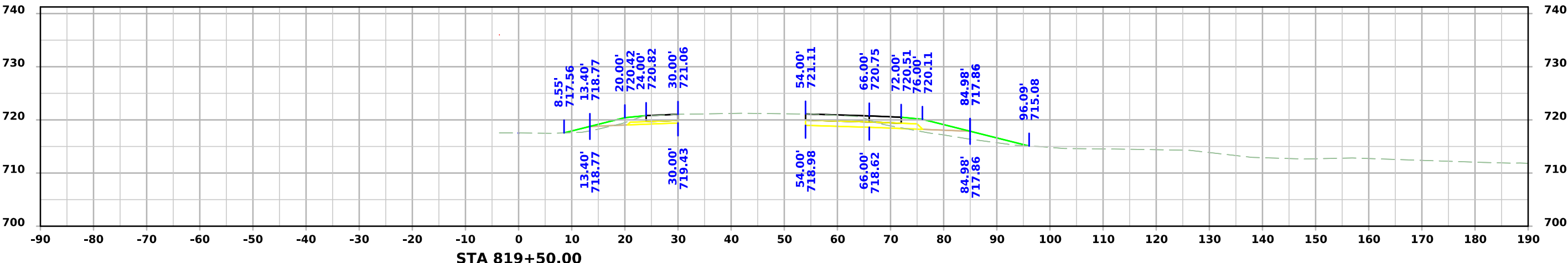
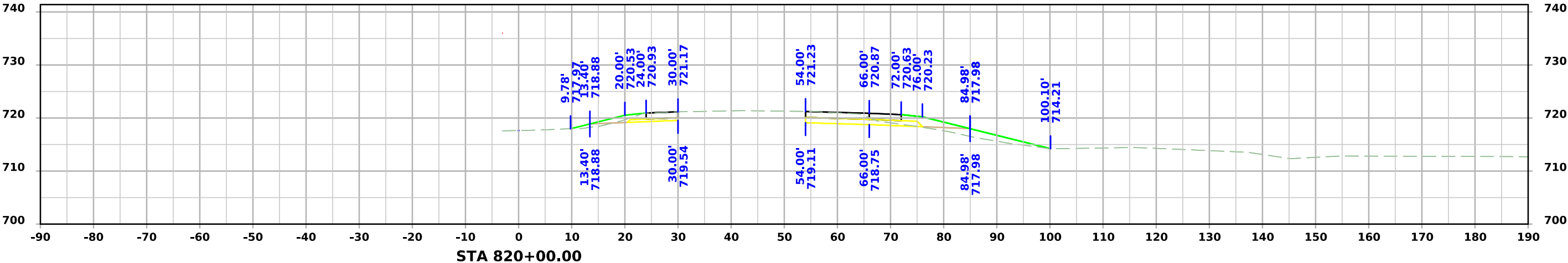
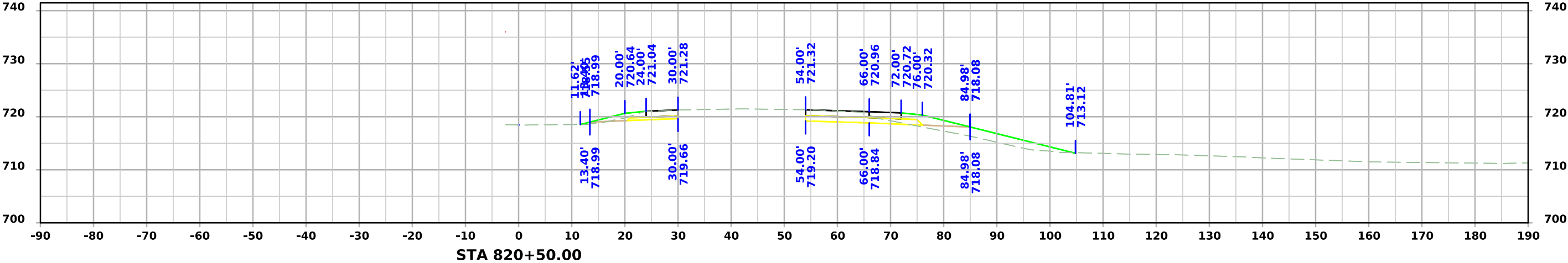
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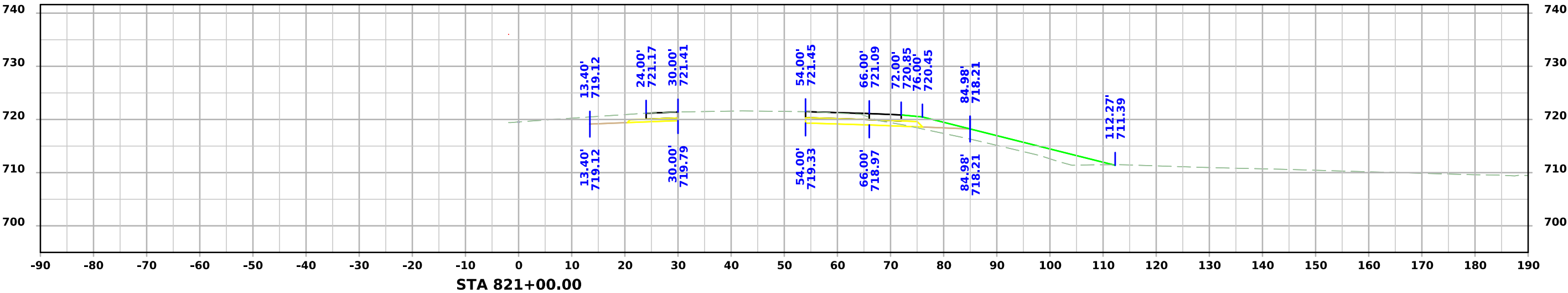
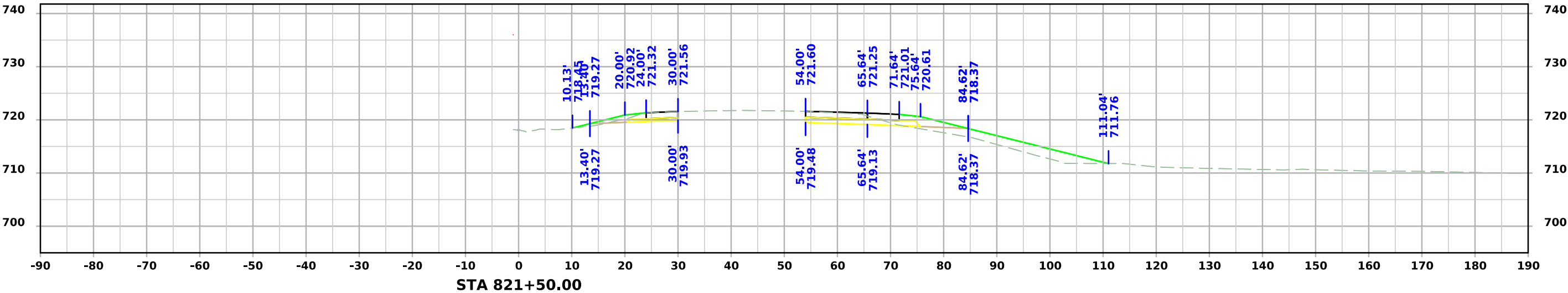
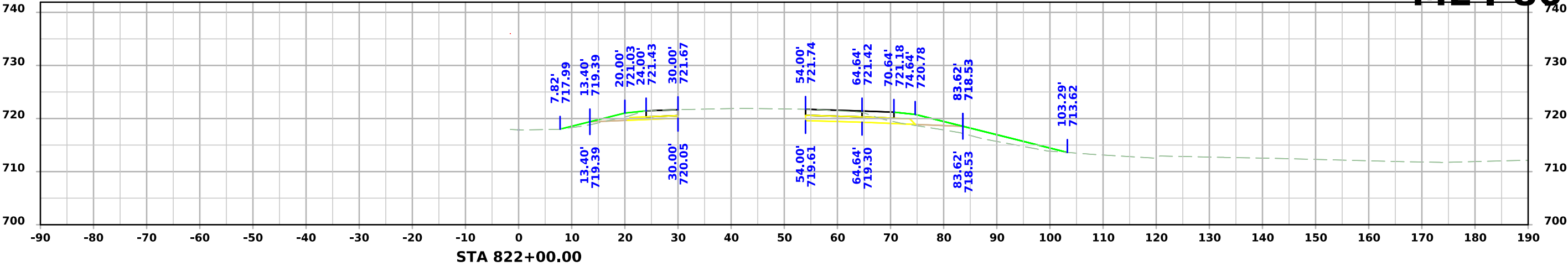
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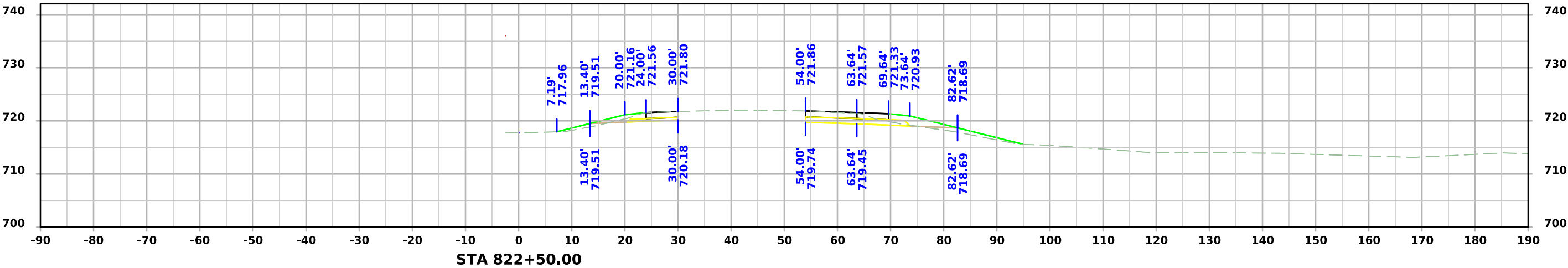
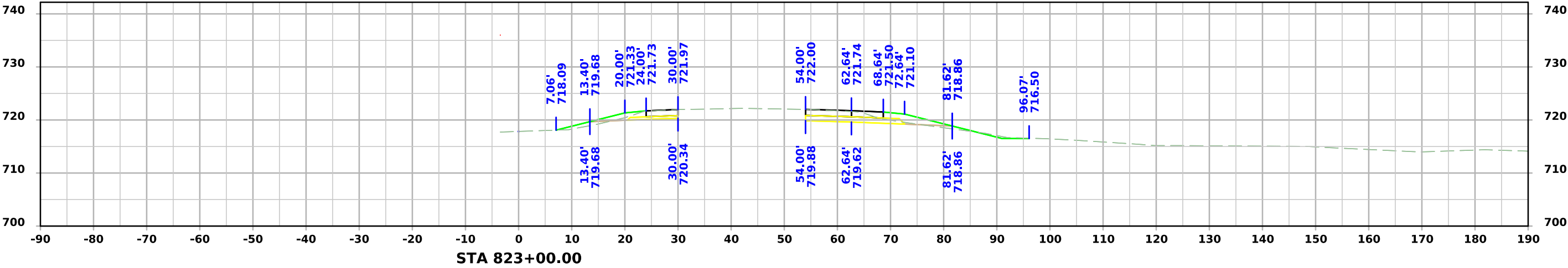
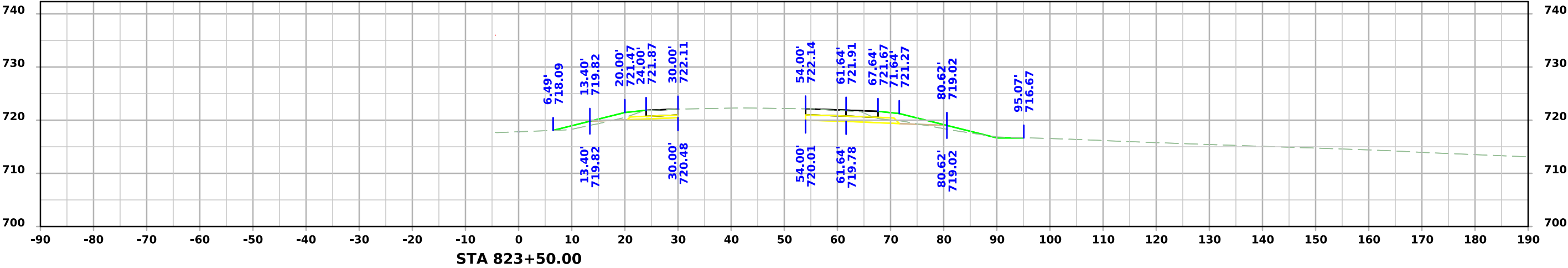
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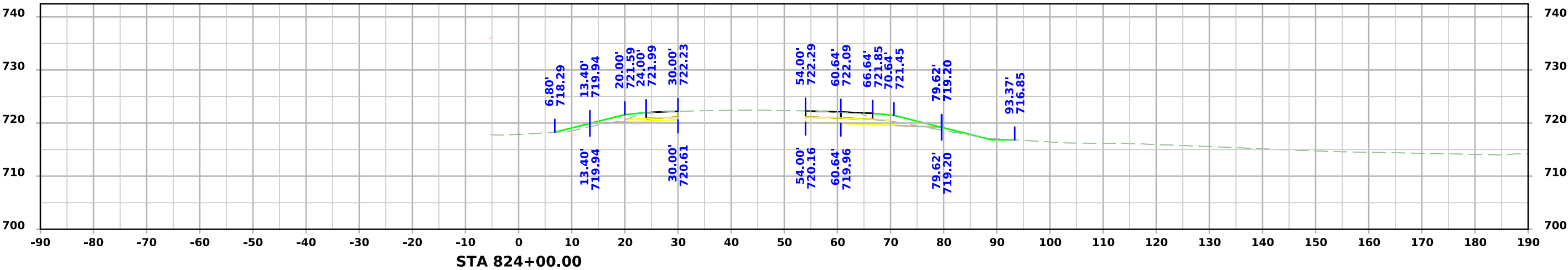
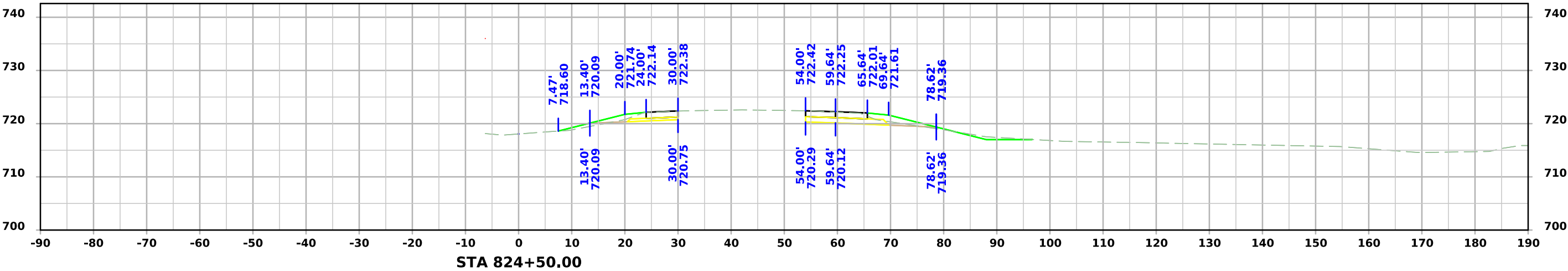
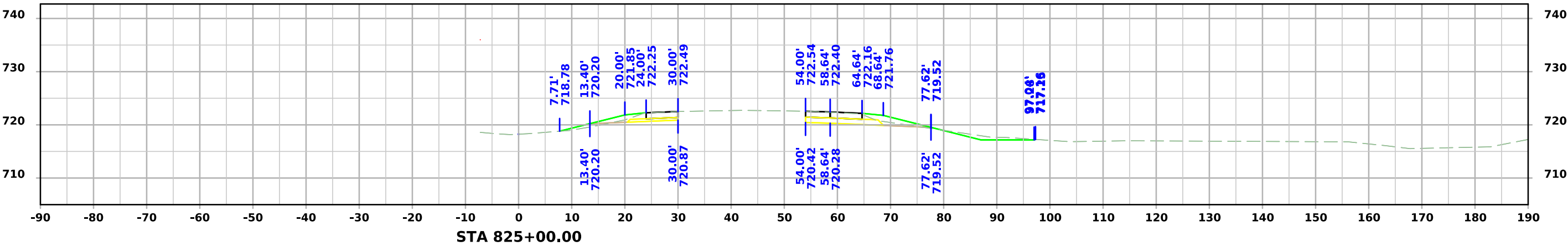
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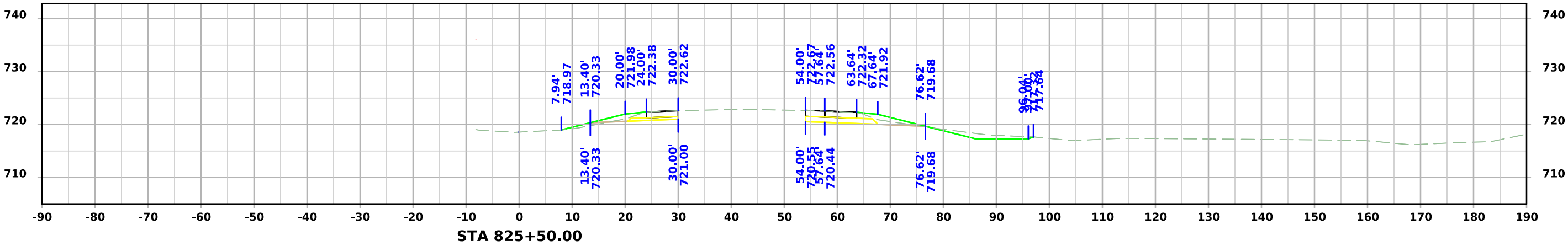
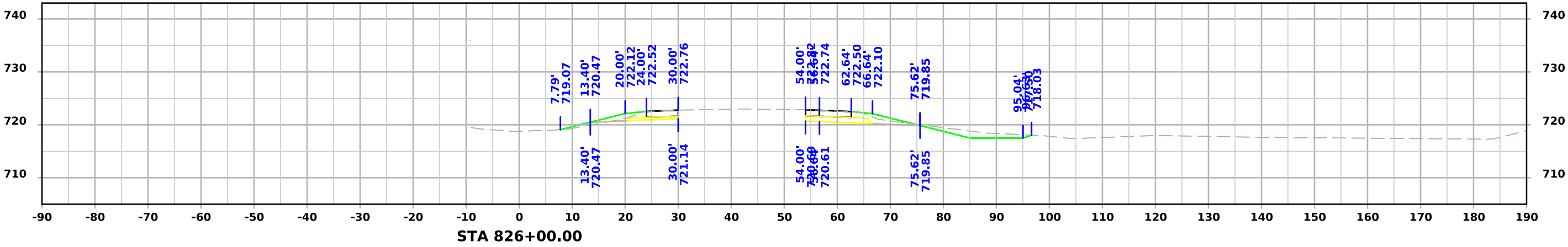
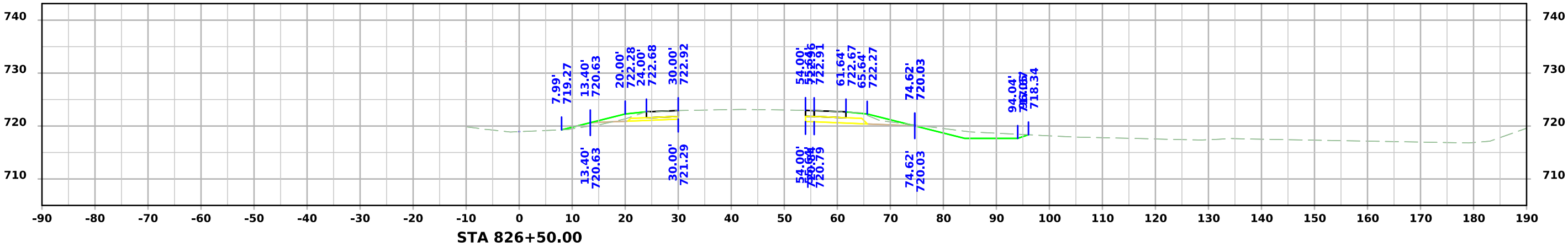
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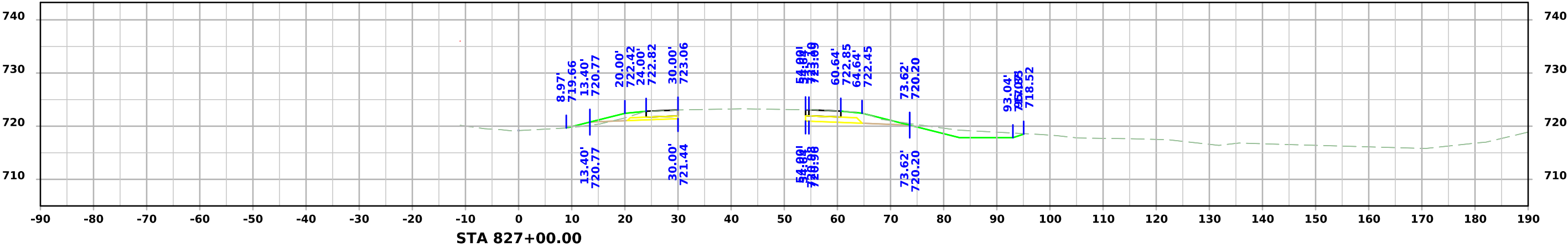
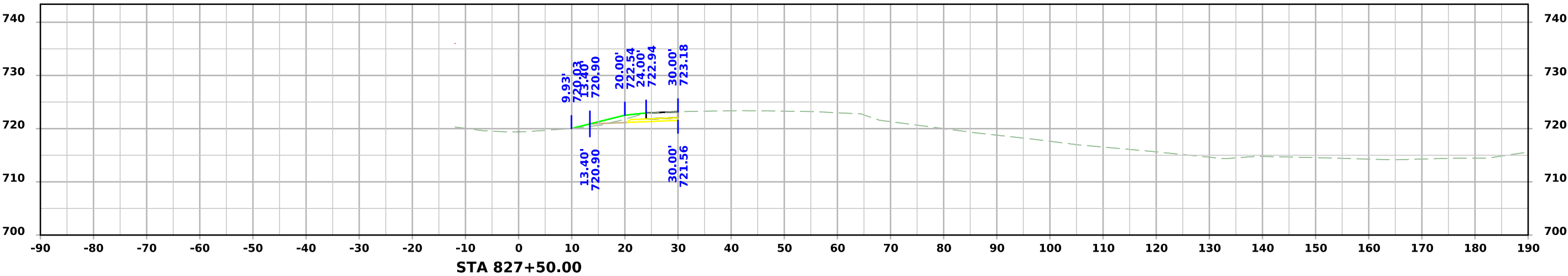
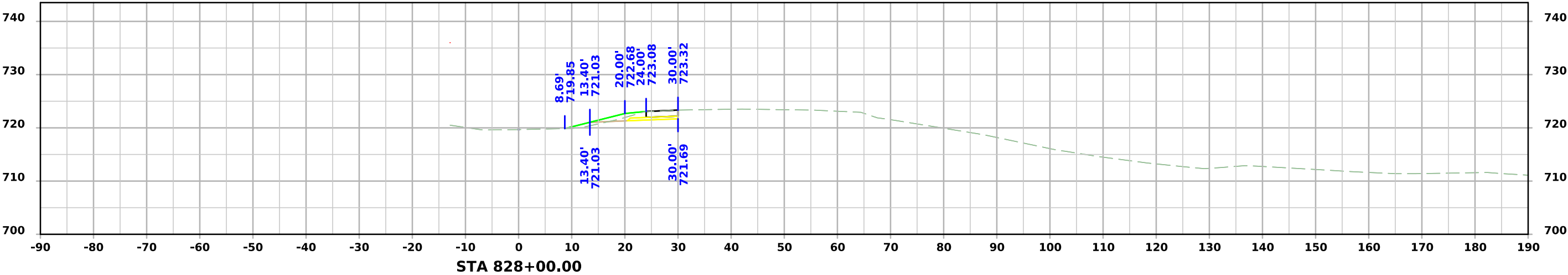
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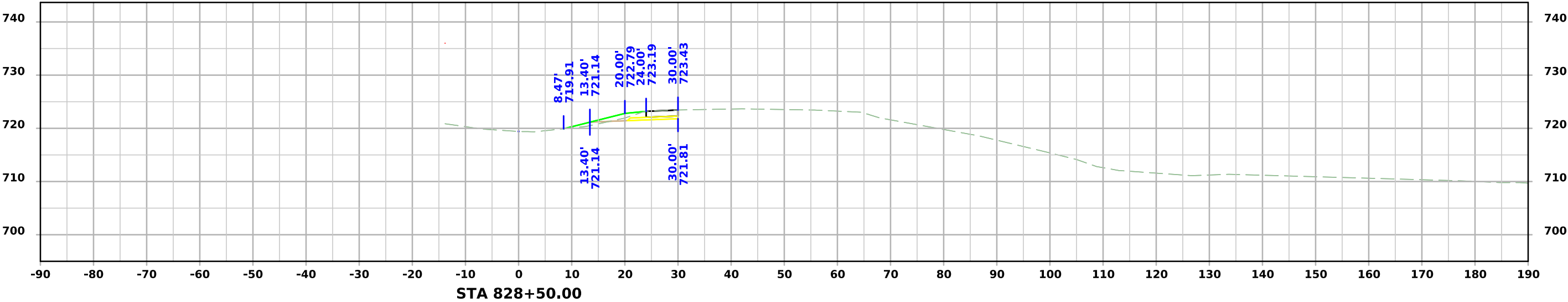
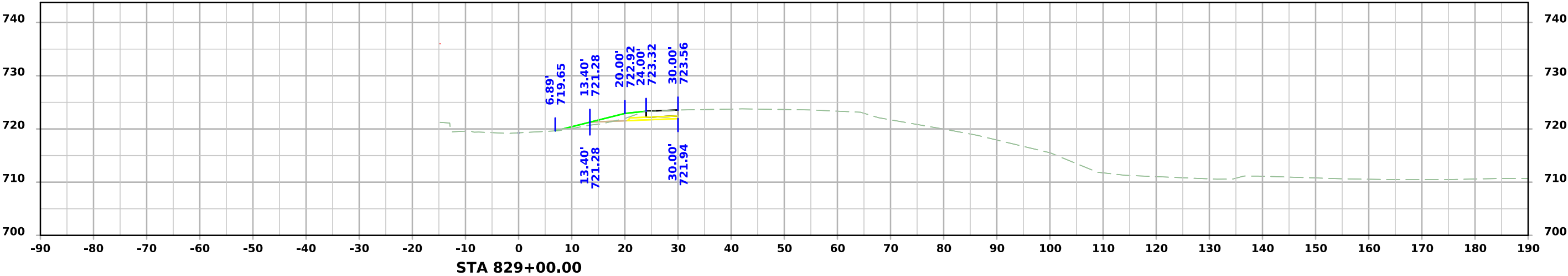
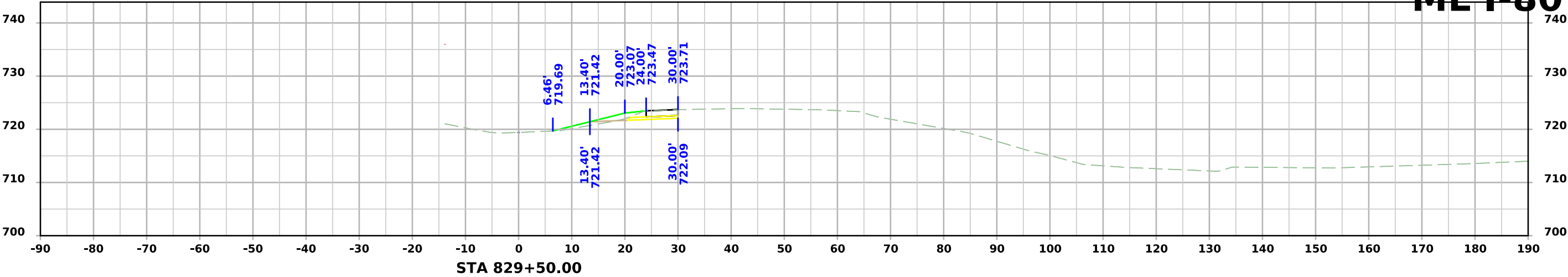
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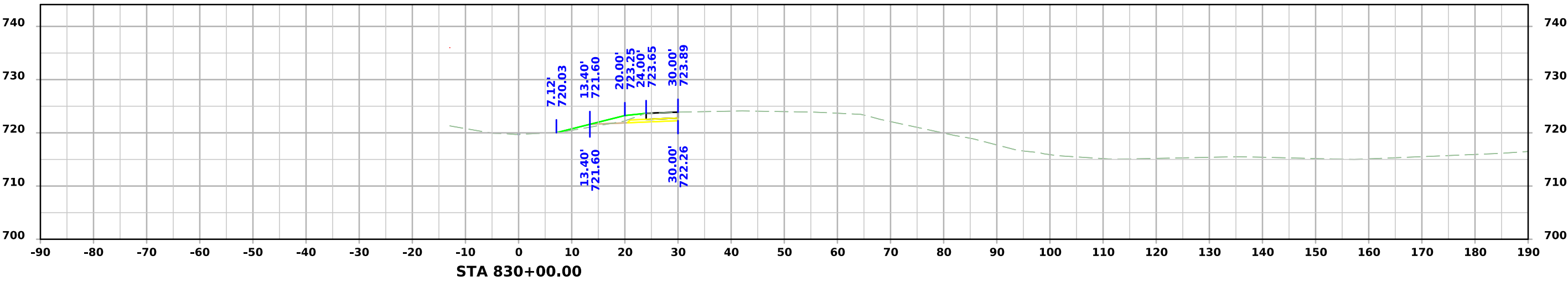
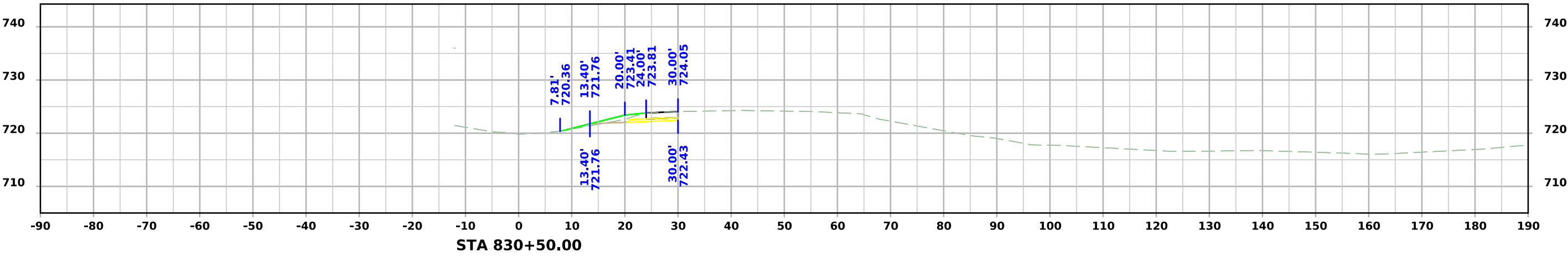
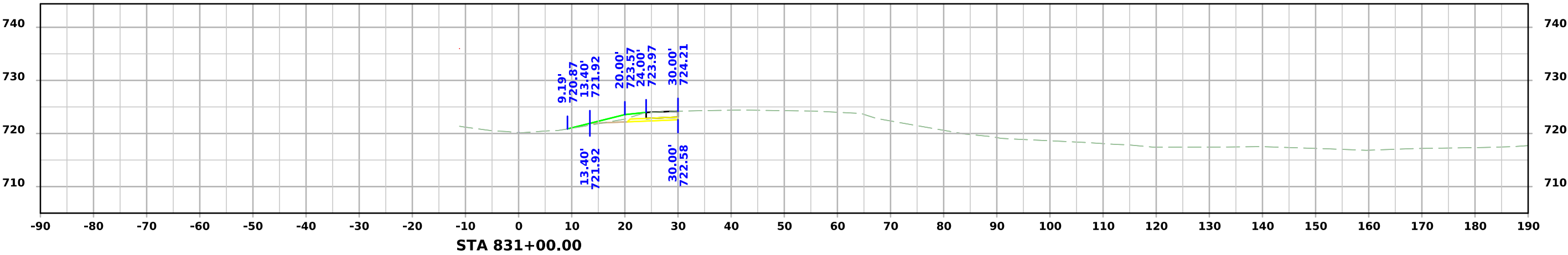
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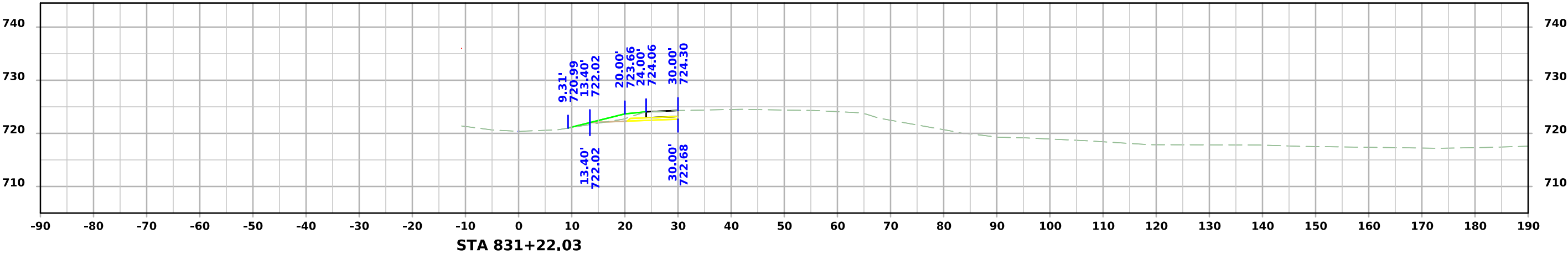
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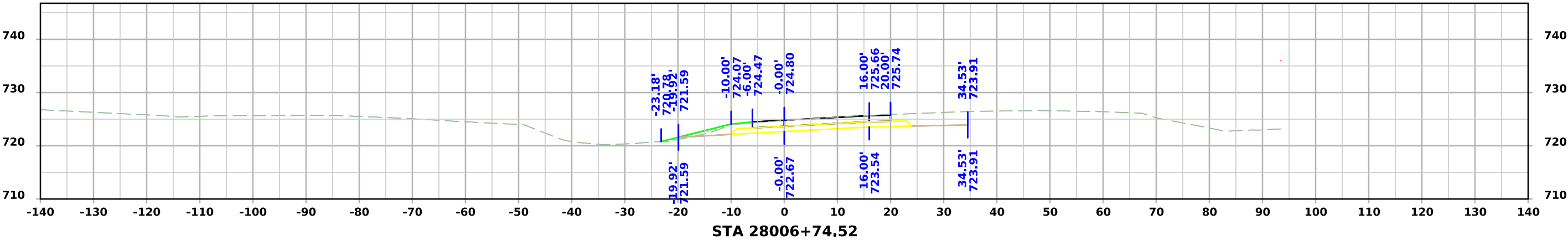
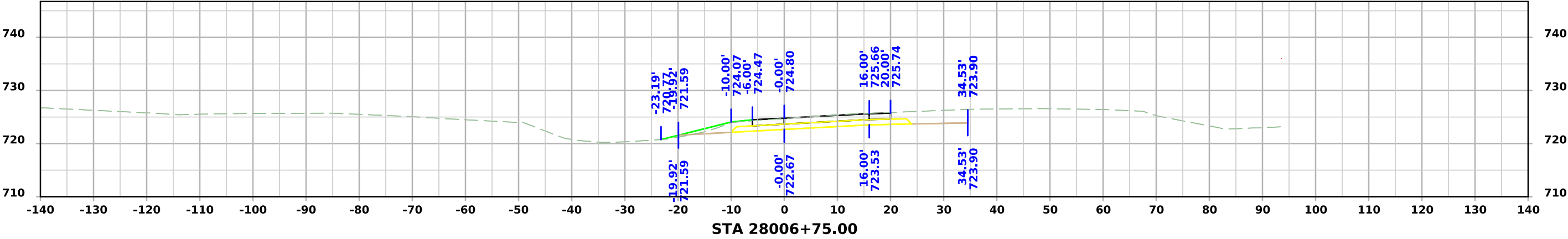
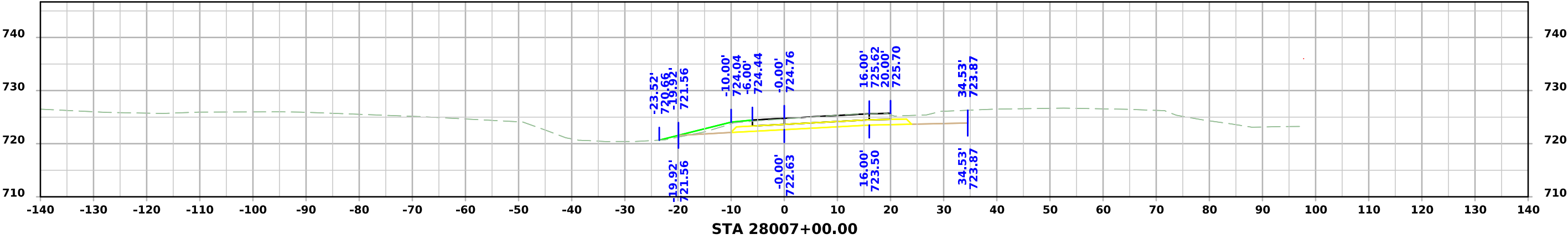
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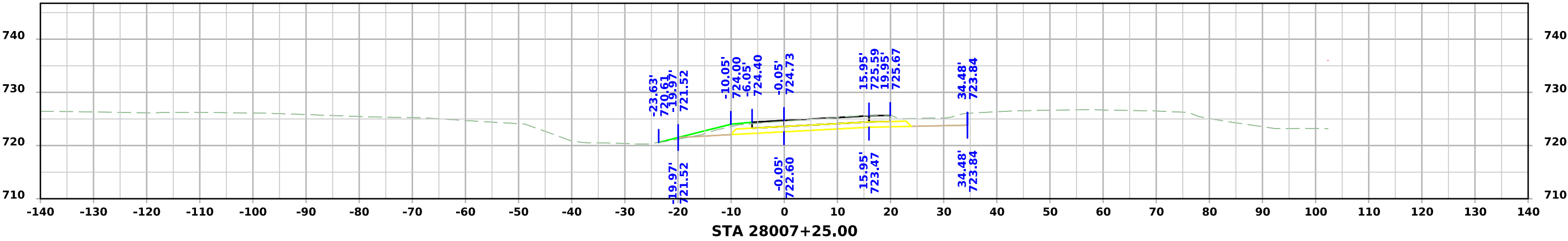
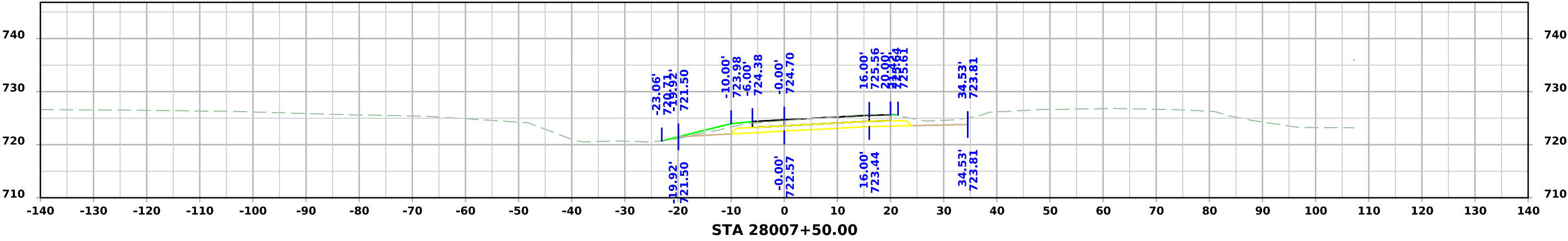
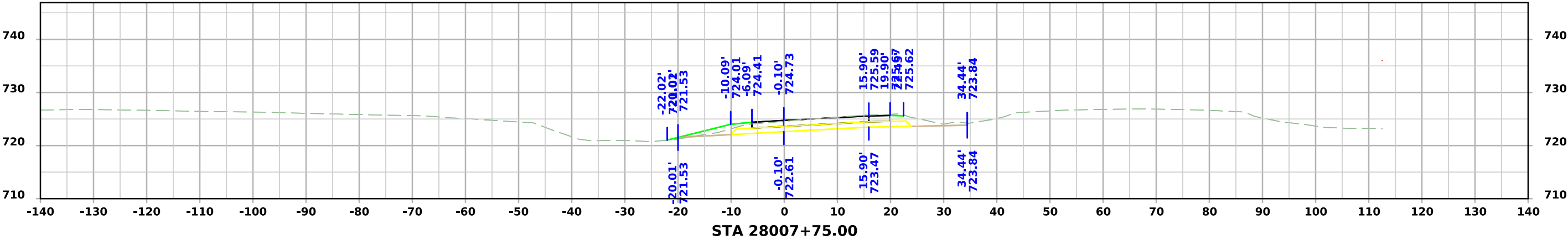
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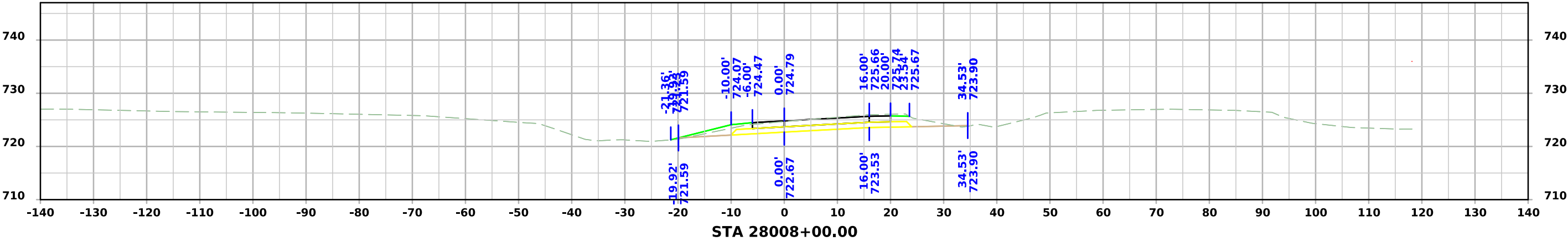
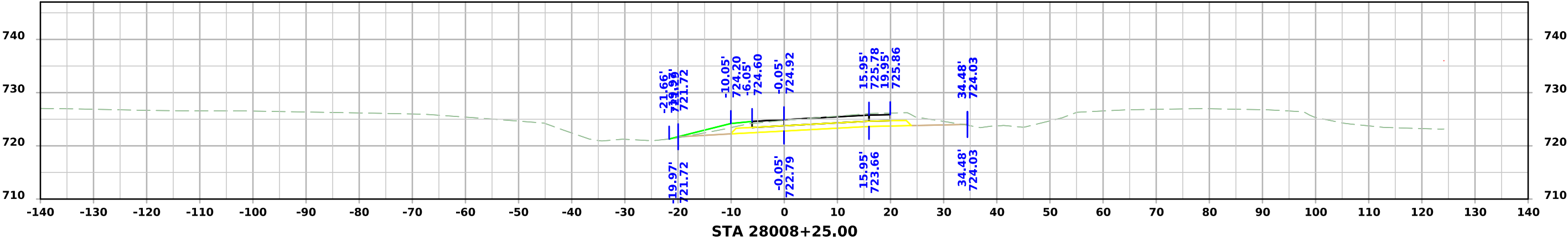
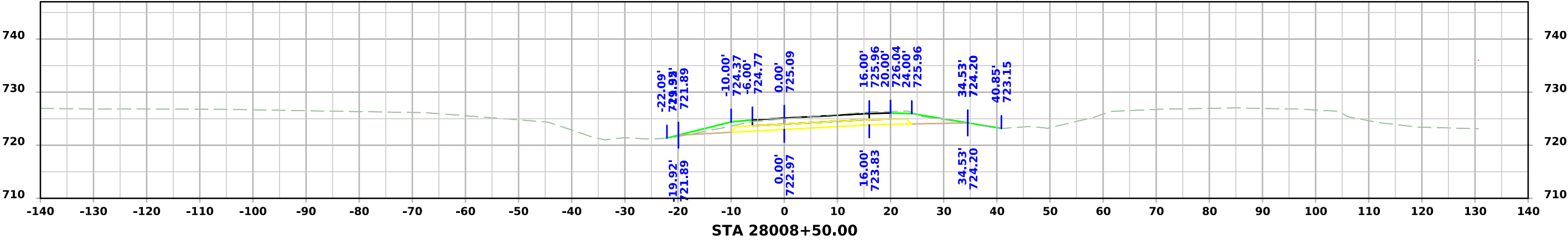
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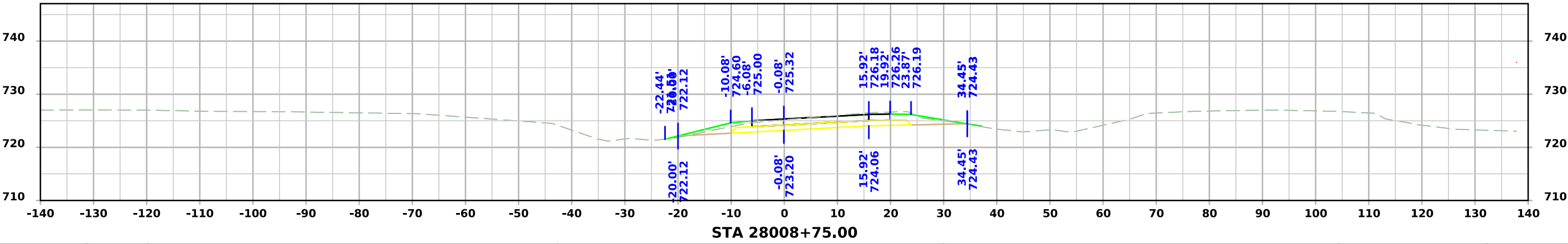
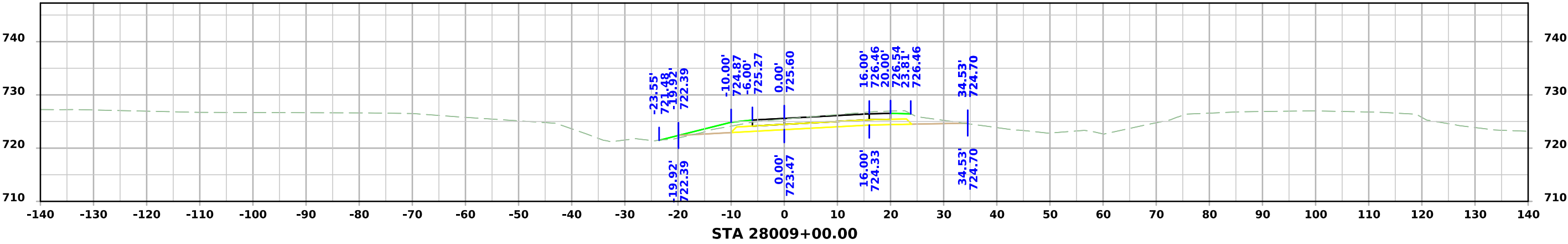
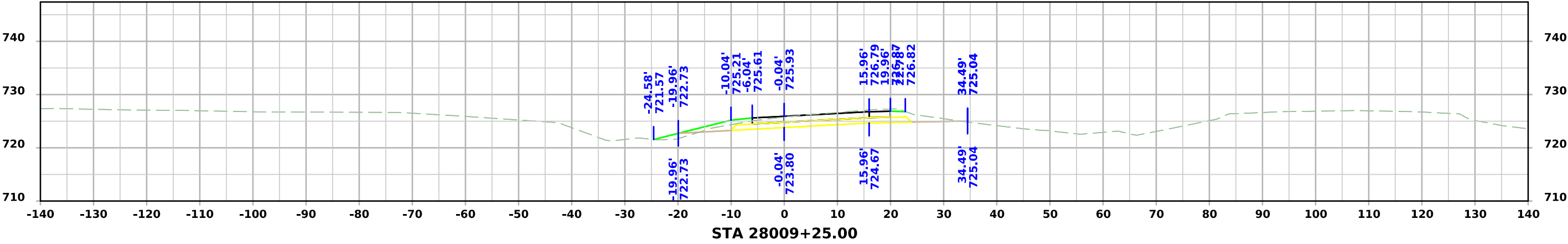
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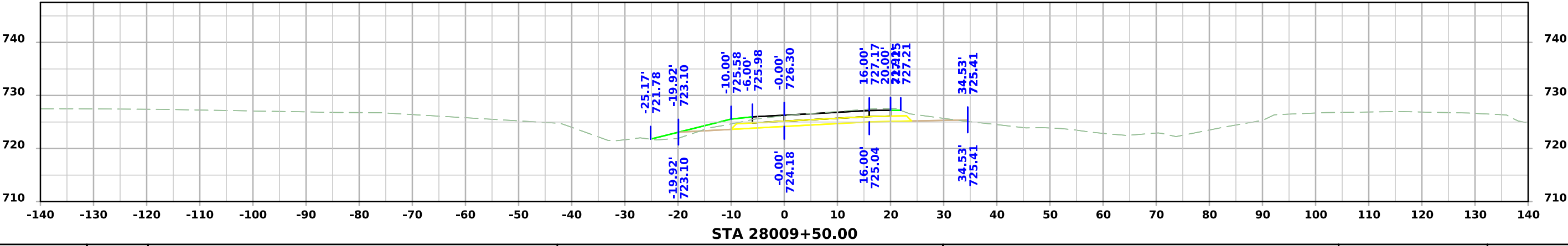
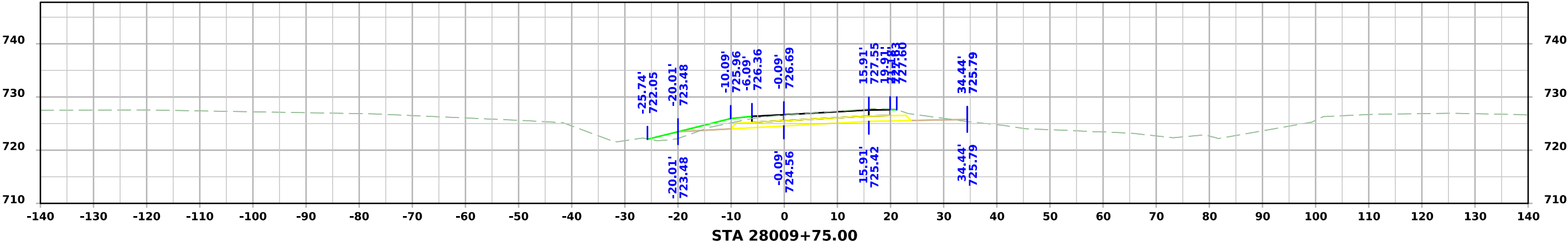
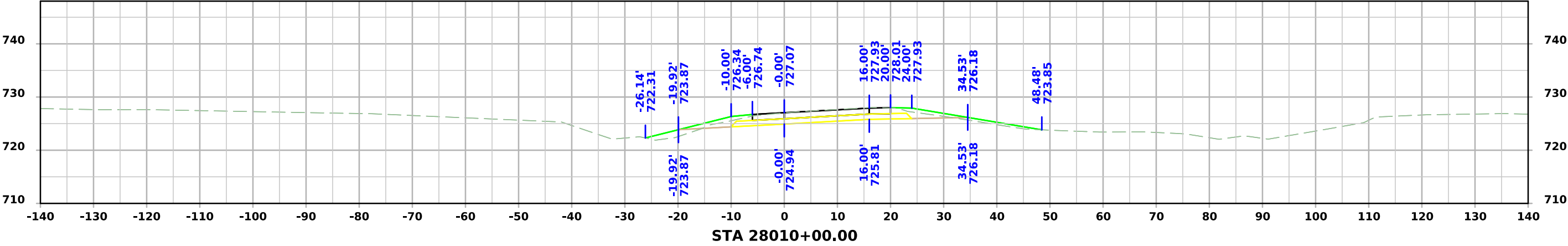
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