

**JOHNSON CO.** UNKNOWN PAVEMENT - GRADE AND NEW

LETTING DATE  
10-16-18

NHS-380-6(320)2--11-52



**Highway Division**

PLANS OF PROPOSED IMPROVEMENT ON THE

**PRIMARY ROAD SYSTEM  
JOHNSON COUNTY**

**UNKNOWN PAVEMENT - GRADE AND NEW**

**W. Forevergreen Rd from east of Kansas Ave. to Jones Blvd.**

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



For Project Location Map  
Refer to Sheet A.2

REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

16-52-380-010

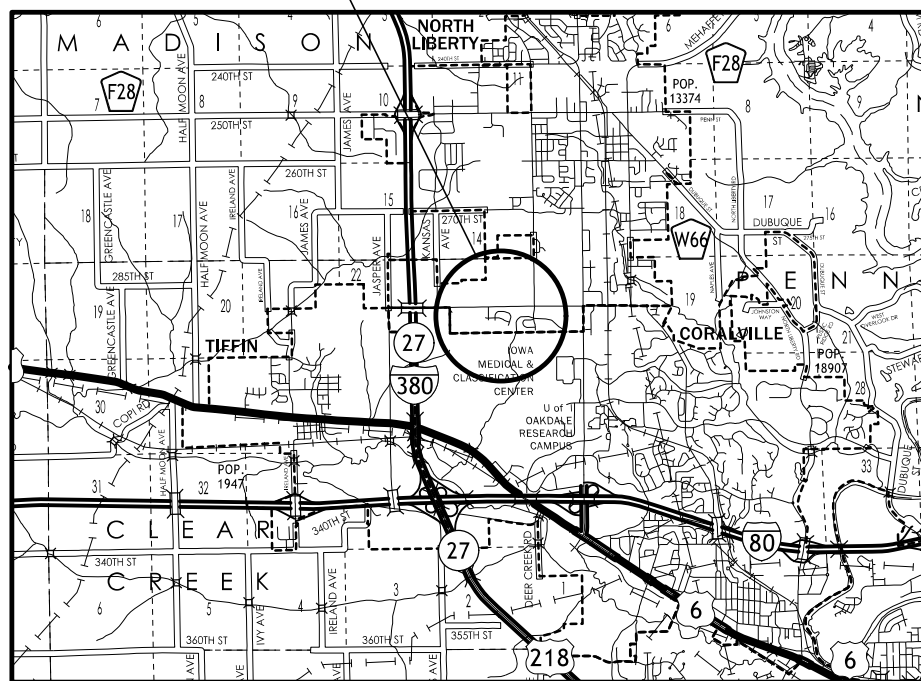
PROJECT NUMBER

NHS-380-6(320)2--11-52

R.O.W. PROJECT NUMBER

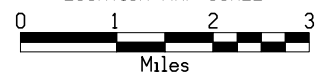
IMN-380-6(324)2--0E-52

Project Location



R-7W

LOCATION MAP SCALE



**MILEAGE SUMMARY**

105-1  
09-27-94

Div.	Location	Lin. Ft.	Miles
	Sta. 292+65 to Sta. 335+75	4310	0.82

**Project Dates**

D5: 8-5-16

R1: 11-4-16

D8: 8-7-18

**DESIGN DATA URBAN**

2020 AADT	1,600	V.P.D.
2040 AADT	5,500	V.P.D.
2040 DHV	567	V.P.H.
TRUCKS	2	%
Total Design ESALs	--	

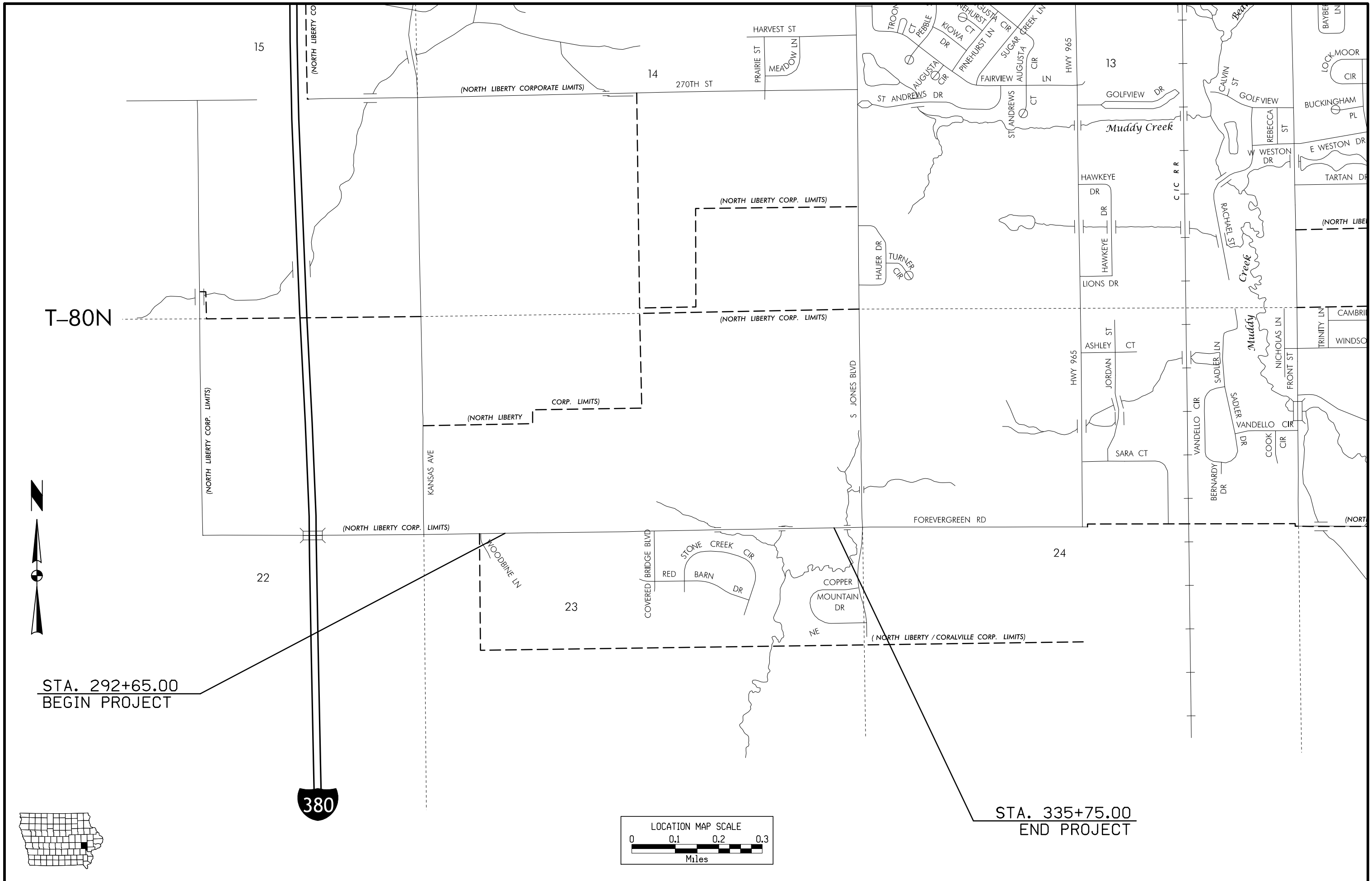
**INDEX OF SEALS**

SHEET NO.	NAME	TYPE
A.1	Ryan R. Miller	Primary Signature Block
X	X	X

**PRELIMINARY PLANS**

Subject to change by final design.

**D3 PLAN - Date: 4-1-16**

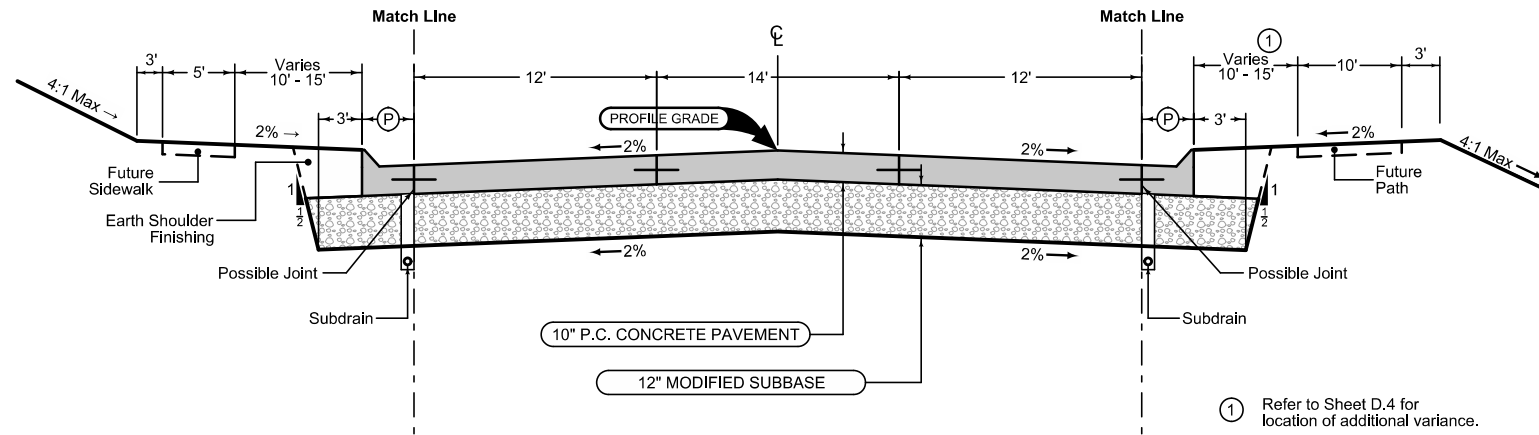


### Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
292+65	332+35	3.5	6" Std.
332+35	335+75	2.5	6" Std.



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

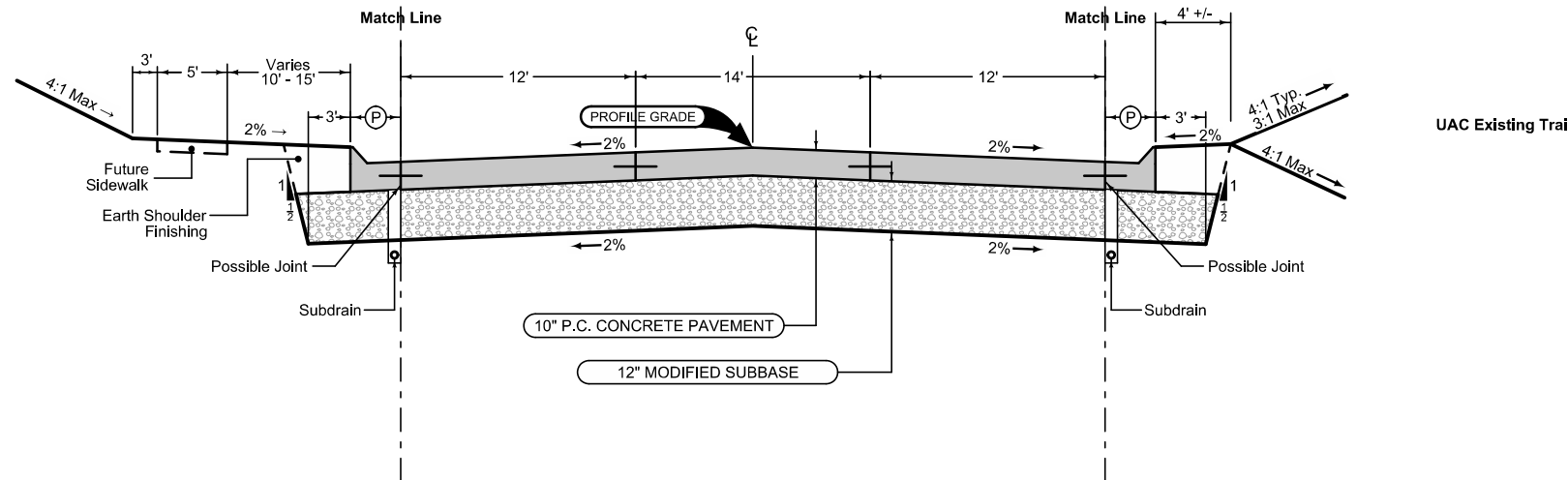
STATION TO STATION	
292+65	310+84.70
325+10	335+75

### Curbed Shoulder

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

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332+35	335+75	2.5	6" Std.



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

STATION TO STATION	
310+84.70	325+10

See Tab 100-24 or 100-25 for pavement quantities.  
 See Tab 112-9 for shoulder quantities.

### Forevergreen Road

### SURVEY SYMBOLS

- BIN Grain Bin
- BNK Stream Bank
- D Centerline Draw or Stream (Down)
- DIK Centerline of Dike or Dam
- DU Centerline Draw or Stream (Up)
- EB Electrical Box
- RET Retaining Walls
- GDC Guard Rail Cable
- EW Edge of Water
- FCL Chain Link and Security Fence
- FHD Fire Hydrants
- FLg Flag Poles
- FW Wire Fence
- FWD Wood Fence
- GDL Guard Rail Steel
- GP Guard Post (Less Than 4 Posts)
- IN Storm Sewer Intake
- INB Storm Sewer Beehive Intake
- LP L.P. Tank
- LUM Luminaire
- MH Utility Access (Manhole)
- MM Mile Marker Post
- PPA Power Pole Co. 1
- PPB Power Pole Co. 2
- PR Electric Riser Pole
- RIP Rip-Rap
- S Soil Sampling Site (Wetlands)
- SCR Section Corner
- SEP Septic Tank
- SI Sign
- STP Stump
- SHR Shrub
- HDG Hedge Row
- TDC Tree Deciduous
- TEV Evergreen Tree
- TFR Tree Fruit
- TIL Tile Line
- TLNL Tree Line Left
- TPD Telephone Pedestal
- UST Underground Tank
- WEL Well
- WHD Water Hydrant
- WV Water Valve

### UTILITY LEGEND

- Central Iowa Power Cooperative  
Duke Dusheck  
1400 Hwy. 13  
Cedar Rapids, IA 52406  
duke.dusheck@cipco.net
- Linn County Rural Electric Cooperative  
Kim Colberg  
5695 REC Drive  
Box 69  
Marion, IA 52302-0069  
319-377-1587  
kcolberg@linncountyrec.com
- Iowa Communications Network  
Larry Klawitter  
400 E. 14th Street  
Grimes State Office Building  
Des Moines, IA 50319  
515-725-4741  
larry.klawitter@iowa.gov
- South Slope Cooperative Communications  
Mark Ditch  
970 N. Front Street  
Box 19  
North Liberty, IA 52317  
319-626-2211  
mark@southslope.com
- CenturyLink  
Steven Parker  
2103 E. University Ave. 1st Floor  
Des Moines, IA 50317  
515-265-0968  
Steven.Parker4@CenturyLink.com
- MidAmerican Energy Company  
Jennifer Kinney  
602 D Ave. NW  
Cedar Rapids, IA 52405-3822  
319-298-5156  
jskinney@midamerican.com
- City of North Liberty  
Ryan Heiar  
3 Quail Creek Circle  
North Liberty, IA 52317  
319-626-5711  
rheiar@northlibertyiowa.org

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

LINEWORK	Design Color No.	Description
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.	Description	
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 "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

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

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

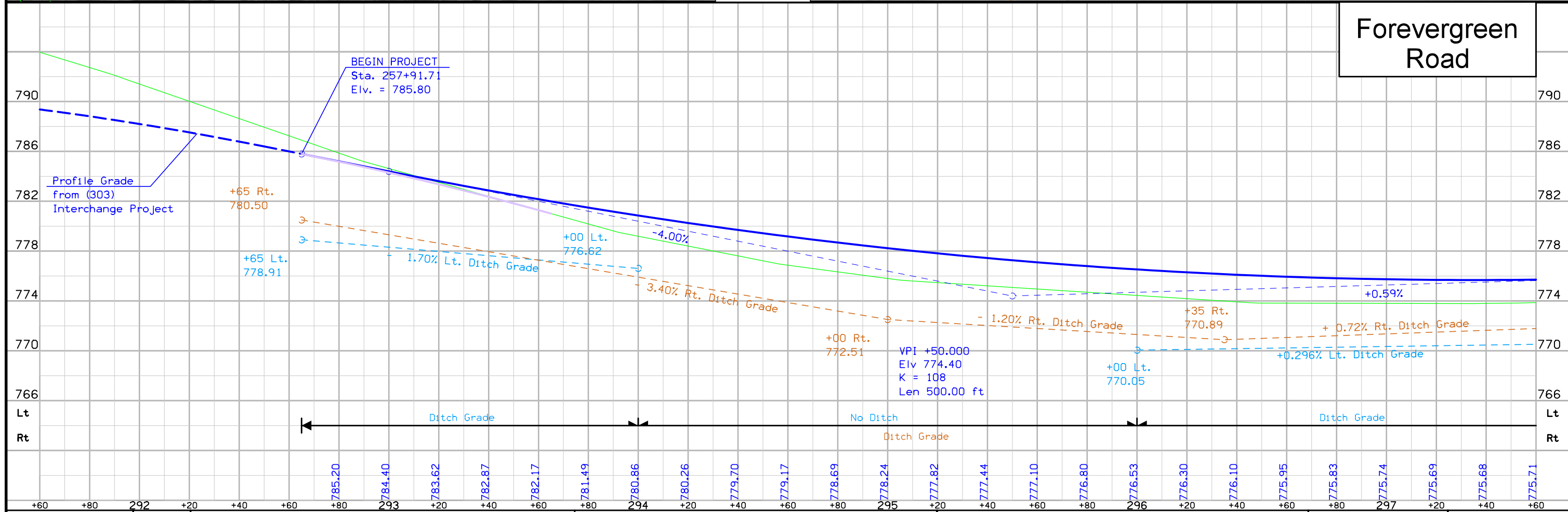
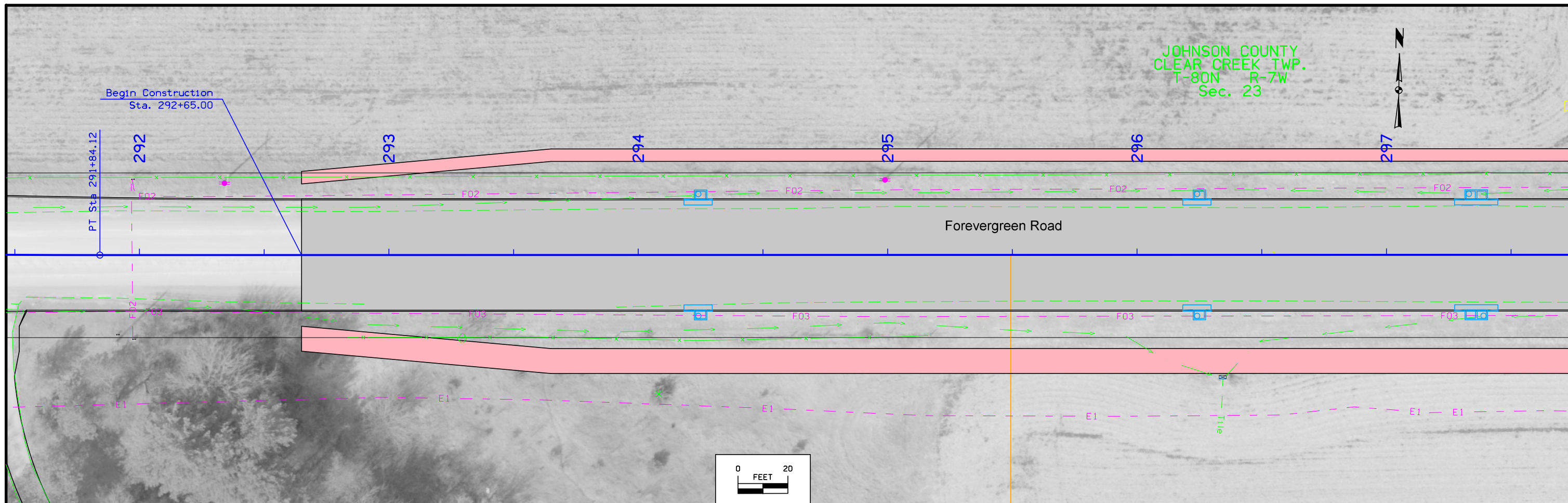
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

### RIGHT-OF-WAY LEGEND

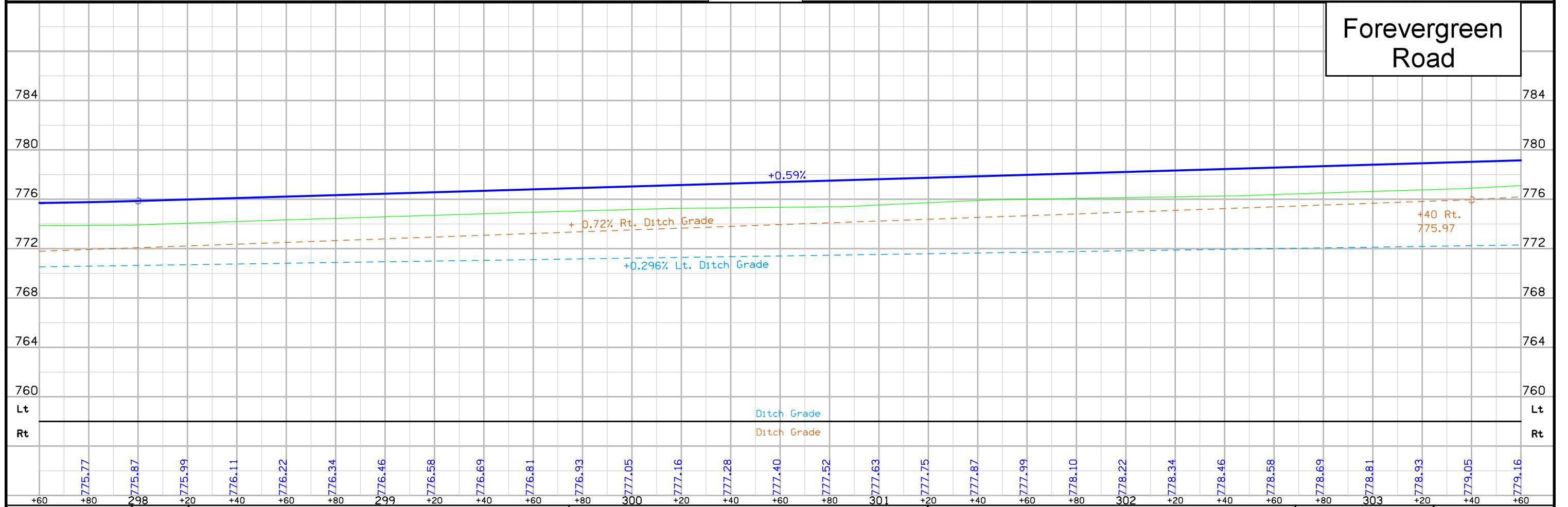
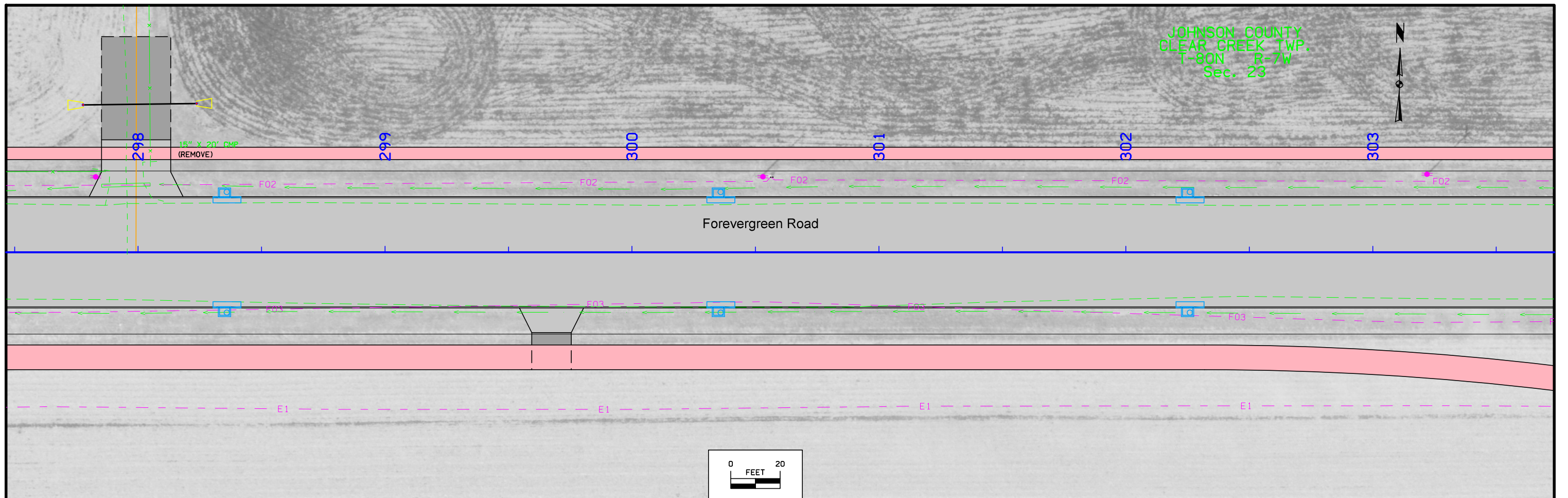
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- Access Control
- Property Line

PLAN AND PROFILE  
LEGEND AND SYMBOL  
INFORMATION SHEET  
(COVERS SHEET SERIES D, E, F, & K)





JOHNSON COUNTY  
 CLEAR CREEK TWP.  
 T-80N R-7W  
 Sec. 23



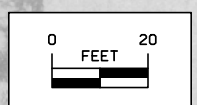
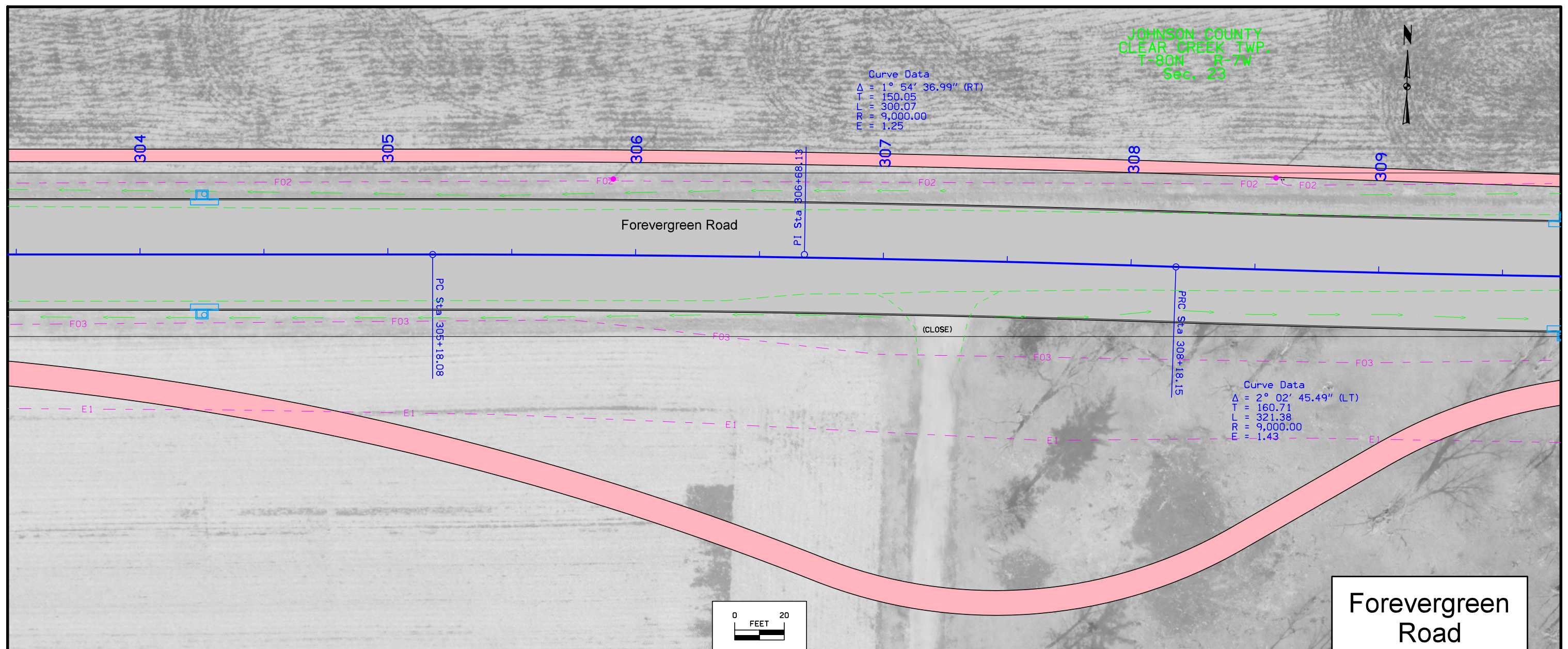
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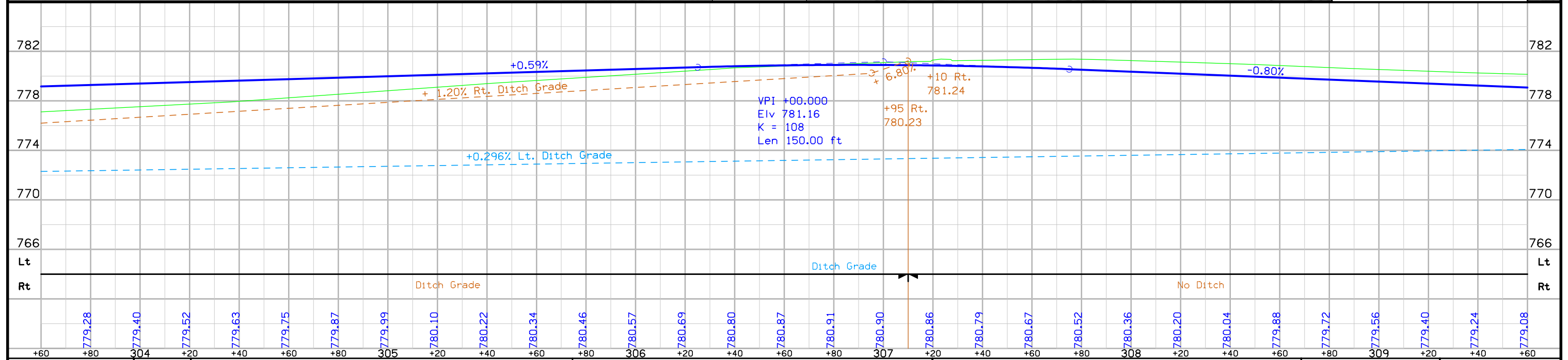
JOHNSON COUNTY  
CLEAR CREEK TWP.  
T-80N R-7W  
Sec. 23

Curve Data  
 $\Delta = 1^\circ 54' 36.99''$  (RT)  
 $T = 150.05$   
 $L = 300.07$   
 $R = 9,000.00$   
 $E = 1.25$

Curve Data  
 $\Delta = 2^\circ 02' 45.49''$  (LT)  
 $T = 160.71$   
 $L = 321.38$   
 $R = 9,000.00$   
 $E = 1.43$



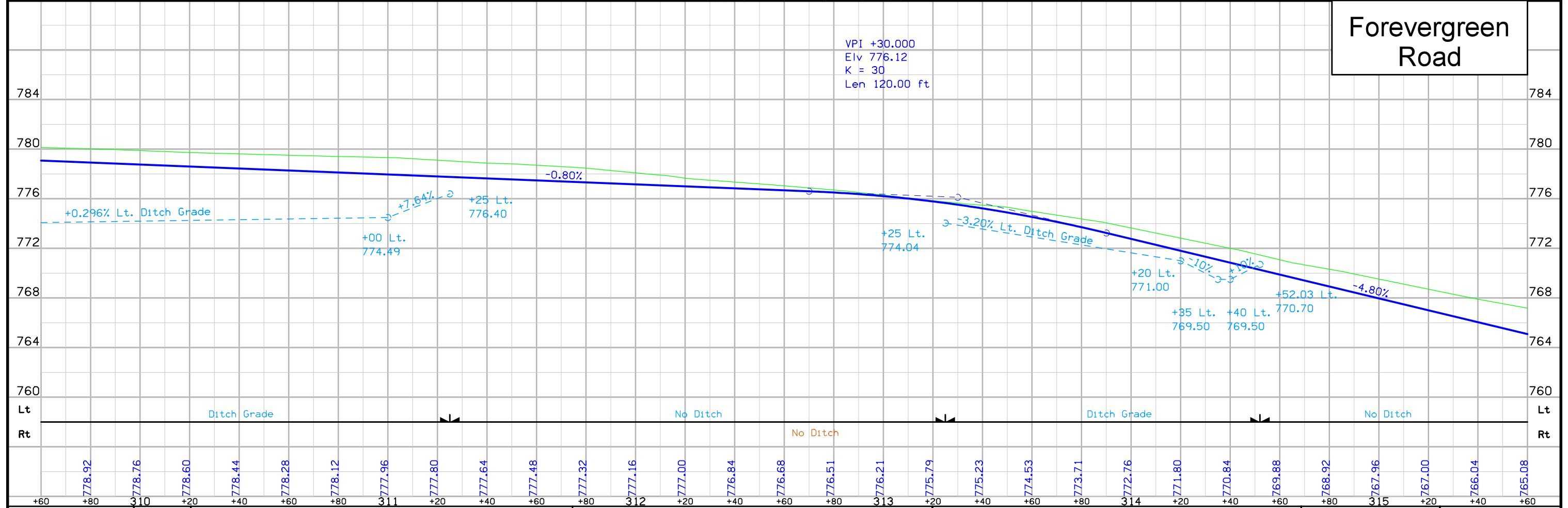
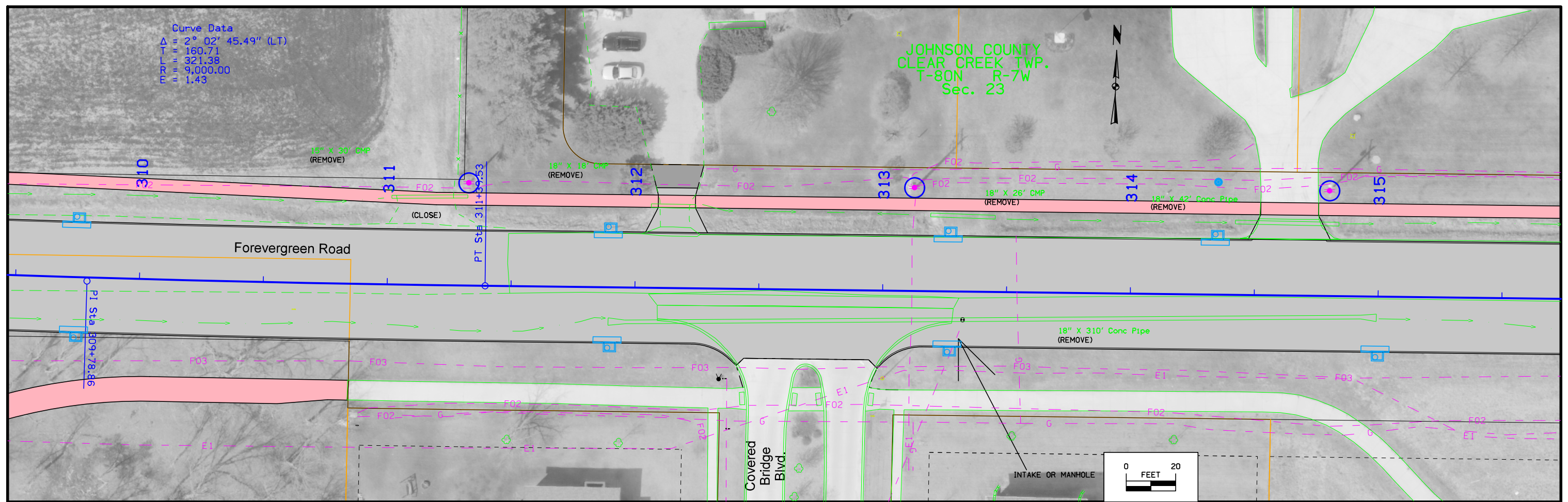
Forevergreen  
Road





Curve Data  
 $\Delta = 2^\circ 02' 45.49''$  (LT)  
 $T = 160.71$   
 $L = 321.38$   
 $R = 9,000.00$   
 $E = 1.43$

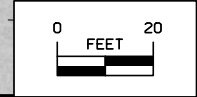
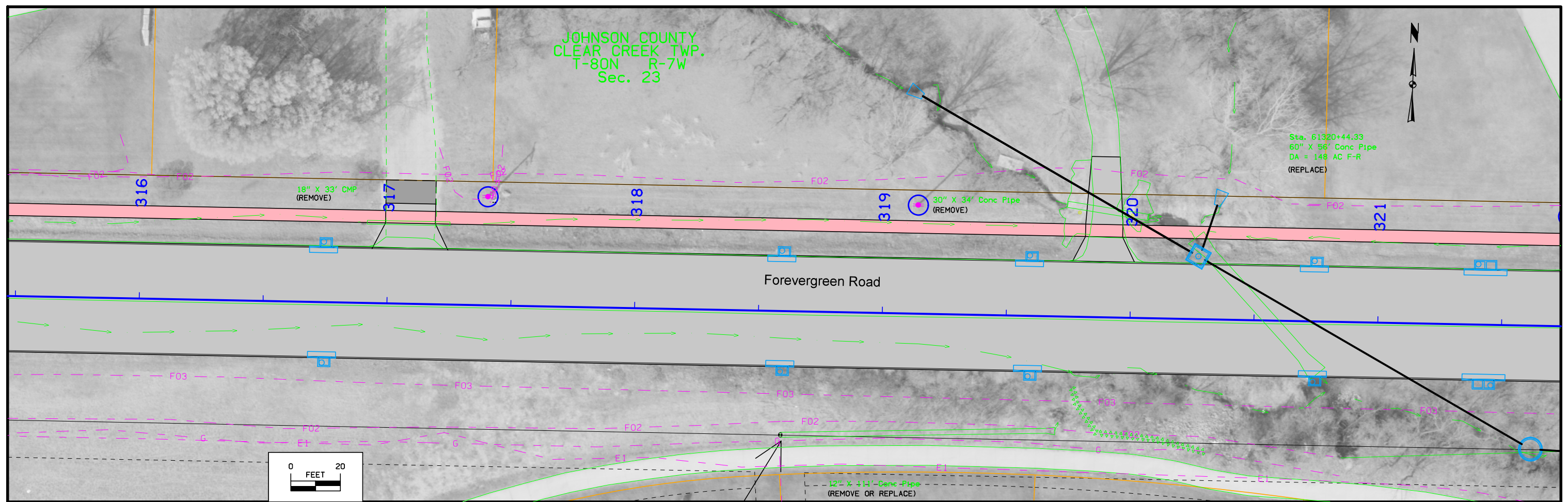
JOHNSON COUNTY  
 CLEAR CREEK TWP.  
 T-80N R-7W  
 Sec. 23



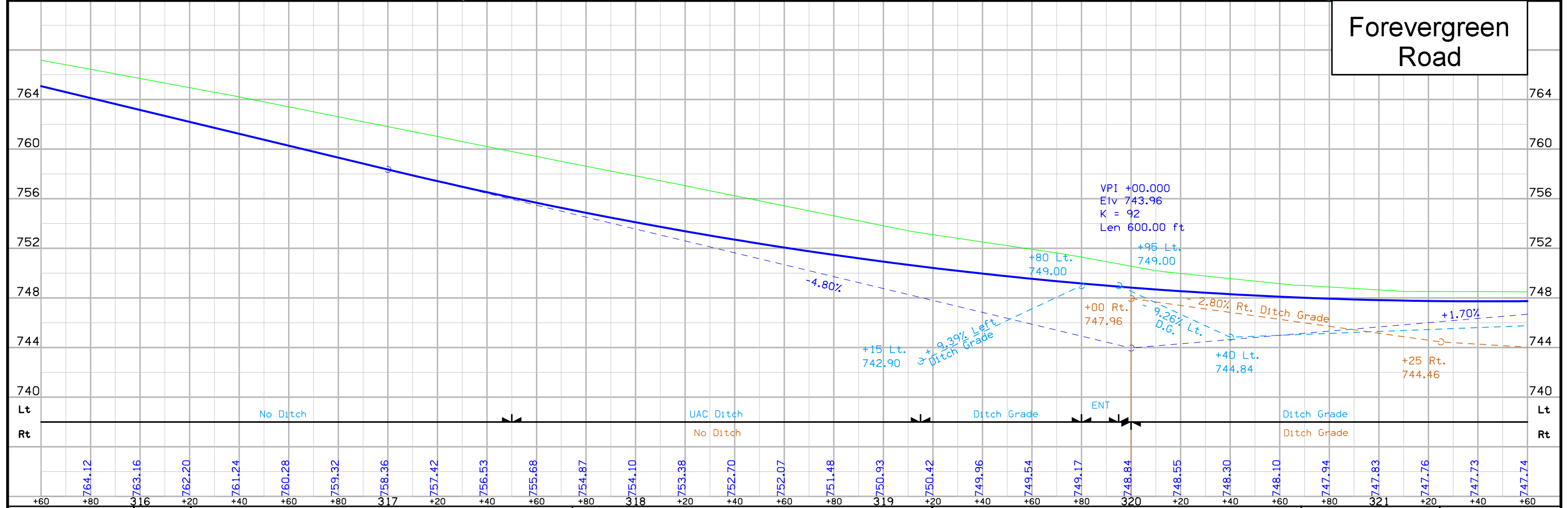
Forevergreen Road

JOHNSON COUNTY  
 CLEAR CREEK TWP.  
 T-80N R-7W  
 Sec. 23

Sta. 61320+44.33  
 60" X 56' Conc Pipe  
 DA = 148 AC F-R  
 (REPLACE)



### Forevergreen Road



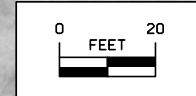
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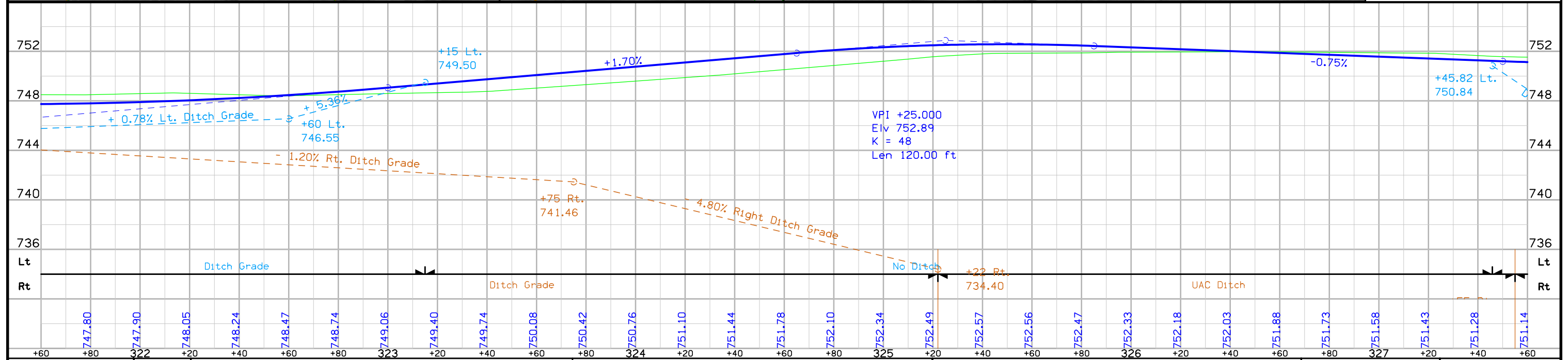
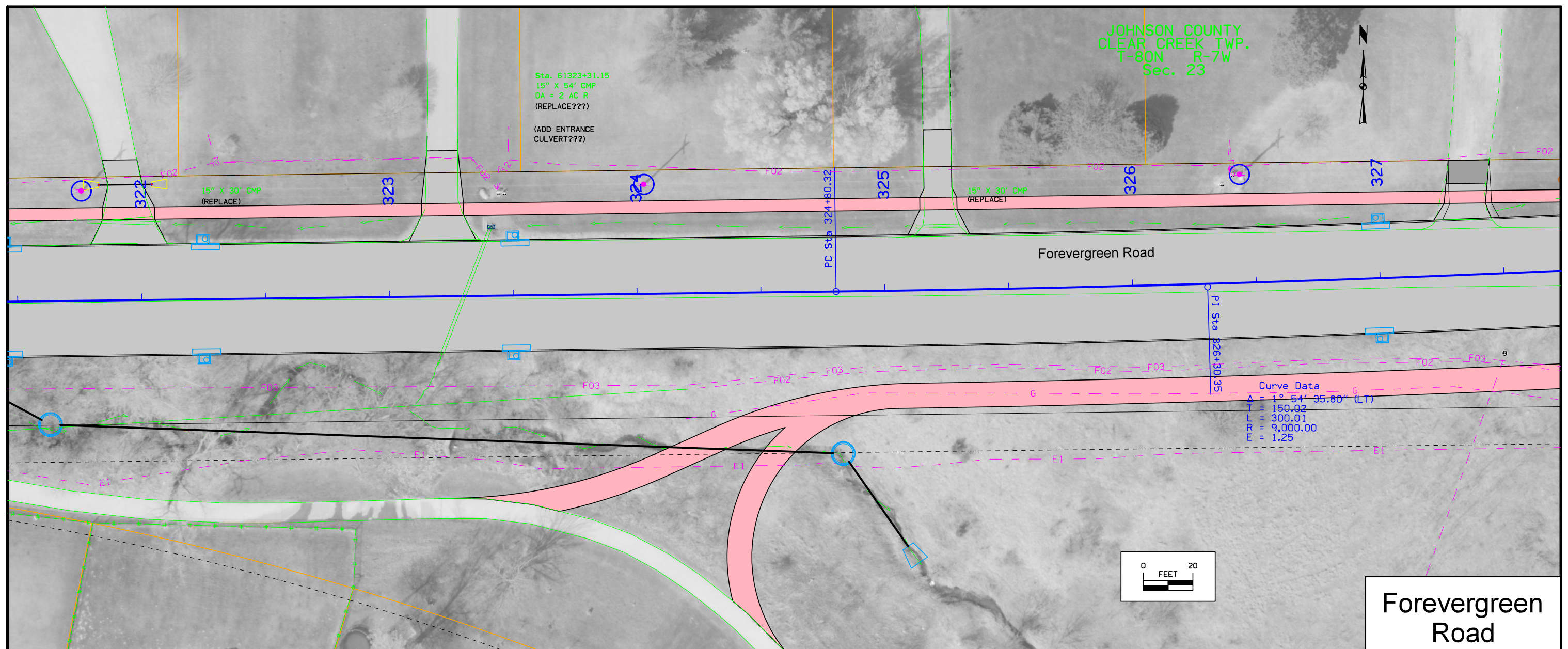
JOHNSON COUNTY  
CLEAR CREEK TWP.  
T-80N R-7W  
Sec. 23

Sta. 61323+31.15  
15" X 54' CMP  
DA = 2 AC R  
(REPLACE???)  
  
(ADD ENTRANCE  
CULVERT???)

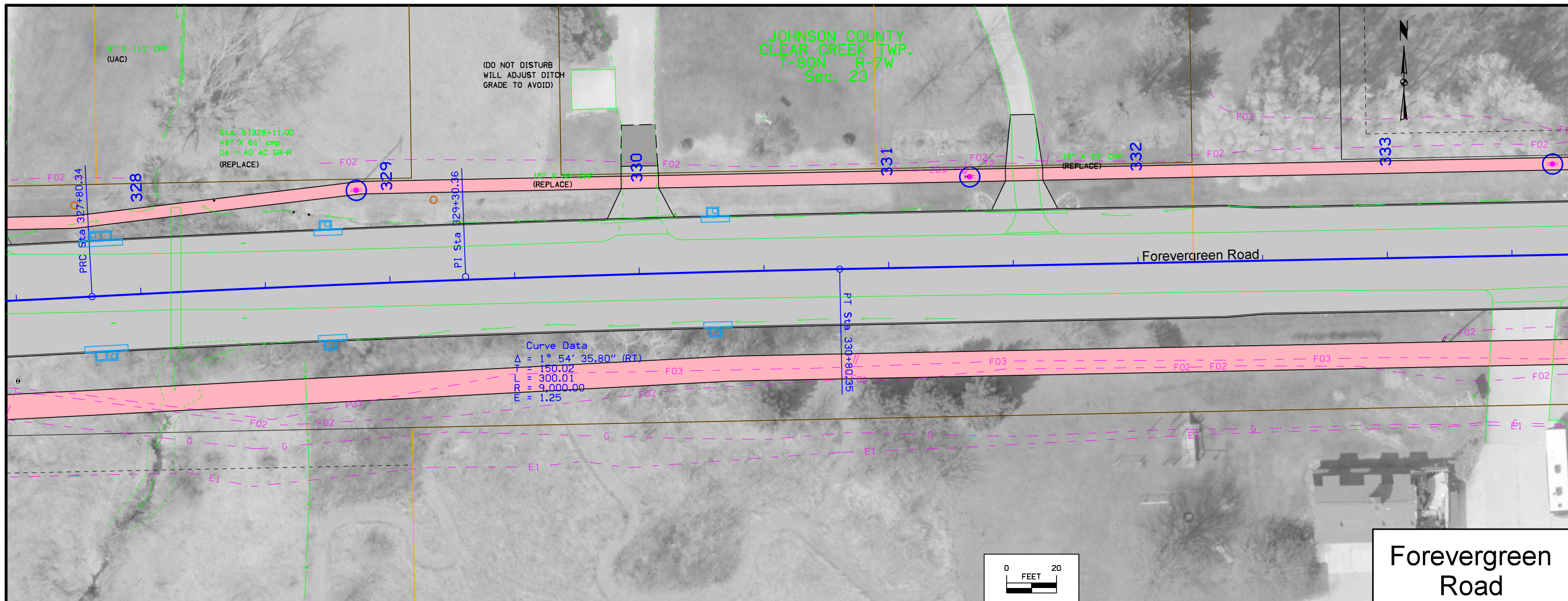
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A = 1° 54' 35.80" (LT)  
T = 150.02  
L = 300.01  
R = 9,000.00  
E = 1.25



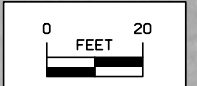
# Forevergreen Road



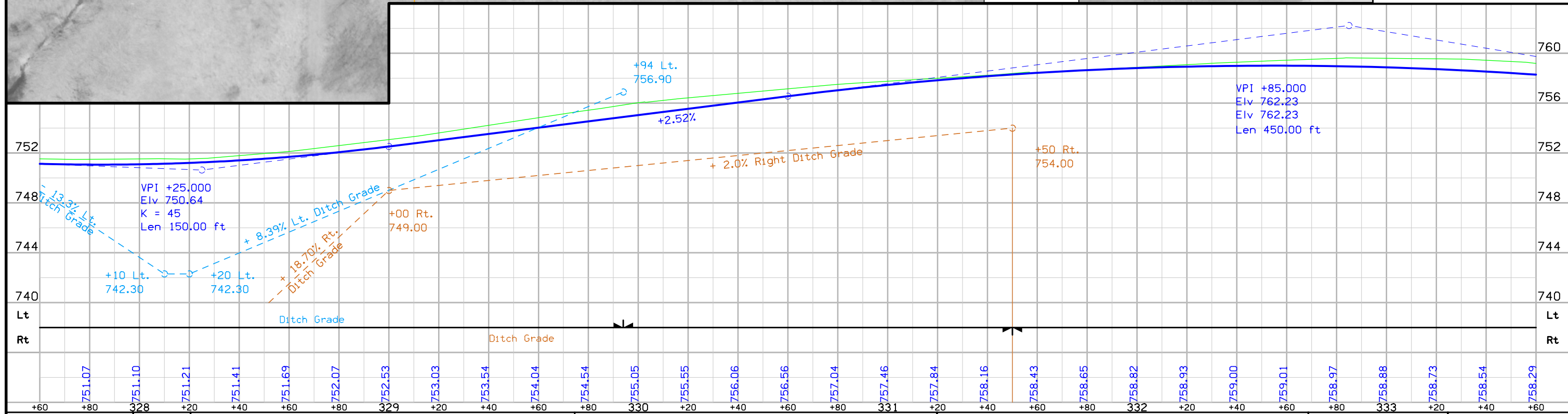




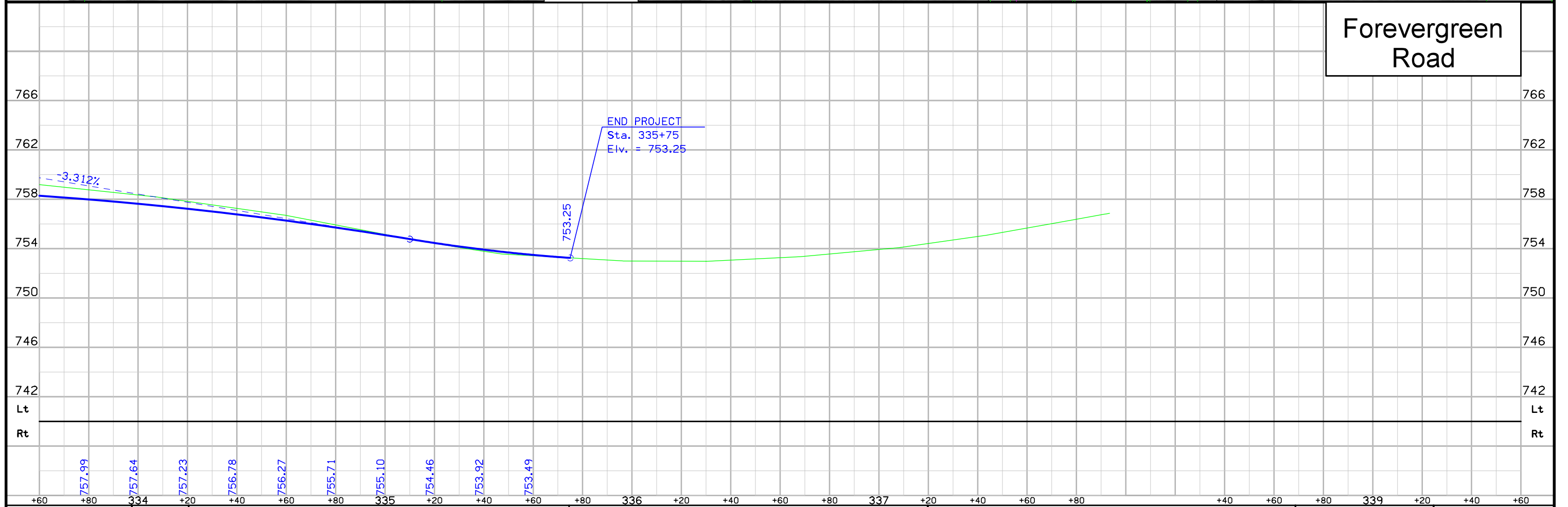
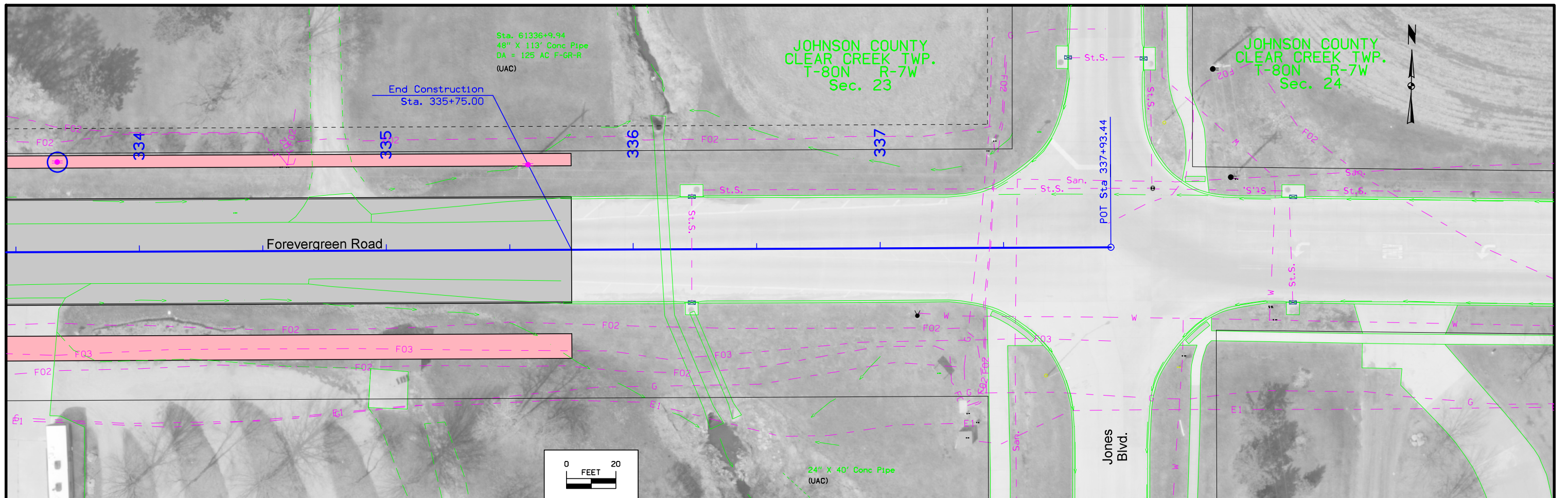
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 $L = 300.01$   
 $R = 9,000.00$   
 $E = 1.25$



# Forevergreen Road







FILE NO.	ENGLISH	DESIGN TEAM	<b>J1a \ Miller \ Maach</b>	JOHNSON COUNTY	PROJECT NUMBER	<b>NHS-380-6(320)2--11-52</b>	SHEET NUMBER	<b>D.9</b>
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General Information

The GPS Network along this project was collected by IDOT Preliminary Survey Crews. Information about that network can be found in the 0411gpspoints.doc file included with this survey in NAD83(1996) Project Coordinates.

This survey completes the Design DTM event of the "Can Do Process." Twelve section corners were found and included in this survey. None of the section corners coded as SCR in this survey have been certified by District 6 office. This survey was measured in English Units.

The mainline alignment of this survey is a retrace of the as-built plans # F-518-4(12)-20-52 1986 AB plans (centerline of median).

This survey intersects a 2000 Preliminary Survey along I-80. The 2000 survey data used Sap 0321. A revised GPS network was observed in 2002 for this project that includes all 2000 network control with approximately fourteen additional points added along the I-380 corridor north and south of I-80. The project control for this project is identical to the 2000 network control survey. Station equations to all as-built PI points are in the Horizontal datum information included below.

Vertical Datum

This survey is relative to NAVD88 vertical datum. Three wire bench level loops were run throughout this project. All bench loops originated and closed on one project benchmark #566 a 3rd order USGS mark called 26FDR 1964 682. Note the vertical datum difference between NGVD 88 and NAVD 29 is 0.10 feet in this area. The 29 datum is 0.10 higher than 88.

Vertical equations to the project datum Bench Marks and other benches along this survey are as follows:

Table listing benchmark information including BM #, survey name, and elevation. Includes entries for Johnson County 2000 survey, 1986 AB plan, 2000 Carlson survey, and 1986 AB Plan.

BM # 634 This survey EL=682.904
= BM # 21B Survey Information (Datum unknown) EL=702.26

Horizontal Datum

The mainline horizontal alignment for this survey is a retrace of the I-380 plans. Stationing for I-380 was backed up and carried forward from TS Sta 11183+81.20 on the as built plans. Two sets of I-380 plans were used on this project are as follows:

I-380 F-518-4(12)--20-52 As-Built I-380 Plans from south of I-80 to just North of I-80 and I-IG-380-6(19)243-04-52 AS-Built I-380 Plans from just south of I-80 to 1.5 miles North of Co. Rd. F-28

Equations are as follows:

BOP POT Sta.11082+95.29 this survey =
POT Sta. 1684+00.22 F-518-4(12)--20-52 As-Built Plans

CP Point 11097+51.08, 0.14 feet right this survey =
= PC Sta. 1698+56.76 F-518-4(12)--20-52 As-Built Plans Back
= PC Sta. 1698+60.00 F-518-4(12)--20-52 As-Built Plans Ahead

PI Sta. 11109+54.89 this survey =
PI Sta. 1710+60.76 F-518-4(12)--20-52 As-Built Plans

PI Sta.11127+45.33 this survey =
= POT Sta. 1127+45.33 IMN-80-6(211)240-0E-52 2000 Preliminary Survey
= POT Sta. 1728+54.9 F-518-4(12)--20-52 As-Built Plans Back
= POT Sta. 1127+44.85 F-518-4(12)--20-52 As-Built Plans Ahead

POT Sta.11163+54.20 This Survey I-380 Stationing (Not Set in Field)
= POT Sta. 644+59.06 This Survey I-80 Stationing

= POT Sta. 644+50.24 IM-80-6(167)240-13-52 Feb 1996 Grading Plan I-80 Stationing
= POT Sta. 638+56.24 F-518-4(12)--20-52 As-Built Plans I-80 Stationing
= POT Sta. 638+56.24 I-IG-380-6(19)243-04-52 As-Built Plans I-80 Stationing
= POT Sta. 1163+53.95 F-518-4(12)--20-52 As-Built Plans I-380 Stationing
= POT Sta. 1163+53.95 I-IG-380-6(19)243-04-52 As-Built Plans I-380 Stationing
= POT Sta. 644+59.06 IMN-80-6(211)240-0E-52 2000 Preliminary Survey I-80 Stationing

POT Sta. 11183+81.20 This survey
= TS Sta. 1183+81.20 F-518-4(12)--20-52 As-Built Plans
= TS Sta. 1183+81.20 I-IG-380-6(19)243-04-52 As-Built Plans
= TS Sta. 1183+81.20 IMN-80-6(211)240-0E-52 2000 Preliminary Survey

PI Sta. 11191+13.01 this survey =
PI Sta. 1191+12.08 I-IG-380-6(19)243-04-52 As-Built Plans

PI Sta. 11271+13.95 this survey =
PI Sta. 1271+13.52 I-IG-380-6(19)243-04-52 As-Built Plans

PI Sta. 11324+10.95 this survey =
PI Sta. 1324+11.21 I-IG-380-6(19)243-04-52 As-Built Plans

POT Sta. 11404+96.91 This Survey I-380 Stationing
PC Sta. 1404+96.91 I-IG-380-6(19)243-04-52 As-Built Plans

VERTICAL CONTROL

Table with columns BENCHMARKS and ELEVATION. Lists benchmark numbers, stationing, and descriptions like '2-100D NAILS IN WD.SI.POS' and 'IHC BM INLET HDWL.TRIPLE'.

Table listing stationing and elevation data for various points. Includes station numbers (No.), stationing (Sta.), and elevations (Elev.).

No. 608	Sta.11270+93.677	134.86 Rt.	FD.IHC SE.COR.WHLGD.BRIDG BM#608 ELEV.= 804.915(E) THIS SURVEY -BM#37 ELEV.= 804.85(E) F-518-4(12)--20-52 1986 AB PLAN----- 804.915 CUT"X"NW.COR.WHLGD.BRIDG----- 804.763	No. 522	Sta. 659+46.078	96.58 Lt.	FD\IHC-BM-SW-WING-RAMP BRG FROM I-80 W.BOUND TO I-380 N.BOUND----- 683.510	No. 628	Sta.51220+41.072	38.97 Rt.	FD.DOT BUTTON OUTLET HDWL 12.0 X 6.0 RCB,S.SIDE RD.----- 692.107
No. 607	Sta.11271+31.826	130.49 Lt.	CUT"X"NW.COR.WHLGD.BRIDG----- 804.763	No. 523	Sta. 661+62.644	113.94 Rt.	FD\X-CONC-WHEELGUARD-SE END OF RAMP BRIDGE FROM I-380 N.BOUND TO I-80 EAST BOUND----- 678.334	No. 601	Sta.61258+19.677	73.21 Lt.	SET RR.SPK.SW.SIDE P.POLE----- 797.156
No. 580	Sta.11272+23.924	148.34 Rt.	SET RR.SPK.W.SIDE FE.POST----- 779.049	No. 524	Sta. 678+73.492	137.92 Rt.	SET\RR-SPK-N-SIDE-WOOD FENCE POST----- 668.615	No. 607	Sta.61269+81.203	16.29 Lt.	CUT"X"NW.COR.WHLGD.BRIDG----- 804.763
No. 581	Sta.11287+68.335	98.68 Rt.	CUT"X"INLET 42"RCP S.10F2----- 764.010	No. 622	Sta.20572+00.606	33.65 Rt.	SET RR.SPK.SW.SIDE P.POLE----- 764.688	No. 608	Sta.61272+47.430	15.13 Rt.	FD.IHC SE.COR.WHLGD.BRIDG BM#608 ELEV.= 804.915(E) THIS SURVEY -BM#37 ELEV.= 804.85(E) F-518-4(12)--20-52 1986 AB PLAN----- 804.915
No. 582	Sta.11303+75.126	105.25 Rt.	FD.IHC INLET HDWL.TWIN8X8 BM#582 ELEV.= 758.068(E) THIS SURVEY -BM#39 ELEV.= 758.03(E) F-518-4(12)--20-52 1986 AB PLAN----- 758.068	No. 621	Sta.20578+73.257	31.20 Rt.	SET RR.SPK.W.SIDE P.POLE----- 763.973	No. 580	Sta.61272+57.419	115.97 Lt.	SET RR.SPK.W.SIDE FE.POST----- 779.049
No. 583	Sta.11319+99.239	100.54 Rt.	CUT"X"NW.W.CONC.SIGN BASE----- 767.172	No. 620	Sta.20591+97.150	53.93 Rt.	SET RR.SPK.SW.SIDE FE.PST----- 740.677	No. 609	Sta.71285+24.573	36.52 Lt.	SET RR.SPK.W.SIDE P.POLE----- 782.709
No. 606	Sta.11324+44.101	150.98 Lt.	SET RR.SPK.SE.SIDE P.POLE----- 780.252	No. 619	Sta.20602+54.671	63.25 Lt.	SET RR.SPK.N.SIDE P.POLE----- 786.486	No. 610	Sta.71300+33.158	43.78 Rt.	SET RR.SPK.E.SIDE P.POLE----- 777.704
No. 584	Sta.11332+00.705	107.52 Rt.	CUT"X"E.SIDEW.CONC.SGN.BA----- 775.672	No. 513	Sta.20608+06.706	35.16 Lt.	SET\RR-SPK-N-SIDE-P-POLE----- 799.211	No. 611	Sta.71313+91.962	33.55 Lt.	SET RR.SPK.W.SIDE P.POLE----- 794.997
No. 585	Sta.11343+50.252	109.94 Rt.	CUT"X"NE.SIDEW.CONC.SGN.B----- 788.481	No. 510	Sta.20622+90.521	33.39 Lt.	FD\RR-SPK-E-SIDE-P-POLE----- 759.074	No. 612	Sta.71324+43.867	33.77 Lt.	SET RR.SPK.E.SIDE P.POLE----- 777.635
No. 586	Sta.11356+00.495	116.53 Rt.	CUT"X"W.SIDEW.CONC.SGN.BA----- 795.758	No. 511	Sta.30620+64.760	67.37 Lt.	FD\X-SOUTH-CONC-BASE-OF OVERHEAD SIGN= BM # 501 PROJECT NUMBER IM-80-6(171)240--13-52 ELEVATION=768.539----- 768.176	No. 605	Sta.81312+32.522	26.41 Lt.	SET RR.SPK.S.SIDE P.POLE----- 778.045
No. 587	Sta.11375+75.327	149.09 Rt.	SET RR.SPK.W.SIDE P.POLE----- 798.873	No. 512	Sta.30622+33.605	14.88 Lt.	FD\IHC-BM-NW-WING-BRIDGE = BM 60A ELEV = 789.74 GRADING PLANS PROJECT NO.I-80-6(12)238=BM # 500 PROJECT NUMBER IM-80-6(171)240--13-52 ELEVATION=789.96----- 789.582	No. 606	Sta.81322+59.298	30.49 Lt.	SET RR.SPK.SE.SIDE P.POLE----- 780.252
No. 592	Sta.11377+19.336	135.71 Lt.	CUT"X"SW.WING CO.RD.F28 B----- 816.985	No. 617	Sta.30634+79.709	15.80 Rt.	SET RR.SPK.W.SIDE TEL.POL ON JASPER AVE.----- 778.994	No. 613	Sta.81339+01.184	31.48 Lt.	SET RR.SPK.S.SIDE P.POLE----- 764.142
No. 593	Sta.11377+53.473	133.56 Rt.	FD.DOT BUTTON NE.WING BR.----- 817.034	No. 616	Sta.30639+48.147	43.04 Rt.	SET RR.SPK.W.SIDE P.POLE ON JASPER AVE.----- 758.301	No. 590	Sta.91359+26.297	34.25 Rt.	ARROWHEAD ON SW.SIDE FHD----- 788.696
No. 588	Sta.11389+34.201	160.47 Rt.	SET RR.SPK.W.SIDE FE.POST----- 789.830	No. 615	Sta.30653+45.242	17.13 Rt.	FD.SQ.SE.COR.HNDRL.BRIDGE OVER CLEAR CREEK,JASPER A----- 686.896	No. 591	Sta.91365+45.283	23.04 Rt.	ARROWHEAD ON NE.SIDE FHD----- 792.288
No. 589	Sta.11403+67.224	180.83 Rt.	SET RR.SPK.NW.SIDE P.POLE----- 762.153	No. 614	Sta.30655+23.641	16.15 Lt.	CUT"X"NW.COR.HNDRL.BRG.OV ER CLEAR CREEK ON JASPER AVE. JUST S.RR.TRACKS----- 687.721	No. 592	Sta.91376+00.766	16.91 Rt.	CUT"X"SW.WING CO.RD.F28 B----- 816.985
No. 500	Sta. 524+24.824	275.01 Rt.	CUT-X-NW-CORNER-CONC-SLAB OF THE EAST MOST HISTORICAL MONUMENT----- 725.532	No. 633	Sta.30664+43.666	29.41 Rt.	FD.IHC INLET HDWL 4X2 RCB BM# 633 ELEV.= 684.221(E) THIS SURVEY -BM#21A ELEV.=703.62 F-289(6) 1970 AB PLAN----- 684.221	No. 593	Sta.91378+70.104	16.70 Lt.	FD.DOT BUTTON NE.WING BR.----- 817.034
No. 501	Sta. 541+26.761	95.72 Rt.	FD\IHC-BM-ON-INLET-HDWL 6.0 X 6.0 RCB----- 716.211	No. 596	Sta.30677+73.777	27.86 Lt.	SET RR.SPK.E.SIDE P.POLE----- 717.410	No. 587	Sta.91378+85.282	161.48 Rt.	SET RR.SPK.W.SIDE P.POLE----- 798.873
No. 502	Sta. 557+55.028	100.54 Lt.	FD\IHC-BM-ON-INLET-HDWL 4.0 X 4.0 RCB = BM 51A ELEV = 738.36 GRADING PLANS PROJECT NO. I-80-6(12)238----- 738.113	No. 597	Sta.30686+97.621	16.19 Rt.	FD.BOLT INLET HDWL.8X6RCB----- 709.220	No. 594	Sta.91393+35.495	28.53 Rt.	ARROWHEAD ON W.SIDE FHD----- 788.677
No. 503	Sta. 567+54.008	112.27 Rt.	FD\IHC-BM-SE-WING-BRIDGE = BM 51C ELEV = 768.83 GRADING PLANS PROJECT NO. I-80-6(12)238----- 768.519	No. 598	Sta.30698+38.006	33.23 Lt.	SET RR.SPK.W.SIDE P.POLE----- 733.159	No. 595	Sta.91400+06.045	28.37 Rt.	ARROWHEAD ON W.SIDE FHD.----- 785.191
No. 505	Sta. 572+43.123	232.39 Lt.	FD\IHC-BM-ON-INLET-HDWL 5.0 X 5.0 RCB = BM 56B ELEV = 736.39 GRADING PLANS PROJECT NO. I-80-6(12)238----- 736.150	No. 599	Sta.30711+77.883	32.92 Lt.	SET RR.SPK.W.SIDE P.POLE----- 780.071	MISCELLANEOUS LOCATIONS			
No. 506	Sta. 576+04.565	174.78 Lt.	FD\IHC-BM-ON-OUTLET-HDWL 42" CIR RCB W/ FLUME = BM 56A ELEV = 736.54 GRADING PLANS PROJECT NO. I-80-6(12)238----- 736.266	No. 600	Sta.30719+26.238	33.12 Lt.	SET RR.SPK.W.SIDE P.POLE----- 808.144	No. 43	*****	GPS# 043-GPS ZC= 751.45 ADJUSTED LOCAL PROJECT PLANE COORDINATES ELEVATION IS ESTIMATED GPS DERIVED ORTHO HEIGHT----- 751.478	
No. 507	Sta. 582+71.852	157.29 Rt.	SET\RR-SPK-N-SIDE-FE-POST----- 741.725	No. 601	Sta.30728+10.453	42.91 Rt.	SET RR.SPK.SW.SIDE P.POLE----- 797.156	No. 44	*****	GPS# 044 -GPS ZC= 783.95 ADJUSTED LOCAL PROJECT PLANE COORDINATES ELEVATION IS ESTIMATED GPS DERIVED ORTHO HEIGHT----- 783.937	
No. 508	Sta. 593+92.172	141.09 Lt.	SET\RR-SPK-S-SIDE-P-POLE----- 741.525	No. 602	Sta.30740+44.218	32.72 Rt.	SET RR.SPK.W.SIDE GATEPOS----- 760.080	No. 45	*****	GPS# 045 -GPS ZC= 767.37 ADJUSTED LOCAL PROJECT PLANE COORDINATES ELEVATION IS ESTIMATED GPS DERIVED ORTHO HEIGHT----- 767.378	
No. 509	Sta. 607+05.870	79.46 Rt.	FD\IHC-BM-ON-INLET-HDWL 5.0 X 5.0 RCB = BM 58A ELEV = 738.31 GRADING PLANS PROJECT NO. I-80-6(12)238----- 738.221	No. 603	Sta.30753+47.152	26.22 Rt.	SET RR.SPK.W.SIDE P.POLE----- 757.608	No. 46	*****	GPS# 046 -GPS ZC= 777.31 ADJUSTED LOCAL PROJECT PLANE COORDINATES ELEVATION IS ESTIMATED GPS DERIVED ORTHO HEIGHT----- 777.325	
No. 511	Sta. 620+62.574	65.33 Rt.	FD\X-SOUTH-CONC-BASE-OF OVERHEAD SIGN= BM # 501 PROJECT NUMBER IM-80-6(171)240--13-52 ELEVATION=768.539----- 768.176	No. 604	Sta.30766+58.868	30.99 Rt.	SET RR.SPK.W.SIDE P.POLE----- 768.523	No. 47	*****	GPS# 047 -GPS ZC= 798.04 ADJUSTED LOCAL PROJECT PLANE COORDINATES ELEVATION IS ESTIMATED GPS DERIVED ORTHO HEIGHT----- 798.026	
No. 512	Sta. 621+03.405	106.71 Lt.	FD\IHC-BM-NW-WING-BRIDGE = BM 60A ELEV = 789.74 GRADING PLANS PROJECT NO.I-80-6(12)238=BM # 500 PROJECT NUMBER IM-80-6(171)240--13-52 ELEVATION=789.96----- 789.582	No. 632	Sta.41197+93.824	27.47 Rt.	CUT"X"N.SIDE 48"CONC.P.PO -LE BASE S.RR.TRACKS JUST W. 380 OVERPASS----- 680.741	No. 51	*****	GPS# 051 -GPS ZC= 764.45 ADJUSTED LOCAL PROJECT PLANE COORDINATES ELEVATION IS ESTIMATED GPS DERIVED ORTHO HEIGHT----- 764.528	
No. 514	Sta. 628+04.839	138.29 Rt.	FD-X-NORTH-SIDE-CONC-BASE LIGHT POLE = BM # 502 PROJECT NUMBER IM-80-6(171)240--13-52 ELEVATION=759.83----- 759.429	No. 571	Sta.41198+53.244	87.28 Lt.	CUT"X"NW.WING SB.BRIDGE----- 715.783	No. 566	*****	FD USGS DISK OUTLET HDWL 4.0 X 2.0 RCB NAVD 88 EL=682.046----- 682.046	
No. 519	Sta. 643+13.570	149.65 Lt.	FD\IHC-BM-NW-WING-S-BOUND I-380 BRIDGE OVER I-80----- 737.910	No. 572	Sta.41198+95.539	85.52 Lt.	CUT"X"NE.WING SB.BRIDGE----- 716.012				
No. 515	Sta. 643+29.799	85.69 Rt.	CUT-X-S-SIDE-OF-THE-SOUTH CONC BASE OVERHEAD SIGN----- 717.715	No. 570	Sta.41200+17.490	85.89 Rt.	FD.DOT BUTTON SE.WING BR.----- 714.922				
No. 518	Sta. 646+13.448	174.79 Rt.	FD\IHC-BM-SE-WING-N-BOUND I-380 BRIDGE OVER I-80----- 746.360	No. 631	Sta.41210+26.902	27.22 Rt.	CUT"X"N.SIDE 48"CONC.P.PO -LE BASE,OVERHEAD POWER LINE,S.RR.TRACKS,JUST W. FS FEEDS BUILDING----- 684.629				
				No. 630	Sta.41219+67.035	28.89 Rt.	CUT"X"N.SIDE 48"CONC.P.PO -LE BASE S.RR.TRACKS E. END FS FEEDS FENCE----- 688.824				
				No. 633	Sta.51192+29.509	33.19 Lt.	FD.IHC INLET HDWL 4X2 RCB BM# 633 ELEV.= 684.221(E) THIS SURVEY -BM#21A ELEV.=703.62 F-289(6) 1970 AB PLAN----- 684.221				
				No. 634	Sta.51200+72.371	24.25 Lt.	FD.IHC INLET HDWL 4X2 RCB BM# 634 ELEV.= 682.904(E) THIS SURVEY -BM#21B ELEV.=702.26 F-289(6) 1970 AB PLAN----- 682.904				
				No. 627	Sta.51203+52.358	60.83 Lt.	SET RR.SPK.S.SIDE P.POLE N.SIDE HWY 6,JUST W.OF 380 OVERPASS----- 685.435				
				No. 574	Sta.51205+48.360	121.48 Rt.	FD.DOT BUTTON SW.WING BR.----- 713.436				
				No. 573	Sta.51205+96.470	120.17 Rt.	CUT"X" SE.WING SB.BR.HWY6----- 713.595				
				No. 575	Sta.51206+11.957	120.14 Lt.	FD.DOT BUTTON NE.WING BR.----- 712.079				

No. 48 \*\*\*\*\* GPS# 048-GPS ZC= 786.78  
 ADJUSTED LOCAL PROJECT  
 PLANE COORDINATES  
 ELEVATION IS ESTIMATED  
 GPS DERIVED ORTHO HEIGHT----- 786.758

No. 49 \*\*\*\*\* GPS# 049 -GPS ZC= 813.21  
 ADJUSTED LOCAL PROJECT  
 PLANE COORDINATES  
 ELEVATION IS ESTIMATED  
 GPS DERIVED ORTHO HEIGHT----- 813.212

No. 50 \*\*\*\*\* GPS# 050-GPS ZC= 784.71  
 ADJUSTED LOCAL PROJECT  
 PLANE COORDINATES  
 ELEVATION IS ESTIMATED  
 GPS DERIVED ORTHO HEIGHT----- 784.725

No. 629 \*\*\*\*\* SET RR,SPK,SW,SIDE L.POLE  
 IN ENT.TO FS FEEDS----- 702.775

No. 623 \*\*\*\*\* FD.BOLT SW,COR,HDWL,TWIN  
 12 X 12 RCB----- 688.940

No. 38 \*\*\*\*\* GPS# 038 -GPS ZC= 717.88  
 ADJUSTED LOCAL PROJECT  
 PLANE COORDINATES  
 ELEVATION IS ESTIMATED  
 GPS DERIVED ORTHO HEIGHT  
 GPS POINT G038----- 717.875

No. 39 \*\*\*\*\* GPS POINT G039  
 GPS# 39 -GPS ZC= 733.36  
 ADJUSTED LOCAL PROJECT  
 PLANE COORDINATES  
 ELEVATION IS ESTIMATED  
 GPS DERIVED ORTHO HEIGHT----- 733.310

No. 635 \*\*\*\*\* SET RR SPK N. SIDE P.POLE  
 AT ENT TO 911 # 3050  
 ON N. SIDE 355 ST. S.W.----- 775.965

No. 504 \*\*\*\*\* FD\IHC-BM-ON-INLET-HDWL  
 6.0 X 4.0 RCB  
 = BM 51B ELEV = 760.19  
 GRADING PLANS PROJECT  
 NO. I-80-6(12)238----- 759.878

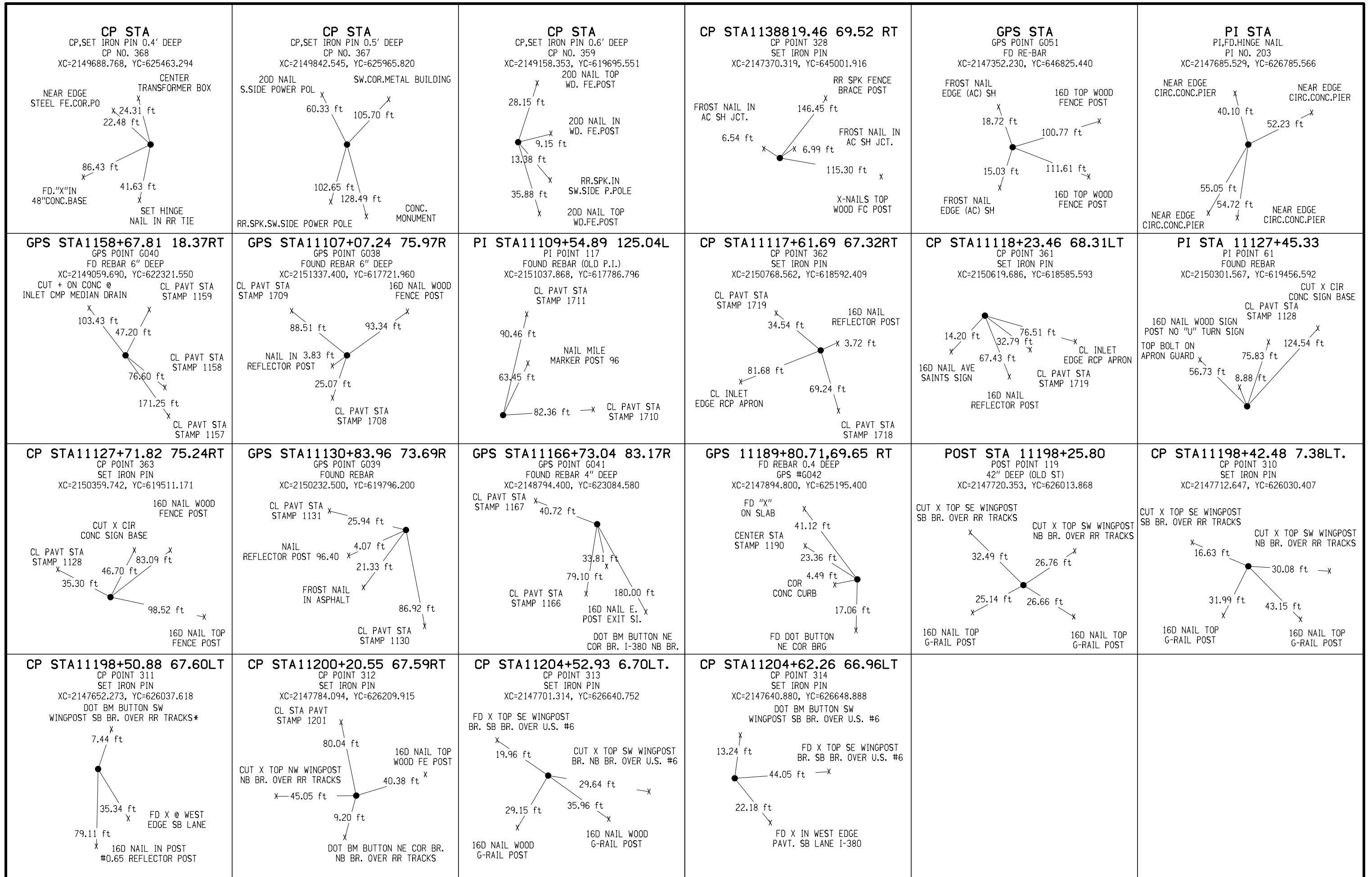
No. 11 \*\*\*\*\* GPS-POINT-G011  
 FENO MONUMENT  
 ORTHO ELVATION =722.71----- 722.698

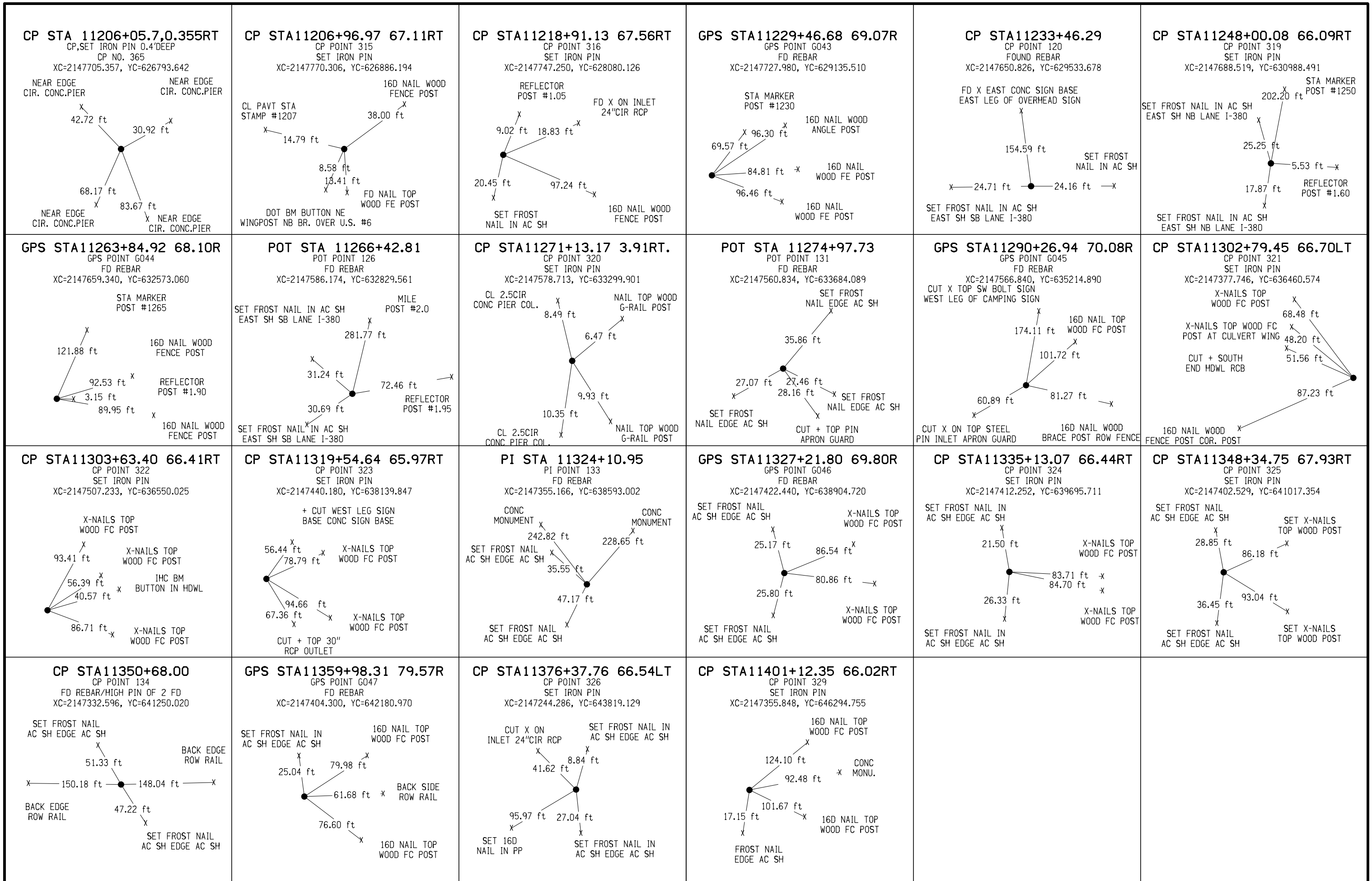
No. 13 \*\*\*\*\* GPS-POINT-G013  
 ORTHO ELEVATION=709.82  
 FD\ REBAR----- 709.794

No. 525 \*\*\*\*\* FD\IHC-BM-SW-WING-I-80  
 E.BOUND BR. OVER HWY 6----- 713.964

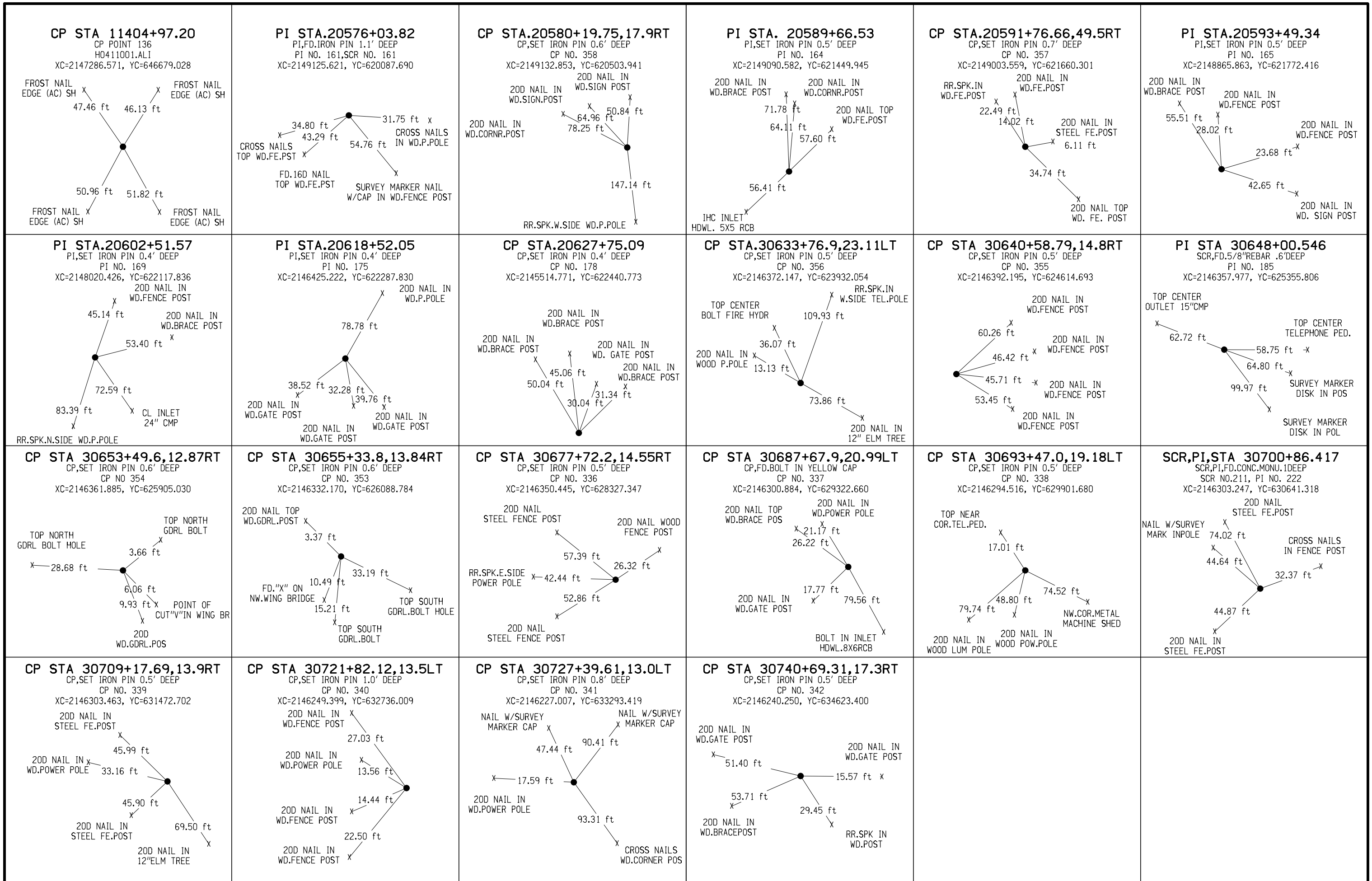
No. 1095 \*\*\*\*\* TARGET-#-1095----- 679.243

No. 526 \*\*\*\*\* FD\IHC-BM-ON-INLET-HDWL  
 8.0 X 8.0 RCB  
 = BM 115B ELEV. = 678.77  
 PCC PAVING PROJECT PLANS  
 NO. I-IG-80-6(5)245----- 678.693



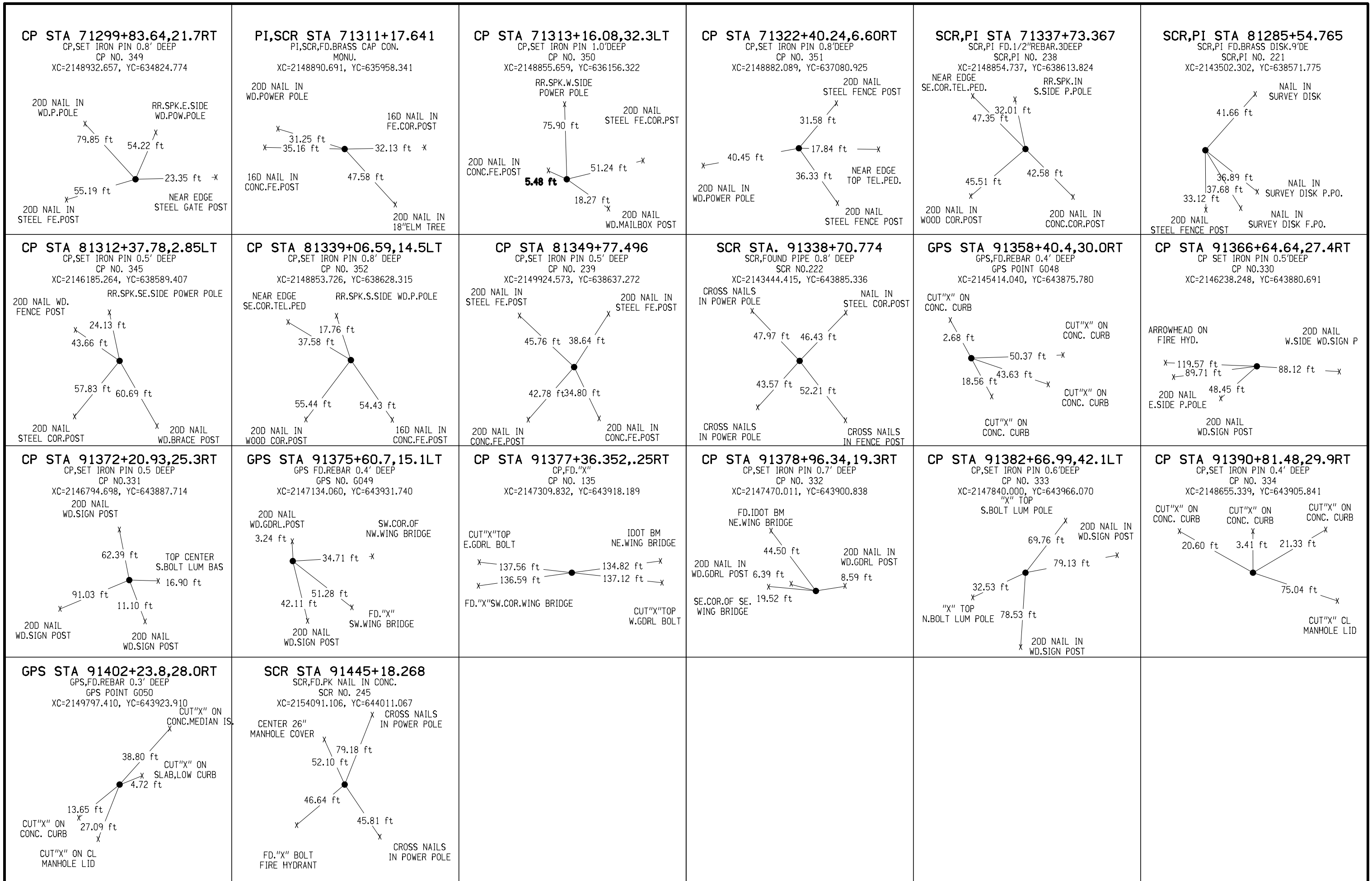












## Survey Information

June/July 2015 Additional Survey Part 2  
 Johnson County  
 IM-380-6(302)2--13-52  
 I-380 & West Forevergreen Road Survey 2 miles north of I-80  
 in Coralville, North Liberty and Tiffin SAP 0411.6  
 PIN 14-52-380-004

### Vertical Datum

This survey is relative to NAVD88 vertical datum.

A level loop originated and terminated on BM 607. BM#607 & BM#608 were held fixed vertically in a bench level loop, that was carried easterly along Forevergreen road to Just East of Ia 965.

BM #607 This survey EL=804.763  
 =BM #607 IDOT 2003 Survey EL=804.763

BM #608 This survey EL=804.915  
 =BM # 37 1986 AB Plan F-518-4(12)--20-52 (29 Datum) EL=804.85

### Horizontal Datum

Control used in Previous IDOT surveys was used on this project.

For additional coordinate information refer to a IDOT Preliminary Survey document called "Johnson80\_380rep.doc" to determine the relationships between the survey control and state plane control coordinates on this project.

### Alignment Information

Jasper Ave SR "C" found in the original survey, File H0411C1.ali, was renamed to SURJASPER.ali.  
 Forevergreen Road SR "F" found in the original survey, File H0411F1.ali, was extended East and renamed to SURFOREVERGREEN.ali, I-380 ML alignment found in the original survey, File H0411ML1.ali, was renamed to SURI380.ali,  
 Kansas Ave NE alignment found in the original survey, File 0411G1.ali was renamed to SURKANSAS.ali  
 270th Street NE alignment found in the original survey, File0411H1.ali was renamed to SUR270thNE.ali  
 SURIa965.ali alignment found in this survey is a new alignment along State Hwy Ia 965.

The SURFOREVERGREEN.ali file found in the 2003 IDOT survey was extended east to the EOP of this survey. The EOP of this survey is just East of Sara Ct.

### Alignment Equations:

CP 216 =  
 =PI Sta 61257+77.309 Forevergreen Rd IDOT 2003 Survey  
 =PI Sta 61257+77.309 Forevergreen Rd This Survey  
 =PI Sta 30727+37.559 Jasper Rd IDOT 2003 Survey  
 =PI Sta 30727+37.559 Jasper Rd This Survey

CP 128  
 =POT 61271+14.248 Forevergreen Rd IDOT 2003 Survey  
 =POT 61271+14.248 This Survey  
 =POST 11271+12.02 (1.84' South of PI Sta 11271+13.86) I-380 IDOT 2003 Survey  
 =POST 11271+12.02 (1.84' South of PI Sta 11271+13.86) This Survey

### Ia 965 Alignment Equations:

CP 98  
 =POT Sta 94+13.561 This Survey  
 =POT Sta 94+13.8 Ia 153 AB Plans

CP 95  
 =PI Sta 130+14.200 This Survey  
 =PI Sta 130+14.2 Ia 153 AB Plans

CP 104  
 =PI Sta 158+85.017 This Survey  
 =PI Sta 158+84.6 Ia 153 AB Plans

## VERTICAL CONTROL

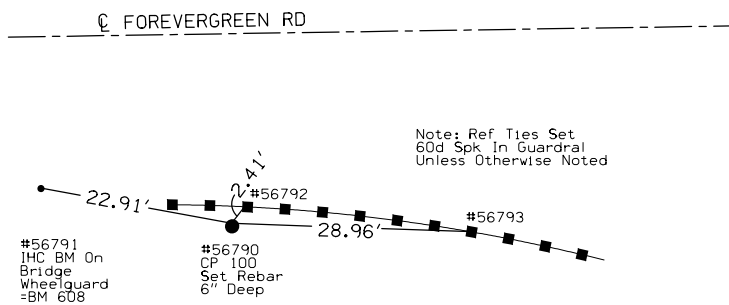
### West Forevergreen Rd Stationing BENCHMARKS

				ELEVATION	
No. 636 Sta. 61284+29.098	58.441 Lt. Y: 633364.331 X:2148891.452	Set RR Spk S Side PP-----		782.476	
No. 637 Sta. 61290+28.323	27.984 Lt. Y: 633342.785 X:2149490.492	Set RR Spk S Side PP-----		800.033	
No. 638 Sta. 61297+79.576	29.256 Lt. Y: 633355.687 X:2150241.635	Set RR Spk S Side PP-----		772.659	
No. 639 Sta. 61305+88.321	30.207 Lt. Y: 633369.157 X:2151050.269	Set RR Spk S Side PP-----		779.646	
No. 640 Sta. 61313+09.906	31.292 Lt. Y: 633381.843 X:2151771.669	Set RR Spk S Side PP-----		774.634	
No. 641 Sta. 61321+73.594	33.198 Lt. Y: 633399.164 X:2152635.185	Fd RR Spk S Side PP-----		750.685	
No. 642 Sta. 61326+40.585	33.867 Lt. Y: 633408.168 X:2153102.090	Fd RR Spk S Side PP-----		755.425	
No. 643 Sta. 61331+30.345	35.405 Lt. Y: 633418.447 X:2153591.745	Fd RR Spk S Side PP-----		758.866	
No. 644 Sta. 61337+12.068	27.789 Rt. Y: 633365.646 X:2154174.503	Cut X SE Bolt F Hyd-----		753.786	
No. 645 Sta. 61343+21.111	28.132 Lt. Y: 633423.856 X:2154782.989	Set RR Spk S Side PP-----		774.215	
No. 646 Sta. 61348+50.346	29.168 Lt. Y: 633425.788 X:2155312.222	Set RR Spk S Side PP-----		771.919	
No. 647 Sta. 61358+51.817	28.203 Lt. Y: 633426.505 X:2156313.693	Set RR Spk S Side PP-----		778.545	
No. 648 Sta. 61371+61.573	42.304 Lt. Y: 633441.363 X:2157623.509	Set RR Spk S Side PP-----		782.625	
No. 650 Sta. 61365+61.016	28.543 Lt. Y: 633427.791 X:2157022.948	Cut X NW Bolt F Hyd-----		783.793	

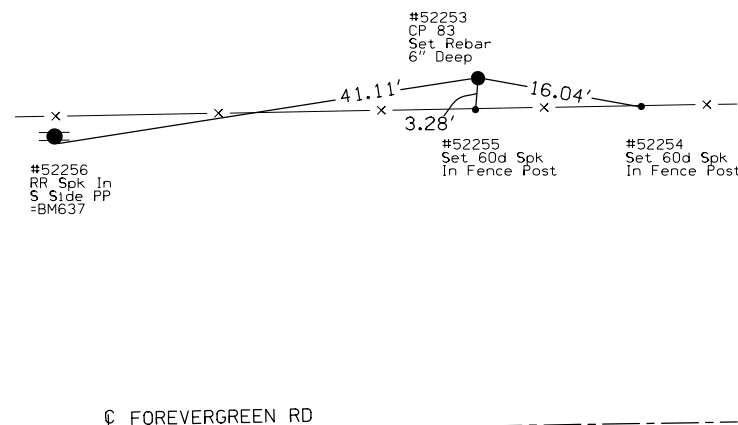
### Ia 965 Stationing BENCHMARKS

		ELEVATION	
No. 649 Sta. 140+01.907	1204.768 Rt. Y: 633379.066 X:2158131.345	Set MAG NAIL on 5x4 intake-----	778.695

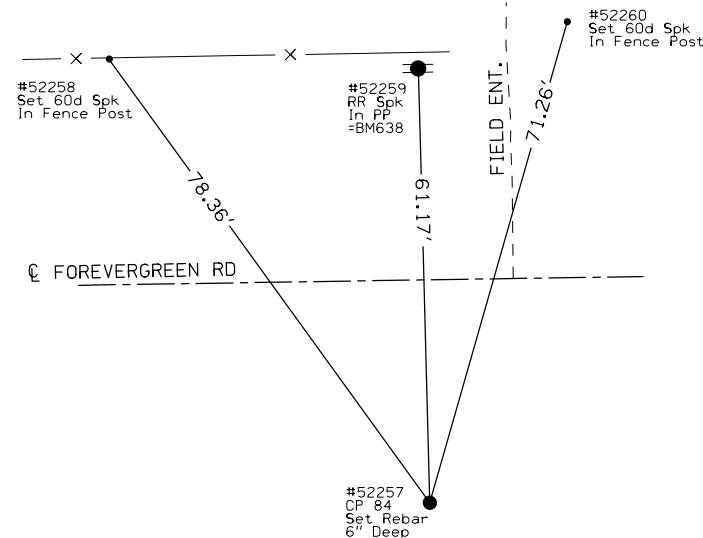
C.P. STA 61272+69.94 RIGHT 19.43  
 C.P. 100, Set 5/8" Rebar 6" Deep  
 N=633280.186 E=2147732.728



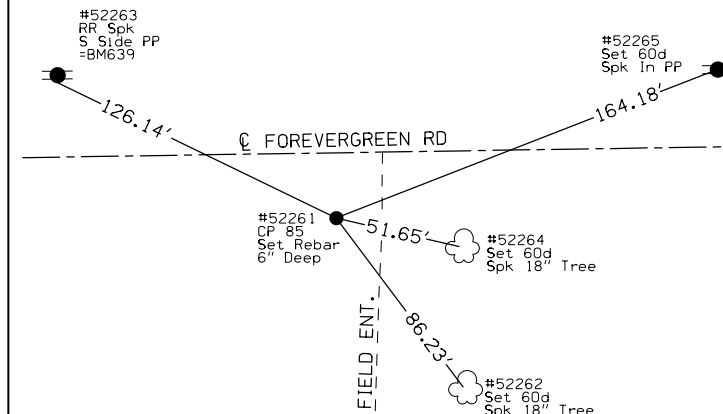
C.P. STA 61290+69.03 LEFT 33.73  
 C.P. 83, Set 5/8" Rebar 6" Deep  
 N=633349.161 E=2149531.105



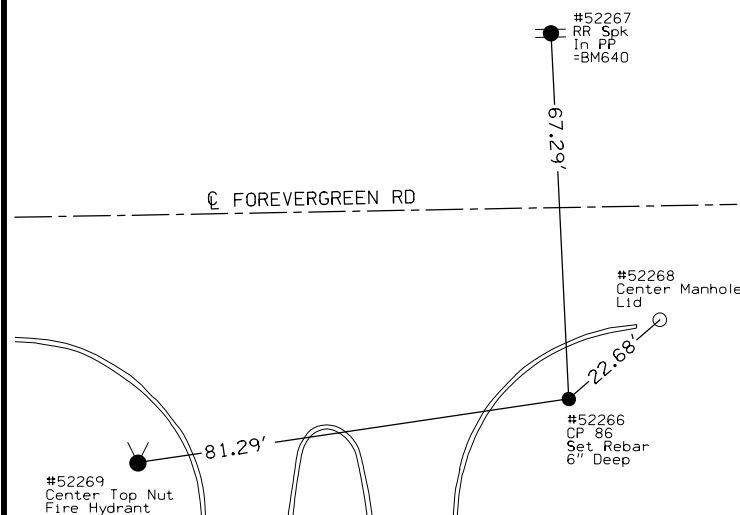
C.P. STA 61297+80.24 RIGHT 31.91  
 C.P. 84, Set 5/8" Rebar 6" Deep  
 N=633294.538 E=2150243.245



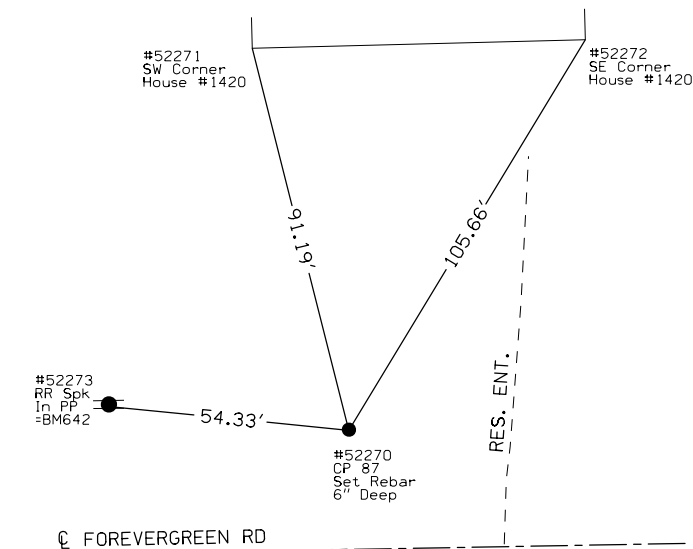
C.P. STA 61307+00.91 RIGHT 26.68  
 C.P. 85, Set 5/8" Rebar 6" Deep  
 N=633314.025 E=2151163.721



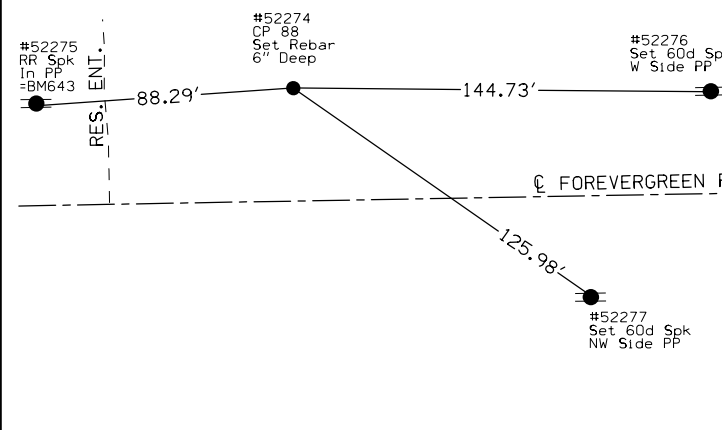
C.P. STA 61313+11.95 RIGHT 35.97  
 C.P. 86, Set 5/8" Rebar 6" Deep  
 N=633314.628 E=2151774.909



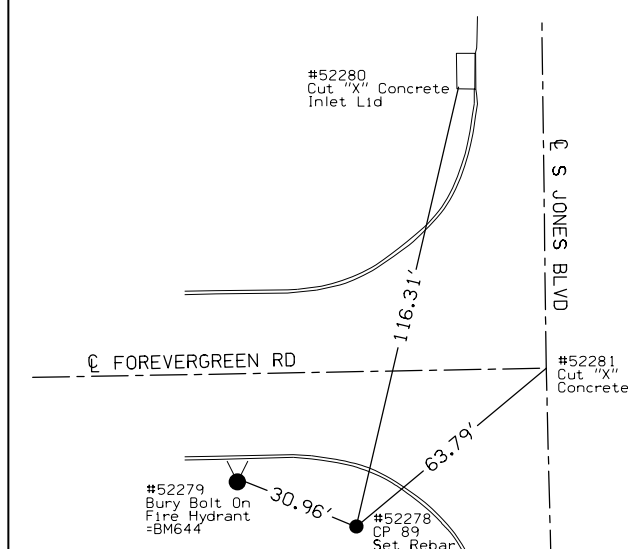
C.P. STA 61326+94.54 LEFT 27.58  
 C.P. 87, Set 5/8" Rebar 6" Deep  
 N=633402.840 E=2153156.153



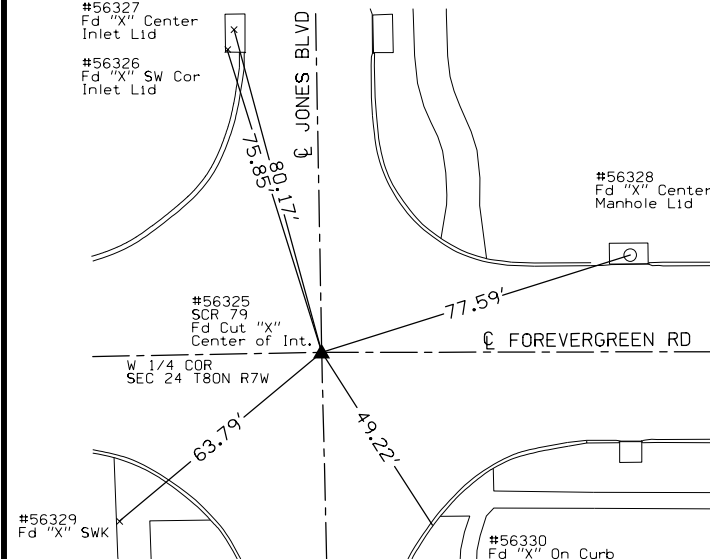
C.P. STA 61332+18.52 LEFT 39.90  
 C.P. 88, Set 5/8" Rebar 6" Deep  
 N=633424.519 E=2153679.828



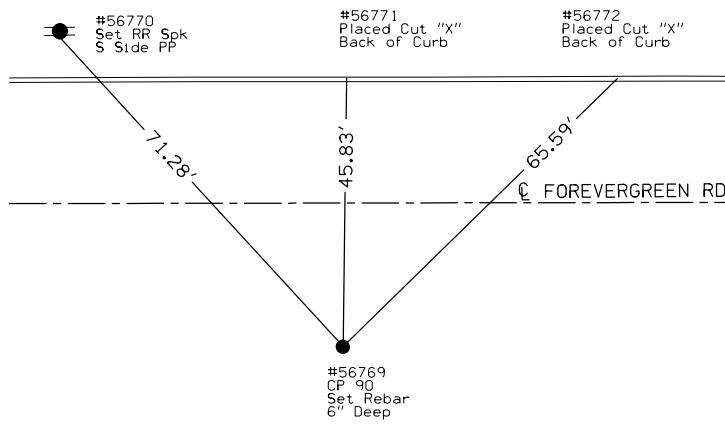
C.P. STA 61337+40.52 RIGHT 39.99  
 C.P. 89, Set 5/8" Rebar 6" Deep  
 N=633353.952 E=2154203.169



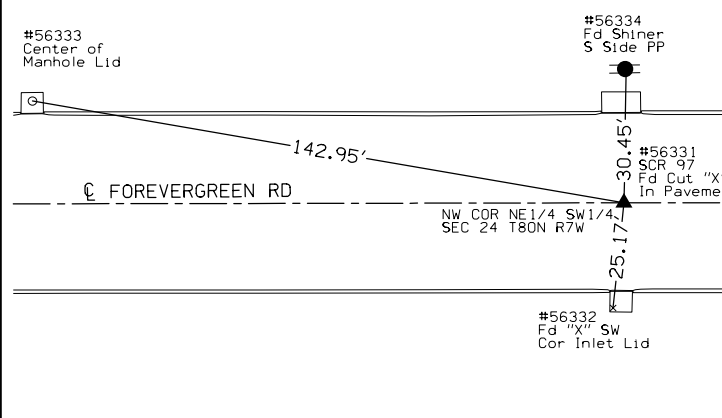
SCR STA 61337+90.21 LEFT 00.00  
 SCR 79, Fd Cut "X" In Slab  
 N=633394.825 E=2154252.139



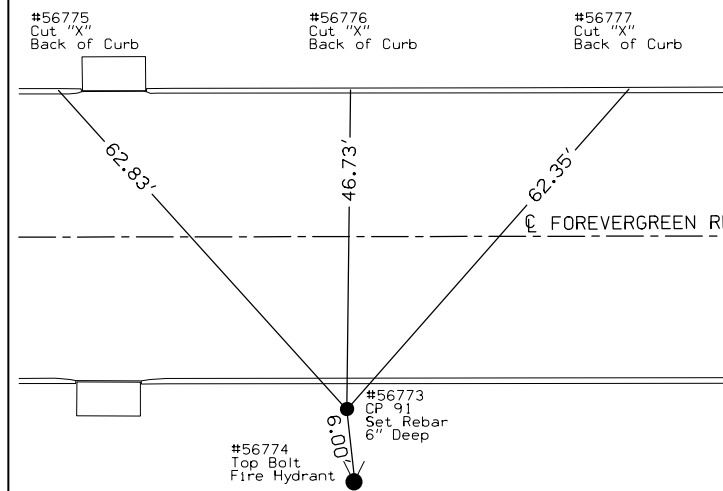
C.P. STA 61343+69.19 RIGHT 24.53  
 C.P. 90, Set 5/8" Rebar 6" Deep  
 N=633371.278 E=2154831.157

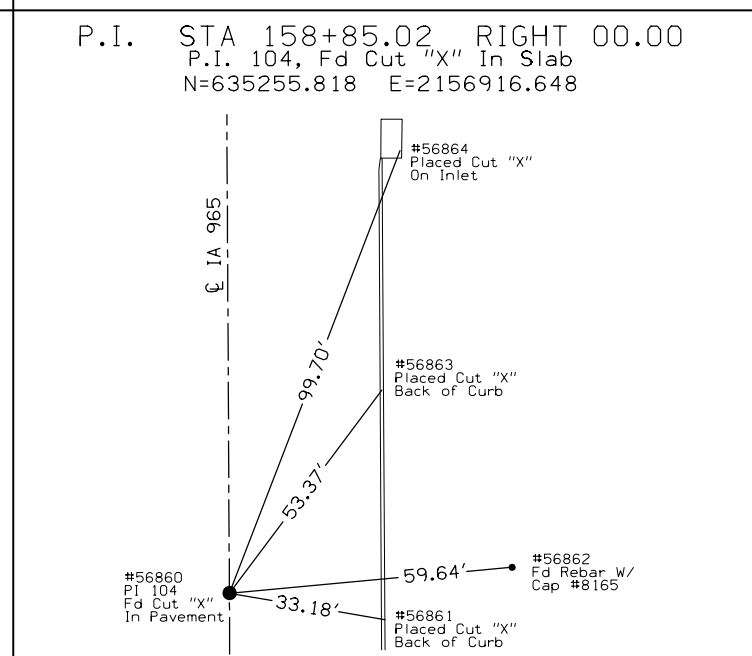
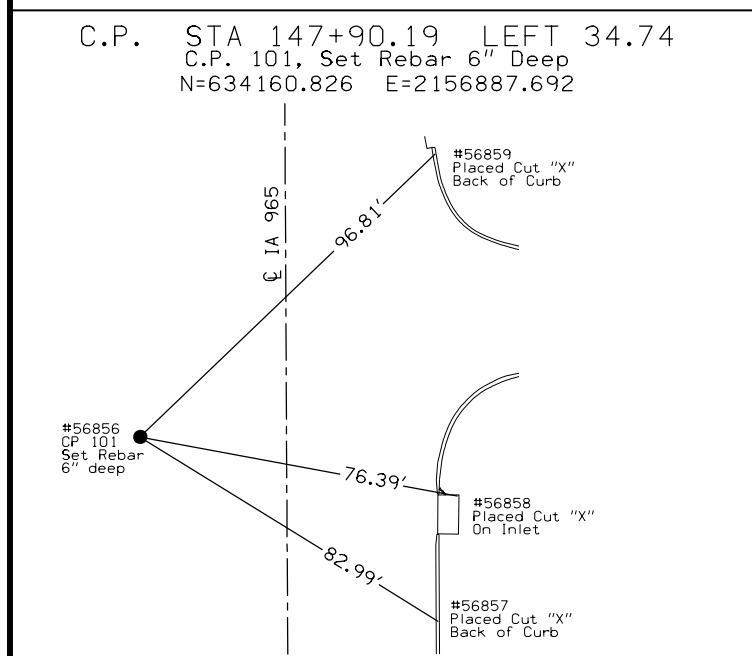
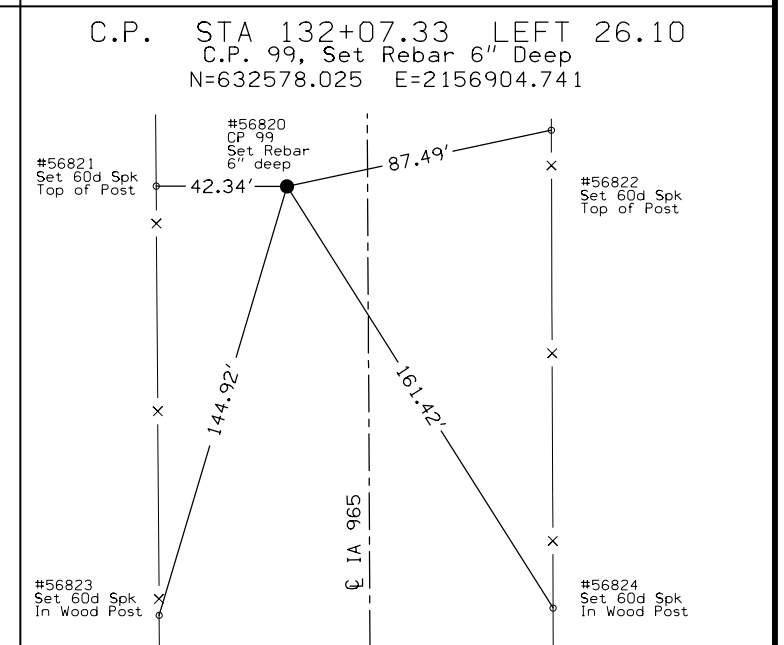
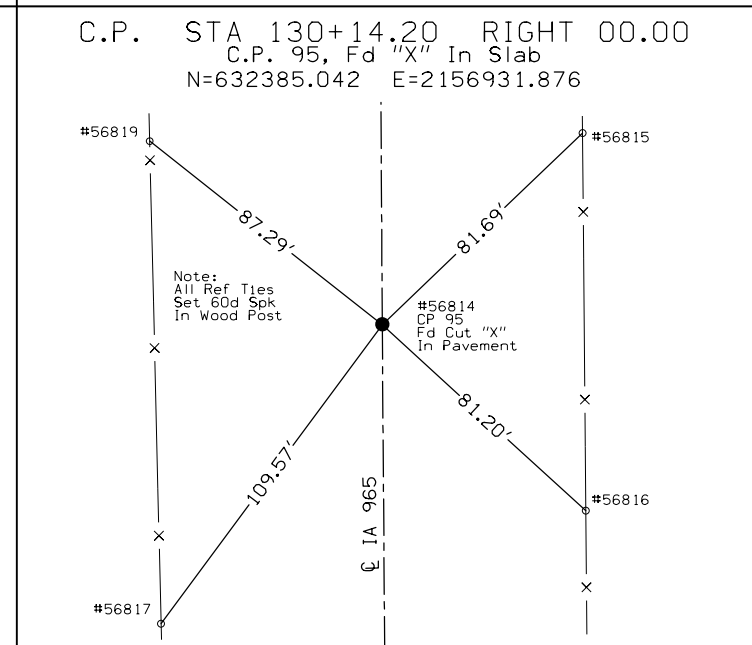
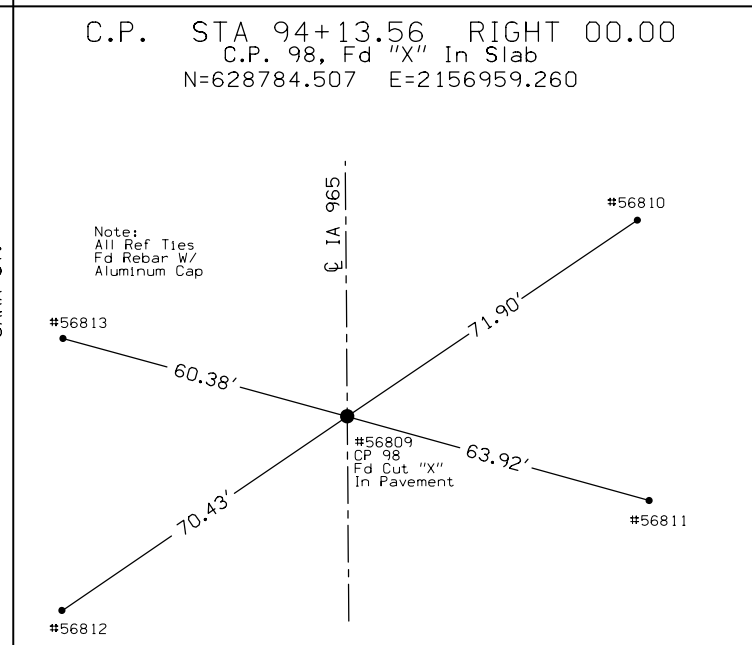
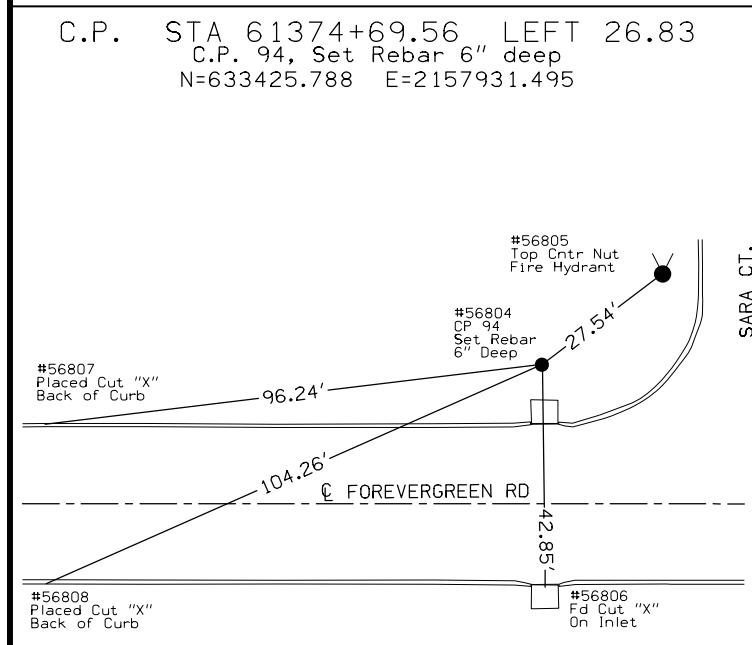
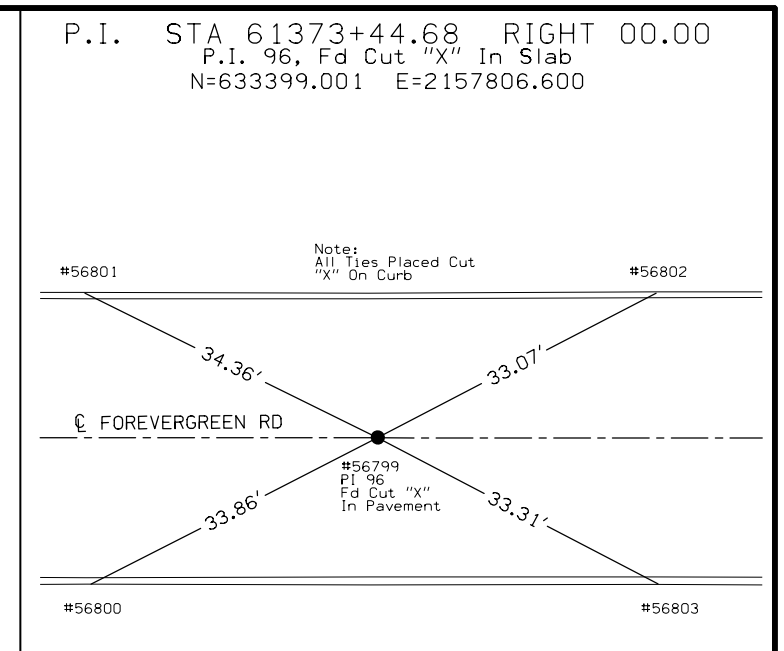
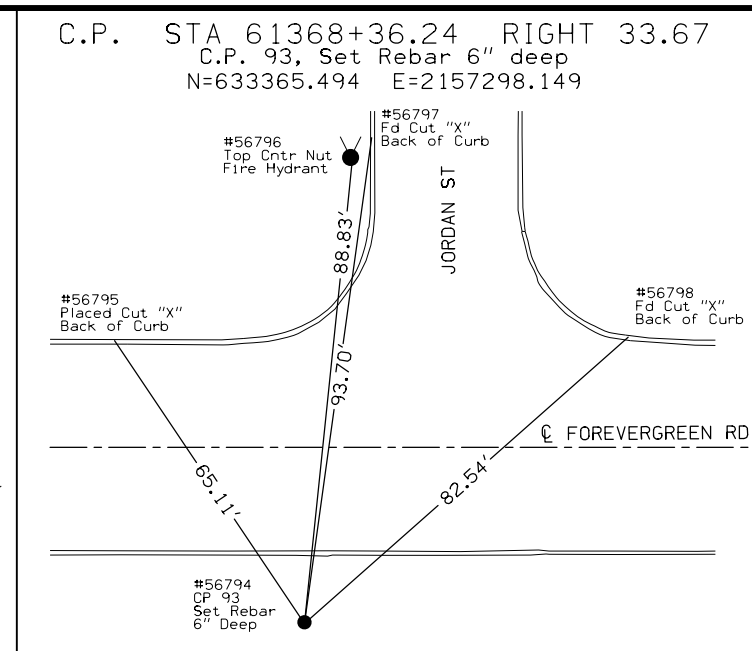
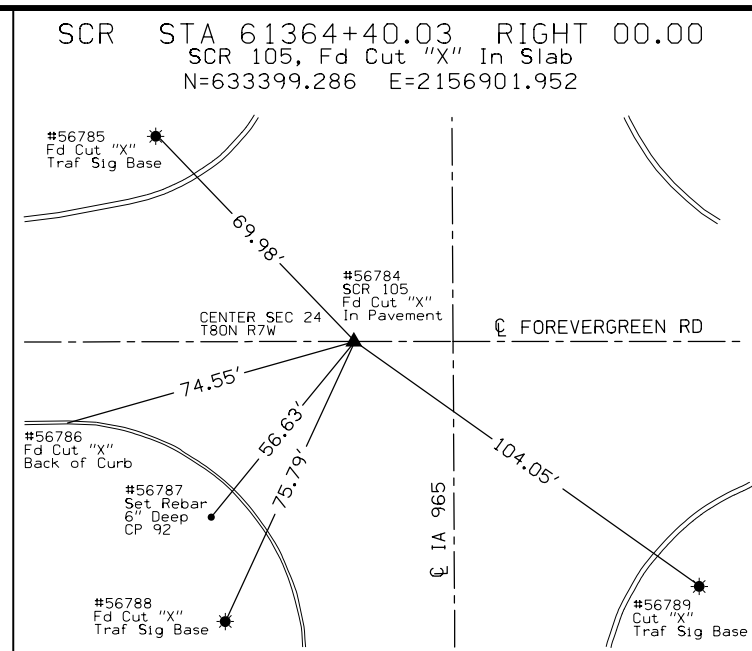
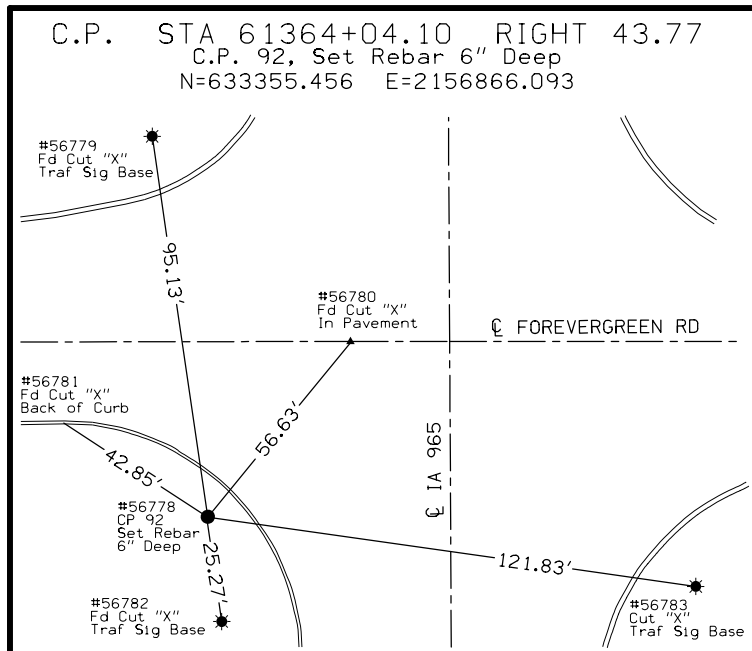


SCR STA 61351+15.23 RIGHT 00.00  
 SCR 97, Fd Cut "X" In Slab  
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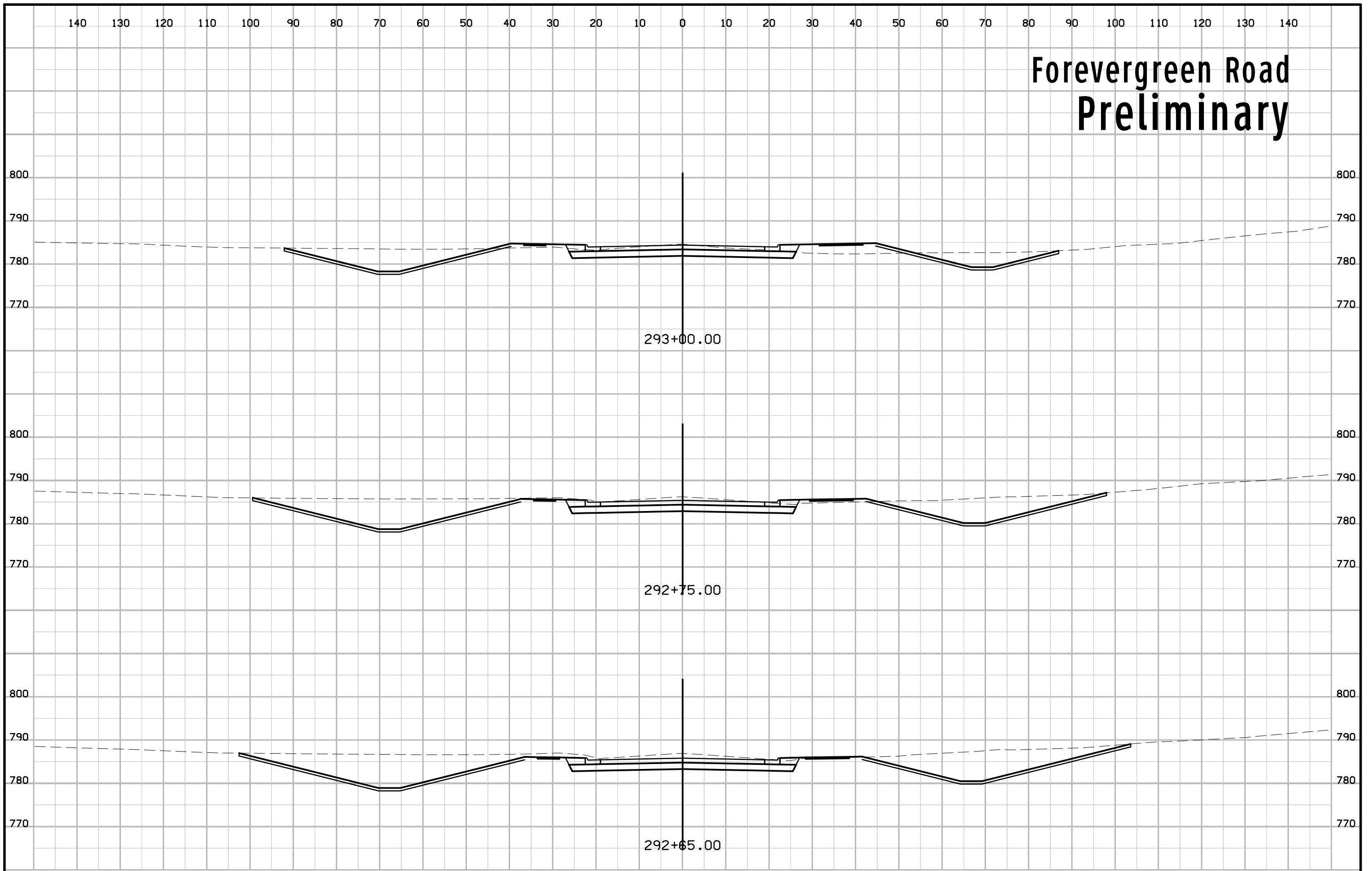


C.P. STA 61353+65.98 RIGHT 25.29  
 C.P. 91, Set Rebar 6" Deep  
 N=633372.203 E=2155827.944

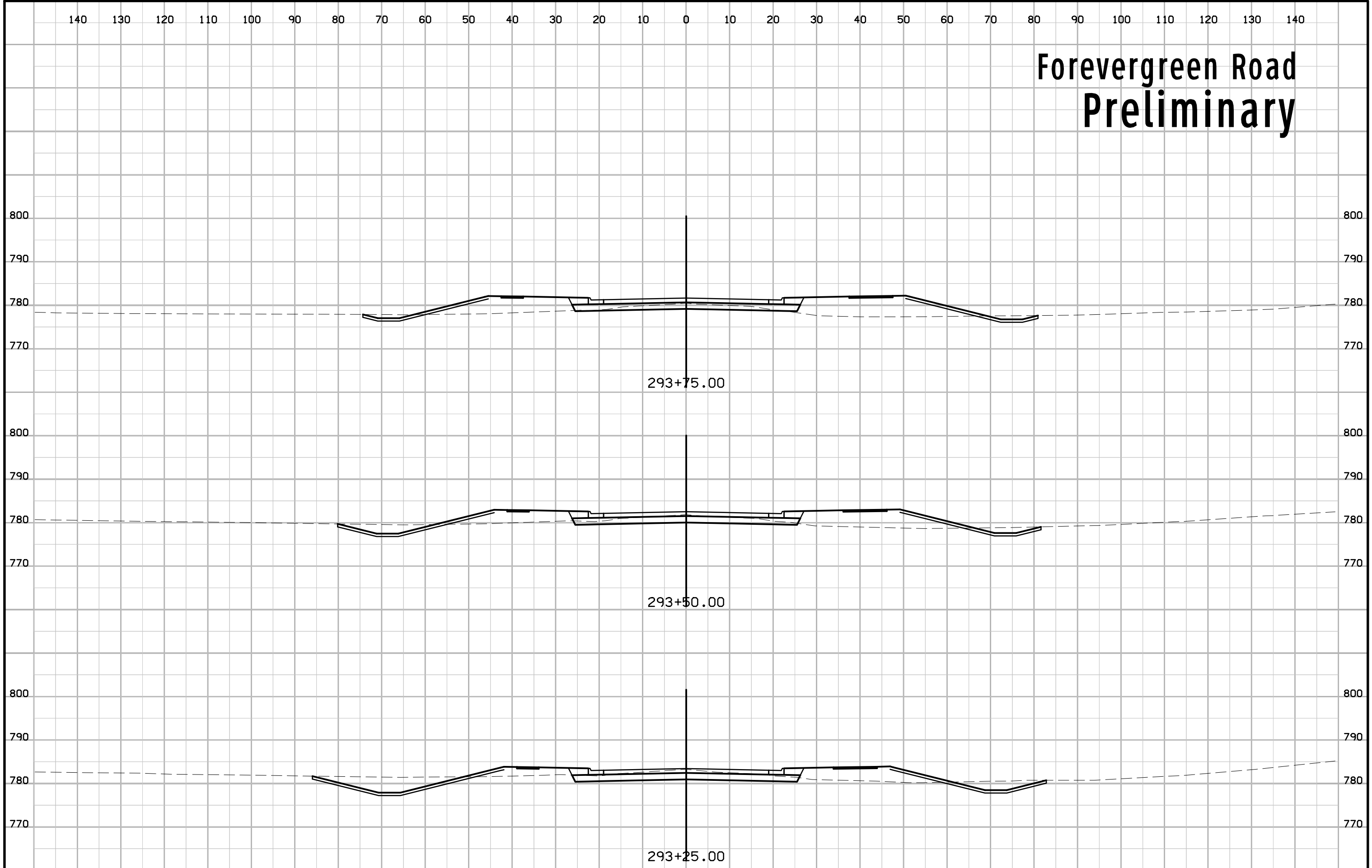




# Forevergreen Road Preliminary

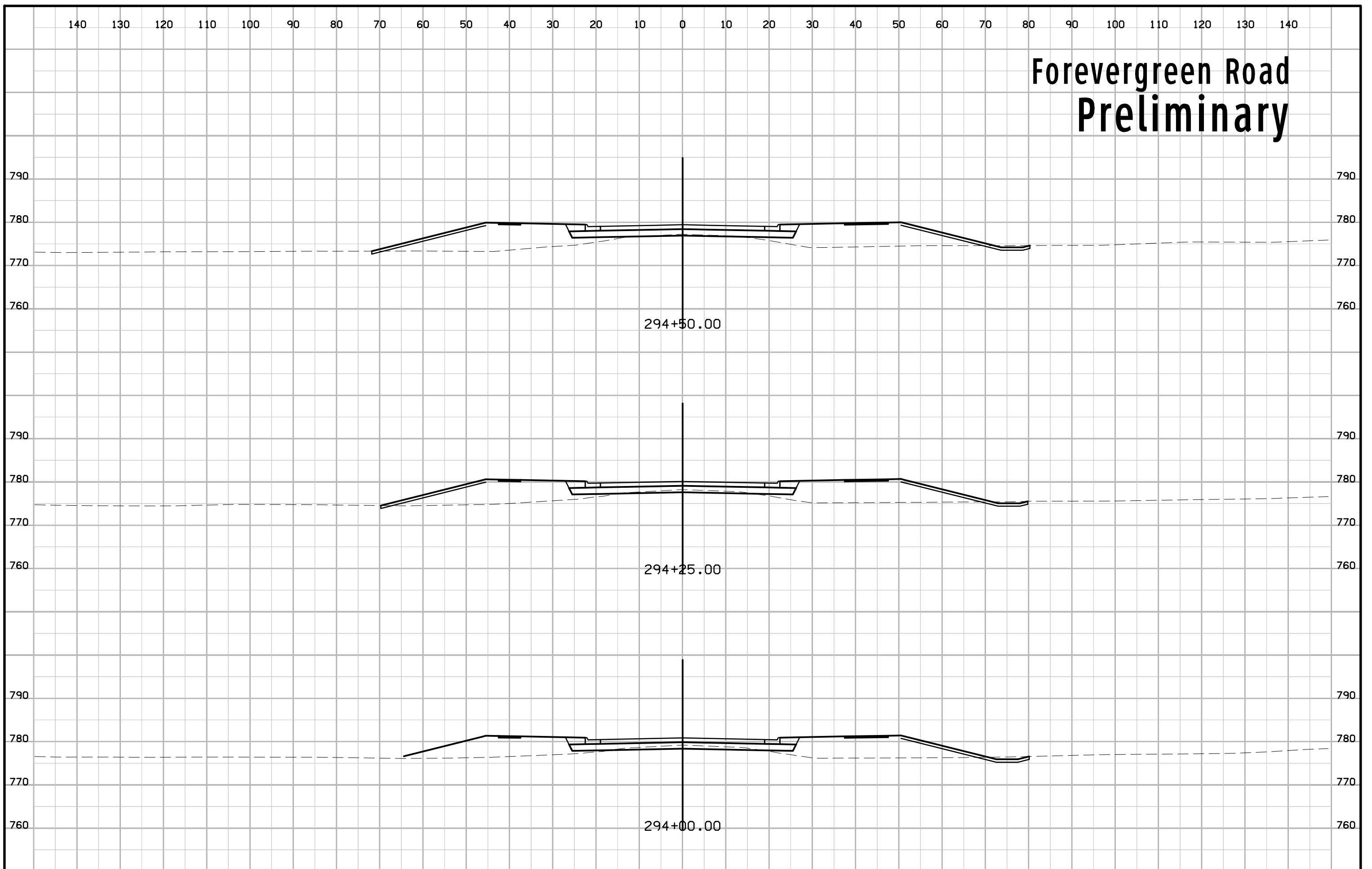


# Forevergreen Road Preliminary



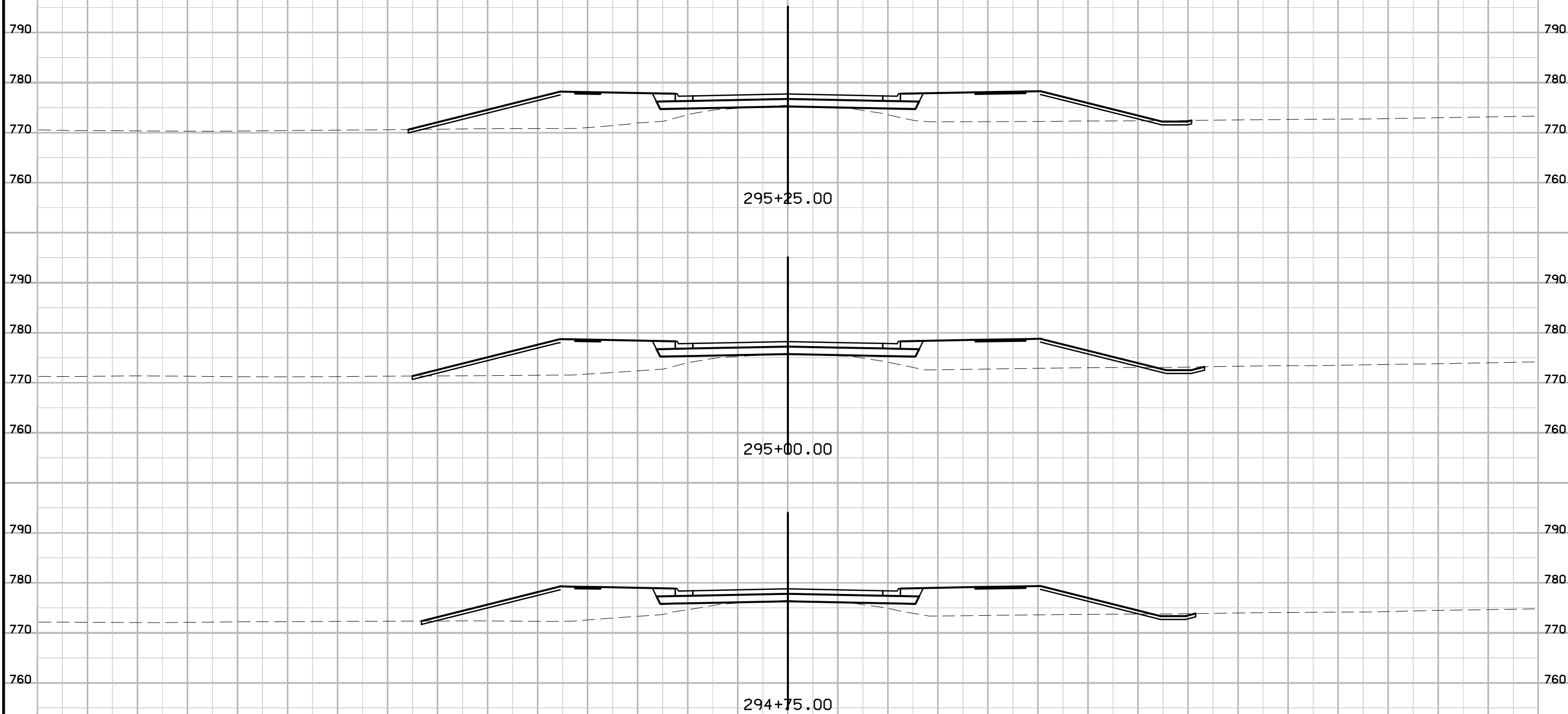


# Forevergreen Road Preliminary

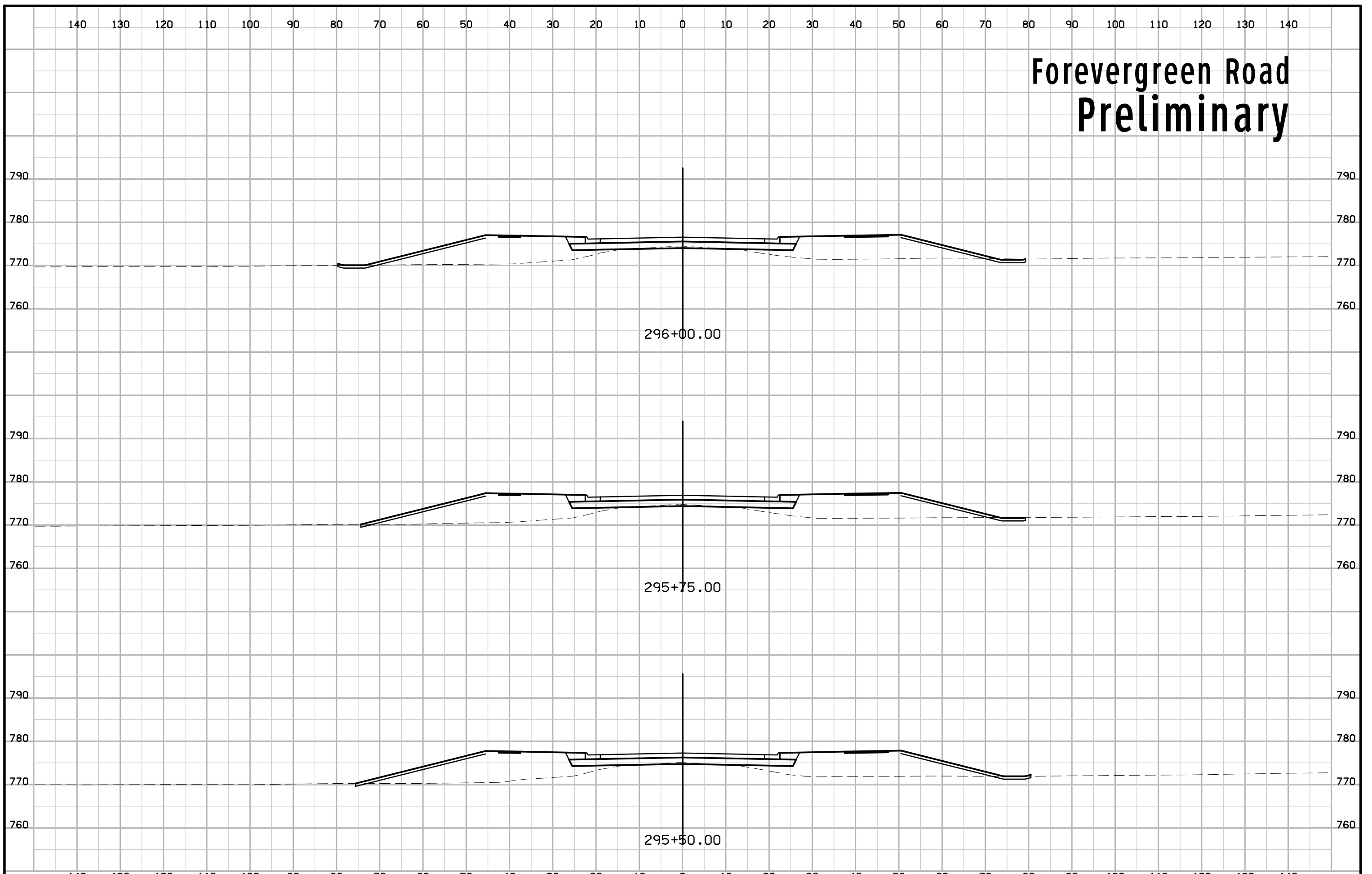


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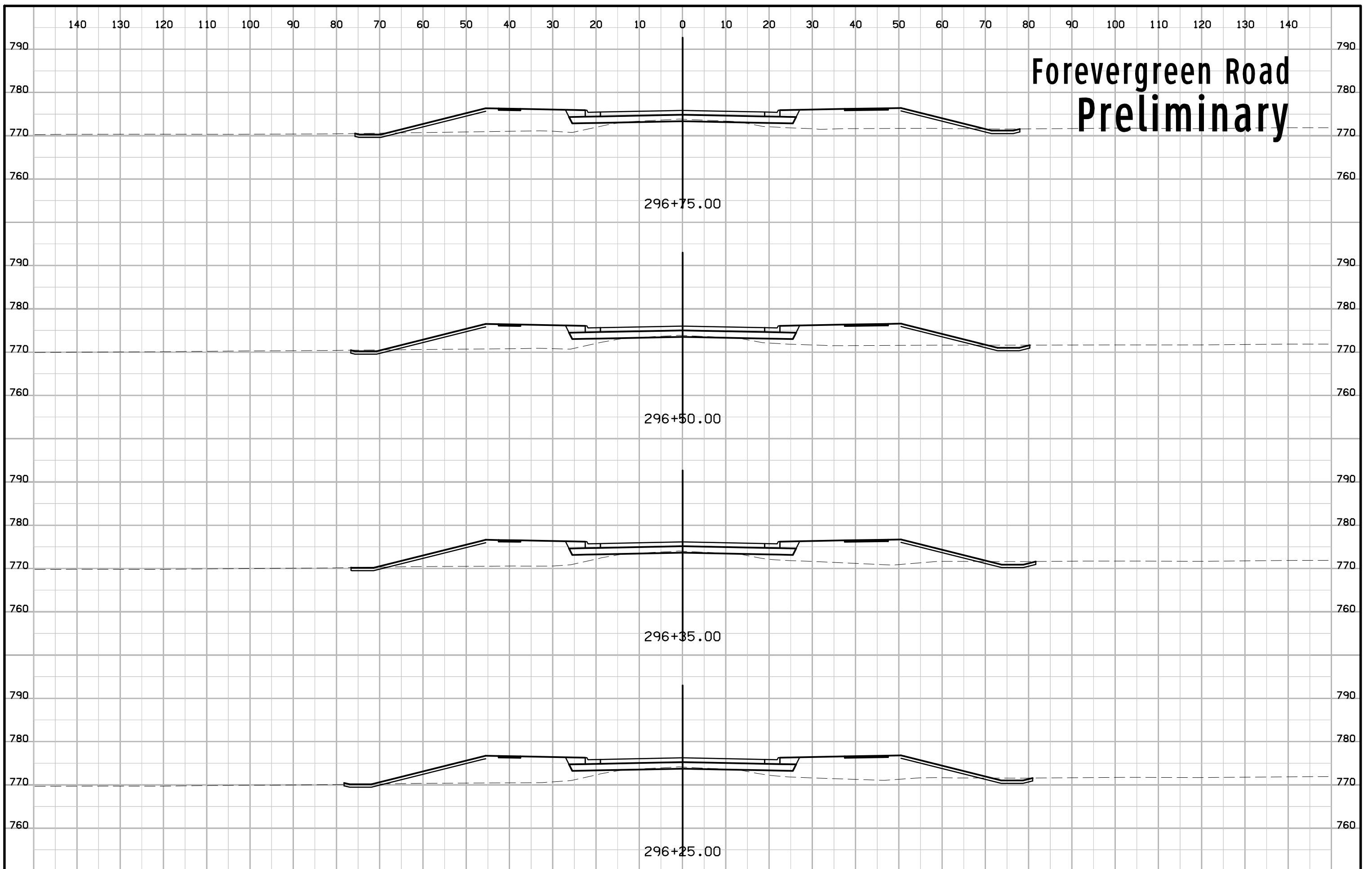
# Forevergreen Road Preliminary



# Forevergreen Road Preliminary

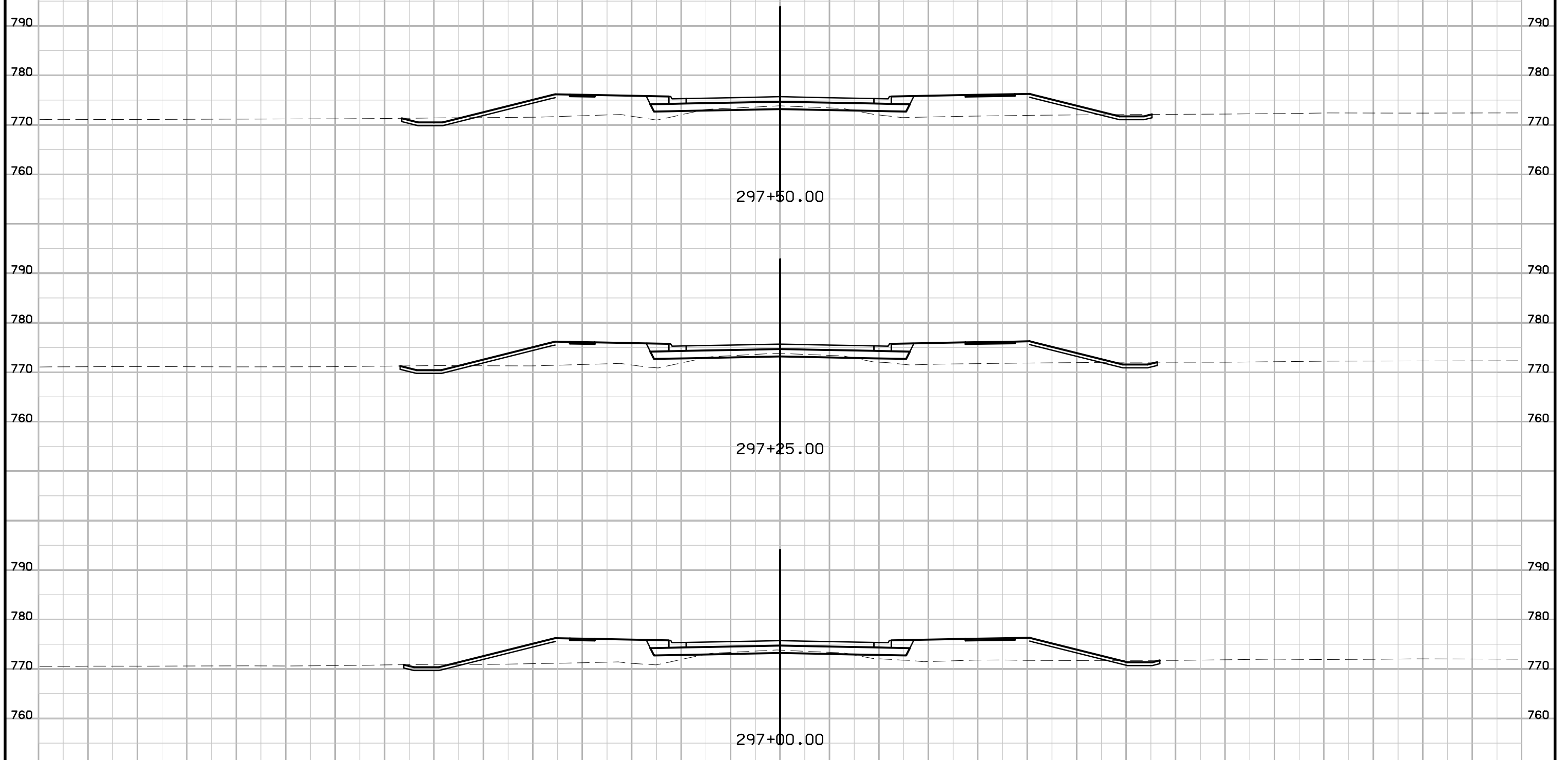


# Forevergreen Road Preliminary



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# Forevergreen Road Preliminary



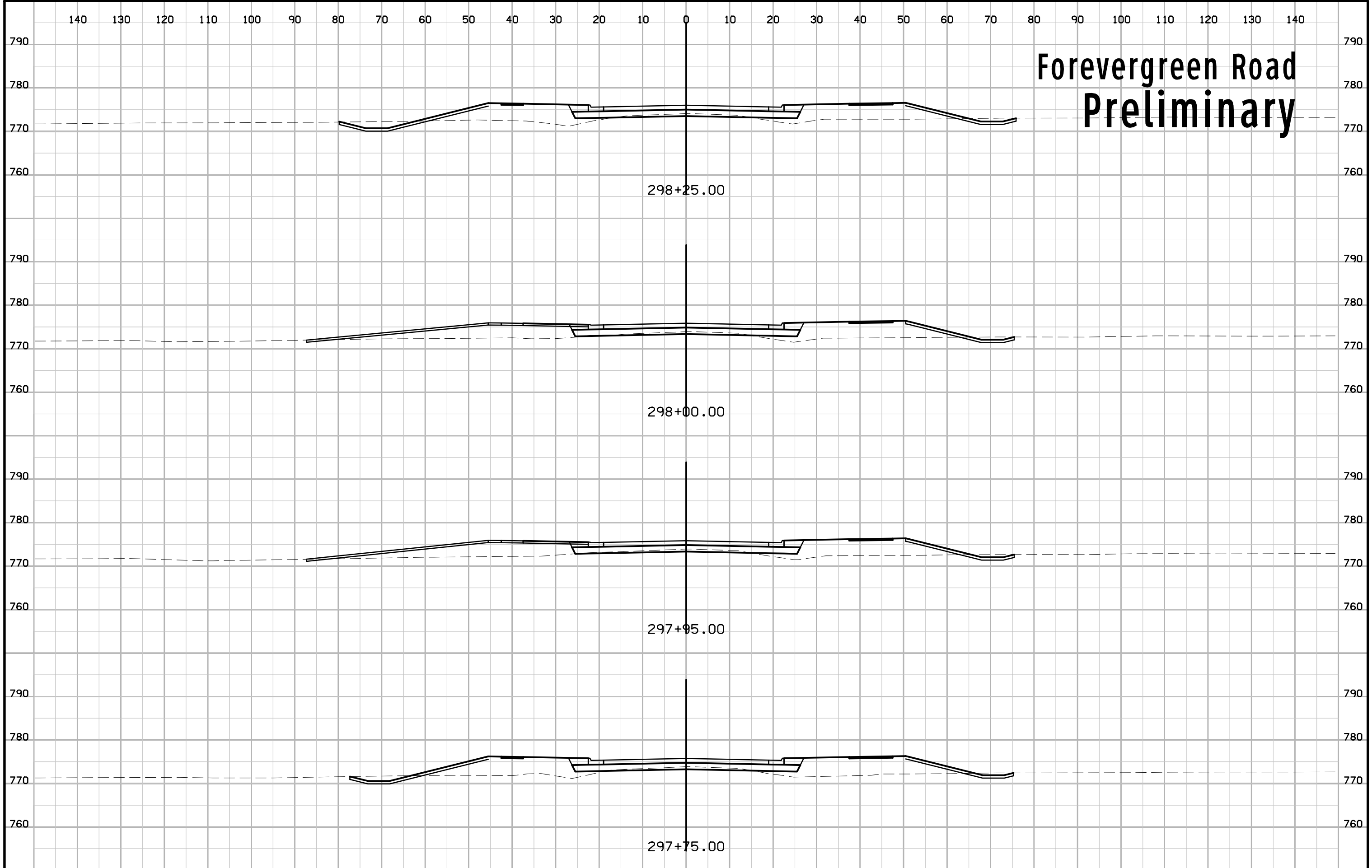
297+50.00

297+25.00

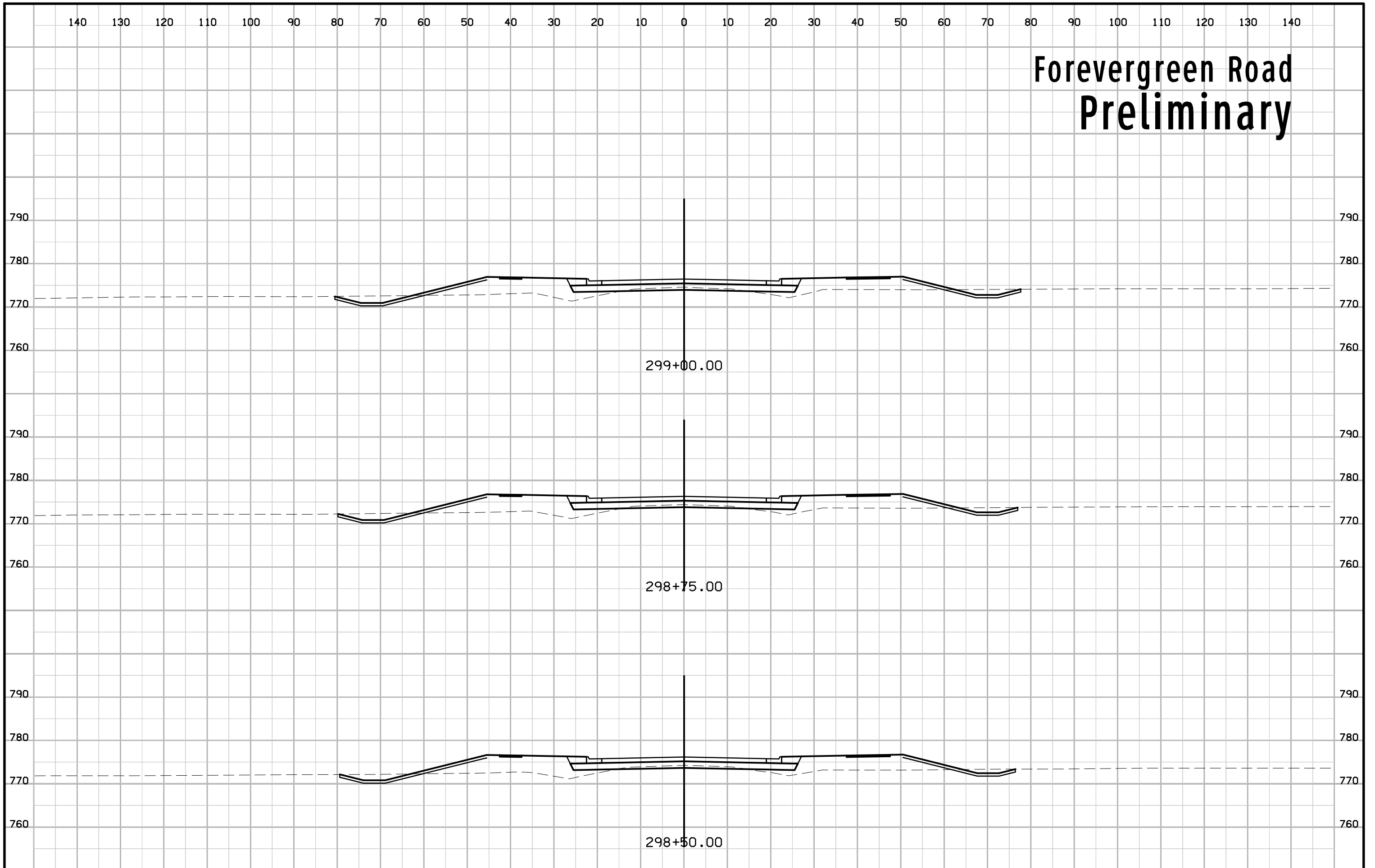
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# Forevergreen Road Preliminary

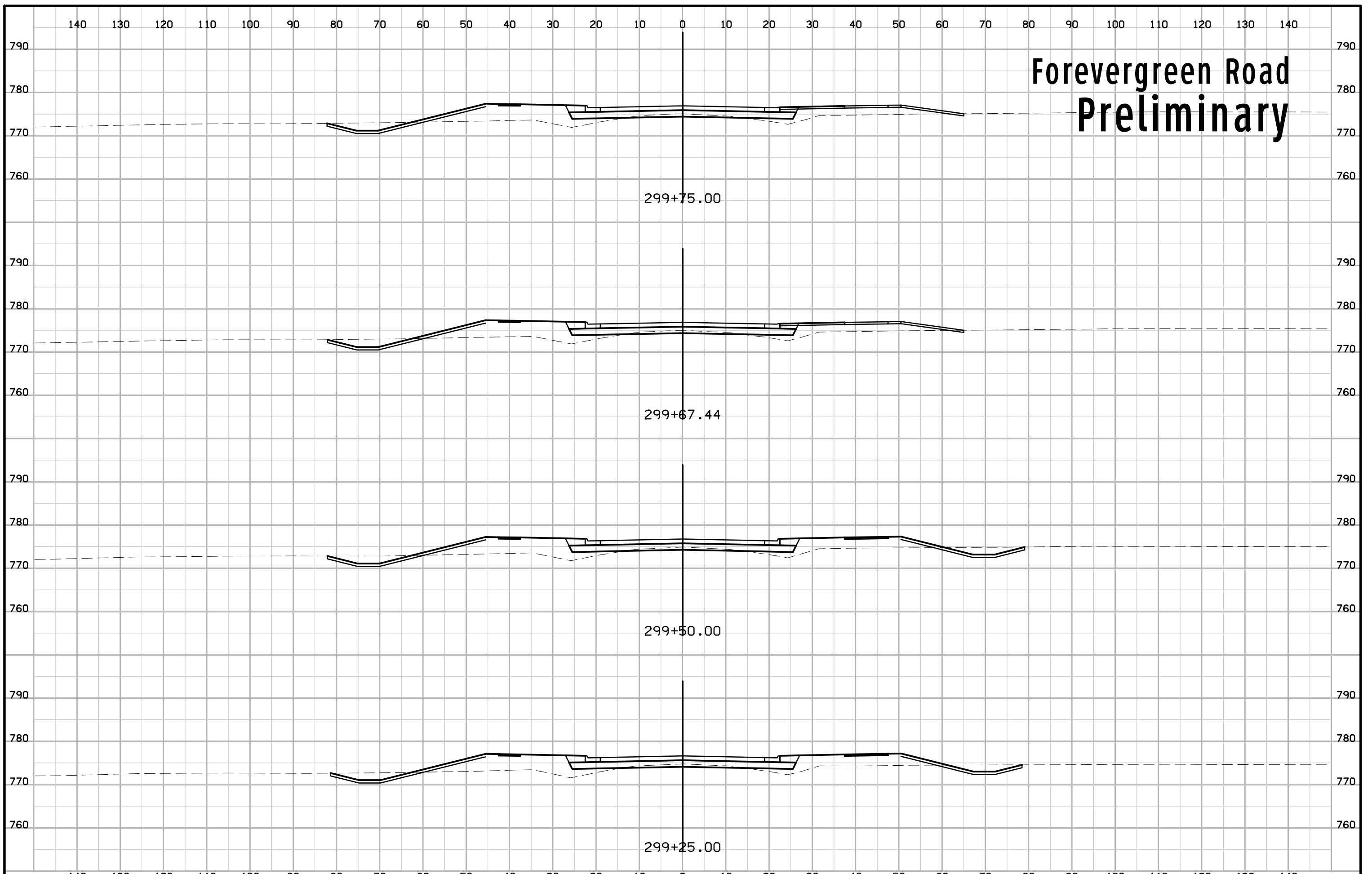


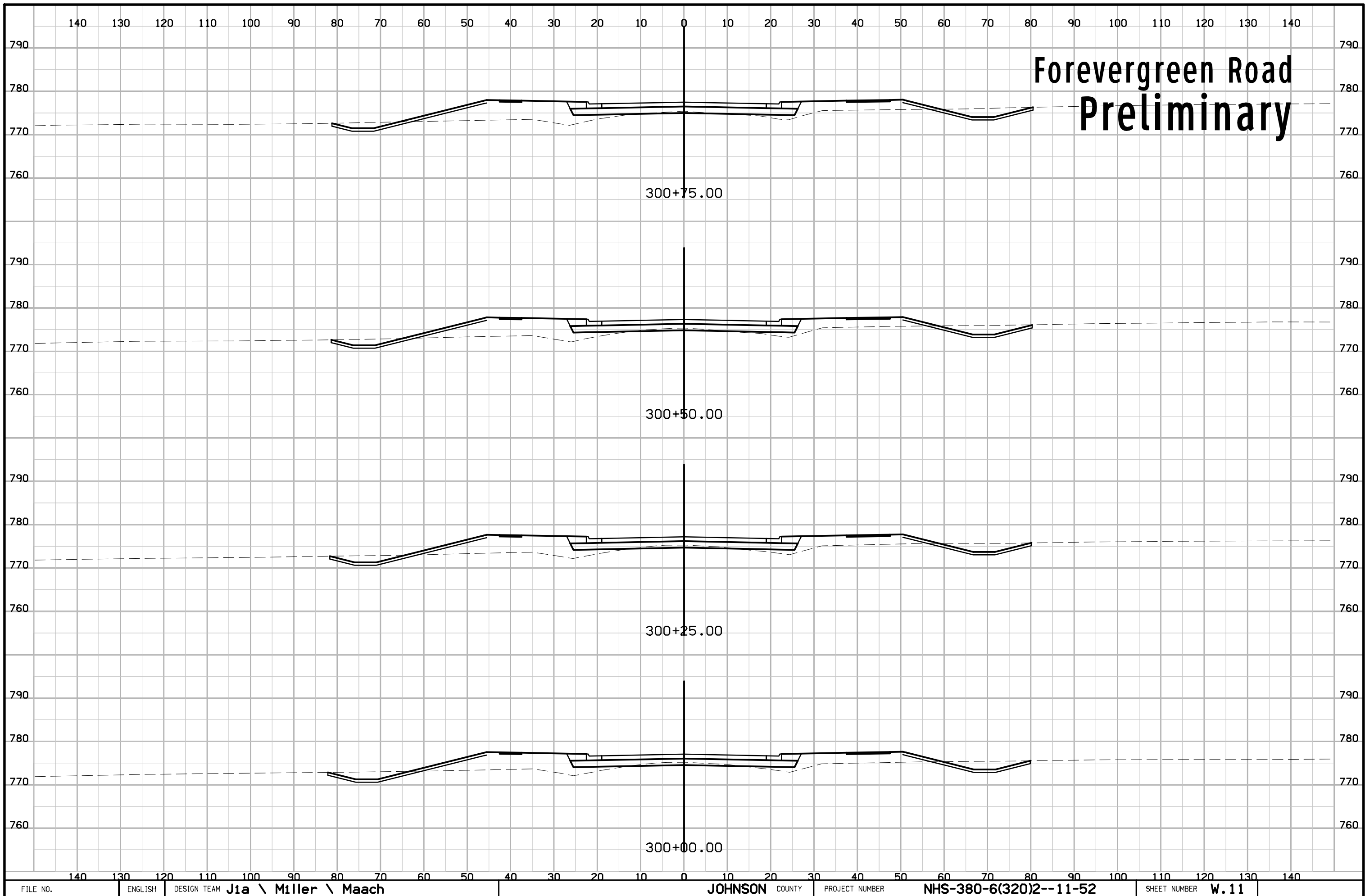
# Forevergreen Road Preliminary





# Forevergreen Road Preliminary





# Forevergreen Road Preliminary

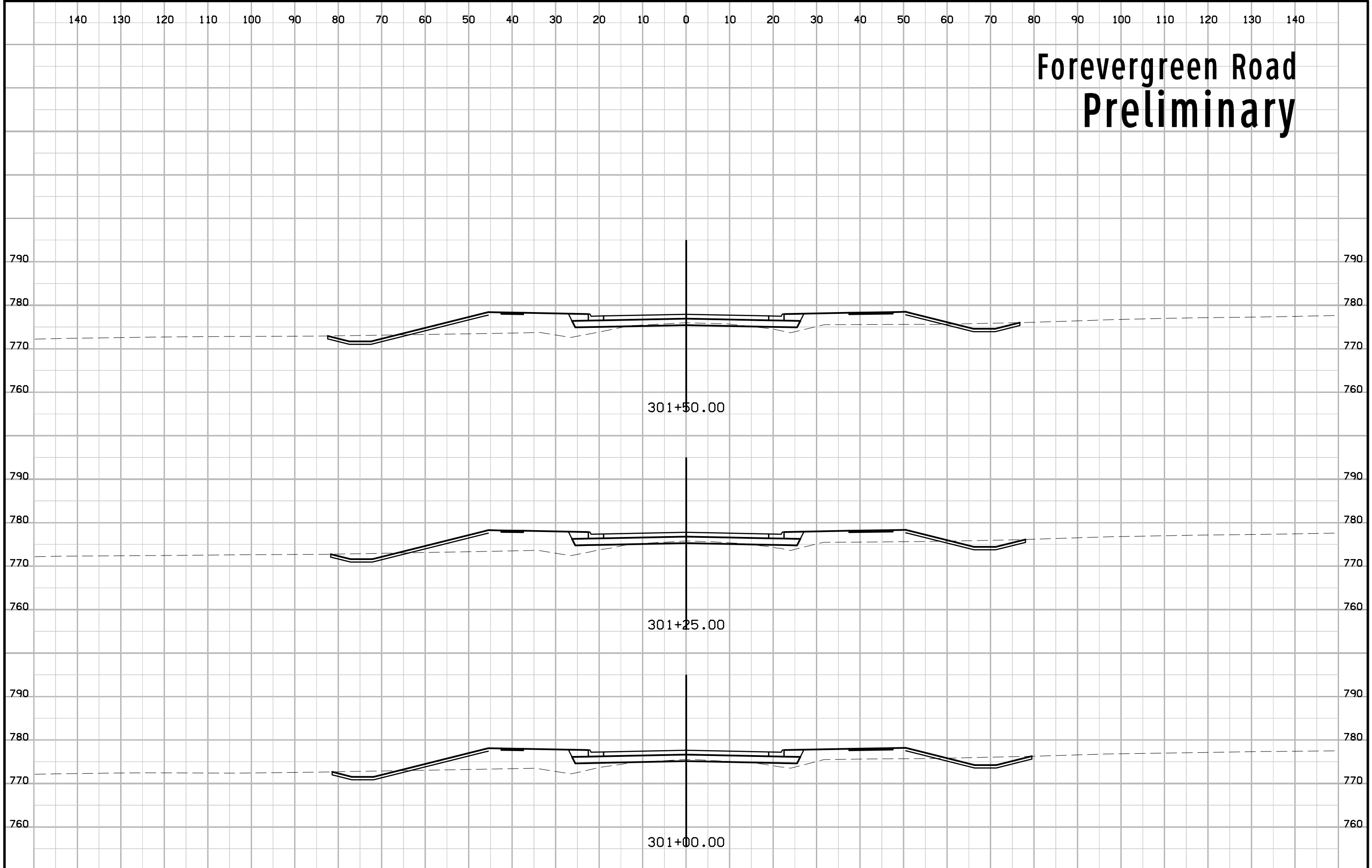
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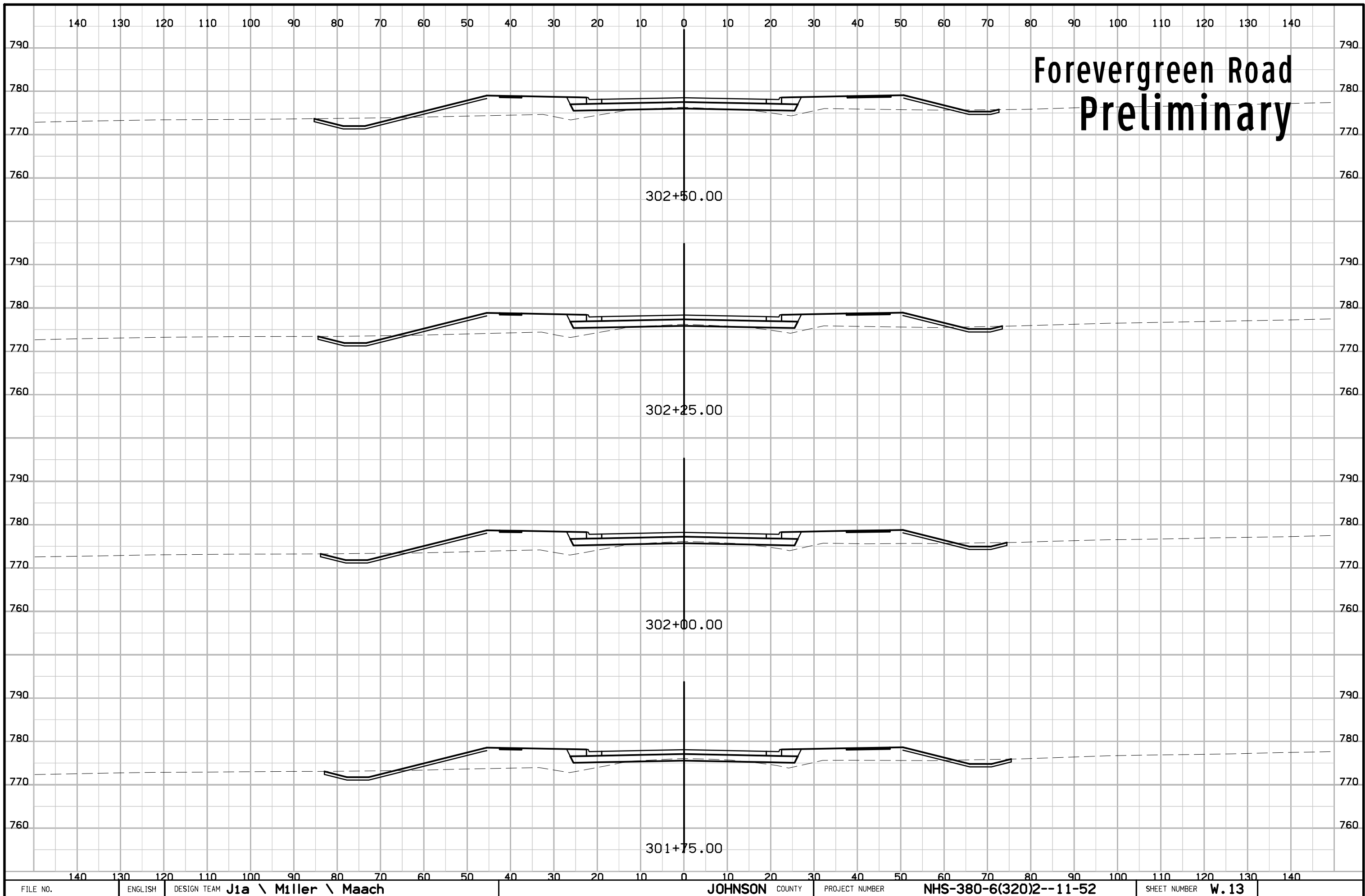
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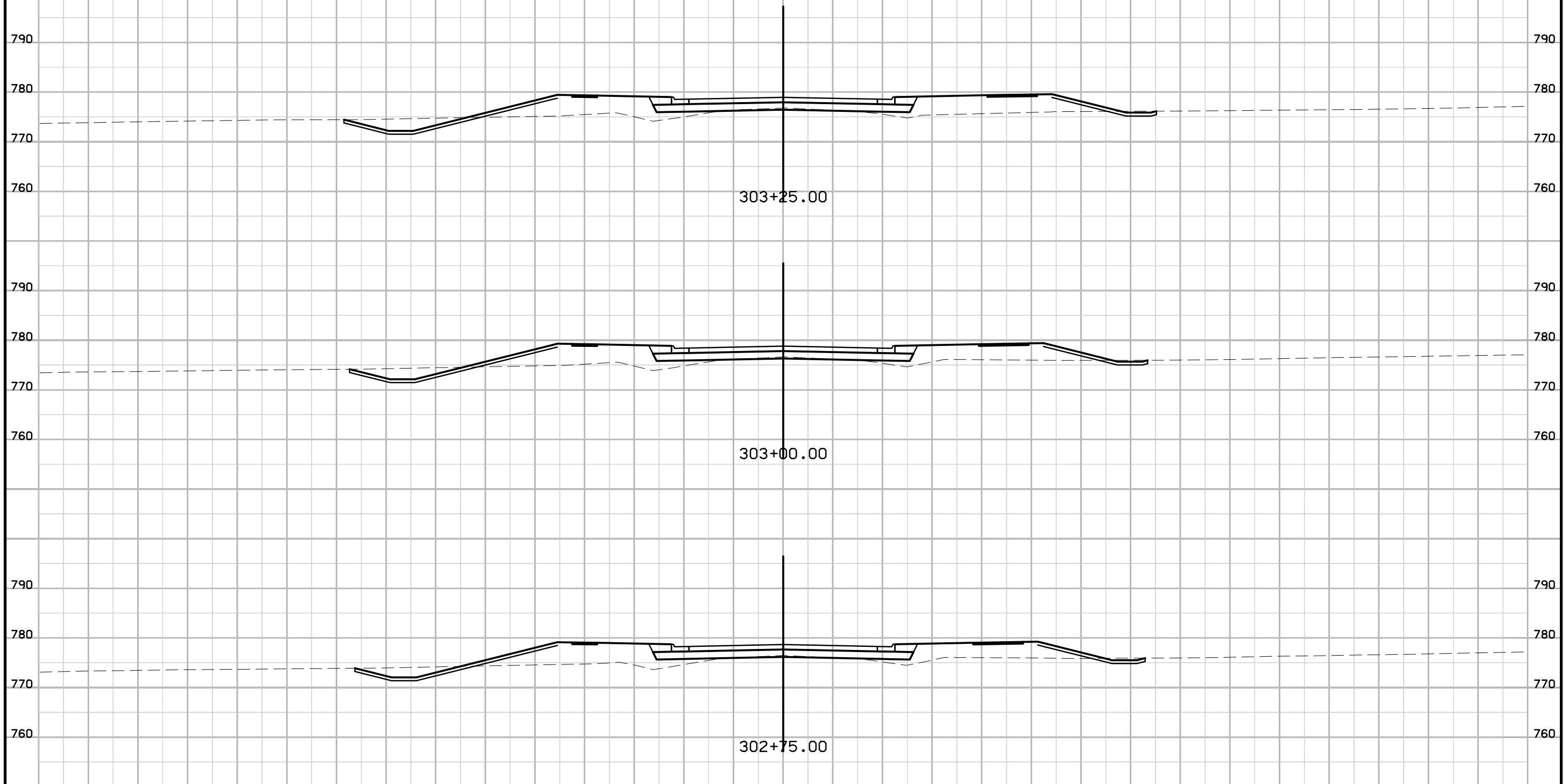
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# Forevergreen Road Preliminary



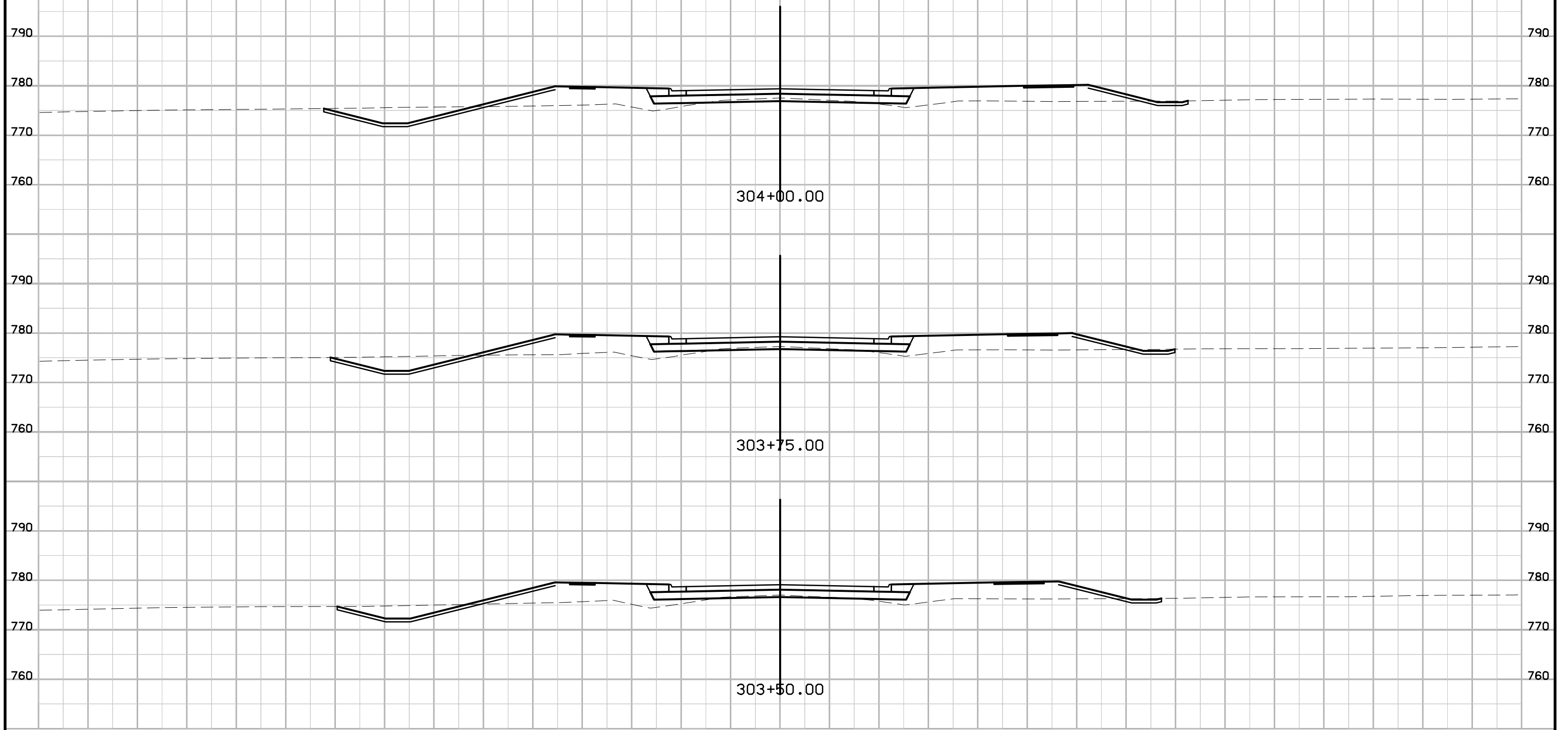


# Forevergreen Road Preliminary



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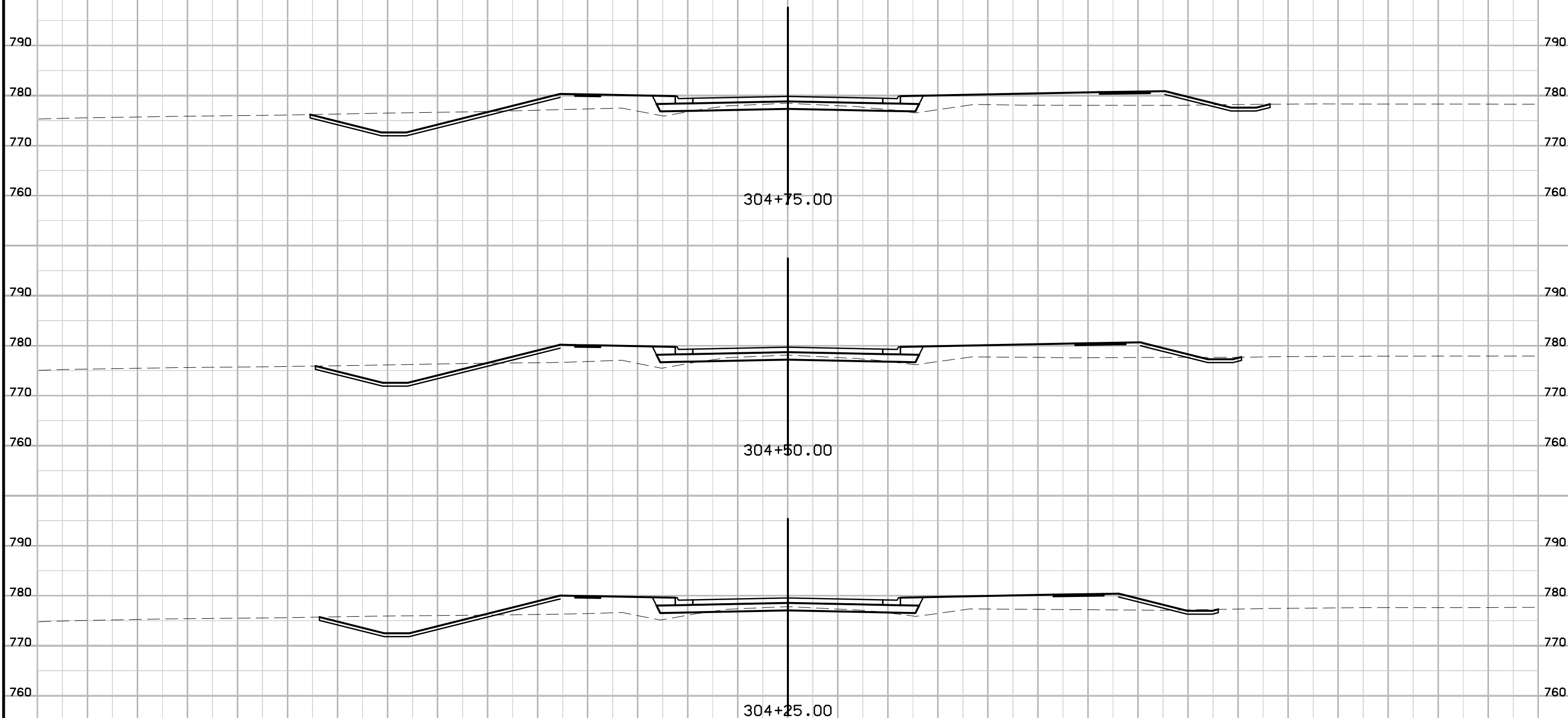
# Forevergreen Road Preliminary



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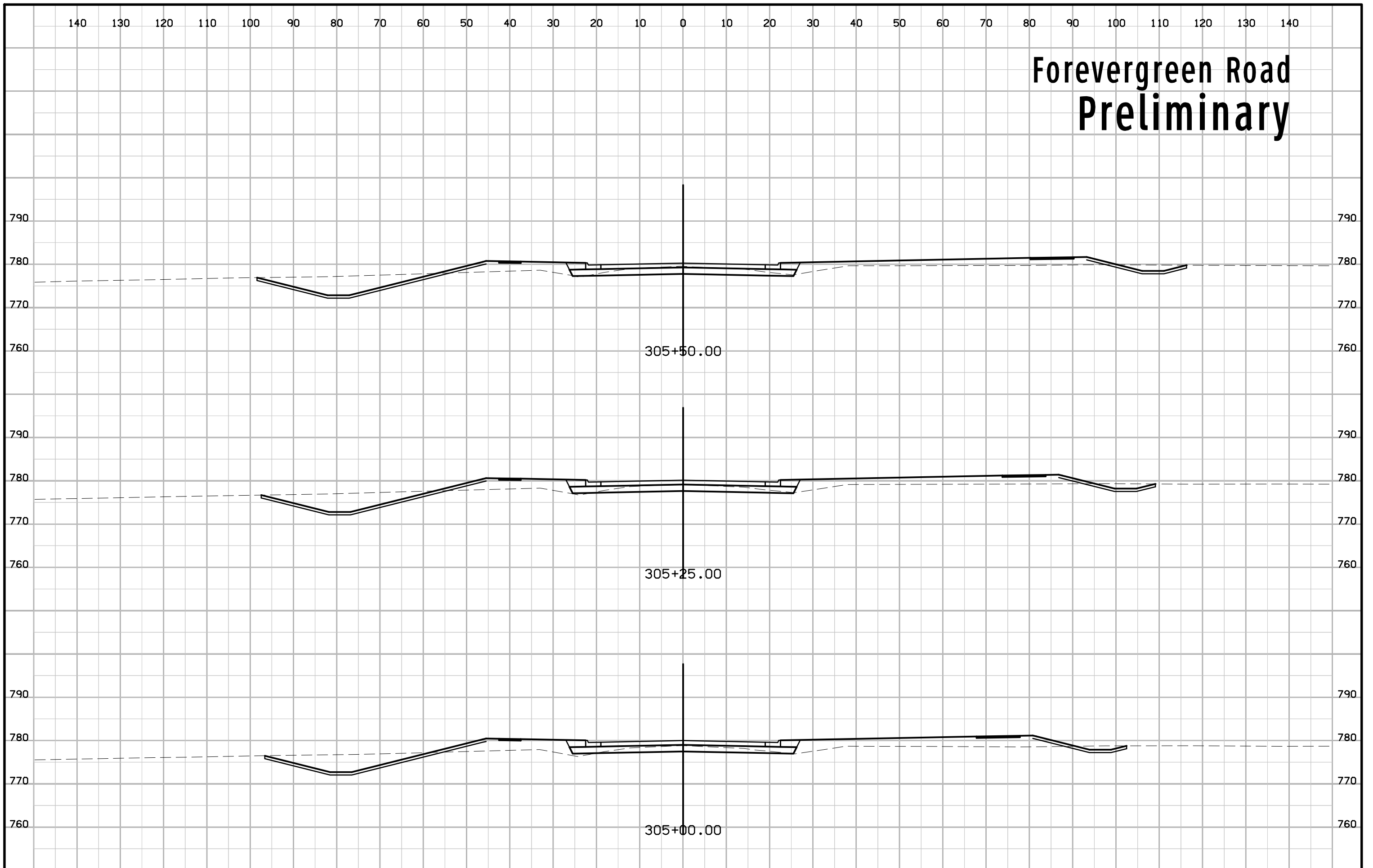
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# Forevergreen Road Preliminary



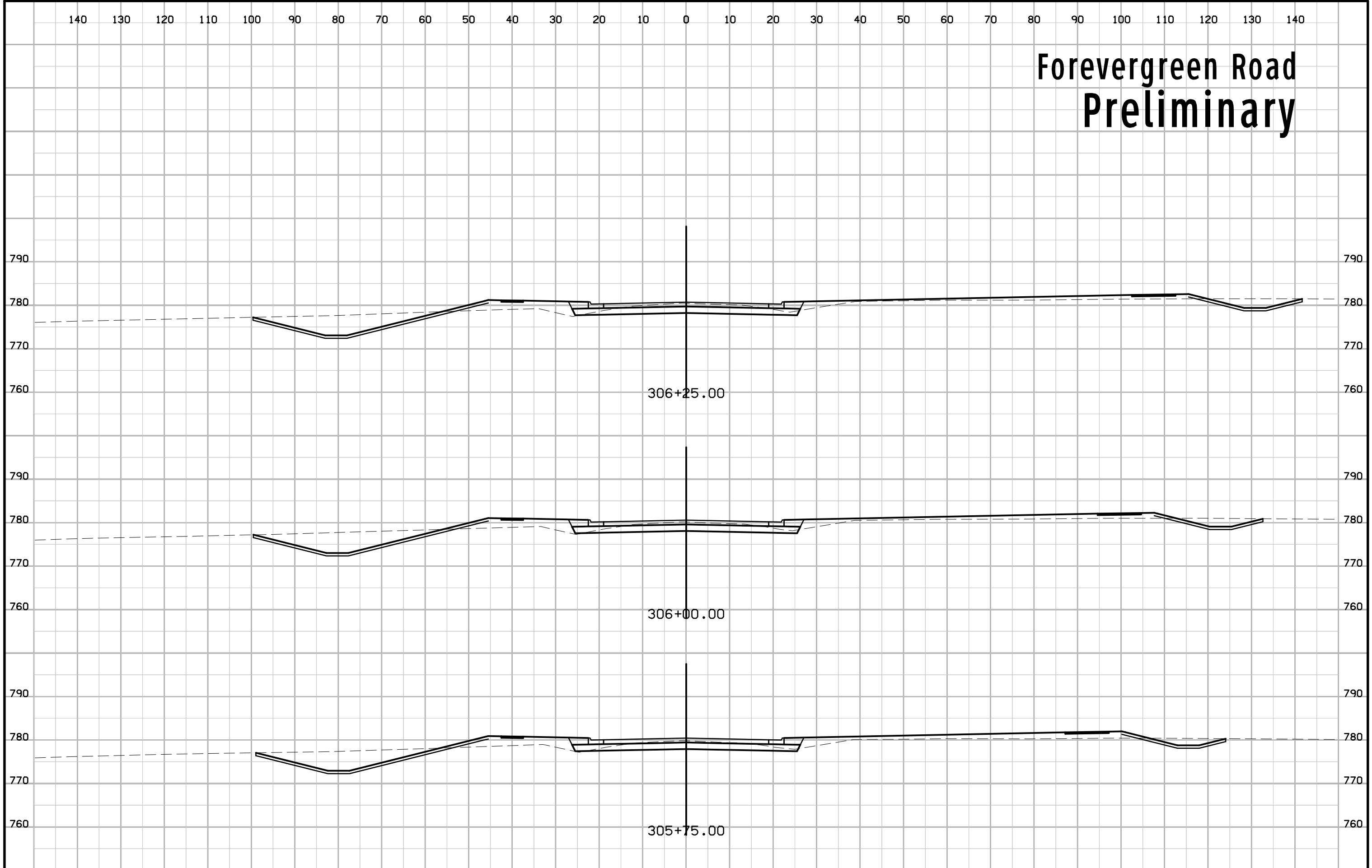
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# Forevergreen Road Preliminary

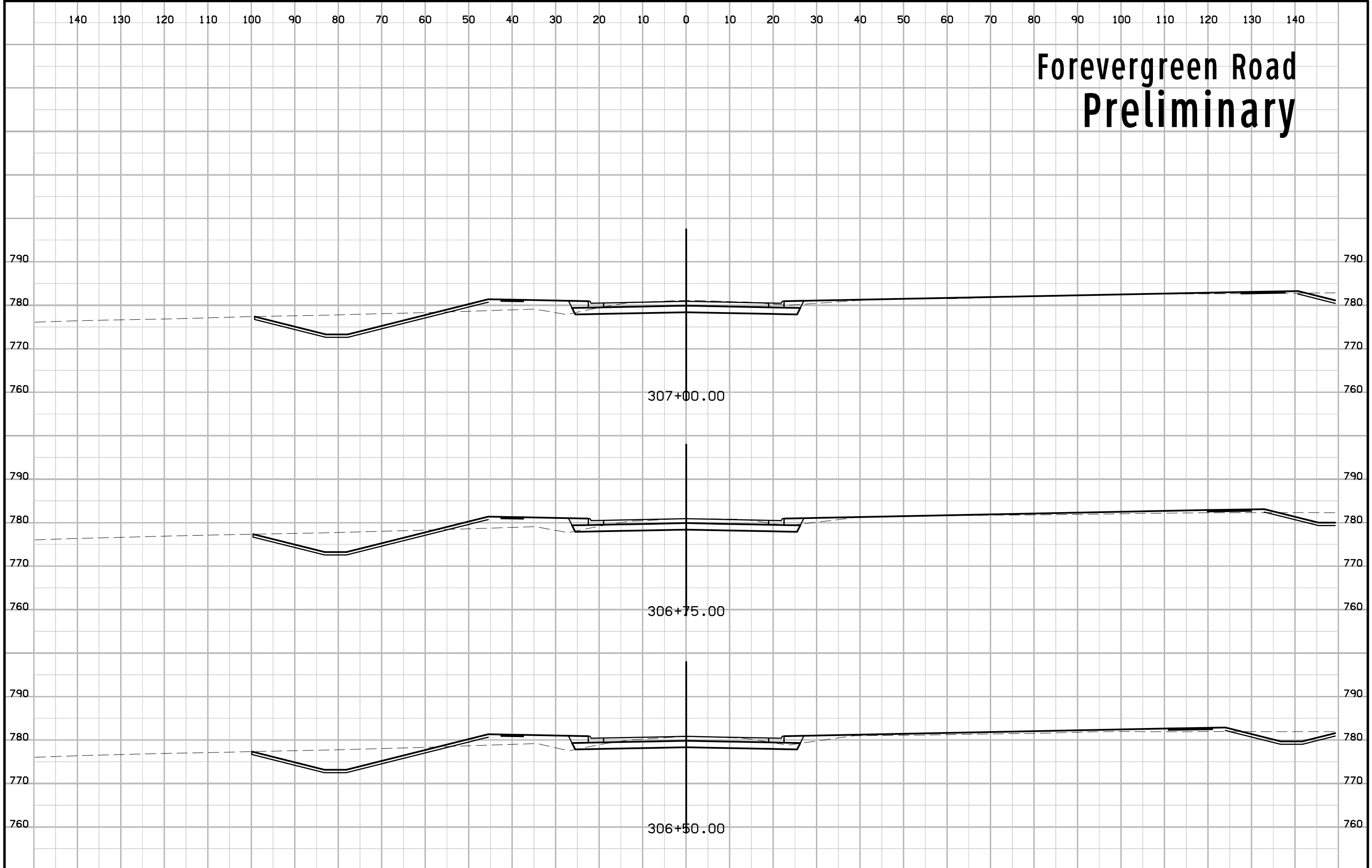




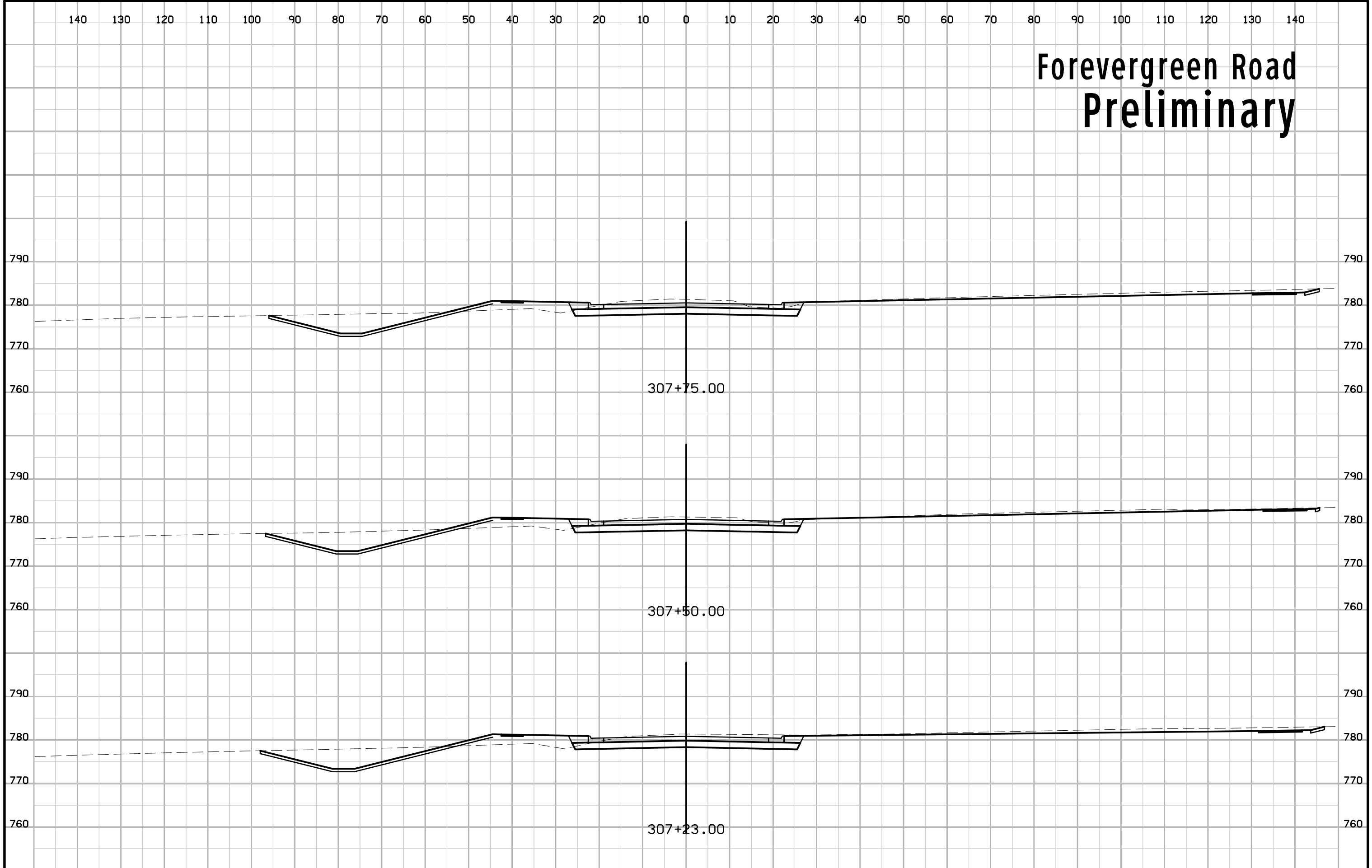
# Forevergreen Road Preliminary



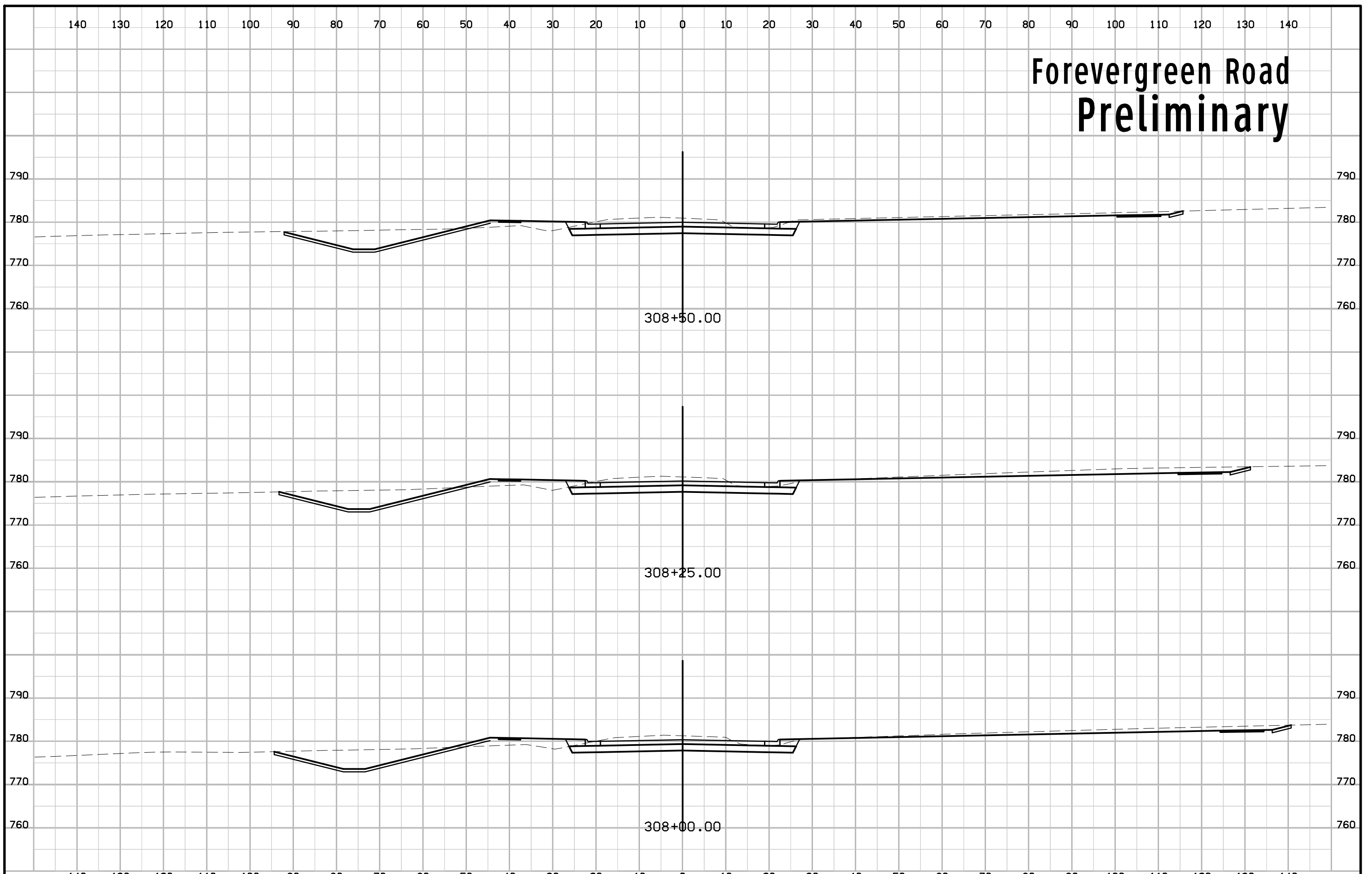
# Forevergreen Road Preliminary



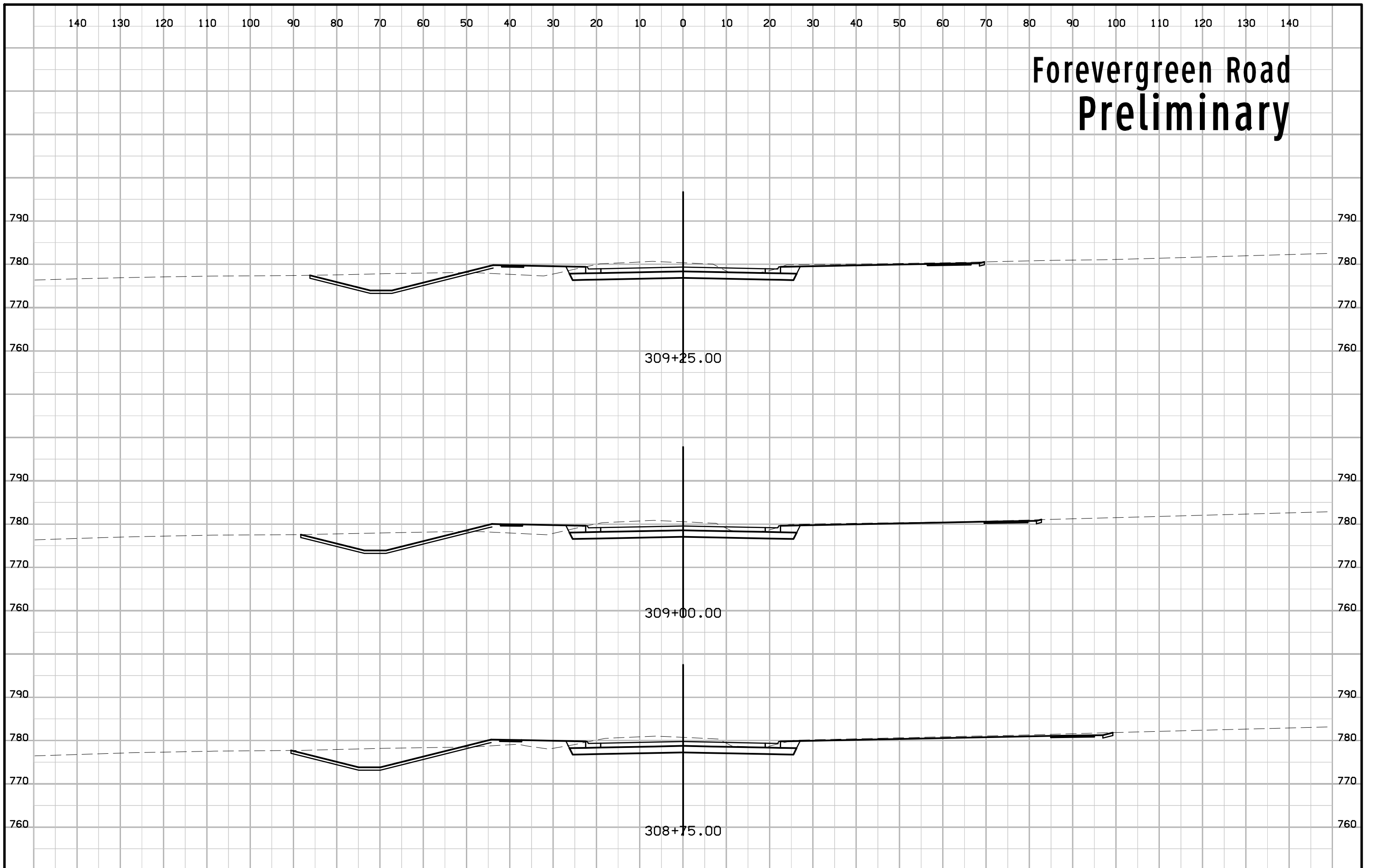
# Forevergreen Road Preliminary



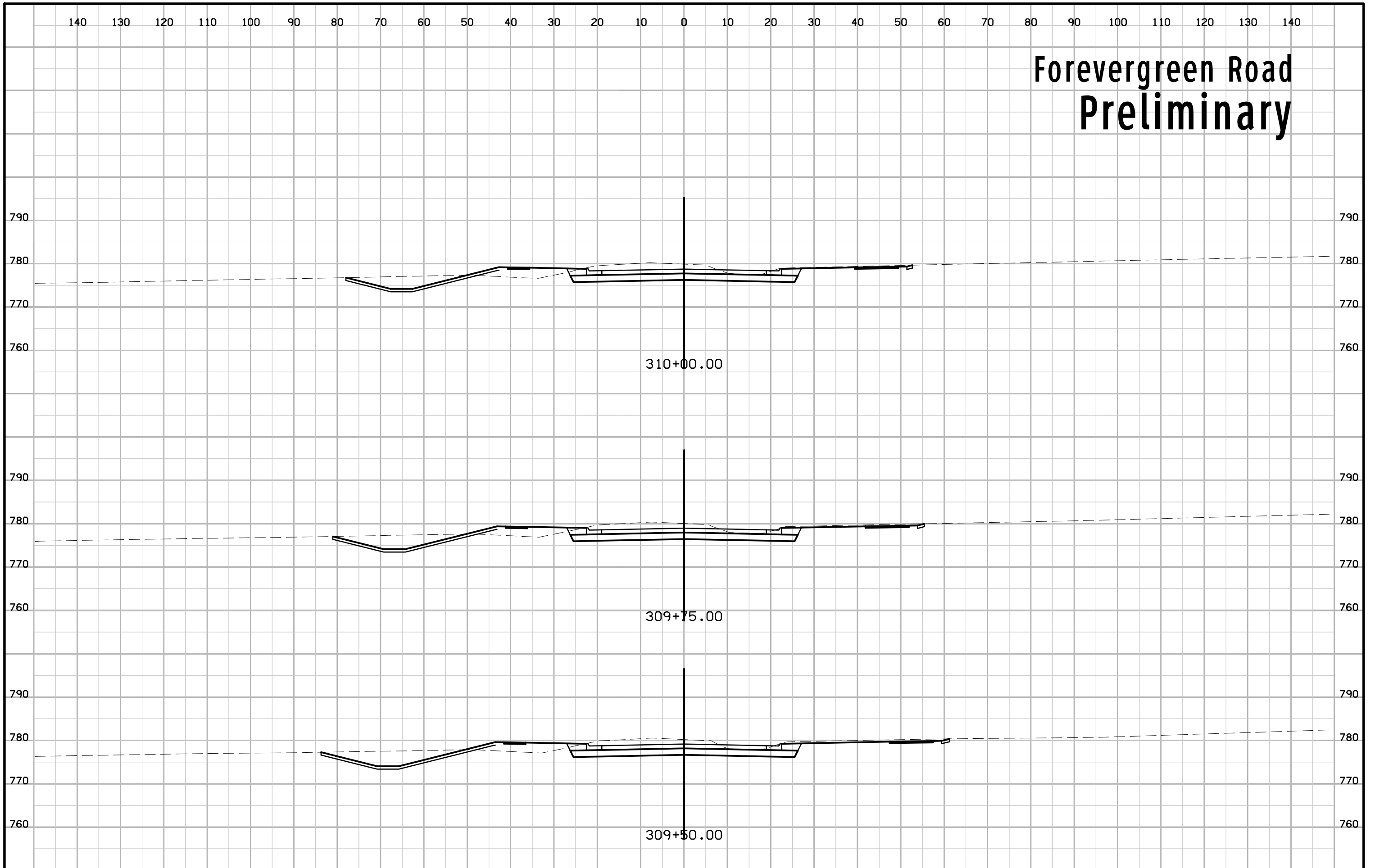
# Forevergreen Road Preliminary



# Forevergreen Road Preliminary

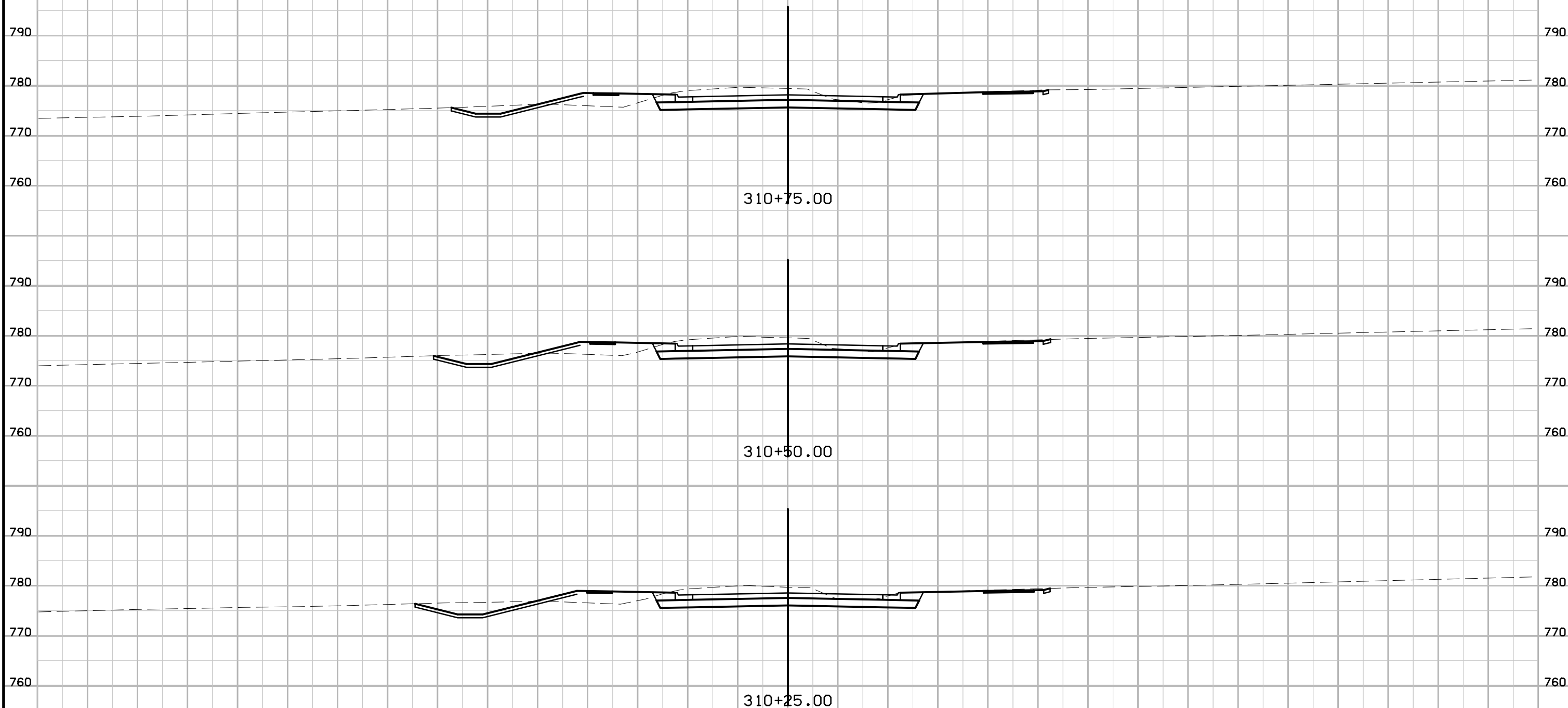


# Forevergreen Road Preliminary



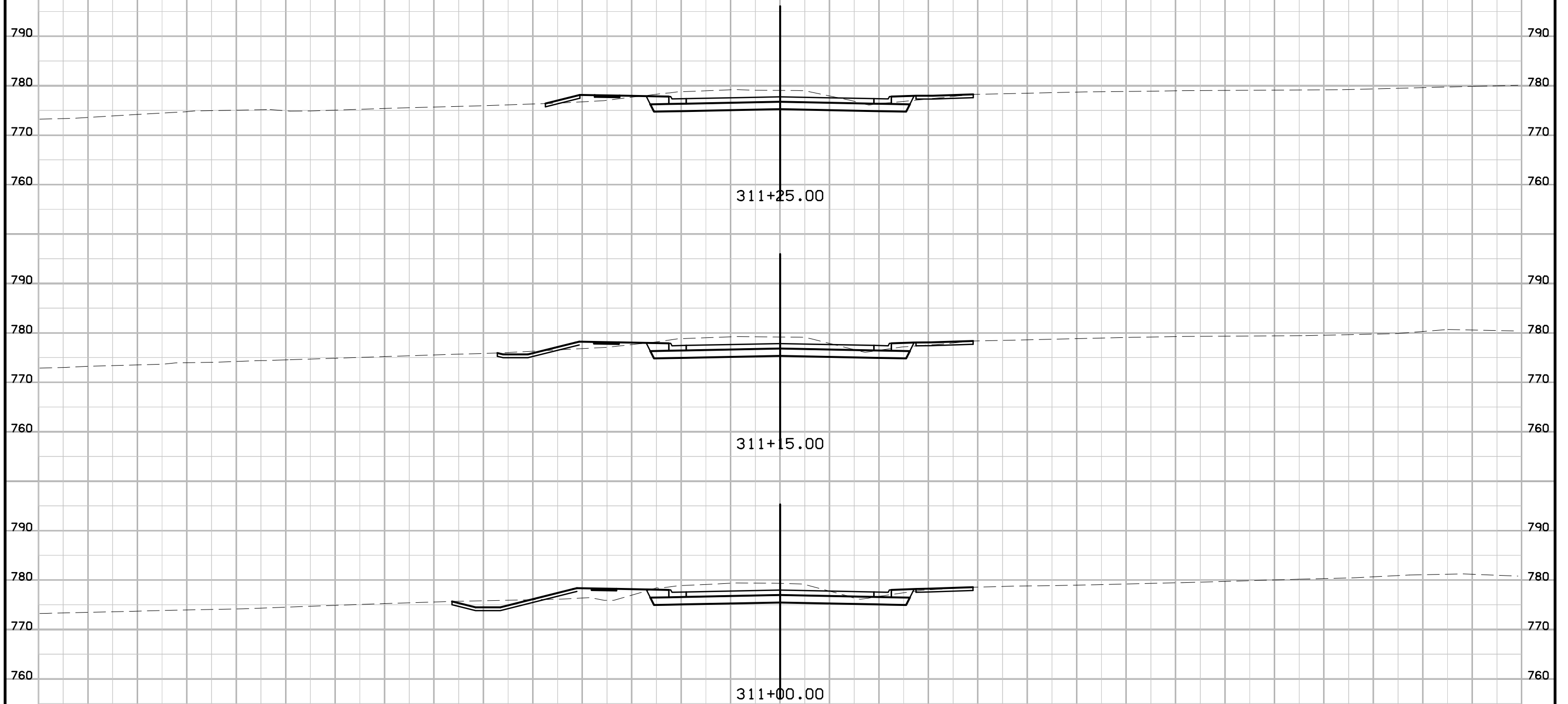
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# Forevergreen Road Preliminary



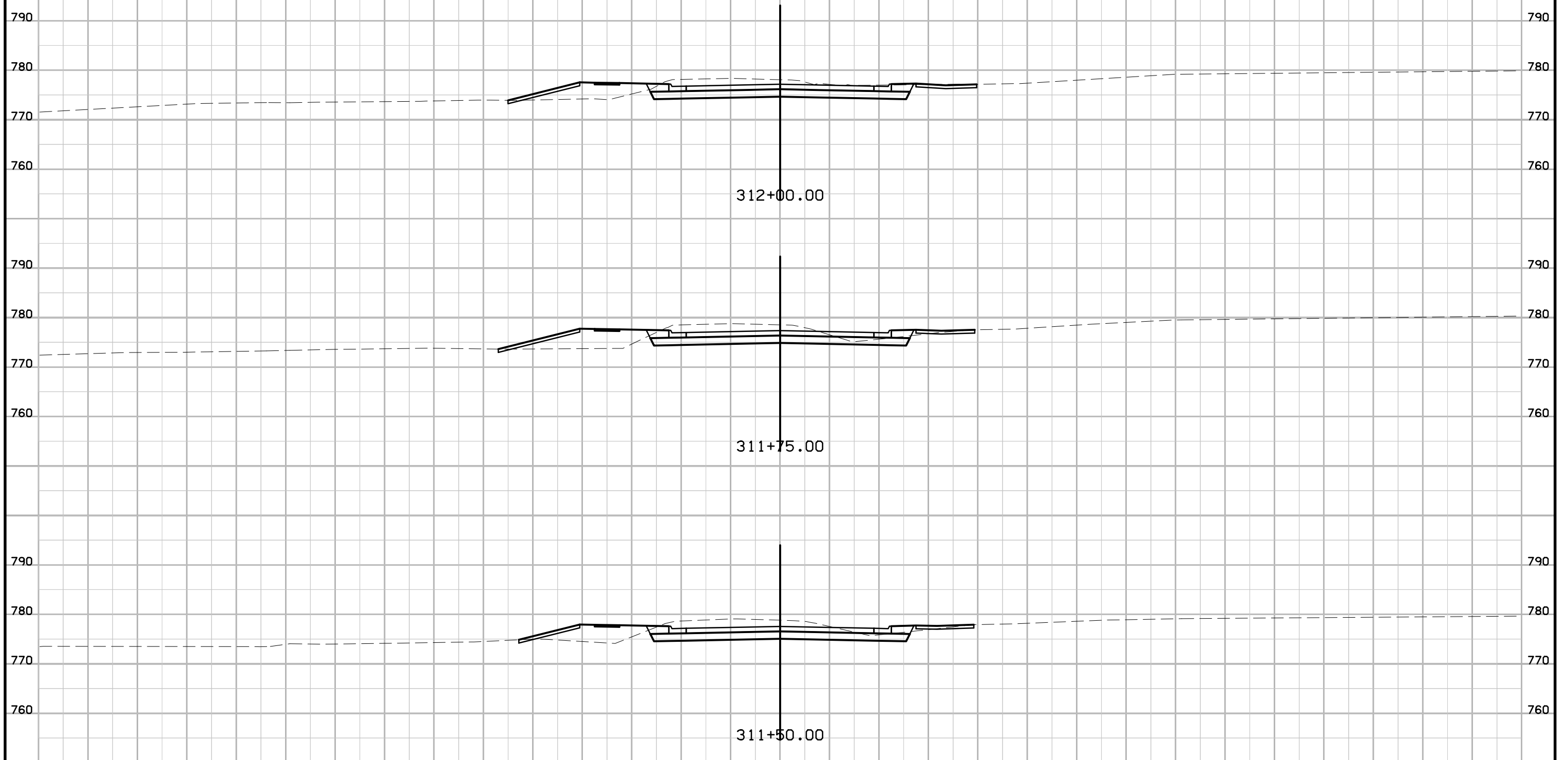
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# Forevergreen Road Preliminary

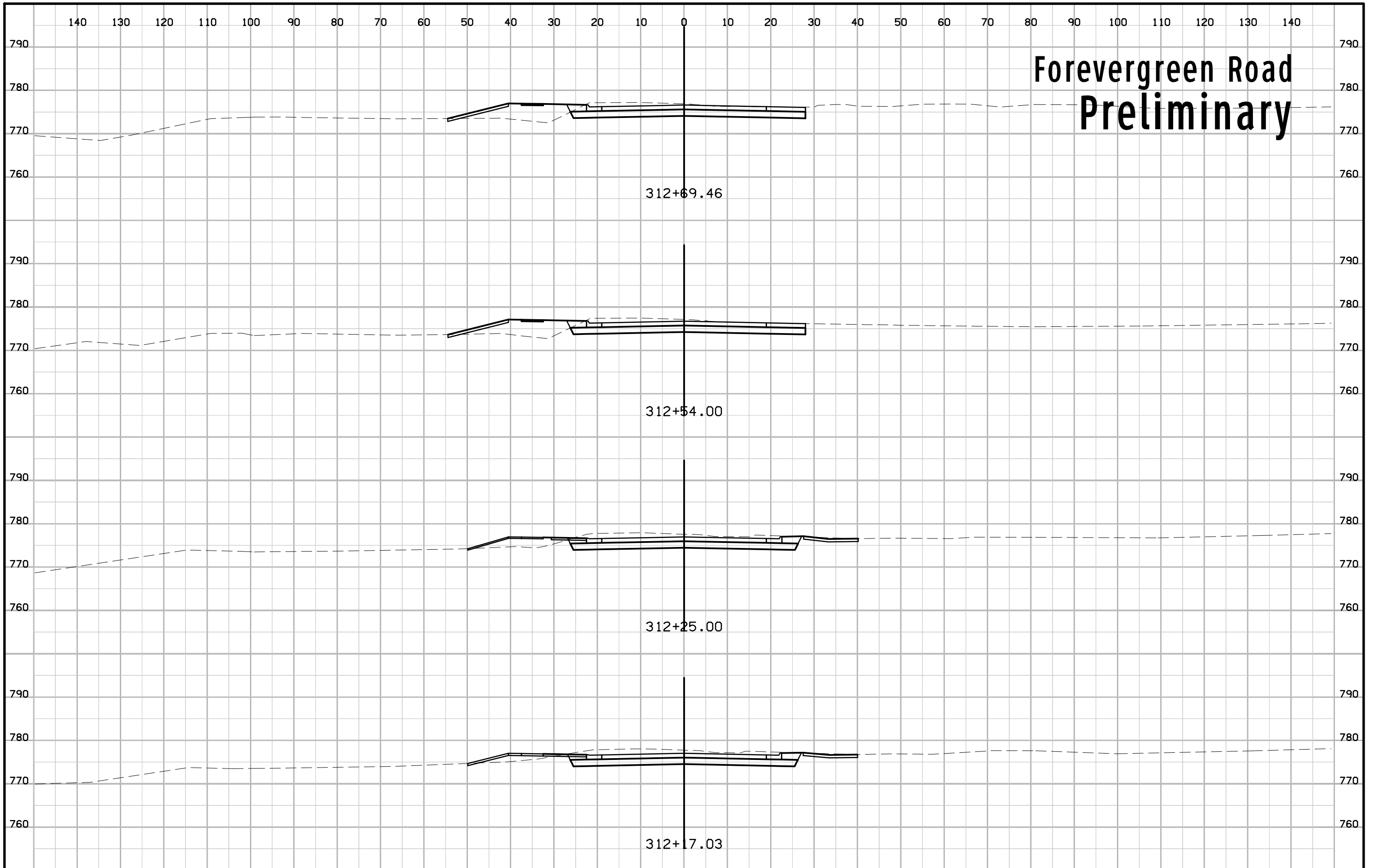




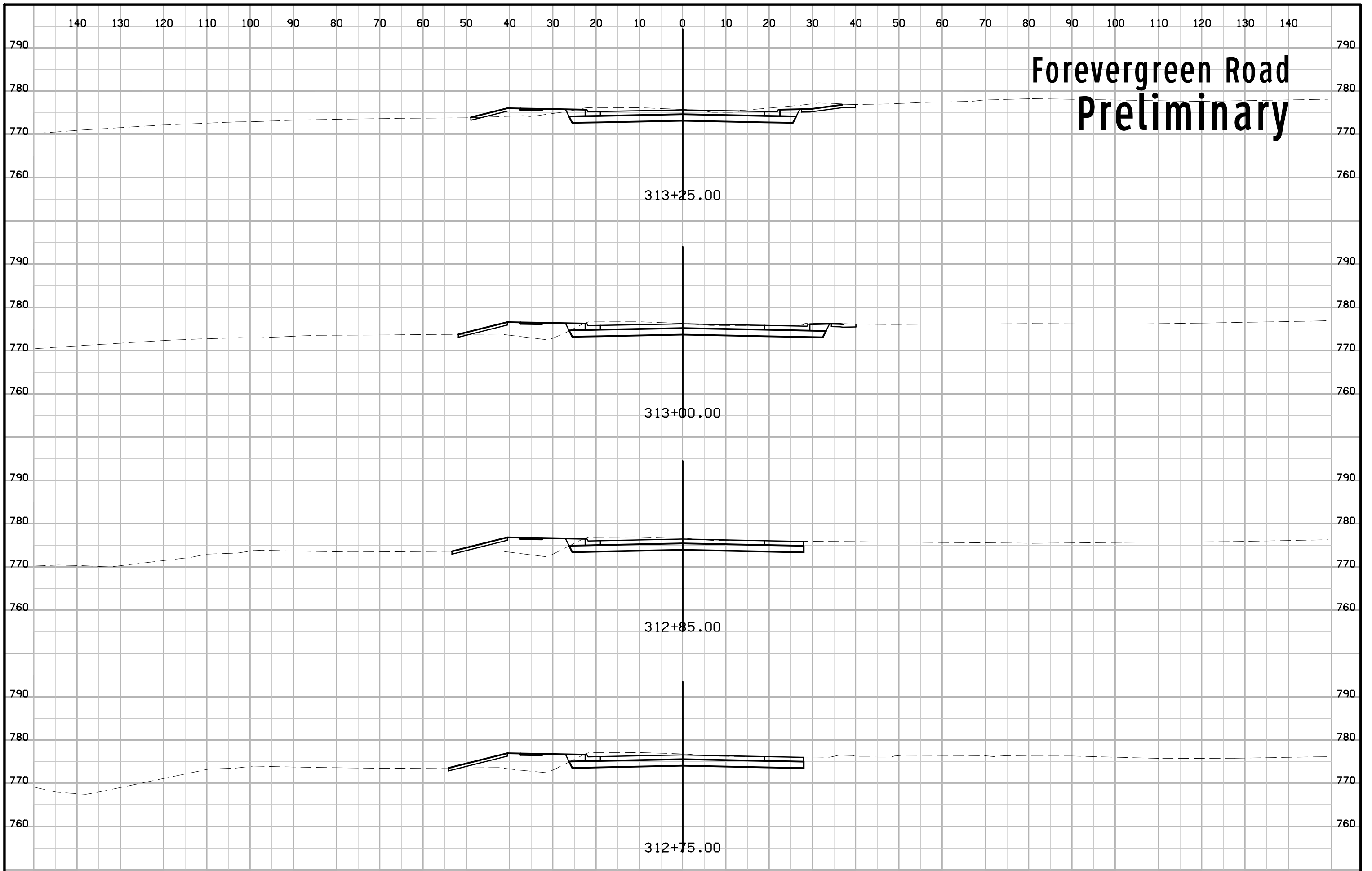
# Forevergreen Road Preliminary



# Forevergreen Road Preliminary

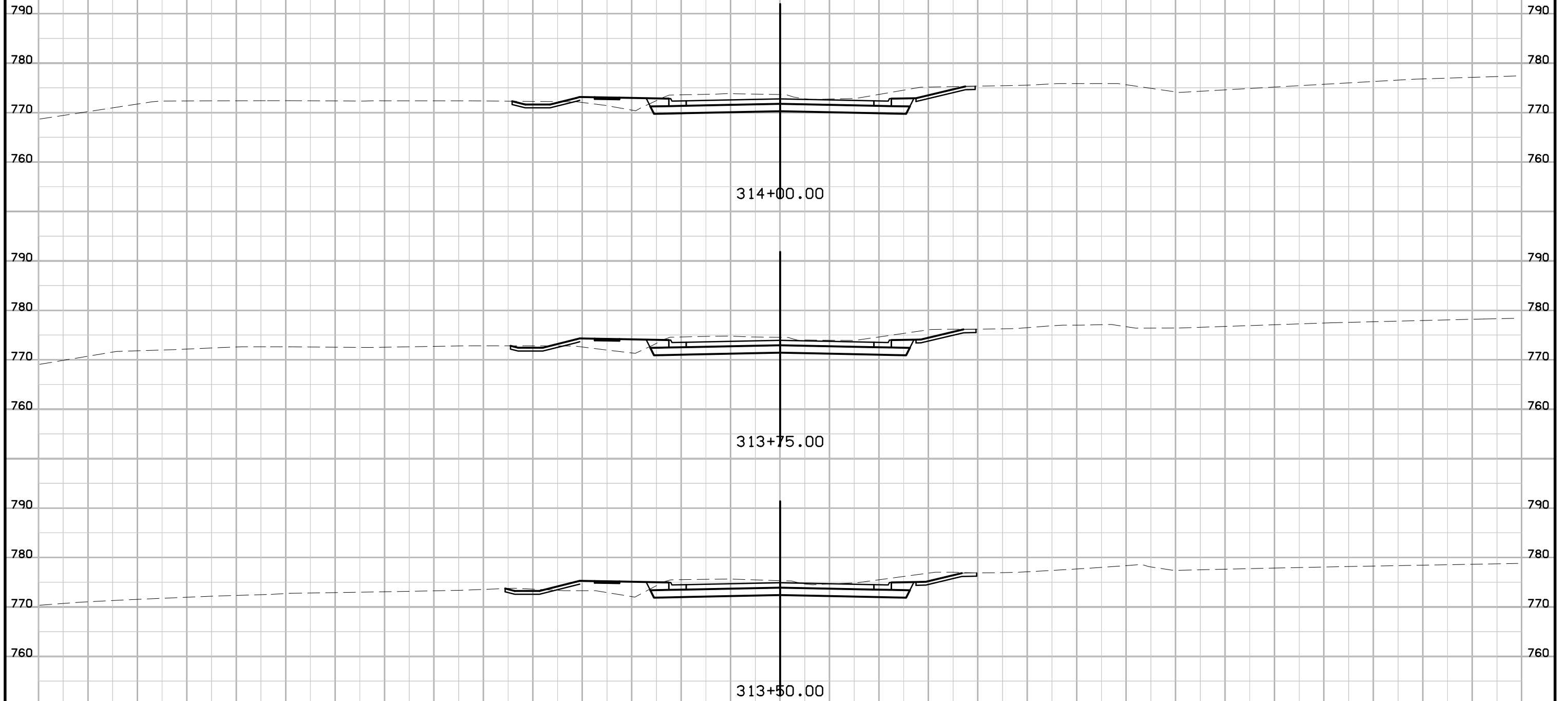


# Forevergreen Road Preliminary



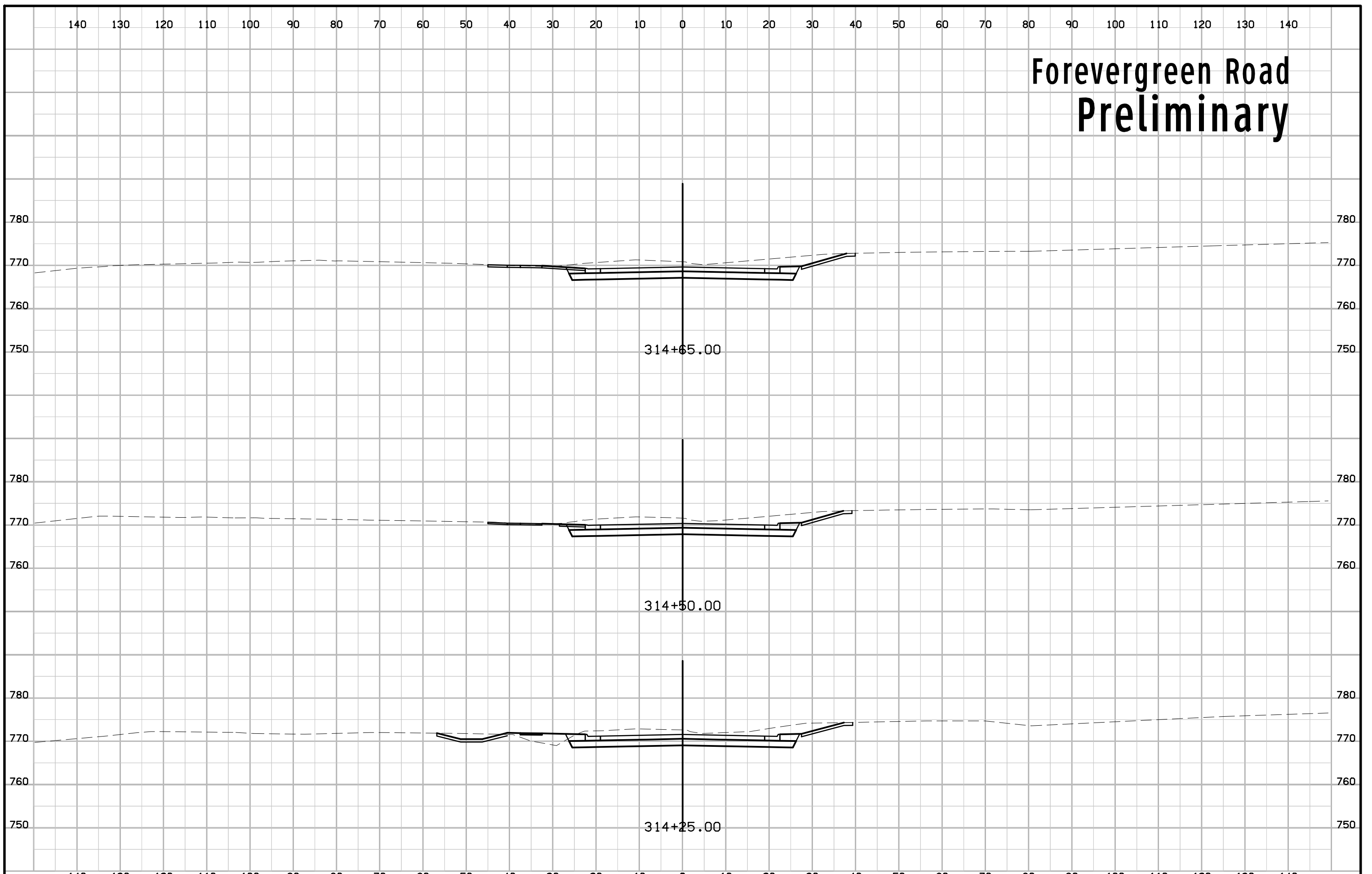
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# Forevergreen Road Preliminary

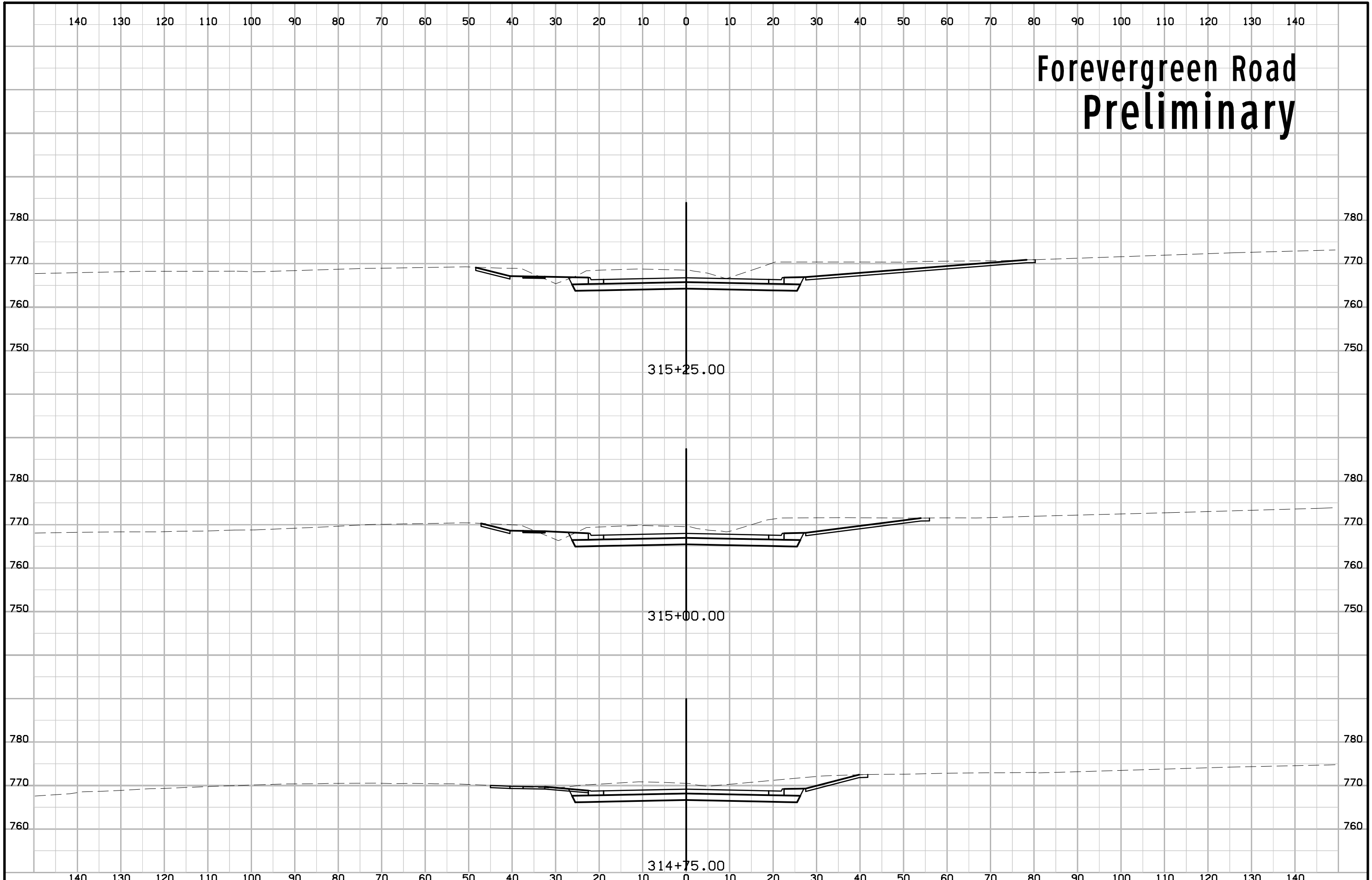


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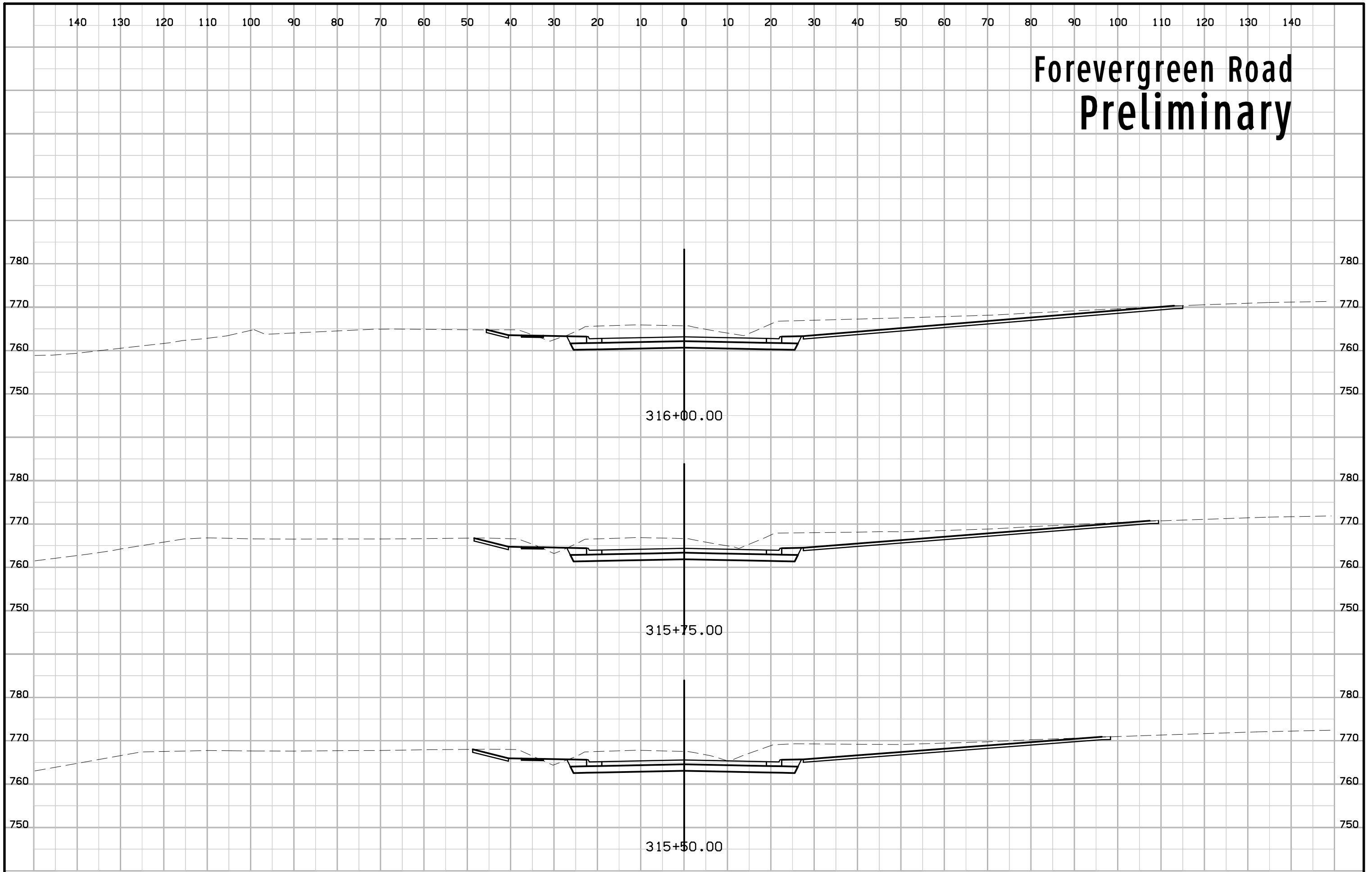
# Forevergreen Road Preliminary



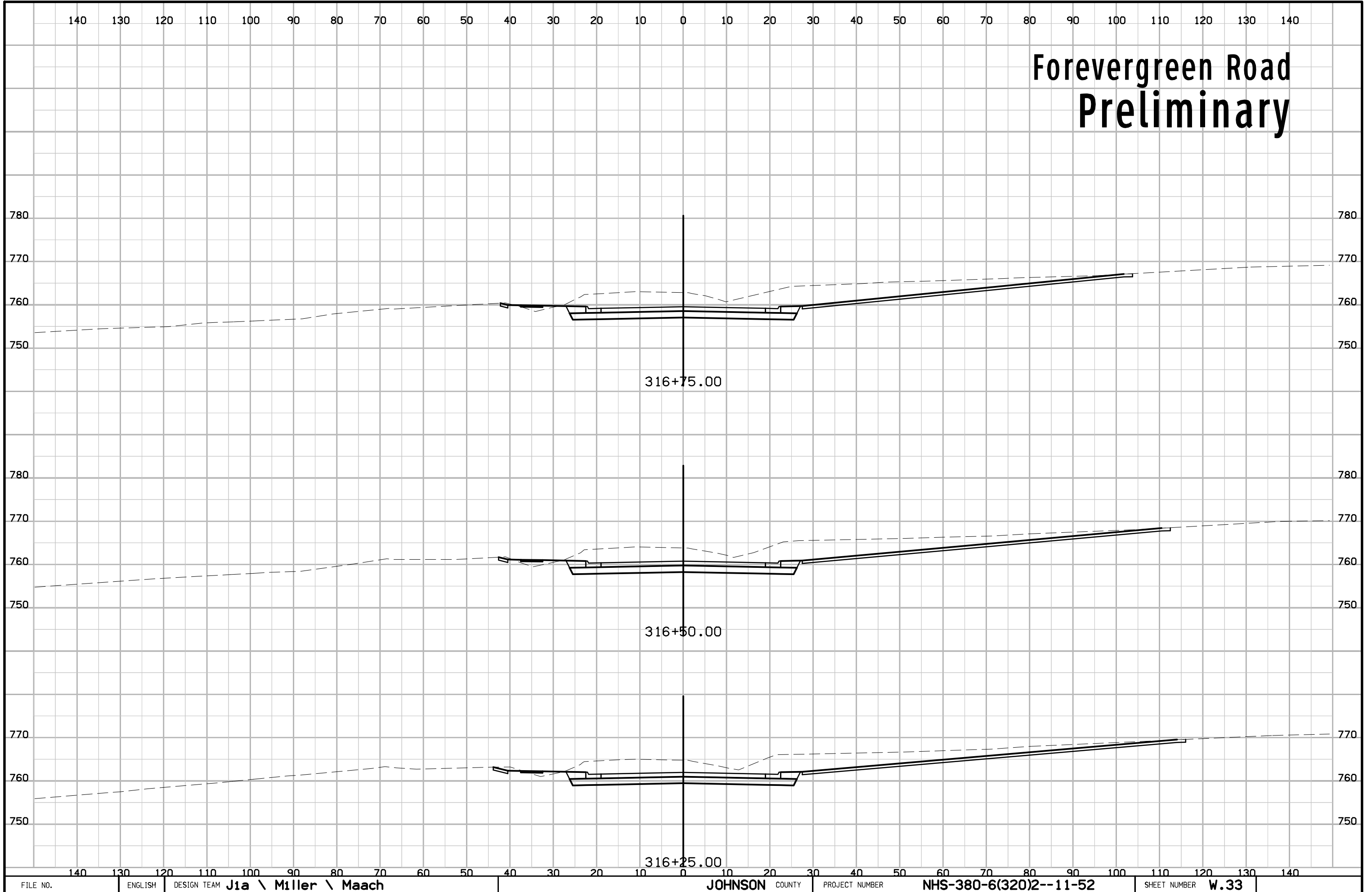
# Forevergreen Road Preliminary



# Forevergreen Road Preliminary

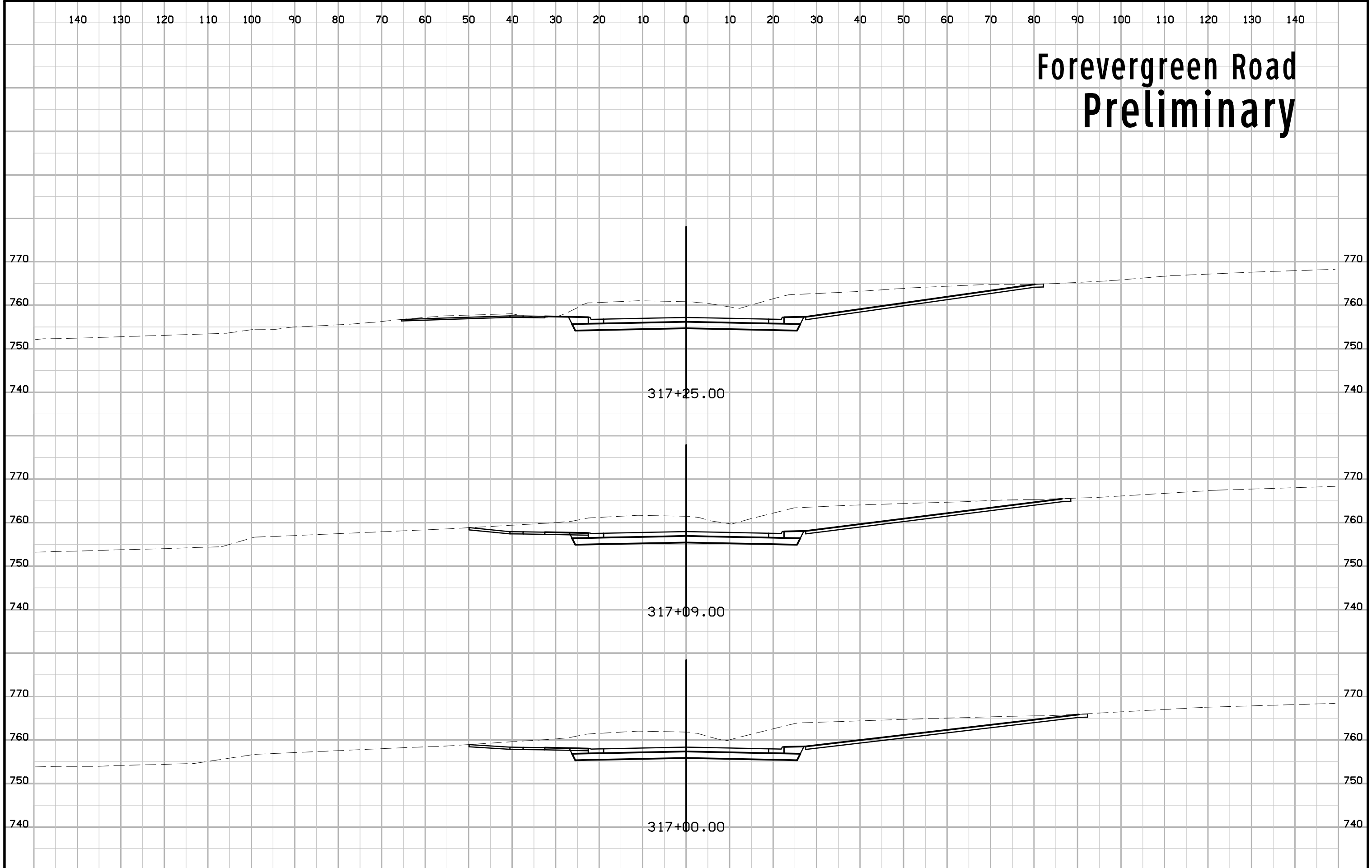


# Forevergreen Road Preliminary

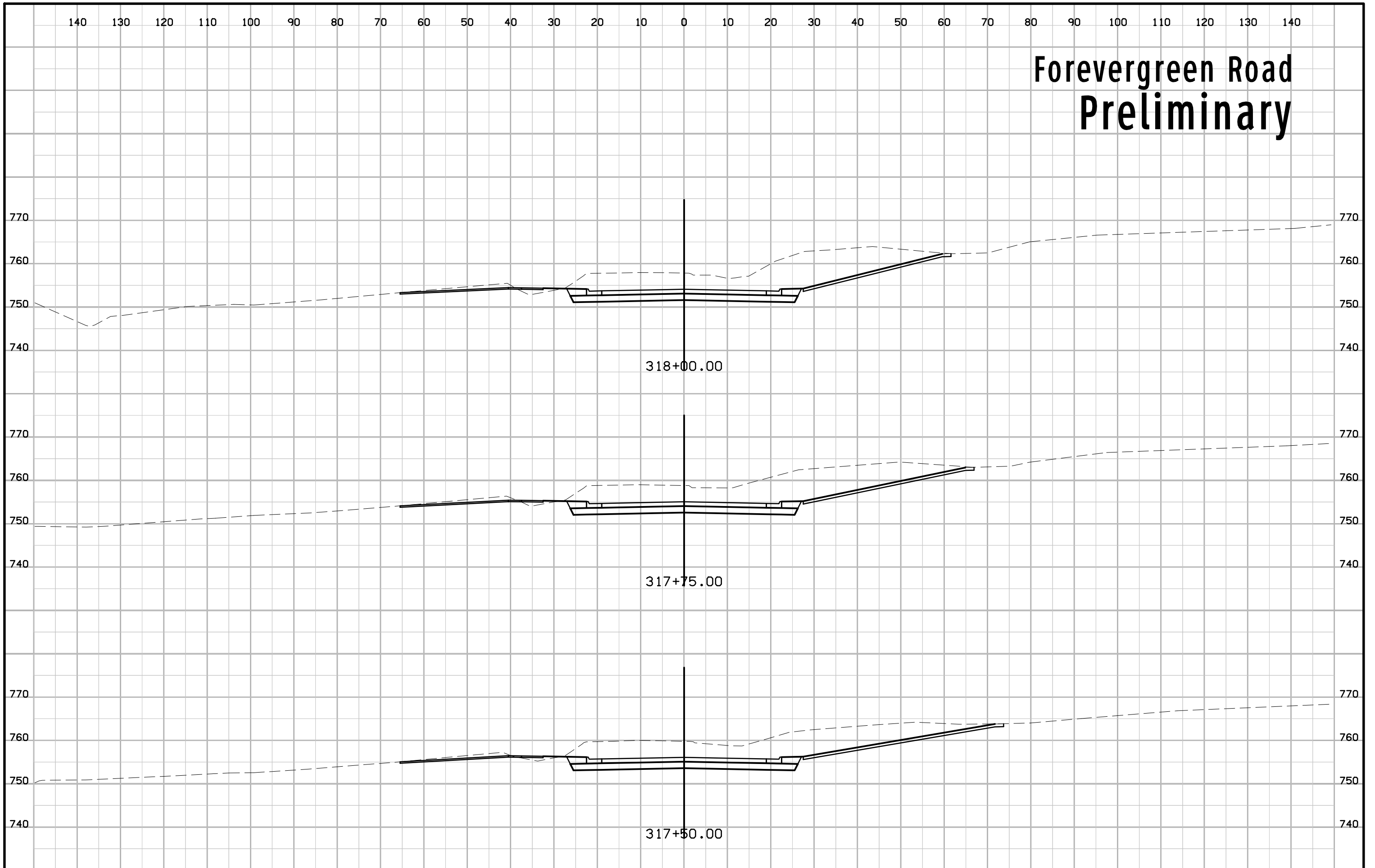




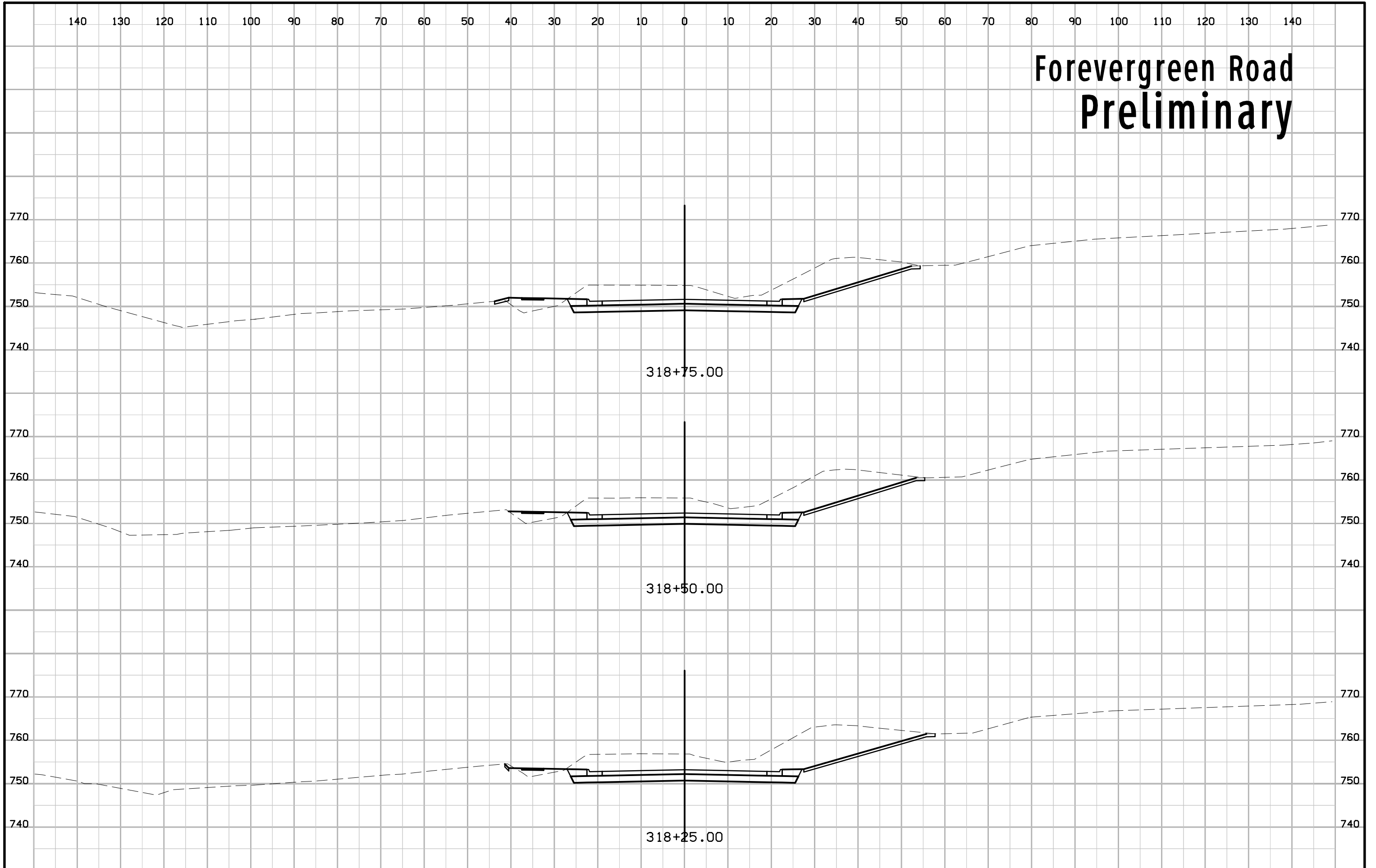
# Forevergreen Road Preliminary



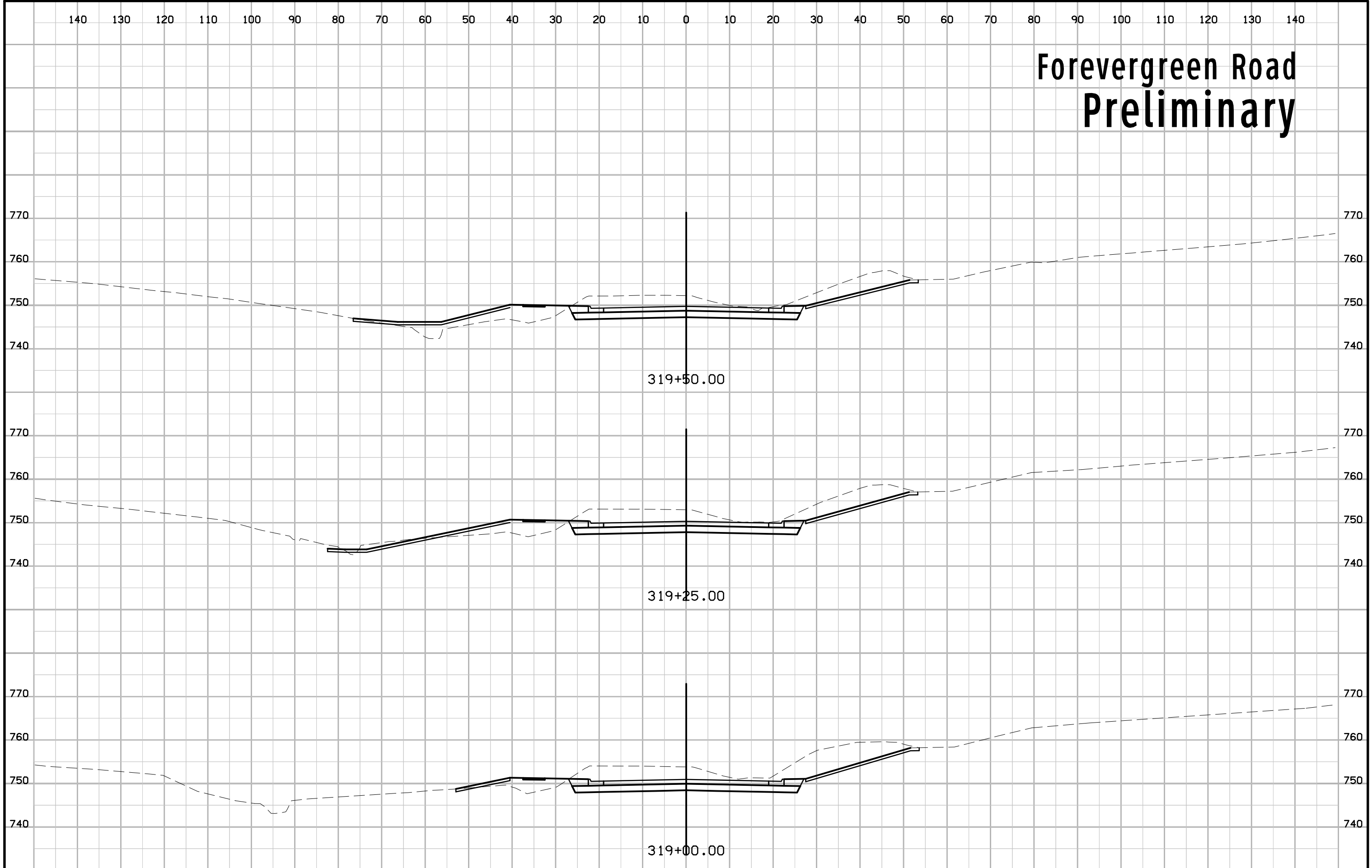
# Forevergreen Road Preliminary



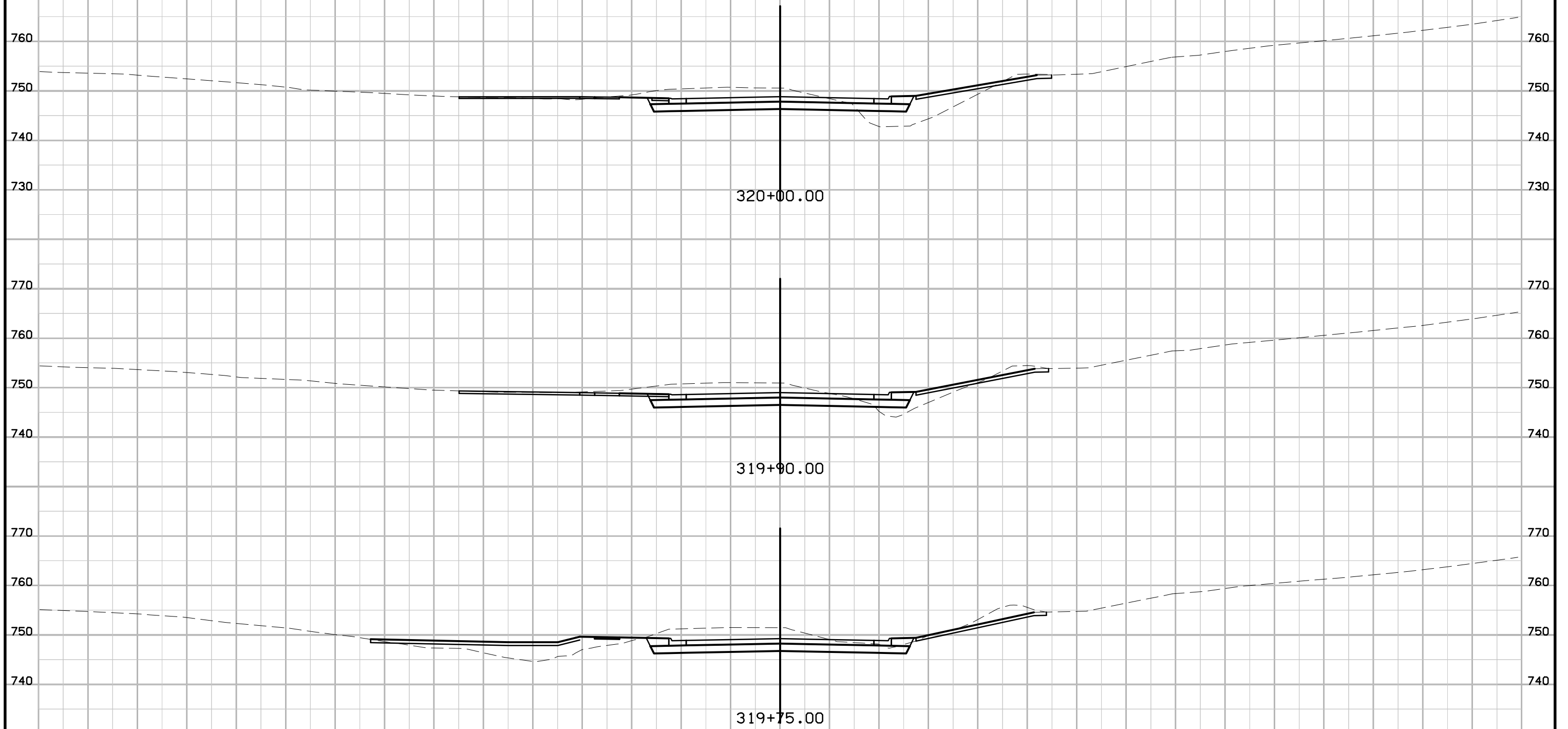
# Forevergreen Road Preliminary



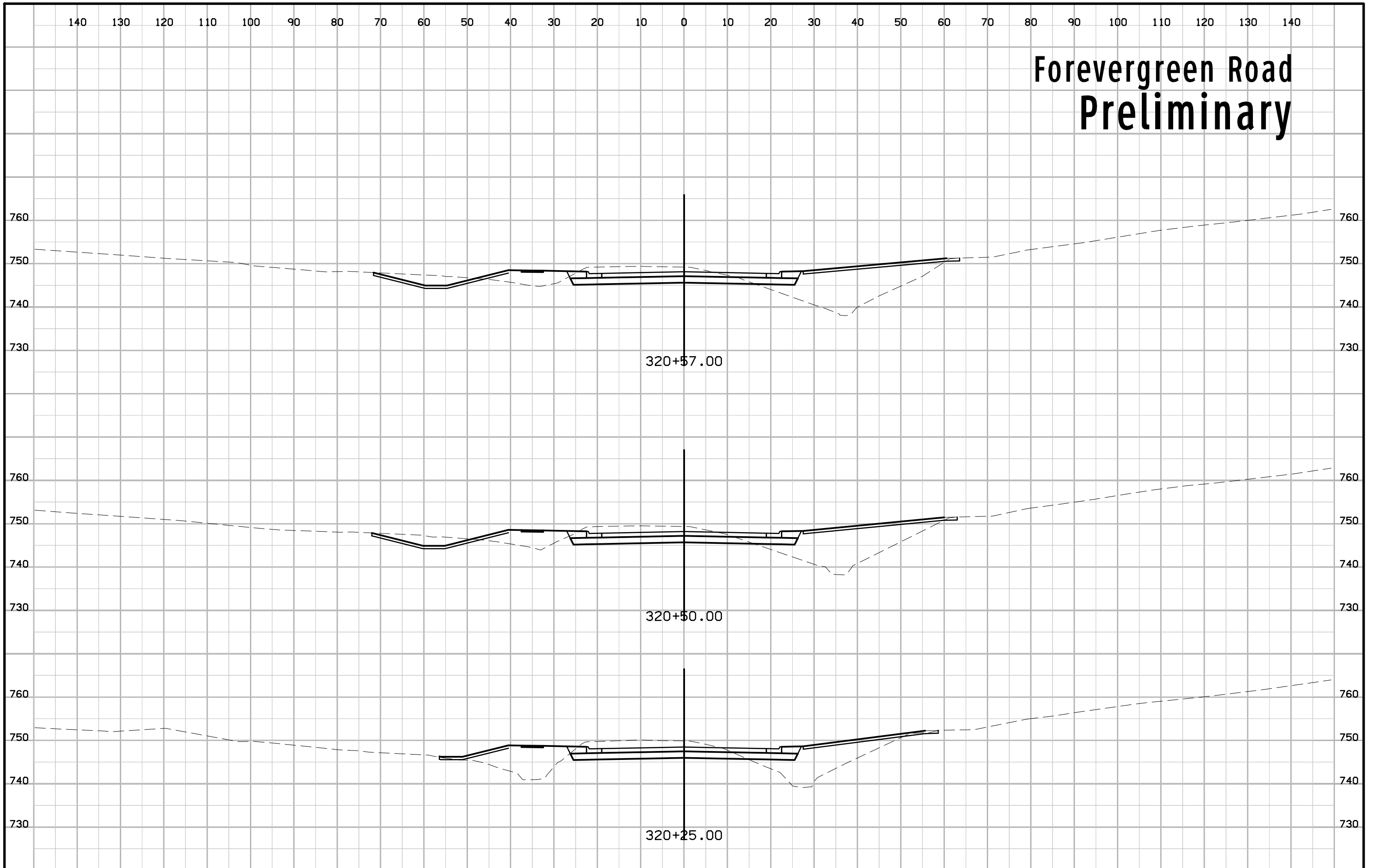
# Forevergreen Road Preliminary



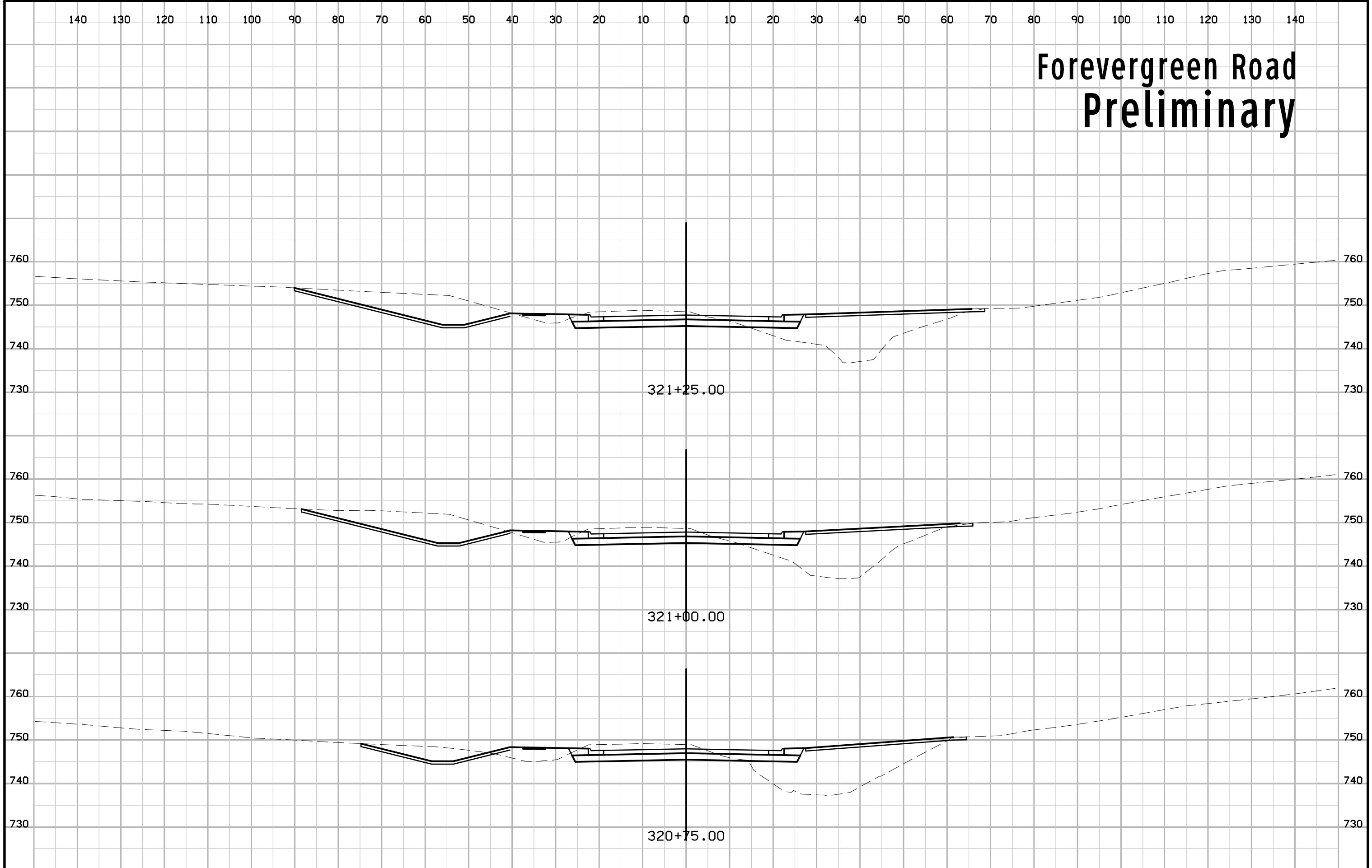
# Forevergreen Road Preliminary



# Forevergreen Road Preliminary

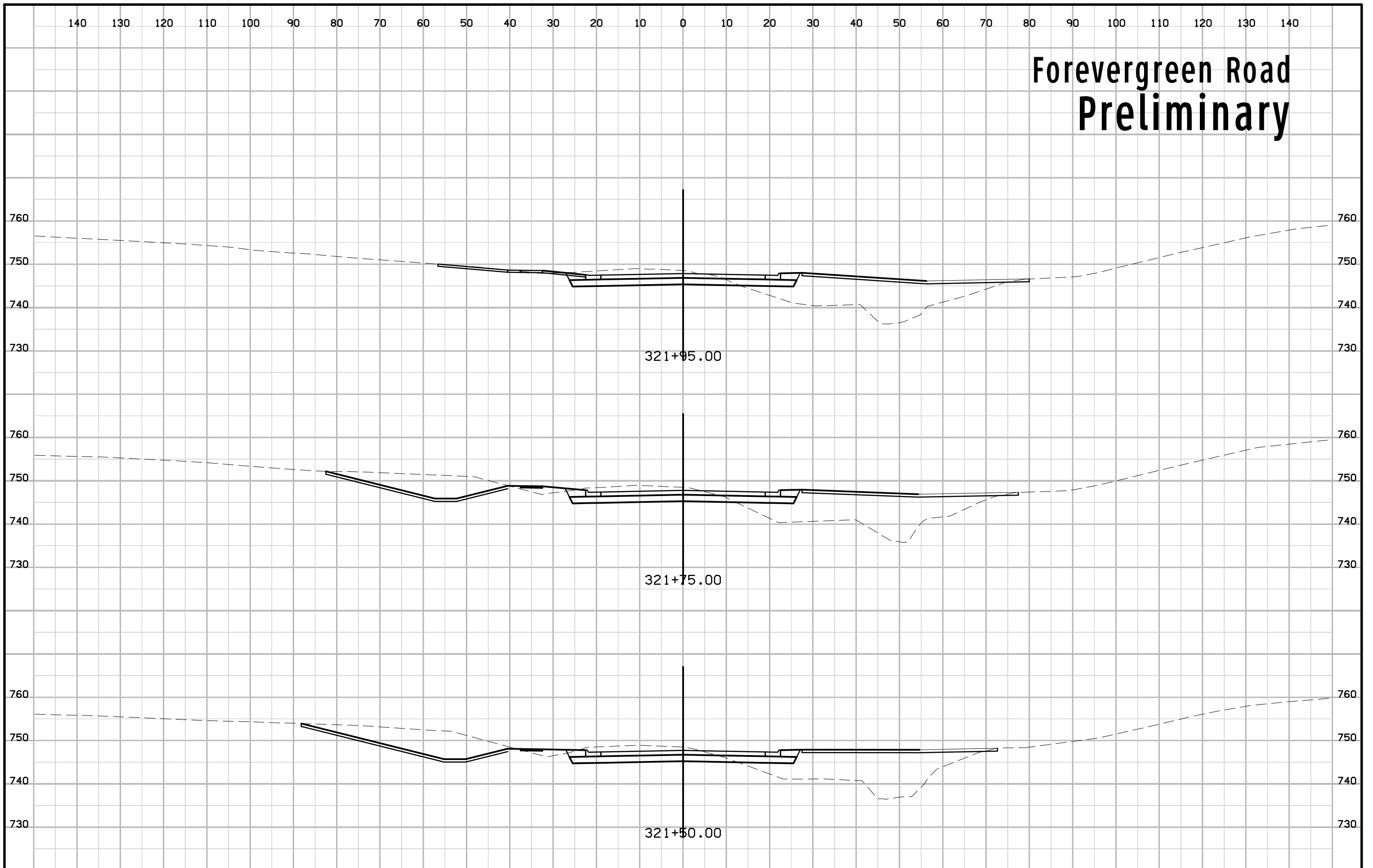


# Forevergreen Road Preliminary

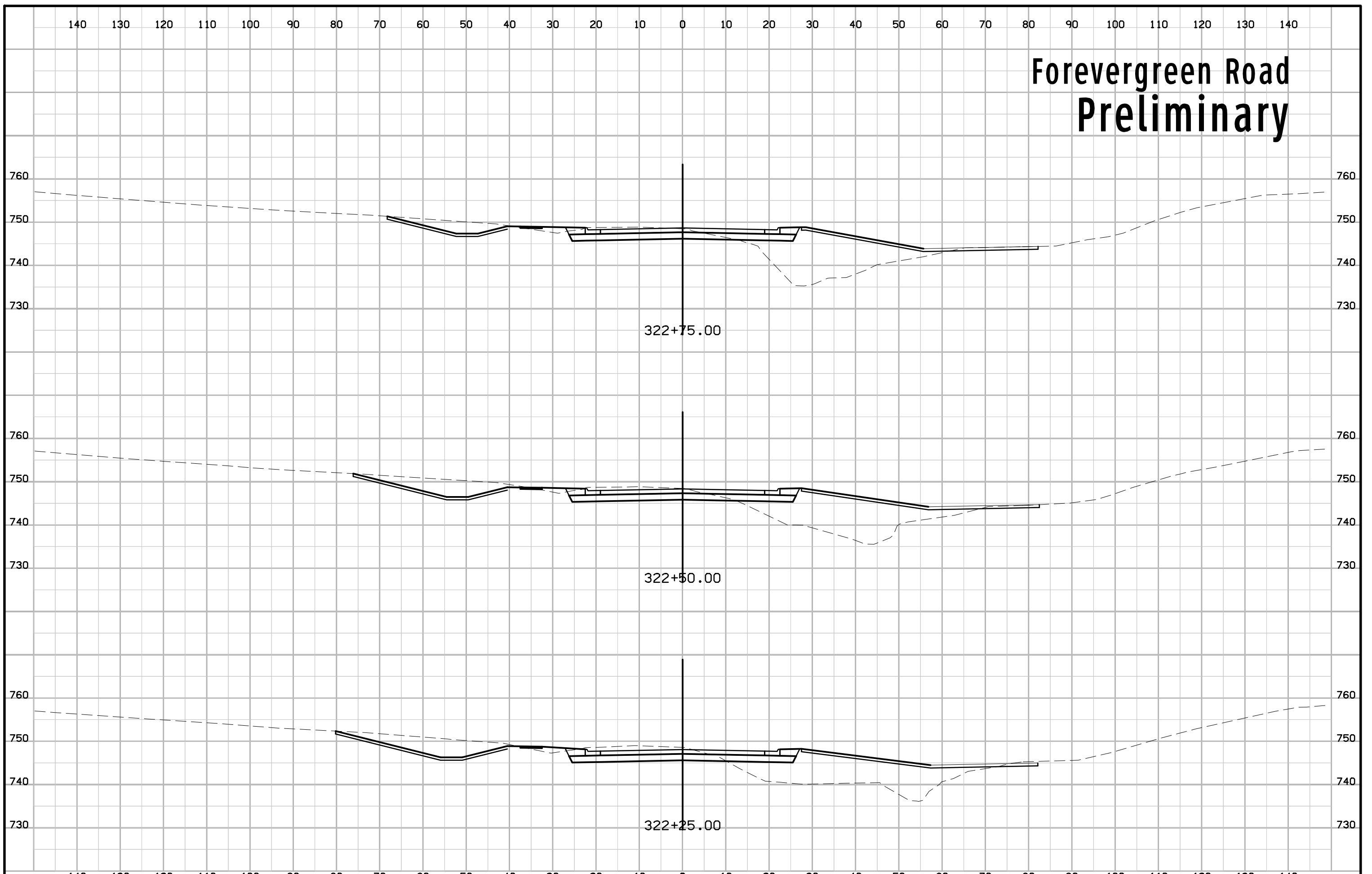




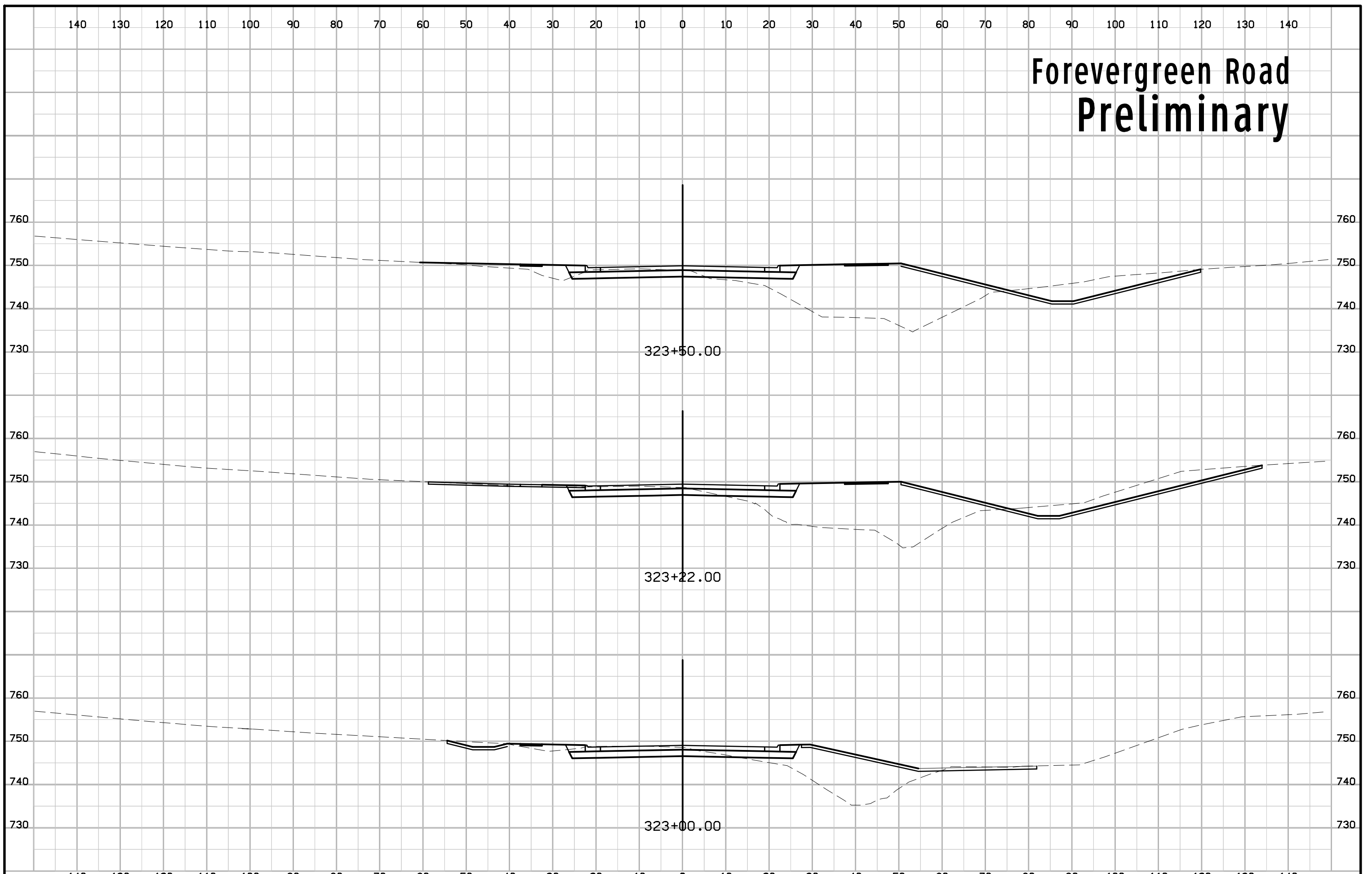
# Forevergreen Road Preliminary



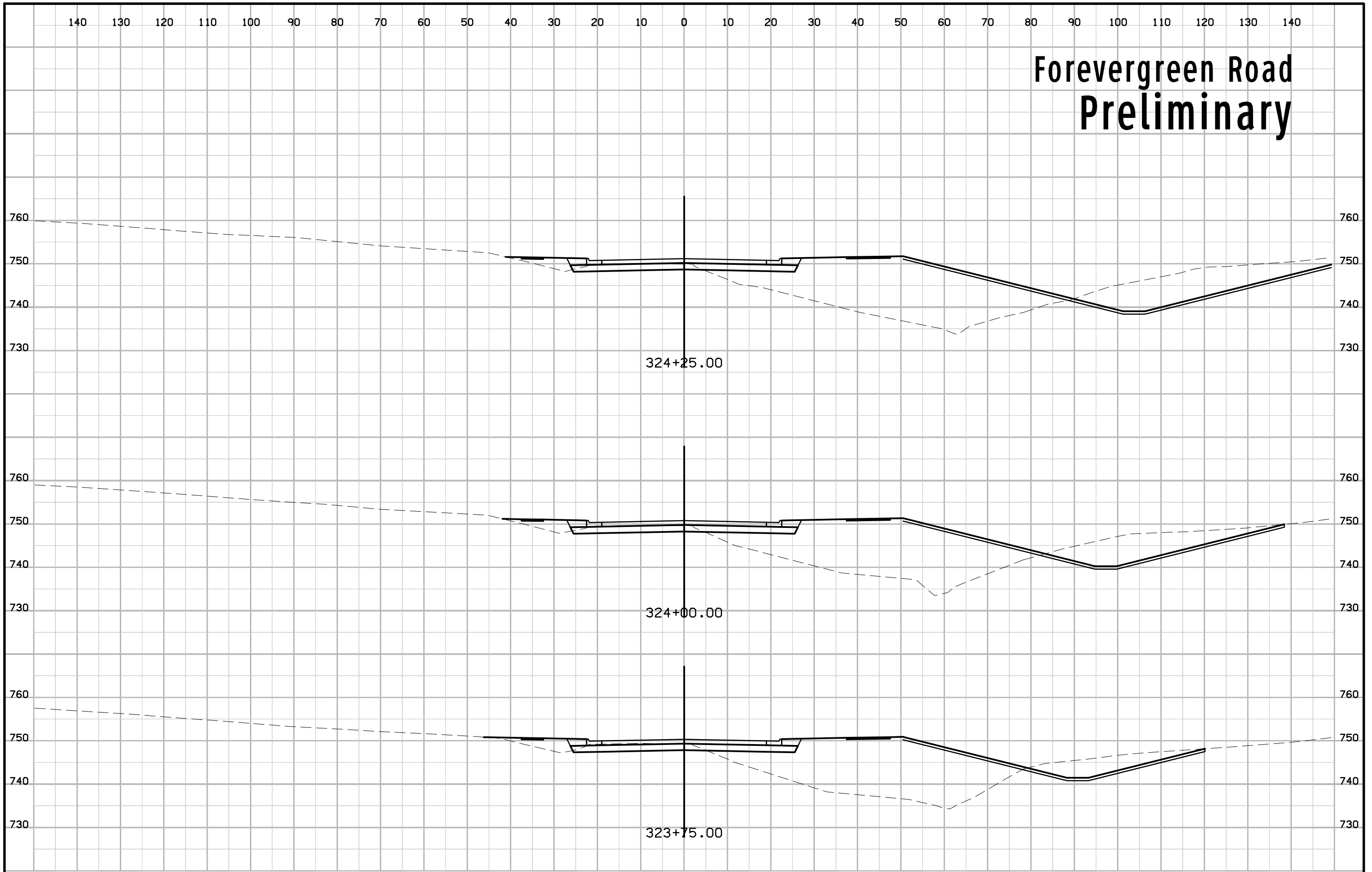
# Forevergreen Road Preliminary



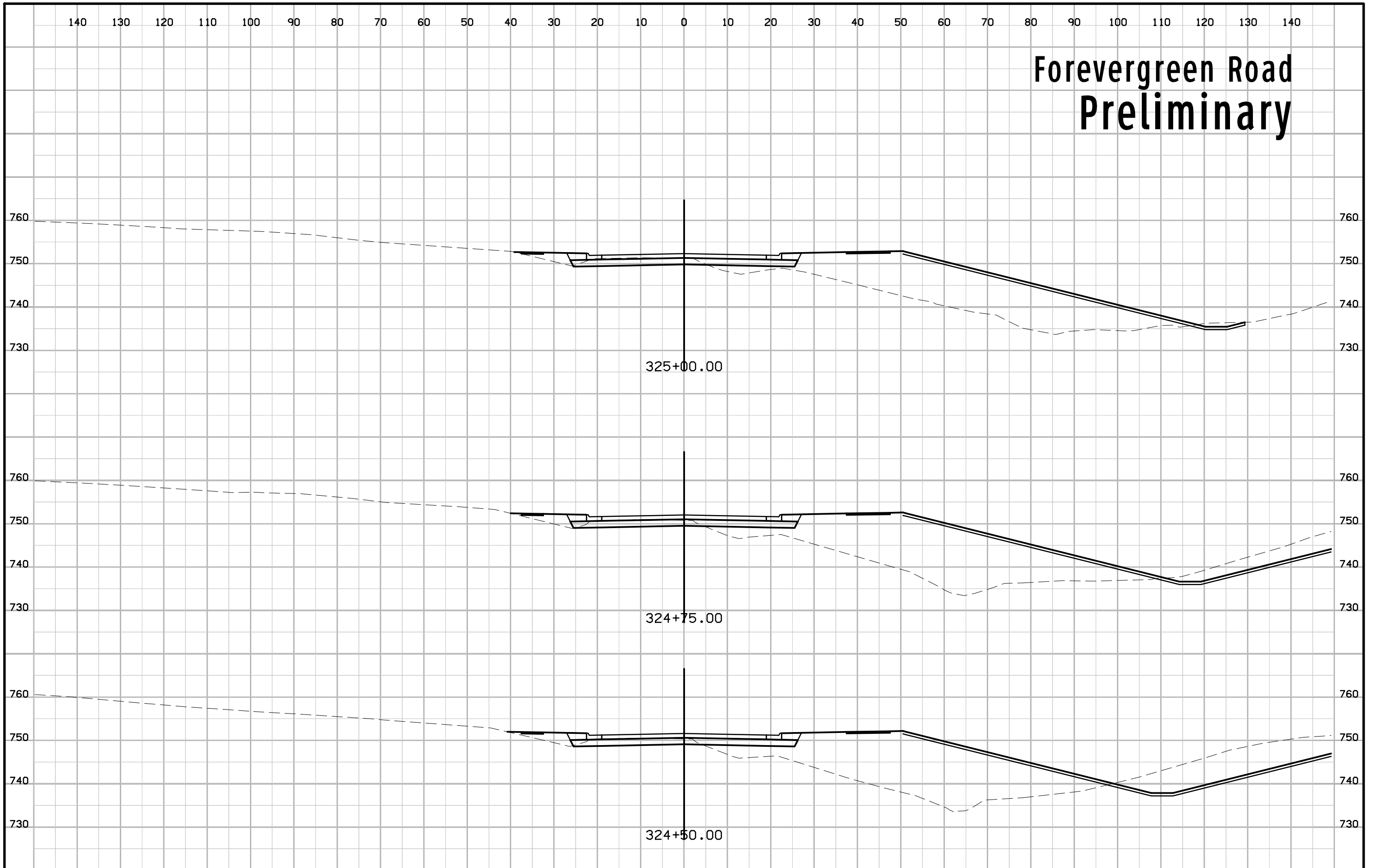
# Forevergreen Road Preliminary



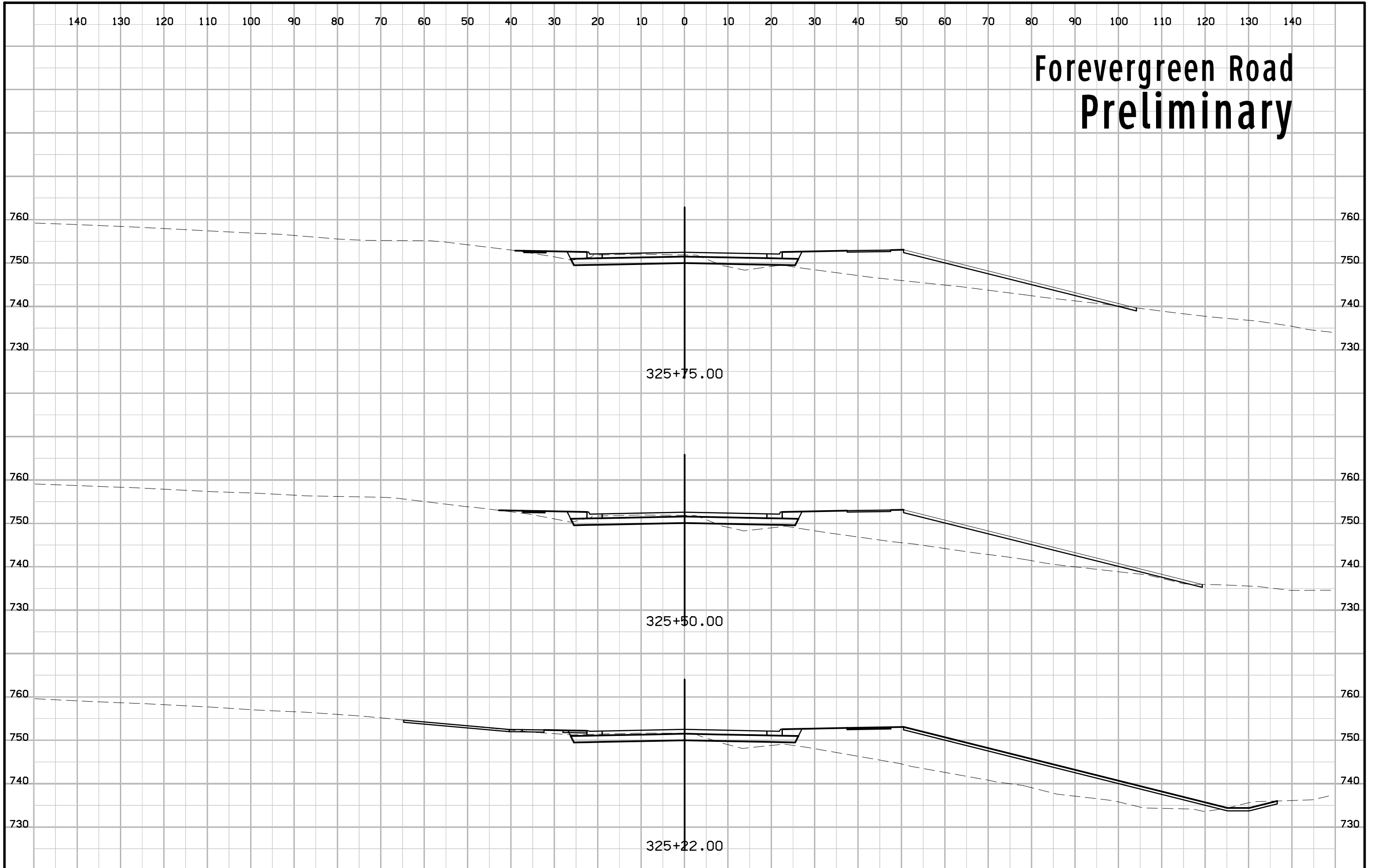
# Forevergreen Road Preliminary



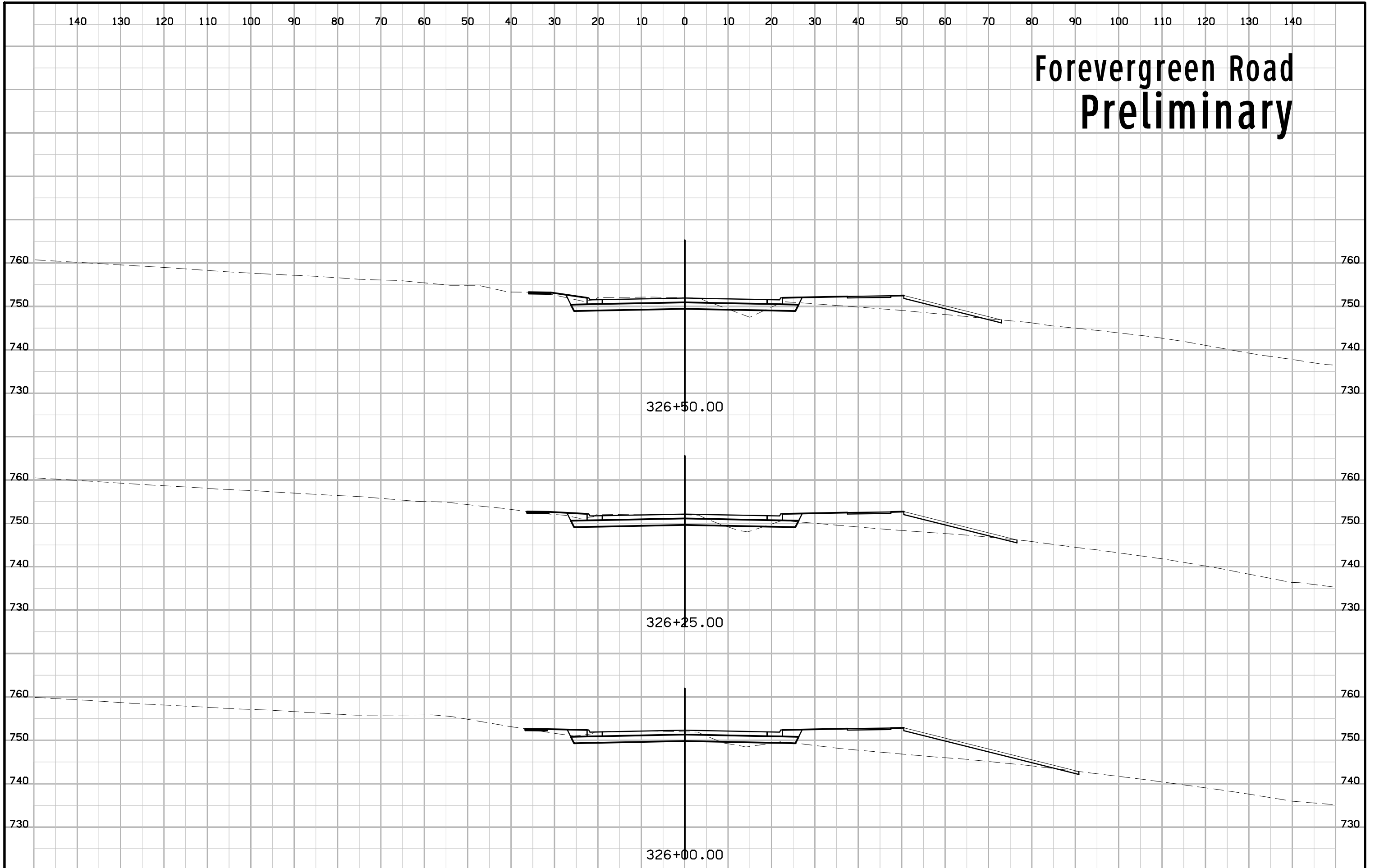
# Forevergreen Road Preliminary



# Forevergreen Road Preliminary

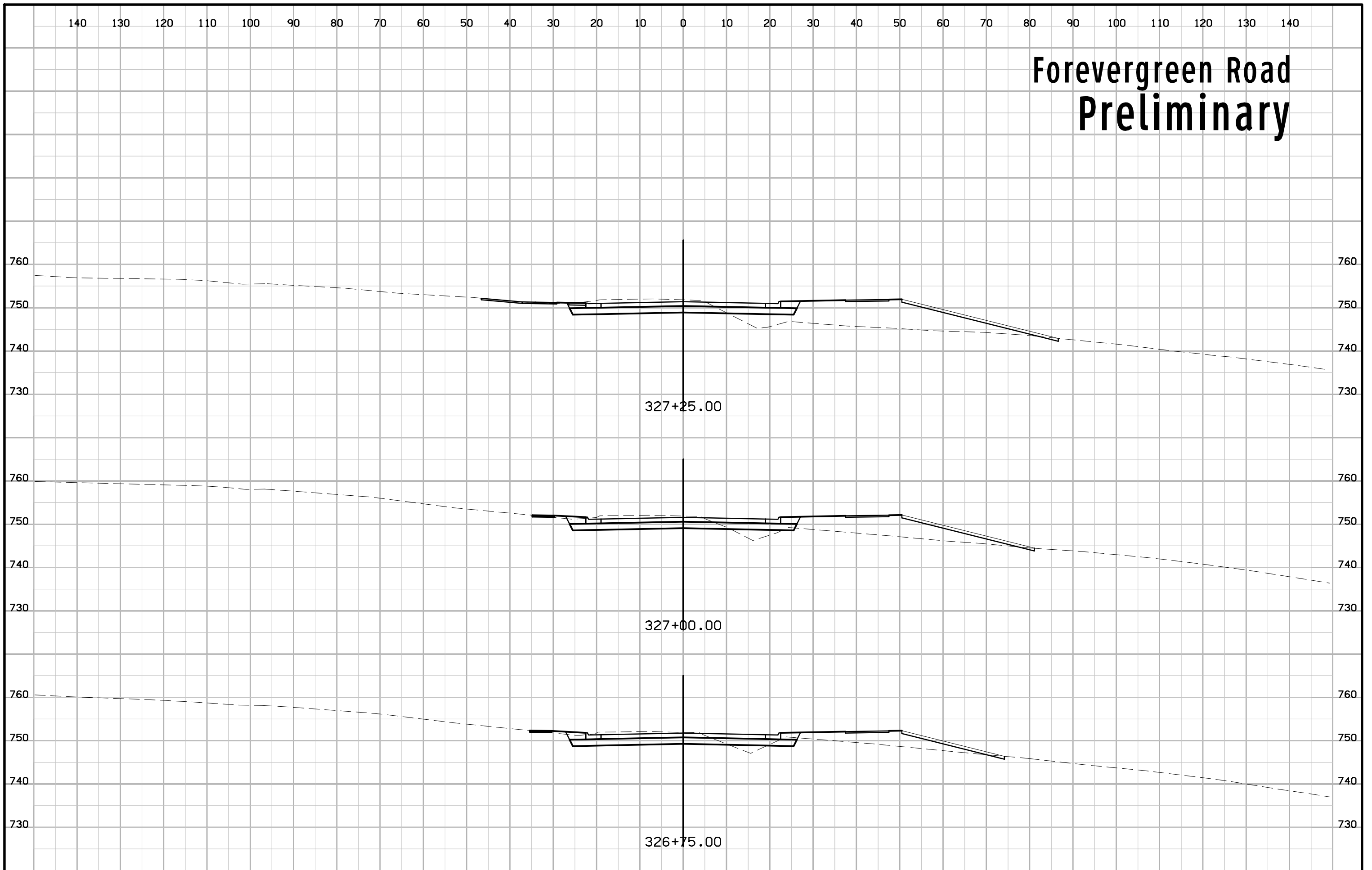


# Forevergreen Road Preliminary

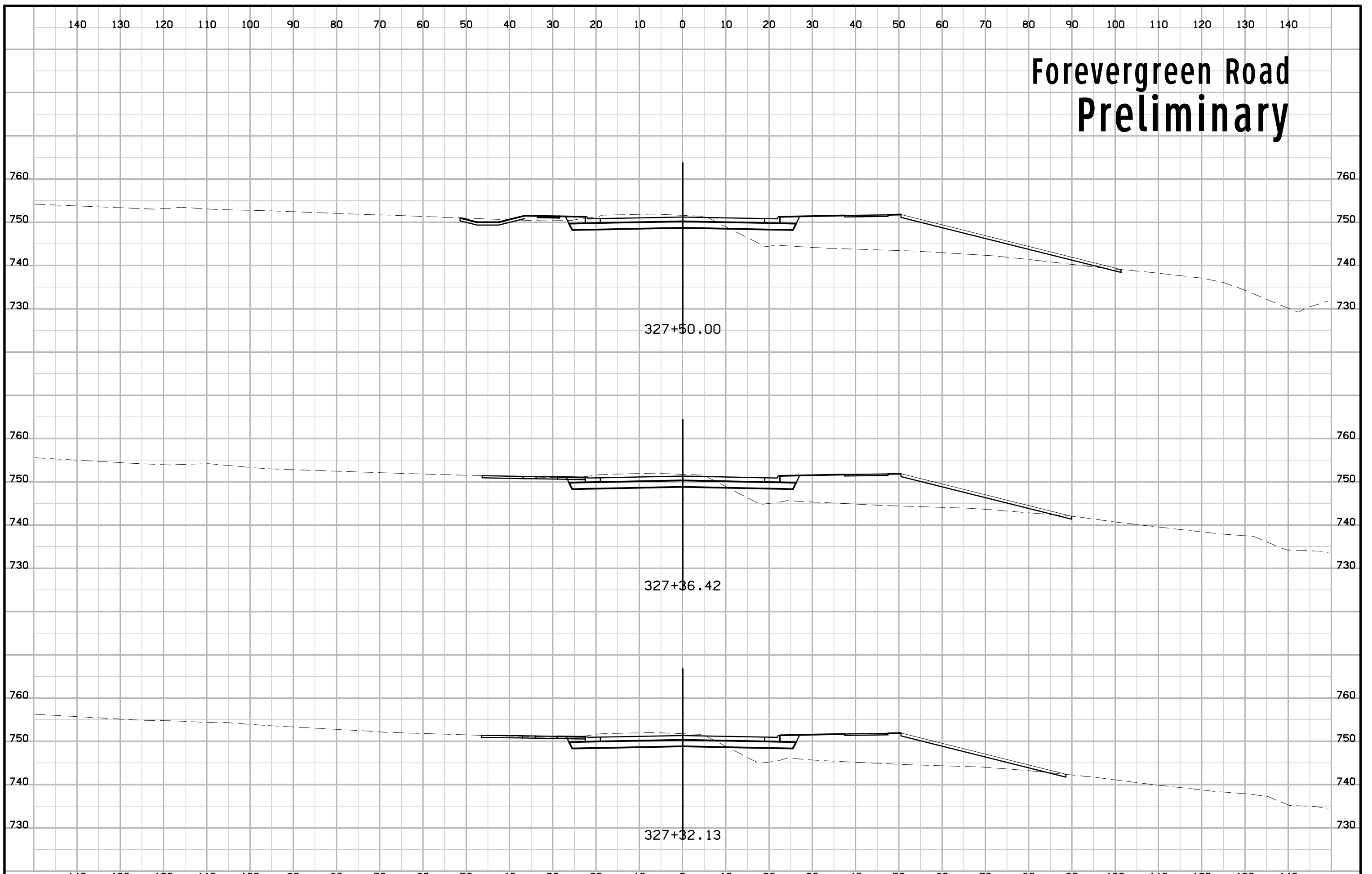




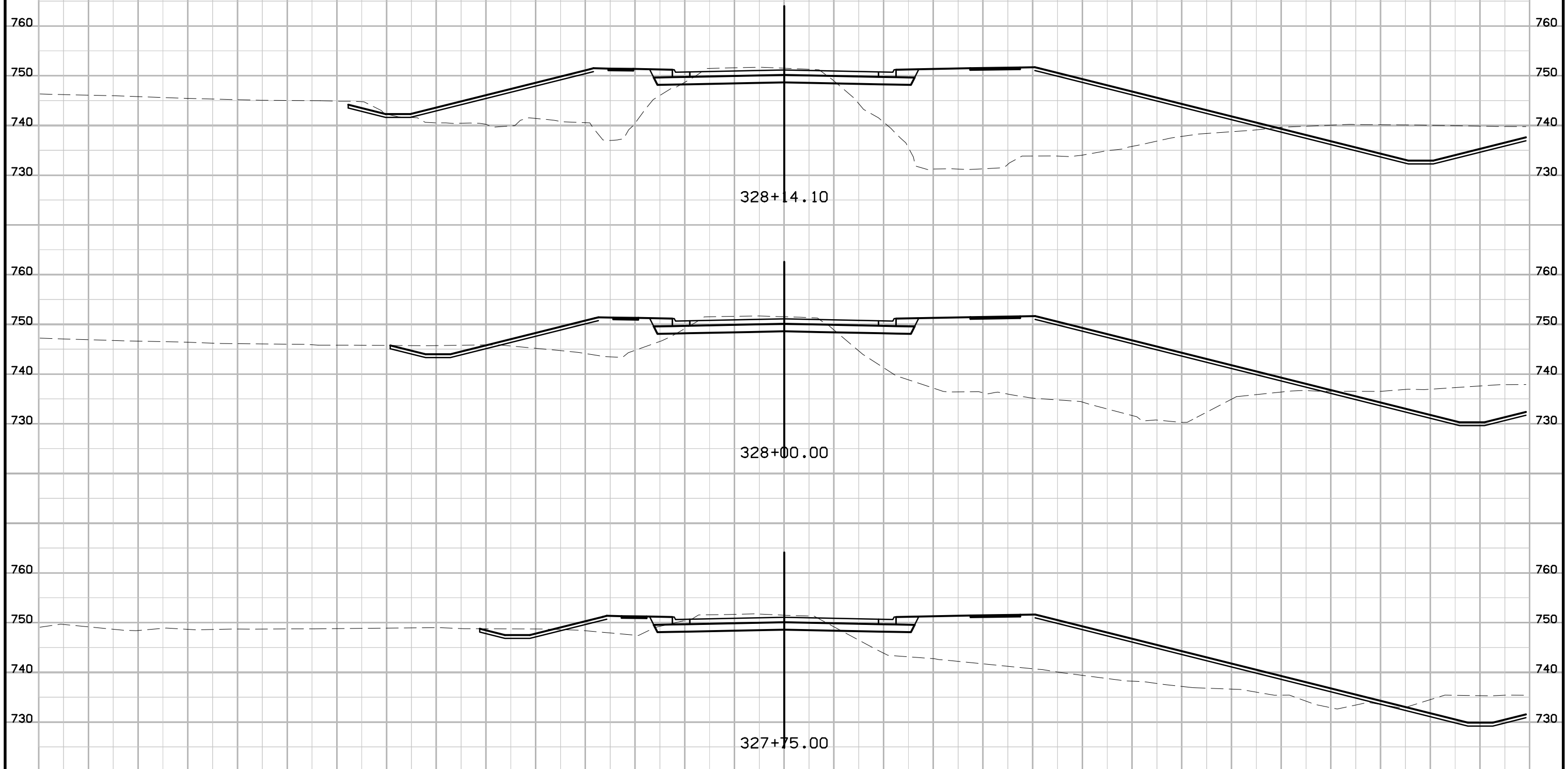
# Forevergreen Road Preliminary



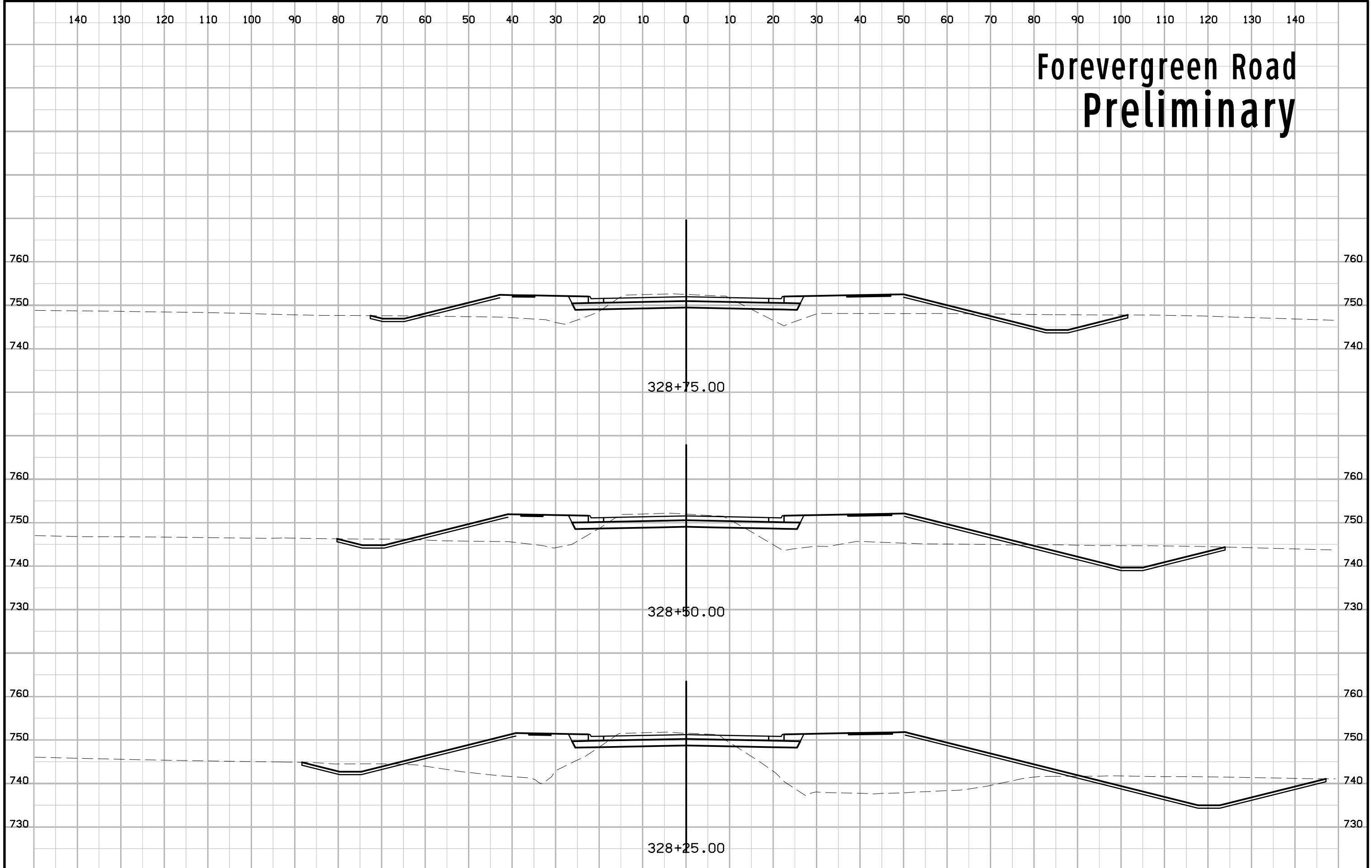
# Forevergreen Road Preliminary



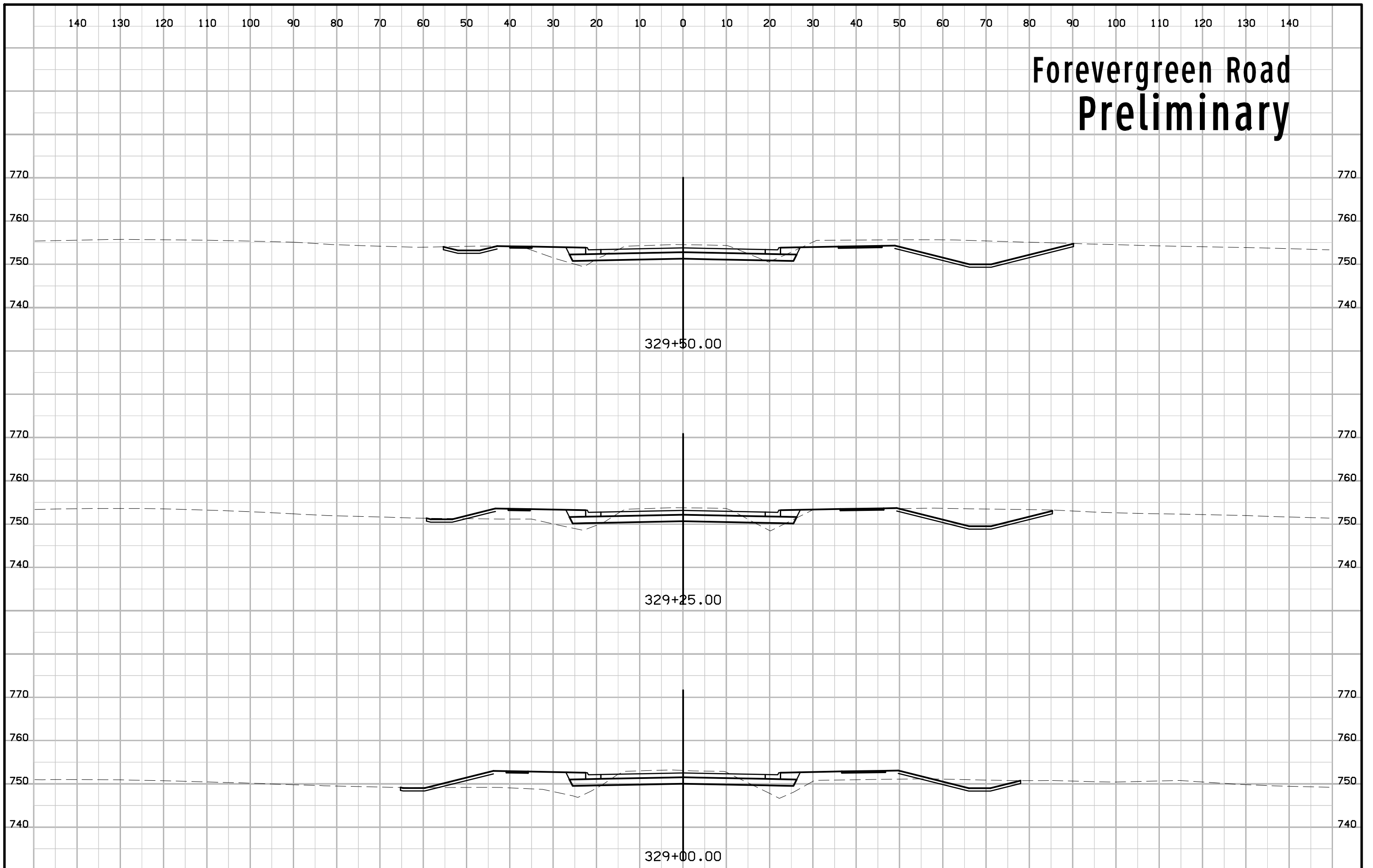
# Forevergreen Road Preliminary

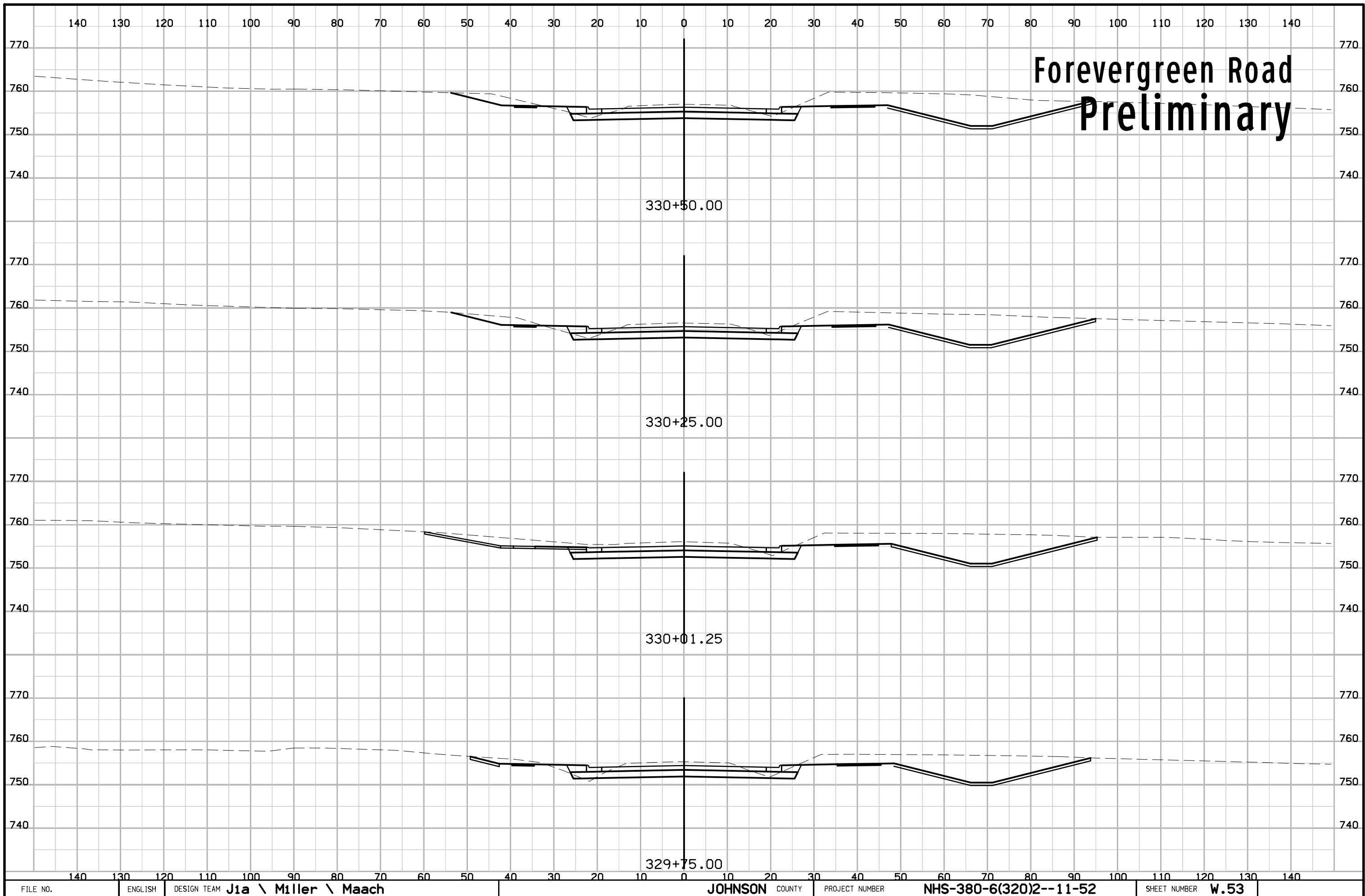


# Forevergreen Road Preliminary



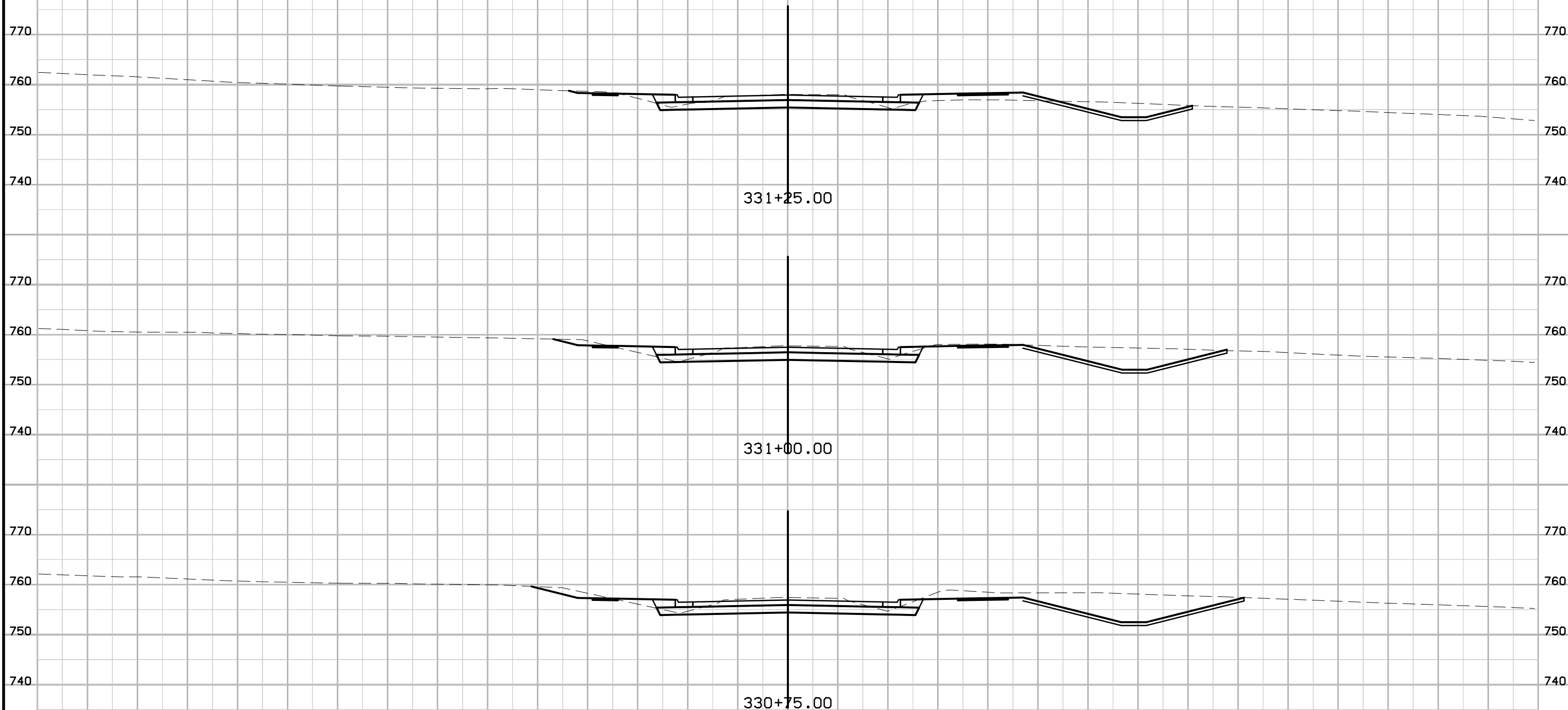
# Forevergreen Road Preliminary





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# Forevergreen Road Preliminary



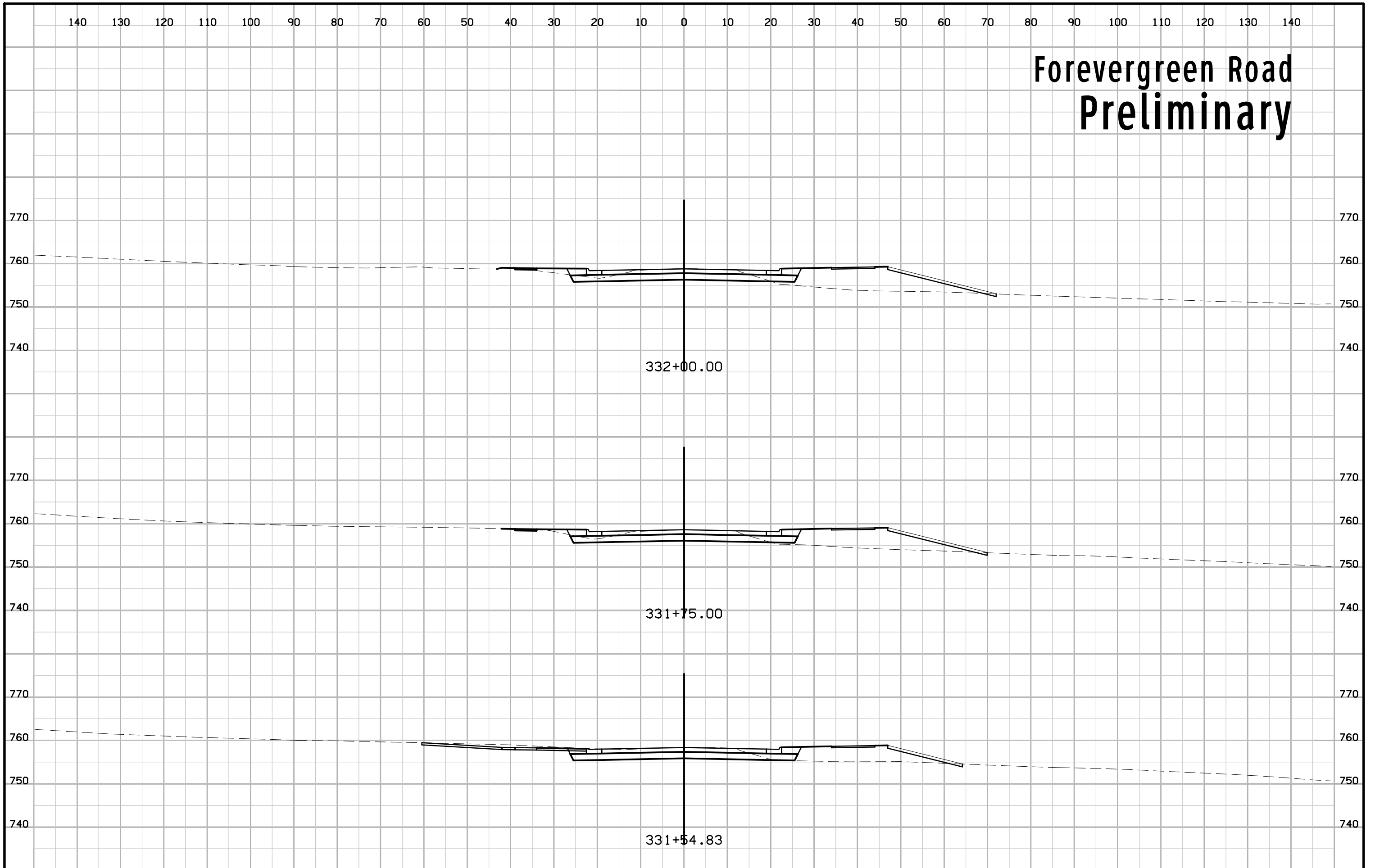
331+25.00

331+00.00

330+75.00

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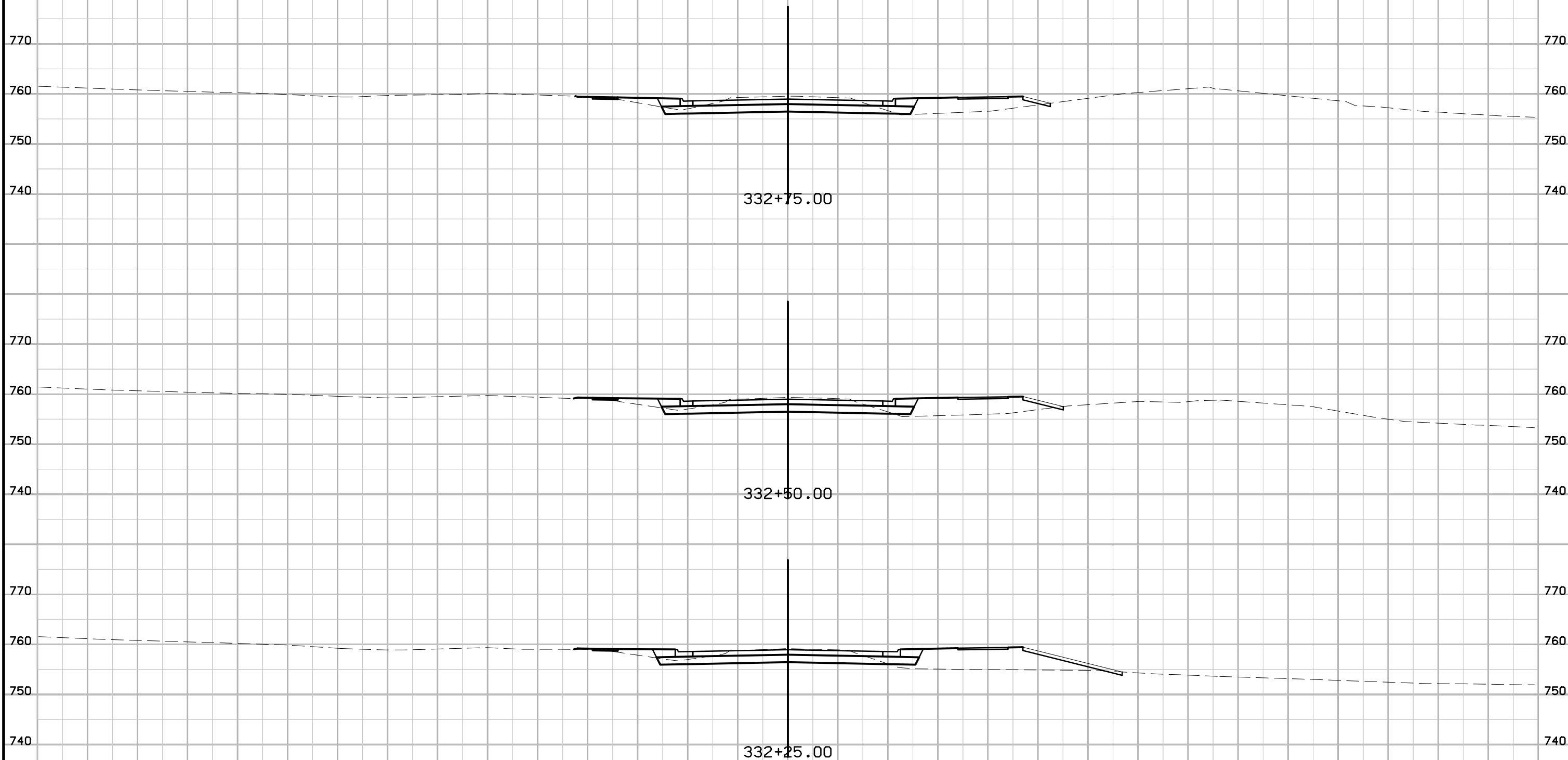
# Forevergreen Road Preliminary





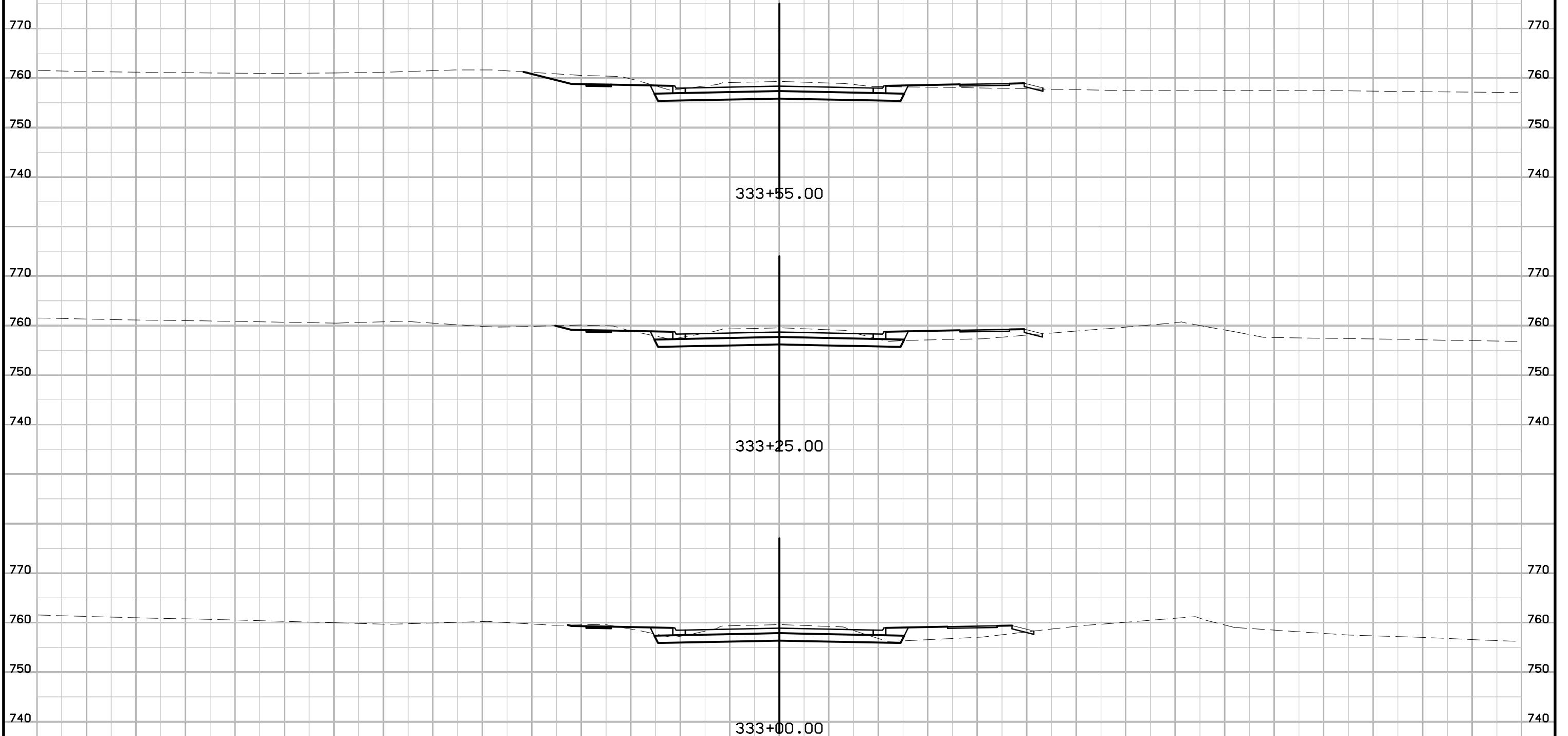
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# Forevergreen Road Preliminary

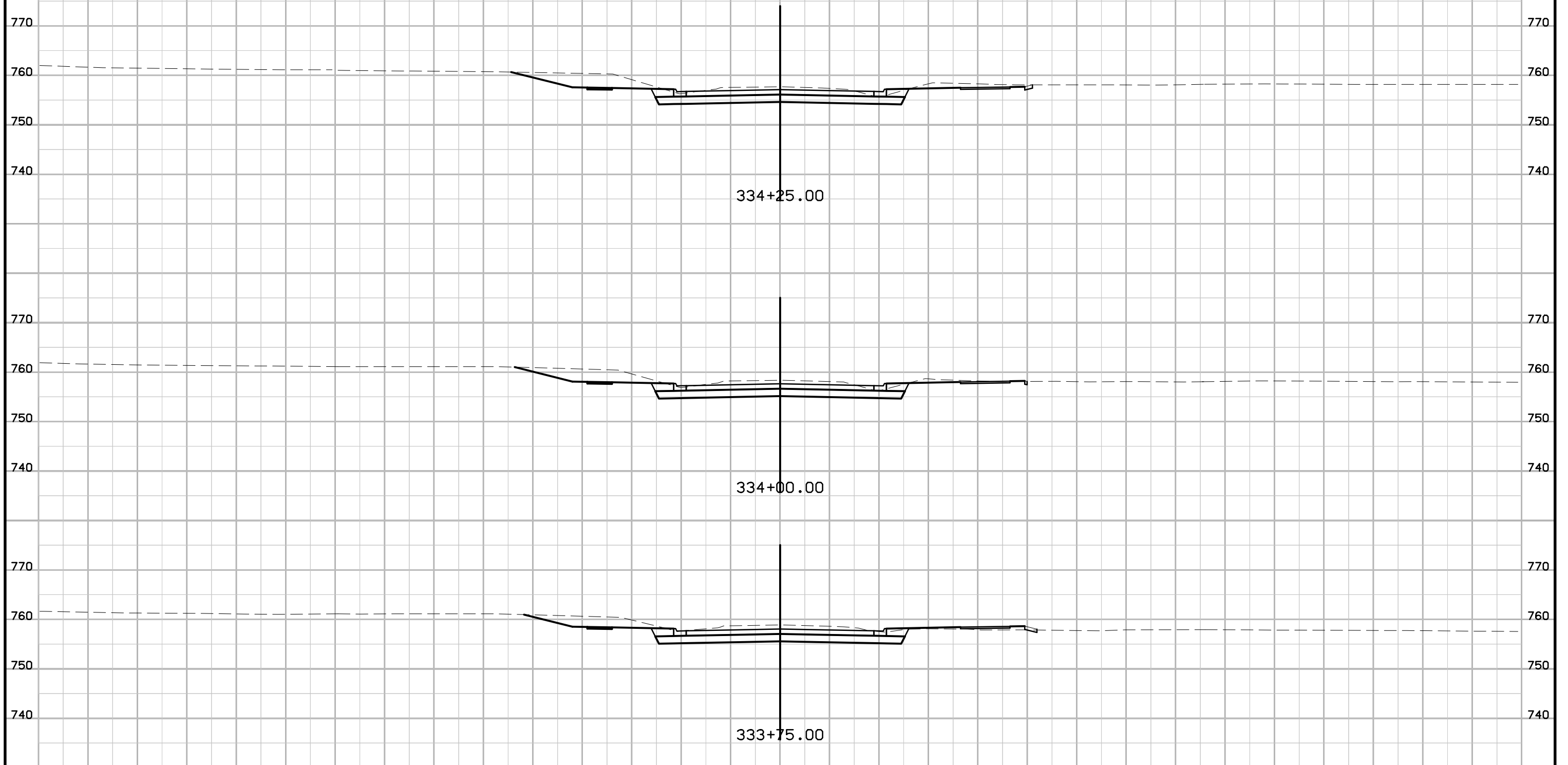


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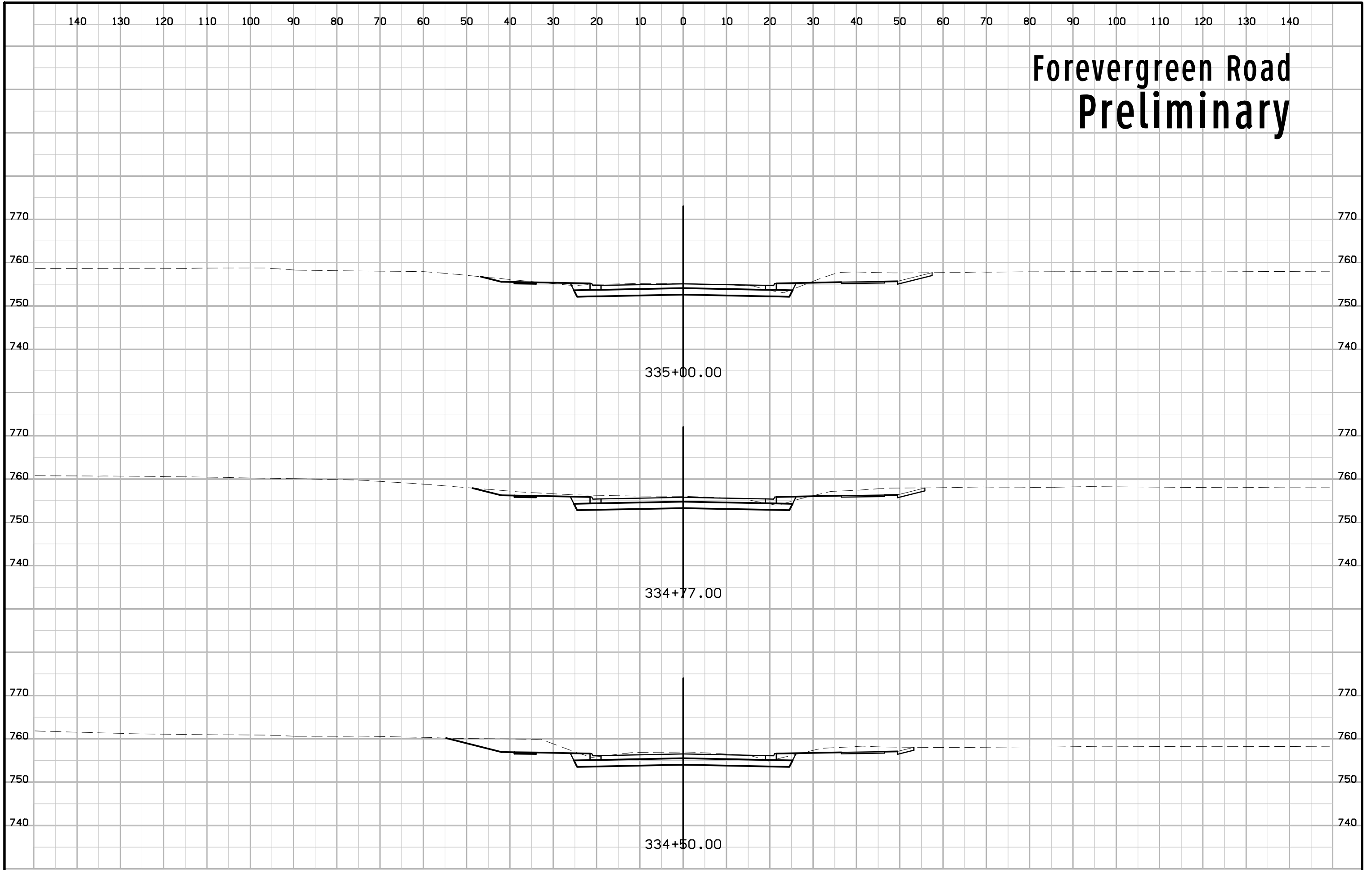
# Forevergreen Road Preliminary



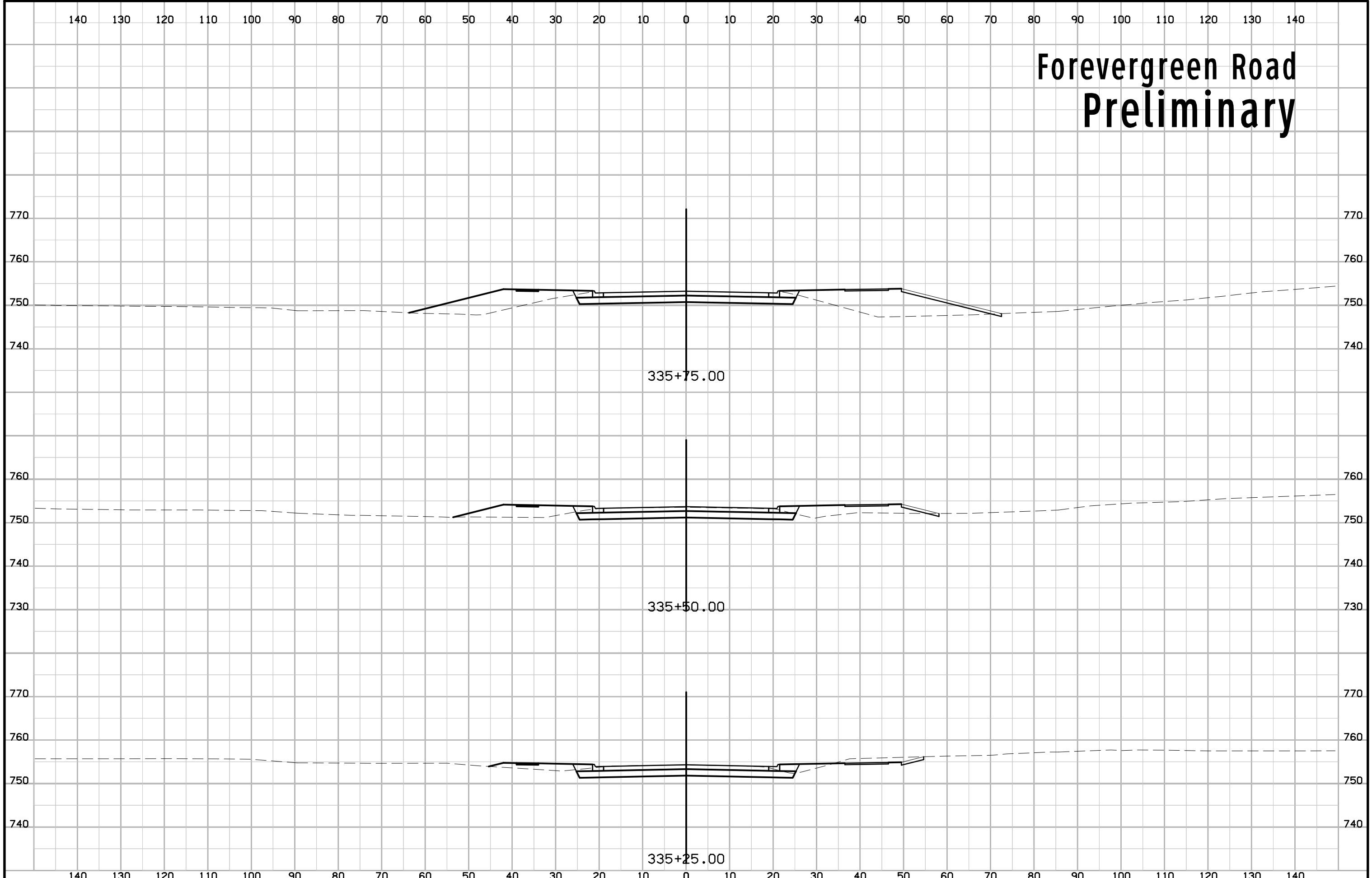
# Forevergreen Road Preliminary



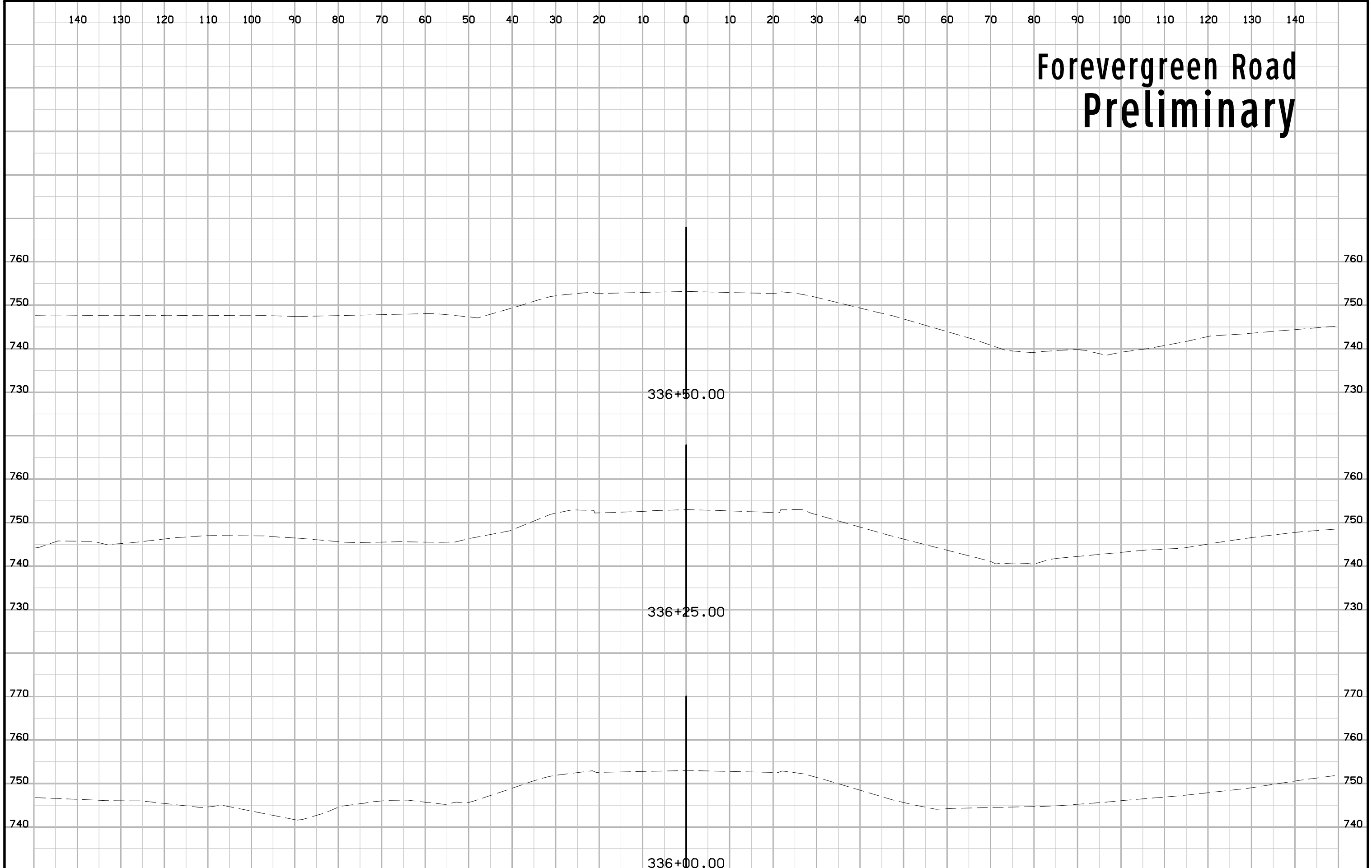
# Forevergreen Road Preliminary



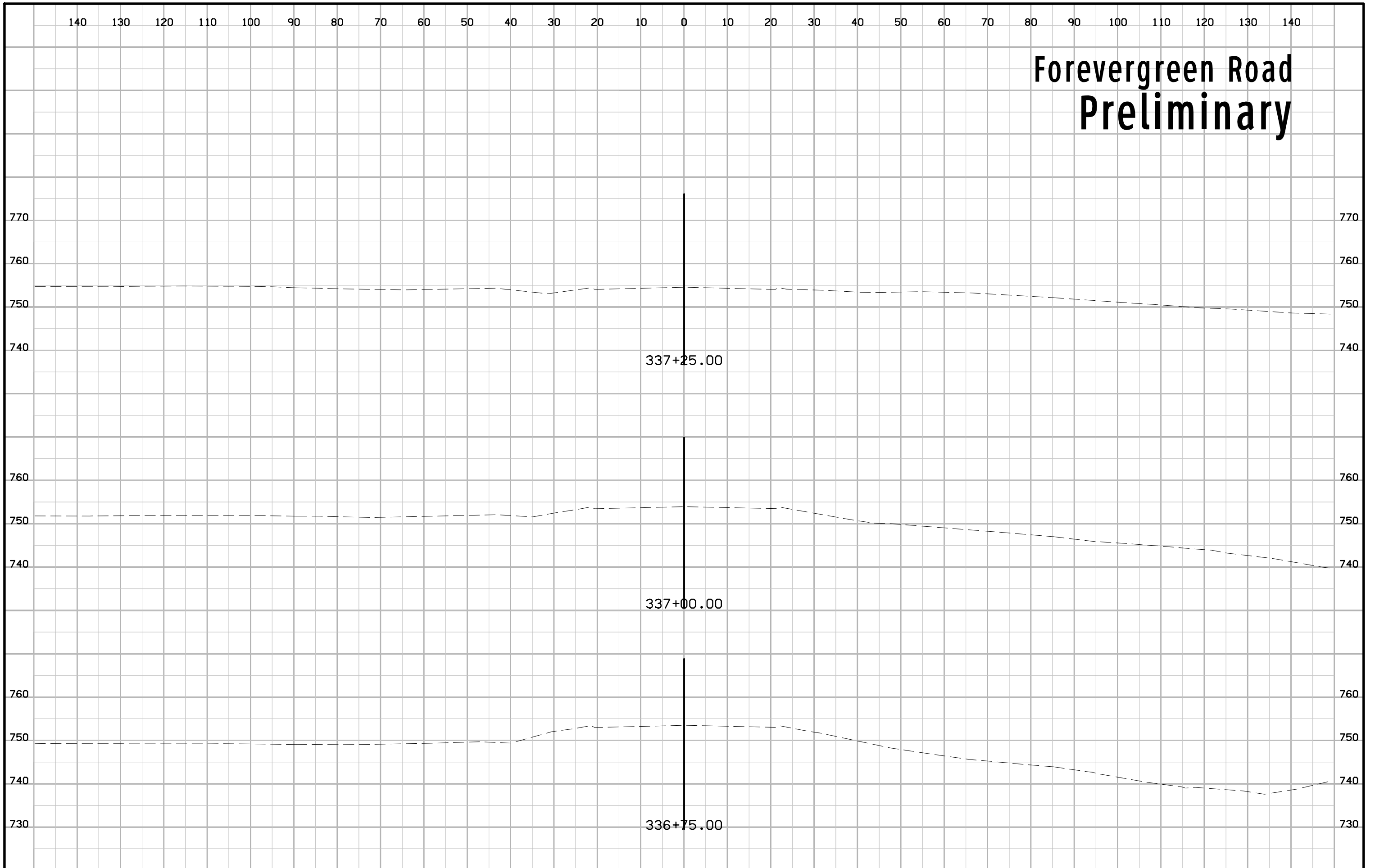
# Forevergreen Road Preliminary



# Forevergreen Road Preliminary



# Forevergreen Road Preliminary



# Forevergreen Road Preliminary

