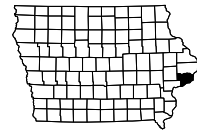


PIPE CULVERTS
 NHSN-006-9(86)--2R-82
 LETTING DATE
 05-17-2022

SCOTT CO.



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
SCOTT COUNTY
PIPE CULVERTS

0.1 mi E of IA 461 to 0.1 mi W of Elmore Ave in Davenport

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



H Sheets

For Project Location Map
 Refer to Sheet A.2

DESIGN DATA			
2016	AADT	33000	V.P.D.
20--	AADT	--	V.P.D.
20--	DHV	--	V.P.H.
	TRUCKS	1.36	%
	Total Design ESALs	--	

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

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 10-08-2021

REVISIONS

TOTAL

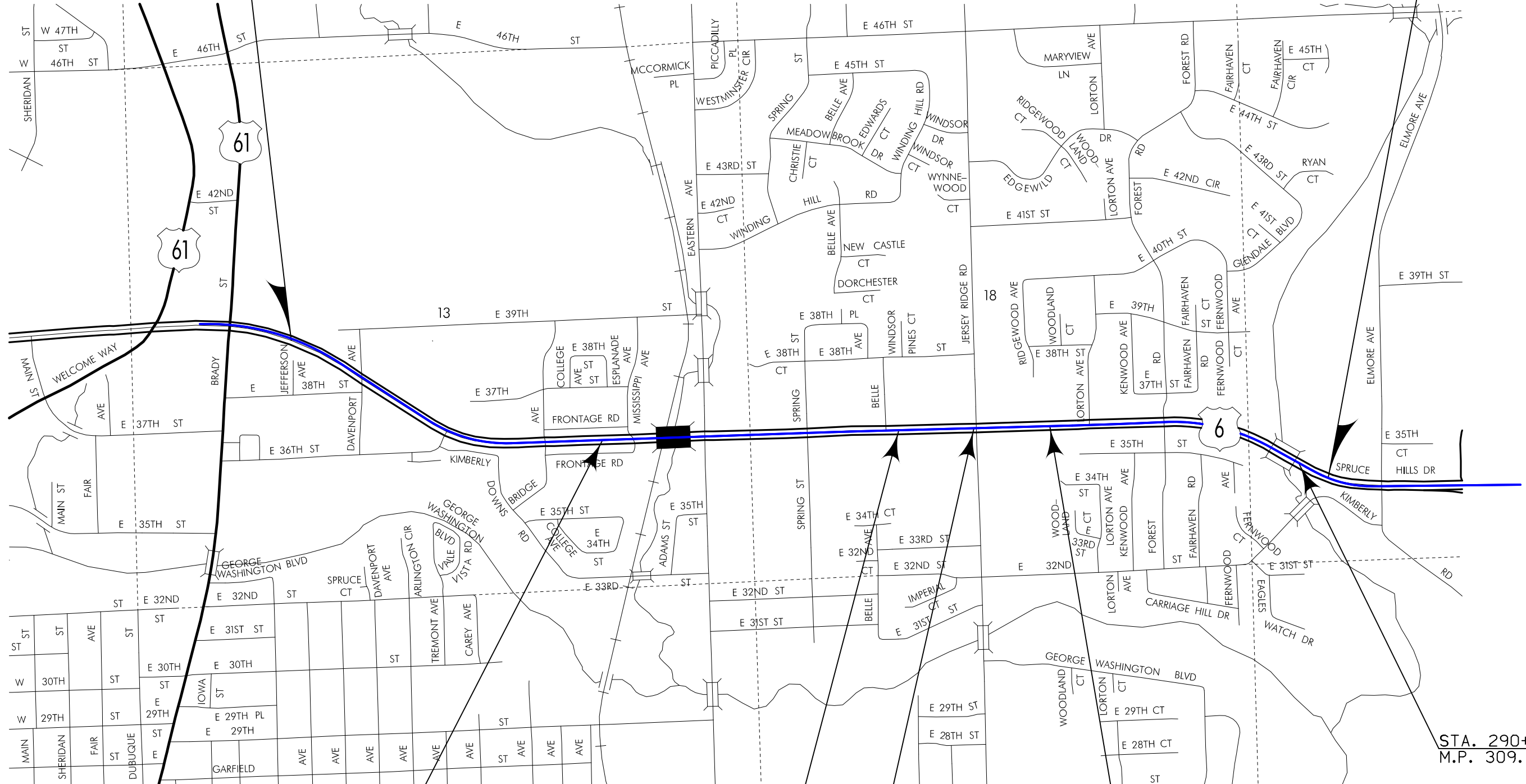
PROJECT IDENTIFICATION NUMBER	20-82-006-010
PROJECT NUMBER	NHSN-006-9(86)--2R-82
R.O.W. PROJECT NUMBER	

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 5	Concept
B Sheets	Typical Cross Sections and Details
B.1 - 2	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 10	US 6
G Sheets	Survey Sheets
G.1	Reference Ties and Bench Marks
G.2 - 7	Horizontal Control Tab. & Super for all Alignments
W Sheets	Mainline Cross Sections
W.1 - 7	Cross Sections
	* Color Plan Sheets

Begin Project
STA. 195+66.44
M.P. 307.40

End Project
STA. 297+19.19
M.P. 309.28



T-78N

STA. 227+99.16
M.P. 308.01

R-3E

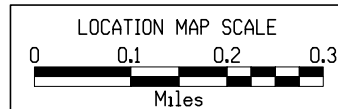
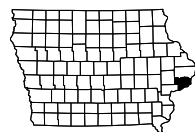
R-4E

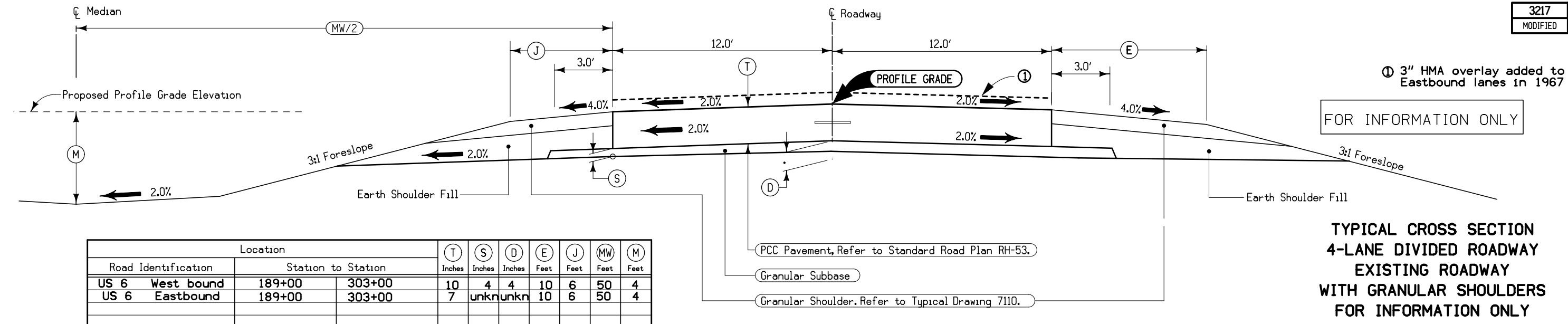
STA. 256+05.43
M.P. 308.53

STA. 262+70.43
M.P. 308.64

STA. 270+69.43
M.P. 308.78

STA. 290+46.31
M.P. 309.15

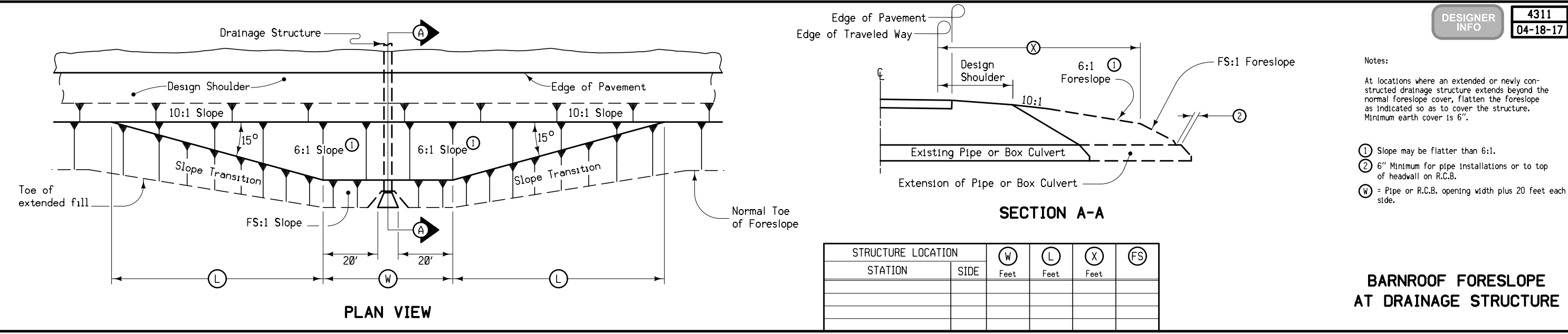




① 3" HMA overlay added to Eastbound lanes in 1967
FOR INFORMATION ONLY

**TYPICAL CROSS SECTION
4-LANE DIVIDED ROADWAY
EXISTING ROADWAY
WITH GRANULAR SHOULDERS
FOR INFORMATION ONLY**

Location		T	S	D	E	J	MW	M
Road Identification	Station to Station	Inches	Inches	Inches	Feet	Feet	Feet	Feet
US 6 West bound	189+00 303+00	10	4	4	10	6	50	4
US 6 Eastbound	189+00 303+00	7	unkn	unkn	10	6	50	4

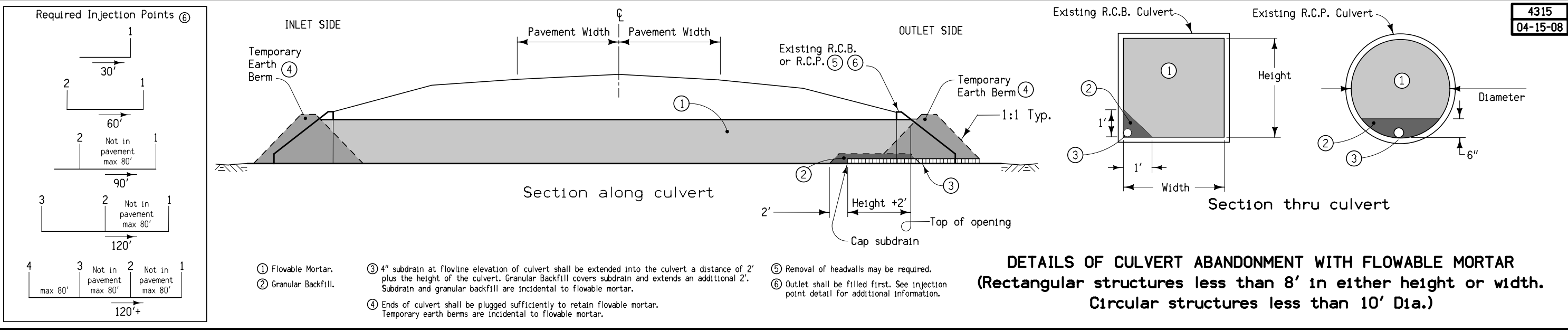


Notes:
At locations where an extended or newly constructed drainage structure extends beyond the normal foreslope cover, flatten the foreslope as indicated so as to cover the structure. Minimum earth cover is 6".

① Slope may be flatter than 6:1.
② 6" Minimum for pipe installations or to top of headwall on R.C.B.
③ W = Pipe or R.C.B. opening width plus 20 feet each side.

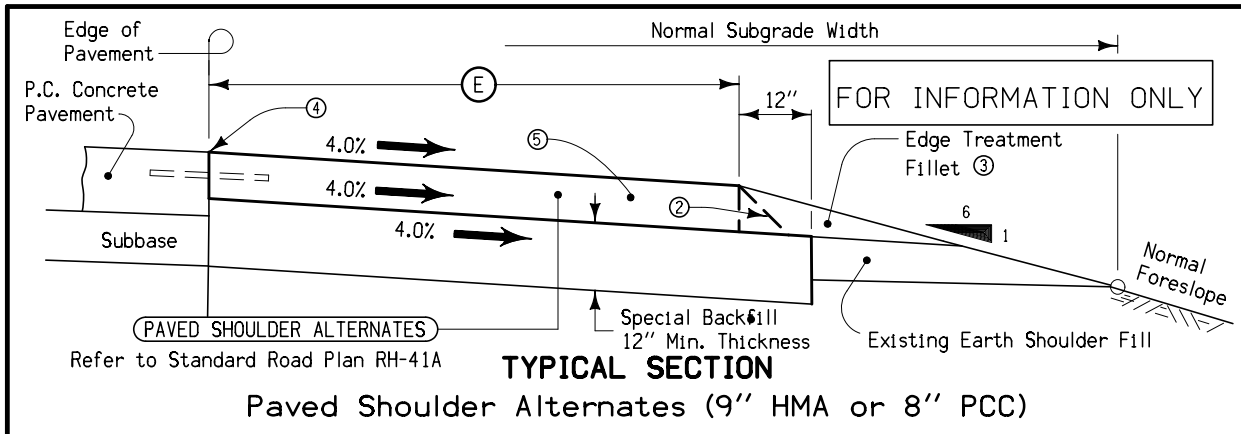
**BARNROOF FORESLOPE
AT DRAINAGE STRUCTURE**

STRUCTURE LOCATION		W	L	X	FS
STATION	SIDE	Feet	Feet	Feet	



**DETAILS OF CULVERT ABANDONMENT WITH FLOWABLE MORTAR
(Rectangular structures less than 8' in either height or width.
Circular structures less than 10' Dia.)**

7119
MODIFIED













- ① Per station per side. See Standard Road Plan RH-41A for basis of estimate.
- ② Approximately 1:1 Slope
- ③ Refer to appropriate detail drawings.
- ④ See Standard Road Plans RH-41A and RH-51 for joint requirements.
- ⑤ Optional HMA shall be 3,000,000 ESAL, 3/4" base mix with PG 64-22 binder

TYPICAL SECTION
Paved Shoulder Alternates (9" HMA or 8" PCC)

LOCATION		E	SIDE	QUANTITIES ①				SURFACE AREA Sq. Yds.	
ROAD IDENTIFICATION	STATION TO STATION			SPECIAL BACKFILL		EARTH SHOULDER FILL ⑤			
	Feet			PCC Tons	HMA Tons	PCC Cu. Yds.	HMA Cu. Yds.		
US 6 WB	194+50	200+80	10	77	77	0	0	700.0	
	201+50	211+00	10	77	77	0	0	1055.6	
	213+84	221+40	10	77	77	0	0	840	
	223+80	229+50	10	77	77	0	0	633.3	
	244+70	246+50	10	77	77	0	0	200.0	
	250+44	254+30	10	77	77	0	0	428.9	
	255+05	263+00	10	77	77	0	0	883.3	
	269+40	274+50	10	77	77	0	0	566.7	
	274+85	281+70	10	77	77	0	0	761.1	
	282+25	296+00	10	77	77	0	0	1527.8	
296+25	303+80	10	77	77	0	0	838.9		
US 6 EB	194+60	201+60	10	77	77	0	0	777.8	
	202+50	211+30	10	77	77	0	0	977.8	
	211+70	219+00	10	77	77	0	0	811.1	
	221+70	228+92	10	77	77	0	0	802.2	
	237+60	246+30	10	77	77	0	0	966.7	
	250+85	254+30	10	77	77	0	0	383.3	
	255+20	260+40	10	77	77	0	0	577.8	
	264+00	281+60	10	77	77	0	0	1955.6	
282+30	303+80	10	77	77	0	0	2388.9		
EB US 6	219+00	219+82	12	84	84	0	0	109.33	
WB US 6	192+61	193+86	12	84	84	0	0	166.7	
WB US 6	212+84	213+84	12	84	84	0	0	133.33	
WB US 6	223+00	223+68	12	84	84	0	0	90.7	
WB US 6	249+34.50	250+44.00	12	84	84	0	0	146	

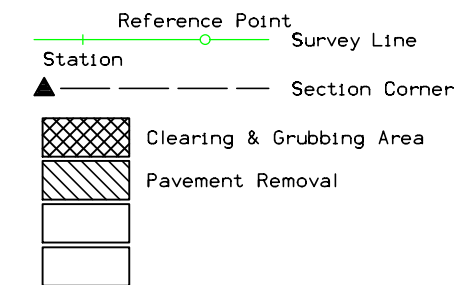
PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Purple	(5)		Existing Utilities
Yellow	(4)		Highlight for Critical Notes or Features
Red	(3)		Delineates Restricted Areas
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed Pavement Shading
Gray, Med	(80)		Proposed Granular Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading
Brown, Light	(237)		Grading Shading

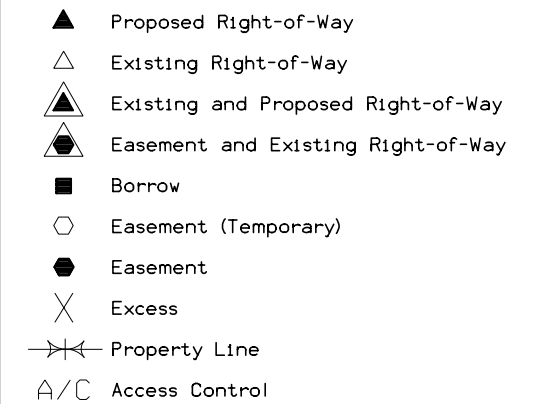
PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

Green	(2)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Purple	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

CONVENTIONAL SIGNS

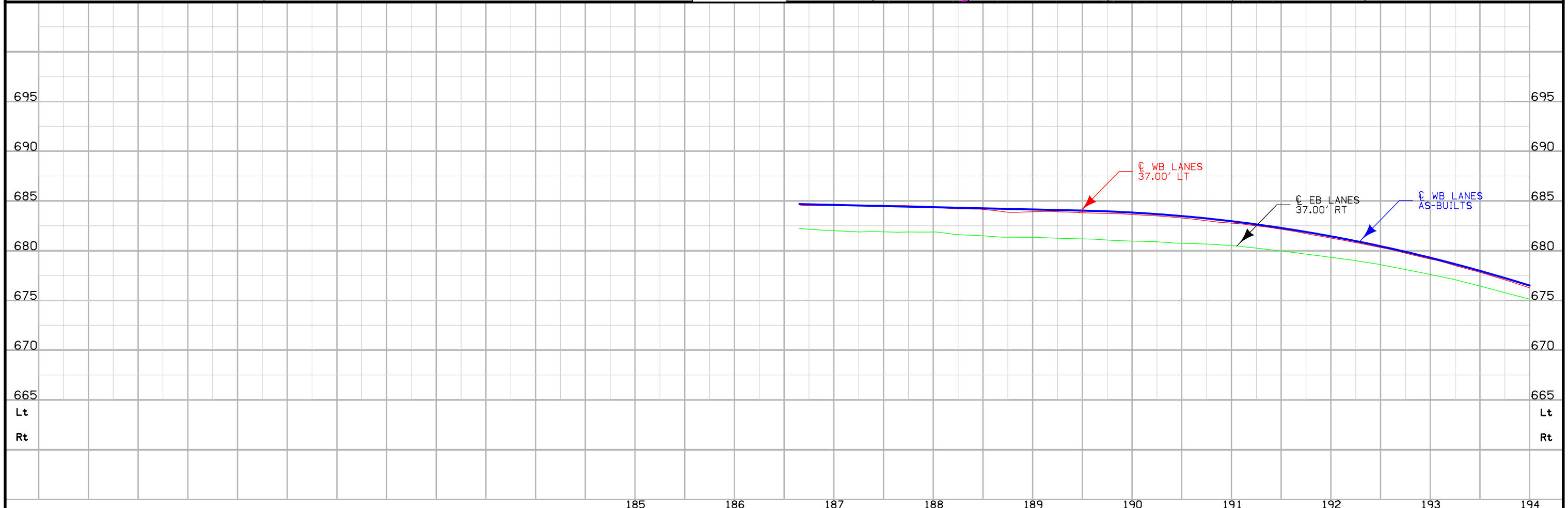
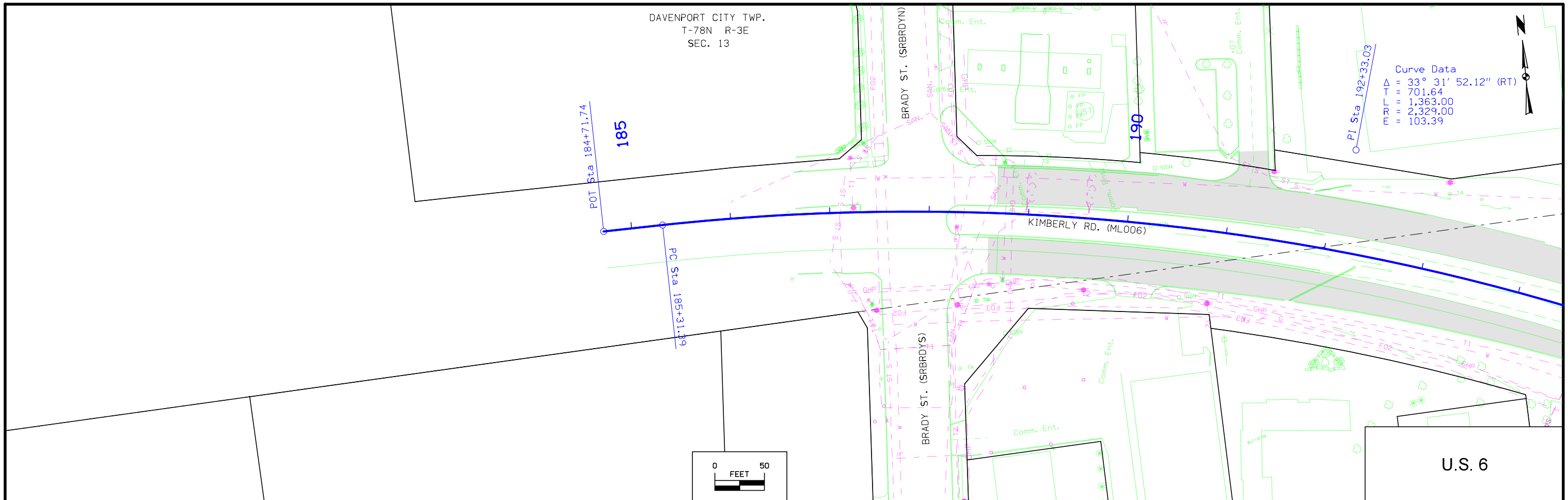


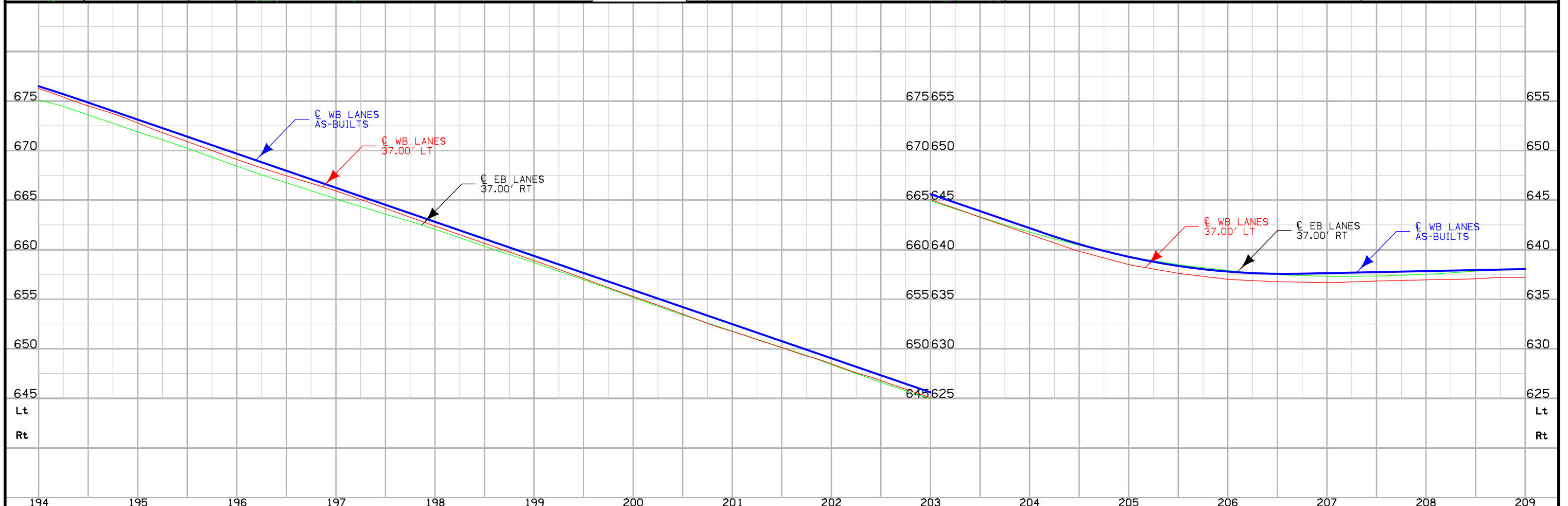
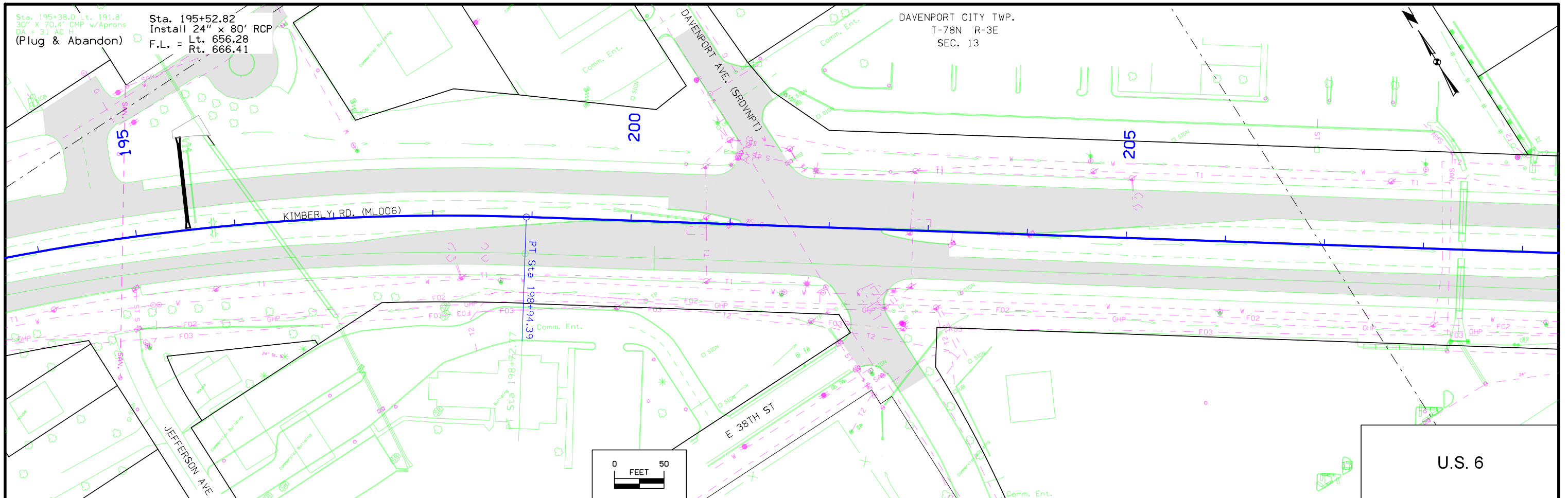
RIGHT-OF-WAY LEGEND



PLAN AND PROFILE

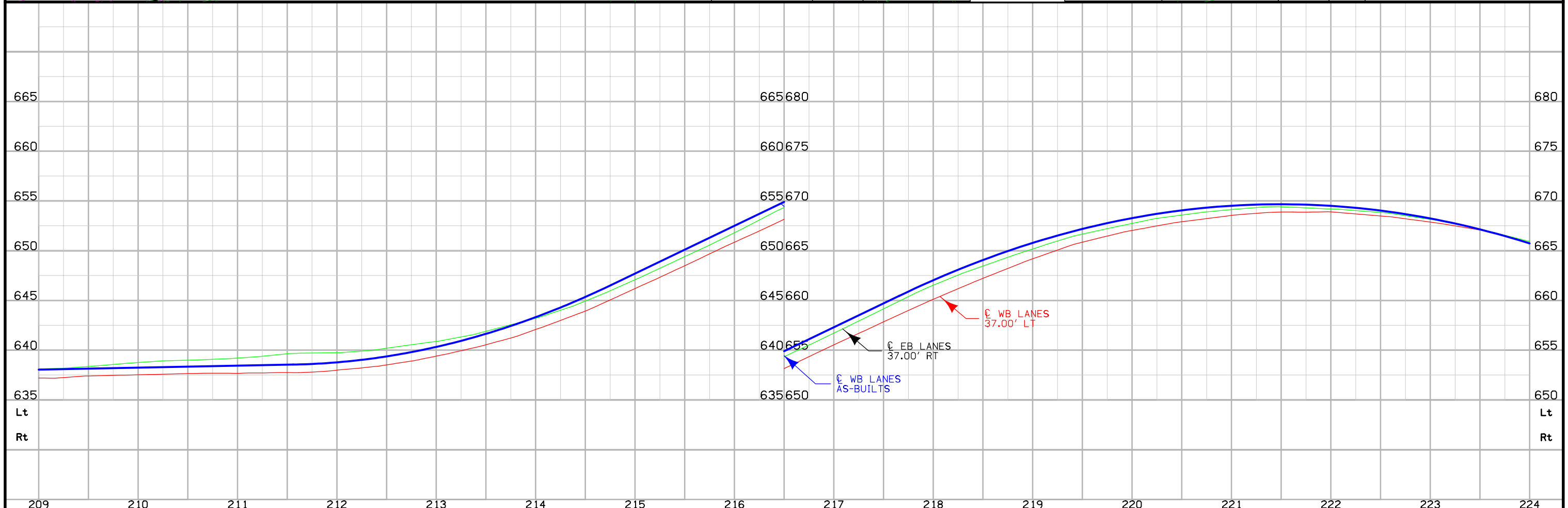
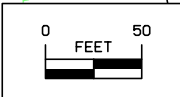
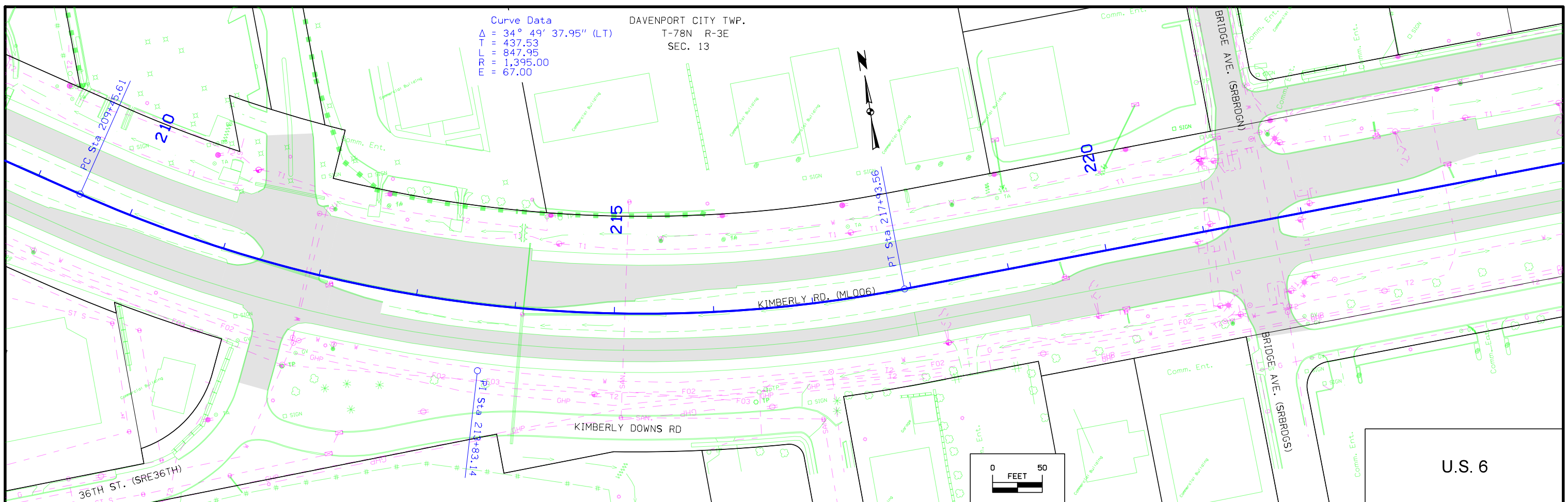
(COVERS SHEET SERIES D, E, F, & K)

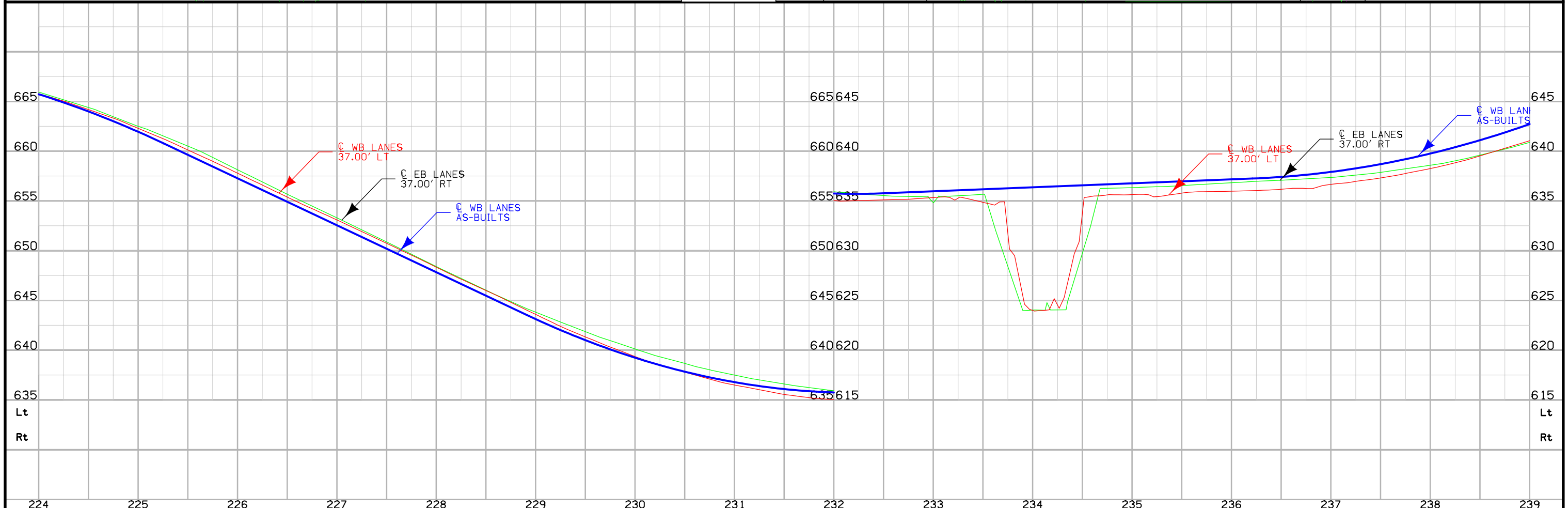
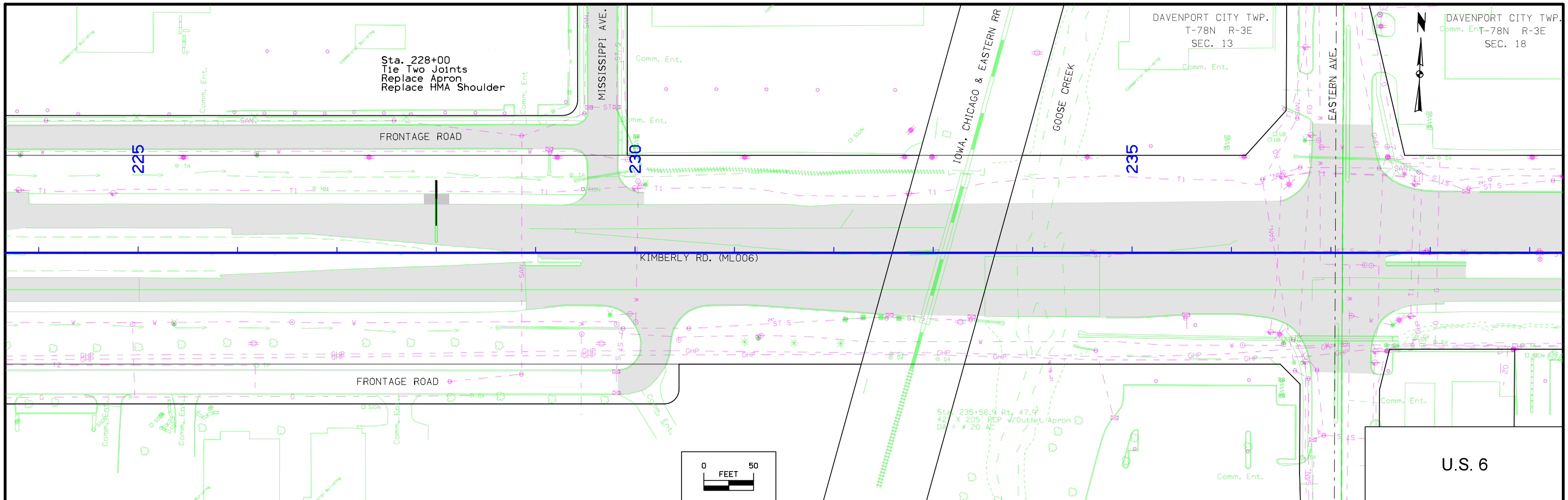


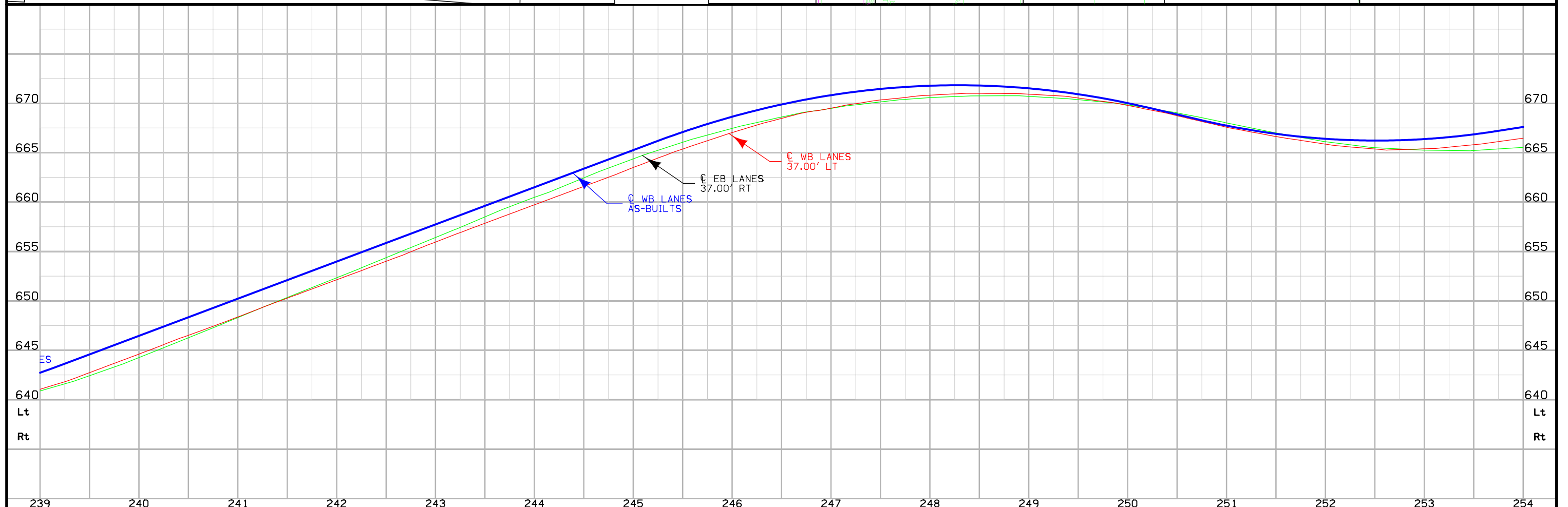
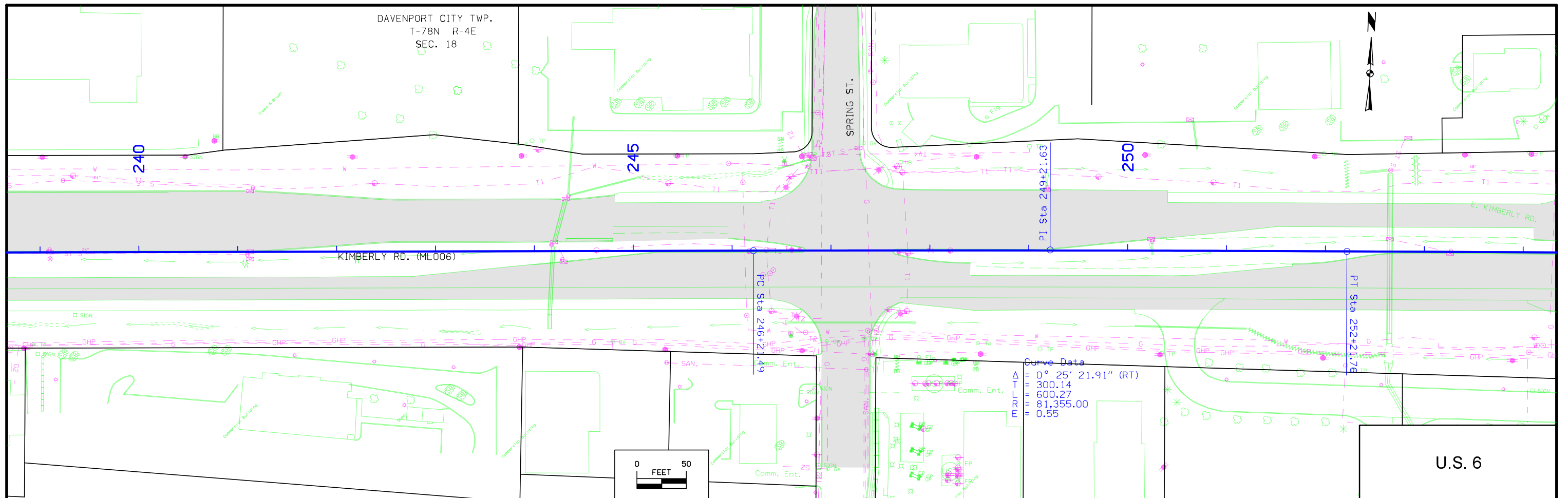


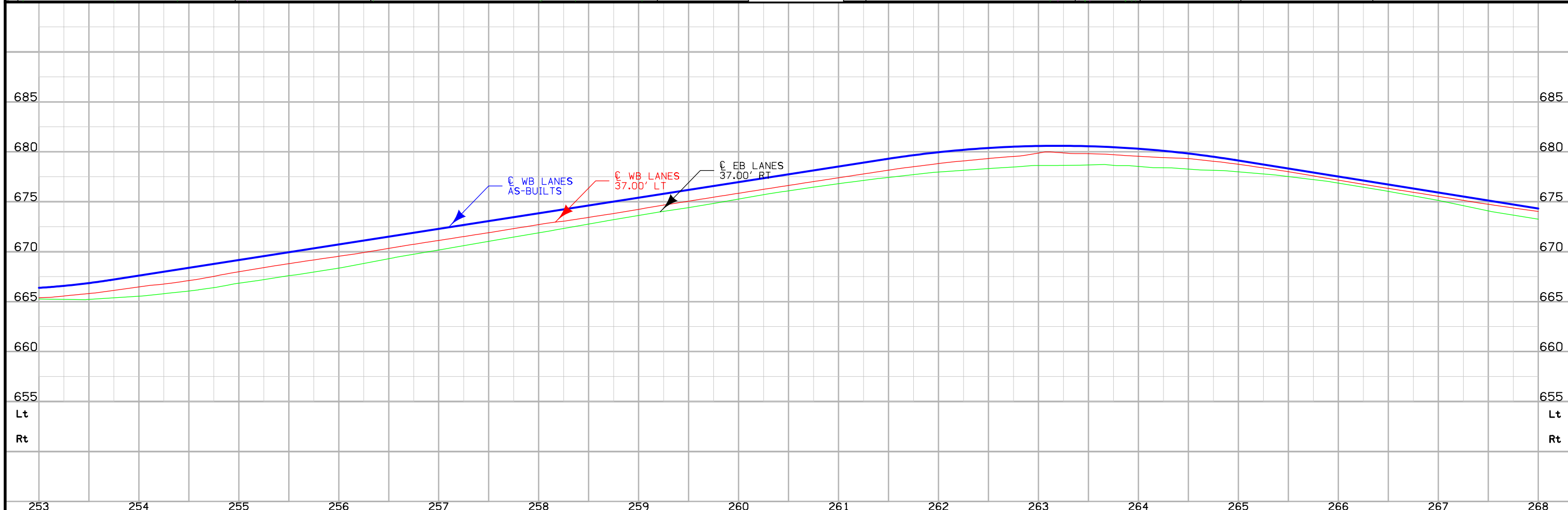
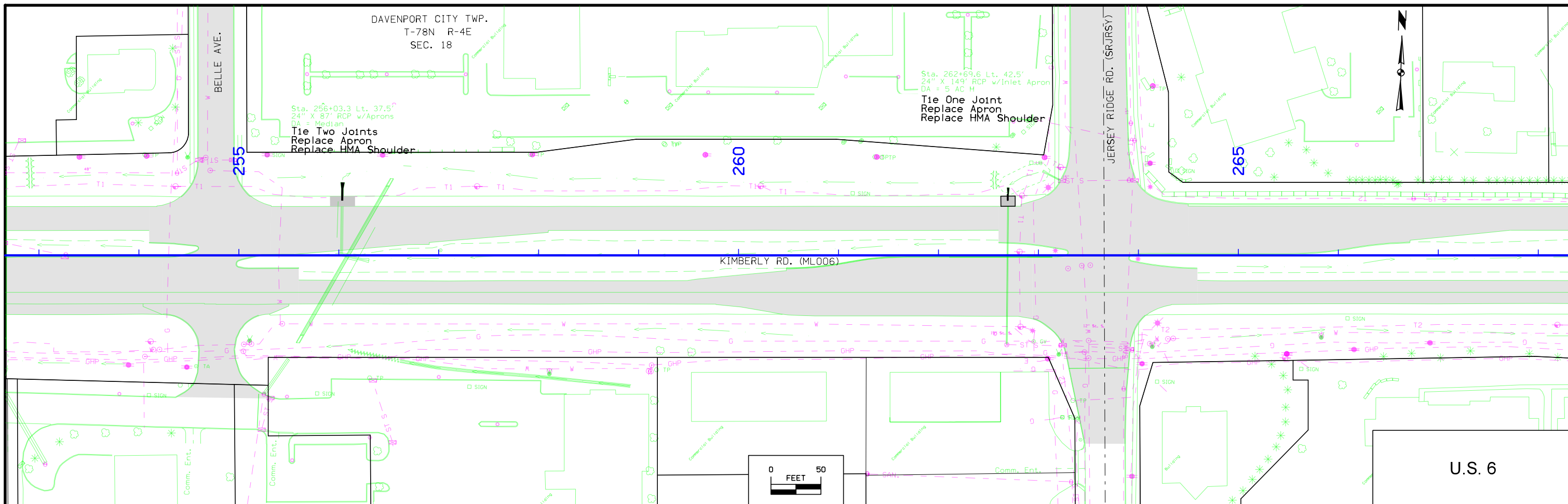
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 $L = 847.95$
 $R = 1,395.00$
 $E = 67.00$

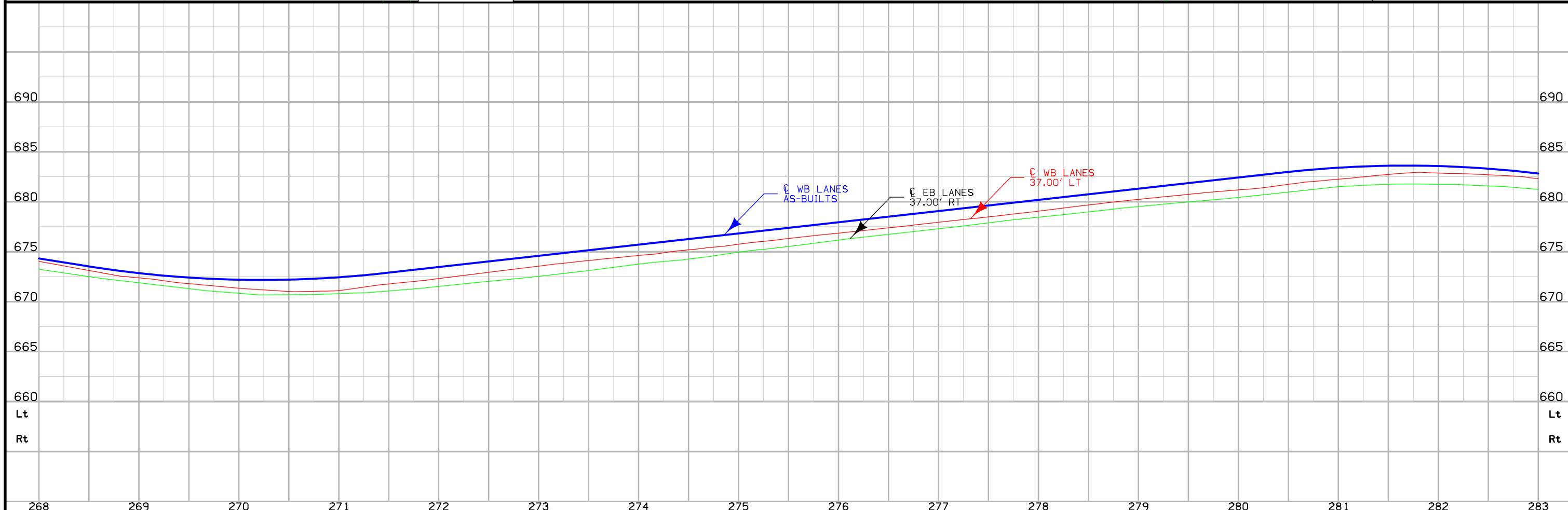
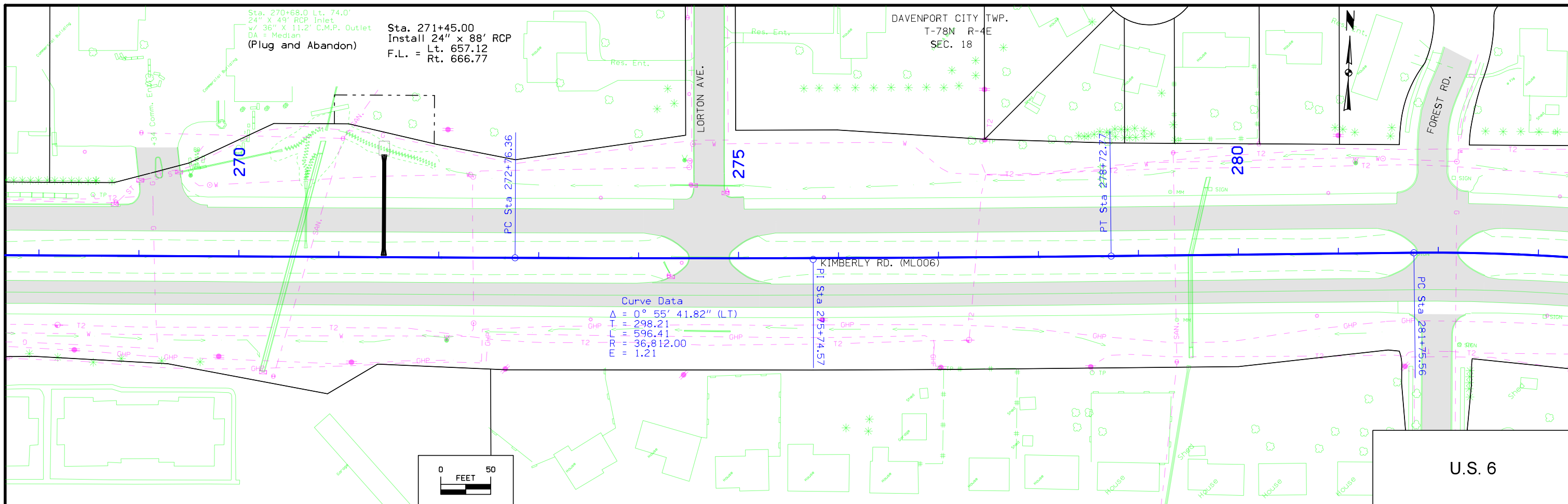
DAVENPORT CITY TWP.
 T-78N R-3E
 SEC. 13

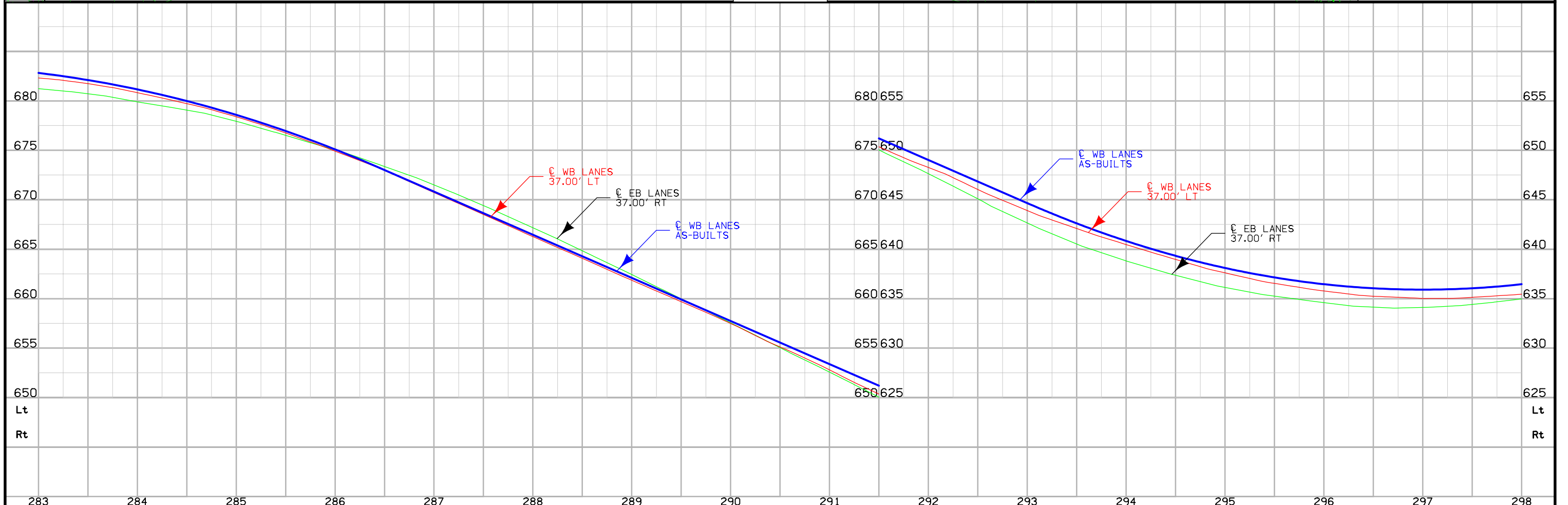
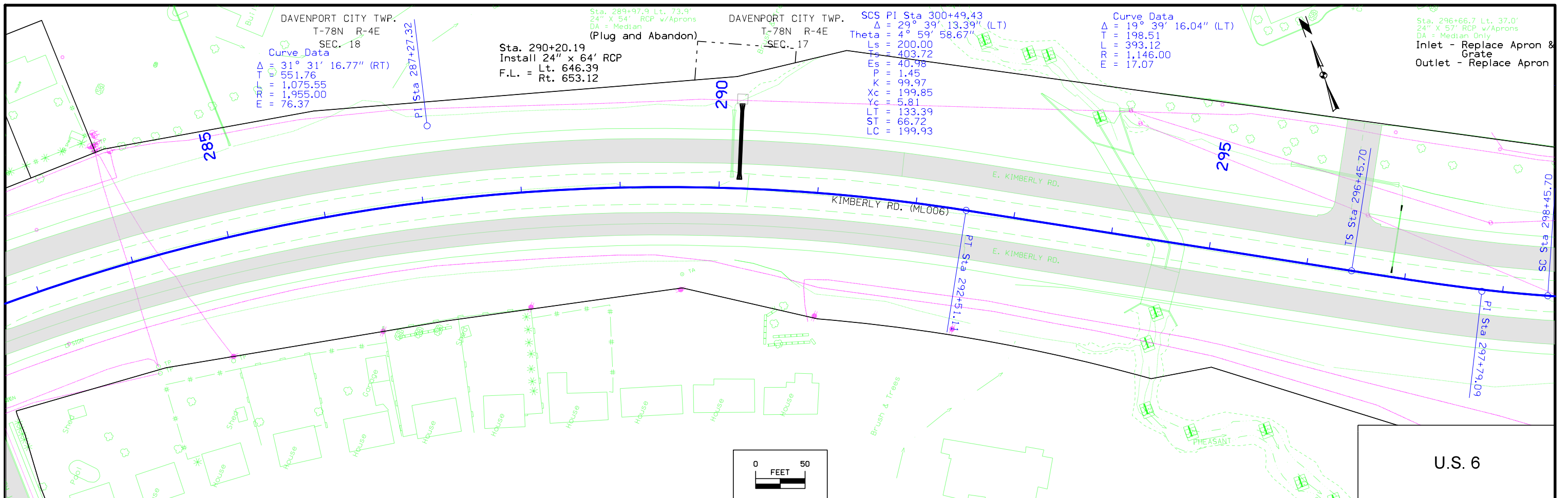


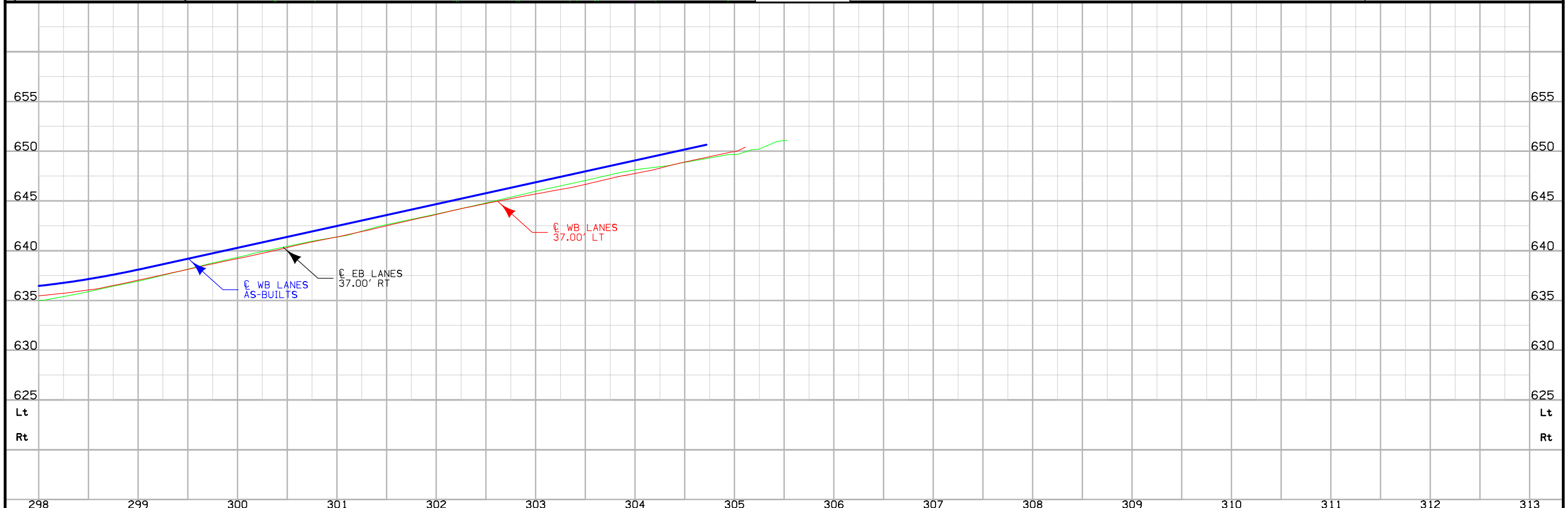
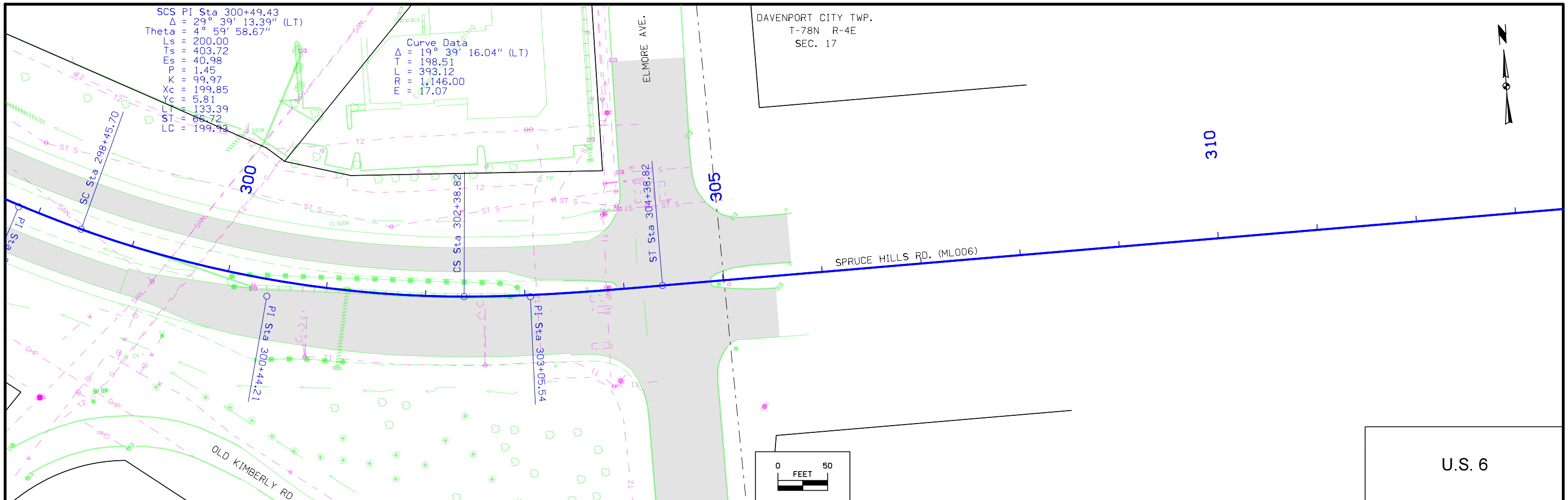












Scott County
 STP-006-9(72)--2C-82
 US 6 (Kimberly Rd) from Brady Street East to Elmore Avenue
 SAP 0576.2

General Information

This survey is in English Units. One GPS calibration was generated for 3 miles of project control and benches from Brady St. Easterly to I-74 along Kimberly Road. IDOT GPS network along I-74 was held fixed in the RTK calibration.

The project coordinates are projected to the ground.

The IDOT GPS network control along I-74 was held fixed in the RTK calibration. Calibration points held fixed Horizontally 18,19,21,22,24, 27,29,31, 401,407. Points held fixed Vertically 30, 32, 34, 35, and 502,503,505, 508,510,511,512,513,521. Calibration points held fixed both vertically and Horizontally - 29, 33, 153,400, and 410, 411, 513, 514

Horz and Vertical - 29,33,153,400,410,411,513,514
 Horz - 18,19,21,22,24, 27,29,31,401,407,
 Vertical - 30,32,34,35,253,502,503,505,508,510,511,512,513,521,617

Vertical Datum

This survey is relative to NAVD 88 vertical datum. The vertical datum of this project is identical to the I-74 project surveys.

A digital level loop was run using Consultant I-74 survey BM#514. The level run in 2007 proceeded westerly along Kimberly Rd to Welcome Way then returned Easterly along Kimberly Rd to Consultant Bench #514. The total loop closure was 0.024' over a distance of 30,743 feet. BM 514 is a mark set as part of the I-74 Bridge replacement survey. In 2008 & 2009 a number of benchmarks were disturbed or destroyed, destroyed marks were replaced with new benchmarks in the survey. Disturbed benches were re-leveled.

BM # 514 this survey Elev. = 681.022 (NAVD 88 English)
 = BM # 514 Elev. = 681.022 (NAVD 88 English) I-74 Consultant survey

BM # 611 this survey Elev. = 684.249 (NAVD 88 English)
 = BM # 500 Elev. = 684.15 (NAVD 88 English) John Krieger 2006 Survey

Plan elevations on the WBL of Goose Creek U-185 (9) AB Bridge Plan were found to be 0.70 (F) Higher than NAVD88 elevations of this survey. The NGS Vertcon NAVD88 to NGVD29 conversion at BM 606 is 0.16' (29 elevation higher than 88). A vertical equation found on the HES-6-9(58)--2H-82 plans states "mean sea level= City datum + 537.36"

Vertical Equations to the As Built Plans, is as Follows:

BM # 606 2007 survey Elev. = 638.508 (NAVD 88 English)
 = BM # 606 2007 survey Elev. = 638.668 (NGVD 29 Computed)
 = BM # 606 2007 survey Elev. = 101.308 (City Datum Computed)
 = BM # 5 Elev. = 101.27 HES-6-9(58)--2H-82 City of Davenport Plans

*Note this bench was destroyed during the 2009 construction of the WBL Bridge at Goose Creek

Alignment

The mainline alignment of this survey is a retrace of Scott Co. U 185(9) As-built Plan. Alignments furnished by the Office of Design and splits along the existing roadway were used to recreate the As Built alignment. The ML alignment between BOP at PC Sta 184+71.737 & PT Sta 292+31.967 follows the CL of the East Bound Lanes of Kimberly Rd. At PT Sta 292+31.967 the alignment is offset 37.00' Lt to the CL of the median. From POT Sta 292+31.967 ahead to the EOP of the alignment follows the CL of the median.

Equations:

PT Sta 198+72.77 ML This Survey CL EBL
 =PT Sta 198+72.77 Ahead Scott Co. U 185(9) 1967 As-built Plan
 =PT Sta 198+50.81 Back Scott Co. U 185(9) 1967 As-built Plan

PT Sta 292+31.967 ML CL EBL Back This Survey
 =PT Sta 292+33.87 Scott Co. I-74-1(7)2--01-82 June 1968 Paving Plan
 =37.00 Rt of POT Sta 292+31.96 ML This Survey CL Median Ahead

POT Sta 292+31.967 ML CL Median Ahead This Survey
 =37.00' Lt of PT Sta 292+31.967 ML This Survey CL EBL Back
 =POT Sta 7292+39.4 Scott Co. I-74-1(7)2--01-82 June 1968 Paving Plan
 =POT Sta 7292+39.4 Scott Co. UN-6-9(12)--41-82 March 1971 Grading & Paving Plans

Future Construction

The City of Davenport will be updating the median area between Sta 276+00 & Sta 288+00. The Forest Ave Intersection will also be rebuilt. The City has surveyed the area. This survey is NAVD 88 vertical datum; the City's survey is City vertical datum; A relationship between this survey and the City of Davenport's control is as follows

PN36467 =City Davenport CP6	N 580958.485 N 580958.9037	E 2451002.674 E 2451002.364	EL=674.189 EL=137.22	Fd PK Nail PK Nail
PN36468 =City Davenport CP1	N 581114.537 N 581114.904	E 2451056.531 E 2451056.302	EL=679.119 EL=142.18	FD 60d SPIKE 60d SPIKE
PN36469 =City Davenport CP7	N 580978.353 N 580978.7568	E 2451518.098 E 2451517.801	EL=679.717 EL=142.7561	Fd PK Nail PK Nail
PN36470 =City Davenport CP2	N 581120.959 N 581121.345	E 2451709.739 E 2451709.511	EL=683.209 EL=146.22	FD 60d SPIKE 60d SPIKE
PN36471 =City Davenport CP4	N 581069.615 N 581069.9947	E 2452170.675 E 2452170.453	EL=674.546 EL=137.57	Fd PK Nail PK Nail

Horizontal Datum

The IDOT observed a GPS Static control network for the I-74 - Mississippi River Bridge. In this RTK GPS survey, the following horizontal control points found in the IDOT network were held fixed,514,616,617,618,619,620,621,622,624,625.

The project coordinates are relative NAD83 & IA State Plane Coordinates IA South Zone 1402.

DETAILS OF REFERENCE INFORMATION

All References are Plumb Distances
 unless otherwise noted.

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

STATE PLANE COORDINATE ZONE 1402 (IOWA SOUTH LAMBERT)

STATE PLANE COORDINATES HELD AT POINT 6021

AVERAGE PROJECT LATITUDE = 41 33 2.13112

RESULTING RADIUS = 6363530.832 (METERS)

MEAN PROJECT ELEVATION = 195.000 (METERS)

SEA LEVEL FACTOR = 0.999969358

AVERAGE PROJECT SCALE FACTOR = 0.999967147

COMBINED FACTOR (GRID) = 0.999936506

1 / GRID = 1.000063498

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

Local Project Plane Coordinate Conversion Equation:

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

ALL COORDINATES CONVERTED TO ENGLISH UNITS

POINT	STATE PLANE COORD(Y)	STATE PLANE COORD(X)	POINT SCALE FACTOR	LOCAL PROJECT PLANE COORD(Y)	LOCAL PROJECT PLANE COORD(X)	ESTIMATED GPS DERIVED ORTHOMETRIC HEIGHT
G010	566360.22	2467519.75	0.99996337	566359.34	2467520.52	567.30
G011	565294.19	2460631.00	0.99996316	565293.24	2460631.34	567.25
G012	564685.56	2459258.24	0.99996301	564684.57	2459258.49	569.31
G013	565480.25	2459044.56	0.99996322	565479.31	2459044.80	572.00
G014	568667.42	2458338.00	0.99996407	568666.68	2458338.19	575.79
G015	568728.46	2459345.45	0.99996408	568727.73	2459345.70	576.86
G016	571682.62	2457637.33	0.99996489	571682.07	2457637.48	625.31
G017	572958.52	2457220.20	0.99996525	572958.06	2457220.32	658.65
G018	575248.28	2456692.28	0.99996590	575247.96	2456692.37	677.31
G019	576053.26	2456566.47	0.99996613	576052.99	2456566.55	660.05
G020	577880.74	2455743.66	0.99996666	577880.58	2455743.68	626.99
G021	580322.54	2455353.37	0.99996738	580322.54	2455353.37	677.76
G022	582952.07	2455193.02	0.99996817	582952.24	2455193.01	689.11
G023	587662.35	2454778.09	0.99996961	587662.82	2454778.06	696.84
G024	590858.43	2455023.02	0.99997062	590859.10	2455023.00	727.32
G025	593042.58	2454447.94	0.99997133	593043.39	2454447.88	749.16
G026	595178.44	2454058.31	0.99997203	595179.39	2454058.23	732.45
G999	568673.50	2441825.07	0.99996422	568672.76	2441824.21	584.86
8201	612990.75	2438115.66	0.99997846	612992.82	2438114.57	780.10
8202	591743.98	2409696.59	0.99997139	591744.71	2409693.70	760.25
G027	582073.64	2442012.49	0.99994046	582073.75	2442011.65	684.35 Opus point
G417	581989.48	2441321.19	0.99994133	581989.58	2441320.30	665.83 Opus point
G031	580825.51	2447599.11	0.99994192	580825.54	2447598.62	644.82 Opus point

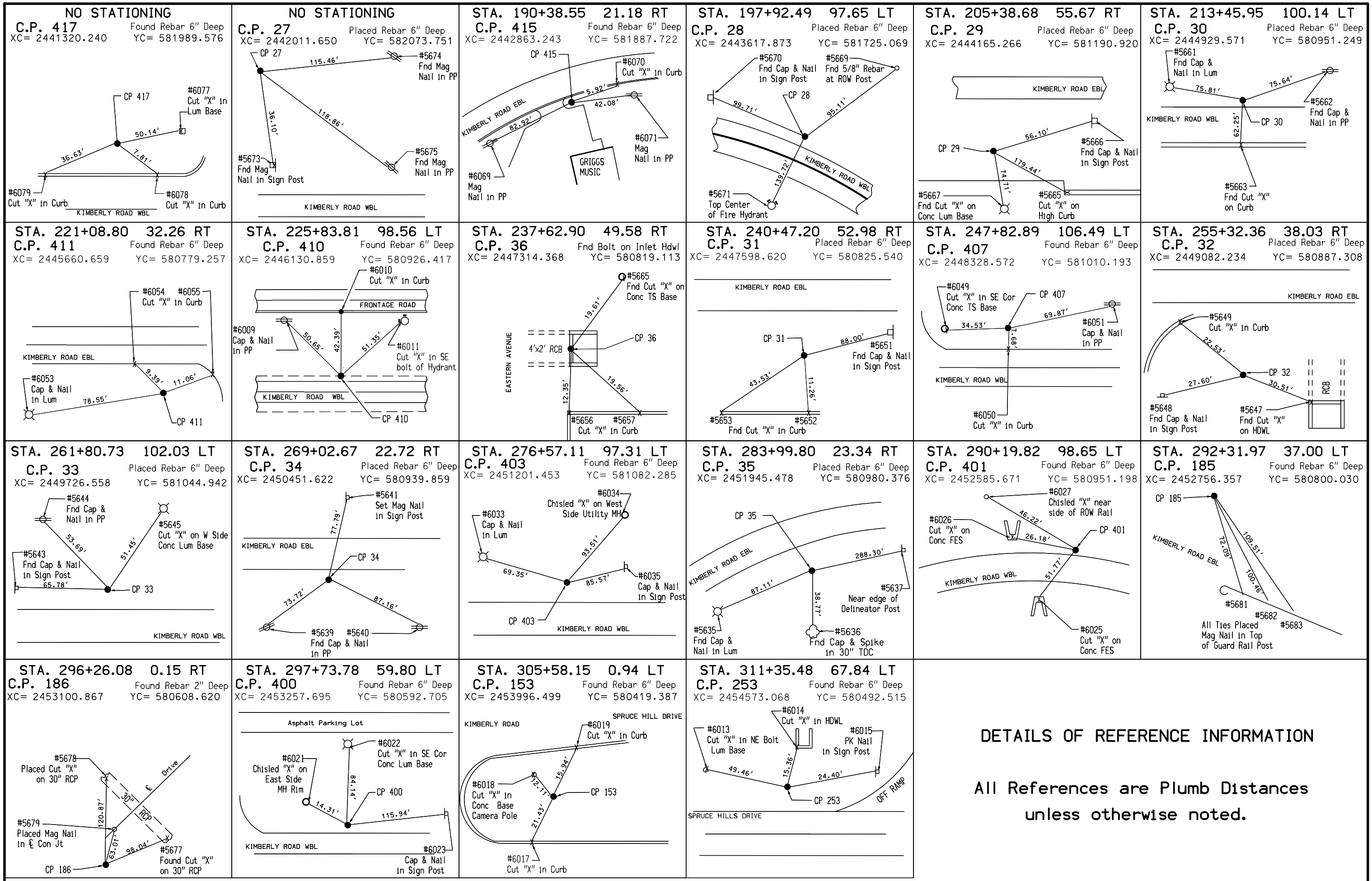
BENCHMARKS	ELEVATION
No. 612 Sta. 188+42.392 41.34 Rt. Y: 581906.772 X:2442670.611	Cut "X" NE Cor Coc Base J Krieger 2007 BM----- 680.884
No. 500 Sta. 190+98.100 50.793 Rt. Y: 581852.765 X:2442915.340	Cut "x" on N Bolt of Fire----- 679.766
No. 507 Sta. 195+67.806 119.644 Lt. Y: 581855.013 X:2443420.559	Fd IHC BM on Inlet Hdwl 3 x 4 RCB----- 659.326
No. 501 Sta. 205+64.591 125.866 Rt. Y: 581117.892 X:2444148.961	Cut "X" on Conc Lum Base----- 635.060
No. 613 Sta. 205+64.591 125.866 Rt. Y: 581117.892 X:2444148.961	Fd "X" conc Lum Base J Krieger 2007 BM- 635.060
No. 617 Sta. 208+16.962 20.019 Lt. Y: 581103.570 X:2444440.111	Fd IHC BM on Inlet Hdwl of 6 x 3 RCB--- 636.958
No. 508 Sta. 208+17.270 98.066 Lt. Y: 581168.972 X:2444482.701	Fd IHC BM on Inlet Hdwl of 6 x 3 RCB--- 636.692
No. 607 Sta. 221+11.086 38.449 Rt. Y: 580773.151 X:2445663.158	Fd a square in N side of concrete traffic signal base @ the SW corner of Kimberly Rd. & Bridge----- 669.242
No. 502 Sta. 226+20.490 134.71 Lt. Y: 580963.812 X:2446166.273	Cut "X" S Bolt Fire Hyd----- 657.827
No. 619 Sta. 237+62.898 49.582 Rt. Y: 580819.113 X:2447314.368	Fd Bolt on inlet Hdwl of 4 x 2 RCB =CP36----- 637.111
No. 605 Sta. 240+48.114 133.231 Lt. Y: 581011.674 X:2447593.095	Fd RR Spk S Side PP 3RD PP N of Kimbery Rd & Eastern Ave near SE corner of parking Lot----- 648.807
No. 510 Sta. 244+16.369 27.486 Rt. Y: 580863.780 X:2447966.685	Fd "X" on Outlet Hdwl of 3 x 2 RCB----- 659.475
No. 614 Sta. 254+48.478 73.427 Rt. Y: 580849.641 X:2448999.346	Set RR Spk N side PP J Krieger 2007 BM- 663.977
No. 503 Sta. 255+11.430 47.915 Rt. Y: 580876.855 X:2449061.581	Cut "X" on N Bolt F Hyd----- 666.222
No. 618 Sta. 256+49.656 106.174 Lt. Y: 581034.644 X:2449195.567	Fd IHC BM on Inlet Hdwl of 2 x 3 RCB--- 666.829
No. 615 Sta. 268+36.507 55.517 Rt. Y: 580905.279 X:2450386.375	Set RR Spk N side PP J Krieger 2007 BM- 667.883
No. 603 Sta. 269+52.015 118.344 Lt. Y: 581082.216 X:2450497.114	Fd "X" on NW bolt of FHD on N side of Kimberly Rd. @ entrance to 2422 /2444/2466 E Kimberly----- 674.584
No. 512 Sta. 270+81.373 140.207 Lt. Y: 581107.588 X:2450625.830	Fd IHC BM on Inlet Hdwl of 4 x 5 RCB--- 653.448
No. 513 Sta. 279+69.383 104.384 Lt. Y: 581102.239 X:2451512.583	Fd IHC BM on Inlet Hdwl of 3 x 4 RCB--- 677.808
No. 504 Sta. 281+74.952 37.907 Lt. Y: 581044.741 X:2451720.842	Set RR Spk N Side PP----- 683.929
No. 505 Sta. 293+68.866 85.326 Lt. Y: 580808.189 X:2452917.463	Fd IHC BM on Inlet Hdwl of Twin 14 x 14 RCB----- 632.189
No. 506 Sta. 294+21.134 66.202 Rt. Y: 580650.337 X:2452889.619	Fd "X" on Outlet Hdwl 30 x 15 Conc Arch----- 634.892
No. 601 Sta. 296+49.647 145.878 Lt. Y: 580724.945 X:2453192.201	Fd "X" on E bolt of LUM base near W entrance to 2902 E Kimberly----- 637.567
No. 600 Sta. 310+86.142 68.187 Lt. Y: 580492.327 X:2454523.731	Fd "X" on NE'y bolt of LUM base just W of intersection of I74E off ramp and Spruce Hills Dr.----- 657.159

MISCELLANEOUS LOCATIONS

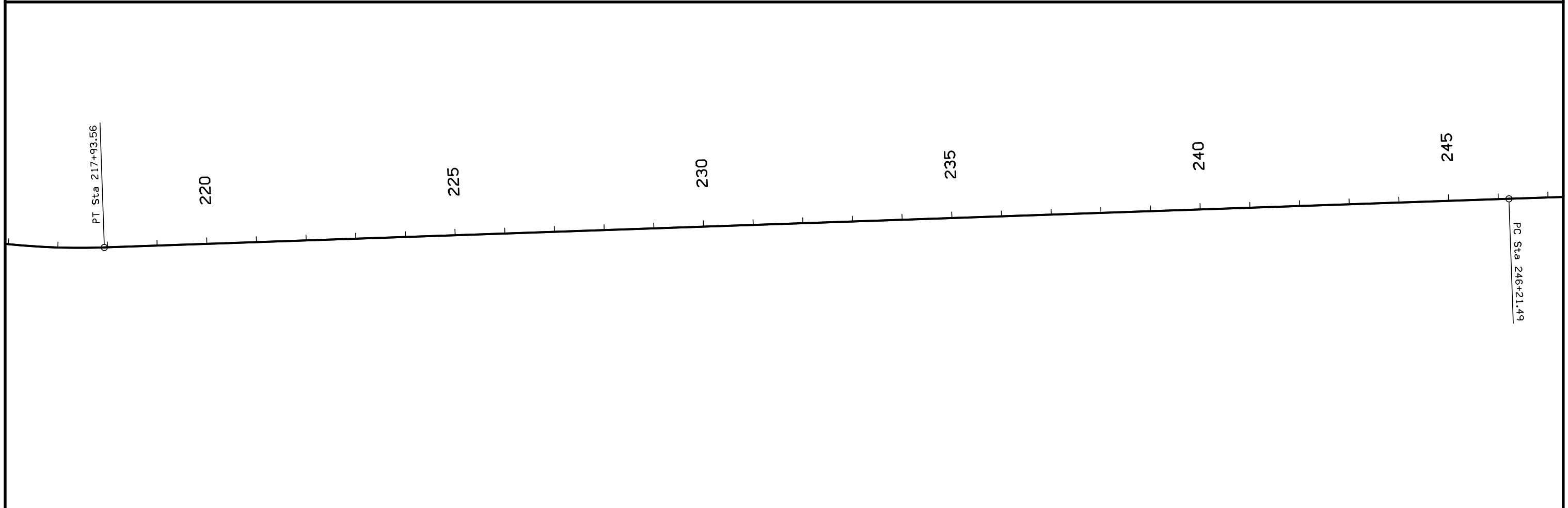
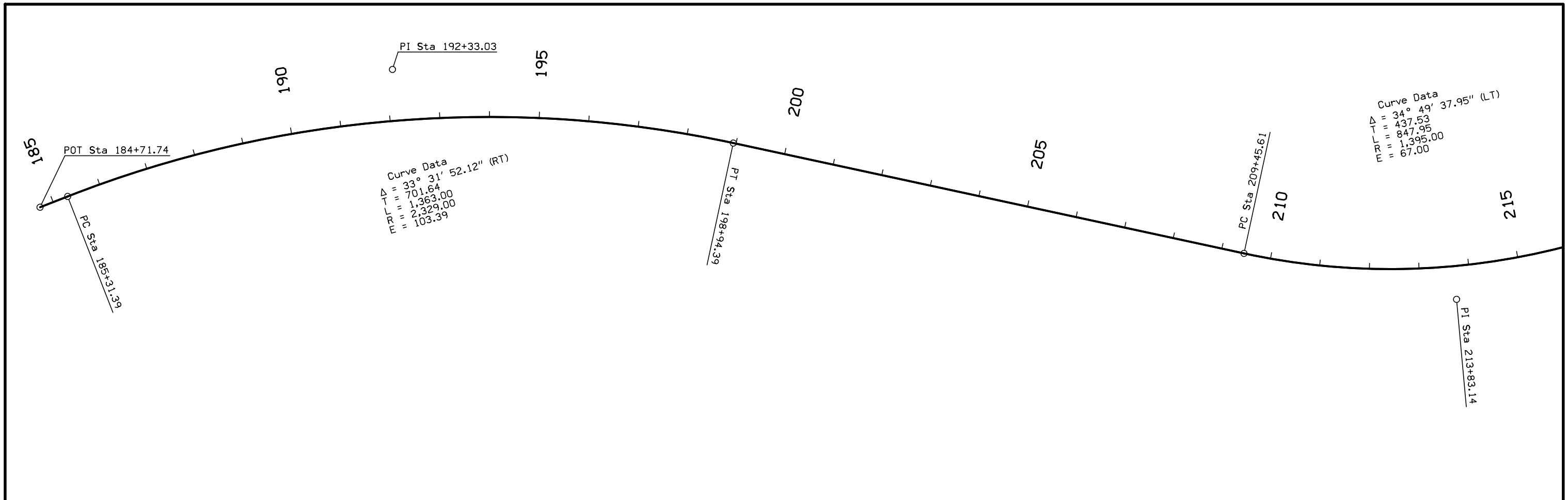
No. 509 ***** Y: 575576.695 X:2456666.119	Fd IHC BM on NE End Conc Hdwl I-74 Cons 2004----- 677.578
No. 511 ***** Y: 577225.874 X:2456262.005	Fd IHC BM on NE END CONC HDWL-I-74 Cons 2004----- 638.648
No. 514 ***** Y: 580327.492 X:2455399.225	Fd IHC BM on SE end of conc hdwl---I-74 Cons 2004----- 681.022
West of project on Kimberly Rd	
No. 610 ***** Y: 581997.154 X:2441354.688	Fd "X" on S'ly bolt of FHD along N side of Kimberly Rd. @ NW corner of intersection Kimberly and Fair Ave.---- 669.330
No. 611 ***** Y: 582055.715 X:2441823.870	Fd "X" on Bolt of Fire Hydrant----- 684.249
No. 616 ***** Y: 582115.490 X:2441853.021	Cut "x" W side conc Lum Base J Krieger 2007 BM----- 685.403

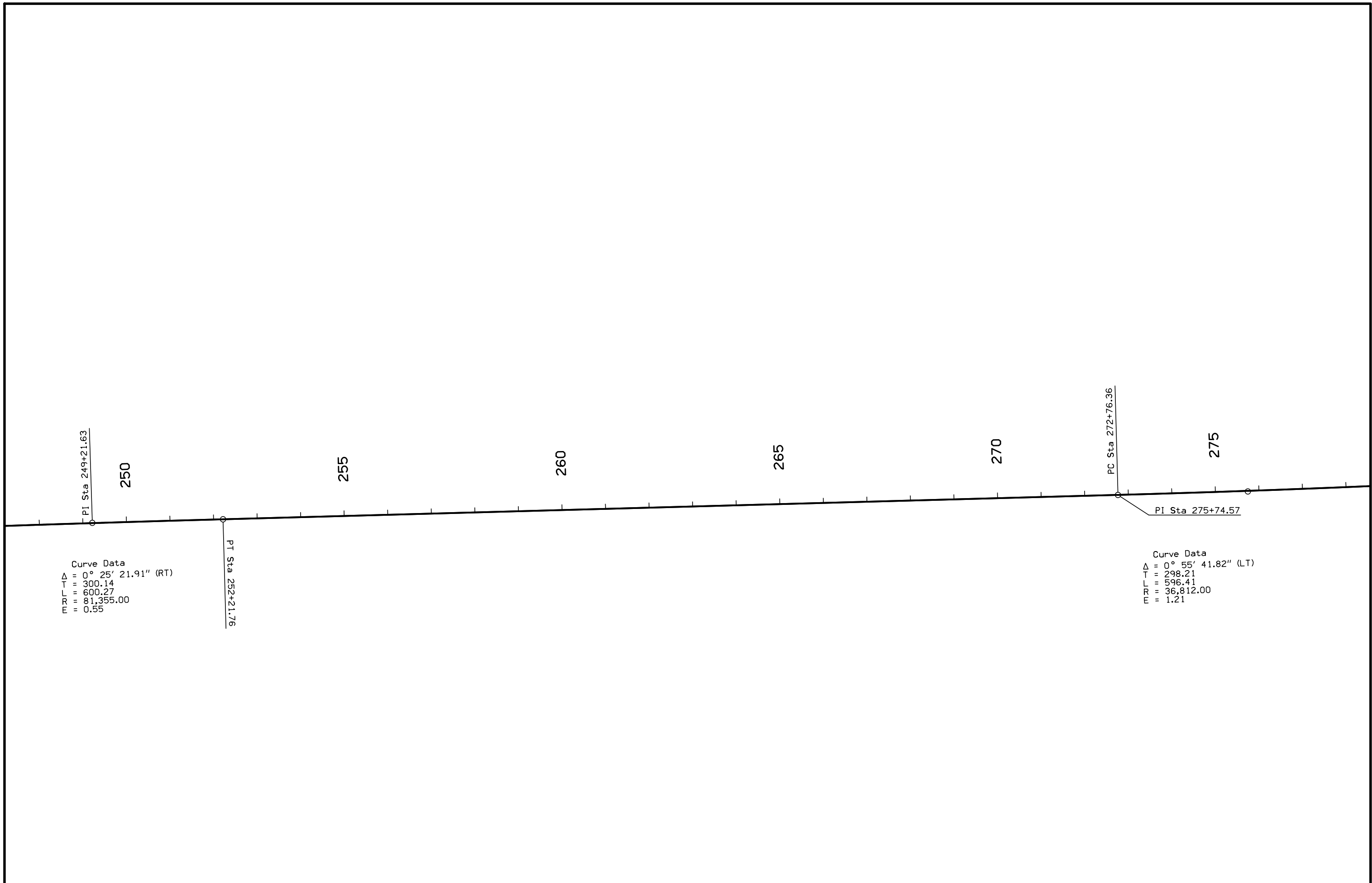
DETAILS OF REFERENCE INFORMATION

All References are Plumb Distances unless otherwise noted.



DETAILS OF REFERENCE INFORMATION
 All References are Plumb Distances
 unless otherwise noted.

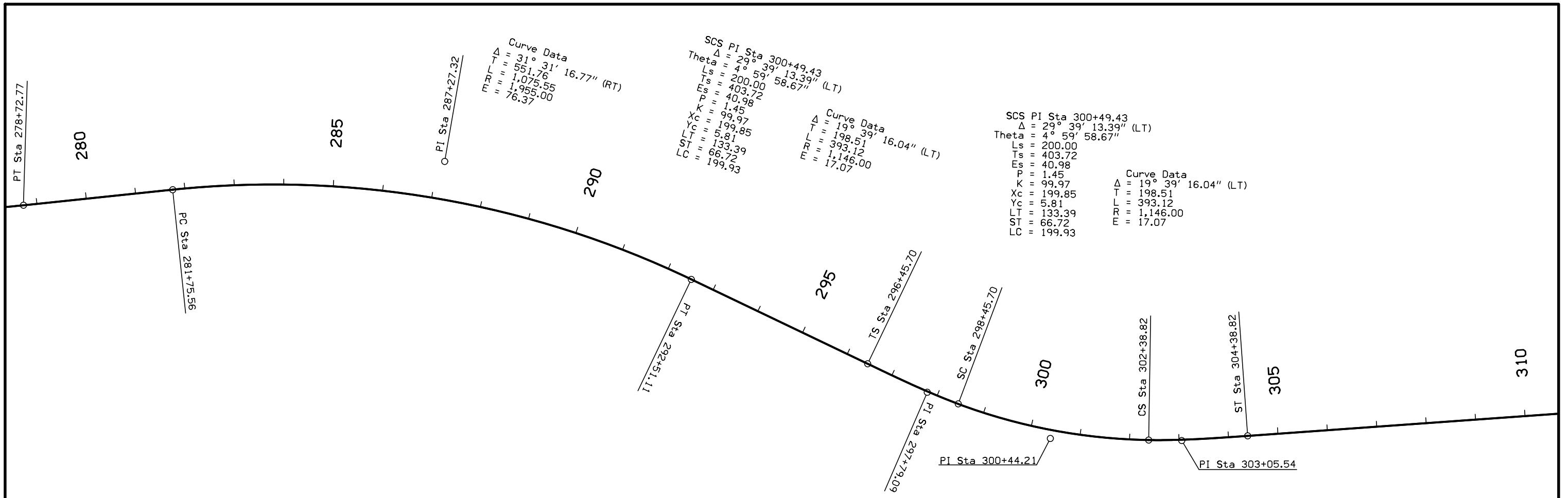




Curve Data
 $\Delta = 0^\circ 25' 21.91''$ (RT)
 $T = 300.14$
 $L = 600.27$
 $R = 81,355.00$
 $E = 0.55$

PT Sta 252+21.76

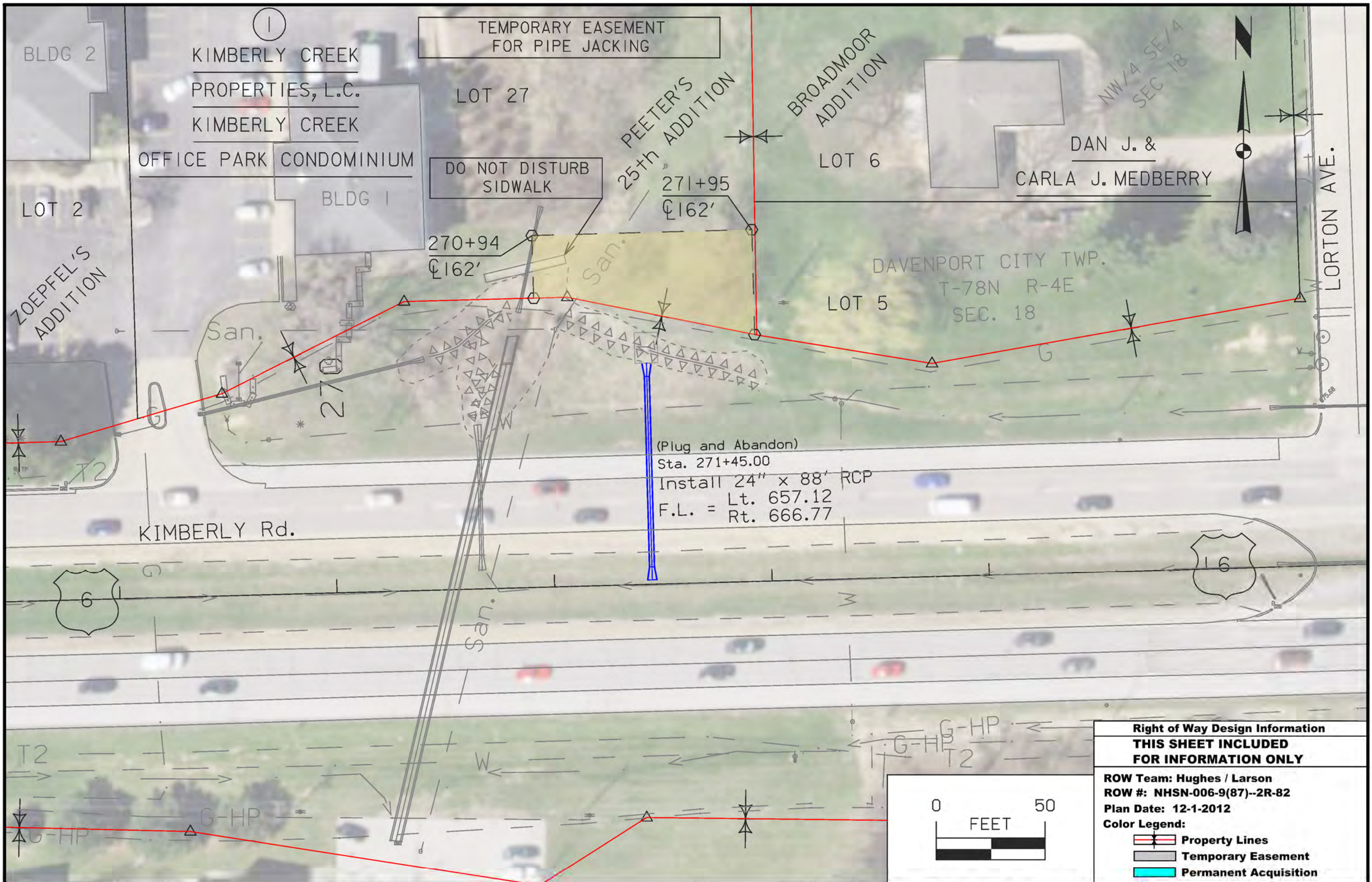
Curve Data
 $\Delta = 0^\circ 55' 41.82''$ (LT)
 $T = 298.21$
 $L = 596.41$
 $R = 36,812.00$
 $E = 1.21$



ALIGNMENT COORDINATES

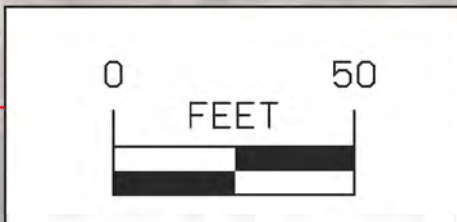
101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
200000	U.S.6 /KIMBERLY ROAD	184+71.74	582,001.445	2,442,305.348															
CUR20002								185+31.39	582,002.158	2,442,364.998	192+12.89	582,010.5402	2,443,066.588	198+94.39	581,629.976	2,443,656.053			
CUR20006								209+45.61	581,059.802	2,444,539.212	213+69.59	580,822.489	2,444,906.792	217+93.56	580,837.610	2,445,344.061			
CUR20010								246+21.49	580,935.346	2,448,170.299	249+21.63	580,945.719	2,448,470.257	252+21.76	580,953.879	2,448,770.283			
CUR20013								272+76.36	581,009.735	2,450,824.116	275+74.56	581,017.842	2,451,122.219	278+72.77	581,030.778	2,451,420.151			
CUR20017								281+75.56	581,043.912	2,451,722.662	287+13.34	581,067.846	2,452,273.903	292+51.11	580,800.051	2,452,756.318			
SCS20019 20020		317+82.01	580,431.449	2,455,201.105	296+45.70	580,608.536	2,453,101.321	298+45.70	580,516.624	2,453,278.875	300+42.26	580,435.770	2,453,460.172	302+38.82	580,420.606	2,453,658.101	304+38.82	580,416.949	2,453,858.000
30000	SOUTH BRADY STREET	1074+97.47	580,709.530	2,442,533.844															
30002		1087+82.19	581,991.659	2,442,615.454															
30010	NORTH BRADY STREET	1187+86.93	581,991.201	2,442,620.166															
30012		1192.53.53	582,457.061	2,442,646.432															
CUR30021	DAVENPORT AVENUE							1197+93.78	581,085.653	2,443,888.876	1198+13.78	581,105.538	2,443,891.044	1198+33.78	581,125.331	2,443,893.930			
CUR30024								1198+85.85	581,176.821	2,443,901.678	1199+19.28	581,176.821	2,443,906.665	1199+52.70	581,243.469	2,443,905.615			
30026		1201+82.86	581,473.513	2,443,898.403															
30027		1205+88.80	581,879.257	2,443,885.684															
30030	36TH STREET	1307+39.29	580,750.944	2,444,414.523															
CUR30032								1308+80.74	580,756.904	2,444,555.851	1309+61.33	580,760.698	2,444,645.824	1310+41.91	580,843.030	2,444,682.308			
30035		1311+65.15	580,955.702	2,444,732.238															
30100	SOUTH BRIDGE AVENUE	2017+85.24	580,487.971	2,445,711.099															
30102		2012+47.36	580,849.838	2,445,697.646															
30110	NORTH BRIDGE AVENUE	2121+50.58	580,849.949	2,445,700.859															
30112		2125+84.70	581,283.810	2,445,685.759															
BELE001	BELLE AVENUE	1848+98.90	580,800.053	2,449,029.668															
BELE002		1850+59.72	580,960.801	2,449,024.828															
BELE003		1854+89.08	581,389.961	2,449,011.895															
30060	JERSEY RIDGE ROAD	1656+24.31	580,244.284	2,449,936.002															
30061		1663+65.34	580,984.968	2,449,913.439															
30062		1669+73.86	581,593.202	2,449,894.910															
	SPRING STREET																		
SPRING001		1242+29.87	580,456.164	2,448,278.041															
SPRING002		1251+73.43	581,399.147	2,448,245.106															
	LORTON AVENUE																		
LORTON001		1274+70.69	581,015.531	2,451,018.367															
LORTON002		1277+39.48	581,284.149	2,451,008.783															



(Plug and Abandon)
 Sta. 271+45.00
 Install 24" x 88' RCP
 F.L. = Lt. 657.12
 F.L. = Rt. 666.77

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Hughes / Larson	
ROW #: NHSN-006-9(87)--2R-82	
Plan Date: 12-1-2012	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



DAVENPORT CITY TWP.
T-78N R-4E
SEC. 18

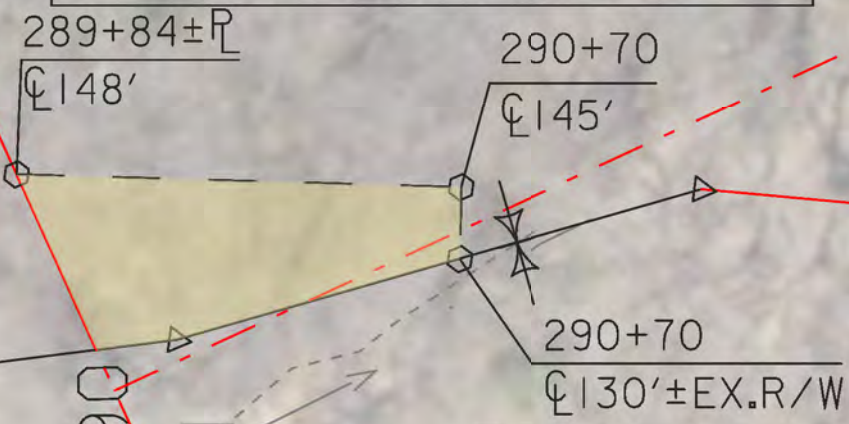
DAVENPORT CITY TWP.
T-78N R-4E
SEC. 17

FIRST CHURCH OF
CHRIST SCIENTIST

NW/4 SW/4
SEC 17

②
THE B, LLC

TEMPORARY EASEMENT
FOR PIPE JACKING

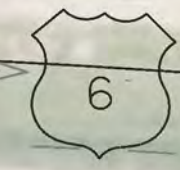
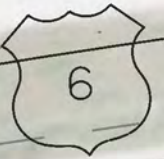


NE/4 SE/4
SEC 18

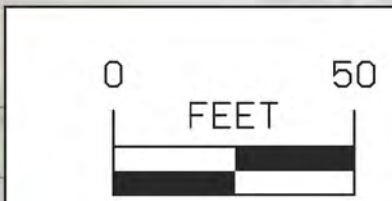
290

T2
(Plug and Abandon)
Sta. 290+20.19
Install 24" x 64' RCP
F.L. = Lt. 646.39
Rt. 653.12

KIMBERLY RD.

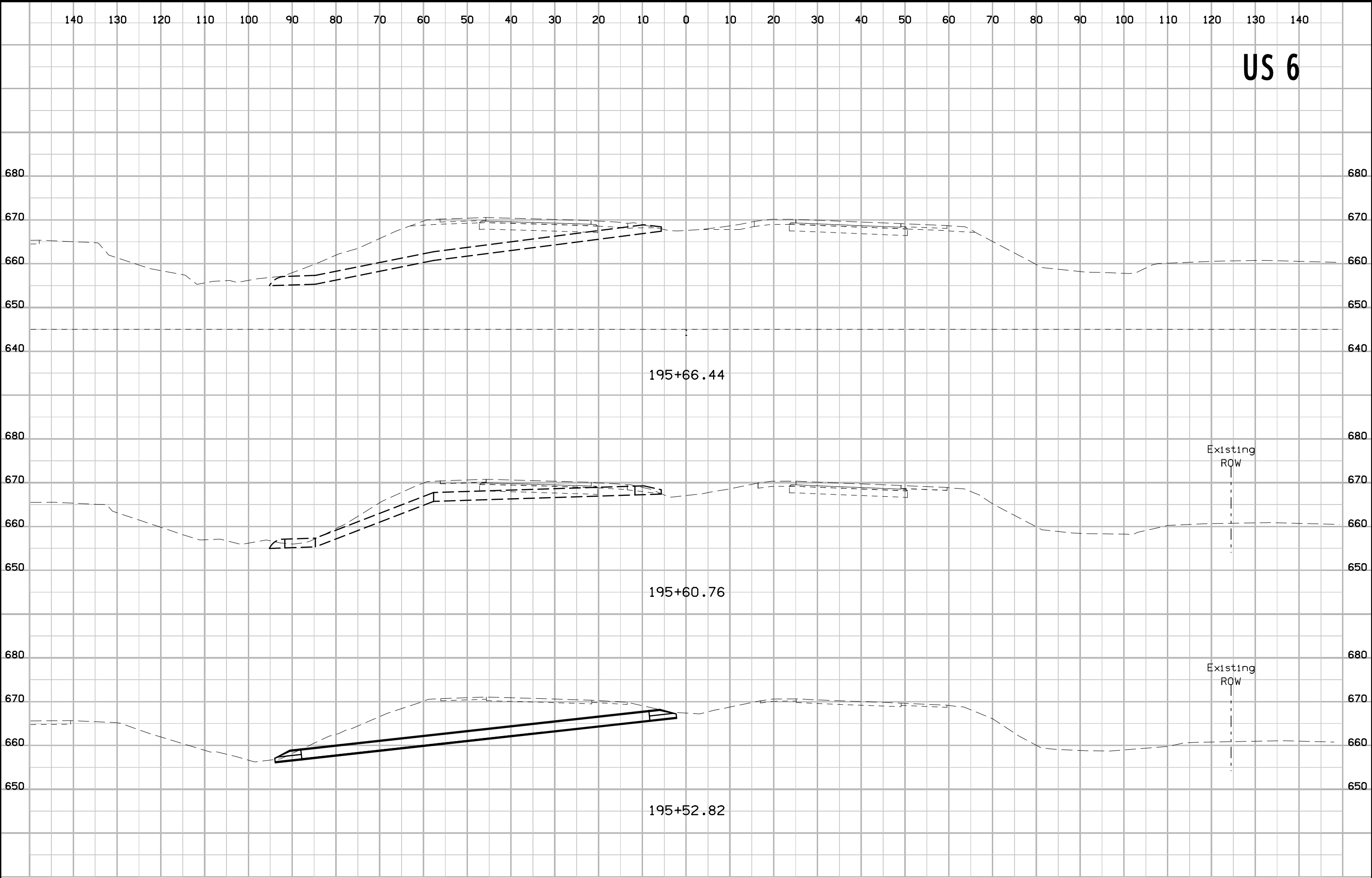


G-HP



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Hughes / Larson	
ROW #: NHSN-006-9(87)--2R-82	
Plan Date: 12-1-2012	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

US 6



195+66.44

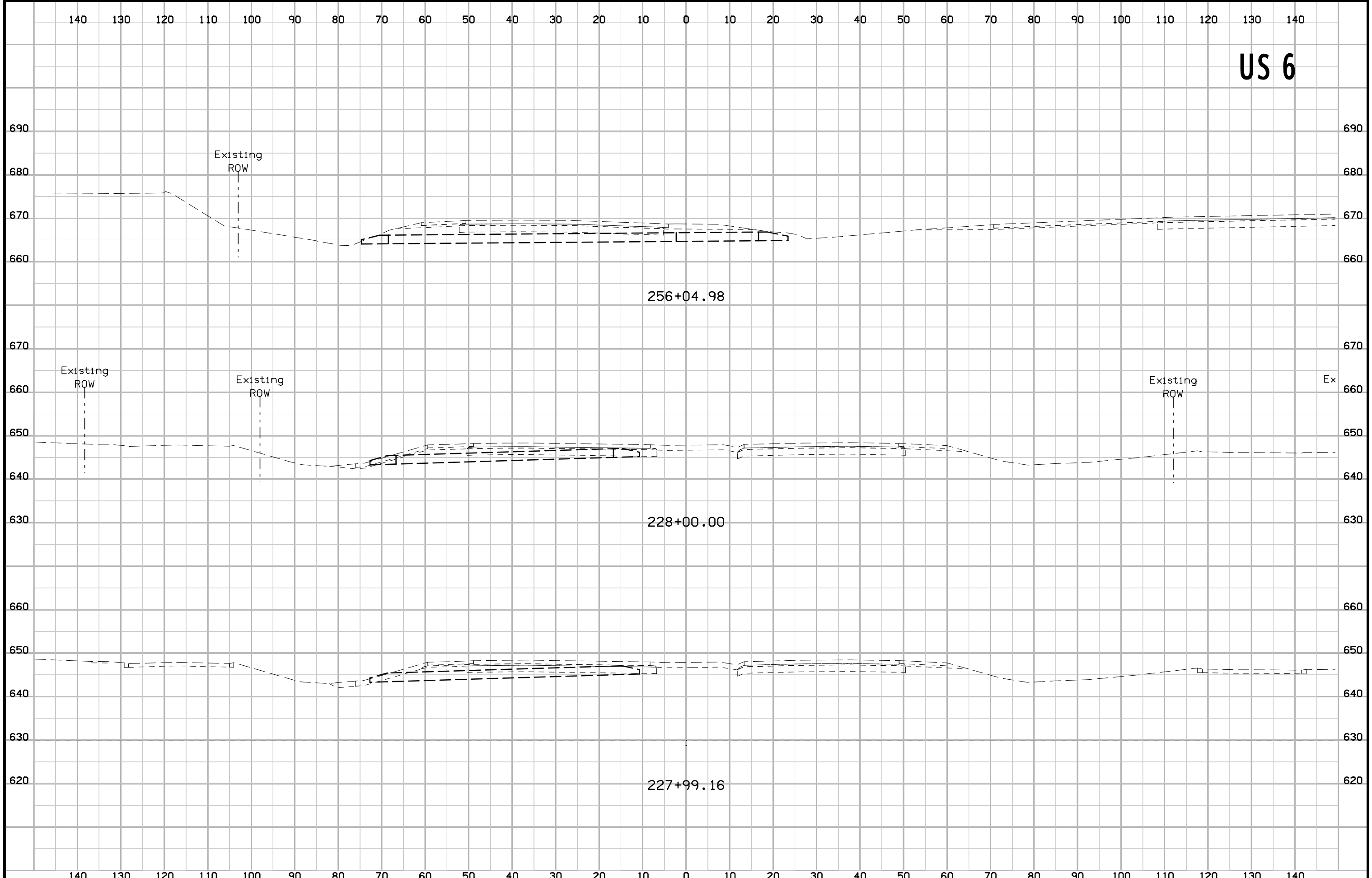
195+60.76

195+52.82

Existing ROW

Existing ROW

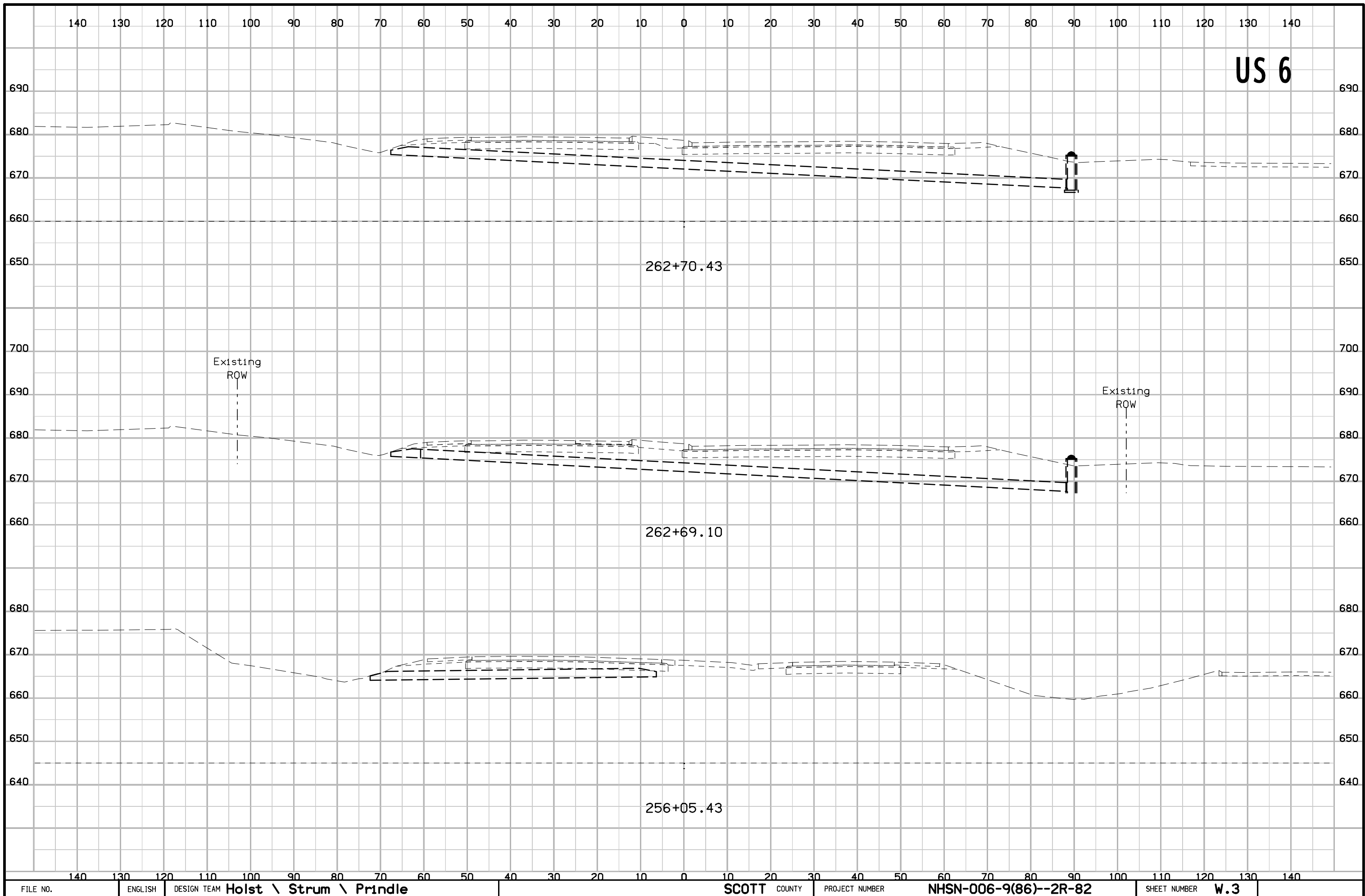
US 6



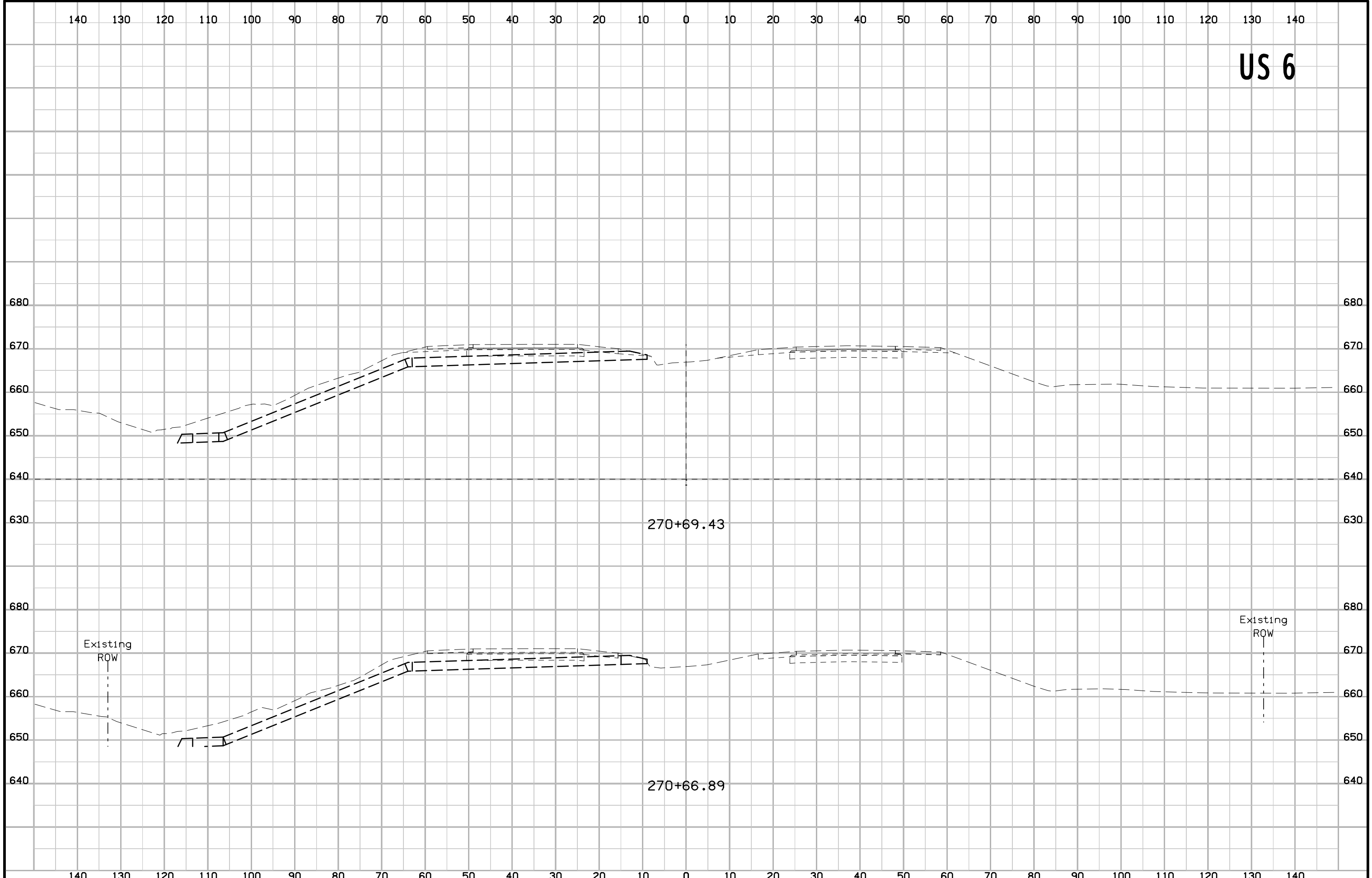
256+04.98

228+00.00

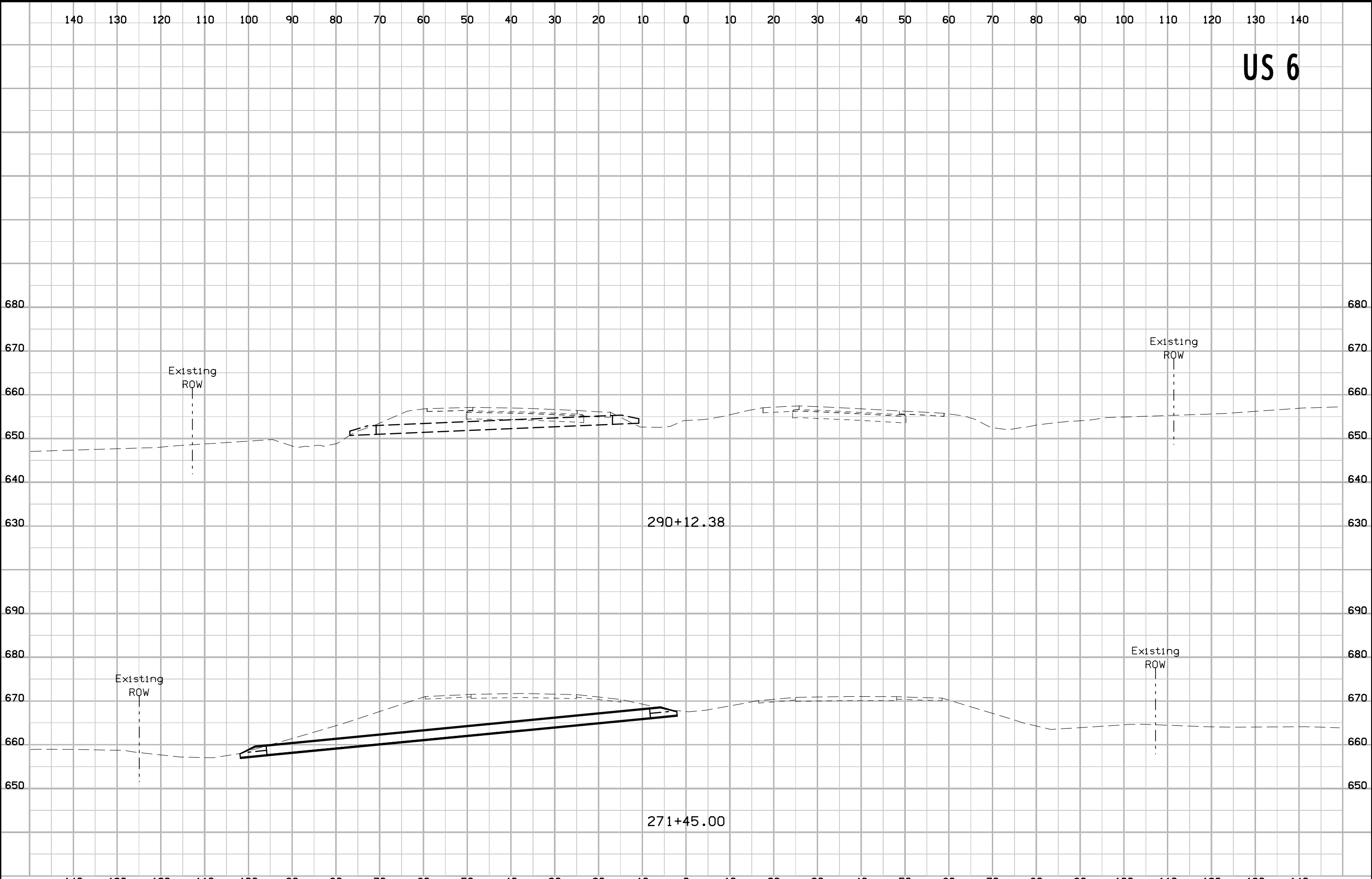
227+99.16



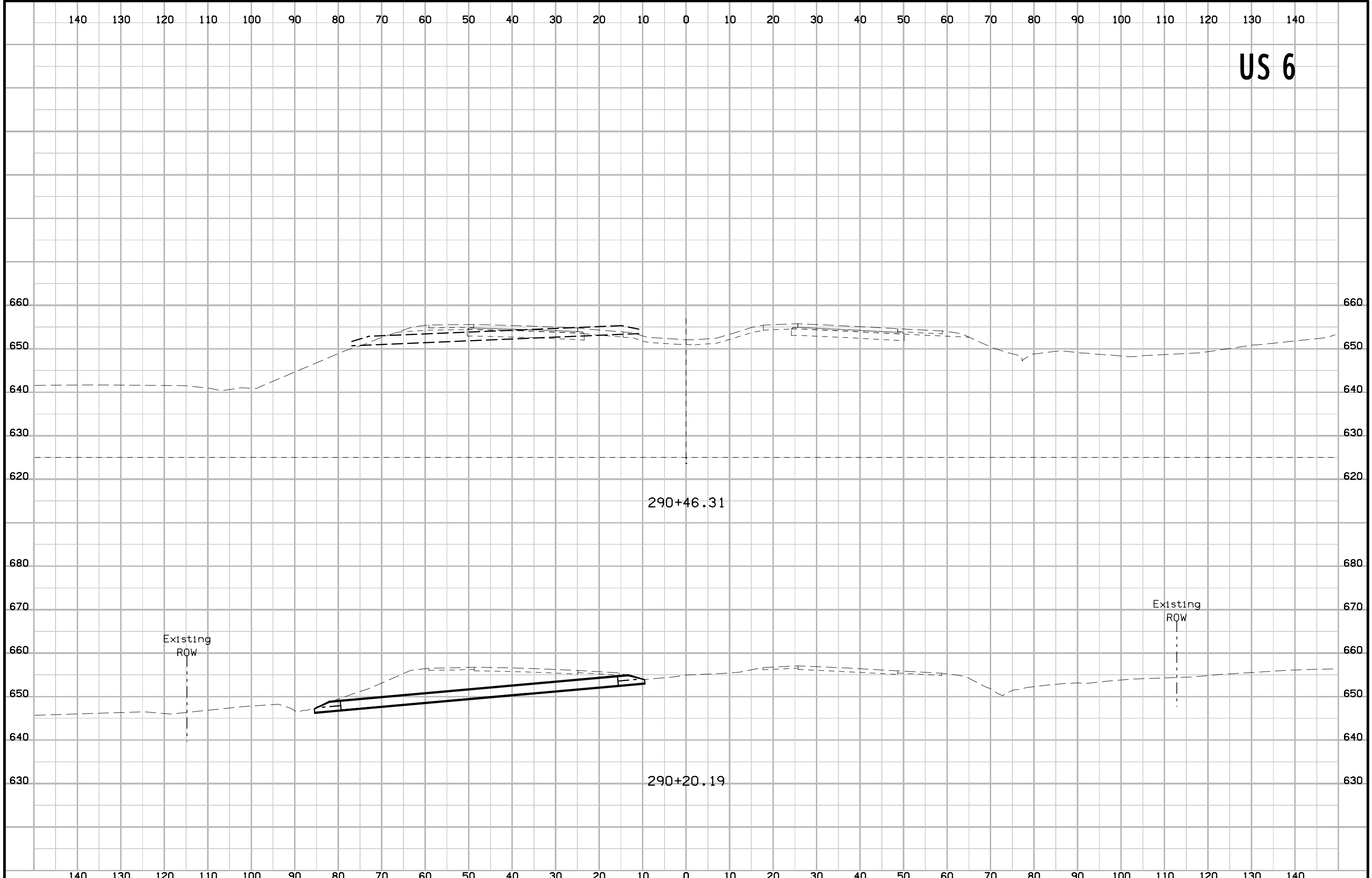
US 6



US 6



US 6



US 6

