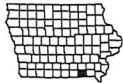


LETTING DATE
Dec. 20, 2022

HMA Resurfacing with Milling
NHSN-063-1(101)--2R-26

DAVIS COUNTY



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
DAVIS COUNTY
HMA Resurfacing with Milling
In Bloomfield, from the E Jct IA 2 to the NCL

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

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

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	James R. Phillips	Primary Signature Block

REVISIONS

TOTAL
54

PROJECT IDENTIFICATION NUMBER	20-26-063-030
PROJECT NUMBER	NHSN-063-1(101)-2R-26
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 - 6	Project Concept
* A.9 - 10	Bloomfield Agreement Exhibit
* A.11	Davis County Agreement Exhibit
A.12 - 13	D2 Questions and Notes
B Sheets	Typical Cross Sections and Details
B.1 - 4	Typical Cross Sections and Details
B.5 - 10	Existing Typicals - FOR INFORMATION ONLY
C Sheets	Quantities and General Information
C.1 - 3	Estimate Project Quantities
C.1 - 3	Estimate Reference Information
C.4	Project Description
C.4	Standard Road Plans
C.4	Index of Tabulations
C.4	General Notes
C.1 - 12	Tabulations
D Sheets	Mainline Plan and Profile Sheets
* D.1 - 7	Plan Layout
* D.8 - 11	Asphalt Proj. # FN-63-1(14)--21-26-FOR INFORMATION ONLY
* D.12 - 14	Asphalt Proj. # F-58(9) - FOR INFORMATION ONLY
J Sheets	Traffic Control and Staging Sheets
J.1	Traffic Control Plan
J.1	Staging Notes
J.1	S11 Travel Restrictions
J.1	Coordinated Operations
* J.2 - 5	Proposed Pavement Marking Layout
	* Color Plan Sheets

*B.7 Draft Agmt.

Not part of plan.

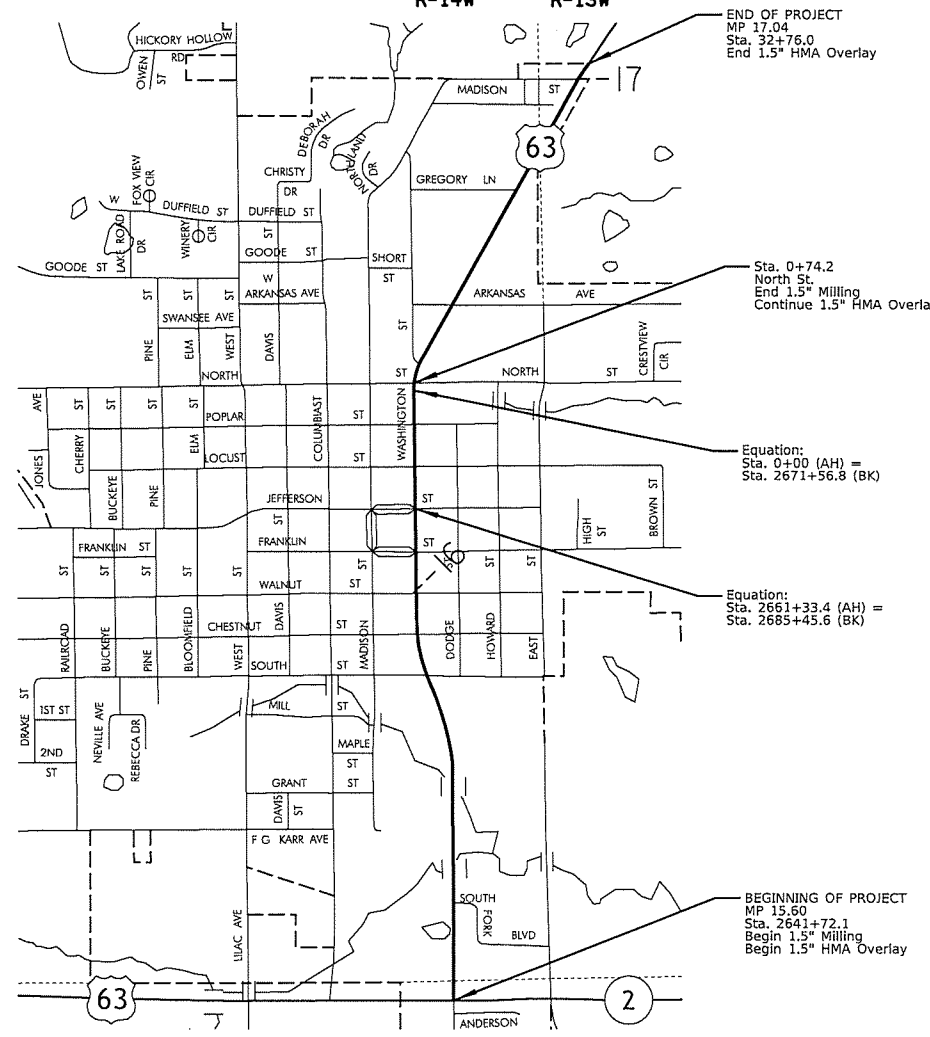
PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN - Date: 5/24/22

T-69N

R-14W R-13W



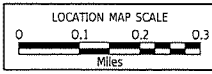
END OF PROJECT
MP 17.04
Sta. 32+76.0
End 1.5" HMA Overlay

Sta. 0+74.2
North St.
End 1.5" Milling
Continue 1.5" HMA Overlay

Equation:
Sta. 0+00 (AH) =
Sta. 2671+56.8 (BK)

Equation:
Sta. 2661+33.4 (AH) =
Sta. 2685+45.6 (BK)

BEGINNING OF PROJECT
MP 15.60
Sta. 2641+72.1
Begin 1.5" Milling
Begin 1.5" HMA Overlay



CITY OF BLOOMFIELD

FILE NO.	ENGLISH	DESIGN TEAM McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER NHSN-063-1(101)--2R-26	SHEET NUMBER A.2
----------	---------	---	--------------	---------------------------------------	------------------

7:11:33 AM 5/3/2022 r.fiedle pw:\projectwise.dot.int\lan:PWMain\Documents\Projects\2606303020\DistrictDesign\Working\26-0631-101_A01.dgn



TO OFFICE: District 5

DATE: October 29, 2021

ATTENTION: Robert Younie

COUNTY: Davis
PROJ. NO.: NHSN-063-1(101)--2R-26
PIN: 20-26-063-030

FROM: Jim Phillips

FOLDER: [US 63 Bloomfield 3R final Concept \(101\) protected - 10 29 21.docx](#)

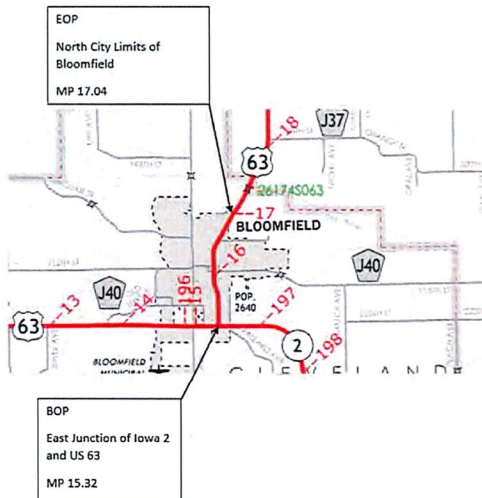
OFFICE: District 5 Design

SUBJECT: FY 2023 3R Concept Statement - Final

PROJECT LOCATION:

US 63 in Bloomfield from the East Junction Iowa 2 to the NCL of Bloomfield

ProjectWise link to Map: [Map.docx](#)



PROJECT DATA:

ROUTE: US 63
LENGTH: 1.72 Miles
PLANNING CLASSIFICATION: 2
MAINTENANCE SERVICE LEVEL: B
NHS ROUTE: Yes

Davis County

NHSN-063-1(101)--2R-26

October 29, 2021

TRAFFIC:

COUNTY	ROUTE	DESIGN DESIGNATION DATA SHEET LOCATION	SECTION LENGTH	ESTIMATED 2023 ADT	2023 PERCENT TRUCKS	ESTIMATED	ESTIMATED	ESTIMATED
						2043 ADT	2043 OHV	2043 PERCENT TRUCKS
DAVIS	03	1 IA 2 to SOUTH ST	0.52	5372	10%	6109	631	10%
		2 SOUTH ST to JEFFERSON ST	0.31	5493	10%	6227	643	10%
		3 JEFFERSON ST to NORTH ST	0.10	6625	0%	7754	801	0%
		4 NORTH ST to N LIMITS OF BLOOMFIELD	0.60	4074	15%	4629	478	15%
TOTAL LENGTH APPROX. AVERAGE FOR THE TOTAL PROJECT			1.01	5100	11%	5000	600	11%
PROJECT NUMBER	N/A		ESTIMATE NUMBER		3341			
DATE OF ESTIMATE	March 29, 2021							

ProjectWise link to Traffic data:

PURPOSE AND NEED:

Last resurfaced in the year 2008, the surface of the State Highway and City Street in the City of Bloomfield is in fairly good condition is oxidized and showing the early signs of distress. There is an ADA project programmed and under design for FY '23. There is also a City of Bloomfield interest in a streetscape project.

Coordinating roadway resurfacing with that work is good planning.

FEASIBLE ALTERNATIVES:

BOP to W. North Street (MP 15.32 to 16.41):

- \$ 293,000 : 3R, 1.5 in. milling, 1.5" HMA overlay (1.5" HT surface)
- \$ pending : Paved parking, 1.5" mill, 1.5" HMA, City of Bloomfield participation
- \$ 293,000 : Subtotal Alt. 1

W. North Street to NCL of Bloomfield (MP 16.41 to 17.04):

- \$ 123,900 : 3R, 0 in. milling, 1.5" HMA overlay (1.5" HT surface)
- \$ pending : Paved parking, 1.5" mill, 1.5" HMA, City of Bloomfield participation
- \$ 123,900 : Subtotal Alt. 1

\$ 416,900 : Total Alternate 1

RECOMMENDATIONS:

Alternate 1: The HMA overlay of US 63 will become pavement marked as ___ lanes (pending). Parking is to be painted by the City of Bloomfield. See coordination of operations, ADA, 4 to 3 lane conversion pg. 6, Streetscape on pg. 7.

FUNDS PROGRAMMED:

Proposed 3R for FY 2023. See pg. 8

PROJECT IMPACTS: Designed by: District/Design/Consultant

Design Impact	Assistance Requested (Y/N)	Remarks
ADA:	Y	Separate project(98), Right of Way(99)Cons. HR Green Pg. 5
Agreement/Notification Letter	Y	Pending City of Bloomfield agmt. Note 1.
Bridges and Structures:	N	
Consultant:	N	
Contracts:	N	
Design/Methods:	N	
Location and Environment:	N	
Maintenance:	Y	Bloomfield, potential HMA millings
Project Management:	N	
Railroad:	N	
RCE: (Chariton)	Y	Field data collection and construction
Right of Way:	N	
Soils:	N	
Survey/Photogrammetry:	N	
Systems Planning:	N	
Traffic and Safety:	N	
Utilities:	N	
Other:		

Note 1: coordinate with City Streetscape question pg. 7 4 to 3 lane conversion question pg. 6

- | | | |
|----------------------------------|-------------------------|--------------------------|
| Cc: C. Purcell | M. J. Kennerly | K. D. Nicholson |
| S. J. Megivern | J. S. Nelson | |
| M. Nop | M. A. Swenson | D. L. Newell |
| J. W. Laaser-Webb | W. A. Sorenson | D. E. Sprengeler |
| E. C. Wright | M. E. Ross | A. A. Welch |
| N. M. Miller | C. C. Poole | B. D. Hofer |
| B. E. Azeltine | H. Beach | T. D. Crouch |
| S. J. Gent | S. Anderson | K. Olson |
| B. Bradley | K. K. Patel | S. Godbold |
| D. R. Claman | C. Brakke | Brandy Beavers |
| F. Toddy | E. Engle | M. Hobbs |
| J. Bartholomew | N. Cuva | K. Brink |
| D. L. Maifield | J. Vortherms | S. Nielsen |
| E. D. Gansen | T. Nicholson | Milly Ortiz-Pagan |
| J. Garton | J. Woodcock | S. McElmeel |
| C. Steffensmeier | B. Porter | M. Claeys |
| J. Webb | L. Finarty RCE Chariton | L. Giarino RCE Fairfield |
| FHWA Program Delivery-IA@dot.gov | B. Clancy | Supervisor Jay Ridlen |
| H. Torres-cacho | J. Klein | H. Bibiano |
| Greg Cagle | Matt Buttz | D. Jones |

CONCEPT ANALYSIS & SUPPORTING DATA:

Date of Field Review: November 10, 2021 ADA / 3R meeting with City

Participants: Steve McElmeel, Mike Ross, Street department -City of Bloomfield; Jim Phillips District 5.

PAVEMENT:

Existing Conditions:

The PCI is 55-70 (desire 60-80), the wheel path rutting is .15 -.19 inches (desire less than .15) which could contribute to hydroplaning, and the roughness, IRI is approx. 109-118 (upper threshold 253, desired 32-100).

Pavement History:

See Project Wise link from Project Prioritization Scoping tool download: [Project Scoping - Scope Approved 50063-100721-01.msg](#)

Project Wise link to Pavement History: [US 63 Davis Pavement History MP 15.32- 17.04.pdf](#)

Also see Record Drawings: [NHSN-063-1\(66\)--2R-26 HMA 2008.pdf](#)

PMIS Data:

See attached Quick Look sheet, pg. 10-11

Pavement Recommendation:

Pavement Determination:

MP	MP	DIR	TESTED	80% SR	AVG K (psi/in)	Interpolated Res. Mod. (psi)	20 Year Overlay after 1.5" millina (in)	PAVEMENT
15.32	16.00	B	05/25/2016	5.66	178	4029	1.0	1977 PCC 9 0, 2008 W 1.5 HMA 2.0 HMA 3 0, 2008 HMA 1.5 HMA 2.0
16.06	16.41	B	10/22/2014	4.93	190	4342	1.0	1963 PCC 10 0, 2008 HMA 1.5 HMA 2 0
16.41	17.04	B	05/25/2016	3.98	161	3772	3.4	1934 PC7 7 0, 1963 R AAC 3 0 PCC 8 0, 1963 L AAC 1.5 AAC 1.5, 1968 AAC 0.5, 1984 AAC 2 0, 2008 HMA 1.5 HMA 2.0 SCR 2 0

ProjectWise link: [Davis, 63, IA 2 to N Limits Bloomfiled, NHSN-063-1\(98\) --2R-26.xls](#)

dTIMMS Treatment, May 2020 Link: [US 63 Davis Bloomfield quicklook and dTims.docx](#)

- PRI_THIN_SURF = Thin Surface treatment on Primary system
- PRI_MIN_REHAB_FUNC = Functional Rehab Overlay on Primary system

FROM	TO	LANE_MIL	DESCRIPT	BYE	BUDGET_SCENARIO	PCI	CRACK_RAT	IRI	RL	FAULTY	TREATMENT	T_ANCILLARY	COST
13.412957	15.193053	3.7	From 0.3 Mi W of Co Rd 140 Ea	2024	Network - Status Quo	74.22	19	102.06	0.13	0	PRI_THIN_SURF		\$ 144,941.55
16.296303	16.851502	2.1	From Arkansas St. North to 0.1	2025	Network - Status Quo	94.93	0	60	0	0	PRI_MIN_REHAB_FUNC		\$ 407,714.20
18.54117	23.089495	9.5	From 0.6 Mi N of Co Rd 137 No	2027	Network - Status Quo	94.93	0	60	0	0	PRI_CR		\$ 2,503,624.48
23.085495	24.594124	8.6	From JCT US 63 Co Rd 135 North	2028	Network - Status Quo	94.93	0	60	0	0	PRI_MIN_REHAB_FUNC		\$ 1,741,499.51
31.150716	32.859492	4.7	From JCT US 63/AA 938 North 1	2020	Network - Status Quo	94.93	0	60	0	0	PRI_RECON		\$ 1,544,022.73

US 63 Pavement Core Report: none

Subdrains:

The mostly urban segment would likely have conflicts with existing utilities. Storm sewer helps subsurface drainage.

Patching/Curb Repairs:

Patch tab is pending data collection.

ADA/Sidewalk/Trails:

A separate ADA sidewalk ramp project NHSN-063-1(98)- -2R-26 and R/W NHSN-063-1(99)- -2R-26, PIN 20-26-063-030 has begun. ProjectWise link to ADA Concept: [D00 ADA Concept Bloomfield.docx](#)

Complete Streets analysis: See the aforementioned ADA project pg.5 and the 4 to 3 lane Operation consideration on pg. 6. Analysis: [US 63 Bloomfield Nxxx-063-x\(xx\)- -2R-26 Urban Analysis.docx](#)

From an email: [FW Complete Streets request Davis Co US 63 Bloomfield 3R Project Number pending proj scheduling.msg](#)

The appropriate bicycle accommodations based on traffic and speed are:
IA 2 to South Street (45 MPH, 5,377 ADT)

Preferred: Separated multi-use trail or Sidepath

City of Bloomfield is responsible for potential design, construction, and maintenance of separated trail.

South Street to NCL Bloomfield (25-35 MPH, 4,000-5,500 ADT)

Preferred: Bike lanes

Acceptable: Shared lanes

<https://iowadot.gov/iowainmotion/files/bike-ped-plan-chapter4.pdf> P.95

As per the Complete Streets Policy 2.5, please check with the City of Bloomfield for local interest on potential bicycle and pedestrian accommodations. (Bike lanes or Shared lanes).

"Complete Streets" will complete the analysis at that time.

SAFETY:

3R Design Criteria:

Acceptable Values for 3R Roadway Features						Project Values
DESIGN ELEMENT	FREEWAY	NON-FREEWAY				
Regulatory Speed (mph)	65/55	55	45	35	25	20 to 30
Minimum Vertical Curve (mph)	65/55	35	25	15	5	n/a
Maximum Horizontal Curve (degrees)	3	6	8	14	28	n/a
Maximum Gradient	3%	6%	7%	10%	13%	n/a
Lane Width (feet)	12	12	11	11	11	12
Parking Lane Width (feet)	--	--	8	8	8	8 / 16 / 28
Shoulder Width (feet)	10/6	6	4	4	2	n/a urban
Foreslopes	3:1	3:1	3:1	--	--	n/a urban
Transverse Slopes	6:1	6:1	6:1	--	--	n/a, urban
Horizontal Clearance (feet)						n/a
Bridge Width	Approach Lanes + Shoulder Width		Approach Lanes + Offset			
Vertical Clearance - Over NHS (feet)	16.5	16.5	16.5	16.5	16.5	n/a
Vertical Clearance - Over Local (feet)	14.5	14.5	14.5	14.5	14.5	n/a

SAFETY cont'd:

Crash Analysis:

Based on an average of 5100 vpd and 63 crashes in 5 years (2016 - 2020 per the Iowa Crash Analysis tool (ICAT) there were 419 crashes / HMVMT which is higher than the Urban Statewide Rate of 309 / HMVMT. (Rural is 93/ HMVMT). [US 63 Bloomfield Street Scape CrashRates.xlsx](#)

For crash data, see the Project Wise link from Iowa Crash Analysis Tool (ICAT): [ICAT quick look 63 Count Bloomfield nofilter.pdf](#)

Corridor Crash History:

Injury: 0 fatal, 1 Serious injury, 5 minor injury, 11 possible / unknown, 46 property damage only.
 Cause: 11 FTYROW at stop sign, 10 Ran traffic signal, 7 FTYROW making left turn, 5 FTYROW other, 5 Improper or erratic lane changing, 4 Followed too close, 4 Made improper turn, 6 driver distractions, plus others.

Intersection Analysis:

Turn lane warrants, Radii improvements, Side Road Paving, etc. None

Railroads: none in this segment

Additional Safety & Operation Considerations:

A 4 lane to a 3 lane roadway, including a center Two Way Left Turn lane (TWLTL), and an outside 5 – 7 foot buffer (shy distance) inside the face of curb, could help to reduce the crash rate. See **Complete Streets** pg. 5 for exploring a potential City interest in a lane for a trail. Due to the potential for pavement markings that are included in a HMA resurfacing project, it would be an opportune time to consider that a 4 to 3 lane conversion, be discussed with the City of Bloomfield. Upon discussion, it would be a City decision. If there is an affirmation, then a resolution by the City Council could be warranted, and subsequently a Preconstruction Agreement at no cost to the City for the mainline US 63 pavement marking. The City would pavement mark the parking stalls at their cost. Here is a preliminary aerial schematic of a 3 lane with a center Two Way Left Turn Lane (TWLTL) pavement marking: [26-063-PM.pdf](#)

STRUCTURES and DRAINAGE:

Bridges: (from Scoping Tool or SIIMS)

FHWA No.	Maint. No.	Size/Type	Year Built	BDO/Rehab Year	Bridge Rail Height	End Post Type	Vertical Clearance	Future Projects
	None							

Culverts/Pipes:

Pending collection of field data.

Since US 63 is a NHS route, field review whether entrance / transverse slopes need to be flattened per Design Manual 3F-3.

Guardrail:

Not applicable

Drainage District:

Not applicable

PROJECT IMPACTS:**Impacts Map:**

See the Project Prioritization / Scoping tool for all Office of Location and Environment Hotspots, Outstanding Iowa Waters, railroad crossings, bridge numbers, major utilities, etc.

Link: [S0063-100721-01 Charter.pdf](#) [S0063-100721-01 Impacts.JPG](#) [S0063-100721-01 Prioritization.JPG](#)

Environmental:

See the above Project Prioritization / Scoping tool charter summary Link for wetlands, parks, historic/cultural resources, etc.

Clearing and Grubbing is not needed for this urban project.

TSMO/Traffic Control:

Traffic to be maintained at all construction times with Traffic Control devices.

ROW:

None for this project. See pg. 5, the ADA (47) sidewalk concept for Right of Way (48), ProjectWise link: [D00 ADA Concept Bloomfield .docx](#)

- Agreements/Notification Letters:**

Pending information from the City. For instance, the City may want intake repairs, curb repairs, or parking resurfacing to be included in the project at City cost, per a preconstruction agreement. Also see the Operations note above. Signal detector loops could be within the existing HMA surfacing. Replacing those would be a State cost, and should be included in the project, if HMA scarification goes that deep. Also see the ADA project concept noted below.

Project Coordination:

As mentioned on pg. 5 there is a separate ADA sidewalk project. ProjectWise link to ADA Concept:

[D00 ADA Concept Bloomfield .docx](#)

The City of Bloomfield has been working towards a Streetscape project. [2016-11-23 Bloomfield Streetscape Drawings Permit Review.pdf](#)

See the above Additional Safety and Operations consideration of 4 to 3 lane markings, pg. 6.

US 63 from Bloomfield to Ottumwa is identified as a PEL Super 2 study in FY '23. [What Is PEL Study.docx](#)

Previous Projects List:

See the 3R Construction History tab within the Project Wise link from Project Prioritization Scoping tool download: [Project Scoping - Scope Approved S0063-100721-01.msg](#)

Future Projects List: None

FEASIBLE ALTERNATIVES & RECOMMENDATION:

See the above project coordination pg 6.

US 63 in the City of Bloomfield is generally a 2 or 4 lane street with traffic flowing north and south. There is generally 8 ft wide parallel parking from ___ St. to ___ Avenue. (pending) The overall street width varies from 32 ft. incl. paved shoulders to 77.5 ft. b-b.

Feasible Alternatives:**Alternative 1**

Per the aforementioned pavement determination:

1.5 inch milling plus 1" HMA overlay BOP MP 15.32 to 16.41 (Net profile change – 0.5 in), and 1.5 inch milling plus 3.4" HMA overlay (Net profile change + 2.4 inch) north of Milepost 16.41 (W. North Street)

BOP to W. North Street (MP 15.32 to 16.41):

1.5" HMA scarification and 1.5" HMA overlay (net increase 0" HMA structure) of the variable width street including parallel (diagonal ? pending) parking

Project Wise link to Cost Estimate: [HMA Mill and Overlay, FY 23, US 63 Bloomfield 5 24 21.xlsx](#)

\$ 293,000 : 3R, 1.5 in. milling, 1.5" HMA overlay (1.5" HT surface)

\$ pending : Paved parking, 1.5" mill, 1.5" HMA, City of Bloomfield participation

\$ 293,000 : Subtotal Alt. 1

Due to an existing curb this alternative provides an equal amount of pavement scarification and HMA overlay would help to sustain the current amount of existing curb reveal in the downtown area of the City of Bloomfield. It also helps the planning of the ADA project.

W. North Street to NCL of Bloomfield (MP 16.41 to 17.04):

0" HMA scarification and 1.5" HMA overlay (net increase 1.5" HMA structure) of the variable width street including parallel (diagonal ?) parking

Project Wise link to Cost Estimate: [HMA Mill and Overlay, FY 23, US 63 Bloomfield 5 24 21.xlsx](#)

\$ 123,900 : 3R, 0 in. milling, 1.5" HMA overlay (1.5" HT surface)

\$ pending : Paved parking, 1.5" mill, 1.5" HMA, City of Bloomfield participation

\$ 123,900 : Subtotal Alt. 1

To help to sustain the existing curb reveal, longitudinal HMA milling could occur along the gutter line so as to runoff the outside edge of HMA to the existing elevation along the gutter line. This longitudinal runoff may help to sustain the current amount of existing curb reveal along the north end of the City of Bloomfield. It also helps the planning of the ADA project.

\$ 416,900 : Total Alternate 1

Recommendation:

Alternate 1: HMA overlay of City Street, that will become pavement marked as ___ lanes (pending), Pg 6. Parking is to be painted by the City of Bloomfield.

See the above Project Coordination, pg. 7.

iPDWeb has DO Estimate

Funds Programmed:

Currently proposed for programming in Fiscal year 2023.

Funding sources include: 3R

Development Schedule:

3R D0: November 19, 2021
Letting: December 20, 2022

20-26-063-030 In Bloomfield, from the E Jct I A 2 to the NCL
Corridor : None
District : S
Project Manager : Bob Younis
Segment Manager : Steven McElmeel
Project Type : Improvement
Project Group : 3R
Metric : No
Miles : 1.70
5 Year PDN(s) :

Consultant :
404 Permit : No
Plan Study No :

Table with columns: Line Date, Act Start, Finish Date, Act Finish, Notes. Includes entries for Stuart Nielsen PCC Sidewalk Trail and Steven McElmeel IDMA Resurfacing with Milling in Bloomfield, from the E Jct I A 2 to the NCL.

US 63 Davis Co. Bloomfield
Pavement Management Information System (PMIS) - Existing pavement condition, District 5
Quick Look at Data ProjectWise link: US 63 Davis Bloomfield quicklook and dTims.docx
W:\PerformanceTechnology\AssetMgmt\PMIS\Reports\D5_Quicklook_Data_May 2021

Large data table with multiple columns including DISTRICT 5, PAVEMENT MANAGEMENT SYSTEM, QUICK LOOK REPORT, and various numerical data points.

DISTRICT 5
PAYMENT MANAGER
OFFICE LOOK TREND REPORT

REGIN	END	MO	DA	YR	AVG	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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Bloomfield 3R Final Concept (101) 10 29 21.docx

FILE NO.	ENGLISH	DESIGN TEAM	McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER	NHSN-063-1(101)--2R-26	SHEET NUMBER	A.8
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Parking Map
 US 63 (Washington St.) in Bloomfield, parking widths
 NHSN-063-1(101)--2R-26 P111 20-26-063-030
 2/25/2022

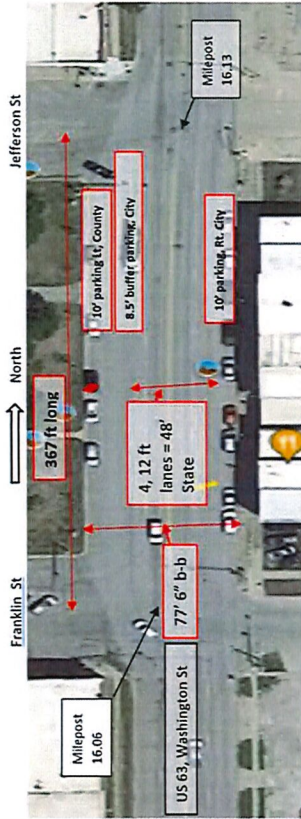
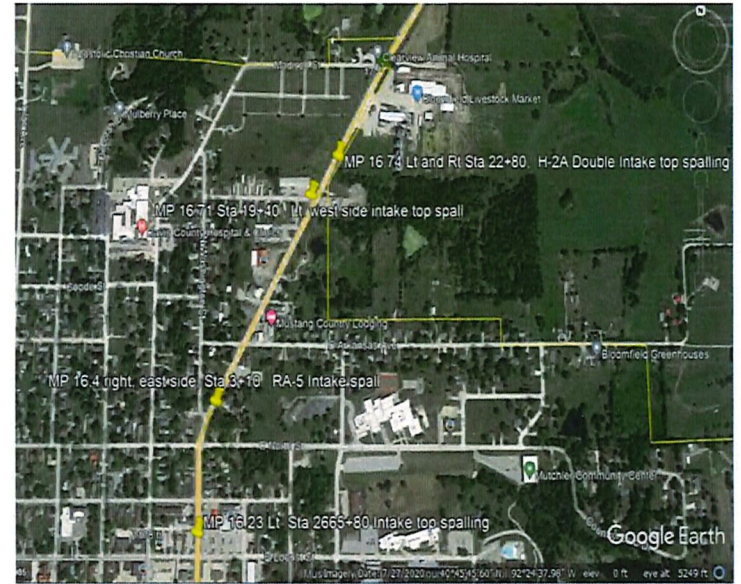


EXHIBIT A-1

For parking width information, see Parking width docx file
 PW:\Main\Projects\2606303020\District\Design\DOCS\Preconst Agreement\Bloomfield\Estimate\US 63 Estimate 4 27 2022.xlsx

Intake Repair locations

EXHIBIT A-2



PW Main:\Projects\2606303020\District\Design\DOCS\Preconst Agreement\Bloomfield\Estimate\US 63 Estimate 4 27 2022.xlsx

EXHIBIT B

Bloomfield
 Estimated Construction Costs for the City of Bloomfield in Davis Co
 Iowa DOT 3R Project : NHSN-063-1(101)--2R-26 PIN 22-26-06
 Prepared Lining Dec. 20, 2022
 4/27/2022

LOCATION	ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	\$ AMOUNT
City of Bloomfield						
COSTS ASSOCIATED WITH RMA OVERLAY OF PARKING AREAS ADJACENT TO US 63 (Washington Street):						
<i>From Franklin to Jefferson St. South side, City to pay for Parking area portion of overlay.</i>						
MP 16.04 to 16.05, City to pay 247 ft lane x 2.5 ft wide, curbside to pay, Sta 2441+50.0 to 2445+55.6						
DOT portion is 4 ft x 1-ft parking on right side of C/L, beyond DOT portion: 10 ft City cost						
	2214-5145150	Pavement Sealification (1.5 in. thick)	SY	407.71	\$2.39	\$975
	2202-0042804	HPH Surface 1.9" thick (Tan)	Ton	72.75	\$25.02	\$1,820
	3202-0224002	Asphalt Binder (Temp)	Ton	2.02	\$407.00	\$1,200
Placement of pavement marking for parking (to be placed by the City)						
						Subtotal
						\$4,073
<i>From Franklin to Jefferson St. North side, City to pay for Parking buffer area portion of overlay (not including the 10 ft County portion).</i>						
MP 16.04 to 16.05, City to pay 247 ft lane x 2.5 ft wide, curbside to pay, Sta 2441+50.0 to 2445+55.6						
DOT portion is 4 ft x 1-ft parking buffer to left side of C/L, beyond DOT portion: 8.5 ft City cost						
Parking gutter drainage to be maintained						
	2214-5145150	Pavement Sealification (1.5 in. thick)	SY	346.43	\$2.39	\$828
	2202-0042804	HPH Surface 1.9" thick (Tan)	Ton	28.44	\$25.02	\$1,106
	3202-0224002	Asphalt Binder (Temp)	Ton	1.72	\$407.00	\$1,405
Placement of pavement marking for parking (to be placed by the City)						
						Subtotal
						\$3,473
Intake top replacement (5)						
MP 16.32 Left, curbside, Sta 2465+80 LL, North of Locust Street RA-3 Intake repair						
				1.00		
MP 16.4 Right, curbside, Sta 2+10, North of North Street RA-3 Intake repair						
				1.00		
MP 16.71 Left South of Gregory Lane, Sta 19+40, RA-3 Intake, top layer all concrete						
				1.00		
MP 16.71 North of Gregory Lane, Right and Left, Sta 22+00, N-28 Double Intake, top layer all concrete						
				2.00		
	2495-0250704	Intake, RA3, RA5, N-28, Top Only	Each	5.00	\$4,500.00	\$22,500
						SUBTOTAL
						\$29,073
						10% Contingency
						\$3,000
						Aqmt. Subtotal, paved parking and 5 intake tops
						\$33,073
C. Street Curb Replacement Location						
MP 16.04 to 16.05, East of Court Street, South side, curbside						
	2510-1722514	Curb and Gutter, P. C. Concrete, 2.5 ft	LF	18	\$49.44	\$900
	2510-6745806	Pavement removal	SY	6.00	\$40.00	\$240
						Subtotal, curb replacement
						\$1,140
						SUBTOTAL
						\$33,073
						10% Contingency
						\$3,000
						Aqmt. Total, paved parking, 5 intake tops, and No curb repair
						\$33,073
						Aqmt. TOTAL
						\$33,073

Note 1: A draft Iowa DOT / City agreement may be prepared based upon an estimate, pending indication from City. The draft of final agreement is to occur in 2022.
 Note 2: The actual costs will ultimately be based on the actual quantities used and the contract unit prices from the November 15, 2022 letting.
 Note 3: The construction is anticipated to occur in Calendar year 2023. The final quantities will likely be determined after construction, in the autumn of 2023. (FY '24)
 Note 4: The estimate was prepared by the Iowa DOT, District 5 Design Office in Fairfield.
 Note 5: Iowa DOT will issue plan sheets (US 63), provide painted stop edge line for median and parking. City to be responsible for future resurfacing, parking top, and special parking markings.
 Note 6: Iowa DOT, 2022, the City has discussed the work type. The City will soon to review the estimate before moving forward per City Administrator Tami Jo Day, City of Bloomfield, 111W. Franklin St. Bloomfield, IA 52537 (641) 644-9141 tamj.day@cityofbloomfield.org Utilitair, Doug Dixon 641-208-4442 doug@midwestermusic.com
 Note 7: Jan. 24, 2022 City of Bloomfield, Tami Jo Day indicated that the Council would like an estimate for intake repair. Location are needed. This may need a field meeting with City and DOT.
 Note 8: Feb 22, 2022 City of Bloomfield, Marty Smith is the Director of Public Works. marty.smith@cityofbloomfield.org
 Note 9: Feb. 25, 2022 an estimate of \$ 3,329 was provided for resurfacing parking, curbside, and the buffer zone, left side.
 Note 10: April 27, 2022 an estimate of \$ 33,073 was provided for resurfacing parking, curbside, and the buffer zone, left side and replacing 5 intake tops.

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EXHIBIT B

Questions:

1. Begin HMA at Station?

2. Side street HMA/milling placement at returns

3. HMA Mix Design?

4. HMA Millings/stockpile materials? Locations?

5. Granular shoulders in rural segment?

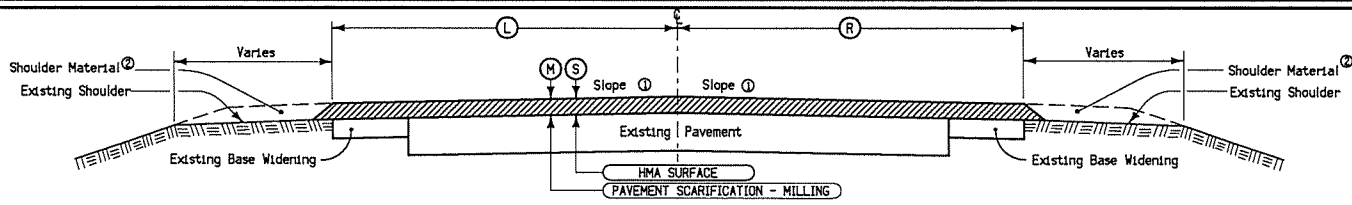
6. Longitudinal subdrains in rural segment?

7. Pavement Markings?

8. Special Events?

9. Traffic Control?

D2 Notes:



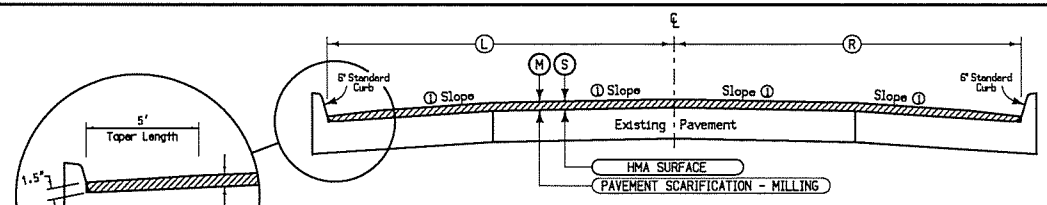
TYP-1
MODIFIED

Notes:
 ① Finished slope shall match existing pavement except that the maximum allowable slope is 3.0 Z, minimum allowable slope is 2.0 Z. Section may be modified as directed by the engineer through areas of special shaping.
 ② Shoulder material as specified elsewhere in these plans; refer to typical 7135 for "Type 'B' Granular Surfaced Shoulders".

DESIGN RATES	
ITEM	RATE
Surface Course	147 lbs./cu. ft.
Intermediate Course	147 lbs./cu. ft.
Base	145 lbs./cu. ft.
Scarification	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

Design Quantities		See Tab 100-25, C Sheets for Quantities				Remarks
Road Identification	Location Station To Station	S Inches	M Inches	L Feet	R Feet	
Division 1 - IDOT						
US 63	2641+84.10	2664+80.30	1.5	1.5		16.0
US 63	2664+80.30	2667+70.30	1.5	1.5		16 to 30.5
US 63	2641+84.10	2657+16.88	1.5	1.5	16.0	
US 63	2657+16.88	2660+18.00	1.5	1.5	12.0	
US 63 Rt Turn Ln	2657+16.88	2658+98.00	1.5	1.5	12.0	See EXISTING Typical RT-1, sh B.6 for SB Right Turn lane - FOR INFORMATION ONLY.
US 63 Rt Turn Ln	2658+98.00	2660+18.00	1.5	1.5	12 to 8	See EXISTING Typical RT-1, sh B.6 for SB Right Turn lane - FOR INFORMATION ONLY.
US 63	2660+18.00	2667+70.30	1.5	1.5	20 to 30.5	

**TYPICAL CROSS SECTION
HMA RESURFACING
(DIVISION 1 - IDOT)**



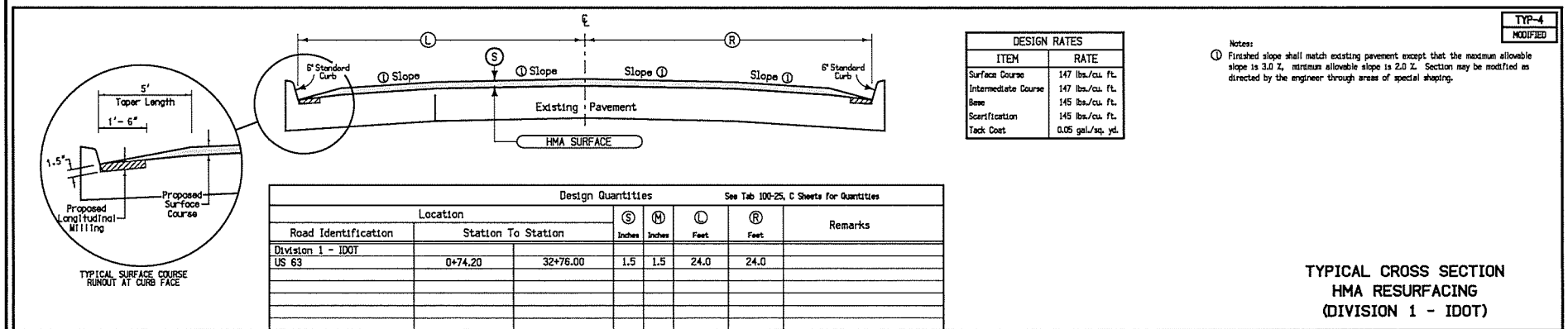
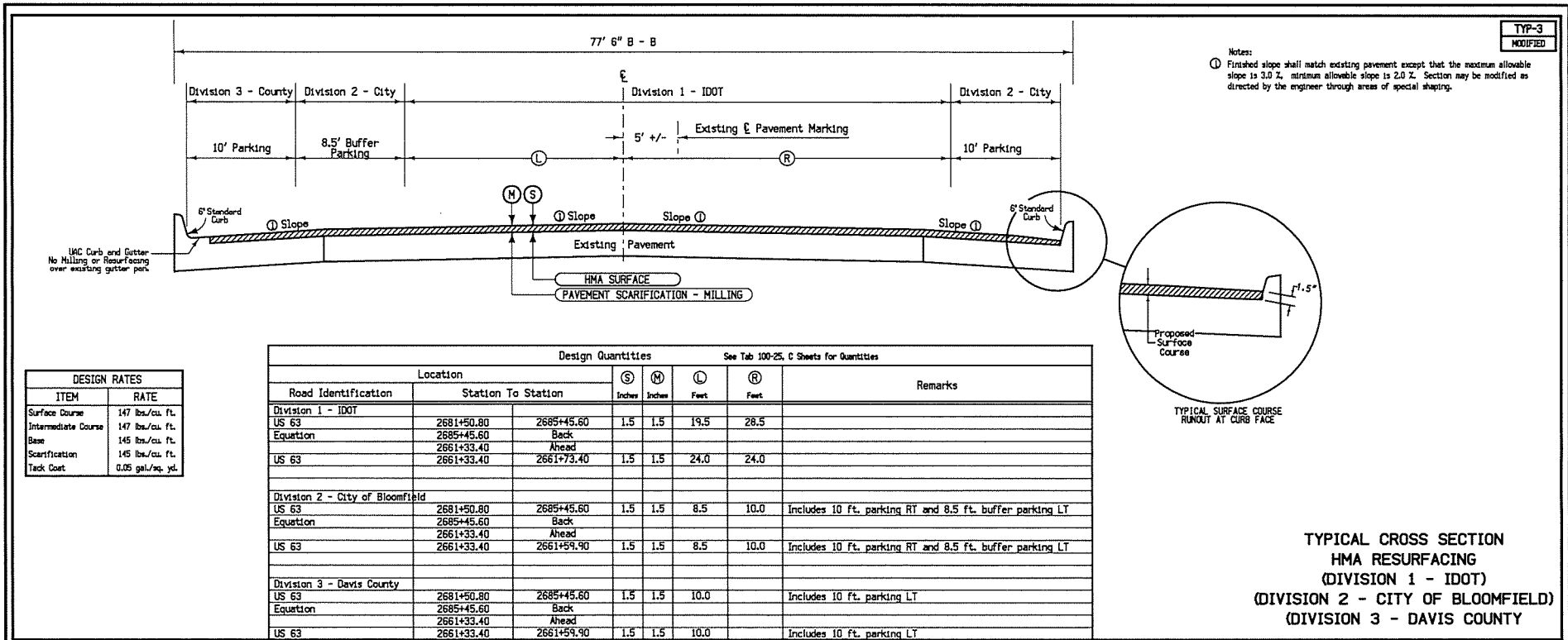
DESIGN RATES	
ITEM	RATE
Surface Course	147 lbs./cu. ft.
Intermediate Course	147 lbs./cu. ft.
Base	145 lbs./cu. ft.
Scarification	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

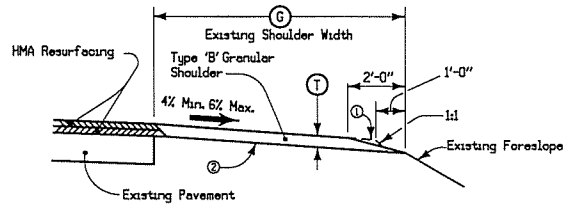
TYP-2
MODIFIED

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

Design Quantities		See Tab 100-25, C Sheets for Quantities				Remarks
Road Identification	Location Station To Station	S Inches	M Inches	L Feet	R Feet	
Division 1 - IDOT						
US 63	2667+70.30	2681+50.80	1.5	1.5	26.0	26.0
US 63	2661+73.40	2671+56.80	1.5	1.5	24.0	24.0
	Equation	Back				
		Ahead				
US 63	+74.20	+00.00	1.5	1.5	24.0	24.0

**TYPICAL CROSS SECTION
HMA RESURFACING
(DIVISION 1 - IDOT)**





DESIGN RATES	
ITEM	RATE
Type 'B' Granular	140 lbs./cu. ft.

7135
MODIFIED

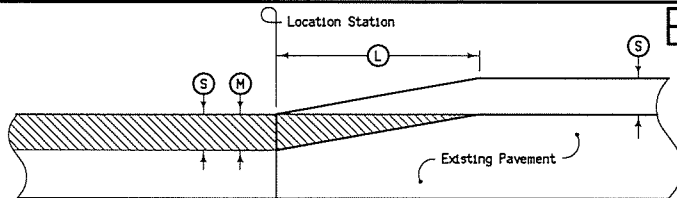
- Place and compact material to the dashed lines; then blade and slope to foreslope that portion above the solid line in the outer 2' and roll with loaded truck tire.
- Existing shoulder surface to be sloped to a uniform cross slope prior to placing granular shoulder material. Slope to ensure the thickness of the granular shoulder material is not less than the thickness of the resurfacing.

ROAD IDENTIFICATION	LOCATION		SIDE	T Inches	G Feet
	STATION TO STATION				
Division 1 - IDOT					
US 63	2641+84.10	2667+70.30	SB	1.0	6
US 63	2641+84.10	2667+70.30	NB	1.0	6

**TYPICAL SECTION
FOR TYPE 'B'
GRANULAR SHOULDER
ADJACENT TO HOT MIX ASPHALT
RESURFACING**

Posted Speed Limit (mph)	Runout Ratio (ft per inch)
45 or More	50
20 to 45	25
Under 20	10 *

* Based on turning maneuvers at side roads and intersections.

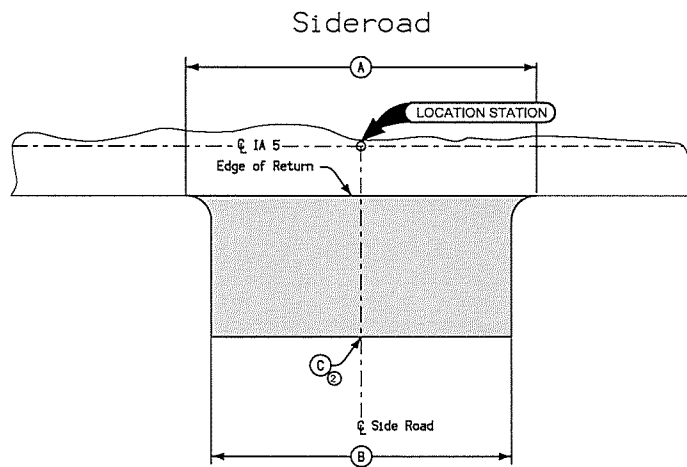


R-1
MODIFIED

(S) Surface Course
(M) Milling

Location Station	L Feet	S Inches	M Inches
0+74.20	37.5	1.5	1.5

**TRANSITION RUNOUT
FROM SINGLE COURSE MILLED RESURFACING
TO SINGLE COURSE NON-MILLED RESURFACING
(DIVISION 1)**





Location	Location Station	Existing Surface Material	Type of Notch	(A) Feet	(B) Feet	(C) Feet	MILLING/ RESURFACING SY
XXXXXX	00+00	HMA	N4	00	00	00	00

① Distance is as-measured from the Edge of Thru Lane/Turning Lane.

② Distance is as-measured from the Edge of Return.

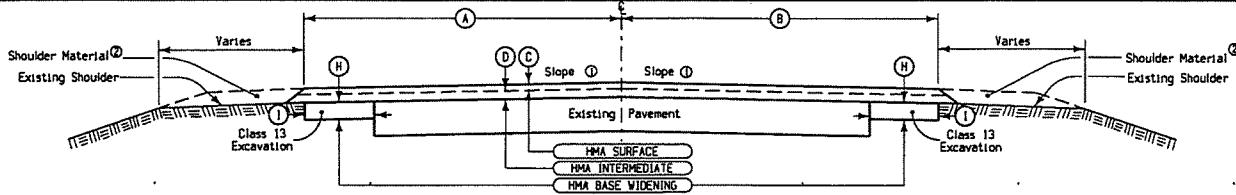
LEGEND:

-  Existing HMA Surface Treatment:
1.5" Pavement Scarification
1.5" Surface Course
-  Existing PCC Surface Treatment:
1.5" Pavement Scarification
1.5" Surface Course

Refer to Tab 100-25 for Quantities.

US 63 SIDEROADS
Division 2 (City of Bloomfield)
per Funding Agreement XXXX-X-XXX

2602-A
MODIFIED



- Notes:
- Finished slope shall match existing pavement except that the maximum allowable slope is 3.0 %, minimum allowable slope is 2.0 %. Section may be modified as directed by the engineer through areas of special shaping.
 - Shoulder material as specified elsewhere in these plans refer to typical 7135 for "Type B Granular Surfaced Shoulders".
 - Quantity estimated for 2 courses plus vertical faces of paved shoulder units.
 - Variable width taper for transition from Sta. 391+81.5 to Sta. 394+26.5 calculated at average width of 18 feet.
 - Scratch Course SHALL BE same HMA mix design as Intermediate. Tonnage calculated using 150 lbs./cu.ft.

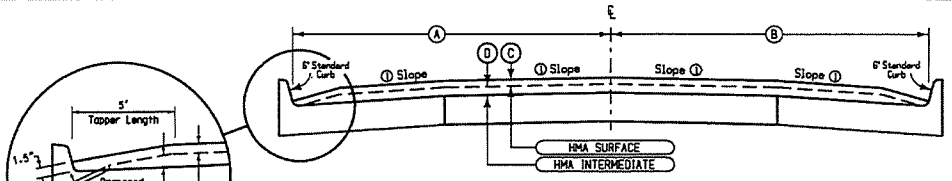
DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	150 lbs./cu. ft.
Base	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

LOCATION		Per Station						ASPHALT CEMENT		HMA RESURFACING (Tone)			
ROAD IDENTIFICATION	STATION TO STATION	A	B	C	D	H	CL. 13 EXCAVATION Cu. Yds.	TACK COAT Gallons (Q)	Surf	Intermediate	Base		
US 63	2641+72.1 to 2657+55.2	16	16	1.5	2	3	4	7.41	36.11	4.85	29.11	40.60	14.50
US 63	2657+55.2 Lt to 2667+70.3 Lt	16 to 30.5		1.5	2	3	4	3.70	30.00	3.33	21.13	29.38	7.25
US 63	2657+55.2 Rt to 2664+80.3 Rt	16		1.5	2	3	4	3.70	18.33	2.43	14.56	20.30	7.25
US 63	2664+80.3 Rt to 2667+70.3 Rt	16 to 30.5		1.5	2	3	4	3.70	30.00	3.33	21.13	29.38	7.25

Notes:
See Typical RT-1, sh 8.06 for SR Right Turn Lane Division 3.

TYPICAL CROSS SECTION
HMA RESURFACING
(DIVISION 2)

3206-A
MODIFIED



DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	150 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

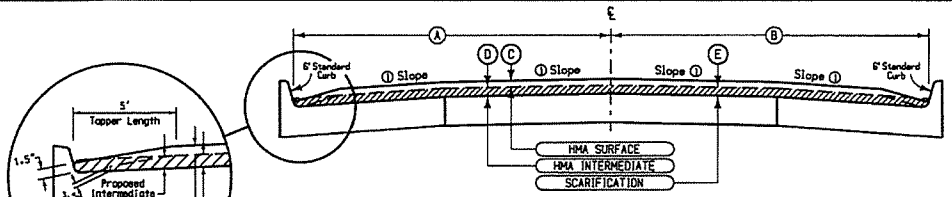
- Notes:
- Finished slope shall match existing pavement except that the maximum allowable slope is 3.0 %, minimum allowable slope is 2.0 %. Section may be modified as directed by the engineer through areas of special shaping.
 - Quantity estimated for 2 courses.

Equation: Sta. 2685+45.6 (BK) = Sta. 2661+44 (AH)
Equation: Sta. 2671+56.8 (BK) = Sta. 0+00 (AH)

LOCATION		Per Station						ASPHALT CEMENT		HMA RESURFACING (Tone)		
ROAD IDENTIFICATION	STATION TO STATION	A	B	C	D	H	TACK COAT Gallons (Q)	Surf	Intermediate	Base		
US 63	2667+70.3 to 2681+23.5	26	26	1.5	2	3	57.78	6.07	47.13	58.87		
US 63	2661+84 to 2671+56.8	24	24	1.5	2	3	26.67	5.57	43.50	53.86		
US 63	0+00 to 5+00	24	24	1.5	2	3	26.67	5.57	43.50	53.86		

TYPICAL CROSS SECTION
HMA RESURFACING
(DIVISION 2)

3206-B
MODIFIED



DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	150 lbs./cu. ft.
Scarification	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

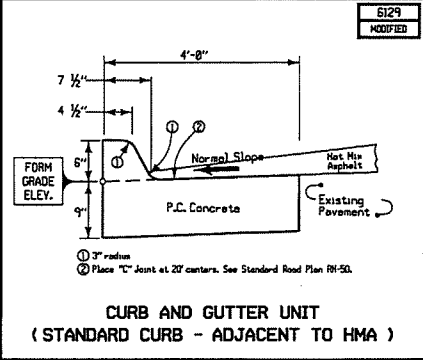
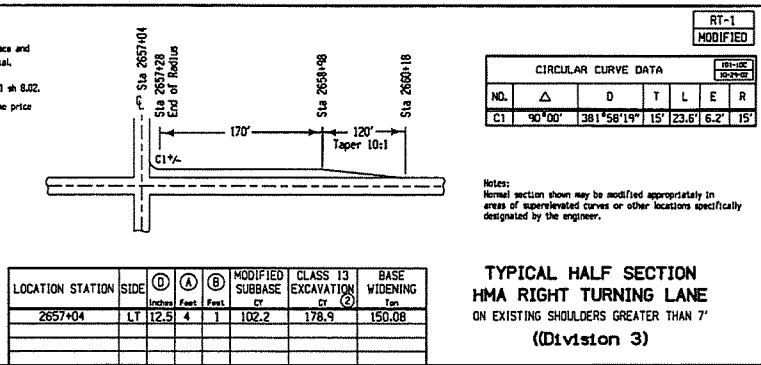
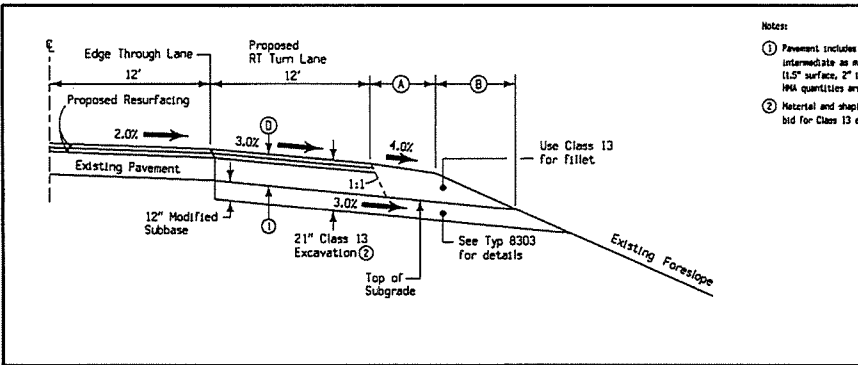
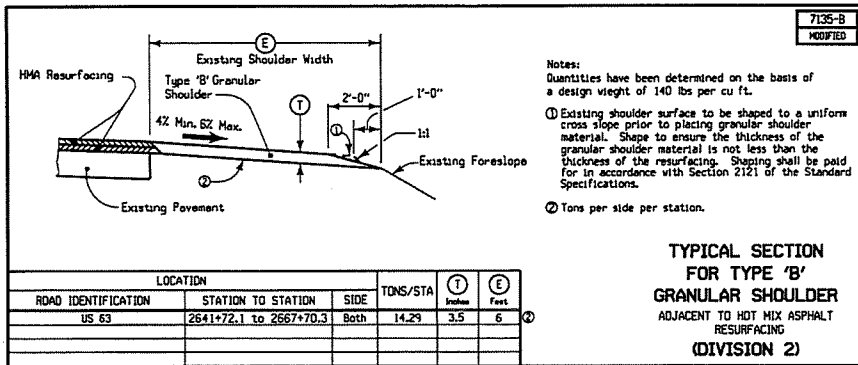
- Notes:
- Finished slope shall match existing pavement except that the maximum allowable slope is 3.0 %, minimum allowable slope is 2.0 %. Section may be modified as directed by the engineer through areas of special shaping.
 - Quantity estimated for 2 courses.

Equation: Sta. 2685+45.6 (BK) = Sta. 2661+44 (AH)
Equation: Sta. 2671+56.8 (BK) = Sta. 0+00 (AH)

LOCATION		Per Station						ASPHALT CEMENT		HMA RESURFACING (Tone)		
ROAD IDENTIFICATION	STATION TO STATION	A	B	C	D	E	TACK COAT Gallons (Q)	Surf	Intermediate	Scarification		
US 63	5+00 to 32+76	26	26		1.5	2	57.78	6.99	47.13	58.87	62.96	

TYPICAL CROSS SECTION
HMA RESURFACING
(DIVISION 2)

FOR INFORMATION ONLY



FOR INFORMATION ONLY

Parking Map
US 63 (Washington St) in Bloomfield, Parking widths
NHSN-063-1(101)—2R-26 PIN 20-26-063-030
2/25/2022

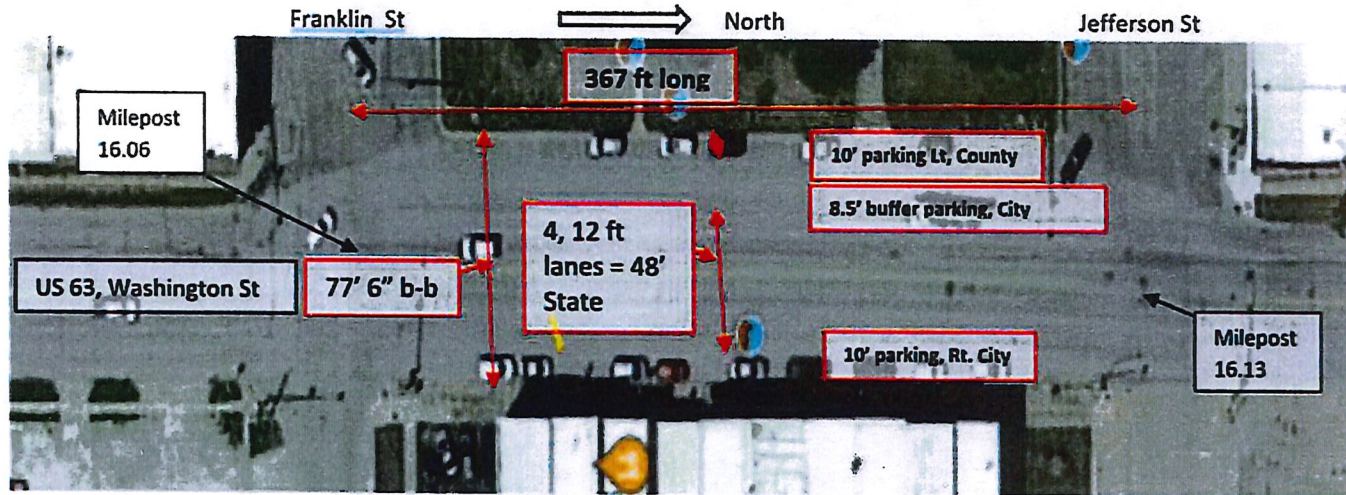


EXHIBIT A-1

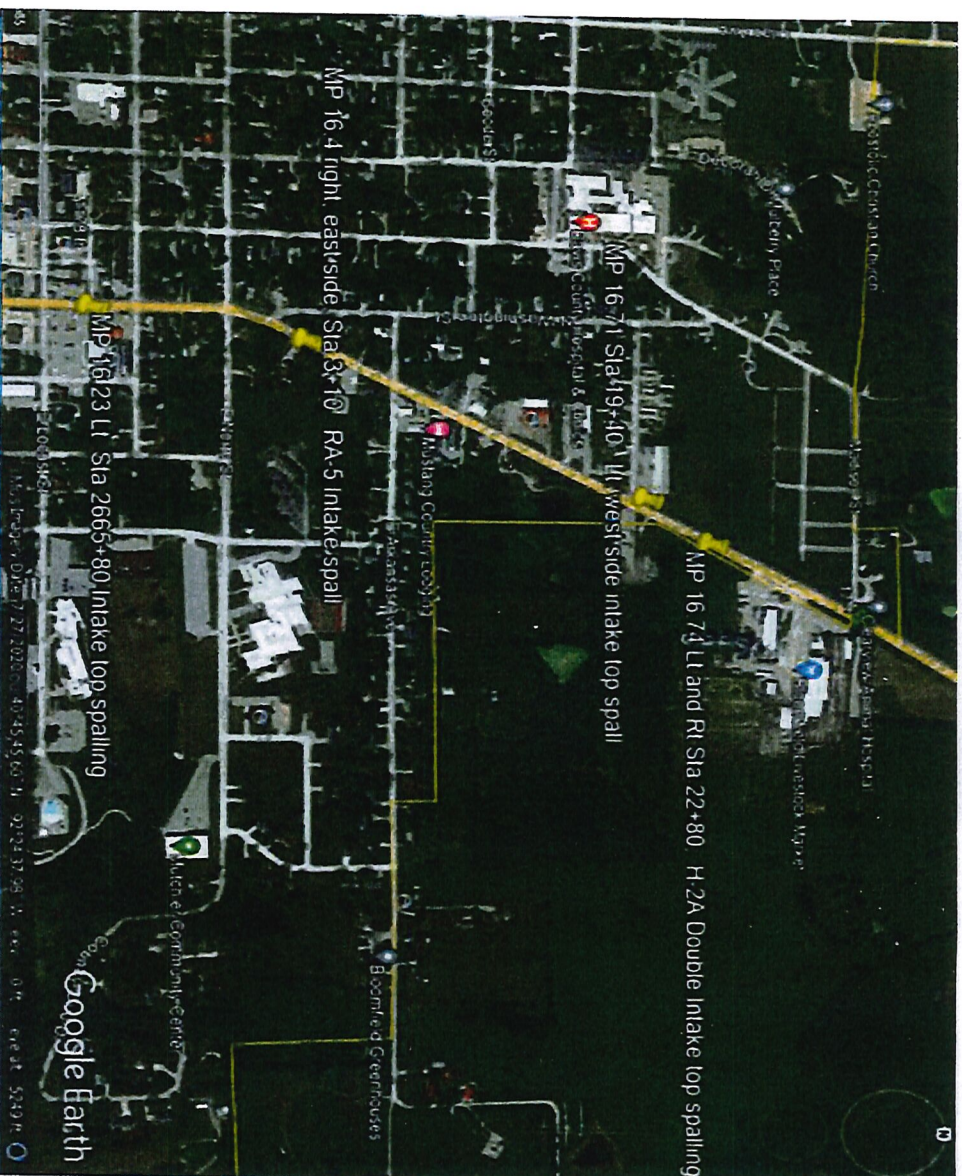
For parking width information, see Parking width.docx file
PW Main:\Projects\2606303020\DistrictDesign\DOCS\Preconst Agreement\Bloomfield\Estimate\US 63 Estimate 4 27 2022.xlsx

8.7 a

B.L.B

Intake Repair Locations

EXHIBIT A-2



Bloomfield EXHIBIT B
Estimated Construction Costs for the City of Bloomfield in Davis County
 Iowa DOT 3R Project : NHSN-063-1(101)--2R-26 PIN 22-26-063-030

Proposed Letting: Dec.20, 2022
 4/28/2022

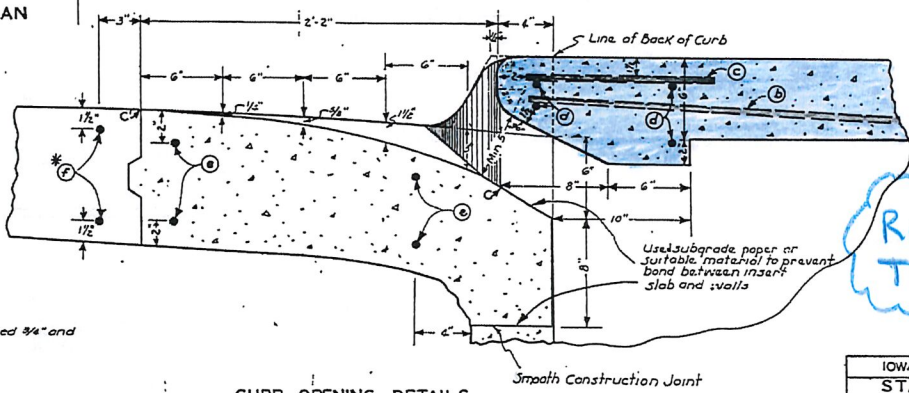
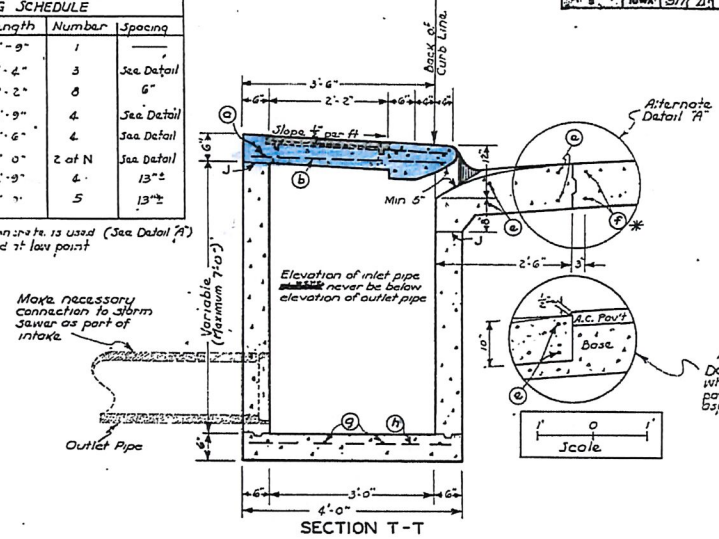
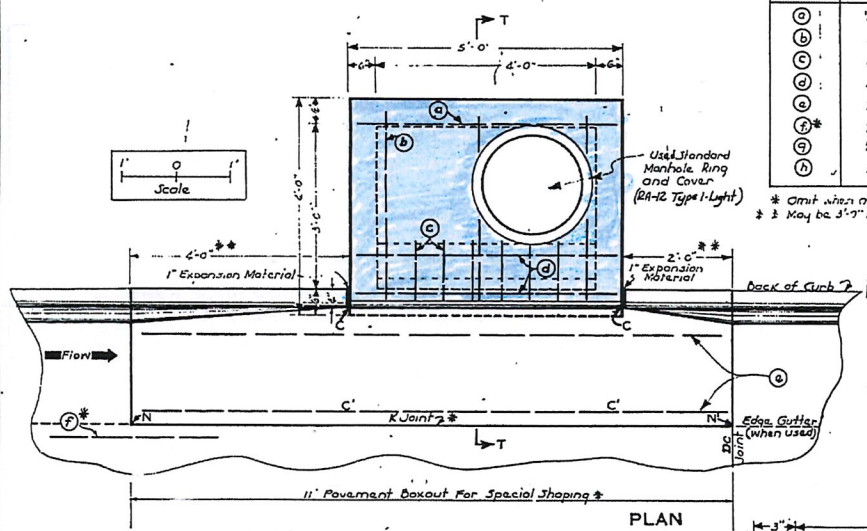
LOCATION	ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE \$	\$ AMOUNT
City of Bloomfield						
COSTS ASSOCIATED WITH HMA OVERLAY OF PARKING AREAS ADJACENT TO US 63 (Washington Street):						
From Franklin to Jefferson St. South side, ... City to pay for Parking area portion of overlay.						
MP 16.06 to 16.13, Size: Approx. 367 ft long x 10 ft. wide, east side Approx. Sta 2681+50.8 to 2685+85.6						
DOT portion is 48 ft b-b, parking is right side of C/L, beyond DOT portion: 10 ft City cost						
	2214-5145150	Pavement Scarification (1.5 in. thick)	SY	407.78	\$2.39	\$975
	2303-0043500	HMA Surface 1.5" thick (Tons)	Ton	33.72	\$56.02	\$1,889
	2303-0246422	Asphalt Binder (Tons)	Ton	2.02	\$607.80	\$1,230
Placement of pavem't markings for parking stalls placed by the City						
						Subtotal
						\$4,093
From Franklin to Jefferson St. North side, ... City to pay for Parking buffer area portion of overlay (not including the 10 ft County portion).						
MP 16.06 to 16.13, Size: Approx. 367 ft long x 8.5 ft. wide, east side Approx. Sta 2681+50.8 to 2685+85.6						
DOT portion is 48 ft b-b, parking buffer is left side of C/L, beyond DOT portion: 8.5 ft City cost						
Positive gutter drainage is to be maintained.						
	2214-5145150	Pavement Scarification (1.5 in. thick)	SY	346.61	\$2.39	\$828
	2303-0043500	HMA Surface 1.5" thick (Tons)	Ton	28.66	\$56.02	\$1,606
	2303-0246422	Asphalt Binder (Tons)	Ton	1.72	\$607.80	\$1,045
Placement of pavem't markings for parking stalls placed by the City						
						Subtotal
						\$3,479
Intake top replacements (5)						
MP 16.23 Left, west side, Sta 2665+80 Lt, North of Locust Street RA-3 Intake spall				1.00		
MP 16.4 Right, east side, Sta 3+ 10, North of North Street RA-5 Intake spall				1.00		
MP 16.71 Left South of Gregory Lane, Sta 19+40, RA-3 Intake , top has spalling concrete				1.00		
MP 16.77 North of Gregory Lane, Right and Left, Sta 22+80, H-2A Double Intake , top has spalling concrete				2.00		
	2435-0250704	Intake, RA3, RA5, H-2A, Top Only	Each	5.00	\$4,500.00	\$22,500
						SUBTOTAL
						\$30,072
						10% Contingency
						\$3,007
Agmt. Subtotal, paved parking and 5 intake tops						\$33,079
Agmt TOTAL						\$33,079

- Note 1: A draft Iowa DOT / City agreement may be prepared based upon an estimate, pending indication from City. The draft and Final Agreement is to occur in 2022.
- Note 2: The Actual costs will ultimately be based on the actual quantities used and the contract unit prices from the November 15, 2022 letting.
- Note 3: The construction is anticipated to occur in Calendar year 2023. The final quantities will likely be determined after construction, in the autumn of 2023. (FY '24)
- Note 4: The estimate was prepared by the Iowa DOT, District 5 Design Office in Fairfield
- Note 5: Iowa DOT will snow plow mainline US 63, provide painted rdwy edge line for mainline and parking. City to be responsible for future resurfacing, parking signs, and special parking markings.
- Note 6: Nov 10, 2021, the City has discussed the work type. The City will want to review the estimate before moving forward per City Administrator Tomi Jo Day, City of Bloomfield, 111 W. Franklin St Bloomfield, IA 52537 (641) 664-9641 tomijo.day@cityofbloomfield.org Utilities, Doug Dixon 641-208-6662 doug@minds earmusic.com
- Note 7: Jan. 28, 2022 City of Bloomfield, Tomi Jo Day indicated that the Council would like an estimate for intake repairs. Locations are needed. This may need a field meeting with City and DOT.
- Note 8: Feb 22, 2022 City of Bloomfield, Rusty Sands is the Director of Public Works rusty.sands@cityofbloomfield.org
- Note 9: Feb. 25, 2022 an estimate of \$ 8,329 was provided for resurfacing parking rt. side, and the buffer zone, left side.
- Note 10: April. 27, 2022 an estimate of \$ 33,079 was provided for resurfacing parking rt. side, and the buffer zone, left side and replacing 5 intake tops.
- Note 11: City concurred April. 28, 2022 an estimate of \$ 33,079 that was provided for resurfacing parking rt. side, and the buffer zone, left side and replacing 5 intake tops.

B-7 c

REINFORCING SCHEDULE				
Mark	Size	Length	Number	Spacing
(A)	1/2"Ø	4'-9"	1	
(B)	1/2"	3'-4"	3	See Detail
(C)	1/2"	1'-2"	8	6"
(D)	1/2"	4'-9"	4	See Detail
(E)	1/2"	10'-6"	4	See Detail
(F)*	1/2"	3'-0"	2 of N	See Detail
(G)	1/2"	4'-9"	4	13"Ø
(H)	1/2"	3'-7"	5	13"Ø

* Omit when asphaltic concrete is used (See Detail #1)
 † May be 3'-7" when used 7" low point



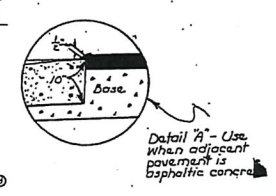
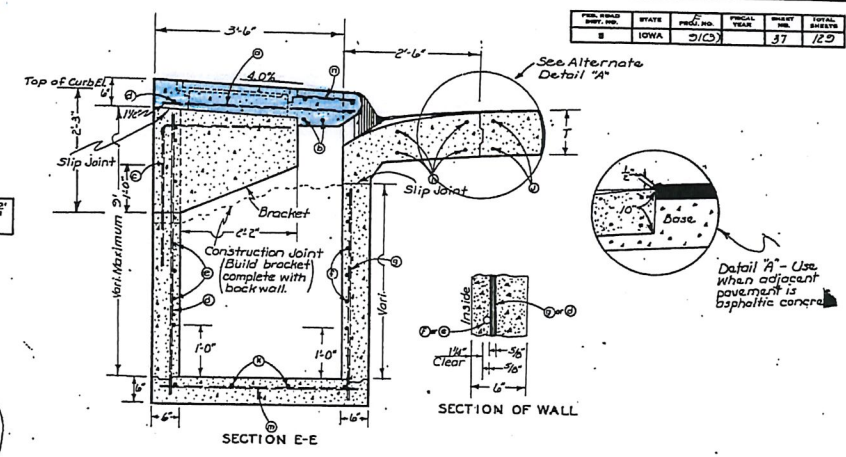
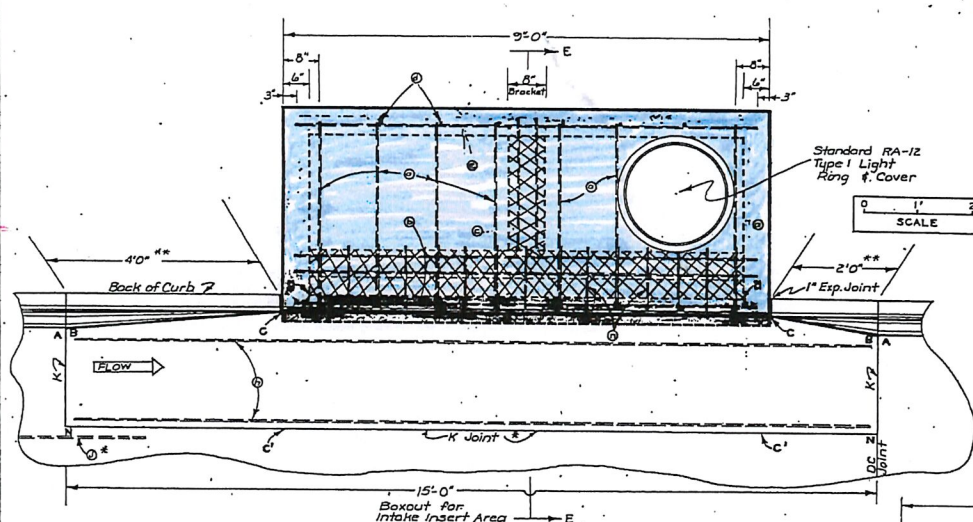
GENERAL NOTES:
 Installation of Intake: Type RA-3 Intakes are used where storm sewer pipe is placed outside of pavement slab. They may be built in single or double units on hillside or low point locations. See Standard RA-5 for double unit design.
 Construction: Storm sewer pipe, ~~is~~ in place before intake well is placed. 1. Pour base of well. 2. Form and pour walls of well up to equipment clearance. All pipe connections should face up smoothly to walls of well. 3. Pour insert slab and do special shaping of slab and curb ends. 4. Pour top, complete side walls of well and place cast iron ring and cover. 5. Insert slab should be able to move with pavement and not do any damage to intake. Intake insert and ~~is~~ included in pavement quantities, and ~~is~~ some materials and proportions as pavement.
 Concrete: to be of materials and proportions shown in current ISHC Standard Specifications.
 Transverse Joints: in pavement that fall along boxout line N-N are to stop at the N-N line.
 Expansion Material: ~~is~~ comply with Art. 4196 03 Type III (1960 Standard Specs) recessed 3/4" and sealed with Federal Specification J5-J-164 joint sealer.
 Dummy Joint: to extend from one end of pavement boxout to opposite form. 2-1/2" bars at other end of boxout - in no case shall bars be placed across dummy joint.
 Finish: All exposed surfaces shall be wood float or stone rub finish.
 Maximum Depth of well for use with this intake ~~is~~ 7'-0". For deeper wells use Intake Standard RA-4.

IOWA HIGHWAY COMMISSION	
STANDARD ROAD PLAN RA-3	
RECOMMENDED	<i>D.P. McElmeel</i> 9/1/61 ROAD ENGINEER DATE
APPROVED	<i>D.P. McElmeel</i> 11-7-61 DESIGN COMMITTEE DATE
APPROVED	<i>D.P. McElmeel</i> 12-18-61 CHIEF ENGINEER DATE
CURB INTAKE (SHALLOW WELL)	

1-2-63	THROAT DIM MOD	RM
9-18-61	DIMENSION FROM CURB	RM
DATE	REVISIONS	APP

FOR INFORMATION ONLY

STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
IOWA	31(12)		37	129

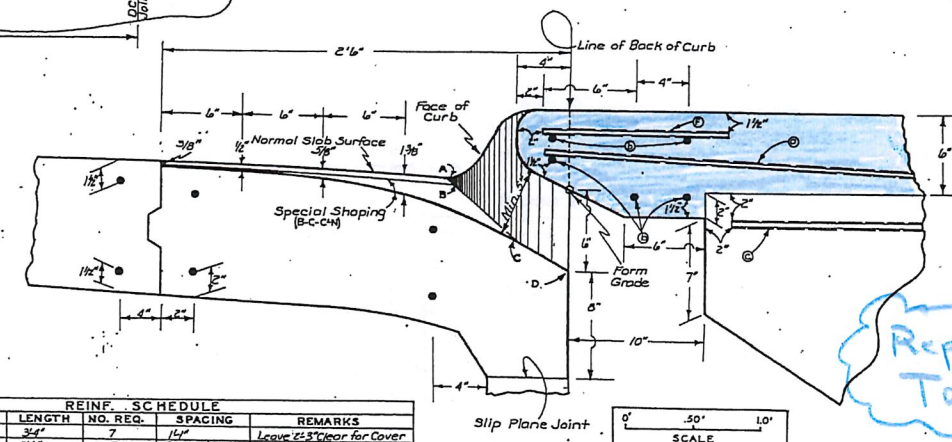


From a stringline "A-A".
 B is 3/8" low
 C is 1/2" low
 D is 6" below form grade elev.

* Omit when adjacent pavement is flexible base type. (See Alternate A).
 ** 3'-0" when intake is built of grade low point.

GENERAL CONSTRUCTION NOTES FOR STANDARD RA-5 INTAKES

- Material and methods of construction shall be as shown in current Standard Specifications plus applicable Special Provisions and as supplemented by this drawing.
- Storm sewer connections shall be as per detail plans and such connections to the intake shall be incidental to construction of the intake, and subject to the approval of the Engineer.
- Construction shall be as follows:
 - Storm sewer pipe should be in place before intake construction is started.
 - Pour base of well.
 - Form and pour walls of well up to equipment clearance. (All pipe connections should face up smoothly to inside walls, maximum projection 1").
 - Pour top complete side walls of well and place cast iron ring and cover.
 - All exposed surfaces shall be wood float or stone rub finish.
 - Complete the insert area per this drawing (insert slab should be able to move with pavement and not damage the intake proper). Insert area shall be included in pavement quantities and shall be same material and proportions as pavement.
 - Expansion material shall be preformed bituminous joint filler (Type III) recessed 3/4" and sealed with joint sealer (Federal Spec. SS-5-144)



Replace Top

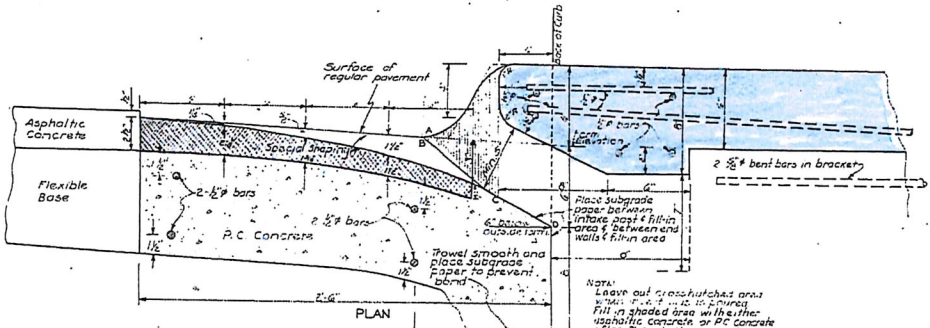
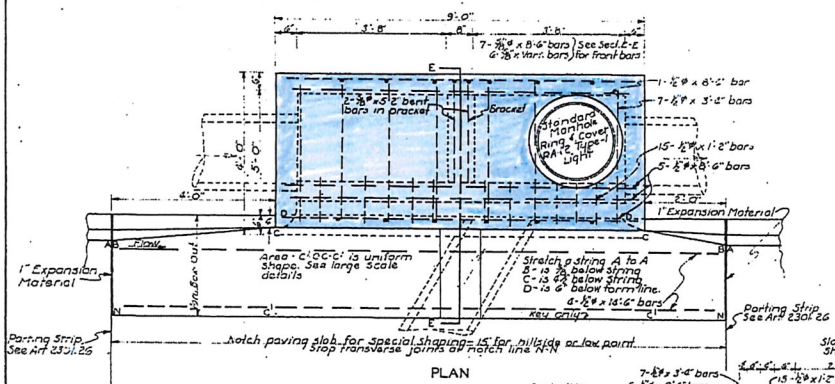
REIN. SCHEDULE					
MARK	SIZE	LENGTH	NO. REQ.	SPACING	REMARKS
⊙	1/2"	3'-4"	7	1'-0"	Leave 1/2" clear for Cover
⊙	1/2"	15'-0"	5		See Detail
⊙	3/8"	5'-0"	2	4"	1" clear bent as shown
⊙	3/8"	Var. (Max.)	6	1'-0"	See Detail
⊙	3/8"	8'-6"	Var. (Max. 7)	1'-0"	See Detail
⊙	3/8"	8'-6"	Var. (Max. 7)	1'-0"	See Detail
⊙	3/8"	Var. (Max.)	6	1'-0"	See Detail
⊙	3/8"	14'-6"	4		See Detail
⊙	1/2"	3'-0"	2		See Detail
⊙	1/2"	8'-6"	4	1'-0"	
⊙	1/2"	3'-5"	8	1'-0"	
⊙	1/2"	1'-2"	15	0'-6"	

Note: Ends of reinforcing bars should be equidistant from sides of forms (normally not more than 3" or less than 1").

APP	IOWA HIGHWAY COMMISSION	
	STANDARD ROAD PLAN	RA-5
RECOMMENDED	ROAD ENGINEER	DATE
DESIGN COMMITTEE	DATE	
APPROVED	CHIEF ENGINEER	DATE
DOUBLE UNIT CURB INTAKE		

FOR INFORMATION ONLY

DOUBLE TYPE 'H-2A' INTAKE



CURB OPENING DETAILS FOR FLEXIBLE BASE WITH 2 1/2" CURB & GUTTER SCALE: 3" = 1'-0"

Replace Top

NOTES ON 'H-2A' DOUBLE INTAKES:

DESCRIPTION OF USE
Type 'H-2A' intakes are used where storm sewer pipe is placed outside of pavement slab.

CONCRETE
To be of materials and properties shown in section 2005 Iowa State Highway Commission standard specifications.
Curing to be as per 2013.

FINISH
All exposed surfaces shall be wood float or stone rub finish.

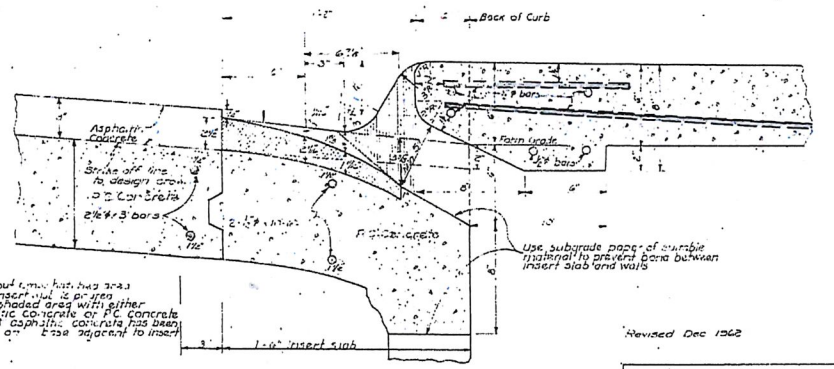
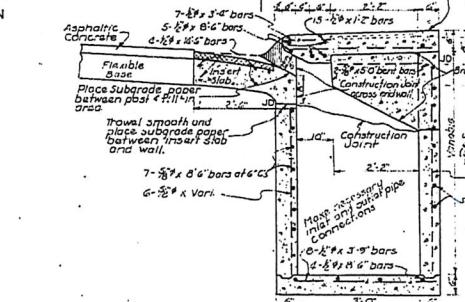
REINFORCING
See details - #4 bars are required.

TRANSVERSE JOINTS
Transverse joints in pavement shall fall along inset line 'N-N' one to stop at the 'N-N' line.

CONSTRUCTION
Storm sewer pipe should be in place before intum wall is poured.

1. Pour base of well.
2. Form and pour walls of well up to equipment clearance (if for outside work). All pipe connections should face up smoothly to walls of well.
3. Pour insert slab and do special shaping of slab at curb and gutter.
4. Pour top, complete side walls of well and place cast iron ring & cover.
5. The capacity of any curb opening intake depends on accurate sloping of the adjacent pavement for the length of the intake.

Expansion material shall conform to Article 413.03 Type II Iowa Highway Commission standard specifications.
Parking strip to extend from one end of pavement slab out to opposite form.



CURB OPENING DETAILS FOR R.C. CONCRETE BASE WITH 1 1/2" CURB & GUTTER SCALE: 3" = 1'-0"

NOTE
Insert slab should be able to move with pavement and not do any damage to intake.
Intake insert area shall be included in pavement joint list and shall be same materials and proportions as pavement.
Use standard manhole ring & cover (RA-12 Type 1 light)

Revised Dec 1962

IOWA STATE HIGHWAY COMMISSION
STANDARD DESIGN NO
TYPE 'H-2A'
DOUBLE INTAKE
SCALE AS NOTED

FOR INFORMATION ONLY

ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES

Division 1 : IDOT
Division 2 : City of Bloomfield
Division 3 : Davis County

Item no.	Item Code	Item	Unit	Quantities				Estimate Reference Notes
				Estimated				
				Division 1	Division 2	Division 3	Total	
1	2121-7425020	GRANULAR SHOULDERS, TYPE B	TON	217.2			217.2	See Typical 7135 Sheet B sheets and Tab 112-9 C sheets for locations and details. Quantity increased by 20% due to degradation of shoulder cross-slope.
2	2128-0000200	CONTRACTOR STOCKPILED SHOULDER MATERIAL	TON	2,104			2,104	Refer to Tab 110-13 on C Sheets. Refer to Developmental Specification DS-15007. So as to help to minimize the square footage of land space area needed for stockpiling each specific different material - Class A rock or HMA millings - at the Maintenance garage, the contractor shall consolidate and stockpile the dump trucked material(s) to a singular stockpile for each material type, to a height of approximately 10 feet.
3	2212-0475095	CLEANING AND PREPARATION OF BASE	MILE	1.7			1.7	See typical TYP-1, typical TYP-2, typical TYP-3, typical TYP-4 and tab 100-25 for locations and information. This bid item includes: 0.5 miles two lane roadway, varies 32' to 61' width includes 4 foot paved shoulders and turn lane (typical TYP-1) 0.8 miles of four lane roadway, 49' B-B width 0.3 miles of four lane roadway, 53' B-B width 0.1 miles of four lane roadway, 77'-6" B-B width, includes 28.5' of parking 1.7 miles total
4	2214-5145150	PAVEMENT SCARIFICATION	SY	26,378.9	866	468.1	27,713	See typical TYP-1, typical TYP-2, typical TYP-3 and tab 100-25 for locations and details. See Tab 102-16 for locations and additional information. See typical R-1 for locations and additional information. See Tab 110-13 for Bid Item for Delivery and Stockpiling.
5	2303-1043503	HOT MIX ASPHALT HIGH TRAFFIC, SURFACE COURSE, 1/2 IN. MIX, FRICTION L-3	TON	3,772.86	75.19	40.64	3,888.69	See typical TYP-1, typical TYP-2, typical TYP-3, typical TYP-4 for locations and details. See Tab 100-25 for details and quantities. Quantities increased by 5% for irregularities.
6	2303-1258284	ASPHALT BINDER, PG 58-28H, HIGH TRAFFIC	TON	226.37	4.51	2.44	233.32	
7	2303-6911000	HOT MIX ASPHALT PAVEMENT SAMPLES	LS	1			1	As per current Standard Specifications and Road Standards.

Item no.	Item Code	Item	Unit	Quantities				Estimate Reference Notes
				Estimated				
				Division 1	Division 2	Division 3	Total	
8	2435-0600010	MANHOLE ADJUSTMENT, MINOR	EACH	2			2	<p>Refer to Tab 104-10 on C Sheets. Manhole boxouts in accordance with Road Standard PV-201 shall be required for each fixture adjustment.</p> <p>UMAR style adjustment rings shall NOT be used on this project.</p> <p>UAC the existing cast iron rings and covers. When needed, the City is to provide the replacement cast iron rings or covers. The Contractor is to coordinate the cast iron needs with the City.</p> <p>Contractor shall notify the City prior to adjusting fixtures:</p> <p>Director of Public Works, Rusty Sands City Administrator, Tomi Jo Day 641-664-9641)</p>
9	2526-8285000	CONSTRUCTION SURVEY	LS	1			1	<p>Refer to TC-283 and TC-483 for traffic control layout.</p> <p>The preservation and referencing of existing Control Points, as indicated by article 2526.03, A, 10. HMA Overlays, will not be required by the Contractor.</p> <p>The resetting of Control Points after the work is complete, as part of this article, also will not be required by the Contractor.</p> <p>The District Land Surveyor will reset any land corner monuments or their associated permanent reference markers, as a result of their discovery during the progress of the project work.</p> <p>All other survey necessary for construction of the project, as provided by Section 2526 Construction Survey' will be required. The Contractor shall be responsible for maintaining the location of the roadway centerline.</p>
10	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	282.89			282.89	<p>Refer to Tab 108-22 on C sheets.</p> <p>Includes quantities for applications of Pavement Markings to temporary driving surfaces and the final driving surface.</p>
11	2527-9263126	PERMANENT TAPE MARKINGS, PROFILED PAVEMENT MARKING TAPE	STA	335.24			335.24	<p>Refer to Tab 108-22, Road Standard PM-550 and Proposed Pavement Marking Layouts Sheets J.2 to J.5 for locations and details. Tape shall be wet retroreflective.</p>
12	2527-9263156	PRE-CUT SYMBOLS AND LEGENDS, PROFILED PAVEMENT MARKING TAPE	EACH	47			47	<p>Refer to Tab 108-29, Road Standard PM-550 and Proposed Pavement Marking Layouts Sheets J.2 to J.5 for locations and details. Tape shall be wet retroreflective.</p>
13	2527-9263180	PAVEMENT MARKINGS REMOVED	STA	172.31			172.31	<p>Refer to Tab. 108-22 for more information and locations.</p>
14	2527-9270111	GROOVES CUT FOR PAVEMENT MARKINGS	STA	335.24			335.24	<p>Refer to Tab 108-22, Road Standard PM-550 and Proposed Pavement Marking Layouts Sheets J.2 to J.5 for location and details. Item is for the placement of PERMANENT TAPE MARKINGS, PROFILED PAVEMENT MARKING TAPE.</p>
15	2527-9270120	GROOVES CUT FOR SYMBOLS AND LEGENDS	EACH	47			47	<p>Refer to Tab 108-29, Road Standard PM-550 and Proposed Pavement Marking Layouts Sheets J.2 to J.5 for location and details. Item is for the placement of PRE-CUT SYMBOLS AND LEGENDS, PROFILED PAVEMENT MARKING TAPE.</p>

Item no.	Item Code	Item	Unit	Quantities				Estimate Reference Notes
				Estimated				
				Division 1	Division 2	Division 3	Total	
16	2528-8445110	TRAFFIC CONTROL	LS	1			1	As per current Standard Specifications and Road Plans. See Tab 108-23A, Sheet J.1 for additional information and staging notes. See sheet J.2 to sheet J.5 for proposed pavement marking layout.
17	2528-8445113	FLAGGERS	EACH	0			0	See Proposal.
18	2528-8445115	PILOT CARS	EACH	0			0	
19	2529-5070110	PATCHES, FULL-DEPTH FINISH, BY AREA	SY	627.1			627.1	Refer to Tab 102-6C on C Sheets for locations and details. Tabulation includes a 5% increase for contingency purposes.
20	2529-5070120	PATCHES, FULL-DEPTH FINISH, BY COUNT	EACH	64			64	
21	2533-4980005	MOBILIZATION	LS	1			1	As per current Standard Specifications.

100-1D
10-18-05

PROJECT DESCRIPTION

This project is for the HMA resurfacing with milling of US 63 in Bloomfield, from the East Jct. IA 2 to the NCL. This project also includes painted pavement markings restriping from a 4 lane roadway to a 3 lane roadway.

100-26
10-15-13

INCIDENTAL ITEMS

Special or unique items where method of measurement / basis of payment is not indicated in the specifications or other contract documents.

No.	Incidental Item	Unit	Quantity	Item Code	Incidental To Item	Remarks

105-4
10-18-11

STANDARD ROAD PLANS

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

Number	Date	Title
PM-110	04-21-20	Line Types
PM-111	04-21-20	Symbols and Legends
PM-120	10-21-14	Stop Lines and Islands
PM-521	10-15-19	Two-Lane Roadway with Right Turn Lanes
PM-550	10-15-19	Two-Lane Roadway with Two-Way Left Turn Lane
PR-102	04-21-20	Full Depth PCC Patch without Dowels
PR-202	10-21-14	Notches for Resurfacing (with or without Runout)
PV-101	04-19-22	Joints
PV-201	04-19-22	Manhole Boxouts in HMA Pavement and HMA Overlays
SH-507	04-21-20	Single Open-Throat Intake, Small Box
SH-509	04-21-20	Double Open-Throat Curb Intake, Small Box
TC-1	10-15-19	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-63	10-16-18	Lane Closure at Two-Lane to Four-Lane Transition
TC-64	10-16-18	Lane Closure at Two-Lane to Four-Lane Transition with Flagger
TC-202	10-19-21	Work Within 15 ft of Traveled Way
TC-213	10-15-19	Lane Closure with Flaggers
TC-231	10-15-19	Slow Moving Vehicle Operating in the Traffic Lane
TC-233	10-17-17	Pavement Marking Operations Two-Lane
TC-282	10-15-19	Uneven Lanes
TC-283	10-15-19	Surveying Operations
TC-402	10-19-21	Work Within 15 ft of Traveled Way
TC-419	10-16-18	Lane Closure on Undivided Highway
TC-423	10-20-20	Closure of Two Adjacent Lanes on Undivided Highway
TC-431	10-17-17	Slow Moving Vehicle Operating in the Traffic Lane
TC-433	10-17-17	Pavement Marking Operations
TC-482	04-19-22	Uneven Lanes

262-6
10-18-05

**UTILITIES
(NOT A POINT 25 PROJECT)**

This is NOT a POINT 25 project and is not subject to the provisions of IAC 761-115.25.

111-25
10-18-11

INDEX OF TABULATIONS

Tabulation	Tabulation Title	Sheet No.
C Sheets		
100-1D	PROJECT DESCRIPTION	C.1
100-25	HMA PAVEMENT	C.4 - C.6
100-26	INCIDENTAL ITEMS	C.1
102-5	EXISTING PAVEMENT	C.2
102-6C	FULL-DEPTH PATCHES	C.8
102-16	NOTCHES AND RUNOUTS FOR RESURFACING	C.3
104-10	ADJUSTMENT OF FIXTURES	C.3
104-11	REBUILDING OF INTAKES AND UTILITY ACCESSSES	C.3
105-4	STANDARD ROAD PLANS	C.1
108-22	PAVEMENT MARKING LINE TYPES	C.9
108-29	PAVEMENT MARKING SYMBOLS AND LEGENDS	C.8
110-13	DELIVERY AND STOCKPILING	C.3
111-25	INDEX OF TABULATIONS	C.1
112-9	SHOULDERS	C.7

EXISTING PAVEMENT

No.	Location					Year	Type	Project Number	Surface		Base		Subbase		Removal		Coarse Aggregate			Reinforcement	Remarks
	County	Route	Dir. of Travel	Begin Ref. Loc. Sign	End Ref. Loc. Sign				Type	Depth	Type	Depth	Type	Depth	Type	Depth	Source	Type	Durability Class	Type	
	26	US 63	1	15.32	16.06	2008		NHSN-63-1(66)--2R-26	HMA	1.5	HMA	2						BROWN	C.LST.		
						2008	W	NHSN-63-1(66)--2R-26	HMA	1.5	HMA	2	HMA	3				BROWN	C.LST.		
						1977		FN-63-1(14)--21-26	PCC	9								DOUDS MINE	C.LST.	2	
	26	US 63	1	16.06	16.41	2008		NHSN-63-1(66)--2R-26	HMA	1.5	HMA	2						BROWN	C.LST.		
						1963		F-50(9)	PCC	10								DOUDS MINE	C.LST.		
	26	US 63	1	16.41	17.04	2008		NHSN-63-1(66)--2R-26	HMA	1.5	HMA	2		SCR	2			BROWN	C.LST.		
						1984		FN-63-1(26)--21-26	AAC	2								DOUDS MINE	C.LST.		MATLS INFO NOT AVAILABLE
						1968		FN-63-1(7)--21-26	AAC	0.5								DOUDS MINE	C.LST.		
						1963	L	F-50(9)	AAC	1.5	AAC	1.5						DOUDS	C.LST.		INSIDE LANES
						1963	R	F-50(9)	AAC	3	PCC	8						DOUDS	C.LST.		OUTSIDE LANES
						1934		NRM-NRM-50ABC	PC7	7								DOUDS MINE	C.LST.		INSIDE LANES

SECTION TYPE DESCRIPTIONS

AAC	TYPE A ASPHALT CEMENT CONCRETE	FOA	FOAMED ASPHALT	RSB	ROLLED STONE BASE
ARC	ASPHALT RUBBER CEMENT CONCRETE	GSB	GRANULAR SUBBASE	SAS	SOIL AGGREGATE SUBBASE
ASC	ASPHALT-SAND SURFACE COURSE	HMA	HOT MIX ASPHALT	SCS	SOIL-CEMENT SUBBASE
ATB	ASPHALT TREATED BASE	MSB	MODIFIED SUBBASE	SLS	SOIL-LIME SUBBASE
CIP	COLD IN-PLACE ASPHALT	PC7	10'-7"-10" PCC CONCRETE SLAB "	TBB	TYPE B ASPHALT CEMENT CONCRETE BASE
BAC	TYPE B ASPHALT CEMENT CONCRETE	PCB	10'-8"-10" PCC CONCRETE SLAB "	MSS	MICRO SURFACING
BSC	BITUMINOUS SEAL COAT	PCB	PORTLAND CEMENT CONCRETE BASE	SS	SLURRY SEAL
BTB	BITUMINOUS TREATED AGGREGATE BASE	PCC	PORTLAND CEMENT CONCRETE	SBF	SPECIAL BACKFILL
CTB	CEMENT TREATED BASE	RAC	RECYCLED ASPHALT CEMENT CONCRETE	SCR	SCARIFICATION
ECB	ECONCRETE BASE	RPC	RECYCLED PCC PAVEMENT	MFL	MILLED SURFACING

DEPTH/THICKNESS FOR SURFACE, BASE AND SUB-BASE ARE IN ENGLISH UNITS

DIRECTION DESCRIPTION	TYPE COLUMN KEY
1 NB OR EB	V-VARIOUS LOCATIONS
2 SB OR WB	W-WIDENING
	L-LEFT LANE ONLY
	R-RIGHT LANE ONLY
	S-SURFACING PROJECTS
	M-MAINTENANCE

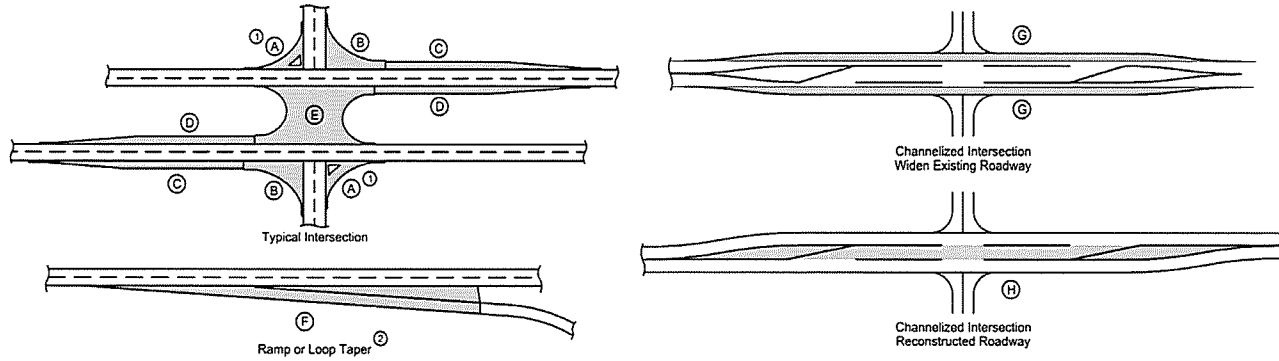
ADJUSTMENT OF FIXTURES				104-10 08-01-08
No.	Location Station	Type of Fixture	Adjustment	
1	2674+59 IL	Manhole		
1	2679+31 IL	Manhole		
3	2680+50 OL	Water Valves		
2	2661+44 OL	Water Valves		
Total Manhole Adjustments (Minor) = 2			Division 1 - IDOT	
NOTES:				
NOTE 1: Adjustment to Water Valves are Incidental to per Specification 2554.05.				

REBUILDING OF INTAKES AND UTILITY ACCESSES				104-11 08-01-08
No.	Location Station	Type	Adjustment	
	2665+00.00 MP 16.23 LT	RA-3	Intake top spalling. Replace Top. See sheets B.8 and D.12 for more information.	
	3+10.00 MP 16.4 RT	RA-5	Intake top spalling. Replace Top. See sheets B.9 and D.12 for more information.	
	19+40.00 MP 16.71 LT	RA-3	Intake top spalling. Replace Top. See sheets B.8 and D.13 for more information.	
	22+00.00 MP 16.77 LT	H-2A Double	Intake top spalling. Replace Top. See sheets B.10 and D.14 for more information.	
	22+00.00 MP 16.77 RT	H-2A Double	Intake top spalling. Replace Top. See sheets B.10 and D.14 for more information.	

NOTCHES AND RUNOUTS FOR RESURFACING							102-16 10-21-14	
Refer to PR-201 and PR-202.								
④ Bid item. Applies only to Types 'N1' and 'N3' on PR-202. Refer to 100-25 for remaining values.								
Location Station	Type of Notch or Runout	S	I	DI	L	M	Pavement Scarification ④	Remarks
		IN	IN	IN	FT	IN			SY
2641+84.10	Type 'N2'	1.5					1.5	
32+76.00	Type 'N1'	1.5			75.0		400.0	
+74.20								See Typical R-1 Modified

DELIVERY AND STOCKPILING						110-13 04-20-10
Item Description	Quantity	Units	Delivery Location	Contact Name & Number	Remarks	
Pavement Scarification	27713	SY	Bloomfield	Jay Ridien Area Supervisor	100% for Stockpile	
See Item 2120-0000200 Contract			Iowa DOT Garage	641-777-4897 cell	@1.5" thick, 135lbs/ft ³ -Approx. 2104 Ton Stockpile	

HMA PAVEMENT

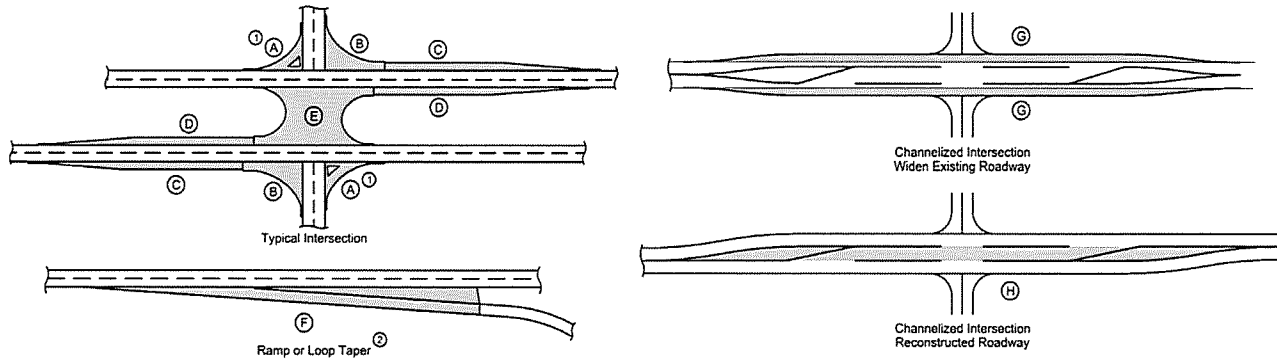


- ① Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.
- ② Refer to PV-410, PV-411, PV-412, and PV-414.
- ③ Quantity includes Pavement Header.

Calculations assume a surface course unit weight (lbs/cf) of 147, an intermediate course unit weight (lbs/cf) of 0, a base course unit weight (lbs/cf) of 0, and a special backfill unit weight (lbs/cf) of 140.

Road Identification	Direction of Travel	Location Station to Station	Mainline		Area ①								Hot Mix Asphalt Pavement						Bid Items					Remarks												
			Width	Length	Area	A ①	B	C	D	E	F ②	G	H	Surface		Intermediate		Base		Surface	Binder		Special Backfill		Modified Subbase	Granular Subbase	Pavement Scarification									
			FT	FT	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	TONS	SY	TONS	SY	TONS	SY	TONS		TONS	TONS	CY	SY	SY							
Division 1 - IDOT																																				
See Typical TYP-1																																				
US 63	NB	2641+84.10	2664+80.30	16.0	2296.2	4882.1																														
US 63	NB	2664+80.30	2667+70.30	16 to 30.5	298.0	749.2																														
US 63	SB	2641+84.10	2657+16.88	16.0	1532.8	2724.9																														
US 63	SB	2657+16.88	2660+18.00	12.0	301.1	401.5																														
US 63 Rt Turn Ln	SB	2657+16.88	2658+98.00	12.0	181.1	241.5																														
US 63 Rt Turn Ln	SB	2658+98.00	2660+18.00	12 to 8	120.0	133.3																														
US 63	SB	2660+18.00	2667+70.30	28 to 30.5	752.3	2110.6																														
See Typical TYP-2																																				
US 63	NB/SB	2667+70.30	2681+50.00	52.0	1380.5	7976.2																														
See Typical TYP-3																																				
US 63	NB/SB	2681+50.00	2685+45.60	48.0	394.8	2105.6																														
Equation	NB/SB	2685+45.60	Back																																	
US 63	NB/SB	2661+33.40	Ahead																																	
US 63	NB/SB	2661+33.40	2661+73.40	48.0	40.0	213.3																														
See Typical TYP-2																																				
US 63	NB/SB	2661+73.40	2671+56.00	48.0	983.4	5244.8																														
Equation	NB/SB	2671+56.00	Back																																	
US 63	NB/SB	+74.20	Ahead																																	
US 63	NB/SB	+00.00	+74.20	48.0	74.2	395.7																														
See Typical TYP-4																																				
US 63	NB/SB	+74.20	32+76.00	48.0	3201.8	17076.3																														
Subtotals Division 1 - IDOT					11548.2																															
+5% Contingency																																				
Totals Division 1 - IDOT					11548.2																															

HMA PAVEMENT

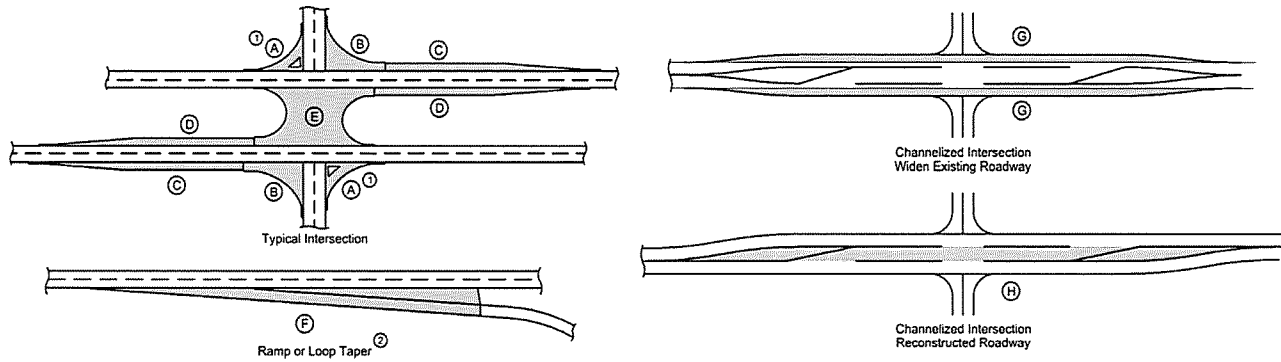


- ① Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.
- ② Refer to PV-410, PV-411, PV-412, and PV-414.
- ③ Quantity includes Pavement Header.

Calculations assume a surface course unit weight (lbs/cf) of 147, an intermediate course unit weight (lbs/cf) of 0, a base course unit weight (lbs/cf) of 0, and a special backfill unit weight (lbs/cf) of 148.

Road Identification	Location	Direction of Travel	Station to Station	Mainline			Area ①								Hot Mix Asphalt Pavement						Remarks							
				Width	Length	Area	①		②		③		Surface		Intermediate		Base		Binder			Special Backfill	Modified Subbase	Granular Subbase	Pavement Scarification			
							A	B	C	D	E	F	G	H	Surface	Intermediate	Base	Surface	Intermediate	Base						TONS	CY	SY	SY
FT	FT	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	SY	TONS	SY	TONS	SY	TONS	SY	TONS	TONS	TONS	SY	SY					
Division 2 - City of Bloomfield																												
See Typical TYP-3																												
US 63	NB/SB		2681+50.00	2685+45.60	18.5	394.8	811.5																					
Equation	NB/SB		2685+45.60	Back									67.104	811.5											811.5	(2)		
	NB/SB		2661+33.40	Ahead																								
US 63	NB/SB		2661+33.40	2661+59.90	18.5	26.5	54.5																					
	NB/SB		2661+33.40	2661+59.90									4.584	54.5											54.5	(2)		
Subtotals Division 2 - City of Bloomfield					421.3								71.688	866.0											866.0			
+5% Contingency													3.580												0.215			
Totals Division 2 - City of Bloomfield					421.3								75.188	866.0												866.0		
Division 3 - Davis County																												
See Typical TYP-3																												
US 63	NB/SB		2681+50.00	2685+45.60	10.0	394.8	438.7																					
Equation	NB/SB		2685+45.60	Back									36.272	438.7											438.7	(3)		
	NB/SB		2661+33.40	Ahead																								
US 63	NB/SB		2661+33.40	2661+59.90	10.0	26.5	29.4																					
	NB/SB		2661+33.40	2661+59.90									2.435	29.4											29.4	(3)		
Subtotals Division 3 - Davis County					421.3								38.707	468.1												468.1		
+5% Contingency													1.935													0.116		
Totals Division 3 - Davis County					421.3								40.642	468.1													468.1	
Subtotals all Divisions													3703.511	44789.3												27713.0		
+5% Contingency													185.176														11.111	
Totals all Divisions													3888.687	44789.3													27713.0	

HMA PAVEMENT



- ① Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.
- ② Refer to PV-41B, PV-411, PV-412, and PV-414.
- ③ Quantity includes Pavement Header.

Calculations assume a surface course unit weight (lbs/cf) of 147, an intermediate course unit weight (lbs/cf) of 0, a base course unit weight (lbs/cf) of 0, and a special backfill unit weight (lbs/cf) of 140.

Road Identification	Direction of Travel	Location Station to Station	Mainline			Area ①								Hot Mix Asphalt Pavement						Bid Items			Remarks			
			Width	Length	Area	①		②				Surface		Intermediate		Base		Surface	Intermediate	Base	Special Backfill	Modified Subbase		Granular Subbase	Pavement Scarification	
						A	B	C	D	E	F	G	H	TONS	SY	TONS	SY									TONS
			FT	FT	SY	SY	SY	SY	SY	SY	SY	SY	SY	TONS	SY	TONS	SY	TONS	SY	TONS	TONS	TONS	TONS	TONS	SY	SY

- (1) Southbound right turn lane, see typical RT-1 FOR INFORMATION ONLY on Sheet B.6
- (2) Includes 10 ft. parking RT and 8.5 ft. buffer parking LT
- (3) Includes 10 ft. parking LT

Feet	Miles	Description
2586.2	0.5	Length of two lane roadway, varies 32' to 61' width includes 4 foot paved shoulders and turn lane (typical TYP-1)
1380.5	0.3	Length of four lane roadway, 53' B-B width (typical TYP-2)
1857.6	0.2	Length of four lane roadway, 49' B-B width (typical TYP-2)
434.8	0.1	Length of four lane roadway, 77'-6" B-B width (typical TYP-3) includes 28.5' of parking
3281.8	0.6	Length of four lane roadway, 49' B-B width (typical TYP-4)
8669.9	1.7	Total Length

SHOULDERS

- ① Lane(s) to which the shoulder is adjacent.
- ② See Typ. 7156, 7157, or 7158.
- ③ Bid Item.
- ④ Applies only for Paved Shoulders constructed on project with existing granular shoulders.
- ⑤ Bid Item. Typ. 7156, 7157, or 7158.
- ⑥ Does not include shrink.

Calculations assume a HMA unit weight (lbs/cf) of 0, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140.

Road Identification	Direction of Traffic	Location		P Width FT	P ₅₀ Width FT ②	G Width FT	L Length FT	Class 1 ^④ Excavation CY ③	Quantities														Remarks								
									Hot Mix Asphalt		Binder TONS	Paved Shoulder SY ③	* Paved Shoulder at Guardrail SY ⑤	Reinforced Paved Shoulder SY ⑥	Special Backfill				Subbase CY ③	Granular Shoulder		Earth Shoulder Construction Alternates									
									TON	TON/STA					TON ①	TON/STA	TON ①	TON/STA		TON ①	TON/STA	CY ③		TON ①	TON/STA	STA ③	HMA CY ⑥	PCC CY ⑥			
											HMA Alternate TON ①	PCC Alternate TON/STA																			
Division 1 - IDOT																															
US 63	SB	2641+84.10	2667+70.30			6.0	2586.2										90.517	3.500													
US 63	NB	2641+84.10	2667+70.30			6.0	2586.2										90.517	3.500													
Subtotals																	181.034														
+5% Contingency																	36.207														
Totals																	217.241														

FULL-DEPTH PATCHES

Possible Standards: PR-101, PR-102, PR-103, PR-104, PR-105, and PR-140.

Count	Location		Dimension		PCC Patches										HMA Patches	Composite HMA	Subbase Patches	Subbase Patch w/ 'EF' Joint	Patch Subdrain	'CD' Joints	'CT' Joints	'EF' Joints	Anchor Lugs Removal	Remarks
	Station	Reference Location Sign	Lane	Length	Width	Patch Thickness	With Dowels		Without Dowels		C R C		Ramp with Dowels											
							PR-103	PR-102	PR-104	PR-105														
L, R, or B	FT	FT	IN	SY	SY	SY	SY	SY	TON	SY	SY	PR-140	PR-101	PR-101 or PR-140	No.	No.	No.	No.						
MP 15.36 Southbound US 63 Davis County																								
2	5+00		B	8.0	12.0																			
2	4+80		B	8.0	12.0																			
Equation 0+00 AH 2671+56.8 Back																								
2	2667+09		B	6.0	13.0																			
2	2661+64		B	6.0	12.0																			
2	2661+47		B	6.0	12.0																			
2	2661+27		B	6.0	12.0																			
2	2661+15		B	6.0	12.0																			
1	2655+30		L	10.0	12.0																			
2	2654+71		B	6.0	12.0																			
Equation 2661+44 AH 2685+45.6 Back																								
2	2676+28		B	10.0	12.0																			
1	2674+59		R	10.0	12.0																			
2	2672+81		B	6.0	12.0																			
1	2672+26		R	8.0	12.0																			
1	2666+55		R	8.0	12.0																			
1	2666+33		L	8.0	12.0																			
1	2664+72		L	8.0	12.0																			
2	2663+42		B	6.0	12.0																			
1	2661+88		R	8.0	12.0																			
MP 17 Northbound US 63 Davis County																								
2	2643+24		B	6.0	16.0																			
2	2644+03		B	6.0	16.0																			
1	2644+30		R	8.0	16.0																			
2	2653+03		B	6.0	16.0																			
2	2654+62		B	8.0	16.0																			
1	2658+92		L	6.0	13.0																			
1	2669+30		R	6.0	13.0																			
1	2673+62		R	6.0	13.0																			
2	2676+10		B	6.0	13.0																			
1	2676+28		R	6.0	13.0																			
2	2667+68		B	6.0	13.0																			
Equation 2661+44 AH 2685+45.6 Back																								
2	2661+95		B	6.0	12.0																			
2	2662+35		B	6.0	12.0																			
2	2663+09		B	6.0	12.0																			
Equation 0+00 AH 2671+56.8 Back																								
1	4+67		L	8.0	12.0																			
1	11+53		R	6.0	13.0																			
1	17+07		L	8.0	13.0																			
1	28+54		L	6.0	13.0																			
1	28+74		L	6.0	13.0																			
2	29+10		B	10.0	13.0																			
2	29+30		B	6.0	13.0																			
61	Subtotals																							
3	+SK Contingen																							
64	Totals																							

PAVEMENT MARKING SYMBOLS AND LEGENDS

Refer to PM-111

Road Identification	Location		STAW	RTAW	LTAW	CSRW	CSLW	CSTW	CRLW	FERW	LLRW	RLRW	RRCW	BLSW	WCSW	NPSB	SCLW	XNGW	STPW	AHDW	ONLW	BIKW	LANW	XITW	EACH	Remarks	
	Station	Side																									
US 63																											
Begin MP 15.6	2657+55.20																										
End MP 17.10	38+25.00																										
Bid Quantity: Pre-Cut Symbols and Legends, Profiled Pavement Marking Tape 47 Bid Quantity: Grooves Cut for Symbols and Legends 47																											

PAVEMENT MARKING LINE TYPES

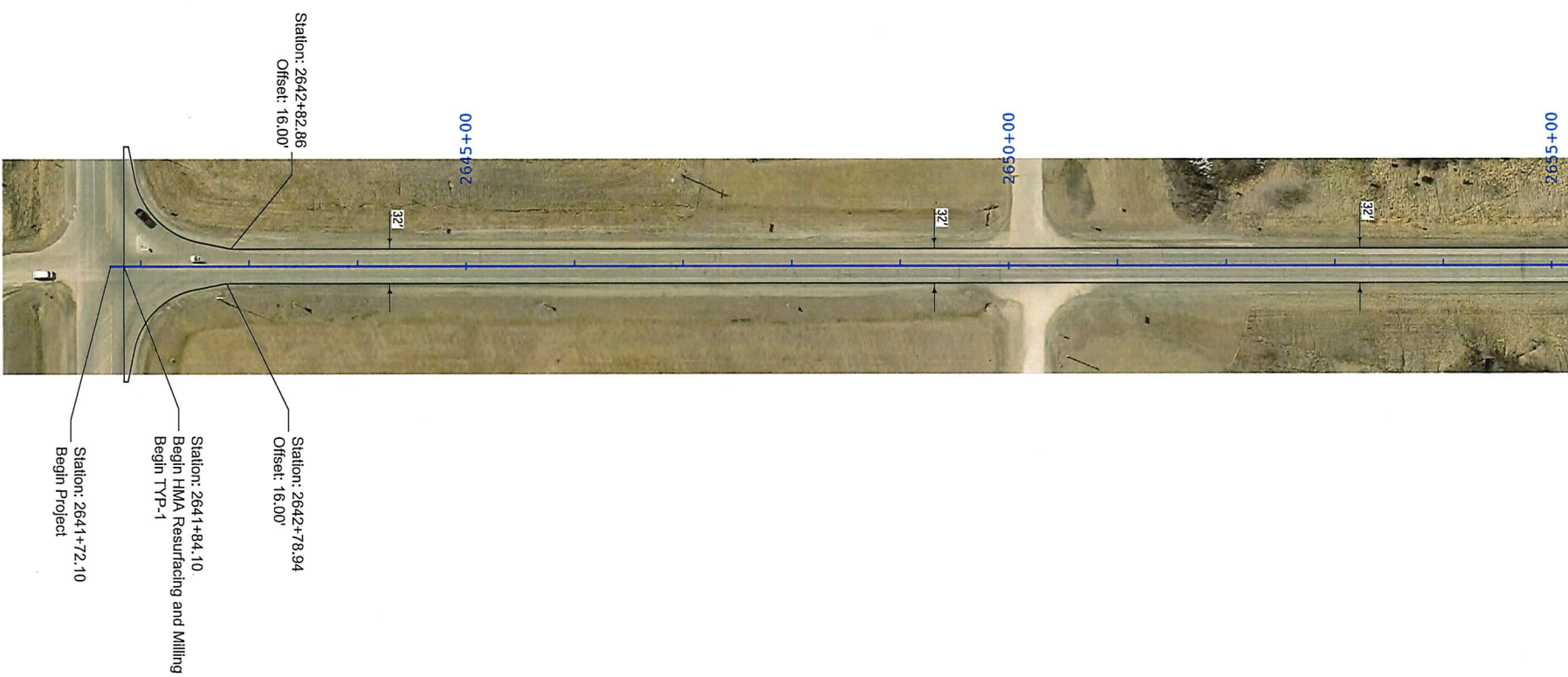
See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
 **NPY4 - For estimating purposes only. No Passing Zone lines will be located in the field.
 BCY4: Broken Centerline (Yellow) @ 0.25
 ELY4: Edge Line Left (Yellow) @ 1.00

***WNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.
 NPY4: No Passing Zone Line (Yellow) @ 1.25
 SLW4: Solid Lane Line (White) @ 1.00

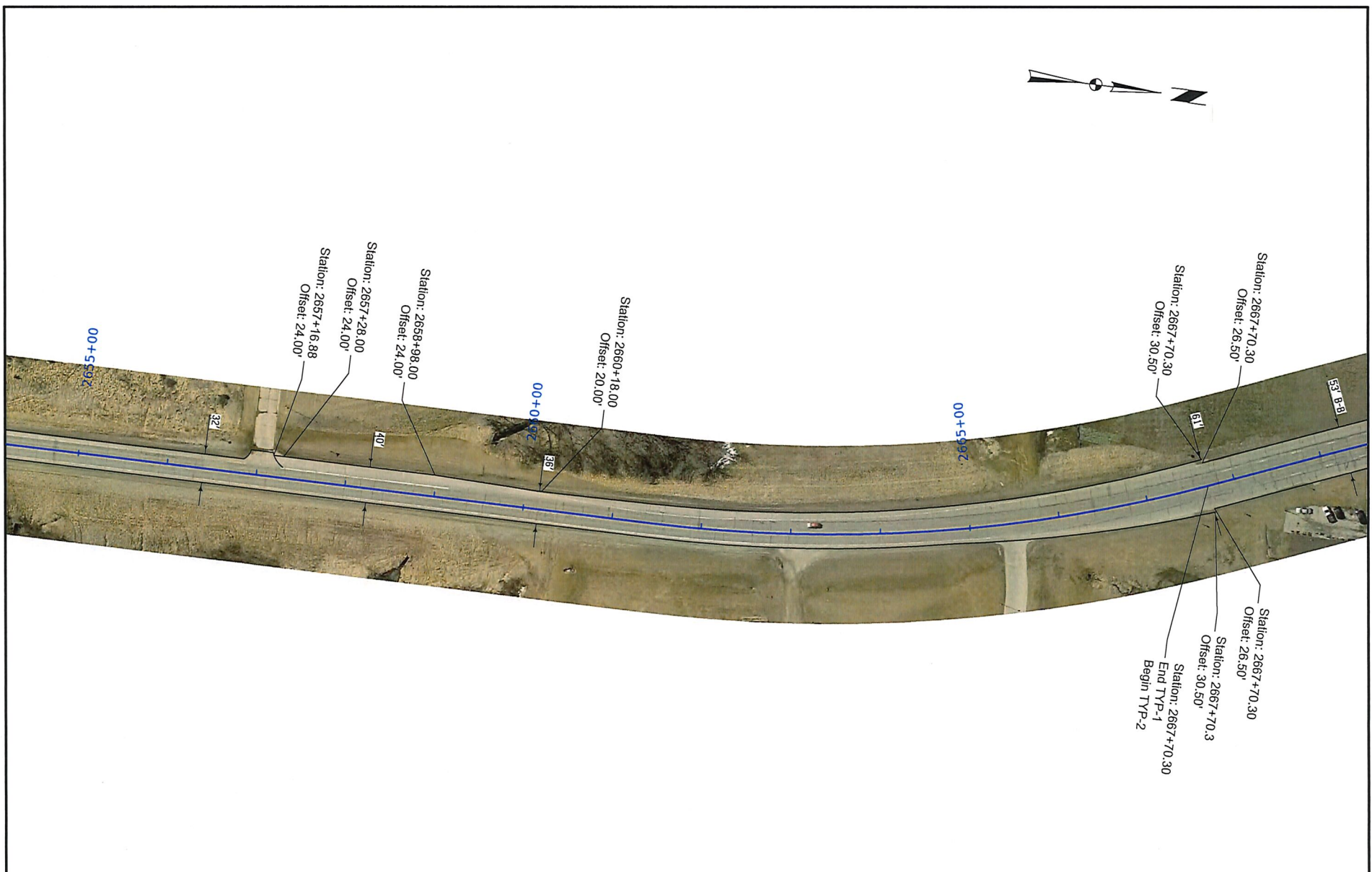
BLW4: Broken Lane Line (White) @ 0.25
 ELW4: Edge Line Right (White) @ 1.00
 SLH2: Stop Line (White) @ 6.00

Road ID	Station to Station	Dir. of Travel	Location	Marking Type	Length by Line Type (Unfactored)																	Remarks	
					Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	CHY8	SLW4	SLW2	STA	STA	STA	STA	STA		STA
					L	C	R																
Temporary																							
US 63	2641+72.10	2667+70.30	BOTH	Waterborne/Solvent Paint	X	X	X	9.70	3.50	12.37			51.96						1.94				
	2667+70.30	2685+45.60	BOTH	Waterborne/Solvent Paint	X	X	X		17.75				35.51										
	2661+33.40	2671+56.00	BOTH	Waterborne/Solvent Paint	X	X	X		10.23				20.47										
	+00.00	32+76.00	BOTH	Waterborne/Solvent Paint	X	X	X		32.76				65.52										
Proposed																							
US 63	2641+72.10	2660+18.00	BOTH	Waterborne/Solvent Paint	X	X	X	9.70		8.76			36.92						1.94				
US 63	2660+18.00	2663+10.00	BOTH	Permanent Profiled Tape	X	X	X			5.84			5.84										
US 63	2663+10.00	2667+70.30	BOTH	Permanent Profiled Tape	X	X	X						9.21										
US 63	2667+70.30	2677+91.90	BOTH	Permanent Profiled Tape	X	X	X						17.13		11.36								
US 63	2677+91.90	2681+23.49	BOTH	Permanent Profiled Tape	X	X	X		1.50	2.97			5.97					0.85	0.26				
US 63	2682+17.00	2684+90.50	BOTH	Permanent Profiled Tape	X	X	X		2.74				5.47					1.70	0.52				
US 63	2661+84.00	2665+04.00	BOTH	Permanent Profiled Tape	X	X	X		1.50	2.74			5.74					0.85	0.26				
US 63	2665+04.00	2668+66.60	BOTH	Permanent Profiled Tape	X	X	X		1.50	2.93			5.93					0.85	0.26				
US 63	2668+66.60	2671+56.00	BOTH	Permanent Profiled Tape	X	X	X			5.14			5.14										
US 63	+00.00	32+76.00	BOTH	Permanent Profiled Tape	X	X	X			61.56			61.56										
US 63	32+76.00	36+68.00	BOTH	Permanent Profiled Tape	X	X	X						7.84		9.73								
US 63	36+68.00	38+25.00	BOTH	Permanent Profiled Tape	X	X	X		3.14				3.14										
US 63	2660+18.00	2663+10.00	BOTH	Grooves Cut for Pavement Markings	X	X	X			5.84			5.84										
US 63	2663+10.00	2667+70.30	BOTH	Grooves Cut for Pavement Markings	X	X	X						9.21		11.36								
US 63	2667+70.30	2677+91.90	BOTH	Grooves Cut for Pavement Markings	X	X	X						17.13										
US 63	2677+91.90	2681+23.49	BOTH	Grooves Cut for Pavement Markings	X	X	X		1.50	2.97			5.97					0.85	0.26				
US 63	2682+17.00	2684+90.50	BOTH	Grooves Cut for Pavement Markings	X	X	X		2.74				5.47					1.70	0.52				
US 63	2661+84.00	2665+04.00	BOTH	Grooves Cut for Pavement Markings	X	X	X		1.50	2.74			5.74					0.85	0.26				
US 63	2665+04.00	2668+66.60	BOTH	Grooves Cut for Pavement Markings	X	X	X		1.50	2.93			5.93					0.85	0.26				
US 63	2668+66.60	2671+56.00	BOTH	Grooves Cut for Pavement Markings	X	X	X			5.14			5.14										
US 63	+00.00	32+76.00	BOTH	Grooves Cut for Pavement Markings	X	X	X			61.56			61.56										
US 63	32+76.00	36+68.00	BOTH	Grooves Cut for Pavement Markings	X	X	X						7.84		9.73								
US 63	36+68.00	38+25.00	BOTH	Grooves Cut for Pavement Markings	X	X	X		3.14				3.14										
US 63	2660+18.00	2663+10.00	BOTH	Removal of Paint						2.92													
US 63	2663+10.00	2667+70.30	BOTH	Removal of Paint						4.60													
US 63	2667+70.30	2681+23.49	BOTH	Removal of Paint						13.53			27.06										
US 63	2682+17.00	2684+90.50	BOTH	Removal of Paint						2.74			5.47										
US 63	2661+84.00	2665+04.00	BOTH	Removal of Paint						3.20			6.40										
US 63	2665+04.00	2668+66.60	BOTH	Removal of Paint						3.63			7.25										
US 63	2668+66.60	2671+56.00	BOTH	Removal of Paint						2.90			5.80										
US 63	+00.00	32+76.00	BOTH	Removal of Paint						32.76			69.52										
US 63	32+76.00	35+36.00	BOTH	Removal of Paint						2.60			2.60										
US 63	35+36.00	38+25.00	BOTH	Removal of Paint						2.89													
Factored Total: Waterborne/Solvent Paint								4.85	128.49	26.41	30.37	88.88	-	-	3.88	-	-	-	-	-	-		
Factored Total: Permanent Profiled Tape								-	32.43	115.60	-	132.98	-	42.18	4.25	7.80	-	-	-	-	-	Refer to Road Standard	
Factored Total: Grooves Cut for Pavement Markings								-	32.43	115.60	-	132.98	-	42.18	4.25	7.80	-	-	-	-	-	PM-550 and pavement marking layouts sheets 2.2, 2.3, 2.4 and 2.5.	
Factored Total: Removal of Paint								-	143.54	-	28.78	-	-	-	-	-	-	-	-	-	-		
Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based												282.89											
Bid Quantity: Permanent Tape Markings, Profiled Pavement Marking Tape												335.24										Tape to be wet retroreflective	
Bid Quantity: Grooves Cut for Pavement Markings												335.24											
Bid Quantity: Pavement Markings Removed												172.31											

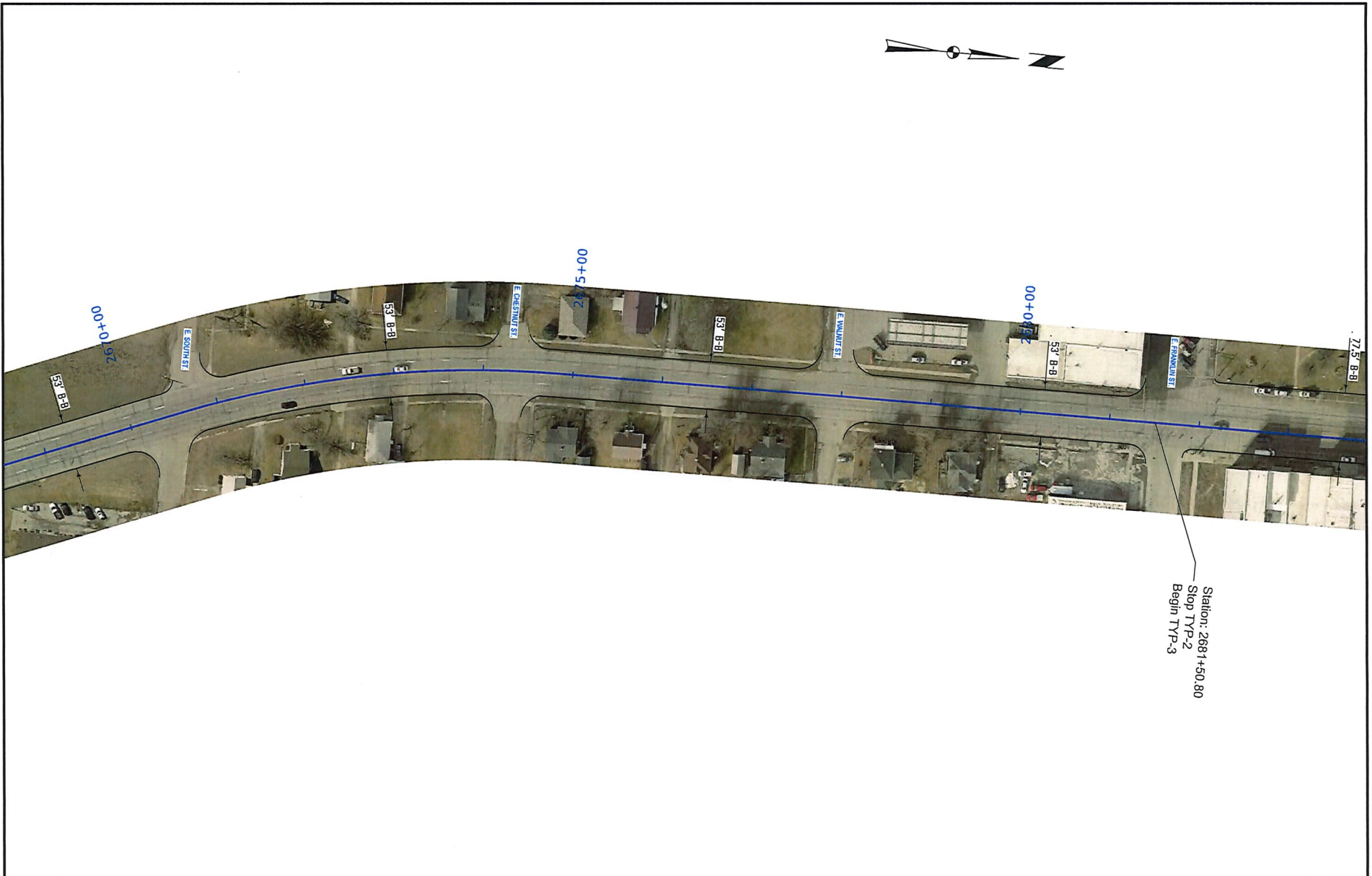


FILE NO.	ENGLISH	DESIGN TEAM	McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER	NHSN-063-1(101)--2R-26	SHEET NUMBER	D.1
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FILE NO.	ENGLISH	DESIGN TEAM McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER NHSN-063-1(101)--2R-26	SHEET NUMBER D.2
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FILE NO.	ENGLISH	DESIGN TEAM McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER NHSN-063-1(101)--2R-26	SHEET NUMBER D.3
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EON 0+00.00 R3(AH) = 00+0.00
2671+56.80 R2(BK)

00+0.97

49' B-B

E ROGAN ST

49' B-B

00+59.97 E LOCKST ST

49' B-B

EON 2661+33.40 R2(AH) =
2685+45.60(BK)

00+58.02

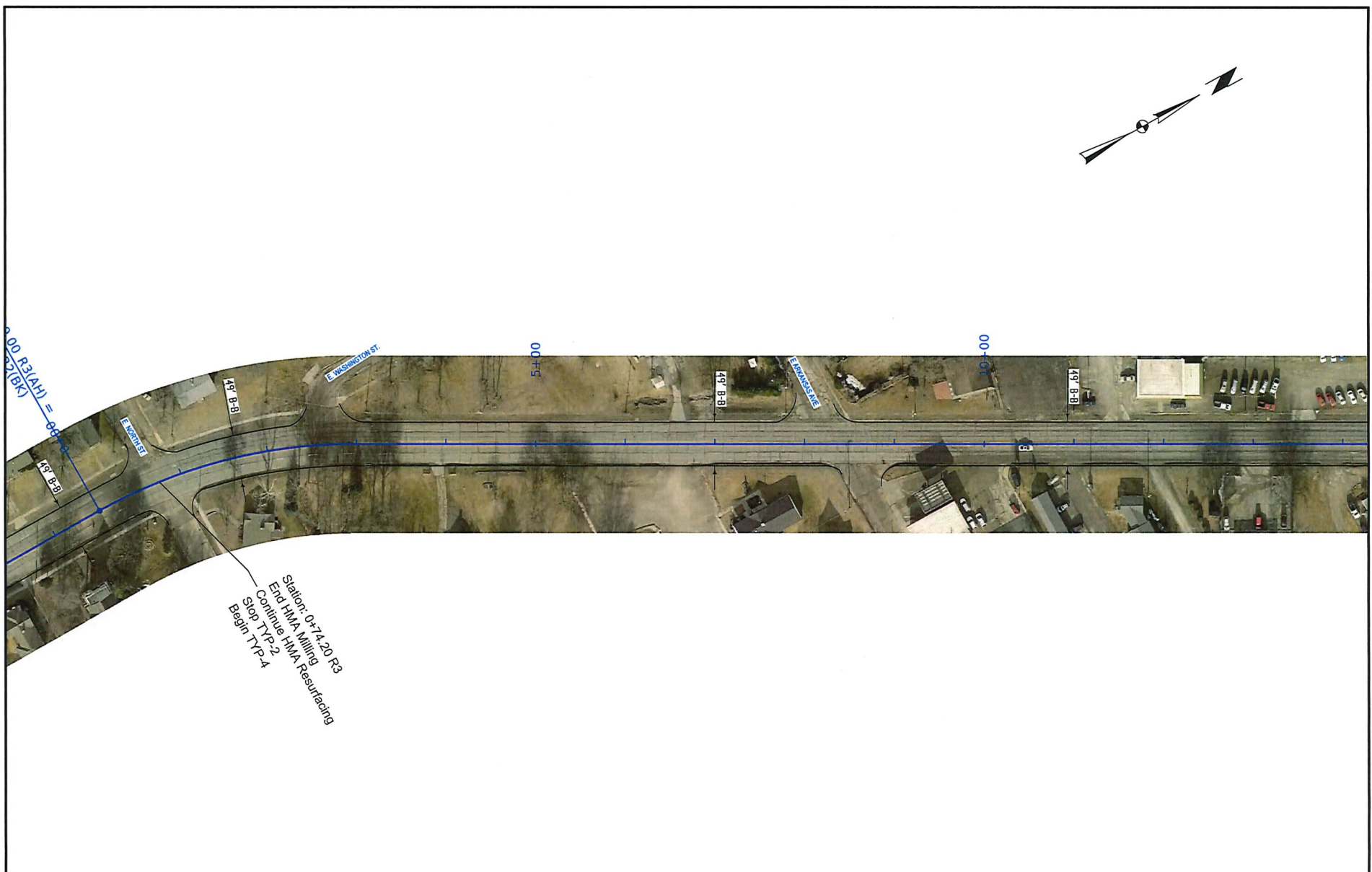
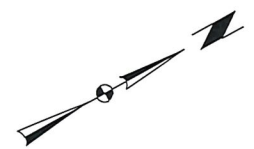
E AFFERSWICK ST

77.5' B-B

E FRANKLIN ST

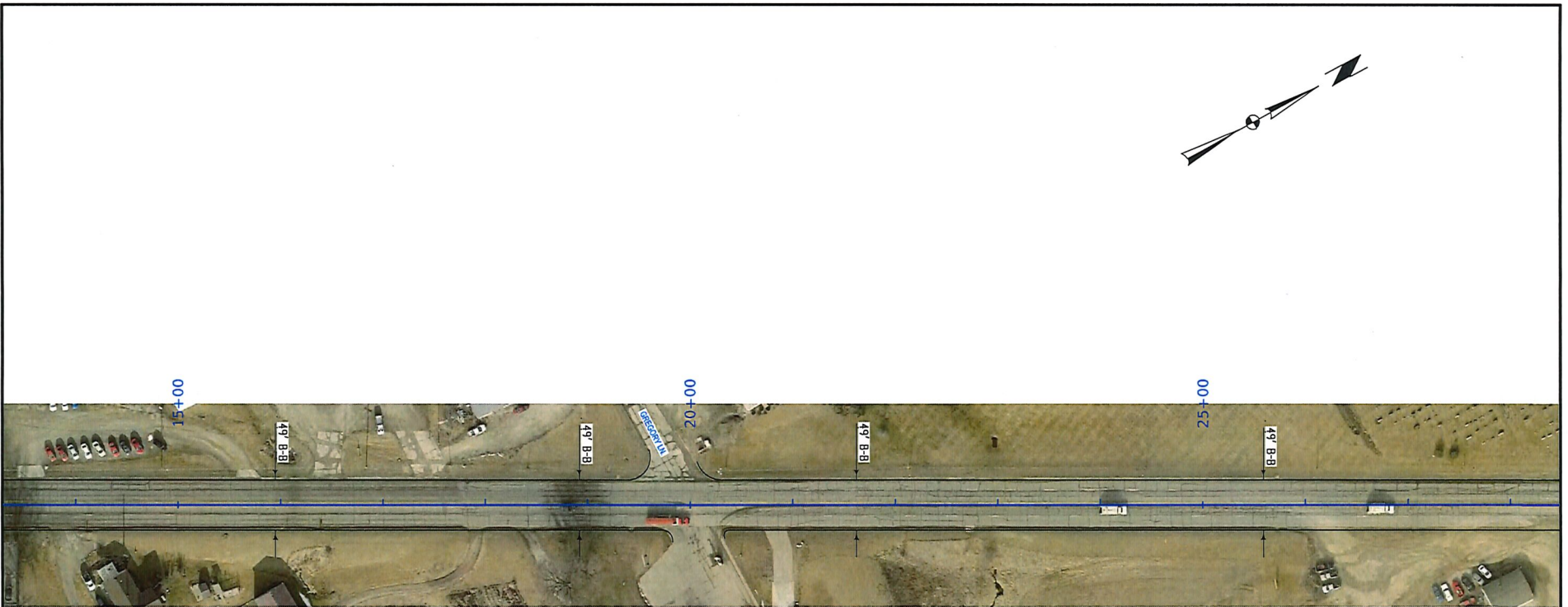
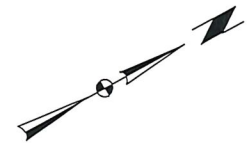
Station: 2661+73.40 R2
End TYP-3
Resume TYP-2
Station: 2661+73.40 R2
= Station: 2685+65.60 Project # FN-63-1(26)--21-26
Station: 2661+59.90 R2

Station: 2681+50.80
Stop TYP-2
Begin TYP-3



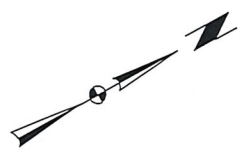
Station: 0+74.20-R3
End HMA Milling
Continue HMA Resurfacing
Stop TYP-2
Begin TYP-4

FILE NO.	ENGLISH	DESIGN TEAM McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER NHSN-063-1(101)--2R-26	SHEET NUMBER D.5
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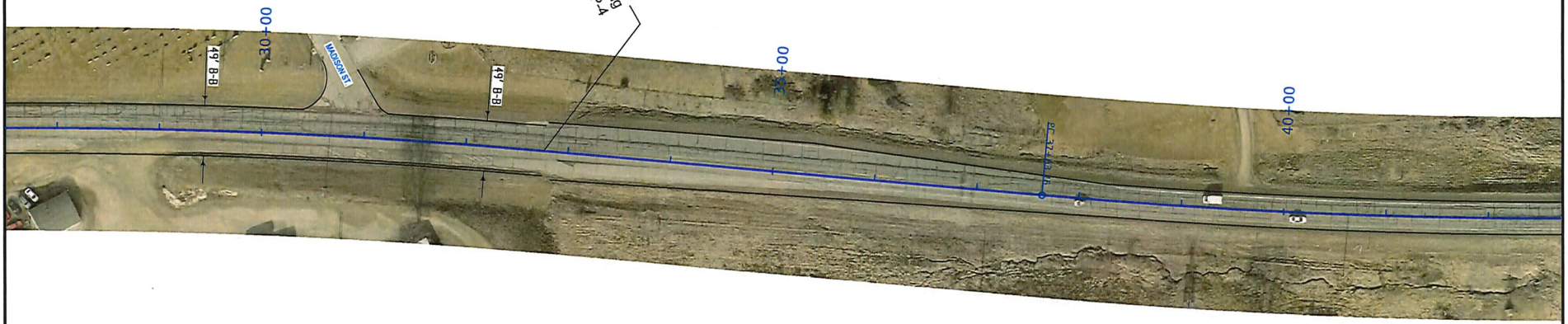


FILE NO.	ENGLISH	DESIGN TEAM McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER NHSN-063-1(101)--2R-26	SHEET NUMBER D.6
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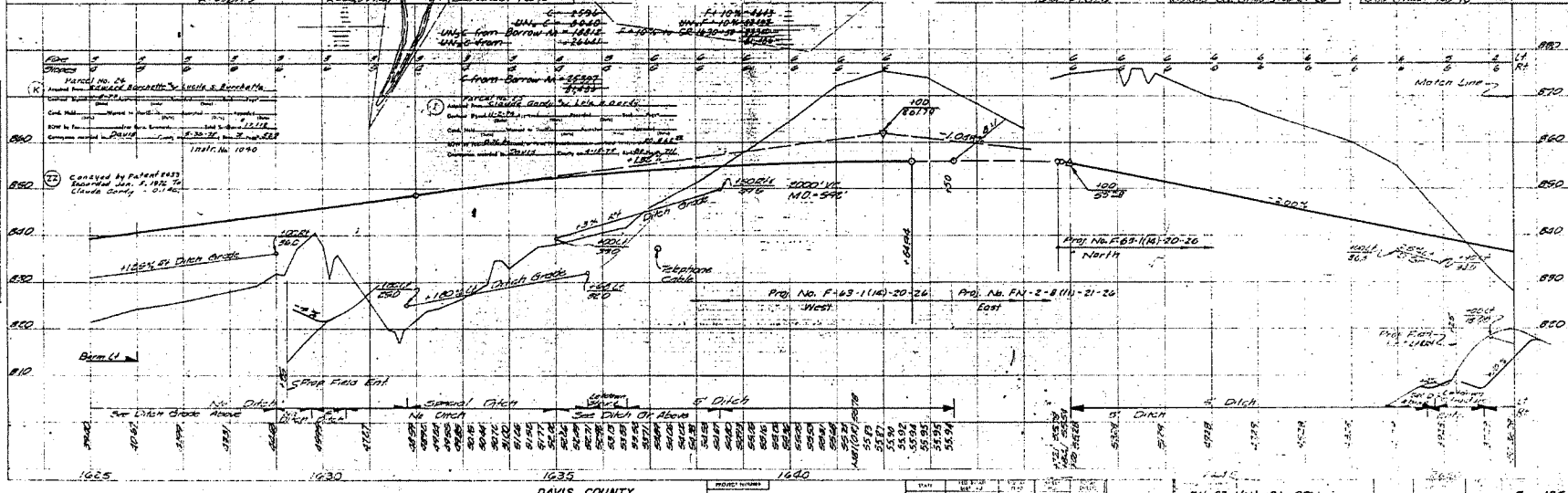
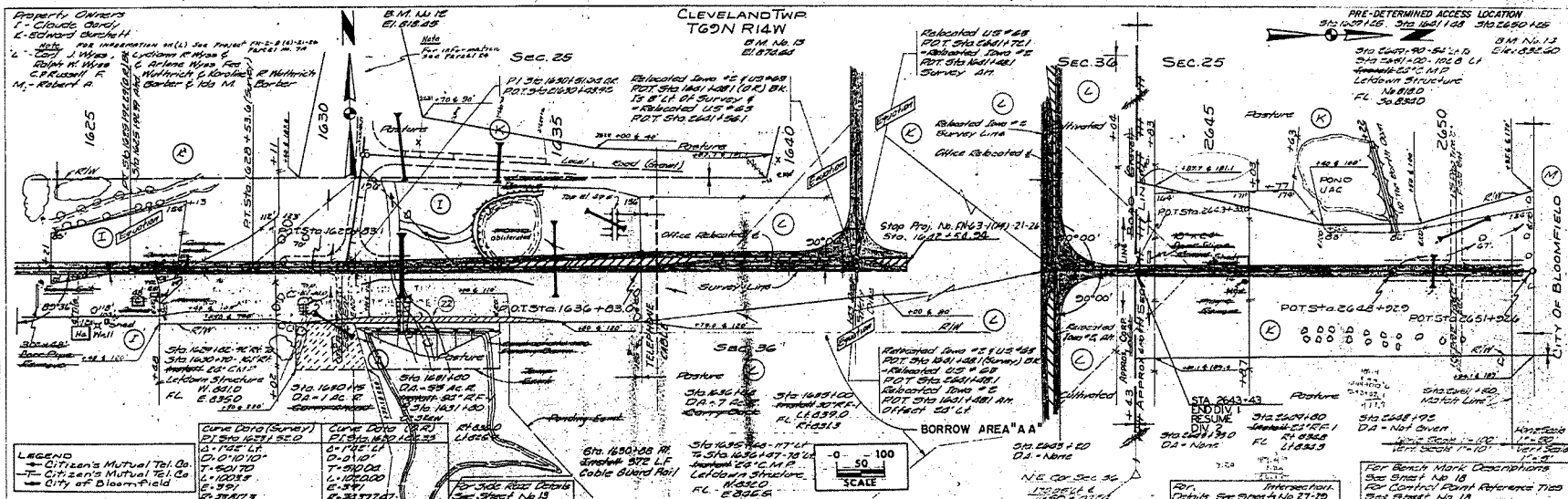


Station: 32+76.00-R3
End Project
End HMA Resurfacing
End TYP-A



FILE NO.	ENGLISH	DESIGN TEAM McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER NHSN-063-1(101)--2R-26	SHEET NUMBER D.7
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DAVIS COUNTY PROJECT NUMBER: FN-63-1(1A)-21-26

FOR INFORMATION ONLY

FILE NO.	ENGLISH	DESIGN TEAM	McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER	NHSN-063-1(101)--2R-26	SHEET NUMBER	D.8
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Property Owners
 K. Edward Burchett
 M. Robert A. Barber & Ida M. Barber

CLEVELAND TWP
 T69N R14W
 S.M. No. 13
 E189E S60
 Sec. 25
 Laidown Structure
 Sta. 2650
 F.L. No. 8008

BLOOMFIELD TWP
 T69N R14W

CITY OF BLOOMFIELD

PRE-DETERMINED ACCESS LOCATION

- (K) Parcel No. 22
 Platted from Robert A. Barber, Ida M. Barber, K. Edward Burchett
 Original Survey No. 174
 Cont. Map No. 174
 D.M. by P. E. Barber, Ida M. Barber, K. Edward Burchett
 Date: 11/21/2011
 Commission No. 11412
 11/21/2011
- (M) Parcel No. 23
 Platted from Robert A. Barber, Ida M. Barber, K. Edward Burchett
 Original Survey No. 175
 Cont. Map No. 175
 D.M. by P. E. Barber, Ida M. Barber, K. Edward Burchett
 Date: 11/21/2011
 Commission No. 11413
 11/21/2011

LEGEND
 City of Bloomfield Mutual Tel. Co.
 City of Bloomfield

P.O.T. Sta. 2651+160
 MATCH LINE

370' R.C.B. 120'
 D.S. = 25.0' R.C.B.
 Discharge = 600 CFS
 8" 10' R.C.B.
 8" 10' R.C.B.
 18" 10' R.C.B. 10' AR
 F.L. 817710
 F.L. 8211 & 1811

BEGIN GRADING & DRAINAGE
 STA. 2659+27.70

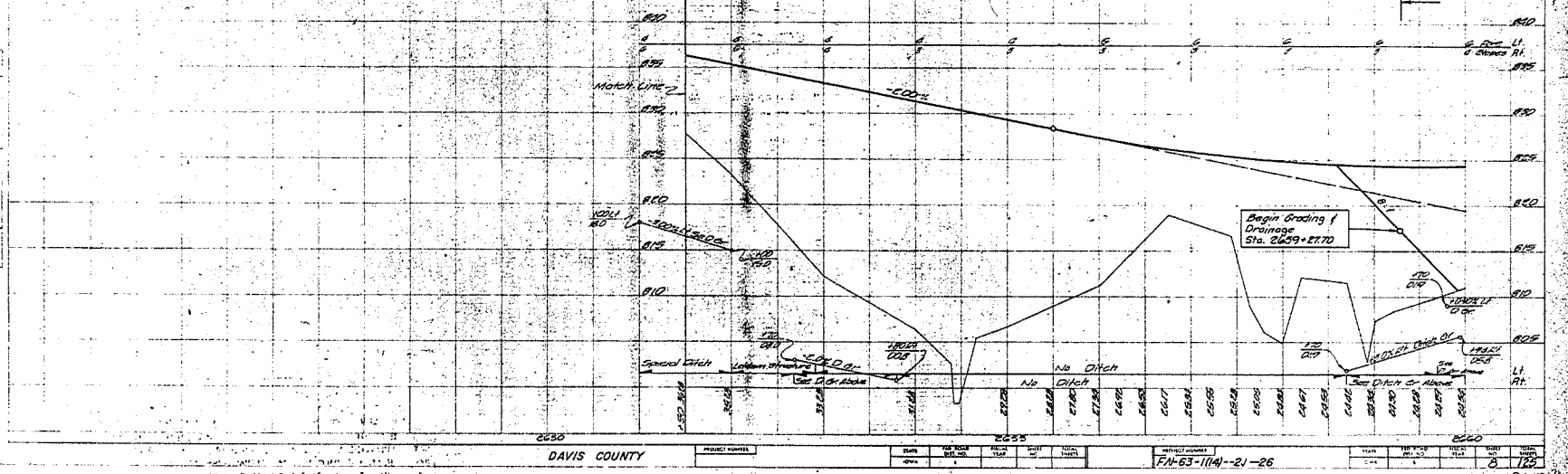
P.O.T. Sta. 2657+04.5

0 25 50
 SCALE

FOR BENCH MARK DESCRIPTIONS
 See Sheet No. 18
 For Control Point Reference Ties
 See Sheet No. 18

High Bank: 1:100'
 Low Bank: 1:50'

High Bank: 1:100'
 Low Bank: 1:50'



DAVIS COUNTY

PROJECT NUMBER

DATE

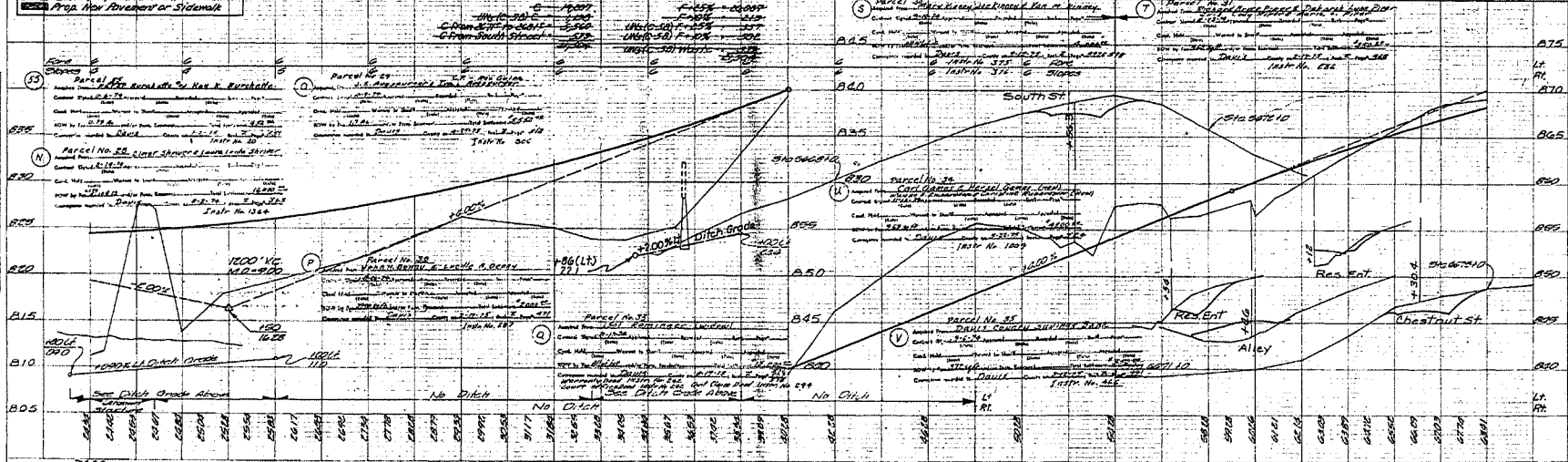
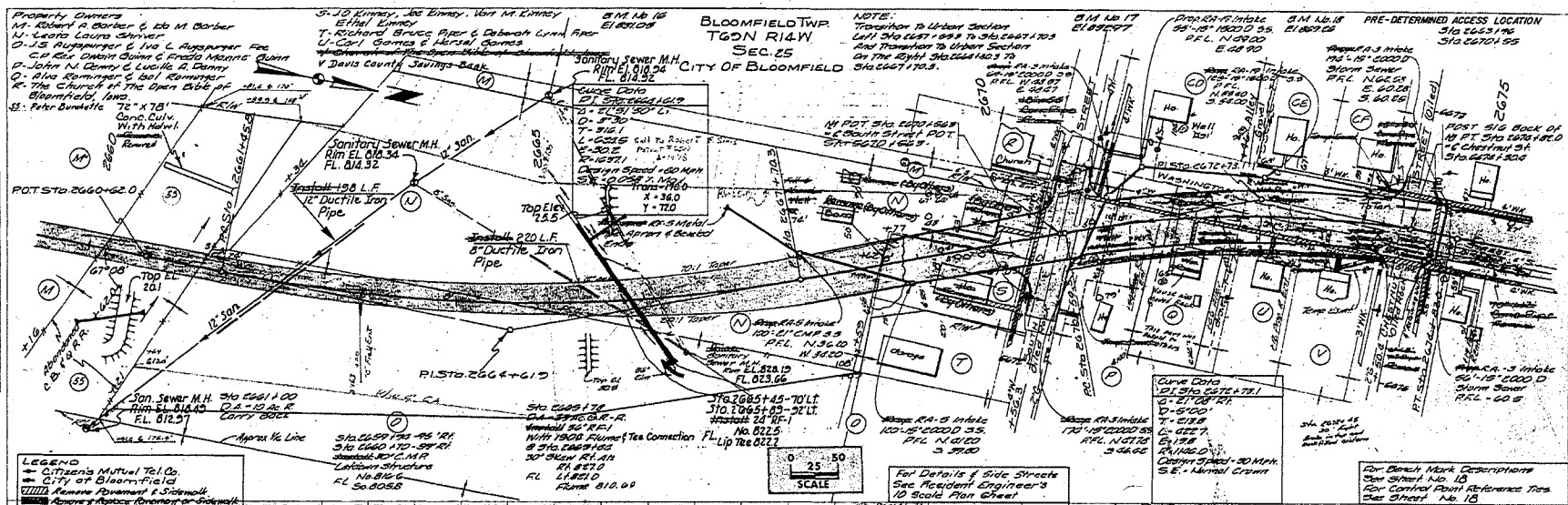
PROJECT NUMBER
 FN-63-1(14)-21-26

DATE

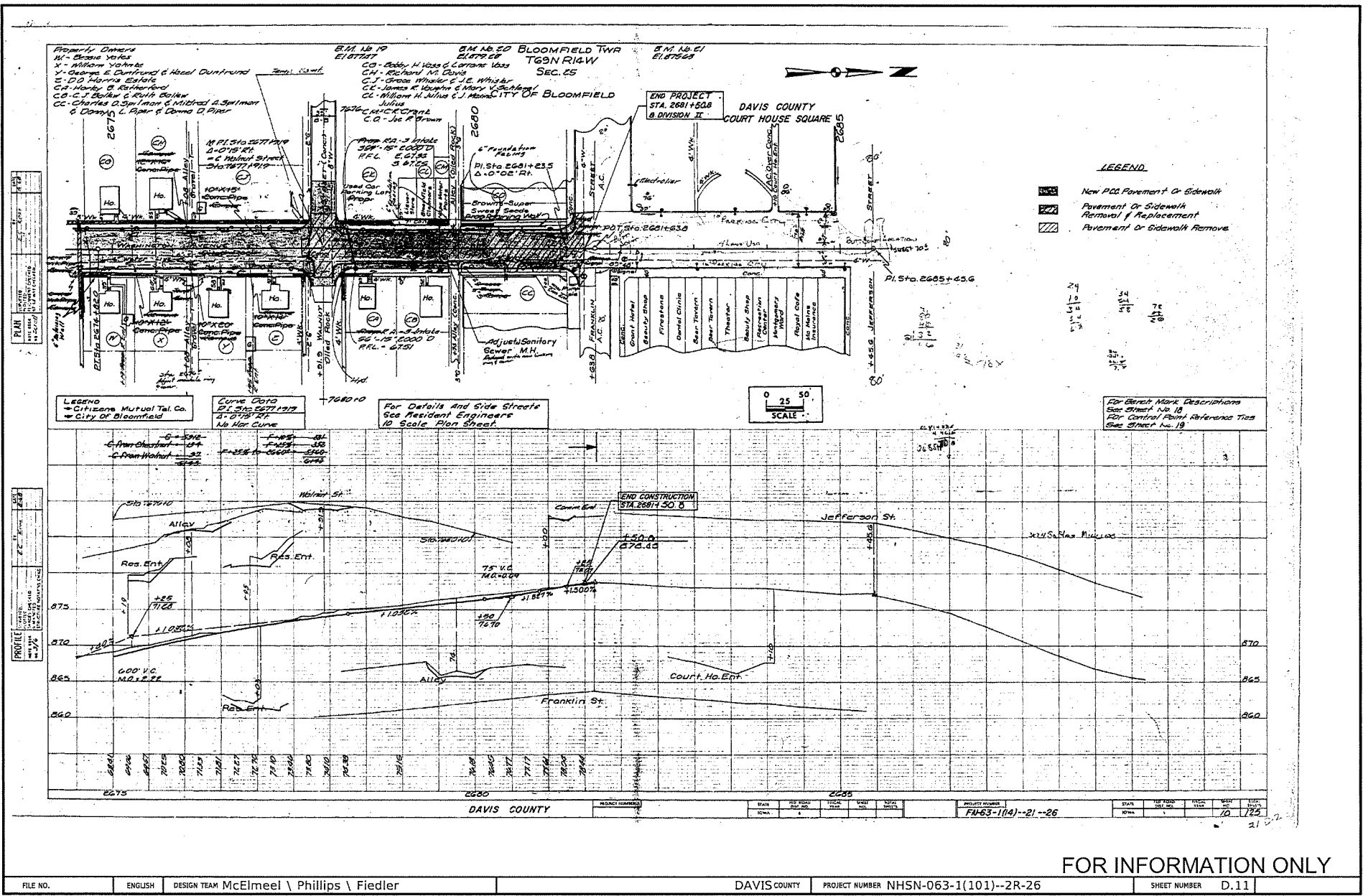
FOR INFORMATION ONLY

FILE NO.	ENGLISH	DESIGN TEAM	McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER	NHSN-063-1(101)-2R-26	SHEET NUMBER	D.9
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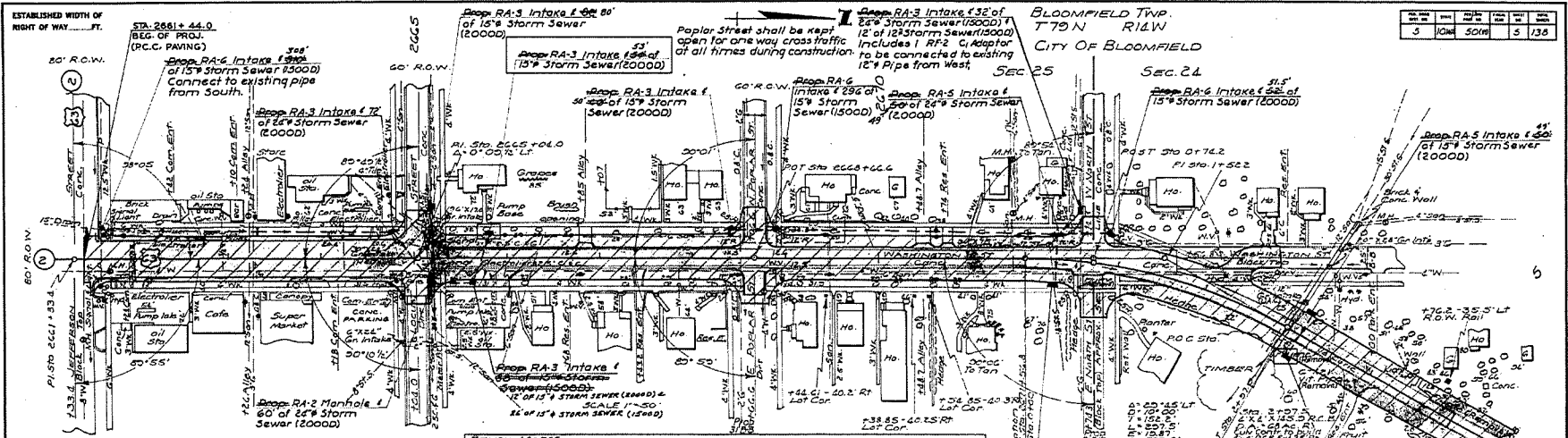
FOR INFORMATION ONLY



FOR INFORMATION ONLY

5

DATE	BY	CHK	APP
3	10/21	5/19	5/19



LEGEND:
 * City of Bloomfield
 - City of Bloomfield

MANHOLE MARKS:
 No. 110 STD 2650 + 337 - 50.2 RT. CULV. ON Lamp Post Base EL. 277.17 -
 No. 110 STD 2650 + 337 - 50.2 RT. CULV. ON WALK AT S.W. COR. 011 STD. EL. 268.22 -
 No. 110 STD 2650 + 337 - 50.2 RT. CULV. ON WALK AT S.W. COR. 011 STD. EL. 272.62 -
 No. 110 STD 2650 + 337 - 50.2 RT. CULV. ON WALK AT N.W. COR. 011 STD. EL. 272.62 -
 No. 110 STD 2650 + 337 - 50.2 RT. CULV. ON WALK AT N.E. COR. 011 STD. EL. 272.62 -
 No. 110 STD 2650 + 337 - 50.2 RT. CULV. ON WALK AT S.E. COR. 011 STD. EL. 272.62 -
 No. 110 STD 2650 + 337 - 50.2 RT. CULV. ON WALK AT S.W. COR. 011 STD. EL. 272.62 -

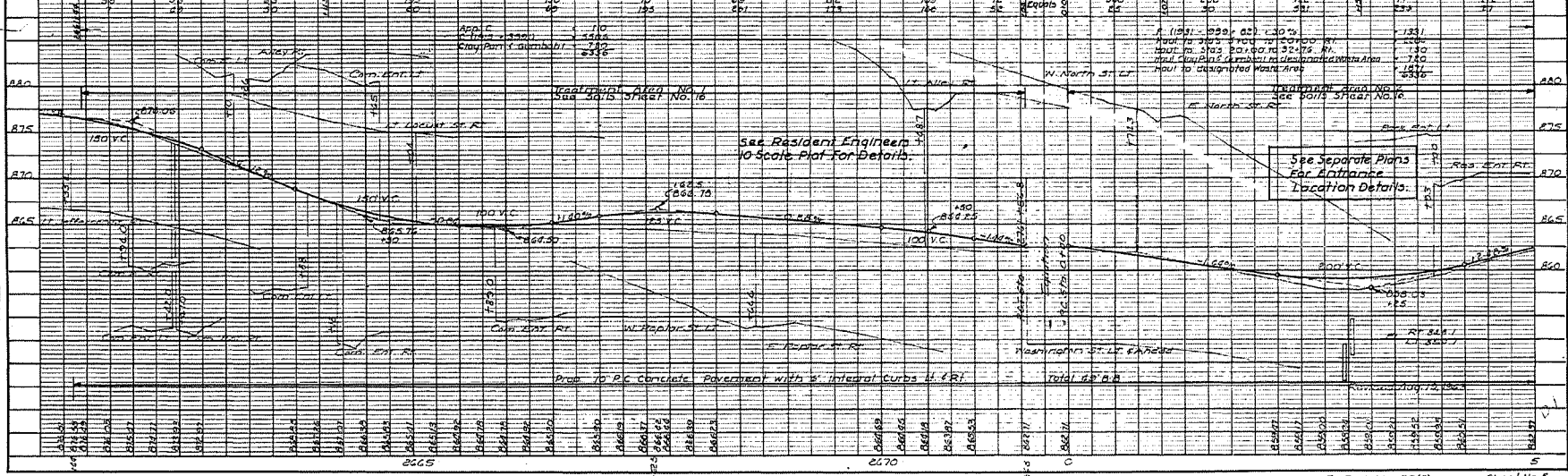


PLATE 1 - PLAN PROFILE & P.A.R.C. SECTION
 AS PER CITY OF BLOOMFIELD SPECIFICATIONS
 DRAWING NUMBER 2650-337-50.2

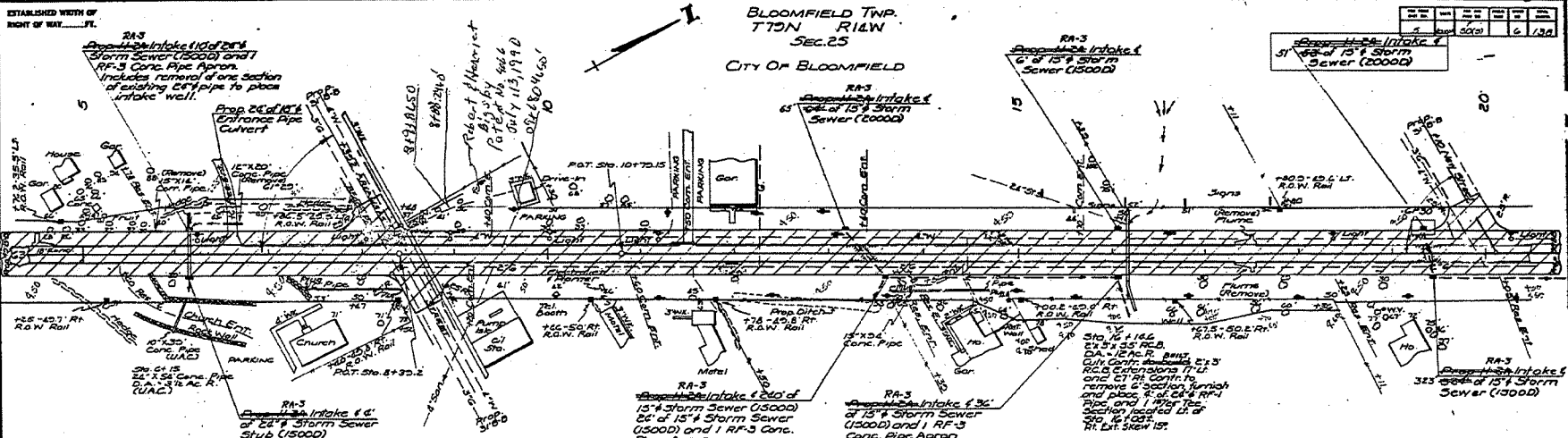
Davis Co F Proj. No. 5018) Sheet No. 5

FOR INFORMATION ONLY

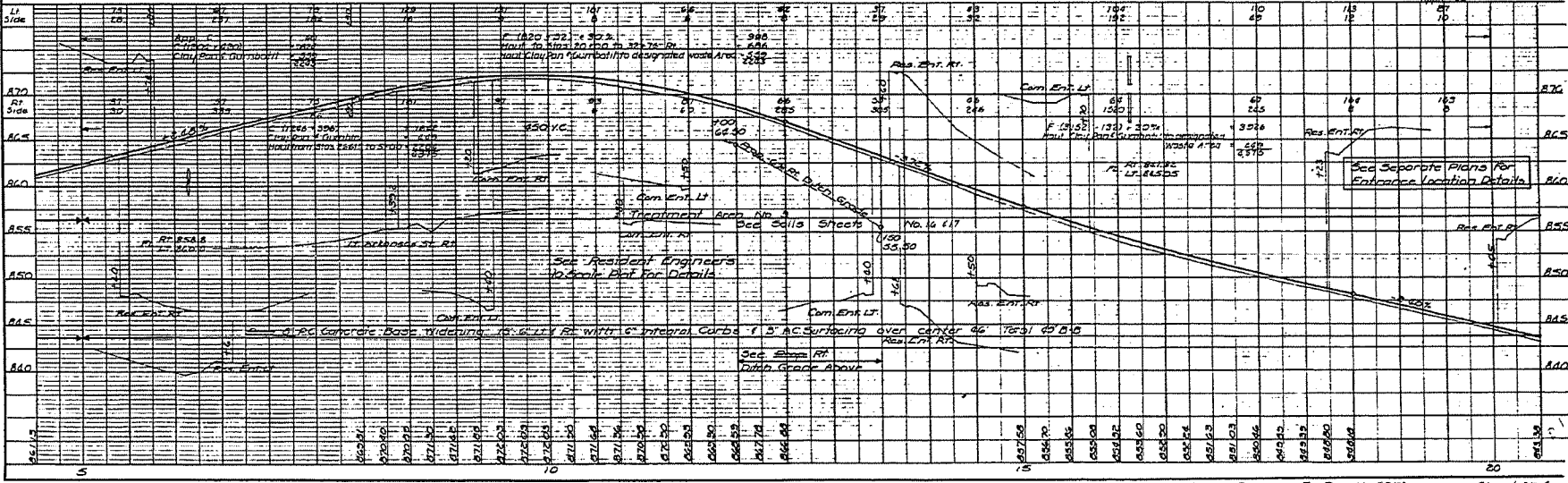
FILE NO.	ENGLISH	DESIGN TEAM McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER NHSN-063-1(101)-2R-26	SHEET NUMBER D.12
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BLOOMFIELD TWP.
T73N R14W
SEC.25
CITY OF BLOOMFIELD

DATE	BY	DESCRIPTION
11/13/18
11/14/18	...	...
11/15/18	...	...
11/16/18	...	...
11/17/18	...	...
11/18/18	...	...



LEGEND: City of Bloomfield
 SCALE 1" = 60'
 GENERAL NOTES: SEE SEPARATE PLANS FOR ENTRANCE LOCATION DETAILS



PLAN	PROFILE
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10

DATE	BY	DESCRIPTION
11/13/18
11/14/18
11/15/18
11/16/18
11/17/18
11/18/18

FOR INFORMATION ONLY

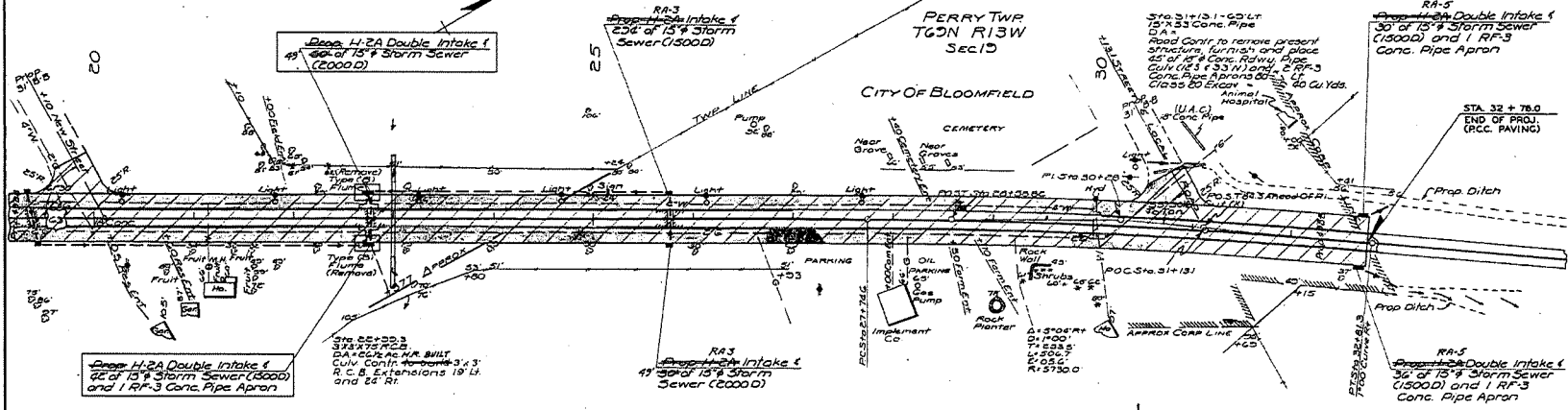
FILE NO.	ENGLISH	DESIGN TEAM	McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER	NHSN-063-1(101)--2R-26	SHEET NUMBER	D.13
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ESTABLISHED WIDTH OF RIGHT OF WAY 120 FT.

BLOOMFIELD TWP
T72N R14W
SEC.24

PERRY TWP
T63N R13W
SEC.13

CITY OF BLOOMFIELD



Legend
C. Wilson Mutual Tel Co
City of Bloomfield

BENCH MARKS
No. 115 S. 22° 06' 10" E 100' L.F. M.R. S.P.H. IN S.E. 1/4 Sec 25 E 1m EL 824.13
No. 12 S. 30° 35' 55" W 115' L.F. M.R. S.P.H. IN S.E. 1/4 Sec 10 E 1m EL 833.55

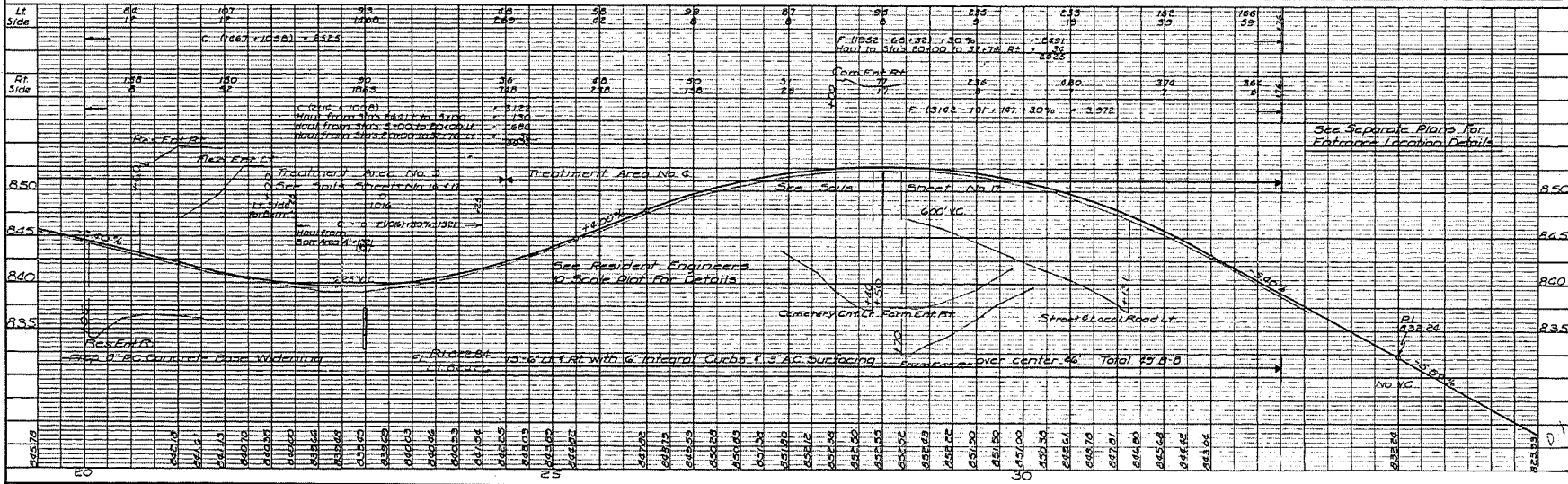


PLATE 1 - PLAN PROFILE OF P. R. & S. STANDARD
No. 115 S. 22° 06' 10" E 100' L.F. M.R. S.P.H. IN S.E. 1/4 Sec 25 E 1m
No. 12 S. 30° 35' 55" W 115' L.F. M.R. S.P.H. IN S.E. 1/4 Sec 10 E 1m

Davis Co F Proj No 5001 Sheet No 7

FOR INFORMATION ONLY

108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. Through traffic will be maintained on this project at all times.

2. Special Events, Davis County Fair

108-26A
08-01-08

STAGING NOTES

Sequence of construction:
A general sequence of construction is suggested below.

1. Perform Pavement Scarification
2. Perform HMA resurfacing operations
3. Place granular shoulders
4. Place permanent pavement markings and open all lanes to traffic

108-25
10-21-14

511 TRAVEL RESTRICTIONS

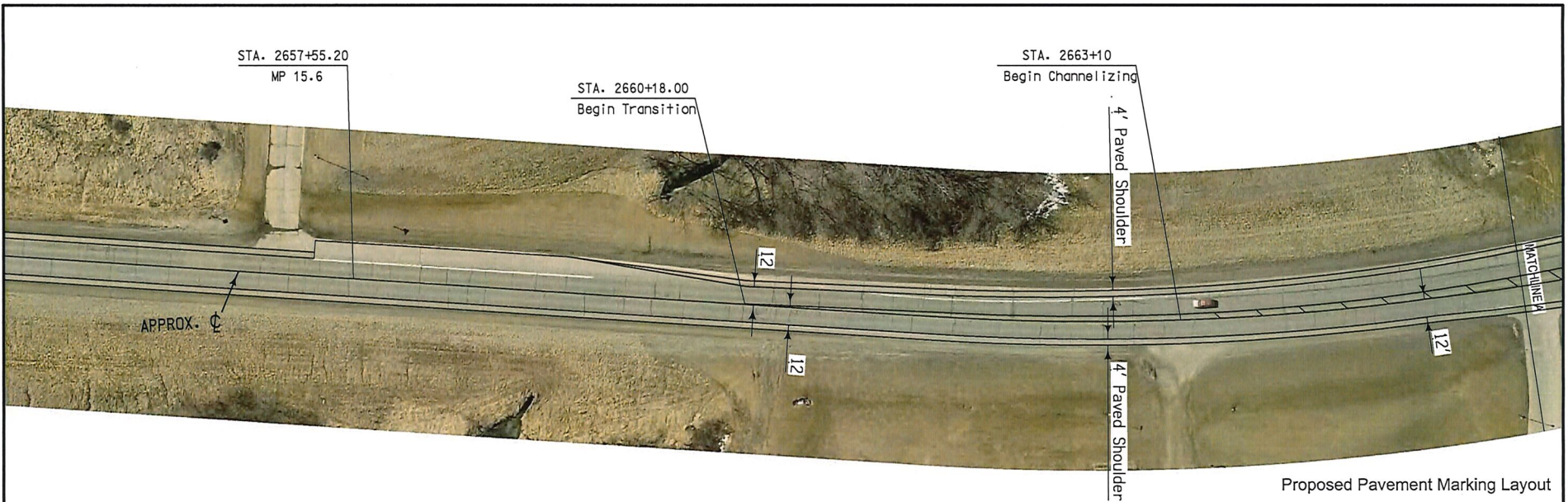
Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
US 63	NB/SB	Davis	Alternating lane closures within the project limits due to road maintenance work.	No width restrictions expected.								

111-01
04-17-12

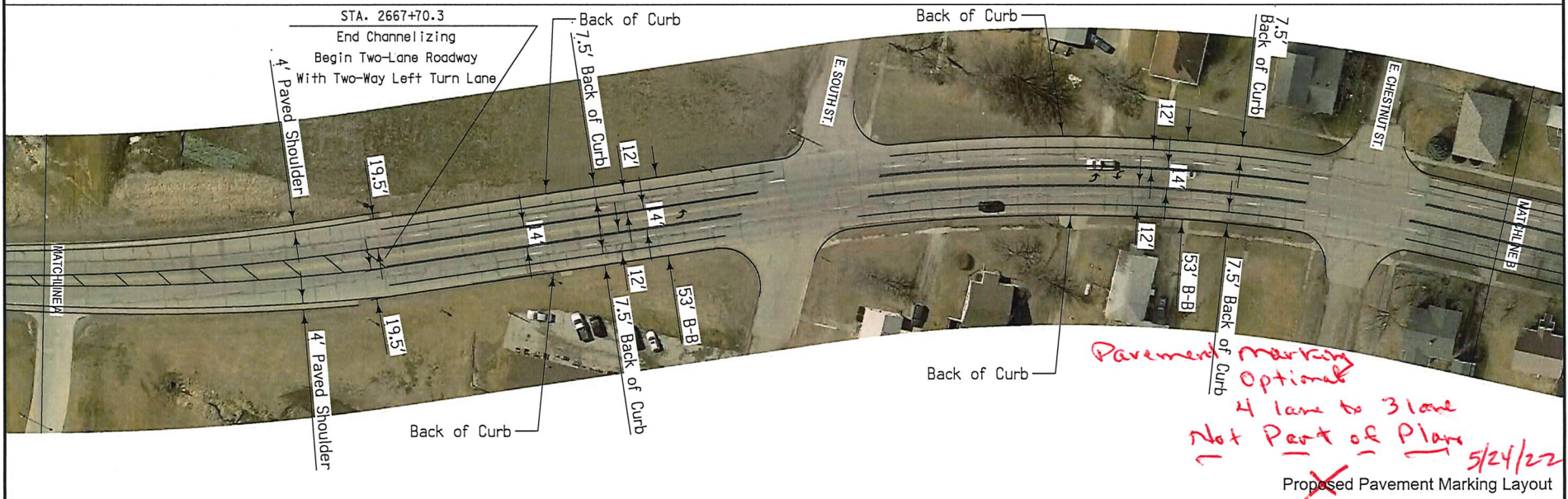
COORDINATED OPERATIONS

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

Project	Type of Work
None Provided	



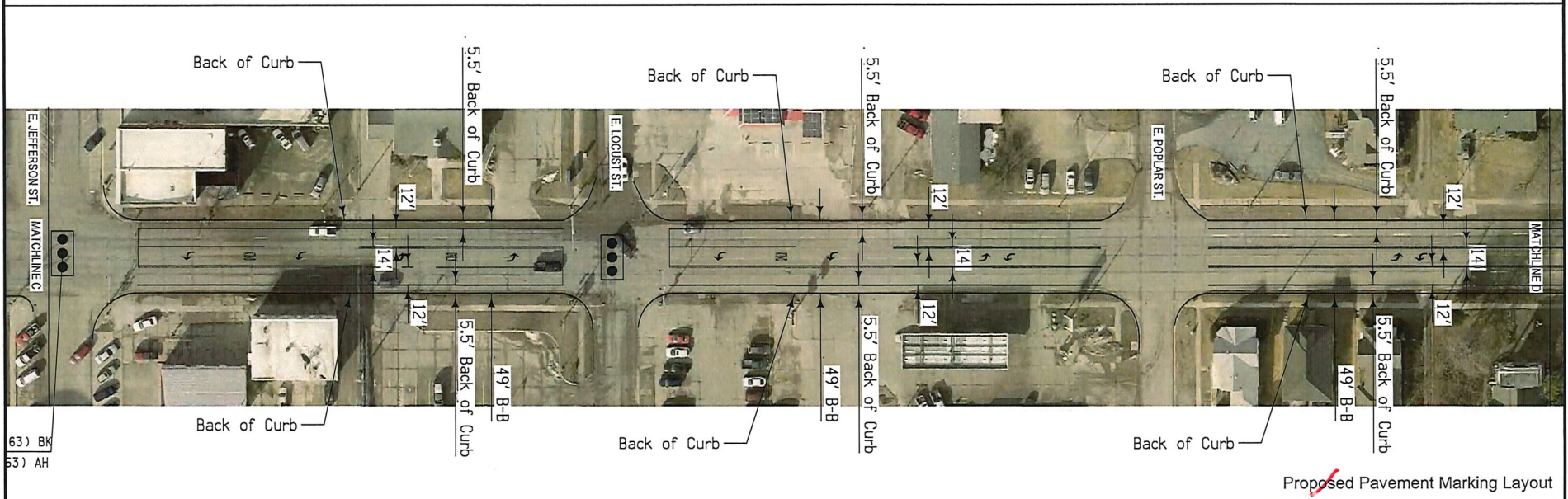
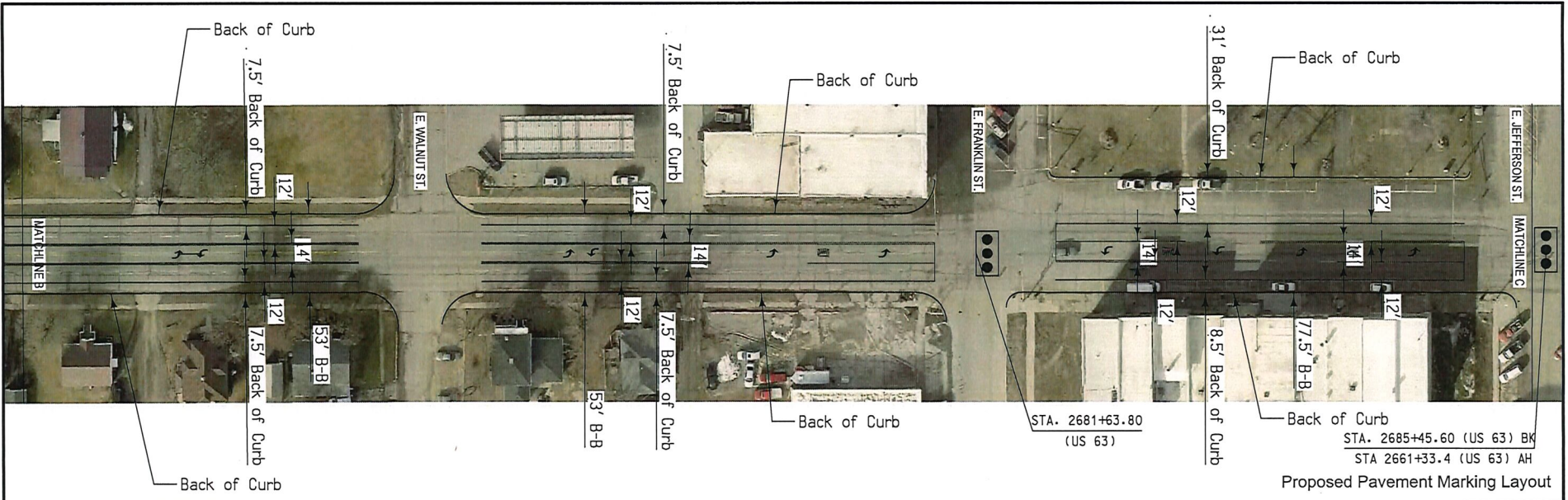
Proposed Pavement Marking Layout



*Pavement marking optional
4 lane to 3 lane
Not Part of Plans
5/24/22*

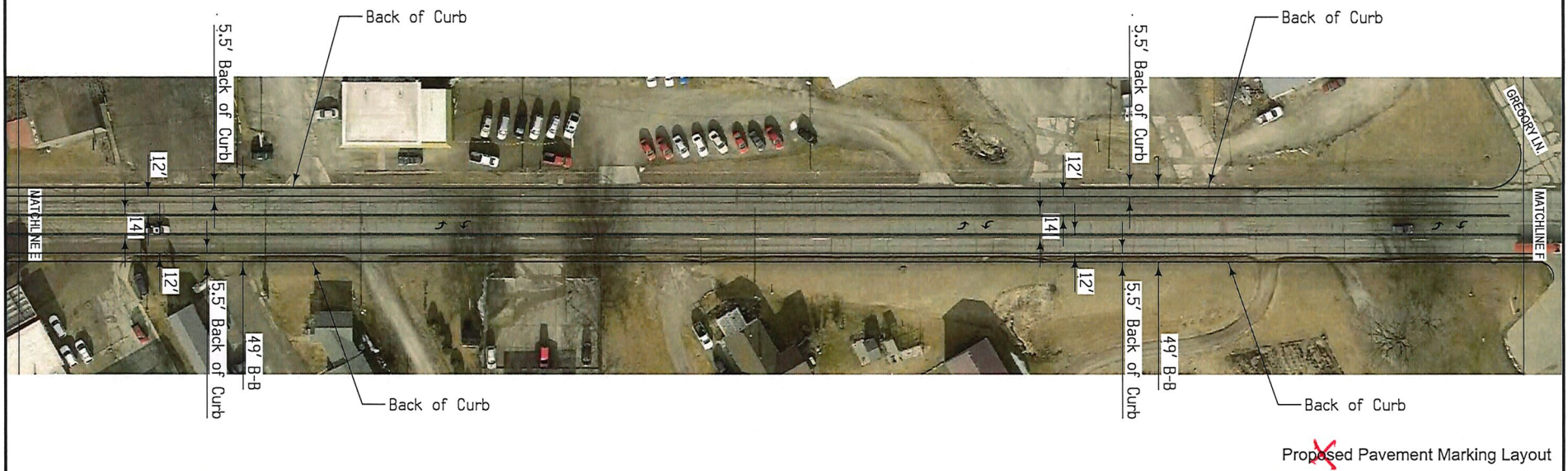
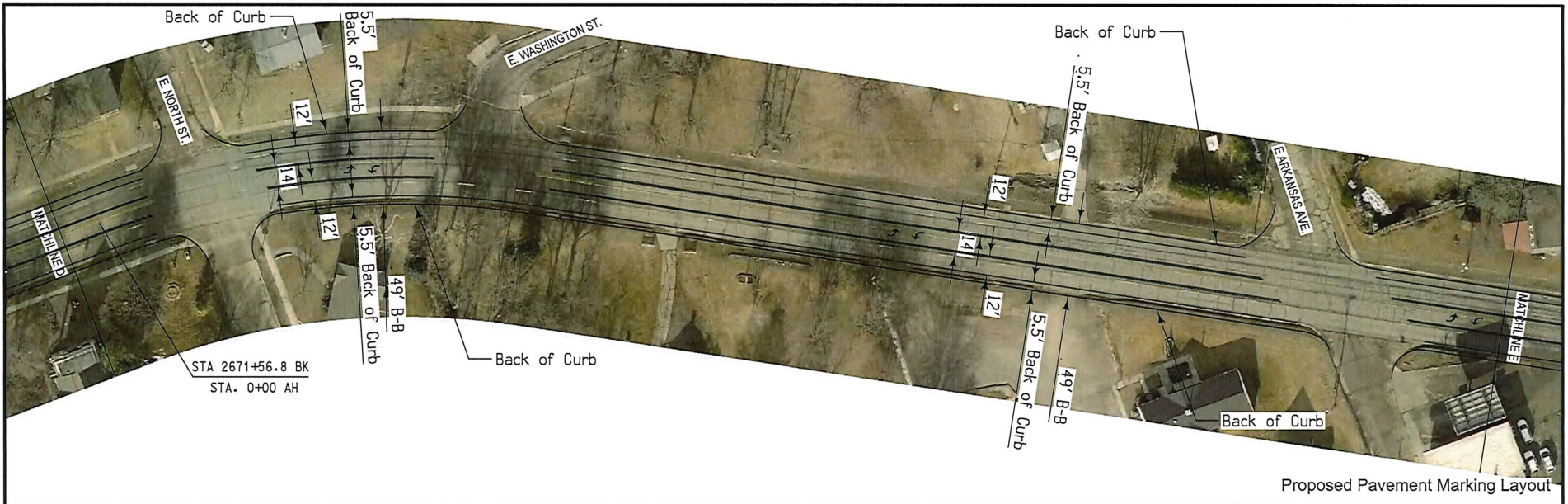
~~Proposed Pavement Marking Layout~~

FILE NO.	ENGLISH	DESIGN TEAM	DAVIS COUNTY	PROJECT NUMBER	SHEET NUMBER
4/28/2022	rfdle	McElmeel \ Phillips \ Fiedler	NHSN-063-1(101)--2R-26	J.2	



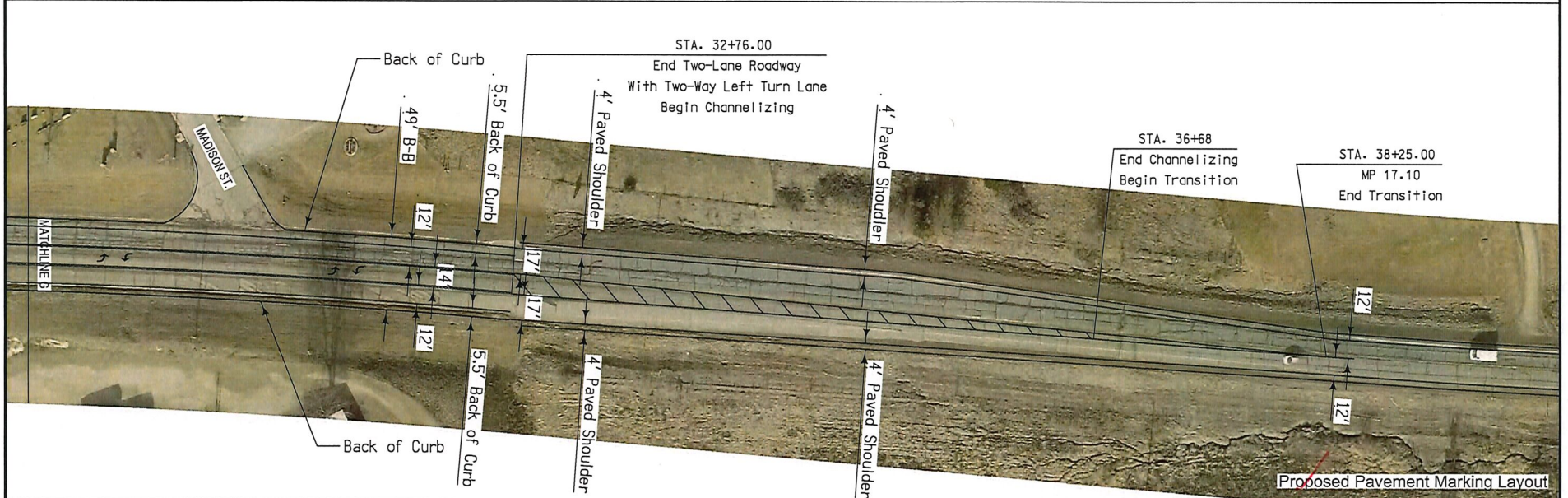
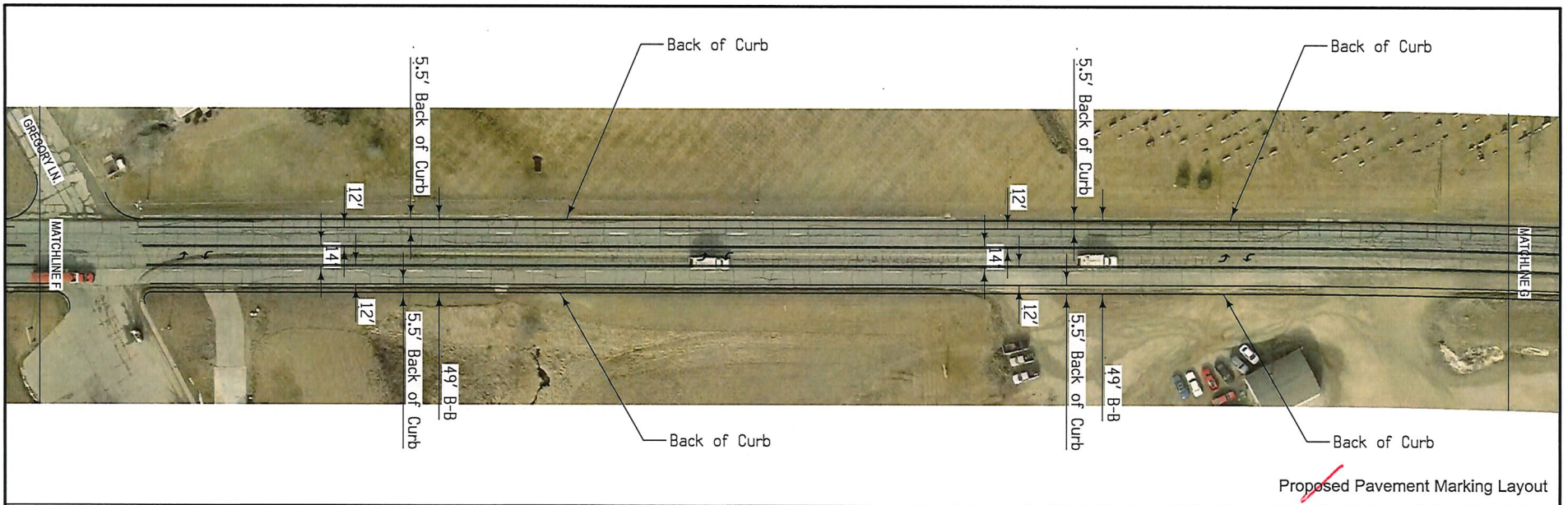
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FILE NO.	ENGLISH	DESIGN TEAM McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER NHSN-063-1(101)--2R-26	SHEET NUMBER J.4
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FILE NO.	ENGLISH	DESIGN TEAM	McElmeel \ Phillips \ Fiedler	DAVIS COUNTY	PROJECT NUMBER	NHSN-063-1(101)--2R-26	SHEET NUMBER	J.5
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