Storm Sewer/Intakes
NHSN-169-4(67)--2R-25
Dallas COUNTY

LETTING DATE
Dec 19 2023

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Location Map Sheet
A.3	Project Concept
D Sheets	**Mainline Plan and Profile Sheets**
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2	US 169
G Sheets	**Survey Sheets**
G.1 - 3	Reference Ties and Bench Marks
G.4	Horizontal Control Tab. & Super for all Alignments
J Sheets	**Traffic Control and Staging Sheets**
J.1	Traffic Control Plan
J.1	Staging Notes Stage
U Sheets	**500 Series, Mod.Stds. and Detail Sheets**
* U.1 - 6	500 Series, Modified Standards and Detail Sheets
* U.7	Gravel Berm Detail
	* Color Plan Sheets

IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

Dallas COUNTY

Storm Sewer/Intakes

South of N Raccoon River Bridge

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

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

REVISIONS

Field Exam held
8-30-2021

	TOTAL
	17
PROJECT IDENTIFICATION NUMBER	
20-25-169-010	
PROJECT NUMBER	
NHSN-169-4(67)--2R-25	
R.O.W. PROJECT NUMBER	
NHSN-169-4(68)--2R-25	

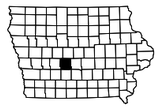
Attendees:

Design:
Jason Holst
Kyle Schrock
Hunter Finch

Bridge:
Dave Claman

District 4:
Wes Mayberry
Brian Smith

City of Adel:
Kip Overton



DESIGN DATA RURAL		
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	X	Primary Signature Block
X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN – Date: 08–30–2021

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)–2R-25	SHEET NUMBER A.1

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R–27W

END CONSTRUCTION
STA. 100+00
M.P. 88.95

PROJECT LOCATION

BEGIN CONSTRUCTION
STA. 96+50
M.P. 88.87

19 20 28 30 29

169

FAIRGROUNDS RD

SPORTSMANS CLUB RD

M DR

280TH ST

(ADEL CORPORATE LIMITS)

SUNSET CIR

Butler Creek

(ADEL CORP. LIMITS)

North Raccoon River

Mill Slough

(ADEL CORPORATE LIMITS)

288TH TRL

RIVER RD

N 12TH ST

LOCUST ST

GROVE ST

11TH ST PL

RAPIDS ST

COURT ST

N 19TH ST

MAIN ST

PRAIRIE ST

CHANCE CT

290TH ST

GREENE

INDUSTRIAL PARK RD

VAN FOSSEN LN

HORSE N BUGGY DR

PLEASANT ST

HYVUE ST

ORCHARD ST

SUNDANCE CIR

ASPEN DR

MAPLE DR

CASSIDY CURVE

COTTAGE ST

BRYAN ST

S 4TH ST

6

LOCATION MAP SCALE
0 0.1 0.2 0.3
Miles

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)–2R-25	SHEET NUMBER A.2

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PROJECT CONCEPT STATEMENT

Resiliency Improvements for U.S 169 over
North Raccoon River Mill Race in Adel
Project NHSN-169-4(67)- -2R-25
City of Adel
Dallas County

Highway Division
Bridges and Structures Bureau

Dave Claman, P.E.
515-239-1487

December 4, 2020

Project Description

U.S. 169 just south of the North Raccoon River Mill Race bridge (2589.1S169) in Adel has experienced many road closures over the past 20 years. The highway location is impacted when the gage at Perry is at a stage around 16.6 which is approximately a 3 year flood. The highway has been impacted at least 13 times over the past 20 years.

There are many instances when the river is high (but not out of bank) when the highway becomes inundated due to seepage and back-flow from a storm sewer. This results in frequent closure of the highway which can last days.

In order to mitigate the number and duration of road closures, the proposed project will include the construction of a manhole adjacent to the storm sewer intake. The manhole will be hydraulically connected on the north side of the intake and will include a sluice gate and access to allow a portable pump to be placed to prevent the Raccoon River flows from backing onto the roadway. The pump will also prevent seepage and local rainfall events from inundating U.S. 169. The storm sewer outlet will also be retrofitted with a flap gate and outlet structure (modified SW-402) to mitigate backup onto the roadway.

Need for Project

The highway is lower than the top of bank elevations which causes the highway to close even though flows do not enter upon the flood plain. The highway currently closes for approximately a 3 year flood and has closed several times within the same year. The proposed project would reduce the expected closures of the highway by 50% by increasing the resiliency of the highway to approximately a 7 year flood on the Raccoon River. Once flows get out of bank, the highway will be closed.

The project will improve the resiliency of the highway and prevent a long detour for travelers to get into town. A grade raise was considered but ruled out due to costs and the need for additional ROW.

Concept

Manhole, Sluice Gate, Storm Sewer Outlet Structure and Flap Gate (See Attachment)

This concept includes the construction of a manhole that is hydraulically connected to the existing storm sewer intake to allow pumping of seepage and storm water during a flood event. This will allow the highway to remain open until the river flows out of bank. This will double the resiliency of the highway to remain open and will not close the highway until the North Raccoon River reaches a stage of approximately 17.5 at the Perry gage. The project would reduce the duration and closure of the highway from approximately 13 times to 9 times based on historical information over the last 20 years. In addition, the duration of closure for these events will be greatly reduced.

Listed below is the cost estimate to improve resiliency on U.S. 169.

Cost Estimate:

Manhole/Sluice Gate	$	20,000
Flap Gate/Outlet Structure	$	10,000
Pump/Generator	$	2,000
Mobilization/Contintency	$	6,400
Total	$	38,400

Recommendation

Develop and implement project as described herein.

Special Considerations

The project will require an agreement with the City of Adel outlining agency responsibilities for maintenance and pumping duties.

Raccoon River is not designated as meandered at this location and thus a DNR Sovereign Lands permit will not be required.

The Office of Location and Environment has not reviewed this project but environmental review and clearances may be required.

Extent of existing utilities in the area is unknown but are not anticipated to be in conflict with the proposed work.

Survey is required.

It is anticipated the work for the primary project would be awarded to one prime contractor. The Design Bureau will develop the plan preparation for a December 19, 2023 letting.

SURVEY SYMBOLS

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- Grave
- Cave
- Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Existing Utility Access (Manhole)
- Fire Hydrant
- WH Water Hydrant (Rural)
- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Satellite TV Dish
- WHU Water Hook Up
- RT Radio Tower
- TA Tower Anchor
- Guardrail (Beam or Cable)
- GP Guard Post (one or two)
- Guard Post (over two)
- FP Filler Pipe
- GV Gas Valve
- WV Water Valve
- SL Speed Limit Sign
- MM Mile Marker Post
- SIGN Sign
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box
- EB Electric Box

UTILITY LEGEND

- FO — FO1D CENTURY LINK - Quality D
- FO2 — FO2D MEDIACOM - Quality D
- G — GL1D Mid American - Quality D
- PPA Power Pole Mid American

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
SHADING	**Design Color No.**	
Lavender	(9)	Temporary Pavement Shading
Gray, Light	(48)	Proposed Pavement Shading
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

RIGHT-OF-WAY LEGEND

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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)--2R-25	SHEET NUMBER D.1

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Sta. 96+50
24"x32' RCP
UAC

Adel TWP.
T-79N R-27W
SEC. 29

Begin Construction
Sta. 96+50

It looks like these fiber lines should extend to the south.

End Construction
Sta. 100+00

95+00 96+00 98+00 99+00 100+00

169

MLI69

Modified SW-402
and Flap Gate
See U-sheets

Granular Berm
See U-sheets

Modified SW-510
See U-sheets

Sta. 96+5
18"x90' R
UAC

Gas line near new intake should be potholed to verify location w.r.t. intake. District staff will look into this.

20 FEET

Sta. 97+45 to 99+88
24"x243' CMP
UAC

Move berm closer to road, so that the top of berm will be on DOT ROW

Relatively flat terrain and lack of survey makes it difficult to determine if ponding will occur in the parking lot to the east of new berm, however it would be small localized areas and lower terrain is to the SE.

Temporary easement for berm grading. No permanent acquisition.

Clearing and Grubbing to remove brush around outlet

Include excavation and backfill for wing wall installation.

Will outlet to river to the north instead of overland to the east to prevent pumping water onto private property.

A shallow buried pipe was discussed, however the outlet would be underwater in these situations.

District and City would prefer a permanent pump that would not need to be watched at all times. City and DOT staff are needed elsewhere when this flood occurs. Consultant would be needed to design pump and electrical system.

Would like to include an additional portable pump and generator in case of power outage.

900 895 890 885 880 875 870 865

7+00 8+00 9+00 10+00 11+00 12+00

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)--2R-25	SHEET NUMBER D.2

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Dallas County
NHSN-169-4(67)—2R-25
Location: Raccoon River Mill Race Bridge 1.4 mi N of US 6
Type of Work: Storm Sewer/Intakes
Project Directory: 2516901020
PIN: 20-25-169-010
Sap-07191

Party Personnel

Paul Harry- Party Chief
Scott Liddell- Party Chief

Date(s) of Survey

Begin Date	12/7/2020
End Date	12/22/2020

General Information

Measurement units for this survey are US survey feet. Project datum and control information is provided by Design Survey Office. This project is a Full DTM without Photo control.

Vertical Control

The vertical datum is NAVD88. Vertical Control was established on 2 monuments designated as points 25169001, and 25169002. These monuments are expected to hold vertical reasonably well. Datum was transferred from Iowa RTN reference stations to the projects monuments by using concurrent 6-hour static measurements and post processing connecting vectors. Geoid g2012bu3 was used in processing.

This survey observed 2 NGS Control Monuments with published NAVD88 heights and 1 Dallas County Control Monument to compare to local ground control:

NGS First order class 2 monument designated TT4MT has a published Elev. of 913.21
Survey Elev. = 913.19

NGS First order class 2 monument designated C4 has a published Elev. of 1023.72
Survey Elev. = 1023.67

Dallas County monument designated G122 has a published Elev. of 967.84
Survey Elev. = 967.80

Horizontal Control

The project coordinate system for this survey is Iowa RCS Zone 8 (U.S. Survey Feet). This survey control is relative to IaRTN reference stations. IaRTN Reference Station coordinate are relative to the National Reference Station network datum NAD83 (2011) for Epoch 2010.00. Coordinates were determined by using concurrent 6-hour static measurements and post processing connecting vectors.

Alignment Information

The horizontal alignment for this survey is a retrace of Paving Plans No. FN-169-4(17)—21-25. Survey stationing was equated to the plan POT at Sta. 88+76.88 and run ahead without equation throughout the survey.

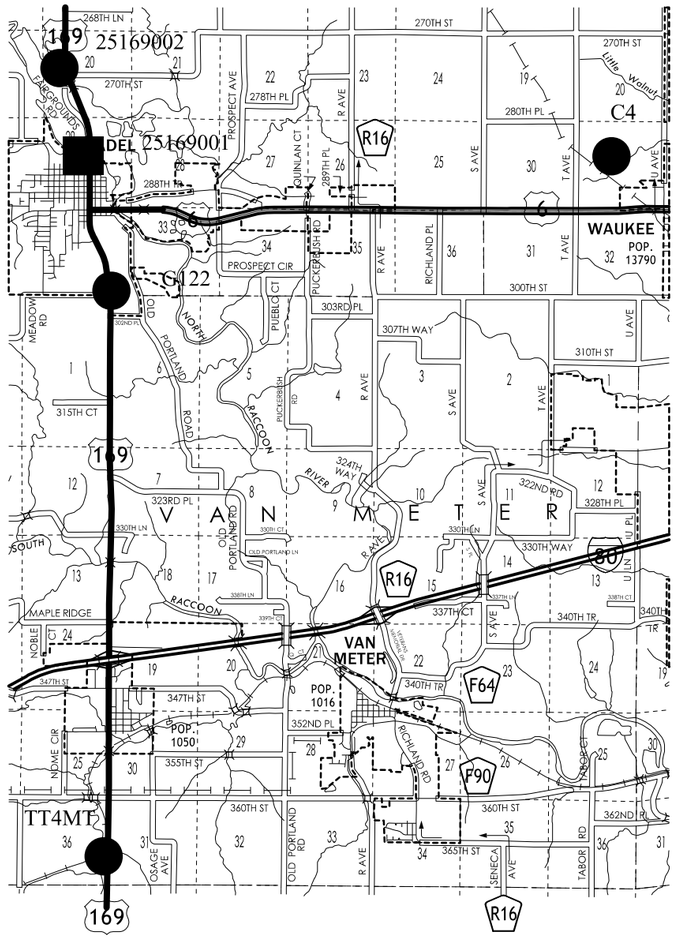
Survey stationing relates to as built plan stationing as follows:

POT Sta. 88+76.88 Paving Plans Project No. FN-169-4(17)—21-25.
Survey POT Sta. 88+76.88

PI Sta. 101+51.34 Paving Plans Project No. FN-169-4(17)—21-25.
Survey PI Sta. 101+52.13

CONTROL POINT VICINITY MAP

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



R-27W

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00
VERT. DATUM: NAVD88
Ia. Regional Coordinate System Zone 8

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 8

Project Control Marks are Bench Marks

Point Name	North Coordinate	East Coordinate	Elevation	Feature Code- Monument Description
25169001	7500467.3	18417649.54	886.52	FENO 1100FT NORTH FROM THE INTERSECTION OF HWY 169 AND GROVE ST 86FT W OF CL HWY 169 68FT NW OF SPEED LIMIT SIGN POST AND 18FT NE OF CL HMA TRAIL
25169002	7505705.34	18416190.46	894.2	CP CONCRETE MONUMENT 500FT N OF THE INTERSECTION OF HWY 169 AND 270TH ST 130FT W OF CL HWY 169 32FT S OF POWER POLE AND 2FT E OF WOVEN WIRE FENCE.
G122	7492207.52	18418998.67	967.8	CP COUNTY GPS MONUMENT 72FT E OF CL HWY 169 68FT N OF CL MEADOW RD AND 47FT NE OF STEEL LUM POLE
TT4MT	7458419.63	18418841.55	913.19	CP NGS BRASS DISC IN TOP CONCRETE MONUMENT 0.7 MILES S OF THE INTERSECTION OF HWY 169 AND COUNTY ROAD F90 77FT W OF CL HWY 169 41.5FT NW OF POWER POLE AND 12FT NW OF TOP CL CMP INLET
C4	7500414.79	18449310.58	1023.67	CP NGS BRASS DISC IN HDWL RCB 300FT SE OF INTERSECTION OF NW BENNINGTON DR AND NW GEORGETOWN DR 285FT SW OF THE INTERSECTION OF NW JAMESTOWN LN AND NW GEORGETOWN DR 67FT SW OF CENTER MH TOP 6FT X 6FT CONC AREA INTAKE AND 11FT SW OF CL CONC TRAIL

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	ML169	88+76.88 R1	7499362.09	18417736.85															
2	ML169	101+52.13 R1	7500637.34	18417735.01															

108-25
10-21-14

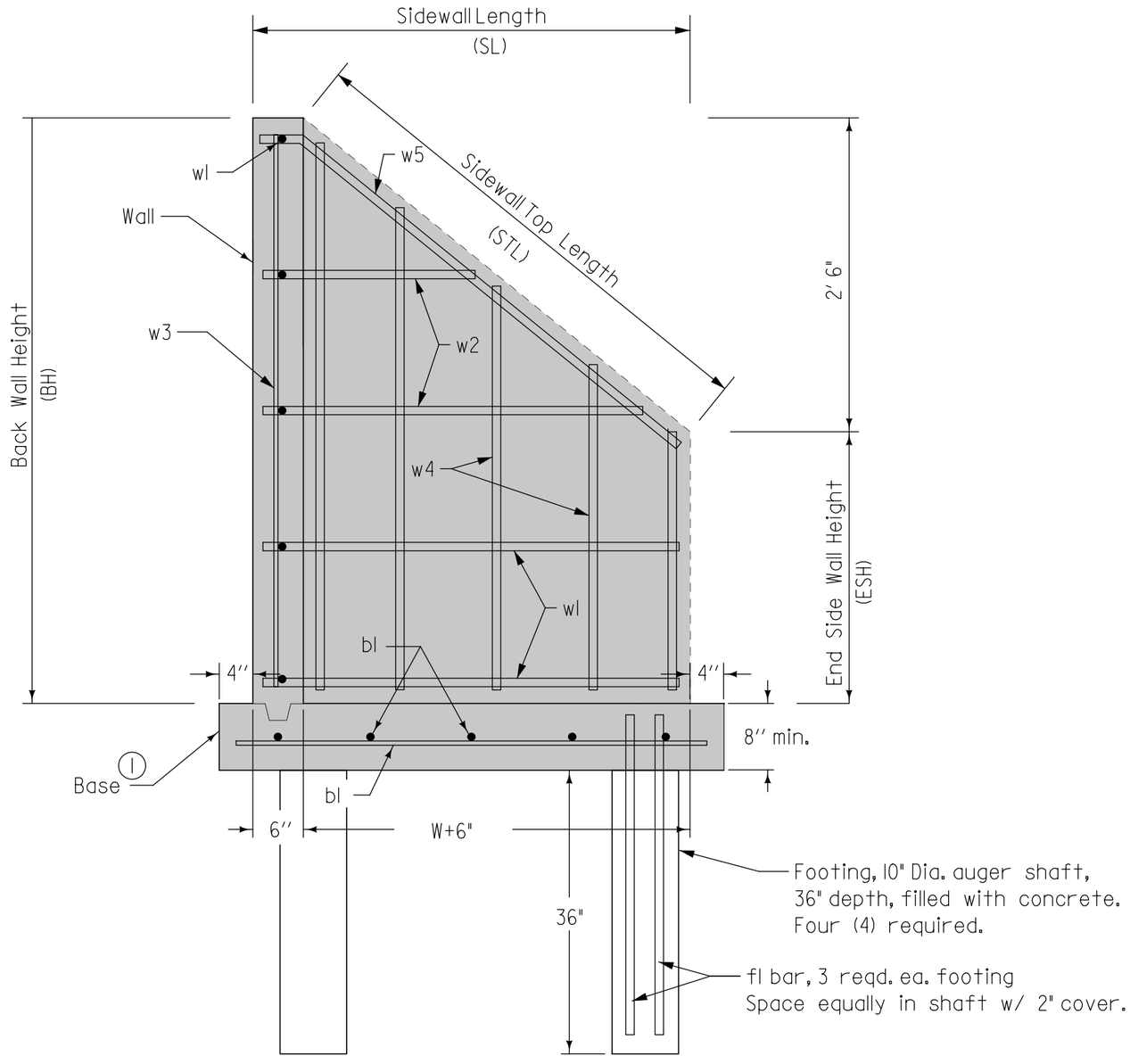
511 TRAVEL RESTRICTIONS

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
			None Anticipated									

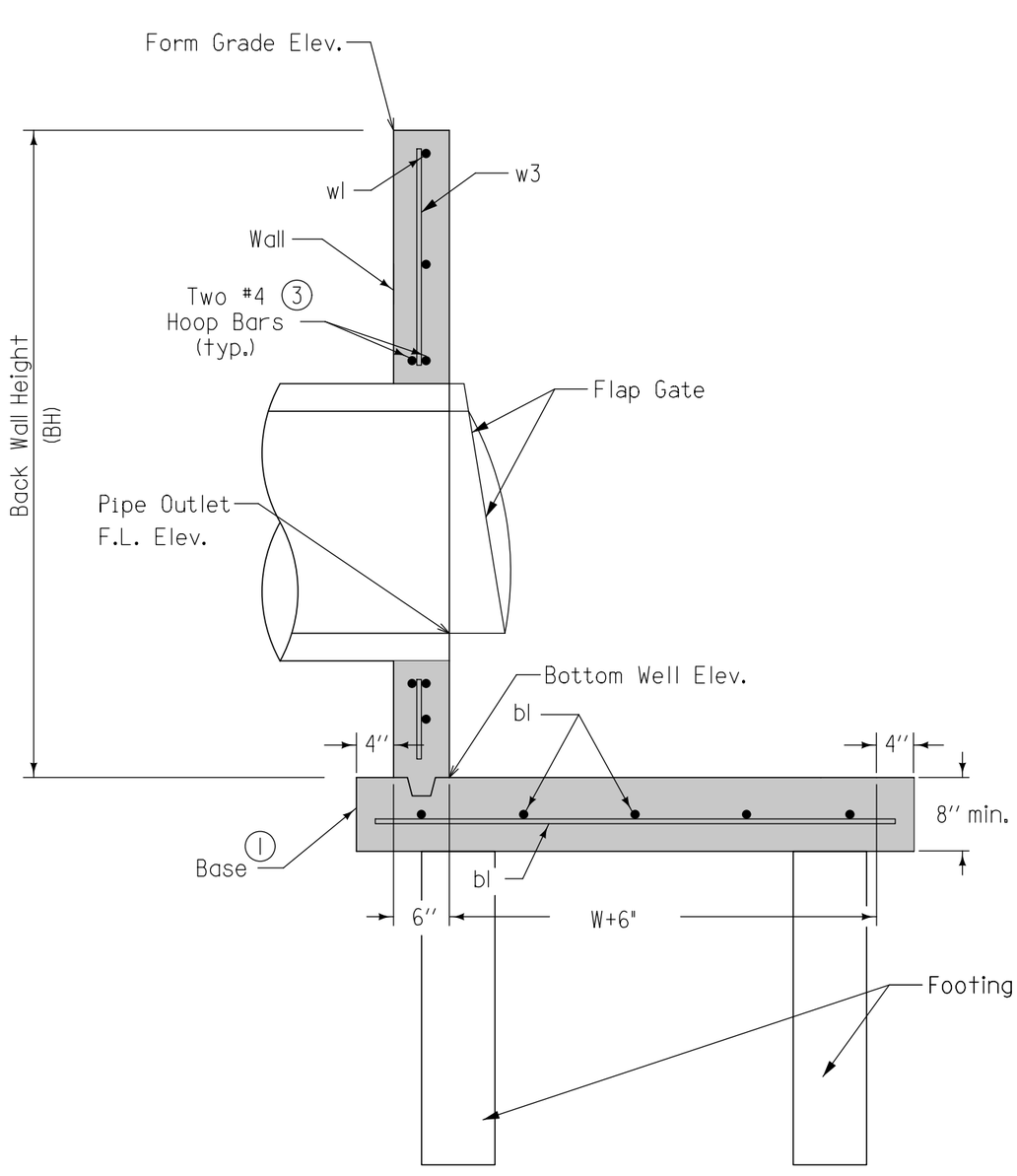
108-23A
08-01-08

TRAFFIC CONTROL PLAN

Construct modified SW-510 utilizing TC-216 (Lane Closure with Signals).



SEC. A-A
TYPICAL SECTION



SEC B-B
TYPICAL SECTION

1. Cast-in-place base shown. If base is precast integral with walls, the footprint of the base is not required to extend beyond the outer edge of the walls.
2. For precast base, provide 6" dia. blockout in base at footing locations. Extend footing bars into base and fill blockout with concrete.
3. Provide two #4 hoop bars at all pipe openings.

SW-402 MODIFIED
STORM SEWER MANHOLE
1/2

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)-2R-25	SHEET NUMBER U.1

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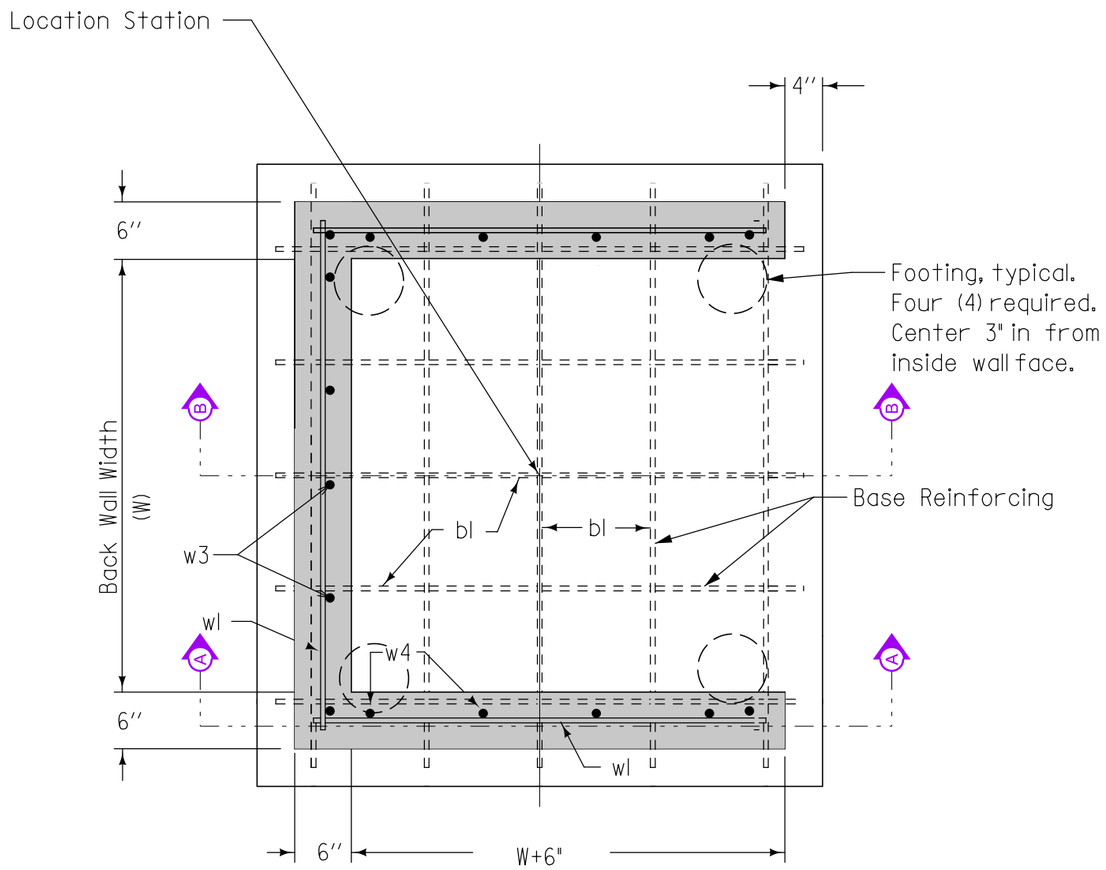
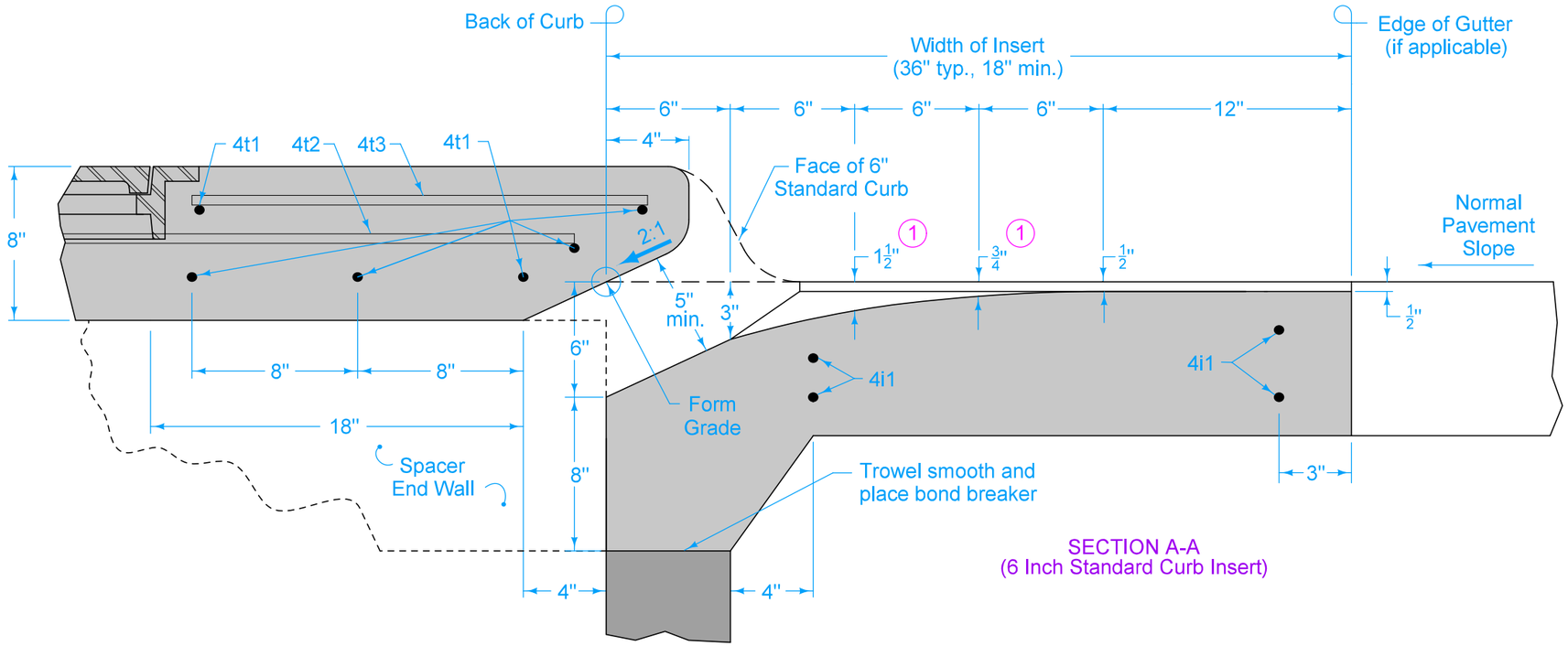


PLAN

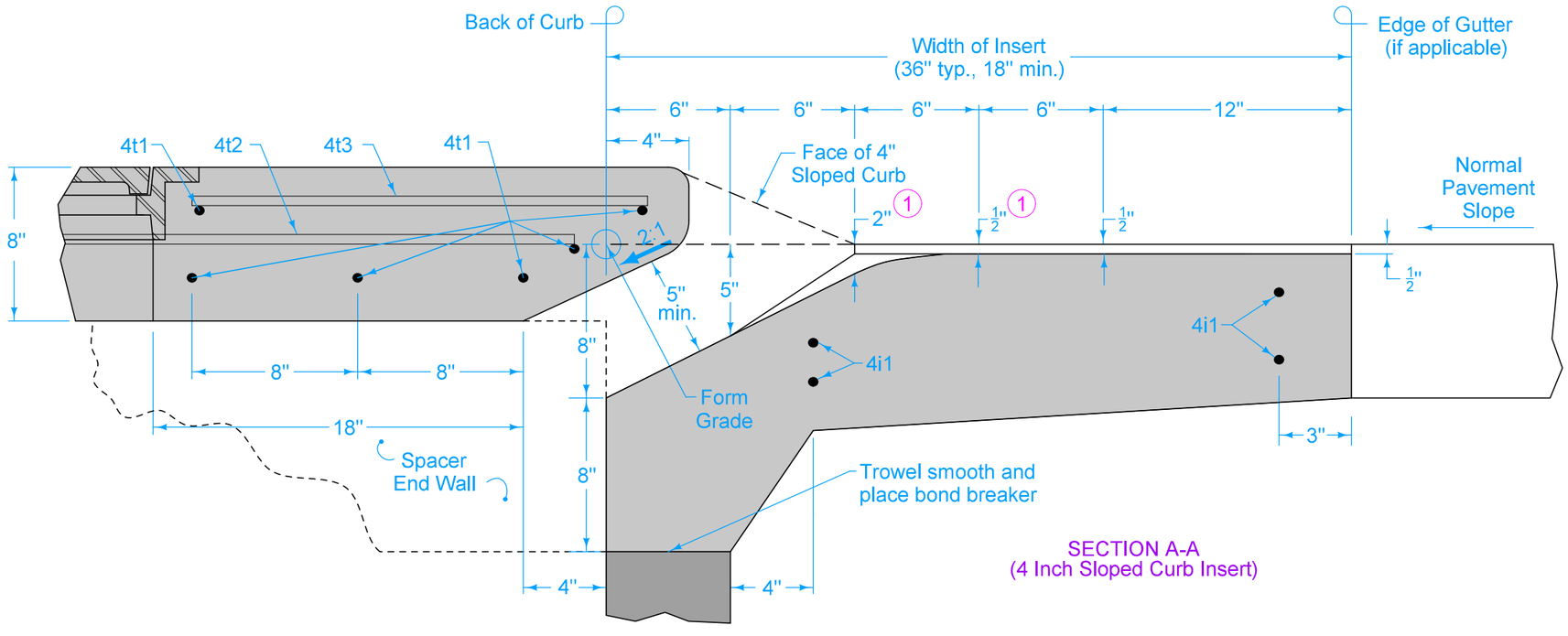
REINFORCING BAR LIST					
Mark	Size	Location	Shape	Length	Spacing
b1	5	Base	——	W plus 14''	12''
w1	5	Walls Hor.	——	W plus 8''	12''
w2	5	Walls Hor.	——	Var. 6" to SL minus 4''	12''
w3	5	Walls Vert.	——	BH minus 4''	12''
w4	5	Walls Vert.	——	Var. ESH to BH minus 4''	12''
w5	5	Wall Top	——\	STL plus 2''	NA
f1	4	Footing	——	40"	NA

SW-402 MODIFIED
STORM SEWER MANHOLE
2/2



SECTION A-A
(6 Inch Standard Curb Insert)

1 Insert shaping may be modified for insert widths less than 36 inches. For an 18 inch insert, reduce dimensions indicated by $\frac{1}{4}$ inch.



SECTION A-A
(4 Inch Sloped Curb Insert)

FIGURE 6010.510 SHEET 1 OF 3

		MODIFIED	
		6	04-21-20
FIGURE 6010.510	STANDARD ROAD PLAN	SW-510	
		SHEET 1 of 4	

MODIFICATIONS: Changed

DOUBLE OPEN-THROAT CURB INTAKE, LARGE BOX

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)–2R-25	SHEET NUMBER U.3

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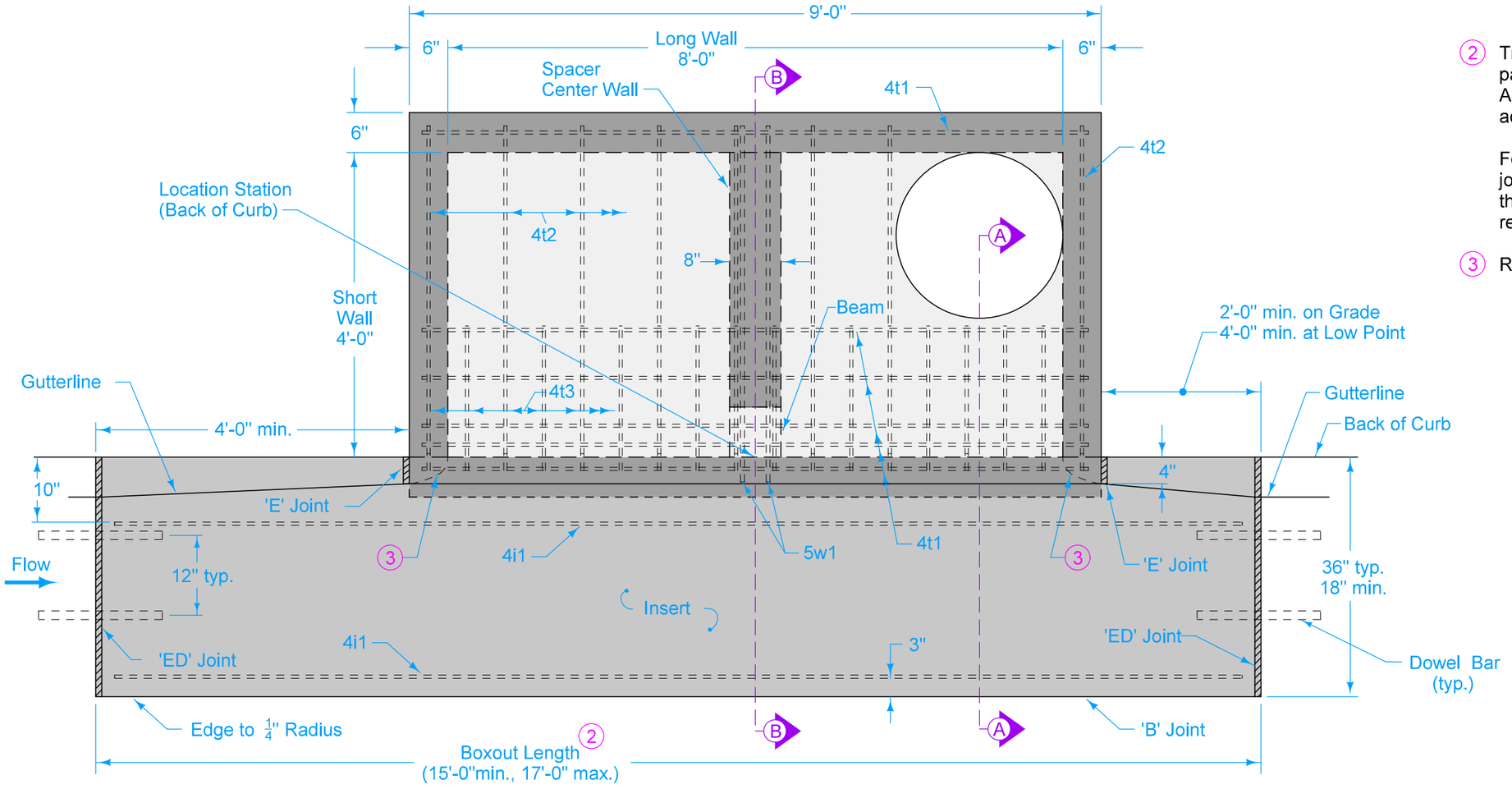

PLAN

2 Transverse joint spacing on new concrete pavement is controlled by the intake boxout. Adjust adjacent joint spacing as required to accommodate boxouts.

For retrofit intakes, match existing pavement joints. Stop any transverse pavement joints that do not conform to the minimum spacing requirements at the edge of the insert area.

3 Rounded shaping at inlet.

REINFORCING BAR LIST

Mark	Size	Location	Shape	Count	Length	Spacing
4b1	4	Base	——	9	4'-6"	12"
4b2	4	Base	——	6	8'-6"	11"
4i1	4	Insert	——	4	Boxout Length minus 8"	See Insert
4t1	4	Top	——	7	8'-6"	See Plan
4t2	4	Top	——	8	4'-4"	12"
4t3	4	Top	——	18	1'-10"	6"
4w1	4	Walls	——	24	Wall Height minus 4"	13"
4w2	4	Long Walls	——	Varies	4'-8"	12"
4w3	4	Short Walls	——	Varies	8'-8"	12"
5w1	5	Beam	⌐¬	2	8'-3"	4"

BENT BARS

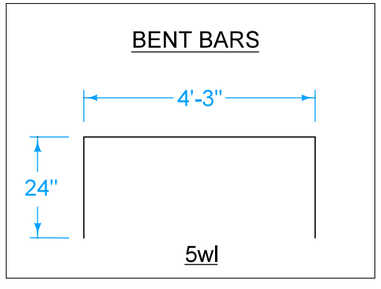

FIGURE 6010.510 SHEET 2 OF 3

		MODIFIED
		6 04-21-20
FIGURE 6010.510	STANDARD ROAD PLAN	SW-510
		SHEET 2 of 4

MODIFICATIONS: Changed

DOUBLE OPEN-THROAT CURB INTAKE, LARGE BOX

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)–2R-25	SHEET NUMBER U.4

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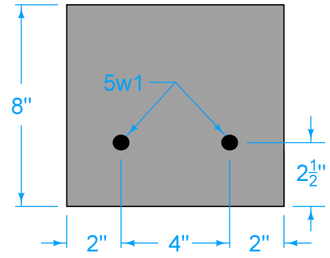
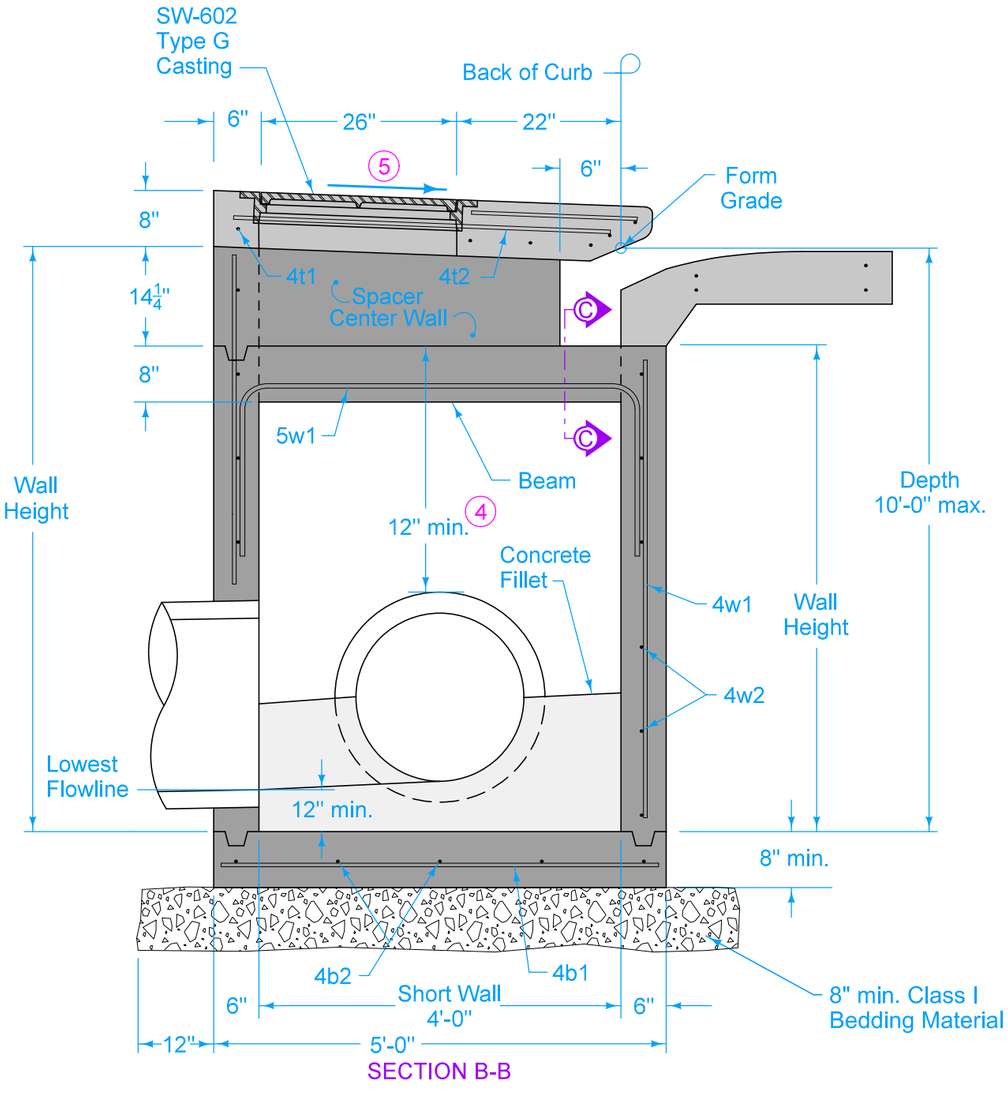
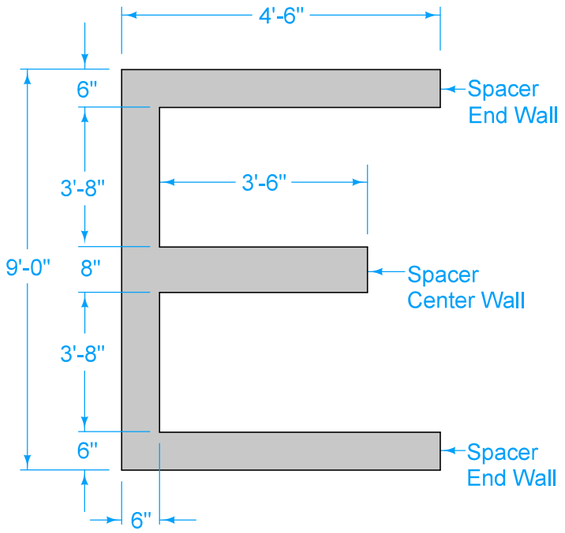


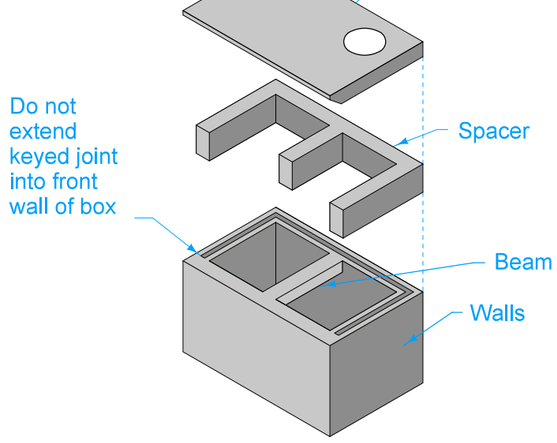
SECTION C-C



SECTION B-B



PLAN
(SPACER)



ISOMETRIC
(Refer to Section B-B
for alignment of Top
with Spacer)

4. 12 inch minimum wall height above all pipes.

5. Slope of 1.5% or as specified in the contract documents.

MAXIMUM PIPE DIAMETERS		
Pipe Location	Precast Structure	Cast-in-place Structure
Short Wall	30"	36"
Long Wall	60"	66"

FIGURE 6010.510 SHEET 3 OF 3

		MODIFIED	
		6	04-21-20
FIGURE 6010.510	STANDARD ROAD PLAN	SW-510	
		SHEET 3 of 4	

MODIFICATIONS: Changed

DOUBLE OPEN-THROAT CURB INTAKE, LARGE BOX

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)–2R-25	SHEET NUMBER U.5

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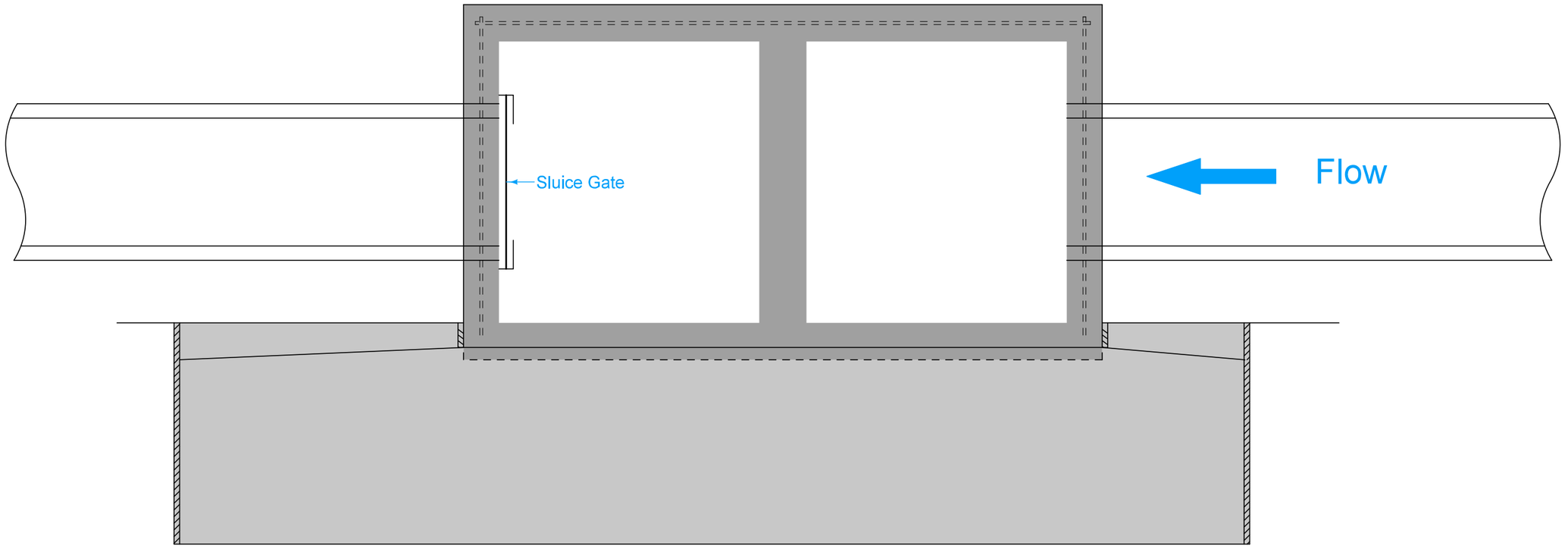

PLAN

		MODIFIED	
		6	04-21-20
FIGURE 6010.510	STANDARD ROAD PLAN	SW-510	
		SHEET 4 of 4	

REVISIONS Added Class 3 Backfill Material. Changed maximum box out length to 17'.

SUDAS DIRECTOR | DESIGN METHODS ENGINEER

DOUBLE OPEN-THROAT CURB INTAKE, LARGE BOX

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)--2R-25	SHEET NUMBER U.6	

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N

96+00

97+00

98+00

FO

FO

SIGN

G

G

G

FO

G

FO2

FO

G

TP

TP

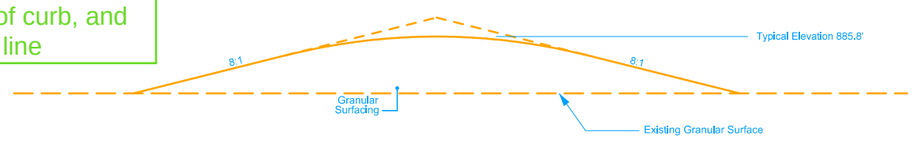
STA 95+97.00
OFF 30.00'
ELEV. Match Existing

STA 96+17.00
OFF 34.00'
ELEV. 885.8'

STA 97+15.00
OFF 34.00'
ELEV. 885.8'

STA 97+42.87
OFF 28.43'
ELEV. Match Exisiting

District would like cross-sections that show the berm, back of curb, and ROW line



Berm Cross-section

0 FEET 10

Gravel Berm

FILE NO.	ENGLISH	DESIGN TEAM Holst \ Schrock \ Finch	Dallas COUNTY	PROJECT NUMBER NHSN-169-4(67)–2R-25	SHEET NUMBER U.7	

9:58:43 AM 8/12/2021 kschroc pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\2516901020\Design\CADD_Files\Sheet_Files\SHT_25169067_U07.dgn