TO OFFICE: District 5

DATE: October 17, 2018
Rev. 10-30-18 UAC g-rail

ATTENTION: Jim Armstrong

REF. NO.: 500
PIN: 18-93-002-010

FROM: Jim Phillips

County: Wayne
Proj. #STP-002-6(46)- -2C-93

OFFICE: District 5 Design

SUBJECT: FY '20 -3R Project Concept – FINAL (D0)

DATE OF REVIEW: Pending; **PARTICIPANTS**: Jim Phillips District 5 Design.

PROJECT DATA:

Non-NHS ROUTE: IA 2, Wayne Co. from .2 mi. west of the West City limits of Corydon (MP 146.80) to the Appanoose Co. line (MP 159.26)
LENGTH: Surface & Safety improvements = 12.46 miles;
PLANNING CLASSIFICATION: 3
MAINTENANCE SERVICE LEVEL: C
TRAFFIC: W. City limits of Corydon (MP 147.08) to Lincoln St. (MP 147.20) 0.12 miles
2020 --- 2759 ADT with 10% trucks
2040 --- 2990 ADT with 10% trucks.

Lincoln St. (MP 147.20) to Franklin St. (MP 147.51) 0.31 miles
2020 --- 3310 ADT with 8% trucks
2040 --- 3588 ADT with 8% trucks.

Franklin (MP 147.51) to Ia. 14 and Lafayette St. (MP 147.59) 0.08 miles
2020 --- 3310 ADT with 8% trucks
2040 --- 3588 ADT with 8% trucks.

Ia. 14 and Lafayette (MP 147.59) to East St. (MP 147.85) 0.26 miles
2020 --- 4612 ADT with 6% trucks
2040 --- 4999 ADT with 6% trucks.

East St. (MP 147.85) to E. limits of Corydon (MP 148.12) 0.27 miles
2020 --- 3210 ADT with 9% trucks
2040 --- 3479 ADT with 9% trucks.

E. limits of Corydon (MP 148.12) to Co. Rd. S40 (MP 150.17) 2.05 miles
2020 --- 2521 ADT with 12% trucks
2040 --- 2732 ADT with 12% trucks.

Co. Rd. S40 (MP 150.17) to W. limits of Promise City (MP 156.29) 6.12 miles
2020 --- 2183 ADT with 15% trucks
2040 --- 2366 ADT with 15% trucks.

W. limits of Promise City (MP 156.29) to E. limits of Promise City (MP 156.79) 0.50 miles
2020 --- 2377 ADT with 14% trucks
2040 --- 2576 ADT with 14% trucks.

E. limits of Promise City (MP 156.79) to Jct. Co. Rd. J40/S60(MP 157.77) 0.98 miles
2020 --- 1783 ADT with 19% trucks
2040 --- 1932 ADT with 19% trucks.

Jct. Co. Rd. J40/S60 (MP 157.77) to W. line of Appanoose Co. (MP 159.26) 1.51 miles
2020 --- 1763 ADT with 19% trucks
2040 --- 1911 ADT with 19% trucks.

PAVEMENT HISTORY:
The data below is from Pavement Management Information System (PMIS) 2017

MP to MP	Dir.	Type	PCI-2	IRI	RUT	FRICT	Crack Index
147.08 - 147.95	B	PCC	13*	294	0.11	39	2
147.95 – 149.54	B	COM	56	173	0.18	42	74
149.54 – 151.48	B	COM	57	128	0.25	29	62
151.48 – 154.60	B	COM	59	161	0.17	43	73
154.60 - 159.26	B	COM	63	109	0.28	32	71

*per June 5, 2018 Quick Look Trend, in 2016 the PCI-2=21, 2015= 49, 2014= 44. The PCI formula changed.

PAVEMENT HISTORY:
MP 147.08 – MP 147.95 (45' b-b w/ 9 " PCC)
ORIGINAL PAVEMENT: 45 ft.b-d wide, 9 inch PCC Project: Unknown
COARSE AGGREGATE SOURCE: Linwood C. Lst., Dur. I, Earlham St.=1
YEAR CONSTRUCTED: 1970

MP 147.95 – MP 149.54 (45' b-b and 24 ft. w/ 12" Composite)
ORIGINAL PAVEMENT: 45'b-b and 24 ft. wide, 9 inch PCC; Proj F-91(3)
COARSE AGGREGATE SOURCE: Plano, C. Lst., Dur.1
YEAR CONSTRUCTED: 1963

RESURFACED: 1992, 1.5 in. AAC, 1.5 in. BAC Proj. FN-2-6(16)- -21-93
COARSE AGGREGATE SOURCE: Unknown

PAVEMENT HISTORY cont'd.

MP 149.54 – MP 151.48 (24' x 11.5" Composite w/ 6" x 10' gran. shld.)
ORIGINAL PAVEMENT: 18 ft. wide, 7 inch PCC; Proj F-91DEFG & FA-150B

COARSE AGGREGATE SOURCE: Linwood C. Lst., Dur. I, Earlham St.=1
YEAR CONSTRUCTED: 1929

RESURFACED: 1963, 1.5 in. AAC, 1.5 in. AAC Proj. F-91(3), 3 ft. gran. fillet, 10 ft. earth Shld.
WIDENING: 3 ft. wide PCC pavement widening unit constructed in 1963, project F-91(3),
COARSE AGGREGATE SOURCE: Plano, C. Lst., Var. Locations 230MM PC

RESURFACED: 1988, 1.5" mill, 1.5 in. Type A, 1.5 in. Type B Proj. FN-2-6(11)- -21-93, 10 ft.x 6" Gran. Shld. Incl. fabric reinforcement along 9 ft. offset long. Joint line of prior widening unit.
Also included the saw and sealing of transverse joints – at the locations of prior PCC joints.
COARSE AGGREGATE SOURCE: Lemley, C. Lst.

MP 151.48 – MP 154.60 (24' x 12" Composite w/ 10' x 9" gran. shld.)
ORIGINAL PAVEMENT: 24 ft. wide, 9" PCC; Proj. F-91(3)
COARSE AGGREGATE SOURCE: Plano C. Lst. Dur. 1
YEAR CONSTRUCTED: 1963

GRANULAR SHOULDER: 10 ft. wide x 6" Proj. FN-2-6(11)—21-93
YEAR CONSTRUCTED: 1988

RESURFACED: 1992, 1.5 in. Type A, 1.5 in. Type B Proj. FN-2-6(16)- -21-93, 10 ft.x 3" Gran. Shld
COARSE AGGREGATE SOURCE: Selma-Gardner, C. Lst.

MP 154.60 – MP 159.26 (24' x 11.5" Composite w/ 10' x 6" gran. shld)
ORIGINAL PAVEMENT: 18 ft. wide, 7 inch PCC; Proj F-91DEFG & FA-150B
COARSE AGGREGATE SOURCE: Linwood C. Lst., Dur. I, Earlham St.=1
YEAR CONSTRUCTED: 1929

RESURFACED: 1963, 1.5 in. AAC, 1.5 in. AAC Proj. F-150(5), 3 ft. gran. fillet, 10 ft. earth Shld.
WIDENING: 3 ft. wide PCC pavement widening unit constructed in 1963, project F91(3),
COARSE AGGREGATE SOURCE: Plano, C. Lst., Var. Locations 230MM PC

RESURFACED: 1988, 1.5" mill, 1.5 in. Type A, 1.5 in. Type B Proj. FN-2-6(11)- -21-93, 10 ft.x 6" Gran. Shld. Incl. fabric reinforcement along 9 ft. offset long. Joint line of prior widening unit.
Also included the saw and sealing of transverse joints – at the locations of prior PCC joints.
COARSE AGGREGATE SOURCE: Lemley, C. Lst.

EXISTING CONDITIONS AND CAUSES OF DISTRESS:

Urban PCC in Corydon:

The PCI for the 4-lane marked pavement, is low which may be due to a change in the formula which over discounts for the age of PCC. As indicated in the table, the PCI's are significantly higher in prior years.

The crack index is low, indicating a sound PCC pavement.

A rough IRI in a slow speed urban area has a higher tolerance to the travelers and and as such, has a traffic calming affect. That being said, the IRI being over 150 indicates that the pavement roughness is high, and thereby thereby the smoothness of the ride could be improved.

Rural composite pavement:

In general, there is 3 inch minimum thickness of existing HMA. The 0.25 inch of rut depth could become a water planing safety concern during rains. The IRI of over 150 indicates that the existing pavement is rough. There is some transverse joint roll down.

The last HMA overlays are in 1988 (30 yrs) and 1992 (26 yrs old). Considering that the transverse cracks were sawed and sealed (see photo), the PMIS cracking index of 62 to 74 indicates an increase in the oxidizing and brittleness of the existing surface in between those sealed joints.



Iowa 2, east of Corydon, existing condition 2018, 3" HMA over 7" PCC condition, project **1987** Proj. FN-2-6(11)- -21-93:

Sawed and sealed **HMA transverse cracks** above the exist. PCC cracks – **good condition**.

Fabric reinforcement was placed along **longitudinal joint**, widening unit – **good condition**.



Not this Project: West of Leon existing condition, 2017, for comparison:

Composite **1986** 3 inch HMA over 2.25 x 9" widening unit and

1941 7" PCC. No sawed **transverse joints**. – **poor condition**

No fabric reinforcement along **longitudinal widening unit**. – **poor condition**

Note the longitudinal cracking and the extensive transverse crack maintenance

EXISTING CONDITIONS AND CAUSES OF DISTRESS cont'd:
There are 2 segments where the pavement friction is 32 and 29 (less than desired 33).
In general, the pavement appears generally durable and sound considering no HMA overlay since 1992 (26 years).
Longitudinal **subdrains** were previously installed along 85% of project. See pg. 9. Random checks show 11 ft. average granular shoulder widths and 4% avg. cross slopes.
SAFETY CONSIDERATIONS: Design Manual Section 1C-1
ACCEPTABLE VALUES FOR 3R ROADWAY FEATURES
Per Design Manual Section 1C-1

Design Element	Acceptable Value	Actual Value	Meets Criteria
1. Regulatory Speed (mph)	55	55	Yes
2. Min. Vertical Curve Crest k value = 114 pass sight dist Sag min k value = 115 headlight sight dist. (35 mph) L=KA	49	33 mph	**No**
3. Max. Horizontal Curve (degrees)	6	4	Yes
4. Max. Gradient	6%	5.35%	Yes
5. Lane Width (feet)	11	12	Yes
6. Parking Lane Width (feet)	---	---	---
7. Shoulder Width (feet)	6	6-10	Yes
8. Foreslopes	3:1	3:1/2.5:1	**No**
9. Transverse Slopes	6:1	<6:1	**No**
10. Horizontal Clearance (feet)	---	N/A	N/A
11. Bridge Width (feet)	24+6+6=36	30	**No**
12. Vertical Clearance-Over NHS (feet)	16.5	N/A	N/A
13. Vertical Clearance-Over Local (feet)	14.5	N/A	N/A

2 : West of Promise City, there is one (1) crest vertical curves that are below the acceptable value of 50 mph for stopping site distance. Sta 1181+08.5 K=77 east edge of Promise City which is posted 45 mph.
There are five (5) sag vertical curves that are below the acceptable value of 55 mph for stopping site distance. Sta 779+00 K= 109, Sta 919+00, K=108 , Sta 2014+50 K=107, 1107+67.5 K=102, Sta 1127+83 K=91
East of Promise City, (based upon 1929 plans and 1963 plans F150(5) there are zero (0) crest vertical curves that are below the acceptable value of 50 mph for stopping site distance.
There is one (1) sag vertical curves that are below the acceptable value of 55 mph for stopping site distance. Sta 1225+75.5 K=55.

3 : There are five (5) Superelevated, horizontal curve locations. See sh. 3 of 1988 plans FN_2-6(11)—21-93. The original cross slopes and superelevations will be maintained since they are below 8% and no problems exist per Design Manual 2A-2.

7.) Paved shoulders
The existing shoulders are less that 10 ft. at the following locations: MP 149.53-151.12 (6 ft. lt. and rt.); MP 152.3 to 153.58 (8 ft. lt.); MP 154.62 – 157.16 (6 ft. lt and rt,, 3- 4 ft. in Promise City); MP 158.55- 159.26 (6 ft. lt. and rt.). The rural crash rate is below the statewide average. The traffic volume is mostly below 3000 vpd – except near the City of Corydon, and the horizontal alignment is generally straight, but has 4 main horizontal curves**.** 4 ft paved shoulders with rumble strips are to be included. See pg. 7-8 for the proposed shoulders for this project.

SAFETY CONSIDERATIONS cont'd.

8.) The majority of the foreslopes are 3:1 or flatter on the project.
The 1963 (Proj. F 91(3), and F150(5) MP 148.03 to 154.38, as-builts show that the foreslopes on the mainline are typically 3:1, and 2.5:1 when fills are over 6 feet.

9.) Transverse slopes at entrances, dikes, and sideroads are steeper than 6:1 at some locations on the project. Since this is a Non-NHS route, these will not be flattened and the pipes not extended to meet NHS guidelines.

10 : Horizontal Clearance: Clearing and Grubbing -There are a number of mature trees within the clear zone / clear runout width that should be removed- especially those on the outside of horizontal curves. These trees will be removed as directed by the engineer. Prior to removal, the trees are to be reviewed for environmental clearances (Office of Location and Environment).

11.) The one narrow Bridge No. 9352.9S002, is to be delineated per SI-211. See pg. 7.

The **crash history** is:
A review of the incident history from the Iowa Crash Analysis Tool (ICAT) shows that:
Urban, Corydon 4 lane pavement markings - 27 incidents occurred from 2013 to 2017. The most frequent major causes of accidents was sideswipes (9) and broadsides (8). 23 of the crashes were property damage only. The crash history of 445/HMVM is above the statewide rural average of 309/HMVM. See the table below. Pending a City consideration, this urban segment could benefit from reduced accidents by converting the 4 lane pavement marking to 3 lanes including 2 lanes through lanes and a center Two Way Left Turn Lane **(TWLTL).** The District shared information with the City, and **Corydon said it is not interested.**
[Nearby, along Iowa 2, with Centerville, a 4 to 3 lane conversion was done in 2009. A review of the 3 yrs. before and 3 yrs. after accident history (CMAT) shows a reduction of 60%.]

Rural, 2 lane - 29 incidents occurred from 2013 to 2017. The most frequent major causes of accidents was animal related (11 of the 29). There were (2) fatalities by crossing the centerline, two (2) major injury, and approximately 14 of the incidents were non-collisions, including animal. The crash history of 64/HMVM is below the statewide rural average of 93/HMVM. See the table below.

Crash History along IA 2 roadway

LOCATION	Road-way (Miles)	2020 ADT		CRASHES			RATES	
		All Vehicles	Trucks	Crash History Years (5 yrs)	Total Crashes	Non-Collision Related Crashes	Total Crashes (Crashes / HMVMT or HMEV	Average Statewide (Crashes / HMVMT or HMEV
Urban, City of Corydon	0.95	3500	8%	2013-2017	27	0	445	309 Urban
Rural, From ECL Corydon. (MP 148.03) to Appanoose Co. line	11.23	2200	15%	2013-17	29	13	64	93 Rural

The Statewide roadway Rural average is 93 Crashes / One Hundred Million Vehicle Miles of Travel (HMVMT).
UAC the **safety dike** located at MP 153.49, 190th St. Lt.

STRUCTURES:

The following structures need bridge approaches, or guardrail:

MP 149.3 (Sta 777+82) Maintenance Bridge No. 9349.3S002 (FHWA No. 51960)
21' x 112' concrete box culvert, a Twin 10 x 10'carrying Ia. 2 over Small Natural Stream, 1.7 mi. east of Iowa 14.
Sufficiency Rating: 97.4 The structure was built in 1962.

MP 152.9 (Sta 1971+00) Maintenance Bridge No. 9352.9S002 (FHWA No. 51970)
180' x 30' pretensioned prestressed concrete beam bridge carrying Ia. 2 over Jackson Creek, located at 3.8 mi. W. of SR S56.
Sufficiency Rating: 85.7 The structure was built in 1962.
The existing concrete bridge rail Max. height is 32" (requires 32" min.) and it meets current safety standards.
Per 5/9/16 bridge inspection: the crumb rubber in the deck joint(s) has deteriorated and needs replacement.
UAC the aluminum bridge rail behind the concrete rail.
This site has 62.5 l.f. of guard rail at each of the quadrants, no thrie beam, and RE-52 end terminals. As part of this project, the guard rail is to be used as constructed (UAC). Include full width HMA paved shoulders for 300 ft.x 9in. at all 4 corners due to FY 2024 deck overlay project that plans to update the guardrail and bridge approaches, 1 lane at a time.

LARGE CULVERTS

There are 4 large box culverts (5'x5' or larger) on this project:
MP 151.8 (Sta. 914+26), MP 151.99 (Sta 1925+20),
MP 151.19 (Sta 1935+28), MP 154.19 (Sta. 2040+82).
These sites have no existing guard rail. There is suitable foreslope grading. No guard rail is needed.

SMALL CULVERT REPAIR

There are 20 urban intakes, 8 flumes, 3 beehive intakes, and 53 small culverts (5' x 5' or smaller) within the project that may be considered for extension or repair within existing right of way. **Est. Cost $ 50,000**

FULL WIDTH HMA PAVED SHOULDER AT W-Beam GUARDRAIL

When not already existing, the additional cost for 10' wide x 9" deep paved shoulders ("beyond" the 4 ft. fundamental cost) will be added for all guardrail, per detail 7156, to maintain safety height criteria and improve long-term maintenance of the shoulder cross section. From the bridge end, the HMA shoulder strengthening should extend 300 ft. x 8 ft wide, at all 4 quadrants, for future bridge / staged construction projects. The estimate includes additional costs to accommodate temporary removal and reinstallation of the existing guardrail during HMA placement of the paved shoulder.

PARTIAL WIDTH HMA PAVED AND GRANULAR SHOULDERS

In 2015, 4 foot paved shoulders were placed at various locations to address chronic edge rutting per Proj. No. STPN-002-6(42)137- -2J-93, PIN 15-93-002-010. UAC the existing 4 ft. wide x 6" HMA pavement widening units, MP 147.93-148.08 and MP 151.60-152.33.

Also UAC the 1.5-2 ft. wide composite widening along horizontal curves. They are full depth paved, per record drawings 1963 plans F91(3) sh. 4,6, and F150(5) plan sh. 3,5. Existing widening is located at: MP 148.2 to 148.49, 2 ft.inside of curve.; MP 150.18 to 150.25 2 ft. Rt. along inside of horiz. Curve MP 150.25 to 150.32 2 ft. Lt. MP 150.67 to 150.73 Rt. 153.17 to 153.38 Lt. This project will retrofit 2 – 2.5 ft. wide paved shoulder for a total width of 4 ft. and length of 3696 ft.

For the most of the remaining full width granular shoulder locations, the existing outside granular shoulder cross-slope has been field checked at a few random locations and found to have an average cross slope of 4%, and an average width of 11 ft., rather than the design width of 10 ft. (effective 11 ft. width including the proposed 4 ft. paved shld.) Therefore it is anticipated that no additional virgin aggregate material will be needed to blade and shape the remaining granular shoulder for slope correction after the addition of HMA resurfacing and the proposed 4 foot paved shoulders. See pg. 5, note 7 for existing granular shoulder widths less than 10 ft.
Also, in various locations, since the existing shoulder is graded wider (11 ft.) than the design width. The shoulder will be extended / tapered wider, outside the design width, with virgin granular material, and rolled down to match the existing foreslope.

HMA overlay a 4 ft. width of the 7 existing, 7-12' wide HMA surface fillets, at residential gravel entrances, per Typical 7139. The existing HMA fillets beyond 4 ft are to be quantified and removed with Class 13 excavation. Construction of new 4 ft. fillets, via the mainline 4 ft paved shoulder, is needed at the other entrances where none currently exist. Also include 10' wide by 6" thick HMA fillets at all non-paved county side roads. (The proposed typical 4' wide paved shoulder will be gapped and replaced with the wider 10' HMA fillets).

Wayne County has expressed interest in participating in the funding to construct, within the project limits, HMA paved approaches (6", in depth) of approximately 50' in length at non-paved side roads (beyond our standard 6- 10' HMA fillets). A Preconstruction Agreement is to be prepared.
(14) Non-Farm to Market gravel sideroads: S34/140thSt. rt, side; 150th St. both.; 170th St. both; 180th St. rt.; 190th St. rt.; 200th St. lt.; 210th both; 225th rt., 235th St. lt., 240th lt., 245th rt. $ 114,400
(4) Farm to Market gravel sideroads: 160th St. lt..; 180th lt.; 200th St. rt.; 225th lt. $ 44,000
(18) Side Roads Est. Cost = $ 158,400

MILLED RUMBLE STRIPS

This roadway segment does carry horse and buggy traffic. The 10 ft. wide granular shoulders are wide enough to accommodate a **4 ft. paved shoulders - with rumble strips** – and space for the buggy traffic.
Due to less than 3000 vpd, centerline rumble strips would not need to be provided for most of this project. However, **C/L rumble strips are to be included** from ECL of Corydon to the Appanoose Co. line, MP 148.03 to 159.26, except, not in Promise City MP 156.22 to 156.74

LONGITUDINAL SUBDRAIN

The need for longitudinal subdrains was reviewed with Soils Design. 85%, 46,600 lf of subdrains are existing per 1988 project FN-2-6(11)- -21-93. Approx.15% more, or 8165 lin. ft., of subdrains are needed. Plus, add outlets to any existing subdrains that only have a single outlet and to any subdrains that are greater than 500 feet in length.

PATCHING

This project location had a PCC patching project in Decatur and Wayne Co., including east to the ECL of Corydon, MP 147.95, MP-2-5(703)119- -76-27 that occurred in calendar year 2015 ($229,000). This project proposes an additional **$50,000** in Corydon and rural **$ 170,000**

Since engineering fabric was placed along the joint, the existing 3 ft. wide PCC pavement widening unit constructed in 1963 by project F-91(3), mostly does not need **longitudinal joint** surface repairs. See pg. 4 No 1 ft. wide x 3" deep, longitudinal joint repairs are proposed.

PAVEMENT STRENGTHENING

Provide a 1.5 inch HMA Strengthening course from MP 149.54 to 151.48. See the pavement determination, below.

ADA COMPLIANCE

The ADA ramps in the City of Corydon were updated in 2017 as part of project NHSN-000-S(659)- -2R-00. All ramps will be UAC as a part of this project since the diamond grinding are to be feathered to 0 thickness along the existing gutters. This project, **Total 0 ramps**

FEASIBLE ALTERNATES:

Structural analysis 2/26/18, based on 2/26/18 Traffic Est. No. 3306a revised:

Estimate: Wayne, 2, Est# 3306, dated 2/16/18
W Limits Corydon to Appanoose Co. Line
Date: 02/26/18

						20 Year Overlay			
						No milling or CIR	After 3" milling	After 3" CIR	
MP	MP	DIR	TESTED	80% SR	AVG K (psi/in)	(in)	(in)	(in)	PAVEMENT
147.08	147.95	B	07/15/15	3.58	136	2.4			1970 PCC 9.0
147.95	149.54	B	07/15/15	3.94	190	0.9	2.9	Min. 3.0" cap	1963 PCC 9.0, 1992 AAC 1.5 BAC 1.5
149.54	151.48	B	05/03/17	3.52	137	2.6	4.4	Min. 3.0" cap	1929 PC7 7.0, 1963 AAC 3.0, 1988 AAC 3.0 MIL
151.48	154.60	B	05/03/17	6.78	221	0.0	0.0	Min. 3.0" cap	1963 PCC 9.0, 1992 AAC 1.5 BAC 1.5
154.60	159.26	B	10/27/14	4.26	180	0.3	2.5	Min. 3.0" cap	1929 PC7 7.0, 1963 AAC 3.0, 1988 AAC 3.0 MIL

MP 147.08 – 148.03 Urban, City of Corydon

Since ADA ramps were updated in 2017, a holding strategy will be implemented to dowel bar retrofit the transverse joints, and diamond grind the existing 4 lane, 45 ft. b-b PCC surface to improve the pavement smoothness (IRI) – which may also become a benefit for a future year HMA overlay.
The City declined converting the 4 lane pavement markings to 3 lanes, as mentioned on pg. 6

$ 394,900

FEASIBLE ALTERNATES cont'd:

MP 156.21 – 156.80 Urban, Promise City

Similar to Rural below, provide a 32 ft. wide HMA surface, and full width (4 ft.) paved shoulders. This includes an Alternate 1, 2 or 3 treatment with no remaining granular shoulder.

Summary of Alternatives: Rural MP 148.03 to 159.26 from Corydon, to Appanoose Co. line

- **Est. Cost in table below** does not incl. City of Corydon, **Urban** All Alt.'s	**$394,900**
- Est. Cost in table below does not include Promise City, Urban Alt. 1	$193,900
- **Est. Cost in table below** does not include Promise City, **Urban** Alt. 2	**$169,500**
- Est. Cost in table below does not include Promise City, Urban Alt. 3	$198,100

- **Est. Cost** does not include City of Corydon, or Wayne Co. participating costs.
- desired 20 yr. structure gain is approximately 2"

Note A: Existing engineering fabric along prior widening joint, 3 " below surface has reduced reflective longitudinal cracking in the existing HMA overlay.

Note B: Relatively thinner HMA means proposed profile is lower, which reduces length of sideroad or entrance runouts, including within Promise City MP 156.21-156.80.

Note C: per a Contractor, HIR heating should not reduce the integrity of underlying 3" deep fabric, since HMA was previously overlayed directly onto fabric. **Core to verify fabric depth** see note A.

Alternate No.	Exist. Surface Treatment	Prop. HMA Overlay, in.	Structure / profile increase, in.	Estimated Cost, Rural	Pro / Con		
					Note A	Note B	Note C
1	Nominal 3"(2.8") CIR	3", 2 lift	3	$ 4,609,500	Con	Con	Pro
2	2" HIR	2" Single	2	**$ 4,169,900**	Pro	Pro	Pro/**verify**
3	1" Milling	3", incl 1" Interlayer, 2 lift	2	$ 4,693,000	Pro	Pro	Pro

Estimated Rural Cost includes:

- CIR, HIR, or Milling applies to existing 24 ft roadway
- 1.5" Strengthening Course MP 149.54 - 151.48 $88,090
- 6% PG 58-28H binder for HMA overlay 7.5% PG 58-34E for Interlayer
- $170,900 rural patching (no field tab available) CIR and HIR prefer HMA patching, pg. 9
- 4' x 3" HMA paved shoulder base, Cl. 13 Exc. and 6' granular shoulder material
- 32 ft. wide resurfacing width
- 54% more subdrains $52,300, pg. 9
- UAC guardrail, place 300 ft. x 9", full width, paved shld's. 1 bridge site $47,900
- clearing and grubbing $10,000 pg. 6, pipe repairs $50,000 pg. 7
- milled shoulder rumble strips $13,500, and centerline rumble S26 to Corydon $6,800, pg. 8
- existing Rt. turn lane : EB to S60 South Jct, MP 157.78, 11 ft. X 390 ft. (no CIR or HIR)
- existing Rt. turn lane : WB to S60 North Jct, MP 157.78, 11 ft. X 570 ft. (no CIR or HIR)
- 2% Traffic Control, 5% Mobilization, 10% Contingency

Div. 1 Urban, Corydon, pg. 9	$ 394,900
Div. 1 Urban, Promise City, Alt. 2, HIR from above	$ 169,500
Subtotal Urban	$ 564.400
Div. 2 Rural Est. Cost, Alt. 2, HIR from above	$4,169,900
Total Urban and Rural	**$4,734,300**
Wayne County participation, Div. 3 and 4, pg. 8	$ 158,400
Approximate Total Est Cost =	**$4,892,700**

RECOMMENDATIONS:

It is recommended to resurface Iowa 2 as described in Alternate 2 (HIR is experimental in Ia.). If Alternate 2 becomes unviable, use Alt. 3. To offset the potential added cost of Alt.3, the patching for the project could be separately funded with MP funds. This project includes additional subdrains and outlets. Right of way is not required.

FUNDS PROGRAMMED (tentative):

This proposed 3R project is proposed FY '20 Candidate.
A tentative letting date of December 17, 2019 is in Project Scheduling. A schedule of events for plan development will be determined following approval of the Project Concept. Programmed funds are currently $ 5,100,000

3R Resurfacing Program needed	$ 4,734,300
Wayne Co. funding Division 3-14 non-FM and Div. 4- 5 FM	$ 158,400
Total	$ 4,892,700

PROJECT AGREEMENTS:

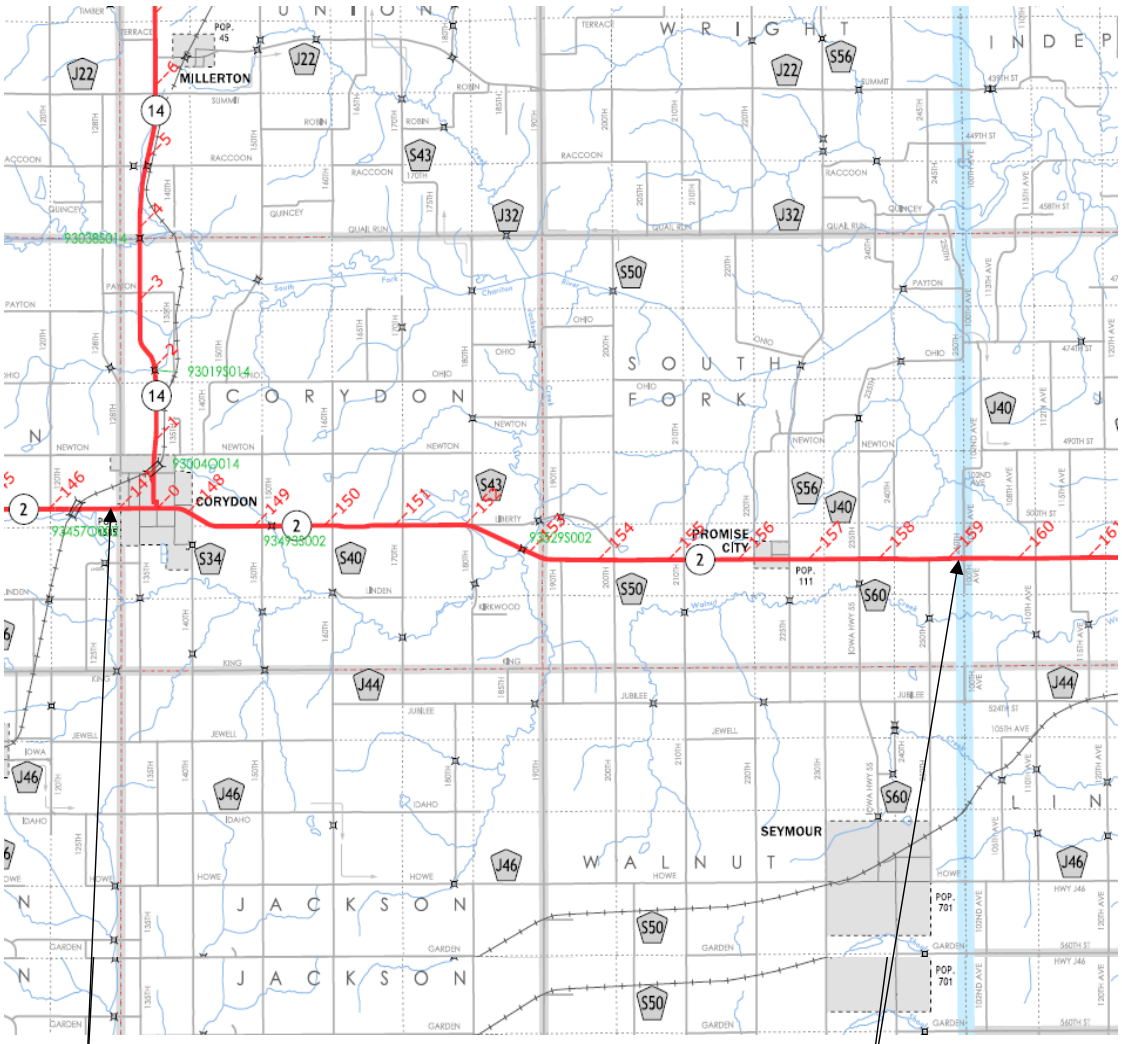
Right of Way will NOT be required.
A County Preconstruction Agreement May be required. (Paving of gravel road intersections)
A Railroad Agreement Will NOT be required.

3R PROJECT SCHEDULE SYSTEM TRIGGERS & NEEDS	YES	NO
TRIGGERS:		
Consultant Involved		X
Lighting		X
Traffic Signals		X
Traffic Signs		X
Railroad		X
Access Control		X
NEEDS:		
Survey, ADA ramps		X
Geotechnical / Borrow Site		X
Right of Way, Temp. Esmt.		X
Structures, pg. 7		X
Utility Relocations		X
ADA Pedestrian Ramp, pg. 9		X
City Agreement, 4 to 3 lane pavm't. markings, pg. 6		X
County Agreement, pg. 8	X	

cc:

J. R. Selmer	C. Purcell	M. J. Kennerly
K. D. Nicholson	D. L. Maifield	C. B. Brakke
S. J. Megivern	M. D. Masteller	B. R. Smith
F. W. Todey	A. A. Welch	N. M. Miller
C. C. Poole	J. Nelson	G. A. Novey
M. A. Swenson	P. C. Keen	R. A. Younie
S. P. Anderson	D. R. Tebben	B. D. Hofer
K. Brink	D. L. Newell	B. E. Azeltine
W. Musgrove	T. D. Hanson	FHWA (Program.Delivery-IA@dot.gov)
S. J. Gent	T. D. Crouch	J.W. Laaser-Webb
W.A. Sorenson	D. E. Sprengeler	E. C. Wright
M. Van Dyke	J. R. Webb	T. Quam
J. Woodcock	M. Hobbs (Rail)	A.J. Klein E. Engle (Rail)
J. R. Phillips	B. M. Clancy	M. E. Ross
S. Scott	L. Finarty	L. Giarmo J. Garton

Ia 2 from 0.2 mi. west of the WCL Corydon (MP 146.80) to the Appanoose Co. line HMA Resurfacing
STP-002-6(46)- -2C-93 PIN 18-93-002-010



LETTING DATE 02-18-2020

WAYNE Co. HMA RESURFACING/HEATER SCARIFICATION STP-002-6(46)--2C-93

IOWA DOT

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

WAYNE COUNTY

HMA RESURFACING/HEATER SCARIFICATION

0.2 mi W of WCL Corydon to Appanoose Co. line

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 811 www.iowaonecall.com Know what's below. Call before you dig.

REVISIONS

TOTAL 89

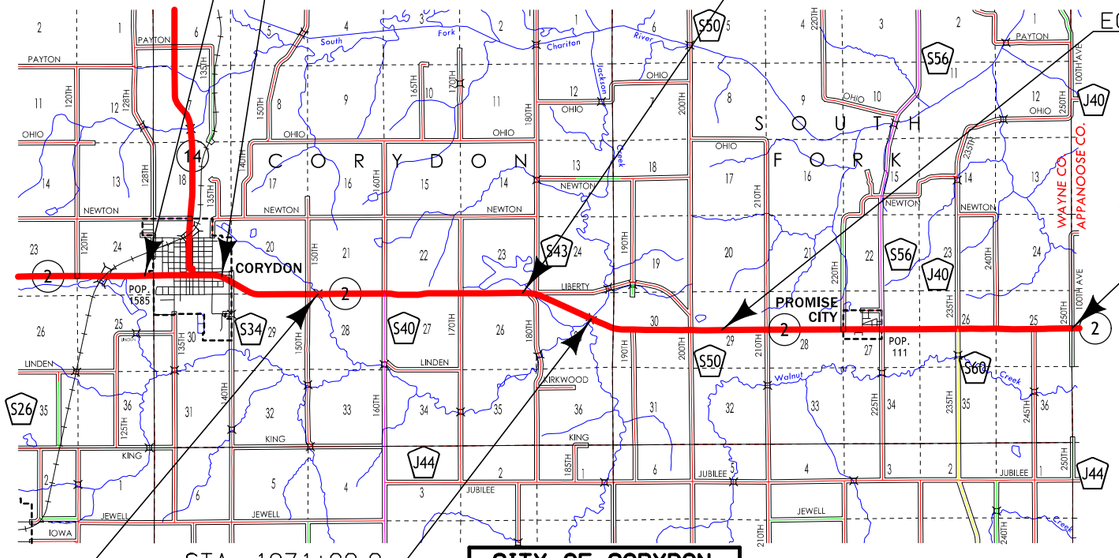
PROJECT IDENTIFICATION NUMBER
18-93-002-010
PROJECT NUMBER
STP-002-6(46)--2C-93
R.O.W. PROJECT NUMBER
STPN-002-6(48)--2J-93
--
--

STA. 650+84
BEGIN PROJECT
REF. LOC. 146.84

STA 708+52.3
Begin HIR/OVERLAY

EQUATION: STA. 920+23.82 (BK)=
STA. 1920+23.82 (AHD)

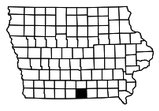
EQUATION: STA. 2054+71.30 (BK)=
STA. 1062+47.70 (AHD)



STA. 1311+04.1
END HIR/OVERLAY
END PROJECT
REF. LOC. 159.20

STA. 777+82.0
TWIN 10'x10'x112' RCB
MAINT# 9349.3S002
FHWA# 51960
REF. LOC. 149.3

STA. 1971+00.0
180'x30' PPCB BRIDGE
MAINT# 9352.9S002
FHWA# 51970
REF. LOC. 152.9



LOCATION MAP SCALE
0 1 2 3
Miles

CITY OF CORYDON			
MP 147.08-148.12			
DESIGN DATA URBAN			
2020 AADT	3,547	V.P.D.	
2040 AADT	3,845	V.P.D.	
20-- DHV	--	V.P.H.	
TRUCKS	8	%	
Total Design ESALs	832,770		

MP 148.12-159.26		
DESIGN DATA RURAL		
2020 AADT	2,162	V.P.D.
2040 AADT	2,343	V.P.D.
20-- DHV	--	V.P.H.
TRUCKS	15	%
Total Design ESALs	861,990	

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	**Title Sheets**
* A.1	Title Sheet
* A.2 - 5	Strip Map
B Sheets	**Typical Cross Sections and Details**
B.1 - 13	Typical Cross Sections and Details
C Sheets	**Quantities and General Information**
C.1	Project Description
C.1 - 2	Estimated Project Quantities
C.2 - 4	Estimate Reference Information
C.5	Standard Road Plans
C.5	Index of Tabulations
C.5	General Notes
C.6 - 25	Tabulations
CS Sheets	**Soils Tabulations**
CS.1 - 3	Soils Tabulations
H Sheets	**Right-of-Way Sheets**
* H.1	Iowa 2 at Center Street in Promise City
J Sheets	**Traffic Control and Staging Sheets**
J.1	Traffic Control Plan & 511 Travel Restrictions
Q Sheets	**Soils Sheets**
Q.1 - 3	Iowa 2 Slide Repair Sheets
R Sheets	**Erosion Control Sheets**
RC.1 - 5	Est. Quantities, PPP, General Notes and Tabulations
* RR.1	Erosion Control Legend and Symbol Information Sheet
* RR.2 - 27	Drainage Basin and Erosion Control Device Maps
* RU.1 - 2	Detail Sheets
S Sheets	**Sidewalk Sheets**
* S .1	Sidewalk Legend & Symbol Information Sheet
* S .2	Sidewalk Plan Sheets
S .3 - 4	Sidewalk Tabulations
	* Color Plan Sheets

2/10/2020 Addendum:
Added Sheet Q.3

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	Jonathan W. Bahr	Primary Signature Block
CS.1	Stephen J. Megivern	Geotechnical Design
RC.1	Seana K. Godbold	Landscape Design

ROADWAY DESIGN

LICENSED PROFESSIONAL ENGINEER Jonathan W. Bahr 24699 IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Jonathan W. Bahr — 12-03-2019
Signature — Date
Jonathan W. Bahr
Printed or Typed Name

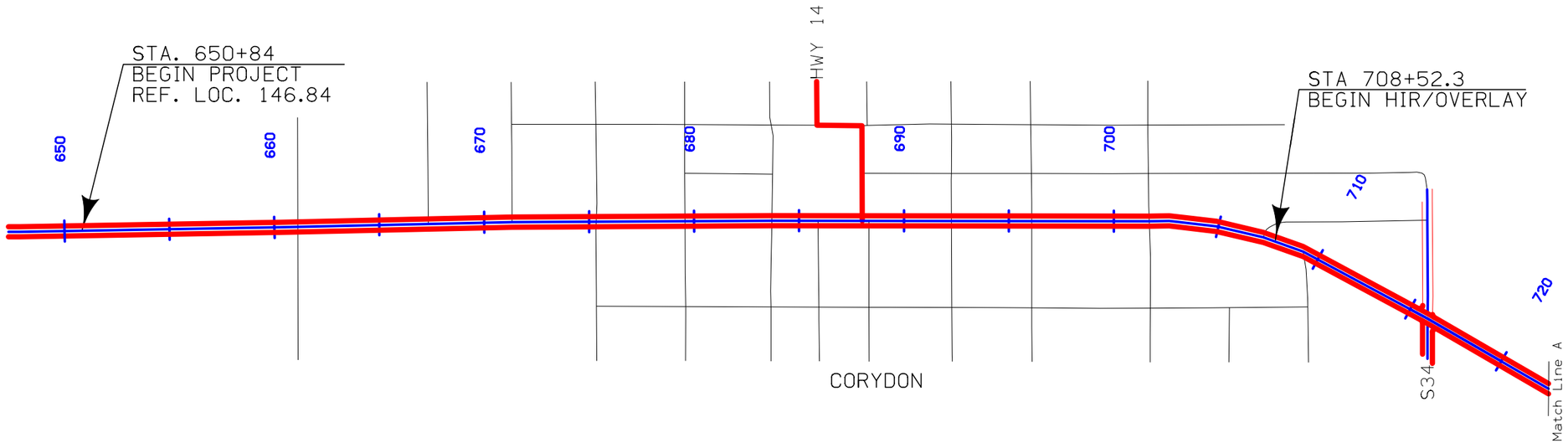
My license renewal date is December 31, 2019

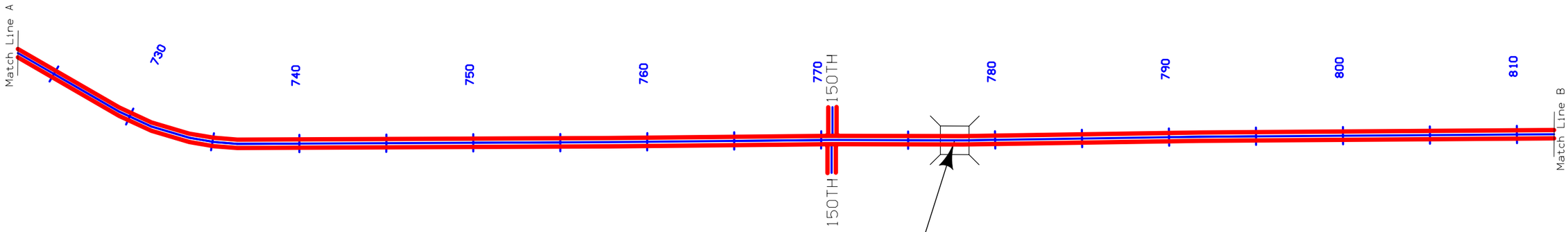
Pages or sheets covered by this seal:
A.1-5, B.1-13, C.1-25, H.1, J.1, S.1-4

FILE NO. --	ENGLISH	DESIGN TEAM HOLST \ BAHR \ CAMPBELL	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER A.1

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Changed by Addenda



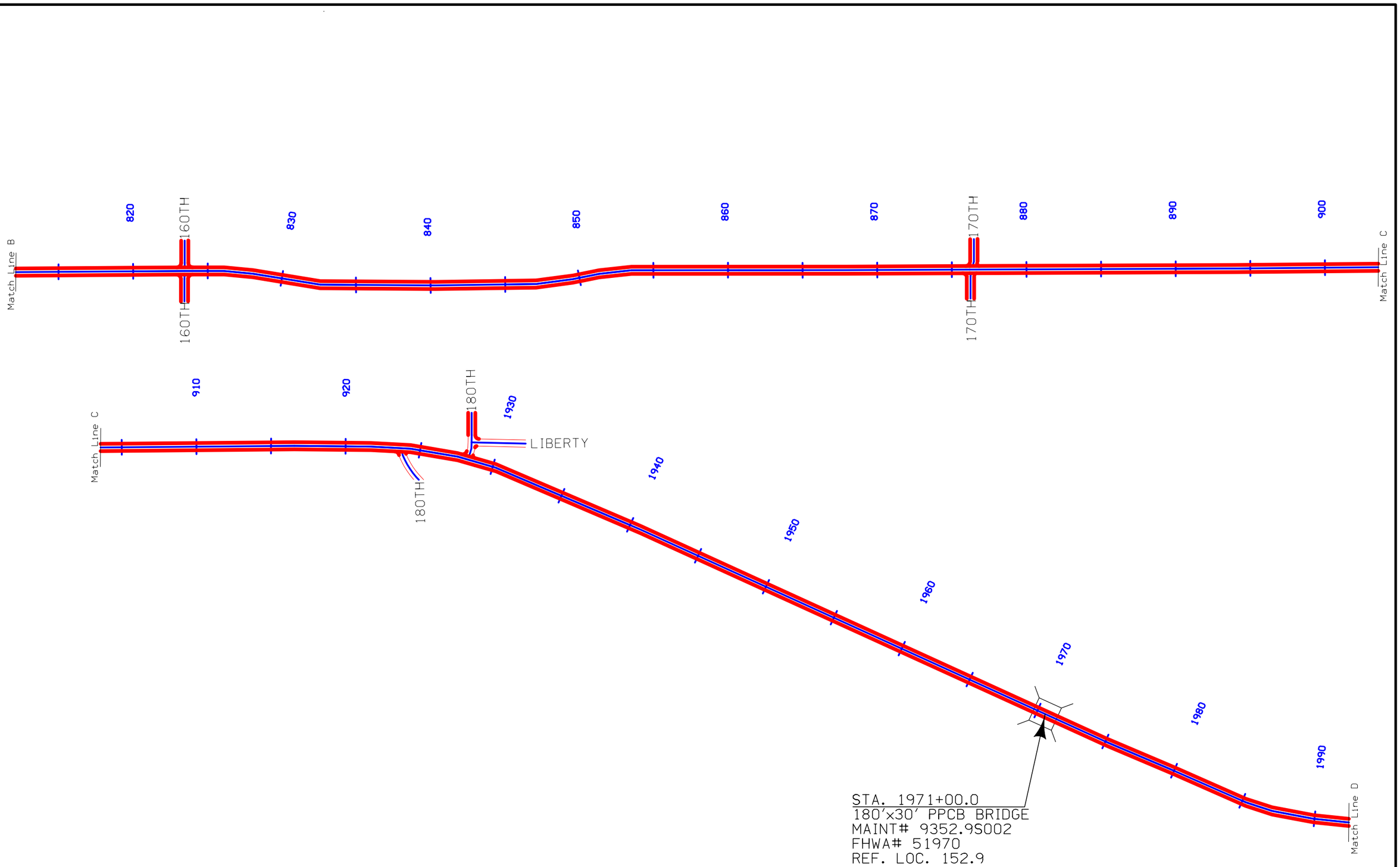


STA. 777+82.0
TWIN 10'x10'x112' RCB
MAINT# 9349.3S002
FHWA# 51960
REF. LOC. 149.3

NOT TO SCALE

FILE NO. --	ENGLISH	DESIGN TEAM HOLST \ BAHR \ CAMPBELL	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER A.2

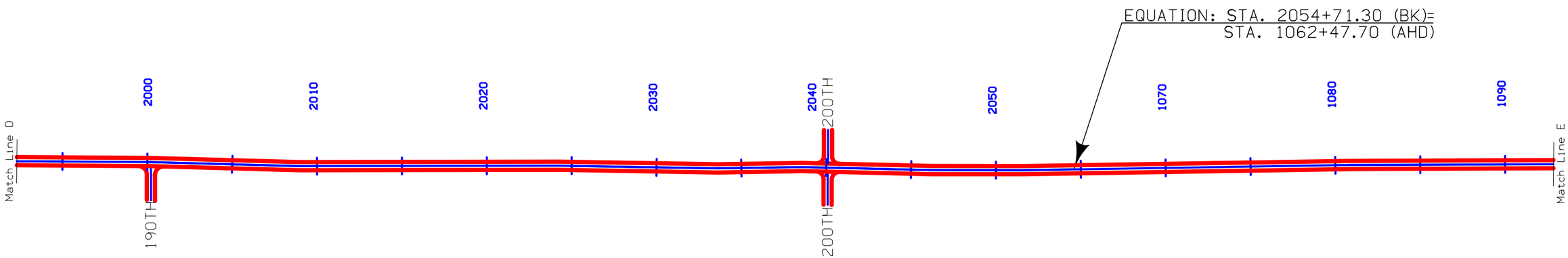
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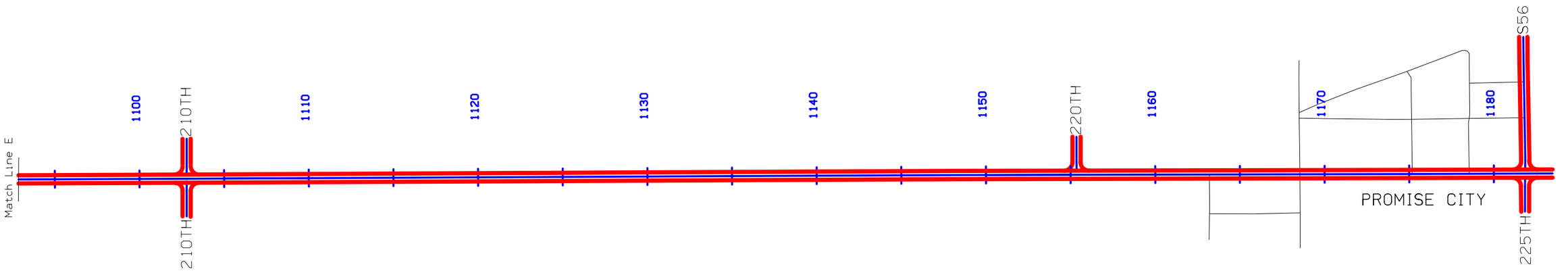


NOT TO SCALE

FILE NO. --	ENGLISH	DESIGN TEAM HOLST \ BAHR \ CAMPBELL	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER A.3

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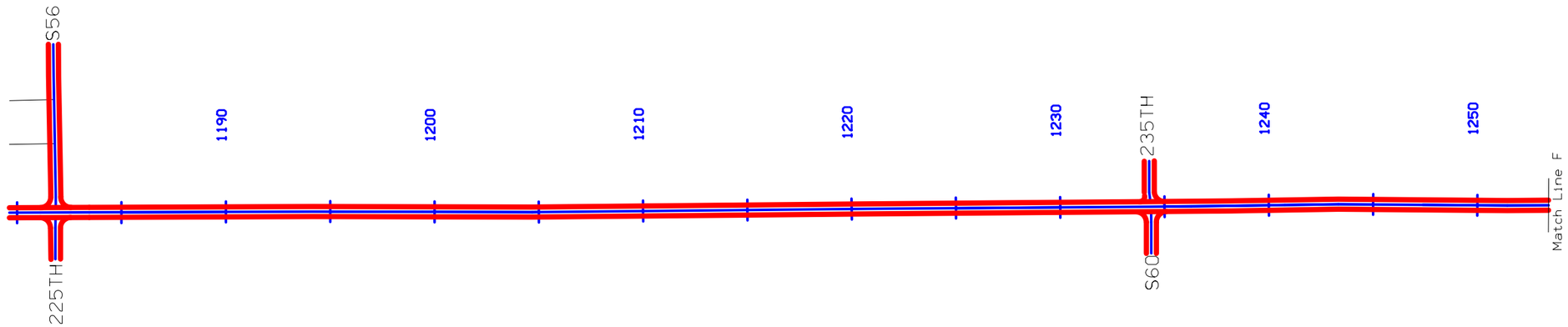


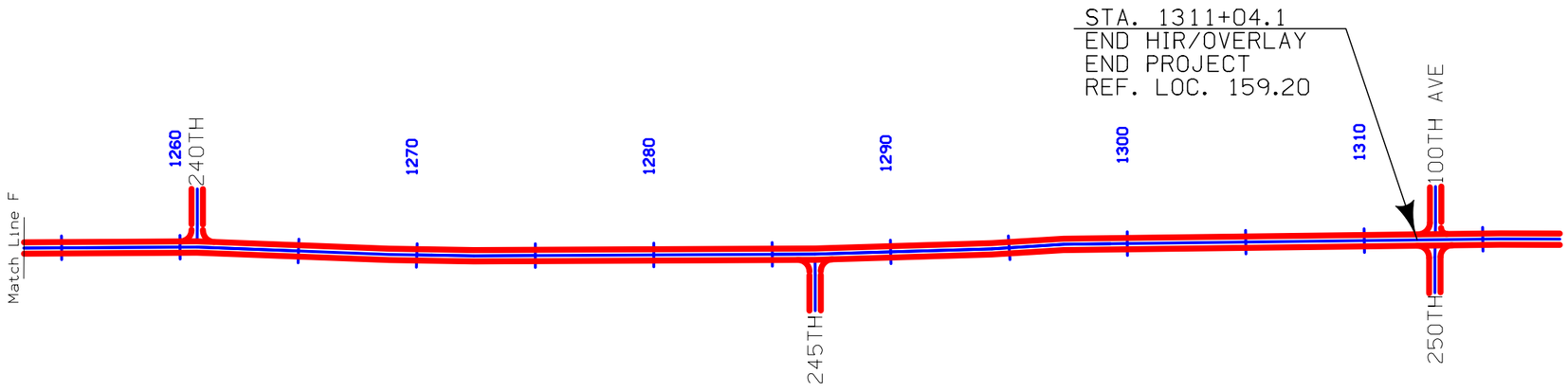


NOT TO SCALE

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NOT TO SCALE

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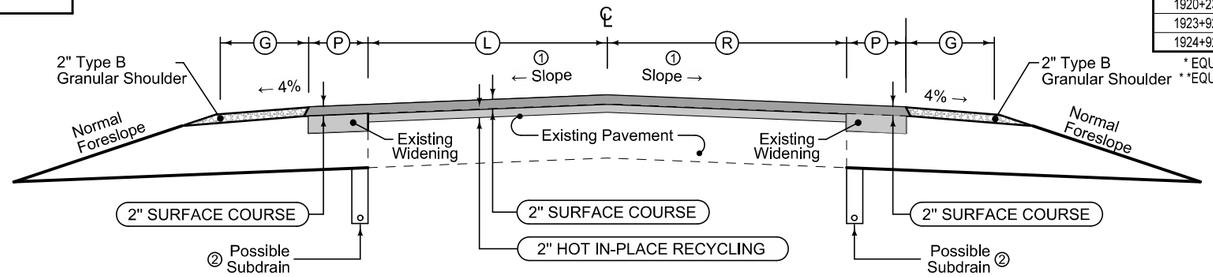
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Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified						
STATION TO STATION		Existing Widening Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
708+52.3	716+56.2	4	4	6	803.9	
901+64.0	920+23.82*	4	4	6	1859.8	
1920+23.82*	1928+50.0	4	4	6	826.2	
1928+50.0	1929+50.0	--	--	--	--	Sideroad - 180th St. - See Typ. 7149
1929+50.0	1940+82.0	4	4	6	1132.0	

* EQUATION: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)
* *EQUATION: STA. 2054+71.30 (BK) = STA. 1062+47.70 (AHD)



3R_HIR_Overlay Modified				
STATION TO STATION		(L) Feet	(R) Feet	Length Feet
708+52.3	716+56.2	12	12	803.9
901+64.0	920+23.82*	12	12	1859.8
1920+23.82*	1940+82.0	12	12	2058.2

* EQUATION: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)
* *EQUATION: STA. 2054+71.30 (BK) = STA. 1062+47.70 (AHD)

Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified						
STATION TO STATION		Existing Widening Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
708+52.3	709+64.0	--	--	--	--	City Sideroad - McKinley Ave.
709+64.0	715+31.2	4	4	6	567.2	
715+31.2	716+31.2	--	--	--	--	Sideroad - 140th St. - See Typ. 7149
901+64.0	920+23.82*	4	4	6	1859.8	
1920+23.82*	1923+92.4	4	4	6	368.6	
1923+92.4	1924+92.4	--	--	--	--	Sideroad - 180th St. - See Typ. 7149
1924+92.4	1940+82.0	4	4	6	1589.6	

* EQUATION: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)
* *EQUATION: STA. 2054+71.30 (BK) = STA. 1062+47.70 (AHD)

① Finished slope shall match existing pavement except the maximum allowable slope is 3.0% and the minimum allowable slope is 2.0%. Section may be modified as directed by the Engineer through areas of special shaping.

② UAC existing subdrain. See Tab 104-9 on CS Sheets for proposed locations.

See Tab 100-25 for pavement quantities.

IA. 2 HIP RECYCLING / WIDENING / RESURFACING

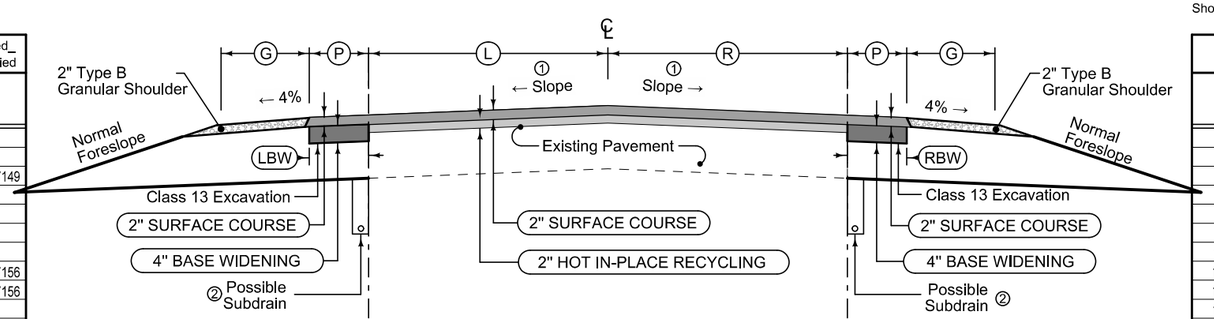
Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified

STATION TO STATION		(LBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
716+56.2	725+58.0	4	4	6	901.8	
737+69.0	770+15.0	4	4	6	3246.0	
770+15.0	771+15.0	--	--	--	--	Sideroad - 150th St. - See Typ. 7149
771+15.0	792+24.1	4	4	6	2109.1	
792+24.1	792+50.0	4	4	2	25.9	
895+00.0	901+64.0	4	4	6	664.0	
1940+82.0	1966+80.0	4	4	4	2598.0	
1966+80.0	1969+80.0	--	--	--	--	Shldr Strengthening - See Typ.7156
1972+20.0	1975+20.0	--	--	--	--	Shldr Strengthening - See Typ.7156
1975+20.0	2007+69.6	4	4	4	3249.6	
2007+69.6	2040+74.4	4	4	6	3304.8	
2040+74.4	2041+74.4	--	--	--	--	Sideroad - 200th St. - See Typ. 7149
2041+74.4	2054+71.3**	4	4	6	1296.9	
1062+47.7**	1069+21.4	4	4	6	673.7	
1069+21.4	1101+49.0	4	4	2	3227.6	
1101+49.0	1102+49.0	--	--	--	--	Sideroad - 210th St. - See Typ. 7149
1102+49.0	1154+32.5	4	4	2	5183.5	
1154+32.5	1155+32.5	--	--	--	--	Sideroad - 220th St. - See Typ. 7149
1186+11.7	1204+00.0	4	4	2	1788.3	
1204+00.0	1230+30.0	4	4	6	2630.0	
1237+95.0	1260+13.0	4	4	6	2218.0	
1260+13.0	1261+13.0	--	--	--	--	Sideroad - 240th St. - See Typ. 7149
1261+13.0	1311+04.1	4	4	2	4991.1	E.O.P.

* EQUATION: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)
* *EQUATION: STA. 2054+71.30 (BK) = STA. 1062+47.70 (AHD)



3R_HIR_Overlay Modified

STATION TO STATION		(L) Feet	(R) Feet	Length Feet
716+56.2	792+50.0	12	12	7593.8
895+00.0	901+64.0	12	12	664.0
1940+82.0	1969+40.0	12	12	2858.0
1972+60.0	2054+71.3**	12	12	8211.3
1062+47.7**	1229+28.0	12	12	16,680.3
1237+95.0	1311+04.1	12	12	7309.1

* EQUATION: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)
** EQUATION: STA. 2054+71.30 (BK) = STA. 1062+47.70 (AHD)

① Finished slope shall match existing pavement except the maximum allowable slope is 3.0% and the minimum allowable slope is 2.0%. Section may be modified as directed by the Engineer through areas of special shaping.

② UAC existing subdrain. See Tab 104-9 on CS Sheets for proposed locations.

Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified

STATION TO STATION		(RBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
716+31.2	737+69.0	4	4	6	2137.8	
737+69.0	770+15.0	4	4	6	3246.0	
770+15.0	771+15.0	--	--	--	--	Sideroad - 150th St. - See Typ. 7149
771+15.0	792+24.1	4	4	6	2109.1	
792+24.1	792+50.0	4	4	2	25.9	
895+00.0	901+64.0	4	4	6	664.0	
1940+82.0	1966+80.0	4	4	6	2598.0	
1966+80.0	1969+80.0	--	--	--	--	Shldr Strengthening - See Typ.7156
1972+20.0	1975+20.0	--	--	--	--	Shldr Strengthening - See Typ.7156
1975+20.0	1984+84.4	4	4	6	964.4	
1996+07.9	2000+69.4	4	4	6	461.5	
2000+69.4	2001+69.4	--	--	--	--	Sideroad - 190th St. - See Typ. 7149
2001+69.4	2040+74.4	4	4	6	3905.0	
2040+74.4	2041+74.4	--	--	--	--	Sideroad - 200th St. - See Typ. 7149
2041+74.4	2054+71.3**	4	4	6	1296.9	
1062+47.7**	1069+21.4	4	4	6	673.7	
1069+21.4	1101+49.0	4	4	2	3227.6	
1101+49.0	1102+49.0	--	--	--	--	Sideroad - 210th St. - See Typ. 7149
1102+49.0	1154+82.5	4	4	2	5233.5	
1186+11.7	1204+00.0	4	4	2	1788.3	
1204+00.0	1229+28.0	4	4	6	2528.0	
1236+10.0	1277+63.7	4	4	4	4153.7	
1277+63.7	1286+36.7	4	4	2	873.0	
1286+36.7	1287+36.7	--	--	--	--	Sideroad - 245th St. - See Typ. 7149
1287+36.7	1311+04.1	4	4	2	2367.4	E.O.P.

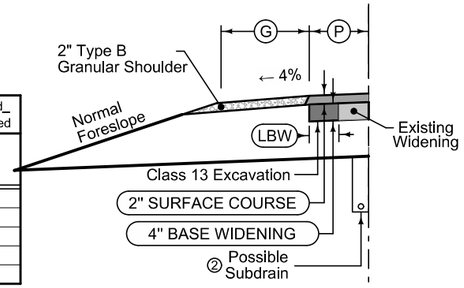
* EQUATION: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)
* *EQUATION: STA. 2054+71.30 (BK) = STA. 1062+47.70 (AHD)

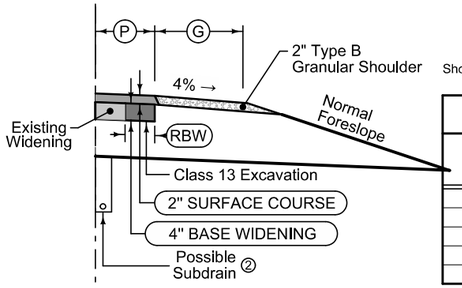
Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified

STATION TO STATION		(LBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
725+58.0	737+69.0	2	4	6	1211.0	





Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified

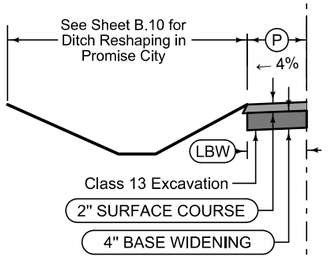
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1984+84.4	1996+07.9	2	4	6	1123.5	

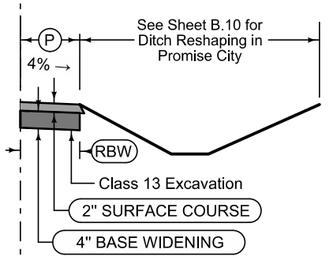
Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified

STATION TO STATION		(LBW) Feet	(P) Feet	Length Feet	REMARKS
1155+32.5	1180+95.7	4	4	2563.2	Promise City - HMA Widening Only
1180+95.7	1181+99.7	--	--	--	Sideroad - 225th St. - PCC
1181+99.7	1186+11.7	4	4	412.0	Promise City - HMA Widening Only





Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified

STATION TO STATION		(RBW) Feet	(P) Feet	Length Feet	REMARKS
1154+82.5	1180+95.7	4	4	2613.2	Promise City - HMA Widening Only
1180+95.7	1181+95.7	--	--	--	Sideroad - 225th St. - See Typ. 7149
1181+95.7	1186+11.7	4	4	416.0	Promise City - HMA Widening Only

See Tab 100-25 for pavement quantities.

IA. 2 HIP RECYCLING / WIDENING / MILLING / RESURFACING

Combination Shoulder with Widening

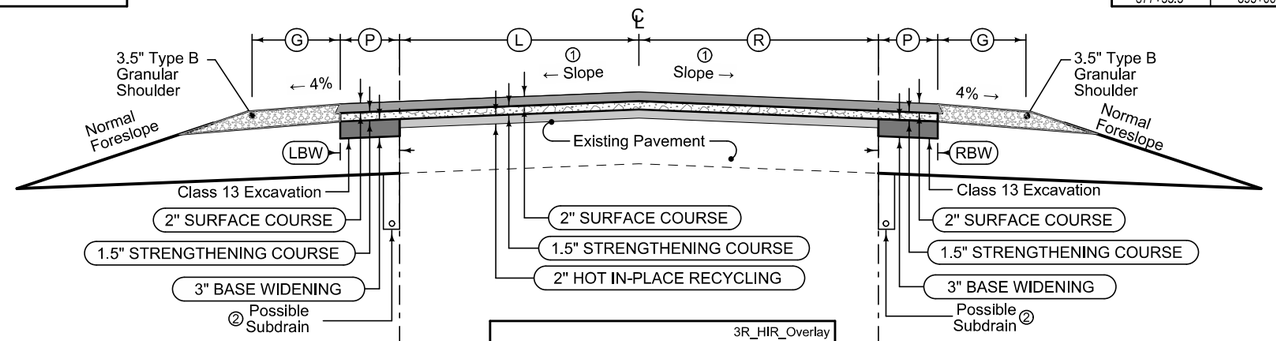
Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified						
STATION TO STATION		(LBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
792+50.0	823+32.0	4	4	2	3082.0	
823+32.0	824+32.0	--	--	--	--	Sideroad - 160th St. - See Typ. 7149
824+32.0	829+98.0	4	4	2	566.0	
833+58.0	876+53.3	4	4	2	4295.3	
876+53.3	877+53.3	--	--	--	--	Sideroad - 170th St. - See Typ. 7149
877+53.3	895+00.0	4	4	6	1746.7	

Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified						
STATION TO STATION		(RBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
792+50.0	823+10.0	4	4	2	3060.0	
823+10.0	824+54.0	--	--	--	--	Sideroad - 160th St. - PCC
824+54.0	826+37.5	4	4	2	183.5	
829+98.0	850+76.0	4	4	2	2078.0	
853+81.3	876+33.3	4	4	2	2252.0	
876+33.3	877+33.3	--	--	--	--	Sideroad - 170th St. - See Typ. 7149
877+33.3	895+00.0	4	4	6	1766.7	



3R_HIR_Overlay Modified				
STATION TO STATION		(L) Feet	(R) Feet	Length Feet
792+50.0	895+00.0	12	12	10250.0

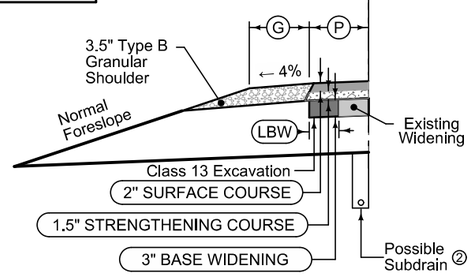
① Finished slope shall match existing pavement except the maximum allowable slope is 3.0% and the minimum allowable slope is 2.0%. Section may be modified as directed by the Engineer through areas of special shaping.

② UAC existing subdrain. See Tab 104-9 on CS Sheets for proposed locations.

Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

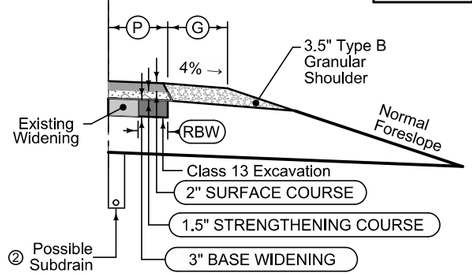
3R_Shldr_Paved_ Modified						
STATION TO STATION		(LBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
829+98.0	833+58.0	2	4	2	360.0	



Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified						
STATION TO STATION		(RBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
826+37.5	829+98.0	2	4	2	360.5	
850+76.0	853+81.3	2	4	2	305.3	



See Tab 100-25 for pavement quantities.

IA. 2 HIP RECYCLING / WIDENING / RESURFACING

Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified

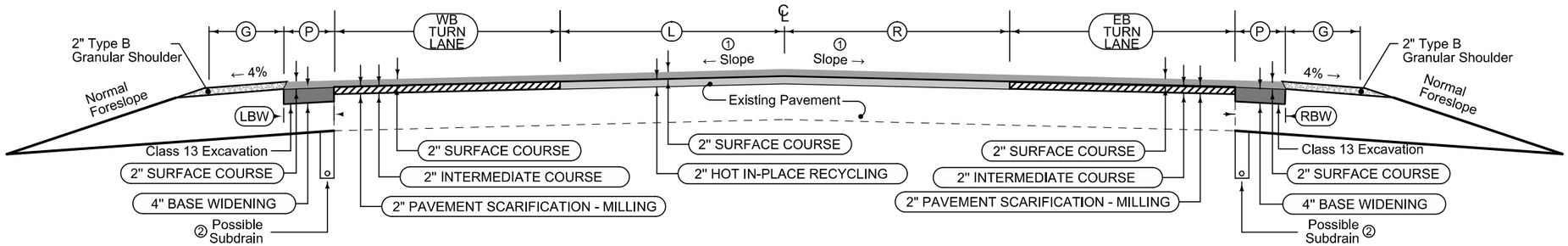
STATION TO STATION		(LBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
1230+30.0	1233+60.0	4	4	4	330.0	
1233+60.0	1234+60.0	--	--	--	--	Sideroad - 235th St. - See Typ. 7149
1234+60.0	1237+95.0	4	4	6	335.0	

Combination Shoulder with Widening

Shoulder Jointing:
Longitudinal joint: B

3R_Shldr_Paved_ Modified

STATION TO STATION		(RBW) Feet	(P) Feet	(G) Feet	Length Feet	REMARKS
1229+28.0	1233+31.0	4	4	6	403.0	
1233+31.0	1234+77.0	--	--	--	--	Sideroad - 235th St. - HMA
1234+77.0	1236+10.0	4	4	4	133.0	



3R_HIR_Overlay Modified

STATION TO STATION		WB TURN LANE Feet	(L) Feet	Length Feet
1229+28.0	1230+30.0	NA	12	102.0
1230+30.0	1231+84.0	0-11	12	154.0
1231+84.0	1235+85.0	11	12	401.0
1235+85.0	1237+95.0	11-0	12	210.0

3R_HIR_Overlay Modified

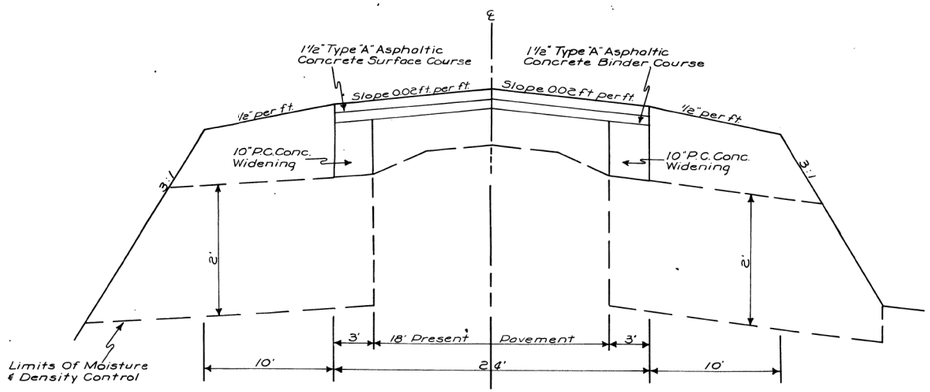
STATION TO STATION		EB TURN LANE Feet	(R) Feet	Length Feet
1229+28.0	1231+84.0	0-11	12	256.0
1231+84.0	1233+31.0	11	12	147.0
1233+31.0	1236+10.0	11-0	12	279.0
1236+10.0	1237+95.0	NA	12	185.0

① Finished slope shall match existing pavement except the maximum allowable slope is 3.0% and the minimum allowable slope is 2.0%. Section may be modified as directed by the Engineer through areas of special shaping.

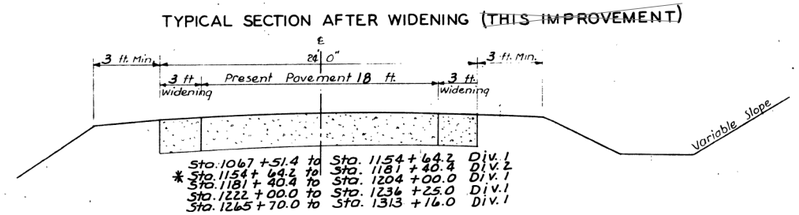
② UAC existing subdrain. See Tab 104-9 on CS Sheets for proposed locations.

See Tab 100-25 for pavement quantities.

IA. 2 HIP RECYCLING / WIDENING / RESURFACING



Project# F-91(3)(1963)



Project# FN-150-(5) (1962)

Contractor shall verify depth of Engineering Fabric.
Any damage to the engineering fabric shall be repaired by the contractor.
DO NO DISTURB

DESIGN RATES	
ITEM	RATE
Surface Course	140 lbs./cu.ft
Binder Course	140 lbs./cu.ft
Tack Coat	0.05 gal./sq.yd.

EQUATION: STA. 920+23.82 (BACK)=
STA. 1920+23.82 (AHEAD)

STA. 2054+71.30 (BACK)=
STA. 1062+47.70 (AHEAD)

TABLE OF DESIGN QUANTITIES — Per Station

LOCATION			DIMENSIONS				PRIME AND TACK COAT	ASPHALT CEMENT	ASPHALT CEMENT CONCRETE Tons	
ROAD IDENT.		STATION TO STATION	(F)	(G)	(H)	(D)	Gallons ⑥	Tons	SURFACE ③	BINDER ④
1	Ia. 2	708+60 to 738+02	1.5"	1.5"	1.5"	24'	27.22	2.39	21.11	21.33
2	Ia. 2	792+50 to 877+50	1.5"	1.5"	1.5"	24'	27.22	2.39	21.11	21.33
3	Ia. 2	1067+51 to 1168+00	1.5"	1.5"	1.5"	24'	27.22	2.39	21.11	21.33
4	Ia. 2	1168+00 to 1176+00	1.5"	—	—	24'	13.47	1.20	21.11	——
5	Ia. 2	1176+00 to 1204+00	1.5"	1.5"	1.5"	24'	27.22	2.39	21.11	21.33
6	Ia. 2	⑧ 1222+00 to 1236+25	1.5"	1.5"	1.5"	24'	27.22	2.39	21.11	21.33
7	Ia. 2	1265+70 to 1312+14	1.5"	1.5"	1.5"	24'	27.22	2.39	21.11	21.33

Notes:

① 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.

Refer to tabulation listing of superelevated curves and Standard Road Plans for additional requirements through superelevated curves.

② Shoulders for "Type 'B' Granular Surfaced Shoulders" to be 3' fillets, at a rate of 1.75 tons per/sta./side.

③ To be placed in one lift.

④ To be placed in one lift. ....

⑤ Fabric Reinforcement.

⑥ To be placed in two applications, except line no. 4.

⑦ Sta. 849+00 to Sta. 856+50 widen shoulder to 8' with 6" Type 'A' Granular, left side only. See typical FD-101.

⑧ INCLUDE RICHT TURN LANE & PASSING LANE AT STA. 1233±.

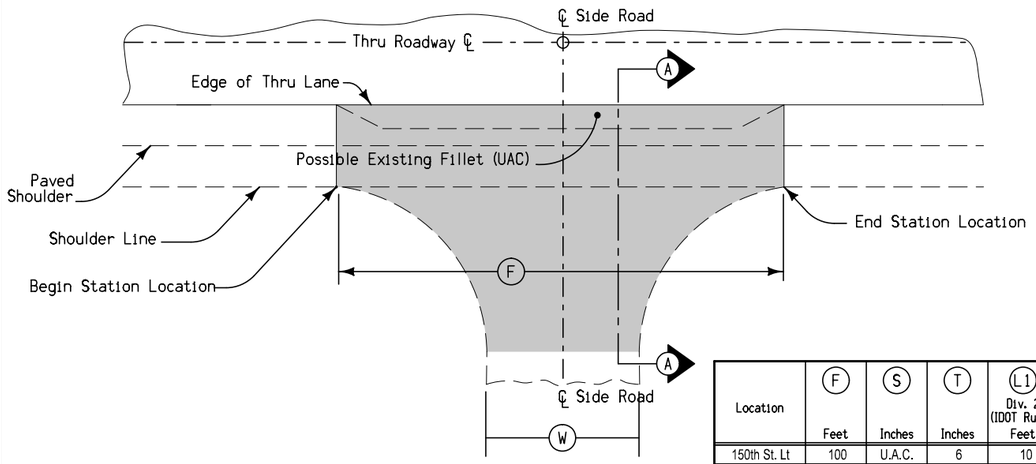
TYPICAL CROSS SECTION
ASPHALT CEMENT CONCRETE RESURFACING

Project# FN-2-6(11)--21-93 (1988)

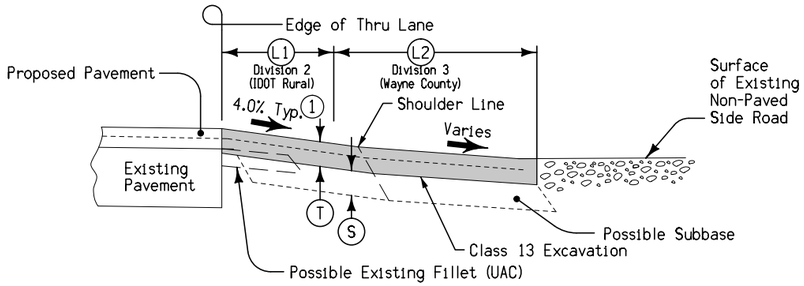
IA. 2 ENGINEERING FABRIC LOCATIONS

(Details on this sheet provided for Informational Purposes Only)

7149
MODIFIED



PLAN



SECTION A-A

NOTES:

1. Special shaping of existing surface prior to placement of fillet or fillet extension may be required by the Engineer and is incidental to other work on the project.
2. Side road pavement quantities are separate from mainline quantities.
3. L1 dimension falls under Division 2 (IDOT Rural) Funding. L2 dimension falls under Division 3 (Wayne County) Funding per Agreement 2019-C-029.
4. Additional details and Division 3 quantities can be found on the spreadsheet tabulation on the following page.

(1) Match existing slope.

Location	(F) Feet	(S) Inches	(T) Inches	(L1) Div. 2 (IDOT Rural) Feet	(L2) Div. 3 (Wayne Cnty) Feet	(W) Feet	Side Road Type
150th St. Lt	100	U.A.C.	6	10	50	25	Non-Farm to Market
150th St. Rt	100	U.A.C.	6	10	50	25	Non-Farm to Market
170th St. Lt	100	U.A.C.	6	10	50	18	Non-Farm to Market
170th St. Rt	100	U.A.C.	6	10	50	18	Non-Farm to Market
180th St. Rt	100	U.A.C.	6	10	50	20	Non-Farm to Market
190th St. Rt	100	U.A.C.	6	10	50	24	Non-Farm to Market
S-50/200th St. Lt	100	U.A.C.	6	10	50	26	Non-Farm to Market
210th St. Lt	100	U.A.C.	6	6	50	22	Non-Farm to Market
210th St. Rt	100	U.A.C.	6	6	50	22	Non-Farm to Market
220th St. Lt	100	U.A.C.	6	6	50	26	Non-Farm to Market
225th St. Rt	100	U.A.C.	6	6	50	26	Non-Farm to Market
240th St. Lt	100	U.A.C.	6	10	50	26	Non-Farm to Market
245th St. Rt	100	U.A.C.	6	10	50	26	Non-Farm to Market

Location	(F) Feet	(S) Inches	(T) Inches	(L1) Div. 2 (IDOT Rural) Feet	(L2) Div. 3 (Wayne Cnty) Feet	(W) Feet	Side Road Type
S-34/140th St. Rt	100	U.A.C.	6	10	50	30	Farm to Market
160th St. Lt	100	U.A.C.	6	10	50	26	Farm to Market
S-43/180th St. Lt	100	U.A.C.	6	10	50	28	Farm to Market
S-50/200th St. Rt	100	U.A.C.	6	10	50	22	Farm to Market
J-40/235th St. Lt	100	U.A.C.	6	10	50	26	Farm to Market
DIV. 2 (IDOT Rural) Quantities :							
	Excavation, Class 13, Waste				202.5	CY	
	Paved Shoulder, Hot Mix Asphalt Mixture, 6 inch				1,822.2	SY	
DIV. 3 (Wayne County) Quantities: See the spreadsheet tabulation on the following page for calculations.							
	Excavation, Class 13, Waste				628.3	CY	
	Paved Shoulder, Hot Mix Asphalt Mixture, 6 inch				3,770.0	SY	

FILLET EXTENSION FOR
NON-PAVED SIDE ROADS
(PAGE 1 OF 2)

6" HMA FILLETS NON-PAVED SIDEROADS - Division 3 and 4: Wayne County Participation

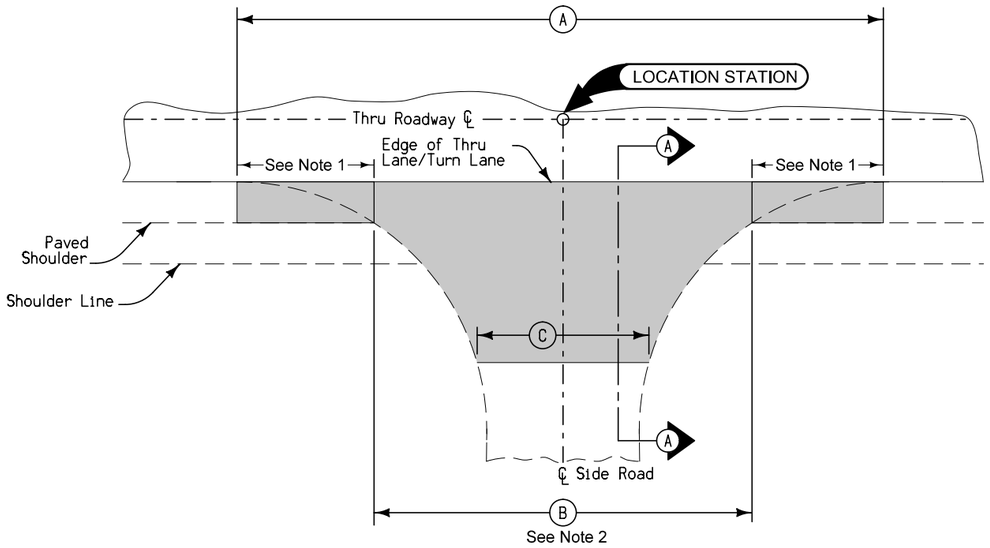
(1) Lane(s) to which the shoulder is adjacent.
(2) Bid Item
(3) Applies only for Paved Shoulders constructed on project with existing granular shoulders.
(4) Does not include shrink.

[ ], a Special Backfill unit weight (lbs/cf) of [140], and a Granular Shoulder unit weight (lbs/cf) of [140].

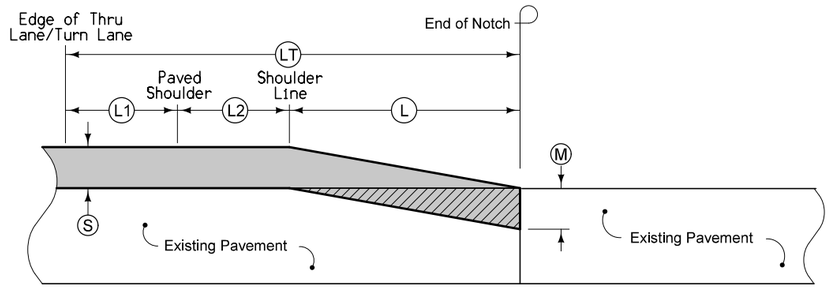
This Data Entry Sheet fills Tab effective 01-00-00

| Location | | | | | | | | | | | | | Quantities | | | | | | | | | | | | |

7149
MODIFIED

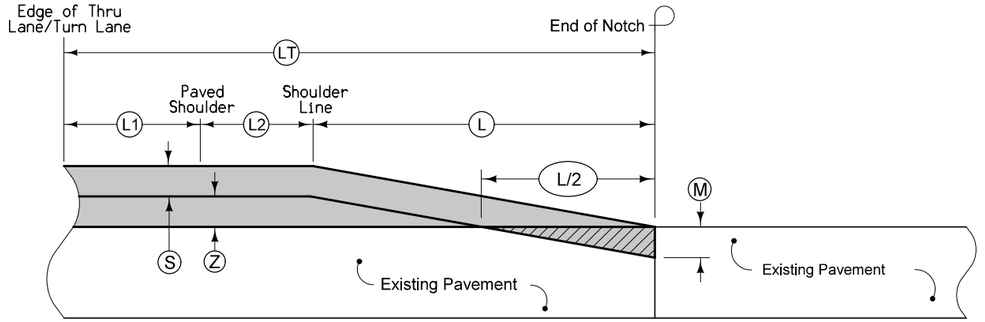


PLAN



TYPE 'N1'
SURFACE NOTCH FOR
SINGLE COURSE RESURFACING

SECTION A-A



TYPE 'N3'
SURFACE NOTCH - STRENGTHENING
RUNOUT FOR DOUBLE COURSE RESURFACING

SECTION A-A

Ⓢ Surface Course
Ⓩ Strengthening Course
Ⓛ Runout Length
Ⓜ Milling

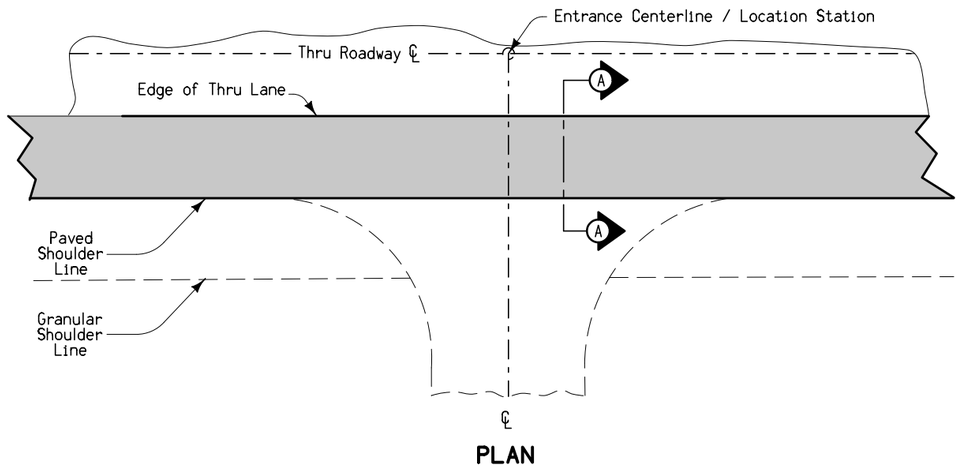
Location	Location Station	Existing Surface Material	Type of Notch	Ⓐ	Ⓑ	Ⓒ	Ⓢ	Ⓩ	Ⓜ	Ⓛ	Ⓛ1	Ⓛ2	Ⓛ	HMA Pavement				Asphalt Binder		Scarification	Funding Division
														Surface		Strengthening		Surface	Strengthening		
														Area	Standard Traffic	Area	Standard Traffic	PG 58-28S	PG 58-28S	Area	
				Feet	Feet	Feet	Inches	Inches	Inches	Feet	Feet	Feet	Feet	SY	Tons	SY	Tons	Tons	Tons	SY	
160th St. RT	823+79	PCC	Type 'N3'	204	144	35	2.0	1.5	2.0	41	4	2	35	345	38.04	277	22.59	2.28	1.36	68	DIV. 2
S60 / 235th St. RT	1234+16	HMA	Type 'N1'	186	146	70	2.0	--	2.0	30	4	6	20	510	56.23	---	---	3.37	---	156	DIV. 2
													TOTALS		94.27		22.59	5.65	1.36	224	DIV. 2

NOTES:

1. The area and associated quantities between the outer limits of Dimension A and Dimension B are accounted for in Tabs 100-25, 106-5, and 112-9 in the C-Sheets. The existing pavement within the area between the outer limits of Dimension A and Dimension B shall be removed and included in the cost of Class 13 Excavation.
2. The quantities within this Detail reflect the work occuring within Dimension B.
3. Special shaping of existing surface prior to placement of runout may be required by the Engineer and is incidental to other work on the project.
4. Funding for this work falls under Division 1 (IDOT Urban) or Division 2 (IDOT Rural), as identified in the table on this detail.
5. Dimensions are approximate and shall match existing.
6. Unit weight of Surface Course: 147 lbs/cf
7. Unit weight of Strengthening Course: 145 lbs/cf
8. Asphalt Binder is applied at a rate of 6.00% per ton of HMA Pavement.

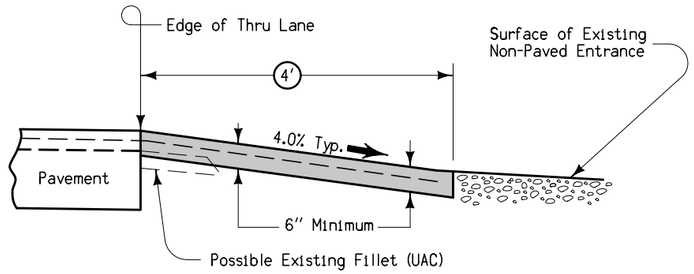
HMA RUNOUT FOR
PAVED SIDE ROADS

7148
Modified



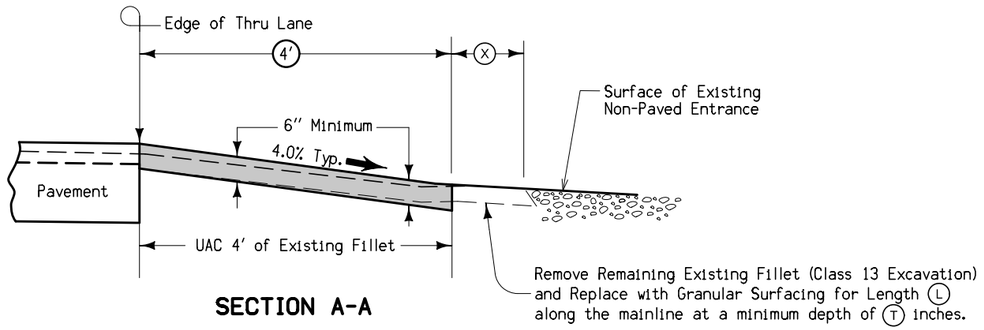
PLAN

CASE 'A' - Existing Fillet Less Than 4'



SECTION A-A

CASE 'B' - Existing Fillet Greater Than 4'

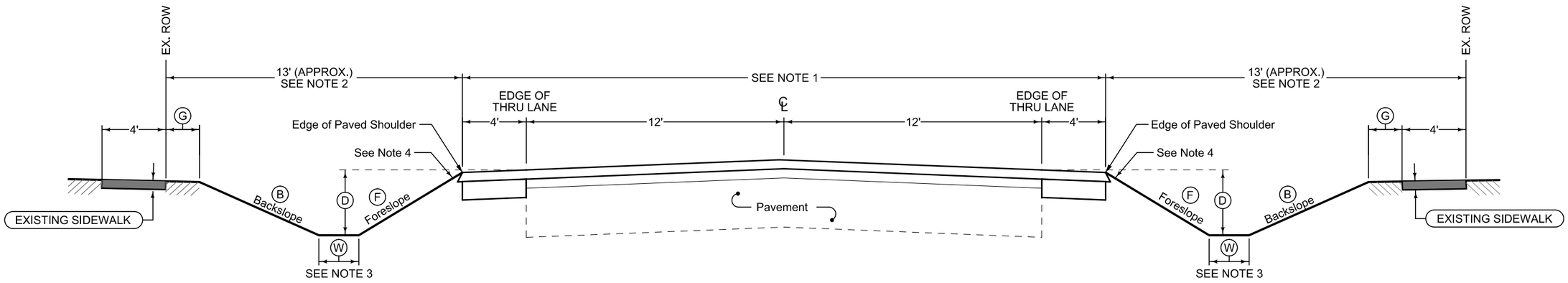


SECTION A-A

CASE 'B' TABULATION — 3R_Shldr_Paved_Modified

LOCATION STATION	(X) Feet	(L) Feet	(T) Inches	Class 13 Excavation CY	Granular Surfacing (140 lbs/cf) TON
742+14 RT	6	90	6	10.0	18.9
744+31 LT	6	70	6	7.8	14.7
904+40 LT	5	60	6	5.6	10.5
2022+85 LT	8	70	6	10.4	19.6
2025+80 RT	8	70	6	10.4	19.6
1066+28 LT	2	70	6	2.6	4.9
Class 13 Excavation / Granular Shoulder TOTALS				46.8	88.2

FILLET FOR NON-PAVED ENTRANCES



NOTES:

1. See sheet B.2 for Pavement Improvements through Promise City.
2. Existing ROW information provided for information only. Location and width approximated from Wayne County Tax Assessor GIS Map.
3. Special shaping of the ditch shall be performed to not disturb utility poles or their foundations. Maintain positive drainage around utility poles.
4. A Earth for Paved Shoulder Fillet shall be utilized to bring the existing foreslope up to the new edge of shoulder at locations where Ditch Reshaping is not warranted. See Detail 7146 (modified) on this sheet.
5. Additional details and Division 1 (IDOT Urban) quantities can be found on the spreadsheet tabulation on the following page.

(D) Depth of Ditch. Measured from edge of thru lane to bottom of ditch. The contractor shall provide a Depth of Ditch no shallower than 1 foot (unless noted otherwise) and maximize ditch depth where possible. Positive drainage shall be maintained. Ditch longitudinal slope shall generally follow the longitudinal slope of the road, but shall be no flatter than 1%.

(W) Width at Bottom of Ditch. A typical 2 foot wide bottom of ditch shall be constructed when field conditions allow. A V-shaped ditch bottom is allowable where site conditions are restrictive.

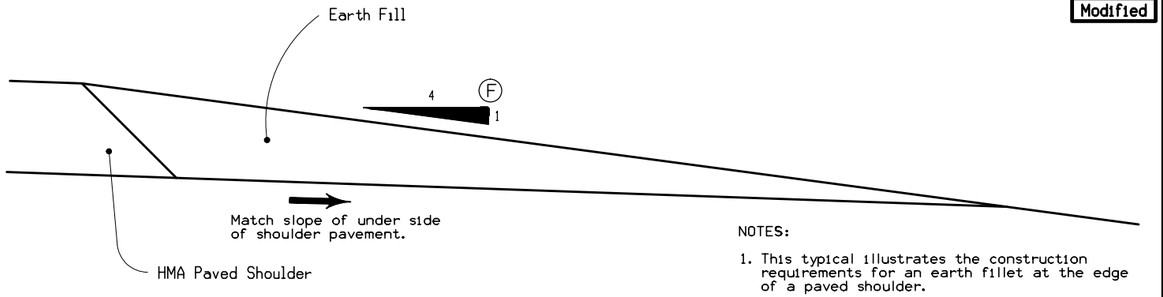
(B) Backslope. A backslope of 3:1 or flatter shall be provided.

(F) Foreslope. A foreslope of 4:1 or flatter shall be provided.

(G) Grading Buffer. Measured from ROW or sidewalk (whichever is closer to the roadway) to the backslope's grading intercept line. A 2 foot buffer of undisturbed landscape area shall be provided. This distance can be reduced where site conditions are restrictive. Do not disturb the existing sidewalk or area beyond the ROW.

DITCH RESHAPING IN PROMISE CITY
(PAGE 1 OF 2)

7146 Modified



NOTES:

1. This typical illustrates the construction requirements for an earth fillet at the edge of a paved shoulder.
2. The furnishing and finishing of earth for paved shoulder fillets is incidental to the paved shoulder.
3. Additional details and Division 1 (IDOT Urban) quantities can be found on the spreadsheet tabulation on the following page.

(F) Foreslope. A foreslope of 4:1 or flatter shall be provided.

EARTH FOR PAVED SHOULDER FILLETS IN PROMISE CITY

FILE NO. --	ENGLISH	DESIGN TEAM HOLST \ BAHR \ CAMPBELL		WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER B.10		

12:34:45 AM 12/3/2019 jbahr1 pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Design\93002046_B01_B13.dgn

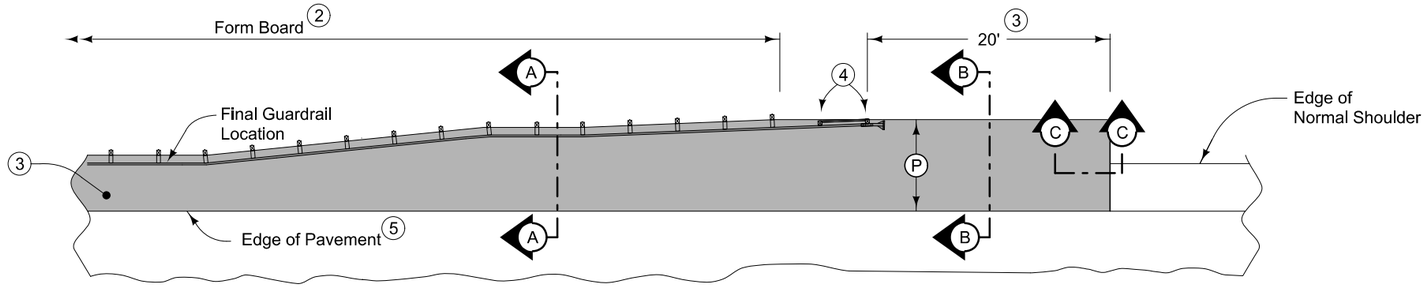
ROAD ID	STATION	STATION	SIDE	LENGTH FEET	FLOW DIRECTION	LOCATION DESCRIPTION	TREATMENT	DITCH RESHAPING SRP EW-105 STA.	(1) EARTH FILL CY	REMARKS
IA 2	1155+00	1156+63	RT	163	SOUTH	Green Space north of fielded parcel	Earth for Paved Shoulder Fillet		4.0	
IA 2	1156+63	1159+15	RT	252	WEST	Green Space between fielded parcel and entrance	Earth for Paved Shoulder Fillet		6.3	
IA 2	1159+15	1160+55	RT	140	WEST	Entrance to Commercial Area	None			
IA 2	1160+55	1160+89	RT	34	WEST	Green Space between entrances	Ditch Reshaping	0.34		
IA 2	1160+89	1161+23	RT	34	WEST	Entrance to commercial garage	None			
IA 2	1161+23	1162+31	RT	108	WEST	Green Space between entrance and School Street	Ditch Reshaping	1.08		
IA 2	1162+31	1163+38	RT	107	HIGH POINT	School Street and Commercial Entrance	None			
IA 2	1163+38	1163+80	RT	42	EAST	Green Space between entrances	Earth for Paved Shoulder Fillet		1.0	
IA 2	1163+80	1164+00	RT	20	EAST	Entrance to residential garage	None			
IA 2	1164+00	1164+55	RT	55	EAST	Green Space between entrances	Ditch Reshaping	0.55		
IA 2	1164+55	1164+82	RT	27	EAST	Entrance to residential garage	Replace 12" CMP with 15" CMP culvert.			See 3R-CULV on C-Sheets
IA 2	1164+82	1165+77	RT	95	EAST	Green Space between entrances	Ditch Reshaping	0.95		
IA 2	1165+77	1166+14	RT	37	EAST	Entrance to residential garage	Replace 12" CMP with 15" CMP culvert.			See 3R-CULV on C-Sheets
IA 2	1166+14	1166+76	RT	62	EAST	Green Space between entrances	Shape ditch to intake. Shallow depth.	0.62		
IA 2	1166+76	1167+15	RT	39	EAST	Entrance to residential garage	None			
IA 2	1167+15	1167+80	RT	65	EAST	Green Space between entrance and Center Street	Shape ditch to intake. Shallow depth.	0.65		
IA 2	1167+80	1168+25	RT	45	EAST	Center Street	None			
IA 2	1168+25	1172+53	RT	428	EAST	Green Space Between Center St. and gravel parking lot	Shape ditch to intake. Shallow depth.	4.28		
IA 2	1172+53	1173+57	RT	104	EAST	Entrance to gravel lot	None			
IA 2	1173+57	1174+00	RT	43	EAST	Green space between gravel lot and residential entrance	Earth for Paved Shoulder Fillet		1.1	
IA 2	1174+00	1174+20	RT	20	EAST	Residential entrance	None			
IA 2	1174+20	1175+86	RT	166	EAST	Green Space to Low Spot	Earth for Paved Shoulder Fillet		4.1	
IA 2	1175+86	1177+07	RT	121	WEST	Green Space from Low Spot to Entrance	Earth for Paved Shoulder Fillet		3.0	
IA 2	1177+07	1177+47	RT	40	WEST	Entrance	Replace 10" VCP with 15" CMP culvert.			See 3R-CULV on C-Sheets
IA 2	1177+47	1178+95	RT	148	WEST	Green Space between Entrances	Ditch Reshaping and incidental Culvert Removal	1.48		
IA 2	1178+95	1179+15	RT	20	WEST	Entrance to multi vehicle garage	Replace 12" CMP with 15" CMP culvert.			See 3R-CULV on C-Sheets
IA 2	1179+15	1179+95	RT	80	WEST	Green space between two entrances	Ditch Reshaping	0.8		
IA 2	1179+95	1180+15	RT	20	WEST	Entrance	Replace 15" CMP with 15" CMP culvert.			See 3R-CULV on C-Sheets
IA 2	1180+15	1180+73	RT	58	WEST	Green space between entrance and 225th street	Ditch Reshaping	0.58		
IA 2	1180+73	1181+67	RT	94	HIGH POINT	225th Street	None			
IA 2	1181+67	1182+85	RT	118	EAST	Green space between 225th and entrance	Earth for Paved Shoulder Fillet		2.9	
IA 2	1182+85	1183+35	RT	50	EAST	Entrance to silo parcel	None			
IA 2	1155+35	1157+24	LT	189	EAST	Green Space to Beehive intake	Earth for Paved Shoulder Fillet		4.7	
IA 2	1157+24	1159+20	LT	196	WEST	Beehive Intake to gravel parking lot	Earth for Paved Shoulder Fillet. Clean intake at 1157+24.		4.9	See 3R-Culv on C-Sheets.
IA 2	1159+20	1161+60	LT	240	WEST	Gravel Parking Lot	None			
IA 2	1161+60	1162+75	LT	115	WEST	Green space between gravel parking lot and entrance	None			
IA 2	1162+75	1162+95	LT	20	HIGH POINT	Entrance to residential garage	None			
IA 2	1162+95	1165+52	LT	257	EAST	Green space between entrances	Earth for Paved Shoulder Fillet. Replace 12" x13' VCP with 15"x20' CMP at 1163+67.		6.4	See 3R-Culv on C-Sheets.
IA 2	1165+52	1167+20	LT	168	EAST	Entrances to multiple properties	None			
IA 2	1167+20	1167+78	LT	58	EAST	Green Space between entrances and Center Street	Earth for Paved Shoulder Fillet		1.4	
IA 2	1167+78	1168+72	LT	94	EAST	Center Street	None			
IA 2	1168+72	1170+39	LT	167	EAST	Green Space between Center Street and Entrances	Shape ditch to intake. Shallow depth.	1.67		
IA 2	1170+39	1171+40	LT	101	EAST	Entrances to multiple properties	None			
IA 2	1171+40	1172+40	LT	100	EAST	Green space between entrances	Shape ditch to intake. Shallow depth.	1.00		
IA 2	1172+40	1173+55	LT	115	EAST	Entrances	None			
IA 2	1173+55	1174+50	LT	95	EAST	Green space between entrances and alley + entrance	Shape ditch to intake. Shallow depth.	0.95		
IA 2	1174+50	1175+00	LT	50	EAST	Alley + gravel entrance	None			
IA 2	1175+00	1175+86	LT	86	EAST	Green space between alley and intake LOW POINT	Shape ditch to intake.	0.86		
IA 2	1175+86	1176+30	LT	44	WEST	Green space between intake LOW POINT and entrance	Shape ditch to intake.	0.44		
IA 2	1176+30	1176+60	LT	30	WEST	Residential entrance	Replace 12" CMP with 15" CMP culvert.			See 3R-CULV on C-Sheets
IA 2	1176+60	1177+90	LT	130	WEST	Green space between entrance and Dewey Street	Ditch Reshaping and incidental Culvert Removal at NWC of Dewey St. and IA 2. Clean out end of culvert under Dewey St.	1.3		
IA 2	1177+90	1178+20	LT	30	WEST	Dewey Street	None			
IA 2	1178+20	1179+45	LT	125	WEST	Green space between Dewey Street and entrance	Ditch Reshaping. Clean out end of culvert under Dewey St.	1.25		
IA 2	1179+45	1179+65	LT	20	WEST	Entrance to garage	Install new 15" CMP Culvert.			See 3R-CULV on C-Sheets
IA 2	1179+65	1180+95	LT	130	WEST	Green space between entrance and 225th Street	Ditch Reshaping	1.30		
IA 2	1180+95	1181+85	LT	90	HIGH POINT	225th Street	None			
IA 2	1181+85	1182+91	LT	106	EAST	Green space between 225th street and entrance	Earth for Paved Shoulder Fillet		2.6	
IA 2	1182+91	1183+58	LT	67	EAST	Entrance to Commercial Lot	None			
IA 2	1183+58	1185+08	LT	150	EAST	Green space between entrances	Ditch Reshaping. Expose culverts at station limits.	1.50		
IA 2	1185+08	1186+00	LT	92	EAST	Entrance to Commercial Lot	See remarks for station range 1186+00 to 1194+00 on 3R-CULV.			See 3R-CULV on C-Sheets
TOTALS								21.60	42.5	Div. 1 (IDOT Urban)

NOTES:

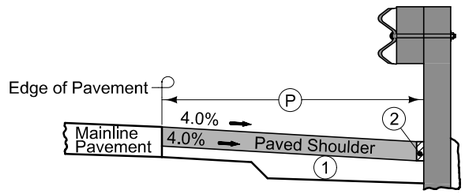
(1) Earth fill is not a bid item. The furnishing and finishing of earth for paved shoulder fillets is incidental to the paved shoulder. See detail 7146 (Modified) on previous page for more info.

DITCH RESHAPING IN PROMISE CITY
(PAGE 2 OF 2)

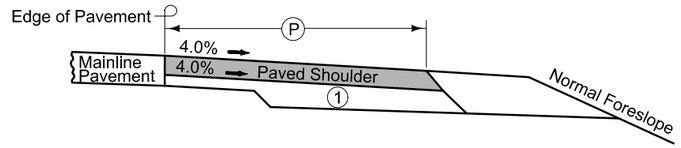
7156
04-18-17



PLAN VIEW

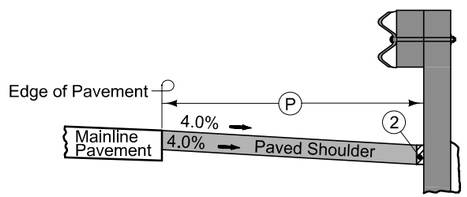


Section A-A

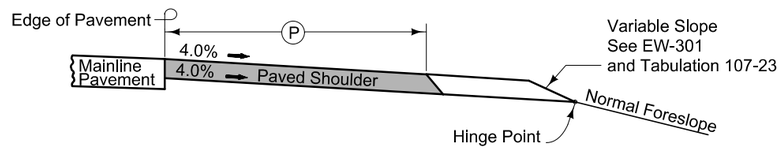


Section B-B

NEW CONSTRUCTION



Section A-A



Section B-B

EXISTING SHOULDER

9" HMA Paved Shoulder at guardrail. 8" PCC may be substituted with the following jointing layout:

Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

Compaction of HMA is required to face of guardrail post. Hand compaction will be allowed under guardrail. Removal and reinstallation of guardrail will be allowed with no additional payment.

Refer to Tabulation 112-9 for shoulder quantities.

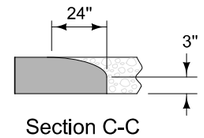
(1) For subgrade treatment, refer to other details in the plan.

(2) PCC option only: When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown. Refer to note 4 for final 2 posts.

(3) Continue paved shoulder to existing paved shoulder or 20 feet beyond the center of the first post.

(4) Shoulder may be notched for final 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.

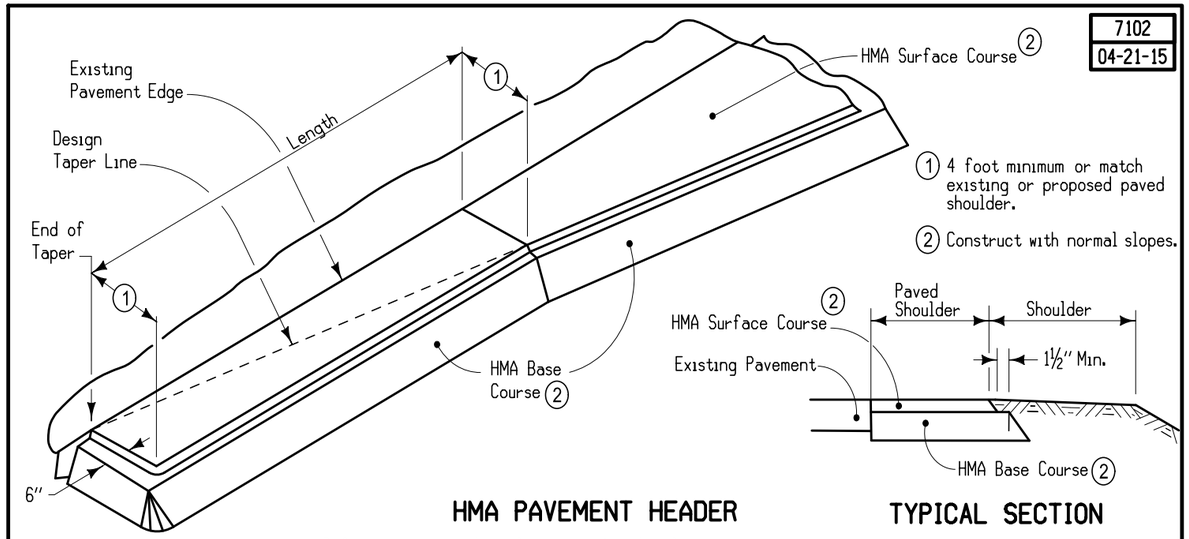
(5) 'KT-1 joint for PCC shoulder.
'B' joint for HMA shoulder.



Section C-C
Roll down at granular shoulder or earth.

PAVED SHOULDER AT GUARDRAIL

7102
04-21-15



1 4 foot minimum or match existing or proposed paved shoulder.

2 Construct with normal slopes.

HMA PAVEMENT HEADER

TYPICAL SECTION

Refer to project plans for exact details of pavement requirements.

100-1D
10-18-05

PROJECT DESCRIPTION

This project involves HMA Hot-In-Place Recycling followed by a lift of HMA Resufacing along with Type "B" Granular Shoulders. Pavement strengthening, base widening, patching, and pipe repairs are also included with this project.

SEE RC SHEETS FOR ADDITIONAL BID ITEMS AND QUANTITIES.

100-1C
04-17-12

ESTIMATED PROJECT QUANTITIES (UP TO A 5 DIVISION PROJECT)

Division 1: IDOT URBAN and Federal Participation
Division 2: IDOT RURAL and Federal Participation
Division 3: WAYNE COUNTY Funding, Preconstruction Agreement No. 2019-C-029
Division 4: 100% Iowa D.O.T.

Item No.	Item Code	Item	Unit	Quantities										
				Estimated						As Built				
				Division 1	Division 2	Division 3	Division 4	Division 5	Total	Division 1	Division 2	Division 3	Division 4	Division 5
1	2101-0850001	CLEARING AND GRUBBING	ACRE		1.0				1.0					
2	2101-0850002	CLEARING AND GRUBBING	UNIT		2055				2055					
3	2102-2625000	EMBANKMENT-IN-PLACE	CY		191.0				191.0					
4	2102-2625001	EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED	CY		1,093.0				1,093.0					
5	2102-2710090	EXCAVATION, CLASS 10, WASTE	CY		2,090.0				2,090.0					
6	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS	CY		2.0				2.0					
7	2102-2713090	EXCAVATION, CLASS 13, WASTE	CY	2.0	582.6	628.3			1,212.9					
8	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY		635.0				635.0					
9	2107-3825025	GRANULAR MATERIAL FOR BLANKET AND SUBDRAIN	CY		224.0				224.0					
10	2121-7425020	GRANULAR SHOULDERS, TYPE B	TON		6,605.9				6,605.9					
11	2122-5500060	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 6 IN.	SY		1,822.2	3,769.9			5,592.1					
12	2122-5500090	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 9 IN.	SY		1,333.3				1,333.3					
13	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA		12.00				12.00					
14	2125-2225050	RESHAPING DITCHES	STA	21.60	18.25				39.85					
15	2212-5070310	PATCHES, FULL-DEPTH REPAIR	SY	64.4	1,597.7				1,662.1					
16	2212-5070330	PATCHES BY COUNT (REPAIR)	EACH	9	157				166					
17	2213-2713300	EXCAVATION, CLASS 13, FOR WIDENING	CY	296.5	4,614.5				4,911.0					
18	2213-7100400	RELOCATION OF MAIL BOXES	EACH	11					11					
19	2213-8201030	BASE WIDENING, 3 IN. HOT MIX ASPHALT MIXTURE	SY		8,685.3				8,685.3					
20	2213-8201040	BASE WIDENING, 4 IN. HOT MIX ASPHALT MIXTURE	SY	2,668.6	35,016.5				37,685.1					
21	2214-5145150	PAVEMENT SCARIFICATION	SY	267.8	4,896.2				5,164.0					
22	2303-1031500	HOT MIX ASPHALT STANDARD TRAFFIC, BASE COURSE, 1/2 IN. MIX	TON		3,127.10				3,127.10					
23	2303-1032500	HOT MIX ASPHALT STANDARD TRAFFIC, INTERMEDIATE COURSE, 1/2 I N. MIX	TON		138.30				138.30					
24	2303-1033504	HOT MIX ASPHALT STANDARD TRAFFIC, SURFACE COURSE, 1/2 IN. MI X, FRICTION L-4	TON	1,306.40	23,209.20				24,515.60					
25	2303-1258283	ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC	TON	78.80	1,592.60				1,671.40					
26	2303-6911000	HOT MIX ASPHALT PAVEMENT SAMPLES	LS		1.00				1.00					
27	2312-8260051	GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE	TON		88.2				88.2					
28	2402-2720100	EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT	CY	2.0	26.0				28.0					
29	2414-7200010	SAFETY GRATE, TYPE 1, CULVERT	EACH		1				1					
30	2416-0100036	APRONS, CONCRETE, 36 IN. DIA.	EACH		2				2					
31	2416-0101036	REMOVE AND REINSTALL CONCRETE PIPE APRONS LESS THAN OR EQUAL TO 36 IN.	EACH		12				12					
32	2416-0101136	REMOVE AND REINSTALL CONCRETE PIPE APRONS GREATER THAN 36 IN .	EACH		2				2					
33	2416-1180036	CULVERT, CONCRETE ROADWAY PIPE, 36 IN. DIA.	LF		24				24					
34	2416-1541036	REMOVE AND REINSTALL RIGID PIPE CULVERT LESS THAN OR EQUAL T O 36 IN.	LF		144				144					
35	2416-1541136	REMOVE AND REINSTALL RIGID PIPE CULVERT GREATER THAN 36 IN.	LF		16				16					
36	2417-1040015	CULVERT, CORRUGATED METAL ENTRANCE PIPE, 15 IN. DIA.	LF	270					270					
37	2417-1040018	CULVERT, CORRUGATED METAL ENTRANCE PIPE, 18 IN. DIA.	LF		26				26					
38	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.	LF		11,566.0				11,566.0					
39	2502-8221306	SUBDRAIN OUTLET, DR-306	EACH		82				82					
40	2507-2638620	MACADAM STONE SLOPE PROTECTION	SY		1,187.0				1,187.0					
41	2507-3250005	ENGINEERING FABRIC	SY		1,566.0				1,566.0					
42	2507-8029000	EROSION STONE	TON		1,506.0				1,506.0					
43	2510-6745850	REMOVAL OF PAVEMENT	SY	9.1					9.1					
44	2511-6745900	REMOVAL OF SIDEWALK	SY	43.0					43.0					
45	2511-7526008	SIDEWALK, P.C. CONCRETE, 8 IN.	SY	59.9					59.9					
46	2511-7528101	DETECTABLE WARNINGS	SF	68					68					
47	2512-1725156	CURB AND GUTTER, P.C. CONCRETE, 1.5 FT.	LF	16.8					16.8					
48	2524-9100020	OBJECT MARKER, TYPE 2	EACH		12				12					
49	2524-9100030	OBJECT MARKER, TYPE 3	EACH		4				4					
50	2526-8285000	CONSTRUCTION SURVEY	LS		1.00				1.00					
51	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	341.97	3,607.61				3,949.58					
52	2527-9263137	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT-BASED	EACH		4				4					
53	2528-8445110	TRAFFIC CONTROL	LS		1.00				1.00					
54	2528-8445113	FLAGGERS	EACH						See Proposal					
55	2528-8445115	PILOT CARS	EACH						See Proposal					
56	2529-0400057	HOT MIX ASPHALT (COMPOSITE SECTION)	TON	16.0	366.7				382.7					
57	2529-2242304	CD JOINT ASSEMBLY	EACH	3	15				18					
58	2529-5070110	PATCHES, FULL-DEPTH FINISH, BY AREA	SY	562.2	26.7				588.9					
59	2529-5070120	PATCHES, FULL-DEPTH FINISH, BY COUNT	EACH	67	2				69					
60	2529-8201000	JOINT ASSEMBLY, EF	EACH		2				2					
61	2530-0400061	HOT MIX ASPHALT (PARTIAL DEPTH PATCH MATERIAL)	TON	107.1					107.1					
62	2530-5070221	REGULAR PARTIAL DEPTH HOT MIX ASPHALT FINISH PATCHES, BY ARE A	SY	323.9					323.9					
63	2533-4980005	MOBILIZATION	LS		1.00				1.00					
64	2548-0000100	MILLED SHOULDER RUMBLE STRIPS, HMA SURFACE	STA		1,101.8				1,101.8					
65	2548-0000110	ASPHALT EMULSION FOR FOG SEAL (SHOULDER RUMBLE STRIPS)	GAL		1,194.0				1,194.0					
66	2548-0000310	MILLED CENTERLINE RUMBLE STRIPS, HMA SURFACE	STA		550.9				550.9					
67	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS	LS				1.00		1.00					
68	2590-0000020	PROJECT MANAGEMENT	LS		1.00				1.00					

ESTIMATED PROJECT QUANTITIES
(UP TO A 5 DIVISION PROJECT)

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Division 2: IDOT RURAL and Federal Participation
Division 3: WAYNE COUNTY Funding, Preconstruction Agreement No. 2019-C-029
Division 4: 100% Iowa D.O.T.

Item No.	Item Code	Item	Unit	Quantities										
				Estimated						As Built				
				Division 1	Division 2	Division 3	Division 4	Division 5	Total	Division 1	Division 2	Division 3	Division 4	Division 5
69	2599-9999018	('SQUARE YARDS' ITEM) HOT IN-PLACE RECYCLED ASPHALT PAVEMENT	SY	8,344.5	149,403.2				157,747.7					
70	2599-9999020	('TONS' ITEM) ASPHALT REJUVENATING AGENT	TON	12.2	218.3				230.5					
71	2601-3000201	HERBICIDE APPLICATION, CUT STUMP	EACH		8				8					
72	2601-3000206	HERBICIDE APPLICATION, CUT STUMP	LS		1				1					

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
1	**2101-0850001**	**CLEARING AND GRUBBING**
2	**2101-0850002**	**CLEARING AND GRUBBING**
		Refer to Tab. 110-17 on C Sheets.
		Suitable bat habitat is not present in the areas to be cleared. Iowa DOT Specification 2101.01A, which
		implements tree clearing date restrictions, is NOT required for this project.
		To minimize further impacts to wetland areas within the project limits, grubbing shall be
		restricted in the following areas (Clear Trees Only):
		IA 2 Eastbound (153.11) / (1980+90)
		IA 2 Westbound (154.20) / (2038+75)
-	-	-
3	**2102-2625000**	**EMBANKMENT-IN-PLACE**
		Refer to Tab. 3R-CULV in C Sheets for locations and additional information.
		Details and tabulation in B Sheets include specific info for work in Promise City.
-	-	-
4	**2102-2625001**	**EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED**
5	**2102-2710090**	**EXCAVATION, CLASS 10, WASTE**
		Refer to Tab. 103-12 on CS Sheets and Q Sheets.
-	-	-
6	**2102-2712015**	**EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS**
		Refer to Tab. 103-7 on CS Sheets.
-	-	-
7	**2102-2713090**	**EXCAVATION, CLASS 13, WASTE**
		Refer to Tab. 3R-CULV in C Sheets for locations and additional information.
		Details and tabulation in B Sheets include specific info for work in Promise City.
		Refer to Tab. 112-9 on C-Sheets and Typicals on B-Sheets.
		Refer to Detail 7149 and Tab on B-Sheets for info related to Fillet Extensions at Non-Paved Sideroads.
		Refer to Tab. 3R-CULV on C-Sheets.
		Clean washed out intake at 1157+50 (North of IA 2) in Promise City.
		Includes 202.5 CY from Detail 7149 (Modified) on B Sheets for Fillet Extension for Non-Paved Side Roads.
		Includes 46.8 CY from Detail 7148 (Modified) on B Sheets for Excess Entrance Fillet Removal.
		Includes 333.3 CY from Tab 112-9 on C Sheets for Shoulder Strengthening construction.
		Class 13 Excavation Material shall be stockpiled. See Tab. 110-13 for more information.
		Includes 628.3 CY from Detail 7149 and Tab on B-Sheets for Fillet Extensions at Non-Paved Sideroads.
		Class 13 Excavation Material shall be stockpiled. See Tab. 110-13 for more information.
-	-	-

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
8	**2105-8425015**	**TOPSOIL, STRIP, SALVAGE AND SPREAD**
9	**2107-3825025**	**GRANULAR MATERIAL FOR BLANKET AND SUBDRAIN**
		Refer to Tab. 103-12 on CS Sheets and Q Sheets.
-	-	-
10	**2121-7425020**	**GRANULAR SHOULDERS, TYPE B**
		Refer to Tab. 112-9 on C Sheets.
		Tabulation on 112-9 includes +15% contingency.
		Refer to Typicals on B Sheets for more information.
-	-	-
11	**2122-5500060**	**PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 6 IN.**
		Refer to Detail 7149 and Tab on B-Sheets for info related to Fillet Extensions at Non-Paved Sideroads.
-	-	-
12	**2122-5500090**	**PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 9 IN.**
13	**2123-7450000**	**SHOULDER CONSTRUCTION, EARTH**
		Refer to Tab. 112-9 on C-Sheets and Typicals on B-Sheets.
-	-	-
14	**2125-2225050**	**RESHAPING DITCHES**
		Refer to Tab. 3R-CULV in C Sheets for locations and additional information.
		Details and tabulation in B Sheets include specific info for work in Promise City.
-	-	-
15	**2212-5070310**	**PATCHES, FULL-DEPTH REPAIR**
16	**2212-5070330**	**PATCHES BY COUNT (REPAIR)**
		Refer to Tab. 102-6C on C-Sheets for locations and details.
		Tabulation includes an increase of 15% for contingency purposes.
		Calcium chloride shall not be used in the patch PCC within the City of Corydon.
		From April 15th to October 15th, Class C concrete may be used.
		Otherwise, Class M concrete shall be used. For Class M concrete, cure time required prior to opening shall be
		a minimum flexural strength of 300 psi determined from beam specimens made during the progress of the work.
		With prior approval, the Engineer may waive the restriction of calcium chloride use at identified patches
		located in intersections or other areas that require early opening due to anticipated traffic movements.
-	-	-
17	**2213-2713300**	**EXCAVATION, CLASS 13, FOR WIDENING**
		Refer to Tab. 106-5 on C-Sheets and to B-Sheets for Typicals.
		Class 13 Excavation Material shall be stockpiled. See Tab. 110-13 for more information.
		Excavation quantity includes paved entrances through Promise City.
-	-	-

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
18	2213-7100400	RELOCATION OF MAIL BOXES
		Refer to "Ditch Reshaping in Promise City" detail on B Sheets for work being done in
		the parkway of Promise City.
		Total includes mailboxes on the north and south side of Iowa 2 in Promise City:
		North side of Iowa 2: 11 (Sta. 1155+20 to Sta. 1167+50)
		South side of Iowa 2: 0
		The Contractor is responsible for coordinating the relocation schedule with property oewners and
		the US Post Office.
		Price bid includes installation of temporary mailboxes until the permanent mailboxes can be reinstalled.
		METHOD OF MEASUREMENT: The quantity for Relocation of Mail Boxes will be measured by counting the
		number of mailboxes removed and reinstalled.
		BASIS OF PAYMENT: The Contractor will be paid the contract unit price per each mailbox removed and reinstalled.
-	-	-
19	2213-8201030	BASE WIDENING, 3 IN. HOT MIX ASPHALT MIXTURE
20	2213-8201040	BASE WIDENING, 4 IN. HOT MIX ASPHALT MIXTURE
		Refer to Tab. 106-5 on C-Sheets and to B-Sheets for Typicals.
-	-	-
21	2214-5145150	PAVEMENT SCARIFICATION
		See Typicals on B-sheets and Tab 102-16 on C-Sheets for more information.
		Includes 224.0 SY from Detail 7149 (Modified) HMA Runout for Paved Side Roads on B-Sheets.
		Includes 3,783.3 SY on C-Sheet Tab 100-25.
		Includes 888.9 SY on C-Sheet Tab 102-16 for Notches and Runouts.
		See Typicals on B-sheets for more information.
-	-	-
22	2303-1031500	HOT MIX ASPHALT STANDARD TRAFFIC, BASE COURSE, 1/2 IN. MIX
23	2303-1032500	HOT MIX ASPHALT STANDARD TRAFFIC, INTERMEDIATE COURSE, 1/2 I N. MIX
24	2303-1033504	HOT MIX ASPHALT STANDARD TRAFFIC, SURFACE COURSE, 1/2 IN. MI X, FRICTION L-4
25	2303-1258283	ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC
		Refer to Tab. 100-25 on C-Sheets and Typicals on B-Sheets.
		Tabulation 100-25 includes +5% for irregularities.
	2303-1031500	HOT MIX ASPHALT STANDARD TRAFFIC, BASE COURSE, 1/2 IN. MIX
		This item shall be utilized for the Mainline Strengthening Course.
		Includes 22.6 TONS from Detail 7149 (Modified) HMA Runout for Paved Side Roads on B-Sheets.
		Includes 3,104.5 TONS from Tab. 100-25.
	2303-1033504	HOT MIX ASPHALT STANDARD TRAFFIC, SURFACE COURSE, 1/2 IN. MI X, FRICTION L-4
		Includes 94.3 TONS from Detail 7149 (Modified) HMA Runout for Paved Side Roads on B-Sheets.
		Includes 23,114.9 TONS from Tab 100-25 on C-Sheets.
	2303-1258283	ASPHALT BINDER, PG 58-28S, STANDARD TRAFFIC
		This total includes Surface, Intermediate, and Strengthening Courses.
		Asphalt Binder is applied at a rate of 6.00% per ton of HMA Pavement.
		This total includes Surface, Intermediate, and Strengthening Courses.
		Asphalt Binder is applied at a rate of 6.00% per ton of HMA Pavement.
		Includes 7.0 TONS from Detail 7149 (Modified) HMA Runout for Paved Side Roads on B-Sheets.
		Includes 1,585.6 TONS from Tab 100-25 on C-Sheets.
-	-	-
26	2303-6911000	HOT MIX ASPHALT PAVEMENT SAMPLES
		This bid item applies to the entire project.
-	-	-
27	2312-8260051	GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE
		Refer to Detail 7148 Modified on B Sheets for Excess Entrance Fillet replacement.
-	-	-
28	2402-2720100	EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT
		Refer to Tab. 3R-CULV in C Sheets for locations and additional information.
		Details and tabulation in B Sheets include specific info for work in Promise City.
-	-	-
29	2414-7200010	SAFETY GRATE, TYPE 1, CULVERT
		Refer to Tab 108-24 in C Sheets.
-	-	-

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
30	2416-0100036	APRONS, CONCRETE, 36 IN. DIA.
31	2416-0101036	REMOVE AND REINSTALL CONCRETE PIPE APRONS LESS THAN OR EQUAL TO 36 IN.
32	2416-0101136	REMOVE AND REINSTALL CONCRETE PIPE APRONS GREATER THAN 36 IN .
33	2416-1180036	CULVERT, CONCRETE ROADWAY PIPE, 36 IN. DIA.
34	2416-1541036	REMOVE AND REINSTALL RIGID PIPE CULVERT LESS THAN OR EQUAL T O 36 IN.
35	2416-1541136	REMOVE AND REINSTALL RIGID PIPE CULVERT GREATER THAN 36 IN.
36	2417-1040015	CULVERT, CORRUGATED METAL ENTRANCE PIPE, 15 IN. DIA.
37	2417-1040018	CULVERT, CORRUGATED METAL ENTRANCE PIPE, 18 IN. DIA.
		Refer to Tab. 3R-CULV in C Sheets for locations and additional information.
		Details and tabulation in B Sheets include specific info for work in Promise City.
-	-	-
38	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.
39	2502-8221306	SUBDRAIN OUTLET, DR-306
		Refer to Tab. 104-9 on CS Sheets.
-	-	-
40	2507-2638620	MACADAM STONE SLOPE PROTECTION
41	2507-3250005	ENGINEERING FABRIC
42	2507-8029000	EROSION STONE
		Refer to Tab. 103-12 on CS Sheets and Q Sheets.
-	-	-
43	2510-6745850	REMOVAL OF PAVEMENT
		See S sheets for location of pavement removal at the NWC of the intersection of Center Street and
		Iowa 2 in Promise City (18 LF of saw cut shall be included in the cost of pavement removal at this location).
-	-	-
44	2511-6745900	REMOVAL OF SIDEWALK
		Refer to Tab. 113-1 on C-sheets and see S-Sheets for more information.
-	-	-
45	2511-7526008	SIDEWALK, P.C. CONCRETE, 8 IN.
		Refer to Tab. 113-1 on C-Sheets and see S-sheets for more information.
-	-	-
46	2511-7528101	DETECTABLE WARNINGS
		Refer to Tab 113-1 on C-Sheets and S-Sheets for more information.
		All detectable warnings shall be cast iron.
-	-	-
47	2512-1725156	CURB AND GUTTER, P.C. CONCRETE, 1.5 FT.
		Location of curb and gutter is at the NEC of the intersection of Center Street and Iowa 2 in Promise City.
		See S sheets for more information.
-	-	-
48	2524-9100020	OBJECT MARKER, TYPE 2
49	2524-9100030	OBJECT MARKER, TYPE 3
		Bridge FHWA# 51970 (Maintenance #9352.9S002) at Sta. 1971+00 (MP 152.9) shall be delineated
		with Object Markers per Standard Road Plan SI-211, Type 2.
-	-	-
50	2526-8285000	CONSTRUCTION SURVEY
		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.
		The replacing of Control Points after the work is complete, as part of this article,
		also will not be required by the Contractor.
		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.
		All other survey necessary for constructon 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.
-	-	-
51	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED
		Refer to Tab. 108-22 on C-sheets.
		Tabulation includes multiple applications.
		Striping through Corydon accounts for gaps created by Patching work. Gap striping at sideroads through Corydon.
-	-	-
52	2527-9263137	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT-BASED
		Refer to Tab. 108-29 on C-sheets.
-	-	-
53	2528-8445110	TRAFFIC CONTROL
		- -
-	-	-
54	2528-8445113	FLAGGERS
		- -
-	-	-
55	2528-8445115	PILOT CARS
		- -
-	-	-

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
56	**2529-0400057**	**HOT MIX ASPHALT (COMPOSITE SECTION)**
		Refer to Tab. 102-6C on C-Sheets for locations and details.
		Tabulation includes an increase of 15% for contingency purposes.
		Calcium chloride shall not be used in the patch PCC within the City of Corydon.
		From April 15th to October 15th, Class C concrete may be used.
		Otherwise, Class M concrete shall be used. For Class M concrete, cure time required prior to opening shall be
		a minimum flexural strength of 300 psi determined from beam specimens made during the progress of the work.
		With prior approval, the Engineer may waive the restriction of calcium chloride use at identified patches
		located in intersections or other areas that require early opening due to anticipated traffic movements.
-	-	-
57	**2529-2242304**	**CD JOINT ASSEMBLY**
		Refer to Tab. 102-6C on C-Sheets for locations and details.
		Tabulation includes an increase of 15% for contingency purposes.
-	-	-
58	**2529-5070110**	**PATCHES, FULL-DEPTH FINISH, BY AREA**
59	**2529-5070120**	**PATCHES, FULL-DEPTH FINISH, BY COUNT**
		Refer to Tab. 102-6C on C-Sheets for locations and details.
		Tabulation includes an increase of 15% for contingency purposes.
		Calcium chloride shall not be used in the patch PCC within the City of Corydon.
		From April 15th to October 15th, Class C concrete may be used.
		Otherwise, Class M concrete shall be used. For Class M concrete, cure time required prior to opening shall be
		a minimum flexural strength of 300 psi determined from beam specimens made during the progress of the work.
		With prior approval, the Engineer may waive the restriction of calcium chloride use at identified patches
		located in intersections or other areas that require early opening due to anticipated traffic movements.
		Refer to Tab 102-6C on C-Sheets.
-	-	-
60	**2529-8201000**	**JOINT ASSEMBLY, EF**
		Refer to Tab 102-6C on C-Sheets.
-	-	-
61	**2530-0400061**	**HOT MIX ASPHALT (PARTIAL DEPTH PATCH MATERIAL)**
62	**2530-5070221**	**REGULAR PARTIAL DEPTH HOT MIX ASPHALT FINISH PATCHES, BY ARE A**
		Refer to Tab. 102-11 on C-Sheets for location and details.
		Tabulation includes an additional 15% for Engineer's discretion.
		Patches have an estimated depth of 6 inches and a specific weight of 147 lbs/cf.
		Associated asphalt binder shall be Standard Traffic Mix, PG58-28S.
		Asphalt binder weight is calculated at a rate of 6% of the weight of the finish patch and shall be included as
		part of the cost of the patch.
-	-	-
63	**2533-4980005**	**MOBILIZATION**
		- -
-	-	-
64	**2548-0000100**	**MILLED SHOULDER RUMBLE STRIPS, HMA SURFACE**
65	**2548-0000110**	**ASPHALT EMULSION FOR FOG SEAL (SHOULDER RUMBLE STRIPS)**
66	**2548-0000310**	**MILLED CENTERLINE RUMBLE STRIPS, HMA SURFACE**
		Refer to Tab 112-10 in C-Sheets.
-	-	-
67	**2555-0000010**	**DELIVER AND STOCKPILE SALVAGED MATERIALS**
		Refer to Tab 110-13 on C-Sheets.
-	-	-
68	**2590-0000020**	**PROJECT MANAGEMENT**
		Refer to Supplemental Specification SS-15008 for Project Management.
-	-	-
69	**2599-9999018**	**('SQUARE YARDS' ITEM) HOT IN-PLACE RECYCLED ASPHALT PAVEMENT**
70	**2599-9999020**	**('TONS' ITEM) ASPHALT REJUVENATING AGENT**
		Refer to Tab. 100-25 on C-Sheets and Typicals on B-Sheets.
		Refer to Special Provisions for Hot In-Place Recycling (SP-150596) for additional information.
		Contractor shall not disturb existing engineering fabric and shall verify depth of existing
		engineering fabric prior to HIR activities. Any damage to the engineering fabric shall be repaired by the
		contractor. IA. 2 engineering fabric locations are provided in detail on B-Sheets.
	2599-9999020	**('TONS' ITEM) ASPHALT REJUVENATING AGENT**
		Asphalt Rejuvenating Agent has a specific weight of 8.35 pounds per gallon and is placed
		at a rate of 0.35 gallons per square yard of 2-inch thick HIR.
-	-	-
71	**2601-3000201**	**HERBICIDE APPLICATION, CUT STUMP**
72	**2601-3000206**	**HERBICIDE APPLICATION, CUT STUMP**
		Refer to Tab. 110-17 on C Sheets.
	2601-3000201	**HERBICIDE APPLICATION, CUT STUMP**
		This item applies to Tree Clearing areas where grubbing restrictions apply as specified on Tab. 110-17.
	2601-3000206	**HERBICIDE APPLICATION, CUT STUMP**
		This item applies to Bush Clearing areas specified on Tab. 110-17.
-	-	-

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description

111-25
10-18-11

INDEX OF TABULATIONS

Tabulation	Tabulation Title	Sheet No.
C Sheets		
100-1C	ESTIMATED PROJECT QUANTITIES (UP TO A 5 DIVISION PROJECT)	C.1 - C.2
100-1D	PROJECT DESCRIPTION	C.1
100-4A	ESTIMATE REFERENCE INFORMATION	C.2 - C.4
100-25	HMA PAVEMENT	C.18 - C.19
102-5	EXISTING PAVEMENT	C.6
102-6C	FULL-DEPTH PATCHES	C.10 - C.12
102-11	PARTIAL DEPTH REGULAR HMA FINISH PATCHES	C.13 - C.15
102-16	NOTCHES AND RUNOUTS FOR RESURFACING	C.15
105-4	STANDARD ROAD PLANS	C.5
106-5	AREAS FOR PAVEMENT OR BASE WIDENING	C.16 - C.17
108-22	PAVEMENT MARKING LINE TYPES	C.23 - C.24
108-24	SAFETY GRATE TREATMENT	C.9
108-29	PAVEMENT MARKING SYMBOLS AND LEGENDS	C.25
110-5	SIDEWALK REMOVAL	C.21
110-13	DELIVERY AND STOCKPILING	C.6
110-17	CLEARING AND GRUBBING	C.7
111-25	INDEX OF TABULATIONS	C.5
112-9	SHOULDERS	C.20
112-10	MILLED RUMBLE STRIPS	C.22
113-1	SIDEWALKS	C.21
3R-CULV	DRAINAGE STRUCTURE REPAIR WORK	C.8

105-4
10-18-11

STANDARD ROAD PLANS

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

Number	Date	Title
DR-101	04-18-17	Pipe Culvert (Bedding and Backfill)
DR-103	04-21-15	Pipe Culvert (Installation Details)
DR-104	04-19-16	Depth of Cover Tables for Concrete and Corrugated Pipe
DR-121	10-17-17	Connected Pipe Joints
DR-122	10-18-16	Construction of Type "C" Concrete Adaptors for Pipe Culvert Connections
DR-201	10-16-18	Concrete Aprons
DR-303	10-17-17	Subdrains (Longitudinal)
DR-306	10-16-18	Precast Concrete Headwall for Subdrain Outlets
DR-503	04-21-15	Safety Grates for Box Culverts
DR-601	04-18-17	Reinforced Concrete Pipe Culvert
EW-105	04-21-15	Reshaping Slopes and Ditches
EW-401	10-20-15	Temporary Stream Crossing, Causeway, or Equipment Pad
MI-220	10-20-15	Detectable Warnings and Pedestrian Ramp
PM-110	10-16-18	Line Types
PM-111	04-21-15	Symbols and Legends
PM-120	10-21-14	Stop Lines and Islands
PM-420	10-15-19	Two-Lane Roadway with no Turn Lanes (One-Way Stop Condition)
PM-520	10-15-19	Two-Lane Roadway with no Turn Lanes (Two-Way Stop Condition)
PM-521	10-15-19	Two-Lane Roadway with Right Turn Lanes
PR-101	04-21-15	Full Depth Patch with 'EF' Joint in PCC
PR-103	10-21-14	Full Depth PCC Patch with Dowels
PR-201	10-21-14	Runouts for Resurfacing
PR-202	10-21-14	Notches for Resurfacing (with or without Runout)
PV-12	04-19-16	Milled Shoulder Rumble Strips
PV-13	10-17-17	Milled Centerline Rumble Strips
PV-101	04-16-19	Joints
PV-102	10-18-16	PCC Curb Details
SI-173	04-19-16	Object Markers
SI-211	10-18-16	Object Marker and Delineator Placement with Guardrail
SI-881	04-16-19	Special Signs for Workzones
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	04-21-15	Work Within 15 ft of Traveled Way
TC-213	10-15-19	Lane Closure with Flaggers
TC-214	10-15-19	Lane Closure with Flaggers for use with Pilot Car
TC-232	10-21-14	Shoulder Rumble Strip Operations
TC-233	10-17-17	Pavement Marking Operations Two-Lane
TC-402	04-21-15	Work Within 15 ft of Traveled Way
TC-419	10-16-18	Lane Closure on Undivided Highway
TC-601	10-15-19	Pedestrian Detour

232-10
04-18-17

EMERALD ASH BORER

Any living, dead, cut or fallen material of the ash (Fraxinus spp.) including trees, nursery stock, logs, firewood, stumps, roots, branches, and composted or uncomposted ash chips can be freely moved within the yellow areas of the most recent Federal EAB Quarantine & Authorized Transit.

https://www.aphis.usda.gov/plant_health/plant_pest_info/emerald_ash_b/downloads/eab_quarantine_map.pdf.

Obtain appropriate Compliance Agreements from USDA APHIS PPQ prior to moving any of the above listed ash articles to areas outside the yellow zone on the map.

For questions, concerns, and general assistance, contact:

USDA APHIS PPQ, Iowa office, 515-414-3295

Or

Iowa Department of Agriculture & Land Stewardship
515-725-1470
Entomology@IowaAgriculture.gov

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.

282-3
04-17-18

TEMPORARY STREAM CROSSING, CAUSEWAY, OR EQUIPMENT PAD

Standard Road Plan EW-401 is listed in Tabulation 105-4; however, it is included for information purposes only since it is an option. No quantities associated with constructing EW-401 are included in any bid items.

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 IN	Type	Depth IN	Type	Depth IN	Type	Depth IN	Source	Type	Durability Class	Type	
	93	IA-2	1	144.58	147.08	2000		MP-2-5(701)37--76-93	MSS												
						1971		FN-2-6(7)--21-93	PCC	8							PLANO	C.LST.	1		
	93	IA-2	1	147.08	147.95	1970		NA	PCC	9											
	93	IA-2	1	147.95	149.54	1992		NA	AAC	1.5	BAC	1.5									
						1963		F-91(3)	PCC	9							PLANO	C.LST.	1		
	93	IA-2	1	149.54	151.48	1988		FN-2-6(11)--21-93	AAC	3					MIL		LEMLEY	C.LST.			
						1963		F-91(3) & F-150(5)	AAC	3							PLANO	C.LST.			VL230MM PC
						1929		F-91DEFG & FA-150B	PC7	7							LINWOOD	C.LST.	1		EARLHAM ST.=1
	93	IA-2	1	151.48	154.6	1992		FN-2-6(16)--21-93	AAC	1.5	BAC	1.5					SELMA-GARDNER	C.LST.			
						1963		F-91(3)	PCC	9							PLANO	C.LST.	1		
	93	IA-2	1	154.6	159.26	1988		FN-2-6(11)--21-93	AAC	3					MIL		LEMLEY	C.LST.			
						1963		F-91(3) & F-150(5)	AAC	3							PLANO	C.LST.			VL 230MM PC
						1929		F-91DEFG & FA-150B	PC7	7							LINWOOD	C.LST.	I		EARLHAM ST.=1

DELIVERY AND STOCKPILING

Item Description	Quantity	Units	Delivery Location	Contact Name & Number	Remarks
Class 13 Excavation Material	6123.9	CY	SEC Junc. IA 2 & US 65	Dave Smith, (641) 344-5101	CL. 13 Waste and Widening

CLEARING AND GRUBBING

Location		Work and Material Type	Trees, Stumps, and Logs and Down Timber Material Diameters												All Other Materials		Estimated Quantities			Remarks
Station to Station or Ref. Loc. Sign to Ref. Loc. Sign or Description	Direction of Travel		3"-6"	>6"-9"	>9"-12"	>12"-15"	>15"-18"	>18"-24"	>24"-30"	>30"-36"	>36"-42"	>42"-48"	>48"-60"	>60"-72"	>72"	Length	Width	Units	Area	Herbicide Application	
																FT	FT	Units	Acres	Each	
738+80	W	Trees - Clearing and Grubbing							1									29.0			
740+10	W	Trees - Clearing and Grubbing						2										44.0			
753+32	E	Trees - Clearing and Grubbing	1															1.6			
755+80	W	Trees - Clearing and Grubbing												1				200.0			
757+40	W	Trees - Clearing and Grubbing						1										22.0			
757+40	W	Trees - Clearing and Grubbing			1													6.7			
757+90	W	Trees - Clearing and Grubbing						1										22.0			
758+25	W	Trees - Clearing and Grubbing				1												9.4			
758+25	W	Trees - Clearing and Grubbing		9														35.1			
762+30	W	Trees - Clearing and Grubbing									3							240.0			
762+80	E	Trees - Clearing and Grubbing				2												18.8			
763+83	E	Trees - Clearing and Grubbing			3													20.1			
763+83	W	Trees - Clearing and Grubbing				1												9.4			
765+80	E	Trees - Clearing and Grubbing							1									29.0			
767+80	E	Trees - Clearing and Grubbing				10												94.0			Cedar Trees
767+80	W	Trees - Clearing and Grubbing			15													100.5			Cedar Trees
771+85 - 777+85	E	Brush - Clearing														600.0	50.0		0.69		
780+70	E	Trees - Clearing and Grubbing	3															4.8			
792+00 - 793+95	E	Brush - Clearing														195.0	30.0		0.13		
797+10 - 801+80	W	Trees - Clearing and Grubbing	45															72.0			
799+80 - 801+80	E	Trees - Clearing and Grubbing	60															96.0			
807+35	W	Trees - Clearing and Grubbing				1												9.4			
831+18	E	Trees - Clearing and Grubbing			4													26.8			
831+80	E	Trees - Clearing and Grubbing				4												37.6			
831+80	W	Trees - Clearing and Grubbing		1														3.9			
838+70 - 839+00	W	Brush - Clearing														30.0	15.0		0.01		
873+50 - 873+80	W	Brush - Clearing														30.0	15.0		0.01		
878+50	W	Trees - Clearing and Grubbing							1									29.0			
918+60	E	Trees - Clearing and Grubbing		4														15.6			
1931+95	E	Trees - Clearing and Grubbing				8												75.2			
1935+75	W	Trees - Clearing and Grubbing						1										22.0			
1941+30	W	Trees - Clearing and Grubbing						1										22.0			
1942+65 - 1944+65	E	Brush - Clearing														200.0	30.0		0.14		
1960+53	E	Trees - Clearing and Grubbing				5												47.0			
1980+90	E	Trees - Clearing	4															2.0		4	NOTE 1 and 2
1985+65	W	Trees - Clearing and Grubbing						1										22.0			
2003+70	E	Trees - Clearing and Grubbing		5														19.5			Cedar Trees
2008+37 - 2016+70	E	Trees - Clearing and Grubbing			30													201.0			Cedar Trees
2031+70 - 2035+70	E	Trees - Clearing and Grubbing				20												188.0			
2038+75	W	Trees - Clearing				4												11.2		4	NOTE 1 and 2
2038+75	E	Trees - Clearing and Grubbing					1											13.5			
2043+20	W	Trees - Clearing and Grubbing			8													53.6			
2046+20	E	Trees - Clearing and Grubbing							1									29.0			
2048+85	E	Trees - Clearing and Grubbing						1										22.0			
1108+65	W	Trees - Clearing and Grubbing		8														31.2			
1212+70	W	Brush - Clearing														20.0	20.0		0.01		
1240+00	E	Trees - Clearing and Grubbing				6												56.4			
1241+33	E	Trees - Clearing and Grubbing		6														23.4			
1244+15	E	Trees - Clearing and Grubbing		10														39.0			
1245+80	W	Brush - Clearing														50.0	20.0		0.02		
TOTAL																		**2054.7**	**1.01**	**8**	

NOTE 1: To minimize further impacts to wetland areas within the project limits, grubbing shall be restricted in the following areas: IA 2 Eastbound (153.11) / (1980+90), IA 2 Westbound (154.25) / (2038+75).
NOTE 2: Wetland tree clearing in woodlands only is part of clearing and grubbing bid item. See Clearing and Grubbing Bid Item Reference Note. See Sheets RR.14 and RR.16 for Wetland locations (2). Cut stumps to ground level and no grubbing of stumps. Clear trees only.

DRAINAGE STRUCTURE REPAIR WORK

Length of unclassified pipe calculated is based on using Reinforced Concrete Pipe.
* Not a bid item
(1) Diameter or equivalent diameter
(2) UNCL = Unclassified Pipe CMP = Corrugated Metal Pipe RCP = Reinforced Concrete Pipe LCP = Arch or Elliptical Low Clearance Pipe SARC = Steel Arch Pipe
(3) Backfill according to DR-101

No.	Location	Size (1)	Kind Of Pipe (2)	Length New Const.		New Apron		Type 'C' Connections* (DR-122)		Connected Pipe Joint* (DR-121)	Flow Line Elevations		Remove and Reinstall Pipe Culvert				Remove and Reinstall Apron				Class 20 Excavation (Culvert Cleaning) Note 1		Class 20 Excavation		Embankment In-Place		Reshaping Ditch Std Rd. Plan EW-105		Flowable Backfill	Flowable Mortar	Tile Repair	Remarks
				Lin. Ft.		Each							Left Side		Right Side		Left Side		Right Side		CY		CY		CY		STA					
		IN		Lt.	Rt.	Lt.	Rt.	Type	No.	Type	Lt.	Rt.	≤ 36"	>36"	≤ 36"	>36"	≤ 36"	>36"	≤ 36"	>36"	Lt.	Rt.	Lt.	Rt.	Lt.	Rt.	Lt.	Rt.	C.Y.	C.Y.	L.F.	
DIVISION 1 (IDOT URBAN)																															
	1157+24.00																														Clean washed out intake (N side). 2 CY CL 13 Exc.
	1163+67.00	15	CMP	20																											See Note 3.
	1164+62.00	15	CMP		40																										See Note 3.
	1165+80.00	15	CMP		36																										See Note 3.
	1176+45.00	15	CMP	34																											See Note 3.
	1177+27.00	15	CMP		48																										See Note 3.
	1178+00.00																				2.0										Clean out pipe ends of culvert under Dewey St.
	1179+05.00	15	CMP		36																										See Note 3.
	1179+55.00	15	CMP	28																											See Note 3.
	1180+05.00	15	CMP		28																										See Note 3.
DIVISION 1 (IDOT URBAN) TOTALS																					**2.0**	**0.0**					**NOTE 2**	**NOTE 2**			
								15" CMP	=		270.00	LF																				
						Class 13 Excavation	=				2.00	CY																				
						Class 20 Excavation	=				2.00	CY																				
DIVISION 2 (IDOT RURAL)																															
	709+46.00																												1.3		Ditch Reshaping, E. of Corydon, S. side of Rd
	715+25.00	3x4	RCB																		5.0	5.0									Culvert cleanout both sides.
	718+45.00	36	RCP							Type 3							1										1.0	1.0			Reshape ditch both sides
	729+72.00	60	RCP																								1.0				Reshape ditch left side
	736+69.00	24	RCP																								1.0	1.0			Reshape ditch both sides
	792+26.00	24	RCP																								1.0	1.0			Reshape ditch both sides
	864+80.00	3x3	RCB																		5.0	5.0									Cleanout both sides
	883+68.00	2x3	RCB																						10.0						Left side earth repair.
	894+05.00	36	RCP		8					Type 3							1		1						5.0	5.0					Remove and Reinstall Apron both sides.
	898+93.00	36	RCP							Type 3			16.0		16.0										10.0	10.0					32' total remove/relay
	1939+40.00	36	RCP							Type 3			8.0		8.0		1		1						5.0	5.0		1.0			Reshape ditch right side
	1943+25.00	36	RCP			1				Type 3					16.0		1									10.0					New apron/embank right side
	1951+10.00	36	RCP							Type 3			8.0				1		1						10.0		1.0				Reshape ditch left side
	1960+50.00	48	RCP							Type 3				16.0				1							20.0						16' total remove/relay
	2021+36.00	36	RCP							Type 3									1												
	2082+60.00	24	RCP							Type 3			8.0		16.0		1		1						7.0	14.0					24' total remove/relay. Not much ROW.
	1128+00.00	24	RCP																		2.0	2.0									Cleanout both sides
	1195+17.00	48	RCP							Type 3								1													
	1232+60.00	36	RCP							Type 3			24.0		8.0										30.0	10.0					32' total remove/relay
	1250+90.00	36	RCP	16		1				Type 3							1								10.0						New apron 16' pipe RT.
	1297+95.00	30	RCP																		2.0										Cleanout Left Side
	1305+70.00	3x3	RCB																						10.0						Lt Side for washout
	1310+55.00	30	RCP					C-1	2	Type 3					16.0																C collars on both sides
	1144+00.00	3x3	RCB					C-2	2																						C collars on both sides
	1147+24.00	18	CMP	26																											Field entrance with bad tube
	1186+00.00																								20.0		8.0				Ditch Reshaping. Reshape entrance at west limits.
DIVISION 2 (IDOT RURAL) TOTALS													**64.0**	**16.0**	**80.0**		**7**	**2**	**5**		**14.0**	**12.0**			**137.0**	**54.0**	**13.0**	**5.3**			
								18" CMP	=		26.00	LF																				
								36" RCP	=		24.00	LF																				
								36" RCP Apron	=		2.00	EA																				
								Remove and Reinstall Pipe Culvert less than or equal to 36"	=		144.00	LF																				
								Remove and Reinstall Pipe Culvert greater than 36"	=		16.00	LF																				
								Remove and Reinstall Apron less than or equal to 36"	=		12.00	EA																				
								Remove and Reinstall Apron greater than 36"	=		2.00	EA																				
								Class 20 Excavation	=		26.00	CY																				
								Embankment In-Place	=		191.00	CY																				
								Ditch Reshaping	=		18.25	STA																				

Note 1: Cleaning and flushing of culvert is to be paid by Class 20 Excavation, CY.
Note 2: See sheet B.10 and B.11 for Ditch Reshaping in Promise City detail and quantities.
Note 3: 15" CMP culverts under entrances in Promise City shall be installed so distance between entrance surface and top of culvert is a minimum of 4". Bottom of pipe shall be buried as to avoid altering the existing driveway profile where necessary.

SAFETY GRATE TREATMENT

Refer to DR-503.

(1) Lane(s) to which the installation is adjacent.

Location				Type	Culvert Skew Angle Ahead (Degrees)		Dimensions									Midspan Support Required	Wingwall Flare Angle (Degrees)		Remarks
No.	Direction of Traffic (1)	Station	Side		Left	Right	A	B	C	D	E	F	G	H	J	Case	Ahead	Back	
1	WB	1225+73.70	LT	1	0	0	4	4	6.3	6.3	6	6	0.5	0.5	1	N/A	0	0	Dimensions in Feet

FULL-DEPTH PATCHES

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

Location				Dimension			PCC Patches													
Count	Station	Reference Location Sign	Lane	Length	Width	Patch Thickness	With Dowels	Without Dowels	C R C	Ramp with Dowels	HMA Patch Thickness	HMA Patches	Composite HMA (Note 1,2)	Subbase Patches	Subbase Patch w/ 'EF' Joint	Patch Subdrain	'CD' Joints	'CT' Joints	'EF' Joints	Remarks
							PR-103	PR-102	PR-104	PR-105				PR-140	PR-101	PR-101 or PR-140			PR-101	
			L, R, or B	FT	FT	IN	SY	SY	SY	SY	IN	SY	TON	SY	SY	No.	No.	No.	No.	
DIVISION 1: IDOT URBAN (CORYDON AND PROMISE CITY)																				
	FULL-DEPTH PATCHES - FINISH - PCC (DIVISION 1, IDOT URBAN)																			
1	651+18.00	Corydon	R	11.0	13.0	9.0	15.9													Outside Lane
1	651+49.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	652+07.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	652+68.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	652+88.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	653+46.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	654+25.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	654+62.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	655+80.00	Corydon	R	12.0	11.0	9.0	14.7													Inside Lane
1	656+16.00	Corydon	R	6.0	11.0	9.0	7.3													Outisde Lane
1	656+16.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	656+91.00	Corydon	R	6.0	11.0	9.0	7.3													Inside Lane
1	656+91.00	Corydon	R	10.0	11.0	9.0	12.2													Outside Lane
1	657+12.00	Corydon	R	18.0	7.0	9.0	14.0										1			Outside Lane
1	657+51.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	657+51.00	Corydon	R	5.0	12.0	9.0	6.7													Outside Lane
1	659+01.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	659+01.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	660+19.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	660+19.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	660+57.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	661+13.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	661+34.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	661+34.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	661+52.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	661+60.00	Corydon	R	6.0	11.0	9.0	7.3													Outside Lane
1	662+25.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	663+07.00	Corydon	R	6.0	11.0	9.0	7.3													Inside Lane
1	663+95.00	Corydon	R	20.0	11.0	9.0	24.4										1			Outside Lane
1	664+43.00	Corydon	R	6.0	11.0	9.0	7.3													Outside Lane
1	668+30.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	668+30.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	668+71.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	672+31.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	672+31.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	672+31.00	Corydon	R	6.0	11.0	9.0	7.3													Inside Lane
1	672+31.00	Corydon	R	6.0	11.0	9.0	7.3													Outside Lane
1	676+35.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	676+45.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	676+45.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	676+67.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	676+85.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	677+45.00	Corydon	L	8.0	11.0	9.0	9.8													Outside Lane
1	683+53.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	689+11.00	Corydon	L	20.0	11.0	9.0	24.4										1			Inside Lane
1	689+41.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	689+82.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	689+89.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	696+60.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	696+78.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	696+78.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	702+28.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	703+07.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	703+25.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	703+66.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	704+86.00	Corydon	L	6.0	11.0	9.0	7.3													Inside Lane
1	706+53.00	Corydon	L	6.0	11.0	9.0	7.3													Outside Lane
1	1168+45.00	Promise City	N/A	16.8	4.0	9.0	7.5													ADA Ramp NEC of Center St & IA 2. See S sheets.
58	SUB TOTAL FULL-DEPTH PATCHES - FINISH - PCC (DIVISION 1, IDOT URBAN)						488.9										3			
9	+15% Contingency						73.3										0			
67	**BID TOTAL FULL-DEPTH PATCHES - FINISH - PCC (DIVISION 1, IDOT URBAN)**						**562.2**										**3**			
	COMPOSITE PATCHES (DIVISION 1, IDOT URBAN)																			
1	1156+22.00	Promise City	R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1156+22.00	Promise City	L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1161+55.00	Promise City	R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1162+00.00	Promise City	R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1162+00.00	Promise City	L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1163+92.00	Promise City	L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1170+76.00	Promise City	R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							

FULL-DEPTH PATCHES

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

Location				Dimension			PCC Patches				HMA Patch Thickness	HMA Patches	Composite HMA (Note 1,2)	Subbase Patches	Subbase Patch w/ 'EF' Joint	Patch Subdrain	'CD' Joints	'CT' Joints	'EF' Joints	Remarks
Count	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				PR-140	PR-101	PR-101 or PR-140			PR-101	
			L, R, or B	FT	FT	IN	SY	SY	SY	SY	IN	SY	TON	SY	SY	No.	No.	No.	No.	
7	SUB TOTAL COMPOSITE PATCHES (DIVISION 1, IDOT URBAN)						56.0						13.9							
2	+15% Contingency						8.4						2.1							
9	**BID TOTAL COMPOSITE PATCHES (DIVISION 1, IDOT URBAN)**						**64.4**						**16.0**							
DIVISION 2: IDOT RURAL																				
	EF JOINTS & FULL-DEPTH PATCHES - FINISH - PCC (DIVISION 2, IDOT RURAL)																			
2	1973+20.00		B	10.0	12.0	12.0	26.7												2	EF Patch - East of bridge
2	**TOTAL EF JOINTS & FULL-DEPTH PATCHES - FINISH - PCC (DIVISION 2)**						**26.7**						**0.0**						**2**	
	Composite Patches - From the East City Limits of Corydon to the Appanoose County Line (Division 2, IDOT RURAL)																			
1	737+72.00		R	8.0	12.0	9.0	10.7				3.0	10.7	1.8							
1	737+72.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	737+82.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	737+82.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	737+97.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	738+13.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	738+13.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	738+32.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	738+32.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	738+51.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	738+90.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	739+26.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	739+68.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	775+93.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	811+77.00		R	16.0	12.0	7.0	21.3				4.5	21.3	5.3				1			
1	811+77.00		L	16.0	12.0	7.0	21.3				4.5	21.3	5.3				1			
1	812+13.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	812+50.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	812+50.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	812+75.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	812+75.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	813+77.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	813+77.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	813+77.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	819+98.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	820+10.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	820+10.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	820+20.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	821+16.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	831+00.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	831+00.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	838+50.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	842+37.00		L	20.0	12.0	7.0	26.7				4.5	26.7	6.6				1			
1	842+37.00		R	20.0	12.0	7.0	26.7				4.5	26.7	6.6				1			
1	842+76.00		R	20.0	12.0	7.0	26.7				4.5	26.7	6.6				1			
1	842+76.00		L	20.0	12.0	7.0	26.7				4.5	26.7	6.6				1			
1	843+84.00		L	12.0	12.0	7.0	16.0				4.5	16.0	4.0							
1	857+20.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	857+20.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	857+85.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	863+08.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	863+08.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	864+52.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	864+52.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	864+91.00		R	16.0	12.0	7.0	21.3				4.5	21.3	5.3				1			
1	864+91.00		L	16.0	12.0	7.0	21.3				4.5	21.3	5.3				1			
1	866+05.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	866+05.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	893+44.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	893+44.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	893+80.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	893+80.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	894+35.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	894+35.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	894+85.00		R	16.0	12.0	9.0	21.3				3.0	21.3	3.5				1			
1	894+85.00		L	16.0	12.0	9.0	21.3				3.0	21.3	3.5				1			
1	896+28.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	896+48.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	896+68.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
Equation: STA. 920+23.82 (Back) = STA. 1920+23.82 (Ahead)																				
1	1936+75.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	1959+44.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	1968+69.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	1968+69.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	1973+35.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	1973+35.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	1974+23.00		R	6.0	12.0	9.0	8.0				3.0	8.0	1.3							

FULL-DEPTH PATCHES

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

Location				Dimension			PCC Patches													
Count	Station	Reference Location Sign	Lane	Length	Width	Patch Thickness	With Dowels	Without Dowels	C R C	Ramp with Dowels	HMA Patch Thickness	HMA Patches	Composite HMA (Note 1,2)	Subbase Patches	Subbase Patch w/ 'EF' Joint	Patch Subdrain	'CD' Joints	'CT' Joints	'EF' Joints	Remarks
							PR-103	PR-102	PR-104	PR-105				PR-140	PR-101	PR-101 or PR-140			PR-101	
			L, R, or B	FT	FT	IN	SY	SY	SY	SY	IN	SY	TON	SY	SY	No.	No.	No.	No.	
1	1974+23.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	2030+18.00		L	6.0	12.0	9.0	8.0				3.0	8.0	1.3							
1	2046+77.00		L	8.0	12.0	9.0	10.7				3.0	10.7	1.8							
Equation: STA. 2054+71.30 (Back) = STA. 1062+47.70 (Ahead)																				
1	1067+56.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1067+56.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1069+16.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1069+16.00		L	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1070+00.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1070+00.00		L	10.0	12.0	7.0	13.3				4.5	13.3	3.3							
1	1077+62.00		L	12.0	12.0	7.0	16.0				4.5	16.0	4.0							
1	1079+97.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1079+97.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1080+56.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1080+56.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1081+90.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1081+90.00		L	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1093+11.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1083+32.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1084+09.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1085+99.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1085+99.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1087+54.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1087+54.00		L	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1090+00.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1090+00.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1091+08.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1091+08.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1092+61.00		R	12.0	12.0	7.0	16.0				4.5	16.0	4.0							
1	1092+61.00		L	16.0	12.0	7.0	21.3				4.5	21.3	5.3				1			
1	1093+19.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1093+19.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1094+64.00		R	10.0	12.0	7.0	13.3				4.5	13.3	3.3							
1	1094+64.00		L	12.0	12.0	7.0	16.0				4.5	16.0	4.0							
1	1097+00.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1097+00.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1124+07.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1129+30.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1129+30.00		L	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1143+74.00		L	12.0	12.0	7.0	16.0				4.5	16.0	4.0							
1	1146+18.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1204+04.00		R	16.0	12.0	7.0	21.3				4.5	21.3	5.3				1			
1	1205+46.00		L	16.0	12.0	7.0	21.3				4.5	21.3	5.3				1			
1	1222+21.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1222+21.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1222+98.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1222+98.00		L	12.0	12.0	7.0	16.0				4.5	16.0	4.0							
1	1224+31.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1224+31.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1265+77.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1266+40.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1277+57.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1277+57.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1278+02.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1278+02.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1279+13.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1279+13.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1280+18.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1280+18.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1281+00.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1281+00.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1282+50.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1282+50.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1283+83.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1286+15.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1286+15.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1287+30.00		R	8.0	12.0	7.0	10.7				4.5	10.7	2.6							
1	1287+30.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1305+51.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1305+51.00		L	12.0	12.0	7.0	16.0				4.5	16.0	4.0							
1	1307+53.00		R	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
1	1307+53.00		L	6.0	12.0	7.0	8.0				4.5	8.0	2.0							
136	SUBTOTAL COMPOSITE PATCHES (DIVISION 2, IDOT RURAL)						1389.3						318.8				13			
21	+15% Contingency						208.4						47.8				2			
157	**BID TOTAL COMPOSITE PATCHES (DIVISION 2, IDOT RURAL)**						**1597.7**						**366.7**				**15**			

Note 1: Hot Mix Asphalt (Composite Section) Bid Item. Composite Section HMA tonnage estimated at 147 lbs/cf.
Note 2: Composite Patches consist of a Full-Depth PCC Repair Patch capped with HMA. Intent is to replace in kind, see Existing Pavement Tab. 102-5.

PARTIAL DEPTH REGULAR HMA FINISH PATCHES

Location				Dimension Of Patch			Estimated Quantities		Remarks
No.	Begin Station	End Station	Lane	Length x Width FT			SY	TON*	
DIVISION 1 (IDOT URBAN)									
1	650+84.00		ALL	3.0	x	3.0	1.0	0.331	
2			ALL	1.0	x	2.0	0.2	0.074	
3			ALL	1.0	x	1.0	0.1	0.037	
4			ALL	1.0	x	1.0	0.1	0.037	
5			ALL	1.0	x	3.0	0.3	0.110	
6			ALL	1.0	x	12.0	1.3	0.441	
7			ALL	2.0	x	2.0	0.4	0.147	
8			ALL	3.0	x	2.0	0.7	0.221	
9			ALL	1.0	x	8.0	0.9	0.294	
10			ALL	2.0	x	2.0	0.4	0.147	
11			ALL	1.0	x	1.0	0.1	0.037	
12			ALL	1.0	x	2.0	0.2	0.074	
13			ALL	2.0	x	2.0	0.4	0.147	
14			ALL	1.0	x	3.0	0.3	0.110	
15			ALL	1.0	x	2.0	0.2	0.074	
16			ALL	2.0	x	2.0	0.4	0.147	
17			ALL	1.0	x	2.0	0.2	0.074	
18			ALL	1.0	x	2.0	0.2	0.074	
19			ALL	2.0	x	3.0	0.7	0.221	
20			ALL	3.0	x	3.0	1.0	0.331	
21			ALL	1.0	x	2.0	0.2	0.074	
22			ALL	2.0	x	2.0	0.4	0.147	
23			ALL	3.0	x	3.0	1.0	0.331	
24			ALL	2.0	x	3.0	0.7	0.221	
25			ALL	1.0	x	4.0	0.4	0.147	
26			ALL	2.0	x	3.0	0.7	0.221	
27			ALL	1.0	x	6.0	0.7	0.221	
28			ALL	2.0	x	2.0	0.4	0.147	
29			ALL	2.0	x	2.0	0.4	0.147	
30			ALL	3.0	x	3.0	1.0	0.331	
31			ALL	1.0	x	4.0	0.4	0.147	
32			ALL	2.0	x	2.0	0.4	0.147	
33			ALL	2.0	x	2.0	0.4	0.147	
34			ALL	1.0	x	80.0	8.9	2.940	
35			ALL	1.0	x	30.0	3.3	1.103	
36			ALL	3.0	x	3.0	1.0	0.331	
37			ALL	2.0	x	2.0	0.4	0.147	
38			ALL	3.0	x	3.0	1.0	0.331	
39		655+00.00	ALL	2.0	x	2.0	0.4	0.147	
40	655+00.00		ALL	1.0	x	40.0	4.4	1.470	
41			ALL	1.0	x	20.0	2.2	0.735	
42			ALL	3.0	x	3.0	1.0	0.331	
43			ALL	2.0	x	2.0	0.4	0.147	
44			ALL	3.0	x	3.0	1.0	0.331	
45			ALL	1.0	x	4.0	0.4	0.147	
46			ALL	1.0	x	30.0	3.3	1.103	
47			ALL	2.0	x	2.0	0.4	0.147	
48			ALL	2.0	x	5.0	1.1	0.368	
49			ALL	1.0	x	6.0	0.7	0.221	
50			ALL	3.0	x	3.0	1.0	0.331	
51			ALL	3.0	x	3.0	1.0	0.331	
52			ALL	1.0	x	40.0	4.4	1.470	
53			ALL	2.0	x	2.0	0.4	0.147	
54			ALL	2.0	x	3.0	0.7	0.221	
55			ALL	1.0	x	2.0	0.2	0.074	
56			ALL	1.0	x	4.0	0.4	0.147	
57			ALL	3.0	x	3.0	1.0	0.331	
58			ALL	1.0	x	2.0	0.2	0.074	
59			ALL	2.0	x	4.0	0.9	0.294	
60			ALL	1.0	x	20.0	2.2	0.735	
61			ALL	3.0	x	3.0	1.0	0.331	
62			ALL	3.0	x	3.0	1.0	0.331	
63			ALL	3.0	x	3.0	1.0	0.331	
64			ALL	1.0	x	2.0	0.2	0.074	
65			ALL	2.0	x	2.0	0.4	0.147	
66			ALL	2.0	x	2.0	0.4	0.147	
67			ALL	2.0	x	2.0	0.4	0.147	
68			ALL	2.0	x	2.0	0.4	0.147	
69			ALL	1.0	x	1.0	0.1	0.037	
70			ALL	1.0	x	1.0	0.1	0.037	
71			ALL	1.0	x	1.0	0.1	0.037	
72			ALL	1.0	x	1.0	0.1	0.037	
73			ALL	1.0	x	1.0	0.1	0.037	
74			ALL	1.0	x	2.0	0.2	0.074	
75		660+00.00	ALL	2.0	x	2.0	0.4	0.147	
76	660+00.00		ALL	2.0	x	2.0	0.4	0.147	
77			ALL	2.0	x	3.0	0.7	0.221	
78			ALL	2.0	x	2.0	0.4	0.147	

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MODIFIED

PARTIAL DEPTH REGULAR HMA FINISH PATCHES

Location				Dimension Of Patch			Estimated Quantities		Remarks
No.	Begin Station	End Station	Lane	Length x Width FT			SY	TON*	
79			ALL	2.0	x	4.0	0.9	0.294	
80			ALL	2.0	x	3.0	0.7	0.221	
81			ALL	2.0	x	2.0	0.4	0.147	
82			ALL	1.0	x	1.0	0.1	0.037	
83			ALL	1.0	x	3.0	0.3	0.110	
84			ALL	2.0	x	3.0	0.7	0.221	
85			ALL	3.0	x	3.0	1.0	0.331	
86			ALL	3.0	x	3.0	1.0	0.331	
87			ALL	2.0	x	3.0	0.7	0.221	
88			ALL	2.0	x	2.0	0.4	0.147	
89			ALL	2.0	x	2.0	0.4	0.147	
90			ALL	1.0	x	1.0	0.1	0.037	
91			ALL	1.0	x	1.0	0.1	0.037	
92			ALL	2.0	x	2.0	0.4	0.147	
93			ALL	1.0	x	10.0	1.1	0.368	
94			ALL	2.0	x	2.0	0.4	0.147	
95			ALL	2.0	x	2.0	0.4	0.147	
96			ALL	1.0	x	2.0	0.2	0.074	
97			ALL	2.0	x	2.0	0.4	0.147	
98			ALL	1.0	x	1.0	0.1	0.037	
99			ALL	1.0	x	3.0	0.3	0.110	
100			ALL	1.0	x	4.0	0.4	0.147	
101			ALL	1.0	x	4.0	0.4	0.147	
102			ALL	3.0	x	4.0	1.3	0.441	
103			ALL	1.0	x	3.0	0.3	0.110	
104			ALL	2.0	x	2.0	0.4	0.147	
105			ALL	2.0	x	2.0	0.4	0.147	
106		665+00.00	ALL	1.0	x	2.0	0.2	0.074	
107	665+00.00		ALL	2.0	x	2.0	0.4	0.147	
108			ALL	2.0	x	2.0	0.4	0.147	
109			ALL	1.0	x	3.0	0.3	0.110	
110			ALL	2.0	x	2.0	0.4	0.147	
111			ALL	2.0	x	2.0	0.4	0.147	
112			ALL	1.0	x	1.0	0.1	0.037	
113			ALL	1.0	x	10.0	1.1	0.368	
114			ALL	3.0	x	3.0	1.0	0.331	
115			ALL	3.0	x	3.0	1.0	0.331	
116			ALL	1.0	x	4.0	0.4	0.147	
117			ALL	1.0	x	30.0	3.3	1.103	
118			ALL	2.0	x	2.0	0.4	0.147	
119			ALL	3.0	x	3.0	1.0	0.331	
120			ALL	2.0	x	6.0	1.3	0.441	
121			ALL	1.0	x	10.0	1.1	0.368	
122			ALL	2.0	x	2.0	0.4	0.147	
123			ALL	1.0	x	3.0	0.3	0.110	
124			ALL	1.0	x	3.0	0.3	0.110	
125			ALL	3.0	x	3.0	1.0	0.331	
126			ALL	1.0	x	1.0	0.1	0.037	
127			ALL	1.0	x	2.0	0.2	0.074	
128			ALL	1.0	x	1.0	0.1	0.037	
129			ALL	3.0	x	3.0	1.0	0.331	
130			ALL	2.0	x	2.0	0.4	0.147	
131			ALL	2.0	x	2.0	0.4	0.147	
132			ALL	2.0	x	2.0	0.4	0.147	
133			ALL	2.0	x	2.0	0.4	0.147	
134			ALL	2.0	x	2.0	0.4	0.147	
135			ALL	1.0	x	1.0	0.1	0.037	
136			ALL	2.0	x	3.0	0.7	0.221	
137			ALL	2.0	x	2.0	0.4	0.147	
138			ALL	3.0	x	3.0	1.0	0.331	
139			ALL	1.0	x	5.0	0.6	0.184	
140			ALL	2.0	x	2.0	0.4	0.147	
141			ALL	2.0	x	2.0	0.4	0.147	
142			ALL	2.0	x	2.0	0.4	0.147	
143			ALL	1.0	x	3.0	0.3	0.110	
144			ALL	1.0	x	20.0	2.2	0.735	
145			ALL	1.0	x	20.0	2.2	0.735	
146			ALL	3.0	x	3.0	1.0	0.331	
147			ALL	3.0	x	3.0	1.0	0.331	
148			ALL	2.0	x	2.0	0.4	0.147	
149			ALL	2.0	x	3.0	0.7	0.221	
150			ALL	2.0	x	2.0	0.4	0.147	
151			ALL	2.0	x	2.0	0.4	0.147	
152			ALL	1.0	x	10.0	1.1	0.368	
153			ALL	1.0	x	3.0	0.3	0.110	
154			ALL	3.0	x	3.0	1.0	0.331	
155			ALL	2.0	x	2.0	0.4	0.147	
156			ALL	1.0	x	6.0	0.7	0.221	
157			ALL	2.0	x	6.0	1.3	0.441	
158			ALL	2.0	x	2.0	0.4	0.147	

PARTIAL DEPTH REGULAR HMA FINISH PATCHES

Location				Dimension Of Patch			Estimated Quantities		Remarks
No.	Begin Station	End Station	Lane	Length x Width FT			SY	TON*	
159			ALL	3.0	x	3.0	1.0	0.331	
160			ALL	1.0	x	1.0	0.1	0.037	
161			ALL	1.0	x	20.0	2.2	0.735	
162			ALL	2.0	x	2.0	0.4	0.147	
163			ALL	1.0	x	2.0	0.2	0.074	
164		670+00.00	ALL	1.0	x	1.0	0.1	0.037	
165	670+00.00		ALL	1.0	x	3.0	0.3	0.110	
166			ALL	2.0	x	6.0	1.3	0.441	
167			ALL	1.0	x	2.0	0.2	0.074	
168			ALL	2.0	x	2.0	0.4	0.147	
169			ALL	1.0	x	2.0	0.2	0.074	
170			ALL	1.0	x	3.0	0.3	0.110	
171			ALL	2.0	x	2.0	0.4	0.147	
172			ALL	1.0	x	3.0	0.3	0.110	
173			ALL	1.0	x	4.0	0.4	0.147	
174			ALL	1.0	x	6.0	0.7	0.221	
175			ALL	2.0	x	2.0	0.4	0.147	
176			ALL	2.0	x	2.0	0.4	0.147	
177			ALL	3.0	x	3.0	1.0	0.331	
178			ALL	2.0	x	3.0	0.7	0.221	
179			ALL	1.0	x	2.0	0.2	0.074	
180			ALL	2.0	x	2.0	0.4	0.147	
181			ALL	1.0	x	2.0	0.2	0.074	
182			ALL	1.0	x	20.0	2.2	0.735	
183			ALL	1.0	x	10.0	1.1	0.368	
184			ALL	1.0	x	15.0	1.7	0.551	
185			ALL	3.0	x	3.0	1.0	0.331	
186			ALL	1.0	x	20.0	2.2	0.735	
187			ALL	3.0	x	3.0	1.0	0.331	
188			ALL	2.0	x	2.0	0.4	0.147	
189			ALL	3.0	x	3.0	1.0	0.331	
190			ALL	1.0	x	40.0	4.4	1.470	
191			ALL	2.0	x	2.0	0.4	0.147	
192			ALL	3.0	x	3.0	1.0	0.331	
193			ALL	1.0	x	2.0	0.2	0.074	
194			ALL	1.0	x	1.0	0.1	0.037	
195			ALL	1.0	x	4.0	0.4	0.147	
196			ALL	2.0	x	2.0	0.4	0.147	
197			ALL	2.0	x	2.0	0.4	0.147	
198			ALL	1.0	x	1.0	0.1	0.037	
199			ALL	2.0	x	2.0	0.4	0.147	
200			ALL	2.0	x	2.0	0.4	0.147	
201			ALL	1.0	x	1.0	0.1	0.037	
202			ALL	1.0	x	1.0	0.1	0.037	
203			ALL	2.0	x	2.0	0.4	0.147	
204			ALL	2.0	x	2.0	0.4	0.147	
205			ALL	1.0	x	1.0	0.1	0.037	
206			ALL	2.0	x	2.0	0.4	0.147	
207			ALL	2.0	x	2.0	0.4	0.147	
208		675+00.00	ALL	2.0	x	2.0	0.4	0.147	
209	675+00.00		ALL	2.0	x	8.0	1.8	0.588	
210			ALL	3.0	x	3.0	1.0	0.331	
211			ALL	3.0	x	3.0	1.0	0.331	
212			ALL	1.0	x	1.0	0.1	0.037	
213			ALL	1.0	x	12.0	1.3	0.441	
214			ALL	2.0	x	4.0	0.9	0.294	
215			ALL	2.0	x	2.0	0.4	0.147	
216			ALL	3.0	x	3.0	1.0	0.331	
217			ALL	4.0	x	4.0	1.8	0.588	
218			ALL	3.0	x	3.0	1.0	0.331	
219			ALL	3.0	x	8.0	2.7	0.882	
220			ALL	3.0	x	3.0	1.0	0.331	
221			ALL	3.0	x	3.0	1.0	0.331	
222			ALL	2.0	x	6.0	1.3	0.441	
223			ALL	1.0	x	2.0	0.2	0.074	
224			ALL	1.0	x	6.0	0.7	0.221	
225			ALL	1.0	x	3.0	0.3	0.110	
226			ALL	2.0	x	5.0	1.1	0.368	
227			ALL	1.0	x	30.0	3.3	1.103	
228			ALL	3.0	x	3.0	1.0	0.331	
229			ALL	1.0	x	5.0	0.6	0.184	
230			ALL	2.0	x	2.0	0.4	0.147	
231			ALL	3.0	x	3.0	1.0	0.331	
232			ALL	2.0	x	6.0	1.3	0.441	
233			ALL	1.0	x	8.0	0.9	0.294	
234			ALL	1.0	x	10.0	1.1	0.368	
235			ALL	2.0	x	2.0	0.4	0.147	
236			ALL	3.0	x	3.0	1.0	0.331	
237			ALL	1.0	x	10.0	1.1	0.368	
238			ALL	1.0	x	2.0	0.2	0.074	

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PARTIAL DEPTH REGULAR HMA FINISH PATCHES

Location				Dimension Of Patch			Estimated Quantities		Remarks
No.	Begin Station	End Station	Lane	Length x Width FT			SY	TON*	
239			ALL	3.0	x	3.0	1.0	0.331	
240			ALL	2.0	x	2.0	0.4	0.147	
241			ALL	1.0	x	2.0	0.2	0.074	
242			ALL	2.0	x	2.0	0.4	0.147	
243			ALL	1.0	x	8.0	0.9	0.294	
244			ALL	1.0	x	1.0	0.1	0.037	
245			ALL	1.0	x	3.0	0.3	0.110	
246			ALL	1.0	x	8.0	0.9	0.294	
247			ALL	2.0	x	2.0	0.4	0.147	
248			ALL	2.0	x	2.0	0.4	0.147	
249			ALL	2.0	x	2.0	0.4	0.147	
250			ALL	2.0	x	2.0	0.4	0.147	
251			ALL	1.0	x	2.0	0.2	0.074	
252			ALL	1.0	x	6.0	0.7	0.221	
253			ALL	2.0	x	10.0	2.2	0.735	
254			ALL	1.0	x	3.0	0.3	0.110	
255			ALL	2.0	x	2.0	0.4	0.147	
256			ALL	2.0	x	2.0	0.4	0.147	
257			ALL	1.0	x	1.0	0.1	0.037	
258			ALL	1.0	x	1.0	0.1	0.037	
259			ALL	1.0	x	1.0	0.1	0.037	
260			ALL	2.0	x	3.0	0.7	0.221	
261		680+00.00	ALL	1.0	x	1.0	0.1	0.037	
262	680+00.00		ALL	2.0	x	2.0	0.4	0.147	
263			ALL	2.0	x	2.0	0.4	0.147	
264			ALL	2.0	x	2.0	0.4	0.147	
265			ALL	1.0	x	2.0	0.2	0.074	
266			ALL	2.0	x	2.0	0.4	0.147	
267			ALL	1.0	x	3.0	0.3	0.110	
268			ALL	1.0	x	2.0	0.2	0.074	
269			ALL	2.0	x	2.0	0.4	0.147	
270			ALL	2.0	x	2.0	0.4	0.147	
271			ALL	1.0	x	20.0	2.2	0.735	
272			ALL	1.0	x	1.0	0.1	0.037	
273			ALL	1.0	x	2.0	0.2	0.074	
274			ALL	2.0	x	2.0	0.4	0.147	
275			ALL	1.0	x	1.0	0.1	0.037	
276			ALL	1.0	x	4.0	0.4	0.147	
277			ALL	3.0	x	3.0	1.0	0.331	
278			ALL	1.0	x	1.0	0.1	0.037	
279			ALL	1.0	x	2.0	0.2	0.074	
280			ALL	2.0	x	2.0	0.4	0.147	
281			ALL	2.0	x	2.0	0.4	0.147	
282			ALL	1.0	x	10.0	1.1	0.368	
283			ALL	1.0	x	3.0	0.3	0.110	
284			ALL	3.0	x	3.0	1.0	0.331	
285			ALL	3.0	x	3.0	1.0	0.331	
286			ALL	1.0	x	8.0	0.9	0.294	
287			ALL	3.0	x	3.0	1.0	0.331	
288			ALL	3.0	x	3.0	1.0	0.331	
289			ALL	2.0	x	4.0	0.9	0.294	
290			ALL	3.0	x	3.0	1.0	0.331	
291			ALL	3.0	x	3.0	1.0	0.331	
292			ALL	3.0	x	3.0	1.0	0.331	
293			ALL	2.0	x	2.0	0.4	0.147	
294			ALL	2.0	x	3.0	0.7	0.221	
295			ALL	1.0	x	2.0	0.2	0.074	
296			ALL	1.0	x	2.0	0.2	0.074	
297			ALL	2.0	x	2.0	0.4	0.147	
298			ALL	2.0	x	2.0	0.4	0.147	
299			ALL	1.0	x	1.0	0.1	0.037	
300			ALL	1.0	x	1.0	0.1	0.037	
301			ALL	1.0	x	1.0	0.1	0.037	
302			ALL	1.0	x	1.0	0.1	0.037	
303			ALL	1.0	x	2.0	0.2	0.074	
304			ALL	1.0	x	3.0	0.3	0.110	
305			ALL	2.0	x	2.0	0.4	0.147	
306		685+00.00	ALL	1.0	x	3.0	0.3	0.110	
307	685+00.00		ALL	1.0	x	6.0	0.7	0.221	
308			ALL	1.0	x	2.0	0.2	0.074	
309			ALL	1.0	x	1.0	0.1	0.037	
310			ALL	1.0	x	1.0	0.1	0.037	
311			ALL	1.0	x	1.0	0.1	0.037	
312			ALL	1.0	x	20.0	2.2	0.735	
313			ALL	1.0	x	2.0	0.2	0.074	
314			ALL	1.0	x	2.0	0.2	0.074	
315			ALL	1.0	x	4.0	0.4	0.147	
316			ALL	1.0	x	6.0	0.7	0.221	
317			ALL	1.0	x	3.0	0.3	0.110	
318			ALL	1.0	x	2.0	0.2	0.074	

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PARTIAL DEPTH REGULAR HMA FINISH PATCHES

Location				Dimension Of Patch			Estimated Quantities		Remarks
No.	Begin Station	End Station	Lane	Length x Width FT			SY	TON*	
319			ALL	3.0	x	3.0	1.0	0.331	
320			ALL	2.0	x	2.0	0.4	0.147	
321			ALL	3.0	x	3.0	1.0	0.331	
322			ALL	3.0	x	4.0	1.3	0.441	
323			ALL	2.0	x	2.0	0.4	0.147	
324			ALL	1.0	x	1.0	0.1	0.037	
325			ALL	1.0	x	2.0	0.2	0.074	
326			ALL	2.0	x	3.0	0.7	0.221	
327			ALL	2.0	x	3.0	0.7	0.221	
328			ALL	1.0	x	4.0	0.4	0.147	
329			ALL	2.0	x	2.0	0.4	0.147	
330		690+00.00	ALL	1.0	x	2.0	0.2	0.074	
331	690+00.00		ALL	1.0	x	1.0	0.1	0.037	
332			ALL	1.0	x	8.0	0.9	0.294	
333			ALL	2.0	x	6.0	1.3	0.441	
334			ALL	1.0	x	1.0	0.1	0.037	
335			ALL	1.0	x	1.0	0.1	0.037	
336			ALL	1.0	x	5.0	0.6	0.184	
337			ALL	2.0	x	2.0	0.4	0.147	
338			ALL	1.0	x	1.0	0.1	0.037	
339			ALL	2.0	x	2.0	0.4	0.147	
340			ALL	1.0	x	2.0	0.2	0.074	
341			ALL	1.0	x	10.0	1.1	0.368	
342			ALL	2.0	x	2.0	0.4	0.147	
343			ALL	1.0	x	2.0	0.2	0.074	
344			ALL	2.0	x	2.0	0.4	0.147	
345			ALL	2.0	x	2.0	0.4	0.147	
346			ALL	2.0	x	6.0	1.3	0.441	
347			ALL	1.0	x	4.0	0.4	0.147	
348			ALL	1.0	x	1.0	0.1	0.037	
349			ALL	1.0	x	1.0	0.1	0.037	
350			ALL	1.0	x	10.0	1.1	0.368	
351		695+00.00	ALL	1.0	x	1.0	0.1	0.037	
352	695+00.00		ALL	3.0	x	3.0	1.0	0.331	
353			ALL	2.0	x	3.0	0.7	0.221	
354			ALL	2.0	x	2.0	0.4	0.147	
355			ALL	1.0	x	4.0	0.4	0.147	
356			ALL	3.0	x	3.0	1.0	0.331	
357			ALL	2.0	x	2.0	0.4	0.147	
358			ALL	1.0	x	2.0	0.2	0.074	
359			ALL	1.0	x	2.0	0.2	0.074	
360			ALL	1.0	x	2.0	0.2	0.074	
361			ALL	1.0	x	2.0	0.2	0.074	
362			ALL	3.0	x	2.0	0.7	0.221	
363			ALL	1.0	x	4.0	0.4	0.147	
364			ALL	1.0	x	2.0	0.2	0.074	
365			ALL	1.0	x	1.0	0.1	0.037	
366			ALL	1.0	x	4.0	0.4	0.147	
367			ALL	3.0	x	3.0	1.0	0.331	
368			ALL	2.0	x	2.0	0.4	0.147	
369			ALL	2.0	x	2.0	0.4	0.147	
370			ALL	1.0	x	2.0	0.2	0.074	
371			ALL	1.0	x	2.0	0.2	0.074	
372			ALL	2.0	x	2.0	0.4	0.147	
373		700+00.00	ALL	2.0	x	2.0	0.4	0.147	
374	700+00.00		ALL	2.0	x	3.0	0.7	0.221	
375			ALL	2.0	x	2.0	0.4	0.147	
376			ALL	3.0	x	3.0	1.0	0.331	
377			ALL	3.0	x	3.0	1.0	0.331	
378			ALL	1.0	x	2.0	0.2	0.074	
379			ALL	3.0	x	3.0	1.0	0.331	
380			ALL	1.0	x	1.0	0.1	0.037	
381			ALL	1.0	x	1.0	0.1	0.037	
382			ALL	1.0	x	12.0	1.3	0.441	
383			ALL	3.0	x	3.0	1.0	0.331	
384			ALL	2.0	x	2.0	0.4	0.147	
385			ALL	2.0	x	2.0	0.4	0.147	
386			ALL	3.0	x	3.0	1.0	0.331	
387			ALL	3.0	x	2.0	0.7	0.221	
388			ALL	2.0	x	2.0	0.4	0.147	
389			ALL	1.0	x	6.0	0.7	0.221	
390			ALL	1.0	x	6.0	0.7	0.221	
391			ALL	2.0	x	2.0	0.4	0.147	
392			ALL	2.0	x	3.0	0.7	0.221	
393			ALL	2.0	x	4.0	0.9	0.294	
394			ALL	2.0	x	2.0	0.4	0.147	
395			ALL	2.0	x	2.0	0.4	0.147	
396			ALL	2.0	x	6.0	1.3	0.441	
397			ALL	3.0	x	3.0	1.0	0.331	
398			ALL	1.0	x	1.0	0.1	0.037	

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PARTIAL DEPTH REGULAR HMA FINISH PATCHES

Location				Dimension Of Patch			Estimated Quantities		Remarks
No.	Begin Station	End Station	Lane	Length x Width FT			SY	TON*	
399			ALL	2.0	x	6.0	1.3	0.441	
400			ALL	1.0	x	12.0	1.3	0.441	
401			ALL	3.0	x	2.0	0.7	0.221	
402			ALL	2.0	x	2.0	0.4	0.147	
403			ALL	1.0	x	1.0	0.1	0.037	
404			ALL	1.0	x	2.0	0.2	0.074	
405		705+00.00	ALL	1.0	x	2.0	0.2	0.074	
406	705+00.00		ALL	2.0	x	2.0	0.4	0.147	
407			ALL	2.0	x	2.0	0.4	0.147	
408			ALL	1.0	x	4.0	0.4	0.147	
409			ALL	1.0	x	20.0	2.2	0.735	
410			ALL	2.0	x	2.0	0.4	0.147	
411			ALL	3.0	x	6.0	2.0	0.662	
412			ALL	2.0	x	2.0	0.4	0.147	
413			ALL	2.0	x	2.0	0.4	0.147	
414			ALL	1.0	x	4.0	0.4	0.147	
415			ALL	1.0	x	3.0	0.3	0.110	
416			ALL	2.0	x	2.0	0.4	0.147	
417		710+00.00	ALL	3.0	x	3.0	1.0	0.331	
SUBTOTAL DIVISION 1 (IDOT URBAN)							281.7	93.161	
+15% Contingency							42.3	13.974	
BID TOTAL DIVISION 1 (IDOT URBAN)							**323.9**	**107.135**	

* Tons based on 147 lbs/cf of HMA and an estimated 6" patch depth.

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10-21-14

NOTCHES AND RUNOUTS FOR RESURFACING

Refer to PR-201 and PR-202.

(1) Bid item. Applies only to Types 'N1' and 'N3' on PR-202. Refer to 100-25 for remaining values.

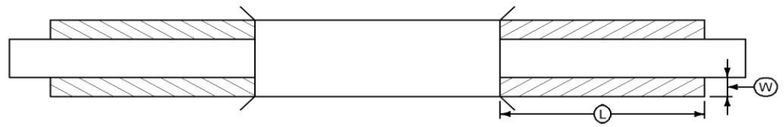
Location Station	Type of Notch or Runout	(S) IN	(I) IN	(DI) IN	(L) FT	(M) IN	Pavement (1) Scarification SY	Remarks
DIVISION 1	(IDOT URBAN)							
1162+70.20	Type 'N1'	2.0			10.0	2.0	38.9	School Street (Promise City)
1168+10 LT	Type 'N1'	2.0			10.0	2.0	62.2	Center Street (Promise City)
1168+10 RT	Type 'N1'	2.0			10.0	2.0	42.2	Center Street (Promise City)
1174+76.00	Type 'N1'	2.0			10.0	2.0	13.3	Elm Street (Promise City)
1178+12.00	Type 'N1'	2.0			10.0	2.0	22.2	Dewey Street (Promise City)
1181+41 LT	Type 'N1'	2.0			20.0	2.0	88.9	225th Street (Promise City)
DIVISION 1	**(IDOT URBAN)**	**TOTALS**					**267.8**	
DIVISION 2	(IDOT RURAL)							
707+64.20	Type 'N2'	2.0				2.0		Mill and Overlay (See Tab 100-25)
708+52.30	Type 'N1'	2.0			100.0	2.0	355.6	West Resurfacing Limits in E. Corydon
792+50.00	Type 'R3'	2.0	1.5		175.0	2.0		Beginning of Pavement Strengthening
823+79 RT	Type 'N3'	2.0	1.5		35.0	2.0		160th Street (See Note 1)
895+00.00	Type 'R3'	2.0	1.5		175.0	2.0		End of Pavement Strengthening
1969+40.00	Type 'N1'	2.0			100.0	2.0	266.7	Bridge MB #9352.9S002
1970+10.00	Type 'N2'	2.0				2.0		Bridge MB #9352.9S002 (See Tab 100-25)
1971+90.00	Type 'N2'	2.0				2.0		Bridge MB #9352.9S002 (See Tab 100-25)
1972+60.00	Type 'N1'	2.0			100.0	2.0	266.7	Bridge MB #9352.9S002
1234+16 RT	Type 'N1'	2.0			20.0	2.0		S60 / 235th St (See Note 1)
1311+04.10	Type 'N1'	2.0			100.0	2.0	355.6	East Resurfacing Limits
DIVISION 2	**(IDOT RURAL)**	**TOTALS**					**888.9**	

Equation: STA. 920+23.82 (BK) = 1920+23.82 (AHD)
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)

Note 1: See Detail 7149 (Modified) "HMA Runout for Paved Side Roads" on Sheet B.8 for additional information and quantities.

AREAS FOR PAVEMENT OR BASE WIDENING

Refer to Standard Road Plans PV-105 or PV-203

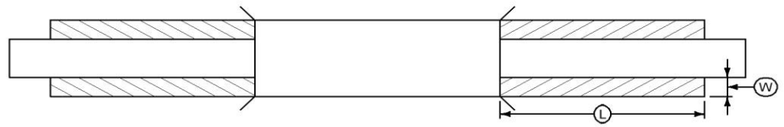


(1) Bid Item
(2) Estimated for two applications to achieve lifts and one application of 0.10 Gal/SY adjacent to existing pavement. Priming of subgrade or finished base is not required.
Calculations assume a HMA unit weight (lbs/cf) of 145, a Special Backfill unit weight (lbs/cf) of 140, and a Tack Coat unit weight (gal/sy) of 0.05.

Station to Station		Side	Pavement Type	(L) Length	(W) Width	(T) Thickness	HMA Base Widening (1)	HMA Base Widening (1)	PCC Base Widening (1)	PCC Pavement Widening (1)	Tack Coat		Tack Coat (2)	Asphalt Binder (1)	Class 13 Excavation, Widening (1)	Special Backfill (1)	Remarks
											Lifts	Vertical Edge					
				FT	FT	IN	TONS	SY	SY	SY	GAL	GAL	GAL	TONS	CY	TONS	
DIVISION 1	(IDOT URBAN)																
1154+82.50	1180+95.70	RT	HMA	2613.20	4.0	4.0		1161.4			116.14	9.68	125.82		129.0		Promise City
1181+95.70	1186+11.70	RT	HMA	416.00	4.0	4.0		184.9			18.49	1.54	20.03		20.5		Promise City
1155+32.50	1180+95.70	LT	HMA	2563.20	4.0	4.0		1139.2			113.92	9.49	123.41		126.6		Promise City
1181+99.70	1186+11.70	LT	HMA	412.00	4.0	4.0		183.1			18.31	1.53	19.84		20.3		Promise City
DIVISION 1	**TOTALS =**						**4" THICK**	**2668.6**							**296.5**		
DIVISION 2	(IDOT RURAL)																
716+31.20	737+69.00	RT	HMA	2137.80	4.0	4.0		950.1			95.01	7.92	102.93		105.6		
737+69.00	770+15.00	RT	HMA	3246.00	4.0	4.0		1442.7			144.27	12.02	156.29		160.3		
771+15.00	792+24.10	RT	HMA	2109.10	4.0	4.0		937.4			93.74	7.81	101.55		104.2		
792+24.10	792+50.00	RT	HMA	25.90	4.0	4.0		11.5			1.15	0.10	1.25		1.3		
792+50.00	823+10.00	RT	HMA	3060.00	4.0	3.0		1360.0			136.00	8.50	144.50		113.3		
824+54.00	826+37.50	RT	HMA	183.50	4.0	3.0		81.6			8.16	0.51	8.67		6.8		
826+37.50	829+98.00	RT	HMA	360.50	2.0	3.0		80.1			8.01	1.00	9.01		6.7		
829+98.00	850+76.00	RT	HMA	2078.00	4.0	3.0		923.6			92.36	5.77	98.13		77.0		
850+76.00	853+81.30	RT	HMA	305.30	2.0	3.0		67.8			6.78	0.85	7.63		5.7		
853+81.30	876+33.30	RT	HMA	2252.00	4.0	3.0		1000.9			100.09	6.26	106.34		83.4		
877+33.30	895+00.00	RT	HMA	1766.70	4.0	3.0		785.2			78.52	4.91	83.43		65.4		
895+00.00	901+64.00	RT	HMA	664.00	4.0	4.0		295.1			29.51	2.46	31.97		32.8		
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)																	
1940+82.00	1966+80.00	RT	HMA	2598.00	4.0	4.0		1154.7			115.47	9.62	125.09		128.3		
1975+20.00	1984+84.40	RT	HMA	964.40	4.0	4.0		428.6			42.86	3.57	46.43		47.6		
1984+84.40	1996+07.90	RT	HMA	1123.50	2.0	4.0		249.7			24.97	4.16	29.13		27.7		
1996+07.90	2000+69.40	RT	HMA	461.50	4.0	4.0		205.1			20.51	1.71	22.22		22.8		
2001+69.40	2040+74.40	RT	HMA	3905.00	4.0	4.0		1735.6			173.56	14.46	188.02		192.8		
2041+74.40	2054+71.30	RT	HMA	1296.90	4.0	4.0		576.4			57.64	4.80	62.44		64.0		
Equation: STA. 2054+71.30 (BK) = STA. 1062+47.70 (AHD)																	
1062+47.70	1069+21.40	RT	HMA	673.70	4.0	4.0		299.4			29.94	2.50	32.44		33.3		
1069+21.40	1101+49.00	RT	HMA	3227.60	4.0	4.0		1434.5			143.45	11.95	155.40		159.4		
1102+49.00	1154+82.50	RT	HMA	5233.50	4.0	4.0		2326.0			232.60	19.38	251.98		258.4		
1186+11.70	1204+00.00	RT	HMA	1788.30	4.0	4.0		794.8			79.48	6.62	86.10		88.3		
1204+00.00	1229+28.00	RT	HMA	2528.00	4.0	4.0		1123.6			112.36	9.36	121.72		124.8		
1229+28.00	1233+31.00	RT	HMA	403.00	4.0	4.0		179.1			17.91	1.49	19.40		19.9		
1234+77.00	1236+10.00	RT	HMA	133.00	4.0	4.0		59.1			5.91	0.49	6.40		6.6		
1236+10.00	1277+63.70	RT	HMA	4153.70	4.0	4.0		1846.1			184.61	15.38	199.99		205.1		
1277+63.70	1286+36.70	RT	HMA	873.00	4.0	4.0		388.0			38.80	3.23	42.03		43.1		
1286+80.00	1311+04.10	RT	HMA	2424.10	4.0	4.0		1077.4			107.74	8.98	116.72		119.7		
716+56.20	725+58.00	LT	HMA	901.80	4.0	4.0		400.8			40.08	3.34	43.42		44.5		
725+58.00	737+69.00	LT	HMA	1211.00	2.0	4.0		269.1			26.91	4.49	31.40		29.9		
737+69.00	770+15.00	LT	HMA	3246.00	4.0	4.0		1442.7			144.27	12.02	156.29		160.3		
771+15.00	792+24.10	LT	HMA	2109.10	4.0	4.0		937.4			93.74	7.81	101.55		104.2		
792+24.10	792+50.00	LT	HMA	25.90	4.0	4.0		11.5			1.15	0.10	1.25		1.3		
792+50.00	823+32.00	LT	HMA	3082.00	4.0	3.0		1369.8			136.98	8.56	145.54		114.1		
824+32.00	829+98.00	LT	HMA	566.00	4.0	3.0		251.6			25.16	1.57	26.73		21.0		
829+98.00	833+58.00	LT	HMA	360.00	2.0	3.0		80.0			8.00	1.00	9.00		6.7		
833+58.00	876+53.30	LT	HMA	4295.30	4.0	3.0		1909.0			190.90	11.93	202.83		159.1		
877+53.30	895+00.00	LT	HMA	1746.70	4.0	3.0		776.3			77.63	4.85	82.48		64.7		
895+00.00	901+64.00	LT	HMA	664.00	4.0	4.0		295.1			29.51	2.46	31.97		32.8		
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)																	
1940+82.00	1966+80.00	LT	HMA	2598.00	4.0	4.0		1154.7			115.47	9.62	125.09		128.3		
1975+20.00	2007+69.60	LT	HMA	3249.60	4.0	4.0		1444.3			144.43	12.04	156.46		160.5		
2007+69.60	2040+74.40	LT	HMA	3304.80	4.0	4.0		1468.8			146.88	12.24	159.12		163.2		
2041+74.40	2054+71.30	LT	HMA	1296.90	4.0	4.0		576.4			57.64	4.80	62.44		64.0		
Equation: STA. 2054+71.30 (BK) = STA. 1062+47.70 (AHD)																	

AREAS FOR PAVEMENT OR BASE WIDENING

Refer to Standard Road Plans PV-105 or PV-203



(1) Bid Item
(2) Estimated for two applications to achieve lifts and one application of 0.10 Gal/SY adjacent to existing pavement. Priming of subgrade or finished base is not required.
Calculations assume a HMA unit weight (lbs/cf) of 145, a Special Backfill unit weight (lbs/cf) of 140, and a Tack Coat unit weight (gal/sy) of 0.05.

Station to Station		Side	Pavement Type	(L) Length	(W) Width	(T) Thickness	HMA Base Widening (1)	HMA Base Widening (1)	PCC Base Widening (1)	PCC Pavement Widening (1)	Tack Coat		Tack Coat (2)	Asphalt Binder (1)	Class 13 Excavation, Widening (1)	Special Backfill (1)	Remarks
											Lifts	Vertical Edge					
				FT	FT	IN	TONS	SY	SY	SY	GAL	GAL	GAL	TONS	CY	TONS	
1062+47.70	1069+21.40	LT	HMA	673.70	4.0	4.0		299.4			29.94	2.50	32.44		33.3		
1069+21.40	1101+49.00	LT	HMA	3227.60	4.0	4.0		1434.5			143.45	11.95	155.40		159.4		
1102+49.00	1154+32.50	LT	HMA	5183.50	4.0	4.0		2303.8			230.38	19.20	249.58		256.0		
1186+11.70	1204+00.00	LT	HMA	1788.30	4.0	4.0		794.8			79.48	6.62	86.10		88.3		
1204+00.00	1230+30.00	LT	HMA	2630.00	4.0	4.0		1168.9			116.89	9.74	126.63		129.9		
1230+30.00	1233+60.00	LT	HMA	330.00	4.0	4.0		146.7			14.67	1.22	15.89		16.3		
1234+60.00	1237+95.00	LT	HMA	335.00	4.0	4.0		148.9			14.89	1.24	16.13		16.5		
1237+95.00	1260+13.00	LT	HMA	2218.00	4.0	4.0		985.8			98.58	8.21	106.79		109.5		
1261+13.00	1311+04.10	LT	HMA	4991.10	4.0	4.0		2218.3			221.83	18.49	240.31		246.5		
DIVISION 2	**TOTALS =**						**3" THICK**	**8685.8**							**4614.5**		
							4" THICK	**35016.5**									
BID TOTALS FROM ABOVE:																	
DIVISION 1	**TOTALS =**						**4" THICK**	**2668.6**							**296.5**		
DIVISION 2	**TOTALS =**						**3" THICK**	**8685.8**							**4614.5**		
							4" THICK	**35016.5**									

HMA PAVEMENT

Calculations assume a surface/intermed course unit weight (lbs/cf) of 147 , a pvmnt strengthening course unit weight (lbs/cf) of 145

Location				Dimensions										Bid Items								
									Thickness					HMA Pavement			Asphalt Binder					
														Surface	Intermed.	Strngthen	Surface	Intermed.	Strngthen			
Sheet ID	Type of Work	Station to Station		Mainline Width.	Runout Width	Length	Mainline Area	Runout Area	Surf.	Intermed.	Pvmnt Strngthen	HIR	Pvmnt Scarify	Standard Traffic	Standard Traffic	Standard Traffic	PG 58-28S	PG 58-28S	PG 58-28S	HIR	Asphalt Rejuvenating Agent	Scarification	Remarks
				FT	FT	FT	SY	SY	IN	IN	IN	IN	IN	TONS	TONS	TONS	TONS	TONS	TONS	SY	TONS	SY	
DIVISION 1	IDOT URBAN																						
B.2 Top	HIR	1154+82.5	1186+11.7	24.0		3129.2	8344.5					2.0		0.0	0.0	0.0	0.0	0.0	0.0	8344.5	12.2		
B.2 Top/Bottom	HMA	1154+82.5	1155+32.5	28.0		50.0	155.6		2.0					17.2	0.0	0.0	1.1	0.0	0.0				Sideroad 220th Street
B.2 Top/Bottom	HMA	1155+32.5	1180+95.7	32.0		2563.2	9113.6		2.0					1004.8	0.0	0.0	60.3	0.0	0.0				
B.2 Top/Bottom	HMA	1180+95.7	1181+95.7	24.0		100.0	266.7		2.0					29.4	0.0	0.0	1.8	0.0	0.0				Sideroad 225th Street
B.2 Top/Bottom	HMA	1181+95.7	1181+99.7	28.0		4.0	12.4		2.0					1.4	0.0	0.0	0.1	0.0	0.0				Sideroad 225th Street
B.2 Top/Bottom	HMA	1181+99.7	1186+11.7	32.0		412.0	1464.9		**2.0**					**161.6**	**0.0**	**0.0**	9.7	0.0	0.0				
	HMA Runout	1162+48.5	1162+83.5		10.0	35.0		38.9	2.0					**4.3**	**0.0**	**0.0**	0.3	0.0	0.0				School St (Promise City). Note 2.
	HMA Runout	1167+82.0	1168+38.0		10.0	56.0		62.2	2.0					**6.9**	**0.0**	**0.0**	0.5	0.0	0.0				Center St LT (Promise City) Note 2
	HMA Runout	1167+91.0	1168+29.0		10.0	38.0		42.2	2.0					**4.7**	**0.0**	**0.0**	0.3	0.0	0.0				Center St RT (Promise City) Note 2
	HMA Runout	1174+64.0	1174+76.0		10.0	12.0		13.3	2.0					**1.5**	**0.0**	**0.0**	0.1	0.0	0.0				Elm St (Promise City) Note 2.
	HMA Runout	1178+00.0	1178+20.0		10.0	20.0		22.2	2.0					**2.5**	**0.0**	**0.0**	0.2	0.0	0.0				Dewey St (Promise City) Note 2.
	HMA Runout	1181+18.0	1181+58.0		20.0	40.0		88.9	2.0					**9.8**	**0.0**	**0.0**	0.6	0.0	0.0				225th St LT (Promise City) Note 2
Subtotals														1244.1	0.0	0.0	75.0	0.0	0.0				
+5% for Irregularities														62.3	0.0	0.0	3.8	0.0	0.0				
DIVISION 1 (IDOT URBAN)	**TOTAL =**													**1306.4**	**0.0**	**0.0**	**78.8**	**0.0**	**0.0**	**8344.5**	**12.2**	**0.0**	
DIVISION 2	RURAL																						
	HIR	708+52.3	920+23.8	24.0		21171.5	56457.4					2.0		0.0	0.0	0.0	0.0	0.0	0.0	56457.4	82.5		
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)																							
	HIR	1920+23.8	1969+40.0	24.0		4916.2	13109.8					2.0		0.0	0.0	0.0	0.0	0.0	0.0	13109.8	19.2		
	HIR	1972+60.0	2054+71.3	24.0		8211.3	21896.8					2.0		0.0	0.0	0.0	0.0	0.0	0.0	21896.8	32.0		
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)																							
	HIR	1062+47.7	1154+82.5	24.0		9234.8	24626.1					2.0		0.0	0.0	0.0	0.0	0.0	0.0	24626.1	36.0		
	HIR	1186+11.7	1311+04.1	24.0		12492.4	33313.1					2.0		0.0	0.0	0.0	0.0	0.0	0.0	33313.1	48.7		
B.3	Strngthning	792+50.0	823+10.0	32.0		3060.0	10880.0				1.5			0.0	0.0	887.4	0.0	0.0	53.3				
B.3	Strngthning	823+10.0	823+32.0	28.0		22.0	68.4				1.5			0.0	0.0	5.6	0.0	0.0	0.4				Sideroad 160th Street, Note 4.
B.3	Strngthning	823+32.0	824+32.0	24.0		100.0	266.7				1.5			0.0	0.0	21.8	0.0	0.0	1.4				Sideroad 160th Street, Note 4.
B.3	Strngthning	824+32.0	824+54.0	28.0		22.0	68.4				1.5			0.0	0.0	5.6	0.0	0.0	0.4				Sideroad 160th Street, Note 4.
B.3	Strngthning	824+54.0	876+33.3	32.0		5179.3	18415.3				1.5			0.0	0.0	1502.0	0.0	0.0	90.2				
B.3	Strngthning	876+33.3	876+53.3	28.0		20.0	62.2				1.5			0.0	0.0	5.1	0.0	0.0	0.4				Sideroad 170th Street
B.3	Strngthning	876+53.3	877+33.3	24.0		80.0	213.3				1.5			0.0	0.0	17.4	0.0	0.0	1.1				Sideroad 170th Street
B.3	Strngthning	877+33.3	877+53.3	28.0		20.0	62.2				1.5			0.0	0.0	5.1	0.0	0.0	0.4				Sideroad 170th Street
B.3	Strngthning	877+53.3	895+00.0	32.0		1746.7	6210.5				1.5			0.0	0.0	506.6	0.0	0.0	30.4				
	HMA	707+54.5	708+52.3	24.0		97.8	864.5		2.0				2.0	28.8	0.0	0.0	1.8	0.0	0.0			864.5	Mill and Resurface in East Corydon
B.1	HMA	708+52.3	709+64.0	28.0		111.7	347.5		2.0					38.4	0.0	0.0	2.4	0.0	0.0				City Side Road-McKinley Avenue
B.1	HMA	709+64.0	715+31.2	32.0		567.2	2016.7		2.0					222.4	0.0	0.0	13.4	0.0	0.0				
B.1	HMA	715+31.2	716+31.2	28.0		100.0	311.1		2.0					34.3	0.0	0.0	2.1	0.0	0.0				Sideroad 140th Street
B.1	HMA	716+31.2	716+56.2	32.0		25.0	88.9		2.0					9.8	0.0	0.0	0.6	0.0	0.0				
B.2 Top/Mid	HMA	716+56.2	770+15.0	32.0		5358.8	19053.5		2.0					2100.7	0.0	0.0	126.1	0.0	0.0				
B.2 Top	HMA	770+15.0	771+15.0	24.0		100.0	266.7		2.0					29.4	0.0	0.0	1.8	0.0	0.0				Sideroad 150th Street
B.2 Top	HMA	771+15.0	792+50.0	32.0		2135.0	7591.1		2.0					837.0	0.0	0.0	50.3	0.0	0.0				
B.3 Top	HMA	792+50.0	823+10.0	32.0		3060.0	10880.0		2.0					1199.6	0.0	0.0	72.0	0.0	0.0				
B.3 Top	HMA	823+10.0	823+32.0	28.0		22.0	68.4		2.0					7.6	0.0	0.0	0.5	0.0	0.0				Sideroad 160th Street, Note 4.
B.3 Top	HMA	823+32.0	824+32.0	24.0		100.0	266.7		2.0					29.4	0.0	0.0	1.8	0.0	0.0				Sideroad 160th Street, Note 4.
B.3 Top	HMA	824+32.0	824+54.0	28.0		22.0	68.4		2.0					7.6	0.0	0.0	0.5	0.0	0.0				Sideroad 160th Street, Note 4.
B.3 Top/Bottom	HMA	824+54.0	876+33.3	32.0		5179.3	18415.3		2.0					2030.3	0.0	0.0	121.9	0.0	0.0				
B.3 Top	HMA	876+33.3	876+53.3	28.0		20.0	62.2		2.0					6.9	0.0	0.0	0.5	0.0	0.0				Sideroad 170th Street
B.3 Top	HMA	876+53.3	877+33.3	24.0		80.0	213.3		2.0					23.6	0.0	0.0	1.5	0.0	0.0				Sideroad 170th Street
B.3 Top	HMA	877+33.3	877+53.3	28.0		20.0	62.2		2.0					6.9	0.0	0.0	0.5	0.0	0.0				Sideroad 170th Street
B.3 Top	HMA	877+53.3	895+00.0	32.0		1746.7	6210.5		2.0					684.8	0.0	0.0	41.1	0.0	0.0				
B.2 Top	HMA	895+00.0	901+64.0	32.0		664.0	2360.9		2.0					260.3	0.0	0.0	15.7	0.0	0.0				
B.1 Top	HMA	901+64.0	920+23.8	32.0		1859.8	6612.7		2.0					729.1	0.0	0.0	43.8	0.0	0.0				
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)																							
B.1 Top	HMA	1920+23.8	1923+92.4	32.0		368.6	1310.6		2.0					144.5	0.0	0.0	8.7	0.0	0.0				
B.1 Top	HMA	1923+92.4	1924+92.4	28.0		100.0	311.1		2.0					34.3	0.0	0.0	2.1	0.0	0.0				Sideroad 180th Street
B.1 Top	HMA	1924+92.4	1928+50.0	32.0		357.6	1271.5		2.0					140.2	0.0	0.0	8.5	0.0	0.0				
B.1 Top	HMA	1928+50.0	1929+50.0	28.0		100.0	311.1		2.0					34.3	0.0	0.0	2.1	0.0	0.0				Sideroad 180th Street
B.1 Top	HMA	1929+50.0	1940+82.0	32.0		1132.0	4024.9		2.0					443.8	0.0	0.0	26.7	0.0	0.0				
B.2 Top	HMA	1940+82.0	1966+80.0	32.0		2598.0	9237.3		2.0					1018.5	0.0	0.0	61.2	0.0	0.0				
B.2 Top	HMA	1966+80.0	1969+40.0	24.0		260.0	864.5		2.0					76.5	0.0	0.0	4.6	0.0	0.0				Shldr Strengthening (Tab 112-9)
	HMA	1969+40.0	1970+10.0	24.0		70.0	864.5		2.0				2.0	20.6	0.0	0.0	1.3	0.0	0.0			864.5	West Approach (Bridge 9352.9S002)
	HMA	1971+90.0	1972+60.0	24.0		70.0	864.5		2.0				2.0	20.6	0.0	0.0	1.3	0.0	0.0			864.5	East Approach (Bridge 9352.9S002)
B.2 Top	HMA	1972+60.0	1975+20.0	24.0		260.0	693.3		2.0					76.5	0.0	0.0	4.6	0.0	0.0				Shldr Strengthening (Tab 112-9)
B.2 Top/Mid	HMA	1975+20.0	2000+69.4	32.0		2549.4	9064.5		2.0					999.4	0.0	0.0	60.0	0.0	0.0				

HMA PAVEMENT

Calculations assume a surface/intermed course unit weight (lbs/cf) of 147 , a pvmnt strengthening course unit weight (lbs/cf) of 145

Location				Dimensions											Bid Items								
									Thickness						HMA Pavement			Asphalt Binder					
															Surface	Intermed.	Strngthen	Surface	Intermed.	Strngthen			
Sheet ID	Type of Work	Station to Station		Mainline Width.	Runout Width	Length	Mainline Area	Runout Area	Surf.	Intermed.	Pvmnt Strngthen	HIR	Pvmnt Scarify		Standard Traffic	Standard Traffic	Standard Traffic	PG 58-28S	PG 58-28S	PG 58-28S	HIR	Asphalt Rejuvenating Agent	Scarification	Remarks
				FT	FT	FT	SY	SY	IN	IN	IN	IN	IN		TONS	TONS	TONS	TONS	TONS	TONS	SY	TONS	SY	
B.2 Top	HMA	2000+69.4	2001+69.4	28.0		100.0	311.1		2.0						34.3	0.0	0.0	2.1	0.0	0.0				
B.2 Top	HMA	2001+69.4	2040+74.4	32.0		3905.0	13884.4		2.0						1530.8	0.0	0.0	91.9	0.0	0.0				
B.2 Top	HMA	2040+74.4	2041+74.4	24.0		100.0	266.7		2.0						29.4	0.0	0.0	1.8	0.0	0.0				Sideroad 200th Street
B.2 Top	HMA	2041+74.4	2054+71.3	32.0		1296.9	4611.2		2.0						508.4	0.0	0.0	30.6	0.0	0.0				
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)																								
B.2 Top	HMA	1062+47.7	1101+49.0	32.0		3901.3	13871.3		2.0						1529.4	0.0	0.0	91.8	0.0	0.0				
B.2 Top	HMA	1101+49.0	1102+49.0	24.0		100.0	266.7		2.0						29.4	0.0	0.0	1.8	0.0	0.0				Sideroad 210th Street
B.2 Top	HMA	1102+49.0	1154+32.5	32.0		5183.5	18430.2		2.0						2032.0	0.0	0.0	122.0	0.0	0.0				
B.2 Top	HMA	1154+32.5	1154+82.5	28.0		50.0	155.6		2.0						17.2	0.0	0.0	1.1	0.0	0.0				Sideroad 220th Street
B.2 Top	HMA	1186+11.7	1229+28.0	32.0		4316.3	15346.8		2.0						1692.0	0.0	0.0	101.6	0.0	0.0				
B.4	HMA-WB IA 2	1229+28.0	1230+30.0	16.0		102.0	181.3		2.0						20.0	0.0	0.0	1.2	0.0	0.0				
B.4	HMA-WB IA 2	1230+30.0	1232+32.0	16-27		202.0	482.6		2.0	2.0			2.0		53.3	13.7	0.0	3.2	0.9	0.0			123.4	Note 1.
B.4	HMA-WB IA 2	1232+32.0	1233+60.0	27.0		128.0	384.0		2.0	2.0			2.0		42.4	17.3	0.0	2.6	1.1	0.0			156.4	Note 1.
B.4	HMA-WB IA 2	1233+60.0	1234+60.0	23.0		100.0	255.6		2.0	2.0			2.0		28.2	13.5	0.0	1.7	0.9	0.0			122.2	Sideroad 235th Street. Note 1.
B.4	HMA-WB IA 2	1234+60.0	1235+85.0	27.0		125.0	375.0		2.0	2.0			2.0		41.4	16.9	0.0	2.5	1.1	0.0			152.8	Note 1.
B.4	HMA-WB IA 2	1235+85.0	1237+95.0	27-16		210.0	501.7		2.0	2.0			2.0		55.4	14.2	0.0	3.4	0.9	0.0			128.3	Note 1.
B.4	HMA-EB IA 2	1229+28.0	1231+84.0	16-27		256.0	611.6		2.0	2.0			2.0		67.5	17.3	0.0	4.1	1.1	0.0			156.4	Note 1.
B.4	HMA-EB IA 2	1231+84.0	1233+31.0	27.0		147.0	441.0		2.0	2.0			2.0		48.7	19.9	0.0	3.0	1.2	0.0			179.7	Note 1.
B.4	HMA-EB IA 2	1233+31.0	1234+77.0	23-12		146.0	283.9		2.0	2.0			2.0		31.3	9.9	0.0	1.9	0.6	0.0			89.2	Sideroad 235th Street. Note 1, 4.
B.4	HMA-EB IA 2	1234+77.0	1236+10.0	27-16		133.0	317.7		2.0	2.0			2.0		35.1	9.0	0.0	2.2	0.6	0.0			81.3	Note 1.
B.4	HMA-EB IA 2	1236+10.0	1237+95.0	16.0		185.0	328.9		2.0						36.3	0.0	0.0	2.2	0.0	0.0				
B.2 Top	HMA	1237+95.0	1260+13.0	32.0		2218.0	7886.2		2.0						869.5	0.0	0.0	52.2	0.0	0.0				
B.2 Top	HMA	1260+13.0	1261+13.0	28.0		100.0	311.1		2.0						34.3	0.0	0.0	2.1	0.0	0.0				Side Road 240th
B.2 Top	HMA	1261+13.0	1286+36.7	32.0		2523.7	8973.2		2.0						989.3	0.0	0.0	59.4	0.0	0.0				
B.2 Top	HMA	1286+36.7	1287+36.7	28.0		100.0	311.1		2.0						34.3	0.0	0.0	2.1	0.0	0.0				
B.2 Top	HMA	1287+36.7	1311+04.1	32.0		2367.4	8417.4		2.0						928.1	0.0	0.0	55.7	0.0	0.0				
Subtotals															22014.1	131.7	2956.6	1323.6	8.4	178.0				
+5% for Irregularities															1100.8	6.6	147.9	66.2	0.5	8.9				
DIVISION 2 (IDOT RURAL)		**TOTAL =**													**23114.9**	**138.3**	**3104.5**	**1389.8**	**8.9**	**186.9**	**149403.2**	**218.3**	**3783.3**	

Note 1: Scarify and Intermediate Course at Turning Lane Only (See Typical on Sheet B.4).
Note 2: HMA Pavement quantities for Runout at Paved Sideroads through Promise City (width measured perpendicular from outside shoulder line). Refer to Tab 102-16 for remaining values.
Note 3: See Detail 7149 (Modified) "Fillet Extensions at Non-Paved Sideroads" on Sheet B.6 and associated tabulated quantities on sheet B.7 for additional information and quantities.
Note 4: Gap the Proposed Mainline Shoulder at Paved Sideroads. See Detail 7149 (Modified) "HMA Runout for Paved Side Roads" on Sheet B.8 for additional information and quantities.
Note 5: Asphalt Binder is applied at a rate of 6.00% per ton of HMA Pavement.
Note 6: Asphalt Rejuvenating Agent has a specific weight of 8.35 pounds per gallon and is placed at a rate of 0.35 gallons per square yard of 2-inch thick HIR.

SHOULDERS

(1) Lane(s) to which the shoulder is adjacent.
(2) Bid Item
(3) Applies only for Paved Shoulders constructed on project with existing granular shoulders.
(4) Does not include shrink.

Calculations assume a HMA unit weight (lbs/cf) of 147, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140.

Location					Quantities																	
Road Identification	(1) Direction Of Traffic	Station to Station		Side	(P) Width	(G) Width	(L) Length	Class 13 Excavation (3)	Hot Mix Asphalt		Binder	Paved Shoulder	Reinforced Paved Shoulder	Special Backfill				Modified Subbase	Granular Shoulder		Earth Shoulder Construction Alternates			Remarks
														HMA Alternate		PCC Alternate					STA (2)	HMA	PCC	
					FT	FT	FT	CY (2)	TON	TON/STA	TONS	SY (2)	SY (2)	TON (2)	TON/STA	TON (2)	TON/STA	CY (2)	TON (2)	TON/STA		CY (4)	CY (4)	
DIVISION 2 (IDOT RURAL)																							
IA 2	WB	708+52.30	770+15.00	LT		6.0	6162.7												431.389	7.000				
IA 2	WB	771+15.00	792+24.10	LT		6.0	2109.1												147.637	7.000				
IA 2	WB	792+24.10	792+50.00	LT		2.0	25.9												0.604	2.333				
IA 2	WB	792+50.00	823+32.00	LT		2.0	3082.0												125.848	4.083				Gran. 3.5"
IA 2	WB	824+32.00	876+53.30	LT		2.0	5221.3												213.203	4.083				Gran. 3.5"
IA 2	WB	877+53.30	895+00.00	LT		6.0	1746.7												213.971	12.250				Gran. 3.5"
IA 2	WB	895+00.00	920+23.82	LT		6.0	2523.8												176.667	7.000				
EQUATION = 920+23.82 (BACK) = 1920+23.82 (AHEAD)																								
IA 2	WB	1920+23.82	1928+50.00	LT		6.0	826.2												57.833	7.000				
IA 2	WB	1929+50.00	1940+82.00	LT		6.0	1132.0												79.240	7.000				
IA 2	WB	1940+82.00	1966+80.00	LT		4.0	2598.0												121.240	4.667				
IA 2	WB	1966+80.00	1969+80.00	LT	10.0		300.0	83.3	165.375	55.125	9.923	333.3									3.0			Note 1
IA 2	WB	1972+20.00	1975+20.00	LT	10.0		300.0	83.3	165.375	55.125	9.923	333.3									3.0			Note 1
IA 2	WB	1975+20.00	2007+69.60	LT		4.0	3249.6												151.648	4.667				
IA 2	WB	2007+69.60	2040+74.40	LT		6.0	3304.8												231.336	7.000				
IA 2	WB	2041+74.40	2054+71.30	LT		6.0	1296.9												90.783	7.000				
EQUATION = 2054+71.3 (BACK) = 1062+47.7 (AHEAD)																								
IA 2	WB	1062+47.70	1069+21.40	LT		6.0	673.7												47.159	7.000				
IA 2	WB	1069+21.40	1101+49.00	LT		2.0	3227.6												75.311	2.333				
IA 2	WB	1102+49.00	1154+32.50	LT		2.0	5183.5												120.948	2.333				
IA 2	WB	1186+11.70	1204+00.00	LT		2.0	1788.3												41.727	2.333				
IA 2	WB	1204+00.00	1230+30.00	LT		6.0	2630.0												184.100	7.000				
IA 2	WB	1230+30.00	1233+58.10	LT		4.0	328.1												15.311	4.667				
IA 2	WB	1234+58.10	1260+13.00	LT		6.0	2554.9												178.843	7.000				
IA 2	WB	1261+13.00	1311+04.10	LT		2.0	4991.1												116.459	2.333				
IA 2	EB	709+64.00	715+31.20	RT		6.0	567.2												39.704	7.000				
IA 2	EB	716+31.20	770+15.00	RT		6.0	5383.8												376.866	7.000				
IA 2	EB	771+15.00	792+24.10	RT		6.0	2109.1												147.637	7.000				
IA 2	EB	792+24.10	792+50.00	RT		2.0	25.9												0.604	2.333				
IA 2	EB	792+50.00	823+10.00	RT		2.0	3060.0												124.950	4.083				Gran. 3.5"
IA 2	EB	824+54.00	876+33.30	RT		2.0	5179.3												211.488	4.083				Gran. 3.5"
IA 2	EB	877+33.30	895+00.00	RT		6.0	1766.7												216.421	12.250				Gran. 3.5"
IA 2	EB	895+00.00	920+23.82	RT		6.0	2523.8												176.667	7.000				
EQUATION = 920+23.82 (BACK) = 1920+23.82 (AHEAD)																								
IA 2	EB	1920+23.82	1923+92.40	RT		6.0	368.6												25.801	7.000				
IA 2	EB	1924+92.40	1966+80.00	RT		6.0	4187.6												293.132	7.000				
IA 2	EB	1966+80.00	1969+80.00	RT	10.0		300.0	83.3	165.375	55.125	9.923	333.3									3.0			Note 1
IA 2	EB	1972+20.00	1975+20.00	RT	10.0		300.0	83.3	165.375	55.125	9.923	333.3									3.0			Note 1
IA 2	EB	1975+20.00	2000+69.40	RT		6.0	2549.4												178.458	7.000				
IA 2	EB	2001+69.40	2040+74.40	RT		6.0	3905.0												273.350	7.000				
IA 2	EB	2041+74.40	2054+71.30	RT		6.0	1296.9												90.783	7.000				
EQUATION = 2054+71.3 (BACK) = 1062+47.7 (AHEAD)																								
IA 2	EB	1062+47.70	1069+21.40	RT		6.0	673.7												47.159	7.000				
IA 2	EB	1069+21.40	1101+49.00	RT		2.0	3227.6												75.311	2.333				
IA 2	EB	1102+49.00	1154+82.50	RT		2.0	5233.5												122.115	2.333				
IA 2	EB	1186+11.70	1204+00.00	RT		2.0	1788.3												41.727	2.333				
IA 2	EB	1204+00.00	1233+31.00	RT		6.0	2931.0												205.170	7.000				
IA 2	EB	1234+77.00	1277+63.70	RT		4.0	4286.7												200.046	4.667				
IA 2	EB	1277+63.70	1286+36.70	RT		2.0	873.0												20.370	2.333				
IA 2	EB	1287+36.70	1311+04.10	RT		2.0	2367.4												55.239	2.333				
SUBTOTAL DIVISION 2 (IDOT RURAL)								333.3				1333.3							5744.256		12.0			
+15% CONTINGENCY for Granular Shoulder								0.0				0.0							861.638		0.0			
BID TOTAL DIVISION 2 (IDOT RURAL)								**333.3**				**1333.3**							**6605.894**		**12.0**			

Note 1: UAC Existing Guardrail. Width of 10 ft wide x 9" thick HMA Shoulder Strengthening shall be adjusted to meet existing guardrail posts when encountered.

110-5
MODIFIED

SIDEWALK REMOVAL

* Not a bid item

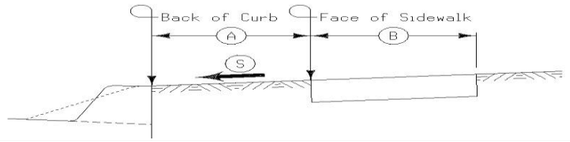
Intersection	Quadrant	Area	Saw Cut*	Remarks
		SY	LF	
IA 2 / Center	NWC	9.1	8.0	Promise City (1,2)
IA 2 / Center	NEC	17.2	8.0	Promise City (1)
IA 2 / Center	SEC	11.6	8.0	Promise City (1)
IA 2 / Dewey	NWC	5.0	0.0	Promise City (3)
TOTALS		**43.0**	**24.0**	

NOTES:
(1) Refer to S-Sheets for more information.
(2) Contractor shall avoid damaging tile beneath the N-S sidewalk and surrounding utilities.
(3) The N-S segment of sidewalk that projects south of the E-W sidewalk shall be removed.

113-1
04-16-19

SIDEWALKS

See MI-220 and S Sheets



Intersection/Road	Quadrant/Side	Length	A	B	S	4" PCC Sidewalk	6" PCC Sidewalk	8" PCC Sidewalk	10" PCC Sidewalk	Detectable Warnings	Remarks
			FT	FT	%	SY	SY	SY	SY	SF	
IA 2 / Center Street	NWC (N-S)	21.2	NOTE 1	NOTE 1	NOTE 1			9.4		8	
IA 2 / Center Street	NWC (E-W)	19.2	NOTE 1	NOTE 1	NOTE 1			12.7		8	
IA 2 / Center Street	NEC (N-S)	18	NOTE 1	NOTE 1	NOTE 1			9.6		16	Cut Detectable Warnings to fit path of travel
IA 2 / Center Street	NEC (E-W)	22.6	NOTE 1	NOTE 1	NOTE 1			12.1		16	Cut Detectable Warnings to fit path of travel
IA 2 / Center Street	SWC (N-S)	14.5	NOTE 1	NOTE 1	NOTE 1			8.1		10	
IA 2 / Center Street	SEC (N-S)	14.5	NOTE 1	NOTE 1	NOTE 1			8.1		10	
TOTALS								**59.9**		**68**	

NOTE 1: Refer to plan sheet S.2 and Tab 113-10 (Sidewalk Compliance) on S-Sheets for detailed construction information. Shaping of Ramps at NWC (E-S) and NEC (N-S and E-W) are atypical.

MILLED RUMBLE STRIPS

See PV-12 and PV-13.

* Calculated at 18" width for Shoulder.

Location					Length		Fog Seal* (Milled Rumble Strip)	Effective Shoulder Width			Remarks
Road Identification	Station to Station		Shoulder Pavement Type	Rumble Strip Type (Centerline, Rt or Lt Shoulder)	PCC	HMA	Shoulder	PCC Paved	HMA Paved	Granular\ Earth	
					STA	STA	GAL	FT	FT	FT	
DIVISION 2 (IDOT RURAL)											
IA 2	716+56.20	920+23.82	HMA	Centerline		203.68	0.0				
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)											
IA 2	1920+23.82	2054+71.30	HMA	Centerline		134.47	0.0				
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)											
IA 2	1062+47.70	1150+32.00	HMA	Centerline		87.84	0.0				
IA 2	1186+11.70	1311+04.10	HMA	Centerline		124.92	0.0				
IA 2	716+56.20	920+23.82	HMA	Left Shoulder		203.68	220.7				
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)											
IA 2	1920+23.82	2054+71.30	HMA	Left Shoulder		134.47	145.7				
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)											
IA 2	1062+47.70	1150+32.00	HMA	Left Shoulder		87.84	95.2				
IA 2	1186+11.70	1311+04.10	HMA	Left Shoulder		124.92	135.4				
IA 2	716+56.20	920+23.82	HMA	Right Shoulder		203.68	220.7				
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)											
IA 2	1920+23.82	2054+71.30	HMA	Right Shoulder		134.47	145.7				
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)											
IA 2	1062+47.70	1150+32.00	HMA	Right Shoulder		87.84	95.2				
IA 2	1186+11.70	1311+04.10	HMA	Right Shoulder		124.92	135.4				
DIVISION 2 (IDOT RURAL)				**Totals**	**PCC**	**HMA**	**Fog Seal**				
				HMA Shoulders		**1101.84**	**1194.0**				
				PCC Shoulders	**0.00**						
				PCC or HMA Shoulders	**0.00**	**0.00**	**0.0**				
				HMA Centerlines		**550.92**					
				PCC Centerlines	**0.00**						
				PCC or HMA Centerlines	**0.00**	**0.00**					

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.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25 | DCY4: Double Centerline (Yellow) @ 2.00 | NPY4: No Passing Zone Line (Yellow) @ 1.25 | BLW4: Broken Lane Line (White) @ 0.25 | ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 | SLW2: Stop Line (White) @ 6.00

Location							Length by Line Type (Unfactored)														Remarks
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	SLW2								
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	APPLICATIONS	STA	
DIVISION 1 (IDOT URBAN)																						
IA 2	650+84.00	708+52.30	BOTH	Waterborne/Solvent Paint		X			57.68											1	57.68	Corydon. See Note 1 and 2.
IA 2	651+05.00	705+11.30	EB	Waterborne/Solvent Paint			X				54.06									1	54.06	Corydon. See Note 1 and 2.
IA 2	654+25.00	705+61.00	WB	Waterborne/Solvent Paint	X						51.36									1	51.36	Corydon. See Note 1 and 2.
IA 2	707+54.50	708+52.30	EB	Waterborne/Solvent Paint			X					0.98								1	0.98	Corydon. See Note 1.
IA 2	707+54.50	708+52.30	WB	Waterborne/Solvent Paint	X							0.98								1	0.98	Corydon. See Note 1.
IA 2	1154+82.50	1159+22.00	BOTH	Waterborne/Solvent Paint		X		4.40												2	8.79	Promise City
IA 2	1159+22.00	1166+71.70	EB	Waterborne/Solvent Paint		X				7.50										2	14.99	Promise City
IA 2	1166+71.70	1169+60.20	BOTH	Waterborne/Solvent Paint		X		2.89												2	5.77	Promise City
IA 2	1169+60.20	1172+15.40	WB	Waterborne/Solvent Paint		X				2.55										2	5.10	Promise City
IA 2	1172+15.40	1174+29.40	BOTH	Waterborne/Solvent Paint		X			2.14											2	4.28	Promise City
IA 2	1174+29.40	1181+95.70	EB	Waterborne/Solvent Paint		X				7.66										2	15.33	Promise City
IA 2	1181+95.70	1186+11.70	BOTH	Waterborne/Solvent Paint		X			4.16											2	8.32	Promise City
IA 2	1154+82.50	1186+11.70	WB	Waterborne/Solvent Paint	X							31.29								2	62.58	Promise City - Note 3
IA 2	1154+82.50	1186+11.70	EB	Waterborne/Solvent Paint			X					31.29								2	62.58	Promise City - Note 3
DIVISION 2 (IDOT RURAL)																						
IA 2	708+52.30	709+35.40	BOTH	Waterborne/Solvent Paint		X			0.83											2	1.66	
IA 2	709+35.40	711+78.90	WB	Waterborne/Solvent Paint		X				2.44										2	4.87	
IA 2	711+78.90	712+75.80	BOTH	Waterborne/Solvent Paint		X			0.97											2	1.94	
IA 2	712+75.80	719+45.10	EB	Waterborne/Solvent Paint		X				6.69										2	13.39	
IA 2	719+45.10	721+78.30	BOTH	Waterborne/Solvent Paint		X		2.33												2	4.66	
IA 2	721+78.30	727+05.30	WB	Waterborne/Solvent Paint		X				5.27										2	10.54	
IA 2	727+05.30	731+07.00	BOTH	Waterborne/Solvent Paint		X			4.02											2	8.03	
IA 2	731+07.00	737+30.50	EB	Waterborne/Solvent Paint		X				6.24										2	12.47	
IA 2	737+30.50	748+38.00	BOTH	Waterborne/Solvent Paint		X			11.08											2	22.15	
IA 2	748+38.00	756+90.00	WB	Waterborne/Solvent Paint		X				8.52										2	17.04	
IA 2	756+90.00	792+50.00	BOTH	Waterborne/Solvent Paint		X		35.60												2	71.20	
IA 2	792+50.00	793+18.30	BOTH	Waterborne/Solvent Paint		X		0.68												3	2.05	Strengthening
IA 2	793+18.30	802+59.30	EB	Waterborne/Solvent Paint		X				9.41										3	28.23	Strengthening
IA 2	802+59.30	804+96.50	BOTH	Waterborne/Solvent Paint		X			2.37											3	7.12	Strengthening
IA 2	804+96.50	813+51.70	WB	Waterborne/Solvent Paint		X				8.55										3	25.66	Strengthening
IA 2	813+51.70	817+40.20	BOTH	Waterborne/Solvent Paint		X		3.89												3	11.66	Strengthening
IA 2	817+40.20	829+12.00	EB	Waterborne/Solvent Paint		X				11.72										3	35.15	Strengthening
IA 2	829+12.00	830+66.00	BOTH	Waterborne/Solvent Paint		X			1.54											3	4.62	Strengthening
IA 2	830+66.00	839+45.00	WB	Waterborne/Solvent Paint		X				8.79										3	26.37	Strengthening
IA 2	839+45.00	858+12.30	BOTH	Waterborne/Solvent Paint		X			18.67											3	56.02	Strengthening
IA 2	858+12.30	866+50.90	WB	Waterborne/Solvent Paint		X				8.39										3	25.16	Strengthening
IA 2	866+50.90	893+58.70	BOTH	Waterborne/Solvent Paint		X		27.08												3	81.23	Strengthening
IA 2	893+58.70	895+00.00	EB	Waterborne/Solvent Paint		X				1.41										3	4.24	Strengthening
IA 2	895+00.00	902+80.00	EB	Waterborne/Solvent Paint		X				7.80										2	15.60	
IA 2	902+80.00	907+47.00	BOTH	Waterborne/Solvent Paint		X			4.67											2	9.34	
IA 2	907+47.00	916+80.00	WB	Waterborne/Solvent Paint		X				9.33										2	18.66	
IA 2	916+80.00	920+23.82	BOTH	Waterborne/Solvent Paint		X		3.44												2	6.88	
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)																						
IA 2	1920+23.82	1939+00.00	BOTH	Waterborne/Solvent Paint		X		18.76												2	37.52	
IA 2	1939+00.00	1948+78.00	EB	Waterborne/Solvent Paint		X				9.78										2	19.56	
IA 2	1948+78.00	1953+13.00	BOTH	Waterborne/Solvent Paint		X			4.35											2	8.70	
IA 2	1953+13.00	1961+99.00	WB	Waterborne/Solvent Paint		X				8.86										2	17.72	
IA 2	1961+99.00	1978+45.70	BOTH	Waterborne/Solvent Paint		X		16.47												2	32.93	
IA 2	1978+45.70	1989+21.50	EB	Waterborne/Solvent Paint		X				10.76										2	21.52	
IA 2	1989+21.50	1999+65.00	WB	Waterborne/Solvent Paint		X				10.44										2	20.87	
IA 2	1999+65.00	2022+25.50	BOTH	Waterborne/Solvent Paint		X		22.61												2	45.21	
IA 2	2022+25.50	2030+69.00	EB	Waterborne/Solvent Paint		X				8.44										2	16.87	
IA 2	2030+69.00	2032+20.00	BOTH	Waterborne/Solvent Paint		X			1.51											2	3.02	
IA 2	2032+20.00	2040+74.40	WB	Waterborne/Solvent Paint		X				8.54										2	17.09	
IA 2	2040+74.40	2046+56.00	BOTH	Waterborne/Solvent Paint		X		5.82												2	11.63	
IA 2	2046+56.00	2054+71.30	EB	Waterborne/Solvent Paint		X				8.15										2	16.31	
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)																						
IA 2	1062+47.70	1062+61.20	EB	Waterborne/Solvent Paint		X				0.14										2	0.27	
IA 2	1062+61.20	1063+68.30	BOTH	Waterborne/Solvent Paint		X		1.07												2	2.14	
IA 2	1063+68.30	1071+85.50	WB	Waterborne/Solvent Paint		X				8.17										2	16.34	
IA 2	1071+85.50	1090+02.50	BOTH	Waterborne/Solvent Paint		X		18.17												2	36.34	
IA 2	1090+02.50	1098+48.50	EB	Waterborne/Solvent Paint		X				8.46										2	16.92	
IA 2	1098+48.50	1100+60.70	BOTH	Waterborne/Solvent Paint		X		2.12												2	4.24	
IA 2	1100+60.70	1108+17.00	WB	Waterborne/Solvent Paint		X				7.56										2	15.13	
IA 2	1108+17.00	1109+81.20	BOTH	Waterborne/Solvent Paint		X		1.64												2	3.28	

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.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25 DCY4: Double Centerline (Yellow) @ 2.00 NPY4: No Passing Zone Line (Yellow) @ 1.25 BLW4: Broken Lane Line (White) @ 0.25 ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 SLW2: Stop Line (White) @ 6.00

Location								Length by Line Type (Unfactored)														Remarks
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	SLW2								
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	APPLICATIONS	STA	
IA 2	1109+81.20	1118+89.30	EB	Waterborne/Solvent Paint		X				9.08										2	18.16	
IA 2	1118+89.30	1119+99.70	BOTH	Waterborne/Solvent Paint		X			1.10											2	2.21	
IA 2	1119+99.70	1125+99.10	WB	Waterborne/Solvent Paint		X				5.99										2	11.99	
IA 2	1125+99.10	1129+52.90	BOTH	Waterborne/Solvent Paint		X			3.54											2	7.08	
IA 2	1129+52.90	1134+53.80	EB	Waterborne/Solvent Paint		X				5.01										2	10.02	
IA 2	1134+53.80	1135+31.50	BOTH	Waterborne/Solvent Paint		X		0.78												2	1.55	
IA 2	1135+31.50	1144+05.00	WB	Waterborne/Solvent Paint		X				8.74										2	17.47	
IA 2	1144+05.00	1154+82.50	BOTH	Waterborne/Solvent Paint		X		10.78												2	21.55	
IA 2	1186+11.70	1187+39.20	BOTH	Waterborne/Solvent Paint		X			1.28											2	2.55	
IA 2	1187+39.20	1196+14.00	WB	Waterborne/Solvent Paint		X				8.75										2	17.50	
IA 2	1196+14.00	1205+29.50	BOTH	Waterborne/Solvent Paint		X		9.16												2	18.31	
IA 2	1205+29.50	1215+51.50	EB	Waterborne/Solvent Paint		X				10.22										2	20.44	
IA 2	1215+51.50	1218+66.00	BOTH	Waterborne/Solvent Paint		X			3.15											2	6.29	
IA 2	1218+66.00	1224+62.70	WB	Waterborne/Solvent Paint		X				5.97										2	11.93	
IA 2	1224+62.70	1236+53.80	BOTH	Waterborne/Solvent Paint		X			11.91											2	23.82	
IA 2	1236+53.80	1244+98.80	WB	Waterborne/Solvent Paint		X				8.45										2	16.90	
IA 2	1244+98.80	1311+04.10	BOTH	Waterborne/Solvent Paint		X		66.05												2	132.11	
IA 2	708+52.30	792+50.00	WB	Waterborne/Solvent Paint	X							83.98								2	167.95	
IA 2	792+50.00	895+00.00	WB	Waterborne/Solvent Paint	X							102.50								3	307.50	Strengthening
IA 2	895+00.00	920+23.82	WB	Waterborne/Solvent Paint	X							25.24								2	50.48	
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)																						
IA 2	1920+23.82	2054+71.30	WB	Waterborne/Solvent Paint	X							134.47								2	268.95	
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)																						
IA 2	1062+47.70	1154+82.50	WB	Waterborne/Solvent Paint	X							92.35								2	184.70	
IA 2	1186+11.70	1311+04.10	WB	Waterborne/Solvent Paint	X							124.92								2	249.85	
IA 2	708+52.30	792+50.00	EB	Waterborne/Solvent Paint			X					83.98								2	167.95	
IA 2	792+50.00	895+00.00	EB	Waterborne/Solvent Paint			X					102.50								3	307.50	Strengthening
IA 2	895+00.00	920+23.82	EB	Waterborne/Solvent Paint			X					25.24								2	50.48	
Equation: STA. 920+23.82 (BK) = STA. 1920+23.82 (AHD)																						
IA 2	1920+23.82	2054+71.30	EB	Waterborne/Solvent Paint			X					134.47								2	268.95	
Equation: STA. 2054+71.3 (BK) = STA. 1062+47.7 (AHD)																						
IA 2	1062+47.70	1154+82.50	EB	Waterborne/Solvent Paint			X					92.35								2	184.70	
IA 2	1186+11.70	1311+04.10	EB	Waterborne/Solvent Paint			X					124.92								2	249.85	
Sideroads				Waterborne/Solvent Paint			X							2.18						1	2.18	18 County Sideroads. Note 4.
			TOTALS:																			
				Factored Total: Waterborne/Solvent Paint				134.77	469.66	719.74	26.36	2585.97	-	13.08	-	-	-	-	-	-	-	-	Includes Multi. Application
				Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based							3949.57											(Division 1 + Division 2)
			DIVISION 1 (IDOT URBAN)																			
				Factored Total: Waterborne/Solvent Paint				3.64	140.57	44.28	26.36	127.12	-	-	-	-	-	-	-	-	-	Includes Multi. Application
				Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based							341.97											
			DIVISION 2 (IDOT RURAL)																			
				Factored Total: Waterborne/Solvent Paint				131.13	329.09	675.46	-	2458.85	-	13.08	-	-	-	-	-	-	-	Includes Multi. Application
				Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based							3607.61											

Note 1: Striping through Corydon accounts for gaps created by Patching work.
Note 2: Gap striping at sideroads through Corydon.
Note 3: Gap edge line striping at sideroads through Promise City.
Note 4: Stop Lines on Fillet Extension for Non-Paved Sideroads. See Sheets B.6 and B.7 for locations.

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	WPSB	SCHOOL	XING	STOP	AHEAD	ONLY	BIKE	LANE	EXIT	Groove Cuts	Remarks
	Station	Side																								
IA 2	1232+17.00	EB		1																						
IA 2	1232+92.00	EB		1																						
IA 2	1234+95.00	WB		1																						
IA 2	1235+70.00	WB		1																						
TOTAL		**4**		**4**																						

103-6
10-17-17

EMBANKMENT WITH MOISTURE CONTROL

Moisture Control is required for all Class 10 fill placed in all locations and depths. Stability berms placed outside the normal foreslope template and topsoil will not require Moisture Control.

103-7
08-01-08

SHRINKAGE DATA

Material	%	Remarks
Topsoil	40%	
Class 10	30%	
Boulders		2 CY

103-10
04-18-17

TOPSOIL STRIPPING AND PLACEMENT

Location				Topsoil Stripping Thickness	Topsoil Placement Thickness	Remarks
Road Identification	Dir. of Traffic	Begin Station	End Station	IN	IN	
IA 2	EBL	746+51.00	748+77.00	12.0	8.0	
IA 2	WBL	746+60.00	748+80.00	12.0	8.0	

103-12
10-16-18

SLIDE REPAIR

Site No.	Location		Side	Boulders Cl. 12 Exc.	Class 10			Class "E" Revetment	Engineering Fabric	Erosion Stone	Gra. Material Blankets & Subdrain	Macadam Stone	Top Soil		Remarks
	Begin Sta.	End Sta.			Contractor Provided	Excavation & Waste	Roadway & Borrow						Furnish & Spread	Strip, Salvage & Spread	
				CY	CY	CY	CY	Tons	SY	Tons	Tons	SY	CY	CY	
1	746+51.00	748+51	Rt.		553	553					94			310	
2	1243+24.00	1244+17	Lt.			283			542	524		413			
3	1245+78.00	1246+80	Lt.			340			600	576		454			
4	1243+09.00	1243+81	Rt.			219			424	406		320			
5	746+60.00	748+80.00	Lt.		540	695					130			325	
	Totals				1093	2090			1566	1506	224	1187		635	

GEOTECHNICAL DESIGN

LICENSED PROFESSIONAL ENGINEER
Stephen J. Megivern
12550
IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Stephen Megivern 2/10/2020
Signature Date

Stephen Megivern
Printed or Typed Name

My license renewal date is December 31, 2020

Pages or sheets covered by this seal: CS.1 - CS.3, Q.1-Q.3

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

Refer to Soils Sheets

* Not a bid item. Bridge berm quantities assume a trench depth of 24 inches.

Location					Longitudinal Subdrain (DR-303)							Subdrain Outlet		Porous* Backfill	Class "A"* Crushed Stone	Remarks
Line No.	Road or Lane Identification	Station to Station		Side	Depth (D)	Shoulder		Backslope		Bridge Berm (EW-203 or EW-204)			DR-303, DR-305 or DR-306			
						Size	Length	Size	Length	Standard Road Plan and Type	Size	Length	Station	Standard Road Plan and Type		
					IN	IN	FT	IN	FT		IN	FT			CY	CY	
1	IA 2	703+50.00	709+00.00	RT	42.0	4.0	610.0						703+50.00	DR-306	56.5	0.2	
													709+00.00	DR-306		0.2	
2	IA 2	739+00.00	739+00.00	LT	48.0	4.0	30.0						739+00.00	DR-306	3.2	0.2	Add outlet to existing drain
3	IA 2	745+00.00	745+00.00	LT	48.0	4.0	30.0						745+00.00	DR-306	3.2	0.2	Add outlet to existing drain
4	IA 2	748+00.00	750+00.00	LT	42.0	4.0	230.0						748+00.00	DR-306	21.3	0.2	
5	IA 2	750+00.00	754+00.00	LT	42.0	4.0	460.0						750+00.00	DR-306	42.6	0.2	
													754+00.00	DR-306		0.2	
6	IA 2	762+00.00	762+00.00	RT	48.0	4.0	30.0						762+00.00	DR-306	3.2	0.2	Add outlet to existing drain
7	IA 2	772+50.00	772+50.00	RT	48.0	4.0	30.0						772+50.00	DR-306	3.2	0.2	Add outlet to existing drain
8	IA 2	784+00.00	784+00.00	LT	48.0	4.0	30.0						784+00.00	DR-306	3.2	0.2	Add outlet to existing drain
9	IA 2	798+00.00	798+00.00	LT	48.0	4.0	30.0						798+00.00	DR-306	3.2	0.2	Add outlet to existing drain
10	IA 2	806+50.00	806+50.00	LT	48.0	4.0	30.0						806+50.00	DR-306	3.2	0.2	Add outlet to existing drain
11	IA 2	815+00.00	815+00.00	LT	48.0	4.0	30.0						815+00.00	DR-306	3.2	0.2	Add outlet to existing drain
12	IA 2	820+00.00	820+00.00	LT	48.0	4.0	30.0						820+00.00	DR-306	3.2	0.2	Add outlet to existing drain
13	IA 2	829+00.00	829+00.00	LT	48.0	4.0	30.0						829+00.00	DR-306	3.2	0.2	Add outlet to existing drain
14	IA 2	860+00.00	860+00.00	RT	48.0	4.0	30.0						860+00.00	DR-306	3.2	0.2	Add outlet to existing drain
15	IA 2	870+00.00	870+00.00	RT	48.0	4.0	30.0						870+00.00	DR-306	3.2	0.2	Add outlet to existing drain
16	IA 2	883+00.00	883+00.00	RT	48.0	4.0	30.0						883+00.00	DR-306	3.2	0.2	Add outlet to existing drain
17	IA 2	894+00.00	894+00.00	RT	48.0	4.0	30.0						894+00.00	DR-306	3.2	0.2	Add outlet to existing drain
18	IA 2	901+00.00	901+00.00	RT	48.0	4.0	30.0						901+00.00	DR-306	3.2	0.2	Add outlet to existing drain
19	IA 2	907+00.00	907+00.00	RT	48.0	4.0	30.0						907+00.00	DR-306	3.2	0.2	Add outlet to existing drain
20	IA 2	912+00.00	912+00.00	RT	48.0	4.0	30.0						912+00.00	DR-306	3.2	0.2	Add outlet to existing drain
21	IA 2	923+00.00	923+00.00	RT	48.0	4.0	30.0						923+00.00	DR-306	3.2	0.2	Add outlet to existing drain
22	IA 2	930+00.00	930+00.00	RT	48.0	4.0	30.0						930+00.00	DR-306	3.2	0.2	Add outlet to existing drain
23	IA 2	944+50.00	944+50.00	LT	48.0	4.0	30.0						944+50.00	DR-306	3.2	0.2	Add outlet to existing drain
24	IA 2	956+00.00	956+00.00	LT	48.0	4.0	30.0						956+00.00	DR-306	3.2	0.2	Add outlet to existing drain
25	IA 2	964+50.00	964+50.00	LT	48.0	4.0	30.0						964+50.00	DR-306	3.2	0.2	Add outlet to existing drain
26	IA 2	975+50.00	975+50.00	LT	48.0	4.0	30.0						975+50.00	DR-306	3.2	0.2	Add outlet to existing drain
27	IA 2	987+00.00	987+00.00	LT	48.0	4.0	30.0						987+00.00	DR-306	3.2	0.2	Add outlet to existing drain
28	IA 2	992+00.00	992+00.00	LT	48.0	4.0	30.0						992+00.00	DR-306	3.2	0.2	Add outlet to existing drain
29	IA 2	997+00.00	997+00.00	LT	48.0	4.0	30.0						997+00.00	DR-306	3.2	0.2	Add outlet to existing drain
30	IA 2	1000+50.00	1000+50.00	LT	48.0	4.0	30.0						1000+50.00	DR-306	3.2	0.2	Add outlet to existing drain
31	IA 2	1004+50.00	1004+50.00	LT	48.0	4.0	30.0						1004+50.00	DR-306	3.2	0.2	Add outlet to existing drain
32	IA 2	1008+00.00	1008+00.00	LT	48.0	4.0	30.0						1008+00.00	DR-306	3.2	0.2	Add outlet to existing drain
33	IA 2	1011+00.00	1011+00.00	LT	48.0	4.0	30.0						1011+00.00	DR-306	3.2	0.2	Add outlet to existing drain
34	IA 2	1016+00.00	1016+00.00	LT	48.0	4.0	30.0						1016+00.00	DR-306	3.2	0.2	Add outlet to existing drain
35	IA 2	1020+00.00	1024+00.00	RT	42.0	4.0	430.0						1020+00.00	DR-306	39.8	0.2	
36	IA 2	1026+50.00	1026+50.00	RT	48.0	4.0	30.0						1026+50.00	DR-306	3.2	0.2	Add outlet to existing drain
37	IA 2	1032+00.00	1032+00.00	RT	48.0	4.0	30.0						1032+00.00	DR-306	3.2	0.2	Add outlet to existing drain
38	IA 2	1038+50.00	1038+50.00	RT	48.0	4.0	30.0						1038+50.00	DR-306	3.2	0.2	Add outlet to existing drain
39	IA 2	1049+50.00	1049+50.00	LT	48.0	4.0	30.0						1049+50.00	DR-306	3.2	0.2	Add outlet to existing drain
40	IA 2	1054+00.00	1057+00.00	LT	42.0	4.0	330.0						1054+00.00	DR-306	30.6	0.2	
41	IA 2	1057+00.00	1062+00.00	LT	42.0	4.0	560.0						1057+00.00	DR-306	51.9	0.2	
													1062+00.00	DR-306		0.2	
42	IA 2	1069+00.00	1075+50.00	LT	42.0	4.0	710.0						1069+00.00	DR-306	65.7	0.2	
													1075+50.00	DR-306		0.2	
43	IA 2	1075+50.00	1080+00.00	LT	42.0	4.0	510.0						1075+50.00	DR-306	47.2	0.2	
													1080+00.00	DR-306		0.2	
44	IA 2	1080+00.00	1085+00.00	LT	42.0	4.0	560.0						1080+00.00	DR-306	51.9	0.2	
													1085+00.00	DR-306		0.2	
45	IA 2	1085+00.00	1090+00.00	LT	42.0	4.0	560.0						1085+00.00	DR-306	51.9	0.2	
													1090+00.00	DR-306		0.2	
46	IA 2	1090+00.00	1095+00.00	LT	42.0	4.0	560.0						1090+00.00	DR-306	51.9	0.2	
													1095+00.00	DR-306		0.2	
47	IA 2	1095+00.00	1101+50.00	LT	42.0	4.0	710.0						1095+00.00	DR-306	65.7	0.2	
													1101+50.00	DR-306		0.2	
48	IA 2	1111+50.00	1115+00.00	RT	42.0	4.0	410.0						1111+50.00	DR-306	38.0	0.2	
													1115+00.00	DR-306		0.2	
49	IA 2	1118+00.00	1122+50.00	RT	42.0	4.0	510.0						1118+00.00	DR-306	47.2	0.2	
													1122+50.00	DR-306		0.2	
50	IA 2	1122+50.00	1124+50.00	RT	42.0	4.0	260.0						1122+50.00	DR-306	24.1	0.2	
													1124+50.00	DR-306		0.2	
51	IA 2	1131+50.00	1138+50.00	RT	42.0	4.0	760.0						1131+50.00	DR-306	70.4	0.2	
													1138+50.00	DR-306		0.2	
52	IA 2	1148+00.00	1148+00.00	LT	48.0	4.0	30.0						1148+00.00	DR-306	3.2	0.2	Add outlet to existing drain
													1148+00.00	DR-306		0.2	
53	IA 2	1208+50.00	1208+50.00	LT	48.0	4.0	30.0						1208+50.00	DR-306	3.2	0.2	Add outlet to existing drain
54	IA 2	1213+50.00	1213+50.00	LT	48.0	4.0	30.0						1213+50.00	DR-306	3.2	0.2	Add outlet to existing drain
55	IA 2	1221+00.00	1221+00.00	LT	48.0	4.0	30.0						1221+00.00	DR-306	3.2	0.2	Add outlet to existing drain
56	IA 2	1237+00.00	1237+00.00	LT	48.0	4.0	30.0						1237+00.00	DR-306	3.2	0.2	Add outlet to existing drain
57	IA 2	1245+00.00	1245+00.00	LT	48.0	4.0	30.0						1245+00.00	DR-306	3.2	0.2	Add outlet to existing drain
58	IA 2	1255+00.00	1255+00.00	LT	48.0	4.0	30.0						1255+00.00	DR-306	3.2	0.2	Add outlet to existing drain
59	IA 2	1268+00.00	1273+00.00	LT	42.0	4.0	530.0						1268+00.00	DR-306	49.1	0.2	
60	IA 2	1273+00.00	1276+50.00	LT	42.0	4.0	410.0						1273+00.00	DR-306	38.0	0.2	
													1276+50.00	DR-306		0.2	
61	IA 2	1276+50.00	1279+50.00	LT	42.0	4.0	360.0						1276+50.00	DR-306	33.3	0.2	
													1279+50.00	DR-306		0.2	
62	IA 2	1285+00.00	1285+00.00	RT	48.0	4.0	30.0						1285+00.00	DR-306	3.2	0.2	Add outlet to existing drain

Revised 02/20/2020

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

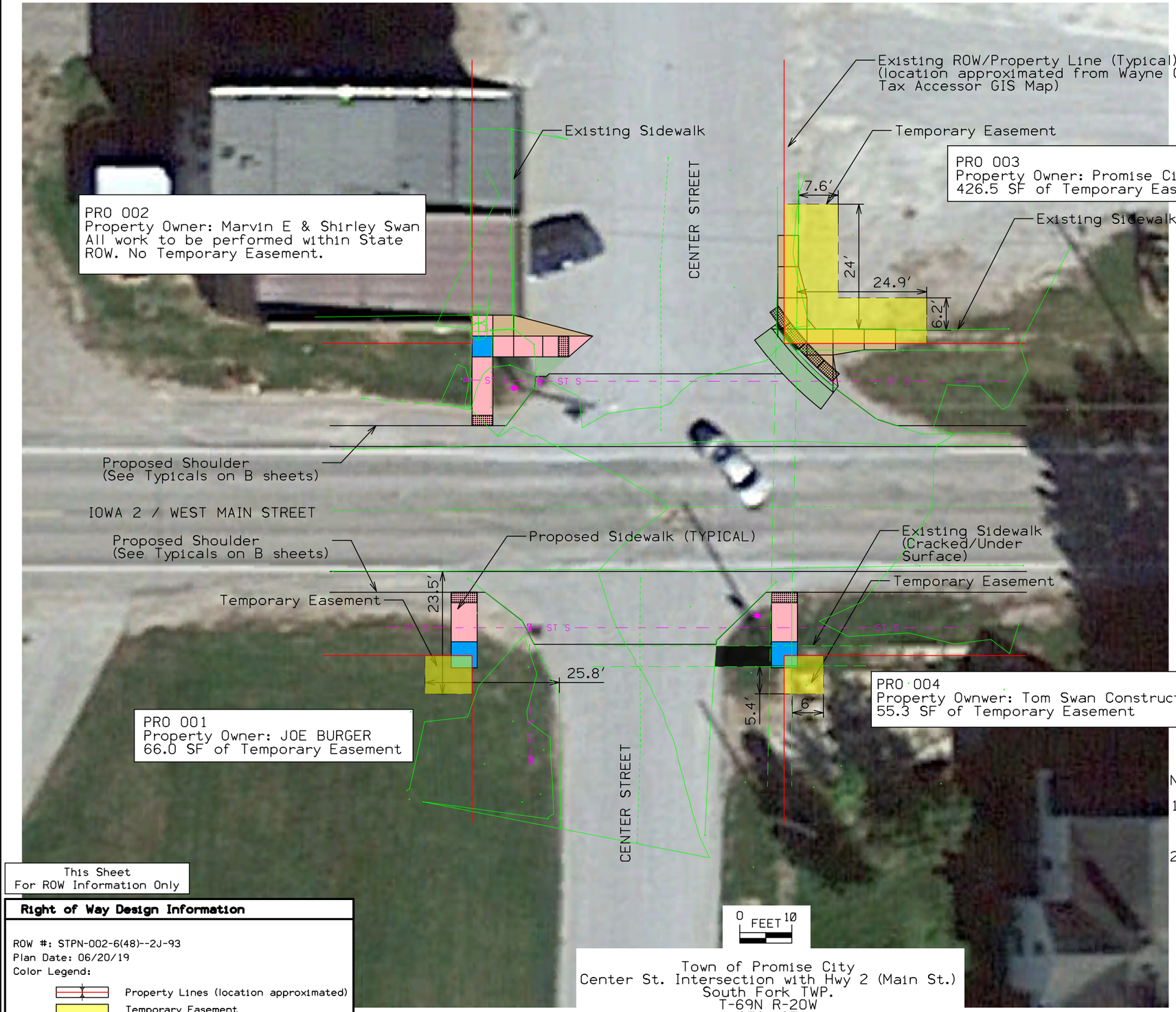
Refer to Soils Sheets

* Not a bid item. Bridge berm quantities assume a trench depth of 24 inches.

Location					Longitudinal Subdrain (DR-303)							Subdrain Outlet				
Line No.	Road or Lane Identification	Station to Station		Side	Depth (D)	Shoulder		Backslope		Bridge Berm (EW-203 or EW-204)			DR-303, DR-305 or DR-306		Porous* Backfill	Class "A"* Crushed Stone	Remarks
						Size	Length	Size	Length	Standard Road Plan and Type	Size	Length	Station	Standard Road Plan and Type			
					IN	IN	FT	IN	FT		IN	FT			CY	CY	
													1285+00.00	DR-306		0.2	
63	IA 2	1290+00.00	1290+00.00	RT	48.0	4.0	30.0						1290+00.00	DR-306	3.2	0.2	Add outlet to existing drain
64	IA 2	746+51.00	748+77.00	RT	66.0	4.0	246.0						747+64.00	DR-306	30.0	0.2	install on bench for foreslope slide repair site 1
65	IA 2	746+60.00	748+80.00	LT	66.0	4.0	250.0						747+70.00	DR-306	30.4	0.2	install on upper bench for forelope slide repair site 5
66	IA 2	746+60.00	748+80.00	LT	66.0	4.0	250.0						747+75.00	DR-306	30.4	0.2	install on lower bench for foreslope slide repair site 5
Totals							11536.0		0.0					DR-306 = 82	1108.7	16.6	

NOTE: ALL LONGITUDINAL SUBDRAINS ARE TYPE 7 WITH PCC UNLESS OTHERWISE NOTED IN REMARKS COLUMN.

NOTE: ALL LONGITUDINAL SUBDRAINS MAY BE ADJUSTED BOTH VERTICALLY AND HORIZONTALLY IN FIELD AS NECESSARY.



IOWA 2 / WEST MAIN STREET

NOTES:

1. Refer to S-Sheets for sidewalk design and additional notes regarding existing and proposed conditions.
2. Dimensions to Temporary Easements are measured from back of existing sidewalk at NEC and SEC and from edge of existing pavement at SWC.

This Sheet
For ROW Information Only

Right of Way Design Information

ROW #: STPN-002-6(48)--2J-93
Plan Date: 06/20/19
Color Legend:

Property Lines (location approximated)
Temporary Easement

Town of Promise City
Center St. Intersection with Hwy 2 (Main St.)
South Fork TWP.
T-69N R-20W
SEC. 27

FILE NO. --	ENGLISH	DESIGN TEAM HOLST \ BAHR \ CAMPBELL	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER H.1

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108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. Through traffic shall be maintained at all times.

2. Access to all properties shall be maintained at all times.

3. Work shall be prohibited on the following dates:
   Wayne County Fair: July 28 - August 3, 2020
   Corydon Old Settlers Fair: August 12-16, 2020

108-26A
08-01-08

STAGING NOTES

Sequence of Construction:
1. Clearing and Grubbing
2. Drainage repairs and ditch reshaping
3. Patching
4. Hot In-Place Recycling
5. Scarification at turn lanes
6. Base Widening
7. County side road base
8. HMA resurfacing
9. EF joint, finish patching
10. Pavement markings
11. Sidewalks ramps
12. Rumble strips

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
			No restrictons anticipated.									

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

113-2
04-16-13

PEDESTRIAN PATH CLOSURES

Refer to TC-601.

*Assumes 6 foot wide barricade.
Closures may need to be removed and re-established.

Location	Side	Type III Barricades* No.	Remarks
Iowa 2 and Center Street	NWC	1	
Iowa 2 and Center Street	NEC	2	
Iowa 2 and Center Street	SWC	0	
Iowa 2 and Center Street	SEC	2	
	TOTAL	5	Barricades are Incidental to Traffic Control

Slide Repair - IA Route 2, Site 1

On the right (south) foreslope of IA Route 2, from approximate Station 746+51 to Station 748+77, bench and rebuild the foreslope to pre-existing conditions (approximate 2.5:1 slope) using suitable Class 10 cohesive embankment. Refer to the Typical Section provided below.

The surficial 12 inches of the material on the foreslope shall be stripped, stockpiled and re-used to topsoil the site. Eight (8) inches of topsoil shall be placed on the rebuilt foreslope.

The repair shall start at the toe of the existing foreslope and then extend up-slope to the outside edge of the gravel shoulder.

If necessary, the repair shall extend around the inlet of the existing 2' x 3' RCB located near Station 748+77.

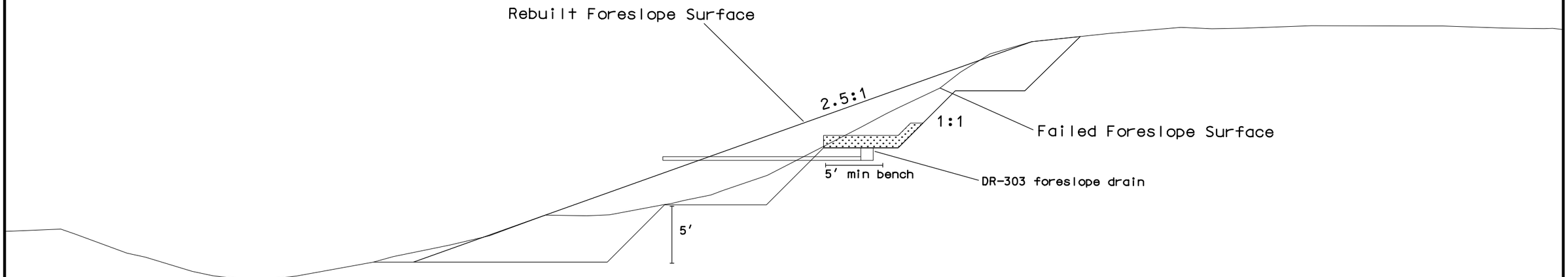
Install a DR-303 foreslope drain on the bench at mid-slope. (See Tab 104-9 for details.)

Benches shall extend a minimum of 5 feet into the undisturbed foreslope.

The rebuilt foreslope shall blend into the existing foreslope to the east and west, immediately adjacent to the repair.

Actual limits of the repair will depend on the conditions at the time of construction.

Typical Section (not to scale)



FILE NO.	ENGLISH	DESIGN TEAM MEGIVERN\DELL\MOYLE	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER Q.1

1:13:03 PM 9/24/2019 gmoyle pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Soils\93002046_q1.sht

Slide Repair - IA Route 2, Sites 2, 3 and 4

At the three (3) sites referenced directly below (identified as Sites 2, 3 and 4), bench and rebuild the foreslope to pre-existing conditions (approximate 2:1 slope) using Erosion Stone underlain with Engineering Fabric. Refer to the Typical Section provided below.

Site 2 - IA Route 2, Left (North) Foreslope, Station 1243+24 to Station 1244+17 (western limits of previous slide repair)

Site 3 - IA Route 2, Left (North) Foreslope, Station 1245+78 (eastern limits of previous slide repair) to Station 1246+80

Site 4 - IA Route 2, Right (South) Foreslope, Station 1243+09 to Station 1243+81 (western limits of previous slide repair)

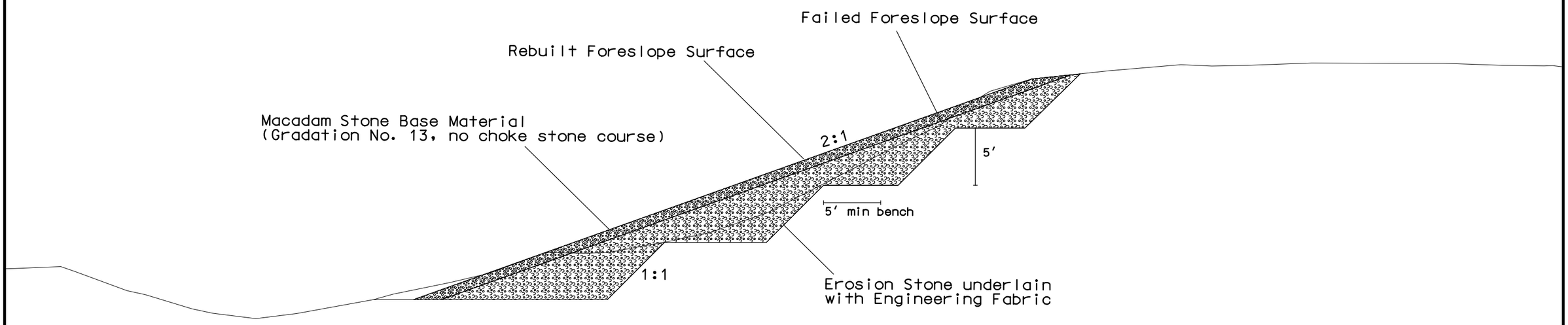
Benches shall extend a minimum of 5 feet into the undisturbed foreslope.

The repair shall start at the toe of the existing foreslope and then extend up to within 2 feet of the outside edge of the gravel shoulder.

The Erosion Stone shall be capped with a 1-foot thick layer of Macadam Stone Base Material (Gradation No. 13, no choke stone course).

Actual limits of the repair will depend on the conditions at the time of construction.

Typical Section (not to scale)



FILE NO.	ENGLISH	DESIGN TEAM MEGIVERN\DELL\MOYLE	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER Q.2

1:13:02 PM 9/24/2019 gmoyle pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Soils\93002046_q1.sht

Slide Repair - IA Route 2, Site 5

On the left (north) foreslope of IA Route 2, from approximate Station 746+60 to Station 748+80, bench and rebuild the foreslope to pre-existing conditions (approximate 2.5:1 slope) using suitable Class 10 cohesive embankment. Refer to the Typical Section provided below.

The surficial 12 inches of the material on the foreslope shall be stripped, stockpiled and re-used to topsoil the site. Eight (8) inches of topsoil shall be placed on the rebuilt foreslope.

The repair shall start at the toe of the existing foreslope and then extend up-slope to the outside edge of the gravel shoulder.

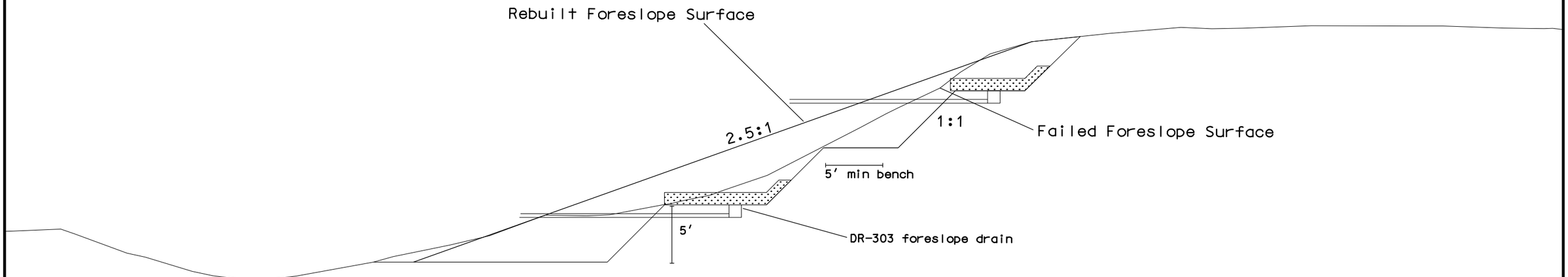
Install a DR-303 foreslope drain on the bench at mid-slope. (See Tab 104-9 for details.)

Benches shall extend a minimum of 5 feet into the undisturbed foreslope.

The rebuilt foreslope shall blend into the existing foreslope to the east and west, immediately adjacent to the repair.

Actual limits of the repair will depend on the conditions at the time of construction.

Typical Section (not to scale)



FILE NO.	ENGLISH	DESIGN TEAM MEGIVERN\DELL\MOYLE	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER Q.3

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Changed by Addenda

100-1A
07-15-97

ESTIMATED PROJECT QUANTITIES
(1 DIVISION PROJECT)

Item No.	Item Code	Item	Unit	Total	As Built Qty.
1	2602-0000020	SILT FENCE	LF	200.0	
2	2602-0000030	SILT FENCE FOR DITCH CHECKS	LF	200.0	
3	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	400.0	
4	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	40.0	
5	2602-0000150	STABILIZED CONSTRUCTION ENTRANCE, EC-303	LF	200.0	
6	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	250.0	
7	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN. DIA.	LF	12,900.0	
8	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE	LF	13,050.0	
9	2602-0000500	OPEN-THROAT CURB INTAKE SEDIMENT FILTER, EC-602	LF	39.0	
10	2602-0000510	MAINTENANCE OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER	EACH	13	
11	2602-0000520	REMOVAL OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER	EACH	13	
12	2602-0000530	GRATE INTAKE SEDIMENT FILTER BAG	EACH	9	
13	2602-0000540	MAINTENANCE OF GRATE INTAKE SEDIMENT FILTER BAG	EACH	9	
14	2602-0000550	REMOVAL OF GRATE INTAKE SEDIMENT FILTER BAG	EACH	9	
15	2602-0010010	MOBILIZATIONS, EROSION CONTROL	EACH	1	
16	2602-0010020	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	1	

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
1	**2602-0000020**	**SILT FENCE**
		Refer to Standard Road Plan EC-201.
		Silt Fence" included to address erosion to be encountered during construction. Verify the
		specific locations with the Engineer prior to beginning placement.
-	-	-
2	**2602-0000030**	**SILT FENCE FOR DITCH CHECKS**
		Refer to Standard Road Plan EC-201.
		Silt Fence for Ditch Checks" included to address erosion to be encountered during construction. Verify the
		specific locations with the Engineer prior to beginning placement.
-	-	-
3	**2602-0000071**	**REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS**
		This item is included for silt fence and silt fence for ditch check removal required for
		staging reasons, removal to allow for replacement (replacement to be paid separately),
		or for areas that have achieved 70% permanent growth.
-	-	-
4	**2602-0000101**	**MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK**
		This item is included for clean-out and repair of the silt fence and silt fence for ditch
		checks during the project.
-	-	-
5	**2602-0000150**	**STABILIZED CONSTRUCTION ENTRANCE, EC-303**
		Refer to Standard Road Plan EC-303.
		Verify specific locations with the Engineer prior to beginning placement.
-	-	-
6	**2602-0000312**	**PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.**
		Item is included for temporary perimeter sediment control, inlet protection, and water
		velocity reduction on slopes or ditches at locations to be determined during construction.
		Verify specific locations with the Engineer prior to beginning placement.
		Use Perimeter and Slope Sediment Control Devices fabricated using wood excelsior.
		Extra footage has been added to compensate for Open-Throat Curb Intake sediment Filters
		that are located in areas where pavement patching will occur beyond the scope of the
		plan maps.
-	-	-

LANDSCAPE DESIGN

STATE OF IOWA
Seana K. Godbold
LANDSCAPE ARCHITECT
NO. 508
PROFESSIONAL LANDSCAPE ARCHITECT

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature — Date: 12/2/2019

Seana K. Godbold
Printed or Typed Name

My license renewal date is December 31, 20___

Pages or sheets covered by this seal: RC.1 - 5; RR.1 - 27; RU.1 - 2

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
7	2602-0000320	**PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN. DIA.**
		Refer to Tab. 100-19. Refer to Standard Road Plan EC-204.
		The tabulation includes estimated locations for placement of "Perimeter and Slope Sediment
		Control Device, 20 in. dia." to address erosion to be encountered during construction.
		Verify the specific locations with the Engineer prior to beginning placement. Bid item
		includes 25% additional quantity for field adjustments and replacements.
		Use Perimeter and Slope Sediment Control Devices fabricated using wood excelsior.
		Refer to RU.1 and RU.2 sheets for Perimeter and Slope Sediment Control Device layout
		for both Type A and Type B.
		Extra footage has been added to compensate for Open-Throat Curb Intake sediment Filters
		that are located in areas where pavement patching will occur beyond the scope of the
		plan maps.
-	-	-
8	2602-0000350	**REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE**
		Item is included for the removal of all perimeter and slope protection devices.
		All material will become the property of the Contractor and shall be removed within 24 hours.
-	-	-
9	2602-0000500	**OPEN-THROAT CURB INTAKE SEDIMENT FILTER, EC-602**
		Refer to Tab. 100-36 for locations. Refer to Standard Road Plan EC-602.
		Item included to address erosion and inlet protection of curb intakes within
		city limits. Verify specific locations with the Engineer prior to beginning placement.
-	-	-
10	2602-0000510	**MAINTENANCE OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER**
		- -
-	-	-
11	2602-0000520	**REMOVAL OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER**
		- -
-	-	-
12	2602-0000530	**GRATE INTAKE SEDIMENT FILTER BAG**
		Refer to Tab. 100-37 for locations.
		Item included to address erosion and inlet protection of intakes within
		city limits. Verify specific locations with the Engineer prior to
		beginning placement.
-	-	-
13	2602-0000540	**MAINTENANCE OF GRATE INTAKE SEDIMENT FILTER BAG**
		- -
-	-	-
14	2602-0000550	**REMOVAL OF GRATE INTAKE SEDIMENT FILTER BAG**
		- -
-	-	-
15	2602-0010010	**MOBILIZATIONS, EROSION CONTROL**
		- -
-	-	-
16	2602-0010020	**MOBILIZATIONS, EMERGENCY EROSION CONTROL**
		- -
-	-	-

105-4
10-18-11

STANDARD ROAD PLANS

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

Number	Date	Title
EC-201	10-15-19	Silt Fence
EC-204	04-18-17	Perimeter and Slope Sediment Control Devices
EC-303	04-16-19	Stabilized Construction Entrance
EC-502	04-21-15	Seeding in Rural Areas
EC-602	10-16-18	Open-Throat Curb Intake Sediment Filter

111-25
10-18-11

INDEX OF TABULATIONS

Tabulation	Tabulation Title	Sheet No.
RC Sheets		
100-1A	ESTIMATED PROJECT QUANTITIES (1 DIVISION PROJECT)	RC.1
100-4A	ESTIMATE REFERENCE INFORMATION	RC.1 - RC.2
100-19	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE	RC.3
100-36	OPEN-THROAT CURB INTAKE SEDIMENT FILTER	RC.3
100-37	GRATE INTAKE SEDIMENT FILTER BAG	RC.3
105-4	STANDARD ROAD PLANS	RC.2
110-12	POLLUTION PREVENTION PLAN	RC.4 - RC.5

232-11
04-16-19

EROSION CONTROL (STABILIZING CROP SEEDING)

If outside of permanent seeding dates in Section 2601 of the Standard Specifications, or if required by a storm water permit, place stabilizing crop, fertilizer, and mulch on the disturbed area as follows:

Place seed and fertilize according to the requirements of Article 2601.03,C,1 and Section 4169 of the Standard Specifications.

Place mulch according to the requirements of Articles 2601.03,E,2,a and 4169.07,A of the Standard Specifications.

Preparing the seedbed, furnishing and applying seed, fertilizer, and mulch are incidental to mobilization and will not be paid for separately.

232-3B
04-16-19

EROSION CONTROL (URBAN SEEDING)

Following the completion of work in a disturbed area and according to the seeding dates in Section 2601 of the Standard Specifications, place seed, fertilizer, and mulch on the disturbed area as follows:

Place seed and fertilize according to the requirements of Article 2601.03,C,4 and Section 4169 of the Standard Specifications.

Place mulch according to the requirements of Articles 2601.03,E,2,a and 4169.07,A of the Standard Specifications.

Preparing the seedbed, furnishing and applying seed, fertilizer, and mulch are incidental to mobilization and will not be paid for separately.

232-3A
04-16-19

EROSION CONTROL (RURAL SEEDING)

Following the completion of work in a disturbed area and according to the seeding dates in Section 2601 of the Standard Specifications, place seed, fertilizer, and mulch on the disturbed area lying 8 feet adjacent to shoulder and median as follows:

Place seed and fertilize according to the requirements of Article 2601.03,C,3 and Section 4169 of the Standard Specifications.

Place mulch according to the requirements of Articles 2601.03,E,2,a and 4169.07,A of the Standard Specifications.

Preparing the seedbed, furnishing and applying seed, fertilizer, and mulch are all incidental to mobilization and will not be paid for separately.

281-1
10-18-16

SECTION 404 PERMIT AND CONDITIONS

Construct this project according to the requirements of U.S. Army Corps of Engineers Nationwide, Permit No. 3. A copy of this permit is available from the Iowa DOT website (http://www.envpermits.iowadot.gov/). The U.S. Army Corps of Engineers reserves the right to visit the site without prior notice.

281-3
10-17-17

STORM WATER BEST MANAGEMENT PRACTICES

Storm water storage volumes were not calculated for this project. The following best management practices are used in place of storm water detention:
Undisturbed foreslopes and ditches will act as vegetated buffers.
Silt fence is placed downstream of disturbed areas in ditches where drainage leaves the ROW and at roadway culverts.

100-19
04-19-16

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE

Possible Standards: EC-204

Location			Length of Installation			Remarks
Begin Station	End Station	Side	9 inch Dia	12 inch Dia	20 inch Dia	
			LF	LF	LF	
708+61.30		Lt			140.0	Type A
715+01.80		Rt			140.0	Type A
715+82.20		Rt			140.0	Type A
718+51.20		Rt			140.0	Type A
729+35.00		Rt			140.0	Type A
736+64.10		Rt			140.0	Type A
749+13.00		Lt			140.0	Type A
754+07.00		Lt			140.0	Type A
761+75.00	763+25.00	Lt			150.0	Perimeter
761+75.00	763+25.00	Lt			150.0	Perimeter
770+25.00		Rt			240.0	Type B
781+00.00	782+00.00	Lt			100.0	Perimeter
781+00.00	782+00.00	Lt			100.0	Perimeter
792+24.10		Lt			140.0	Type A
823+37.50		Rt			140.0	Type A
832+24.00		Lt			140.0	Type A
838+85.70		Lt			140.0	Type A
844+85.50		Lt			140.0	Type A
851+81.30		Lt			140.0	Type A
864+79.20		Lt			140.0	Type A
873+45.70		Lt			140.0	Type A
878+07.30		Lt			140.0	Type A
883+69.70		Lt			140.0	Type A
887+93.30		Lt			140.0	Type A
894+07.30		Lt			140.0	Type A
899+00.70		Lt			140.0	Type A
914+26.60		Lt			140.0	Type A
918+14.40		Lt			140.0	Type A
1925+00.00		Rt			240.0	Type B
1935+28.00		Rt			140.0	Type A
1939+50.00		Rt			140.0	Type A
1943+32.00		Rt			140.0	Type A
1951+00.00		Rt			140.0	Type A
1960+17.00		Rt			140.0	Type A
1979+53.00		Both			100.0	Perimeter
1979+63.00		Both			100.0	Perimeter
1998+00.00		Both			100.0	Perimeter
1998+10.00		Both			100.0	Perimeter
1993+34.00		Lt			240.0	Type B
1999+40.00		Lt			140.0	Type A
2005+20.00		Lt			140.0	Type A
2021+30.00		Lt			140.0	Type A
2024+20.00		Lt			140.0	Type A
2027+30.00		Lt			140.0	Type A
2040+82.00		Lt			140.0	Type A
2040+82.00		Rt			140.0	Type A
1068+45.50		Rt			140.0	Type A
1075+44.00		Rt			140.0	Type A
1090+42.00		Rt			140.0	Type A
1102+35.00		Rt			140.0	Type A
1102+35.00		Lt			140.0	Type A
1107+28.00		Lt			240.0	Type B
1128+04.60		Lt			140.0	Type A
1144+05.00		Rt			140.0	Type A
1154+64.20		Rt			140.0	Type A
1175+85.70		Rt			240.0	Type B
1195+01.80		Rt			140.0	Type A
1200+96.80		Rt			140.0	Type A
1208+75.20		Rt			140.0	Type A
1225+73.70		Rt			240.0	Type B
1232+45.20		Rt			140.0	Type A
1234+14.50		Lt			140.0	Type A
1244+75.40		Rt			240.0	Type B
1250+59.90		Rt			140.0	Type A
1261+35.00		Rt			140.0	Type A
1265+19.90		Rt			140.0	Type A
1267+98.70		Rt			140.0	Type A
1297+60.30		Lt			140.0	Type A
1305+34.00		Rt			140.0	Type A
1310+21.10		Rt			140.0	Type A
PSSCD Tab Totals:					**10280.0**	
PSSCD Bid Totals:					**12850.0**	**125% of Tab Total**
PSSCD Removal Totals:					**12850.0**	**100% of Bid Total**

100-36
10-16-18

OPEN-THROAT CURB INTAKE SEDIMENT FILTER

Possible Standard: EC-602

Location Station	Side	Installation	Maintenance	Removal	Remarks
		LF	EACH	EACH	
687+62.65	Lt	3.0	1	1	
691+57.00	Lt	3.0	1	1	
691+57.00	Rt	3.0	1	1	
693+03.00	Lt	3.0	1	1	
693+15.00	Rt	3.0	1	1	
695+88.00	Lt	3.0	1	1	
965+88.00	Rt	3.0	1	1	
701+10.00	Lt	3.0	1	1	
701+10.00	Rt	3.0	1	1	
703+68.00	Lt	3.0	1	1	
703+68.00	Rt	3.0	1	1	
706+00.00	Rt	3.0	1	1	
706+50.00	Lt	3.0	1	1	
Totals		**39.0**	**13**	**13**	

100-37
04-18-17

GRATE INTAKE SEDIMENT FILTER BAG

Possible Detail: 570-7

Location Station	Side	Installation	Maintenance	Removal	Remarks
		EACH	EACH	EACH	
696+00.00	Lt	1	1	1	
701+60.00	Lt	1	1	1	
701+70.00	Rt	1	1	1	
1167+75.00	Lt	1	1	1	
1167+75.00	Rt	1	1	1	
1170+25.00	Lt	1	1	1	
1172+69.00	Lt	1	1	1	
1172+69.00	Rt	1	1	1	
1175+85.70	Lt	1	1	1	
Totals		**9**	**9**	**9**	

POLLUTION PREVENTION PLAN

This project is regulated by the requirements of the Iowa Department of Natural Resources (DNR) National Pollutant Discharge Elimination System (NPDES) General Permit No. 2 OR an Iowa Department of Natural Resources (DNR) National Pollutant Discharge Elimination System (NPDES) individual storm water permit. The Contractor shall carry out the terms and conditions of this permit and the Pollution Prevention Plan (PPP).

This Base PPP includes information on Roles and Responsibilities, Project Site Description, Controls, Maintenance Procedures, Inspection Requirements, Non-Storm Water Controls, Potential Sources of Off Right-of-Way Pollution, and Definitions. This plan references other documents rather than repeating the information contained in the documents. A copy of this Base Pollution Prevention Plan, amended as needed per plan revisions or by contract modification, will be readily available for review.

All contractors shall conduct their operations in a manner that controls pollutants, minimizes erosion, and prevents sediments from entering waters of the state and leaving the highway right-of-way. The prime contractor shall be responsible for compliance and implementation of the PPP for their entire contract. This responsibility shall be further shared with subcontractors whose work is a source of potential pollution as defined in this PPP.

I. ROLES AND RESPONSIBILITES

A. Designer:
1. Prepares Base PPP included in the project plan.
2. Prepares Notice of Intent (NOI) submitted to Iowa DNR.
3. Is signature authority on the Base PPP.

B. Contractor:
1. Signs a co-permittee certification statement adhering to the requirements of the NPDES permit and this PPP. All co-permittees are legally required under the Clean Water Act and the Iowa Administrative Code to ensure compliance with the terms and conditions of this PPP.
2. Designates a Water Pollution Control Manager (WPCM), who has the duties and responsibilities as defined in Section 2602 of the Standard Specifications.
3. Submits an Erosion Control Implementation Plan (ECIP) and ECIP updates according to Section 2602 of the Standard Specifications.
4. Installs and maintains appropriate controls. This work may be subcontracted.
5. Supervises and implements good housekeeping practices.
6. Conducts joint required inspections of the site with inspection staff. When Contractor is not mobilized on site, Contractor may delegate this responsibility to a trained or certified subcontractor. Contracting Authority also may waive joint inspection requirement during winter shutdown. In both circumstances, WPCM (or trained or certified delegate from the Contractor) is still responsible to review and sign inspection reports.
7. Complies with training and certification requirements of Section 2602 of the Standard Specifications.

C. Subcontractors:
1. Sign a co-permittee certification statement adhering to the requirements of the NPDES permit and this PPP if responsible for sediment or erosion controls or involved in land disturbing activities. All co-permittees are legally required under the Clean Water Act and the Iowa Administrative Code to ensure compliance with the terms and conditions of this PPP.
2. Implement good housekeeping practices.

D. RCE/Project Engineer:
1. Is Project Storm Water Manager.
2. On projects where DOT is the Contracting Authority, is current with erosion control training or certification.
3. Takes actions necessary to ensure compliance with storm water requirements including, where appropriate, issuing stop work orders, and directing additional inspections at construction project sites that are experiencing problems with achieving permit compliance.
4. Orders the taking of measures to cease, correct, prevent, or minimize the consequences of non-compliance with the storm water requirements of the Applicable Permit.
5. Supervises all work necessary to meet storm water requirements at the Project, including work performed by contractors and subcontractors.
6. Requires employees, contractors, and subcontractors to take appropriate responsive action to comply with storm water requirements, including requiring any such person to cease or correct a violation of storm water requirements, and to order or recommend such other actions as necessary to meet storm water requirements.
7. Is familiar with the Project PPP and storm water site map.
8. On projects where DOT is Contracting Authority, is responsible for monitoring inspection reports on a monthly basis, to determine whether deficiencies identified in inspection reports were adequately and timely addressed, and if not, has the authority and responsibility to direct immediate actions to correct the deficiencies.
9. Is the point of contact for the Project for regulatory officials, Inspector, contractors, and subcontractors regarding storm water requirements.
10. Is signature authority on Notice of Discontinuation.

E. Inspector:
1. Updates PPP whenever there is a change in design, construction, operation, or maintenance which has a significant effect on the discharge of pollutants from the project.
2. Maintains an up-to-date record that identifies contractors and subcontractors as co-permittees.
3. Makes these plans available to the DNR upon their request.
4. Conducts joint required inspections of the site with the contractor/subcontractor.
5. Completes an inspection report after each inspection.
6. Is signature authority on storm water inspection reports.

II. PROJECT SITE DESCRIPTION

A. This Pollution Prevention Plan (PPP) is for the construction of a resurfacing and shoulder work on Highway 2 in Wayne County.

B. This PPP covers approximately 181 acres with an estimated 27.33 acres being disturbed. The portion of the PPP covered by this contract has 27.33 acres disturbed.

C. The PPP is located in an area of Seymour - Edina - Clarinda soil association.
The estimated weighted average runoff coefficient number for this PPP after completion will be 0.49.

D. Storm Water Site Map is located in the R sheets. Proposed slopes are shown in cross sections, details, or standard road plans. Supplemental information is located in the Tabulations in the C or CE sheets.

E. The base storm water site map is amended by contract modifications and progress payments (fieldbook entries) of completed erosion control work. Also, due to project phasing, erosion and sediment controls shown on project plans may not be installed until needed, based on site conditions. For example, silt fence ditch checks will typically not be installed until the ditch has been installed. Installed locations may also be modified from tabulation locations by field staff. Installed locations will be documented by fieldbook entries.

F. Runoff from this work will flow into Walnut Creek, Jackson Creek then into the South Fork Chariton River.

110-12
04-16-19

POLLUTION PREVENTION PLAN

III. CONTROLS

A. The Contractor’s ECIP specified in Article 2602.03 of the Standard Specifications for accomplishment of storm water controls should clearly describe the intended sequence of major activities, and for each activity define the control measure and the timing during the construction process that the measure will be implemented.

B. Preserve vegetation in areas not needed for construction.

C. Sections 2601 and 2602 of the Standard Specifications define requirements to implement erosion and sediment control measures. Actual quantities used and installed locations may vary from the Base PPP and amendment of the plan will be documented via fieldbook entries or by contract modification. Additional erosion and sediment control items may be required as determined by the inspector and/or contractor during storm water monitoring inspections. If the work involved is not applicable to any contract items, the work will be paid for according to Article 1109.03 paragraph B of the Standard Specifications.

1. EROSION AND SEDIMENT CONTROLS

a. Stabilization Practices
1) Site plans will ensure that existing vegetation or natural buffers are preserved where attainable and disturbed portions of the site will be stabilized.
2) Initialize stabilization of disturbed areas immediately after clearing, grading, excavating, or other earth disturbing activities have:
a) Permanently ceased on any portion of the site, or
b) Temporarily ceased on any portion of the site and will not resume for a period exceeding 14 calendar days.
3) Staged permanent and/or temporary stabilizing seeding and mulching shall be completed as the disturbed areas are completed. Incomplete areas shall be stabilized according to paragraph III, C, 1, a, 2, b above.
4) Permanent and Temporary Stabilization practices to be used for this project are located in the storm water site map (when included), Estimated Project Quantities (100-0A, 100-1A, or 100-1C), and Estimate Reference Information (100-4A) located in the C sheets. Typical drawings detailing construction of the practices to be used on this project are referenced in the Standard Road Plans Tabulation (105-4) in the C sheets.
5) Preservation of existing vegetation within right-of-way or easements will act as vegetative buffer strips.
6) Preservation of topsoil: Bid items to be used for this project are located in the Estimated Project Quantities (100-0A, 100-1A, or 100-1C) and Estimate Reference Information (100-4A) located in the C sheets. Additional information may be found in the Tabulations in the C or T Tabulation sheets, or is referenced in Section 2105 of the Standard Specifications.

b. Structural Practices
1) Structural practices will be implemented to divert flows from exposed soils and detain or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Additionally, structural practices may include: silt basins that provide 3600 cubic feet of storage per acre drained or equivalent sediment controls, outlet structures that withdraw water from surface when discharging basins, and controls to direct storm water to vegetated areas.
2) Structural practices to be used for this project are located in the storm water site map (when included), Estimated Project Quantities (100-0A, 100-1A, or 100-1C), and Estimate Reference Information (100-4A) located in the C sheets, as well as all other item specific Tabulations. Typical drawings detailing construction of the devices to be used on this project can be found on the B sheets or are referenced in the Standard Road Plans Tabulation (105-4) located in the C sheets.

c. Storm Water Management
1) Measures shall be installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been completed. This may include velocity dissipation devices at discharge locations and along length of outfall channel as necessary to provide a non-erosion velocity flow from structure to water course. If included with this project, these items are located in the storm water site map (when included) and Estimated Project Quantities (100-0A, 100-1A, or 100-1C) and Estimate Reference Information (100-4A) located in the C sheets, as well as all other item specific Tabulations. Typical drawings detailing construction of the practices to be used on this project are referenced in the Standard Road Plans Tabulation. The installation of these devices may be subject to Section 404 of the Clean Water Act.

2. OTHER CONTROLS

a. Contractor disposal of unused construction materials and construction material wastes shall comply with applicable state and local waste disposal, sanitary sewer, or septic system regulations. In the event of a conflict with other governmental laws, rules and regulations, the more restrictive laws, rules or regulations shall apply.
1) Vehicle Entrances and Exits - Construct and maintain entrances and exits to prevent tracking of sediments onto roadways.
2) Material Delivery, Storage and Use - Implement practices to prevent discharge of construction materials during delivery, storage, and use.
3) Stockpile Management - Install controls to reduce or eliminate pollution of storm water from stockpiles of soil and paving.
4) Waste Disposal - Do not discharge any materials, including building materials, into waters of the state, except as authorized by a Section 404 permit.
5) Spill Prevention and Control - Implement chemical spill and leak prevention and response procedures to contain and clean-up spills and prevent material discharges to the storm drain system and waters of the state.
6) Concrete Residuals and Washout Wastes - Waste shall not be discharged to a surface water and is not allowed to adversely affect a water of the state. Designate temporary concrete washout facilities for rinsing out concrete trucks. Provide directions to truck drivers where designated washout facilities are located. Designated washout areas should be located at least 50 feet away from storm drains, streams or other water bodies. Care should be taken to ensure these facilities do not overflow during storm events.
7) Concrete Grooving/Grinding Slurry – Do not discharge slurry to a waterbody or storm drain. Slurry may be applied on foreslopes or removed from the project.
8) Vehicle and Equipment Storage and Maintenance Areas - Perform on site fueling and maintenance in accordance with all environment laws such as proper storage of onsite fuels and proper disposal of used engine oil or other fluids on site. Employ washing practices that prevent contamination of surface and ground water from wash water. Wash waters must be treated in a sediment basin or alternative control that provides equivalent or better treatment prior to discharge.
9) Litter Management - Ensure employees properly dispose of litter. Minimize exposure of trash if exposure to precipitation or storm water would result in a discharge of pollutants.
10) Dewatering – Properly treat water to remove suspended sediment before it re-enters a waterbody or discharges off-site. Measures are also to be taken to prevent scour erosion at dewatering discharge point.

3. APPROVED STATE OR LOCAL PLANS
During the course of this construction, it is possible that situations will arise where unknown materials will be encountered. When such situations are encountered, they will be handled according to all federal, state, and local regulations in effect at the time.

IV. MAINTENANCE PROCEDURES

The Contractor is required to maintain all temporary erosion and sediment control measures in proper working order, including cleaning, repairing, or replacing them throughout the contract period. This shall begin when the features have lost 50% of their capacity.

POLLUTION PREVENTION PLAN

V. INSPECTION REQUIREMENTS

A. Inspections shall be made jointly by the Contractor and the Contracting Authority at least once every seven calendar days. Storm water monitoring inspections will include:
   1. Date of the inspection.
   2. Summary of the scope of the inspection.
   3. Name and qualifications of the personnel making the inspection.
   5. Review of erosion and sediment control measures within disturbed areas for the effectiveness in preventing impacts to receiving waters.
   6. Major observations related to the implementation of the PPP.
   7. Identification of corrective actions required to maintain or modify erosion and sediment control measures.

B. Include storm water monitoring inspection reports in the Amended PPP. Incorporate any additional erosion and sediment control measures determined as a result of the inspection. Immediately begin corrective actions on all deficiencies found within 3 calendar days of the inspection and complete within 7 calendar days following the inspection. If it is determined that making the corrections less than 72 hours after the inspection is impracticable, it should be documented why it is impracticable and indicate an estimated date by which the corrections will be made.

VI. NON-STORM WATER DISCHARGES

This includes subsurface drains (i.e. longitudinal and standard subdrains) and slope drains. The velocity of the discharge from these features may be controlled by the use of headwalls or blocks, Class A stone, erosion stone or other appropriate materials. This also includes uncontaminated groundwater from dewatering operations, which will be controlled as discussed in Section III of the PPP.

VII. POTENTIAL SOURCES OF OFF RIGHT-OF-WAY (ROW) POLLUTION

Silts, sediment, and other forms of pollution may be transported onto highway right-of-way (ROW) as a result of a storm event. Potential sources of pollution located outside highway ROW are beyond the control of this PPP. Pollution within highway ROW will be conveyed and controlled per this PPP.

VIII. DEFINITIONS

A. Base PPP - Initial Pollution Prevention Plan.
B. Amended PPP - May include Plan Revisions or Contract Modifications for new items, storm water monitoring inspection reports, and fieldbook entries made by the inspector.
C. IDR - Inspector’s Daily Report – this contains the inspector’s daily diary and bid item postings.
D. Controls - Methods, practices, or measures to minimize or prevent erosion, control sedimentation, control storm water, or minimize contaminants from other types of waste or materials. Also called Best Management Practices (BMPs).
E. Signature Authority - Representative authorized to sign various storm water documents.

CERTIFICATION STATEMENT

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Signature

Seana K. Godbold
Print Name

LINE STYLE LEGEND OF EROSION CONTROL SHEETS

- Silt Fence
- Perimeter and Slope Sediment Control Device (9")
- Perimeter and Slope Sediment Control Device (12")
- Perimeter and Slope Sediment Control Device (20")
- Open-Throat Curb Intake Sediment Filter
- Concentrated Flow
- Sheet Flow

CELL LEGEND OF EROSION CONTROL SHEETS

- Temporary Sediment Control basin
- Erosion Control for Circular Intake or Manhole Well
- Erosion Control for Rectangular Intake or Manhole Well
- Grate Intake Sediment Filter Bag
- Silt Basin
- Silt Fence Tail
- Stormwater Drainage Basin Discharge Point
- Culvert Apron

PLAN VIEW COLOR LEGEND OF EROSION CONTROL 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
Black	(Ø)	Permanent Erosion Control Features
Blaze Orange	(222)	Temporary Erosion Control Features

SHADING	Design Color No.		Transparency
Citron	(234)	Mulching, All Types	50%
Light Brown	(238)	Special Ditch Control, Wood Excelsior Mat	Ø%

PATTERN LEGEND OF EROSION CONTROL SHEETS

- Seeding and Fertilizing
- Seeding and Fertilizing (Rural) (R)
- Seeding and Fertilizing (Urban) (U)
- Native Grass Seeding (N)
- Salt Tolerant Seeding (ST)
- Wetland Grass Seeding (WL)
- Wildflower Seeding (WF)
- Sodding (SOD)
- Turf Reinforcement Mat Type 1
- Turf Reinforcement Mat Type 2
- Turf Reinforcement Mat Type 3
- Turf Reinforcement Mat Type 4
- Slope Protection, Wood Excelsior Mat
- Transition Mat
- Rock Features, Permanent
- Rock Features, Temporary

EROSION CONTROL LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES R)

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.1

3:54:31 PM 9/25/2019 bmcdona pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_LGD_RR01.dgn

ESTABLISHED WIDTH OF RIGHT OF WAY ____ FT.

CORYDON TWP.
T69N R21W
SEC. 19

TOWN OF CORYDON

FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
5	IOWA	~~9~~ F(3)		7	129

PLAN — SURVEYED, DRAWN, NOTE BOOK, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NO., BY, DATE

PROFILE — SURVEYED, DRAWN, NOTE BOOK, GRADES CHECKED, ALL NOTES & STRUCTURE NOTATIONS CHKD., NO., BY, DATE

Ref. To P.I. Sta. 683+02.52 — Cut (X) on NE. — Set Spk. — 28.0 — 22.0 — 22.0 — Cut (X) on Wk. — N.W. Cor. Brick Bldg.

Ref. To P.O.T. Sta. 683+53.5 — S.E. Cor. Brick Bldg. — Cut (X) — 58.0 — 31.0 — 64.4 — N.E. Cor. Brick Bldg. — N.W. Cor. Brick Bldg.

Ref. To P.O.T. Sta. 685+66.3 — U.S.G.S. — Cut (X) — 28.2 — 51.0 — 68.55 — N.E. Cor. Brick Bldg. — N.W. Cor. Brick Bldg.

Ref. To P.O.T. Sta. 687+61.65 — Cut (X) — 104.4 — Car. Brick Bldg. — 23.4 — Cut (X) in Wk. — B.M.

Ref. To P.O.T. Sta. 687+57.7 — Cut (X) — 72.4 — 45.0 — 41.2 — Car. Brick Bldg. — N.E. Cor. Bldg. — N.W. Cor. Oil Station

N

SCALE 1"=50'

STA. 682+97.70
BEG. OF DIV. I
AND PROJECT
(P.C.C. PAVING)

~~Prop.~~ P.C. Concrete Retaining Wall Sta. 689+08 to Sta. 689+65 (26' Lt.)

~~Prop.~~ RA-3 Intake & 42' of 15"ϕ Storm Sewer (2000D)

~~Prop.~~ RA-3 Intake & ~~42'~~ 47' of 15"ϕ Storm Sewer (2000D)

~~Prop.~~ RA-9 Intake & ~~48'~~ of 15"ϕ Storm Sewer (2000D)

46'28"ϕ 2000D Storm Sewer

~~Prop.~~ RA-6 Intake & 22' of 15"ϕ Storm Sewer (2000D) Connect to prop. Manhole

~~Prop.~~ RA-2 Manhole & 58' of 18"ϕ Storm Sewer (2000D) Includes one RF-2 Adaptor

~~Prop.~~ RA-6 Intake & ~~52'~~ 54' of 15"ϕ Storm Sewer (2000D)

~~Prop.~~ RA-2 Manhole Connect to existing R.C. Box Culvert & 24"ϕ Vit. Pipe.

Bench Marks:
#10 Sta. 683+02.5 Cut (X) on N.E. Cor. Top Step of Bldg. 31.4' Rt. ____ El. 1109.93
#11 Sta. 685+57.2 Cut (X) on N.W. Cor. Top Step 30.3' Rt. ____ El. ~~1104.64~~ 1104.64
~~#12 Sta. 685+33.0 U.S.G.S. B.M. Top Bolt Bridge Disk in Conc. Mon. 58' Lt.~~ ____ ~~El. 1105.56~~
#13 Sta. 688+50.7 Cut (X) on W. Cor. Service Station Pump Isle 43.0' Rt. ____ 1123.14 El ~~1105.15~~
#14 Sta. 692+84.9 Cut (X) on E. End Service Station Pump Isle 30.4' Lt. ____ El. 1103.12

Treatment Area No. 8
See Soils Sheet No. 326

~~F (892+66) = 70%~~ = ~~624~~
~~Use for Moisture & Density Controls~~
~~= 156 = (907 x 25 %) + (Haul x 30 %)~~ = ~~177~~
~~Haul to designated Waste area~~ = ~~297~~
~~833~~

~~Prop.~ 9" Portland Cement Concrete Pavement with 6" Integral Curbs Rt. & Lt. 45' B-B.

See Resident Engineers 10 Scale Plat for details

Wayne Co. F Proj. No. 9(13)

Sheet No. 7

PLATE 1 - PLAN - PROFILE O. P. R. & R. E. STANDARD

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM	GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER	STP-002-6(46)--2C-93	SHEET NUMBER	RR.2

3:29:18 PM 12/2/2019 npohlen pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_01-05.dgn

FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
5	IOWA	5 51(3)		8	129

ESTABLISHED WIDTH OF RIGHT OF WAY.....FT.

CORYDON TWP.
T69N R21W
SEC. 19

TOWN OF CORYDON

N

Ref To P.O.T. Sta 697+77.35
Spk in Power Pole
~~Set Nail~~
~~Cut "X"~~
N.W. Cor Top Step
N.W. Cor Top Step

Ref To M.C. Sta 701+63.0
Cor of Abandon Sta
~~Set Nail~~
~~Cut "X"~~
~~Spk in~~
~~Eight Rail~~
Cor Grocery

Ref To P.I. Sta 706+76.8
Found ½" on Pin
T.L.P.
Tan.

~~Prop.~~ RA-5 Dble. Unit Intake & 42' of 15"ϕ Storm Sewer (2000D)

~~Prop.~~ RA-3 Intake & 42' of 15"ϕ Storm Sewer (2000D)
Sta. 695+81.5 - 22.5' Lt.
10"ϕ Corr. Pipe Culv.
D.A.= ½ Ac. R.
(Remove)

~~Prop.~~ RA-9 Intake & ~~130~~ 141' of 15"ϕ Storm Sewer (1500D)

~~Prop.~~ RA-16 Intake & ~~132~~ 141' of 6"ϕ Tile Drain

~~Prop.~~ RA-9 Intake & 66' of 15"ϕ Storm Sewer (2000D)

~~Prop.~~ RA-3 Intake & 42' of 15"ϕ Storm Sewer (2000D)

~~Prop.~~ RA-3 Intake & 100' of 15"ϕ Storm Sewer (2000D) & 1 Outlet RF-3 Conc. Pipe Apron
PASTURE

~~Prop.~~ RA-3 Intake & 82' of 15"ϕ Storm Sewer (2000D)

~~Prop.~~ RA-6 Intake & 154' of 15"ϕ Storm Sewer (2000D) and one 15"/15" Tee Section

~~Prop.~~ RA-9 Intake & ~~72~~ 72' of 15"ϕ Storm Sewer (2000D)
Includes one RF-2 Adaptor

~~Prop.~~ RA-6 Intake plus 1 RA-7 Intake Extension & 48' of 18"ϕ Storm Sewer (2000D)

~~Prop.~~ RA-9 Intake & 30' of 15"ϕ Storm Sewer (1500D)

~~Prop.~~ RA-6 Intake & ~~100~~ 108' of 18"ϕ Storm Sewer (1500D) & 1 Outlet RF-3 Conc. Pipe Apron
Sta. 701+45.6 - 17' Rt.
12" Vit & 15" Corr. Pipe Culv.
D.A.= 3 Ac. R.
(Remove)

~~Prop.~~ RA-2 Manhole & 200' of 18"ϕ Storm Sewer (2000D)
Includes one RF-2 Adaptor

~~Prop.~~ RA-9 Intake & 18' of 15"ϕ Storm Sewer (1500D)

EAST STREET shall be kept open for one way cross traffic at all times during construction

Sta. 701+45.6 - 87' Lt.
12"ϕ 22' Corr. Pipe Culv.
D.A. 2 Ac. R.
(Remove)

Sta. 708+61.3
2'x2'x36' Conc. Box Culv.
D.A.= 7 Ac. R.
Culv. Contr. to extend
7' Rt. & 7' Lt.

Sta. 709+16.2
Cut "V"

Bench Marks:
#15 Sta. ~~695+63.5~~ Cut "X" on S.E. cor. of WK 20.8' Rt. ~~El. 1035.37~~
#16 Sta. ~~701+45.6~~ Cut "X" on E. End of Pump Isle 28.2' Lt. ~~El. 1035.91~~
#17 Sta. 706+85 R.R. Spk. in Power Pole 85' Lt. El. 1078.70 ~~1078.72~~
#18 Sta. 708+61.3 Found "X" on Rt. Hdwl. 2'x2' Conc. Box Culv. 17.6' Rt. El. 1075.79 ~~1076.07~~

SCALE 1"=50'

PLAN: SURVEYED, PLOTTED, NOTE BOOK, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, NOTE BOOK, GRADES CHECKED, B. M.'S NOTED, STRUCTURE NOTATIONS CHKD., NO., BY, DATE

E (2387+4501) = 7088

~~F (358+250) + 30%~~
~~Use for moisture & density control = 6833 x (1.024 x 1.03) x~~
~~(3485 x 30%) =~~
~~Haul to Sta. 710 to 715 =~~
~~Haul to designated waste area =~~
~~= 6215~~
~~= 513~~
~~= 1044~~
~~= 7088~~

Treatment Area No. 9
See Soils Sheet No. 32G

~~Prop.~~ 4' Lt. Ditch
No Prop. Lt. Ditch
~~Prop.~~ 24' Rt. Ditch

~~Prop.~~ 9" Portland Cement Concrete Pavement with 6" Integral Curbs, Rt. & Lt.

~~Prop.~~ 10" P.C.C. Pavt. with 6" Integral Curb Lt. 22.5' Width

~~Prop.~~ 10" P.C.C. Pavt. Taper 22' to 12' Lt.

~~Prop.~~ 9" P.C.C. Pavt. Taper 22' to 12' Rt.

~~Prop.~~ Ft. Rt. 1072.32
Lt. 1072.04

See Resident Engineers 10 scale plot for details

PLATE 1 - PLAN - PROFILE O.P.R.&R.E. STANDARD

Wayne Co. F Project No. 31(3) Sheet No. 8

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.3

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FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
5	IOWA	F 91(3)		9	129

ESTABLISHED WIDTH OF RIGHT OF WAY ____ FT.

Ref To P.T. Sta 711+63.0

~~Set Spk Cut "V"~~

Spk. in Power Pole

Spk. in Fench Post

Spk. in Cor. Post

CORYDON TWP.
T69N R21W

TOWN OF CORYDON

SEC. 19 SEC. 20

HOMER GRISMORE

STA. 715 + 89.40
END OF DIV. 1 &
BEG. OF DIV. 2
(P.C.C. PAVING)

PASTURE

Equation:
Prof. Sta 715+69.4 (Back)
Prof. Sta 715+68.0 (Ahead)

Trans. Cut "V"

66' ROW

HOG STREET APPROX. CURVE

Billboard

Sign

Prop. 24'

Iowa #2

Prop. 24'

12" San. S.

PASTURE

Billboard

PASTURE

Sta 715+01.8
3'-13"X 13'-5" Conc. Box Culv.
D.A. = .52 Sq. Mi.
Culv. Contr. ~~to~~ extended
9' Rt. & 8' Lt.

Sta 715+82.2 -44.3' Rt
3'-3"X 9'-8" Conc. Box Culv.
D.A. 1.67 Sq. Mi.
Culv. Contr. ~~to~~ extended
inlet 8' & U.A.C. outlet.

Sta. 711+63.0

STEEL LITE STREET

66' ROW

PASTURE

E. A. GRISMORE

SCALE 1" = 50'

See Resident Engineers 10 Scale Plan for details.

Lt. Street Rt.

1072.73

-2.82%

-2.80%

1067.73

Irregular V.C.

~~Prop.~~ F.L. Rt. 1058.80 Lt. 1059.27

~~Prop.~~ 9" P.C. concrete Pav't Base widening 3' width Lt. & Rt. and 3" Type 'A' A.C. Resurfacing 24' width.

~~Prop.~~ F.L. Rt. 1056.41 Lt. 1055.91

~~Prop.~~ 4 Ditch Rt.

No ~~Prop.~~ Lt. Ditch

~~Prop.~~ Vari Ditch Rt.

~~Prop.~~ 5 Ditch Rt.

PLATE 1 - PLAN - PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

Wayne Co. F Proj. No. 91(3) Sheet No. 9

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM	GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER	STP-002-6(46)--2C-93	SHEET NUMBER	RR.4

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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		91(3)		12	129

Property Owners:
A - Ellis Grismore
B - ~~Ellis~~ Grismore
C - J.E. Donald

Ref To P.O.T. Sta 715+28.0 | Ref To P.C. Sta. 729+05.3 | Ref To P.I. Sta. 732+93.8 | Ref To P.T. Sta. 736+64.1

CORYDON TWP.
T69N R21W

SEC. 19

SEC. 20

TOWN OF CORYDON

Found(CY) | Cut(X) | Found Iron Pin | Top | Found(CY) | Cut(X)

Δ=30°21' Lt.
D=4°00'
T=388.5'
L=758.8'
E=51.8'
R=1432.5'

PT Sta. 736+64.1
445 Elec. Ppl.

Station 715+68 to Station 720+68
Acq'd from Ellis Grismore
Date May 3, 1962
Consideration $2,238.00
by Warranty Deed
Recorded in Book 87 Page 329
OFFICE OF COUNTY RECORDER

Station 732+35 to Station 737+35
Acq'd from J.E. Donald
Date April 23, 1962
Consideration $3,894.39
by Warranty Deed
Recorded in Book 90 Page 177
OFFICE OF COUNTY RECORDER

STA. 737+50.00
STOP WIDENING &
RESURFACING
BEGIN RECONSTR.

R.O.W. & C.A.

Type(A) Flume

Type(B) Flume

Borrow "A"

Use Existing R.O.W. & C.A.

Guard Rail

Sta. 736+64
24"X45.2 Conc. Pipe
D.A.=3 Ac. G.R.
Use as construc.

Equation:
P.O.T. Sta. 715+68.0 (Ahead
= P.O.T. Sta. 715+69.4 (Back)

STA. 715+69.40
END DIV. 2, BEGIN DIV. 1
(P.C. WIDENING & A.C. RESURFACING)

Sta. 718+51.2
2'X2'X39' R.C.B.
D.A.=14 Ac. R.
Use as constructed

Sta. 721+81.0
2'X2'X39.1' R.C.B.
With Drop Inlet &
12"X24" Flat Grate Intake
D.A.=2 Ac. G.R.
Use as constructed

Sta. 729+35
4'X4'X40' R.C.B.
D.A.=48 Ac. R.
Use as constructed

SEC. 20

SEC. 29

P.I. Sta. 732+93.8

Approx. 5% Grade

BENCH MARKS:
I.H.C. BM
No. 1 Sta. 714+80 ~~BOLT Found(+)~~ On N. Hdwl. 3'X3' R.C.B. ____ 1063.80 EL. ~~1063.91~~
Datum: ~~1063.51~~
~~No. 2 Sta. 715+80=44.3' Rt. Found(+) On N. Hdwl. Of 3'X3' R.C.B.~~ ~~EL. 1063.51~~
No. 2 Sta. 718+51.2=16.2' Lt. ~~Found(+)~~ On N. Hdwl. Of 2'X2' R.C.B. 1065.19 EL. ~~1065.21~~
~~No. 3 Sta. 721+81.0=17.4' Lt. Found(+) On N. Hdwl. Of 2'X2' R.C.B.~~ ~~EL. 1063.07~~
No. 4 Sta. 729+35 ~~17.3' Lt. Found(+) On N. Hdwl.~~ Of 4'X4' R.C.B. 1043.79 EL. ~~1046.33~~
No. 5 Sta. 736+15 ~~17.4' Lt. Found(+)~~ On S. Hdwl. Of 24" ø Conc. Pipe 1070.58 EL. ~~1075.27~~
23.6' Rt. Cut "X", S Hdwl. ~~24' Rt.~~

LEGEND:
N.W. Bell Tel. Co.
Iowa Southern Utilities Co.

0 50 100
Scale

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DATE
BY

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
GRADES CHECKED
B. M.'s NOTED
STRUCTURE NOTATIONS CHKD.
DATE
BY

1080
1070
1060
1050
1040

715 720 725 730 735 740

FL Rt. 1059.0 Lt. 1061.4
FL Rt. 1056.2 Lt. 1058.3
FL Rt. 1038.1 Lt. 1040.6
FL Rt. 1067.1 Lt. 1071.7

1.50
78.59
+3.18%

Field Ent. Lt.

Sta. 737+50 to Sta. 784+50
Subgrade Treatment
No. 1

5' Ditch
No 5' Ditch
Ditch

78.59
73.18
72.14
68.88
61.65
82.20
82.36
83.42
84.24
84.35
85.43

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD

Wayne Co. F. Proj. No. 91(3) Sheet No. 12

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.5

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Property Owners:
B- ~~Hollis~~ Grismore
C- U.E. Donald

Ref to P.I. Sta 744+440

CORYDON TWP.
T69N R21W
SEC. 20

Ref To P.O.T. Sta 760+00.0

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 91(3)		13	129

Found Nail
Set Nail
Ton.
Ton.
Earth Dam
Δ=0°10'Lt
D=0°01'40"
T=300'
L=600'
E=0.23'
R=206,285.7'
Encr. ℄30' to build berm through pond
+24
±3 Farm Ent.
POND
Sta 740+00
Pt. Sta 741+46 Not Set ℄ 80' Rail
ROW & C.A.Z
Type(A) Flume
Type(B) Flume
Type(H) Flume
Type(A) Flume
Type(A) Flume
Revision of Access
to Field Entrance
Field Ent.
Close
±39
Sta 765+69 61"x40.5 Conc. Pipe Culvert with Headwalls Lt DA=5 Ac.±
Remove present structure
Sta 765+63 61"x40.5 Conc. Pipe Culvert with Headwalls Lt DA=5 Ac.±
Remove present structure
Sta 749+33 2'x2'x41'4 R.C.B. With 24"x30" Flat Gr. Intake & Drop Inlet DA=10 Ac.±
Plug & Abandon present structure
Sta 754+07 3'x3'x52'0 R.C.B. With Drop Inlet DA=31 Ac.±
Remove present structure
Build 4'x4'x182' R.C.B.
Prop. FL. Lt.: ~~44.5~~ 44.9 Rt.: 55.0
Sta. 749+13
Build 2'x3'x194' R.C.B.
Prop. FL. Lt.: 55.0' Rt.: 66.0'
Pl Sta 744+440
ROW & C.A.Z
Pt. Sta 760+00
Match Line
Match Line
Bern
Farm Ent.
Type(A) Flume
Type(A) Flume
Type(H) Flume
Type(A) Flume
Type(A) Flume
Type(A

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		313()		14	129

Property owners
B- Homer Grismore
D-John Hart ET AL
E-LT & Thelma M. Clayton
F-Ben & Vera Twins

Ref. To P.I. Sta. 770+68.6 — Ref. To P.O.T. Sta. 770+77.0 — Ref. To P.O.T. Sta. ~~788+00~~ 789+00

CORYDON TWP.
T60N R21W

Station 770+68.6 to Station 777+32
Acq'd from Homer Grismore
Date April 3, 1962
Consideration 1612.00
by Warranty Deed
Recorded in Book 80 Page 377
OFFICE OF COUNTY RECORDER

Station 770+68.6 to Station 801+30
Acq'd from Nelson Hart
Date April 3, 1962
Consideration 2,136.50
by Warranty Deed
Recorded in Book 87 Page 520
OFFICE OF COUNTY RECORDER

STA. 792 + 50.00
STOP RECONSTRUCTION
RESUME WIDENING & A.C. RESURFACING

private easement

Sec. 20 — Sec. 21 — Sec. 29 — Sec. 28

Cut "X" Set Nail

Waste Area "BB"
300' N.E. Side Road
Sta. 2775+00

PERMIT NO. 93-503
12-16-71
STA. 770 - 1828

Turkey Ranch
300'

Turkey Shed
200'

Barn
200'

Cess-pool

PERMIT NO. 93-550
3-30-76
STA. 770 + 25

PERMIT NO. 93-554
6-23-76
STA. 796+00 - 823+00

Sta. 770+77.0
Daylight
Remove present structure
Sta. 770+84.3
18"x22' Corr. Line
D.A. 1.4 ac. R
Type (A) Flume
Type (B) Flume
ROW & C.A.
Guard Rail
50' R.
Daylight
Pl. Sta. 770+68.6
Δ = 0° 03' Lt.
Sta. 771+84.3
32'x60' Steel I-Beam Br.
D.A. 1300 Ac. H.
Remove present structure
Sta. 777+82
Build twin 10'x10' R.C.B.
Prop. FL. Lt. 08.5'
Rt. 07.5'
For details of Sideroad see sheet No. 25 & 26
PERMIT NO. 93-574
6-24-77
STA. 771+21
Sta. 789+10.7
15'x15'x3c-5' R.C.B.
With 12"x12" Flat Grate Inlake
D.A. 1.4 ac. R
Remove present structure
P.O.T. Sta. 788+00
Type (A) Flume
ROW & C.A.
Sta. 792+24.7
24" ϕ x G.5 G. Pipe
With Drop Inlet
D.A. 12 Ac. G. R.
Extended Extend with 24" ϕ F.I. & build flume outlet
Prop. FL Lt. 53.4
Rt. 36.8
Flume - 28.3
15'x34' Corr. Pipe
18'x26' Corr. Pipe
Field Ent.
Farm Ent.
Fruit
Ho
Barn
Match Line

LEGEND:
N.W. Bell Tel Co.
Iowa Southern Utilities Co.

0 50 100 Scale

BENCH MARKS:
~~No. 9 Sta. 770+48 - 250' Lt. Set R.R. Spk. in W. Side Power Pole~~ ~~El. 1055.31~~
~~No. 10 Sta. 777+65 - 15 Rt. Found (+) On 3 W. Handrail of Bridge~~ ~~El. 1022.28~~
~~No. 11 Sta. 789+92 - 19.5 Rt. Cut (+) On 3 Howl. 1½ X 1½ R.C.B.~~ ~~El. 1056.25~~
~~No. 12 Sta. 795+72 - 100 Rt. Set R.R. Spk. in E. Side Elm.~~ ~~El. 1078.84~~
No. 10c Sta. 777+80 - 55 Lt. T.H.C. BM N. Howl Twig 10'-10' RC B — El. = 1022.31
No. 11a Sta. 792+14 - 77 Rt. T.H.C. BM S. Howl. 1½-1½ RC B — El. = 1040.29

Daylighting
Haul from Sal Rd. Lt & Rt. Sta. 770+ = 13.18 = 3012
F = 18,145 - 1,750 = 16,395
F = 15² = 30,187
Local Rd Lt
Local Rd Rt
Sta. 737+50 to Sta. 784+50 Subgrade Treatment No. 1
Sta. 784+50 to Sta. 792+50 Subgrade Treatment No. 2
500' V.C.
Fore slope
100' Trans.
5' Ditch
No Ditch
Sal Rd.
Field Ent Rt.
Farm Ent Lt.
Farm Ent Rt.
Rt. 1051.0
Lt. 1052.9
Rt. 1058.9
Lt. 1050.8
Rt. 1058.53

770 775 780 785 790 795 800

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.7

3:31:25 PM 12/2/2019 npohlen pw:\\ntPwIntl.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_06-10.dgn

Property Owners:
E-L.T. & Thelma M. Clayton
F-Ben & Vera Ivins
G-Ed Engle
H-C.V. Webb
I-E.E. Williamson

CORYDON TWP.
T69N R21W

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 91(3)		15	129

Ref. to P.T. Sta. 829+68.9

Ref. To P.O.T. Sta 823+79.0

Ref. To P.C. Sta 825+46.1

Ref. To P.I. Sta 827+58.4

N

Sta 800+00

18" X 20' Corr. Pipe

+28 Field Ent.

805

20" Beehive Intake
D.A.= 1/2 Ac.

810

GARDEN

Well

Crib

Barn

141'

Hog Ho.

Mach. Shed

Cone

84'

815

820

Type(A) Flume

+27

45'

Field Ent.

825

P.O.T. Sta 823+79.0

P.I. Sta 827+58.4

Sta 830+00

Match Line

Hedge

ROW & C.A.

Hog Ho.

Windmill

Corn

12" X 44' Corr. Pipe

116'

Mach. Shed

24"

Ho.

Barn

119'

Hedge

Farm Ent.

12" X 22' Corr. Pipe

Fruit

GARDEN

+55

12" X 20' Corr. Pipe

+07 Field Ent.

Sta 823+37.5
24" ϕ X 44.8' Conc. ϕ
Corr. Pipe With Hdwls. Lt.
D.A.=None

Sta 823+79-34' Rt.
24" ϕ X 69' Conc. Pipe
With Aprons
D.A.=Side Ditch Only

20" Beehive Intake
D.A.=Side Ditch Only

Type(A) Flume

83°30'

Edt. To Sale Barn

Type(A) Flume

115'

Sale Barn

Sec. Local Approx.

+79

(Rock)

Sec. Sta 825+46

+77 Edt. To Sale Barn

+00

+70

Ent. To Sale Barn

15" X 16' Corr. Pipe

Type(A) Flume

Δ = 12°41' Rt.
D = 3°00'
T = 212.3'
L = 422.8'
E = 11.8
R = 1910.0'

+64 Field Ent.

P.T. Sta 829+68.9

Match Line

SEC. 21

SEC. 22.

SEC. 28

SEC. 27

Found Pin

Steely Cut(X)

Field Ent.

Old Railroad

(Rock)

Road Line

Grade

Hedge

Corn

Ho.

Barn

Ho.

Ho.

Ho.

Property Owners:
H-C.W.Webb
I-E.E.Williamson
J-R.O. & Genevieve Owen
K-R. & L. Kerson

Ref To P.I. Sta 830+194 | Ref To P.I. Sta 832+260 | Ref To P.T. Sta 834+311 | Ref To P.C. Sta 845+634 | Ref To P.I. Sta 848+53 | Ref To P.I. Sta 850+13.6 | Ref To P.I. Sta 853+01.3 | Ref To P.I. Sta 855+85.6 | Ref To P.I. Sta 858+05.6

CORYDON TWP.
T69N R21W
SEC.22

SEC 27

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		91(3)		14	123

Ref To P.T. Sta 858+05.6

PERMIT NO. 93-525
12-13-73
APPROX. STA. 844+32 ℄

PERMIT NO. 93-552
6-23-76
STA. 850+15

PERMIT NO. 93-511
12-7-71
STA. APPROX. 859+00 ℄

Match Line

Sta 832+20 ℄ Sta 830+19.4

Ho 1.78

P.I. Sta 832+26.0

18"X20' Corr. Pipe

Sta 832+240
24"ØX57' Conc. Pipe
With Hdwls
D.A.=14Ac. G.R
Use As Constructed

Sta 838+85.7
3'X7'X45'± R.C.B.
D.A.=
Use As Constructed

Sta 838+85.1-42'Lt
36"Ø Conc Pipe
D.A.=
Use As Constructed

Sta 844+09.50'Lt
18"ØX54' Conc Pipe
D.A.=
Use As Constructed

Sta 844+85.5
24"ØX.36' Conc Pipe
With Hdwls
D.A.=1.1Ac. F.
Use As Constructed

P.I. Sta 848+30.3

Sta 851+81.3
24"ØX.390' Conc Pipe
With Hdwls
D.A.=7Ac.F.
Use As Constructed

Type(B) Flume

Type(A) Flume

18"X16' Corr. Pipe

Δ=12°21'Lt
D=3°00'
T=206.6'
L=411.1'
E=11.1'
R=1910.0'

Δ=12°32'Lt
D=3°00'
T=206.9'
L=412.6'
E=11.2'
R=1910.0'

Δ=12°12'Rt
D=3°00'
T=205.8'
L=410.0'
E=11.1'
R=1910.0'

Farm Ent. Rt

Field Ent. Rt

Field Ent. Lt

Steely Cyl. Pt

Handiron Pin

Tan

Curve

BENCH MARKS:
No. 15 Sta. 832+24.2' 32.4' Rt. Found (+) On S. Hdwl. Of 24"Ø Conc. Pipe — 1081.13 EL. ~~1081.09~~
No. 16 Sta. 838+85.7-23.0' Rt. Found Bolt In S. Hdwl. Of 3'X2' R.C.B. — 1073.82 EL. ~~1073.86~~
No. 64 Sta. 844+94.1-14.4' Rt. Found (+) On S. Hdwl. Of 24"Ø Conc. Pipe — 1057.07 EL. ~~1057.03~~
No. 17A Sta. 853+81.3-16.9' Rt. Found (+) On S. Hdwl. Of 24"Ø Conc. Pipe — 1072.06 EL. ~~1071.96~~

LEGEND:
N.W.Bell Tel.Co
Iowa Southern Utilities Co.

0 50 100
Scale

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BY
DATE

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
GRADES CHECKED
R. R. X. NOTED
STRUCTURE NOTATED ON RR

1090
1080
1070

Inlet 1069.1
Outlet 1066.6

Inlet 1080'
Outlet 1077.1

Rt 1083.0
Lt 1082.8

Rt 1077.5
Lt 1077.2

Rt 1070.3
Lt 1070.0

Rt 1087.2
Lt 1086.3

Field Ent. Lt.

Field Ent. Rt.

Farm Ent. Lt.

830 835 840 845 850 855 860

Wayne Co. F. Proj. No. 91(3) Sheet No. 14

This Sheet
For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.9

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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 91(3)		17	129

Property Owners:
J.R.O. & Genvieve Owen
K- R. Hickerson
L- S.A. Barker
M- M.A. Neighbor
N- ~~W.E. Bradley~~
G.W. Thomas

CORYDON TWP.
T69N R21W

N

STA. 877+50.00
STOP WIDENING
RESUME RECONSTR.

Ref. To P.I. Sta. 876+93.6

Set Nail
Steely
Tan
Tan

Station 876+83. to Station 889+99
Acq'd from M.A. Neighbor
Date May 7, 1962
Consideration 380.00
by Warranty Deed
Recorded in Book 87 Page 315
OFFICE OF COUNTY RECORDER

STA. 889+50.00
STOP RECONSTRUCTION
RESUME WIDENING

Sec. 22 | Sec. 23 | Sec. 26 | Sec. 27

Turkey House 250'
Barn 200'
Fruit Trees
Well
Daylight
Broken Wk.
Type (B) Flume
Type (A) Flume
Prop. Dike El. = 62.0
Use as Dike
Close
Barn 50'
Hedges
Match Line
Sta. 860+00
Sta. 890+00

Sta. 864+79.2
3'X2' X 40.7' R.C.B.
D.A. = 11 Ac. G.R.
Use As Constructed

Sta. 873+45.7
24"ø X 43.9' Conc. Pipe
With Hdwls.
D.A. = 9 Ac. G.R.
Use As Constructed

Sta. 876+83.-28' Rt.
18"ø X 25' Vit. Pipe
D.A. = 3 Ac. G.R.
Use As Constructed

Sta. 878+07.3
24"ø X 40.4' Corr. Pipe
With Hdwls.
D.A. = 7 Ac. G.R.
Extended with 24"ø F-1
Prop. FL. Lt.: 62.6
Rt.: 68.0

Sta. 883+69.7
3'X2' X 52.1' R.C.B.
D.A. = 8 Ac. G.R.
Extended with 3'X2' R.C.B.
Prop. FL. Lt.: 50.1
Rt.: 54.2

Sta. 887+93.3
24"ø X 40' Conc. Pipe
With Hdwls.
D.A. = 5 Ac. G.R.
Extend with 24"ø F-1
Prop. FL. Lt.: 51.4
Rt.: 55.5

Station 876+83. to Station 889+99
Acq'd from S.A. Barker
Date April 12, 1962
Consideration 3122.50
by Warranty Deed
Recorded in Book 87 Page 302
OFFICE OF COUNTY RECORDER

BENCH MARKS:

No. 18A	Sta. 869+71-29' Lt.	Set R.R. Spk. In S. Side Power Pole	EL. 1079.76
No. 67	Sta. 873+45.7-21.6' Rt.	Found Bolt In S. Hdwl. 24"ø Conc. Pipe	EL. 1070.22
~~No. 13~~	~~Sta. 878+07.3-16.9' Rt.~~	~~Found Bolt In S. Hdwl. 24"ø Conc. Pipe~~	~~EL. 1070.87~~
~~No. 70~~	~~Sta. 887+93.3-19.7' Rt.~~	~~Found Bolt In S. Hdwl. 24"ø Conc. Pipe~~	~~EL. 1057.29~~
No. 19	Sta. 877+61	76' Lt. Set P.R. Spk. In S.E. Side Po Pole	EL. 1069.81
No. 70	Sta. 883+70	49' Rt. T-Rc. Bnd. S. Hdwl. 2½-3" R.C.B.	EL. 1057.79

Daylighting	= 900
~~Haul From Rt. Sd. Sta. 891+~~	= 1496
~~Haul From Lt. Sd. Sta. 891+~~	= 418
	2814

P.I. Sta. 876+93.6
Δ = 9°02' Rt.

Sta. 877+02-22' Lt.
18"ø X 32' Corr. Pipe
D.A. = Side Ditch
Use As Constructed

Sta. 889+99 R.O.W. & C.A.Z. Rail

R.O.W. & C.A.Z.

Extended ~~Extend~~ ~~Prop.~~ FL.

LEGEND:
- N.W. Bell Tel. Co.
- Ia. Southern Utilities Co.

0 50 100
Scale

PLAN
SURVEYED
PLOTTED
GRADES CHECKED
R.R. & U.U. CHECKED
R.O.W. CHECKED
NOTE BOOK
NO.
STRUCTURE NO'S/MP'S OR NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R.R. & U.U. CHECKED
NOTE BOOK
NO.
STRUCTURE NO'S/MP'S OR NO.
BY
DATE

Local Rd. Lt.
Farm Ent. Rt.
Farm Ent. Lt.
Sta. 877+50 to Sta. 889+50
Subgrade Treatment No. 3
Resume Construction
Sta. 877+50
73.23
150
7291
-0.32%
200' V.C.
+0.40% Rt. Ditch Grade
-1.23%
+0.00%
+0.40% Rt. Ditch Grade
+1.0% Lt. Ditch Grade
Field Ent. Rt.
Field Ent. Lt.
Farm Ent. Lt.
Farm Ent. Rt.
Local Road Rt.
FL Rt. 1074.1 Lt. 1073.3
FL Rt. 1066.8 Lt. 1065.1
FL Rt. 1066.8 Lt. 1063.2
FL Rt. 1051.0 Lt. 1050.4
FL Rt. 1053.6 Lt. 1052.8
No Ditch
5' Ditch
Rt. Ditch Grade
See Ditch Grade Above
Lt. Side
Rt. Side
1080
1070
1060
860
865
870
875
880
885
890
FT

PLATE 1—PLAN-PROFILE O. P. & R. E. STANDARD

Wayne Co. F. Proj. No. 91(3) Sheet No. 17

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.10

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ESTABLISHED WIDTH OF PROPERTY OWNERS RIGHT-OF-WAY — E. N. & W. Thomas; O. M. Smalley; Margaret L. Smalley

Ref To P I Sta. 903+06.1

Station 893+22 to Station 922+08.1
Acq'd from Margaret L. Smalley
Date September 6, 1966
Consideration Mutual Benefit
by Easement + Access
Recorded in Book 87 Page 606
OFFICE OF COUNTY RECORDER

CORYDON TWP.
T60N R21W
SEC. 23

Ref To P.O.S.T 93 Back Of P.I Sta 906+06.1

Ref To P.O.T Sta 915+12.1

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		91(3)		18	29

STA. 895+00.00
RESUME RECONSTRUCTION
END WIDENING &
A.C. RESURFACING

Sta 890+00

899+99 ROW 66.00 Rail

895

ROW CA 7

34' 18' Conc.

12" x 22' Corr. Pipe 3.80

Match Lag Ext.

Waste Area "AA"

Earth Dam

Revised Access

200'

Sta 894+07.3
24" x 51.4' Conc. Pipe
With Hdwls.
D.A. = 7 Ac. R
Extend with 24" @ F.L.
Lt 1048.5
FL Rt 1054.0

Sta 899+00.7
24" x 55' Conc. Pipe
With Hdwls.
D.A. = 9 Ac. R
Extend with 24" @ F.L.
FL. Lt. 1045.0'
Rt. 1055.5'

PERMIT NO. 93-558
1-14-77
STA. 897+40

900

F.C. Sta 900+06.1 Not Set

900+06.1 ROW & 90 Rail

A = 0° 32' Lt.
D = 0° 05' 20"
T = 300'
L = 600'
E = 0.70'
R = 64,463.1'

P.I Sta 903+06.1

P.O.S.T 93 Back P.I

Type (A) Flume

Prop. Dike El. 1058.0

Type A Flume

ROW CA 7

905+00 ROW 66.00 Rail

Chicken House

Barn

Not Set

Sta 904+07.3 Pipe Ext.

Sta 899+00.7 Pipe Ext.

Sta 912+27.6
6'x4'x40' R.C.B.
D.A. = 15 Ac. H
Batts 4'x4' R.C.B Exten.
Prop. FL. Lt: 1012.0
Rt. 1018.0'

Prop. Dike El. 1020.5

Encroachment for dike 180' ℄

910

910+00 ROW 66.00 Rail

915

Type (A) Flume

Equation:
P.O.T. Sta. 915+12.1
= P.O.T. Sta. 915+00.0
June 1960 Survey

PERMIT NO. 93-503
2-16-71
STA. 710-1825

Station 893+22 to Station 922+08.1
Acq'd from G. Lloyd & Mary L. Thomas
Date April 12, 1966
Consideration 1,283.00
by Warranty Deed
Recorded in Book 87 Page 602
OFFICE OF COUNTY RECORDER

SEC. 26

0 50 100
Scale

LEGEND
N.W. Bell Tel. Co.
Ia. Southern Utilities Co

No. 20 Sta 895+50 - 86' Rt. Set R.R. Spk N. Side Pa. Pole EL 1066.16

BENCH MARKS:
~~No 20 Sta 894+07.3 24.4' Rt. Found Bolt in S. Hdwl. 24" ϕ Conc. Pipe = EL 1033.~~
No. 21 Sta. 906+59 - 51' Lt. Set R.R. Spk. In S. Side Tel Pole EL 1065.75
No 74. Sta. 913+84. -44.0 Rt. Found Bolt On S. Hdwl. 4'X4' R.C.B. EL 1023.47

Lt. Side: C-2172 F1302 Haul to Sta 883+00 1035 148 1487
Rt. Side: C-3151 F1307 Haul to Sta 883+00 1435 206 2068
Waste in "AA" 681 (Gumbo fill)
Waste 1083
Waste in "AA" 912 (Gumbo fill)
Use 181 for Shoulders.

C-1125.4 - 5443

48 1110 / 7 169

C-2,254

F-1453 - 15,267
Waste 601 (Gumbo fill) in Waste Area "AA"

Resume Constr. Sta 895+00
El. 60.87 200 V.C.
+0.00
60.87

Prop. 0.50% Lt. F.R. Ditch Grade
1056.5
130
1055.35
1054.50
Farm Ent. Rt.

Rt. 1061.5
FL
Lt. 1049.2

Rt. 1052.2
FL
Lt. 1051.5

Sta. 895+00 to Sta. 932+00
Subgrade Treatment No. 4

+1.89%

1100' V.C.

75+05
150
1054.14
Farm Ent. Lt.
Farm Ent. Lt.
Field Ent. Rt.
Farm Ent. Lt.
1043.74
-2.77%

Equation:
Prop. Sta. 915+00.0
= Prop. Sta. 915+39.5
Prop. Sta. 915+00.0 = 1024.39
Prop. Sta. 915+39.5 = 1023.30

FL Rt 1014.1
Lt. 1018.6

See ditch grade above. No Ditch Vari. 5' Ditch No Ditch 5' Ditch 3' Ditch Ditch Grade No Ditch
See ditch grade above. Vari. 5' Ditch No Ditch 5' Ditch No Ditch

890 895 900 905 910 915

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.11

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ESTABLISHED WIDTH OF RIGHT OF WAY ..... FT.

Property Owners
A - W.E. Smalley & W. Thomas
B - Ardys Smalley
C - Millard Kent
D - Earl Johnson

Ref To POT Sta 915+00

Ref To T.S. Sta. 920+23.82

Ref To S.C. Sta 922+23.82

Ref To P.O.C. Sta 923+00

Ref To P.I. Sta 1927+56.0 Guard Rail Posts

Cut (1) in Part

Cut (1) in Part

Cut (1) in Part

Tan

Tan

Guard Rail Posts

Old C.B.&Q. ROW

Sec. 24

Sec. 23

Sec. 26

Ref To P.O.C. Sta 1929+16.7

Ref To S.C. Sta 1932+68.02

Set Iron Pin

Set Iron Pin

Ref To T.S. Sta. 1934+68.02

CORYDON TWP.
T69N R2W

91(3) | 19 | 123

PERMIT NO. 93-503
2-16-71
STA. 710-1825

Station 1916+00 to Station 1922+18.1
Acq'd from Ardys and Margaret Smalley
Date June 19, 1961
Consideration 312.00
by Warranty Deed
Recorded in Book 88 Page 284
OFFICE OF COUNTY RECORDER

Station 1922+18.1 to Station 1926+02
Acq'd from E.W. and Mary Thomas
Date April 17, 1962
Consideration 1253.00
by Warranty Deed
Recorded in Book 87 Page 446
OFFICE OF COUNTY RECORDER

Station 1926+02 to Station 1931+33.0
Acq'd from Millard and Ruby Kent
Date June 12, 1961
Consideration 70.00
by Warranty Deed
Recorded in Book 87 Page 322
OFFICE OF COUNTY RECORDER

Station 1927+28.0 to Station 1939+50
Acq'd from Earl Johnson
Date June 28, 1961
Consideration 2341.52
by Warranty Deed
Recorded in Book 87 Page 548
OFFICE OF COUNTY RECORDER

Equation
POT Sta 915+12.1
July 1960 Survey
= POT Sta 915+00

Prop Dike El: 08.5

Sta 918+14.4
4'X3'X336' RCB
DA = 24 Ac.H
Build 4'X3' RCB. Extend
Prop FL. Lt.: 02.0'
Rt.: 05.6

Equation: POT Sta 915+12.1 (Back) = POT Sta 915+00 (Ahead)

Sta 1923+00 C.T.K.F.
18"X30' Corr. Pp.
DA = 2½ Ac.H.
Road Cr
To Remove

P.O.C. Sta 1923+00.0
P.I. Sta 2929+00.0
Side Road Survey

P.O.C. Sta 1927+56.0
= P.I. Sta 2929+20.11
Side Road Survey

P.O.C. Sta 1929+16.7
= P.I. Sta 2929+16.7
Side Road Survey

Sta 1925+20
8'X5'X85.9' RCB
D.A. = 750 Ac.H.
Culv. Contr. to extend present structure. Comp. by others action of backfill by Road Contr.
Prop FL. Lt. 983.3
Rt. 981.0

Sta 1929+16.7
933.3' Iron Survey
180°X25' Wood Bridge
DA:
To be removed

Sta 1931+33.0
Iron Survey

Sta 1932+68.02
Iron Survey

Sta 1934+68.02
Iron Survey

Road Contr. To Remove

Type (Bin) Retaining Wall

Included in Right-of-Way

Sec. 26

Sec. 24

Sec. 23

Set Iron Pin

3.5'X33' (Remove) Cast Iron Pipe

Dike

Road Ch

Set Iron Pin

Set Iron Pin

Set Iron Pin

Appox Sec Line

R.W.E.C.A.F.

18" Conc

8" Steel Water Line

Sec. D

10°25' Tan To Curve

S.P.I. Sta 1934+ Set Nail

SWAMP

Intercepting Dike
Top El. 1010.0

Sta 1932+68.02

Sta 1933+05.60
END RECONSTRUCTION

Sta 1935+28
DA = 1.0 Ac.H
5'X6'X11' RCB

Sta 1939+50
DA = 5 Ac.H
24"X94' Conc Pipe

Match Line

Δ = 20°53' Rt
D = 2°00'
Ds = 2°00'
Ls = 200.0'
Ts = 732.18'
Es = 69.55'
P = 0.58'
K = 100.0'
Xc = 199.98'
Yc = 2.33'
LT = 139.34'
ST = 66.67'
LC = 199.99'

Δ = 20°53' Rt
D = 2°00'
T = 527.95'
L = 1044.2'
E = 48.25'
R = 2,865.0'

R.W.E.C.A.F.

Sta 1935+23.2 Rdwy Apx
R.W.E.C.A.F.

Ditch

Sta 1940+00

Equation
POT Sta 915+12.1
July 1960 Survey
= POT Sta 915+00

Sta 918+14.4
4'X3'X336' RCB
DA = 24 Ac.H
Build 4'X3' RCB. Extend
Prop FL. Lt.: 02.0'
Rt.: 05.6

For details of Side Road Connections on this sheet, See Sheets No 27 & 28

0 50 100
Scale

LEGEND
-o- N.W. Bell Tel. Co.

BENCH MARKS
No 74 Sta 913+00 — Rr Found Bolt in S Handrail 4'X4' RCB — EL 1021.80
No 1A Sta 1924+94-64.3' Lt. Bolt on N. Hdwl. 8'X3' RCB. — EL. 994.13
No 77 Sta 1934+91-85.5' Lt. (L & C) Found Bolt in N. Hdwl 4'X4' RCB — EL 993.47
No 77A Sta 1935+08-52.1' Lt. HC. BM. N. Hdwl. 5-6' RCB. — El 992.82
No 74A Sta 918+14.4 - 24' Rt. HC. BM. S. Hdwl 4'-3' RCB. — El. 1010.13

T = 15% = 25,816

Haul from Sd. Rd. Sta 930+ = 231' = 25,816

C = 23,445

500' V.C.

@ Sta 1005.6 = 1003.90

-@ 10%-

Sta. 1923+00 to Sta 1933+05.6
Subgrade Treatment Ac. S

Prop Berm Lt See Cross Sections
Prop Berm Rt See Cross Sections

Lt. 3+ 9810
Lt. 9828

Local Rd Lt.

Prop 6½:1 Lt Foreslope

Prop 2½:1 Rt Foreslope

Local Rd Rt.

FL Rt 981.5 Lt 980.5

FL Rt: 998.0 Lt: 1002.0

5' Ditch
5' Ditch

Sd Road - Special Ditch Rt See Cross Sections

No Ditch

Vari. Ditch

No Ditch
No Ditch

1010
1000
990
980
970

915 1920 1925 1930 1935 1940

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R.O.W. STAKED
STRUCTURE ROYALTY CK'ED
BY
DATE
NOTE BOOK
NO.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. STAKED
BY
DATE
NOTE BOOK
NO.

PLATE 1—PLAN-PROF. 'E O. P. R. & R. E. STANDARD
NO. 131 ARKWRIGHT MADE AND PRINTED IN U. S. A.

Wayne Co. F Project No. 91(3) Sheet No. 19

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.12

3:31:49 PM 12/2/2019 npohlen pw:\\ntPwIntl.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_11-15.dgn

Property Owners:
D-Earl Ughylson
E-St Ambrose College & Elbert A. Morse
F-Mrs D.E. Moore

Ref To POT Sta. 1343+73.2

Ref To POT Sta 1357+82.3

Ref To POT Sta 1367+11.3

CORYDON TWP
T60N R21W
SEC. 25

PERMIT NO. 93-500
10-23-70
STA 1931+80± - 1025+50±

Set Iron Pin

Set Iron Pin

Set Iron Pin

Sta. 1367+85 - Lt. 40'
~~Rd. Contr. to install 24'~~
C.M.P. as letdown ~~See detail sheet No. 15~~
~~Class 20 Exc.~~ + 20 cu. yds.
Lt. 986.0
~~Prop.~~ FL.
Rt. 977.1

Sta 1340+00

Sta 1345+00

Sta 1350+00

Sta 1355+00

Sta 1360+00

Sta 1365+00

Sta 1370+00

Match Line

Prop. Intercepting Ditch

Use Ent. as dike

POT Sta 1343+73.2

Prop. Dike
Top El. 1028.0±

Prop. Intercepting Ditch

Prop. Dike
Top Elev 1028.0±

POT Sta 1357+82.3

Prop. Dike
Top El. 1006.0

Prop. Intercepting Ditch

POT Sta 1367+11.3

Prop. Dike
Top El. 999.0

R.W. & C.A.T.

Sta. 1367+39
Prop. Expansion Joint

Prop. Dike
Top El. 999.0

Sta. 1367+85 - Rt. 40'
~~Rd. Contr. to install 24'~~
C.M.P. as letdown ~~See detail sheet No. 15~~
~~Class 20 Exc.~~ + 20 cu. yds.
Lt. 986.0
~~Prop.~~ FL.
Rt. 974.9

Sta. 1360+00
D.A. = 8 Ac. H.
~~Rd. Contr. to install~~ 36'ϕ F-1 and ~~bend~~ flume on outlet at Sta. 1360+17, Skew 30°
Lt. 1000.0
~~Prop.~~ FL. Rt. 323.0
Flume 982.0

~~Sta. 1345+ at~~
D.A. = 11 Ac. H
~~Rd. Contr. to install~~
30'ϕ F-1 at Sta. 1343 +92.8 ~~Class 20 Exc.~~ 9 cu. yds.
Lt. 1011.5
~~Prop.~~ FL.
Rt. 1004.5

Sta 1347+50
D.A. = 1 Ac. H
Carry Back

Sta 1351+00
D.A. = 10 Ac. H
~~Rd. Contr. to install~~
30'ϕ F-1 at Sta. 1350 +30.5 Skew 20° ~~Class 20 Exc. + 11 cu. yds.~~
Lt. 1022.7
~~Prop.~~ FL.
Rt. 1019.0

Sta 1355+35
D.A. = 1½ Ac. H
Carry Ahead

Sec. 26

Station 1343+83. to Station 1357+82.
Acq'd from Elvin A. Morse & St. Ambrose College
Date July 21, 1961
Consideration $5,886.00
by Warranty Deed
Recorded in Book 87 Page 375
OFFICE OF COUNTY RECORDER

Station 1357+82 to Station 1372+72
Acq'd from Mrs. D.E. Moore (Life Est.)
Date June 21, 1961
Consideration $2,164.00
by Warranty Deed
Recorded in Book 87 Page 388
OFFICE OF COUNTY RECORDER

0 50 100
Scale

Bench Marks
No 3 A Sta. 1960+47 1.H.C. B.M. In Hdwl Ft. of the Rt. Ell. 988.84
No 4 A Sta. 1370+15 1.H.C. B.M. In N.W. Wing post of Bridge 18' Lt. Ell. 988.84

BENCH MARKS:
No. A Sta 1340+11-98' Lt. Set R.R. Spk In W. Side 8" Elm. 1014.35 EL ~~1014.85~~
No 3 Sta 1357+00-108' Lt Set R.R. Spk In S. Side 15" Wild Cherry 1012.79 EL ~~1013.29~~
No 4 Sta 1368+14-115' Rt Set R.R. Spk In W. Side 10" Oak 986.06 EL ~~986.56~~

Use for Subgrade Treatment:
Sta. 1333+00 to Sta. 1351+00 = 2,437
Use for Subgrade Treatment:
Sta. 1351+00 to Sta. 1370+72 = 8,000
Haul to Sta. 1338 = 26,481

Use for Subgrade Treatment:
Sta. 1330+00 to Sta. 1370+72 = 4,434 - 348 = 4,086

Haul to Sta. 1333+ = 6,437 - 3,400 = 3,037

Bridge

1035.48

1200' V.C.

750' V.C.

2½:1 Fore slopes
2½:1 Rt. Fore slopes

Sta. 1331+00 to Sta. 1351+00
Propose Subgrade Treatment No. 2
380 398
Gumbotil

Sta. 1351+00 to Sta. 1370+72
Propose Subgrade Treatment No. 3
146 Gumbotil
96 72 Gumbotil
40 Gumbotil
238 230 Gumbotil

Prop. Lt. Ditch 5' Deep
No Prop. Rt. Ditch
No Prop. Lt. Ditch
Prop. Rt. Ditch 5' Deep
Prop. Lt. Ditch 5' Deep
No Prop. Rt. Ditch
Prop. Rt. Ditch 5' Deep
No Prop. Rt. Ditch
No Prop. Lt. Ditch
Prop. Rt. Ditch 5' Deep
No Prop. Rt. Ditch
Prop. Lt. Ditch 5' Deep
Prop. Rt. Ditch 5' Deep
No Prop. Lt. Ditch
No Prop. Rt. Ditch

1040 1045 1050 1055 1060 1065 1070

1030 1020 1010 1000 990 980 970

M

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.13

This Sheet For Information Only

3:32:02 PM 12/2/2019 npohlen pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_11-15.dgn

Property Owners:
F-Mrs. D.E. Moore F
G-Arthur Thomas G
H-William Lash H

GRUBBING RESTRICTION
IA 2 EASTBOUND
(MP 153.11 / STA 1980+00)

Ref To T.S Sta 1982+54.39 Ref To S.C Sta 1984+54.39 Ref To P.I. Sta. 1989+60.4 Ref To C.S Sta 1994+48.6 Ref To S.T Sta 1996+48.6

Set Iron Pin

Station 1994+48.6 Set Iron Pin
Rec'd from Arthur E. Thomas
Date 19 65
Consideration $ Gen. Cons.
by Condemnation
Recorded in Book 92 Page 107
OFFICE OF COUNTY RECORDER

CORYDON TWP.
T63N R21W
SEC. 25

SOUTH FORK TWP.
T63N R20W
SEC. 30

Δ=23°53'Lt
D=2°00'
Ds=2°0'
Ls=200'
Ts=706.01'
Es=63.98'
P=0.58'
K=100.00'
Xc=199.08'
Yc=2.33'
LT=1133.34'
ST=66.67'
LC=1999.99'

Δ=13°53'Lt
D=2°00'
T=502.15'
L=994.2'
E=43.7'
R=2865.0'

PERMIT NO. 93-500
10-23-70
STA 1931+80 ± - 1025.50 ±

Sta. 1981+08 - Lt. 66'
Rd. Contr. to install 24"Ø C.M.P. and open flume as letdown.
Class 20 Exc. 13 cu.yds.
E. 1008.0
Flume. 958.4

Prop. Wing Dikes by Rd. Contr. See detail Sheet No. 24

Prop. F.L. W. 1007.1

Prop. Dike Top El. 1012.0

Sta. 1974+50 Prop. Expansion Joint

P.O.T. Sta. 1979+53.1

S.P.I. Sta 1983+73 Set Right

Prop. Dike Top El. 1022.5

Prop. Dike Top El. 998.0

Prop. Dike Top El. 986.0

Sta. 1981+07 - Rt. 110'
Rd. Contr. to install 30"Ø C.M.P. and open flume as letdown. Class 20 Exc. 43 cu.yds.
E. 982.0
Prop. FL-W. 984.4
Flume 960.0

Sta. 1982+14 - Rt. 121'
Rd. Contr. to install 30"Ø C.M.P. as letdown. No Class 20 Exc.
E. 994.0
Prop. FL.
W. 984.2

Sta. 1983+69 - Rt. 66'
Rd. Contr. to install 24"Ø C.M.P. as letdown. Class 20 Exc. 22 cu.yds.
E. 1018.8
Prop. FL.
W. 996.4

Sta. 1982+00 to Sta. 1992+00
Estimated 1803 cu. yds. of material available for shoulders.

Prop. Intercepting Ditch
Sta. 1989+60.4

Sta. 1993+61
DA = 21 Ac. H.
Rd. Contr. to install 24" F-I and flume outlet at Sta. 1993+34
Skew 25° Rd. Contr. to ditch inlet.
Lt. 1030.0
Prop. FL. Rt. 1038.0
Flume. 1017.0

Sta. 1993+61
DA = 82 Ac. H.
Rd. Contr. to build 4'4"Ø R.C.B. and flume at Sta. 1995+48
Skew 5° Connection at both ends by Rd. Contr.
Lt. 995.0
Prop. FL-Rt. 1004.0
Flume - 985.0

Prop. Dike Top El. 1042.5

Sta. 1995+15.34

Bench Marks:
No 5 Sta 1979+66 - 166' Rt. Set R.R. Spk. in W. Side 36" Maple. El. 1042.74
No 6 Sta 1986+61.5 - 78' Rt. Set R.R. Spk. in W. Side 24" Oak. El. 1000.10
No 7 Sta 1985+27.69 - 61' Rt. Set R.R. Spk. in N. Side 12" Oak. El. 1038.33
No 8 Sta 1990+53.4 - 81' Rt. Set R.R. Spk. in E. Side 15" Elm. El. 1046.04
No 9 Sta 1991+76 - 70' Rt. Set R.R. Spk. in E. Side in Locust. El. 1042.30
No 10 Sta 1993+61 - 70' Rt. Set R.R. Spk. in N. Side 6" Elm. El. 1017.93
No 11 Sta 1993+50 - 140' Rt. Set R.R. Spk. in N. Side Twin 6" Elm. El. 1000.10
No 12 Sta 1994+10 - 140' Rt. Set R.R. Spk. in N. Side Twin 6" Elm. El. 1039.45
No 13 Sta 1994+10 - 110' Rt. Set R.R. Spk. in E. Side 4" Ash. El. 1042.50

Lash Rec. - 8-21-41 Book - 87 Page - 344 Inst. No. 2266

Included in Right of Way for this land
Carl T Coates
Sept. 20 1971
Vol. 6 Page 100 442

For Details of Channel Change See Sheet No. 16

Scale 0 50 100

Bridge Sta. 1971+15 DA = 4.5 Sq. Mi. H Skew = 15° Carry Thru Bridge

Sta. 1974+63 DA = 6.4 Ac. H Rd. Ditch Carry Thru Bridge

Sta. 1986+80 DA = 6.4 Ac. H Carry Back

Sta. 1990+35 DA = 6.4 Ac. H Carry Ahead

Sta. 1981+88 to Sta. 1983+00 Proposed Subgrade

Sta. 1991+88 to Sta. 1993+00 Proposed Subgrade

Sta. 1993+00 - Lt. Rt. Estimated 26,000 cu.yds. of Channel Change Excavation. Haul 17,950 ft. on road by contractor at his own expense. Any fine and waste used on job in the channel.

Prop. 3½:1 Lt. Foreslope
Prop. 2½:1 Rt. Foreslope

2½:1 Lt. Foreslope
2½:1 Rt. Foreslope

Use for Subgrade Treatment: Sta. 1971+88 to Sta. 1983+00 - 1100 ft.
Use for Subgrade Treatment: Sta. 1988+61 to Sta. 2003+00 - 1439 ft.
Use for Subgrade Treatment: Sta. 1936 to Sta. 2003+00 - 705 ft.

Use for Subgrade Treatment: Sta. 1936+00 to Sta. 2000+00 = 6,400 sq. ft.

Sta. 1982+50 to Sta. 1991+75 Proposed Subgrade Treatment No. 6

Sta. 1986+00 to Sta. 2003+00 Proposed Subgrade Treatment 4 to 6 ± 0.24%

Prop. 0.10% Rt. Ditch Grade

Prop. Lt. Ditch 3' Deep

No Prop. Lt. Ditch

Prop. Rt. Ditch 3' Deep

No Prop. Lt. Ditch

Prop. 2½:1 Lt. Foreslope

Prop. 2½:1 Rt. Foreslope

Revised April 16, 1962

Wayne Co. FN Proj. No. 91

Sheet No.

PLATE 1—PLAN PROFILE O. P. R. & R. E. STANDARD NO. 131 ARRANGED MADE AND PRINTED IN U. S. A.

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.14

3:32:13 PM 12/2/2019 npohlen pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_11-15.dgn

Property Owners:
G - Arthur Thomas
H - William Lash
I - V.I. Partridge
J - Fu Dustin & Eudean Mc Murry
K - Gibson Holloway
L - Rene J. Herman Hancox

Ref. To P.O.T. Sta. 2001+19.2

Station 2001+20 to Station 2028+67
Acq'd from Clay Tp. Partridge
Date June 30, 1961
Consideration $1181.50
by Warranty Deed
Recorded in Book 87 Page 374
OFFICE OF COUNTY RECORDER

SOUTH FORK TWP.
T69N R20W
SEC. ~~29~~ 30

Ref. To P.O.T. Sta 2013+47.3

Set Iron Pin

PERMIT NO. 93-580
4-9-79
STA 2023+45 - 2025+60

PERMIT NO. 93-500
10-23-70
STA. 1931+80 - 1025+50

FN 91.

~~23~~ 7 ~~129~~ 77

~~For Details of Side Road, See Sheet No.11~~

P.O.T. Sta 2001+19.2 = P.I. Sta 2001+19.2
Side Roads Valley

R.W. I.C.A.T.

Intercepting Ditch

P.O.T. Sta. 2013+47.3

Sta 2000+00

Sta 2030+00

LOCAL ROAD

~~Prop.~~ Dike Top El. 1035.0

~~Sta 2004+08 21Rt 18"W.C.M. Pipe Culv. 24 Ac.ft. Carry Ahead Road Contr. to remove present structure~~

~~Sta 2005+80 21Rt 24"W.C.M. Pipe Culv. 20 Ac.ft. Road Contr. to remove present structure~~

~~Borrow "A"~~

Sta. 2003+20
~~Culv. Contr. to install~~ 42" F-I and ~~built~~ Flume on ~~at~~ Skew 40°
Lt. 1018.5
~~Prop.~~ FL. Rt. 1027.0
~~Prop.~~ Flume 1013.0

Station 2001+19.2 to Station 2028+67
Acq'd from Eudean Mc Murry & Fred J. Dustin
Date June 28, 1961
Consideration $2 35.00
by Warranty Deed
Recorded in Book 87 Page 411
OFFICE OF COUNTY RECORDER

~~Prop.~~ Intercepting Ditch

~~Sta 2013+85 31Rt 15"W.C.M. Pipe Culv. DA-5 Ac.ft. Carry Ahead~~

~~Prop.~~ Sod flume on backslope at Sta. 2018+25 ~~Estimated 5 Squares~~

Flume on backslope Sta 2021+00 ~~Estimated 3 squares~~

~~Prop.~~ Dike Elev. 1049.0

18" Corr. Pipe

Use farm Ent as Dike

~~Prop.~~ Intercepting Ditch

~~Sta 2018+67 18"W.C.M. Corr. Pipe~~ additional
DA. 5 Ac.ft.
~~Rd. Contr. to remove present structure Culv. Contr. to install 30" F-I and built flume on outlet at Sta. 2021+30 Skew 30°~~
Lt. 1040.0
~~Prop.~~ FL. Rt. 1043.3
Flume 1024.0

DA. 5 Ac.ft.
~~Rd. Contr. to remove present structure Culv. Contr. to install 24" F-I and built flume on outlet at Sta. 2021+20~~
Lt. 1041.1
~~Prop.~~ FL. Rt. 1045.0
Flume 1025.0

DA. 5 Ac.ft.
~~Rd. Contr. to play present structure and remove existing flume. Culv. Contr. to build 3'x3' K.C.B. at Sta. 2021+30. Composition of backfill by Rd. Contr. (3 cu.yds.~~
~~Prop.~~ FL. Lt. 1026.0 Rt. 1032.0

Sta 2030+00

Sta 2031+80 = 1025+50

Ref. To P.O.T. Sta 2013+47.3

Set Iron Pin

Ent. Rt.

Farm Ent. Rt.

Farm Ent. Lt.

Field Ent. Lt.

Field Ent. Rt.

Prop. Sod flume on backslope

Prop. Intercepting Ditch

Prop. Dike Elev. 1049.0

18" Corr. Pipe

Use farm Ent as Dike

Prop. Intercepting Ditch

Prop. FL. Rt. 1045.0

Flume 1025.0

Prop. FL. Lt. 1026.0 Rt. 1032.0

Prop. Intercepting Ditch

Prop. FL. Rt. 1032.0

Sta. 2031+80 = 1025+50

Sta. 2030+00

Sta. 2028+67

Sta. 2027+30

Sta. 2026+00

Sta. 2024+67

Sta. 2023+45

Sta. 2022+20

Sta. 2021+30

Sta. 2021+20

Sta. 2020+00

Sta. 2018+25

Sta. 2016+85

Sta. 2015+50

Sta. 2014+00

Sta. 2013+85

Sta. 2012+50

Sta. 2011+00

Sta. 2009+50

Sta. 2008+00

Sta. 2006+50

Sta. 2005+80

Sta. 2004+08

Sta. 2003+20

Sta. 2001+90

Sta. 2000+00

Sta. 1998+50

Sta. 1997+00

Sta. 1995+50

Sta. 1994+00

Sta. 1993+00

Sta. 1991+80

Sta. 1990+50

Sta. 1989+00

Sta. 1987+50

Sta. 1986+00

Sta. 1984+50

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Sta. 1981+50

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Sta. 1978+50

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Sta. 190-50

Sta. 192-00

Sta. 193-50

Sta. 195-00

Sta. 196-50

Sta. 198-00

Sta. 199-50

Sta. 201-00

Sta. 202-50

Sta. 204-00

Sta. 205-50

Sta. 207-00

Sta. 208-50

Sta. 210-00

Sta. 211-50

Sta. 213-00

Sta. 214-50

Sta. 216-00

Sta. 217-50

Sta. 219-00

Sta.

Property Owners:
K-Gibson Holliday
L-Richard Herman Hancox
M-Delraine Levis

Ref To POT Sta 2032+546

Ref To POT Sta 2041+243

Ref To PT Sta 2050+432

Sec. 30

So. 1th Fork Twp.
T 9N R 20W
Sec. 29

Ref To PT Sta 2054+432

Ref To POT Sta 2054+713

PERMIT No. 93-500
10-23-70
STA 1931+80± - 1025+50±

Set Iron Pin

Set Frost Nail

Tan

For Details of Side Road See Sheet No. 29

GRUBBING RESTRICTION
IA 2 WESTBOUND
(MP 154.25 / STA 2038+75)

Station 2028+27 to Station 2041+26
Acq'd from Gibson C. Holliday
Date July 7, 1961
Consideration $10.00
by Warranty Deed
Recorded in Book 87 Page 347
OFFICE OF COUNTY RECORDER

Station 2028+27 to Station 2041+26
Acq'd from Richard H. Hancox
Date June 28, 1961
Consideration $20.00
by Warranty Deed
Recorded in Book 87 Page 361
OFFICE OF COUNTY RECORDER

Station 2041+26 to Station 2367+78
Acq'd from Delrain T. Levis
Date July 26, 1961
Consideration $3,234.50
by Warranty Deed
Recorded in Book 87 Page 401
OFFICE OF COUNTY RECORDER

Old School House (Abandoned)

Sta 2030+00

Sta 2045+00

Sta 2053+43.2

2055

2040

2045

2050

R.W. & C.A.F.

P.O.T. Sta 2032+54.6

P.O.T. Sta 2041+24.3

P.O.T. Sta. 2054+71.38
P.T. Sta. 2062+47.7
Present Iowa No. 2 EQUATION

P.I. Sta. 2056+02.7 ℄
Δ = 0°05' Lt.
1063+79.10 Ahd.

STA. 2051+00.00
END PROJECT
(P.C. PAVING)

Pipe Intercepting Ditch

15" X 20' Corr. Pipe Ditch Intercepting

Remove 1 Style A fold sidewalk

Windmill

Born

Match Line

Match Shed

Corr. Pipe

Sta 2041+77
72"x48" Conc. Pipe
Dia. Skew H
Con't Contr. to remove present structure. and build Twin 5'x5' R.C.B. at Sta. 2040+60 Compaction of backfill by Rd Contr. = 83 cu yds.
Lt. 1007.1
Prop. Fl.
Rt. 1008.0

Sta 2041+24.3-25' Rt.
48"ø X 48' Conc. Pipe
DA =
Rd Contr. to remove present structure and relay at Side Rd.
Sta. 304+58. Cont. Contr. to build 4'X5' R.C.B. at Sta. 2041+24.3 - 84.3' Rt. Compaction of backfill by Rd Contr. = 53 cu yds.
Lt. 1008.2
Prop. Fl.
Rt. 1010.6

PERMIT No. 93-550
3-30-76
STA. 2041+73

162 Field Ent

Lt. Local Rd Pl.

Field Ent Rt.

Field Ent Lt.

Farm Fld Lt.

Temporary Connection

Lowa Creek Bank

Gumbo

Inlet 1008.7 Ft. Grate 1007.1

Inlet 1008 Ft. Grate 1007.1

Prop. Lt. Ditch

Prop. Rt. Ditch

Prop. 5' Deep Lt. Ditch

Prop. 5' Deep Rt. Ditch

Prop. 4' Deep Lt. Ditch

Revised Sept. 4, 1964

Use for Subgrade Treatment Sta. 2038+00 to Sta. 2041+26 = 0.74
Use for Subgrade Treatment Sta. Sta. 2030+00 to Sta. 2032+54.6 = 2.11
Haul = Stockpiled Soil (May Be Future Subgrade Treatment by paving contr. from Sta. 2032+54.6 to Sta. 2037+00 = 0.454
Haul to Sta. 2041+26 = 4.284
Haul to Sta. Rt. Sta. 304+58 = 5.380
44.145

Subgrade Treatment N.S.B.

Prop. Subgrade Treatment N.S.B.

Prop. 2½:1

Fore Slope 3

Fore Slopes

Gumbo

Concrete

Curb & Gutter

Sidewalk

Driveway

Sta 2030+00 to Sta 2031+30 Prop. Subgrade Treatment No. 7

BENCH MARKS:
No. 11 Sta. 2033+00 42.1' Lt. Set R.R. Spk. in 3 Side Ro. Pole ... EL. 1066.13
No. 13 Sta. 2040+85 42.5' Rt. R.R. Spk. in E. Side Ro. Pole ... EL. 1068.26
No. 16 Sta. 2058+00 42.5' Rt. R.R. Spk. in Side Ro. Pole ... EL. 1068.26
No. 17 Sta. 2060+68.18' Rt. Found on S. Hdwl. of 24" Conc. Pipe ... EL. 1068.79
No. 15 Sta. 2041+50 Rt. 83' I.H.C. Brn. In. Inlet Hdwl. 4'x8' R.R. Sp. in Side Rd. ... 1017.06

Scale: 0 50 100

Elevations: 1070, 1060, 1050, 1040, 1030, 1020

Stations: 2030, 2035, 2040, 2045, 2050, 2055

PLATE 1—PLAN-PROFILE C. B. Q. P. R. & R. E. STANDARD NO. 131 ADOPTED MADE AND PRINTED IN U. S. A. FLORENCE D. TABER CO., CHICAGO

Wayne Co. F.A. Proj. No. 91 — Sheet No. 8
Wayne Co. F.A. Proj. No. 91 — Sheet No. 8

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.16

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ESTABLISHED WIDTH OF RIGHT OF WAY FT.

Waste Area "AA" Road Ditches

Used Saw Cut

POT Sta 2047+32

PT Sta 1062+17.7
POT Sta 2054+71.3

POT Sta 2050+43.5
= PT Sta 1062+17.7
Present Iowa No 2

R.W. & C.A.

EQUATION:
P.I. Sta. 2056+02.7 =
P.I. Sta 1063+79.1
Δ = 0°05' Lt

P.I. Sta 2056+02.7 =
P.I. Sta 1063+79.1

A = 1°09 Lt
D = 0°11'27½"
T = 300.0'
L = 600.0'
E = 1.51'
R = 30,000.0'

Found Rail

Found Rail

Found Rail

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 150(5)		7	94

Property Owners:
A-C.A. & Lola M. Sellers
B-Harold Lord
C-Holly Young
D-O.M. Dear
E.A.S. Smith

Ref. To P.T. Sta. 1062+47.7
P.I. Sta. 2054+02.7

~~Ref. To~~ P.I. Sta. 1063+79.1

SOUTH FORK TWP.
T69N R20W
Sec. 29

Station ...2041+26 to Station 2087+75...
Deed from Delcia T. & Dwight C. Lewis & Carl A. Sellers
Date ...July 24, 1961...
Consideration $ 3234.50
by Warranty Deed
Recorded in Book 87 Page 401
OFFICE OF COUNTY RECORDER

Center Sec. 29-69-20 Lt. 6.22'

~~Ref. To~~ P.I. Sta. 1075+51.4

P.I. Sta. 1075+54.4

Cor. Stone 1075+51.4
6.22 ~~Feet~~ North of ℄
Set Bent Steeley

STA. 1067+51.40
STOP RECONSTRUCTION
BEGIN WIDENING & A.C. RESURFACING

P.T. Sta. 1062+47.7
= P.O.T. Sta. 2054+71.3
Survey

P.I. Sta. 1063+79.1
Δ = 0°05' Lt.
Curve

Sta. 1068+45.5
24"ϕ X 34.2' Conc. Pipe
With Hdwls.
D.A. = 7 Ac. R.

Sta. 1075+44
24"ϕ X 28.5' Conc. Culv. With Hdwls.
& 24"ϕ X 7' Corr. Pipe on Outlet
D.A. = 9 Ac. R.

P.I. Sta. 1075+51.4
Set Steeley

Used Present R.O.W.

12" X 20' Corr. Pipe
+38-32' Rt. R.O.W. Rail

+00-32.6' Lt. R.O.W. Rail

+25-32.7' Lt. R.O.W. Rail

15" X 22' Corr. Pipes

15" X 33' Corr. Pipes

12" X 16' Corr. Pipe

15" X 32' Corr. Pipe

Barn
Well
Ski-Jull Rink
Mach. Shed
Ha.

Match Line

Sta. 1090+00

P.I. Sta. 1078+51.4
Not Set

P.C. Sta. 1072+51.4
Not Set

Δ = 0°26' Rt.
D = 0°04'20"
T = 300.0'
L = 600.0'
E = 0.57'
R = 79,339.8'

LEGEND:
Chariton Valley Rural Elec. Coop Assc.

0 50 100
Scale

BENCH MARKS:
Datum 1068.80
No. 17 Sta. 1068+45.5-184' Rt. Found Sq. on S. Hdwl. of 24" Conc. Culv. EL. ~~1068.83~~
~~No. 18 Sta. 1075+44-14.8' Lt. Found Bolt in Lt. Hdwl. 24" Conc. Culv.~~
~~= BM. No. 31-1929 Cont. Plans~~ ~~EL. 1075.25~~
No. 18A Sta. 1081+40-30' Rt. R.R. Spk. in Tele. Pole EL. 1080.06

PROFILE — SURVEYED: PLOTTED: DRAWN: CHECKED: QUANTITIES CHECKED: STRUCTURE NOTATIONS CHECKED — NOTE BOOK — NO.

Field Ent. Lt. 1064 ±35
Field Ent. Rt. ±32
Farm Ent. Lt.
Farm Ent. Rt.
Com. Ent. Rt. ±18
Com. Ent. Rt. ±28
Farm Ent. Rt. ±52
Farm Ent. Lt. ±84
Farm Ent. Lt. 1063

Rt. 1064.9
Lt. 1065.8

Rt. 1070.5
Lt. 1071.2

1100
1090
1080
1070
1060
1050

1065 1070 1075 1085 1085 1090

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD
NO. 131 ARROWRIGHT MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

Wayne Co. F Proj. No. 150 (5) Sheet No. 7

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.18

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Property Owners:
D-O.M.Derr
E-A.S.Smith
F-Ruby O. Kent
G-Lissie Baughman
H-O.A.Mc Murray

SOUTH FORK TWP
T60N R20W

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 150(5)		8	94

Ref. to P.I. Sta. 1102+006

Sec. 29 | Sec. 28

Sta. 1030+00 | Sta. 1111+00

Match Line

FEED LOT

+64 | +67-32.7 Lt. R.O.W. Rail

+00-32' Lt. R.O.W. Rail

Used Present R.O.W. 7

P.I. Sta. 1102+006
Δ=0°06' Rt
= P.I. Sta. 1102+006
1929 Plans

80°38'

+71-32.6 Lt. R.O.W. Rail

+83 | +27

+31-32.8 Lt. R.O.W. Rail

ROAD

SEC. LINE

+22

15"X18" Corr. Pipe

15"X16" Conc. Pipe

Dike

Barn | 200' | LOT | +04

+55 | 1105

Ho | 53' | Ho | 107' | Farm Ent.

+45

Hog Ho

15" Corr. Pipe

Type (B) Flume W/ Drop Inlet

1110 | +28

+95 Field Ent.

+13 Field Ent.

1115 | +20

+013-32.8 Lt. R.O.W. Rail

Hog Ho | 84

+70 | 108' Well

+22-32.9 Lt. R.O.W. Rail

Used Present R.O.W. Z

Used Present R.O.W.

+59-31' Lt. R.O.W. Rail

Barn | 43' | 52' Well

G. Tile

12"X41' Corr. Pipe

175' I Barn

Sta. 1030+42
24"X312' Conc. Pipe
~~With BR Rt. Lt. Corr. Pipes~~
D.A. = 15 Ac. M.
Extend with 24' B.F.
~~Prop~~ Fl. Lt. 1075.0
Rt. 1072.8
Extend with 24' 9' Lt. & 12' Rt. Conc. pipe

Barn | 80' 15"X24" Corr. Pipe | +34 Farm Ent. | +54 | ±36 | ±32 Field Ent.

12"X16" Corr. Pipe

Used Present R.O.W.

P.I. Set Steeley

Dike

Sta. 1102+04-30' Rt.
15"ø X 30' Vit. Pipe
D.A. = 3 Ac. R.

P.I. sta. 1102+00.6

C.M. | C.M. | Set Steeley | Tan. | 50.56 | 50.43 | C.M. | C.M.

Sta. 1102+35
24"X39' Conc. Pipe
With Hdwls.
D.A. = 4 Ac. R.

+70 | +24 (Grave) | APPROX. | +38

Sta. 1107+28.09
3'X2'X 67.3 R.C.B.
D.A. = 25 Ac. R.

Type (B) Flume

+36

Match Line

LEGEND:
- Chariton Valley Rural Elec. Co-op Assoc.
- Iowa Southern Utilities Co.

0 50 100
Scale

BENCH MARKS:
~~No. 13 Sta. 1030+42 15.7' Lt. Found Bolt in Lt. Hdwl 24" R.C.B. = B.M. # 92 1929 Plans ____ EL. 1078.65~~
No. 20 Sta. 1102+35 -19.3' Rt. Found Bolt in Rt. Hdwl 24" R.C.B. = B.M. # 93 1929 Plans ____ EL. 1072.90
No. 21 Sta. 1107+15.3 -21.7' Rt. Found Bolt in Rt. Hdwl 3'X2' R.C.B. = B.M. # 94 1929 Plans ____ EL. 1056.47
EL. 1056.52

DATE | BY | SURVEYED | PLOTTED | CHECKED | ALIGNMENT CHECKED | R.M.'s NOTED | STRUCTURE NO'S & CH NO. | NOTE BOOK | NO.

PLAN

Field Ent. Rt. | +32 | Farm Ent. Rt. | +54 | Lt. Local Rd Rt. | +04 | Farm Ent. Lt. | +02 | Field Ent. Lt. | +35 | Field Ent. Lt. | +13 | Farm Ent. Rt. | +34

1080 | 1070 | 1060

FL Rt. 1074.2 Lt. 1074.8

FL Rt. 1068.3 Lt. 1067.9

FL Rt. 1052.8 Lt. 1051.2

1030 | 1035 | 1100 | 1105 | 1110 | 1115

DATE | BY | SURVEYED | PLOTTED | CHECKED | ALIGNMENT CHECKED | R.M.'s NOTED | STRUCTURE NO'S & CH NO. | NOTE BOOK | NO.

PROFILE

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD
NO. 131 ARKWRIGHT MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO. CHICAGO

Wayne Co. F Proj. No. 150(5) Sheet No 8

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM	GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER	STP-002-6(46)--2C-93	SHEET NUMBER RR.19

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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 150(5)		9	94

Property Owners:
G-Lissie Baughman
H-O.A.Mc.Murray
I-C.F.Hallyer
CA-Chicago, Burlington & Quincy R.R.

~~Ref Ln~~ P.I. Sta. 1122+41.3

SOUTH FORK TWP
T60N R20W
Sec. 28

Sta. 1119+00

Set Steeley
P.I. Sta. 1122+41.3
=P.I. Sta. 1122+39.9
1929 Plans

Used Present R.O.W.

+41.3-32.5 Lt.
R.O.W. Rail

15"X20' Corr. Pipe

Barn 25.0±

Shed

Field Ent.

Type (B) Flume

+20-30.7 Lt.
R.O.W. Rail

GARDEN

Fruit

+03-31.3 Lt.
R.O.W. Rail

Ho.

Well

+2.5 Farm Ent.

15"X20' Corr. Pipe

Barn

Old Farm Ent.

+03-32.5 Lt.
R.O.W. Rail

Type (A) Flume

+11-32.5 Lt.
R.O.W. Rail

Used Present R.O.W.

Sta. 1150+00

Match Line

P.C. Sta. 1119+41.3
Not Set

Δ = 0°10'Rt.
D = 0°01'40"
T = 300.0'
L = 600.0'
E = 0.23'
R = 2062.85.7'
Set Steely

Used Present R.O.W.

Type (B) Flume

Sta. 1128+04.6
24"ø X 43.7' Conc. Pipe
With Hdwls
DA. = 8 Ac. R.

Old R.R. R.O.W.

P.T. Sta. 1125+41.3
Not Set

Type (A) Flume

24"X60' Conc. Pipe

Used Present R.O.W.

15"X22' Corr. Pipe

Sta. 1144+05
24"ø X 37.5' Conc. Pipe
With Hdwls
DA. = 7 Ac. R.

Match Line

P.I. Sta. 1122+41.3

C.M. — Nail In A.C. — C.M.

C.M. — C.M.

0 50 100
Scale

LEGEND:
=Iowa Southern Utilities Co.

BENCH MARKS:
No. 22 Sta. 1113+25-33' Rt. Set R.R. Spk. In S. Side Po. Pole ____ EL. 1077.~~75~~ 68
No. 23 Sta. 1128+04.6-21.5' Rt. ~~Cut X~~ On Hdwl-24" Conc. Pipe ____ EL. 1062.~~36~~ 34
No. 24 Sta. 1144+05.0-18.6' Lt. Found Bolt In Lt. Hdwl 24" Conc. Pipe ____ EL. 1064.~~72~~ 70
=B.M. No. 96 ____ EL. 1064.~~72~~ 70

PLAN
SURVEYED
PLOTTED
NOTE BOOK
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. - NOTED
STRUCTURE NO'S & TYPES CK'KD.
NOTE BOOK
NO.
BY
DATE

Farm Ent. Rt. 1.4
Field Ent. Lt. 1.3
Farm Ent. Lt. 1.5
Farm Ent. Lt. 1.6
Field Ent. Rt. 1.3

1080
1070
1060

Rt. 1058.8
FL Lt. 1056.9

Rt. 1053.3
FL Lt. 1059.3

1120 1125 1130 1135 1140 1145 1150

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD
NO. 131 ARKWRIGHT MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

Wayne Co. F Proj. No. 150(5) Sheet No. 9

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.20

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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 150(5)		10	94

Property Owners:
I-L.L. Castar
J-C.F. Hellyer
K-W.W. Long
L-American Petroleum Co. Of Texas
M-R.T. & Ila Thatcher
N-Charles Thomas
O-Evalee Clark
P-Robert Lockridge
Q-Chas. O. Helman
R-Mrs. Roy Lockridge
S-Merle Cadwell
T-Joe Curtis
U-Pearl Palmer
V-Christian Church
W-Ada Long
X-Audrey Kinser
Y-F.L. Davis
Z-Jay Smith
AA-Richard McIntire
AB-Mary & Ray Davis
CA-Chicago, Burlington & Quincy Railroad

Ref. to P.I. Sta. 1154+64.2

SOUTH FORK TWP.
T69N R20W
TOWN OF PROMISE CITY

SEC. 28 | SEC. 27

N

Sta. 1150+00 | Sta. 1165+00

Barn | Oil Sta. | Ho. | Pump Isle | Conc. | Com. Ent. | 15"X40' Corr. Pipes | 20' Beehive Intake D.A.=1½ Ac.R. | 82.5 Street Rock | 1155

STA. 1154+64.20
STOP DIV. 1
BEGIN DIV. 2

USGS B.M. #TT-29 E 1933 1055 FT

20' Beehive Intake D.A.=2½ Ac. | 12"X14' Vit. Pipe

Used Present R.O.W. | Used Present R.O.W. | Used Present R.O.W.

Old R.R. R.O.W. | 1160 | Old R.R. R.O.W.

Twin 3"X4" Tile | 12"X13' Vit. Pipe | 12"X10' Conc. Pipe

Ho. | Ho. | Ho. |

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 150(5)	11	94	

Property Owners:
AB-Mary & Ray Davis
AC-Mrs. G.L. Robertson
AD-Blanch Cootes
AE-Methodist Church
C - Holly Young
AF-Amy Robertson
AG-Nolan Carpenter
AH-Orville Clark
AI-Elsie E. Sharp
AJ-Mrs. G. John
AK-Promise City Mutual Tel. Co.
AL-LaVaughn Curtis
AM-H.D. Long
AN-James Curtis
AO-H.W. Long
AP-Phillip L. Pister
AQ-Ben Coffey
AR-H.C. Anderson
AS-Edward N. Huston
AT-Benny Shaip
AU-Ida Mc. Williams
AV-Walter Frye
AW-R.O. Owen
B -Harold Lord

SOUTH FORK TWP
T60N R20W
SEC. 27

TOWN OF PROMISE CITY

Sta. 1158+12-22' Lt.
15"ø X 28' Corr. Pipe
D.A.= 3Ac.R.

Sta. 1165+00
Sta. 1180+00
Match Line
Match Line

60' R.O.W.
1029 STREET
1170
1175
4' Wk.
Used Present R.O.W.
Church
Cafe
Oil Sta.
Bldg.
Store
Oil Sta.
Ho.
Sta. G
Gas Tanks
Garages
Blacksmith Shop
Pump Isle
Sign
Hedge
Rock
Dewey Street
Alley
Well
Opening
Brace Pole Removed
Corp. Pipe Removed
Type (B) Flume
U.A.C.
Res. Ent.
Com. Ent.
Vit. Pipe
Vit. Tile
Corr. Pipe
Clay Tile
Conc.
Sta. 1172+50 - 23' Rt.
Rd. Contr. to build
1-RA9 Intake
Top FL. 1157.7
Sta. 1175+85.7
3'X2'X45.3' R.C.B.
D.A.=15 Ac.R.
12"X20' Corr. Pipe U.A.C. to be unplugged
Scale 0 25 50

LEGEND:
⊕ Iowa Southern Utilities Co.

BENCH MARKS:
No. 27 Sta. 1168+30-45' Lt. Cut (X) On E. End Of Pump Isle ____ EL. ~~1068.00~~ 1067.93
No. 28 Sta. 1175+85.7-29' Rt. Found (+) On Rt. Handrail 3'X2' Conc. Box = B.M. No 28 1929 Plans EL-1056.58 ____ EL. 1056.~~58~~ 59

Left Side C = 2.74 F+30% = 0 Waste = 2.74 in Waste Area "BB"
Right Side C = 2.24 F+30% = .3 Waste = 2.21 in Waste Area "BB"

1070
1065
1060
1055
1050
1045

Res. Ent. Lt.
Res. Ent. Rt.
Com. Ent. Lt.
Com. Ent. Rt.
Church Ent. Lt.
Lt. Street Rt.
Dewey St. Lt.
Alley Rt.
Alley Lt.
Vari. Rt. Ditch
See Cross Sections

1165 1170 1175 1180

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD NO. 131 ARKWRIGHT MADE AND PRINTED IN U. S. A. EUGENE DIETZGEN CO., CHICAGO

Wayne Co. F Proj. No. 150(5) Sheet No. 11

PLAN: SURVEYED, PLOTTED, GRADES CHECKED, R.R. & UTILITIES, RT. OF WAY CHECKED, STRUCTURE NO'S & TYPE'S OK'D; NOTE BOOK; NO.; BY; DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, R.R. & UTILITIES, STRUCTURE NO'S & TYPE'S OK'D; NOTE BOOK; NO.; BY; DATE

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.22

3:34:15 PM 12/2/2019 npohlen pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_21-26.dgn

Property Owners
AF- Amy Robertson
AX- Coy Thomas
AY- Lloyd Castor
AZ- Merritt Kinser

SOUTH FORK TWP.
T6ON R20W
SEC 27

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	PROJECT YEARS	SHEET NO.	TOTAL SHEETS
		F 150(5)		12	94

40' R.O.W.

Ref. to P.I. Sta. 1181+40.4

.32.0 37.0 Found Nail & Cut (k)
54.2 40.0

Sta 1181+40.4 -Lt
15" ø X 34' Corr. Pipe
D A = 1½ Ac. R.

TOWN OF PROMISE CITY

P.I. Sta 1181+40.4
Δ = 0° 07½' Rt.

STREET LINE (Oiled Rock)

Ho
170
3 WK.
56.2

Barn
132

1185

1190

N

15"X 20' Corr. Pipe
70'

Farm Ent.

Ent. G 75' 75'

15"X 22' Corr. Pipe

Use Present R.O.W.

Sta. 1180+00

Sta. 1194+00

4 WK.
45' 15'
80.45
28.3

2" Conc.

27.6'
4 WK.
2.5% 4"

Bracc Pole

Waste Area "BB"

R.O.W.

18" X 22' Corr. Pipe

Match Line

Ho
15"X 20' Corr. Pipe U.A.C.

STA 1181+40.40
END DIV. 2
RESUME DIV. 1

Corp

APPROX. Oiled Rock

Ho
83'
117

LEGEND
10. So. Utilities

0 50 100
Scale

BENCH MARKS
No 29 Sta 1181+63 -31 Lt Set R R Spk In Power Pole ____ EL. 1066.69

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
PLAN OF WAY CHECKED
NOTE BOOK
NO

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R. W. NOTED
STRUCTURE NOTED
NOTE BOOK
NO

Rec Ent. Rt.
Street Lt.
Co Trunk Rd (C) Rt.
Farm Ent. Lt
Farm Ent. Rt.

1065 1060 1055 1050 1045
1045 1040 1035 1030 1025 1020

1180 1185 1190

PLATE 1—PLAN PROFILE C P R & R E STANDARD
NO 131 ARRANGED MADE AND PRINTED IN U S A
EUGENE D ETZEN CO CINCINNATI

Wayne Co F Proj No 150(5)

Sheet No. 12

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.23

3:34:28 PM 12/2/2019 npohlen pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_21-26.dgn

Property Owners
AF-Amy Robertson
BA-Mary Kinser
BB-D.D.Kinser

Ref To P.I Sta 1207+69.3

Cut (X)
Tan.
Tan.
71.9'
60.3'
32.6'
46.9'

SOUTH FORK TWP.
T69N R20W

SEC. 27
SEC. 26

Ref To P.I Sta 1215+83.5

Cut (X)
37.4'
72.5'
44'
48.4'

Shoulder material available from Borrow.

FED ROAD DIST. NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		F 150(6)		13	94

Sta 1194+00

STA. 1204+00.00
RESUME RECONSTR.
STOP WIDENING &
A.C. RESURFACING

+61-32.8' Lt
R.O.W. Rail

Type (B) Flume

15"X20' Corr Pipe

Born

250' ±

Prop. Farm Ent.

Hd

R.O.W.

18' Conc

POND

Type (B) Flume

+03-32.5' Rt
R.O.W Rail

Sta 1135+01.8
3'X3'X 40.1' R.C.B.
DA=.82 Ac. H-R.

Match Line

Sta 1200+36.8
24"ø X 51.2' Conc. Pipe
With Hdwls
DA=.21 Ac. H.R
U.A.C.

+03-32.5' Rt
R.O.W Rail

P.I Sta 1207+69.3
=P.I Sta 1207+66.3
1929 Plans

Aerial Survey Sec. Line

Type (B) Flume

Sta 1208+73.2
3'X3'X 52.5' R.C.B.
DA=.50 Ac R-H
Extend with R.C.B Extensions
FL Lt = 1022.0
Rt = 1014.9

Δ=0°22' Lt
D=0°03'40"
T=30.0'
L=60.0'
E=0.48'
R=9376.38'

P.I Sta 1210+69.3 Not Set
+71.2 to P.I Ent.

Prop. Field Ent.

Type (B) Flume

Borrow "A"

R.O.W.

Borrow "B"

+83.5-33' Rt
R.O.W Rail

P.I. Sta. 1215+83.5
Δ=0°02½" Lt
=P.I Sta 1215+79.6
1929 Plans

Stage Ext.

R.O.W.

STA. 1222+00.00
STOP RECONSTR.
RESUME WIDENING &
A.C. RESURFACING

Sta 1225+00

Match Line

BENCH MARKS
No 30 Sta 1195+01.0-19.4' Lt Found (X) on Lt Hdwl 3'X3' Conc. Box
=B.M No 99-1929 Plans EL 1020.66 ——— EL. 1024.97
No 31 Sta 1200+36.8-23.3' Rt Cut (X) on Lt Hdwl. 24"ø Conc. Pipe ——— EL. 1024.70
No 32 Sta 1208+80.2-22.3 Lt Found Bolt on Lt Hdwl 3'X3' Conc. Box
=B.M No 101-1929 Plans EL 1102.95 ——— EL. 1024.55
No 33 Sta 1218+38-32' Lt Set R.R. Spk. in S. Side Tel. Pole ——— EL 1052.44

LEGEND:
Iowa Southern Utilities Co.

0 50 100
Scale

C=29.10.9

F 7.25% = 30.28.9
Select = 3.59.5
33.88.2

From Borrow "A" = 2000
From Borrow "B" 2773
4773

+00
56.03

Form Ent Lt
Field Ent Lt
Sta. 1204+00
Elev. 1033.77
Set 3" high to meet resurfacing
+1.71.2 %
1000' V.C.
-3.5 %
Field Ent Rt.
Sta. 1227+00
Elev = 1036.23
Set 3" high to meet resurfacing

Gumbotil										
348 For 150	185	37	44	467	444	400	330	244	289	341	589	761

Form Ent Lt
Subgrade Treatment No. 3

2½:1 Lt. Foreslope
2½:1 Rt. Foreslope

Subgrade Treatment No. 4

FL Rt 1013.2
Lt 1020.2

FL Rt 1016.5
Lt 1019.5

FL Rt 1015.8
Lt 1019.5

3' Lt. Ditch
5' Rt. Ditch

No Lt. Ditch
No Rt. Ditch

5' Lt. Ditch
5' Rt. Ditch

47.47 47.87 48.25 48.59 48.80 49.17 49.35 49.59 49.74 49.88 49.98 50.03 50.05 50.03 49.90 49.77 49.62 49.43 49.20 48.94 48.64 48.31 47.94 47.53 47.09 46.62 46.10 45.56 44.98 44.36 43.70 43.02 42.29 41.53 40.74 39.91 39.04 38.14 37.20 36.23

1050 1040 1030 1020 1010

1195 1200 1205 1210 12.5 1220 1225

PLANS PREPARED IN ACCORDANCE WITH I.D.O.P.P.&R. STANDARD SPECIFICATIONS AND AMERICAN HIGHWAY MAKE AND PRACTICE NO. 1 EQUIVALENT TO CH. CAD.

Wayne Co F Proj. No. 150(6) Sheet No. 3

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM	GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER	STP-002-6(46)--2C-93	SHEET NUMBER RR.24

3:34:42 PM 12/2/2019 npohlen pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_21-26.dgn

Property Owners:
AF Afay Roberson
BB D. D. Kinser
BC Harry N. Hart
BD Floyd Warren

Ref To P.I. Sta 1237+16.0

SOUTH FORK TWP.
T69N R20W
SEC. 26

N

P.I. Sta P.I. Sta. 1244+76.0

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		150(5)		14	24

Shoulder material available from Daylighting.

Sta. 1225+00

Match Line

Type (B) Flume

R.O.W.

+42 6.0' Lt.

+82

+62 35'

+54

+54 -32.8' Rt R.O.W. Rail

+01.5-75' Rt. R.O.W. Rail

Sta. 1225 + 73.7
3'X3'X64.4' R.C.B.
D.A. = 30 Ac H.-R.

Sta 1232+45.2
24"ø X 118' Conc. Pipe
D.A. = 8 Ac R.

1230

1235

Sta. 1234+14 -50' Lt
24"ø X 72' Conc. Pipe
D.A. = 4 Ac R

STA. 1236+25.00
RESUME RECONSTRUCTION
STOP WIDENING & A.C. RESURFACING

P.I. Sta. 1234+16.0
= P.O.T. Sta. 235+45.6
Iowa #55

+80

+14 Local Road

+49

+85

+45-85' Lt R.O.W. Rail

Use Present R.O.W.

+80 -32.5' 84.2' Lt R.O.W. Rails

P.I. Sta 1237+33.0

+00 Farm Ent.

Gar.

Δ = 0°40' Lt.
D = 0°09'02"
T = 221.5'
L = 442.96'
E = 0.644'
R = 38072.6'

1240

Barn

Crib

5'X 24' Corr. Pipe

Barn

1245

P.I. Sta 1244+76.0
= P.I. Sta. 1244+72
1929 Plans

+42-32.7' Lt R.O.W. Rail

Type (B)

+56

+56-35.4' Lt. R.O.W Rail

Prop Dike
El = 1046.0

R.O.W. ℄

Type (A) Flume

+00

1250

℄ 110' Sta. 1255+00

Match Line

+85 -108' Rt. R.O.W. Rail

+55

+84

24' Asphalt

+76

+76-75' Rt. R.O.W. Rail

+54-34.4' Rt. R.O.W. Rail

P.I. Sta. 1239+34.5

R.O.W.

Type (B) Flume

15" X 32' Corr. Pipe

Crib

Barn

Garden

Type (A) Flume

Sta. 1250+50.5
24"ø X 30' Conc. Culv. W/ Hdwls.
With 24"ø X 8' Conc. Pipe Ext. Rt.
& 24"ø X 4' Corr. Pipe Ext Lt.
D.A. = 15 Ac. R.
Extend with 24"ø F-1
Lt. = 1040.3
Prop Fl. Rt. = 1033.0

Sta. 1225 + 73.7
3'X3'X64.4' R.C.B.
D.A. = 30 Ac H.-R.

Sta 1232+45.2
24"ø X 118' Conc. Pipe
D.A. = 8 Ac R.

Sta. 1244+75.4
3'X3'X62.8' R.C.B.
D.A. = 50 Ac. H.-R
Extend with RCB Extensions
Lt. = 1025.4
Prop Fl. Rt. = 1011.5

Δ = 0°40' Rt
D = 0°06'40"
T = 300.0'
L = 600.0'
E = 0.87'
R = 515705'

Δ = 0°20' Rt
D = 0°03'20"
T = 300'
L = 600'
E = 0.43'
R = 130141.0'

P.C. Sta. 1231+16.0 Not Set

P.T. Sta. 1237+16.0 Not Set

P.C. Sta. 1241+76.0 Not Set

P.T. Sta. 1243+76.0 Not Set

Field Ent. Rt.

Field Ent. Lt.

Creek

POND

For details at intersection See Sheet No. 20

0 50 100
Scale

LEGEND:
IS.. Iowa Southern Utilities Co.

BENCH MARKS
No. 34 Sta 1225+73.7 -26.7' Lt. Found Bolt On Hdwl. R.C.B. - B.M. # 102 - El. 1021.05 — El. 1022.63
No. 35 Sta 1233+34 -8.5' Rt. Set R.R. Spk. In W. Side Po Pole At Local Road — El. 1044.13
No. 36 Sta 1244+75.4 -24 Lt. Found Bolt In Hdwl. R.C.B. — El. 1025.33
No. 37 Sta 1250+50.5 -14.5' Rt. Found Bolt In Hdwl. 24"ø Conc. & Corr. Pipe — El. 1050.99

C = 7,649

F + 40% = 6,556
Select = 1,093
7,649

C = 0

from Sta. 1242+ = 28,358
from Sd Rd at Sta. 1240+24.1 = 8,484
Daylighting = 2,531
39,373

C = 22,005

F + 40% = 39,373

F + 40% = 18,915
Select = 3,090
22,005

Sta. 1236+25
El. = 1051.17 Set 3' high to meet resurfacing

+75
El. = 526.0

+0.95%

300' V.C.

+1.02% Rt. Ditch Grade

+00
Elev. 47.07

Sta. 39+06
Elev. 47.37

-0.54%

300' V.C.

+0.42%

+00
El. 47.05

Farm Ent. Lt

Farm Ent. Rt.

2½:1 Lt. Foreslopes
2½:1 Rt. Foreslopes

Gumbotil

for 75'					
36	330	456	770	741	96

Subgrade Treatment No. 5

Gumbotil					
7	126	+37	56	FL. Rt 1036.3 Lt. 1037.2	

Gumbotil	
30	459

Fl. Rt 1009.0
Lt. 1016.5

Local Rd. Lt.

Iowa # 55 Rd.

Fl. Rt 1012.2
Lt. 1021.1

5' Ditch
5' Ditch
3' Ditch
Ditch Grade
5' Ditch
No Ditch
No Ditch
5' Ditch
No Ditch
5' Ditch
5' Ditch

51.17 51.38 51.58 51.74 51.87 51.97 51.04 52.07 52.05 51.80 51.80 51.78

47.86 47.74 47.63 47.55 47.48 47.44 47.41 47.42 47.45 47.51 47.59 47.64

1060 1050 1040 1030 1020

1225 1230 1235 1240 1245 1250 1255

PLATE 1—PLAN PROFILE O P R & R E STANDARD NO 131 ARMWRIGHT MADE AND PRINTED IN U.S.A. EUGENE DIETZGEN CO. CHICAGO

Wayne Co F Proj. No 150(5)

Sheet No. 14

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM	GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER	STP-002-6(46)--2C-93	SHEET NUMBER RR.25

3:34:54 PM 12/2/2019 npohlen pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_21-26.dgn

15

Property Owners: Ref. To P.C. Sta. 1253+18.0
AC-Harry M. Hart
AD-Floyd Warren
AE-Lorna Haines Fowler
AF-Ira A. Robb
CA-Chicago Burlington & Quincy R.R.

Ref. To P.I. Sta. 1260+55.7 | Ref. To P.T. Sta. 1262+01.3 | Ref. To P.C. Sta. 1268+77.3 | Ref. To P.I. Sta. 1270+17.0 | Ref. To P.T. Sta. 1271+56.5

SOUTH FORK TWP.
T60N R20W

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		150(3)		15	54

Sec. 26 | Sec. 25

For Details of Sd. Rd. See Sheet No. 17

Cut (X) 58.3' 32.5' 65.3' 68.7' 54.5'

Cut (X) Tan. 51.0' 64.1' Tan. 85.5' 33.6'

Cut (X) 45.6' 51.0' 42.2' 58.2'

Cut (X) 49.6' 74.7' 38.0' 21.0'

Cut (X) Tan. 58.6' Tan. 66.7' 71.8'

Cut (X) 23.2' 65.5' 77.3' 52.4'

STA. 1265 + 70.00
END RECONSTRUCTION
RESUME WIDENING & A.C. RESURFACING

Δ = 2°47½' Lt.
D = 1°00'
T = 135.7'
L = 279.2'
E = 1.8'
R = 5730.0'

Ho 250'±

15"X26' Corr. Pipe

18"X24' Corr. Pipe

Wood Fe.

Sta. 1260 + 72 - 22' Lt.
18"ϕ X 36' Corr. Pipe
A = 3 Ac.

Remove Present Structure

Guard Rail

Pump

Daylight

P.I. Sta. 1260 + 55.7
= P.I. Sta. 1260 + 52.8 Ahd.
1925 Plans

Prop. Ditch El. 1051.5

Daylight +18 - 32.5' Lt. R.O.W. Rail

Sta. 1255 + 00

+85 - 31.5' Lt. R.O.W. Rail

R.O.W.

Local Road Ditch

Prop. Ditch El. 1053.3

STATE PARK

OLD R.R. R.O.W.

24"X40' Conc. Pipe

Type (B) Flume

Type (B) Flume R.O.W.

P.C. Sta. 1268 + 77.3

P.T. Sta. 1271 + 56.5

12"X20' Corr. Pipe

±82. Farm Ent.

OLD R.R. R.O.W. Use Present R.O.W.

R.O.W.

Sta. 1285 + 00

Match Line

Field Ent.

Shoulder Material available from Daylighting.

State Maintenance Dept. to remove guard rail at Roadside Park. Estimated 3.4 stations.

P.O.C. Sta. 1260 + 66.1 (Main line)
= P.I. Sta. 2260 + 66.1 (Side Rd.)

P.C. Sta. 1259 + 10.0

P.T. Sta. 1262 + 01.3

±34 Approx. to Side Rd.

Sta. 1265 + 15.0
24"ϕ X 30' Conc. Pipe With Hdwls.
24"ϕ X 13' Corr. Pipe Ext. Rt.
24"ϕ X 6' Corr. Pipe Ext. Lt.
D.A. = 6 Ac. R.
Extend with 24"ϕ F-1
Prop. FL. Lt. = 1050.5
Rt. = 1046.2

Sta. 1267 + 38.7
24"ϕ X 34.0' Conc. Pipe
With Hdwls.
D.A. = 8 Ac. R.
Extend with 24"ϕ F-1
Prop. FL Lt. = 1051.0
Rt. = 1048.2

P.I. Sta. 1270 + 17.0
= P.I. Sta. 1270 + 15.2
1925 Plans

Δ = 2°50' Rt.
D = 1°00'
T = 141.7'
L = 283.3'
E = 1.8'
R = 5730.0'

Sta. 1261 + 35
D.A. = 3 Ac.
Place 24"ϕ F-1
Prop. FL. Lt. 1047.8
Rt. 1047.6

LEGEND:
Iowa So. Utilities Co.

0 50 100 Scale

BENCH MARKS:
No. 38 Sta. 1261 + 65 - 28' Lt. Set R.R. Spk. In N. Side Power Pole ——— EL. 1061.85
No. 39 Sta. 1265 + 19 - 14.6' Lt. Found Bolt In Hdwl. 24" Conc. Pipe = B.M. #106 - 1925 Plans El. 1053.78 ——— EL. 1054.03
No. 40 Sta. 1270 + 67 - 23' Lt. Set R.R. Spk. In N. Side Power Pole ——— EL. 1066.45

PROFILE — SURVEYED ___ PLOTTED ___ NOTE BOOK ___ NO. ___ — DATE ___ BY ___ — GRADES CHECKED ___ R. W. NOTED ___ STRUCTURE REVISIONS NOTED ___

C = 29,709

F1 40 % = 488
Select = 860
To Sta. 1244 + = 28,350
29,709

Field Ent. Rt.

Sta. 1265 + 70
El. 54.48 Set
3" high to meet
A.C. Resurfacing

+0.42%

-0.38% Rt. Ditch Grade

+35.4
El. 47.66

+19.9
El. 46.2

Farm Ent. Lt.

Gumbotil For 36' For 104' For 119.5' 351

1526 2126 2799 3989 4311 4032 3642 2245 1178

FL. Rt 1047.1 Lt 1050.5

FL. Rt 1048.5 Lt 1049.8

Subgrade Treatment No. 1a

Local Road Lt.

Side Road

5' Lt. Ditch
5' Rt. Ditch

5' Lt. Ditch
Rt. Ditch Grade

Vari. Lt. Ditch
No. 1 Ditch

5.48

1060 1050 1040

1255 1260 1265 1270 1275 1280 1285

PLATE 1—PLAN PROFILE O. P. R. & R. E. STANDARD
NO. 131 ARRANGED AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO. CHICAGO

Wayne Co F Proj. No. 150(3) Sheet No. 5

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.26

3:35:07 PM 12/2/2019 npohlen pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\9300201018\Roadside\93002046_PPP_21-26.dgn

Property Owners:
BE-Lorna Haines Fowler
BF-Ira A. Robb
BG-O.C. Holder
CA-Chicago Burlington & Quincy Railroad

~~Ref To PC Sta. 1288+46.0~~ Ref To P.I. Sta. 1290+01.3 ~~Ref To P.T. Sta. 1291+56.6~~ ~~Ref To PC Sta. 1298+62.2~~ Ref To P.I. Sta. 1300+06.0 ~~Ref To P.T. Sta. 1301+45.7~~ Ref To P.I. Sta. 1313+16.0

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		150(5)		16	34

Wayne County
South Fork Twp.
T69N R20W
Sec. 25

Appanoose County
Johns Twp.
T69N R20W
Sec. 30

Sta. 1285+00
18" X 15' Corr. Pipe
Field Ent. ±87
PC Sta. 1288+46.0
Δ=3°06' Lt.
D=1°00'
T=155.1'
L=310.0'
E=2.1'
R=5,730.0'
PT Sta. 1291+56.0
+00 126'
+00 14.1'
+00 21.3
Old R.R. R.O.W.
Set Steely P.I. Sta. 1300+06.0 = P.I. Sta. 1300+01.2 1929 Plans
Type (B) Flume
+06.0-34.3' Lt. R.O.W. Rail
+31.8-30' Lt. R.O.W. Rail
Used Present R.O.W.
Type (A) Flume
+05-32.5' Lt. R.O.W. Rail
Set Steely
P.C. Sta. 43+10+16.0 Not Set
Farm Ent.
Ho.
Barn
Milk Ho.
Mach. Shed's
Crib
Type (B) Flume
15" X 20' Corr. Pipe
+06.0-30.8' Rt. R.O.W. Rail
Field Ent.
Type (A) Flume
+40-33.3' Rt. R.O.W. Rail
P.I. Sta. 1313+16.0 = P.I. Sta. 1313+11.2 1929 Plans SET STEELY
STA. 1313+16.00 END DIV. I & PROJ.
Approx. Co. (Dirt) Local
Approx. Co. (Rock) Local
+44 Line
Match Line
Ho.
Drive & Turn Rt. (Rock)
+87 Local (Rock)
R.O.W. 330°
89°56'
15" X 14' Corr. Pipe
P.I. Sta. 1290+01.3 = P.I. Sta. 1289+97.5 1929 Plans SET STEELY
Sta. 1297+60.3 24"ϕ X 37' Conc. Pipe With Hdwls. D.A.=10 Ac. R.
C.M. 41.34 47.88 C.M. set steely In. A.C. Tan. 36.36 37.60 C.M. C.M.
P.I. Sta. 1300+06.0
C.M. 41.71 46.80 C.M. steely In A.C. Tan. 38.62 41.60 C.M. C.M.
P.C. Sta. 1298+62.2
Δ=2°52.12' Rt.
D=1°00'
T=143.8'
L=287.5'
E=1.8'
R=5,730.0'
P.T. Sta. 1301+45.7
Sta. 1305+34.0 24"ϕ X 51.3' Conc. Pipe With Hdwl. & Drop Inlet D.A.=20 Ac. R.
Sta. 1310+21.1 24"ϕ X 37.5' Conc. Pipe With Hdwl. Drop Inlet & Ext. Rt. D.A.=8 Ac. R.
Δ=0°12' Lt.
D=0°02'
T=3.0'
L=6.0'
E=0.26'
R=171,901.7'

LEGEND
Iowa Southern Utilities Co.

0 50 100 Scale

BENCH MARKS:

		~~Elevation~~
No. 41	Sta. 1287+18-67' Rt. Set R.R. Spk. in N. Side Po. Pole	EL. 1065.92 ~~EL. 1066.08~~
No. 42	Sta. 1297+60.3 ~~1320' Rt.~~ ~~Bolt in~~ Rt. Hdwl. 24"ϕ Conc. Pipe	EL. 1046.42 ~~EL. 1047.11~~
No. 43	Sta. 1305+34-20' Lt. Cut (X) in Lt. Hdwl. 24"ϕ Conc. Pipe	EL. 1043.69 ~~EL. 1043.84~~
No. 44	Sta. 1310+21-18' Lt. Cut (X) in Lt. Hdwl. 24"ϕ Conc. Pipe	EL. 1046.54 ~~EL. 1046.11~~
No. 45	Sta. 1314+14-30' Lt. Set R.R. Spk. in N. Side Po. Pole	EL. 1059.57 ~~EL. 1059.70~~

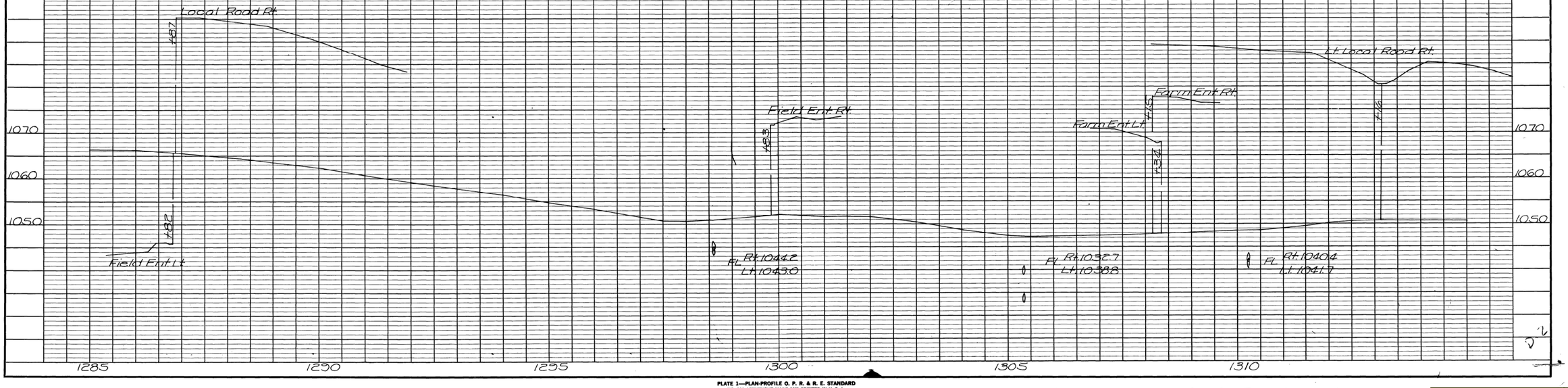


PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD
NO. 131 ARKWRIGHT MADE AND PRINTED IN U. S. A.
EUGENE DIETZGEN CO., CHICAGO

Wayne Co. F Proj. No. 150(5)

Sheet No. 16 ~~Sheet~~

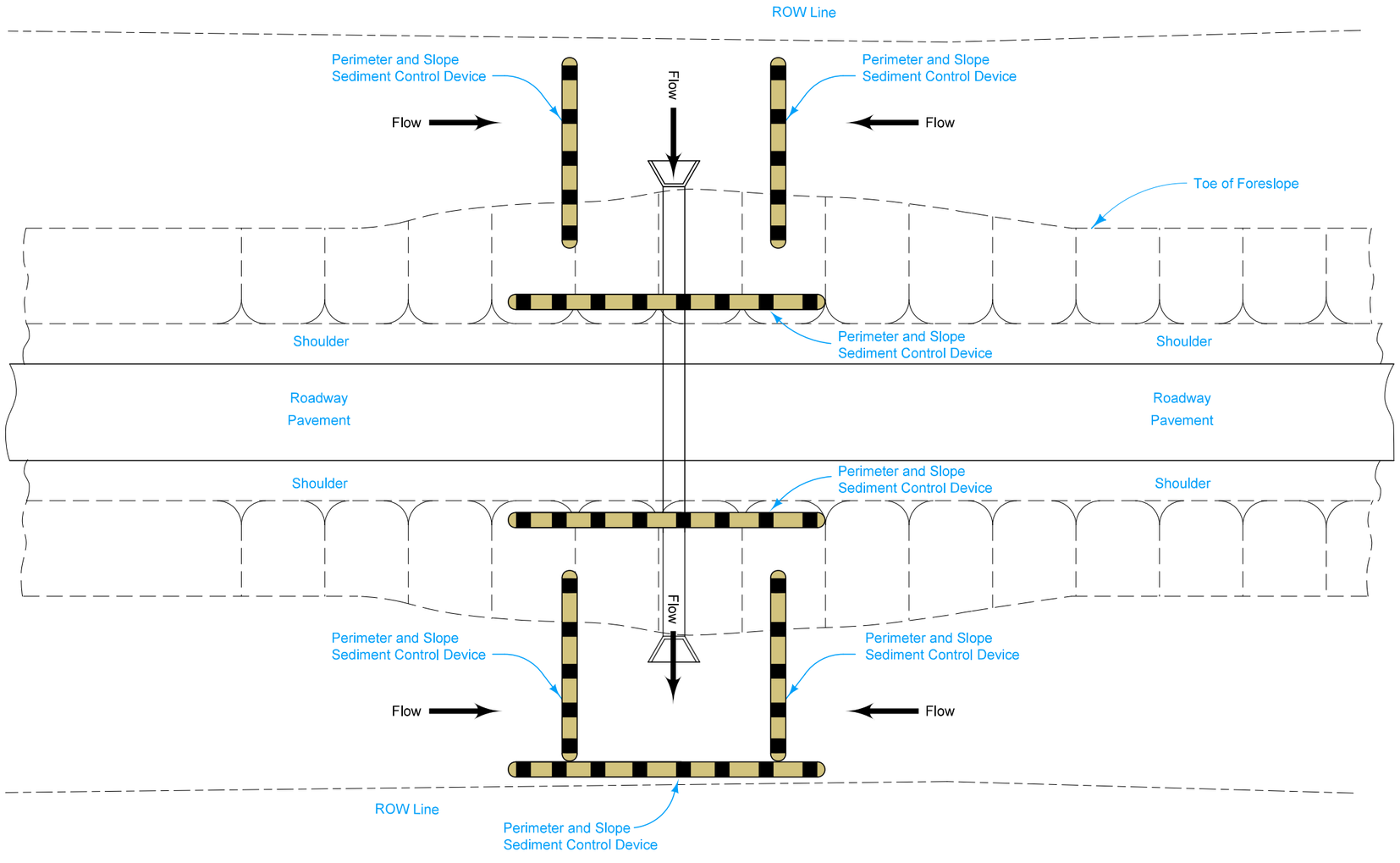
For Information Only

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD \ BULTMAN \ MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RR.27

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See Standard Road Plan EC-204 for installation details.

Estimated total length of perimeter and slope sediment control device is 140 linear feet per culvert.



Contract Items:
Perimeter and Slope Sediment Control Device

Tabulation:
100-19

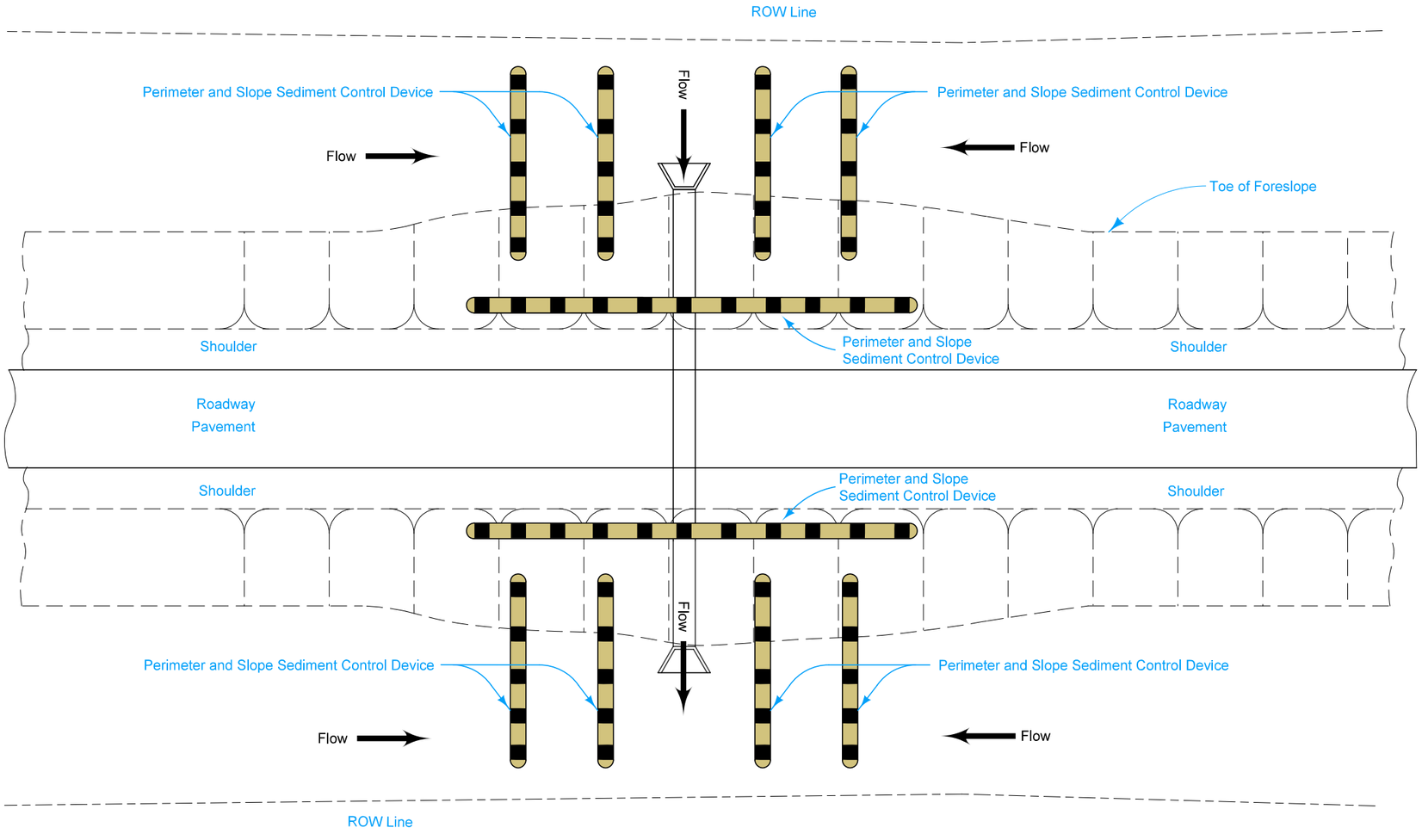
TYPE A

RESURFACING / SHOULDER WIDENING WITH EXPOSED SOIL
(Non-Continuous Flow Culvert)

TEMPORARY SEDIMENT CONTROL DETAIL
(1 OF 2)

See Standard Road Plan EC-204 for installation details.

Estimated total length of perimeter slope and sediment control device is 240 linear feet per culvert.



Contract Items:
Perimeter and Slope Sediment Control Device

Tabulation:
100-19

TYPE B

RESURFACING / SHOULDER WIDENING WITH EXPOSED SOIL
(Continuous Flow Culvert)

TEMPORARY SEDIMENT CONTROL DETAIL
(2 OF 2)

FILE NO.	ENGLISH	DESIGN TEAM GODBOLD / BULTMAN / MCDONALD	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER RU.2

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SURVEY SYMBOLS

IN Storm Sewer Intake

PPA Power Pole Co. 1

ST S ST1D Storm Sewer Co. 1 - Quality D

TP TPD Telephone Pedestal

Tile Line

Unpaved Shoulder

UTILITY LEGEND

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.	
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading
Magenta	(5)	Detectable Warning
Yellow	(4)	Highlight for Critical Notes or Features
Red	(3)	Delineates Restricted Areas
Lavender	(9)	Temporary Pavement Shading
Gray, Light	(48)	Proposed Pavement Shading
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading
Brown, Light	(236)	Grading Shading

Reference Point

Station

Survey Line

Section Corner

Ground Line Intercept

Saw Cut

Guardrail

Clearing & Grubbing Area

Pavement Removal

RIGHT-OF-WAY LEGEND

Proposed Right-of-Way

Existing and Proposed Right-of-Way

Easement and Existing Right-of-Way

Borrow

Easement (Temporary)

Easement

Excess

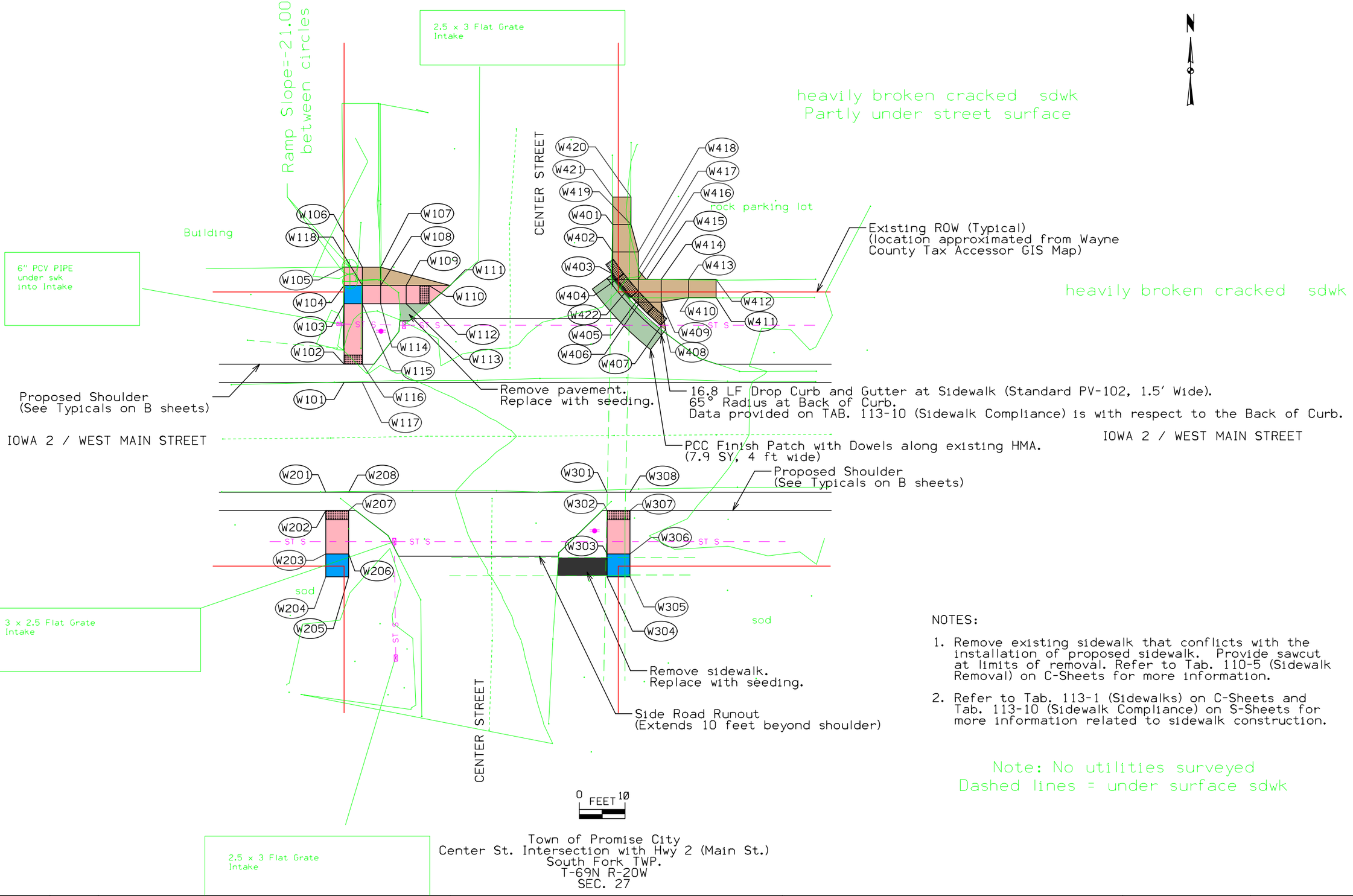
A/C Access Control

SIDEWALK LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES S)

FILE NO.	ENGLISH	DESIGN TEAM **HOLST \ BAHR \ CAMPBELL**	**WAYNE** COUNTY	PROJECT NUMBER **STP-002-6(46)--2C-93**	SHEET NUMBER **S.1**

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Town of Promise City
Center St. Intersection with Hwy 2 (Main St.)
South Fork TWP.
T-69N R-20W
SEC. 27

NOTES:

1. Remove existing sidewalk that conflicts with the installation of proposed sidewalk. Provide sawcut at limits of removal. Refer to Tab. 110-5 (Sidewalk Removal) on C-Sheets for more information.
2. Refer to Tab. 113-1 (Sidewalks) on C-Sheets and Tab. 113-10 (Sidewalk Compliance) on S-Sheets for more information related to sidewalk construction.

Note: No utilities surveyed
Dashed lines = under surface sdwk

FILE NO. --	ENGLISH	DESIGN TEAM HOLST \ BAHR \ CAMPBELL	WAYNE COUNTY	PROJECT NUMBER STP-002-6(46)--2C-93	SHEET NUMBER S.2

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SIDEWALK COMPLIANCE

See S Sheets

* Does not include curb
(1) Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications.
(2) Refer to tabulation 113-01 for bid quantities.

Point to Point		Sidewalk Designation	_" PCC Sidewalk (2)	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
												Point	Station	Offset	Elevation
				FT	FT	%	Pos. or Neg.		%						
W101	W102	Ramp Running Slope	remark	4.00	-0.08	-2.0%	0.5% to 8.3%				See typical on B sheets for proposed shoulder.	W101			1056.18
W101	W117	Match Existing Cross Slope	remark	4.00	-0.06	-1.5%	Match Existing				See typical on B sheets for proposed shoulder.	W102			1056.10
W102	W103	Ramp Running Slope	8	13.24	0.96	7.3%	0.5% to 8.3%					W103			1057.06
W102	W116	Ramp Cross Slope	8	4.00	-0.06	-1.5%	0.1% to 2.0%					W104			1057.11
W103	W104	Landing/Turning Space	8	4.00	0.05	1.2%	0.1% to 2.0%					W105			1057.39
W103	W115	Landing/Turning Space	8	4.00	-0.07	-1.7%	0.1% to 2.0%	Yes				W106			1057.26
W104	W105	Ramp Running Slope	8	4.00	0.28	7.0%	0.5% to 8.3%					W107			1057.05
W104	W118	Ramp Cross Slope	8	4.00	-0.06	-1.5%	0.1% to 2.0%					W108			1056.83
W105	W106	Match Existing Cross Slope	8	4.00	-0.13	-3.3%	Match Existing					W109			1056.52
W106	W107	Match Existing Cross Slope	8	4.00	-0.21	-5.3%	Match Existing					W110			1056.47
W106	W118	Ramp Running Slope	8	4.00	-0.21	-5.3%	0.5% to 8.3%					W111			1056.40
W107	W108	Ramp Running Slope	8	4.00	-0.22	-5.5%	0.5% to 8.3%					W112			1056.21
W107	W111	Match Existing Cross Slope	8	15.72	-0.65	-4.1%	Match Existing					W113			1056.46
W108	W109	Ramp Running Slope	8	5.59	-0.31	-5.5%	0.5% to 8.3%					W114			1056.77
W108	W114	Ramp Cross Slope	8	4.00	-0.06	-1.5%	0.1% to 2.0%					W115			1056.99
W108	W118	Ramp Running Slope	8	4.00	0.22	5.5%	0.5% to 8.3%					W116			1056.04
W109	W110	Ramp Running Slope	8	5.00	-0.05	-1.0%	0.5% to 8.3%					W117			1056.12
W109	W113	Ramp Cross Slope	8	4.00	-0.06	-1.5%	0.1% to 2.0%					W118			1057.05
W110	W111	Ramp Running Slope	8	4.61	-0.07	-1.5%	0.5% to 8.3%								
W110	W112	Ramp Cross Slope	8	4.00	-0.26	-6.5%	0.1% to 7.5%				Drainage issues were considered	W201			1056.32
W111	W112	Match Existing Cross Slope	8	6.11	-0.19	-3.1%	Match Existing					W202			1056.24
W112	W113	Ramp Running Slope	8	5.00	0.25	5.0%	0.5% to 8.3%					W203			1056.47
W113	W114	Ramp Running Slope	8	5.59	0.31	5.5%	0.5% to 8.3%					W204			1056.50
W114	W115	Ramp Running Slope	8	4.00	0.22	5.5%	0.5% to 8.3%					W205			1056.47
W115	W116	Ramp Running Slope	8	13.24	-0.95	-7.2%	0.5% to 8.3%					W206			1056.40
W115	W118	Ramp Cross Slope	8	4.00	0.06	1.5%	0.1% to 2.0%					W207			1056.19
W116	W117	Ramp Running Slope	remark	4.00	0.08	2.0%	0.5% to 8.3%				See typical on B sheets for proposed shoulder.	W208			1056.27
W201	W202	Ramp Running Slope	remark	4.00	-0.08	-2.0%	0.5% to 8.3%				See typical on B sheets for proposed shoulder.	W301			1055.47
W201	W208	Match Existing Cross Slope	remark	5.00	-0.05	-1.0%	Match Existing				See typical on B sheets for proposed shoulder.	W302			1055.39
W202	W203	Ramp Running Slope	8	9.50	0.23	2.4%	0.5% to 8.3%					W303			1055.86
W202	W207	Ramp Cross Slope	8	5.00	-0.05	-1.0%	0.1% to 2.0%					W304			1055.93
W203	W204	Landing/Turning Space	8	5.00	0.03	0.6%	0.1% to 2.0%					W305			1055.96
W203	W206	Landing/Turning Space	8	5.00	-0.07	-1.4%	0.1% to 2.0%					W306			1055.93
W204	W205	Landing/Turning Space	8	5.00	-0.03	-0.6%	0.1% to 2.0%					W307			1055.30
W205	W206	Landing/Turning Space	8	5.00	-0.07	-1.4%	0.1% to 2.0%					W308			1055.38
W206	W207	Ramp Running Slope	8	9.50	-0.21	-2.2%	0.5% to 8.3%								
W207	W208	Ramp Running Slope	remark	4.00	0.08	2.0%	0.5% to 8.3%				See typical on B sheets for proposed shoulder.	W401			1056.27
												W402			1056.25
W301	W302	Ramp Running Slope	remark	4.00	-0.08	-2.0%	0.5% to 8.3%				See typical on B sheets for proposed shoulder.	W403			1056.23
W301	W308	Match Existing Cross Slope	remark	5.00	-0.09	-1.8%	Match Existing				See typical on B sheets for proposed shoulder.	W404			1056.14
W302	W303	Ramp Running Slope	8	9.50	0.47	4.9%	0.5% to 8.3%					W405			1055.60
W302	W307	Ramp Cross Slope	8	5.00	-0.09	-1.8%	0.1% to 2.0%	Yes				W406			1055.56
W303	W304	Landing/Turning Space	8	5.00	0.07	1.4%	0.1% to 2.0%					W407			1055.30
W303	W306	Landing/Turning Space	8	5.00	0.07	1.4%	0.1% to 2.0%					W408			1055.28
W304	W305	Landing/Turning Space	8	5.00	0.03	0.6%	0.1% to 2.0%					W409			1056.04
W305	W306	Landing/Turning Space	8	5.00	-0.03	-0.6%	0.1% to 2.0%					W410			1055.77
W306	W307	Ramp Running Slope	8	9.50	-0.63	-6.6%	0.5% to 8.3%					W411			1055.33
W307	W308	Ramp Running Slope	remark	4.00	0.08	2.0%	0.5% to 8.3%				See typical on B sheets for proposed shoulder.	W412			1055.58
												W413			1055.84
W401	W402	Match Existing Cross Slope	8	6.00	-0.02	-0.3%	Match Existing					W414			1056.13
W401	W419	Sidewalk Cross Slope	8	4.00	0.06	1.5%	0.5% to 2.0%					W415			1056.18
W401	W421	Match Existing Cross Slope	8	6.00	-0.01	-0.2%	Match Existing					W416			1056.20
W402	W403	Match Existing Cross Slope	8	4.86	-0.02	-0.4%	Match Existing					W417			1056.23
W402	W418	Ramp Cross Slope	8	5.63	0.05	0.9%	0.1% to 2.0%					W418			1056.30
W403	W404	Match Existing Cross Slope	8	1.43	-0.09	-6.3%	Match Existing					W419			1056.33
W404	W416	Ramp Cross Slope	8	4.77	0.06	1.3%	0.1% to 2.0%					W420			1055.94
W404	W422	Match Existing Cross Slope	8	3.39	-0.25	-7.4%	Match Existing					W421			1056.26
W422	W405	Match Existing Cross Slope	8	3.19	-0.29	-9.1%	Match Existing					W422			1055.89
W405	W406	Match Existing Cross Slope	8	0.72	-0.04	-5.6%	Match Existing								
W405	W409	Ramp Cross Slope	8	5.50	0.44	8.0%	0.1% to 9%				Considered drainage & tying into existing road elevations.				
W406	W407	Match Existing Cross Slope	8	6.83	-0.26	-3.8%	Match Existing								
W406	W416	Ramp Running Slope	8	5.52	0.64	11.6%	0.5% to 12.6%				Considered drainage & tying into existing road elevations.				
W407	W408	Match Existing Cross Slope	8	1.26	-0.02	-1.6%	Match Existing								
W407	W409	Ramp Running Slope	8	5.18	0.74	14.3%	0.5% to 15.3%				Considered drainage & tying into existing road elevations.				
W408	W409	Ramp Running Slope	8	6.06	0.76	12.5%	0.5% to 13.5%				Considered drainage & tying into existing road elevations.				
W409	W410	Sidewalk Running Slope	8	6.08	-0.27	-4.4%	0.5% to 5.0%	Yes							
W409	W414	Sidewalk Cross Slope	8	5.00	0.09	1.8%	0.5% to 2.0%	Yes							
W410	W411	Sidewalk Running Slope	8	6.00	-0.44	-7.3%	0.5% to 8.3%				Slope required to match existing conditions				
W410	W413	Sidewalk Cross Slope	8	4.00	0.07	1.7%	0.5% to 2.0%	Yes							
W411	W412	Match Existing Cross Slope	8	4.00	0.25	6.3%	Match Existing								
W412	W413	Sidewalk Running Slope	8	6.00	0.26	4.3%	0.5% to 5.0%	Yes							
W413	W414	Sidewalk Running Slope	8	6.00	0.29	4.8%	0.5% to 5.0%	Yes							
W414	W415	Sidewalk Running Slope	8	3.21	0.05	1.6%	0.5% to 5.0%								
W415	W416	Landing/Turning Space	8	1.79	0.02	1.1%	0.1% to 2.0%								
W415	W417	Landing/Turning Space	8	2.71	0.05	1.8%	0.1% to 2.0%	Yes							

SIDEWALK COMPLIANCE

See S Sheets

* Does not include curb
(1) Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications.
(2) Refer to tabulation 113-01 for bid quantities.

Point to Point		Sidewalk Designation	_" PCC Sidewalk (2)	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
												Point	Station	Offset	Elevation
				FT	FT	%	Pos. or Neg.		%						
W416	W417	Landing/Turning Space	8	2.03	0.03	1.5%	0.1% to 2.0%								
W417	W418	Ramp Running Slope	8	3.97	0.07	1.8%	0.5% to 8.3%								
W418	W419	Sidewalk Running Slope	8	6.22	0.03	0.5%	0.5% to 5.0%								
W419	W420	Sidewalk Running Slope	8	6.00	-0.39	-6.5%	0.5% to 7.5%				Slope required to match existing conditions				
W420	W421	Match Existing Cross Slope	8	4.00	0.32	8.0%	Match Existing								
W422	W416	Ramp Running Slope	8	3.72	0.31	8.3%	0.5% to 8.3%	Yes							