STPN-052-1(113)-2J-49 LETTING DATE 12/17/24

U.S. 52

JACKSON COUNTY

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
B Sheets	**Typical Cross Sections**
B.1-B.4	Typical Cross-Sections and Details
D Sheets	**Mainline Plan and Profile Sheets**
D.1	Plan and Profiles Legend & Symbols Information Sheet
D.2-D.8	Plan and Profiles Sheets
G Sheets	**SURVEY REFERENCE TIES AND BENCHMARKS**
G.1	Survey Information
G.2	Control Points Vicinity Map
G.3-G.4	Horizontal and Vertical Project Control Tab
J Sheets	**STAGING AND TRAFFIC CONTROL SHEETS**
J.1	Traffic Control Plan and Staging Notes
J.2	Traffic Control Legend & Symbols Information Sheet
J.3-J.4	Traffic Control Typical Sections
J.5-J.10	Staging and Traffic Control Sheets Stage 1
J.11-J.16	Staging and Traffic Control Sheets Stage 2
J.17-J.22	Staging and Traffic Control Sheets Stage 3
W Sheets	**CROSS SECTIONS**
W.1-W.46	Mainline Cross Sections

IOWA DOT

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

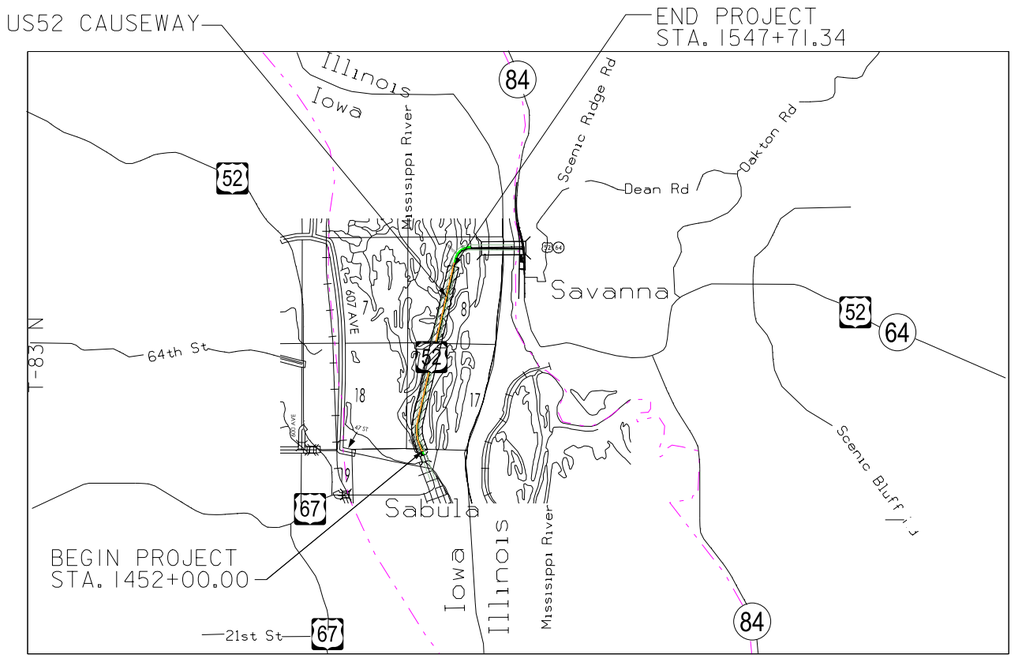
JACKSON COUNTY

U.S. 52 from Mississippi River Bridge
to
Overflow Bridge North of Sabula

THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2012, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

REVISIONS

TOTAL SHEETS
TBD
PROJECT NUMBER
STPN-052-1(113)-2J-49
R.O.W. PROJECT NUMBER
TBD
PROJECT IDENTIFICATION NUMBER
18-49-052-010



R-8 W

LOCATION MAP

IOWA ONE CALL
1-800-292-8989 | 811
www.iowaonecall.com

DESIGN DATA RURAL		
2040 AADT	2,670	V.P.D.
2040 DHV	280	V.P.H.
TRUCKS	5	%
Total Design ESALs		

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
1	Mark W. Peterson	ROADWAY DESIGN
-	-	GEOTECHNICAL DESIGN

ESTIMATED EARTHWORK QTYS	
EXCAVATION, CLASS 10, WASTE	119,700 CY
EXCAVATION, CLASS 10, BORROW	87,400 CY
REVETMENT, CLASS B	624,910 TON
EROSION STONE	45,600 TON
MACADAM STONE	26,410 SY

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 10-21-22

PROJECT DIRECTORY NAME: -\4905201018

DESIGN TEAM: Reeder \ PARSONS | ENGLISH | IOWA DOT * OFFICE OF ROAD AND HIGHWAY | FILE NO. - | JACKSON COUNTY | PROJECT NUMBER STPN-052-1(113)--2J-49 | SHEET NUMBER A.1

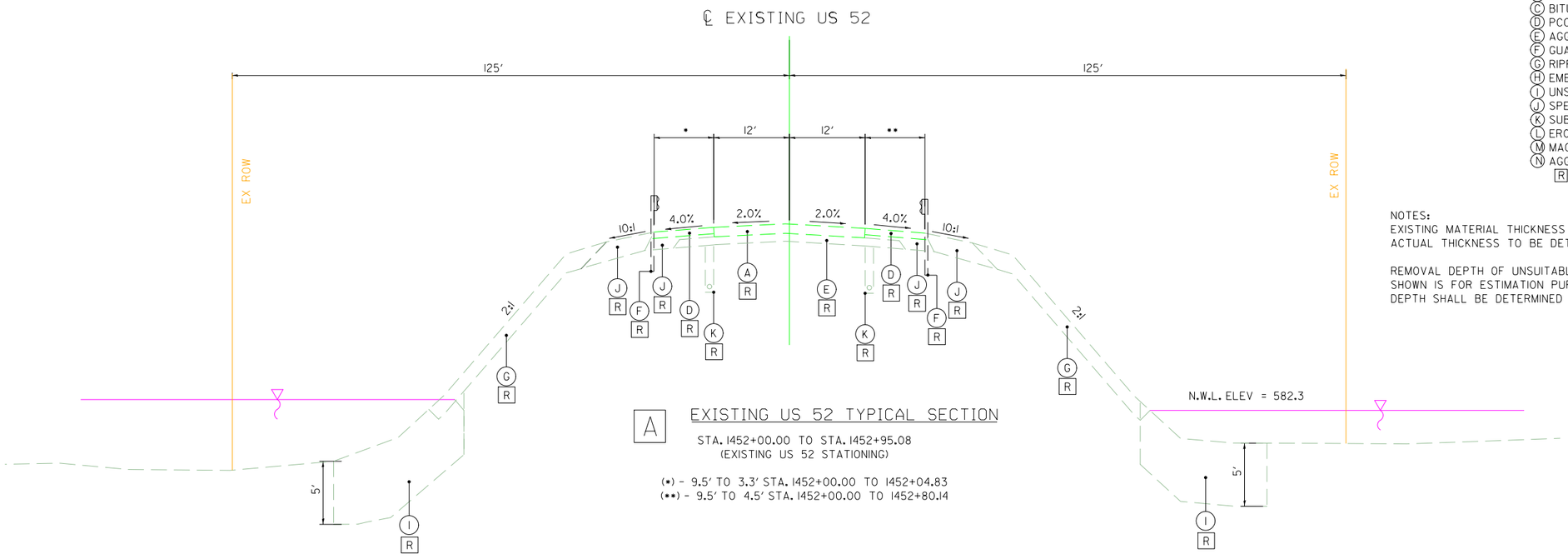
11:11:08 AM 35361 c:\pw_working\iowa\35361\dms01097\49052113Z1A1_Field.sht

PROPOSED LEGEND

- (A) BITUMINOUS PAVEMENT - 7"
- (B) BITUMINOUS PAVEMENT - 9.5"
- (C) BITUMINOUS SHOULDER - 8"
- (D) PCC SHOULDER - 6"
- (E) AGGREGATE SUBBASE - 12"
- (F) GUARDRAIL
- (G) RIPRAP - DEPTH VARIES
- (H) EMBANKMENT
- (I) UNSUITABLE MATERIAL
- (J) SPECIAL BACKFILL
- (K) SUBDRAIN
- (L) EROSION STONE - 1'
- (M) MACADAM STONE - 1'
- (N) AGGREGATE SHOULDER - 8"
- [R] = REMOVAL

NOTES:
EXISTING MATERIAL THICKNESS IS FOR INFORMATION ONLY.
ACTUAL THICKNESS TO BE DETERMINED IN THE FIELD.

REMOVAL DEPTH OF UNSUITABLE MATERIAL BELOW THE N.W.L. SHOWN IS FOR ESTIMATION PURPOSES ONLY. THE ACTUAL DEPTH SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

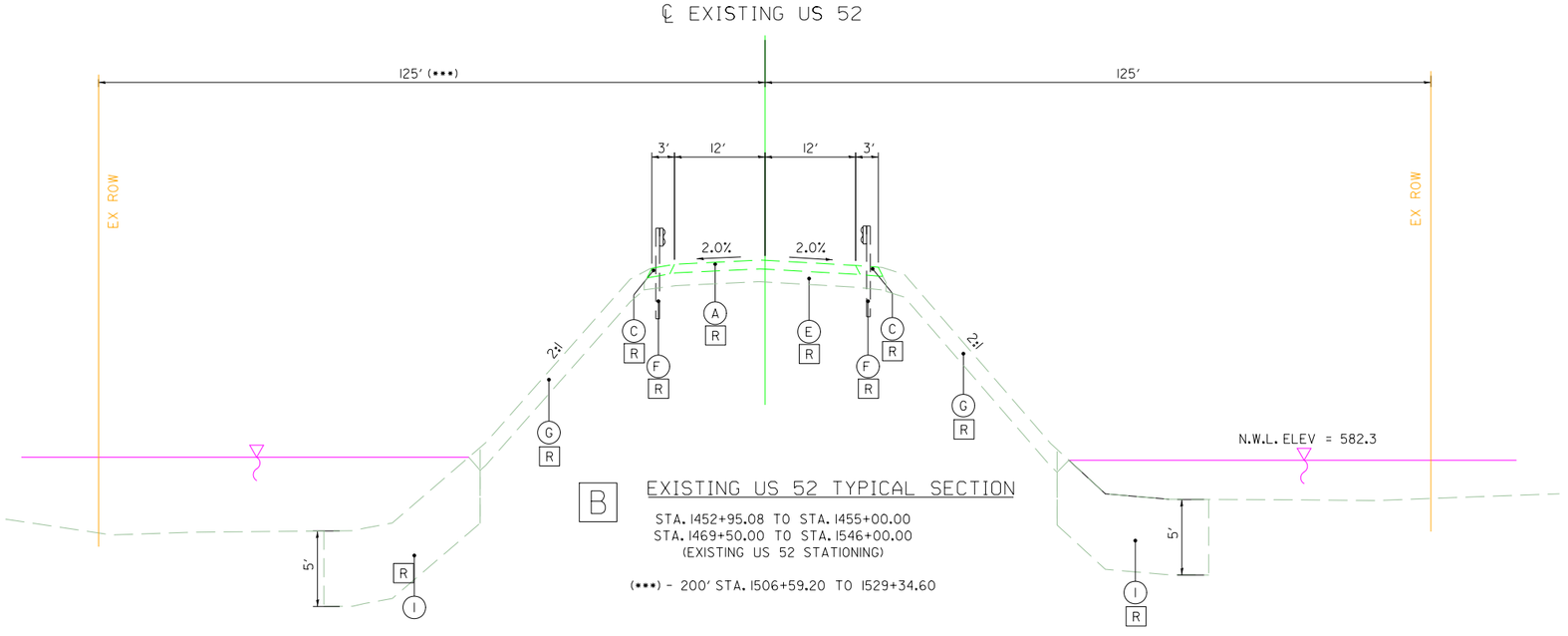


A

EXISTING US 52 TYPICAL SECTION

STA. 1452+00.00 TO STA. 1452+95.08
(EXISTING US 52 STATIONING)

(*) - 9.5' TO 3.3' STA. 1452+00.00 TO 1452+04.83
(**) - 9.5' TO 4.5' STA. 1452+00.00 TO 1452+80.14



B

EXISTING US 52 TYPICAL SECTION

STA. 1452+95.08 TO STA. 1455+00.00
STA. 1469+50.00 TO STA. 1546+00.00
(EXISTING US 52 STATIONING)

(***) - 200' STA. 1506+59.20 TO 1529+34.60

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER B.1	REVISED

PROPOSED LEGEND

- (A) BITUMINOUS PAVEMENT - 7"
- (B) BITUMINOUS PAVEMENT - 9.5"
- (C) BITUMINOUS SHOULDER - 8"
- (D) PCC SHOULDER - 6"
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NOTES:
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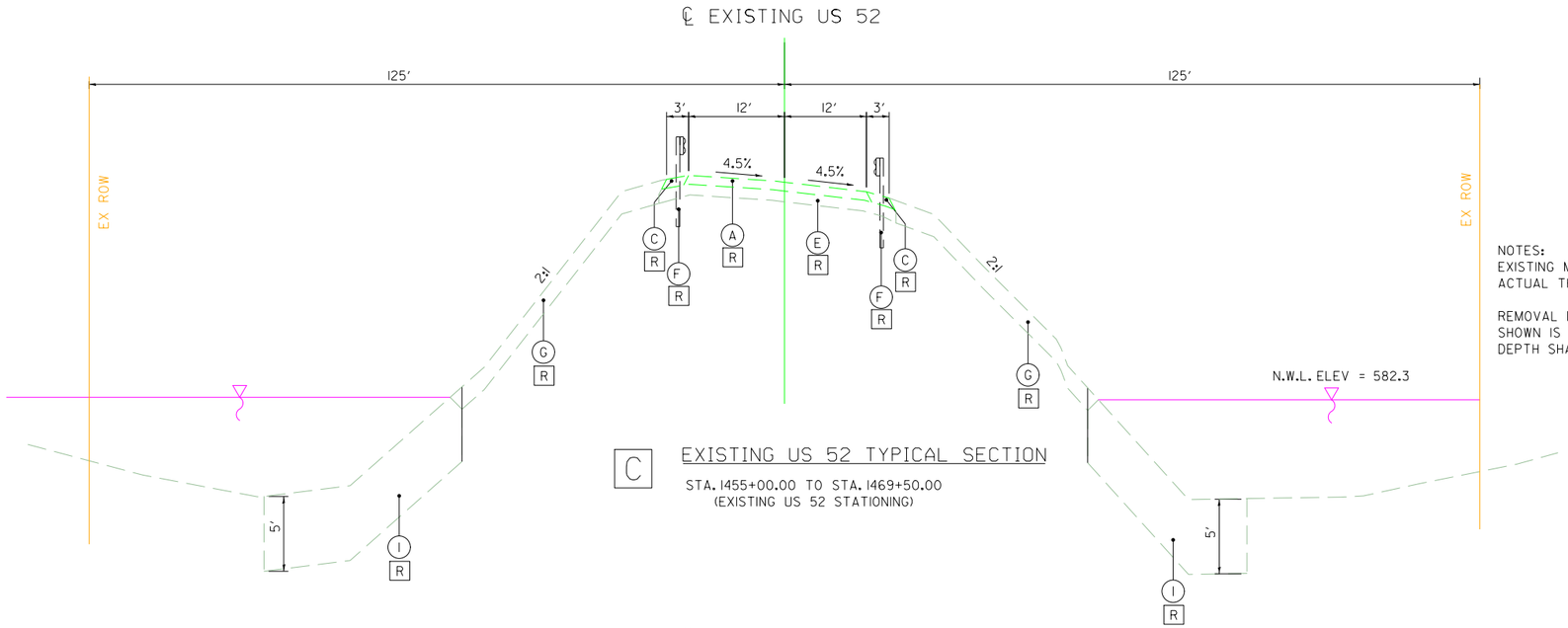
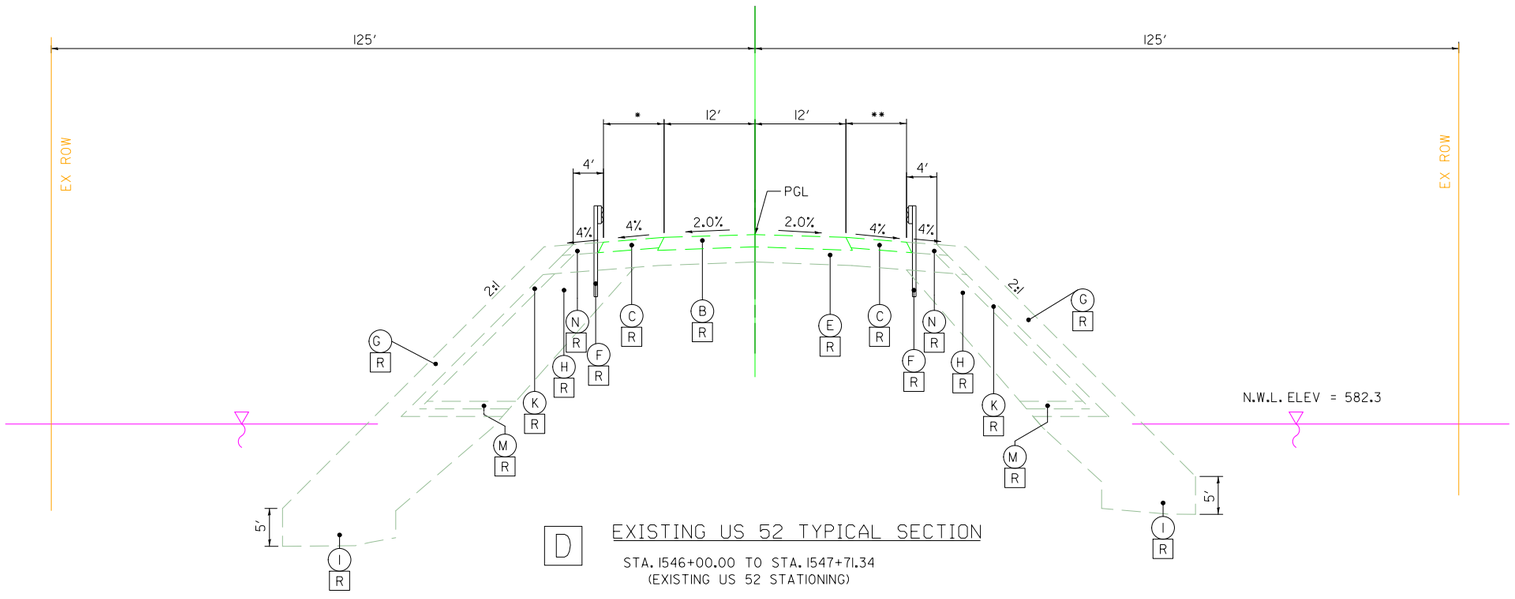


C EXISTING US 52 TYPICAL SECTION

STA. 1455+00.00 TO STA. 1469+50.00
(EXISTING US 52 STATIONING)



D EXISTING US 52 TYPICAL SECTION

STA. 1546+00.00 TO STA. 1547+71.34
(EXISTING US 52 STATIONING)

(*) - 3' TO 8' STA. 1546+00.00 TO 1547+71.34

(**) - 3' TO 8' STA. 1546+00.00 TO 1546+80.21
8' STA. 1546+80.21 TO 1547+71.34

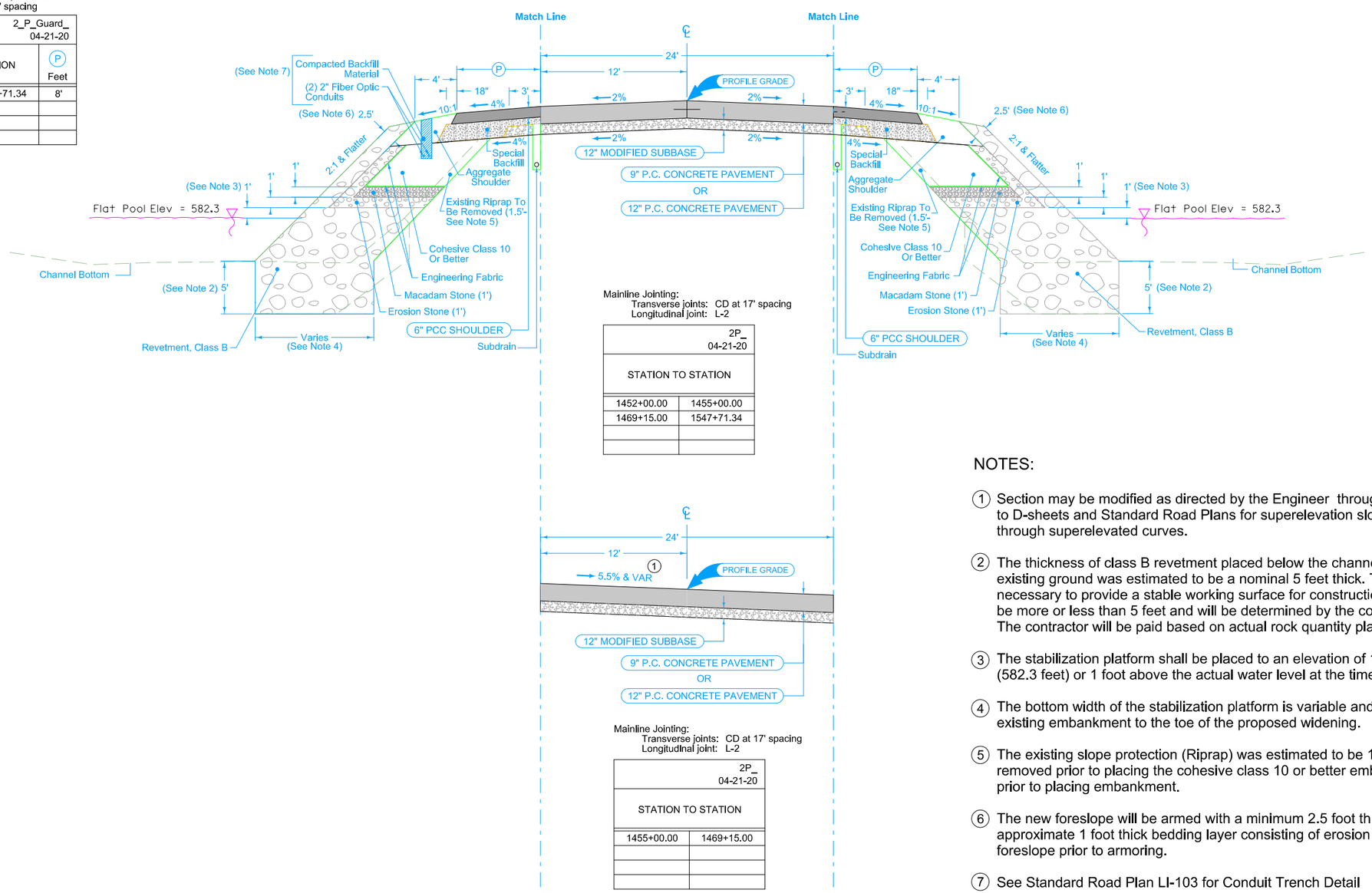
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER B.2	REVISED

11:46:18 AM 10/27/2022 35361 pw:\\VANVA01PWINT01.Parsons.com:Iowa State\Documents\IA US52 Causway\03 - Sheet\49052113Z1B2.sht

PAVED SHOULDER AT GUARDRAIL

PCC Shoulder Jointing:
Longitudinal joint: L-1, BT-1, BT-5 OR KT-1
Transverse joints: C at 17' spacing

2_P_Guard_ 04-21-20		
STATION TO STATION		(P) Feet
1452+00.00	1547+71.34	8'



Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

2P_ 04-21-20	
STATION TO STATION	
1452+00.00	1455+00.00
1469+15.00	1547+71.34

Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

2P_ 04-21-20	
STATION TO STATION	
1455+00.00	1469+15.00

PAVED SHOULDER AT GUARDRAIL

PCC Shoulder Jointing:
Longitudinal joint: L-1, BT-1, BT-5 OR KT-1
Transverse joints: C at 17' spacing

2_P_Guard_ 04-21-20		
STATION TO STATION		(P) Feet
1452+00.00	1547+71.34	8'

NOTES:

(1) Section may be modified as directed by the Engineer through areas of special shaping. Refer to D-sheets and Standard Road Plans for superelevation slopes and additional requirements through superelevated curves.

(2) The thickness of class B revetment placed below the channel bottom in order to stabilize the existing ground was estimated to be a nominal 5 feet thick. The actual thickness of material necessary to provide a stable working surface for construction of the foreslope widening may be more or less than 5 feet and will be determined by the contractor at the time of construction. The contractor will be paid based on actual rock quantity placed.

(3) The stabilization platform shall be placed to an elevation of 1 foot above the flat pool elevation (582.3 feet) or 1 foot above the actual water level at the time of construction, whichever is higher.

(4) The bottom width of the stabilization platform is variable and will extend from the toe of the existing embankment to the toe of the proposed widening.

(5) The existing slope protection (Riprap) was estimated to be 18 inches in thickness and shall be removed prior to placing the cohesive class 10 or better embankment. Bench existing foreslope prior to placing embankment.

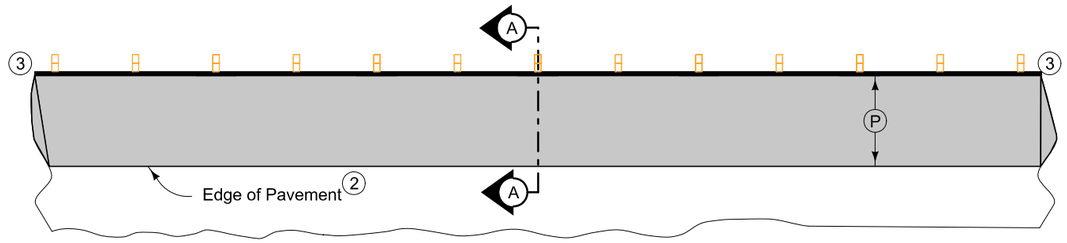
(6) The new foreslope will be armed with a minimum 2.5 foot thick layer of class B revetment and approximate 1 foot thick bedding layer consisting of erosion stone shall be placed on the new foreslope prior to armoring.

(7) See Standard Road Plan LI-103 for Conduit Trench Detail

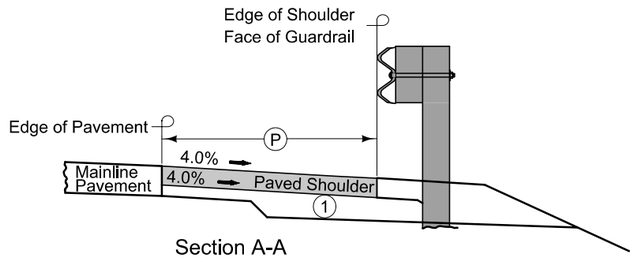
CAUSEWAY FILL/EMBANKMENT

Location				(L)	(W)	Material Bid Quantities						Remarks
Road Identification	Begin Station	End Station	Side			EXCAVATION, CLASS 10, WASTE	EXCAVATION, CLASS 10, FILL	REVETMENT, CLASS B	EROSION STONE	MACADAM STONE	Eng. Fabric	
			Lt./Rt.	FT	FT	CY	CY	CY	TON	SY	SY	
CAUSEWAY FILL/EMBANKMENT	1452+00.00	1547+71.34	LT.	9571.3	Var.*	60357.9	45128.7	137827.0	23928.3	13399.8	37328.1	*Width of embankment varies from ~30'-75' due to varying river depth throughout the causeway. See cross sections for further details.
CAUSEWAY FILL/EMBANKMENT	1452+00.00	1547+71.34	RT.	9571.3	Var.*	59342.1	42271.3	135912.0	21671.8	13010.2	36771.9	*Width of embankment varies from ~30'-75' due to varying river depth throughout the causeway. See cross sections for further details.
TOTAL						119700.0	87400.0	273739.0	45600.0	26410.0	74100.0	

DESIGNER INFO | 7156 Modified



PLAN VIEW



Section A-A

NEW CONSTRUCTION

6" PCC Shoulder 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.

Refer to Tabulation 112-9 for shoulder quantities.

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

(2) L-1, BT-1, BT-5 OR KT-1 joint for PCC shoulder.

(3) Connect proposed guardrail to existing guardrail at each end of project limits.

PAVED SHOULDER AT GUARDRAIL

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER B.4	REVISED

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SURVEY SYMBOLS

- PPA Power Pole Co. 1
- ENT Centerline BL of Entrance
- EW Edge of Water
- D Centerline Draw or Stream (Down)
- BNK Stream Bank
- GDL Guard Rail Steel
- SNP Unpaved Shoulder
- ENU Edge Unpaved Entrance & Parking
- DU Centerline Draw or Stream (Up)
- TLNL Tree Line Left
- TLNR Tree Line Right
- FO1D Fiber Optic Co. 1 - Quality D
- TL1D Telephone Line Co. 1 - Quality D
- WL1D Water Line Co. 1 - Quality D
- TL2D Telephone Line Co. 2 - Quality D
- FO2D Fiber Optic Co. 2 - Quality D
- FO3D Fiber Optic Co. 3 - Quality D
- TR Telephone Riser Pole
- TDC Tree Deciduous
- EG Edge of Gravel Road
- FW Wire Fence
- TEV Evergeen Tree
- MH Utility Access (Manhole)
- RET Retaining Walls
- BL Topo Breakline
- PR Electic Riser Pole
- DIK Centerline of Dike or Dam
- OUT Tile Outlet
- TIL Tile Line
- SIGN SI Sign
- MM MM Mile Marker Post
- WV WV Water Valve
- WH WHD Water Hydrant
- LP LP L.P. Tank
- TP TPD Telephone Pedestal

UTILITY LEGEND

This is a POINT 25 Project and is subject to the provisions of IAC 761-115.25.

- G -
Jo-Carroll Energy
Patrick Anderson
103 Chicago Avenue
Savanna, Il 61074
815-858-4349
815-858-2207 ext. 1502
panderson@jocarroll.com

- FO -
Windstream Communicatioins of Iowa
Terry Burke
PO Box 427
,
641-787-2259
Terry.R.Burke@windstreen.com

-FO2-
MediaCom
Dennis Jarding
3900 26th Ave.
Moline, Il 61265
309-743-4750
djarding@mediacomcc.com

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.**	
Yellow	(4)	Highlight for Critical Notes or Features
Red	(3)	Delineates Restricted Areas
Lavender	(9)	Temporary Pavement Shading
Gray, Light	(48)	Proposed Pavement Shading
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

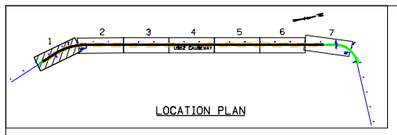
RIGHT-OF-WAY LEGEND

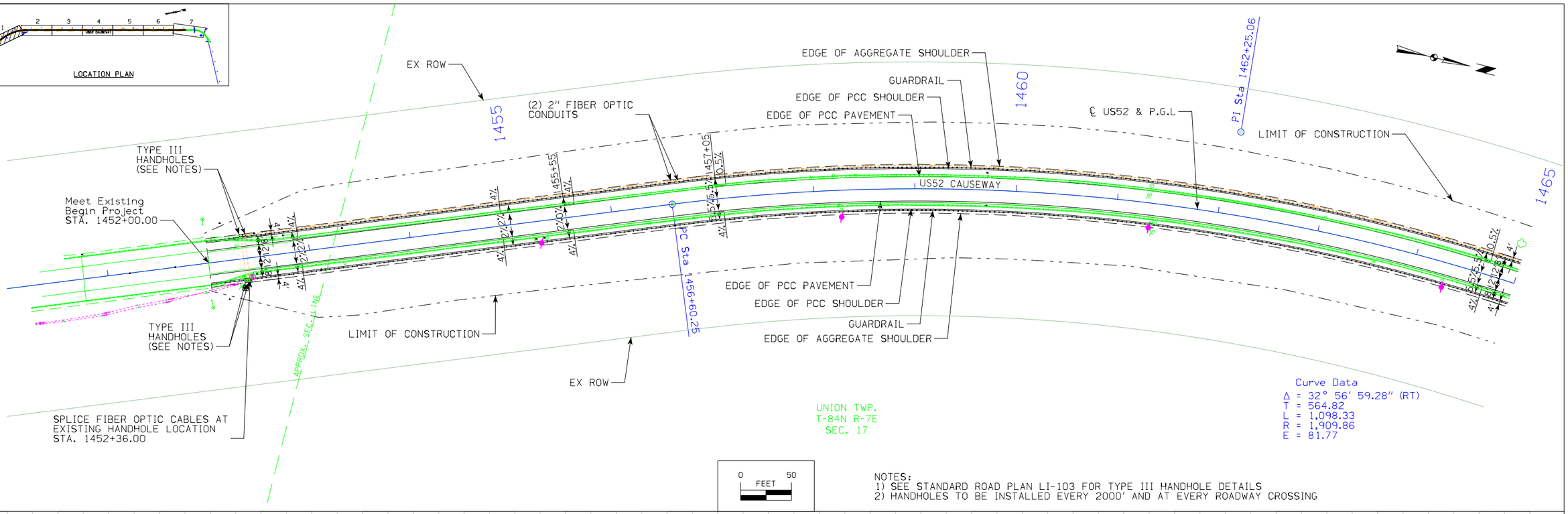
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- C/A Access Control
- Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

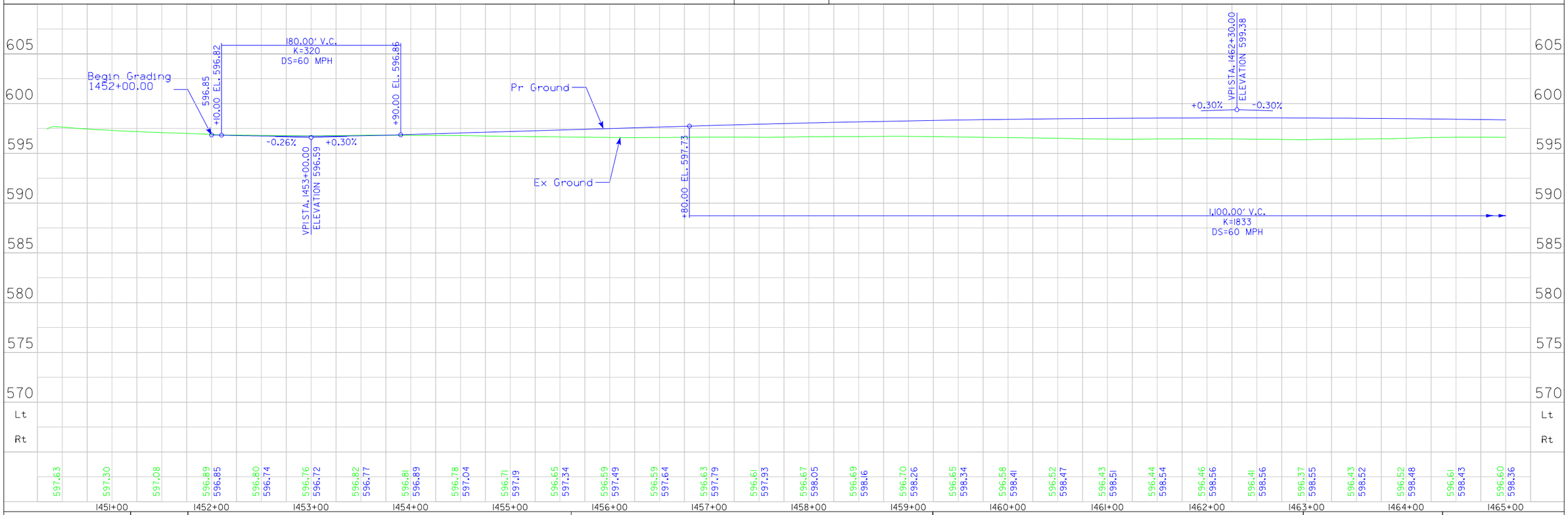
(COVERS SHEET SERIES D, E, F, & K)

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER D.1	REVISED





NOTES:
1) SEE STANDARD ROAD PLAN LI-103 FOR TYPE III HANDHOLE DETAILS
2) HANDHOLES TO BE INSTALLED EVERY 2000' AND AT EVERY ROADWAY CROSSING



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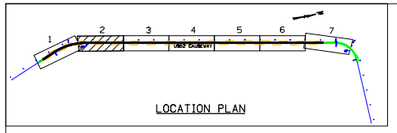
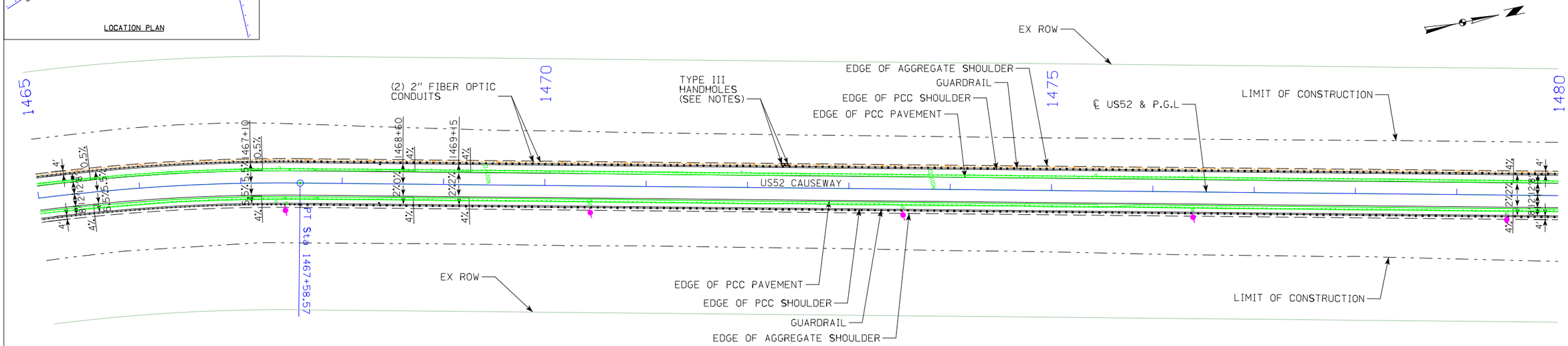
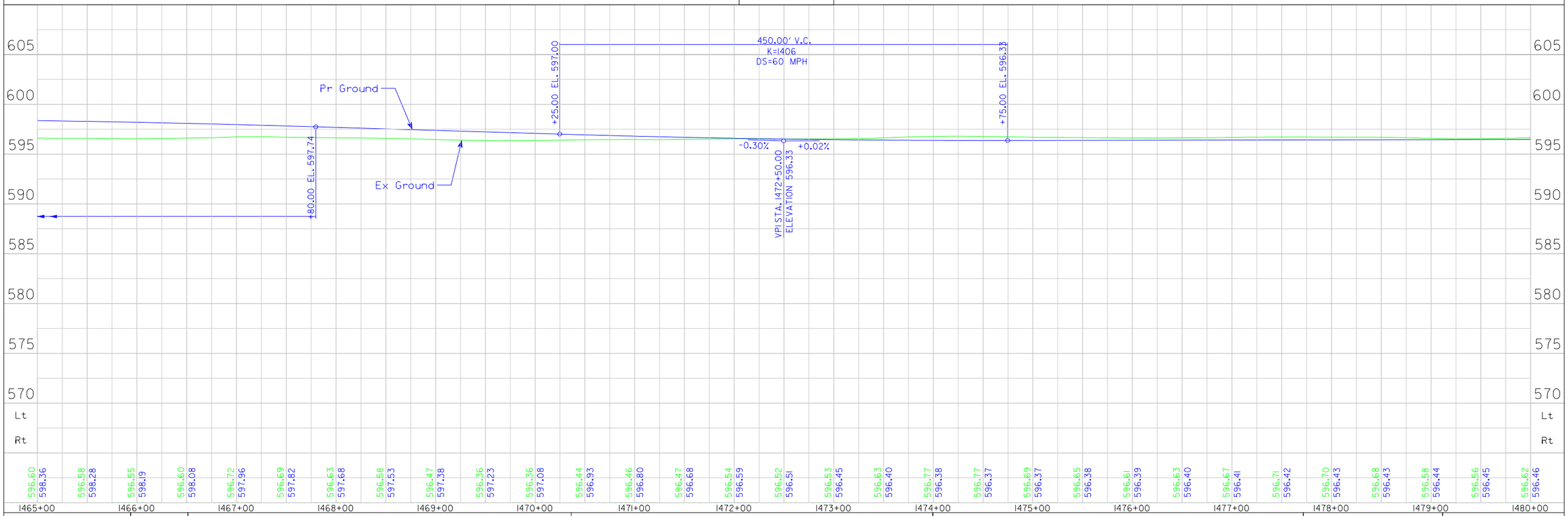


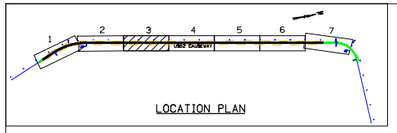


UNION TWP.
T-84N R-7E
SEC. 17

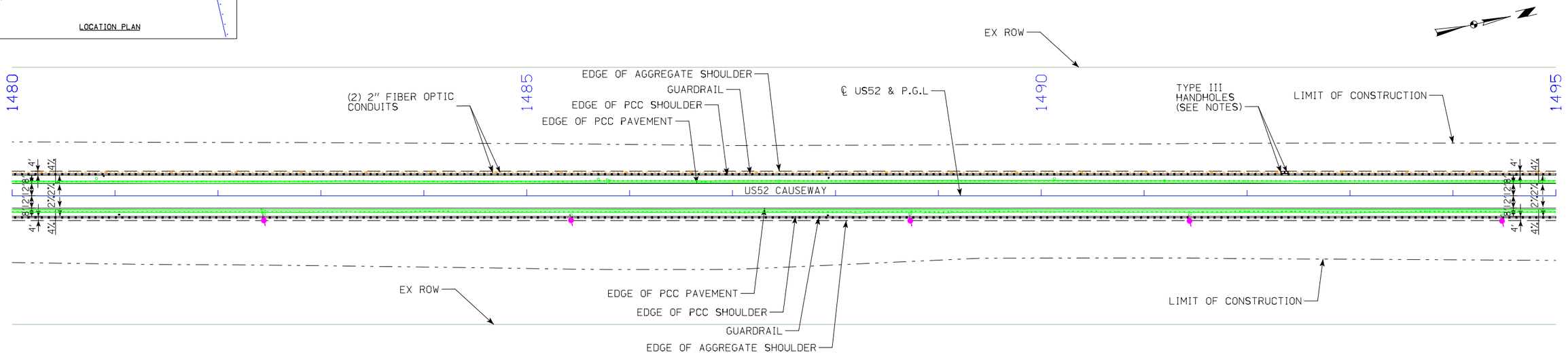
NOTES:
1) SEE STANDARD ROAD PLAN LI-103 FOR TYPE III HANDHOLE DETAILS
2) HANDHOLES TO BE INSTALLED EVERY 2000' AND AT EVERY ROADWAY CROSSING



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER D.3	REVISED



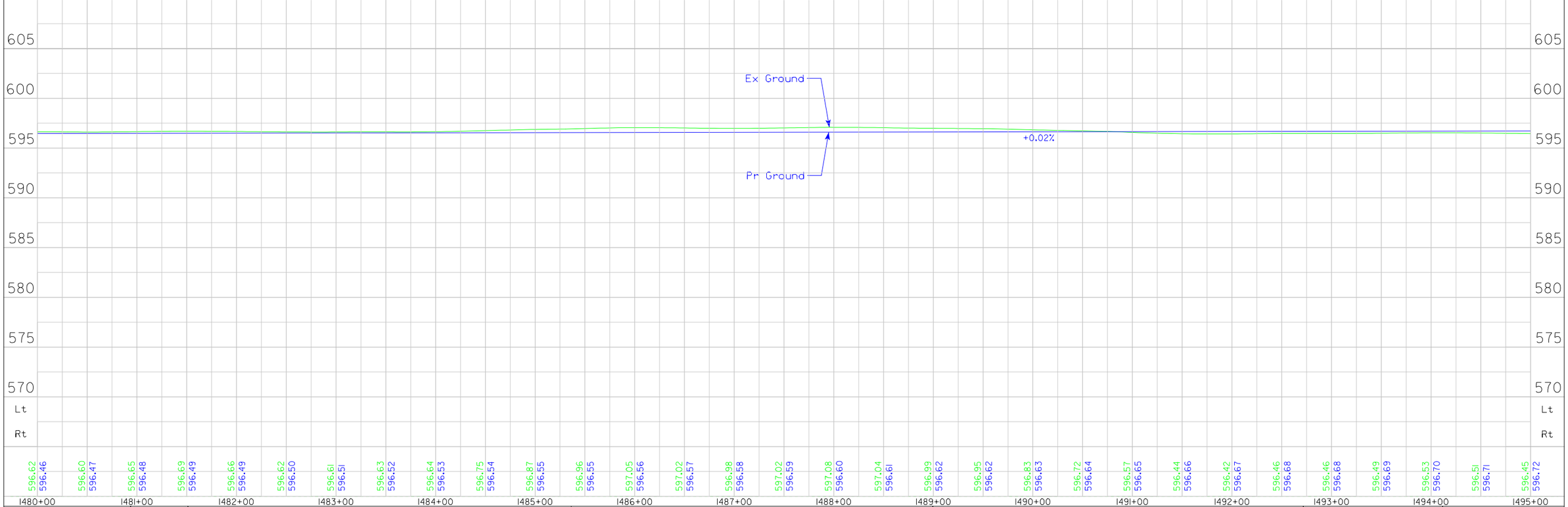
LOCATION PLAN



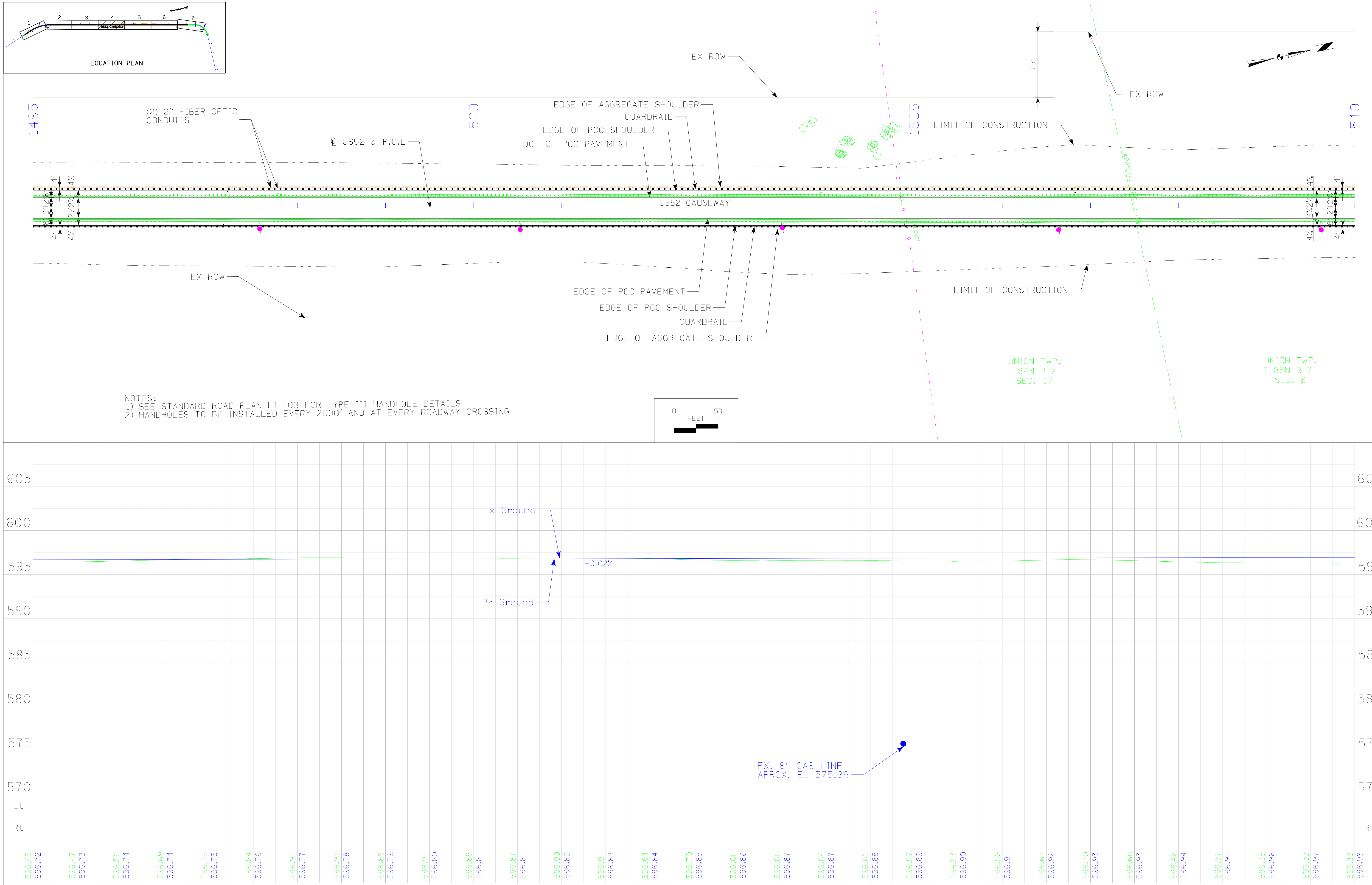
UNION TWP.
T-84N R-7E
SEC. 17

0 50
FEET

NOTES:
1) SEE STANDARD ROAD PLAN LI-103 FOR TYPE III HANDHOLE DETAILS
2) HANDHOLES TO BE INSTALLED EVERY 2000' AND AT EVERY ROADWAY CROSSING



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER D.4	REVISED


LOCATION PLAN
US52 CAUSEWAY
EX ROW
75'
(2) 2" FIBER OPTIC CONDUITS
℄ US52 & P.G.L
EDGE OF AGGREGATE SHOULDER
GUARDRAIL
EDGE OF PCC SHOULDER
EDGE OF PCC PAVEMENT
LIMIT OF CONSTRUCTION
1495
1500
1505
1510
US52 CAUSEWAY
EX ROW
EDGE OF PCC PAVEMENT
EDGE OF PCC SHOULDER
GUARDRAIL
EDGE OF AGGREGATE SHOULDER
LIMIT OF CONSTRUCTION
UNION TWP.
T-84N R-7E
SEC. 17
UNION TWP.
T-85N R-7E
SEC. 8
NOTES:
1) SEE STANDARD ROAD PLAN LI-103 FOR TYPE III HANDHOLE DETAILS
2) HANDHOLES TO BE INSTALLED EVERY 2000' AND AT EVERY ROADWAY CROSSING
0 50
FEET
605
600
595
590
585
580
575
570
Lt
Rt
Ex Ground
Pr Ground
+0.02%
EX. 8" GAS LINE
APROX. EL 575.39
596.45 596.72
596.47 596.73
596.56 596.74
596.69 596.74
596.79 596.75
596.84 596.76
596.92 596.77
596.93 596.78
596.88 596.79
596.91 596.80
596.89 596.81
596.87 596.81
596.90 596.82
596.91 596.83
596.84 596.84
596.70 596.85
596.61 596.86
596.61 596.87
596.64 596.87
596.62 596.88
596.57 596.89
596.53 596.90
596.56 596.91
596.67 596.92
596.70 596.93
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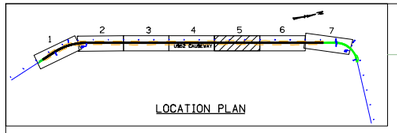
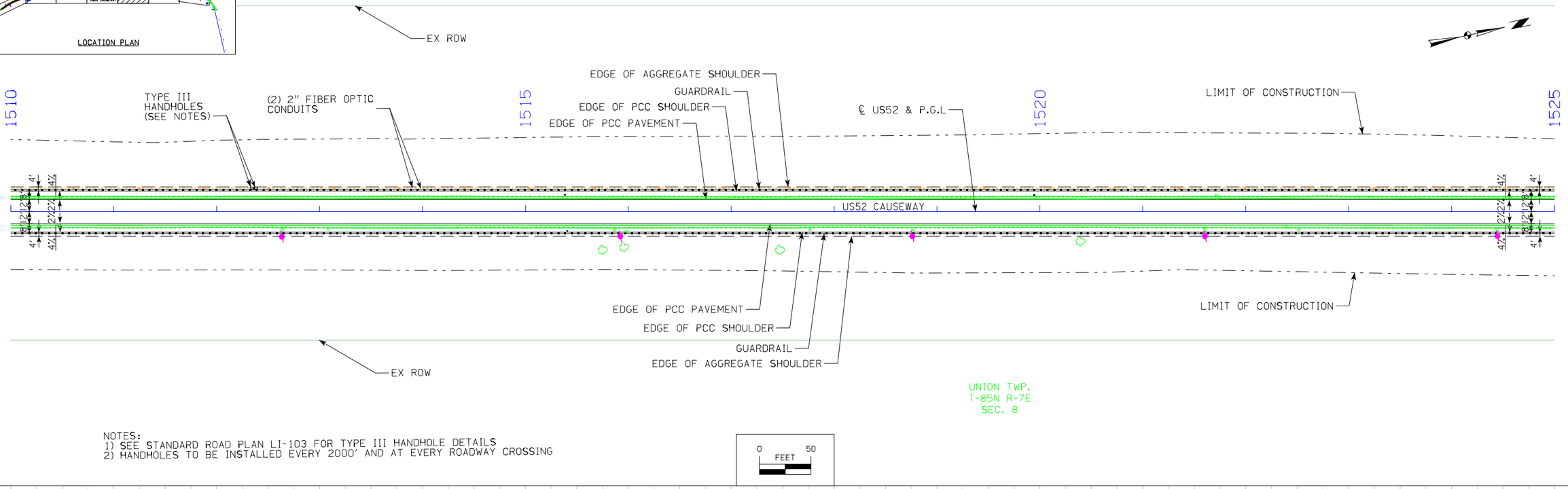
1500+00
1501+00
1502+00
1503+00
1504+00
1505+00
1506+00
1507+00
1508+00
1509+00
1510+00

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER D.5	REVISED

11:49:29 AM 10/27/2022 35361 pw:\\VANVA01PWINT01.Parsons.com:Iowa State\Documents\IA US52 Causeway\03 - Sheet\49052113Z1D5.sht

PLAN AND PROFILE - US52 CAUSEWAY ROAD

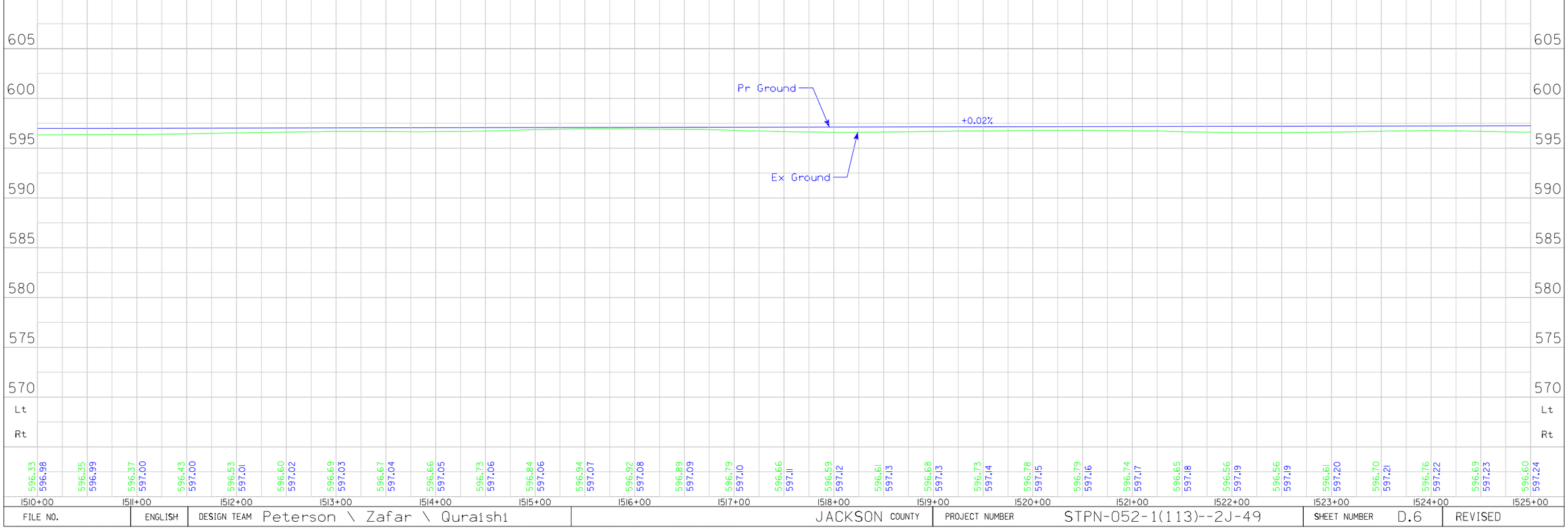




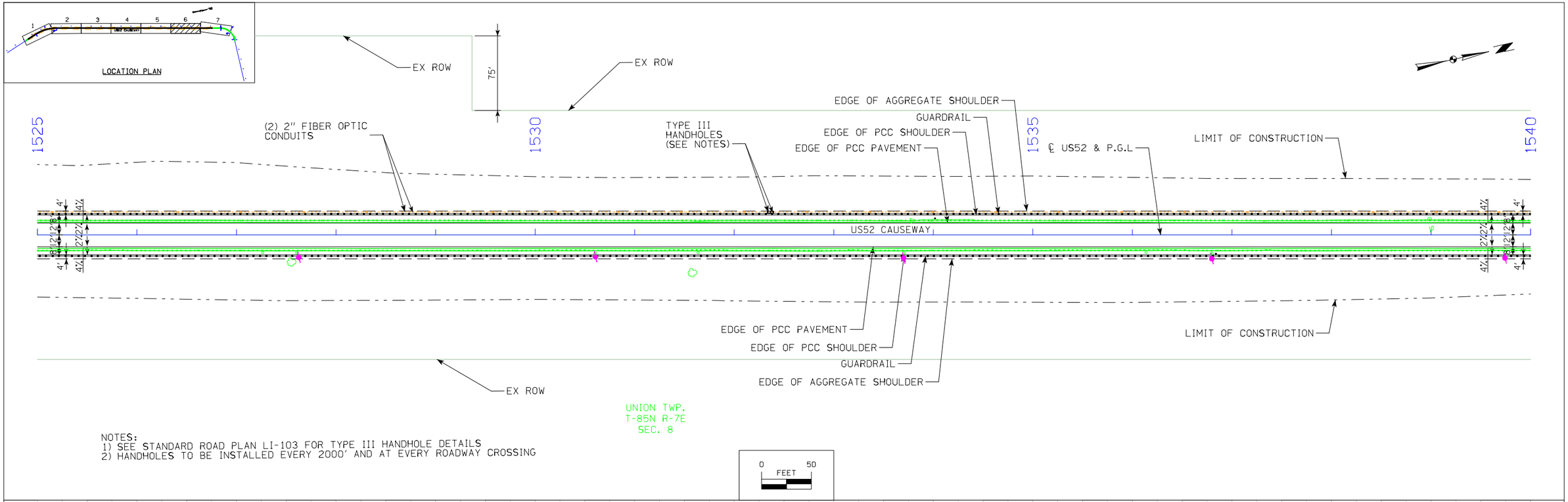
UNION TWP.
T-85N R-7E
SEC. 8

NOTES:
1) SEE STANDARD ROAD PLAN LI-103 FOR TYPE III HANDHOLE DETAILS
2) HANDHOLES TO BE INSTALLED EVERY 2000' AND AT EVERY ROADWAY CROSSING

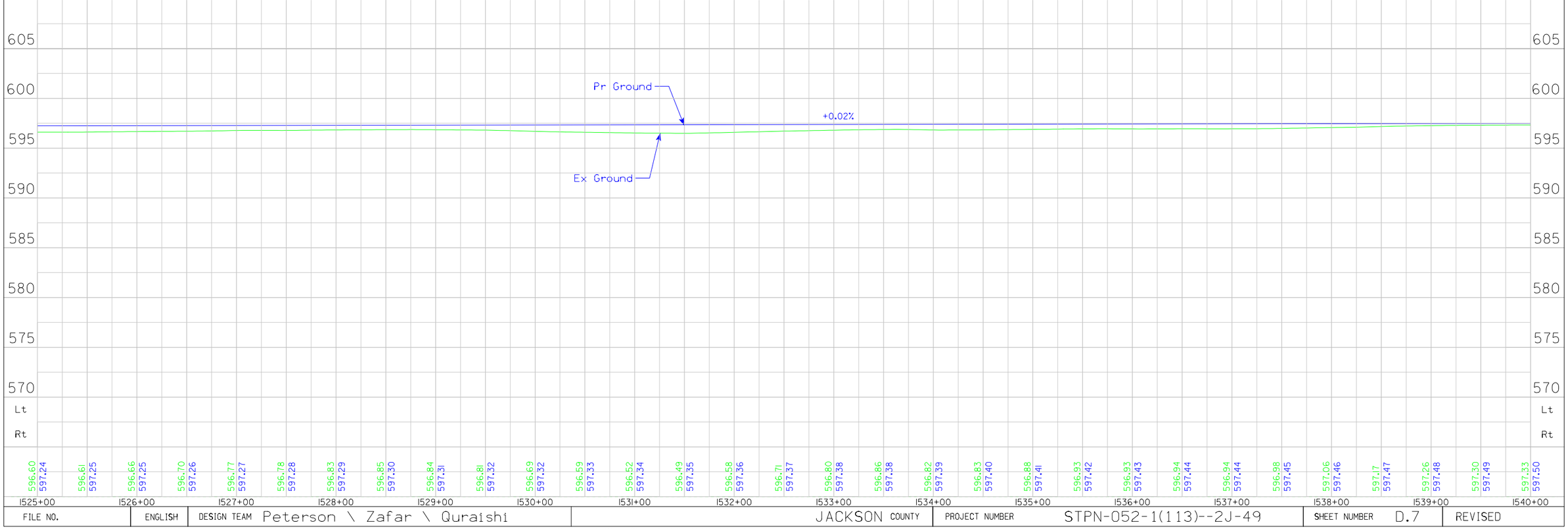
0 50
FEET



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER D.6	REVISED

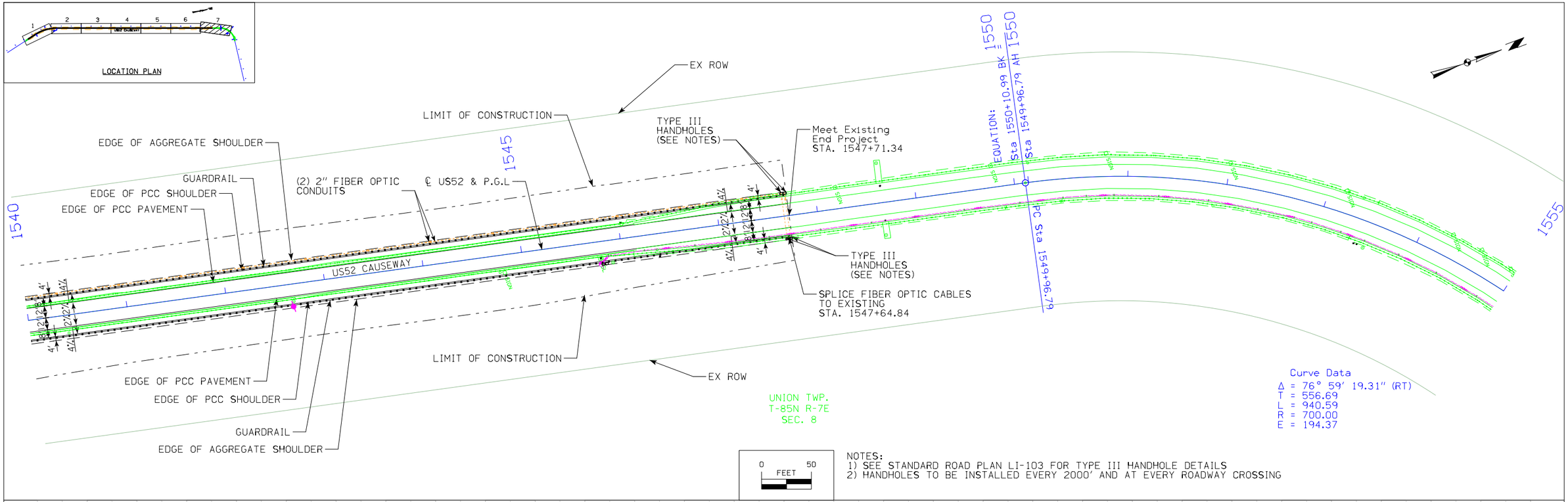


NOTES:
1) SEE STANDARD ROAD PLAN LI-103 FOR TYPE III HANDHOLE DETAILS
2) HANDHOLES TO BE INSTALLED EVERY 2000' AND AT EVERY ROADWAY CROSSING

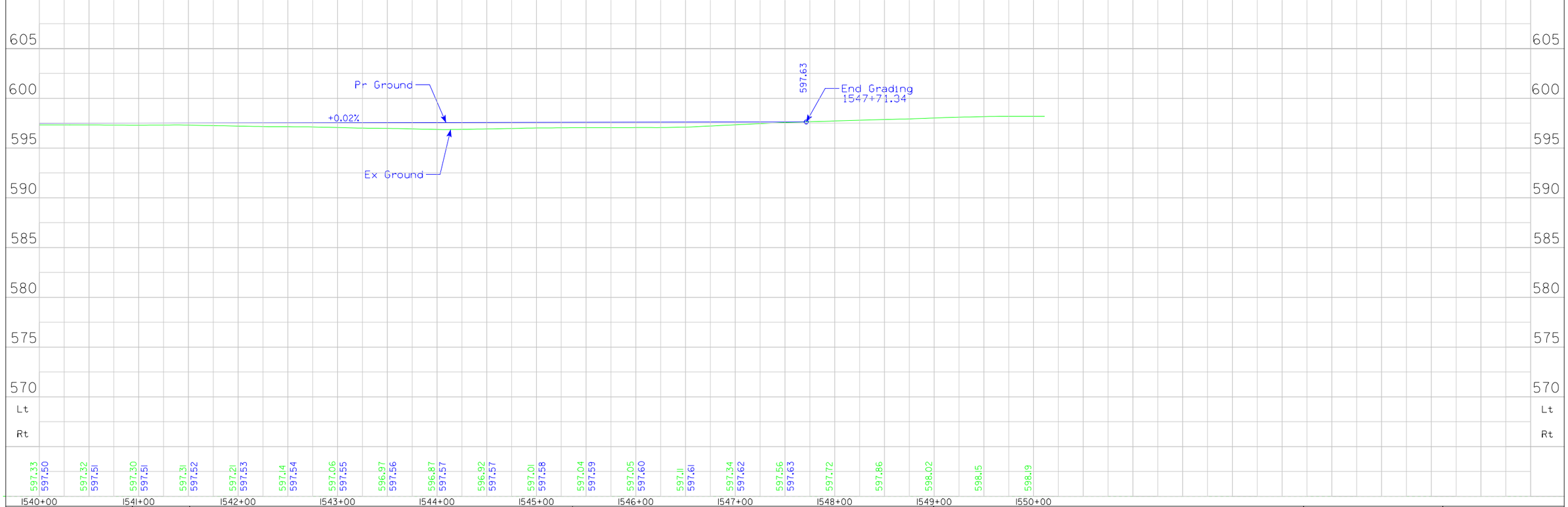


FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER D.7	REVISED

LOCATION PLAN



NOTES:
1) SEE STANDARD ROAD PLAN LI-103 FOR TYPE III HANDHOLE DETAILS
2) HANDHOLES TO BE INSTALLED EVERY 2000' AND AT EVERY ROADWAY CROSSING



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER D.8	REVISED

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PLAN AND PROFILE - US52 CAUSEWAY ROAD

Survey Information

Jackson County
STPN-052-1(113)—2J-49
US 52 north of Sabula
PIN 18-49-052-010
Sap-693.1

General Information

Measurement units for this survey are US survey feet. This survey is for reconstruction and widening of approximately 2 miles of US 52 from the Mississippi River Overflow Bridge north of Sabula north to the Mississippi River Bridge. This project is a Full DTM Survey.

Vertical Control

Vertical datum for this survey is NAVD88. Geoid 12B was used. The orthometric heights of NGS stations JLS 112 (NJ0066), F (AE9318) and B175 (NJ0101) were held in the adjustment. A closed level loop was run though the control points from NGS station F (AE9318) to CP 100 and back to station F. The record elevation of station F and the GPS derived elevation of CP 100 were held fixed. The estimated standard error of the observed height differences from the network adjustment was 0.0128 ft/mile. Benchmark 507, 508 and 509 from SAP 693 the Mississippi River Overflow Bridge project were found. The record elevation of 507 was 598.462 the elevation on this survey is 598.39. The record elevation of 508 was 598.757 the elevation on this survey is 598.68 The record elevation of 509 was 598.825 the elevation on this survey is 598.74. Control Point 100 is also Illinois DOT Permanent Survey Marker (PSM) CAR71 with a record elevation of 595.693 the elevation on this survey is 595.689.

Utility Information
Sub-Surface Utility Mapping Quality Level is in accordance with CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.

Remark abbreviations
QLA – Quality Level A Highest guideline quality level
QLD – Quality Level D Lowest guideline quality level

A One-call Design Information request (DIR) Ticket# 551904736 was made June 26, 2019. The following Companies were listed on the DIR:

Company (Quality)	Symbol	Remark
Alliant Energy	N/A	Not Affected
Jo Carroll Energy	GL1D	Affected
City of Sabula	N/A	Not Affected
Windstream Communications	FO1B	Affected
Unknown Fiber Optic	FO2B	Affected

Following are the list of contacts made in the order they were received:

Windstream Communications - Received an E-mail from Lisa Zingula Lisa.Zingula@windstream.com on 6/26/2019. Attached to the e-mail was a pdf showing their facilities along US 52. These facilities were located.

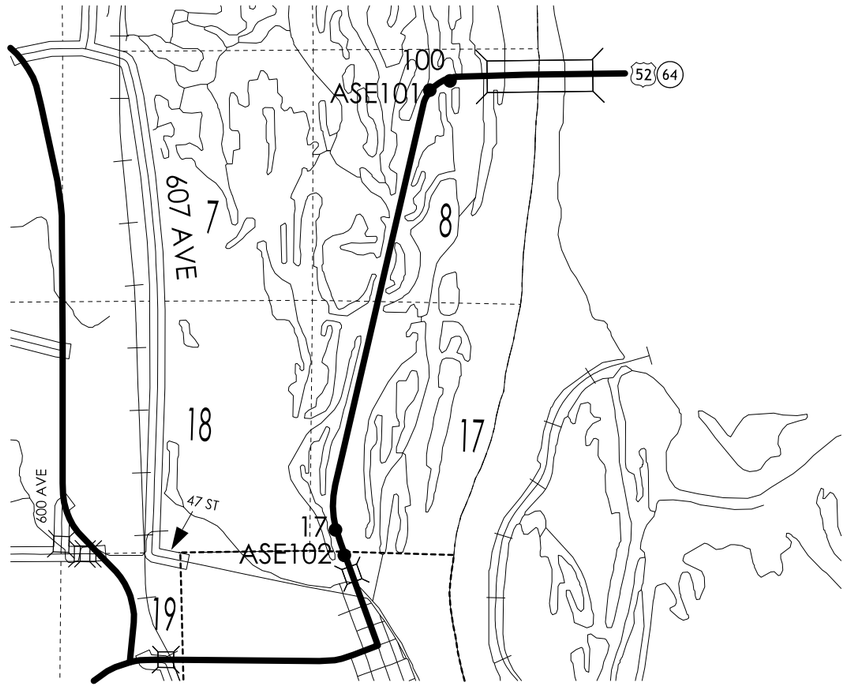
Alliant Energy - Received an E-mail from Deborah Reynolds Deborahreynolds@alliantenergy.com on 6/27/2019. Attached to the e-mail was a pdf showing their facilities along US 52. These facilities were not located.

City of Sabula - Received an E-mail from Wendy Hoertz sabula@iowtelecom.net on 7/15/2019. Stating they did not have any utilities on Hwy 52.

The provided e-mail address and phone number for Jo Carroll Energy did not work. There was old yellow paint and gas pipeline warning signs on the project. This evidence was located as Quality Level D.

A second fiber optic line was found on the project. There was no ownership marking on this line. These facilities were located.

CONTROL POINT VICINITY MAP



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 11

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

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER G.2

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 11

Horizontal Control

The project coordinate system is IaRCS Zone 11. The RTN position of reference station Davenport, Dubuque and Sabula were held and multiple 30-minute static observations were done on control points 17, 100, ASE101 and ASE102. The maximum difference in coordinates was 0.025' in the northing on point ASE102. Additional secondary control points were established by traverse.

Point Name	Northing	Easting	Feature Elevation	Definition	Description
178	266270.0056	21596730.9064	597.215	CP	FD 5/8 REBAR
100	8275751.7582	21599151.8408	595.689	CP	FD CONC MON W/DISK
ASE101	8275555.1163	21598724.0161	598.666	CP	SET 5/8 REBAR W/ RED CAP
ASE102	8265731.3938	21596918.1399	596.299	CP	SET 5/8 REBAR W/ RED CAP

Alignment Information

The horizontal alignment for this survey is a retrace of the Iowa As Built Plans FN-64-9(1)—21-49 and Illinois plans for FAP Route 17 contract 64G59. Survey stationing was equated to the plan PI at Sta. 1432+00.6 on the Iowa plans and run ahead to the PC at Sta. 1549+96.79 on the Illinois plans. Creating a Station Equation at the PC of the Illinois plans PC 1550+10.99 (BK) = 1549+96.79 (AH).

Survey stationing relates to as built plan stationing as follows:

PI Sta. 1432+00.6 CL Project No. FN-64-9(1)—21-49.
Survey PI Sta. 1432+00.6.

PI Sta. 1462+25.06 CL Project No. FN-64-9(1)—21-49.
Survey PI Sta. 1462+25.06.

PC Sta. 1549+96.79 CL Contract 64G59.
Survey PC Sta. 1550+10.99 (BK) = 1549+96.79 (AH).

PI Sta. 1555+53.48 CL Contract 64G59.
Survey PI Sta. 1555+53.48.

PI Sta. 1585+98.63 CL Contract 64G59.
Survey PI Sta. 1585+98.94.

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
100		1558+13.70	8275751.76	21599151.84															
ASE101		1553+34.90	8275555.12	21598724.02															
ASE102		1452+51.37	8265731.39	21596918.14															

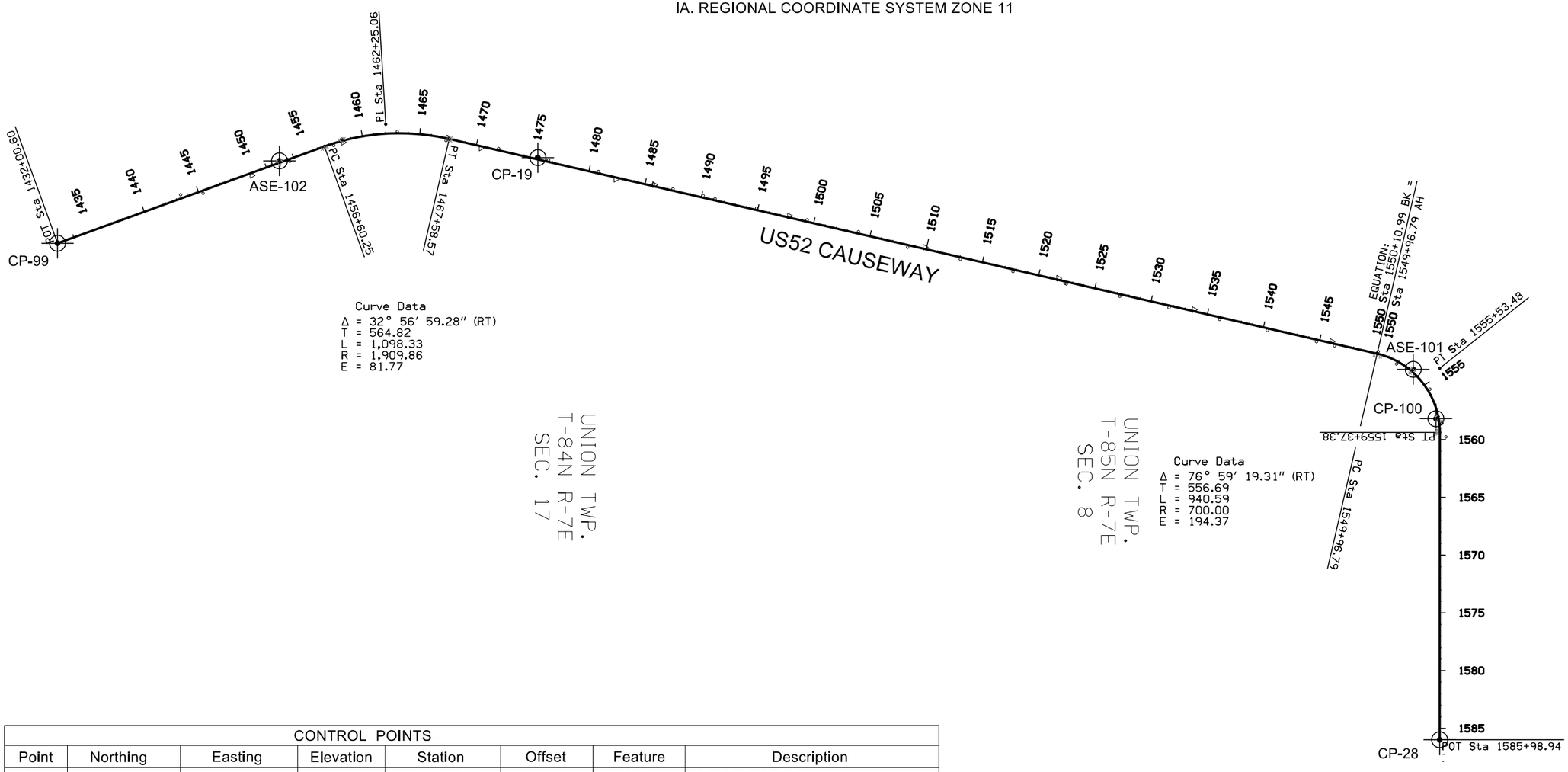
GENERAL INFORMATION

MEASUREMENT UNITS FOR THIS SURVEY ARE US SURVEY FEET. THIS SURVEY IS FOR RECONSTRUCTION AND WIDENING OF APPROXIMATELY 2 MILES OF US 52 FROM THE MISSISSIPPI RIVER OVERFLOW BRIDGE NORTH OF SABULA NORTH TO THE MISSISSIPPI RIVER BRIDGE. THIS PROJECT IS A FULL DTM SURVEY.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00
VERT. DATUM: NAVD88
IA. REGIONAL COORDINATE SYSTEM ZONE 11

0 500 FEET



Curve Data
Δ = 32° 56′ 59.28″ (RT)
T = 564.82
L = 1,098.33
R = 1,909.86
E = 81.77

UNION TWP.
T-84N R-7E
SEC. 17

Curve Data
Δ = 76° 59′ 19.31″ (RT)
T = 556.69
L = 940.59
R = 700.00
E = 194.37

UNION TWP.
T-85N R-7E
SEC. 8

CONTROL POINTS

Point	Northing	Easting	Elevation	Station	Offset	Feature	Description
CP-19	8267971.0940	21596890.4050	596.206	1475+43.77	-15.70	CPS	CP FD 5/8 REBAR
CP-28	8275784.1680	21601932.4800	0	1585+98.94 R2	00.00	CPS	CP PI STA 1585+98.94
CP-99	8263808.8380	21597632.0600	595.774	1432+00.60	00.00	CPS	CP FD MAG NAIL
CP-100	8275751.7582	21599151.8408	595.689	1558+13.70 R2	22.57	CPS	CP FD DISK IN CONCRETE
ASE-101	8275555.1163	21598724.0161	598.666	1553+34.90 R2	-21.15	CPS	CP SET 5/8 REBAR W/ RED CAP
ASE-102	8265731.3938	21596918.1399	596.299	1452+51.37	-16.04	CPS	CP SET 5/8 REBAR W/ RED CAP

108-23A
08-01-08

TRAFFIC CONTROL PLAN

US-52

Maintain at least one lane (two-way traffic) throughout the causeway during construction.

Temporary traffic signals and Wait Time Displays shall be employed to maintain traffic in the single lane through the work zone.

Work zones will be limited to (4) 2300'-2500' sections per side of roadway construction.

Contractor to submit an updated Traffic Control Plan for approval if changes to the sequence or any element of the Designer's Traffic Control Plan are prefered.

102-15
08-01-08

TABULATION OF SPECIAL EVENTS

111-01
04-17-12

COORDINATED OPERATIONS

108-26A
08-01-08

STAGING NOTES

PHASE 1 TRAFFIC

-Four Substages (A-D) will be needed for Phase 1. Each Substage will have a workzone length of 2300'-2500'.

-Maintain traffic on existing eastbound roadway (two-way traffic) through work zone utilizing temporary traffic signals and wait time displays.

PHASE 1 CONSTRUCTION

-Construct westbound embankment, shoulder, fiber optic conduits, and guardrail.

-Construct temporary pavement for Stage 2 MOT switch.

PHASE 2 TRAFFIC

-Four Substages (A-D) will be needed for Phase 2. Each Substage will have a workzone length of 2300'-2500'.

-Maintain traffic on existing westbound roadway and previously constructed shoulder and temporary pavement (two-way traffic) through work zone utilizing temporary traffic signals and wait time displays.

PHASE 2 CONSTRUCTION

-Construct eastbound embankment, shoulder, pavement and guardrail.

PHASE 3 TRAFFIC

-Four Substages (A-D) will be needed for Phase 3. Each Substage will have a workzone length of 2300'-2500'.

-Maintain traffic on previously constructed eastbound roadway and shoulder (two-way traffic) through work zone utilizing temporary traffic signals and wait time displays.

PHASE 3 CONSTRUCTION

-Construct westbound pavement and complete any adjustments to shoulder and guardrail.

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Magenta	(5)	Pavement Marking Call Outs
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Yellow	(4)	Pavement Markings, Yellow
Off White	(254)	Pavement Markings, White
Violet	(15)	Temporary barrier rail, Unpinned
Flush Orange	(228)	Temporary barrier rail, Pinned

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

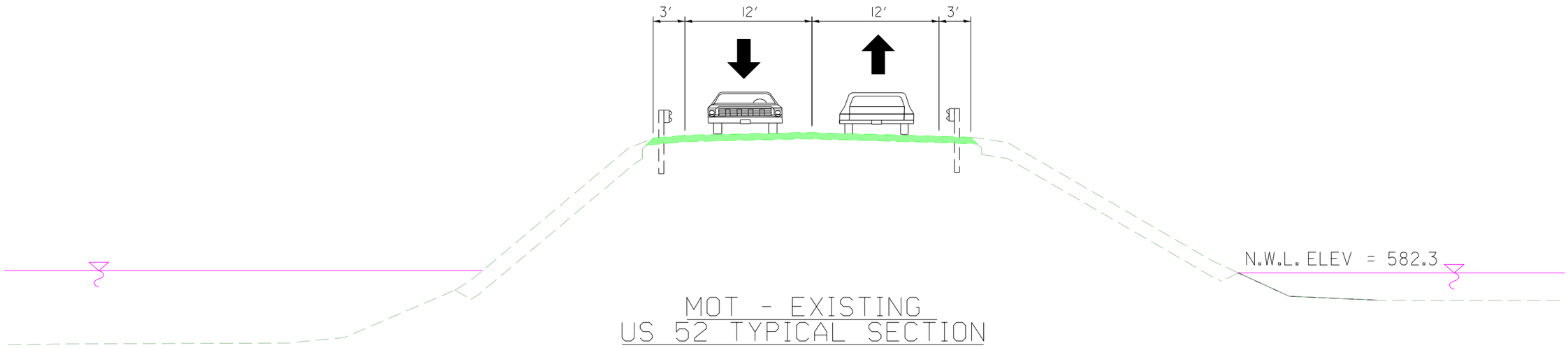
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

●	Channelizing Device		Crash Cushion (Temp or Perm)
✕	Drum		Traffic Signal
◘	Temporary Lane Separator		Flagger
◆	Tubular Marker		Temporary Floodlighting
♦	Channelizer Marker		Traffic Sign
△	Concrete Barrier Marker		Type III Barricade
⟨	Delineator		Type A Warning Light
———	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout	1	Lane Identification

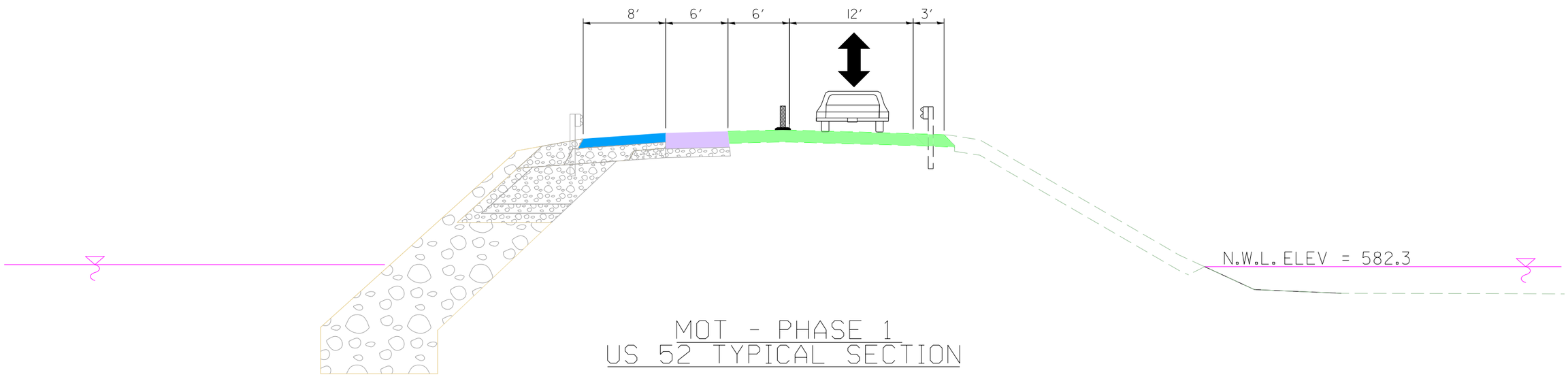
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

TRAFFIC CONTROL AND STAGING

(COVERS SHEET SERIES J)



MOT - EXISTING
US 52 TYPICAL SECTION



MOT - PHASE 1
US 52 TYPICAL SECTION

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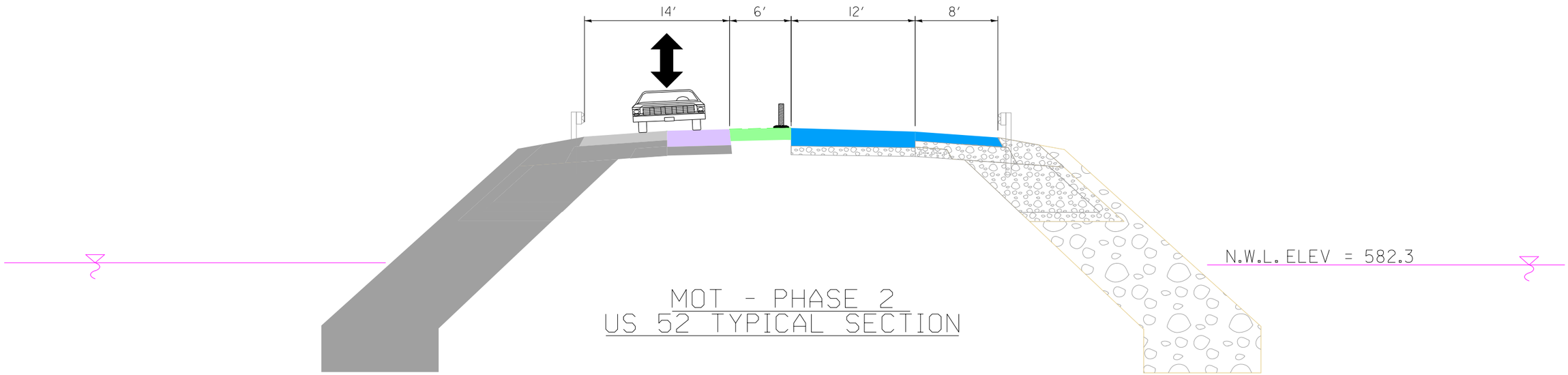
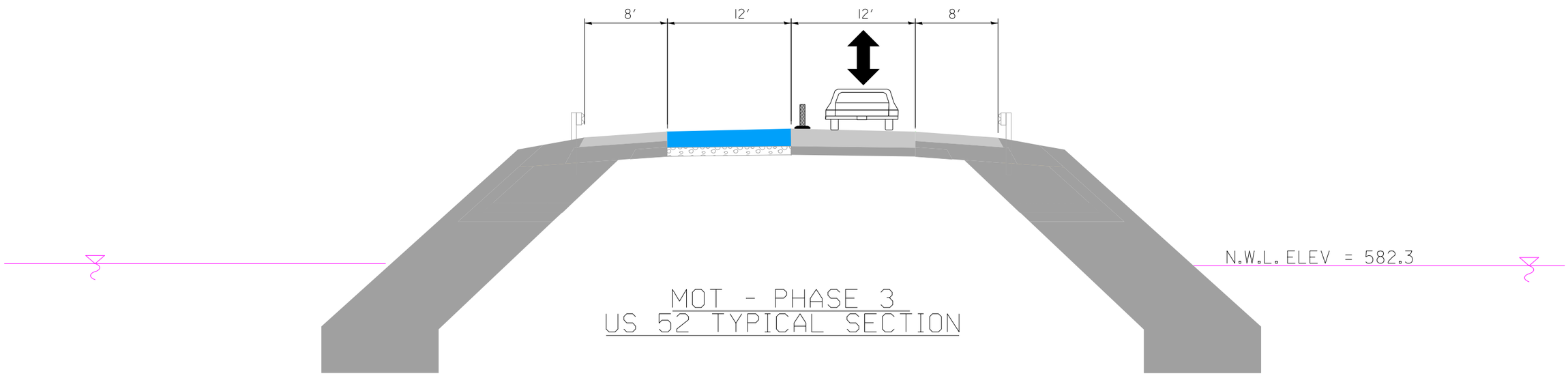


MOT - PHASE 2
US 52 TYPICAL SECTION



MOT - PHASE 3
US 52 TYPICAL SECTION

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.4	REVISED

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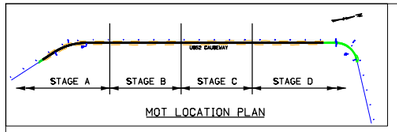

MOT LOCATION PLAN

PHASE 1, STAGE 1A

US52 CAUSEWAY

1445 1450 1455 1460

END ROAD WORK
G20-2A
48" x 24"

NO PASSING ZONE
W14-3
48" X 64" X 64"

ONE LANE ROAD AHEAD
W20-4
48" x 48"

W3-3
48" x 48"

CHANNELIZING DEVICE

PROPOSED PCC SHOULDER (8′)
PROPOSED TEMPORARY PAVEMENT (6′)
PROPOSED AGGREGATE SHOULDER (4′)
PROPOSED REVETMENT, CLASS B

250′ 250′ 250′ 250′ 60′ 170′

② ① ③

EXISTING PAVEMENT

APPROX. SECTION LINE

ROAD WORK AHEAD
W20-1
48" x 48"

35 M.P.H.
W13-1
24" x 24"

DO NOT PASS
R4-1
36" x 48"

ONE LANE ROAD AHEAD
W20-4
48" x 48"

W3-3
48" x 48"

STOP HERE ON RED
R10-6
24" x 36"

NOTES:

① For Temporary Traffic Signals, meet the requirements of Section 2528.03 of the Standard Specifications except for the following:
In lieu of a trailer of span-wire mounted system, signal heads may be located on the shoulders, one on each side of the roadway. Mount shoulder signal heads a minimum of 8 feet from the bottom of the signal head to the top of the ground surface.

② 24-inch stop lines required during nighttime operation.

③ Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

PHASE 1, STAGE 1A

US52 CAUSEWAY

1460 1465 1470 1474

PROPOSED PCC SHOULDER (8′)
PROPOSED TEMPORARY PAVEMENT (6′)
PROPOSED AGGREGATE SHOULDER (4′)
PROPOSED REVETMENT, CLASS B

CHANNELIZING DEVICE

EXISTING PAVEMENT

0 50 FEET

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.5	REVISED

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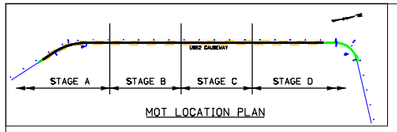
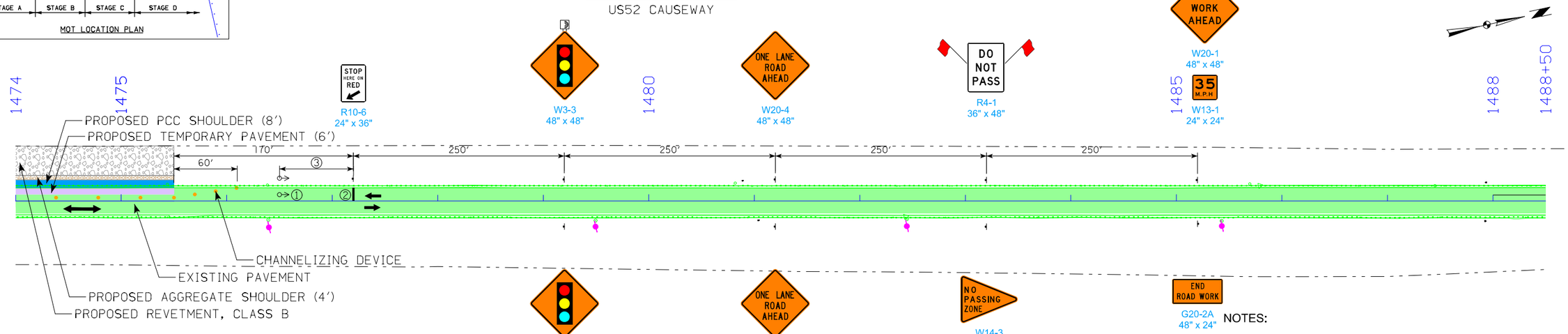


MOT LOCATION PLAN

PHASE 1, STAGE 1A

US52 CAUSEWAY

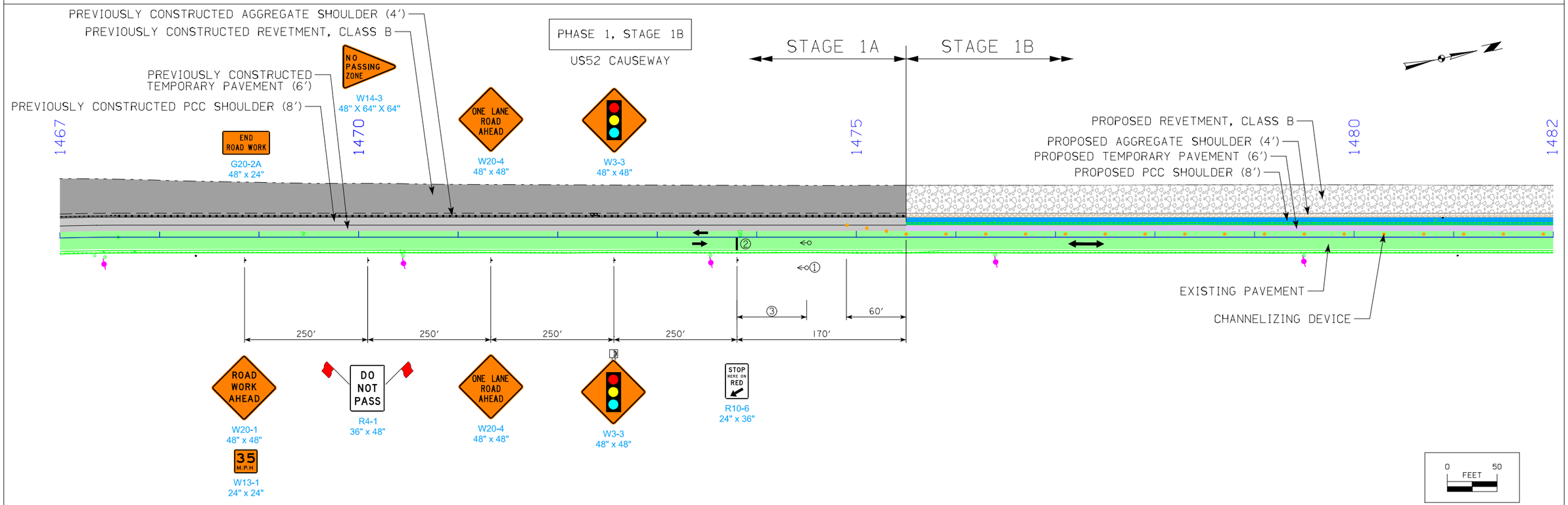


NOTES:

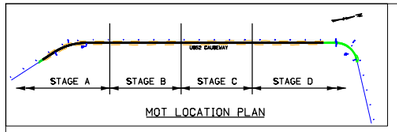
1. For Temporary Traffic Signals, meet the requirements of Section 2528.03 of the Standard Specifications except for the following:
   In lieu of a trailer of span-wire mounted system, signal heads may be located on the shoulders, one on each side of the roadway. Mount shoulder signal heads a minimum of 8 feet from the bottom of the signal head to the top of the ground surface.
2. 24-inch stop lines required during nighttime operation.
3. Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

PHASE 1, STAGE 1B

US52 CAUSEWAY



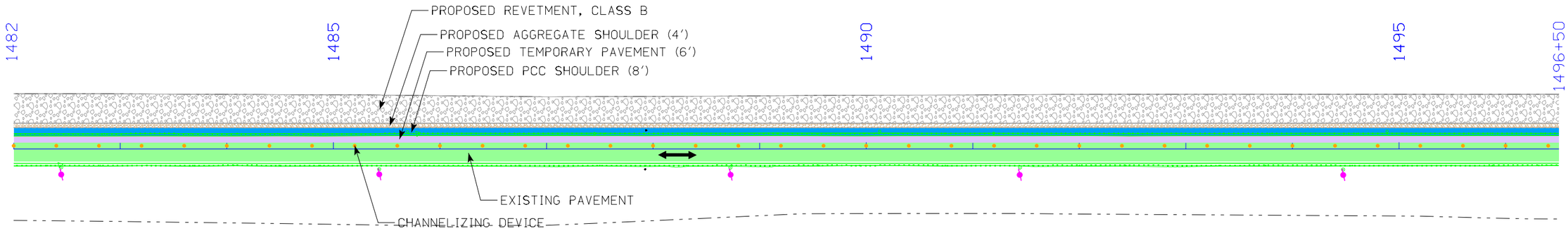
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.6	REVISED



MOT LOCATION PLAN

PHASE 1, STAGE 1B

US52 CAUSEWAY



NOTES:

1. For Temporary Traffic Signals, meet the requirements of Section 2528.03 of the Standard Specifications except for the following:
   In lieu of a trailer of span-wire mounted system, signal heads may be located on the shoulders, one on each side of the roadway. Mount shoulder signal heads a minimum of 8 feet from the bottom of the signal head to the top of the ground surface.
2. 24-inch stop lines required during nighttime operation.
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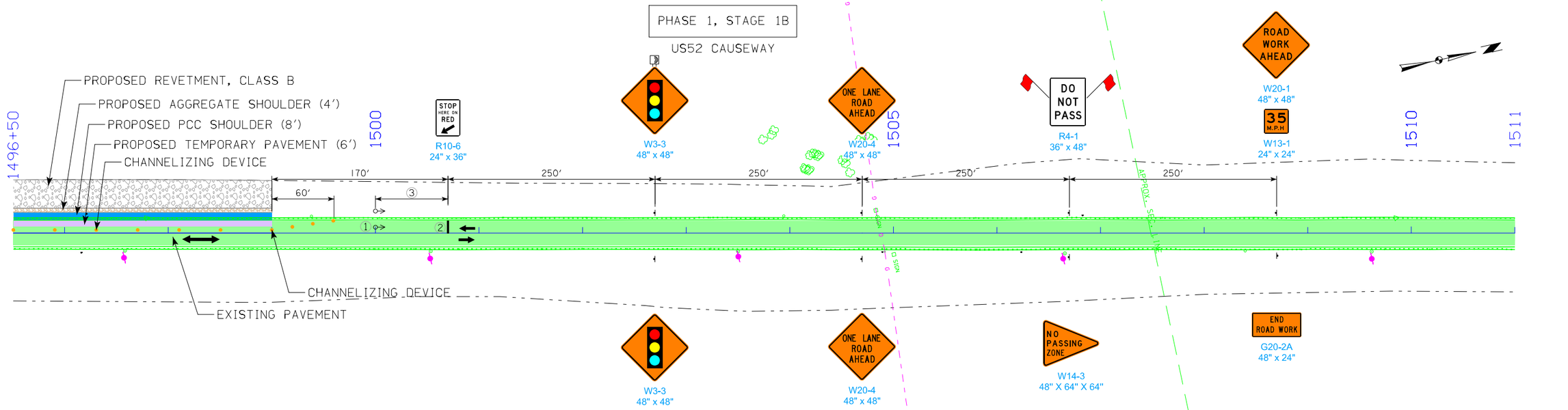
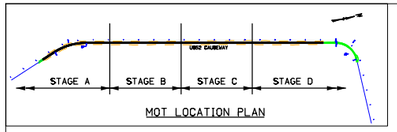
PHASE 1, STAGE 1B

US52 CAUSEWAY



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.7	REVISED



MOT LOCATION PLAN

PHASE 1, STAGE 1C

US52 CAUSEWAY

PREVIOUSLY CONSTRUCTED REVETMENT, CLASS B
PREVIOUSLY CONSTRUCTED AGGREGATE SHOULDER (4′)
PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT (6′)
PREVIOUSLY CONSTRUCTED PCC SHOULDER (8′)

STAGE 1B | STAGE 1C

1494 — END ROAD WORK — G20-2A 48" x 24"

1495 — NO PASSING ZONE — W14-3 48" X 64" X 64"

ONE LANE ROAD AHEAD — W20-4 48" x 48"

W3-3 48" x 48"

1500

PROPOSED PCC SHOULDER (8′)
PROPOSED AGGREGATE SHOULDER (4′)
1505
PROPOSED REVETMENT, CLASS B
1508+50

CHANNELIZING DEVICE
PROPOSED TEMPORARY PAVEMENT (6′)
EXISTING PAVEMENT

250′ 250′ 250′ 250′ ③ 170′ 60′

ROAD WORK AHEAD — W20-1 48" x 48"

35 M.P.H — W13-1 24" x 24"

DO NOT PASS — R4-1 36" x 48"

ONE LANE ROAD AHEAD — W20-4 48" x 48"

W3-3 48" x 48"

STOP HERE ON RED — R10-6 24" x 36"

NOTES:

① For Temporary Traffic Signals, meet the requirements of Section 2528.03 of the Standard Specifications except for the following:
In lieu of a trailer of span-wire mounted system, signal heads may be located on the shoulders, one on each side of the roadway. Mount shoulder signal heads a minimum of 8 feet from the bottom of the signal head to the top of the ground surface.

② 24-inch stop lines required during nighttime operation.

③ Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

PHASE 1, STAGE 1C

US52 CAUSEWAY

1506+50
1510
1515
1520
1521

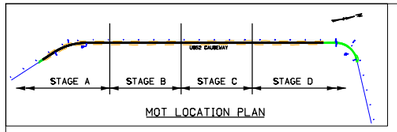
PROPOSED PCC SHOULDER (8′)
PROPOSED AGGREGATE SHOULDER (4′)
PROPOSED TEMPORARY PAVEMENT (6′)
PROPOSED REVETMENT, CLASS B

EXISTING PAVEMENT
CHANNELIZING DEVICE

0 50 FEET

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.8	REVISED

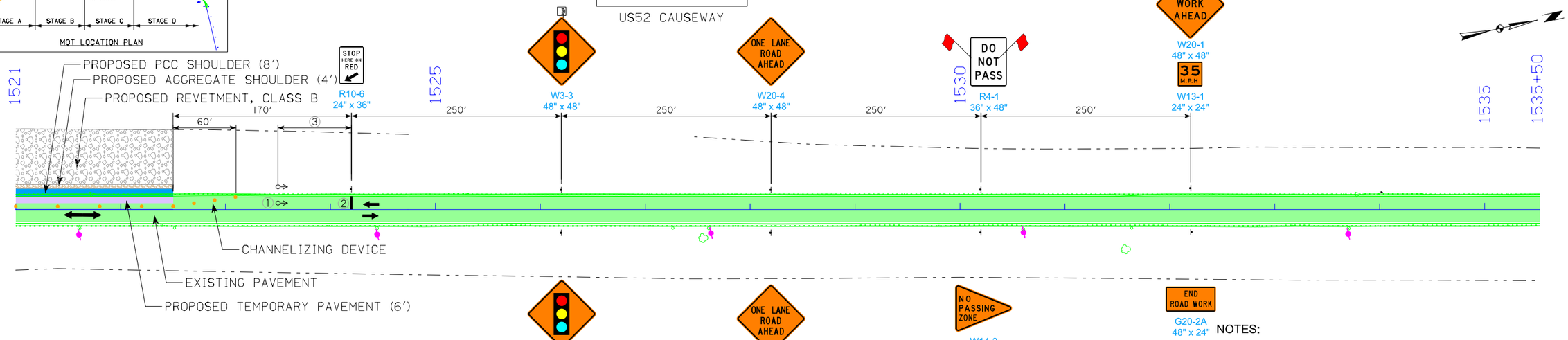
11:53:44 AM 10/27/2022 35361 pw:\\VANVA01PWINTO1.Parsons.com:Iowa State\Documents\IA US52 Causway\03 - Sheet\49052113Z1J3_MOT_Ph1_stg1_04.sht



MOT LOCATION PLAN

PHASE 1, STAGE 1C

US52 CAUSEWAY



NOTES:

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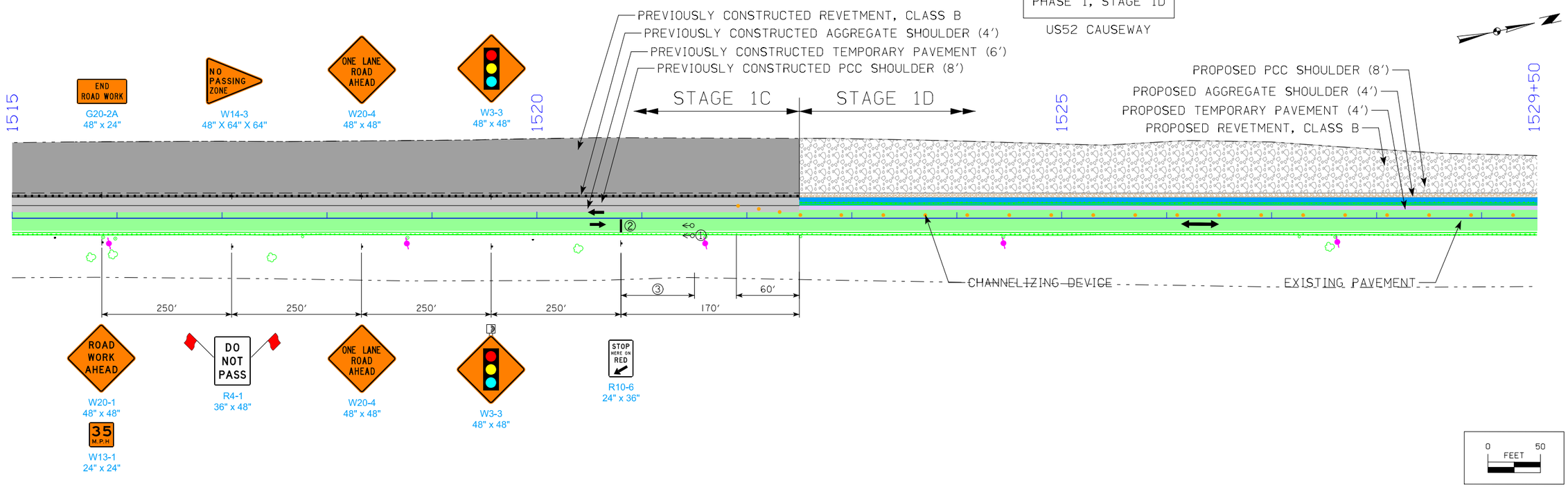
3. Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

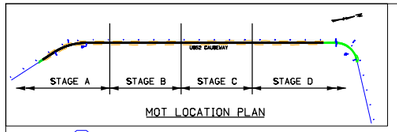
PHASE 1, STAGE 1D

US52 CAUSEWAY



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.9	REVISED

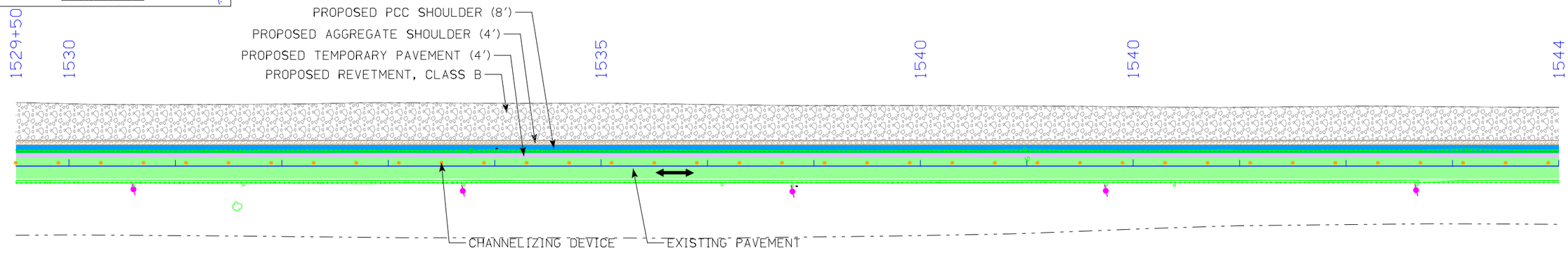
11:54:01 AM 10/27/2022 35361 pw:\\VANVA01PWINTO1.Parsons.com:Iowa State\Documents\IA US52 Causway\03 - Sheet\49052113Z1J4_MOT_Ph1_stg1_05.sht



MOT LOCATION PLAN

PHASE 1, STAGE 1D

US52 CAUSEWAY



NOTES:

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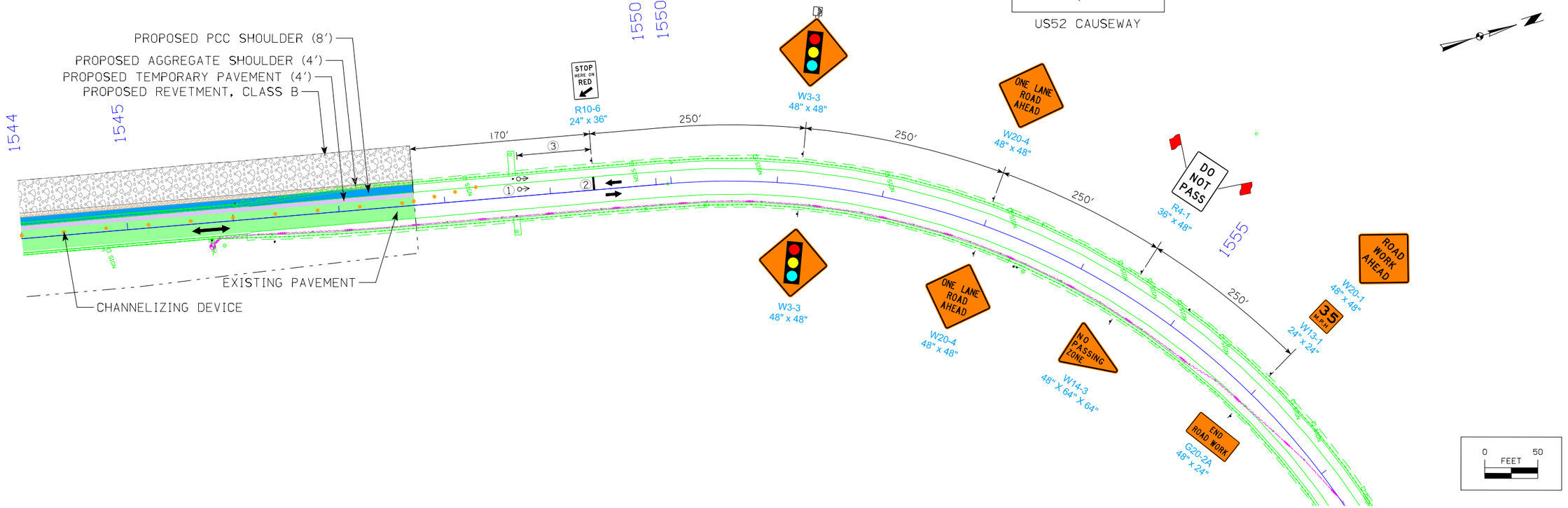
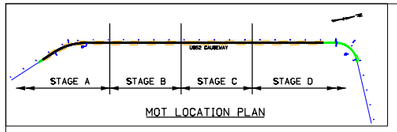
3. Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

PHASE 1, STAGE 1D

US52 CAUSEWAY



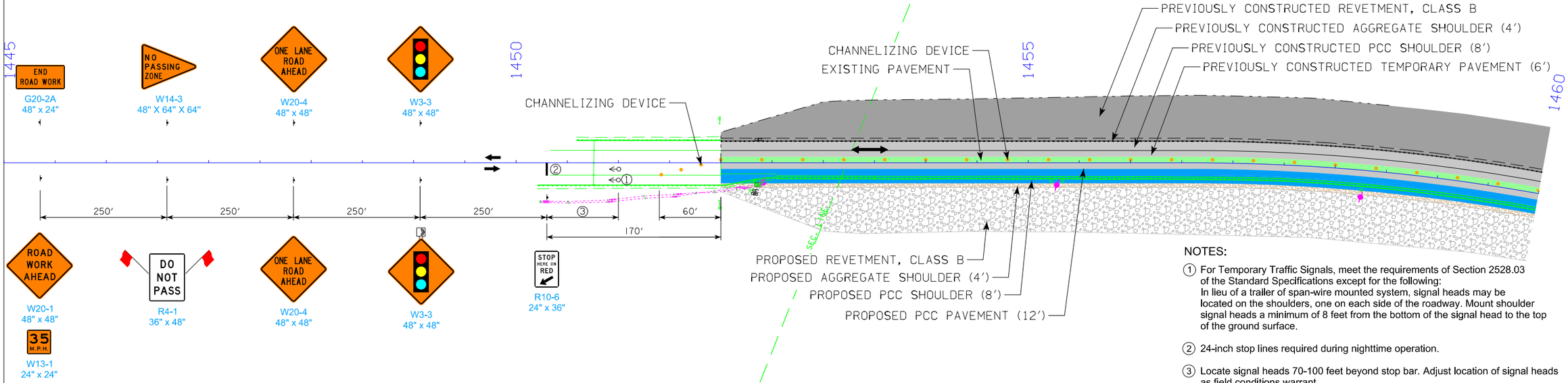
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.10	REVISED



MOT LOCATION PLAN

PHASE 2, STAGE 2A

US52 CAUSEWAY



NOTES:

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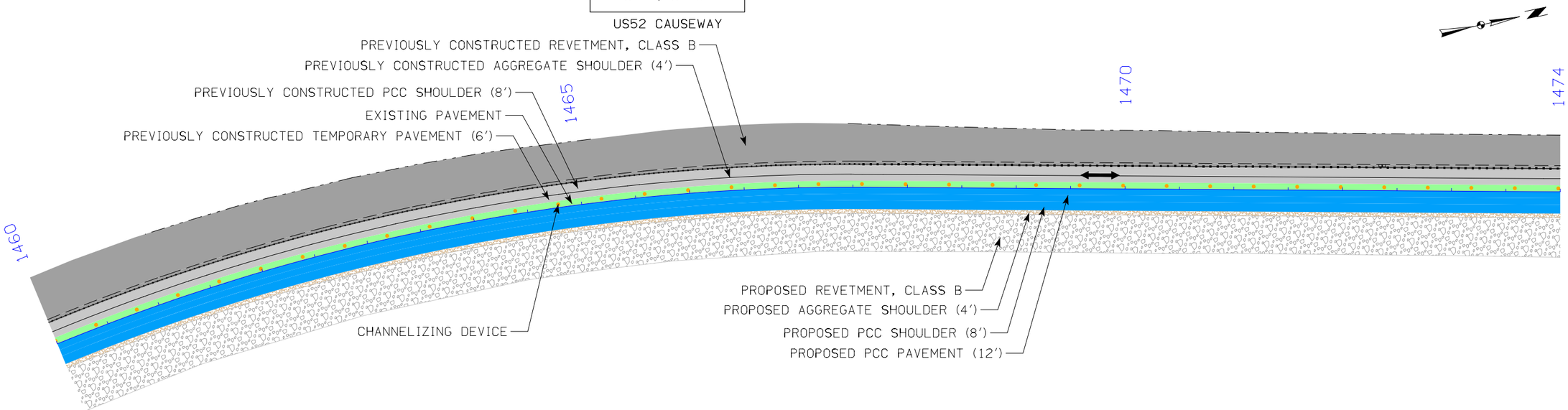
3. Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

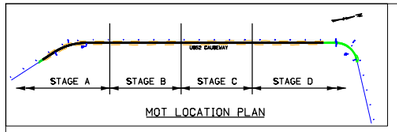
PHASE 2, STAGE 2A

US52 CAUSEWAY



0 50 FEET

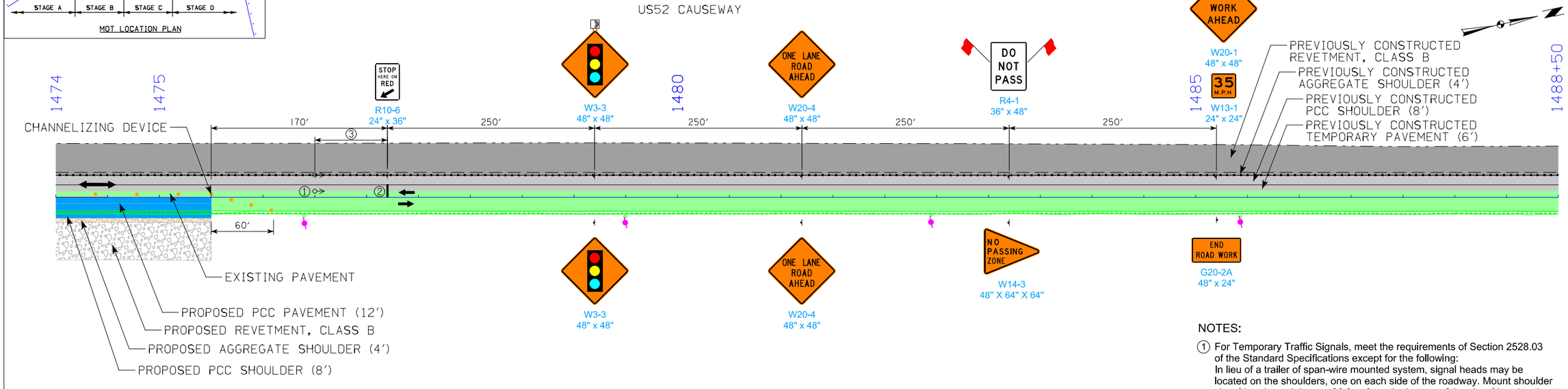
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.11	REVISED



MOT LOCATION PLAN

PHASE 2, STAGE 2A

US52 CAUSEWAY



NOTES:

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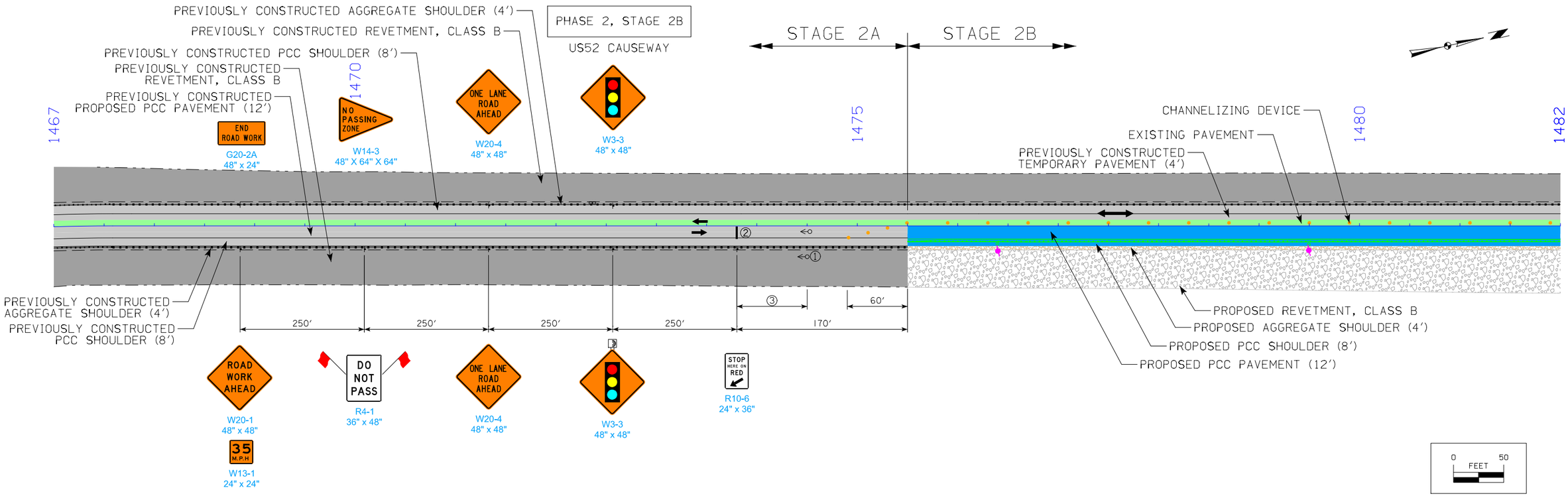
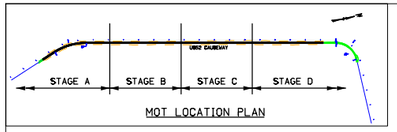
3. Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

PHASE 2, STAGE 2B

US52 CAUSEWAY



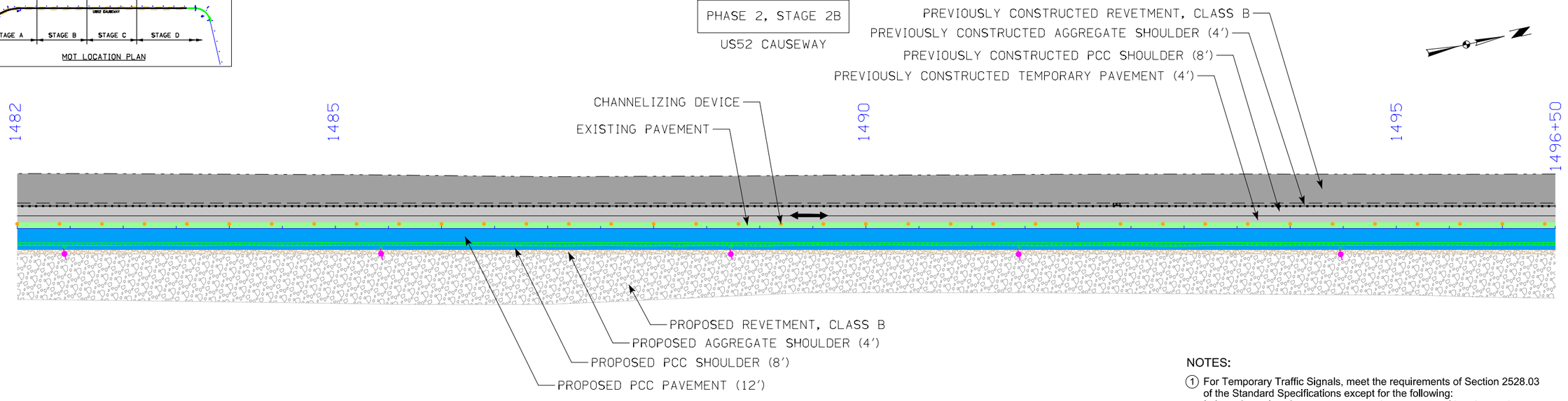
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.12	REVISED



MOT LOCATION PLAN

PHASE 2, STAGE 2B

US52 CAUSEWAY



NOTES:

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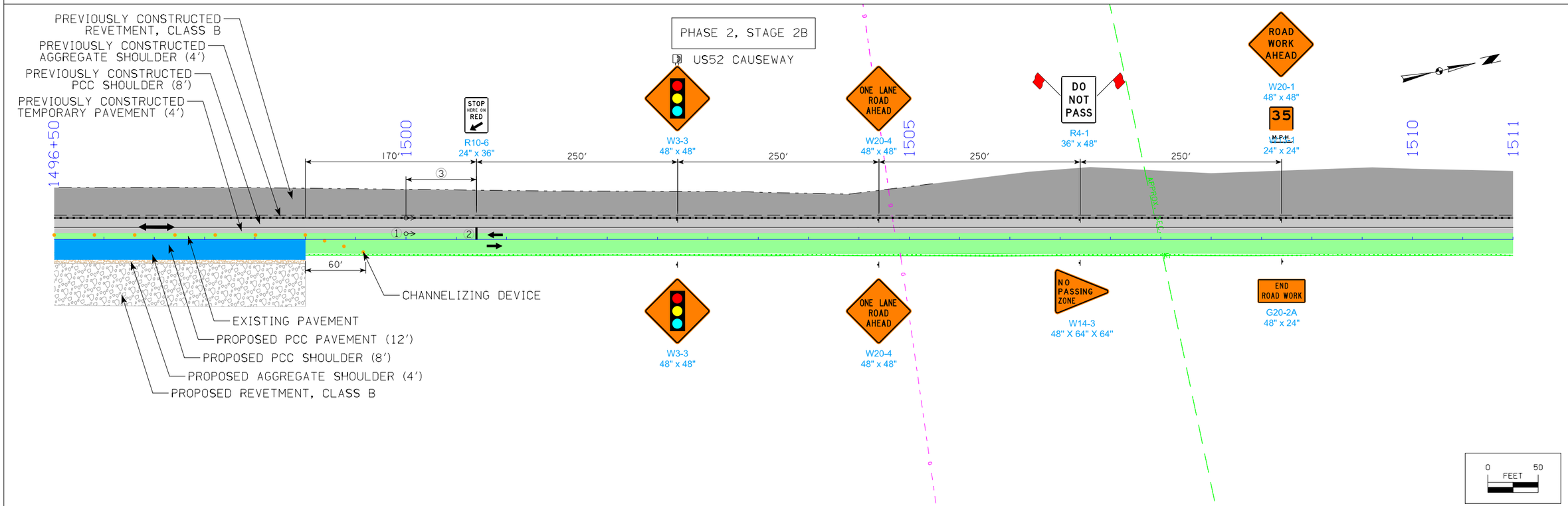
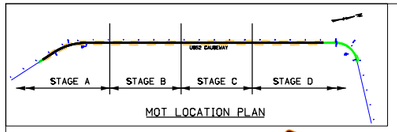


FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.13	REVISED



PREVIOUSLY CONSTRUCTED REVETMENT, CLASS B
PREVIOUSLY CONSTRUCTED PCC PAVEMENT (12′)
PREVIOUSLY CONSTRUCTED AGGREGATE SHOULDER (4′)
PREVIOUSLY CONSTRUCTED PCC SHOULDER (8′)

STAGE 2B | STAGE 2C

PHASE 2, STAGE 2C

US52 CAUSEWAY

PREVIOUSLY CONSTRUCTED PROPOSED REVETMENT, CLASS B
PREVIOUSLY CONSTRUCTED PROPOSED AGGREGATE SHOULDER (4′)
PREVIOUSLY CONSTRUCTED PROPOSED PCC SHOULDER (8′)
PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT (6′)

1492 1495 1500 1505 1506+50

END ROAD WORK
G20-2A
48" x 24"

NO PASSING ZONE
W14-3
48" X 64" X 64"

ONE LANE ROAD AHEAD
W20-4
48" x 48"

W3-3
48" x 48"

250′ 250′ 250′ 250′ 170′ 60′

ROAD WORK AHEAD
W20-1
48" x 48"

DO NOT PASS
R4-1
36" x 48"

ONE LANE ROAD AHEAD
W20-4
48" x 48"

W3-3
48" x 48"

STOP HERE ON RED
R10-6
24" x 36"

35 M.P.H
W13-1
24" x 24"

EXISTING PAVEMENT
CHANNELIZING DEVICE
PROPOSED REVETMENT, CLASS B
PROPOSED AGGREGATE SHOULDER (4′)
PROPOSED PCC SHOULDER (8′)
PROPOSED PCC PAVEMENT (12′)

NOTES:

1. For Temporary Traffic Signals, meet the requirements of Section 2528.03 of the Standard Specifications except for the following:
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3. Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

PHASE 2, STAGE 2C

US52 CAUSEWAY

1506+50 1510 1515 1520 1521

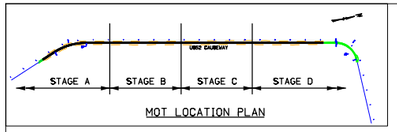
CHANNELIZING DEVICE

PREVIOUSLY CONSTRUCTED PROPOSED REVETMENT, CLASS B
PREVIOUSLY CONSTRUCTED PROPOSED AGGREGATE SHOULDER (4′)
PREVIOUSLY CONSTRUCTED PROPOSED PCC SHOULDER (8′)

PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT (6′)
PROPOSED PCC PAVEMENT (12′)
PROPOSED REVETMENT, CLASS B
PROPOSED AGGREGATE SHOULDER (4′)
PROPOSED PCC SHOULDER (8′)

0 50 FEET

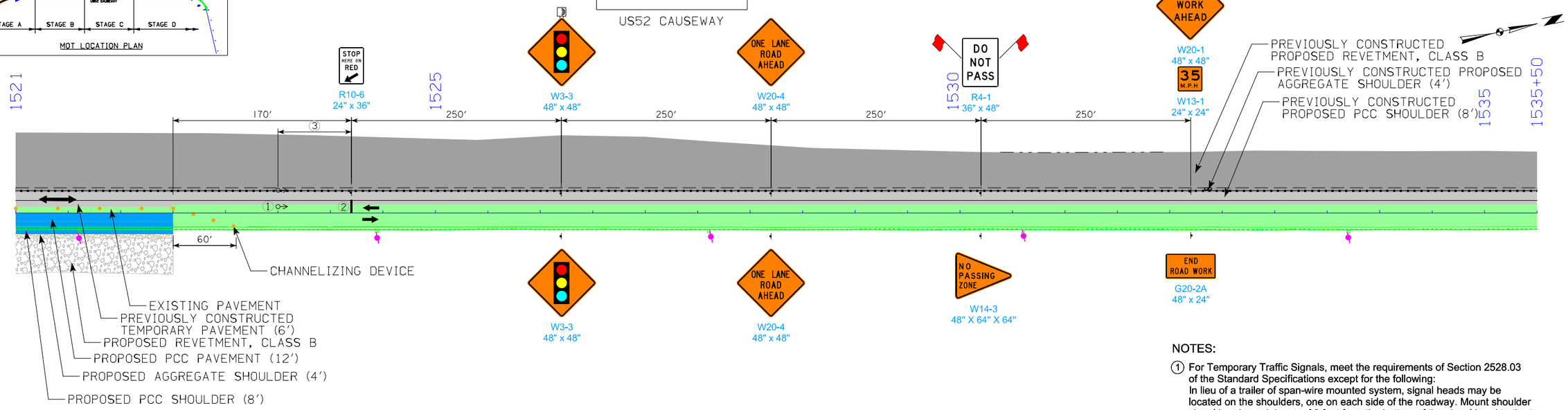
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.14	REVISED



MOT LOCATION PLAN

PHASE 2, STAGE 2C

US52 CAUSEWAY



NOTES:

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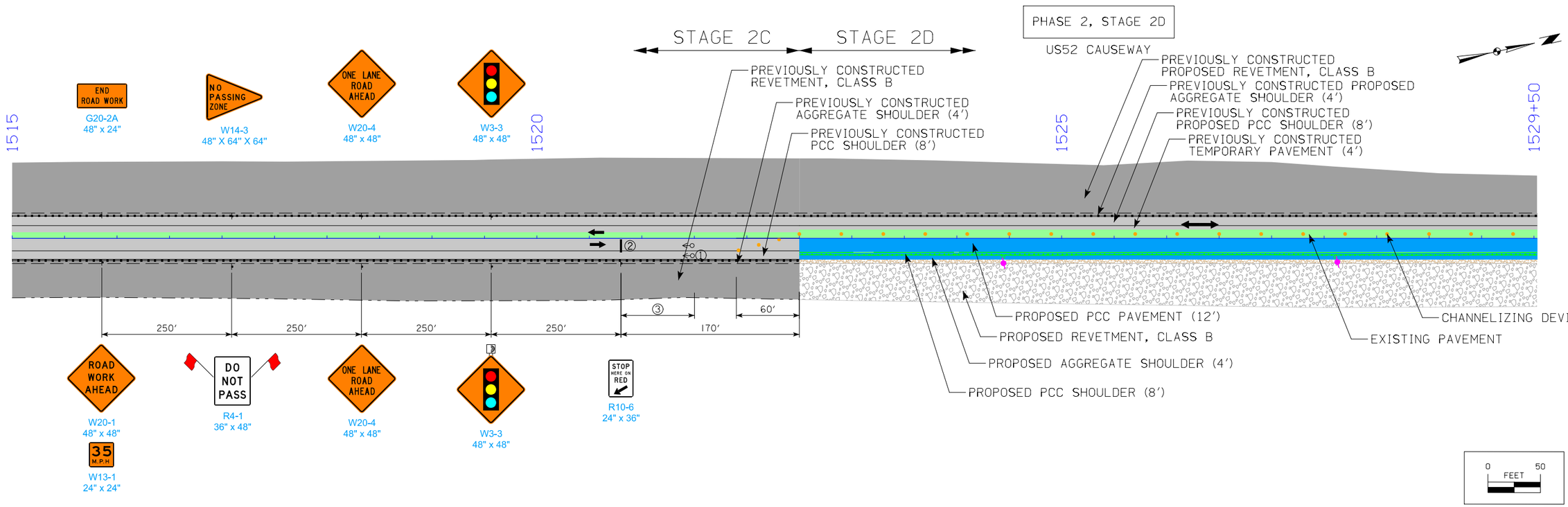
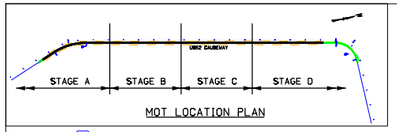
PHASE 2, STAGE 2D

US52 CAUSEWAY



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.15	REVISED

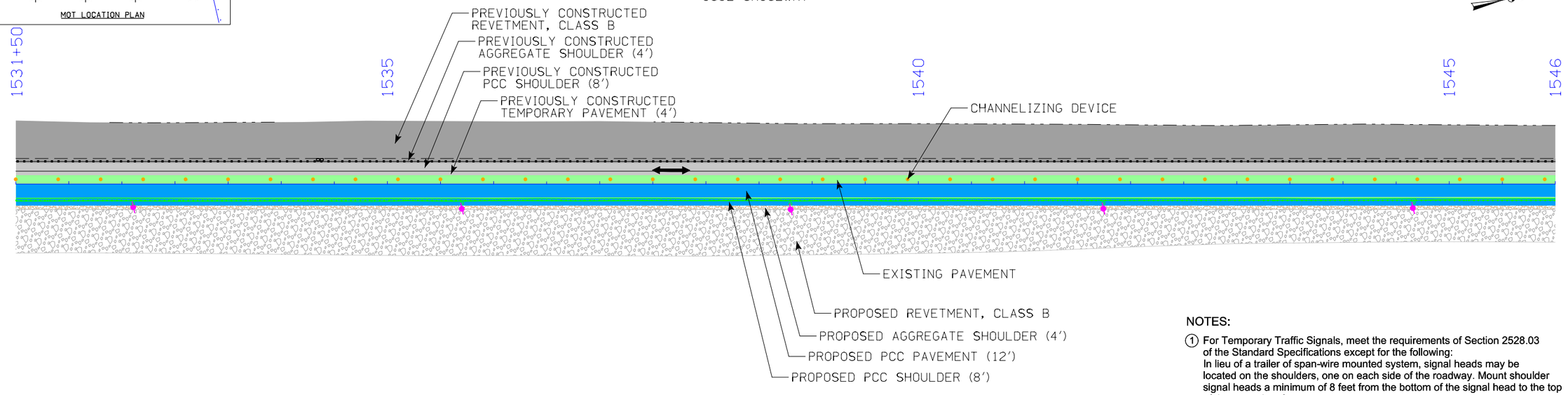
11:56:02 AM 10/27/2022 35361 pw:\\VANVA01PWINTO1.Parsons.com:Iowa State\Documents\IA US52 Causway\03 - Sheet\49052113Z1J4_MOT_Ph2_stg2_05.sht



MOT LOCATION PLAN

PHASE 2, STAGE 2D

US52 CAUSEWAY



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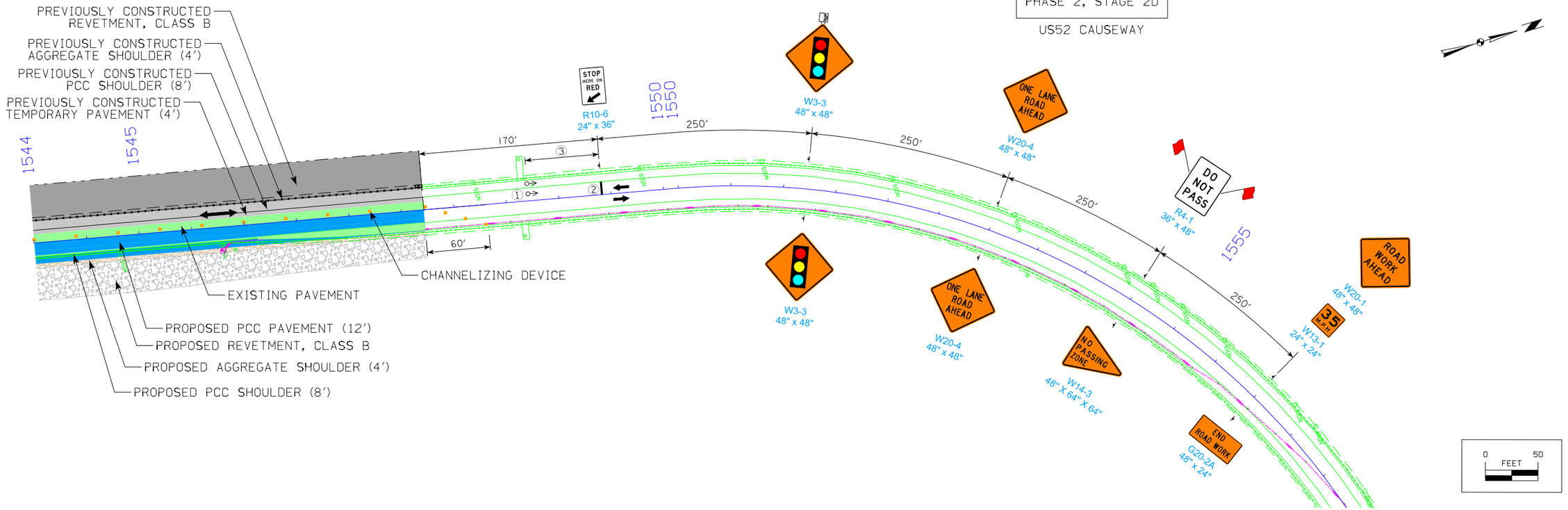
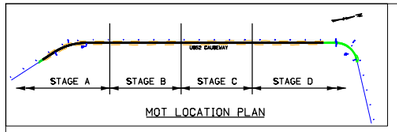
PHASE 2, STAGE 2D

US52 CAUSEWAY



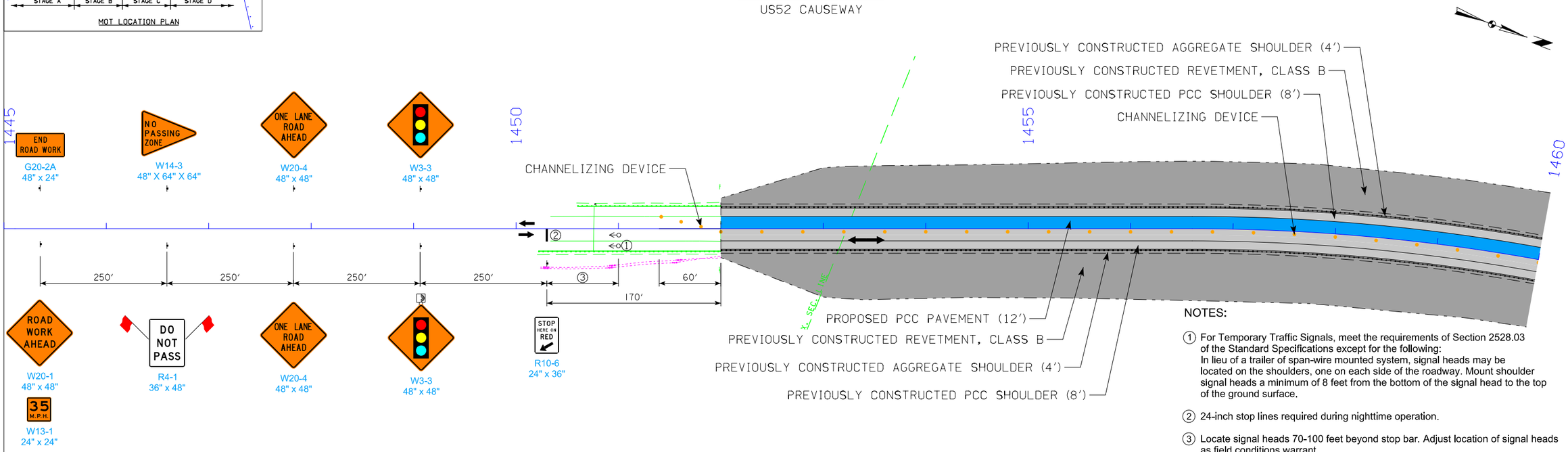
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.16	REVISED



MOT LOCATION PLAN

PHASE 3, STAGE 3A

US52 CAUSEWAY



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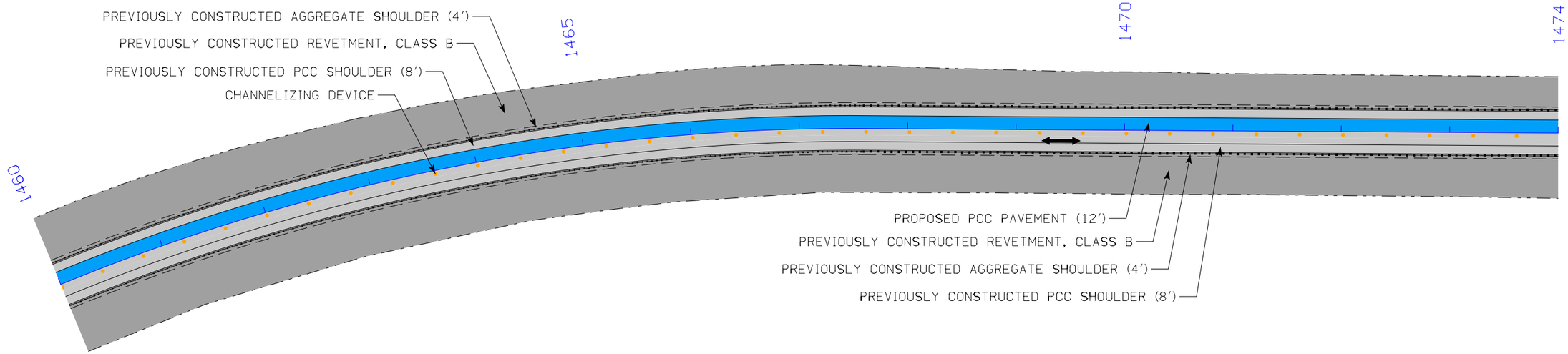
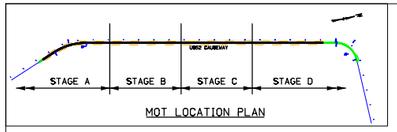
PHASE 3, STAGE 3A

US52 CAUSEWAY



0 50
FEET

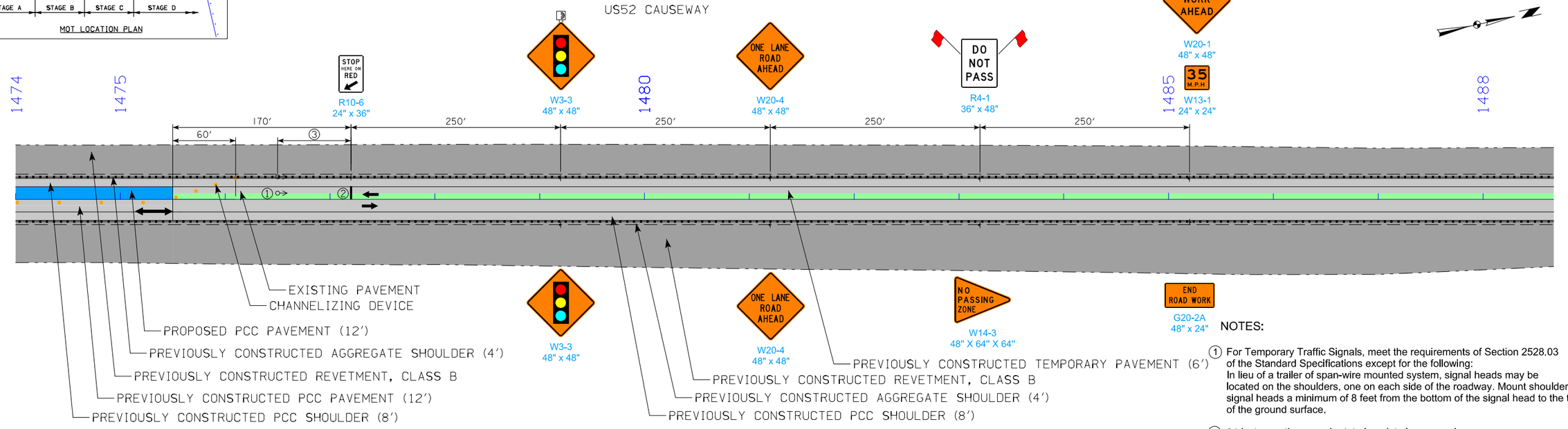
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.17	REVISED



MOT LOCATION PLAN

PHASE 3, STAGE 3A

US52 CAUSEWAY



NOTES:

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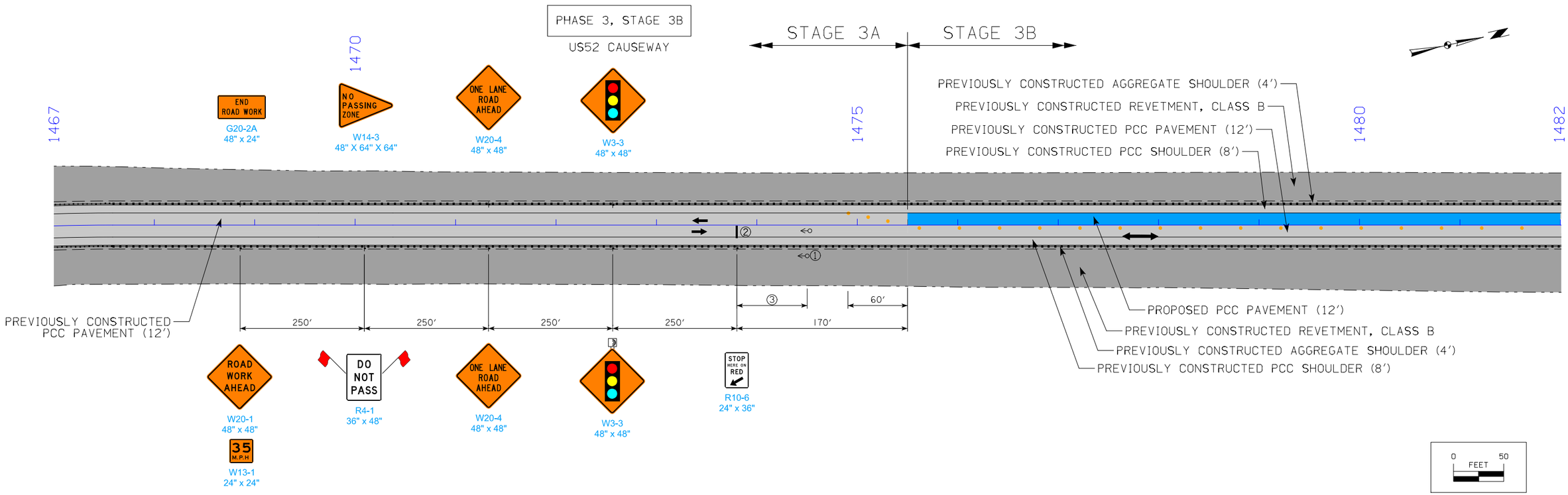
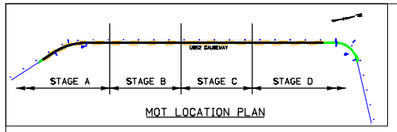
PHASE 3, STAGE 3B

US52 CAUSEWAY



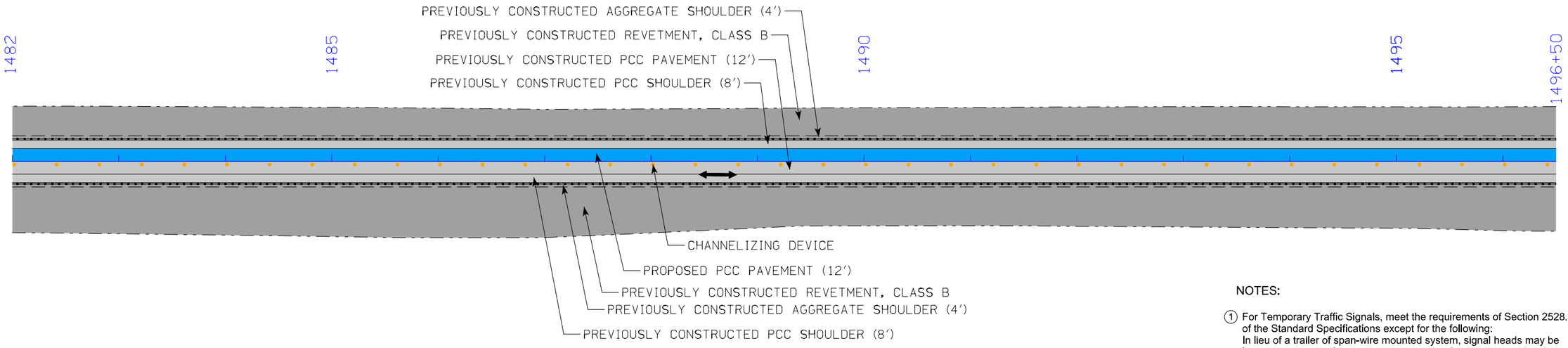
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.18	REVISED



MOT LOCATION PLAN

PHASE 3, STAGE 3B

US52 CAUSEWAY



NOTES:

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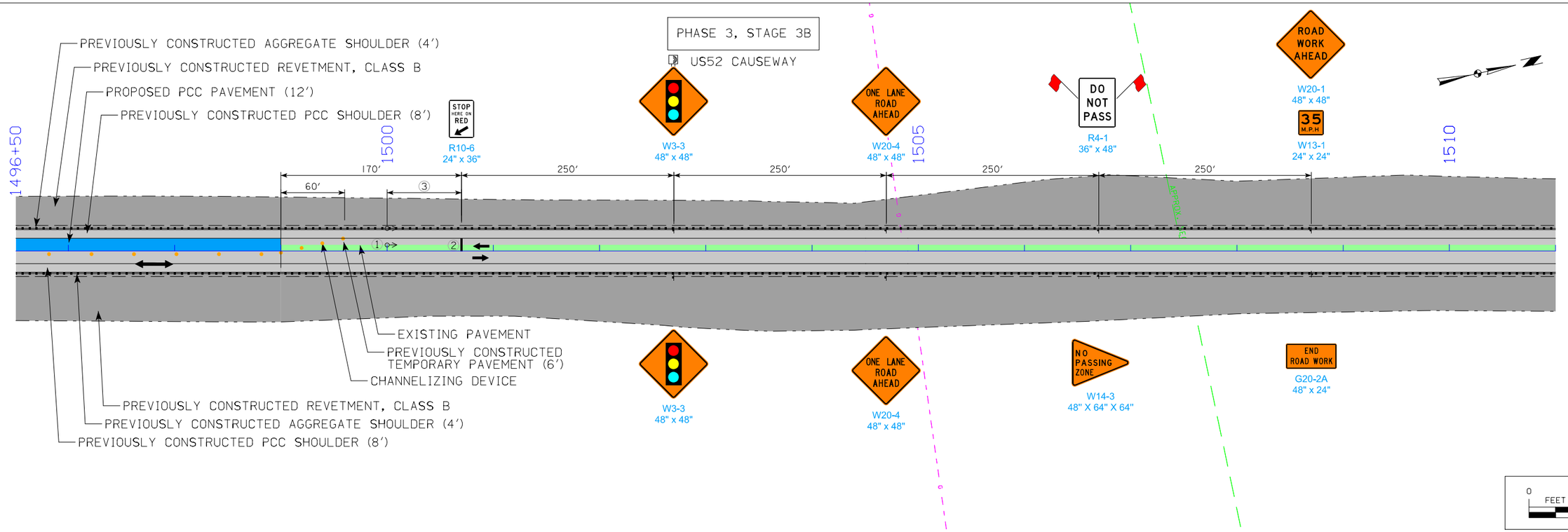
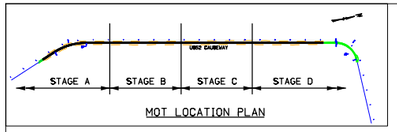
PHASE 3, STAGE 3B

US52 CAUSEWAY



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.19	REVISED



PHASE 3, STAGE 3C

US52 CAUSEWAY

STAGE 3B STAGE 3C

1492 1495 1500 1505 1505+50

END ROAD WORK
G20-2A
48" x 24"

NO PASSING ZONE
W14-3
48" X 64" X 64"

ONE LANE ROAD AHEAD
W20-4
48" x 48"

W3-3
48" x 48"

PREVIOUSLY CONSTRUCTED PCC PAVEMENT (12′)

PREVIOUSLY CONSTRUCTED AGGREGATE SHOULDER (4′)

PREVIOUSLY CONSTRUCTED REVETMENT, CLASS B

PREVIOUSLY CONSTRUCTED PCC PAVEMENT (12′)

PREVIOUSLY CONSTRUCTED PCC SHOULDER (8′)

250′ 250′ 250′ 250′ 170′ 60′

ROAD WORK AHEAD
W20-1
48" x 48"

35 M.P.H
W13-1
24" x 24"

DO NOT PASS
R4-1
36" x 48"

ONE LANE ROAD AHEAD
W20-4
48" x 48"

W3-3
48" x 48"

STOP HERE ON RED
R10-6
24" x 36"

PROPOSED PCC PAVEMENT (12′)

PREVIOUSLY CONSTRUCTED REVETMENT, CLASS B

PREVIOUSLY CONSTRUCTED AGGREGATE SHOULDER (4′)

PREVIOUSLY CONSTRUCTED PCC SHOULDER (8′)

CHANNELIZING DEVICE

NOTES:

① For Temporary Traffic Signals, meet the requirements of Section 2528.03 of the Standard Specifications except for the following:
In lieu of a trailer of span-wire mounted system, signal heads may be located on the shoulders, one on each side of the roadway. Mount shoulder signal heads a minimum of 8 feet from the bottom of the signal head to the top of the ground surface.

② 24-inch stop lines required during nighttime operation.

③ Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

PREVIOUSLY CONSTRUCTED AGGREGATE SHOULDER (4′)

PREVIOUSLY CONSTRUCTED REVETMENT, CLASS B

PROPOSED PCC PAVEMENT (12′)

PREVIOUSLY CONSTRUCTED PCC SHOULDER (8′)

PHASE 3, STAGE 3C

US52 CAUSEWAY

1506+50 1510 1515 1520 1521

APPROX. RE-LINE

PROPOSED PCC PAVEMENT (12′)

PREVIOUSLY CONSTRUCTED REVETMENT, CLASS B

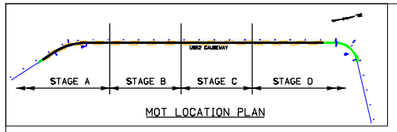
PREVIOUSLY CONSTRUCTED AGGREGATE SHOULDER (4′)

PREVIOUSLY CONSTRUCTED PCC SHOULDER (8′)

CHANNELIZING DEVICE

0 50
FEET

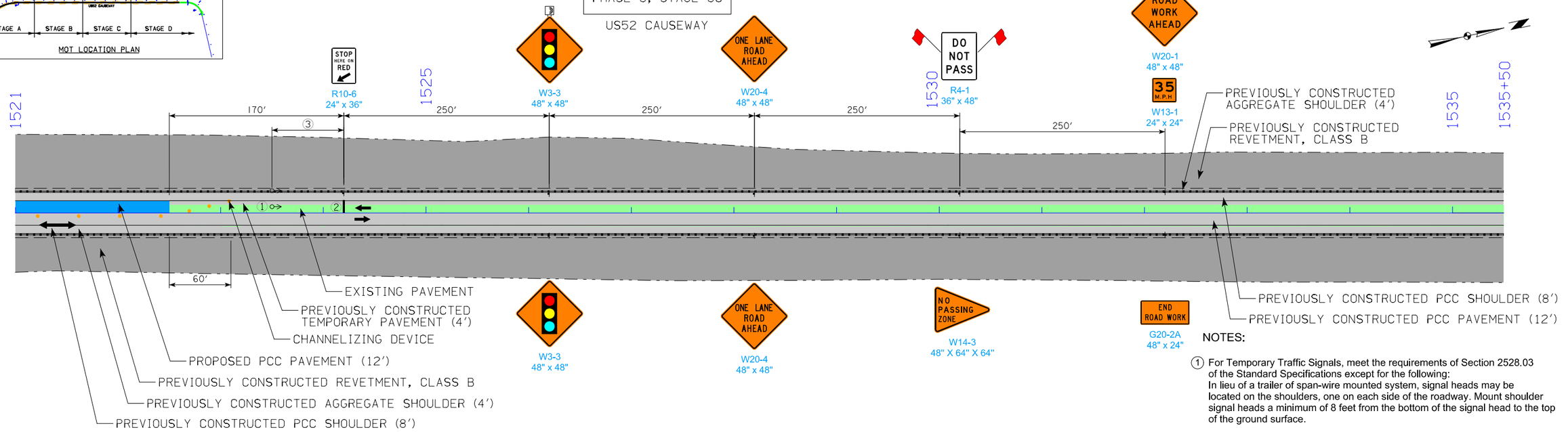
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.20	REVISED



MOT LOCATION PLAN

PHASE 3, STAGE 3C

US52 CAUSEWAY

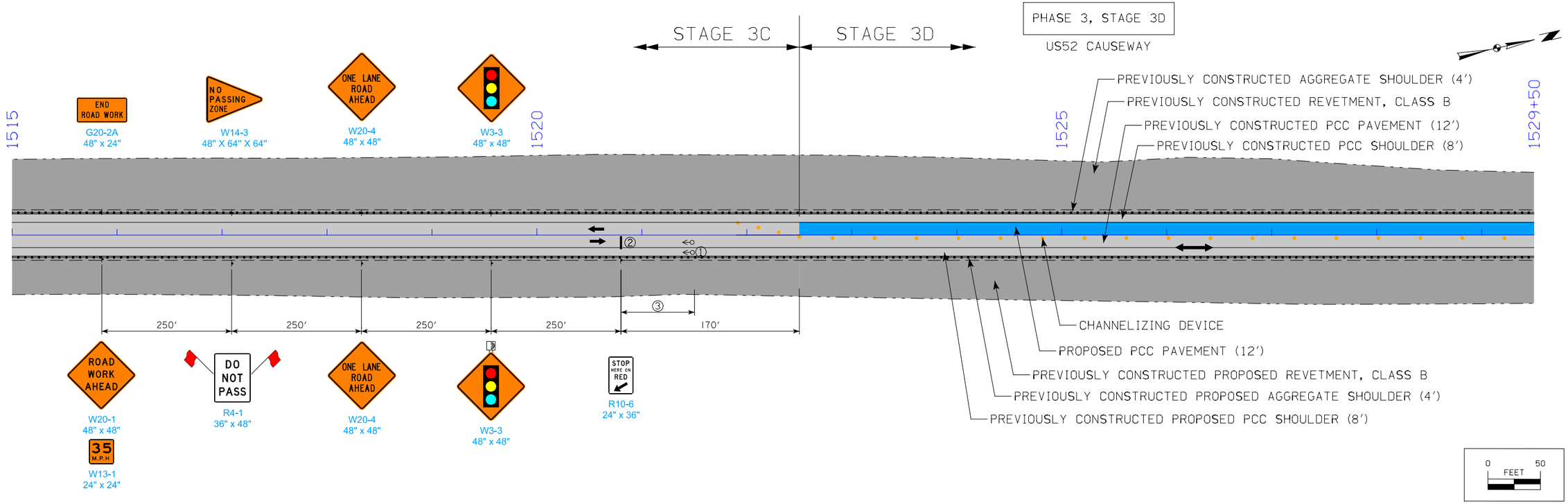


NOTES:

1. For Temporary Traffic Signals, meet the requirements of Section 2528.03 of the Standard Specifications except for the following:
   In lieu of a trailer of span-wire mounted system, signal heads may be located on the shoulders, one on each side of the roadway. Mount shoulder signal heads a minimum of 8 feet from the bottom of the signal head to the top of the ground surface.
2. 24-inch stop lines required during nighttime operation.
3. Locate signal heads 70-100 feet beyond stop bar. Adjust location of signal heads as field conditions warrant.

PHASE 3, STAGE 3D

US52 CAUSEWAY



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.21	REVISED

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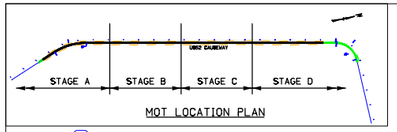
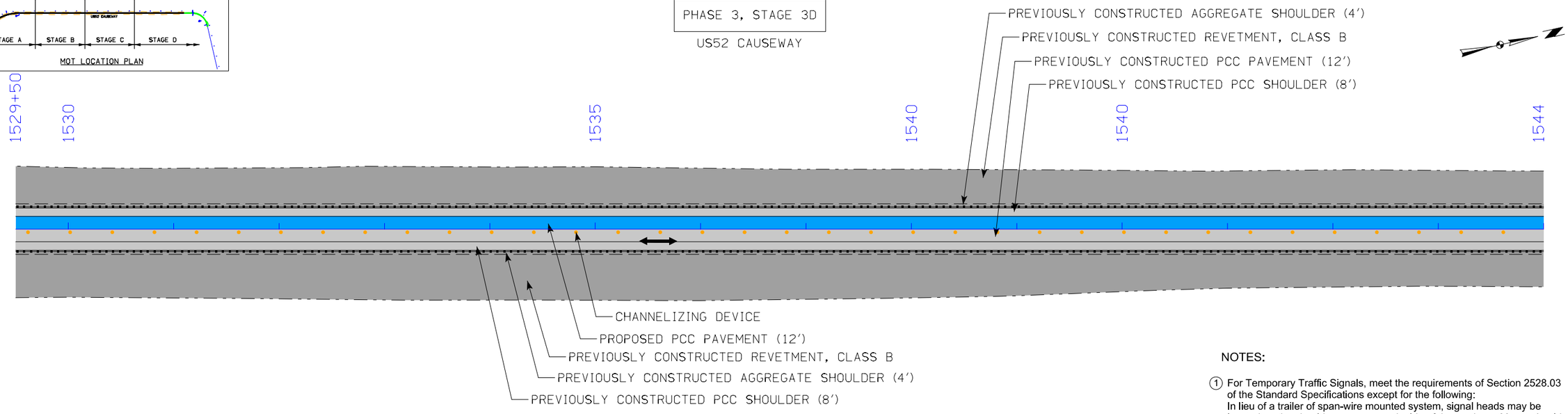


MOT LOCATION PLAN

PHASE 3, STAGE 3D

US52 CAUSEWAY



NOTES:

1. For Temporary Traffic Signals, meet the requirements of Section 2528.03 of the Standard Specifications except for the following:
   In lieu of a trailer of span-wire mounted system, signal heads may be located on the shoulders, one on each side of the roadway. Mount shoulder signal heads a minimum of 8 feet from the bottom of the signal head to the top of the ground surface.
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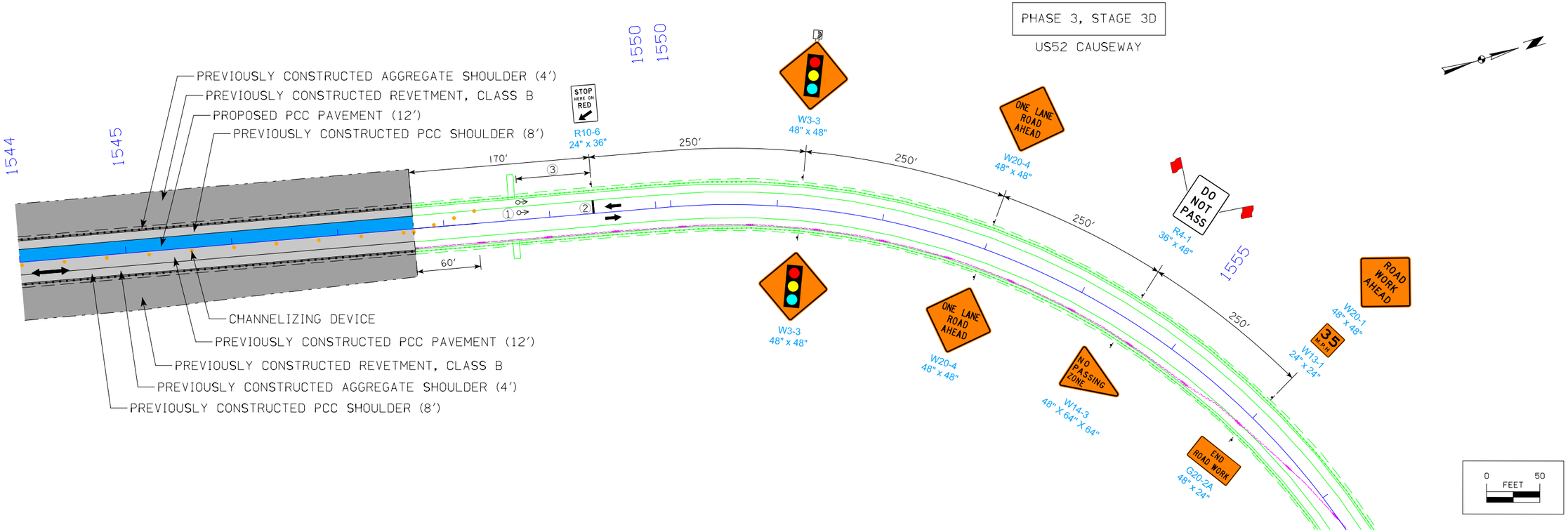
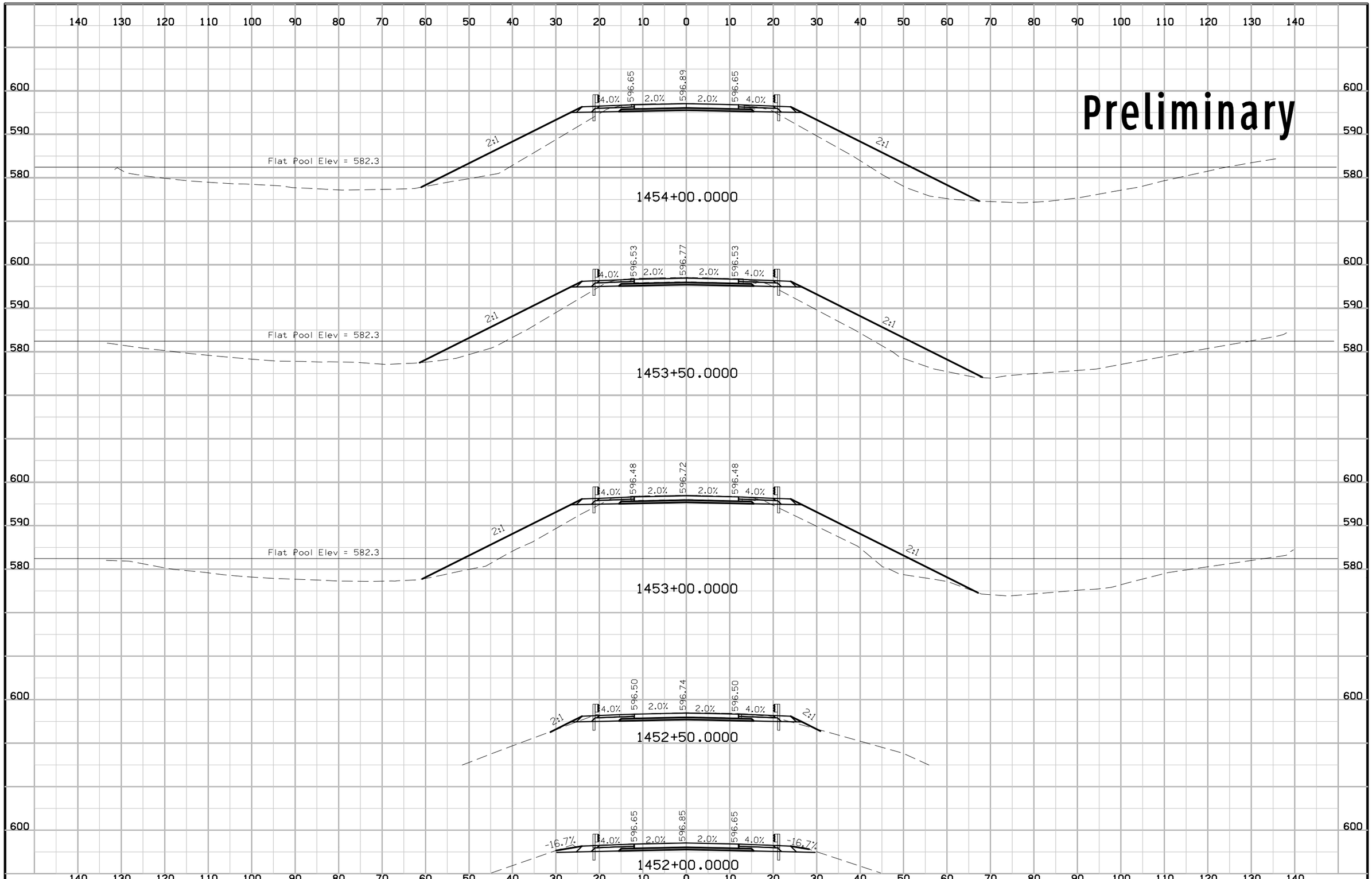
PHASE 3, STAGE 3D

US52 CAUSEWAY



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER J.22	REVISED



Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.1	REVISED

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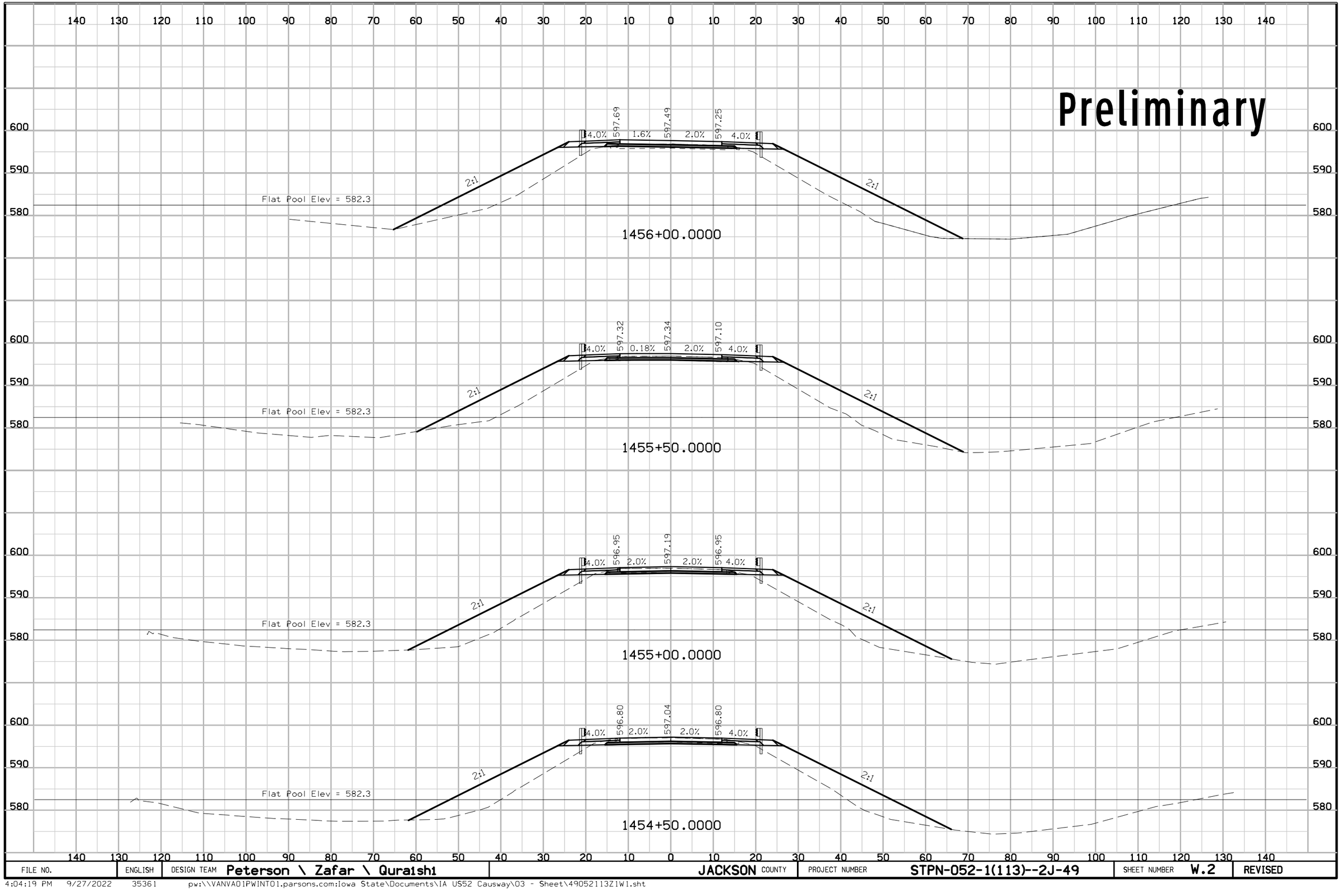
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.2	REVISED

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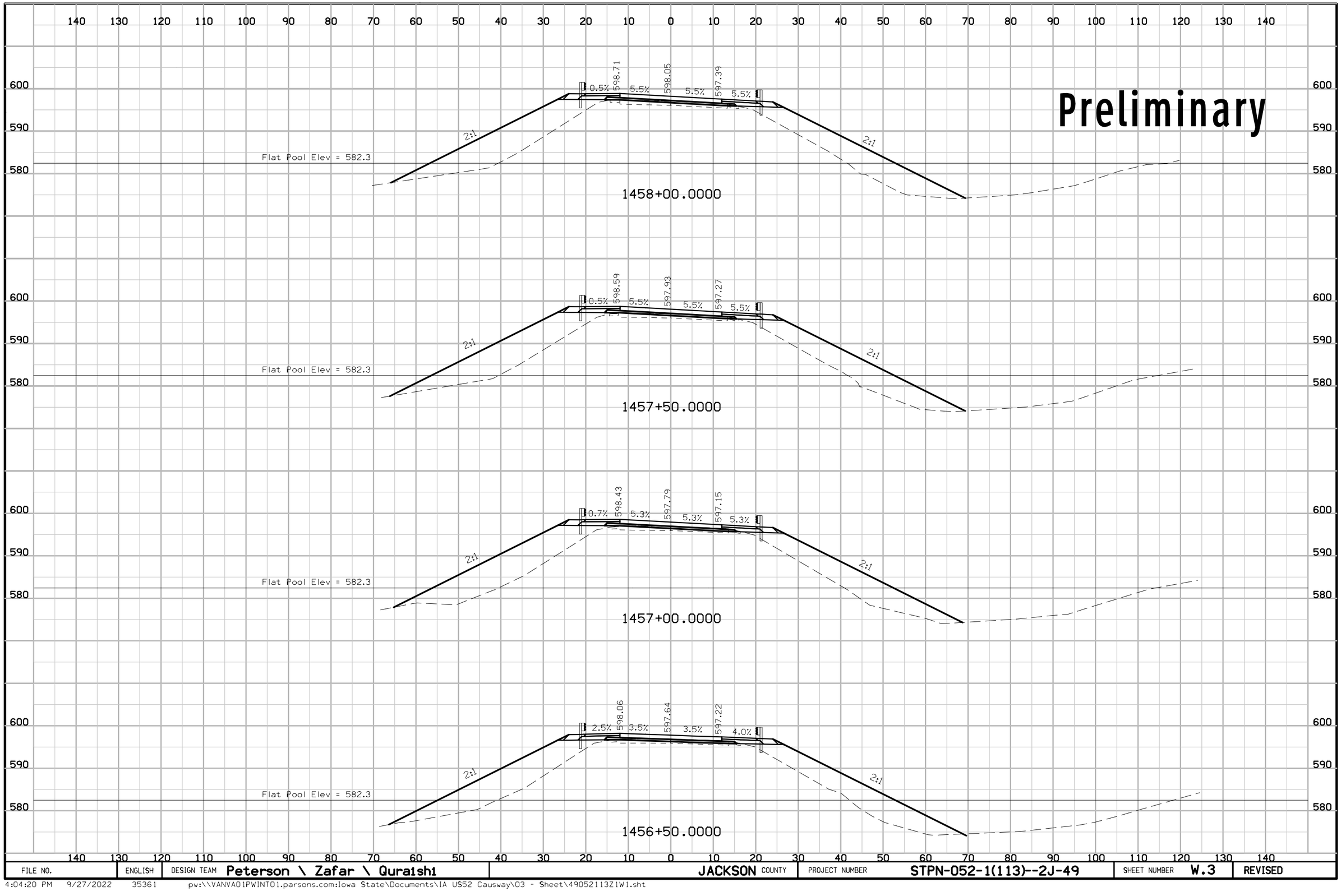

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.3	REVISED

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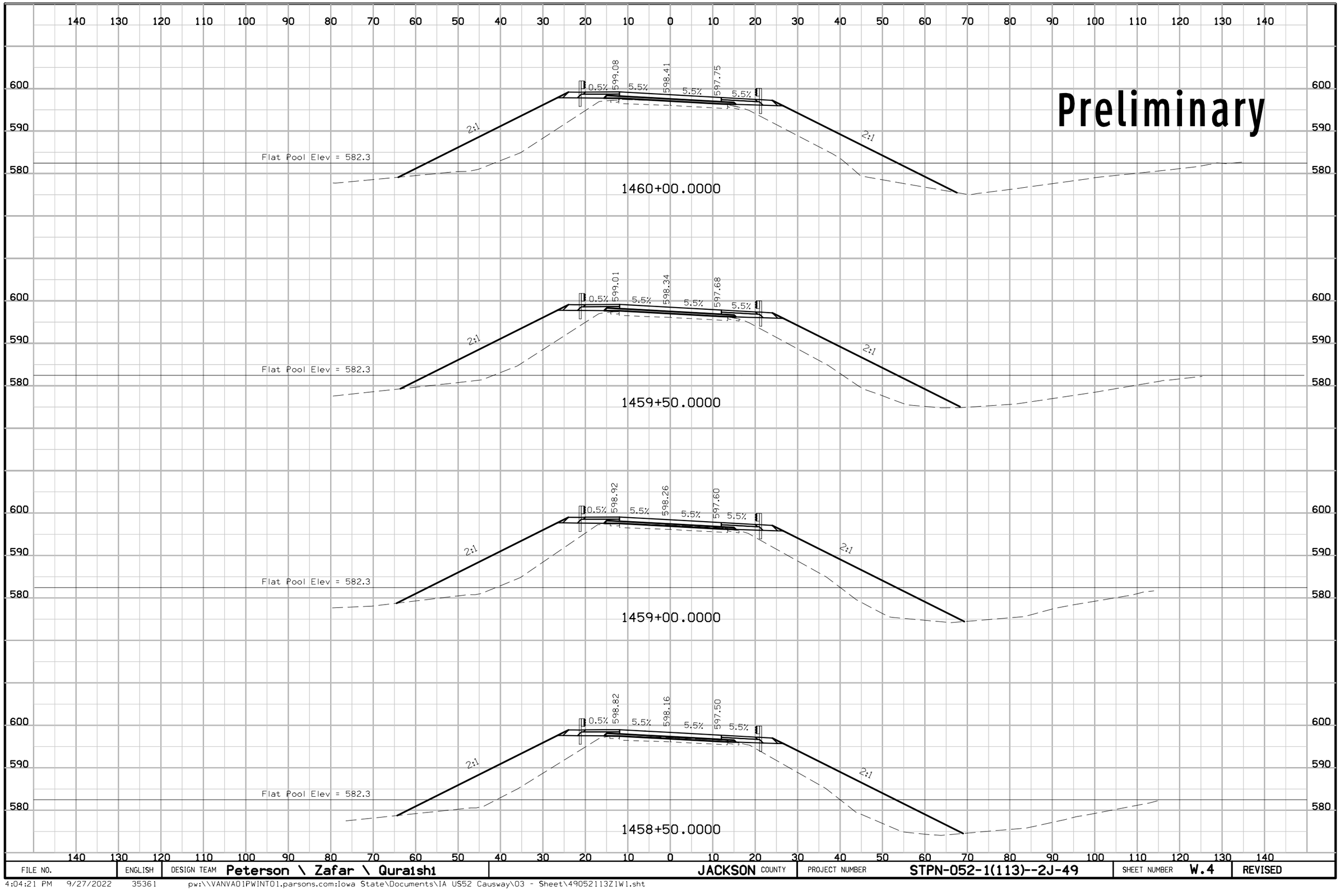

FILE NO.	ENGLISH	DESIGN TEAM					
		Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER	STPN-052-1(113)--2J-49	SHEET NUMBER W.4	REVISED

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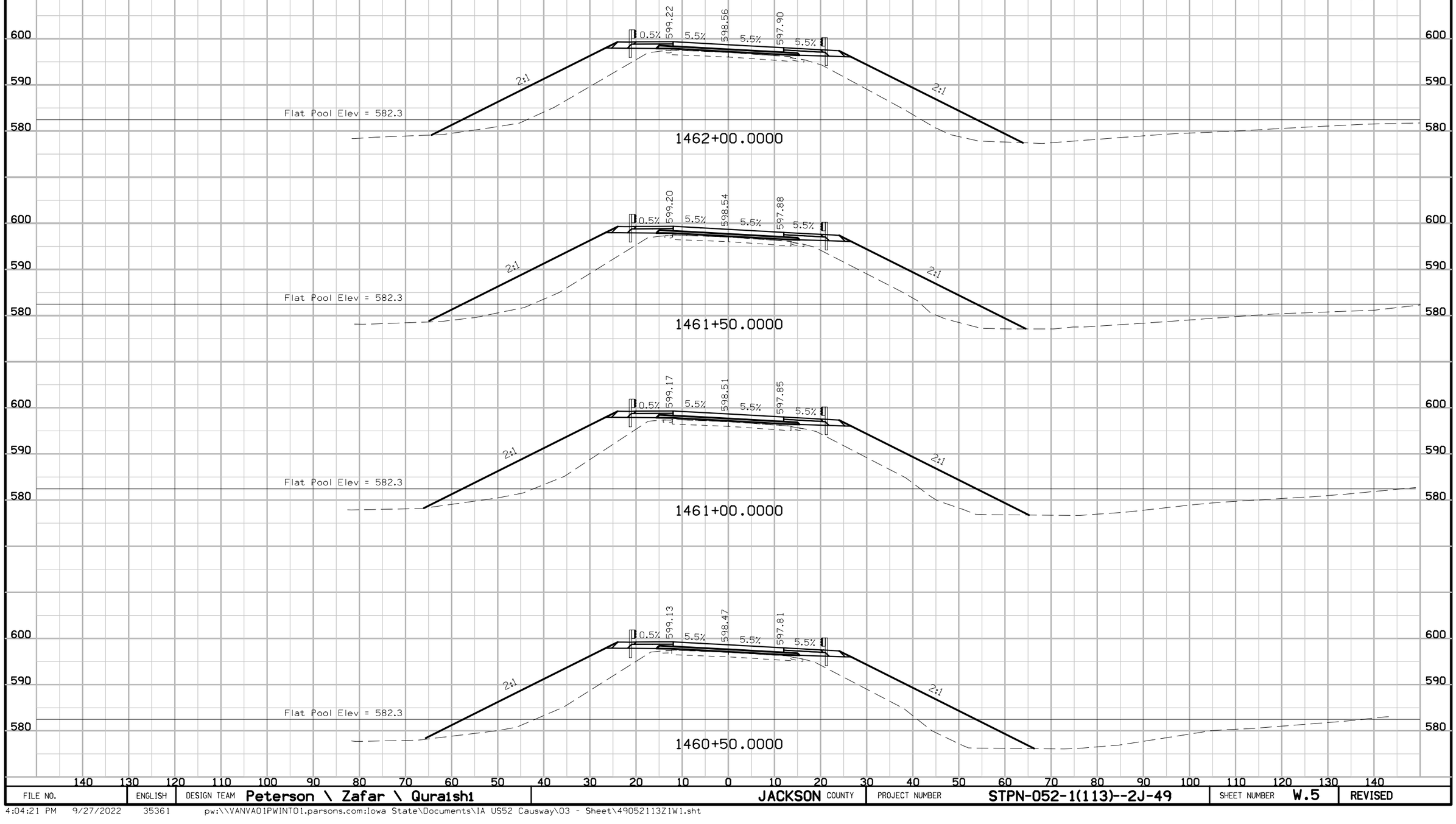
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM	Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER	STPN-052-1(113)--2J-49	SHEET NUMBER	W.5	REVISED

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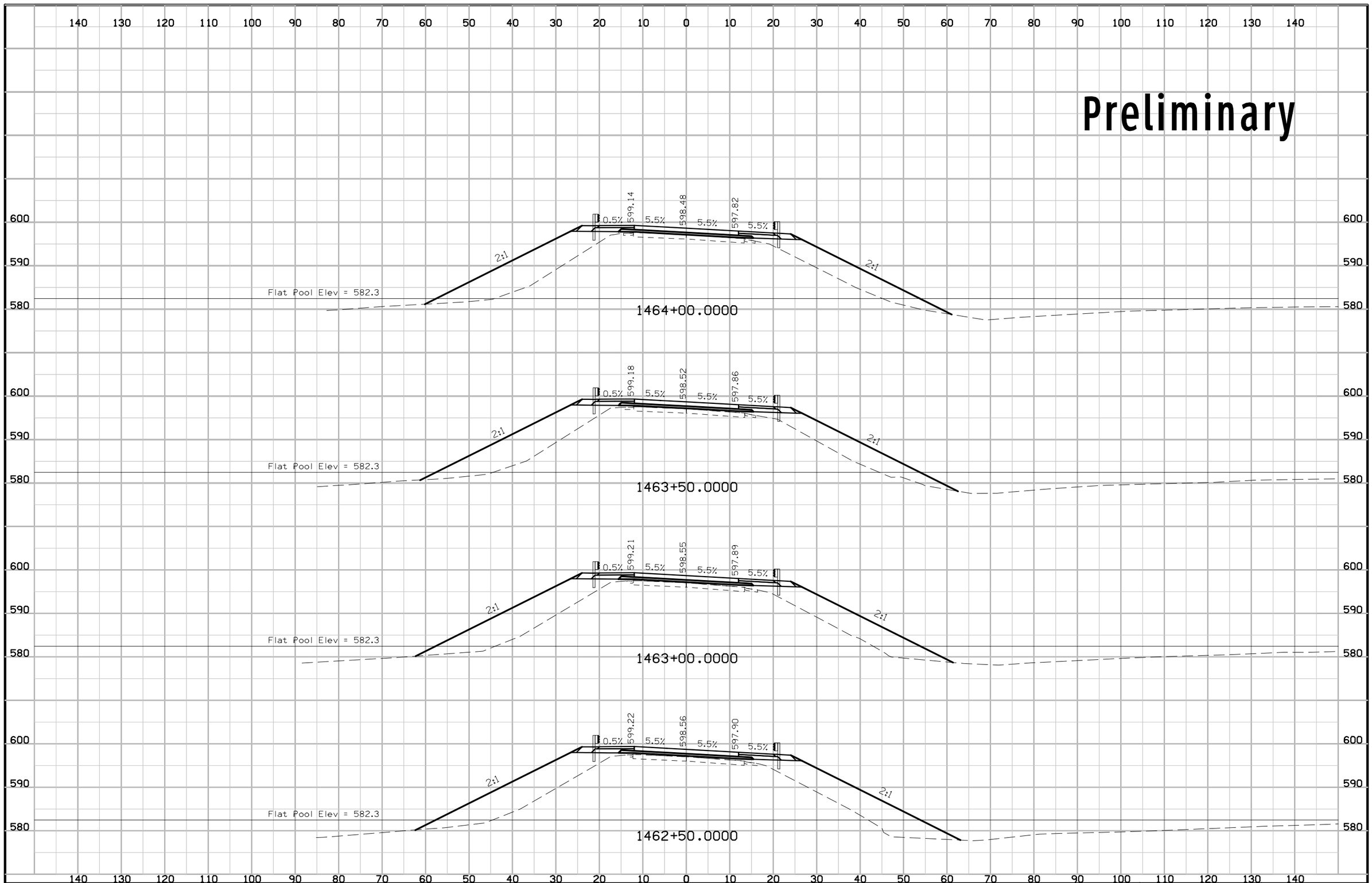
Preliminary



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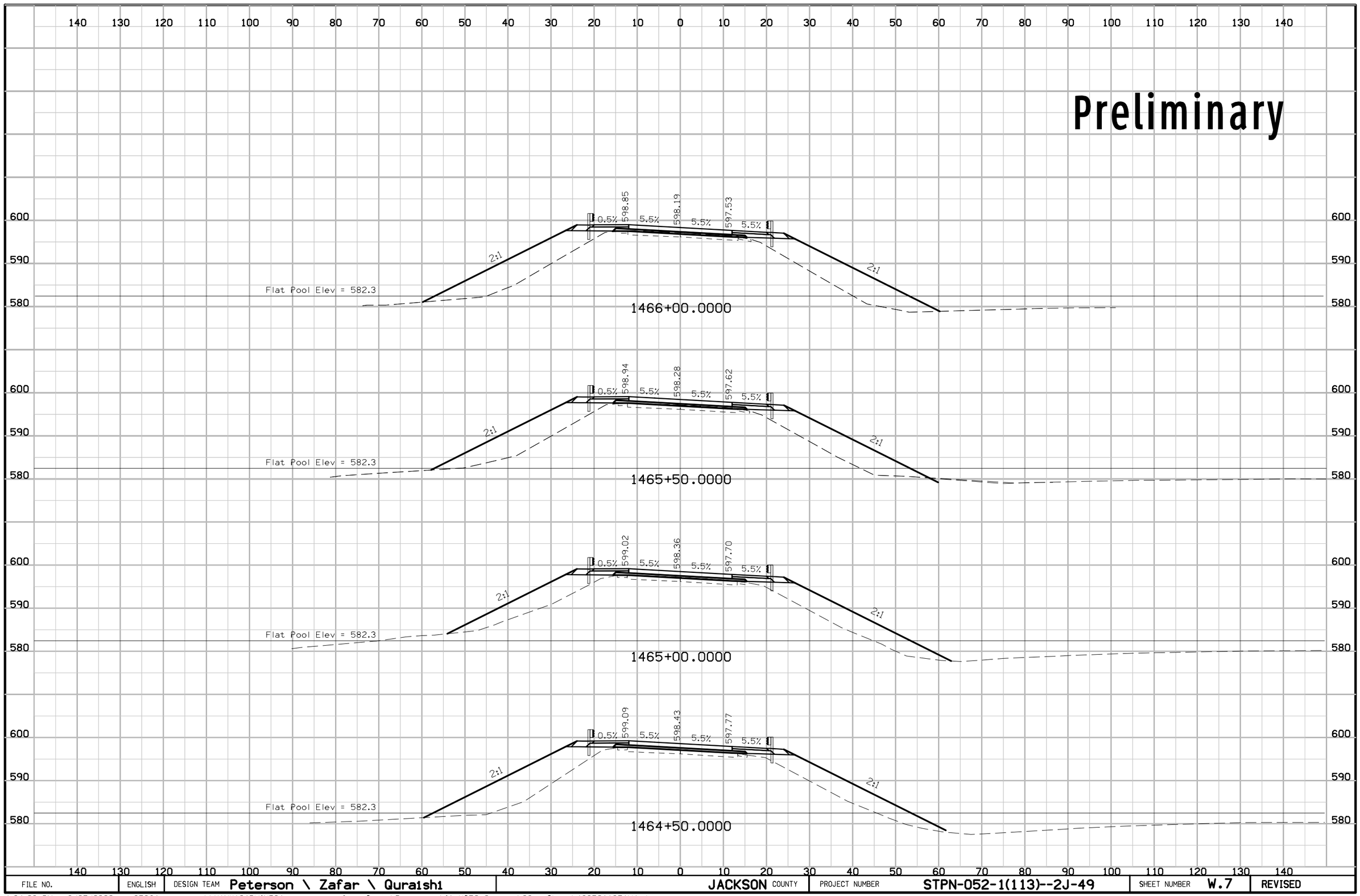
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM		COUNTY	PROJECT NUMBER	SHEET NUMBER	REVISED
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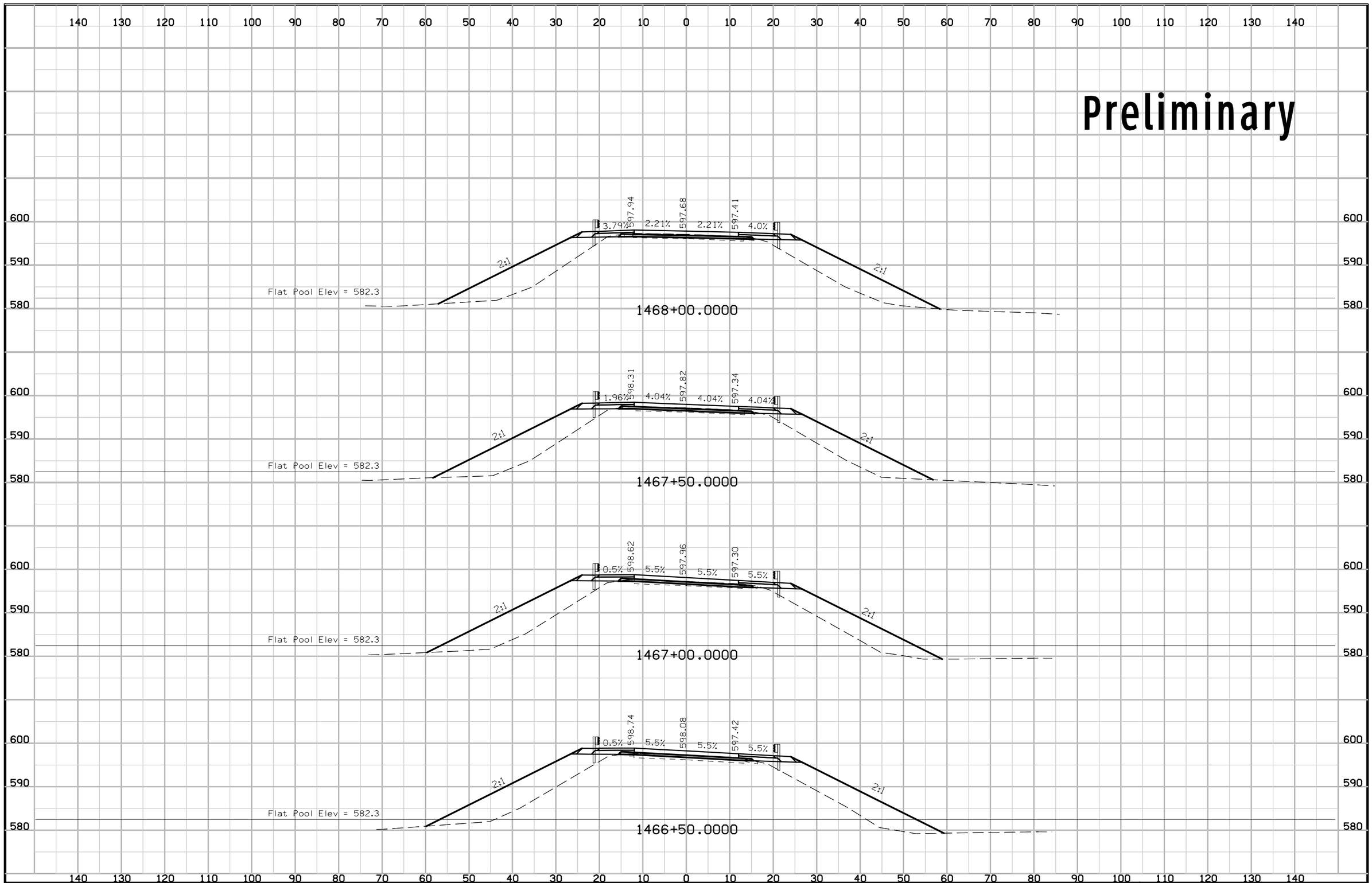
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM			PROJECT NUMBER		SHEET NUMBER	REVISED
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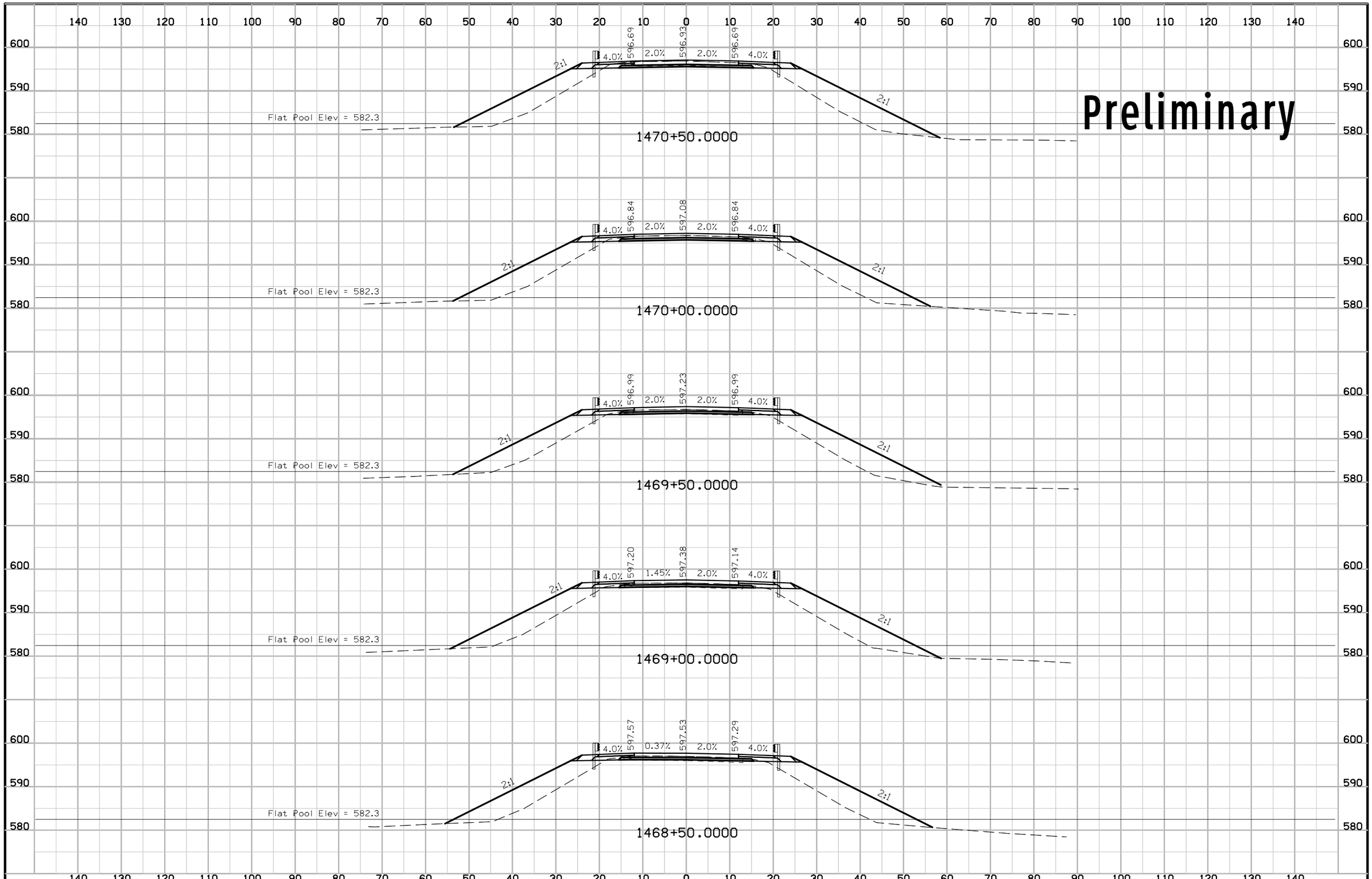

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.9	REVISED

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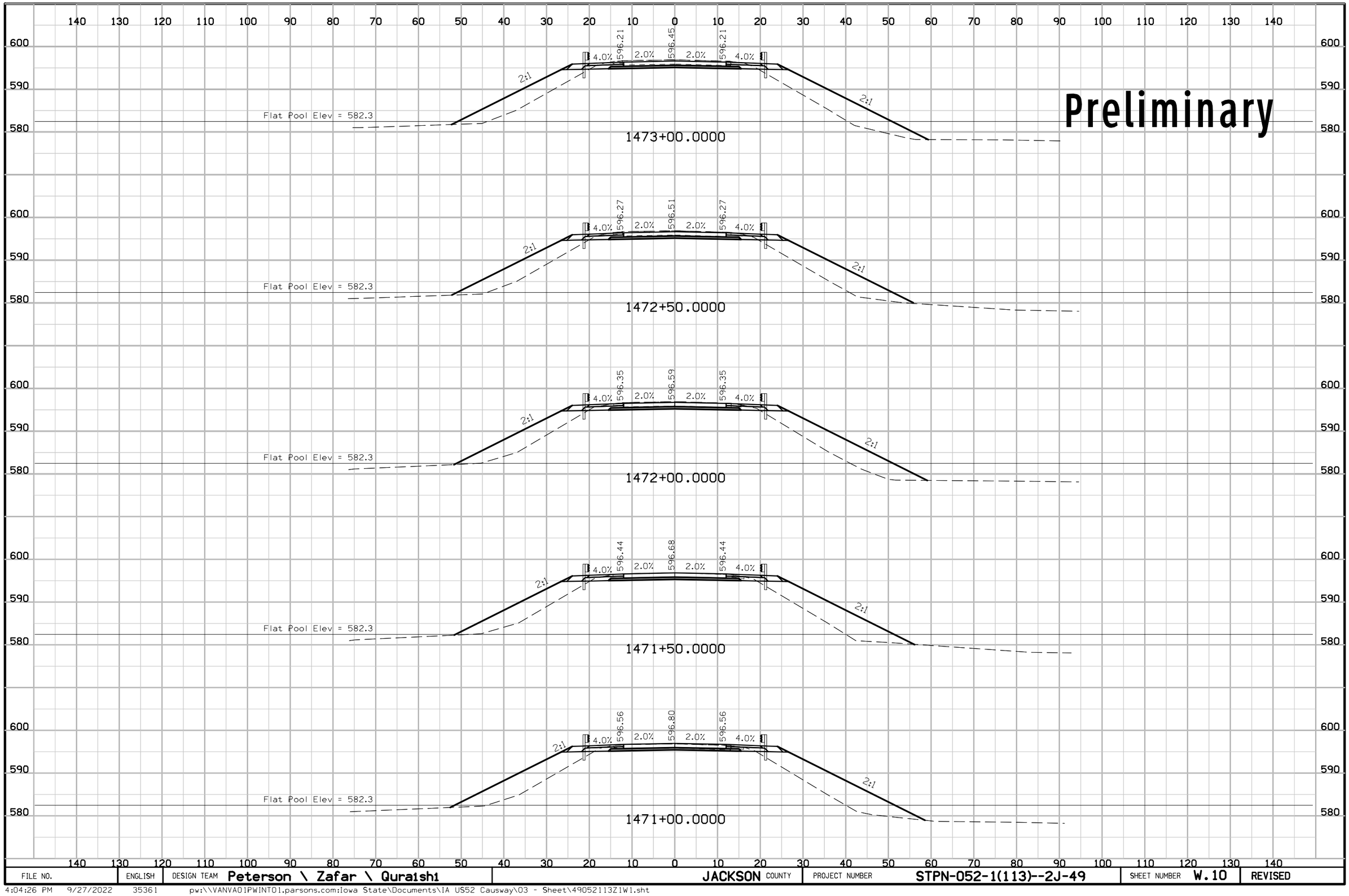
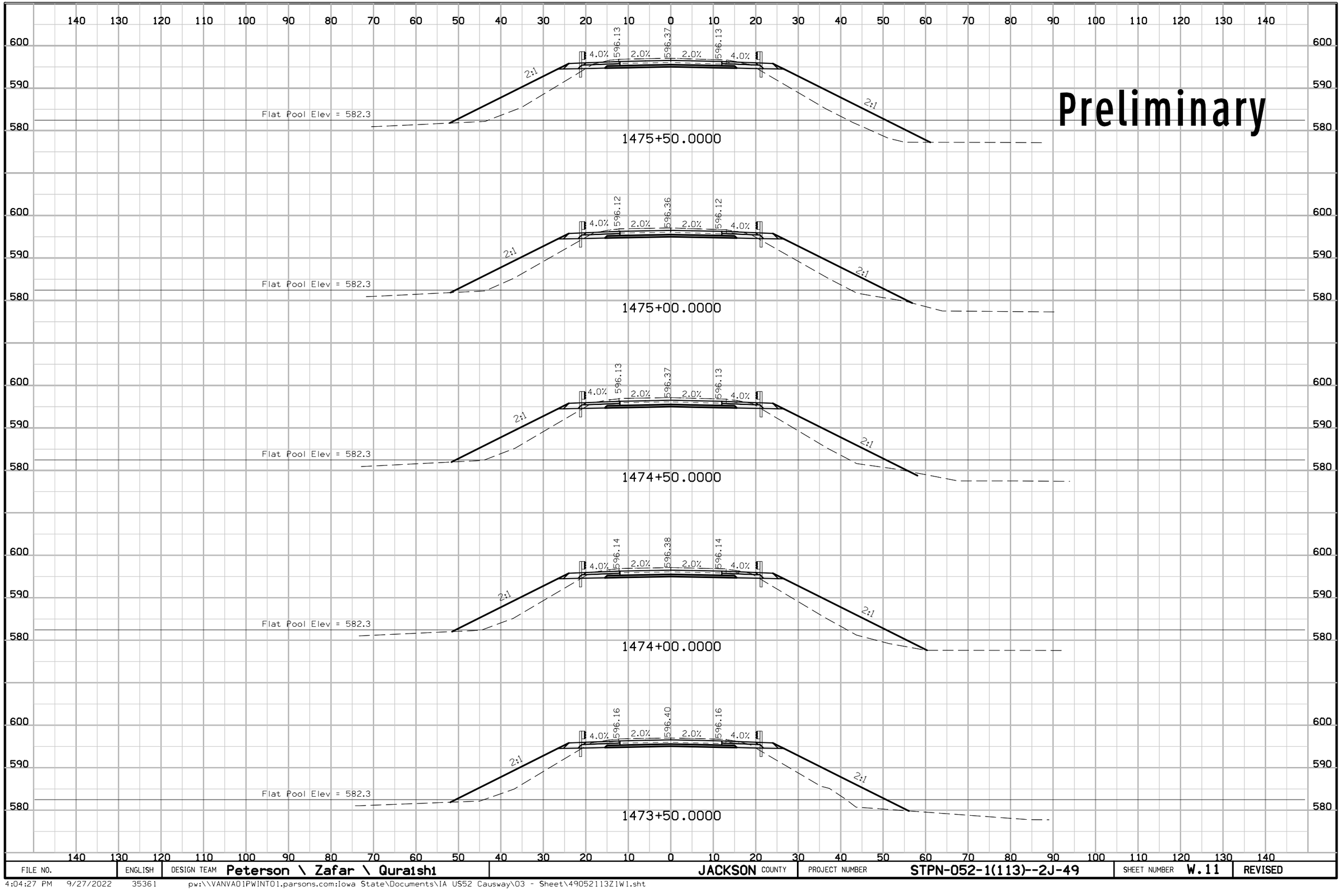


Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.10	REVISED



Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.11	REVISED

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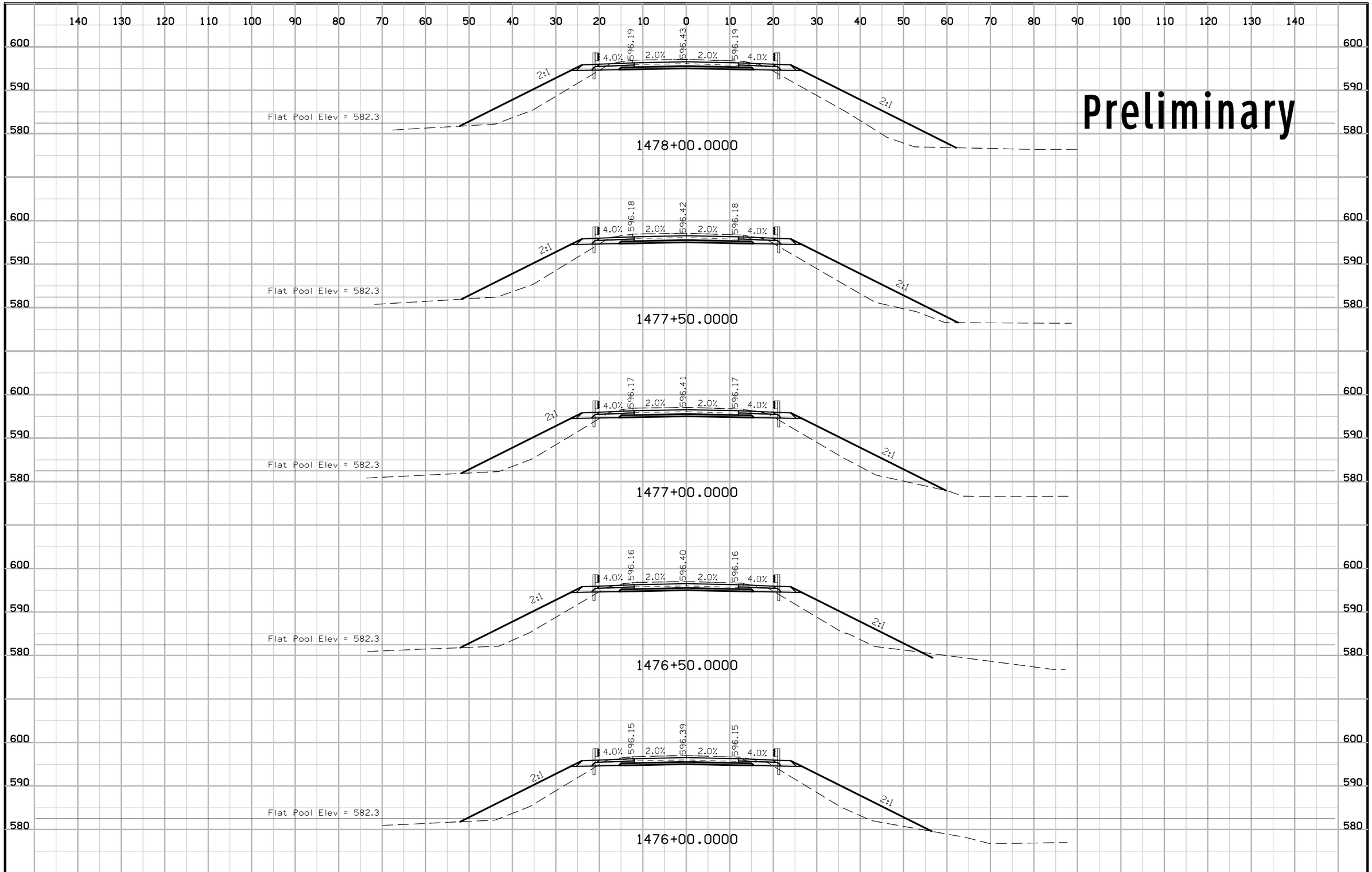

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.12	REVISED

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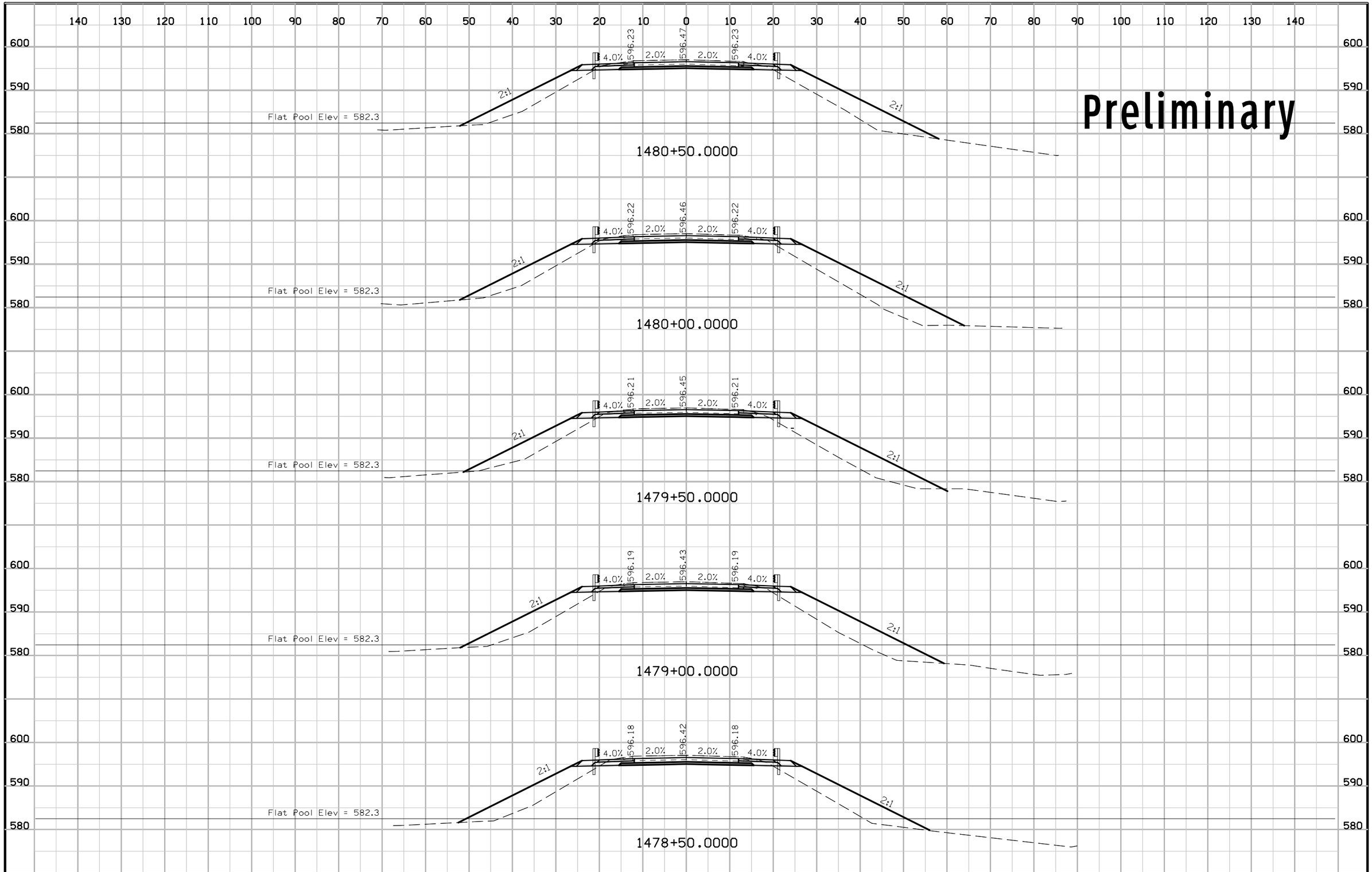

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.13	REVISED

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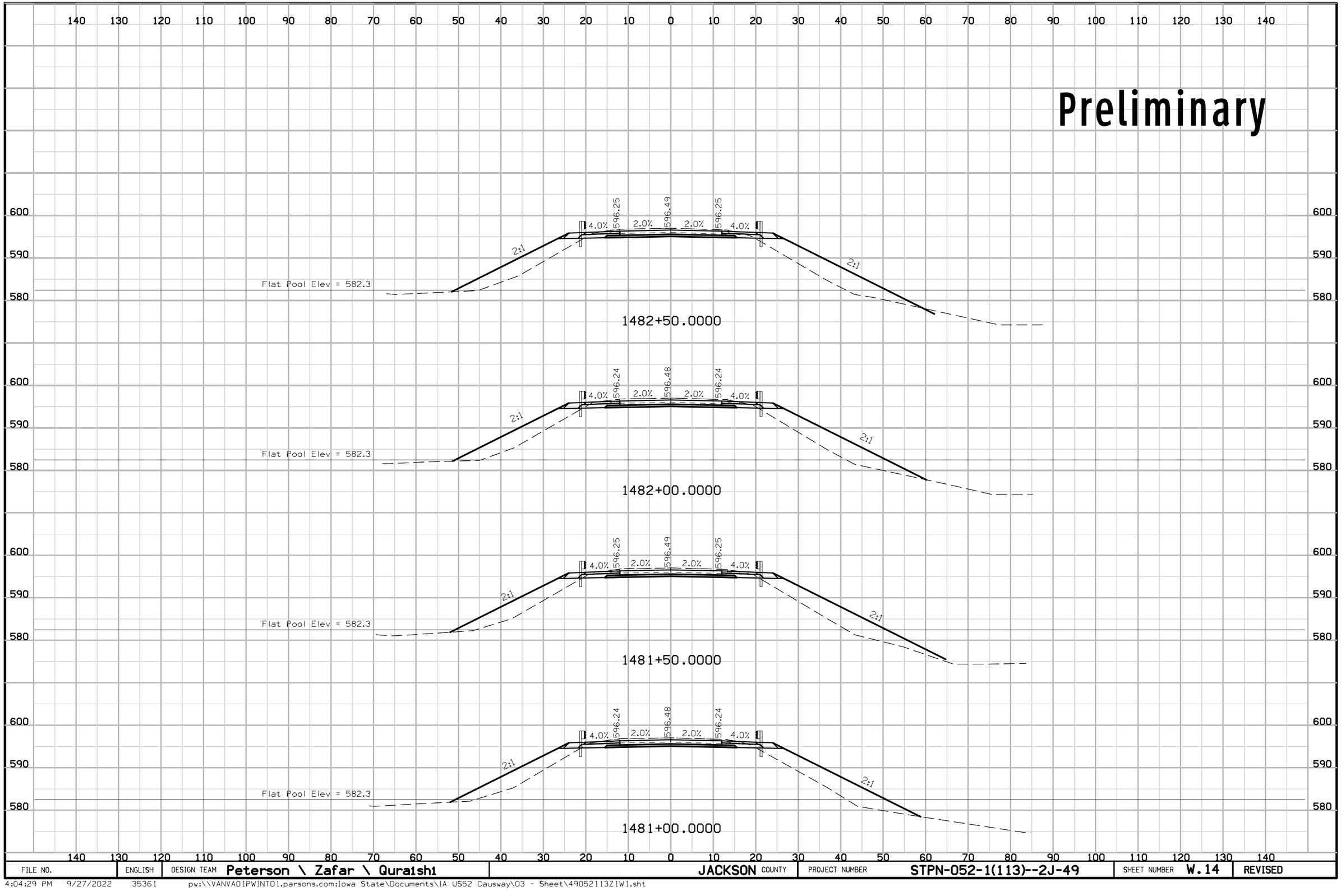
Preliminary



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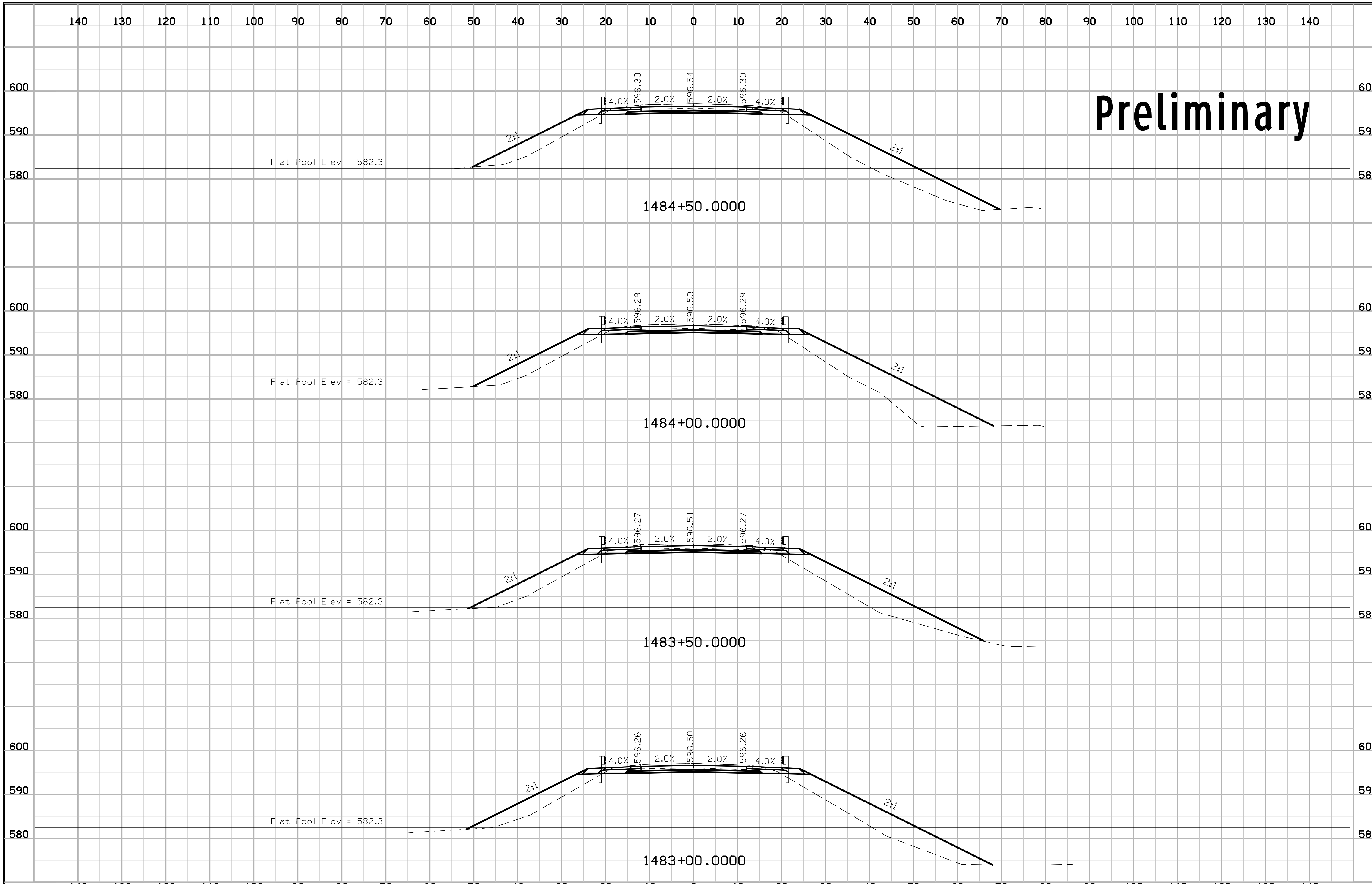

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.15	REVISED

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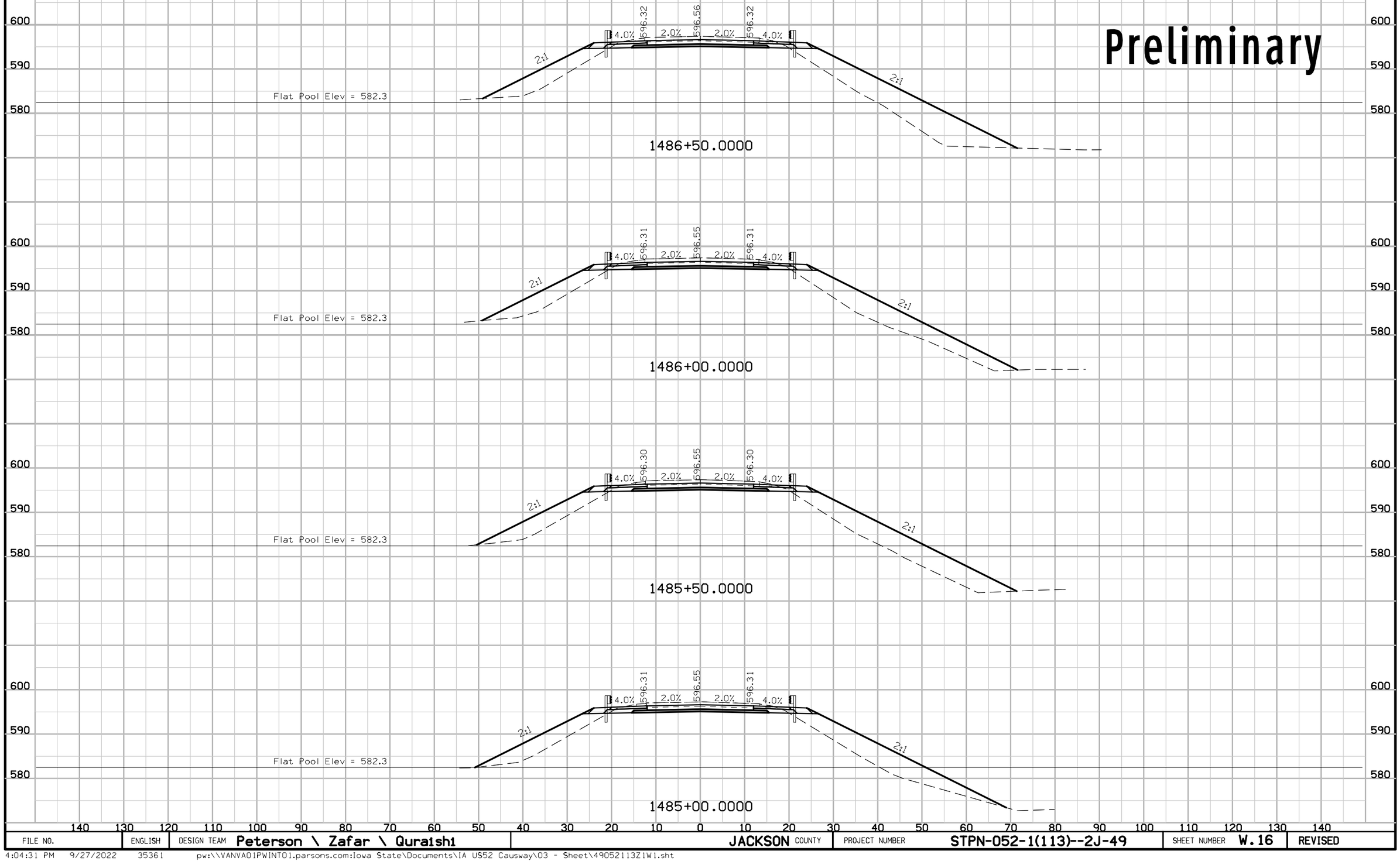

FILE NO.	ENGLISH	DESIGN TEAM	Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER	STPN-052-1(113)--2J-49	SHEET NUMBER	W.16	REVISED

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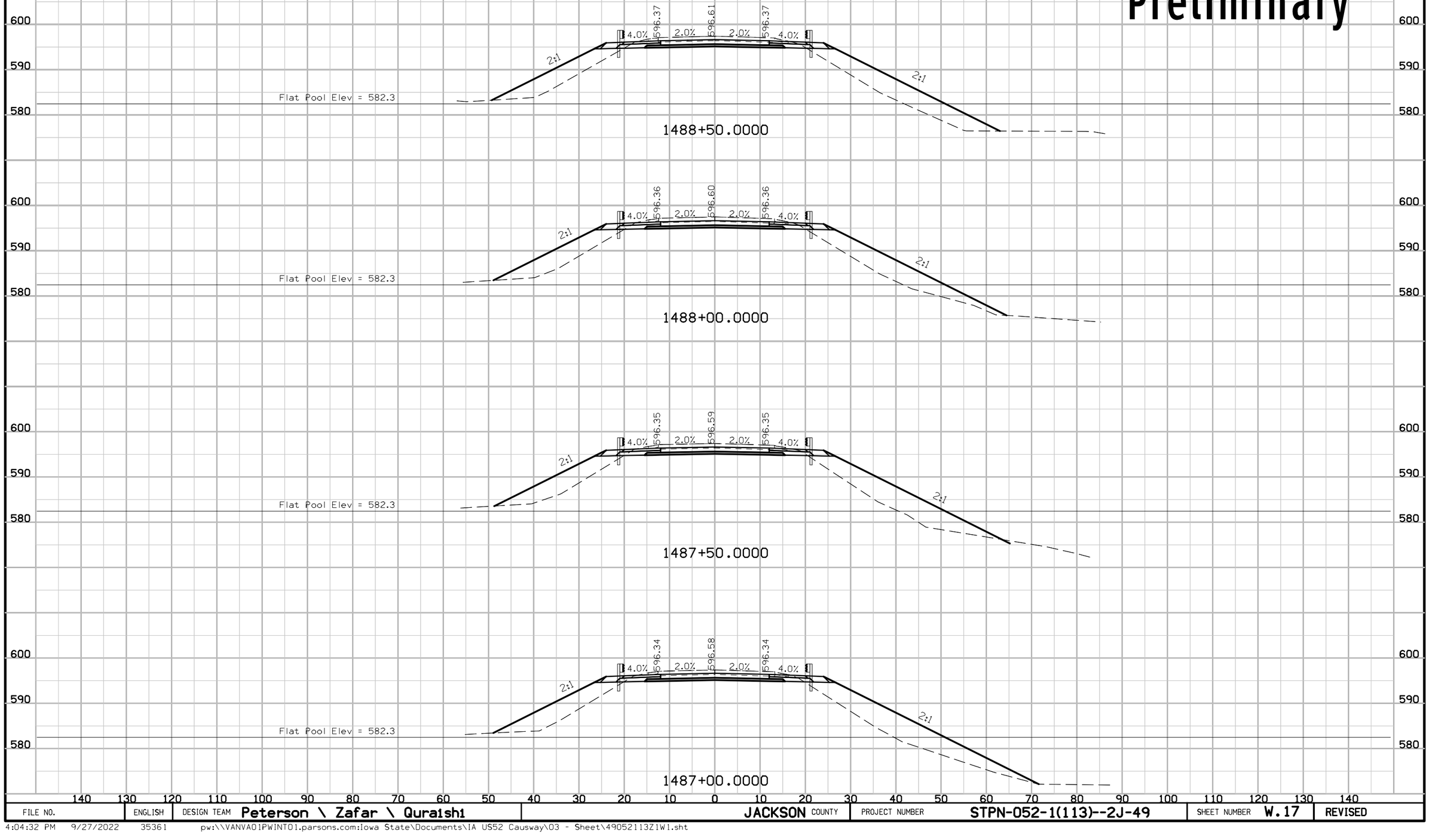
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM	Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER	STPN-052-1(113)--2J-49	SHEET NUMBER	W.17	REVISED

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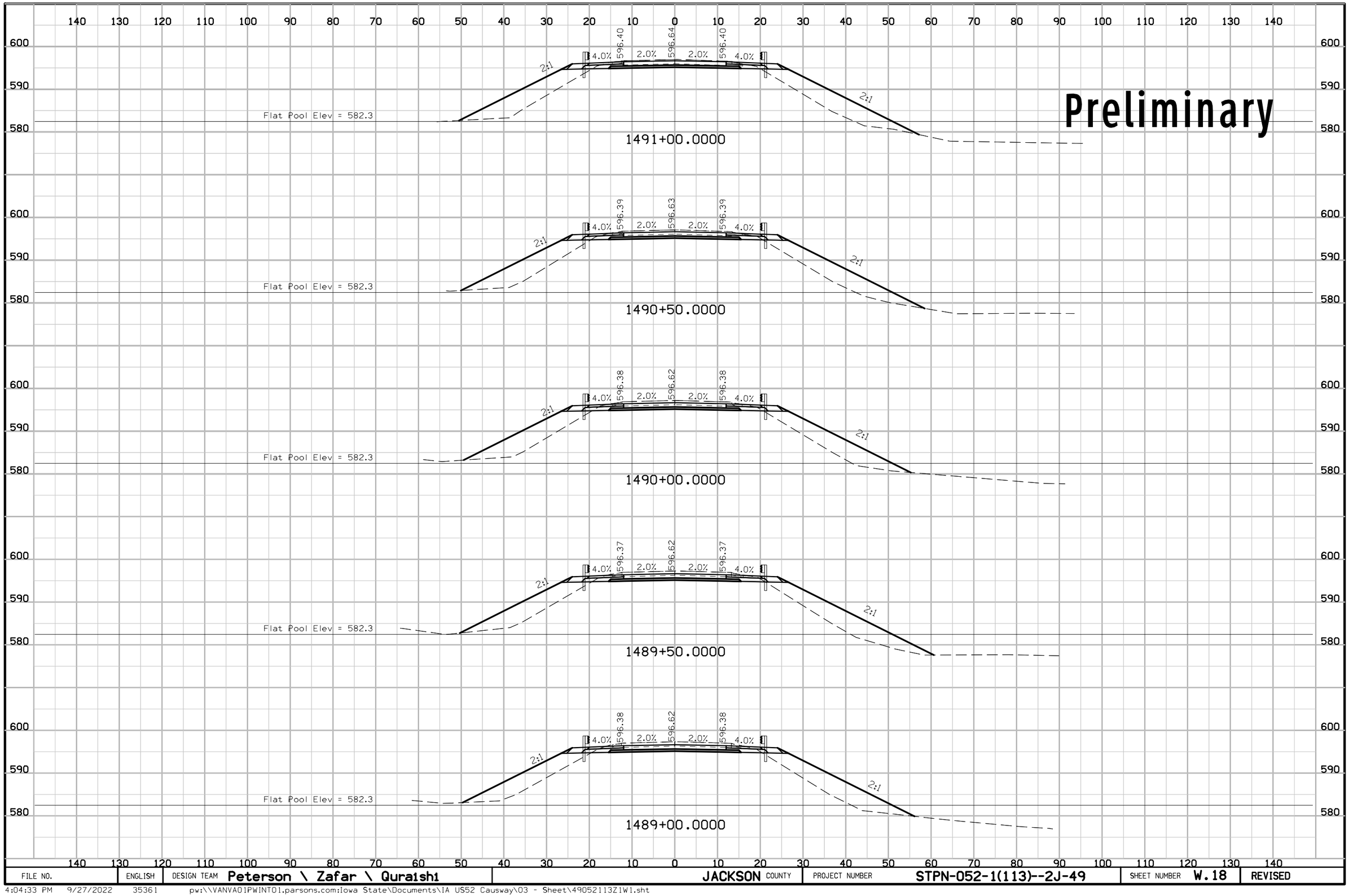

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.18	REVISED

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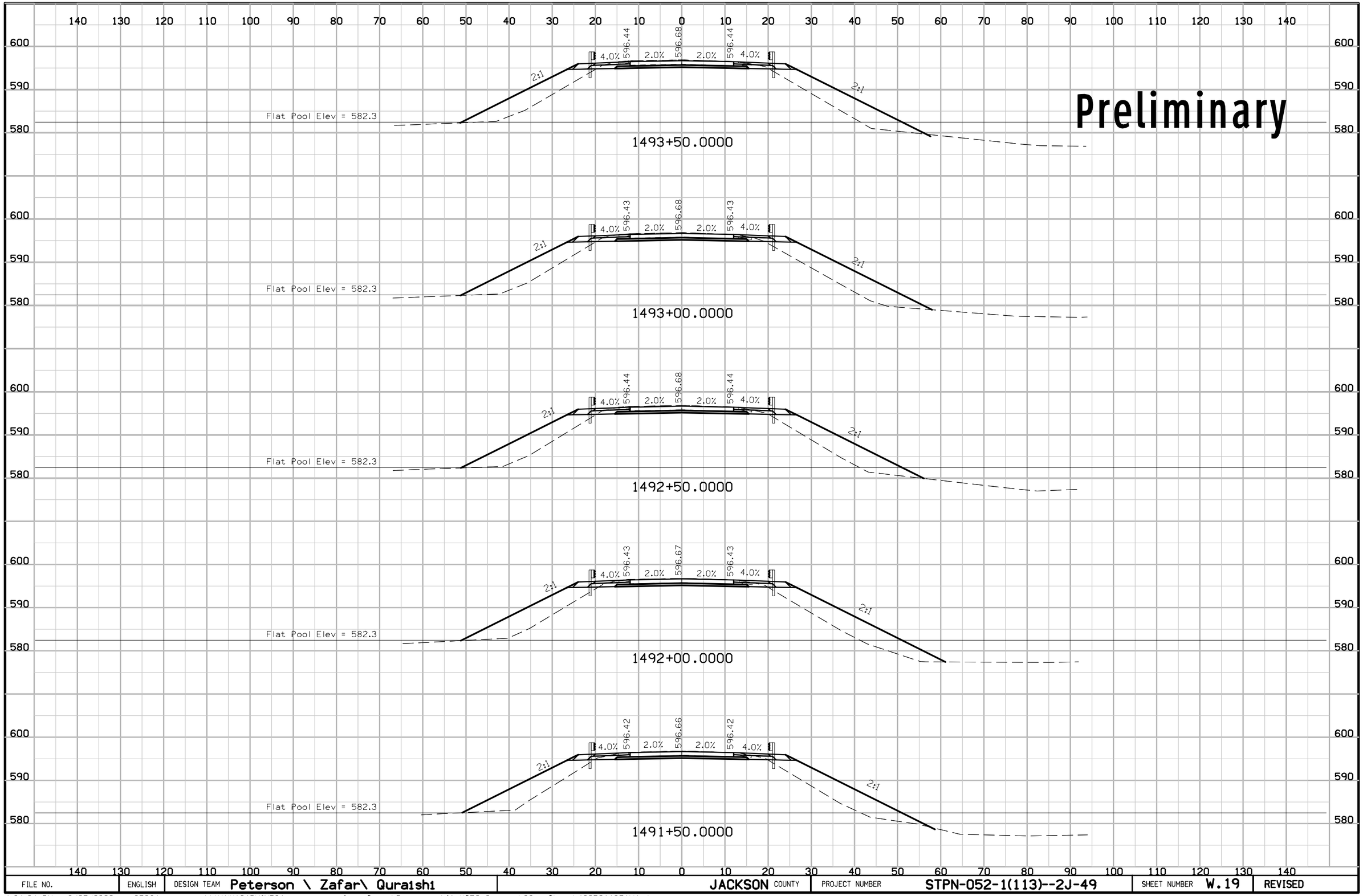

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar\ Qurai sh1	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.19	REVISED

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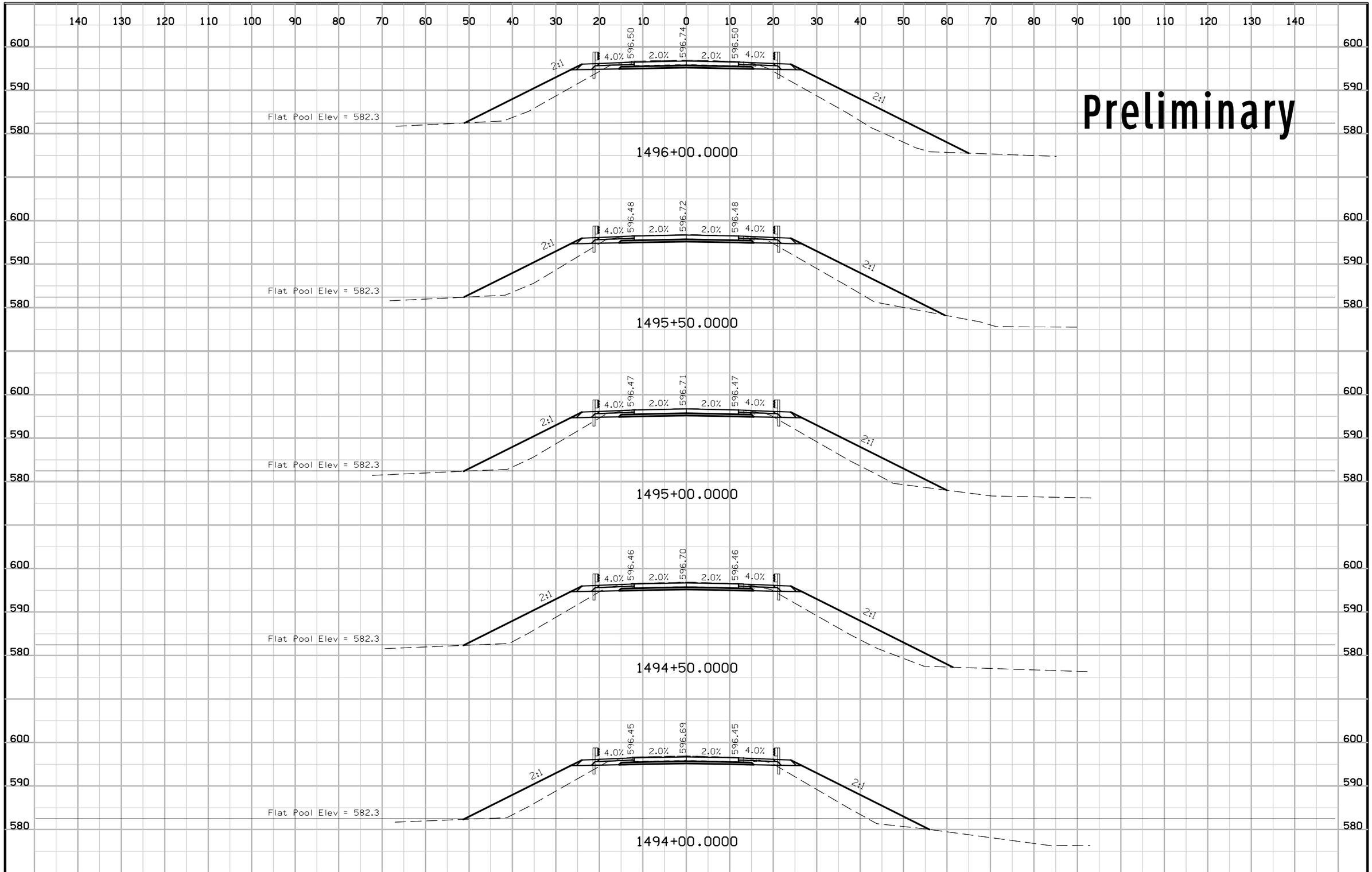

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.20	REVISED

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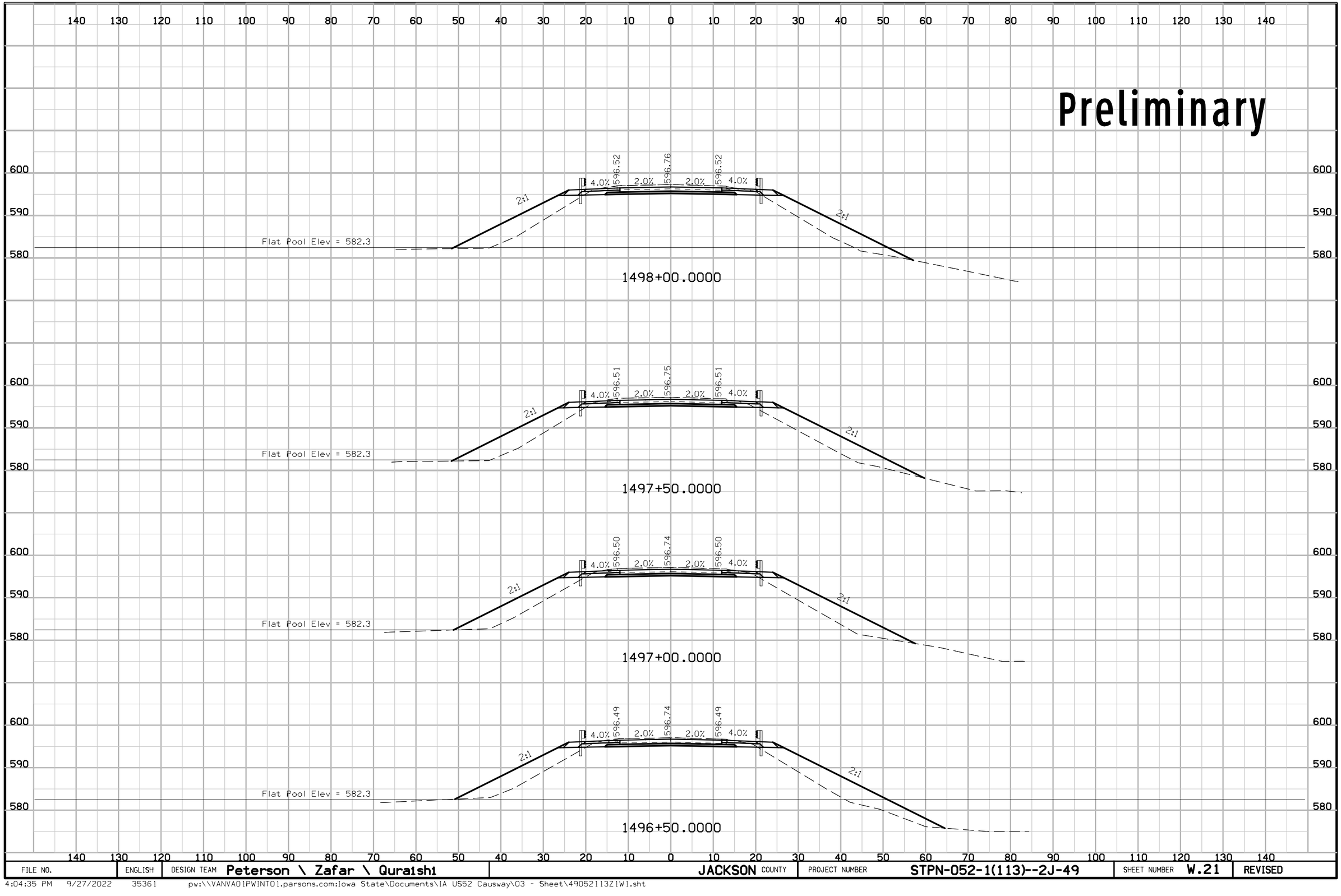
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM	JACKSON COUNTY	PROJECT NUMBER	SHEET NUMBER	REVISED
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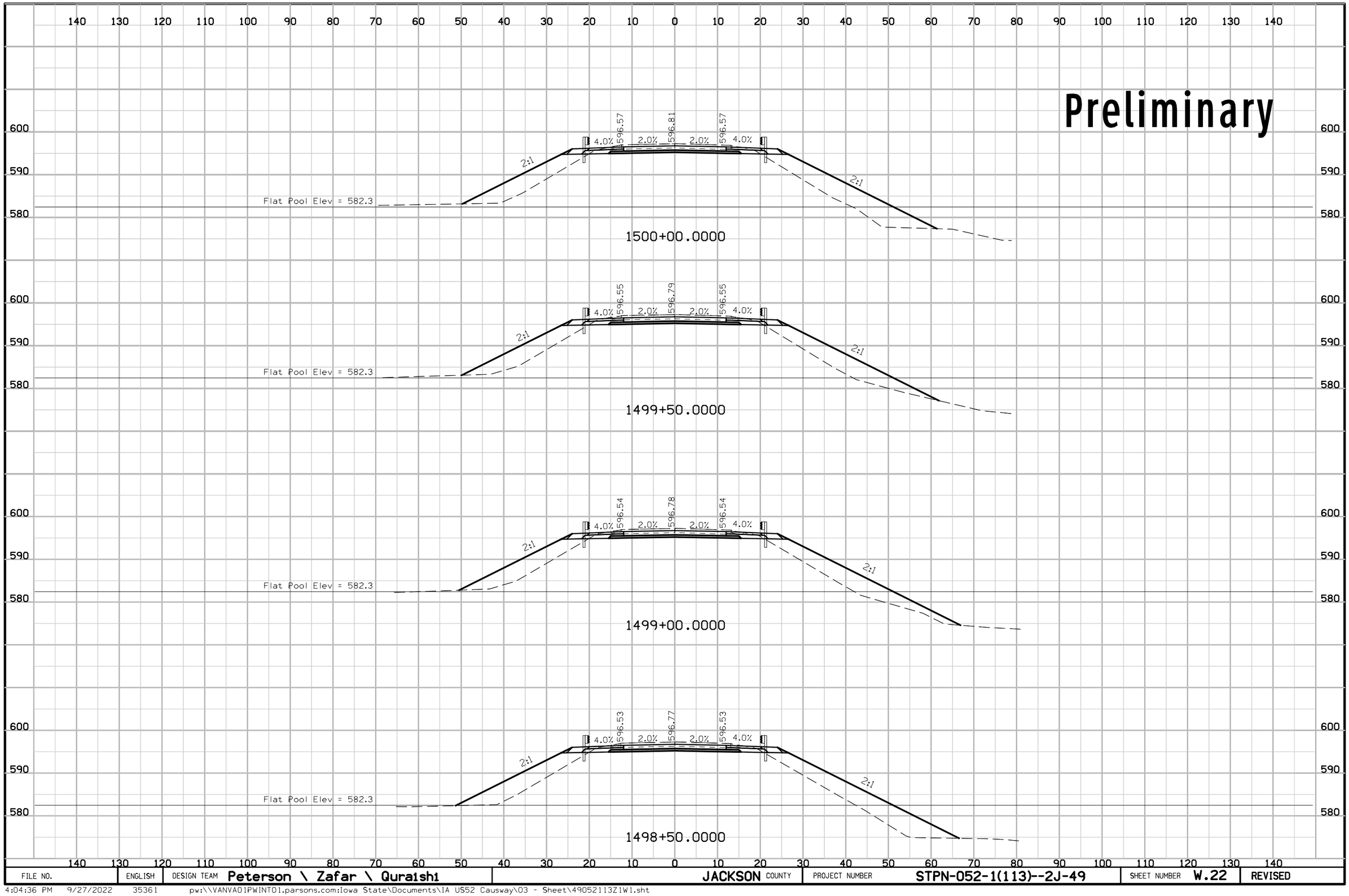
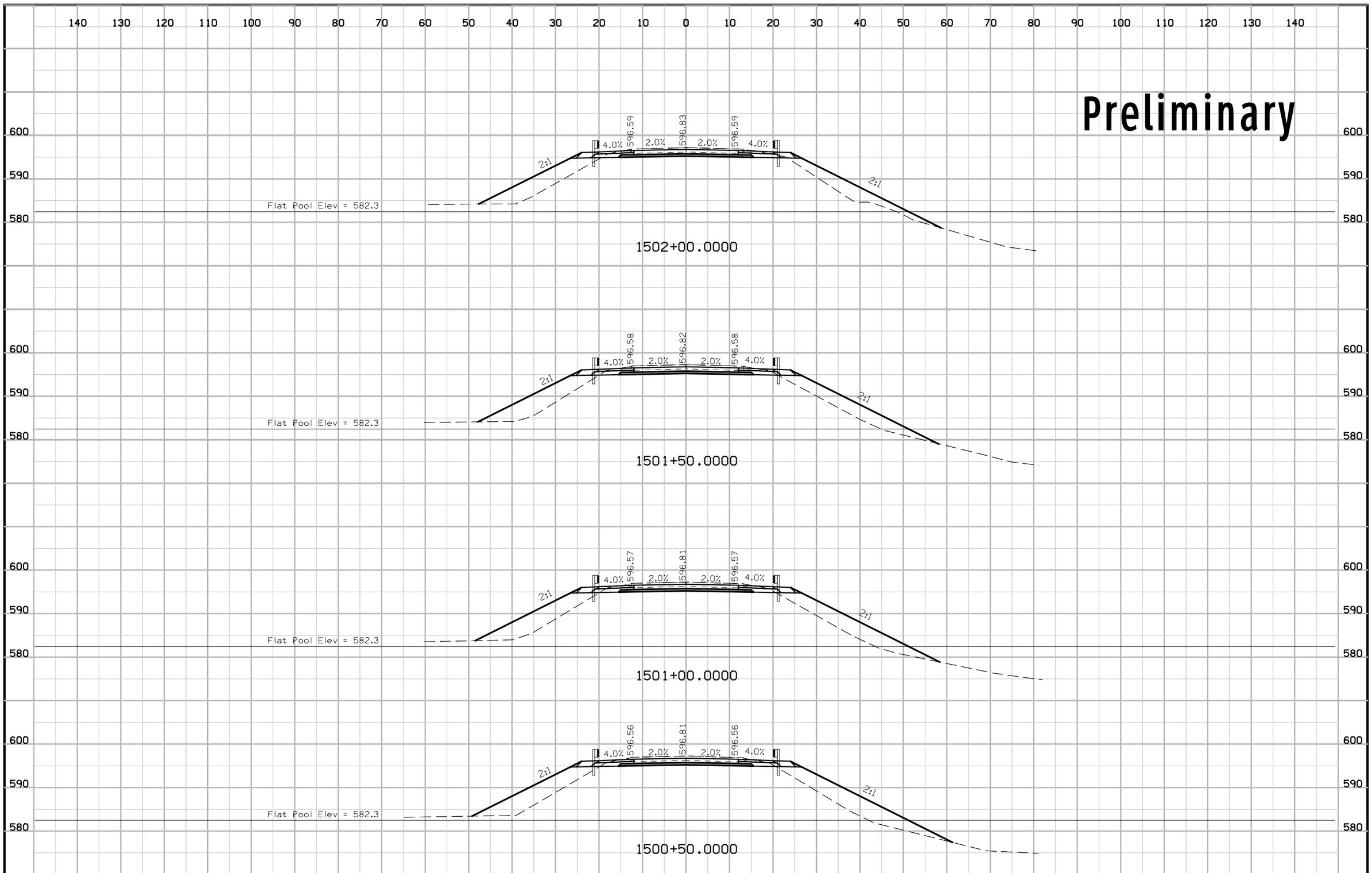


FILE NO.	ENGLISH	DESIGN TEAM					
		Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER	STPN-052-1(113)--2J-49	SHEET NUMBER W.22	REVISED

Preliminary



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.23	REVISED

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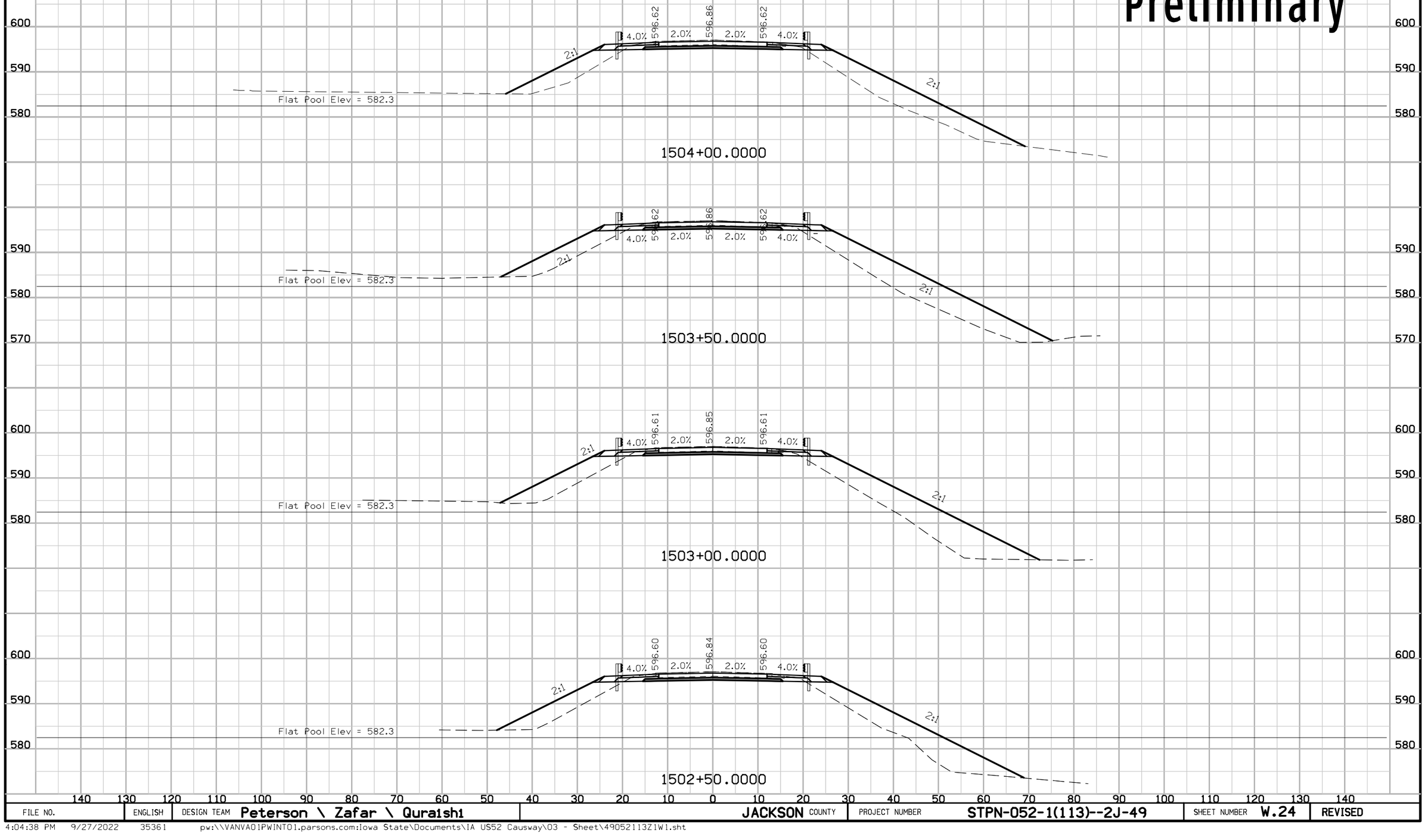
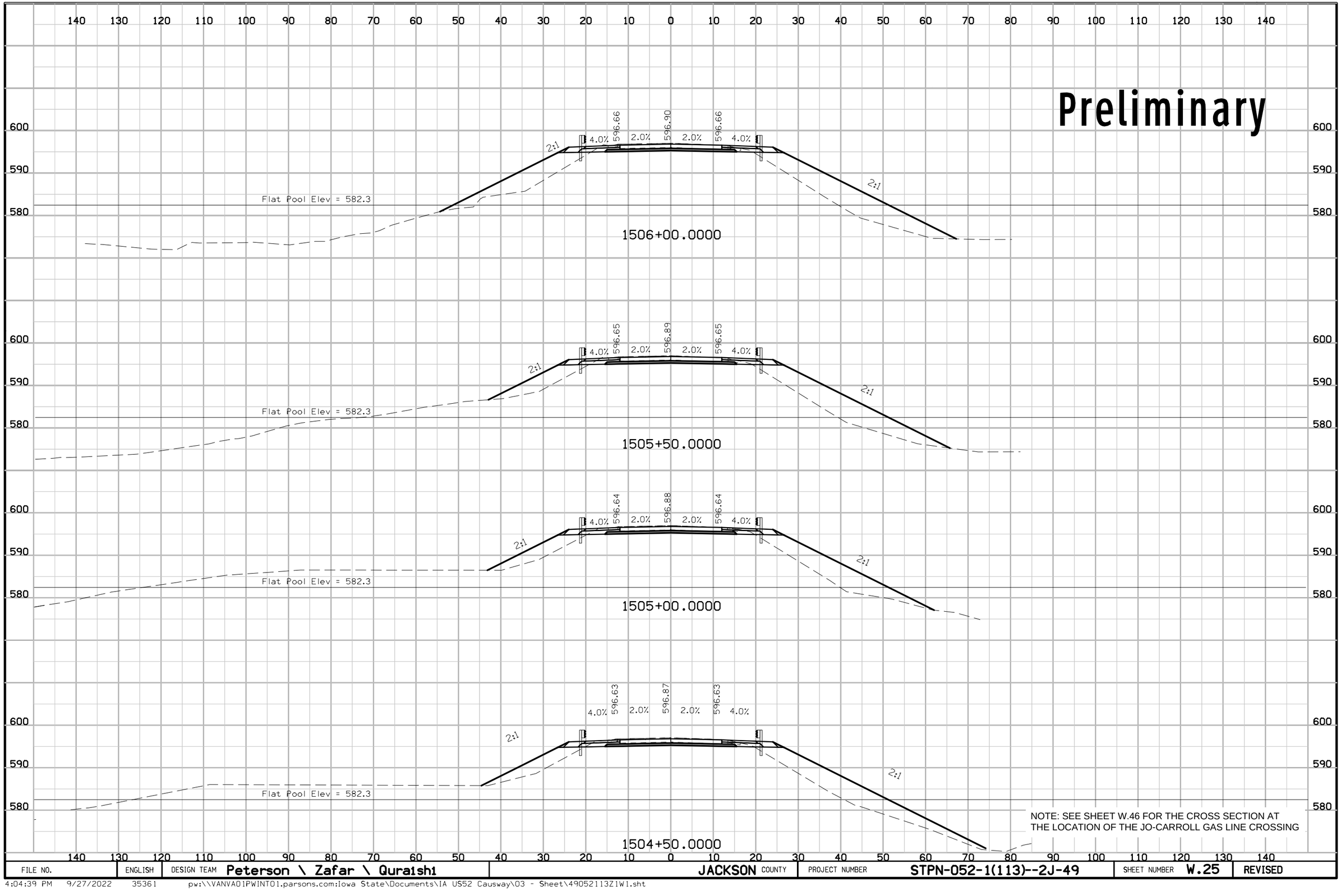


FILE NO.	ENGLISH	DESIGN TEAM			PROJECT NUMBER		SHEET NUMBER	
		Peterson \ Zafar \ Qurai shi	JACKSON COUNTY		STPN-052-1(113)--2J-49		W.24	REVISED

Preliminary

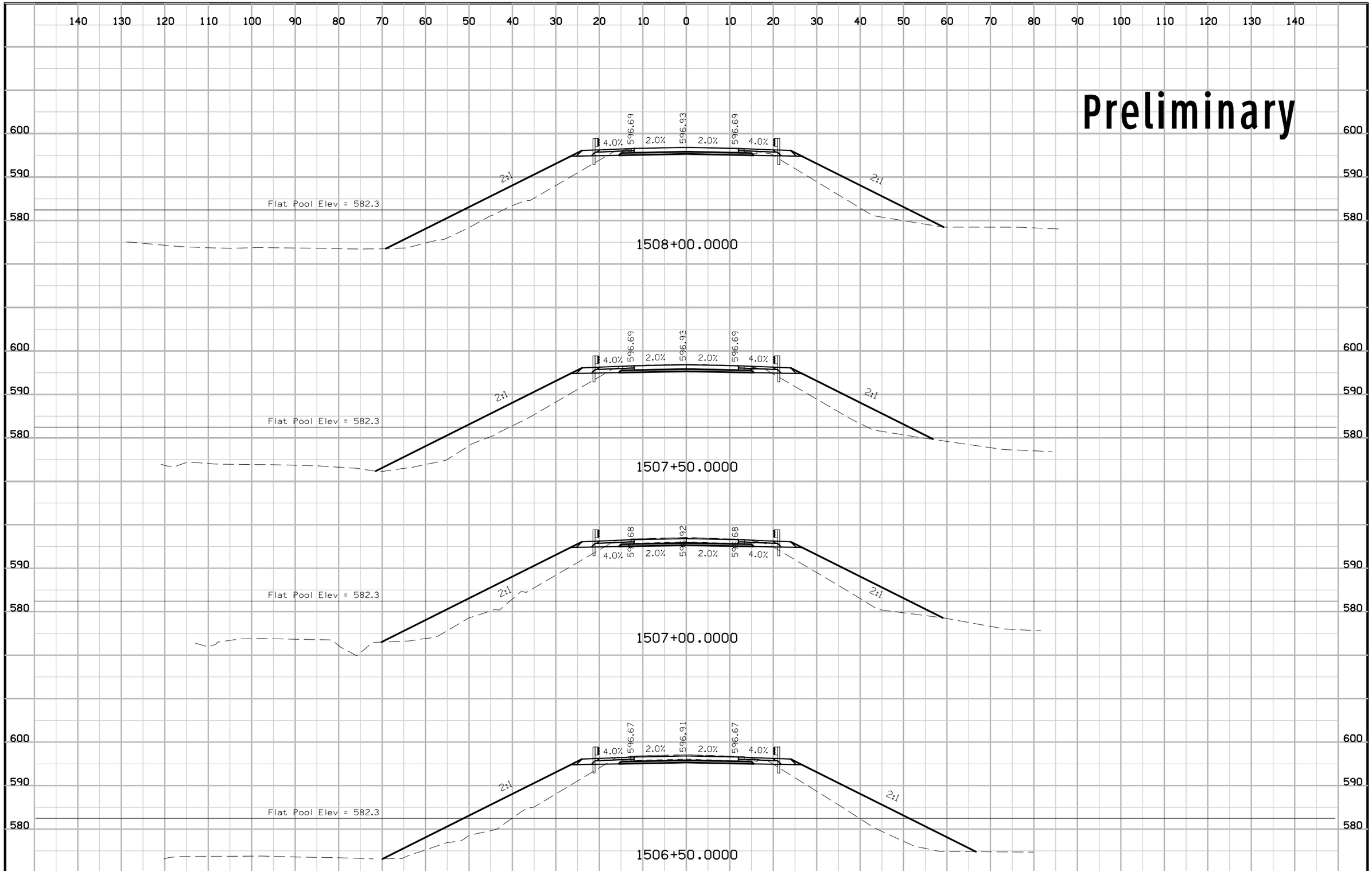


NOTE: SEE SHEET W.46 FOR THE CROSS SECTION AT THE LOCATION OF THE JO-CARROLL GAS LINE CROSSING

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.25	REVISED

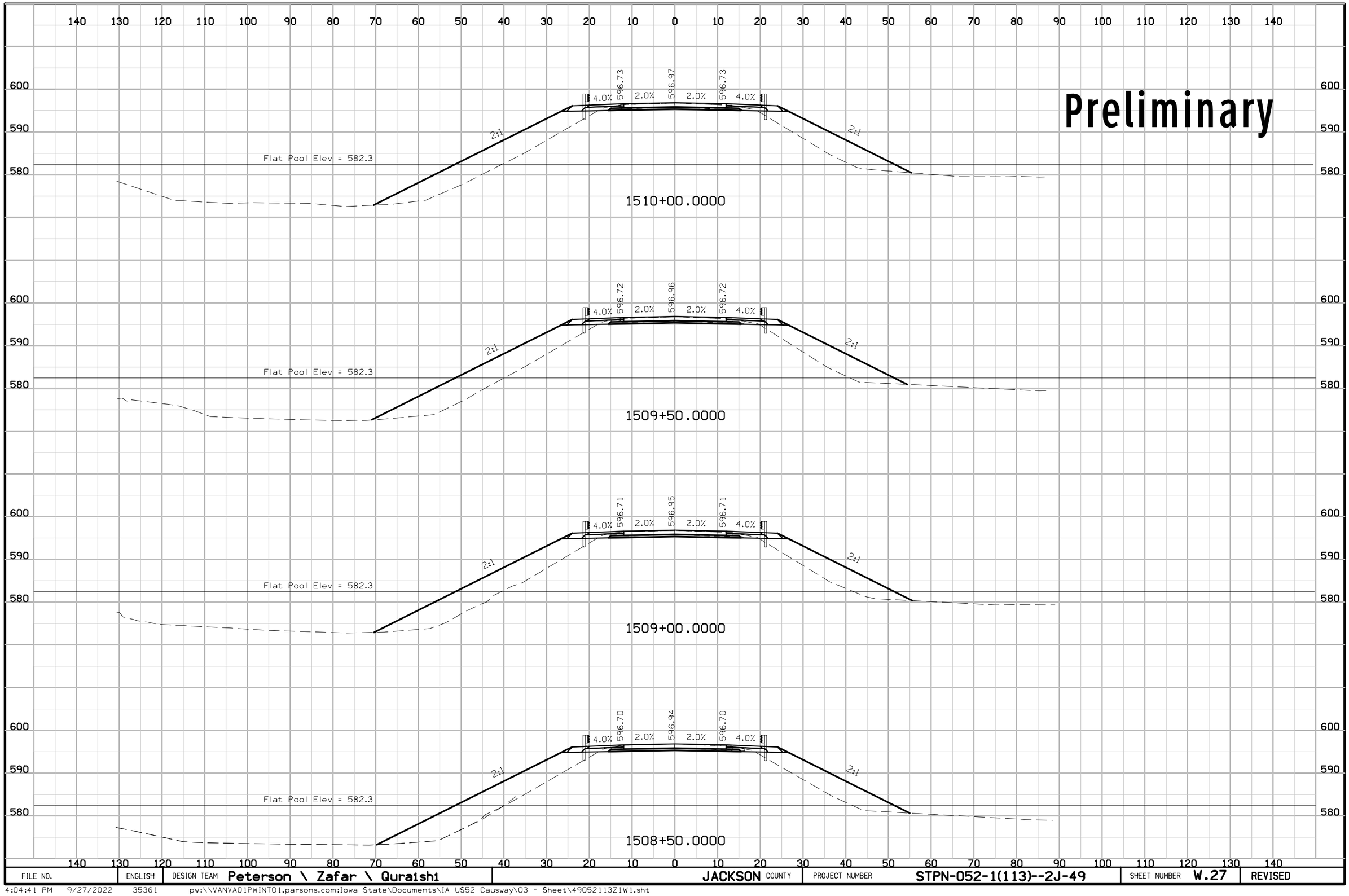
4:04:39 PM 9/27/2022 35361 pw:\\VANVA01PWINTO1.parsons.com:Iowa State\Documents\IA US52 Causway\03 - Sheet\49052113Z1W1.sht

Preliminary



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.26	REVISED

4:04:40 PM 9/27/2022 35361 pw:\\VANVA01PWINTO1.parsons.com:Iowa State\Documents\IA US52 Causway\03 - Sheet\49052113Z1W1.sht



Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.27	REVISED

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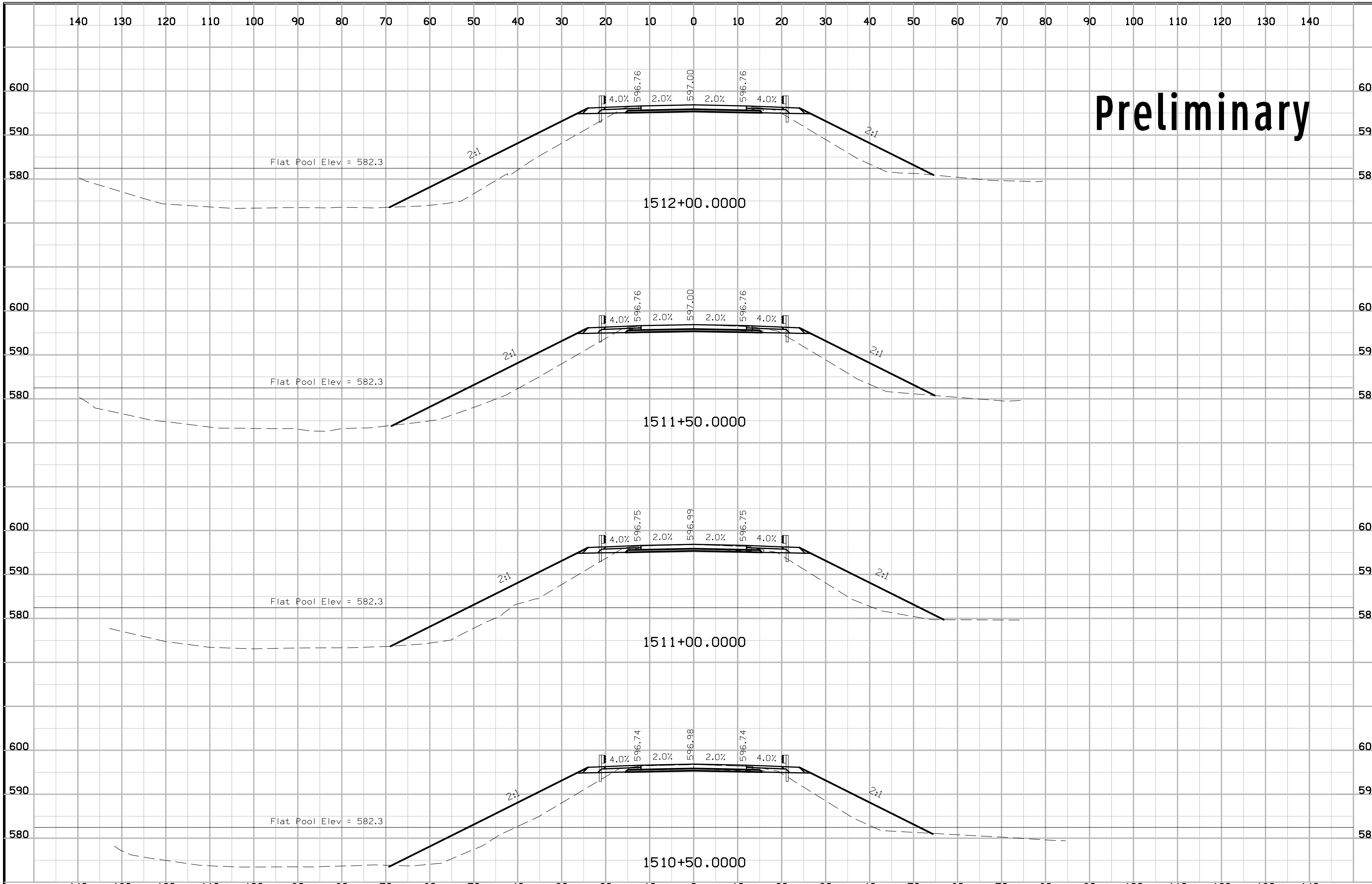
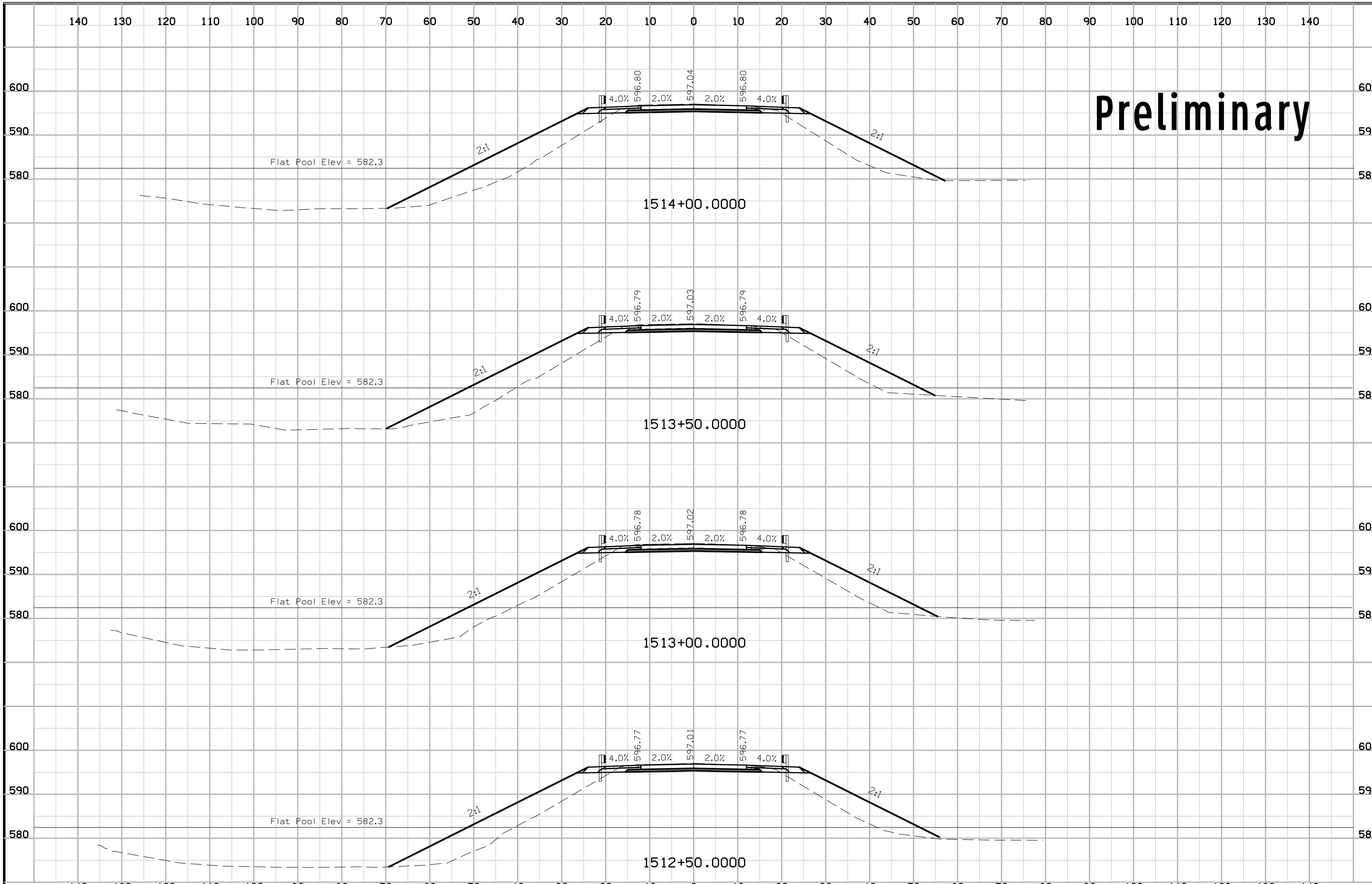
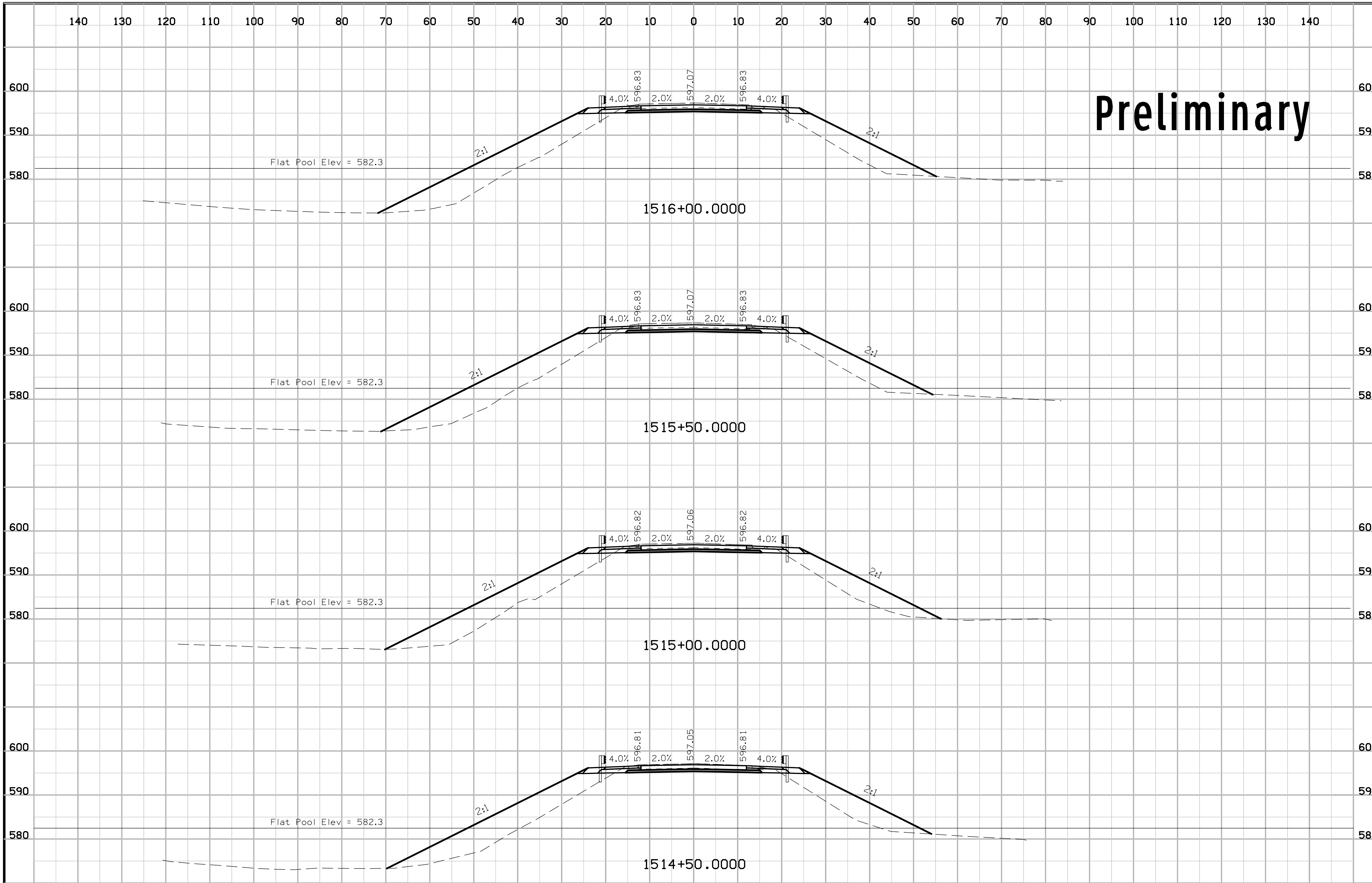


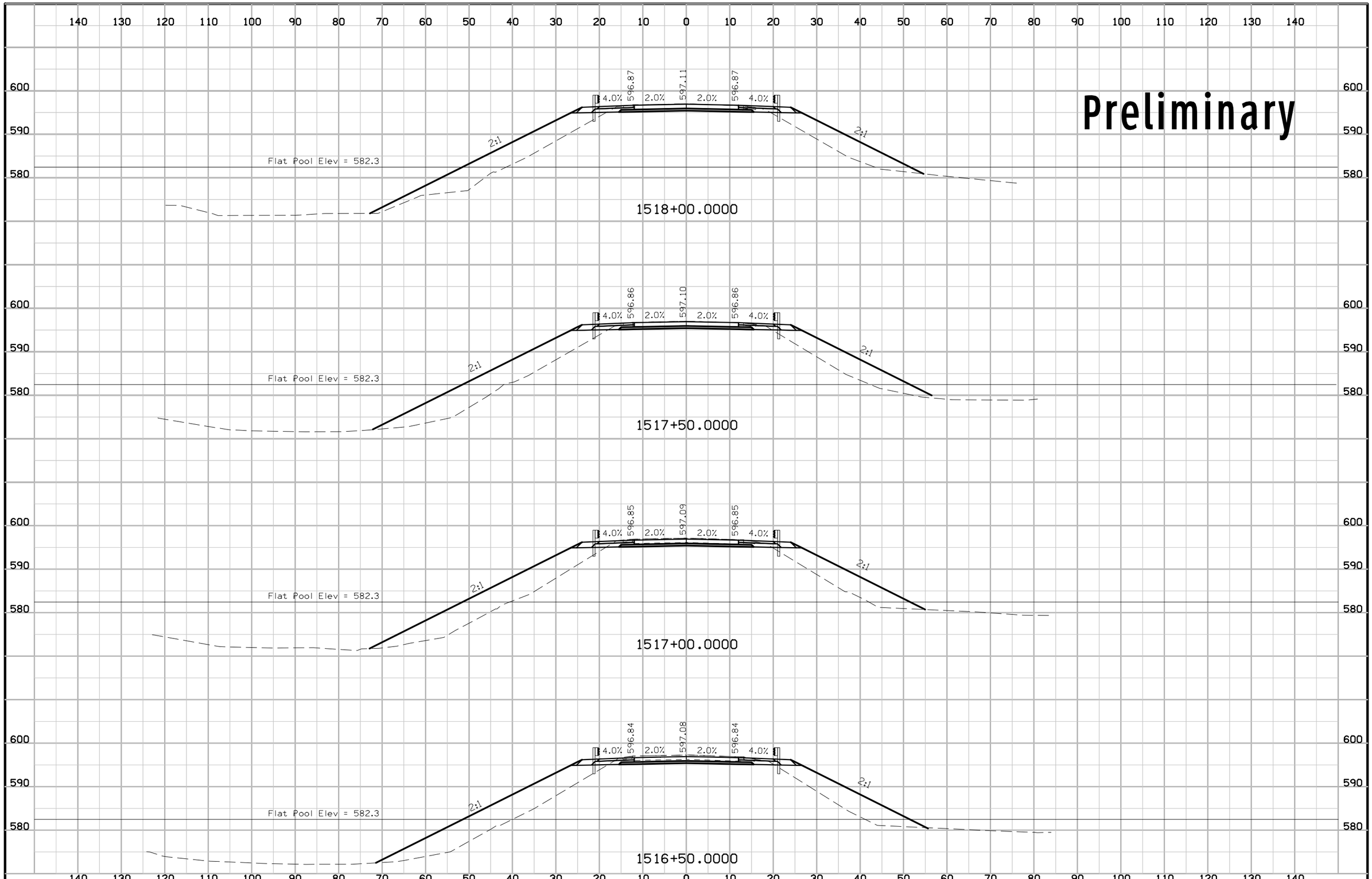
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi		JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.28	REVISED



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi		JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.29	REVISED



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi		JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.30	REVISED



Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.31	REVISED

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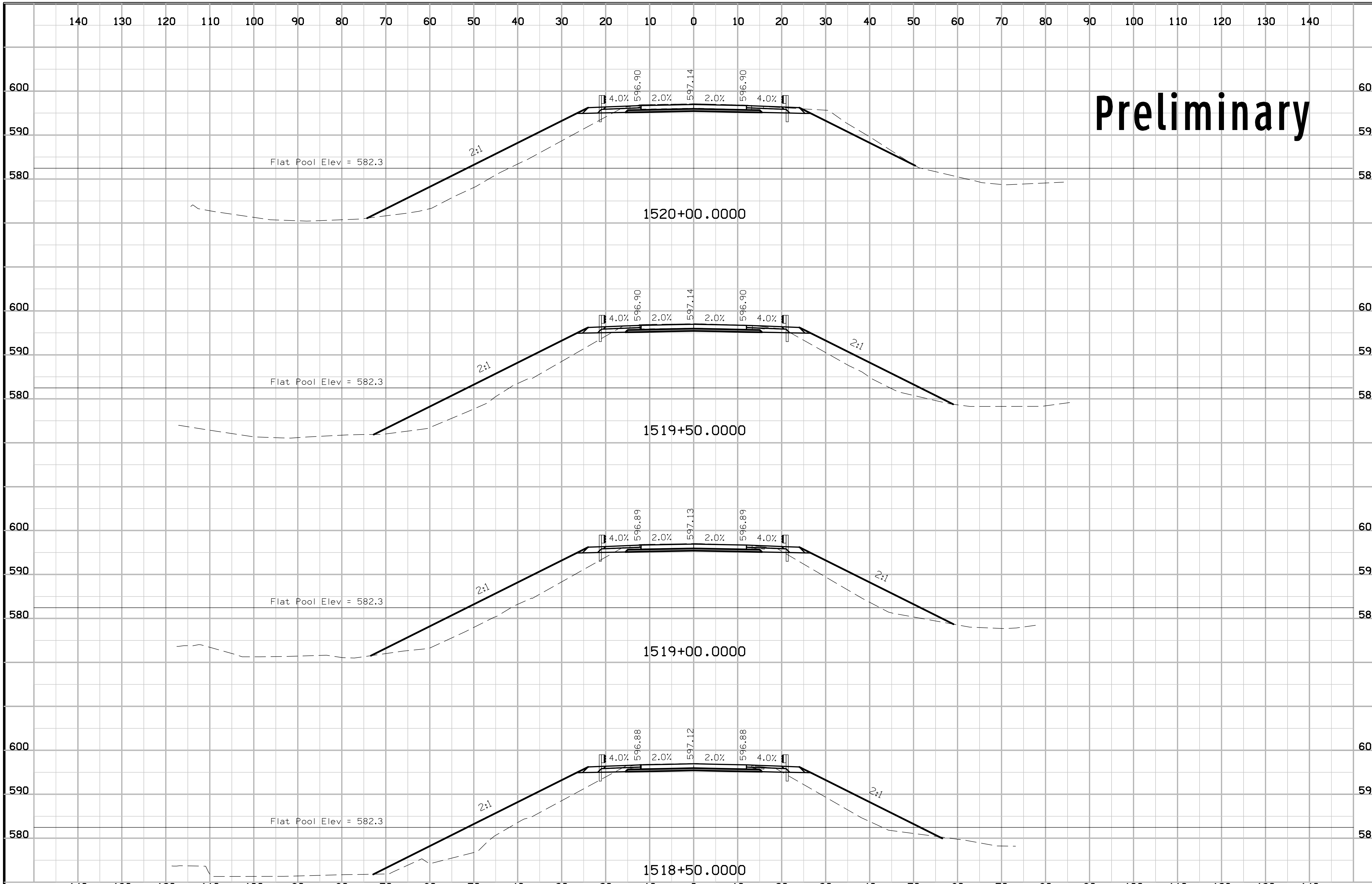

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi		JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.32	REVISED

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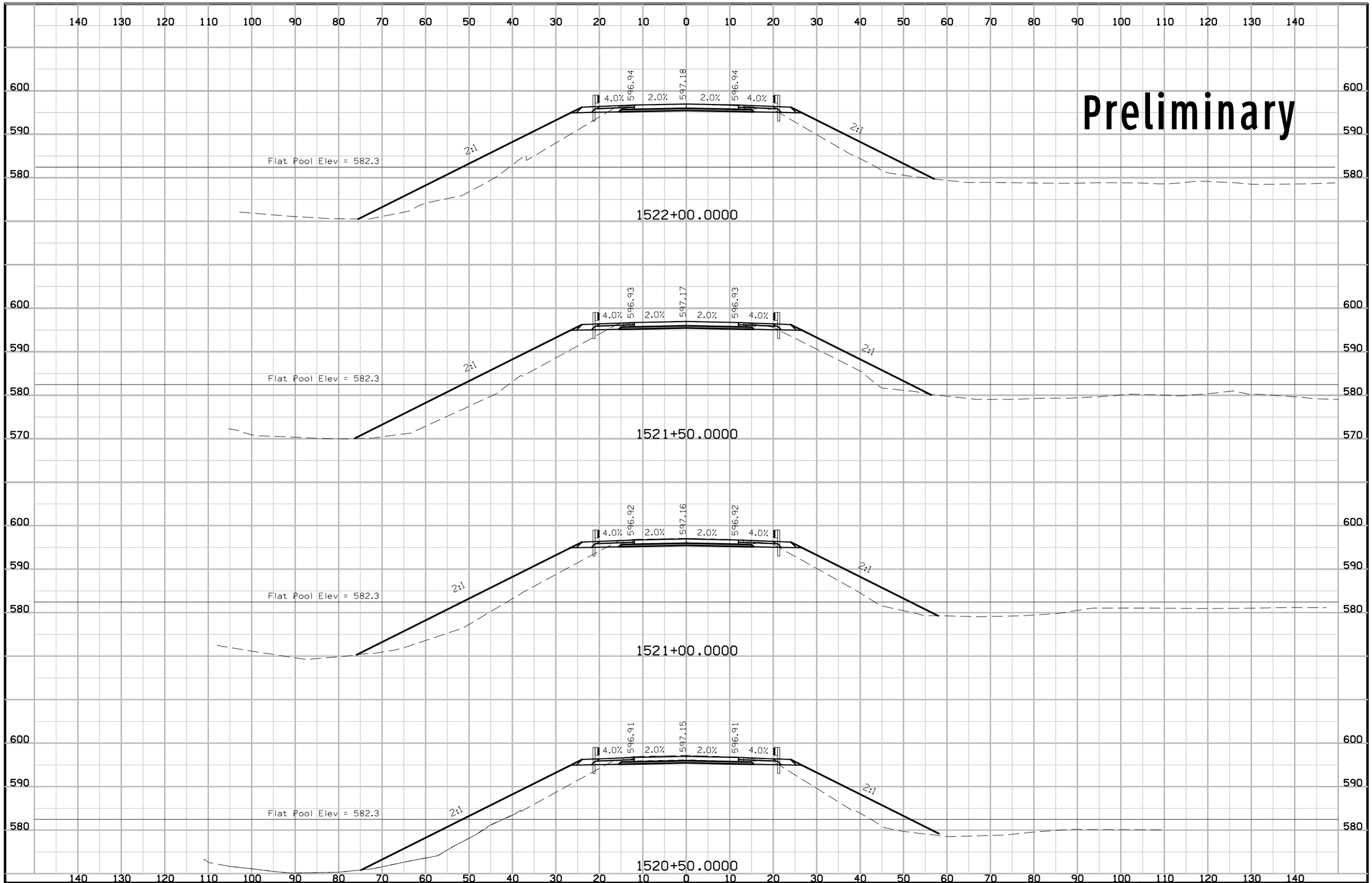

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.33	REVISED

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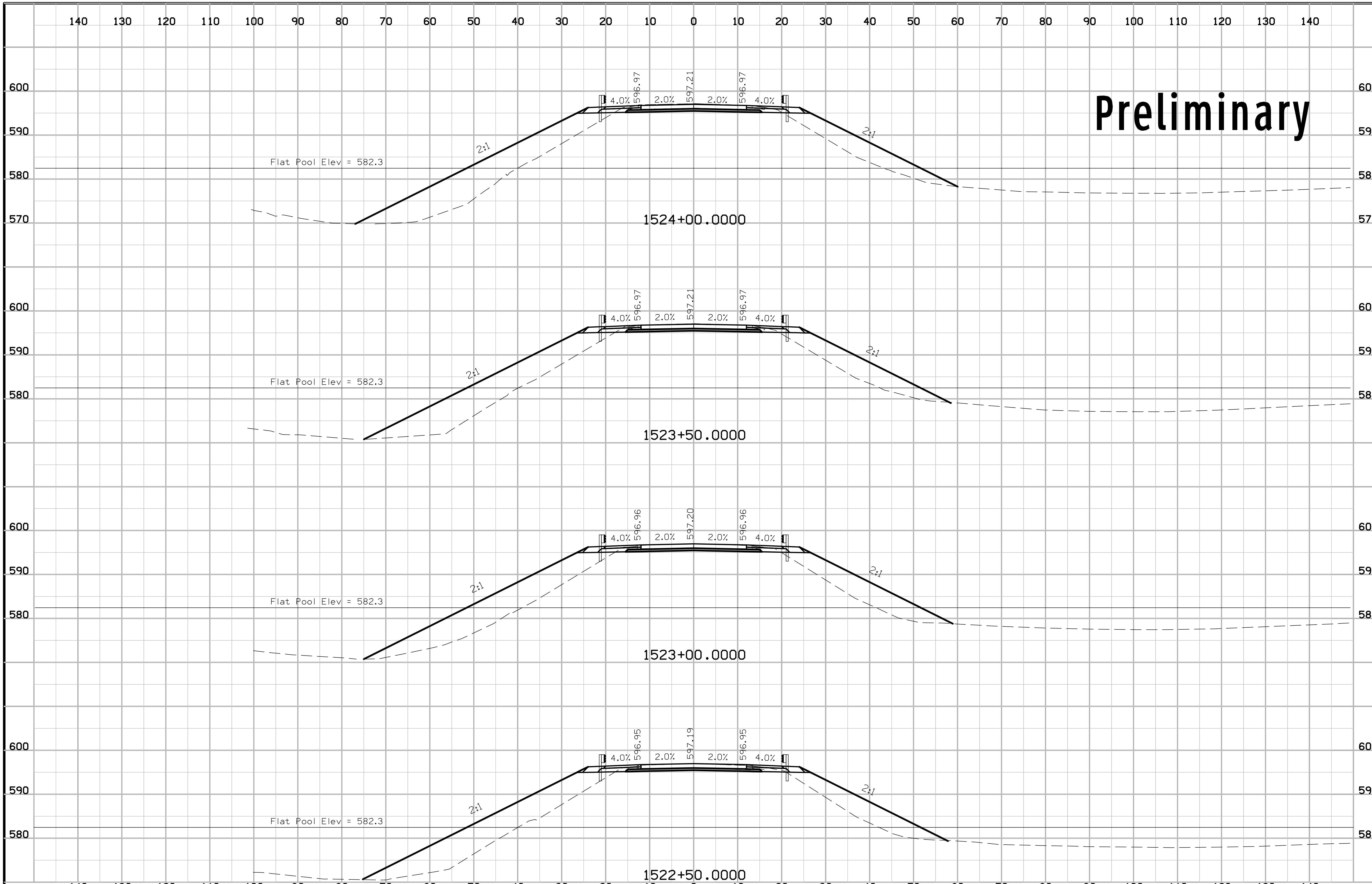
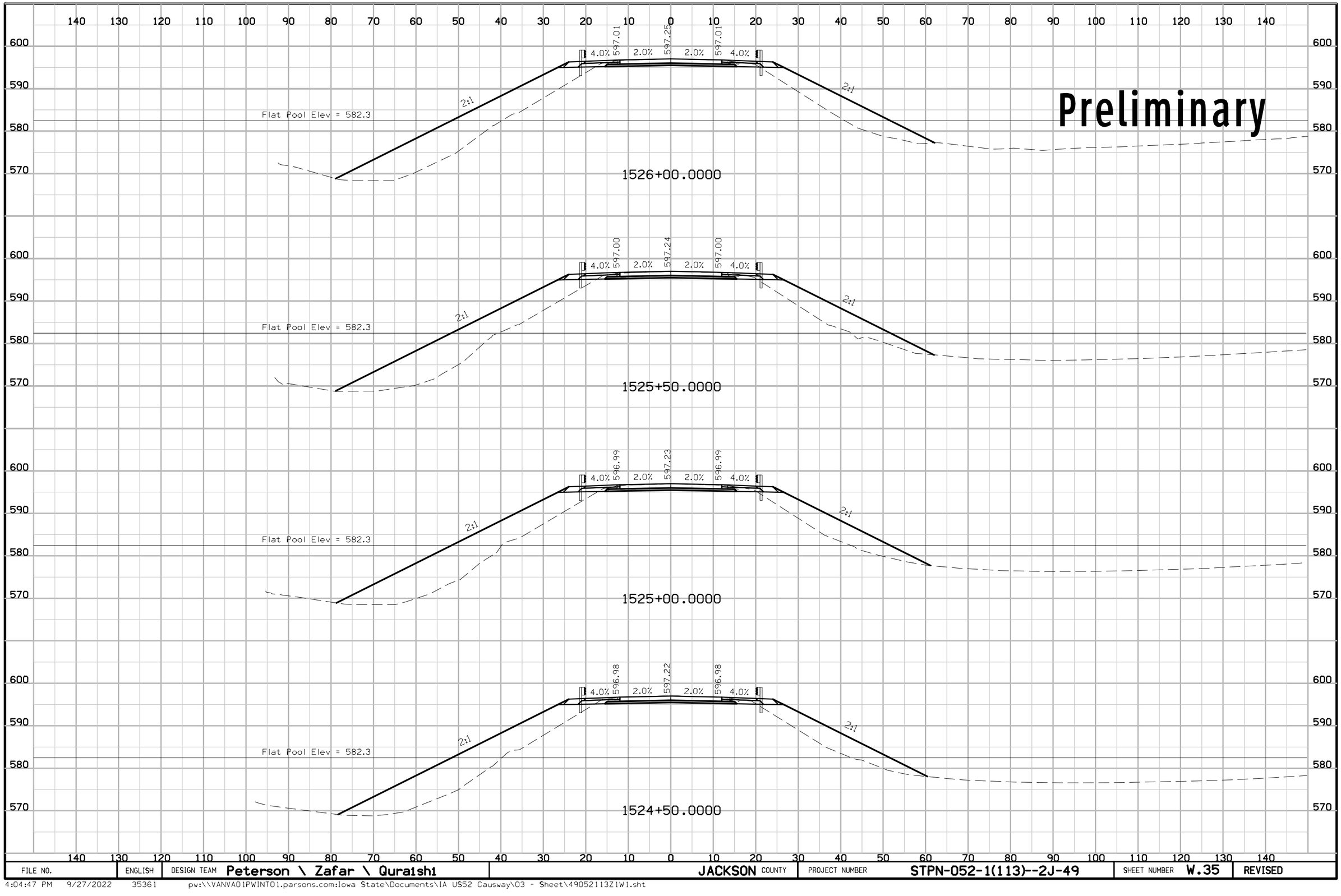


FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar\ Quraishi		JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.34	REVISED



Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.35	REVISED

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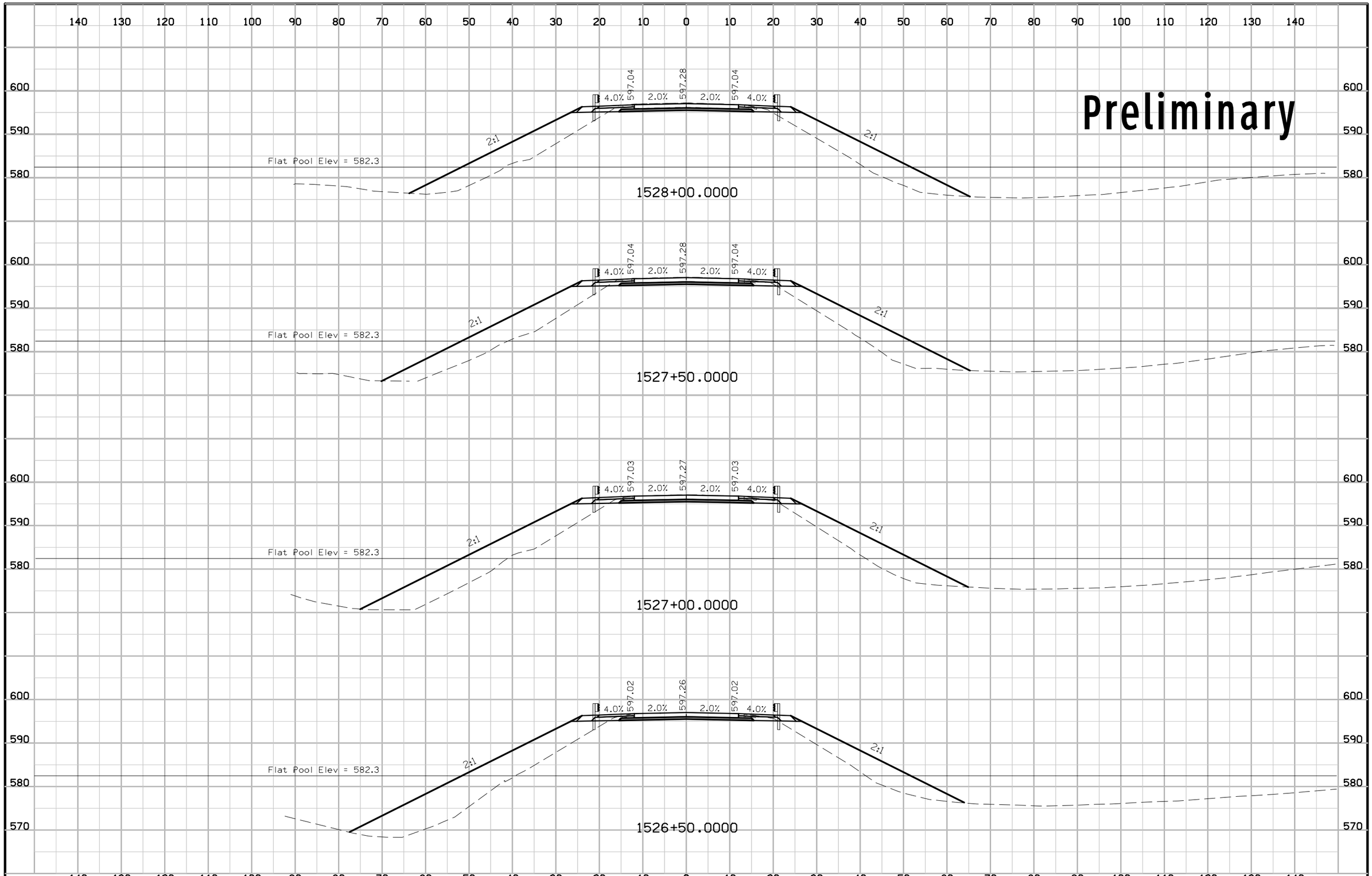

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM	Peterson \ Zafar \ Quraishi	JACKSON COUNTY	PROJECT NUMBER	STPN-052-1(113)--2J-49	SHEET NUMBER W.36	REVISED

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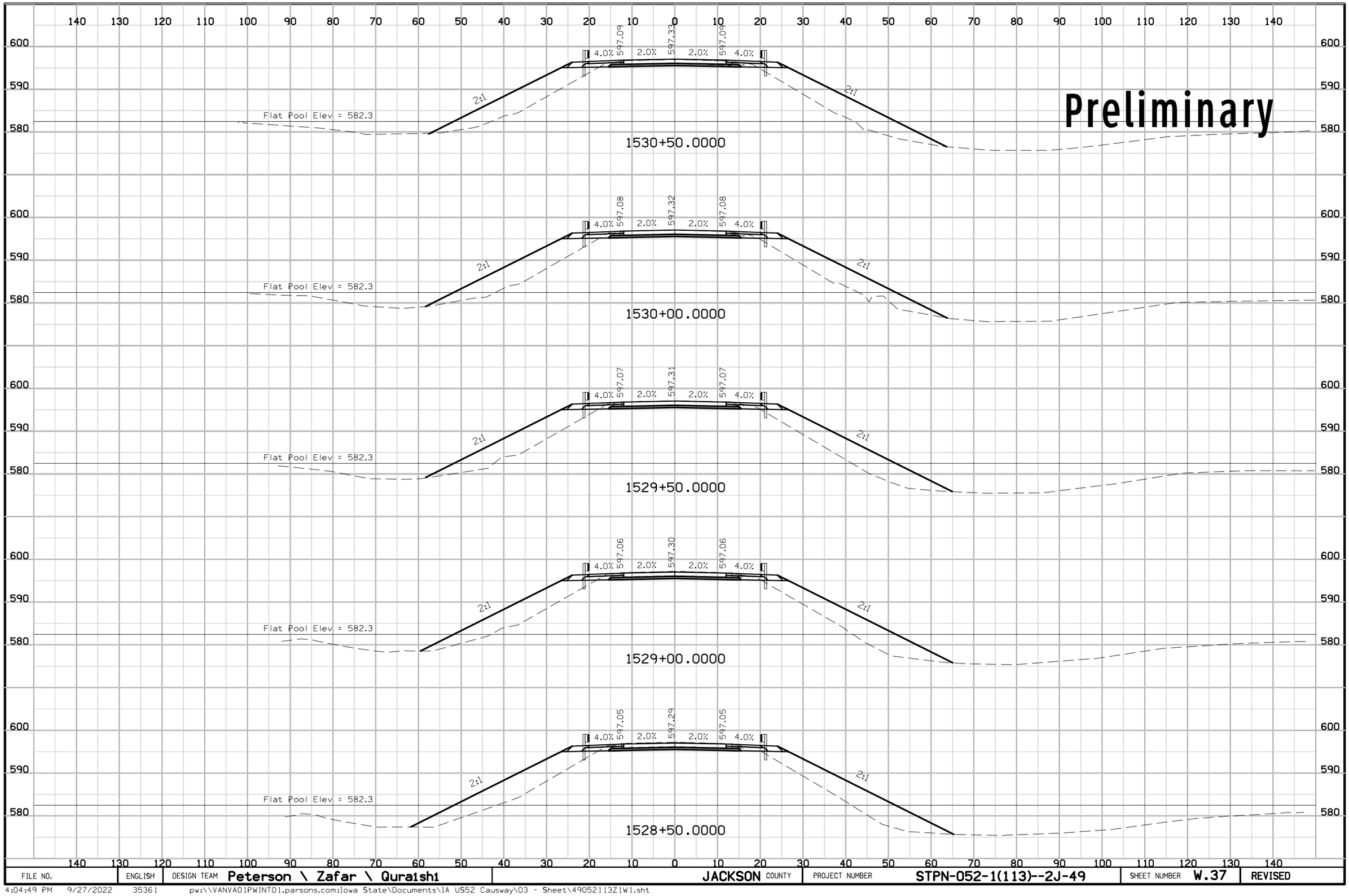

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.37	REVISED

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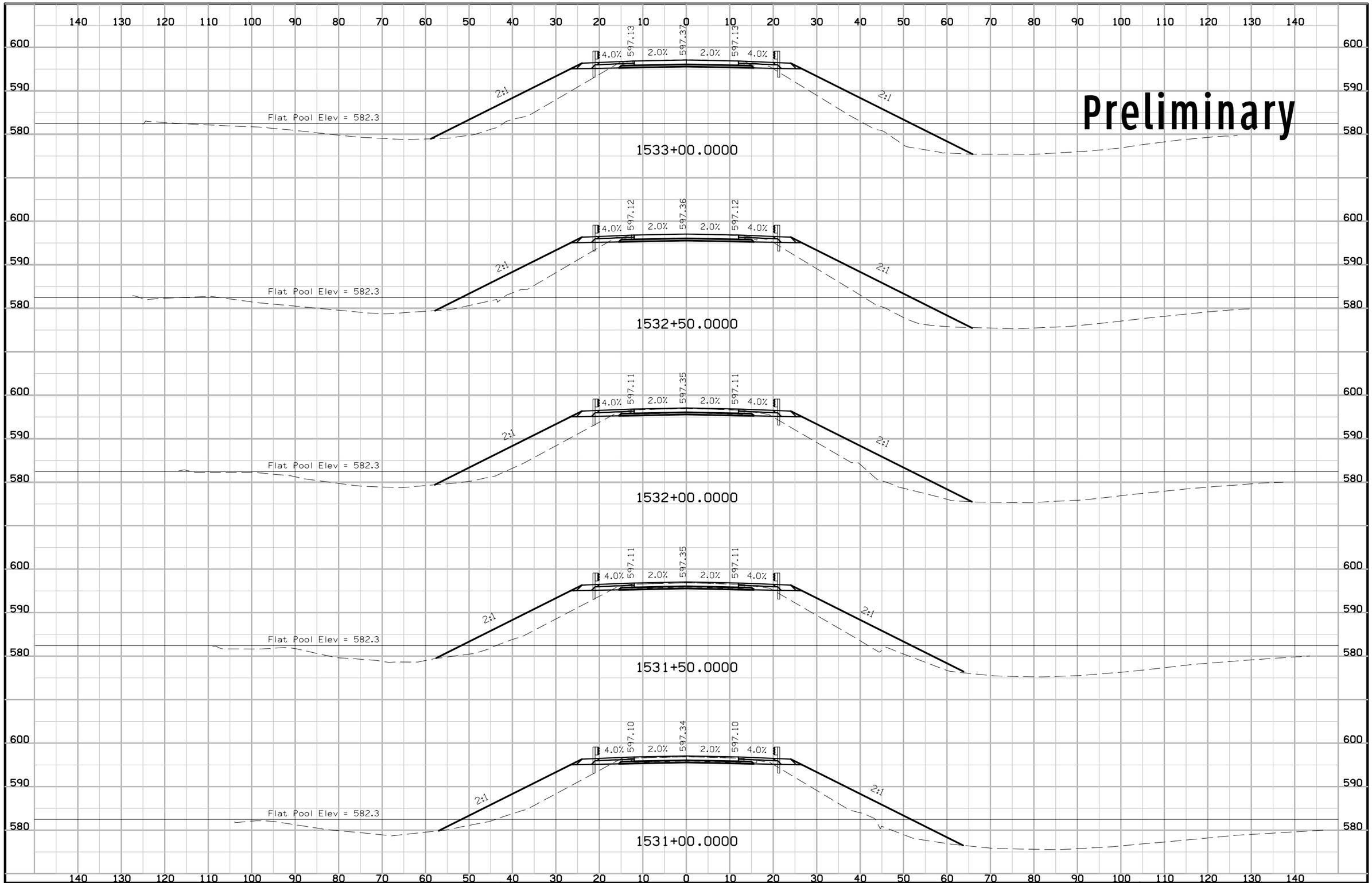

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.38	REVISED

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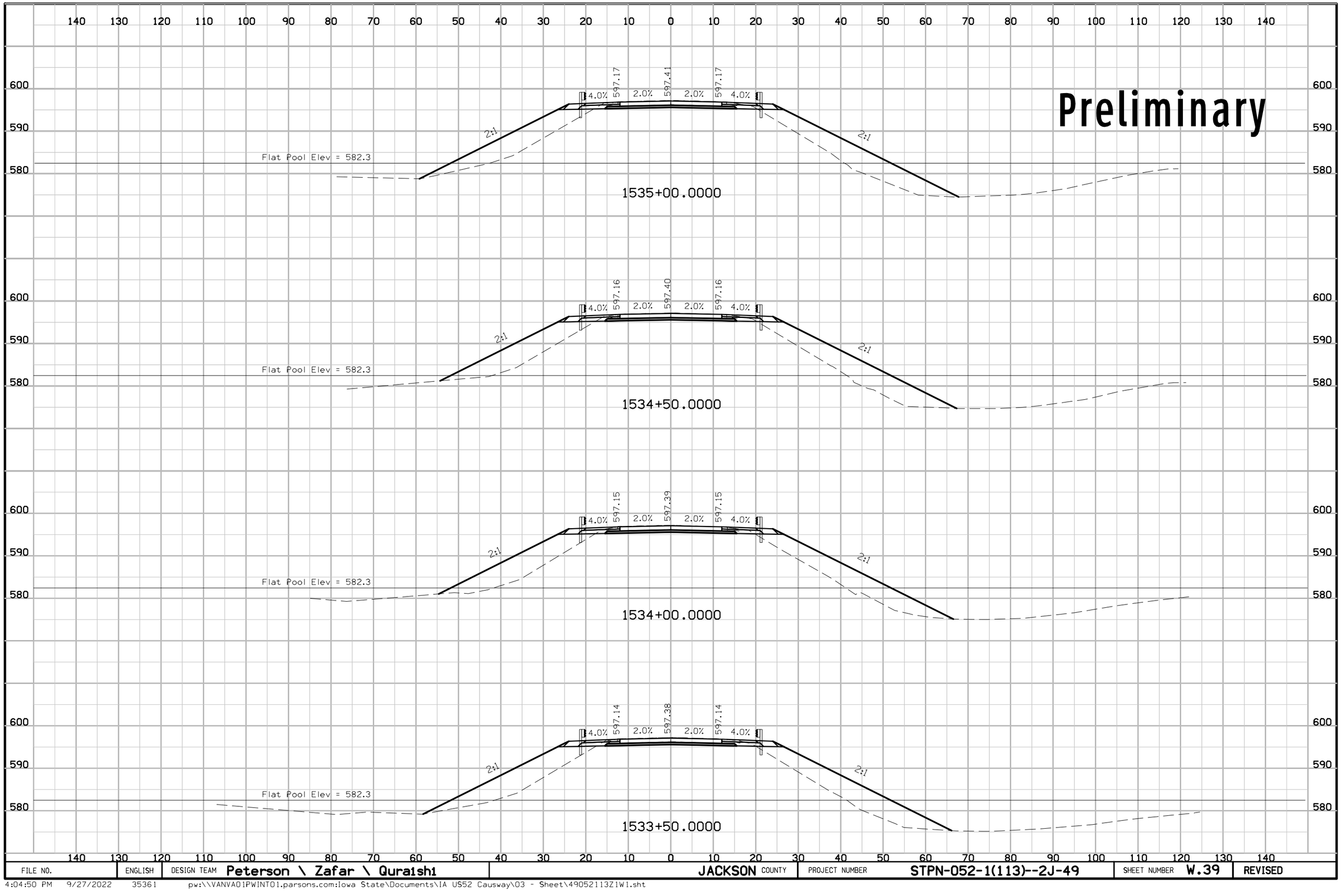

Preliminary

FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.39	REVISED

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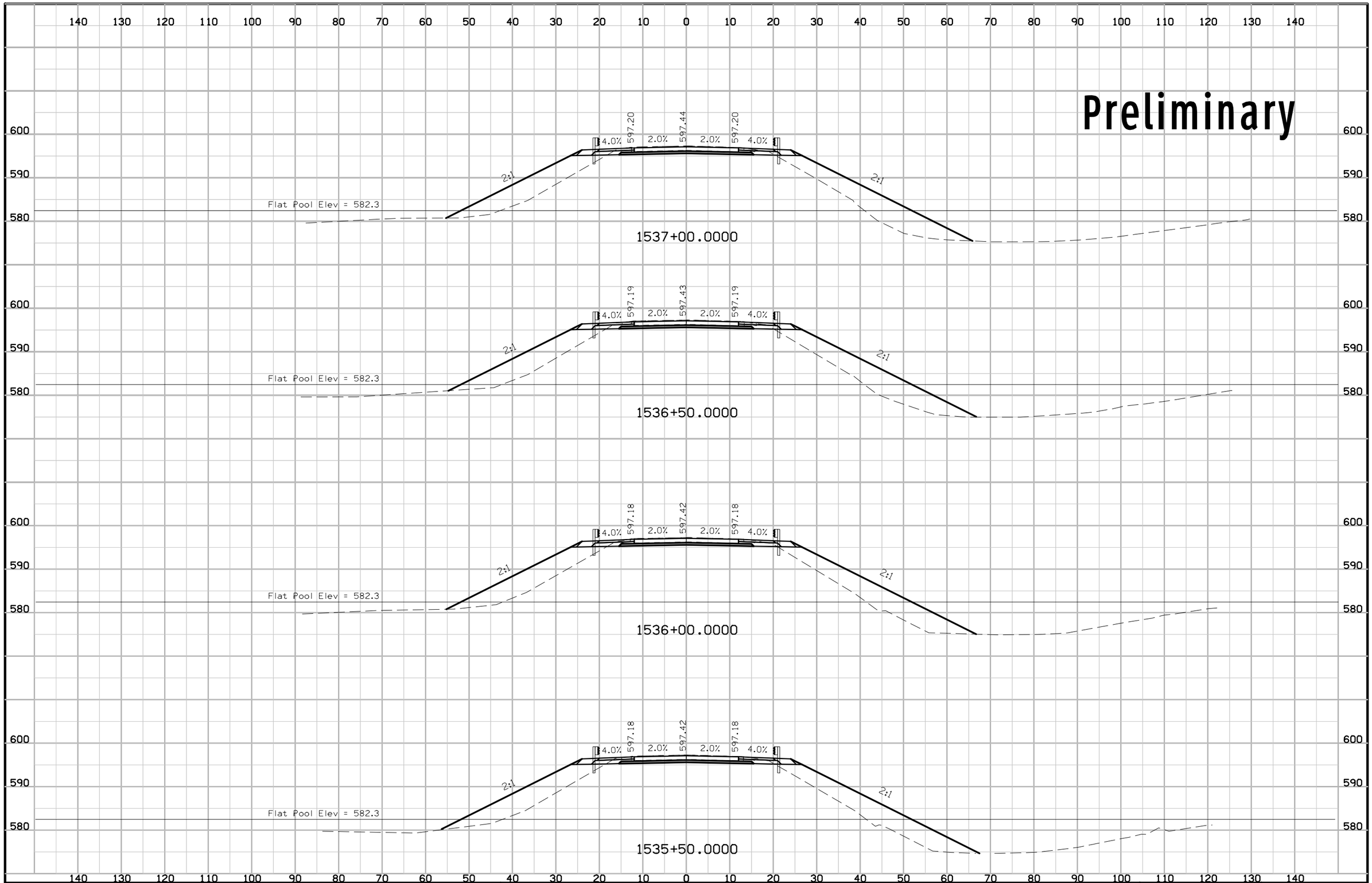
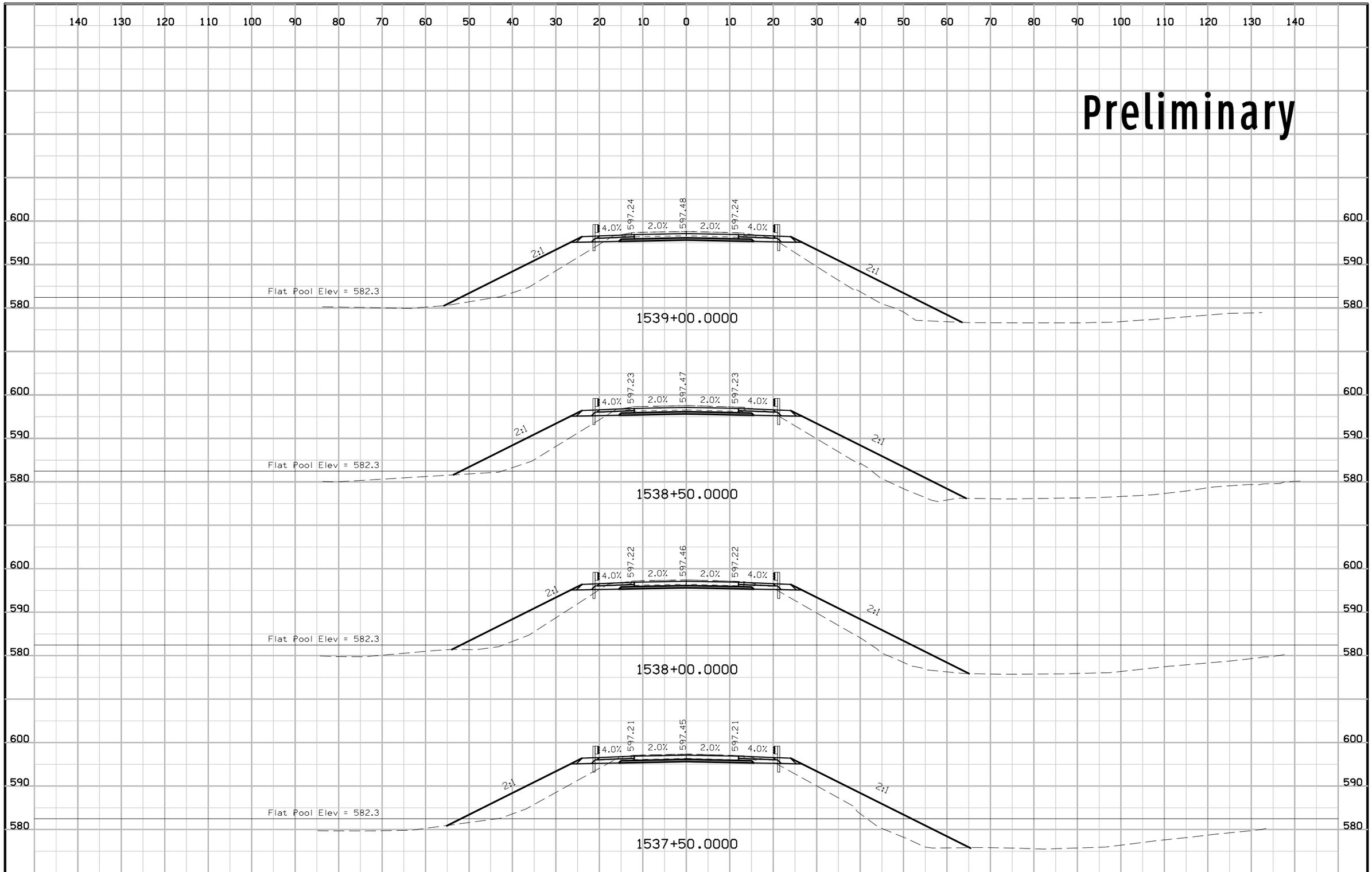


FILE NO.	ENGLISH	DESIGN TEAM			PROJECT NUMBER		SHEET NUMBER	
		Peterson \ Zafar \ Qurai shi	JACKSON COUNTY		STPN-052-1(113)--2J-49		W.40	REVISED

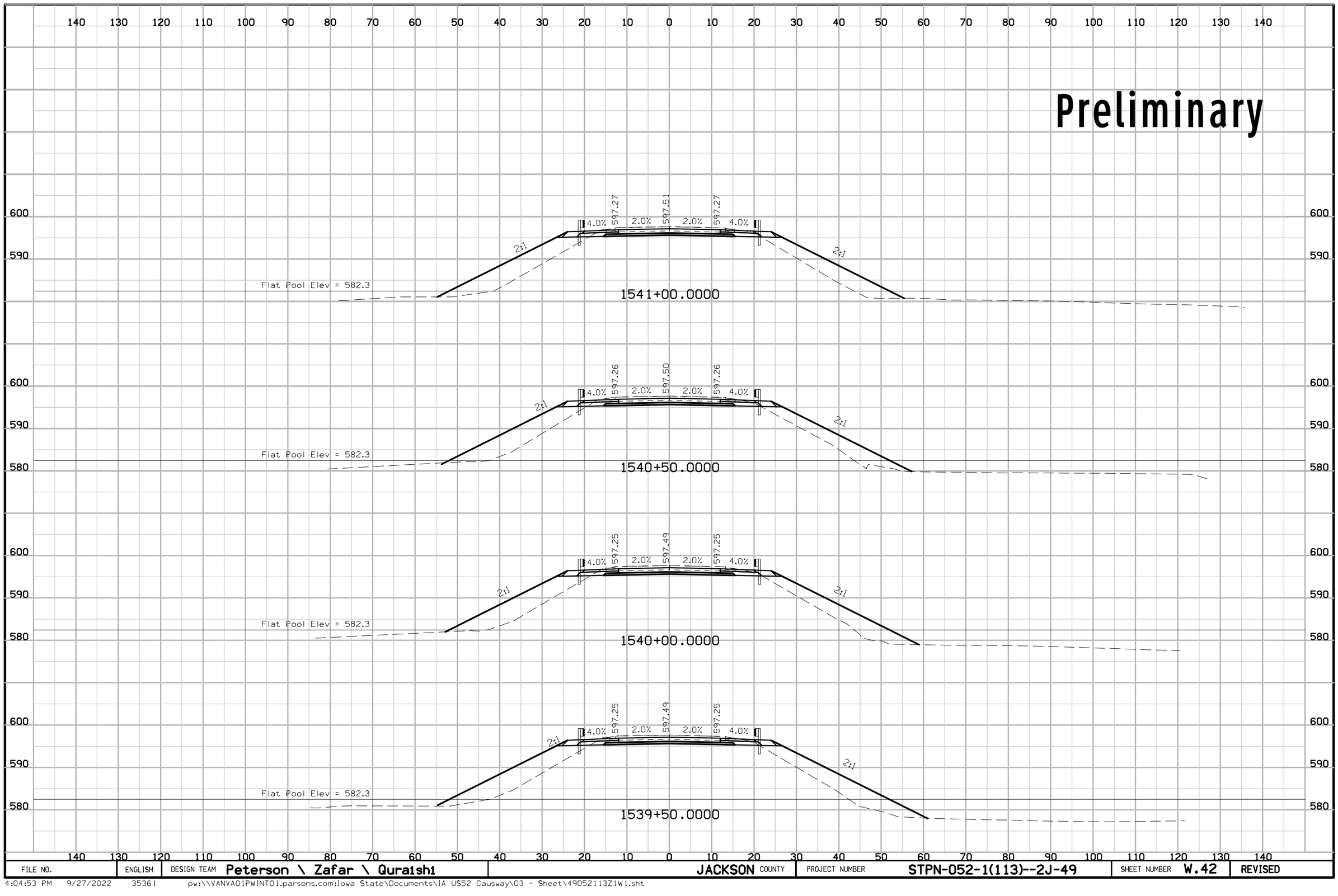
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.41	REVISED

4:04:52 PM 9/27/2022 35361 pw:\\VANVA01PWINT01.parsons.com:Iowa State\Documents\IA US52 Causway\03 - Sheet\49052113Z1W1.sht

Preliminary



FILE NO.	ENGLISH	DESIGN TEAM	JACKSON COUNTY	PROJECT NUMBER	SHEET NUMBER	REVISED
		Peterson \ Zafar \ Quraishi		STPN-052-1(113)--2J-49	W.42	

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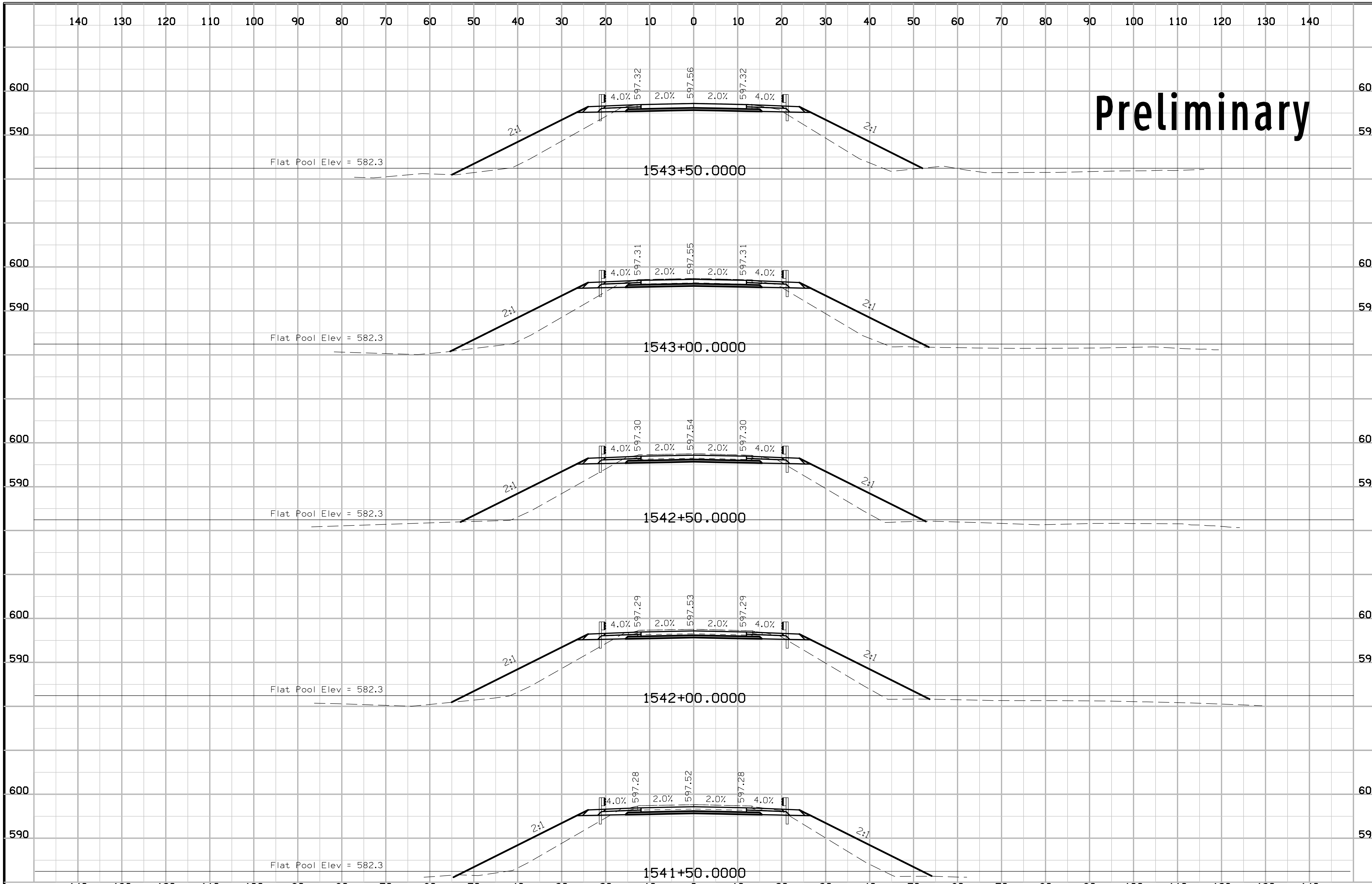
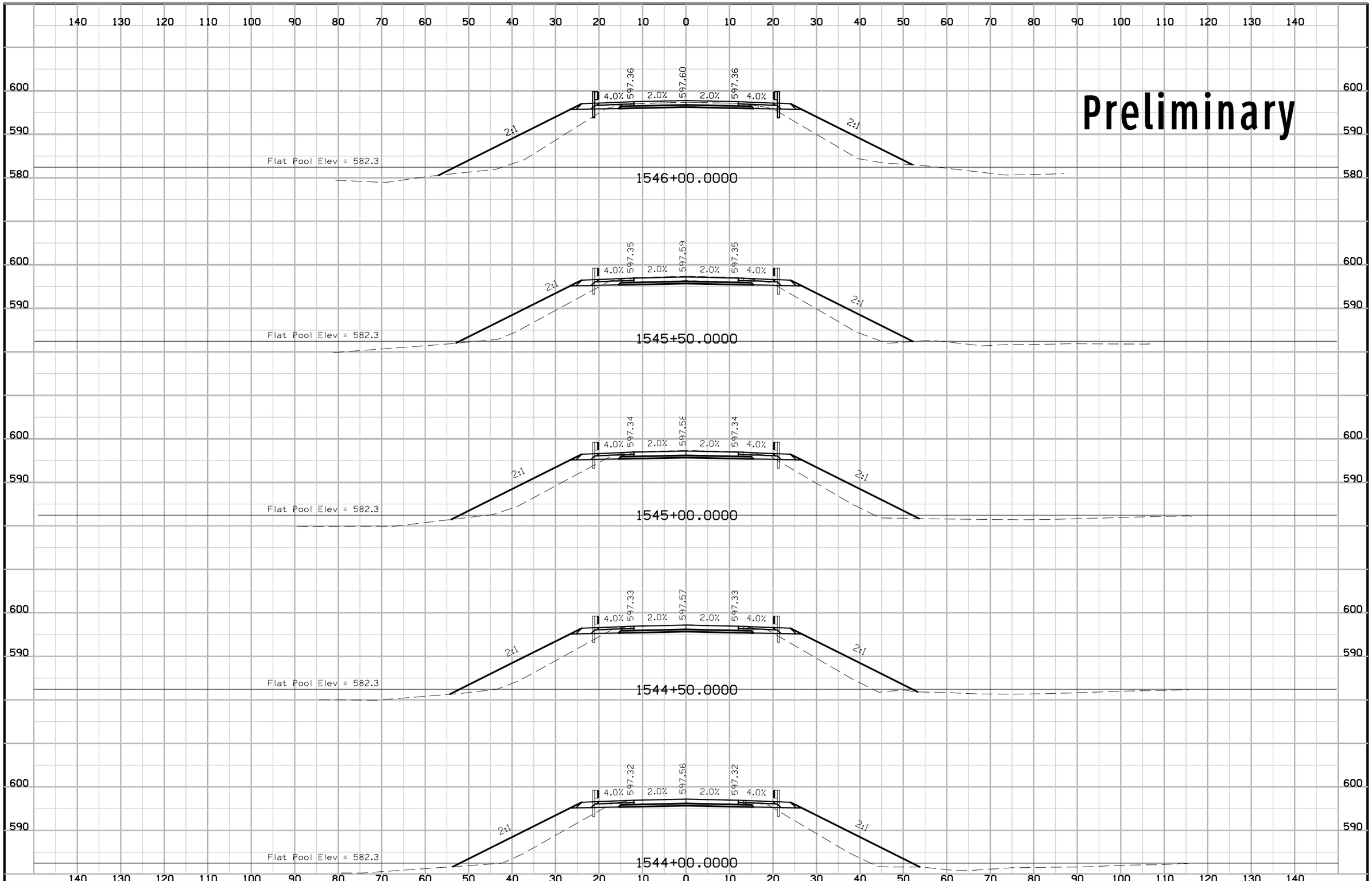


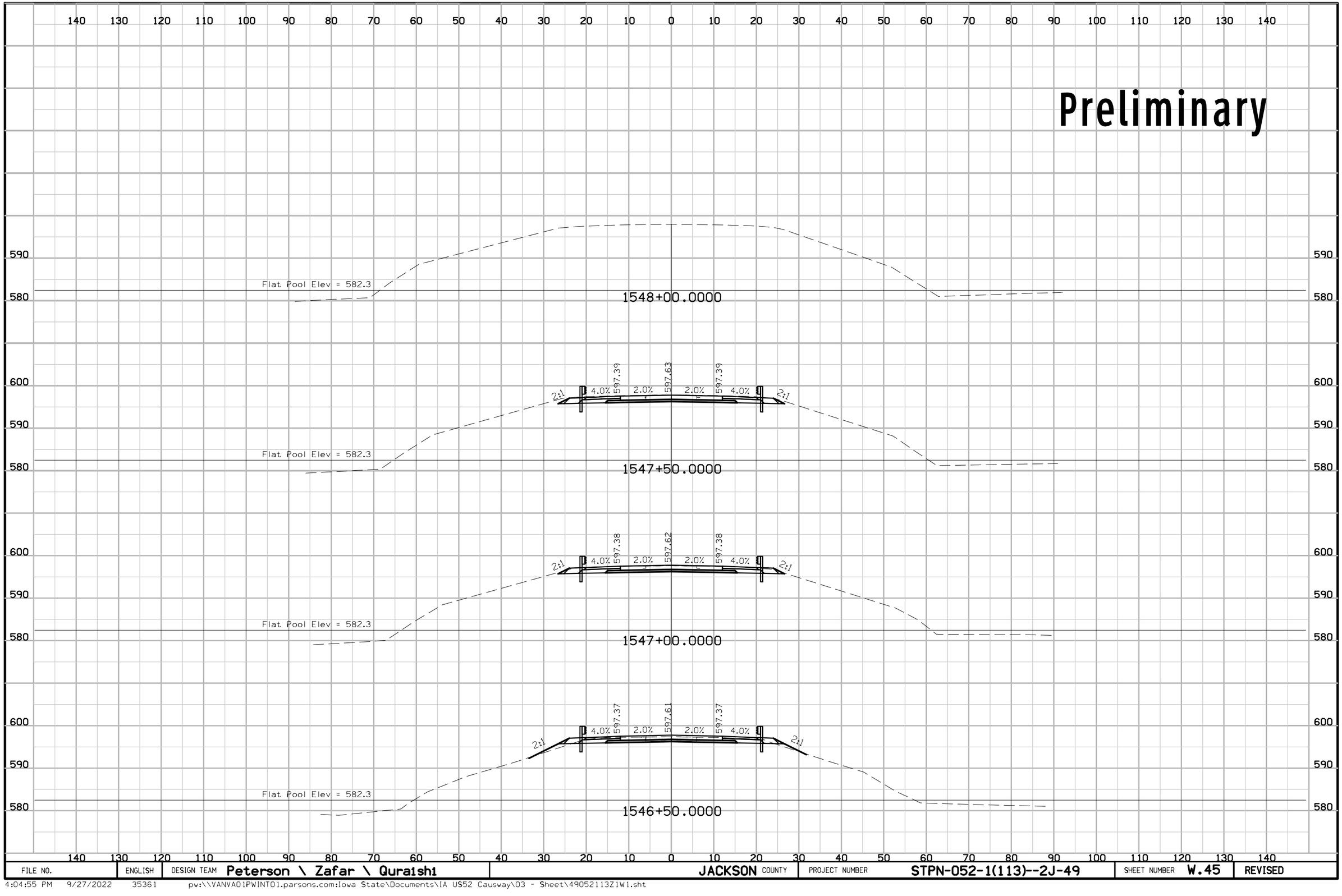
FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Quraishi		JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.43	REVISED

4:04:54 PM 9/27/2022 35361 pw:\\VANVA01PWINT01.parsons.com:Iowa State\Documents\IA US52 Causway\03 - Sheet\49052113Z1W1.sht

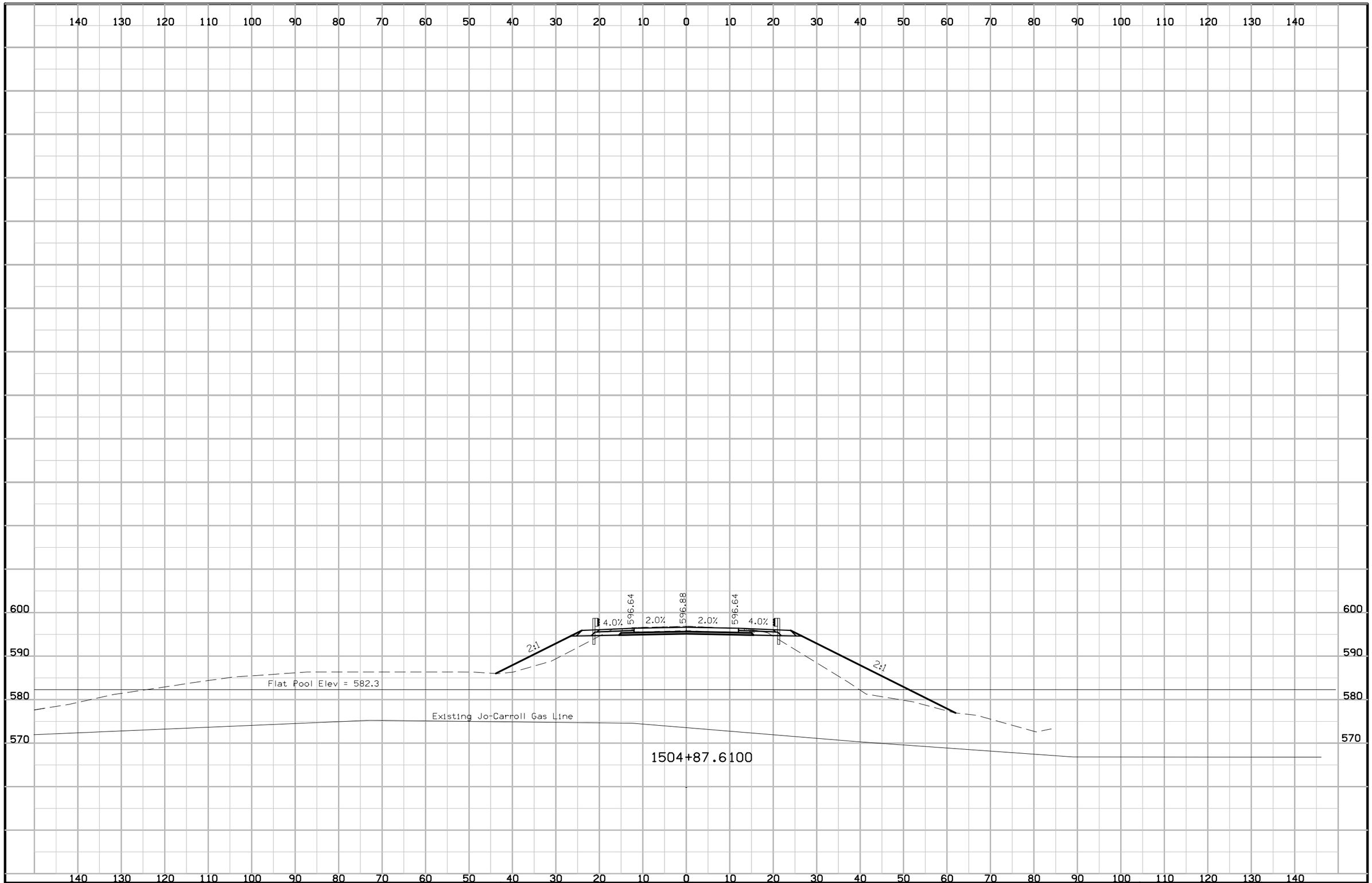


FILE NO.	ENGLISH	DESIGN TEAM	JACKSON COUNTY	PROJECT NUMBER	SHEET NUMBER	REVISED
		Peterson \ Zafar \ Quraishi		STPN-052-1(113)--2J-49	W.44	

Preliminary



FILE NO.	ENGLISH	DESIGN TEAM	JACKSON COUNTY	PROJECT NUMBER	SHEET NUMBER	REVISED
		Peterson \ Zafar \ Qurai shi		STPN-052-1(113)--2J-49	W.45	



FILE NO.	ENGLISH	DESIGN TEAM Peterson \ Zafar \ Qurai shi	JACKSON COUNTY	PROJECT NUMBER STPN-052-1(113)--2J-49	SHEET NUMBER W.46	REVISED