PCC OVERLAY
LETTING DATE: DECEMBER 15, 2026
STP-S-TSF-C092(134)--5P-92
WASHINGTON COUNTY

STANDARD ROAD PLANS
STANDARD ROAD PLANS ARE LISTED ON SHEET C.01

IOWA | DOT
Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE
FARM-TO-MARKET SYSTEM

WASHINGTON COUNTY

PROJECT NO. STP-S-TSF-C092(134)--5P-92

PCC OVERLAY

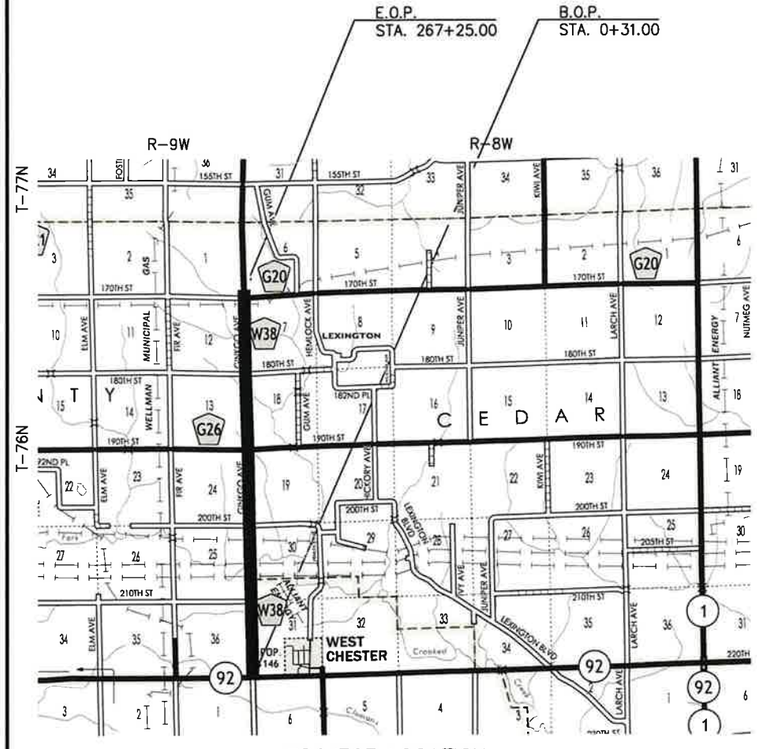
ON GINKGO AVENUE, FROM IA 92 N TO PAST 170TH STREET INTERSECTION

REFER TO THE PROPOSAL FORM FOR THE LIST OF APPLICABLE SPECIFICATIONS

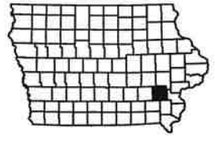
TOTAL SHEETS 30

INDEX OF SHEETS — 105-3, 10-18-05

NO.	DESCRIPTION
A.01	TITLE SHEET
B.01	TYPICAL SECTIONS
B.02	ROAD DETAILS
C.01	BID ITEMS, BID ITEM NOTES
C.02–C.03	TABULATIONS
D.01–19	PLAN AND PROFILE – MAINLINE
G.01	SURVEY MONUMENTS
L.01–L.03	INTERSECTION DETAILS
S.01	SIDEWALK COMPLIANCE – TRAIL CONNECTION



PROJECT LOCATION



0 1 2 MI

910 V.P.D. (2022)

MILEAGE SUMMARY — 105-1, 09-27-94

DIV.	LOCATION	LIN, FT.	MILES
1	GINKGO AVE (W-38)		
	STA. 0+31.00 TO 267+25.00	26,694.00	5.056
	TOTAL	26,694.00	5.056

UTILITY CONTACTS

COMPANY	UTILITY	CONTACT	PHONE NUMBER
ALLIANT ENERGY	ELECTRIC	MIKE ADRIAN	319-551-5455
AUREON NETWORK SERVICES	COMMUNICATION	JEFF KLOKO	515-830-0445
ITC TRANSMISSION	ELECTRIC	CHAD LEVI	319-899-9969
MEDIACOM	COMMUNICATION	CARL NORTON	319-594-6201
WAPELLO RURAL WATER	WATER	PHIL BECHERT	641-682-8351
WELLMAN COOP TELEPHONE ASSOCIATION	COMMUNICATION	DION SCHMINKE	319-646-6075
WINDSTREAM	COMMUNICATION	JEREMY MARSHALL	319-385-5004
WELLMAN MUNICIPAL UTILITIES	WATER	TIM GARRETT	319-330-1354

IOWA ONE CALL
800 / 292-8989
TOLL FREE
CALL - BEFORE - YOU - DIG

APPROVED

David Thomas 8/20/26
WASHINGTON COUNTY ENGINEER — DATE

Marcus Fedler
MARCUS FEDLER

Robert C. Yoder
ROBERT C. YODER

Stan Stoops
STAN STOOPS

Jack Seward
JACK SEWARD

Richard Young
RICHARD YOUNG

BOARD OF SUPERVISORS — DATE

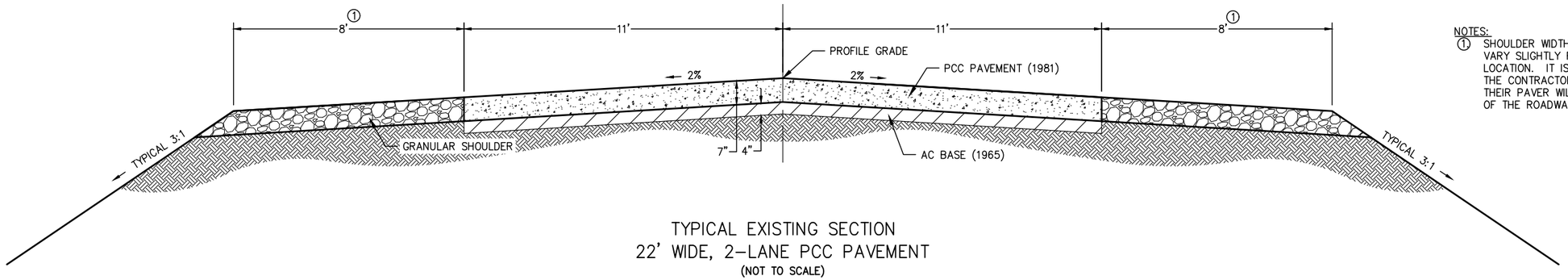
LICENSED PROFESSIONAL ENGINEER
DAVID R. PATTERSON
17148
IOWA

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.

David Patterson DATE: 08/19/2026
DAVID R. PATTERSON

MY LICENSE RENEWAL DATE IS DECEMBER 31, 2027.
PAGES OR SHEETS COVERED BY THIS SEAL:
A.01, B.01-02, C.01-03, D.01-19, G.01, L.01-L.03, S.01
(30 SHEETS TOTAL)

WASH-01
08-07-2025



NOTES:
① SHOULDER WIDTH IS TYPICAL AND WILL VARY SLIGHTLY FROM LOCATION TO LOCATION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THEIR PAVER WILL FIT ALONG ALL AREAS OF THE ROADWAY.

TYPICAL EXISTING SECTION
22' WIDE, 2-LANE PCC PAVEMENT
(NOT TO SCALE)

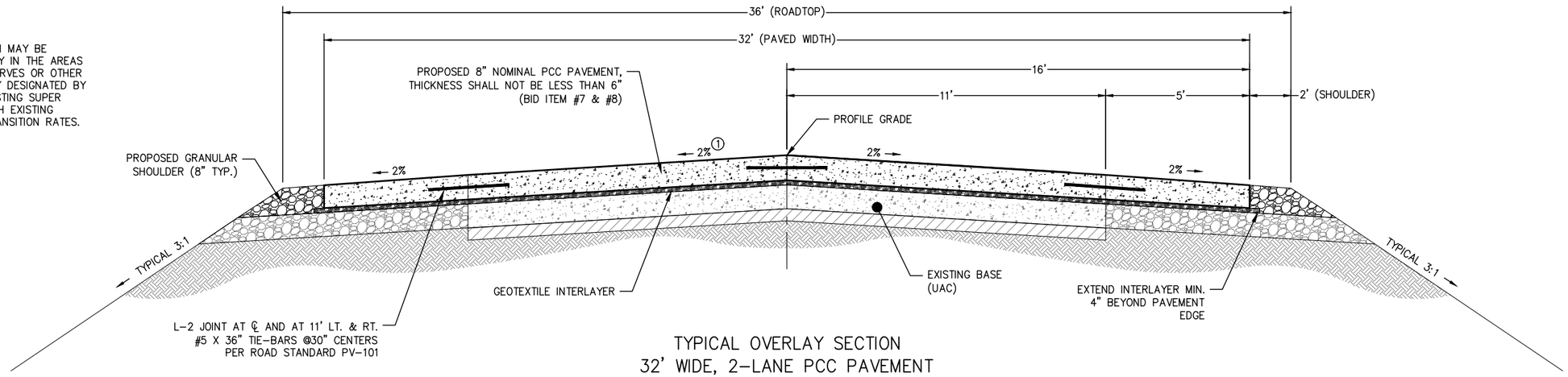
EXISTING PAVEMENT

102-5
04-18-17

NO.	LOCATION					YEAR	TYPE	PROJECT NUMBER	SURFACE		BASE		SUBBASE		REMOVAL		COURSE AGGREGATE			REINFORCEMENT	REMARKS
	COUNTY	ROUTE	DIR. OF TRAVEL	BEG. REF LOC.	END REF. LOC.				TYPE	DEPTH IN	TYPE	DEPTH IN	TYPE	DEPTH IN	TYPE	DEPTH IN	SOURCE	TYPE	DURABILITY CLASS	TYPE	
1	WASHINGTON	W-38	BOTH	0+00	267+25	1981	PCC	SN-7856(1)--51-92	PCC	8"-7"-8"	AC	4	LIMESTONE	6			KAISER, WEST CHESTER	2	2	½" X 3' @ 48" C/C	

WASH-02
08-08-2025

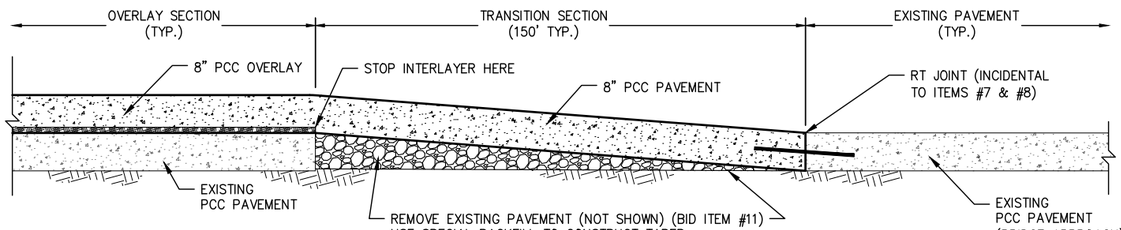
NOTES:
① TYPICAL SECTION SHOWN MAY BE MODIFIED APPROPRIATELY IN THE AREAS OF SUPER ELEVATED CURVES OR OTHER LOCATIONS SPECIFICALLY DESIGNATED BY THE ENGINEER. AT EXISTING SUPER ELEVATED AREAS, MATCH EXISTING CROSS SLOPES AND TRANSITION RATES.



TYPICAL OVERLAY SECTION
32' WIDE, 2-LANE PCC PAVEMENT
(NOT TO SCALE)

TYPICAL SECTIONS

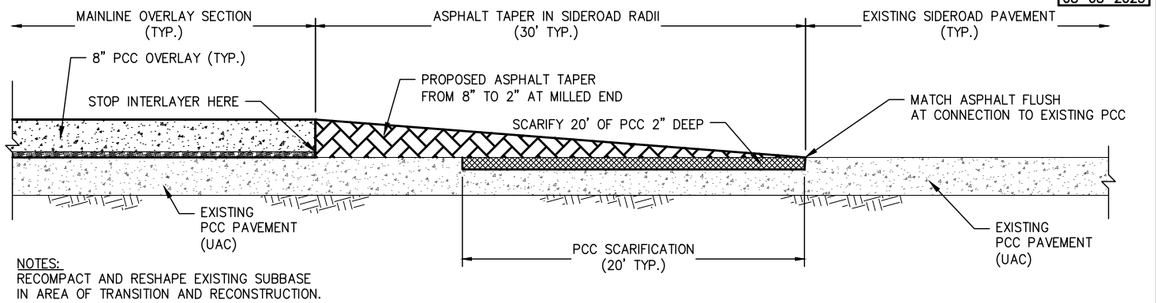
WASH-03
08-08-2025



NOTES:
RECOMPACT AND RESHAPE EXISTING SUBBASE
IN AREA OF TRANSITION AND RECONSTRUCTION.

PAVEMENT TRANSITION DETAIL
(NOT TO SCALE)

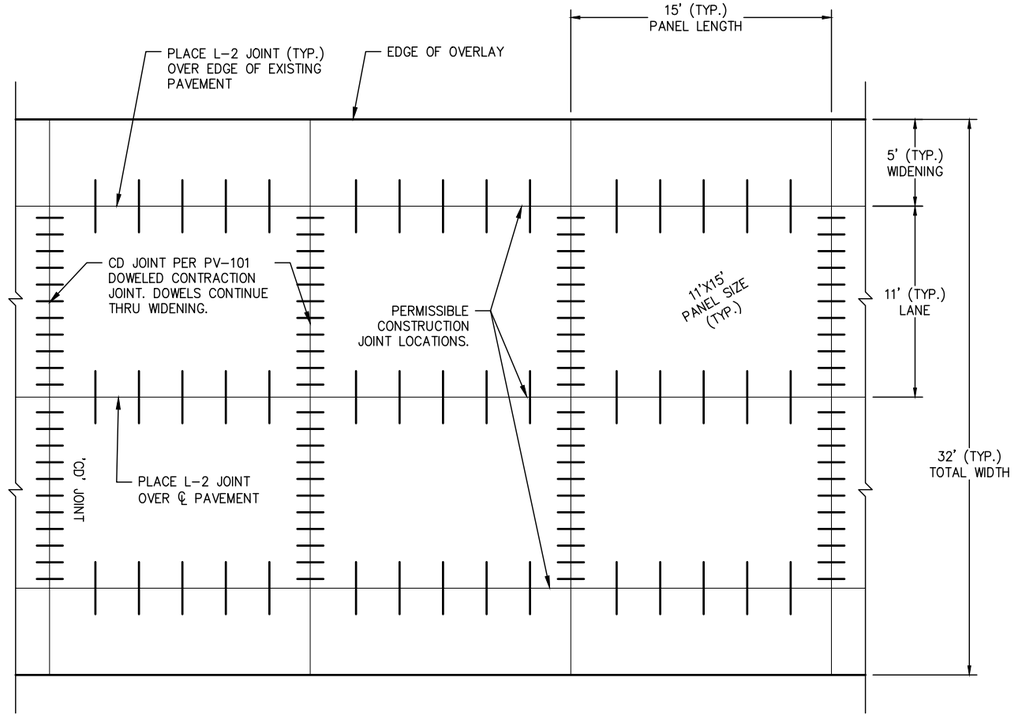
WASH-05
08-08-2025



NOTES:
RECOMPACT AND RESHAPE EXISTING SUBBASE
IN AREA OF TRANSITION AND RECONSTRUCTION.

PAVED SIDEORAD TRANSITION DETAIL
(NOT TO SCALE)

WASH-04
08-08-2025



TYPICAL JOINT LAYOUT
32' WIDE, 2-LANE PCC PAVEMENT
(NOT TO SCALE)

ROAD DETAILS

TOTAL ESTIMATED QUANTITIES

DIVISION 1–STBG FUNDS
DIVISION 2–TSIP FUNDS
DIVISION 3–HSIP FUNDS

100–1C
04–17–12

REF.	CODE NO.	ITEM	UNIT	DIV 1	DIV 2	DIV 3	TOTAL
1	2102–0425070	SPECIAL BACKFILL	TON	378	--	--	378
2	2121–7425020	GRANULAR SHOULDERS, TYPE B	TON	7,207	--	--	7,207
3	2213–7100400	RELOCATION OF MAILBOXES	EACH	11	--	--	11
4	2214–5145150	PAVEMENT SCARIFICATION, NOMINAL THICKNESS	SY	556	--	--	556
5	2303–1033500	HMA STANDARD TRAFFIC, SURFACE COURSE, 1/2 IN. MIX, NO SPECIAL FRICTION REQUIREMENT	TON	262	--	--	262
6	2303–1258283	ASPHALT BINDER, PG 58–28S, STANDARD TRAFFIC	TON	15.70	--	--	15.70
7	2310–5151040	PORTLAND CEMENT CONCRETE OVERLAY, FURNISH ONLY	CY	15,785	7,175	--	22,960
8	2310–5151045	PORTLAND CEMENT CONCRETE OVERLAY, PLACEMENT ONLY	SY	64,598	29,363	--	93,961
9	2310–8300550	PAVEMENT INTERLAYER GEOTEXTILE	SY	64,776	29,444	--	94,220
10	2317–7000110	PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE	EACH	40,000	--	--	40,000
11	2510–6745850	REMOVAL OF PAVEMENT	SY	1,206	--	--	1,206
12	2526–8285040	CONSTRUCTION SURVEY–LOCATION SURVEY	LS	1.00	--	--	1.00
13	2527–9263209	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT–BASED	STA	123.28	--	532.96	656.24
14	2527–9270112	GROOVES CUT FOR PAVEMENT MARKINGS	STA	--	--	532.96	532.96
15	2528–8445110	TRAFFIC CONTROL	LS	0.69	0.31	--	1.00
16	2533–4980005	MOBILIZATION	LS	0.69	0.31	--	1.00
17	2548–0000260	DIAMOND GROUND SHOULDER SINUSOIDAL RUMBLE STRIPS, PCC SURFACE	STA	--	--	467.40	467.40
18	2548–0000365	DIAMOND GROUND CENTERLINE SINUSOIDAL RUMBLE STRIPS, PCC SURFACE	STA	--	--	250.55	250.55

REF. ITEM NOTES

1. SPECIAL BACKFILL
   THIS MATERIAL WILL FORM A WEDGE TO TRANSITION THE SUBGRADE FROM THE EXISTING PAVEMENT SECTION TO THE OVERLAY PAVEMENT SECTION. SEE SHEET L.01 & L.02 FOR LOCATIONS. SEE PROFILE DETAIL WASH–03 ON SHEET B.02.

2. GRANULAR SHOULDERS, TYPE B
   SEE TYPICAL WASH–02 ON SHEET B.01.
   SEE "QUANTITY SUMMARY" TABULATION ON THIS SHEET.
   AGGREGATE SHALL CONTAIN SUFFICIENT MOISTURE TO OBTAIN COMPACTION.
   QUANTITY INCLUDES MATERIAL FOR 52 ENTRANCES (15 TONS PER ENTRANCE) AND 6 GRAVEL SIDEROADS (45 TONS PER SIDEROAD).

3. RELOCATION OF MAILBOXES
   THE CONTRACTOR SHALL RELOCATE MAILBOXES ALONG THE PROJECT TO A TEMPORARY LOCATION TO ACCOMMODATE UNIMPEDED MAIL DELIVERY DURING CONSTRUCTION. THE CONTRACTOR SHALL FURNISH NEW 4"X4" TREATED WOOD POSTS IF EXISTING POST IS DAMAGED DURING REMOVAL OR IN TOO POOR CONDITION TO REUSE. VERIFY LOCATION WITH ENGINEER PRIOR TO REPLACEMENT.
   METHOD OF MEASUREMENT: THE ENGINEER WILL COUNT EACH MAILBOX THAT IS RELOCATED AND REPLACED.
   BASIS OF PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE FOR EACH MAILBOX RELOCATED AND REPLACED.

4. PAVEMENT SCARIFICATION
   THIS ITEM APPLIES TO MILLING 2 IN. OUT OF THE EXISTING PCC AT THE THREE PAVED SIDEROADS OF THE PROJECT. SEE DETAIL WASH–05. SEE SHEET L.03 FOR LOCATIONS. ACCEPTABLE MATERIAL MAY BE INCORPORATED INTO SHOULDERS; OVERSIZED MATERIAL SHALL BE DISPOSED OF BY CONTRACTOR OFF SITE.
   THIS ITEM ALSO COVERS MILLING OUT THE EXISTING ASPHALT WEDGE AT THE END OF THE PROJECT THAT WAS PLACED DURING A PREVIOUS OVERLAY. SEE SHEET L.03 FOR DETAILS. THE EXISTING ASPHALT THICKNESS VARIES FROM 0" THICK TO 8" THICK.

5. HOT MIX ASPHALT STANDARD TRAFFIC, SURFACE COURSE, 1/2 IN. MIX, NO SPECIAL FRICTION REQUIREMENT
   SEE SHEET L.03 FOR LOCATIONS. SEE DETAIL WASH–05 ON SHEET B.02.

6. ASPHALT BINDER, PG 58–28S, STANDARD TRAFFIC
   SEE SHEET L.03 FOR LOCATION. SEE DETAIL WASH–05 ON SHEET B.02.
   QUANTITY CALCULATED AT 6.0% ASPHALT BINDER.

7. PORTLAND CEMENT CONCRETE OVERLAY, FURNISH ONLY
   REFER TO TYPICAL WASH–02 ON B.01.
   CERTIFIED PLANT INSPECTION WILL BE PERFORMED BY WASHINGTON COUNTY.
   CONCRETE MIX SHALL BE C–4. COARSE AGGREGATE DURABILITY SHALL BE 3I.
   ITEM INCLUDES CONCRETE TO BE PLACED AT ONE PAVED DRIVES (SHEET L.01).
   NO FLY ASH WILL BE ALLOWED IN THE CONCRETE MIXTURE.
   ITEM QUANTITY INCLUDES A 10% PLANNED OVERRUN TO ACCOUNT FOR POSSIBLE GRADE CORRECTIONS.

8. PORTLAND CEMENT CONCRETE OVERLAY, PLACEMENT ONLY
   REFER TO TYPICAL WASH–02 ON B.01.
   REFER TO STANDARD ROAD PLAN PV–101 FOR JOINTING.
   DOWELED CONTRACTION JOINTS ('CD' JOINTS) ARE REQUIRED AT 15' SPACING. REFER TO TYPICAL WASH–04 ON B.02 FOR PLACEMENT DETAILS.
   ITEM INCLUDES PLACEMENT OF ONE PAVED DRIVE AND ONE PAVED TRAIL CONNECTION (SHEET L.01).
   ITEM INCLUDES TWO (2) SIDEWALK DETECTABLE WARNINGS AS SHOWN (SHEETS L.01 AND S.01) AS INCIDENTAL TO BID ITEM.

9. PAVEMENT INTERLAYER GEOTEXTILE
   SEE TAB 106–7 ON THIS SHEET.
   ITEM INCLUDES 32'–8 WIDTH TO ACCOMMODATE 4 IN. BEYOND BOTH OVERLAY EDGES (SEE DETAIL WASH–02 ON SHEET B.01).
   INTERLAYER SHALL BE 14.7 OZ/YD2 @170 MIL, TYPICAL WEIGHT GEOTEXTILE MATERIAL.
   REFER TO THE "DEVELOPMENTAL SPECIFICATIONS FOR PAVEMENT INTERLAYER GEOTEXTILE FOR PCC OVERLAYS" INCLUDED IN THE PROPOSAL FORM.

10. PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE
    THIS ITEM IS FOR THE POTENTIAL INCENTIVE PAYMENT THE CONTRACTOR MAY EARN PER THE STANDARD SPECIFICATION. THE MAX INCENTIVE A CONTRACTOR MAY EARN IS $400 PER 0.1 MILE (528') PER LANE FOR A TOTAL OF $40,000. THE STIPULATED UNIT PRICE FOR THIS ITEM IS $1.00.

11. REMOVAL OF PAVEMENT
    ITEM COVERS REMOVAL OF THE PAVED DRIVEWAY, PAVEMENT AT THE B.O.P., AND THE TWO BRIDGE APPROACHES.
    SEE LOCATIONS ON SHEETS L.01 & L.02.
    ALL REMOVALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF ACCORDINGLY. SAWCUTS FOR REMOVALS ARE CONSIDERED INCIDENTAL TO THE BID ITEM.

12. CONSTRUCTION SURVEY – LOCATION SURVEY
    WASHINGTON COUNTY WILL BE RESPONSIBLE FOR LAND SURVEY MONUMENT PRESERVATION.
    WASHINGTON COUNTY HAS PROVIDED A LIST OF PRIMARY CONTROL MONUMENTS NEAR THE PROJECT ON SHEET G.01.
    WASHINGTON COUNTY HAS PROVIDED AN XML CENTERLINE ALIGNMENT SUITABLE FOR AUTOMATED MACHINE CONTROL WITH THE CONTRACT DOCUMENTS.
    THE CONTRACTOR IS TO NOTE THAT A PROFILE GRADE IS NOT BEING PROVIDED AND THAT THE CONTRACTOR WILL BE REQUIRED TO CROSS SECTION THE ROADWAY AND DESIGN A PROFILE GRADE AS STATED IN THE STANDARD SPECIFICATIONS.
    IF THE CONTRACTOR ELECTS TO USE AUTOMATED MACHINE CONTROL, THE CONTRACTOR WILL ALSO PREPARE THE SURFACE MODEL AS STATED IN THE STANDARD SPECIFICATIONS.

13. PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT–BASED
    SEE TAB 108–22 ON SHEET C.02.
    WHITE EDGE LINES SHALL BE 6 IN. WIDE AND YELLOW CENTER LINES SHALL BE 4 IN. WIDE.

14. GROOVES CUT FOR PAVEMENT MARKINGS
    SEE TAB 108–22 ON SHEET C.02. ITEM COVERS 6" WHITE EDGE LINES ONLY.

15. TRAFFIC CONTROL
    SEE TABULATIONS 108–23A ON THIS SHEET.
    WASHINGTON COUNTY WILL ERECT AND MAINTAIN THE SIGNED DETOUR.
    BID ITEM INCLUDES ALL SAFETY CLOSURES NECESSARY TO PROTECT CURING CONCRETE.
    AS SOON AS PAVEMENT REACHES MATURITY FOR EACH DAY OF PAVING, THE CONTRACTOR SHALL FURNISH AND PLACE SIGNING AS PER TC–202 (BOTH SIDES OF ROAD).

16. MOBILIZATION
    --

14. DIAMOND GROUND SHOULDER SINUSOIDAL RUMBLE STRIPS, PCC SURFACE
    SEE TAB 112–10 ON SHEET C.03.

14. DIAMOND GROUND CENTERLINE SINUSOIDAL RUMBLE STRIPS, PCC SURFACE
    SEE TAB 112–10 ON SHEET C.03.

TABULATION OF FABRIC REINFORCEMENT FOR CONTROL OF REFLECTIVE CRACKING

106–7
08–15–22

BEGIN STATION	END STATION	SIDE	WIDTH (LF)	AREA (SY)
2+27.00	81+02.00	BOTH	32'–8	28,610.0
BRIDGE GAP				
86+67.00	267+25.00	BOTH	32'–8	65,610.0
TOTAL				94,220.0

RELOCATION OF MAILBOXES

STATION	ADDRESS	QUANTITY	LANDOWNER
13+22	2170	1	
18+40	2153	1	
51+50	2104	1	
62+04	2075	1	
95+33	2025	1	
133+00	1945	1	
139+27	1930	1	
154+51	1910	1	
189+16	1836	1	
220+95	1775	1	
248+45	1724	1	
TOTAL		11	

TRAFFIC CONTROL PLAN

108–23A
08–15–22

1. COUNTY ROUTE W–38 (GINKGO AVENUE) WILL BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION. CONSTRUCTION SHALL BE STAGED SO THAT RESIDENTS ALONG THE PROJECT ROUTE WILL HAVE ACCESS TO THEIR HOMES AND DRIVEWAYS DAILY.
2. A DETOUR FOR TRAFFIC WILL BE PROVIDED BY WASHINGTON COUNTY. DETOUR RELATED TRAFFIC CONTROL DEVICES ARE NOT INCLUDED IN THIS CONTRACT. THEY WILL BE PROVIDED, INSTALLED, AND MAINTAINED BY THE COUNTY.
3. TRAFFIC CONTROL ON THIS PROJECT SHALL BE FOUND IN ACCORDANCE WITH THE TC SERIES STANDARD ROAD PLANS FOUND IN TABULATION 105–4 ON THIS SHEET. FOR ADDITIONAL COMPLEMENTARY INFORMATION, REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AS ADOPTED BY THE DEPARTMENT PER 761 OF THE IOWA ADMINISTRATIVE CODE (IAC), CHAPTER 130 AND THE CURRENT STANDARD SPECIFICATIONS.
4. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.
5. WHERE POSSIBLE, ALL POST MOUNTED SIGNS SHALL BE PLACED AT LEAST 2 FEET BEYOND THE CURB OR EDGE OF SHOULDER.
6. THE LOCATION FOR STORAGE OF EQUIPMENT BY THE CONTRACTOR DURING NONWORKING HOURS SHALL BE AS APPROVED BY THE ENGINEER.
7. PROPOSED SIGN SPACING MAY BE MODIFIED AS APPROVED BY THE ENGINEER TO MEET EXISTING FIELD CONDITIONS OR TO PREVENT OBSTRUCTION OF THE MOTORIST'S VIEW OF PERMANENT SIGNING.
8. PROPOSED CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE APPROVED BY THE ENGINEER BEFORE CHANGES ARE MADE.
9. WASHINGTON COUNTY MAINTENANCE SHALL SALVAGE EXISTING ROAD MARKERS AFTER THE ROAD IS CLOSED.
10. WASHINGTON COUNTY SHALL ERECT AND MAINTAIN ANY NECESSARY PEDESTRIAN CLOSURE OR DETOURS.

STANDARD ROAD PLANS

105–4
04–16–24

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

NUMBER	DATE	TITLE
MI–210	10–21–2025	PCC DRIVEWAYS AND ALLEYS
MI–220	04–15–2025	DETECTABLE WARNINGS
PM–110	10–15–2024	LINE TYPES
PM–115	10–20–2026	GROOVING FOR LINE TYPES
PV–12	10–20–2026	SHOULDER RUMBLE STRIPS
PV–13	10–20–2026	CENTERLINE RUMBLE STRIPS
PV–101	10–20–2026	JOINTS
TC–202	04–18–2023	WORK WITHIN 15 FT OF TRAVELED WAY
TC–232	10–21–2014	SHOULDER RUMBLE STRIP OPERATIONS
TC–233	10–17–2017	PAVEMENT MARKING OPERATIONS (TWO–LANE)
TC–252	10–20–2026	ROUTES CLOSED TO TRAFFIC

QUANTITIES SUMMARY

LOCATION			CONCRETE				ASPHALT		SHOULDER ROCK	SPECIAL BACKFILL
ITEM	STATION TO STATION		REMOVAL (SY)	SCARIFY (SY)	PLACE (SY)	PLACE (CY)	PLACE (TON)	BINDER (TON)	(TONS)	(TONS)
BOP CONNECTION	0+77.00	2+27.00	378							126
GINKGO MAINLINE *	0+77.00	82+52.00			29,066	7,105			1908	
S. BR. APPROACH	81+02.00	82+52.00	389							126
N. BR APPROACH	85+17.00	86+67.00	367							126
GINKGO MAINLINE *	85+17.00	267+25.00			64,740	15,825			4249	
190TH ST – WEST	158+70.00			167			77	4.60		
190TH ST – EAST	158+70.00			167			77	4.60		
170TH ST – EAST	264+51.00			222			108	6.50		
GRAVEL DRIVES (52)									780	
GRAVEL ROADS (6)									270	
PAVED TRAIL (1)	16+20.00				94	16				
PAVED DRIVES (1)	18+25.00		72		61	14				
TOTAL			1,206	556	93,961	22,960	262	15.70	7,207	378

* NOTE: MAINLINE CY VOLUME INCLUDES A 10% OVERRUN TO ACCOUNT FOR POSSIBLE GRADE CORRECTIONS.

BID ITEMS, BID ITEM NOTES

PAVEMENT MARKING LINE TYPES

108-22
10-21-25

SEE PM-110 *BCY4 - PLACE ON THE SAME SIDE OF THE ROADWAY TO MATCH EXISTING MARKINGS NEAR THE PROJECT. **NPY4 - FOR ESTIMATING PURPOSES ONLY. NO PASSING ZONE LINES WILL BE LOCATED IN THE FIELD.

BCY4: BROKEN CENTERLINE (YELLOW) @ 0.17 DCY4: DOUBLE CENTERLINE (YELLOW) @ 1.34 NPY4: NO PASSING ZONE LINE (YELLOW) @ 0.84 BLW4: BROKEN LANE LINE (WHITE) @ 0.17 ELW4: EDGE LINE RIGHT (WHITE) @ 0.64
ELW6: EDGE LINE RIGHT (WHITE) @ 1.00

LINE NO.	ROAD ID	STATION	STATION	LANE	MARKING TYPE	LEFT	CENTER	RIGHT	GROOVE MARKING NEEDED	GROOVE QTY (STA)	BCY4 * FACTORED (STA)	DCY4 FACTORED (STA)	NPY4 ** FACTORED (STA)	ELW6 FACTORED (STA)	SLW2 FACTORED (STA)		REMARKS
DIV 3																	
1	GINKGO AVE	0+77	267+25	NB	WATERBORNE/SOLVENT PAINT			X	YES	266.48				266.48			6" WIDE EDGE LINES
2	GINKGO AVE	0+77	267+25	SB	WATERBORNE/SOLVENT PAINT			X	YES	266.48				266.48			6" WIDE EDGE LINES
DIV 1																	
3	GINKGO AVE	0+50		SB	WATERBORNE/SOLVENT PAINT		X		NO						1.20		STOP BAR
4	GINKGO AVE	0+50	7+65	NB	WATERBORNE/SOLVENT PAINT		X		NO				6.01				
5	GINKGO AVE	7+65	12+05	NB	WATERBORNE/SOLVENT PAINT		X		NO		0.75						
6	GINKGO AVE	12+05	15+74	NB	WATERBORNE/SOLVENT PAINT		X		NO				3.10				
7	GINKGO AVE	15+74	17+12	NB	WATERBORNE/SOLVENT PAINT		X		NO			1.85					
8	GINKGO AVE	17+12	20+47	NB	WATERBORNE/SOLVENT PAINT		X		NO				2.81				
9	GINKGO AVE	20+47	21+73	NB	WATERBORNE/SOLVENT PAINT		X		NO		0.21						
10	GINKGO AVE	21+73	29+92	NB	WATERBORNE/SOLVENT PAINT		X		NO				6.88				
11	GINKGO AVE	29+92	30+69	NB	WATERBORNE/SOLVENT PAINT		X		NO			1.03					
12	GINKGO AVE	30+69	39+79	NB	WATERBORNE/SOLVENT PAINT		X		NO				7.64				
13	GINKGO AVE	39+79	45+69	NB	WATERBORNE/SOLVENT PAINT		X		NO		1.00						
14	GINKGO AVE	45+69	54+26	NB	WATERBORNE/SOLVENT PAINT		X		NO				7.20				
15	GINKGO AVE	54+26	71+40	NB	WATERBORNE/SOLVENT PAINT		X		NO			22.97					
16	GINKGO AVE	71+40	80+63	NB	WATERBORNE/SOLVENT PAINT		X		NO				7.75				
17	GINKGO AVE	80+63	147+90	NB	WATERBORNE/SOLVENT PAINT		X		NO		11.44						
18	GINKGO AVE	147+90	156+30	NB	WATERBORNE/SOLVENT PAINT		X		NO				7.06				
19	GINKGO AVE	156+30	220+38	NB	WATERBORNE/SOLVENT PAINT		X		NO		10.89						
20	GINKGO AVE	220+38	229+67	NB	WATERBORNE/SOLVENT PAINT		X		NO				7.80				
21	GINKGO AVE	229+67	231+13	NB	WATERBORNE/SOLVENT PAINT		X		NO			1.96					
22	GINKGO AVE	231+13	239+47	NB	WATERBORNE/SOLVENT PAINT		X		NO				7.01				
23	GINKGO AVE	239+47	267+25	NB	WATERBORNE/SOLVENT PAINT		X		NO		4.72						
24	GINKGO AVE	264+50		NB	WATERBORNE/SOLVENT PAINT		X		NO						2.00		STOP BAR (170TH ST)
									TOTALS	532.96	29.01	27.81	63.26	532.96	3.20	656.24	

TOTAL BID ITEM - "GROOVES CUT FOR PAVEMENT MARKINGS" (STA)	532.96 STATIONS
TOTAL BID ITEM - "PAINTED PAVEMENT MARKINGS, WATERBORNE/SOLVENT" (STA)	656.24 STATIONS

TABULATIONS

MILLED RUMBLE STRIPS

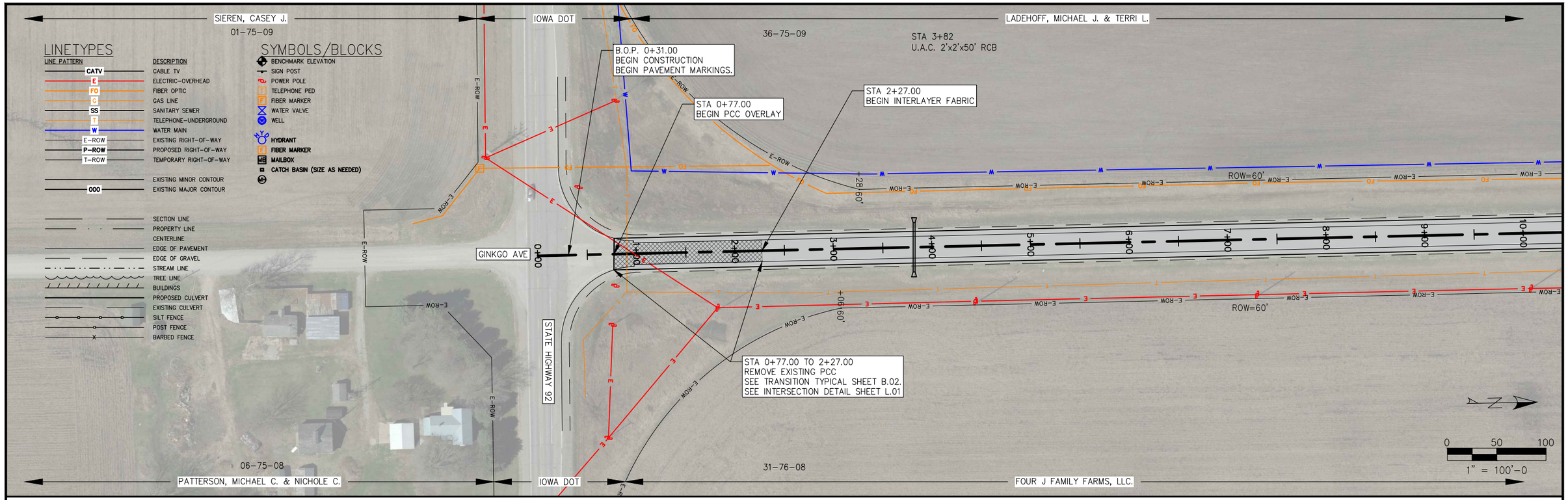
112-10
10-20-26

SEE PV-12 AND PV-13.

* CALCULATED AT 18" WIDTH FOR SHOULDER. ** FOR USE WITH PENETRATING ENGINEERED FOG SEAL. CALCULATED AT 2" WIDER THAN RUMBLE STRIPS.

LINE NO.	ROAD IDENTIFICATION	STATION FROM	STATION TO	RUMBLE STRIP LANE	RUMBLE STRIP TYPE	FOG SEAL TYPE	L (IN)	PCC LENGTH (STA)	HMA LENGTH (STA)	FOR SEAL * SHOULDER (GAL)	FOG SEAL (SY)**	EFFECTIVE SHOULDER WIDTH PCC (FT)	EFFECTIVE SHOULDER WIDTH HMA (FT)	EFFECTIVE SHOULDER WIDTH GRANULAR/EARTH (FT)	REMARKS
DIV 3															
1	GINKGO AVE	1+80	52+17		CENTERLINE	--	20	50.37							
2	GINKGO AVE	53+67	82+20		CENTERLINE	--	20	28.53							
3	GINKGO AVE	85+40	105+00		CENTERLINE	--	20	19.60							
4	GINKGO AVE	106+50	156+90		CENTERLINE	--	20	50.40							
5	GINKGO AVE	160+50	210+75		CENTERLINE	--	20	50.25							
6	GINKGO AVE	212+25	262+71		CENTERLINE	--	20	50.46							
7	GINKGO AVE	266+31	267+25		CENTERLINE	--	20	0.94							
			TOTAL BID ITEM "DIAMOND GROUND CENTERLINE SINUSOIDAL RUMBLE STRIPS, PCC SURFACE"					250.55							
DIV 3															
8	GINKGO AVE	1+80	10+73	NB	SHOULDER	--	12	8.93							
9	GINKGO AVE	16+66	49+49	NB	SHOULDER	--	12	32.83							
10	GINKGO AVE	51+79	82+20	NB	SHOULDER	--	12	30.41							
11	GINKGO AVE	85+40	103+95	NB	SHOULDER	--	12	18.55							
12	GINKGO AVE	106+25	137+65	NB	SHOULDER	--	12	31.37							
13	GINKGO AVE	139+92	151+08	NB	SHOULDER	--	12	11.16							
14	GINKGO AVE	155+14	156+90	NB	SHOULDER	--	12	1.76							
15	GINKGO AVE	159+70	187+55	NB	SHOULDER	--	12	27.85							
16	GINKGO AVE	190+97	209+70	NB	SHOULDER	--	12	18.73							
17	GINKGO AVE	212+00	246+55	NB	SHOULDER	--	12	34.55							
18	GINKGO AVE	248+85	262+71	NB	SHOULDER	--	12	13.86							
19	GINKGO AVE	265+51	267+25	NB	SHOULDER	--	12	1.74							
20	GINKGO AVE	267+25	2+31	SB	SHOULDER	--	12	0.94							
21	GINKGO AVE	262+05	221+88	SB	SHOULDER	--	12	40.17							
22	GINKGO AVE	219+58	213+30	SB	SHOULDER	--	12	6.28							
23	GINKGO AVE	211+00	160+50	SB	SHOULDER	--	12	50.50							
24	GINKGO AVE	157+70	135+67	SB	SHOULDER	--	12	22.03							
25	GINKGO AVE	132+40	108+71	SB	SHOULDER	--	12	23.69							
26	GINKGO AVE	105+25	97+00	SB	SHOULDER	--	12	8.25							
27	GINKGO AVE	94+70	84+20	SB	SHOULDER	--	12	10.50							
28	GINKGO AVE	82+20	63+71	SB	SHOULDER	--	12	18.49							
29	GINKGO AVE	61+41	54+72	SB	SHOULDER	--	12	6.69							
30	GINKGO AVE	52+42	20+05	SB	SHOULDER	--	12	32.37							
31	GINKGO AVE	17+75	16+80	SB	SHOULDER	--	12	0.95							
32	GINKGO AVE	15+80	1+00	SB	SHOULDER	--	12	14.80							
			TOTAL BID ITEM "DIAMOND GROUND SHOULDER SINUSOIDAL RUMBLE STRIPS, PCC SURFACE"					467.40							

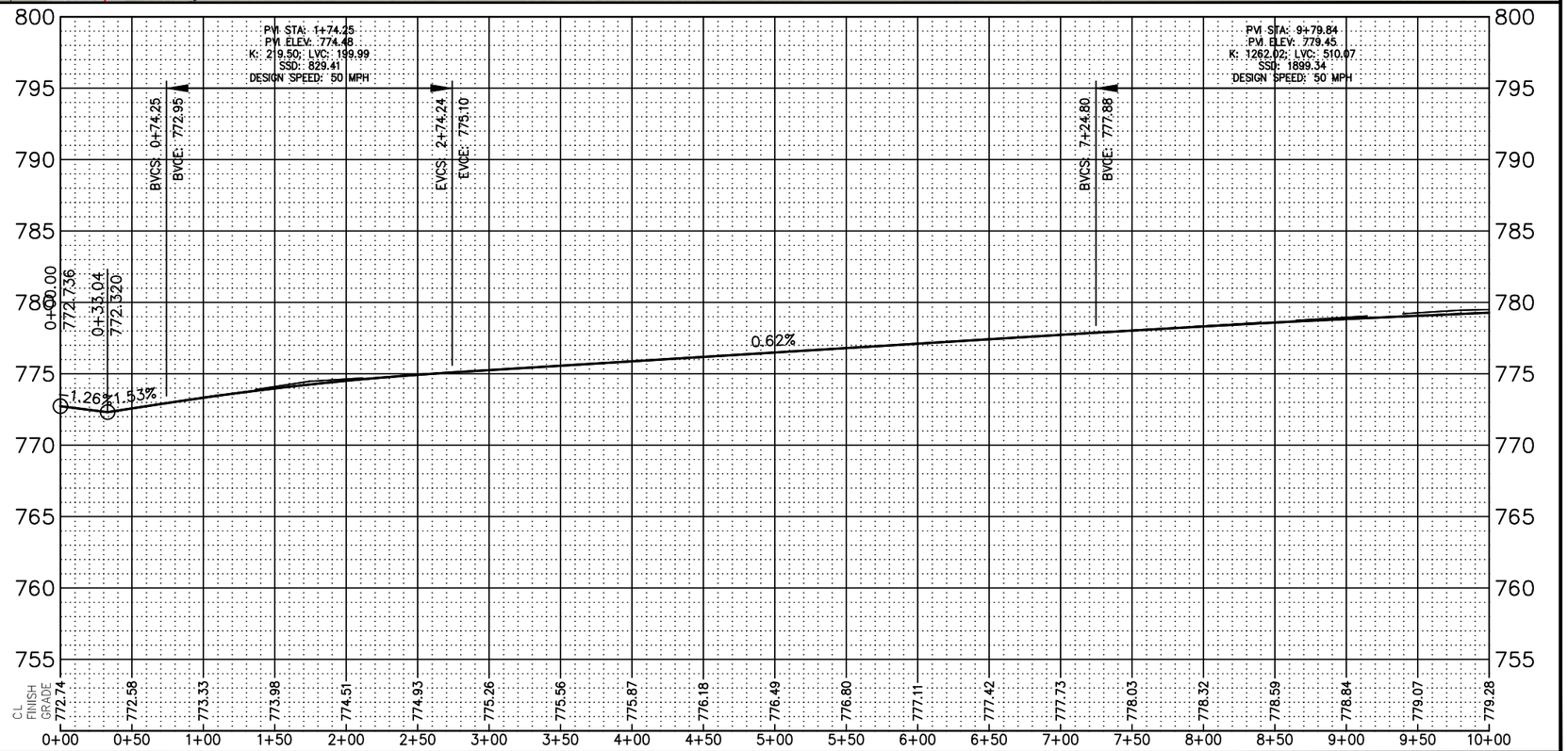
TABULATIONS

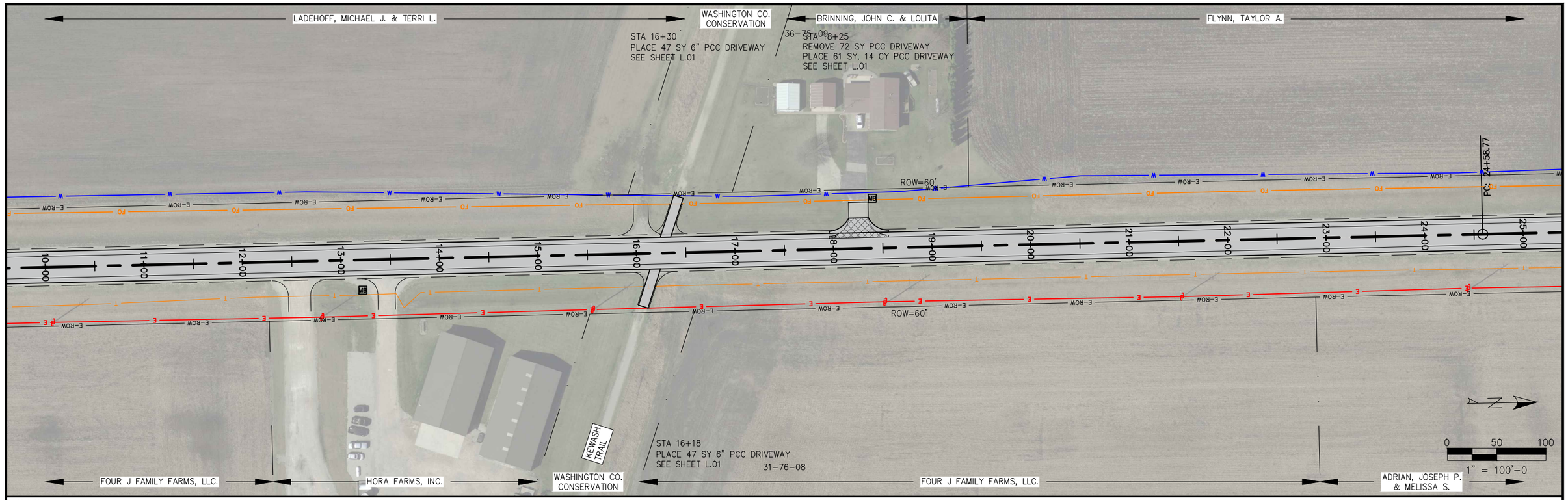


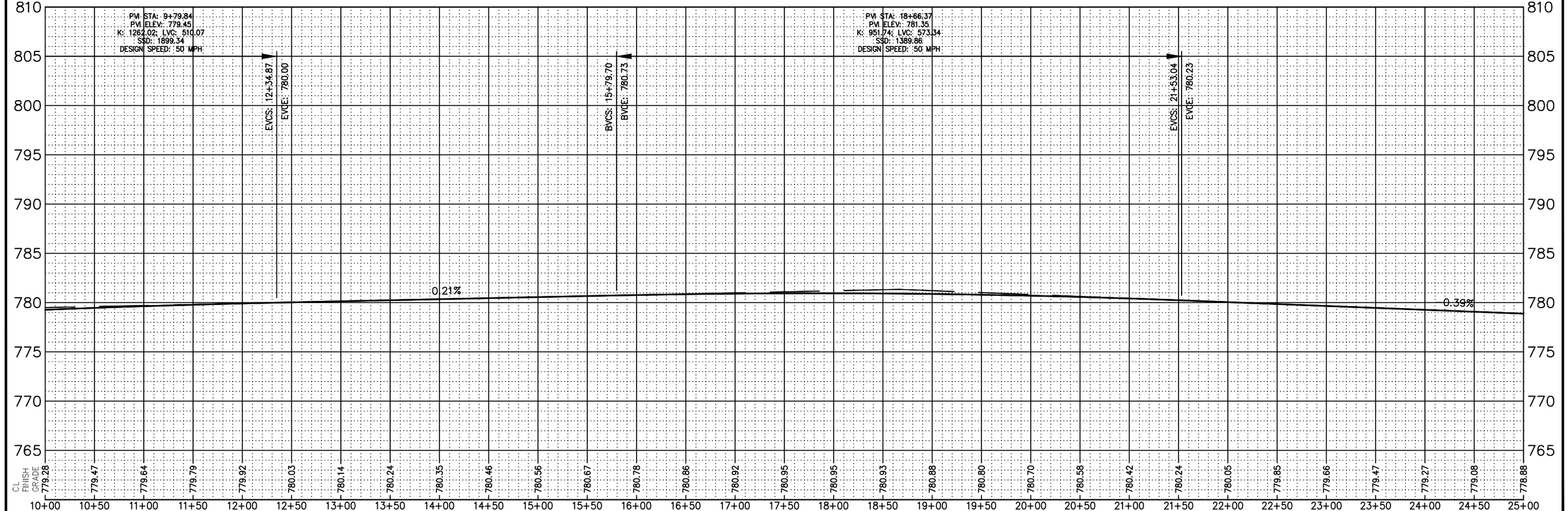
WASH-201
08-07-2025

PROFILE GRADE

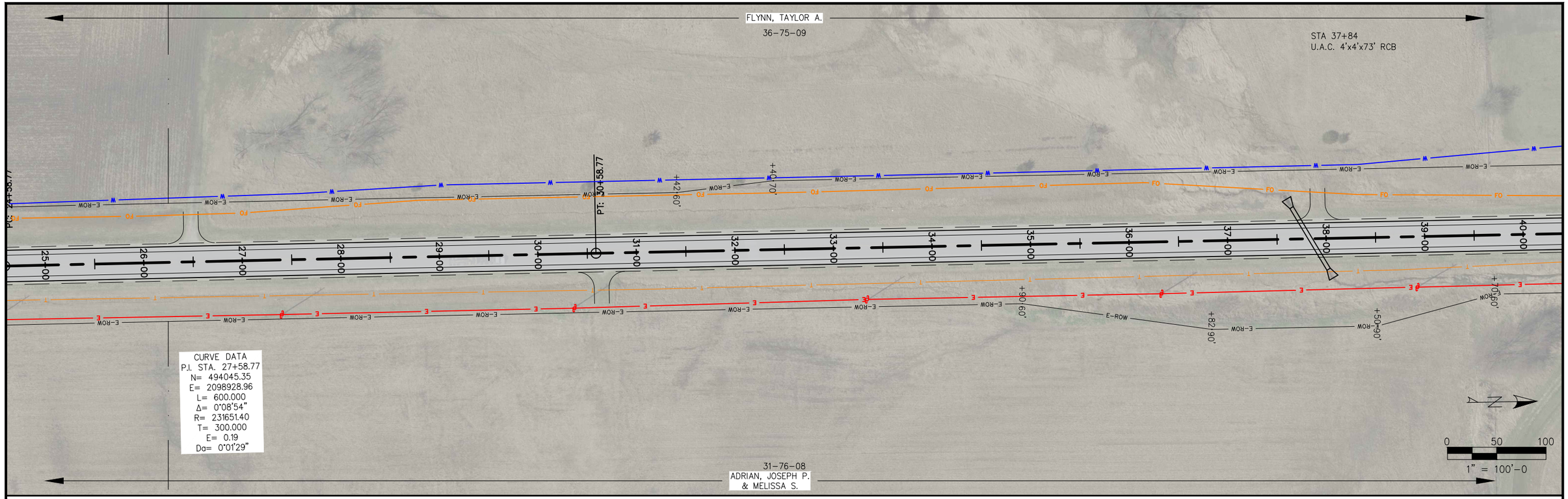
THE CONTRACTOR TO NOTE THAT A FINISHED GRADE SURFACE PROFILE GRADE IS NOT BEING PROVIDED AND THAT THEY WILL BE REQUIRED TO CROSS SECTION THE ROADWAY AND DESIGN A PROFILE GRADE AS STATED IN THE STANDARD SPECIFICATIONS (BID ITEM #12)
PROFILE GRADE INFORMATION SHOWN IS APPROXIMATE.

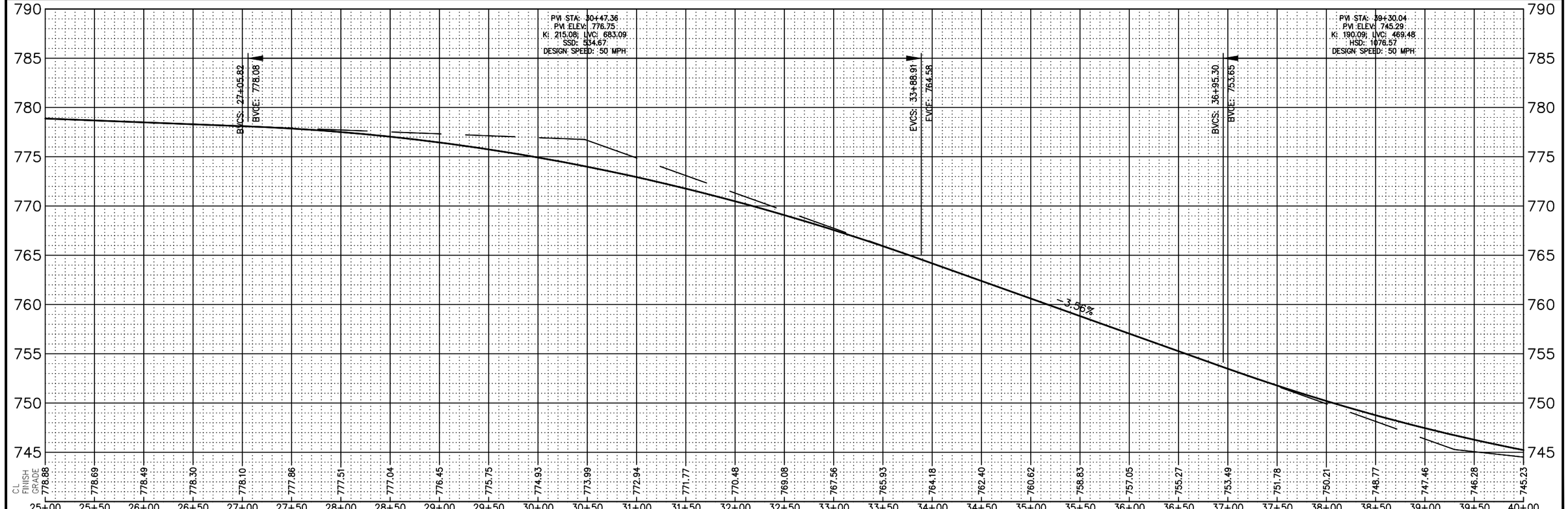






FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.02





FILE: _PLAN AND PROFILE - PHASE 2.DWG | WASHINGTON COUNTY | PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92 | SHEET NUMBER D.03

STATLET, KEITH D. TRUST & STATLER FARMS, INC.

36-75-09

FISHER, KEITH D. & DORRIS R. TRUST

STA 41+61
U.A.C. 6'x6'x106' RCB

STA 46+00
U.A.C. 8'x8'x100' RCB

STA 52+31
U.A.C. 2'x2'x46' RCB

210TH ST

E-ROW

FO

W

E

T

+35.90'
+61.70'
+85.90'
+08.60'
+69.60'
+54.70'
+57.70'
+23.65'
+03.60'
+65.59'
+72.70'
+44.70'
+50.60'

40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00

31-76-08

FORINASH, MICHAEL A. & CONNIE S.

FISHER, KEITH D. & DORRIS R. TRUST

0 50 100
1" = 100'-0

PVI STA: 39+30.04
PVI ELEV: 745.29
K: 190.09; LVC: 469.48
HSD: 1076.57
DESIGN SPEED: 50 MPH

EVCS: 41+64.78
EVCE: 742.72

BVCS: 44+16.35
BVCE: 739.96

PVI STA: 46+39.03
PVI ELEV: 737.52
K: 84.85; LVC: 445.35
HSD: 384.49
DESIGN SPEED: 50 MPH

EVCS: 48+61.70
EVCE: 746.77

BVCS: 50+19.67
BVCE: 753.33

PVI STA: 54+26.85
PVI ELEV: 770.24
K: 190.58; LVC: 814.36
SSD: 503.30
DESIGN SPEED: 50 MPH

-1.10%

4.15%

C.L. FINISH GRADE
745.23 744.32 743.53 742.88 742.33 741.78 741.23 740.69 740.14 739.66 739.46 739.55 739.94 740.62 741.59 742.87 744.43 746.29 748.36 750.44 752.51 754.57 756.50 758.30 759.97 761.51 762.91 764.19 765.33 766.35 767.23

785 780 775 770 765 760 755 750 745 740

40+00 40+50 41+00 41+50 42+00 42+50 43+00 43+50 44+00 44+50 45+00 45+50 46+00 46+50 47+00 47+50 48+00 48+50 49+00 49+50 50+00 50+50 51+00 51+50 52+00 52+50 53+00 53+50 54+00 54+50 55+00

FILE: _PLAN AND PROFILE - PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.04

STATLET, KEITH D. TRUST & STATLER FARMS, INC.

B.I.C. INC.

25-75-09

STA 59+65
U.A.C. 2'x2'x87' RCB

STA 63+43
U.A.C. 3'x2'x85' RCB

+01.65'
+39.50'
+80.00'
+26.65'
+11.65'
+39.85'
+60.60'
+16.85'
+09.85'
+85.50'
+76.50'
+83.80'

55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00 69+00 70+00

E-ROW W E

36" DIA
36" DIA
26" DIA

HIGH PRESSURE NATURAL GAS LINES (X3)

0 50 100
1" = 100'-0

30-76-08

FISHER, KEITH D. & DORRIS R. TRUST

PVI STA: 54+26.85
PVI ELEV: 770.24
K: 190.58; LVC: 814.36
SSD: 503.30
DESIGN SPEED: 50 MPH

EVCS: 581+34.03
EVCE: 769.76

PVI STA: 70+39.96
PVI ELEV: 768.31
K: 172.49; LVC: 833.61
SSD: 478.82
DESIGN SPEED: 50 MPH

BVCS: 661+23.15
BVCE: 768.81

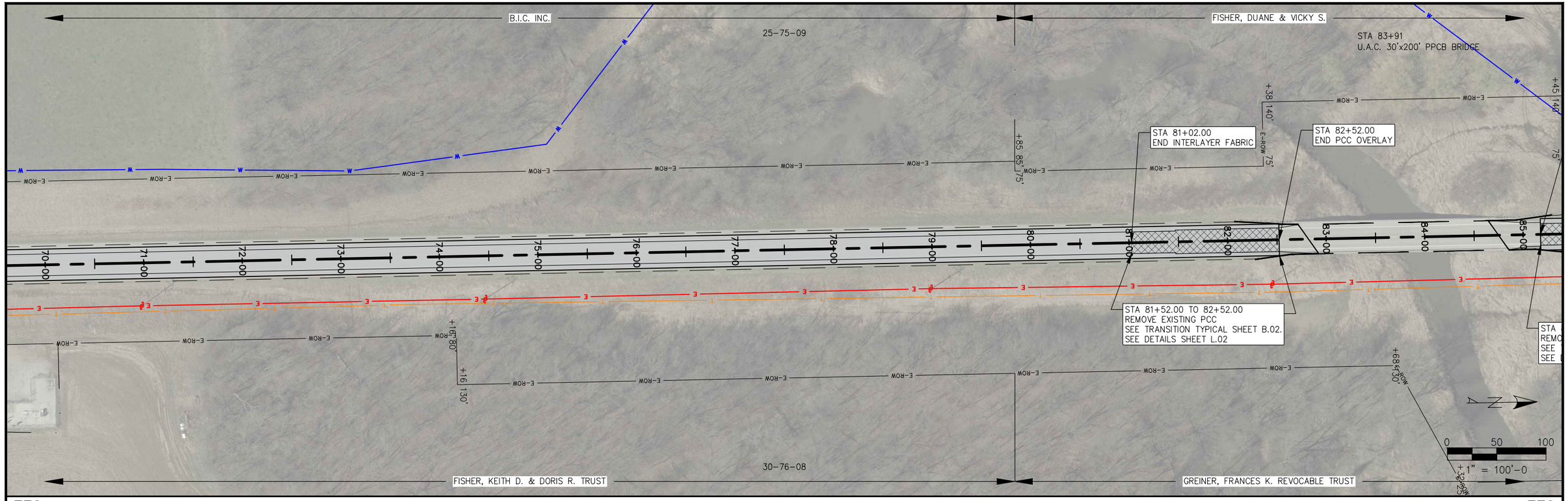
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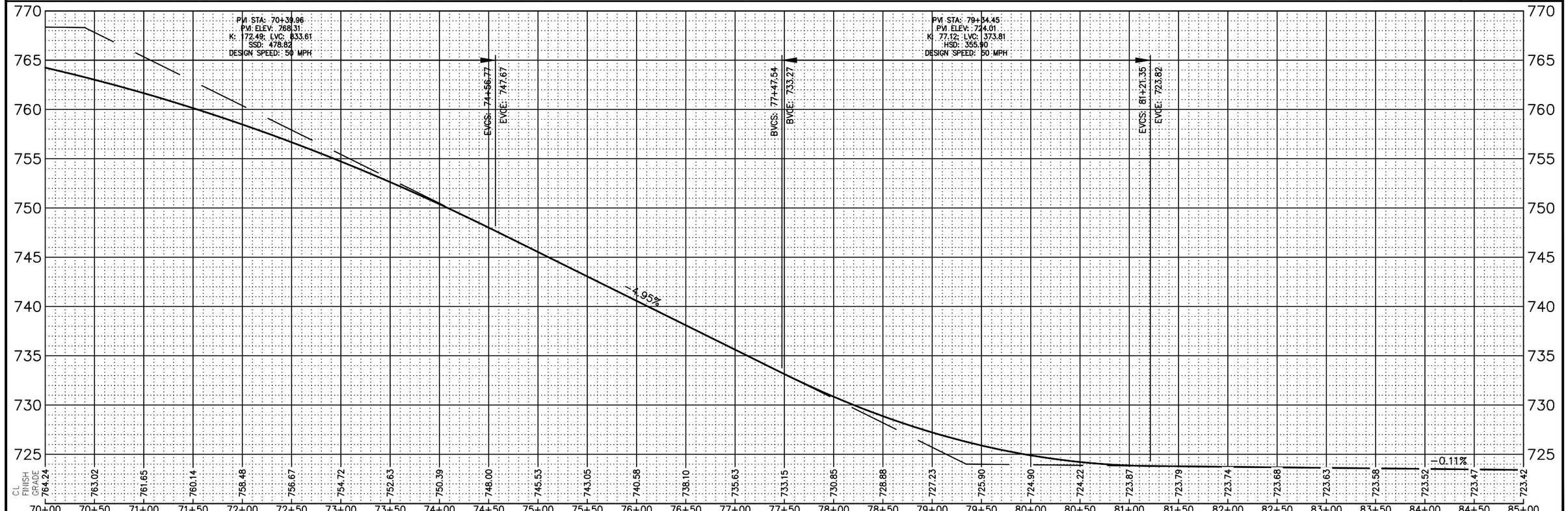
800 795 790 785 780 775 770 765 760 755

C.L. FINISH GRADE
767.23 767.98 768.60 769.09 769.44 769.67 769.77 769.74 769.68 769.62 769.56 769.50 769.44 769.38 769.32 769.26 769.20 769.14 769.08 769.02 768.96 768.90 768.84 768.76 768.55 768.19 767.69 767.05 766.26 765.32 764.24

55+00 55+50 56+00 56+50 57+00 57+50 58+00 58+50 59+00 59+50 60+00 60+50 61+00 61+50 62+00 62+50 63+00 63+50 64+00 64+50 65+00 65+50 66+00 66+50 67+00 67+50 68+00 68+50 69+00 69+50 70+00

FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.05





FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.06

FISHER, DUANCE & VICKY S.
25-75-09

STA 95+27
U.A.C. 4'x3'x94' RCB

STA 85+17.00
BEGIN PCC PAVING

STA 87+17.00
BEGIN INTERLAYER FABRIC

STA 85+17.00 TO 86+17.00
REMOVE EXISTING PCC
SEE TRANSITION TYPICAL SHEET B.02.
SEE DETAILS SHEET L.02

145' E-ROW
75'
60'
E-ROW

MB

0 50 100
1" = 100'-0

30-76-08
GREINER, FRANCES K. REVOCABLE TRUST

PVI STA: 89+19.89
PVI ELEV: 722.98
K: 236.59; LVC: 386.51
HSD: ???
DESIGN SPEED: 50 MPH

BVCS: 87+26.63
BVCE: 723.18

EVCS: 91+13.14
EVCE: 725.93

PVI STA: 97+38.59
PVI ELEV: 735.49
K: 210.27; LVC: 428.47
HSD: 2178.76
DESIGN SPEED: 50 MPH

BVCS: 95+24.36
BVCE: 732.22

EVCS: 99+52.82
EVCE: 743.13

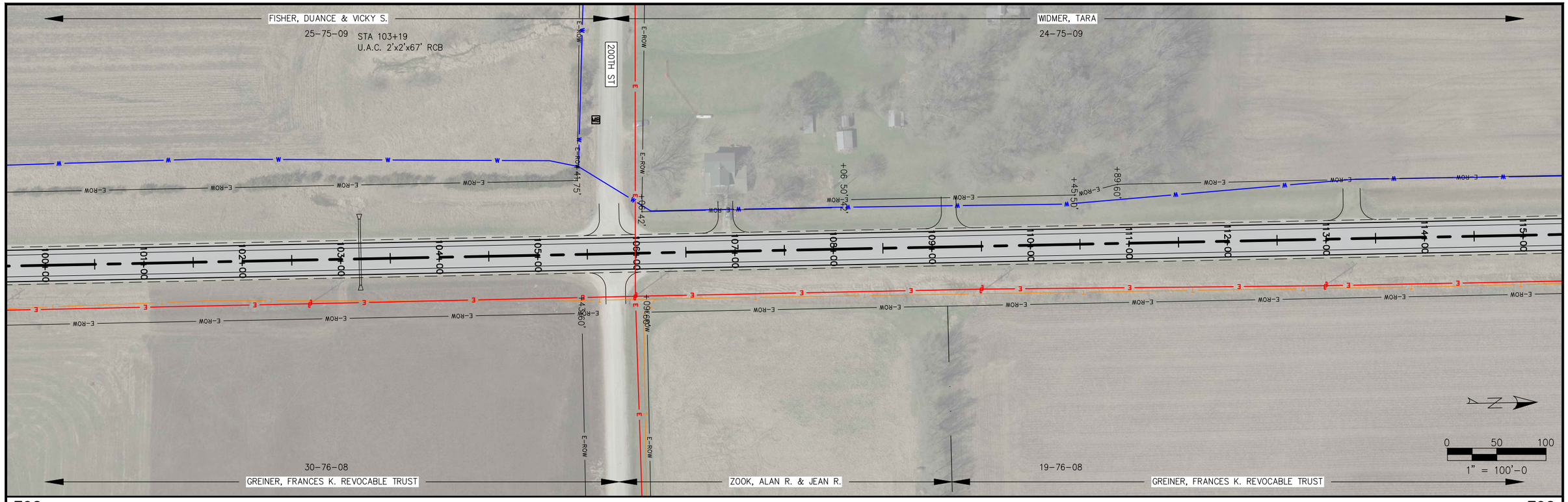
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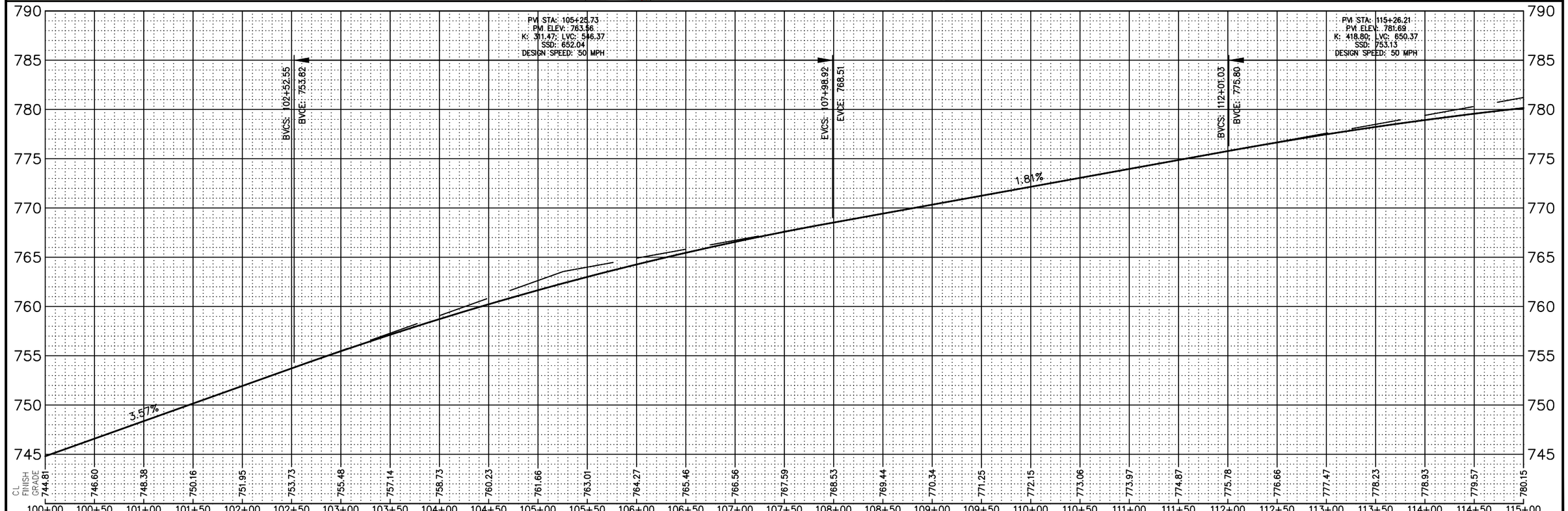
C.L. FINISH GRADE
723.42 723.37 723.31 723.26 723.21 723.17 723.22 723.37 723.63 724.00 724.47 725.05 725.73 726.49 727.26 728.02 728.79 729.55 730.32 731.08 731.84 732.62 733.51 734.51 735.63 736.88 738.24 739.72 741.31 743.03 744.81

85+00 85+50 86+00 86+50 87+00 87+50 88+00 88+50 89+00 89+50 90+00 90+50 91+00 91+50 92+00 92+50 93+00 93+50 94+00 94+50 95+00 95+50 96+00 96+50 97+00 97+50 98+00 98+50 99+00 99+50 100+00

760 755 750 745 740 735 730 725 720 715

FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.07

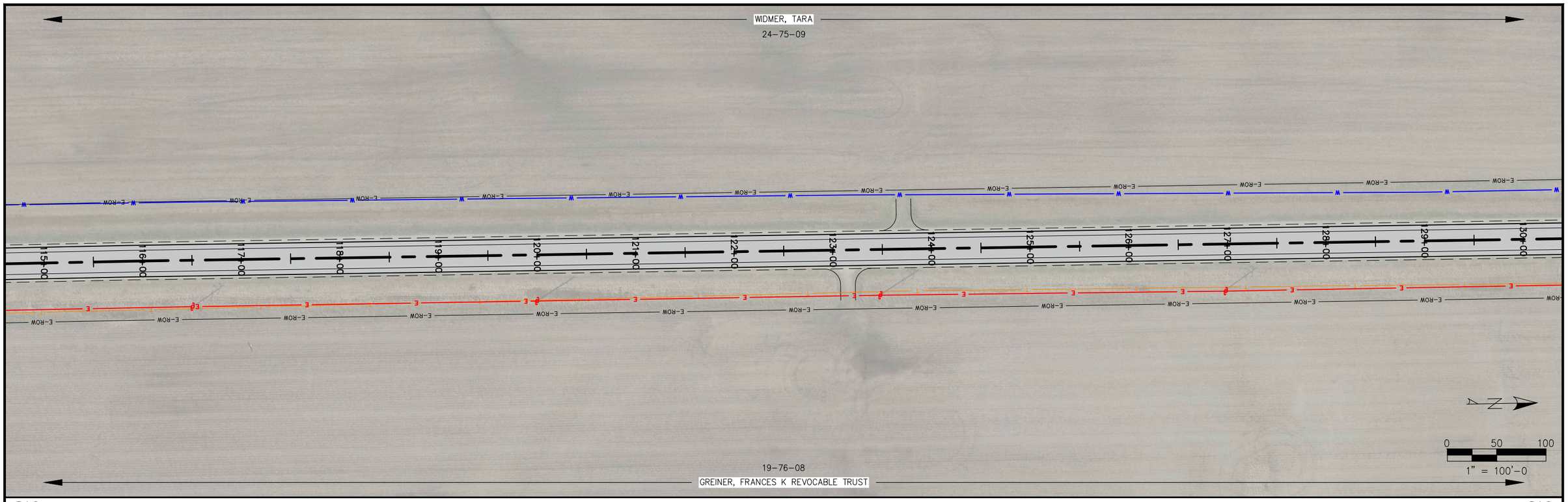




FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.08

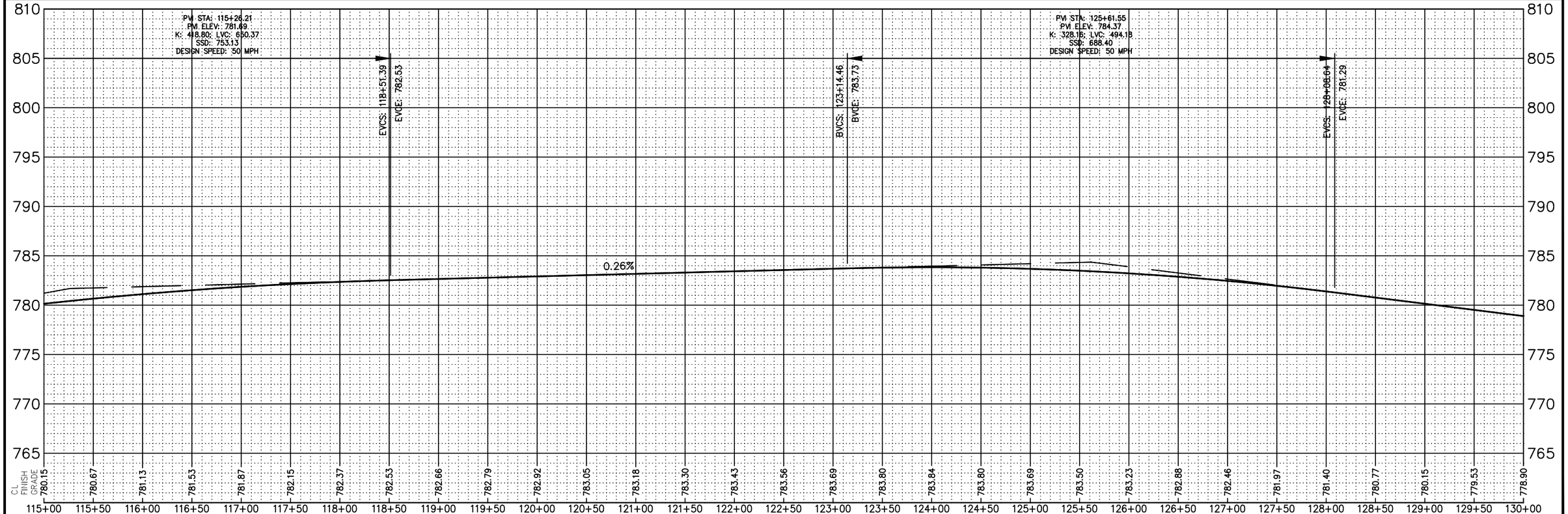
WIDMER, TARA

24-75-09

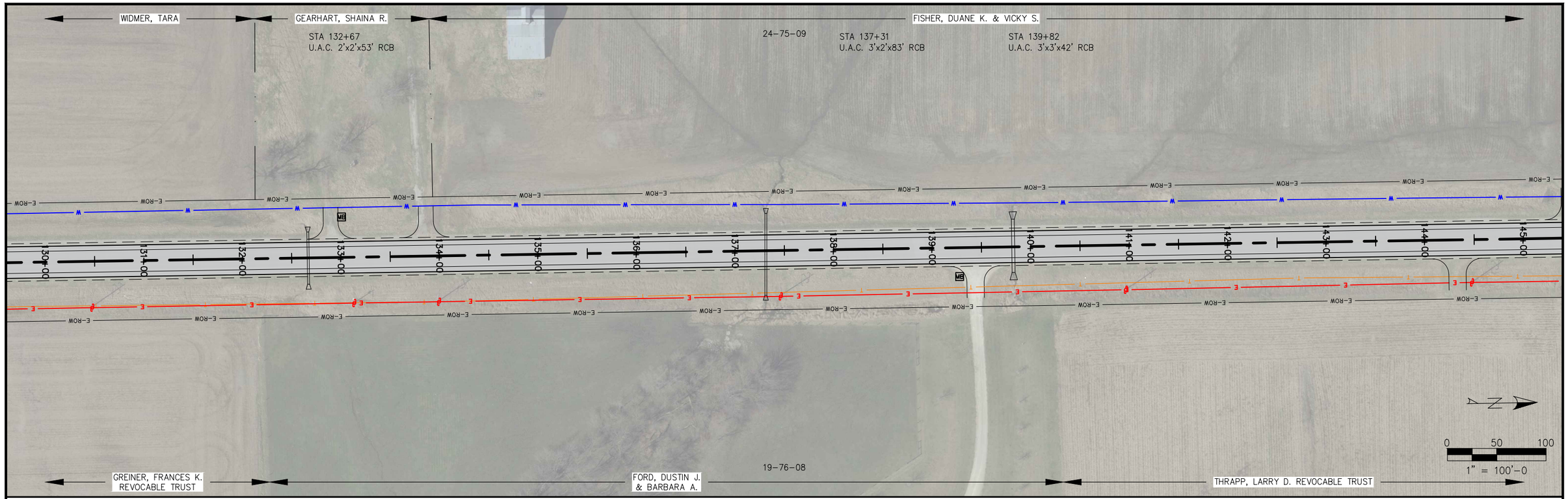


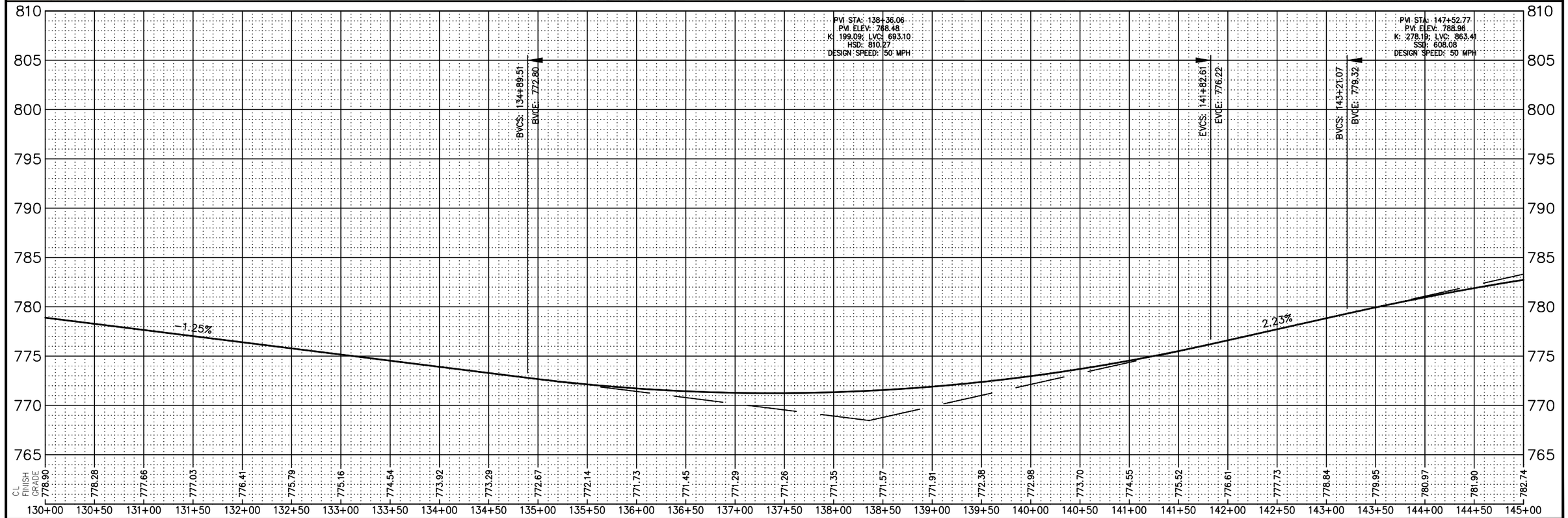
19-76-08

GREINER, FRANCES K REVOCABLE TRUST



FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.09





FILE: _PLAN AND PROFILE - PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.10

ERWIN, VICTORIA A. /LE/
24-75-09

STA 153+82
U.A.C. 2'x2'x50' RCB

STA 157+79
U.A.C. 3'x3'x91' RCB

GRETTER, J. R. INC.

190TH ST
CO HWY G-26

STA 158+70.00
20' PCC PAVEMENT SCARIFICATION

STA 158+70.00
PLACE ASPHALT WEDGE ON SIDEROAD
SEE SHEET L.03

STA 158+70.00
PLACE ASPHALT WEDGE ON SIDEROAD
SEE SHEET L.03

STA 158+70.00
20' PCC PAVEMENT SCARIFICATION

+95.76'
+211.60'
+180.60'
+94.72'
+62.73'
+18.82'
+21.33'

E-ROW
W
E
MB

N

0 50 100
1" = 100'-0

19-76-08
ERWIN, VISTORIA F. & RANDALL W.

FLYNN, KEVIN C.
& BRENDA A.

PVI STA: 147+52.77
PVI ELEV: 788.96
K: 278.19; LVC: 863.41
SSD: 605.08
DESIGN SPEED: 50 MPH

EVCS: 151+84.48
EVCE: 785.21

BVCS: 155+56.84
BVCE: 781.97

PVI STA: 161+00.45
PVI ELEV: 777.25
K: 474.37; LVC: 1087.22
HSD: 2646.12
DESIGN SPEED: 50 MPH

-0.87%

820 815 810 805 800 795 790 785 780 775

C.L. FINISH GRADE
782.74 783.49 784.15 784.72 785.20 785.59 785.89 786.11 786.23 786.26 786.20 786.05 785.81 785.49 785.07 784.64 784.20 783.77 783.33 782.90 782.47 782.03 781.62 781.25 780.94 780.69 780.48 780.33 780.23 780.18 780.19

145+00 145+50 146+00 146+50 147+00 147+50 148+00 148+50 149+00 149+50 150+00 150+50 151+00 151+50 152+00 152+50 153+00 153+50 154+00 154+50 155+00 155+50 156+00 156+50 157+00 157+50 158+00 158+50 159+00 159+50 160+00

FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.11

GRETTER, J.R. INC.

13-75-09

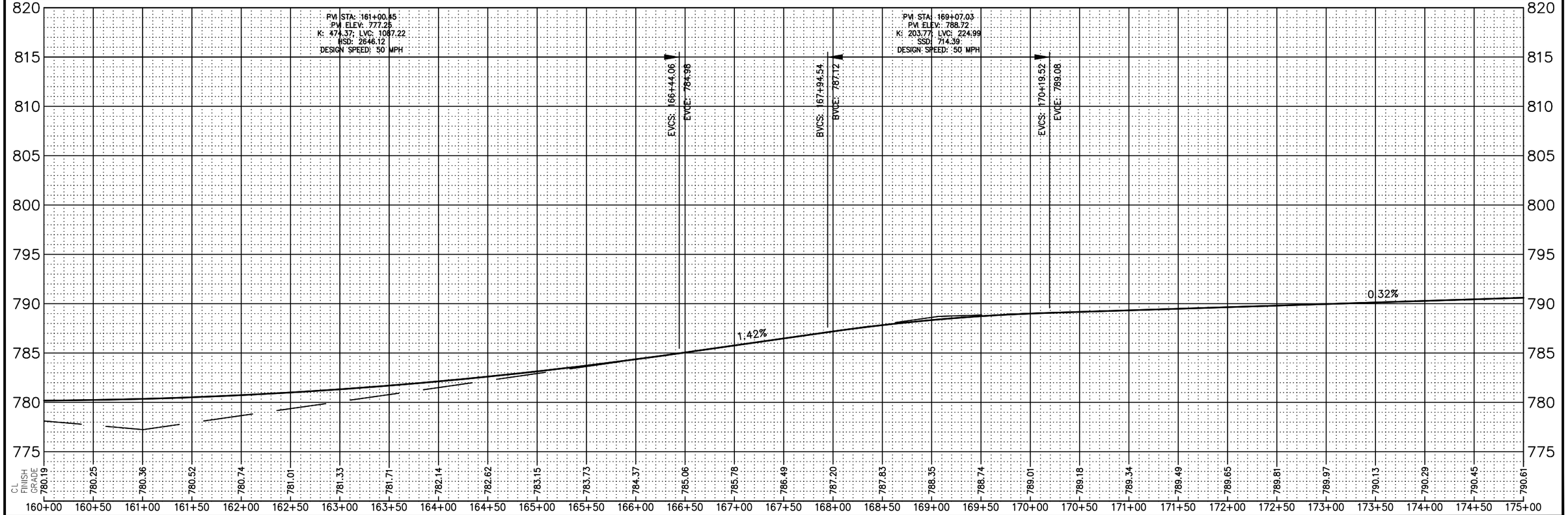
STA 163+66
U.A.C. 3'x3'x69' RCB

STA 174+27
U.A.C. 2'x2'x44' RCB



18-76-08

FLYNN, KEVIN C. & BRENDA S.



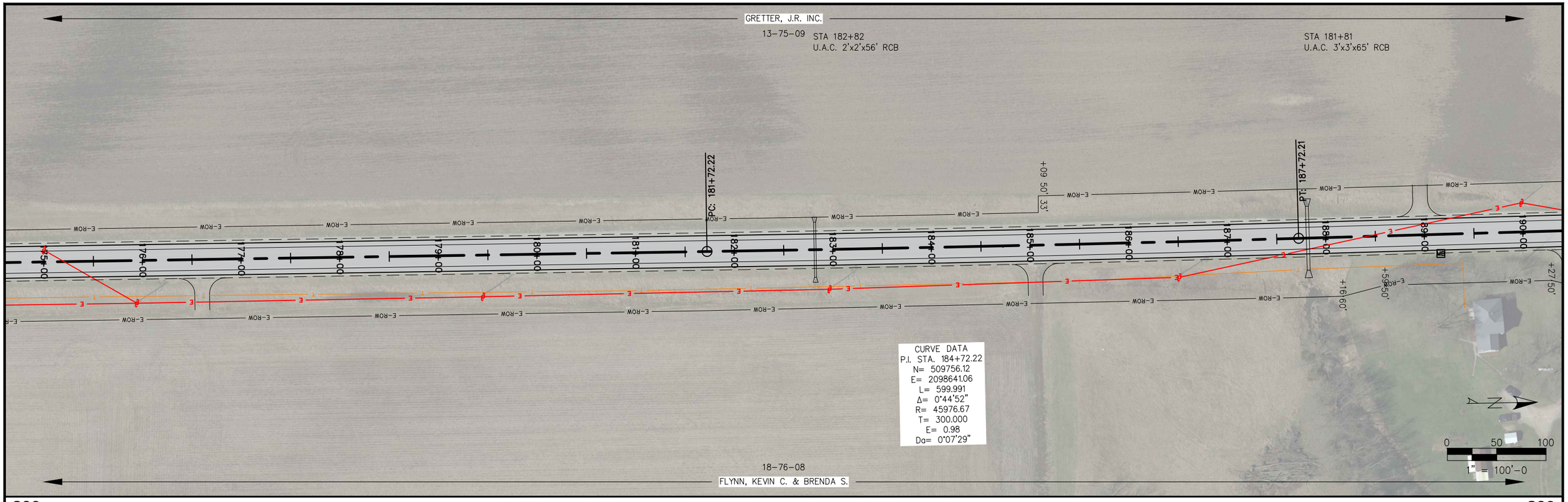
FILE: _PLAN AND PROFILE - PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.12

GRETTER, J.R. INC.

13-75-09

STA 182+82
U.A.C. 2'x2'x56' RCB

STA 181+81
U.A.C. 3'x3'x65' RCB

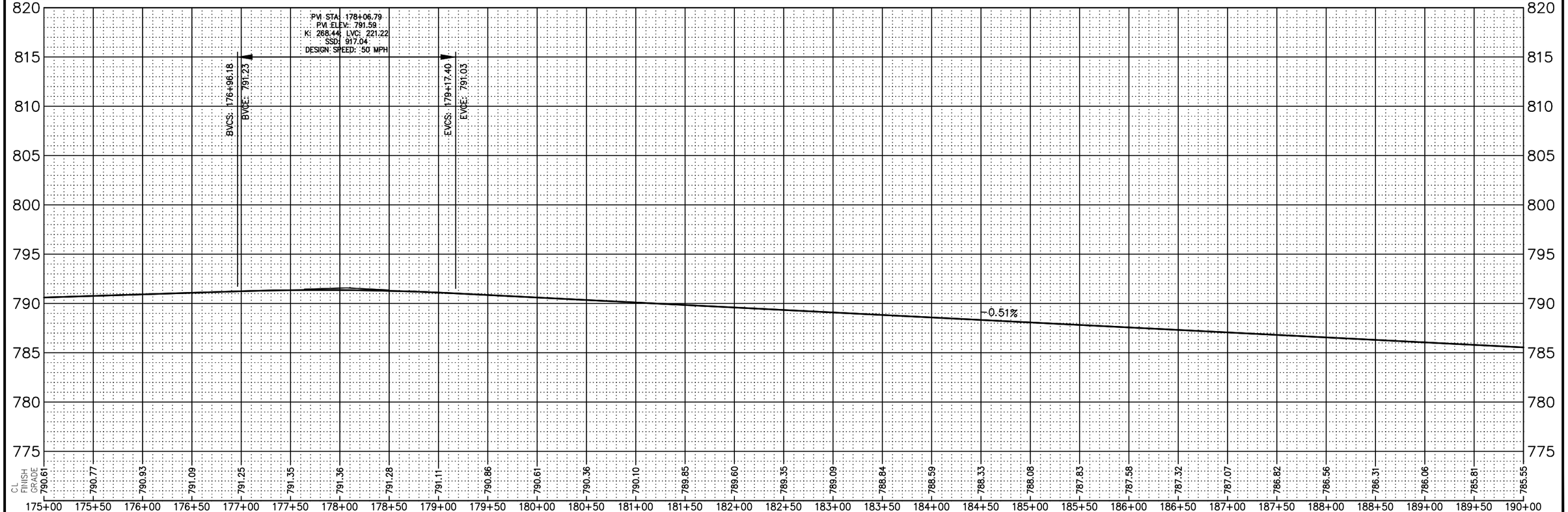


CURVE DATA
P.I. STA. 184+72.22
N= 509756.12
E= 2098641.06
L= 599.991
Δ= 0°44'52"
R= 45976.67
T= 300.000
E= 0.98
Dc= 0°07'29"

0 50 100
1" = 100'-0

18-76-08

FLYNN, KEVIN C. & BRENDA S.



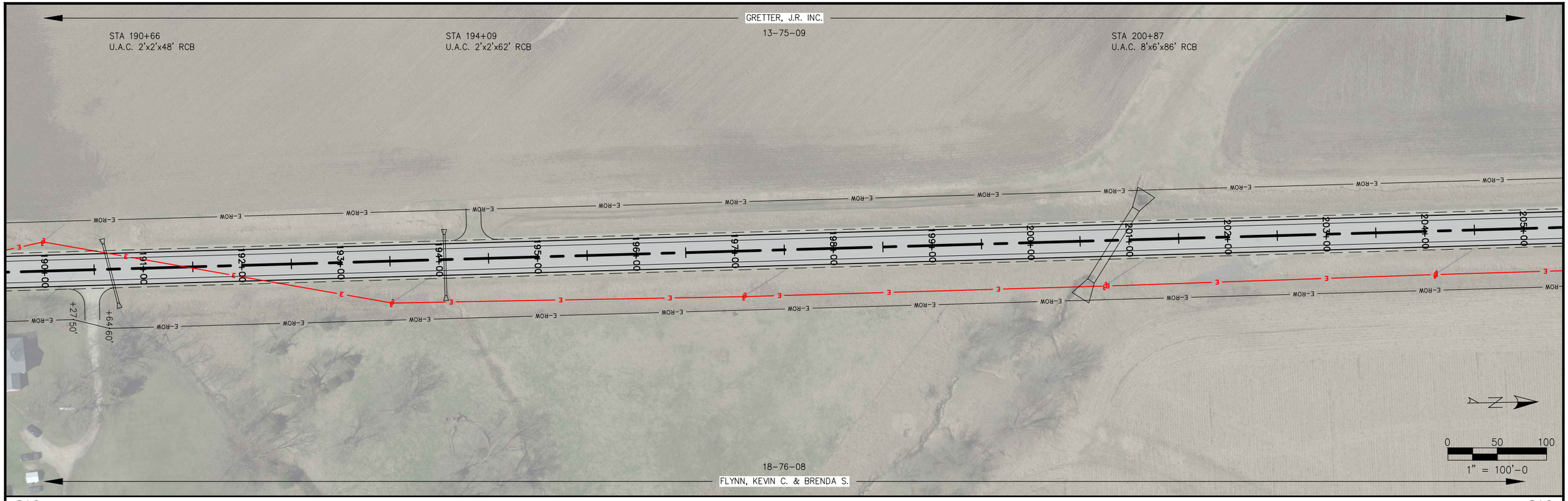
GRETTER, J.R. INC.

13-75-09

STA 190+66
U.A.C. 2'x2'x48' RCB

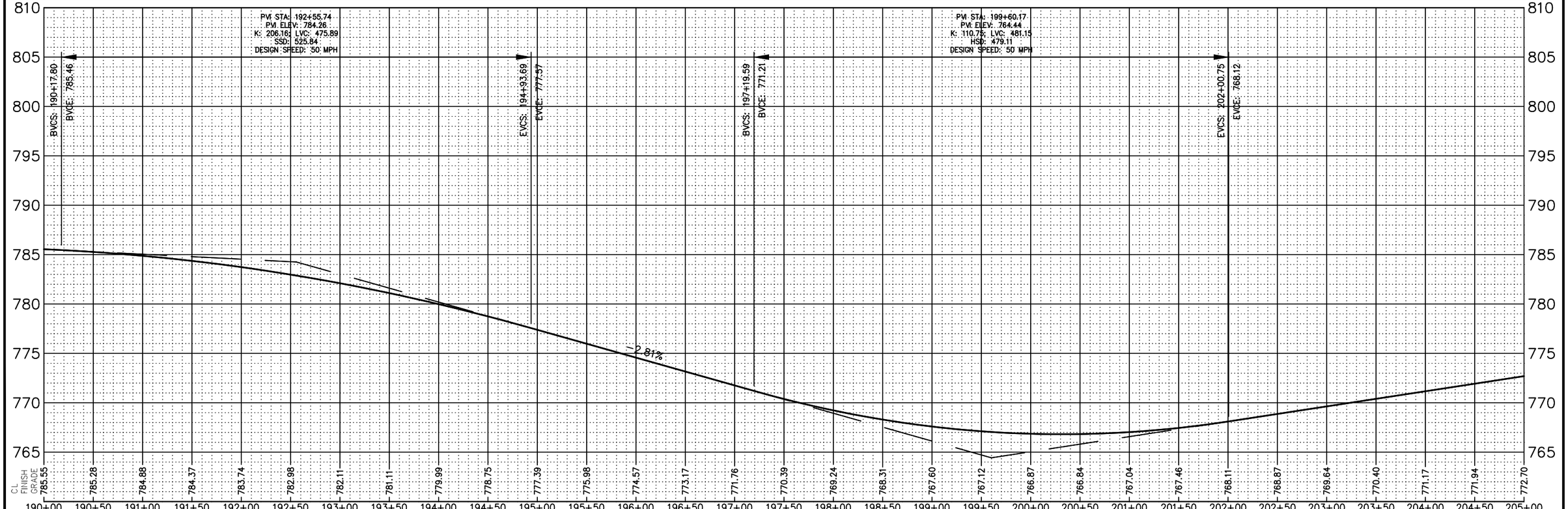
STA 194+09
U.A.C. 2'x2'x62' RCB

STA 200+87
U.A.C. 8'x6'x86' RCB

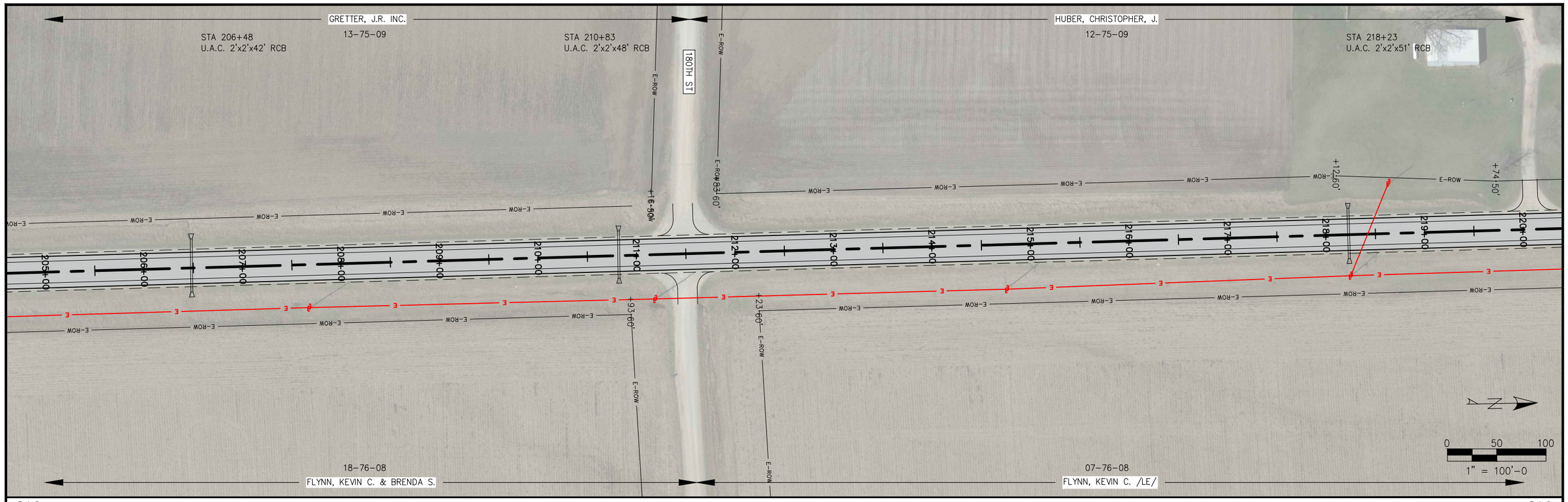


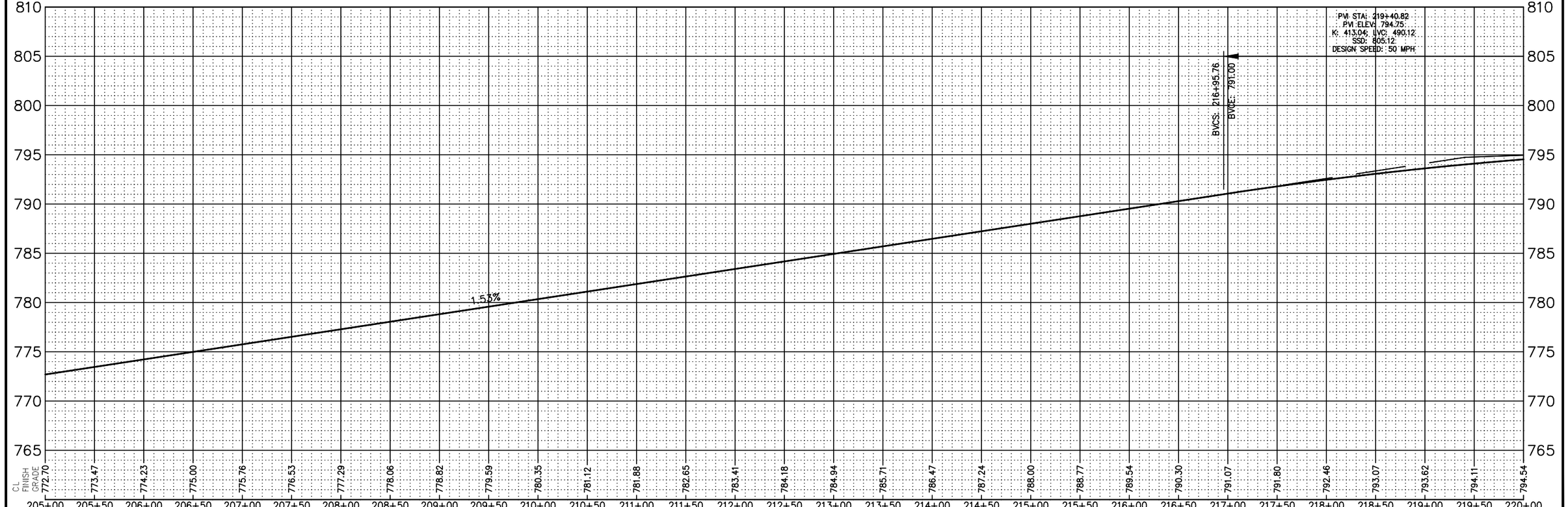
18-76-08

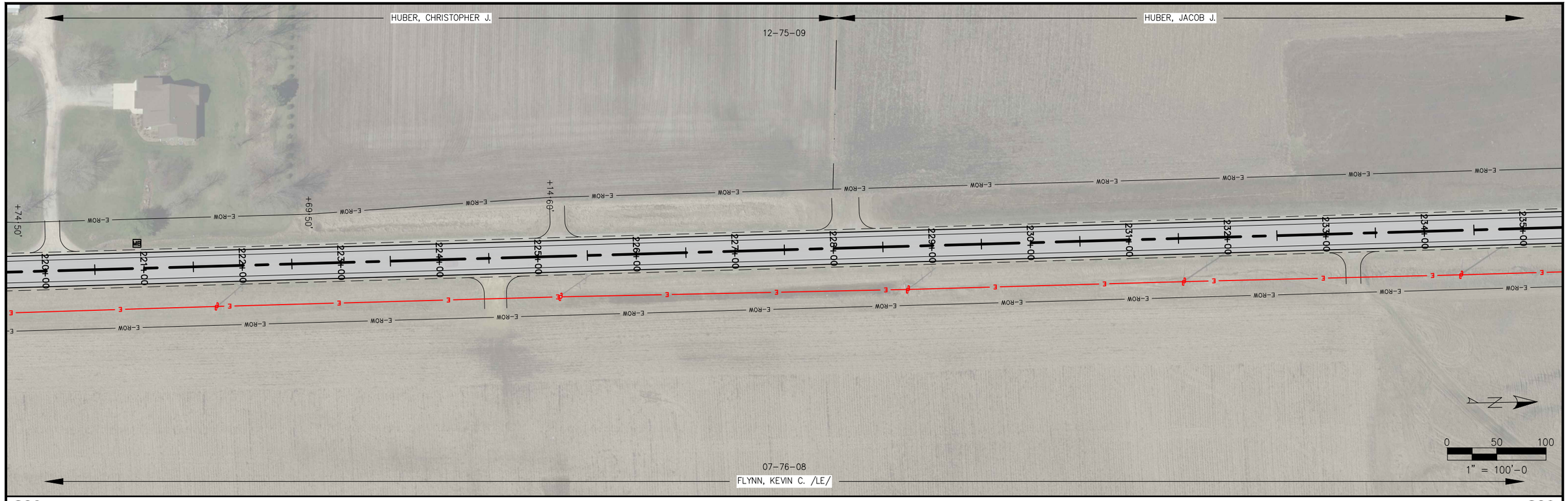
FLYNN, KEVIN C. & BRENDA S.

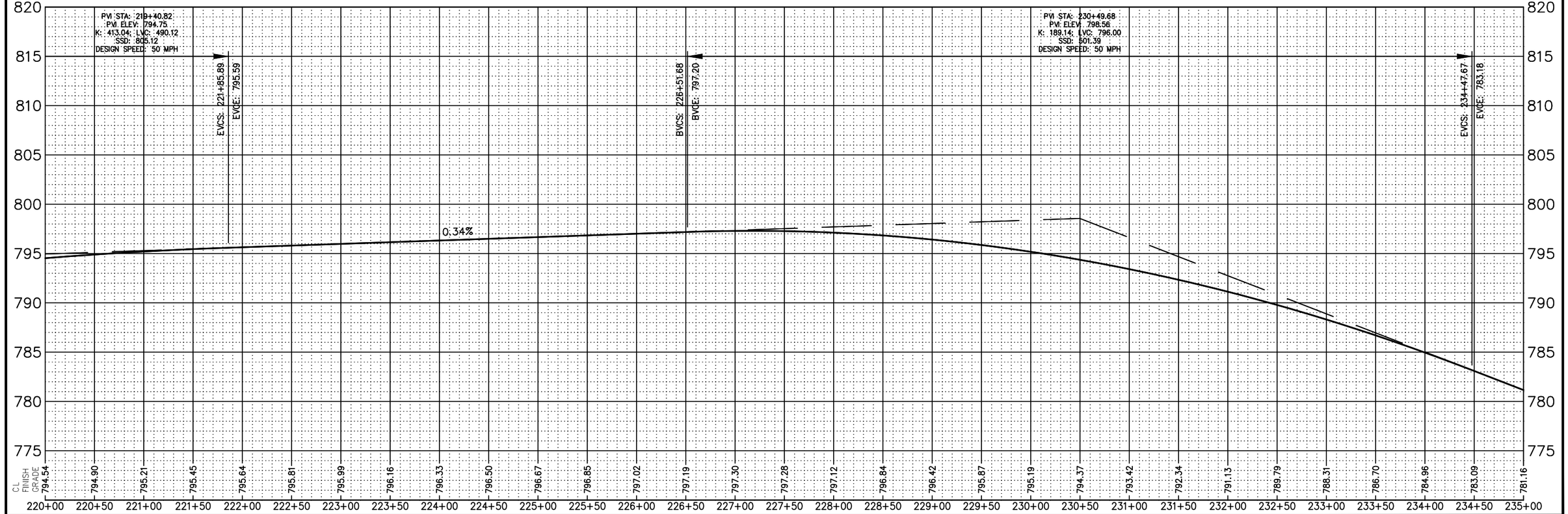


FILE: _PLAN AND PROFILE - PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.14


GRETTER, J.R. INC.
13-75-09
STA 206+48
U.A.C. 2'x2'x42' RCB
STA 210+83
U.A.C. 2'x2'x48' RCB
180TH ST
E-ROW
HUBER, CHRISTOPHER, J.
12-75-09
STA 218+23
U.A.C. 2'x2'x51' RCB
+16.50'
+83.60'
+12.60'
+74.50'
+93.60'
+23.60'
205+00
206+00
207+00
208+00
209+00
210+00
211+00
212+00
213+00
214+00
215+00
216+00
217+00
218+00
219+00
220+00
18-76-08
FLYNN, KEVIN C. & BRENDA S.
07-76-08
FLYNN, KEVIN C. /LE/
N
0
50
100
1" = 100'-0


PVI STA: 219+40.82
PVI ELEV: 794.75
K: 413.04, LVC: 490.12
SSD: 805.12
DESIGN SPEED: 50 MPH
BVCS: 216+95.76
BVCE: 791.00
1.53%
C.L. FINISH GRADE
772.70
773.47
774.23
775.00
775.76
776.53
777.29
778.06
778.82
779.59
780.35
781.12
781.88
782.65
783.41
784.18
784.94
785.71
786.47
787.24
788.00
788.77
789.54
790.30
791.07
791.80
792.46
793.07
793.62
794.11
794.54
205+00
205+50
206+00
206+50
207+00
207+50
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214+50
215+00
215+50
216+00
216+50
217+00
217+50
218+00
218+50
219+00
219+50
220+00
810
805
800
795
790
785
780
775
770
765





FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.16

HUBER, JACOB J.

GRAIN & GROWTH, LLC.

STA 238+58
U.A.C. TWIN 10'x10'x80' RCB

12-75-09

07-76-08
FLYNN, KEVIN C. /LE/

0 50 100
1" = 100'-0

PVI STA: 238+31.04
PVI ELEV: 768.37
K: 78.69; LVC: 484.64
HSD: 361.71
DESIGN SPEED: 50 MPH

BVCS: 235+88.72
BVCE: 777.73

EVCS: 240+73.36
EVCE: 773.93

PVI STA: 249+01.70
PVI ELEV: 792.93
K: 240.18; LVC: 402.00
SSD: 598.05
DESIGN SPEED: 50 MPH

BVCS: 247+00.70
BVCE: 788.32

-3.86%

2.29%

C.L. FINISH GRADE

235+00	235+50	236+00	236+50	237+00	237+50	238+00	238+50	239+00	239+50	240+00	240+50	241+00	241+50	242+00	242+50	243+00	243+50	244+00	244+50	245+00	245+50	246+00	246+50	247+00	247+50	248+00	248+50	249+00	249+50	250+00
781.16	779.23	777.30	775.60	774.22	773.15	772.40	771.97	771.86	772.06	772.58	773.42	774.54	775.68	776.83	777.98	779.12	780.27	781.42	782.57	783.71	784.86	786.01	787.16	788.30	789.40	790.39	791.28	792.06	792.74	793.32

FILE: _PLAN AND PROFILE - PHASE 2.DWG | WASHINGTON COUNTY | PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92 | SHEET NUMBER D.17

GRAIN & GROWTH, LLC.

12-75-09

STA 252+25
U.A.C. 2'x2'x58' RCB

170TH ST

STA 264+54.00
PLACE ASPHALT WEDGE ON SIDEROAD
SEE SHEET L.03

STA 264+54.00
20' PCC PAVEMENT SCARIFICATION

0 50 100
1" = 100'-0

07-76-08

FLYNN, KEVIN C. /LE/

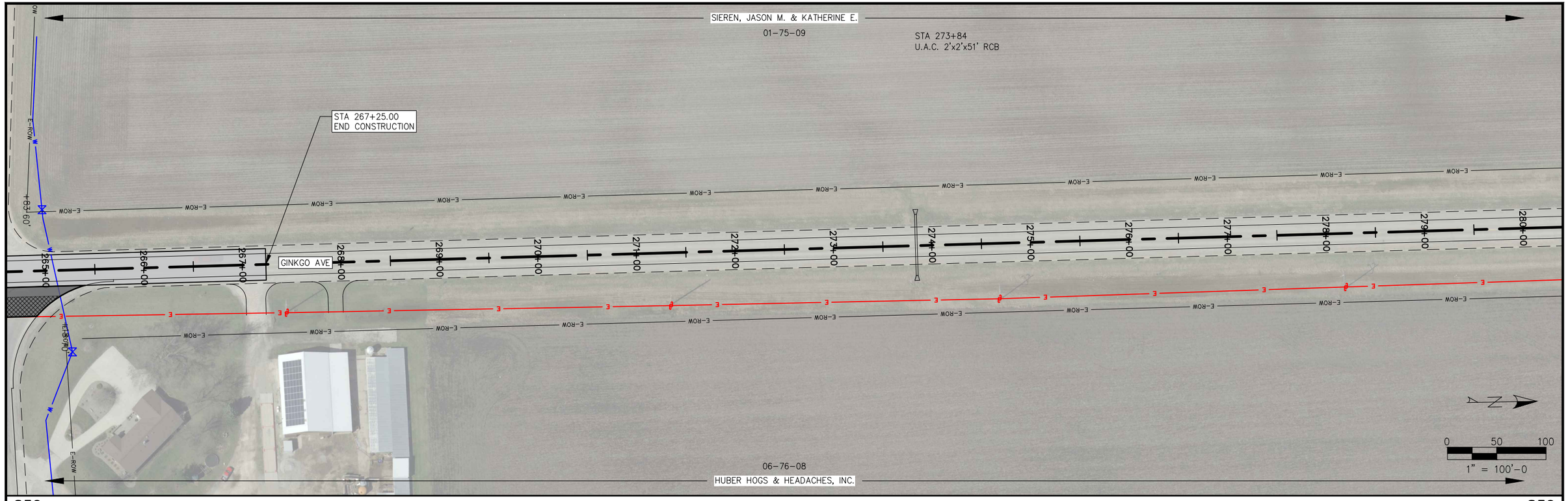
PVI STA: 249+01.70
PVI ELEV: 792.93
K: 240.18; LVC: 402.00
SSD: 598.05
DESIGN SPEED: 50 MPH

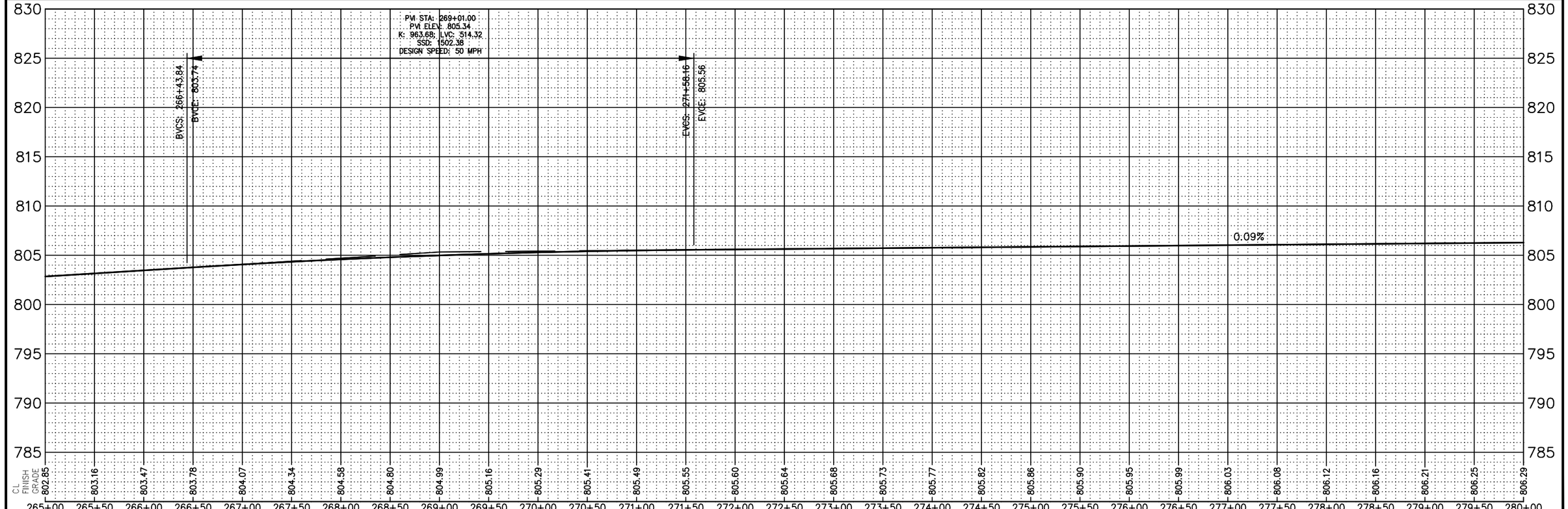
EVCS: 251+02.69
EVCE: 794.18

0.62%

C.L. FINISH GRADE	793.32	793.79	794.16	794.47	794.78	795.09	795.40	795.71	796.02	796.33	796.64	796.95	797.26	797.57	797.88	798.19	798.51	798.82	799.13	799.44	799.75	800.06	800.37	800.68	800.99	801.30	801.61	801.92	802.23	802.54	802.85
	250+00	250+50	251+00	251+50	252+00	252+50	253+00	253+50	254+00	254+50	255+00	255+50	256+00	256+50	257+00	257+50	258+00	258+50	259+00	259+50	260+00	260+50	261+00	261+50	262+00	262+50	263+00	263+50	264+00	264+50	265+00

FILE: _PLAN AND PROFILE – PHASE 2.DWG	WASHINGTON COUNTY	PROJECT NUMBER: STP-S-TSF-C092(134)--5P-92	SHEET NUMBER D.18


SIEREN, JASON M. & KATHERINE E.
01-75-09
STA 273+84
U.A.C. 2'x2'x51' RCB
STA 267+25.00
END CONSTRUCTION
GINKGO AVE
E-ROW
265+00
266+00
267+00
268+00
269+00
270+00
271+00
272+00
273+00
274+00
275+00
276+00
277+00
278+00
279+00
280+00
06-76-08
HUBER HOGS & HEADACHES, INC.
0
50
100
1" = 100'-0


PVI STA: 269+01.00
PVI ELEV: 805.34
K: 963.68; LVC: 514.32
SSD: 1502.38
DESIGN SPEED: 50 MPH
BVCS: 266+43.84
BVCE: 803.74
EVCS: 271+58.16
EVCE: 805.56
0.09%
830
825
820
815
810
805
800
795
790
785
C.L. FINISH GRADE
802.85
803.16
803.47
803.78
804.07
804.34
804.58
804.80
804.99
805.16
805.29
805.41
805.49
805.55
805.60
805.64
805.68
805.73
805.77
805.82
805.86
805.90
805.95
805.99
806.03
806.08
806.12
806.16
806.21
806.25
806.29
265+00
265+50
266+00
266+50
267+00
267+50
268+00
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279+50
280+00

WASHINGTON COUNTY GPS MONUMENTS FOR PROJECT CONTROL

PROJECT: STP-S-TSF-C092(134)--5P-92

COORDINATE SYSTEM: IOWA STATE PLANE COORDINATE SYSTEM
HORIZONTAL DATUM: NAD 83(2011)
ZONE:IOWA STATE PLANE SOUTH ZONE (1402)
GEOID: GEOID12A (CONUS)
VERTICAL DATUM: NAVD88
UNITES: US SURVEY FOOT

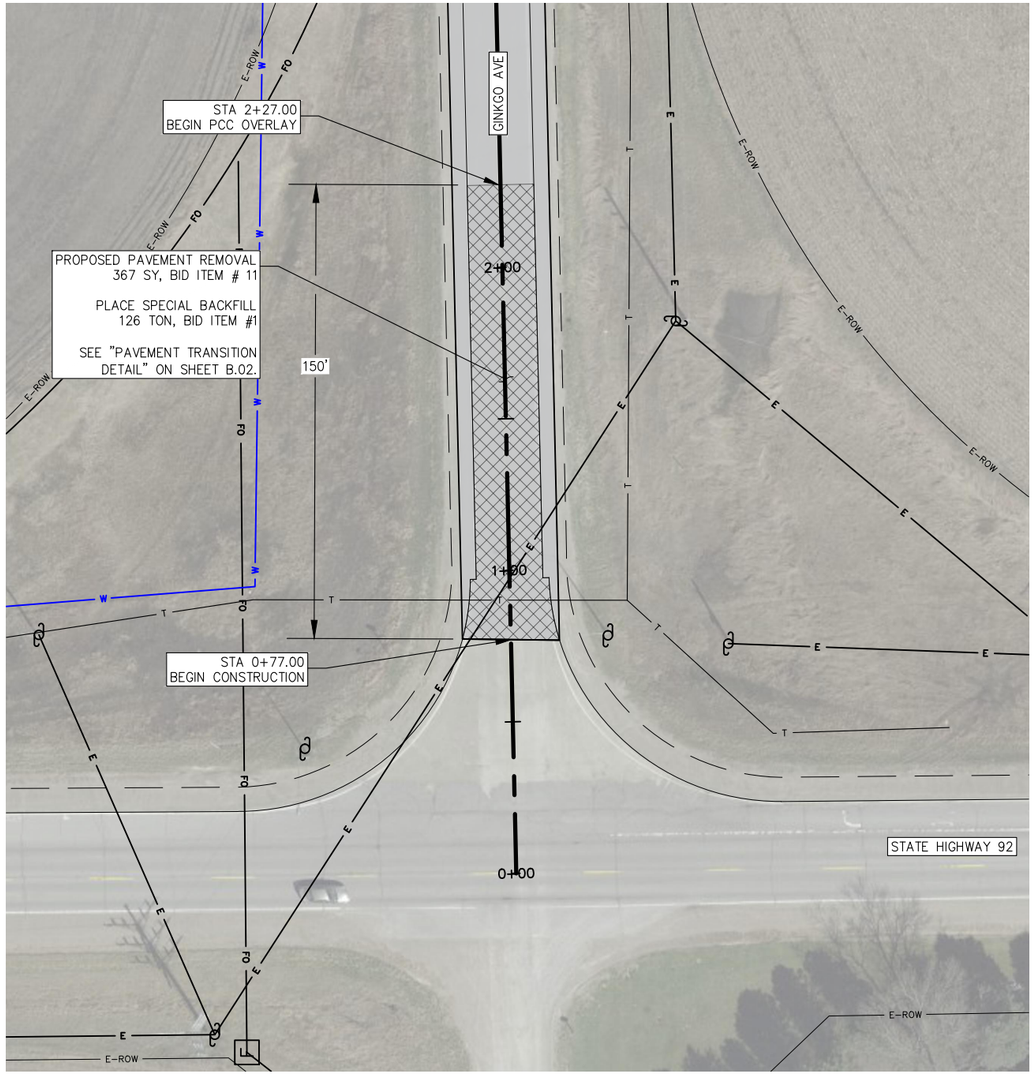
GPS CONTROL MONUMENTS

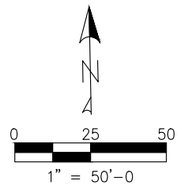
		IOWA SOUTH ZONE (1402)		NAD 82(2011)				
POINT NAME	DESIGNATION	NORTHING	EASTING	ELEVATION	LATITUDE	LONGITUDE	GEOID	COMBINATION SCALE FACTOR
27	96-027	539050.087	2099590.704	738.250	N41°28'02.65398"	W91°49'29.07326"	GEOID12A	0.9999290495
28	96-028	539114.209	2092496.179	722.480	N41°28'04.62713"	W91°51'01.23179"	GEOID12A	0.9999298444
109	96-109	533842.355	2108134.392	762.930	N41°27'09.56915"	W91°47'37.20972"	GEOID12A	0.9999267135
112	96-112	523117.726	2087641.205	805.920	N41°25'27.51002"	W91°52'08.93384"	GEOID12A	0.9999226133
113	96-113	522221.536	2111324.809	779.800	N41°25'14.15391"	W91°46'58.33163"	GEOID12A	0.9999236163
118	96-118	512930.684	2108708.543	789.010	N41°23'42.88338"	W91°47'35.05986"	GEOID12A	0.9999215851

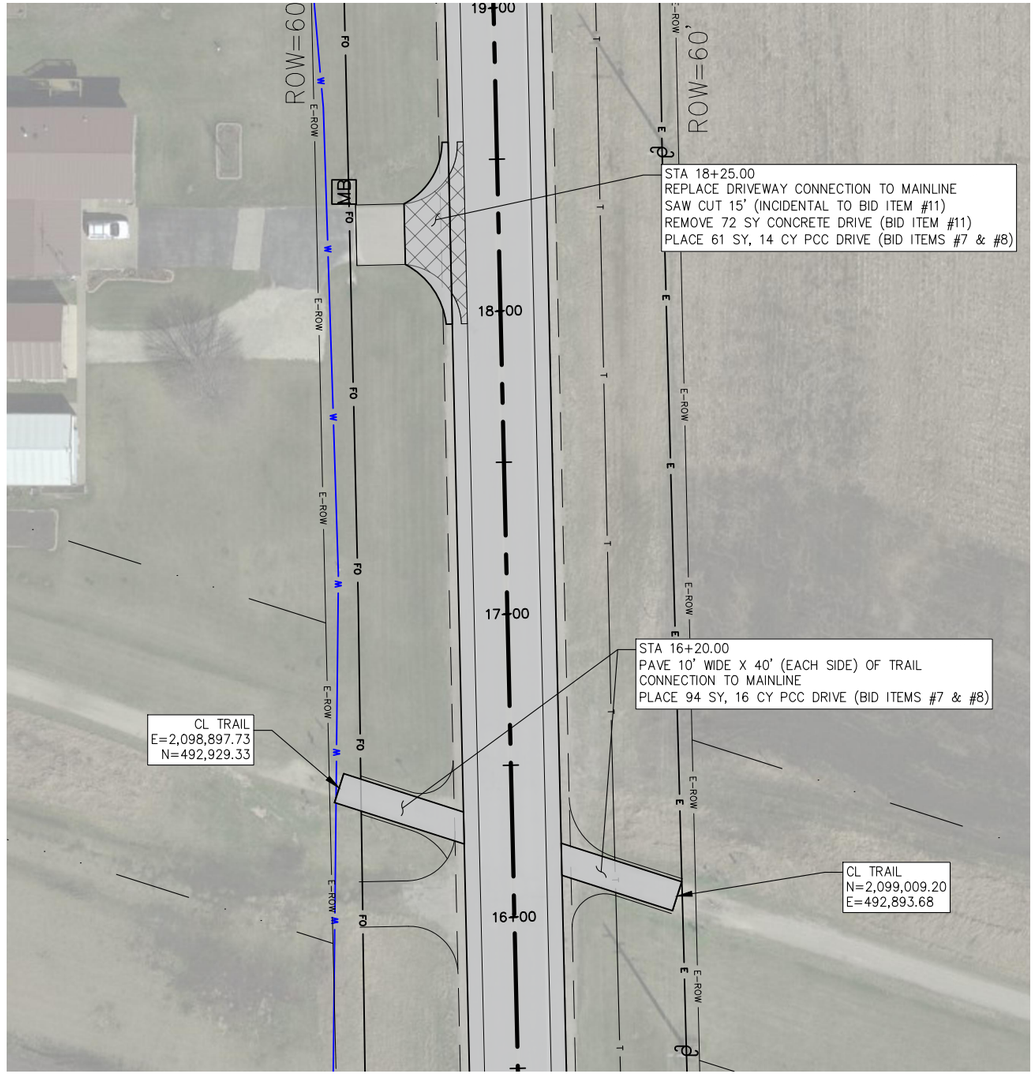
CENTERLINE ALIGNMENT FOR MACHINE CONTROL

* A CENTERLINE ALIGNMENT HAS BEEN PROVIDED WITH THE CONTRACT DOCUMENTS IN XML FORMAT.
* THE CENTERLINE WAS CREATED AS A "BEST FIT" LINE THAT TIGHTLY ALIGNS WITH THE ROADWAY CENTERLINE AS CONSTRUCTED.
* DATA WAS COLLECTED FOR THE CENTERLINE USING A GPS ROVER AND THE IOWA REAL-TIME NETWORK (IaRTN).

SURVEY MONUMENTS







CONNECTION AT HIGHWAY 92					
PCC		HMA		SPECIAL BACKFILL	
(SY)	(CY)	D (IN.)	(TONS)	W. (FT.)	(TONS)
--	--	--	--	32	126

NOTE: GRANULAR SHOULDERS INCLUDED AS A PART OF BID ITEM #2

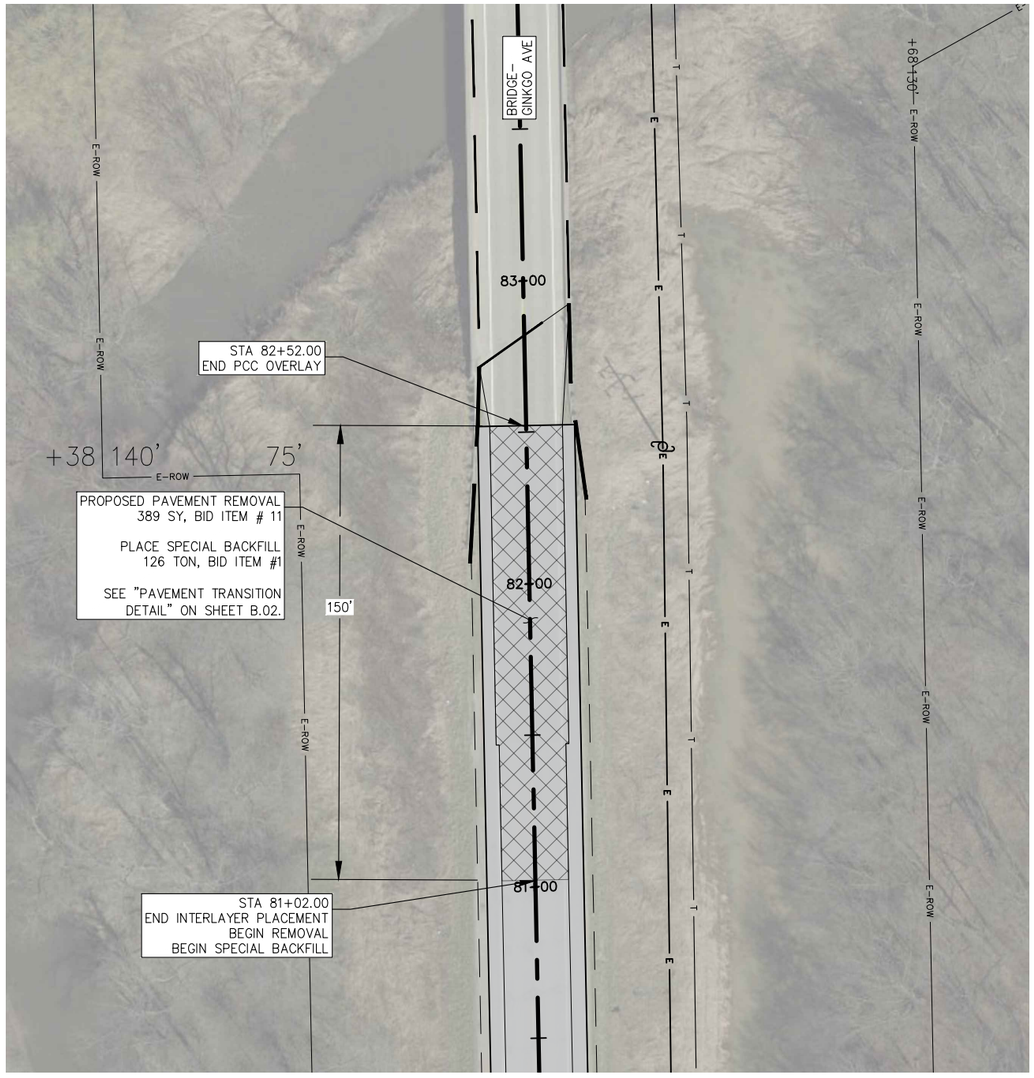
ASSOCIATED PCC WORK IS INCLUDED WITH MAINLINE QUANTITIES

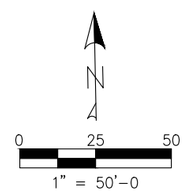
CONNECTION DETAIL FOR HIGHWAY 92

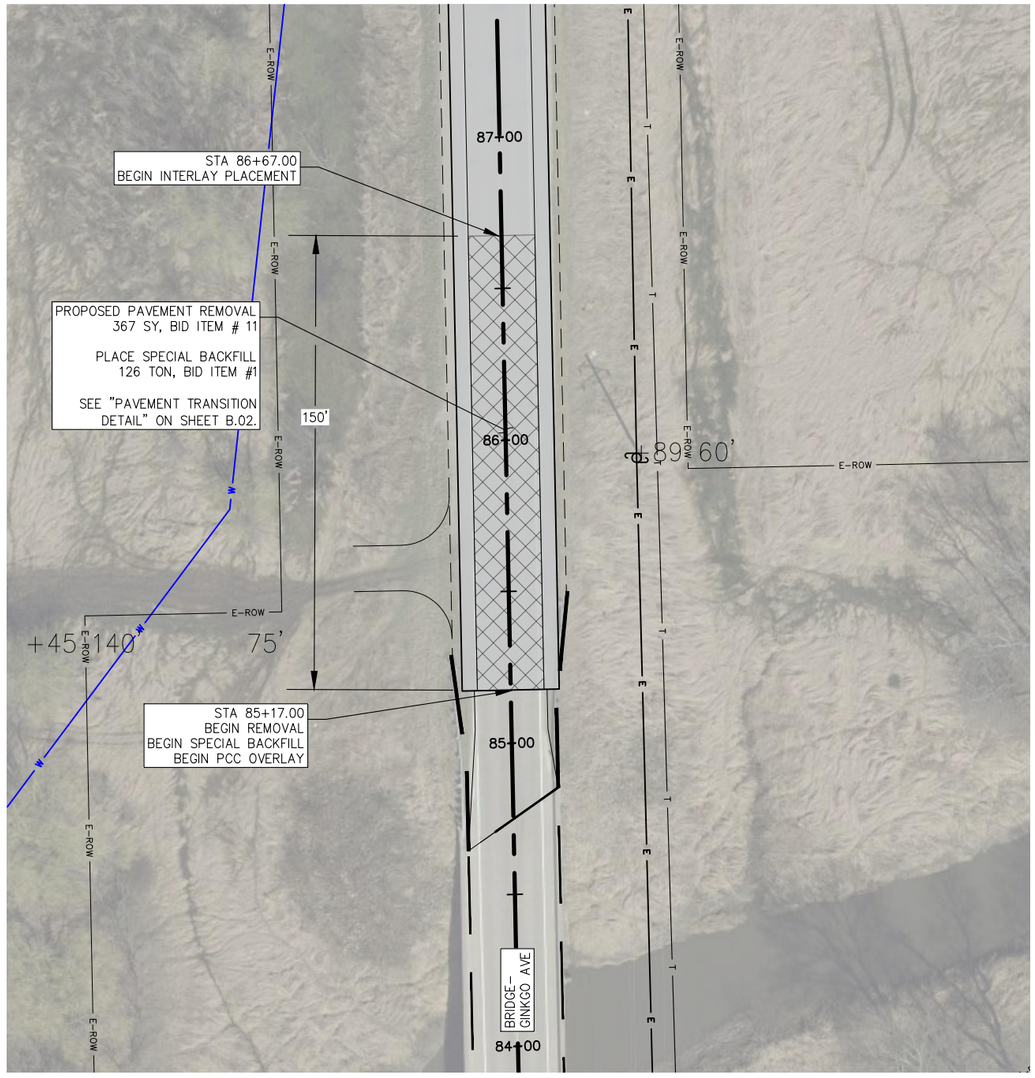
DRIVES AT 16+20 AND 18+25						
PCC		HMA		SPECIAL BACKFILL		
(SY)	(CY)	D (IN.)	(TONS)	W. (FT.)	(TONS)	
94	16	--	--	--	--	TRAIL @ 16+20
61	14	--	--	--	--	DRIVEWAY @ 18+25

NOTE: GRANULAR SHOULDERS INCLUDED WITH MAINLINE AS A PART OF BID ITEM #2

DRIVEWAY DETAIL FOR KEWASH TRAIL AND DRVE 18+25







SOUTH BRIDGE TIE–IN					
PCC		HMA		SPECIAL BACKFILL	
(SY)	(CY)	D (IN.)	(TONS)	W. (FT.)	(TONS)
--	--	--	--	--	126

NOTE: GRANULAR SHOULDERS INCLUDED AS A PART OF BID ITEM #2

ASSOCIATED PCC WORK IS INCLUDED WITH MAINLINE QUANTITIES

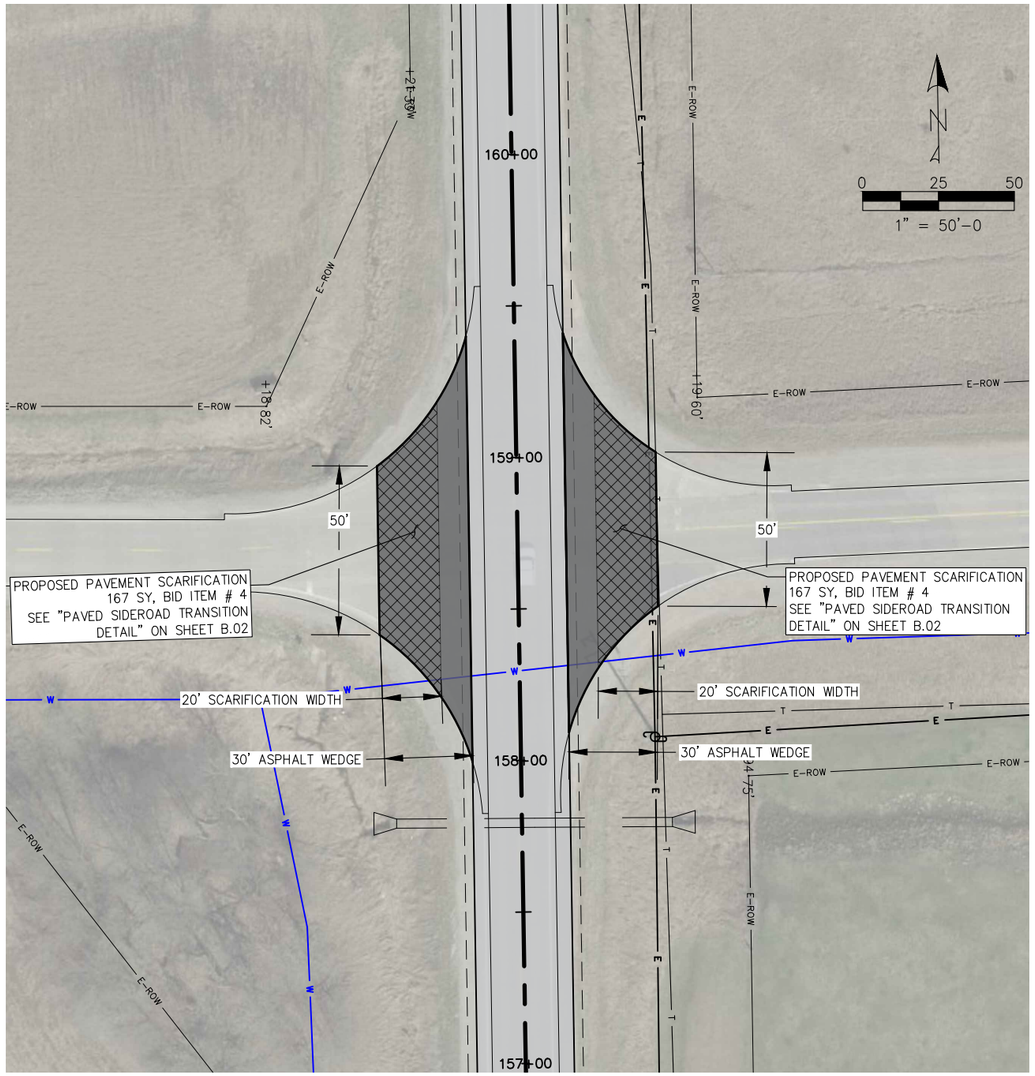
TRANSITION DETAIL AT BRIDGE TIE–IN

NORTH BRIDGE TIE–IN					
PCC		HMA		SPECIAL BACKFILL	
(SY)	(CY)	D (IN.)	(TONS)	W. (FT.)	(TONS)
--	--	--	--	--	126

NOTE: GRANULAR SHOULDERS INCLUDED AS A PART OF BID ITEM #2

ASSOCIATED PCC WORK IS INCLUDED WITH MAINLINE QUANTITIES

TRANSITION DETAIL AT BRIDGE TIE–IN

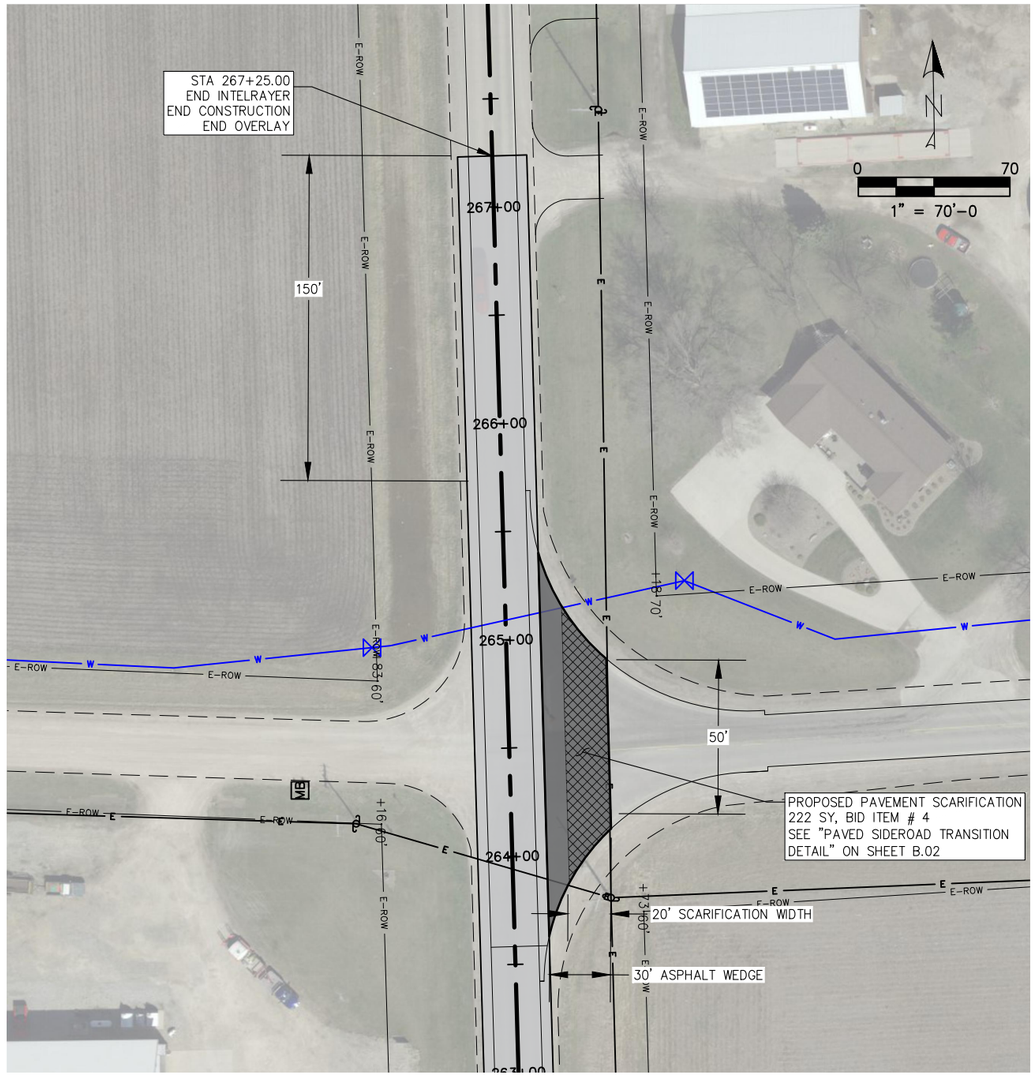


SIDEROAD CONNECTIONS – 190TH ST					
PCC		HMA		GRAN. SURF.	
(SY)	(CY)	D (IN.)	(TONS)	W. (FT.)	(TONS)
--	--	2" – 8"	77	--	--
--	--	2" – 8"	77	--	--

NOTE: GRANULAR SHOULDERS INCLUDED AS A PART OF BID ITEM #2

ASSOCIATED PCC WORK IS INCLUDED WITH MAINLINE QUANTITIES

TRANSITION DETAIL AT BRIDGE TIE–IN

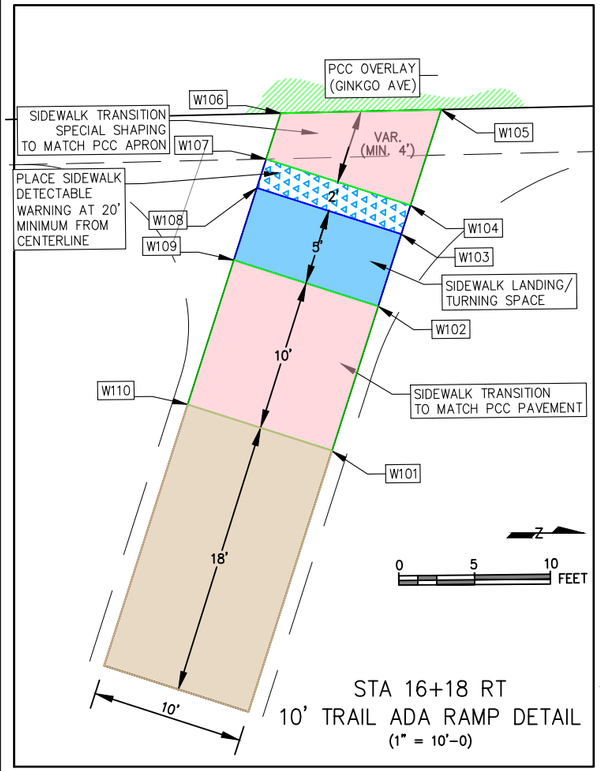


SIDEROAD CONNECTION – 170TH ST					
PCC		HMA		GRAN. SURF.	
(SY)	(CY)	D (IN.)	(TONS)	W. (FT.)	(TONS)
--	--	2" – 8"	108	--	--

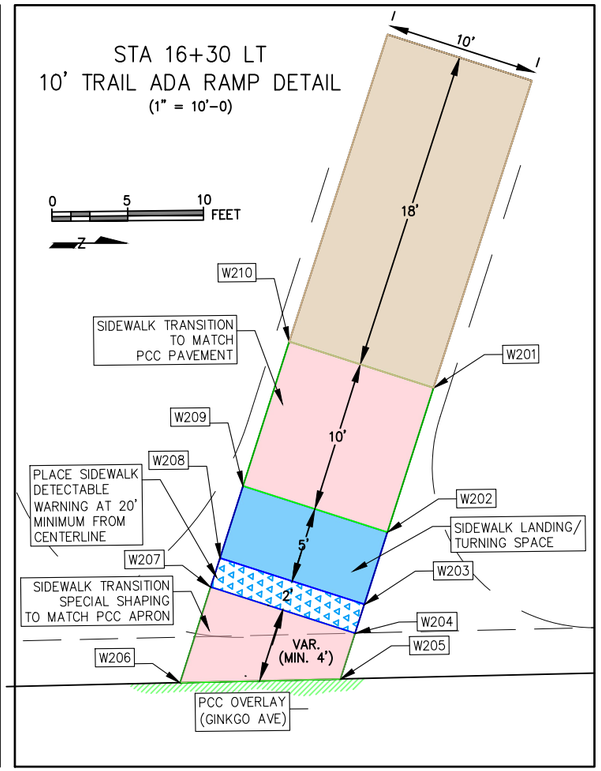
NOTE: GRANULAR SHOULDERS INCLUDED AS A PART OF BID ITEM #2

ASSOCIATED PCC WORK IS INCLUDED WITH MAINLINE QUANTITIES

TRANSITION DETAIL AT E.O.P.
SIDEROAD TRANSITION DETAIL – 170TH ST



STA 16+18 RT
10' TRAIL ADA RAMP DETAIL
(1" = 10'-0)



NOTES:

DETAILS ARE FOR PAVING THE EXISTING GRANULAR RECREATIONAL TRAIL FROM THE EDGE OF THE ROADWAY OVERLAY APPROXIMATELY 40' EACH WAY TO THE EAST AND WEST ROADWAY RIGHTS-OF-WAY.

JOINTING SHALL BE AT 10' INTERVALS OR AS NEEDED TO MATCH JOINTING SHOWN WITH TYPE 'C' CONTRACTION JOINTS. SAW CUT TO A DEPTH OF 1.5" FROM TOP OF PAVEMENT. SAW CUTS SHALL BE ⅛" WIDE.
NO SEALANT WILL BE REQUIRED FOR JOINTS.
CONCRETE WILL BE PAID UNDER BID ITEMS #7 AND #8.
SIDEWALK DETECTABLE WARNINGS SHALL BE INSTALLED ACCORDING TO STANDARD ROAD PLAN MI-220 AND WILL BE CONSIDERED INCIDENTAL TO BID ITEM #8. DETECTABLE WARNINGS SHALL BE A MINIMUM OF 20' FROM THE ROADWAY CENTERLINE TO AVOID DAMAGE FROM SNOW PLOWS.

SIDEWALK COMPLIANCE

113-10 MODIFIED

* Does not include curb
① Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications.

Point to Point		Sidewalk Designation	–" PCC Sidewalk	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
W105	W106	MATCH EXISTING	8	10	–0.10	1.60%	EXISTING	NO					W101	289+72.39	–40.45	741.03
W104	W107	LANDING/TURNING SPACE	8	10	0.12	1.20%	0.1% TO 2.0%	NO					W102	289+72.34	–33.16	740.61
W103	W108	LANDING/TURNING SPACE	8	10	0.12	1.20%	0.1% TO 2.0%	NO					W103	289+72.26	–28.09	740.51
W102	W109	LANDING/TURNING SPACE	8	10	0.36	1.60%	0.1% TO 2.0%	NO					W104	289+72.13	–16.54	740.83
W101	W110	MATCH EXISTING CROSS SLOPE	8	10	0.50	5.00%	EXISTING	NO					W105	289+72.13	–11.00	741.00
W101	W102	MATCH EXISTING	8	10	0.39	3.90%	0.5% to 8.3%	NO					W106	289+62.52	–11.00	741.19
W102	W104	LANDING/TURNING SPACE	8	7	0	0%	0.1% TO 2.0%	NO					W107	289+62.52	–16.54	740.73
W104	W105	MATCH EXISTING	8	5	0.16	3.20%	0.5% to 8.3%	NO					W108	289+62.52	–28.24	740.63
W110	W109	LANDING/TURNING SPACE	8	10	0.39	3.90%	0.5% to 8.3%	NO					W109	289+62.31	–33.24	741.19
W109	W107	LANDING/TURNING SPACE	8	7	0	0%	0.1% TO 2.0%	NO					W110	289+62.39	–40.58	741.50
W107	W106	MATCH EXISTING	8	3	0.06	2.00%	0.1% TO 2.0%	NO								
W201	W210	MATCH EXISTING CROSS SLOPE	8	10	–0.10	–1.00%	EXISTING	NO					W201	289+71.74	11.00	741.10
W202	W209	LANDING/TURNING SPACE	8	10	–0.10	–1.00%	0.1% to 2.0%	NO					W202	289+72.09	21.00	740.48
W203	W208	LANDING/TURNING SPACE	8	10	–0.10	–1.00%	0.1% to 2.0%	NO					W203	289+72.25	23.00	740.44
W204	W207	LANDING/TURNING SPACE	8	10	–0.10	–1.00%	0.1% to 2.0%	NO					W204	289+72.45	28.00	740.34
W205	W206	MATCH EXISTING CROSS SLOPE	8	10	0	0.00%	EXISTING	NO					W205	289+62.67	28.00	740.54
W205	W204	MATCH EXISTING	8	3	–0.06	–2.00%	0.1% to 2.0%	NO					W206	289+62.33	23.00	740.64
W204	W202	LANDING/TURNING SPACE	8	7	–0.10	–1.40%	0.1% to 2.0%	NO					W207	289+62.25	21.00	740.00
W202	W201	MATCH EXISTING	8	10	–0.45	–4.50%	0.5% to 8.3%	NO					W208	289+62.10	11.00	740.54
W206	W207	LANDING/TURNING SPACE	8	5	–0.16	–1.20%	0.1% to 2.0%	NO								
W207	W209	LANDING/TURNING SPACE	8	7	–0.10	1.40%	0.1% to 2.0%	NO								
W209	W210	MATCH EXISTING	8	10	–0.45	–4.50%	0.5% to 8.3%	NO								

SIDEWALK COMPLIANCE