LETTING DATE **12-15-26**

HMA JOINT & CRACK SEALING
MP-100-6(724)0--76-57

LINN COUNTY

IOWA DOT

REVISIONS

TOTAL 14
PROJECT IDENTIFICATION NUMBER
27-57-100-010
PROJECT NUMBER
MP-100-6(724)0--76-57
R.O.W. PROJECT NUMBER

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
LINN COUNTY
HMA JOINT & CRACK SEALING
From US 30 to Covington (County Road W36)

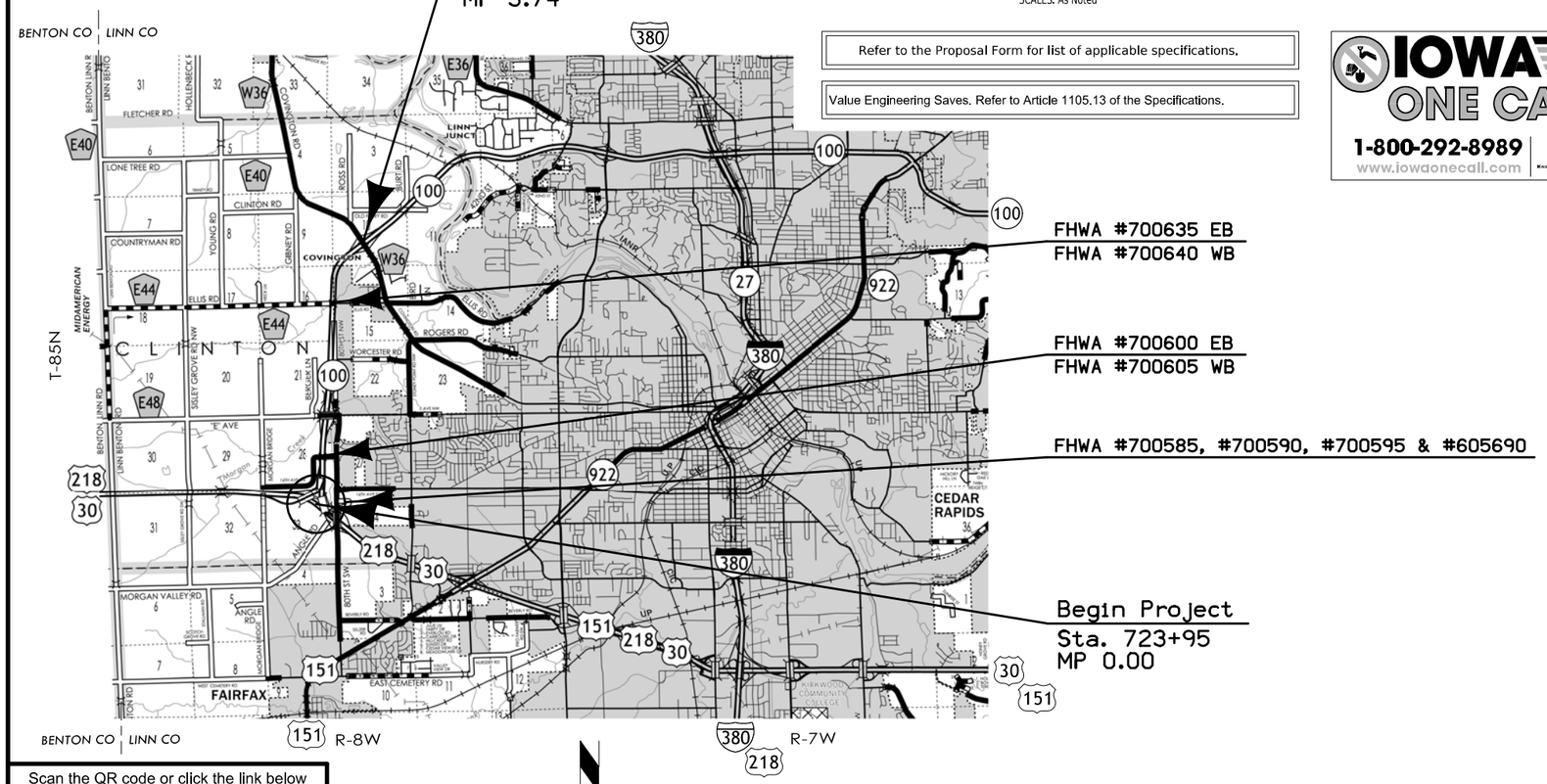
SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.13 of the Specifications.

INDEX OF SHEETS

No.	DESCRIPTION
A Sheet	Title Sheet
A.1	Title Sheet
C Sheets	Quantities and General Information
C.1 - 3	Quantities and General Information
J Sheets	Traffic Control
J.1 - 3	Traffic Control Plan
U Sheets	Detail Sheets
U.1 - 7	Detail Sheets



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

DESIGN DATA RURAL

2024	AADT	6,400	V.P.D.
20 –	AADT	--	V.P.D.
20 –	DHV	--	V.P.H.
TRUCKS		5	%
Total Design ESALs		--	

Scan the QR code or click the link below to leave plan quality feedback and help us improve future projects.

Design QR Feedback Link

LOCATION MAP SCALE
0 1 2 3
Miles

ROADWAY DESIGN

PROFESSIONAL ENGINEER — Seth M. Kjormoe 24111 — 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.

Signature — Date: 9/29/26

Printed or Typed Name: Seth M. Kjormoe

My license renewal date is December 31, 2026

Pages or sheets covered by this seal: ALL

FILE NO.	ENGLISH	DESIGN TEAM Kjormoe/Holub	LINN COUNTY	PROJECT NUMBER MP-100-6(724)0--76-57	SHEET NUMBER A.1

9:43:44 AM 9/23/2026 rholub pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5710001027\DistrictDesign\57100724a01.dgn

ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES

Roadway Items : MP-100-6(724)0--76-57

Item no.	Item Code	Item	Unit	Quantities Estimated Roadway Items	Estimate Reference Notes
1	2308-1000000	ASPHALT EMULSION FOR FOG SEAL (SHOULDERS)	GAL	2,419	Item includes east and west bound paved HMA shoulders. Paved PCC shoulders in the project limits shall be omitted. Item also includes paved HMA shoulders for the west on/off ramps at Covington Rd., on/off ramps at E Avenue NW, and the HMA paved shoulders at the US 30/Iowa 100 interchange, both the inside and outside HMA paved shoulders are included Equipment used to distribute the fog seal shall be equipped with a means for controlling undesirable overspray, drifting or dripping of said material, and shall protect existing features, including adjacent pavement markings, from the shoulder fog seal operation.
2	2528-8445110	TRAFFIC CONTROL	LS	1	Refer to Tab. 108-23A.
3	2533-4980005	MOBILIZATION	LS	1	
4	2541-1004011	CRACK AND JOINT CLEANING AND SEALING (HMA SURFACES)	MILE	9.85	Refer to the location map on sheet A.1 for project limits. Refer to the U sheets for typical cross sections. The quantity includes 6.63 miles of 2 lane pavement and 3.22 miles of ramp pavement (all the ramps at US 30/IA 100 interchange and E Avenue NW and the west on/off ramps at Covington Rd). Paved shoulders shall be included, but the length of paved shoulder, regardless of width, will not be measured separately. Omit PCC pavement.
5	2541-1005001	SEALER MATERIAL (HMA SURFACES)	LB	23,640	

105_04
10/20/26

STANDARDS

The following Standards apply to construction work on this project.

Number	Date	Title
SI-881	10-20-26	Special Signs for Workzones
TC-1	10-15-19	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-402	04-18-23	Work Within 15 ft of Traveled Way
TC-416	10-15-19	Partial Lane Closure on Ramps
TC-418	04-18-23	Lane Closure on Divided Highway
TC-420	10-16-18	Lane Closure at Ramps

262_06
9/28/22

UTILITIES (NOT A POINT 25 PROJECT)

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

108_23A

8/15/22

TRAFFIC CONTROL PLAN

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

2. Ramps should utilize TC-416. Partial ramp closures will be permitted from 9:00 a.m. to 3:00 p.m. and from 7:00 p.m. to 6:00 a.m. Not more than one ramp may be closed at any one time and traffic should not back up on adjacent roads. The contractor shall notify the engineer at least 72 hours in advance of each anticipated ramp closure.

111_01
10/14/22

COORDINATED OPERATIONS

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

Project	Type of Work
MP-030-6(719)235--76-06	PCC Patching

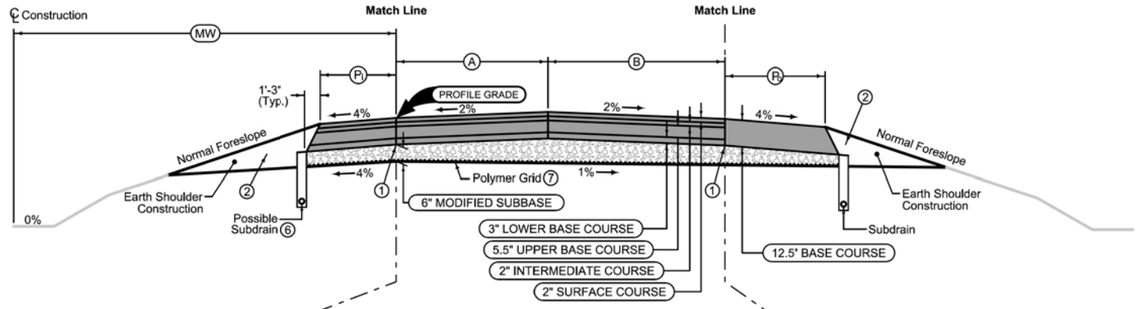
511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No. or Structure ID or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
Iowa 100	EB	Linn	At the intersection of Iowa 100 and US 30	WB US 30 On Ramp	Traffic Control Device	700585	Horizontal	30'	13'	N/A		
Iowa 100	WB	Linn	At the intersection of Iowa 100 and US 30	US 30	Traffic Control Device	700590	Horizontal	42'	13'	N/A		
Iowa 100	WB	Linn	At the intersection of Iowa 100 and US 30	EB US 30 to EB Iowa 100	Traffic Control Device	700595	Horizontal	30'	13'	N/A		
Iowa 100	EB	Linn	At the intersection of Iowa 100 and US 30	US 30	Traffic Control Device	605690	Horizontal	25'	13'	N/A		
Iowa 100	EB	Linn	At the intersection of Iowa 100 and US 30	16th Avenue Access	Traffic Control Device	700600	Horizontal	40'	13'	N/A		
Iowa 100	WB	Linn	At the intersection with Iowa 100 and US 30	16t Avenue Access	Traffic Control Device	700605	Horizontal	40'	13'	N/A		
Iowa 100	EB	Linn	2.5 miles east of the intersection of Iowa 100 and US 30	Ellis Road and Silver Creek	Traffic Control Device	700635	Horizontal	40'	13'	N/A		
Iowa 100	WB	Linn	2.5 miles east of the intersection of Iowa 100 and US 30	Ellis Road and Silver Creek	Traffic Control Device	700640	Horizontal	40'	13'	N/A		

Rural Paving
New

Full Depth HMA Shoulder ③

LOCATION			DIMENSIONS
Direction of Travel	BEGIN STATION	END STATION	(Pi) Feet
EB	723+95.00	733+21.64	6
WB	727+50.00	735+78.94	6
EB	738+23.90	767+04.22	6
WB	740+84.98	769+16.41	6
EB	777+56.84	846+31.21	6
WB	779+71.40	848+40.00	6
EB	855+22.00	899+50.00	6
WB	857+30.79	899+50.00	6



Full Depth HMA Shoulder ③

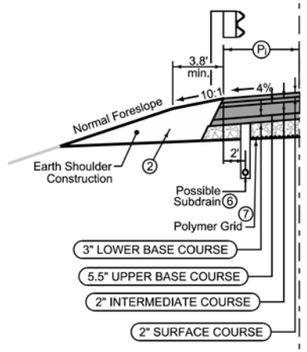
LOCATION			DIMENSIONS
Direction of Travel	BEGIN STATION	END STATION	(Po) Feet
EB	723+95.00	724+59.33	6
EB	724+59.33	725+59.33	6-8
EB	725+59.33	733+20.98	8
WB	733+50.00	735+78.94	8
EB	738+23.90	751+75.00	8
WB	740+46.85	745+50.00	8
EB	757+75.00	768+89.02	8
WB	758+58.29	768+69.76	8
WB	770+56.82	771+86.16	8
EB	777+56.84	782+90.13	8
WB	779+18.40	785+00.00	8
EB	799+00.00	846+31.21	8
WB	799+00.00	845+25.00	8
EB	855+22.00	884+00.00	8
WB	857+30.79	878+75.00	8
EB	890+00.00	899+50.00	8
WB	891+04.99	899+50.00	8

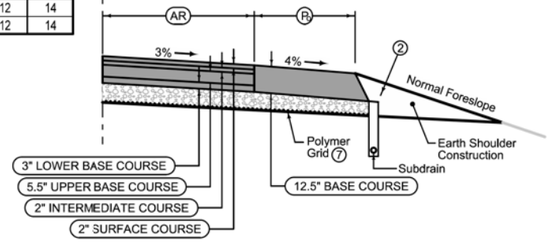
4-LANE DIVIDED ROADWAY HMA PAVING (Paved Shoulders) ③

LOCATION				DIMENSIONS		
ROAD IDENTIFICATION	Direction of Travel	STATION TO STATION		(MW) Feet	(A) Feet	(B) Feet
IA 100	EB	723+95.00	725+59.33	24-26.7	20-17.3	17.3-14
IA 100	EB	725+59.33	727+50.00	26.7-29.9	17.3-14.1	14
IA 100	EB	727+50.00	728+75.00	29.9-32	14.1-12	14
IA 100	WB	727+50.00	735+38.94	32	12	14
IA 100	EB	728+75.00	735+41.53	32	12	14
IA 100	WB	738+40.58	771+66.16	32	12	14
IA 100	EB	738+43.90	772+28.76	32	12	14
IA 100	WB	777+34.24	848+20.00	32	12	14
IA 100	EB	777+96.84	848+20.00	32	12	14
IA 100	WB	855+42.00	899+50.00	32	12	14
IA 100	EB	855+42.00	899+50.00	32	12	14

Full Depth HMA Shoulder at Guardrail ③

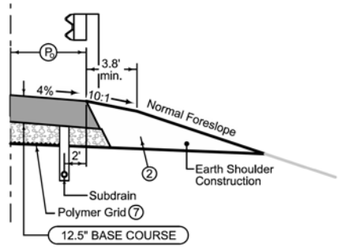
LOCATION			DIMENSIONS
Direction of Travel	BEGIN STATION	END STATION	(Pi) Feet
EB	733+21.64	735+41.53	9.4-7.6
WB	738+40.58	740+84.98	7.3-8.8
EB	767+04.22	772+28.76	11.6-7.5
WB	769+16.41	771+86.16	10.1-8
WB	776+94.24	779+71.40	7.5-9.1
EB	846+31.21	848+20.00	11.8-7.5
WB	855+42.00	857+30.79	7.5-11.8





Auxiliary Lane with Full Depth HMA Shoulder ③

LOCATION			DIMENSIONS	
Direction of Travel	BEGIN STATION	END STATION	(AR) Feet	(Po) Feet
WB	727+50.00	733+20.32	40-2	6
WB	733+20.32	733+50.00	2-0	6-8
WB	745+50.00	746+50.00	0-2	8-6
WB	746+50.00	758+58.29	2-37.8	6
EB	751+75.00	752+05.00	0-2	8-6
EB	752+05.00	757+75.00	2-40	6
WB	785+00.00	786+00.00	40-33.3	6
WB	878+75.00	879+75.00	0-2	8-6
WB	879+75.00	891+04.99	2-37.9	6
EB	884+00.00	884+30.00	0-2	8-6
EB	884+30.00	890+00.00	2-40	6



Full Depth HMA Shoulder at Guardrail ③

LOCATION			DIMS
Direction of Travel	BEGIN STATION	END STATION	(Po) Feet
EB	733+20.98	735+41.53	10.8-9.3
WB	738+40.58	740+46.85	9.8-11.3
EB	770+57.82	772+48.76	13-9.5
WB	776+94.24	779+18.40	9.5-11.1
EB	846+31.21	848+20.00	13.8-9.5
WB	855+42.00	857+30.79	9.5-13.8

Section shown in the direction of traffic.

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Cross Sections for additional details of ditches, foreslopes, and backslopes.

See Sheets U.57-U.61 for Jointing Details.

Possible adjusted subgrade trenching and reshaping required to maintain a minimum 6-inch layer of modified subbase beneath all mainline HMA roadway and shoulder pavement. See typical detail "Trenching" on sheet B.10 for additional details.

① Construct vertical edge to HMA pavement at interface with PCC pavement by sawcutting or through other methods during paving operations.

② See Sheet B.11 for Typical Detail to Drain Modified Subbase.

③ See Sheet C.4 for HMA Mix Design.

⑥ See tabulation 104-9 "Longitudinal Subdrain Shoulder and Backslope" on sheets CS.2-CS.5 for proposed locations.

⑦ End Polymer Grid a distance of 6 inches from Subdrain Trenches.

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

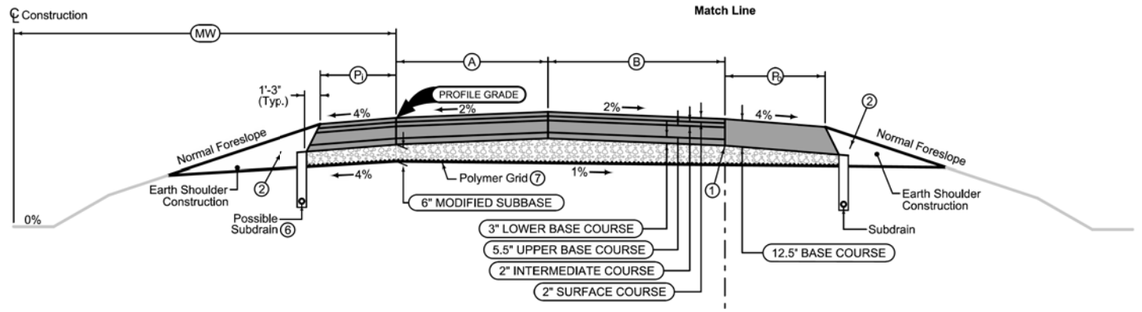
FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(43)--3H-57	SHEET NUMBER B.1

11:25:15 AM 2017\09\01 tmille20 pw:\\projectwise.ch2m.com:CH2MHILL_TBG\Documents\439111 - IA-100 PRELIMINARY DESIGN LINN\PRELIMINARY DESIGN WIP\PID\Design\FINAL DESIGN\(43) PAVING 2\DESIGN\Sheets\57100043B01.sht

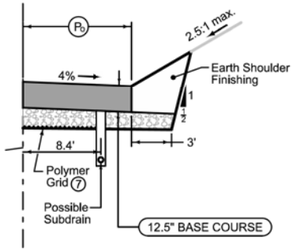
FILE NO.	ENGLISH	DESIGN TEAM Kjormoe/Holub	LINN COUNTY	PROJECT NUMBER MP-100-6(724)0--76-57	SHEET NUMBER U.1

10:57:34 AM 8/11/2026 rholub pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5710001027\DistrictDesign\57100724u01.dgn

Rural Paving
New

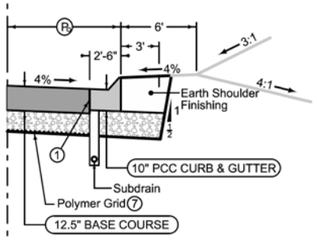


4-LANE DIVIDED ROADWAY HMA PAVING (Paved Shoulders) 3



Dropped Curbed HMA Shoulder at Bridge Berm 3 5

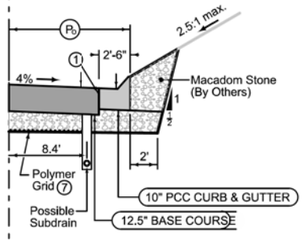
LOCATION			DIMENSIONS
Direction of Travel	BEGIN STATION	END STATION	Po Feet
WB	768+69.76	769+14.76	13
EB	768+89.02	769+34.02	13
WB	770+11.82	770+56.82	13
EB	770+31.07	770+57.82	13



Full Depth HMA Shoulder with PCC Curb 3

Curb Jointing:
Transverse: See U Sheets

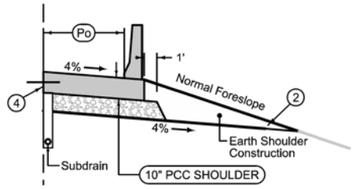
LOCATION			DIMENSIONS	
Direction of Travel	BEGIN STATION	END STATION	Po Feet	Curb Type See PV-102
WB	791+00.00	799+00.00	9	6" SLOPED
EB	795+50.00	799+00.00	9	6" SLOPED



Full Depth HMA Shoulder with PCC Curb at Bridge Berm 3 5

Curb Jointing:
Transverse: See U Sheets

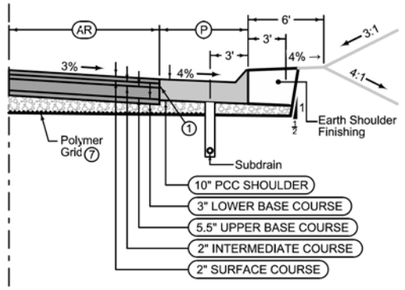
LOCATION			DIMENSIONS	
Direction of Travel	BEGIN STATION	END STATION	Po Feet	Curb Type See PV-102
WB	769+14.76	770+11.82	14	6" SLOPED
EB	769+34.02	770+31.07	14	6" SLOPED



Full Depth PCC Shoulder with Barrier

Shoulder Jointing:
Transverse joints: See U Sheets

LOCATION			DIMENSIONS
Direction of Travel	BEGIN STATION	END STATION	Po Feet
WB	845+25.00	848+60.00	8



HMA Auxiliary Lane with PCC Curbed Shoulder 3

Curb Jointing:
Transverse: See U Sheets

LOCATION			DIMENSIONS		
Direction of Travel	BEGIN STATION	END STATION	AR Feet	Po Feet	Curb Type See PV-102
EB	782+90.13	794+50.00	37.9-2	7	6" SLOPED
EB	794+50.00	795+50.00	2-0	7-9	6" SLOPED
WB	786+00.00	790+70.00	33.3-2	7	6" SLOPED
WB	790+70.00	791+00.00	2-0	7-9	6" SLOPED

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

See U.57-U.61 for Jointing Details

Possible adjusted subgrade trenching and reshaping required to maintain a minimum 6-inch layer of modified subbase beneath all mainline HMA roadway and shoulder pavement. See typical detail "Trenching" on sheet B.10 for additional details.

1. Construct vertical edge to HMA pavement at interface with PCC pavement by sawcutting or through other methods during paving operations.
2. See Sheet B.11 for Typical Detail to Drain Modified Subbase.
3. See Sheet C.4 for HMA Mix Design
4. L-2 or KT-2 Joint when adjacent to Bridge Approach Pavement. B Joint otherwise.
5. Refer to Standard Road Plan EW-204
7. End Polymer Grid a distance of 6 inches from Subdrain Trenches.

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

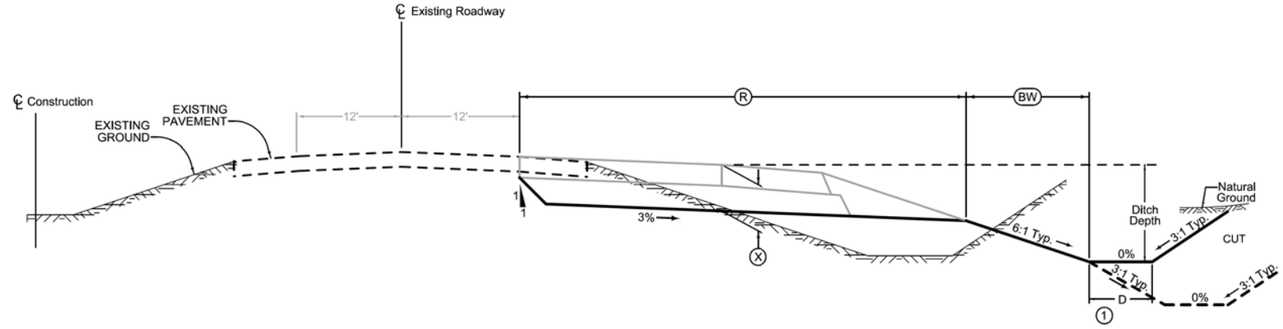
FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(43)--3H-57	SHEET NUMBER B.2

11:25:16 AM 2017\09\01 tmille20 pw:\\projectwise.ch2m.com:CH2MHILL_TBG\Documents\439111 - IA-100 PRELIMINARY DESIGN LINN\PRELIMINARY DESIGN WIP\PID\Design\FINAL DESIGN\(43) PAVING 2\DESIGN\Sheets\57100043B01.sht

FILE NO.	ENGLISH	DESIGN TEAM Kjormoe/Holub	LINN COUNTY	PROJECT NUMBER MP-100-6(724)0--76-57	SHEET NUMBER U.2

10:57:45 AM 8/11/2026 rholub pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5710001027\DistrictDesign\57100724u01.dgn

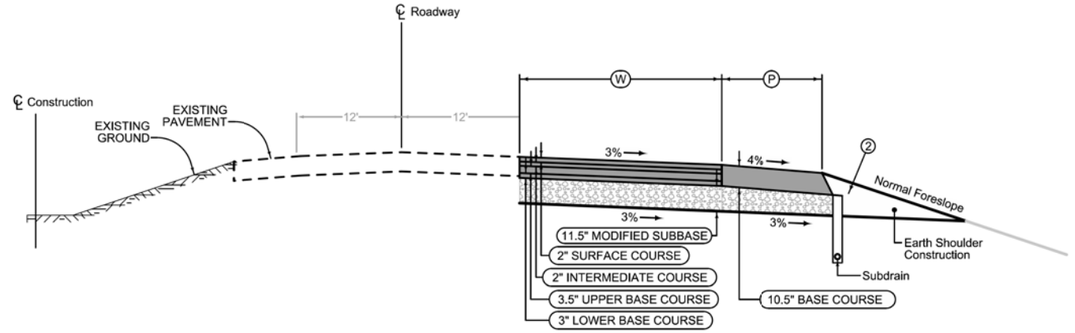
Taper_Grade
New



GRADING FOR RAMP TAPER AT EXISTING ROADWAY

Section shown in the direction of traffic.

LOCATION				DIMENSIONS		
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Ⓡ Feet	Ⓧ Inches	(BW) Feet
EX. US 30	US30A	1355+83.13	1367+30.85	26.8-56.1	22	3.2-11
EX. US 30	US30G	1348+92.18	1354+90.00	27.6-58.8	22	2.4-11



HMA RAMP TAPER AT EXISTING ROADWAY ③

Section shown in the direction of traffic.

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		Ⓦ Feet	Ⓟ Feet
EX. US 30	US30A	1355+83.13	1360+03.67	0-8.3	14.4-6
EX. US 30	US30A	1360+03.67	1367+30.85	8.3-37.2	6
EX. US 30	US30G	1348+92.18	1350+31.05	0-9.1	15.3-6
EX. US 30	US30G	1350+31.05	1354+90.00	9.1-39.8	6

① Typical 10' Ditch Width. Refer to Cross Sections for ditch width details.

② See Sheet B.11 for typical detail to Drain Modified Subbase.

③ See Sheet C.4 for HMA Mix Design.

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(43)--3H-57	SHEET NUMBER B.3

21:25:19 AM 2017\09\01 tmille20 pw:\\projectwise.ch2m.com:CH2MHILL_TBG\Documents\439111 - IA-100 PRELIMINARY DESIGN LINN\PRELIMINARY DESIGN WIP\PID\Design\FINAL DESIGN\(43) PAVING 2\DESIGN\Sheets\57100043B01.sht

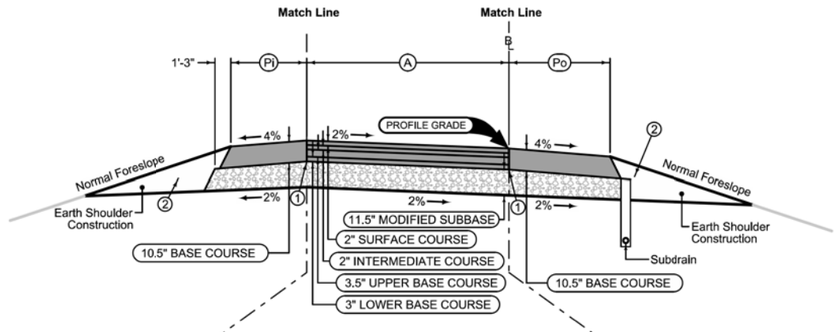
FILE NO.	ENGLISH	DESIGN TEAM Kjormoe/Holub	LINN COUNTY	PROJECT NUMBER MP-100-6(724)0--76-57	SHEET NUMBER U.3

10:57:55 AM 8/11/2026 rholub pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5710001027\DistrictDesign\57100724u01.dgn

1RH_
Modifed

Full Depth HMA Shoulder (5)

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Pi) Feet
US 30	A	11698+74.32	11720+00.00	4
US 30	D	14689+21.71	14691+85.00	4
US 30	D	14703+39.21	14704+00.00	6
US 30	D	14704+00.00	14705+00.00	6-4
US 30	D	14705+00.00	14721+64.73	4
US 30	G1	17681+30.64	17699+54.76	4
US 30	H	18708+28.98	18713+95.28	8
US 30	H	18726+89.78	18727+50.00	6
E Ave.	A	21776+71.47	21785+00.00	4
E Ave.	B	22757+75.00	22769+13.11	4
E Ave.	C	23758+58.54	23767+67.49	4
E Ave.	D	24781+50.00	24782+90.67	4
Covington Rd.	B	32590+00.00	32600+00.00	4
Covington Rd.	C	33591+03.65	33600+12.98	4



Full Depth HMA Shoulder (5)

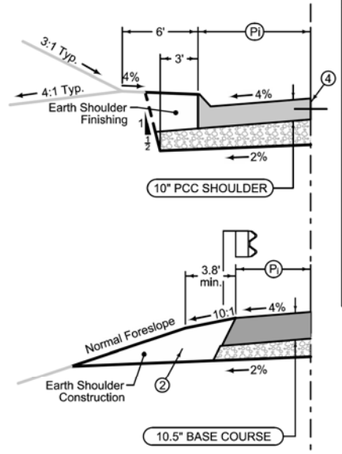
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet
80th St.	Ca	16708+73.65	16711+26.56	6
US 30	A	11698+74.32	11727+50.00	6
US 30	D	14689+21.71	14691+22.08	6
US 30	D	14693+35.69	14696+35.53	6
US 30	G1	17681+30.64	17700+14.64	6
US 30	H	18712+50.00	18713+75.28	6
E Ave.	A	21775+91.61	21785+00.00	6
E Ave.	B	22757+75.00	22769+13.11	6
E Ave.	C	23758+58.54	23767+67.49	6
Covington Rd.	B	32590+00.00	32598+91.73	6
Covington Rd.	C	33591+03.65	33592+75.00	6

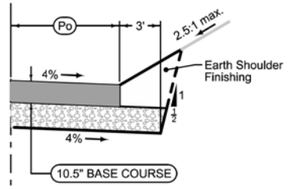
1 LANE HMA RAMP PAVING (5)

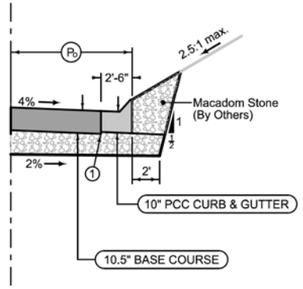
(Sheet 1 of 3)

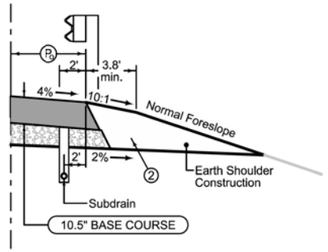
Section shown in the direction of traffic.

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(A) Feet
80th St.	Ca	16700+67.82	16711+26.56	16
US 30	A	11698+74.32	11727+50.00	16
US 30	D	14689+21.71	14697+85.71	16
US 30	D	14703+17.21	14721+64.73	16
US 30	G1	17681+30.64	17701+16.52	16
US 30	H	18707+17.39	18713+55.28	16
US 30	H	18720+55.37	18727+50.00	16
E Ave.	A	21774+91.95	21785+00.00	16
E Ave.	B	22757+75.00	22766+50.00	16
E Ave.	B	22766+50.00	22767+70.00	16-24
E Ave.	B	22767+70.00	22769+13.11	24
E Ave.	C	23758+58.54	23767+67.49	16
E Ave.	D	24778+62.60	24782+90.67	16
Covington Rd.	B	32590+00.00	32598+46.00	16
Covington Rd.	B	32598+46.00	32599+26.00	16-24
Covington Rd.	B	32599+26.00	32600+00.00	24
Covington Rd.	C	33591+03.65	33600+12.98	16









Dropped Curbed HMA Shoulder at Bridge Berm (3) (5)

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet
US 30	D	14691+22.08	14691+67.08	11
US 30	D	14692+90.69	14693+35.69	11

Full Depth PCC Curbed Shoulder

Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Pi) Feet	Curb Type See PV-102
US 30	A	11720+00.00	11727+40.00	5	6" SLOPED
80th St.	Ca	16710+50.00	16711+26.56	5.4	6" SLOPED

Full Depth HMA Shoulder at Guardrail (5)

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Pi) Feet
US 30	G1	17699+54.76	17701+06.52	6.5-5.4
US 30	H	18707+17.39	18708+28.98	9-12.6
E Ave.	A	21774+91.95	21776+71.47	5.5-6.6

Full Depth PCC Shoulder with Barrier

Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Pi) Feet
80th St.	Ca	16701+50.00	16702+22.39	5.6
US 30	D	14692+25.00	14692+55.00	5.6
US 30	H	18723+50.00	18726+50.00	9.6
E Ave.	D	24778+22.60	24781+50.00	5.6

Full Depth HMA Shoulder with PCC Curb at Bridge Berm (3) (5)

Curb Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet	Curb Type See PV-102
US 30	D	14691+67.08	14692+90.69	12	6" SLOPED

Full Depth HMA Shoulder at Guardrail (5)

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet
US 30	D	14696+35.53	14697+95.71	11-9.5
US 30	G1	17700+14.64	17701+56.52	9.1-7.3
US 30	H	18720+45.37	18721+50.00	7.5-8.7
E Ave.	A	21774+71.95	21775+91.61	10-11.6
Covington Rd.	B	32598+91.73	32599+21.15	10.9
Covington Rd.	B	32599+21.15	32599+61.88	10.9-9.3
Covington Rd.	B	32599+61.88	32600+00.00	9.3

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

(1) Construct vertical edge to HMA pavement at interface with PCC pavement by sawcutting or through other methods during paving operations.

(2) See Sheet B.11 for Typical Detail to Drain Modified Subbase.

(3) Refer to Standard Road Plan EW-204

(4) L-2 or KT-2 Joint when adjacent to Bridge Approach Pavement. B Joint otherwise.

(5) See Sheet C.4 for HMA Mix Design.

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

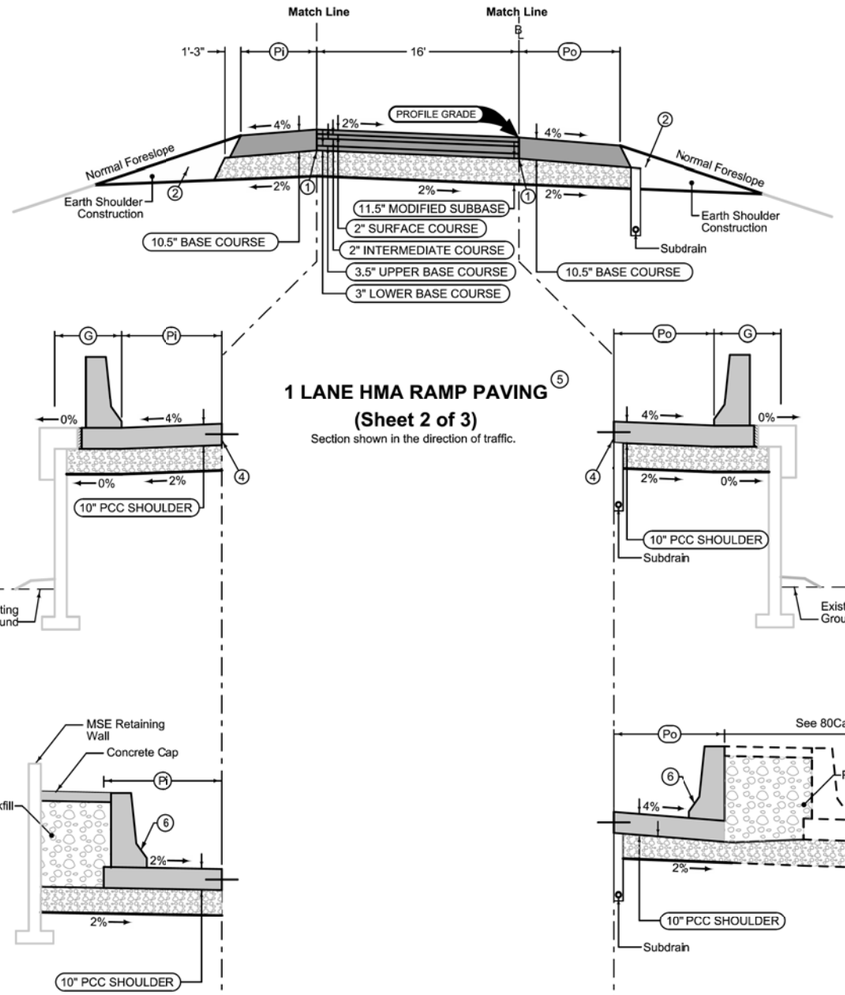
FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(43)--3H-57	SHEET NUMBER B.4

11:25:20 AM 2017\09\01 tmille20 pw:\\projectwise.ch2m.com:CH2MHILL_TBG\Documents\439111 - IA-100 PRELIMINARY DESIGN LINN\PRELIMINARY DESIGN WIP\PID\Design\FINAL DESIGN\(43) PAVING 2\DESIGN\Sheets\57100043B01.sht

FILE NO.	ENGLISH	DESIGN TEAM Kjormoe/Holub	LINN COUNTY	PROJECT NUMBER MP-100-6(724)0--76-57	SHEET NUMBER U.4

10:58:03 AM 8/11/2026 rholub pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5710001027\DistrictDesign\57100724u01.dgn

1RH_
Modifed



1 LANE HMA RAMP PAVING (5)
(Sheet 2 of 3)

Section shown in the direction of traffic.

Full Depth PCC Shoulder with Retaining Wall

Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Pi) Feet	(G) Feet
US 30	D	14692+55.00	14696+75.00	4	2.25
US 30	D	14696+75.00	14697+75.00	4-6	2.25
US 30	D	14697+75.00	14698+25.71	6	2.25
US 30	D	14702+77.21	14703+39.21	6	2.25
US 30	H	18720+15.37	18723+50.00	8	2.25

Full Depth PCC Shoulder with Retaining Wall

Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet	(G) Feet
80th St.	80Ca	16704+00.00	16708+73.85	6	2.25
US 30	D	14697+95.71	14698+25.71	8	2.25
US 30	D	14702+77.21	14709+40.00	8	2.25

Full Depth PCC Shoulder with Barrier and Concrete Cap

Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Pi) Feet
80th St.	Ca	16702+22.39	16710+50.00	5.6

Full Depth PCC Shoulder with Barrier Transition

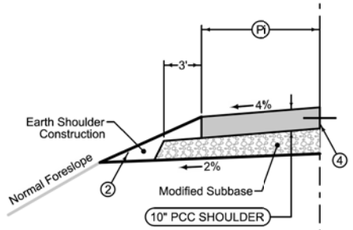
Shoulder Jointing:
Transverse: See U Sheets

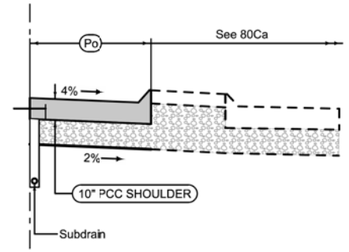
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet
US 30	D	14709+40.00	14710+45.00	9.6

Full Depth PCC Shoulder for Crash Cushion (7)

Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Pi) Feet
80th St.	Ca	16701+11.85	16701+50.00	8.7-7.2
US 30	D	14691+85.00	14692+25.00	7.2
US 30	H	18726+50.00	18726+89.78	11.5





Curbed PCC Shoulder next to Raised Median

Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet	Curb Type See PV-102
US 30	D	14710+45.00	14711+25.00	9-7.4	6" SLOPED

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

(1) Construct vertical edge to HMA pavement at interface with PCC pavement by sawcutting or through other methods during paving operations.

(2) See Sheet B.11 for Typical Detail to Drain Modified Subbase.

(4) L-2 or KT-2 Joint when adjacent to Bridge Approach Pavement. B Joint otherwise.

(5) See Sheet C.4 for HMA Mix Design.

(6) See Sheet U.42 for Barrier Transition Details

(7) See Sheets U.30-U.32 for Crash Cushion Details

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

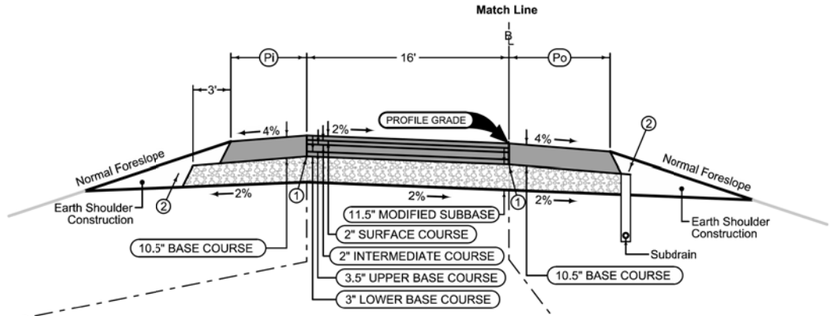
FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(43)--3H-57	SHEET NUMBER B.5

11:25:22 AM 2017\09\01 tmille20 pw:\\projectwise.ch2m.com:CH2MHILL_TBG\Documents\439111 - IA-100 PRELIMINARY DESIGN LINN\PRELIMINARY DESIGN WIP\PID\Design\FINAL DESIGN\(43) PAVING 2\DESIGN\Sheets\57100043B01.sht

FILE NO.	ENGLISH	DESIGN TEAM Kjormoe/Holub	LINN COUNTY	PROJECT NUMBER MP-100-6(724)0--76-57	SHEET NUMBER U.5

10:58:15 AM 8/11/2026 rholub pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5710001027\DistrictDesign\57100724u01.dgn

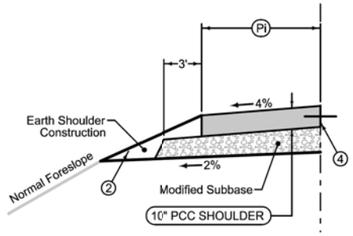
1RH_
Modifed



1 LANE HMA RAMP PAVING ⑤

(Sheet 3 of 3)

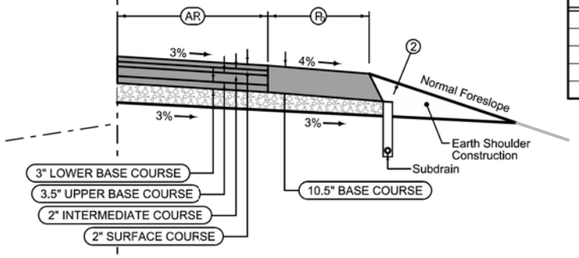
Section shown in the direction of traffic.



Full Depth PCC Shoulder with Barrier

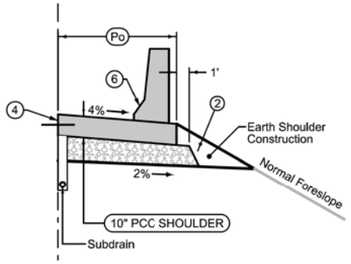
Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet
US 30	A	11727+40.00	11727+50.00	4
80th St.	Ca	16700+67.82	16701+11.85	4



Full Depth HMA Shoulder with Auxiliary Lane ⑤

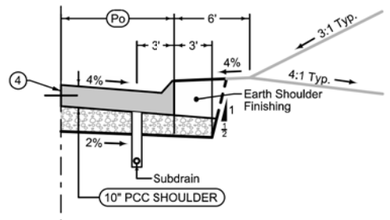
LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet	(AR) Feet
US 30	D	14711+25.00	14721+64.73	6	29.8-5.9
US 30	H	18708+85.50	18710+70.00	6	12
US 30	H	18710+70.00	18712+50.00	6	12-0
US 30	H	18721+93.38	18722+69.95	7.3-6	0.7-2.0
US 30	H	18722+69.65	18727+50.00	6	2.0-10.0



Full Depth PCC Shoulder with Barrier

Shoulder Jointing:
Transverse: See U Sheets

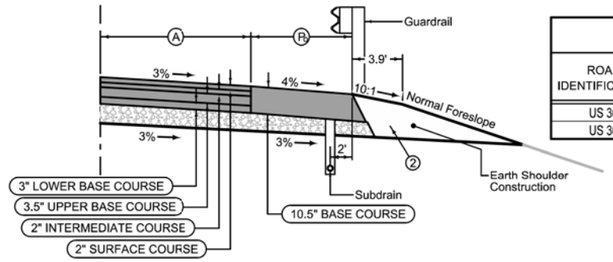
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet
80th St.	Ca	16703+30.00	16704+00.00	7.6
E Ave	D	24778+22.60	24781+50.00	7.6



Full Depth PCC Curbed Shoulder

Shoulder Jointing:
Transverse: See U Sheets

LOCATION				DIMENSIONS		
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet	(X) %	Curb Type See PV-102
80th St.	Ca	16700+67.83	16703+30.00	7	2	6" SLOPED
E Ave.	D	24781+50.00	24782+90.67	7	2	6" SLOPED
Covington	C	33592+75.00	33600+12.98	7	4	6" SLOPED



Full Depth HMA Shoulder at Guardrail with Auxiliary Lane ⑤

LOCATION				DIMENSIONS	
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet	(A) Feet
US 30	H	18707+27.39	18708+85.50	7.5-9.2	12
US 30	H	18721+50.00	18721+93.38	8.7-8.9	0-0.7

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

(1) Construct vertical edge to HMA pavement at interface with PCC pavement by sawcutting or through other methods during paving operations.

(2) See Sheet B.11 for Typical Detail to Drain Modified Subbase.

(4) L-2 or KT-2 Joint when adjacent to Bridge Approach Pavement. B Joint otherwise.

(5) See Sheet C.4 for HMA Mix Design.

(6) See Sheet U.42 for Barrier Transition Details

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(43)--3H-57	SHEET NUMBER B.6

11:25:24 AM 2017\09\01 tmille20 pw:\\projectwise.ch2m.com:CH2MHILL_TBG\Documents\439111 - IA-100 PRELIMINARY DESIGN LINN\PRELIMINARY DESIGN WIP\PID\Design\FINAL DESIGN\(43) PAVING 2\DESIGN\Sheets\57100043B01.sht

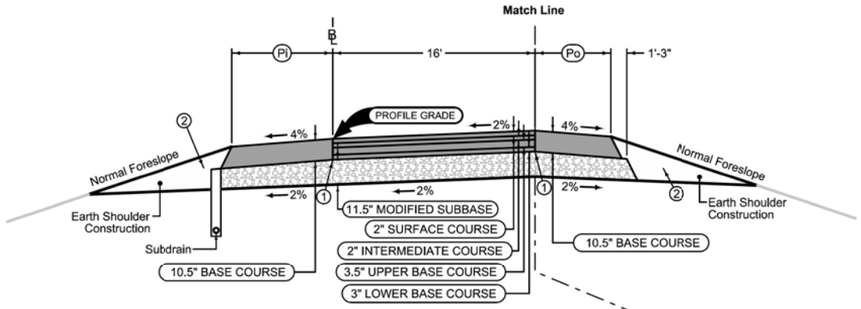
FILE NO.	ENGLISH	DESIGN TEAM Kjormoe/Holub	LINN COUNTY	PROJECT NUMBER MP-100-6(724)0--76-57	SHEET NUMBER U.6

10:58:26 AM 8/11/2026 rholub pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5710001027\DistrictDesign\57100724u01.dgn

1RH_M
New

Full Depth HMA Shoulder ③

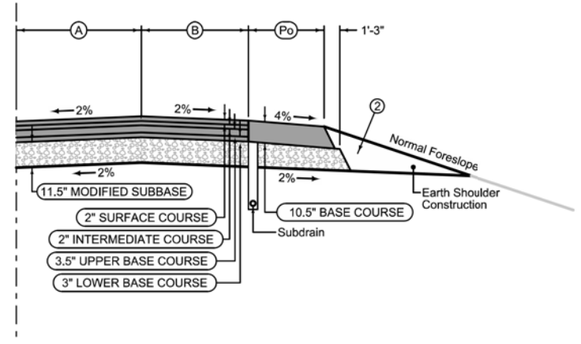
LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Pi) Feet
US 30	G2	17706+38.08	17723+94.93	6



1 LANE HMA RAMP PAVING ③

Section shown in the direction of traffic.

LOCATION			
ROAD IDENTIFICATION	RAMP	STATION TO STATION	
US 30	G2	17706+58.08	17723+94.93



Full Depth HMA Shoulder ③

LOCATION				DIMENSIONS
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet
US 30	G2	17706+18.08	17721+66.01	6

Full Depth HMA Shoulder with Auxillary Lane ③

LOCATION				DIMENSIONS		
ROAD IDENTIFICATION	RAMP	STATION TO STATION		(Po) Feet	(A) Feet	(B) Feet
US 30	G2	17721+66.01	17723+94.93	6	21-4	21.9-17.3

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

See Plan & Profile sheets and cross sections for additional details of ditches, foreslopes, and backslopes.

(1) Construct vertical edge to HMA pavement at interface with PCC pavement by sawcutting or through other methods during paving operations.

(2) See Sheet B.11 for Typical Detail to Drain Modified Subbase.

(3) See Sheet C.4 for HMA Mix Design.

FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT\CH2MHILL	LINN COUNTY	PROJECT NUMBER NHSX-100-1(43)--3H-57	SHEET NUMBER B.7

11:25:26 AM 2017\09\01 tmille20 pw:\\projectwise.ch2m.com:CH2MHILL_TBG\Documents\439111 - IA-100 PRELIMINARY DESIGN LINN\PRELIMINARY DESIGN WIP\PID\Design\FINAL DESIGN\(43) PAVING 2\DESIGN\Sheets\57100043B01.sht

FILE NO.	ENGLISH	DESIGN TEAM Kjormoe/Holub	LINN COUNTY	PROJECT NUMBER MP-100-6(724)0--76-57	SHEET NUMBER U.7

10:58:37 AM 8/11/2026 rholub pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5710001027\DistrictDesign\57100724u01.dgn