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PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

SCOTT COUNTY

CROSSOVERS AND SHOULDER STRENGTHENING

US 61
DME RR 0.8 mi N of I-80 (NB/SB)

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

PROJECT IDENTIFICATION NUMBER	TOTAL
	112
23-82-061-020	
PROJECT NUMBER	
BRF-061-5(157)--38-82	
R.O.W. PROJECT NUMBER	

DESIGN DATA URBAN			
2024	AADT	38300	V.P.D.
20	— AADT	—	V.P.D.
20	— DHV	—	V.P.H.
TRUCKS		11	%
Total			
Design ESALs		—	

INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	Seth Morling	Primary Signature Block	C.1 - C.3
X	X	X	X

LICENSED PROFESSIONAL ENGINEER

SETH A. MORLING
P27141

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.

Seth Morling

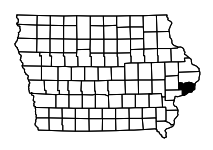
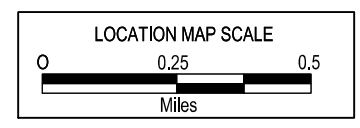
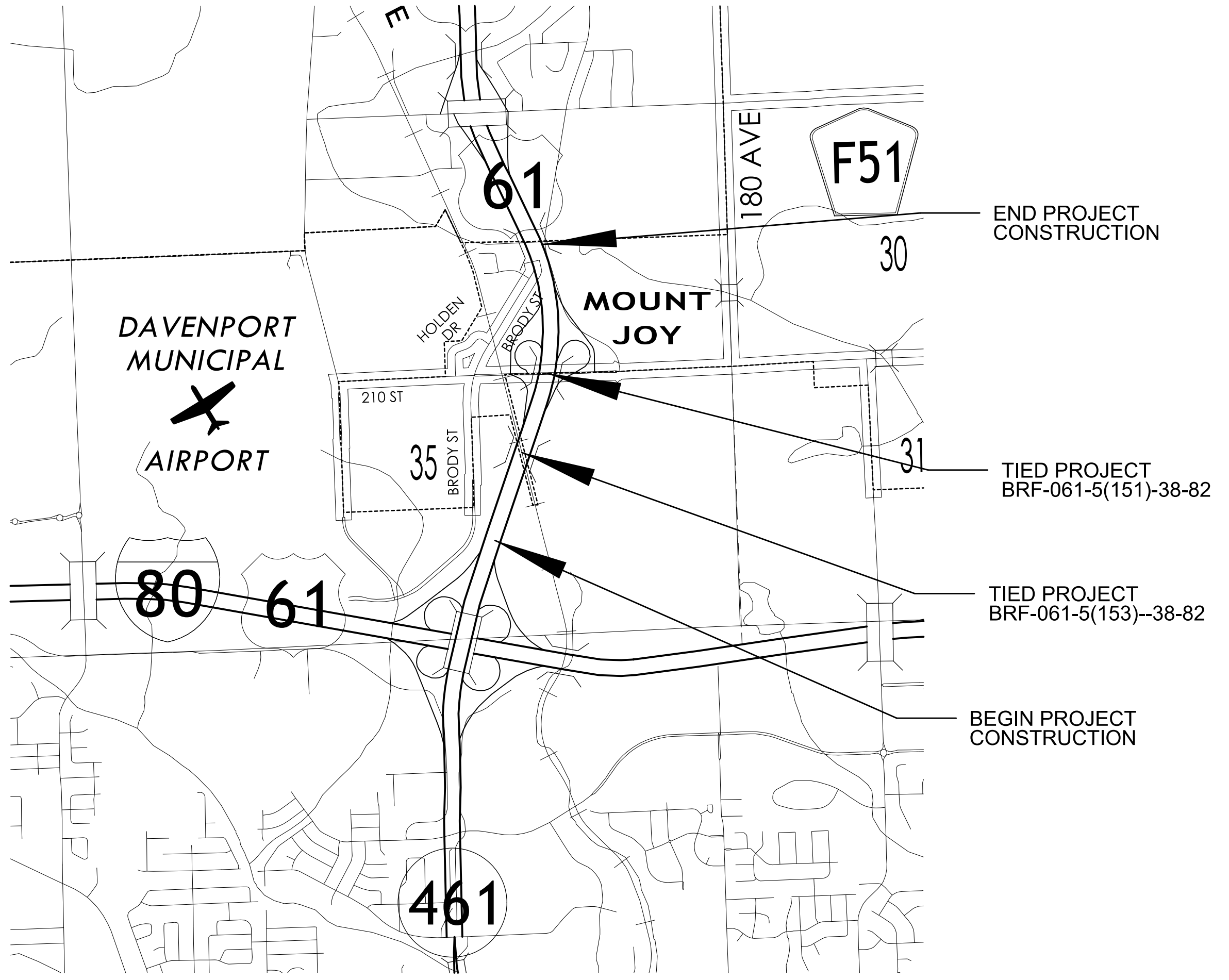
05-04-2026

Signature
Seth Morling

Printed or Typed Name

My license renewal date is December 31, 2026

Pages or sheets covered by this seal: A.1-A.2, B.1-B.3, C.1-C.18, D.1-D.2, F.1-F.2, G.4-G.5, J.1-J.15, RC.1-RC.5, RR.1-RR.3, T.1-T.6, U.1-U.6, W.1-W.45
X



Shoulder Jointing:
Longitudinal joint: B

4_P_ALT_04-21-20				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	X %
NB	464+88.36	474+86.28	6	+4
NB	480+96.58	482+70.62	6	+3.5
**NB	491+37.97	502+18.07	6	+3.5

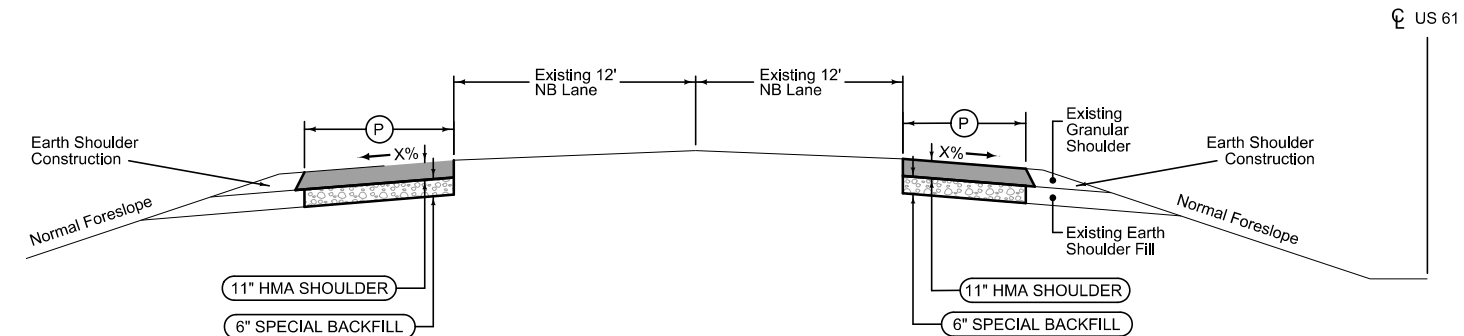
Shoulder Jointing:
Longitudinal joint: B

4_P_ALT_ 04-21-20				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	X %
NB	464+08.53	471+88.72	10	-4
NB	471+88.72	474+98.30	10	+3.5
NB	480+96.58	492+74.96	10	+3.5

US 61 Northbound

Shoulder Jointing:
Longitudinal joint: B

4_P_ALT_ 04-21-20				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	X %
SB	452+56.43	461+44.57	6	+4
SB	464+69.52	477+37.49	Varies	+4
SB	480+08.44	493+23.38	Varies	+3.5



Shoulder Jointing:
Longitudinal joint: B

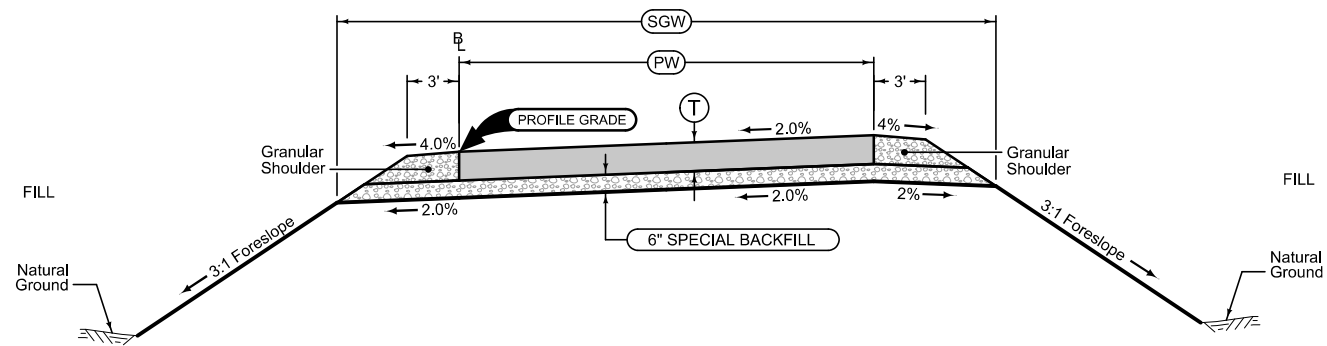
4_P_ALT_04-21-20				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	X %
SB	459+84.33	460+79.87	6	-4
SB	464+34.41	471+88.72	6	-4
SB	471+88.72	477+47.78	6	+3.5
SB	480+13.91	482+70.62	6	+3.5
**SB	482+70.63	488+09.65	6	-4
SB	499+60.58	500+61.14	6	+3.5

US 61 Southbound

[illegible]

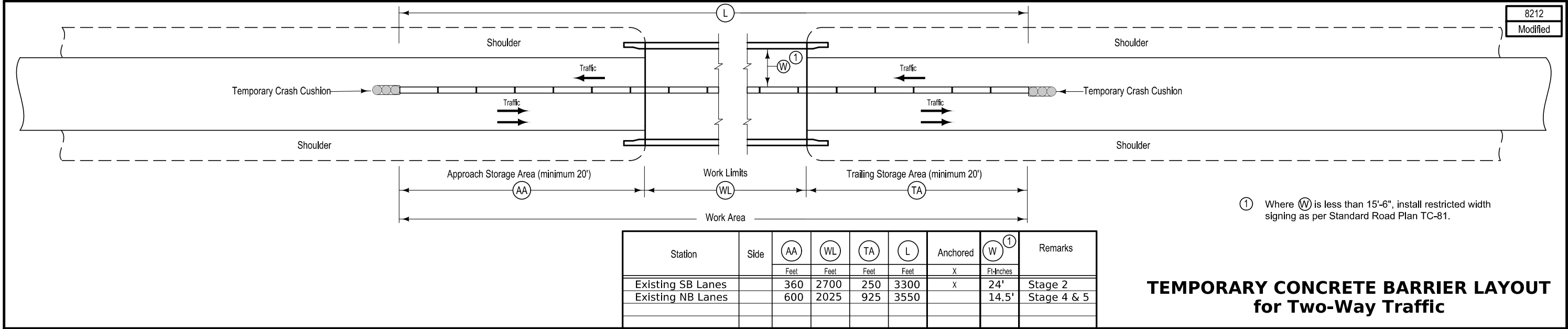
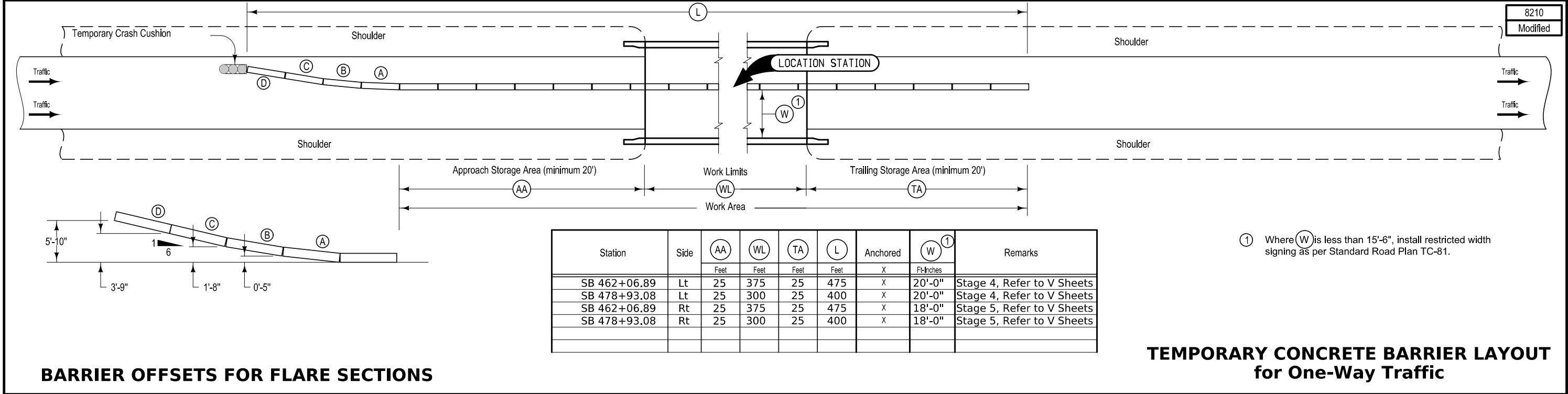
Refer to F sheets for further details. Detour baseline and profile grade may be on right side of pavement.

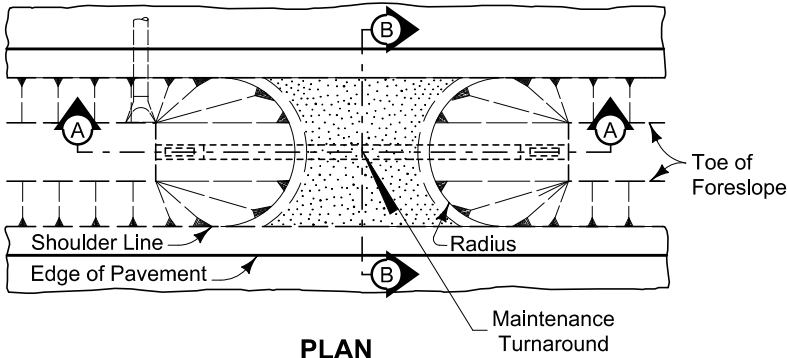
Cross slopes of pavement and shoulders vary; refer to F sheets and U sheets for further details.



Detour Paving

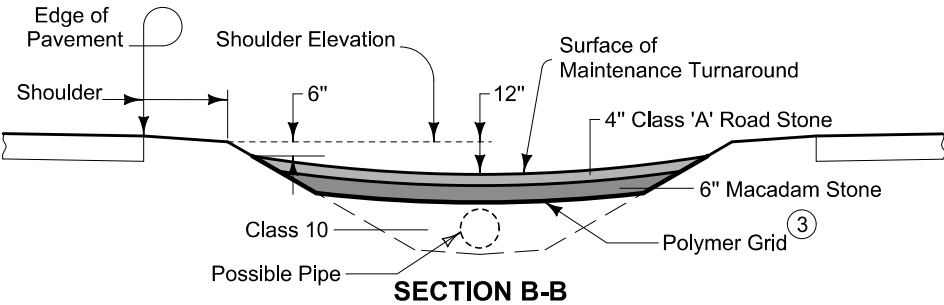
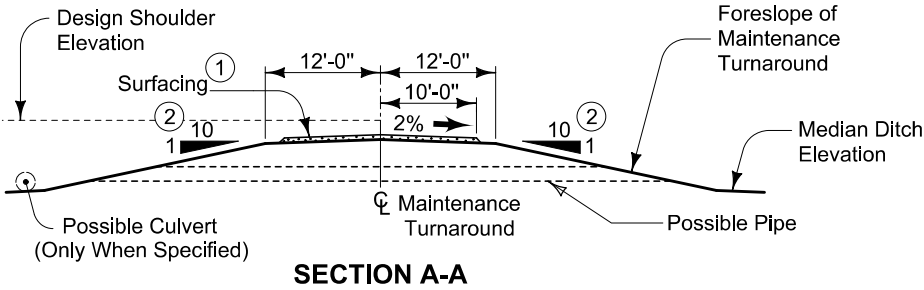
D_Detour
Modified





8101
04-21-15

- ① Surfacing quantities based on a 6 inch layer of Macadam Stone base and a 4 inch layer of Class 'A' Road Stone. Apply surfacing as directed by the Engineer.
- ② Construct 8:1 foreslope when drainage pipe is incorporated into the maintenance turnaround.
- ③ Install Polymer Grid between Class 10 and stone material.
- ④ See Standard Road Plan DR-212.



MAINTENANCE TURNAROUND

Location		Class 'A' Road Stone	Macadam Stone	Polymer Grid	Class 10	Pipe Length	Beveled Pipe & Guard ④	Radius	Remarks
Road Identification	Station	TONS	TONS	SY	CY	LF	EACH	FT	
US 61	498+10	36	40	180				24	

ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES

Roadway Items : Roadway Items

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
1	2102-0425070	SPECIAL BACKFILL	TON	7,480.6	Refer to B Sheets and Tab. 112-08 and Tab. 112-09 on C Sheets.
2	2102-2625000	EMBANKMENT-IN-PLACE	CY	3,523	Material shall be provided by the Contractor. The Contractor shall provide borrow material according to Section 2102 of the Standard Specifications. Refer also to Tab 112-8 on C sheets. Refer also to T Sheets.
3	2102-2713090	EXCAVATION, CLASS 13, WASTE	CY	11,220.6	Refer to T Sheets for more information. Refer to also to Tab 112-8 and Tab 112-9 on the C Sheets. 3464CY added for removal of median crossovers at the completion of the project.
4	2105-8425005	TOPSOIL, FURNISH AND SPREAD	CY	2,135	Refer to the T Sheets. 1300CY added for topsoil dressing at the completion of the project.
5	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID	SY	180	See Typical 8101 in B Sheets for locations and details at maintenance turn arounds.
6	2121-7425010	GRANULAR SHOULDERS, TYPE A	TON	967.2	Refer to B Sheets and Tab. 112-08 on C Sheets. Refer also to the U Sheets.
7	2122-5500110	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 11 IN.	SY	9,020.4	Refer to typicals on the B Sheets and Tab 112-9 on the C Sheets for locations and details.
8	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA	103	Requires a minimum of 4 inches of topsoil. Place according to Article 2105.03,B of the Standard Specifications. Refer to Tab 112-9 in C sheets and B sheet Typicals.
9	2210-0475290	MACADAM STONE BASE	TON	40	Estimated at 1.75 ton/cu yd. See Typical 8101 in B Sheets for locations and details at maintenance turn arounds.
10	2304-0100000	DETOUR PAVEMENT	SY	11,086.4	Refer to B Sheets and Tab. 112-08 on C Sheets.
11	2312-8260051	GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE	TON	36	See Typical 8101 in B Sheets for locations and details at maintenance turn arounds.
12	2416-0101036	REMOVE AND REINSTALL CONCRETE PIPE APRONS LESS THAN OR EQUAL TO 36 IN.	EACH	2	Refer to Tab 104-3 in C Sheets for details. Remove apron at Sta 5488+90 and reinstall temporarily during stage 2, then reinstall at existing location after removal of North Crossover 3.
13	2417-2307036	DRAIN, CORRUGATED METAL SLOTTED PIPE, 36 IN., W/6 IN. GRATE	LF	130	
14	2417-5895018	BEVELED PIPE AND GUARD, 18 INCH	EACH	4	
15	2422-1723018	CULVERT, UNCLASSIFIED ROADWAY PIPE, 18 IN. DIA.	LF	450	
16	2422-1723024	CULVERT, UNCLASSIFIED ROADWAY PIPE, 24 IN. DIA.	LF	44	Refer to Sheet F.1 and Tab. 104-3 for locations and details.
17	2510-6745850	REMOVAL OF PAVEMENT	SY	16,330.1	Refer to Tabs 110-1 and 102-5 on C Sheets for locations and details.
18	2520-3350015	FIELD OFFICE	EACH	1	
19	2527-9263137	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT-BASED	EACH	4	Refer to Tab 108-29 in C Sheets for locations and details.
20	2527-9263181	PAVEMENT MARKINGS REMOVED	STA	313	Refer to Tab 108-22 in C Sheets for locations and details. 25% additional quantity added.

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
21	2527-9263190	SYMBOLS AND LEGENDS REMOVED	EACH	4	Refer to Tab 108-29 in C Sheets for locations and details.
22	2527-9263209	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED	STA	313	Refer to Tab 108-22 in C Sheets for locations and details. 25% additional quantity added.
23	2527-9263231	REMOVABLE TAPE MARKINGS, WET RETROREFLECTIVE	STA	1,488	Refer to Tab 108-22 in C Sheets for locations and details. 25% additional quantity included.
24	2527-9270112	GROOVES CUT FOR PAVEMENT MARKINGS	STA	300	
25	2528-2518000	SAFETY CLOSURE	EACH	3	Refer to J Sheets and Tab 108-13A in C Sheets.
26	2528-3800000	MODULAR GLARE SCREEN SYSTEM	LF	8,600	Refer to Tab 108-33 in C Sheets for locations and details.
27	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE	LF	8,600	Refer to Sheet J Sheets and Tab. 108-33 on C Sheets. Refer also to detail 8210 and 8212 on B Sheets. All temporary barrier rail shall be nominal 12'-6 long concrete units.
28	2528-8400157	TEMPORARY FLOODLIGHTING LUMINAIRE	EACH	2	Refer to J Sheets.
29	2528-8445110	TRAFFIC CONTROL	LS	1	Refer to Traffic Control Plan on J Sheets. Traffic control item covers project BRF-061-5(153)--38-82 and BRF-061-5(151)--38-82.
30	2528-8445113	FLAGGERS	EACH	0	See Proposal.
31	2528-9109020	TEMPORARY LANE SEPARATOR SYSTEM	LF	625	Refer to 108-35 on C Sheets for locations and details.
32	2528-9290050	PORTABLE DYNAMIC MESSAGE SIGN (PDMS)	CDAY	0	See Proposal. Refer to PDMS locations on J sheets.
33	2533-4980005	MOBILIZATION	LS	1	--
34	2548-0000100	MILLED SHOULDER RUMBLE STRIPS, HMA SURFACE	STA	40.75	Refer to Tab. 112-10 in C Sheets for locations and details.
35	2548-0000110	ASPHALT EMULSION FOR FOG SEAL (SHOULDER RUMBLE STRIPS)	GAL	44	
36	2551-0000110	TEMP CRASH CUSHION	EACH	10	Winterize sand filled or water filled crash cushions according to the manufacturer's recommendations if they are to remain in place during winter months. Refer to Tab 108-30 for locations and details.
37	2601-2634100	MULCHING	ACRE	5.2	Perform mulching according to Article 2601.03, E, 2, of the Standard Specifications. Anchor mulch into the soil using mulch anchoring equipment with a minimum of two passes. Item is included for areas requiring reshaping and seedbed preparation.
38	2601-2636043	SEEDING AND FERTILIZING (RURAL)	ACRE	2.6	Seed and fertilize all areas 8 foot adjacent to the shoulder mainline, medians, and side according to Article 2601.03, C, 3, of the Standard Specifications.
39	2601-2642100	STABILIZING CROP - SEEDING AND FERTILIZING	ACRE	2.6	Seed and fertilize all disturbed areas according to Article 2601.03, C, 1, of the Standard Specifications. If permanent seeding cannot be placed due to the restrictive planting dates, stabilizing crop will need to be placed on all disturbed areas as temporary erosion control. Preparation and seeding shall be performed in accordance with Section 2601. Stabilizing crop will not be used when the application dates in Section 2601 allows permanent seeding.
40	2602-0000030	SILT FENCE FOR DITCH CHECKS	LF	336	Refer to Tab 100-18. The tabulation includes estimated locations for placement of "Silt Fence for Ditch Checks" to address erosion to be encountered during construction. Verify the specific locations with the Engineer prior to beginning placement. Bid item includes 50% additional quantity for field adjustments and replacements

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
41	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	336	This item is included for silt fence and silt fence for ditch check removal required for staging reasons, removal to allow for replacement (replacement to be paid separately), or for areas that have achieved 70% permanent growth. This item is included for silt fence and silt fence for ditch check removal. Remove silt fence and posts after mulching or vegetation is established and approved by the engineer.
42	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	336	This item is included for clean-out and repair of the silt fence and silt fence for ditch checks during the project.
43	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	11,170	Refer to Tab. 100-19. The tabulation includes estimated locations for placement of "Perimeter and Slope Sediment Control Device, 12 in. dia." to address erosion to be encountered during construction. Verify the specific locations with the Engineer prior to beginning installation. Bid item includes 25% additional quantity for field adjustments and replacements.
44	2602-0000351	REMOVAL OF PERIMETER AND SLOPE OR DITCH CHECK SEDIMENT CONTROL DEVICE	LF	11,170	Refer to Tab. 100-19. The tabulation includes estimated locations for placement of "Perimeter and Slope Sediment Control Device, 12 in. dia." to address erosion to be encountered during construction. Verify the specific locations with the Engineer prior to beginning installation.
45	2602-0010010	MOBILIZATIONS, EROSION CONTROL	EACH	1	Quantity is for the installation and maintenance of erosion control within the project limits.
46	2602-0010020	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	1	Quantity is for repair or reinstallation of erosion control due to events requiring emergency measures as determined by the engineer.

100_01D
8/15/22

PROJECT DESCRIPTION

This project involves the paving of crossovers and shoulders needed for traffic control from 0.4 mi north of I-80 to 0.4 mi north of 210th St.

102_05
9/29/23

EXISTING PAVEMENT																					
Line No.	County	Route	Direction of Travel	Begin Ref. Location Sign	End Ref. Location Sign	Year	Type	Project Number	Surface Type	Surface Depth (IN)	Base Type	Base Depth (IN)	Subbase Type	Subbase Depth (IN)	Removal Type	Removal Depth (IN)	Coarse Aggregate Source	Coarse Aggregate Type	Course Aggregate Durability Class	Reinforcement Type	Remarks
1.0	Scott	US-61		123.02	127.55	2022	M	MP-061-6(724)123--76-82	PCC												PCC patching
2.0						2019	M	MP-061-6(721)122--76-82													HMA crack filling
3.0						2018	M	MP-061-6(719)123--76-82	PCC												PCC patching
4.0						2005		NHSN-61-5(129)--2R-82	AAC	1.5	AAC	1.5	AAC	2.0			MCCAUSLAND	C.LST.			
5.0						1983		FFD-561-1(6)--2N-82	PCC	9.5	CTB	4.0					MCCAUSLAND	C.LST.	I		

DRAINAGE STRUCTURE BY ROAD CONTRACTOR

104_03
3/18/24

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

Drainage Area (ACRE)	Location	Type	Size (IN) (1)	Pipe Classification	Kind of Pipe (2)	Length New Const. (LF)	Length of total that is Trenchless Bedding Class	Design Cover (H) (FT)	Camber* (DR-102) (FT)	Apron No. (IN)	Apron No. (OUT)	Apron Guard* (DR-213) (No.)	Elbow* (DR-141) (No.)	Diaphragm* (DR-501) (No.)	Tee Section* (DR-142) (No.)	"D" Section* (DR-141) (No.)	Reducer* (No.)	Type 'C' Conn.* (DR-122)	Type 'C' Conn.* (No.)	Connected Pipe Joint* (DR-121)	4" Perforated Subdrain* (FT)	Flow Line Elevation LT.	Flow Line Elevation RT.	Flow Line Elevation Other	Flow Line Elevation Other	Dimensions Lineal Feet Total (Left)	Dimensions Lineal Feet Total (Right)	Dimensions Lineal Feet Extensions	Dimensions Lineal Feet Extensions	Skew Ahead Degrees (Left)	Skew Ahead Degrees (Right)	Dike Location	Dike Station	Dike Elevation	Dike Type	Class 20 (CY)	Flowable Mortar	Floodable Backfill* (A)	Porous Backfill* (B)	Flooded Backfill (A+B)	Remarks	
	5488+90.00	DR-651	24.0		UNCL	44.0	B	3.50					1							Type 3		749.20	752.50						44.00													See Sheet F.1, (1)

1) Existing apron to be used for temporary crossover condition and reinstalled for final condition.

105_04
4/21/26

STANDARDS

The following Standards apply to construction work on this project.

Number	Date	Title
BA-401	4/20/2021	Temporary Barrier Rail (Precast Concrete)
BA-500	4/20/2021	Temporary Crash Cushions Sand Barrel
DR-121	04-18-23	Connected Pipe Joints
DR-141	04-18-17	Pipe Bends and Half Pipe
DR-212	4/21/2020	Beveled Pipe and Guard
DR-502	10/21/2025	Slotted Drain for Median Crossovers
DR-504	4/21/2020	Diagonal Placed Drain for Median Crossovers
DR-651	04-18-17	Unclassified Pipe Culvert
EC-201	4/20/2021	Silt Fence
EC-204	10/19/2021	Perimeter, Slope and Ditch Check Sediment Control Devices
EC-502	4/21/2015	Seeding in Rural Areas
EW-101	10-17-17	Embankment and Rebuilding Embankments
EW-102	10-20-15	Allowable Placement of Unsuitable Soil in Embankments
PM-110	10/15/2024	Line Types
PM-111	4/21/2020	Symbols and Legends
PM-115	4/15/2025	Grooving for Line Types
PM-310	4/15/2025	Entrance and Exit Ramps
PV-12	04-16-24	Milled Shoulder Rumble Strips
PV-101	10/21/2025	Joints
PV-121	10-21-25	Jointing PCC Pavement Widening
SI-881	4/16/2019	Special Signs for Workzones
SI-882	10/18/2016	Special Signs for Restricted Width Traffic Control Zones
TC-1	10/15/2019	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-213	04-18-23	Lane Closure with Flaggers
TC-252	10/21/2025	Routes Closed to Traffic
TC-402	4/18/2023	Work Within 15 ft of Traveled Way
TC-416	10/15/2019	Partial Lane Closure on Ramps
TC-417	4/21/2020	Ramp Closure
TC-418	4/18/2023	Lane Closure on Divided Highway
TC-420	10/16/2018	Lane Closure at Ramps
TC-61	10/21/2025	Two-Lane, Two-way Operation
TC-81	4/18/2023	Restricted Width Signing (Less Than 15.5 Feet)

PAVEMENT MARKING LINE TYPES

Line factors based on 6-inch wide continuous line.

*BCY4 - Place on the same side of the roadway to match existing markings near the project.

**NPY4 - Estimating purposes only. No Passing Zone Lines will be located in the field.

***MNY6 - Factor of 1.00 includes number of 6-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.17

BCY6: Broken Centerline (Yellow) @ 0.25

BLC6: Broken Line Contrast (White/Black) @ 0.50

BLW4: Broken Lane Line (White) @ 0.17

BLW6: Broken Lane Line (White) @ 0.25

CBW6: Crosswalk Bar (White) @ 10.00

CHW8: Channelizing Line (White) @ 1.33

CHW10: Channelizing Line (White) @ 1.67

CHY8: Channelizing Line (Yellow) @ 1.33

CHY10: Channelizing Line (Yellow) @ 1.67

CLW6: Crosswalk Line (White) @ 2.00

DCY4: Double Centerline (Yellow) @ 1.34

DCY6: Double Centerline (Yellow) @ 2.00

DDY4: Double Dotted Line (Yellow) @ 0.44

DDY6: Double Dotted Line (Yellow) @ 0.67

DLW4: Dotted Line (White) @ 0.22

DLW6: Dotted Line (White) @ 0.33

DLY4: Dotted Line (Yellow) @ 0.22

DLY6: Dotted Line (Yellow) @ 0.33

ELW4: Edge Line Right (White) @ 0.67

ELW6: Edge Line Right (White) @ 1.00

ELY4: Edge Line Left (Yellow) @ 0.67

ELY6: Edge Line Left (Yellow) @ 1.00

LDW8: Lane Drop (White) @ 0.33

LDW10: Lane Drop (White) @ 0.42

MNY6: Median Nose (Yellow) @ 1.00

NPY4: No Passing Zone Line (Yellow) @ 0.84

NPY6: No Passing Zone Line (Yellow) @ 1.25

RLW4: Ramp Edge Line Right (White) @ 0.67

RLW6: Ramp Edge Line Right (White) @ 1.00

RLY4: Ramp Edge Line Left (Yellow) @ 0.67

RLY6: Ramp Edge Line Left (Yellow) @ 1.00

SLW2: Stop Line (White) @ 4.00

SLW4: Solid Lane Line (White) @ 0.67

SLW6: Solid Lane Line (White) @ 1.00

SPW4: Sloped Curb 4" (White) @ 2.16

SPW6: Sloped Curb 6" (White) @ 2.28

SPY4: Sloped Curb 4" (Yellow) @ 2.16

SPY6: Sloped Curb 6" (Yellow) @ 2.28

STW6: Standard Curb 6" (Yellow) @ 2.03

STY6: Standard Curb 6" (Yellow) @ 2.03

YLW2: Yield Line (White) @ 1.15

Line No.	Road ID	Station From	Station To	Lane	Marking Type	Left	Center	Right	Groove Marking Needed?	Groove Qty. (STA)	BLW6 (STA)	BLW6 Factored (STA)	CHW8 (STA)	CHW8 Factored (STA)	CHY8 (STA)	CHY8 Factored (STA)	ELW6 (STA)	ELW6 Factored (STA)	ELY6 (STA)	ELY6 Factored (STA)	LDW8 (STA)	LDW8 Factored (STA)	Remarks
1.0	Stage 2	448+00.00	451+00.00	NB	Removal of Paint	X	X	X			3.00	0.75					3.00	3.00	3.00	3.00			
2.0	Stage 2	492+00.00	502+20.00	NB	Removal of Paint	X	X	X			10.20	2.55					10.20	10.20	10.20	10.20			
3.0	Stage 2	454+00.00	495+00.00	SB	Removal of Paint	X	X	X			41.00	10.25					41.00	41.00	41.00	41.00			
4.0	Stage 2	440+85.00	502+20.00	NB	Wet Retroreflective Removable Tape			X					61.35	81.60									
5.0	Stage 2	448+15.00	502+20.00	NB	Wet Retroreflective Removable Tape		X						54.05	71.89									
6.0	Stage 2	448+15.00	457+90.00	NB	Wet Retroreflective Removable Tape	X									9.75	12.97							
7.0	Stage 2	457+90.00	484+25.00	NB	Wet Retroreflective Removable Tape		X								52.70	70.09							
8.0	Stage 2	454+00.00	495+00.00	SB	Wet Retroreflective Removable Tape		X						41.00	54.53									
9.0	Stage 2	454+00.00	495+00.00	SB	Wet Retroreflective Removable Tape			X					41.00	54.53									
10.0	Stage 2	484+25.00	502+20.00	NB	Wet Retroreflective Removable Tape	X									17.95	23.87							
11.0	Stage 2	454+00.00	457+90.00	SB	Wet Retroreflective Removable Tape	X									3.90	5.19							
12.0	Stage 2	484+25.00	495+00.00	SB	Wet Retroreflective Removable Tape	X									10.75	14.30							
13.0	Stage 2	440+85.00	502+20.00	NB	Removal of Removable Tape			X					61.35	81.60									
14.0	Stage 2	448+15.00	502+20.00	NB	Removal of Removable Tape		X						54.05	71.89									
15.0	Stage 2	448+15.00	457+90.00	NB	Removal of Removable Tape	X									9.75	12.97							
16.0	Stage 2	457+90.00	484+25.00	NB	Removal of Removable Tape		X								52.70	70.09							
17.0	Stage 2	454+00.00	495+00.00	SB	Removal of Removable Tape		X						41.00	54.53									
18.0	Stage 2	454+00.00	495+00.00	SB	Removal of Removable Tape			X					41.00	54.53									
19.0	Stage 2	454+00.00	457+90.00	SB	Removal of Removable Tape	X									3.90	5.19							
20.0	Stage 2	484+25.00	495+00.00	SB	Removal of Removable Tape	X									10.75	14.30							
21.0	Stage 2	484+25.00	502+20.00	NB	Removal of Removable Tape	X									17.95	23.87							
22.0	Stage 3	451+00.00	492+00.00	NB	Removal of Paint	X													41.00	41.00			
23.0	Stage 3	451+00.00	492+00.00	NB	Removal of Paint		X				41.00	10.25											
24.0	Stage 3	451+00.00	460+85.00	NB	Removal of Paint			X									9.85	9.85					
25.0	Stage 3	460+85.00	492+00.00	NB	Removal of Paint			X									31.15	31.15					
26.0	Stage 3	442+50.00	454+00.00	SB	Removal of Paint	X													11.50	11.50			
27.0	Stage 3	442+50.00	454+00.00	SB	Removal of Paint		X				11.50	2.88											
28.0	Stage 3	442+50.00	454+00.00	SB	Removal of Paint			X									11.50	11.50					
28.1	Stage 3	495+00.00	499+50.00	SB	Removal of Paint	X	X	X			4.50	1.13					4.50	4.50	4.50	4.50			
29.0	Stage 3	440+85.00	456+75.00	NB	Wet Retroreflective Removable Tape			X					15.90	21.15									
30.0	Stage 3	456+75.00	465+00.00	NB	Wet Retroreflective Removable Tape			X					8.25	10.97									
31.0	Stage 3	465+75.00	461+20.00	NB	Wet Retroreflective Removable Tape			X													4.55	1.50	
32.0	Stage 3	461+20.00	465+00.00	NB	Wet Retroreflective Removable Tape			X					3.80	5.05									
33.0	Stage 3	450+15.00	489+80.00	NB	Wet Retroreflective Removable Tape		X						39.65	52.73									
34.0	Stage 3	461+20.00	489+80.00	NB	Wet Retroreflective Removable Tape			X					28.60	38.04									
35.0	Stage 3	450+15.00	482+80.00	NB	Wet Retroreflective Removable Tape		X								32.65	43.42							
36.0	Stage 3	442+50.00	499+60.00	NB	Wet Retroreflective Removable Tape		X								57.10	75.94							
37.0	Stage 3	442+50.00	499+60.00	SB	Wet Retroreflective Removable Tape	X							57.10	75.94									
38.0	Stage 3	442+50.00	499+60.00	SB	Wet Retroreflective Removable Tape	X							57.10	75.94									
39.0	Stage 3	442+50.00	499+60.00	SB	Removal of Removable Tape	X							57.10	75.94									
40.0	Stage 3	442+50.00	499+60.00	SB	Removal of Removable Tape	X							57.10	75.94									
41.0	Stage 4	442+50.00	499+60.00	SB	Wet Retroreflective Removable Tape	X							57.10	75.94									
42.0	Stage 4	442+50.00	499+60.00	SB	Wet Retroreflective Removable Tape	X							57.10	75.94									

PAVEMENT MARKING LINE TYPES

Line factors based on 6-inch wide continuous line.
*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - Estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY6 - Factor of 1.00 includes number of 6-inch passes to cover median nose area.
BCY4: Broken Centerline (Yellow) @ 0.17 BCY6: Broken Centerline (Yellow) @ 0.25 BLC6: Broken Line Contrast (White/Black) @ 0.50 BLW4: Broken Lane Line (White) @ 0.17 BLW6: Broken Lane Line (White) @ 0.25
CBW6: Crosswalk Bar (White) @ 10.00 CHW8: Channelizing Line (White) @ 1.33 CHW10: Channelizing Line (White) @ 1.67 CHY8: Channelizing Line (Yellow) @ 1.33 CHY10: Channelizing Line (Yellow) @ 1.67
CLW6: Crosswalk Line (White) @ 2.00 DCY4: Double Centerline (Yellow) @ 1.34 DCY6: Double Centerline (Yellow) @ 2.00 DDY4: Double Dotted Line (Yellow) @ 0.44 DDY6: Double Dotted Line (Yellow) @ 0.67
DLW4: Dotted Line (White) @ 0.22 DLW6: Dotted Line (White) @ 0.33 DLY4: Dotted Line (Yellow) @ 0.22 DLY6: Dotted Line (Yellow) @ 0.33 ELW4: Edge Line Right (White) @ 0.67
ELW6: Edge Line Right (White) @ 1.00 ELY4: Edge Line Left (Yellow) @ 0.67 ELY6: Edge Line Left (Yellow) @ 1.00 LDW8: Lane Drop (White) @ 0.33 LDW10: Lane Drop (White) @ 0.42
MNY6: Median Nose (Yellow) @ 1.00 NPY4: No Passing Zone Line (Yellow) @ 0.84 NPY6: No Passing Zone Line (Yellow) @ 1.25 RLW4: Ramp Edge Line Right (White) @ 0.67 RLW6: Ramp Edge Line Right (White) @ 1.00
RLY4: Ramp Edge Line Left (Yellow) @ 0.67 RLY6: Ramp Edge Line Left (Yellow) @ 1.00 SLW2: Stop Line (White) @ 4.00 SLW4: Solid Lane Line (White) @ 0.67 SLW6: Solid Lane Line (White) @ 1.00
SPW4: Sloped Curb 4" (White) @ 2.16 SPW6: Sloped Curb 6" (White) @ 2.28 SPY4: Sloped Curb 4" (Yellow) @ 2.16 SPY6: Sloped Curb 6" (Yellow) @ 2.28 STW6: Standard Curb 6" (Yellow) @ 2.03
STY6: Standard Curb 6" (Yellow) @ 2.03 YLW2: Yield Line (White) @ 1.15

Line No.	Road ID	Station From	Station To	Lane	Marking Type	Left	Center	Right	Groove Marking Needed?	Groove Qty. (STA)	BLW6 (STA)	BLW6 Factored (STA)	CHW8 (STA)	CHW8 Factored (STA)	CHY8 (STA)	CHY8 Factored (STA)	ELW6 (STA)	ELW6 Factored (STA)	ELY6 (STA)	ELY6 Factored (STA)	LDW8 (STA)	LDW8 Factored (STA)	Remarks
43.0	Stage 4	440+85.00	456+75.00	NB	Wet Retroreflective Removable Tape			X					15.90	21.15									
44.0	Stage 4	456+75.00	465+00.00	NB	Wet Retroreflective Removable Tape			X					8.25	10.97									
45.0	Stage 4	465+75.00	461+20.00	NB	Wet Retroreflective Removable Tape			X													4.55	1.50	
46.0	Stage 4	461+20.00	465+00.00	NB	Wet Retroreflective Removable Tape			X					3.80	5.05									
47.0	Stage 4	450+15.00	489+80.00	NB	Wet Retroreflective Removable Tape		X						39.65	52.73									
48.0	Stage 4	461+20.00	489+80.00	NB	Wet Retroreflective Removable Tape			X					28.60	38.04									
49.0	Stage 4	450+15.00	482+80.00	NB	Wet Retroreflective Removable Tape		X								32.65	43.42							
50.0	Stage 4	442+50.00	499+60.00	NB	Wet Retroreflective Removable Tape		X								57.10	75.94							
51.0	Stage 4	442+50.00	499+60.00	SB	Removal of Removable Tape	X							57.10	75.94									
52.0	Stage 4	442+50.00	499+60.00	SB	Removal of Removable Tape	X							57.10	75.94									
53.0	Stage 4	440+85.00	456+75.00	NB	Removal of Removable Tape			X					15.90	21.15									
54.0	Stage 4	456+75.00	465+00.00	NB	Removal of Removable Tape			X					8.25	10.97									
55.0	Stage 4	465+75.00	461+20.00	NB	Removal of Removable Tape			X													4.55	1.50	
56.0	Stage 4	461+20.00	465+00.00	NB	Removal of Removable Tape			X					3.80	5.05									
57.0	Stage 4	450+15.00	489+80.00	NB	Removal of Removable Tape		X						39.65	52.73									
58.0	Stage 4	461+20.00	489+80.00	NB	Removal of Removable Tape			X					28.60	38.04									
59.0	Stage 4	450+15.00	482+80.00	NB	Removal of Removable Tape		X								32.65	43.42							
60.0	Stage 4	442+50.00	499+60.00	NB	Removal of Removable Tape		X								57.10	75.94							
61.0	Final	448+00.00	502+20.00	NB	Waterborne/Solvent Paint	X			Yes	13.55	54.20	13.55											
62.0	Final	448+00.00	502+20.00	NB	Waterborne/Solvent Paint		X		Yes	54.20									54.20	54.20			
63.0	Final	448+00.00	460+85.00	NB	Waterborne/Solvent Paint		X		Yes	2.67	10.70	2.67											
64.0	Final	460+85.00	502+20.00	NB	Waterborne/Solvent Paint			X	Yes	41.35							41.35	41.35					
65.0	Final	442+50.00	499+50.00	SB	Waterborne/Solvent Paint	X			Yes	57.00									57.00	57.00			
66.0	Final	442+50.00	499+50.00	SB	Waterborne/Solvent Paint		X		Yes	14.25	57.00	14.25											
67.0	Final	442+50.00	499+50.00	SB	Waterborne/Solvent Paint			X	Yes	57.00							57.00	57.00					
Total:										240.02		58.28		1516.44		610.92		209.55		222.4		4.5	

Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based = 250.2 Sta
Bid Quantity: Pavement Marking Grooves = 240.02 Sta
Bid Quantity: Wet Retroreflective Removable Tape Markings = 1190.36 Sta
Bid Quantity: Pavement Markings Removed = 250.2 Sta
Incidental Removal of Removable Tape = 1190.36 Sta

PAVEMENT MARKING SYMBOLS AND LEGENDS							108 29 4/15/25
Refer to PM-111							
Line No.	Roadway Identification	Station	Side	Pavement Symbol	Quantity (EA)	Groove Marking Needed?	Remarks
1.0	US 61 NB	443+00.00	Right	RLRW	2	No	Stage 2
2.0	US 61 NB	441+50.00	Right	RLRW	2	No	Stage 4 & 5
Total:					4		

108_30
4/16/24

CRASH CUSHIONS

* Bid Item

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

2. Complete this section when using the Temporary Crash Cushion bid item and Earthwork is needed for Sand Barrel placement. Refer to BA-500.

Line No.	Lane	Station	Side	Obstacle Width (FT)	Crash Cushion Type	Crash Cushion Quantity	V (FT) (2)	W (FT) (2)	X (FT) (2)	Y (FT) (2)	Z (FT) (2)	Excavation Class 10* (CY)	Embankment in Place* (CY)	Obstacle Description	Remarks
0.5	SB	454+50.00		2.0	Temporary	1								TBR	Stage 2
0.6	SB	487+50.00		2.0	Temporary	1								TBR	Stage 2
1.0	SB	465+50.00		2.0	Temporary	1								TBR	Stage 4 DME RR Bridge
2.0	SB	480+80.00		2.0	Temporary	1								TBR	Stage 4 210th St Bridge
3.0	SB	465+50.00		2.0	Temporary	1								TBR	Stage 5 DME RR Bridge
4.0	SB	480+80.00		2.0	Temporary	1								TBR	Stage 5 210th St Bridge
5.0	NB	453+50.00		2.0	Temporary	2								TBR	Stage 4 & 5
6.0	NB	489+50.00		2.0	Temporary	2								TBR	Stage 4 & 5
Total:						10									

<div>108_35 8/15/22</div> <div>TEMPORARY LANE SEPARATOR SYSTEM</div> <div>See TC-61</div>				
Line No.	Station From	Station To	Length (LF)	Remarks
2.0	453+00.00	456+00.00	300.0	Stage 4 & 5 South Median Crossover
3.0	490+00.00	493+25.00	325.0	Stage 4 & 5
Total:			625	

REMOVAL OF PAVEMENT							110_01 4/5/24
Refer to Tabulation 102-5.							
* Not a bid item.							
Line No.	Station From	Station To	Side	Pavement Type	Area (SY)	Saw Cut* (LF)	Remarks
1.0	482+70.00	502+18.00	Center	ACC	3233.0	2259.0	Stage 3, Median Crossover 2
2.0	448+65.00	459+60.00	NB	PCC/ACC	485.6	1145.0	Stage 1, Shoulder
3.0	464+10.00	475+00.00	NB	PCC/ACC	486.1	1090.0	Stage 1, Shoulder
4.0	464+88.00	474+85.00	NB	PCC/ACC	444.2	997.0	Stage 1, Shoulder
5.0	480+96.00	482+70.00	NB	PCC/ACC	77.8	175.0	Stage 1, Shoulder
6.0	480+96.00	492+75.00	NB	PCC/ACC	530.2	1179.0	Stage 1, Shoulder
7.0	491+38.00	502+18.00	NB	PCC/ACC	483.0	4347.0	Stage 1, Shoulder
8.0	448+65.00	459+60.00	SB	PCC/ACC	487.8	1145.0	Stage 1, Shoulder
9.0	459+60.00	460+90.00	SB	PCC/ACC	58.0	130.0	Stage 1, Shoulder
10.0	452+55.00	461+45.00	SB	PCC/ACC	395.0	890.0	Stage 1, Shoulder
11.0	464+35.00	477+45.00	SB	PCC/ACC	581.7	1310.0	Stage 1, Shoulder
12.0	464+70.00	477+38.00	SB	PCC/ACC	1055.4	1268.0	Stage 1, Shoulder
13.0	480+15.00	482+70.00	SB	PCC/ACC	113.9	225.0	Stage 1, Shoulder
14.0	480+80.00	493+25.00	SB	PCC/ACC	545.0	1245.0	Stage 1, Shoulder
15.0	482+70.00	488+10.00	SB	PCC/ACC	238.0	2142.0	Stage 1, Shoulder
16.0	495+51.00	499+60.00	SB	PCC/ACC	180.7	1626.0	Stage 1, Shoulder
17.0	482+70.00	499+60.00	Center	ACC	2161.0	1120.0	After Stage 5, Median Crossover 3
18.0	448+65.00	459+00.00	Center	ACC	3512.6	2070.0	After Stage 5, Median Crossover 1
19.0	471+88.00	474+98.00	NB	ACC	206.7	620.0	After Stage 5, Remove outside 6' of Shoulder
20.0	480+96.00	492+74.00	NB	ACC	785.3	2356.0	After Stage 5, Remove outside 6' of Shoulder
21.0	471+88.00	476+70.00	SB	ACC	107.1	964.0	After Stage 5, Remove outside 2' of Shoulder
22.0	480+81.00	488+10.00	SB	ACC	162.0	1458.0	After Stage 5, Remove outside 2' of Shoulder
Total:					16330.1	29761	

112_08

8/15/22

MEDIAN CROSSOVERS

Refer to PV-500 Series.

* Not a bid item

Line No.	Road Identification	Station	Standard Road Plan	Detour Pavement (SY)	Special Backfill (TON)	Granular Shoulder (TON)	Embankment in Place (CY)	Class 10 Excavation (CY)	Class 13 Excavation (CY)	Removal of Pavement (SY)	Saw Cut* (LF)	18" Unclassified Roadway Pipe (LF)	36" CMP Slotted Drain/6" Grate (LF)	Beveled Pipe and Guard (No.)	Remarks
1.0	South Median Crossover 1	453+87.00		4278.0	1645.000	365.000	682.0		1013.0		2290.0	250.0	130.0	2	Refer to Sheet U.1
2.0	North Median Crossover 2	482+70.62		4637.0	1918.600	365.000	1621.0		1074.0		1626.0				Refer to Sheet F.1, U.2, U.3, and Tab 104-3.
3.0	North Median Crossover 3	482+70.62		2171.4	1075.600	237.200	1216.0		1410.0		946.0	200.0		2	Refer to Sheet F.2, U.4, and U.5
Total:				11086.4	4639.2	967.2	3519		3497		4862	450	130	4	

SHOULDERS

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

(2) See Typ. 7156, 7157, or 7158.

(3) Bid Item.

(4) Applies only for Paved Shoulders constructed on project with existing granular shoulders.

(5) Bid Item. Typ. 7156, 7157, or 7158.

(6) Does not include shrink.

(7) Paved shoulder thickness specified in Remarks.

(8) Subbase type specified in Remarks.

Roadway Identification	Direction of Travel (1)	Station From	Station To	Side	P Width (FT)	P SG Width (2) (FT)	G Width (FT)	L Length (FT)	Class 13 Excavation (CY)(3)(4)	HMA (TON)	HMA (TON/ STA)	Binder (TONS)	Paved Shoulder (3) (SY)	Shoulder at Grd rail (5)(7)	Reinforced Paved Shoulder(3) (SY)	Special Backfill HMA Alt. (3) (TON)	Special Backfill HMA Alt. (TON/STA)	Special Backfill PCC Alt. (3) (TON)	Special Backfill PCC Alt. (TON/STA)	Granular Shoulder (3) (TON)	Granular Shoulder (TON/STA)	Shoulder Const. Alt (3) (STA)	Shoulder Const. Alt HMA (6) (CY)	Shoulder Const. Alt PCC (6) (CY)	Remarks
US 61	NB	464+08.00	471+88.72	Right	10			780.72	409.6	542.634	69.504	32.558	867.5			273.252	35.000					7.81	115.66		
US 61	NB	471+88.72	474+98.30	Right	10			309.58	162.4	215.172	69.504	12.910	344.0			108.353	35.000					3.10	45.86		
US 61	NB	464+88.36	474+86.25	Median	6			997.89	314.2	428.304	42.921	25.698	665.3			209.557	21.000					9.98	147.84		
US 61	NB	480+96.53	492+74.29	Right	10			1177.76	618.0	818.594	69.504	49.116	1308.6			412.216	35.000					11.78	174.48		
US 61	NB	480+96.53	482+70.62	Median	6			174.09	54.8	74.721	42.921	4.483	116.1			36.559	21.000					1.74	25.79		
US 61	NB	491+37.97	502+18.11	Median	6			1080.14	340.0	463.607	42.921	27.816	720.1			226.829	21.000					10.80	160.02		
US 61	SB	452+56.43	461+44.57	Left	6			888.14	279.6	381.199	42.921	22.872	592.1			186.509	21.000					8.88	131.58		
US 61	SB	459+84.33	460+79.87	Median	6			95.54	30.1	41.007	42.921	2.460	63.7			20.063	21.000					0.96	14.15		
US 61	SB	464+34.41	471+88.72	Median	6			754.31	237.5	323.757	42.921	19.425	502.9			158.405	21.000					7.54	111.75		
US 61	SB	471+88.72	477+47.78	Median	6			559.06	176.0	239.954	42.921	14.397	372.7			117.403	21.000					5.59	82.82		
US 61	SB	464+69.44	477+37.49	Left	10			1268.05	665.3	881.350	69.504	52.881	1408.9			443.817	35.000					12.68	187.86		
US 61	SB	480+13.91	482+70.62	Median	6			256.71	80.8	110.183	42.921	6.611	171.1			53.909	21.000					2.57	38.03		
US 61	SB	480+08.44	493+23.38	Left	10			1314.94	689.9	913.940	69.504	54.836	1461.0			460.229	35.000					13.15	194.81		
US 61	SB	482+70.62	488+09.65	Median	6			539.03	169.7	231.357	42.921	13.881	359.4			113.196	21.000					5.39	79.86		
US 61	SB	499+60.58	500+61.14	Median	6			100.56	31.7	43.161	42.921	2.590	67.0			21.118	21.000					1.01	14.90		
Total:									4259.6				9020.4			2841.415					102.98				

112.09
4/21/26

Class 13 Excavation: 4259.6 CY
Paved Shoulder, HMA, 11": 9020.4 SY
Special Backfill: 2841.4 TON
Shoulder Construction, Earth: 103.0 STA

MILLED RUMBLE STRIPS																112.10 4/15/25
* 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	Shoulder Pavement Type	Rumble Strip Lane	Rumble Strip Type	Fog Seal Type	L (IN)	PCC Length (STA)	HMA Length (STA)	Fog Seal* Shoulder (GAL)	Fog Seal (SY)**	Effective Shoulder Width PCC (FT)	Effective Shoulder Width HMA (FT)	Effective Shoulder Width Granular\Earth (FT)	Remarks
1.0	US 61 SB	452+50.00	461+00.00	HMA	Right Shoulder	Milled	Asphalt Emulsion			8.50	9.2					Prior to shifting traffic for Stage 2
2.0	US 61 SB	465+95.00	476+70.00	HMA	Right Shoulder	Milled	Asphalt Emulsion			10.75	11.6					Prior to shifting traffic for Stage 2
3.0	US 61 SB	482+25.00	493+00.00	HMA	Right Shoulder	Milled	Asphalt Emulsion			10.75	11.6					Prior to shifting traffic for Stage 2
4.0	US 61 SB	465+95.00	476+70.00	HMA	Left Shoulder	Milled	Asphalt Emulsion			10.75	11.6					Prior to shifting traffic for Stage 2
Total:										40.75	44					

SURVEY SYMBOLS

- BRG Bridge
- BL Topo Breakline
- CON Concrete or A/C Slab
- GDL Guard Rail Steel
- EP Edge of Paved Roads (ML or SR)
- SNP Unpaved Shoulder
- DU Centerline Draw or Stream (Up)
- PIP Pipe Culvert
- GL1C Gas Line Co. 1 - Quality C
- RET Retaining Walls
- D Centerline Draw or Stream (Down)
- EG Edge of Gravel Road
- FO1C Fiber Optic Co. 1 - Quality C

CP Control PointWC Wild Card (Misc. Field Shot)PPA Power Pole Co. 1HT Electrical Highline TowerBM Bench MarkSI SignSL Speed Limit SignGR Ground ShotSOP Size of Pipe or CulvertPRO Profile Shot

SURVEYED UTILITY OWNER SYMBOLS

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

- FO1C FO1C - Fiber Optic Central Scott Telephone Co. - Quality C
- GL1C GL1C - Gas Line Mid-American Co. - Quality C
- PPA - Power Pole Mid-American
- HT- Electrical Highline Tower Mid-American

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS			
LINEWORK	Design Color No.		
Green	(2)	Existing Topographic Features and Labels	
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)	Existing Utilities	
SHADING	Design Color No.		Transparency
Pink, Dark	(13)	Temporary Pavement Shading	50%
Yellow	(4)	Proposed Pavement Shading	50%
Orange	(6)	Proposed Granular Shading	50%
Orange	(70)	Proposed Shoulder Granular Shading	50%
Yellow	(68)	Proposed Shoulder Paved Full Depth Shading	50%
Yellow	(132)	Proposed Shoulder Paved Partial Depth Shading	50%
Brown, Light	(236)	Grading Shading	50%
Orange, Light	(134)	Proposed Granular Entrance Shading	50%
Yellow	(220)	Proposed Paved Entrance Shading	50%
Tan	(8)	Proposed Sidewalk Shading	50%
Blue, Light	(230)	Proposed Sidewalk Landing Shading	50%
Pink	(11)	Proposed Sidewalk Ramp Shading	50%
Red	(3)	Proposed Structure Shading	50%
Red	(3)	Delineates Restricted Areas	0%

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS			
LINEWORK	Design Color No.		
Green	(10)	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

Proposed Right-of-Way Symbol

Proposed Right-of-Way Line

Existing Right of Way

Existing and Proposed Right-of-Way

Easement and Existing Right-of-Way

Easement (Temporary) Symbol

Easement (Temporary) Line

Easement

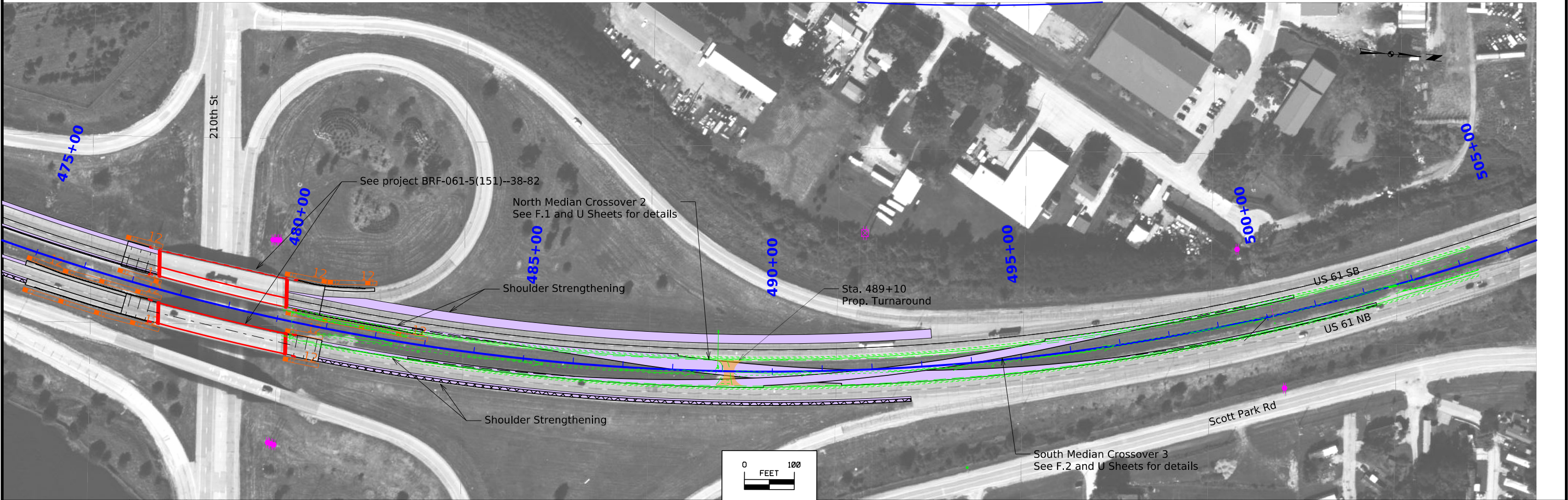
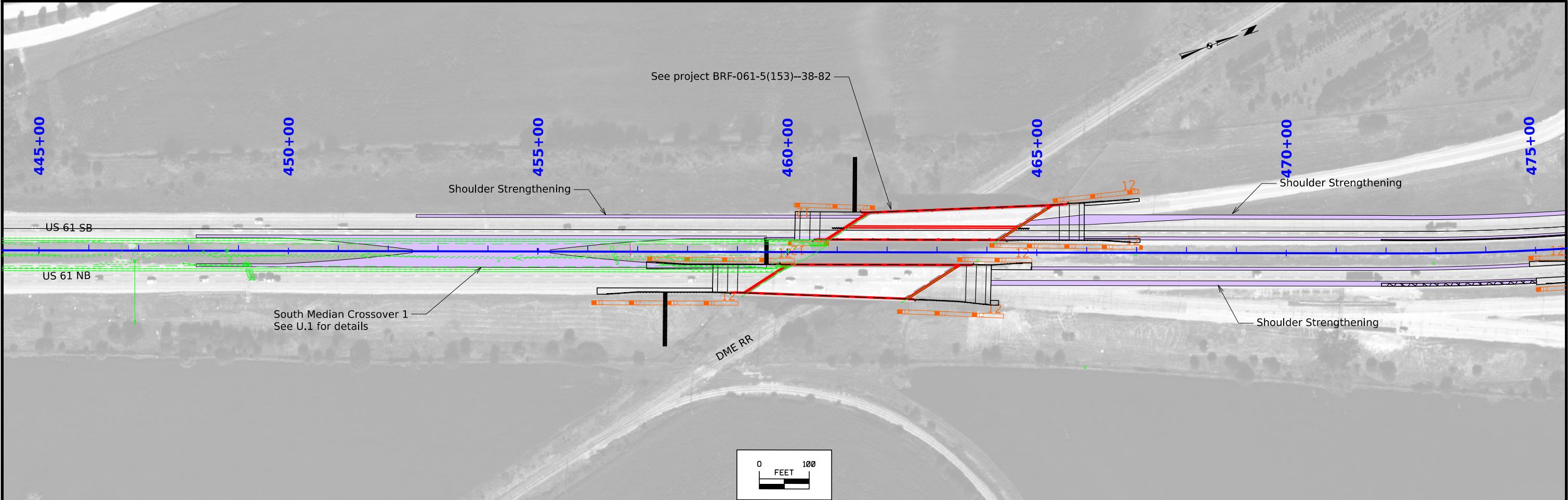
C/A Access Control

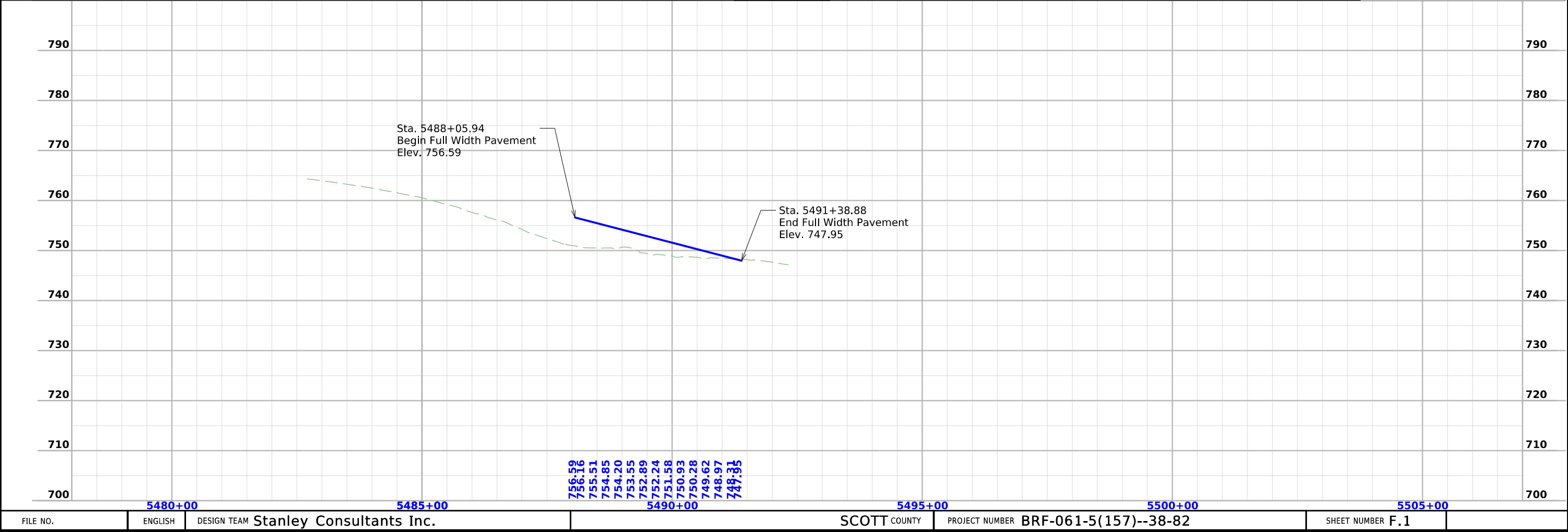
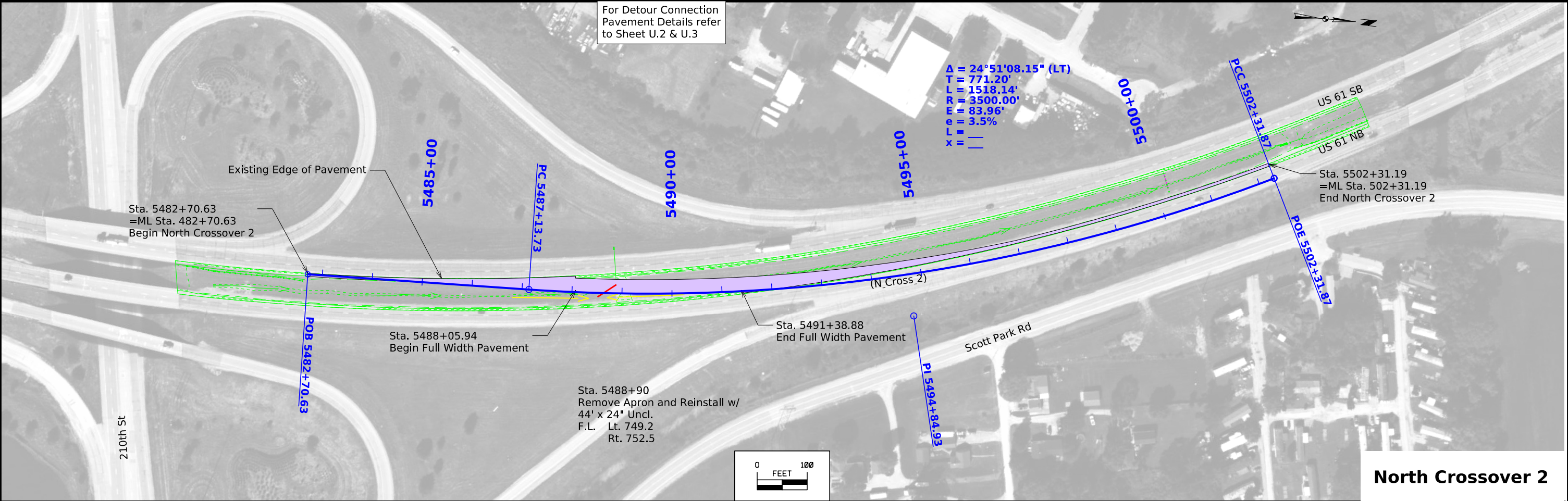
Property Line Symbol

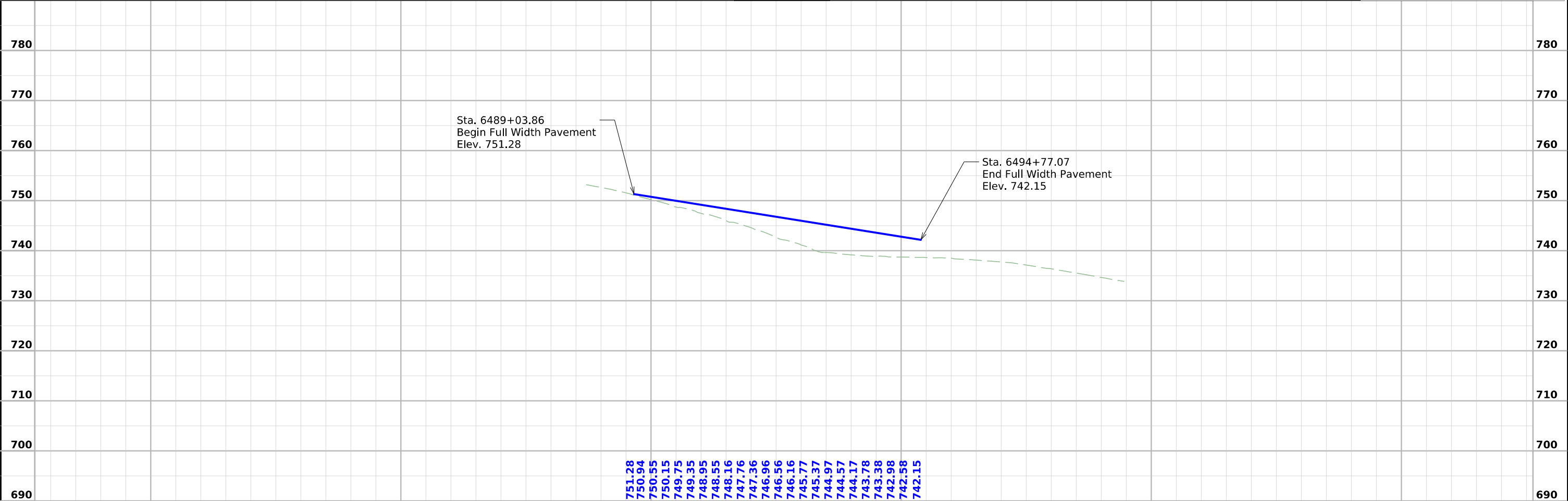
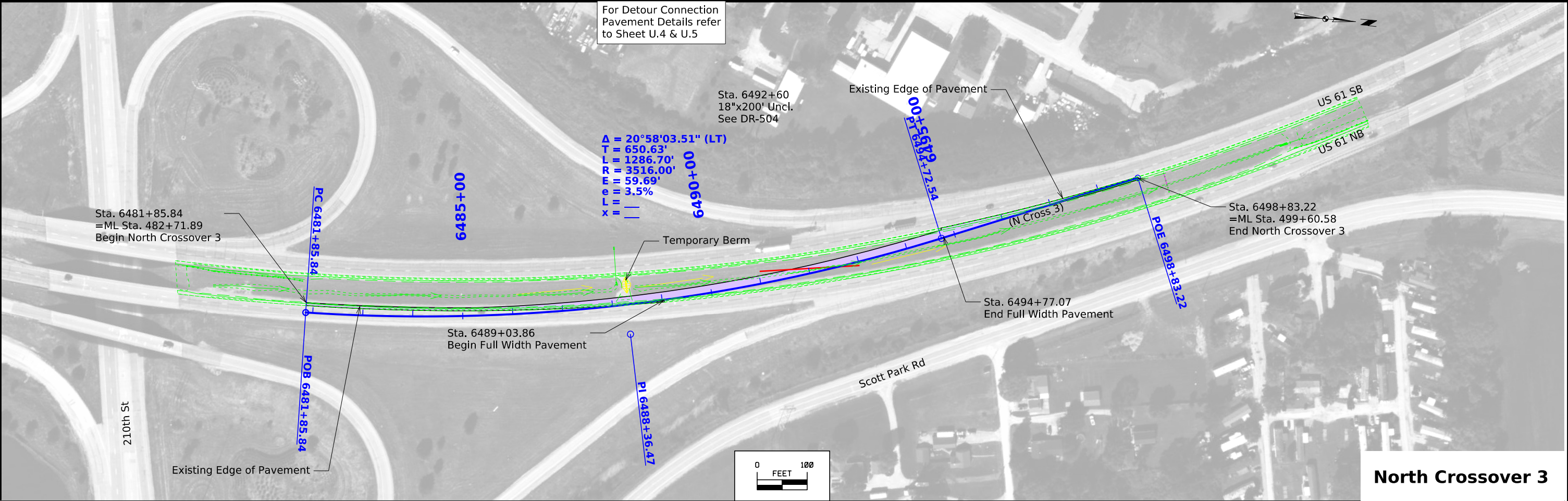
Property Line

PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET

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







FILE NO.	ENGLISH	DESIGN TEAM	Stanley Consultants Inc.	SCOTT COUNTY	PROJECT NUMBER	BRF-061-5(157)--38-82	SHEET NUMBER	F.2
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Survey Information

Iowa Department of Transportation

County: Scott

Pin: 23-82-061-020

Project Numbers: BRF-061-5(153)--38-82; BFR-061-5(157)--38-82

Highway 61 Between U.S. Interstate 80 and Crow Creek

Davenport, Iowa

Contact Information

Fieldwork performed by: Martin & Whitacre, Surveyors & Engineers, Inc.
1508 Bidwell Road
Muscatine, IA 52761
POC: Seth Whitacre, P.L.S. 563-263-7691
EMAIL: SWHITACRE@MARTIN-WHITACRE.COM

Survey Data Submitted to: Stanley Consultants
100 Court Avenue, Suite 300
Des Moines, IA 50309
POC: Dan Fullerton
EMAIL: FullertonDaniel@stanleygroup.com

Party Personnel

Project Manager - Seth Whitacre, PLS
Field Supervisor - Mike Sandsness
Party Chiefs –Mike Sandsness
Rodman –Jackson Brendel

Date(s) of Survey

Begin Date December 19, 2025
End Date January 4, 2026

General Information

This survey was completed to provide topographic survey information for the design of a highway crossover either south or north of the bridges. The bridges are located between Interstate 80 and south of Crow Creek in Davenport, Iowa.

Horizontal Control

The coordinate system used is NAD83(2011) (Epoch 2010.00) Iowa Regional Coordinate System Zone 11 –Dubuque-Davenport, U.S. Survey Feet.

Two Scott County and two Feno Control Monuments from IDOT projects BRF-061-5(147)--38-82 and NHSX-061-5(154)--3h-82(Scott Co. #646,#404, IDOT Project #500, #501) were checked for this project using the Iowa RTN and IARCS Zone 11 NAD83(2011). The average horizontal error of the published versus observed Northings was -0.03’. The average horizontal error of the published versus observed Eastings was 0.04’. Each of these project control monuments were observed with GPS for a 5-minute occupation 3 separate times using the Iowa RTN. Eleven on-site control points were set covering the median south and north of bridge locations. The control points were observed with GPS for 3-minute occupation on at least 2 separate occasions, with appropriate time spans in-between, using the Iowa RTN. All new Control Points were held at the observed Horizontal Positions.

Vertical Control

The vertical datum used is NAVD88 computed from GPS Observations and Geoid 18 from IDOT projects BRF-061-5(147)--38-82 and NHSX-061-5(154)--3h-82.

Benchmarks checked for this project consisted of 2 Feno monuments (Control Points 500 & 501) from previous IDOT Projects BRF-061-5(147)--38-82 and NHSX-061-5(154)--3h-82. The published elevation of Control Point 501 was “held” for this project. Closed level loops were completed on Control Points 500, 501 and 10 through 20 to establish consistent and accurate elevations.

Alignment Information

A diligent effort was made to recover Centerline O.R. Control from (Station 433+13 to Station 508+99) using the alignment coordinates from Project NHSN-061-5(144)—2R-82. No centerline O.R. control was found. We were unable to confirm the alignment from NHSN-061-5(144)—2R-82.

Utility Information

Sub-Surface Utility Mapping Quality Level is in accordance with ASCE 38-02 *Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data*. Multiple One-Call locate requests were submitted to stage the utility locates over the length of the project. The following Companies were identified during the locates and are coded in the cad file.

Company	Symbol	Remark
Mid-American	GL1	Marked in
Matt Kovacic		Field
666 Grand Ave.		
Des Moines, IA 50309		
309-793-3704		
Mid-American	PPA,HT	
Erik Rasmussen		
666 Grand Ave.		
Des Moines, IA 50309		
563-333-8705		
Central Scott Telephone	TL1	Marked in
Brent Lindle		Field
125 N. 2 nd St.		
Eldridge, IA 52748		
563-345-8800		

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 11

Coordinate listing from next sheet will be used with 1aRTN for monument
recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 11

Point #	Northing	Easting	Elevation	Description
10	8,096,294.43	21,491,911.22	759.60	1/2" x 36" REBAR
11	8,096,865.38	21,491,952.70	750.89	1/2" x 36" REBAR
12	8,097,446.83	21,491,921.46	738.89	1/2" x 36" REBAR
13	8,098,037.82	21,491,817.20	730.54	1/2" x 36" REBAR
14	8,094,473.46	21,491,351.75	771.43	1/2" x 36" REBAR
15	8,094,773.57	21,491,451.98	769.51	1/2" x 36" REBAR
16	8,095,326.91	21,491,677.92	766.50	1/2" x 36" REBAR
17	8,094,123.40	21,491,200.38	774.99	1/2" x 36" REBAR
18	8,093,574.34	21,491,014.96	769.30	1/2" x 36" REBAR
19	8,093,026.29	21,490,790.10	756.14	1/2" x 36" REBAR
20	8,092,589.78	21,490,620.84	744.14	1/2" x 36" REBAR
404	8,095,787.81	21,495,527.55	743.23	SCOTT COUNTY GPS MONUMENT
646	8,098,620.26	21,486,971.23	745.07	SCOTT COUNTY GPS MONUMENT
500	8,094,600.13	21,491,627.16	745.45	FENO MONUMENT IDOT PROJECTS BRF-061-5(147)--38-82; NHSX-061-5(154)--3h-82
501	8,097,399.04	21,492,125.82	731.13	FENO MONUMENT IDOT PROJECTS BRF-061-5(147)--38-82; NHSX-061-5(154)--3h-82
5299	8,092,522.01	21,490,594.75	744.35	CUT "X" ATOP RAISED CONC. FOR EXIT SIGN 123A/123B
6017	8,096,039.80	21,491,885.66	767.37	CUT "X" ATOP CONC. BARRIER WALL ON NE CORNER OF NORTHBOUND BRIDGE

101_16 10/25/24																				
ALIGNMENT COORDINATES																				
Line No.	Name	Location	Point on Tangent Station	Point on Tangent Y Northing	Point on Tangent X Easting	Begin Spiral Station	Begin Spiral Y Northing	Begin Spiral X Easting	Begin Curve Station	Begin Curve Y Northing	Begin Curve X Easting	Simple Curve PI or Master PI Station	Simple Curve PI or Master PI Y Northing	Simple Curve PI or Master PI X Easting	End Curve Station	End Curve Y Northing	End Curve X Easting	End Spiral Station	End Spiral Y Northing	End Spiral X Easting
1.0	N_Cross_2		5482+70.63	8096281.712	21491870.17															
1.5	N_Cross_2								5487+13.74	8096720.699	21491931.46	5494+84.93	8097484.34	21492038.13	5502+31.87	8098222.23	21491813.92			
2.0	N_Cross_3								6481+85.84	8096272.289	21491946.13	6488+36.47	8096916.828	21492034.91	6494+72.54	8097550.458	21491887.18			
3.0	N_Cross_3		6498+83.22	8097950.411	21491793.92															

SPIRAL OR CIRCULAR CURVE DATA																	101_17 1/17/24
Line No.	Name	Location	SCS	S	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	C	T	L	R	E	Remarks
	C1	N_Cross_2										24.852	771.199	1518.138	3500	83.957	
	C1	N_Cross_3										20.968	650.625	1286.696	3516	59.691	

108_23A
8/15/22

TRAFFIC CONTROL PLAN

- US 61
- Maintain 2 lanes of traffic in each direction, except as noted on J Sheet Tab. 108-23B.
 - NB exit-ramps at DME RR Bridge to be closed and detoured in Stage 2.
 - SB entrance-ramps at 210th St Bridge and DME RR Bridge to be closed and detoured in stages 1, 2, 4, and 5.
 - I-80 entrance and exit ramps to remain open.
- 210th St
- Maintain traffic in existing lanes.

Roadway Name	Day	Monday																								Tuesday																								Wednesday																								Thursday																								Friday																								Saturday																								Sunday																							
		12:00 AM	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00 PM	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30																																																																																																																								
US 61	Monday													X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																																																																																																									
US 61	Tuesday													X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																																																																																																							
US 61	Wednesday													X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																																																																																																							
US 61	Thursday													X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																																																																																																							
US 61	Friday													X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																																																																																																							
US 61	Saturday													X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																																																																																																							
US 61	Sunday													X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																																																																																																							

511 TRAVEL RESTRICTIONS													108_25 3/28/24
Line No.	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
1.0	US 61 NB	SB	Scott	210th St Bridge	210th St	Barrier		Horizontal		14.5	13.5		Stage 4
2.0	US 61 NB	SB	Scott	DME RR Bridge	DME RR	Barrier		Horizontal		14.5	13.5		Stage 4
3.0	US 61 NB	SB	Scott	210th St Bridge	210th St	Barrier		Horizontal		14.5	13.5		Stage 5
4.0	US 61 NB	SB	Scott	DME RR Bridge	DME RR	Barrier		Horizontal		14.5	13.5		Stage 5
5.0	US 61	NB	Scott	WB I-80 Ramp to NB US 61	Ramp Closure	Traffic Control Device		Horizontal					
6.0	US 61	NB	Scott	US 61 NB Exit Ramp to 210th St	Ramp Closure	Traffic Control Device		Horizontal					
7.0	US 61	NB	Scott	210th St to NB US 61	Ramp Closure	Traffic Control Device		Horizontal					
8.0	US 61	SB	Scott	SB US 61 Ramp to WB I-80	Ramp Closure	Traffic Control Device		Horizontal					
9.0	US 61	SB	Scott	WB 210th St to SB US 61	Ramp Closure	Traffic Control Device		Horizontal					
10.0	US 61	SB	Scott	EB 210th St to SB US 61	Ramp Closure	Traffic Control Device		Horizontal					
11.0	US 61	SB	Scott	SB US 61 to 210th St	Ramp Closure	Traffic Control Device		Horizontal					

STAGING NOTES

Stage 1 Traffic:
1. Utilize TC-402, TC-417, TC-418, and TC-420 for shoulder work.
2. Close both SB US 61 entrance ramps at 210th St. Traffic will be detoured per sheet J.15.

Stage 1 Construction:
1. Construct South Median Crossover 1 and North Median Crossover 2.
2. Construct shoulder strengthening per B Sheet typicals.

Stage 2 Traffic:
1. Shift two lanes of NB US 61 traffic to inside two lanes/shoulder of SB US 61 utilizing North Median Crossover 2 and South Median Crossover.

2. Shift SB US 61 lanes to two outside lanes/shoulder of SB US 61 from north to south median crossovers.
3. Close both NB US 61 exit-ramps at 210th St. Traffic will be detoured per Sheet J.15.
4. Maintain closure of both SB US 61 entrance-ramps at 210th St. Traffic will be detoured per Sheet J.15.

Stage 2 Construction:
1. Perform NB Bridge work per BRF-061-5(153)--38-82.
2. Perform NB Bridge work per BRF-061-5(151)--38-82.

Stage 3 Traffic:
1. Shift traffic back to normal traffic pattern and utilize TC-402 and TC-418 for shoulder and lane closures.

Stage 3 Construction:
1. Demolish North Median Crossover 2.
2. Construct North Median Crossover 3.
3. Construct shoulder strengthening per B Sheet typicals.

Stage 4 Traffic:
1. Shift inside lane of SB US 61 traffic to inside NB lane with North Median Crossover 3 utilizing contraflow.
2. Maintain outside lane of SB US 61 traffic on outside lane and shoulder.
3. Shift NB US 61 traffic to outside two lanes/shoulder from north to south median crossover.
4. Maintain closure of SB US 61 entrance-ramps at 210th St.
5. Open NB US 61 exit ramps at 210th St.










Stage 4 Construction:
1. Perform SB Bridge work on inside lanes/shoulder per BRF-061-5(153)--38-82.
2. Perform SB Bridge work on inside lanes/shoulder per BRF-061-5(151)--38-82.

Stage 5 Traffic:
1. Shift inside lane of SB US 61 traffic to NB inside lane with North Median Crossover 3 utilizing contraflow.
2. Shift outside lane of SB US 61 traffic to SB inside lane and shoulder.
3. Shift NB US 61 traffic to outside two lanes/shoulder from north to south median crossover.
4. Maintain closure of SB US 61 entrance-ramps at 210th St.

Stage 5 Construction:
1. Perform SB Bridge work on outside lanes/shoulder per BRF-061-5(153)--38-82.
2. Perform SB Bridge work on outside lanes/shoulder per BRF-061-5(151)--38-82.





















<div>111_01 10/14/22</div> <div>COORDINATED OPERATIONS</div> <div>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.</div>	
Project	Type of Work
BRF-061-5(147)--38-82	Bridge Deck Replacement
MP-061-6(732)123--76-82	PCC Patching
MB-061-6(510)123--77-82	Bridge Repair
BRF-061-5(152)--38-82	Bridge Deck Overlay
BRF-061-5(153)--38-82	Bridge Deck Replacement
NHSX-061-5(154)--3H-82	PCC Pavement - Replace
BRF-061-5(151)--38-82	Bridge Deck Overlay
NHSX-061-5(156)--3H-82	HMA Resurfacing

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

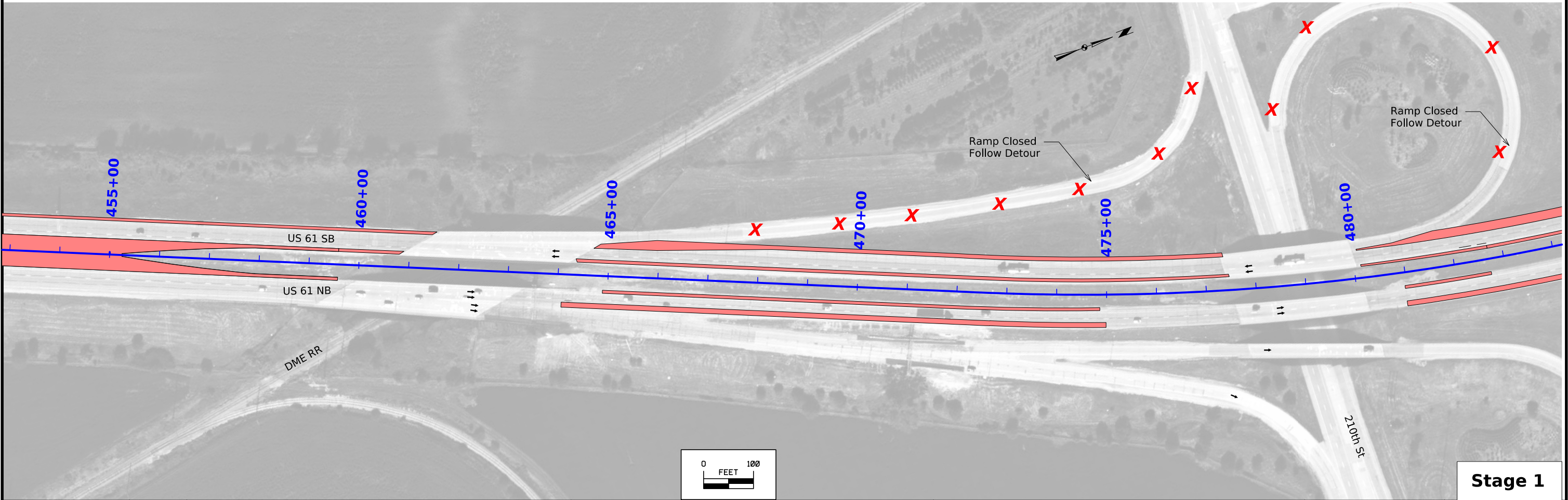
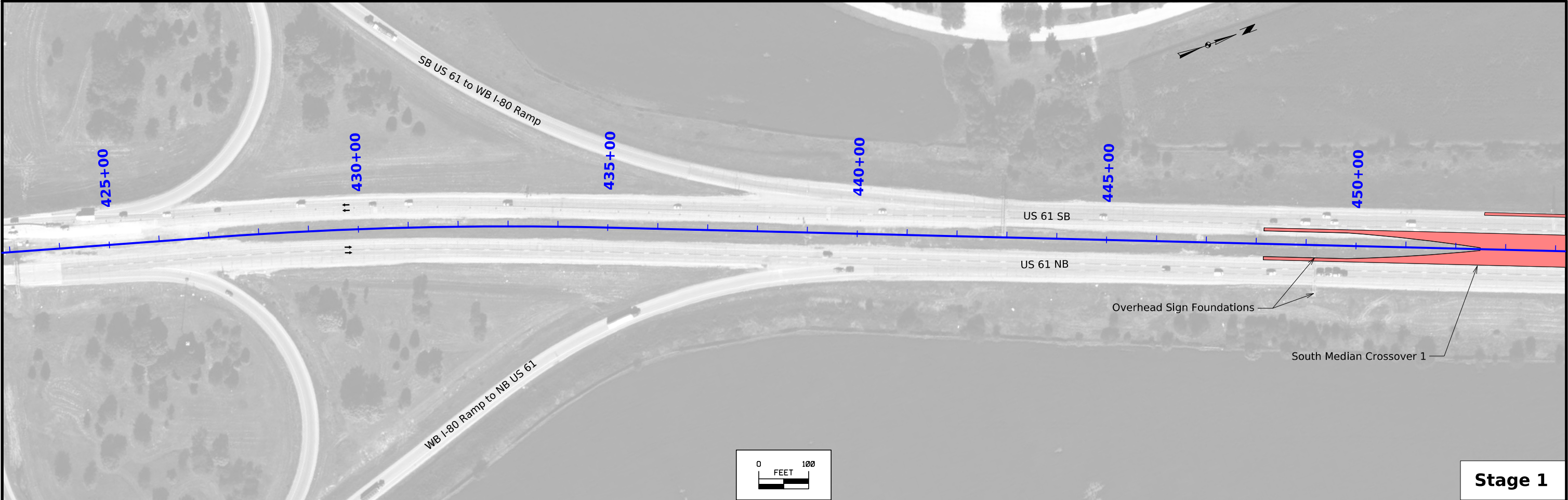
SHADING	Design Color No.	
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Gray, Light	(48)	Previously Constructed Pavement Shading
Orange	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

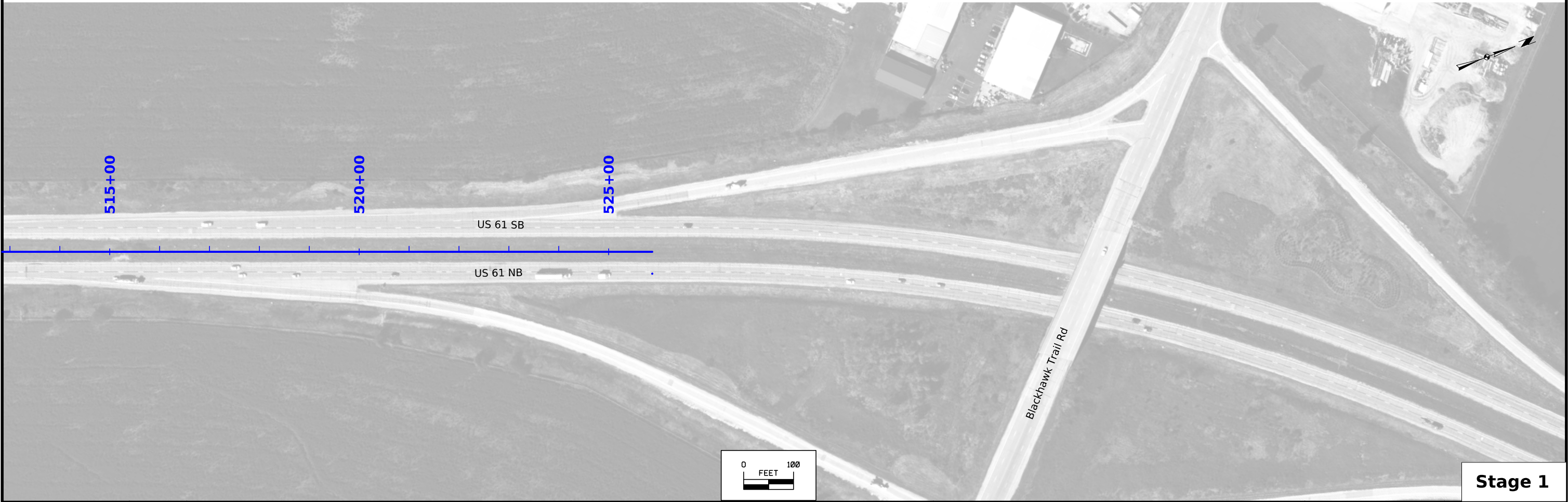
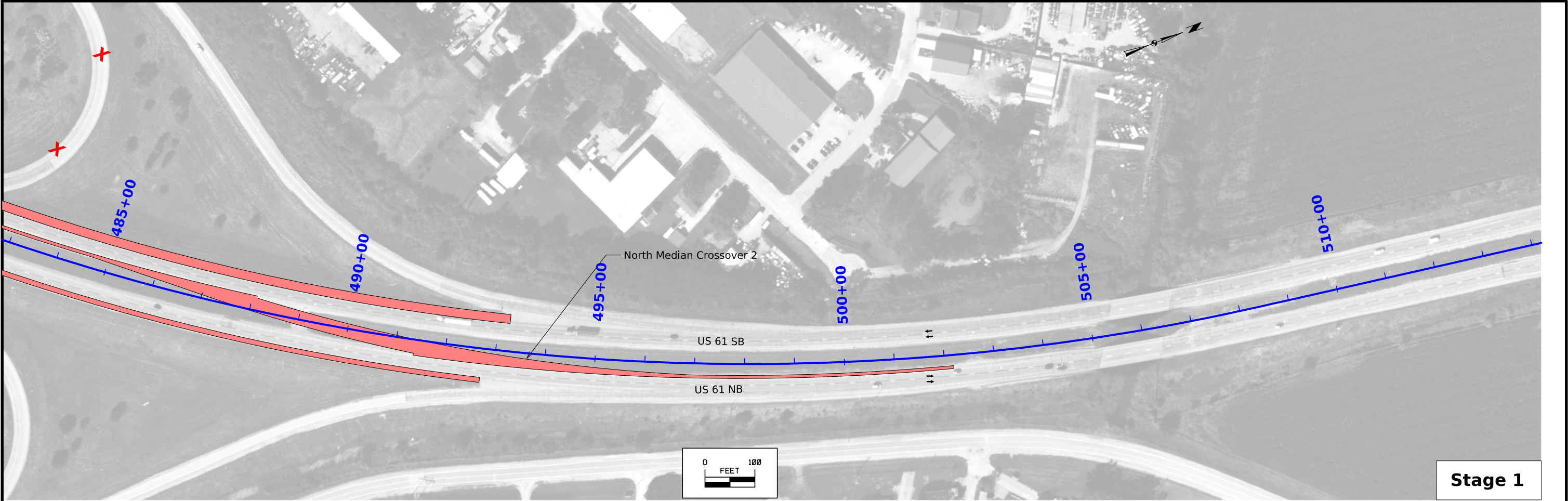
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout		Lane Identification

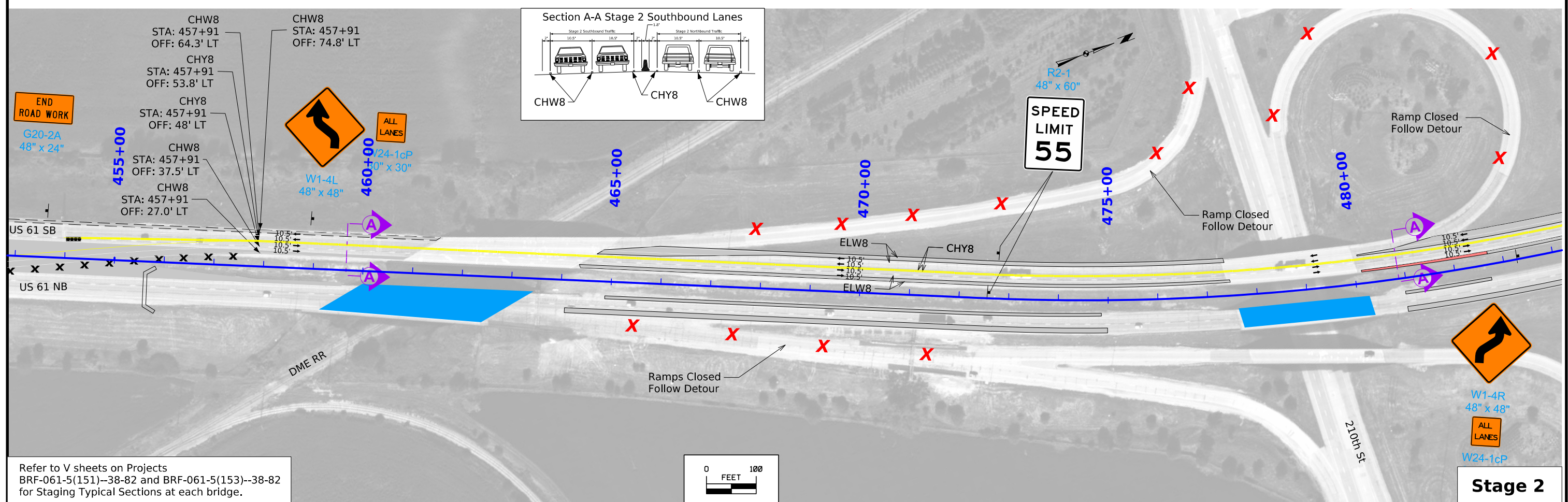
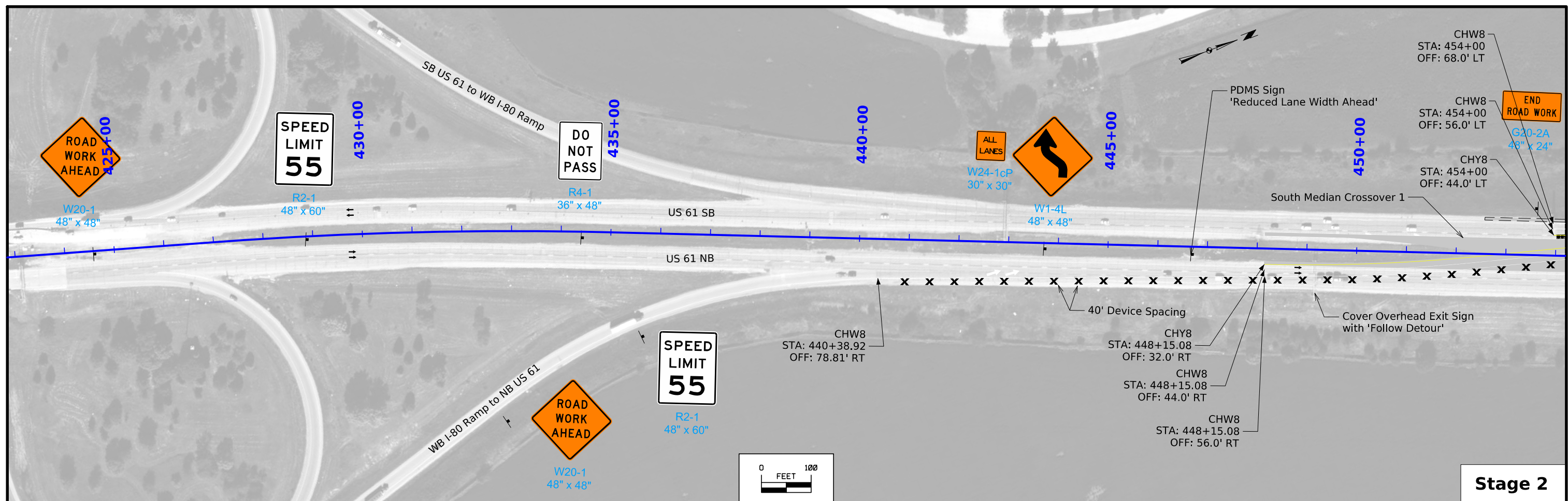
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

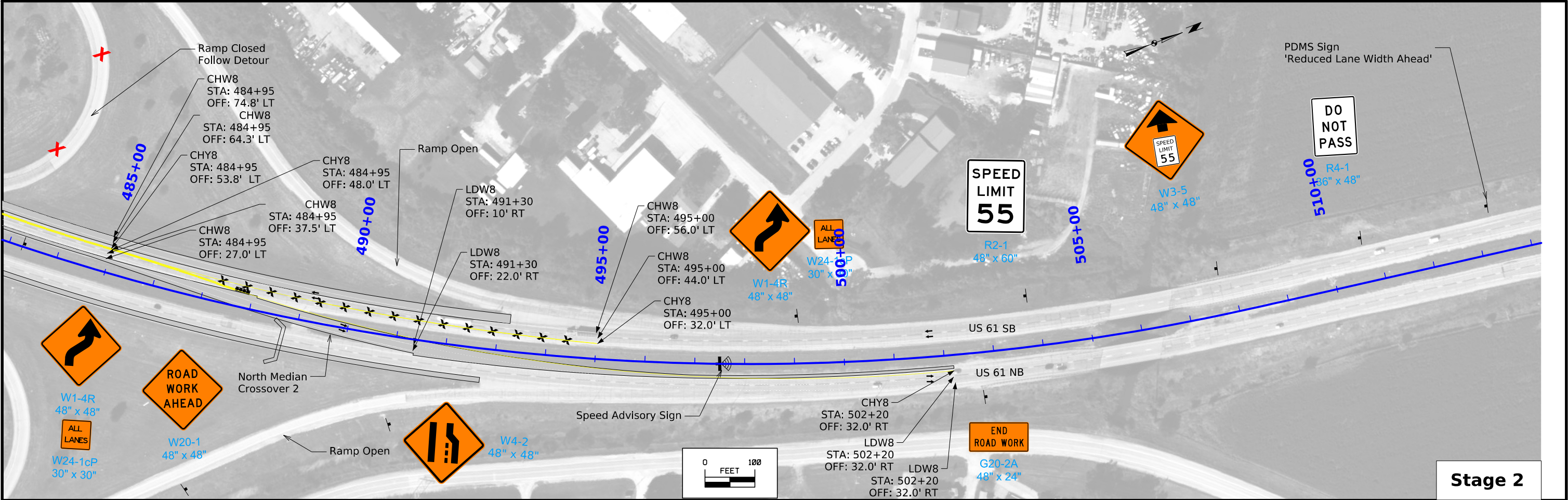
(COVERS SHEET SERIES J)



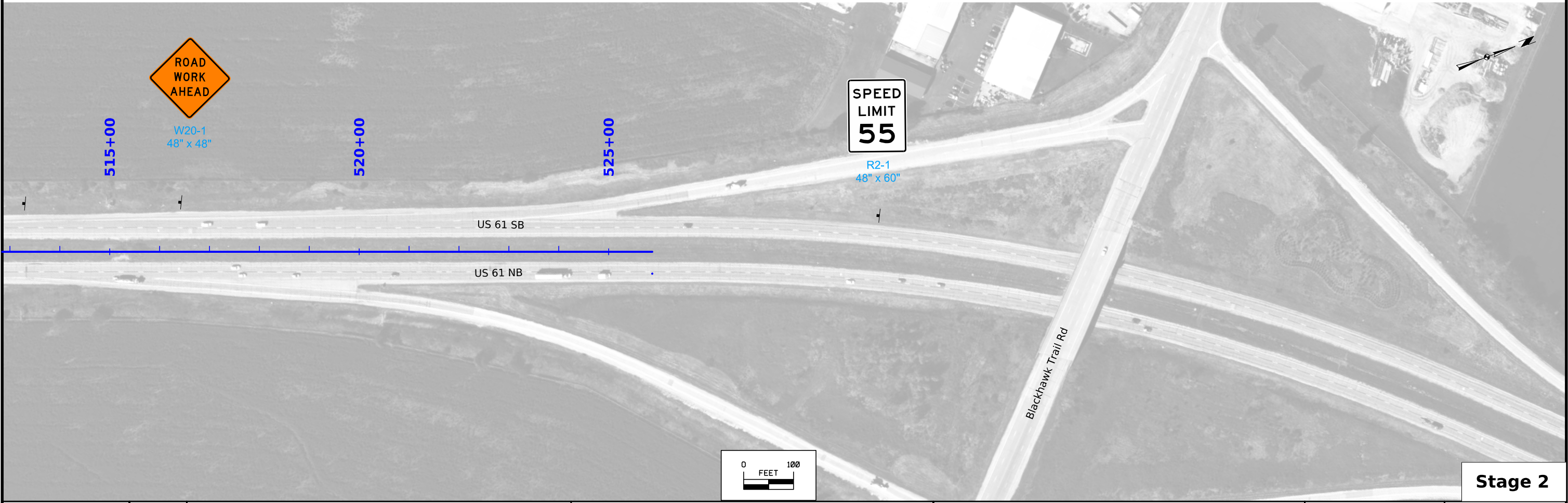




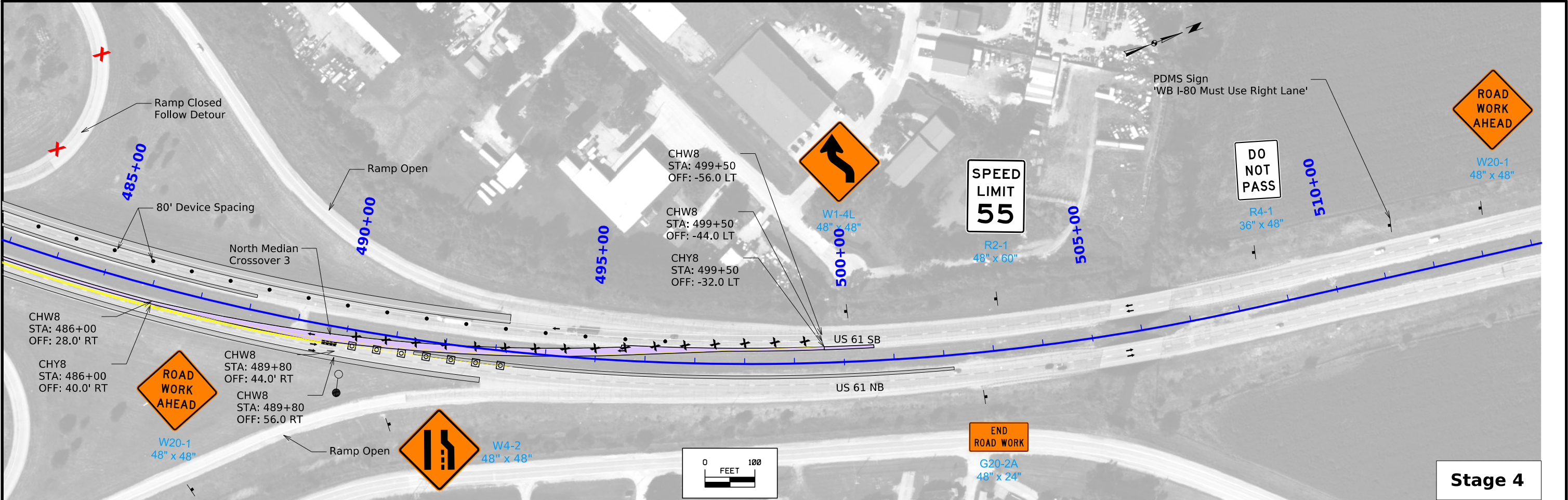
Refer to V sheets on Projects
BRF-061-5(151)--38-82 and BRF-061-5(153)--38-82
for Staging Typical Sections at each bridge.

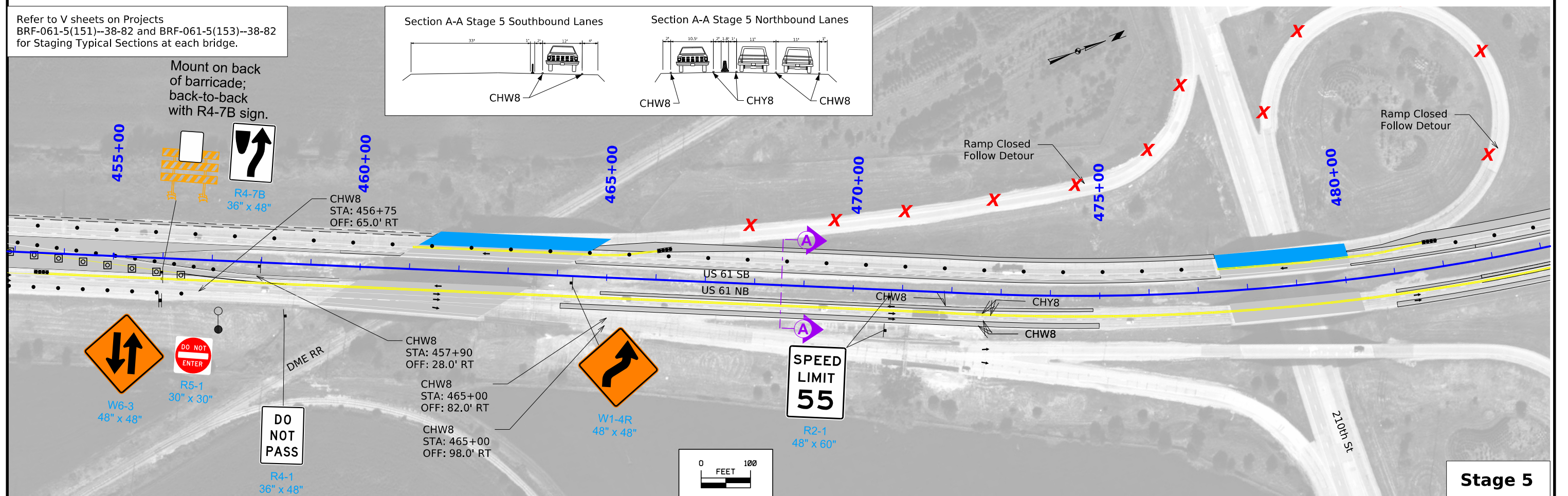
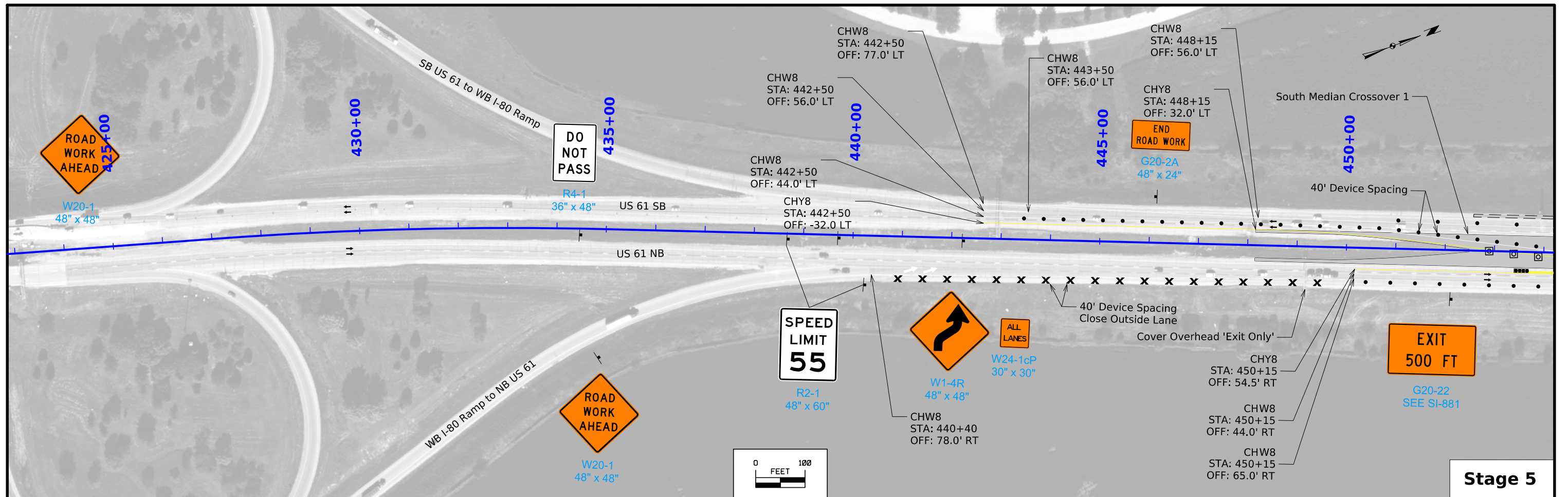


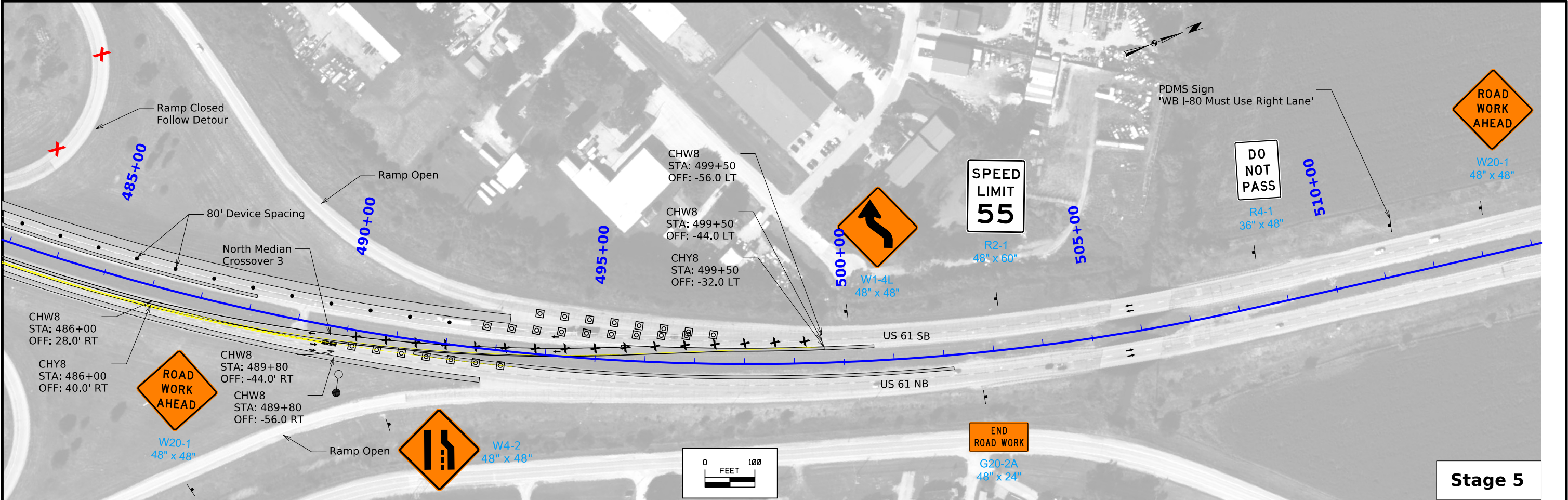
Stage 2



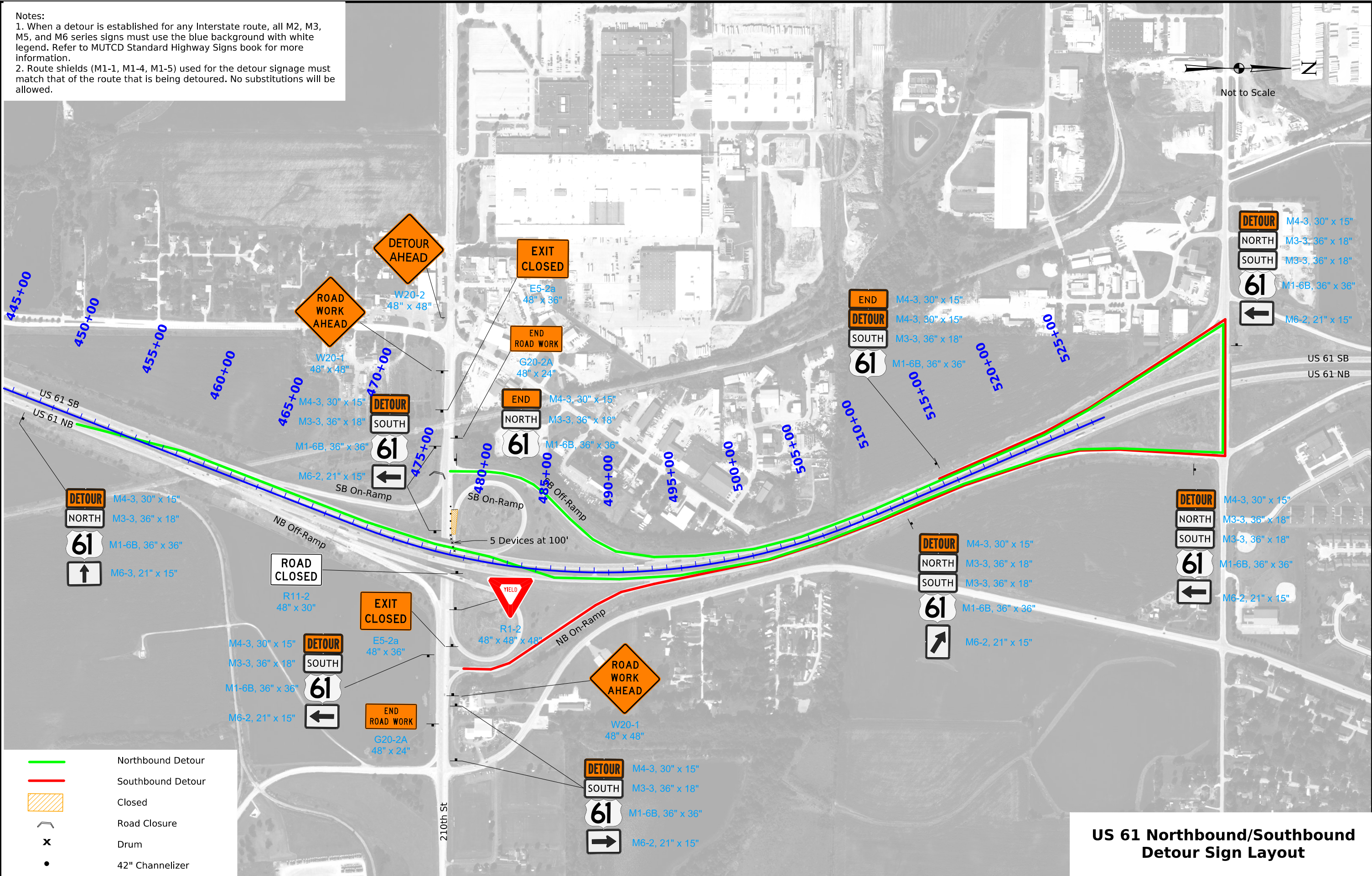
Stage 2







Notes:
1. When a detour is established for any Interstate route, all M2, M3, M5, and M6 series signs must use the blue background with white legend. Refer to MUTCD Standard Highway Signs book for more information.
2. Route shields (M1-1, M1-4, M1-5) used for the detour signage must match that of the route that is being detoured. No substitutions will be allowed.

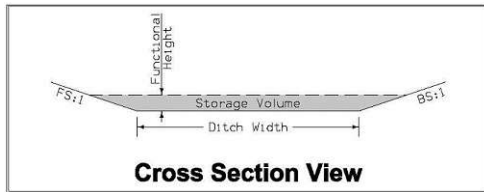


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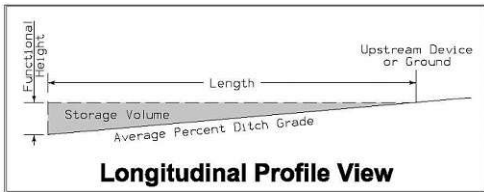
8/15/22

SILT FENCES FOR DITCH CHECKS

Possible Standard: EC-201



Cross Section View



Longitudinal Profile View

* The functional height used in the volume equation is 85% of effective height. Effective height is 1.58 feet as shown on EC-201.

* Volume equation: [0.5*Spacing*(0.5*H^2*FS+DW*H+0.5*H^2*BS)]

Line No.	Basin No.	Type	Station	Side	Installation (LF)	Maintenance (LF)	Removal (LF)	Foreslope (FS:1)	Backslope (BS:1)	Ditch Width (FT)	Avg. % Slope Ditch Grade	Volume (CF)	Remarks
1.0	1	Type 1	448+50.00	Median	32.0	32.0	32.0	6.0	6.0	5.0	1.0	1359.35	
2.0	1	Type 1	450+00.00	Median	32.0	32.0	32.0	6.0	6.0	5.0	1.0	1359.35	
3.0	2	Type 1	457+30.00	Median	32.0	32.0	32.0	6.0	6.0	5.0	1.0	1359.35	
4.0	2	Type 1	459+00.00	Median	32.0	32.0	32.0	6.0	6.0	5.0	1.0	1359.35	
5.0		Type 1	495+10.00	Median	32.0	32.0	32.0	3.0	6.0	5.0	1.0	1149.33	
6.0		Type 1	497+75.00	Median	32.0	32.0	32.0	3.0	6.0	5.0	1.0	1149.33	
7.0		Type 1	500+20.00	Median	32.0	32.0	32.0	3.0	6.0	5.0	1.0	1149.33	
Total:					224	224	224						

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE							
Possible Standards: EC-204							
Line No.	Station From	Station To	Side	Sediment Control Device Type	Diameter Size	Length (LF)	Remarks
1.0	452+55.00	461+55.00	Left	Perimeter and Slope	12 inch	900.00	
2.0	466+60.00	477+50.00	Median	Perimeter and Slope	12 inch	1090.00	
3.0	464+88.36	474+86.25	Median	Perimeter and Slope	12 inch	1000.00	
4.0	467+00.00	475+00.00	Right	Perimeter and Slope	12 inch	800.00	
5.0	467+70.00	477+30.00	Left	Perimeter and Slope	12 inch	960.00	
6.0	481+00.00	482+70.00	Median	Perimeter and Slope	12 inch	170.00	
7.0	480+20.00	488+90.00	Median	Perimeter and Slope	12 inch	870.00	
8.0	481+00.00	492+70.00	Right	Perimeter and Slope	12 inch	1170.00	
9.0	481+70.00	493+20.00	Left	Perimeter and Slope	12 inch	1150.00	
10.0	490+00.00	502+10.00	Median	Perimeter and Slope	12 inch	1210.00	
Total:						9320	

100_19
10/15/24

100_34
11/30/25

STORMWATER DRAINAGE BASIN

Refer to EC Standards and 570s Details.

Line No.	Basin No.	Station From	Station To	Direction of Traffic	Side	Discharge Station	Discharge Direction	Total Disturbed Area (ACRES)	Disturbed Area with Storage Provided (ACRES)	Disturbed Area without Storage Provided (ACRES)	Best Management Practice	Total Storage Volume Provided (CF)	Total Storage Volume Required (CF)	Storage Volume Met	Remarks
1.0	1	448+15.08	453+86.77		Median	448+15.08	S	0.8		0.8	Vegetated Buffer			No	
2.0	2	4453+86.77	460+47.92		Median	460+47.92	N	1.0		1.0	Vegetated Buffer			No	
3.0	3	452+55.83	461+45.54	SB				0.3		0.3	Vegetated Buffer			No	
4.0	4	465+95.03	477+28.88	SB				0.8		0.8	Vegetated Buffer			No	
5.0	5	463+53.50	477+44.66		Median	463+53.50	S	1.9		1.9	Vegetated Buffer			No	
6.0	6	464+08.29	477+57.39	NB				0.4		0.4	Vegetated Buffer			No	
7.0	7	481+73.16	493+23.38	SB				0.7		0.7	Vegetated Buffer			No	
8.0	8	480+88.99	502+17.96		Median		N	1.5		1.5	Vegetated Buffer			No	
8.0	8	480+88.99	492+75.15	NB				0.4		0.4	Vegetated Buffer			No	

<div>110_12 1/13/23</div> <div>POLLUTION PREVENTION PLAN</div> <div><p>This project is regulated by the requirements of the Iowa Department of Natural Resources (DNR) National Pollutant Discharge Elimination System (NPDES) General Permit No. 2 OR an Iowa Department of Natural Resources (DNR) National Pollutant Discharge Elimination System (NPDES) individual storm water permit. The Contractor shall carry out the terms and conditions of this permit and the Pollution Prevention Plan (PPP).</p><p>This Base PPP includes information on Roles and Responsibilities, Project Site Description, Controls, Maintenance Procedures, Inspection Requirements, Non-Storm Water Controls, Potential Sources of Off Right-of-Way Pollution, and Definitions. This plan references other documents rather than repeating the information contained in the documents. A copy of this Base Pollution Prevention Plan, amended as needed during construction, will be readily available for review.</p><p>All contractors shall conduct their operations in a manner that controls pollutants, minimizes erosion, and prevents sediments from entering waters of the state and leaving the highway right-of-way. The Contractor shall be responsible for compliance and implementation of the PPP for their entire contract. This responsibility shall be further shared with subcontractors whose work is a source of potential pollution as defined in this PPP.</p><p>I. ROLES AND RESPONSIBILITES</p><p>A. Designer:</p><ol style="list-style-type: none">Prepares Base PPP included in the project plan.Prepares Notice of Intent (NOI) submitted to Iowa DNR.Is signature authority on the Base PPP. If consultant designed, signature from Contracting Authority is also required.<p>B. Contractor:</p><ol style="list-style-type: none">Signs a co-permittee certification statement adhering to the requirements of the NPDES permit and this PPP. All co-permittees are legally required under the Clean Water Act and the Iowa Administrative Code to ensure compliance with the terms and conditions of this PPP.Designates a Water Pollution Control Manager (WPCM), who has the duties and responsibilities as defined in Section 2602 of the Standard Specifications.Submits an Erosion Control Implementation Plan (ECIP) and ECIP updates according to Section 2602 of the Standard Specifications.Installs and maintains appropriate controls. This work may be subcontracted as documented through Subcontractor Request Forms (Form 830231).Supervises and implements good housekeeping practices according to Paragraph III, C, 2.Conducts joint required inspections of the site with inspection staff. When Contractor is not mobilized on site, Contractor may delegate this responsibility to a trained or certified subcontractor. Contracting Authority also may waive joint inspection requirement during winter shutdown. In both circumstances, WPCM (or trained or certified delegate from the Contractor) is still responsible to review and sign inspection reports.Complies with training and certification requirements of Section 2602 of the Standard Specifications.Submits amended PPP site map according to Section 2602 of the Standard Specifications.<p>C. Subcontractors:</p><ol style="list-style-type: none">Sign a co-permittee certification statement adhering to the requirements of the NPDES permit and this PPP if: responsible for sediment or erosion controls; involved in land disturbing activities; or perorming work that is a source of potential pollution as defined in this PPP. Subcontracted work items are identified in Subcontractor Request Forms (Form 830231). All co-permittees are legally required under the Clean Water Act and the Iowa Administrative Code to ensure compliance with the terms and conditions of this PPP.Implement good housekeeping practices according to Paragraph III, C, 2.<p>D. RCE/Project Engineer:</p><ol style="list-style-type: none">Is Project Storm Water Manager.On projects where DOT is the Contracting Authority, is current with erosion control training or certification.Takes actions necessary to ensure compliance with storm water requirements including, where appropriate, issuing stop work orders, and directing additional inspections at construction project sites that are experiencing problems with achieving permit compliance.Orders the taking of measures to cease, correct, prevent, or minimize the consequences of non-compliance with the storm water requirements of the Applicable Permit.Supervises all work necessary to meet storm water requirements at the Project, including work performed by contractors and subcontractors.Requires employees, contractors, and subcontractors to take appropriate responsive action to comply with storm water requirements, including requiring any such person to cease or correct a violation of storm water requirements, and to order or recommend such other actions as necessary to meet storm water requirements.Is familiar with the Project PPP and storm water site map.On projects where DOT is Contracting Authority, is responsible for periodically monitoring inspection reports to determine whether deficiencies identified in inspection reports were adequately and timely addressed, and if not, has the authority and responsibility to direct immediate actions to correct the deficiencies.Is the point of contact for the Project for regulatory officials, Inspector, contractors, and subcontractors regarding storm water requirements.Is signature authority on Notice of Discontinuation.Maintains an up-to-date record of contractors, subcontractors, and subcontracted work items through Subcontractor Request Forms (Form 830231).Makes information to determine permit compliance available to the DNR upon their request.</div>				<div>110_12 1/13/23</div> <div>POLLUTION PREVENTION PLAN</div> <div><p>E. Inspector:</p><ol style="list-style-type: none">Updates PPP through fieldbook entries and storm water site inspection reports if there is a change in design, construction, operation, or maintenance which has a significant effect on the discharge of pollutants from the project.Makes information to determine permit compliance available to the DNR upon their request.Conducts joint required inspections of the site with the contractor/subcontractor.Completes an inspection report after each inspection.Is signature authority on storm water inspection reports.<p>II. PROJECT SITE DESCRIPTION</p><p>A. This Pollution Prevention Plan (PPP) is for the construction of a Bridge Repairs, Shoulders, and Median Crossovers.</p><p>B. This PPP covers approximately 18.7 acres with an estimated 18.7 acres being disturbed. The portion of the PPP covered by this contract has 18.7 acres disturbed.</p><p>C. The PPP is located in an area of one soil association Fayette.</p><p>The estimated weighted average runoff coefficient number for this PPP after completion will be 0.68.</p><p>D. Storm Water Site Map is located in the R sheets. Proposed slopes are shown in cross sections, details, or standard road plans. Supplemental information is located in the Tabulations in the C or CE sheets.</p><p>E. The base storm water site map is amended by contract modifications and progress payments (fieldbook entries) of completed erosion control work. Also, due to project phasing, erosion and sediment controls shown on project plans may not be installed until needed, based on site conditions. For example, silt fence ditch checks will typically not be installed until the ditch has been installed. Installed locations may also be modified from tabulation locations by field staff. Installed locations will be documented by fieldbook entries and amended PPP site map.</p><p>F. Runoff from this work will flow into Crow Creek and local drainage.</p><p>III. CONTROLS</p><p>A. The Contractor’s ECIP specified in Article 2602.03 of the Standard Specifications for accomplishment of storm water controls should clearly describe the intended sequence of major activities, and for each activity define the control measure and the timing during the construction process that the measure will be implemented.</p><p>B. Preserve vegetation in areas not needed for construction.</p><p>C. Sections 2601 and 2602 of the Standard Specifications define requirements to implement erosion and sediment control measures. Actual quantities used and installed locations may vary from the Base PPP and amendment of the plan will be documented via fieldbook entries, amended PPP site map, or by contract modification. Additional erosion and sediment control items may be required as determined by the inspector and/or contractor during storm water site inspections. If the work involved is not applicable to any contract items, the work will be paid for according to Article 1109.03 paragraph B of the Standard Specifications.</p><p>1. EROSION AND SEDIMENT CONTROLS</p><p>a. Stabilization Practices</p><ol style="list-style-type: none">Site plans will ensure that existing vegetation or natural buffers are preserved where attainable and disturbed portions of the site will be stabilized.Initialize stabilization of disturbed areas immediately after clearing, grading, excavating, or other earth disturbing activities have:<ol style="list-style-type: none">Permanently ceased on any portion of the site, orTemporarily ceased on any portion of the site and will not resume for a period exceeding 14 calendar days.Staged permanent and/or temporary stabilizing seeding and mulching shall be completed as the disturbed areas are completed. Incomplete areas shall be stabilized according to paragraph III, C, 1, a, 2, b above.Permanent and Temporary Stabilization practices to be used for this project are located in the storm water site map, Estimated Project Quantities (100-0A, 100-1A, or 100-1C), and Estimate Reference Information (100-4A) located in the C or R sheets. Typical drawings detailing construction of the practices to be used on this project are referenced in the Standard Road Plans Tabulation (105-4) in the C or R sheets.Preservation of existing vegetation within right-of-way or easements will act as vegetative buffer strips.Preservation of topsoil: Bid items to be used for this project are located in the Estimated Project Quantities (100-0A, 100-1A, or 100-1C) and Estimate Reference Information (100-4A) located in the C or R sheets. Additional information may be found in the Tabulations in the C or T Tabulation sheets, or is referenced in Section 2105 of the Standard Specifications.<p>b. Structural Practices</p><ol style="list-style-type: none">Structural practices will be implemented to divert flows from exposed soils and detain or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Additionally, structural practices may include: silt basins that provide 3600 cubic feet of storage per acre drained or equivalent sediment controls, outlet structures that withdraw water from surface when discharging basins, and controls to direct storm water to vegetated areas.Structural practices to be used for this project are located in the storm water site map, Estimated Project Quantities (100-0A, 100-1A, or 100-1C), and Estimate Reference Information (100-4A) located in the C or R sheets, as well as all other item specific Tabulations. Typical drawings detailing construction of the devices to be used on this project can be found on the B or R sheets or are referenced in the Standard Road Plans Tabulation (105-4) located in the C or R sheets.</div>				
FILE NO.	ENGLISH	DESIGN TEAM	Stanlev Consultants Inc.	SCOTT COUNTY	PROJECT NUMBER	BRF-061-5(157)--38-82	SHEET NUMBER	RC.4

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
<div>110_12 1/13/23</div> <div>POLLUTION PREVENTION PLAN</div>				<div>110_12 1/13/23</div> <div>POLLUTION PREVENTION PLAN</div>				
<div><div><div><div><div><div>c. Storm Water Management</div><div>Measures shall be installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been completed. This may include velocity dissipation devices at discharge locations and along length of outfall channel as necessary to provide a non-erosion velocity flow from structure to water course. If included with this project, these items are located in the storm water site map and Estimated Project Quantities (100-0A, 100-1A, or 100-1C) and Estimate Reference Information (100-4A) located in the C or R sheets, as well as all other item specific Tabulations. Typical drawings detailing construction of the practices to be used on this project are referenced in the Standard Road Plans Tabulation. The installation of these devices may be subject to Section 404 of the Clean Water Act.</div></div></div><div><div>2. OTHER CONTROLS</div><div>Contractor disposal of unused construction materials and construction material wastes shall comply with applicable state and local waste disposal, sanitary sewer, or septic system regulations. In the event of a conflict with other governmental laws, rules and regulations, the more restrictive laws, rules or regulations shall apply.</div><div><div>a. Vehicle Entrances and Exits - Construct and maintain entrances and exits to prevent tracking of sediments onto roadways.</div><div>b. Material Delivery, Storage and Use - Implement practices to prevent discharge of construction materials during delivery, storage, and use.</div><div>c. Stockpile Management - Install controls to reduce or eliminate pollution of storm water from stockpiles of soil and paving.</div><div>d. Waste Disposal - Do not discharge any materials, including building materials, into waters of the state, except as authorized by a Section 404 permit.</div><div>e. Spill Prevention and Control - Implement chemical spill and leak prevention and response procedures to contain and clean up spills and prevent material discharges to the storm drain system and waters of the state.</div><div>f. Concrete Residuals and Washout Wastes - Waste shall not be discharged to a surface water and is not allowed to adversely affect a water of the state. Designate temporary concrete washout facilities for rinsing out concrete trucks. Provide directions to truck drivers where designated washout facilities are located. Designated washout areas should be located at least 50 feet away from storm drains, streams or other water bodies. Care should be taken to ensure these facilities do not overflow during storm events.</div><div>g. Concrete Grooving/Grinding Slurry - Do not discharge slurry to a waterbody or storm drain. Slurry may be applied on foreslopes or removed from the project.</div><div>h. Vehicle and Equipment Storage and Maintenance Areas - Perform on site fueling and maintenance in accordance with all environment laws such as proper storage of onsite fuels and proper disposal of used engine oil or other fluids on site. Employ washing practices that prevent contamination of surface and ground water from wash water. Wash waters must be treated in a sediment basin or alternative control that provides equivalent or better treatment prior to discharge.</div><div>i. Litter Management - Ensure employees properly dispose of litter. Minimize exposure of trash if exposure to precipitation or storm water would result in a discharge of pollutants.</div><div>j. Dewatering - Properly treat water to remove suspended sediment before it re-enters a waterbody or discharges off-site. Measures are also to be taken to prevent scour erosion at dewatering discharge point.</div></div><div><div>3. APPROVED STATE OR LOCAL PLANS</div><div>During the course of this construction, it is possible that situations will arise where unknown materials will be encountered. When such situations are encountered, they will be handled according to all federal, state, and local regulations in effect at the time.</div></div></div></div><div><div>IV. MAINTENANCE PROCEDURES</div><div>The Contractor is required to maintain all temporary erosion and sediment control measures in proper working order, including cleaning, repairing, or replacing them throughout the contract period. This shall begin when the features have lost 50% of their capacity.</div></div><div><div>V. INSPECTION REQUIREMENTS</div><div><div>A. Inspections shall be made jointly by the Contractor and the Contracting Authority's inspector at least once every seven calendar days. Storm water site inspections will include:<div><div>1. Date of the inspection.</div><div>2. Summary of the scope of the inspection.</div><div>3. Name and qualifications of the personnel making the inspection.</div><div>5. Review of erosion and sediment control measures within disturbed areas for the effectiveness in preventing impacts to receiving waters.</div><div>6. Major observations related to the implementation of the PPP.</div><div>7. Identification of corrective actions required to maintain or modify erosion and sediment control measures.</div></div></div><div>B. Include storm water site inspection reports in the Amended PPP. Incorporate any additional erosion and sediment control measures determined as a result of the inspection. Immediately begin corrective actions on all deficiencies found within 3 calendar days of the inspection and complete within 7 calendar days following the inspection. If it is determined that making the corrections less than 72 hours after the inspection is impracticable, it should be documented why it is impracticable and indicate an estimated date by which the corrections will be made.</div></div></div><div><div>VI. NON-STORM WATER DISCHARGES</div></div></div></div>				<div>This includes subsurface drains (i.e. longitudinal and standard subdrains) and slope drains. The velocity of the discharge from these features may be controlled by the use of headwalls or blocks, Class A stone, erosion stone or other appropriate materials. This also includes uncontaminated groundwater from dewatering operations, which will be controlled as discussed in Section III of the PPP.</div> <div>VII. POTENTIAL SOURCES OF OFF RIGHT-OF-WAY (ROW) POLLUTION</div> <div>Silts, sediment, and other forms of pollution may be transported onto highway right-of-way (ROW) as a result of a storm event. Potential sources of pollution located outside highway ROW are beyond the control of this PPP. Pollution within highway ROW will be conveyed and controlled per this PPP.</div> <div>VIII. DEFINITIONS</div> <div><div>A. Base PPP - Initial Pollution Prevention Plan.</div><div>B. Amended PPP - Base PPP amended during construction. May include Plan Revisions or Contract Modifications for new items, storm water site inspection reports, fieldbook entries made by the inspector, amended PPP site map by the Contractor, ECIP, NOI, co-permittee certifications, and Subcontractor Request Forms. Items amending the PPP are stored electronically and are readily available upon request.</div><div>C. Fieldbook Entries - This contains the inspector’s daily diary and bid item postings.</div><div>D. Controls - Methods, practices, or measures to minimize or prevent erosion, control sedimentation, control storm water, or minimize contaminants from other types of waste or materials. Also called Best Management Practices (BMPs).</div><div>E. Signature Authority - Representative authorized to sign various storm water documents.</div></div> <div>CERTIFICATION STATEMENT</div> <div>I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.</div> <div><div><div>Ahmad Abu Afifeh</div><div>Signature</div></div><div><div>Ahmad M. Abu Afifeh</div><div>Printed or Typed Name</div></div><div><div>Seth Morling</div><div>Signature</div></div><div><div>Seth Morling</div><div>Printed or Typed Name</div></div></div>				
FILE NO.	ENGLISH	DESIGN TEAM	Stanlev Consultants Inc.	SCOTT COUNTY	PROJECT NUMBER	BRF-061-5(157)--38-82	SHEET NUMBER	RC.5








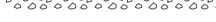
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

LINE STYLE LEGEND OF LANDSCAPE SHEETS	
LINESTYLE	Design Element
-----	Living Snow Fence Single Row
-----	Living Snow Fence Double Row
-----	Mechanical Edge

















CELL LEGEND OF LANDSCAPE SHEETS		
CELL	Design Element	Plant Diameter
⊕	Clearing	
⊙	Proposed Shrub	6 FT
⊙	Proposed Understory Tree	12 FT
⊙	Proposed Conifer Tree	18 FT
⊙	Proposed Overstory Tree	30 FT

PATTERN LEGEND OF LANDSCAPE SHEETS	
	Brush Clearing
	Spray Area
	Clearing & Grubbing

LINE STYLE LEGEND OF EROSION CONTROL SHEETS	
LINESTYLE	Design Element
	Silt Fence
	Perimeter and Slope Sediment Control Device (9")
	Perimeter and Slope Sediment Control Device (12")
	Perimeter and Slope Sediment Control Device (20")
	Open-Throat Curb Intake Sediment Filter
	Concentrated Flow
	Rock Check and Rock Check Dam
	Sheet Flow

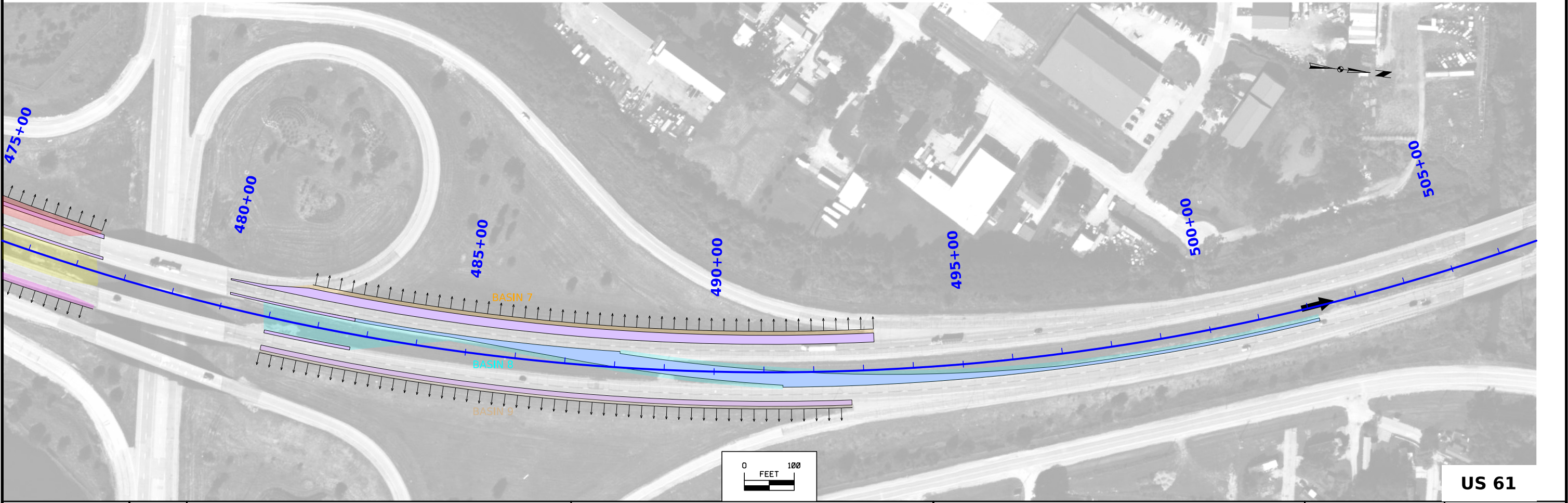
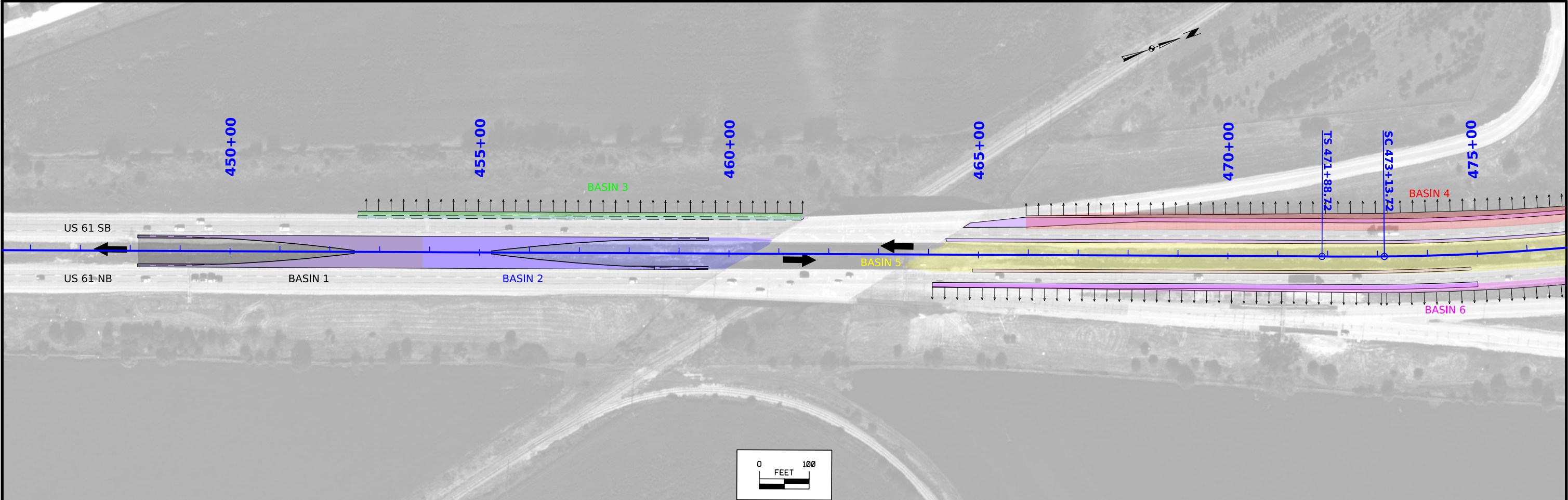
CELL LEGEND OF EROSION CONTROL SHEETS	
CELL	Design Element
	Temporary Sediment Control basin
	Erosion Control for Circular Intake or Manhole Well
	Erosion Control for Rectangular Intake or Manhole Well
	Grate Intake Sediment Filter Bag
	Silt Basin
	Silt Fence Tail
	Stormwater Drainage Basin Discharge Point

PLAN VIEW COLOR LEGEND OF EROSION CONTROL SHEETS			
LINEWORK	Design Color No.		
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities
Black	(0)		Permanent Erosion Control Features
Blaze Orange	(222)		Temporary Erosion Control Features
SHADING	Design Color No.		Transparency
Citron	(234)	 Mulching, All Types	50%
Light Brown	(238)	 Special Ditch Control, Wood Excelsior Mat	0%
Grass Green	(233)	 8FT Mow Strip	50%
Red	(3)	 Delineates Restricted Areas	0%

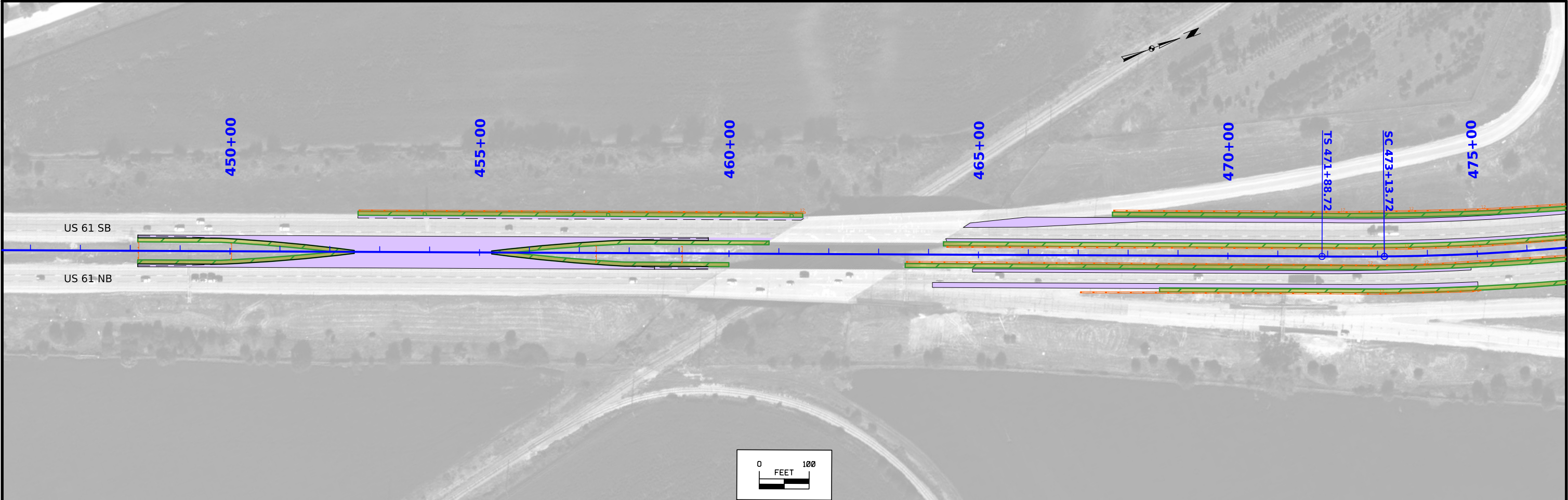
PATTERN LEGEND OF EROSION CONTROL SHEETS	
	Seeding and Fertilizing
	Seeding and Fertilizing (Rural)
	Seeding and Fertilizing (Urban)
	Native Grass Seeding
	Salt Tolerant Seeding
	Wetland Grass Seeding
	Wildflower Seeding
	Sodding
	Turf Reinforcement Mat Type 1
	Turf Reinforcement Mat Type 2
	Turf Reinforcement Mat Type 3
	Turf Reinforcement Mat Type 4
	Slope Protection, Wood Excelsior Mat
	Transition Mat
	Rock Features, Permanent
	Rock Features, Temporary

EROSION CONTROL
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES R)



FILE NO.	ENGLISH	DESIGN TEAM Stanley Consultants Inc.	SCOTT COUNTY	PROJECT NUMBER BRF-061-5(157)--38-82	SHEET NUMBER RR.2
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FILE NO.	ENGLISH	DESIGN TEAM Stanley Consultants Inc.	SCOTT COUNTY	PROJECT NUMBER BRF-061-5(157)--38-82	SHEET NUMBER RR.3	US 61
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TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

Station	Cut			Fill				Checks (EW-102)		Topsoil												
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	[16]	[17]	[18]	[19]	[20]	[21]	[22]
						[5] * 1.3	[3] - [6]															
	Total Cut Unadjusted Volume	Total Class 13 Unadjusted Volume	Total Cut Adjusted	Total Fill Unadjusted Volume	Total Fill Adjusted	Total Fill Adjusted w/ Weighted Average 1.3 Shrink Factor	Total Cut Adjusted Minus Fill w/ Shrink	Approx. Fill Vol. Below 5' & Above 20' w/ Shrink	Approx. Fill Volume Below 3' w/ Shrink	Topsoil Stripping Undercut Volume	Topsoil Placement Undercut Volume	Topsoil Placement With 1.4 Shrink Factor	Topsoil Stripping Minus Topsoil Placement w/Shrink									
NorthCrossover2																						
5482+70.63	0	0	0	0	0	0	0	0	0	0	0	0	0									
5482+75.00	10	10	10	0	0	0	10	0	0	0	2	3	-3									
5483+00.00	54	54	54	0	0	0	54	0	0	0	10	14	-14									
5483+25.00	47	47	47	0	0	0	48	0	0	0	10	14	-14									
5483+50.00	45	45	45	0	0	0	45	0	0	0	10	14	-14									
5483+75.00	43	43	43	0	0	0	43	0	0	0	10	14	-14									
5484+00.00	39	39	39	0	0	0	39	0	0	0	9	13	-13									
5484+25.00	35	35	35	1	1	1	35	0	0	0	12	16	-16									
5484+50.00	33	33	33	1	1	1	31	0	0	0	14	20	-20									
5484+75.00	30	30	30	2	2	2	28	0	0	0	15	21	-21									
5485+00.00	25	25	25	3	3	4	21	0	0	0	15	21	-21									
5485+25.00	20	20	20	6	6	8	12	0	0	0	15	21	-21									
5485+50.00	16	16	16	10	10	13	4	0	0	0	15	20	-20									
5485+75.00	15	15	15	14	14	18	-3	0	0	0	15	21	-21									
5486+00.00	16	16	16	21	21	27	-11	0	0	0	15	22	-22									
5486+25.00	18	18	18	29	29	37	-20	0	0	0	16	22	-22									
5486+50.00	21	21	21	36	36	47	-26	0	0	0	16	23	-23									
5486+75.00	24	24	24	44	44	57	-33	0	0	0	16	23	-23									
5487+00.00	27	27	27	54	54	70	-43	0	0	0	16	23	-23									
5487+25.00	18	18	18	67	67	87	-69	0	0	0	10	14	-14									
5487+50.00	8	8	8	78	78	102	-94	0	0	0	4	5	-5									
5487+75.00	7	7	7	85	85	110	-103	0	0	0	3	5	-5									
5488+00.00	7	7	7	92	92	120	-112	0	0	0	3	5	-5									
5488+25.00	8	8	8	93	93	121	-113	0	0	0	3	5	-5									
5488+50.00	10	10	10	86	86	113	-102	0	0	0	4	6	-6									
5488+75.00	12	12	12	79	79	103	-91	0	0	0	4	6	-6									
5489+00.00	11	11	11	61	61	79	-68	0	0	0	4	5	-5									
5489+25.00	9	9	9	52	52	68	-59	0	0	0	3	4	-4									
5489+50.00	6	6	6	65	65	85	-80	0	0	0	2	3	-3									
5489+75.00	4	4	4	71	71	93	-89	0	0	0	1	2	-2									
5490+00.00	3	3	3	67	67	88	-85	0	0	0	1	1	-1									
5490+25.00	2	2	2	61	61	79	-78	0	0	0	0	0	0									
5490+50.00	1	1	1	52	52	68	-66	0	0	0	0	0	0									
5490+75.00	2	2	2	43	43	56	-54	0	0	0	0	0	0									
5491+00.00	4	4	4	34	34	44	-40	0	0	0	0	0	0									
5491+25.00	9	9	9	26	26	34	-26	0	0	0	0	0	0									
5491+50.00	14	14	14	20	20	26	-12	0	0	0	0	0	0									
5491+75.00	13	13	13	21	21	27	-14	0	0	0	0	0	0									
5492+00.00	10	10	10	26	26	34	-24	0	0	0	1	1	-1									
5492+25.00	9	9	9	27	27	35	-26	0	0	0	1	2	-2									
5492+50.00	9	9	9	26	26	34	-25	0	0	0	1	2	-2									
5492+75.00	8	8	8	26	26	34	-26	0	0	0	2	3	-3									
5493+00.00	8	8	8	25	25	32	-24	0	0	0	2	3	-3									
5493+25.00	8	8	8	22	22	29	-21	0	0	0	2	4	-4									
5493+50.00	8	8	8	21	21	27	-19	0	0	0	3	4	-4									
5493+75.00	9	9	9	19	19	24	-16	0	0	0	3	4	-4									
5494+00.00	9	9	9	16	16	21	-12	0	0	0	3	5	-5									
5494+25.00	9	9	9	14	14	18	-9	0	0	0	4	5	-5									
5494+50.00	9	9	9	10	10	13	-4	0	0	0	4	6	-6									
5494+75.00	9	9	9	6	6	8	1	0	0	0	4	5	-5									
5495+00.00	9	9	9	4	4	6	4	0	0	0	3	5	-5									
5495+25.00	9	9	9	2	2	3	6	0	0	0	3	4	-4									
5495+50.00	9	9	9	2	2	2	7	0	0	0	2	3	-3									
5495+75.00	9	9	9	1	1	1	8	0	0	0	2	3	-3									
5496+00.00	9	9	9	1	1	1	9	0	0	0	1	2	-2									
5496+25.00	9	9	9	0	0	0	9	0	0	0	1	1	-1									
5496+50.00	9	9	9	0	0	0	9	0	0	0	0	1	-1									
5496+75.00	9	9	9	0	0	0	9	0	0	0	0	0	0									
5497+00.00	9	9	9	0	0	0	10	0	0	0	0	0	0									
5497+25.00	9	9	9	0	0	0	10	0	0	0	0	0	0									
5497+50.00	9	9	9	0	0	0	9	0	0	0	0	0	0									
5497+75.00	9	9	9	0	0	0	10	0	0	0	0	0	0									
5498+00.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
5498+25.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
5498+50.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
5498+75.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
5499+00.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
5499+25.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
Subtotals:	933	933	933	1,620	1,620	2,109	-1,176	0	0	0	315	444	-444									

Refer to Standard Road Plans EW-101 and EW-102.

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
04-21-15

[illegible]

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

Station	Cut			Fill				Checks (EW-102)		Topsoil												
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	[16]	[17]	[18]	[19]	[20]	[21]	[22]
						[5] * 1.3	[3] - [6]															
	Total Cut Unadjusted Volume	Total Class 13 Unadjusted Volume	Total Cut Adjusted	Total Fill Unadjusted Volume	Total Fill Adjusted	Total Fill Adjusted w/ Weighted Average 1.3 Shrink Factor	Total Cut Adjusted Minus Fill w/ Shrink	Approx. Fill Vol. Below 5' & Above 20' w/ Shrink	Approx. Fill Volume Below 3' w/ Shrink	Topsoil Stripping Undercut Volume	Topsoil Placement Undercut Volume	Topsoil Placement With 1.4 Shrink Factor	Topsoil Stripping Minus Topsoil Placement w/Shrink									
NorthCrossover3																						
6481+85.84	0	0	0	0	0	0	0	0	0	0	0	0	0									
6482+00.00	6	6	6	0	0	0	0	0	0	0	0	0	0									
6482+25.00	10	10	10	0	0	0	11	0	0	0	0	0	0									
6482+50.00	10	10	10	0	0	0	11	0	0	0	0	0	0									
6482+75.00	11	11	11	0	0	0	11	0	0	0	0	0	0									
6483+00.00	10	10	10	0	0	0	11	0	0	0	0	0	0									
6483+25.00	10	10	10	0	0	0	11	0	0	0	0	0	0									
6483+50.00	10	10	10	0	0	0	11	0	0	0	0	0	0									
6483+75.00	11	11	11	0	0	0	11	0	0	0	0	0	0									
6484+00.00	11	11	11	0	0	0	11	0	0	0	0	0	0									
6484+25.00	11	11	11	0	0	0	11	0	0	0	0	0	0									
6484+50.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
6484+75.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
6485+00.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
6485+25.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
6485+50.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
6485+75.00	11	11	11	0	0	0	11	0	0	0	1	2	-2									
6486+00.00	10	10	10	1	1	2	8	0	0	0	3	4	-4									
6486+25.00	7	7	7	5	5	6	0	0	0	0	2	3	-3									
6486+50.00	7	7	7	4	4	5	2	0	0	0	1	2	-2									
6486+75.00	10	10	10	0	0	1	9	0	0	0	1	1	-1									
6487+00.00	10	10	10	0	0	0	10	0	0	0	0	0	0									
6487+25.00	11	11	11	0	0	0	11	0	0	0	0	0	0									
6487+50.00	15	15	15	0	0	0	15	0	0	0	0	1	-1									
6487+75.00	19	19	19	0	0	0	19	0	0	0	1	1	-1									
6488+00.00	24	24	24	0	0	0	24	0	0	0	1	1	-1									
6488+25.00	27	27	27	0	0	0	27	0	0	0	1	1	-1									
6488+50.00	30	30	30	0	0	0	30	0	0	0	1	1	-1									
6488+75.00	32	32	32	0	0	0	32	0	0	0	1	2	-2									
6489+00.00	29	29	29	0	0	0	30	0	0	0	1	2	-2									
6489+25.00	24	24	24	0	0	1	24	0	0	0	2	2	-2									
6489+50.00	39	39	39	7	7	9	30	0	0	0	7	10	-10									
6489+75.00	53	53	53	15	15	20	33	0	0	0	11	15	-15									
6490+00.00	47	47	47	22	22	29	18	0	0	0	10	14	-14									
6490+25.00	48	48	48	29	29	38	11	0	0	0	12	16	-16									
6490+50.00	53	53	53	36	36	47	6	0	0	0	37	52	-52									
6490+75.00	27	27	27	35	35	45	-18	0	0	0	30	43	-43									
6491+00.00	0	0	0	25	25	33	-33	0	0	0	1	1	-1									
6491+25.00	0	0	0	22	22	29	-29	0	0	0	2	3	-3									
6491+50.00	0	0	0	29	29	37	-37	0	0	0	3	5	-5									
6491+75.00	0	0	0	37	37	48	-48	0	0	0	3	4	-4									
6492+00.00	0	0	0	44	44	58	-58	0	0	0	2	3	-3									
6492+25.00	0	0	0	51	51	66	-66	0	0	0	1	2	-2									
6492+50.00	0	0	0	55	55	72	-72	0	0	0	1	1	-1									
6492+75.00	0	0	0	58	58	75	-75	0	0	0	0	0	0									
6493+00.00	1	1	1	58	58	76	-75	0	0	0	0	0	0									
6493+25.00	2	2	2	58	58	76	-74	0	0	0	0	0	0									
6493+50.00	3	3	3	59	59	77	-74	0	0	0	0	0	0									
6493+75.00	4	4	4	60	60	78	-74	0	0	0	0	0	0									
6494+00.00	6	6	6	62	62	81	-75	0	0	0	0	0	0									
6494+25.00	21	21	21	64	64	83	-62	0	0	0	0	0	0									
6494+50.00	33	33	33	65	65	84	-51	0	0	0	0	0	0									
6494+75.00	28	28	28	65	65	84	-56	0	0	0	0	0	0									
6495+00.00	22	22	22	62	62	80	-59	0	0	0	0	0	0									
6495+25.00	17	17	17	55	55	72	-56	0	0	0	0	0	0									
6495+50.00	13	13	13	46	46	60	-46	0	0	0	0	0	0									
6495+75.00	10	10	10	34	34	44	-34	0	0	0	0	0	0									
6496+00.00	9	9	9	22	22	29	-20	0	0	0	0	0	0									
6496+25.00	9	9	9	15	15	19	-10	0	0	0	0	0	0									
6496+50.00	11	11	11	9	9	12	-1	0	0	0	0	0	0									
6496+75.00	15	15	15	4	4	6	10	0	0	0	0	0	0									
6497+00.00	21	21	21	1	1	2	20	0	0	0	0	0	0									
6497+25.00	27	27	27	0	0	0	27	0	0	0	0	0	0									
6497+50.00	31	31	31	0	0	0	31	0	0	0	0	0	0									
6497+75.00	33	33	33	0	0	0	33	0	0	0	0	0	0									
6498+00.00	37	37	37	0	0	0	37	0	0	0	0	0	0									
6498+25.00	41	41	41	0	0	0	41	0	0	0	0	0	0									
6498+50.00	44	44	44	0	0	0	44	0	0	0	0	0	0									
Subtotals:	1,116	1,116	1,116	1,215	1,215	1,582	-465	0	0	0	135	191	-191									

Refer to Standard Road Plans EW-101 and EW-102.

107-28
04-21-15

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

[illegible]

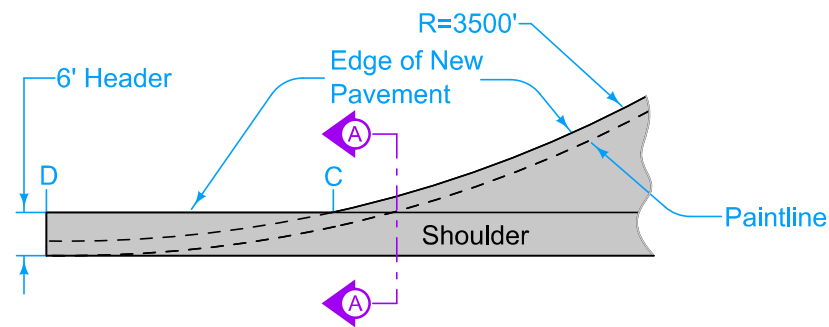
Refer to Standard Road Plans EW-101 and EW-102.

107-28
04-21-15

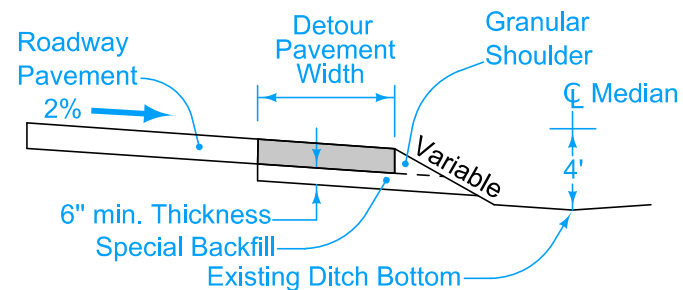
TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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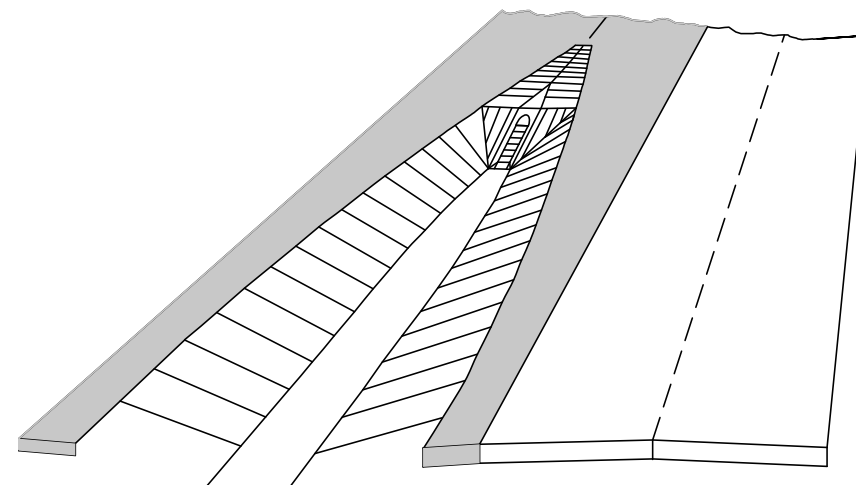
FILE NO.		DESIGN TEAM Stanley Consultants Inc.	SCOTT COUNTY	PROJECT NUMBER BRF-061-5-(157)--38-82	SHEET NUMBER T.6
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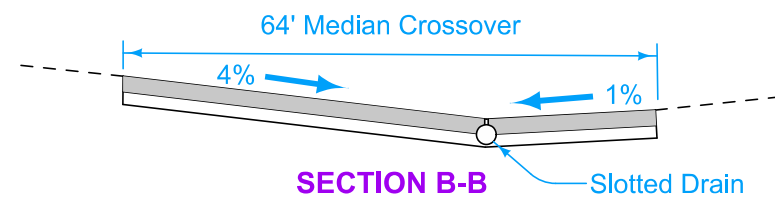
DETAIL 'A'



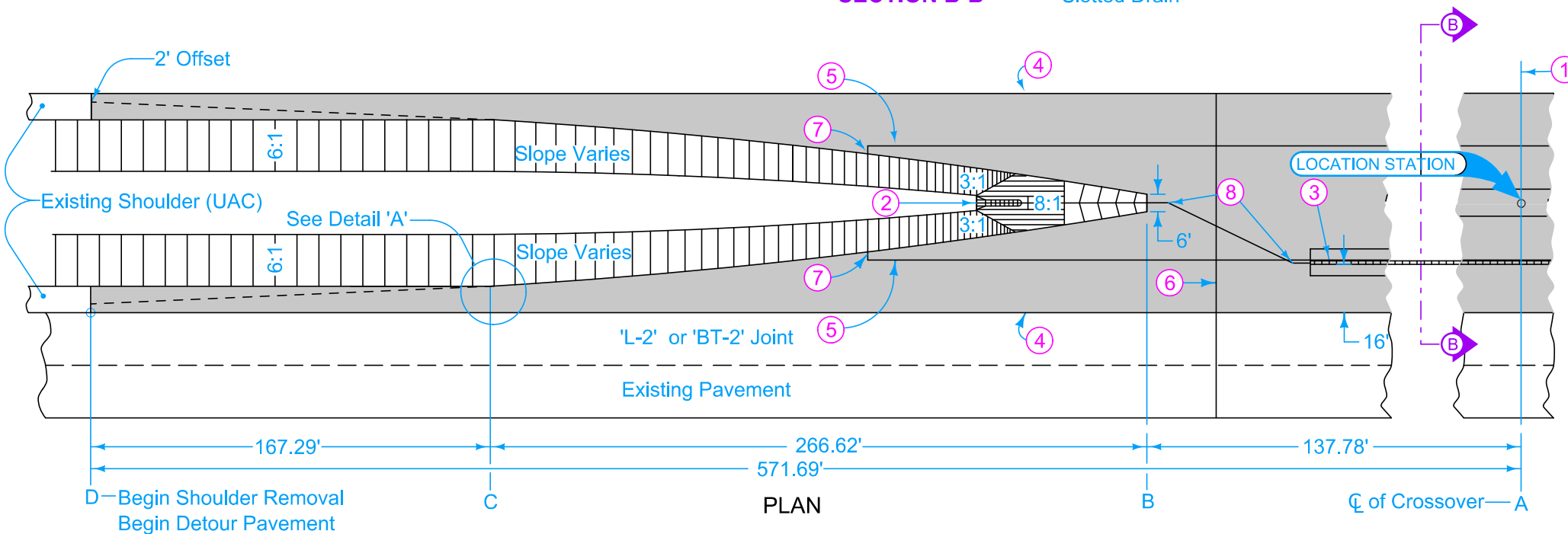
SECTION A-A



PERSPECTIVE VIEW
DITCH SLOPE AND BEVELED PIPE



SECTION B-B



PLAN

TABLE OF OFFSETS AND DROPS (PAVED SHOULDERS)

Distance from Location Station (Feet)	571.68	550	525	500	475	450	404.4	375	350	325	300	275	250	225	200	175	150	137.7	
Offset from inside edge of Pavement (Feet)	6.00	6.00	6.00	6.00	6.00	6.00	6.00	7.5	9.0	10.7	12.6	14.7	16.8	19.3	21.7	24.5	27.5	29.0	
POINT LOCATION	D						C											B	

- Detour Pavement options: 9" PCC or 12" HMA
For joint details, see PV-101.
- Median crossover is symmetrical about centerline.
 - Beveled pipe and guard. See DR-212.
 - Slotted drain for median crossover. See Modified DR-502 on Sheet U.6
 - 'BT-2' or 'L-2' joint if mainline pavement is new construction. Bend bars out.
'BT-3' joint if mainline pavement is existing.
'B' joint if Detour Pavement is HMA.
 - For PCC Detour Pavement, 'L-2' or 'BT-2' spaced at one-quarter median width.
 - For PCC Detour Pavement, match existing roadway joints. 'CD' joints are required.
 - For PCC Detour Pavement, 2 foot 'C' Joint.
 - 17.5° Bends for Unclassified Pipe needed.

DESIGN QUANTITY TABLE

Detour Pavement Sq. Yds.	Special Backfill Tons	Granular Shoulder Tons
4278	1645	365

Detour Pavement

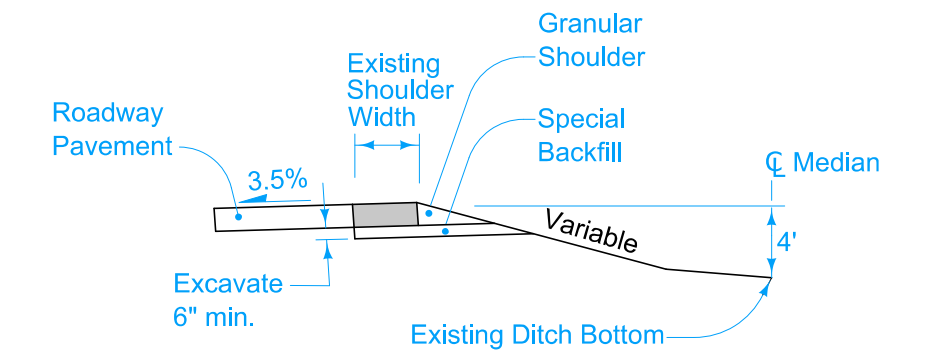
Possible Contract Items:
Detour Pavement
Embankment In Place
Excavation, Class 10, Roadway and Borrow
Excavation, Class 13, Roadway and Borrow
Removal of Pavement
Special Backfill
Granular Shoulders, Type A

Possible Tabulation:
112-8

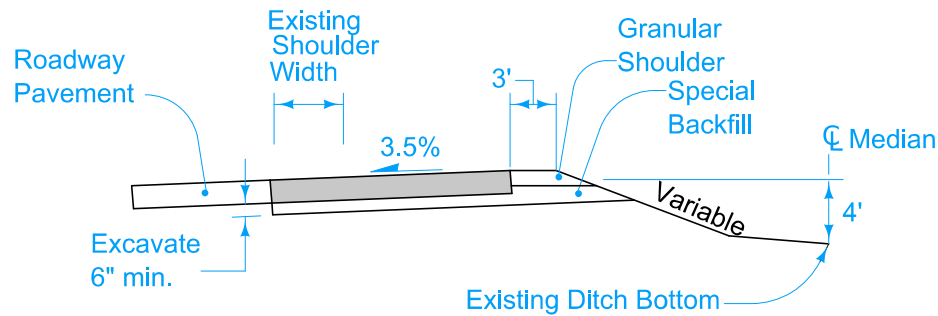
MODIFIED STANDARD ROAD PLAN	REVISION	
	6	10-21-25
PV-503		
SHEET 1 of 1		

MODIFICATIONS: Crossover lengthened to accommodate two 12' lanes.

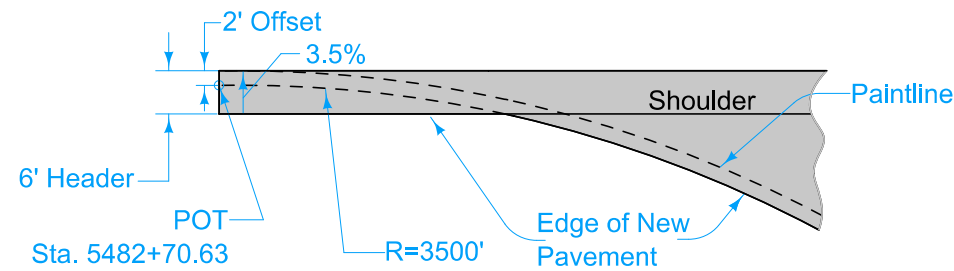
SOUTH MEDIAN CROSSOVER 1
(64' MEDIAN)



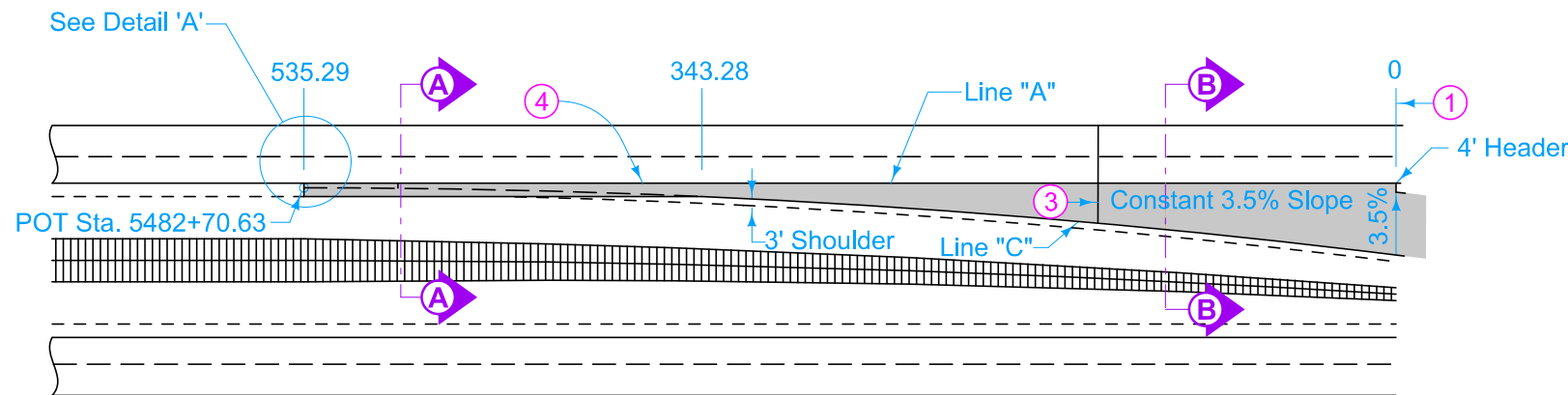
SECTION A-A



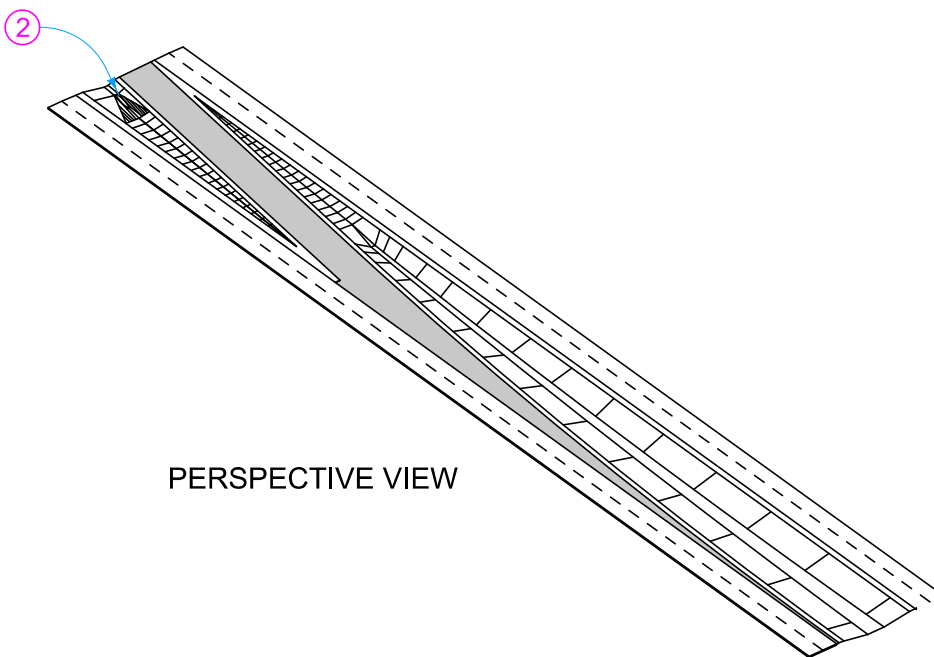
SECTION B-B



DETAIL 'A'



PLAN



PERSPECTIVE VIEW

Detour Pavement options: 9" PCC or 12" HMA

For joint details, see PV-101.

- 1 Refer to F.1 for continuation of Crossover
- 2 Median pipe. See F.1 and Tab 104-3
- 3 For PCC Detour Pavement, match existing roadway joints. 'CD' joints are required.
- 4 'BT-2' or 'L-2' joint if mainline pavement is new construction. Bend bars out. 'BT-3' joint if mainline pavement is existing. 'B' joint if Detour Pavement is HMA.



Possible Contract Items:

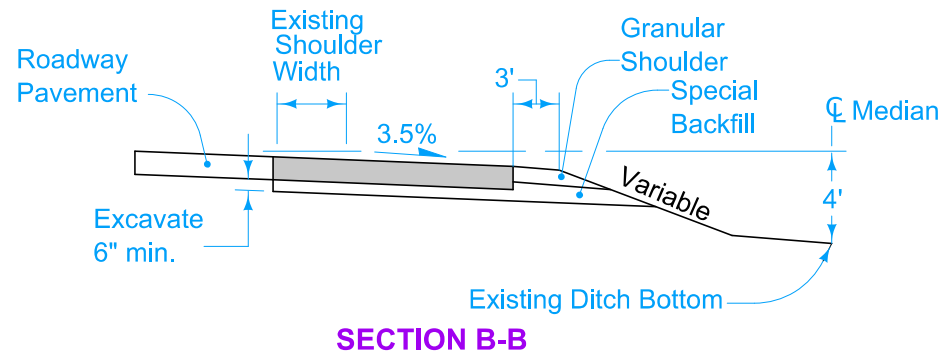
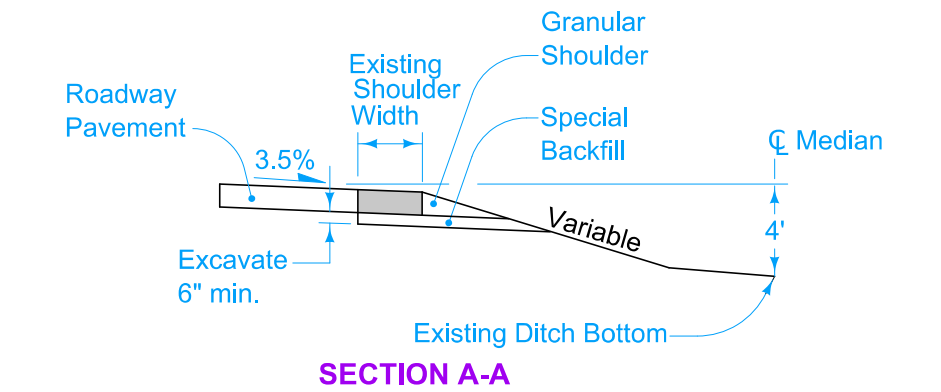
- Detour Pavement
- Embankment In Place
- Excavation, Class 10, Roadway and Borrow
- Excavation, Class 13, Roadway and Borrow
- Granular Shoulders, Type A
- Removal of Pavement
- Special Backfill

Possible Tabulation:

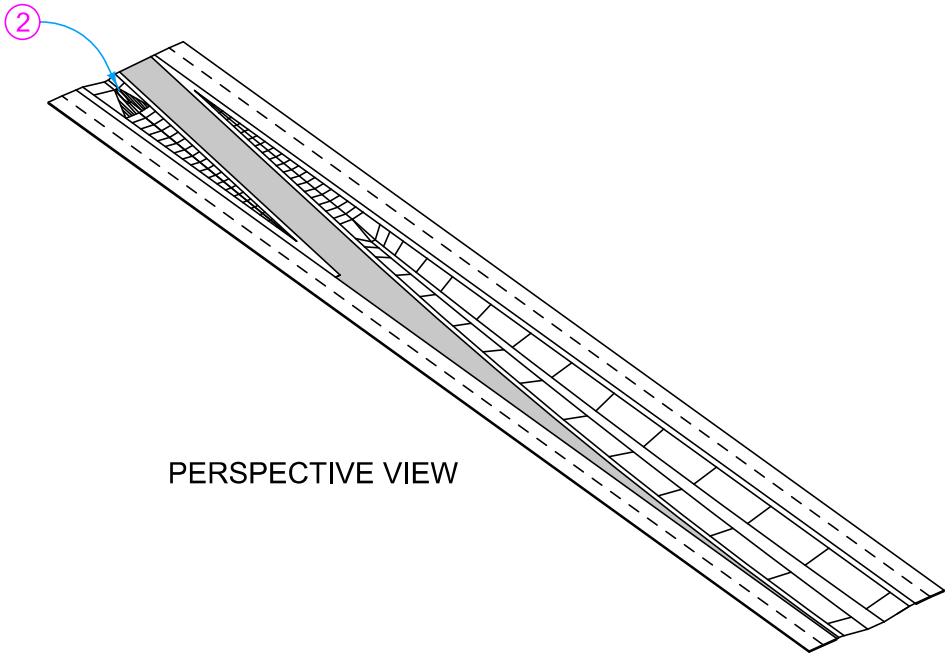
112-8

MODIFIED STANDARD ROAD PLAN	REVISION	
	5	10-21-25
PV-505		
SHEET 1 of 1		
Modifications: Changed cross slopes to match existing superelevation and curves		
NORTH MEDIAN CROSSOVER 2 SOUTH END CONNECTION (64' MEDIAN) 28' WIDE 2 LANE		

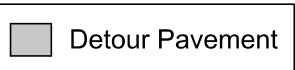
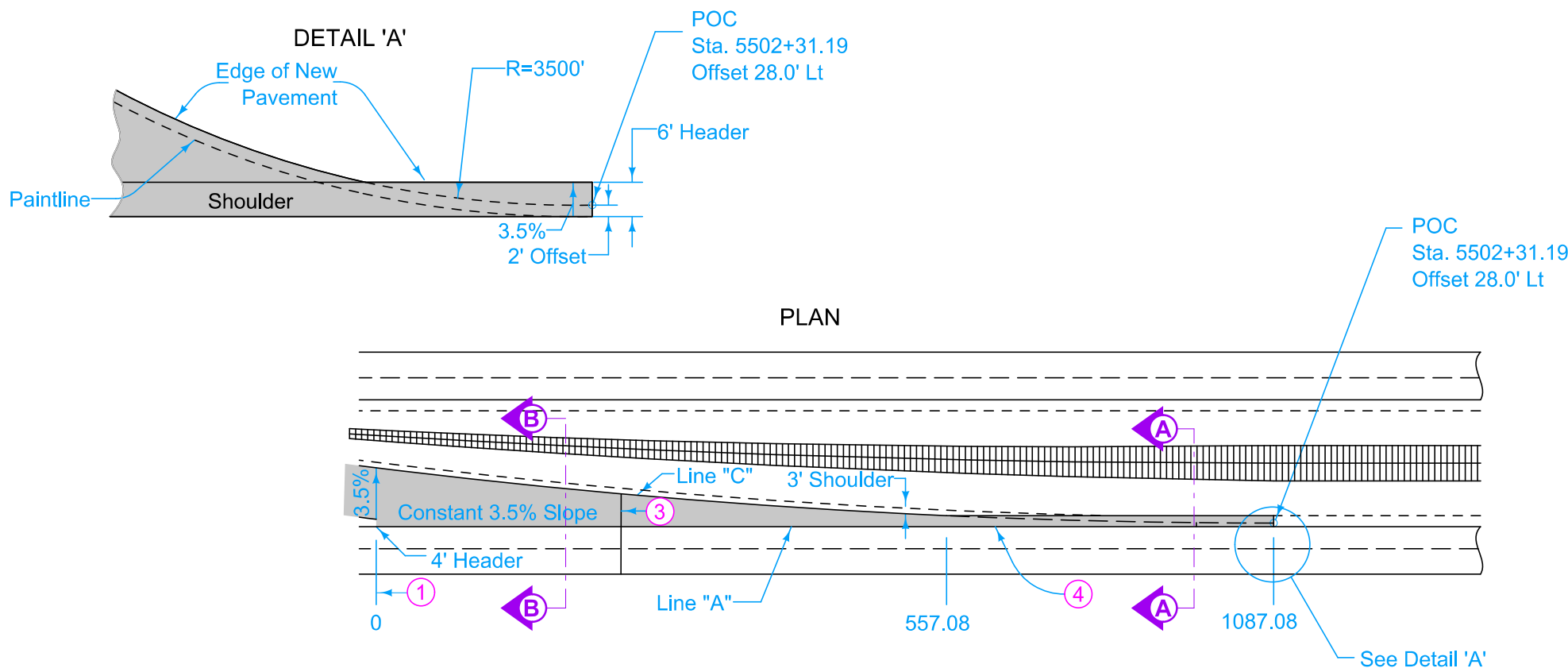
TABLE OF OFFSETS AND DROPS																					
Distance (Feet)	535.29	500	450	400	350	343.28	325	300	275	250	225	200	175	150	125	100	75	50	25	0	
Offset A to C (Feet)	6.00	6.00	6.00	6.00	6.00	6.00	6.80	8.02	9.37	10.86	12.48	14.26	16.16	18.18	20.39	22.74	25.13	27.50	29.83	32.13	
Rise A to C (Feet)	0.21	0.21	0.21	0.21	0.21	0.21	0.24	0.28	0.33	0.38	0.43	0.50	0.56	0.64	0.71	0.80	0.88	0.96	1.04	1.12	



PERSPECTIVE VIEW



- Detour Pavement options: 9" PCC or 12" HMA
For joint details, see PV-101.
- 1 Refer to F.1 for continuation of Crossover
 - 2 Median pipe. See F.1 and Tab 104-3
 - 3 For PCC Detour Pavement, match existing roadway joints. 'CD' joints are required.
 - 4 'BT-2' or 'L-2' joint if mainline pavement is new construction. Bend bars out. 'BT-3' joint if mainline pavement is existing. 'B' joint if Detour Pavement is HMA.



- Possible Contract Items:
- Detour Pavement
 - Embankment In Place
 - Excavation, Class 10, Roadway and Borrow
 - Excavation, Class 13, Roadway and Borrow
 - Granular Shoulders, Type A
 - Removal of Pavement
 - Special Backfill

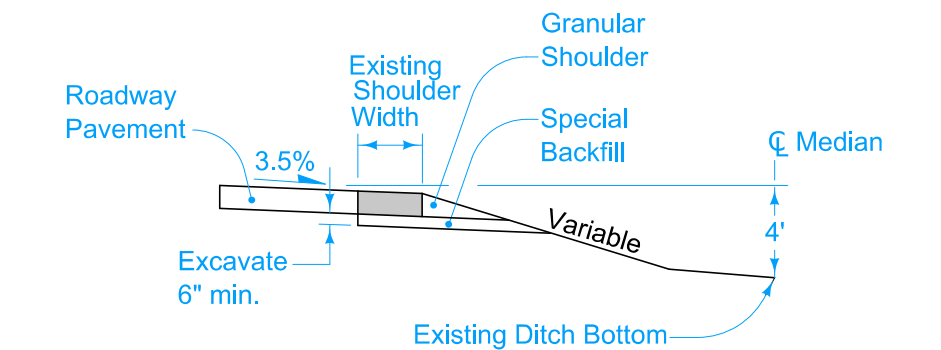
Possible Tabulation:
112-8

MODIFIED
STANDARD ROAD PLAN

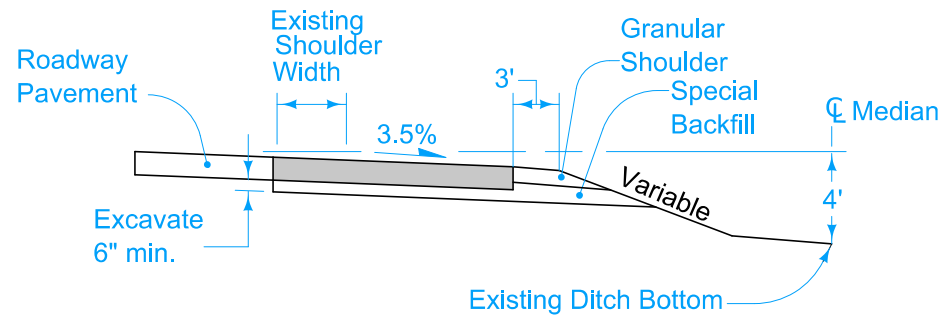
REVISION
5 | 10-21-25
PV-505
SHEET 1 of 1
Modifications: Changed cross slopes to match existing superelevation and curves

NORTH MEDIAN CROSSOVER 2
NORTH END CONNECTION
(64' MEDIAN) 28' WIDE 2 LANE

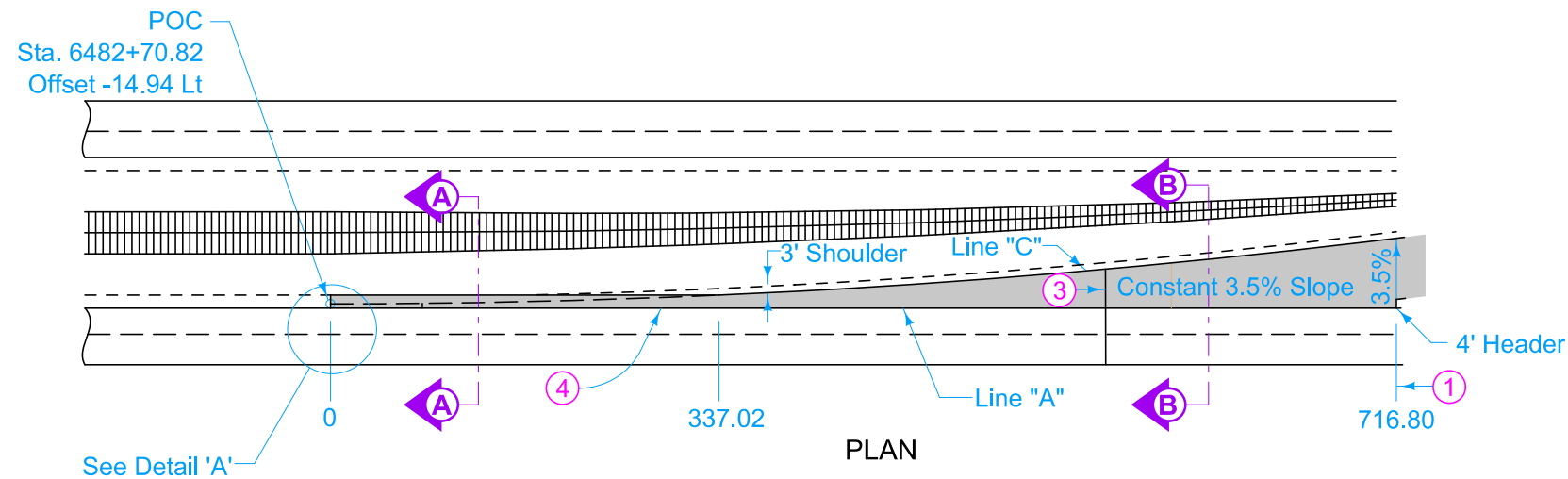
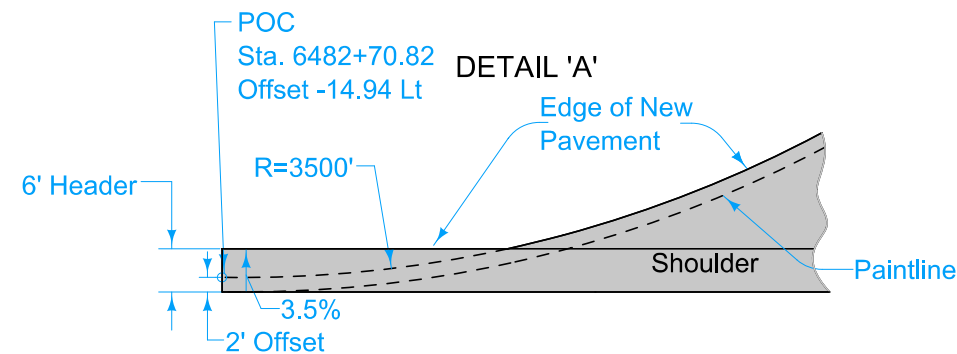
TABLE OF OFFSETS AND DROPS																								
Distance (Feet)	0	50	100	150	200	250	300	350	400	450	500	550	557.1	600	650	700	750	800	850	900	950	1000	1050	1087.08
Offset A to C (Feet)	32.11	28.81	25.75	22.90	20.16	17.61	15.27	13.08	11.01	9.28	7.6	6.12	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Drop A to C (Feet)	1.12	1.00	0.89	0.80	0.71	0.62	0.53	0.45	0.36	0.32	0.26	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.24
Drop A to B (Feet)																								



SECTION A-A



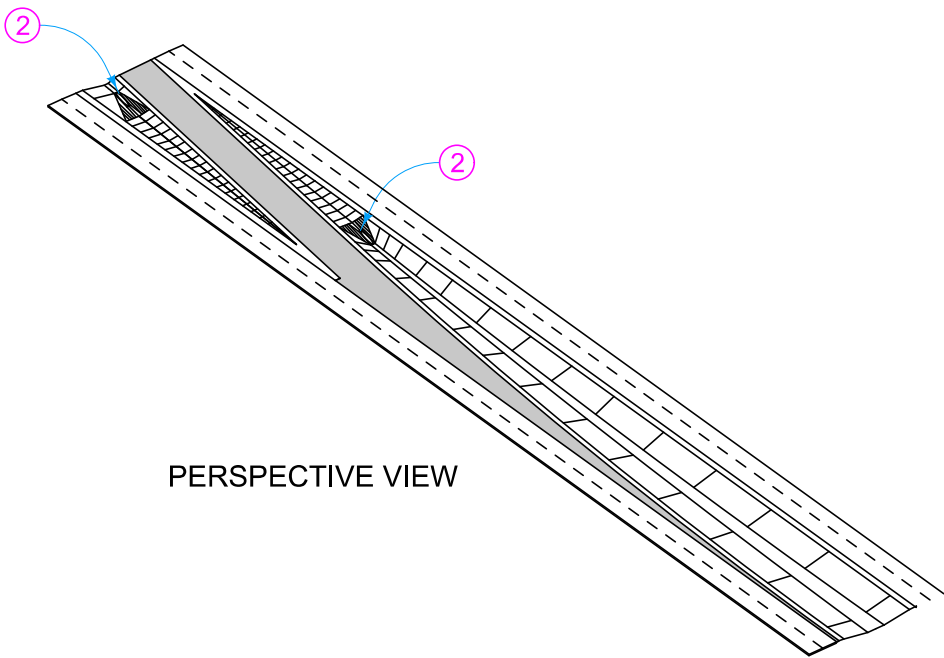
SECTION B-B



PLAN

TABLE OF OFFSETS AND DROPS

Distance (Feet)	0	50	100	150	200	250	300	337.02	350	400	450	500	550	600	650	700	716.80
Offset A to C (Feet)	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.3	7.64	9.13	10.79	12.65	14.85	16.87	19.25	20.04
Drop A to C (Feet)	0.24	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.23	0.26	0.32	0.38	0.44	0.52	0.59	0.67	0.70



PERSPECTIVE VIEW

Detour Pavement options: 9" PCC or 12" HMA
For joint details, see PV-101.

- 1 Refer to F.2 for continuation of Crossover
- 2 Median pipe for crossover. See DR-504.
- 3 For PCC Detour Pavement, match existing roadway joints. 'CD' joints are required.
- 4 'BT-2' or 'L-2' joint if mainline pavement is new construction. Bend bars out. 'BT-3' joint if mainline pavement is existing. 'B' joint if Detour Pavement is HMA.

Detour Pavement

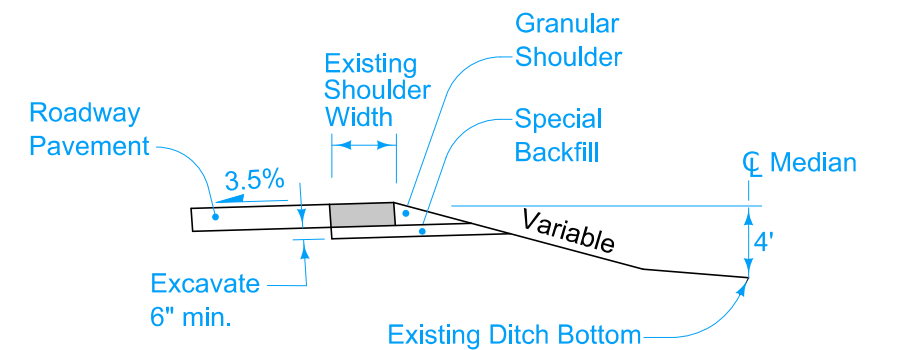
Possible Contract Items:
Detour Pavement
Embankment In Place
Excavation, Class 10, Roadway and Borrow
Excavation, Class 13, Roadway and Borrow
Granular Shoulders, Type A
Removal of Pavement
Special Backfill

Possible Tabulation:
112-8

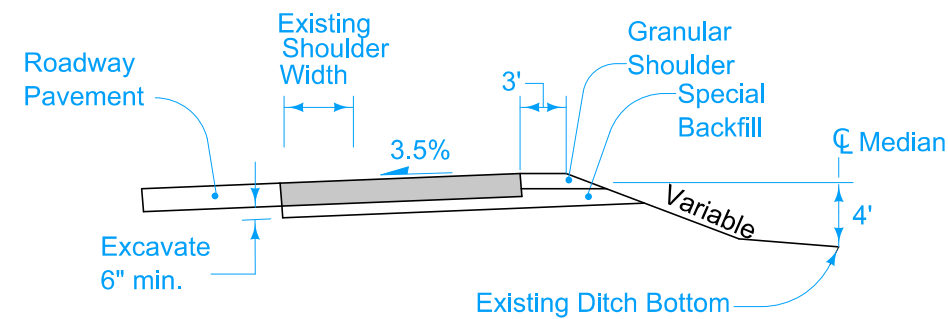
MODIFIED
STANDARD ROAD PLAN

REVISION
5 10-21-25
PV-504
SHEET 1 of 1
Modifications: Changed cross slopes to match existing superelevation and curves

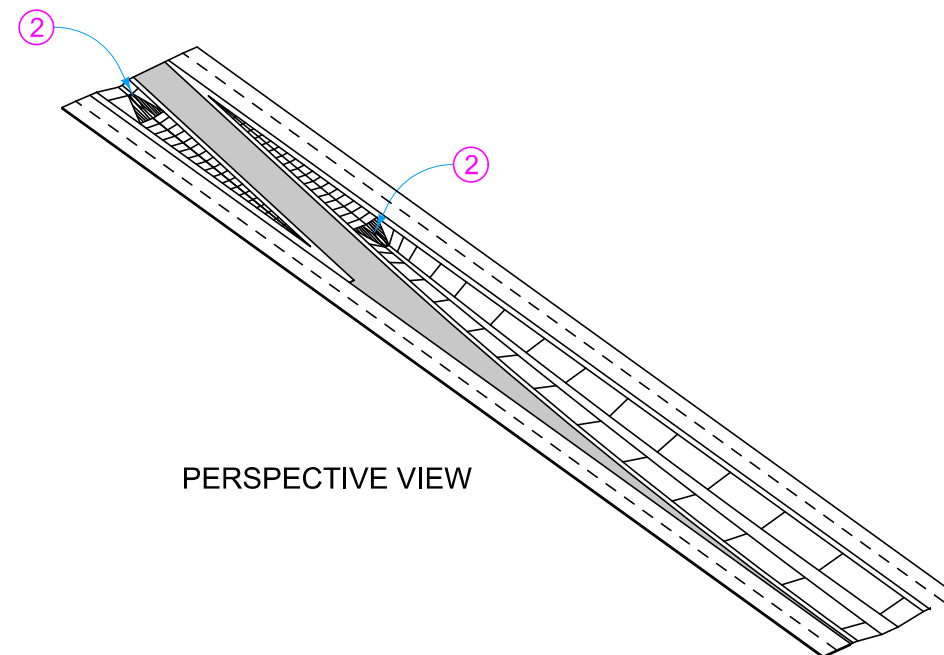
NORTH MEDIAN CROSSOVER 3
SOUTH END CONNECTION
(64' MEDIAN) 16' WIDE 1 LANE



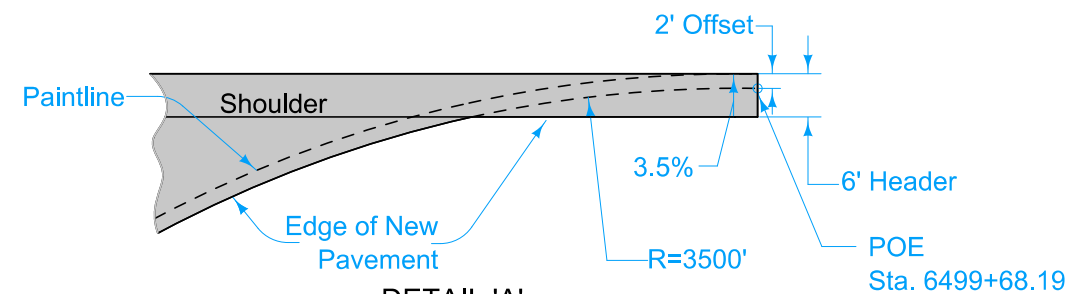
SECTION A-A



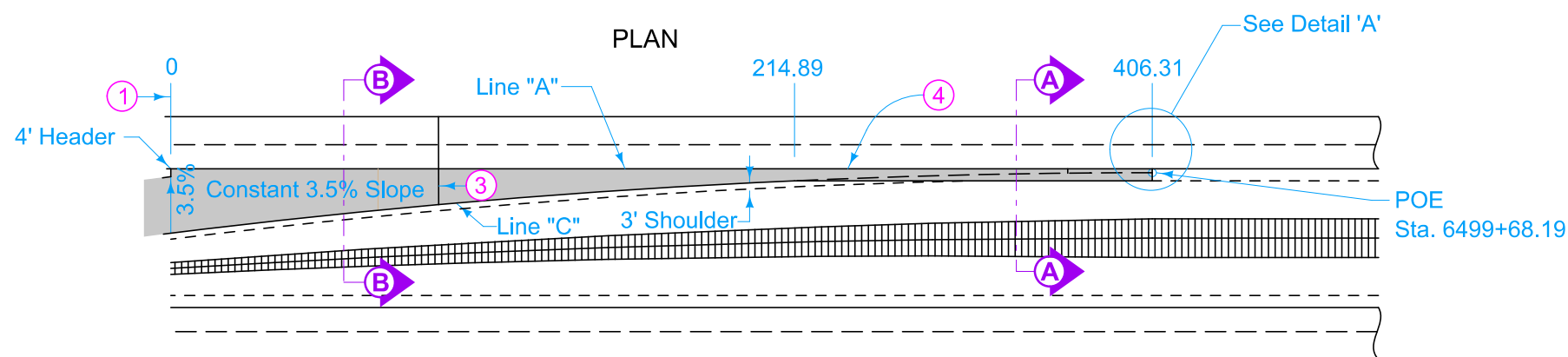
SECTION B-B



PERSPECTIVE VIEW



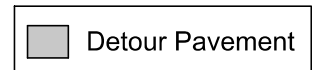
DETAIL 'A'



Detour Pavement options: 9" PCC or 12" HMA

For joint details, see PV-101.

- ① Refer to F.2 for continuation of Crossover
- ② Median pipe for crossover. See DR-504.
- ③ For PCC Detour Pavement, match existing roadway joints. 'CD' joints are required.
- ④ 'BT-2' or 'L-2' joint if mainline pavement is new construction. Bend bars out. 'BT-3' joint if mainline pavement is existing. 'B' joint if Detour Pavement is HMA.



Possible Contract Items:

- Detour Pavement
- Embankment In Place
- Excavation, Class 10, Roadway and Borrow
- Excavation, Class 13, Roadway and Borrow
- Granular Shoulders, Type A
- Removal of Pavement
- Special Backfill

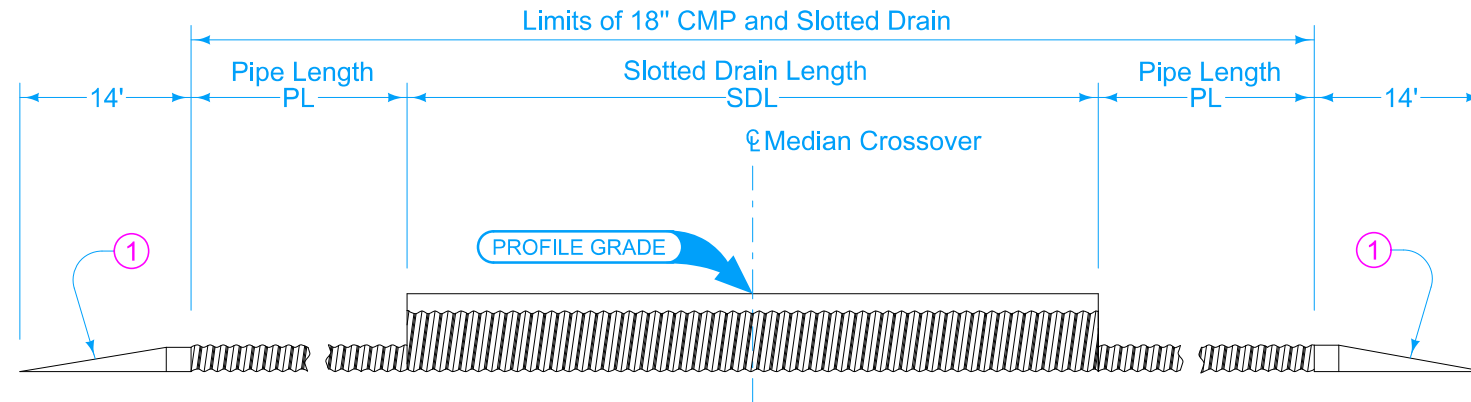
Possible Tabulation:

112-8

TABLE OF OFFSETS AND DROPS

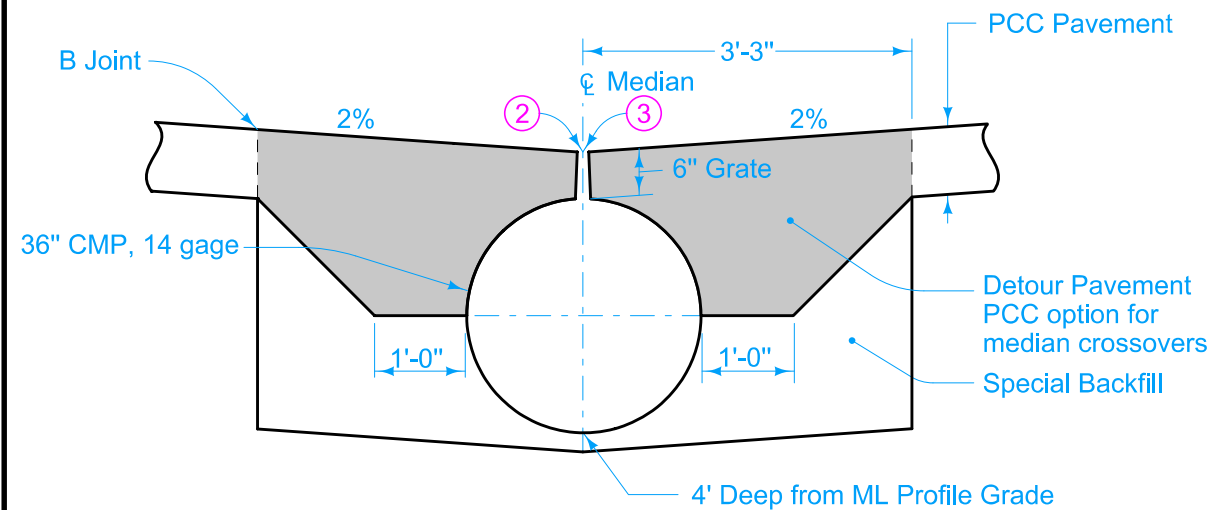
Distance (Feet)	0	50	100	150	200	214.89	250	300	350	400	406.31
Offset A to C (Feet)	20.08	15.86	12.23	9.16	6.65	6.00	6.00	6.00	6.00	6.00	6.00
Rise A to C (Feet)	0.70	0.55	0.43	0.32	0.23	0.21	0.21	0.21	0.21	0.21	0.21

MODIFIED STANDARD ROAD PLAN	REVISION	
	5	10-21-25
PV-504		
SHEET 1 of 1		
Modifications: Changed cross slopes to match existing superelevation and curves		
NORTH MEDIAN CROSSOVER 3 NORTH END CONNECTION (64' MEDIAN) 16' WIDE 1 LANE		

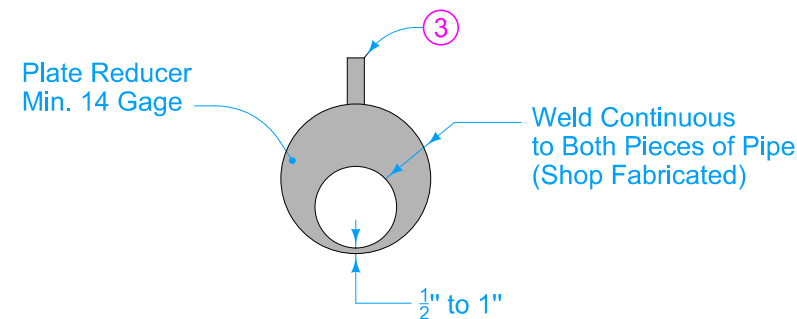


LONGITUDINAL SECTION THROUGH CMP SLOTTED DRAIN ASSEMBLY

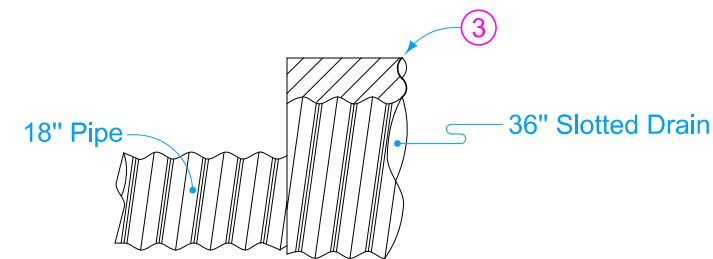
- ① Beveled pipe and guard. See DR-212.
- ② During construction of crossover pavement, cover slotted drain with duct tape or wood block.
- ③ Slotted grate 6 inches high x $1\frac{3}{4}$ inches opening width. Use $\frac{3}{16}$ inch material for spacers and bearing bars (sides). Refer to ASTM A 709 grade 36 for grate material. Refer to ASTM A123 for galvanizing requirements.



PCC PAVEMENT SITUATION



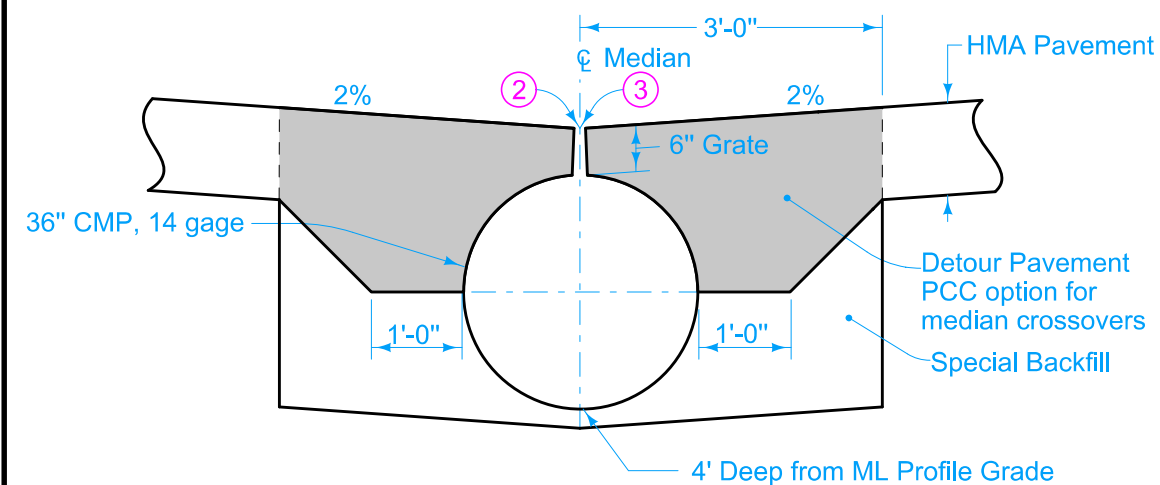
END VIEW OF PIPE REDUCER



SIDE VIEW OF PIPE REDUCER

Possible Contract Items:
 Beveled Pipe and Guard
 Culvert, Unclassified Roadway Pipe, 18" Dia.
 Detour Pavement
 Drain, Corrugated Metal Pipe Slotted, 36", w/6" Grate
 Special Backfill

Possible Tabulation:
 112-8



HMA PAVEMENT SITUATION

MODIFIED STANDARD ROAD PLAN	REVISION	
	2	10-21-25
DR-502		
SHEET 1 of 1		
MODIFICATIONS: Removed table of quantities.		
SLOTTED DRAIN FOR MEDIAN CROSSOVERS		

CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Grading	
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
(8)	Revetment Class A	Substrata	
(6)	Revetment Class B	(128)	Boulder
(62)	Revetment Class C	(209)	Boulder Removed
(188)	Revetment Class D	(48)	Broken Weathered
(28)	Revetment Class E	(210)	Broken Weathered Removed
(12)	Shoulder Special Backfill	(3)	Core Out
(12)	Special Backfill	(115)	Core Out Remove Only
(20)	Subbase	(195)	Core Out Remove and Replace
(20)	Subbase Lower	(203)	Existing Pavement
(20)	Subbase Upper	(184)	Existing Pavement Remove Only
(118)	Subgrade Treatment	(200)	Existing Pavement Remove and Replace
Asphalt		(6)	Loam
(207)	HMA Base Course	(211)	Loam Removed
(207)	HMA Interim Course	(80)	Rock
(207)	HMA Surface Course	(212)	Rock Removed
Bridge		(4)	Select Sand
(0)	Bridge	(214)	Select Sand Removed
Concrete		(3)	Shale
(0)	Barrier Concrete	(215)	Shale Removed
(0)	Barrier Concrete Footing	(10)	Topsoil
(0)	Curb Gutter	(2)	Topsoil Remove Only
(48)	Flowable Mortar	(4)	Topsoil Remove and Replace
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(216)	Unsuitable Type A Removed
Existing		(13)	Unsuitable Type B
(0)	Existing Pavement	(217)	Unsuitable Type B Removed
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(218)	Unsuitable Type C Removed
(0)	Shoulder PCC	(3)	Waste
(6)	Shoulder Granular	(219)	Waste Removed
Structural			
(112)	Noise Wall		
(112)	Noise Wall Footing		
(112)	Retaining Wall Back		
(112)	Retaining Wall Back Excavate		
(112)	Retaining Wall Face		
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		

NOTES:

Text

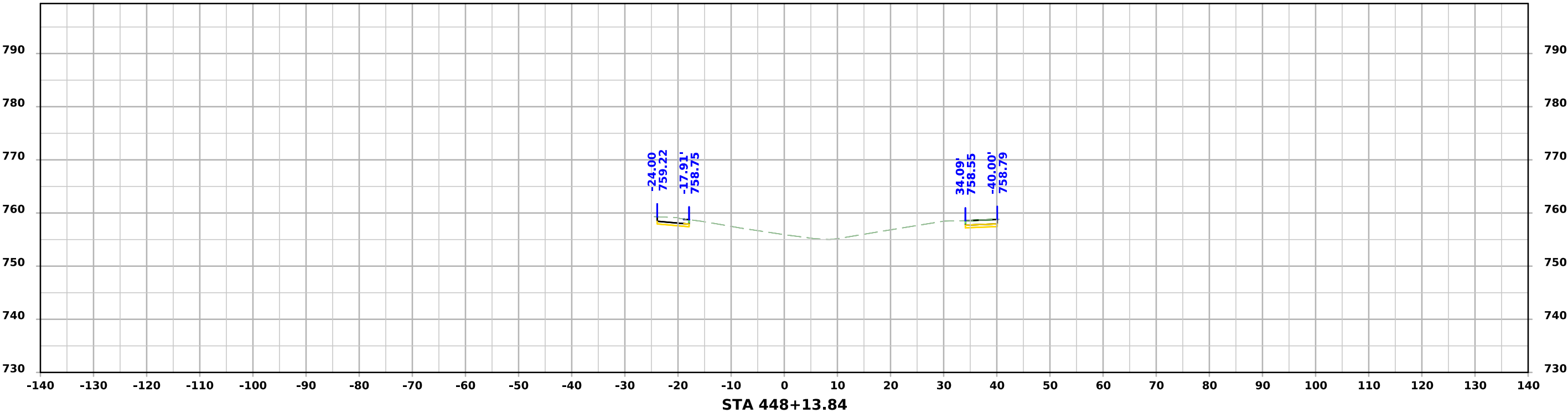
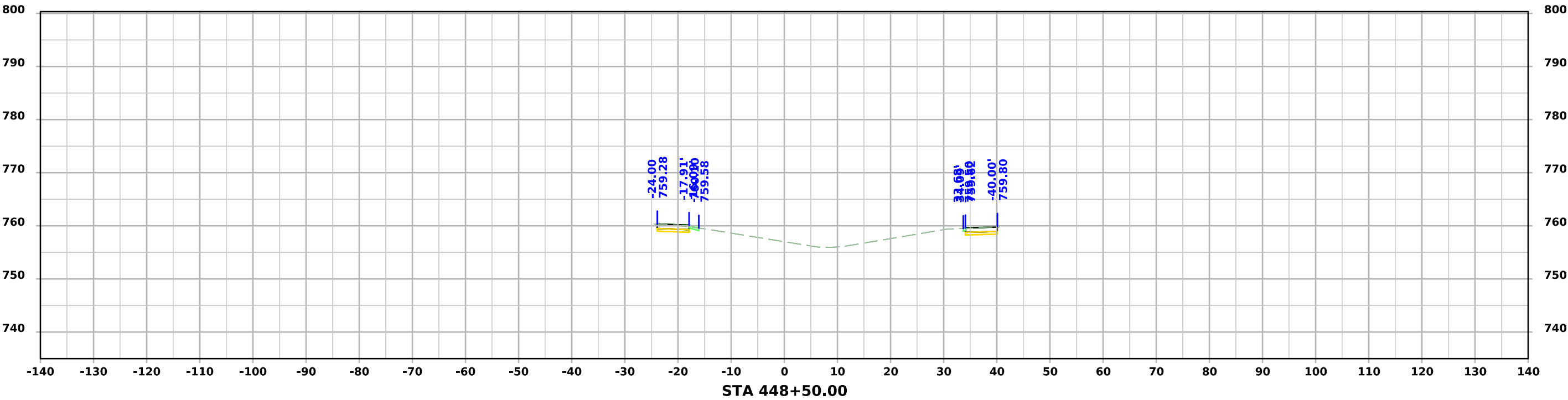
NOTES:

Text

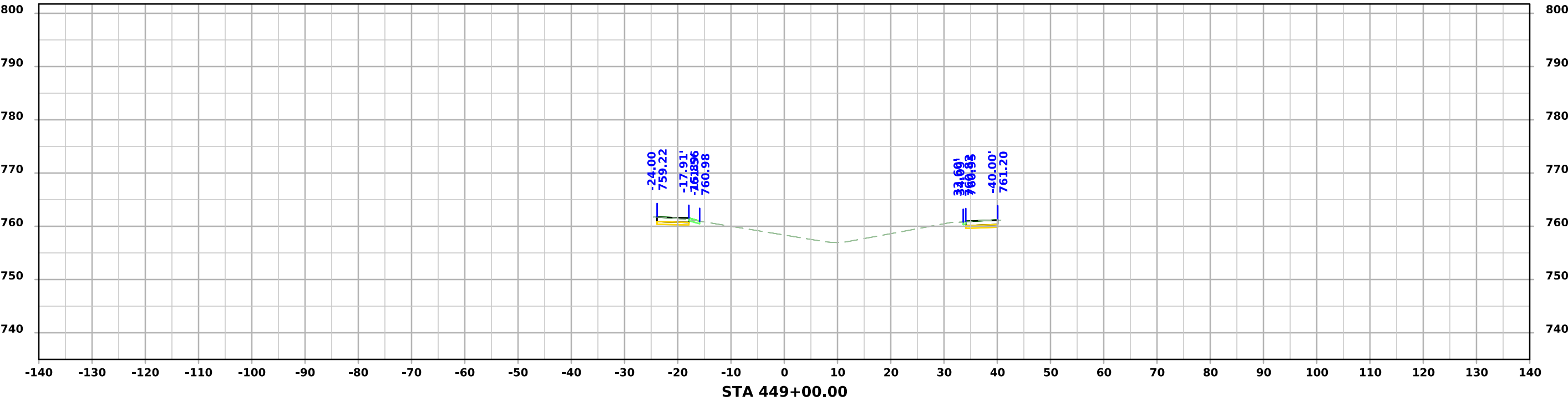
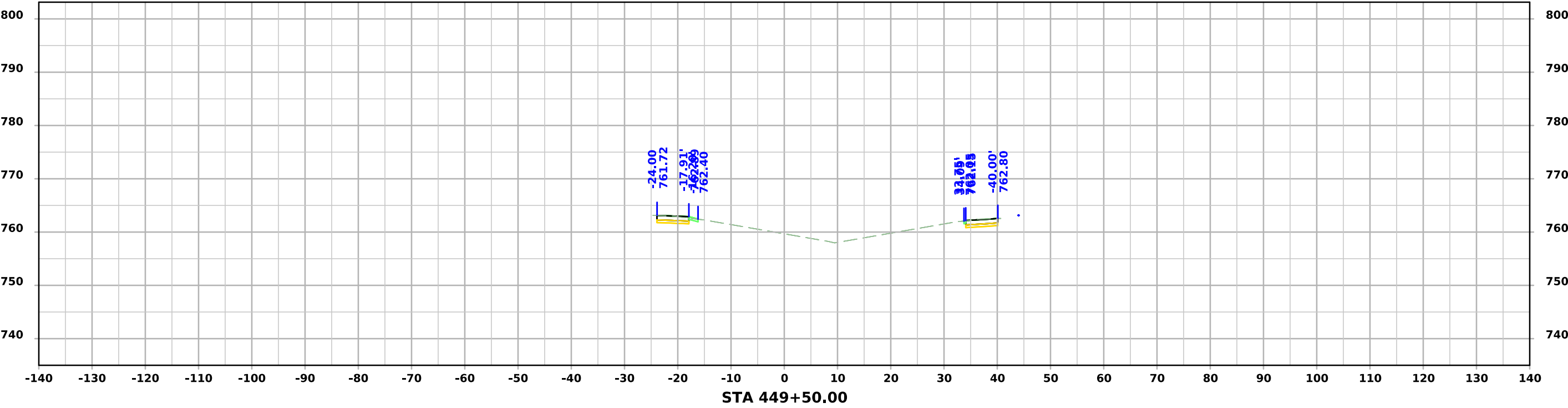
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

(COVERS SHEET SERIES W, X, Y, & Z)

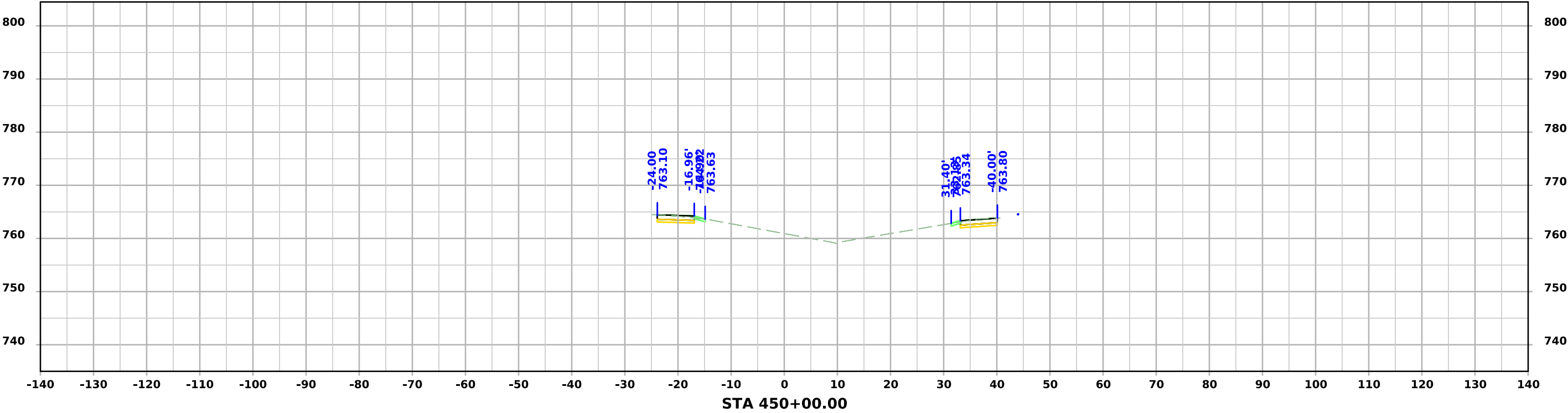
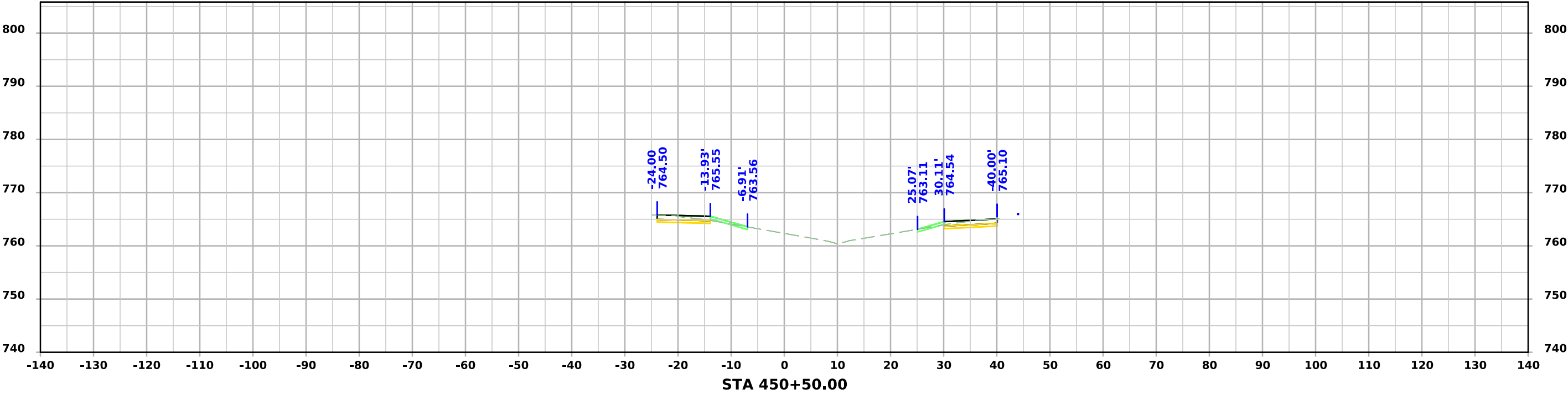
South Median Crossover 1



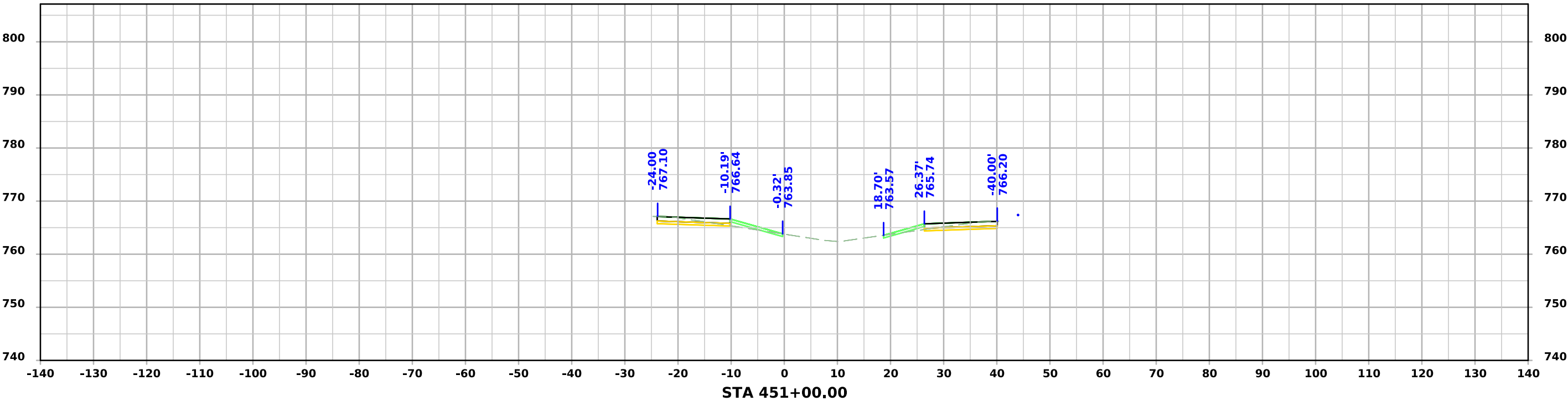
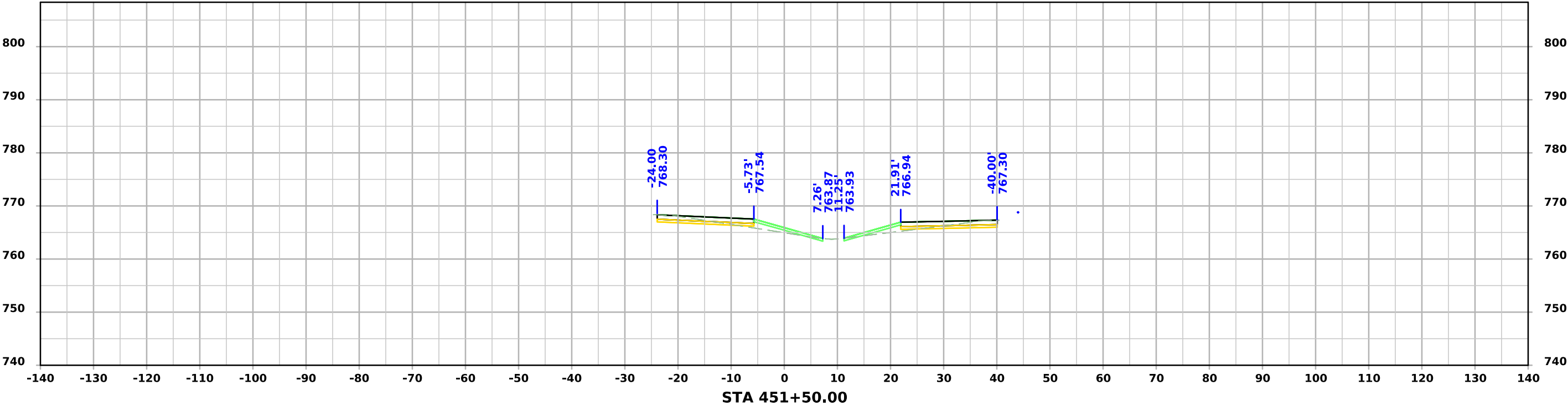
South Median Crossover 1



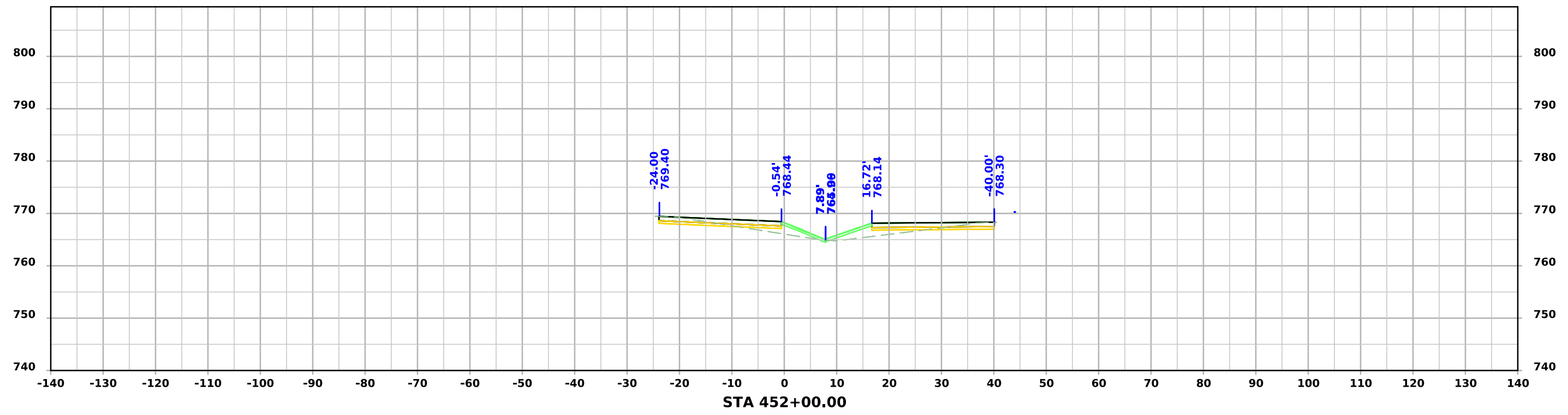
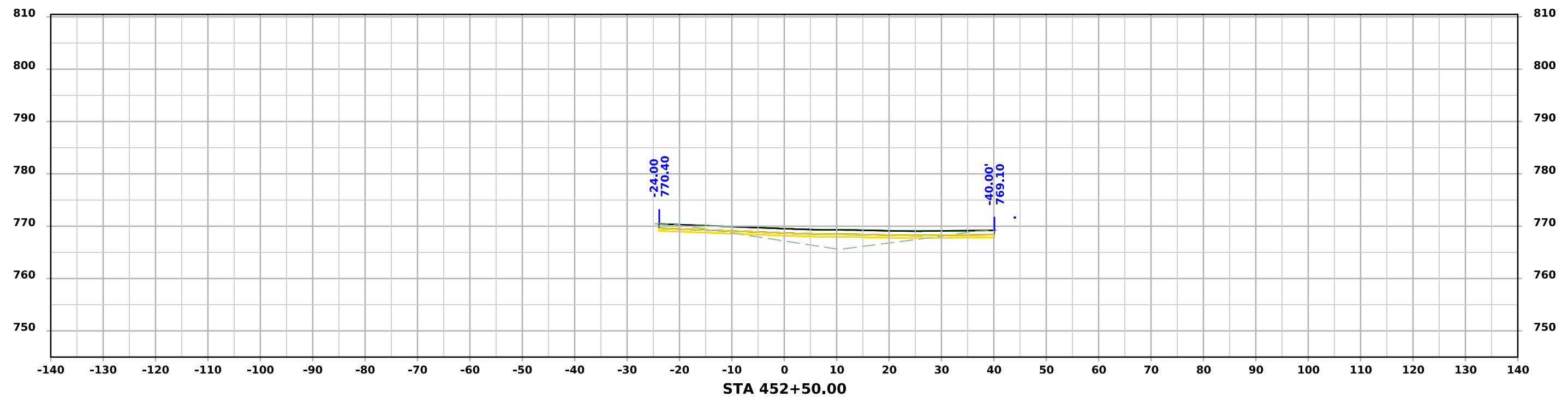
South Median Crossover 1



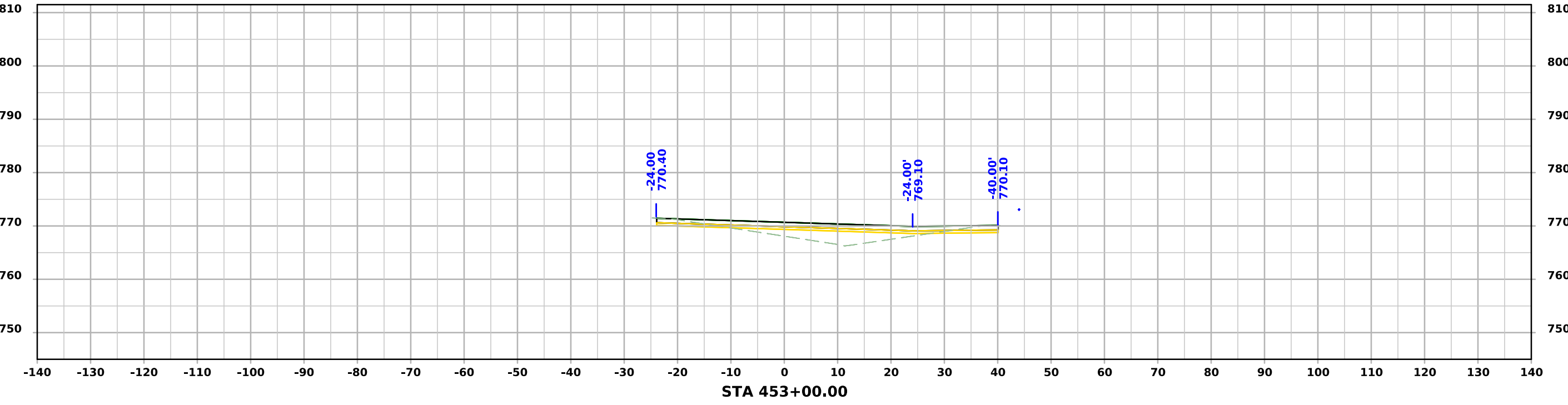
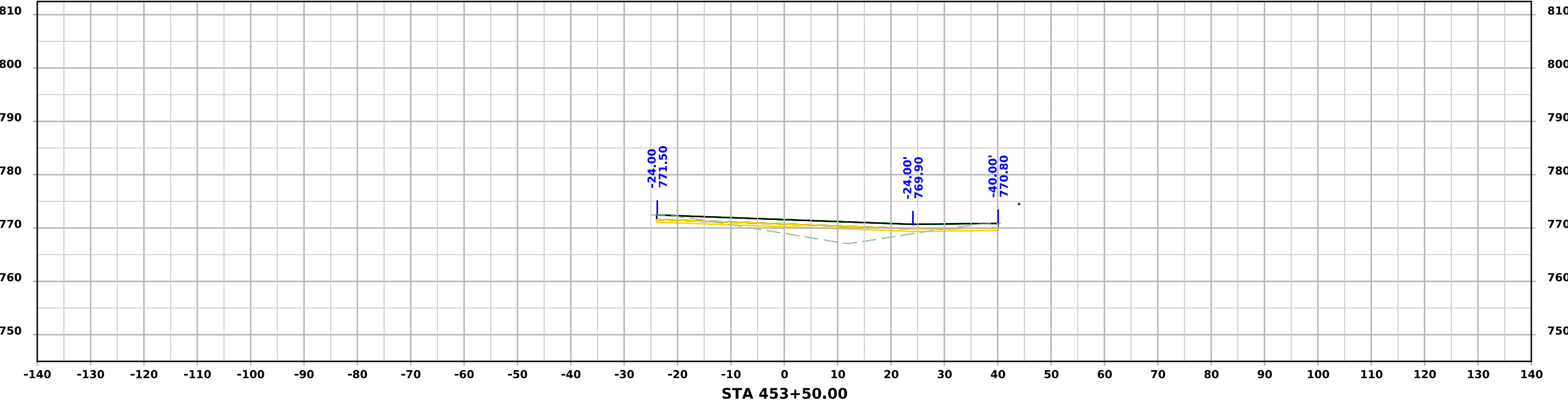
South Median Crossover 1



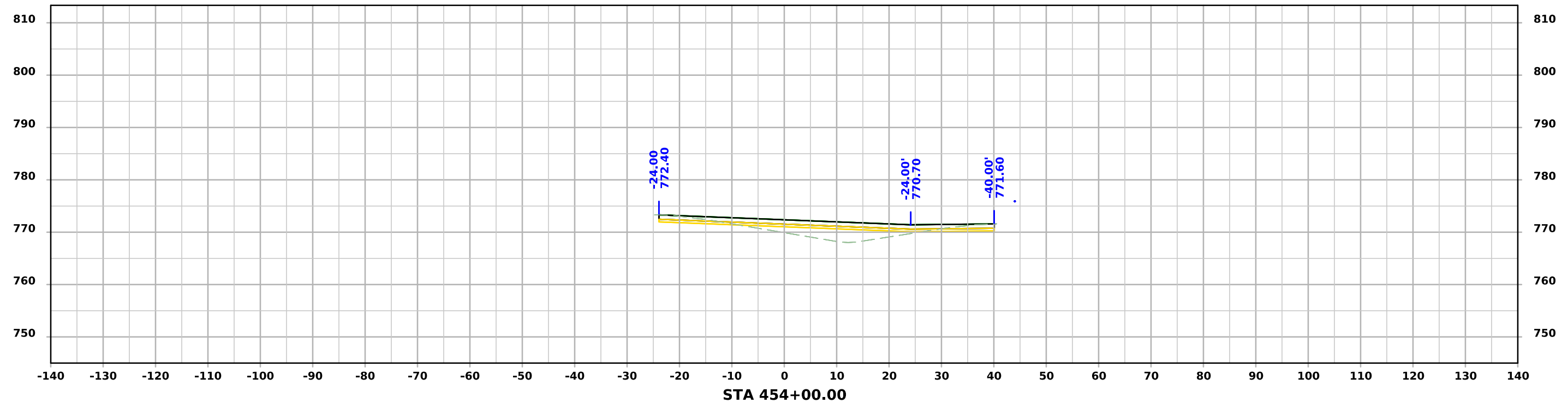
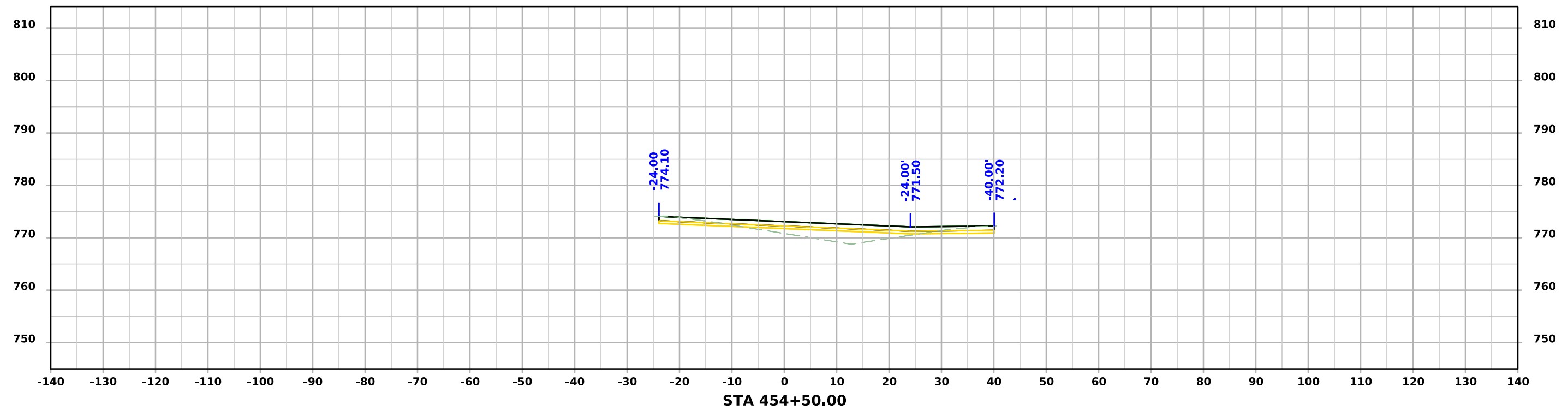
South Median Crossover 1



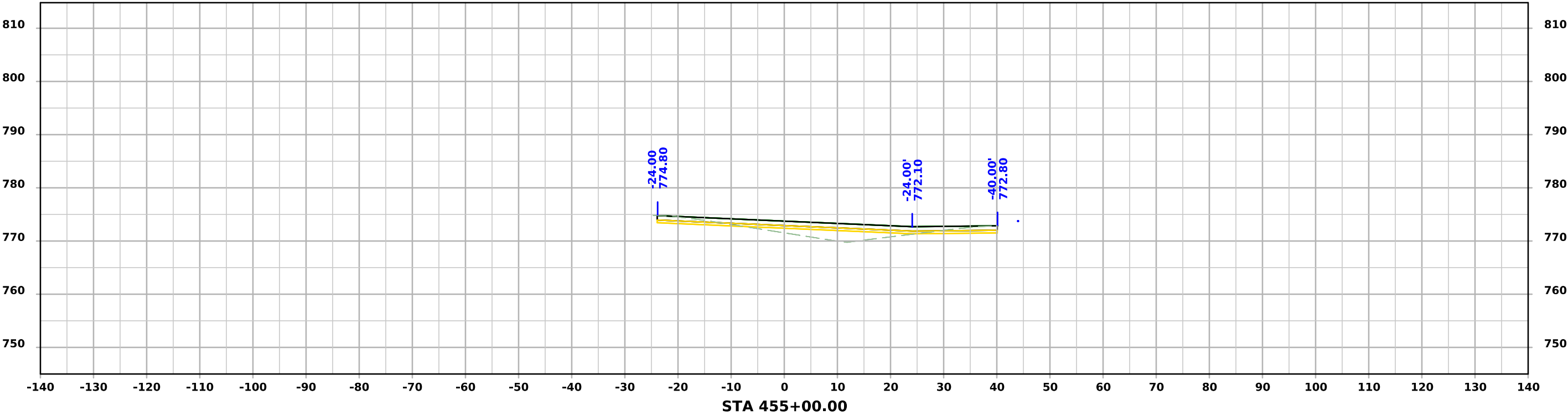
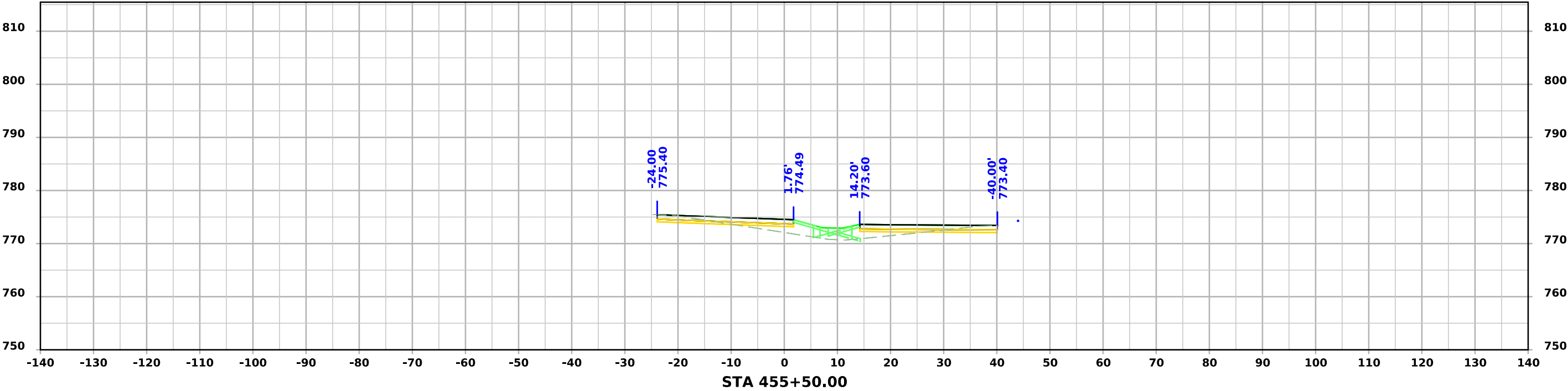
South Median Crossover 1



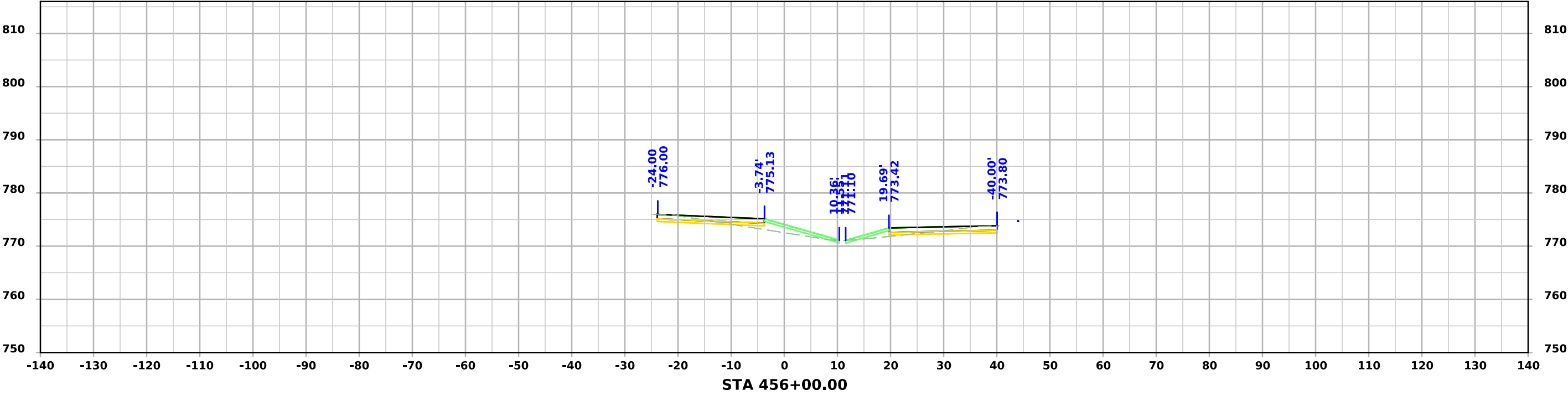
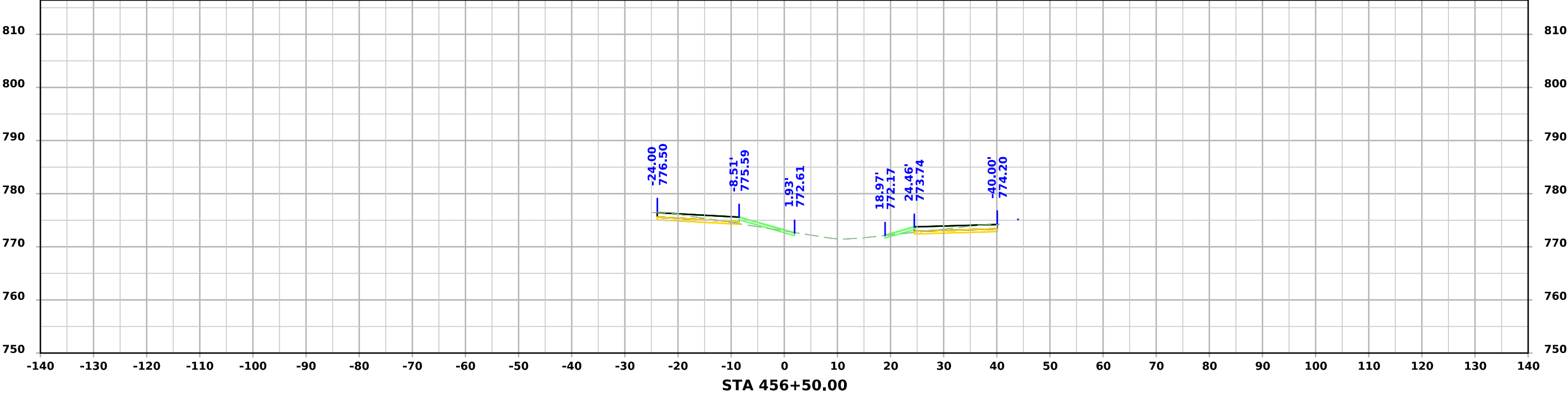
South Median Crossover 1



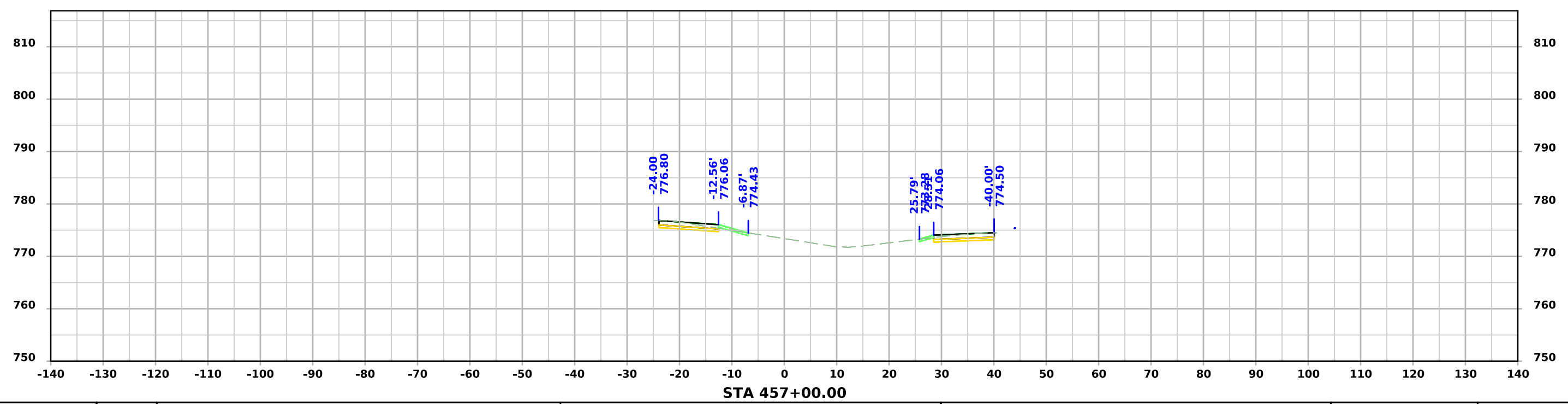
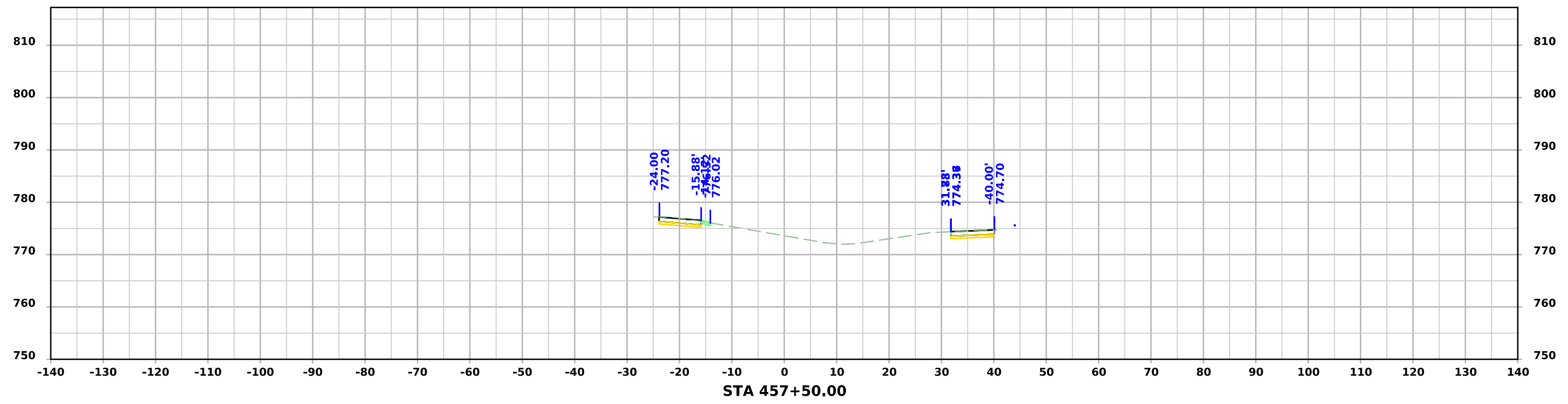
South Median Crossover 1



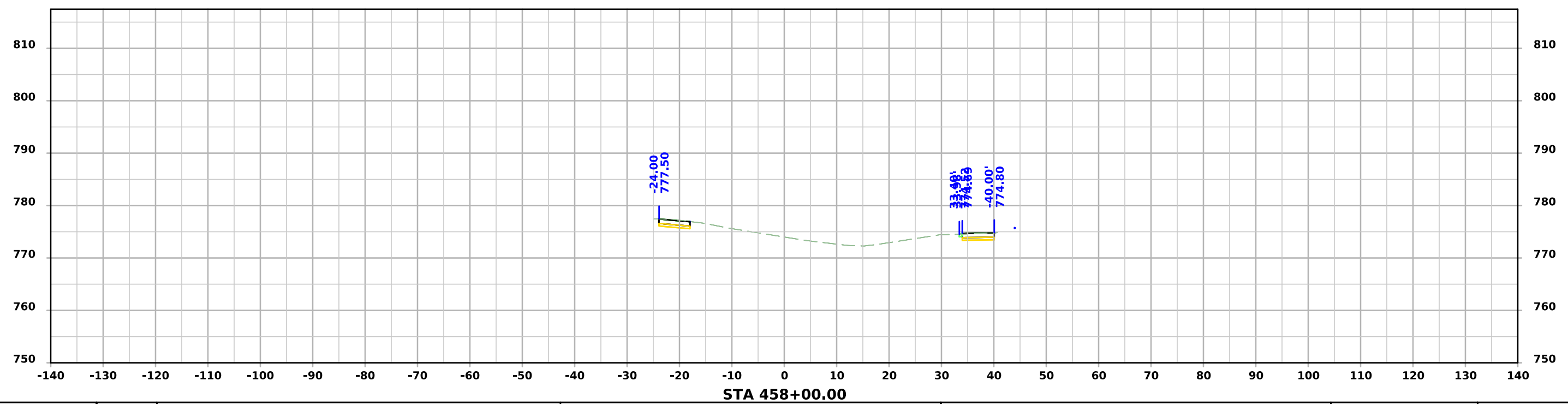
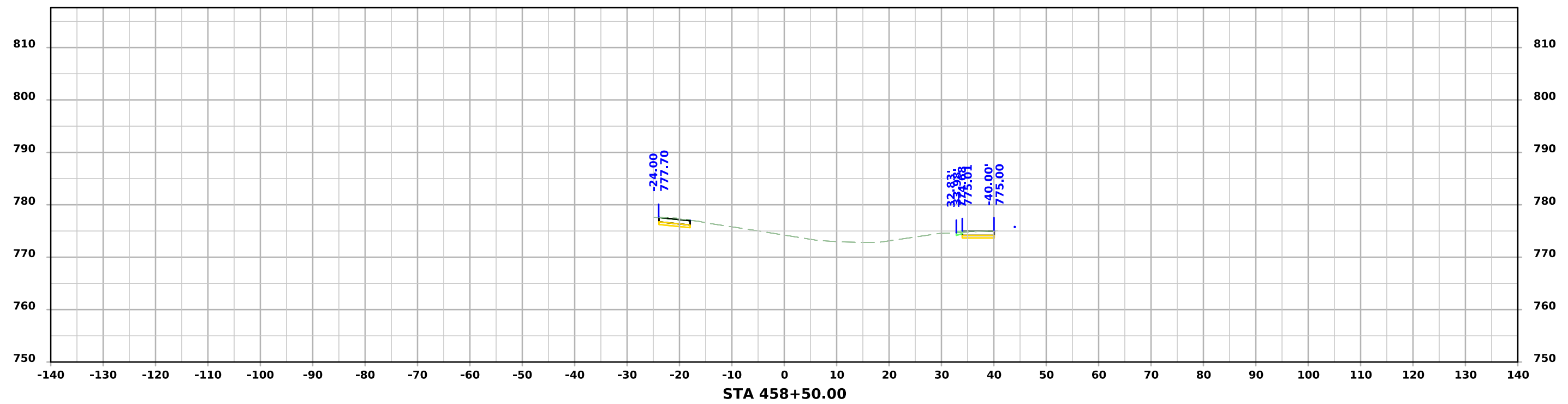
South Median Crossover 1



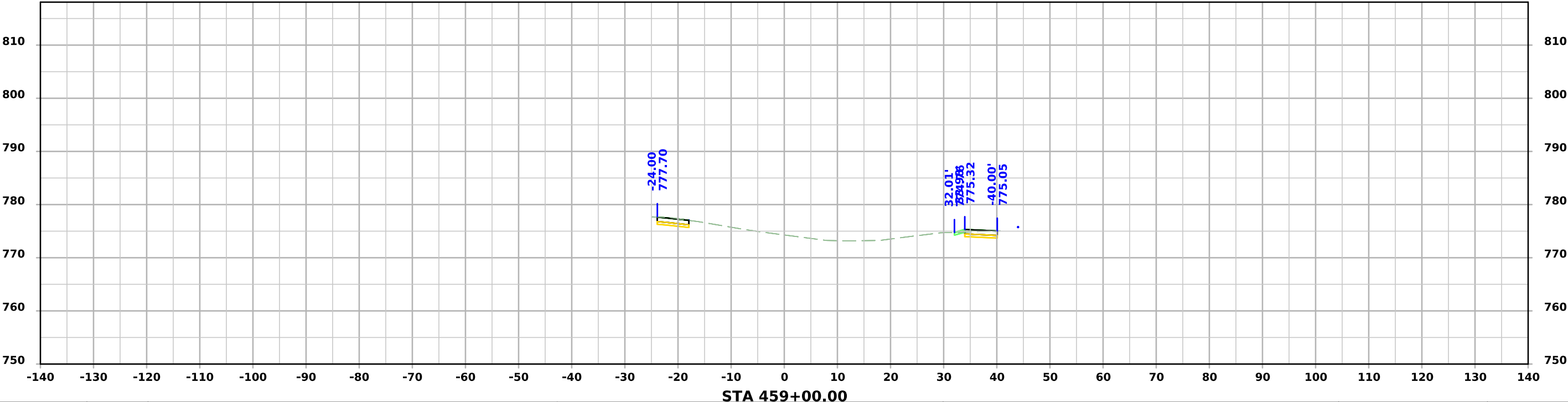
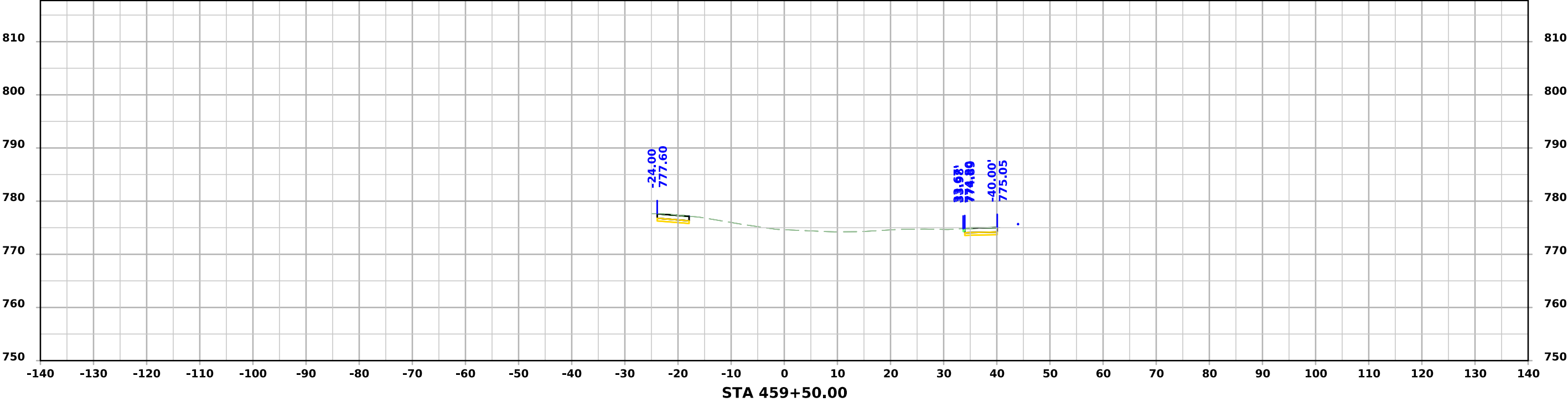
South Median Crossover 1



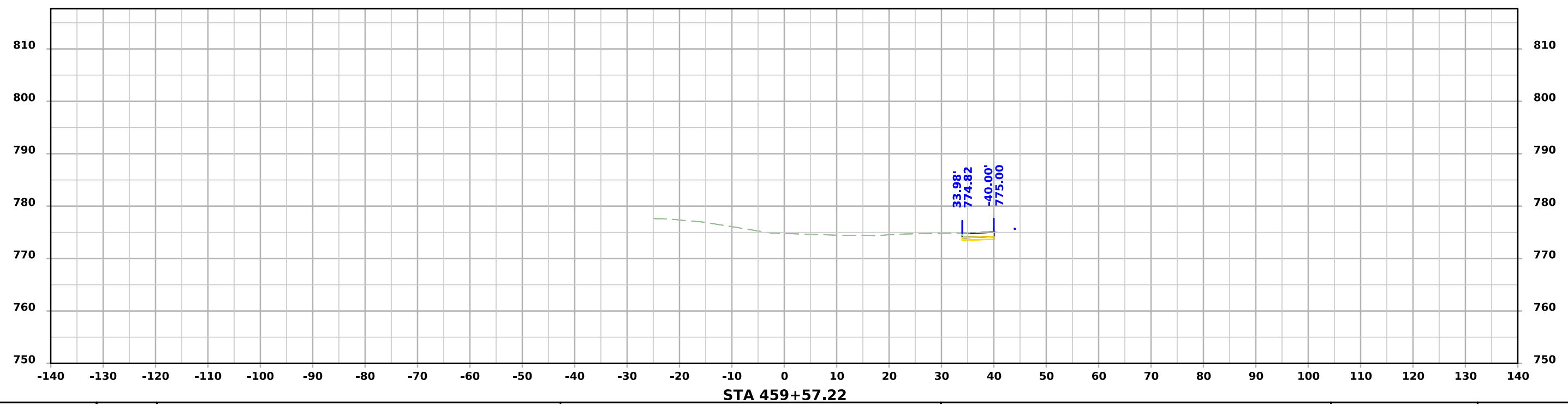
South Median Crossover 1



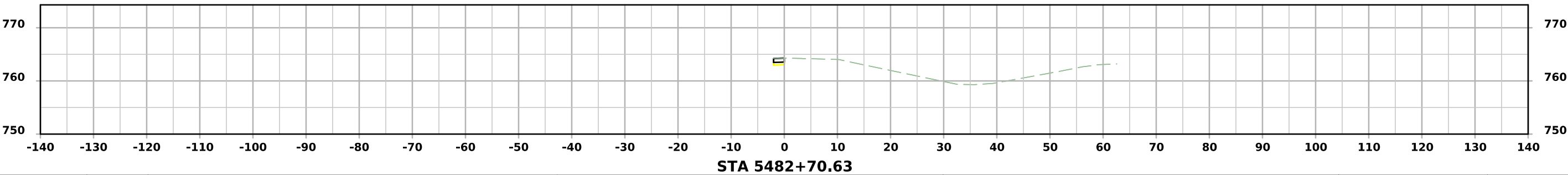
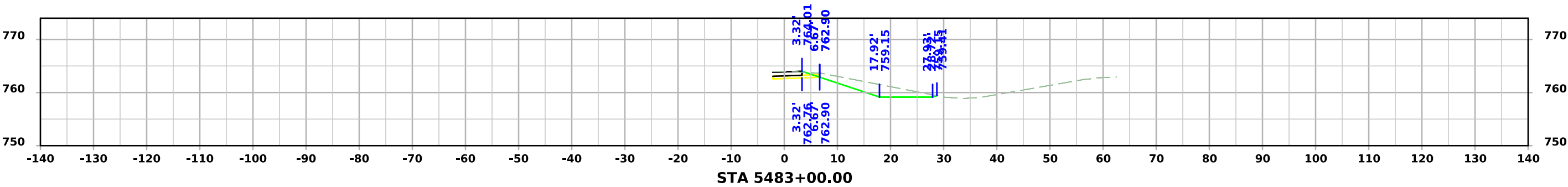
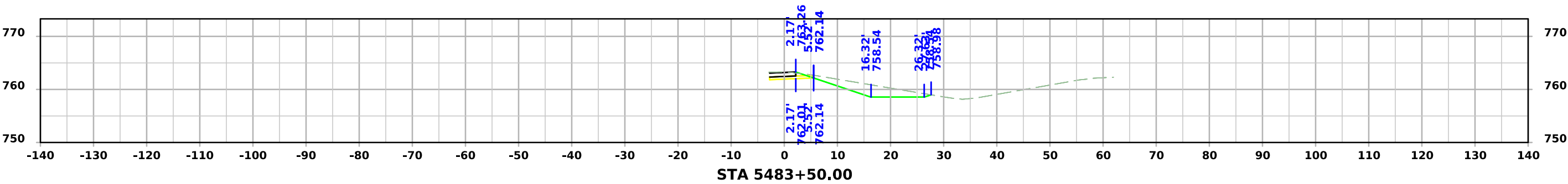
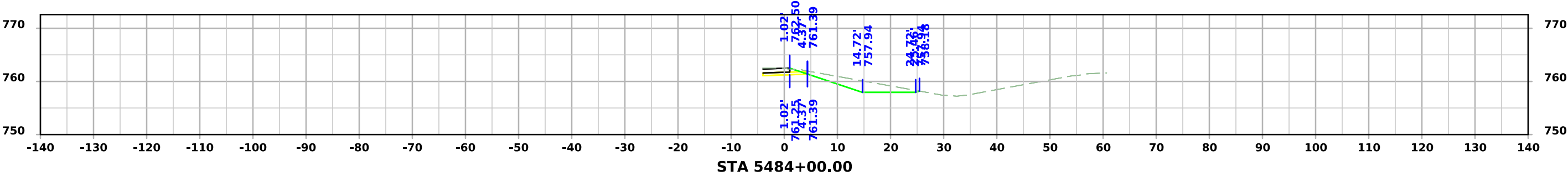
South Median Crossover 1



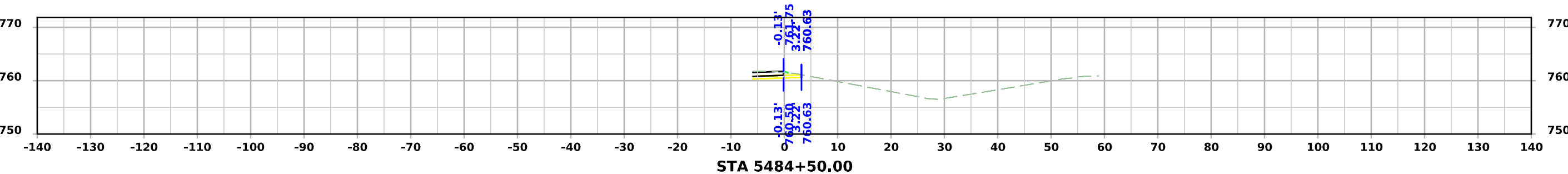
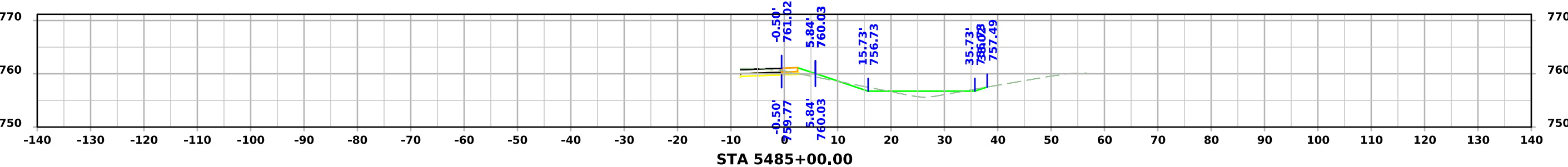
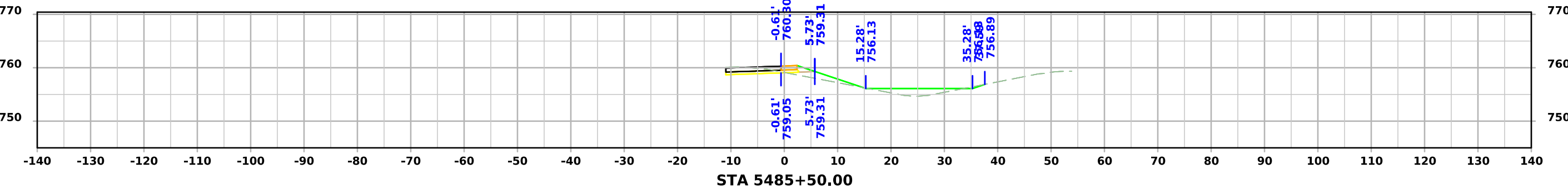
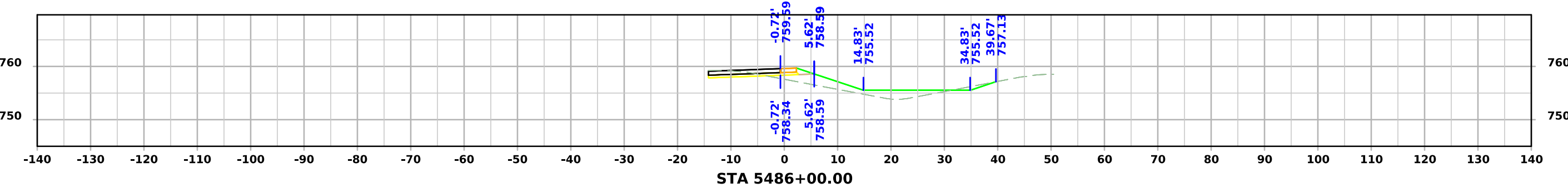
South Median Crossover 1



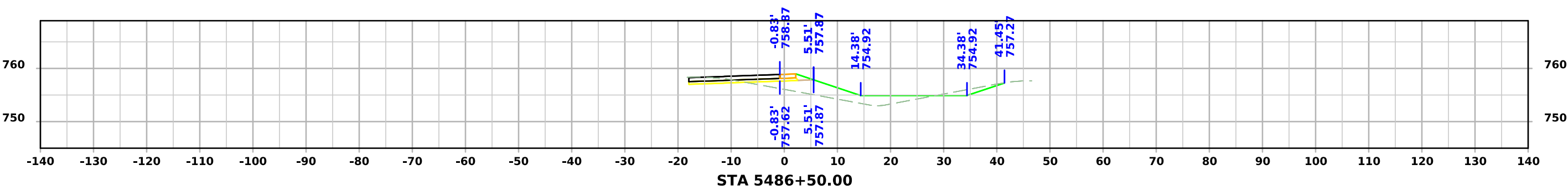
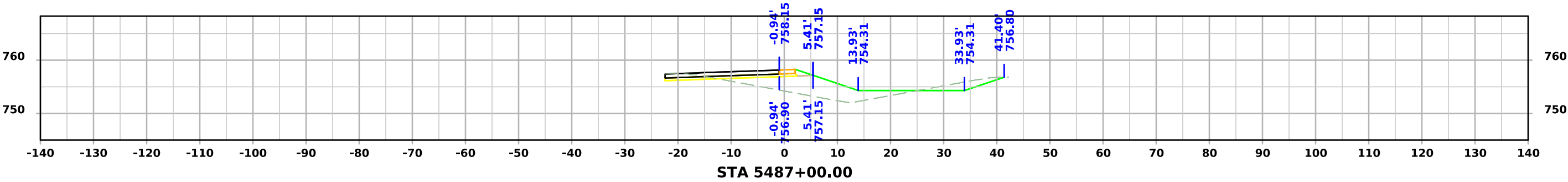
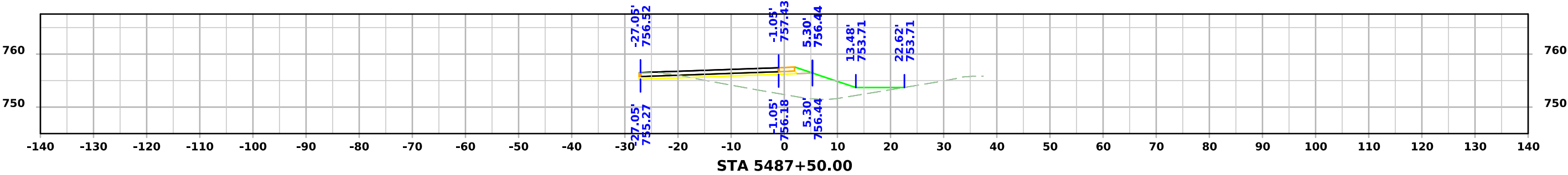
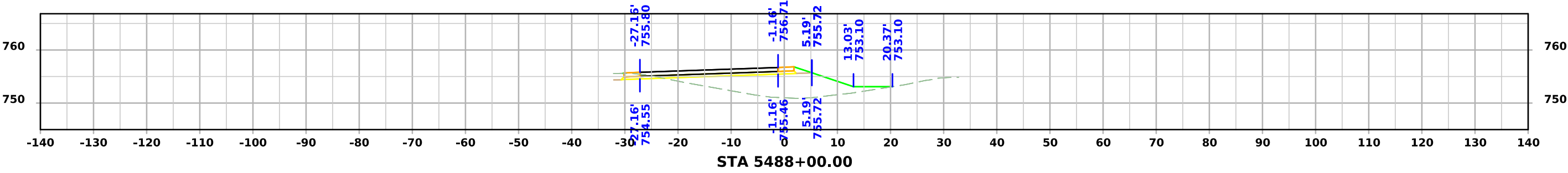
North Median Crossover 2



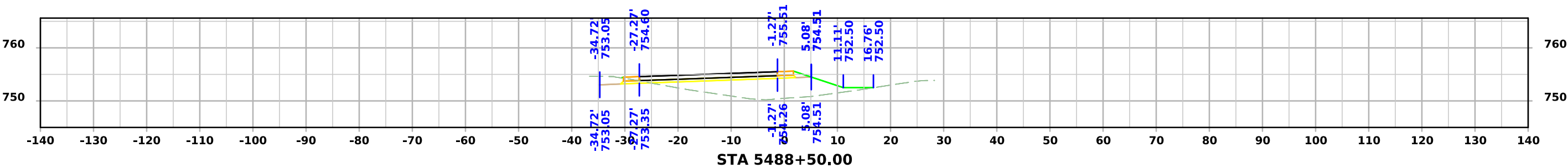
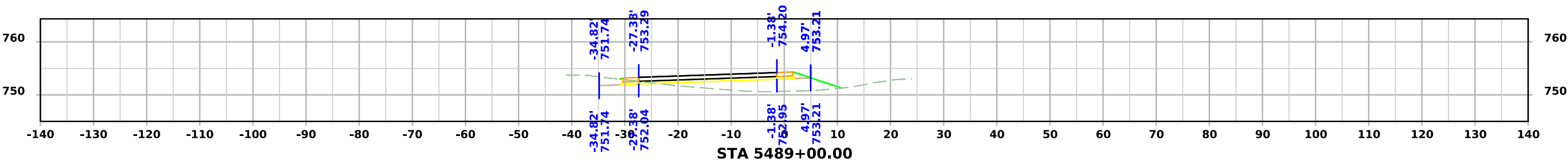
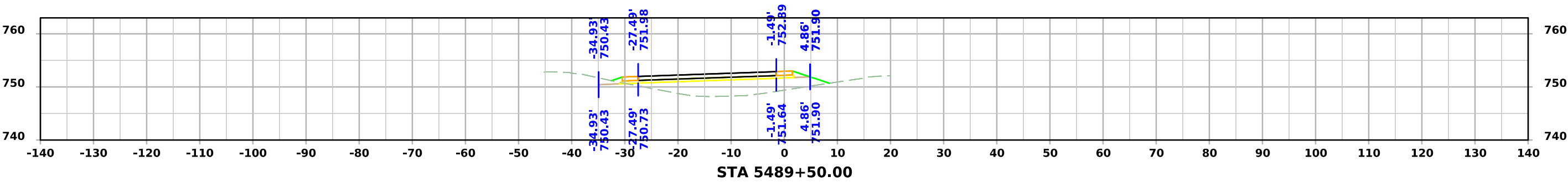
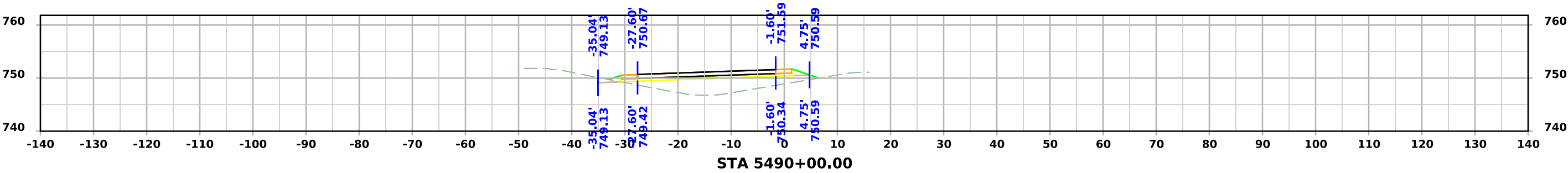
North Median Crossover 2



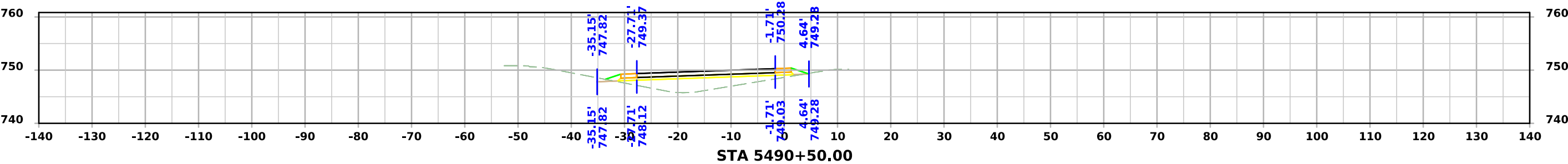
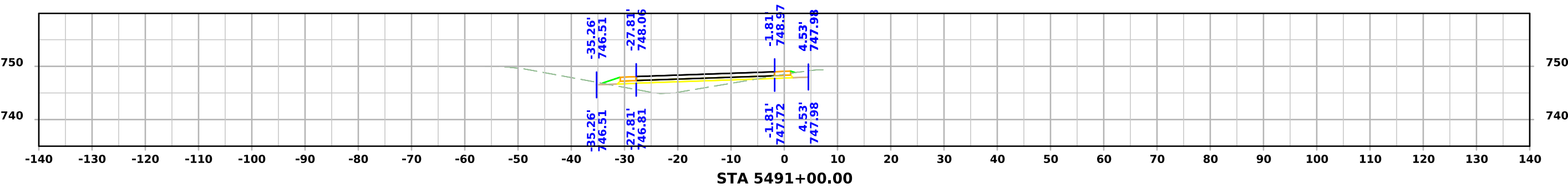
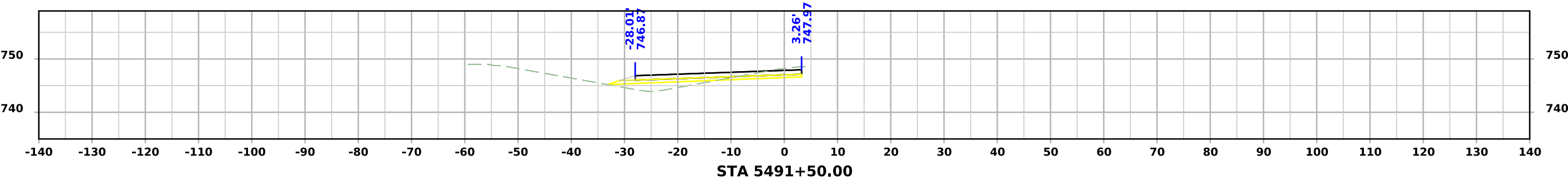
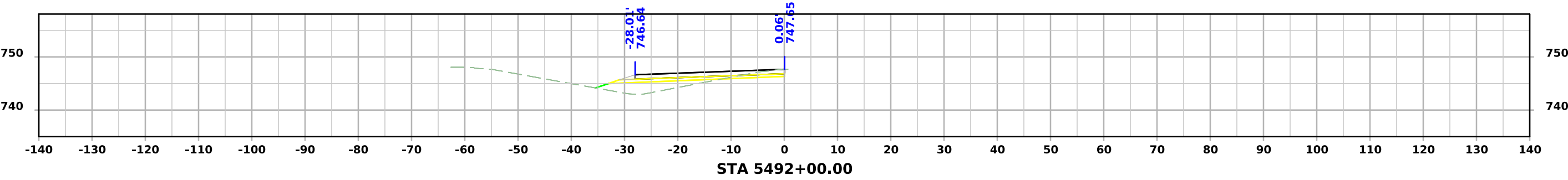
North Median Crossover 2



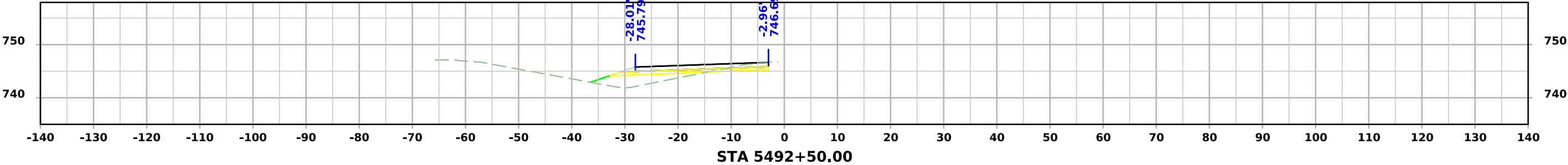
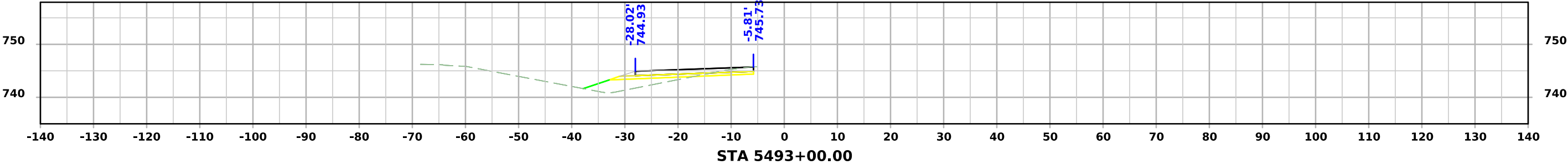
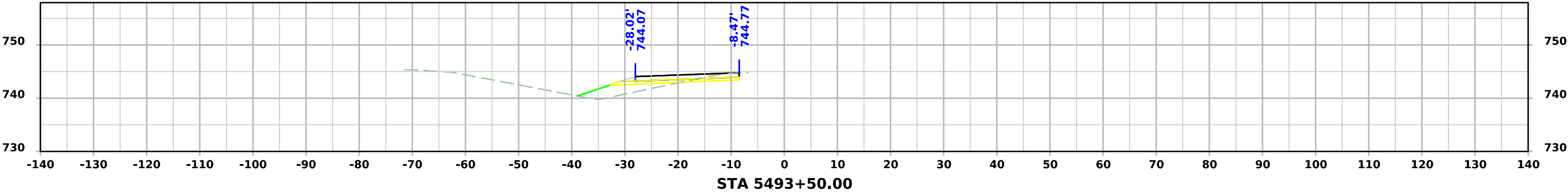
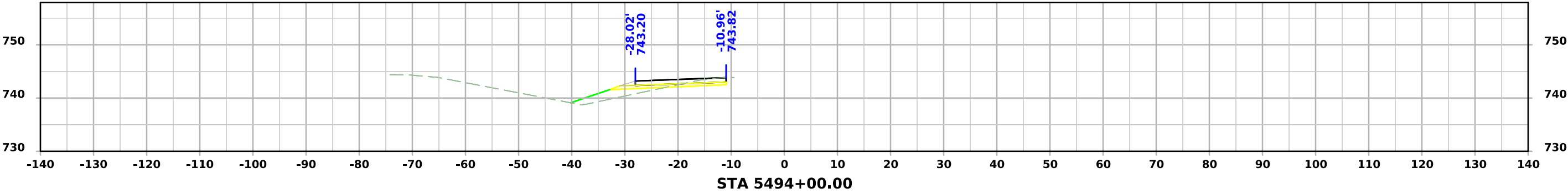
North Median Crossover 2



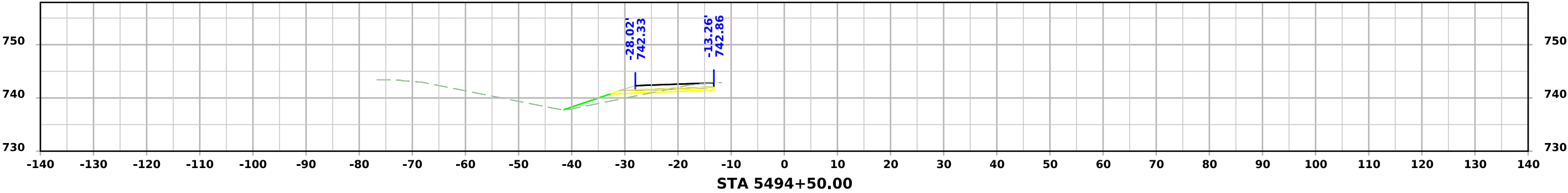
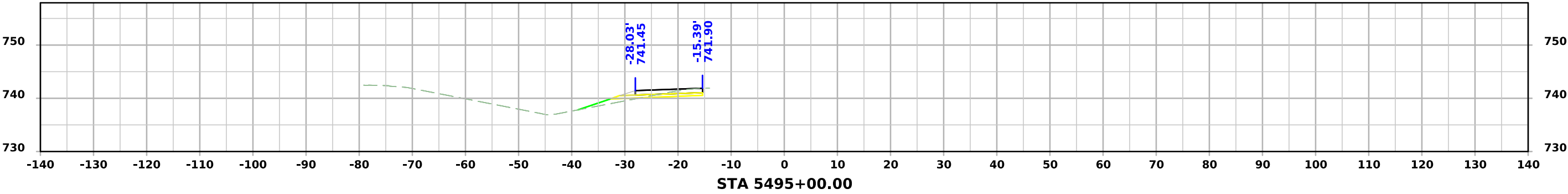
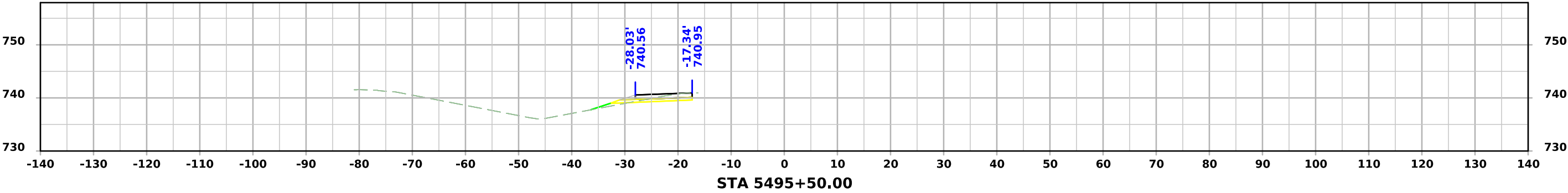
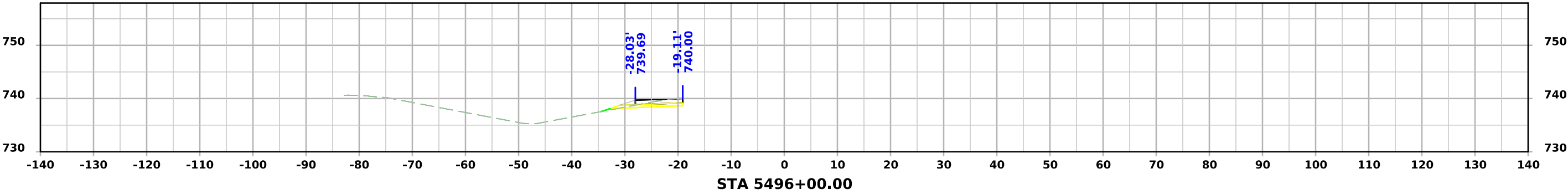
North Median Crossover 2



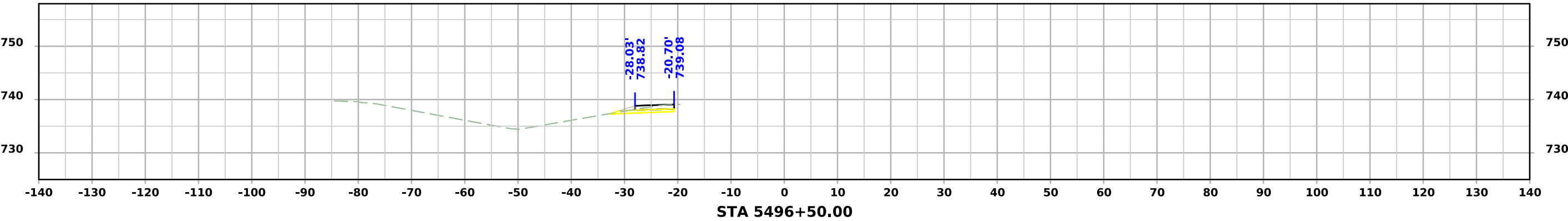
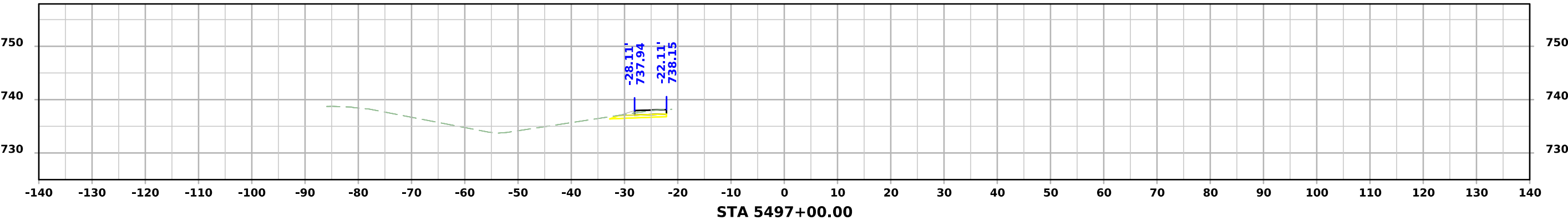
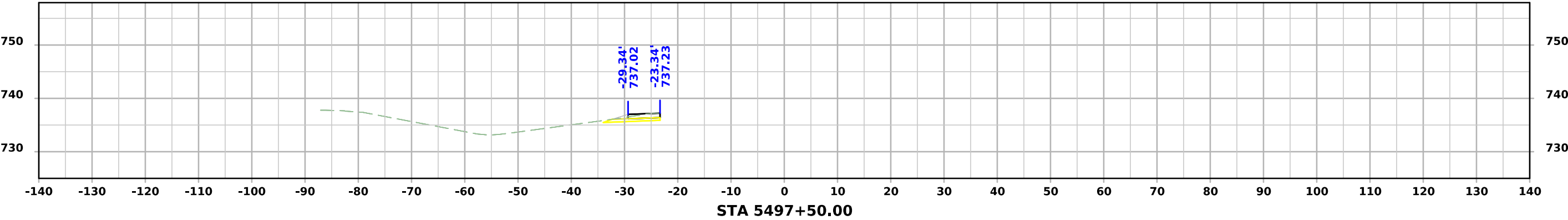
North Median Crossover 2



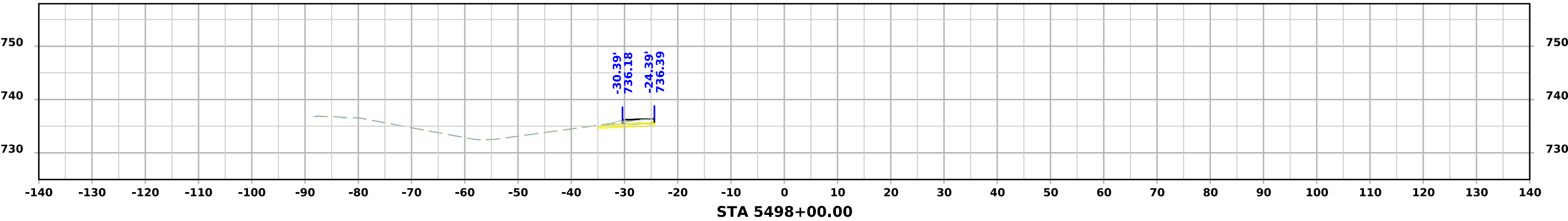
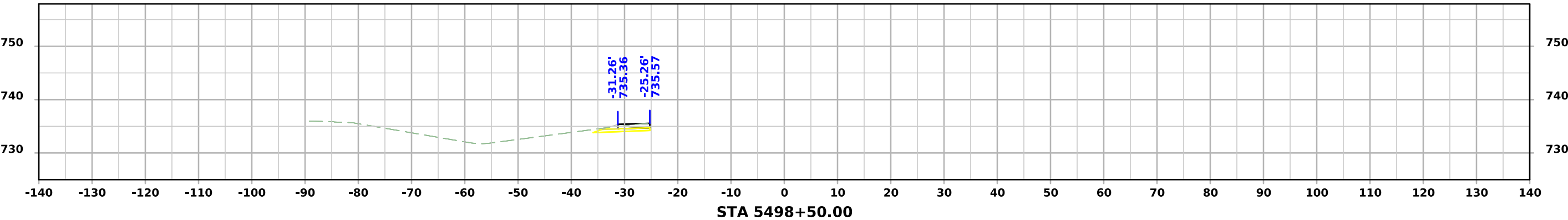
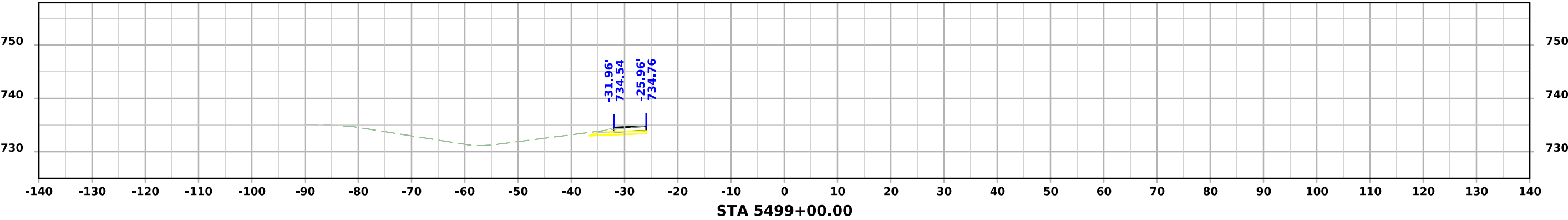
North Median Crossover 2



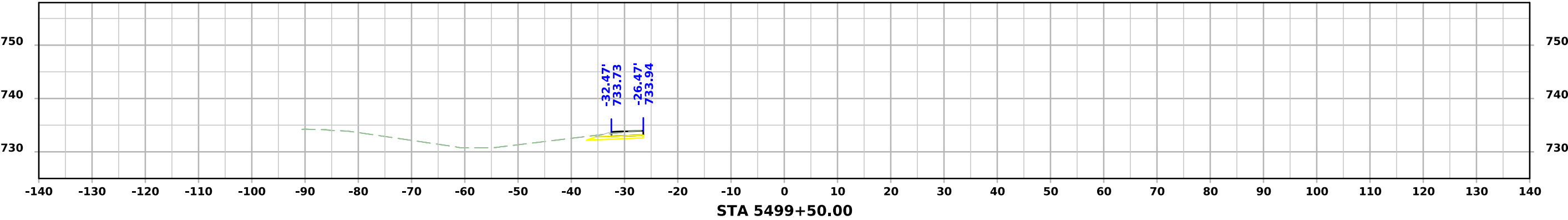
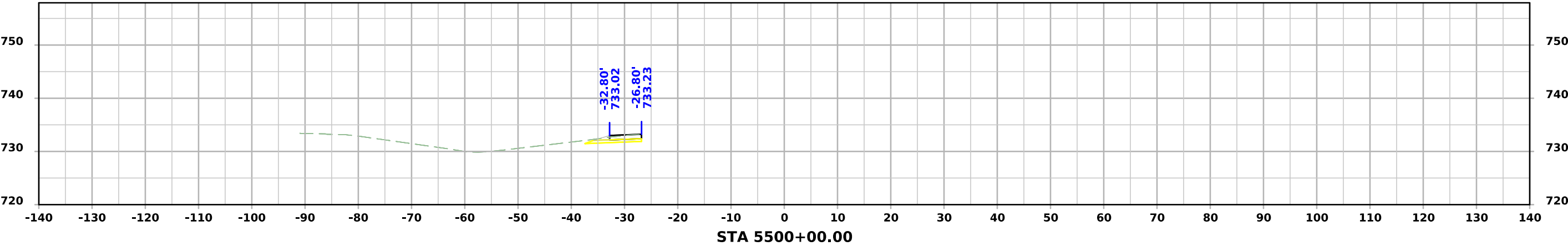
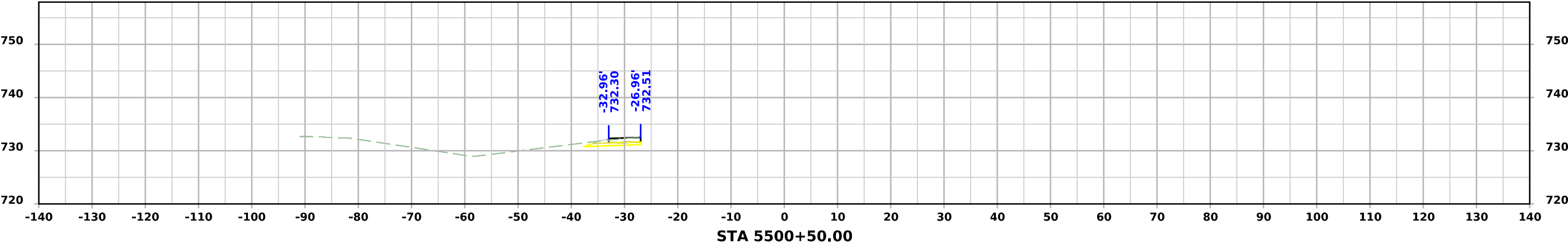
North Median Crossover 2



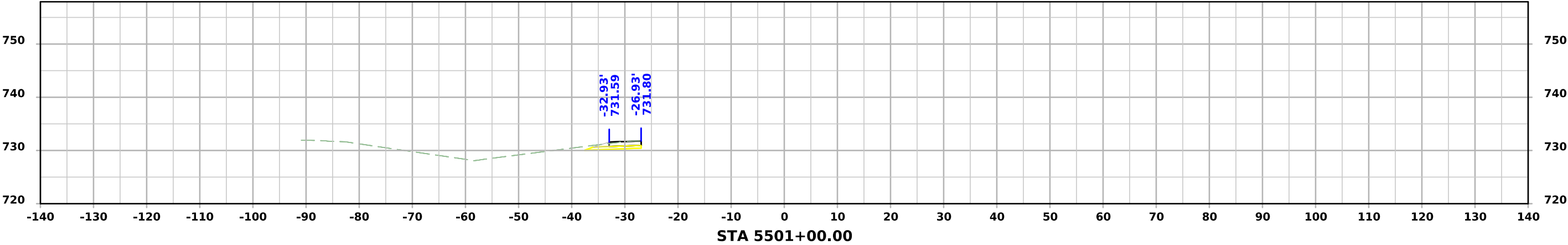
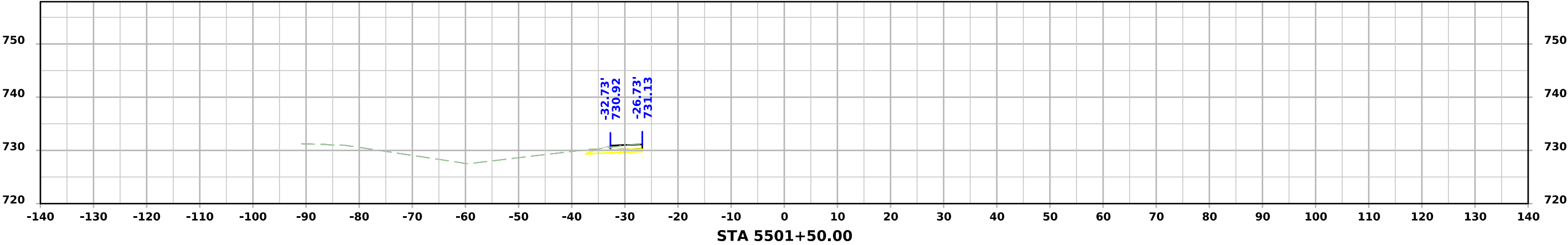
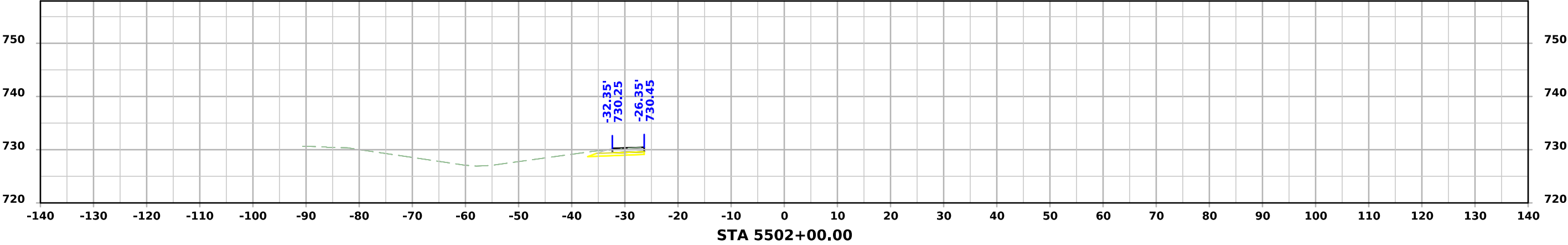
North Median Crossover 2



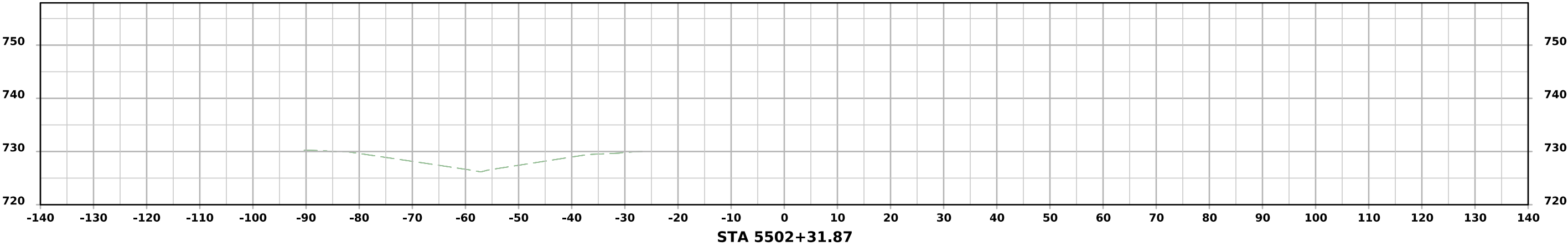
North Median Crossover 2



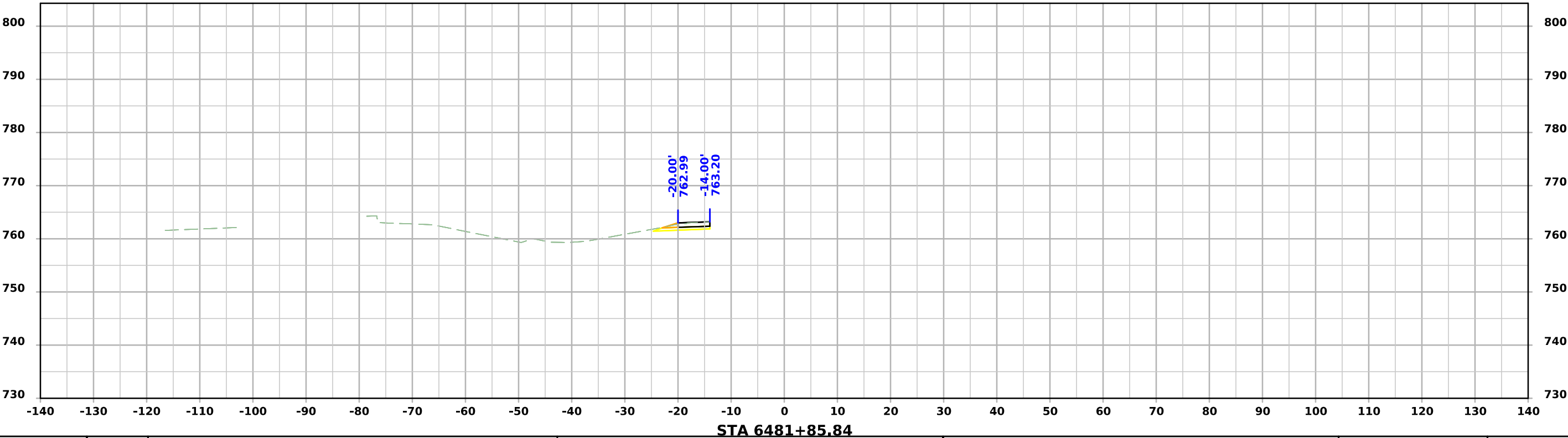
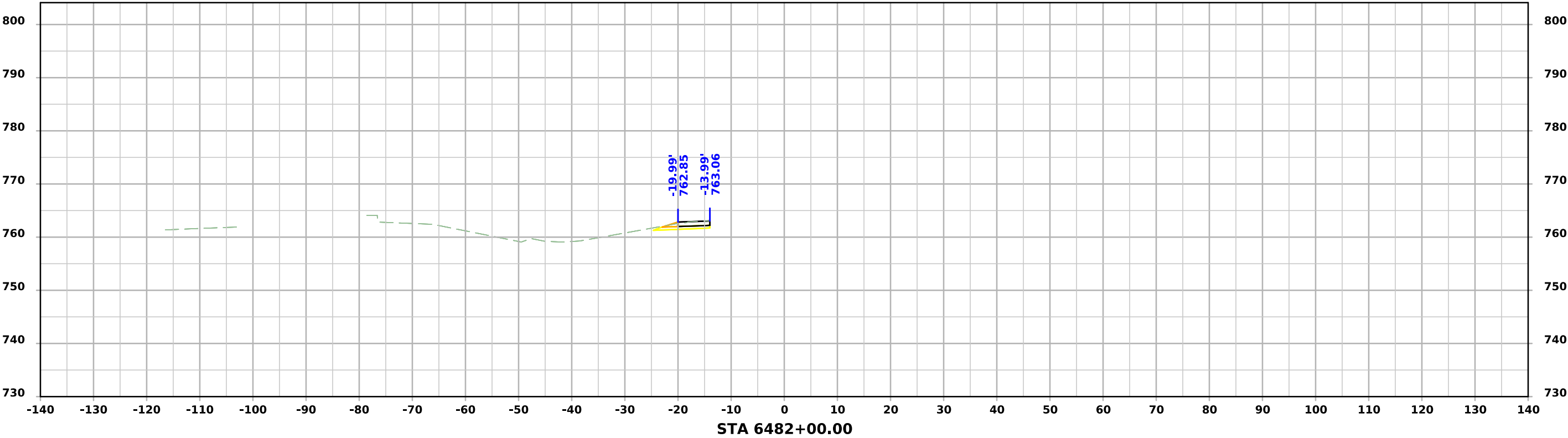
North Median Crossover 2



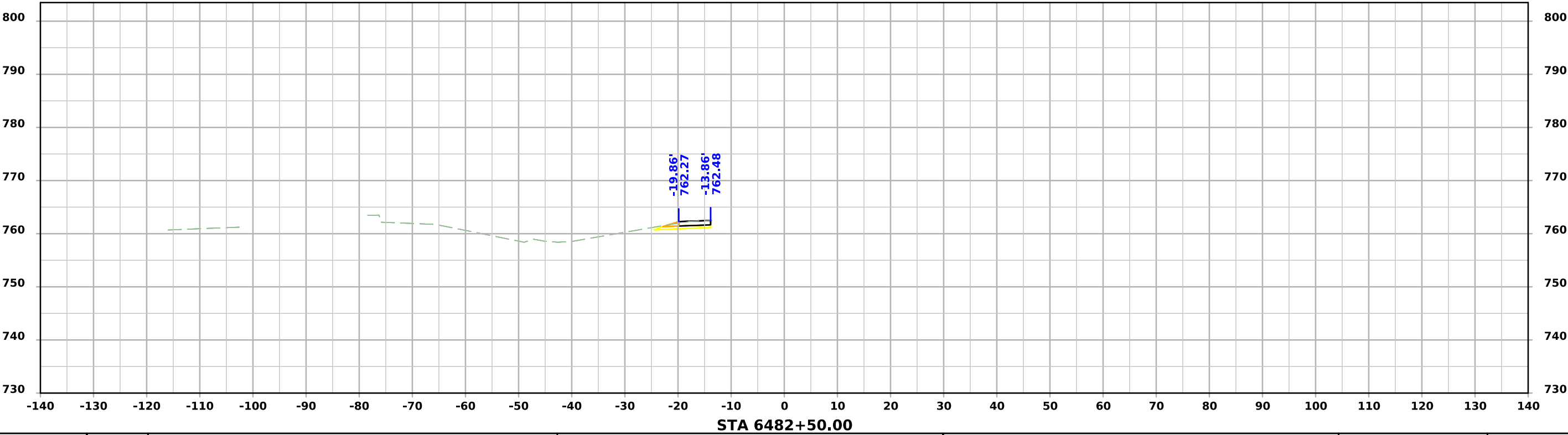
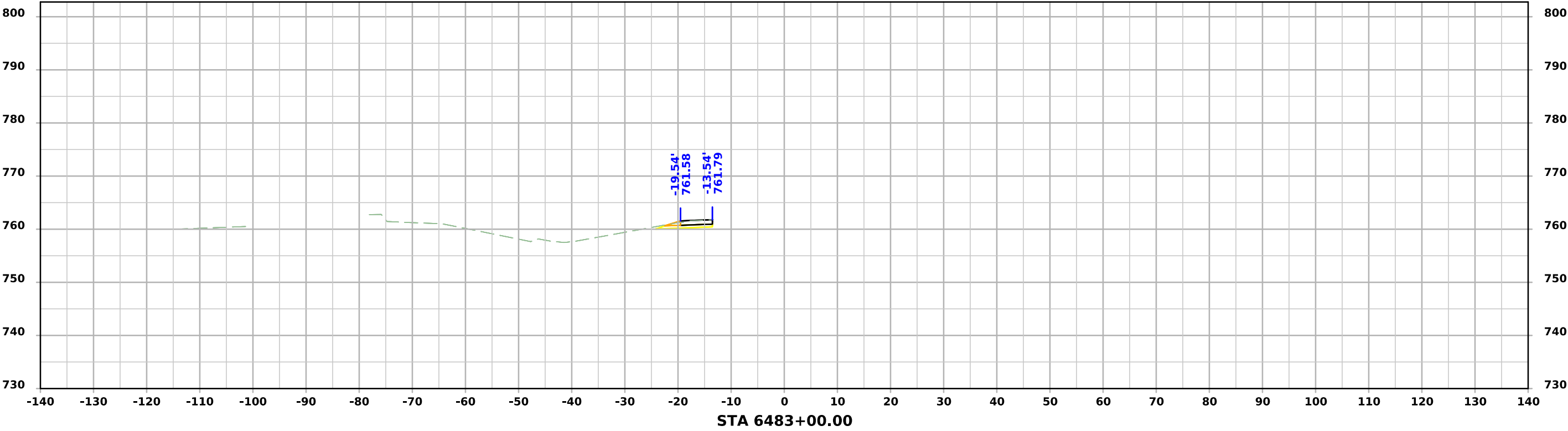
North Median Crossover 2



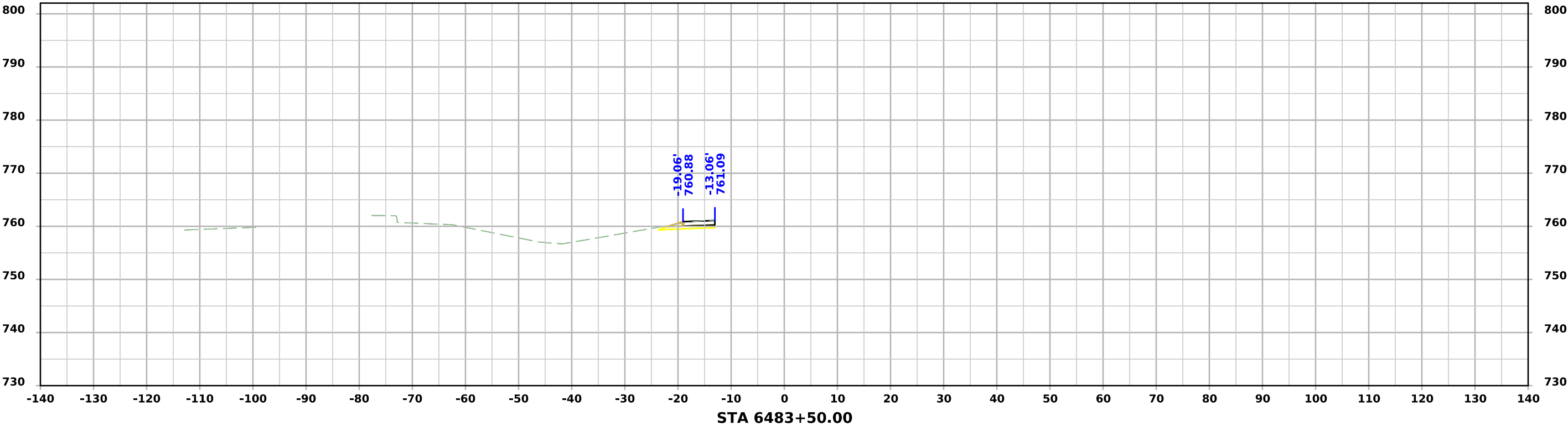
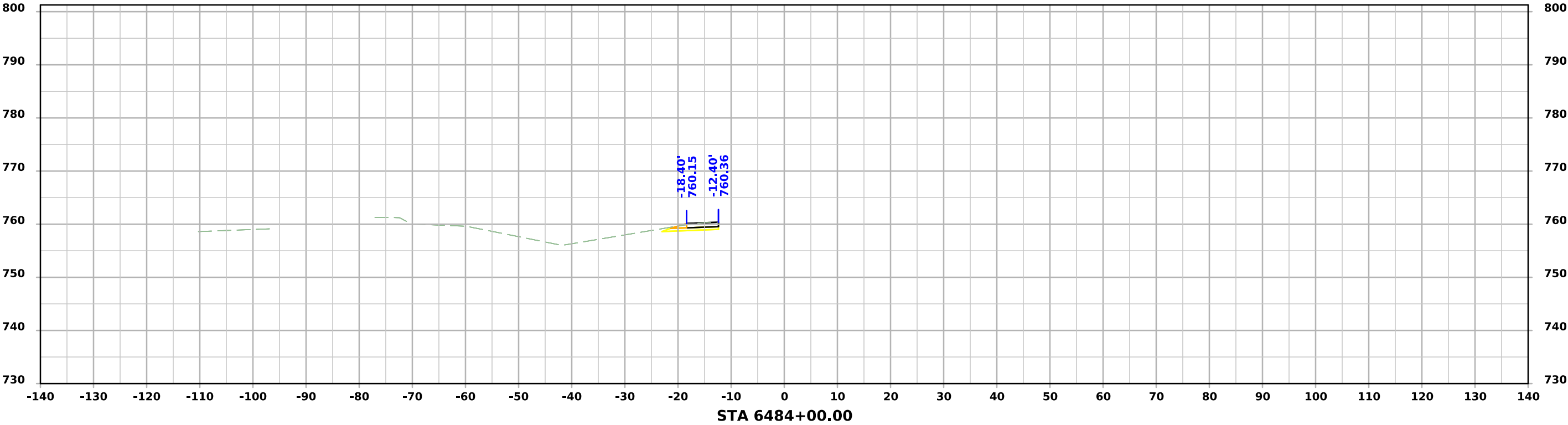
North Median Crossover 3



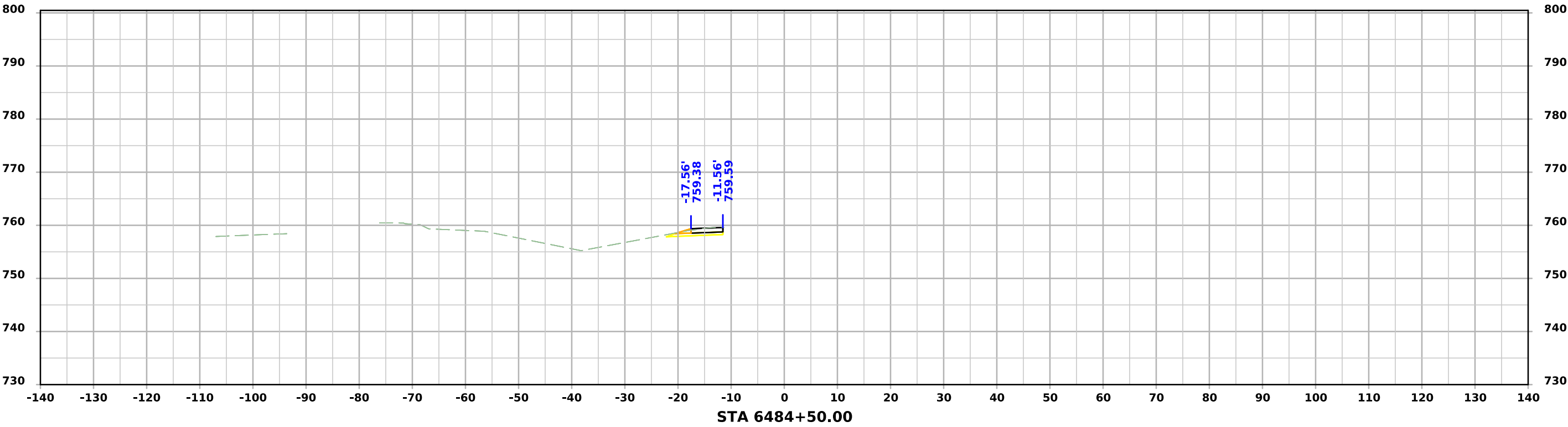
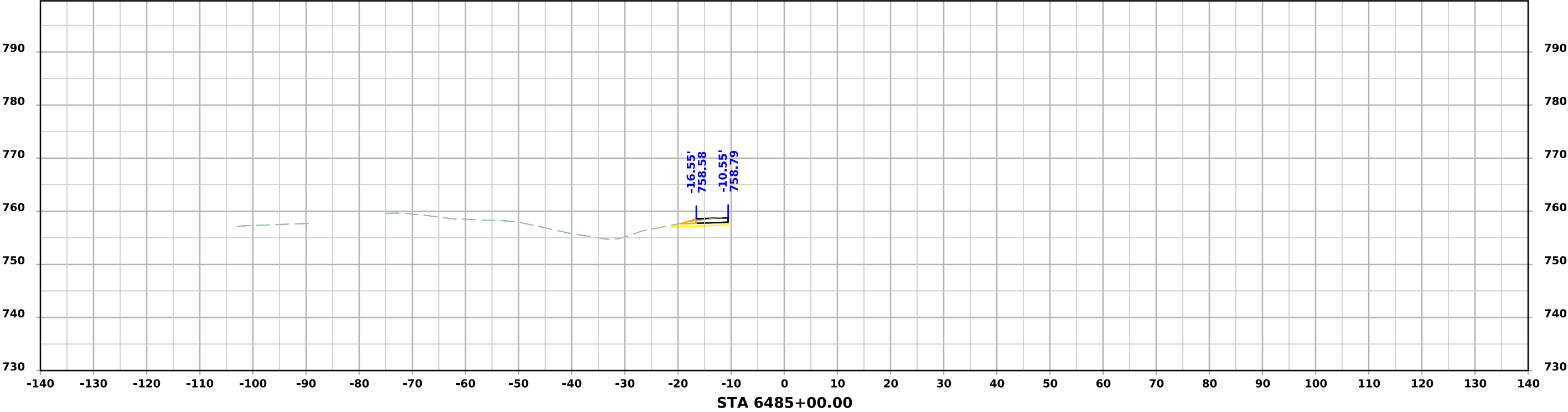
North Median Crossover 3



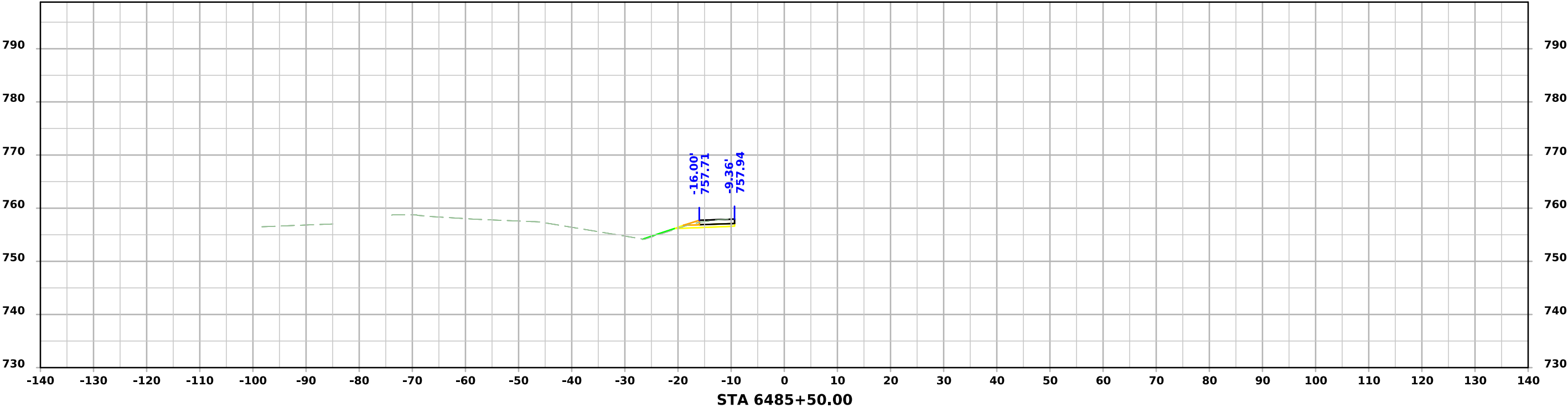
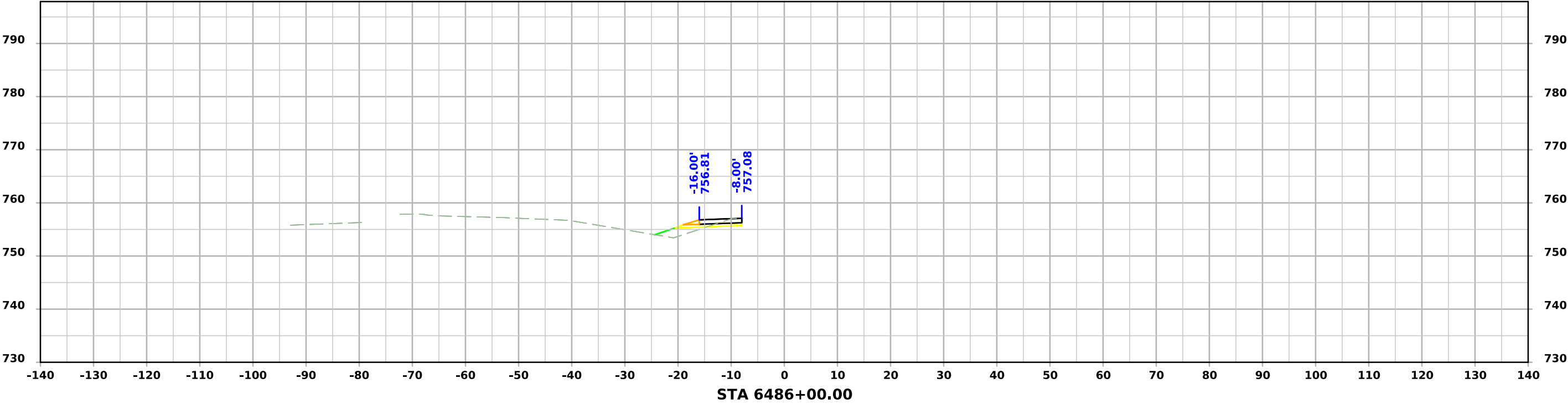
North Median Crossover 3



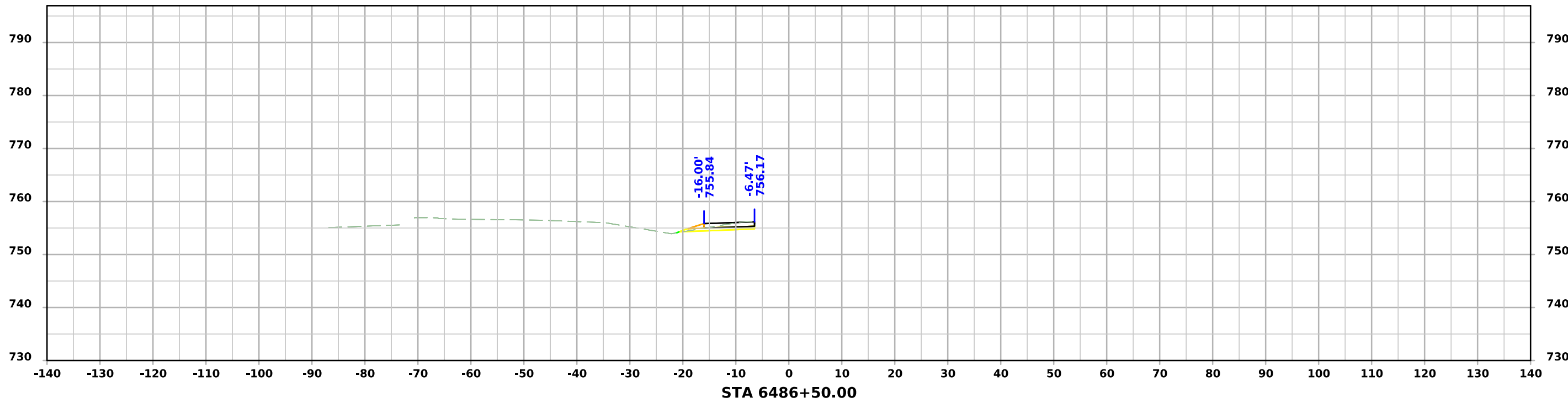
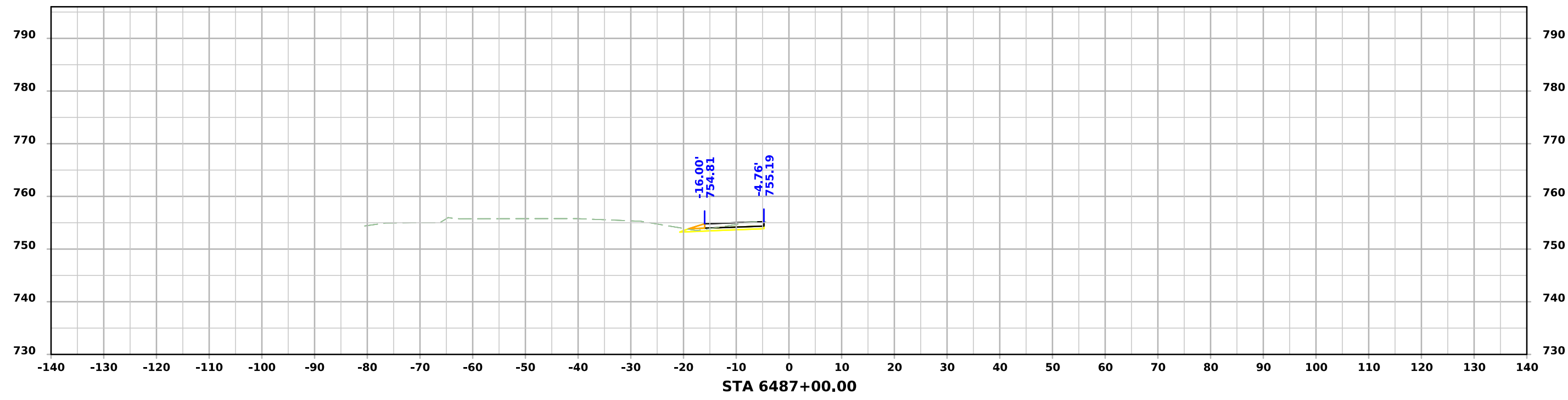
North Median Crossover 3



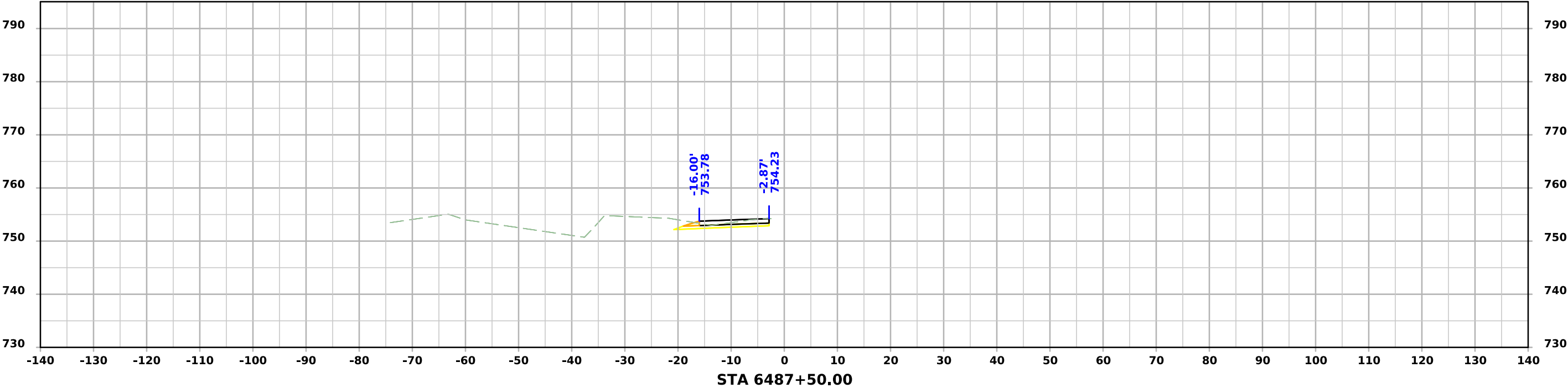
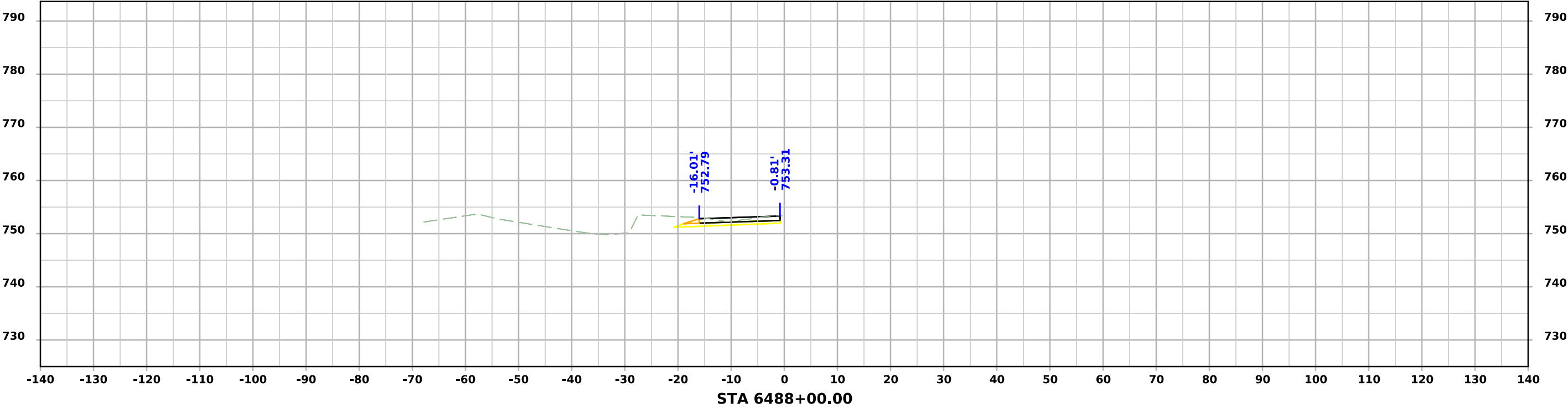
North Median Crossover 3



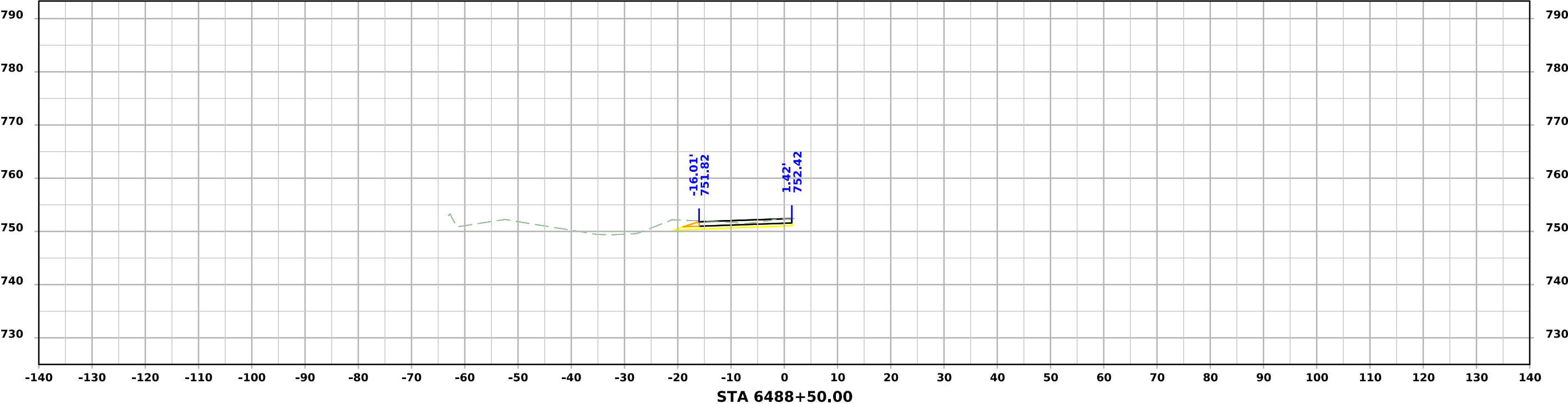
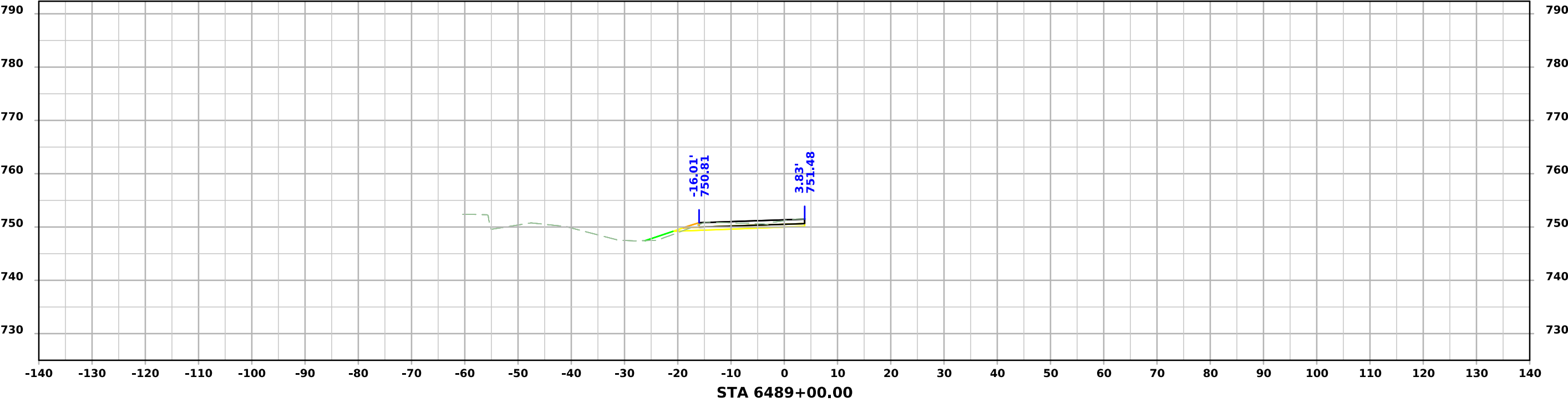
North Median Crossover 3



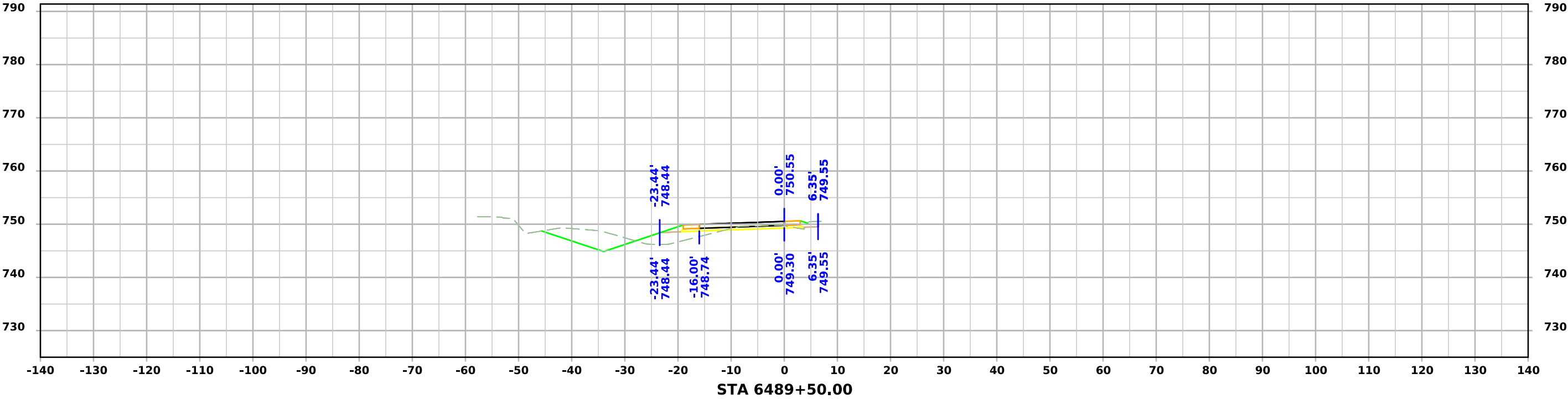
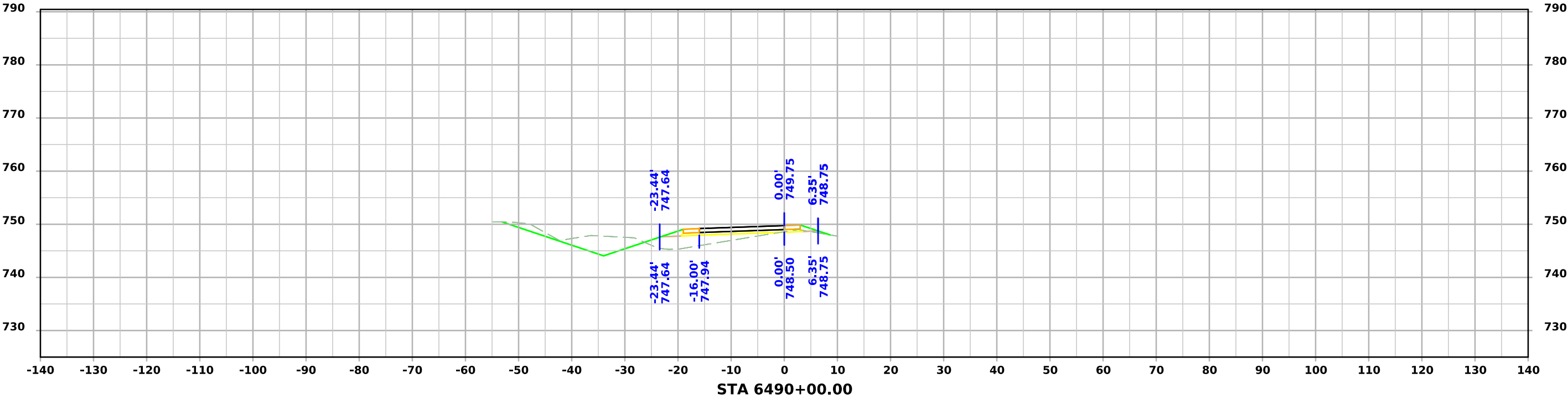
North Median Crossover 3



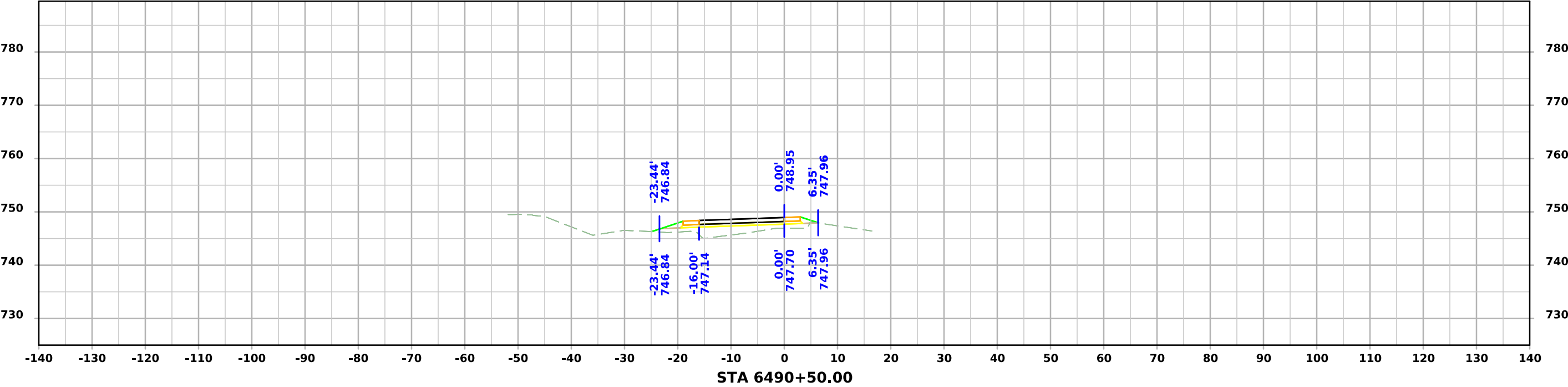
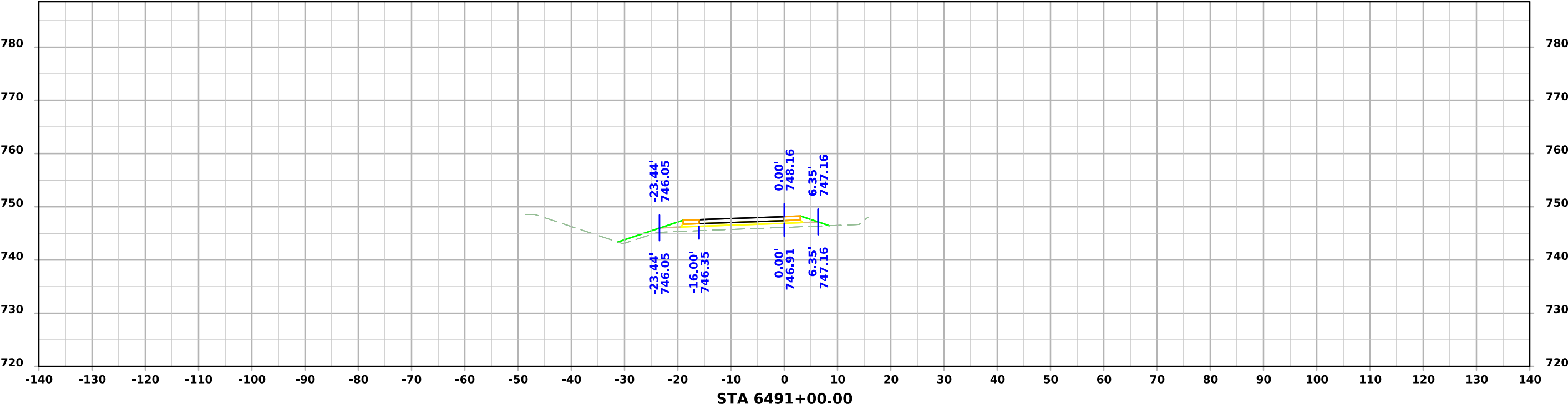
North Median Crossover 3



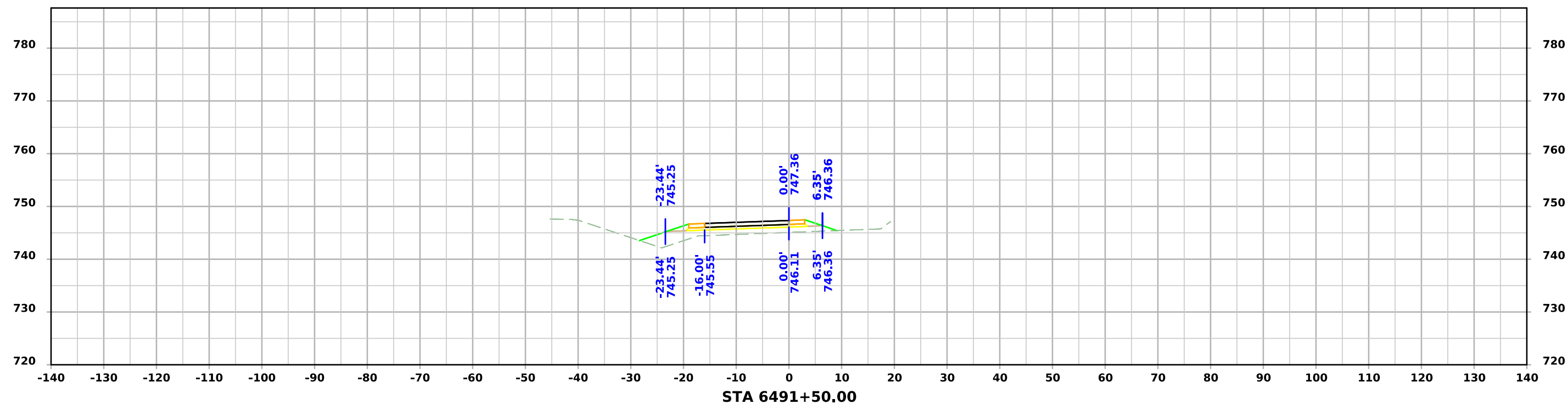
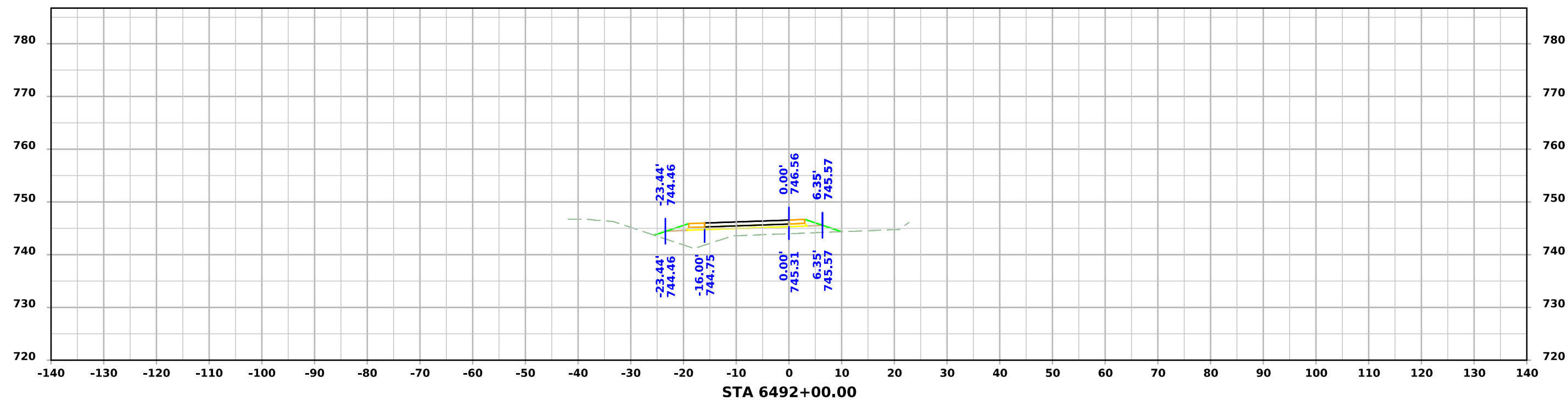
North Median Crossover 3



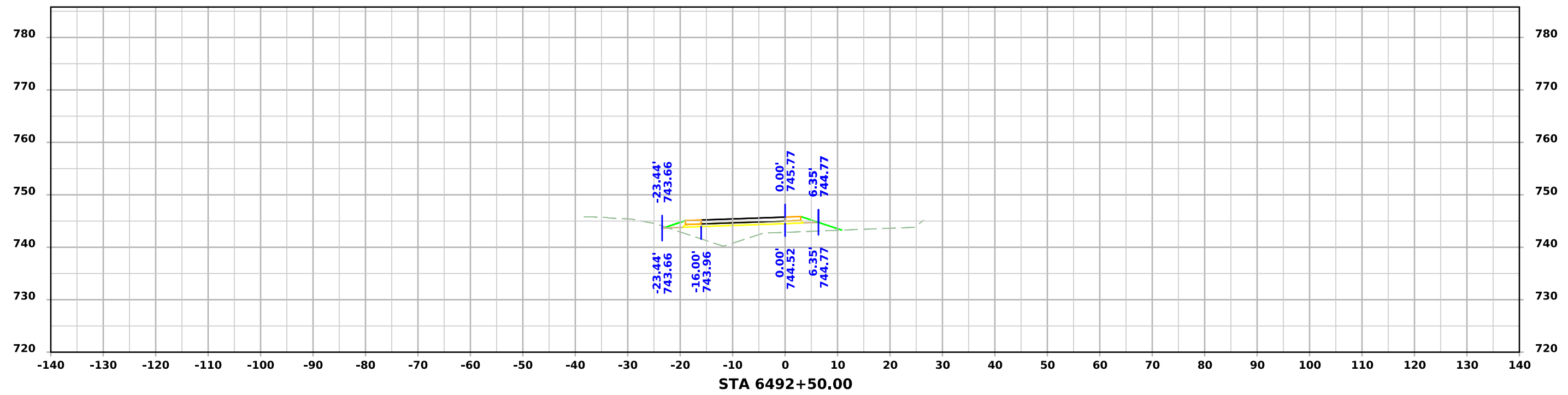
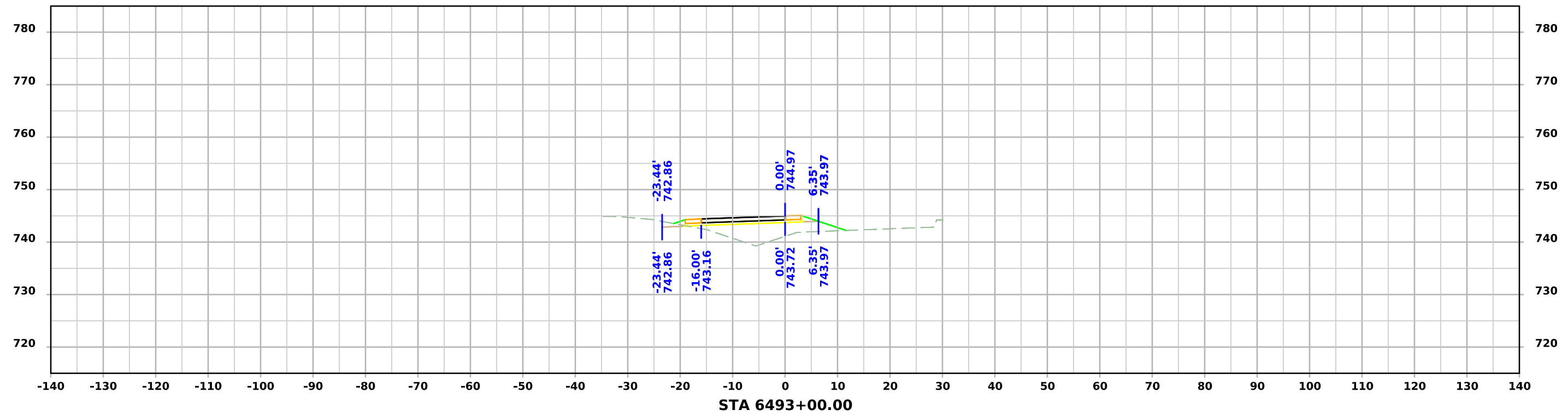
North Median Crossover 3



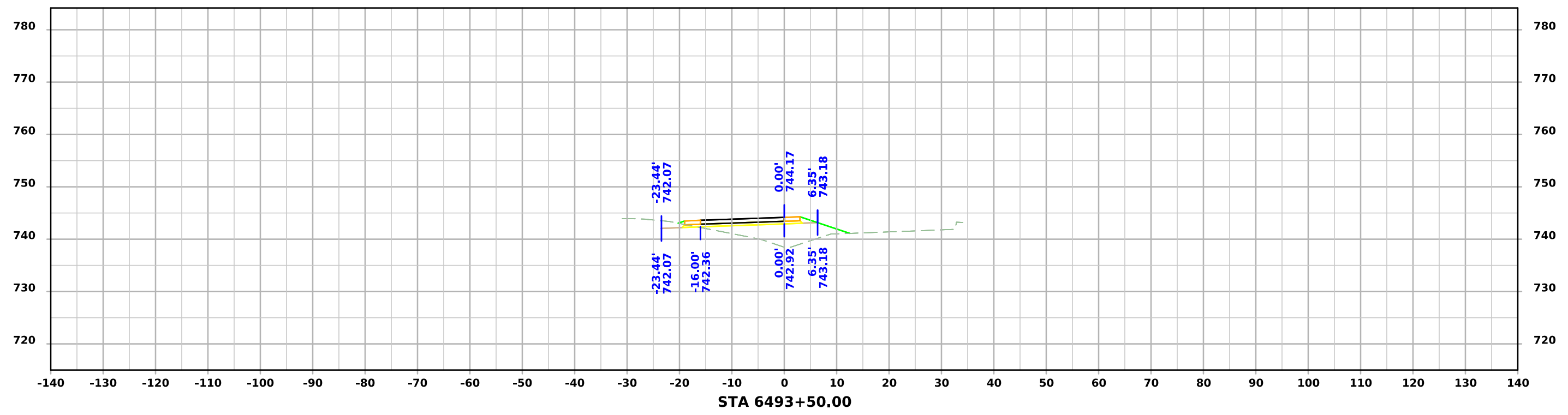
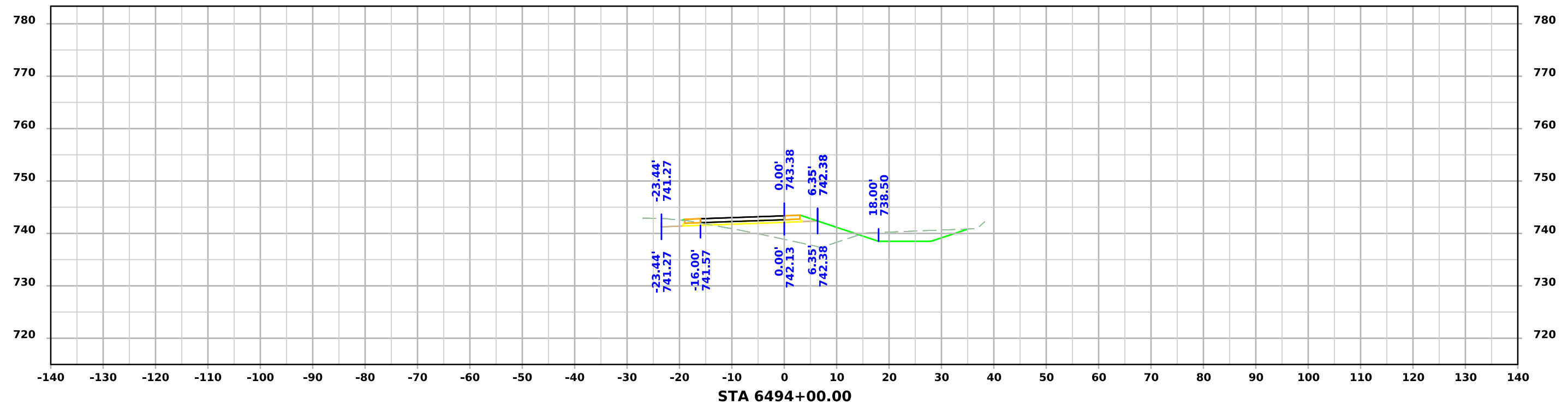
North Median Crossover 3



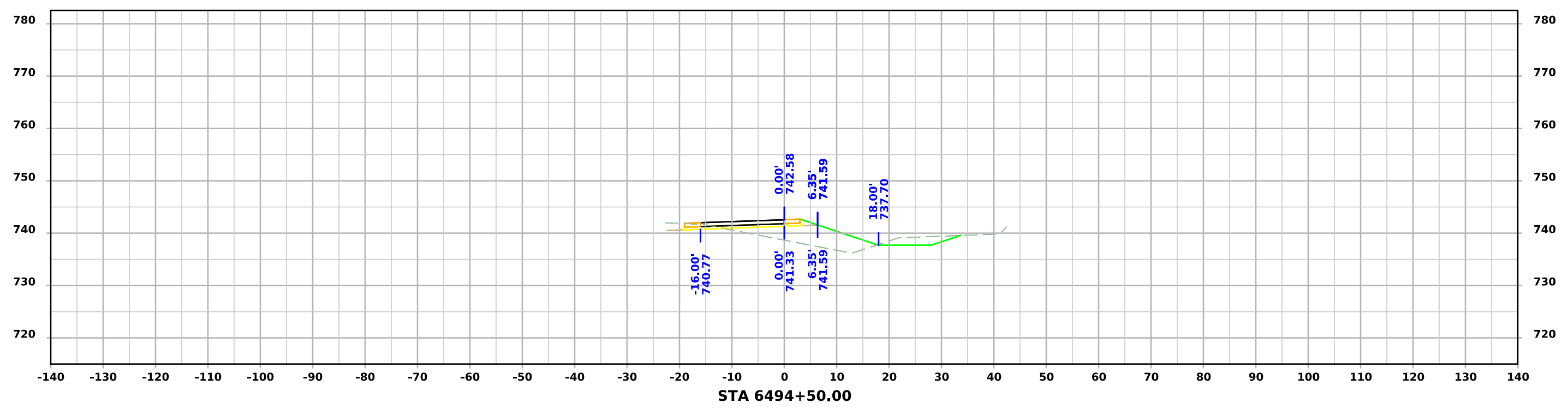
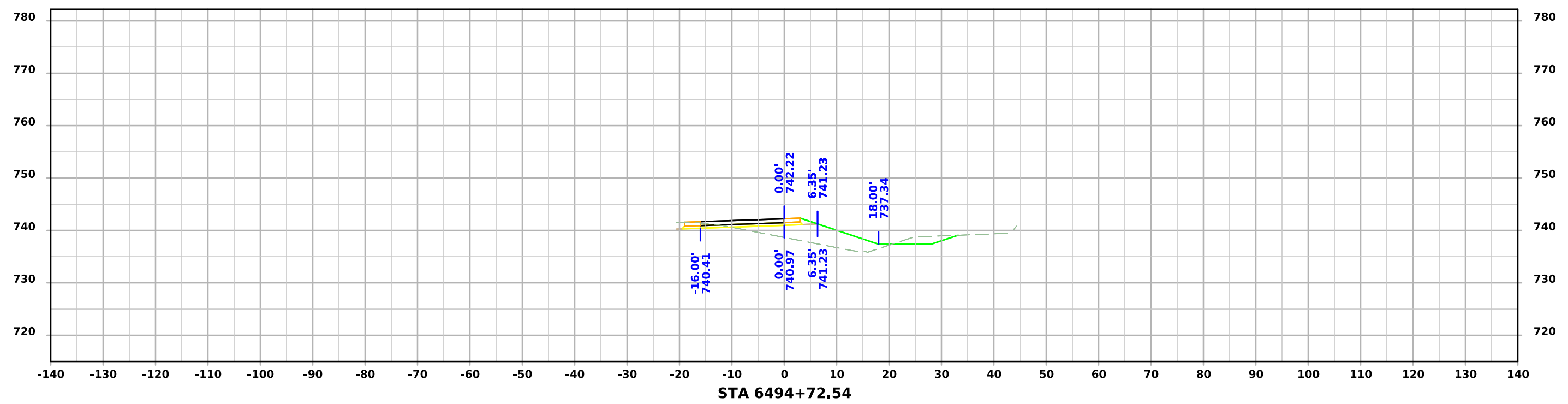
North Median Crossover 3



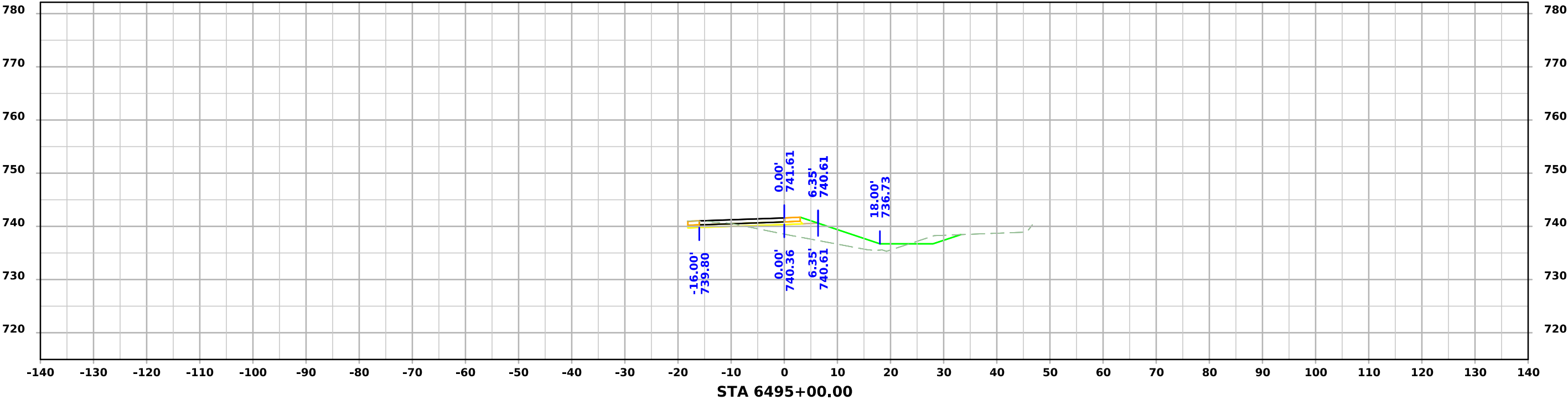
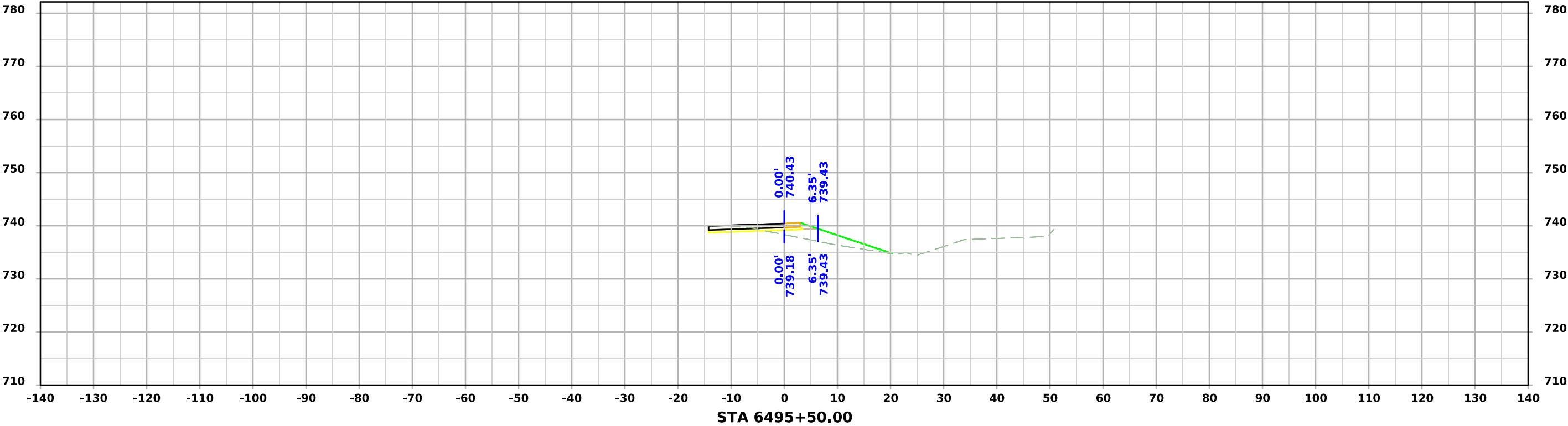
North Median Crossover 3



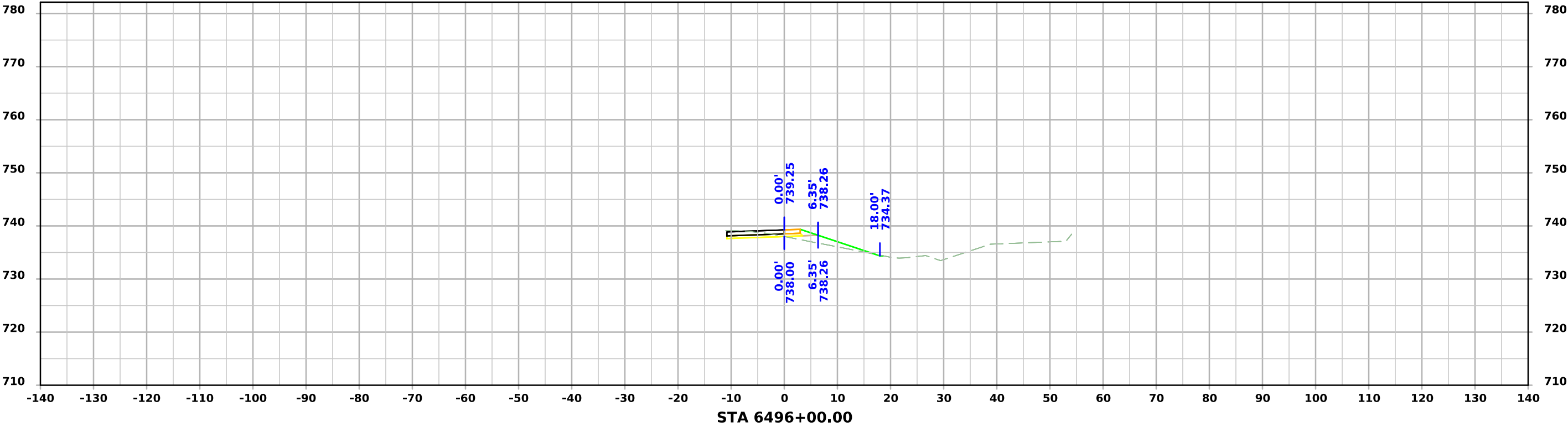
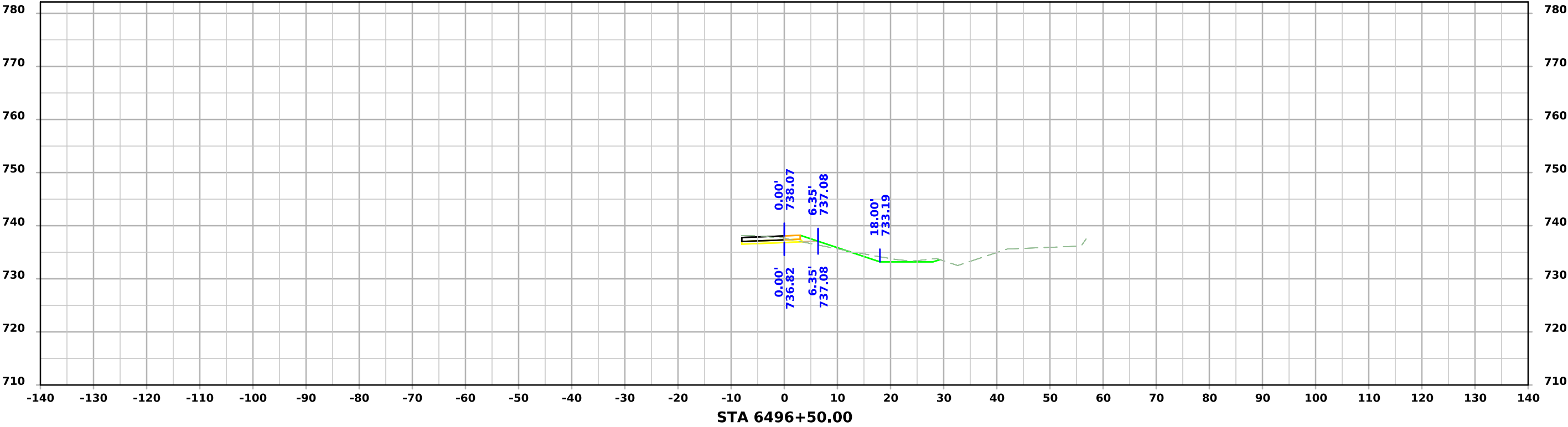
North Median Crossover 3



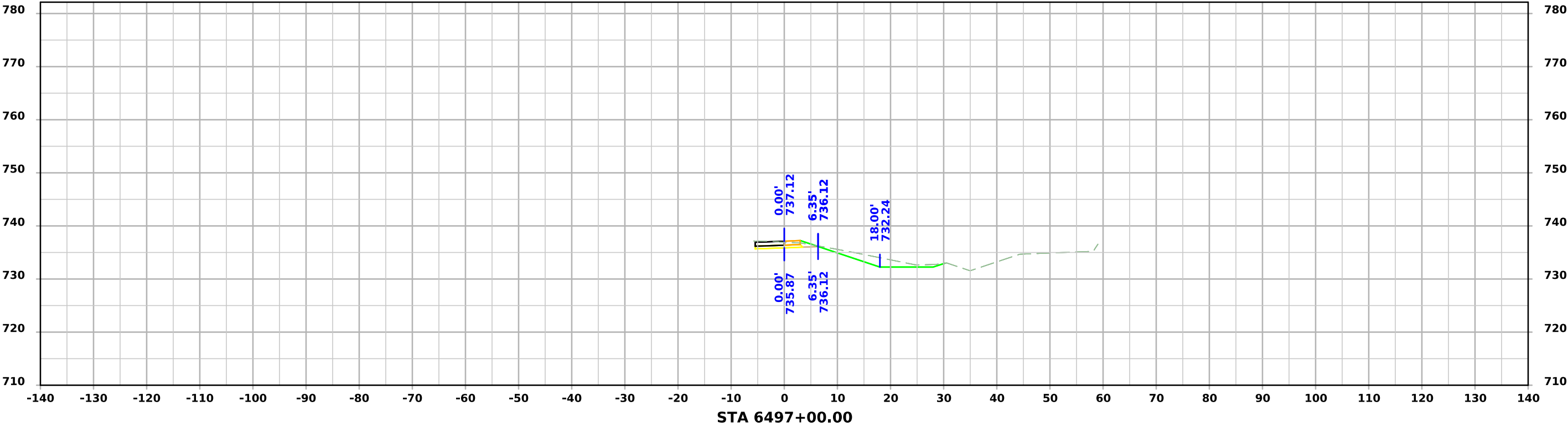
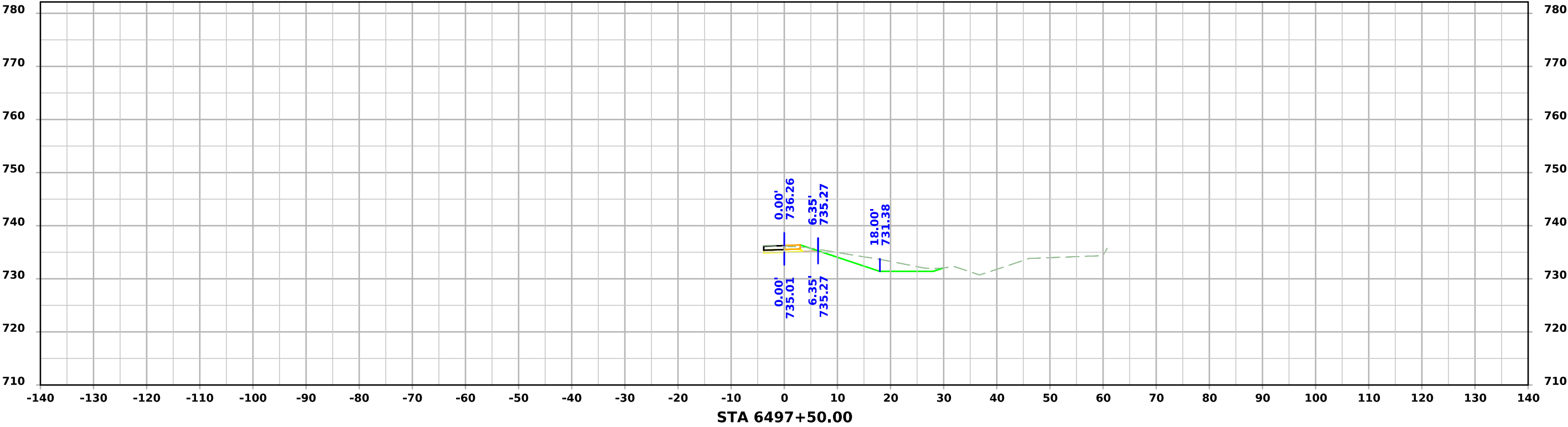
North Median Crossover 3



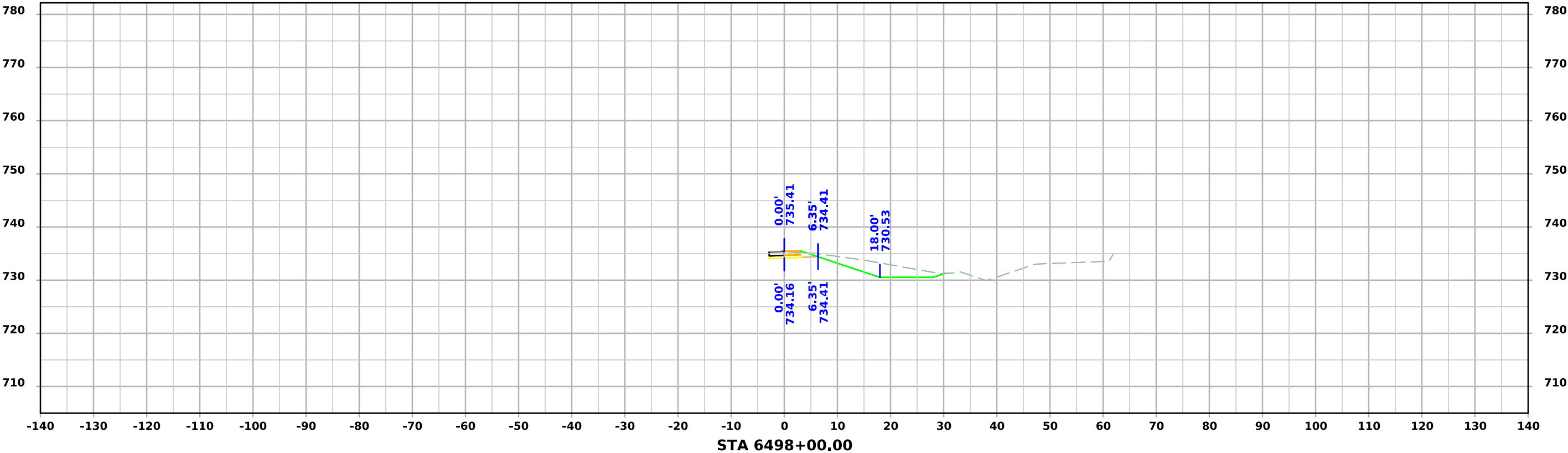
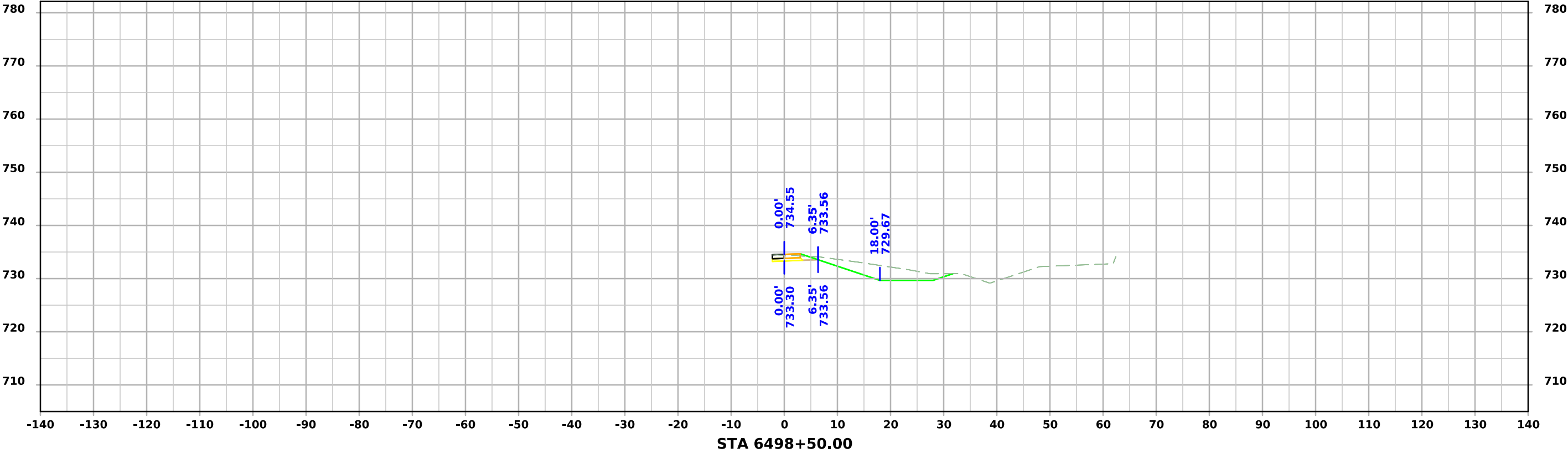
North Median Crossover 3



North Median Crossover 3



North Median Crossover 3



North Median Crossover 3

