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PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

STORY COUNTY

1013 - PCC Pavement - Grade and New

US 30 OVER SOUTH SKUNK RIVER
S Duff Ave to S Dayton Ave in Ames (WB)

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



UTILITY CONTACTS	
Iowa DOT (Electrical positions) Jason Dale 800 Lincoln Way Ames, IA 50010 515-239-1995 DOT-IOC-Traffic@iowadot.us	City of Ames (Utility main) Ben McConville 515 Clark Ave. Ames, IA 50010 515-239-5162 bmconville@city.ames.ia.us
Iowa Communications Network (Fiber Optics) Shannon Marlow 400 East 14th Street Des Moines, IA 50319 800-572-3940 icnoutsideplantiowaonecall@iowa.gov	City of Ames (Utility main) James Thompson 515 Clark Ave. Ames, IA 50010 515-239-5162 james.thompson@city.ames.ia.us
CenturyLink/Lumen (Fiber Optics) Sadie Hull 100 CenturyLink Dr. Monroe, LA 71203 918-547-0147 sadie.hull@lumen.com	City of Ames (Electric) Mark Carran 502 Carroll Ames, IA 50010 515-239-5189 mcarran@city.ames.ia.us
	City of Ames (Traffic) Brad Becker 2207 Edison St. Ames, IA 50010 515-231-3042 bbecker@city.ames.ia.us

DESIGN DATA RURAL	
20 19	AADT 32,000 V.P.D.
20 45	AADT 37,040 V.P.D.
20 --	DHV 3,730 V.P.H.
TRUCKS	7 %
Total	
Design ESALs	—

REVISIONS

PROJECT IDENTIFICATION NUMBER	TOTAL
	290
19-85-030-020	
PROJECT NUMBER	
NHSX-030-5(310)--3H-85	
R.O.W. PROJECT NUMBER	
NHSN-030-5(272)--2R-85	

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V.1	Pipe Culvert Details
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Y Sheets	Ramp Cross Sections
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ROADWAY DESIGN



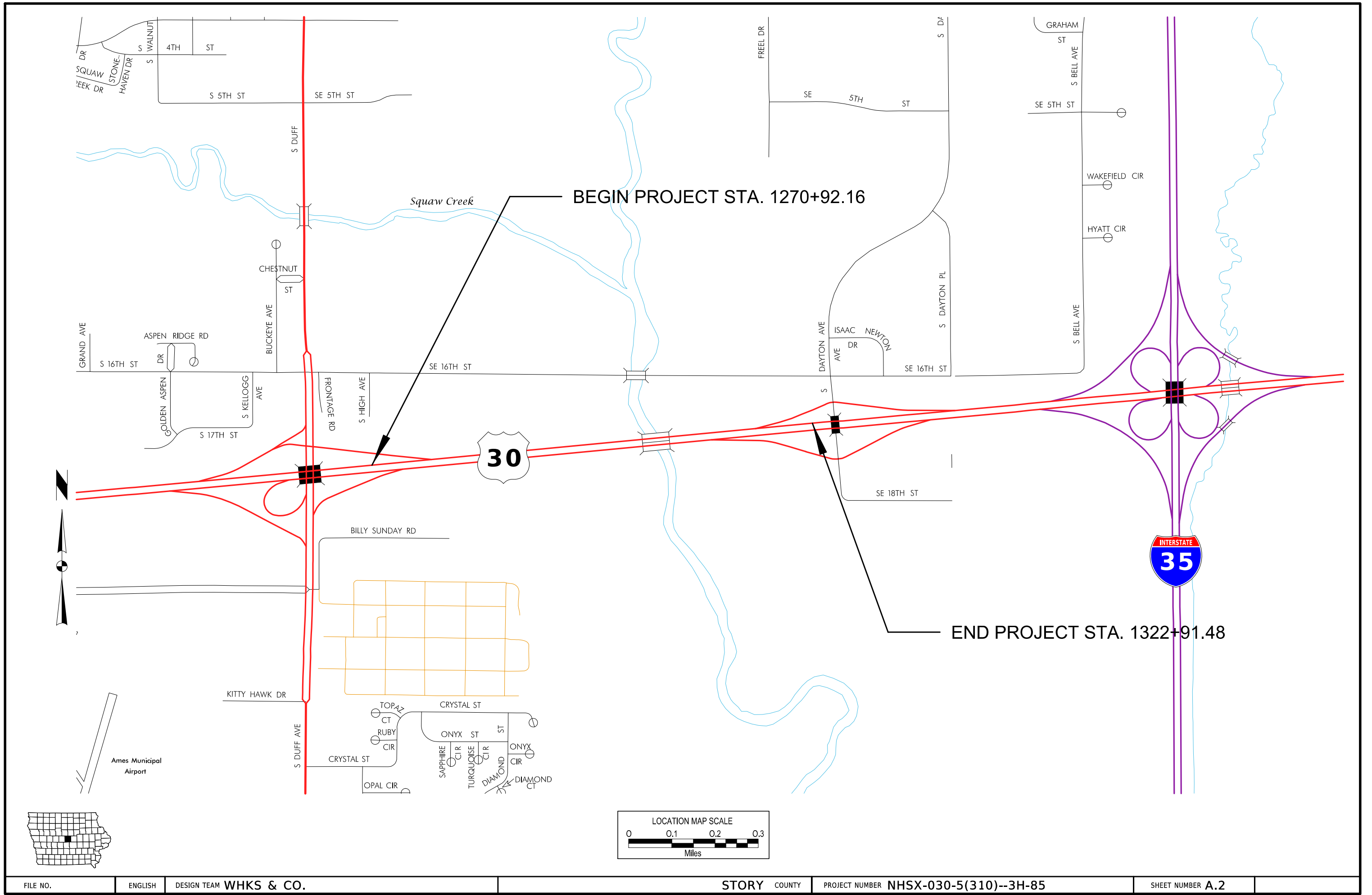
I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Chase Holien

Digitally signed by Chase Holien
Reason: I am the author of this document
Date: 2026.08.07 11:17:15-05'00'

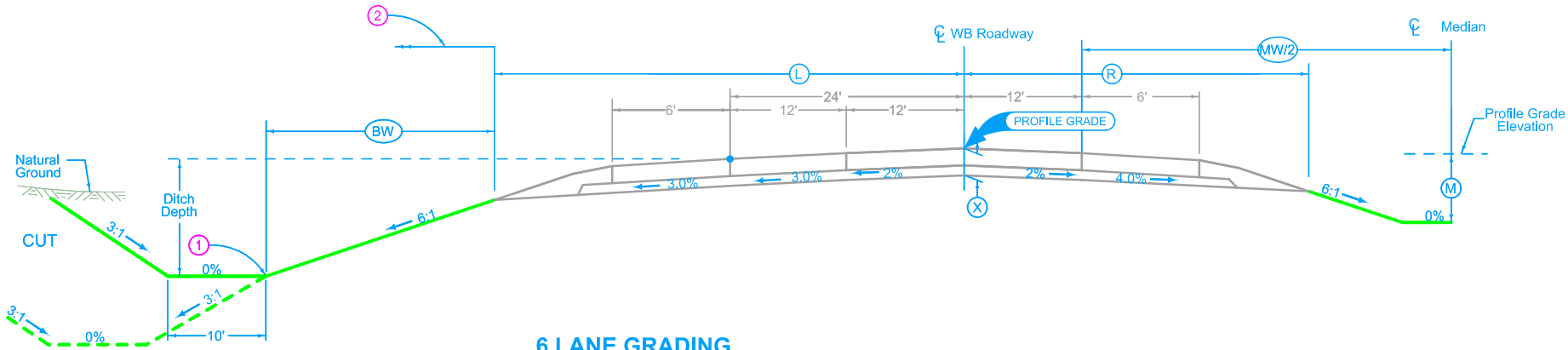
Signature
Chase A. Holien
Printed or Typed Name
My license renewal date is December 31, 2027

Pages or sheets covered by this seal: A.1-A.2, B.1-B.14, C.1-C.39, D.1-D.5, F.1-F.2, G.1-G.15, J.1-J.49, K.1-K.17, L.1-L.8, RC.1-RC.7, RR.1-RR.7, RU.1-RU.2, S.1-S.2, T.1-T.12, U.1-U.14, V.1, W.1-W.43, Y.1-Y.11, Y.100-Y.117



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

See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.



6 LANE GRADING
(Depressed Median)

Not to Scale

- 1 Refer to project plan and cross sections for specific location of foreslope change.
- 2 Grading Previously Completed By Others. Existing earth fillet next to existing shoulder and grading under existing shoulder are to be completed per the typical section and are included in the earthwork quantities. Contractor is to tie Earth Shoulder Construction into existing ground. Previously graded areas may need additional minor grading. All grading required in the project is included in the earthwork quantities. Refer to Cross Sections for additional information.
- 3 Refer to Taper and Gore Details on the K Sheets.
- 4 Refer to Ramp typical for grading details outside of the paving.

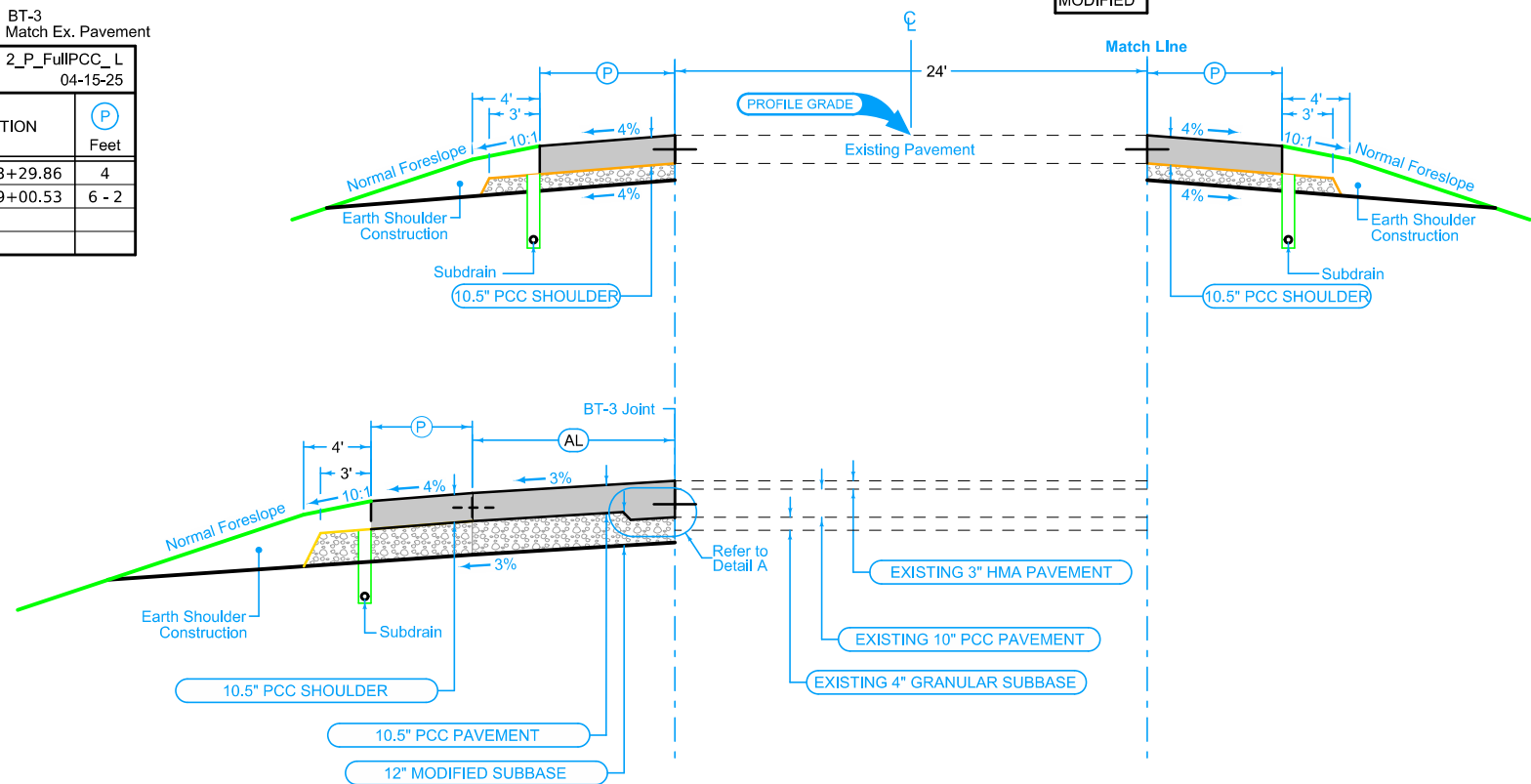
LOCATION			DIMENSIONS						
ROAD IDENTIFICATION	STATION TO STATION		L	R	X	BW	MW	M	
			Feet	Feet	Inches	Feet	Feet	Feet	
US 30 Westbound	1290+00.00	1298+34.30	45.2	33.2	22.5	12.8	74	—	3
US 30 Westbound	1303+65.33	1304+97.80	—	—	22.5	—	74	—	4
US 30 Westbound	1304+97.80	1314+50.00	Note 3	33.2	22.5	Varies	74	—	

US 30 FULL-WIDTH RECONSTRUCTION (WESTBOUND)

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-3
Transverse joints: Match Ex. Pavement

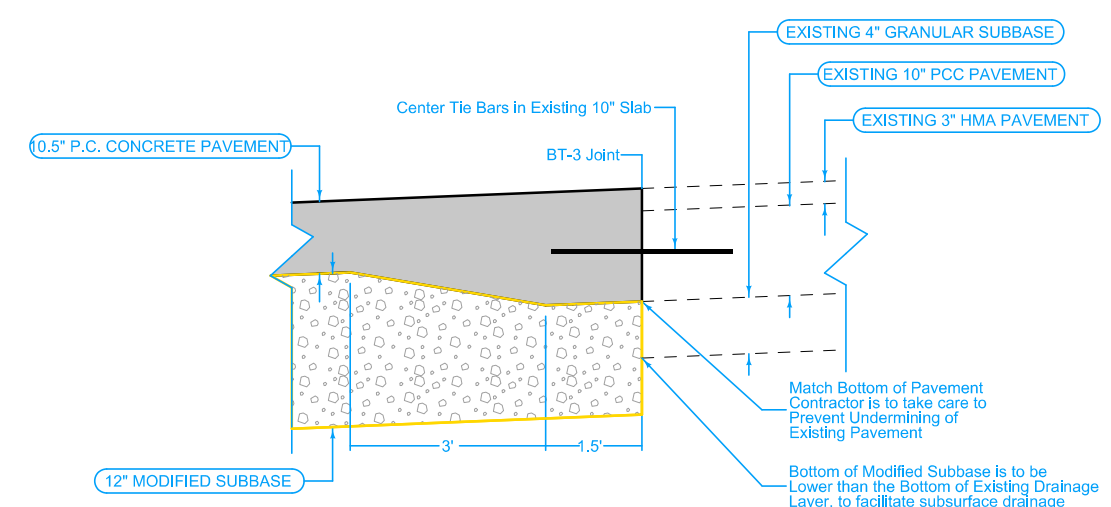
2_P_FullPCC_L 04-15-25		
STATION TO STATION		(P) Feet
1270+92.44	1273+29.86	4
1278+40.53	1279+00.53	6 - 2



Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-3
Transverse joints: Match Ex. Pavement

2_P_FullPCC_R 04-15-25		
STATION TO STATION		(P) Feet
1284+71.34	1290+00.00	6
1314+50.00	1315+53.62	6



Auxiliary Lane

Longitudinal joint: BT-2 or L-2
Transverse joint: CD, Match Existing Mainline

2_AuxLane_PCC_ 10-18-16			
STATION TO STATION		(AL) Feet	(P) Feet
1279+00.53	1290+00.00	12	6
1315+69.50	1322+91.48	12	6

Auxiliary Lane
Full Depth Shoulder

PCC Shoulder Jointing:
Longitudinal joint: BT-2 or L-2
Transverse joints: CD, Match Existing Mainline and Aux. Lane

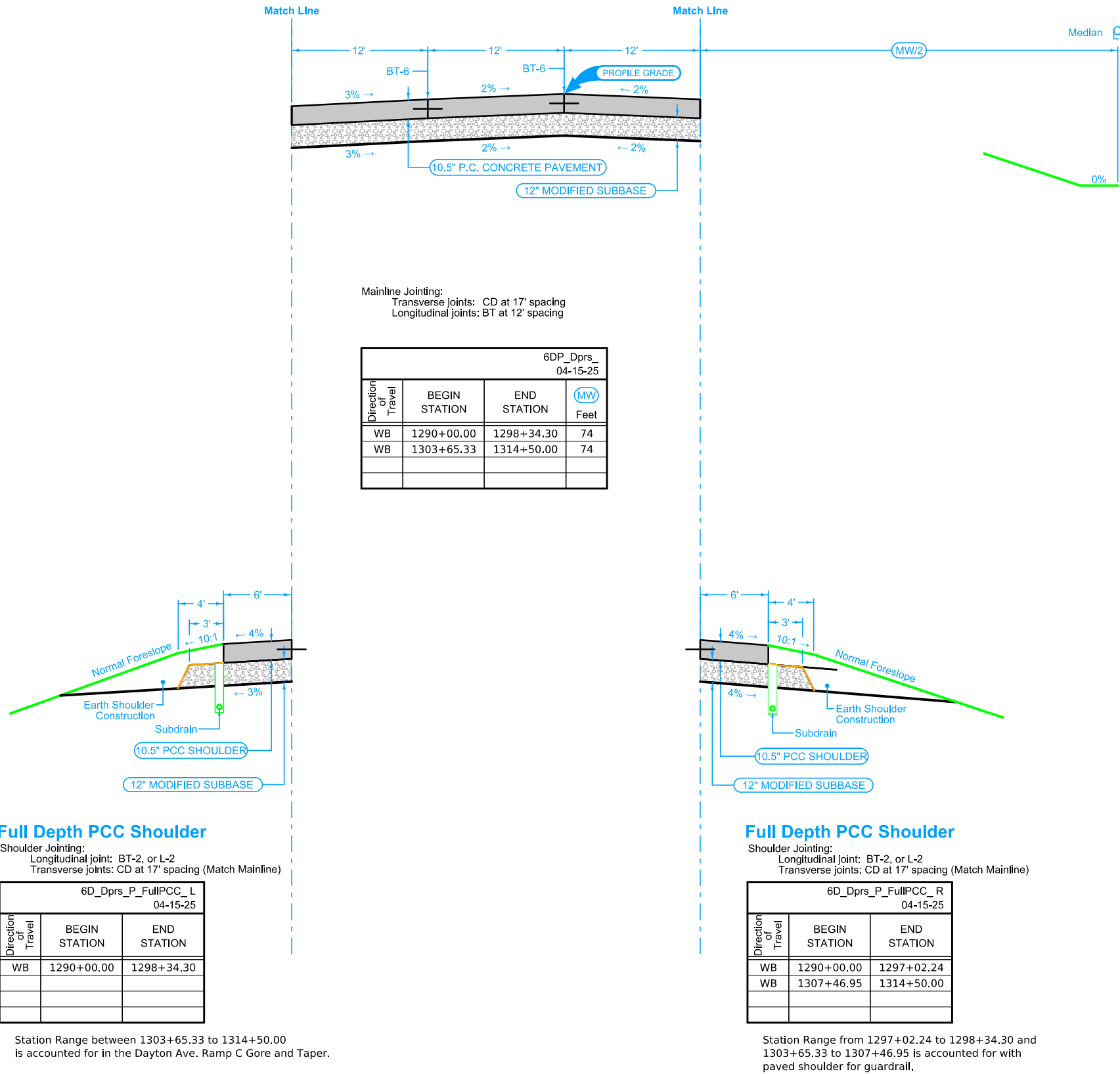
2_AL_Shldr_FullPCC_ 04-15-25	
(AL) Feet	(P) Feet

Station Ranges for Ramp Gore and Taper:
1273+29.87 to 1279+00.53
1314+50.00 to 1315+69.50
Station Range for Reconstruction/Bridge Approach/Bridge:
1290+00.00 to 1314+50.00

Thickened edge quantity (square yards) is included in the PCC Pavement bid item (i.e. thickened edge is incidental to PCC Pavement).

Detail A

US 30 WIDENING (WESTBOUND)



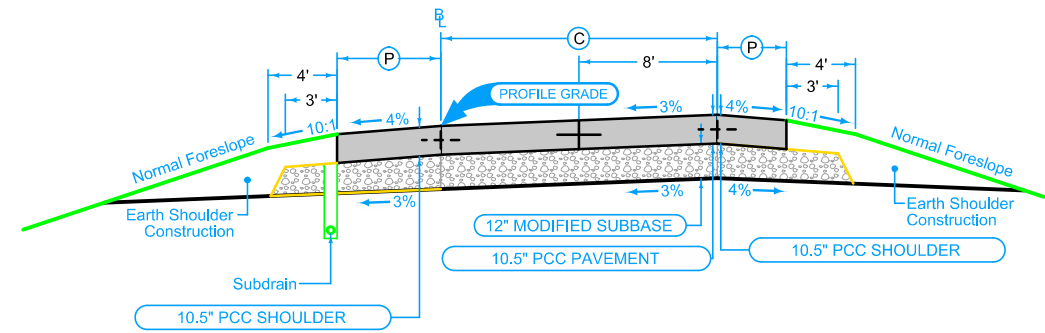
US 30 WESTBOUND FULL WIDTH RECONSTRUCTION

Paved Shoulder Alternates

PCC Shoulder Jointing:
Longitudinal joint: BT-2 or L-2
Transverse joints: CD at 15' spacing

1R_P_ALT_10-16-18		
BEGIN STATION	END STATION	(P) Feet
5268+00.00	5278+38.01	6

5278+38.01 to 5278+98.15 Paved Shoulder width varies, adjusted for ramp header



Ramp Jointing:
Transverse joints: CD at 15' spacing.
Longitudinal joints: L-2

1RP_10-17-17		
BEGIN STATION	END STATION	(C) FEET
5268+00.00	5268+60.00	20
5268+60.00	5271+00.00	20-16
5271+00.00	5278+38.55	16

Sta 5278+38.55 to 5278+98.15, Refer to K sheets for additional taper details

Paved Shoulder Alternates

PCC Shoulder Jointing:
Longitudinal joint: BT-2 or L-2
Transverse joints: CD at 15' spacing

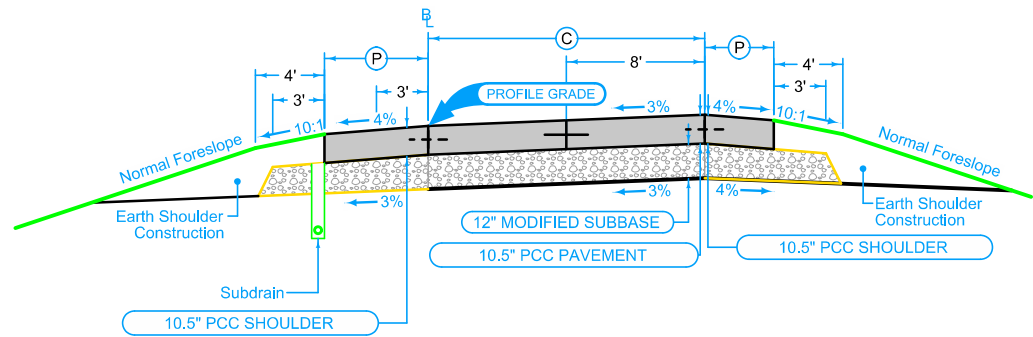
1R_P_ALT_10-16-18		
BEGIN STATION	END STATION	(P) Feet
5268+00.00	5273+27.55	4

US 30 WESTBOUND EXIT TO DUFF AVE.
(DUFF AVE RAMP A)

Paved Shoulder Alternates

PCC Shoulder Jointing:
Longitudinal joint: BT-2 or L-2
Transverse joints: CD at 15' spacing

1R_P_ALT_10-16-18		
BEGIN STATION	END STATION	(P) Feet
3505+00.45	3522+44.58	6
3522+44.58	3522+60.75	6-4.9



Section shown in the direction of traffic.

Ramp Jointing:
Transverse joints: CD at 15' spacing.
Longitudinal joints: L-2

1RP_10-17-17		
BEGIN STATION	END STATION	(C) FEET
3511+19.51	3522+60.75	16

Refer to K Sheets for details of intersection at ramp and Dayton Ave., from Sta 3522+60.75 to Sta 3523+43.53

Sta 3505+00.77 to 3511+19.51, Refer to K sheets for additional taper details

Paved Shoulder Alternates

PCC Shoulder Jointing:
Longitudinal joint: BT-2 or L-2
Transverse joints: CD at 15' spacing

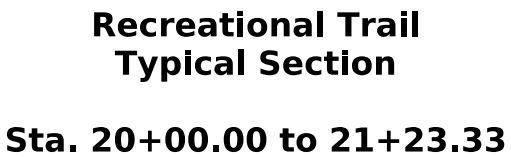
1R_P_ALT_10-16-18		
BEGIN STATION	END STATION	(P) Feet
3515+70.62	3522+36.58	4
3522+36.58	3522+60.75	4-2.4

DAYTON AVE. ENTRANCE TO WESTBOUND US 30
(DAYTON AVE RAMP C)

Quantity calculations based on vertical pavement edges.

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

*Temporary pavement section shows pavement thickness matching Duff Ave Ramp A. Due to simultaneous construction with ramp, temporary pavement depth may match ramp pavement depth if approved by the Engineer.



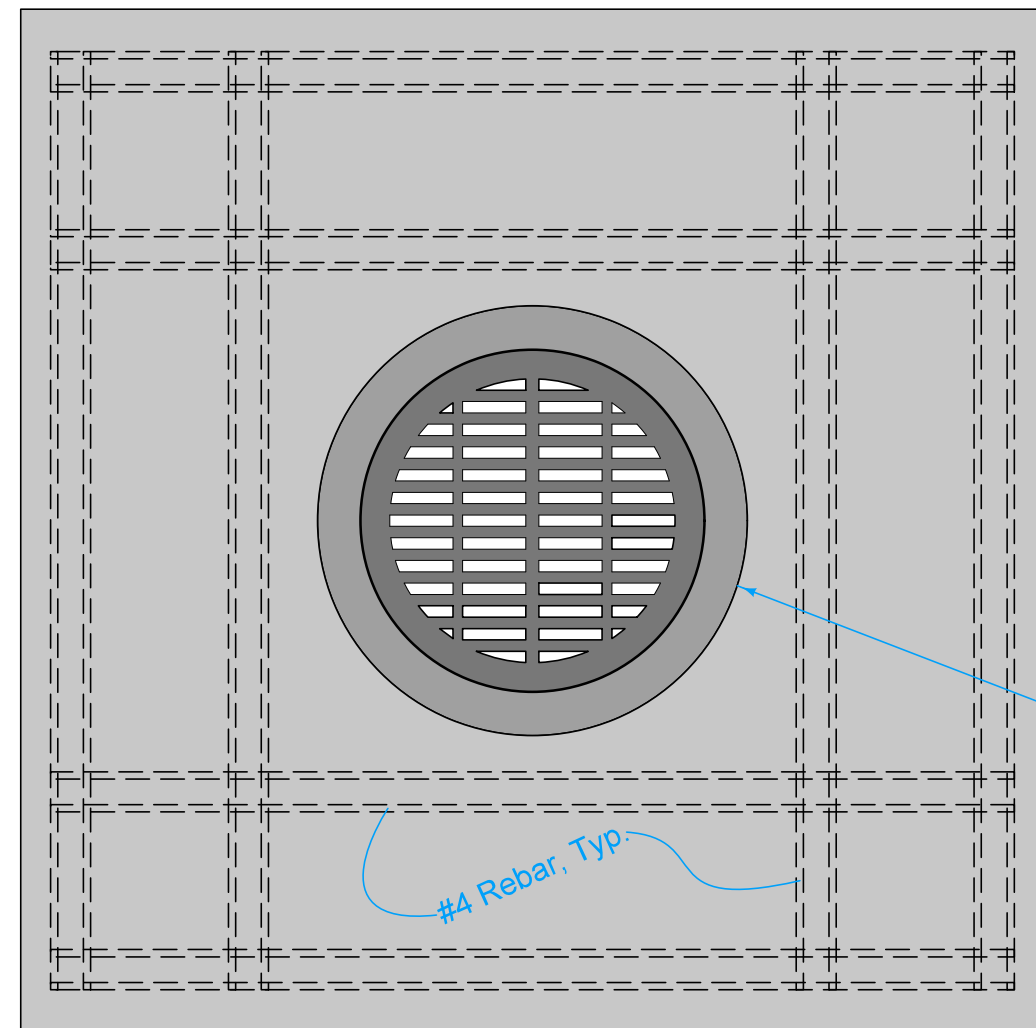
Recreational Trail Quantities:
Removal of Recreational Trail = 138.50 SY
Recreational Trail, P.C. Concrete, 7 In. = 137.03 SY
Modified Subbase = 28.73 CY

Transverse joints shall be "C" joints at 10' spacing.
Transverse joints at tie-in locations shall be ED joints

[illegible]

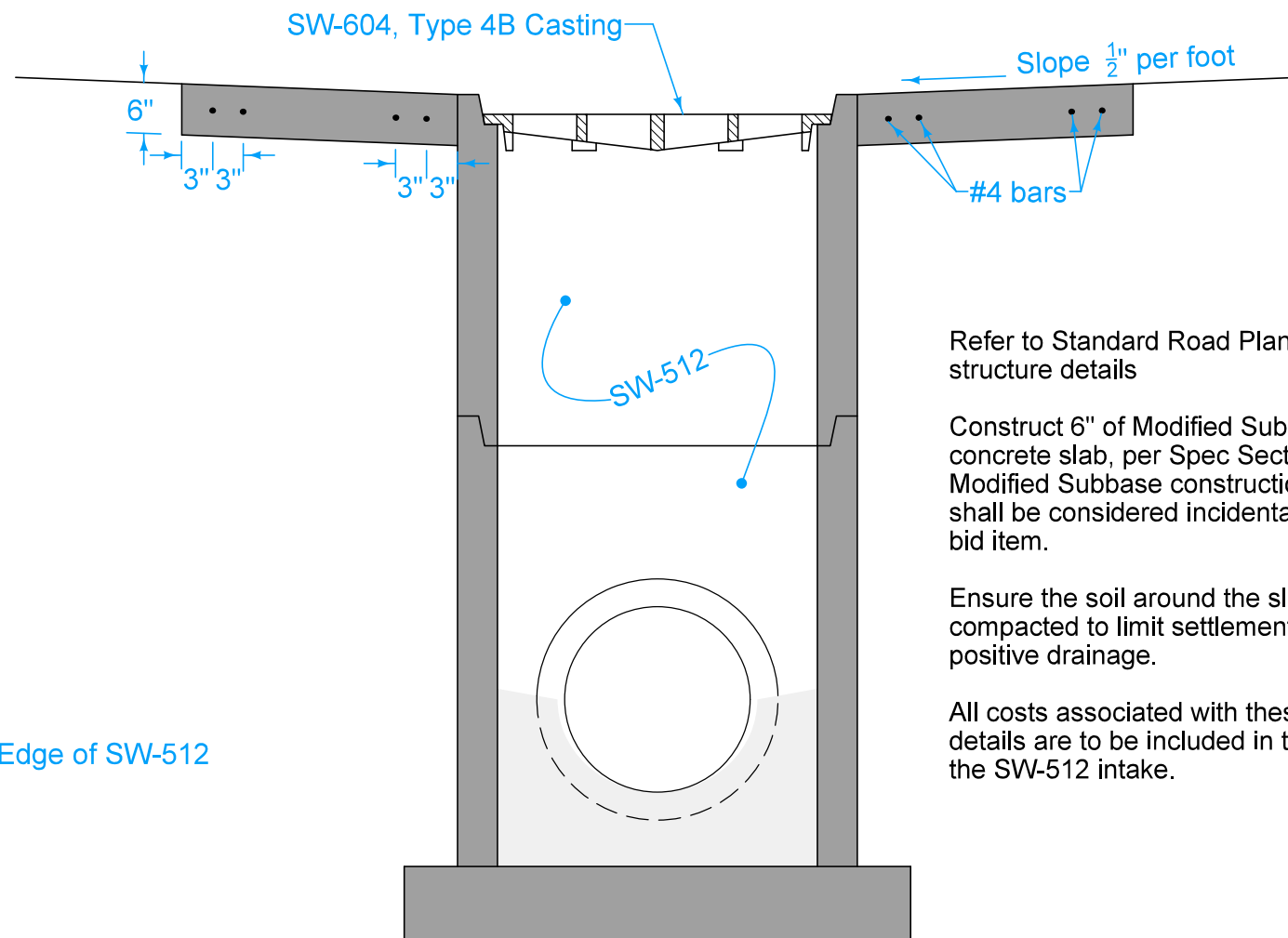
Final Median Grading

- ① Refer to D Sheets for Median Ditch Grades.
- ② Refer to W Sheets for Median Ditch Widths.



Outside Edge of SW-512

SW-512 casting is to be centered in the Concrete Slab



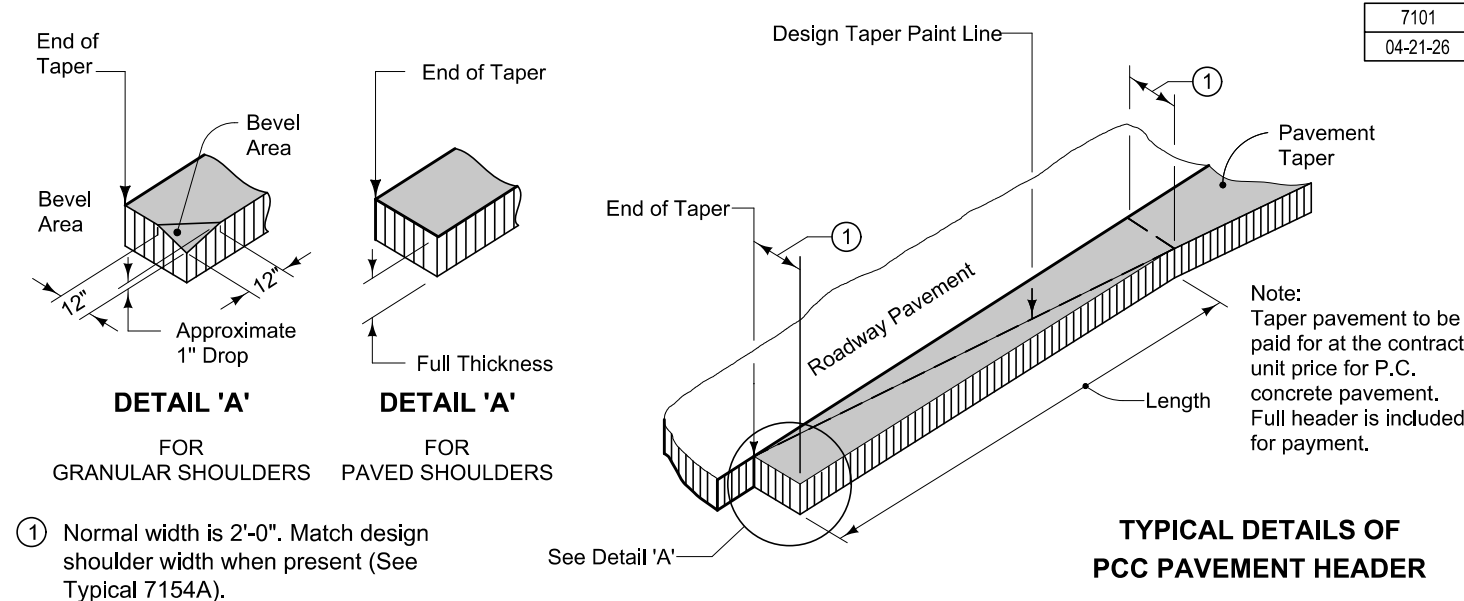
Refer to Standard Road Plan SW-512 for structure details

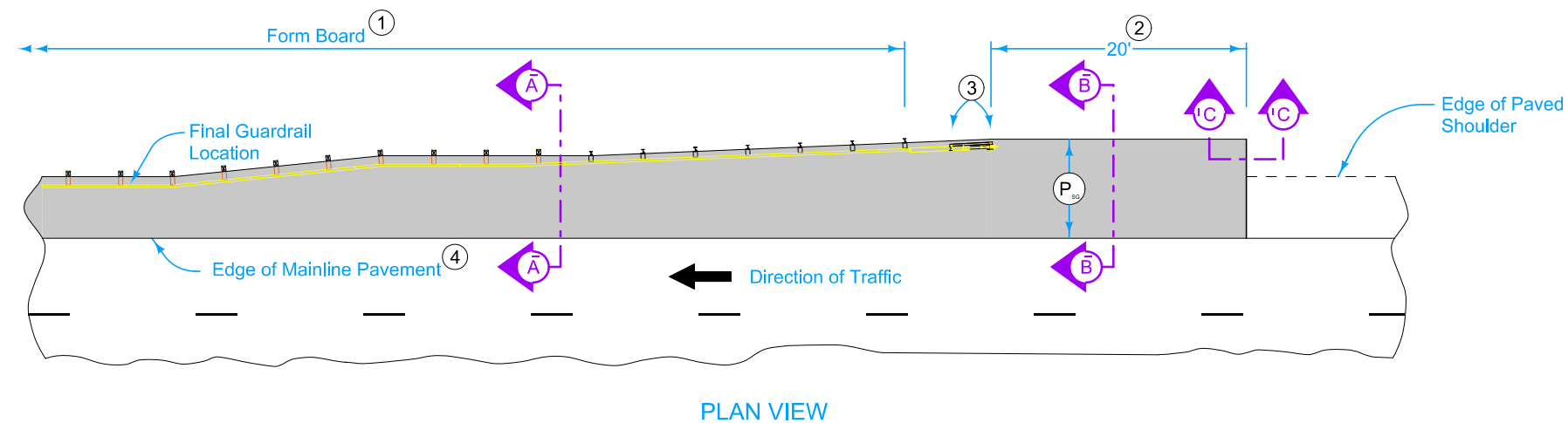
Construct 6" of Modified Subbase under the concrete slab, per Spec Section 2115. Modified Subbase construction for SW-512 shall be considered incidental to the SW-512 bid item.

Ensure the soil around the slab is sufficiently compacted to limit settlement and maintain positive drainage.

All costs associated with these concrete slab details are to be included in the bid price for the SW-512 intake.

Details for Concrete Slab for SW-512

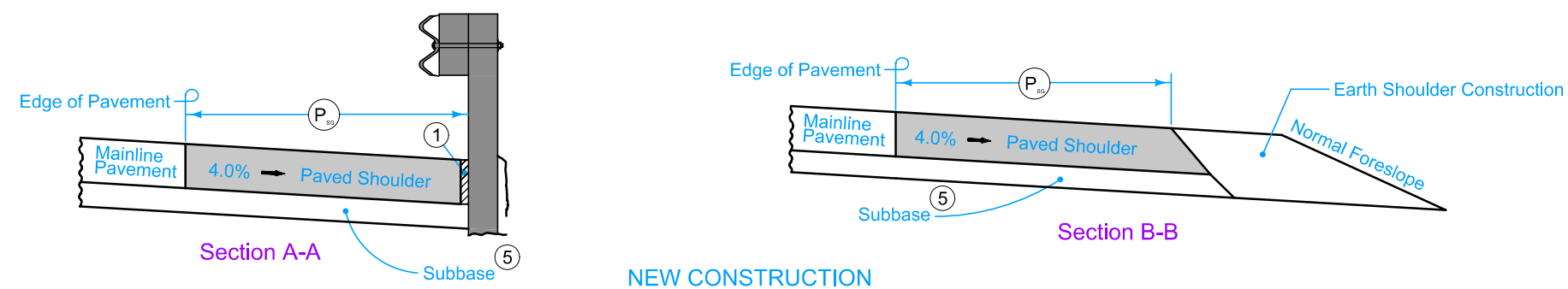




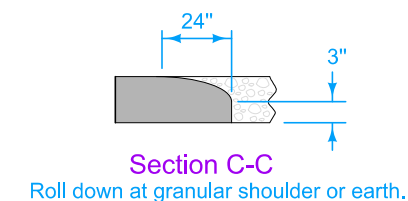
The Paved Shoulder at the Guardrail shall be 10.5" PCC with the following jointing layout:

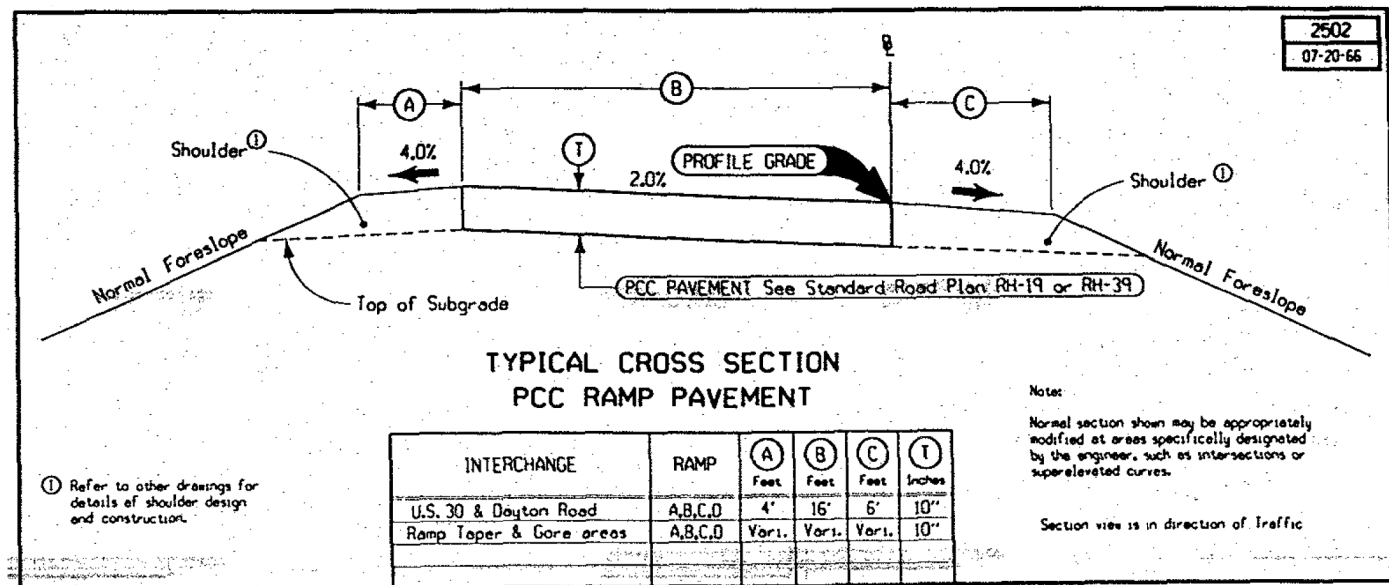
Match mainline pavement joint spacing. Place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

Refer to Tabulation 112-9 for shoulder quantities.

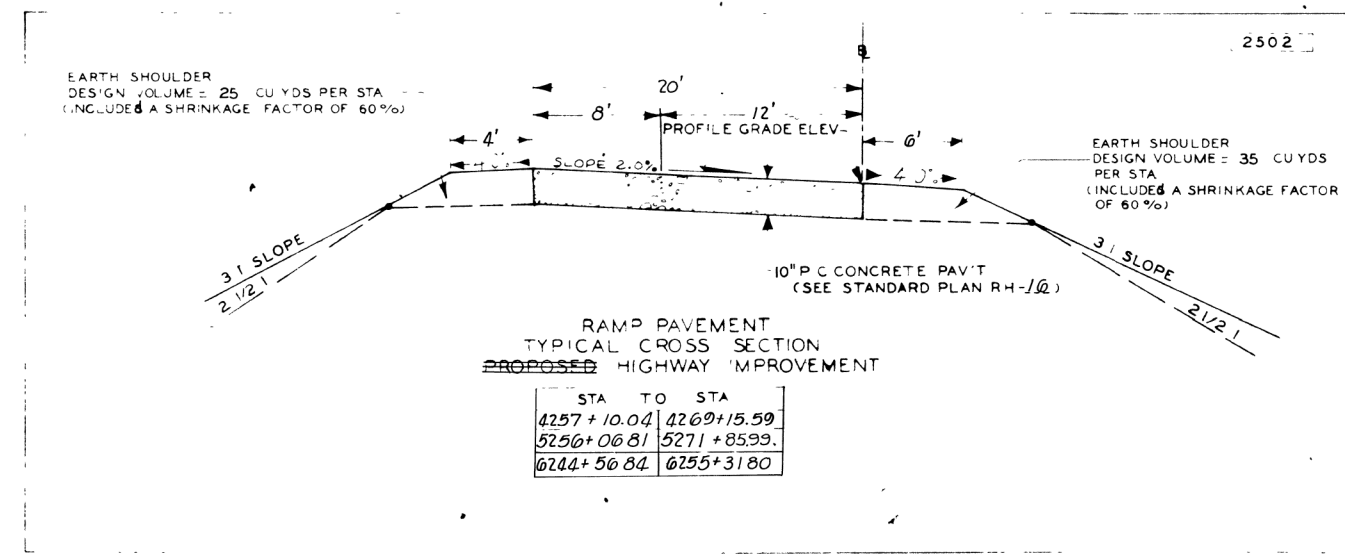


- ① When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
- ② Continue paved shoulder 20 feet beyond the center of the first post.
- ③ Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ④ 'BT' joint (per PV-101) for PCC shoulder.
- ⑤ Refer to other details in the plan.

PAVED SHOULDER AT GUARDRAIL
(GRANULAR SHOULDER ADJACENT TO MAINLINE)



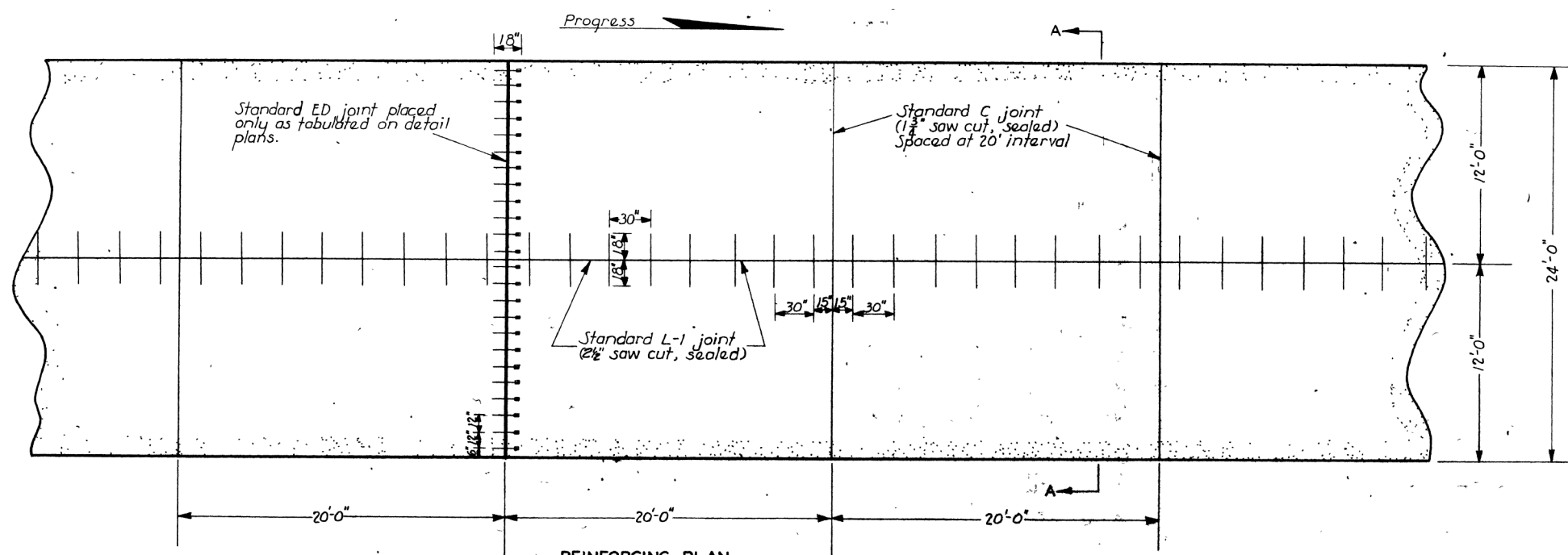
1994 -> HES-30-5(57)--2H-85



1964 -> FU-1065(16)

**Existing US 30
(For Information Only)**

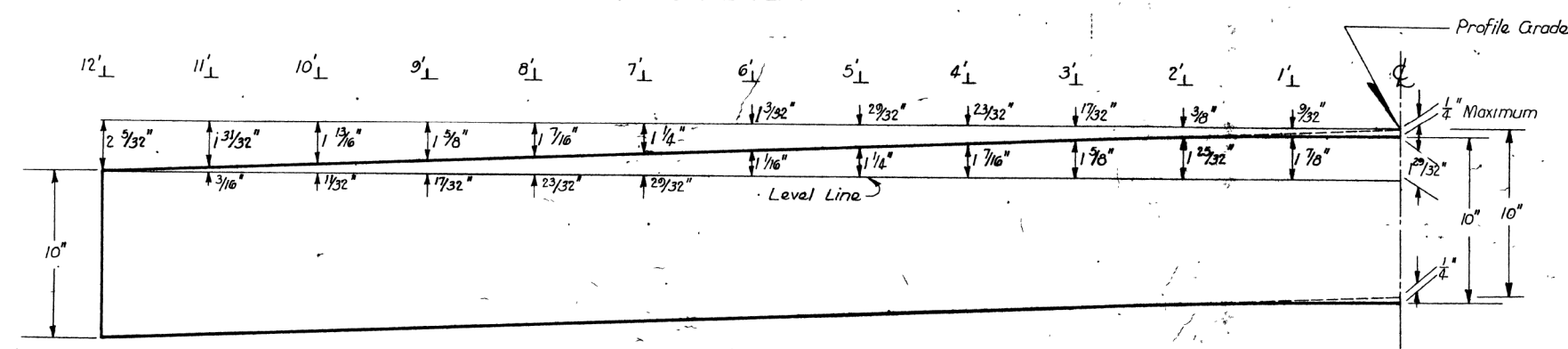
49



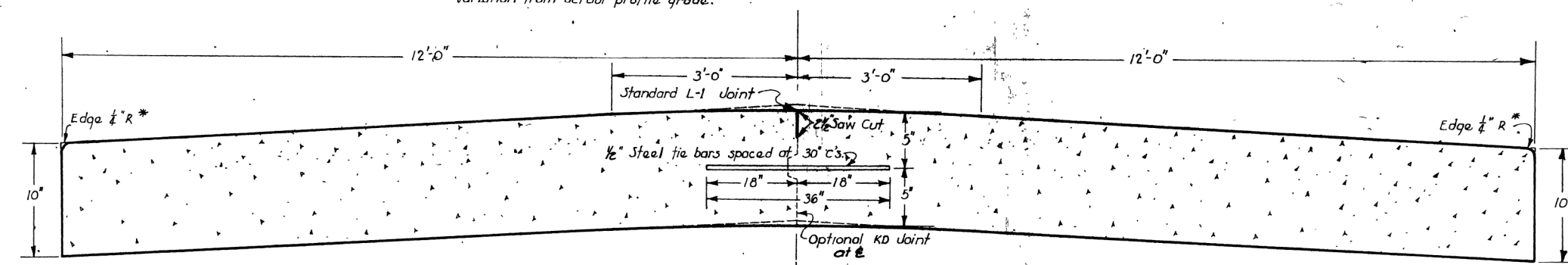
10" THICK - 24'-0" WIDE
PORTLAND CEMENT CONCRETE PAVEMENT
NON REINFORCED

Specifications reference 2301

The price bid for pc concrete paving shall include furnishing and installing all reinforcing steel and other materials necessary for the construction of the pavement and all required joints; as indicated hereon and on other details included within the project plans.



HALF SECTION
Standard pavement slope 0.015 ft. per ft.
3'-0" either side of C may be shaped to a parabolic crown with a maximum of 1/4" variation from actual profile grade.



SECTION A-A
Area = 20.000 Sq. Ft.
Volume = 14.01407 Cu. Yds. per Sta.

* Edge radius maximum 4" except if used at interior lane of multiple lane pavement, then maximum = 1/8".

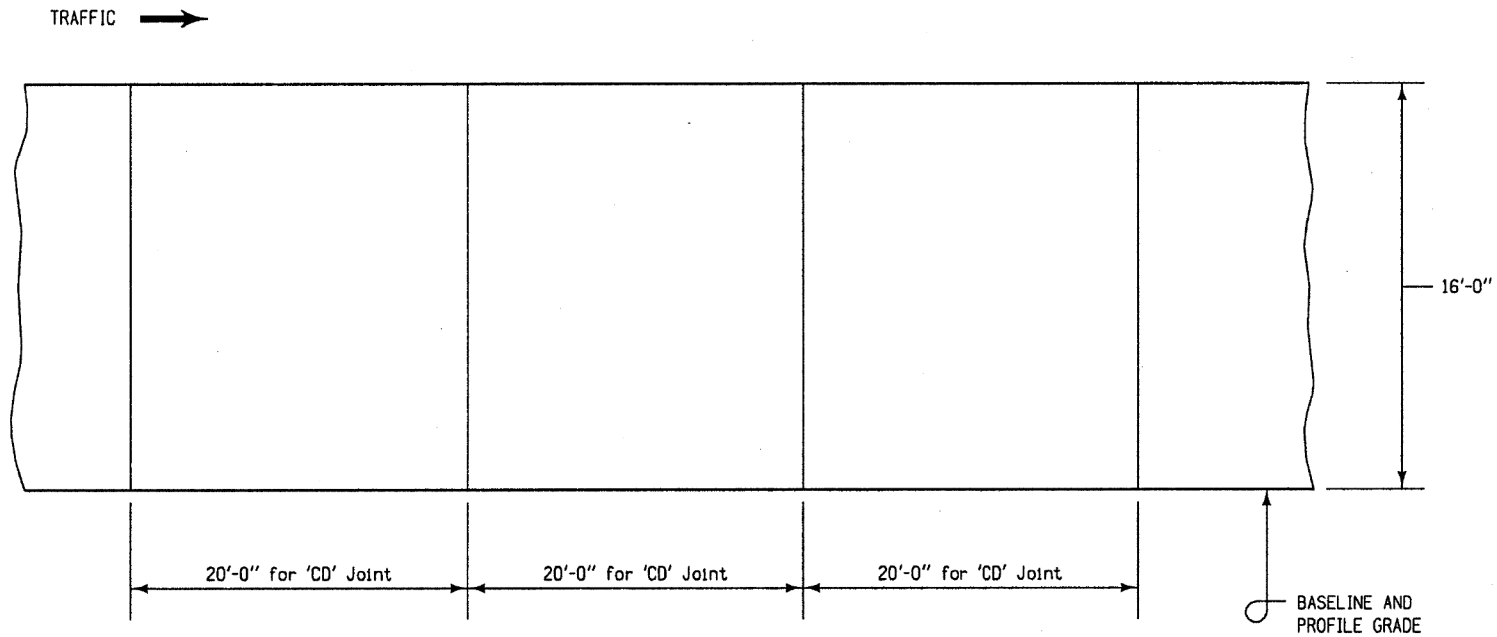
IOWA HIGHWAY COMMISSION	
STANDARD ROAD PLAN	RH-18
RECOMMENDED	J.P. McLaughlin 3-15-62 ROAD ENGINEER DATE
DESIGN COMMITTEE	DATE
APPROVED	CHIEF ENGINEER DATE
10'-24 FT. P. C. CONC. PAV'T. (.015'/FT. STRAIGHT LINE CROWN)	

Story COUNTY F PROJECT NO. 1065(5)

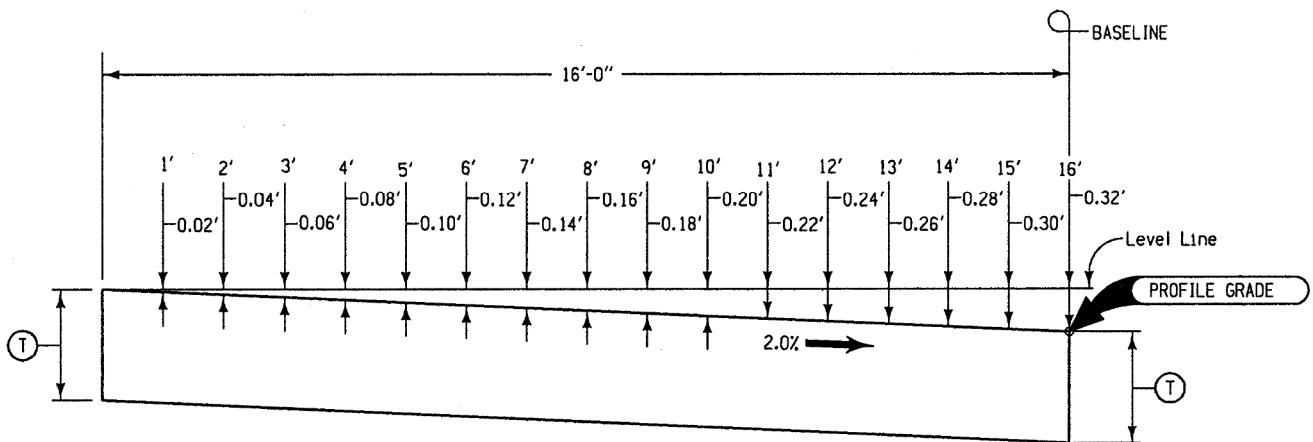
SHEET NO. 49

Old RH-18
(For Information Only)

Contract Item:
Standard or Slip-Form PCC Pavement



PLAN



CROSS SECTION

Edge radius shall be $\frac{1}{4}$ " except if pavement abuts adjacent pavement, then use $\frac{1}{8}$ " radius edge.

PER STATION DESIGN QUANTITIES FOR PAVEMENT										
ITEM	UNIT	T=8"	T=8.5"	T=9"	T=9.5"	T=10"	T=10.5"	T=11"	T=11.5"	T=12"
Section Area	Sq. Ft.	10.67	11.33	12.00	12.67	13.33	14.00	14.67	15.33	16.00
Concrete Volume	Cu. Yds.	39.51	41.98	44.44	46.91	49.38	51.85	54.32	56.79	59.26
Surface Area	Sq. Yds.	177.78	177.78	177.78	177.78	177.78	177.78	177.78	177.78	177.78

 Iowa Department of Transportation Highway Division	
STANDARD ROAD PLAN RH-19	
REVISION: Remove skewed joints.	REVISION NO. 12
<i>William G. Stem</i> APPROVED BY DESIGN/METHODS ENGINEER	REVISION DATE 04-19-05
16'-0" CONCRETE RAMP PAVEMENT	

For joint details,
see Standard Road Plan
RH-50, RH-51, and RH-52.

Old RH-19
(For Information Only)

ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES

Roadway Items : Roadway Items

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
1	2101-0850001	CLEARING AND GRUBBING	ACRE	0.532	Refer to U Sheets for additional information. All material generated as a result of Clearing and Grubbing shall become the property of the contractor and must be disposed off site. All wood material must be disposed of according to Iowa Department of Agriculture and Land Stewardship Emerald Ash Borer Quarantine Order. For more information see www.iowatreepests.com. All costs to clear and grub any trees necessary for removing and installing the chain link fence near Duff Ave. Ramp A shall be included in the cost for this bid item. Refer to Tab. 110-17 in the C Sheets for additional information.
2	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	4,503	Refer to T Sheets. Overhaul will not be measured or paid for, but shall be considered incidental to excavation on this project.
3	2102-2710090	EXCAVATION, CLASS 10, WASTE	CY	9,365	Refer to T Sheets. Overhaul will not be measured or paid for, but shall be considered incidental to excavation on this project. Dispose of excess material according to Article 1106.07 of the current specifications.
4	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	6,070	Refer to Tab. 103-10 in the CS Sheets and the T Sheets. Strip 12 inches of topsoil within the limits of grading. After excavating to the sub grade elevations, spread the stockpiled topsoil to an 8 inch depth across the grading area. Seed the disturbed topsoil stockpile area as per section 2601.05 of the standard specifications. Seeding of the stockpile areas shall be considered incidental to this bid item. Excess topsoil may be wasted uniform within the Right-of-Way, with no discernable difference to the typical section.
5	2107-0425020	COMPACTING BACKFILL ADJACENT TO BRIDGES, CULVERTS OR STRUCTURES	CY	148.7	Refer to Tab. 104-4 in the C Sheets for additional information.
6	2107-0875100	COMPACTION WITH MOISTURE CONTROL	CY	3,451	Refer to Tab. 103-6 in the CS Sheets and the T Sheets for additional information. Cubic yards shown on the contract documents as determined by the template fill volume. Shrinkage will not be included in the moisture control quantity.
7	2115-0100000	MODIFIED SUBBASE	CY	6,668.59	Refer to the Rec. Trail Typical in the B Sheets, Tab. 100-24 and Tab. 113-01A in the C Sheets, and Sheet F.2 for additional information. See B Sheets for locations and additional information. RAP is not allowed in the top 6 inches of the roadway pavement Modified Subbase. The top 6" of Modified Subbase must be recycled PCC or virgin material. Bid item includes 28.73 CY for Recreation Trail subbase and 76.65 CY for Temporary Pavement subbase.
8	2122-5190105	PAVED SHOULDER, P.C. CONCRETE, 10.5 IN.	SY	6,696.6	Refer to Tab. 112-09 in the C Sheets for additional information.

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
9	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA	101.03	Item is for earthwork adjacent to Paved Shoulders, Temporary Pavement, and the Recreational Trail under the WB bridge. The quantity includes 2.48 Sta adjacent to the Recreational Trail and 2.98 Sta adjacent to the Temporary Pavement. Refer to Tab. 112-09 in the C Sheets and Sheet F.2 for additional information. Requires a minimum of 8 inches of topsoil. Place according to Article 2105.03,B of the Standard Specifications.
10	2301-0690203	BRIDGE APPROACH, BR-203	SY	1,059.8	Refer to Tab. 112-06 on the C Sheets for additional information.
11	2301-1033105	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 10.5 IN.	SY	16,390.5	Refer to Tab. 100-24 on the C Sheets for additional information. Refer to B Sheets for locations and additional information.
12	2301-7000110	PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR PCC PAVEMENT THICKNESS (BY SCHEDULE)	EACH	19,188.6	
13	2304-0101000	TEMPORARY PAVEMENT	SY	361.5	Refer to Sheets B.8, F.1, F,2, and Tab. 100-24 in the C sheets for additional information. Bid item is for constructing temporary pavement adjacent to Duff Ramp A between the ramp and the mainline. Method of Measurement: For Temporary Pavement, constructed in accordance with the contract documents, the quantities shown in the contract documents, as square yards, will be paid for at the contract unit price per square yard. Basis of Payment: The contract unit price shall be full compensation for furnishing all tools, equipment, labor, and materials necessary for construction of the temporary pavement in accordance with the contract documents.
14	2317-7000110	PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR PCC PAVEMENT SMOOTHNESS (BY SCHEDULE)	EACH	12,300.4	
15	2402-0425040	FLOODED BACKFILL	CY	180.1	Refer to Tab. 104-4 on the C Sheets for additional information.
16	2402-2720100	EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT	CY	61.7	Refer to Tab. 104-3 on the C Sheets for additional information.
17	2412-0000100	LONGITUDINAL GROOVING IN CONCRETE, BRIDGE DECK AND/OR APPROACHES	SY	3,419	Refer to Tab. 100-28 on the C Sheets for additional information.
18	2416-0100018	APRONS, CONCRETE, 18 IN. DIA.	EACH	1	Refer to Tab. 104-3 on the C Sheets for additional information.
19	2416-1180018	CULVERT, CONCRETE ROADWAY PIPE, 18 IN. DIA.	LF	64	Refer to Tab. 104-3 on the C Sheets for additional information. This quantity includes 8 LF of of temporary pipe. Refer to V Sheets for information on temporary pipe. Removal of temporary pipe shall be incidental to the SW-512 intake bid item.
20	2435-0251224	INTAKE, SW-512, 24 IN.	EACH	1	Refer to Tab. 104-5A on the C Sheets for additional information. Removal of 8 LF of temporary 18" RCP shall be incidental to this item.
21	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.	LF	8,196	Refer to Tab. 104-9A on the CS Sheets for additional information.

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
22	2502-8221306	SUBDRAIN OUTLET, DR-306	EACH	25	
23	2503-0500402	BRIDGE END DRAIN, DR-402	EACH	6	Refer to Tab. 104-08A on the C Sheets for additional information.
24	2505-4008300	STEEL BEAM GUARDRAIL	LF	912.5	Refer to Tab. 108-08A and Tab. 108-08C on the C Sheets for additional information.
25	2505-4008415	STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION, BA-209	EACH	3	Refer to Tab. 108-08A on the C Sheets for additional information.
26	2505-4021010	STEEL BEAM GUARDRAIL END ANCHOR, BOLTED	EACH	3	
27	2505-4021020	STEEL BEAM GUARDRAIL END ANCHOR, W-BEAM	EACH	1	Refer to Tab. 108-08C on the C Sheets for additional information.
28	2505-4021720	STEEL BEAM GUARDRAIL TANGENT END TERMINAL, BA-205	EACH	4	Refer to Tab. 108-08A and Tab. 108-08C on the C Sheets for additional information.
29	2505-4502100	STEEL BEAM GUARDRAIL, POST ADAPTER UNIT, BA-210	EACH	17	Refer to Tab. 108-08A on the C Sheets for additional information.
30	2507-3250005	ENGINEERING FABRIC	SY	16	Refer to Tab. 100-23 on the C Sheets for additional information. Use material specified for embankment erosion control according to Article 4196.01, B, 3. Material will be measured in sq. yds. of actual area covered. Refer to details.
31	2507-6800061	REVETMENT, CLASS E	TON	8.91	Refer to Tab. 100-23 on the C Sheets for additional information. The tabulation includes estimated locations for placement of "Revetment, Class E" for Splash Basins at culvert outlets. Verify the specific locations with the Engineer prior to beginning placement. Estimated at 1.6 ton/cu yd. Class E revetment shall meet requirements of Article 4130.
32	2510-6745850	REMOVAL OF PAVEMENT	SY	20,169.8	Refer to Tabs. 110-1 and 102-5 on the C Sheets for additional information. Refer to B sheets for additional existing pavement information. Refer to U Sheets for additional removal information.
33	2511-0300000	REMOVAL OF RECREATIONAL TRAIL	SY	138.5	Refer to B Sheets and S Sheets for details and additional information. Refer to J Sheets for pedestrian path closures.
34	2511-0302700	RECREATIONAL TRAIL, PORTLAND CEMENT CONCRETE, 7 IN.	SY	137	
35	2519-1002072	FENCE, CHAIN LINK, 72 IN. HEIGHT	LF	2,871.9	Refer to Tab. 100-07 on the C Sheets and the U Sheets for additional information.
36	2519-3000000	FLOOD PLAIN FENCE	LF	57.1	
37	2519-4200120	REMOVAL OF FENCE, CHAIN LINK	LF	2,944.2	Refer to Tab. 100-08 on the C Sheets and the U Sheets for additional information.
38	2520-3350010	FIELD LABORATORY	EACH	1	

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
39	2526-8285020	CONSTRUCTION SURVEY, CONTROL POINT SURVEY	LS	1	
40	2526-8285040	CONSTRUCTION SURVEY, LOCATION SURVEY	LS	1	
41	2527-9263181	PAVEMENT MARKINGS REMOVED	STA	431.42	Refer to Tab. 108-22 on the Sheet C Sheets and the J Sheets for additional information.
42	2527-9263209	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED	STA	642.11	
43	2527-9263231	REMOVABLE TAPE MARKINGS, WET RETROREFLECTIVE	STA	133.52	
44	2527-9270112	GROOVES CUT FOR PAVEMENT MARKINGS	STA	333.15	
45	2528-2518000	SAFETY CLOSURE	EACH	6	Refer to Tab. 108-13A on the C Sheets for additional information.
46	2528-3800000	MODULAR GLARE SCREEN SYSTEM	LF	2,837.5	Refer to Tab. 108-33 on the C Sheets for additional information.
47	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE	LF	2,437.5	Refer to Tab. 108-33 on the C Sheets and the J Sheets for additional information. All temporary barrier rail shall be nominal 12'-6 long concrete units. Refer to the J Sheets for additional information. Bid item is to include removal of Temporary Barrier Rail, Concrete at the end of the project.
48	2528-8400157	TEMPORARY FLOODLIGHTING LUMINAIRE	EACH	4	Refer to Tab. 108-27 on the C Sheets for additional information.
49	2528-8445110	TRAFFIC CONTROL	LS	1	Refer to J Sheets for additional information.
50	2528-8445113	FLAGGERS	EACH	0	See Proposal.
51	2528-9290050	PORTABLE DYNAMIC MESSAGE SIGN (PDMS)	CDAY	0	
52	2533-4980005	MOBILIZATION	LS	1	--
53	2548-0000100	MILLED SHOULDER RUMBLE STRIPS, HMA SURFACE	STA	109.74	Refer to Tab. 112-10 on the C Sheets for additional information.
54	2548-0000110	ASPHALT EMULSION FOR FOG SEAL (SHOULDER RUMBLE STRIPS)	GAL	118.9	
55	2548-0000250	DIAMOND GROUND SHOULDER RUMBLE STRIPS, PCC SURFACE	STA	89.32	
56	2551-0000130	TEMP CRASH CUSHION, SEVERE USE (SU)	EACH	2	Refer to Tab. 108-30 on the C Sheets and the J Sheets for additional information. Crash Cushions from the previous year of construction shall be used. This item is for moving, setting the temporary crash cushions, and removing them from the project site. Refer to J Sheet Legend sheet for additional information.

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
57	2599-9999005	('EACH' ITEM) TEMP CRASH CUSHION, SEVERE USE (SU), REMOVE	EACH	7	Item is for removing Temporary Crash Cushions from a previous contract. Temporary Crash Cushions shall become the property of the Contractor. Refer to Tab. 108-30 on the C Sheets and the J Sheets for additional information. Measurement for Temp Crash Cushions, Severe Use (SU), Remove will be by count. Payment for Temp Crash Cushions, Severe Use (SU), Remove will be at the contract unit price per each.
58	2599-9999009	('LINEAR FEET' ITEM) TEMPORARY BARRIER RAIL, CONCRETE, RELOCATE	LF	1,875	Item is for relocating Concrete Temporary Barrier Rail left from a previous contract and removing the relocated Concrete Temporary Barrier Rail at the end of the project. This quantity includes only Temporary Barrier Rail left from a previous project. Moving standard TBR included in this contract will be paid for per the specifications. Quantity includes 150 Sections. Measurement for Temporary Barrier Rail, Concrete, Relocate will be in linear feet. Payment for Temporary Barrier Rail, Concrete, Relocate will be at the contract unit price per linear foot.
59	2599-9999009	('LINEAR FEET' ITEM) TEMPORARY BARRIER RAIL, CONCRETE, REMOVE	LF	687.5	Item is for removing Concrete Temporary Barrier Rail from the project site, left from a previous contract. Existing Concrete Temporary Barrier Rail shall become the property of the Contractor. Quantity includes 205 Sections. Measurement for Temporary Barrier Rail, Concrete, Remove will be in linear feet. Payment for Temporary Barrier Rail, Concrete, Remove will be at the contract unit price per linear foot.
60	2601-2633100	MOWING	ACRE	8	Estimate is based on two mowings of all native grass seeded areas. In areas inaccessible to field equipment, cut with appropriate hand equipment and keep current with the mowing of adjacent areas. Perform mowings when the vegetation is between 12 and 18 inches tall. Mow vegetation to a height between four and eight inches.
61	2601-2634100	MULCHING	ACRE	10.6	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. Use mulch that is Certified Noxious Weed Seed Free Mulch as certified by the Iowa Crop Improvement Association or adjacent states Crop Improvement Associations. Mulch Rate: 1 1/2 tons of dry cereal straw or native grass straw per acre. Mulching shall be applied as described in standard specification section 2601. After seeding, mulch all areas disturbed by grading except where slope protection has been applied.

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
62	2601-2636015	NATIVE GRASS SEEDING	ACRE	4	Seed all areas outside eight feet adjacent to outside shoulder along mainline, side roads, and infield areas at interchanges with "Native Grass Seeding". Refer to RU Sheets for additional details. Supply all seed for "Native Grass Seeding". Apply all forb seed through the native grass drill wildflower or small seed box. Do not mix and apply Forb seed with the native grass seed. Apply cover crop through the cool season or through cover crop seed box. Do not mix and apply cover crop seed with the native grass seed. Remove seed remaining in the drill at the end of each day. At the completion of all seeding, remove remaining seed from the drill by vacuum or other means. Hand broadcast remaining seed on the project. The Engineer will review the limits with the Contractor prior to seeding. Seeding and seed bed preparation shall be as described in the Standard Specifications Section 2601 and as shown on the plans. See the RR Sheets for details. The Contractor shall flag the seeding limits and obtain the Engineers review of the limits prior to seeding.
63	2601-2636043	SEEDING AND FERTILIZING (RURAL)	ACRE	1.3	Seed and fertilize all areas 8 foot adjacent to the shoulder mainline, medians, and side roads according to Article 2601.03, C, 3, of the Standard Specifications. Refer to RR and RU Sheets for additional information.
64	2601-2642100	STABILIZING CROP - SEEDING AND FERTILIZING	ACRE	5.3	Item is included for disturbed areas. 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. If stabilizing crop must be used, place immediately following completions of finished grading. Reseeding of these areas will be required at contractors expense if damage occurs due to contractors negligence during the contract period. It is not necessary to place stabilizing crop in locations that have be covered by Wood Excelsior Mat.
65	2602-0000020	SILT FENCE	LF	7,493	Refer to Tab. 100-17 in the RC Sheets. The tabulation includes estimated locations for placement of "Silt Fence" to address erosion to be encountered during construction. Verify the specific locations with the Engineer prior to beginning placement. Bid item includes tab quantity for the paving project for new locations and 10% of the original tab quantity for the grading project (13,754 LF) for field adjustments and replacements. See Standard Road Plan EC-201. The engineer may adjust silt fence locations to fit field conditions.
66	2602-0000030	SILT FENCE FOR DITCH CHECKS	LF	1,466	Refer to Tab 100-18 in the RC Sheets. 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 tab quantities for the paving project for new locations and 10% of the original tab quantity for the grading project (2,756 LF) for field adjustments and replacements. See Standard Note 232-10 and Standard Road Plan EC-201. See RR Sheets for locations. The engineer may adjust silt fence locations to fit field conditions.

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
67	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	8,959	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.
68	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	8,959	This item is included for maintaining the new silt fence and silt fence ditch checks installed for the paving project and existing silt fence and silt fence ditch checks installed as part of the grading project.
69	2602-0000160	ROCK CHECK DAM	LF	119	Place at locations as directed by the Engineer. Quantity based on 10% of Silt Fence for Ditch Checks. Use Class D Revetment to construct Rock Check Dams.
70	2602-0000170	MAINTENANCE OF ROCK CHECK DAM	EACH	8	Quantity is based on 3 cleanouts of each Rock Check Dam. Each Rock Check Dam is estimated to be 16 feet.
71	2602-0000180	REMOVAL OF ROCK CHECK DAM	EACH	3	Quantity is based on 1 removal of each Rock Check Dam. Each Rock Check Dam is estimated to be 16 feet.
72	2602-0000212	FLOATING SILT CURTAIN (HANGING)	LF	620	Refer to Tab. 100-10 in the RC Sheets for additional information.
73	2602-0000240	MAINTENANCE OF FLOATING SILT CURTAIN	LF	310	
74	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	680	Refer to Tab. 100-19 in the RC Sheets for additional information. 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 placement. Bid item includes 25% additional quantity for field adjustments and replacements.
75	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN. DIA.	LF	630	
76	2602-0000351	REMOVAL OF PERIMETER AND SLOPE OR DITCH CHECK SEDIMENT CONTROL DEVICE	LF	1,310	
77	2602-0010010	MOBILIZATIONS, EROSION CONTROL	EACH	1	---
78	2602-0010020	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	1	

PROJECT DESCRIPTION		100_01D 8/15/22
The overall project involves the replacement of the Eastbound and Westbound US 30 bridges over the South Skunk River, various hydraulic/drainage improvements to improve the operational Level of Service (LOS) with respect to roadway flooding impacts, and roadway widening to construct EB and WB auxiliary lanes between the Duff Avenue (US 65) and Dayton Avenue interchanges.		
This project, NHSX-030-5(310)--3H-85, involves the paving of the Westbound auxiliary lane and Ramp A at Duff Avenue and Ramp C at Dayton Ave and full reconstruction of a portion of US 30 Westbound near the Skunk Ave. river bridges. Also included in this project is grading inside the Duff Ave. and Dayton Ave. interchanges, removal of existing median crossovers and grading of the median. This project is tied with other projects in the area, including but not limited to, BRF-030-5(311)--38-85 (Bridge Replacement - PPCB), NHSX-030-5(312)--3H-85 (RCB Culvert New - Triple Box), NHSX-030-5(313)--3H-85 (RCB Culvert New - Triple Box), NHSX-030-5(314)--3H-85 (Traffic Signs) and NHSX-030-5(315)--3H-85 (Lighting).		

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3.0	100_08	REMOVAL OF FENCE	C.33	
4.0	100_10	FLOATING SILT CURTAINS	RC.1	
5.0	100_17	TABULATION OF SILT FENCES	RC.2	
6.0	100_18	SILT FENCES FOR DITCH CHECKS	RC.3	
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105_04 10/20/26 STANDARDS The following Standards apply to construction work on this project.		
Number	Date	Title
BA-102	10-20-26	44in Concrete Barrier (Half Section)
BA-105	10-20-26	34in to 44in Concrete Barrier Transition Section
BA-106	10-20-26	Reinforced Paved Shoulder for Concrete Barrier
BA-107	10-20-26	Concrete Barrier End Section
BA-150	10-20-26	Side Obstacle Protection with Concrete Barrier and Guardrail
BA-200	10-20-26	Steel Beam Guardrail Components
BA-201	10-18-22	Steel Beam Guardrail Barrier Transition Section (MASH TL-3)
BA-202	10-20-26	Steel Beam Guardrail Bolted End Anchor
BA-203	10-15-19	Steel Beam Guardrail W-Beam End Anchor
BA-205	10-17-23	Steel Beam Guardrail Tangent End Terminal (MASH TL-3)
BA-209	10-15-24	Steel Beam Guardrail Barrier Transition Section (Mash Tl-3, 34in Mounting Height)
BA-250	10-20-26	Steel Beam Guardrail Installation at Concrete Barrier or Bridge End Post (MASH TL-3)
BA-252	10-21-25	Steel Beam Guardrail Installation at Side Object (One-Way Protection)
BA-401	04-20-21	Temporary Barrier Rail (Precast Concrete)
BA-500	04-20-21	Temporary Crash Cushions Sand Barrel
BR-101	10-20-26	Bridge Approach Section (General Details)
BR-203	10-20-26	Double Reinforced 12in Approach
BR-211	04-21-26	Bridge Approach (Abutting PCC or Composite Pavement)
DR-101	04-18-17	Pipe Culvert (Bedding and Backfill)
DR-102	04-21-15	Pipe Culvert (Cover and Camber)
DR-103	04-21-15	Pipe Culvert (Installation Details)
DR-104	04-19-16	Depth of Cover Tables for Concrete and Corrugated Pipe
DR-121	04-18-23	Connected Pipe Joints
DR-201	10-17-23	Concrete Aprons
DR-213	10-18-22	Pipe Apron Guard
DR-303	10-17-17	Subdrains (Longitudinal)
DR-306	10-17-23	Precast Concrete Headwall for Subdrain Outlets
DR-402	04-16-24	Rock Flume for Bridge End Drain
DR-601	04-18-17	Reinforced Concrete Pipe Culvert
DR-621	04-18-17	Pipe Extension
EC-101	04-19-16	Wood Excelsior Mat for Ditch Protection
EC-201	04-20-21	Silt Fence
EC-202	10-21-14	Floating Silt Curtain
EC-303	10-19-21	Stabilized Construction Entrance
EC-502	04-21-15	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
EW-105	04-21-15	Reshaping Slopes and Ditches
EW-201	04-19-16	Bridge Berm Grading without Recoverable Slope (Barnroof Section)
EW-301	10-20-26	Guardrail Grading
EW-403	04-18-17	Temporary Erosion Control Measures
LI-104	10-21-14	Junction box (cast Iron)
LI-130	10-17-17	Temporary Floodlighting Luminaires
MI-101	10-20-15	Fencing Layout
MI-102	10-20-15	Chain Link Fence Construction
MI-104	10-17-17	Fence Construction at Channel Crossings, Flood Plains, and Minor Ground Depressions
PM-110	10-15-24	Line Types
PM-115	10-20-26	Grooving for Line Types
PM-310	04-15-25	Entrance and Exit Ramps
PV-101	10-20-26	Joints
PV-105	10-21-14	PCC Pavement Widening
PV-121	10-21-25	Jointing PCC Pavement Widening
PV-303	04-21-20	Superelevation Details Ramps
SI-101	04-19-16	Locations - Type 'A' Signs
SI-112	04-19-16	Footings For Steel Breakaway Posts

105_04 10/20/26 STANDARDS The following Standards apply to construction work on this project.		
Number	Date	Title
SI-131	10-18-16	Installation - Type 'A' Signs
SI-133	10-17-17	Installation - Type 'A' Sign Shim
SI-172	04-19-16	Delineators
SI-173	04-19-16	Object Markers
SI-211	10-18-22	Object Marker and Delineator Placement with Guardrail
SI-881	10-20-26	Special Signs for Workzones
SW-512	10-21-25	Circular Area Intake
SW-604	10-21-25	Castings for Area Intakes
TC-1	10-15-19	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-402	04-18-23	Work Within 15 ft of Traveled Way
TC-416	10-15-19	Partial Lane Closure on Ramps
TC-417	04-21-20	Ramp Closure
TC-418	04-18-23	Lane Closure on Divided Highway
TC-420	10-16-18	Lane Closure at Ramps
TC-431	04-15-25	Slow Moving Vehicle Operating in the Traffic Lane
TC-432	10-17-17	Shoulder Rumble Strip Operations
TC-433	10-17-17	Pavement Marking Operations
TC-451	04-18-23	Temporary Road Closure on Divided Highway

INCIDENTAL ITEMS Special or unique items where method of measurement / basis of payment is not indicated in the specifications or other contract documents.						
Line No.	Incidental Item	Unit	Quantity	Incidental to Item Code	Incidental to Item	Remarks
1.0	18" UNCL Pipe Removal	LF	746	2102-2710070	Excavation, Class 10, Roadway and Borrow	Two median crossover pipes Sta. 128+00 and Sta. 131+00
2.0	UNCL Apron Removal	Each	4	2102-2710070	Excavation, Class 10, Roadway and Borrow	Aprons for Median Crossover Pipes
3.0	UNCL Pipe Removal	LF	8	2102-2710070	Excavation, Class 10, Roadway and Borrow	Temporary Ramp A Extension Sta. 127+31.62

EXISTING PAVEMENT																					102_05 9/29/23
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	Story	US 30	EB	147.45	148.58	2012		NHSX-030-5(237)--3H-85	HMA	1.5	HMA	1.5			SCR	3.0					
2.0	Story	US 30	EB			1992		F-30-5(105)--20-85	AAC	3.0							Ames Mine	C. LST.			
3.0	Story	US 30	EB			1964		FN-30-5(22)--21-85	PCC	9.0	ATB	4.0					Christensen	Gravel	1		Ferguson St.=3
4.0																					
5.0	Story	US 30	EB	148.58	150.18	2012		NHSX-030-5(237)--3H-85	HMA	1.5	HMA	1.5			SCR	3.0					
6.0	Story	US 30	EB			1992		F-30-5(105)--20-85	AAC	3.0							Ames Mine	C. LST.			
7.0	Story	US 30	EB			1964		F-1065(17)	PCC	10.0	GSB	4.0					Christensen	Gravel	1		
8.0																					
9.0																					
10.0	Story	US 30	WB	147.35	148.58	2012		NHSX-030-5(237)--3H-85	HMA	1.5	HMA	1.5			SCR	3.0					
11.0	Story	US 30	WB			1992		F-30-5(105)--20-85	AAC	3.0							Ames Mine	C. LST.			
12.0	Story	US 30	WB			1974		FN-30-5(22)--21-85	PCC	9.0	ATB	4.0					Christensen	Gravel	1		Ferguson St.=3
13.0																					
14.0	Story	US 30	WB	148.58	150.09	2012		NHSX-030-5(237)--3H-85	HMA	1.5	HMA	1.5			SCR	3.0					
15.0	Story	US 30	WB			1992		F-30-5(105)--20-85	AAC	3.0		4.0					Ames Mine	C. LST.			
16.0	Story	US 30	WB			1964		F-1065(17)	PCC	10.0	GSB						Christensen	Gravel	1		
17.0																					
18.0	Story	US 30	WB	150.09	150.81	2012		NHSX-030-5(237)--3H-85	HMA	1.5	HMA	2.0			SCR	3.5					
19.0	Story	US 30	WB			1999		NHSN-30-5(151)--2R-85	AAC	1.5	BAC	2.0					Eagle City	C. LST.			
20.0	Story	US 30	WB			1964		F-1065(17)	PCC	10.0	GSB	4.0					Ferguson	C. LST.	1		GND 1989

108_13A 3/27/25			
SAFETY CLOSURES			
Station	Road Closure Qty.	Hazard Closure Qty.	Remarks
1260+04.23	1		Duff Ave. Ramp A Closure, Stage 1 Only
1289+03.53	1		US 30 WB Closure, Stage 1 &3
1315+75.72	1		US 30 WB Closure, Stages 1 & 2
3523+46.02	1		Dayton Ave. Ramp C Closure, Stage 1, 2
	1		Trail Closure
	1		Trail Closure
Total	6		

108_27 8/15/22 TEMPORARY FLOODLIGHTING LUMINAIRES Possible Standard: LI-130					
Line No.	Item No.	Station	Offset (FT)	Number Luminaires	Remarks
1.0	1	1284+67.00	17.0	1	Stages 1, 2
2.0	2	1287+02.00	17.0	1	Stages 1, 2
3.0	3	1313+87.00	17.0	1	Stages 1, 2
4.0	4	1316+60.81	17.0	1	Stages 1, 2
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
1.0		1294+24.80	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
2.0		1307+94.59	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
3.0		1284+75.21	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
4.0		1285+92.56	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
5.0		1292+68.49	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
6.0		1296+58.67	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
7.0		1306+12.34	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
8.0		1312+32.24	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
9.0		1317+21.21	Median		Temporary Severe Use										Left in Place from Previous Construction (Remove Prior to Stage 1)
10.0															
11.0	WB	1309+96.53	Median	1.9	Temporary Severe Use	1	2.00							TBR	Install in Stage 1, Used in Stages 1 & 2
12.0	WB	1314+47.59	Median	1.9	Temporary Severe Use	1	2.00							TBR	Install in Stage 1, Used in Stages 1 & 2

Total:2

9 Temp Crash Cushions are left in place from construction the previous year

2 Temporary Crash Cushions are needed for this project

Temp Crash Cushions from previous year can be used for Temp Crash Cushions in this project. Include costs for moving, setting, and removing these devices in the Temp Crash Cushion, Severe Use (SU) bid item.

Costs for removing the 7 extra Crash Cushions from the previous year are to be included in the Temp Crash Cushion, Severe Use (SU), Remove bid item.

108_33 8/15/22 TEMPORARY BARRIER RAIL Possible Standard: BA-401 Possible Detail: 560-7 * Not a bid item. Anchorage requirements are based on TBR locations shown in the plans. TBR alignments that vary from what is shown in the plans may result in additional TBR sections requiring anchorage.								
Line No.	No.	Station From	Station To	Length (FT)	Barrier Rail Type	Anchored*	Modular Glare Screen System	Remarks
1.0	Pre-Stage 1							
2.0	Left in Place	1282+19.19	1284+75.21	250.0	Concrete BA-401	No		Remove before Stage 1; Crossover WB Lanes
3.0	Left in Place	1285+92.56	1288+23.25	225.0	Concrete BA-401	No		Remove before Stage 1; Crossover EB Lanes
4.0	Left in Place	1292+68.49	1294+73.45	200.0	Concrete BA-401	Yes		Remove before Stage 3; Adjacent to EB Lanes
5.0	Left in Place	1292+71.00	1294+24.63	150.0	Concrete BA-401	No		Remove before Stage 1; Adjacent to WB Lanes
6.0	Left in Place	1294+73.45	1295+88.67	112.5	Concrete BA-401	No		Remove before Stage 3; Adjacent to EB Lanes
7.0	Left in Place	1296+58.80	1303+11.71	637.5	Concrete BA-401	No		Remove before Stage 1; on Median Bridge
8.0	Left in Place	1306+12.34	1308+30.11	212.5	Concrete BA-401	Yes		Remove before Stage 3; Adjacent to EB Lanes
9.0	Left in Place	1306+28.02	1307+94.45	162.5	Concrete BA-401	No		Remove before Stage 1; Adjacent to WB Lanes
10.0	Left in Place	1308+30.11	1309+96.66	162.5	Concrete BA-401	No		Remove before Stage 3; Adjacent to EB Lanes
11.0	Left in Place	1312+32.24	1314+88.26	250.0	Concrete BA-401	No		Remove before Stage 1; Crossover EB Lanes
12.0	Left in Place	1315+16.09	1317+21.21	200.0	Concrete BA-401	No		Remove before Stage 1; Crossover WB Lanes
13.0								
14.0	Stage 1							
15.0	Remove	1282+19.19	1284+75.21	250.0	Concrete BA-401	No		Remove before Stage 1; Crossover WB Lanes
16.0	Remove	1285+92.56	1288+23.25	225.0	Concrete BA-401	No		Remove before Stage 1; Crossover EB Lanes
17.0	Remove	1292+71.00	1294+24.63	150.0	Concrete BA-401	No		Remove before Stage 1; Adjacent to WB Lanes
18.0	Remove	1296+58.80	1303+11.71	637.5	Concrete BA-401	No		Remove before Stage 1; on Median Bridge
19.0	Remove	1306+28.02	1307+94.45	162.5	Concrete BA-401	No		Remove before Stage 1; Adjacent to WB Lanes
20.0	Remove	1312+32.24	1314+88.26	250.0	Concrete BA-401	No		Remove before Stage 1; Crossover EB Lanes
21.0	Remove	1315+16.09	1317+21.21	200.0	Concrete BA-401	No		Remove before Stage 1; Crossover WB Lanes
22.0	Place	1270+62.13	1285+34.37	1437.5	Concrete BA-401	No		Stages 1 & 2
23.0	Place	1285+43.74	1314+47.59	2837.5	Concrete BA-401	No	Yes	Stages 1 & 2
24.0	Place	1292+30.21	1292+68.61	37.5	Concrete BA-401	Yes		Stages 1 & 2
25.0								
26.0	Stage 2							
27.0	Remove	1270+62.13	1285+34.37	1437.5	Concrete BA-401	No		From Stage 1
28								
29	Stage 3							
30	Remove	1292+68.49	1294+73.45	200.0	Concrete BA-401	Yes		From Previous Year
31	Remove	1294+73.45	1295+88.67	112.5	Concrete BA-401	No		From Previous Year
32	Remove	1306+12.34	1308+30.11	212.5	Concrete BA-401	Yes		From Previous Year
33	Remove	1308+30.11	1309+96.66	162.5	Concrete BA-401	No		From Previous Year
34	Remove	1285+43.74	1314+47.59	2837.5	Concrete BA-401	No	Yes	From Stage 1
35	Remove	1292+30.21	1292+68.61	37.5	Concrete BA-401	Yes		From Stage 1

1,875 LF from Previous Construction can be incorporated into this project.

Bid Quantities:

2528-3800000 Modular Glare Screen System - 2,837.5 LF

2528-8400048 Temporary Barrier Rail, Concrete - 2,437.5 LF

2599-9999009 Temporary Barrier Rail, Concrete, Remove - 687.5 LF

2599-9999009 Temporary Barrier Rail, Concrete, Relocate - 1,875 LF

Refer to Estimate Reference Information for additional information on these bid items.

CLEARING AND GRUBBING																							110_17 1/27/25	
Line No.	Station From	Station To	Direction of Traffic	Work and Material Type	>3"-6"	>6"-9"	>9"-12"	>12"-15"	>15"-18"	>18"-24"	>24"-30"	>30"-36"	>36"-42"	>42"-48"	>48"-60"	>60"-72"	>72"	Other Materials Length (FT)	Other Materials Width (FT)	Estimated Units	Estimated Area (Acres)	Estimated Herbicide Application (EA)	Remarks	
1.0	1270+52.11	1275+93.42	WB	Trees - Clearing and Grubbing																	0.154			
2.0	1299+08.71	1299+86.97	WB	Trees - Clearing and Grubbing																	0.097			
3.0	1299+50.97	1300+48.13	WB	Trees - Clearing and Grubbing																	0.119			
4.0	1301+73.37	1302+77.80	WB	Trees - Clearing and Grubbing																	0.162			
Total:																					0.532			

4/5/24

Refer to Tabulation 102-5.

Line No.	Station From	Station To	Side	Pavement Type	Area (SY)	Saw Cut* (LF)	Remarks
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[illegible]

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			
	5272+30.00	DR-601	18.0	2000D	RCP	56.0		C				1	1										883.46	883.97			23.78	32.22									61.7								
Total:						56						1																																61.7	

Pipe has an SW-512 inlet structure. Refer to Tab. 104-5A in the C Sheets for additional information and details.

104 04

8/15/22

ROADWAY ITEMS FOR DRAINAGE STRUCTURES INSTALLED BY CULVERT CONTRACTOR

* Not a Bid Item

(1) Backfill according to DR-111

Location	Design No.	Size	Kind	Dike Lt.	Dike Rt.	Dike Station	Dike Top Elevation	Dike Type	Compacting Backfill Adjacent (CY)	Compaction w/ Moisture Control (CY)	Compaction w/ Moisture and Density (CY)	Floodable Backfill* (A) (CY)	Porous Backfill* (B) (CY)	Flooded Backfill (1) (A+B) (CY)	Excavation Type	Excavation Quantity (CY)	Revetment Type	Revetment Quantity (TONS)	Engineering Fabric (SY)	Remarks
1293+50.00	727	12'x9'x105'							51.6			81.8	2.8	84.6						Triple RCB CIP
1307+00.00	827	16'x12'x128'							97.1			92.2	3.3	95.5						Triple RCB CIP
Total:									148.7			174	6.1	180.1						

INTAKES AND UTILITY ACCESSES						104_05A 8/15/22
* Not a Bid Item ** For SW-545						
Line No.	Location	Type or Standard Road Plan*	Form Grade Elev.	Bottom Well Elev.	Extension Length** (FT)	Remarks
1.0	5272+30.00	24" SW-512	886.64	883.47		SW-604 Type 4B Grate

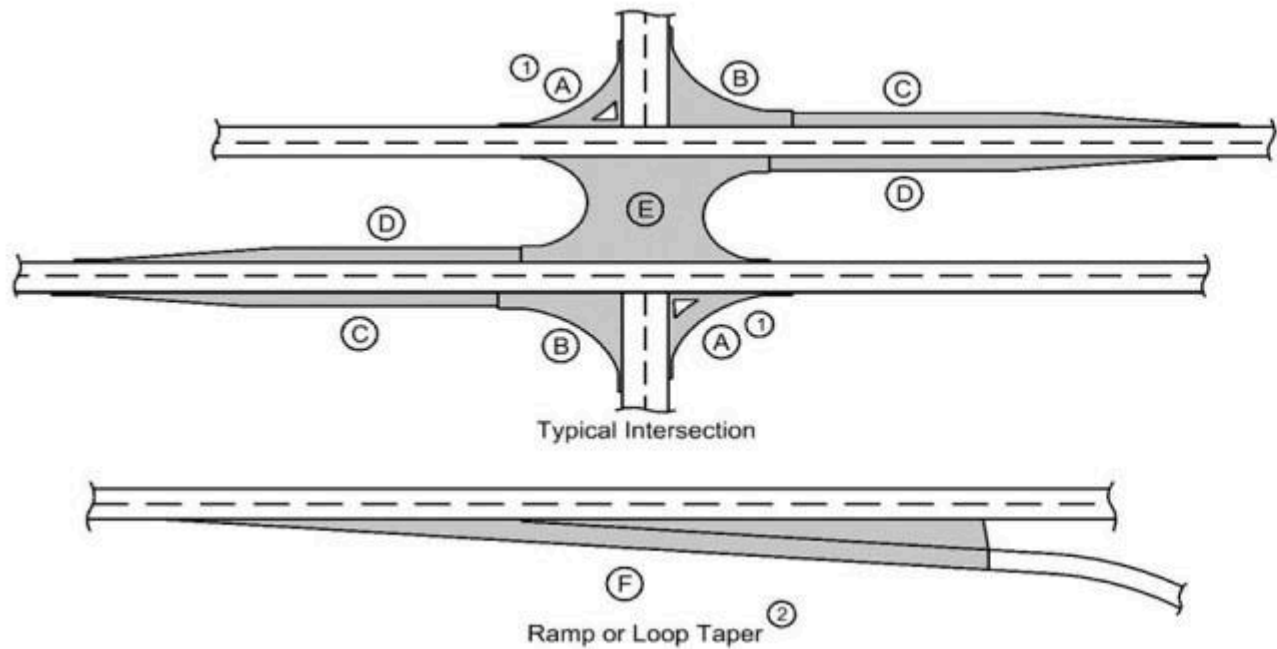
ROCK EROSION CONTROL

Refer to EC-301 and Detail 570-8

100_23
8/15/22

Line No.	Road Identification	Station From	Station To	Side	Length (FT)	Width (FT)	Rock Erosion Control Type	Engineering Fabric (SY)	Class E Revetment (TON)	Erosion Stone (TON)	Remarks
1.0	Duff Ramp A	5272+25.25	5272+34.75	Left	9.50	9.5	Type 4 - Rock Splash Basin	16.0	8.910		
Total:								16	8.91		

PCC PAVEMENT



(1) Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.
(2) Refer to PV-410, PV-411, PV-412, and PV-414.
(3) Quantity includes Pavement Header.

Line No.	Road Identification	Direction of Travel	Station From	Station To	Width (FT)	Length (FT)	Area (SY)	Area A(1) (SY)(3)	Area B (SY)(3)	Area C (SY)(3)	Area D (SY)(3)	Area E (SY)(3)	Area F(2) (SY)(3)	Area G (SY)(3)	Area H (SY)(3)	Area by Thickness - Thickness(IN)	Area by Thickness - Area (SY)	Polymer Grid (SY)	Special Backfill (TON)	Modified Subbase (CY)	Granular Subbase (SY)	Remarks
1.0	Temporary Pavement																					
2.0	Stage 1																					
3.0	Duff Ramp A	WB	5270+29.55	5273+27.55		298.00	361.50										361.5			76.65		Note 2
4.0																						
5.0	Permanent Pavement																					
6.0	Stage 1																					
7.0	Duff Ramp A	WB	5268+00.00	5268+60.00	20.0	60.00	133.33									10.5	133.3			59.56		Note 1
8.0	Duff Ramp A	WB	5268+60.00	5271+00.00	18.0	240.00	480.00									10.5	480.0			221.17		Width tapers from 20' to 16'/Note 1
9.0	Duff Ramp A	WB	5271+00.00	5273+27.55	16.0	227.55	493.42									10.5	493.2			192.45		Note 1
10.0	US 30	WB	1273+29.86	1279+00.53		570.67							1968.89			10.5	1968.9			586.99		Note 1
11.0	US 30	WB	1279+00.53	1290+00.00	12.0	1099.47	1465.96									10.5	1466.0			628.73		Note 1
12.0	Stage 2																					
13.0	US 30	WB	1290+00.00	1298+34.30	36.0	834.30	3337.20									10.5	3337.2			1326.72		Note 1
14.0	US 30	WB	1303+65.33	1314+50.00	36.0	1084.67	4338.68									10.5	4338.7			1759.41		Note 1
15.0	US 30	WB	1314+50.00	1315+69.50	12.0	119.50	159.33									10.5	159.3			53.11		Note 1
16.0	US 30	WB	1304+97.80	1315+69.50		1071.70							1825.32			10.5	1825.3			735.97		Note 1
17.0	US 30	WB	1315+69.50	1322+91.48	12.0	721.98	962.64									10.5	962.6			414.81		Note 1
18.0																						
19.0	Dayton Ramp C	WB	3515+71.11	3522+60.75	16.0	689.64	1226.03									10.5	1226.0			584.29		Note 1
Total																	16752.0		0	6639.86		

Note 1: Modified Subbase for Paved Shoulders is included with the quantity shown in this Tabulation.
Note 2: Temporary Pavement
Bid Items:
10.5" PCC Pavement = 16,390.5 SY
Temporary Pavement = 361.5 SY

LONGITUDINAL GROOVING				100_28 8/15/22
Line No.	Location	Total (SY)	Remarks	
1.0	1301+02.00	512.1	West Bridge Approach Pavement	
2.0	1301+02.00	2394.8	Bridge	
3.0	1301+02.00	512.1	East Bridge Approach Pavement	
Total:		3419		

SCOUR PROTECTION OR ROCK FLUME FOR BRIDGE END DRAIN											104_08A 8/15/22
Refer to Standard Road Plan DR-401 and DR-402											
Line No.	Bridge Station	Bridge Corner	Distance DI-1 or DI-2 (FT)	Bridge End Drain Type	Special Ditch Control, Wood Excelsior Mat EC-101 (SQ)	Turf Reinforced Mat (TRM) Type 2 EC-104 (SQ)	Transition Mat EC-105 (SF)	Macadam Stone Base (TONS)	Engineering Fabric (SY)	Erosion Stone (TON)	Remarks
1.0	1301+29.00	NW	49.0	DR-402				1.280	16.0	10.054	EB Bridge, Curb Drop Installed in Previous Project
2.0	1301+29.00	NE	47.0	DR-402				1.280	15.6	9.633	EB Bridge, Curb Drop Installed in Previous Project
3.0											
4.0	1301+02.00	NW	36.0	DR-402				1.280	82.3	57.038	WB Bridge
5.0	1301+02.00	SW	58.0	DR-402				1.280	20.2	10.852	WB Bridge
6.0	1301+02.00	NE	65.0	DR-402				1.280	61.4	41.486	WB Bridge
7.0	1301+02.00	SE	71.0	DR-402				1.280	22.3	12.412	WB Bridge
Total:								7.68	217.8	141.475	

112_06

10/20/26

BRIDGE APPROACH SECTION

Refer to the BR Series.

* Not a bid item

** Verify layout of bridge approach does not conflict with guardrail posts.

Line No.	Bridge Station	End	Skew Ahead Left (Degrees)	Skew Ahead Right (Degrees)	(T) Thickness (IN)	Pay Length (FT)	Right Edge Offset (FT) **	Left Edge Offset (FT) **	Non-Reinf. Area (SY)	Single-Reinf. Area (SY)	Double-Reinf. Area (SY)	SRP Approach	SRP Abutment Type	SRP Abutting Pavement	Perforated * 4" Subdrain (LF)	Subdrain * Outlet (STA)	Subdrain * Outlet Side	Porous * Backfill (CY)	Modified * Subbase (TON)	Polymer * Grid (SY)	Special * Backfill (TON)	Remarks
1.0	1301+02.00	W		20.0	12.0	70.0			210.8	140.6	178.5	BR-203	Movable	BR-211	80.9	1298+44.30	Left	3.2	204.960	577.0		
2.0	1301+02.00	E		20.0	12.0	70.0			210.8	140.6	178.5	BR-203	Movable	BR-211	80.9	1303+55.33	Left	3.2	210.760	577.0		
Total:									421.6	281.2	357				161.8			6.4	415.72	1154		

112_09 4/21/26																												
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)	Paved Shoulder at Grd rail (5)(7) (SY)	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)	Pavement Scarification (SY)	Polymer Grid (SY)	Subbase (3) (8) (CY)	Granular Shoulder (3) (TON)	Granular Shoulder (TON/STA)	Earth Shoulder Const. Alt (3) (STA)	Earth Shoulder Const. Alt HMA (6) (CY)	Earth Shoulder Const. Alt PCC (6) (CY)	Remarks
Stage 1																												
Duff Ramp A	WB	5268+00.00	5273+27.55	Left	6			527.55					351.7													5.28		Note 1
US 30	WB	1273+29.87	1278+70.53	Left	6			540.66					360.4													5.41		Note 1
US 30	WB	1278+70.53	1279+00.53	Left	6.0 - 4.0			30.00					16.7													0.30		Note 1
US 30	WB	1279+00.53	1290+00.00	Left	6			1099.47					733.0													10.99		Note 1
Duff Ramp A	WB	5268+00.00	5273+27.55	Right	4			527.55					234.5													5.28		Note 1
US 30	WB	1270+92.16	1273+29.87	Left	4			237.71					105.6													2.38		Note 1
Stage 2																												
US 30	WB	1290+00.00	1298+34.30	Left	6			834.30					556.2													8.34		Note 1
US 30	WB	1303+65.33	1303+80.12	Left		13.6		14.79						22.4												0.15		Note 1
US 30	WB	1303+80.12	1304+09.00	Left		13.6 - 15.5		28.88						46.8												0.29		Note 1
US 30	WB	1304+09.00	1304+77.80	Left		15.5 - 18.3		68.80						129.3												0.69		Note 1
US 30	WB	1304+77.80	1304+97.80	Left		18.3		20.00						40.6												0.20		Note 1
US 30	WB	1304+97.80	1315+69.50	Left	6			1071.70					714.5													10.72		Note 1
Dayton Ramp C	WB	3515+71.11	3522+44.58	Left	6			673.47					449.0													6.73		Note 1
Dayton Ramp C	WB	3522+44.58	3522+60.75	Left	5.5			16.17					9.8													0.16		Note 1
US 30	WB	1290+00.00	1297+02.57	Right	6			702.57					468.4													7.03		Note 1
US 30	WB	1297+02.57	1298+34.30	Right		13.6		131.73						199.3												1.32		Note 1
US 30	WB	1303+65.33	1307+51.96	Right		13.6		386.63						584.8												3.87		Note 1
US 30	WB	1307+51.96	1307+99.75	Right		13.6 - 15.5		47.79						77.4												0.48		Note 1
US 30	WB	1307+99.75	1308+19.75	Right		15.5		20.00						34.5												0.20		Note 1
US 30	WB	1308+19.75	1314+50.00	Right	6			630.25					420.2													6.30		Note 1
US 30	WB	1315+69.50	1322+91.48	Left	6			721.98					481.3													7.22		Note 1
Dayton Ramp C	WB	3515+70.62	3522+36.58	Right	4			665.96					296.0													6.66		Note 1
Dayton Ramp C	WB	3522+36.58	3522+60.75	Right	3.2			24.17					8.6													0.24		Note 1
Stage 3																												
US 30	WB	1285+18.87	1290+00.00	Right	6			481.13					320.8													4.81		Note 1
US 30	WB	1314+50.00	1315+02.16	Right	6			52.16					34.8													0.52		Note 1
Total														5561.5	1135.1	95.57												

Note 1: All Modified Subbase quantity is included in the PCC Pavement Tabulation.
Note 2: Refer to B Sheets for pavement thickness.
10.5" PCC Paved Shoulder = 6,696.6 SY

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RUMBLE STRIPS																
* 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	Surface 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 30 Eastbound	1259+92.11	1290+00.00	HMA	Left Shoulder	Milled Shoulder Rumble Strips	Asphalt Emulsion	12"		30.08	32.6			11.0		Median
2.0	US 30 Eastbound	1290+00.00	1298+65.67	PCC	Left Shoulder	Diamond Ground Shoulder Rumble Strips		12"	8.66				12.0			Median
3.0	US 30 Eastbound	1303+96.70	1313+00.00	PCC	Left Shoulder	Diamond Ground Shoulder Rumble Strips		12"	9.03				12.0			Median
4.0	US 30 Eastbound	1313+00.00	1338+90.00	HMA	Left Shoulder	Milled Shoulder Rumble Strips	Asphalt Emulsion	12"		25.90	28.1					Median
5.0																
6.0	US 30 Eastbound	1260+26.10	1269+01.63	PCC	Right Shoulder	Diamond Ground Shoulder Rumble Strips		12"	8.76				6.0			Outside
7.0	US 30 Eastbound	1281+31.89	1298+65.67	PCC	Right Shoulder	Diamond Ground Shoulder Rumble Strips		12"	17.34				6.0			Outside
8.0	US 30 Eastbound	1303+96.70	1305+79.47	PCC	Right Shoulder	Diamond Ground Shoulder Rumble Strips		12"	1.83				6.0			Outside
9.0	US 30 Eastbound	1311+80.53	1330+00.00	PCC	Right Shoulder	Diamond Ground Shoulder Rumble Strips		12"	18.19				6.0			Outside
10.0																
11.0																
12.0	US 30 Westbound	1265+60.53	1284+71.35	HMA	Right Shoulder	Milled Shoulder Rumble Strips	Asphalt Emulsion	12"		19.11	20.7			11.0		Median
13.0	US 30 Westbound	1284+71.35	1298+34.30	PCC	Right Shoulder	Diamond Ground Shoulder Rumble Strips		12"	13.63					6.0		Median
14.0	US 30 Westbound	1303+65.33	1315+53.62	PCC	Right Shoulder	Diamond Ground Shoulder Rumble Strips		12"	11.88					6.0		Median
15.0	US 30 Westbound	1315+53.62	1319+91.75	HMA	Right Shoulder	Milled Shoulder Rumble Strips	Asphalt Emulsion	12"		4.38	4.7			11.0		Median
16.0																
17.0	US 30 Westbound	1270+92.20	1273+29.87	HMA	Left Shoulder	Milled Shoulder Rumble Strips	Asphalt Emulsion	12"		2.38	2.6			6.0		Outside
18.0	US 30 Westbound	1279+00.53	1298+34.30	HMA	Left Shoulder	Milled Shoulder Rumble Strips	Asphalt Emulsion	12"		19.34	21.0			6.0		Outside
19.0	US 30 Westbound	1303+65.33	1304+98.12	HMA	Left Shoulder	Milled Shoulder Rumble Strips	Asphalt Emulsion	12"		1.33	1.4			6.0		Outside
20.0	US 30 Westbound	1315+69.50	1322+91.48	HMA	Left Shoulder	Milled Shoulder Rumble Strips	Asphalt Emulsion	12"		7.22	7.8			6.0		Outside
Total:									89.32	109.74	118.9					

Intention is for asphalt shoulders to receive Milled Shoulder Rumble Strips and concrete shoulders to received Diamond Ground Shoulder Rumble Strips. Detour Pavement and Shoulder Strengthening from a previous contract may be used for proposed shoulders, so the type of rumble strip may need to be revised (All Detour Pavement from previous contract is assumed to be asphalt in this tabulation).

PAVEMENT MARKING LINE TYPES

108_22
11/25/25

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
CBW6: Crosswalk Bar (White) @ 10.00 CHW8: Channelizing Line (White) @ 1.33 CHW10: Channelizing Line (Yellow) @ 1.33
CLW6: Crosswalk Line (White) @ 2.00 DCY4: Double Centerline (Yellow) @ 1.34 DCY6: Double Centerline (Yellow) @ 2.00
DLW4: Dotted Line (White) @ 0.22 DLW6: Dotted Line (White) @ 0.33 DLY4: Dotted Line (Yellow) @ 0.22
ELW6: Edge Line Right (White) @ 1.00 ELY4: Edge Line Left (Yellow) @ 0.67 ELY6: Edge Line Left (Yellow) @ 1.00
MNY6: Median Nose (Yellow) @ 1.00 NPY4: No Passing Zone Line (Yellow) @ 0.84 NPY6: No Passing Zone Line (Yellow) @ 1.25
RLY4: Ramp Edge Line Left (Yellow) @ 0.67 RLY6: Ramp Edge Line Left (Yellow) @ 1.00 SLW2: Stop Line (White) @ 4.00
SPW4: Sloped Curb 4" (White) @ 2.16 SPW6: Sloped Curb 6" (White) @ 2.28 SPY4: Sloped Curb 4" (Yellow) @ 2.16
STY6: Standard Curb 6" (Yellow) @ 2.03 YLW2: Yield Line (White) @ 1.15

BLW4: Broken Lane Line (White) @ 0.17
CHY8: Channelizing Line (Yellow) @ 1.33
DDY4: Double Dotted Line (Yellow) @ 0.44
DLY6: Dotted Line (Yellow) @ 0.33
LDW8: Lane Drop (White) @ 0.33
RLW4: Ramp Edge Line Right (White) @ 0.67
SLW4: Solid Lane Line (White) @ 0.67
SPY6: Sloped Curb 6" (Yellow) @ 2.28
BLW6: Broken Lane Line (White) @ 0.25
CHY10: Channelizing Line (Yellow) @ 1.67
DDY6: Double Dotted Line (Yellow) @ 0.67
ELW4: Edge Line Right (White) @ 0.67
LDW10: Lane Drop (White) @ 0.42
RLW6: Ramp Edge Line Right (White) @ 1.00
SLW6: Solid Lane Line (White) @ 1.00
STW6: Standard Curb 6" (Yellow) @ 2.03

Line No.	Road ID	Station From	Station To	Lane	Marking Type	Left	Center	Right	Groove Marking Needed?	Groove Qty. (STA)	BLW4 Factored (STA)	BLW6 Factored (STA)	CHW10 Factored (STA)	DLW6 Factored (STA)	ELW4 Factored (STA)	ELW6 Factored (STA)	ELY4 Factored (STA)	ELY6 Factored (STA)	LDW8 Factored (STA)	RLW6 Factored (STA)	RLY6 Factored (STA)	SLW6 Factored (STA)	Remarks
1.0	Stage 1																						
2.0	US 30 WB	1265+60.53	1270+92.16	WB	Removal of Paint			X								5.32							
3.0	US 30 WB	1315+02.16	1331+51.12	WB	Removal of Paint			X								16.49							
4.0	US 30 WB	1320+71.12	1331+51.12	WB	Removal of Paint			X											3.56				
5.0	US 30 WB	1265+60.53	1285+18.80	WB	Removal of Paint		X				3.33												
6.0	US 30 WB	1315+02.16	1319+30.01	WB	Removal of Paint		X				0.73												
7.0	US 30 WB	1265+60.53	1285+18.85	WB	Removal of Paint	X											13.12						
8.0	US 30 WB	1315+02.16	1318+87.78	WB	Removal of Paint	X											2.59						
9.0	US 30 EB	1285+00.00	1315+00.00	EB	Removal of Paint	X												30.00					
10.0	US 30 EB	1245+55.55	1323+00.70	EB	Removal of Paint		X					19.36											
11.0	US 30 EB	1283+82.28	1322+32.28	EB	Removal of Paint		X					9.63											
12.0	US 30 EB	1270+82.12	1281+31.89	EB	Removal of Paint			X											3.47				
13.0	US 30 EB	1284+37.27	1305+79.47	EB	Removal of Paint			X								21.42							
14.0	US 30 EB	1305+79.47	1308+59.40	EB	Removal of Paint			X						0.92									
15.0	US 30 EB	1308+59.40	1311+80.53	EB	Removal of Paint			X					5.36										
16.0	US 30 EB	1311+80.53	1322+45.71	EB	Removal of Paint			X								10.65							
17.0	Duff Ramp D	4268+99.39	4270+79.48	EB	Removal of Paint	X							3.02										
18.0	Dayton Ramp	2505+83.25	2506+43.22	EB	Removal of Paint			X								0.60							
19.0	Dayton Ramp	2508+62.63	2509+08.61	EB	Removal of Paint	X							0.77										
20.0	US 30 WB	1265+60.53	1270+55.53	WB	Wet Retroreflective Removable Tape			X	No							4.95							
21.0	US 30 WB	1270+55.53	1282+73.49	WB	Waterborne/Solvent Paint			X	No							12.18							
22.0	US 30 WB	1282+73.49	1288+57.73	WB	Wet Retroreflective Removable Tape			X	No							5.87							
23.0	US 30 WB	1288+57.73	1311+65.47	WB	Waterborne/Solvent Paint			X	No							23.08							
24.0	US 30 WB	1311+65.47	1319+29.77	WB	Wet Retroreflective Removable Tape			X	No							7.67							
25.0	US 30 WB	1323+71.12	1331+51.12	WB	Wet Retroreflective Removable Tape			X	No							7.80							
26.0	US 30 WB	1265+60.53	1270+00.53	WB	Wet Retroreflective Removable Tape		X		No												4.40		
27.0	US 30 WB	1270+00.53	1282+73.12	WB	Waterborne/Solvent Paint		X		No												12.73		
28.0	US 30 WB	1282+73.12	1288+57.51	WB	Wet Retroreflective Removable Tape		X		No												5.84		
29.0	US 30 WB	1288+57.51	1311+65.70	WB	Waterborne/Solvent Paint		X		No			5.77											
30.0	US 30 WB	1311+65.70	1319+30.01	WB	Wet Retroreflective Removable Tape		X		No												7.67		
31.0	US 30 WB	1265+60.53	1269+45.53	WB	Wet Retroreflective Removable Tape	X			No								3.85						
32.0	US 30 WB	1269+45.53	1282+72.75	WB	Waterborne/Solvent Paint	X			No								13.27						
33.0	US 30 WB	1282+72.75	1288+57.28	WB	Wet Retroreflective Removable Tape	X			No								5.87						
34.0	US 30 WB	1288+57.28	1311+65.92	WB	Waterborne/Solvent Paint	X			No								23.09						
35.0	US 30 WB	1311+65.92	1318+87.78	WB	Wet Retroreflective Removable Tape	X			No								7.25						
36.0	US 30 EB	1245+55.55	1253+25.55	EB	Wet Retroreflective Removable Tape	X			No								7.70						
37.0	US 30 EB	1253+25.55	1283+27.28	EB	Waterborne/Solvent Paint	X			No								30.02						
38.0	US 30 EB	1283+27.28	1286+57.28	EB	Wet Retroreflective Removable Tape	X			No								3.30						
39.0	US 30 EB	1286+57.28	1313+65.70	EB	Waterborne/Solvent Paint	X			No								27.08						
40.0	US 30 EB	1313+65.70	1323+55.69	EB	Wet Retroreflective Removable Tape	X			No								9.90						
41.0	US 30 EB	1256+98.52	1265+88.54	EB	Waterborne/Solvent Paint		X		No												8.90		
42.0	US 30 EB	1283+82.28	1286+57.28	EB	Wet Retroreflective Removable Tape		X		No			0.69											
43.0	US 30 EB	1286+57.28	1311+65.70	EB	Waterborne/Solvent Paint		X		No			6.27											

PAVEMENT MARKING LINE TYPES

108_22
11/25/25

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
CBW6: Crosswalk Bar (White) @ 10.00 CHW8: Channelizing Line (White) @ 1.33 CHW10: Channelizing Line (Yellow) @ 1.33
CLW6: Crosswalk Line (White) @ 2.00 DCY4: Double Centerline (Yellow) @ 1.34 DCY6: Double Centerline (Yellow) @ 2.00
DLW4: Dotted Line (White) @ 0.22 DLW6: Dotted Line (White) @ 0.33 DLY4: Dotted Line (Yellow) @ 0.22
ELW6: Edge Line Right (White) @ 1.00 ELY4: Edge Line Left (Yellow) @ 0.67 ELY6: Edge Line Left (Yellow) @ 1.00
MNY6: Median Nose (Yellow) @ 1.00 NPY4: No Passing Zone Line (Yellow) @ 0.84 NPY6: No Passing Zone Line (Yellow) @ 1.25
RLY4: Ramp Edge Line Left (Yellow) @ 0.67 RLY6: Ramp Edge Line Left (Yellow) @ 1.00 SLW2: Stop Line (White) @ 4.00
SPW4: Sloped Curb 4" (White) @ 2.16 SPW6: Sloped Curb 6" (White) @ 2.28 SPY4: Sloped Curb 4" (Yellow) @ 2.16
STY6: Standard Curb 6" (Yellow) @ 2.03 YLW2: Yield Line (White) @ 1.15

BLW4: Broken Lane Line (White) @ 0.17 BLW6: Broken Lane Line (White) @ 0.25
CHY8: Channelizing Line (Yellow) @ 1.33 CHY10: Channelizing Line (Yellow) @ 1.67
DDY4: Double Dotted Line (Yellow) @ 0.44 DDY6: Double Dotted Line (Yellow) @ 0.67
DLY6: Dotted Line (Yellow) @ 0.33 ELW4: Edge Line Right (White) @ 0.67
LDW8: Lane Drop (White) @ 0.33 LDW10: Lane Drop (White) @ 0.42
RLW4: Ramp Edge Line Right (White) @ 0.67 RLW6: Ramp Edge Line Right (White) @ 1.00
SLW4: Solid Lane Line (White) @ 0.67 SLW6: Solid Lane Line (White) @ 1.00
SPY6: Sloped Curb 6" (Yellow) @ 2.28 STW6: Standard Curb 6" (Yellow) @ 2.03

Line No.	Road ID	Station From	Station To	Lane	Marking Type	Left	Center	Right	Groove Marking Needed?	Groove Qty. (STA)	BLW4 Factored (STA)	BLW6 Factored (STA)	CHW10 Factored (STA)	DLW6 Factored (STA)	ELW4 Factored (STA)	ELW6 Factored (STA)	ELY4 Factored (STA)	ELY6 Factored (STA)	LDW8 Factored (STA)	RLW6 Factored (STA)	RLY6 Factored (STA)	SLW6 Factored (STA)	Remarks
44.0	US 30 EB	1311+65.70	1313+65.70	EB	Waterborne/Solvent Paint		X		No													2.00	
45.0	US 30 EB	1313+65.70	1323+00.70	EB	Wet Retroreflective Removable Tape		X		No													9.35	
46.0	US 30 EB	1268+81.90	1273+31.73	EB	Waterborne/Solvent Paint			X	No				7.51										
47.0	US 30 EB	1273+31.73	1281+31.89	EB	Waterborne/Solvent Paint			X	No					2.64									
48.0	US 30 EB	1284+37.27	1286+57.28	EB	Wet Retroreflective Removable Tape			X	No							2.20							
49.0	US 30 EB	1286+57.28	1306+39.48	EB	Waterborne/Solvent Paint			X	No							19.82							
50.0	US 30 EB	1306+39.48	1309+05.28	EB	Waterborne/Solvent Paint			X	No					0.88									
51.0	US 30 EB	1309+05.28	1311+80.53	EB	Waterborne/Solvent Paint			X	No				4.59										
52.0	US 30 EB	1311+80.53	1313+65.70	EB	Waterborne/Solvent Paint			X	No							1.85							
53.0	US 30 EB	1313+65.70	1322+45.71	EB	Wet Retroreflective Removable Tape			X	No							8.80							
54.0	US 30 EB	1322+45.71	1330+00.00	EB	Waterborne/Solvent Paint			X	No							7.54							
55.0	Duff Ramp D	4268+99.39	4273+28.52	EB	Waterborne/Solvent Paint			X	Yes	7.20			7.20										
56.0	Stage 2																						
57.0	US 30 WB	1276+82.96	1279+23.49	WB	Removal of Paint			X								2.41							
58.0	Duff Ramp A	5268+00.00	5269+18.34	WB	Waterborne/Solvent Paint			X	Yes	1.18									1.18				
59.0	Duff Ramp A	5269+18.34	5278+98.15	WB	Wet Retroreflective Removable Tape			X	No										10.05				
60.0	Duff Ramp A	5268+00.00	5269+98.35	WB	Waterborne/Solvent Paint	X			Yes	1.98											1.98		
61.0	Duff Ramp A	5269+98.35	5273+28.58	WB	Wet Retroreflective Removable Tape	X			No												3.33		
62.0	Duff Ramp A	5273+28.58	5276+82.46	WB	Wet Retroreflective Removable Tape	X			No				5.91										
63.0	US 30 WB	1276+82.96	1279+23.49	WB	Waterborne/Solvent Paint			X	No					0.80									
64.0	Stage 3																						
65.0	Duff Ramp A	5269+18.34	5278+98.15	WB	Removal of Removable Tape			X											10.05				
66.0	Duff Ramp A	5278+38.55	5278+98.15	WB	Removal of Paint			X								1.35							
67.0	Duff Ramp A	5269+98.35	5270+55.90	WB	Removal of Removable Tape	X															0.58		
68.0	Duff Ramp A	5273+28.58	5276+82.46	WB	Removal of Removable Tape	X							5.91										
69.0	US 30 WB	1265+60.53	1270+55.53	WB	Removal of Removable Tape			X								4.95							
70.0	US 30 WB	1270+55.53	1276+82.96	WB	Removal of Paint			X								6.27							
71.0	US 30 WB	1276+82.96	1279+23.49	WB	Removal of Paint			X						0.80									
72.0	US 30 WB	1279+23.49	1282+73.49	WB	Removal of Paint			X								3.50							
73.0	US 30 WB	1282+73.49	1284+90.22	WB	Removal of Removable Tape			X								2.18							
74.0	US 30 WB	1288+20.53	1288+57.73	WB	Removal of Removable Tape			X								0.37							
75.0	US 30 WB	1288+57.73	1311+65.47	WB	Removal of Paint			X								23.08							
76.0	US 30 WB	1311+65.47	1312+07.63	WB	Removal of Removable Tape			X								0.42							
77.0	US 30 WB	1315+35.17	1319+29.77	WB	Removal of Removable Tape			X								3.96							
78.0	US 30 WB	1319+29.77	1323+71.12	WB	Removal of Paint			X								4.41							
79.0	US 30 WB	1323+71.12	1331+51.12	WB	Removal of Removable Tape			X								7.80							
80.0	US 30 WB	1265+60.53	1270+00.53	WB	Removal of Removable Tape		X															4.40	
81.0	US 30 WB	1270+00.53	1282+73.12	WB	Removal of Paint		X															12.73	
82.0	US 30 WB	1282+73.12	1284+11.01	WB	Removal of Removable Tape		X															1.38	
83.0	US 30 WB	1286+74.55	1288+57.51	WB	Removal of Removable Tape		X															1.83	
84.0	US 30 WB	1288+57.51	1311+65.70	WB	Removal of Paint		X					5.77											
85.0	US 30 WB	1311+65.70	1313+52.45	WB	Removal of Removable Tape		X															1.87	
86.0	US 30 WB	1316+29.88	1319+30.01	WB	Removal of Removable Tape		X															3.01	

PAVEMENT MARKING LINE TYPES

108_22
11/25/25

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.
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***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)	BLW4 Factored (STA)	BLW6 Factored (STA)	CHW10 Factored (STA)	DLW6 Factored (STA)	ELW4 Factored (STA)	ELW6 Factored (STA)	ELY4 Factored (STA)	ELY6 Factored (STA)	LDW8 Factored (STA)	RLW6 Factored (STA)	RLY6 Factored (STA)	SLW6 Factored (STA)	Remarks
87.0	US 30 WB	1319+30.01	1341+72.34	WB	Removal of Paint		X				3.81												
88.0	US 30 WB	1265+60.53	1269+45.53	WB	Removal of Removable Tape	X												3.85					
89.0	US 30 WB	1269+45.53	1282+72.75	WB	Removal of Paint	X												13.27					
90.0	US 30 WB	1282+72.75	1283+14.77	WB	Removal of Removable Tape	X												0.42					
91.0	US 30 WB	1285+74.60	1288+57.28	WB	Removal of Removable Tape	X												2.84					
92.0	US 30 WB	1288+57.28	1311+65.92	WB	Removal of Paint	X												23.09					
93.0	US 30 WB	1311+65.92	1314+49.32	WB	Removal of Removable Tape	X												2.84					
94.0	US 30 WB	1317+56.67	1318+87.78	WB	Removal of Removable Tape	X												1.31					
95.0	US 30 EB	1283+27.28	1286+57.28	EB	Removal of Removable Tape	X												3.30					
96.0	US 30 EB	1286+57.28	1313+65.70	EB	Removal of Paint	X												27.08					
97.0	US 30 EB	1313+65.70	1323+55.69	EB	Removal of Removable Tape	X												9.90					
98.0	US 30 EB	1283+82.28	1286+57.28	EB	Removal of Removable Tape		X					0.69											
99.0	US 30 EB	1286+57.28	1311+65.70	EB	Removal of Paint		X					6.27											
100.0	US 30 EB	1311+65.70	1313+65.70	EB	Removal of Paint		X															2.00	
101.0	US 30 EB	1313+65.70	1323+00.70	EB	Removal of Removable Tape		X															9.35	
102.0	US 30 EB	1284+37.27	1286+57.28	EB	Removal of Removable Tape			X								2.20							
103.0	US 30 EB	1286+57.28	1306+39.48	EB	Removal of Paint			X								19.82							
104.0	US 30 EB	1306+39.48	1309+05.28	EB	Removal of Paint			X						0.88									
105.0	US 30 EB	1309+05.28	1311+80.53	EB	Removal of Paint			X					4.59										
106.0	US 30 EB	1311+80.53	1313+65.70	EB	Removal of Paint			X								1.85							
107.0	US 30 EB	1313+65.70	1322+45.71	EB	Removal of Removable Tape			X								8.80							
108.0	US 30 EB	1322+45.71	1330+00.00	EB	Removal of Paint			X								7.54							
109.0	Duff Ramp A	5269+18.34	5278+98.15	WB	Waterborne/Solvent Paint			X	Yes	9.80									9.80				
110.0	Duff Ramp A	5269+98.35	5273+27.28	WB	Waterborne/Solvent Paint	X			Yes	3.30											3.30		
111.0	Duff Ramp A	5273+27.28	5278+38.55	WB	Waterborne/Solvent Paint	X			Yes	8.53			8.53										
112.0	Dayton Ramp	3503+68.54	3522+60.75	WB	Waterborne/Solvent Paint			X	Yes	18.92									18.92				
113.0	Dayton Ramp	3511+69.51	3515+70.62	WB	Waterborne/Solvent Paint	X			Yes	6.73			6.73										
114.0	Dayton Ramp	3515+70.62	3522+60.75	WB	Waterborne/Solvent Paint	X			Yes	6.93											6.93		
115.0	US 30 WB	1279+00.53	1303+65.94	WB	Waterborne/Solvent Paint			X	Yes	24.65						24.65							
116.0	US 30 WB	1303+65.94	1311+67.07	WB	Waterborne/Solvent Paint			X	Yes	2.64				2.64									
117.0	US 30 WB	1311+67.07	1315+69.50	WB	Waterborne/Solvent Paint			X	Yes	6.71			6.71										
118.0	US 30 WB	1315+69.50	1332+62.34	WB	Waterborne/Solvent Paint			X	Yes	16.93						16.93							
119.0	US 30 WB	1265+60.53	1273+29.87	WB	Waterborne/Solvent Paint			X	Yes	7.69						7.69							
120.0	US 30 WB	1273+29.87	1278+40.00	WB	Waterborne/Solvent Paint			X	Yes	8.52			8.52										
121.0	US 30 WB	1278+40.00	1331+51.64	WB	Waterborne/Solvent Paint		X		Yes	13.28		13.28											
122.0	US 30 WB	1265+60.53	1284+00.53	WB	Waterborne/Solvent Paint		X		Yes	4.60		4.60											
123.0	US 30 WB	1265+60.53	1284+00.53	WB	Waterborne/Solvent Paint	X			No									18.40					
124.0	US 30 WB	1284+00.53	1285+00.53	WB	Wet Retroreflective Removable Tape	X			No									1.01					
125.0	US 30 WB	1285+00.53	1332+62.34	WB	Waterborne/Solvent Paint	X			No									47.62					
126.0	US 30 WB	1332+62.34	1341+72.34	WB	Wet Retroreflective Removable Tape	X			No									9.10					
127.0	US 30 EB	1283+27.28	1316+19.53	EB	Waterborne/Solvent Paint	X			No									32.92					
128.0	US 30 EB	1316+19.53	1317+19.53	EB	Wet Retroreflective Removable Tape	X			No									1.01					
129.0	US 30 EB	1317+19.53	1323+55.69	EB	Waterborne/Solvent Paint	X			Yes	6.36								6.36					

PAVEMENT MARKING LINE TYPES

108_22
11/25/25

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)	BLW4 Factored (STA)	BLW6 Factored (STA)	CHW10 Factored (STA)	DLW6 Factored (STA)	ELW4 Factored (STA)	ELW6 Factored (STA)	ELY4 Factored (STA)	ELY6 Factored (STA)	LDW8 Factored (STA)	RLW6 Factored (STA)	RLY6 Factored (STA)	SLW6 Factored (STA)	Remarks
130.0	US 30 EB	1317+19.53	1323+00.70	EB	Waterborne/Solvent Paint		X		Yes	1.45		1.45											
131.0	US 30 EB	1283+82.26	1322+20.00	EB	Waterborne/Solvent Paint		X		Yes	9.60		9.60											
132.0	US 30 EB	1284+37.27	1305+79.46	EB	Waterborne/Solvent Paint			X	Yes	21.42						21.42							
133.0	US 30 EB	1305+79.46	1308+50.32	EB	Waterborne/Solvent Paint			X	Yes	0.89				0.89									
134.0	US 30 EB	1308+50.32	1311+80.53	EB	Waterborne/Solvent Paint			X	Yes	5.51			5.51										
135.0	US 30 EB	1311+80.53	1322+20.00	EB	Waterborne/Solvent Paint			X	Yes	10.39						10.39							
136.0	US 30 EB	1322+20.00	1330+10.53	EB	Waterborne/Solvent Paint			X	Yes	7.91						7.91							
137.0	Dayton Ramp	2505+83.25	2506+43.22	EB	Waterborne/Solvent Paint			X	Yes	0.60									0.60				
138.0	Dayton Ramp	2508+62.63	2509+08.61	EB	Waterborne/Solvent Paint	X			Yes	0.77			0.77										
139.0	Final																						
140.0	US 30 WB	1284+00.53	1285+00.53	WB	Removal of Removable Tape	X												1.01					
141.0	US 30 WB	1285+00.53	1332+62.34	WB	Removal of Paint	X												47.62					
142.0	US 30 WB	1332+62.34	1341+72.34	WB	Removal of Removable Tape	X												9.10					
143.0	US 30 EB	1245+55.55	1253+25.55	EB	Removal of Removable Tape	X												7.70					
144.0	US 30 EB	1253+25.55	1316+19.53	EB	Removal of Paint	X												62.94					
145.0	US 30 EB	1316+19.53	1317+19.53	EB	Removal of Removable Tape	X												1.01					
146.0	US 30 WB	1273+00.00	1341+72.34	WB	Waterborne/Solvent Paint		X		Yes	17.18		17.18											
147.0	US 30 WB	1265+60.53	1318+87.76	WB	Waterborne/Solvent Paint	X			Yes	53.27								53.27					
148.0	US 30 EB	1285+00.00	1317+19.53	EB	Waterborne/Solvent Paint	X			Yes	32.20								32.20					
149.0	US 30 EB	1253+25.55	1317+30.53	EB	Waterborne/Solvent Paint		X		Yes	16.01		16.01											

Bid Item Totals:		
2527-9263181	Pavement Markings, Removed	431.42 STA
2527-9263209	Painted Pavement Markings, Waterborne or Solvent-Based	642.11 STA
2527-9263231	Removable Tape Markings, Wet Retroreflective	133.52 STA
2527-9270112	Grooves Cut for Pavement Markings	333.15 STA

REMOVAL OF FENCE								100_08 8/15/22
Removal of Field Fence is incidental to Clearing and Grubbing.								
Line No.	Station From	Offset	Station To	Offset	Side	Type	Length (LF)	Remarks
1.0	1270+53.61	292.4	1274+65.53	229.9	Left	Chain Link	416.6	Note 1
2.0	1274+65.53	229.9	1279+03.03	140.8	Left	Chain Link	446.6	Note 1
3.0	1279+03.03	140.8	1289+85.22	140.0	Left	Chain Link	1082.2	Note 1
4.0	1289+85.22	140.0	1297+41.95	246.6	Left	Chain Link	764.3	Note 1
5.0								
6.0	1298+82.62	118.0	1299+26.35	62.0	Left	Chain Link	71.1	
7.0								
8.0	1302+62.61	56.5	1303+05.10	131.3	Left	Chain Link	86.0	
9.0								
10.0	1306+16.53	113.2	1306+34.71	188.4	Left	Chain Link	77.4	
Total:							2944.2	

Note 1: Some sections of this fence are downed. Contractor is to remove these sections from the project site. Payment for removal will include the entire length (i.e. - Fence Removal will be paid for the downed sections).

FENCING											100_07 1/13/23
* Bid Item											
Line No.	Station From	Offset	Station To	Offset	Side	Fence Type	Fence Feature	Height (FT)	Quantity (EA) *	Length (LF) *	Remarks
1.0	1270+53.70	292.4	1272+79.79	258.1	Left	Chain Link	Running Fence	6.0		228.8	Note 1
2.0	1272+79.79	258.1	1278+99.90	139.0	Left	Chain Link	Running Fence	6.0		631.5	Note 1
3.0	1278+99.90	139.0	1290+00.07	139.0	Left	Chain Link	Running Fence	6.0		1100.2	Note 1
4.0	1290+00.07	139.0	1297+41.91	246.4	Left	Chain Link	Running Fence	6.0		749.6	Note 1
5.0	+ .00	0.0									
6.0	1298+82.62	118.0	1298+91.80	77.6	Left	Chain Link	Running Fence	6.0		41.5	Note 2
7.0	+ .00	0.0									
8.0	1299+25.09	8.5	1299+30.67	8.3	Median	Chain Link	Running Fence	6.0		17.7	Note 3
9.0	+ .00	0.0									
10.0	1302+82.02	78.0	1303+05.10	131.3	Left	Chain Link	Running Fence	6.0		58.1	Note 2
11.0	+ .00	0.0									
12.0	1303+00.59	8.4	1303+05.61	8.3	Median	Chain Link	Running Fence	6.0		17.4	Note 3
13.0	+ .00	0.0									
14.0	1306+16.53	113.2	1306+21.23	132.6	Left	Chain Link	Running Fence	6.0		27.1	
15.0	1306+21.23	132.6	1306+34.71	188.4	Left	Chain Link	Running Fence	6.0		57.1	Note 4
Total:										2929	

Note 1: Fence is for replacing downed chain link fence. Locations and lengths may be changed at the direction of the Engineer.

Note 2: One end of fence is to be installed adjacent to westbound bridge.

Note 3: Fence is to be installed between eastbound and westbound bridge, in the median.

Note 4: Running fence length is to be Flood Plain Fence per MI-104.

107_23

8/15/22

GRADING FOR GUARDRAIL INSTALLATIONS

Refer to EW-301.

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

Line No.	Direction of Traffic (1)	Station	Side	Foreslope at Guardrail	X1 (FT)	Y1 (FT)	X2 (FT)	Y2 (FT)	X3 (FT)	Y3 (FT)	X4 (FT)	Y4 (FT)	Z (FT)	Excavation Class 10 (CY)	Embankment-in-Place (CY)	Remarks
1.0	WB	1299+10.07	Right	6:1							187.5	11.4	62.4			Note 1
2.0	WB	1302+89.57	Left	6:1	90.6	7.4			132.1	9.8	188.2	12.0	66.5			Note 1
3.0	WB	1303+11.39	Right	6:1					432.2	11.5	488.4	13.7	70.8			Note 1

Note 1:
All earthwork is included in the Template quantities on the T Sheets.

108_08C
3/14/24

STEEL BEAM GUARDRAIL FOR SIDE OBSTACLE (ONE-WAY PROTECTION)

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

Line No.	Item No.	Lane (1)	Side	Station	OL (FT)	DO (FT)	ET (LF)	VT2A (LF)	VFA (LF)	VT1A (LF)	VT1T (LF)	EA (LF)	BA-211 Station	BA-211 (Type)	SI-211 (Type)	SI-172 Type 1 White (EA)	SI-173 Type 2 OM2-2 (EA)	SI-173 Type 3 OM3-L (EA)	SI-173 Type 3 OM3-R (EA)	Steel Beam Guardrail BA-200 (LF)	W-Beam End Anchor BA-203 (EA)	Standard End Terminal (Type)	Standard End Terminal Count (EA)	Post Adapter BA-210 (EA)	Remarks			
1.0	1	WB	Left	1279+02.50	5.0	6.0	47.67			243.75	37.50				4	3			1	275.00	1	BA-205	1					
Total:																									275	1	1	

108_08A

4/25/25

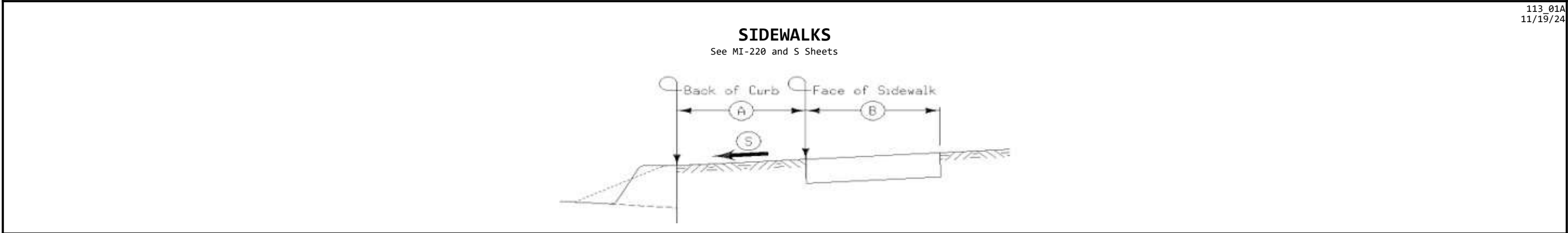
STEEL BEAM GUARDRAIL AT CONCRETE BARRIER OR BRIDGE RAIL END SECTION

Possible Standards: BA-200, BA-201, BA-202, BA-205, BA-206, BA-209, BA-210, BA-211, BA-221, BA-225, BA-250, BA-260, LS-625, LS-626, LS-630, LS-635, SI-172, SI-173 and SI-211.

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

(2) Not a bid item. Incidental to guardrail installation.

Line No.	Direction of Travel (1)	Side	Station	Offset (FT)	Barrier Transition Section	Barrier Transition Section (EA)	End Terminal	End Terminal Count (EA)	VT1 (LF)	VF (LF)	VT2 (LF)	ET (LF)	BA-211 Station	BA-211 (Type)	SI-211 (Type) (2)	Delineator SI-172 Type 1 (EA) (2)	Object Marker Type 2 (EA) (2)	Object Marker Type 3 Lt (EA)(2)	Object Marker Type 3 Rt (EA)(2)	Bolted End Anchor BA-202 (Type)	Bolted End Anchor BA-202 (EA)	Post Adapter BA-210 (EA)	Steel Beam Guardrail BA-200 (LF)	Remarks
1.0	WB	Median	1299+10.07		BA-209	1	BA-203	1	178.125			12.50								D	1		137.5	Trailing side Median
2.0	WB	Outside	1302+89.57		BA-209	1	BA-205	1	90.625	50.00		47.70			3				1	D	1		100.0	Approach side Outside
3.0	WB	Median	1303+11.39		BA-209	1	BA-205	1	440.625			47.70			3			1		D	1	17	400.0	Approach side Median
Total:						3		3												3	17		637.5	



Line No.	Road Identification	Station From	Station To	Side	A (FT)	B (FT)	S %	Sidewalk Thickness (IN)	Sidewalk Length (FT)	Sidewalk Width (FT)	Sidewalk Area (SF)	4" PCC Sidewalk (SY)	6" PCC Sidewalk (SY)	8" PCC Sidewalk (SY)	10" PCC Sidewalk (SY)	Detectable Warnings (SF)	Remarks
1	Rec. Trail	20+00.00	21+23.33					7	123.33	10	1233.3	0.0	0.0	0.0	137.0	0.0	Rec. Trail underneath bridge
Total:												137					

281_01
9/28/22

SECTION 404 PERMIT AND CONDITIONS

Construct this project according to the requirements of U.S. Army Corps of Engineers Nationwide, Permit No. 14. A copy of this permit is available from the Iowa DOT website (<http://www.envpermits.iowadot.gov/>). The U.S. Army Corps of Engineers reserves the right to visit the site without prior notice.

281_02
9/28/22

INDIVIDUAL STORM WATER PERMIT

This project is regulated by the requirements of Iowa Department of Natural Resources (DNR) National Pollutant Discharge Elimination System (NPDES) permit, Permit No. 45266-44839. A copy of this permit is available from the Iowa DOT Office of Contracts upon request. Co-permittee certification statement requirements from Standard Specifications Section 2602 apply.

290_01
9/28/22

SIDEWALK CONSTRAINTS
WITHIN CITY LIMITS
Subtitle to shift change in title Information

1. Widths:
Widths listed in the S sheets are minimums.

2. Cross Slopes:
Construct all sidewalks, curb ramps, and landings/turning spaces at a target cross slope of 1.5%. Cross slopes exceeding 2.0% will not be allowed, except for areas tying into existing pavement. In these areas, transition from existing pavement cross slope to a cross slope of less than 2.0% within one panel at a rate not to exceed 1.0% per foot.

3. Longitudinal Slopes:

a. Sidewalk:

i. Roadway slope exceeds 5.0%: Sidewalk longitudinal slope exceeding the roadway slope by more than 2.0% will not be allowed.

ii. Roadway slope 5.0% or less: Sidewalk longitudinal slope exceeding 5.0% will not be allowed.

b. Ramps:

i. Ramps 15.0’ in length or less: Longitudinal slope exceeding 8.3% will not be allowed.

ii. Ramps greater than 15.0’ in length: Construct with the longitudinal slope necessary to conform to the design.

4. Landing/Turning Spaces:
Longitudinal slopes exceeding 2.0% will not be allowed.

103_06
8/15/22

EMBANKMENT WITH MOISTURE CONTROL

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

GEOTECHNICAL DESIGN



I hereby certify that this plan was prepared under my supervision and that engineering decisions with regard to the design were made by me or by other duly licensed Professional Engineers under the laws of the State of Iowa.



July 29, 2026

Signature Adam TylerDate

Printed or Typed Name

My license renewal date is

Pages or sheets covered by this seal: CS.1 - CS.6, 0.1 - 0.15

103_07
8/15/22

SHRINKAGE DATA

Material	%	Remarks
Topsoil	40.0	Shrinkage
Class 10	30.0	Shrinkage
Select Loam (Clay)	20.0	Shrinkage
Select Sand	15.0	Shrinkage
Unsuitable Type B	35.0	Shrinkage
Unsuitable Type C	35.0	Shrinkage

103_10 4/30/25							
TOPSOIL STRIPPING AND PLACEMENT							
Line No.	Road Identification	Dir. of Traffic	Station From	Station To	Topsoil Stripping Thickness (IN)	Topsoil Placement Thickness (IN)	Remarks
1.0	US 30	WB	1270+92.00	1322+91.00	12.0	8.0	
2.0	Duff Ave Ramp	WB	5268+00.00	5278+00.00	12.0	8.0	
3.0	Dayton Ave Ramp	WB	3505+14.00	3523+43.00	12.0	8.0	

104_05C
8/15/22

LIST OF SUBDRAIN WORK

Possible Standards: DR-121, DR-201, DR-203, DR-301, DR-302, DR-303, DR-305 and DR-306. Possible Detail: 500-10.

* Not a bid item

Line No.	Station From	Station To	Type of Installation	Pipe Type	Pipe Diameter (IN)	Pipe Length (LF)	Apron Type	Apron Quantity	Outlet Type	Outlet Quantity	Connected Pipe Joints Type* (DR-121)	Connected Pipe Joints No.* (DR-121)	Trench Drain (LF)	Granular Blanket Material (CY)	Porous Backfill* (CY)	Class "A" Crushed Stone* (CY)	Remarks
1.0	1293+27.00	1293+73.00												224.0			1-foot Granular Material for Blanket
2.0	1306+21.00	1307+28.00												362.0			1-foot Granular Material for Blanket

104_09A
5/6/24

LONGITUDINAL SUBDRAIN SHOULDER

* Not a bid item.

Line No.	Road or Lane Identification	Station From	Station To	Side	Depth (IN) (D)	Subdrain Size (IN)	Length (FT)	Outlet Station	Outlet Type	Porous Backfill* (CY)	Remarks
1.0	US 30 WB	1279+00.53	1283+00.53	Left	36.0	4.0	400.0	1279+00.53		30.9	Begin WB grade & pave
2.0	US 30 WB	1283+00.53	1287+00.53	Left	36.0	4.0	400.0	1283+00.53		30.9	
3.0	US 30 WB	1287+00.53	1291+00.53	Left	36.0	4.0	400.0	1287+00.53		30.9	
4.0	US 30 WB	1291+00.53	1293+50.00	Left	36.0	4.0	249.5	1291+00.53		19.2	RCB Culvert at 1293+50
5.0	US 30 WB	1293+50.00	1297+50.00	Left	36.0	4.0	400.0	1293+50.00		30.9	
6.0	US 30 WB	1297+50.00	1298+34.30	Left	36.0	4.0	84.3	1297+50.00		6.5	Begin WB Bridge
7.0	US 30 WB	1303+65.33	1307+00.00	Left	36.0	4.0	334.7	1303+65.33		25.8	End WB Bridge
8.0	US 30 WB	1307+00.00	1311+00.00	Left	36.0	4.0	400.0	1307+00.00		30.9	RCB Culvert at 1307+00
9.0	US 30 WB	1311+00.00	1315+00.00	Left	36.0	4.0	400.0	1311+00.00		30.9	
10.0	US 30 WB	1315+00.00	1319+00.00	Left	36.0	4.0	400.0	1315+00.00		30.9	
11.0	US 30 WB	1319+00.00	1322+91.48	Left	36.0	4.0	391.5	1319+00.00		30.2	End of WB grade & pave
12.0	US 30 WB	1290+00.00	1293+50.00	Median	36.0	4.0	350.0	1290+00.00		27.0	Begin WB median grade & pave
13.0	US 30 WB	1293+50.00	1297+50.00	Median	36.0	4.0	400.0	1293+50.00		30.9	
14.0	US 30 WB	1297+50.00	1298+34.30	Median	36.0	4.0	84.3	1297+50.00		6.5	Begin WB Bridge
15.0	US 30 WB	1307+46.95	1311+46.95	Median	36.0	4.0	400.0	1307+46.95		30.9	End of guardrail & RCB Culvert
16.0	US 30 WB	1311+46.95	1314+50.00	Median	36.0	4.0	303.1	1311+46.95		23.4	End of WB median grade & pave
17.0	Duff Ave Ramp	5268+00.00	5272+00.00	Left	36.0	4.0	400.0	5268+00.00		30.9	Begin ramp grade & pave
18.0	Duff Ave Ramp	5272+00.00	5272+30.00	Left	36.0	4.0	30.0	5272+00.00		2.3	SW-512 Intake
19.0	Duff Ave Ramp	5272+30.00	5275+50.00	Left	36.0	4.0	320.0	5272+30.00		24.7	Low elevation
20.0	Duff Ave Ramp	5275+50.00	5278+38.55	Left	36.0	4.0	288.6	5275+50.00		22.3	End ramp grade & pave
21.0	Dayton Ave Ramp	3505+00.77	3509+00.77	Left	36.0	4.0	400.0	3505+00.77		30.9	Begin ramp grade & pave
22.0	Dayton Ave Ramp	3509+00.77	3513+00.77	Left	36.0	4.0	400.0	3509+00.77		30.9	
23.0	Dayton Ave Ramp	3513+00.77	3516+50.00	Left	36.0	4.0	349.2	3513+00.77		26.9	Low elevation
24.0	Dayton Ave Ramp	3516+50.00	3520+50.00	Left	36.0	4.0	400.0	3516+50.00		30.9	
25.0	Dayton Ave Ramp	3520+50.00	3522+60.75	Left	36.0	4.0	210.8	3520+50.00		16.3	End ramp grade & pave
Total							8196.0				632.8

SURVEY SYMBOLS

	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		Cistern
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)
	County Road Highway Symbol		Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Satellite TV Dish
	Fruit Tree		Water Hook Up
	Shrub (Bushes)		Radio Tower
	Timber		Tower Anchor
	Hedge		Guardrail (Beam or Cable)
	Stump		Guard Post (one or two)
	Swamp		Guard Post (over two)
	Rock Outcrop		Filler Pipe
	Broken Concrete		Gas Valve
	Revetment (Rip Rap)		Water Valve
	Cemetery		Speed Limit Sign
	Grave		Mile Marker Post
	Cave		Sign
	Sink Hole		Traffic Signal Control Box
	Board Fence		Rail Road Signal Control Box
	Chain Link or Security Fence		Telephone Switch Box
	Wire Fence		Electric Box
	Terrace		
	Earth Dam or Dike (Existing)		
	Tile Outlet		
	Edge of Water		
	Existing Drainage		
	Right of Way Rail or Lot Corner		
	Concrete Monument		
	Well		
	Windmill		
	Beehive Intake		
	Existing Intake		
	Existing Utility Access (Manhole)		
	Fire Hydrant		
	Water Hydrant (Rural)		

UTILITY LEGEND

	E1	EL1D, Electric Line Iowa DOT - Quality D
	E2	EL2D, Electric Line City of Ames - Quality D (Located by owner maps)
	F0	FO1D, Fiber Optic Iowa Communications Network - Quality D (Flagged and owner maps)
	F03	FO3D, Fiber Optic Lumen - Quality D (Located by owner maps)
	SAN, (C)	SA1C, Sanitary Sewer City of Ames- Quality C
	ST S(C)	ST1C, Storm Sewer City of Ames - Quality C
	W(C)	WL1C, City of Ames - Quality C

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
Yellow	(4)		Proposed Pavement Shading
Orange	(6)		Proposed Granular Shading
Orange	(70)		Proposed Shoulder Granular Shading
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading
Brown, Light	(236)		Grading Shading
Orange, Light	(134)		Proposed Granular Entrance Shading
Yellow	(220)		Proposed Paved Entrance Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading
Red	(3)		Proposed Structure Shading
Red	(3)		Delineates Restricted Areas

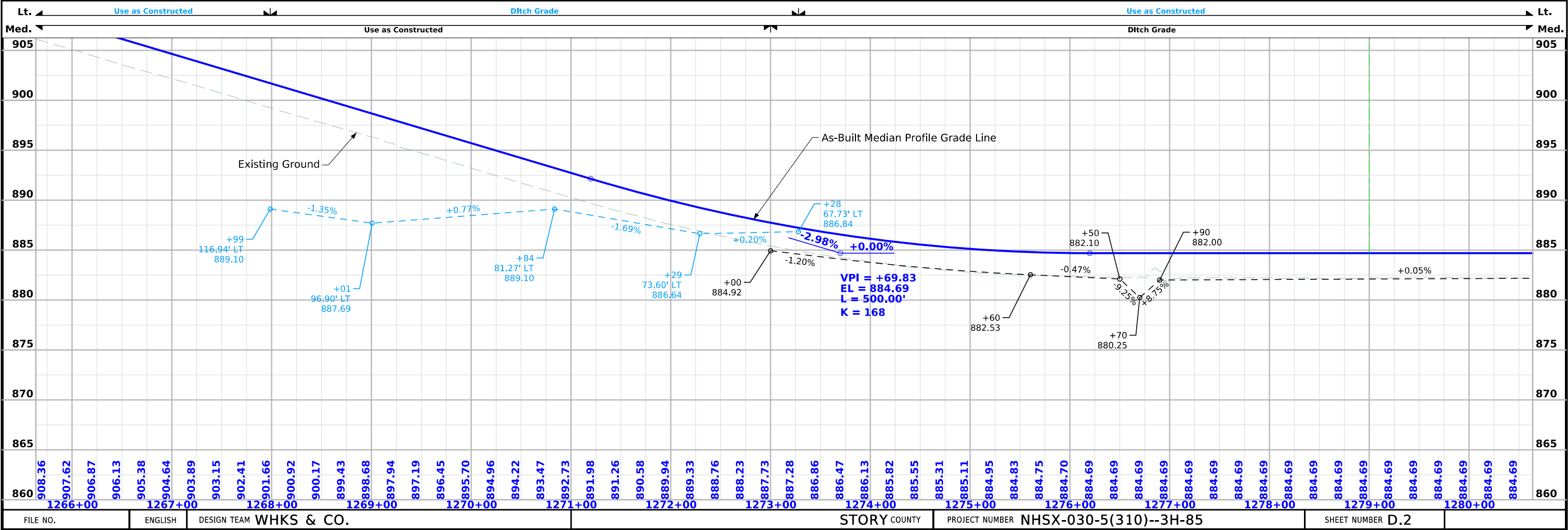
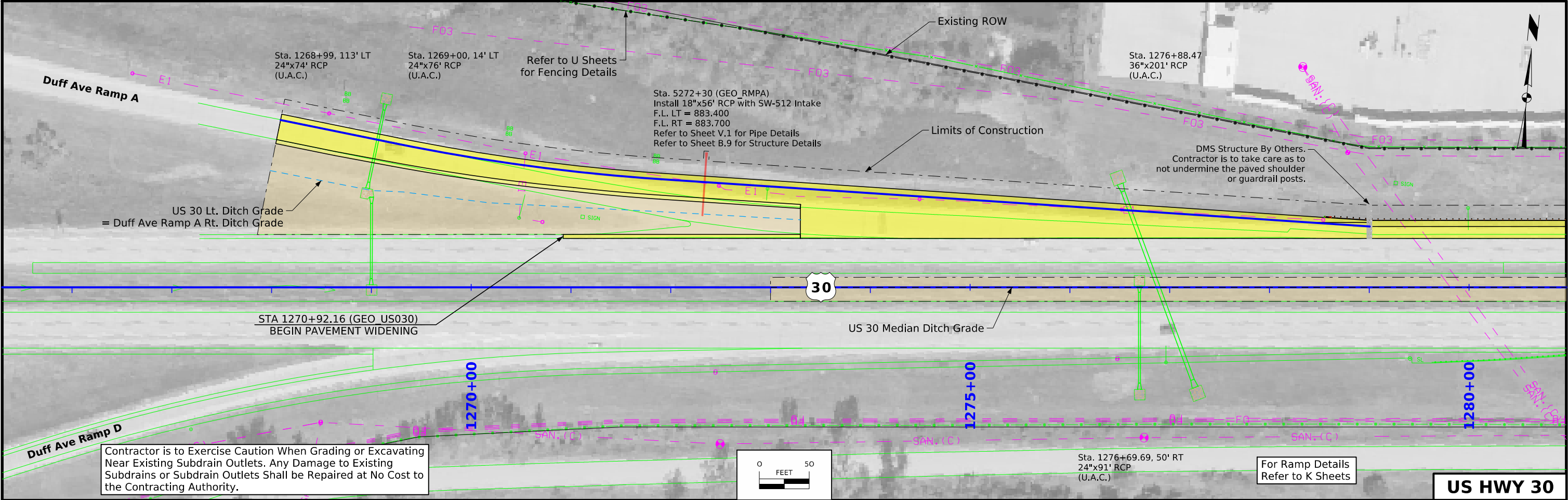
PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

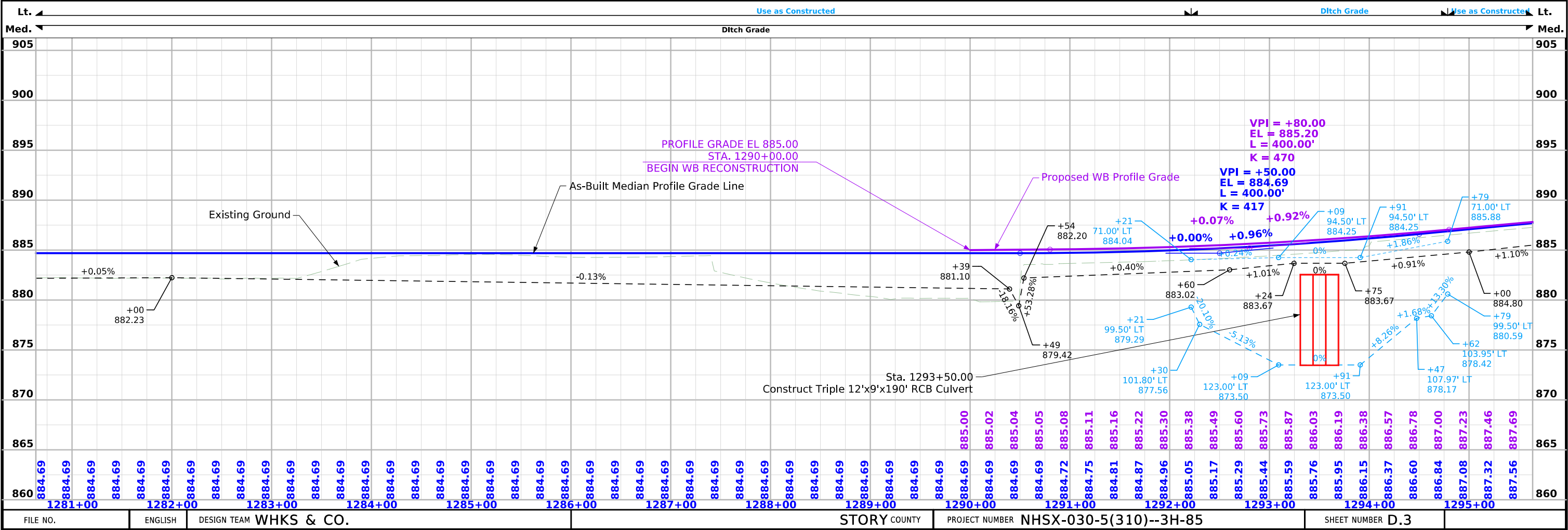
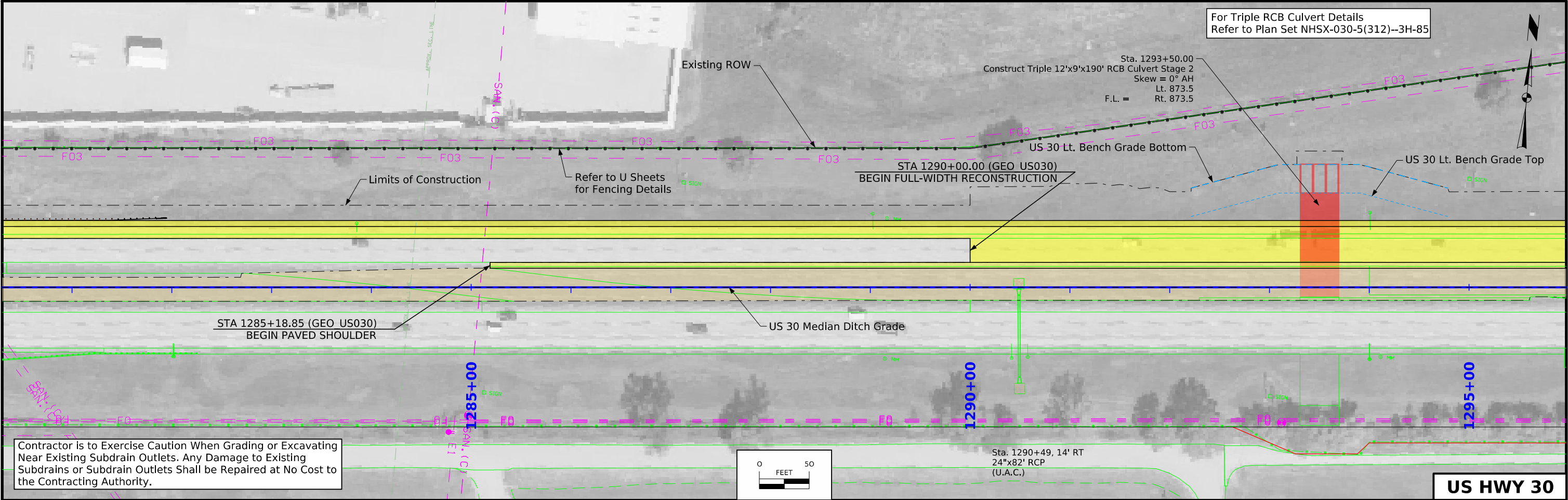
LINEWORK		Design Color No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
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Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

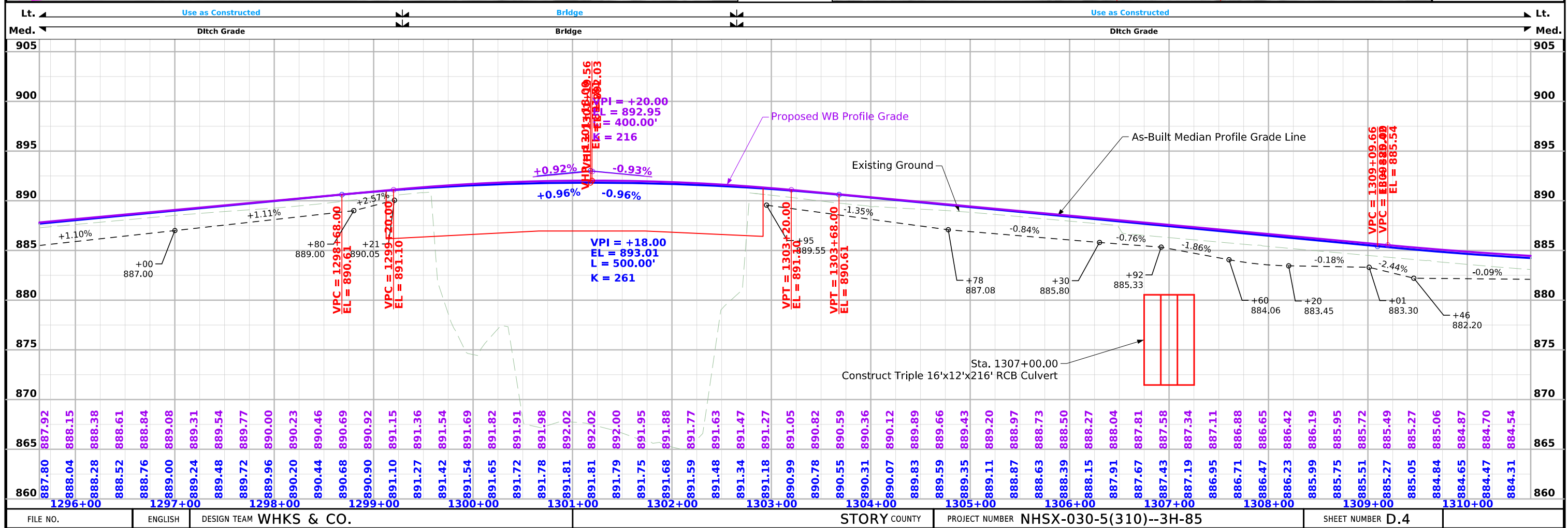
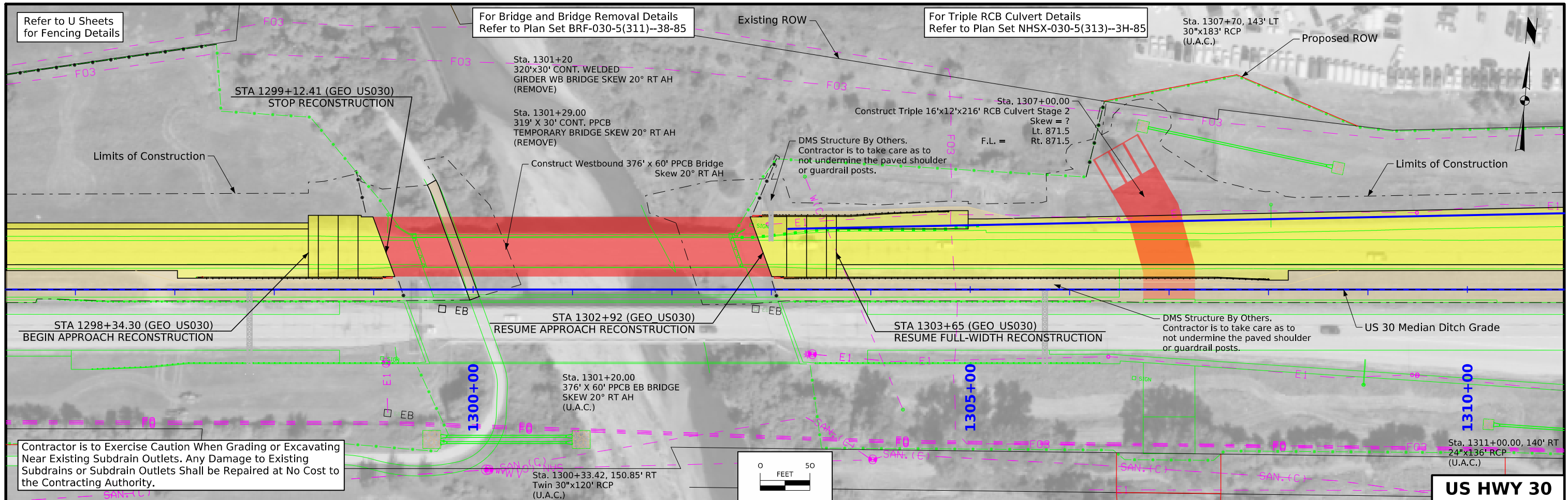
Reference Point		RIGHT-OF-WAY LEGEND	
	Survey Line		Proposed Right-of-Way Symbol
	Section Corner		Proposed Right-of-Way Line
	Ground Line Intercept		Existing Right of Way
	Saw Cut		Existing and Proposed Right-of-Way
	Guardrail		Easement and Existing Right-of-Way
	Trench Drain		Easement (Temporary) Symbol
	HighTension Cable Guardrail		Easement (Temporary) Line
	Sheet Pile		Easement
	Pavement Removal		C/A Access Control
	Clearing & Grubbing Area		Property Line Symbol
			Property Line

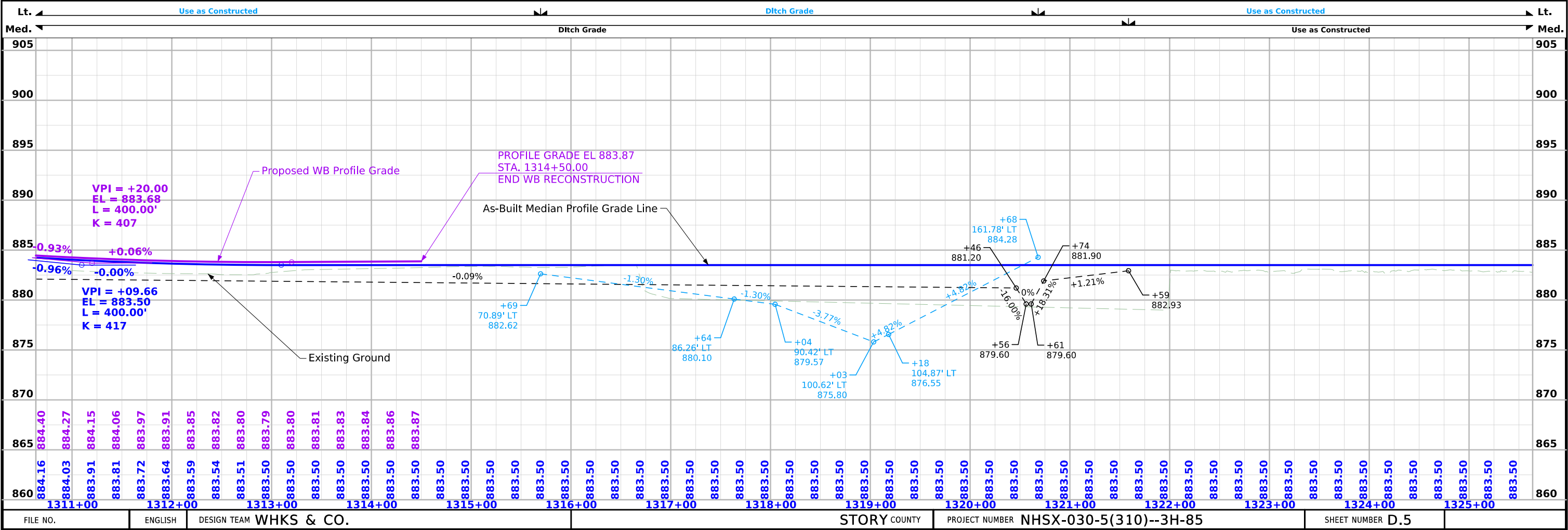
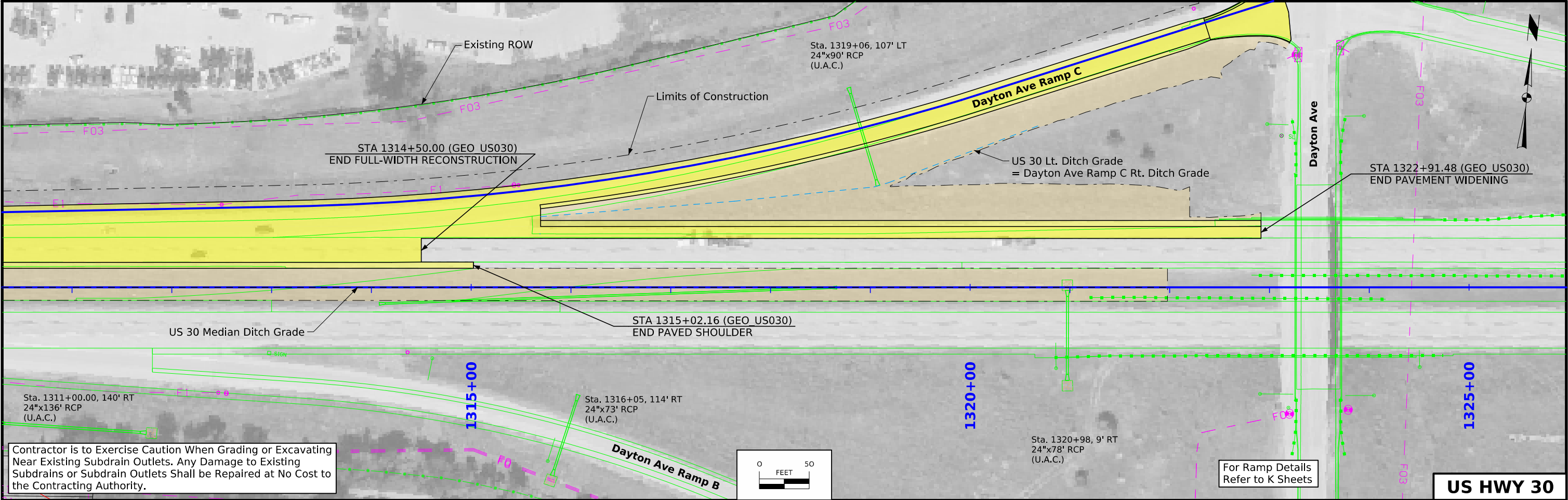
PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET

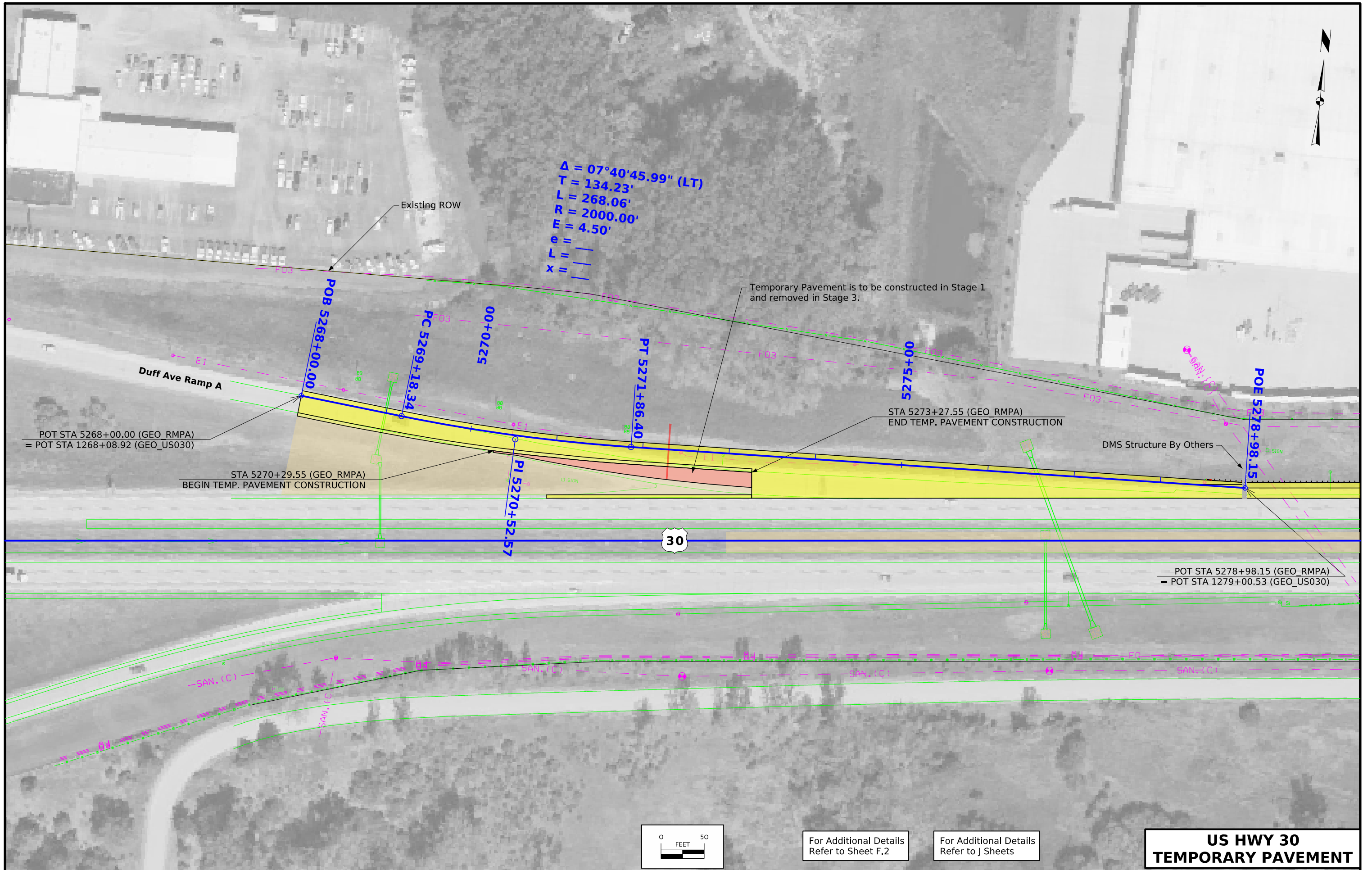
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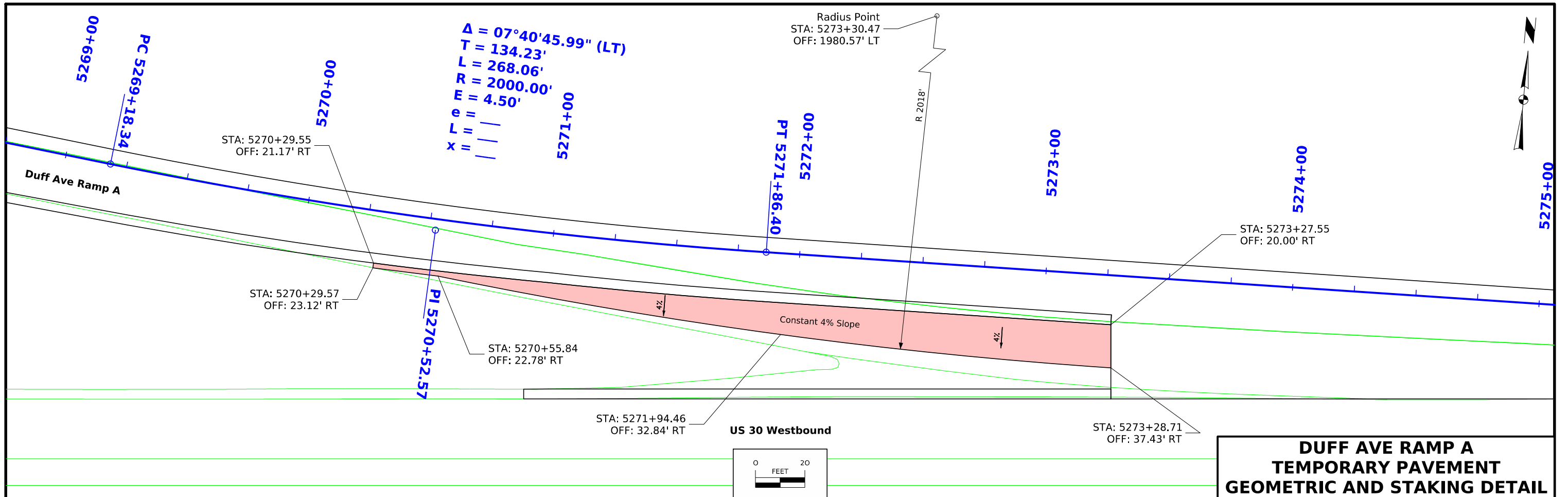






FILE NO.	ENGLISH	DESIGN TEAM	WHKS & CO.	STORY COUNTY	PROJECT NUMBER	NHSX-030-5(310)--3H-85	SHEET NUMBER	F.1
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Survey Information

SURVEY INDEX

County: Story
PIN: 19-85-030-020
Project Number: BRFN-030-5(271)--38-35
Location: HWY-30 over South Skunk River, 1.2 Miles West of I-35
Type of Work: Bridge - Replacement
Project Directory: 8503002019

Survey Personnel

Jeremy Leemon Survey Project Manager
Chris Ries Assistant Survey Project Manager
CJ Beckman Instrument
Jacob Powers Instrument
Jamie Winchester Instrument

Date(s) of Survey

Begin Date 11/5/2021
End Date 09/17/2021

General Information

This project is a full DTM survey utilizing both conventional survey and Whirrx drone photogrammetry. Measurement units for this survey are US survey feet. Project datum and control was established using previously established control. Starting Along HWY 30, approximately 0.16 miles East of HWY 69 and ending 0.5 miles West of I-35, 1.3 miles by 450 feet wide.

Project Control

The project coordinate system for this survey is IaRCS Zone 8(U.S. Survey Feet). This survey control is relative to NGS control. We observed 5 control points surrounding the project, observing each control twice for 180 epochs and averaging the measurements. SC304,SVS097,SVS099, SVS100, and SVS101 were then calibrated from CP100. Additional control points were placed throughout the project using GNSS Base-Rover setup relative to CP100.

PROJECT DATUM: NAD83(2011) EPOCH 2010.00
VERTICAL DATUM: NAVD88 – GEOID MODEL 18
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 8

Alignments Information

Alignment SURMLA030

A hinge nail was found at P.I. Sta. 1166+14.70 Project FN-30-5(15)—21-85 and A ½” re-rod was found at P.I. Sta. 1410+14.2 Project F-1065(9) a straight line between P.I.’s was held for the centerline. Stationing was established at the intersection of Dayton Road with US 30, Sta. 1323+48.75 and carried back and forward through the project.

Station Equations are as follows:

P.I. Sta. 1166+14.70 (Project FN-30-5(15)—21-85) Found Hinge Nail
= Sta. 1164+88.28 This Survey

Sta. 1285+09.30 (Project FU-1065(16) Found 5/8” re-rod (WHKS alignment control Sta. 1285+08.62) 0.217’ Lt. of Sta. 1285+08.62 This survey

Sta. 1323+48.75 (Project HES-30-5(57)—2H-85) Found “X” in Bridge (WHKS alignment Control Sta. 1323+48.75) 0.285’ Left of Sta. 1323+48.75 This survey

P.I. Sta. 1410+14.2 (Project F-1065(9) Found ½” re-rod
= Sta. 1410+09.48 This survey

Utility Information

For logging data and other utility details see Utility Survey and Ownership Report in the Utility folder of the PrelimSurvey project directory.

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 - Ia. RCS Zone 8
VERT. DATUM: NAVD88 - Geoid Model 18

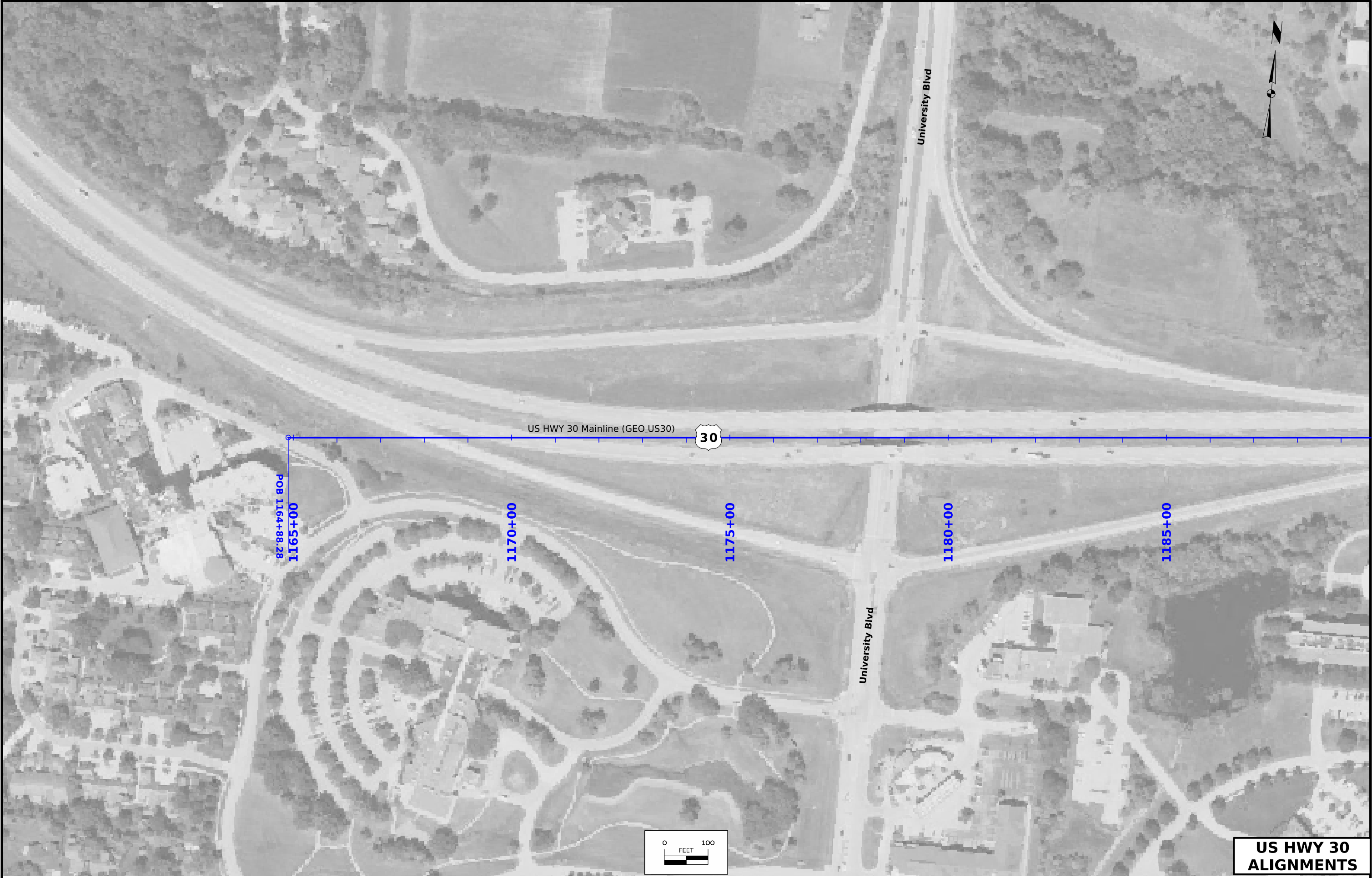
Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

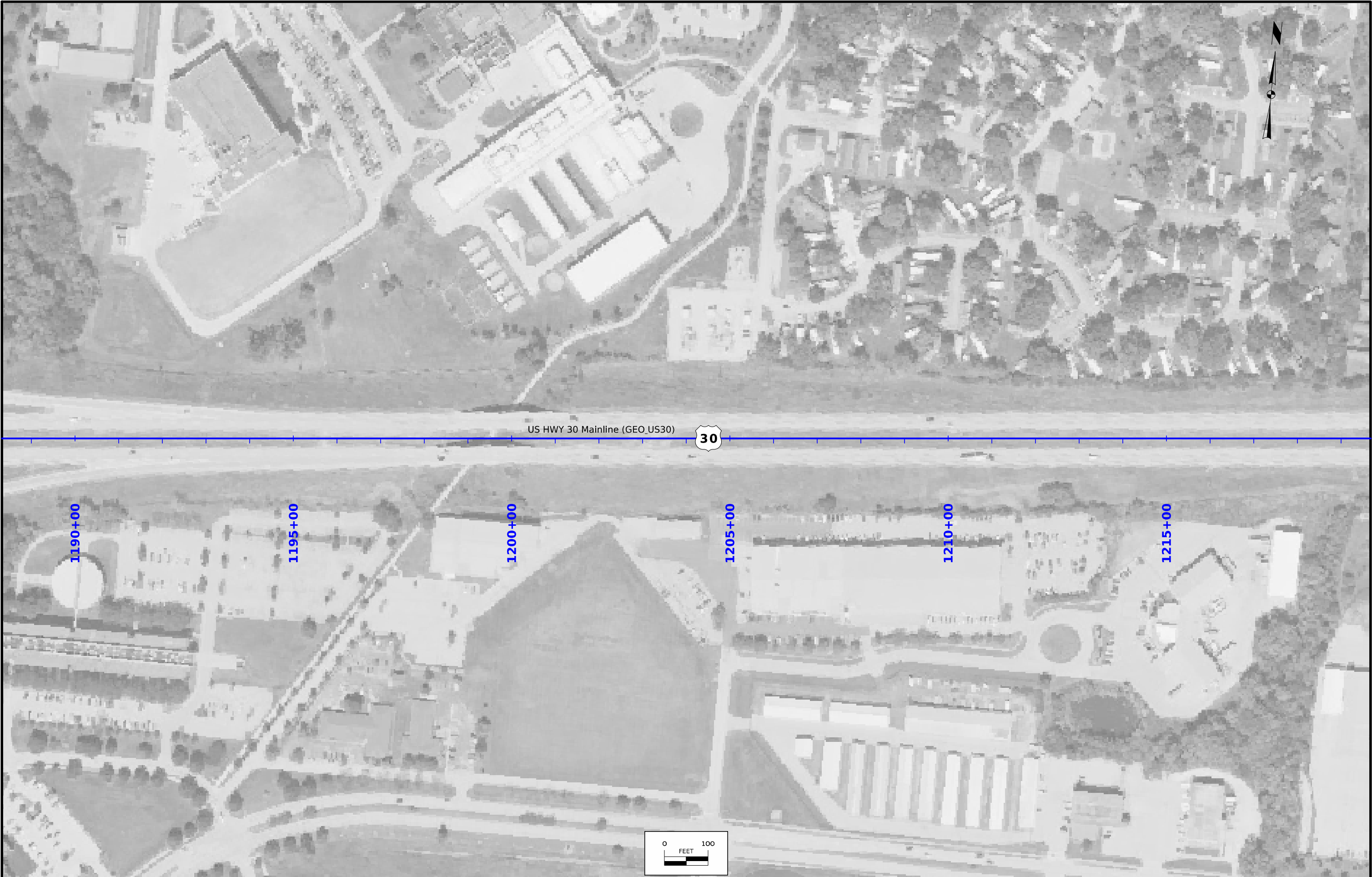
HORIZ. DATUM: NAD83(2011) EPOCH 2010.00
1a. Regional Coordinate System Zone 8

VERT. DATUM: NAVD88
Geoid Model 18
Project Control Marks are Bench Marks

Point Name	Northing	Easting	Elevation	Feature Definition-Description
99	7639502.580	18529349.922	915.103	CP FD NGS MON in Median of US 30, 330' East of NB CL of S Duff Ave
100	7639937.050	18534748.551	878.893	CP FD NGS MON 48' South of US 30 EB CL, 670' West of CL of Dayton Ave
101	7640510.058	18540657.200	912.711	CP FD NGS MON 42' South of US 30 EB CL, 1065' East of NB CL of Interstate 35



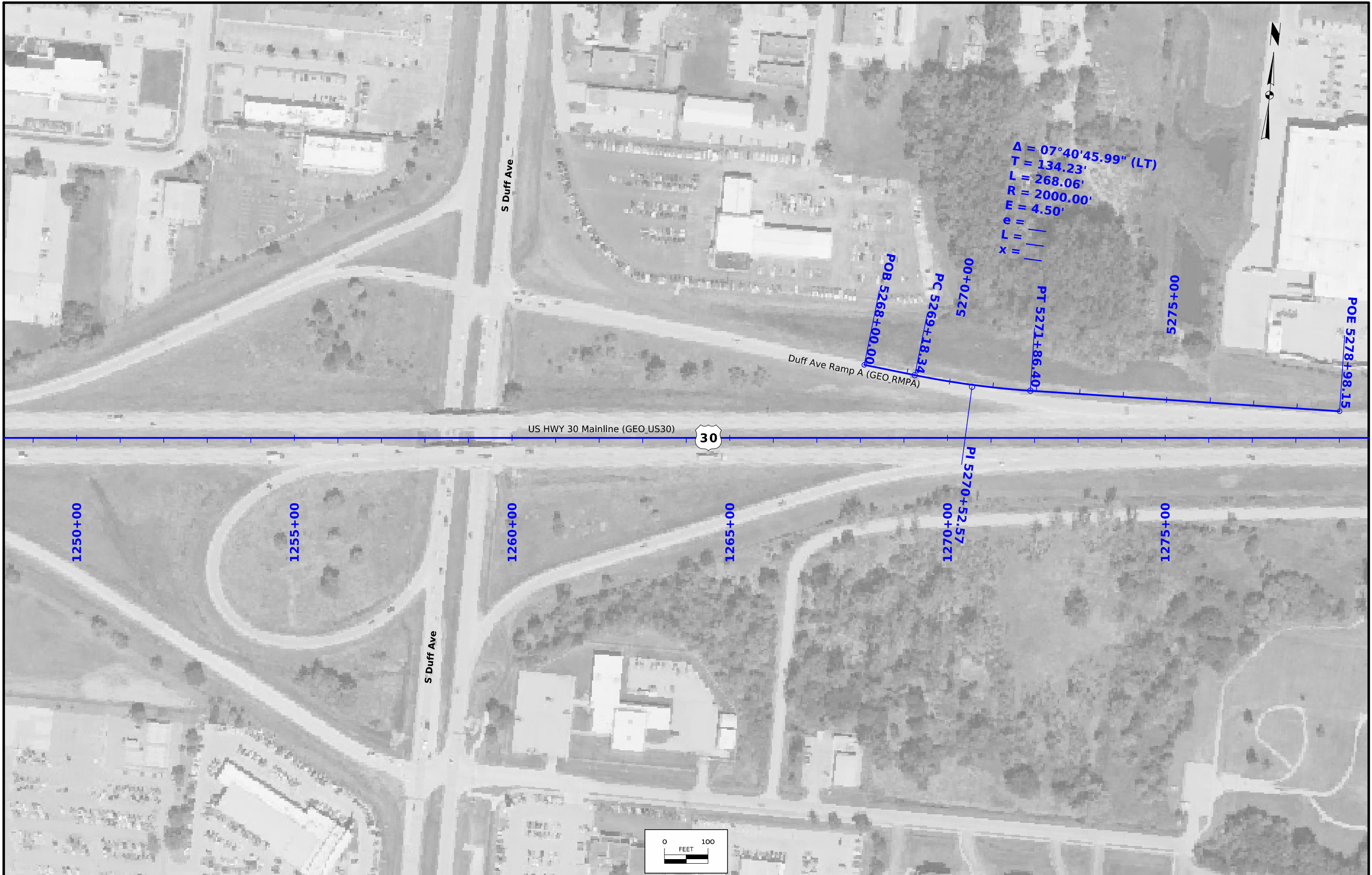
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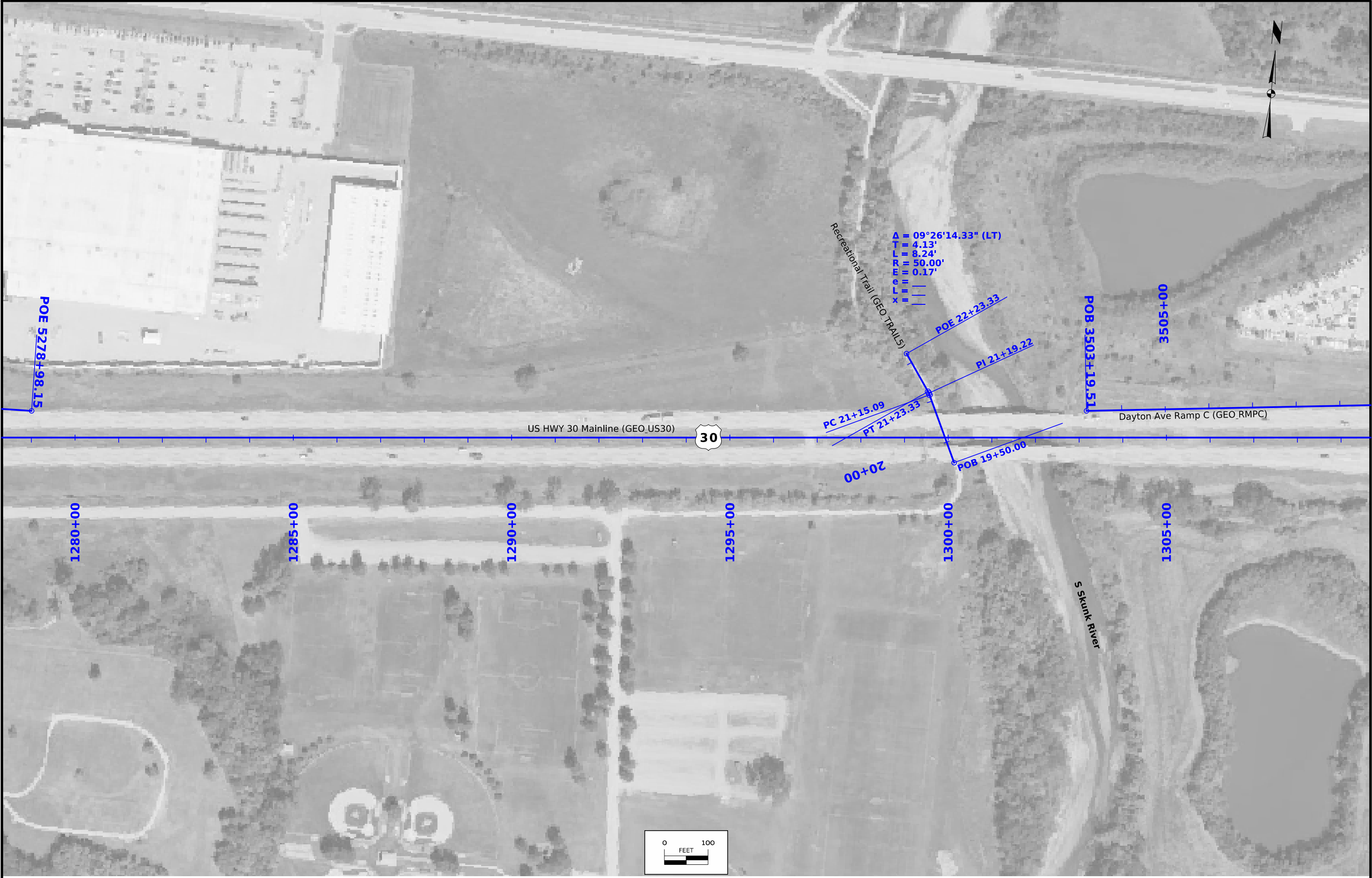
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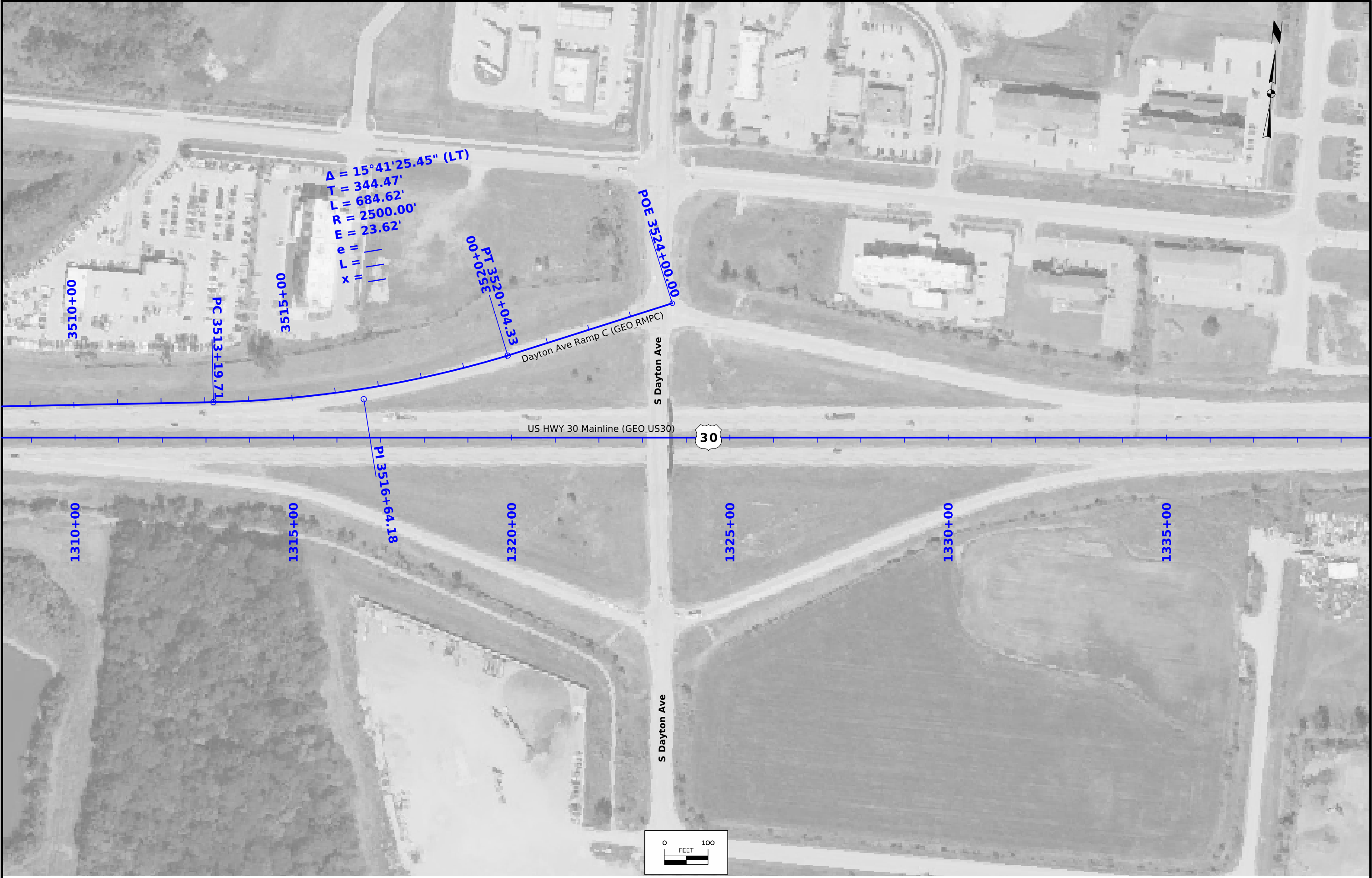
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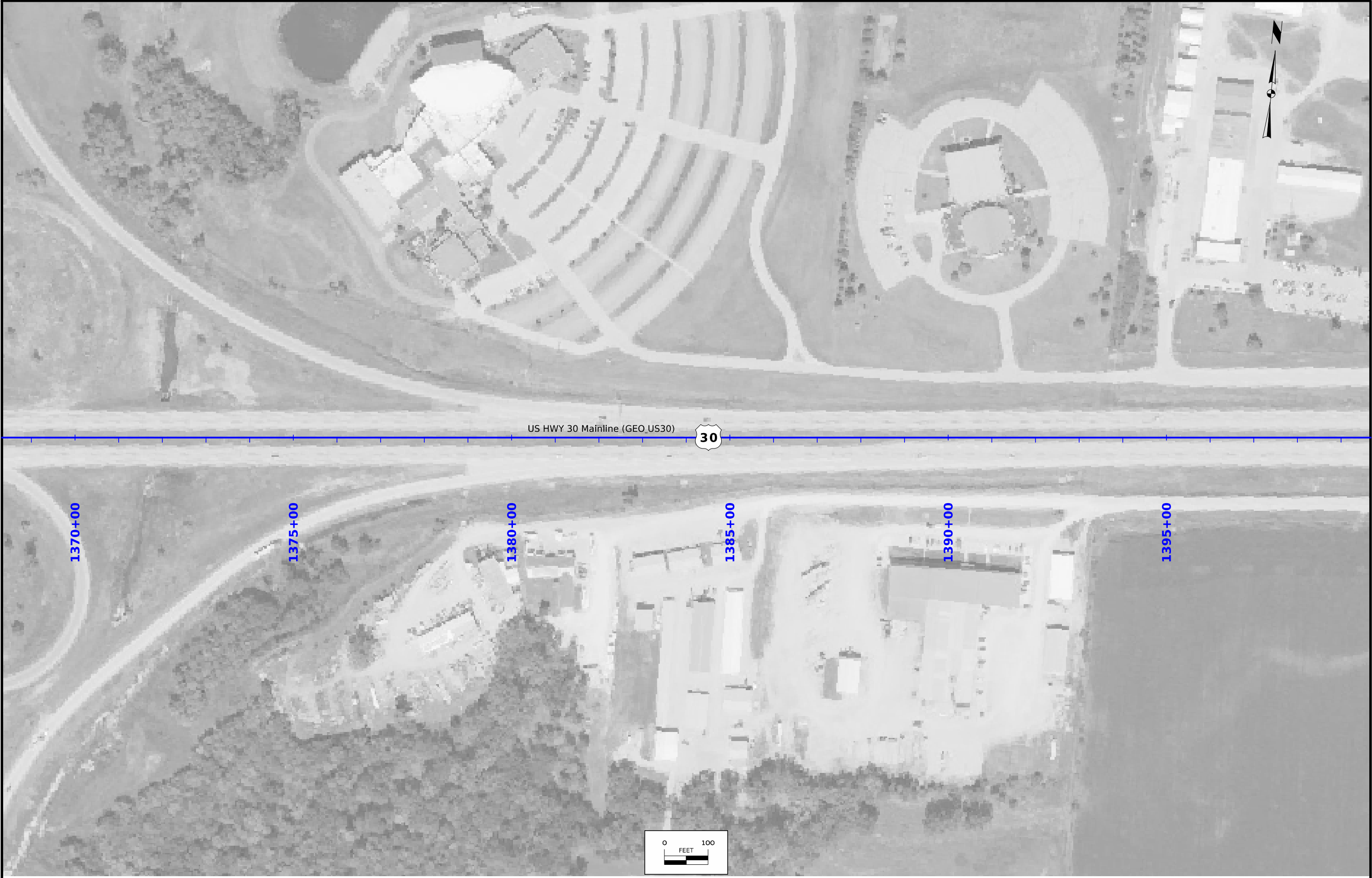


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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER G.10
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER G.11
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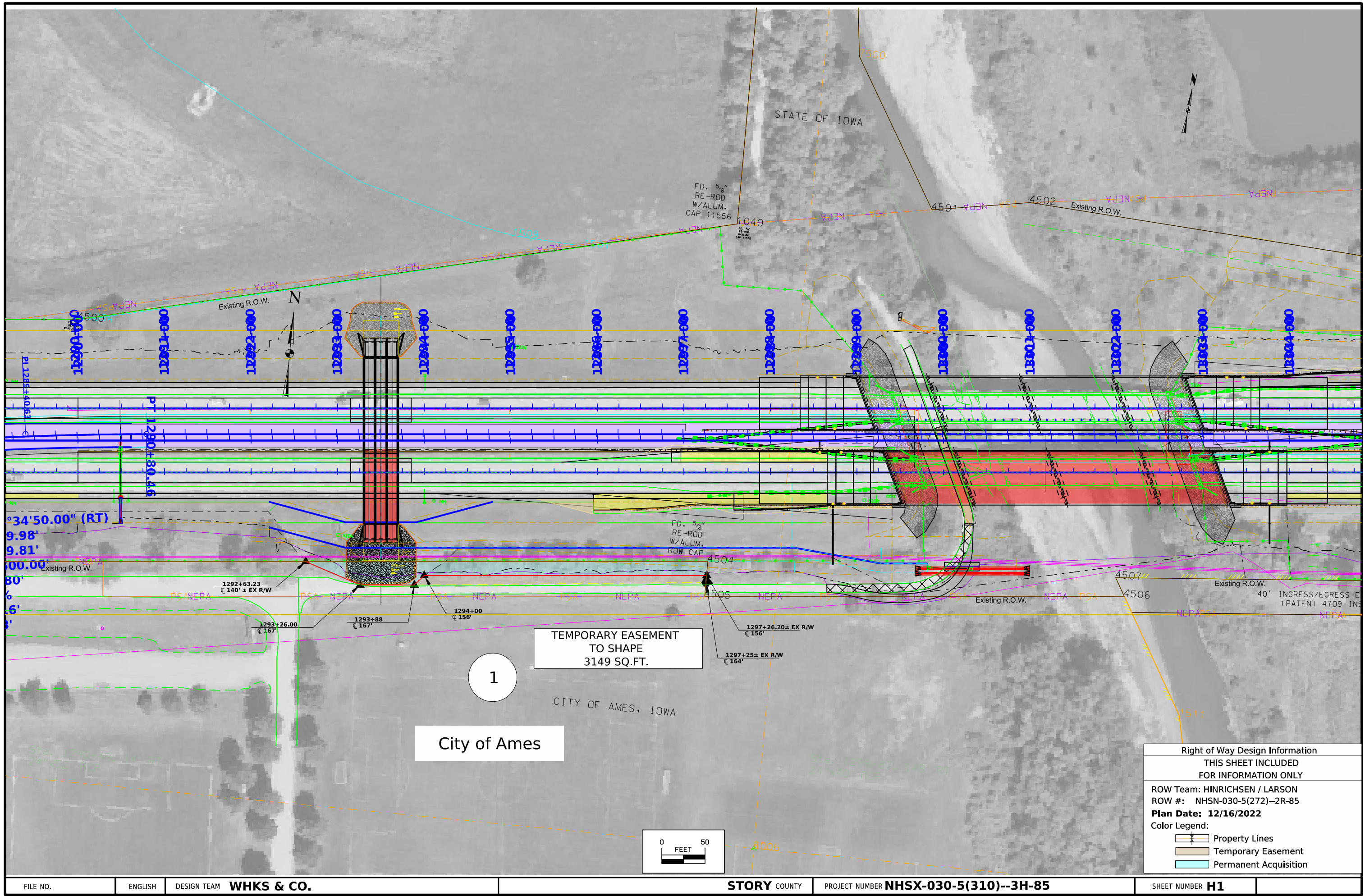
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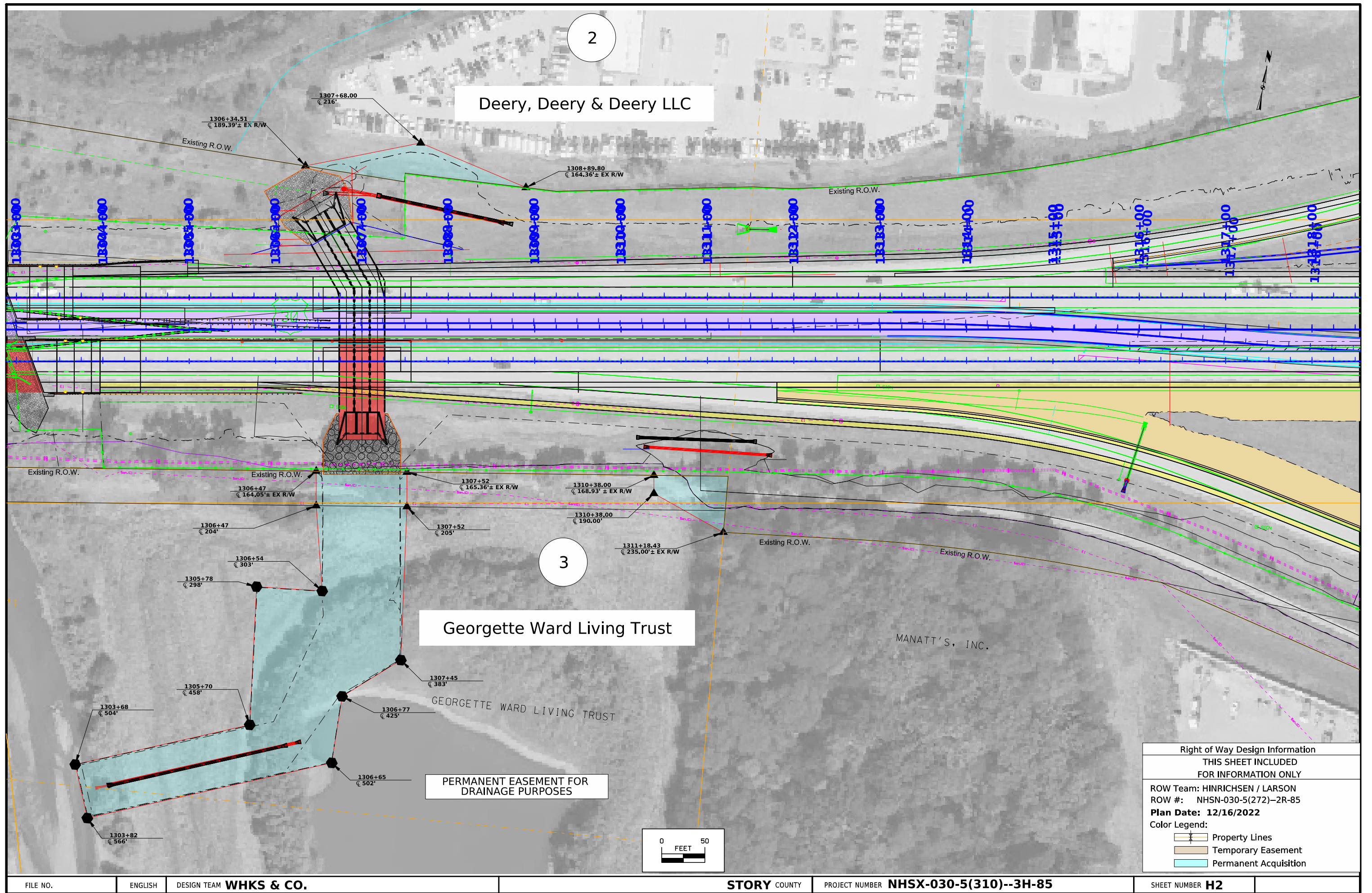
Line No.	Name	Location	Point on Tangent Station	Point on Tangent Y Northing	Point on Tangent X Easting	Begin Spiral Station	Begin Spiral Y Northing	Begin Spiral X Easting	Begin Curve Station	Begin Curve Y Northing	Begin Curve X Easting	Simple Curve PI or Master PI Station	Simple Curve PI or Master PI 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	US Highway 30																			
2.0	T1	GEO_US30	1164+88.28	7638573.159	18519617.05															
3.0	T2	GEO_US30	1323+48.75	7640084.621	18535405.34															
4.0	T3	GEO_US30	1410+09.48	7640909.966	18544026.65															
5.0																				
6.0	Duff Ave. Ramp A																			
7.0	T1	GEO_RMPA	5268+00.00	7639723.527	18529874.75															
8.0	C1	GEO_RMPA							5269+18.34	7639711.106	18529992.44	5270+52.57	7639697.016	18530125.93	5271+86.41	7639700.891	18530260.1			
9.0	T2	GEO_RMPA	5272+97.35	7639704.094	18530371															
10.0	T3	GEO_RMPA	5278+98.15	7639721.439	18530971.55															
11.0																				
12.0	Dayton Ave. Ramp C																			
13.0	T1	GEO_RMPC	3503+19.51	7639951.714	18533376.93															
14.0	C1	GEO_RMPC							3513+19.71	7640066.92	18534370.47	3516+64.18	7640106.597	18534712.64	3520+04.33	7640237.333	18535031.34			
15.0	T2	GEO_RMPC	3524+00.00	7640392.467	18535395.32															
16.0																				
17.0	Recreational Trail																			
18.0	T1	GEO_TRAIL5	19+50.00	7639804.807	18533086.43															
19.0	C1	GEO_TRAIL5							21+15.09	7639953.856	18533015.44	21+19.22	7639957.582	18533013.66	21+23.33	7639960.967	18533011.3			
20.0	T2	GEO_TRAIL5	22+23.33	7640042.976	18532954.08															

Line No.	Name	Location	SCS	S	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	C	T	L	R	E	Remarks
1.0	Duff Ave. Ramp A																
2.0	C1	GEO_RMPA										7.679	134.233	268.063	2000	4.5	
3.0																	
4.0	Dayton Ave. Ramp C																
5.0	C1	GEO_RMPC										15.69	344.467	684.623	2500	23.62	
6.0																	
7.0	Recreational Trail																
8.0	C1	GEO_TRAILS										9.437	4.127	8.236	50	0.17	

SUPERELEVATION DATA
See PV-300 Series

Line No.	Road Identification	Circular Curve or Spiral Curve Name	Radius (FT)	e (%)	L (FT)	x (FT)	Standard Road Plan	Section A-A	Section A'-A'	Section B-B	Section C'-C'	Section C-C	Section D-D	Case A	Case B	Case C	Case S	Case T	Case U	Remarks
1.0	US 30 WB	Duff Ramp A C1	2000.0	5.4	151.0	84.00	PV-303	526896.64				526918.34	526963.64				526924.49	526924.49		Section A-A is 3% X-Slope
2.0			2000.0	5.4	151.0	84.00	PV-303	527208.11				527186.41	527141.11				527180.26	527180.26		Section A-A is 3% X-Slope
3.0	US 30 WB	Dayton Ramp C C1	2500.0	5.0	140.0	84.00	PV-303	351305.71				351319.71	351361.71				351333.71	351333.71		Section A-A is 3% X-Slope
4.0			2500.0	5.0	140.0	84.00	PV-303	352018.33				352004.33	351962.33				351990.33	351990.33		Section A-A is 3% X-Slope





General Notes:

1. Two lanes of traffic in each direction shall be maintained on US 30 at all times, except as noted in Tab. 108-23B.
2. One lane of traffic in each direction may be closed on US 30 during the times shown on Tab. 108-23B.
3. Traffic shall be maintained on all side roads at all times.
4. Dayton Ave. and Duff Ave. ramps shall remain open to traffic at all times, except as noted.
5. No lane closures or work shall be allowed during days of Iowa State University football home games. Additional special events are identified in Tab. 301-99 Modified. More special events may be identified in the future and will need to be accommodated through the project area, as necessary.
6. No traffic control devices for lane closures shall be placed before 9:00 pm on Sunday or 7:00 pm on Monday through Thursday. Refer to Tab. 108-23B.
7. All traffic control devices shall be removed before 6:00 am each working day. Refer to Tab. 108-23B.
8. Temporary night time road closures will only be allowed for placing overhead signs/trusses.
9. The Contractor shall install, furnish, maintain and remove detour signing.
8. The trail under the existing US 30 South Skunk River bridges shall be closed during construction of the bridge. Trail closures, per Sheet No. J.40, shall be incidental to the Traffic Control bid item.
9. The trail under the existing US 30 South Skunk River bridges shall remain open when work is not impacting the trail.
10. The South Skunk River is considered a water trail paddling route. Water trail closure signs shall be installed per the Sheet Nos. J.38 & J.39.
 - a. All construction debris shall be removed from the river channel when construction is completed or as soon as possible during construction.
11. Staging shown in these plans is a suggested option for completing the work. The Contractor may make changes to the staging plan, but any changes must be approved by the Engineer.
12. Traffic shall be maintained in its existing configuration during the winter months.

Water Trail Traffic Control and Signage:

The following provisions shall be included in the Traffic Control for the South Skunk River State Water Trail, and shall be included in the price bid for Traffic Control.

1. Contact a nearby canoe and kayak outfitter and rental business prior to the start of construction:

Jax Outfitters
marshal@amesoutdoor.com
South Skunk River
515-292-2276
4723 West Lincoln Way
Ames, IA 50014
2. Notify John Wenck via e-mail at john.wenck@dnr.iowa.gov, when any temporary channel obstruction is placed or removed, so a hazard symbol can be added to the DNR's interactive river mapping system and removed once the project is completed.
3. Notify DNR Conservation Officer Brandon Bergquist (via e-mail at brandon.bergquist@dnr.iowa.gov or phone at 515-290-0177) and DNR Recreational Safety Officer Jeff Barnes (via e-mail at jeff.barnes@dnr.iowa.gov or phone at 515-290-4907) prior to installation of signs.
4. Contact County Conservation Director & Water Trail Sponsor, Mike Cox at mcox@storycountyiowa.gov prior to beginning construction.

		108_26A 8/15/22
STAGING NOTES		
General Notes: Refer to the Proposal for site restrictions and site times. Place all Erosion Control Devices prior to beginning construction. Roadway staging must be coordinated with projects included in Tab. 111-01 and any other projects within the vicinity. Contractor will have access to Stages 1 and 2 at the same time. Stage 1: Traffic: - Traffic Control shall be per Stage 1 as shown in the J Sheets - Maintain 2 lanes of traffic on US 30, in each direction, at all times, utilizing the existing median cross overs. - Duff Ave. Ramp A (exit ramp) and Dayton Ave. Ramp C (entrance ramp) are to be closed per the notes in Tab. 108-23A. - Contractor is to erect, maintain and remove detours for Duff Ave. Ramp A (exit ramp) and Dayton Ave. Ramp C (entrance ramp), as shown on the J Sheets. Construction: - Construct grading for widening between US 30 westbound and Duff Ave. Ramp A. - Construct US 30 westbound widening from beginning of project to Sta 1290+00. - Construct Duff Ave. Ramp A and connection to US 30 westbound. - Construct steel beam guardrail at Duff Ave. Ramp A - Triple Reinforced Concrete Box culverts can be built anytime within Stage 1 or Stage 2. Refer to structural plans for details. - Eastbound Bridge can be built anytime within Stage 1 or Stage 2. Refer to structural plans for details. The intention is to minimize the duration of the Duff Ave. Ramp A closure. Refer to the Project Proposal for additional information. Stage 2: Traffic: - Traffic Control shall be per Stage 2 as shown in the J Sheets - Maintain 2 lanes of traffic on US 30 in each direction, except as noted in Tab. 108-23B, utilizing the existing median cross overs. - Construction between Sta 1315+69.50 and Sta 1322+91.48 shall be done at night to allow sufficient space for construction. The outside lane of the westbound traffic may be closed during the hours noted on Tab. 108-23B. - Dayton Ave. Ramp C (entrance ramp) is to be closed. - Contractor is to erect, maintain and remove detour for Dayton Ave. Ramp C (entrance ramp), as shown on the J Sheets. Construction: - Construct US 30 westbound widening from Sta 1290+00 to End of Project. - Construct grading for widening between US 30 westbound and Dayton Ave. Ramp C and adjacent to US 30 at the Dayton Ave. interchange. - Construct Dayton Ave. Ramp C and connection to US 30 eastbound. - Triple Reinforced Concrete Box culverts can be built anytime within Stage 1 or Stage 2. Refer to structural plans for details. - Eastbound Bridge can be built anytime within Stage 1 or Stage 2. Refer to structural plans for details. - Construct steel beam guardrail on East and West sides of westbound bridge. Stage 3: Traffic: - Traffic Control shall be per Stage 3 as shown in the J Sheets - Maintain 2 lanes of traffic on US 30 eastbound at all times, except per Tab. 108-23B. - Maintain 2 lanes of traffic on US 30 westbound at all times, except per Tab. 108-23B. Construction: - Remove the existing temporary pavement in the median. - Grade the median.		

TRAFFIC CONTROL CLOSURE TABLE(S)

* This is to only be used in conjunction with Tabulation 108-23A.
"X" area indicates times that lane closures are not allowed.

Roadway Name	Day																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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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 30	EB	Story	Between Duff Ave. and Dayton Ave.	South Skunk River	Barrier	48730	Horizontal	60	32	N/A	N/A	
2.0	US 30	WB	Story	Between Duff Ave. and Dayton Ave.	South Skunk River	Barrier	48740	Horizontal	30	26	N/A	N/A	

113_02 8/15/22 PEDESTRIAN PATH CLOSURES Refer to TC-601. *Assumes 6 foot wide barricade. Closures may need to be removed and re-established.					
Line No.	Location	Side	Width of Closure (FT)	Type III Barricades* (No.)	Remarks
1.0	North of Dog Park Parking		10.0	2	Refer to J.49 for Additional Information
2.0	South of SE 16th St		10.0	2	Refer to J.49 for Additional Information

111_01
10/14/22

COORDINATED OPERATIONS

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

Project	Type of Work
BRF-030-5(311)--38-85	Bridge Replacement - PPCB
NHSX-030-5(312)--3H-85	RCB Culvert New - Triple Box
NHSX-030-5(313)--3H-85	RCB Culvert New - Triple Box
NHSX-030-5(314)--3H-85	Traffic Signs
NHSX-030-5(315)--3H-85	Lighting

301.99 Modified TABULATION OF SPECIAL EVENTS	
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Line No.	Start Date	End Date	Account	Event
1	9/1/26	9/3/26	Farm Progress Show	Farm Progress Show 2026
2	9/5/26	9/5/26	Iowa State University Athletics	Home Football Game
3	9/19/26	9/19/26	Iowa State University Athletics	Home Football Game
4	9/26/26	9/26/26	Iowa State University Athletics	Home Football Game
5	10/3/26	10/3/26	Iowa State University Athletics	Home Football Game
6	10/7/26	10/7/26	ISU Department of Athletics	2026 NBA Preseason Game (tentative)
7	10/18/26	10/18/26	Iowa State University Athletics	Home Basketball Game
8	10/31/26	10/31/26	Iowa State University Athletics	Home Football Game
9	11/6/26	11/6/26	Iowa State University Athletics	Home Basketball Game
10	11/10/26	11/10/26	Iowa State University Athletics	Home Basketball Game
11	11/14/26	11/14/26	Iowa State University Athletics	Home Football Game
12	11/15/26	11/15/26	Iowa State University Athletics	Home Basketball Game
13	11/19/26	11/21/26	Iowa High School Music Association	All State Music Festival 2026
14	11/28/26	11/28/26	Iowa State University Athletics	Home Football Game
15	12/2/26	12/2/26	Iowa State University Athletics	Home Basketball Game
16	12/6/26	12/6/26	Iowa State University Athletics	Home Basketball Game
17	12/13/26	12/13/26	Iowa State University Athletics	Home Basketball Game
18	12/21/26	12/21/26	Iowa State University Athletics	Home Basketball Game
19	12/29/26	12/29/26	Iowa State University Athletics	Home Basketball Game
20	3/8/27	3/12/27	Iowa High School Athletic Association	2027 Boys State Basketball (26-27 Season)
21	4/6/27	4/6/27	Iowa Jazz Championships	Iowa Jazz Championships 2027
22	4/11/27	4/13/27	Iowa FFA Association (CPM)	Iowa FFA Leadership Conference 2027
23	5/14/27	5/16/27	Iowa State University	Iowa State University - Graduation Weekend
24	5/18/27	5/18/27	Iowa State University Athletics	Tentative concert at Jack Trice
25	6/5/27	6/5/27	Iowa State University Athletics	Tentative concert at Jack Trice
26	6/7/27	6/12/27	Iowa Girls High School Athletic Union	2027 Girls State Soccer Tournament
27	7/17/27	7/18/27	Iowa State University Athletics	Tentative concert at Jack Trice
28	7/21/27	7/25/27	USA Track and Field	2027 USA Track & Field Masters Outdoor Championships
29	11/18/27	11/20/27	Iowa High School Music Association	All State Music Festival 2027

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
Pink, Dark	(13) 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		Proposed Special Backfill
	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) Proposed Pavement Markings, Yellow
Off White	(254) Proposed Pavement Markings, White
Black	(0) Existing Pavement Markings, All Colors
Violet	(15) Temporary Barrier Rail, Unpinned
Flush Orange	(228) Temporary Barrier Rail, Pinned

SHADING	Design Color No.
Green, Light	(225) Existing Pavement Shading
Gray, Light	(48) Previously Constructed Pavement Shading
Gray, Dark	(128) Previously Constructed Temporary Pavement Shading
Gray, Med	(80) 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.

TBR Disposition							
		Station to Station		Sections	Length	Stages	Notes
Pre-Stage 1	Left in Place	1282+19.19	1284+75.21	Unanchored	20	250	Remove before Stage 1; Crossover, VB Lanes
	Left in Place	1285+92.56	1288+23.25	Unanchored	18	225	Remove before Stage 1; Crossover, EB Lanes
	Left in Place	1292+68.49	1294+73.45	Anchored	16	200	Remove before Stage 3; Adjacent to EB Lanes
	Left in Place	1292+71.00	1294+24.63	Unanchored	12	150	Remove before Stage 1; Adjacent to VB Lanes
	Left in Place	1294+73.45	1295+88.67	Unanchored	9	112.5	Remove before Stage 3; Adjacent to EB Lanes
	Left in Place	1296+58.80	1303+11.71	Unanchored	51	637.5	Remove before Stage 1; on Median Bridge
	Left in Place	1306+12.34	1308+30.11	Anchored	17	212.5	Remove before Stage 3; Adjacent to EB Lanes
	Left in Place	1306+28.02	1307+94.45	Unanchored	13	162.5	Remove before Stage 1; Adjacent to VB Lanes
	Left in Place	1308+30.11	1309+96.66	Unanchored	13	162.5	Remove before Stage 3; Adjacent to EB Lanes
	Left in Place	1312+32.24	1314+88.26	Unanchored	20	250	Remove before Stage 1; Crossover, EB Lanes
Stage 1	Remove	1282+19.19	1284+75.21	Unanchored	20	250	Remove before Stage 1; Crossover, VB Lanes
	Remove	1285+92.56	1288+23.25	Unanchored	18	225	Remove before Stage 1; Crossover, EB Lanes
	Remove	1292+71.00	1294+24.63	Unanchored	12	150	Remove before Stage 1; Adjacent to VB Lanes
	Remove	1296+58.80	1303+11.71	Unanchored	51	637.5	Remove before Stage 1; on Median Bridge
	Remove	1306+28.02	1307+94.45	Unanchored	13	162.5	Remove before Stage 1; Adjacent to VB Lanes
	Remove	1312+32.24	1314+88.26	Unanchored	20	250	Remove before Stage 1; Crossover, EB Lanes
	Remove	1315+16.09	1317+21.21	Unanchored	16	200	Remove before Stage 1; Crossover, VB Lanes
	Place	1270+62.13	1285+34.37	Unanchored	115	1437.5	Stage 1 & 2
	Place	1285+43.74	1314+47.59	Unanchored	227	2837.5	Stage 1 & 2
	Place	1292+30.21	1292+68.61	Anchored	3	37.5	Stage 1 & 2
Stage 2	Remove	1270+62.13	1285+34.37	Unanchored	115	1437.5	Stage 1 & 2
Stage 3	Remove	1292+68.49	1294+73.45	Anchored	16	200	From Previous Year
	Remove	1294+73.45	1295+88.67	Unanchored	9	112.5	From Previous Year
	Remove	1306+12.34	1308+30.11	Anchored	17	212.5	From Previous Year
	Remove	1308+30.11	1309+96.66	Unanchored	13	162.5	From Previous Year
	Remove	1285+43.74	1314+47.59	Unanchored	227	2837.5	Stage 1 & 2
	Remove	1292+30.21	1292+68.61	Anchored	3	37.5	Stage 1 & 2
	Remove	1292+30.21	1292+68.61	Anchored	3	37.5	From Stage 1

Bid Quantities		Stage 1	Stage 2	Stage 3	Total
2528-8400048	Temporary Barrier Rail, Concrete	2437.5	0	0	2437.5
2599-9999009	Temporary Barrier Rail, Concrete, Remove	0	0	687.5	687.5
2599-9999009	Temporary Barrier Rail, Concrete, Relocate	1875	0	0	1875

Crash Cushion Disposition	
Pre-Stage 1	Sta 1294+24.80: left from Year 2, removed before Stage 1
	Sta 1307+94.59: left from Year 2, removed before Stage 1
	Sta 1284+75.21: left from Year 2, removed before Stage 1
	Sta 1285+92.56: left from Year 2, removed before Stage 1
	Sta 1292+68.49: left from Year 2, moved to Sta 1296+52.68
	Sta 1296+58.67: left from Year 2, removed before Stage 1
	Sta 1306+12.34: left from Year 2, moved to Sta 1309+96.53
	Sta 1312+32.24: left from Year 2, removed before Stage 1
	Sta 1317+21.21: left from Year 2, removed before Stage 1
	Sta 1309+96.53: Used in Stages 1 & 2
Installed in Stage 2	---
Installed in Stage 3	---

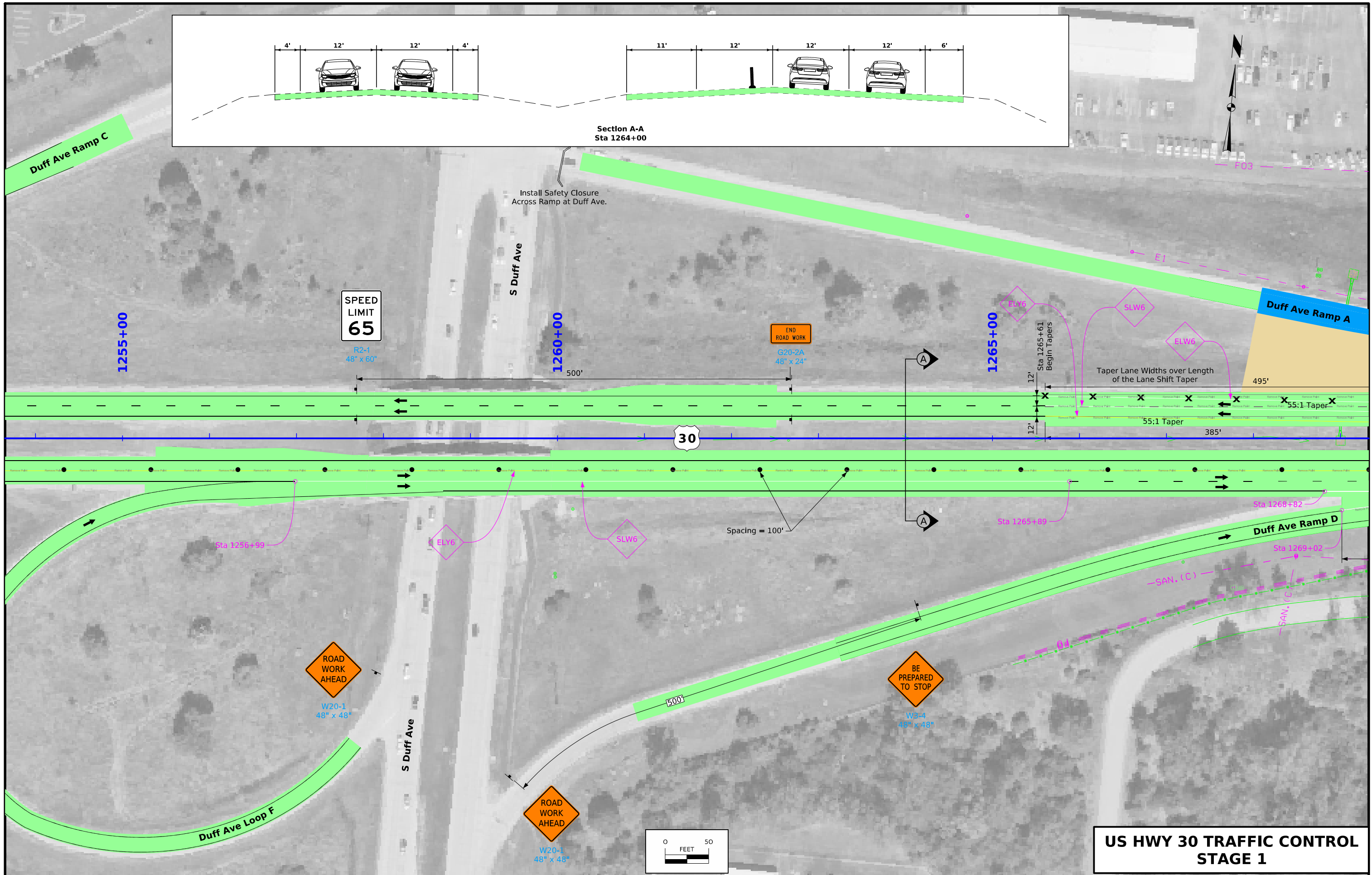
Bid Quantities:	
2551-0000130	Temp Crash Cushion, Severe Use (SU)
2599-9999009	Temp Crash Cushion, Severe Use (SU), Remove

TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES J)

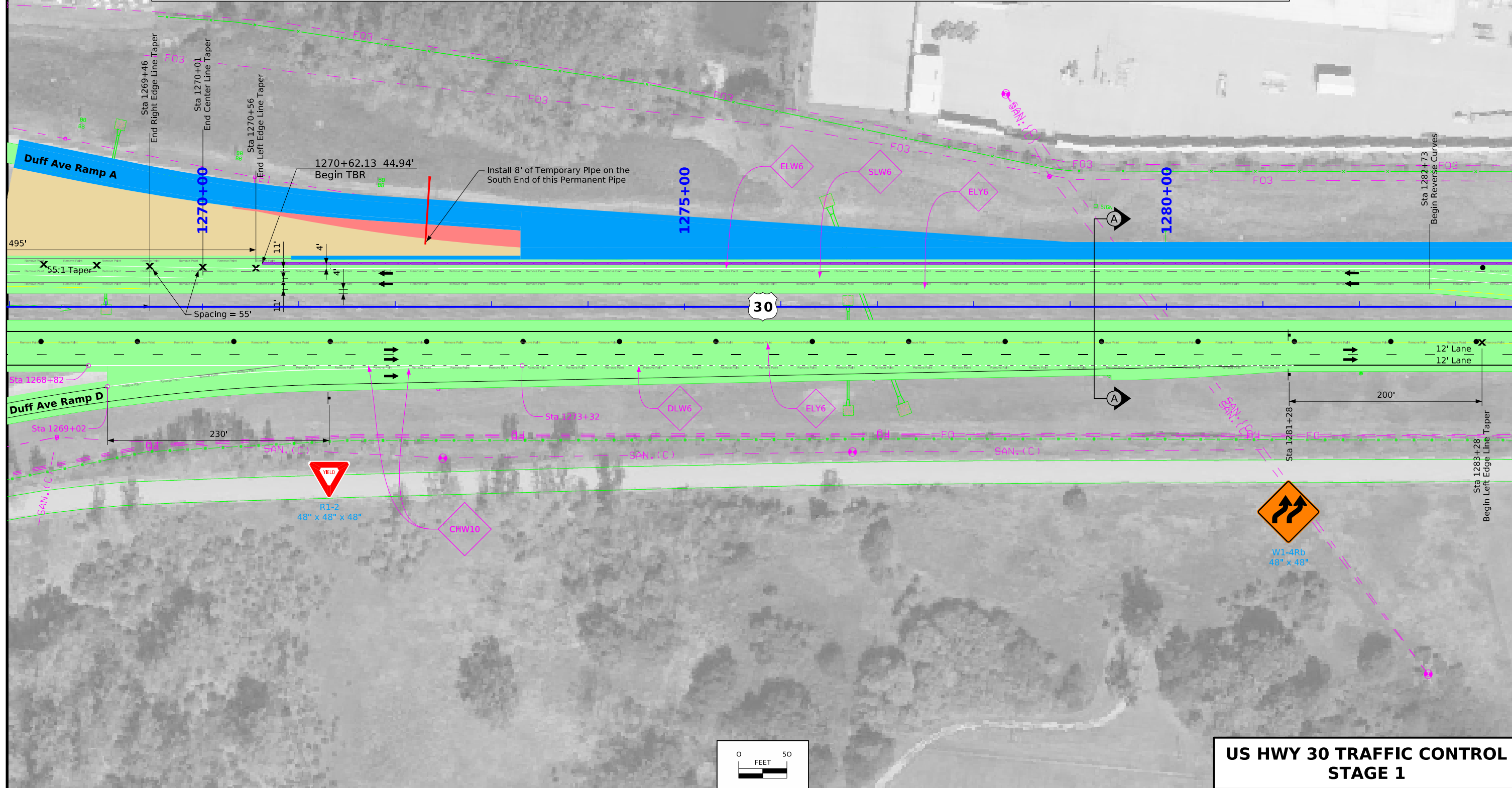
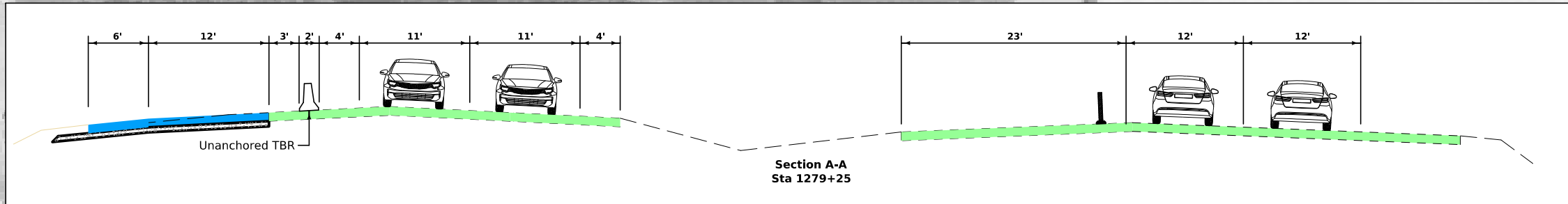


FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.8
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.9
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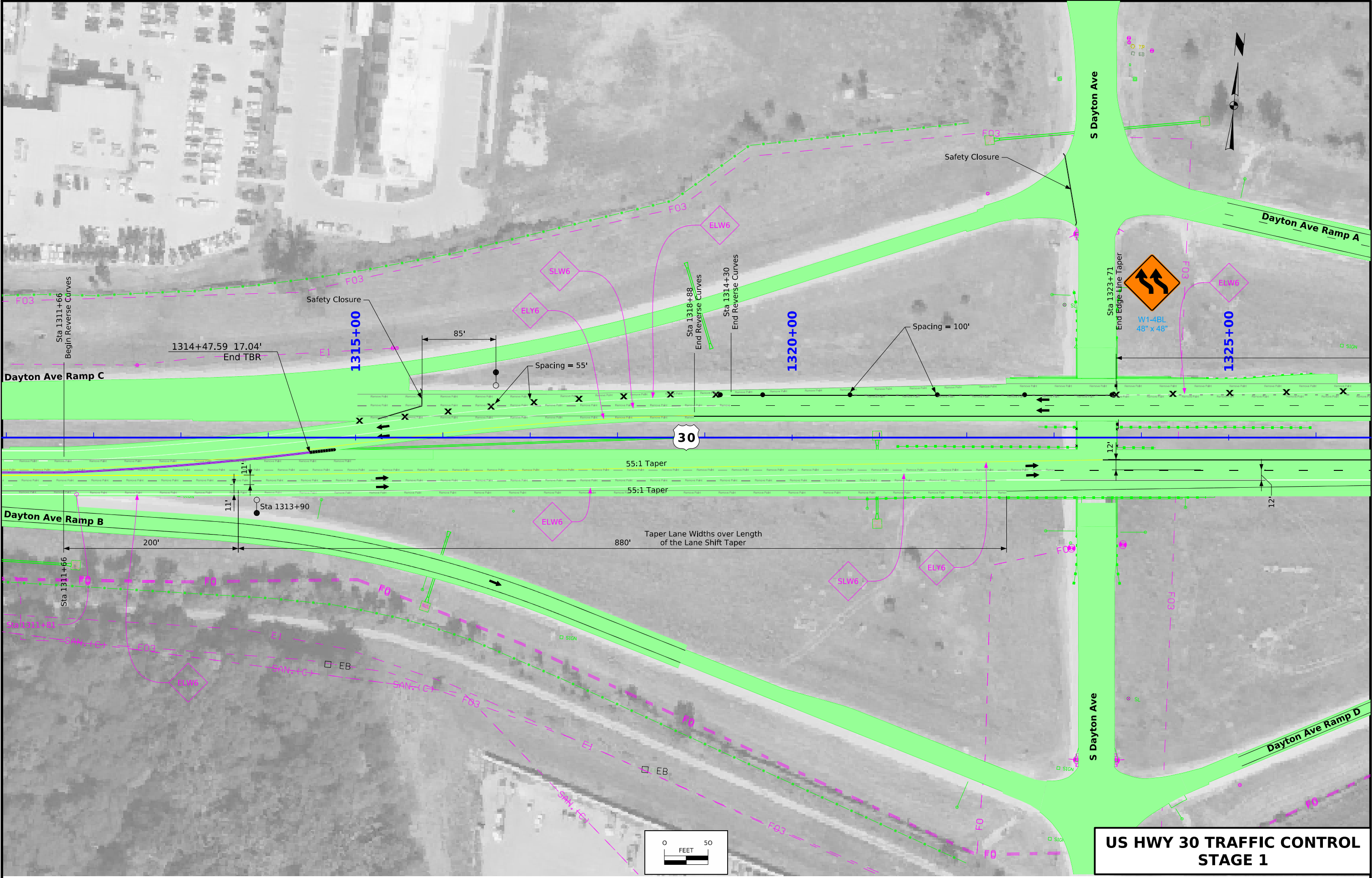
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.10
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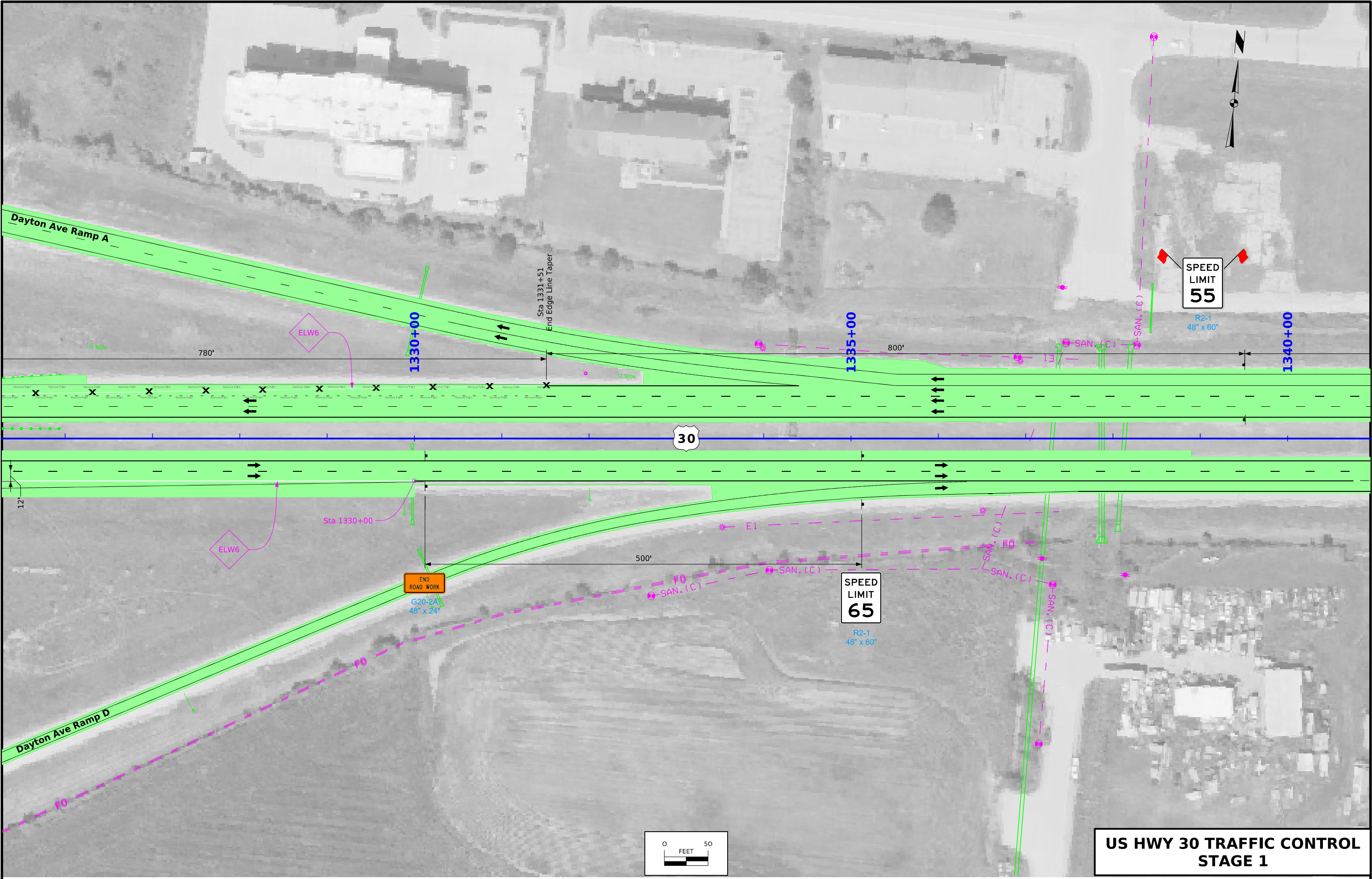
10:07:18 29/07/2026 skoontz pw:\\projectwise.dot.int.lan:PWMain\\Documents\\Projects\\8503002019\\Design\\(310) - Grade and New (Westbound)\\SHT_85030310_J08.dgn





FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.13
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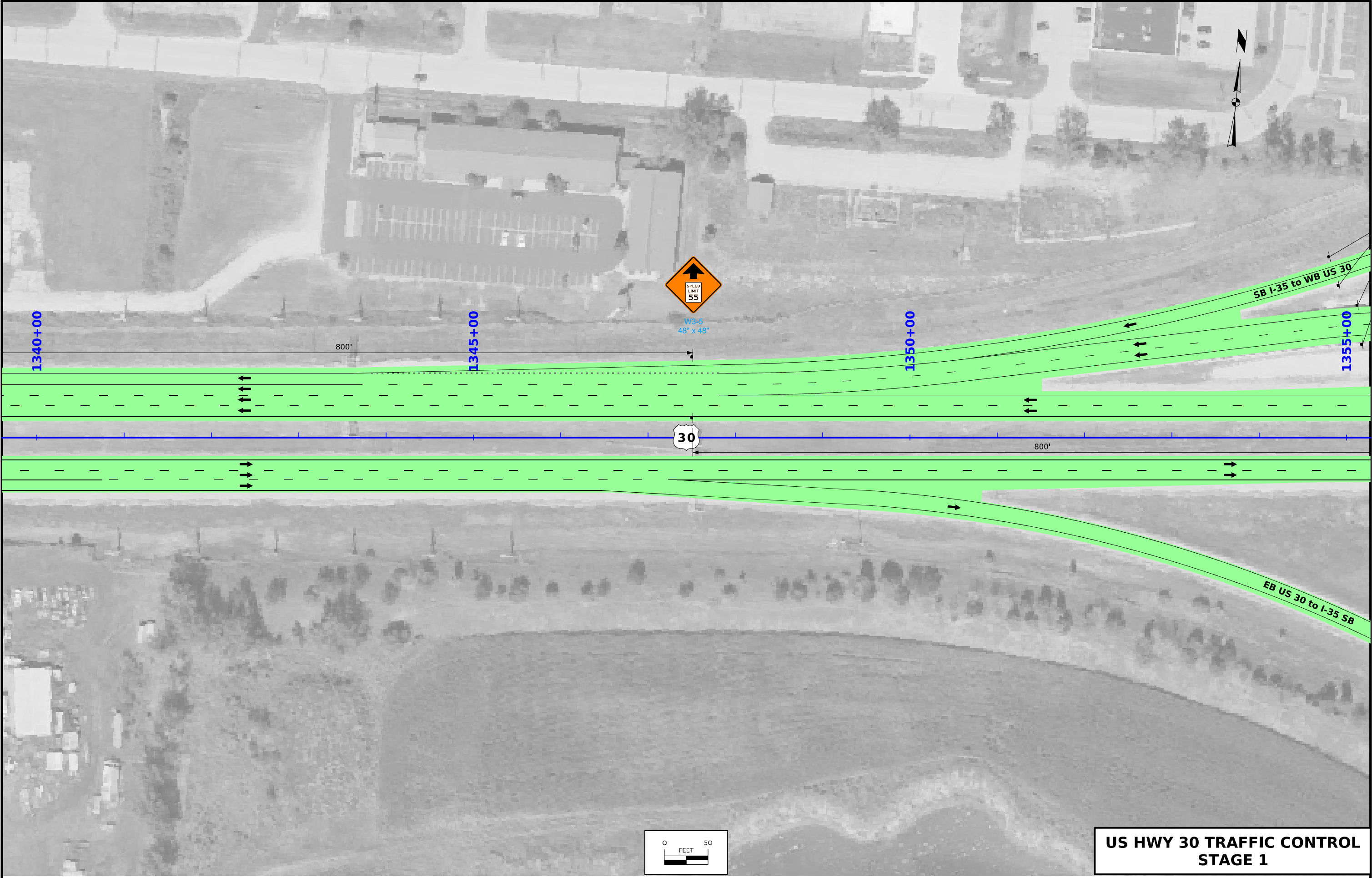
10:07:44 29/07/2026 skoontz pw:\\projectwise.dot.int.lan:PWMain\\Documents\\Projects\\8503002019\\Design\\(310) - Grade and New (Westbound)\\SHT_85030310_J08.dgn

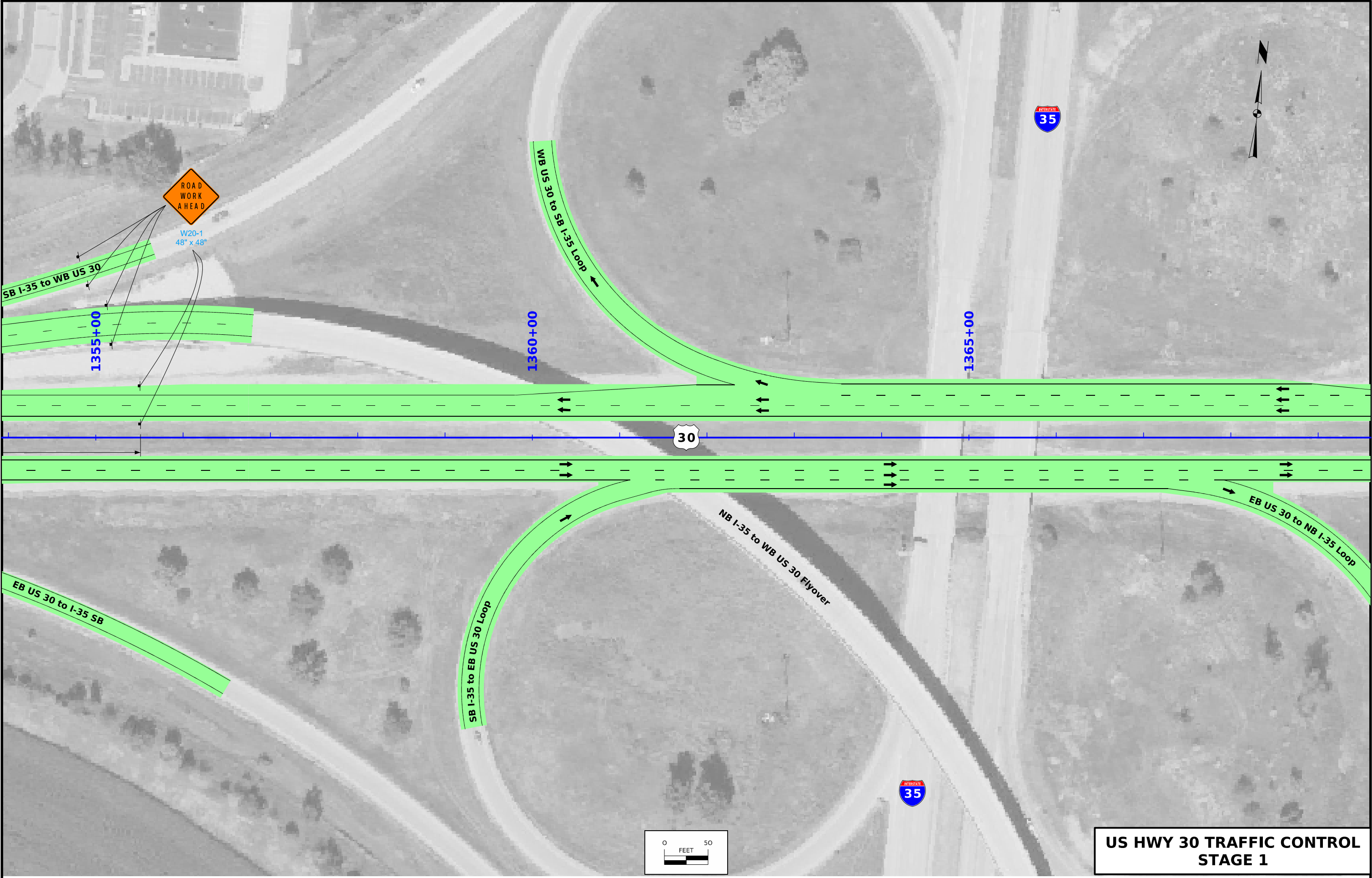


FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.14
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10:07:50 29/07/2026 skoontz pw:\\projectwise.dot.int.lan:PWMain\\Documents\\Projects\\8503002019\\Design\\(310) - Grade and New (Westbound)\\SHT_85030310_J08.dgn

US HWY 30 TRAFFIC CONTROL
STAGE 1

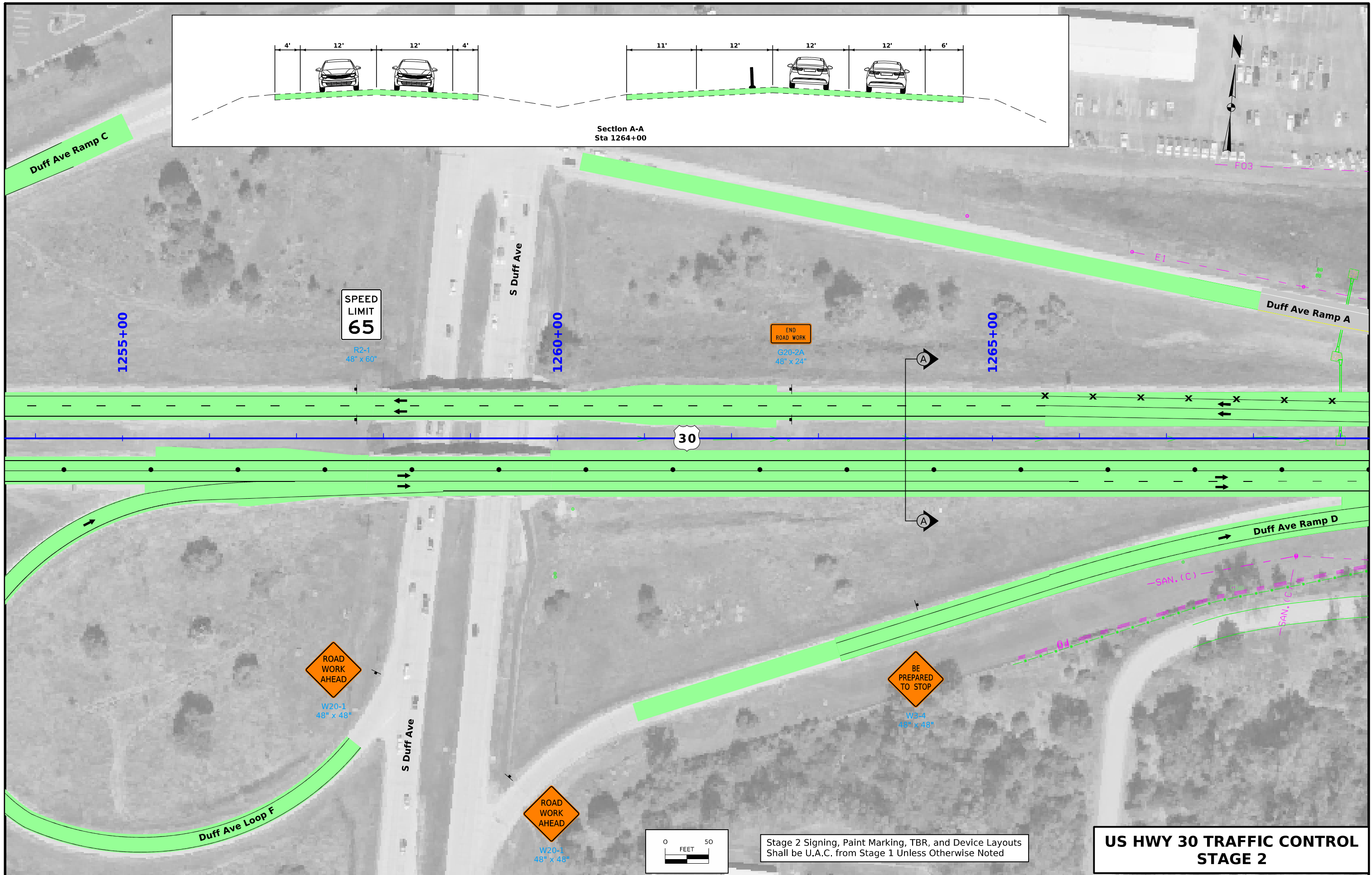




**US HWY 30 TRAFFIC CONTROL
STAGE 1**

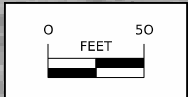
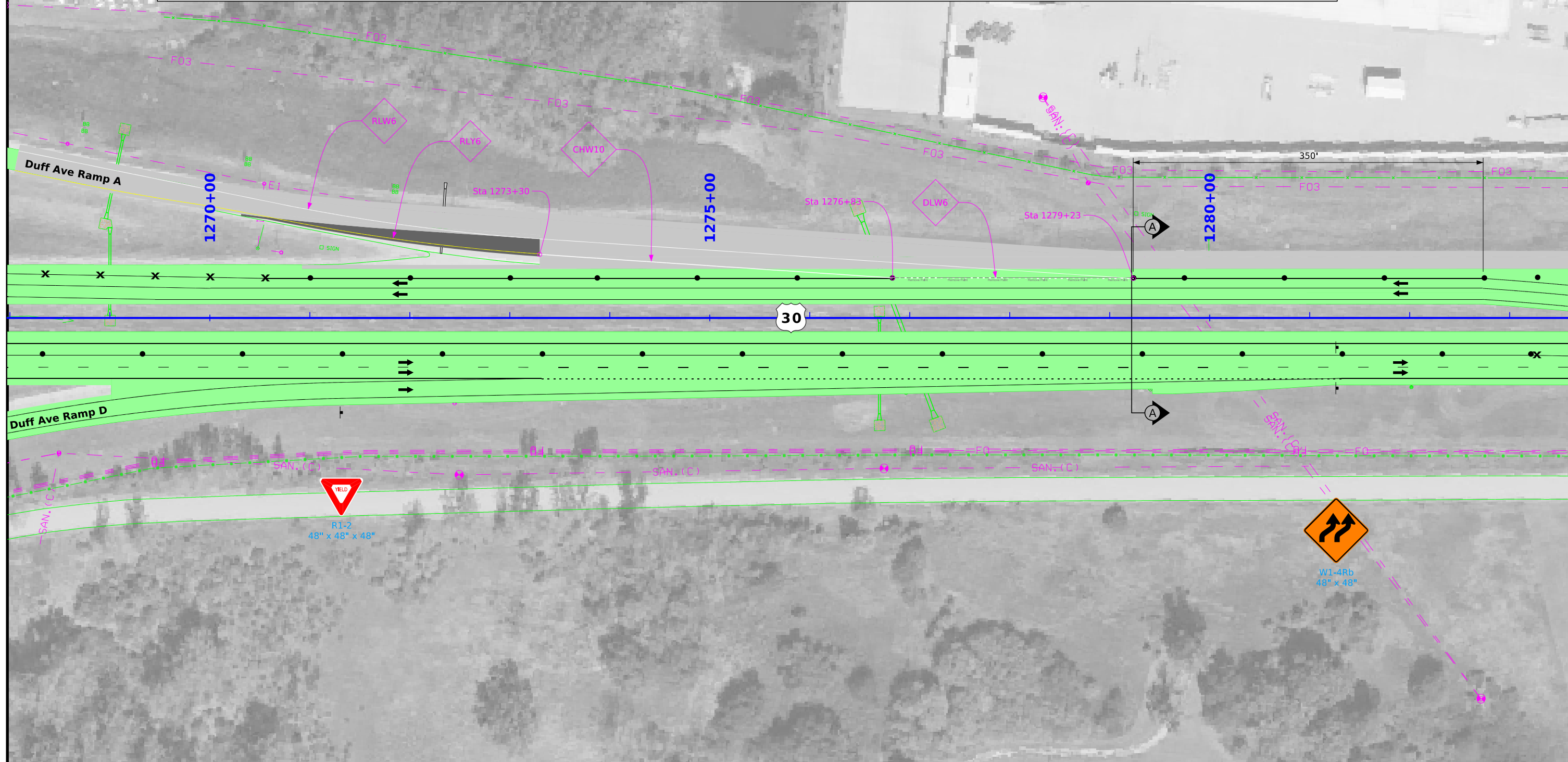
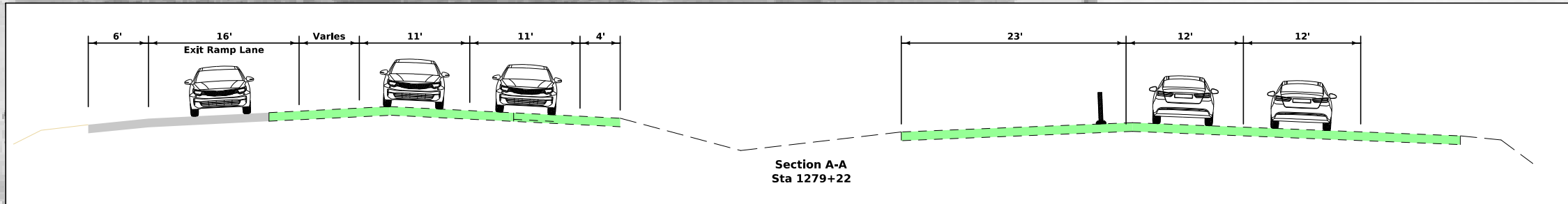
FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.16
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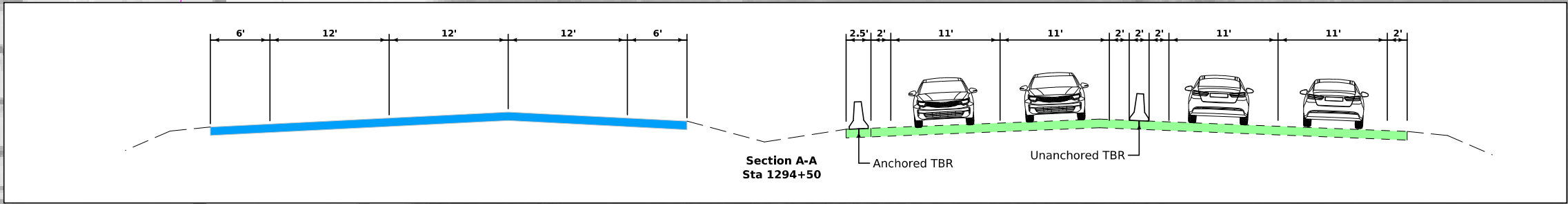
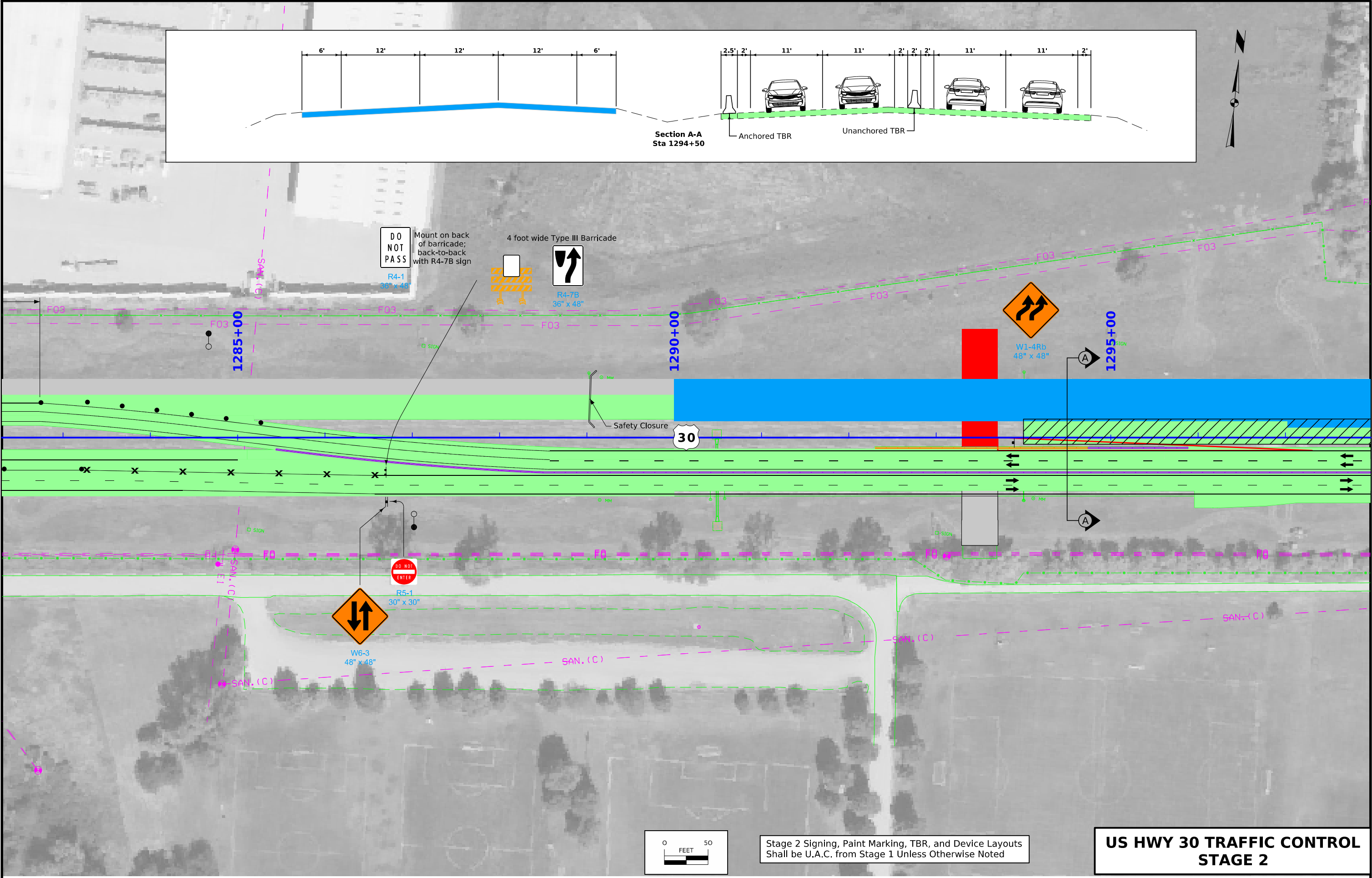
FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.18
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10:08:31 29/07/2026 skoontz pw:\\projectwise.dot.int.lan:PWMain\\Documents\\Projects\\8503002019\\Design\\(310) - Grade and New (Westbound)\\SHT_85030310_J17.dgn



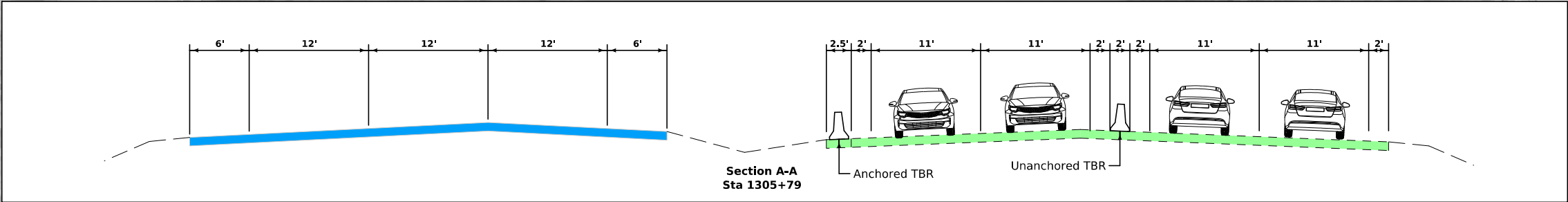
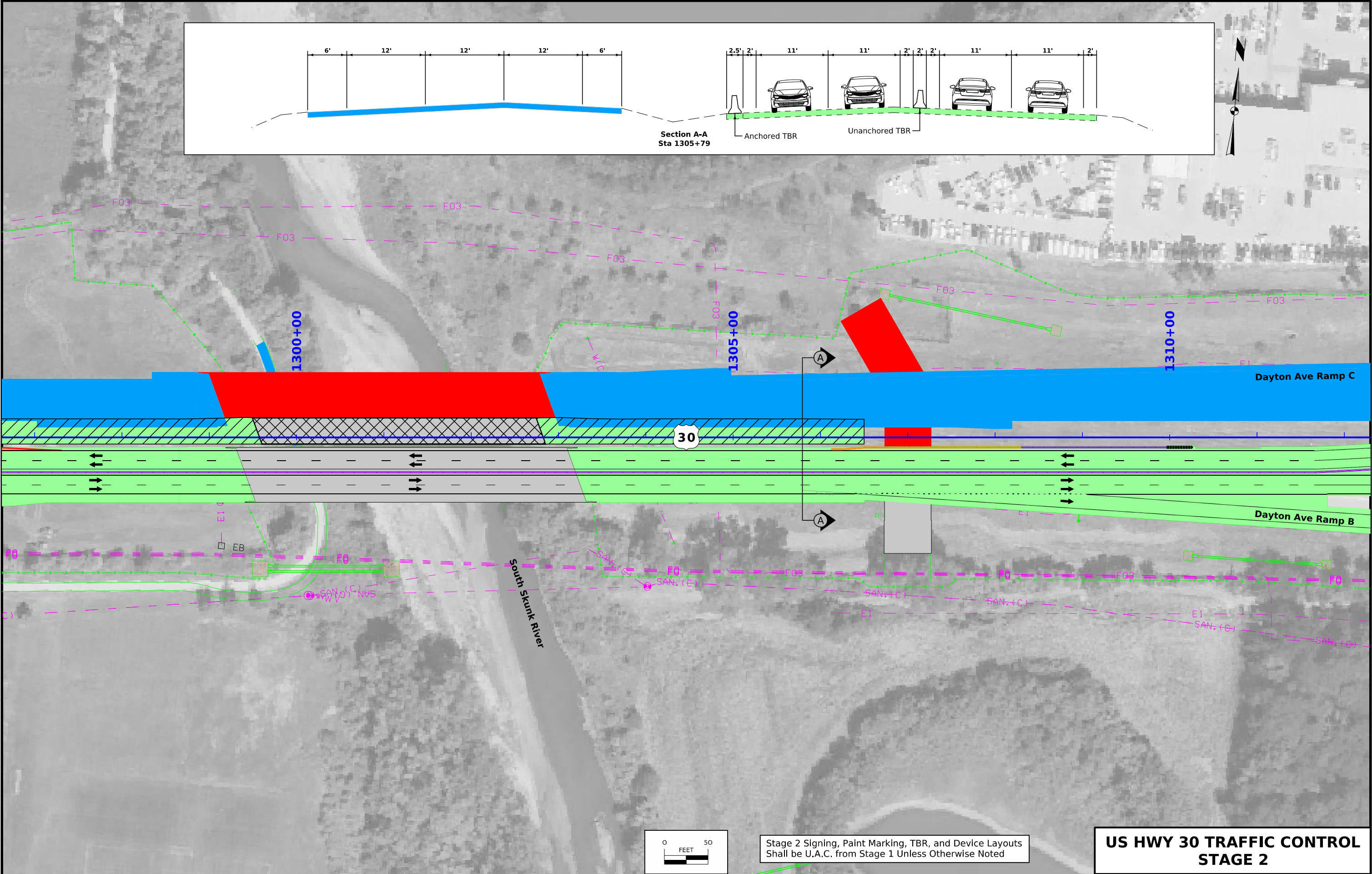
Stage 2 Signing, Paint Marking, TBR, and Device Layouts
Shall be U.A.C. from Stage 1 Unless Otherwise Noted

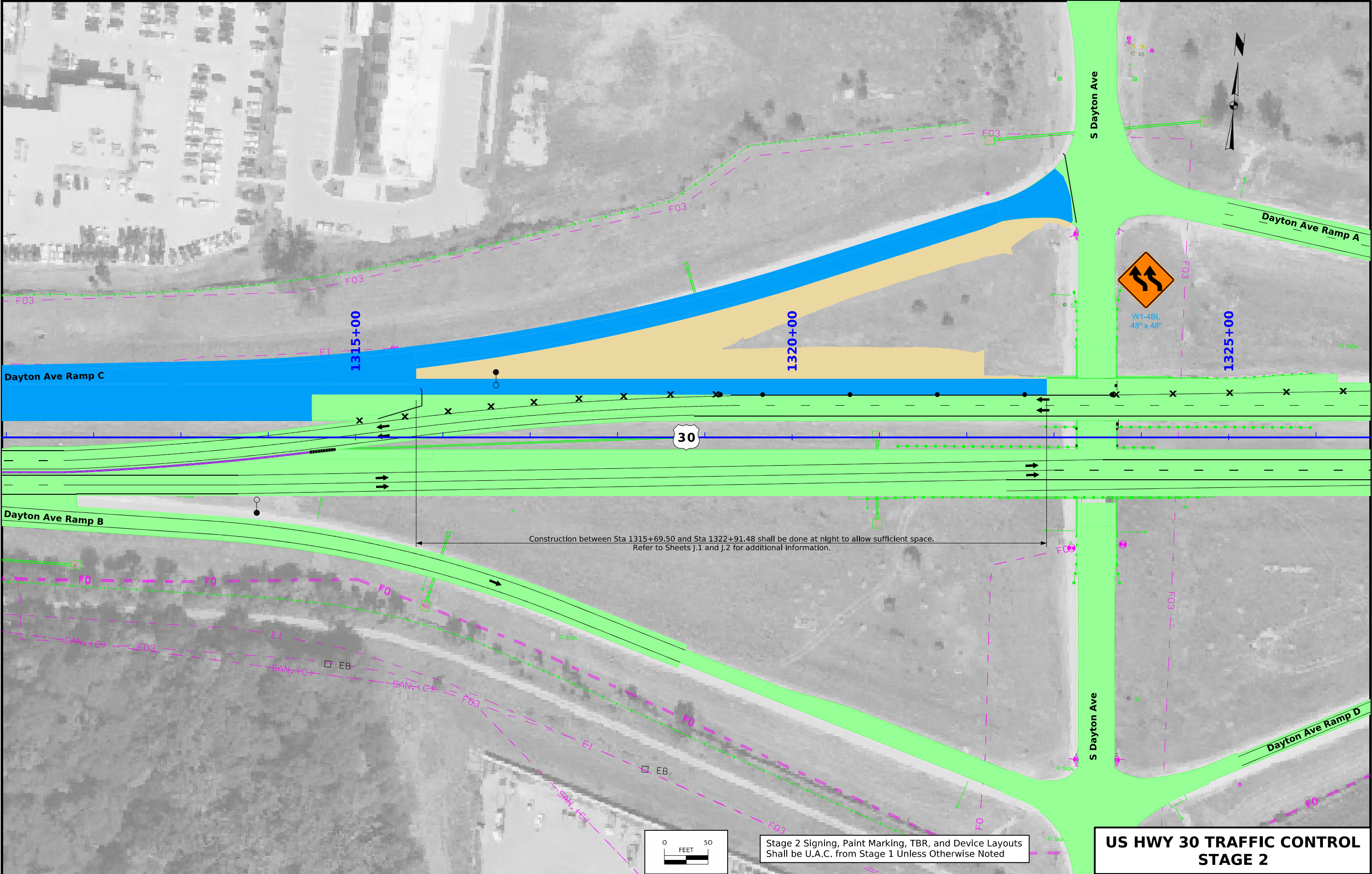
US HWY 30 TRAFFIC CONTROL
STAGE 2

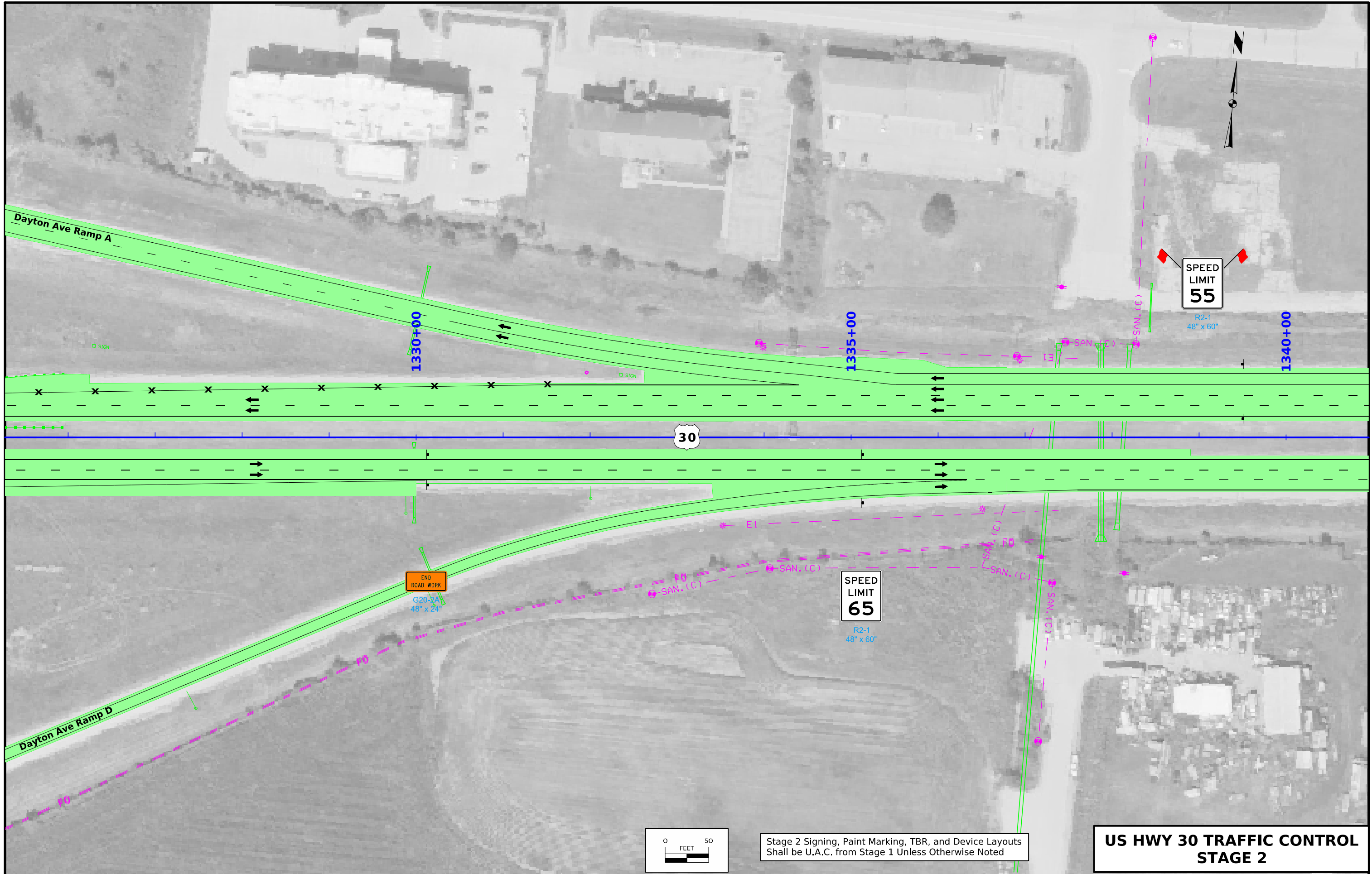


**US HWY 30 TRAFFIC CONTROL
STAGE 2**

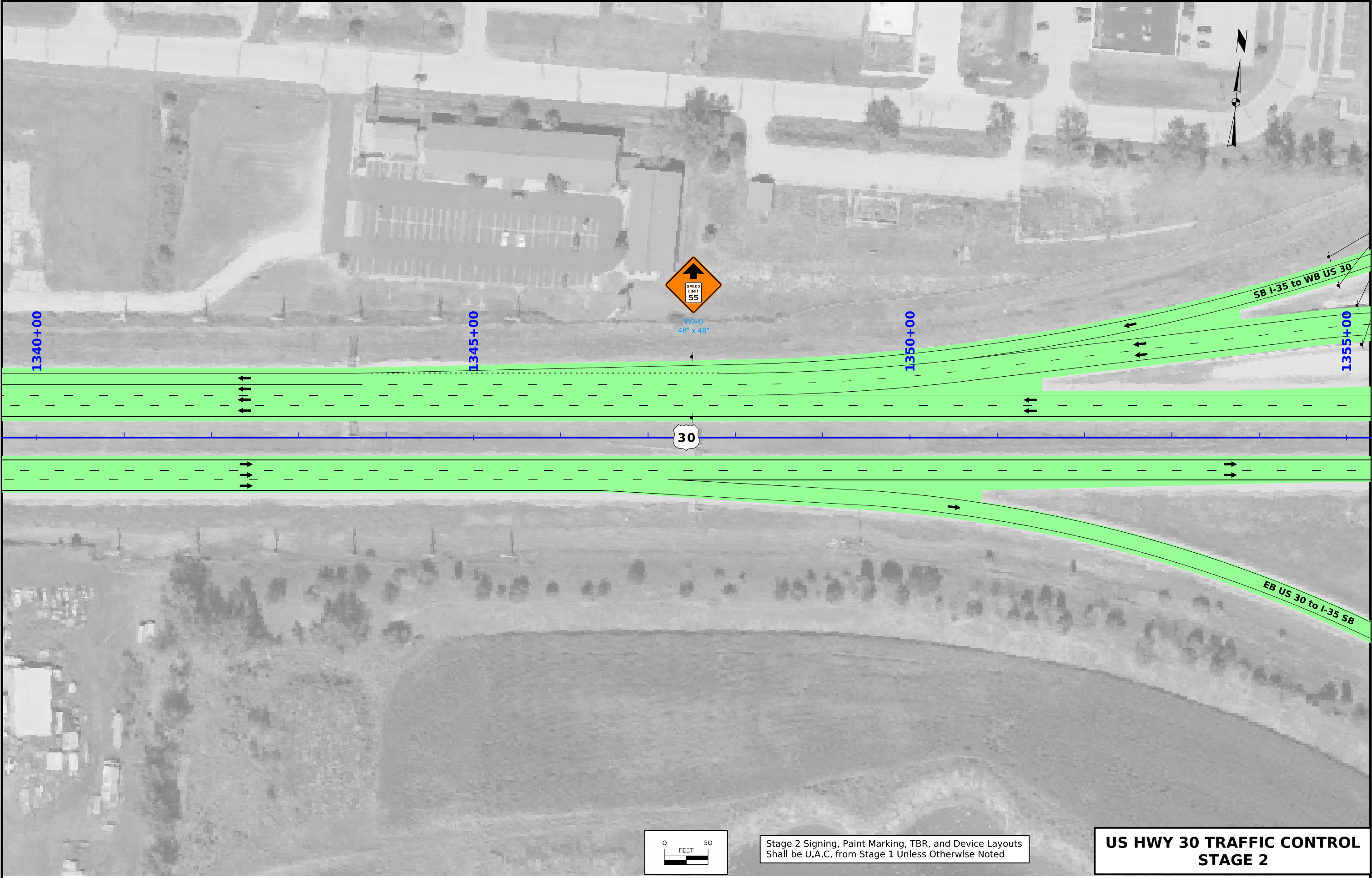
Stage 2 Signing, Paint Marking, TBR, and Device Layouts
Shall be U.A.C. from Stage 1 Unless Otherwise Noted

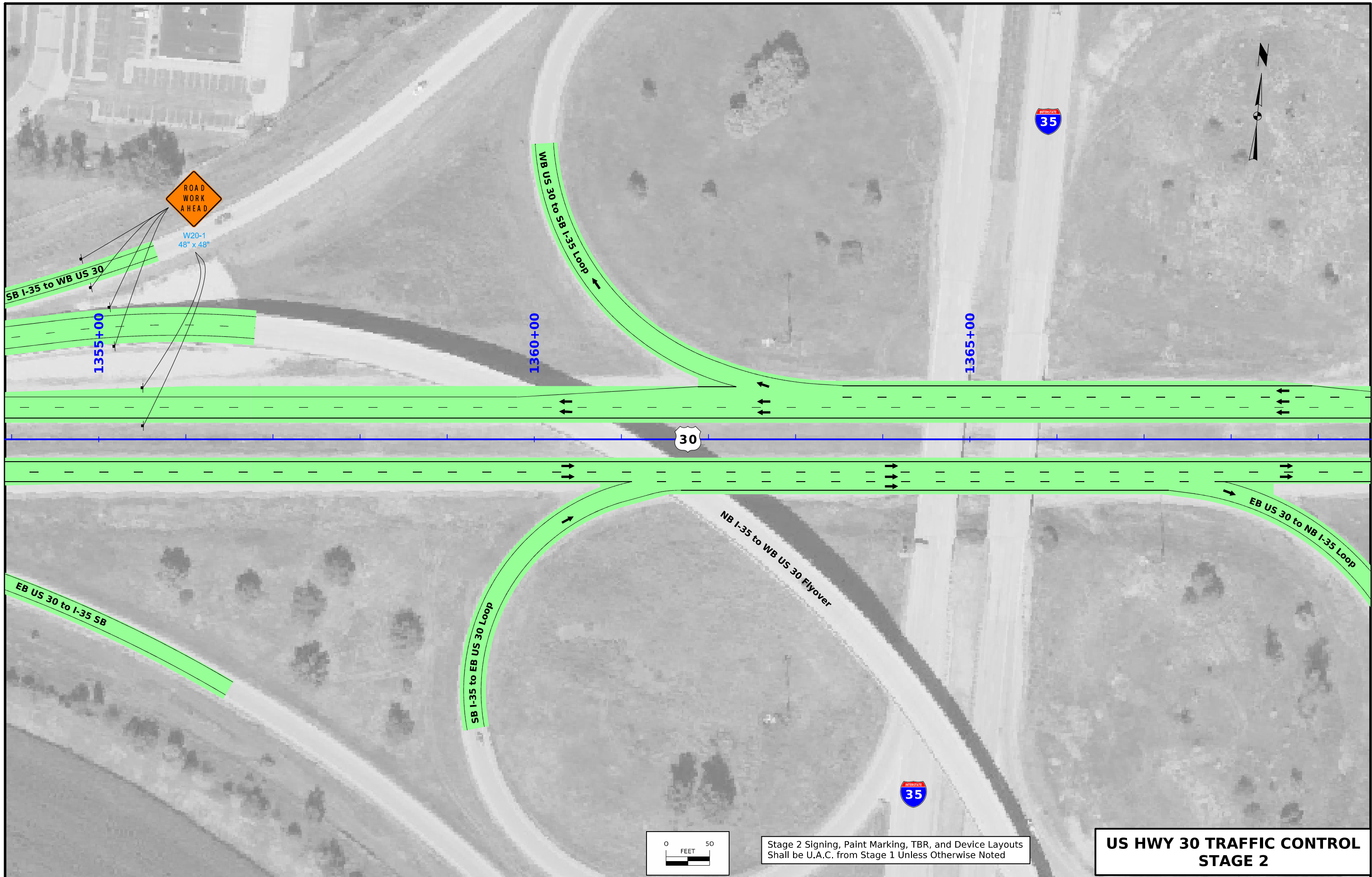




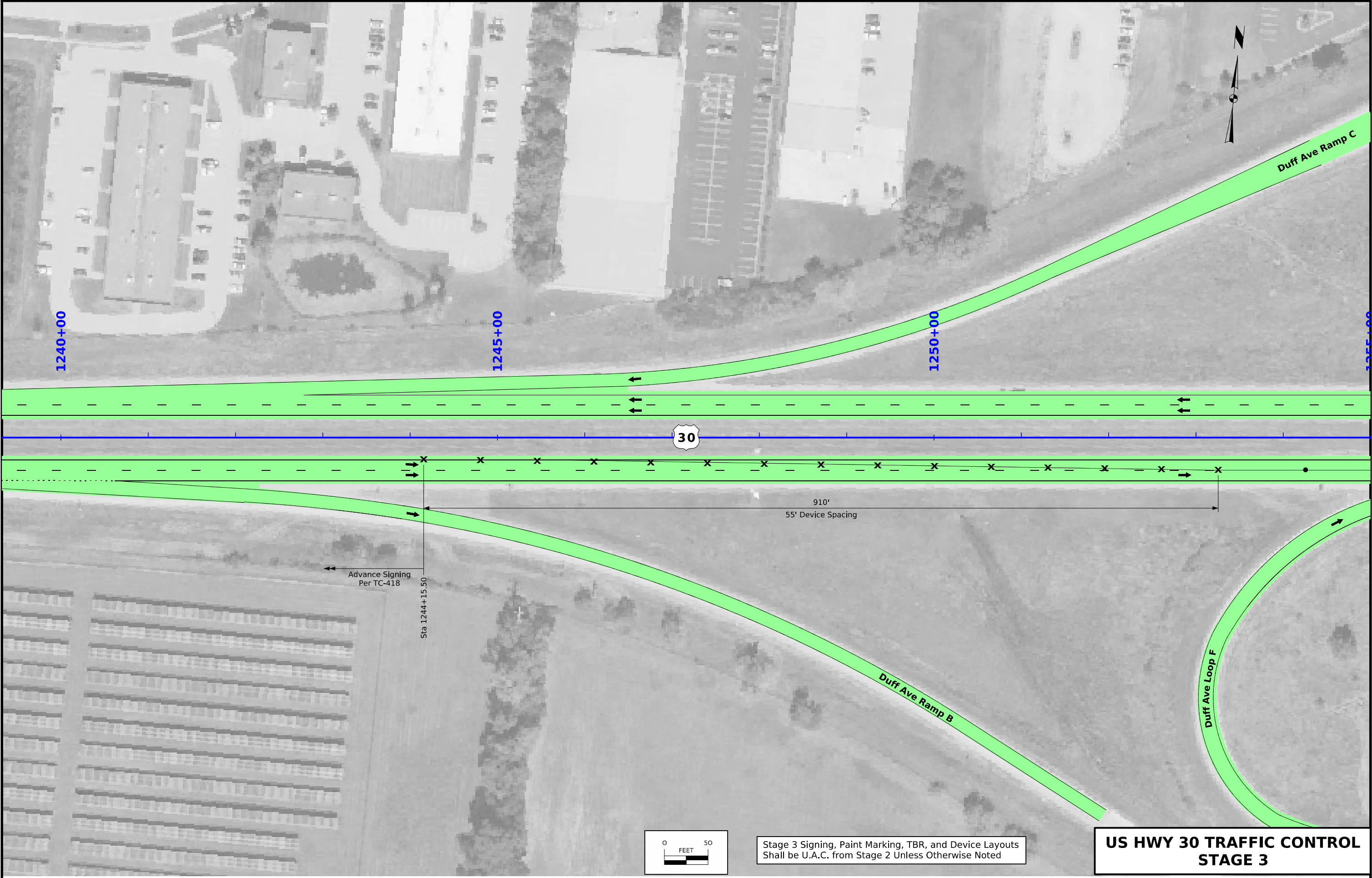


FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.23
10:08:41	29/07/2026	skoontz	pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503002019\Design\310 - Grade and New (Westbound)\SHT_85030310_J17.dgn		





FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.25
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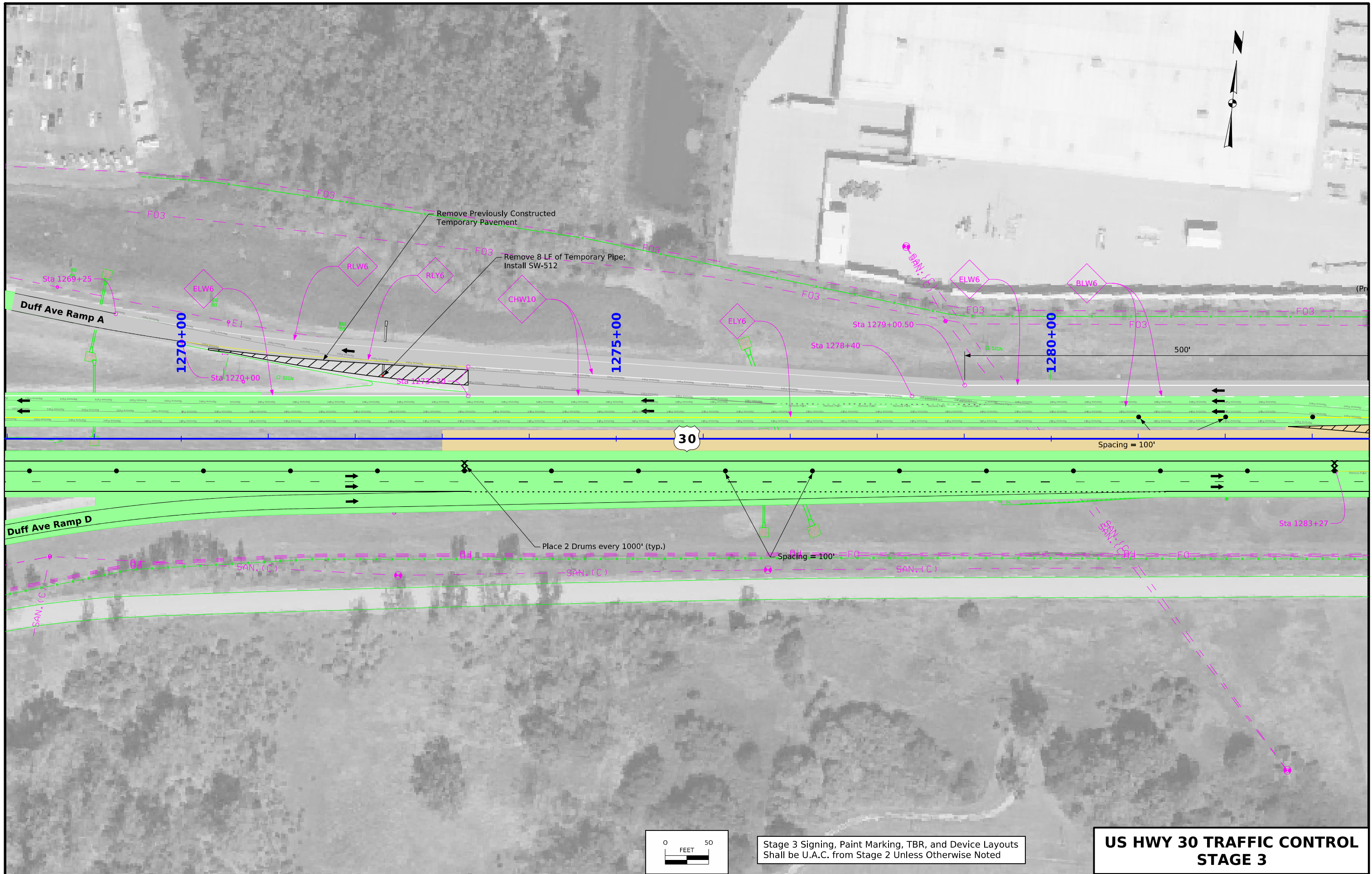


Stage 3 Signing, Paint Marking, TBR, and Device Layouts
Shall be U.A.C. from Stage 2 Unless Otherwise Noted

**US HWY 30 TRAFFIC CONTROL
STAGE 3**

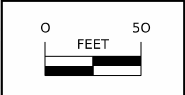
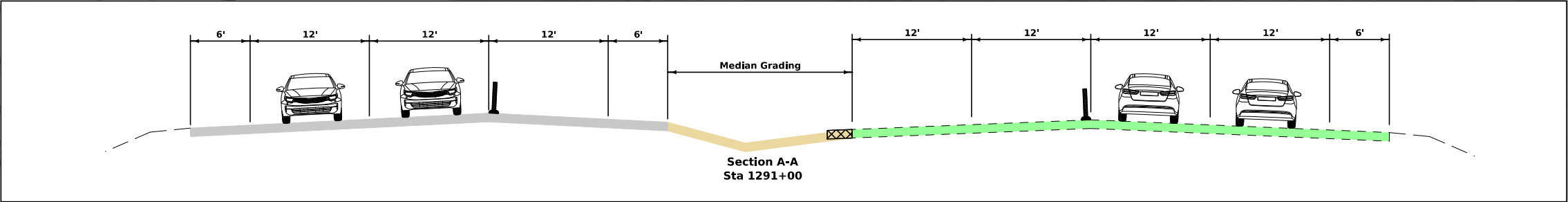
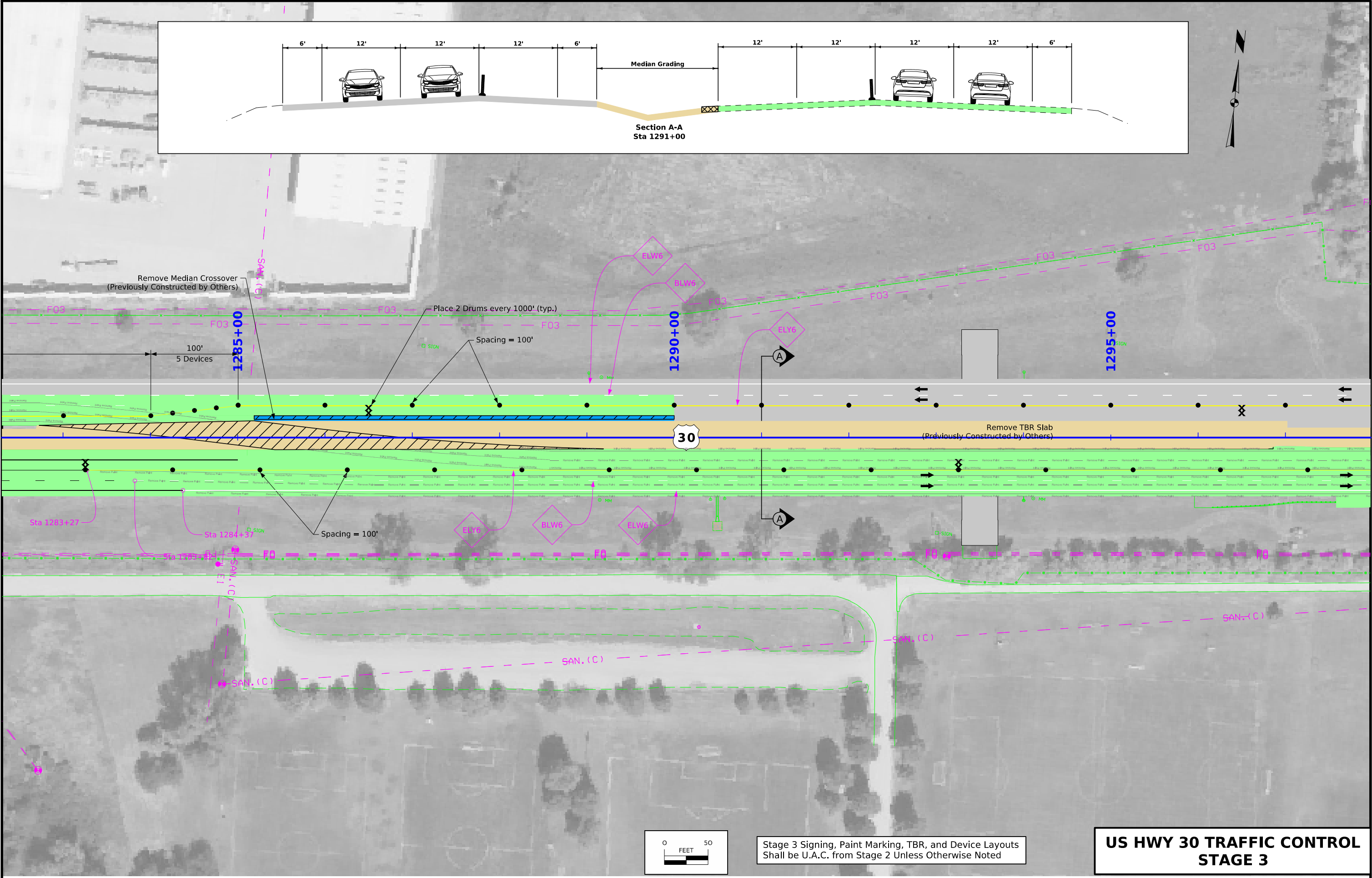
FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.26
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.28
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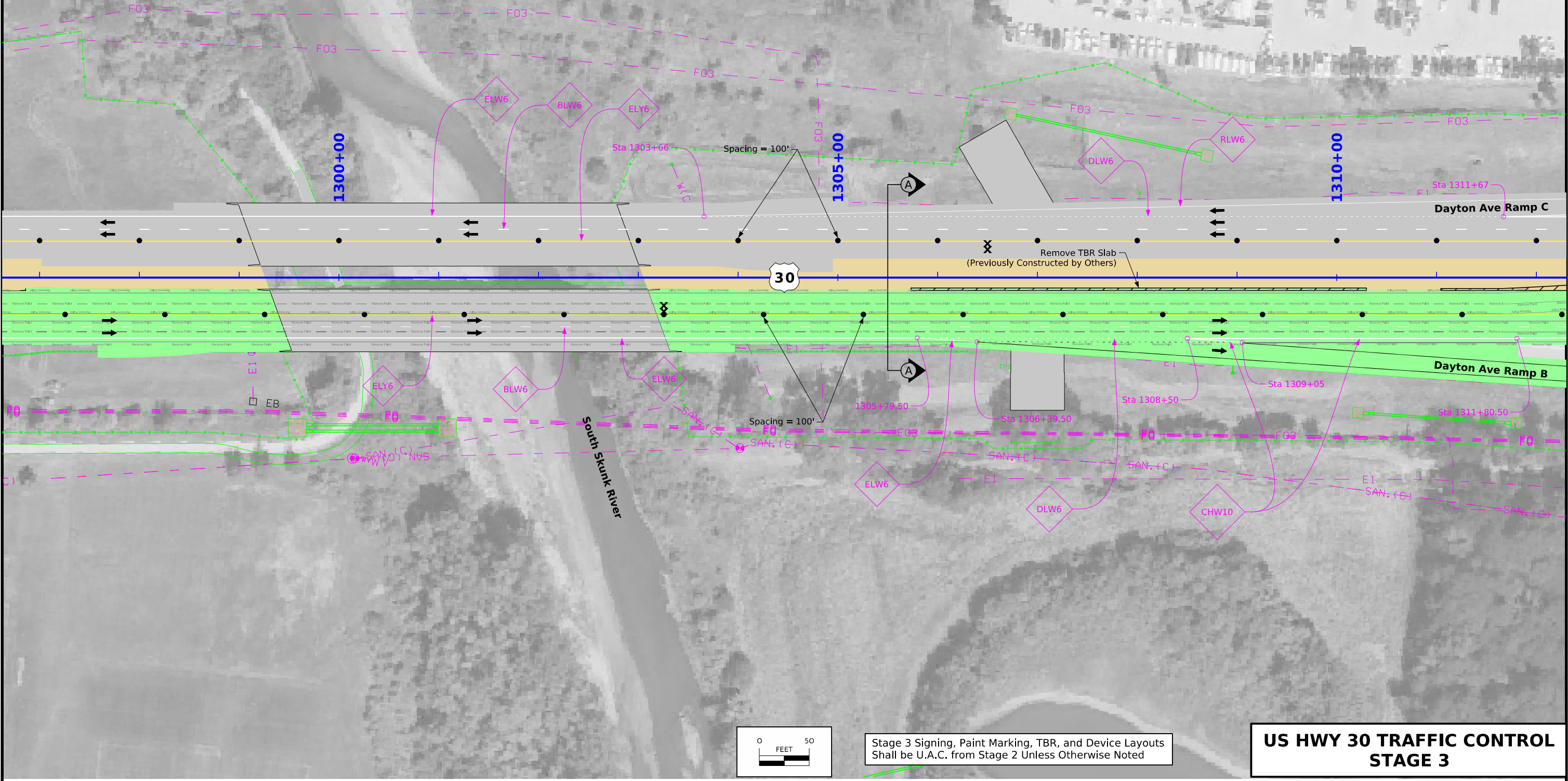
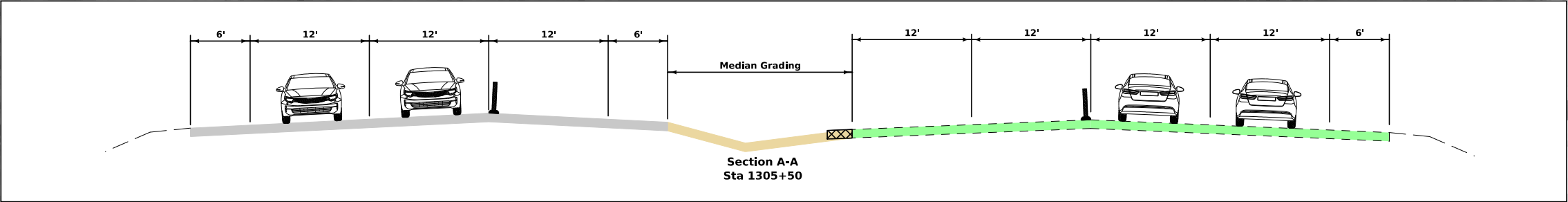
12:49:17 30/07/2026 skootz pw:\\projectwise.dot.int.lan:PWMain\\Documents\\Projects\\8503002019\\Design\\(310) - Grade and New (Westbound)\\SHT_85030310_J26.dgn

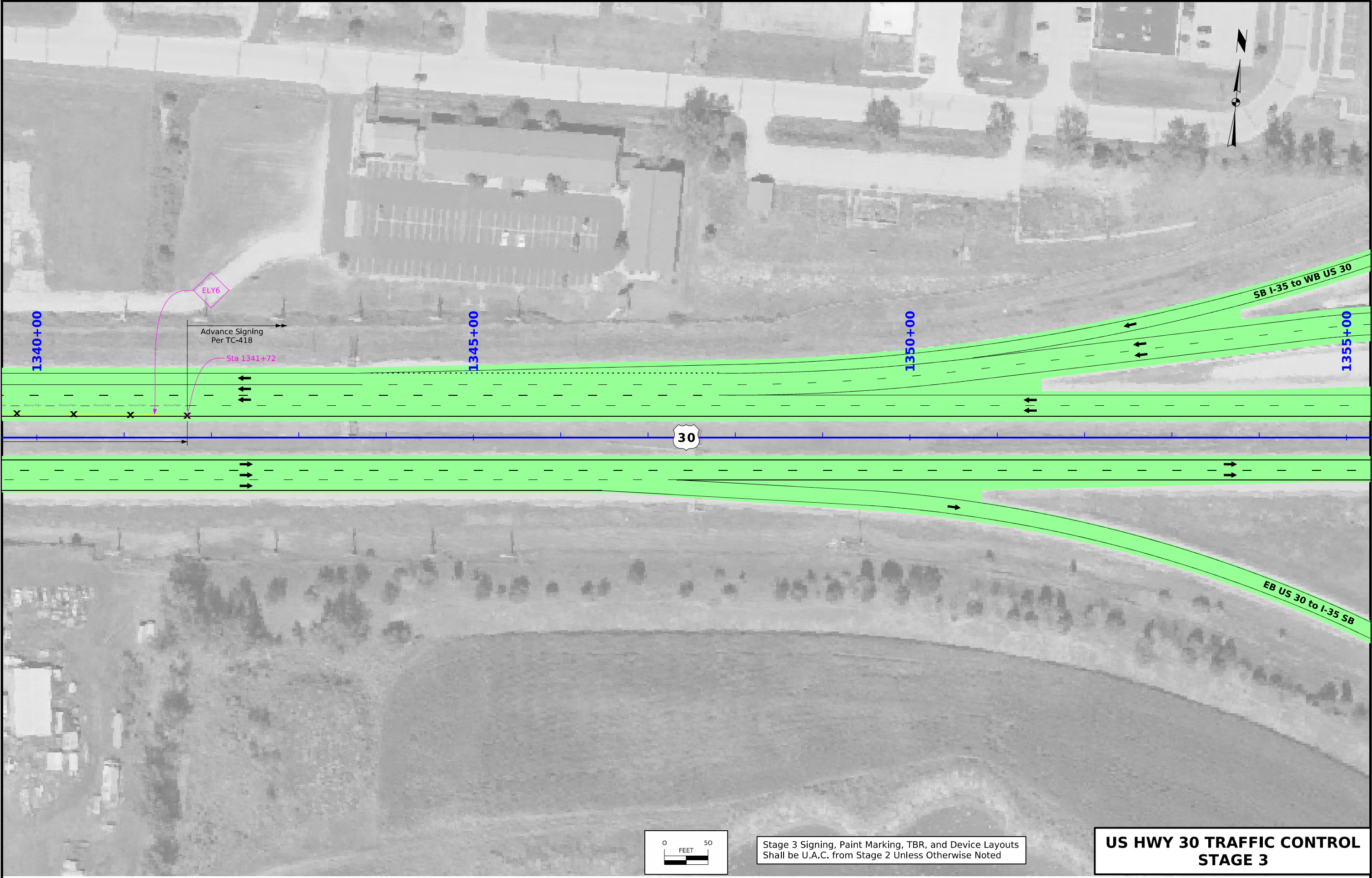


Stage 3 Signing, Paint Marking, TBR, and Device Layouts
Shall be U.A.C. from Stage 2 Unless Otherwise Noted

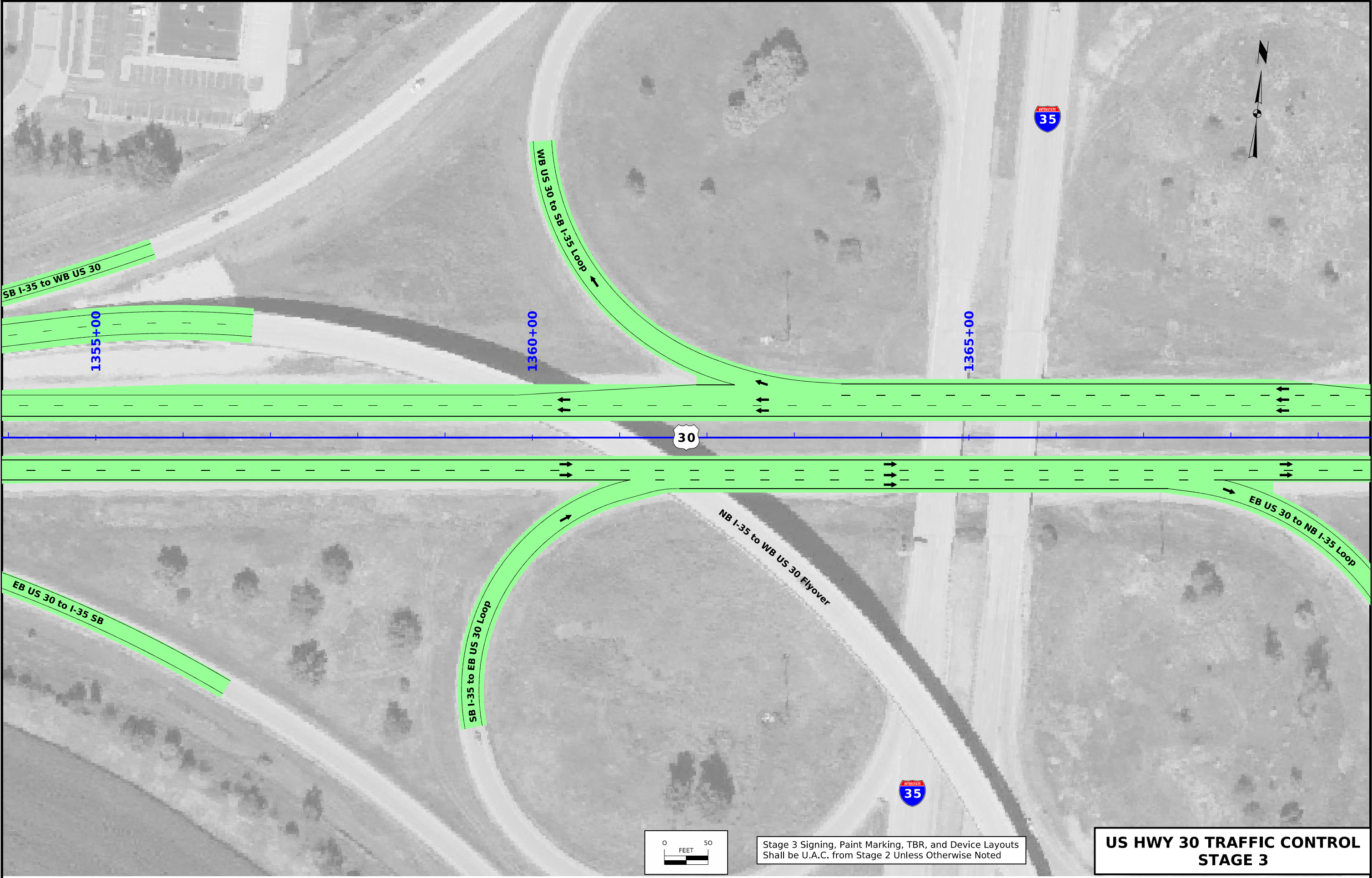
**US HWY 30 TRAFFIC CONTROL
STAGE 3**

FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.29
12:49:19	30/07/2026	skoontz	pw:\\projectwise.dot.int.lan:PWMain\\Documents\\Projects\\8503002019\\Design\\(310) - Grade and New (Westbound)\\SHT_85030310_J26.dgn		





FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.33
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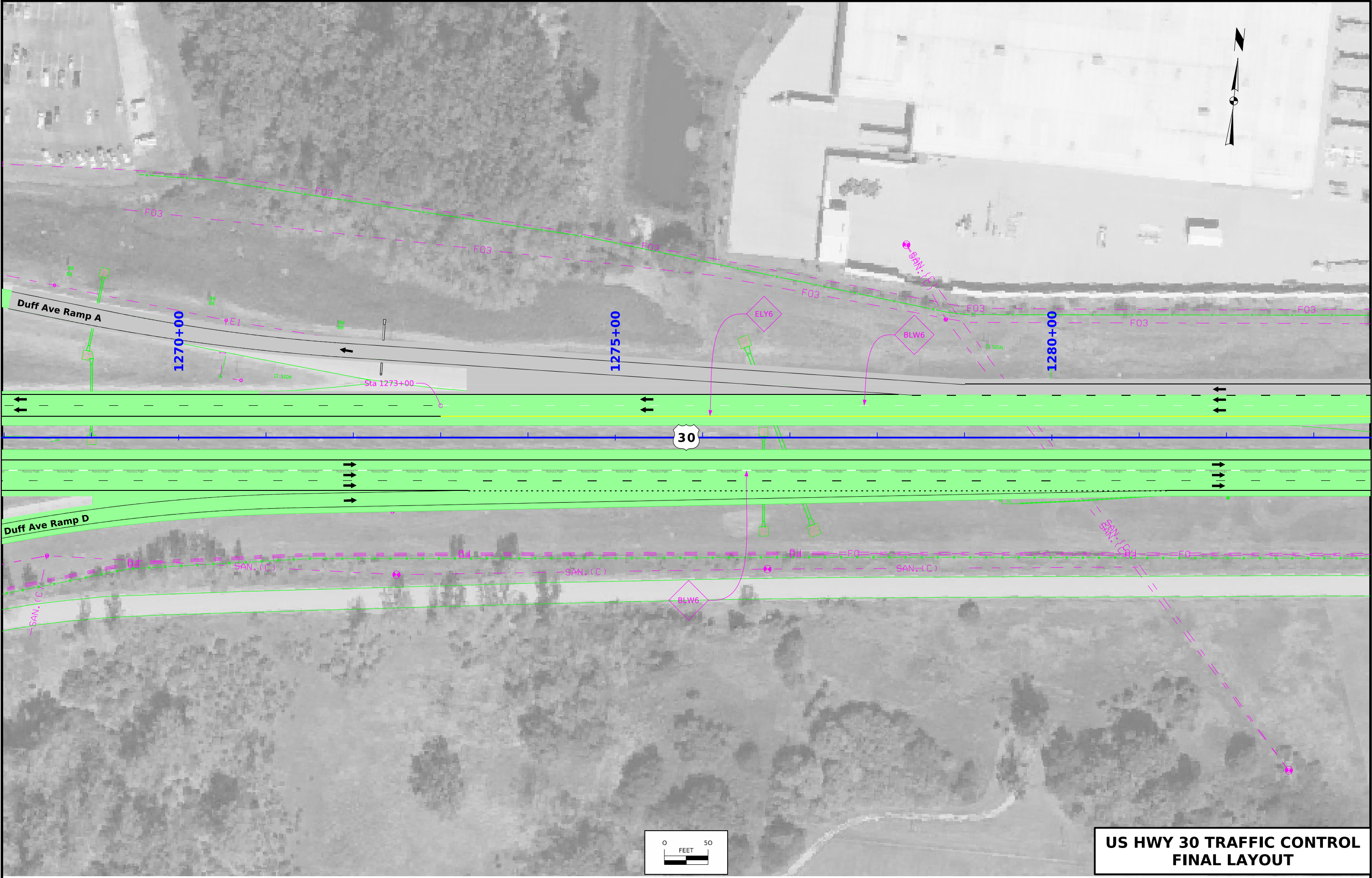


FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.35
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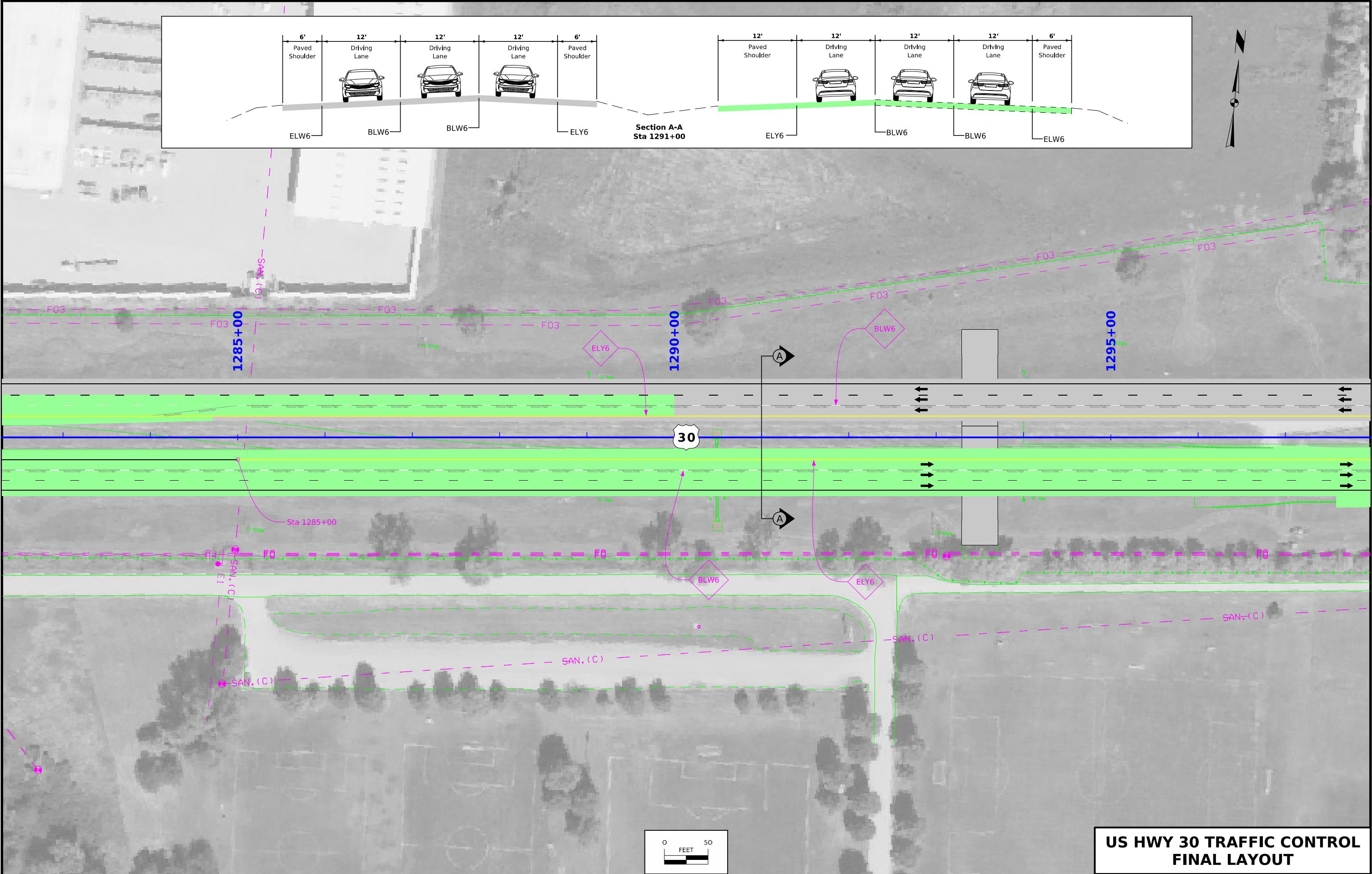
**US HWY 30 TRAFFIC CONTROL
FINAL LAYOUT**

FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.36
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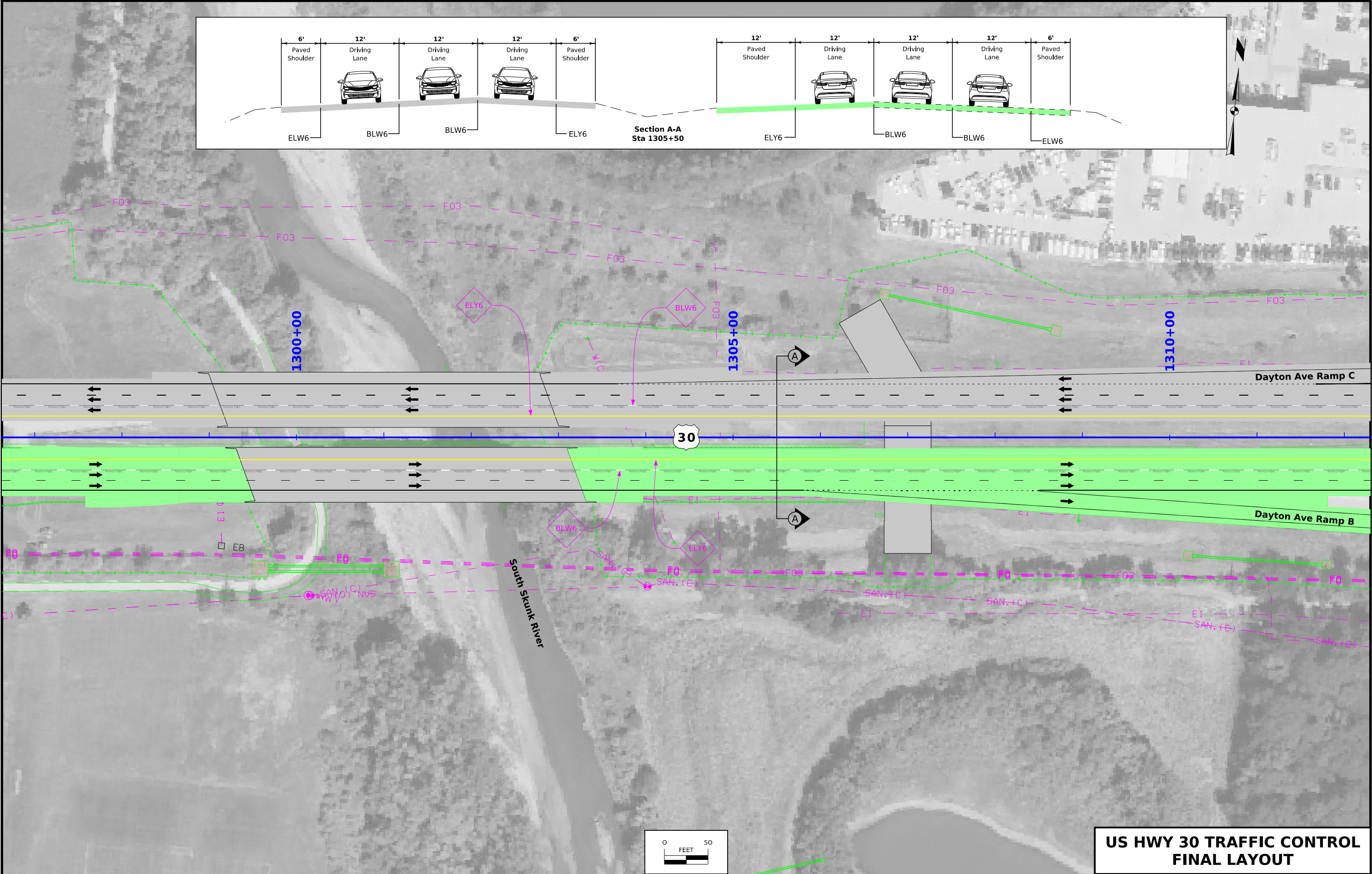


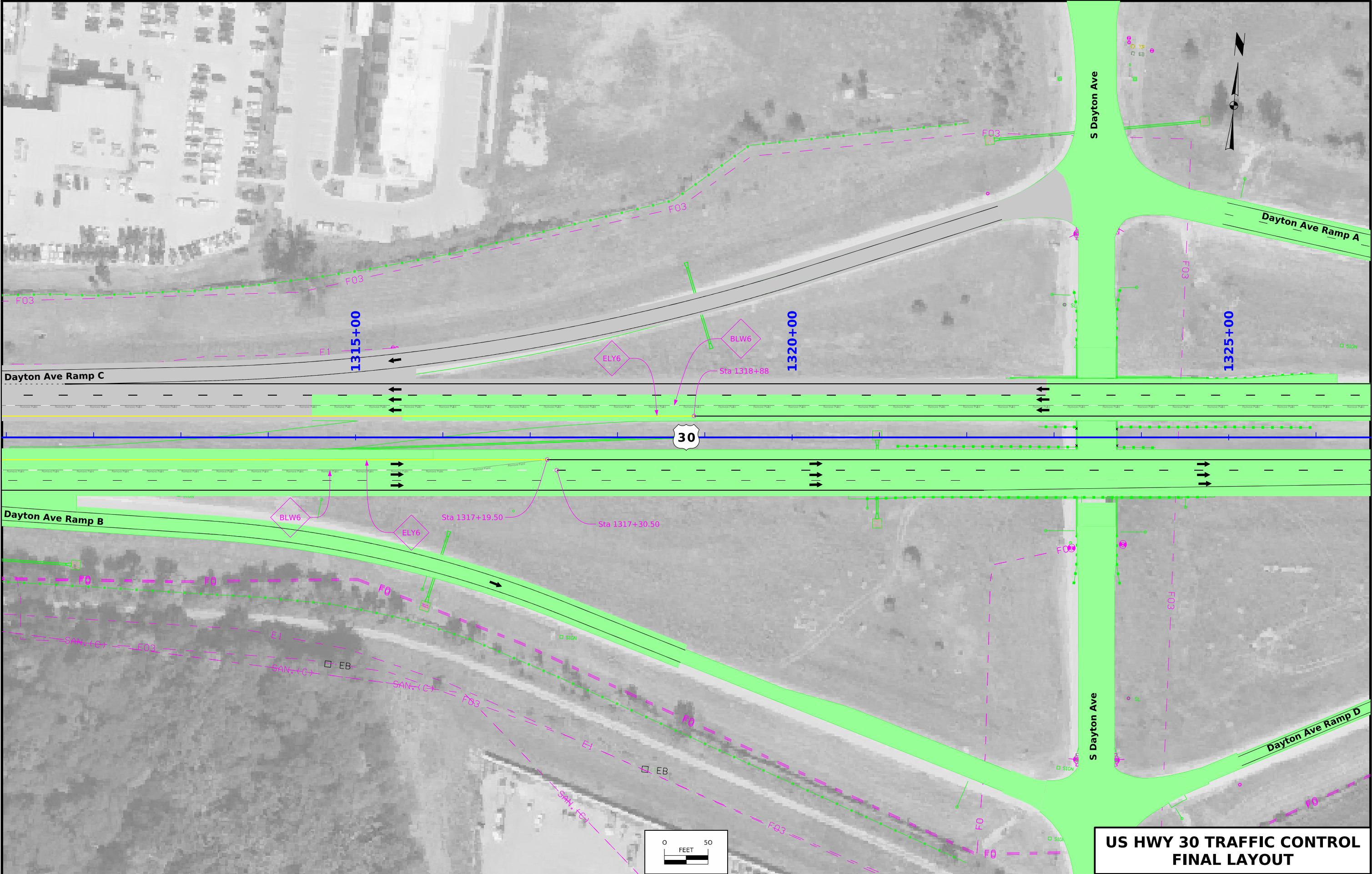
FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.37
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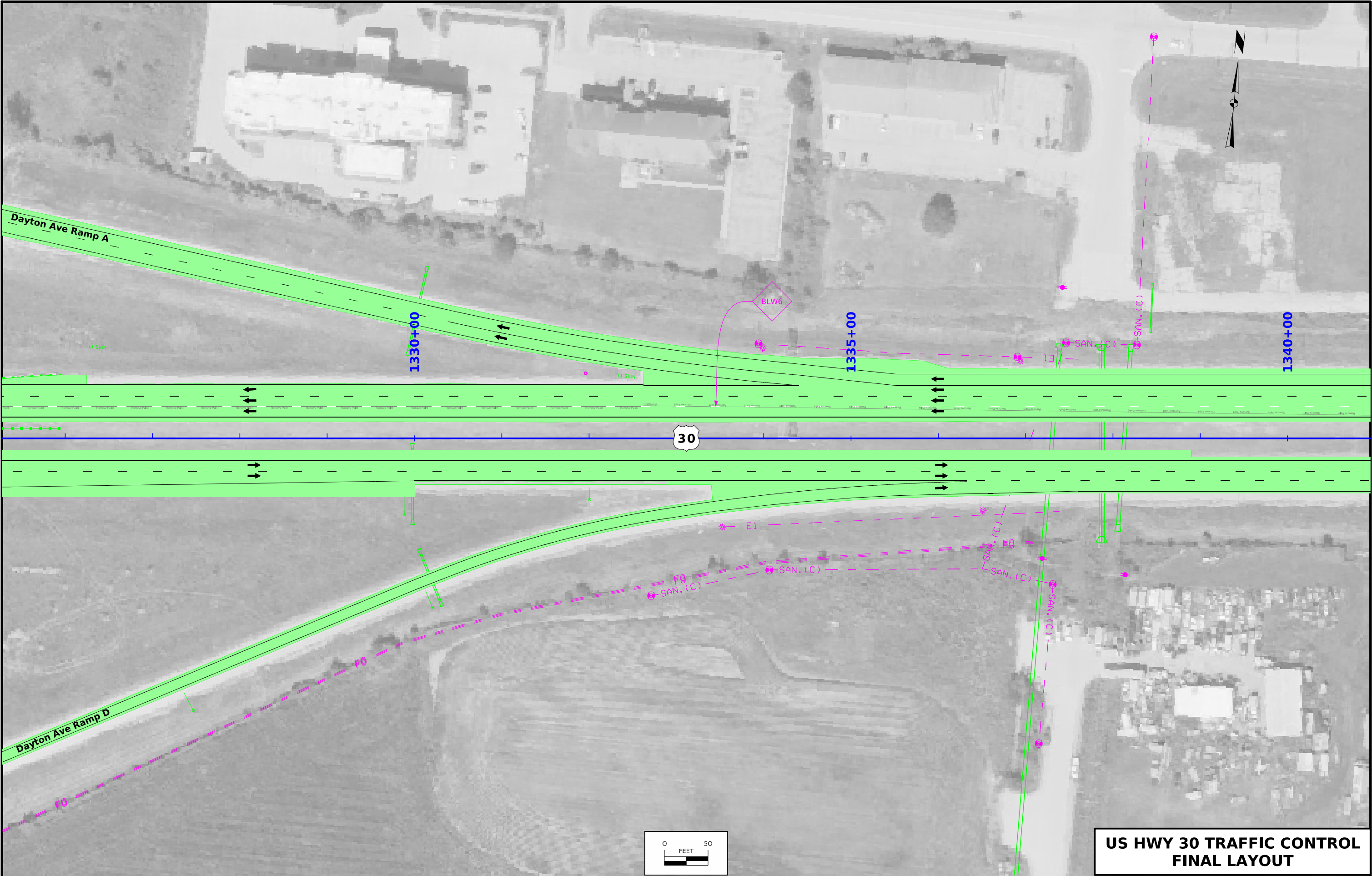
**US HWY 30 TRAFFIC CONTROL
FINAL LAYOUT**



**US HWY 30 TRAFFIC CONTROL
FINAL LAYOUT**

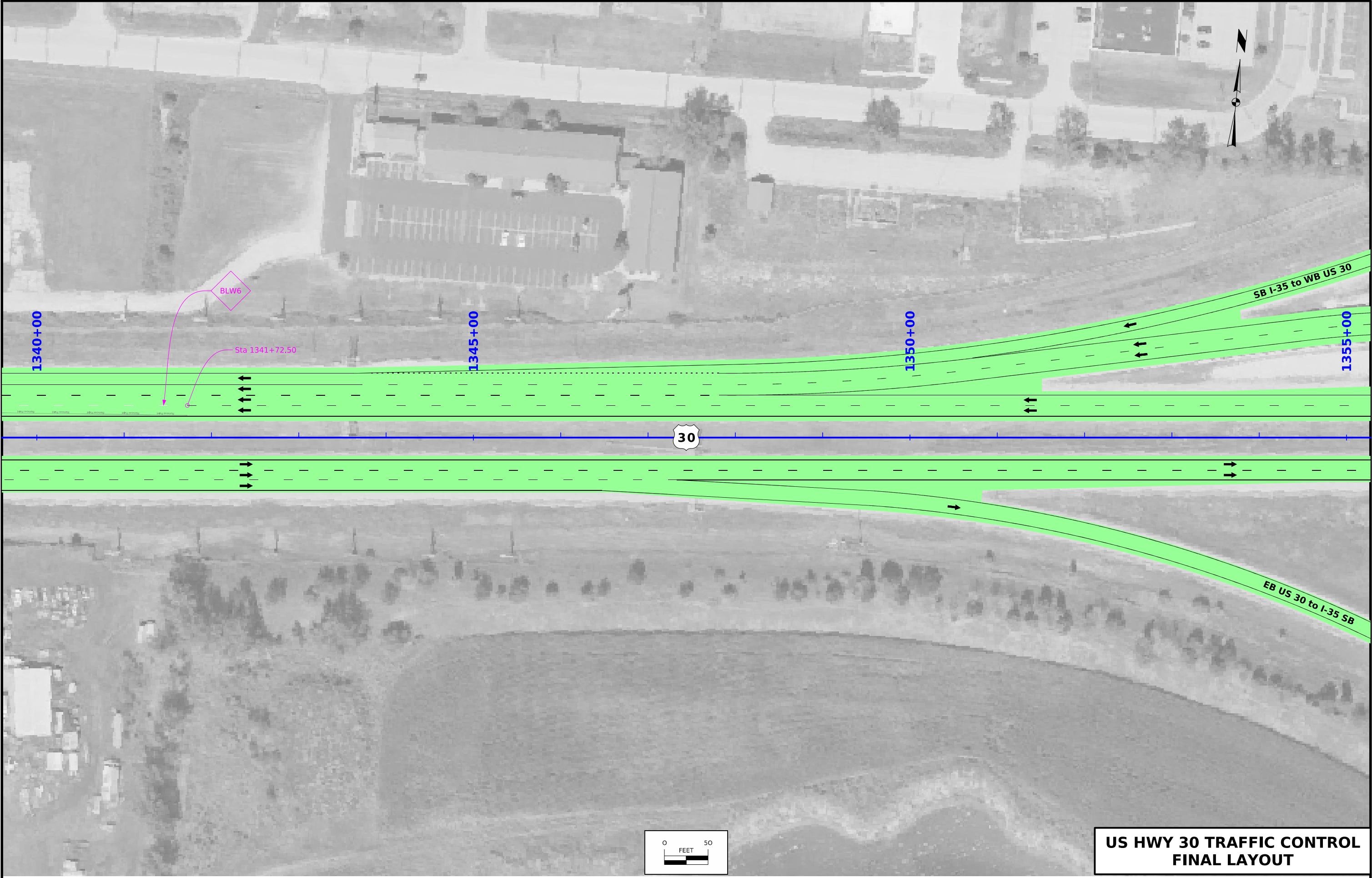




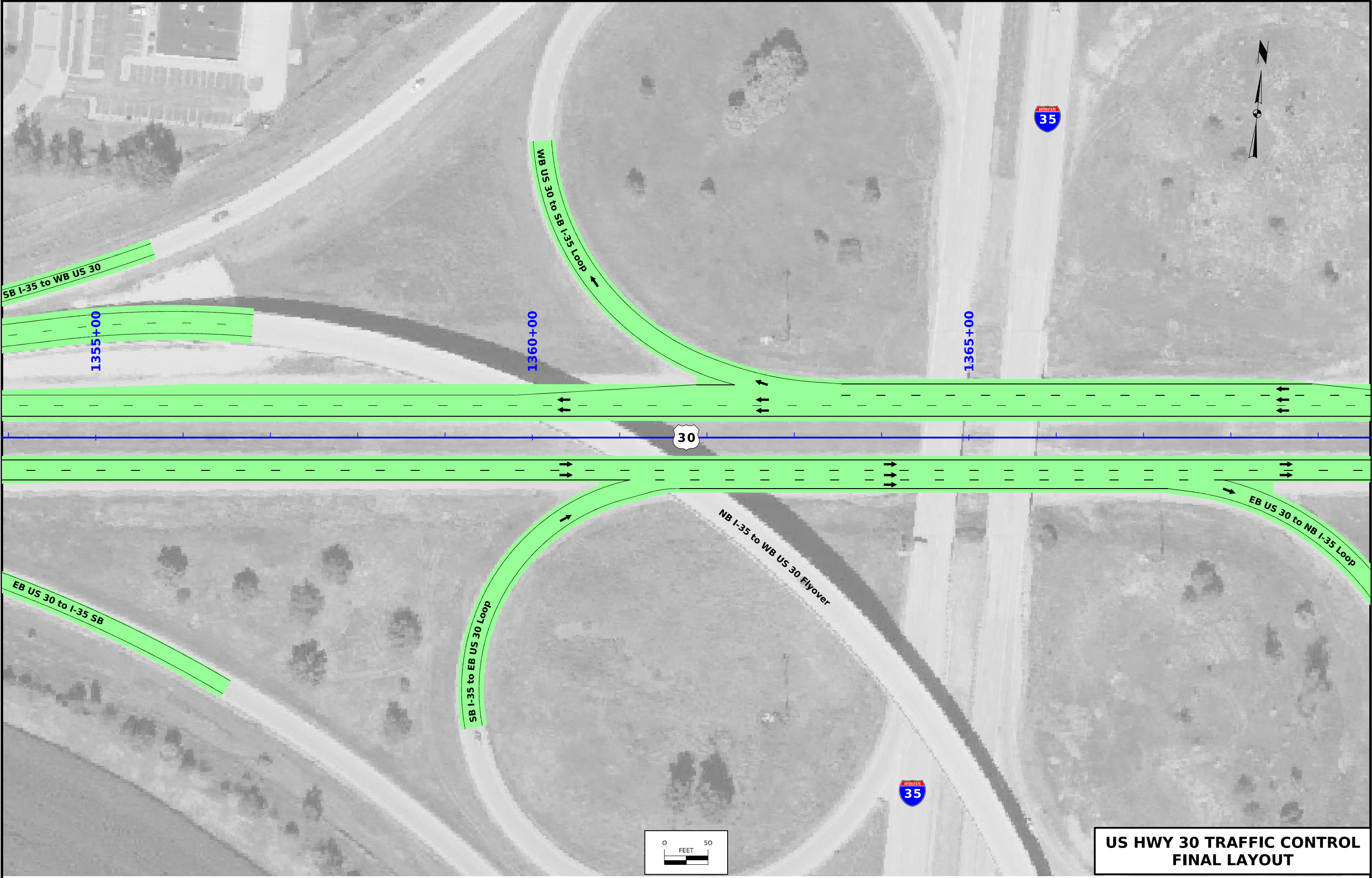


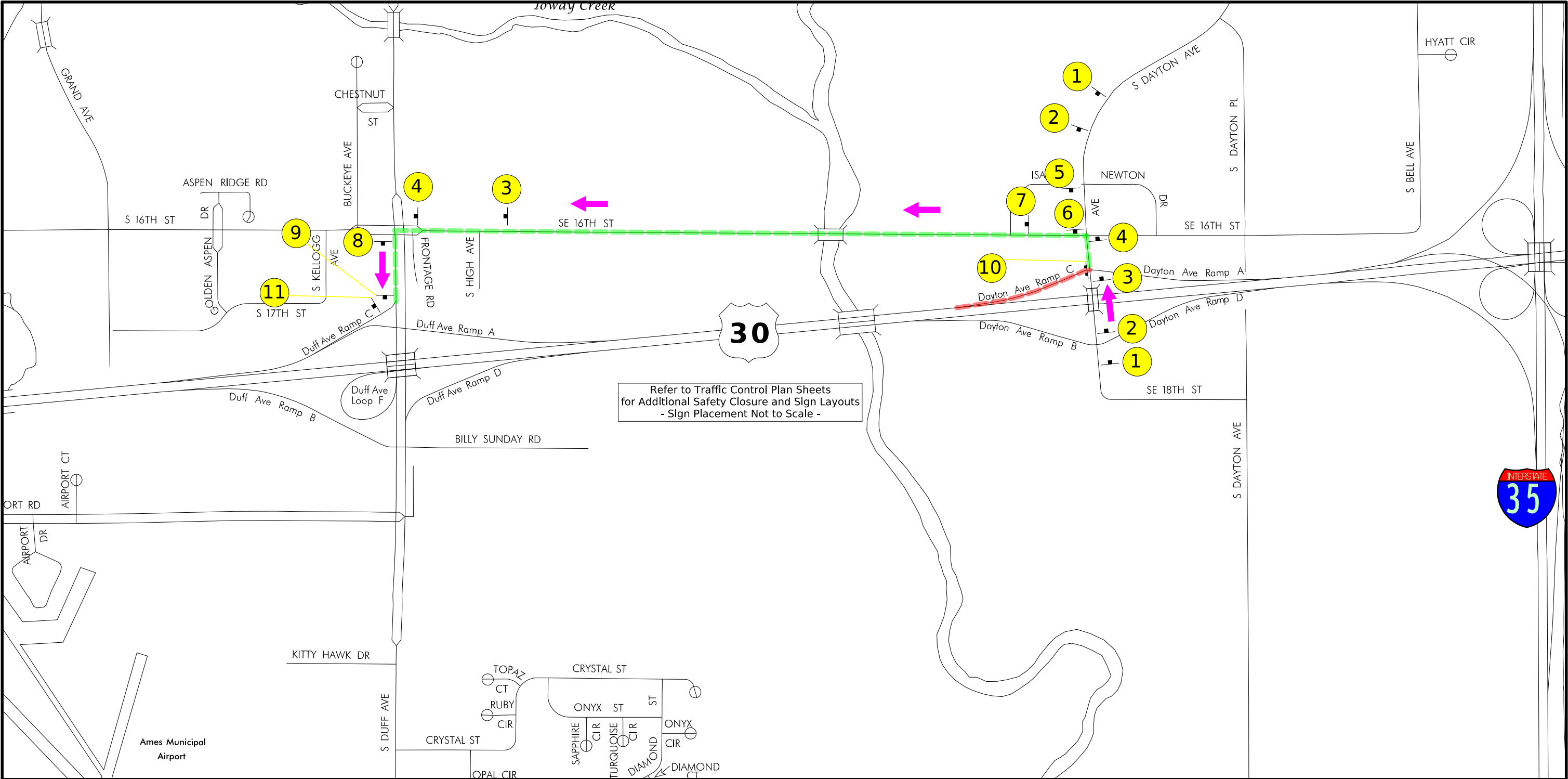
**US HWY 30 TRAFFIC CONTROL
FINAL LAYOUT**

FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.41
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER J.42
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1



W20-2
48" x 48"

2



CUSTOM
SIGN

3

DETOUR

WEST

30

M4-3, 24" X 12"

M3-4, 24" X 12"

M1-4, 24" X 24"

M5-1L, 21" X 15"

4

DETOUR

WEST

30

M4-3, 24" X 12"

M3-4, 24" X 12"

M1-4, 24" X 24"

M6-1L, 21" X 15"

5

DETOUR

WEST

30

M4-3, 24" X 12"

M3-4, 24" X 12"

M1-4, 24" X 24"

M5-1R, 21" X 15"

6

DETOUR

WEST

30

M4-3, 24" X 12"

M3-4, 24" X 12"

M1-4, 24" X 24"

M6-1R, 21" X 15"

7

DETOUR

WEST

30

M4-3, 24" X 12"

M3-4, 24" X 12"

M1-4, 24" X 24"

M6-3, 21" X 15"

8

DETOUR

WEST

30

M4-3, 24" X 12"

M3-4, 24" X 12"

M1-4, 24" X 24"

M5-2R, 21" X 15"

9

DETOUR

WEST

30

M4-3, 24" X 12"

M3-4, 24" X 12"

M1-4, 24" X 24"

M6-2R, 21" X 15"

10

ROAD
CLOSED

R11-2
48" x 30"



11

END
DETOUR

30

M4-8A
24" X 18"

M1-4
24" X 24"

 Detour Direction

 Detour Route

 Ramp Closure

DAYTON AVE RAMP C
DETOUR ROUTE

FILE NO.

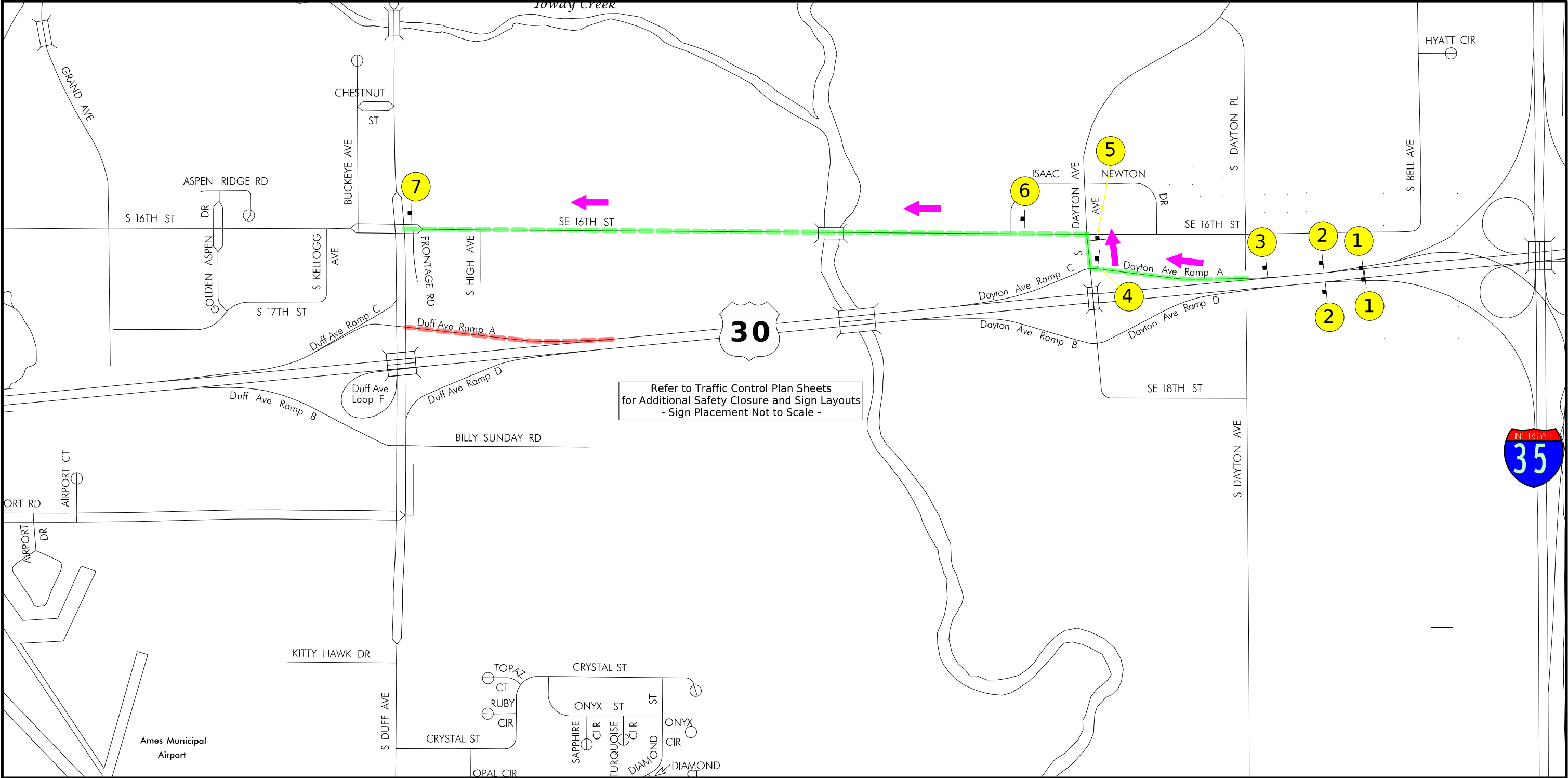
ENGLISH

DESIGN TEAM **WHKS & CO.**

STORY COUNTY

PROJECT NUMBER **NHSX-030-5(310)--3H-85**

SHEET NUMBER **J.44**



1



W20-2
48" x 48"

2

DUFF AVE
RAMP CLOSED
FOLLOW DETOUR

CUSTOM
SIGN

3

Duff Ave

DETOUR



CUSTOM SIGN

M4-9R
48" x 36"

4

Duff Ave

DETOUR



CUSTOM SIGN

M4-9R
30" x 24"

5

Duff Ave

DETOUR



CUSTOM SIGN

M4-9L
30" x 24"

6

Duff Ave

DETOUR



CUSTOM SIGN

M4-9S
30" x 24"

7

END
DETOUR

M4-8A
24" X 18"

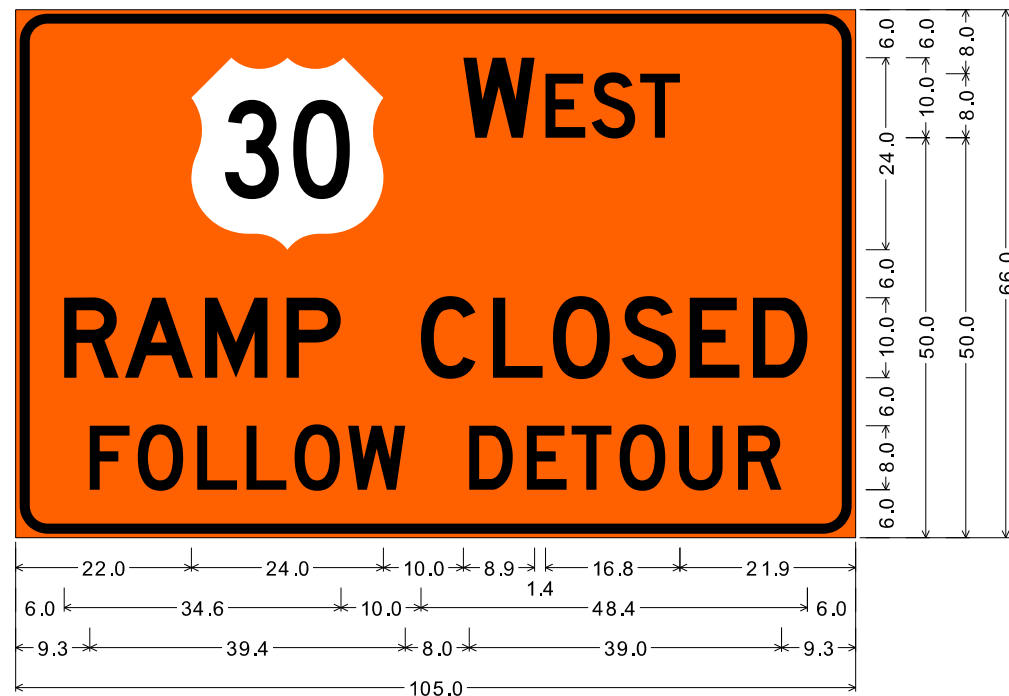
 Detour Direction

 Detour Route

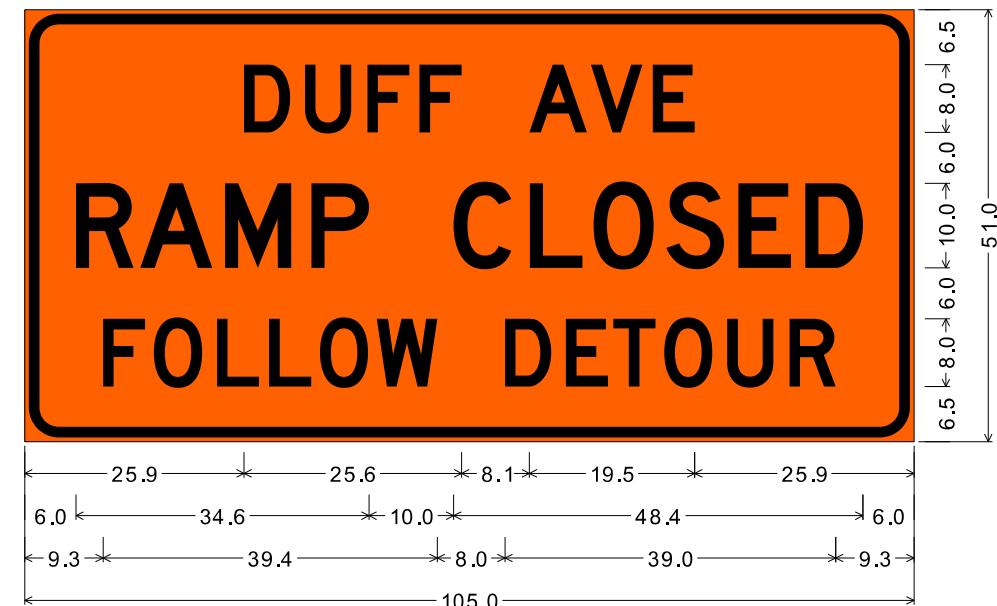
 Ramp Closure

DUFF AVE RAMP A
DETOUR ROUTE

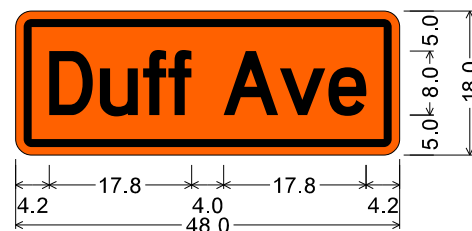
FILE NO.	ENGLISH	DESIGN TEAM	WHKS & CO.	STORY COUNTY	PROJECT NUMBER	NHSX-030-5(310)--3H-85	SHEET NUMBER	J.45
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4.0" Radius, 1.3" Border, 0.5" Indent, Black on Orange;
"WEST", D 2K; "RAMP CLOSED", D 2K; "FOLLOW DETOUR", D 2K;



4.0" Radius, 1.3" Border, 0.5" Indent, Black on Orange;
"DUFF AVE", D 2K; "RAMP CLOSED", D 2K;
"FOLLOW DETOUR", D 2K;



2.0" Radius, 1.0" Border, 1.0" Indent, Black on Orange;
"Duff", D 2K 60% spacing;
"Ave", D 2K 60% spacing;



2.0" Radius, 0.5" Border, 0.5" Indent, Black on Orange;
"Duff", D 2K 60% spacing;
"Ave", D 2K 60% spacing;

CUSTOM SIGN DETAILS



Refer to "Developing Water Trails in Iowa - Practical Guidelines and Templates for Planning, Site Design, Signage, and Construction in the State of Iowa" for additional information on the fabrication and installation of this sign.

<https://www.iowadnr.gov/things-to-do/canoeing-kayaking/water-trail-development>

River Valley Park #2 Access
Sign Shall Face Parking Lot from Access



Install the "Danger / No Thru Traffic" sign within the project zone, preferably on the bridge deck in the center of the bridge on upstream and downstream sides (2 total). However, if this is not possible, place within the right of way on the banks of the river (4 signs - 2 facing upstream, and 2 facing downstream) and keep clear of brush so river users can view them from the water.

For Placement at the Construction Site on Bridge or on Both Sides of the Riverbank

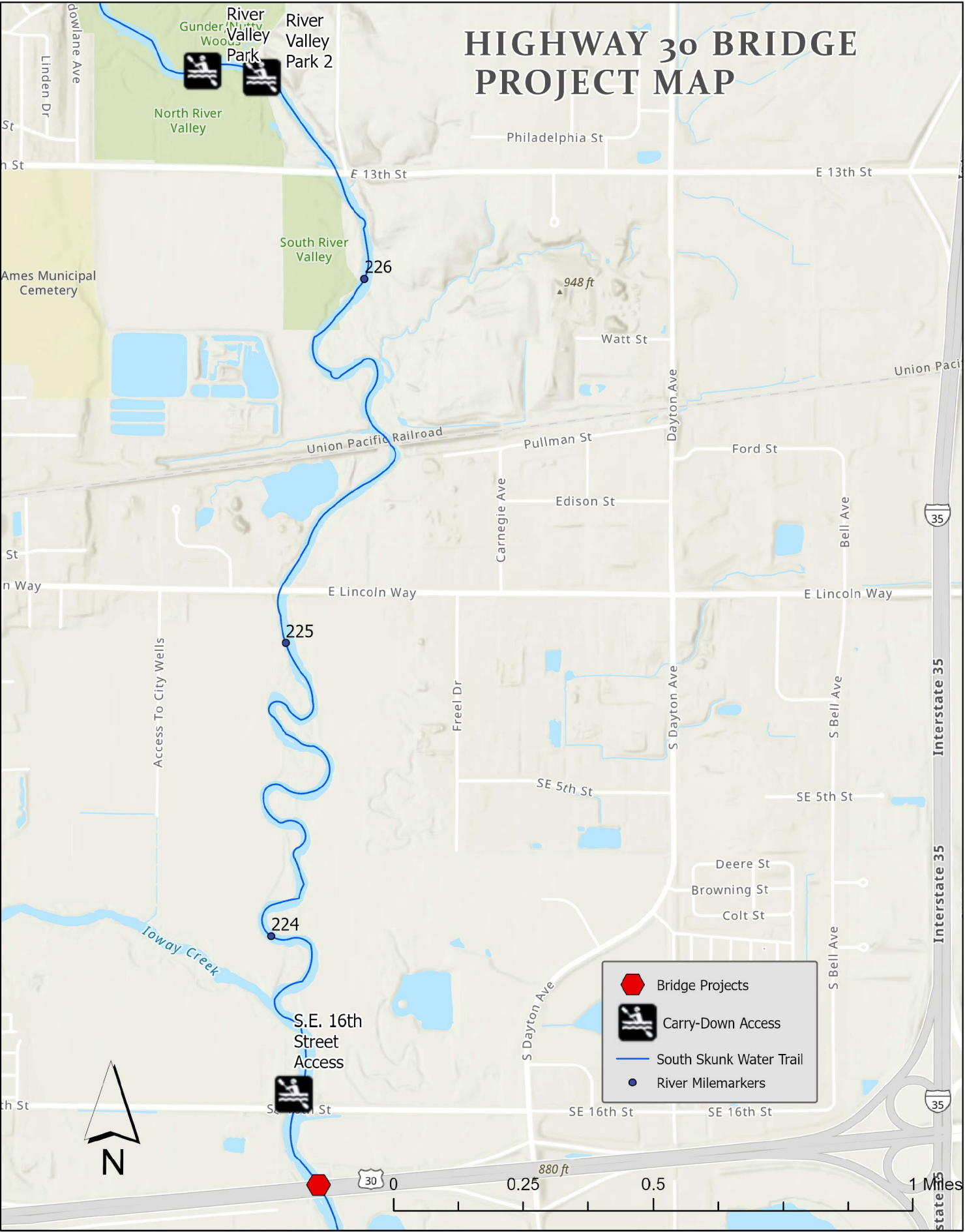


Refer to "Developing Water Trails in Iowa - Practical Guidelines and Templates for Planning, Site Design, Signage, and Construction in the State of Iowa" for additional information on the fabrication and installation of this sign.

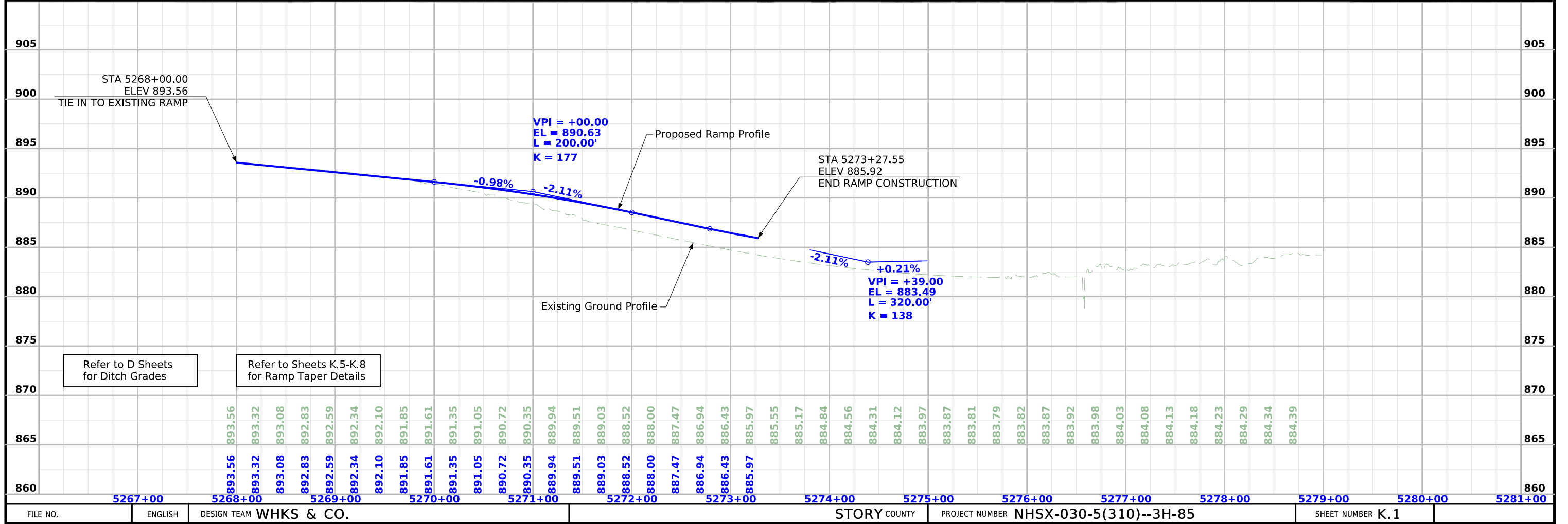
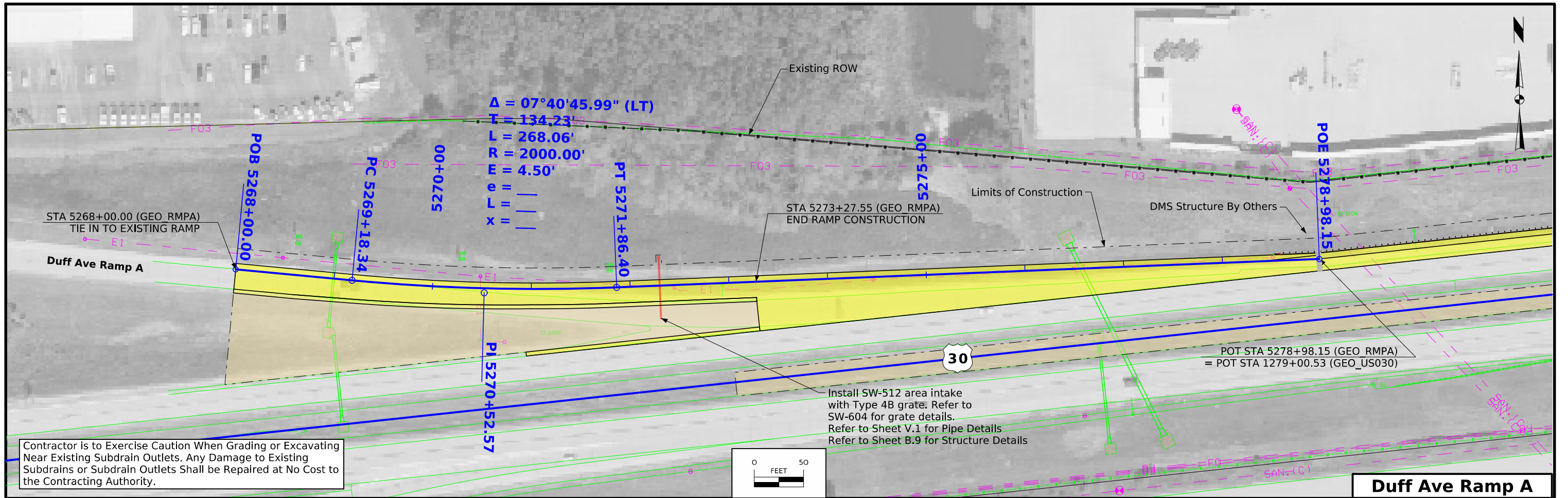
<https://www.iowadnr.gov/things-to-do/canoeing-kayaking/water-trail-development>

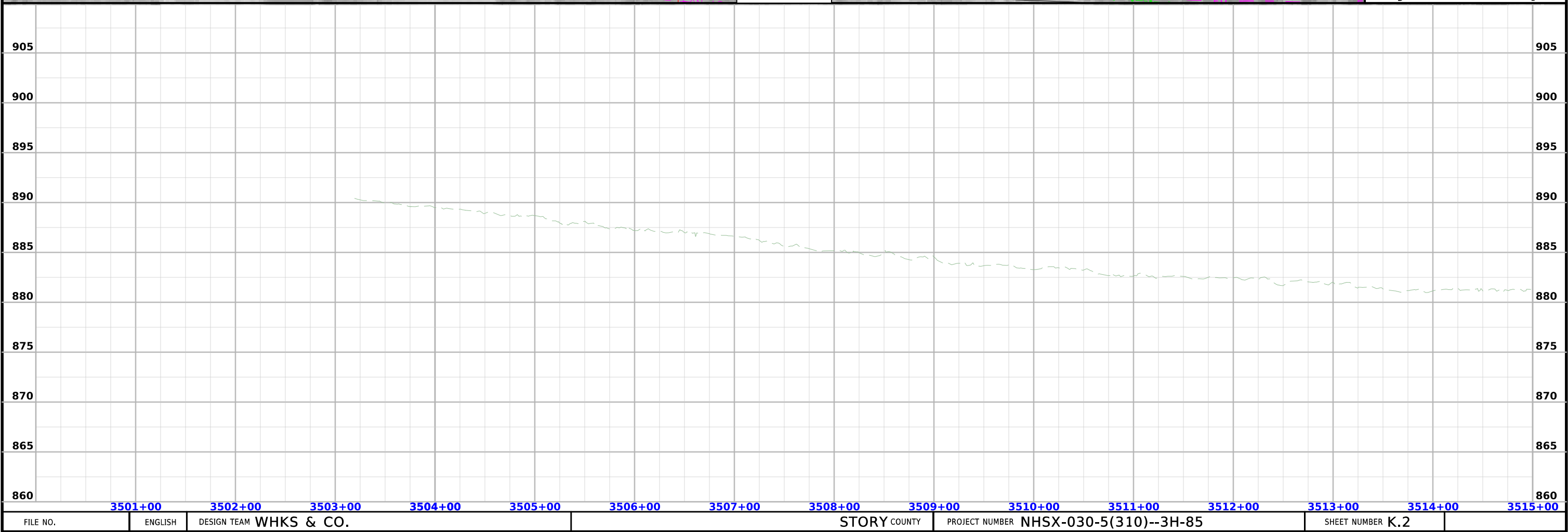
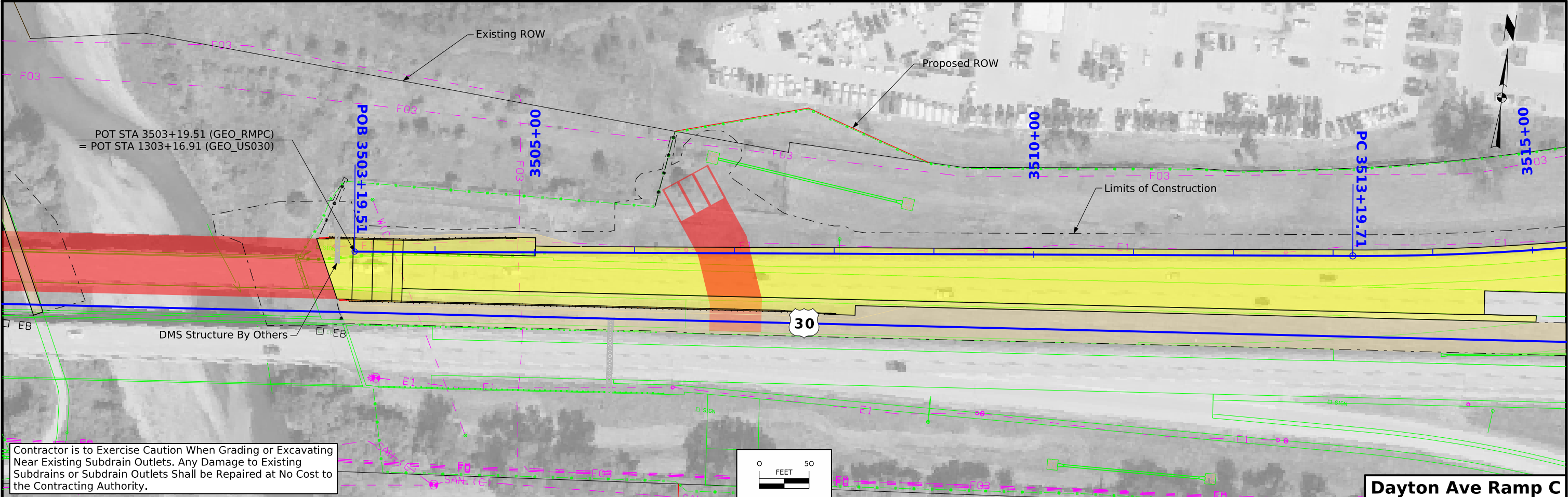
SE 16th Street Access #87
Sign Shall Face Parking Lot from Access

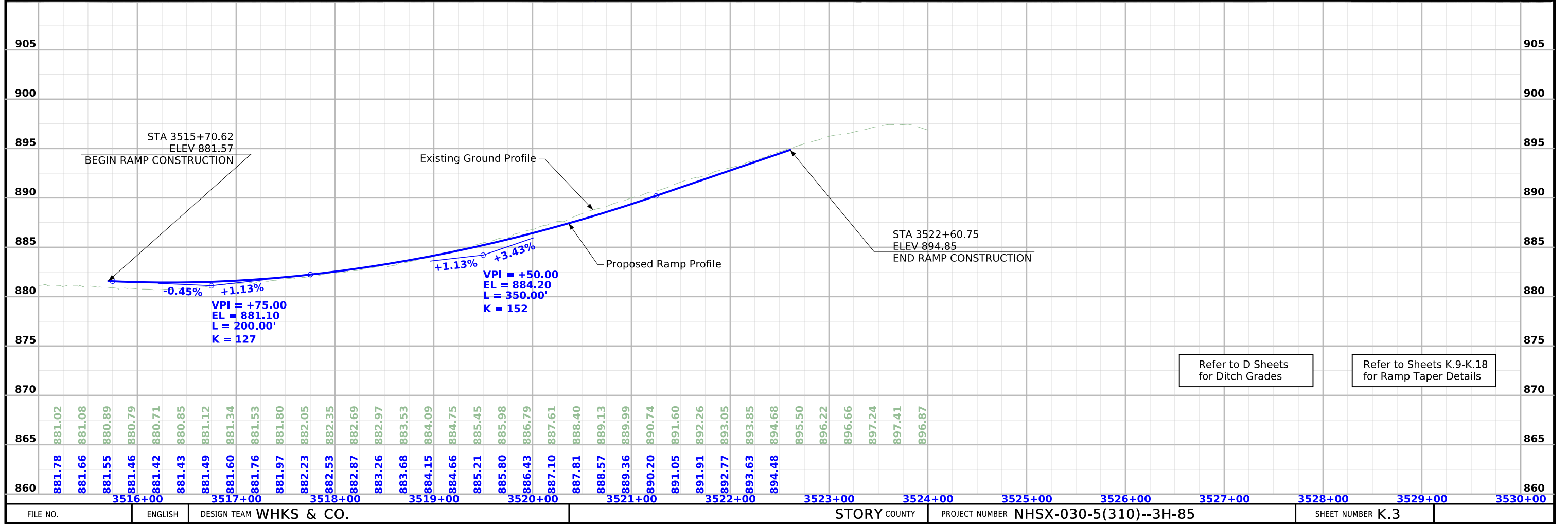
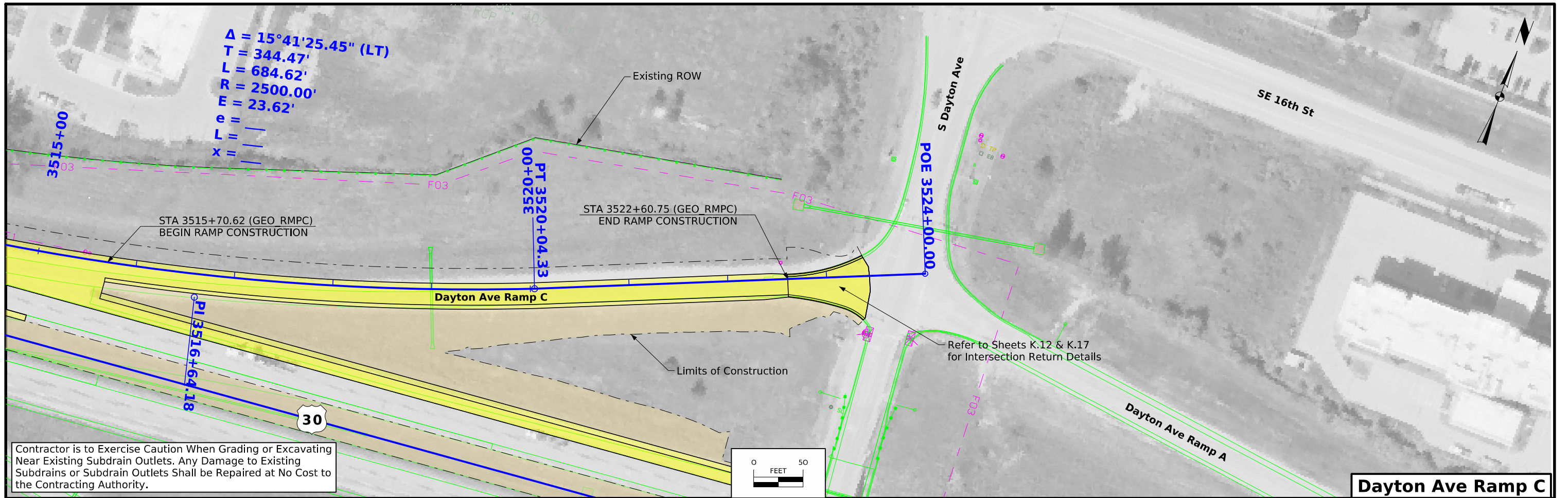
Water Trail Sign Details

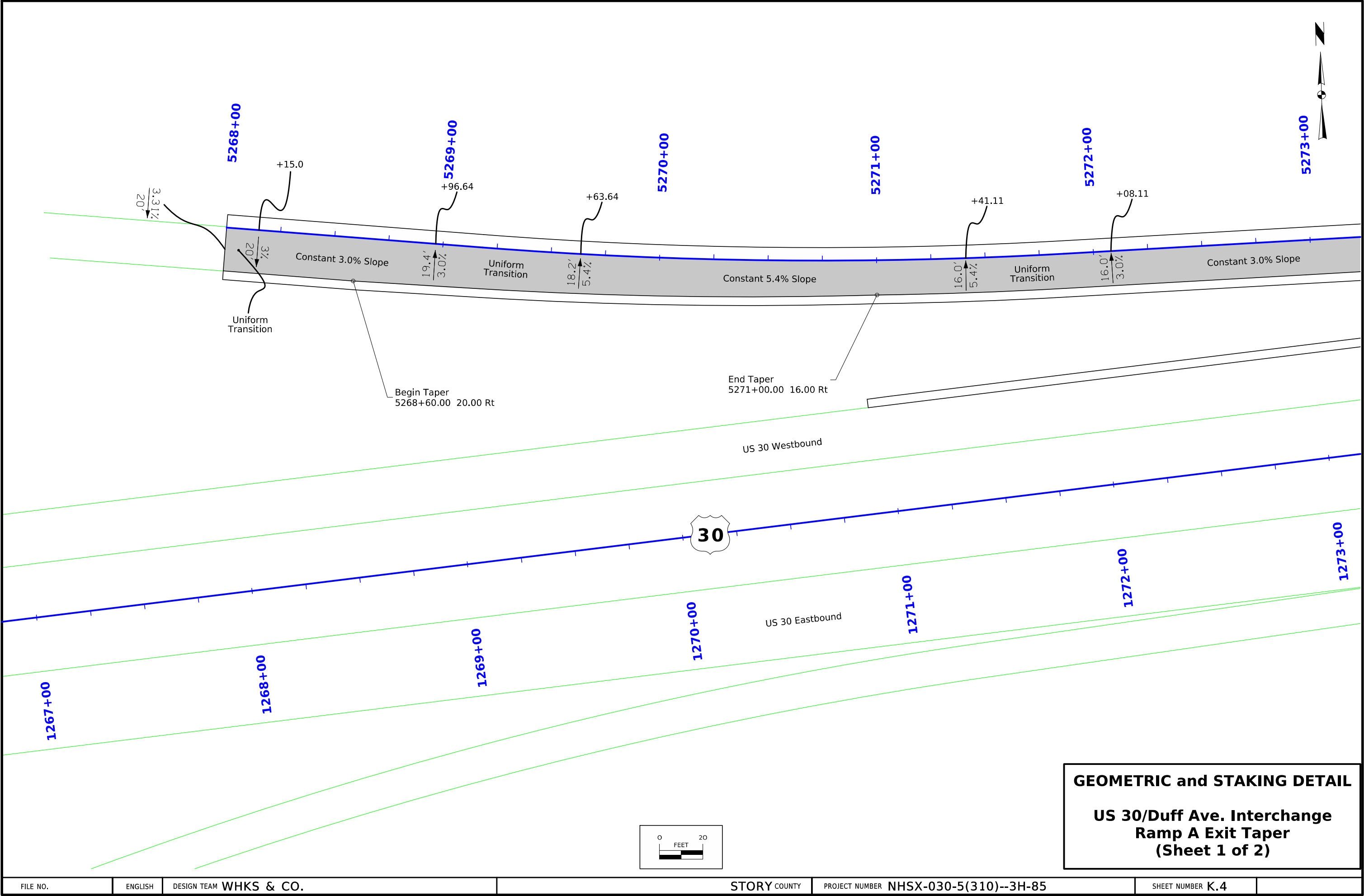


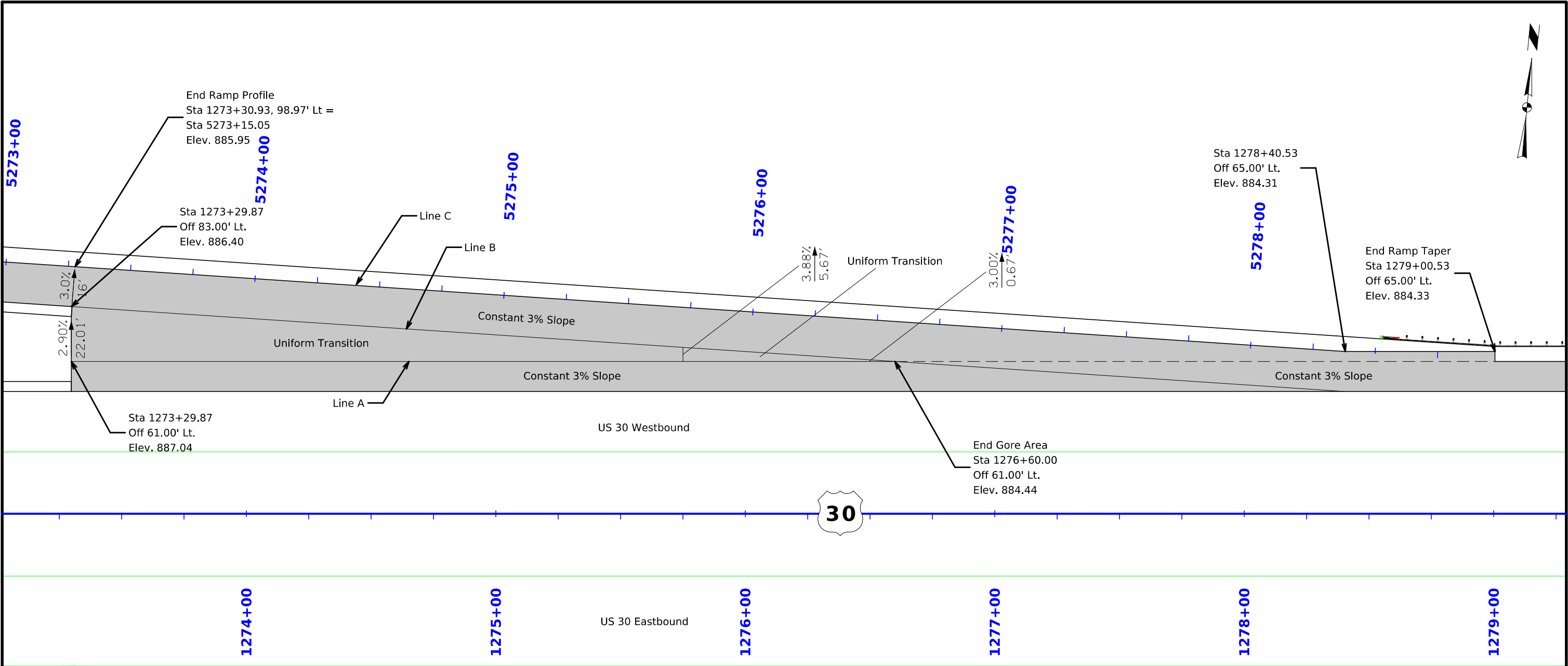
Water Trail Sign Details





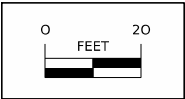






		1273+29.87	1273+50.00	1273+75.00	1274+00.00	1274+25.00	1274+50.00	1274+75.00	1275+00.00	1275+25.00	1275+50.00	1275+75.00	1276+00.00	1276+25.00	1276+50.00	1276+60.00	1276+75.00	1277+00.00	1277+25.00	1277+50.00	1277+75.00	1278+00.00	1278+25.00	1278+40.53
Elevation	Line C	885.95	885.6	885.22	884.88	884.59	884.34	884.14	883.99	883.88	883.81	883.79	883.82	883.87	883.92	883.94	883.97	884.02	884.07	884.13	884.18	884.23	884.28	884.31
Line 'C' to Line 'B'	Offset	Constant 16' Width																						
	Slope	Constant 3% Slope																						
Elevation	Line B	886.40	886.08	885.70	885.36	885.07	884.83	884.63	884.47	884.36	884.29	884.27	884.30	884.37	884.42	884.44								
Line 'B' to Line 'A'	Offset	22.01	20.67	19.00	17.33	15.67	14.00	12.33	10.67	9.00	7.33	5.67	4.00	2.33	0.67	0.00								
	Slope	2.90%	3.00%	3.11%	3.23%	3.32%	3.36%	3.49%	3.56%	3.67%	3.82%	3.88%	3.75%	3.43%	2.99%	0.00%								
Line 'C' to Line 'A'	Offset	38.01	36.67	35.00	33.33	31.67	30.00	28.33	26.67	25.00	23.33	21.67	20.00	18.33	16.67	16.00	15.04	13.37	11.70	10.04	8.37	6.70	5.04	4.00
	Slope	N/A Slopes Differ															Constant 3% Slope							
Elevation	Line A	887.04	886.70	886.29	885.92	885.59	885.30	885.06	884.85	884.69	884.57	884.49	884.45	884.45	884.44	884.44	884.44	884.44	884.44	884.44	884.44	884.44	884.44	884.44
Line 'C' to Line 'B' is measured perpendicular to the ramp alignment (sta 1273+29.87 to 1276+60.00)																								

		1278+50.00	1278+75.00	1279+00.00	1279+00.53
Elevation	Line C	884.33	884.33	884.33	884.33
Line 'C' to Line 'B'	Offset				
	Slope				
Elevation	Line B				
Line 'B' to Line 'A'	Offset				
	Slope				
Line 'C' to Line 'A'	Offset	Constant 4' Width			
	Slope	Constant 3% Slope			
Elevation	Line A	884.44	884.44	884.44	884.44

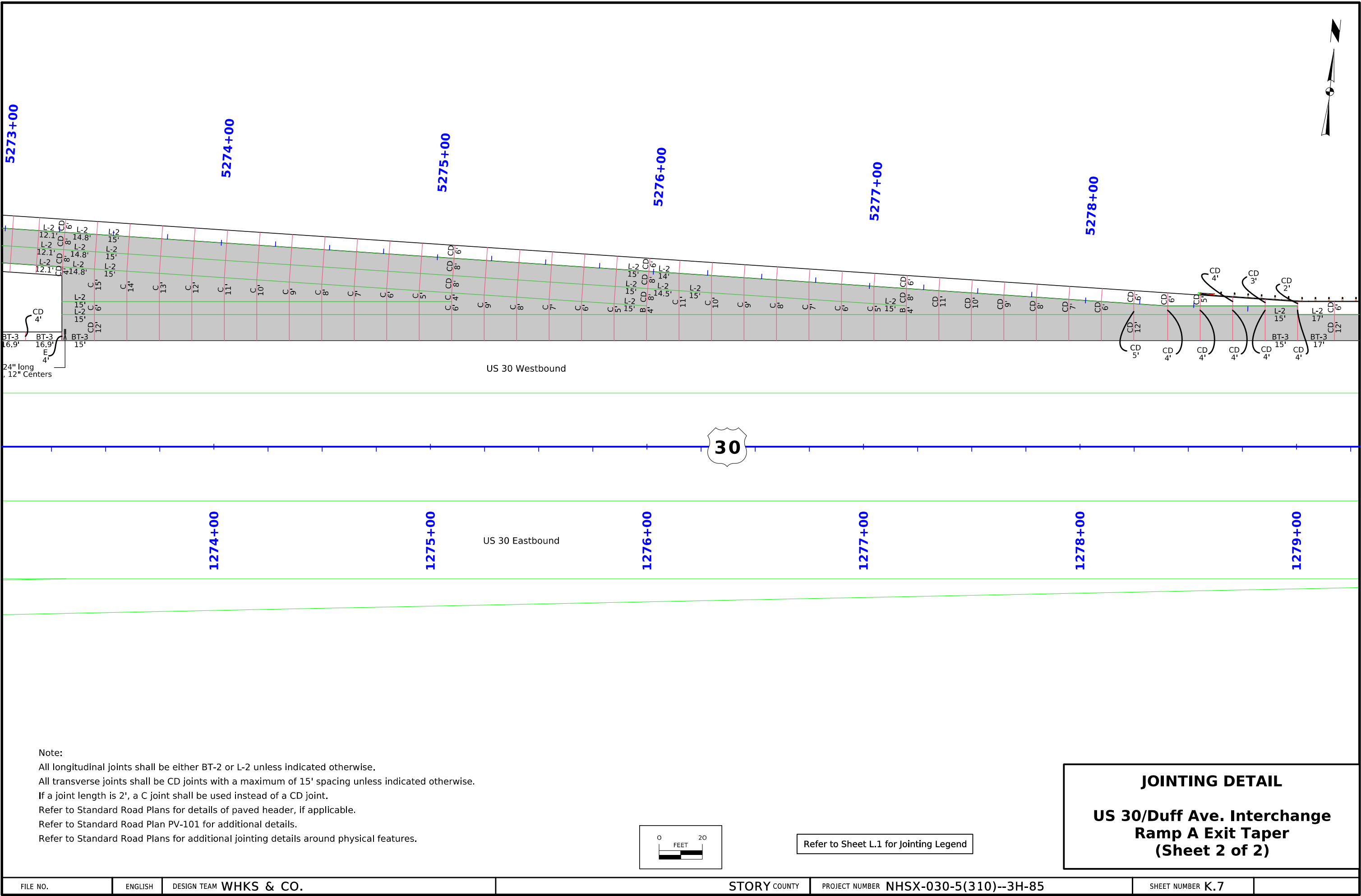


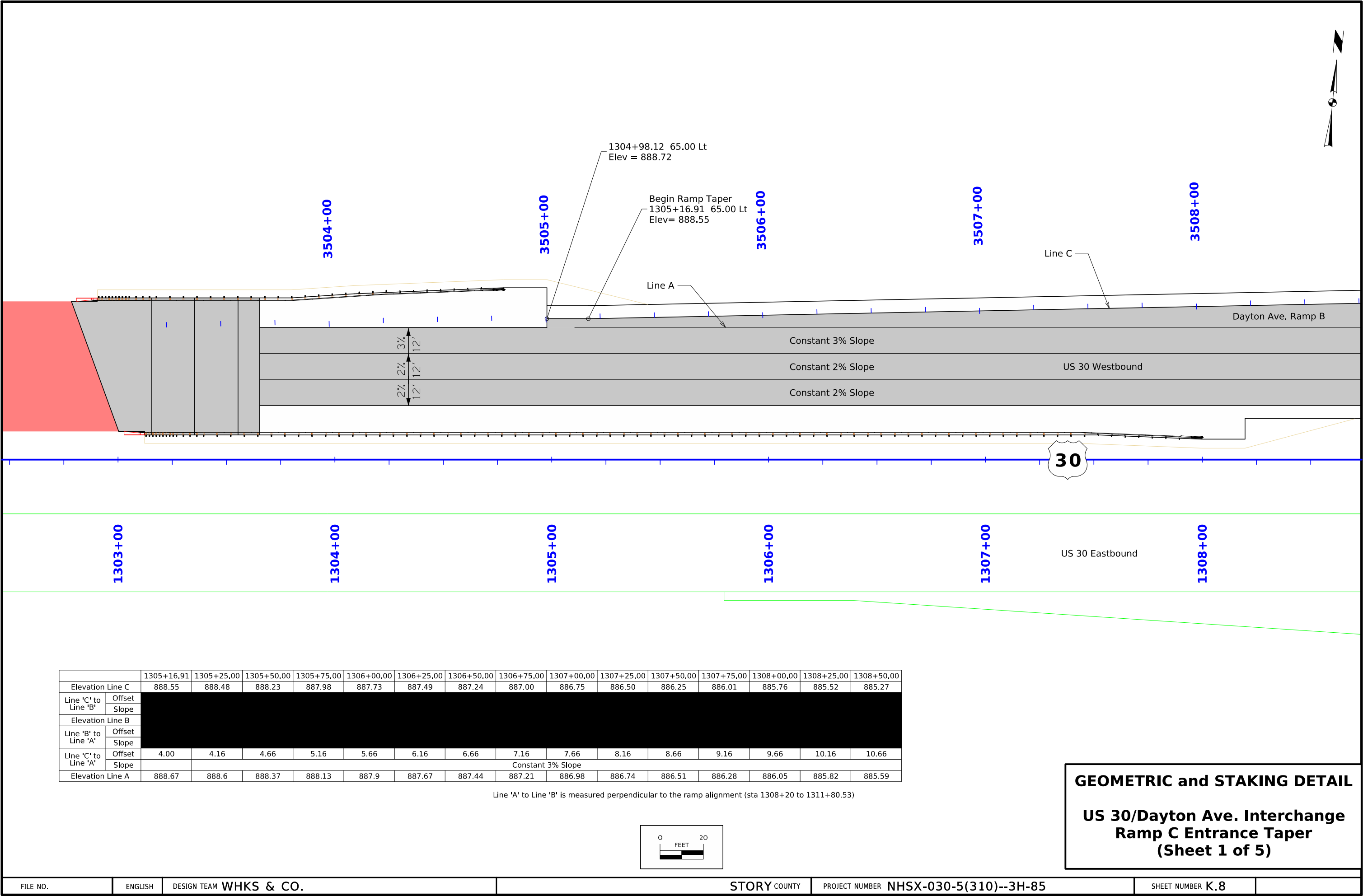
GEOMETRIC and STAKING DETAIL

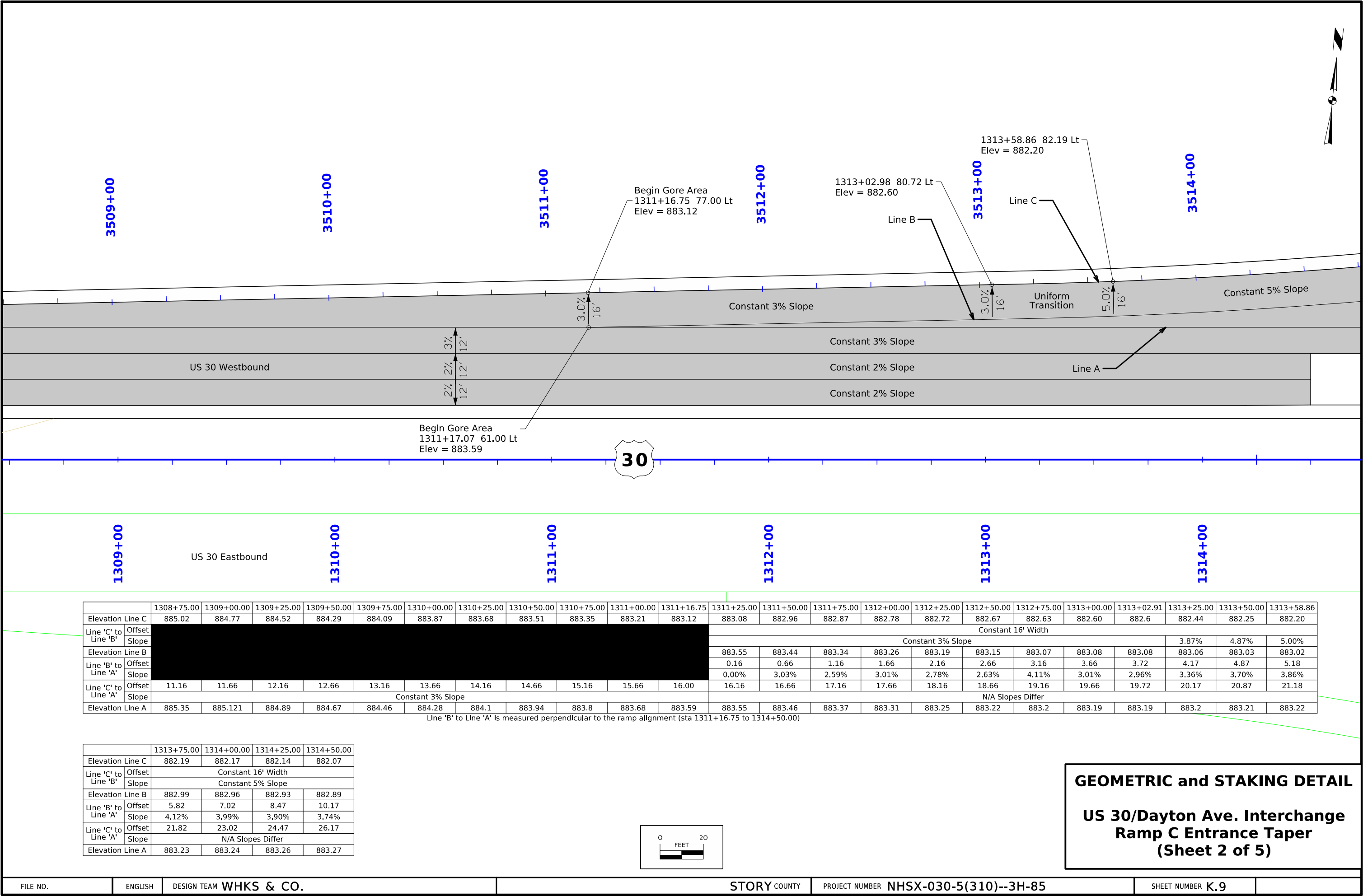
US 30/Duff Ave. Interchange

Ramp A Exit Taper

(Sheet 2 of 2)



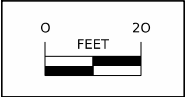




		1308+75.00	1309+00.00	1309+25.00	1309+50.00	1309+75.00	1310+00.00	1310+25.00	1310+50.00	1310+75.00	1311+00.00	1311+16.75	1311+25.00	1311+50.00	1311+75.00	1312+00.00	1312+25.00	1312+50.00	1312+75.00	1313+00.00	1313+02.91	1313+25.00	1313+50.00	1313+58.86
Elevation Line C		885.02	884.77	884.52	884.29	884.09	883.87	883.68	883.51	883.35	883.21	883.12	883.08	882.96	882.87	882.78	882.72	882.67	882.63	882.60	882.6	882.44	882.25	882.20
Line 'C' to Line 'B'	Offset												Constant 16' Width											
	Slope												Constant 3% Slope										3.87%	4.87%
Elevation Line B													883.55	883.44	883.34	883.26	883.19	883.15	883.07	883.08	883.08	883.06	883.03	883.02
Line 'B' to Line 'A'	Offset												0.16	0.66	1.16	1.66	2.16	2.66	3.16	3.66	3.72	4.17	4.87	5.18
	Slope												0.00%	3.03%	2.59%	3.01%	2.78%	2.63%	4.11%	3.01%	2.96%	3.36%	3.70%	3.86%
Line 'C' to Line 'A'	Offset	11.16	11.66	12.16	12.66	13.16	13.66	14.16	14.66	15.16	15.66	16.00	16.16	16.66	17.16	17.66	18.16	18.66	19.16	19.66	19.72	20.17	20.87	21.18
	Slope	Constant 3% Slope											N/A Slopes Differ											
Elevation Line A		885.35	885.121	884.89	884.67	884.46	884.28	884.1	883.94	883.8	883.68	883.59	883.55	883.46	883.37	883.31	883.25	883.22	883.2	883.19	883.19	883.2	883.21	883.22

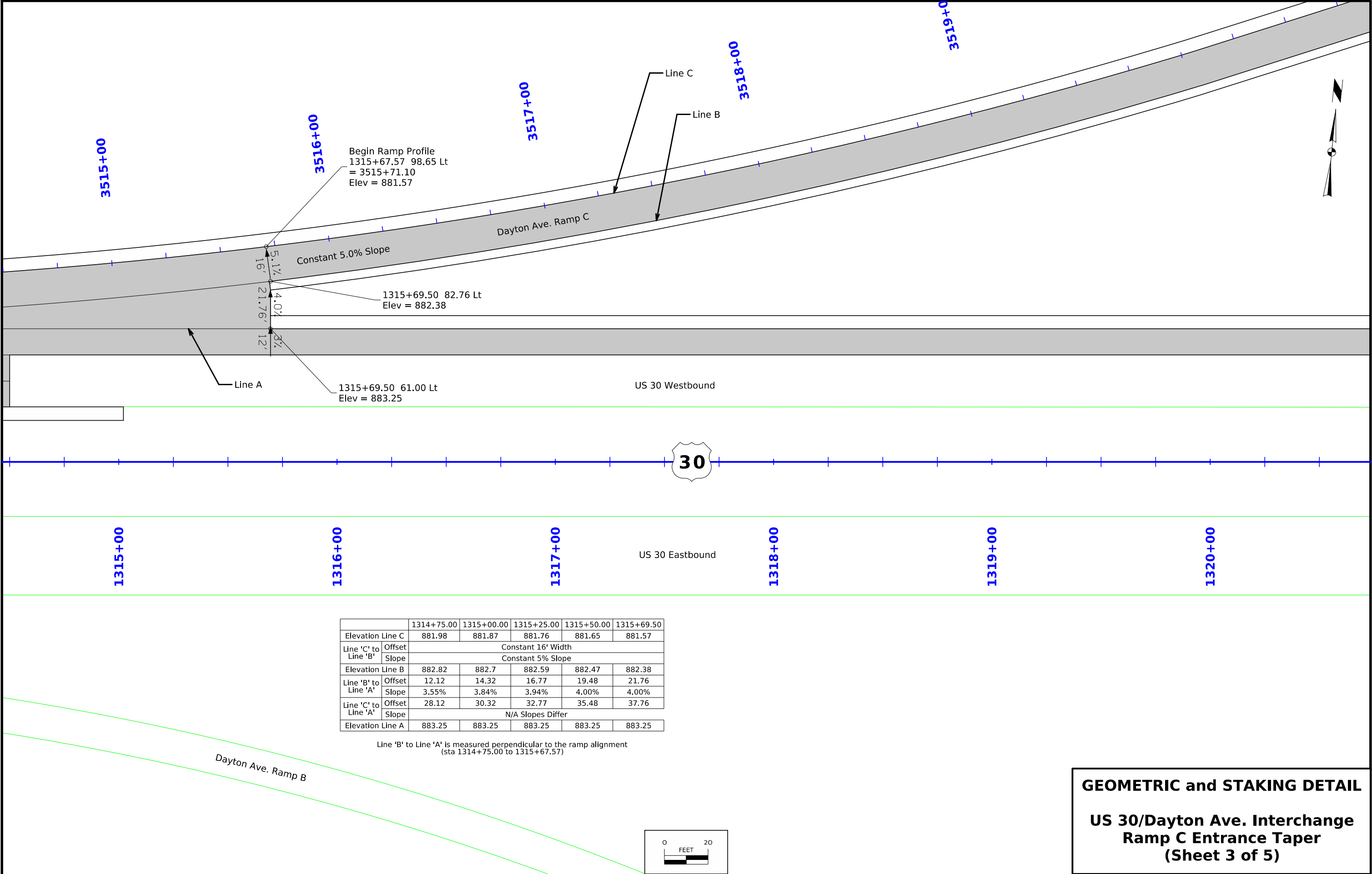
Line 'B' to Line 'A' is measured perpendicular to the ramp alignment (sta 1311+16.75 to 1314+50.00)

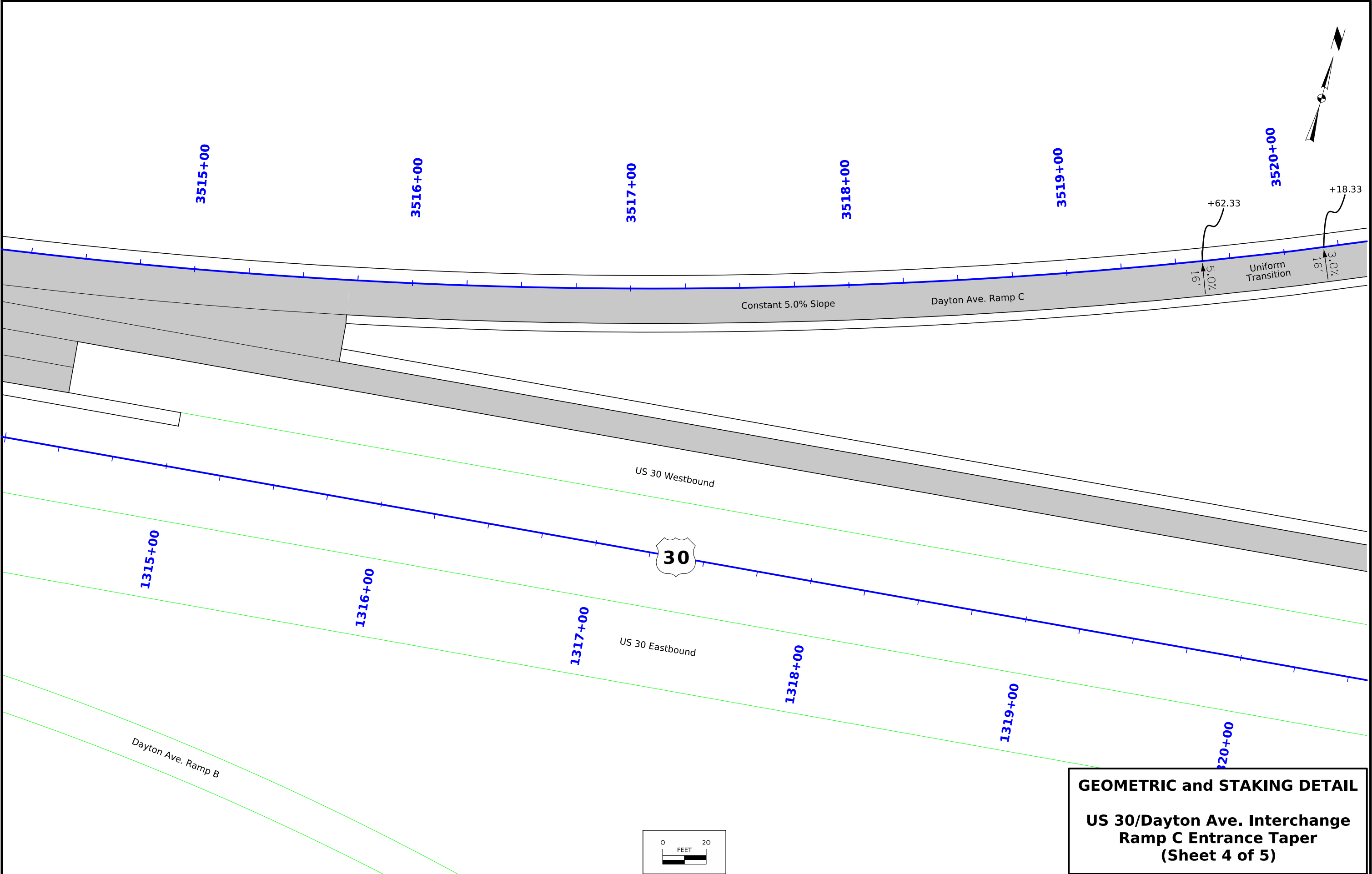
	1313+75.00	1314+00.00	1314+25.00	1314+50.00
Elevation Line C	882.19	882.17	882.14	882.07
Line 'C' to Line 'B' Offset	Constant 16' Width			
Slope	Constant 5% Slope			
Elevation Line B	882.99	882.96	882.93	882.89
Line 'B' to Line 'A' Offset	5.82	7.02	8.47	10.17
Slope	4.12%	3.99%	3.90%	3.74%
Line 'C' to Line 'A' Offset	21.82	23.02	24.47	26.17
Slope	N/A Slopes Differ			
Elevation Line A	883.23	883.24	883.26	883.27

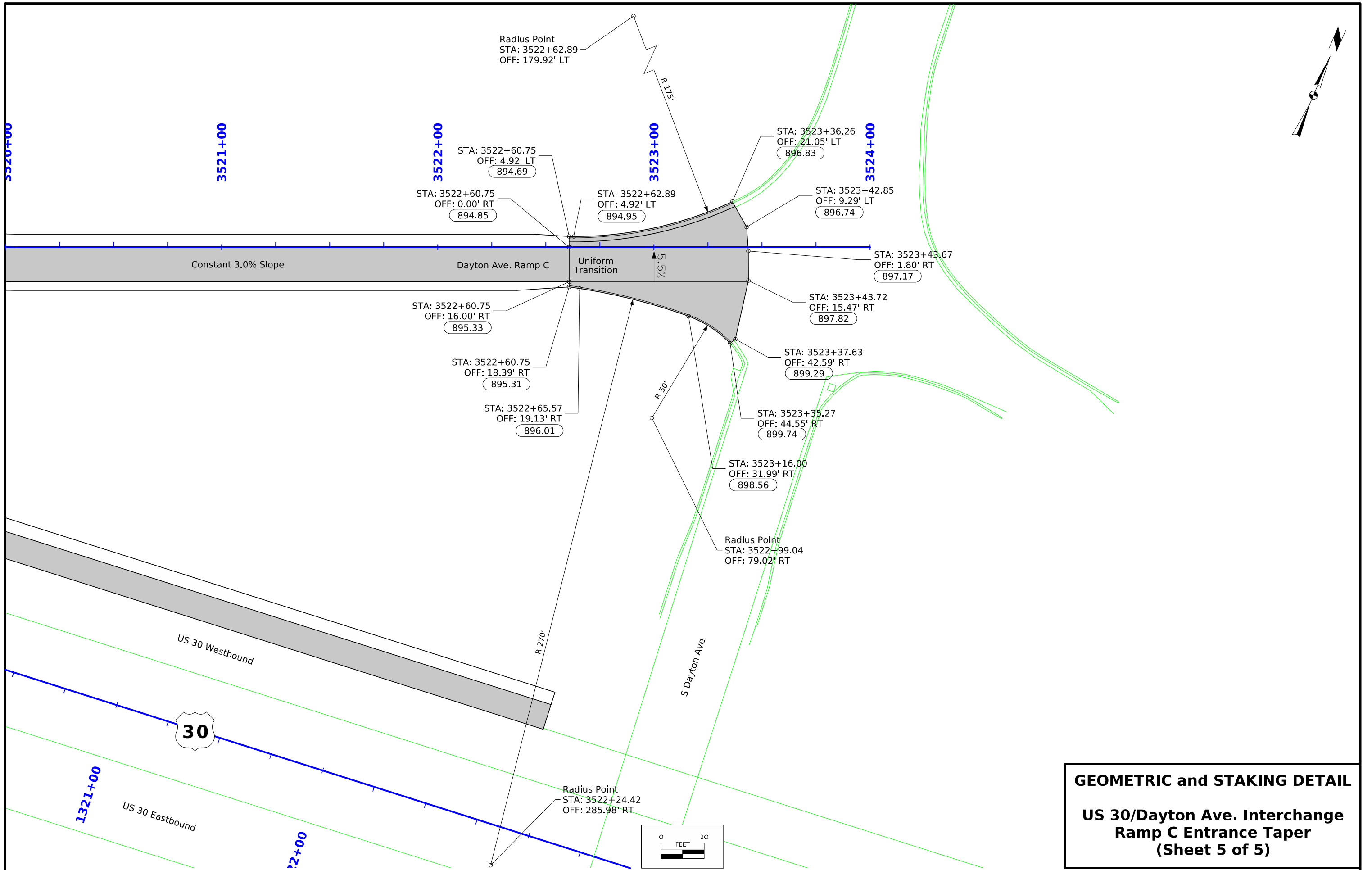


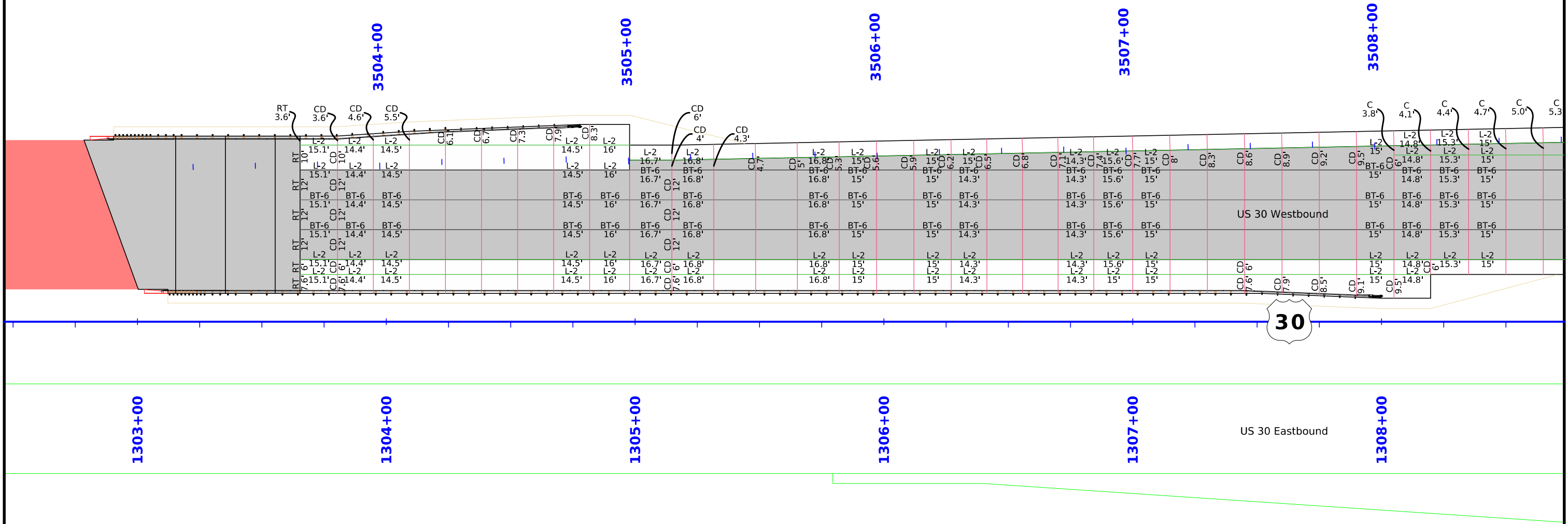
GEOMETRIC and STAKING DETAIL

US 30/Dayton Ave. Interchange
Ramp C Entrance Taper
(Sheet 2 of 5)

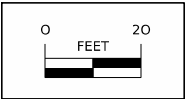








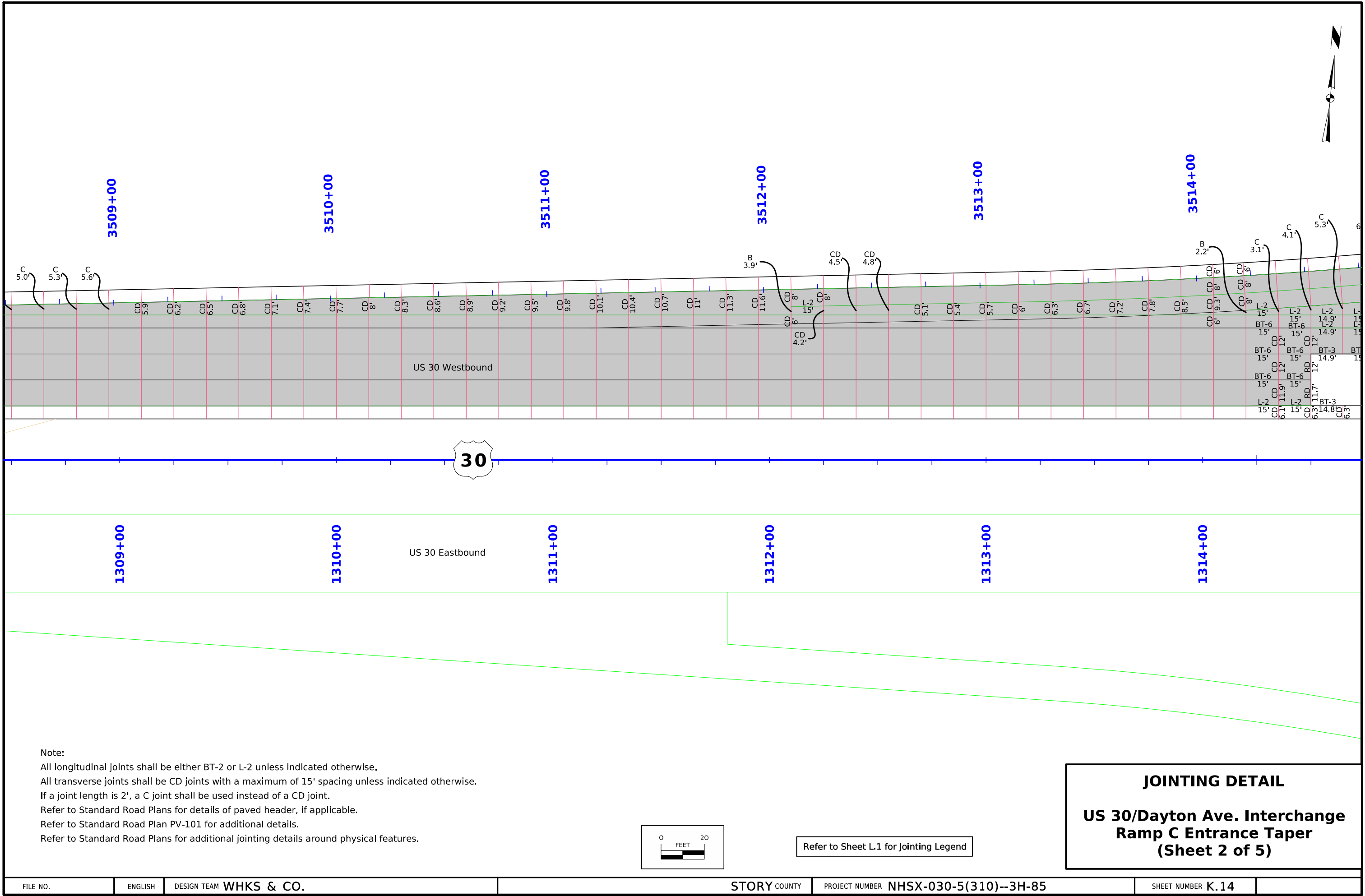
Note:
All longitudinal joints shall be either BT-2 or L-2 unless indicated otherwise.
All transverse joints shall be CD joints with a maximum of 15' spacing unless indicated otherwise.
If a joint length is 2', a C joint shall be used instead of a CD joint.
Refer to Standard Road Plans for details of paved header, if applicable.
Refer to Standard Road Plan PV-101 for additional details.
Refer to Standard Road Plans for additional jointing details around physical features.



Refer to Sheet L.1 for Jointing Legend

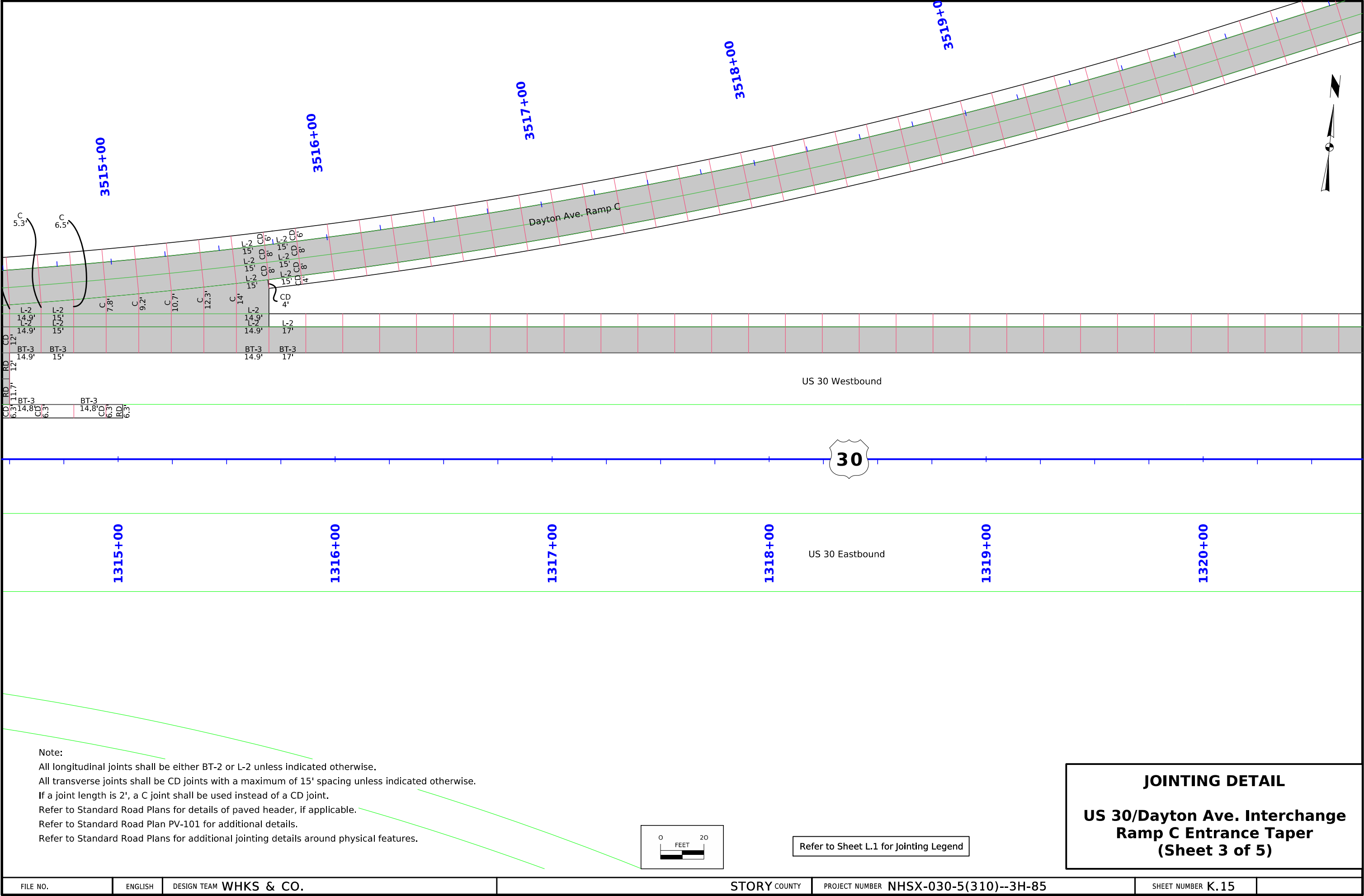
JOINTING DETAIL

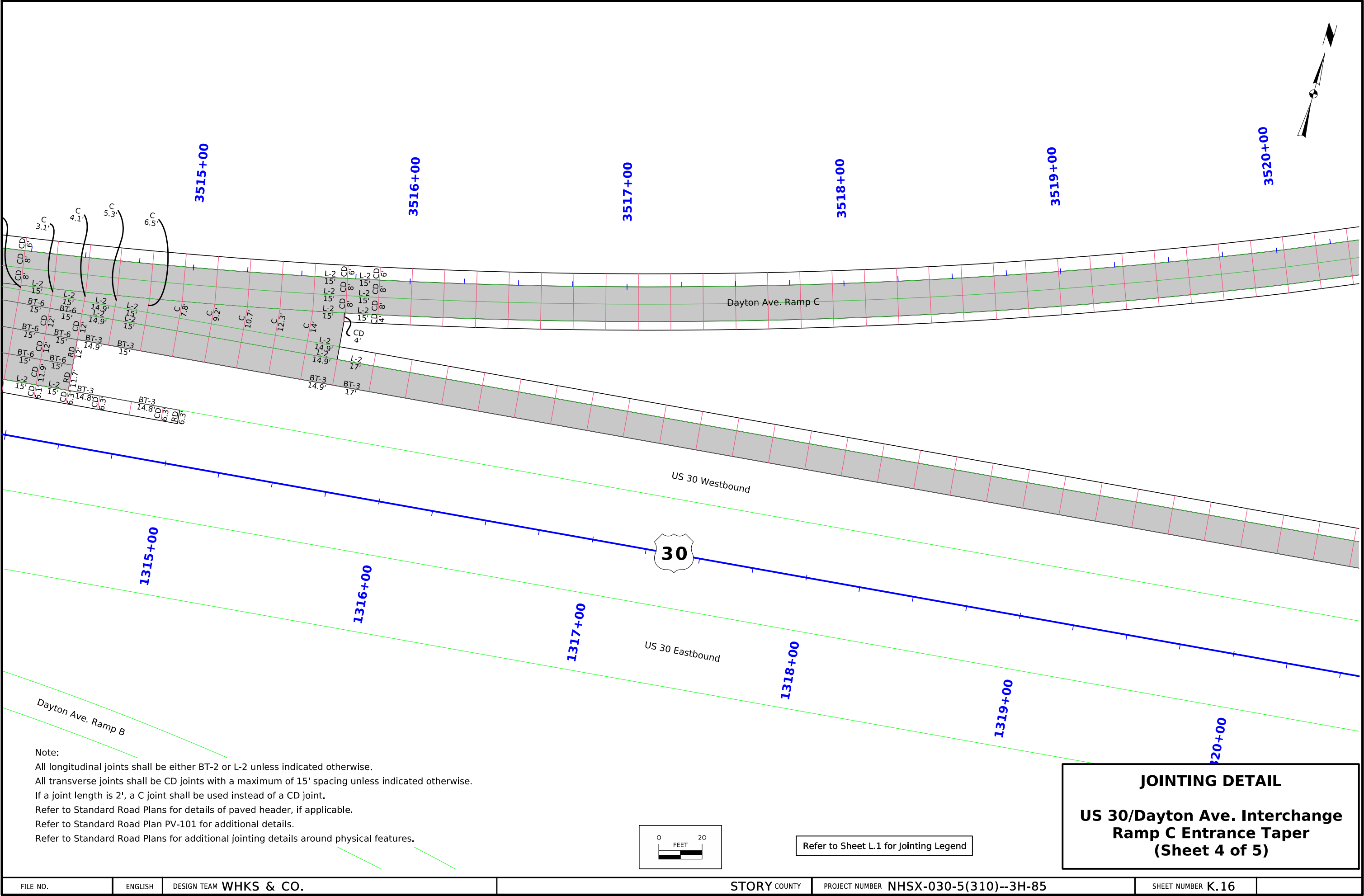
**US 30/Dayton Ave. Interchange
Ramp C Entrance Taper
(Sheet 1 of 5)**



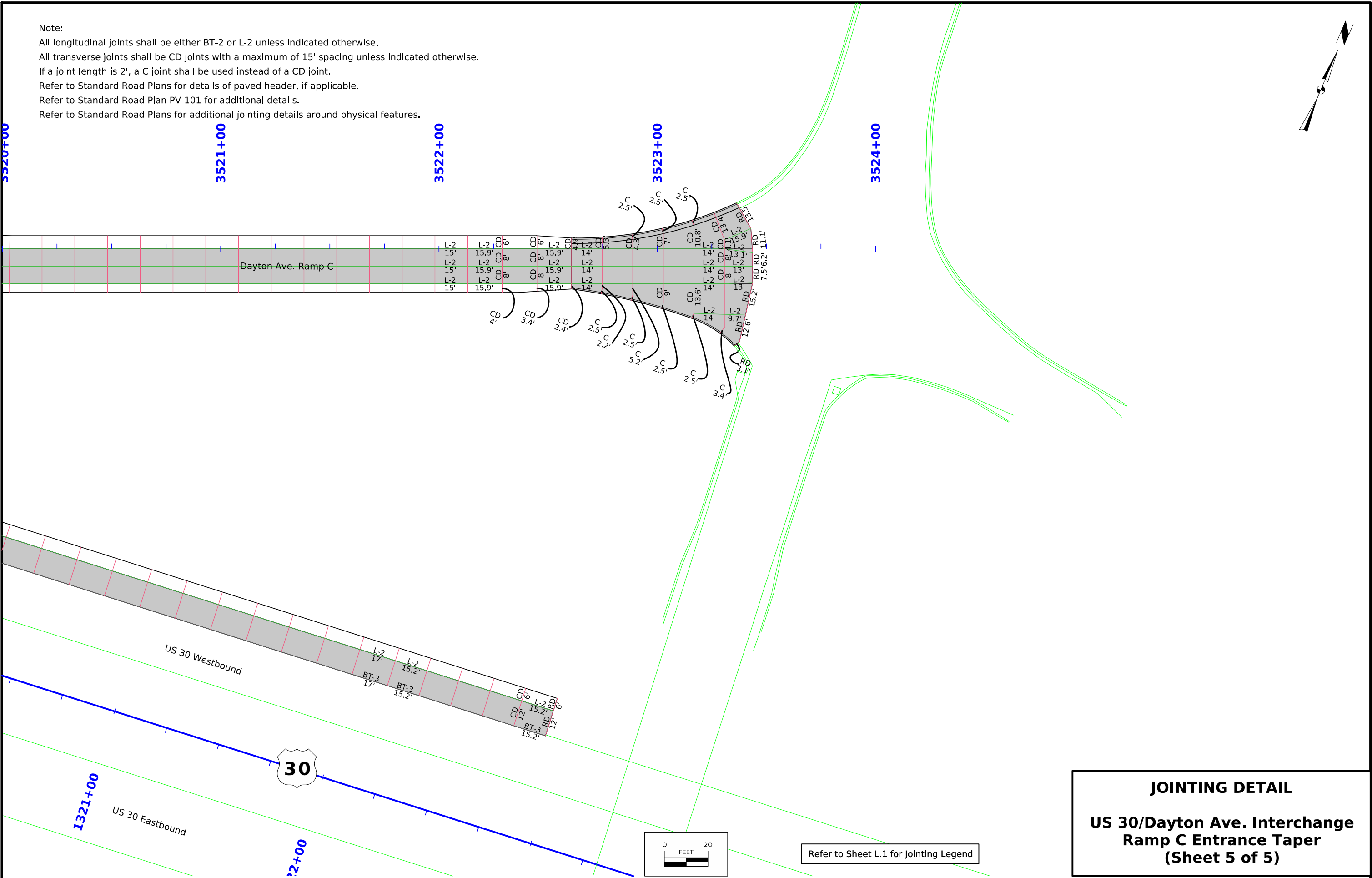
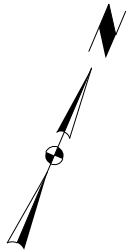
Note:
All longitudinal joints shall be either BT-2 or L-2 unless indicated otherwise.
All transverse joints shall be CD joints with a maximum of 15' spacing unless indicated otherwise.
If a joint length is 2', a C joint shall be used instead of a CD joint.
Refer to Standard Road Plans for details of paved header, if applicable.
Refer to Standard Road Plan PV-101 for additional details.
Refer to Standard Road Plans for additional jointing details around physical features.

JOINTING DETAIL
US 30/Dayton Ave. Interchange
Ramp C Entrance Taper
(Sheet 2 of 5)





Note:
All longitudinal joints shall be either BT-2 or L-2 unless indicated otherwise.
All transverse joints shall be CD joints with a maximum of 15' spacing unless indicated otherwise.
If a joint length is 2', a C joint shall be used instead of a CD joint.
Refer to Standard Road Plans for details of paved header, if applicable.
Refer to Standard Road Plan PV-101 for additional details.
Refer to Standard Road Plans for additional jointing details around physical features.



PLAN VIEW COLOR LEGEND OF JOINTING SHEETS		
Design Color No.		Feature
(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
(55)		B Joint
(71)		C Joint
(77)		CD Joint
(76)		CT Joint
(76)		DW Joint
(76)		HT Joint
(77)		RD Joint
(76)		RT Joint
(130)		CF-1 Joint
(130)		CF-2 Joint
(130)		CF-3 Joint
(130)		CF-4 Joint
(72)		E Joint
(142)		ED Joint
(142)		EE Joint
(142)		EFJoint
(72)		ES Joint
(64)		BT-1 Joint
(64)		BT-2 Joint
(128)		BT-3 Joint
(128)		BT-4 Joint
(128)		BT-5 Joint
(79)		K Joint
(70)		KS-1 Joint
(70)		KS-2 Joint
(143)		KT-1 Joint
(143)		KT-2 Joint
(143)		KT-3 Joint
(138)		L-1 Joint
(138)		L-2 Joint
(138)		L-3 Joint

JOINTING NOTES:

All longitudinal joints shall be either BT-2 or L-2 unless indicated otherwise.

All transverse joints shall be CD joints with a maximum 17' spacing unless indicated otherwise,

If a joint length is 2', a C joint shall be used instead of a CD joint.

Refer to Typical 7101 for details of paved header.

Refer to Typicals 7154A and 7154B for paved shoulder details.

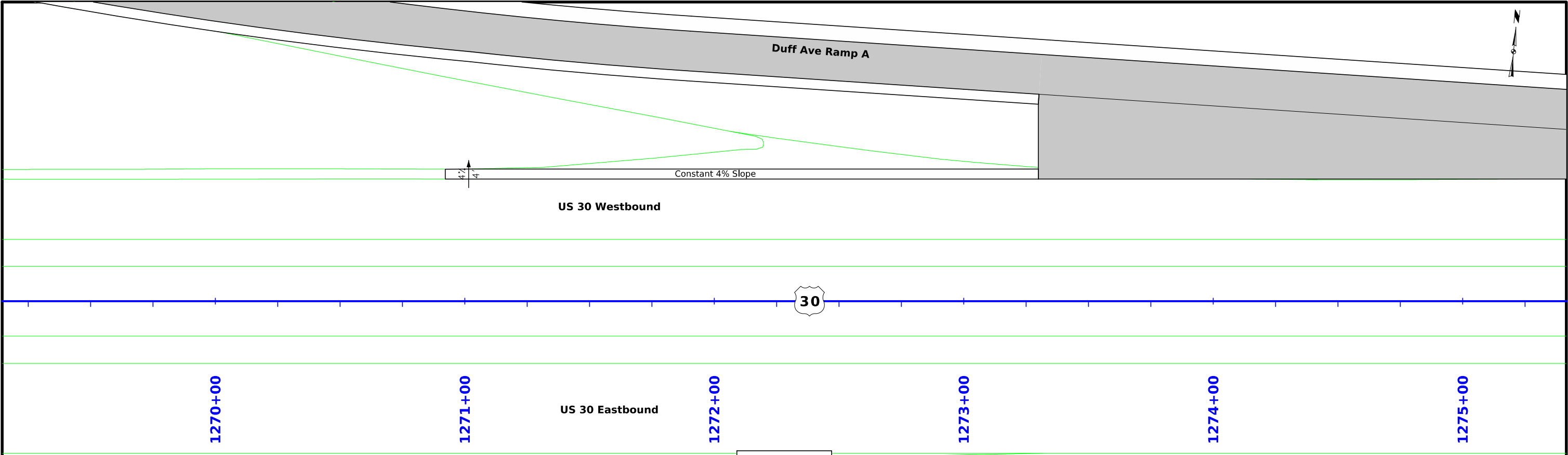
GEOMETRICS AND STAKING NOTES:

Refer to Appropriate Standard Road Plans for Additional Information.

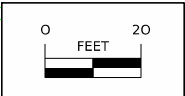
Refer to G Sheets for Horizontal Alignment Information.

JOINTING AND GEOMETRICS
LEGEND AND INFORMATION SHEET

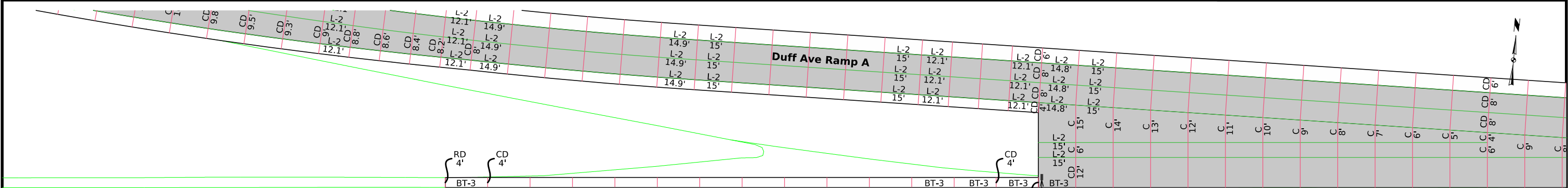
(COVERS SHEET SERIES F, K, & L)



For additional Geometric and Staking details
Refer to K Sheets



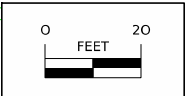
**US HWY 30
GEOMETRIC AND STAKING DETAILS**



Note:
All longitudinal joints shall be either BT-2 or L-2 unless indicated otherwise.
All transverse joints shall be CD joints with a maximum of 17' spacing unless indicated otherwise.
If a joint length is 2', a C joint shall be used instead of a CD joint.
Refer to Standard Road Plans for details of paved header, if applicable.
Refer to Standard Road Plan PV-101 for additional details.
Refer to Standard Road Plans for additional jointing details around physical features.

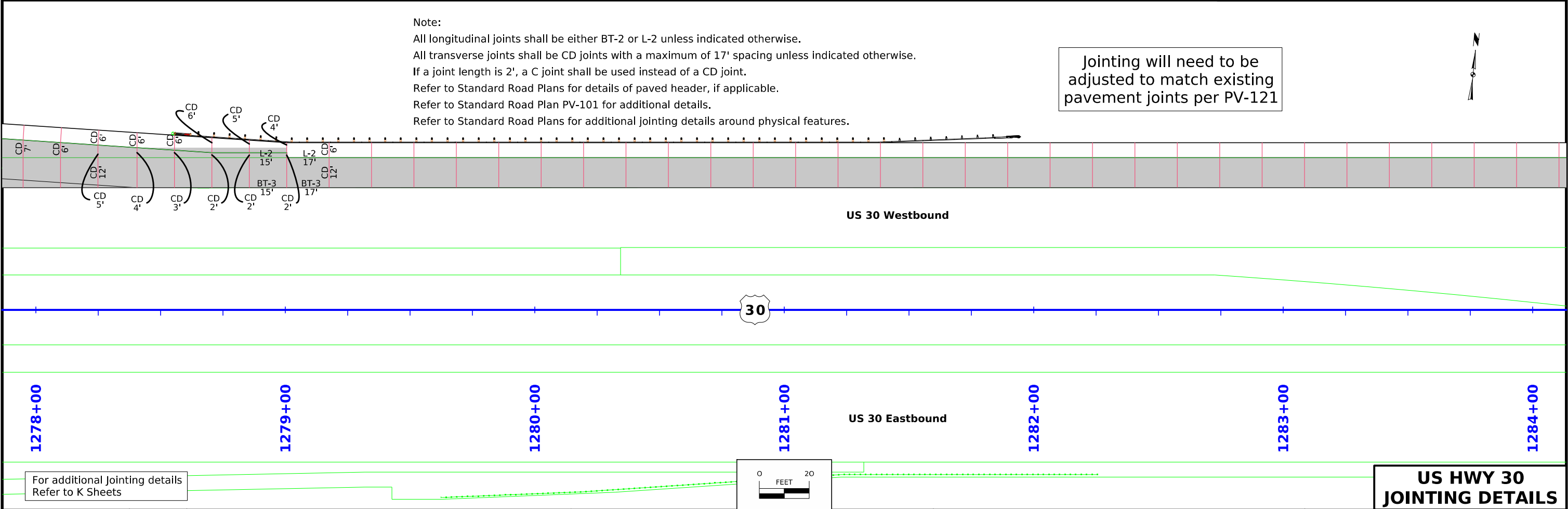
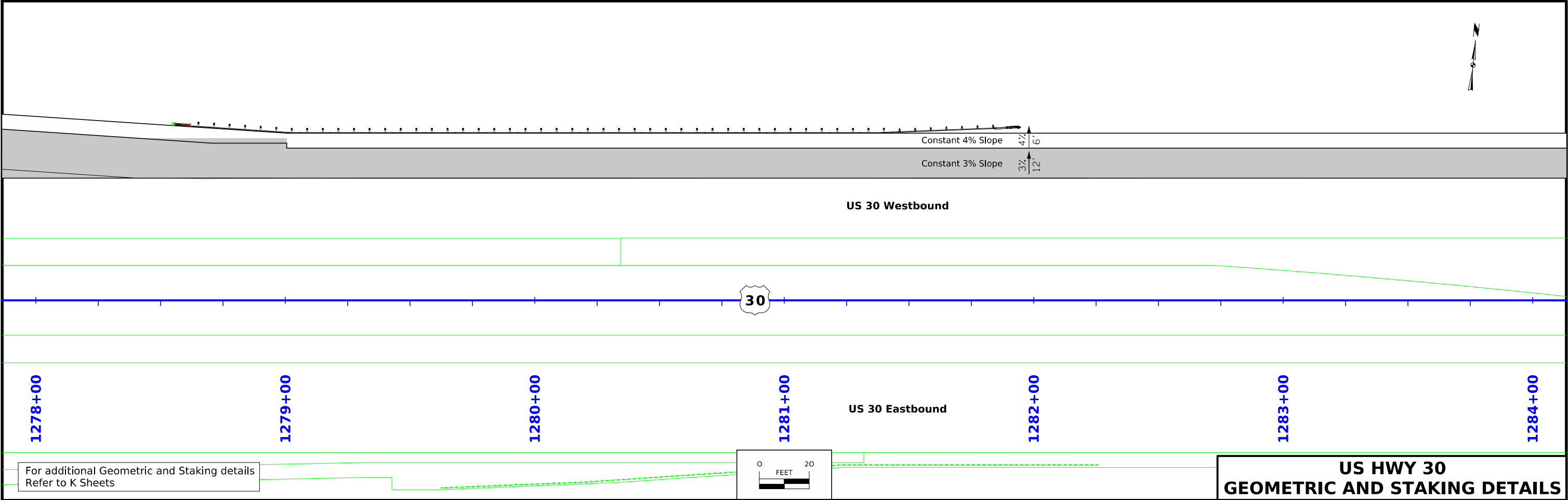
3 - #10 Bars, 24" long
12" From EOP, 12" Centers

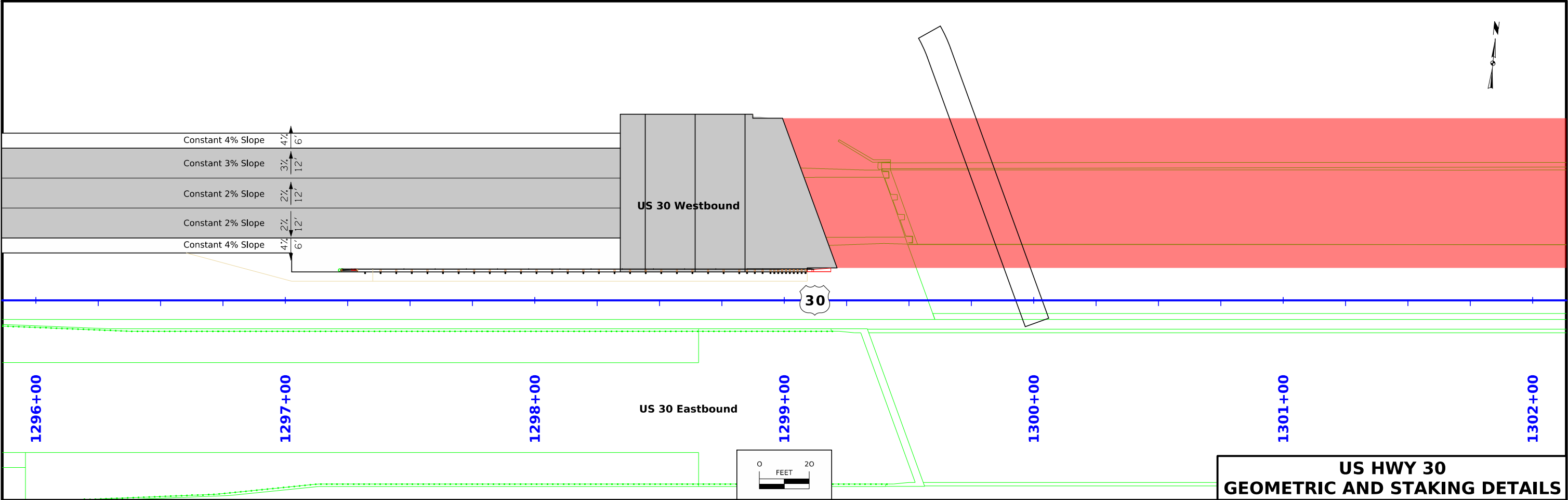
For additional Jointing details
Refer to K Sheets



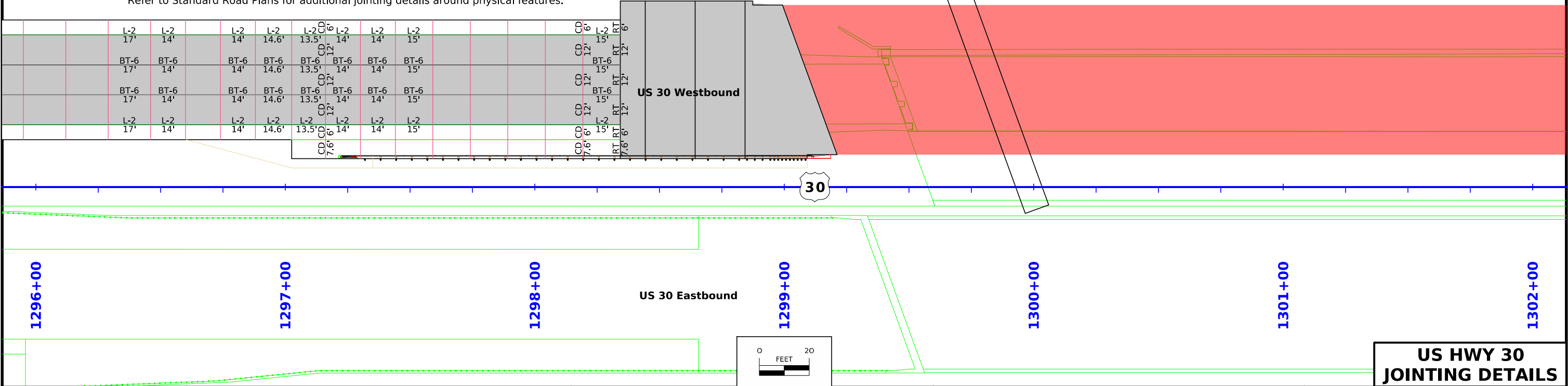
Jointing will need to be
adjusted to match existing
pavement joints per PV-121

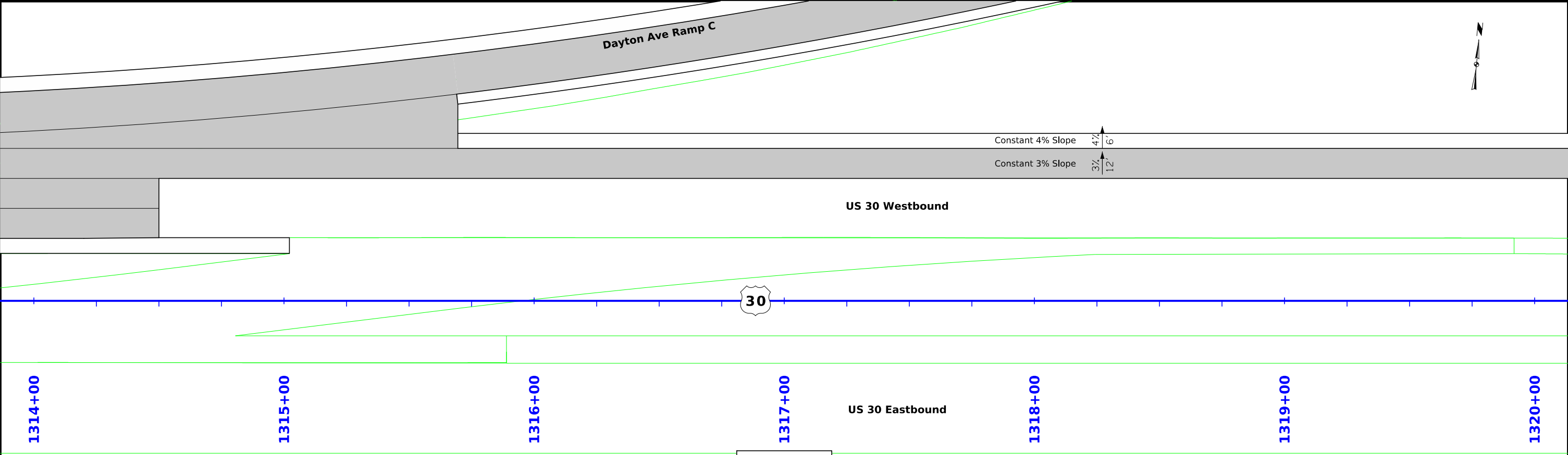
**US HWY 30
JOINTING DETAILS**



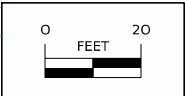


Note:
All longitudinal joints shall be either BT-2 or L-2 unless indicated otherwise.
All transverse joints shall be CD joints with a maximum of 17' spacing unless indicated otherwise.
If a joint length is 2', a C joint shall be used instead of a CD joint.
Refer to Standard Road Plans for details of paved header, if applicable.
Refer to Standard Road Plan PV-101 for additional details.
Refer to Standard Road Plans for additional jointing details around physical features.

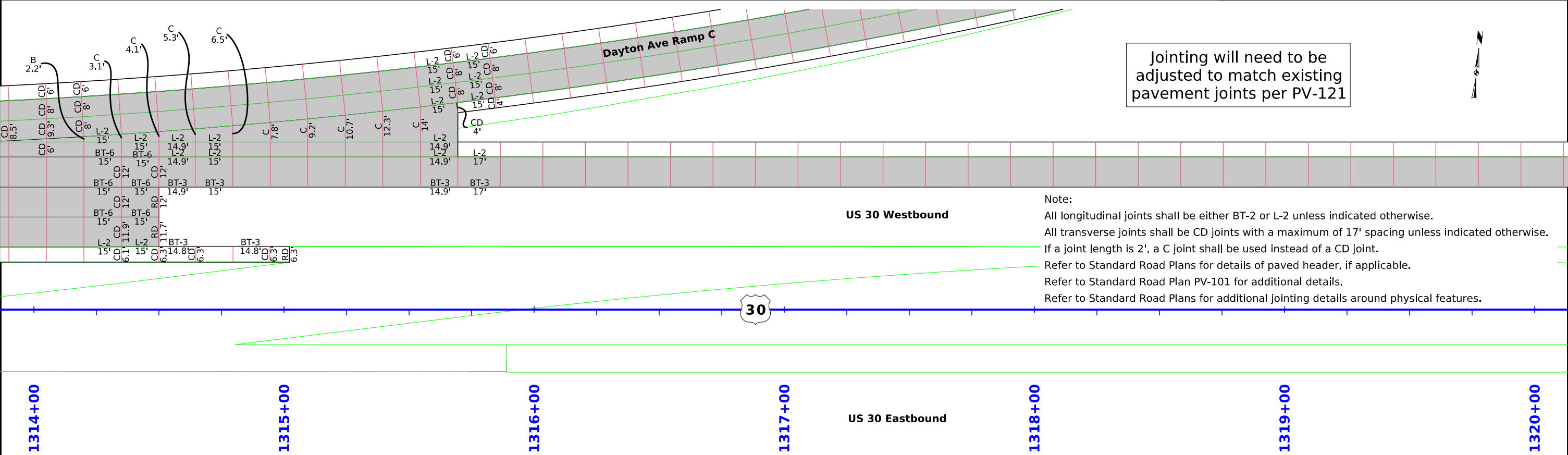




For additional Geometric and Staking details
Refer to K Sheets

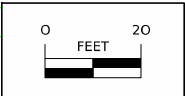


US HWY 30 GEOMETRIC AND STAKING DETAILS

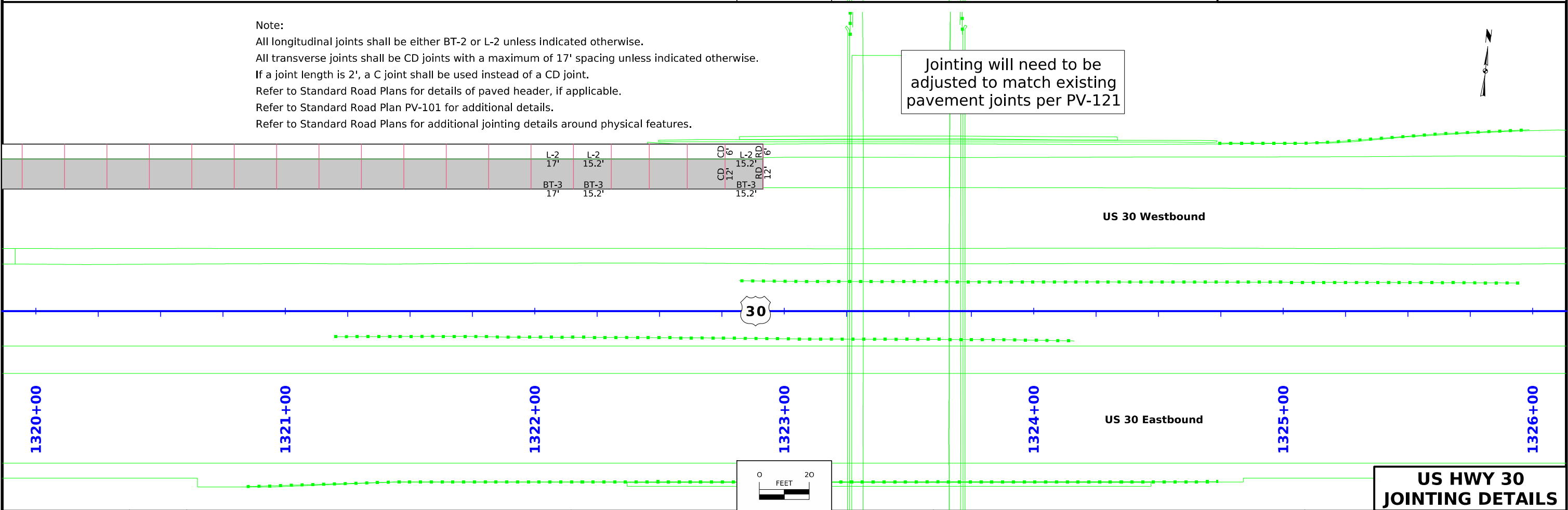
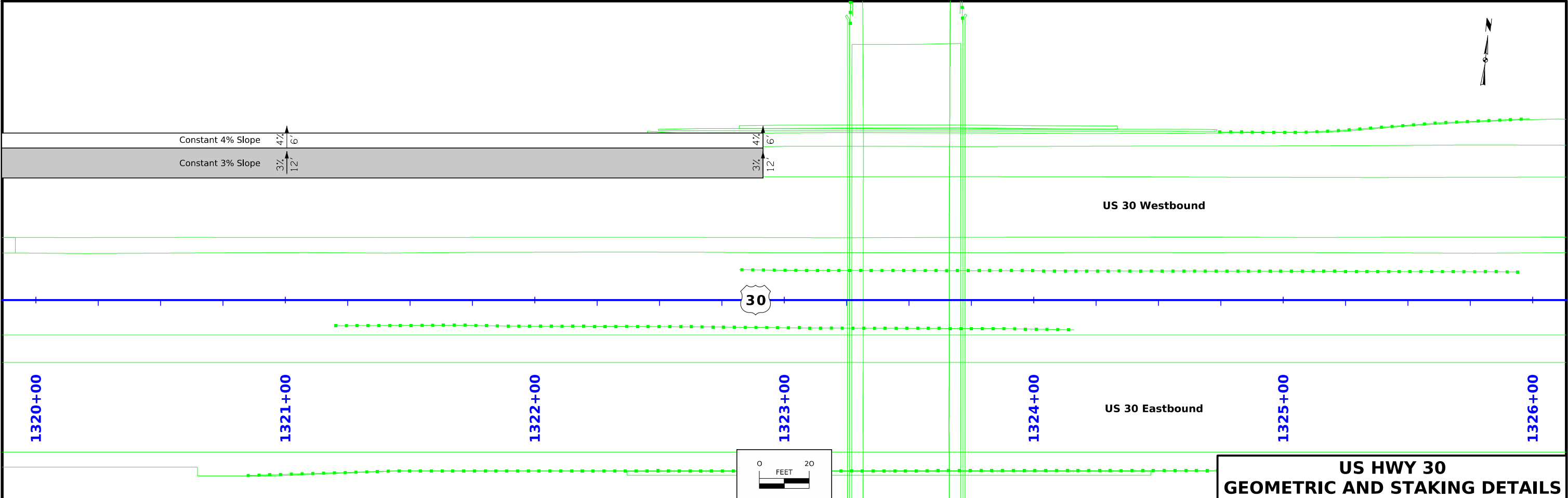


Note:
All longitudinal joints shall be either BT-2 or L-2 unless indicated otherwise.
All transverse joints shall be CD joints with a maximum of 17' spacing unless indicated otherwise.
If a joint length is 2', a C joint shall be used instead of a CD joint.
Refer to Standard Road Plans for details of paved header, if applicable.
Refer to Standard Road Plan PV-101 for additional details.
Refer to Standard Road Plans for additional jointing details around physical features.

For additional Jointing details
Refer to K Sheets



US HWY 30 JOINTING DETAILS



SURVEY SYMBOLS

	Interstate Highway Symbol	ST	Septic Tank
	U.S. Highway Symbol	C	Cistern
	Iowa Highway Symbol	LP	L.P. Gas Tank (No Footing)
	County Road Highway Symbol	UST	Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Satellite TV Dish
	Fruit Tree	WHU	Water Hook Up
	Shrub (Bushes)	RT	Radio Tower
	Timber	TA	Tower Anchor
	Hedge		Guardrail (Beam or Cable)
	Stump	GP	Guard Post (one or two)
	Swamp		Guard Post (over two)
	Rock Outcrop	FP	Filler Pipe
	Broken Concrete	GV	Gas Valve
	Revetment (Rip Rap)	WV	Water Valve
	Cemetery	SL	Speed Limit Sign
	Grave	MM	Mile Marker Post
	Cave	SIGN	Sign
SH	Sink Hole	TCB	Traffic Signal Control Box
	Board Fence	RRB	Rail Road Signal Control Box
	Chain Link or Security Fence	TSB	Telephone Switch Box
	Wire Fence	EB	Electric Box
	Terrace		
	Earth Dam or Dike (Existing)		
	Tile Outlet		
	Edge of Water		
	Existing Drainage		
	Right of Way Rail or Lot Corner		
	Concrete Monument		
	Well		
	Windmill		
	Beehive Intake		
	Existing Intake		
	Existing Utility Access (Manhole)		
	Fire Hydrant		
WH	Water Hydrant (Rural)		

UTILITY LEGEND

	E1	EL1D, Electric Line Iowa DOT - Quality D
	E2	EL2D, Electric Line City of Ames - Quality D (Located by owner maps)
	F0	FO1D, Fiber Optic Iowa Communications Network - Quality D (Flagged and owner maps)
	F03	FO3D, Fiber Optic Lumen - Quality D (Located by owner maps)
	SAN, (C)	SA1C, Sanitary Sewer City of Ames- Quality C
	ST S(C)	ST1C, Storm Sewer City of Ames - Quality C
	W(C)	WL1C, City of Ames - Quality C

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
Yellow	(4)		Proposed Pavement Shading
Orange	(6)		Proposed Granular Shading
Orange	(70)		Proposed Shoulder Granular Shading
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading
Brown, Light	(236)		Grading Shading
Orange, Light	(134)		Proposed Granular Entrance Shading
Yellow	(220)		Proposed Paved Entrance Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading
Red	(3)		Proposed Structure Shading
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

PATTERN AND SYMBOL LEGEND OF SOILS SHEETS

	Drill		Dig/Core	Date(s) Drilled	Date(s) Drilled
	Water		Treatment		Sandstone
	Dry		Sand Blanket		Unsuitable A
	Sample		Soil Remediation Area		Unsuitable B
	Plugged		Select Soil		Unsuitable C
	Moisture		Select Sand		Sandy Soil
	Shelby		Slope Dressing Only		Boulders
	Blow Count		Broken and Weathered Rock		Shale
	Dens. Core		Rock		

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

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way 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
	Access Control
	Property Line Symbol
	Property Line

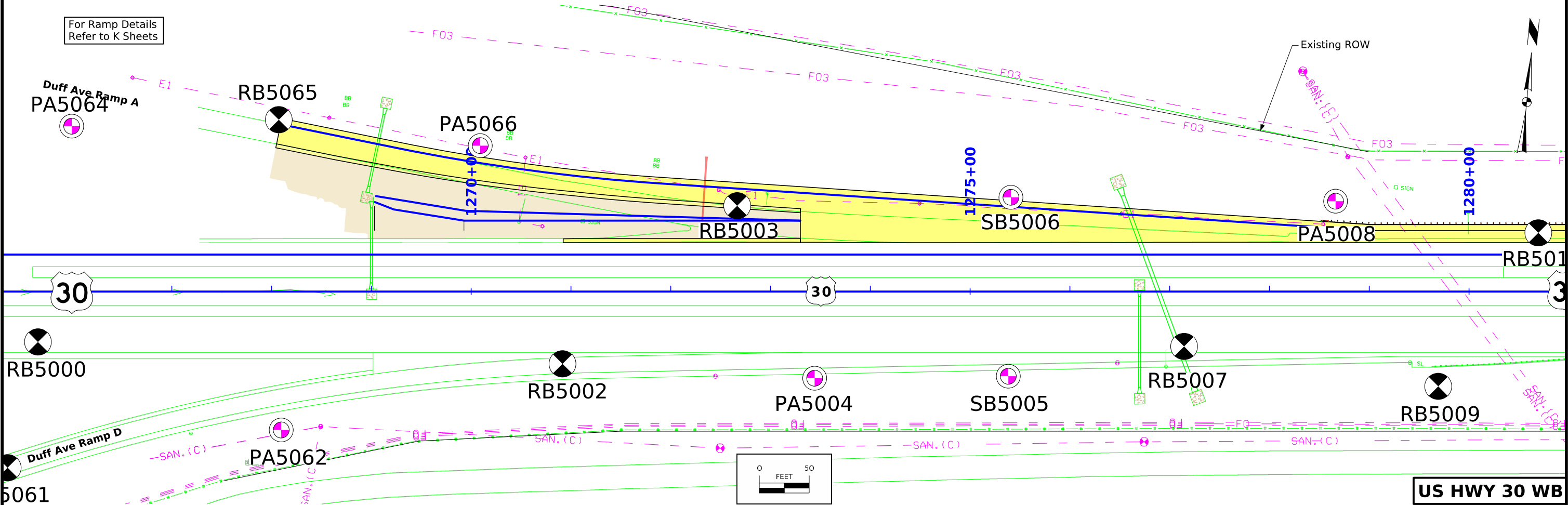
NOTE: Sounding and test boring data shown in the plans were accumulated for designing and estimating purposes. Their appearance on the plans does not constitute a guarantee that conditions other than those indicated will be encountered. Details and notes shown elsewhere shall be used for roadway and structure construction.

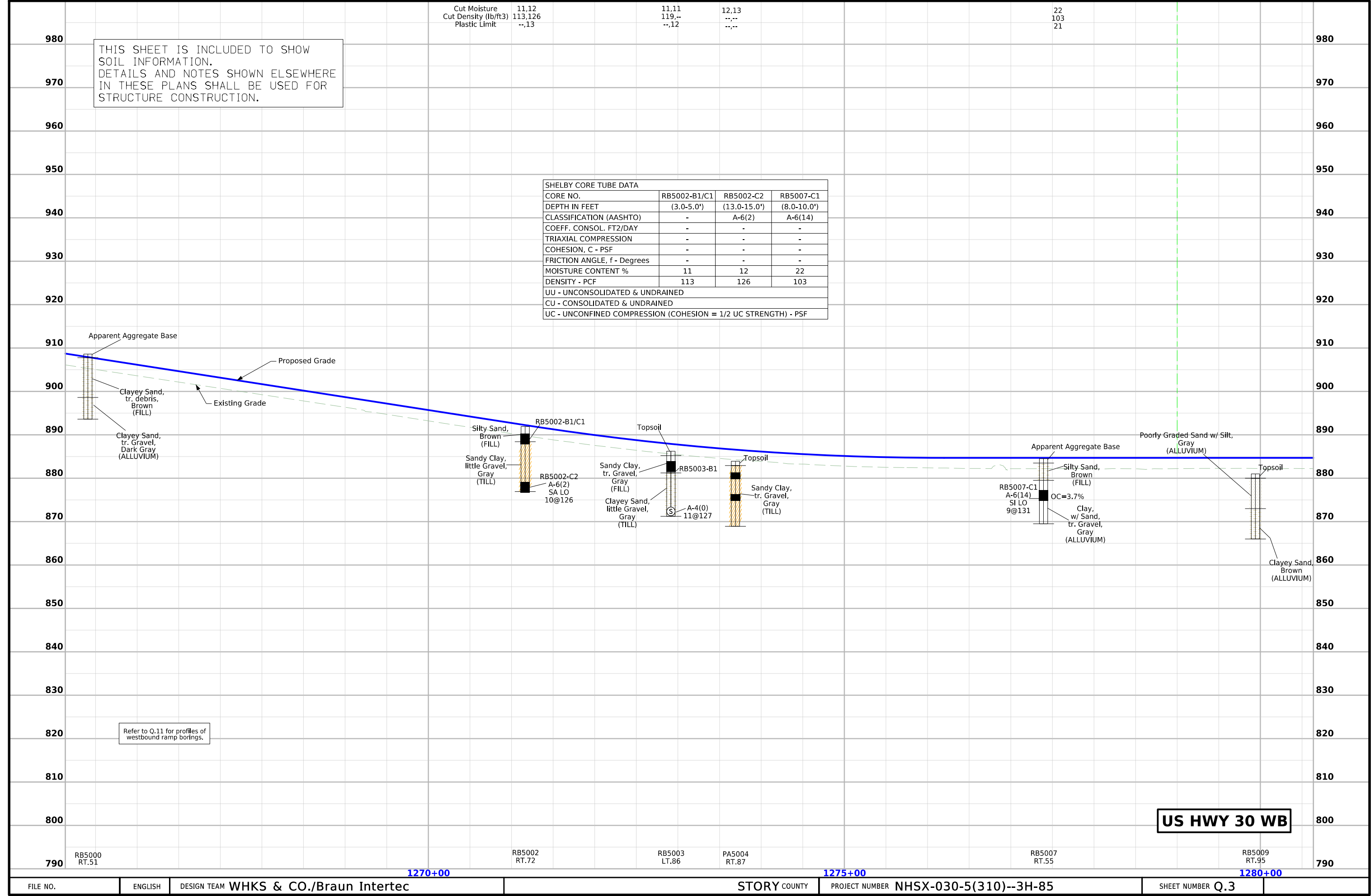
SOILS
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES Q)

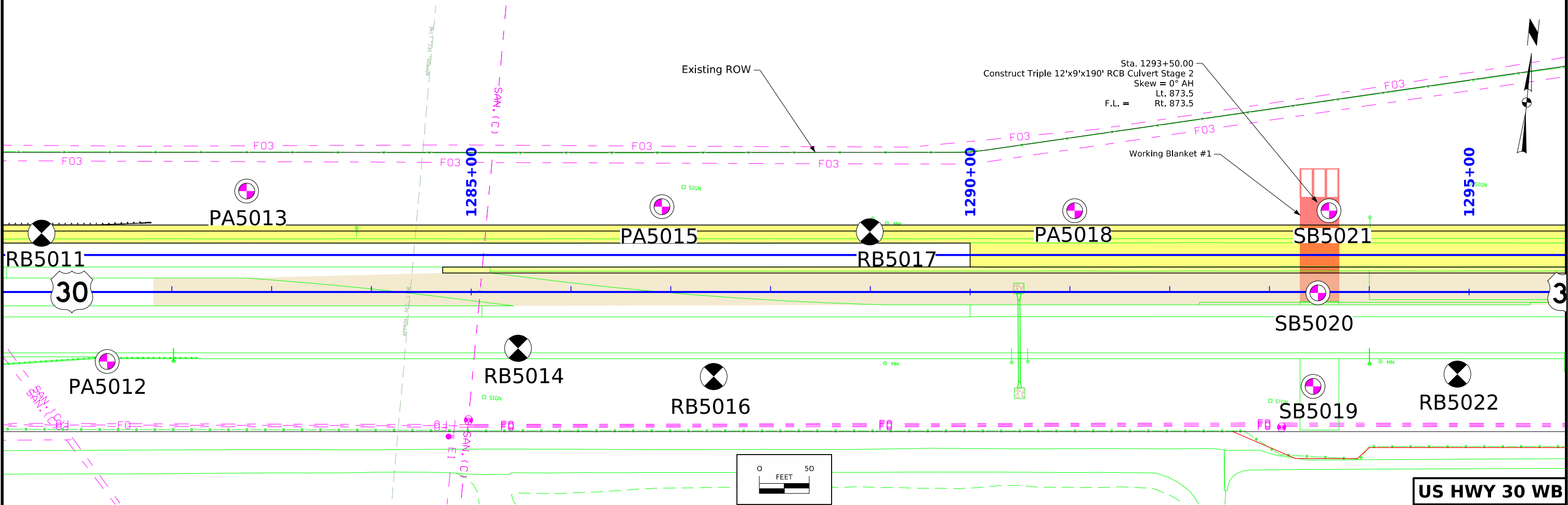
THIS SHEET IS INCLUDED TO SHOW
SOIL INFORMATION.
DETAILS AND NOTES SHOWN ELSEWHERE
IN THESE PLANS SHALL BE USED FOR
STRUCTURE CONSTRUCTION.

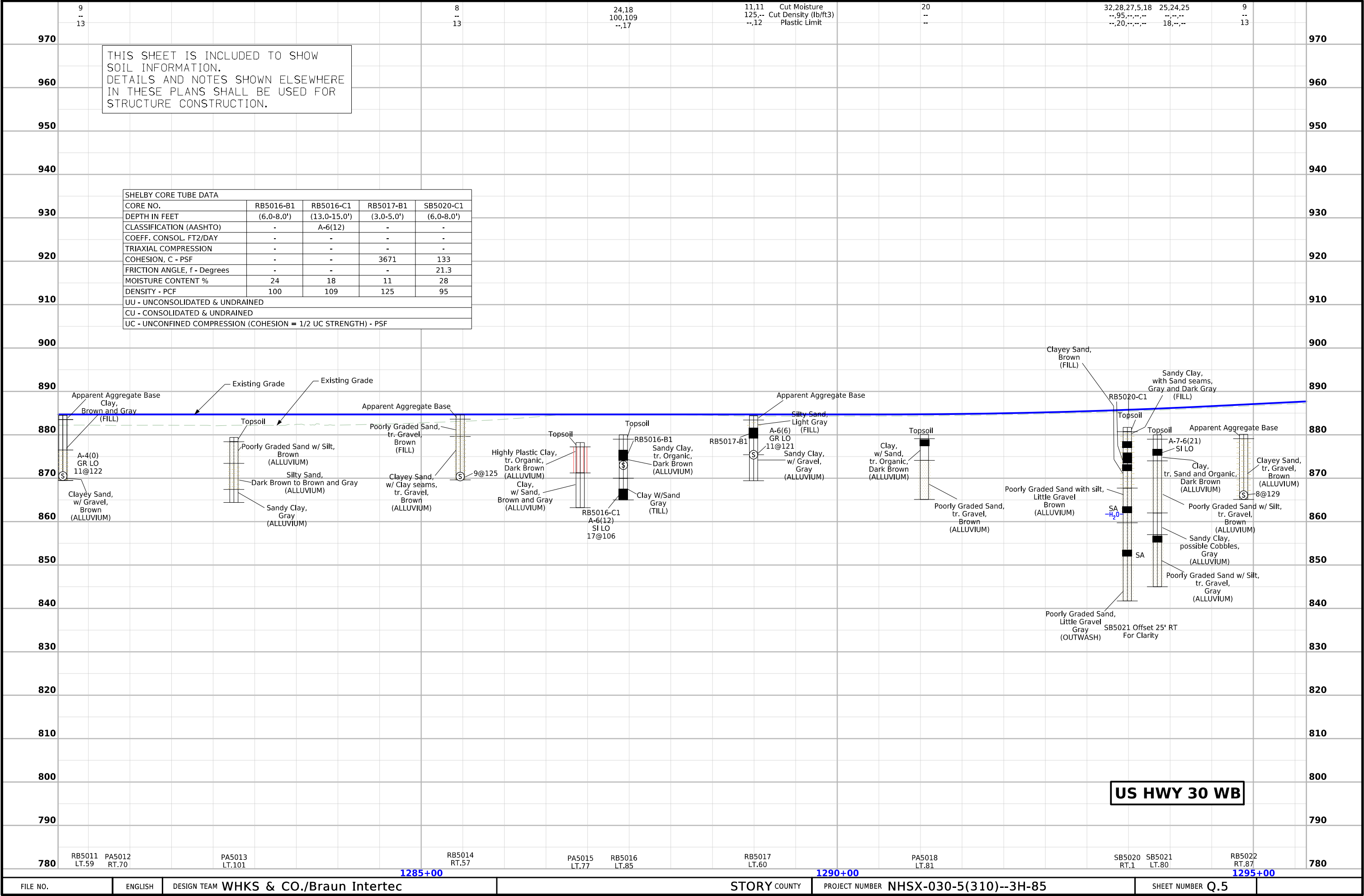
For Ramp Details
Refer to K Sheets



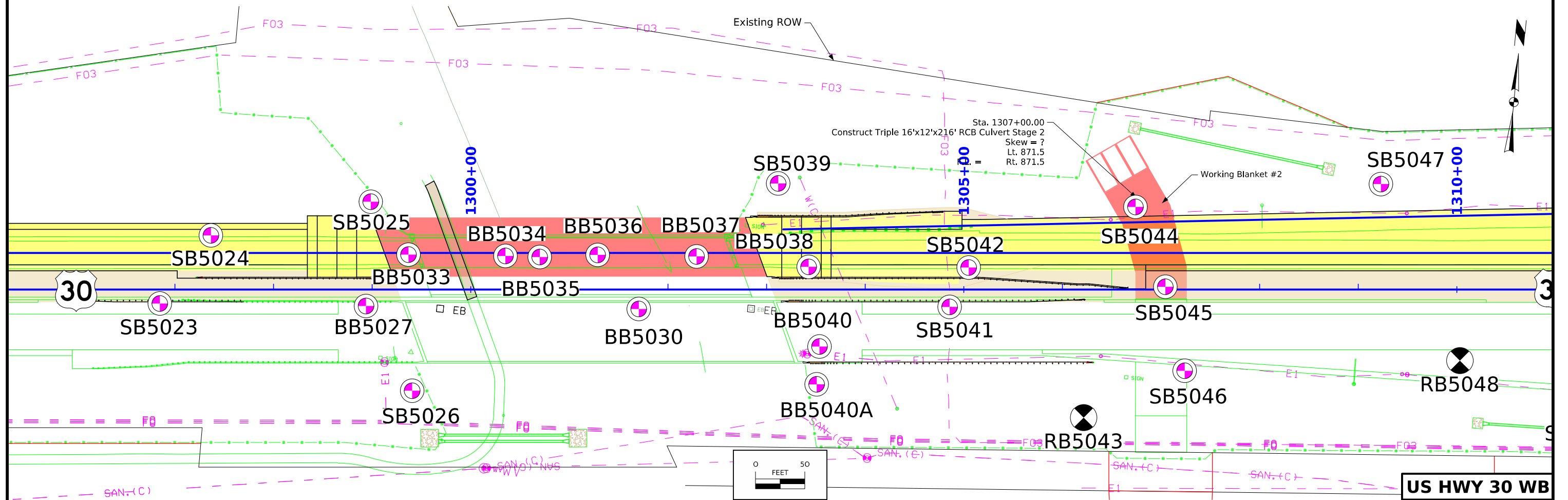


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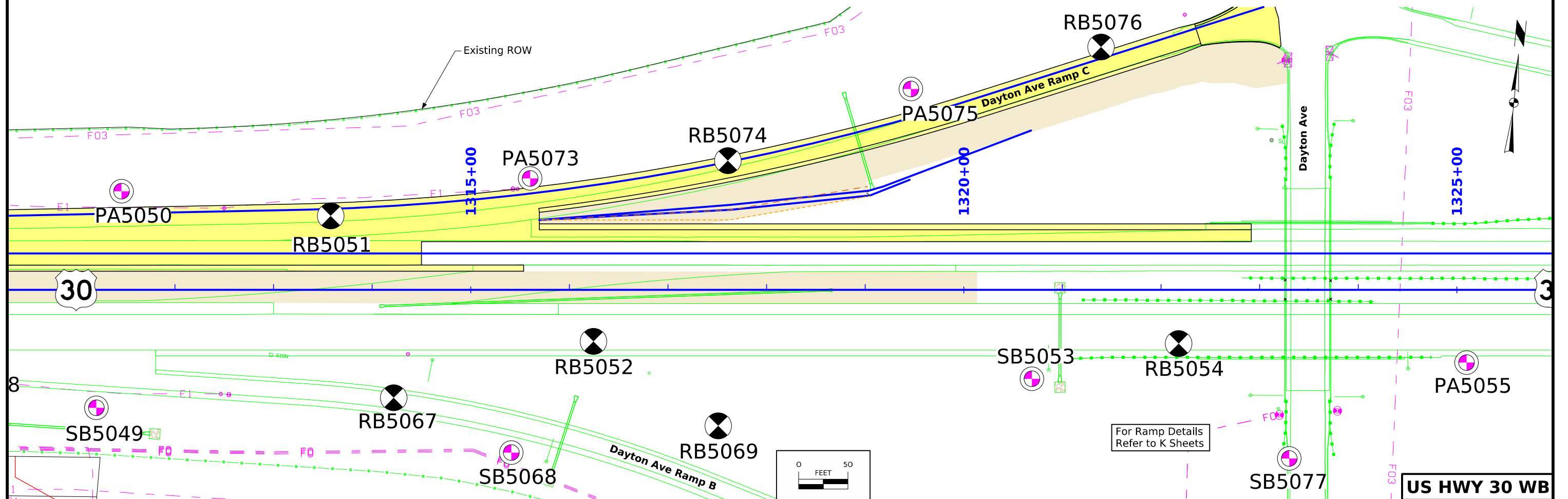


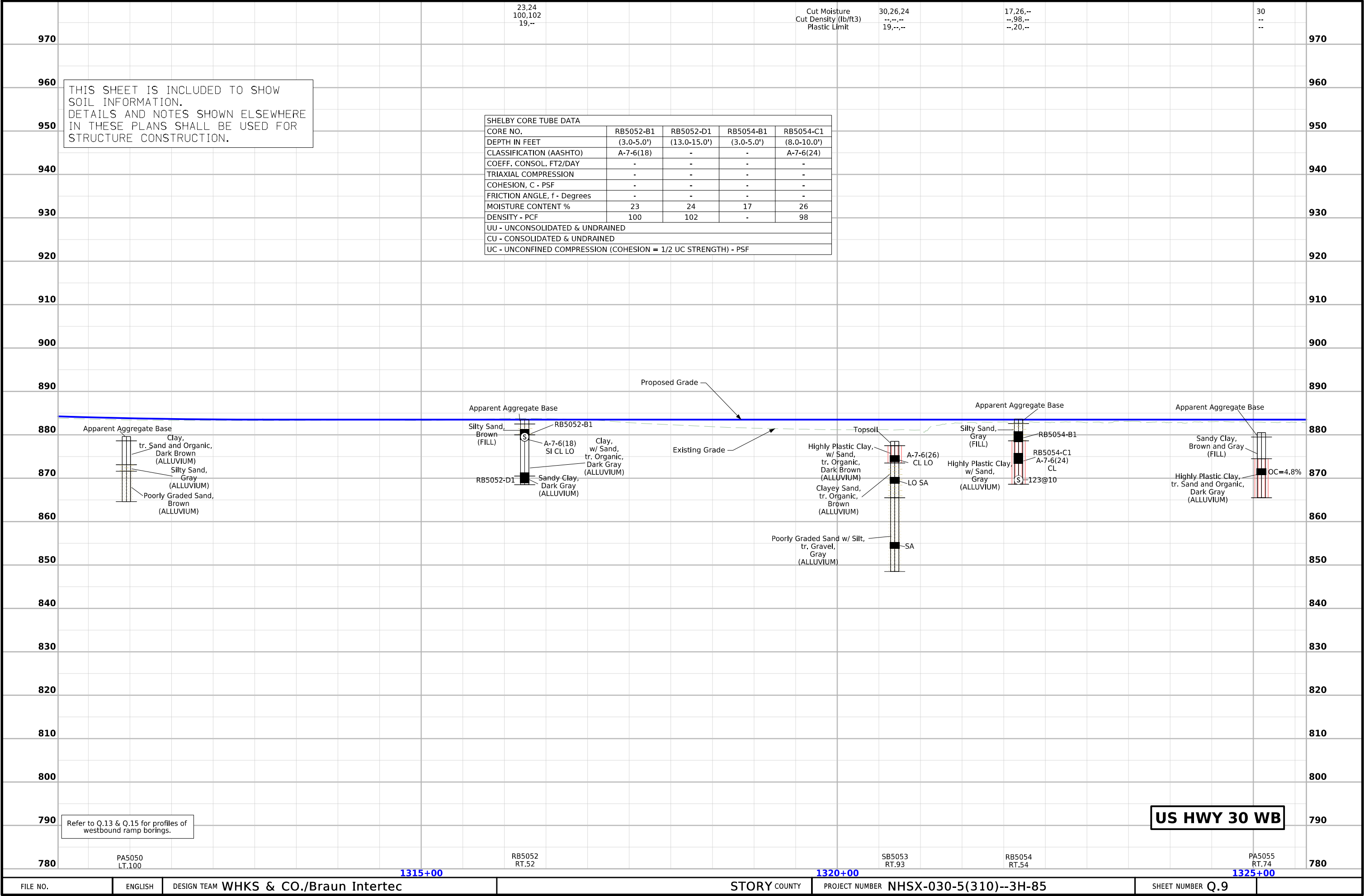


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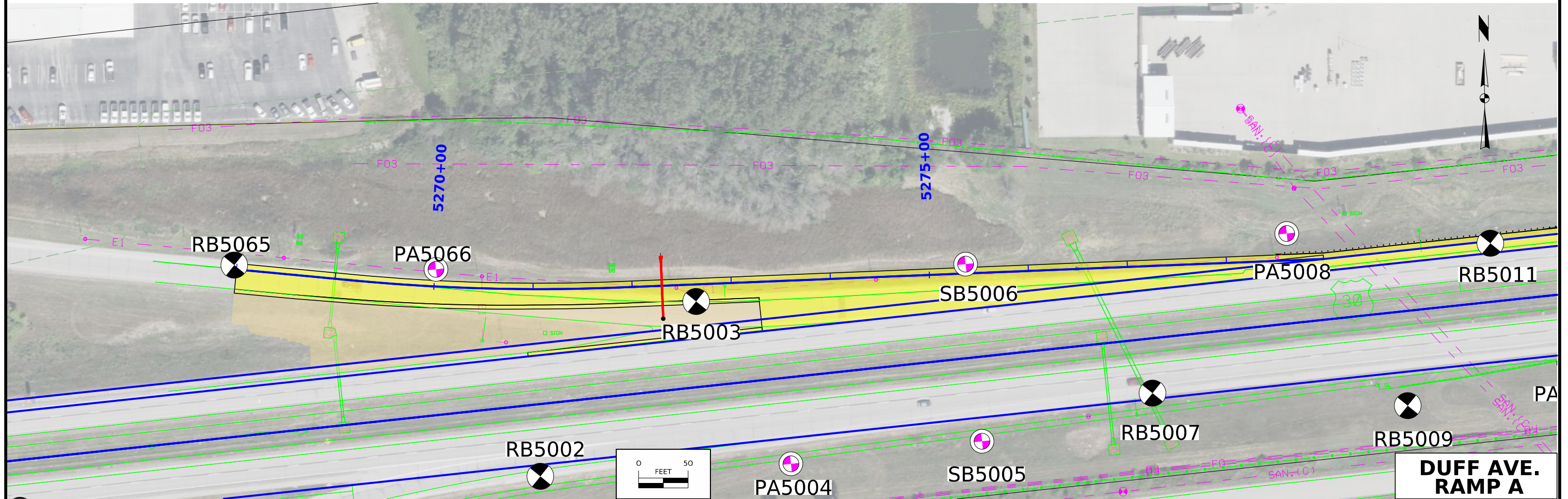


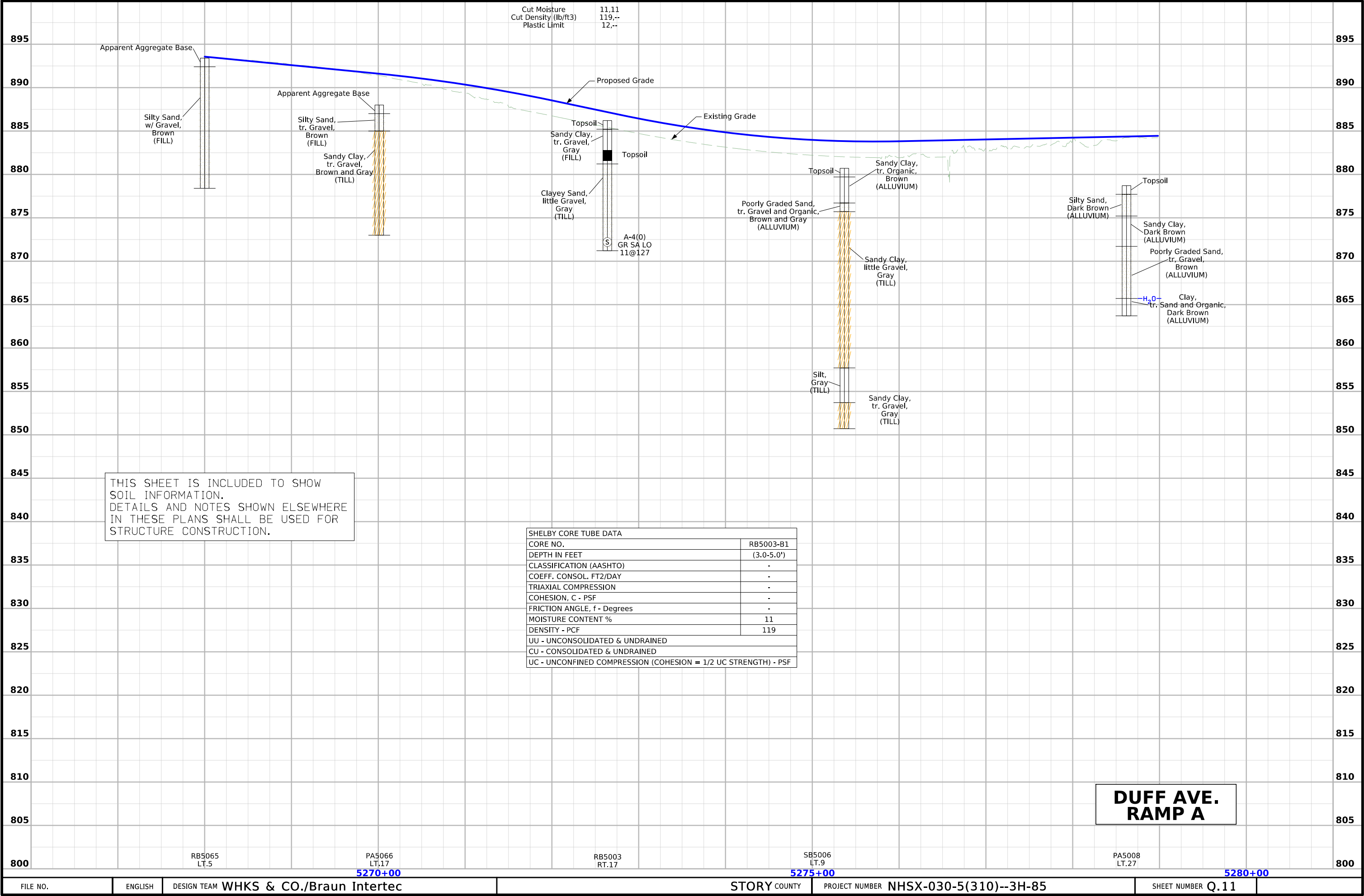
THIS SHEET IS INCLUDED TO SHOW
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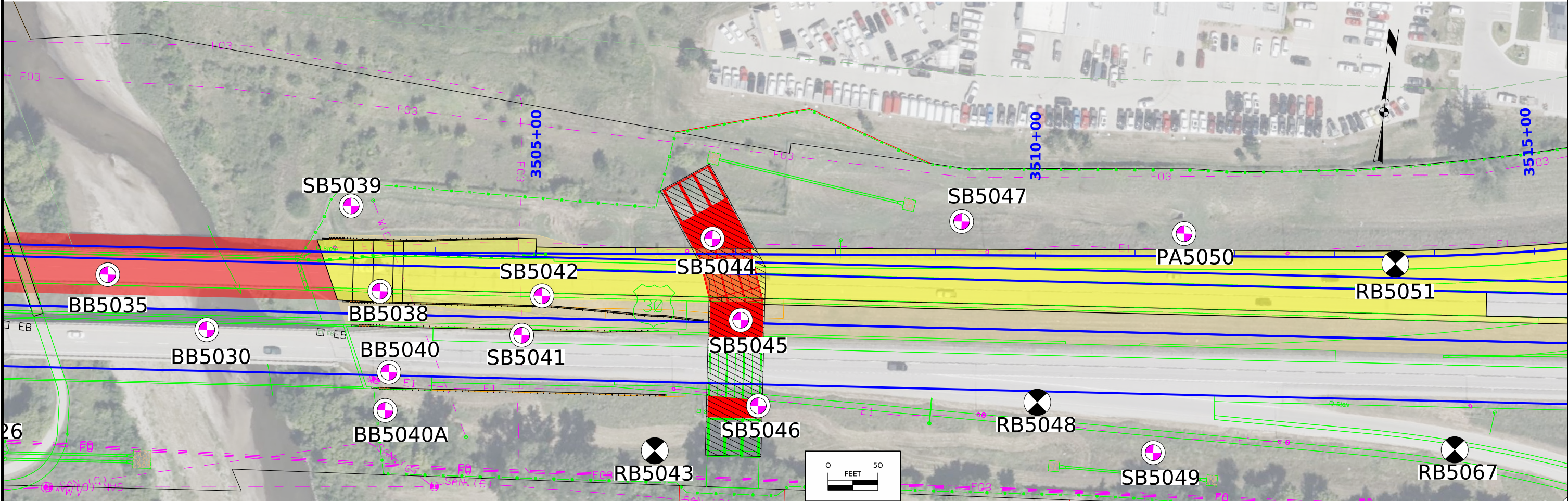


THIS SHEET IS INCLUDED TO SHOW
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DETAILS AND NOTES SHOWN ELSEWHERE
IN THESE PLANS SHALL BE USED FOR
STRUCTURE CONSTRUCTION.

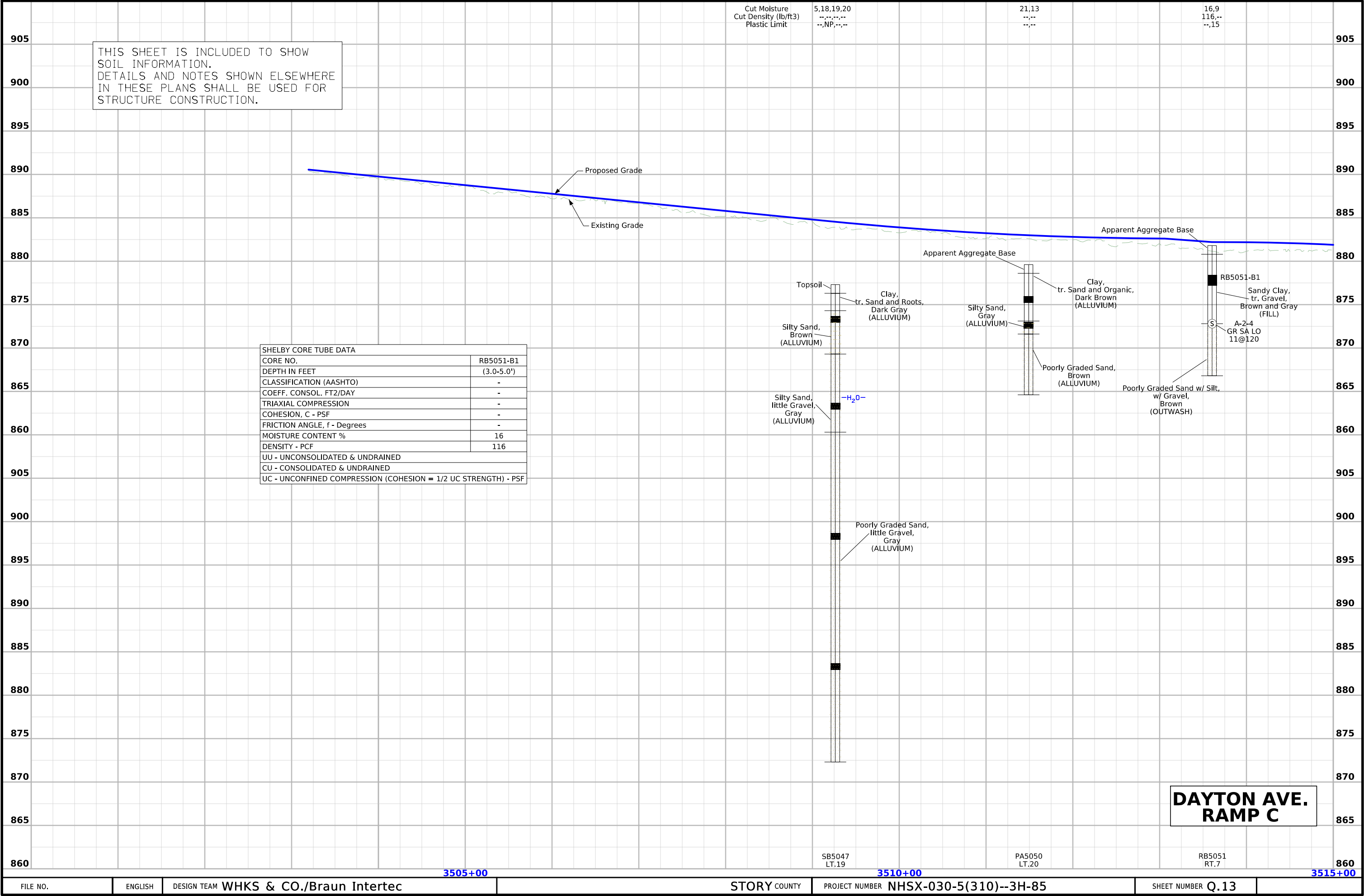




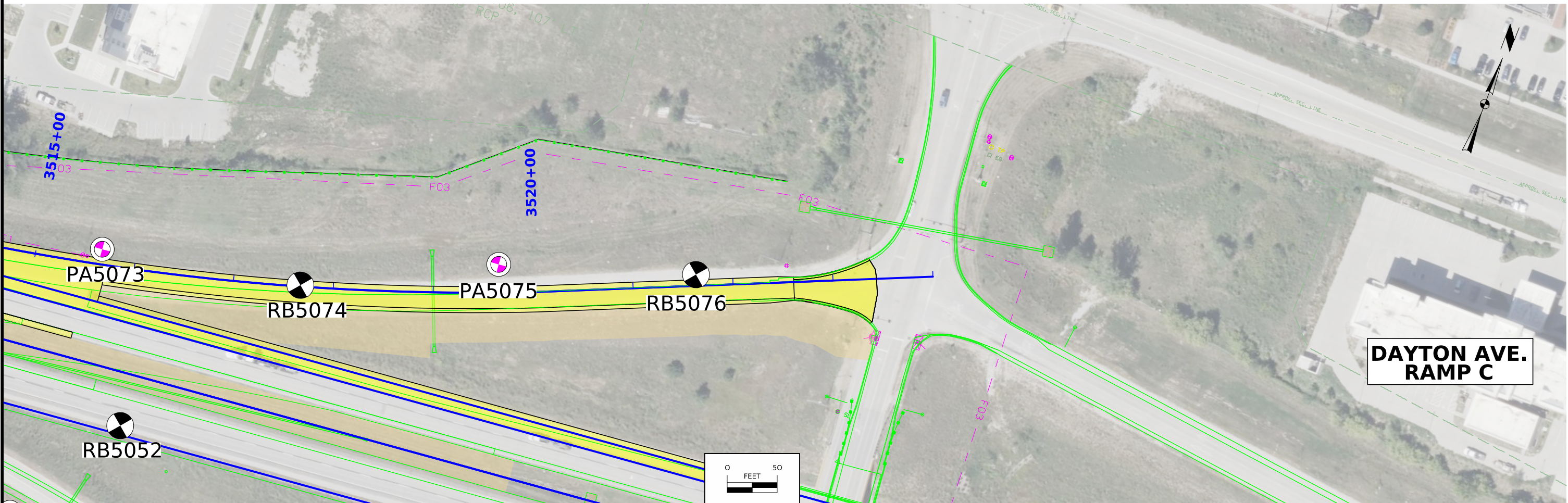
THIS SHEET IS INCLUDED TO SHOW
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DETAILS AND NOTES SHOWN ELSEWHERE
IN THESE PLANS SHALL BE USED FOR
STRUCTURE CONSTRUCTION.

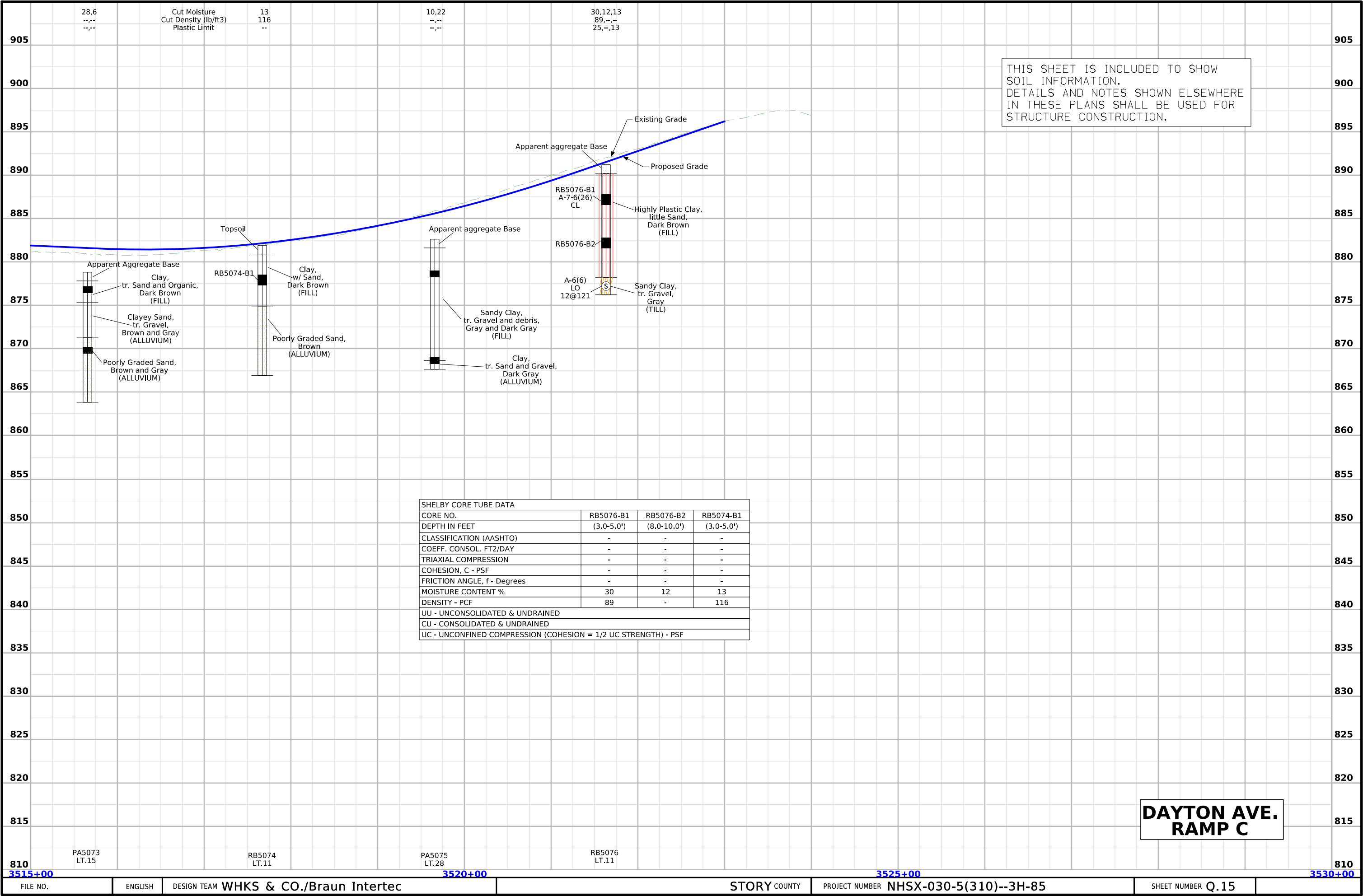


**DAYTON AVE.
RAMP C**



THIS SHEET IS INCLUDED TO SHOW
SOIL INFORMATION.
DETAILS AND NOTES SHOWN ELSEWHERE
IN THESE PLANS SHALL BE USED FOR
STRUCTURE CONSTRUCTION.





FLOATING SILT CURTAINS Refer to EC-202							100_10 8/15/22
Line No.	Station	Hanging (LF)	Containment (LF)	Clean-out (Containment) (LF)	Maintenance of Floating Silt Curtain (LF)	Remarks	
1.0	1301+02.00	310.0			155.0	West Abutment	
2.0	1302+02.00	310.0			155.0	East Abutment	
Total:		620			310		

TABULATION OF SILT FENCES Refer to EC-201						100_17 8/15/22
Line No.	Station From	Station To	Side	Length (FT)	Remarks	
1.0	1268+03.00	1299+45.00	Left	3354.00	US 30, North Side, West of River	
2.0	1300+00.00	1300+55.00	Median	159.00	West Side River Bank	
3.0	1301+67.00	1302+21.00	Median	145.00	East Side River Bank	
4.0	1302+10.00	1322+71.00	Left	2460.00	US 30, North Side, East of River	
Total:				6118		

SILT FENCES FOR DITCH CHECKS Possible Standard: EC-201 Functional Height FS:1 Storage Volume Ditch Width BS:1 Cross Section View Functional Height Length Upstream Device or Ground Storage Volume Average Percent Ditch Grade Longitudinal Profile View													100_18 8/15/22
* 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: $[0.5 \times \text{Spacing} \times (0.5 \times H^2 \times FS + DW \times H + 0.5 \times H^2 \times BS)]$													
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	5269+00.00	Right	49.0	49.0	49.0	4.0	3.0	3.0	1.0	801.35	Duff Ave. Ramp A Alignment
2.0	1	Type 1	5270+00.00	Right	33.0	33.0	33.0	6.0	3.0	3.0	0.5	1913.63	Duff Ave. Ramp A Alignment
3.0	1	Type 1	5271+86.00	Right	19.0	19.0	19.0	6.0	4.0	3.0	1.7	489.38	Duff Ave. Ramp A Alignment
4.0	1	Type 2	5272+32.00	Right	46.0	46.0	46.0	6.0	4.0	3.0	1.7	489.38	Duff Ave. Ramp A Alignment
5.0	1	Type 1	5272+64.00	Right	16.0	16.0	16.0	6.0	4.0	3.0	0.2	2055.38	Duff Ave. Ramp A Alignment
6.0	2	Type 1	12+73.00	Median	22.0	22.0	22.0	6.0	6.0	4.0	0.7	1254.73	US 30 Alignment
7.0	2	Type 1	1274+55.00	Median	22.0	22.0	22.0	6.0	6.0	4.0	0.7	1254.73	US 30 Alignment
8.0	2	Type 1	1276+10.00	Median	22.0	22.0	22.0	6.0	6.0	4.0	0.7	1254.73	US 30 Alignment
9.0	2	Type 1	1277+00.00	Median	22.0	22.0	22.0	6.0	6.0	4.0	0.7	1254.73	US 30 Alignment
10.0	2	Type 1	1280+15.00	Median	22.0	22.0	22.0	6.0	6.0	4.0	0.1	2549.93	US 30 Alignment
11.0	2	Type 1	1283+30.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.1	2549.93	US 30 Alignment
12.0	2	Type 1	1286+45.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.1	2549.93	US 30 Alignment
13.0	2	Type 1	1289+60.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.1	2549.93	US 30 Alignment
14.0	2	Type 1	1290+00.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.9	1254.73	US 30 Alignment
15.0	2	Type 1	1291+55.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.9	1254.73	US 30 Alignment
16.0	2	Type 1	1293+10.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.9	1254.73	US 30 Alignment
17.0	2	Type 1	1294+65.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.9	1254.73	US 30 Alignment
18.0	2	Type 1	1296+20.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.9	1254.73	US 30 Alignment
19.0	2	Type 1	1297+75.00	Median	26.0	26.0	26.0	6.0	6.0	4.0	0.9	1254.73	US 30 Alignment
20.0	4	Type 1	1303+50.00	Median	22.0	22.0	22.0	6.0	6.0	6.0	1.1	944.00	US 30 Alignment
21.0	4	Type 1	1305+05.00	Median	22.0	22.0	22.0	6.0	6.0	6.0	1.1	944.00	US 30 Alignment
22.0	4	Type 1	1306+60.00	Median	22.0	22.0	22.0	6.0	6.0	6.0	1.1	944.00	US 30 Alignment
23.0	4	Type 1	1308+15.00	Median	22.0	22.0	22.0	6.0	6.0	8.0	1.1	1078.50	US 30 Alignment
24.0	4	Type 1	1309+70.00	Median	22.0	22.0	22.0	6.0	6.0	10.0	1.1	1212.50	US 30 Alignment
25.0	4	Type 1	1312+85.00	Median	22.0	22.0	22.0	6.0	6.0	10.0	0.1	3819.38	US 30 Alignment
26.0	4	Type 1	1316+00.00	Median	22.0	22.0	22.0	6.0	6.0	6.0	0.1	2973.60	US 30 Alignment
27.0	4	Type 1	1319+15.00	Median	22.0	22.0	22.0	6.0	6.0	3.0	0.1	2338.88	US 30 Alignment
28.0	4	Type 1	1320+50.00	Median	22.0	22.0	22.0	6.0	6.0	1.0	0.1	1915.20	US 30 Alignment
29.0	3	Type 1	3516+30.00	Right	15.0	15.0	15.0	6.0	6.0		2.4	324.60	Dayton Ave. Ramp C Alignment
30.0	3	Type 1	3516+88.00	Right	24.0	24.0	24.0	6.0	6.0		2.4	324.60	Dayton Ave. Ramp C Alignment
31.0	3	Type 1	3517+47.00	Right	30.0	30.0	30.0	6.0	6.0	2.0	2.4	405.30	Dayton Ave. Ramp C Alignment
32.0	3	Type 1	3518+05.00	Right	33.0	33.0	33.0	6.0	6.0	2.0	2.4	405.30	Dayton Ave. Ramp C Alignment
33.0	3	Type 1	3518+63.00	Right	48.0	48.0	48.0	6.0	6.0	2.0	2.4	405.30	Dayton Ave. Ramp C Alignment
34.0	3	Type 1	3519+00.00	Right	50.0	50.0	50.0	6.0	6.0	5.0	2.4	526.20	Dayton Ave. Ramp C Alignment
35.0	3	Type 1	3520+19.00	Right	65.0	65.0	65.0	6.0	6.0	5.0	0.2	2762.55	Dayton Ave. Ramp C Alignment
36.0	3	Type 5	3521+44.00	Right	69.0	69.0	69.0	6.0			0.2	852.08	Dayton Ave. Ramp C Alignment
37.0	3	Type 5	3521+93.00	Right	76.0	76.0	76.0	6.0			5.0	94.67	Dayton Ave. Ramp C Alignment
38.0	3	Type 5	3522+43.00	Right	75.0	75.0	75.0	6.0			5.0	94.67	Dayton Ave. Ramp C Alignment
Total:					1190	1190	1190						

100_19 10/15/24 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	5272+25.00	5272+35.00	Left	Perimeter and Slope	12 inch	40.00	Culvert Outlet
2.0	+ .00			Perimeter and Slope	12 inch	500.00	Place at Engineer's Discretion
3.0	+ .00			Perimeter and Slope	20 inch	500.00	Place at Engineer's Discretion
Total:						1040	

12" Perimeter and Slope Sediment Control Devices = 540 LF
20" Perimeter and Slope Sediment Control Devices = 500 LF

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	1267+85.58	1300+35.59	WB	Median	1276+55.00	N	4.7	1.6	3.1	Silt Fence for Ditch Check (EC-201)	5749.12	5760.0	No	Yellow Shading
2.0	2	1273+00.00	1300+48.13	WB	Left	1290+50.00	S	2.3	2.3		Silt Fence for Ditch Check (EC-201)	22747.00	8280.0	Yes	Red Shading
3.0	3	1301+73.37	1323+21.56	WB	Left	1319+00.00	N	4.8	1.7	3.1	Silt Fence for Ditch Check (EC-201)	6195.27	6120.0	No	Cyan Shading
4.0	4	1302+13.75	1321+97.76	WB	Median	1321+00.00	S	1.9	1.9		Silt Fence for Ditch Check (EC-201)	16170.00	6840.0	Yes	Blue Shading

110_12 1/13/23 POLLUTION PREVENTION PLAN This project is regulated by the requirements of the Iowa Department of Natural Resources (DNR) National Pollutant Discharge Elimination System (NPDES) General Permit No. 2 OR an Iowa Department of Natural Resources (DNR) National Pollutant Discharge Elimination System (NPDES) individual storm water permit. The Contractor shall carry out the terms and conditions of this permit and the Pollution Prevention Plan (PPP). This Base PPP includes information on Roles and Responsibilities, Project Site Description, Controls, Maintenance Procedures, Inspection Requirements, Non-Storm Water Controls, Potential Sources of Off Right-of-Way Pollution, and Definitions. This plan references other documents rather than repeating the information contained in the documents. A copy of this Base Pollution Prevention Plan, amended as needed during construction, will be readily available for review. All contractors shall conduct their operations in a manner that controls pollutants, minimizes erosion, and prevents sediments from entering waters of the state and leaving the highway right-of-way. The Contractor shall be responsible for compliance and implementation of the PPP for their entire contract. This responsibility shall be further shared with subcontractors whose work is a source of potential pollution as defined in this PPP. I. ROLES AND RESPONSIBILITES A. Designer: - 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. B. Contractor: - 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. C. Subcontractors: - 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. D. RCE/Project Engineer: - 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.				110_12 1/13/23 POLLUTION PREVENTION PLAN E. Inspector: - 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. II. PROJECT SITE DESCRIPTION A. This Pollution Prevention Plan (PPP) is for the construction of a *Describe Type of Facility*. B. This PPP covers approximately *Provide # Of Acres* acres with an estimated *Provide # of Acres* acres being disturbed. The portion of the PPP covered by this contract has *Provide # of Acres* acres disturbed. C. The PPP is located in an area of *Provide # of Types Of Soil Association* soil association (*Provide Soil Association Type or *Types*). The estimated weighted average runoff coefficient number for this PPP after completion will be *Provide runoff coefficient Number*. D. Storm Water Site Map is located in the R sheets. Proposed slopes are shown in cross sections, details, or standard road plans. Supplemental information is located in the Tabulations in the C or CE sheets. E. The base storm water site map is amended by contract modifications and progress payments (fieldbook entries) of completed erosion control work. Also, due to project phasing, erosion and sediment controls shown on project plans may not be installed until needed, based on site conditions. For example, silt fence ditch checks will typically not be installed until the ditch has been installed. Installed locations may also be modified from tabulation locations by field staff. Installed locations will be documented by fieldbook entries and amended PPP site map. F. Runoff from this work will flow into *List Outlets for Runoff*. III. CONTROLS A. The Contractor’s ECIP specified in Article 2602.03 of the Standard Specifications for accomplishment of storm water controls should clearly describe the intended sequence of major activities, and for each activity define the control measure and the timing during the construction process that the measure will be implemented. B. Preserve vegetation in areas not needed for construction. C. Sections 2601 and 2602 of the Standard Specifications define requirements to implement erosion and sediment control measures. Actual quantities used and installed locations may vary from the Base PPP and amendment of the plan will be documented via fieldbook entries, 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. 1. EROSION AND SEDIMENT CONTROLS a. Stabilization Practices - 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: - Permanently ceased on any portion of the site, or - Temporarily 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. b. Structural Practices - 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				
FILE NO.	ENGLISH	DESIGN TEAM	WHKS & Co.	STORY COUNTY	PROJECT NUMBER	NHSX-030-5(310)--3H-85	SHEET NUMBER	RC.6

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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. c. Storm Water Management 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. 2. OTHER CONTROLS 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. a. Vehicle Entrances and Exits - Construct and maintain entrances and exits to prevent tracking of sediments onto roadways. b. Material Delivery, Storage and Use - Implement practices to prevent discharge of construction materials during delivery, storage, and use. c. Stockpile Management - Install controls to reduce or eliminate pollution of storm water from stockpiles of soil and paving. d. Waste Disposal - Do not discharge any materials, including building materials, into waters of the state, except as authorized by a Section 404 permit. 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. 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. 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. 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. 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. 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. 3. APPROVED STATE OR LOCAL PLANS During the course of this construction, it is possible that situations will arise where unknown materials will be encountered. When such situations are encountered, they will be handled according to all federal, state, and local regulations in effect at the time. IV. MAINTENANCE PROCEDURES The Contractor is required to maintain all temporary erosion and sediment control measures in proper working order, including cleaning, repairing, or replacing them throughout the contract period. This shall begin when the features have lost 50% of their capacity. V. INSPECTION REQUIREMENTS 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: 1. Date of the inspection. 2. Summary of the scope of the inspection. 3. Name and qualifications of the personnel making the inspection. 5. Review of erosion and sediment control measures within disturbed areas for the effectiveness in preventing impacts to receiving waters. 6. Major observations related to the implementation of the PPP. 7. Identification of corrective actions required to maintain or modify erosion and sediment control measures. B. Include storm water 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.				VI. NON-STORM WATER DISCHARGES This includes subsurface drains (i.e. longitudinal and standard subdrains) and slope drains. The velocity of the discharge from these features may be controlled by the use of headwalls or blocks, Class A stone, erosion stone or other appropriate materials. This also includes uncontaminated groundwater from dewatering operations, which will be controlled as discussed in Section III of the PPP. VII. POTENTIAL SOURCES OF OFF RIGHT-OF-WAY (ROW) POLLUTION Silts, sediment, and other forms of pollution may be transported onto highway right-of-way (ROW) as a result of a storm event. Potential sources of pollution located outside highway ROW are beyond the control of this PPP. Pollution within highway ROW will be conveyed and controlled per this PPP. VIII. DEFINITIONS A. Base PPP - Initial Pollution Prevention Plan. B. Amended PPP - 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. C. Fieldbook Entries - This contains the inspector's daily diary and bid item postings. D. Controls - Methods, practices, or measures to minimize or prevent erosion, control sedimentation, control storm water, or minimize contaminants from other types of waste or materials. Also called Best Management Practices (BMPs). E. Signature Authority - Representative authorized to sign various storm water documents. ----- CERTIFICATION STATEMENT I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. Signature Printed or Typed Name <i>Chase Holien</i> Signature Printed or Typed Name Chase Holien					
FILE NO.	ENGLISH	DESIGN TEAM	WHKS & Co.	STORY	COUNTY	PROJECT NUMBER	NHSX-030-5(310)--3H-85	SHEET NUMBER	RC.7

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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
	Silt Fence for Ditch Checks

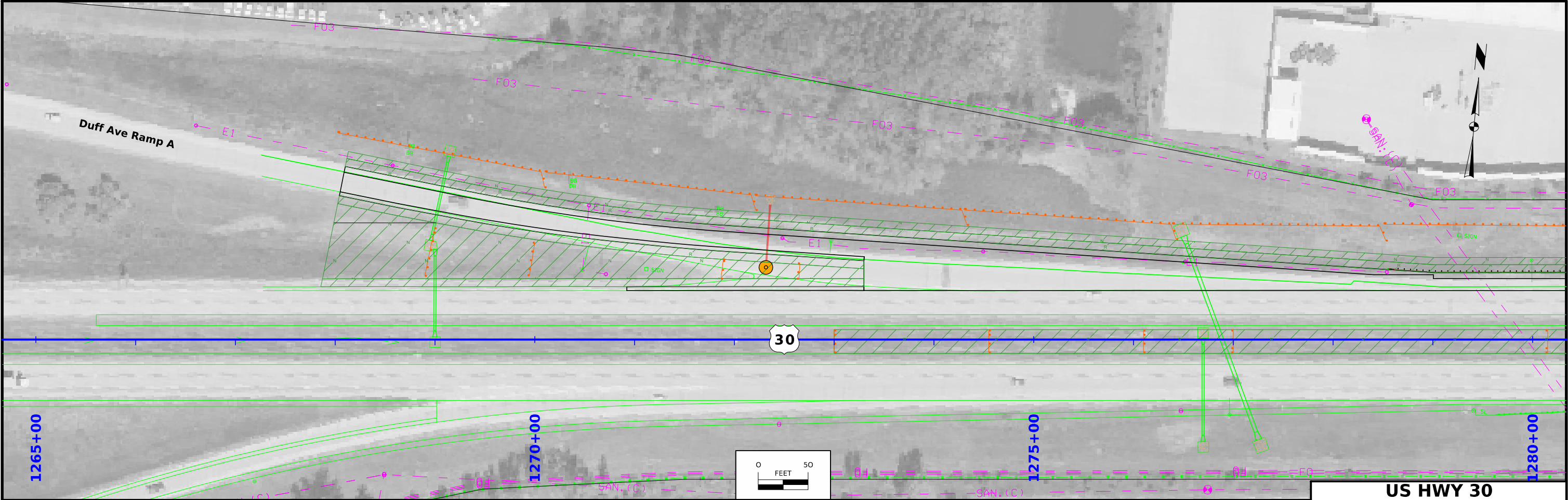
CELL LEGEND OF EROSION CONTROL SHEETS	
CELL	Design Element
	Temporary Sediment Control basin
	Erosion Control for Circular Intake or Manhole Well
	Erosion Control for Rectangular Intake or Manhole Well
	Grate Intake Sediment Filter Bag
	Silt Basin
	Silt Fence Tail
	Stormwater Drainage Basin Discharge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

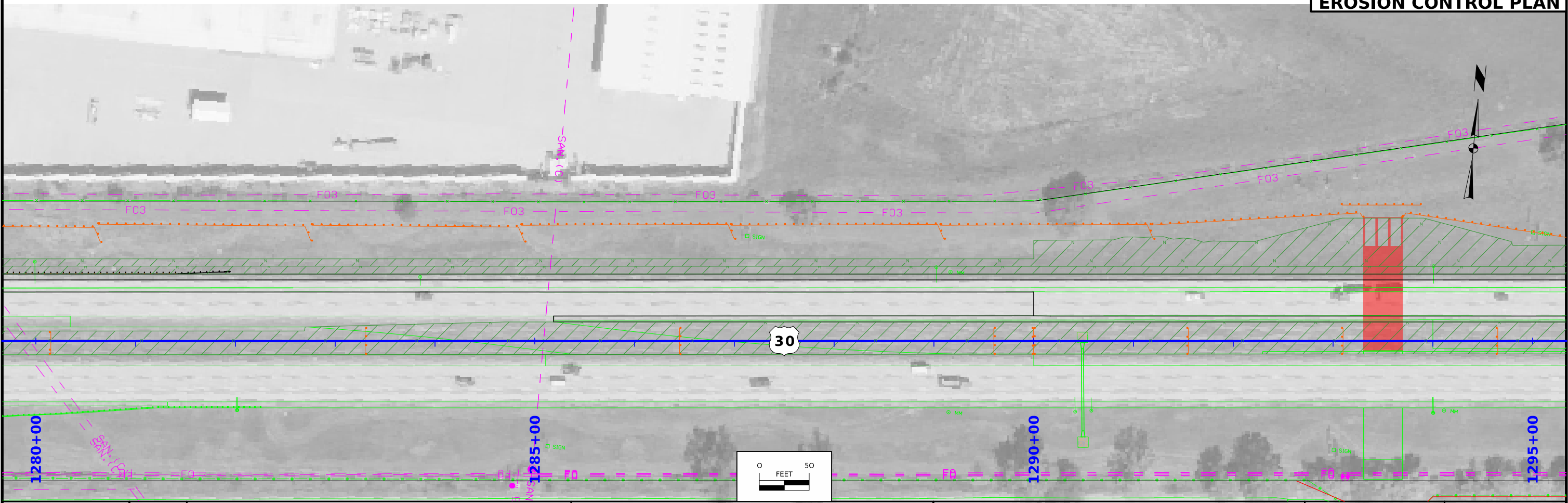
PATTERN LEGEND OF EROSION CONTROL SHEETS			
	Seeding and Fertilizing		Turf Reinforcement Mat Type 1
	Seeding and Fertilizing (Rural)		Turf Reinforcement Mat Type 2
	Seeding and Fertilizing (Urban)		Turf Reinforcement Mat Type 3
	Native Grass Seeding		Turf Reinforcement Mat Type 4
	Salt Tolerant Seeding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

EROSION CONTROL
LEGEND AND SYMBOL
INFORMATION SHEET

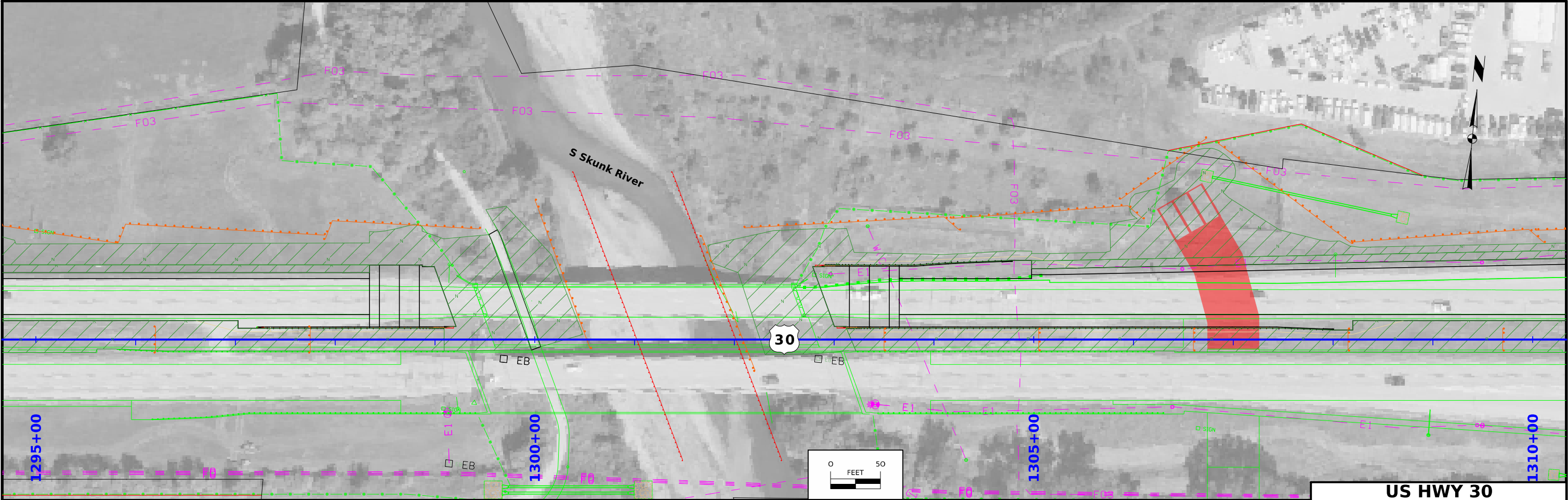
(COVERS SHEET SERIES R)



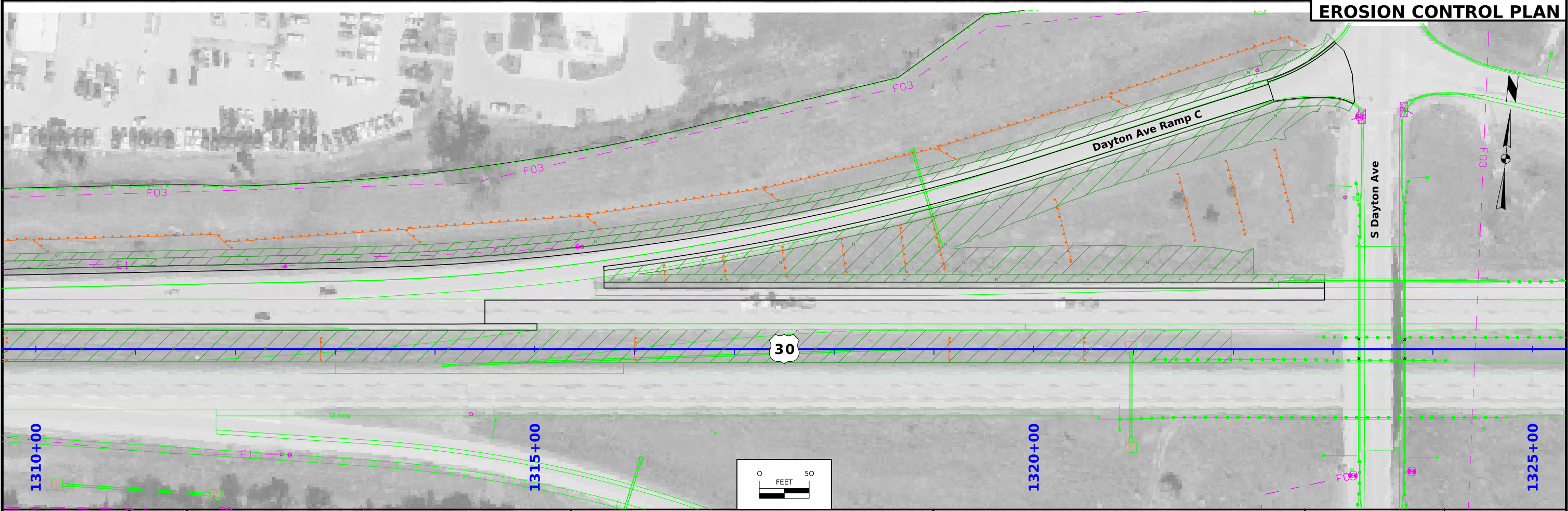
**US HWY 30
EROSION CONTROL PLAN**



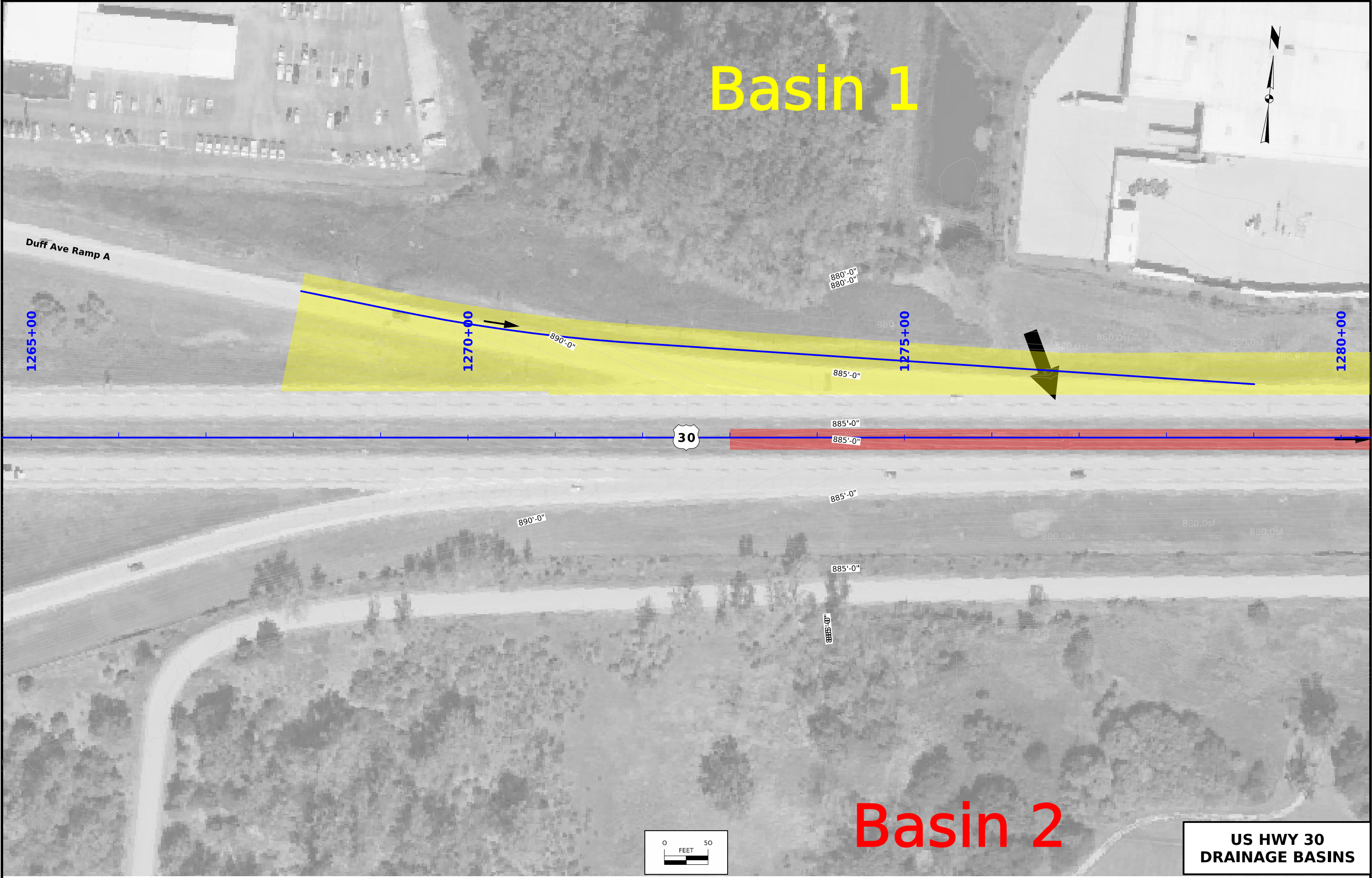
FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER RR.2
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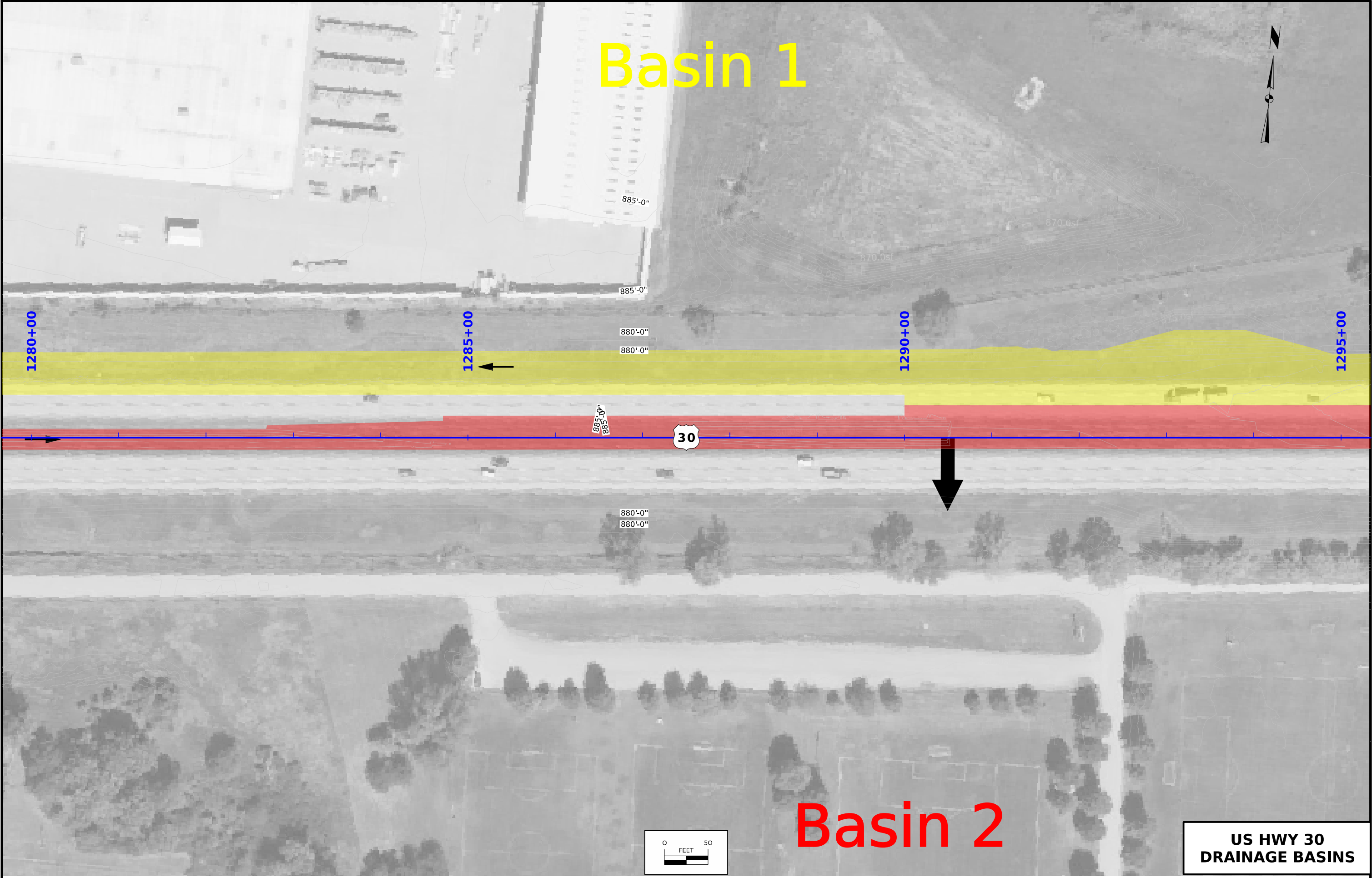
**US HWY 30
EROSION CONTROL PLAN**



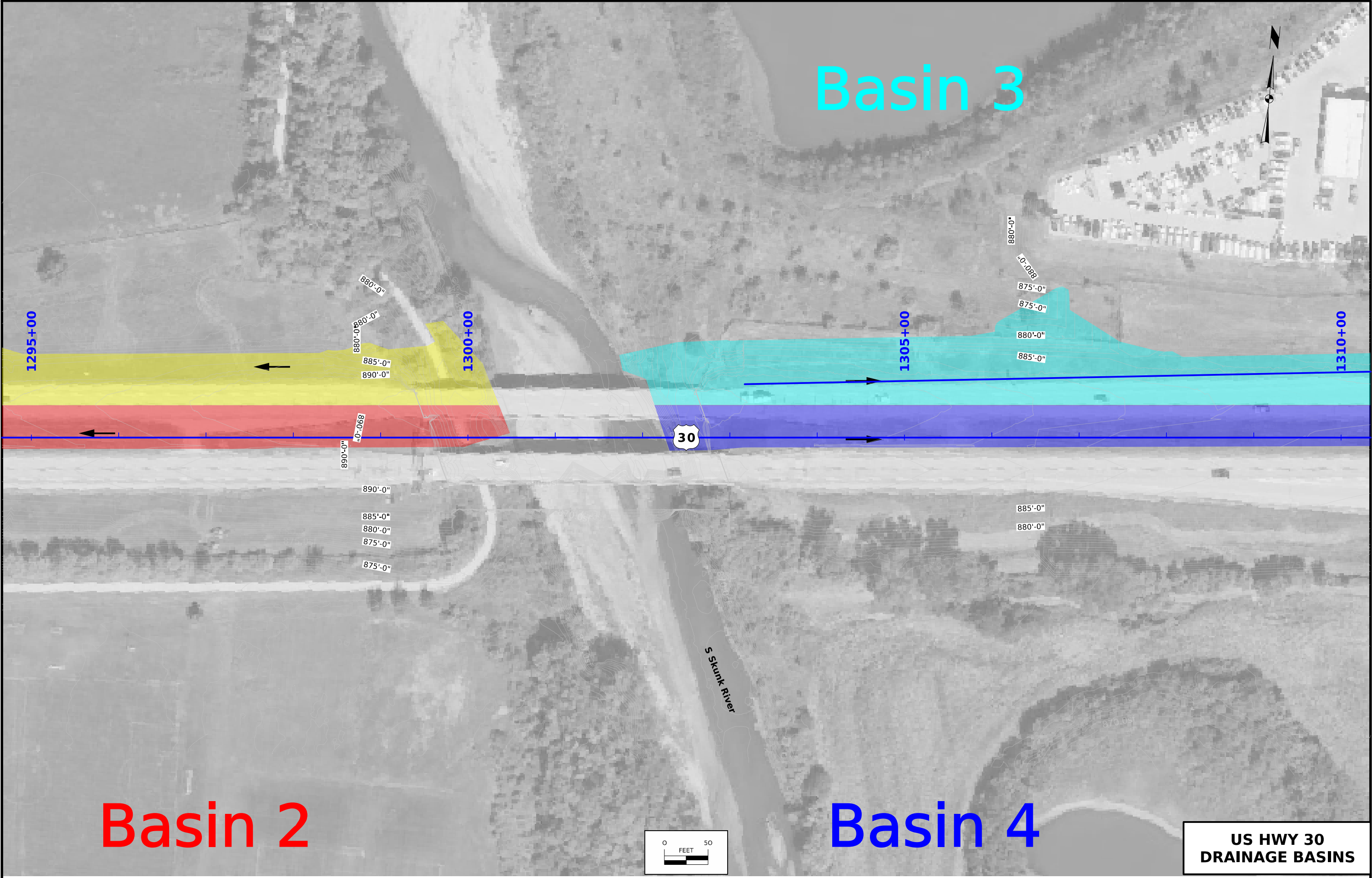
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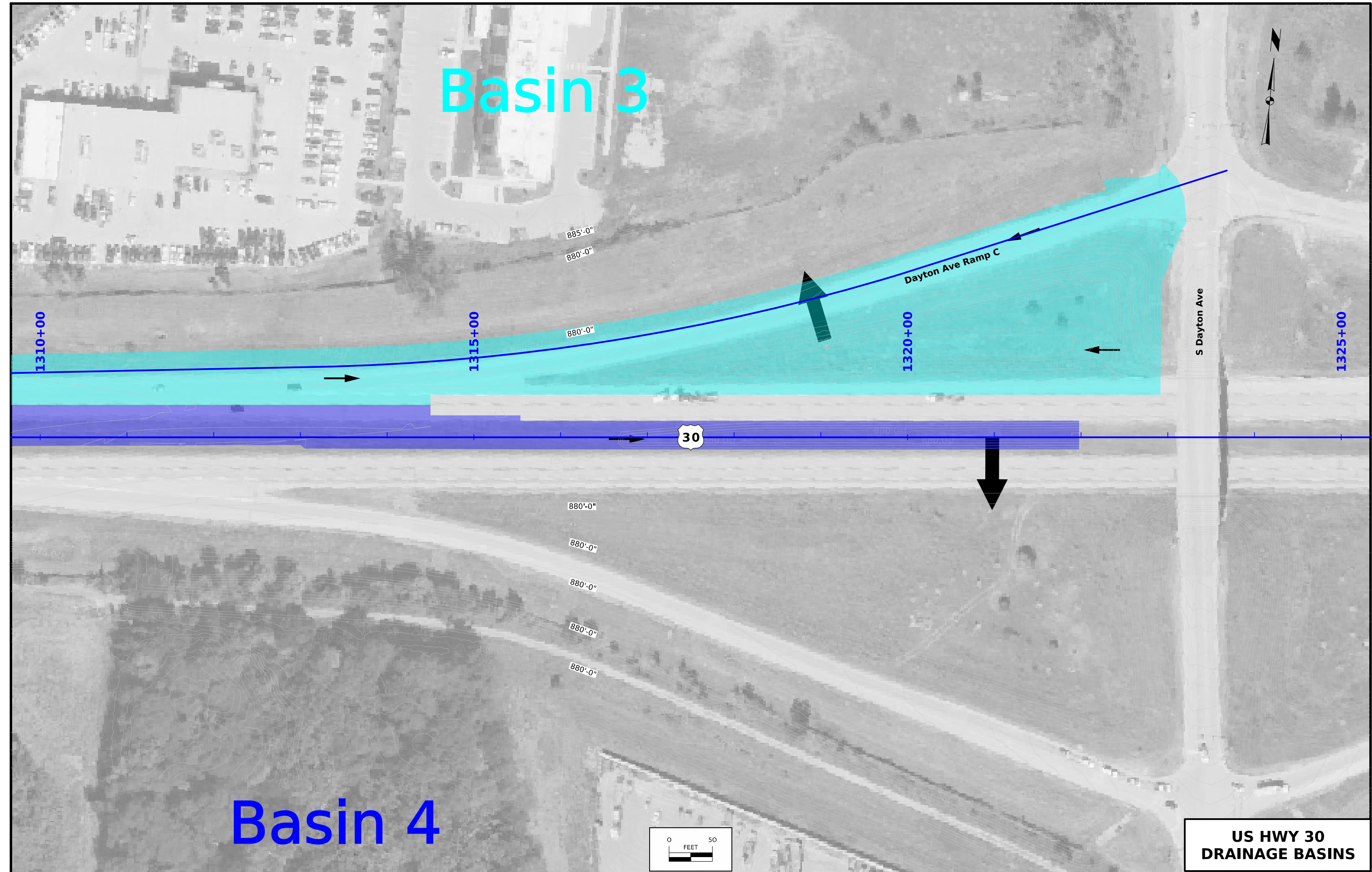
FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER RR.4
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER RR.5
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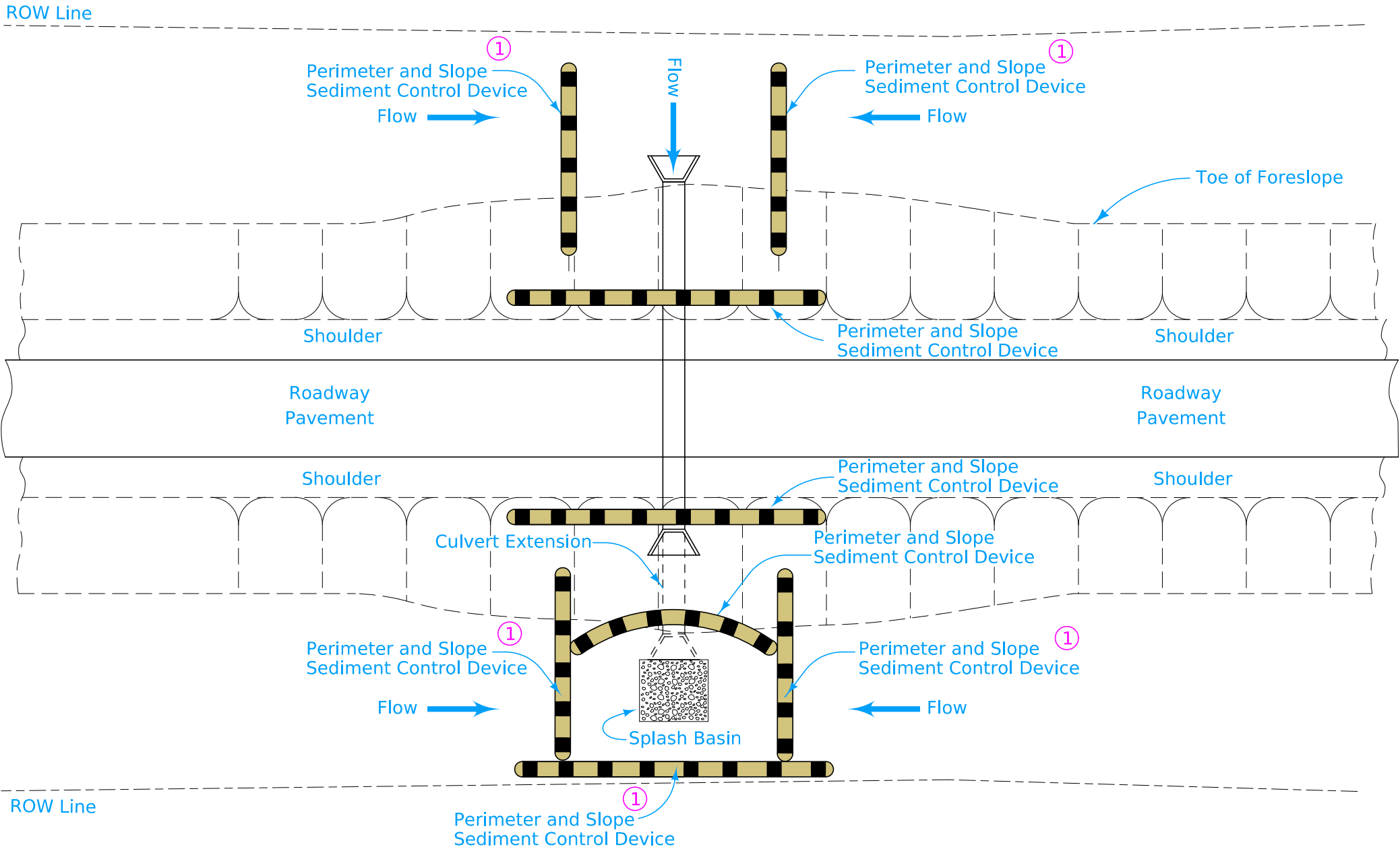
FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER RR.6
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER RR.7
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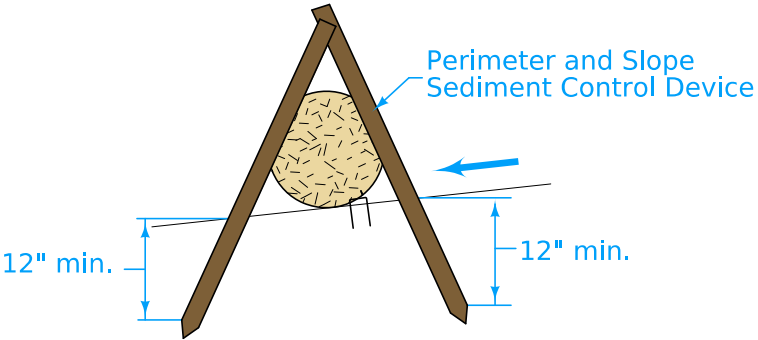
See Standard Road Plans EC-201, EC-204, and EC-301 for installation details.

① Silt Fence for Ditch Check may be substituted at no additional cost to the Contracting Authority.

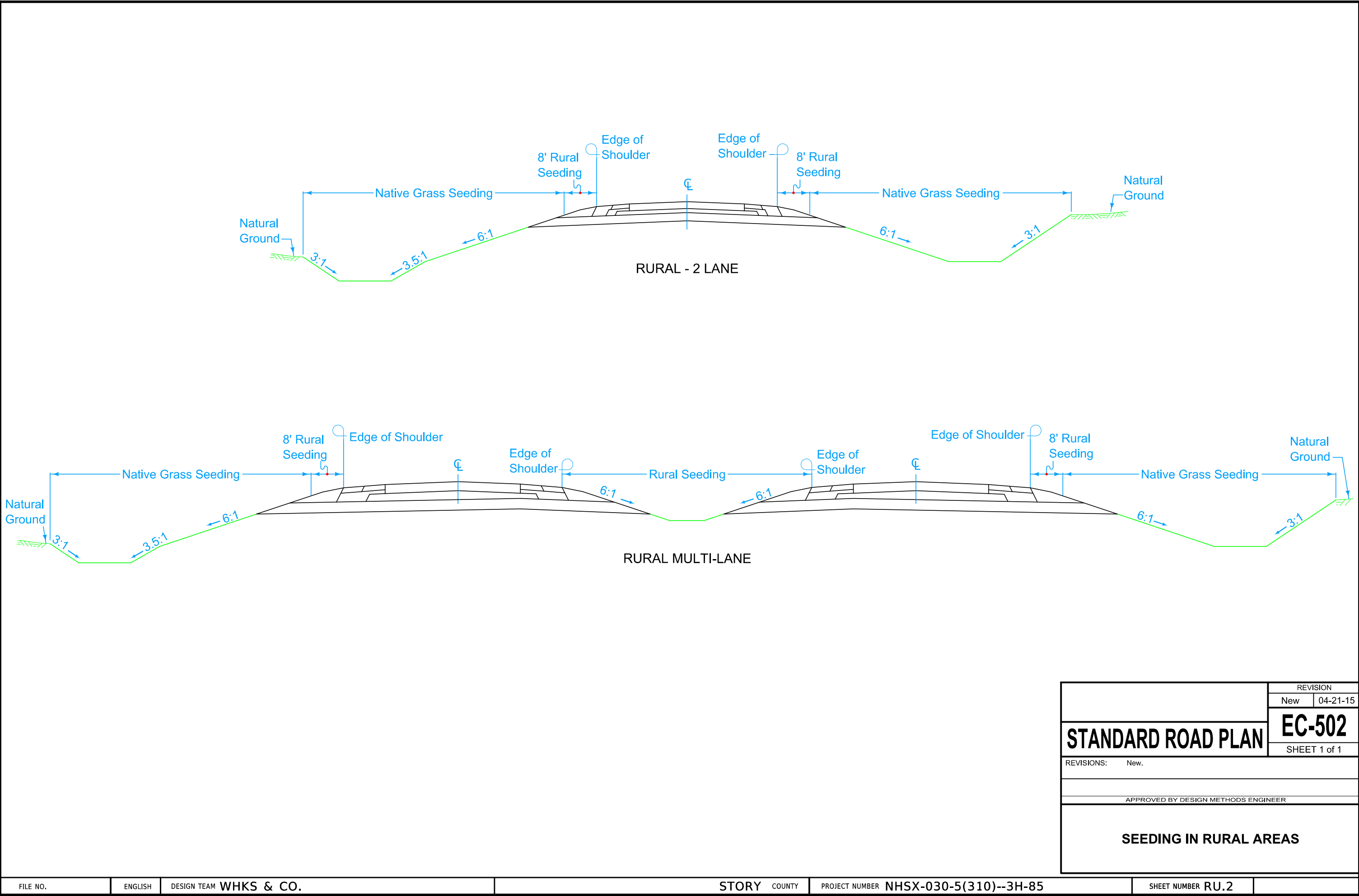


Possible Contract Items:
Perimeter and Slope Sediment Control Device
Erosion Stone
Class E Revetment
Engineering Fabric

Possible Tabulations:
100-19
100-23
100-34



REVISION	
1	10-19-21
570-11	
SHEET 1 of 1	
REVISIONS: Added cross section for staking details.	
<i>Shawn Miller</i>	
TEMPORARY SEDIMENT CONTROL FOR CULVERT EXTENSION WITH EXPOSED SOIL	



	REVISION	
	New	04-21-15
	EC-502	
STANDARD ROAD PLAN		
SHEET 1 of 1		
REVISIONS: New.		
APPROVED BY DESIGN METHODS ENGINEER		
SEEDING IN RURAL AREAS		

SURVEY SYMBOLS

	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		Cistern
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)
	County Road Highway Symbol		Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Satellite TV Dish
	Fruit Tree		Water Hook Up
	Shrub (Bushes)		Radio Tower
	Timber		Tower Anchor
	Hedge		Guardrail (Beam or Cable)
	Stump		Guard Post (one or two)
	Swamp		Guard Post (over two)
	Rock Outcrop		Filler Pipe
	Broken Concrete		Gas Valve
	Revetment (Rip Rap)		Water Valve
	Cemetery		Speed Limit Sign
	Grave		Mile Marker Post
	Cave		Sign
	Sink Hole		Traffic Signal Control Box
	Board Fence		Rail Road Signal Control Box
	Chain Link or Security Fence		Telephone Switch Box
	Wire Fence		Electric Box
	Terrace		
	Earth Dam or Dike (Existing)		
	Tile Outlet		
	Edge of Water		
	Existing Drainage		
	Right of Way Rail or Lot Corner		
	Concrete Monument		
	Well		
	Windmill		
	Beehive Intake		
	Existing Intake		
	Existing Utility Access (Manhole)		
	Fire Hydrant		
	Water Hydrant (Rural)		

UTILITY LEGEND

	E1	EL1D, Electric Line Iowa DOT - Quality D
	E2	EL2D, Electric Line City of Ames - Quality D (Located by owner maps)
	F0	FO1D, Fiber Optic Iowa Communications Network - Quality D (Flagged and owner maps)
	F03	FO3D, Fiber Optic Lumen - Quality D (Located by owner maps)
	SAN, (C)	SA1C, Sanitary Sewer City of Ames- Quality C
	ST S(C)	ST1C, Storm Sewer City of Ames - Quality C
	W(C)	WL1C, City of Ames - Quality C

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

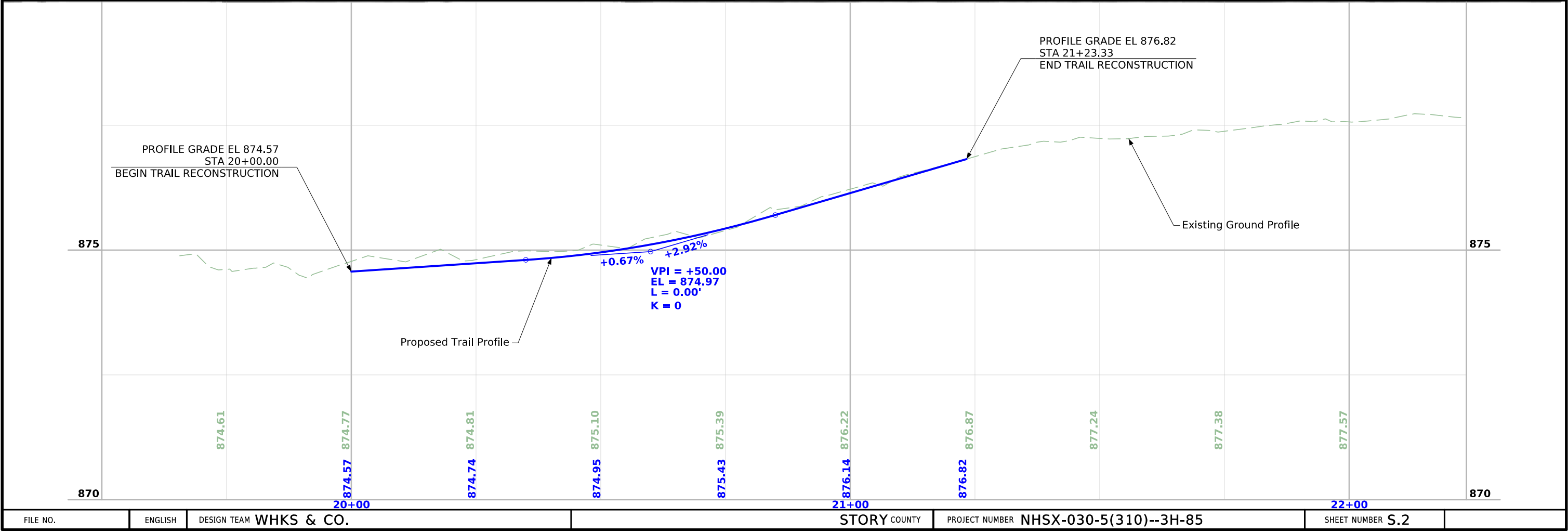
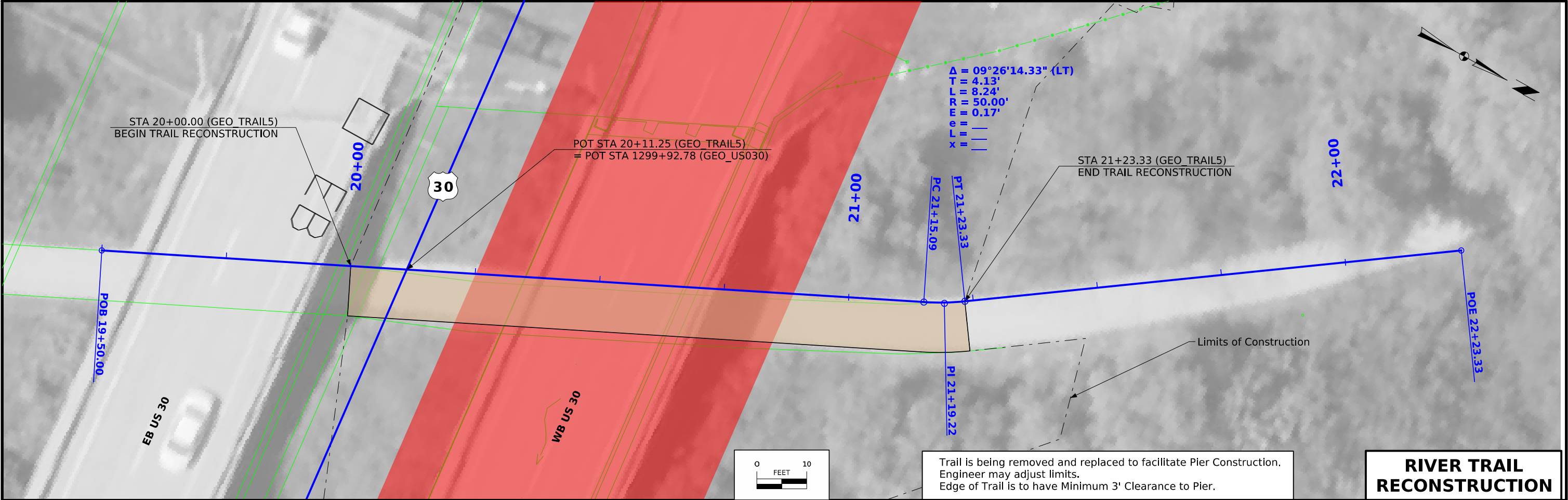
LINEWORK		Design Color No.		
Green	(2)		Existing Topographic Features and Labels	
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)		Existing Utilities	
SHADING		Design Color No.		Transparency
Tan	(8)		Proposed Sidewalk Shading	50%
Blue, Light	(230)		Proposed Sidewalk Landing Shading	50%
Pink	(11)		Proposed Sidewalk Ramp Shading	50%
Magenta	(5)		Detectable Warning	0%
Yellow	(4)		Highlight for Critical Notes or Features	0%
Red	(3)		Delineates Restricted Areas	0%
Lavender	(9)		Temporary Pavement Shading	0%
Yellow	(4)		Proposed Pavement Shading	0%
Orange	(6)		Proposed Granular Shading	0%
Purple	(15)		Proposed Grade and Pave Shading	0%
Brown, Light	(236)		Grading Shading	0%

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Borrow
	Easement (Temporary)
	Easement
	Excess
	Access Control

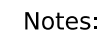
	Reference Point
	Station
	Survey Line
	Section Corner
	Ground Line Intercept
	Saw Cut
	Guardrail
	Clearing & Grubbing Area
	Pavement Removal

SIDEWALK
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES S)



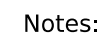
RURAL



- | CUT | SIDE | Total | Cut | Adjusted |
|-----|--------|-------|--------|----------|
| D | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| D | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| E | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| E | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| F | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| F | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| G | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| G | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| H | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| H | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| I | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| I | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| J | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| J | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| K | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| K | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| L | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| L | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| M | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| M | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| N | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| N | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| O | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| O | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| P | Top | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00 | 0.00 |
| P | Bottom | 1 | 0.00 | 0.00 |
| | | 2 | 0.00 | 0.00 |
| | | 3 | 0.00 | 0.00 |
| | | 4 | 0.00</ | |



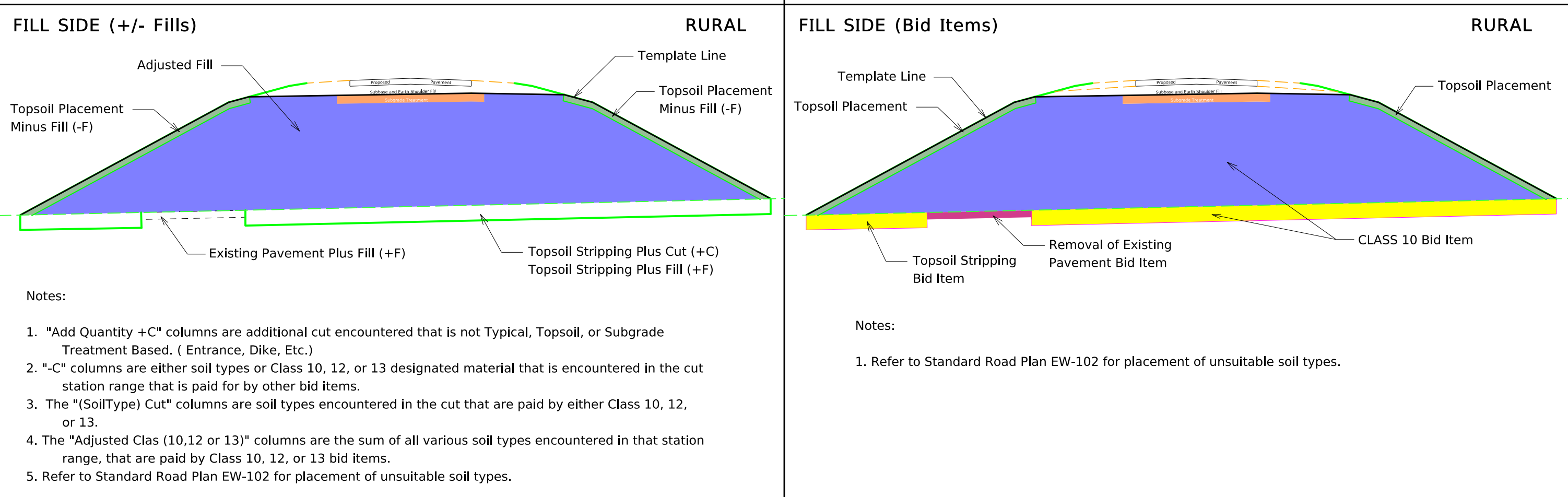
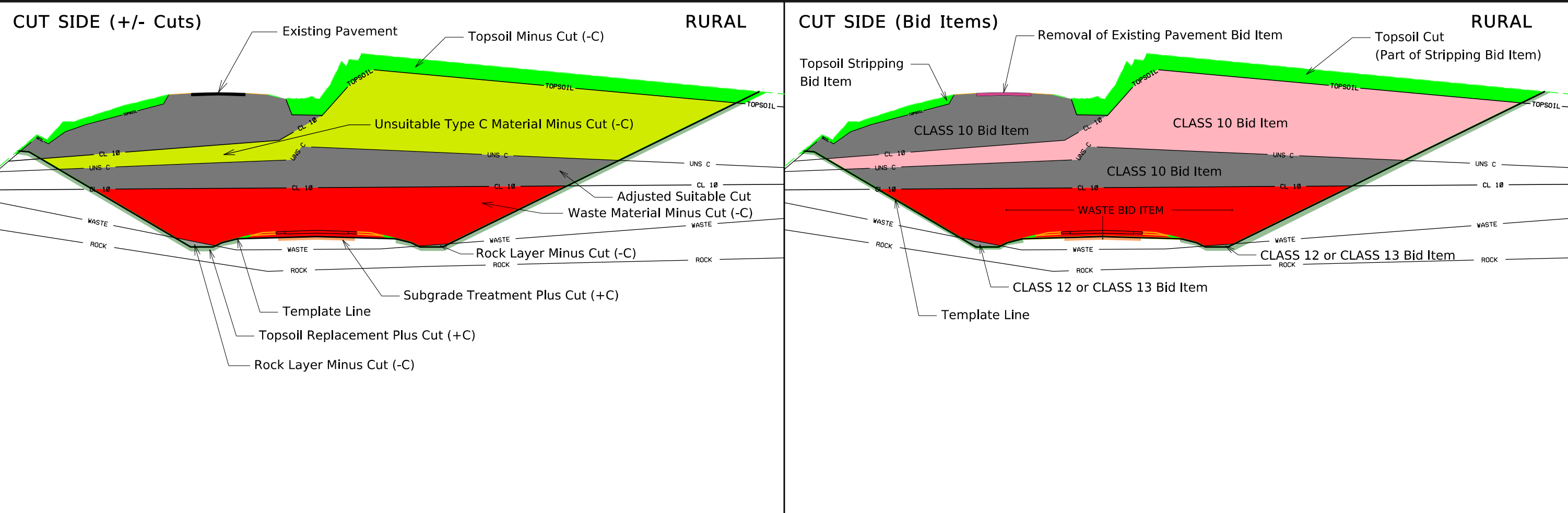
- RURAL



- | | FILL | SIDE | Total | Fill | Adjusted |
|----|------|------|-------|------|----------|
| 1 | 1 | 1 | 2 | 1 | 1 |
| 2 | 1 | 1 | 2 | 1 | 1 |
| 3 | 1 | 1 | 2 | 1 | 1 |
| 4 | 1 | 1 | 2 | 1 | 1 |
| 5 | 1 | 1 | 2 | 1 | 1 |
| 6 | 1 | 1 | 2 | 1 | 1 |
| 7 | 1 | 1 | 2 | 1 | 1 |
| 8 | 1 | 1 | 2 | 1 | 1 |
| 9 | 1 | 1 | 2 | 1 | 1 |
| 10 | 1 | 1 | 2 | 1 | 1 |
| 11 | 1 | 1 | 2 | 1 | 1 |
| 12 | 1 | 1 | 2 | 1 | 1 |
| 13 | 1 | 1 | 2 | 1 | 1 |
| 14 | 1 | 1 | 2 | 1 | 1 |
| 15 | 1 | 1 | 2 | 1 | 1 |
| 16 | 1 | 1 | 2 | 1 | 1 |
| 17 | 1 | 1 | 2 | 1 | 1 |
| 18 | 1 | 1 | 2 | 1 | 1 |
| 19 | 1 | 1 | 2 | 1 | 1 |
| 20 | 1 | 1 | 2 | 1 | 1 |
| 21 | 1 | 1 | 2 | 1 | 1 |
| 22 | 1 | 1 | 2 | 1 | 1 |
| 23 | 1 | 1 | 2 | 1 | 1 |
| 24 | 1 | 1 | 2 | 1 | 1 |
| 25 | 1 | 1 | 2 | 1 | 1 |
| 26 | 1 | 1 | 2 | 1 | 1 |
| 27 | 1 | 1 | 2 | 1 | 1 |
| 28 | 1 | 1 | 2 | 1 | 1 |
| 29 | 1 | 1 | 2 | 1 | 1 |
| 30 | 1 | 1 | 2 | 1 | 1 |
| 31 | 1 | 1 | 2 | 1 | 1 |
| 32 | 1 | 1 | 2 | 1 | 1 |
| 33 | 1 | 1 | 2 | 1 | 1 |
| 34 | 1 | 1 | 2 | 1 | 1 |
| 35 | 1 | 1 | 2 | 1 | 1 |
| 36 | 1 | 1 | 2 | 1 | 1 |
| 37 | 1 | 1 | 2 | 1 | 1 |
| 38 | 1 | 1 | 2 | 1 | 1 |
| 39 | 1 | 1 | 2 | 1 | 1 |
| 40 | 1 | 1 | 2 | 1 | 1 |
| 41 | 1 | 1 | 2 | 1 | 1 |
| 42 | 1 | 1 | 2 | 1 | 1 |
| 43 | 1 | 1 | 2 | 1 | 1 |
| 44 | 1 | 1 | 2 | 1 | 1 |
| 45 | 1 | 1 | 2 | 1 | 1 |
| 46 | 1 | 1 | 2 | 1 | 1 |
| 47 | 1 | 1 | 2 | 1 | 1 |
| 48 | 1 | 1 | 2 | 1 | 1 |
| 49 | 1 | 1 | 2 | 1 | 1 |
| 50 | 1 | 1 | 2 | 1 | 1 |
| 51 | 1 | 1 | 2 | 1 | 1 |
| 52 | 1 | 1 | 2 | 1 | 1 |
| 53 | 1 | 1 | 2 | 1 | 1 |
| 54 | 1 | 1 | 2 | 1 | 1 |
| 55 | 1 | 1 | 2 | 1 | 1 |
| 56 | 1 | 1 | 2 | 1 | 1 |
| 57 | 1 | 1 | 2 | 1 | 1 |
| 58 | 1 | 1 | 2 | 1 | 1 |
| 59 | 1 | 1 | 2 | 1 | 1 |
| 60 | 1 | 1 | 2 | 1 | 1 |
| 61 | 1 | 1 | 2 | 1 | 1 |
| 62 | 1 | 1 | 2 | 1 | 1 |
| 63 | 1 | 1 | 2 | 1 | 1 |
| 64 | 1 | 1 | 2 | 1 | 1 |
| 65 | 1 | 1 | 2 | 1 | 1 |
| 66 | 1 | 1 | 2 | 1 | 1 |
| 67 | 1 | 1 | 2 | 1 | 1 |
| 68 | 1 | 1 | 2 | 1 | 1 |
| 69 | 1 | 1 | 2 | 1 | 1 |
| 70 | 1 | 1 | 2 | 1 | 1 |
| 71 | 1 | 1 | 2 | 1 | 1 |
| 72 | 1 | 1 | 2 | 1 | 1 |
| 73 | 1 | 1 | 2 | 1 | 1 |
| 74 | 1 | 1 | 2 | 1 | 1 |
| 75 | 1 | 1 | 2 | 1 | 1 |
| 76 | 1 | 1 | 2 | 1 | 1 |
| 77 | 1 | 1 | 2 | 1 | 1 |
| 78 | 1 | 1 | 2 | 1 | 1 |
| 79 | 1 | 1 | 2 | 1 | 1 |
| 80 | 1 | 1 | 2 | 1 | 1 |
| 81 | 1 | 1 | 2 | 1 | 1</ |



1. "Total Fill Adjusted" Column includes all Class 10, 12, and 13 fill and adjustments for additional fill from cuts such as existing pavement, plowing and shaping operations, entrances, dikes, and topsoil stripping.
2. The available area to place unsuitable materials in the T Sheet tabulation does not include the undercut values from the topsoil stripping, existing pavement, or plowing and shaping



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

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
04-21-15

Station	Cut				Fill				Checks (EW-102)		Topsoil				[15]	[16]	[17]	[18]	[19]	[20]	[21]	[22]
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]								
	Total Cut Unadjusted Volume	Total Class 10 Unadjusted Volume	Topsoil Cut 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								
Stage 1																						
US30WB1																						
1270+92.16	2	2	0	2	0	0	0	2	0	0	0	0	0	0								
1271+00.00	7	7	0	7	0	0	0	7	0	0	0	0	0	0								
1271+25.00	6	6	0	6	0	0	0	6	0	0	0	0	0	0								
1271+50.00	6	6	0	6	0	0	0	6	0	0	0	0	0	0								
1271+75.00	5	5	0	5	0	0	0	6	0	0	0	0	0	0								
1272+00.00	5	5	0	5	0	0	0	6	0	0	0	0	0	0								
1272+25.00	5	5	0	5	0	0	0	5	0	0	0	0	0	0								
1272+50.00	5	5	0	5	0	0	0	5	0	0	0	0	0	0								
1272+75.00	5	5	0	5	0	0	0	5	0	0	0	0	0	0								
1273+00.00	11	11	0	11	0	0	0	11	0	0	0	0	0	0								
1273+25.00	17	17	0	17	0	0	1	16	0	0	0	0	0	0								
1273+29.85	3	3	0	3	0	0	0	3	0	0	0	0	0	0								
1273+29.87	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1273+50.00	17	17	0	17	0	0	1	17	0	0	0	0	0	0								
1273+75.00	21	21	0	21	0	0	1	20	0	0	0	0	0	0								
1274+00.00	20	20	0	20	0	0	1	20	0	0	0	0	0	0								
1274+25.00	20	20	0	20	0	0	1	19	0	0	0	0	0	0								
1274+50.00	19	19	0	19	0	0	1	19	0	0	0	0	0	0								
1274+75.00	19	19	0	19	0	0	1	19	0	0	0	0	0	0								
1275+00.00	19	19	0	19	0	0	1	19	0	0	0	0	0	0								
1275+25.00	19	19	0	19	0	0	1	19	0	0	0	0	0	0								
1275+50.00	20	20	0	20	0	0	1	19	0	0	0	0	0	0								
1275+75.00	21	21	0	21	0	0	1	20	0	0	0	0	0	0								
1276+00.00	21	21	0	21	0	0	1	20	0	0	0	0	0	0								
1276+25.00	23	23	0	23	0	0	1	23	0	0	0	0	0	0								
1276+50.00	26	26	0	26	0	0	1	26	0	0	0	0	0	0								
1276+75.00	32	32	0	32	1	1	1	31	0	0	0	0	0	0								
1277+00.00	32	32	0	32	1	1	1	31	0	0	0	0	0	0								
1277+25.00	27	27	0	27	0	0	1	26	0	0	0	0	0	0								
1277+50.00	25	25	0	25	0	0	1	25	0	0	0	0	0	0								
1277+75.00	25	25	0	25	1	1	1	25	0	0	0	0	0	0								
1278+00.00	26	26	0	26	1	1	1	26	0	0	0	0	0	0								
1278+25.00	25	25	0	25	0	0	1	25	0	0	0	0	0	0								
1278+50.00	24	24	0	24	0	0	1	23	0	0	0	0	0	0								
1278+75.00	26	26	0	26	0	0	1	25	0	0	0	0	0	0								
1279+00.00	27	27	0	27	0	0	1	27	0	0	0	0	0	0								
1279+00.53	1	1	0	1	0	0	0	1	0	0	0	0	0	0								
1279+00.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1279+25.00	39	23	16	23	3	3	5	18	0	0	16	0	0	16								
1279+50.00	41	24	17	24	3	3	4	20	0	0	17	0	0	17								
1279+75.00	40	24	17	24	3	3	4	20	0	0	17	0	0	17								
1280+00.00	39	24	16	24	3	3	4	20	0	0	16	0	0	16								
1280+25.00	39	24	15	24	2	2	3	21	0	0	15	0	0	15								
1280+50.00	39	24	15	24	2	2	3	21	0	0	15	0	0	15								
1280+75.00	39	24	15	24	2	2	3	21	0	0	15	0	0	15								
1281+00.00	38	24	15	24	2	2	3	21	0	0	15	0	0	15								
1281+25.00	38	24	14	24	2	2	3	21	0	0	14	0	0	14								
1281+50.00	37	23	14	23	2	2	3	20	0	0	14	0	0	14								
1281+75.00	36	22	14	22	3	3	4	19	0	0	14	0	0	14								
1282+00.00	36	22	14	22	3	3	4	19	0	0	14	0	0	14								
1282+25.00	36	22	13	22	2	2	3	19	0	0	13	0	0	13								
1282+50.00	36	23	14	23	2	2	3	20	0	0	14	0	0	14								
1282+75.00	37	23	14	23	2	2	3	21	0	0	14	0	0	14								
1283+00.00	41	27	14	27	2	2	3	24	0	0	14	0	0	14								
1283+25.00	46	33	13	33	2	2	3	30	0	0	13	0	0	14								
1283+50.00	53	39	14	39	2	2	3	37	0	0	14	0	0	14								
1283+75.00	59	45	14	45	2	2	3	43	0	0	14	0	0	14								
1284+00.00	66	52	14	52	1	1	2	50	0	0	14	0	0	15								
1284+25.00	72	57	15	57	1	1	2	55	0	0	15	0	0	15								
1284+50.00	76	61	15	61	2	2	3	58	0	0	15	0	0	15								
1284+75.00	80	66	15	66	2	2	3	63	0	0	15	0	0	15								
1285+00.00	85	70	15	70	1	1	2	69	0	0	15	0	0	15								
1285+25.00	59	44	15	44	1	1	1	42	0	0	15	0	0	15								
1285+50.00	29	14	14	14	1	1	2	13	0	0	14	0	0	14								
1285+75.00	28	14	14	14	1	1	2	12	0	0	14	0	0	14								
1286+00.00	29	14	15	14	1	1	2	12	0	0	15	0	0	15								
Subtotals:	1,902	1,494	408	1,494	70	70	94	1,404	0	0	408	0	0	409								

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

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
04-21-15

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]
	Total Cut Unadjusted Volume	Total Class 10 Unadjusted Volume	Topsoil Cut 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								
1286+00.00	29	14	15	14	2	2	2	12	0	0	15	0	0	15								
1286+25.00	30	15	15	15	2	2	2	13	0	0	15	0	0	15								
1286+50.00	31	16	15	16	1	1	2	14	0	0	15	0	0	15								
1286+75.00	31	16	15	16	1	1	2	14	0	0	15	0	0	15								
1287+00.00	30	16	15	16	1	1	2	14	0	0	15	0	0	15								
1287+25.00	30	16	15	16	1	1	2	14	0	0	15	0	0	15								
1287+50.00	30	15	15	15	1	1	2	13	0	0	15	0	0	15								
1287+75.00	29	15	14	15	1	1	2	13	0	0	14	0	0	14								
1288+00.00	29	15	14	15	1	1	2	13	0	0	14	0	0	14								
1288+25.00	28	14	14	14	1	1	2	13	0	0	14	0	0	14								
1288+50.00	29	14	15	14	1	1	2	12	0	0	15	0	0	15								
1288+75.00	30	15	15	15	1	1	2	13	0	0	15	0	0	15								
1289+00.00	29	15	14	15	1	1	2	13	0	0	14	0	0	15								
1289+25.00	29	14	15	14	2	2	2	13	0	0	15	0	0	15								
1289+50.00	30	15	15	15	1	1	2	13	0	0	15	0	0	15								
1289+75.00	31	16	15	16	1	1	2	14	0	0	15	0	0	15								
1290+00.00	31	16	15	16	2	2	2	14	0	0	15	476	666	-652								
US30WB1																						
Totals:	2,378	1,735	643	1,735	92	92	124	1,615	0	0	643	476	666	-22								

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

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
04-21-15

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]
	Total Cut Unadjusted Volume	Total Class 10 Unadjusted Volume	Topsoil Cut 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								
DUFFRAMPA																						
5268+00.01	125	32	93	32	37	37	48	-16	0	0	93	0	0	93								
5268+25.00	127	30	97	30	49	49	64	-33	0	0	97	0	0	97								
5268+50.00	130	35	95	35	55	55	71	-37	0	0	95	0	0	95								
5268+75.00	120	34	86	34	45	45	59	-25	0	0	86	0	0	86								
5269+00.00	119	40	80	40	24	24	31	9	0	0	80	0	0	80								
5269+25.00	121	44	77	44	15	15	20	24	0	0	77	0	0	77								
5269+50.00	113	41	72	41	10	10	13	28	0	0	72	0	0	72								
5269+75.00	106	39	67	39	7	7	10	30	0	0	67	0	0	67								
5270+00.00	98	37	62	37	6	6	7	29	0	0	62	0	0	62								
5270+25.00	93	38	55	38	4	4	5	33	0	0	55	0	0	55								
5270+50.00	90	40	50	40	3	3	4	37	0	0	50	0	0	51								
5270+75.00	86	40	46	40	3	3	4	36	0	0	46	0	0	46								
5271+00.00	82	42	40	42	4	4	6	36	0	0	40	0	0	40								
5271+25.00	74	40	35	40	6	6	8	32	0	0	35	0	0	35								
5271+50.00	60	32	28	32	8	8	10	22	0	0	28	0	0	28								
5271+75.00	46	25	21	25	9	9	12	13	0	0	21	0	0	21								
5272+00.00	34	22	12	22	10	10	14	8	0	0	12	0	0	13								
5272+25.00	24	16	7	16	10	10	13	3	0	0	7	0	0	8								
5272+50.00	16	9	7	9	9	9	12	-4	0	0	7	0	0	7								
5272+75.00	12	5	8	5	13	13	16	-12	0	0	8	0	0	8								
5273+00.00	13	4	8	4	18	18	23	-19	0	0	8	0	0	8								
5273+25.00	16	6	9	6	12	12	15	-9	0	0	9	0	0	9								
5273+50.00	18	9	10	9	2	2	3	6	0	0	10	0	0	10								
5273+75.00	20	10	10	10	2	2	2	7	0	0	10	0	0	10								
5274+00.00	22	11	11	11	2	2	2	9	0	0	11	0	0	11								
5274+25.00	23	12	12	12	2	2	2	10	0	0	12	0	0	12								
5274+50.00	25	13	12	13	2	2	3	10	0	0	12	0	0	12								
5274+75.00	27	15	13	15	2	2	2	12	0	0	13	0	0	13								
5275+00.00	27	14	13	14	2	2	2	12	0	0	13	0	0	13								
5275+25.00	26	14	13	14	1	1	2	12	0	0	13	0	0	13								
5275+50.00	27	13	13	13	1	1	2	12	0	0	13	0	0	14								
5275+75.00	27	13	14	13	1	1	2	11	0	0	14	0	0	14								
5276+00.00	27	13	14	13	2	2	3	10	0	0	14	0	0	14								
5276+25.00	23	10	13	10	3	3	4	6	0	0	13	0	0	13								
5276+50.00	22	8	14	8	4	4	5	3	0	0	14	0	0	14								
5276+75.00	26	10	16	10	4	4	5	5	0	0	16	0	0	16								
5277+00.00	23	9	14	9	3	3	3	5	0	0	14	0	0	14								
5277+25.00	22	7	15	7	3	3	4	3	0	0	15	0	0	15								
5277+50.00	21	6	15	6	3	3	4	2	0	0	15	0	0	15								
5277+75.00	21	6	15	6	3	3	4	3	0	0	15	0	0	15								
5278+00.00	18	4	14	4	3	3	4	0	0	0	14	0	0	14								
5278+25.00	16	2	14	2	4	4	5	-3	0	0	14	0	0	14								
5278+50.00	19	3	16	3	4	4	5	-2	0	0	16	0	0	16								
5278+75.00	16	5	11	5	2	2	3	3	0	0	11	644	902	-890								
5278+98.14 DUFFRAMPA Totals:	2,204	857	1,348	857	411	411	536	322	0	0	1,348	644	902	448								
		</																				

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]
	Total Cut Unadjusted Volume	Total Class 10 Unadjusted Volume	Topsoil Cut 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								
Stage 2																						
US30WB2																						
1290+00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1290+00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1290+00.01	58	43	15	43	21	21	28	16	0	0	15	0	0	15								
1290+25.00	69	54	15	54	15	15	19	35	0	0	15	0	0	15								
1290+50.00	92	76	15	76	6	6	8	69	0	0	15	0	0	15								
1290+75.00	101	86	16	86	4	4	6	80	0	0	16	0	0	16								
1291+00.00	100	84	16	84	4	4	6	78	0	0	16	0	0	16								
1291+25.00	100	84	16	84	4	4	6	79	0	0	16	0	0	16								
1291+50.00	99	83	16	83	4	4	6	78	0	0	16	0	0	16								
1291+75.00	99	83	16	83	4	4	5	78	0	0	16	0	0	16								
1292+00.00	98	82	15	82	8	8	11	72	0	0	15	0	0	16								
1292+25.00	96	81	15	81	18	18	24	57	0	0	15	0	0	15								
1292+50.00	94	79	15	79	34	34	45	34	0	0	15	0	0	15								
1292+75.00	94	79	15	79	55	55	71	8	0	0	15	0	0	16								
1293+00.00	91	76	15	76	66	66	86	-11	0	0	15	0	0	15								
1293+25.00	89	74	15	74	66	66	86	-12	0	0	15	0	0	15								
1293+50.00	91	76	15	76	61	61	80	-3	0	0	15	0	0	15								
1293+75.00	95	81	14	81	54	54	71	10	0	0	14	0	0	14								
1294+00.00	105	90	15	90	42	42	55	35	0	0	15	0	0	15								
1294+25.00	111	96	15	96	29	29	37	59	0	0	15	0	0	15								
1294+50.00	113	98	15	98	17	17	22	77	0	0	15	0	0	15								
1294+75.00	117	103	14	103	7	7	9	94	0	0	14	0	0	15								
1295+00.00	119	105	14	105	2	2	3	101	0	0	14	0	0	14								
1295+25.00	119	104	14	104	2	2	3	101	0	0	14	0	0	14								
1295+50.00	117	103	14	103	2	2	3	100	0	0	14	0	0	14								
1295+75.00	116	102	14	102	1	1	2	101	0	0	14	0	0	14								
1296+00.00	117	103	14	103	1	1	2	101	0	0	14	0	0	14								
1296+25.00	118	105	14	105	1	1	2	103	0	0	14	0	0	14								
1296+50.00	118	104	14	104	2	2	2	102	0	0	14	0	0	14								
1296+75.00	120	104	15	104	2	2	3	102	0	0	15	0	0	15								
1297+00.00	128	109	19	109	2	2	3	106	0	0	19	0	0	19								
1297+25.00	132	110	22	110	2	2	3	107	0	0	22	0	0	22								
1297+50.00	130	107	23	107	2	2	3	104	0	0	23	0	0	23								
1297+75.00	124	102	22	102	2	2	3	100	0	0	22	0	0	22								
1298+00.00	119	98	21	98	2	2	2	96	0	0	21	0	0	21								
1298+25.00	130	94	36	94	41	41	54	40	0	0	36	0	0	36								
1298+50.00	155	101	54	101	102	102	133	-31	0	0	54	0	0	54								
1298+75.00	76	61	14	61	31	31	40	22	0	0	14	0	0	14								
1298+87.38	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1298+87.40	72	72	0	72	0	0	1	71	0	0	0	0	0	0								
1299+00.00	41	41	0	41	0	0	0	41	0	0	0	0	0	0								
1299+09.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1299+09.24	8	8	0	8	0	0	0	8	0	0	0	0	0	0								
1299+12.40	10	10	0	10	0	0	0	10	0	0	0	0	0	0								
1299+21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1302+78.50	18	18	0	18	0	0	0	18	0	0	0	0	0	0								
1302+90.39	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1302+90.41	4	3	1	3	2	2	3	0	0	0	1	0	0	1								
1302+91.60	43	24	18	24	31	31	41	-16	0	0	18	0	0	18								
1303+00.00	74	48	26	48	44	44	57	-9	0	0	26	0	0	26								
1303+12.23	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1303+12.25	73	55	18	55	22	22	29	26	0	0	18	0	0	18								
1303+25.00	112	94	18	94	2	2	2	92	0	0	18	0	0	18								
1303+50.00	94	77	18	77	3	3	3	73	0	0	18	0	0	18								
1303+75.00	91	74	17	74	4	4	5	69	0	0	17	0	0	17								
1304+00.00	96	79	17	79	5	5	6	73	0	0	17	0	0	17								
1304+25.00	102	85	17	85	5	5	7	78	0	0	17	0	0	17								
1304+50.00	106	90	17	90	5	5	7	83	0	0	17	0	0	17								
1304+75.00	101	87	14	87	5	5	6	81	0	0	14	0	0	14								
1304+97.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1304+97.81	9	8	1	8	0	0	0	8	0	0	1	0	0	1								
1305+00.00	94	94	0	94	2	2	3	91	0	0	0	0	0	0								
1305+25.00	95	95	0	95	2	2	3	92	0	0	0	0	0	0								
1305+50.00	95	95	0	95	2	2	3	93	0	0	0	0	0	0								
1305+75.00	95	95	0	95	1	1	1	94	0	0	0	0	0	0								
1306+00.00																						
Subtotals:	5,279	4,472	807	4,472	853	853	1,111	3,363	0	0	807	0	0	810								

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

Station	Cut				Fill				Checks (EW-102)		Topsoil				[15]	[16]	[17]	[18]	[19]	[20]	[21]	[22]
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]								
	Total Cut Unadjusted Volume	Total Class 10 Unadjusted Volume	Topsoil Cut 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								
1306+00.00	95	95	0	95	0	0	0	96	0	0	0	0	0	0								
1306+25.00	94	94	0	94	1	1	2	93	0	0	0	0	0	0								
1306+50.00	88	88	0	88	2	2	2	86	0	0	0	0	0	0								
1306+75.00	83	83	0	83	1	1	1	82	0	0	0	0	0	0								
1307+00.00	82	82	0	82	1	1	2	81	0	0	0	0	0	0								
1307+25.00	80	80	0	80	1	1	2	79	0	0	0	0	0	0								
1307+50.00	79	79	0	79	1	1	2	78	0	0	0	0	0	0								
1307+75.00	79	79	0	79	1	1	2	78	0	0	0	0	0	0								
1308+00.00	82	82	0	82	1	1	2	81	0	0	0	0	0	0								
1308+25.00	86	86	0	86	1	1	2	84	0	0	0	0	0	0								
1308+50.00	87	87	0	87	1	1	2	85	0	0	0	0	0	0								
1308+75.00	87	87	0	87	1	1	2	85	0	0	0	0	0	0								
1309+00.00	85	85	0	85	1	1	2	83	0	0	0	0	0	0								
1309+25.00	83	83	0	83	1	1	2	81	0	0	0	0	0	0								
1309+50.00	82	82	0	82	1	1	2	81	0	0	0	0	0	0								
1309+75.00	83	83	0	83	1	1	2	81	0	0	0	0	0	0								
1310+00.00	83	83	0	83	1	1	2	81	0	0	0	0	0	0								
1310+25.00	82	82	0	82	1	1	2	80	0	0	0	0	0	0								
1310+50.00	80	80	0	80	1	1	2	78	0	0	0	0	0	0								
1310+75.00	79	79	0	79	1	1	2	77	0	0	0	0	0	0								
1311+00.00	79	79	0	79	1	1	2	77	0	0	0	0	0	0								
1311+25.00	77	77	0	77	1	1	2	76	0	0	0	0	0	0								
1311+50.00	78	78	0	78	1	1	2	77	0	0	0	0	0	0								
1311+75.00	81	81	0	81	1	1	1	80	0	0	0	0	0	0								
1312+00.00	81	81	0	81	1	1	1	80	0	0	0	0	0	0								
1312+25.00	82	82	0	82	1	1	1	80	0	0	0	0	0	0								
1312+50.00	83	83	0	83	1	1	2	82	0	0	0	0	0	0								
1312+75.00	83	83	0	83	1	1	2	82	0	0	0	0	0	0								
1313+00.00	85	85	0	85	1	1	1	84	0	0	0	0	0	0								
1313+25.00	87	87	0	87	0	0	0	87	0	0	0	0	0	0								
1313+50.00	87	87	0	87	0	0	0	87	0	0	0	0	0	0								
1313+75.00	88	88	0	88	0	0	0	88	0	0	0	0	0	0								
1314+00.00	86	86	0	86	0	0	0	86	0	0	0	0	0	0								
1314+25.00	48	48	0	48	0	0	0	48	0	0	0	0	0	0								
1314+50.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1314+50.01	12	12	0	12	0	0	0	12	0	0	0	0	0	0								
1314+75.00	12	12	0	12	0	0	0	12	0	0	0	0	0	0								
1315+00.00	34	34	0	34	0	0	0	34	0	0	0	0	0	0								
1315+25.00	56	56	0	56	0	0	0	56	0	0	0	0	0	0								
1315+50.00	49	43	6	43	0	0	0	43	0	0	6	0	0	6								
1315+69.49	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
1315+69.51	17	13	4	13	0	0	0	13	0	0	4	0	0	4								
1315+75.00	79	62	17	62	1	1	2	60	0	0	17	0	0	17								
1316+00.00	81	63	18	63	2	2	3	60	0	0	18	0	0	18								
1316+25.00	81	62	19	62	4	4	6	56	0	0	19	0	0	19								
1316+50.00	68	47	21	47	13	13	16	31	0	0	21	0	0	21								
1316+75.00	53	31	22	31	21	21	28	4	0	0	22	0	0	22								
1317+00.00	50	26	23	26	26	26	34	-7	0	0	23	0	0	23								
1317+25.00	47	22	24	22	31	31	40	-18	0	0	24	0	0	25								
1317+50.00	44	19	26	19	37	37	48	-29	0	0	26	0	0	26								
1317+75.00	44	16	28	16	46	46	60	-44	0	0	28	0	0	28								
1318+00.00	45	15	30	15	56	56	72	-57	0	0	30	0	0	30								
1318+25.00	47	14	33	14	59	59	77	-63	0	0	33	0	0	33								
1318+50.00	50	15	35	15	60	60	78	-63	0	0	35	0	0	35								
1318+75.00	53	16	37	16	59	59	77	-62	0	0	37	0	0	38								
1319+00.00	57	15	41	15	43	43	55	-40	0	0	41	0	0	41								
1319+25.00	58	15	44	15	52	52	68	-53	0	0	44	0	0	44								
1319+50.00	59	15	44	15	77	77	100	-85	0	0	44	0	0	44								
1319+75.00	59	15	44	15	76	76	99	-84	0	0	44	0	0	44								
1320+00.00	59	15	44	15	76	76	99	-84	0	0	44	0	0	44								
1320+25.00	59	16	44	16	76	76	98	-83	0	0	44	0	0	44								
1320+50.00	61	17	43	17	71	71	93	-76	0	0	43	0	0	43								
1320+75.00	63	20	42	20	57	57	75	-54	0	0	42	0	0	43								
1321+00.00	63	22	42	22	61	61	79	-58	0	0	42	0	0	42								
1321+25.00	62	21	42	21	80	80	104	-84	0	0	42	0	0	42								
1321+50.00	62	21	40	21	83	83	108	-87	0	0	40	0	0	41								
1321+75.00	61	23	38	23	49	49	64	-41	0	0	38	0	0	38								
1322+00.00	49	19	30	19	14	14	18	2	0	0	30	0	0	30								
1322+19.99																						
Subtotals:	4,497	3,616	881	3,616	1,264	1,264	1,646	1,970	0	0	881	0	0	883								

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

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
04-21-15

[illegible]

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

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
04-21-15

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]
	Total Cut Unadjusted Volume	Total Class 10 Unadjusted Volume	Topsoil Cut 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								
DAYTONRAMPC																						
3505+00.75	20	5	16	5	3	3	4	1	0	0	16	0	0	16								
3505+25.00	23	5	17	5	2	2	3	2	0	0	17	0	0	17								
3505+50.00	22	5	17	5	2	2	3	2	0	0	17	0	0	17								
3505+75.00	10	3	7	3	1	1	1	2	0	0	7	0	0	7								
3505+85.00	12	4	8	4	3	3	3	0	0	0	8	0	0	8								
3505+95.00	5	1	4	1	3	3	4	-3	0	0	4	0	0	5								
3506+00.00	10	3	7	3	4	4	6	-2	0	0	7	0	0	7								
3506+05.00	41	23	18	23	8	8	11	12	0	0	18	5	7	12								
3506+15.00	61	41	20	41	5	5	7	34	0	0	20	10	14	6								
3506+25.00	60	38	22	38	4	4	6	33	0	0	22	9	13	9								
3506+35.00	45	22	24	22	4	4	6	16	0	0	24	5	8	16								
3506+45.00	22	8	14	8	3	3	3	5	0	0	14	1	2	12								
3506+50.00	26	10	16	10	4	4	5	6	0	0	16	1	2	14								
3506+55.00	67	33	34	33	12	12	16	16	0	0	34	3	4	30								
3506+65.00	85	48	37	48	23	23	29	19	0	0	37	3	5	32								
3506+75.00	90	53	38	53	39	39	50	2	0	0	38	6	9	29								
3506+85.00	73	37	36	37	65	65	85	-48	0	0	36	5	6	30								
3506+95.00	24	9	15	9	38	38	50	-41	0	0	15	0	0	15								
3507+00.00	16	4	12	4	34	34	44	-40	0	0	12	0	0	12								
3507+05.00	25	3	21	3	55	55	71	-68	0	0	21	0	0	22								
3507+15.00	20	3	17	3	40	40	52	-49	0	0	17	0	0	17								
3507+25.00	19	3	16	3	28	28	36	-33	0	0	16	0	0	16								
3507+35.00	25	3	22	3	24	24	31	-28	0	0	22	0	0	22								
3507+50.00	38	5	34	5	27	27	35	-31	0	0	34	0	0	34								
3507+75.00	34	5	29	5	20	20	26	-20	0	0	29	0	0	29								
3508+00.00	29	6	23	6	6	6	8	-2	0	0	23	0	0	23								
3508+25.00	31	8	23	8	3	3	4	4	0	0	23	0	0	23								
3508+50.00	30	8	22	8	3	3	4	4	0	0	22	0	0	22								
3508+75.00	30	8	21	8	3	3	4	5	0	0	21	0	0	21								
3509+00.00	30	8	22	8	4	4	5	4	0	0	22	0	0	22								
3509+25.00	28	7	21	7	4	4	5	3	0	0	21	0	0	21								
3509+50.00	31	9	21	9	3	3	4	6	0	0	21	0	0	21								
3509+75.00	33	10	23	10	3	3	4	6	0	0	23	0	0	24								
3510+00.00	33	10	23	10	2	2	3	7	0	0	23	0	0	23								
3510+25.00	34	12	23	12	3	3	4	8	0	0	23	0	0	23								
3510+50.00	33	11	22	11	3	3	5	6	0	0	22	0	0	22								
3510+75.00	32	11	21	11	4	4	5	6	0	0	21	0	0	22								
3511+00.00	34	11	23	11	5	5	6	5	0	0	23	0	0	23								
3511+25.00	37	12	25	12	5	5	7	5	0	0	25	0	0	25								
3511+50.00	39	13	26	13	4	4	5	8	0	0	26	0	0	26								
3511+75.00	36	13	23	13	3	3	4	9	0	0	23	0	0	23								
3512+00.00	35	14	21	14	2	2	3	11	0	0	21	0	0	21								
3512+25.00	32	13	20	13	2	2	3	9	0	0	20	0	0	20								
3512+50.00	30	11	19	11	3	3	4	7	0	0	19	0	0	19								
3512+75.00	31	11	20	11	3	3	5	6	0	0	20	0	0	20								
3513+00.00	28	8	20	8	5	5	6	2	0	0	20	0	0	20								
3513+25.00	27	6	20	6	5	5	7	-1	0	0	20	0	0	21								
3513+50.00	24	5	20	5	5	5	7	-2	0	0	20	0	0	20								
3513+75.00	22	3	19	3	6	6	8	-5	0	0	19	0	0	19								
3514+00.00	23	3	20	3	6	6	8	-6	0	0	20	0	0	20								
3514+25.00	23	2	21	2	8	8	10	-9	0	0	21	0	0	21								
3514+50.00	29	9	21	9	7	7	10	-1	0	0	21	0	0	21								
3514+75.00	37	17	20	17	5	5	7	10	0	0	20	0	0	20								
3515+00.00	37	17	20	17	6	6	8	9	0	0	20	0	0	20								
3515+25.00	37	17	21	17	5	5	7	10	0	0	21	0	0	21								
3515+50.00	35	13	22	13	4	4	5	8	0	0	22	0	0	22								
3515+75.00	34	10	24	10	4	4	5	6	0	0	24	0	0	24								
3516+00.00	39	14	25	14	4	4	5	9	0	0	25	0	0	25								
3516+25.00	47	19	28	19	3	3	4	15	0	0	28	0	0	28								
3516+50.00	54	24	31	24	3	3	4	20	0	0	31	0	0	31								
3516+75.00	59	25	33	25	4	4	5	21	0	0	33	0	0	33								
3517+00.00	65	27	37	27	5	5	6	21	0	0	37	0	0	37								
3517+25.00	70	29	41	29	6	6	7	22	0	0	41	0	0	41								
3517+50.00	77	32	45	32	5	5	7	25	0	0	45	0	0	45								
3517+75.00	83	35	48	35	5	5	7	28	0	0	48	0	0	48								
3518+00.00	93	42	52	42	4	4	6	36	0	0	52	0	0	52								
3518+25.00	112	56	55	56	3	3	4	52	0	0	55	0	0	56								
3518+50.00																						
Subtotals:	2,578	992	1,586	992	627	627	818	176	0	0	1,586	49	69	1,520								

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

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

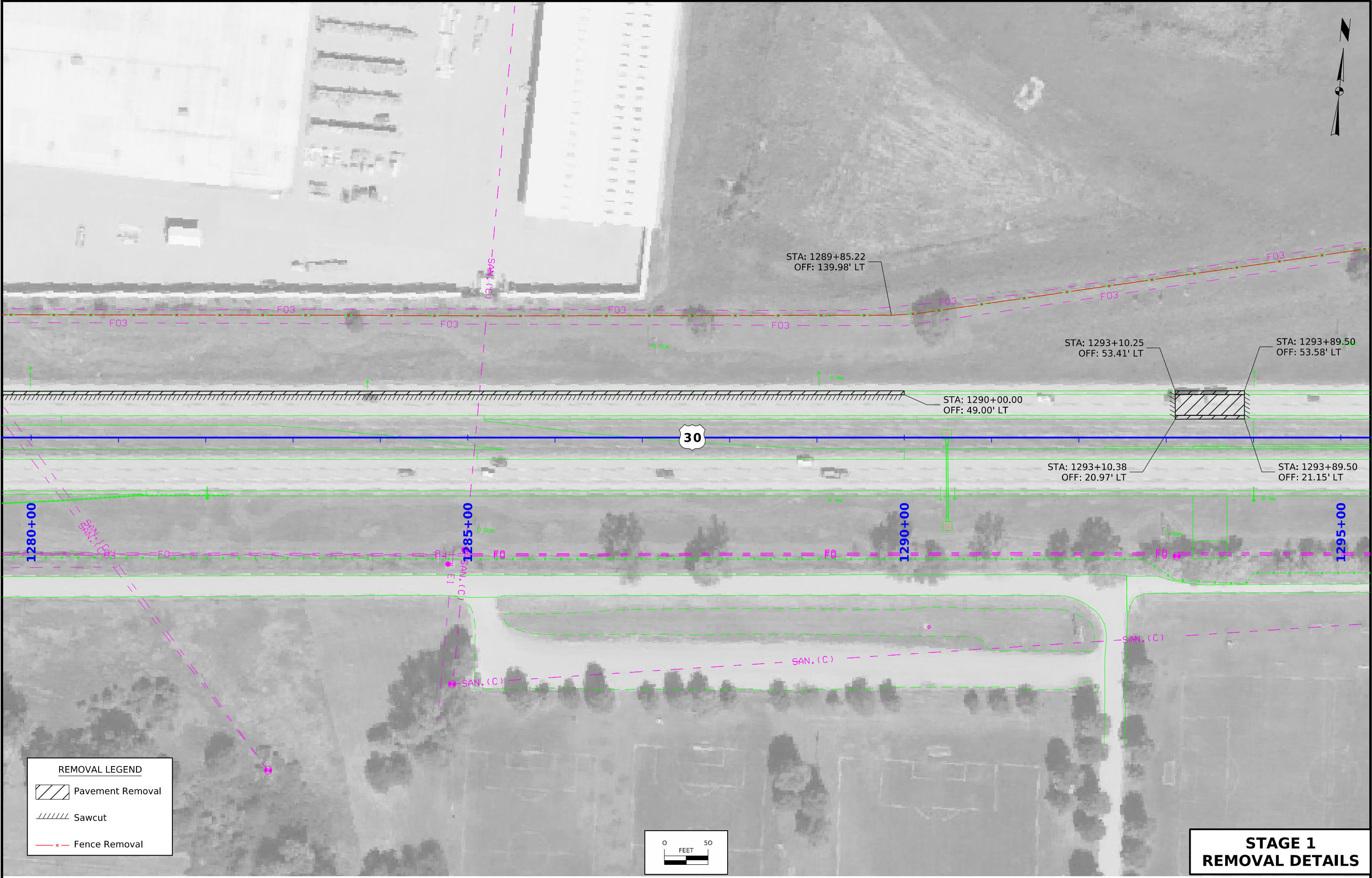
107-28
4-21-15

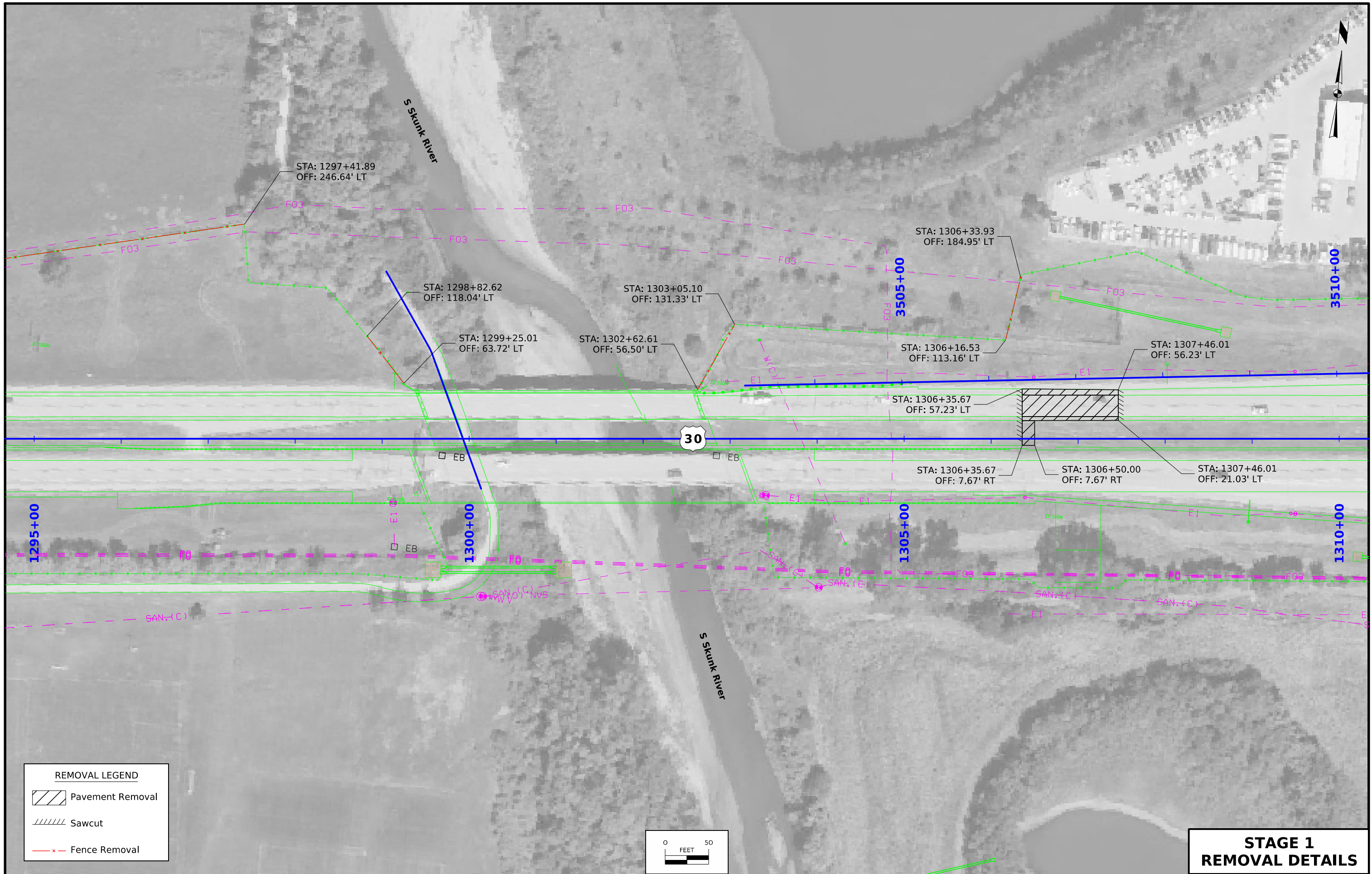
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TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

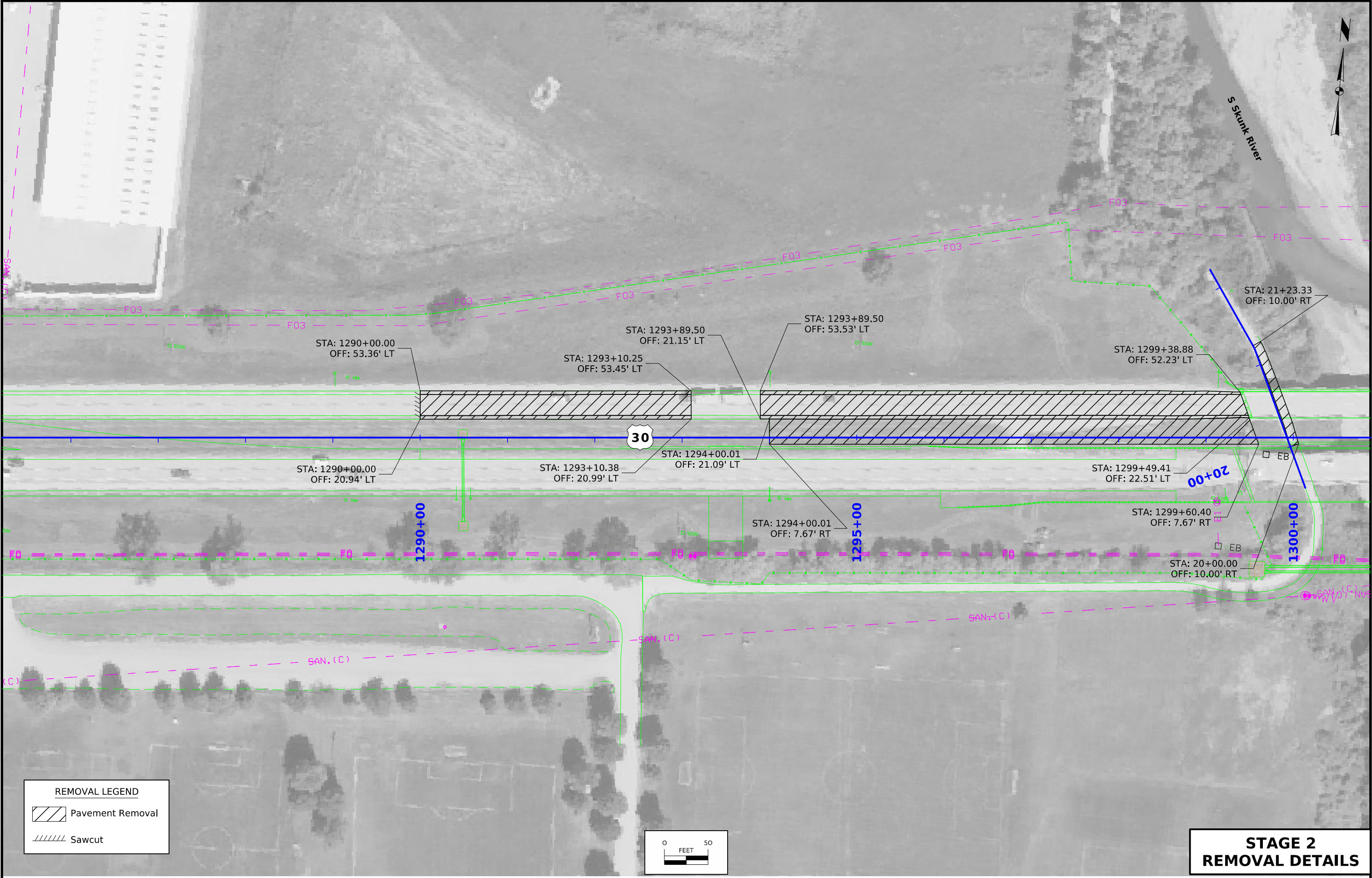
Station	Cut				Fill				Checks (EW-102)		Topsoil											
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	[16]	[17]	[18]	[19]	[20]	[21]	[22]
	Total Cut Unadjusted Volume	Total Class 10 Unadjusted Volume	Topsoil Cut Volume	Total Cut Adjusted	Total Fill Unadjusted Volume	Total Fill 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								
Summary:																						
Stage 1 US30WB1	2,378	1,736	643	1,736	93	93	125	1,615	0	0	643	476	667	-22								
DUFFRAMPA	2,204	857	1,348	857	411	411	536	322	0	0	1,348	644	902	448								
Stage 1 Subtotals:	4,582	2,593	1,991	2,593	504	504	661	1,937	0	0	1,991	1,120	1,569	426								
Stage 2 US30WB2	9,869	8,169	1,700	8,169	2,117	2,117	2,758	5,415	0	0	1,700	2,234	3,128	-1,424								
DAYTONRAMPC	4,610	2,232	2,379	2,232	661	661	864	1,371	0	0	2,379	463	648	1,735								
Stage 2 Subtotals:	14,479	10,401	4,079	10,401	2,778	2,778	3,622	6,786	0	0	4,079	2,697	3,776	311								
Stage 3 US30WB3	861	861	0	861	169	169	220	642	0	0	0	331	464	-464								
Stage 3 Subtotals:	861	861	0	861	169	169	220	642	0	0	0	331	464	-464								
Project Totals:	19,922	13,855	6,070	13,855	3,451	3,451	4,503	9,365	0	0	6,070	4,148	5,809	273								
BID ITEMS:																						
	EXCAVATION, CLASS 10, ROADWAY & BORROW: [7]				EXCAVATION, CLASS 10, WASTE: [8]																	
		Stage 1: 661 CY									Stage 1: 1,937 CY											
		Stage 2: 3,622 CY									Stage 2: 6,786 CY											
		Stage 3: 220 CY									Stage 3: 642 CY											
		TOTAL: 4,503 CY									TOTAL: 9,365 CY											
	TOPSOIL, STRIP, SALVAGE, & SPREAD: [11]				COMPACTION WITH MOISTURE CONTROL: [6]																	
		Stage 1: 1,991 CY									Stage 1: 504 CY											
		Stage 2: 4,079 CY									Stage 2: 2,778 CY											
		Stage 3: 0 CY									Stage 3: 169 CY											
		TOTAL: 6,070 CY									TOTAL: 3,451 CY											

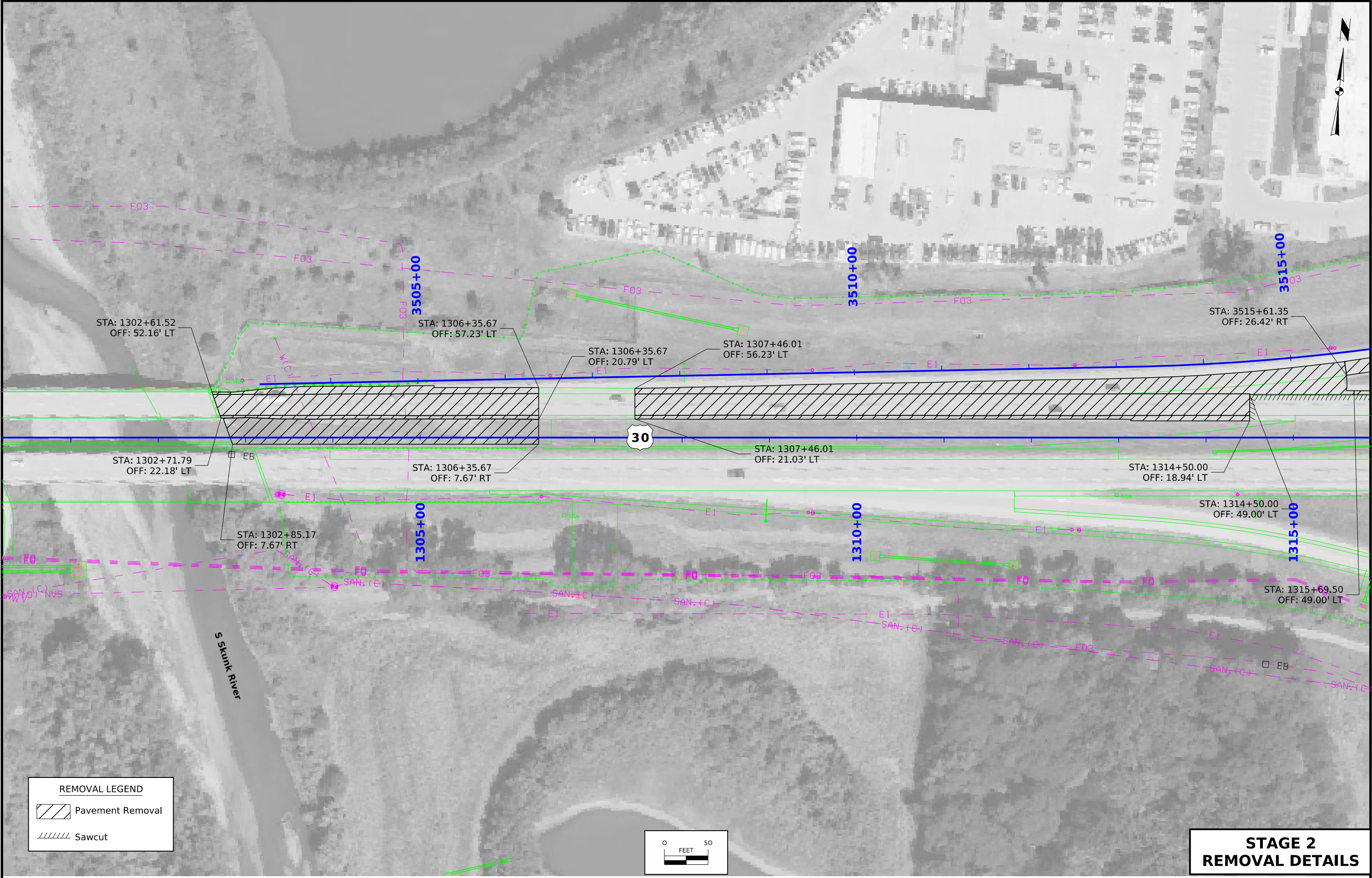


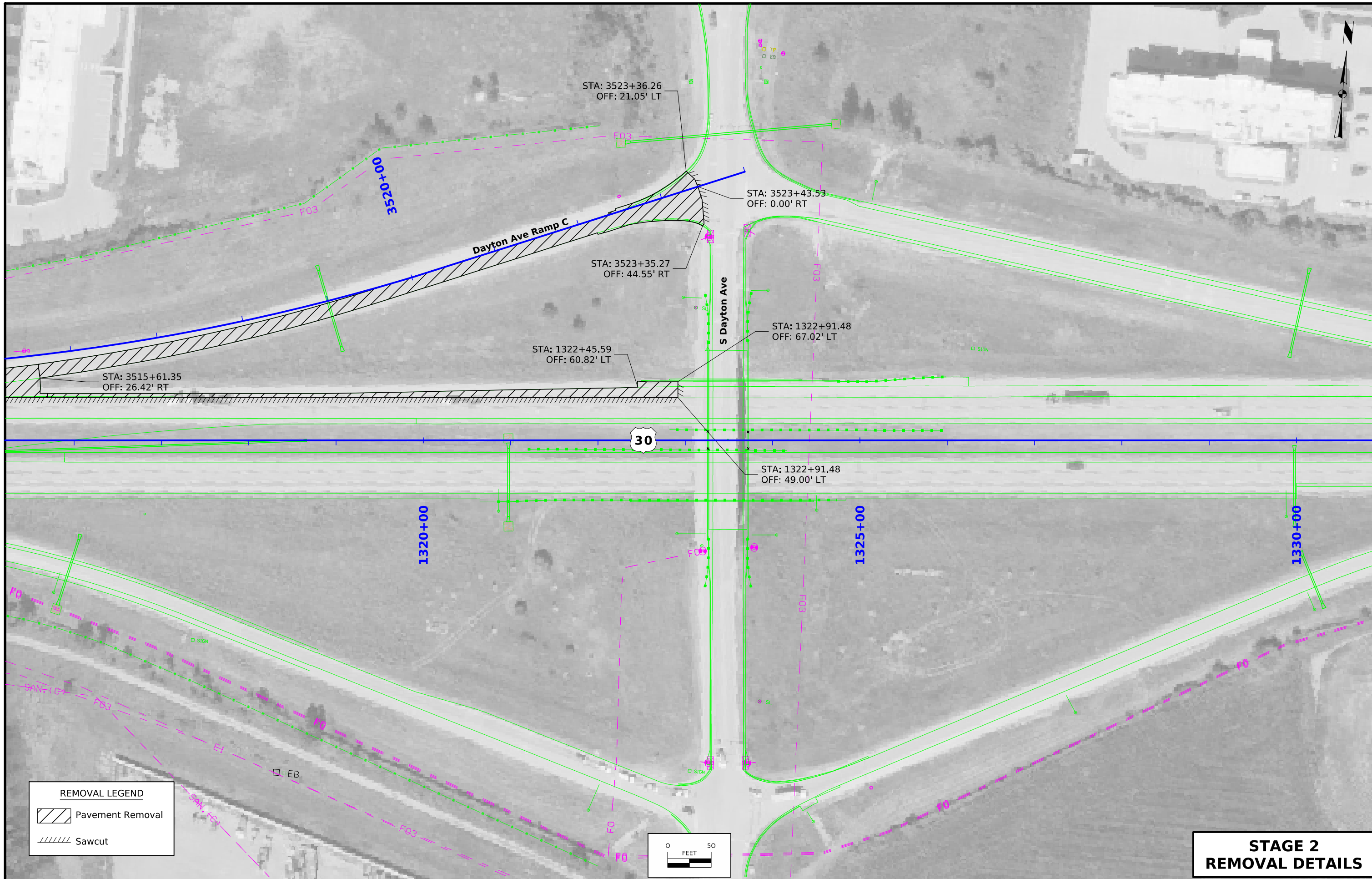




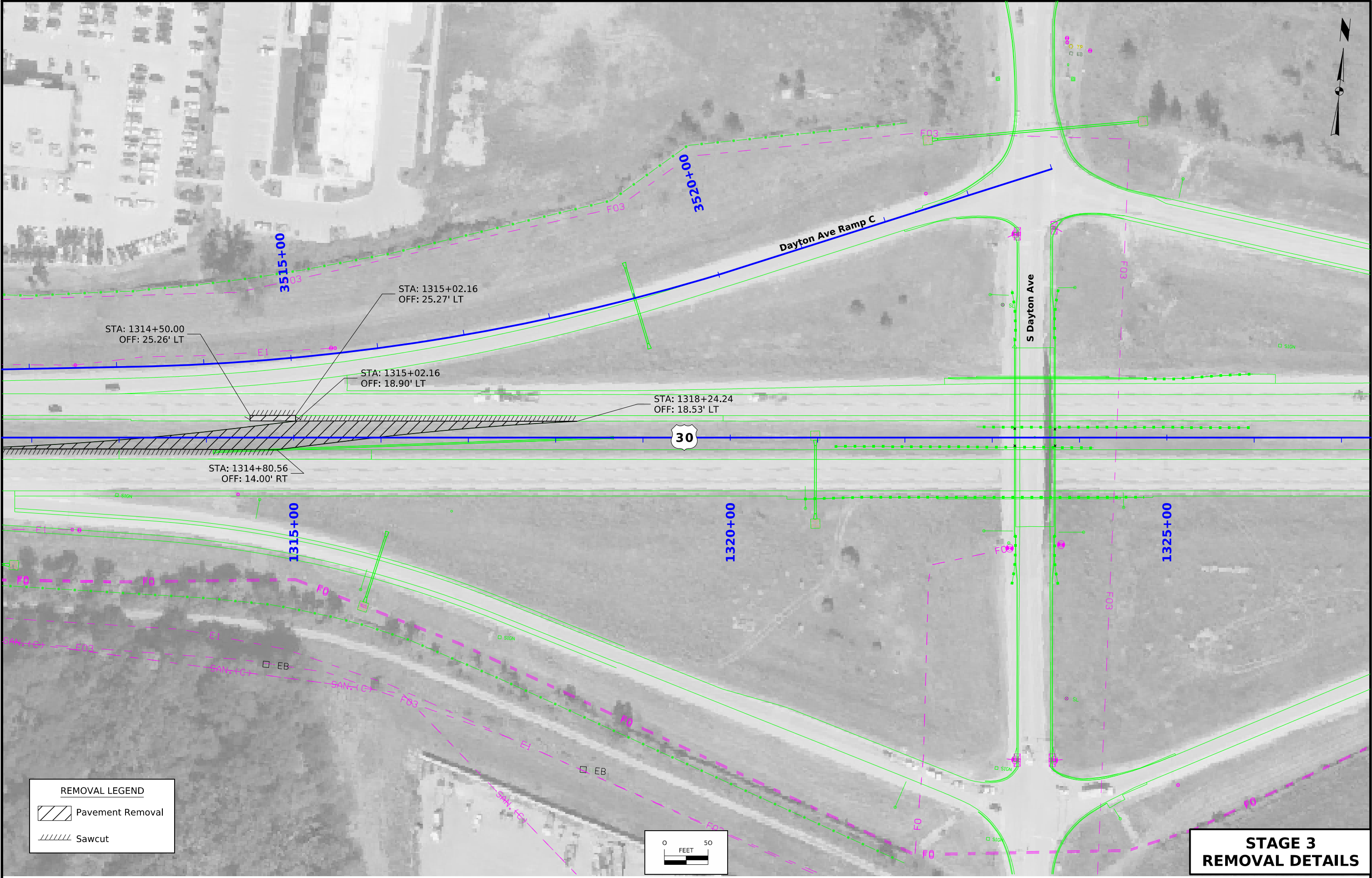
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STA: 1270+53.61
OFF: 292.43' LT

STA: 1272+79.79
OFF: 258.11' LT

STA: 1278+99.90
OFF: 139.00' LT

Duff Ave Ramp A

1265+00

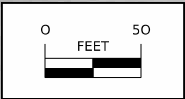
1270+00

1275+00

1280+00

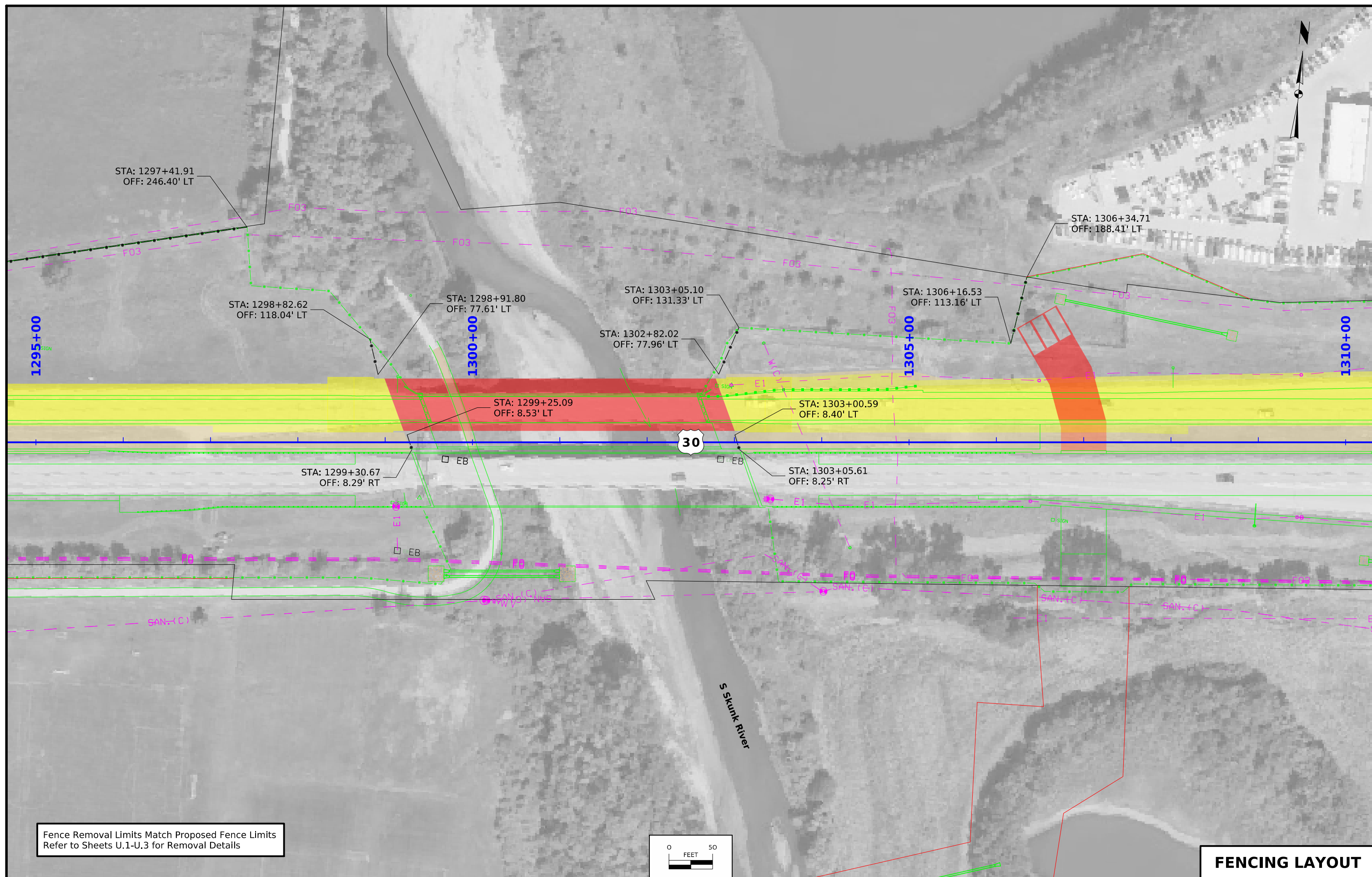
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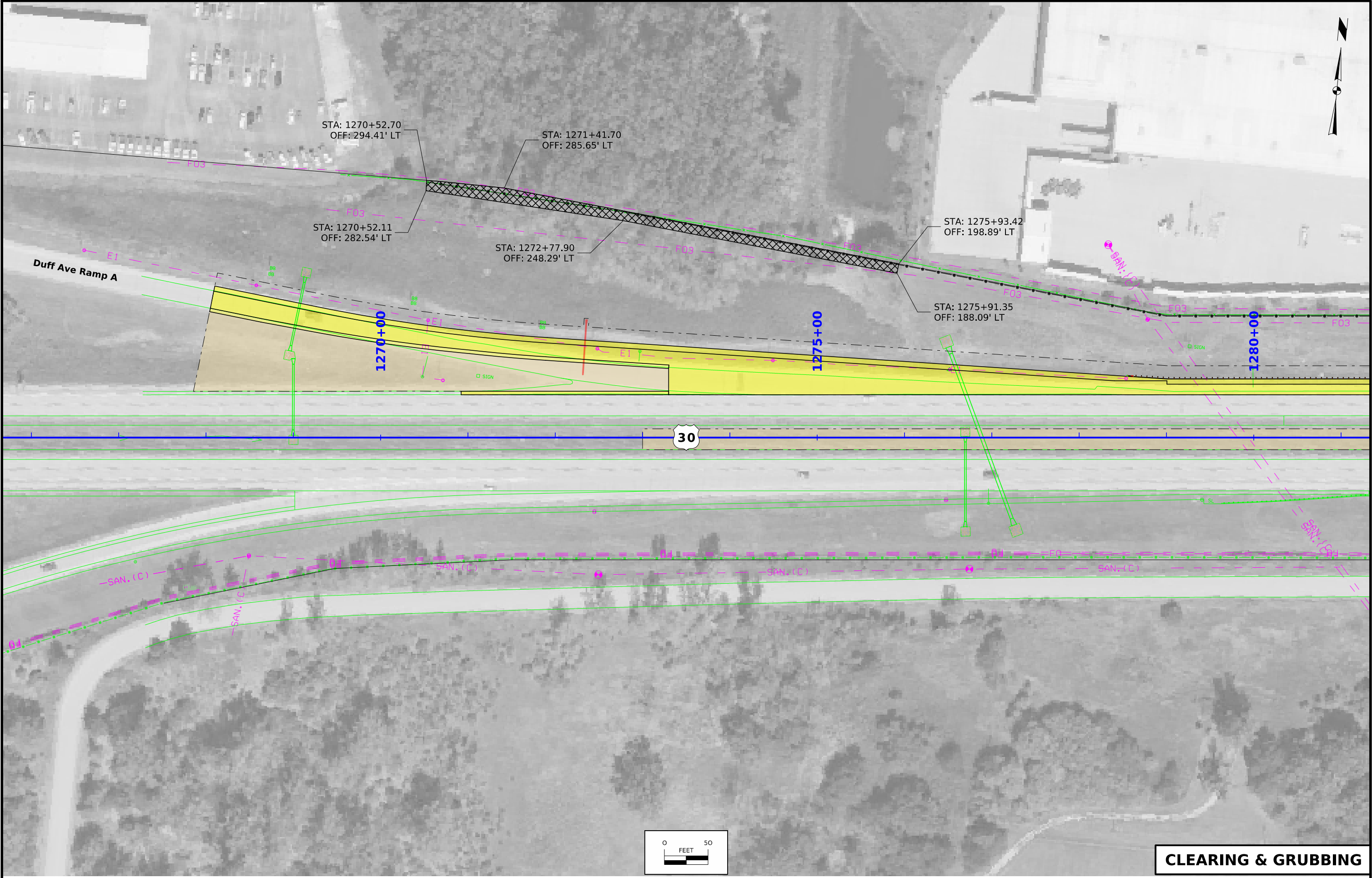
Fence Removal Limits Match Proposed Fence Limits
Refer to Sheets U.1-U.3 for Removal Details



FENCING LAYOUT



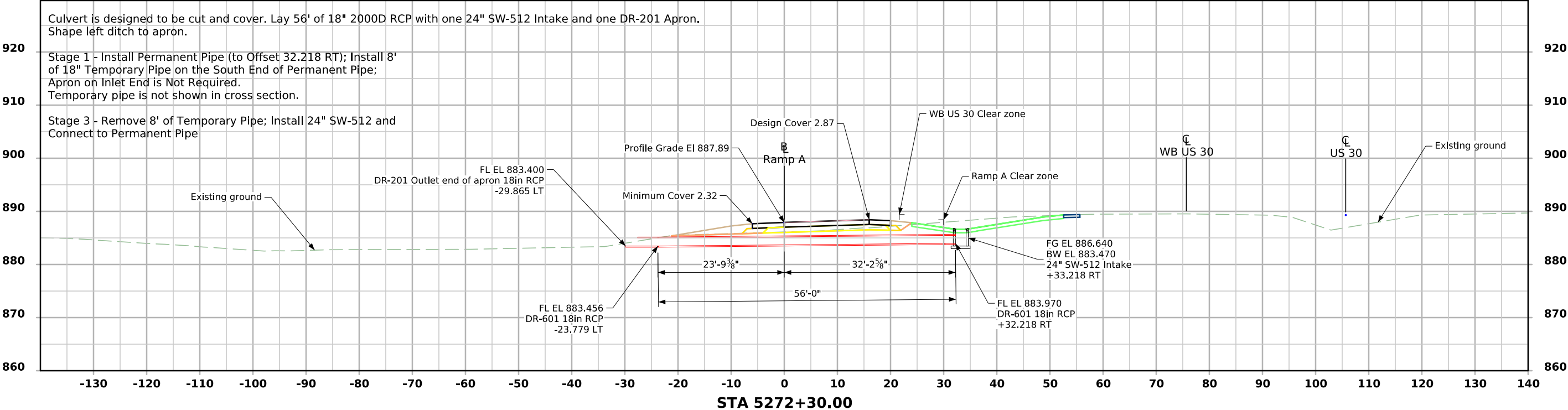




CLEARING & GRUBBING

FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	STORY COUNTY	PROJECT NUMBER NHSX-030-5(310)--3H-85	SHEET NUMBER U.13
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Duff Ave Ramp A



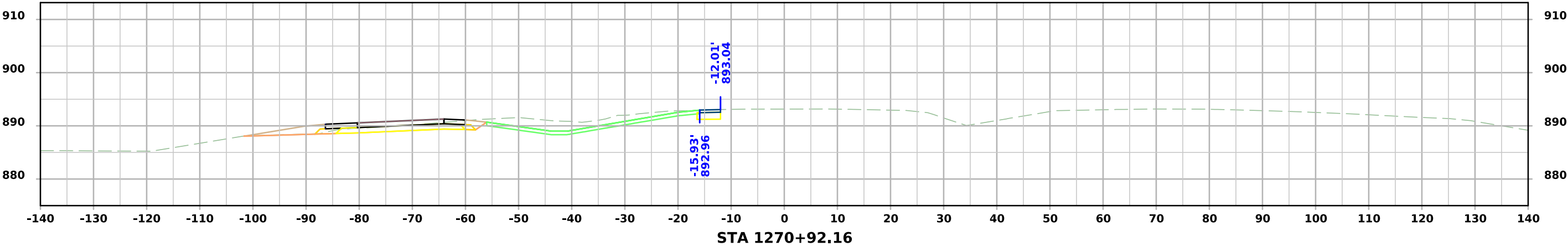
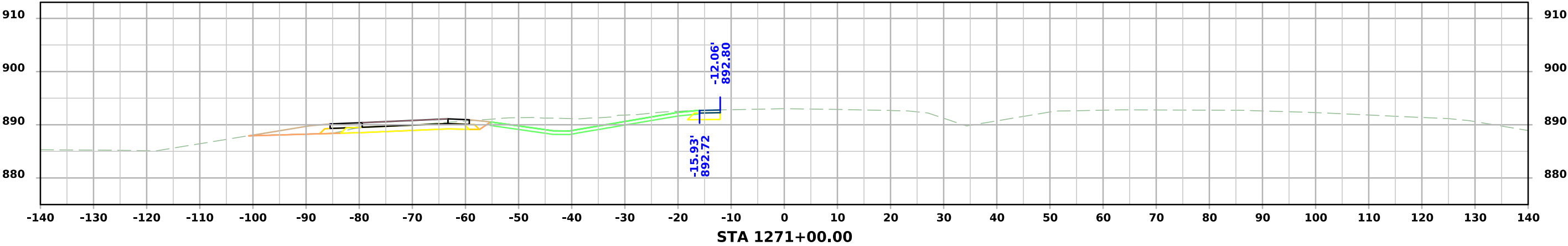
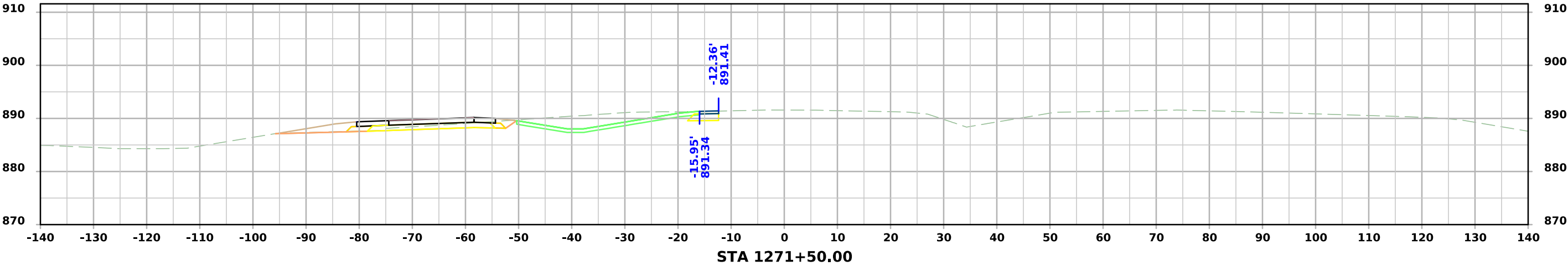
CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Grading	
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	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		

CROSS SECTIONS

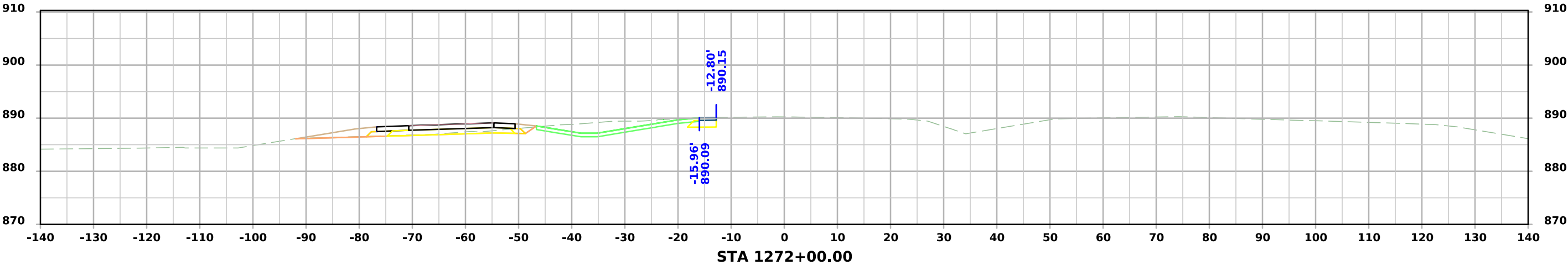
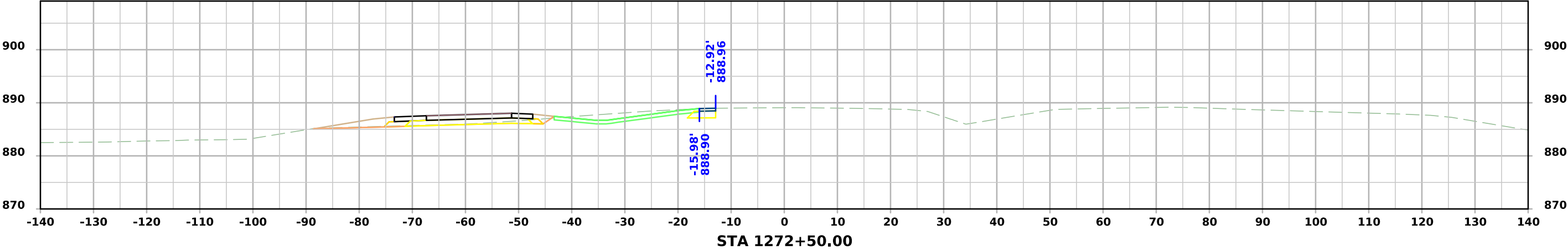
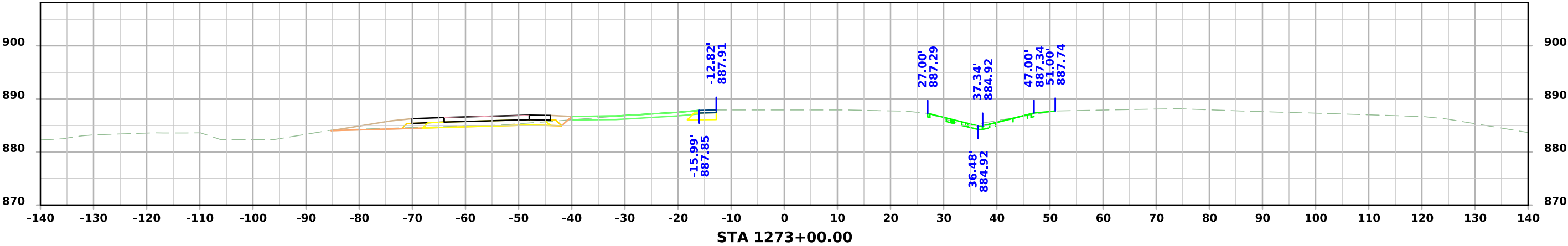
LEGEND AND INFORMATION SHEET

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

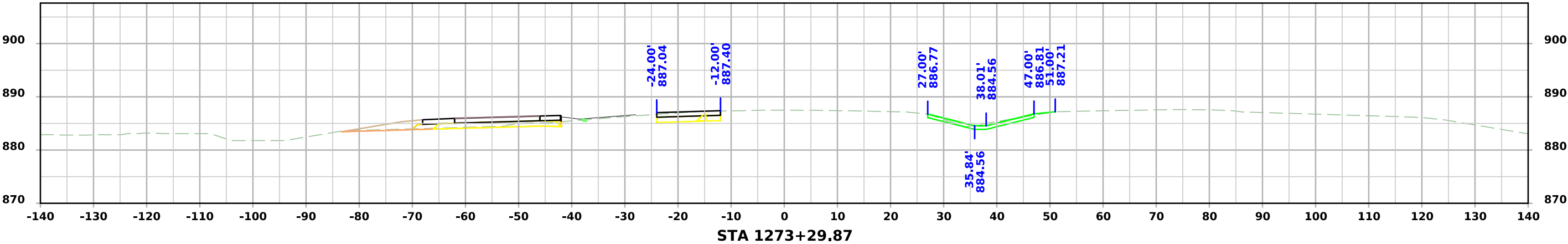
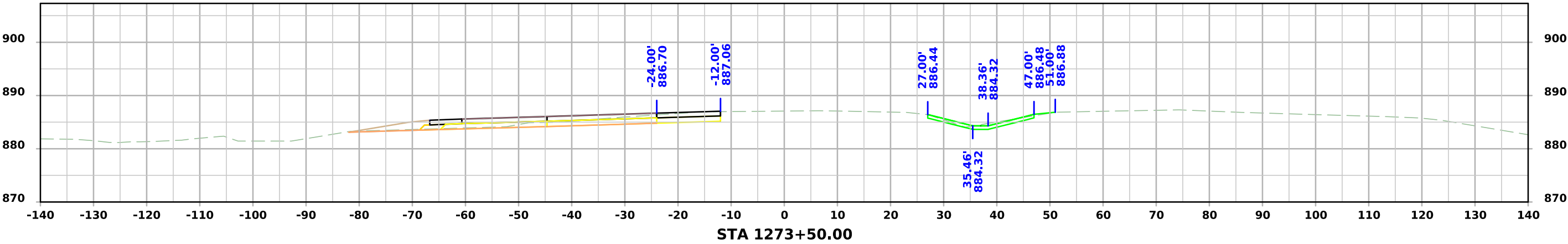
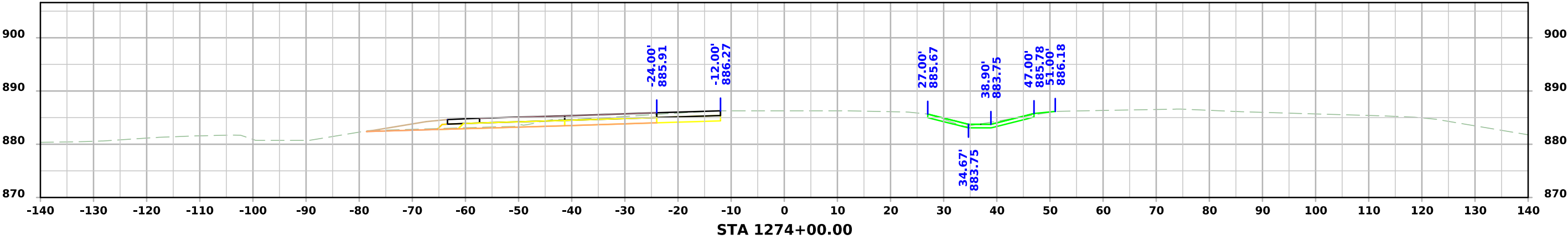
US 30 WB



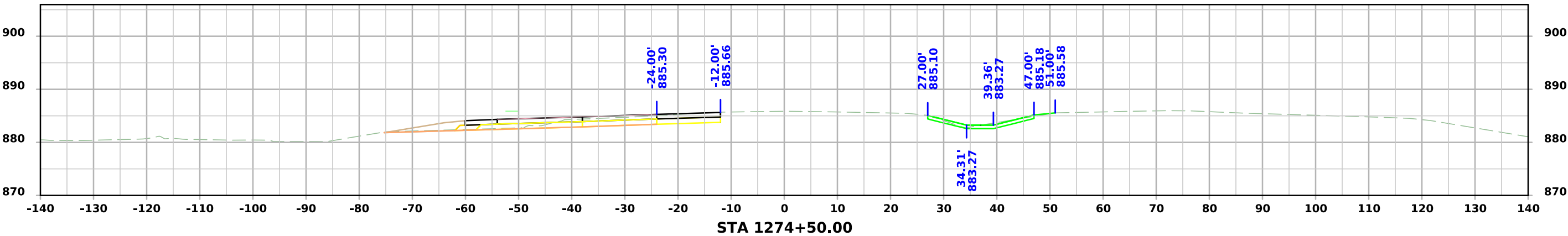
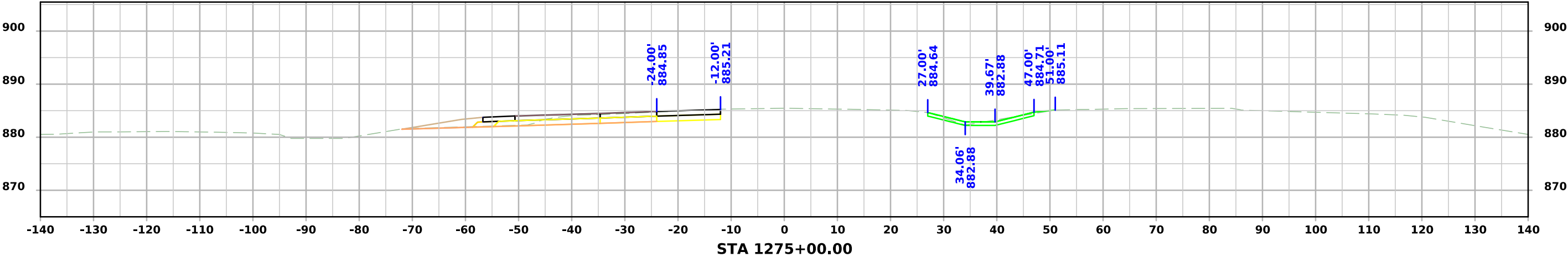
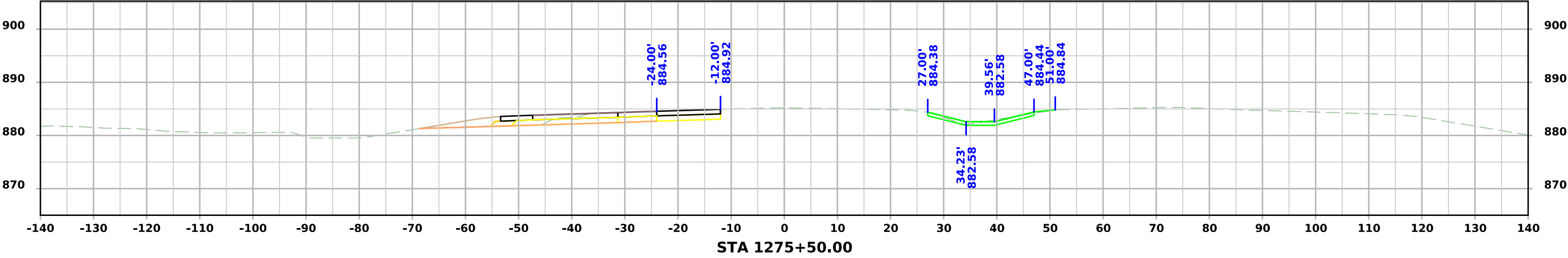
US 30 WB



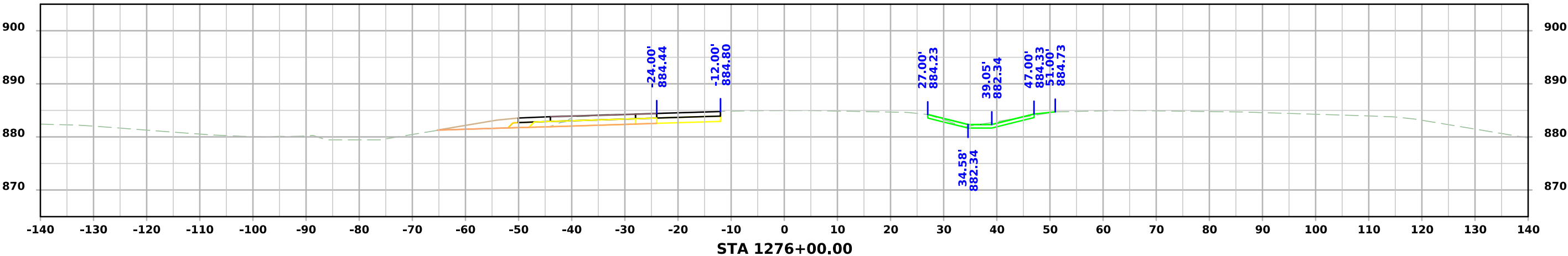
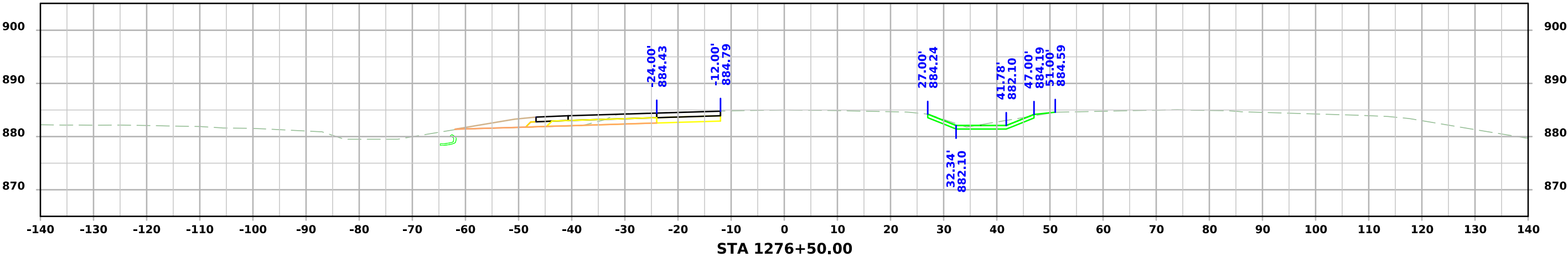
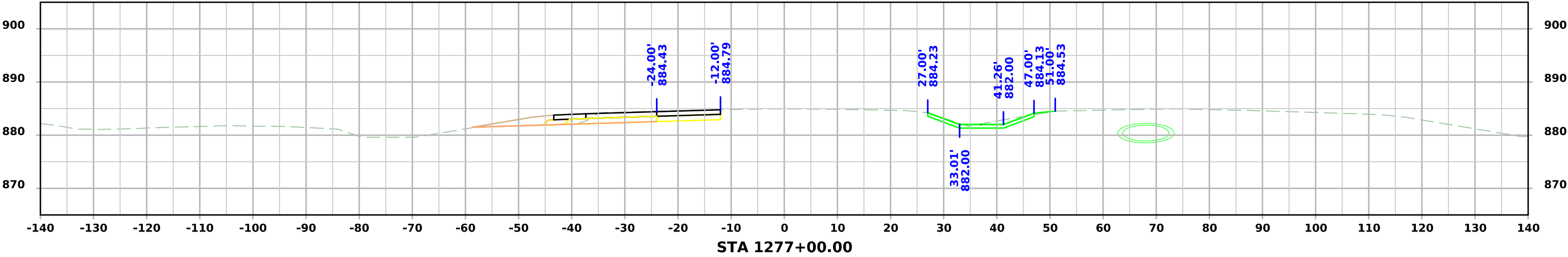
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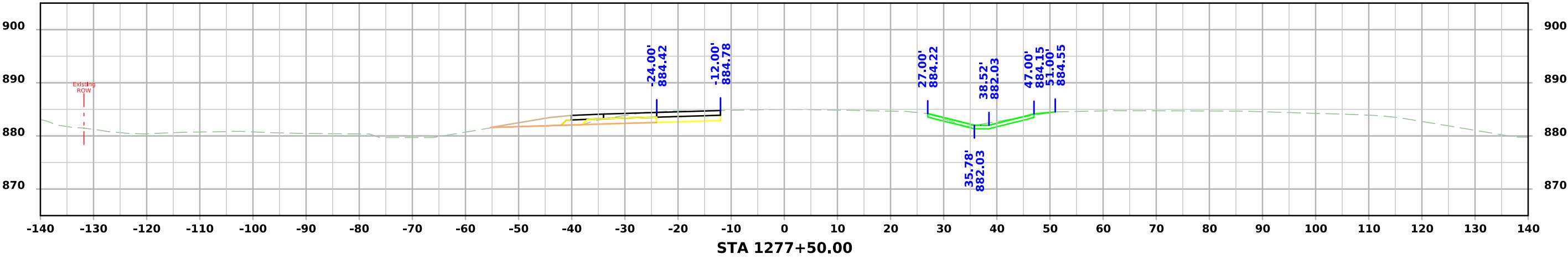
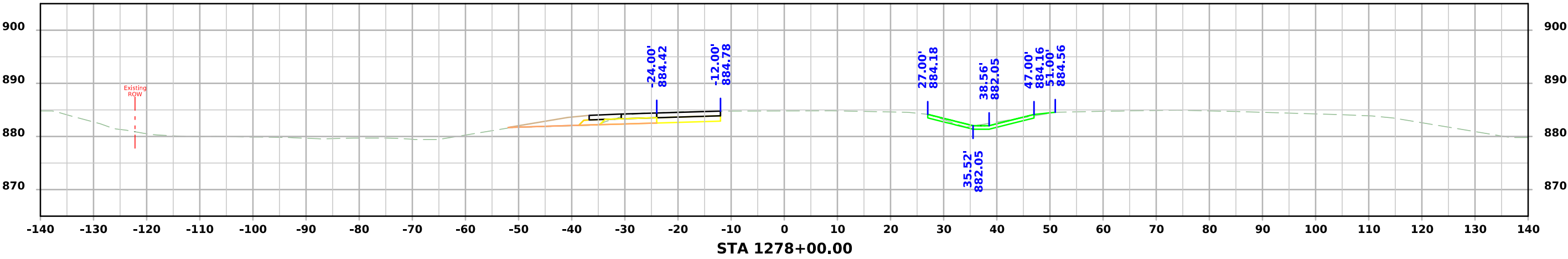
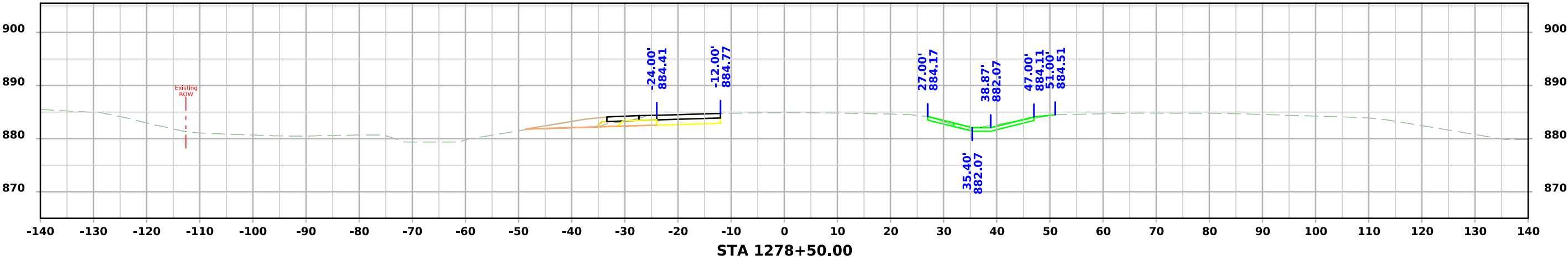
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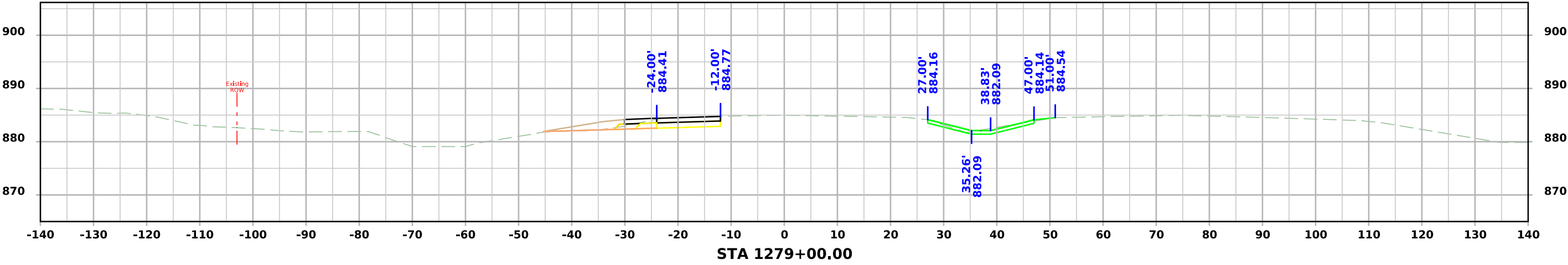
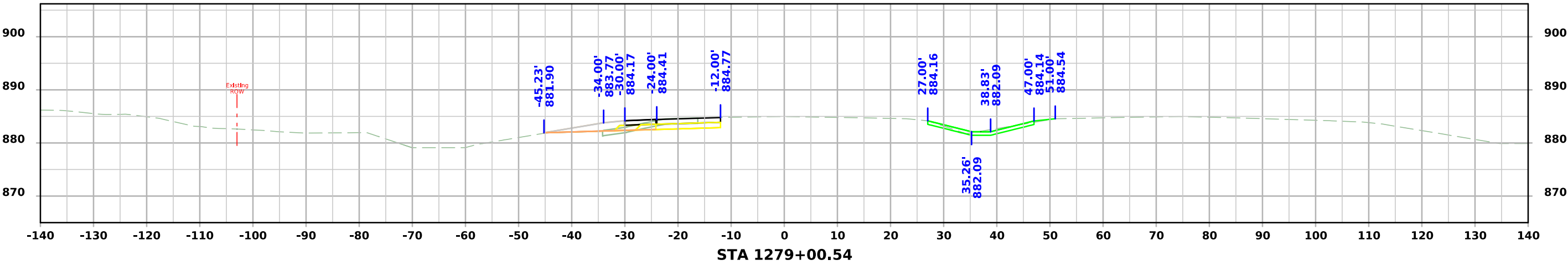
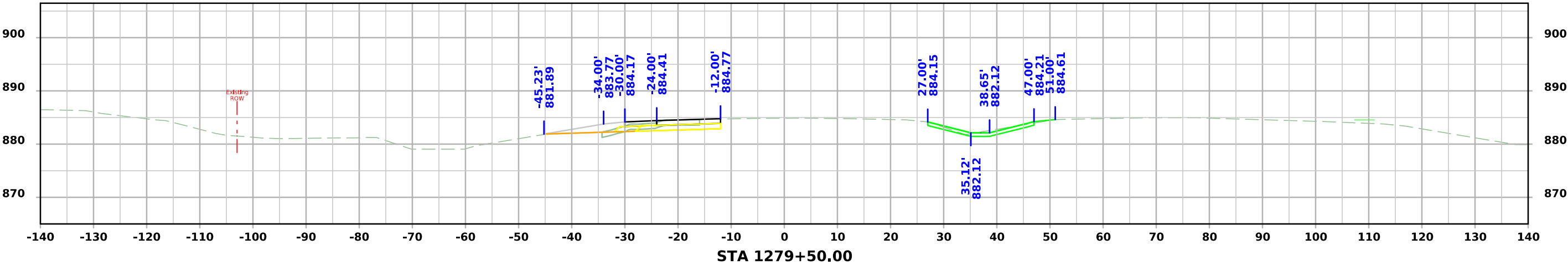
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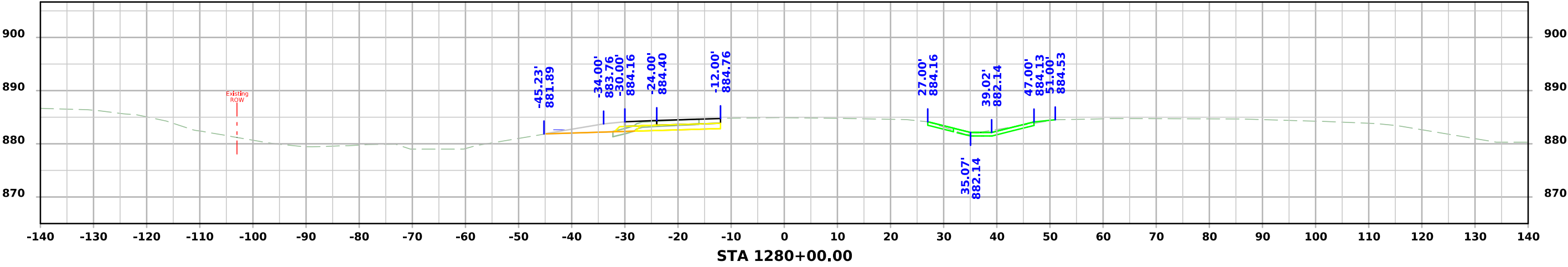
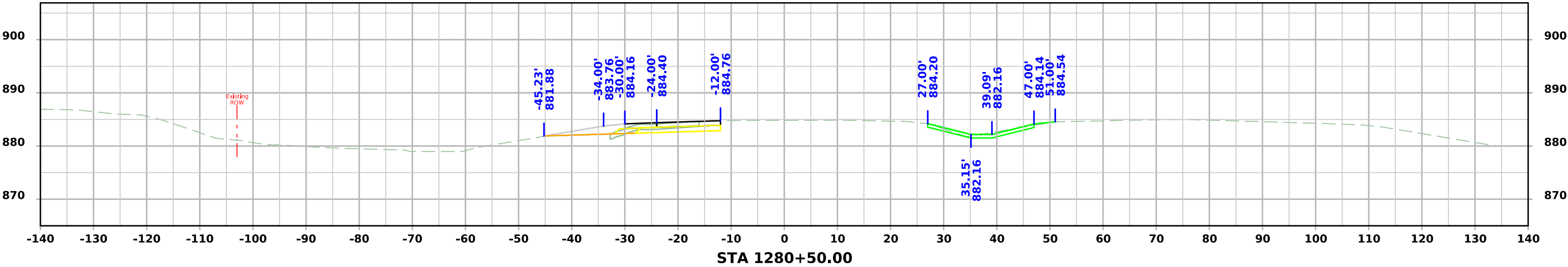
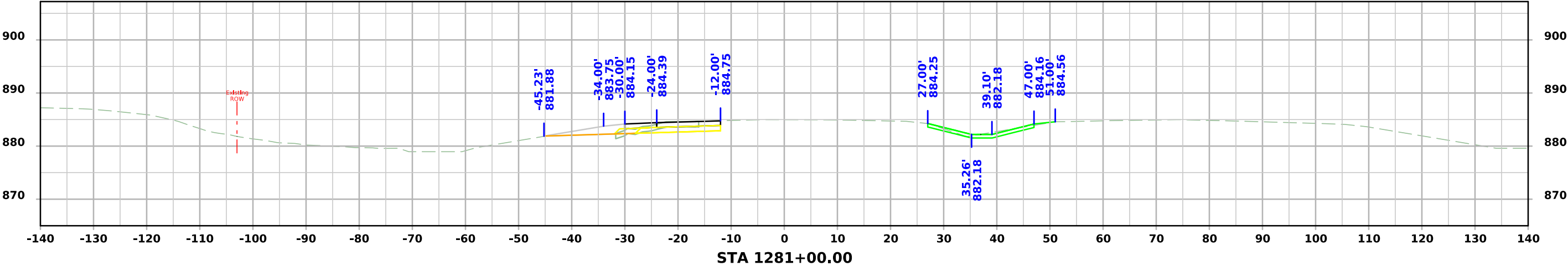
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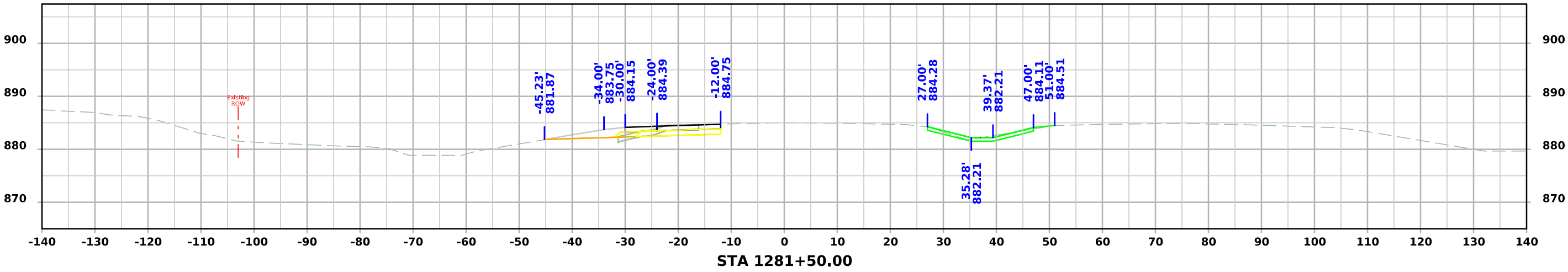
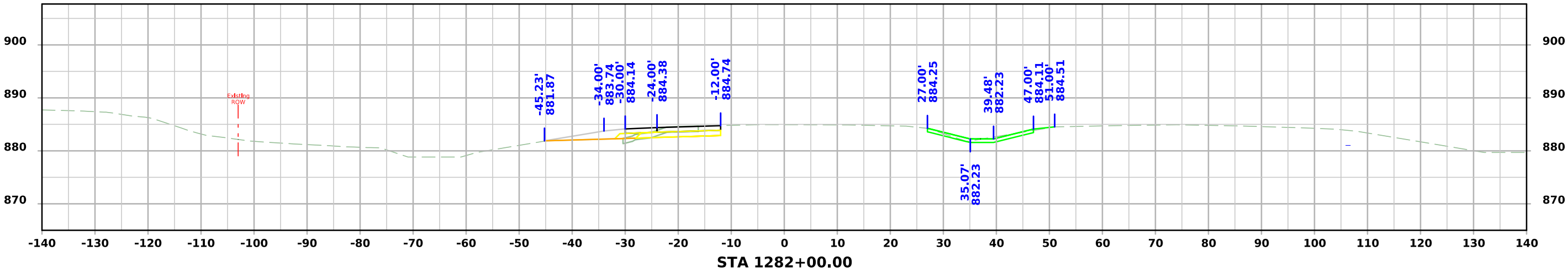
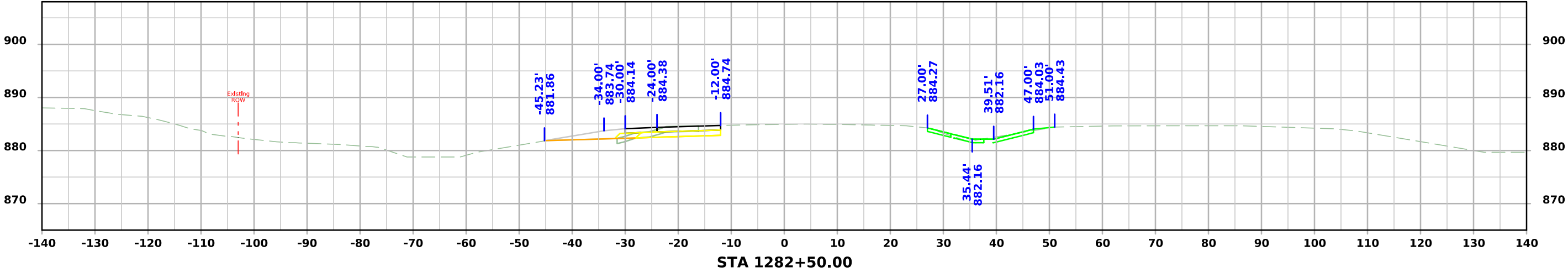
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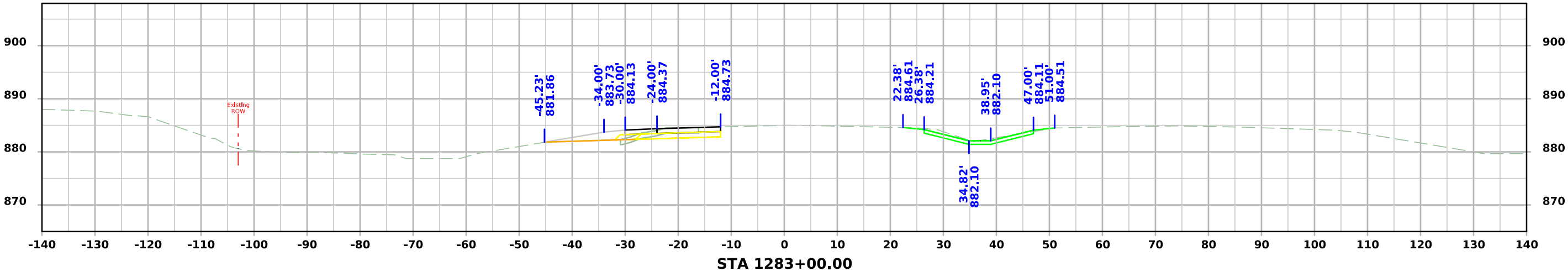
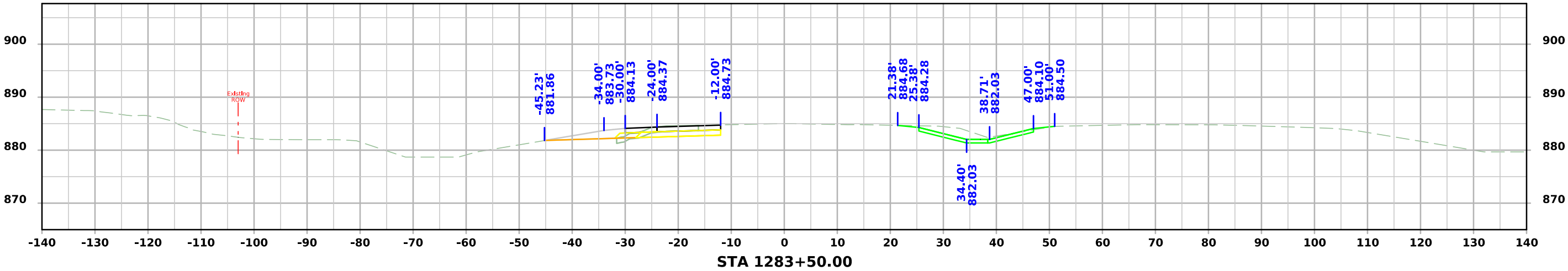
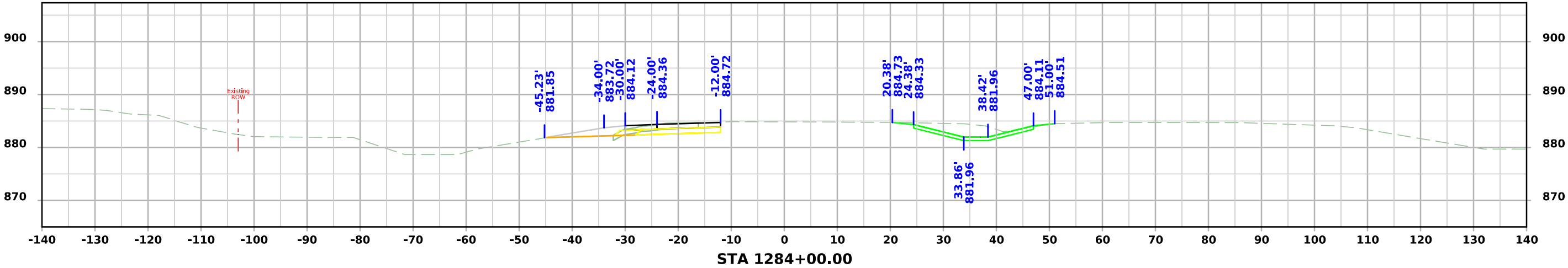
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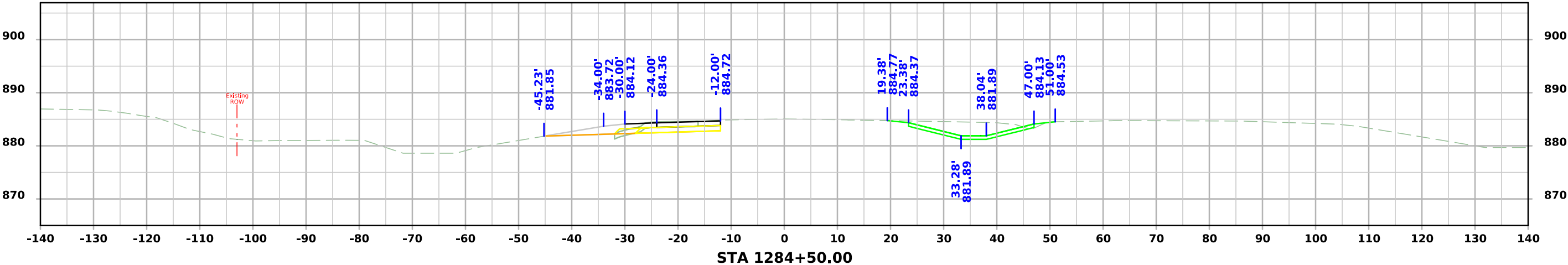
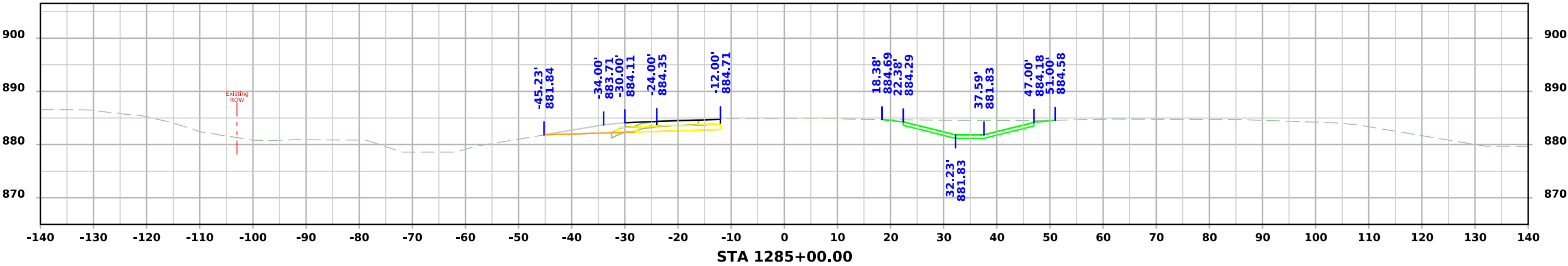
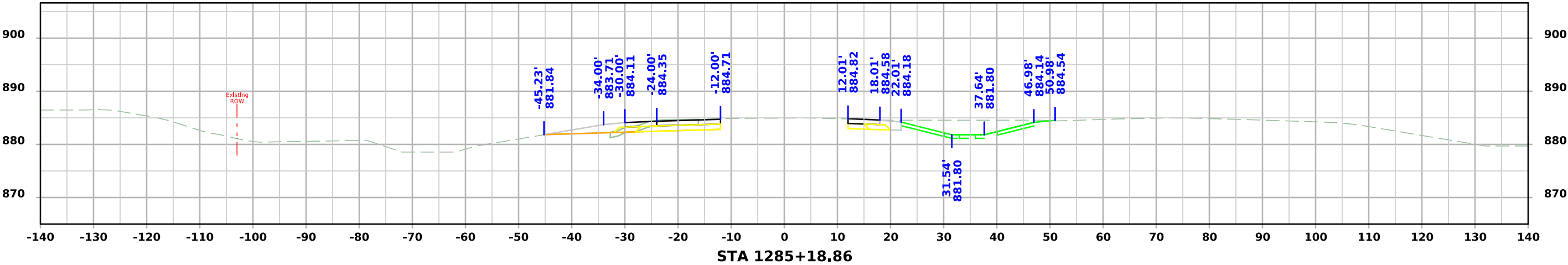
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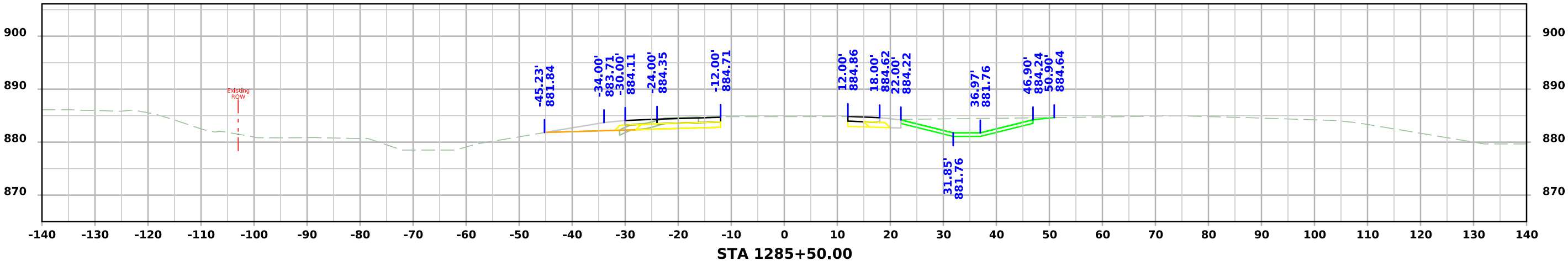
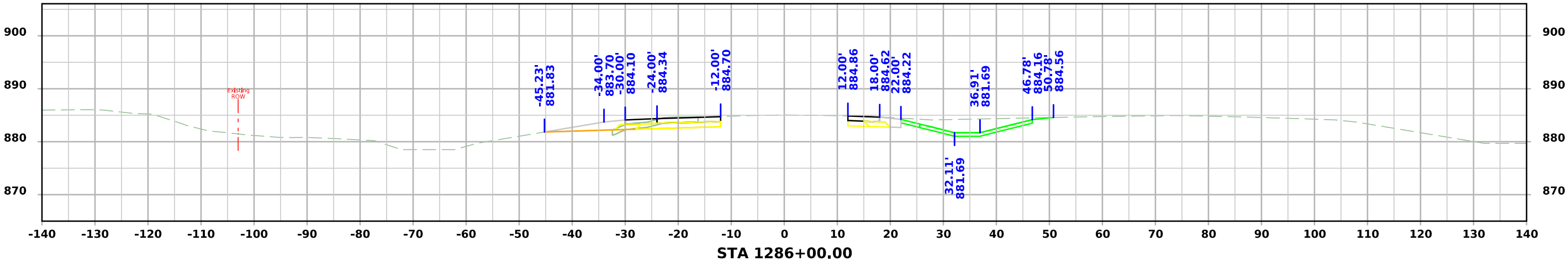
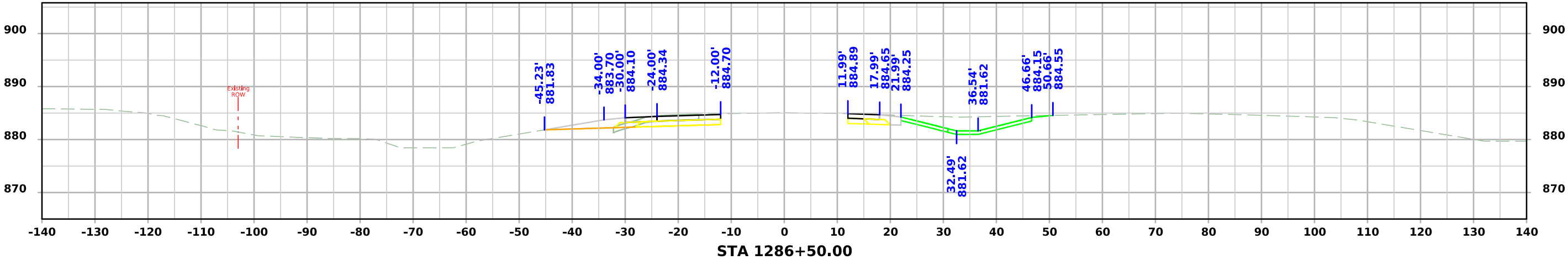
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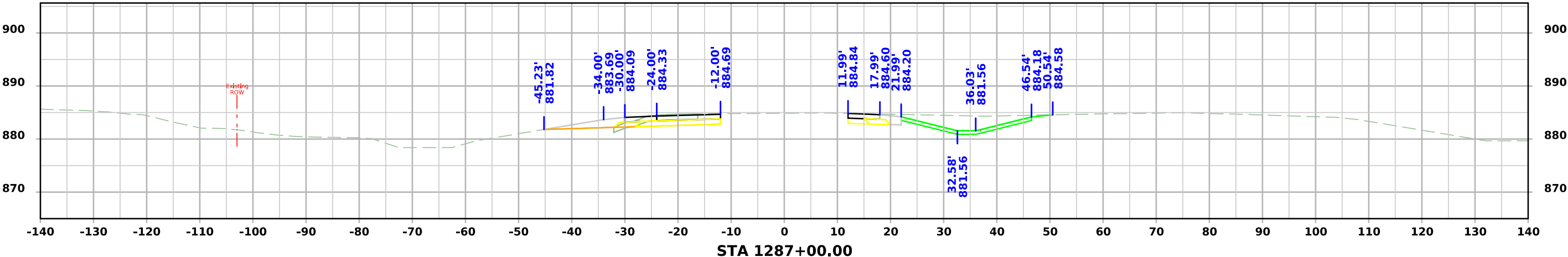
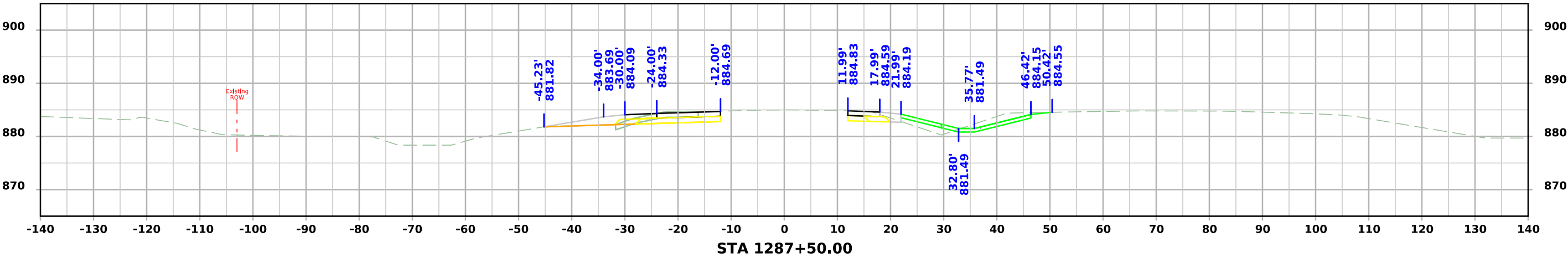
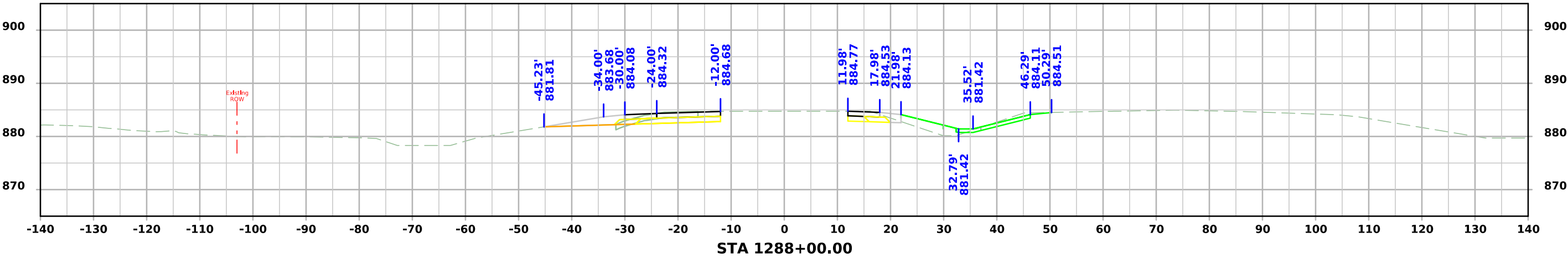
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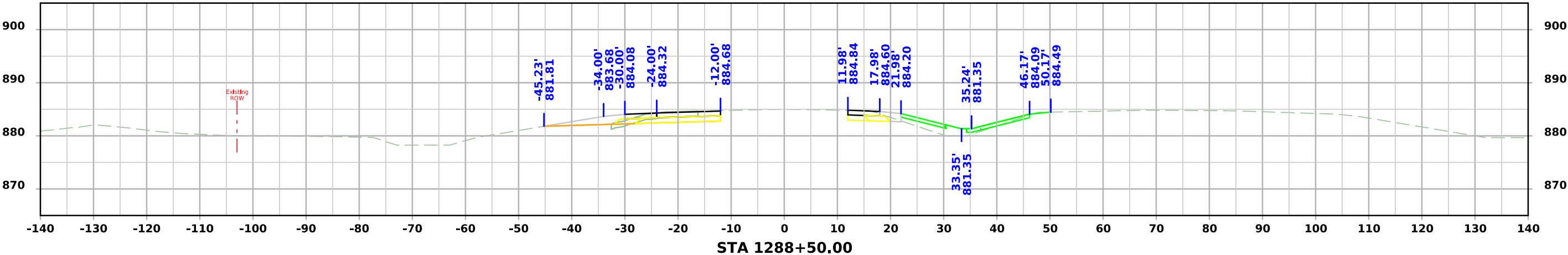
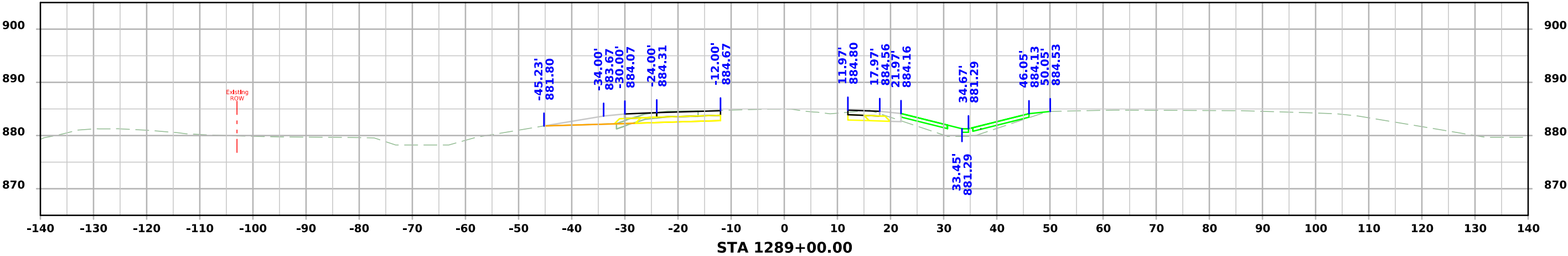
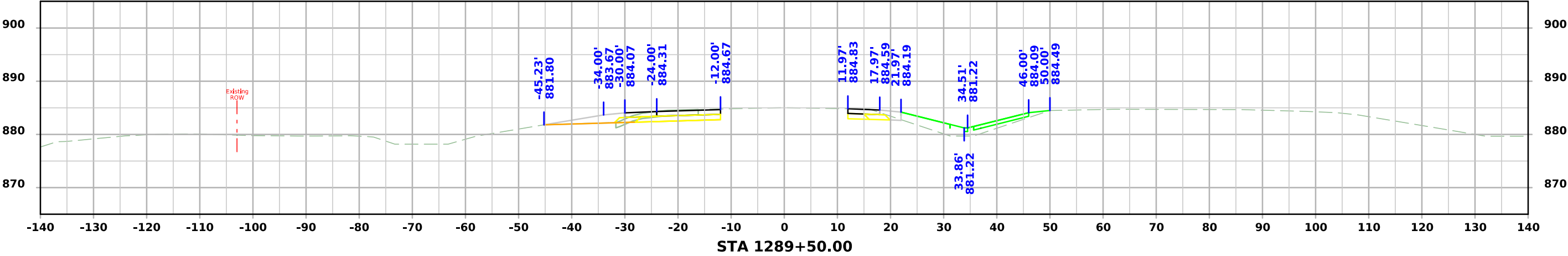
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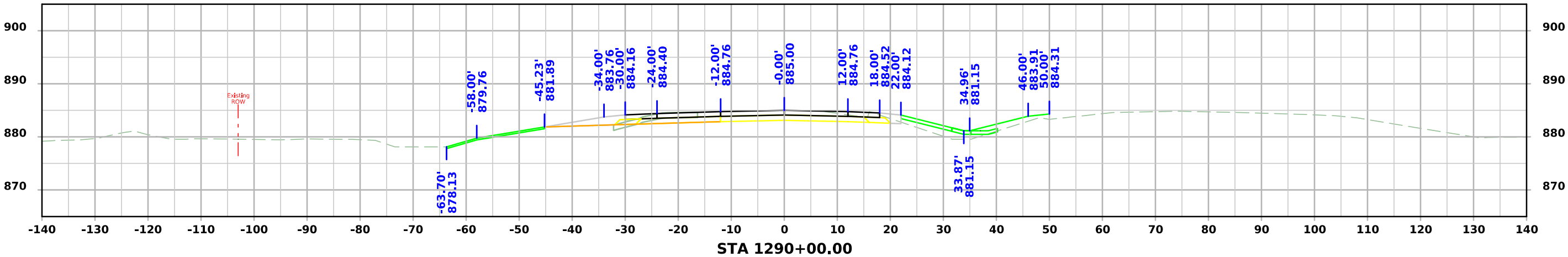
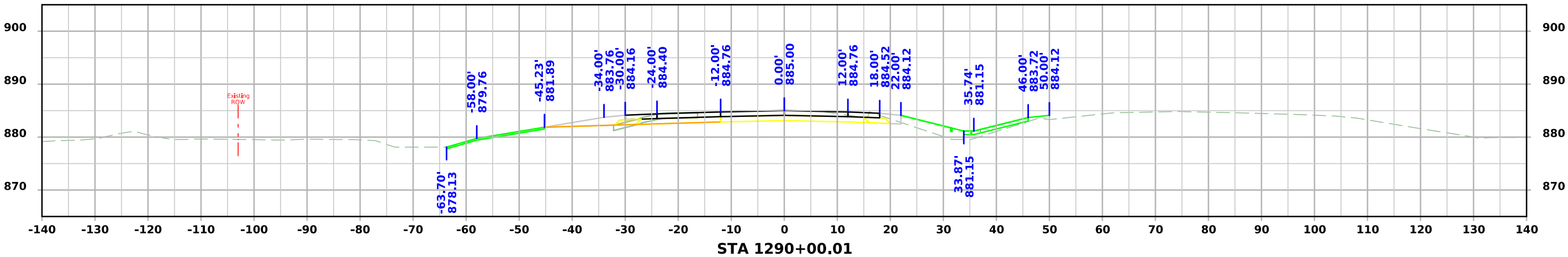
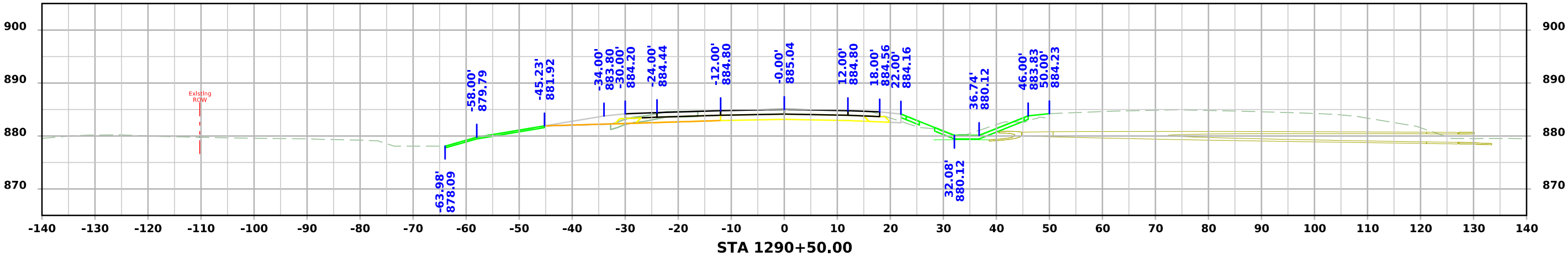
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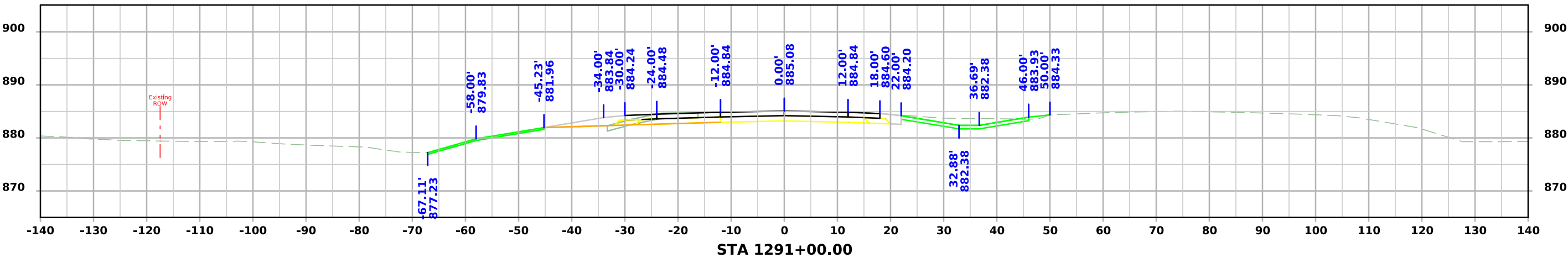
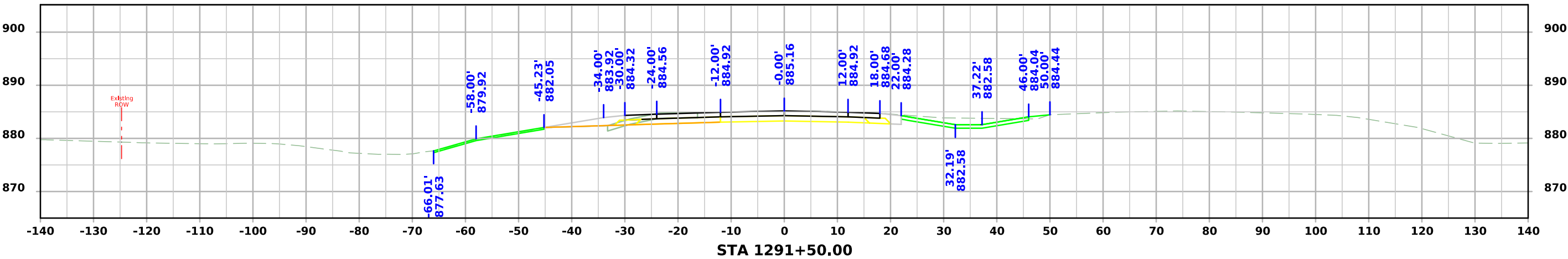
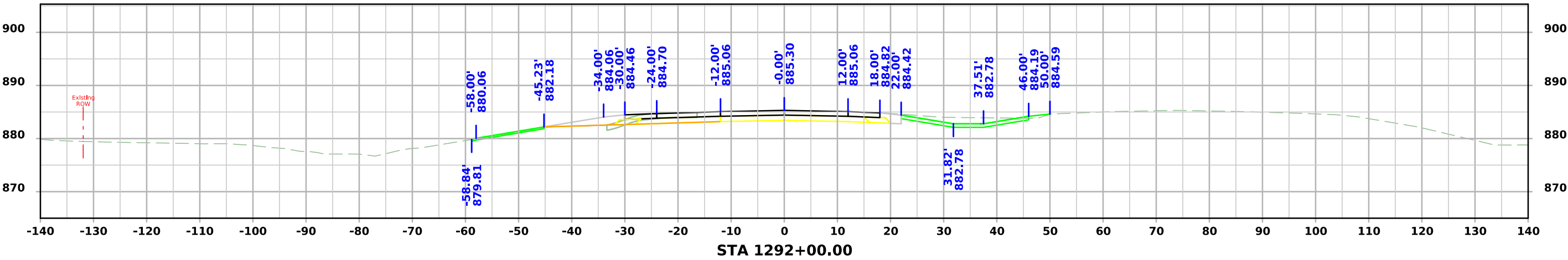
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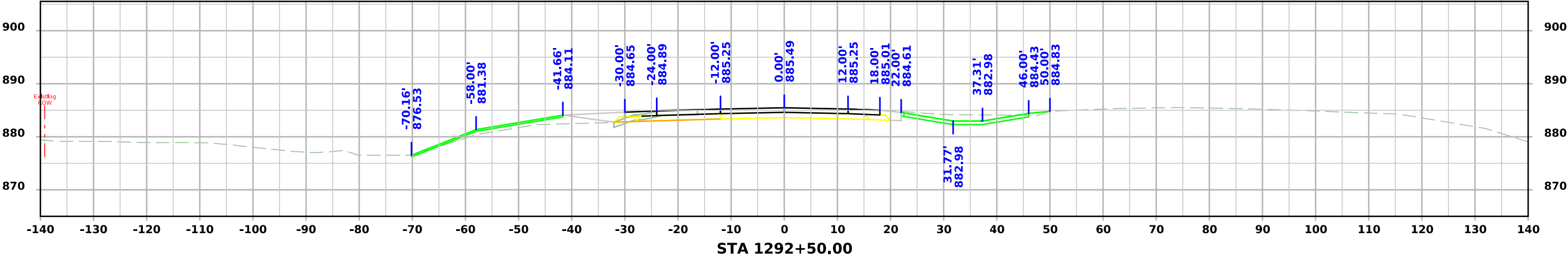
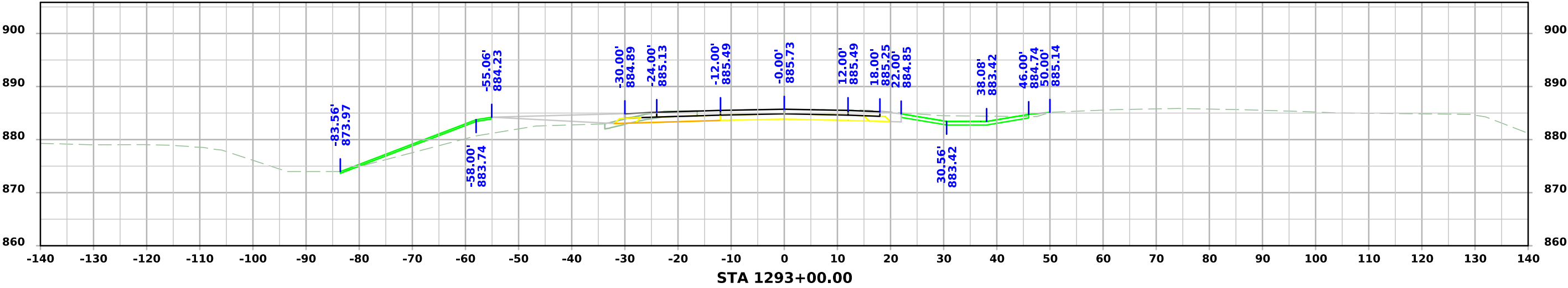
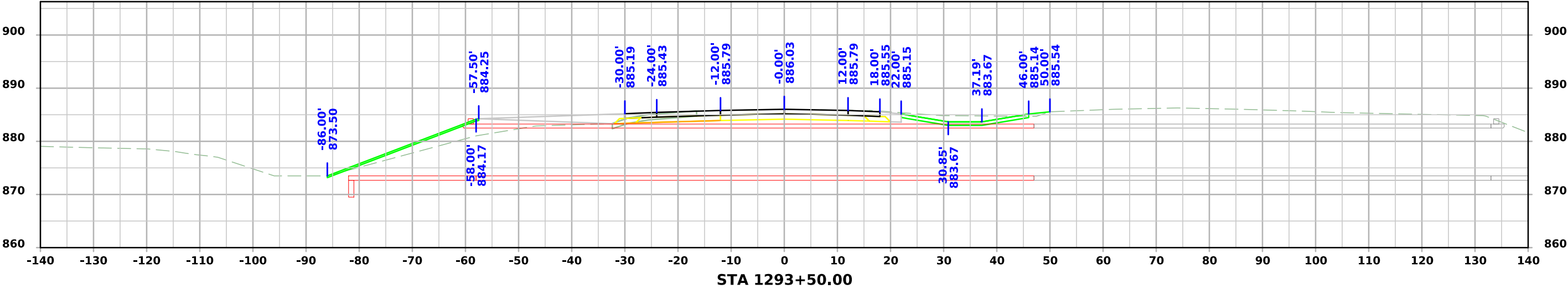
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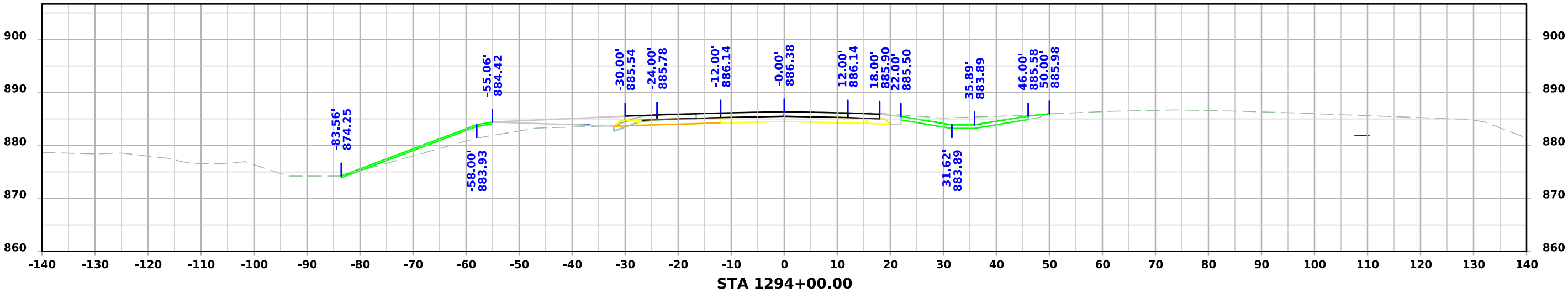
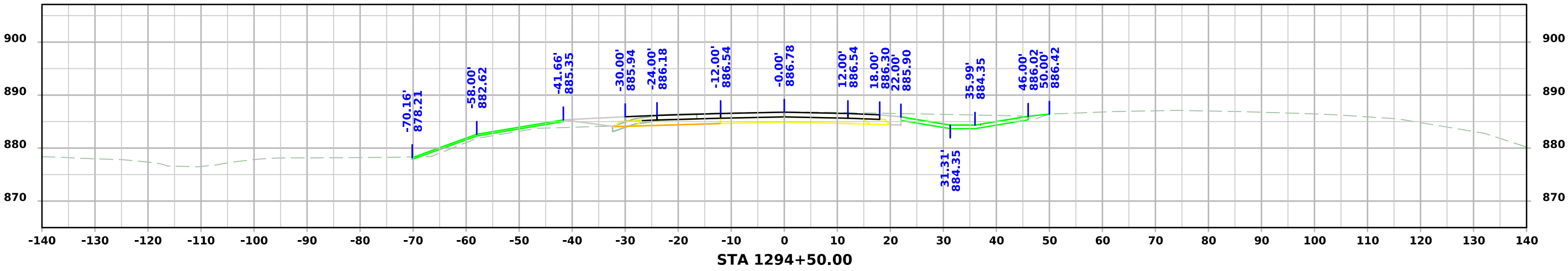
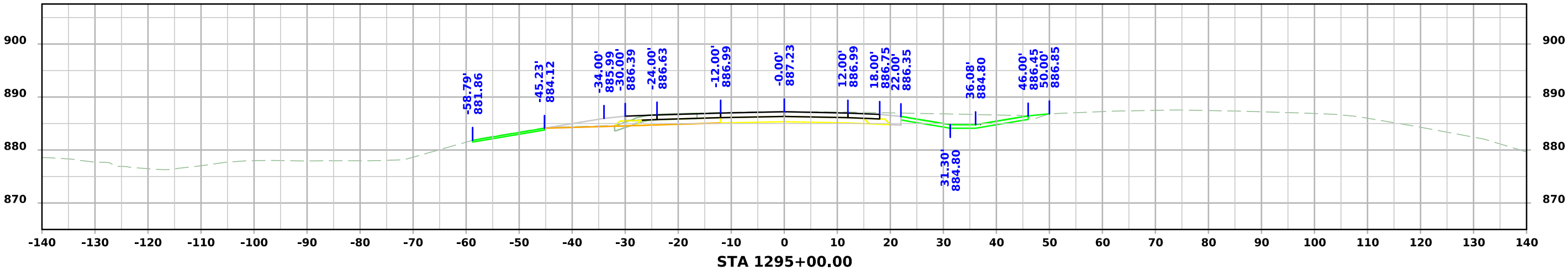
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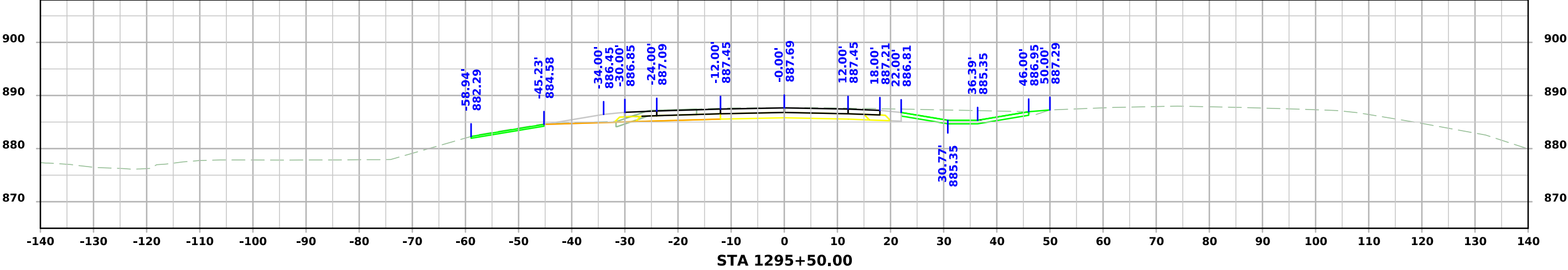
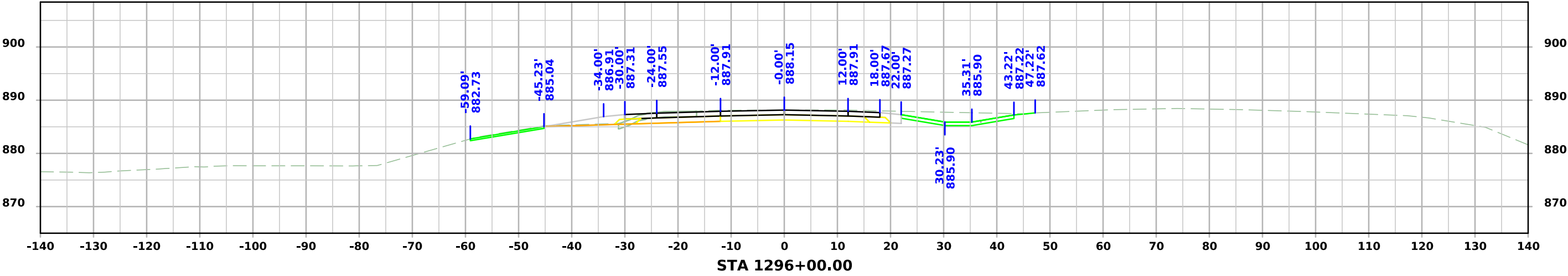
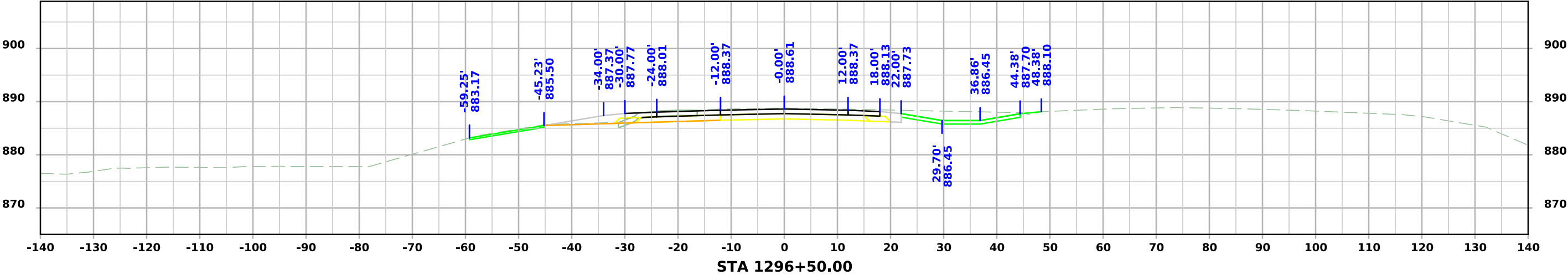
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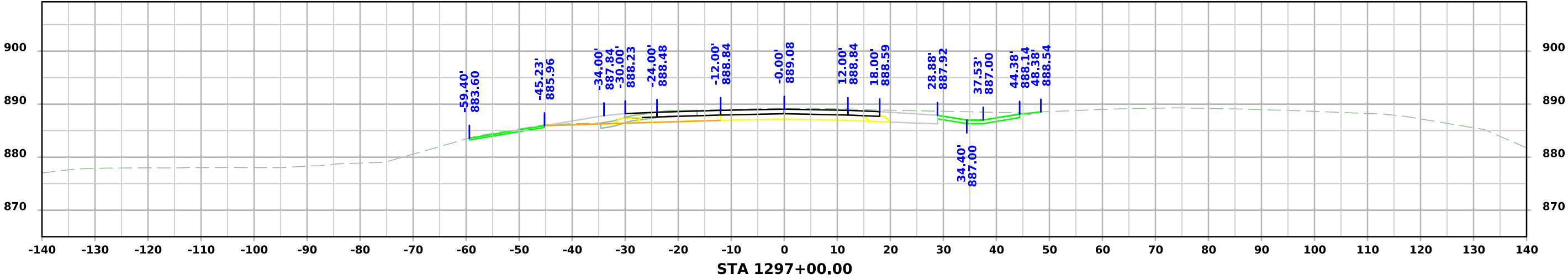
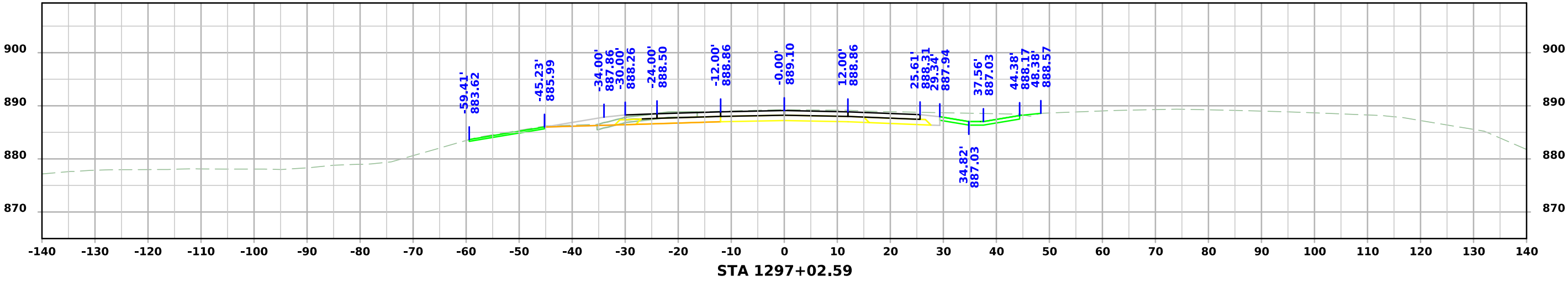
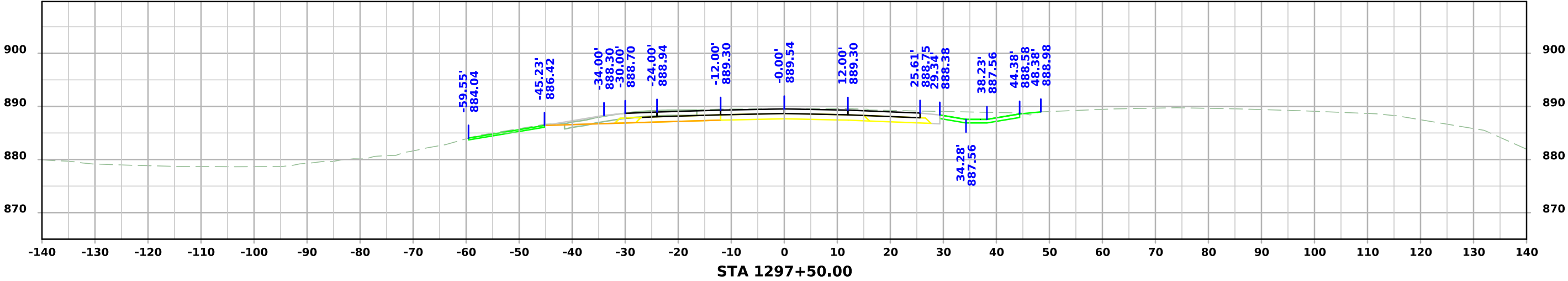
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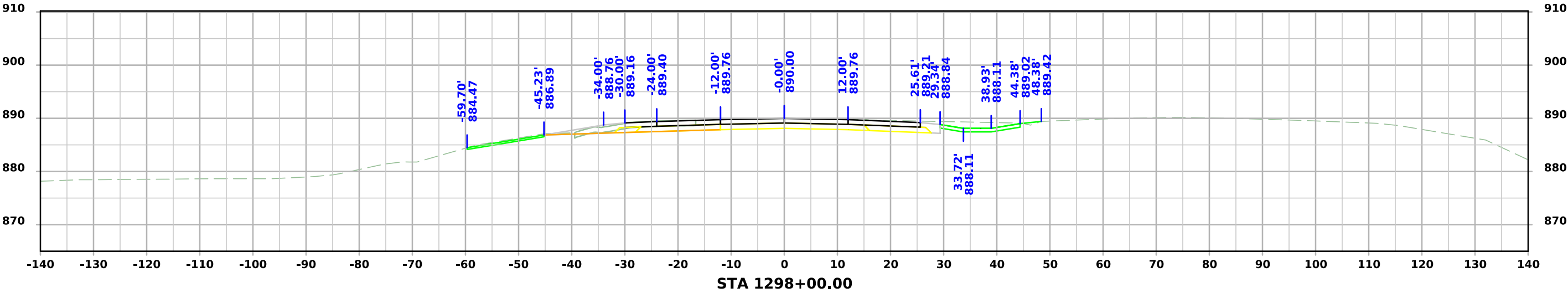
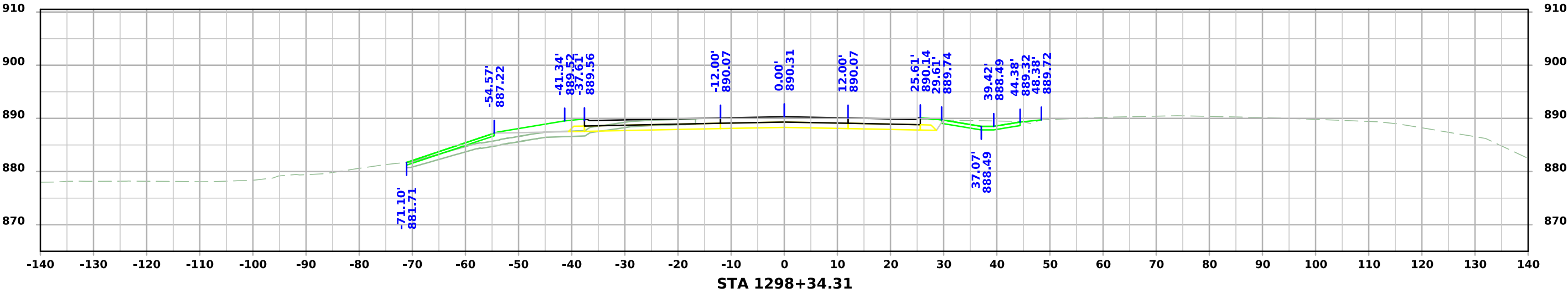
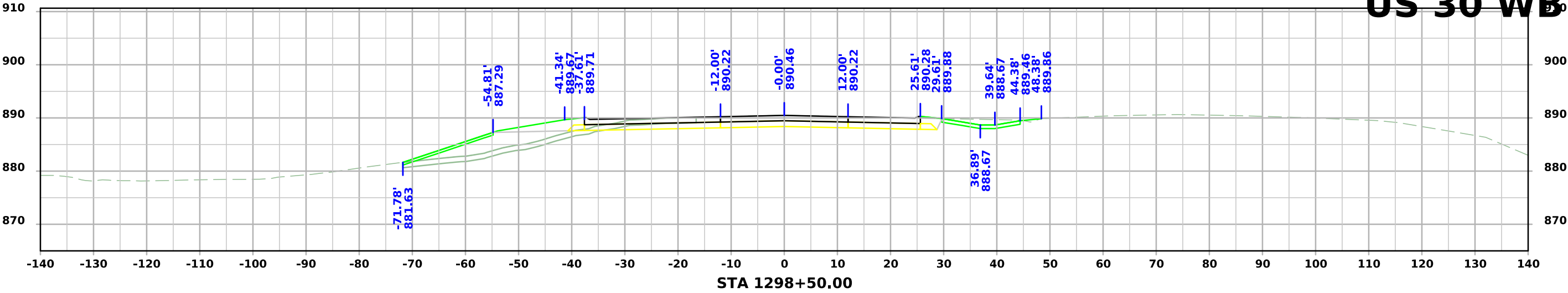
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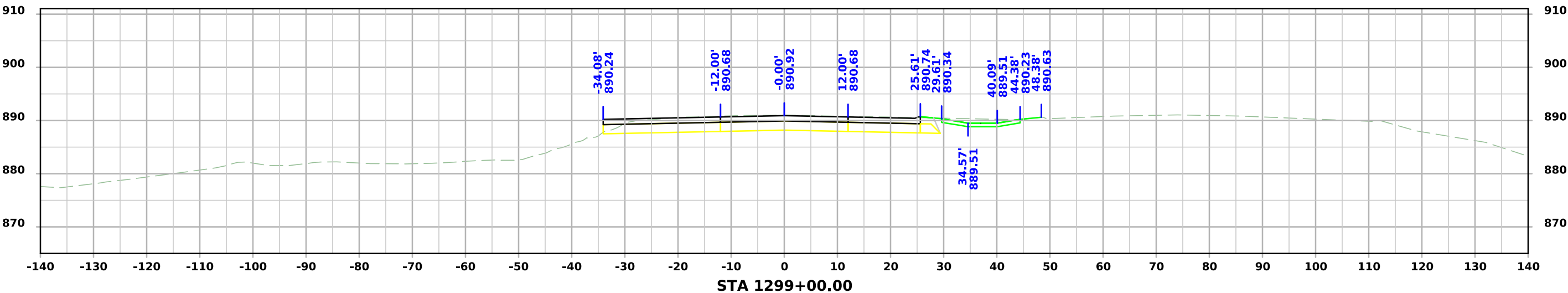
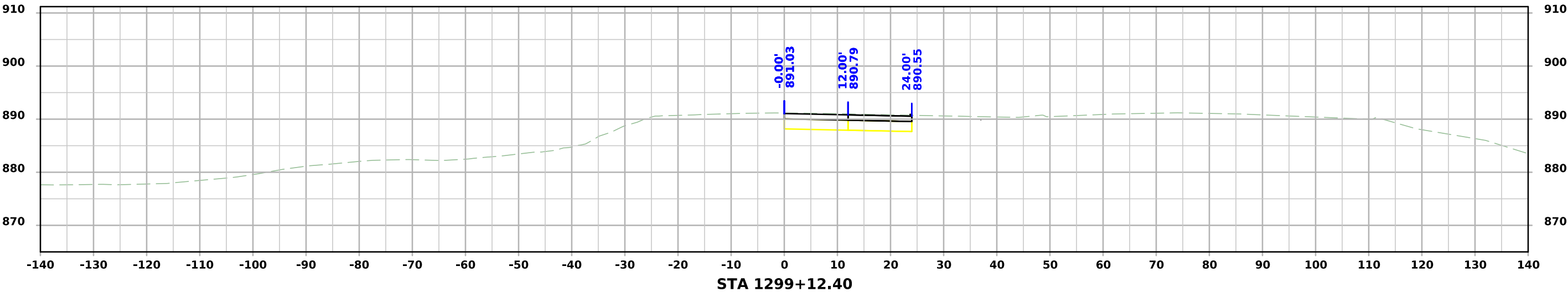
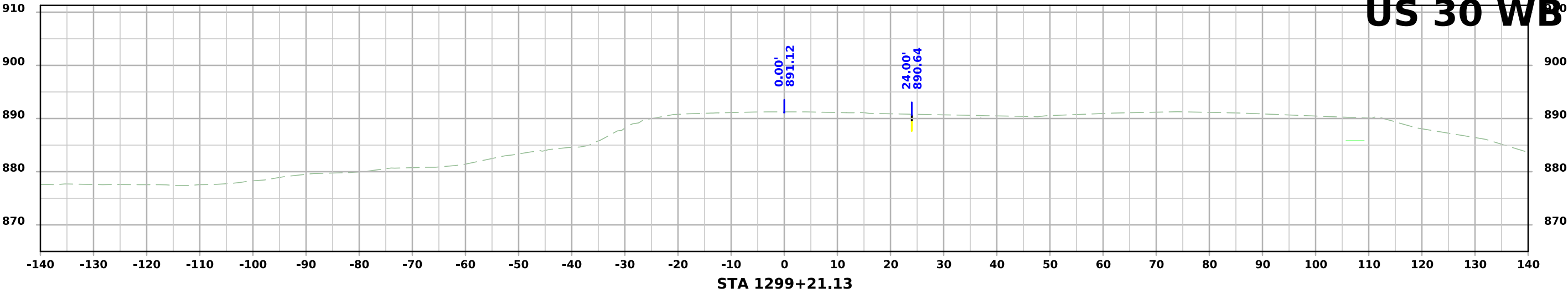
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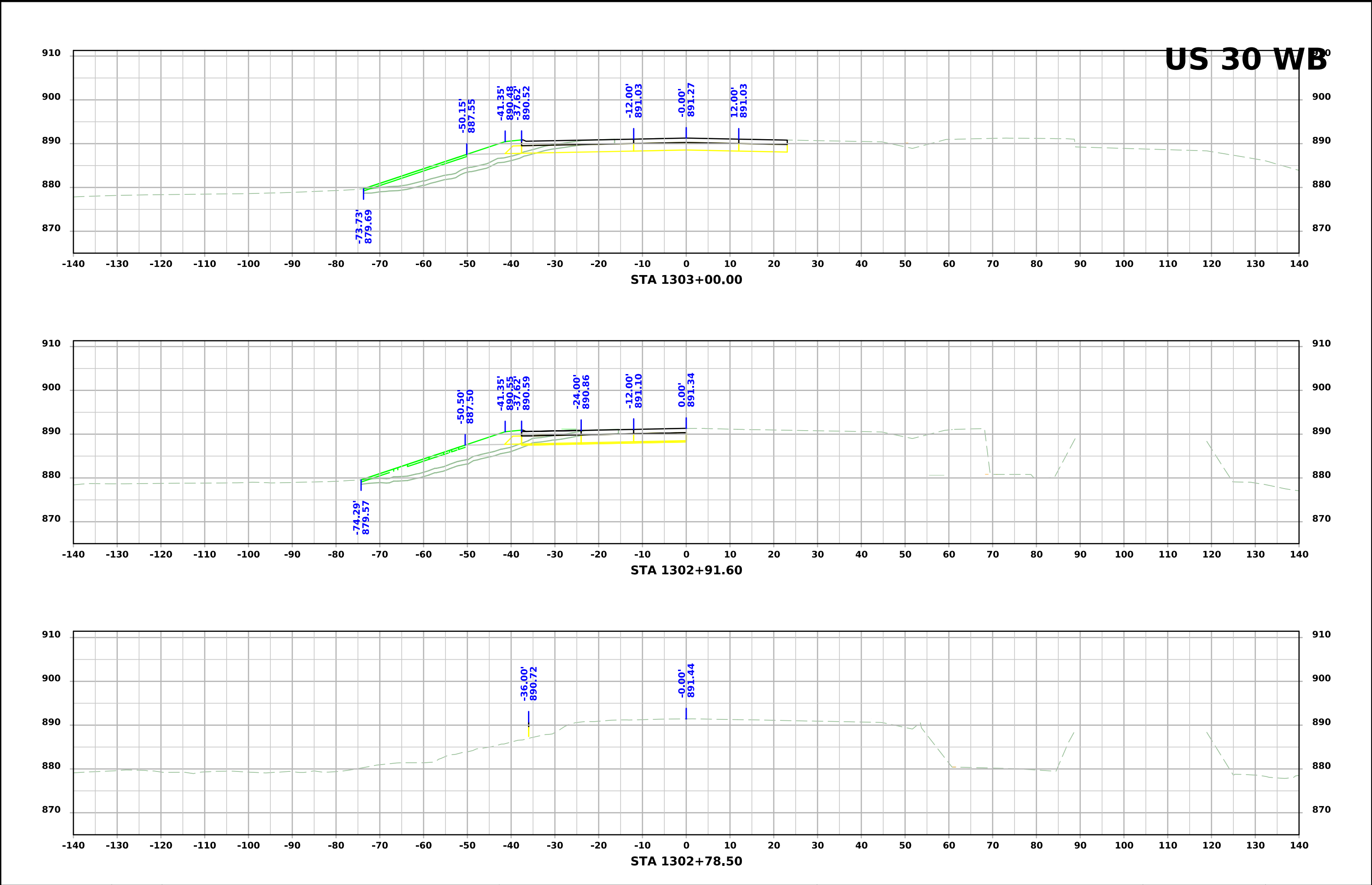


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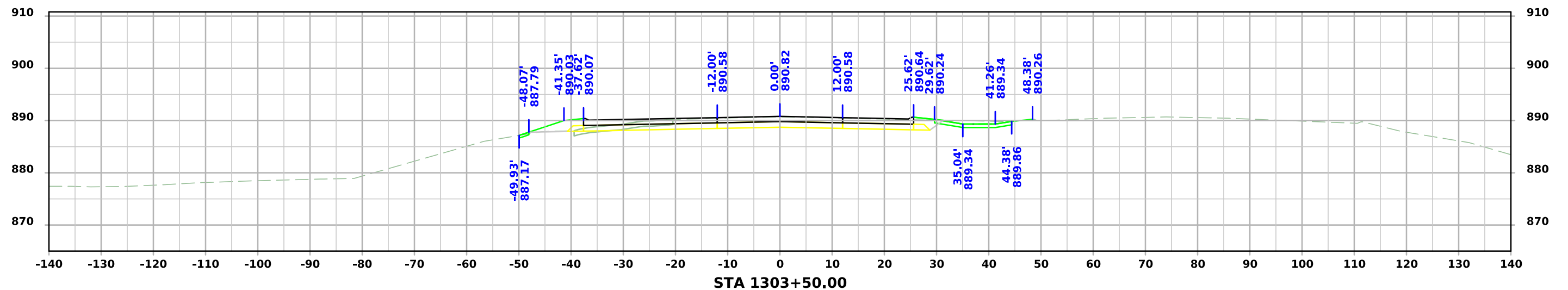
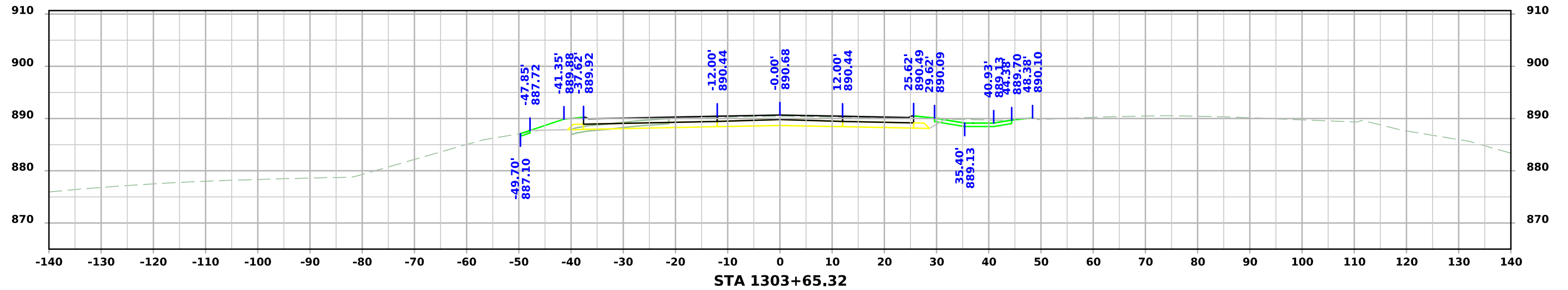
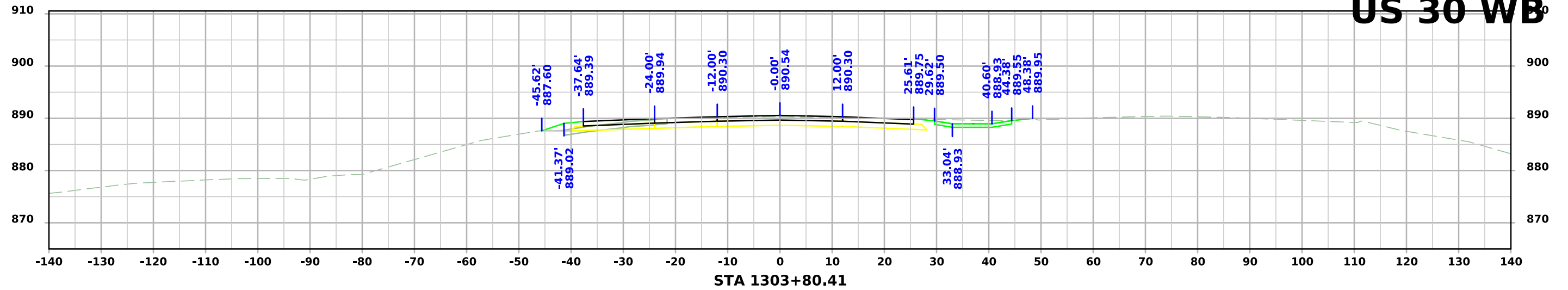


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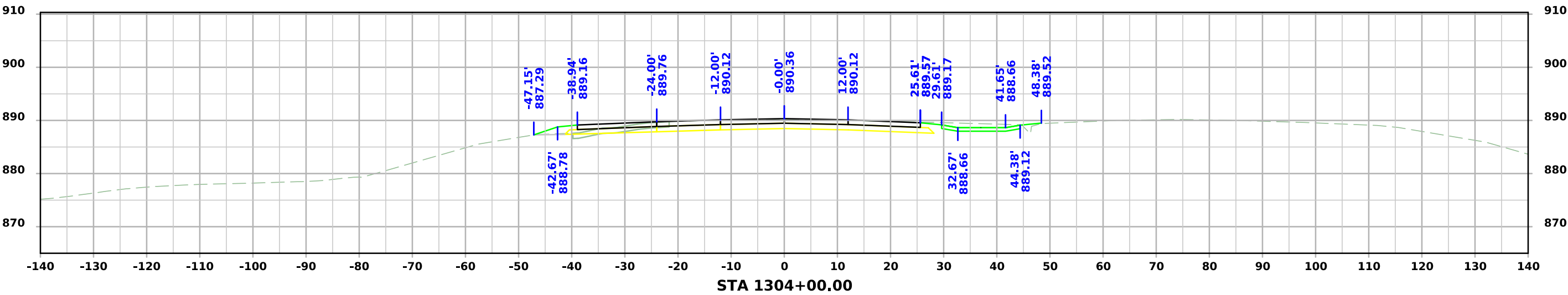
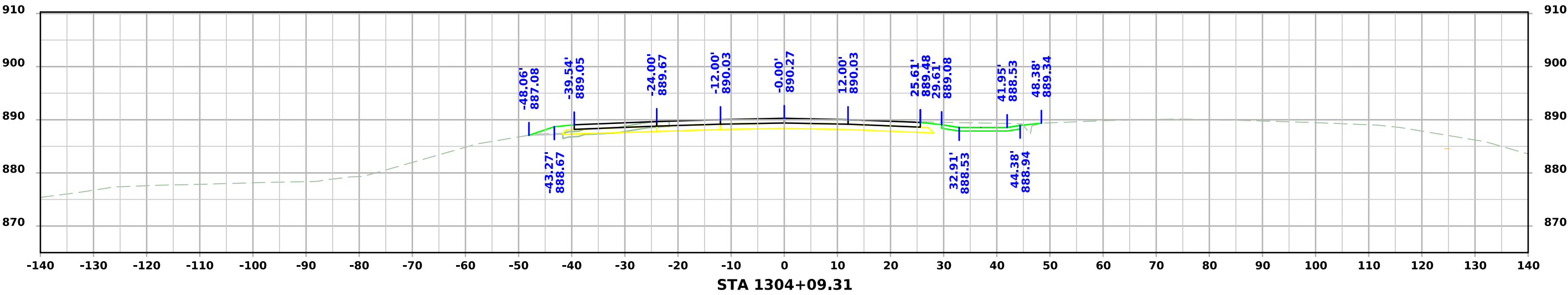
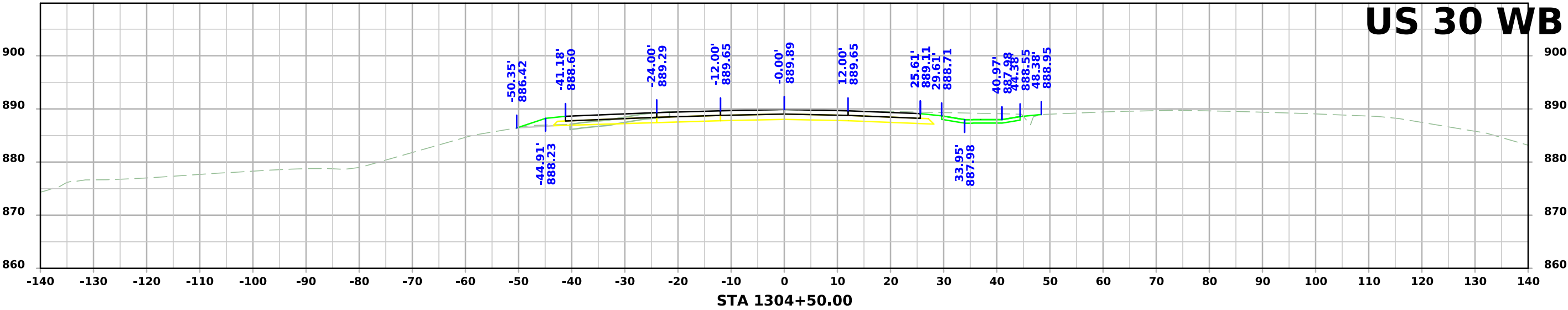




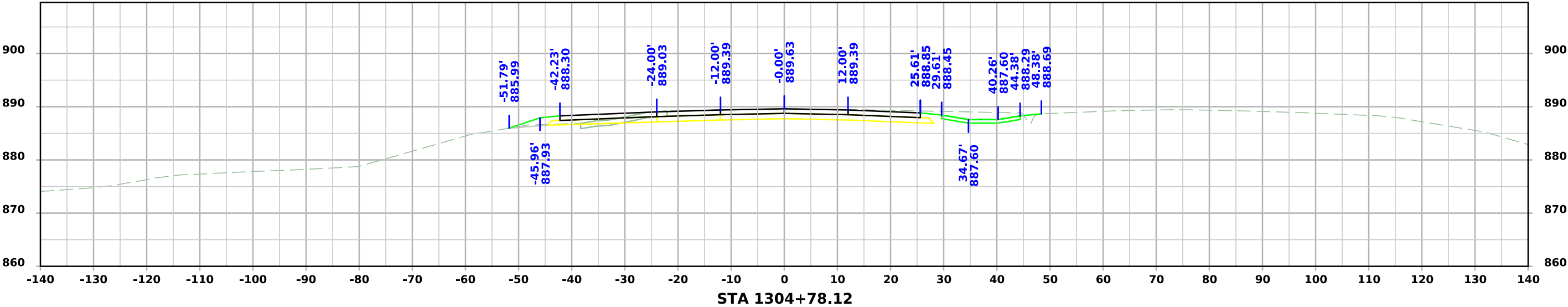
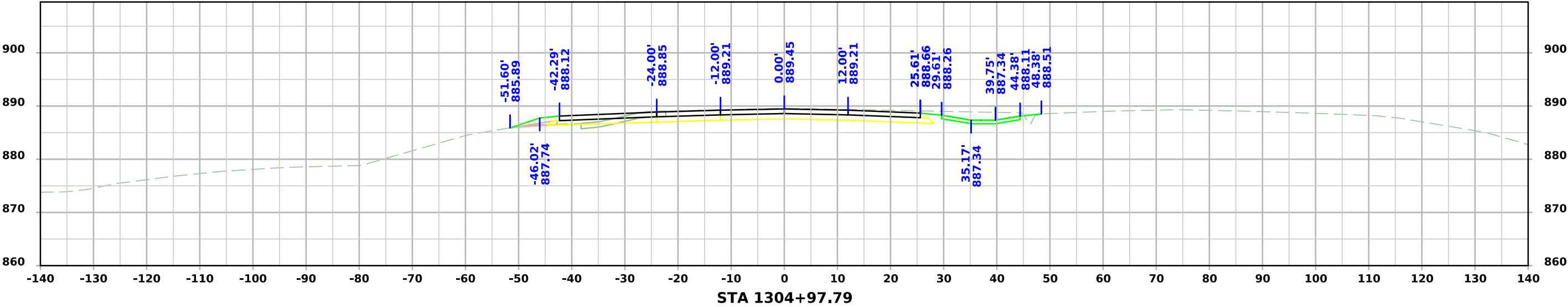
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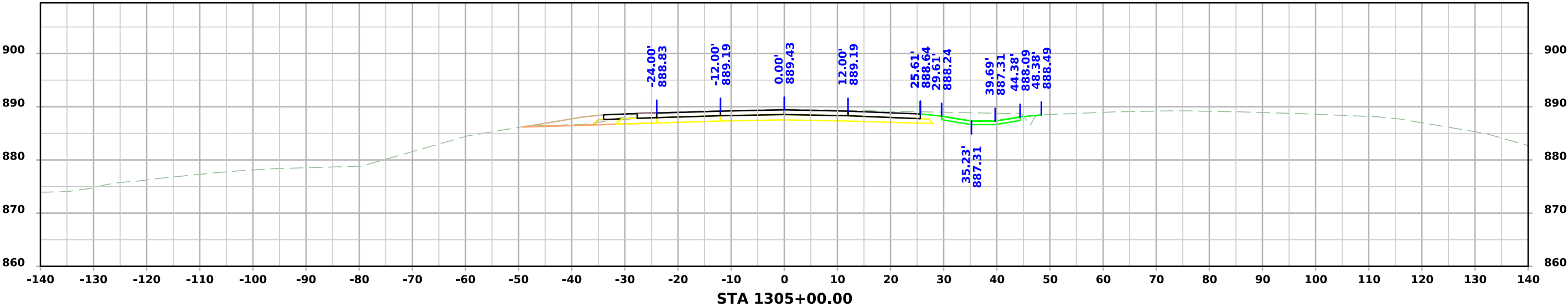
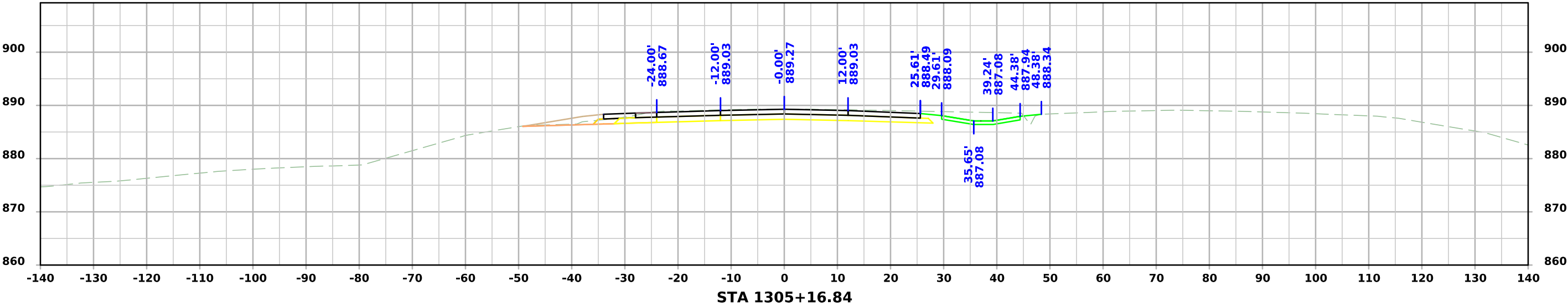
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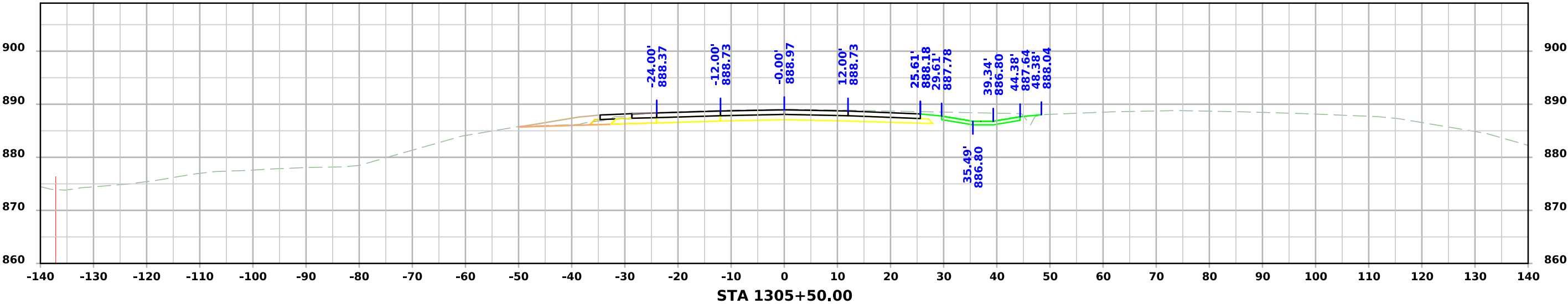
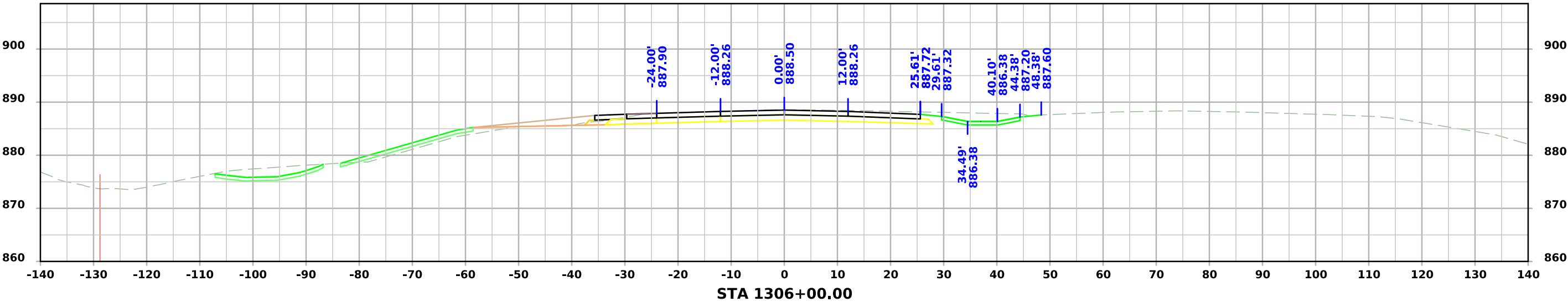
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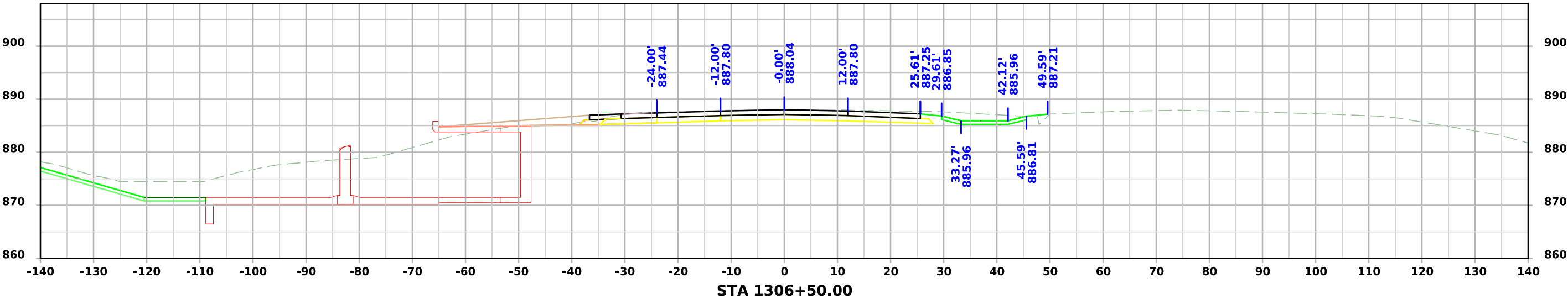
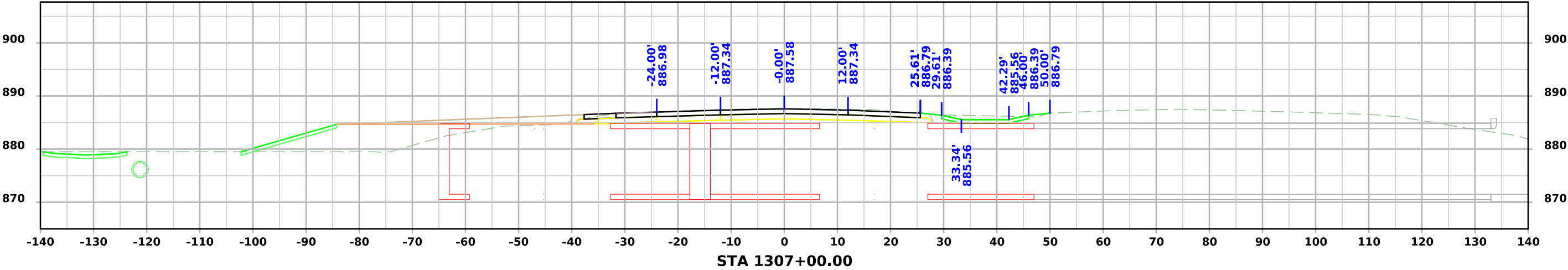
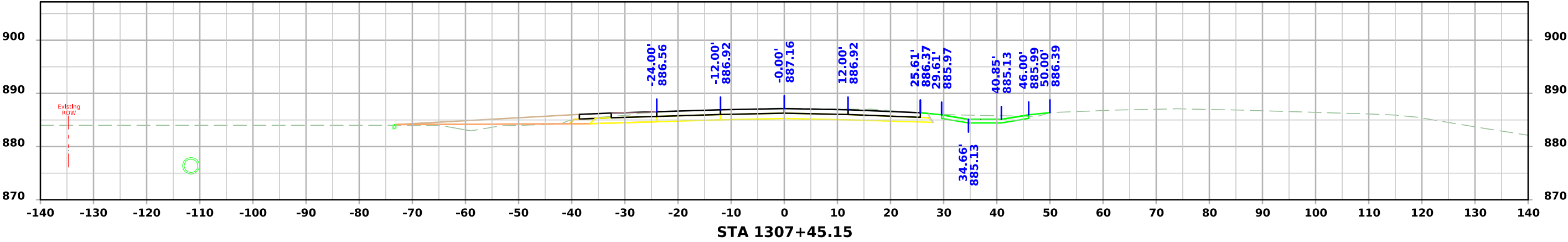
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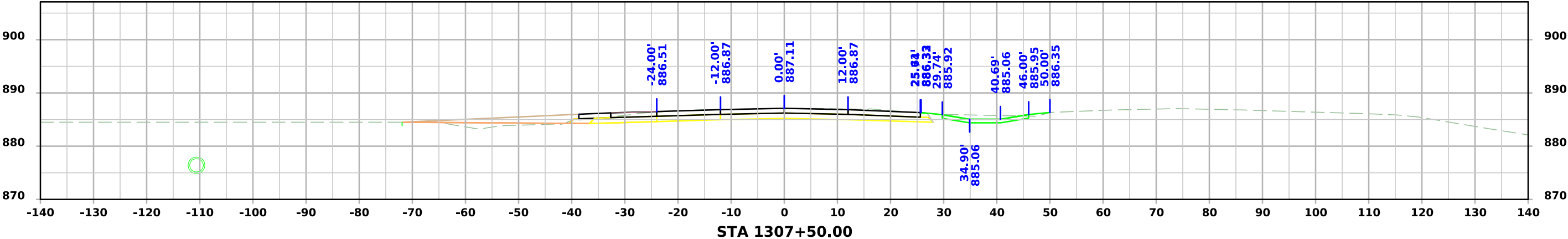
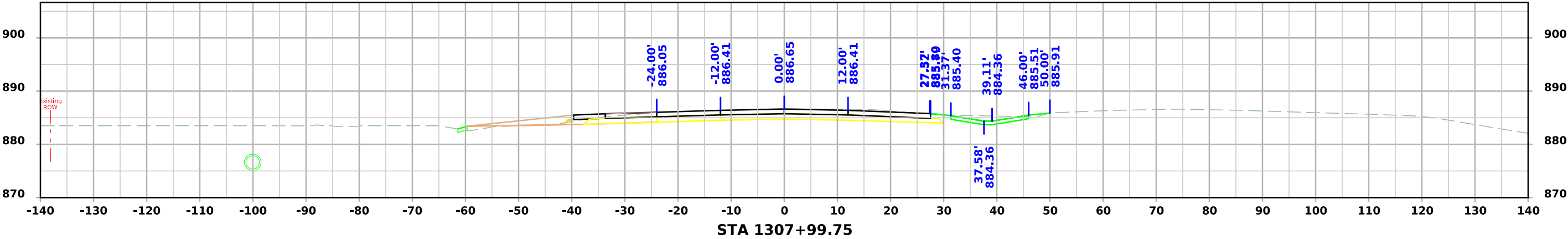
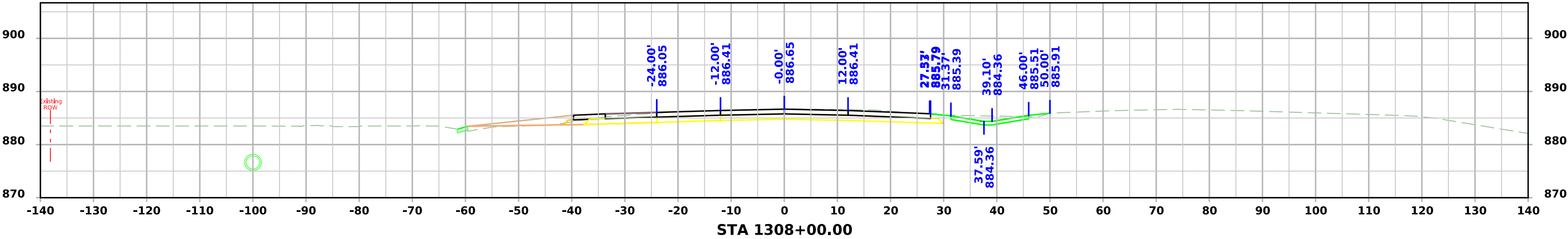
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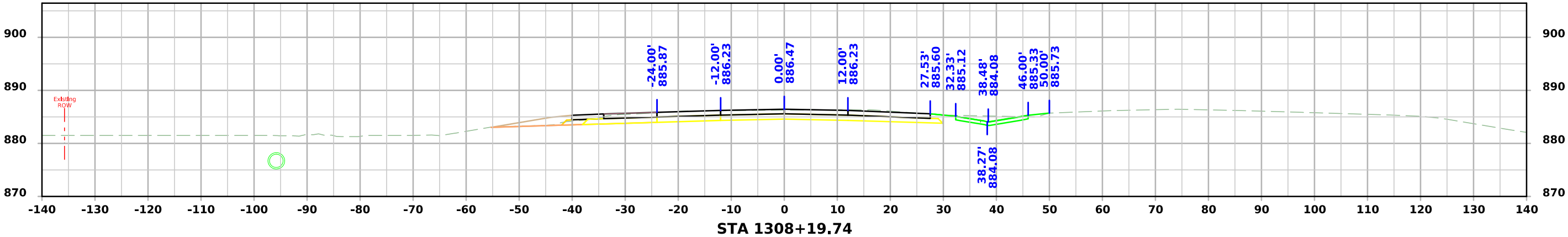
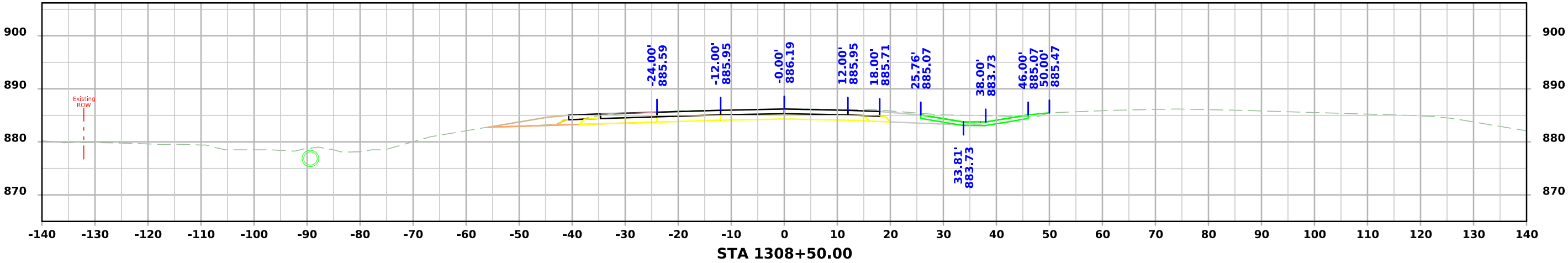
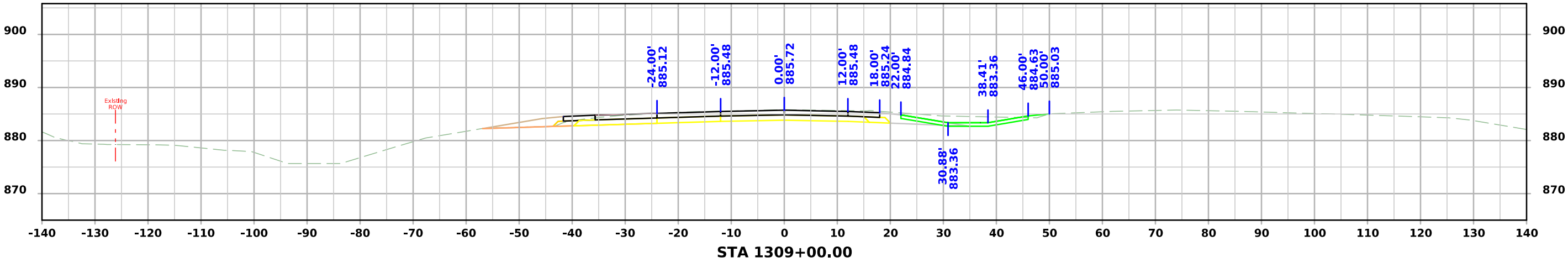
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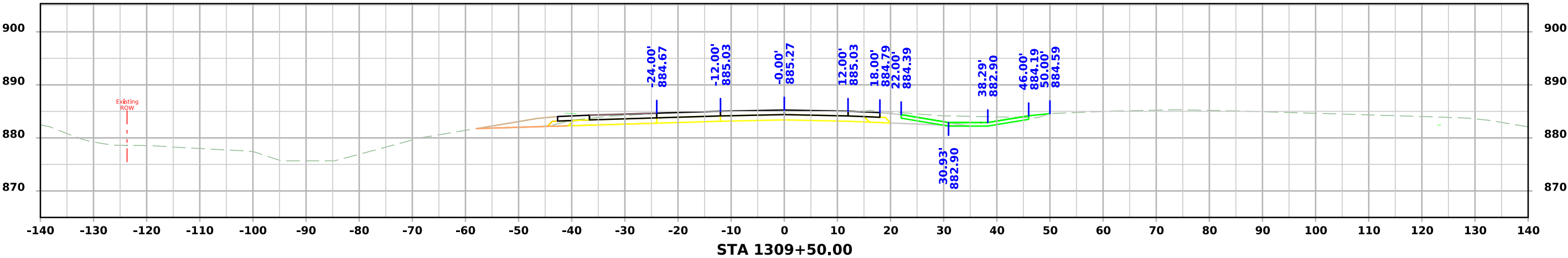
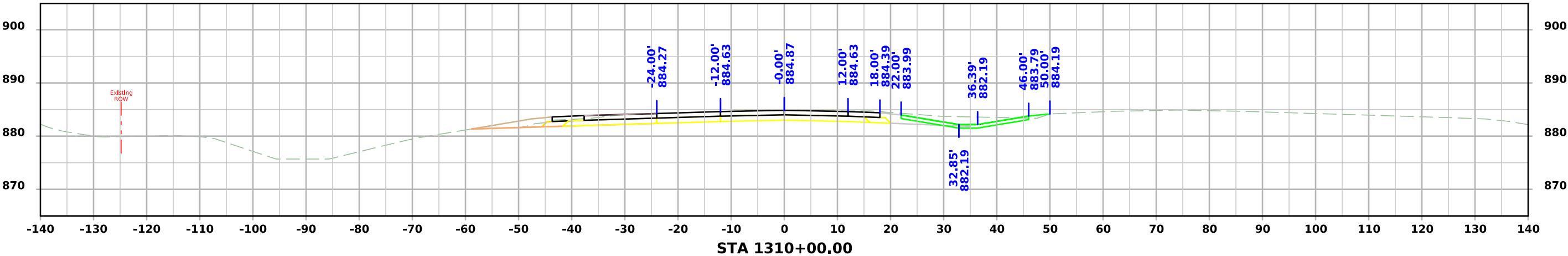
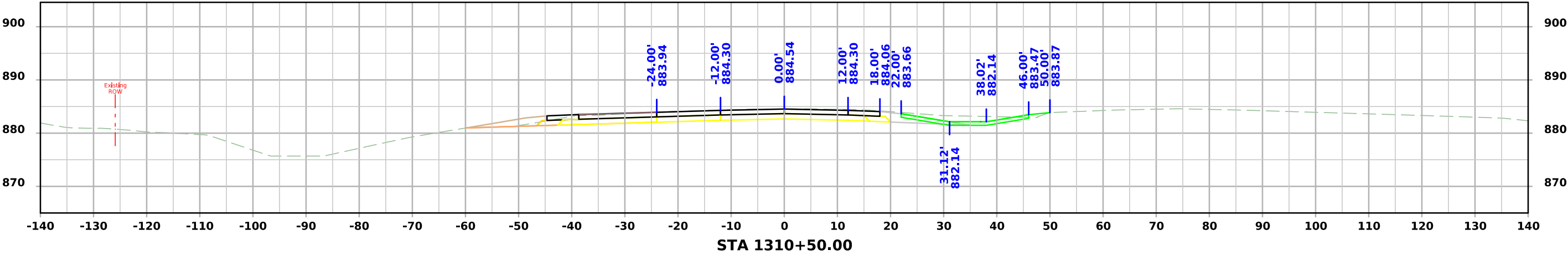
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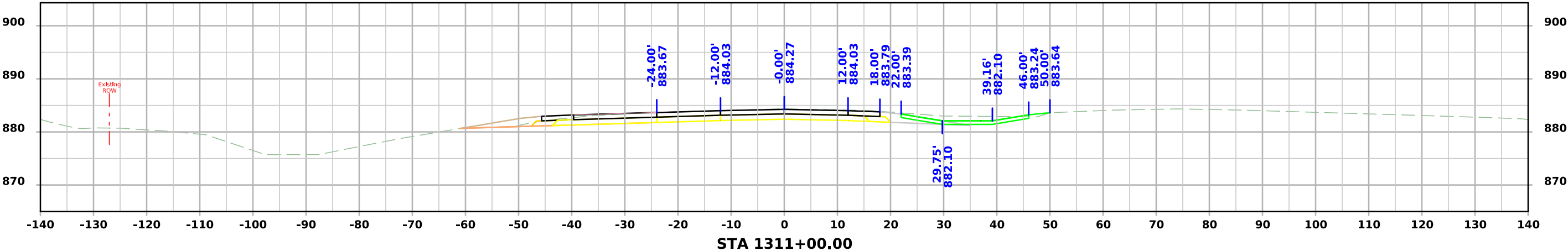
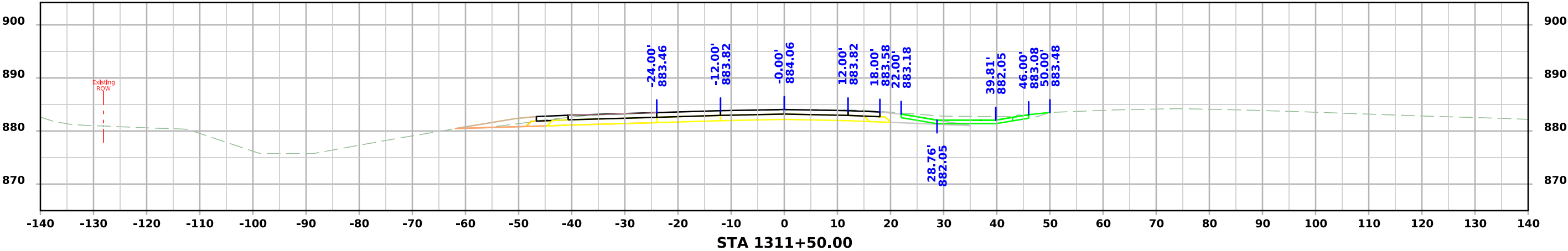
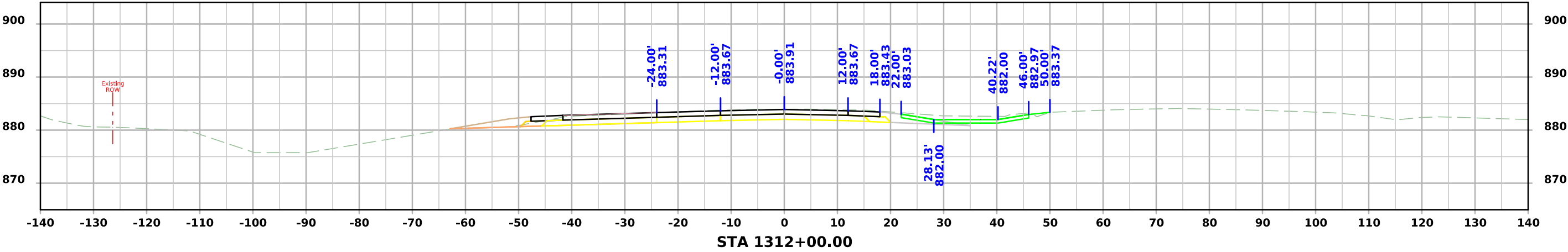
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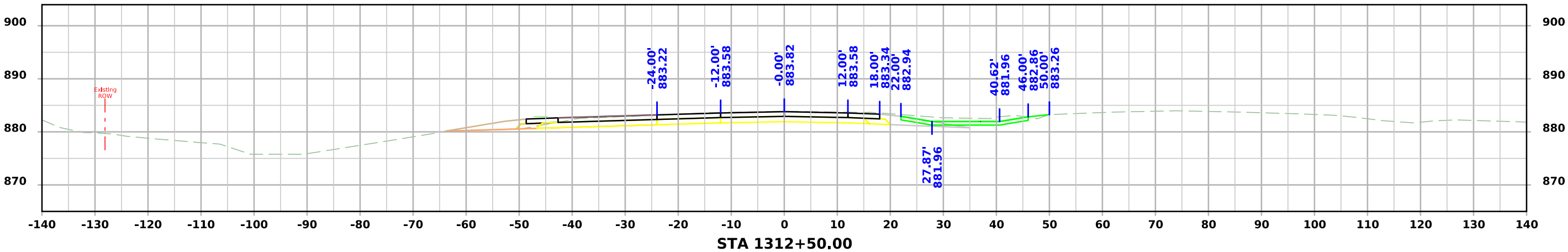
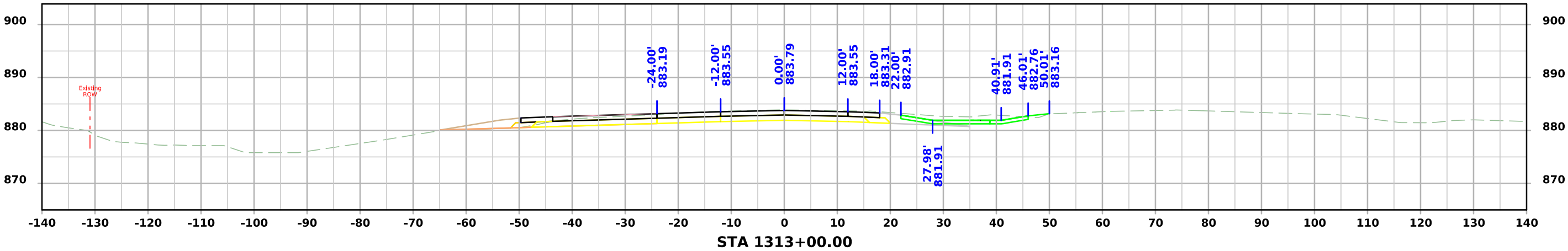
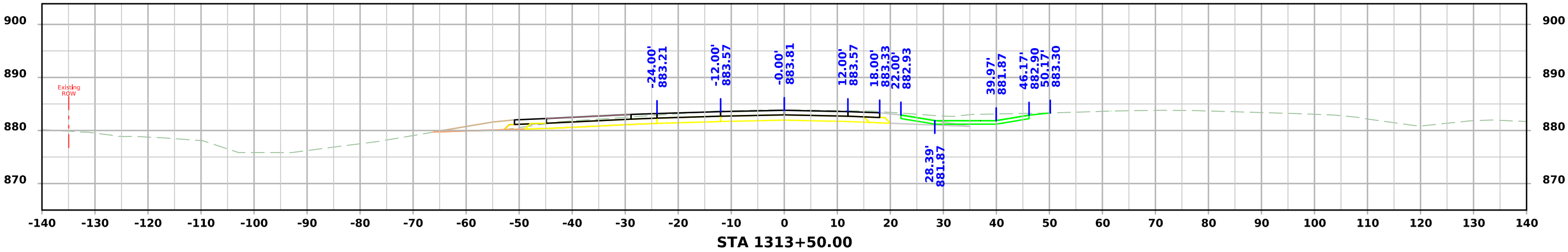
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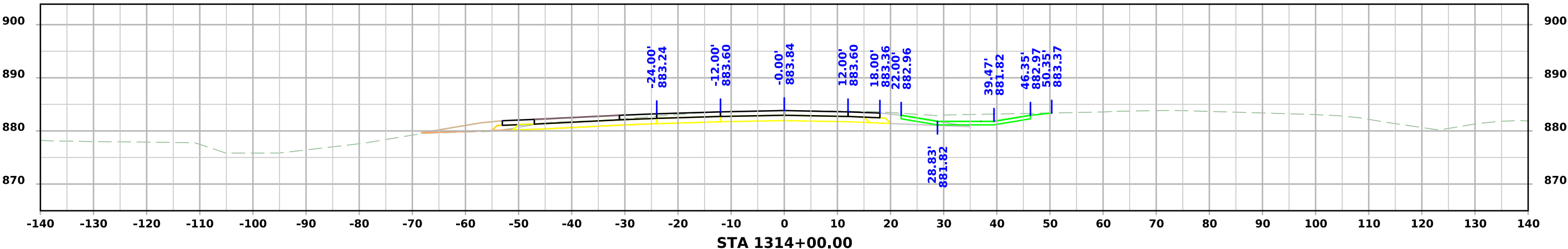
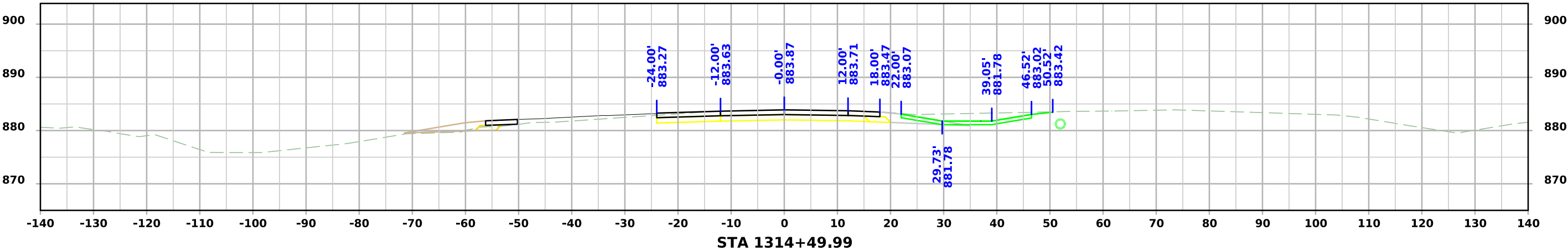
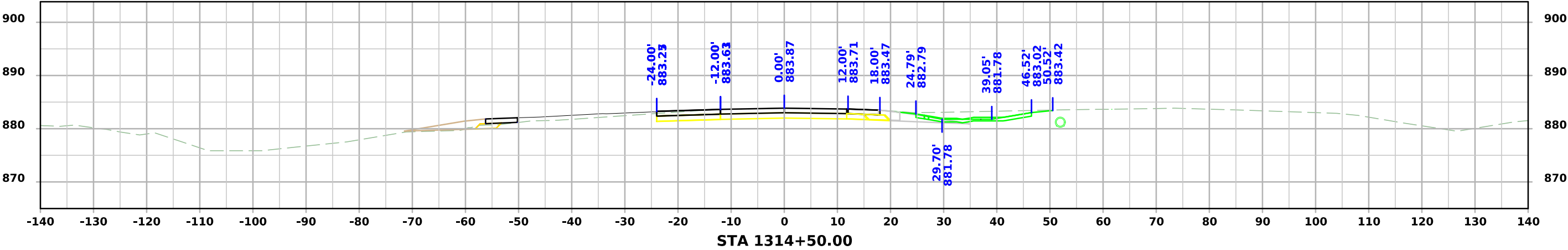
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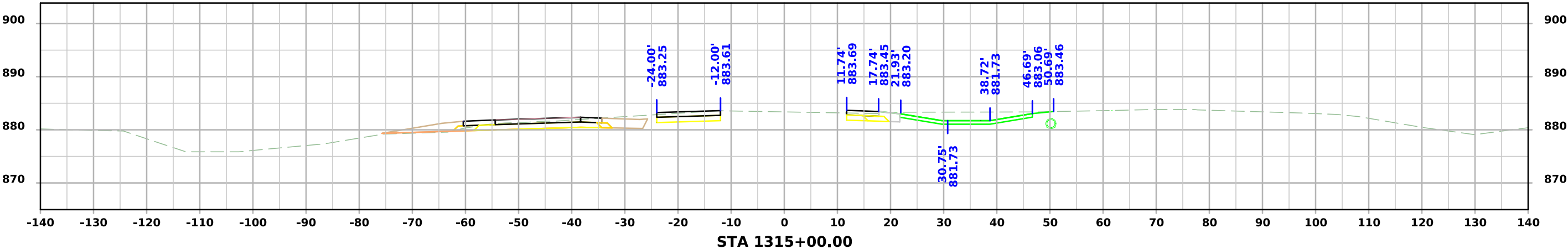
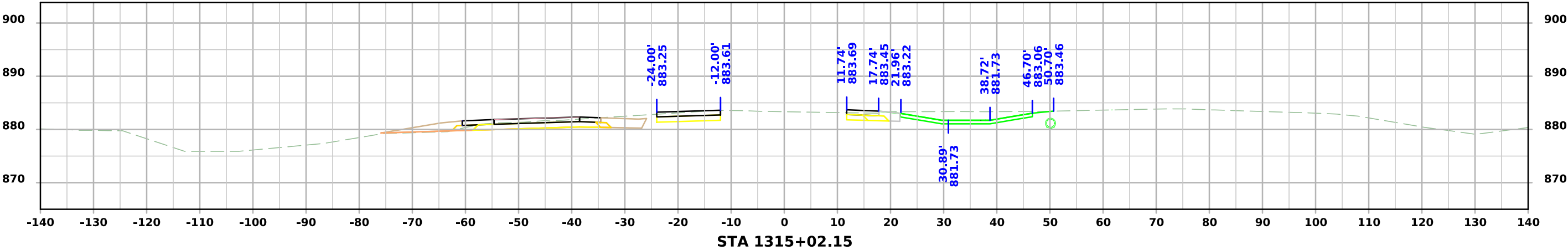
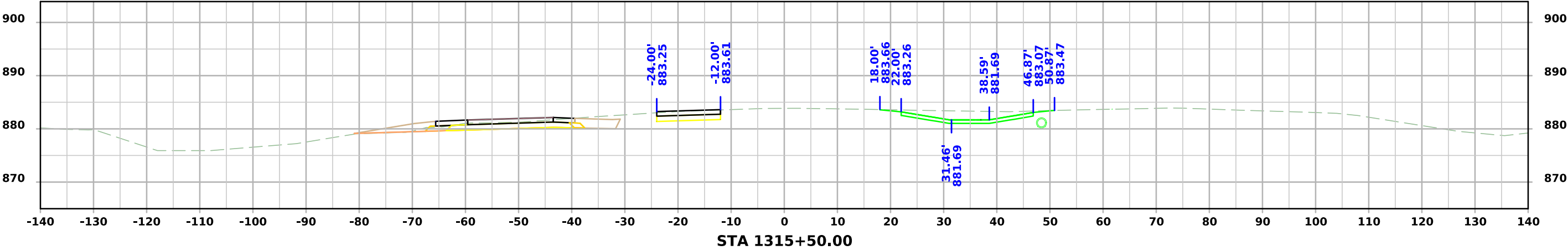
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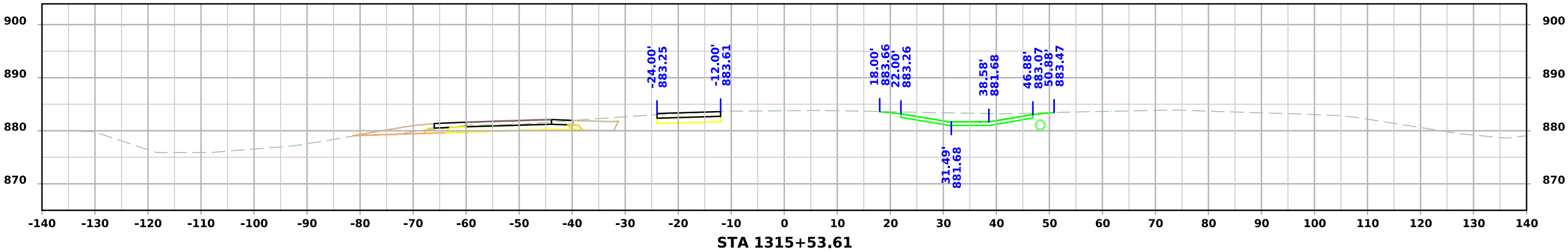
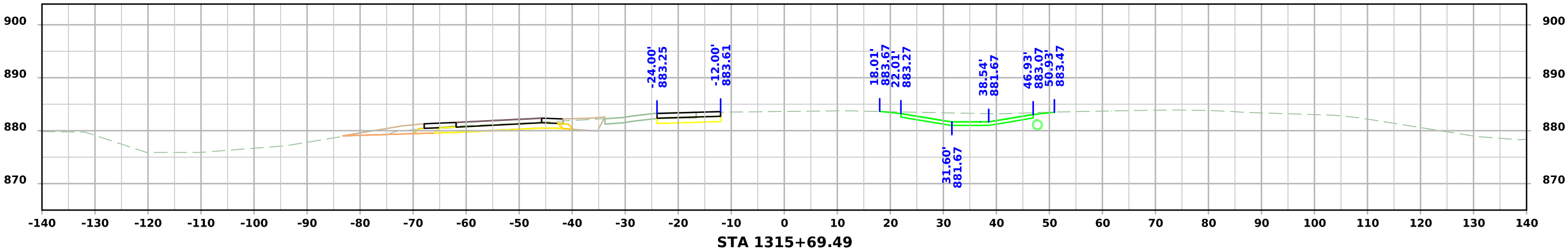
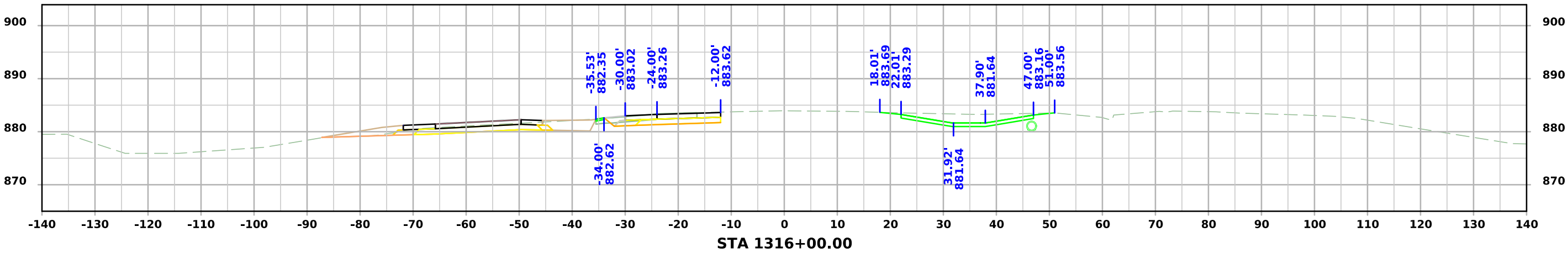
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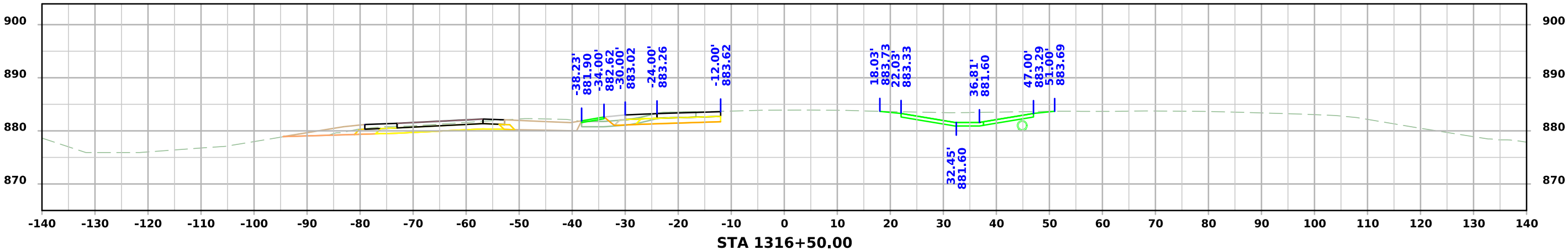
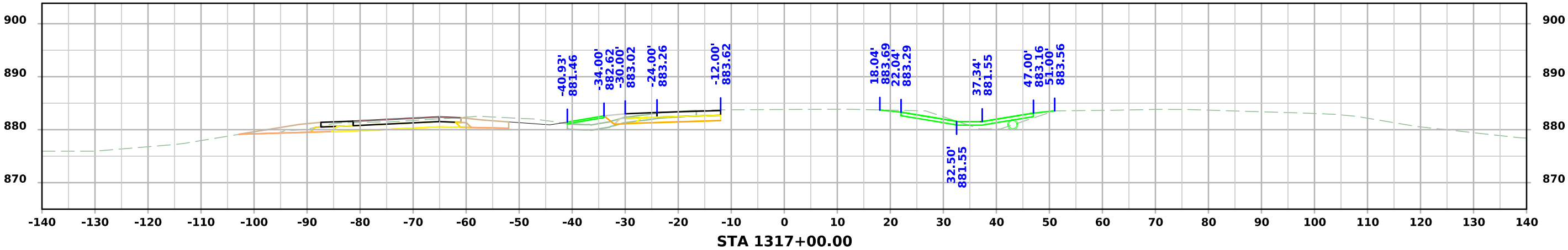
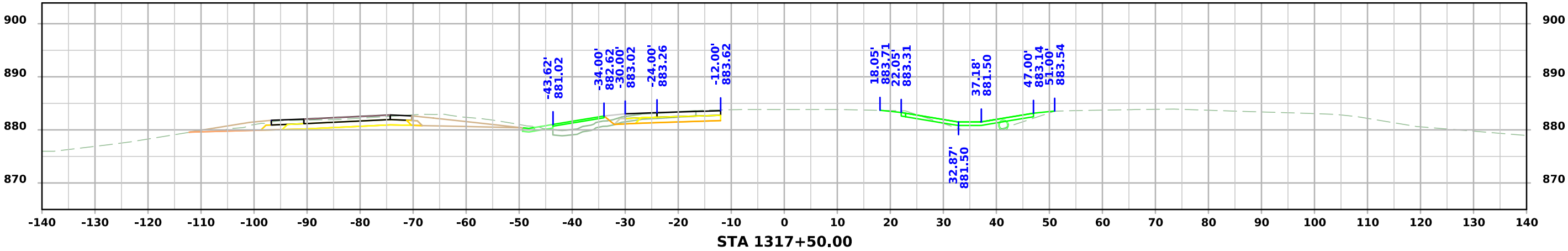
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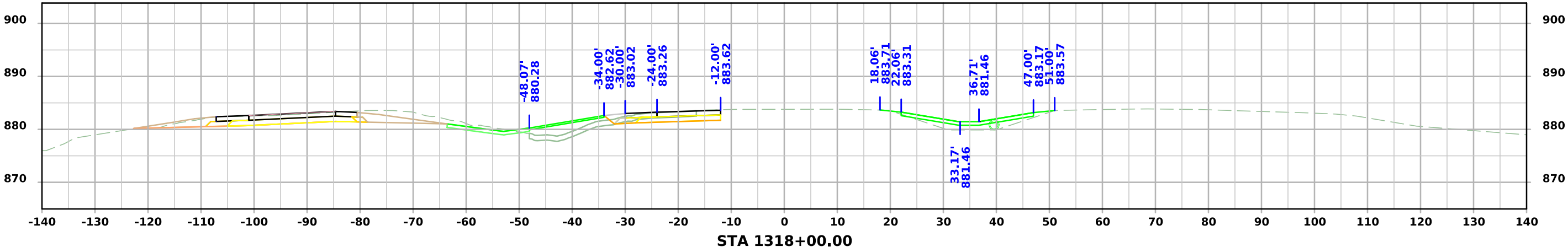
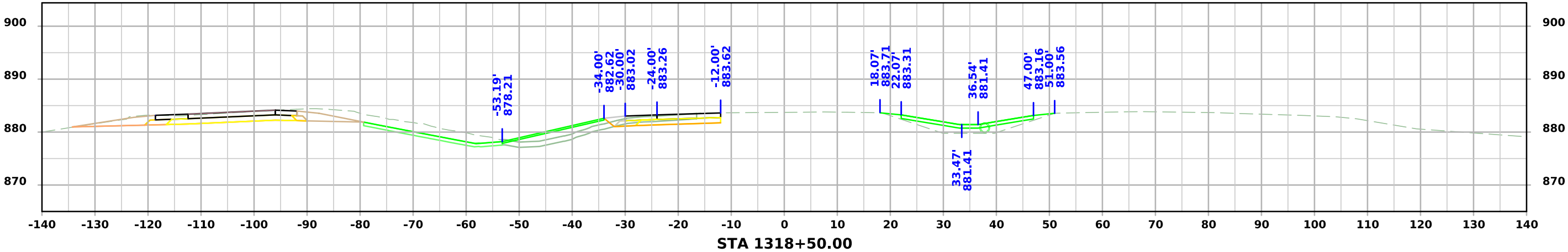
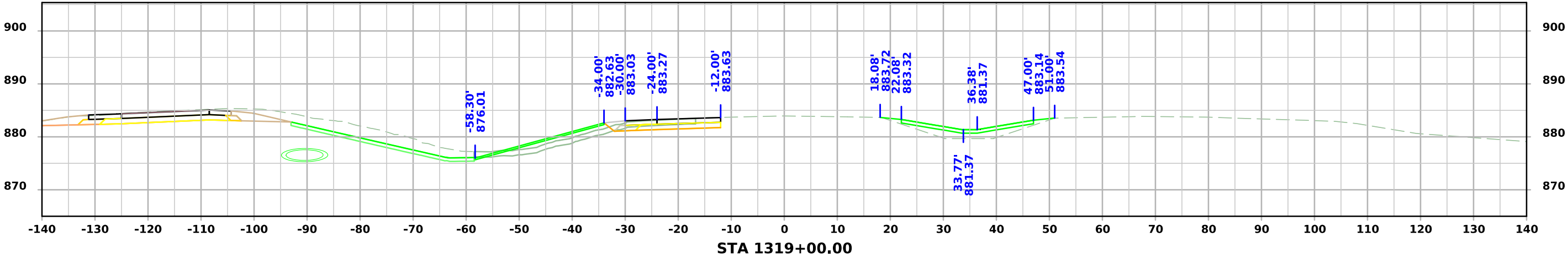
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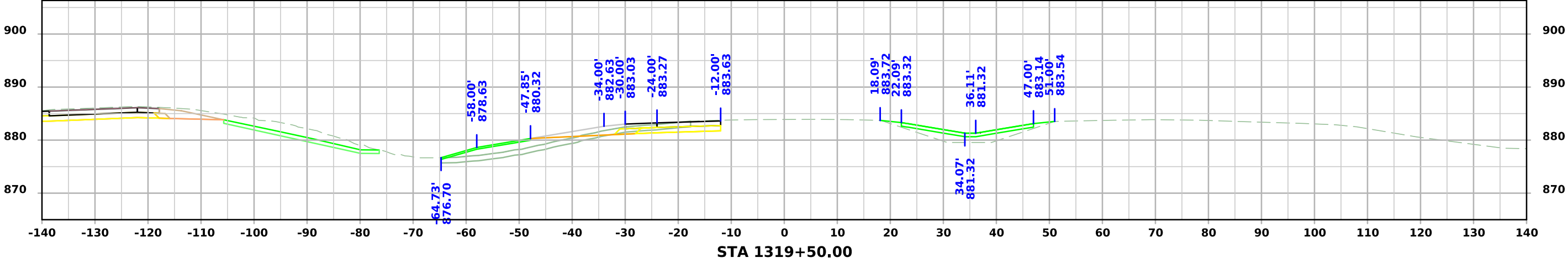
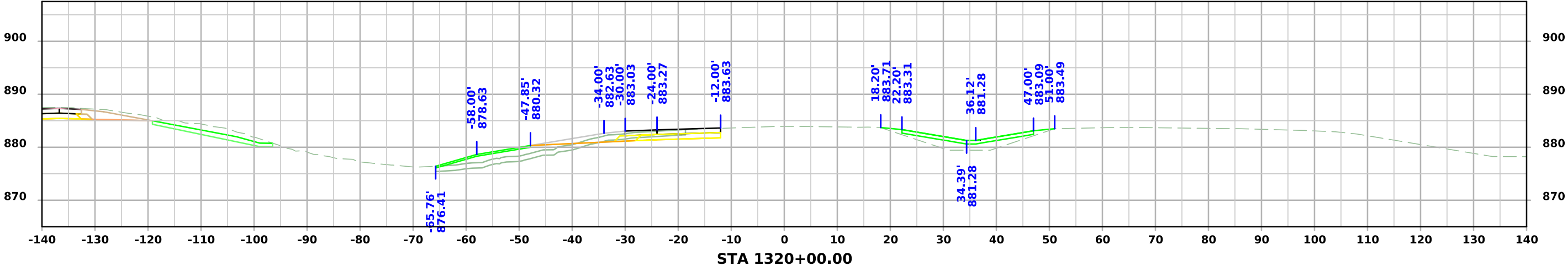
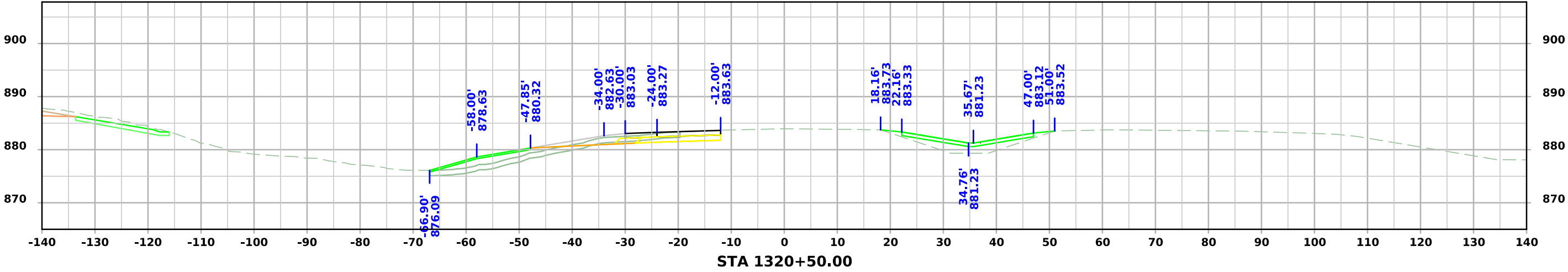
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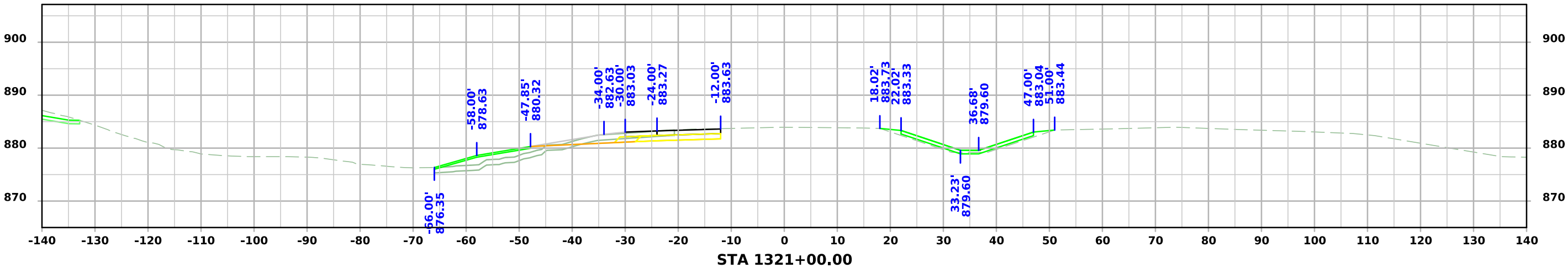
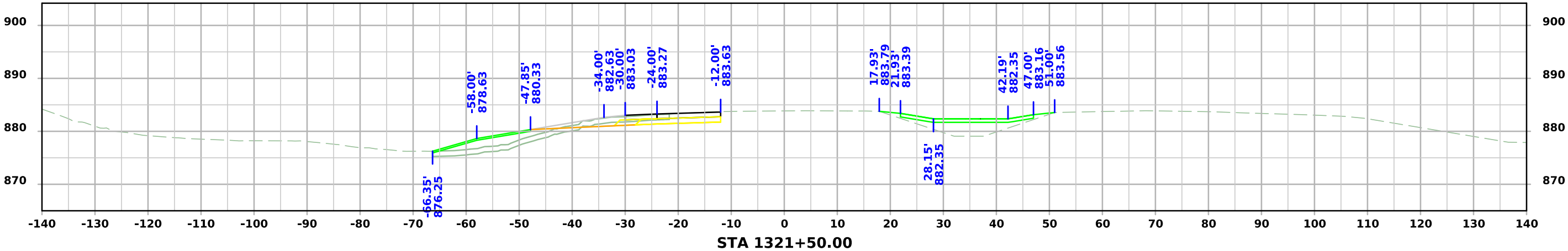
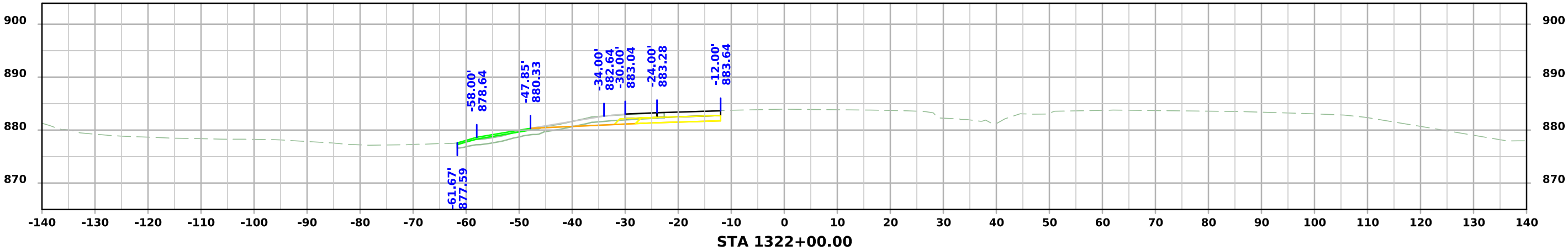
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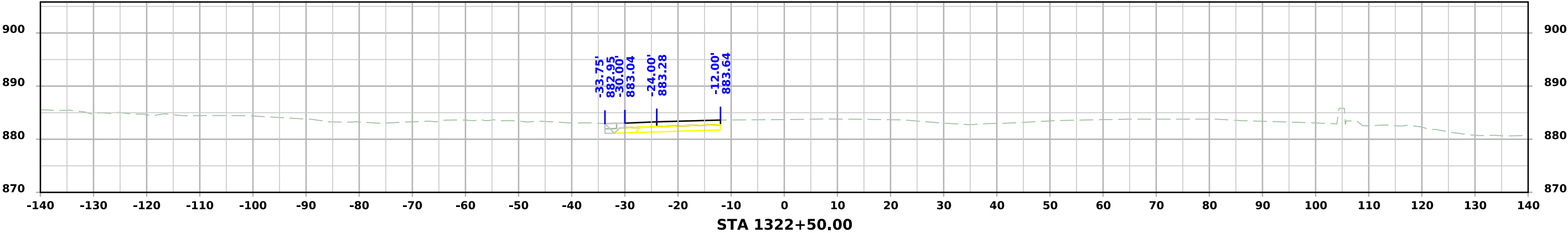
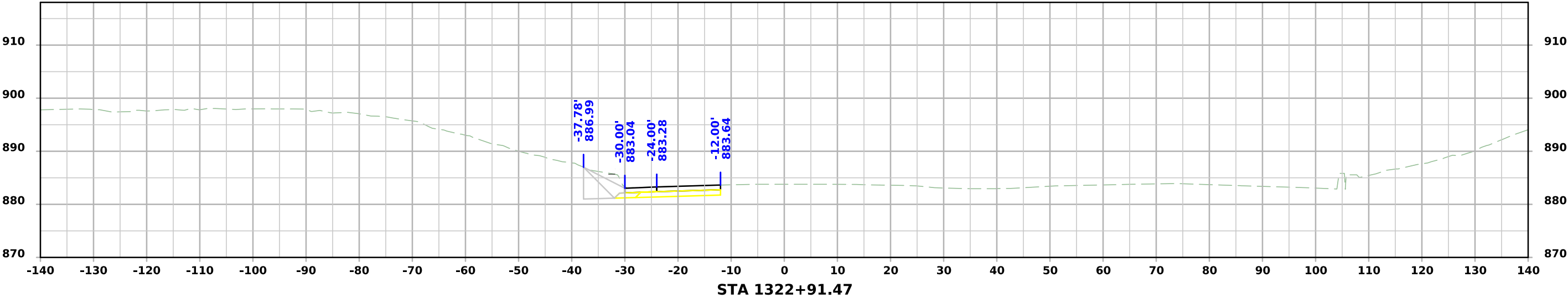
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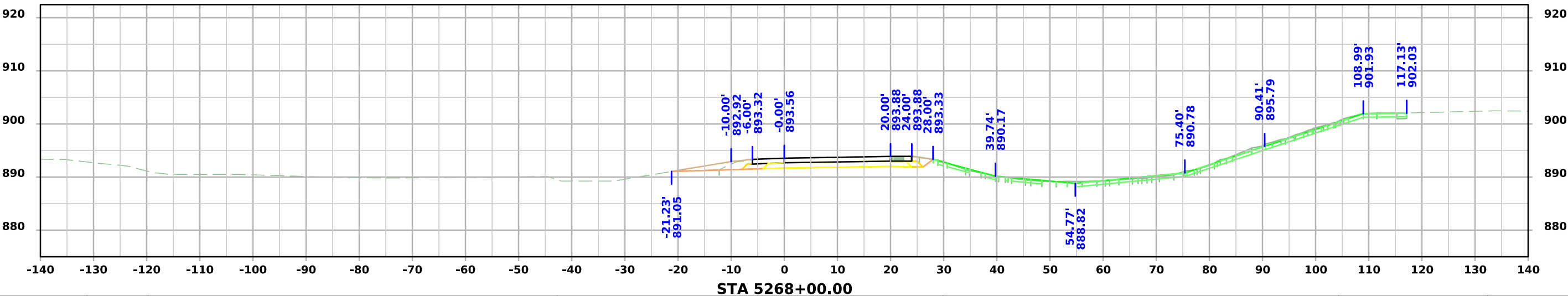
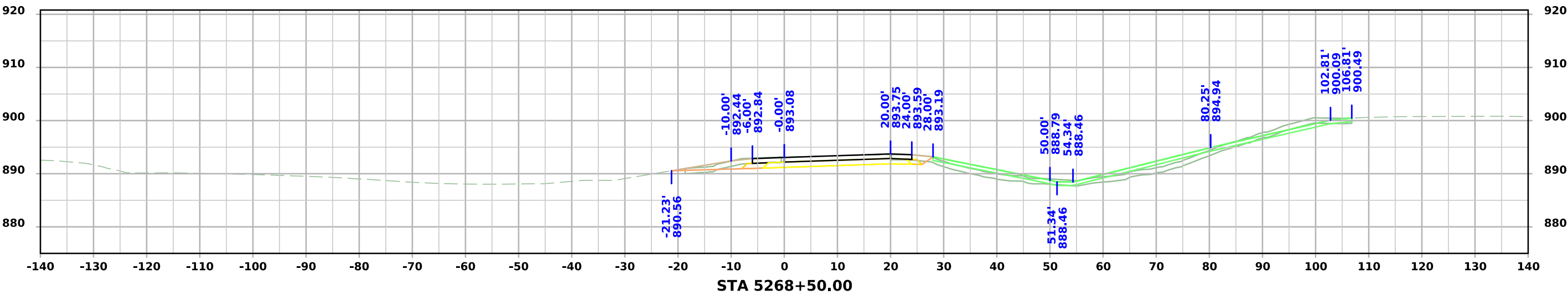
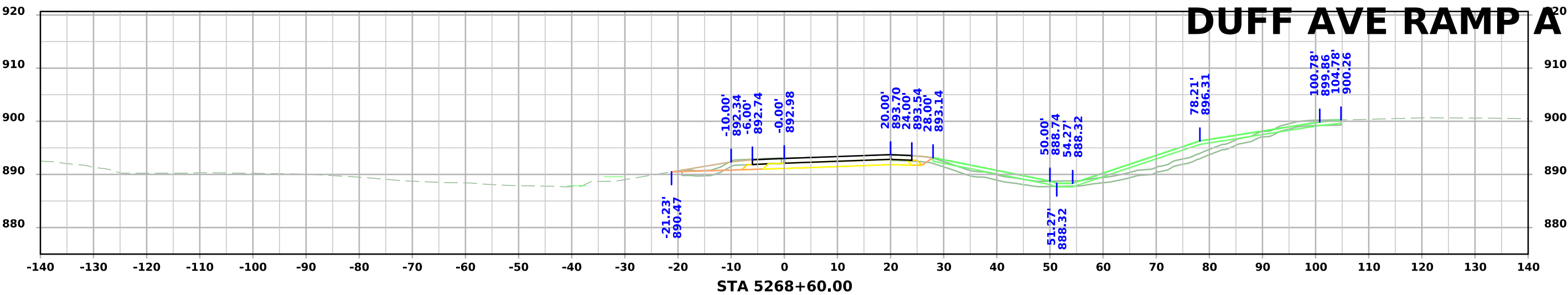


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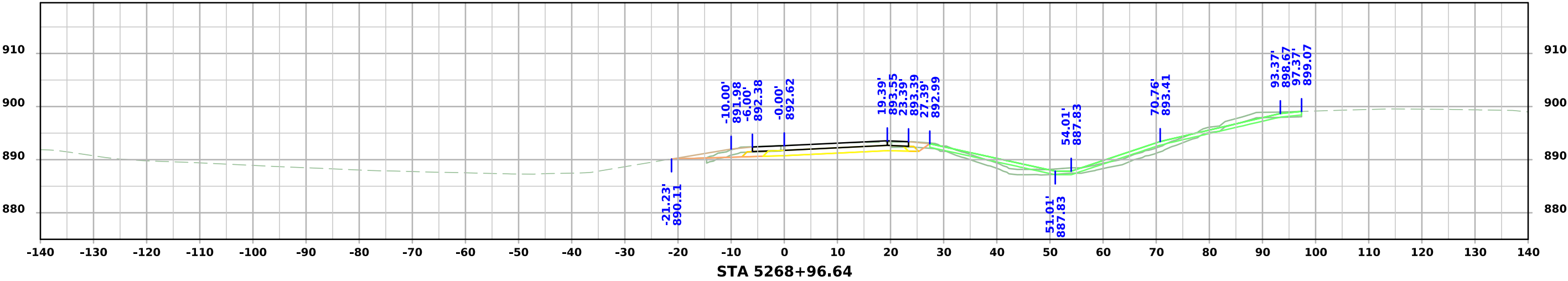
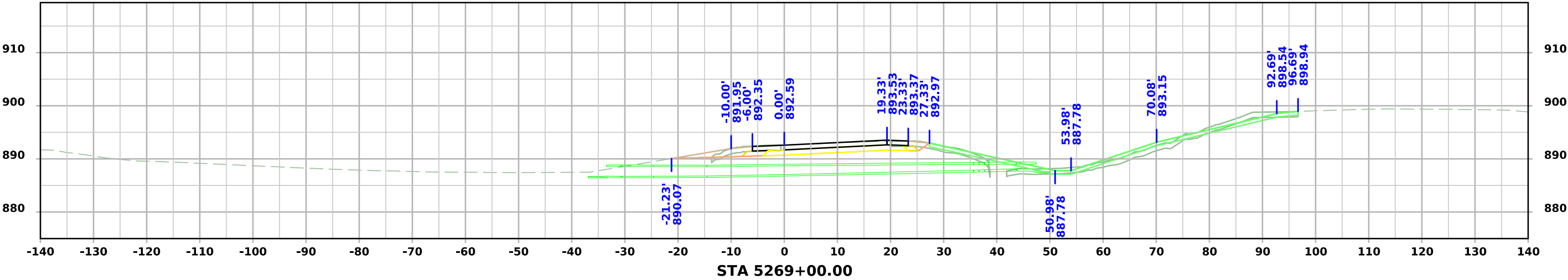
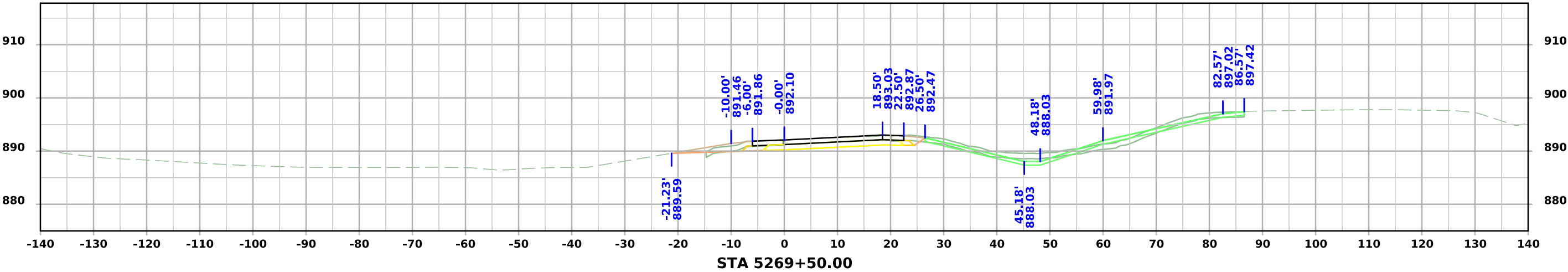


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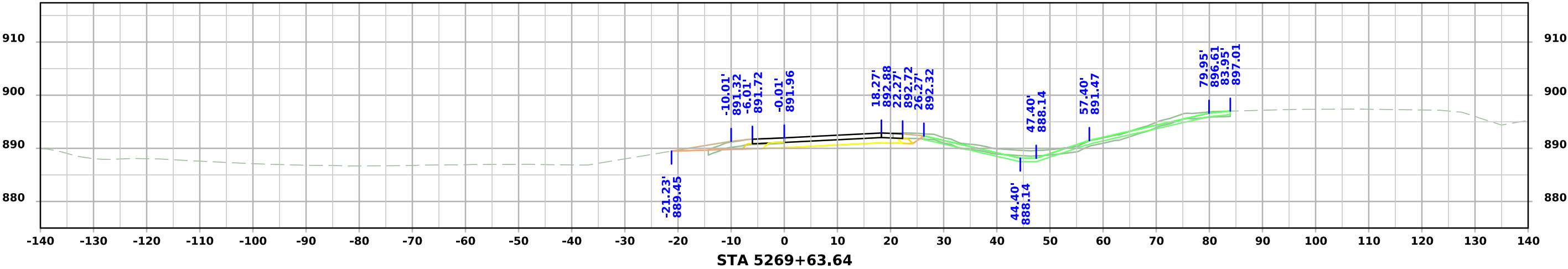
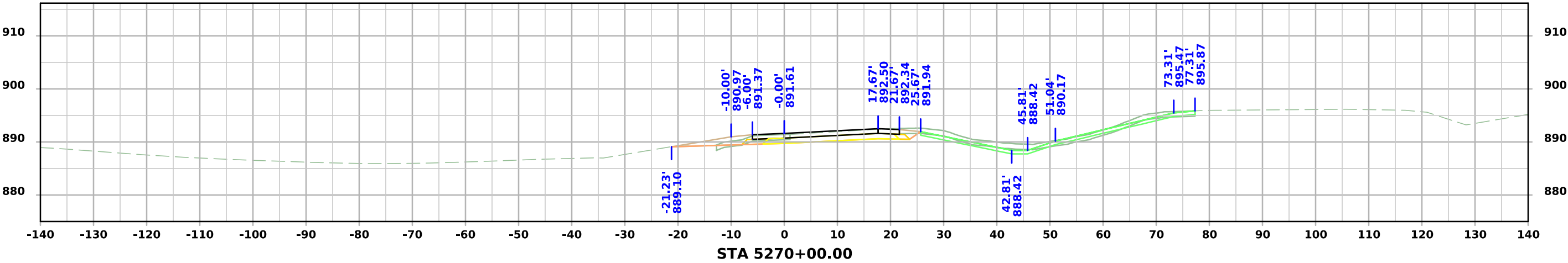
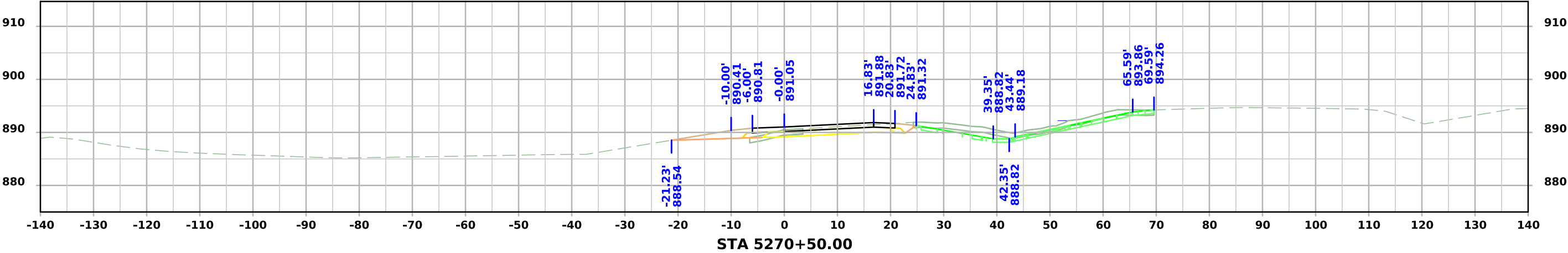




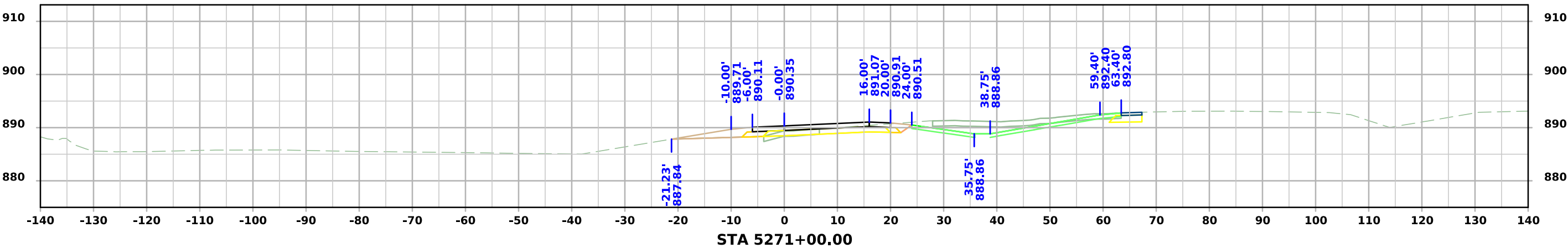
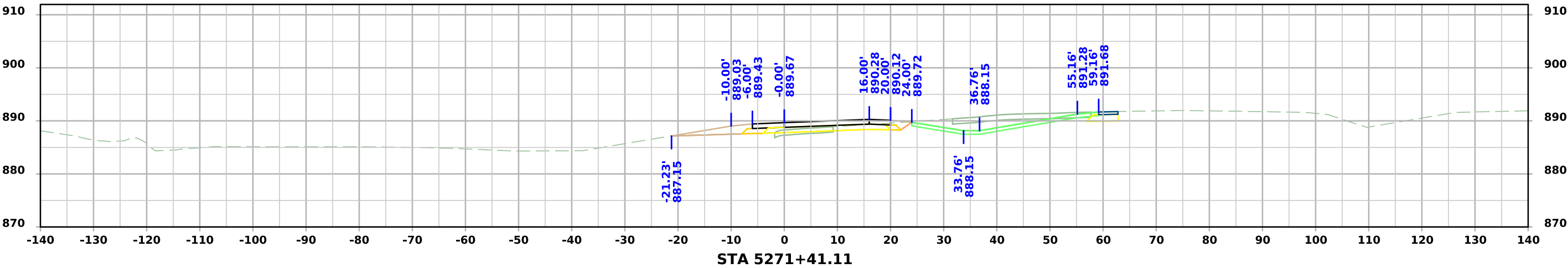
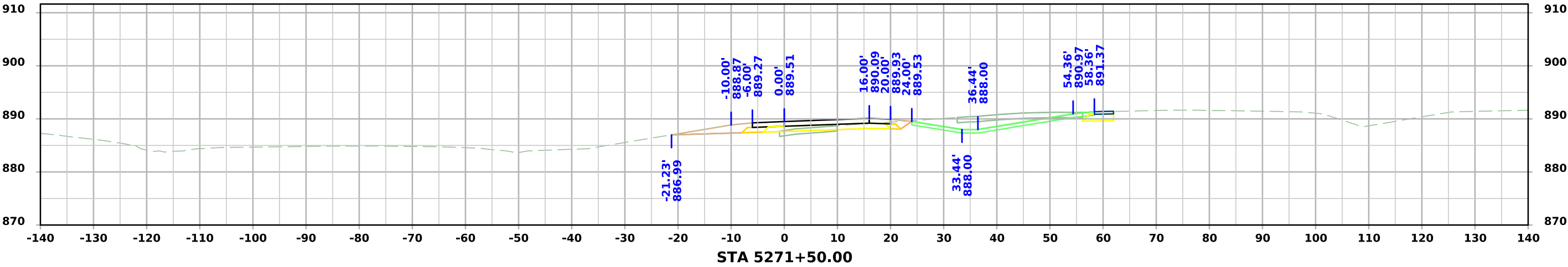
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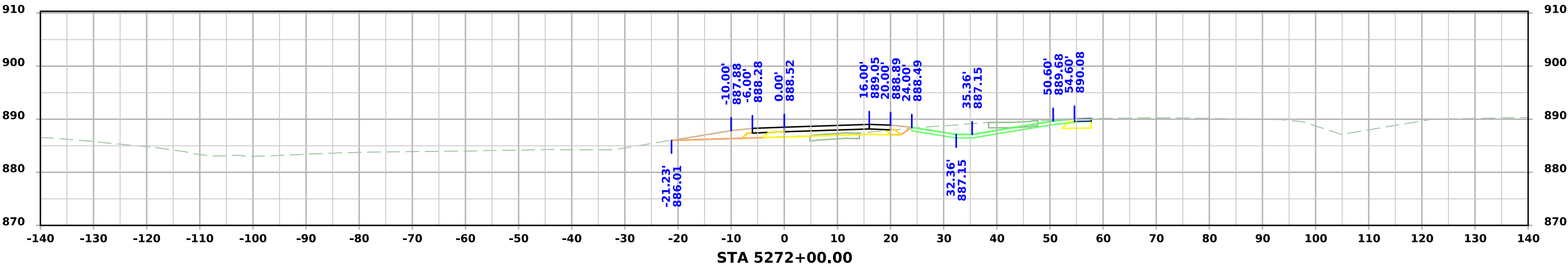
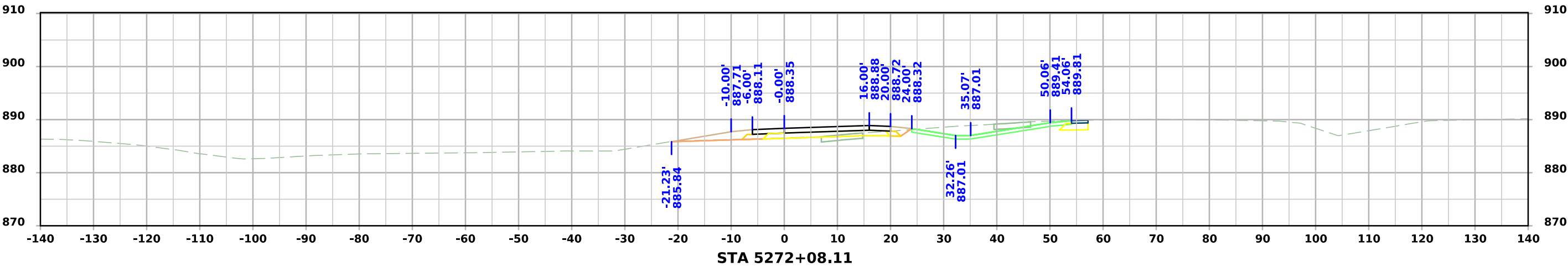
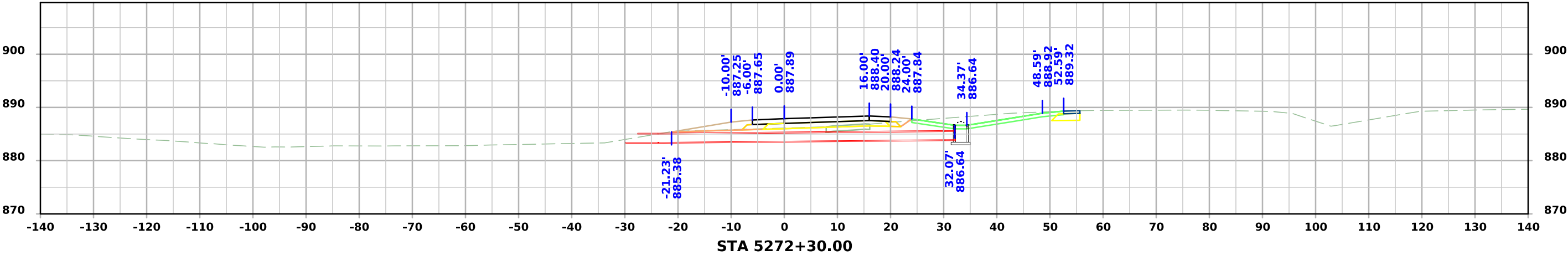
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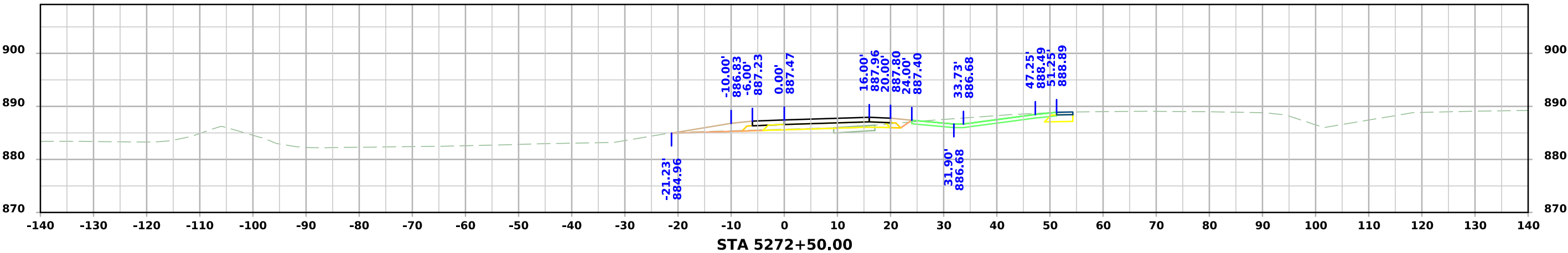
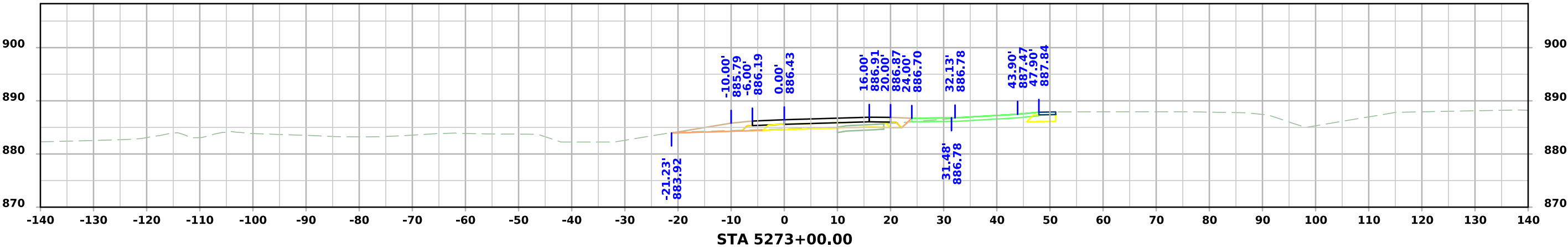
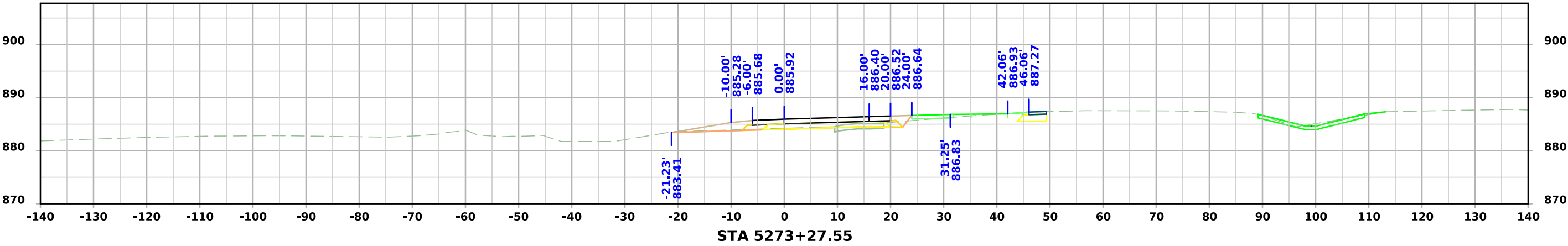
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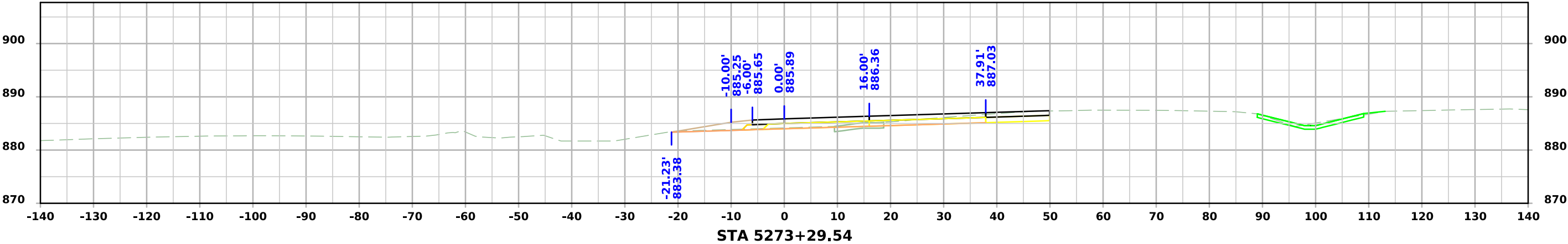
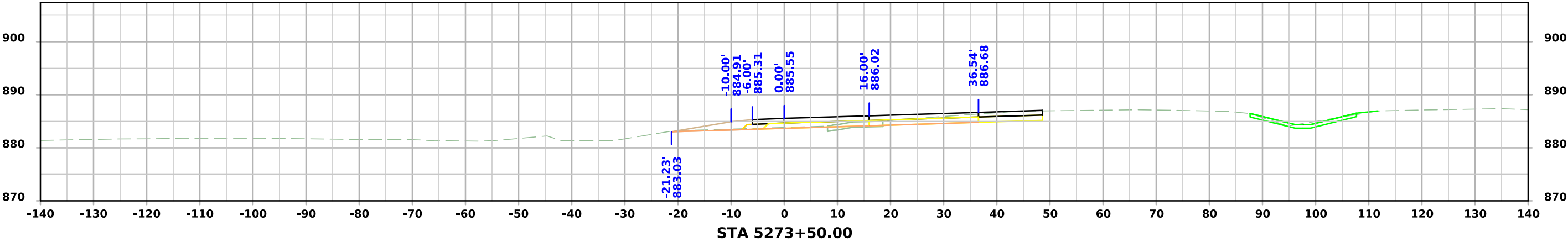
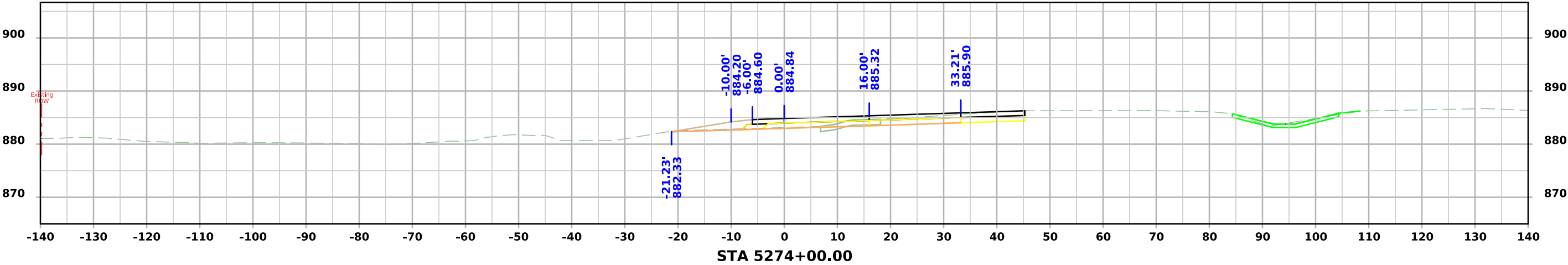
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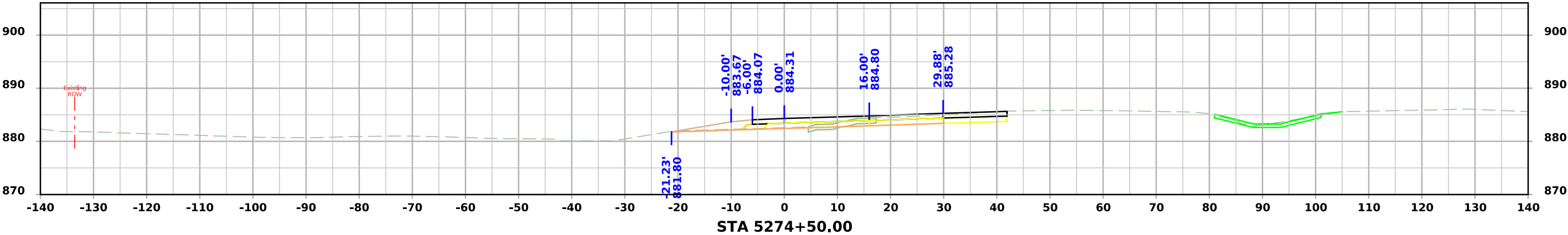
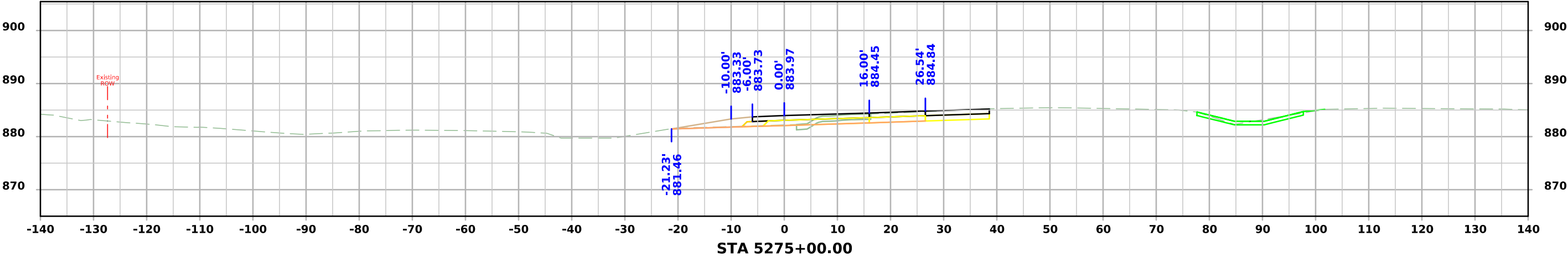
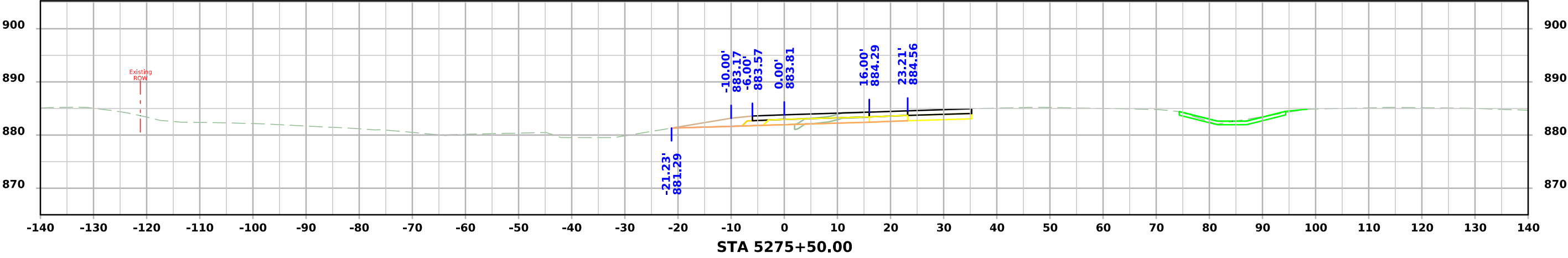
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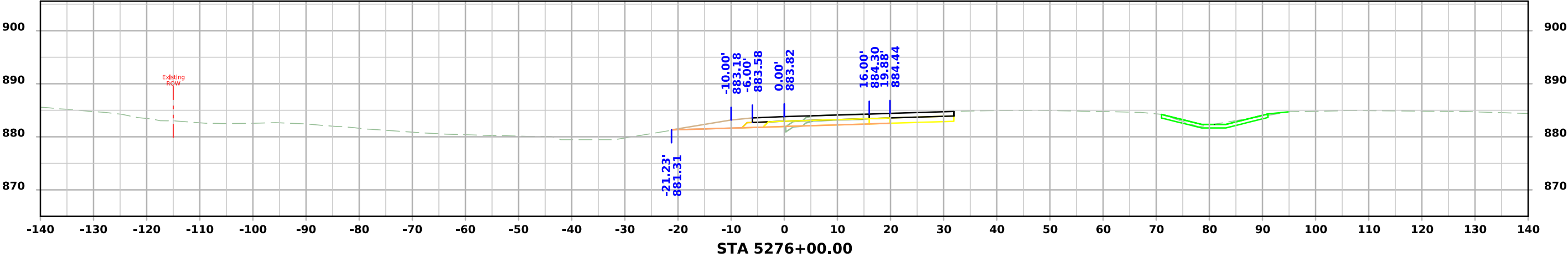
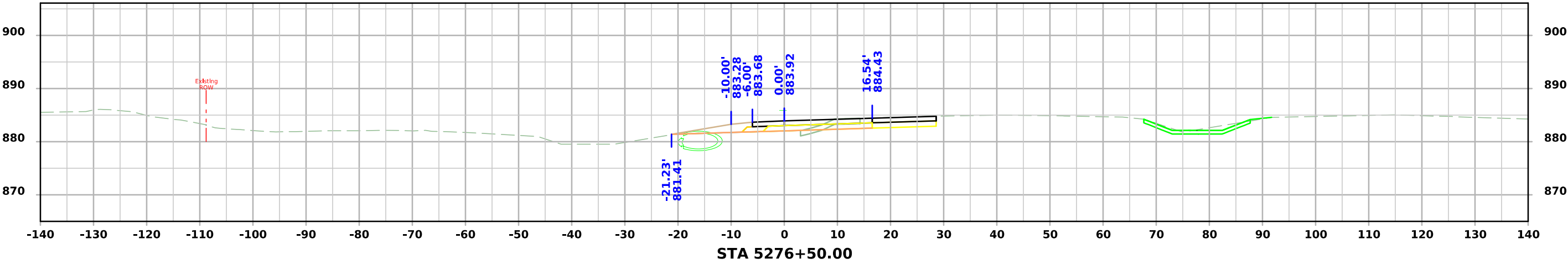
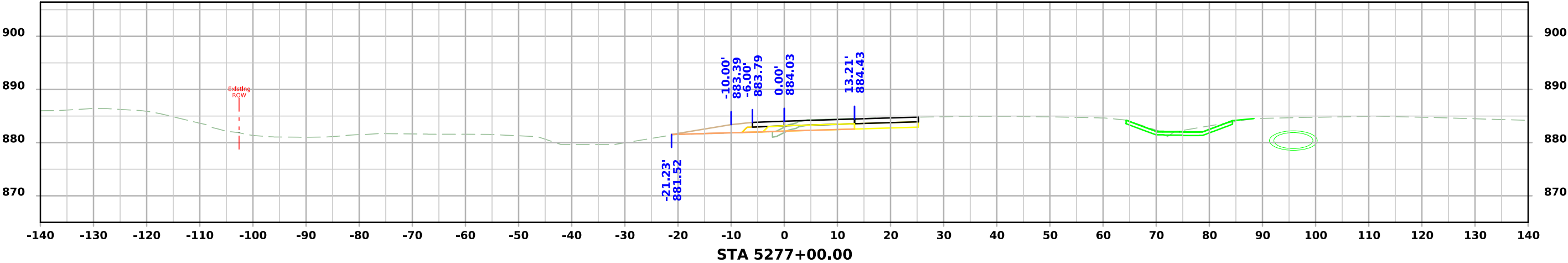
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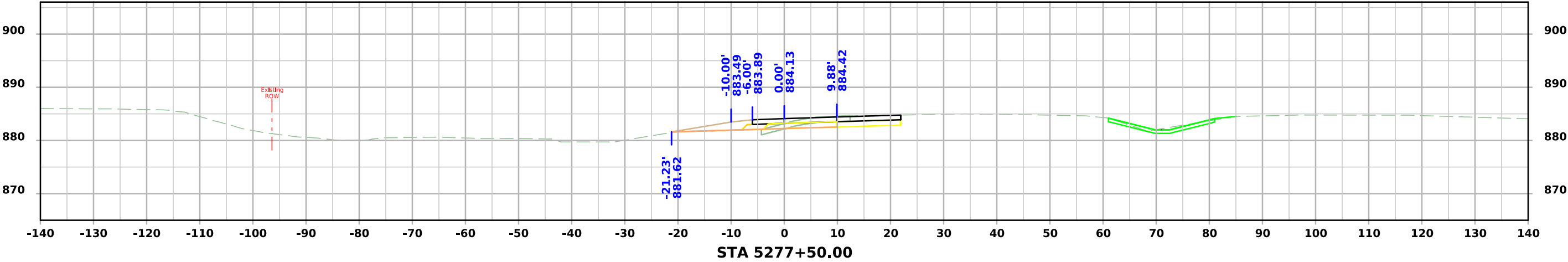
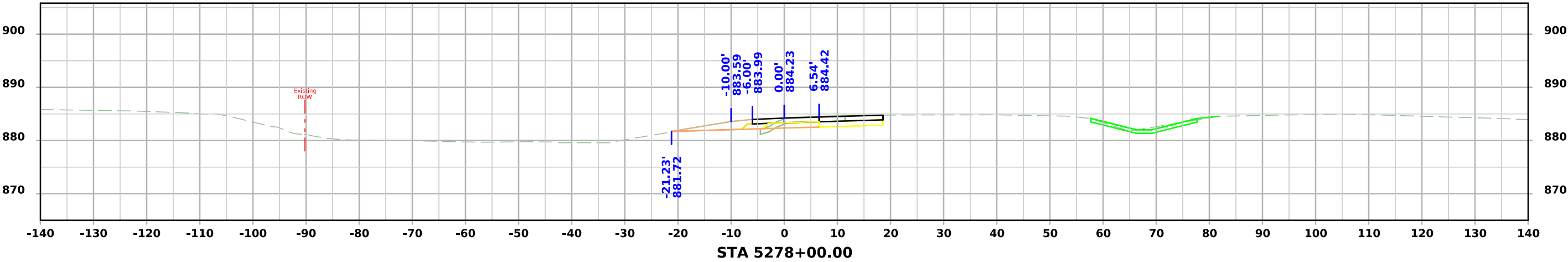
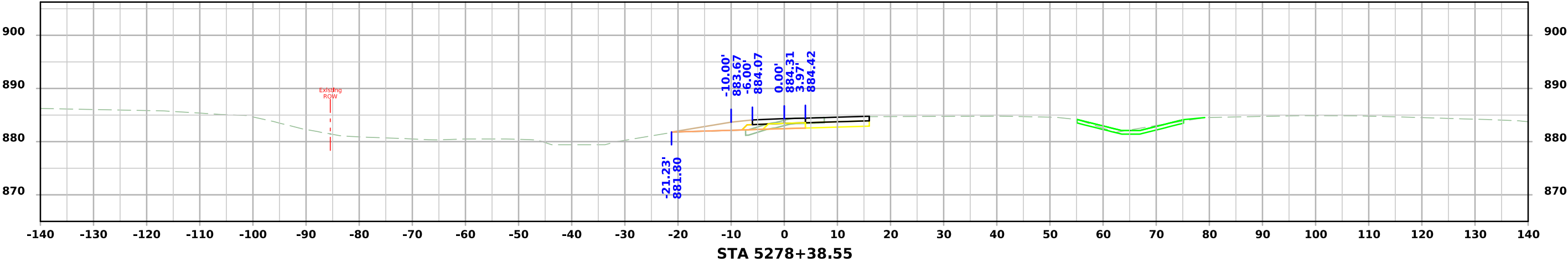
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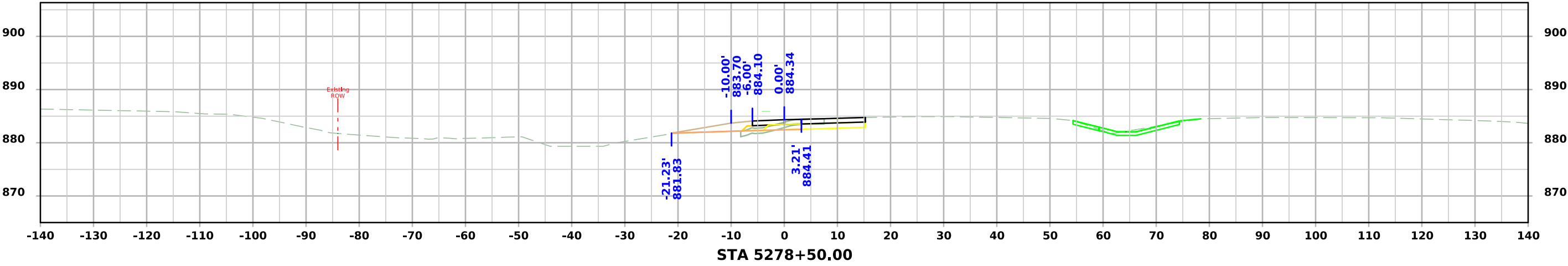
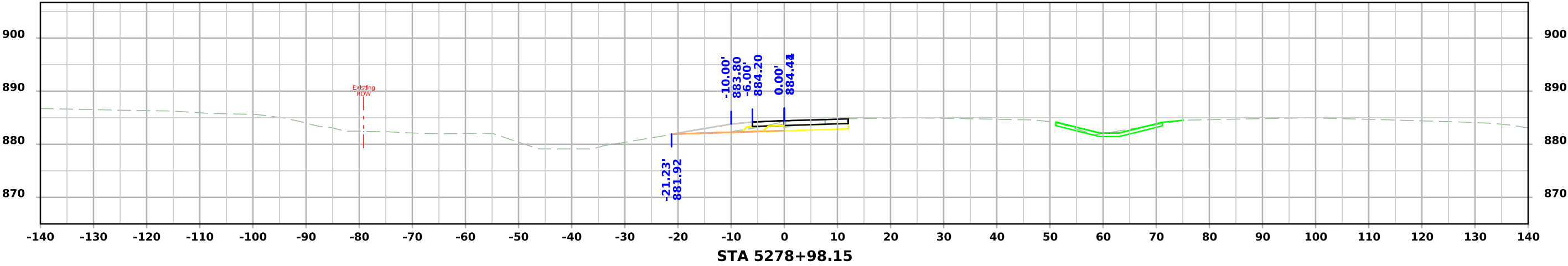
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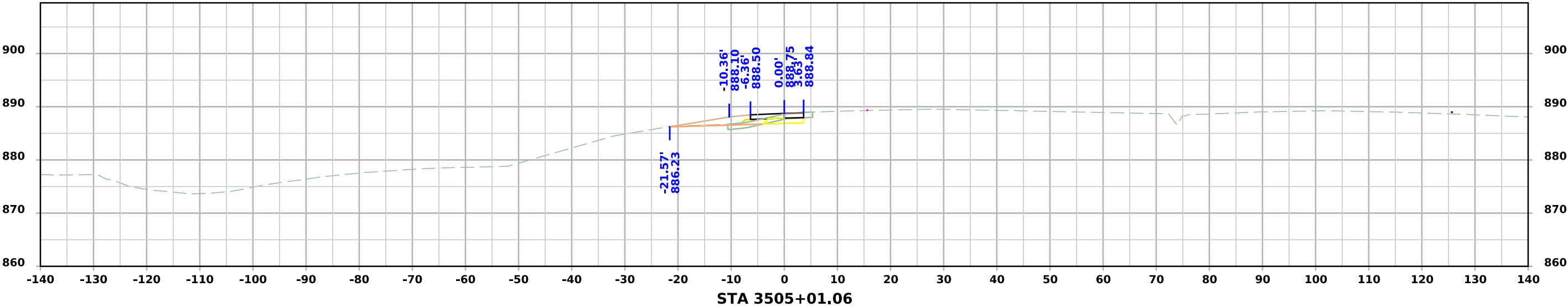
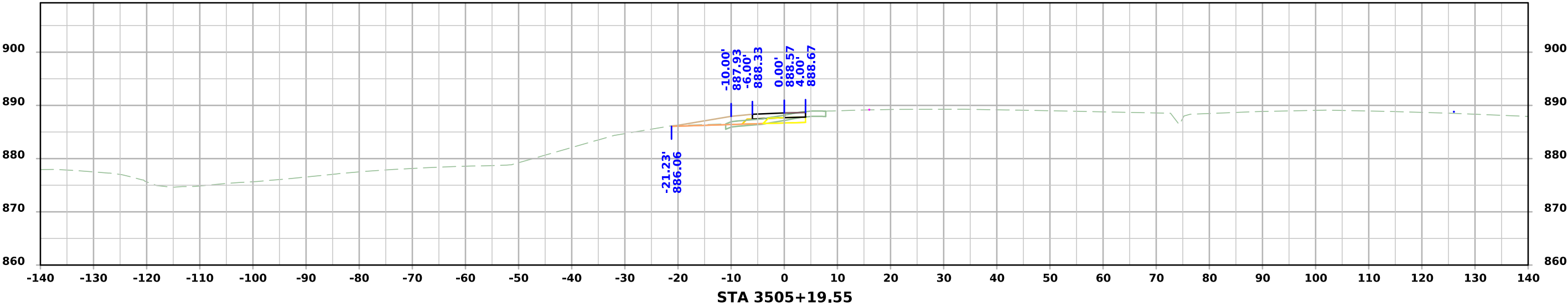
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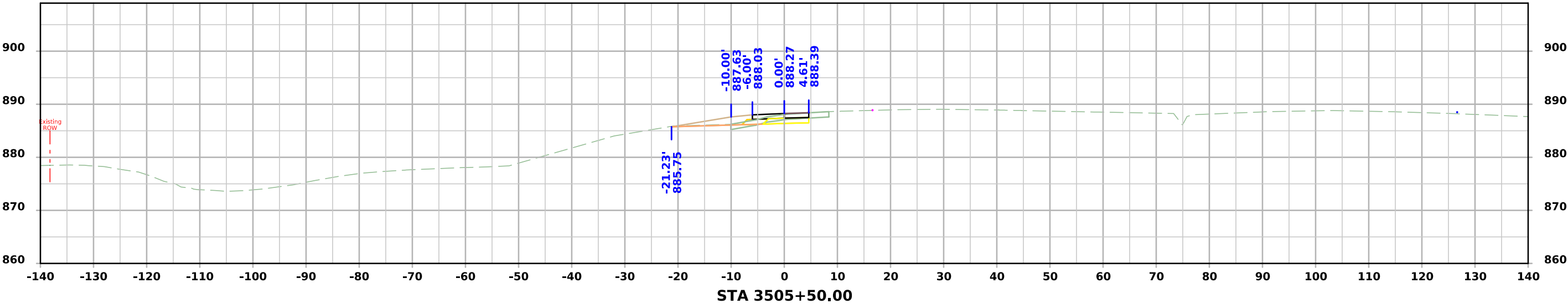
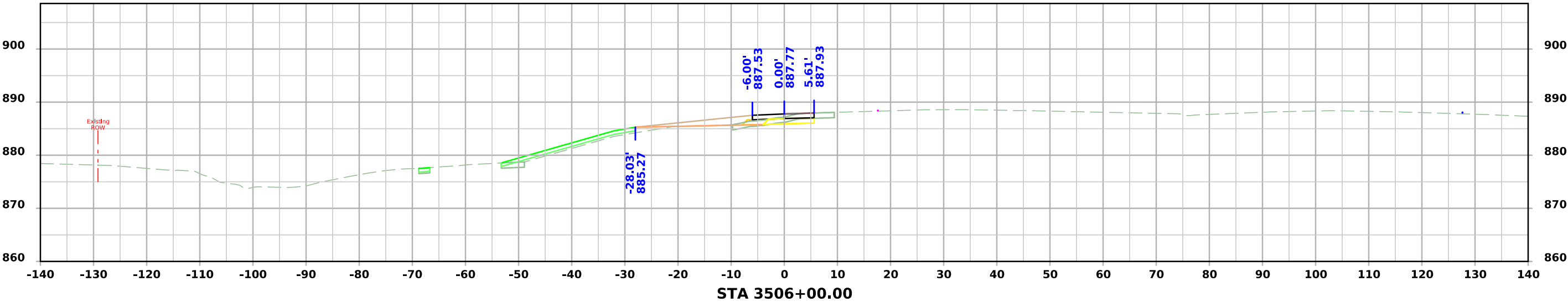
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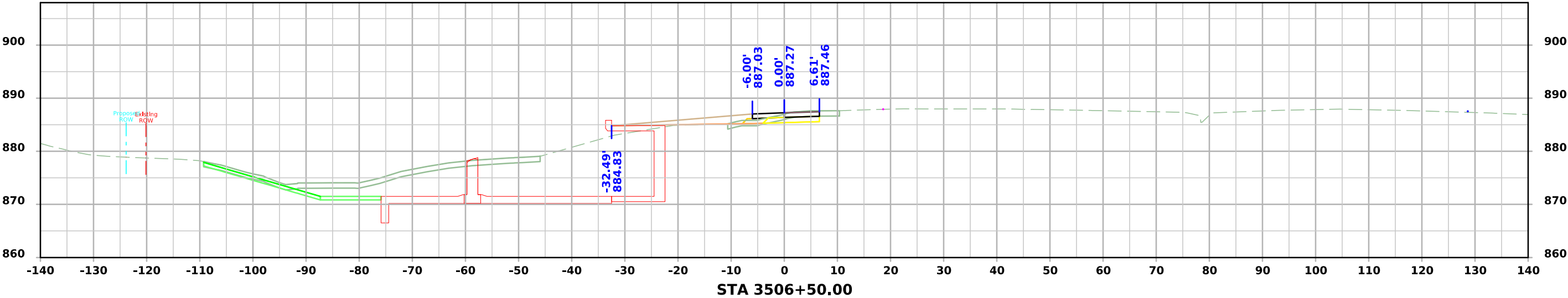
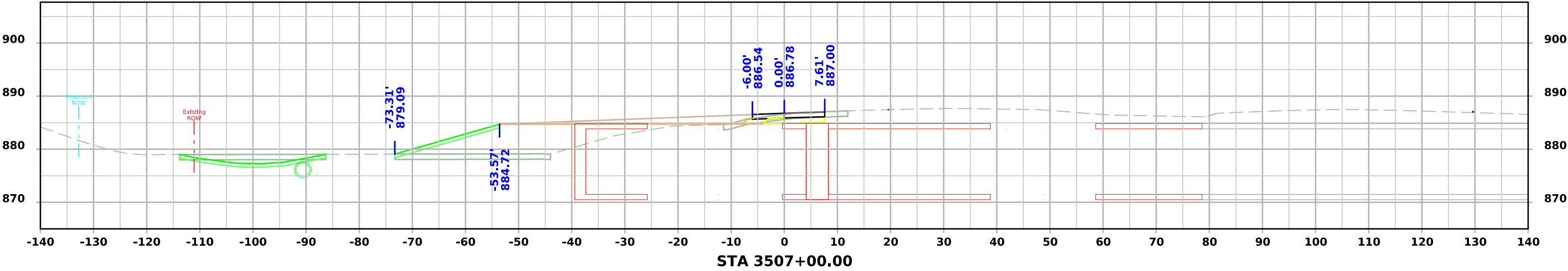
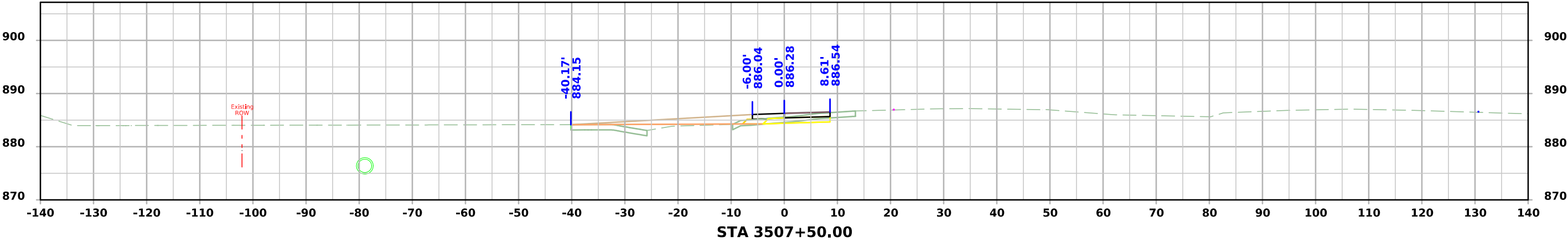
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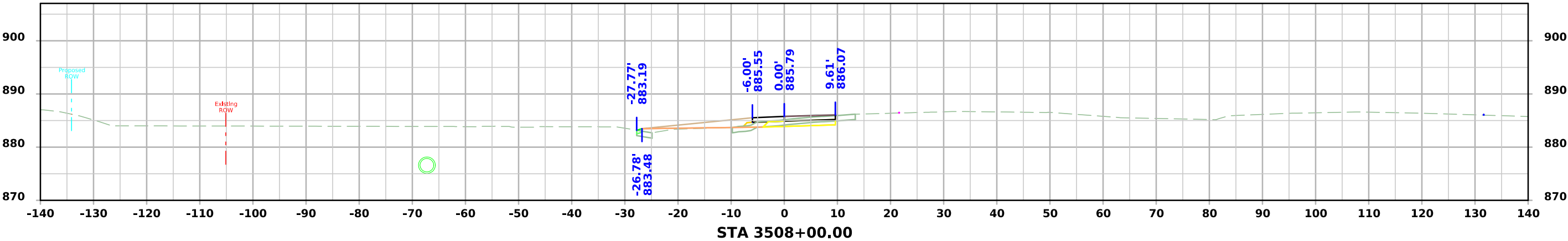
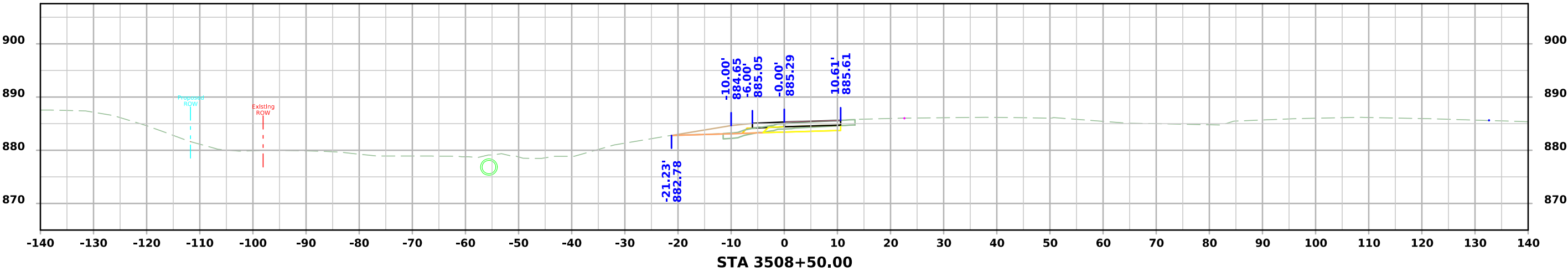
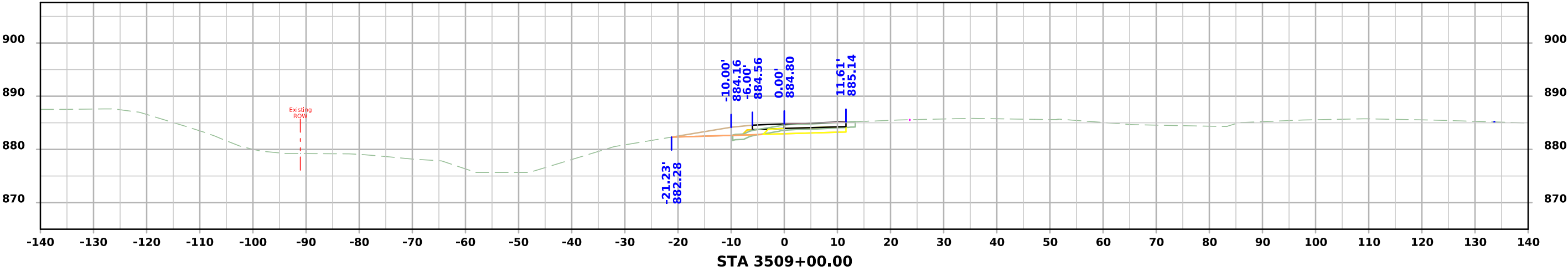
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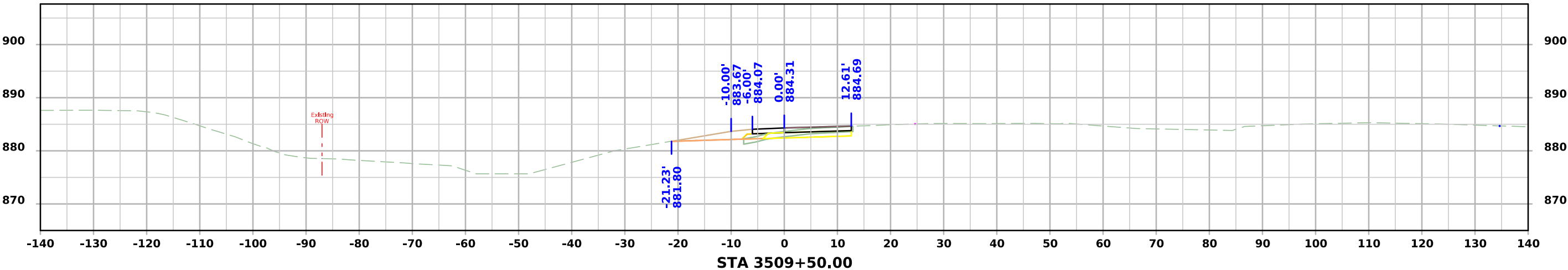
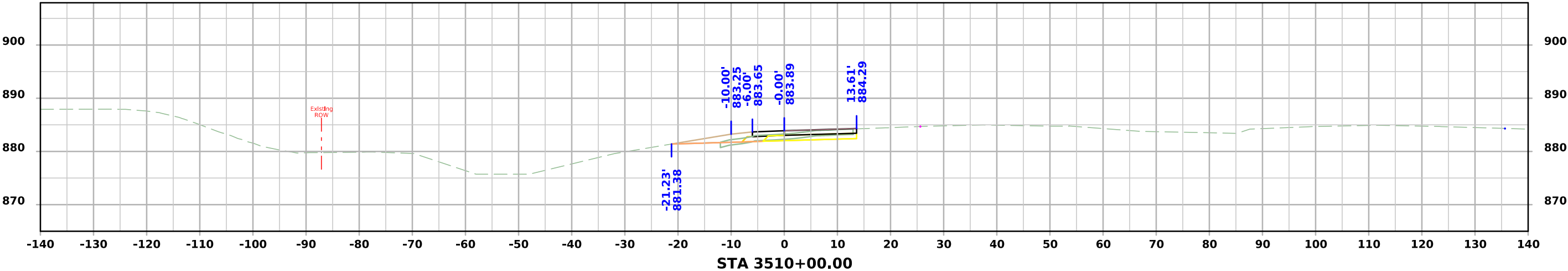
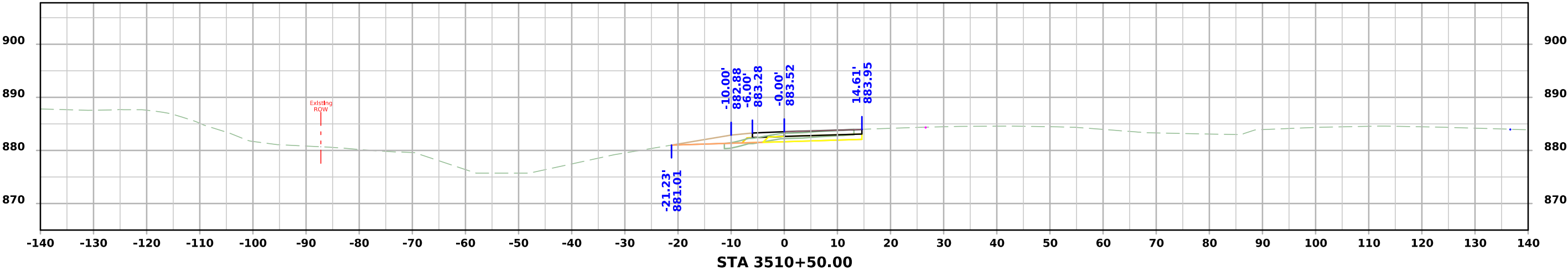
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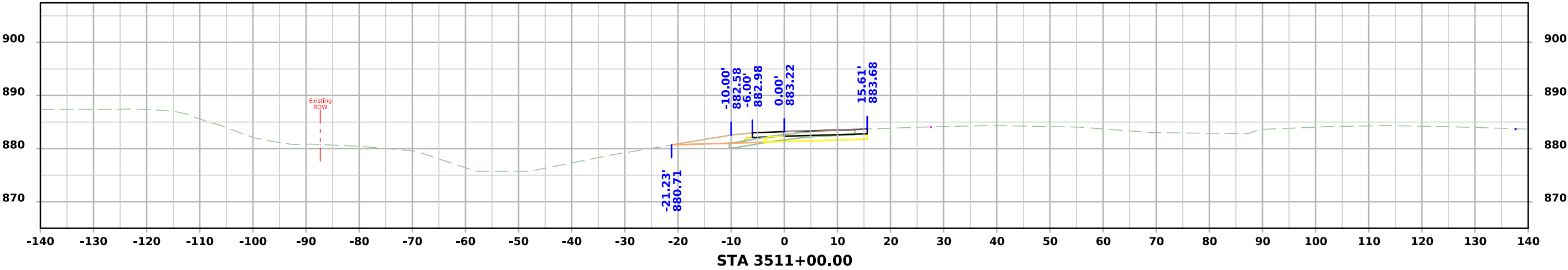
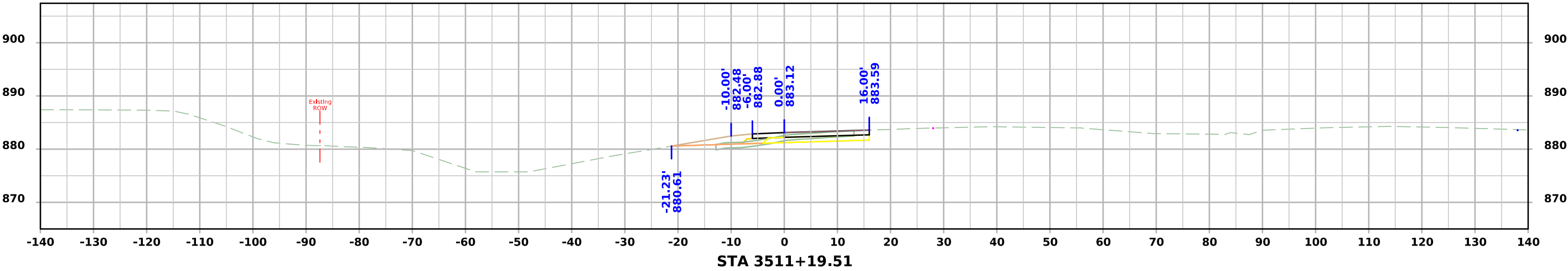
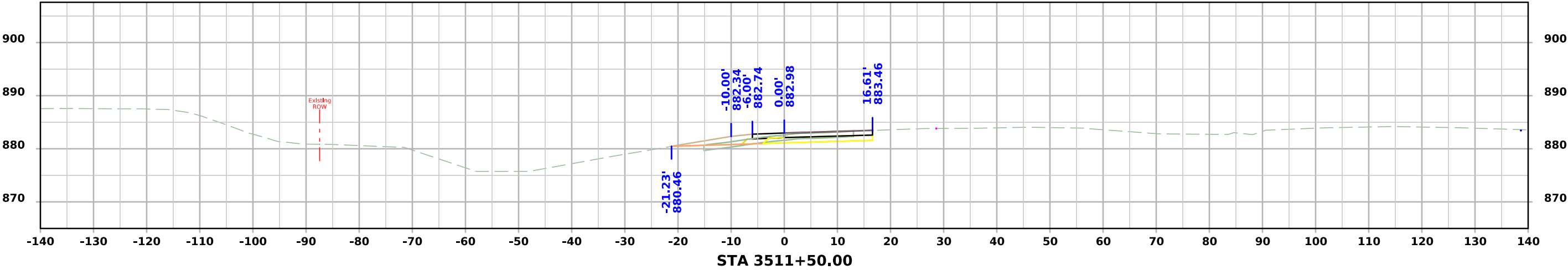
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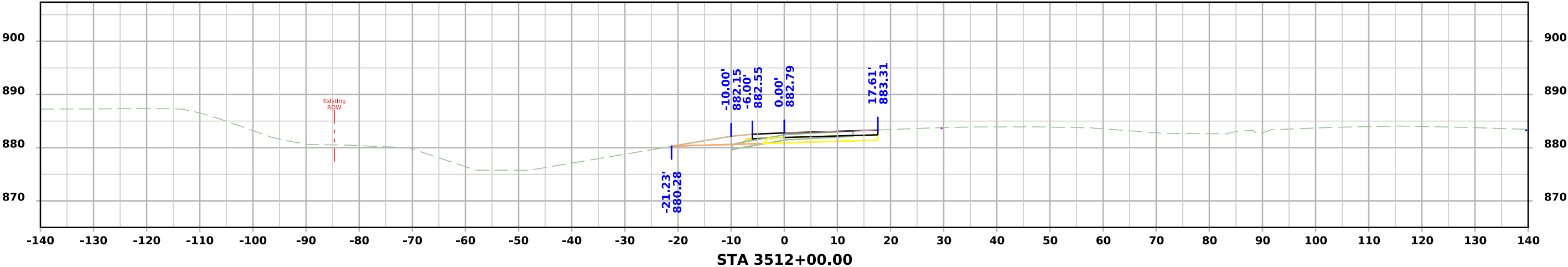
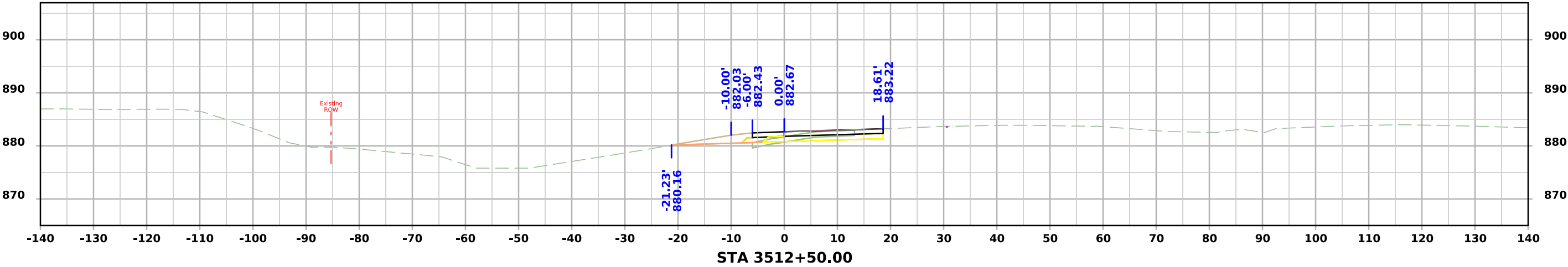
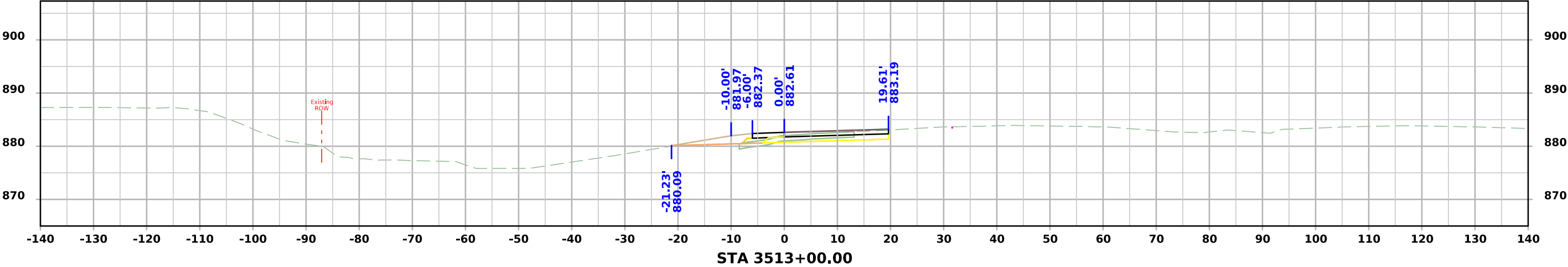
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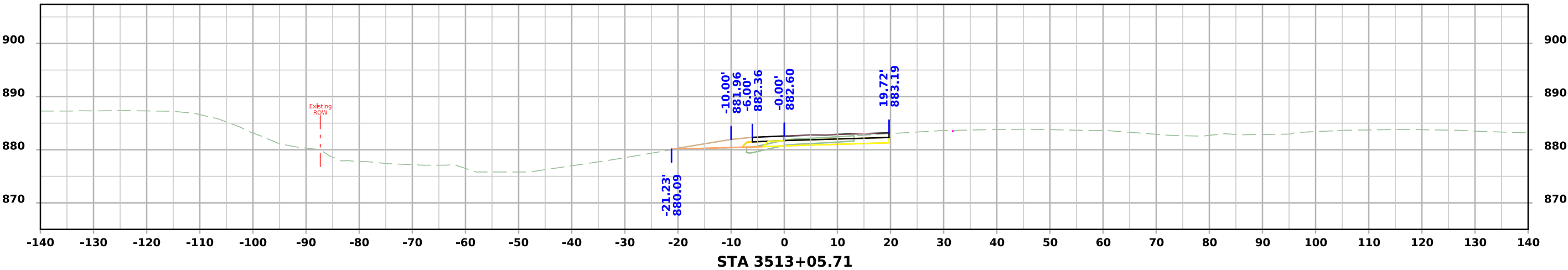
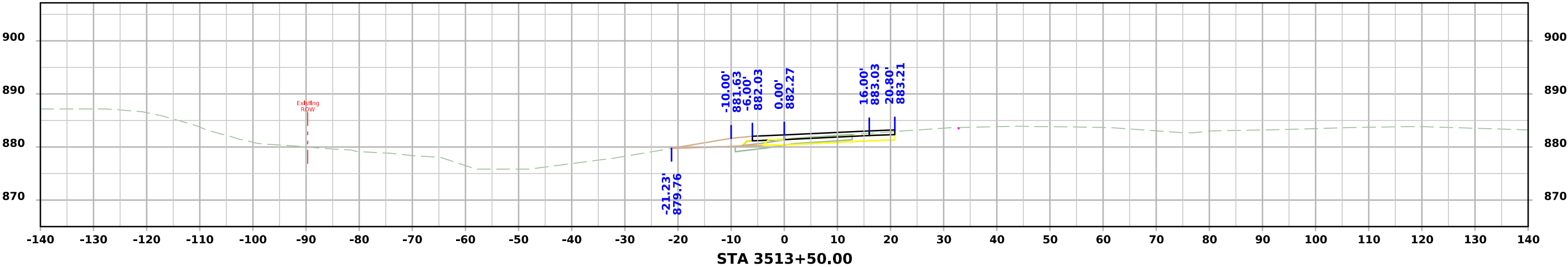
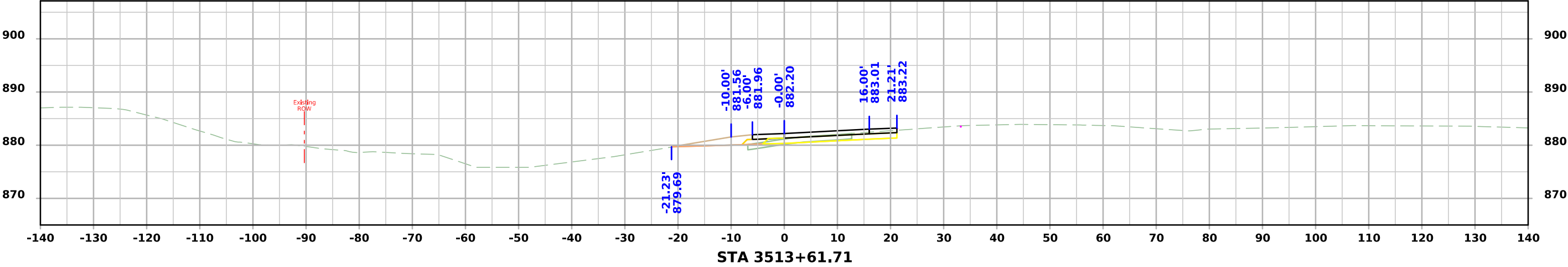
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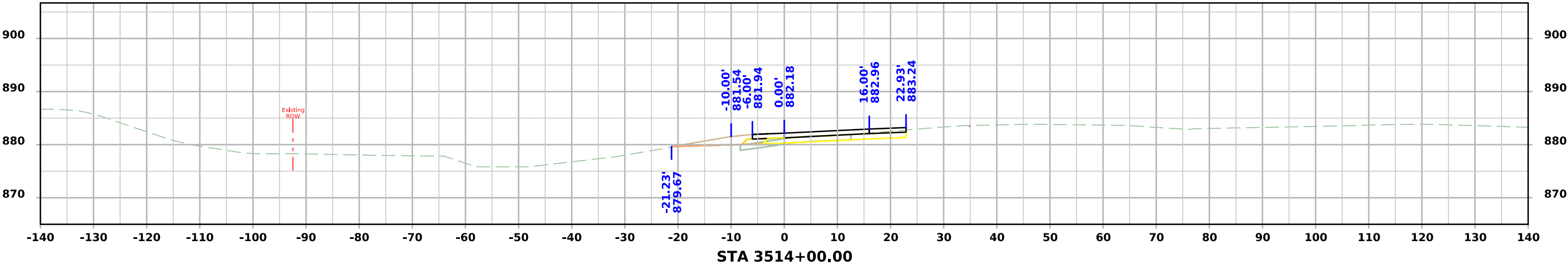
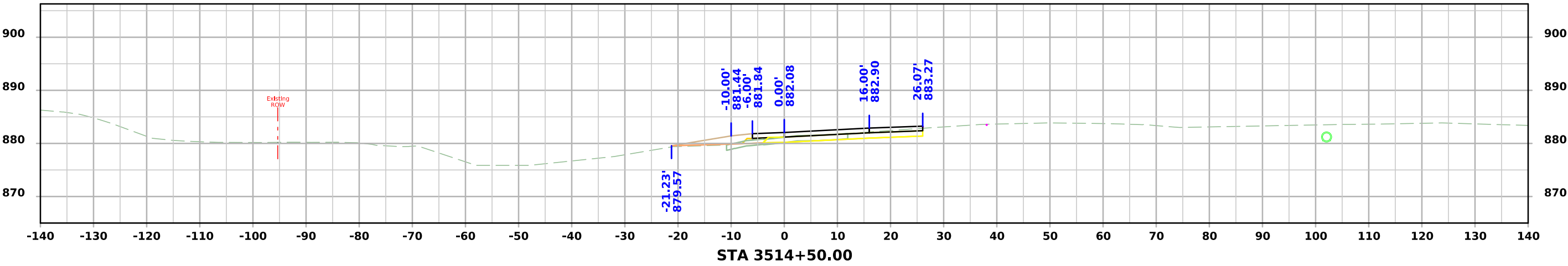
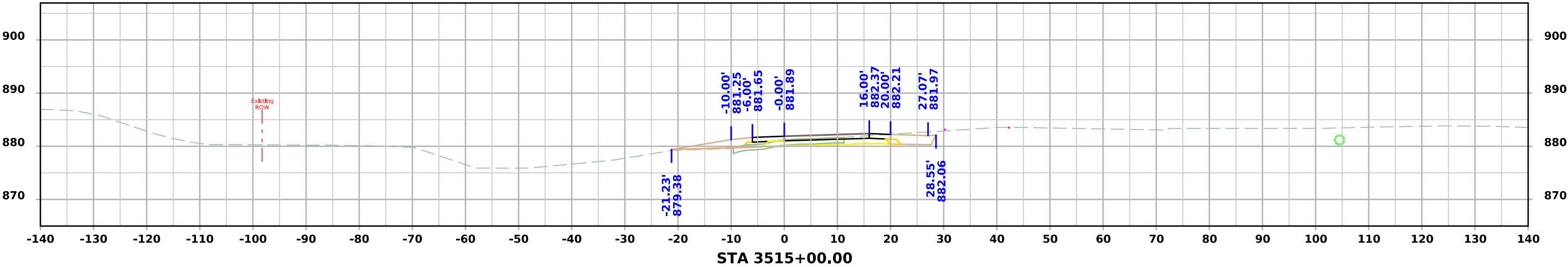
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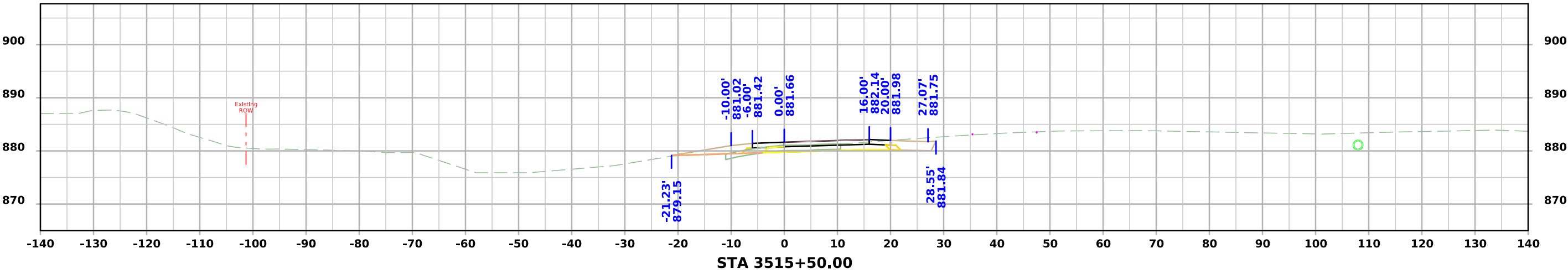
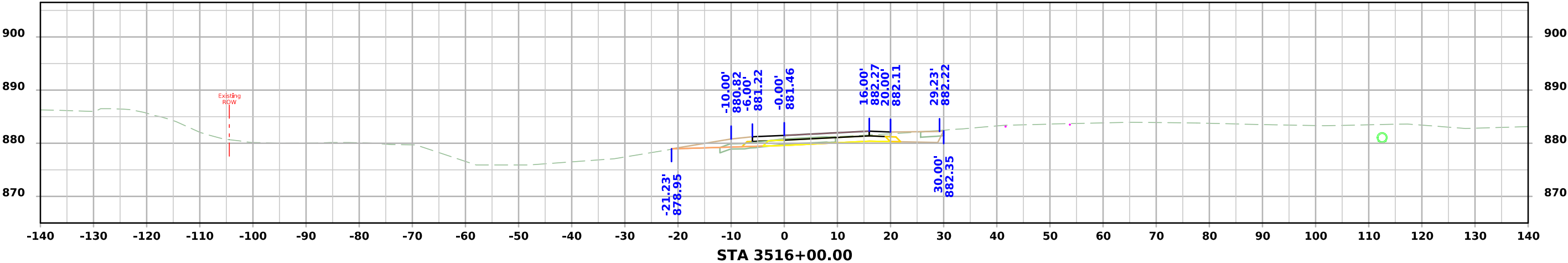
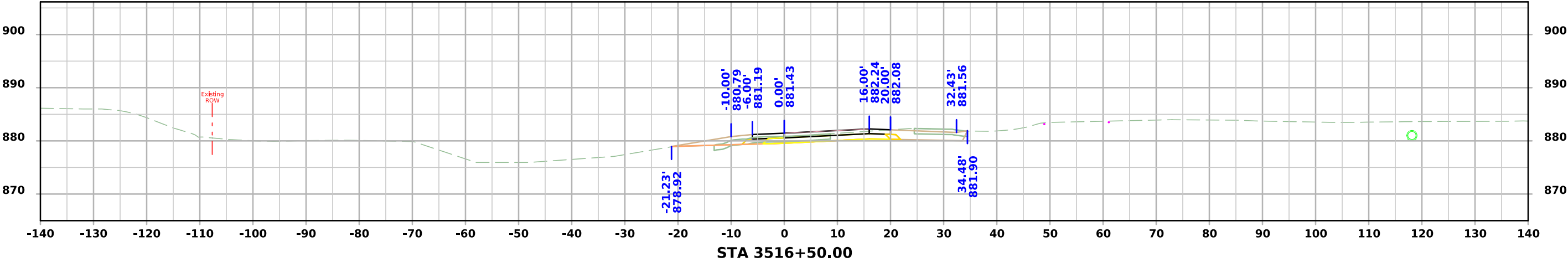
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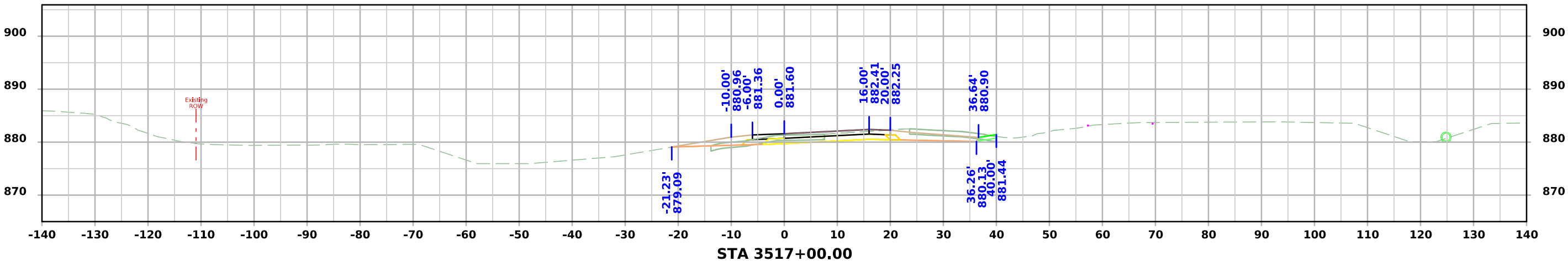
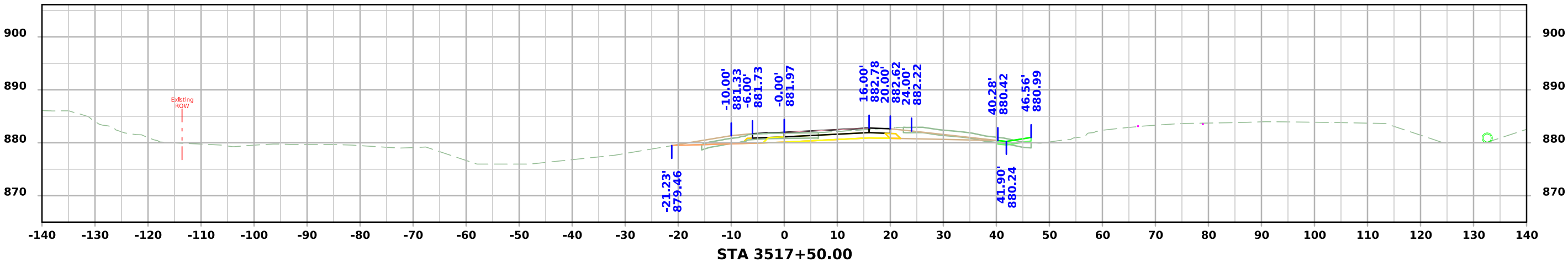
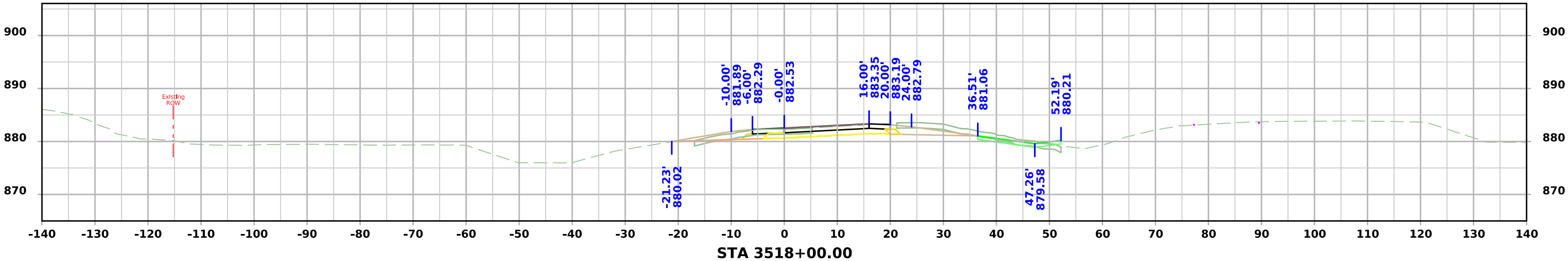
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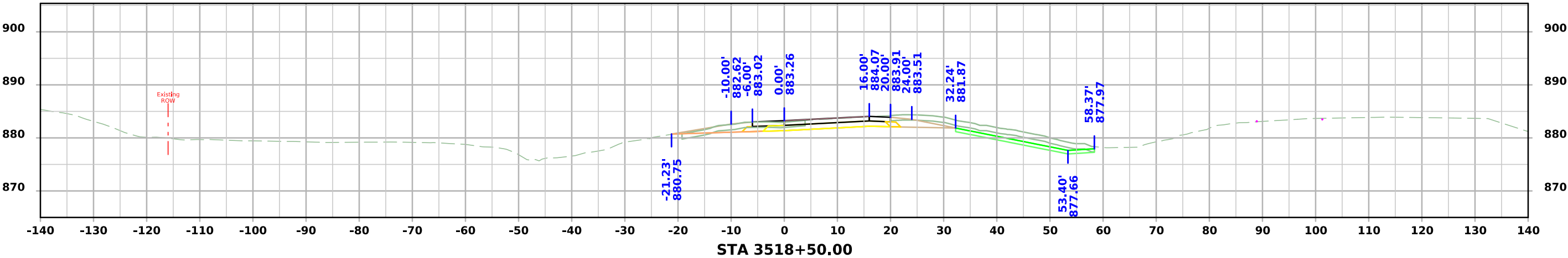
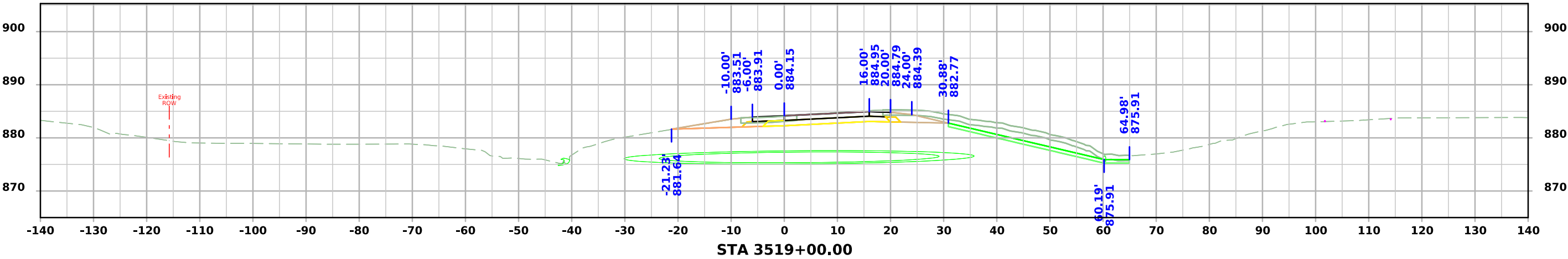
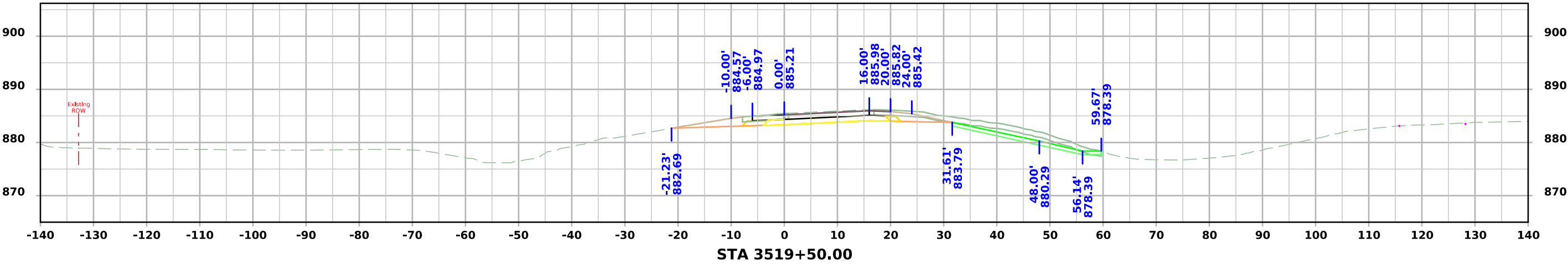
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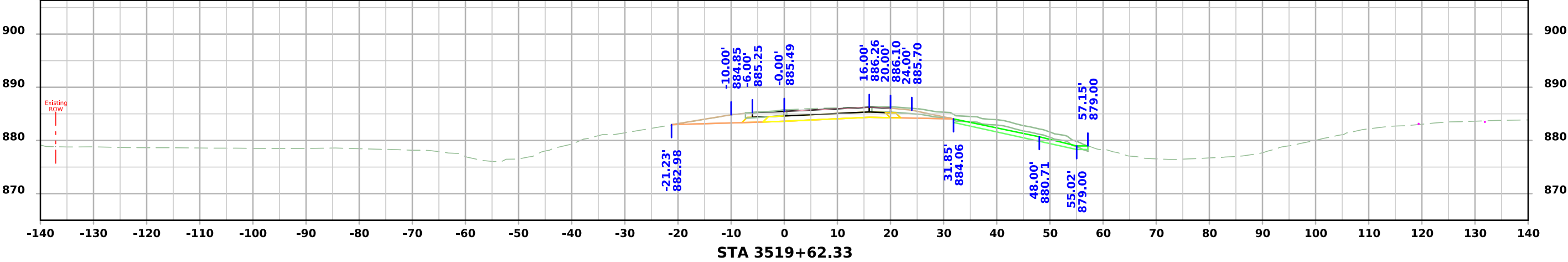
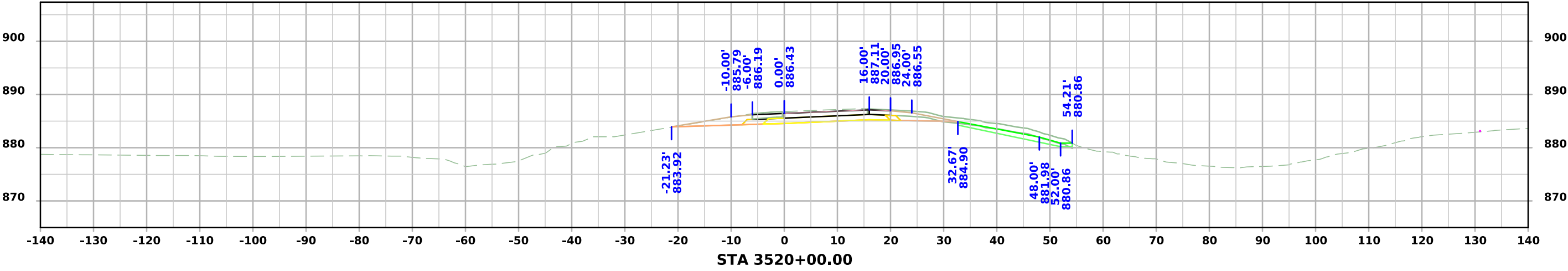
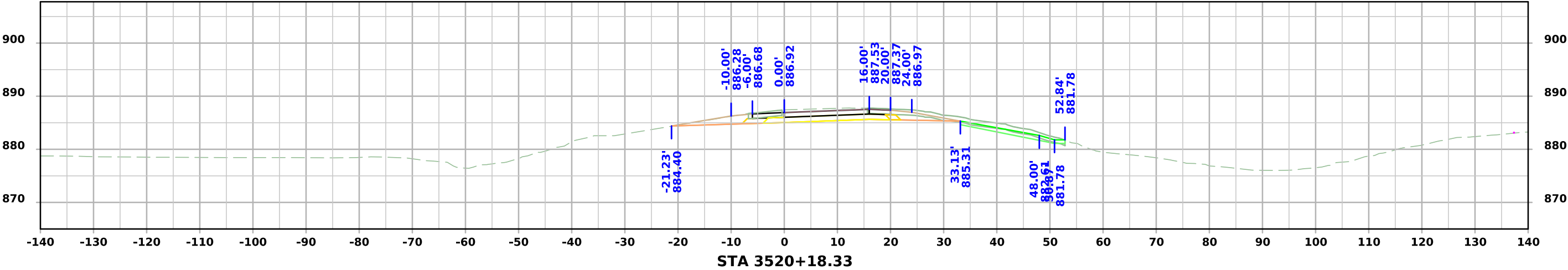
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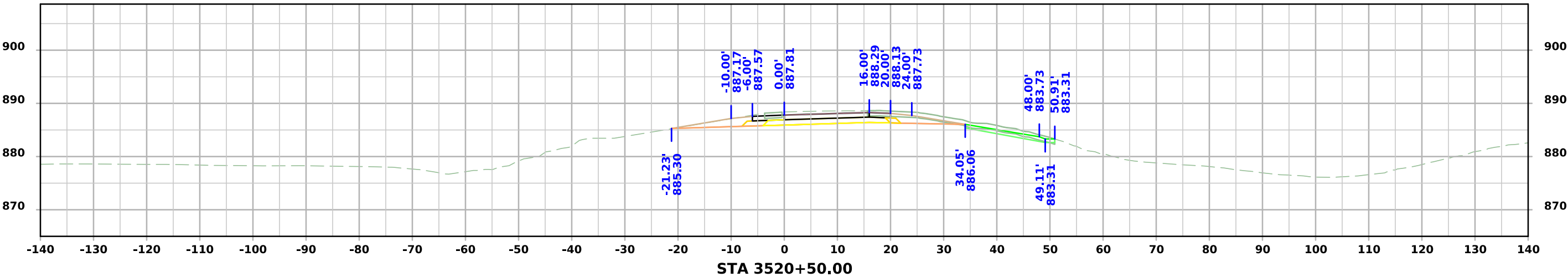
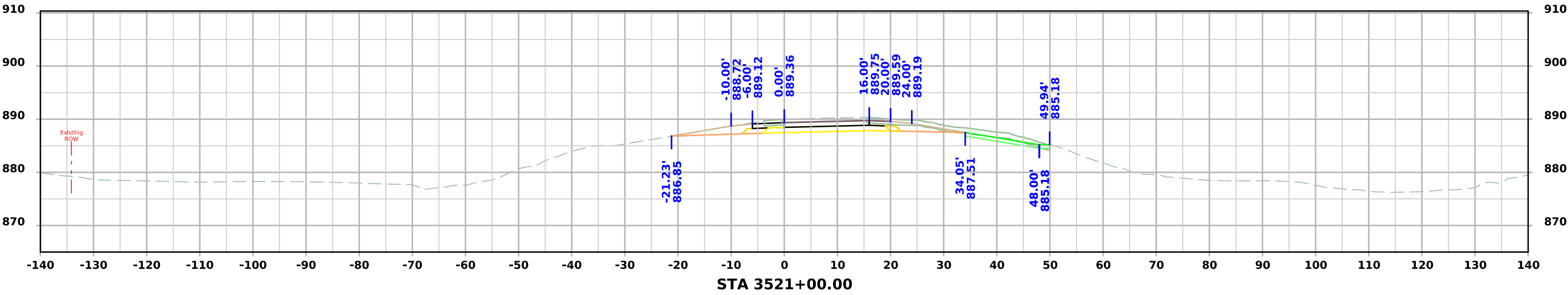
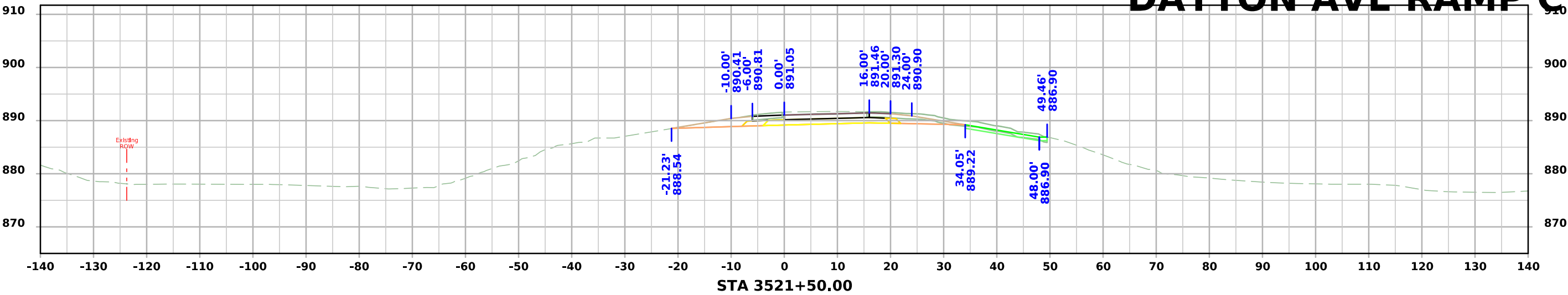
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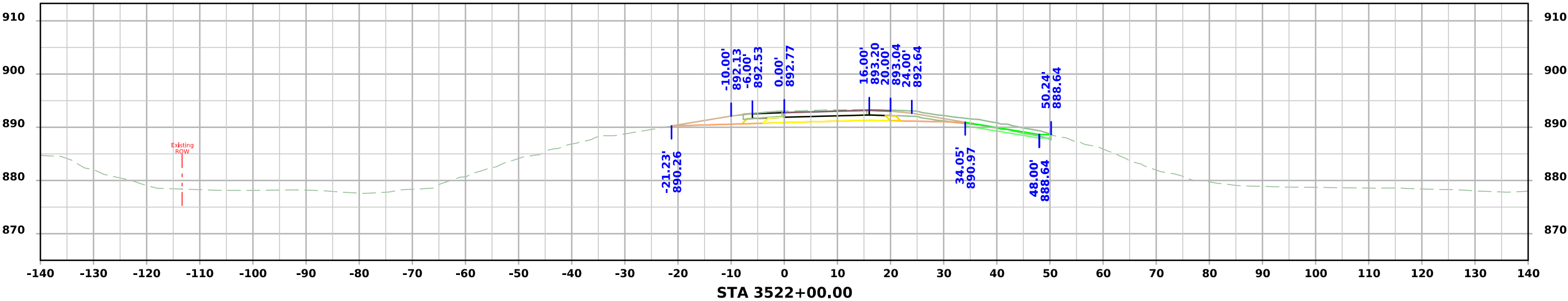
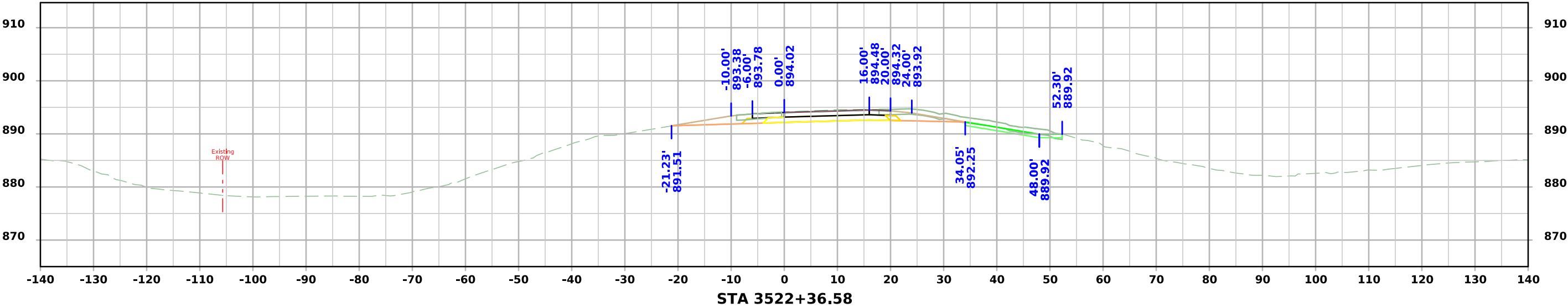
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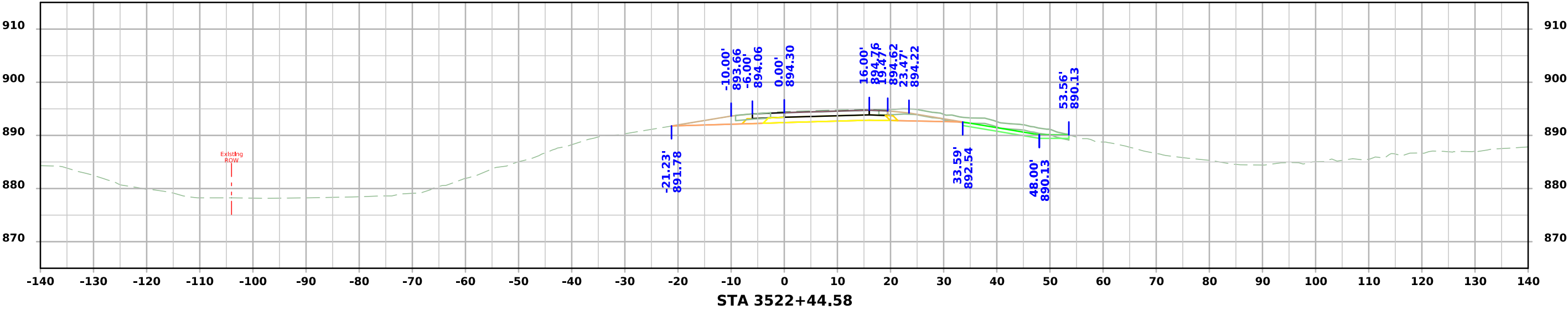
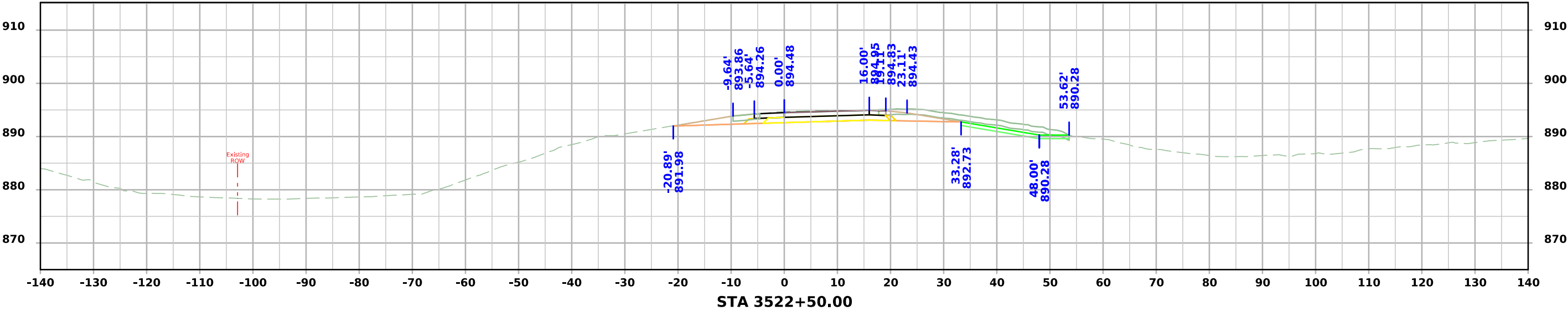
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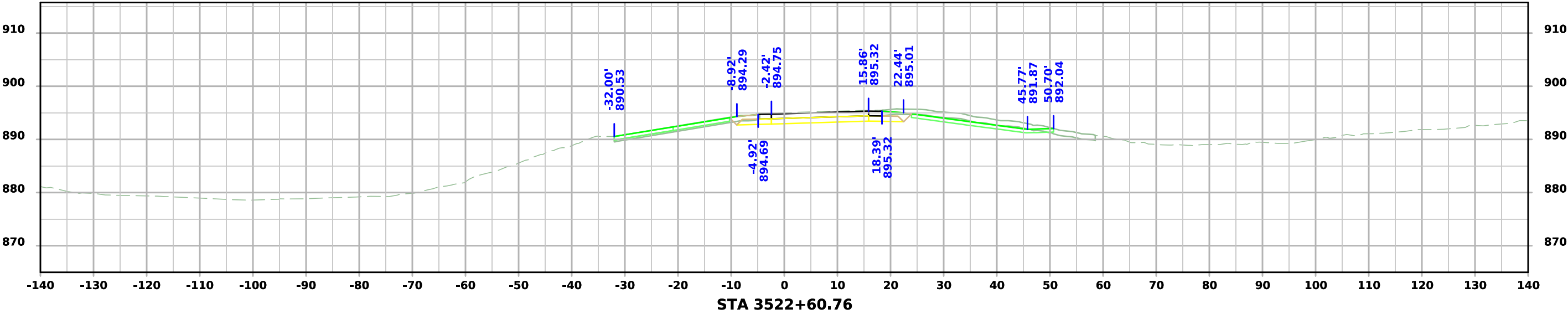
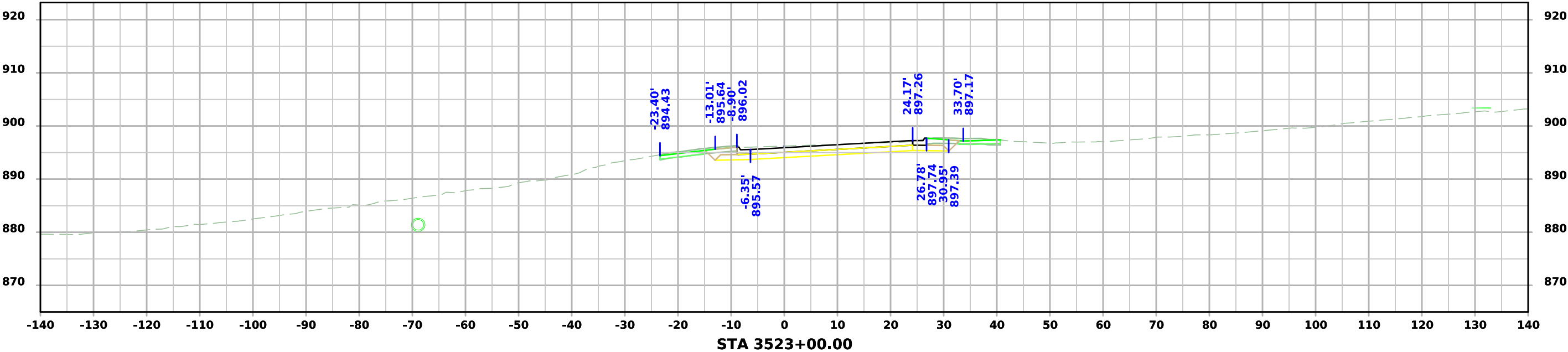
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