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IOWA | DOT

PCC PAVEMENT - GRADE AND REPLACE

PLANS OF PROPOSED IMPROVEMENT ON THE

URBAN ROAD SYSTEM

SCOTT COUNTY

DAVENPORT, IOWA

IN THE CITY OF DAVENPORT, RECONSTRUCT ROCKINGHAM ROAD/ 2ND STREET AND MARQUETTE STREET

CIP NO. 35067 AND PRJ-4895

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

PROJECT LOCATION MAP
ON SHEET A.03

MILEAGE SUMMARY			105-1
DIV.	LOCATION	LIN. FT.	MILES
	ROCKINGHAM ROAD/ 2ND STREET (STA 15+00.00 - 41+00)	2,600	0.49
	MARQUETTE STREET (STA 638+26.59 - 643+03.23)	476.64	0.09
	STURDEVANT STREET (STA 215+47.47 - 219+01.98)	354.51	0.07
	WASHINGTON STREET (STA 323+40.54 - 324+61.43)	120.89	0.02
	TOTAL	3,552.04	0.67

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	Brandon Mickelson	Primary Signature Block
A.1	Holly Manternach	Roadway Design
B.12	Stan Stallsmith	Retaining Wall Design
B.18	Jason Whyte	Gatewell Design
M.1	Mark Phipps	Drainage Design
N.1	Casey Dix	Traffic Signal Design

REVISIONS

TOTAL

231

PROJECT IDENTIFICATION NUMBER

PROJECT NUMBER

HDP-1827(705)--71-82

R.O.W. PROJECT NUMBER

STANDARD ROAD PLANS

STANDARD ROAD PLANS ARE
LISTED ON SHEET C.7

NPDES GENERAL PERMIT NO. 2

THIS PROJECT IS COVERED BY THE IOWA DEPARTMENT OF NATURAL RESOURCES NPDES GENERAL PERMIT NO. 2. THE CONTRACTOR SHALL CARRY OUT THE TERMS AND CONDITIONS OF GENERAL PERMIT NO. 2 AND THE STORMWATER POLLUTION PREVENTION PLAN WHICH IS A PART OF THESE CONTRACT DOCUMENTS. REFER TO SECTION 2602 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION.

IDNR FLOODPLAIN CONSTRUCTION PERMIT

THIS PROJECT IS COVERED BY THE IOWA DNR
FLOODPLAIN CONSTRUCTION PERMIT NO. 2026-0493FP-01

STURDEVANT STREET
DESIGN DATA URBAN

2023	AADT	3000	V.P.D.
2043	AADT	3600	V.P.D.
20	DHV		V.P.H.
TRUCKS		3	%
Total			
Design ESALs			

WASHINGTON STREET
DESIGN DATA URBAN

2023	AADT	600	V.P.D.
2043	AADT	730	V.P.D.
20	DHV		V.P.H.
TRUCKS		1	%
Total			
Design ESALs			

ROCKINGHAM ROAD/
2ND STREET
DESIGN DATA URBAN

2022	AADT	5400	V.P.D.
2042	AADT	6500	V.P.D.
20	DHV		V.P.H.
TRUCKS		1	%
Total			
Design ESALs			

MARQUETTE STREET
DESIGN DATA URBAN

2022	AADT	2650	V.P.D.
2042	AADT	3200	V.P.D.
20	DHV		V.P.H.
TRUCKS		3	%
Total			
Design ESALs			

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.

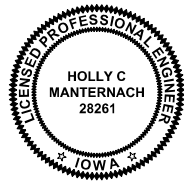
Signature Brandon L. Mickelson Date 7/21/26

Printed or Typed Name

My license renewal date is December 31, 2027

Pages or sheets covered by this seal: A, B.1-B.11, C, AND H SHEETS

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.

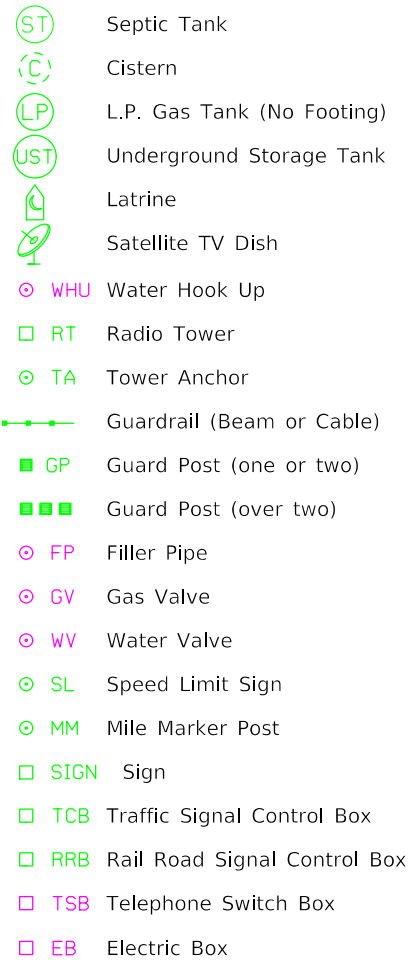
Signature Holly Manternach Date 7/21/26

Printed or Typed Name

My license renewal date is December 31, 2026

Pages or sheets covered by this seal: D, E, G, J, K, L, R, S, T, U, W, AND X SHEETS

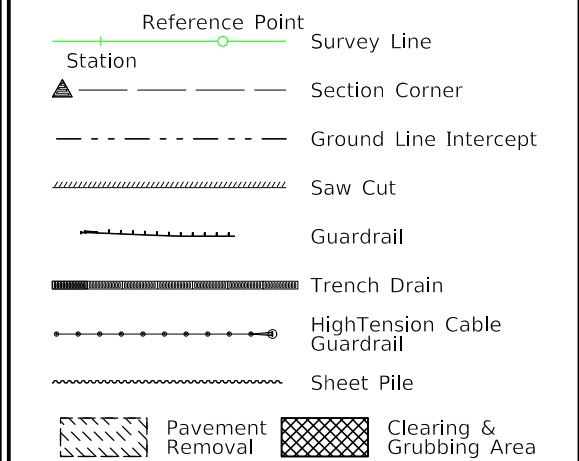
	Interstate Highway Symbol
	U.S. Highway Symbol
	Iowa Highway Symbol
	County Road Highway Symbol
	Evergreen Tree
	Deciduous Tree
	Fruit Tree
	Shrub (Bushes)
	Timber
	Hedge
	Stump
	Swamp
	Rock Outcrop
	Broken Concrete
	Revetment (Rip Rap)
	Cemetery
	Grave
	Cave
	Sink Hole
	Board Fence
	Chain Link or Security Fence
	Wire Fence
	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)



— TV —	CenturyLink/ Lumen Mindi Burgett mindi.burgett@lumen.com 515-563-7230
— ST S —	City of Davenport
— SAN —	Nicole Gleason nicole.gleason@davenportiowa.com
— F04 —	563-326-7923
— W —	Iowa American Water Company Melody Williams melody.williams@amwater.com
— OHE —	Metronet
— F0 —	Lori Kemper lori.kemper@metronet.com 812-213-1050
— F02 —	AT&T Justin Rahm jrahm@sdt-1.com 678-231-5933
— E2 —	MidAmerican
— G —	Nathanael Fry nathanael.fry@midamerican.com
— OHE —	515-380-8259
— F03 —	Aureon Jeff Klocko jeff.klocko@aureon.com 515-830-0445
— F05 —	UPN Samuel Vohsen upngis@upnfiber.com 816-814-9768

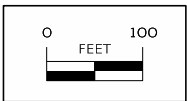
LINEWORK		Design Color No.		
Green	(2)		Existing Topographic Features and Labels	
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)		Existing Utilities	
SHADING		Design Color No.	Transparency	
Lavender	(9)		Temporary Pavement Shading	0%
Grey, Light	(48)		Proposed Pavement Shading	0%
Grey, Dark	(80)		Proposed Granular Shading	0%
Grey, Medium	(64)		Proposed Median Shading	50%
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading	50%
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading	50%
Brown, Light	(236)		Proposed Sidewalk (By Others)	50%
Orange, Light	(134)		Proposed Granular Entrance Shading	50%
Yellow	(48)		Proposed Paved Entrance Shading	0%
Tan	(8)		Proposed Sidewalk Shading	0%
Blue, Light	(230)		Proposed Sidewalk Landing Shading	0%
Pink	(11)		Proposed Sidewalk Ramp Shading	0%
Red	(3)		Proposed Structure Shading	50%
Red	(3)		Delineates Restricted Areas	0%

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



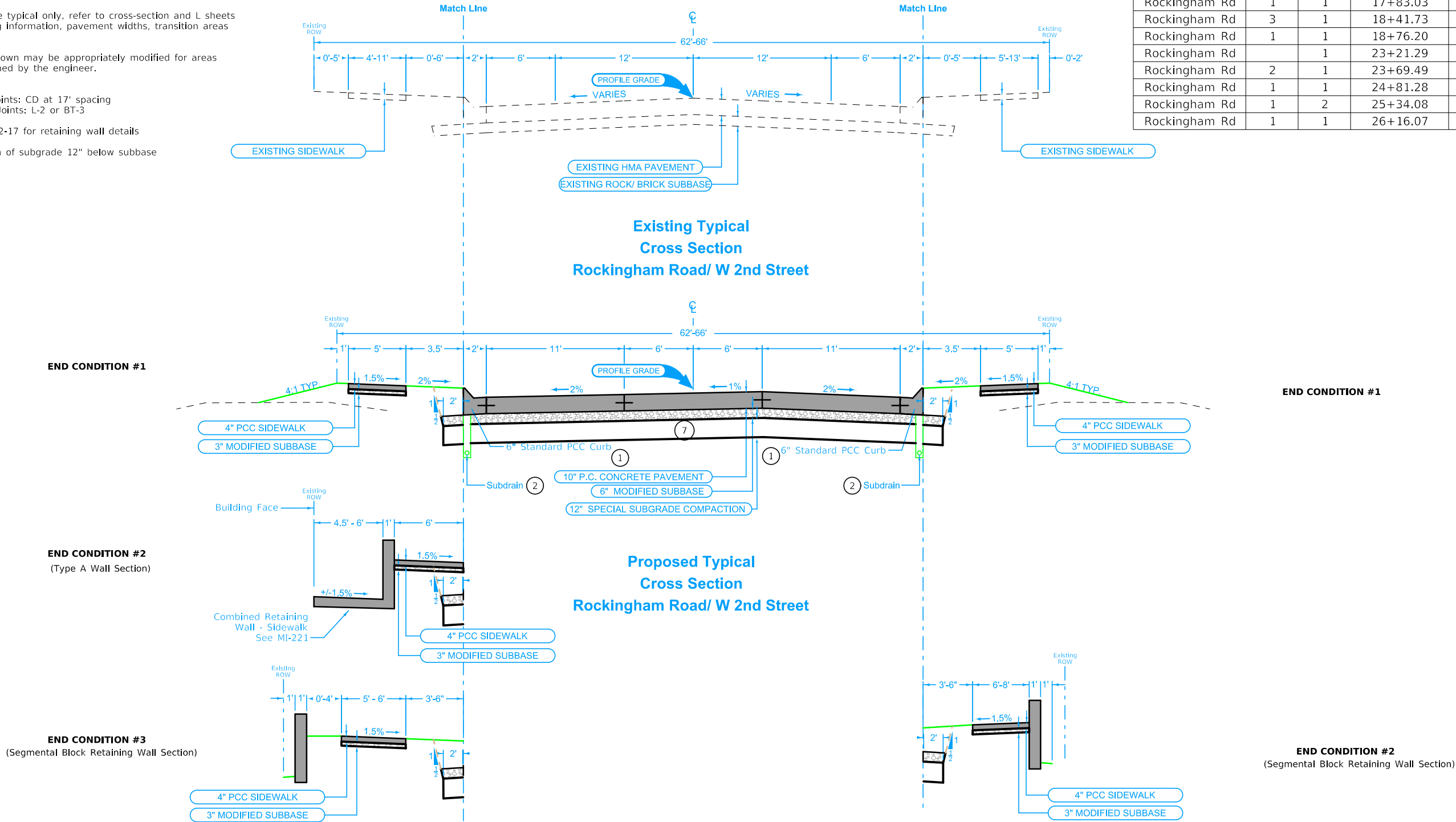
	Proposed Right-of-Way Symbol
	Proposed Right-of-Way Line
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary) Symbol
	Easement (Temporary) Line
	Easement
	Access Control
	Property Line Symbol
	Property Line

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



- ① 6" Standard Curb - Refer to IADOT Standard Road Plan PV-102 for dimensions and details.
- ② For subdrain installation, utilize a modified DR-303 Type 12 installation. Locate 6" subdrain just inside the back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
- ③ Sections shown are typical only, refer to cross-section and L sheets for specific grading information, pavement widths, transition areas and slope details.
- ④ Typical sections shown may be appropriately modified for areas specifically designed by the engineer.
- ⑤ Mainline jointing:
Transverse Joints: CD at 17' spacing
Longitudinal Joints: L-2 or BT-3
- ⑥ Refer to sheet B.12-17 for retaining wall details
- ⑦ Special compaction of subgrade 12" below subbase

ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
Rockingham Rd	1	1	15+00.00	16+35.13
Rockingham Rd	1	2	16+35.13	16+96.96
Rockingham Rd		2	16+96.96	17+30.50
Rockingham Rd	1	1	17+83.03	18+41.73
Rockingham Rd	3	1	18+41.73	18+76.20
Rockingham Rd	1	1	18+76.20	23+21.29
Rockingham Rd		1	23+21.29	23+69.49
Rockingham Rd	2	1	23+69.49	24+81.28
Rockingham Rd	1	1	24+81.28	25+34.08
Rockingham Rd	1	2	25+34.08	26+16.07
Rockingham Rd	1	1	26+16.07	29+92.18



ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
W 2nd St	1	1	30+49.89	36+34.52
W 2nd St		1	36+34.52	36+85.56
W 2nd St	1	1	36+85.56	37+90.23
W 2nd St	2	1	37+90.23	38+00.23
W 2nd St	2	1	38+00.23	39+46.99
W 2nd St	3	1	40+06.07	37+46.96
W 2nd St	1	1	37+46.96	41+00.00

- 1

6" Standard Curb - Refer to IADOT Standard Road Plan PV-102 for dimensions and details.
- 2

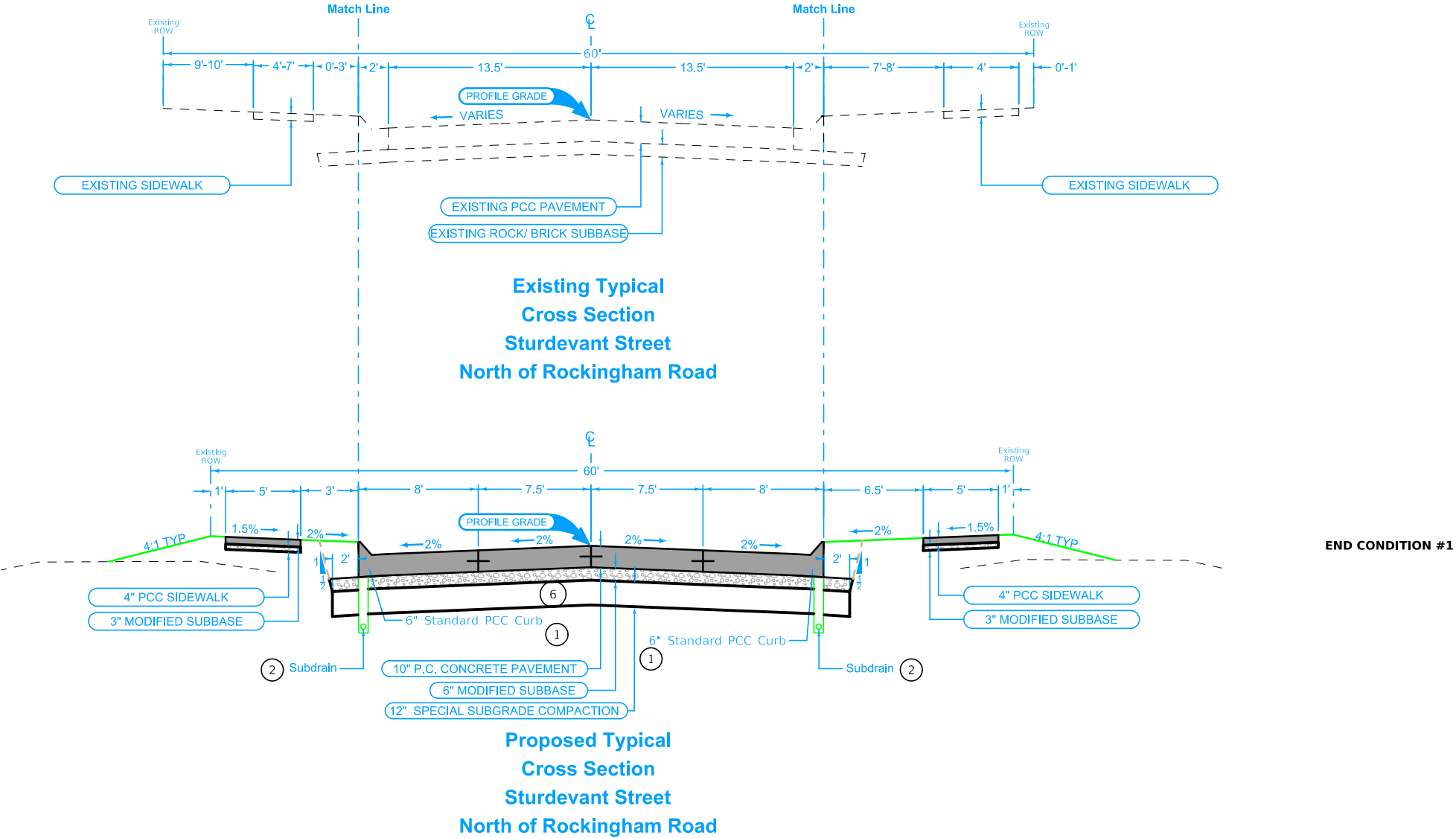
For subdrain installation, utilize a modified DR-303 Type 12 installation. Locate 6" subdrain just inside the back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
- 3

Sections shown are typical only, refer to cross-section and L sheets for specific grading information, pavement widths, transition areas and slope details.
- 4

Typical sections shown may be appropriately modified for areas specifically designed by the engineer.
- 5

Mainline jointing:
Transverse Joints: CD at 17' spacing
Longitudinal Joints: L-2 or BT-3
- 6

Special compaction of subgrade 12" below subbase



ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
N Sturdevant St	1	1	218+73.19	219+01.92

- 1

6" Standard Curb - Refer to IADOT Standard Road Plan PV-102 for dimensions and details.
- 2

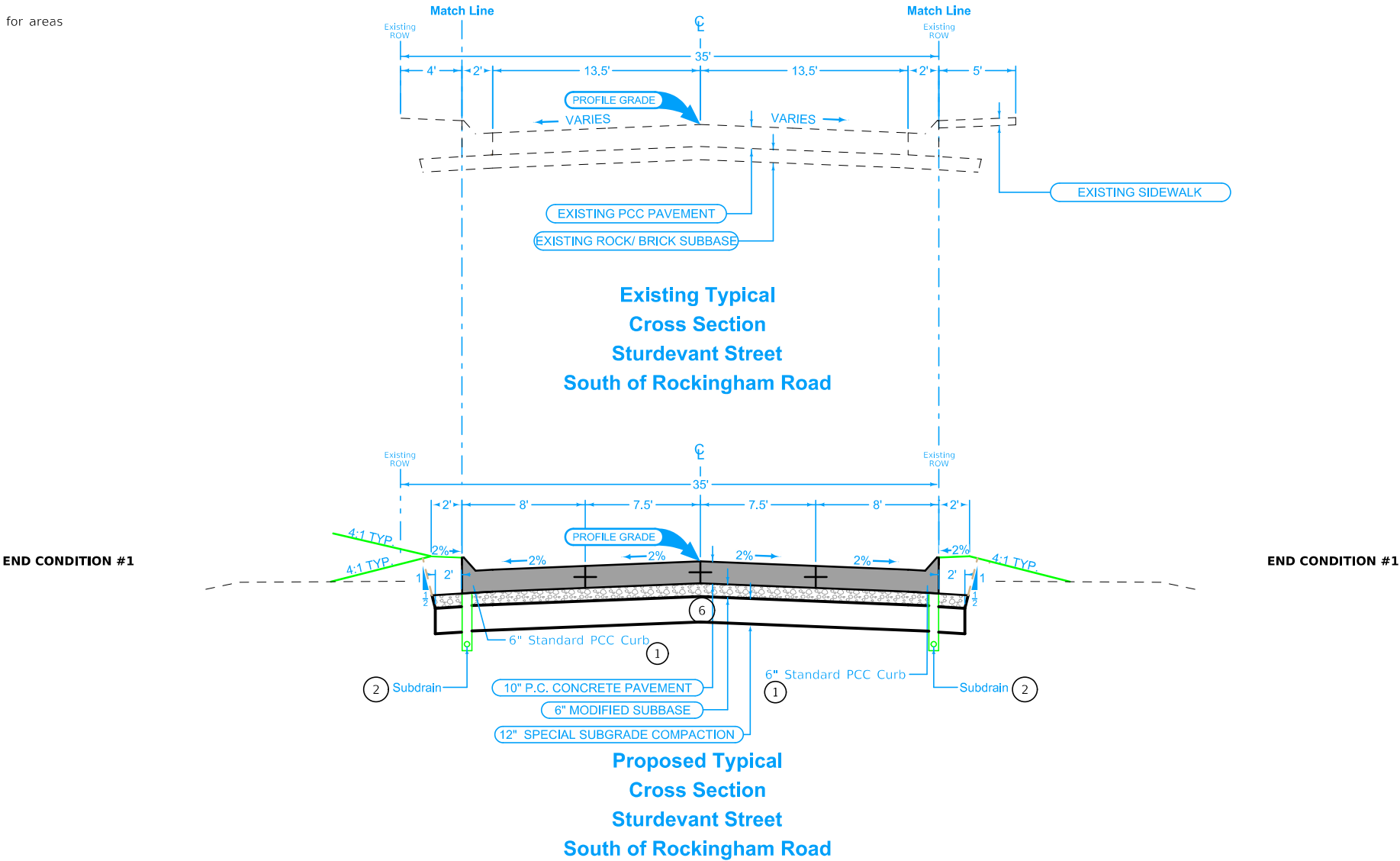
For subdrain installation, utilize a modified DR-303 Type 12 installation. Locate 6" subdrain just inside the back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
- 3

Sections shown are typical only, refer to cross-section and L sheets for specific grading information, pavement widths, transition areas and slope details.
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- 5

Mainline jointing:
Transverse Joints: CD at 17' spacing
Longitudinal Joints: L-2 or BT-3
- 6

Special compaction of subgrade 12" below subbase



- 1

6" Standard Curb - Refer to IADOT Standard Road Plan PV-102 for dimensions and details.
- 2

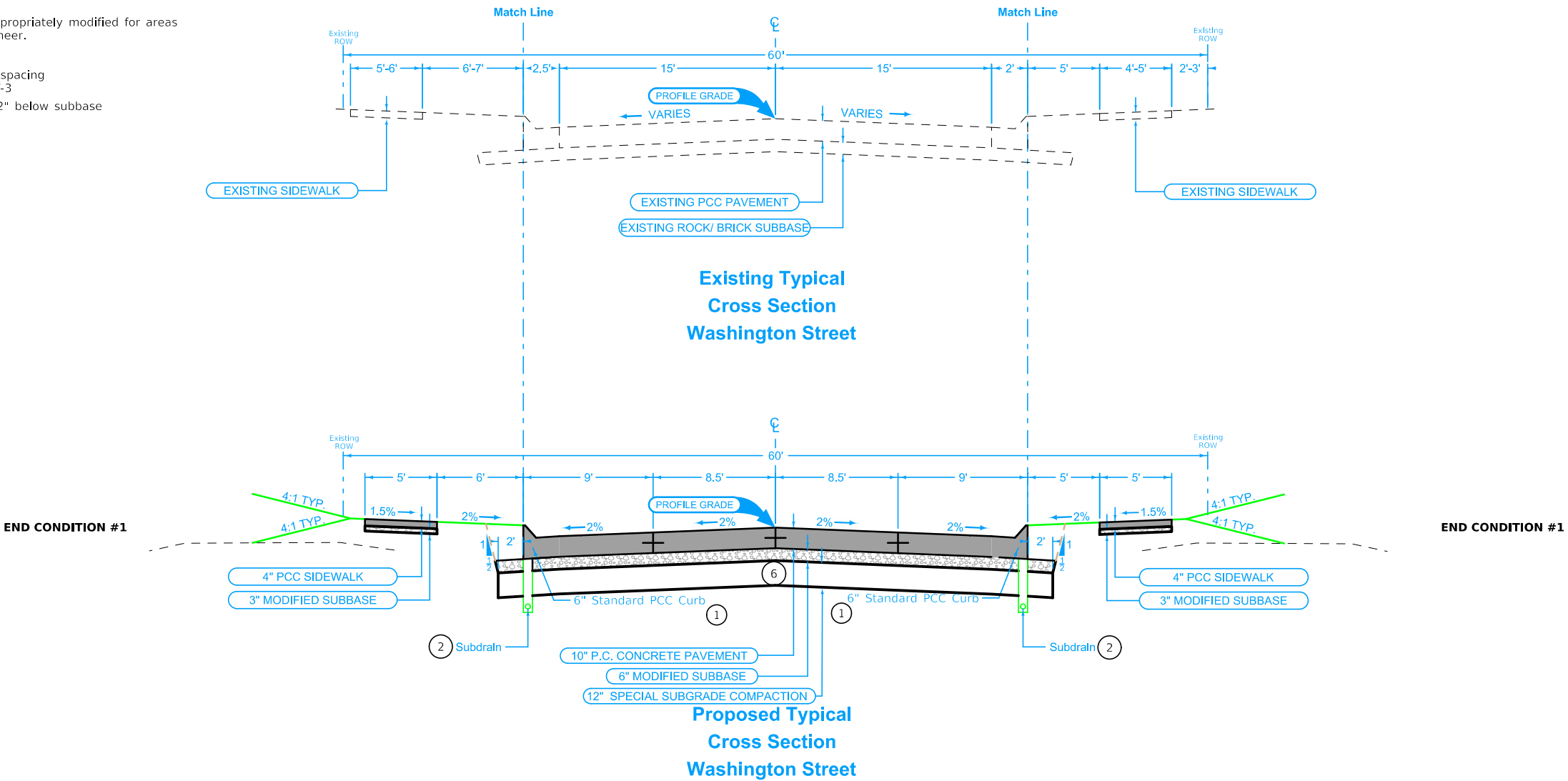
For subdrain installation, utilize a modified DR-303 Type 12 installation. Locate 6" subdrain just inside the back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
- 3

Sections shown are typical only, refer to cross-section and L sheets for specific grading information, pavement widths, transition areas and slope details.
- 4

Typical sections shown may be appropriately modified for areas specifically designed by the engineer.
- 5

Mainline jointing:
Transverse Joints: CD at 17' spacing
Longitudinal Joints: L-2 or BT-3
- 6

Special compaction of subgrade 12" below subbase



ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
Washington St	1	1	323+67.76	324+61.45

- 1

6" Standard Curb - Refer to IADOT Standard Road Plan PV-102 for dimensions and details.
- 2

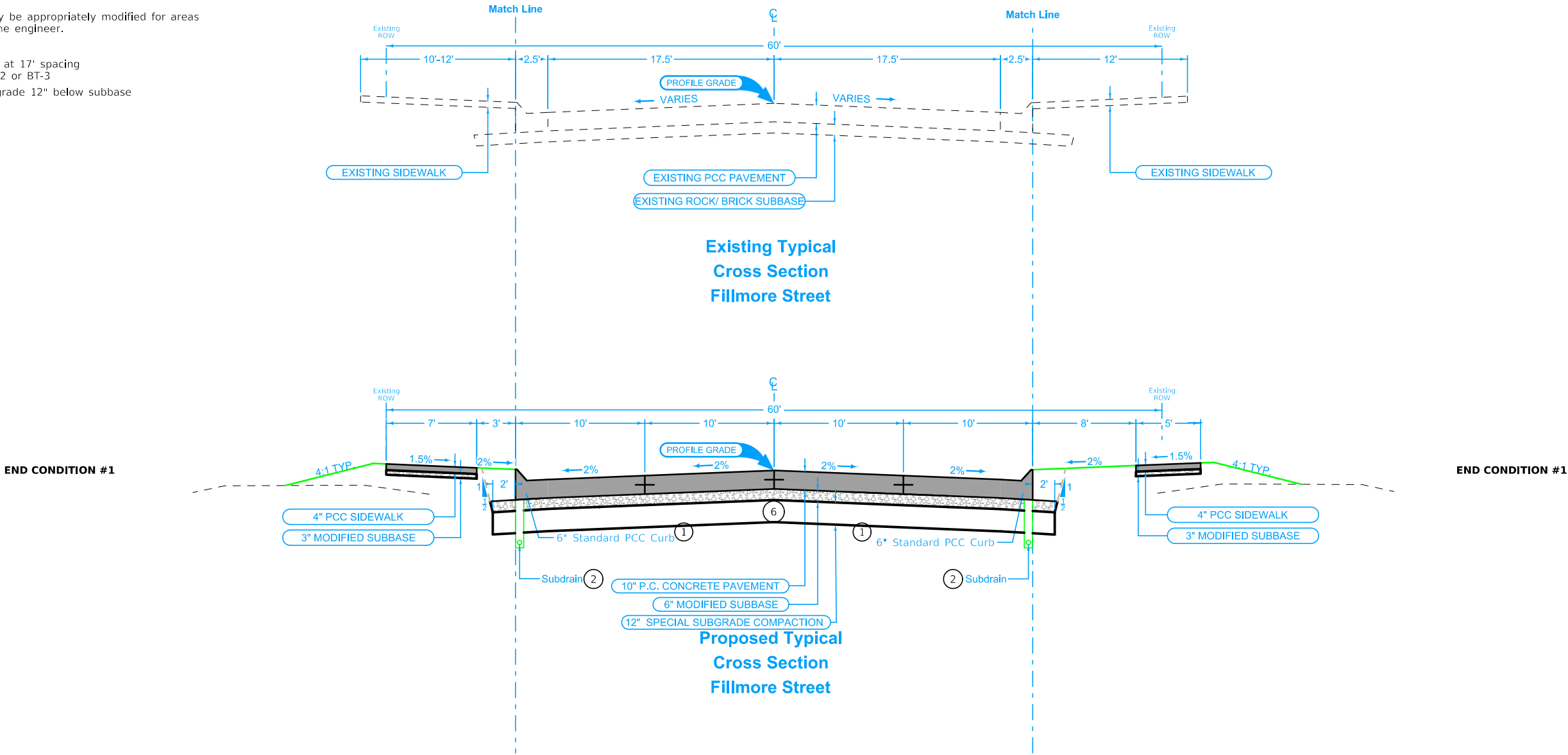
For subdrain installation, utilize a modified DR-303 Type 12 installation. Locate 6" subdrain just inside the back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
- 3

Sections shown are typical only, refer to cross-section and L sheets for specific grading information, pavement widths, transition areas and slope details.
- 4

Typical sections shown may be appropriately modified for areas specifically designed by the engineer.
- 5

Mainline jointing:
Transverse Joints: CD at 17' spacing
Longitudinal Joints: L-2 or BT-3
- 6

Special compaction of subgrade 12" below subbase



ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
Fillmore St	1	1	430+49.32	430+74.13

- 1

6" Standard Curb - Refer to IADOT Standard Road Plan PV-102 for dimensions and details.
- 2

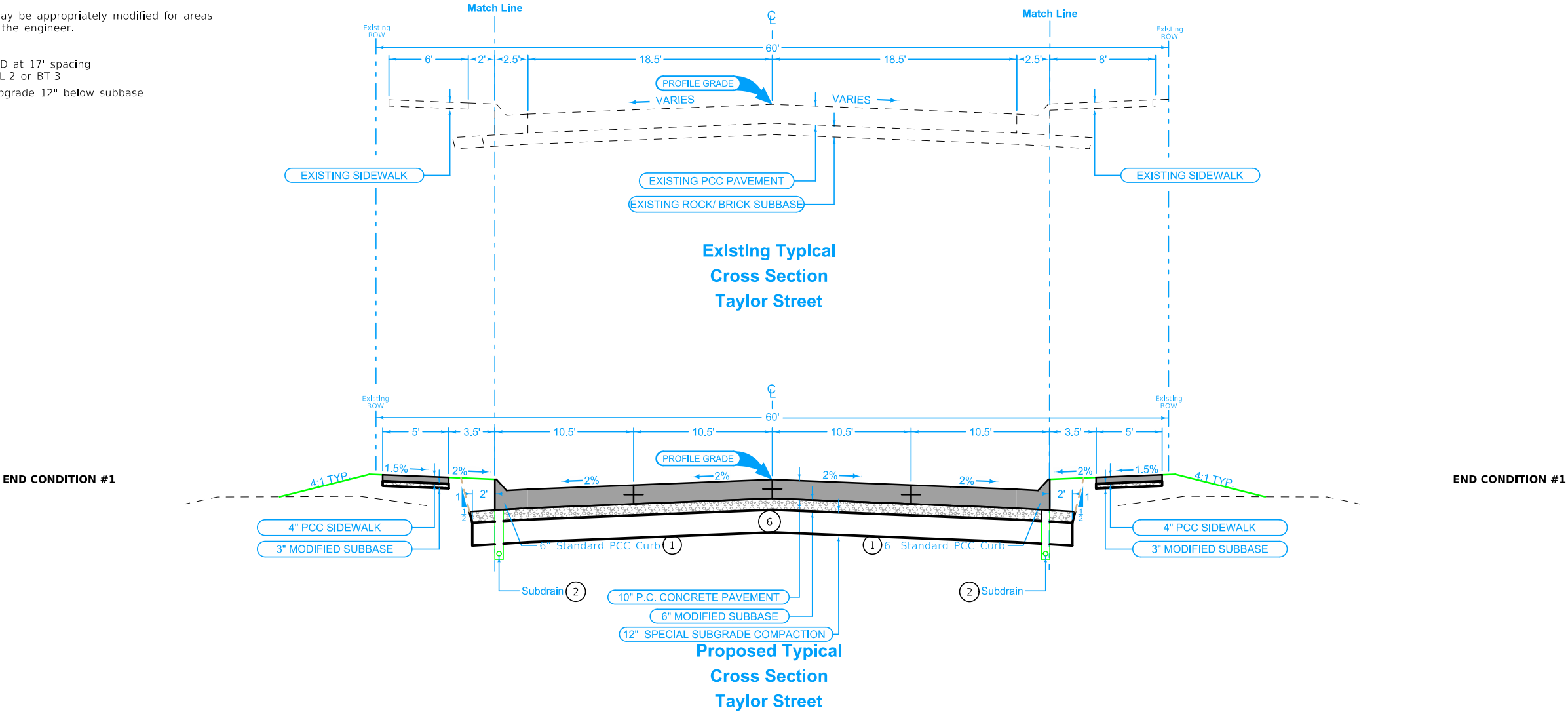
For subdrain installation, utilize a modified DR-303 Type 12 installation. Locate 6" subdrain just inside the back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
- 3

Sections shown are typical only, refer to cross-section and L sheets for specific grading information, pavement widths, transition areas and slope details.
- 4

Typical sections shown may be appropriately modified for areas specifically designed by the engineer.
- 5

Mainline jointing:
Transverse Joints: CD at 17' spacing
Longitudinal Joints: L-2 or BT-3
- 6

Special compaction of subgrade 12" below subbase



- 1

6" Standard Curb - Refer to IADOT Standard Road Plan PV-102 for dimensions and details.
- 2

For subdrain installation, utilize a modified DR-303 Type 12 installation. Locate 6" subdrain just inside the back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
- 3

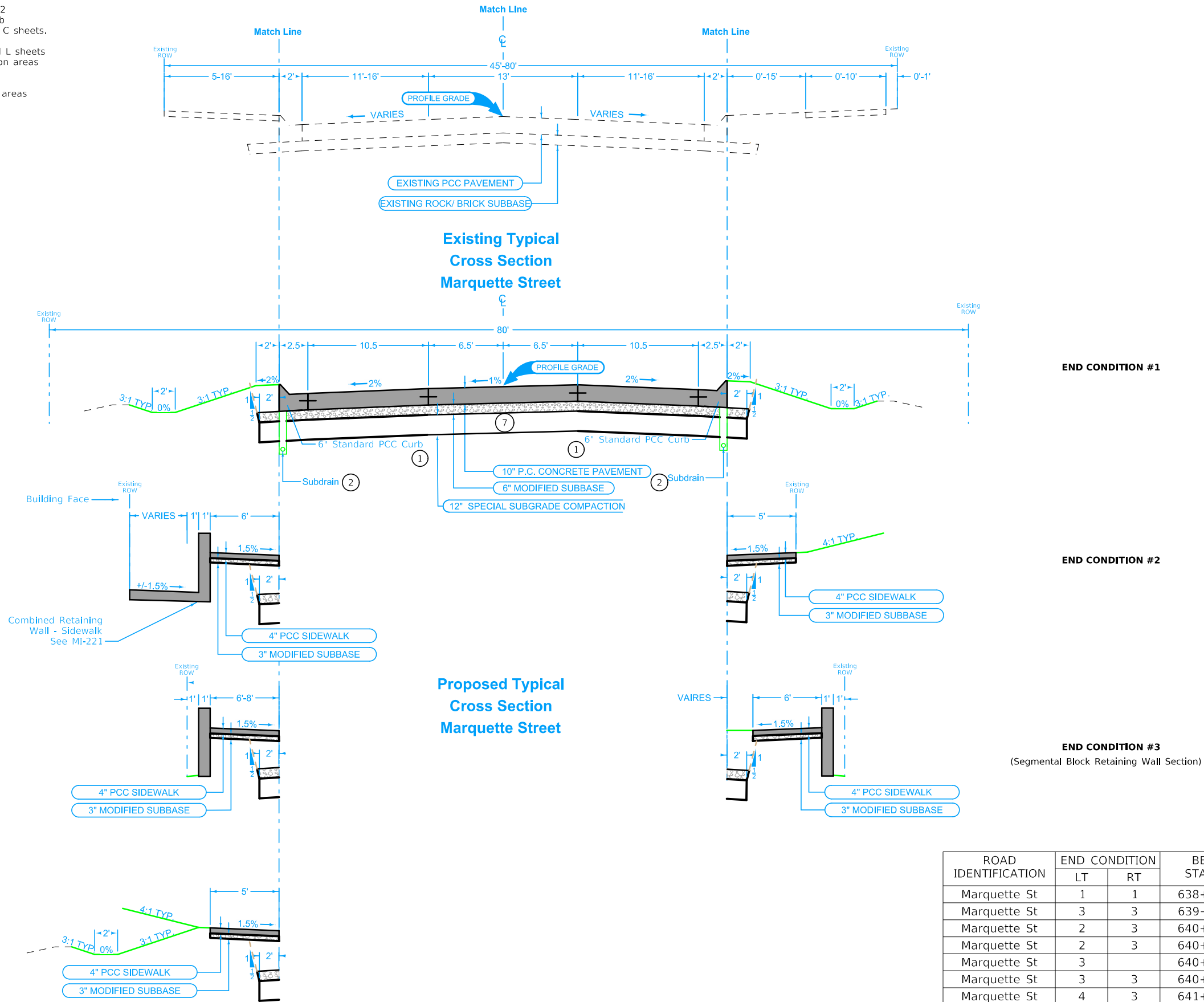
Sections shown are typical only, refer to cross-section and L sheets for specific grading information, pavement widths, transition areas and slope details.
- 4

Typical sections shown may be appropriately modified for areas specifically designed by the engineer.
- 5

Mainline jointing:
Transverse Joints: CD at 17' spacing
Longitudinal Joints: L-2 or BT-3
- 6

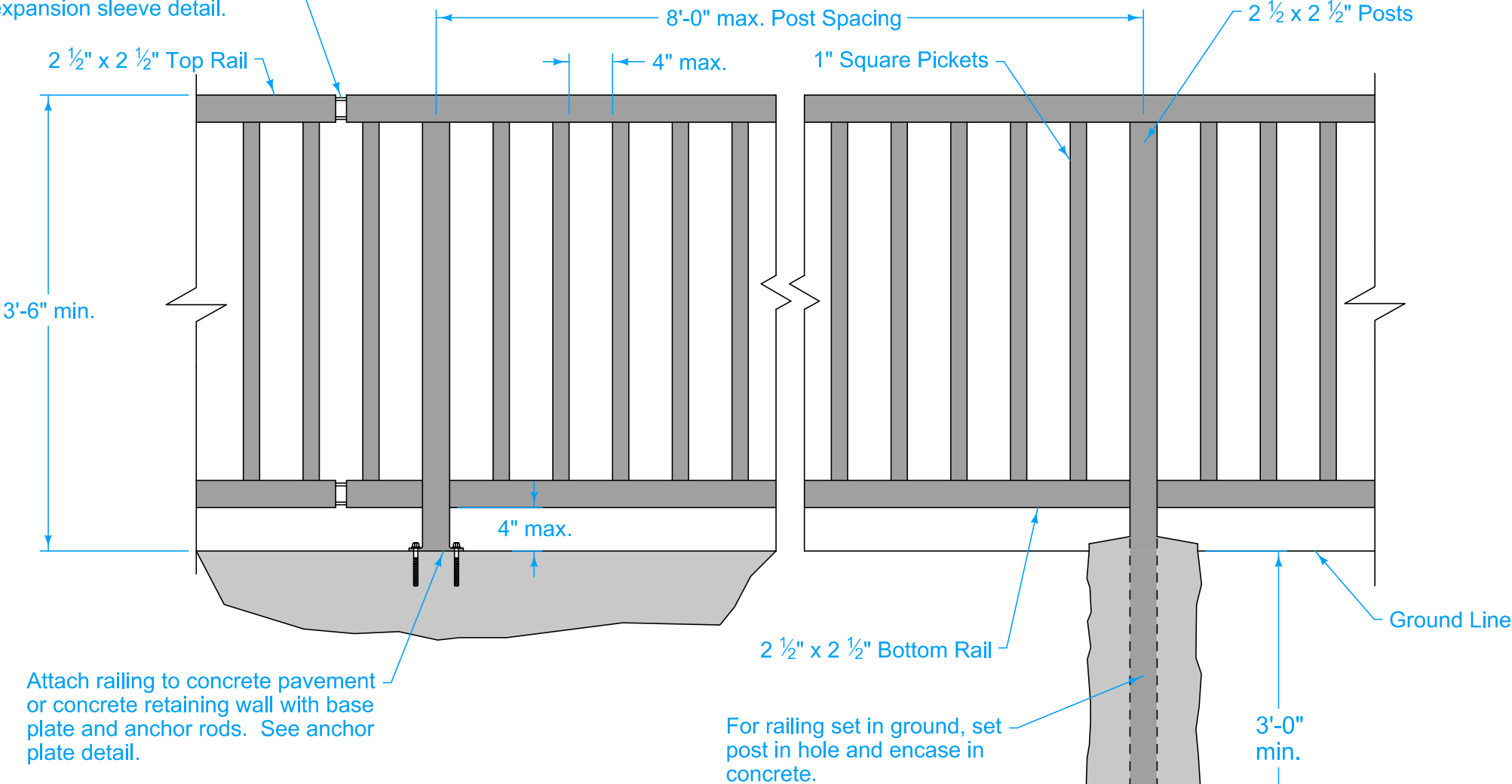
Refer to sheet B.12-17 for retaining wall details
- 7

Special compaction of subgrade 12" below subbase



ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
Marquette St	1	1	638+26.62	639+28.00
Marquette St	3	3	639+88.91	640+05.89
Marquette St	2	3	640+05.89	640+19.53
Marquette St	2	3	640+19.53	640+59.79
Marquette St	3		640+59.79	640+82.79
Marquette St	3	3	640+82.79	641+42.58
Marquette St	4	3	641+61.99	642+04.39
Marquette St	4	2	642+04.39	642+30.86
Marquette St	4	3	642+30.86	643+03.68

Provide expansion joint at 48'-0" max. spacing (top and bottom rail. See expansion sleeve detail.



Weld all components with 1/4 inch fillet welds. Grind welds and connections as required to provide a smooth surface, free of burrs.

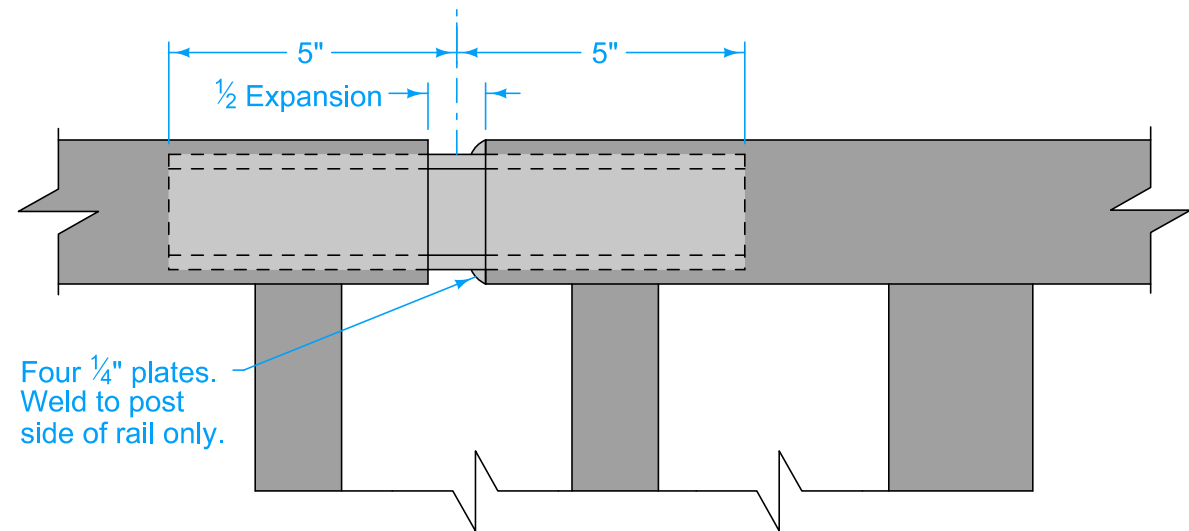
Field paint safety rail after installation as specified in the contract documents.

Rail shall be black powder coated and meet the following requirements:

- a. All parts are processed through an 8-stage iron phosphorous wash system.
- b. Parts are coated with a zinc-rich epoxy primer to an AVERAGE of 4-5 mils.
- c. Parts are then finished with a top coat of TGIC-polyester powder to an AVERAGE of 4-5 mils.
- d. Powder is cured at the powder manufacturer's specifications using combination of infrared and convection heat for approximately 20 minutes.
- e. Finished parts shall comply with the following American Standard Test Method (ASTM) for coating and coating method: ASTM-D-523, ASTM-D3363, ASTM-D-1737, ASTM-D-3359, ASTM-D-2794, ASTM-B-117 and ASTM-D-3451

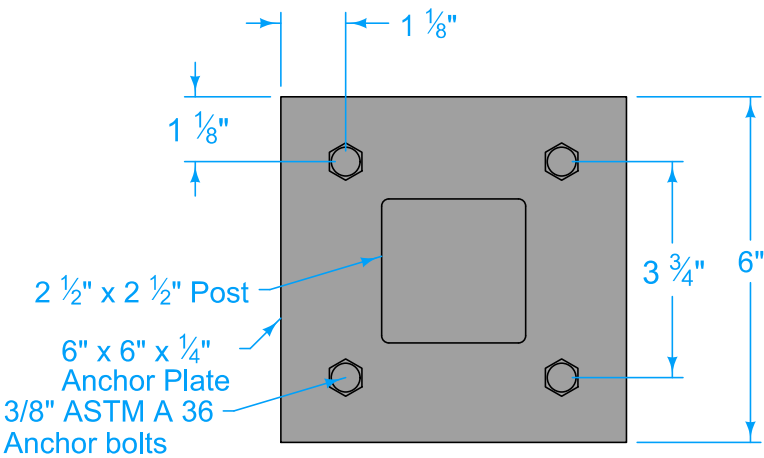
The railing shall be true to line and comply with the best practices for fence construction of this type. All posts shall be set vertical.

① Detail shown is for top rail. Expansion joint for bottom rail is similar.



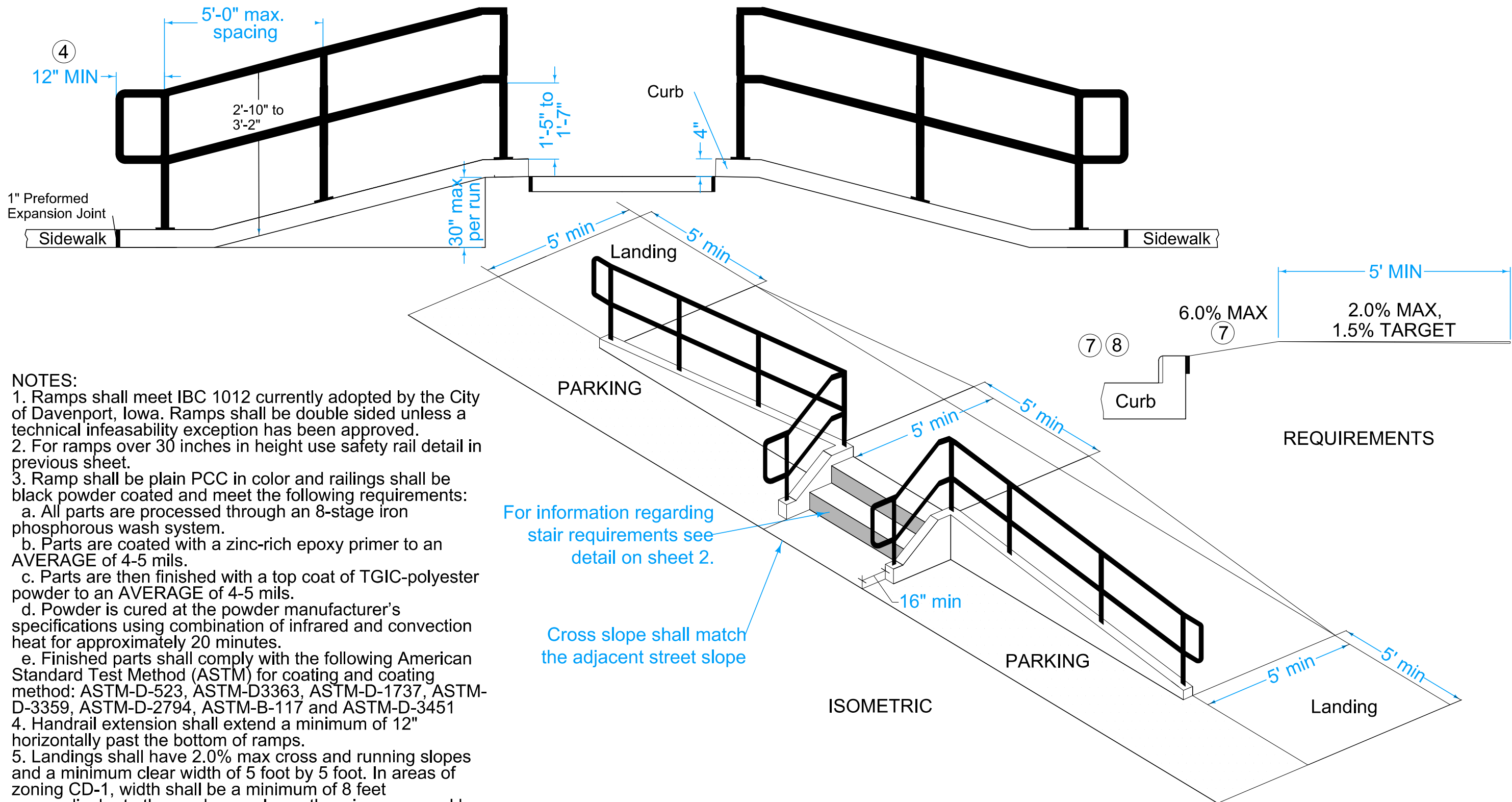
EXPANSION SLEEVE DETAIL

①



ANCHOR PLATE DETAIL

SAFETY RAIL



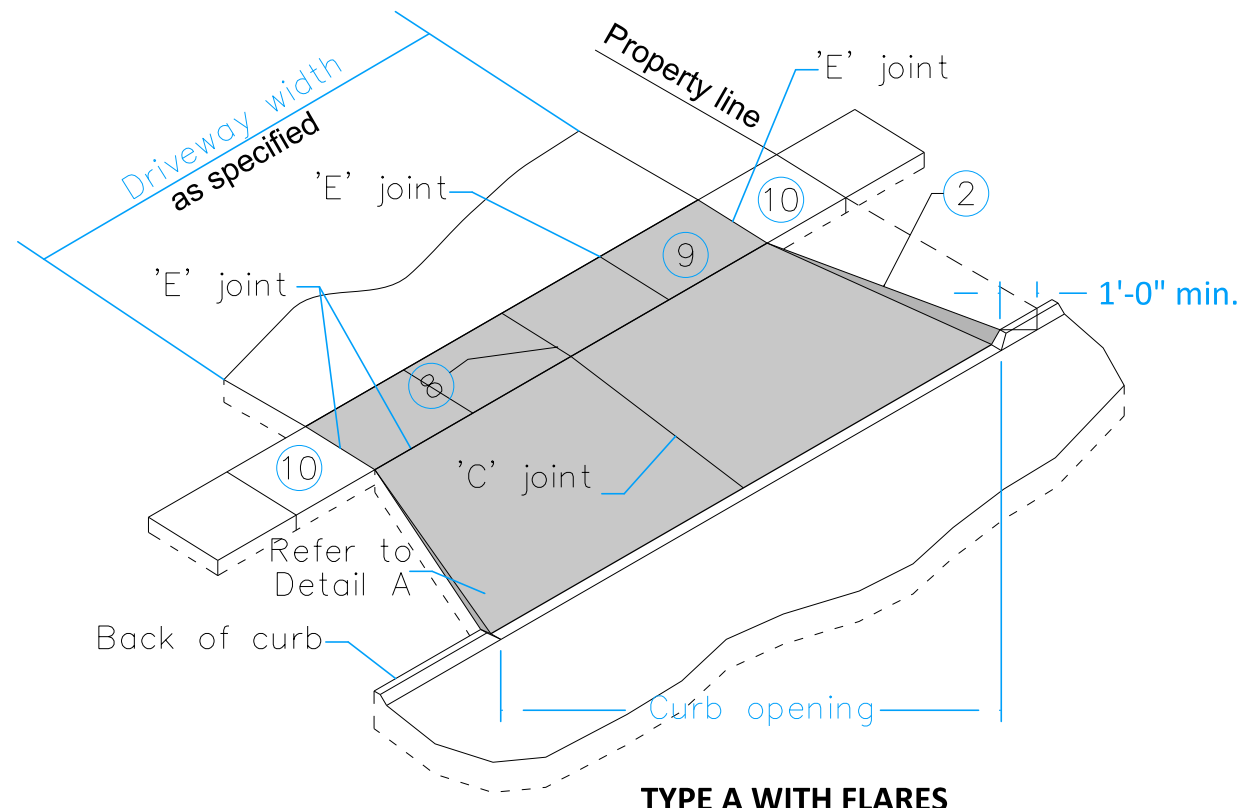
NOTES:

- Ramps shall meet IBC 1012 currently adopted by the City of Davenport, Iowa. Ramps shall be double sided unless a technical infeasibility exception has been approved.
- For ramps over 30 inches in height use safety rail detail in previous sheet.
- Ramp shall be plain PCC in color and railings shall be black powder coated and meet the following requirements:
 - All parts are processed through an 8-stage iron phosphorous wash system.
 - Parts are coated with a zinc-rich epoxy primer to an AVERAGE of 4-5 mils.
 - Parts are then finished with a top coat of TGIC-polyester powder to an AVERAGE of 4-5 mils.
 - Powder is cured at the powder manufacturer's specifications using combination of infrared and convection heat for approximately 20 minutes.
 - Finished parts shall comply with the following American Standard Test Method (ASTM) for coating and coating method: ASTM-D-523, ASTM-D3363, ASTM-D-1737, ASTM-D-3359, ASTM-D-2794, ASTM-B-117 and ASTM-D-3451
- Handrail extension shall extend a minimum of 12" horizontally past the bottom of ramps.
- Landings shall have 2.0% max cross and running slopes and a minimum clear width of 5 foot by 5 foot. In areas of zoning CD-1, width shall be a minimum of 8 feet perpendicular to the roadway unless otherwise approved by the Secretary of Design Review Board. In these areas a picture frame finish is required.
- Class A sidewalk shall not exceed both the 6" max curb height and the 6.0% max slope in the "parking."
- Properties exceeding these maximums and still not providing ADA accessibility shall be required to install a ramp in general in accordance with these details.
- A 8" maximum curb height can be installed with the written permission of the City Engineer.

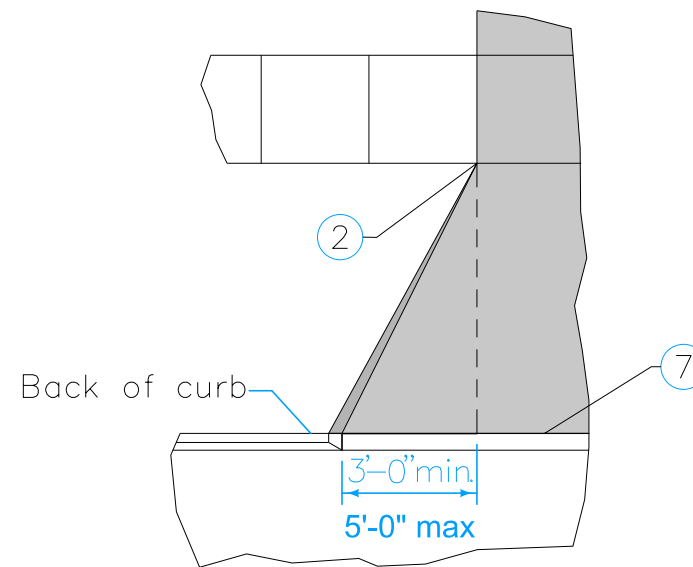
MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 9080.108S

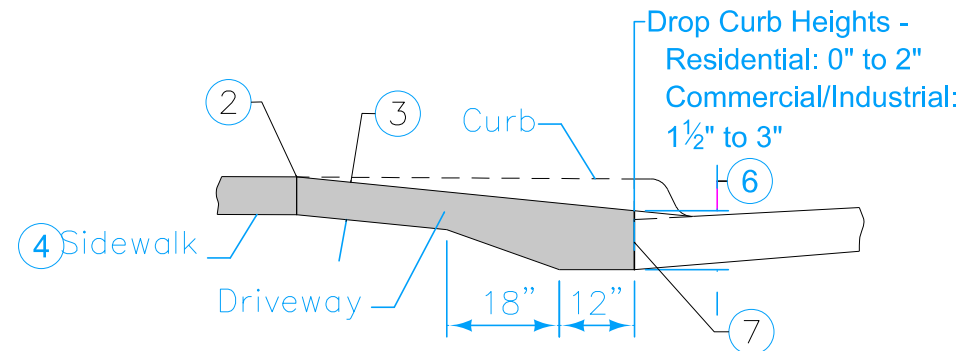
ADA STRUCTURE ACCESS IN ROW



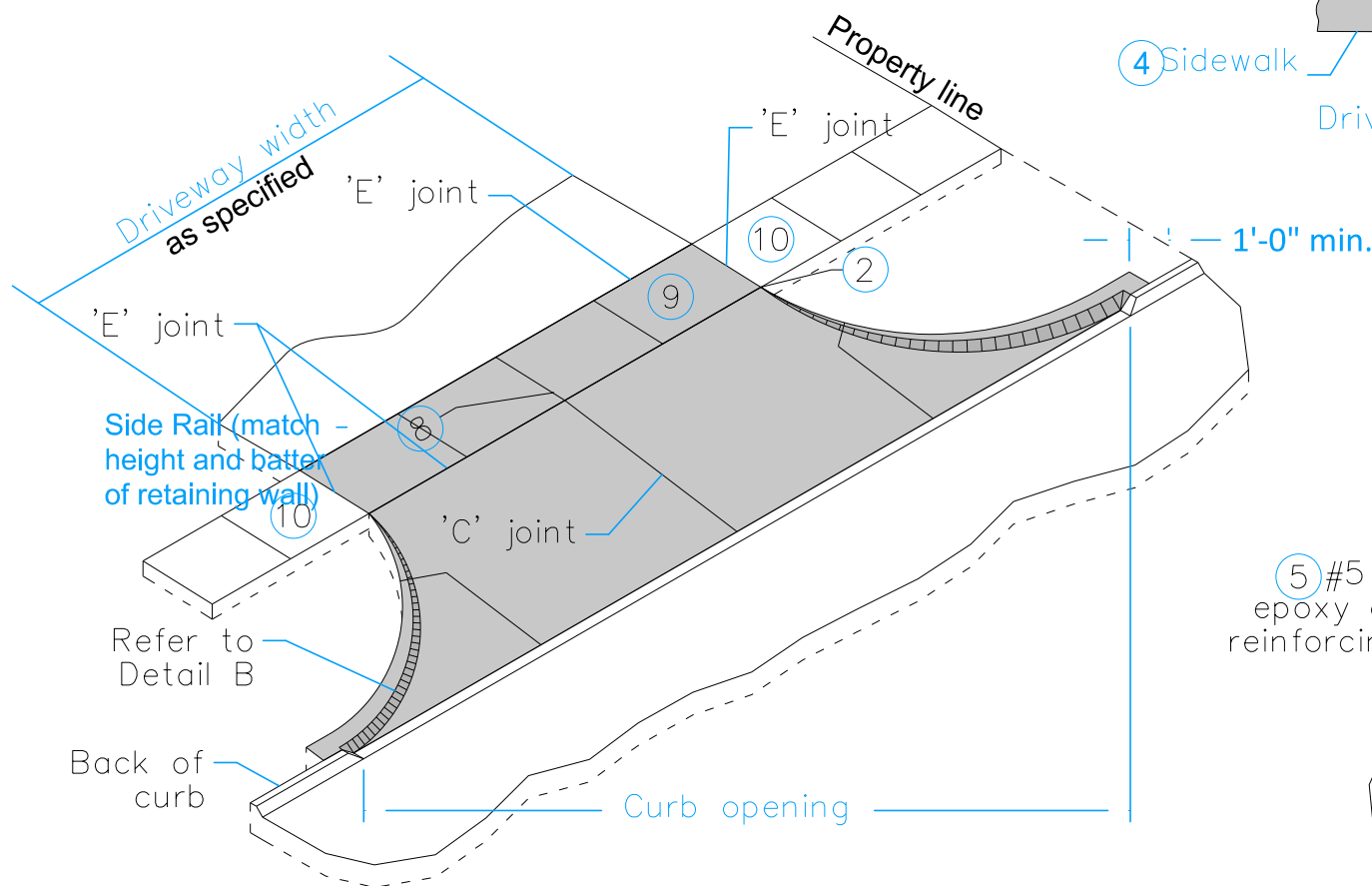
TYPE A WITH FLARES



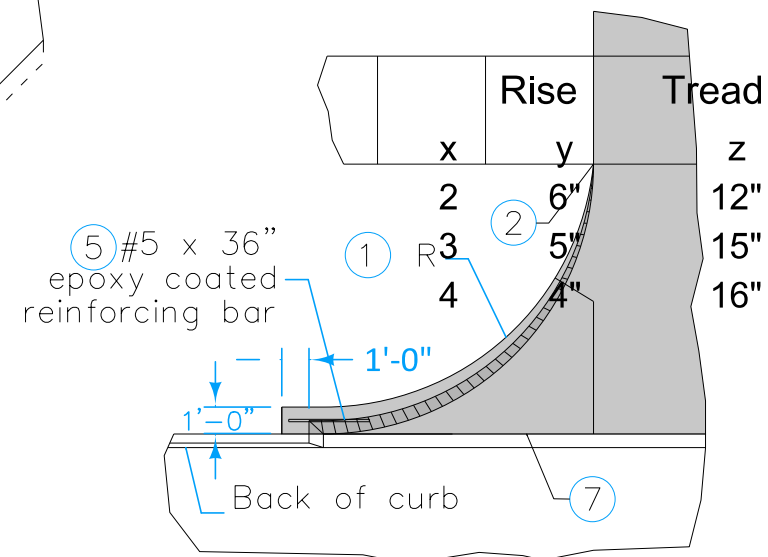
DETAIL A



TYPICAL SECTION



TYPE A WITH RADII



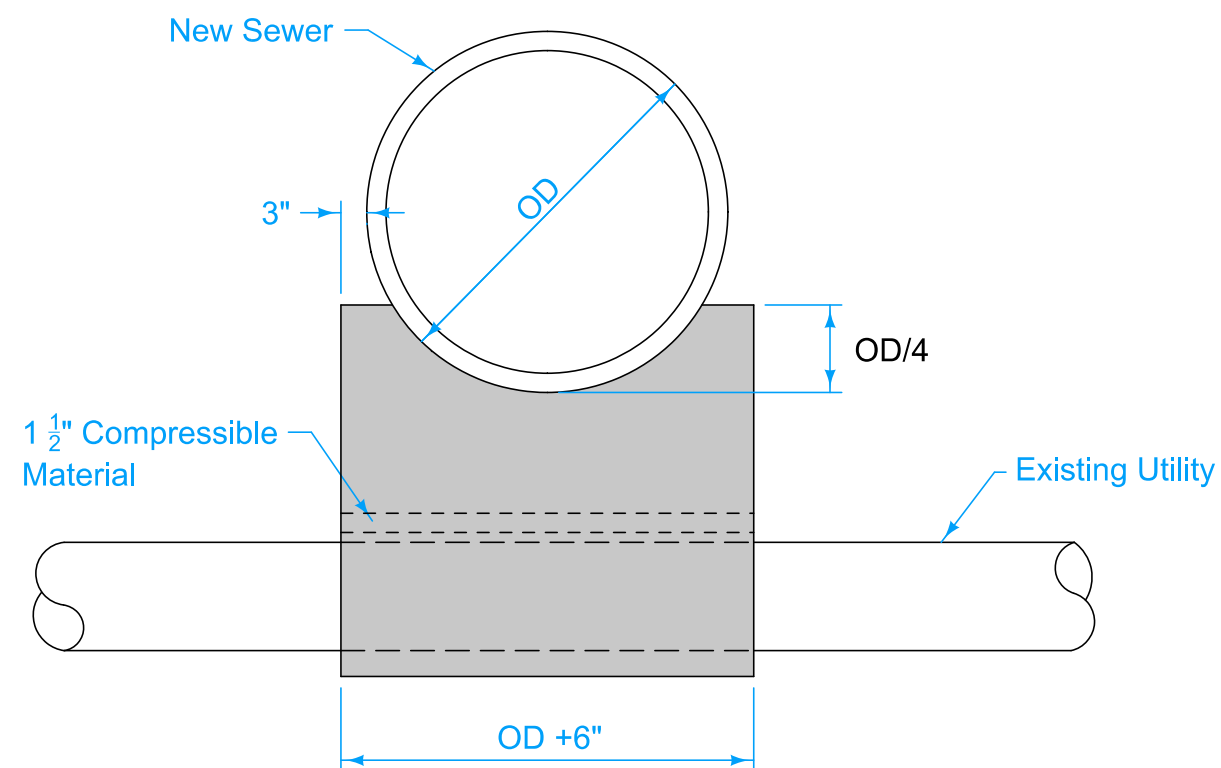
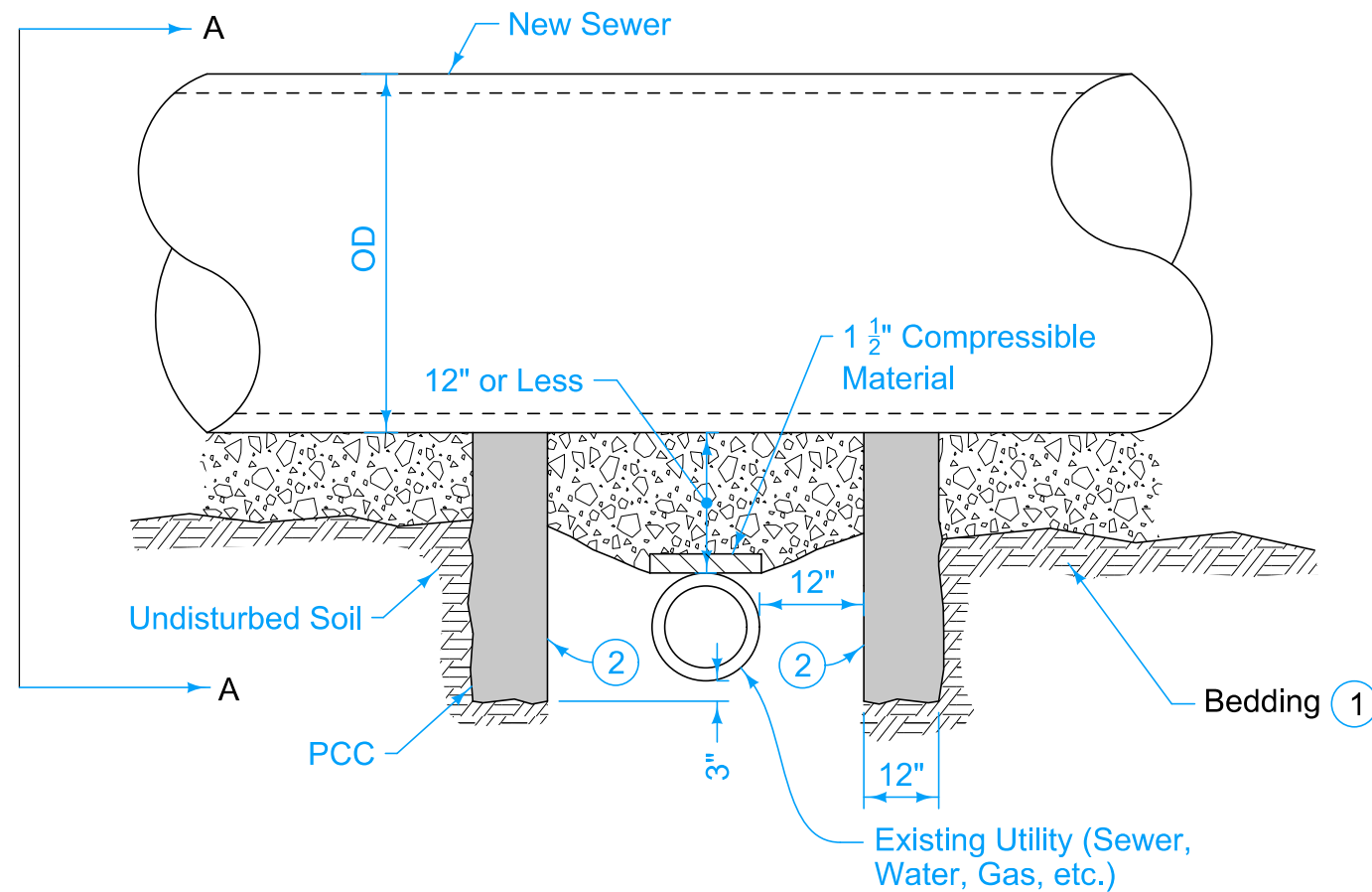
DETAIL B

- ① Driveway radius (R).
Residential: 10 foot minimum, 15 foot maximum.
Commercial and industrial: As specified in the contract documents.
- ② Transition the curb height to 0 inches at end of taper/radius or at the front edge of sidewalk. Do not extend raised curb across sidewalk.
- ③ Pavement thickness.
Commercial and residential: 7 inches minimum.
- ④ Sidewalk thickness through driveway to match thickness of driveway.
- ⑤ Center reinforcing bar vertically in the pavement.
- ⑥ Match thickness of adjacent roadway, 8 inches minimum.
- ⑦ Provide 'E' joint at back of curb unless 'B' joint is specified.
- ⑧ For alleys, invert the pavement crown 2% toward center of alley.
- ⑨ Target cross slope of 1.5% with a maximum cross slope of 2.0%. If specified in the contract documents, construct the sidewalk through the driveway 5 feet wide to serve as a passing space.
- ⑩ If cross slope of adjacent sidewalk panel exceeds 2.0%, remove and replace to transition from existing sidewalk to sidewalk through driveway. If elevation change requires a curb ramp, comply with Figure 7030.205; verify need for detectable warning panel with Engineer.

MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 7035.101

STREETSCAPE DETAILS



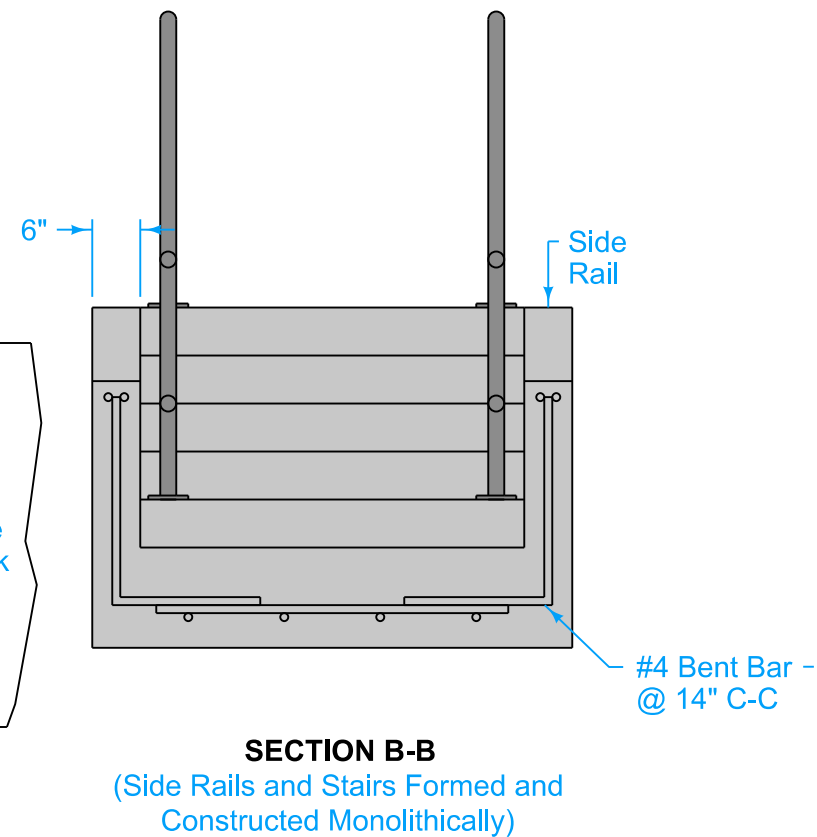
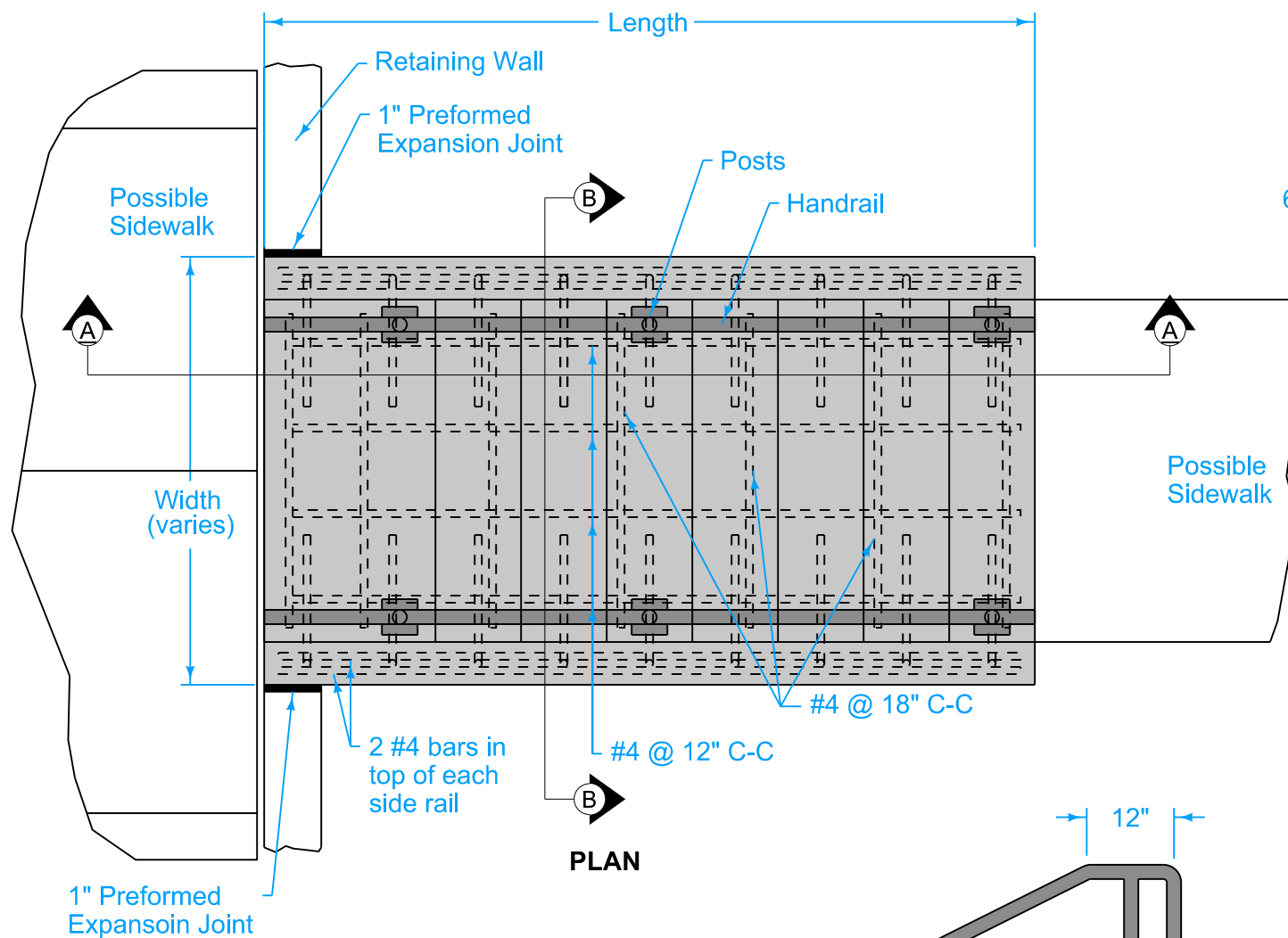
SECTION A-A

Install pipe support for all new sewers 12 inches in diameter or larger when clearance between bottom of new sewer and top of existing line is 12 inches or less.

- ① Comply with Figure 3010.101.
- ② Form interior surface of footings. Keep the 12 inch utility clear zone free of concrete.

OD = Outside pipe diameter

SEWER PIPE SUPPORT
OVER EXISTING UTILITY LINE



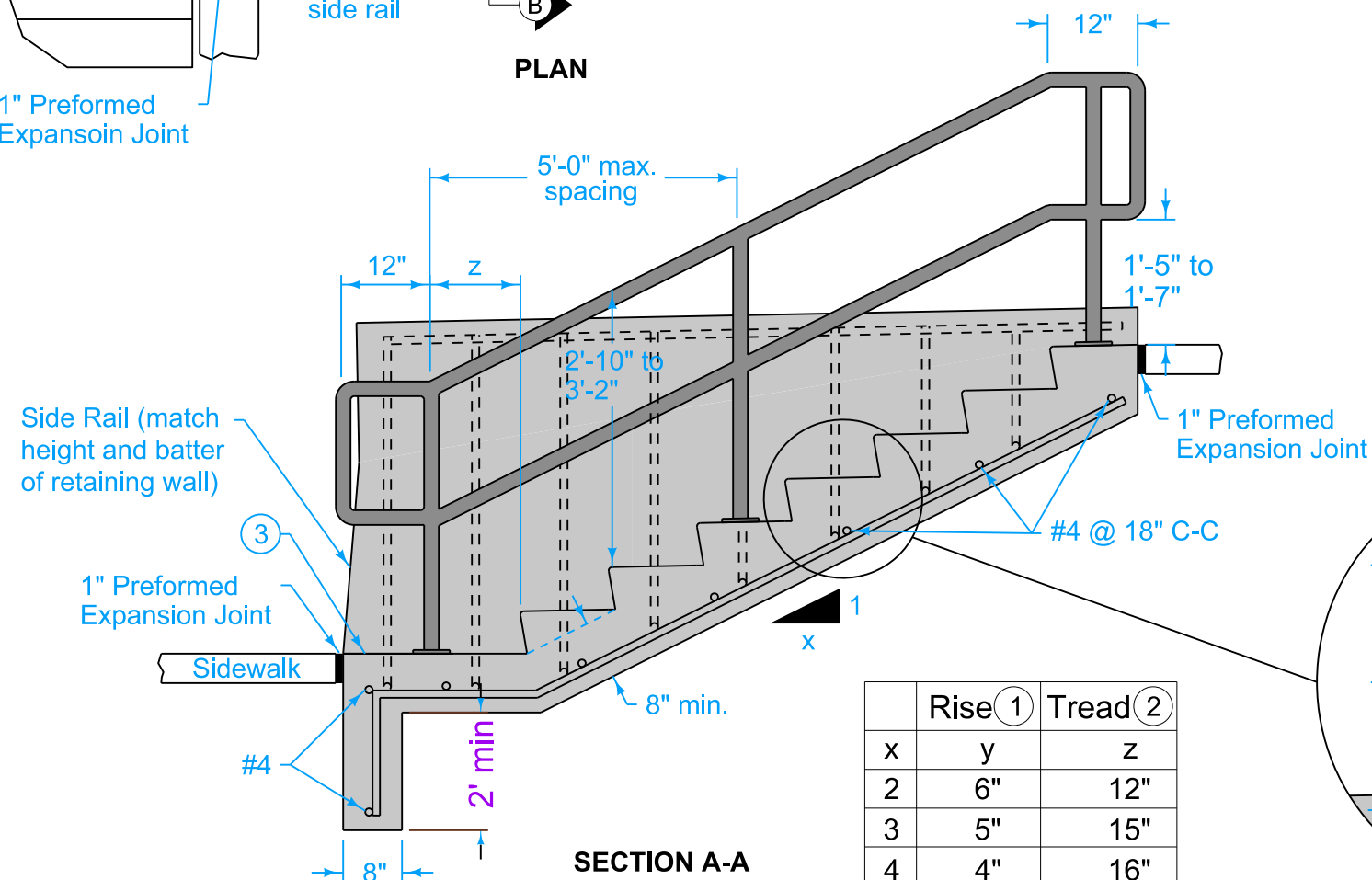
Weld post to anchor plat with 1/4 inch weld. Grind weld to provide smooth surface, free of burrs.

Provide a minimum of 2 inches of cover for all reinforcing.

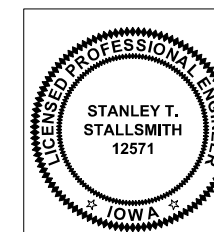
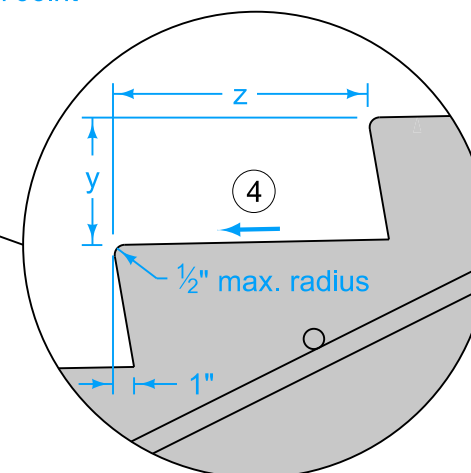
Ensure all risers are an equal height and all treads are an equal depth within a flight of stairs.

The railing shall be true to line and comply with the best practices for fence construction of this type. All posts shall be set vertical

- 1 Minimum riser height is 4 inches. Maximum riser height is 7 inches.
- 2 Minimum tread depth is 11 inches.
- 3 Construct cross slope of landing to match adjacent sidewalk.
- 4 Slope tread 1% minimum to 2% maximum in any direction.
- 5 Match existing sidewalk width.



	Rise (1)	Tread (2)
x	y	z
2	6"	12"
3	5"	15"
4	4"	16"



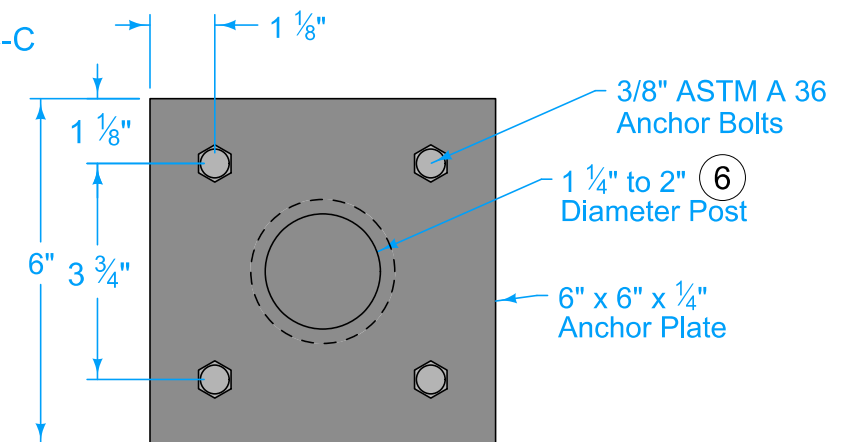
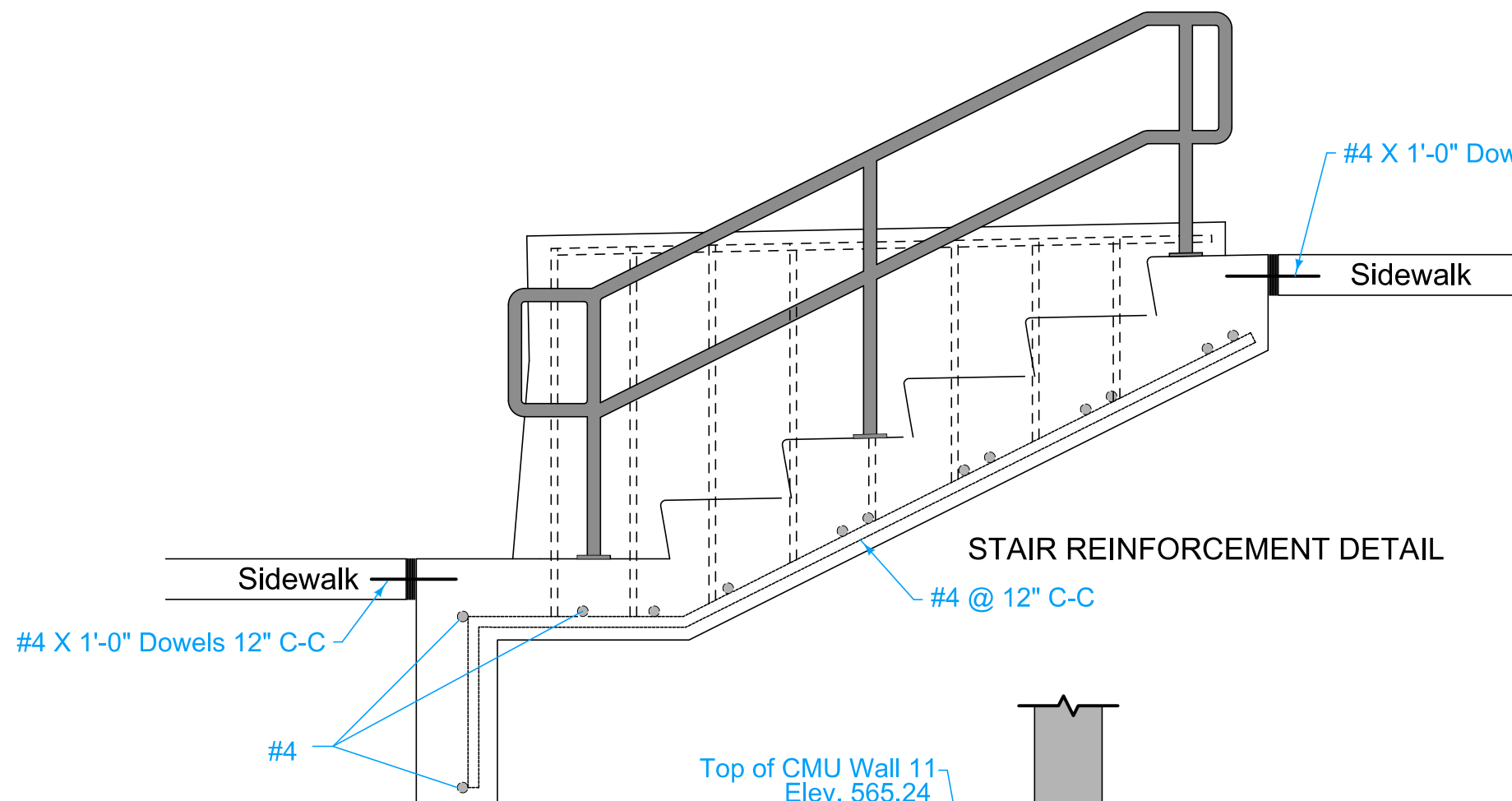
I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

STANLEY T. STALLSMITH, P.E.
License Number: 12571
My license renewal date is December 31, 2026.
Pages or sheets covered by this seal:
B.12-17, V SHEETS

MODIFIED

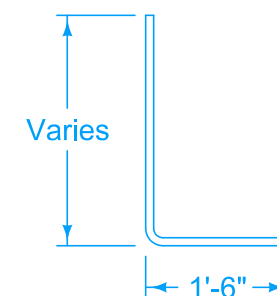
MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 9080.108S

ADA STRUCTURE ACCESS IN ROW



NOTES:

1. Provide a minimum of 2 inches of cover for all reinforcing.
2. Upon approval of Engineer, side rails may be formed and constructed separately from the stairs. Seal the cold joint between the side rail and stairs according to Std. Road Plan PV-101.
3. If side rails and stairs are constructed separately, dowel bar substitutes may be used for the bent bars connections between the side rails and the stairs.
4. Weld post to anchor plate with 1/4 inch weld. Grind weld to provide smooth surface, free of burrs.
5. Ensure all risers are an equal height and all treads are an equal depth within a flight of stairs
6. Refer to sheet B. 12 for additional notes regarding railing and anchor bolts

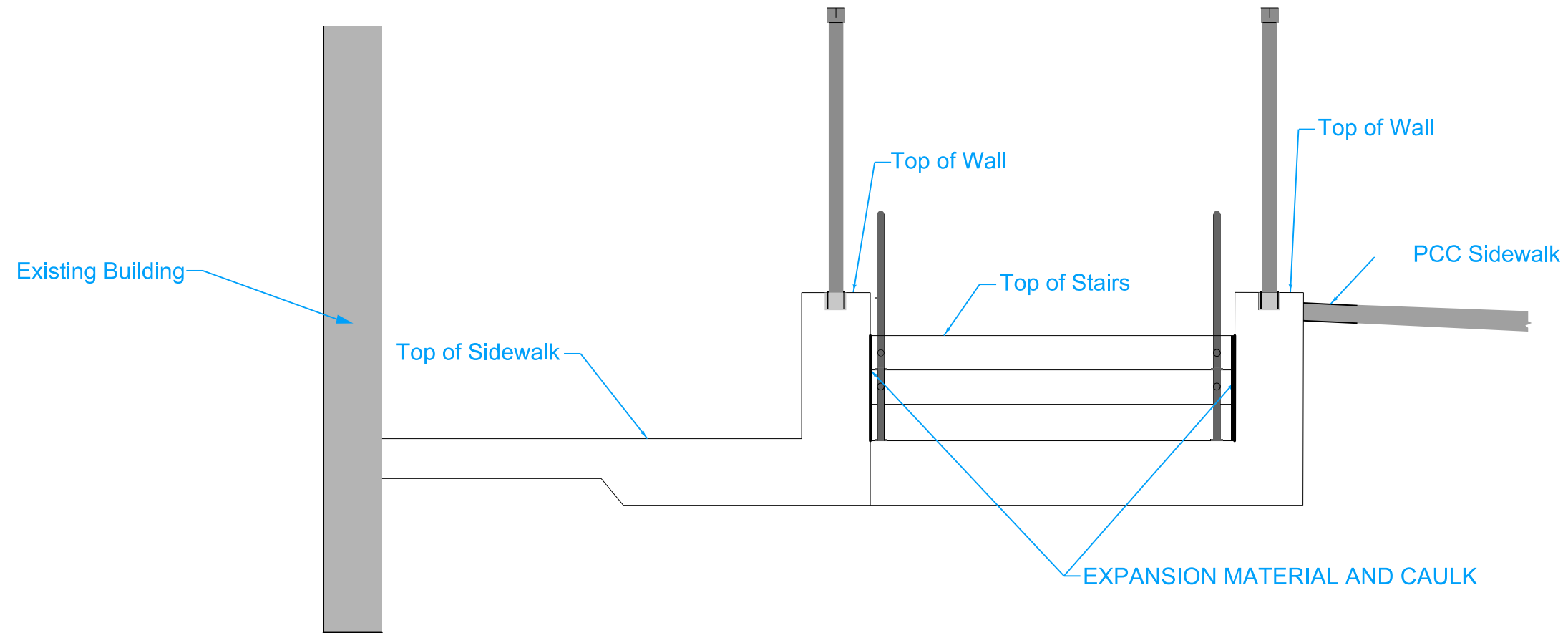


SECTION AT STAIRS BETWEEN WALLS 11 & 12

MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 9080.108S

ADA STRUCTURE ACCESS IN ROW

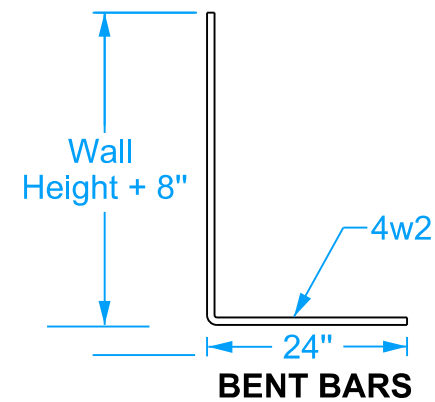
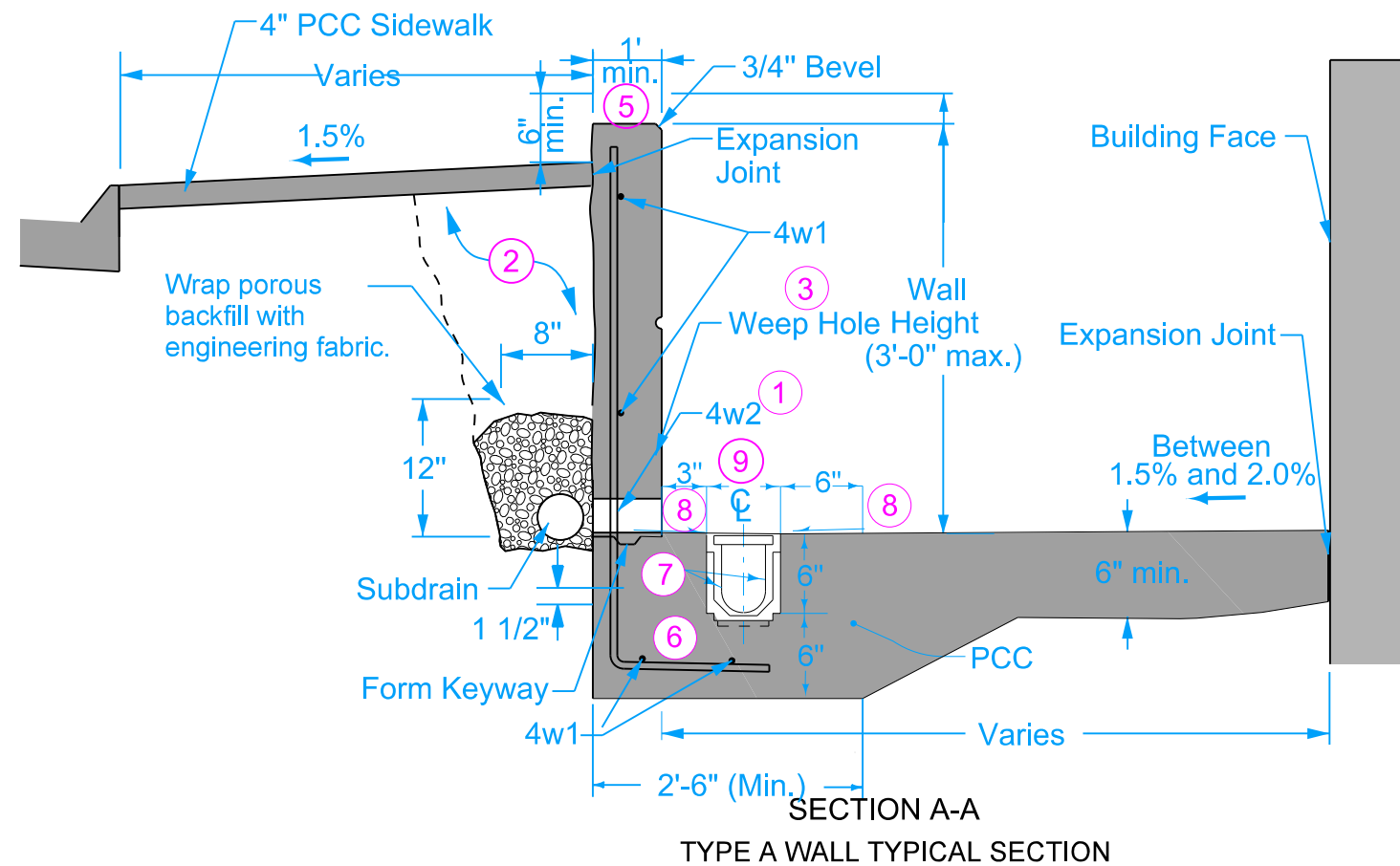
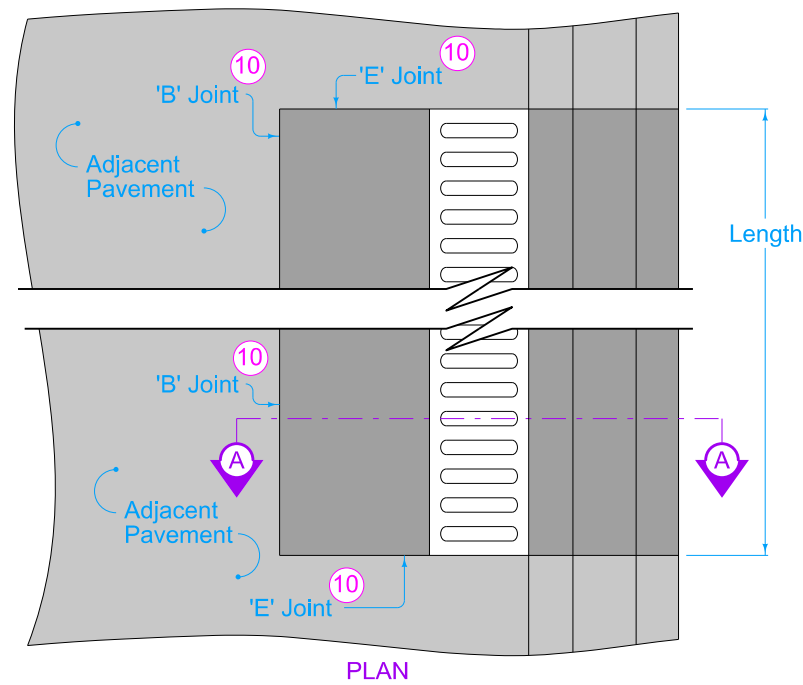


SECTION AT STAIRS DETAIL 2

MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 9080.108S

ADA STRUCTURE ACCESS IN ROW



REINFORCING BAR LIST					
Wall Type	Mark	Size	Shape	Length	Spacing
Type A	4w1	4	—	Variable	15"
	4w2	4	L	Variable	14"

- Provide a minimum concrete cover to near reinforcement of 1 1/2 inches. Provide 3 inches minimum cover at the ends of bars.
- ② Excavate and place backfill material as necessary.
- ③ Provide 3 inch diameter weep holes at 8 foot intervals. Install rodent guards in weep holes. Align bottom of weep hole with top of subdrain.
- ④ Where building face is within 6" of wall, fill gap with foam
- ⑤ Install Steel Pipe Pedestrian Hand Rail per detail on B.09. Where wall height is greater than 30" install Safety Rail per detail on sheet B.08
- ⑥ 6 inches or same as thickness of adjacent pavement, whichever is greater.
- ⑦ Linear Trench Drain.
- ⑧ Slope same as adjacent pavement.
- ⑨ Width as determined by manufacturer. Minimum 6 inches.
- ⑩ For joint details, see PV-101.

MODIFIED

MODIFICATIONS: REVISED STANDARD DETAIL MI-221 TO INCLUDE TRENCH DRAIN AND ACCOMMODATE DUAL SIDEWALKS.

**COMBINED RETAINING
WALL - SIDEWALK**

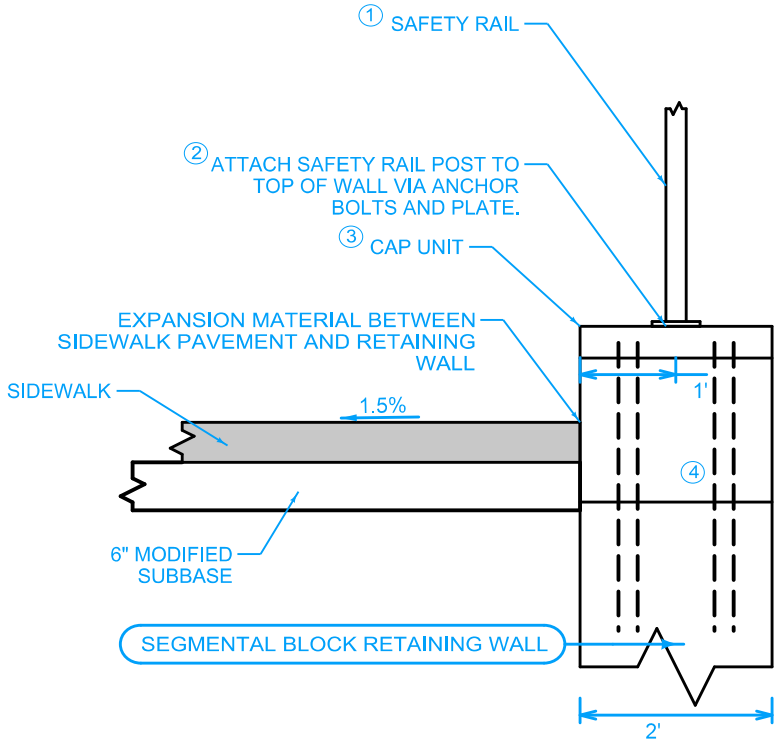
- 1

Safety rail post, rail, and picket spacing per detail on sheet B.08. All posts shall be installed vertically plumb.
- 2

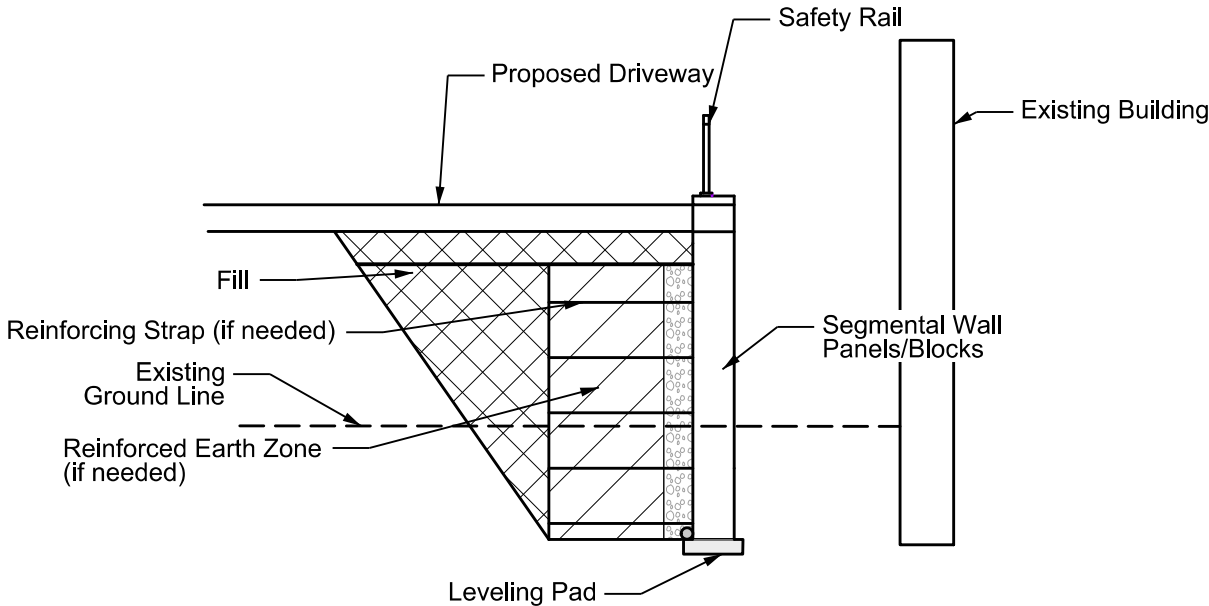
Concrete anchor plate and bolt mounting designed by Wall Designer. Caulk around anchor plate following install.
- 3

Use full-depth & width cap block on top of retaining wall. Install cap such that top of cap is 1' above sidewalk/driveway surface. Blocks exposed on the sidewalk side of the wall shall have a natural surface relief on the exposed face.
- 4

Wall Designer shall design connection of retaining wall cap and block such that ADA-required fall protection strength is met and toppling of safety rail & wall cap/block is prevented.



SAFETY RAIL
MOUNTING DETAIL



SEGMENTAL BLOCK
RETAINING WALL DETAILS
AT DRIVEWAY

- 1

Segmental Block Retaining Wall design shall fully comply with Iowa DOT Standard Specification Section 2431.
- 2

Retaining wall design by Professional Engineer licensced in the State of Iowa (Wall Design Engineer) shall include verification that design meets all minimum design criteria detailed in Iowa DOT Standard Specification 2431.02-A.2, including global stability analysis.
- 3

Refer to Geotechnical Report provided as part of Project Specifications for soil boring data, site conditions, and additional information available for structural design. Any additional geotechnical analysis and / or soil parameters deemed necessary by Wall Manufacturer and Wall Design Engineer to design and construct wall to the Minimum Design Requirements detailed in Iowa DOT Standard Specification 2431.02-A.2, including any and all on-site material / compaction testing or inspection during construction, shall be at the Contractor's expense and incidental to the associated retaining wall item.
- 4

Refer to B sheets for details of Safety Rail installation. Safety Rail posts and pickets shall all be installed vertically plumb and perpendicular to top of retaining wall. Ensure that exposed gaps between posts and/or bottom rails & retaining wall top do not exceed 4 inches.
- 5

Wall Design Engineer shall design connection of rail anchor plate, retaining wall cap, and underlying block where safety rail is installed such that ADA-required fall protection force against rail / wall / cap is met and wall cap / block overturning / toppling is prevented.
- 6

Wall component specifications to be detailed by Wall Manufacturer shop drawings and Wall Design Engineer structural design plans submitted to City and Engineer for review and approval.
- 7

Color of Segmental Block wall and cap units shall be earth-toned and have a natural surface relief on the face. Contractor shall submit a sample of the block and cap material and color to the Engineer for review prior to retaining wall construction. Blocks exposed on the sidewalk side of the wall shall have a natural surface relief on the exposed face.
- 8

Subdrain to be installed behind retaining wall and base of reinforced zone as identified by Wall Manufacturer and Wall Engineer design. All subdrain construction and associated materials shall be incidental to the associated retaining wall bid item.
- 9

Refer to V Sheet profile views for top and bottom of wall profile views. Retaining wall Top and Bottom Elevations detailed on V Sheets represent the proposed height offset from the top surface at the profile grade location to the proposed bottom elevation at the outside of wall to be graded out to existing ground intercept.
- 10

Refer to applicable typical section in the B sheets for elevation difference. Refer to cross sections for proposed grading from outside of retaining wall to existing ground intercept, as well as existing ground surface below retaining wall.
- 11

Retaining wall blocks shall be installed level in all applications. Wall top and bottom layers shall be installed in stair-step pattern to account for elevation changes of the existing ground, proposed ground, or surface as well as for any increased / decreased embedment depth of wall leveling pad / course, as determined by Wall Manufacturer and Wall Design Engineer.
- 12

Cap blocks shall be installed on all Segmental Block Retaining Walls and shall follow the stair-step pattern of underlying blocks. Top of cap block shall be a minimum of 1-foot above the adjacent sidewalk pavement surface. Width of cap block shall not exceed width of top wall block such that there is any overhang or protrusion of cap block beyond face of underlying block towards the sidewalk.

- 13

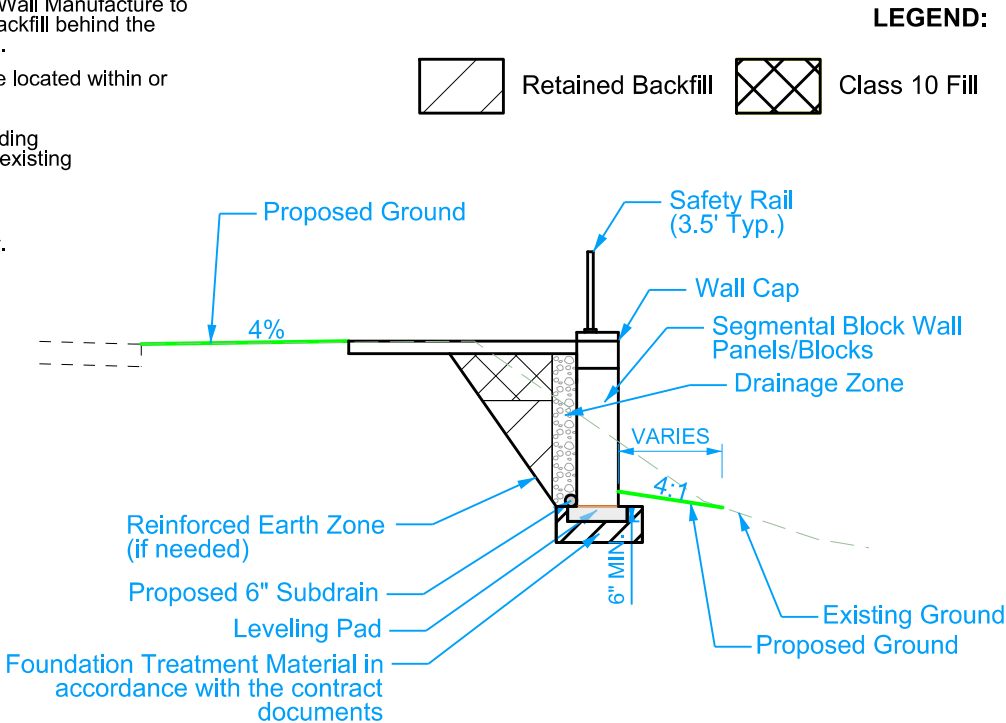
Retaining wall bid quantity accounts for wall surface area per exposed surface depicted on V Sheet profiles as well as estimated wall embedment below bottom of wall profile depicted on V sheets.
- 14

Class 10 Excavation bid quantity and volumes in the areas of the retaining walls represent the cut/fill volume between the existing ground surface and the back of the retaining wall. Excavation quantities do not accout for any additional excavation deemed necessary by Wall Manufacture to construct any Reinforced Earth Zone, Drainage Zone, footing, nor granular backfill behind the retaining wall. These items shall be incidental to the associated retaining wall.
- 15

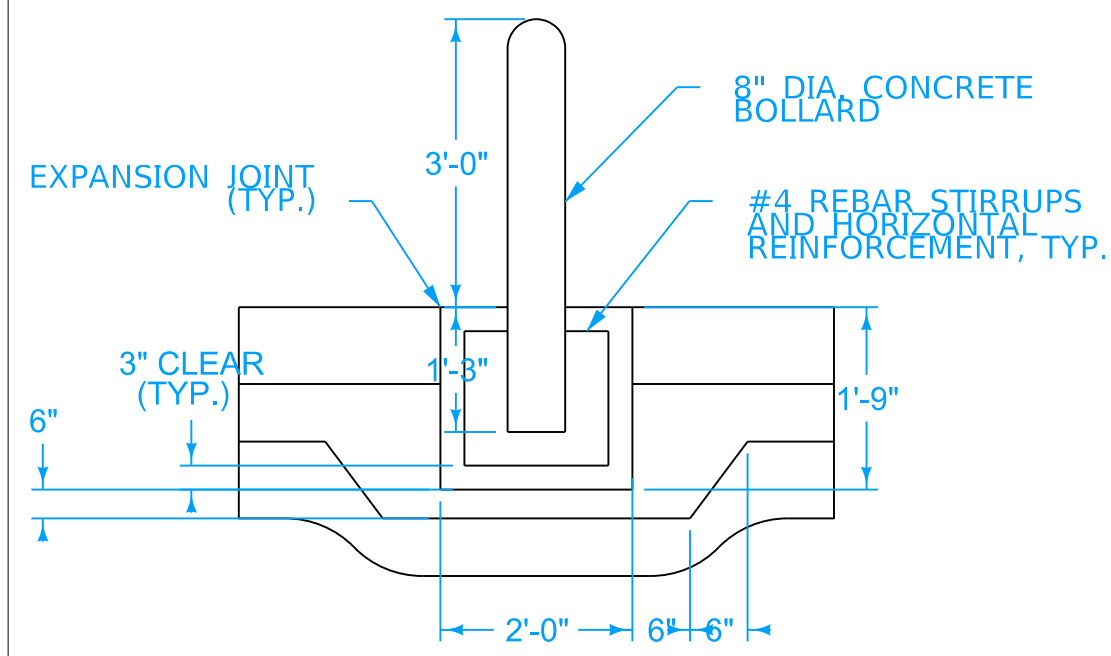
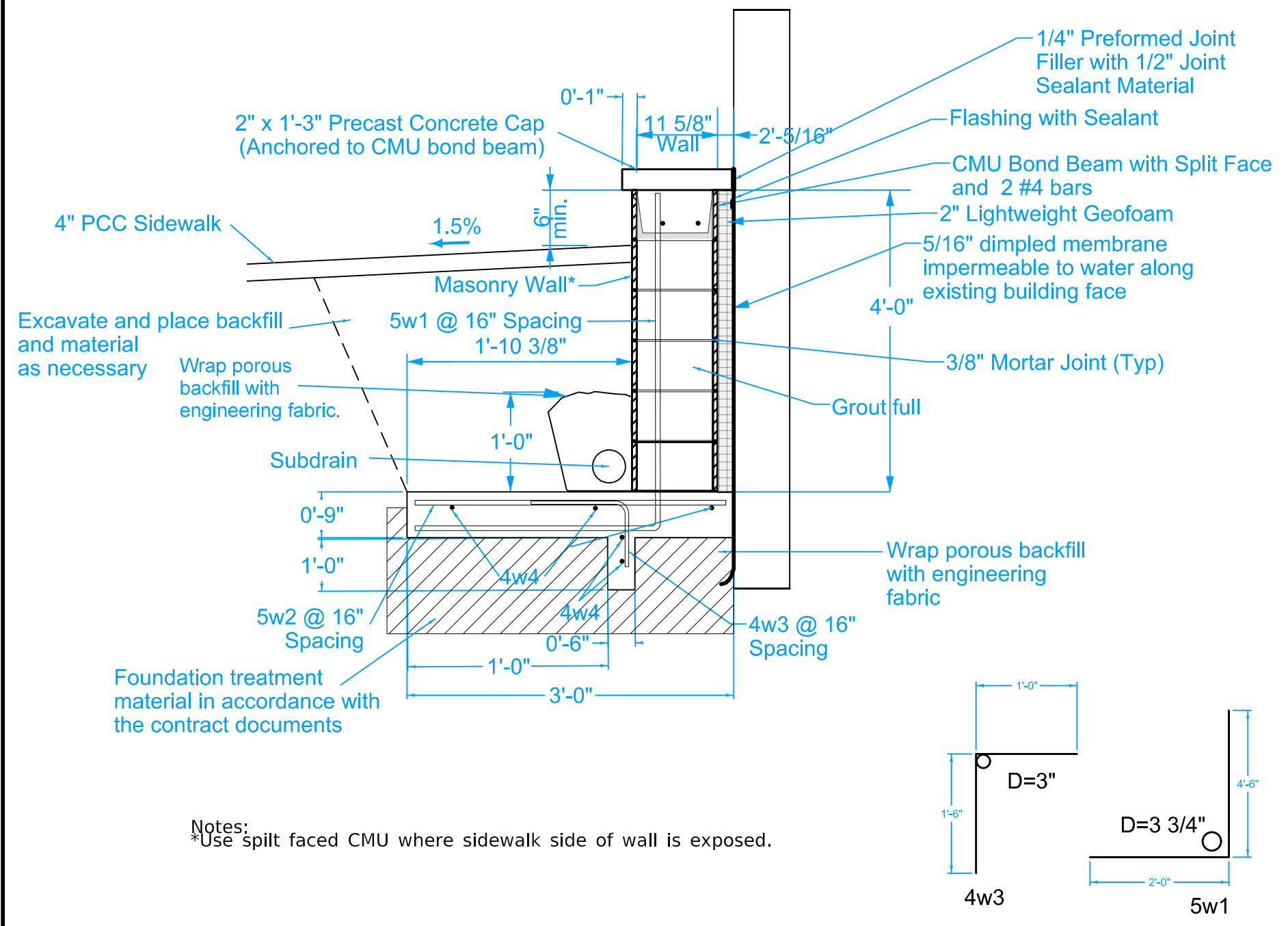
Reinforced Earth Zone must avoid existing utilities. No existing utilities can be located within or under the reinforced Earth Zone.
- 16

Any existing utilities exposed during excavation of retaining wall system,including backslope excavation and IFI installation, shall be protected. Any damage to existing utilities shall be repaired at no additional cost to the City.
- 17

The overexcavation for retaining wall construction shall extend up at a maximum slope of 1:1 to existing ground or as directed by Wall Manufacturer. The extension of the 1:1 slope shall not encroach on the area within 4 feet of the existing edge of pavement. The use of shoring to avoid encroaching on this area shall be implemented only with advanced review and approval of Engineer and Contracting Authority, and shall beconsidered incidental to the installation of the associated retaining wall.



SEGMENTAL BLOCK
RETAINING WALL DETAILS



NOTES:
 1. FINISH SURFACE OF GRADE BEAM TO MATCH FINISH OF ADJACENT CONCRETE PAVEMENT
 2. BOLLARD BASE IS A CONTINUOUS GRADE BEAM BETWEEN BOLLARDS

Maximum pipe diameters are set based on maximum structure depth of 6 feet-6 inches and the objective of placement of the centerline of the pipe on the centerline of the manhole opening for maintenance purposes.

Refer to SW-514 for boxout details.

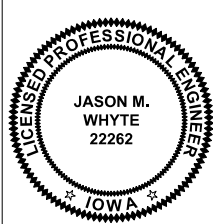
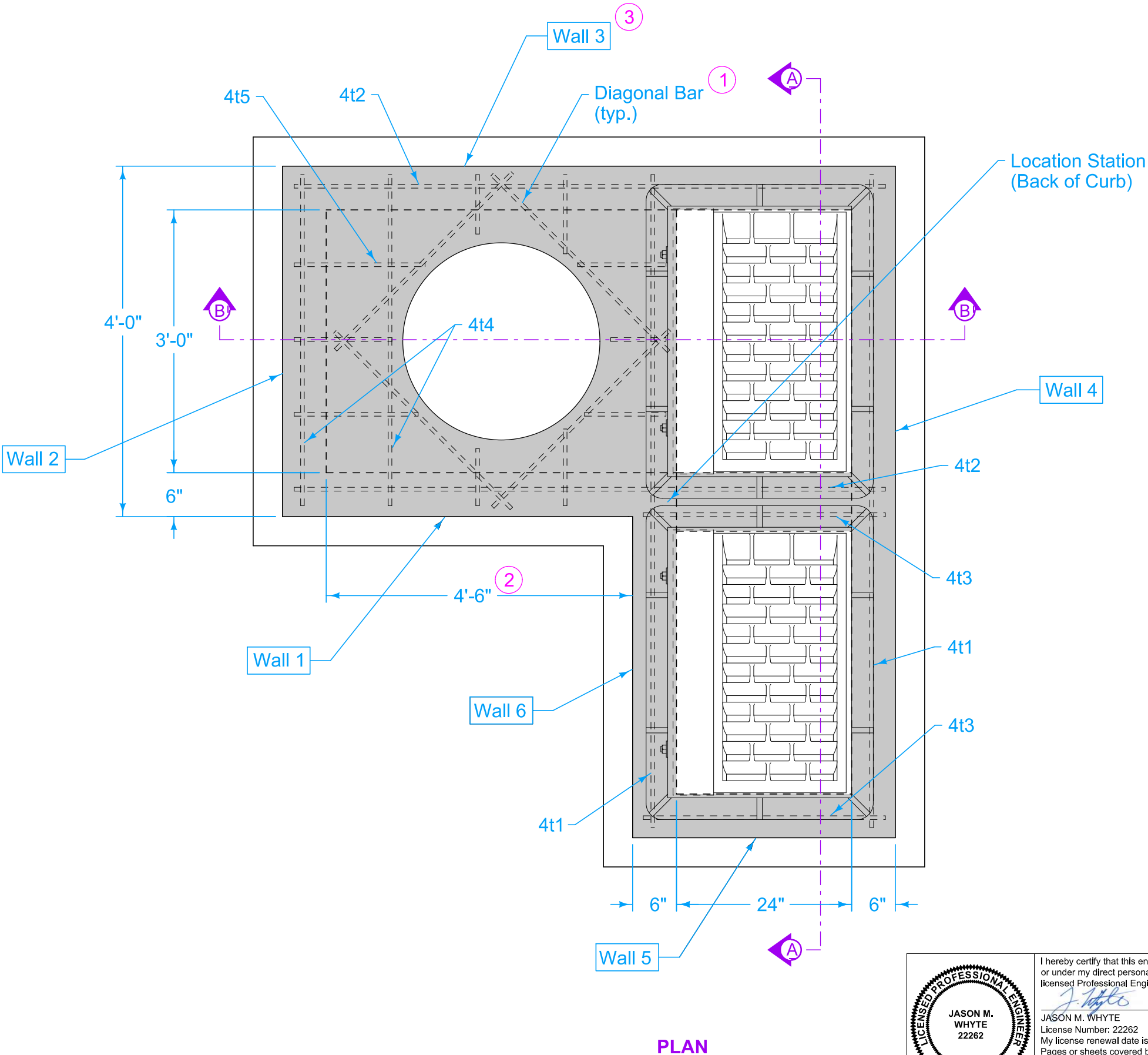
- 1 Install four #4 diagonal bars at manhole opening and at all pipe openings.
- 2 If Wall 1 is widened to 4 feet, the maximum pipe diameter can be increased to 36 inches.
- 3 If Wall 1 is widened to 4 feet, the maximum pipe diameter in Wall 3 can be increased to 42 inches.

MAXIMUM PIPE DIAMETERS	
Wall	Max. Dia.
1	30" 2
2	24"
3	36" 3
4	42"

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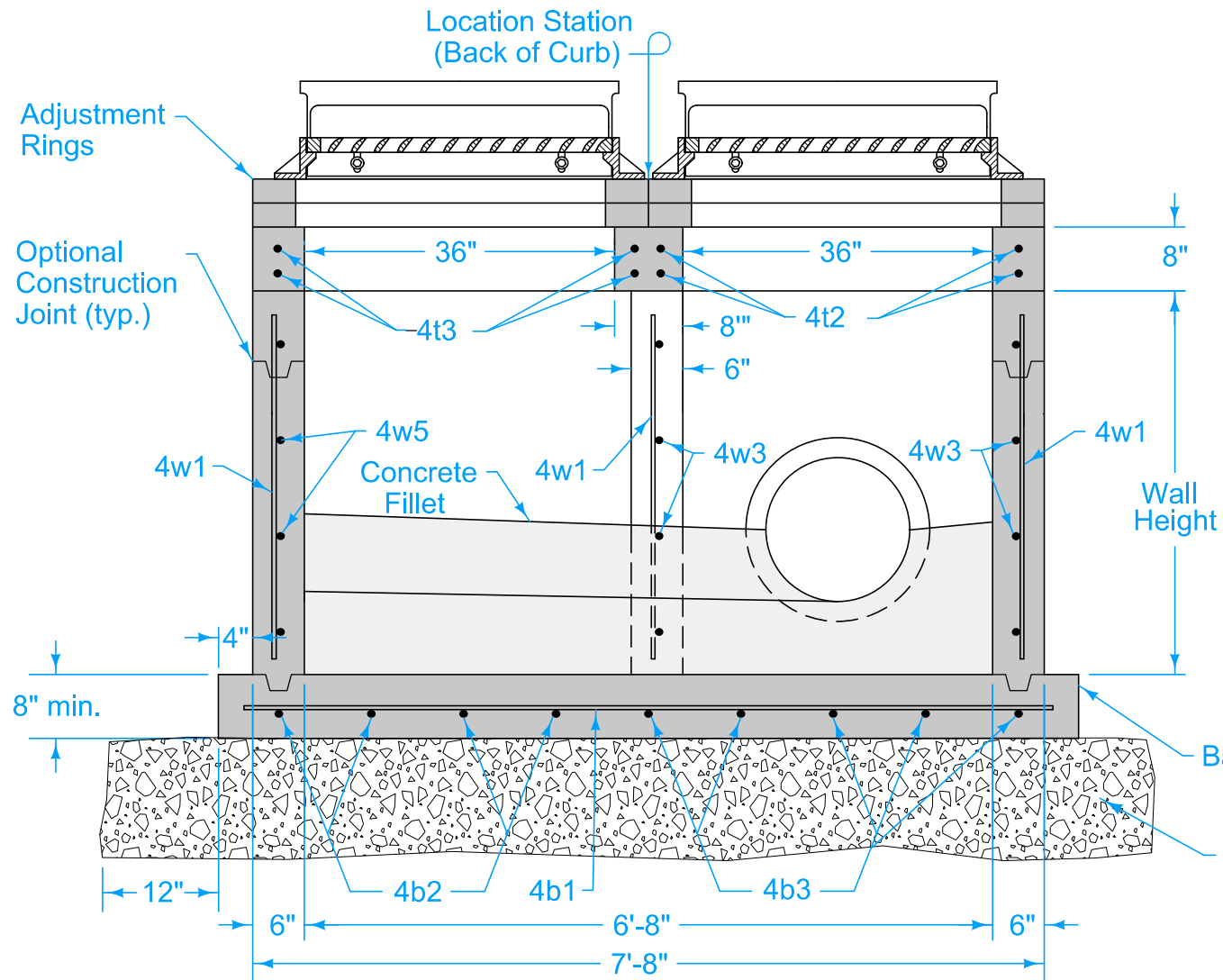
MODIFICATIONS: REVISED BOX DIMENSIONS ON STANDARD DETAIL SW-506

DOUBLE GRATE INTAKE
WITH MANHOLE



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.

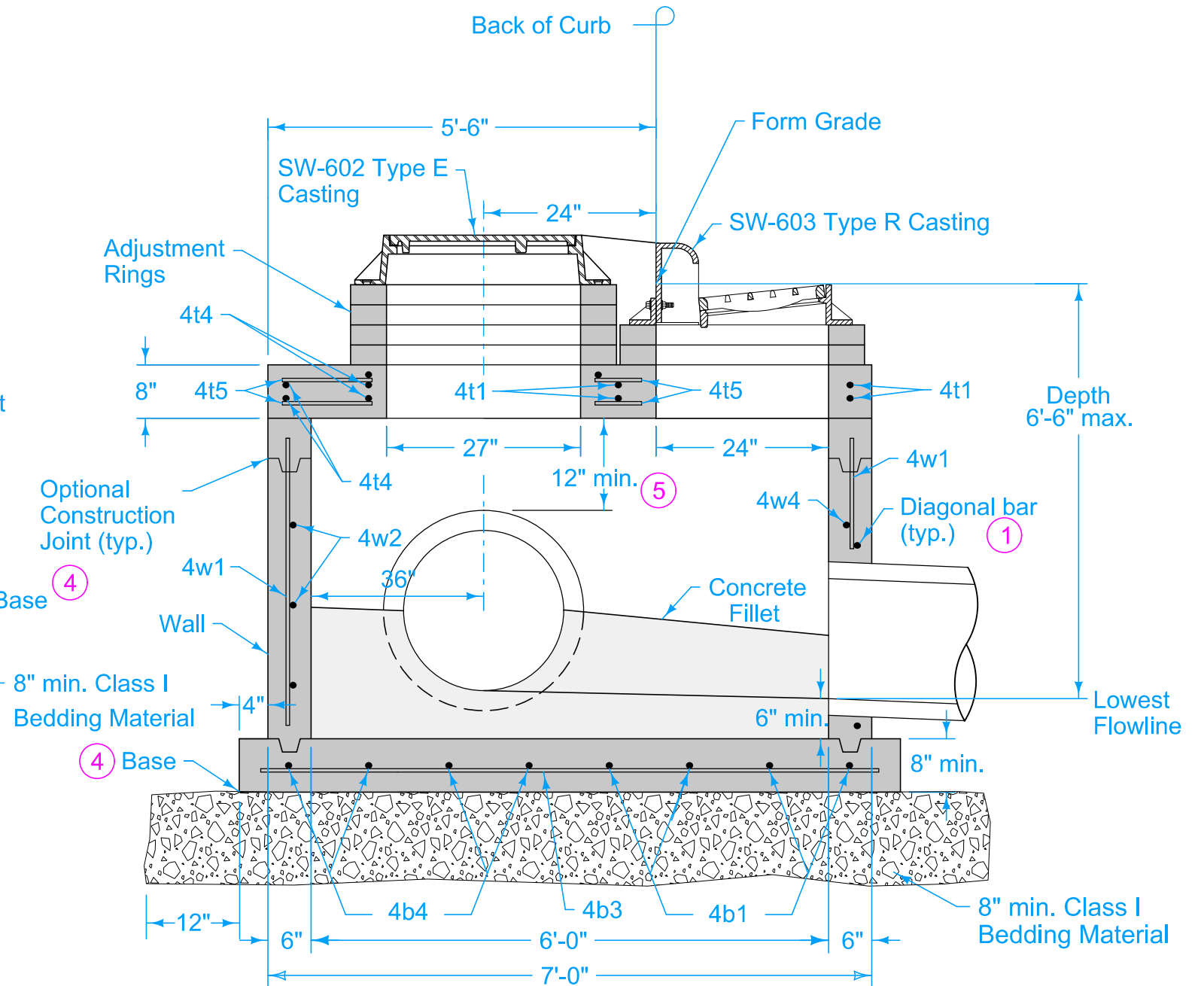
Jason M. Whyte 7/22/26
JASON M. WHYTE
License Number: 22262
My license renewal date is December 31, 2027.
Pages or sheets covered by this seal:
B.18-B.22



SECTION A-A

REINFORCING BAR LIST

Mark	Size	Location	Shape	Count	Length	Spacing
4t1	4	Top	—	4	7'-4"	See Detail
4t2	4	Top	—	4	6'-8"	See Detail
4t3	4	Top	—	4	2'-8"	See Detail
4t4	4	Top	—	8	3'-8"	12"
4t5	4	Top	—	6	4'-2"	12"
4b1	4	Base	—	4	7'-10"	12"
4b2	4	Base	—	4	3'-2"	12"
4b3	4	Base	—	5	7'-2"	12"
4b4	4	Base	—	4	4'-2"	12"
4w1	4	Walls	—	29	Wall Height minus 4"	12"
4w2	4	Wall 2	—	Varies	3'-8"	12"
4w3	4	Walls 1 and 3	—	Varies	6'-8"	12"
4w4	4	Wall 4	—	Varies	7'-4"	12"
4w5	4	Wall 5	—	Varies	2'-8"	12"
4w6	4	Wall 6	—	Varies	3'-10"	12"



SECTION B-B

- 1 Install four #4 diagonal bars at manhole opening and at all pipe openings.
- 4 Cast-in-place base shown. If base is precast integral with walls, the footprint of base is not required to extend beyond the outer edge of the walls.
- 5 12 inch minimum wall height above all pipes.

MODIFIED

MODIFICATIONS: REVISED BOX DIMENSIONS ON STANDARD DETAIL SW-506

**DOUBLE GRATE INTAKE
WITH MANHOLE**

GENERAL NOTES:

1. STANDARD DETAILS AND NOTES APPLY TO ALL CONSTRUCTION UNLESS NOTED OTHERWISE.

PROJECT LOCATION:

41°31'17" N, 90°35'27" W

DESIGN CRITERIA:

STRUCTURE DESIGN SHALL BE BASED ON ASCE RISK CATEGORY III

SLAB AND WALKWAY: 150 PSF

SEISMIC SITE CLASS: D

SEISMIC COEFFICIENTS

Ss: 0.14

S1: 0.074

SDs: 0.13

SD1: 0.10

SEISMIC DESIGN CATEGORY: B

SEISMIC IMPORTANCE FACTOR: 1.25

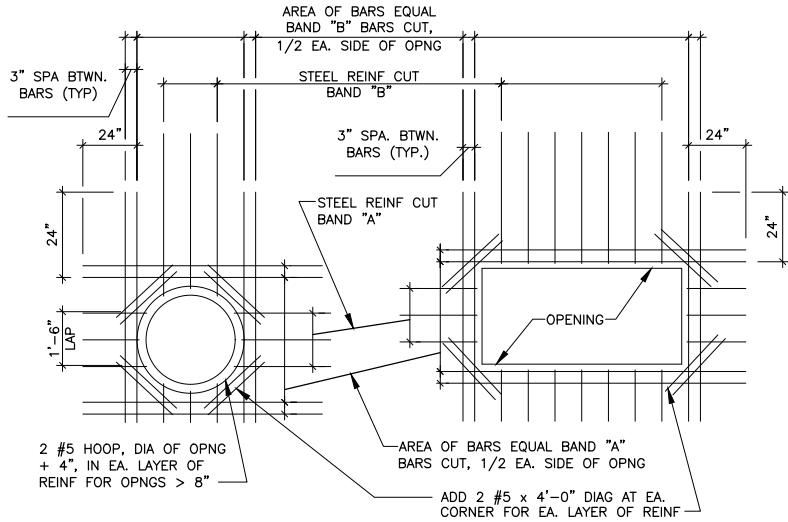
STRUCTURES ARE COMPLETELY UNDERGROUND

GEOTECHNICAL NOTES:

- FROST DEPTH: IS 3'-6"
- "STRUCTURAL FILL" IS A SELECT FILL CONSISTING OF MEDIUM DENSE COHESIONLESS SOILS OR STIFF COHESIVE SOILS OF GW, GP, SW, SP, GW-GM, GW-GC, GP-GM, GP-GC, SW-SM, SW-SC, SP-SM, SP-SC, OR CL WITH BEARING CAPACITY OF AT LEAST 1,500 PSF WHEN COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY.
- "GRANULAR FILL" IS A WELL GRADED FILL CONSISTING OF MEDIUM DENSE COHESIONLESS SOILS OF GW, SW, OR GW-SW WITH BEARING CAPACITY OF AT LEAST 1,500 PSF WHEN COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY.
- FILL BENEATH FOUNDATIONS SHALL BE "STRUCTURAL FILL" OR "GRANULAR FILL" WITH A BEARING CAPACITY OF AT LEAST 1,500 PSF WHEN COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY, UNLESS OTHERWISE SPECIFIED BY GEOTECHNICAL ENGINEER.
- FOUNDATION SOILS SHALL BE INSPECTED UPON EXCAVATION, AND WHERE UNSUITABLE SOILS ARE FOUND, REMOVE TO DEPTH OF TWO FEET BELOW FOUNDATION AND REPLACE WITH SUITABLE COMPACTED "STRUCTURAL FILL" OR "GRANULAR FILL" TO ACHIEVE THE REQUIRED BEARING CAPACITY.

CONCRETE NOTES:

- CONCRETE STRUCTURES, PADS, AND SLABS SHALL USE MIX 1: 4,500 PSI COMPRESSIVE STRENGTH CONCRETE MIX UNLESS NOTED OTHERWISE. SEE CONCRETE MATERIAL SCHEDULE FOR DETAILS ON SHEET B.19.
- CONCRETE FILL SHALL USE MIX 2: 3,000 PSI COMPRESSIVE STRENGTH CONCRETE MIX. SEE CONCRETE MATERIAL SCHEDULE FOR DETAILS ON SHEET B.19.
- CONCRETE BAR REINFORCEMENT SHALL BE ASTM A615, GRADE 60, UNCOATED.
- COVER (CVR) IS THE LEAST DISTANCE BETWEEN THE SURFACE OF THE EMBEDDED REINFORCEMENT AND THE SURFACE OF THE CONCRETE. COVER IS A MINIMUM CLEAR DISTANCE BUT IS ALSO A MAXIMUM DISTANCE SPECIFYING THE LOCATION OF THE REINFORCEMENT. THROUGH ACI 117-10 SPECIFICATIONS FOR TOLERANCES FOR CONCRETE, THE MAXIMUM DISTANCE BETWEEN THE SURFACE OF THE CONCRETE AND THE SURFACE OF THE REINFORCEMENT IS THE CVR DISTANCE PLUS THE REINFORCEMENT PLACEMENT TOLERANCE. BASED ON ACI 117-10, FOR CONCRETE MEMBERS 12 INCHES THICK OR LESS, THE TOLERANCE IS 3/8 INCH, AND FOR CONCRETE MEMBERS GREATER THAN 12 INCHES THICK, THE TOLERANCE IS 1/2 INCH. SEE CONCRETE PROTECTION TABLE SHEET B.19.
- GENERAL CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR WALLS AND SLABS WITH REINFORCEMENT FOR REVIEW BY ENGINEER BEFORE CONCRETE IS PLACED.
- PLYWOOD FOR FORMING CONCRETE WALLS SHALL BE EXTERIOR TYPE B-B PLYFORM CLASS I OR II SANDED BOTH SIDES CONFORMING TO TO APA SPECIFICATIONS AND MILL OILED AND SHALL CONFORM TO APA PUBLICATION "PLYWOOD FOR CONCRETE FORMING", AND SHALL BE DESIGNED TO WITHSTAND LATERAL PRESSURE FROM WET CONCRETE AND ANY OTHER CONSTRUCTION LIVE LOAD.
- TESTING OF FRESH CONCRETE, INCLUDING CONCRETE CYLINDER TESTS, FOR ALL PROPOSED CAST-IN-PLACE STRUCTURES SHALL BE OBTAINED BY THE CONTRACTOR AND SHALL BE INCLUDED IN THE CONTRACT BID PRICE.



NOTES:

- TOP BAR LAP LENGTH-CONDITION #2, UNLESS NOTED OTHERWISE ON PLANS.
- DO NOT WELD REINF. TO PIPE SLEEVES AND INSERTS.
- TYP. FOR ALL OPNGS IN CONC. WALLS AND SLABS UNLESS NOTED OTHERWISE ON PLANS.
- COORDINATE WALL OPENINGS WITH ALL DISCIPLINES.

3 TYPICAL OPENING DETAIL

SCALE: NONE

REINF. LAP SPLICE TABLE – CONCRETE						HOOKS
BAR SIZE	CONDITION 1		CONDITION 2		CONDITION 3	STANDARD 90 DEGREE HOOK LENGTH
	CLEAR COVER >= 2 DIA AND C-TO-C SPACING >= 5 DIA		CLEAR COVER >= 1 DIA AND C-TO-C SPACING >=3 DIA		NEITHER CONDITION 1 NOR 2 IS MET	
	TOP	OTHER	TOP *	OTHER	ALL BARS	
	#3	1'-4"	1'-4"	2'-0"	1'-6"	
#4	1'-7"	1'-4"	2'-8"	2'-1"	0'-8"	
#5	2'-0"	1'-6"	3'-4"	2'-8"	0'-10"	
#6	2'-6"	1'-10"	4'-0"	3'-1"	1'-0"	
#7	3'-6"	2'-9"	5'-10"	4'-7"	1'-2"	
#8	4'-0"	3'-1"	6'-8"	5'-2"	1'-4"	
#9	4'-6"	3'-6"	7'-7"	5'-10"		1'-7"
#10	5'-1"	3'-11"	8'-6"	6'-6"		1'-10"
#11	5'-8"	4'-4"	9'-5"	7'-4"		2'-0"

NOTES:

- LAP ALL BARS PER THIS SCHEDULE UNLESS NOTED OTHERWISE.
- BAR COVER AND SPACING MUST BOTH MEET THE CRITERIA OF CONDITION 1 OR 2 IN ORDER TO USE THAT PARTICULAR LAP LENGTH.
- TOP BARS SHALL BE DEFINED AS ANY HORIZONTAL BARS PLACED SUCH THAT MORE THAN 12" OF FRESH CONCRETE IS CAST IN THE MEMBER BELOW THE BAR IN ANY SINGLE POUR. HORIZONTAL WALL BARS ARE CONSIDERED TOP BARS.
- FOR BARS THAT DO NOT SATISFY EITHER CONDITION, LAP LENGTH SHALL BE THE LENGTH FROM THE APPROPRIATE CATEGORY ("TOP" OR "OTHER") OF CONDITION 2 MULTIPLIED BY 1.5.
- FOR EPOXY-COATED BARS, MULTIPLY FINAL LAP LENGTH BY 1.5.
- NONCONTACT LAP SPLICE LENGTH IS THE LAP SPLICE PLUS THE SEPARATION OF BARS BEING LAPPED. BARS BEING LAPPED CANNOT BE FURTHER APART THAN 1/5TH OF THE LAP SPLICE LENGTH OR 8 INCHES, WHICHEVER IS SMALLER.
- CLEAR COVER IS DISTANCE FROM FACE OF CONCRETE TO FACE OF REBAR.

1 CONCRETE REINFORCING LAP SPLICE TABLE

SCALE: NONE

STANDARD CONCRETE ANCHORS						
ANCHOR DIAMETER	3/8"	1/2"	5/8"	3/4"	7/8"	1"
STANDARD MECHANICAL ANCHOR EMBED, UNO (NOTE 1)	3 1/4"	3 1/2"	4 1/2"	5 1/2"	N/A	N/A
STANDARD ADHESIVE ANCHOR EMBED, UNO (NOTE 1)	3 1/4"	4"	5"	6"	8"	10"
MINIMUM SPACING	4"	6"	8"	9"	12"	16"
MINIMUM EDGE DISTANCE	4"	6"	8"	9"	12"	16"
MINIMUM CONCRETE THICKNESS	5"	6"	8"	10"	12"	14"
ALLOWABLE TENSION "T" (LB)*	750*	1,100*	1,450*	2,350*	5,200*	7,800*
ALLOWABLE SHEAR "V" (LB)*	300*	400*	625*	1,150*	1,950*	3,250*

- * LOADS ONLY APPLICABLE TO INSTALLATION INTO CRACKED CONCRETE $4,000 \leq F_c' \leq 8,000$ PSI MEETING EMBED, SPACING, AND EDGE DISTANCES SHOWN. LOADS FOR SINGLE ANCHOR, OUT OF THE GROUP BELOW, WITH SERVICE LEVEL (ASD) LOADING.

DETAIL NOTES:

- ALL ANCHORS SHALL RECEIVE STANDARD EMBED, SPACING, EDGE DISTANCE, CONCRETE THICKNESS, AND LOAD CONDITIONS, UNLESS NOTED OTHERWISE ON B.19, B.20 OR B.21 SHEETS. UNLESS NOTED OTHERWISE, MINIMUM EMBEDMENT SHALL BE PER TABLE ABOVE. IN NO CASE MAY THE EMBEDMENT BE LESS THAN THE MANUFACTURER'S "MINIMUM EMBEDMENT" FROM PUBLISHED CATALOG LITERATURE.
- CONTRACTOR SHALL USE BASIS OF DESIGN ANCHORS OR SUBMIT ENGINEERED ANCHORS MEETING REQUIREMENTS OF ACI 355.2 & APPLICABLE TO EDGE AND SPACING REQUIREMENTS OF THE CONTRACT DOCUMENTS FOR APPROVAL. BASIS OF DESIGN ANCHORS INCLUDE:
 - SCREW: HILTI KWIK-HUS EZ AND SIMPSON TITEN HD
 - EXPANSION: HILTI KWIK BOLT 3 OR KWIK BOLT TZ
 - ADHESIVE: HILTI HIT-RE 500 V3 & SIMPSON SET 3G WITH THREADED RODWHERE DRAWINGS CALL FOR CONCRETE ANCHORS, CONTRACTOR MAY CHOOSE BETWEEN EXPANSION, SCREW OR ADHESIVE ANCHOR. WHERE DRAWINGS CALL FOR MECH ANCHOR, CONTRACTOR MAY CHOOSE BETWEEN EXPANSION AND SCREW ANCHOR.
- INSTALL IN STRICT ACCORDANCE WITH MANUFACTURER'S PUBLISHED RECOMMENDATIONS AND ADDITIONAL RECOMMENDATIONS OF ICC EVALUATION SERVICE REPORT.
- ALL CONCRETE ANCHORS MUST BE INSPECTED TWICE:
 - AFTER HOLE IS DRILLED AND CLEANED, AND
 - DURING INSTALLATION OF ADHESIVE AND/OR MECHANICAL ANCHOR.
- ON DRAWINGS, ADHESIVE ANCHORS MAY ALSO BE REFERRED TO AS EPOXY OR EPOXY SET ANCHORS.
- FOR ANCHORS RESISTING TENSION AND SHEAR USE FOLLOWING EQUATION:
(ACTUAL TENSION/ALLOWABLE TENSION) + (ACTUAL SHEAR/ALLOWABLE SHEAR) < 1.00
- ADHESIVE ANCHORS MAY NOT BE USED IN OVERHEAD APPLICATIONS UNLESS NOTED OTHERWISE ON THE B.19, B.20 OR B.21 SHEETS.
- ANY ADHESIVE ANCHOR IN CONSTANT TENSION OR INSTALLED IN ANY ORIENTATION BETWEEN HORIZONTAL AND OVERHEAD VERTICAL MUST BE INSTALLED AND INSPECTED BY CERTIFIED INSTALLER/INSPECTOR.
- ALL CONCRETE ANCHORS SHALL BE STAINLESS STEEL TYPE 304 UNO.
- DO NOT INSTALL ADHESIVE ANCHORS IN CONCRETE LESS THAN 21 DAYS OLD.

4 CONCRETE ANCHOR SCHEDULE

SCALE: NONE

CONCRETE PROTECTION FOR REINFORCEMENT CONCRETE CLEAR COVER DIMENSIONS UNLESS NOTED OTHERWISE	
CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH OR "RAW" SEWAGE	3"
CONCRETE IN CONTACT WITH OR IMMEDIATELY ABOVE OR ADJACENT TO WATER/WASTEWATER	2"
CONCRETE EXPOSED TO EARTH OR WEATHER	
#6 THROUGH #11 BARS	2"
#5 AND SMALLER, W31 OR D31 WIRE	1 1/2"
CONCRETE NOT EXPOSED TO WEATHER, CONTACT WITH GROUND, OR WASTEWATER	
SLABS, WALLS AND JOISTS: #11 AND LARGER BARS	1 1/2"
#10 BAR AND SMALLER	LARGER OF 1" OR BAR DIA.
BEAMS AND COLUMNS: PRIMARY REINFORCEMENT, TIES, STIRRUPS AND SPIRALS	1 1/2"

DETAIL NOTES:

- SEE SPECIFICATIONS OR GENERAL NOTES FOR TOLERANCES.
- CLEAR COVER IS DISTANCE FROM FACE OF CONCRETE TO FACE OF BAR.

2 CONCRETE COVER REQUIREMENTS

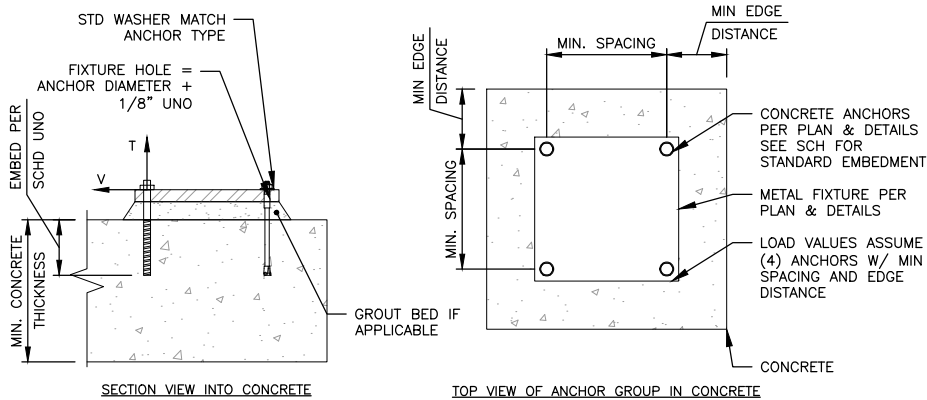
SCALE: NONE

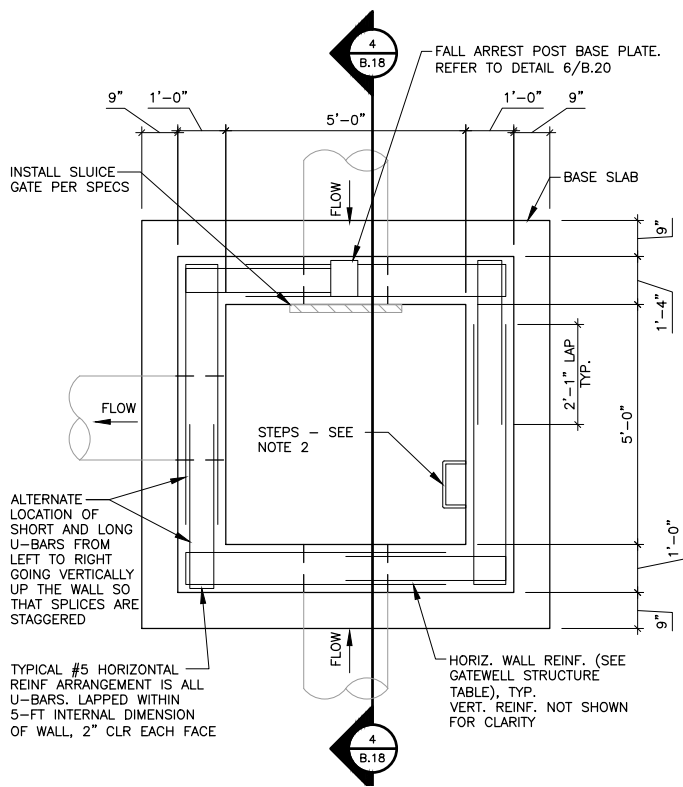
CONCRETE MATERIAL SCHEDULE		
PROJECT USE	MIX 1 STRUCTURE CONCRETE	MIX 2 CONC. FILL
COMPRESSIVE STRENGTH – MINIMUM	4,500 PSI	3,000 PSI
PORTLAND CEMENT – ASTM C150	TYPE I	TYPE I
FLYASH – ASTM C618, TYPE C OR F	15% MAX	15% MAX.
AGGREGATE – COARSE – ASTM C33	3/4" MAX.	3/8" MAX.
AIR ENTRAINMENT – ASTM C260	6% ± 1%	N/A
SUPER PLASTICIZER – ASTM C494	OPTIONAL	N/A
WATER TO CEMENT RATIO – MAXIMUM	0.42 MAX.	0.50 MAX.

NOTE: ALL CONCRETE IS MIX CLASS 1 UNLESS NOTED OTHERWISE.

5 CONCRETE SCHEDULE

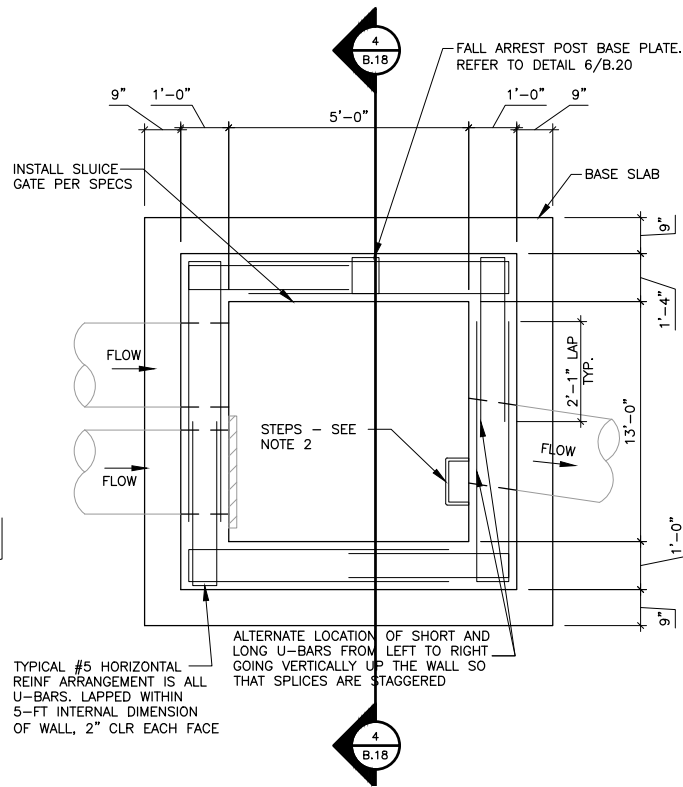
SCALE: NONE





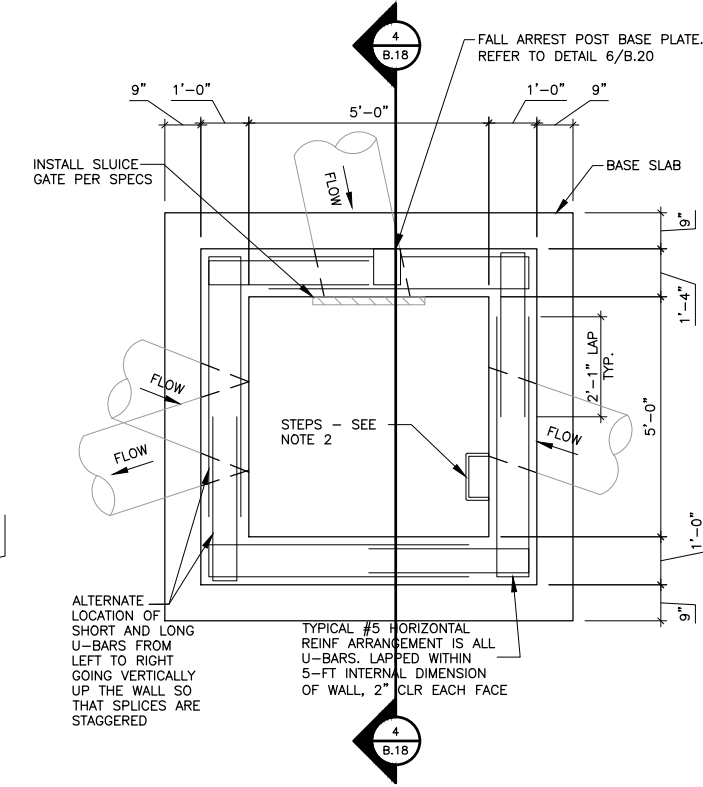
1 GATEWELL STRUCTURE ONE-CHAMBER LOWER PLAN (S-114)

SCALE: NTS



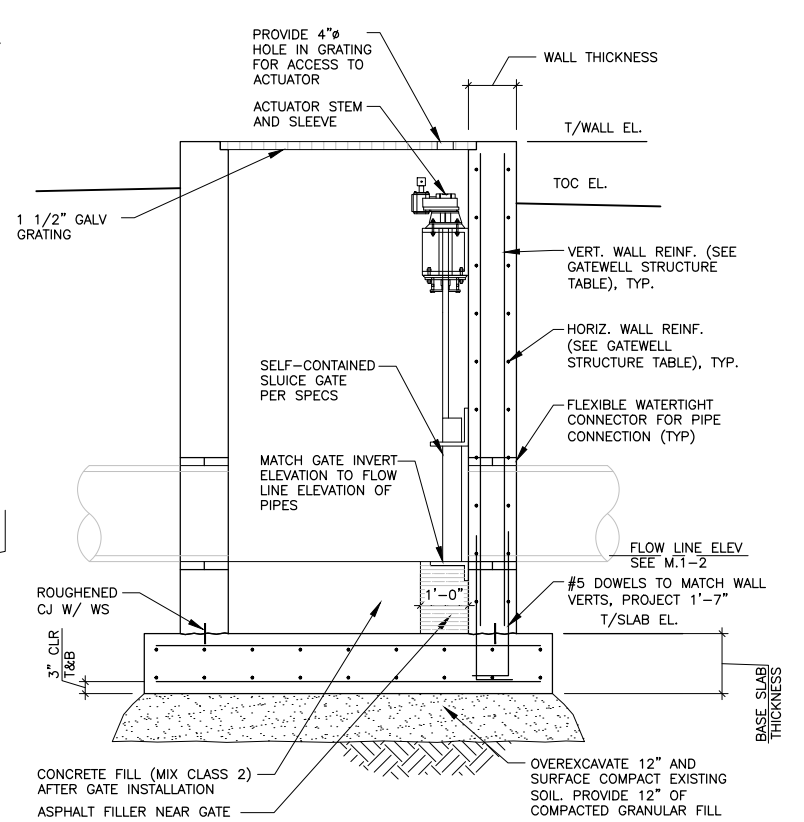
2 GATEWELL STRUCTURE ONE-CHAMBER LOWER PLAN (S-226)

SCALE: NTS



3 GATEWELL STRUCTURE ONE-CHAMBER LOWER PLAN (S-241)

SCALE: NTS



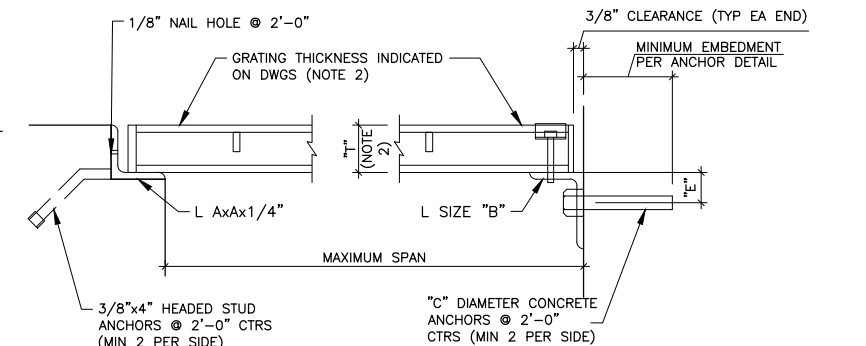
4 GATEWELL STRUCTURE ONE-CHAMBER SECTION

SCALE: NTS

GATEWELL STRUCTURE ONE-CHAMBER SCHEDULE									
STRUCTURE NO.	WALL THICKNESS	WALL REINFORCING		BASE SLAB THICKNESS	BASE SLAB REINFORCING	TOP WALL EL.	TOP SLAB EL.	SLUICE GATE SIZE	GRATING
		VERT.	HORIZ.						
S-114	1'-0" (1'-4" AT WALL W/ BASE PLATE)	#5@12 EF	#5@12 EF	1'-3"	#5@12 EW T&B	566.00	556.49	1'-6" x 1'-6"	1 1/2"x3/16"
S-226	1'-0" (1'-4" AT WALL W/ BASE PLATE)	#5@12 EF	#5@12 EF W/ #5@6" EF IN BOT. 6 FT	1'-3"	#5@12 EW T&B	566.00	550.83	2'-6" x 2'-6"	1 1/2"x3/16"
S-241	1'-0" (1'-4" AT WALL W/ BASE PLATE)	#5@12 EF	#5@12 EF	1'-3"	#5@12 EW T&B	566.00	556.33	3'-6" x 3'-6"	1 1/2"x3/16"

NOTES:

- CUT PIPE FLUSH WITH INSIDE WALLS OF STRUCTURE.
- STEPS SHALL BE PLASTIC COATED 10 INCH STEEL STEPS SECURELY ANCHORED INTO CONCRETE WALL. THE STEEL STEPS SHALL BE 1/2 INCH REINFORCING BAR, GRADE 60, IN ACCORDANCE WITH ASTM A615. THE PLASTIC COATING ON THE STEEL BAR SHALL BE A COPOLYMER POLYPROPYLENE COATING IN ACCORDANCE WITH ASTM 2146 UNDER TYPE II, GRADE 16906. SPACE STEPS AT 12" MAX VERTICALLY, STARTING AT 12" BELOW TOP OF STRUCTURE.
- GRATING ALLOWABLE LOAD = 150 PSF
- ALL CONCRETE IS MIX 1, UNO.
- ADHESIVE FOR REBAR ANCHORS AND EYE BOLTS SHALL BE HILTI RE500V3, DEWALT PURE 200+, SIMPSON SET G3, RED HEAD C6+ OR ATC UNLTRABOND HS-1CC - NO



GALVANIZED GRATING SPAN AND SIZE INFORMATION

GRATING THICKNESS "T"	L SIZE AXAX1/4"	L SIZE "B"	MAX. SPAN (FT)	ANCHOR DIA "C" (IN)	OFFSET "E" (IN)
1	1-1/4x1-1/4	2-1/2x2-1/2x2-1/4	2.5	1/2"	1"
1-1/2	2x2*	3x3x1/4	4	5/8"	1"
2	2-1/2x2-1/2*	3x3x3/8	5.5	5/8"	1-1/4"
2-1/2	3x3*	4x3x3/8 (LLV)	8	3/4"	1-1/4"

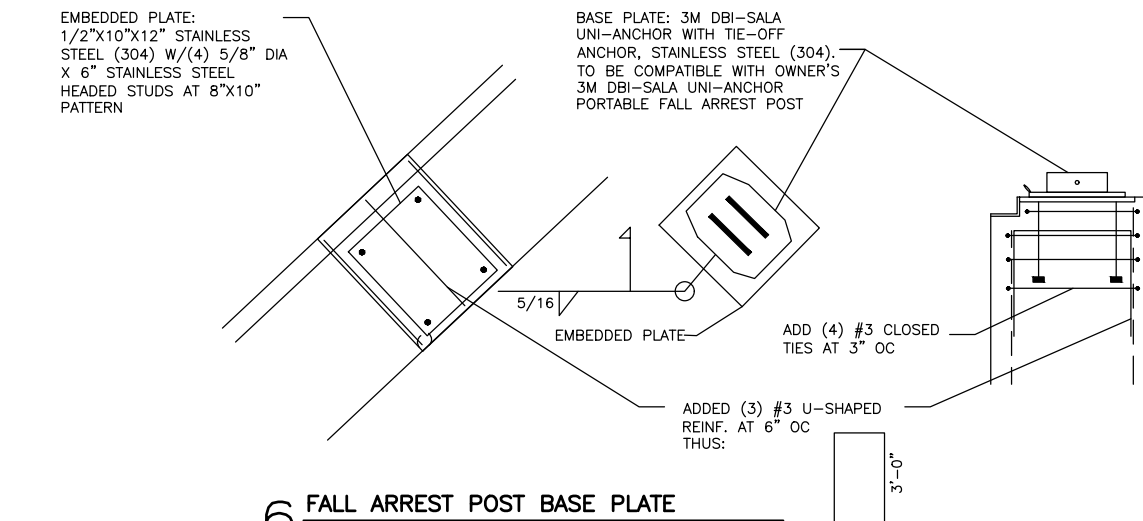
* TRIM AND BEVEL UPSTANDING LEG TO FIT

NOTES:

- ALL GRATING IS RECTANGULAR BEARING BAR - 3/16" BEARING BARS, 19/16" ON CENTER, UNLESS NOTED OTHERWISE.
- IF NO GRATING THICKNESS IS INDICATED ON DRAWINGS, USE GRATING SIZE BASED ON MAXIMUM SPAN TABULATED ABOVE. EXAMPLE: SPAN IS 3'-9" > USE 1.5"x3/16" BEARING BARS.
- DESIGN ALLOWABLE UNIFORM LOAD = 150 PSF.
- SUPPORT ANGLES AND HEADED STUDS ARE HOT-DIP GALVANIZED STEEL.

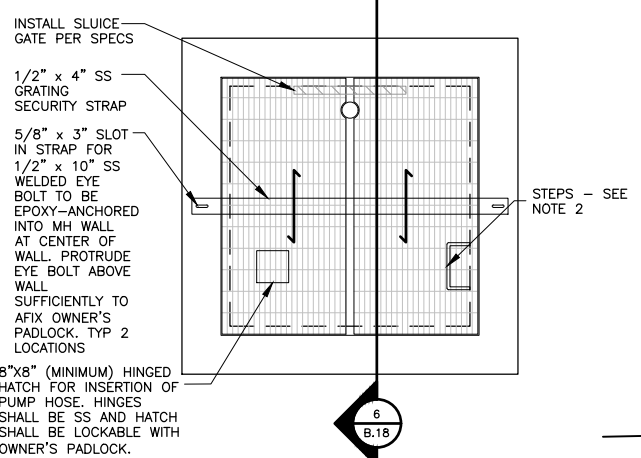
7 TYPICAL GRATE DETAIL

SCALE: NONE



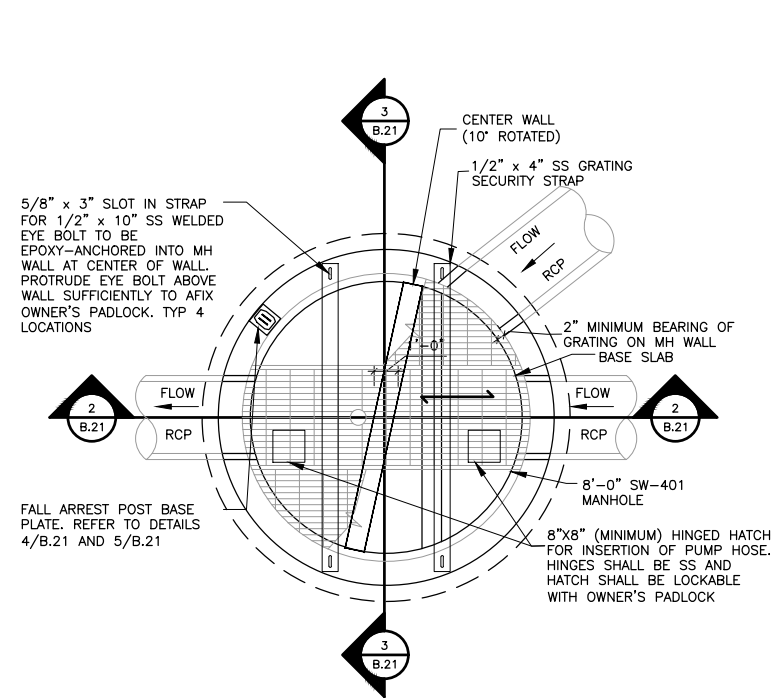
6 FALL ARREST POST BASE PLATE

SCALE: NTS



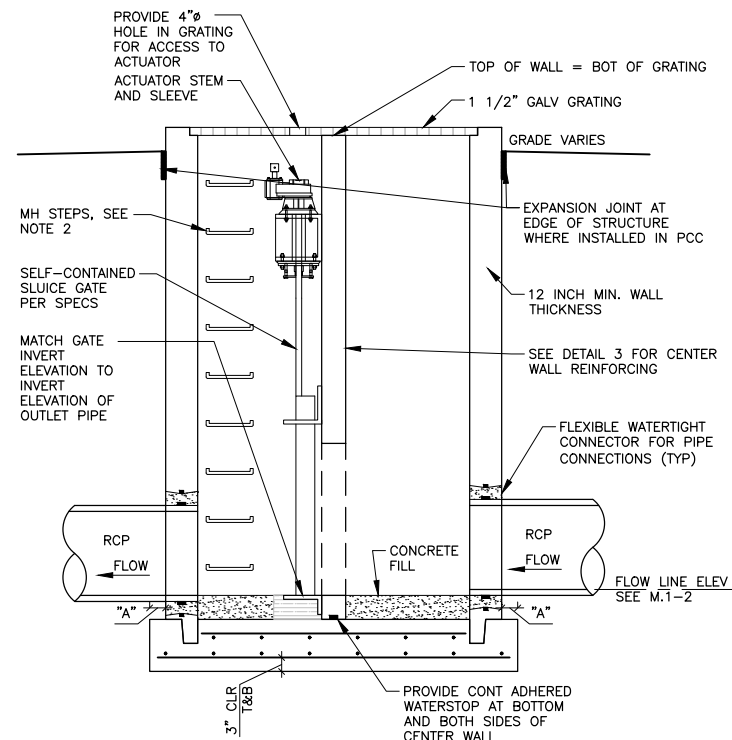
5 GATEWELL STRUCTURE ONE-CHAMBER UPPER PLAN

SCALE: NTS



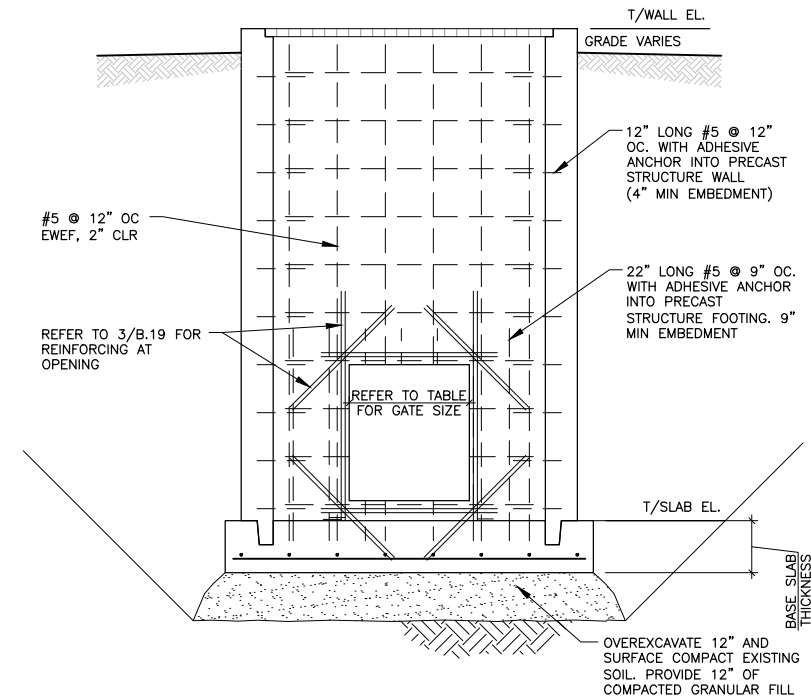
**1 GATEWELL STRUCTURE
TWO-CHAMBER UPPER PLAN (S-101A)**

SCALE: NTS



**2 GATEWELL STRUCTURE
TWO-CHAMBER TYPICAL SECTION**

SCALE: NTS



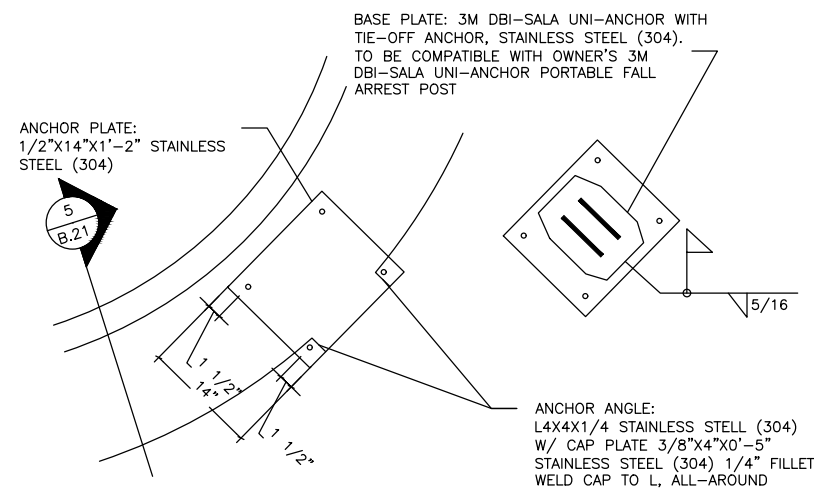
**3 GATEWELL STRUCTURE TWO-CHAMBER
TYPICAL SECTION AT CENTER WALL REINFORCING**

SCALE: NTS

GATEWELL STRUCTURE TWO-CHAMBER SCHEDULE											
STRUCTURE NO.	INTERIOR WALL THICKNESS	INTERIOR WALL REINFORCING		BASE SLAB THICKNESS	BASE SLAB REINFORCING	"A"	TOP WALL EL.	TOP SLAB EL.	SLUICE GATE SIZE	GRATING	COMMENTS
		VERT.	HORIZ.								
S-101A	1'-0"	#5@12 EF	#5@12 EF	1'-3"	#5@12 EW T&B	0'-6"	566.00	555.72	2'-0" x 2'-0"	1 1/2"x3/16"	CIRCULAR WALL PER PRECAST MANUFACTURER

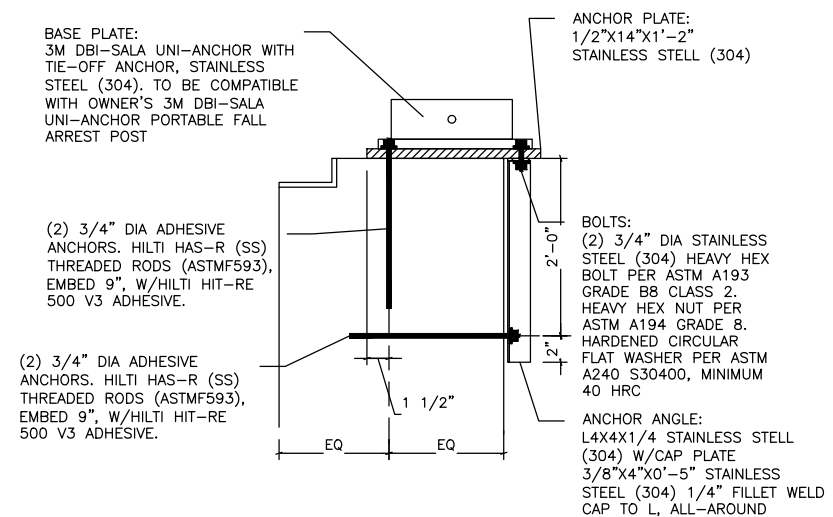
NOTES:

- CUT PIPE FLUSH WITH INSIDE WALLS OF STRUCTURE.
- STEPS SHALL BE PLASTIC COATED 10 INCH STEEL STEPS SECURELY ANCHORED INTO CONCRETE WALL. THE STEEL STEPS SHALL BE 1/2 INCH REINFORCING BAR, GRADE 60, IN ACCORDANCE WITH ASTM A615. THE PLASTIC COATING ON THE STEEL BAR SHALL BE A COPOLYMER POLYPROPYLENE COATING IN ACCORDANCE WITH ASTM 2146 UNDER TYPE II, GRADE 16906. SPACE STEPS AT 12" MAX VERTICALLY, STARTING AT 12" BELOW TOP OF STRUCTURE.
- GRATING ALLOWABLE LOAD = 150 PSF
- ALL CONCRETE IS MIX 1, UNO.
- ADHESIVE FOR REBAR ANCHORS AND EYE BOLTS SHALL BE HILTI RE500V3, DEWALT PURE 200+, SIMPSON SET G3, RED HEAD C6+ OR ATC UNLTRABOND HS-1CC - NO EXCEPTIONS.



4 FALL ARREST POST BASE PLATE

SCALE: NTS



5 FALL ARREST POST BASE PLATE

SCALE: NTS

100-1C
04-17-12
Division 1 - PROTECT Grant
Division 2 - Non-participating

ESTIMATED PROJECT QUANTITIES
(UP TO A 5 DIVISION PROJECT)

Item No.	Item Code	Item	Unit	Quantities										
				Estimated					Total	As Built				
Division 1	Division 2	Division 3	Division 4	Division 5	Division 1	Division 2	Division 3	Division 4		Division 5				
1	2101-0850002	CLEARING AND GRUBBING	UNIT	31	-				31					
2	2102-2625001	EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED	CY	14666	-				14666					
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	1817	-				1817					
4	2105-8425005	TOPSOIL, FURNISH AND SPREAD, 4"	CY	459	-				459					
5	2105-8425005	TOPSOIL, FURNISH AND SPREAD, 8"	CY	1157	-				1157					
6	2109-8225100	SPECIAL COMPACTION OF SUBGRADE	STA	40	-				40					
7	2115-0100000	MODIFIED SUBBASE, 6"	CY	2877	-				2877					
8	2301-1033100	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 10 IN.	SY	15764	-				15764					
9	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	1	-				1					
10	2312-8260050	GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE	CY	51	-				51					
11	2401-6750001	REMOVALS, AS PER PLAN	LS	1	-				1					
12	2402-2725005	FOUNDATION TREATMENT MATERIAL	TON	128	-				128					
13	2405-2705000	EXCAVATE AND DEWATER	LS	1	-				1					
14	2414-6444100	STEEL PIPE PEDESTRIAN HAND RAILING	LF	347	-				347					
15	2414-6445100	STRUCTURAL STEEL PEDESTRIAN HAND RAILING, SAFETY RAIL	LF	457	-				457					
16	2416-0100012	APRONS, CONCRETE, 12 IN. DIA.	EACH	3	-				3					
17	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.	EACH	1	-				1					
18	2416-0100018	APRONS, CONCRETE, 18 IN. DIA.	EACH	3	-				3					
19	2431-0000100	SEGMENTAL BLOCK RETAINING WALL	SF	1943	-				1943					
20	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.	EACH	15	-				15					
21	2435-0140172	MANHOLE, STORM SEWER, SW-401, 72 IN.	EACH	1	-				1					
22	2435-0140184	MANHOLE, STORM SEWER, SW-401, 84 IN.	EACH	4	-				4					
23	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN.	EACH	2	-				2					
24	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN., MODIFIED TWO-CHAMBER GATEWELL	EACH	1	-				1					
25	2435-0140300	MANHOLE, STORM SEWER, SW-403, (8' X 5')	EACH	3	-				3					
26	2435-0140400	MANHOLE, STORM SEWER, SW-404, (9' X 5')	EACH	1	-				1					
27	2435-0250100	INTAKE, SW-501	EACH	5	-				5					
28	2435-0250248	INTAKE, SW-502, 48 IN.	EACH	1	-				1					
29	2435-0250500	INTAKE, SW-505	EACH	6	-				6					
30	2435-0250600	INTAKE, SW-506	EACH	1	-				1					
31	2435-0250610	INTAKE, SW-506, MODIFIED	EACH	1	-				1					
32	2435-0250700	INTAKE, SW-507	EACH	16	-				16					
33	2435-0250900	INTAKE, SW-509	EACH	4	-				4					
34	2435-0251100	INTAKE, SW-511	EACH	3	-				3					
35	2435-0251224	INTAKE, SW-512, 24 IN	EACH	5	-				5					
36	2435-0251236	INTAKE, SW-512, 36 IN	EACH	6	-				6					
37	2435-0252100	LINEAR TRENCH DRAIN, SW-521	LF	424	-				424					
38	2435-0254100	INTAKE, SW-541	EACH	2	-				2					
39	2435-0600010	MANHOLE ADJUSTMENT, MINOR	EACH	9	-				9					
40	2435-0600020	MANHOLE ADJUSTMENT, MAJOR	EACH	17	-				17					
41	2435-0600110	INTAKE ADJUSTMENT, MINOR	EACH	2	-				2					
42	2435-0600120	INTAKE ADJUSTMENT, MAJOR	EACH	4	-				4					
43	2502-8212206	SUBDRAIN, PERFORATED PLASTIC PIPE, 6 IN. DIA	LF	6955	-				6955					
44	2502-8221006	SUBDRAIN RISER, 6 IN., AS PER PLAN	EACH	21	-				21					
45	2502-8221303	SUBDRAIN OUTLET, DR-303	EACH	87	-				87					
46	2503-0110008	STORM SEWER GRAVITY MAIN, TRENCHED, 8 IN., DIP	LF	86	-				86					
47	2503-0114212	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 12 IN.	LF	87	-				87					
48	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.	LF	2008	-				2008					
49	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.	LF	264	-				264					
50	2503-0114221	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 21 IN.	LF	471	-				471					
51	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.	LF	324	-				324					
52	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 30 IN.	LF	19	-				19					
53	2503-0114248	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 48 IN.	LF	370	-				370					
54	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	1097	-				1097					
55	2510-6745850	REMOVAL OF PAVEMENT	SY	16887	-				16887					
56	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSSES	EACH	39	-				39					
57	2511-6745900	REMOVAL OF SIDEWALK	SY	4184	-				4184					
58	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.	SY	2454	-				2454					
59	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.	SY	545	-				545					
60	2511-7526008	SIDEWALK, P.C. CONCRETE, 8 IN.	SY	170	-				170					
61	2511-7528101	DETECTABLE WARNINGS	SF	240	-				240					
62	2512-1725256	CURB AND GUTTER, P.C. CONCRETE, 2.5 FT	LF	861	-				861					
63	2515-2475007	DRIVEWAYS, P.C. CONCRETE, 7 IN.	SY	3699	-				3699					
64	2515-6745600	REMOVAL OF PAVED DRIVEWAY	SY	7364	-				7364					
65	2516-8625000	COMBINED CONCRETE SIDEWALK AND RETAINING WALL	CY	60	-				60					
66	2519-3760000	ENTRANCE BOLLARD	EACH	6	-				6					
67	2519-4200020	REMOVE AND REINSTALL FENCE, CHAIN LINK	LF	1064	-				1064					
68	2519-4200090	REMOVE AND REINSTALL FENCE, PVC DECORATIVE	LF	510	-				510					
69	2519-4200090	REMOVE AND REINSTALL FENCE, WOOD PRIVACY	LF	26	-				26					
70	2523-0000200	ELECTRICAL CIRCUITS	LF	303	-				303					
71	2523-0000310	HANDHOLES AND JUNCTION BOXES	EACH	8	-				8					
72	2524-6765010	REMOVE AND REINSTALL SIGN AS PER PLAN	EACH	7	-				7					
73	2524-6765110	REMOVAL OF TYPE A SIGN	EACH	2	-				2					
74	2525-0000100	TRAFFIC SIGNALIZATION	LS	1	-				1					
75	2526-8285010	CONSTRUCTION SURVEY, MONUMENT PRESERVATION	LS	1	-				1					
76	2526-8285020	CONSTRUCTION SURVEY, CONTROL POINT SURVEY	LS	1	-				1					
77	2526-8285030	CONSTRUCTION SURVEY, RIGHT OF WAY	LS	1	-				1					
78	2526-8285040	CONSTRUCTION SURVEY, LOCATION SURVEY	LS	1	-				1					
79	2527-9263143	PAINTED SYMBOLS AND LEGENDS, DURABLE	EACH	28	-				28					
80	2527-9263181	PAVEMENT MARKINGS REMOVED	STA	2.2	-				2.2					
81	2527-9263209	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED	STA	59	-				59					
82	2527-9263217	PAINTED PAVEMENT MARKINGS, DURABLE	STA	29	-				29					
83	2528-2518000	SAFETY CLOSURE	EACH	11	-				11					
84	2528-8445110	TEMPORARY TRAFFIC CONTROL	LS	1	-				1					

FILE NO.

ENGLISH

DESIGN TEAM

HR Green, Inc.

City of Davenport

SCOTT COUNTY

PROJECT NUMBER

HDP-1827(705)--71-82

SHEET NUMBER

C.1

100-1C

04-17-12

Division 1 - PROTECT Grant

Division 2 - Non-participating

ESTIMATED PROJECT QUANTITIES

(UP TO A 5 DIVISION PROJECT)

Item No.	Item Code	Item	Unit	Quantities										
				Estimated					As Built					
				Division 1	Division 2	Division 3	Division 4	Division 5	Total	Division 1	Division 2	Division 3	Division 4	Division 5
85	2528-9290050	PORTABLE DYNAMIC MESSAG SIGN (PDMS)	CDAY	100	-				100					
86	2533-4980005	MOBILIZATION	LS	1	-				1					
87	2549-0006210	SPOT REPAIR BY PIPE REPLACEMENT, BY COUNT	EACH	13	-				13					
88	2552-0000220	REMOVAL, DISPOSAL, AND REPLACEMENT OF UNSUITABLE BACKFILL MATERIAL	CY	150	-				150					
89	2552-0000300	TRENCH COMPACTION TESTING	LS	1	-				1					
90	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS	LS	-	1				1					
91	2599-9999005	('EACH' ITEM) ONE-CHAMBER GATEWELL (13' X 5')	EACH	1	-				1					
92	2599-9999005	('EACH' ITEM) ONE-CHAMBER GATEWELL (5' X 5')	EACH	2	-				2					
93	2599-9999010	('LUMP SUM' ITEM) ANALYTICAL LABORATORY SERVICES	LS	1	-				1					
94	2599-9999010	('LUMP SUM' ITEM) FOUNDATION TESTING FOR RETAINING WALLS	LS	1	-				1					
95	2599-9999010	('LUMP SUM' ITEM) SAMPLING AND ADMINISTRATIVE SERVICES FOR SPECIAL WASTE	LS	1	-				1					
96	2599-9999010	('LUMP SUM' ITEM) VIBRATION MONITORING	LS	1	-				1					
97	2599-9999010	('LUMP SUM' ITEM) VIBRATION MONITORING FOR HISTORIC STRUCTURES	LS	1	-				1					
98	2599-9999012	('THOUSANDS OF GALLONS' ITEM) STORAGE AND DISPOSAL OF OILY WATER BY 3RD PARTY	MGAL	10	-				10					
99	2599-9999014	('SQUARE FEET' ITEM) CONCRETE MASONRY UNIT WALL	SF	643	-				643					
100	2599-9999014	('SQUARE FEET' ITEM) PCC STEPS	SF	115	-				115					
101	2601-2636044	SEEDING AND FERTILIZING (URBAN)	ACRE	2	-				2					
102	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)	ACRE	2	-				2					
103	2602-0000309	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 9 IN. DIA.	LF	2472	-				2472					
104	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	660	-				660					
105	2602-0000351	REMOVAL OF PERIMETER AND SLOPE OR DITCH CHECK SEDIMENT CONTROL DEVICE	LF	3132	-				3132					
106	2602-0000500	OPEN-THROAT CURB INTAKE SEDIMENT FILTER, EC-602	LF	346	-				346					
107	2602-0000510	MAINTENANCE OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER	EACH	22	-				22					
108	2602-0000520	REMOVAL OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER	EACH	22	-				22					
109	2602-0000530	GRATE INTAKE SEDIMENT FILTER BAG, EC-604	EACH	20	-				20					
110	2602-0000540	MAINTENANCE OF GRATE INTAKE SEDIMENT FILTER BAG	EACH	20	-				20					
111	2602-0000550	REMOVAL OF GRATE INTAKE SEDIMENT FILTER BAG	EACH	20	-				20					
112	2602-0010010	MOBILIZATIONS, EROSION CONTROL	EACH	5	-				5					

100-1D

10-18-05

PROJECT DESCRIPTION

RAISE AND RECONSTRUCT ROCKINGHAM RD BETWEEN WASHINGTON AND STURDEVANT AND BETWEEN MARQUETTE AND FILMORE. RAISE AND RECONSTRUCT MARQUETTE ST BETWEEN 2ND ST AND 3RD ST. REHAB MARQUETTEST ROADWAY WITH NEW TRAFFIC SIGNALS INSTALLED AT 2ND ST INTERSECTION.

100-4A

10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
1	2101-0850002	CLEARING AND GRUBBING A. REFER TO TABULATION 110-17 IN THE C SHEETS FOR LOCATION AND TREE INFORMATION
2	2102-2625001	EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW A. REFER TO T SHEETS FOR TABULATIONS. B. REFER TO W SHEETS FOR CROSS SECTIONS. C. BID ITEM INCLUDES THE FOLLOWING QUANTITIES: 1,817 CY OF CLASS 10 SUITABLE CUT MATERIAL FROM CROSS SECTIONS. 14,666 CY OF FILL MATERIAL (INCLUDES + 30% SHRINKAGE) 12,856 CY OF CLASS 10 IMPORT MATERIAL TO BE PROVIDED BY THE CONTRACTOR D. QUANTITY WAS CALCULATED TO ACCOUNT FOR REQUIRED CUT AND BACKFILL ASSOCIATED WITH PAVING OPERATIONS AND RETAINING WALL CONSTRUCTION. THIS DOES NOT INCLUDE EXCAVATION ASSOCIATED WITH SEWER/ WATER MAIN REMOVAL AND/ OR CONSTRUCTION. E. ANY PLACEMENT OF GRANULAR BACKFILL-TYPE MATERIAL REQUIRED FOR REINFORCED ZONE OR DRAINAGE BEHIND WALLS, AS DEFINED BY RETAINING WALL DESIGN BY OTHERS, SHALL CONSTITUTE A REDUCTION IN THE NECESSARY AMOUNT OF IMPORT MATERIAL NEEDED BUT SHALL NOT BE PAID SEPARATELY. F. EXCESS MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR. OVERHAUL WILL NOT BE MEASURED OR PAID FOR, BUT SHALL BE CONSIDERED INCIDENTAL TO ROADWAY EXCAVATION.
4	2105-8425005	TOPSOIL, FURNISH AND SPREAD, 4"
5	2105-8425005	TOPSOIL, FURNISH AND SPREAD, 8" A. REFER TO TABULATION 103-07 IN THE C SHEETS FOR SHRINKAGE AND TOPSOIL INFORMATION. B. QUANTITY ASSUMES NO RE-USE OF EXISTING TOPSOIL WITHIN THE RIGHT-OF-WAY. SUITABLE TOPSOIL MAY BE USED WITH THE PERMISSION OF THE ENGINEER C. TOPSOIL PLACED WITHIN CITY OR IADOT ROW SHALL BE 4", ALL OTHER SHALL BE 8" D. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE, WILL BE THE QUANTITY SHOWN IN THE CONTRACT DOCUMENTS. E. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER CUBIC YARD OF TOPSOIL. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIALS NECESSARY TO INSTALL TOPSOIL IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
6	2109-8225100	SPECIAL COMPACTION OF SUBGRADE A. ITEM INCLUDES THE SCARIFICATION, MIXING, AND RECOMPACTION OF THE TOP 12" BELOW SUBBASE. B. SEE TYPICAL DETAILS IN THE B SHEETS. C. THE CONTRACTOR IS RESPONSIBLE FOR COMPACTION TESTING PER IADOT SPECIFICATIONS. D. WHEN PLACING FILL, NO LAYER SHALL BE PLACED IN EXCESS OF 9 INCHES OR LESS THAN 2 INCHES IN COMPACTED THICKNESS.

100-4A

10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
7	2115-0100000	MODIFIED SUBBASE, 6" A. REFER TO TABULATION 100-24 AND HRG-3 IN THE C SHEETS B. SEE TYPICAL DETAILS IN THE B SHEETS.
8	2301-1033100	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 10 IN. A. REFER TO THE TYPICAL SECTIONS IN THE B SHEETS. B. REFER TO TABULATION 100-24 IN THE C SHEETS. C. SURFACE FINISH TEXTURE TO BE BURLAP DRAG TEXTURING. PAVEMENT TEXTURING IS INCIDENTAL TO THIS ITEM. D. CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION FOR PORTLAND CEMENT CONCRETE PER SPECIFICATIONS. E. ALL CURBS ADJACENT TO PCC PAVING, INTEGRAL 6" STANDARD CURB, ARE CONSIDERED INCIDENTAL TO THIS ITEM. SEE B SHEETS FOR DETAILS. F. MATURITY TESTING SHALL BE REQUIRED AND PERFORMED IN ACCORDANCE WITH IADOT SPECIFICATIONS
9	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PCC SAMPLES IN ACCORDANCE WITH IADOT STANDARD SPECIFICATIONS.
10	2312-8260050	GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE A. THIS ITEM INCLUDES THE TEMPORARY ROADWAYS/ DRIVEWAYS AND PERMANENT GRANULAR DRIVEWAY. ASSUME 8 INCH THICKNESS FOR ALL DRIVEWAYS UNLESS OTHERWISE SPECIFIED. B. REFER TO B SHEETS, D SHEETS AND J SHEETS FOR LOCATIONS AND TYPICAL SECTION.
11	2401-6750001	REMOVALS, AS PER PLAN A. REFER TO U SHEETS AND TABULATION HRG-1 IN THE C SHEETS. B. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIALS NECESSARY TO REMOVE AND DISPOSE OF ITEMS LISTED IN THE REMOVALS, AS PER PLAN TABULATION.
12	2402-2725005	FOUNDATION TREATMENT MATERIAL A. THIS ITEM IS FOR FURNISHING AND INSTALLING GRANULAR SUBBASE MATERIAL FOR CMU AND SEGMENTAL BLOCK RETAINING WALLS. OVEREXCAVATION REQUIRED SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. B. GRANULAR SUBBASE MATERIAL SHALL MEET IADOT GRADATION NUMBER 12A AS SHOWN IN SECTION 4121. C. REFER TO B AND V SHEETS FOR LOCATION AND DETAILS. LOCATIONS AND DEPTH OF PLACEMENT SHALL BE AS IDENTIFIED BY CONTRACTOR'S GEOTECHNICAL ENGINEER PER THE RESULTS OF THE COMPACTION TESTING FOR RETAINING WALLS BID ITEM, AS DETAILED IN THE GEOTECHNICAL REPORT, AND AS AGREED TO BY ENGINEER. D. ESTIMATED UNIT WEIGHT OF 1.7 TONS/CY.
13	2405-2705000	EXCAVATE AND DEWATER A. THE CONTRACTOR SHALL PREPARE A DEWATERING PLAN IN ACCORDANCE WITH IADOT SPECIFICATIONS SECTION 2552.03-D FOR APPROVAL BY THE ENGINEER. THE DEWATERING PLAN SHALL SHOW: THE ARRANGEMENT, LOCATIONS, AND DETAILS OF WELLS AND WELL POINTS; LOCATIONS OF RISERS, HEADERS, FILTERS, PUMPS, POWER UNITS, AND DISCHARGE LINES; AND MEANS OF DISCHARGE, CONTROL OF SEDIMENT, AND DISPOSAL OF WATER. PREPARATION OF THIS PLAN, AND UPDATING THE PLAN AS NECESSARY THROUGHOUT THE CONSTRUCTION PERIOD, SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. B. THE CONTRACTOR WILL BE PAID THE LUMP SUM PRICE FOR DEWATERING. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR, AND MATERIALS NECESSARY FOR

FILE NO.

ENGLISH

DESIGN TEAM

HR Green, Inc.

City of Davenport

SCOTT COUNTY

PROJECT NUMBER

HDP-1827(705)--71-82

SHEET NUMBER

C.2

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ESTIMATE REFERENCE INFORMATION				100-4A 10-29-02
Item No.	Item Code	Description		
		DEWATERING IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
14	2414-6444100	STEEL PIPE PEDESTRIAN HAND RAILING		
15	2414-6445100	STRUCTURAL STEEL PEDESTRIAN HAND RAILING, SAFETY RAIL A. REFER TO B, D, E AND V SHEETS FOR LOCATION AND DETAILS. B. REFER TO TABULATION 108-15 IN THE C SHEETS. C. HANDRAIL SHALL BE GALVANIZED STEEL OR ALUMINUM, BLACK POWDER COATING D. SAFETY RAIL SHALL BE HIGH STRENGTH GALVANIZED STEEL, BLACK POWDER COATED E. THE UNIT PRICE SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL MATERIAL, INCLUDING CONCRETE ANCHORS AND SHIMS, AND ALL OF THE QUIPMENT AND LABOR REQUIRED TO ERECT THE RAILING IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS F. SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW BY THE ENGINEER. RAILING MATERIALS SHALL NOT BE ORDERED UNTIL APPROVED SHOP DRAWINGS' ARE RETURNED TO THE CONTRACTOR.		
16	2416-0100012	APRONS, CONCRETE, 12 IN. DIA.		
17	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.		
18	2416-0100018	APRONS, CONCRETE, 18 IN. DIA. A. REFER TO M SHEETS FOR PLAN AND PROFILES B. REFER TO TABULATION 104-5B ON SHEET M.01-2		
19	2431-0000100	SEGMENTAL BLOCK RETAINING WALL A. REFER TO B AND V SHEETS FOR LOCATIONS AND DETAILS. B. SEE RETAINING WALL NOTES ON SHEET B.16 FOR BLOCK STYLE, TEXTURE AND COLOR. CONTRACTOR SHALL SUBMIT SAMPLE FO WRITTEN APPROVAL PRIOR TO CONSTRUCTION BEGINNING. C. BID ITEM INCLUDES ANY EXCAVATION, GRANULAR DRAINAGE ZONE BACKFILL, GEOGRID, REINFORCEMENT AND PIN CONNECTIONS, SUBDRAIN AND CONNECTIONS TO STORM SEWER SYSTEM, LEVELING PAD, AND OTHER NECESSARY APPURTENANCES. D. WALL SHALL BE DESIGNED AND CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF IOWA AND CONSTRUCTED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND REQUIREMENTS. DESIGN OF WALL IS INCIDENTAL TO THIS ITEM. E. INCLUDES COST TO PROTECT ALL EXISTING UTILITIES EXPOSED OR ENCOUNTERED DURING EXCAVATION. ANY DAMAGE TO UTILITIES SHALL BE PREPARED AT NO COST TO THE OWNER.		
20	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.		
21	2435-0140172	MANHOLE, STORM SEWER, SW-401, 72 IN.		
22	2435-0140184	MANHOLE, STORM SEWER, SW-401, 84 IN.		
23	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN.		
24	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN., MODIFIED TWO-CHAMBER GATEWELL		
25	2435-0140300	MANHOLE, STORM SEWER, SW-403, (8' X 5')		
26	2435-0140400	MANHOLE, STORM SEWER, SW-404, (9' X 5')		
27	2435-0250100	INTAKE, SW-501		
28	2435-0250248	INTAKE, SW-502, 48 IN.		
29	2435-0250500	INTAKE, SW-505		
30	2435-0250600	INTAKE, SW-506		
31	2435-0250610	INTAKE, SW-506, MODIFIED		
32	2435-0250700	INTAKE, SW-507		
33	2435-0250900	INTAKE, SW-509		
34	2435-0251100	INTAKE, SW-511		
35	2435-0251224	INTAKE, SW-512, 24 IN		
36	2435-0251236	INTAKE, SW-512, 36 IN		
37	2435-0252100	LINEAR TRENCH DRAIN, SW-521		
38	2435-0254100	INTAKE, SW-541 A. REFER TO M SHEETS FOR PLAN AND PROFILES B. REFER TO TABULATION 104-5B ON SHEET M.01-2 C. REFER TO TABULATION 108-16 IN THE C SHEETS FOR LINEAR TRENCH DRAIN INSTALLATION. D. THE FOLLOWING NOTES APPLY TO SW-401, 96 IN., MODIFIED TWO-CHAMBER GATEWELL BID ITEM: 1. REFER TO B.19-21 FOR DETAIL. 2. REFER TO MANUFACTURER'S SPECIFICATION AND SPECIAL PROVISION FOR FABRICATED METAL SLIDE GATES. 3. THE CONTRACTOR SHALL PREPARE SHORING PLANS STAMPED BY A LICENSED PE. PREPARATION OF THESE PLANS IS CONSIDERED INCIDENTAL TO THIS ITEM. 4.EACH ITEM SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS. 5. THE CONTRACTOR WILL BE PAID THE LUMP SUM PRICE FOR EACH GATEWELL STRUCTURE INSTALLED. 6. THIS ITEM INCLUDES ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR THE FURNISHING AND DELIVERY, EXCAVATION, CONSTRUCTION, AND INSTALLATION OF THE GATEWELL STRUCTURE AS SPECIFIED IN THE CONTRACT DOCUMENTS. THIS INCLUDES GATES, ACTUATORS, GRATES, AND ALL HARDWARE. E. REFER TO B.17-18 FOR SW-506, MODIFIED DETAIL F. THE FOLLOWING NOTE APPLIES TO SW-501, SW-505, SW-506, SW-507, SW-509, AND SW-541 1. THIS ITEM INCLUDES CUTTING STORM SEWER PIPES ENTERING THE PROPOSED MANHOLE AT A SKEWED ANGLE SUCH THAT THE PIPE PROJECTION INTO THE MANHOLE DOES NOT EXCEED 6 INCHES. G. THE CONTRACTOR SHALL FIELD VERIFY THE SIZE, TYPE, CONDITION, MATERIAL, AND ELEVATION OF ALL EXISTING STORM SEWERS THAT ARE TO REMAIN BEFORE ORDERING, PLACING, OR FORMING STRUCTURES. NOTIFY ENGINEER IF EXISTING CONDITIONS IMPACT PROJECT DESIGN. CORE-DRILLING AND/OR SAWCUTTING OF STRUCTURE FOR FIELD-MODIFICATION DUE TO CONNECTION CIRCUMSTANCES SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED STRUCTURE. H. THE CONTRACTOR SHALL VERIFY PROPOSED STRUCTURE LOCATIONS AND ELEVATIONS WITH RESPECT TO ASSOCIATED PROJECT ELEMENTS, INCLUDING BUT NOT LIMITED TO PAVING ELEVATIONS AND SLOPES, PRIOR TO ORDERING, STAKING, PLACING, OR FORMING STRUCTURES. NOTIFY ENGINEER IF DISCREPANCIES ARE IDENTIFIED.		
39	2435-0600010	MANHOLE ADJUSTMENT, MINOR		
40	2435-0600020	MANHOLE ADJUSTMENT, MAJOR		
41	2435-0600110	INTAKE ADJUSTMENT, MINOR		
42	2435-0600120	INTAKE ADJUSTMENT, MAJOR A. REFER TO U SHEETS AND TABULATION 104-10 IN THE C SHEETS FOR LOCATION		
43	2502-8212206	SUBDRAIN, PERFORATED PLASTIC PIPE, 6 IN. DIA A. REFER TO TABULATION 104-9 IN THE C SHEETS. B. ALL PERFORATED SUBDRAIN SHALL BE INSTALLED AS PER THE TYPICAL SECTIONS AS SHOWN ON THE B SHEETS.		

FILE NO.	ENGLISH	DESIGN TEAM	HR Green, Inc.	City of Davenport	SCOTT COUNTY	PROJECT NUMBER	HDP-1827(705)--71-82	SHEET NUMBER	C.3
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ESTIMATE REFERENCE INFORMATION				100-4A 10-29-02
Item No.	Item Code	Description		
		C. CONNECTION TO ALL EXISTING TILES LINES SHALL BE CONSIDERED INCIDENTAL.		
44	2502-8221006	SUBDRAIN RISER, 6 IN., AS PER PLAN A. REFER TO TABULATION 104-9 IN THE C SHEETS. B. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE, WILL BE COUNTED PER EACH INSTALLED. C. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER EACH INSTALLED. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIALS NECESSARY TO INSTALL SUBDRAIN RISERS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
45	2502-8221303	SUBDRAIN OUTLET, DR-303 A. REFER TO TABULATION 104-9 IN THE C SHEETS.		
46	2503-0110008	STORM SEWER GRAVITY MAIN, TRENCHED, 8 IN., DIP		
47	2503-0114212	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 12 IN.		
48	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.		
49	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.		
50	2503-0114221	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 21 IN.		
51	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.		
52	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 30 IN.		
53	2503-0114248	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 48 IN. A. REFER TO M SHEETS FOR PLAN AND PROFILES. B. REFER TO TABULATION 104-5B ON SHEET M.01-M.02 C. REFER TO RISK OF FLOODING SHEETS U.7-U.9. ANY MEASURES NECESSARY TO PROTECT TRENCHES AND OTHER WORK AREAS FROM FLOODING DURING CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO SEWER CONSTRUCTION ON THIS PROJECT. D. EACH TYPE AND SIZE OF PIPE INSTALLED WILL BE MEASURE IN LINEAR FEET ALONG THE CENTERLINE OF THE PIPE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE OF INTAKE OR MANHOLE. IF PIPE ENDS OUTSIDE OF AN INTAKE OR MANHOLE, MEASUREMENT WILL BE TO THE END OF THE PIPE. E. TRENCH SHORING AND DEWATERING SHALL BE CONSIDERED INCIDENTAL TO SEWER CONSTRUCTION ON THIS PROJECT. F. CONNECTIONS TO EXISTING STORM SEWER SHALL BE CONSIDERED INCIDENTAL TO STORM SEWER INSTALLATION. G. FOR PIPE INSTALLED BENEATH PAVEMENT, BACKFILL WITH GRANULAR BEDDING AND BACKFILL MATERIAL TO BOTTOM OF SUBBASE MATERIAL. GRANULAR BACKFILL IS INCIDENTAL. FOR ALL OTHER STORM SEWER PIPE BACKFILL WITH GRANULAR BEDDING AND BACKFILL MATERIAL TO A MINIMUM 0.5' FROM THE TOP OF PIPE. H. ALL PIPE SHALL BE CONSTRUCTED WITH WATER-TIGHT JOINTS COMPLYING WITH ASTM C 443. JOINTS COMPLYING WITH ASTM C 443 ARE INCIDENTAL TO THESE BID ITEMS. I. SUPPORT SEWER PIPE OVER EXISTING UTILITIES ACCORDING TO DETAIL ON SHEET B.11. PLACE FLOWABLE MORTAR TO SUPPORT EXISTING UTILITIES. SEWER PIPE SUPPORT AND UTILITY SUPPORT ARE INCIDENTAL TO THESE BID ITEMS.		
54	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN. A. REFER TO U SHEETS AND TABULATION 110-14 IN THE C SHEETS. B. THE EXCAVATED TRENCH SHALL BE BACKFILLED WITH GRANULAR BACKFILL UNDERNEATH ALL PAVEMENT AND DRIVEWAY AREAS AND COMPACTED TO 95% STANDARD PROCTOR DENSITY. BACKFILL IS INCIDENTAL TO THESE BID ITEMS. C. THIS ITEM INCLUDES CUTTING EXISTING STORM SEWER PIPE AS NECESSARY FOR REMOVAL.		
55	2510-6745850	REMOVAL OF PAVEMENT A. REFER TO U SHEETS AND TABULATION 110-1 IN THE C SHEETS. B. INCLUDES FULL-DEPTH SAW CUTTING NECESSARY TO CREATE A CLEAN EDGE BETWEEN EXISTING AND PROPOSED PAVEMENTS. VERIFY REMOVAL LIMITS WITH ENGNIEER PRIOR TO CUTTING. C. CONTRACTOR SHALL SALVAGE ANY EXISTING BRICK PAVING ENCOUNTERED WITHIN REMOVAL LIMITS/DEPTH TO THE CITY. REMOVAL, SALVAGING/PRESERVATION, AND DELIVERY OF BRICK TO CITY SHALL BE CONSIDERED INCIDENTAL.		
56	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES A. REFER TO U SHEETS AND TABULATION 110-15 IN THE C SHEETS B. THIS ITEM INCLUDES REMOVAL AND DISPOSAL OF EXISTING GATES AND APPURTENANT EQUIPMENT WITHIN INTAKES AND UTILITY ACCESSES DESIGNATED FOR REMOVAL.		
57	2511-6745900	REMOVAL OF SIDEWALK A. REFER TO U SHEETS AND TABULATION 110-5 IN THE C SHEETS		
58	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.		
59	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.		
60	2511-7526008	SIDEWALK, P.C. CONCRETE, 8 IN. A. REFER TO D, L AND S SHEETS FOR PCC SIDEWALK LOCATIONS AND TABULATION 113-1A IN THE C SHEETS. B. CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION FOR PORTLAND CEMENT CONCRETE PER SPECIFICATIONS. C. 3 IN. MODIFIED SUBBASE BENEATH ALL SIDEWALK SHALL BE CONSIDERED INCIDENTAL TO SIDEWALK		
61	2511-7528101	DETECTABLE WARNINGS A. DETECTABLE WARNINGS SHALL BE MANUFACTURED, WET-SET PANELS WITH NON-SLIP SURFACE AND RAISED TRUNCATED DOMES. SURFACE MOUNT OR RETRO-FIT PANELS WILL NOT BE ALLOWED. COMPLY WITH PROWAG FOR CONTRAST AND DIMENSION REQUIREMENTS. ACCEPTABLE COLOR IS SAFETY RED - FEDERAL STANDARD #31350, OR APPROVED EQUAL. B. REFER TO S SHEETS FOR LOCATIONS AND TABULATIONS 113-1A IN THE C SHEETS.		
62	2512-1725256	CURB AND GUTTER, P.C. CONCRETE, 2.5 FT A. REFER TO LOCATIONS IN THE D SHEETS AND TABULATION 112-4 IN THE C SHEETS. B. CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION FOR PORTLAND CEMENT CONCRETE PER SPECIFICATIONS.		
63	2515-2475007	DRIVEWAYS, P.C. CONCRETE, 7 IN. A. REFER TO TABULATION 102-3 IN THE C SHEETS AND LOCATIONS IN THE D AND L SHEETS. B. CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION FOR PORTLAND CEMENT CONCRETE PER SPECIFICATIONS.		

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
64	2515-6745600	REMOVAL OF PAVED DRIVEWAY A. REFER TO TABULATION 110-8 IN THE C SHEETS. B. FULL DEPTH SAW CUT EXISTING PAVEMENT PRIOR TO REMOVALS. THIS IS INCIDENTAL TO THIS BID ITEM. C. REMOVE EXISTING PAVEMENT TO THE NEAREST JOINT OR AS DIRECTED BY THE ENGINEER.
65	2516-8625000	COMBINED CONCRETE SIDEWALK AND RETAINING WALL A. REFER TO B, D, E, AND V SHEETS FOR LOCATIONS AND DETAILS. B. REFER TO TABULATION 108-16 IN THE C SHEETS.
66	2519-3760000	ENTRANCE BOLLARD A. SEE D SHEETS FOR LOCATIONS AND B SHEETS FOR DETAIL B. INSTALL PER MANUFACTURER'S RECOMMENDATIONS. C. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE, WILL BE COUNTED PER EACH INSTALLED. D. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER EACH INSTALL. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIALS NECESSARY TO INSTALL BOLLARDS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
67	2519-4200020	REMOVE AND REINSTALL FENCE, CHAIN LINK
68	2519-4200090	REMOVE AND REINSTALL FENCE, PVC DECORATIVE
69	2519-4200090	REMOVE AND REINSTALL FENCE, WOOD PRIVACY A. REFER TO TABULATION 100-08 IN THE C SHEETS AND LOCATIONS IN THE U AND D SHEETS.
70	2523-0000200	ELECTRICAL CIRCUITS A. REFER TO THE M SHEETS FOR LOCATIONS AND TABULATION IN THE C SHEETS. B. THIS ITEM INCLUDES THE PROVISION AND INSTALLATION OF ELECTRICAL CIRCUITS. MATERIALS AND INSTALLATION SHALL BE AS PER STANDARD ROAD PLANS AND SPECIFICATIONS. C. THE FOLLOWING NOTES APPLY TO THE 3" CONDUIT INSTALLED FOR GATEWELL PUMPS: 1. CONDUIT SHALL BE LEFT EMPTY. 2. CONDUIT SHALL BE INSTALLED AT 36" DEPTH UNLESS THIS CONFLICTS WITH SURROUNDING UTILITIES. IF SUCH CONFLICTS ARISE, NOTIFY THE ENGINEER. 3. TRACER WIRE SHALL BE INSTALLED WITH THIS CONDUIT AND CONSIDERED INCIDENTAL TO THIS BID ITEM. TRACER WIRE SHALL TERMINATE IN HANDHOLES WHERE POSSIBLE, BUT IF TRACER WIRE TERMINAL STATIONS ARE REQUIRED, THEY SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. TRACER WIRE AND TERMINAL BOXES SHALL BE INSTALLED PER IADOT STANDARD WM-102 4. "CAUTION" TAPE SHALL BE INSTALLED ABOVE THE CONDUIT AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. 5. CAPPED ENDS (NON-WELDED) SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
71	2523-0000310	HANDHOLES AND JUNCTION BOXES A. REFER TO THE M SHEETS FOR LOCATIONS AND TABULATION IN THE C SHEETS. B. HANDHOLES SHALL BE TYPE I PER STANDARD ROAD PLAN LI-103 UNLESS NOTED OTHERWISE.
72	2524-6765010	REMOVE AND REINSTALL SIGN AS PER PLAN A. REFER TO TABULATION 190-61 IN THE C SHEETS. B. REFER TO LOCATIONS IN THE K AND U SHEETS. C. STOCKPILING OF EXISTING SIGNS IS CONSIDERED INCIDENTAL TO THIS ITEM. COORDINATE STOCKPILE LOCATION WITH CITY. D. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE, WILL BE COUNTED PER EACH REINSTALL. E. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER EACH REINSTALL. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIALS NECESSARY TO REINSTALL SALVAGED EXISTING SIGNING UNITS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
73	2524-6765110	REMOVAL OF TYPE A SIGN A. REFER TO TABULATION 190-62 IN THE C SHEETS. B. REFER TO LOCATION IN THE K AND U SHEETS. C. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE, WILL BE COUNTED PER EACH REMOVAL. D. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER EACH REMOVAL. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, AND LABOR NECESSARY TO REMOVE EXISTING SIGNS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
74	2525-0000100	TRAFFIC SIGNALIZATION A. REFER TO N SHEETS FOR TRAFFIC SIGNALIZATION INFORMATION. B. ALL ITEMS NECESSARY FOR THE NEW OPERATIONAL TRAFFIC SIGNALS ARE INCIDENTAL TO THIS ITEM. C. BID ITEM TO INCLUDE TRAFFIC SIGNAL WORK AT THE INTERSECTION OF MARQUETTE STREET AND 2ND STREET.
75	2526-8285010	CONSTRUCTION SURVEY, MONUMENT PRESERVATION
76	2526-8285020	CONSTRUCTION SURVEY, CONTROL POINT SURVEY
77	2526-8285030	CONSTRUCTION SURVEY, RIGHT OF WAY
78	2526-8285040	CONSTRUCTION SURVEY, LOCATION SURVEY A. REFER TO G SHEETS FOR ALIGNMENT INFORMATION. B. REFER TO L SHEETS FOR STAKING INFORMATION. C THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL HORIZONTAL AND VERTICAL CONTROL WITHIN THE PROJECT LIMITS FOLLOWING COMPLETION OF THE CONSTRUCTION ACTIVITIES. D. CONTRACTOR TO VERIFY ALL EXISTING BENCHMARKS IN THE WORK AREA PRIOR TO CONSTRUCTION ACTIVITIES AND RE-ESTABLISH ALL DISTURBED BENCHMARKS.

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
79	2527-9263143	PAINTED SYMBOLS AND LEGENDS, DURABLE A. REFER TO TABULATION 108-29 IN THE C SHEETS. B. REFER TO K SHEETS FOR LOCATIONS. C. DURABLE MARKING MATERIAL SHALL BE EPOXY.
80	2527-9263181	PAVEMENT MARKINGS REMOVED A. REFER TO TABULATION 108-29 IN THE C SHEETS. B. LOCATIONS INCLUDE: THE VERY EAST AND WEST ENDS OF THE PROJECT ALONG 2ND STREET D. PAVEMENT MARKINGS SHALL BE REMOVED BY WATER BLASTING.
81	2527-9263209	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED
82	2527-9263217	PAINTED PAVEMENT MARKINGS, DURABLE A. REFER TO TABULATION 108-22 IN THE C SHEETS. B. REFER TO K SHEETS FOR LOCATIONS. C. DURABLE MARKING MATERIAL SHALL BE EPOXY. D. SPACING OF DOUBLE YELLOW LINE SHALL BE 4 INCHES IN LIEU OF THE STANDARD 8 INCHES.
83	2528-2518000	SAFETY CLOSURE
84	2528-8445110	TEMPORARY TRAFFIC CONTROL
85	2528-9290050	PORTABLE DYNAMIC MESSAG SIGN (PDMS) A. REFER TO J SHEETS FOR STAGING AND TRAFFIC CONTROL DETAILS. B. INCLUDES ALL TRAFFIC CONTROL DEVICES NECESSARY TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AS ADOPTED BY THE DEPARTMENT PER 761 OF THE IOWA ADMINISTRATIVE CODE (IAC), CHAPTER 130. C. TEMPORARY ROADWAY/ DRIVEWAYS PAID FOR SEPARATELY UNDER "GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE" ITEM. D. CONTRACTOR TO ALLOW BETWEEN A MINIMUM 2 WEEKS AND MAXIMUM 5 WEEKS (DEPENDING ON FINDINGS) FOR CULTURAL INVESTIGATION BETWEEN INITIAL PAVEMENT REMOVAL AND TOP OF SUBGRADE AT THE LOCATION SPECIFIED IN THE J SHEETS. CONTRACTOR TO LEAVE SITE FOR ARCHEOLOGICAL INVESTIGATIONS AFTER REMOVALS IN THIS AREA. AT END OF THIS DURATION, CONTRACTOR IS TO RESUME WORK IN THIS AREA, AND ARCHEOLOGICAL INVESTIGATION IS TO BE ON SITE FOR ANY UNDERGROUND INFRASTRUCTURE EXCAVATIONS. ARCHEOLOGICAL INVESTIGATION TO BE ON SITE DURING SUBGRADE PREPARATION IN THIS AREA. ALL WORK IN THIS AREA WILL BE MONITORED BY CITY REPRESENTATIVE, CONTRACTOR TO COORDINATE WITH SOI QUALIFIED ARCHAEOLOGIST PRIOR TO REMOVALS.
86	2533-4980005	MOBILIZATION
87	2549-0006210	SPOT REPAIR BY PIPE REPLACEMENT, BY COUNT A. REFER TO M SHEETS AND TABULATION ON M.01-2 FOR PIPE SIZE AND LOCATIONS B. THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO REMOVE THE DAMAGED PORTION OF THE EXISTING STORM SEWER, PROPERLY DISPOSE OF EXISTING PIPE MATERIALS IN ACCORDANCE WITH APPLICABLE LAWS/ STANDARDS AND TO REPLACE THE BROKEN SEWER SECTION WITH RCP PIPE. C. ANY FITTINGS REQUIRED FOR PIPE LAYING ARE INCIDENTAL TO THIS ITEM. D. EXCAVATION SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL NECESSARY TO EXPOSE A SUFFICIENT AMOUNT OF PIPE OR STRUCTURE TO DETERMINE ANY DAMAGE AND REPAIR IT. THIS MATERIAL MAY INCLUDE, BUT IS NOT LIMITED TO, SAND, SOILS, GRANULAR MATERIALS, BROKEN CONCRETE OR OTHER VARIOUS TRASH. DISPOSAL OF THE REMOVED MATERIALS SHALL BE OFF-SITE AND IN ACCORDANCE WITH APPLICABLE LAWS/ STANDARDS. IF THE EXCAVATED MATERIAL IS DEEMED SUITABLE FOR BACKFILL BY THE PROJECT ENGINEER, IT MAY BE USED TO BACKFILL EXCAVATION IN NON-PAVEMENT AREAS OF THIS PROJECT. THE SOIL BACKFILL MATERIAL SHALL BE REPLACED AND COMPACTED PER IADOT STANDARDS AND IS INCIDENTAL TO THIS ITEM. E. PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT PRICE PER EACH REPAIR MADE, AND FOR A MAXIMUM LENGTH OF 10 LINEAR FEET.
88	2552-0000220	REMOVAL, DISPOSAL, AND REPLACEMENT OF UNSUITABLE BACKFILL MATERIAL A. BID ITEM INCLUDED TO ESTABLISH A UNIT PRICE IN THE EVENT IT IS REQUIRED FOR CONSTRUCTION. B. SCOTT AREA LANDFILL POINT OF CONTACT: BRIAN SEALS, 563-381-1301, brian.seals@wastecom.com C. EXCAVATED SOIL THAT HAS THE POTENTIAL TO BE SPECIAL WASTE SOIL SHALL BE STOCKPILED ON PLASTIC SHEETS UNTIL LABORATORY RESULTS CONFIRM THE SOIL IS NOT SPECIAL WASTE SOIL, OR UNTIL IT IS TRUCKED TO SCOTT AREA LANDFILL. D. SPECIAL WASTE SOIL SHALL BE TRUCKED TO SCOTT AREA LANDFILL, 11555 110TH AVE (COUNTY ROADY-48), BUFFALO, IA. E. ANY LANDFILL DISPOSAL FEES SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. F. MEASUREMENT WILL BE FOR THE QUANTITY OF SPECIAL WASTE SOIL THAT MUST BE TRUCKED TO THE LANDFILL. MEASUREMENT WILL BE BASED ON THE SCALE TICKETS RECEIVED FROM THE LANDFILL. G. PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER CY OF UNSUITABLE BACKFILL REMOVED, DISPOSED AND REPLACED. IF BID QUANTITY IS EXCEEDED BY MORE THAN 20%, UNIT PRICE SHALL BE RENEGOTIATED.
89	2552-0000300	TRENCH COMPACTION TESTING A. THIS ITEM IS FOR COMPACTION TESTING OF BACKFILL FOR TRENCHED STORM SEWER INSTALLATION. B. REFER TO PLAN LOCATIONS AND PROFILES IN THE M SHEETS.
90	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS A. REFER TO TABULATION HRG-1
91	2599-9999005	('EACH' ITEM) ONE-CHAMBER GATEWELL (13' X 5')
92	2599-9999005	('EACH' ITEM) ONE-CHAMBER GATEWELL (5' X 5') A. REFER TO M SHEETS FOR PLAN AND PROFILES B. REFER TO TABULATION 104-5B ON SHEET M.01-2 C. REFER TO B.19-21 FOR DETAIL. D. REFER TO MANUFACTURER'S SPECIFICATION AND SPECIAL PROVISION FOR FABRICATED METAL SLIDE GATES. E. THE CONTRACTOR SHALL PREPARE SHORING PLANS STAMPED BY A LICENSED PE. PREPARATION OF THESE PLANS IS CONSIDERED INCIDENTAL TO THIS ITEM. F. EACH ITEM SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS. G. THE CONTRACTOR WILL BE PAID THE LUMP SUM PRICE FOR EACH GATEWELL STRUCTURE INSTALLED. H. THIS ITEM INCLUDES ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR THE FURNISHING AND DELIVERY, EXCAVATION, CONSTRUCTION, AND INSTALLATION OF THE GATEWELL STRUCTURE AS SPECIFIED IN THE CONTRACT DOCUMENTS. THIS INCLUDES GATES, ACTUATORS, GRATES, AND ALL HARDWARE. I. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE WILL BE PER EACH GATEWELL INSTALLED.

FILE NO.

ENGLISH

DESIGN TEAM **HR Green, Inc.**

City of Davenport

SCOTT COUNTY

PROJECT NUMBER **HDP-1827(705)--71-82**

SHEET NUMBER **C.4**

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ESTIMATE REFERENCE INFORMATION				100-4A 10-29-02
Item No.	Item Code	Description		
		J. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER EACH GATEWELL INSTALLED. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIAL NECESSARY FOR INSTALLING GATEWELL IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
93	2599-9999010	('LUMP SUM' ITEM) ANALYTICAL LABORATORY SERVICES A. BID ITEM INCLUDED TO ESTABLISH A UNIT PRICE IN THE EVENT IT IS REQUIRED FOR CONSTRUCTION. B. ANALYTICAL PARAMETERS SHALL BE: TCLP VOCs, TCLP SVOCs, TCLP 8 RCRA METALS, OA-2, pH, AND FLASHPOINT. C. MEASUREMENT: LUMP SUM ITEM; NO MEASUREMENT WILL BE MADE IF THIS LINE ITEM IS UTILIZED DURING THE PROJECT. D. PAYMENT: THE CONTRACTOR WILL BE PAID THE LUMP SUM PRICE FOR ANALYTICAL LABORATORY SERVICES. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIALS NECESSARY FOR ANALYTICAL LABORATORY SERVICES IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
94	2599-9999010	('LUMP SUM' ITEM) FOUNDATION TESTING FOR RETAINING WALLS A. THIS ITEM INCLUDES GEOTECHNICAL REVIEW AND TESTING OF THE SOILS BENEATH THE SEGMENTAL BLOCK AND CMU RETAINING WALLS TO VERIFY THAT IN SITU SOILS MEET THE DESIGN PARAMETERS OF THE APPLICABLE RETAINING WALL AND DETERMINE IF, AND TO WHAT DEPTH, FOUNDATION TREATMENT MATERIAL OR OTHER IMPROVEMENT IS REQUIRED. B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SOIL TESTING, FIELD OBSERVATION, AND GEOTECHNICAL ENGINEERING BY AN INDEPENDENT GEOTECHNICAL ENGINEER AND TESTING LABORATORY HIRED BY THE CONTRACTOR AND LICENSED IN THE STATE OF IOWA. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY RETESTING THAT MAY BE NECESSARY, AS IDENTIFIED BY THE ENGINEER. C. RETAINING WALL DESIGN ASSUMES IN SITU SOILS PROVIDE FOR A MAXIMUM NET ALLOWABLE BEARING PRESSURE OF 1,500 PSF. TESTING AND ANALYSIS SHALL CONFIRM IF SITU SOILS CAN PROVIDE THE REQUIRED BEARING PRESSURE FOR THE APPLICABLE RETAINING WALL. IF LOWER STRENGTH OR EXISTING FILL MATERIALS ARE ENCOUNTERED AT OR NEAR THE FOUNDATION BEARING ELEVATIONS, THE FOUNDATION TREATMENT MATERIALS BID ITEM SHALL BE APPLIED AS STATED IN THE GEOTECHNICAL REPORT, RECOMMENDED THE GEOTECHNICAL ENGINEER, AND AGREED BY ENGINEER. D. MEASUREMENT: LUMP SUM ITEM; NO MEASUREMENT WILL BE MADE E. PAYMENT: THE CONTRACTOR WILL BE PAID THE LUMP SUM PRICE FOR FOUNDATION TESTING FOR RETAINING WALLS. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR, AND MATERIALS NECESSARY FOR PERFORMING THE TESTING IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AS WELL AS THE GEOTECHNICAL ENGINEER RECOMMENDATIONS.		
95	2599-9999010	('LUMP SUM' ITEM) SAMPLING AND ADMINISTRATIVE SERVICES FOR SPECIAL WASTE A. BID ITEM INCLUDED TO ESTABLISH A UNIT PRICE IN THE EVENT IT IS REQUIRED FOR CONSTRUCTION. B. BID ITEM INCLUDES SERVICES FOR BOTH SOIL AND WATER. C. MEASUREMENT: LUMP SUM ITEM; NO MEASUREMENT WILL BE MADE IF THIS LINE ITEM IS UTILIZED DURING THE PROJECT. D. PAYMENT: THE CONTRACTOR WILL BE PAID THE LUMP SUM PRICE FOR SAMPLING AND ADMINISTRATIVE SERVICES FOR SPECIAL WASTE. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR, AND MATERIALS NECESSARY FOR SAMPLING AND ADMINISTRATIVE SERVICES FOR SPECIAL WASTE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
96	2599-9999010	('LUMP SUM' ITEM) VIBRATION MONITORING A. THIS ITEM IS FOR FOUNDATION CRACK MONITORING TO PROTECT BUILDINGS NEAR PROPOSED RETAINING WALL CONSTRUCTION. REFER TO SPECIAL PROVISION. B. MEASUREMENT: LUMP SUM ITEM; NO MEASUREMENT WILL BE MADE C. PAYMENT: THE CONTRACTOR WILL BE PAID THE LUMP SUM PRICE FOR FOUNDATION MONITORING THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR, AND MATERIALS NECESSARY FOR PERFORMING FOUNDATION MONITORING IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
97	2599-9999010	('LUMP SUM' ITEM) VIBRATION MONITORING FOR HISTORIC STRUCTURES A. THIS ITEM IS FOR VIBRATION MONITORING TO PROTECT HISTORIC STRUCTURES. REFER TO SPECIAL PROVISIONS. B. MEASUREMENT: LUMP SUM ITEM; NO MEASUREMENT WILL BE MADE C. PAYMENT: THE CONTRACTOR WILL BE PAID THE LUMP SUM PRICE FOR VIBRATION MONITORING THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR, AND MATERIALS NECESSARY FOR PERFORMING VIBRATION MONITORING IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
98	2599-9999012	('THOUSANDS OF GALLONS' ITEM) STORAGE AND DISPOSAL OF OILY WATER BY 3RD PARTY A. BID ITEM INCLUDED TO ESTABLISH A UNIT PRICE IN THE EVENT IT IS REQUIRED FOR CONSTRUCTION. B. THE 3RD PARTY SHALL DISPOSE OF ALL OILY WATER IN ACCORDANCE WITH ALL CURRENT FEDERAL, STATE, AND LOCAL RULES AND REGULATIONS. C. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE WILL BE BY COUNTING THE LOADS FROM A TRANSPORTING TANK OF KNOWN VOLUME AND GAUGING THE CONTENTS OF THE TRANSPORTING TRUCK FOR PARTIAL LOADS. D. PAYMENT: PAYMENT WILL BE AT THE UNIT PRICE PER MGAL OF OILY WATER STORED AND DISPOSED OF BY A 3RD PARTY. UNIT PRICE INCLUDES, BUT IS NOT LIMITED TO, PUMPS, METERS, EQUIPMENT, WATER TANKER/CONTAINER, TRANSPORTATION, AND HOSES. IF BID QUANTITY IS EXCEEDED BY MORE THAN 20%, UNIT PRICE SHALL BE RENEGOTIATED.		
99	2599-9999014	('SQUARE FEET' ITEM) CONCRETE MASONRY UNIT WALL A. REFER TO V SHEETS FOR LOCATION AND B SHEETS FOR DETAILS B. REFER TO TABULATION 108-16 IN THE C SHEETS. C. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE WILL BE PER SQUARE FEET OF CMU WALL INSTALLED. D. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER SQUARE FEET OF CMU WALL INSTALLED. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIAL NECESSARY FOR INSTALLING WALL IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
100	2599-9999014	('SQUARE FEET' ITEM) PCC STEPS A. REFER TO V SHEETS FOR LOCATION AND B.8 - B.9 FOR DETAILS B. REFER TO TABULATION 108-15 IN THE C SHEETS. C. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE WILL BE PER SQUARE FEET OF PCC STEPS INSTALLED. D. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER SQUARE FEET OF PCC STEPS INSTALLED. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIAL NECESSARY FOR INSTALLING STEPS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
FILE NO.		ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport

ESTIMATE REFERENCE INFORMATION				100-4A 10-29-02
Item No.	Item Code	Description		
101	2601-2636044	SEEDING AND FERTILIZING (URBAN) A. REFER TO IOWA DOT SECTION 9010 AND THE FOLLOWING 1. THIS ITEM INCLUDES ALL LABOR, EQUIPMENT AND MATERIALS FOR FINAL SEEDING. 2. SEED SHALL BE APPLIED WITH A NATIVE GRASS SEED DRILL (NO TILL) IN AREAS WITH EXISTING STABILIZED CROP RESIDUE.		
102	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN) A. THIS ITEM IS FOR INSTALLATION OF TEMPORARY SEEDING AT THE END OF CONSTRUCTION STAGES 1-5 IN ALL DISTURBED AREAS. REFER TO J SHEETS FOR MORE INFORMATION.		
103	2602-0000309	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 9 IN. DIA.		
104	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.		
105	2602-0000351	REMOVAL OF PERIMETER AND SLOPE OR DITCH CHECK SEDIMENT CONTROL DEVICE A. REFER TO TAB 100-19 AND F SHEETS FOR PLACEMENT AND DETAILS.		
106	2602-0000500	OPEN-THROAT CURB INTAKE SEDIMENT FILTER, EC-602		
107	2602-0000510	MAINTENANCE OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER		
108	2602-0000520	REMOVAL OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER		
109	2602-0000530	GRATE INTAKE SEDIMENT FILTER BAG, EC-604		
110	2602-0000540	MAINTENANCE OF GRATE INTAKE SEDIMENT FILTER BAG		
111	2602-0000550	REMOVAL OF GRATE INTAKE SEDIMENT FILTER BAG A. REFER TO TAB 100-36 AND 100-37 AND F SHEETS FOR PLACEMENT AND DETAILS. B. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE WILL BE MEASURED PER EACH INSTALLATION, MAINTENANCE, AND REMOVAL C. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER EACH SEDIMENT FILTER INSTALLED, MAINTAINED AND REMOVED, COMPLETE. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS, EQUIPMENT, LABOR AND MATERIALS NECESSARY TO INSTALL, MAINTAIN AND REMOVE SEDIMENT FILTERS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.		
112	2602-0010010	MOBILIZATIONS, EROSION CONTROL A. ASSUMES 5 MOBILIZATIONS FOR THIS ITEM.		

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100-1D	PROJECT DESCRIPTION		C.2	
100-4A	ESTIMATE REFERENCE INFORMATION		C.2-5	
100-8	REMOVAL OF FENCE		C.8	
100-19	PERIMETER, SLOPE AND DITCH CHECK SEDIMENT CONTROL DEVICES		C.12	
100-24	PCC PAVEMENT		C.11	
100-36	OPEN-THROAT CURB INTAKE SEDIMENT FILTER		C.12	
100-37	GRATE INTAKE SEDIMENT FILTER BAG		C.12	
102-5	EXISTING PAVEMENT		C.9	
103-7	SHRINKAGE DATA		C.11	
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108-1	LIGHTING INSTALLATIONS		C.11	
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108-15	CONCRETE STEP AND COMBINED CONCRETE STEP AND RETAINING WALL CONSTRUCTION		C.10	
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190-62	EXISTING SIGNS TO BE REMOVED		C.10	
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		110-12L 10-20-20
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:		
1. Prepares Base PPP included in the project plan.		
2. Prepares Notice of Intent (NOI) submitted to Iowa DNR.		
3. Is signature authority on the Base PPP. If consultant designed, signature from Contracting Authority is also required.		
B. Contractor:		
1. 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.		
2. Designates a Water Pollution Control Manager (WPCM), who has the duties and responsibilities as defined in Section 2602 of the Standard Specifications.		
3. Submits an Erosion Control Implementation Plan (ECIP) and ECIP updates according to Section 2602 of the Standard Specifications.		
4. Installs and maintains appropriate controls. This work may be subcontracted as documented through Subcontractor Request Forms (Form 830231).		
5. Supervises and implements good housekeeping practices according to Paragraph III, C, 2.		
6. 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.		
7. Complies with training and certification requirements of Section 2602 of the Standard Specifications.		
8. Submits amended PPP site map according to Section 2602 of the Standard Specifications.		
C. Subcontractors:		
1. 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 performing 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.		
2. Implement good housekeeping practices according to Paragraph III, C, 2.		
D. RCE/Project Engineer:		
1. Is Project Storm Water Manager.		
2. 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.		
3. 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.		
4. Supervises all work necessary to meet storm water requirements at the Project, including work performed by contractors and subcontractors.		
5. 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.		
6. Is familiar with the Project PPP and storm water site map.		
7. Is the point of contact for the Project for regulatory officials, Inspector, contractors, and subcontractors regarding storm water requirements.		
8. Is signature authority on Notice of Discontinuation.		
9. Maintains an up-to-date record of contractors, subcontractors, and subcontracted work items through Subcontractor Request Forms (Form 830231).		
10. Makes information to determine permit compliance available to the DNR upon their request.		
E. Inspector:		
1. 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.		
2. Makes information to determine permit compliance available to the DNR upon their request.		
3. Conducts joint required inspections of the site with the contractor/subcontractor.		
4. Completes an inspection report after each inspection.		
5. Is signature authority on storm water inspection reports.		
II. PROJECT SITE DESCRIPTION		
A. This Pollution Prevention Plan (PPP) is for the construction of Improvements to Rockingham Road, Sturdevant street, Washington Street, Filmore street, Taylor street, 2nd street, and Marquette street in Davenport, Iowa. The project includes roadway pavement, sidewalk, driveways, traffic signals and storm sewer.		
B. This PPP covers approximately 5.87 acres with an estimated 5.87 acres being disturbed.		
C. The PPP is located in an area of Mononna - Ida - Napier soil association.		
The estimated weighted average runoff coefficient number for this PPP after completion will be 0.68.		
D. Storm Water Site Map - Multiple sources of information comprise the base storm water site map including:		
1. Drainage Patterns - Plan and Profile sheets and Situation plans.		
2. Proposed Slopes - Cross Sections.		
3. Areas of Soil Disturbance - Construction limits shown on Plan and Profile sheets.		
4. Location of Structural Controls - Tabulations in C sheets.		
5. Locations of Non-structural Controls - Tabulations in C sheets.		
6. Locations of Stabilization Practices - Generally within construction limits shown on Plan and Profile sheets.		
7. Surface Waters (including wetlands) - Project Location Map and Plan and Profile sheets.		

		110-12L 10-20-20
POLLUTION PREVENTION PLAN		
8. Locations where Storm Water is Discharged - Plan and Profile 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		
1) Site plans will ensure that existing vegetation or natural buffers are preserved where attainable and disturbed portions of the site will be stabilized.		
2) Initialize stabilization of disturbed areas immediately after clearing, grading, excavating, or other earth disturbing activities have:		
a) Permanently ceased on any portion of the site, or		
b) Temporarily ceased on any portion of the site and will not resume for a period exceeding 14 calendar days.		
3) 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.		
4) Permanent and Temporary Stabilization practices 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 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 sheets.		
5) Preservation of existing vegetation within right-of-way or easements will act as vegetative buffer strips.		
6) 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 sheets. Additional information may be found in Tabulations in the C or T sheets or is referenced in Section 2105 of Standard Specifications.		
b. Structural Practices		
1) 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.		
2) Structural practices 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 sheets, as well as all other item specific Tabulations. Typical drawings detailing construction of the devices to be used on this project can be found in the B sheets or are referenced in the Standard Road Plans Tabulation (105-4) located in the C 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 Estimated Project Quantities (100-0A, 100-1A, or 100-1C) and Estimate Reference Information (100-4A) located in the C 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 (105-4) in the C sheets. 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 applicable 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.		

110-12L
10-20-20

POLLUTION PREVENTION PLAN

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 construcion. 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

Brandon L. Mickelson

Printed or Typed Name

Signature

Printed or Typed Name

STANDARD ROAD PLANS			105-4 10-18-11
The following Standard Road Plans apply to construction work on this project.			
Number	Date	Title	
DR-201	10-17-23	CONCRETE APRONS	
DR-303	10-17-17	SUBDRAINS (LONGITUDINAL)	
EC-204	10-10-21	PERIMETER, SLOPE, AND DITCH CHECK SEDIMENT CONTROL DEVICES	
EC-303	10-19-21	STABILIZED CONSTRUCTION ENTRANCE	
EC-602	10-15-24	OPEN-THROAT CURB INTAKE SEDIMENT FILTER	
EC-604	10-17-23	GRATE INTAKE SEDIMENT FILTER BAG	
MI-101	10-20-15	FENCING LAYOUT	
MI-103	10-20-15	CHAIN LINK FENCE CONSTRUCTION	
MI-210	10-21-25	PCC DRIVEWAY AND ALLEYS	
MI-220	04-15-25	DETECTABLE WARNINGS AND PEDESTRIAN RAMP	
PM-110	10-15-24	LINE TYPES	
PM-111	04-21-20	SYMBOLS AND LEGENDS	
PM-550	10-15-24	TWO-LANE ROADWAY WITH TWO-WAY LEFT TURN LANES	
PV-101	10-21-25	JOINTS	
PV-102	10-21-25	PCC CURB DETAILS	
PV-103	10-21-25	MANHOLE BOXOUTS IN PCC PAVEMENT	
SI-101	04-19-16	LOCATIONS - TYPE 'A' SIGNS	
SI-171	04-18-17	REFERENCE LOCATION SIGN POSTS	
SW-101	10-21-25	TRENCH BEDDING AND BACKFILL ZONES	
SW-102	10-21-25	RIGID GRAVITY PIPE TRENCH BEDDING	
SW-401	10-21-25	CIRCULAR STORM SEWER MANHOLE	
SW-403	10-21-25	DEEP WELL RECTANGULAR STORM SEWER MANHOLE	
SW-501	10-21-25	SINGLE GRATE INTAKE	
SW-502	10-21-25	CIRCULAR SINGLE GRATE INTAKE	
SW-505	10-21-25	DOUBLE GRATE INTAKE	
SW-506	10-21-25	DOUBLE GRATE INTAKE WITH MANHOLE	
SW-507	10-21-25	SINGLE OPEN-THROAT CURB INTAKE, SMALL BOX	
SW-509	10-21-25	DOUBLE OPEN-THROAT CURB INTAKE, SMALL BOX	
SW-511	10-21-25	RECTANGULAR AREA INTAKE	
SW-512	10-21-25	CIRCULAR AREA INTAKE	
SW-514	10-21-25	BOXOUTS FOR GRATE INTAKES	
SW-521	10-21-25	LINEAR TRENCH DRAIN	
SW-541	10-21-25	OPEN-THROAT CURB INTAKE UNDER PAVEMENT	
TC-001	10-15-19	WORK NOT AFFECTING TRAFFIC (TWO-LANE OR MULTI-LANE)	
TC-252	10-21-25	ROUTES CLOSED TO TRAFFIC	
WM-102	10-21-25	TRACER SYSTEM	

HRG-0
SPECIAL

RESTRICTED AREA - NO ACCESS

1) The contractor will note the Plan Note, "Cultural Resources Monitored Area" on the D.1 - D.2 Sheets; this restriction will require an SOI qualified archaeologist to monitor ground disturbance
2) An SOI qualified archaeologist will attend the pre-construction meeting to discuss the project requirements with the Project Engineer and the Contractor. The Engineer and the Contractor shall ensure that the SOI qualified archaeologist receives an invitation to the pre-construction meeting, with a minimum of 72 hours' notice
3) On behalf of the Local Public Agency, the SOI qualified archaeologist shall provide project monitoring within the cultural resources monitored area as needed for the project
4) A post construction summary shall be provided to the Location and Environment Bureau (LEB) staff member Jeff Bacon (jeff.bacon@iowadot.us; 515-233-7819)

REMOVALS, AS PER PLAN				HRG-1 MODIFIED
No.	Location	Disposal	Remarks	
Rockingham Road				
1	17+69.35	SALVAGE	EXISTING EMPTY BUISNESS SIGN; REMOVE AND SALVAGE TO PROPERTY OWNER	
2	32+67.27	SALVAGE	EXISTING FLAG POLE; REMOVE AND SALVAGE TO PROPERTY OWNER	

REMOVAL BY OTHERS				HRG-2 MODIFIED
No.	Location Station	DESCRIPTION	NOTES	
Rockingham Road				
	15+09.82, 30.95 LT	LIGHT POLE		
	15+91.14, 31.28 LT	LIGHT POLE		
	16+13.93, 34.57 RT	UTILITY POLE		
	17+27.23, 27.71 RT	UTILITY POLE		
	18+68.19, 26.90 RT	UTILITY POLE		
	18+75.58, 23.86 LT	UTILITIY POLE		
	19+46.94, 29.71 RT	UTILITY POLE		
	20+22.23, 33.81 LT	FIRE HYDRANT		
	20+43.78, 29.44 RT	UTILITIY POLE		
	21+84.81, 28.52 RT	UTILITIY POLE		
	22+00.27, 45.38 LT	UTILITIY POLE		
	23+45.13, 29.00 RT	UTILITY POLE		
	26+04.31, 22.45 RT	LIGHT POLE		
	27+25.46, 22.59 RT	LIGHT POLE		
	27+81.51, 24.19 LT	LIGHT POLE		
	27+90.38, 22.98 RT	UTILITY POLE		
	29+31.49, 23.30 RT	UTILITY POLE		
	29+87.55, 24.06 RT	LIGHT POLE		
	30+00.30, 40.74 LT	UTILITY POLE		
	30+32.93, 24.80 RT	UTILITY POLE		
	31+15.12, 23.40 RT	UTILITY POLE		
	32+14.15, 30.00 LT	LIGHT POLE		
	32+21.46, 25.00 RT	LIGHT POLE		
	32+67.27, 41.98 LT	LIGHT POLE		
	33+04.77, 23.56 RT	UTILITY POLE		
	33+08.13, 33.03 LT	LIGHT POLE		
	33+81.62, 23.50 RT	LIGHT POLE		
	35+06.28, 33.63 LT	UTILITY POLE		
	36+28.60, 35.33 LT	UTILITY POLE		
	36+51.23, 24.38 - 44.38 LT	WATER MAIN	VERTICAL CONFLICT WITH PROPOSED STORM SEWER PIPE	
	37+58.52, 33.89 LT	UTILITY POLE		
	38+13.65, 32.83 RT	LIGHT POLE		
	38+64.87, 34.62 LT	UTILITY POLE		
	38+86.80, 30.00 RT	LIGHT POLE		
	40+62.22, 31.96 RT	LIGHT POLE		
Marquette Street				
	638+42.86, 30.58 RT	UTILITY POLE		
	639+16.62, 30.04 RT	UTILITY POLE		
	640+88.87, 29.20 RT	UTILITY POLE		
	641+61.64, 28.16 LT	UTILITY POLE		
	641+62.82, 27.73 RT	UTILITY POLE		
	642+42.63, 25.75 RT	UTILITY POLE		
	643+10.80, 25.83 RT	UTILITY POLE		
	644+04.62, 23.50 RT	UTILITY POLE		
	644+66.22, 22.82 RT	UTILITY POLE		

SIDEWALK REMOVAL					110-5 10-20-15
* Not a bid item					
Begin Station	End Station	Area	Saw Cut*	Remarks	
		SY	LF		
Rockingham Road / 2nd Street					
	15+00.00	16+24.39	69.7	5.0	RT
	15+00.00	15+38.86	16.7	3.7	LT
	15+79.00	17+05.98	77.9		LT
	16+60.35	17+38.00	71.4		RT
	17+52.49	18+14.81	57.1		LT
	17+74.72	18+86.69	57.1		RT
	18+48.42	19+05.74	37.5		LT
	19+12.48	19+46.13	25.0		LT
	19+54.07	19+96.37	29.7		LT
	20+08.37	20+27.74	12.5		LT
	19+40.69	22+16.47	201.3		RT
	20+15.78	21+22.93	41.2		LT
	21+52.83	21+79.95	15.5		LT
	21+97.72	23+01.13	57.4		LT
	22+71.37	23+51.97	69.4	12.0	RT
	23+65.55	24+81.27	100.2		LT
	24+91.29	25+59.37	17.2		LT
	25+34.07	26+16.07	55.2		RT
	25+89.45	26+26.30	18.0		LT
	26+48.07	26+75.07	22.2		RT
	26+50.29	27+45.69	81.7		LT
	26+95.07	35+14.10	930.7		RT
	27+69.81	27+86.71	10.5		LT
	28+10.85	28+75.71	36.1		LT
	28+99.97	30+03.13	99.4	7.0	LT
	30+40.63	36+39.08	408.3	9.0	LT
	36+80.14	37+64.83	93.2		LT
	37+88.83	39+45.45	238.8		LT
	35+48.25	39+37.47	407.5		RT
	39+87.07	41+00.00	103.4	22.0	RT
	39+83.65	40+45.60	77.1		LT
	40+72.95	41+00.00	29.9	10.4	LT
Marquette Street					
	640+82.65	641+42.04	47.1		RT
	641+12.49	641+40.93	13.7		LT
	641+60.92	643+03.22	93.2	12.0	LT
	641+62.82	642+02.43	28.3		RT
	642+28.24	643+03.22	60.3	12.4	RT
Sturdevant Street					
	218+02.51	218+69.82	50.0		LT
	218+38.94	218+84.44	19.5		RT
	218+96.48	219+01.79	2.3	3.8	RT
	218+90.76	219+01.92	4.4	3.6	LT
Washington Street					
	323+58.87	324+45.08	70.7		LT
	323+80.91	324+35.33	27.0		RT
	324+56.86	324+65.43	2.6	6.4	LT
	324+51.11	324+63.00	5.7	5.2	RT
Taylor Street					
	536+92.07	538+18.67	112.7		RT
	536+90.15	537+80.30	69.5	8.6	LT
	538+08.30	538+18.23	8.5	10.0	LT
Total:			4184		

110-08
04-17-18

REMOVAL OF CONCRETE DRIVES					
* Not a Bid Item					
Location			Area	Saw Cut*	Remarks
Station	Side	SY	LF		
Rockingham Road/ 2nd Street					
15+54.95	LT	510.4	209.0		
16+41.95	RT	189.0	21.0		
18+31.14	LT	148.7	67.0		
19+18.43	RT	217.2	46.0		
19+08.65	LT	20.0	7.0		
19+50.07	LT	19.0	7.0		
20+01.37	LT	32.3	10.0		
20+42.00	LT	25.8	24.0		
20+38.27	RT	58.2	50.0		
21+31.23	LT	35.3	30.0		
21+86.70	LT	68.0	17.0		
22+44.10	RT	169.1	53.0		
24+70.01	RT	840.7	210.0		
24+86.28	LT	30.6	10.0		
25+69.54	LT	254.9	87.0		
26+32.07	RT	35.9	45.0		
26+85.07	RT	35.1	20.0		
26+37.49	LT	184.0	118.0		
27+55.25	LT	40.9	20.0		
28+01.49	LT	52.2	20.0		
28+87.73	LT	67.1	30.0		
33+59.38	LT	1879.6	511.0		
35+30.14	RT	43.6	34.0		
37+78.16	LT	399.4	220.0		
40+58.96	LT	177.7	84.0		
40+54.15	RT	123.1	110.0		
Marquette Street					
640+70.08	RT	186.5	67.0		
640+96.82	LT	92.0	32.0		
641+51.99	RT	90.7	20.0		
641+50.78	LT	400.6	182.0		
642+17.24	RT	96.4	43.0		
Sturdevant Street					
215+74.05	RT	322.1	41.2		
216+81.69	LT	186.1	112.0		
218+27.50	RT	111.5	28.0		
218+49.75	LT	21.0	25.0		
218+83.75	LT	44.6	18.0		
218+90.74	RT	17.5	12.0		
Washington Street					
324+42.82	RT	21.5	15.0		
324+51.73	LT	17.7	10.5		
Taylor Street					
537+94.95	LT	98.2	118.0		
Total:		7364			

100-08
04-17-18

REMOVAL OF FENCE						
Removal of Field Fence is incidental to Clearing and Grubbing.						
Location				Type	Length	Remarks
From		To				
Station	Offset	Station	Offset		LF	
Sturdevant Street						
218+42.53	31.37 LT	218+62.82	31.44 LT	Wood Fence	26	
Rockingham Rd/ 2nd Street						
20+15.23	44.50 LT	21+78.83	44.13 LT	Chain Link	174	
21+54.37	26.15 RT	27+99.24	53.55 RT	Chain Link	198	
30+38.86	35.51 RT	33+98.40	33.81 RT	Chain Link	356	
31+22.13	34.50 LT	36+28.14	39.40 LT	Decorative	510	
37+03.29	34.05 LT	39+21.93	31.54 RT	Chain Link	221	
40+02.61	49.10 RT	41+00.00	31.59 RT	Chain Link	115	
				Total Removal of Wood Fence:	26	
				Total Removal of Chain Link Fence:	1064	
				Total Removal of Decorative Fence:	510	

SANITARY OR STORM SEWER ABANDONMENT OR REMOVAL						
* Not a bid item						
Location/Description	Sanitary or Storm Sewer	Abandonment, Plug Only or Abandonment, Plug and Fill or Removal	Length of Pipe		Fill Material*	Remarks
			≤ 36 inch diameter	> 36 inch diameter	Flowable Mortar or CLSM	
			LF	LF	CY	
2nd Street						
Sta. 16+67.80 to Sta. 16+88.09	Storm	Removal	20			
Sta. 16+71.71 to Sta. 16+88.83	Storm	Removal	17			
Sta. 16+87.87 to Sta. 17+44.06	Storm	Removal	85			
Sta. 16+91.77 to Sta. 18+40.12	Storm	Removal	152			
Sta. 20+52.03 to Sta. 20+55.25	Storm	Removal	42			
Sta. 20+88.25 to Sta. 21+22.78	Storm	Removal	35			
Sta. 21+38.12 to Sta. 21+50.55	Storm	Removal	12			
Sta. 22+74.01 to Sta. 22+80.97	Storm	Removal	16			
Sta. 23+15.22 to Sta. 23+17.18	Storm	Removal	9			
Sta. 23+65.92 to Sta. 23+75.60	Storm	Removal	10			
Sta. 29+99.67 to Sta. 30+20.52	Storm	Removal	25			
Sta. 30+39.08 to Sta. 30+39.62	Storm	Removal	15			
Sta. 30+49.75 to Sta. 30+63.56	Storm	Removal	20			
Sta. 30+49.04 to Sta. 30+49.48	Storm	Removal	4			
Sta. 34+14.47 to Sta. 34+23.54	Storm	Removal	21			
Sta. 34+26.38 to Sta. 36+53.29	Storm	Removal	227			
Sta. 34+58.61 to Sta. 34+58.63	Storm	Removal	10			
Sta. 34+59.68 to Sta. 34+69.68	Storm	Removal	10			
Sta. 36+25.87 to Sta. 36+26.31	Storm	Removal	5			
Sta. 36+33.33 to Sta. 36+34.25	Storm	Removal	15			
Sta. 36+69.62 to Sta. 36+75.23	Storm	Removal	6			
Sta. 36+73.96 to Sta. 36+86.20	Storm	Removal	47			
Sta. 36+86.20 to Sta. 37+69.60	Storm	Removal	84			
Sta. 36+91.43 to Sta. 36+90.95	Storm	Removal	30			
Sta. 39+52.56 to Sta. 40+10.92	Storm	Removal	56			
Marquette Street						
Sta. 640+12.38 to Sta. 640+12.4	Storm	Removal	7			
Sta. 640+28.49 to Sta. 640+29.0	Storm	Removal	33			
Sta. 641+49.99 to Sta. 641+50.1	Storm	Removal	18			
Sta. 641+52.09 to Sta. 641+74.2	Storm	Removal	66			
		Total:	1097			
		Removal of storm sewer, less than 36":	1097			

REMOVAL OF INTAKES AND UTILITY ACCESSES			
No.	Location/Description	Type	Remarks
Rockingham Road / 2nd Street			
1	Sta. 16+63.83, 20.67 LT	Intake	
2	Sta. 16+68.14, 20.14 LT	Intake	
3	Sta. 16+68.12, 23.29 RT	Intake	
4	Sta. 16+71.84, 23.26 RT	Intake	
5	Sta. 17+54.22, 38.15 RT	Intake	
6	Sta. 18+37.83, 16.87 RT	Intake	
7	Sta. 18+41.96, 16.55 RT	Intake	
8	Sta. 18+46.32, 23.72 LT	Intake	
9	Sta. 18+49.33, 23.51 LT	Intake	
10	Sta. 19+54.61, 20.97 LT	Intake	
11	Sta. 20+52.11, 20.36 RT	Intake	
12	Sta. 20+55.25, 21.48 LT	Intake	
13	Sta. 23+15.22, 22.38 LT	Intake	
14	Sta. 23+75.74, 23.30 LT	Intake	
15	Sta. 29+99.30, 32.93 LT	Intake	
16	Sta. 30+39.66, 38.77 LT	Intake	
17	Sta. 30+47.13, 23.65 RT	Intake	
18	Sta. 30+49.48, 26.55 LT	Intake	
19	Sta. 34+01.07, 22.27 LT	Intake	
20	Sta. 34+05.16, 22.29 LT	Intake	
21	Sta. 34+58.69, 22.30 LT	Intake	
22	Sta. 34+58.63, 33.28 LT	Intake	
23	Sta. 34+62.21, 22.34 LT	Intake	
24	Sta. 34+73.73, 22.22 RT	Intake	
25	Sta. 34+77.59, 22.22 RT	Intake	
26	Sta. 34+81.18, 22.12 RT	Intake	
27	Sta. 36+25.87, 22.05 LT	Intake	
28	Sta. 36+35.14, 18.03 LT	Manhole	
29	Sta. 36+69.62, 21.95 RT	Intake	
30	Sta. 36+73.31, 28.18 LT	Manhole	
31	Sta. 36+90.44, 21.84 LT	Intake	
32	Sta. 40+08.79, 22.26 RT	Intake	
33	Sta. 40+12.39, 22.06 RT	Intake	
Marquette Street			
34	Sta. 640+12.38, 14.09 LT	Intake	
35	Sta. 640+25.62, 24.74 RT	Intake	
36	Sta. 640+28.79, 24.65 RT	Intake	
37	Sta. 641+50.01, 28.86 LT	Intake	
38	Sta. 641+52.80, 44.04 RT	Intake	
39	Sta. 641+75.88, 22.80 RT	Intake	
Total:		39	

CLEARING AND GRUBBING																					110-17 04-18-17	
Location		Work and Material Type	Trees, Stumps, and Logs and Down Timber Material Diameters													All Other Materials		Estimated Quantities			Remarks	
Station to Station or Ref. Loc. Sign to Ref. Loc. Sign or Description	Direction of Travel		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"	Length	Width	Units	Area	Herbicide Application		
																FT	FT	Units	Acres	Each		
Rockingham Road																						
19+61.85	SB	Stump - Grubbing						1										13.6				
24+39.69	SB	Stump - Grubbing							1									17.6				
																Totals:						
																Clearing and Grubbing Units :			31.2			

102-504-18-17																					
EXISTING PAVEMENT																					
No.	Location					Year	Type	Project Number	Surface		Base		Subbase		Removal		Coarse Aggregate			Reinforcement	Remarks
	County	Route	Dir. of Travel	Begin Ref. Loc. Sign	End Ref. Loc. Sign				Type	Depth	Type	Depth	Type	Depth	Type	Depth	Source	Type	Durability Class	Type	
	Scott	Rockingham Road	EB	West of Sturdevant				HMA	3			Brick									
	Scott	Rockingham Road	WB	East of Sturdevant				HMA	3.5			Brick									
	Scott	Rockingham Road	EB	Rockingham and Washington				HMA	2.75			Brick									
	Scott	Rockingham Road	EB	Rockingham and Filmore				HMA													
	Scott	Rockingham Road	WB	Rockingham East of Taylor				HMA	5.5			Agg								Exceeds drill limit, over 16" of PCC	
	Scott	Sturdevant Street	BOTH	North of Rockingham				HMA	3.5			Brick									
	Scott	Washington Street	BOTH	North of Rockingham				HMA	3.5			Agg									
	Scott	2nd Street	EB	East of Marquette				PCC	10.5			Sand									
	Scott	Marquette Street	SB	South of 3rd				PCC	11.25			Dirt									

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	SCOTT COUNTY	PROJECT NUMBER HDP-1827(705)--71-82	SHEET NUMBER C.9	
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102-3

MODIFIED

ACCESS POINTS AND SAFETY RAMPS

Refer to Cross-Sections

① Refer to MI-210

② Refer to EW-501.

③ Refer to EW-501 or EW-502.

*Predetermined for access point not constructed with this project.

Location		Type	Length of Opening ^①			Width	Radius	SR ^②	Pipe Culvert ^③					Aprons	Driveway Surface Area		Granular Surfacing Material	Remarks								
Station	Side	A, B, C, Safety Ramp, or Predetermined	Flares or Radii	1½" Dropped Curb	3" Dropped Curb				H	Size	Pipe Length	Lt.	Rt.		HMA	PCC										
			1 or 2	LF	LF												FT		IN	LF	LF	LF	No.	SY	SY	SY
Rockingham Road / 2nd Street																										
15+55.06	LT	A	2	54.3		32.0	10.0									68.2										
16+52.14	RT	A	2	35.5		21.0	50.0									223.3										
18+38.64	RT	-	-	-		-												5.9								
18+48.57	LT	A	2	34.0		20.0	50.0									178.7										
19+17.70	RT	A	2	77.0		42.0	15.0									226.7										
19+08.68	LT	A	1	18.0		8.0										21.7										
19+50.09	LT	A	1	17.0		7.0										19.4										
20+01.87	LT	A	1	20.0		10.0										32.4										
20+41.60	LT	A	2	37.5		16.0	10.0									24.5										
20+41.60	LT	-	-	-		-											85.0									
20+40.00	RT	-	-	-		-										57.9										
21+31.16	LT	A	2	37.5		16.0	10.0									24.5										
21+31.16	LT	-	-	-		-											89.1									
21+87.93	LT	A	2	32.2		18.0	10.0									83.5										
22+46.10	RT	A	2	79.7		58.0	10.0									190.2										
24+96.10	RT	A	2	97.9		24.0	10.0									408.9										
25+00.80	LT	A	1	10.0		10.0										35.0										
25+27.17	LT	A	2	46.0		24.0	10.0									100.8										
26+32.07	RT	A	2	53.8		32.0	10.0									39.9										
26+32.07	RT	-	-	-		-											66.5									
26+85.07	RT	A	2	41.7		20.1	10.0									28.2										
27+55.27	LT	A	2	41.5		20.0	10.0									50.0										
28+02.19	LT	A	2	41.2		20.0	10.0									58.2										
28+87.96	LT	A	2	47.5		26.0	10.0									78.3										
33+59.38	LT	A	2	43.5		22.0	10.0									165.6										
37+13.54	RT	A	1	14.9		15.0										16.0										
37+14.54	RT	-	-	-		-											59.1									
37+78.23	LT	A	2	44.7		24.0	10.0									128.1										
40+58.96	LT	A	2	45.2		24.0	10.0									130.2										
Sturdevant Street																										
215+75.62	RT	A	2	86.7		41.2	45.0									267.0										
216+81.43	LT	A	2	54.7		24.1	15.0									131.0										
217+95.91	LT	A	2	42.0		24.0	10.0									261.6										
218+25.44	RT	A	2	40.0		23.6	10.0									36.3										
218+49.75	LT	A	1	10.0		10.0										14.3										
218+78.18	LT	A	2	33.5		20.0	10.0									44.6										
218+90.48	RT	A	1	12.0		12.0										38.5										
Washington Street																										
324+42.82	RT	A	1	15.0		15.0											24.3									
Marquette Street																										
640+71.27	RT	A	2	43.2		23.0	10.0									182.0										
641+50.76	LT	A	2			20.0	15.0									118.9										
641+51.55	RT	A	2			19.0	15.0									89.0										
642+16.36	RT	A	2	53.6		24.0	15.0									101.5										
Total:															3699	306										

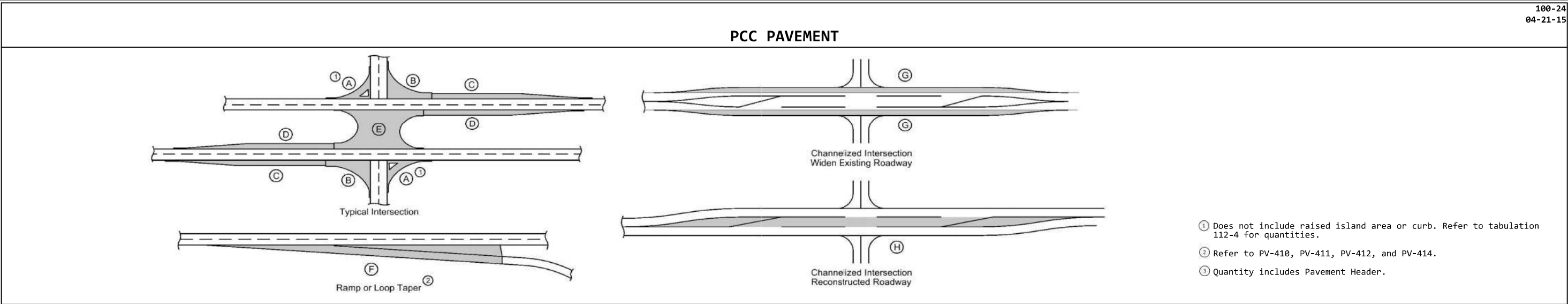
CONCRETE STEPS AND COMBINED CONCRETE STEPS AND RETAINING WALL CONSTRUCTION													108-15 MODIFIED
Location		Steps			Lugs	Landings		Retaining Wall	Concrete	Steel	Handrail		Remarks
Station	Side	W	D	Number Required	Number	Number	LF	Number	SF	LB	Length	Post Number	
											LF		
Rockingham Road / 2nd Street													
18+98.52	LT	6.5	1.0	2.0					13	44	8.0	4	
19+25.76	LT	8.0	1.0	2.0					16	54	8.0	4	
19+72.20	LT	6.0	1.0	1.0					6	20	6.0	4	
24+64.96	LT	4.0	1.3	4.0				4 & 5	20	68	14.0	6	
25+72.31	RT	7.0	1.3	4.0				6 & 7	35	119	14.0	6	
Marquette Street													
640+54.62	LT	4.0	1.3	5.0				13 & 14	25	85	16.5	6	
								Total:	115	390.0	67		

190-62
10-15-13

EXISTING SIGNS TO BE REMOVED										
SIGN NUMBER OR DESCRIPTION	LOCATION STATION	DIRECTION OF TRAVEL	TYPE 'A' SIGN ASSEMBLY	TYPE 'B' SIGN ASSEMBLY	REMOVE & REINSTALL EXISTING SIGNS		CONCRETE FOUNDATION	SUPPORT STRUCTURE & FOUNDATION	APPLICABLE SIGNING NOTES	REMARKS
			TYPE 'A'	TYPE 'B'						
			RA	RB	RR	RR	RF	RS		
EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH			
Rockingham Road/ 2nd Street										
R7-203 MODIFIED	22+84.78	WB	1.0		1.0					
R8-3	35+01.88	EB	1.0							
R8-3	35+60.12	EB	1.0							
Sturdevant Street										
R1-1	216+96.92	NB	1.0		1.0					
R1-1	217+77.71	SB	1.0		1.0					
R8-3	218+30.39	SB	1.0		1.0					
Washington Street										
R1-1	323+74.99	SB	1.0		1.0					
Filmore Street										
R1-1	430+44.35	SB	1.0		1.0					
Taylor Street										
R1-1	537+15.86	SB	1.0		1.0					
TOTAL SIGNS TO BE REMOVED:					2					
REMOVED AND REINSTALLED:					7					
Notes: Refer to tab 190-61 for sign reinstallation locations										

CURBS AND RAISED ISLANDS							112-4
Refer to PV-20, PV-102, and 6000s Detail Series.							10-21-14
Bid Item							
Point No.	Station	Offset	Island Interior Area SY	Curb and Gutter			Remarks
				Curb Type	Gutter Width FT	Length LF	
Rockingham Road / 2nd Street							
1	14+76.84	35.4' LT		PCC	2.5	62.1	
2	15+70.95	35.4' LT		PCC	2.5	62.3	
3	18+55.22	36.3' LT		PCC	2.5	21.4	
4	31+21.21	56.8' LT		PCC	2.5	217.0	
5	33+70.21	56.8' LT		PCC	2.5	245.1	
6	36+96.31	44.5' LT		PCC	2.5	60.0	
Marquette Street							
1	642+28.36	39.5' RT		PCC	2.5	46.5	
Taylor Street							
1	537+04.49	36.5' RT		PCC	2.5	135.9	
Sturdevant Street							
1	219+01.92	15.5' RT		PCC	2.5	10.82	
					Total:	861	

COMBINED CONCRETE SIDEWALK AND RETAINING WALL															108-16 MODIFIED
Location				Retaining Wall			Sidewalk		Concrete		Segmental Block Wall	Concrete Masonry Unit Wall	Handrail	Safety Rail	Linear Trench Drain
No.	Station to Station		Side	Type	Height, H	Thickness	Width, W	Thickness	Retaining Wall	Sidewalk & Footing					
					FT	FT	FT	FT	CY	CY	SF	SF	LF	LF	LF
Rockingham Road / 2nd Street															
1	19+00.62	19+02.17	LT	SEGMENTAL BLOCK	VARIES	2.0					32.0				
2	23+79.38	23+85.61	LT	SEGMENTAL BLOCK	VARIES	2.0					36.5		11		
3	24+11.34	24+18.26	LT	SEGMENTAL BLOCK	VARIES	2.0					24.6		8		4
4	24+23.26	24+62.46	LT	SEGMENTAL BLOCK	VARIES	2.0					160.9		49		34
5	24+67.46	24+81.28	LT	SEGMENTAL BLOCK	VARIES	2.0					94.8		32		8
6	25+34.08	25+68.31	RT	SEGMENTAL BLOCK	VARIES	2.0					171.7		51		30
7	25+76.31	26+16.07	RT	SEGMENTAL BLOCK	VARIES	2.0					171.0		51		34
8	37+88.12	37+94.23	LT	SEGMENTAL BLOCK	VARIES	2.0					106.0			29	
8	37+94.23	38+42.42	LT	CMU	VARIES	1.0						165.2			
9	37+98.12	39+36.04	LT	CONCRETE	VARIES	1.0	VAR.	0.5	15.6	28.3				138	136
Marquette Street															
10	639+83.89	639+99.89	LT	CONCRETE	VARIES	1.0	VAR.	0.5	3.3	3.3				25	16
10	639+99.89	640+19.49	LT	CMU	VARIES	1.0					74.3				
11	640+05.89	640+42.48	LT	CONCRETE	VARIES	1.0	VAR.	0.5	3.3	6.1				40	15
11	640+42.48	640+52.63	LT	CMU	VARIES	1.0						61.8			
12	640+57.13	641+40.76	LT	SEGMENTAL BLOCK	VARIES	2.0					394.6			102	55
13	639+97.37	640+59.74	RT	SEGMENTAL BLOCK	VARIES	2.0					453.3			123	58
14	640+96.73	641+42.37	RT	CMU	VARIES	1.0						341.3			
15	641+61.96	642+04.36	RT	SEGMENTAL BLOCK	VARIES	2.0					297.5		78		34
								Totals:	22	38	1943	643	280	457	424



100-19 10-19-21								
PERIMETER, SLOPE AND DITCH CHECK SEDIMENT CONTROL DEVICES								
Possible Standards: EC-204								
Location			Perimeter and Slope			Ditch Check		Remarks
Begin Station	End Station	Side	Length of Installation			Length of Installation		
			9 inch Dia LF	12 inch Dia LF	20 inch Dia LF	12 inch Dia LF	20 inch Dia LF	
Rcokingham Road/ 2nd Street								
15+00.00	16+30.30	RT	133.2					
16+18.58	16+22.46	RT		13.3				
16+55.50	16+62.79	LT		31.4				
18+76.66	18+93.65	LT	18.0					
19+12.11	19+47.65	LT	41.8					
19+35.68	19+40.32	LT		14.6				
19+55.96	19+98.00	LT	48.9					
19+85.69	19+90.27	LT		17.0				
20+22.67	20+27.43	LT		15.4				
20+82.79	20+82.79	LT	15.4					
21+09.68	21+13.60	LT		16.7				
21+44.22	21+49.22	LT		20.5				
21+54.35	21+54.35	LT		15.4				
22+03.46	23+04.78	LT	116.3					
22+78.08	22+81.33	LT		18.5				
24+11.40	24+18.43	LT	7.0					
24+23.03	24+76.07	LT	53.7					
25+20.36	25+20.29	LT	15.4					
25+39.83	25+40.23	LT		18.7				
25+94.52	25+94.52	LT	12.0					
26+44.52	26+44.52	LT	12.0					
26+73.35	26+78.69	LT		27.0				
27+11.66	27+11.66	LT	12.0					
27+73.80	27+79.63	LT		27.5				
28+14.83	28+70.60	LT	55.8					
29+03.54	29+27.36	LT	23.8					
29+36.79	29+96.04	LT	59.8					
30+81.32	30+86.02	LT		18.8				
34+10.75	34+14.75	LT		25.1				
36+29.85	36+37.79	LT		25.1				
37+07.09	37+13.62	LT		31.4				
37+16.75	37+21.39	LT		31.4				
40+79.80	40+85.58	LT		18.7				
18+20.73	18+21.70	RT	16.5					
18+21.17	18+39.36	RT	16.5					
18+33.68	18+43.64	RT		31.4				
18+35.81	18+41.25	RT		16.3				
18+68.42	18+69.74	RT	16.7					
19+43.82	20+14.03	RT	81.3					
19+53.86	19+58.43	RT		13.6				
20+61.10	22+17.10	RT	156.0					
21+66.29	21+70.49	RT		14.6				
22+75.15	23+51.58	RT	76.1					
24+84.44	24+88.22	RT		18.7				
25+35.56	25+66.91	RT	31.3					
25+77.22	26+10.57	RT	33.3					
26+48.97	34+00.78	RT	746.6					
26+59.49	26+65.23	RT		18.5				
31+33.63	31+39.39	RT		18.1				
37+05.73	37+09.94	RT	4.3					
37+46.10	37+46.10	RT	10.9					
38+02.27	38+02.27	RT	12.2					
38+59.00	38+59.00	RT	12.2					
39+15.45	39+15.45	RT	12.2					
39+27.73	39+29.71	RT		18.3				
40+43.45	40+43.45	RT	12.2					
40+82.63	40+88.78	RT		29.7				
Marquette Street								
638+37.98	638+37.98	LT	10.9					
638+94.49	638+94.49	LT	12.2					
639+15.14	639+20.48	LT		18.3				
641+32.83	641+38.60	LT		18.1				
641+38.35	641+43.62	LT		19.3				
641+65.46	641+70.74	LT		19.5				
641+95.81	641+95.81	LT	10.9					
642+52.14	642+52.14	LT	12.2					
638+18.50	638+65.98	RT	47.5					
638+97.37	638+97.75	RT	12.2					
639+09.45	639+15.60	RT		19.3				
640+82.79	640+96.69	RT	14.3					
Sturdevant Street								
215+38.95	216+46.60	LT	108.4					
218+86.97	219+08.22	LT	25.1					
218+40.89	218+83.61	RT	47.3					
219+02.10	219+10.91	RT	8.8					
Washington Street								
323+70.68	324+61.53	LT	92.4					
323+84.54	324+34.61	RT	54.3					
324+50.45	324+61.43	RT	10.9					
Filmore Street								

100-19
10-19-21

PERIMETER, SLOPE AND DITCH CHECK SEDIMENT CONTROL DEVICES								
Possible Standards: EC-204								
Location			Perimeter and Slope			Ditch Check		Remarks
Begin Station	End Station	Side	Length of Installation			Length of Installation		
			9 inch Dia	12 inch Dia	20 inch Dia	12 inch Dia	20 inch Dia	
			LF	LF	LF	LF	LF	
430+52.52	430+74.12	LT	21.7					
Taylor Street								
537+20.75	538+40.30	LT	119.6					
		Total:	2472	660				

100-36 10-16-18					
OPEN-THROAT CURB INTAKE SEDIMENT FILTER					
Possible Standard: EC-602					
Location Station	Side	Installation	Maintenance	Removal	Remarks
		LF	EACH	EACH	
Rockingham Road / 2nd Street					
16+14.19	RT	14	1	1	
16+14.19	LT	14	1	1	
18+34.38	LT	10	1	1	
26+75.00	LT	21	1	1	
30+73.17	LT	14	1	1	
30+75.58	RT	14	1	1	
34+75.00	RT	14	1	1	
34+76.92	RT	21	1	1	
38+30.19	RT	14	1	1	
38+30.19	LT	14	1	1	
40+86.17	LT	21	1	1	
40+86.51	RT	21	1	1	
Marquette Street					
640+45.62	LT	14	1	1	
642+90.49	RT	14	1	1	
642+90.23	LT	14	1	1	
Sturdevant Street					
218+14.06	LT	14	1	1	
Washington Street					
324+10.57	RT	21	1	1	
324+10.59	LT	21	1	1	
Filmore Street					
430+54.01	LT	14	1	1	
430+54.01	RT	14	1	1	
Taylor Street					
537+87.13	LT	14	1	1	
537+86.43	RT	14	1	1	
Total:		346.0			

100-37 04-18-17					
GRATE INTAKE SEDIMENT FILTER BAG					
Possible Detail: 570-7					
Location Station	Side	Installation	Maintenance	Removal	Remarks
		EACH	EACH	EACH	
Rockingham Road / 2nd Street					
16+80.81	LT	1	1	1	
18+42.23	RT	1	1	1	
18+50.41	LT	1	1	1	
19+53.98	LT	1	1	1	
19+54.98	RT	1	1	1	
21+90.18	LT	1	1	1	
22+75.01	LT	1	1	1	
22+82.10	RT	1	1	1	
24+09.17	RT	1	1	1	
24+08.47	RT	1	1	1	
26+76.83	LT	1	1	1	
27+96.60	RT	1	1	1	
27+96.60	LT	1	1	1	
29+80.73	LT	1	1	1	
34+60.94	LT	1	1	1	
36+74.88	RT	1	1	1	
37+02.25	LT	1	1	1	
Marquette Street					
640+45.41	RT	1	1	1	
Sturdevant Street					
217+03.22	LT	1	1	1	
218+12.10	RT	1	1	1	
			Total:	20	

113-2
04-16-13

PEDESTRIAN PATH CLOSURES			
Refer to MUTCD figures TA-28 and TA-29			
*Assumes 6 foot wide barricade.			
Closures may need to be removed and re-established.			
Location	Side	Type III Barricades*	Remarks
		No.	
Sturdavent Street			
217+73.59	LT		STAGE 1
217+62.89	RT		STAGE 1
Rockingham Road			
15+00.00	LT		STAGE 2
15+00.00	RT		STAGE 2
23+19.62	LT		STAGE 2
23+19.62	RT		STAGE 3
19+74.15	LT		STAGE 3
19+74.15	RT		STAGE 3
25+26.56	LT		STAGE 3
25+26.56	RT		STAGE 3
25+26.56	LT		STAGE 4
25+26.56	RT		STAGE 4
36+37.57	LT		STAGE 4
36+37.57	RT		STAGE 4
36+86.36	LT		STAGE 5
36+86.36	RT		STAGE 5
41+00.00	LT		STAGE 5
41+00.00	RT		STAGE 5
Washington Street			
324+61.43	LT		STAGE 3
324+61.43	RT		STAGE 3
Filmore Street			
430+74.12	LT		STAGE 4
430+74.13	RT		STAGE 4
Taylor Street			
538+19.63	LT		STAGE 5
538+19.63	RT		STAGE 5
Marquette Street			
640+95.02	LT		STAGE 5
640+95.02	RT		STAGE 5
641+03.02	LT		STAGE 6
641+03.02	RT		STAGE 6
643+03.22	LT		STAGE 6
643+03.22	RT		STAGE 6

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

Refer to Soils Sheets

* Not a bid item. Bridge berm quantities assume a trench depth of 24 inches.

Location					Longitudinal Subdrain (DR-303)								Subdrain Outlet		Porous* Backfill	Class "A"* Crushed Stone	Remarks
Line No.	Road or Lane Identification	Station to Station	Side	Depth	Curb		Backslope		Bridge Berm (EW-203 or EW-204)			DR-303, DR-305 or DR-306					
				Ø	Size	Length	Size	Length	Standard Road Plan and Type	Size	Length	Station	Standard Road Plan and Type				
				IN	IN	FT	IN	FT		IN	FT						
1	Rockingham Road/ 2nd Street																
	WBL	15+00.92	16+14.19	LT	36.0	6.0	111.3						15+00.92	CO-1			
													16+14.19	S-101			
2	EBL	15+00.92	16+14.19	RT	36.0	6.0	111.9						15+00.92	CO-2			
													16+14.19	S-100			
3	WBL	16+14.19	17+29.28	LT	36.0	6.0	142.8						16+14.19	S-101			
													17+29.28	S-103A			
4	EBL	16+14.19	17+11.46	RT	36.0	6.0	97.9						16+14.19	S-100			
													17+11.46	CO-3			
5	WBL	17+59.14	18+50.63	LT	VAR.	6.0	116.5						17+59.14	S-130		Invert = 560.6	
													18+50.63	S-132		Invert = 559.4	
6	EBL	17+80.64	18+38.57	RT	VAR.	6.0	60.9						17+80.64	CO-5		Invert = 560.8	
													18+38.57	S-133		Invert = 560.2	
7	EBL	18+38.57	19+51.94	RT	36.0	6.0	103.0						18+38.57	S-133			
													19+51.94	ES-129			
8	WBL	18+50.63	19+54.21	LT	36.0	6.0	98.2						18+50.63	S-132			
													19+54.21	S-128			
9	WBL	18+50.63	19+01.55	LT	VAR.	6.0	50.2						18+50.63	S-132		Invert = 561.0	
													19+01.55	Wall 1 subdrain		Invert = 564.2	
10	WBL	19+54.21	20+70.04	LT	36.0	6.0	111.6						19+54.21	S-128			
													20+70.04	CO-8			
11	EBL	19+51.94	20+50.24	RT	36.0	6.0	96.0						19+51.94	ES-129			
													20+50.24	ES-111			
12	EBL	20+50.24	22+83.60	RT	36.0	6.0	229.0						20+50.24	ES-111			
													22+83.60	S-108			
13	WBL	20+69.80	22+73.32	LT	36.0	6.0	199.2						20+69.80	CO-8			
													22+73.32	S-121			
14	WBL	22+73.32	23+42.49	LT	36.0	6.0	87.6						22+73.32	S-121			
													23+42.49	S-118			
15	EBL	22+83.60	24+08.47	RT	36.0	6.0	118.7						22+83.60	S-108			
													24+08.47	ES-108A			
16	WBL	23+65.92	25+00.64	LT	36.0	6.0	131.9						23+65.92	S-106			
													25+00.64	CO-11			
17	WBL	23+65.92	24+26.28	LT	VAR.	6.0	57.2						23+65.92	S-106		Invert = 562.3	
													24+26.28	Wall 4 trench drain		Invert = 562.9	
18	WBL	23+65.92	23+82.47	LT	VAR.	6.0	18.1						23+65.92	S-106		Invert = 562.4	
													23+82.47	Wall 2 subdrain		Invert = 563.1	
19	EBL	24+08.47	26+76.83	RT	VAR.	6.0	261.9						24+08.47	ES-108A		Invert = 559.8	
													26+76.83	S-215		Invert = 561.1	
20	WBL	24+15.65	24+26.28	LT	VAR.	6.0	11.3						24+15.65	Wall 3 trench drain		Invert = 563.0	
													24+26.28	Wall 4 trench drain		Invert = 562.9	
21	WBL	24+60.22	24+70.23	LT	VAR.	6.0	10.0						24+60.22	Wall 4 trench drain		Invert = 563.5	
													24+70.23	Wall 5 trench drain		Invert = 563.9	
22	EBL	24+86.79	25+36.96	RT	VAR.	6.0	57.5						24+86.79	S-108C		Invert = 562.1	
													25+36.96	Wall 6 trench drain		Invert = 562.7	
23	WBL	25+00.60	26+75.00	LT	36.0	6.0	170.3						25+00.60	CO-11			
													26+75.00	S-216			
24	EBL	25+66.81	25+79.34	RT	VAR.	6.0	12.7						25+66.81	Wall 6 trench drain		Invert = 563.3	
													25+79.34	Wall 7 trench drain		Invert = 563.4	
25	WBL	26+75.00	27+96.59	LT	36.0	6.0	115.9						26+75.00	S-216			
													27+96.59	S-203			
26	EBL	26+76.83	27+96.59	RT	36.0	6.0	113.3						26+76.83	S-215			
													27+96.59	ES-204			
27	EBL	27+96.59	30+75.02	RT	VAR.	6.0	271.1						27+96.59	ES-204		Invert = 561.1	
													30+75.02	S-205A		Invert = 558.4	
28	WBL	27+96.59	29+80.08	LT	VAR.	6.0	178.8						27+96.59	S-203		Invert = 561.0	
													29+80.08	ES-218		Invert = 560.1	
29	WBL	29+80.08	30+02.13	LF	36.0	6.0	33.5						29+80.08	ES-218			
													30+02.13	S-221			
30	WBL	30+02.13	30+03.92	LF	36.0	6.0	17.0						30+02.13	S-221			
													30+03.92	CO-12			
31	WBL	30+41.13	30+42.83	LF	36.0	6.0	195.5						30+41.13	S-222			
													30+42.83	CO-13			
32	WBL	30+41.13	30+75.00	LT	36.0	6.0	131.8						30+41.13	S-222			
													30+75.00	S-220			
33	WBL	30+75.00	34+60.17	LT	36.0	6.0	380.2						30+75.00	S-220		Invert = 561.0	
													34+60.17	S-228		Invert = 557.2	
34	EBL	30+75.00	34+74.92	RT	36.0	6.0	391.9						30+75.00	S-205A		Invert = 561.1	
													34+74.92	S-210		Invert = 557.2	
35	WBL	34+60.17	36+63.52	LT	36.0	6.0	159.5						34+60.17	S-228			
													36+63.52	CO-19			
36	EBL	34+74.92	36+73.72	RT	36.0	6.0	185.3						34+74.92	S-210			
													36+73.72	S-211A			
37	EBL	36+73.72	38+30.19	RT	36.0	6.0	153.2						36+73.72	S-211A			
													38+30.19	S-230			
38	WBL	37+02.52	38+30.19	LT	36.0	6.0	124.2						37+02.52	S-232			
													38+30.19	S-231			
39	WBL	37+88.12	37+98.12	LT	VAR.	6.0	12.1						37+88.12	Wall 8 subdrain		Refer to V sheets	

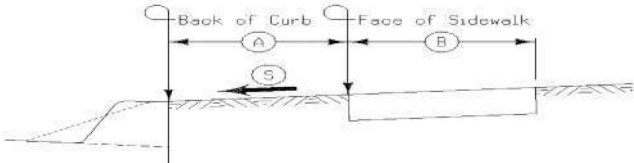
108-29
04-21-15

PAVEMENT MARKING SYMBOLS AND LEGENDS																										
Road Identification			Location		Refer to PM-111																				Remarks	
			Station	Side																						
			STAW	RTAW	LTAW	CSRW	CSLW	CSTW	CRLW	FERW	LLRW	RLRW	RRCW	BLSW	WCSW	WPSB	SCLW	XNGW	STPW	AHDW	ONLW	BIKW	LANW	XITW	EACH	
Rockingham Road / 2nd Street					1																	1				
15+87.19 EB																										
16+20.46 EB																						1				
16+59.03 EB					1																					
18+35.44 WB					1																					
18+73.55 WB																						1				
19+08.79 WB					1																					
21+04.93 EB					1																					
21+23.43 WB					1																					
25+25.61 EB					1																					
25+41.79 WB					1																					
28+24.30 EB					1																					
28+42.80 WB					1																					
32+08.61 EB					1																					
32+35.91 WB					1																					
35+06.87 EB					1																					
35+22.60 WB					1																					
38+11.07 EB					1																					
38+48.19 EB																						1				
38+85.60 EB					1																					
40+51.97 WB					1																					
40+92.23 WB																						1				
41+28.50 WB					1																					
Marquette Street																										
638+13.48 NB					1																					
638+48.84 NB																						1				
638+86.05 NB					1																					
640+37.63 SB					1																					
640+73.35 SB																						1				
641+12.41 SB					1																					

LISTING OF LIGHTING AND SIGNAL WORK										108-2A 08-01-08
Handholes			Conduits						Notes	
No.	Station	Type	Line No.	Location		Conduit	Dia.	Length		
				From	To	Type	IN			
HH1	16+66.25	1	1	16+66.3	17+75.6	PVC	3.0	132.6	36" DEPTH	
HH2	17+75.56	1								
HH3	18+44.21	1	2	18+44.2	18+66.1	PVC	3.0	22.8	36" DEPTH	
HH4	18+66.12	1								
HH5	37+28.61	1	3	37+28.6	37+28.9	PVC	3.0	60.1	36" DEPTH	
HH6	37+28.86	1								
HH7	40+00.24	1	4	40+00.2	40+30.3	PVC	3.0	87.8	36" DEPTH	
HH8	40+30.25	1								
	TOTAL :	8					TOTAL :	303.3		

SIDEWALKS

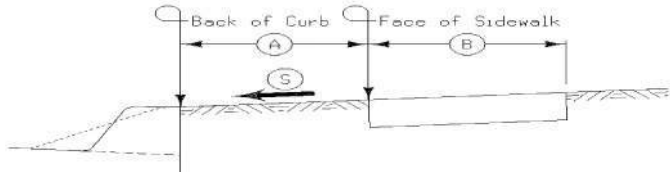
See MI-220 and S Sheets



Road Identification	Station to Station		Side	A	B	S	4" PCC Sidewalk	6" PCC Sidewalk	8" PCC Sidewalk	10" PCC Sidewalk	Detectable Warnings	Remarks
				FT	FT	%	SY	SY	SY	SY	SF	
Rockingham Road / 2nd Street	15+00.00	15+36.21	LT	VARIES	5.00		19.8					
	15+74.47	16+82.05	LT	VARIES	5.00		60.2					
	16+82.05	16+87.85	LT	VARIES	5.00			2.8				Turning/Landing Ramp
	16+87.85	16+91.73	LT	VARIES	5.00				2.8			
	16+91.73	17+04.37	LT	VARIES	5.00			5.3			12	Turning/Landing
	15+00.00	16+55.75	RT	VARIES	VARIES		81.6					
	16+68.57	16+96.96	RT	VARIES	6.00			17.5				
	16+96.96	17+02.96	RT	VARIES	0.00			4.0				Turning/Landing Ramp
	17+02.96	17+13.96	RT	VARIES	6.00				7.3			
	17+13.96	17+30.18	RT	VARIES	6.00			7.4			30	Turning/Landing
	17+62.44	17+70.54	LT	VARIES	VARIES			3.7				Turning/Landing
	17+70.54	17+73.90	LT	VARIES	VARIES				3.8			Ramp
	17+73.90	17+79.73	LT	VARIES	VARIES			6.9			18	Turning/Landing
	17+79.73	17+89.14	LT	VARIES	VARIES				5.8			Ramp
	17+89.14	17+93.88	LT	VARIES	5.00			2.8				Turning/Landing
	17+93.88	17+93.88	LT	VARIES	5.00				4.0		10	Ramp
	17+93.88	19+04.64	LT	VARIES	5.00		21.7					
	18+33.12	19+04.64	LT	VARIES	5.00		29.9					
	18+93.91	19+03.70	LT	VARIES	VARIES			2.8				
	17+80.50	17+92.90	RT	VARIES	VARIES			6.4			25	Turning/Landing
	17+92.90	17+98.17	RT	VARIES	5.00				2.8			Ramp
	17+98.17	18+03.17	RT	VARIES	5.00			2.8				Turning/Landing
	17+92.90	18+88.05	RT	VARIES	5.00		44.9					
	19+46.06	22+13.72	RT	VARIES	5.00		148.7					
	19+12.22	19+46.32	LT	6.00	5.00		19.3					
	19+22.72	19+29.05	LT	8.50	5.00			3.6				
	19+53.32	19+96.63	LT	6.00	5.00		24.1					
	19+70.20	19+74.20	LT	8.50	4.00			3.3				
	20+06.63	20+30.21	LT	6.00	5.00		13.1					
	20+52.98	21+19.78	LT	6.00	5.00		37.1					
	21+42.55	21+76.48	LT	6.00	5.00		19.1					
	21+99.89	23+06.21	LT	6.00	5.00		59.3					
	23+06.30	23+11.30	LT	6.00	5.00			2.8				Turning/Landing Ramp
	23+11.30	23+16.30	LT	6.00	5.00				2.8			
	23+16.30	23+25.65	LT	6.00	5.00			4.0			11	Turning/Landing
	23+67.57	23+75.54	LT	6.00	5.00				3.8		10	Ramp
	23+75.54	23+81.54	LT	6.00	5.00			3.7				Turning/Landing
	23+81.54	23+88.21	LT	6.00	6.00				4.4			Ramp
	23+75.54	24+81.88	LT	6.00	5.00			37.5				
	23+88.21	24+82.09	LT	6.00	5.00			62.0				
	22+78.49	24+54.62	RT	5.00	5.00		97.9					
	25+37.47	26+12.69	RT	4.00	6.00			50.1				
	26+51.46	26+71.69	RT	5.00	5.00		11.2					
	26+98.46	37+10.39	RT	5.00	5.00		558.8					
	24+91.28	25+55.75	LT	6.00	5.00		35.0					
	25+85.01	27+41.88	LT	6.00	5.00		87.2					
	27+68.66	27+90.40	LT	6.00	5.00		10.4					
	28+11.03	28+71.35	LT	6.00	5.00		31.8					
	29+04.12	29+77.64	LT	6.00	5.00		50.2					
	29+77.64	29+82.61	LT	6.00	5.00			2.8				Turning/Landing Ramp
	29+82.61	29+87.37	LT	6.00	5.00				2.8			
	29+87.37	29+96.53	LT	6.00	5.00			4.0			12	Turning/Landing
	30+44.94	30+53.90	LT	6.00	5.00			3.9			12	Turning/Landing
	30+53.90	30+58.68	LT	6.00	5.00			2.8				Turning/Landing
	30+53.90	30+63.49	LT	6.00	5.00				2.8			Ramp
	30+63.49	30+68.29	LT	6.00	5.00			2.8				Turning/Landing
	30+53.90	33+44.82	LT	6.00	5.00		155.0					
	33+70.52	36+25.22	LT	6.00	5.00		139.8					
	36+25.22	36+30.22	LT	6.00	5.00			2.8				Turning/Landing
	36+30.22	36+37.62	LT	6.00	5.00				3.7		10	Ramp
	36+82.14	36+89.87	LT	6.00	5.00				3.7		10	Ramp
	36+89.87	36+95.04	LT	6.00	5.00			2.8				Turning/Landing
	36+94.87	37+62.85	LT	6.00	5.00		37.3					
	37+24.95	39+25.03	RT	6.00	5.00		111.2					
	39+25.03	39+30.03	RT	6.00	5.00			2.8				Turning/Landing
	39+30.03	39+41.92	RT	6.00	5.00				7.0		10	Ramp
	39+24.03	39+31.03	RT	6.00	5.00				4.0		10	Ramp
	37+90.23	38+00.23	LT	0.00	VARIES			11.7				
	38+00.23	38+06.23	LT	0.00	VARIES				4.0			Ramp
	38+04.12	39+14.04	LT	7.00	VARIES			73.3				
	39+14.04	39+19.04	LT	0.00	6.00			3.3				Turning/Landing
	39+19.04	35+25.04	LT	0.00	6.00				4.0			Ramp
	35+25.04	39+30.04	LT	0.00	6.00			3.3			10	Turning/Landing
	39+30.04	39+36.04	LT	0.00	6.00				4.0			Ramp

SIDEWALKS

See MI-220 and S Sheets



Road Identification	Station to Station		Side	A	B	S	4" PCC Sidewalk	6" PCC Sidewalk	8" PCC Sidewalk	10" PCC Sidewalk	Detectable Warnings	Remarks
				FT	FT	%	SY	SY	SY	SY	SF	
Marquette Street	39+36.04	39+44.07	LT	0.00	6.00			4.5				Turning/Landing
	39+44.07	39+50.42	LT	0.00	6.00				5.7			Ramp
	39+50.42	39+51.02	LT	0.00	6.00			2.9			10	Turning/Landing
	39+51.02	39+51.12	LT	0.00	6.00				4.0			Ramp
	39+89.71	39+97.76	LT	VARIES	VARIES				4.2		10	Ramp
	39+97.76	40+06.89	LT	VARIES	VARIES			6.1				Turning/Landing
	40+06.89	40+09.95	LT	VARIES	VARIES		2.8					
	40+09.95	40+14.31	LT	VARIES	VARIES			4.0				Turning/Landing
	40+14.31	40+13.16	LT	VARIES	VARIES				3.4		10	Ramp
	40+13.16	40+42.96	LT	VARIES	VARIES		20.0					
	40+80.96	40+86.96	LT	0.00	5.00				3.7			Ramp
	40+86.96	41+00.00	LT	0.00	11.50		16.6					
	39+90.93	40+07.18	RT	VARIES	5.00				8.7		10	Ramp
	40+07.18	40+12.18	RT	VARIES	5.00			2.8				Turning/Landing
	40+12.18	40+13.18	RT	VARIES	5.00				3.9		10	Ramp
	40+12.18	41+00.00	RT	VARIES	VARIES		51.5					
	639+93.86	640+43.36	RT	VARIES	VARIES			32.6				
	640+43.36	640+49.34	RT	0.00	VARIES				5.3			Ramp
	640+91.33	640+99.93	RT	0.00	VARIES				6.9			Ramp
	640+99.93	641+24.00	RT	0.00	VARIES			23.4				
	641+24.00	641+33.00	RT	0.00	VARIES				8.9			Ramp
Sturdevant Street	641+33.00	641+42.83	RT	0.00	VARIES			7.4				
	641+64.96	641+76.96	RT	0.00	VARIES			5.6				
	641+76.96	641+89.36	RT	0.00	VARIES				8.3			Ramp
	642+43.36	642+49.34	RT	0.00	VARIES				4.0			Ramp
	642+49.34	643+03.22	RT	0.00	VARIES		36.1					
	639+99.89	640+05.89	LT	0.00	VARIES			7.5				Turning/Landing
	640+05.95	641+18.05	LT	15.00	5.00			80.9				
	640+52.63	640+56.63	LT	1.00	VARIES			3.3				
	640+56.63	641+26.05	LT	2.00	VARIES				5.3			Ramp
	641+26.05	641+37.59	LT	0.00	VARIES			5.4				
	641+63.79	641+75.76	LT	0.00	VARIES		5.6					
	641+63.79	641+83.76	LT	1.00	VARIES				5.3			Ramp
	641+63.79	643+03.22	LT	2.00	VARIES		79.7					
	217+73.36	217+78.64	LT	VARIES	5.00				4.0			Ramp
	217+78.64	217+79.36	LT	VARIES	6.00			2.8				Turning/Landing
Washington Street	217+79.36	217+82.02	LT	VARIES	VARIES		1.4					
	218+04.86	218+44.75	LT	VARIES	5.00		24.7					
	218+54.75	218+67.80	LT	VARIES	VARIES		7.4					
	218+93.37	219+01.92	LT	VARIES	VARIES		4.5					
	217+81.05	218+13.07	RT	VARIES	VARIES		16.7					
	218+40.69	218+84.48	RT	VARIES	5.00		21.1					
	218+96.48	219+01.79	RT	VARIES	VARIES		2.6					
	323+64.67	323+70.74	LT	VARIES	VARIES				4.5			Ramp
Filmore Street	323+70.74	323+75.71	LT	VARIES	VARIES			2.6				Turning/Landing
	323+75.71	324+61.45	LT	6.00	VARIES		44.9					
	323+89.16	324+35.32	RT	5.00	VARIES		25.6					
	324+50.32	324+61.43	RT	6.00	VARIES		6.1					
	430+35.63	430+47.47	LT	VARIES	VARIES				7.9			Ramp
Taylor Street	430+47.47	430+53.57	LT	VARIES	VARIES			5.0				Turning/Landing
	430+53.57	430+74.13	LT	VARIES	VARIES		18.2					
	430+47.31	430+48.90	RT	VARIES	VARIES			0.5				Turning/Landing
	430+48.90	430+53.39	RT	VARIES	VARIES				2.6			Ramp
	430+53.39	430+57.88	RT	VARIES	VARIES			2.6				Turning/Landing
	430+57.88	430+74.13	RT	VARIES	VARIES		17.1					
Taylor Street	536+91.35	538+19.63	LT	VARIES	5.00		73.4					
	536+90.05	538+19.63	RT	VARIES	5.00		74.0					
						Total:	2454.4	545.2	170.1		240.0	

PAVEMENT MARKING LINE TYPES

See PM-110

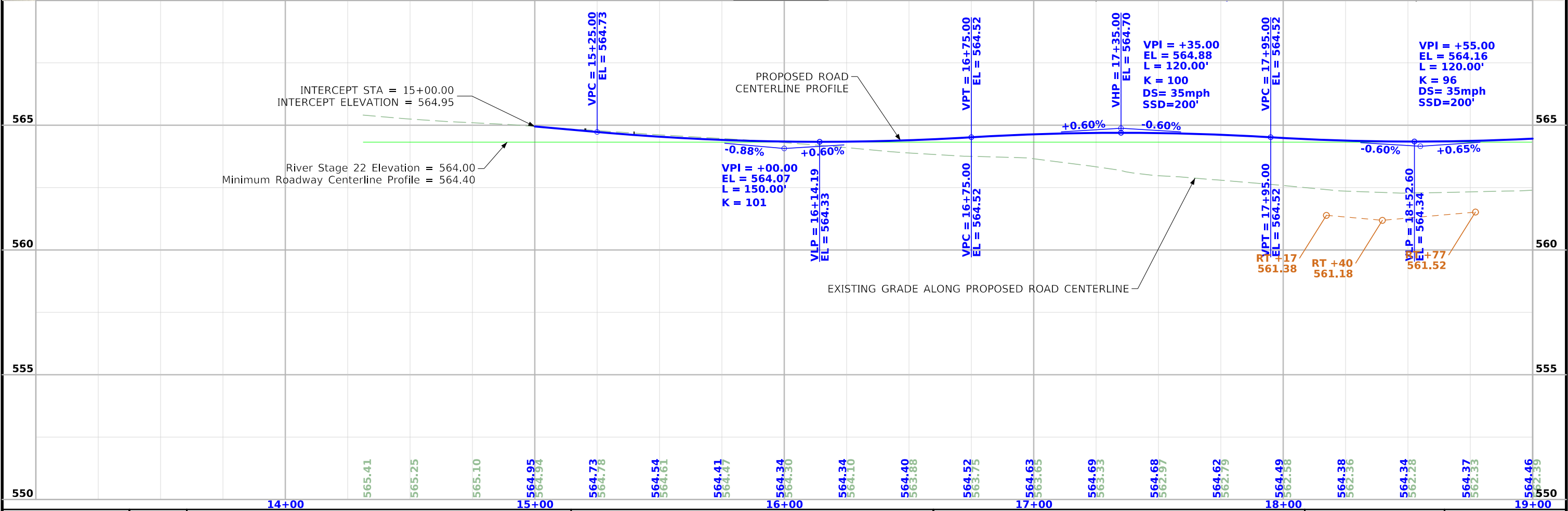
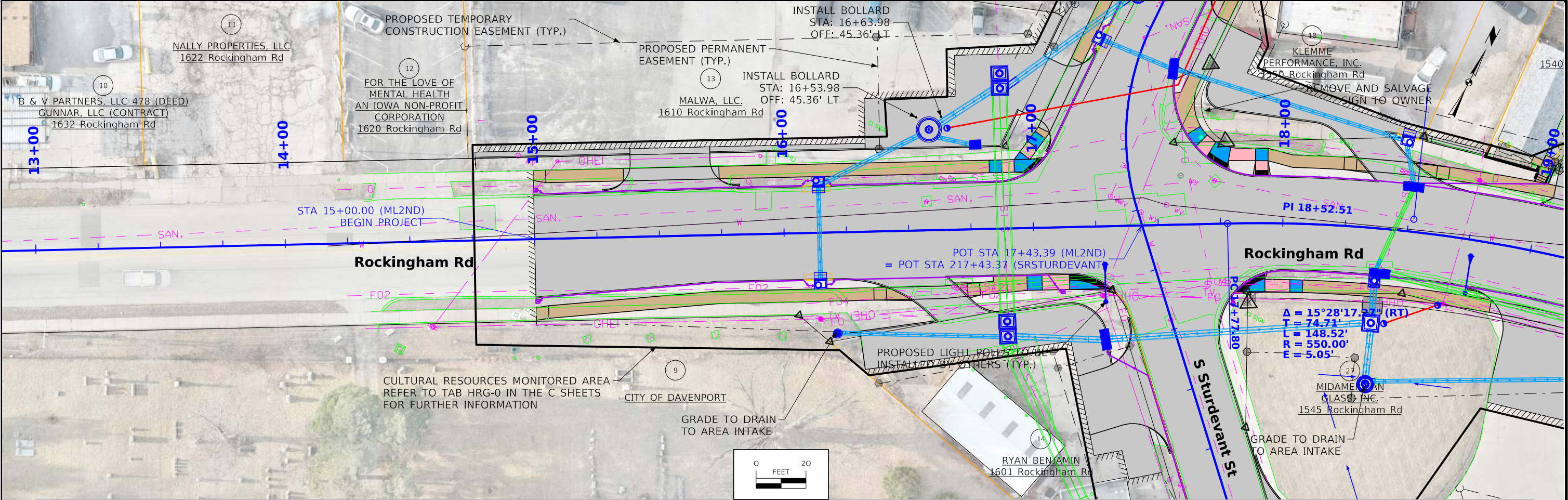
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

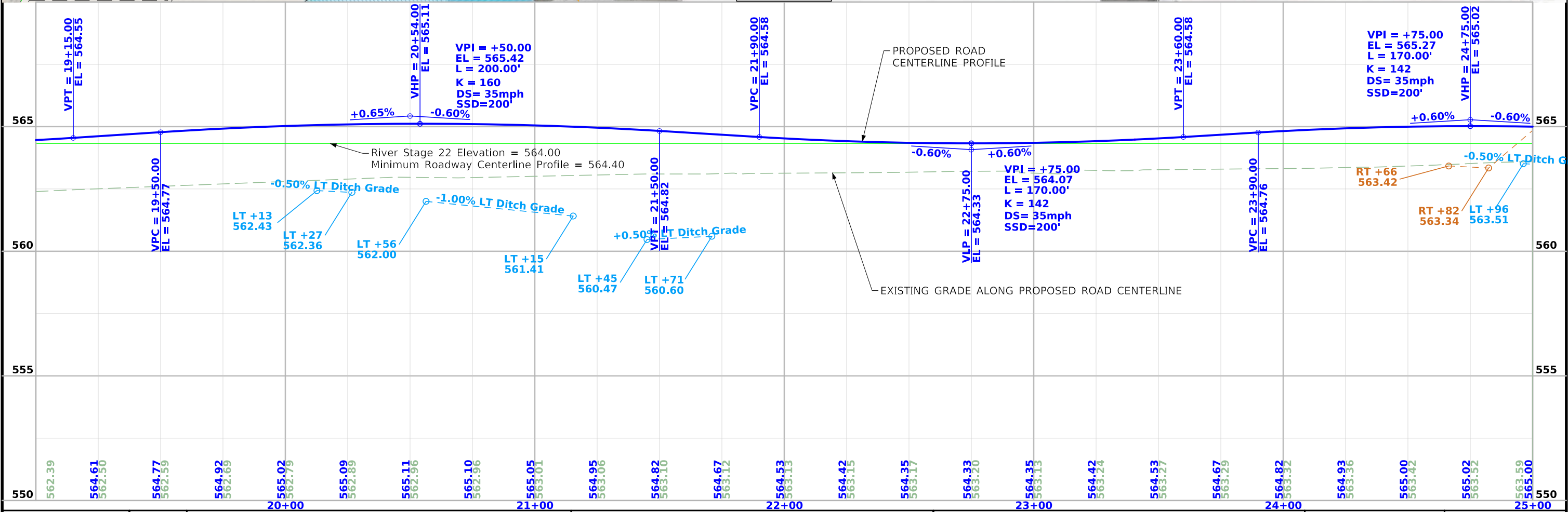
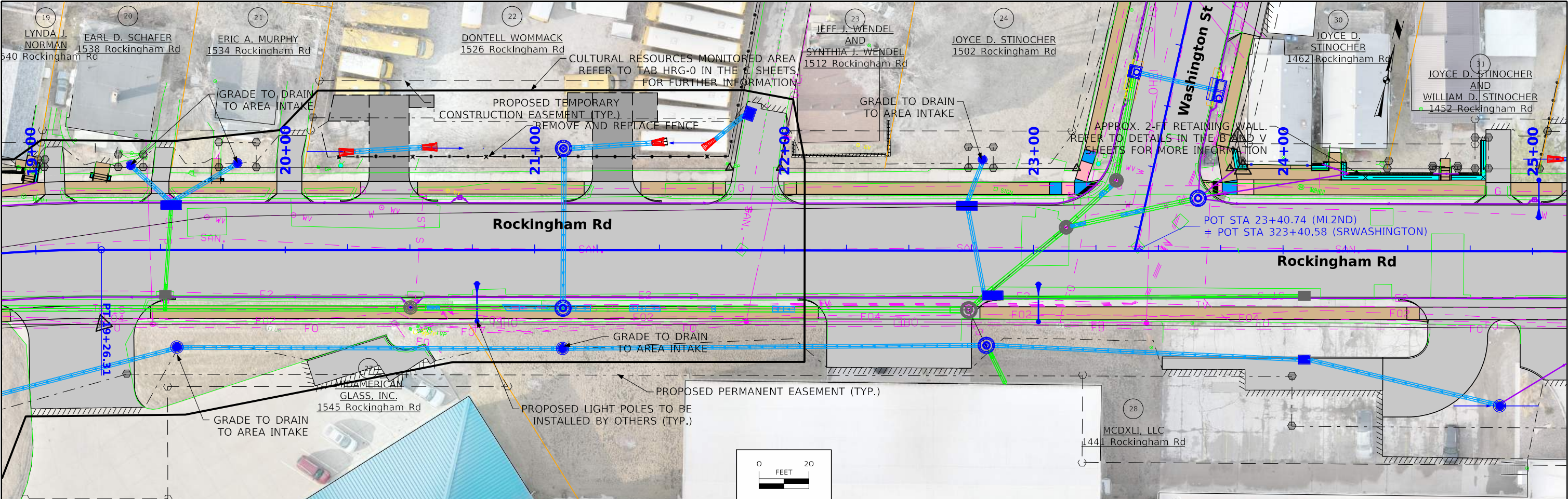
*BCY4 - Place on the same side of the roadway to match existing markings near the project.

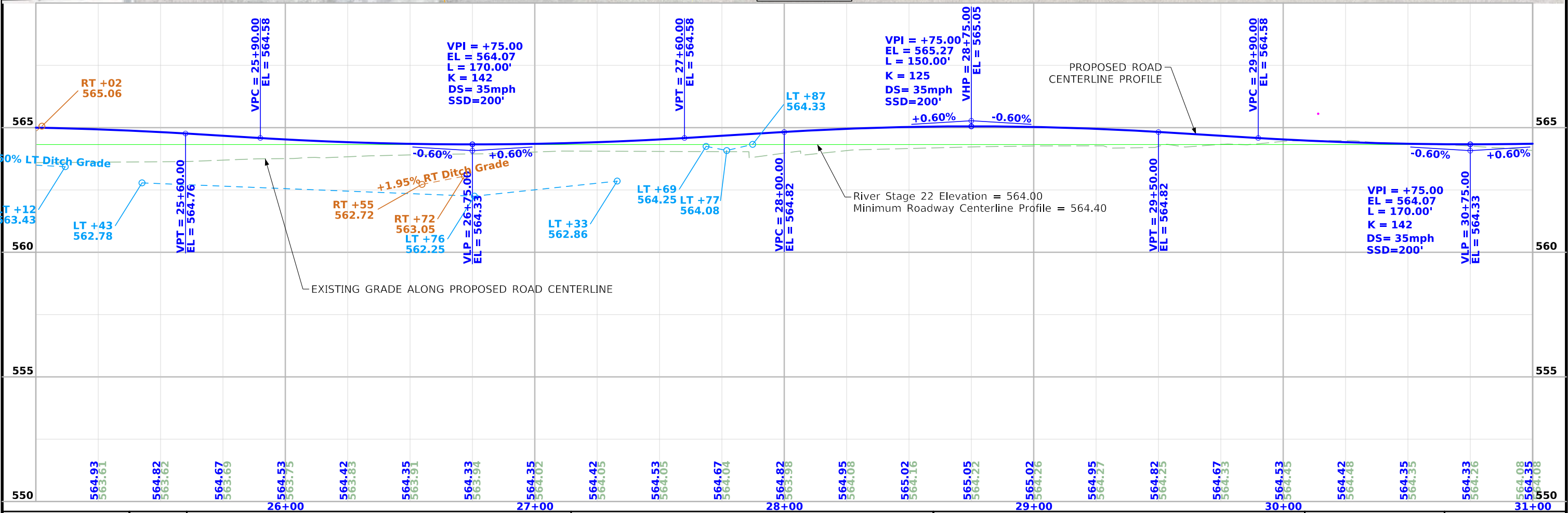
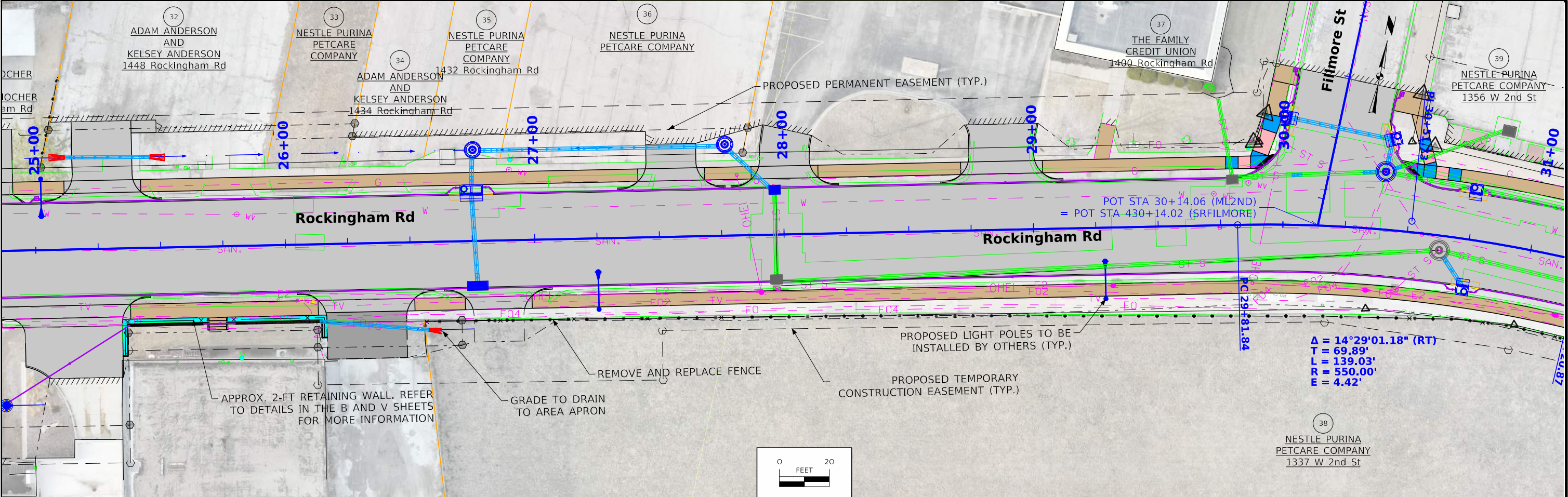
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.

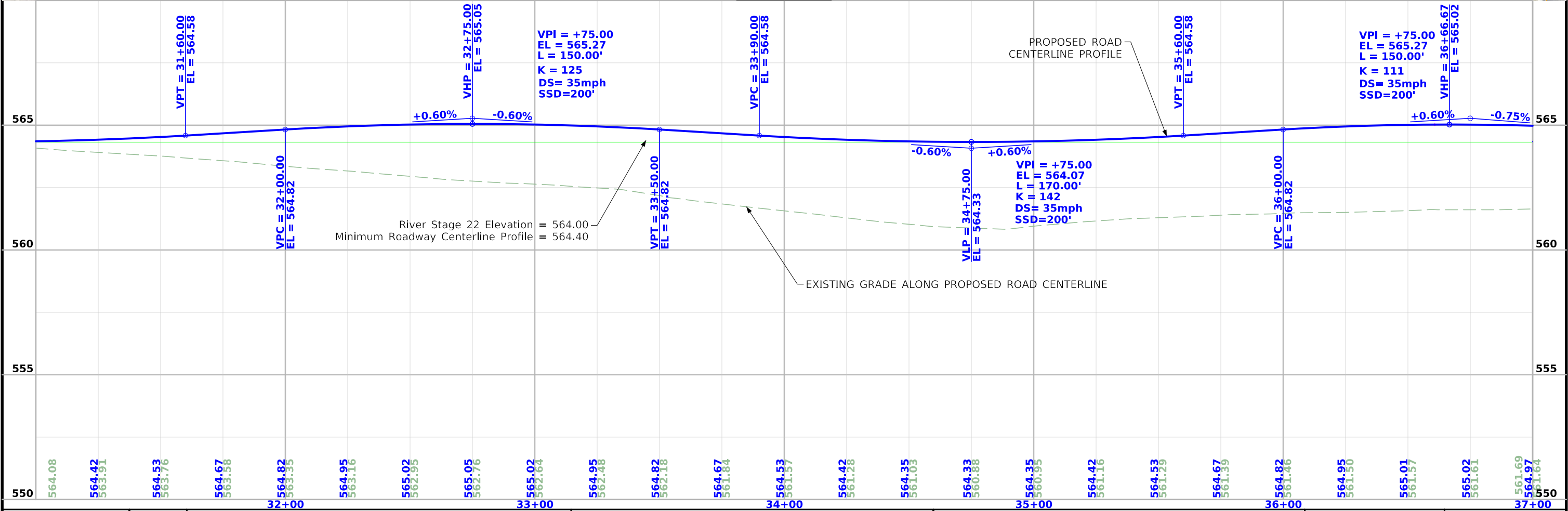
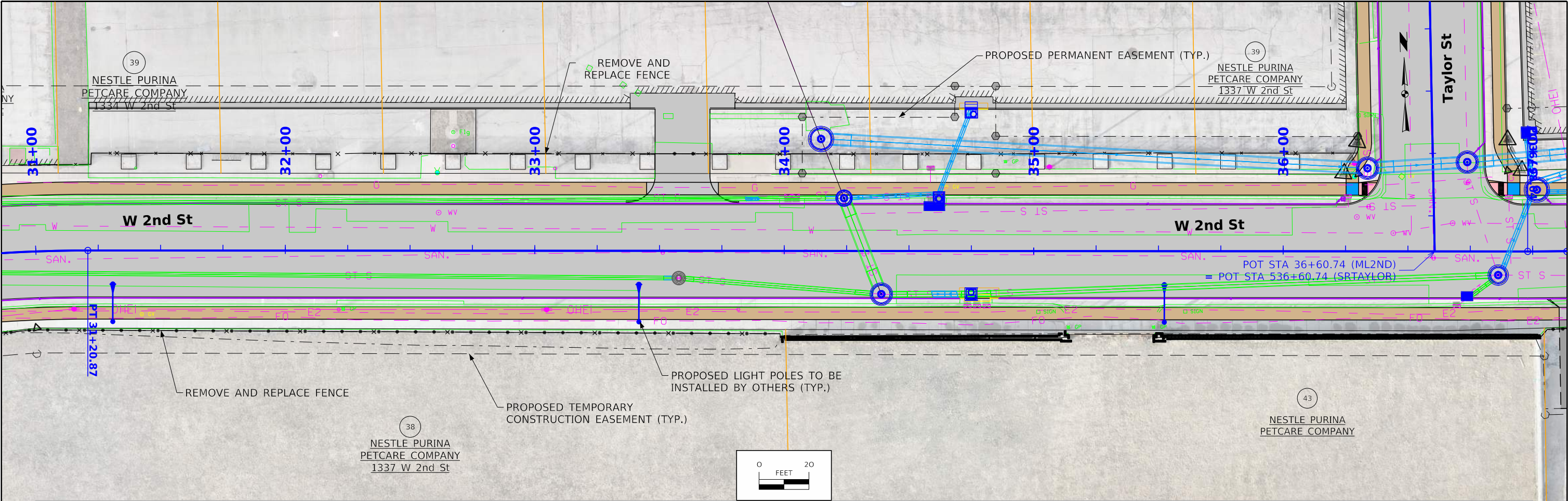
BCY4: Broken Centerline (Yellow) @ 0.25 DCY4: Double Centerline (Yellow) @ 2.00 NPY4: No Passing Zone Line (Yellow) @ 1.25 BLW4: Broken Lane Line (White) @ 0.25 DLW4: Dotted Line (White) @ 0.22
CLW6: Crosswalk Line (White) @ 2.00 SLW2: Stop Line (White) @ 4.00 SLW4: Solid Lane Line (White) @ 0.67 CHW10: Channelizing Line (Yellow) @ 1.67 CHY10: Channelizing Line (Yellow) @ 1.67
SLY4: Solid Lane Line (Yellow) @ 0.67

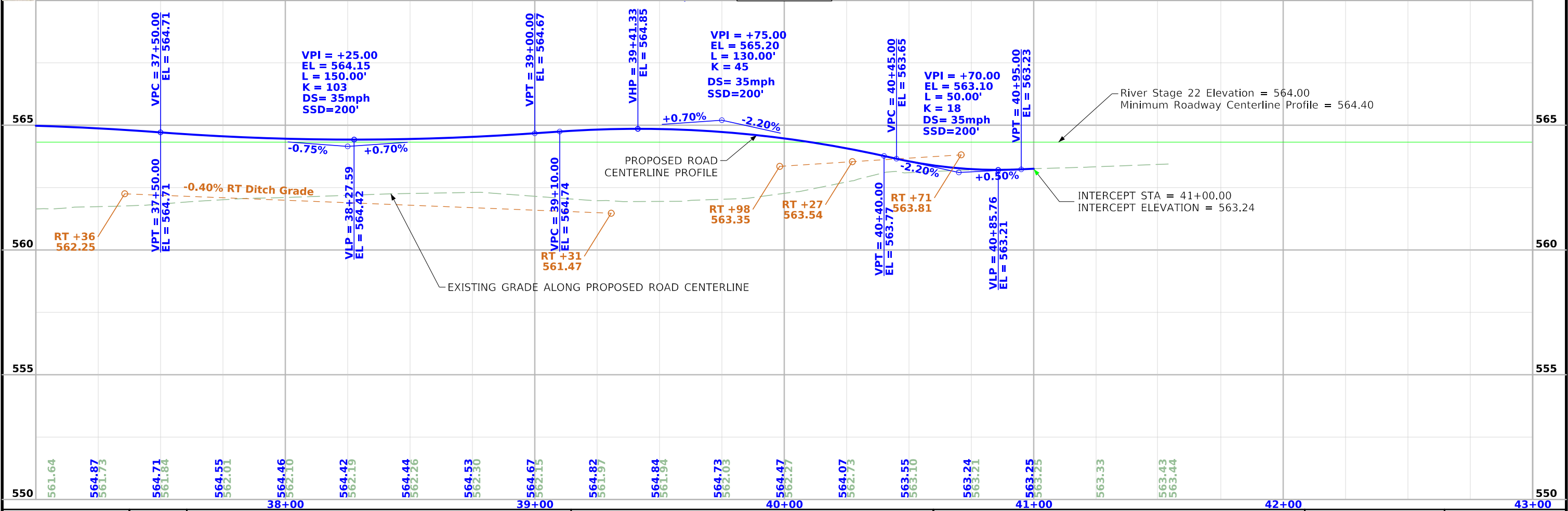
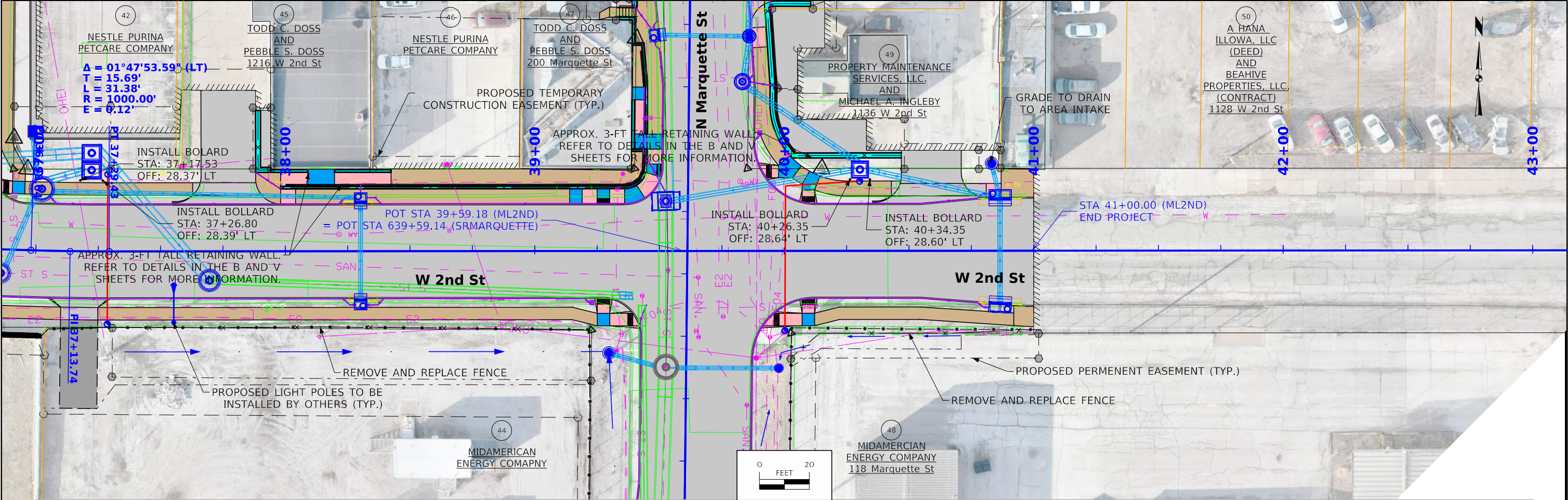
Location				Length by Line Type (Unfactored)																			Remarks
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BLW4	DCY4	NPY4**	DLW4	CLW6	SLW2	SLW4	CHW10	CHY10	BCY4*	SLY4					
					L	C	R																
Rockingham Road / 2nd Street																							
	14+25.65	15+00.00	BOTH	Removal of Paint		X			0.74														
	14+76.84	14+94.84	-	Waterborne/ Solvent Paint													0.17						
	15+03.84	16+24.07	-	Waterborne/ Solvent Paint														1.98					
	16+33.07	16+42.07	-	Waterborne/ Solvent Paint													0.18						
	16+60.07	16+93.48	-	Waterborne/ Solvent Paint													0.19						
	15+00.00	15+45.50	BOTH	Waterborne/ Solvent Paint		X											0.46						
	15+45.50	16+95.92	BOTH	Waterborne/ Solvent Paint		X			1.50														
	16+20.89	16+95.47	EB	Waterborne/ Solvent Paint		X								0.75									
	17+99.30	18+74.36	WB	Waterborne/ Solvent Paint		X								0.76									
	17+99.30	19+49.39	BOTH	Waterborne/ Solvent Paint		X			1.49														
	19+49.39	23+07.10	EB	Waterborne/ Solvent Paint	X					3.58													
	19+49.39	23+07.10	WB	Waterborne/ Solvent Paint			X			3.58													
	23+81.72	29+78.61	EB	Waterborne/ Solvent Paint	X					5.97													
	23+81.72	29+78.61	WB	Waterborne/ Solvent Paint			X			5.97													
	30+69.04	36+24.03	EB	Waterborne/ Solvent Paint	X					5.58													
	30+66.90	36+24.03	WB	Waterborne/ Solvent Paint			X			5.54													
	36+98.04	37+71.86	EB	Waterborne/ Solvent Paint	X					0.74													
	36+98.04	37+71.86	WB	Waterborne/ Solvent Paint			X			0.74													
	37+71.86	39+21.86	WB	Waterborne/ Solvent Paint			X		1.50														
	38+46.86	39+21.86	EB	Waterborne/ Solvent Paint	X									0.75									
	39+21.86	-	EB	Durable Paint	X	X	X						0.25										
	39+27.28	-	BOTH	Durable Paint	X	X	X					0.38											
	39+32.28	-	BOTH	Durable Paint	X	X	X					0.39											
	40+07.13	-	BOTH	Durable Paint	X	X	X					0.39											
	40+12.18	-	BOTH	Durable Paint	X	X	X					0.38											
	40+17.59	-	BOTH	Durable Paint	X	X	X						0.25										
	40+17.59	40+92.59	WB	Waterborne/ Solvent Paint			X						0.75										
	40+17.59	41+67.65	BOTH	Waterborne/ Solvent Paint		X		1.50															
	41+67.65	42+87.01	BOTH	Waterborne/ Solvent Paint		X										1.19							
	41+00.00	42+87.01	BOTH	Removal of Paint		X											1.87						
Marquette Street																							
	637+74.20	639+23.78	BOTH	Waterborne/ Solvent Paint		X																	
	637+74.20	638+26.60	SB	Removal of Paint			X		0.52														
	637+74.20	638+26.60	NB	Removal of Paint	X				0.52														
	638+48.20	639+23.89	NB	Waterborne/ Solvent Paint		X								0.76									
	639+23.78	-	BOTH	Durable Paint	X	X	X						0.25										
	639+29.69	-	BOTH	Durable Paint	X	X	X					0.50											
	639+34.28	-	BOTH	Durable Paint	X	X	X					0.57											
	639+88.89	-	BOTH	Durable Paint	X	X	X					0.42											
	639+93.89	-	BOTH	Durable Paint	X	X	X					0.39											
	639+99.31	-	BOTH	Durable Paint	X	X	X						0.24										
	639+99.31	640+74.10	SB	Waterborne/ Solvent Paint		X							0.75										
	639+99.31	641+16.23	BOTH	Waterborne/ Solvent Paint		X		1.17															
	641+16.23	643+05.69	BOTH	Waterborne/ Solvent Paint		X										1.89							
	643+05.69	-	BOTH	Durable Paint	X	X	X						0.28										
	643+11.31	-	BOTH	Durable Paint	X	X	X					0.42											
	643+16.68	-	BOTH	Durable Paint	X	X	X					0.50											
Sturdevant Street																							
	215+55.00	217+09.16	BOTH	Waterborne/ Solvent Paint		X		1.54															
	217+09.16	-	BOTH	Durable Paint	X	X	X						0.23										
	217+15.20	-	BOTH	Durable Paint	X	X	X					0.48											
	217+20.94	-	BOTH	Durable Paint	X	X	X					0.62											
	217+66.13	-	BOTH	Durable Paint	X	X	X					0.81											
	217+71.15	-	BOTH	Durable Paint	X	X	X					0.66											
	217+76.57	-	BOTH	Durable Paint	X	X	X						0.31										
	217+76.57	219+01.92	BOTH	Waterborne/ Solvent Paint		X		1.25															
Washington Street																							
	323+66.59	-	BOTH	Durable Paint	X	X	X					0.46											
	323+70.86	-	BOTH	Durable Paint	X	X	X					0.40											
	323+76.84	-	BOTH	Durable Paint	X	X	X						0.18										
	323+76.84	324+61.45	BOTH	Waterborne/ Solvent Paint		X		0.85															
Filmore Street																							
	430+38.79	-	BOTH	Durable Paint	X	X	X					0.56											
	430+43.86	-	BOTH	Durable Paint	X	X	X					0.48											
	430+49.35	-	BOTH	Durable Paint	X	X	X						0.21										
	430+49.35	430+74.13	BOTH	Waterborne/ Solvent Paint		X		0.25															
Taylor Street																							
	536+85.75	-	BOTH	Durable Paint	X	X	X					0.48											
	536+90.75	-	BOTH	Durable Paint	X	X	X					0.43											
	536+96.17	-	BOTH	Durable Paint	X	X	X						0.21										
	536+96.17	538+19.63	BOTH	Waterborne/ Solvent Paint		X		1.23															
	537+04.70	537+13.70		Waterborne/ Solvent Paint												0.18							
	537+04.70	538+39.69		Waterborne/ Solvent Paint														5.22					
				Factored Total: Durable Paint								19.43	9.63										
				Factored Total: Waterborne/Solvent Paint				16.47	27.50					3.02		7.12		4.82					

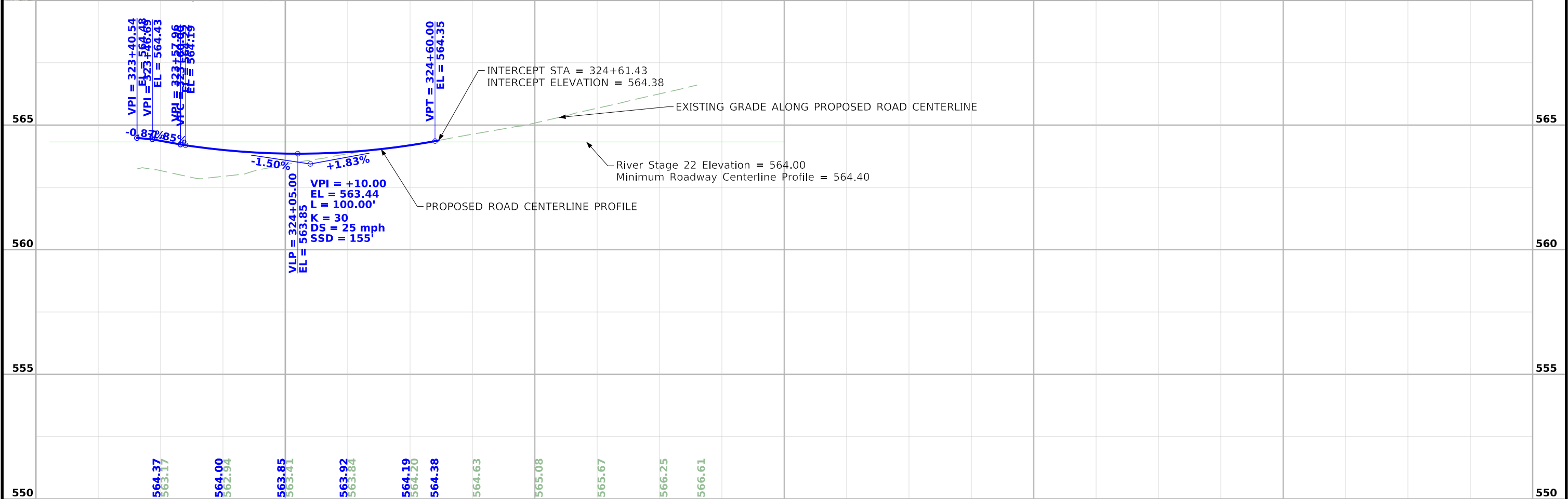
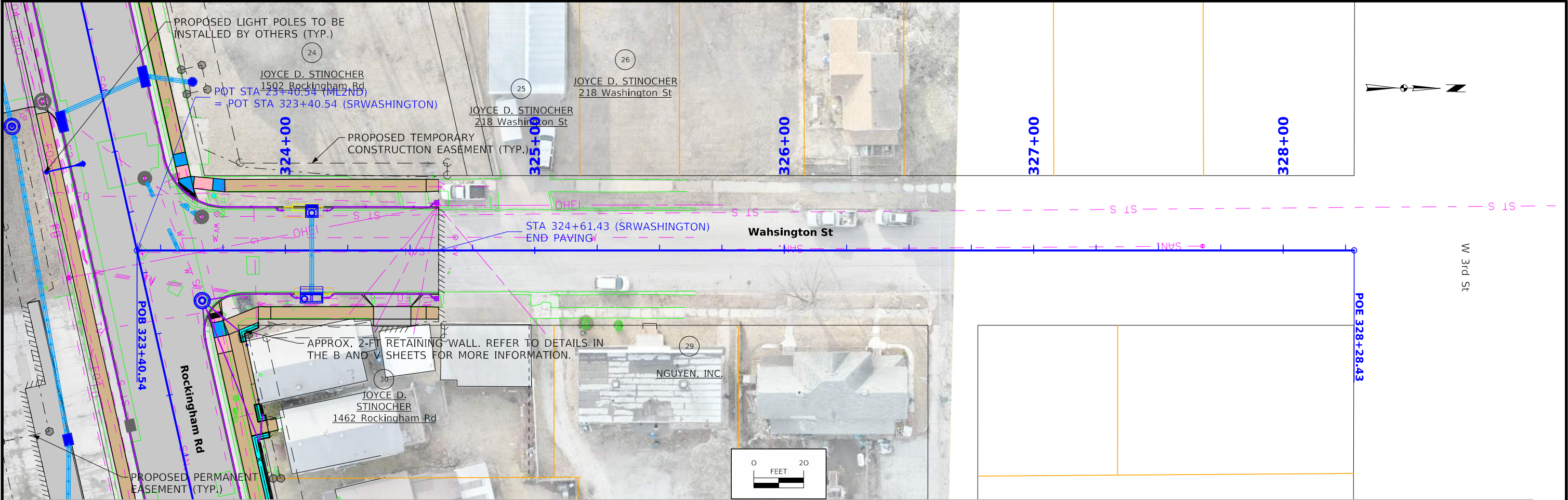




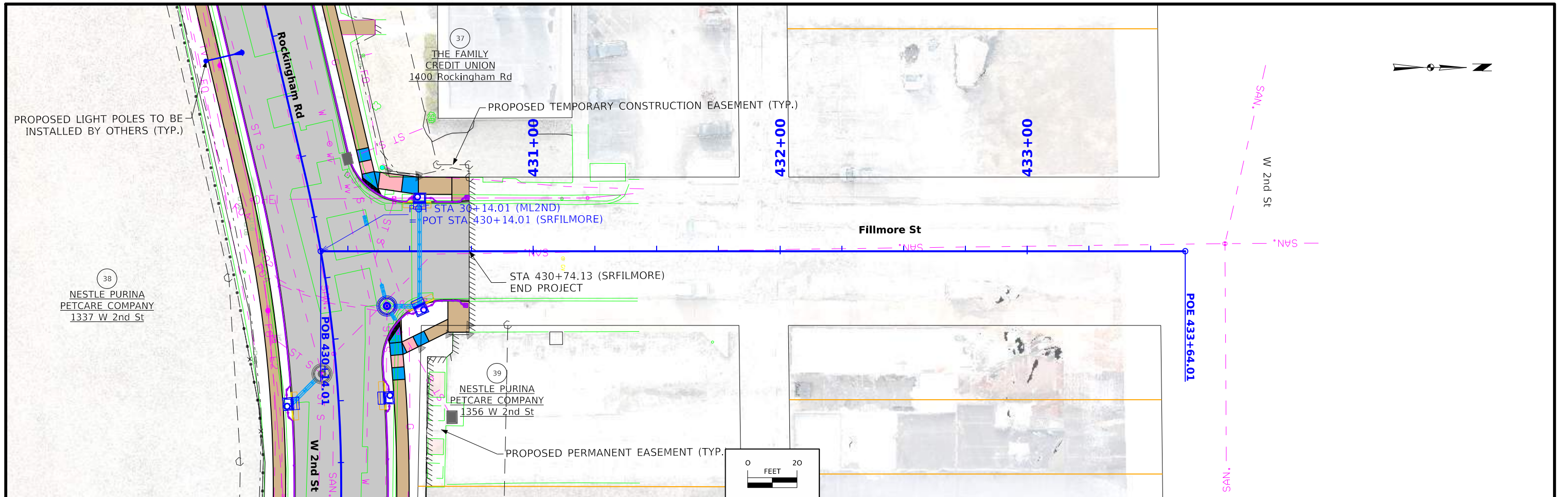


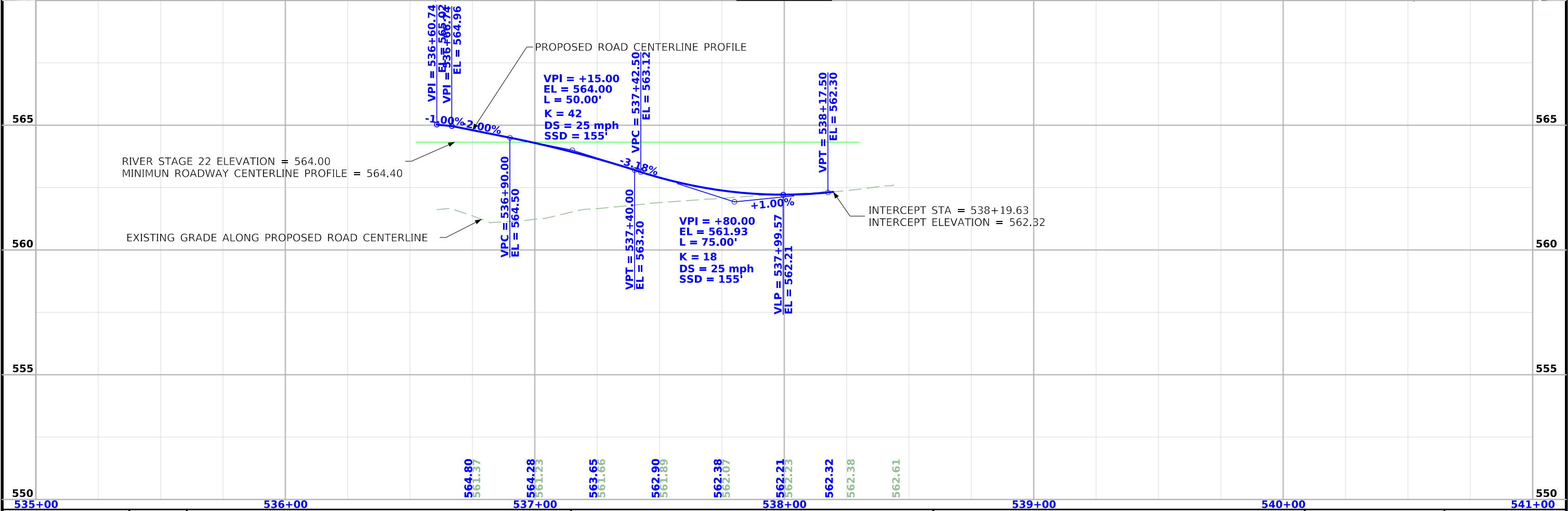
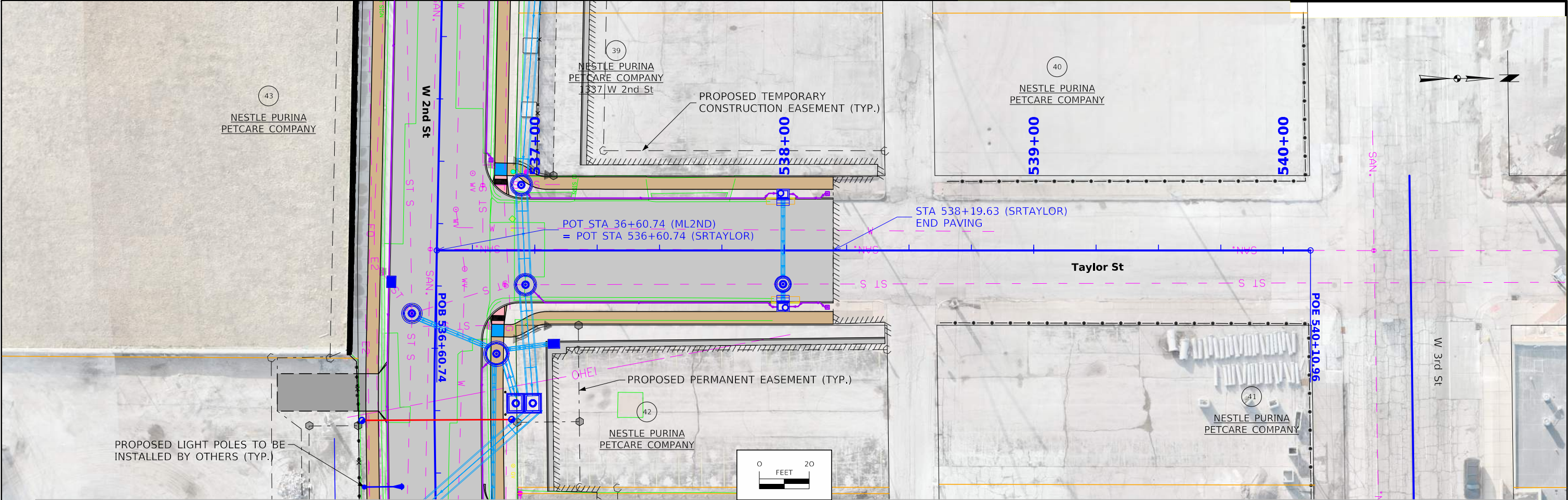


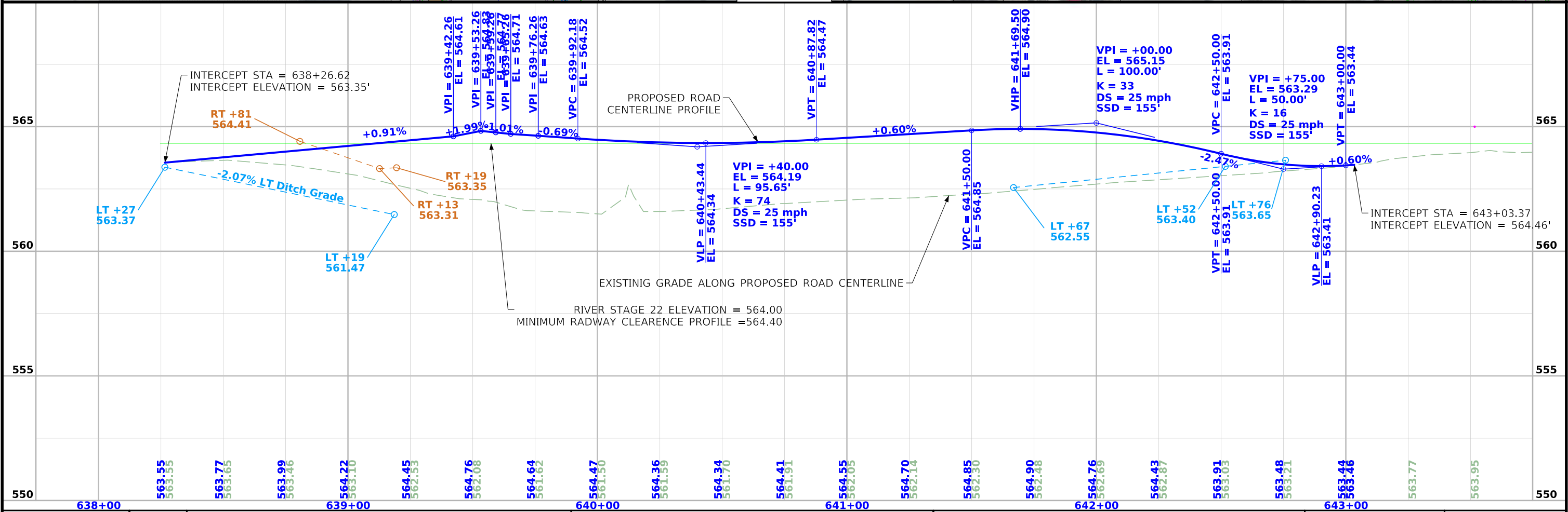
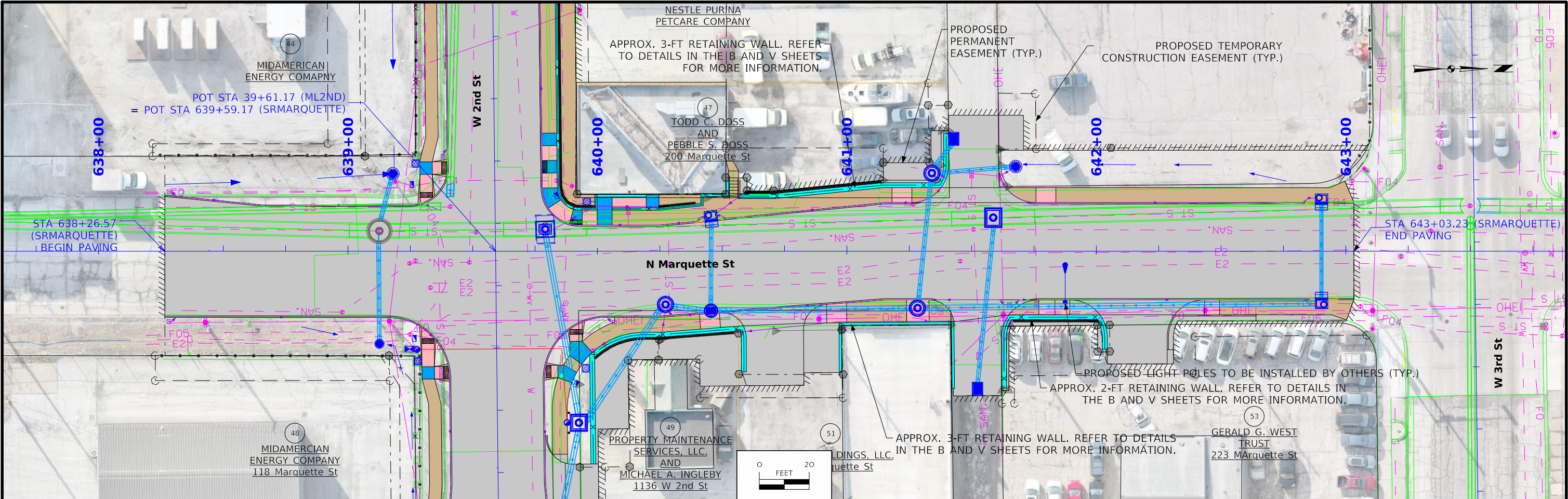




FILE NO.	ENGLISH	DESIGN TEAM	HR Green, Inc.	City of Davenport	SCOTT COUNTY	PROJECT NUMBER	HDP-1827(705)--71-82	SHEET NUMBER	E.2
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SURVEY INFORMATION

General Information

Measurement units for this project are US survey feet. This survey is for the raising and reconstruction of the 2nd street and Marquette project. Project datum and control information was established using Iowa RTN reference stations. This project is a Full Field Survey.

Vertical Control

Vertical datum for this survey is NAVD88 (Computed using Geoid12A).

Horizontal Control

The project system is Iowa regional coordinate system zone 11 (Dubuque-Davenport) NAD83(2011)(EPOCH 2010.00)ARTN derived - US Survey Feet

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

Control Table

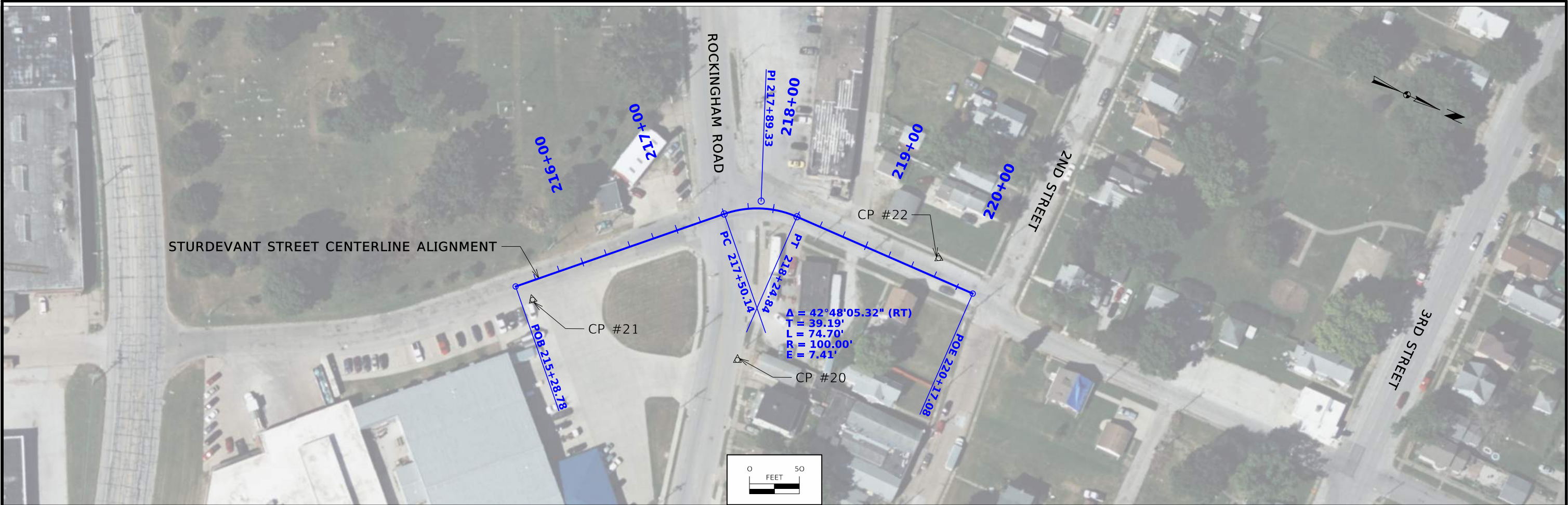
Point	Northing	Easting	Elevation	Feature	Description
1	8063747	21484210	565.951	CP	CUT X ON SIDEWALK - WEST SIDE OF MARQUETTE ST, APPROX. 40 FT SOUTH OF ALLEYWAY ENTRANCE
2	8064023	21484153	568.406	CP	CUT X ON SIDE WALK - NORTH SIDE OF 4TH ST, APPROX. 60 FT WEST OF MARQUETTE ST/4TH ST INTERSECTION
3	8064034	21484273	571.03	BM	CITY BM 49 - NORTHEAST QUADRANT OF MARQUETTE ST/4TH ST
4	8064203	21484353	580.48	CP	CUT X ON SIDE WALK - SOUTHEAST QUADRANT OF ALLEY WAY, NORTH OF MARQUETTE ST/4TH ST INTERSECTION
5	8064240	21484218	582.401	CP	CUT X ON TOP OF CURB - NORTH OF MARQUETTE ST/4TH ST INTERSECTION, NORTHWEST QUADRANT OF ALLEYWAY ENTRANCE
6	8063549	21484206	564.36	CP	CUT X ON SIDEWALK - SOUTH WEST QUADRANT OF MARQUETTE ST/3RD ST INTERSECTION
7	8063563	21484311	564.457	CP	CUT X ON MEDIAN - APPROX. 50 FT FROM SOUTHEAST QUADRANT OF MARQUETTE ST/3RD ST INTERSECTION
9	8063178	21484182	562.154	CP	CUT X ON SIDEWALK - SOUTHWEST QUADRANT OF 2ND/MARQUETTE ST INTERSECTION
10	8063027	21484258	562.756	CP	MAG DCP - EAST SIDE OF MARQUETTE ST, APPROX. 145 FT SOUTH OF 2ND ST/MARQUETTE ST INTERSECTION
11	8063179	21484367	562.735	CP	CUT X ON SIDEWALK - SOUTH SIDE OF 2ND ST, APPROX. 95 FT EAST OF SOUTHEAST CORNER OF 2ND ST/MARQUETTE ST INTERSECTION
12	8063237	21483966	561.879	CP	MAG DCP - NORTHEAST QUADRANT OF 2ND ST/TAYLOR ST INTERSECTION
13	8063236	21483762	561.053	CP	CUT X ON SIDEWALK - NORTH SIDE OF 2ND ST, APPROX. 140 FT WEST OF HYDRANT AT 2ND ST/TAYLOR ST INTERSECTION
14	8063248	21483416	564.079	CP	CUT X ON TREE PLANTER - NEXT TO NORTH SIDEWALK ON 2ND ST, WEST-MOST PLANTER
15	8063366	21483328	566.052	CP	CUT X ON CURB MEDIAN - EAST SIDE OF FILMORE ST, AT ENTRANCE OF ALLEYWAY
16	8063177	21483298	563.991	CP	CUT X ON SIDEWALK - SOUTH EDGE OF ROCKINGHAM RD/FILMORE ST
17	8063167	21482945	564.074	CP	CUT X ON SIDEWALK BUMP OUT - NORTH SIDE OF ROCKINGHAM ROAD, APPROX. 135 FT WEST OF BUSINESS PARKINGLOT ENTRANCE
18	8063183	21482642	564.339	CP	MAG DCP - NORTH BOUND LANE OF WASHINGTON ST, APPROX. 100 FT NORTH OF ROCKINGHAM RD/WASHINGTON ST INTERSECTION
19	8063032	21482608	562.779	CP	CUT X ON TOP OF CURB - SOUTHWEST CURB LINE AT ROCKINGHAM RD/WASHINGTON ST INTERSECTION
20	8062975	21482184	562.209	CP	CUT X OF TOP OF CURB - NORTH SIDE OF ROCKINGHAM RD, INFRONT OF 1540 ROCKINGHAM RD
21	8062763	21482216	560.749	CP	CUT X ON SIDEWALK - EAST SIDE OF STURDEVANT STREET, SOUTH OF ROCKINGHAM RD/STURDEVANT ST INTERSECTION
22	8063114	21482005	565.874	CP	CUT X ON SIDEWALK - WEST SIDE OF STRUDEVANT ST, APPROX 90 FT NORTH OF ALLEYWAY CENTERLINE
23	8062765	21481766	565.488	CP	CUT X ON SIDEWALK - NORTH SIDE OF ROCKINGHAM RD, APPROX. 245 FT WEST OF ROCKINGHAM RD/STURDEVANT ST INTERSECTION
24	8062710	21481680	565.572	CP	CUT X ON TOP OF CURB - NORTH SIDE OF ROCKINGHAM RD, APPROX. 340 FT WEST OF ROCKINGHAM RD/STURDEVANT ST INTERSECTION



101-16
10-20-09

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
ML001	Rockingham Rd	10+00.00	8062541.72	21481407.29															
ML002	Rockingham Rd							17+77.80	8062912.17	21482091.21	18+52.51	8062947.75	21482156.90	19+26.31	8062964.52	21482229.71			
ML003	2nd St							29+81.84	8063201.44	21483258.30	30+51.73	8063217.12	21483326.40	31+20.87	8063215.28	21483396.27			
ML004	2nd St							36+98.04	8063200.04	21483973.24	37+13.74	8063199.63	21483988.93	37+29.43	8063199.71	21484004.62			
ML005	2nd St	45+22.41	8063203.66	21484797.59															



101-16
10-20-09

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
SR S 001	Sturdevant St	215+28.78	8062742.22	21482211.17				217+50.14	8062900.57	21482056.49	217+89.33	8062928.60	21482029.10	218+24.84	8062967.78	21482028.06			
SR S 002	Sturdevant St																		
SR S 003	Sturdevant St	220+17.08	8063159.95	21482022.93															

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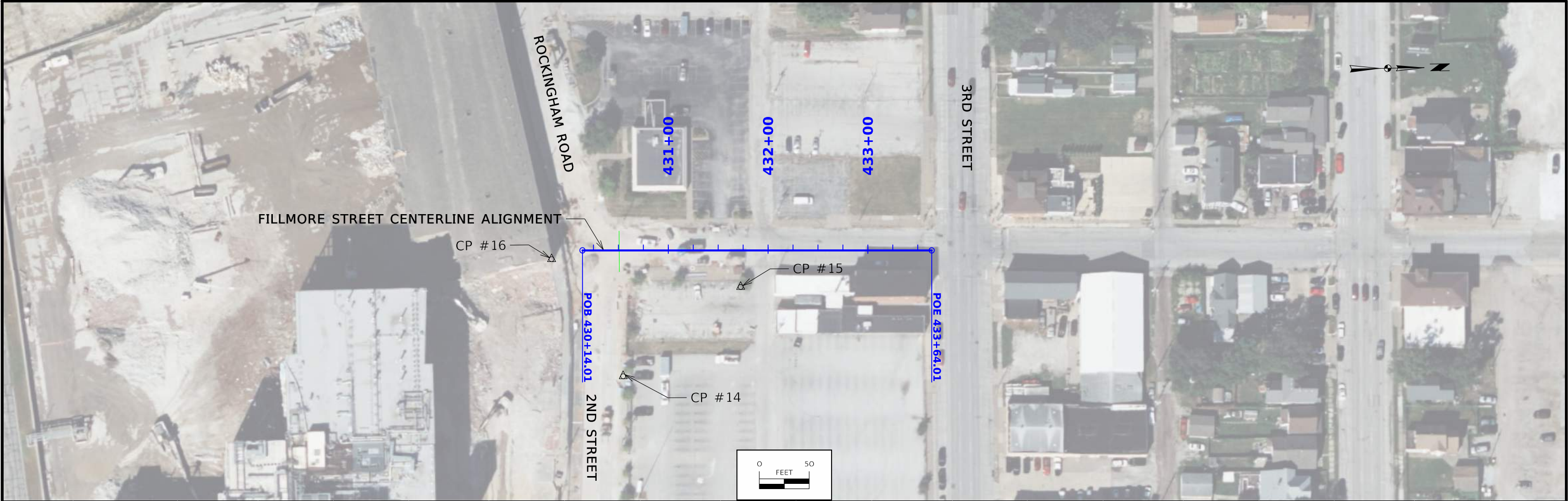


101-16
0-20-09

ALIGNMENT COORDINATES

[illegible]

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	SCOTT COUNTY	PROJECT NUMBER HDP-1827(705)--71-82	SHEET NUMBER G.4	
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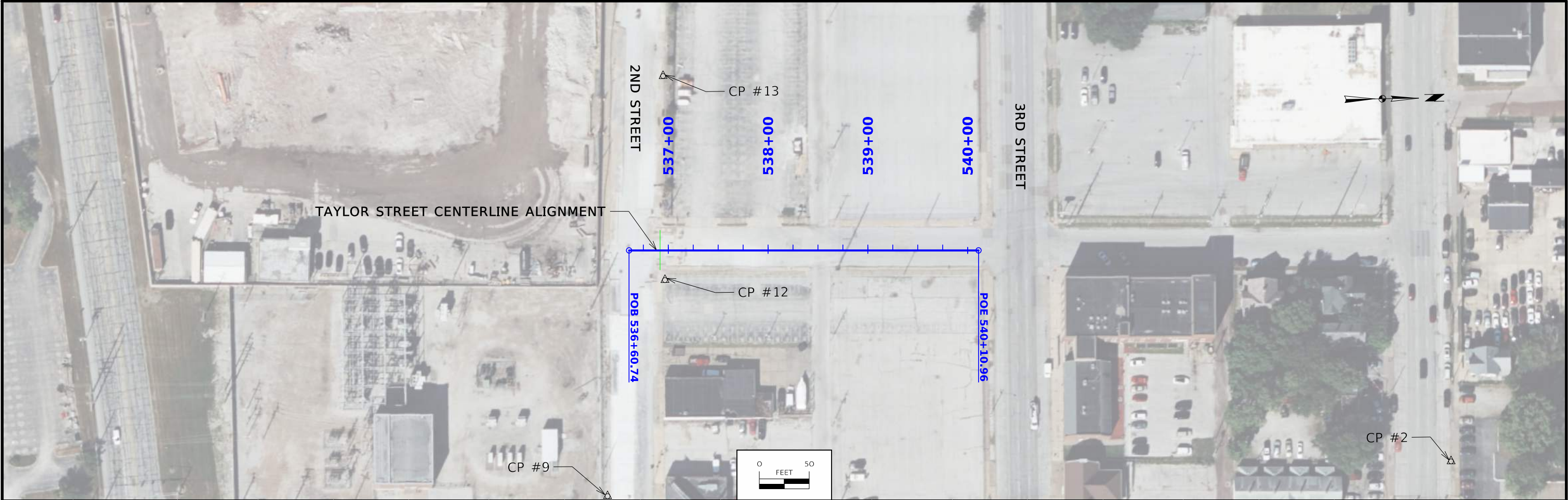


101-16
10-20-09

ALIGNMENT COORDINATES

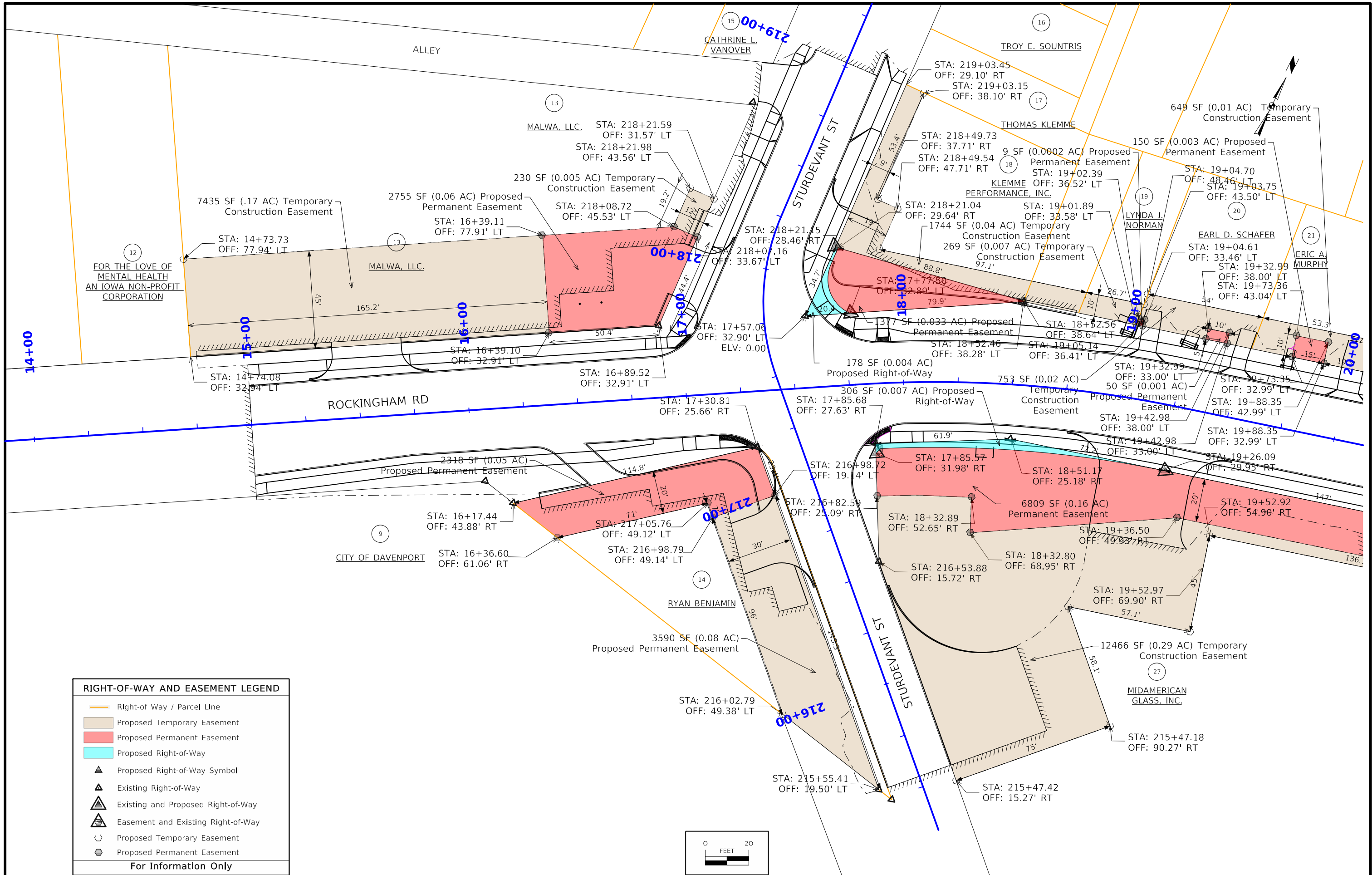
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		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
SR F 001	Filmore St	430+14.01	8063207.74	21483289.85															
SR F 002	Filmore St	433+64.01	8063557.73	21483291.85															

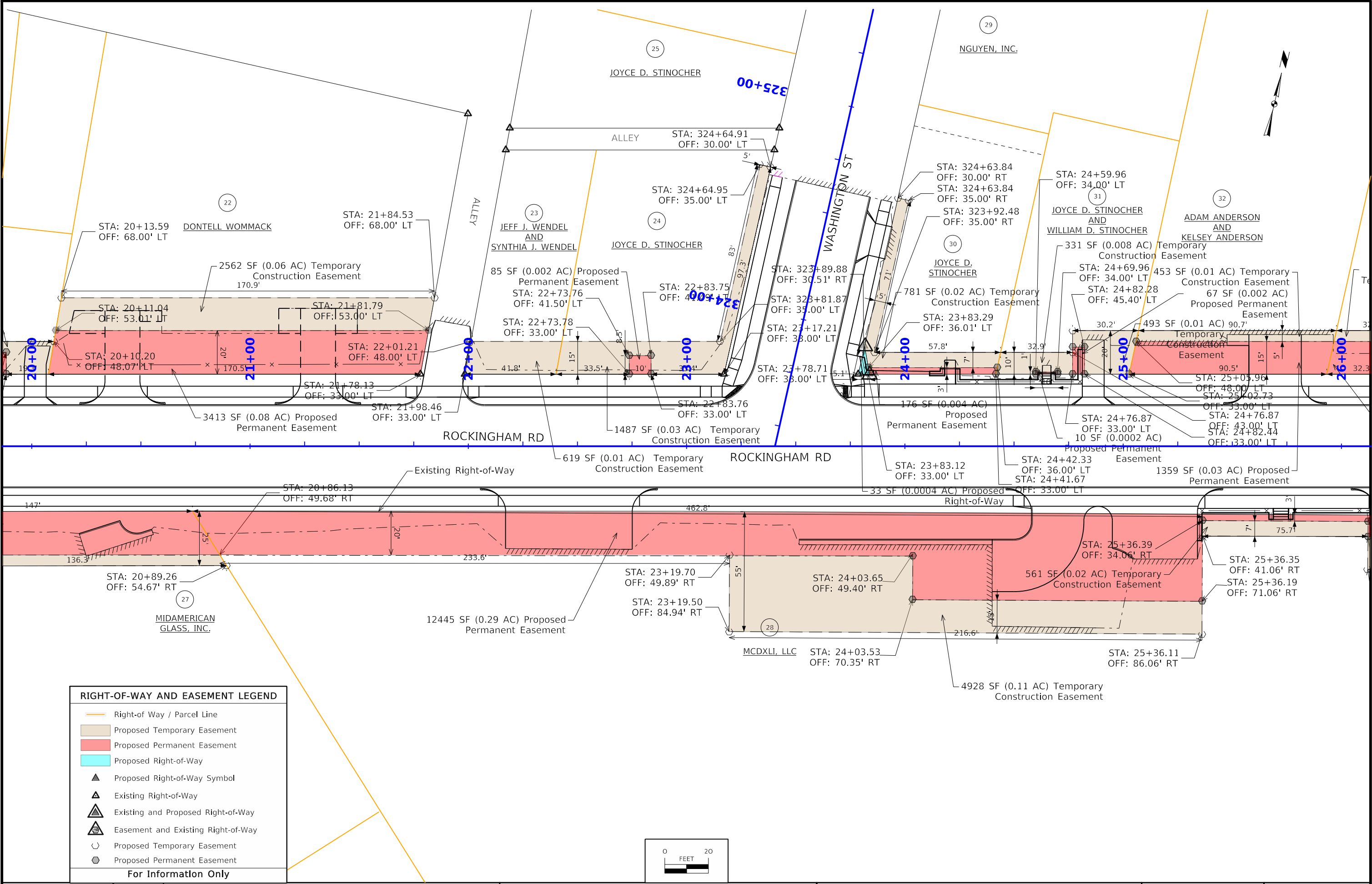
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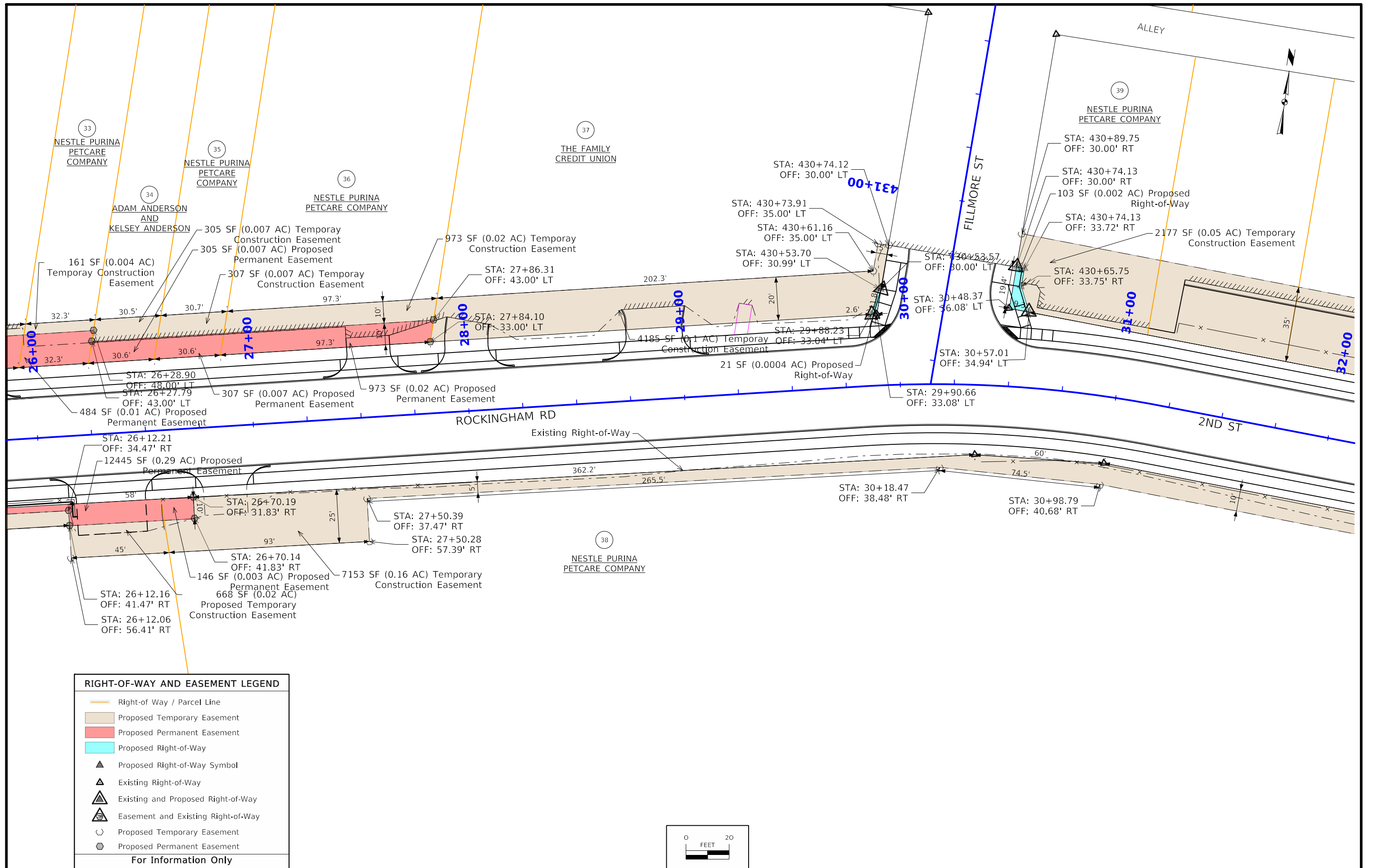


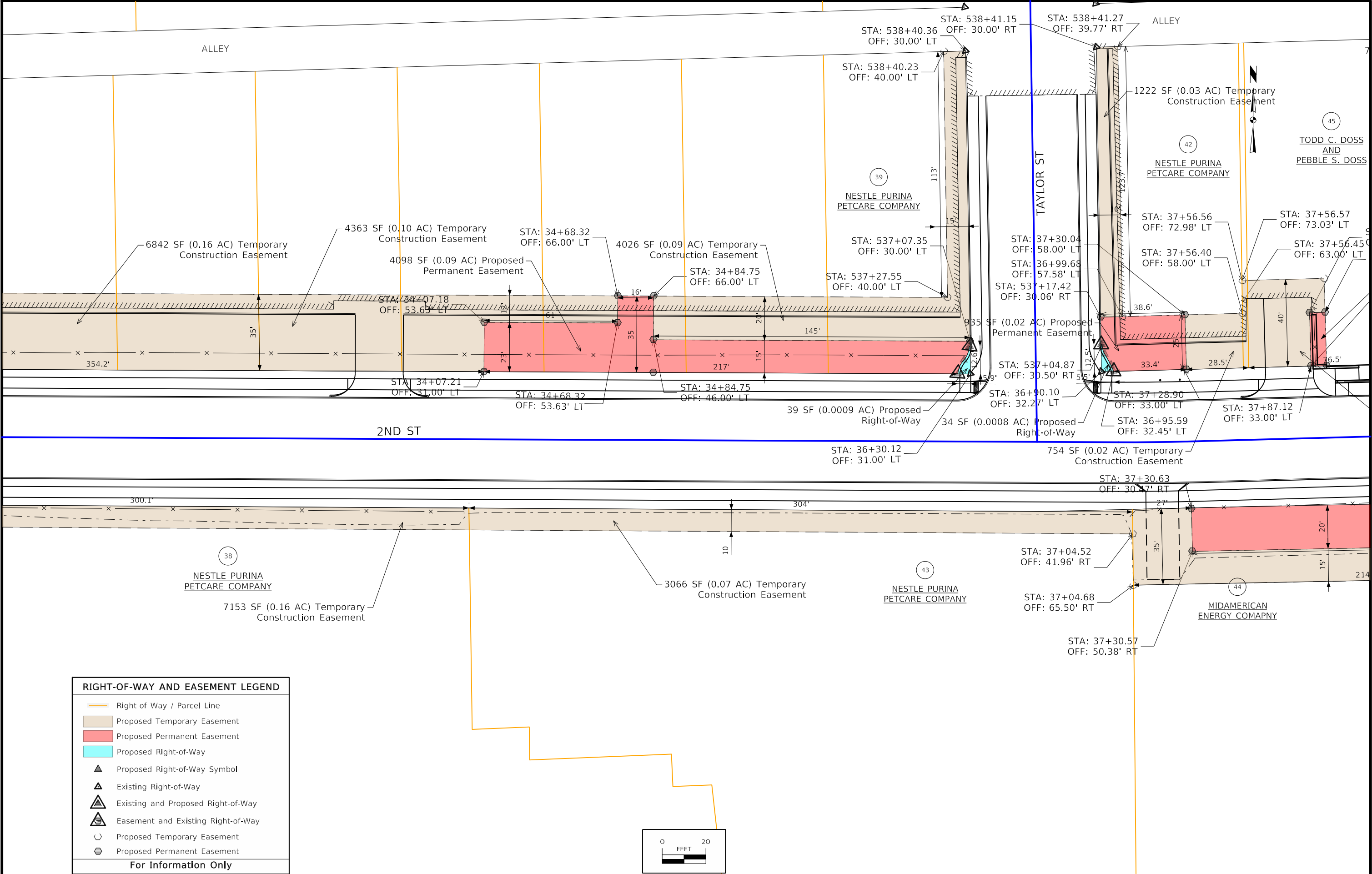
101-16
10-20-09
ALIGNMENT COORDINATES

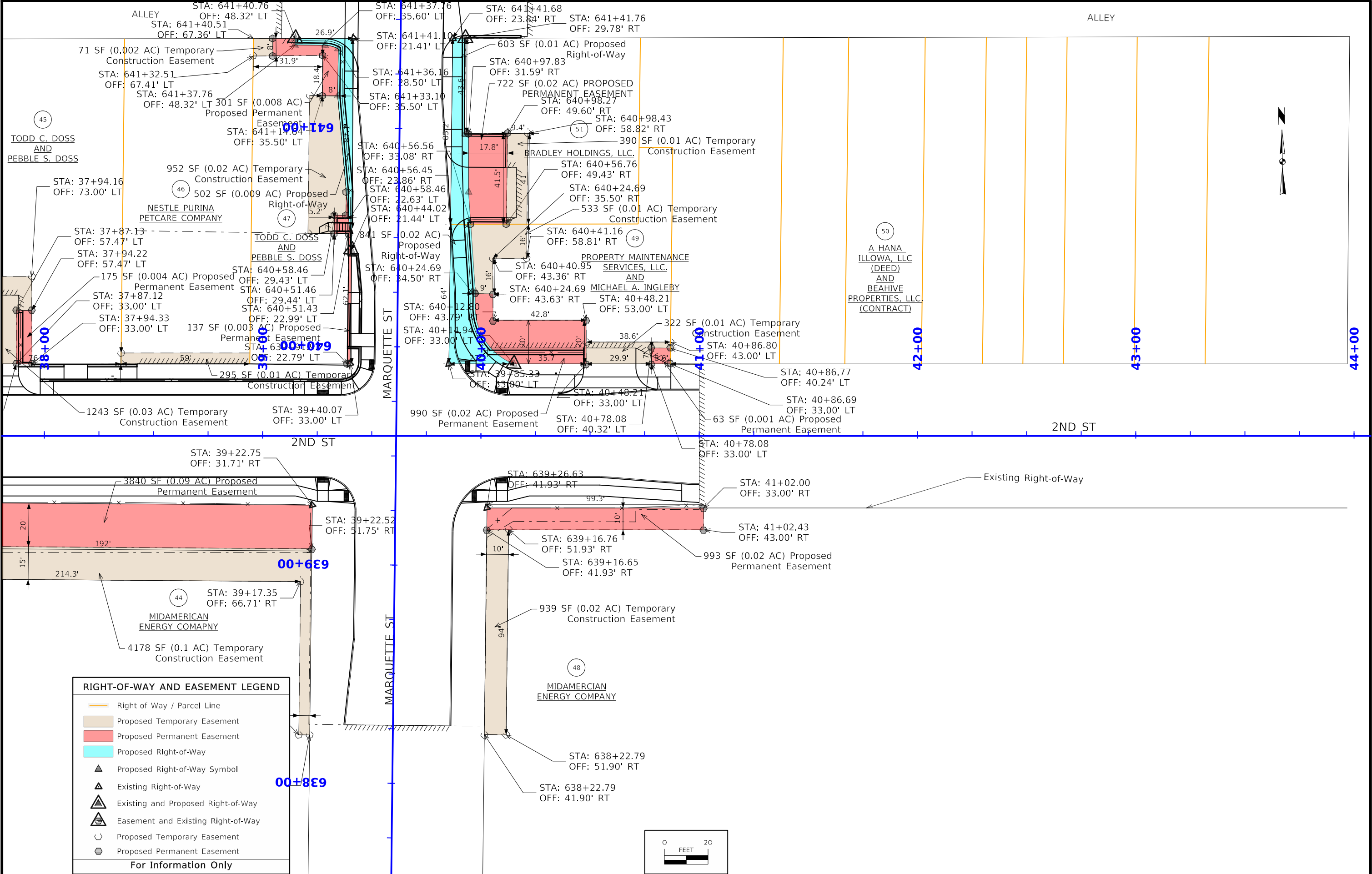
Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
SR T 001	Taylor St	536+60.74	8063201.03	21483935.95															
SR T 002	Taylor St	540+10.96	8063551.24	21483938.18															

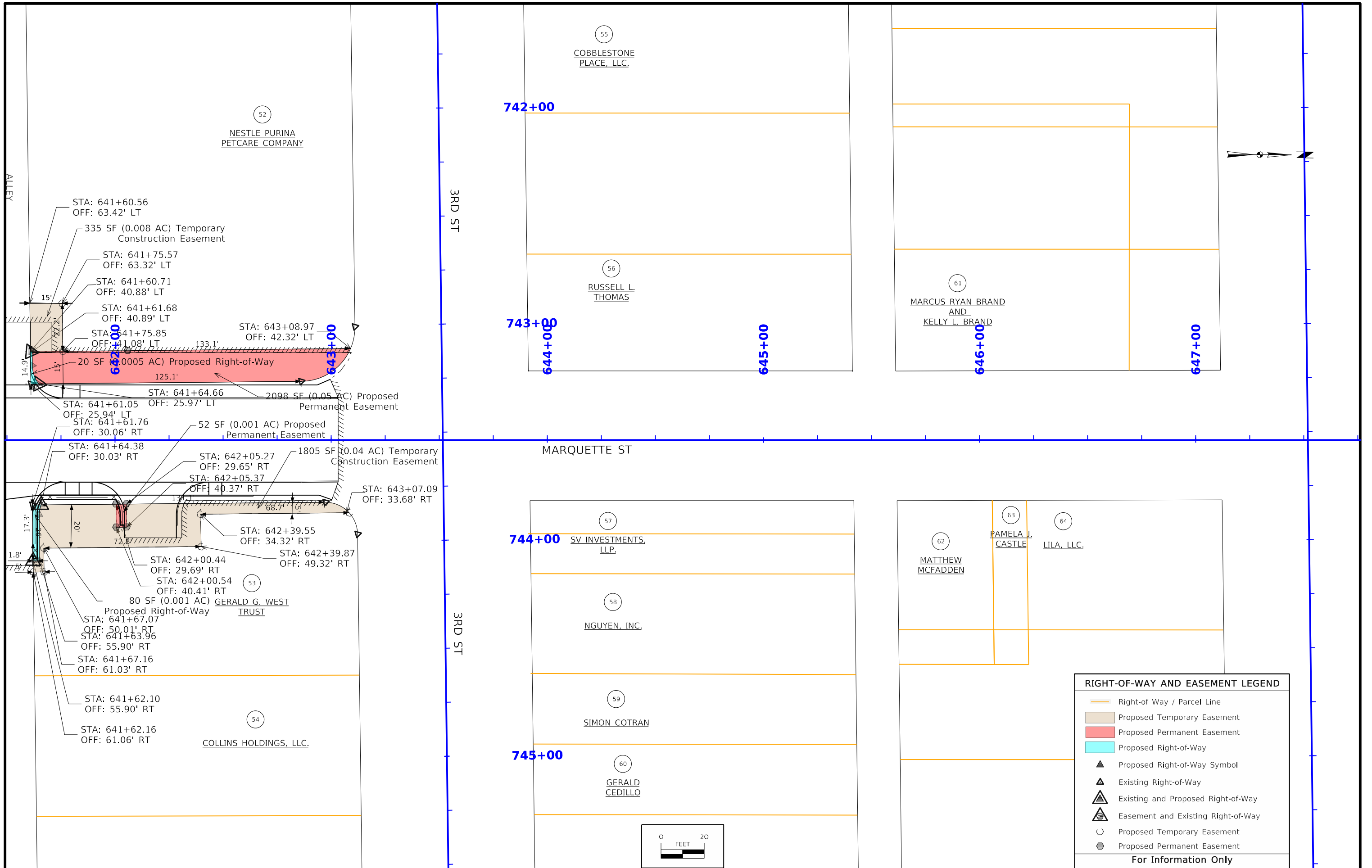












108-23A 08-01-08	
TRAFFIC CONTROL PLAN	
TRAFFIC CONTROL ON THIS PROJECT SHALL BE IN ACCORDANCE WITH THE IADOT STANDARD SPECIFICATIONS AND FIGURES AND THE SPECIFIC LAYOUTS SHOWN ON THESE PLANS. TRAFFIC SHALL BE MAINTAINED VIA DETOURS DURING CONSTRUCTION. TRAFFIC CONTROL ON THIS PROJECT SHALL BE IN ACCORDANCE WITH PART 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), AS ADOPTED BY THE IOWA DEPARTMENT OF TRANSPORTATION.	
THE CONTRACTOR SHALL EMPLOY SOUND PRACTICES OF SAFETY AND TRAFFIC CONTROL. THESE METHODS AND PRACTICES SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:	
1. WRITTEN NOTICE SHALL BE PROVIDED TO THE CITY AT LEAST SEVEN (7) DAYS PRIOR TO TEMPORARY ROAD CLOSURES AND CHANGES IN TRAFFIC PATTERNS DURING CONSTRUCTION.	
2. THE CONTRACTOR SHALL COORDINATE TEMPORARY TRAFFIC CONTROL WITH ANY OTHER PROJECTS IN THE AREA.	
3. THE CONTRACTOR SHALL PROVIDE A 24-HOUR PHONE NUMBER FOR THE RESPONSIBLE PARTY TO BE CONTACTED REGARDING THE TEMPORARY TRAFFIC CONTROL IN THE EVENT ANY CHANGES NEED TO OCCUR.	
4. TEMPORARY ROAD CLOSURES WILL BE USED DURING CONSTRUCTION. SIGNED DETOUR ROUTES SHALL BE MAINTAINED DURING THE TEMPORARY ROAD CLOSURES AND REMOVED ONCE THE ROADWAY AND SIGNALS ARE FULLY OPEN AND OPERATIONAL.	
5. PLACE PORTABLE DYNAMIC MESSAGE SIGNS (PDMS) A MINIMUM OF FIVE (5) DAYS IN ADVANCE OF COMMENCEMENT OF WORK. THE CONTRACTOR SHALL COORDINATE WITH THE CITY REGARDING THE MESSAGES.	
6. LONG TERM OR PERMANENT TRAFFIC CONTROL SIGNS THAT CONFLICT WITH LAYOUTS SHOWN IN THE J SHEETS SHALL BE COVERED AS DIRECTED BY THE ENGINEER.	
7. THE SPACING OF ALL SIGNS AND THE DISTANCES BETWEEN SIGNS SHOWN IN THE PLANS SHALL MEET THE REQUIREMENTS OF THE LATEST VERSION OF THE MUTCD. IF THE MINIMUM SPACING BETWEEN SIGNS CANNOT BE MAINTAINED, THE SIGN LOCATIONS SHALL BE ADJUSTED TO PROVIDE THE LARGEST SPACING AVAILABLE. ALL WARNING SIGNS SHALL BE ERECTED ON STEEL OR WOODEN POSTS. PORTABLE MOUNTINGS FOR WARNING SIGNS MAY BE USED FOR TEMPORARY INSTALLATIONS FOR LESS THAN THREE (3) DAYS. PLACEMENT OF SIGNS ON EXISTING POSTS OR STRUCTURES WILL NOT BE ALLOWED. WHERE POSSIBLE, ALL TRAFFIC CONTROL SIGNS SHALL BE PLACED A MINIMUM OF TWO (2) FEET CLEAR OF THE BACK OF CURB OR EDGE OF SHOULDER.	
8. THE LOCATION FOR STORAGE OF EQUIPMENT AND MATERIALS BY THE CONTRACTOR DURING NONWORKING HOURS SHALL BE AS APPROVED BY THE CITY AT THE PRECONSTRUCTION MEETING. THE CONTRACTOR SHALL PROVIDE A WRITTEN AGREEMENT WITH THE PROPERTY OWNER(S) IF PRIVATE PROPERTY IS USED TO STORE EQUIPMENT AND/OR MATERIALS.	
9. THE CONTRACTOR SHALL MAINTAIN CLEAN PAVEMENT IN AND OUT OF THE WORK AREA AT ALL TIMES.	
10. ORANGE MESH SAFETY FENCE SHALL BE PLACED ENTIRELY ACROSS THE TRAVELED PORTION OF THE ROADWAY AT ALL LOCATIONS WHERE TYPE III BARRICADES AND "ROAD CLOSED" SIGNS ARE USED AND IS CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC CONTROL BID ITEM.	
11. THE CONTRACTOR SHALL PROVIDE APPROPRIATE SIGNAGE FOR SIDEWALK CLOSURES AND SHALL INCLUDE TYPE II OR TYPE III BARRICADES AS NEEDED BASED ON WIDTH ALONG THE ENTIRE WIDTH OF THE PATH.	
12. ALL DETOUR SIGNS THAT ARE ANTICIPATED TO BE IN PLACE FOR LONGER THAN 21 DAYS SHALL BE INSTALLED ON POSTS RATHER THAN TEMPORARY BARRICADES.	
13. THE TEMPORARY TRAFFIC CONTROL BID ITEM SHALL INCLUDE THE COST OF ALL TRAFFIC CONTROL MEASURES REQUIRED OF THE CONTRACTOR, INCLUDING FURNISHING, INSTALLING, MAINTAINING, AND REMOVING SIGNAGE AND BARRICADES.	
14. CONTRACTOR TO ALLOW BETWEEN A MINIMUM 2 WEEKS AND MAXIMUM 5 WEEKS (DEPENDING ON FINDINGS) FOR CULTURAL INVESTIGATION BETWEEN INITIAL PAVEMENT REMOVAL AND TOP OF SUBGRADE AT THE LOCATION SPECIFIED IN THE D AND J SHEETS. CONTRACTOR TO LEAVE SITE FOR ARCHEOLOGICAL INVESTIGATIONS AFTER REMOVALS IN THIS AREA. AT END OF THIS DURATION, CONTRACTOR IS TO RESUME WORK IN THIS AREA, AND ARCHEOLOGICAL INVESTIGATION IS TO BE ON SITE FOR ANY UNDERGROUND INFRASTRUCTURE EXCAVATIONS. ARCHEOLOGICAL INVESTIGATION TO BE ON SITE DURING SUBGRADE PREPARATION IN THIS AREA. ALL WORK IN THIS AREA WILL BE MONITORED BY CITY REPRESENTATIVE, CONTRACTOR TO COORDINATE WITH SOI QUALIFIED ARCHAEOLOGIST PRIOR TO REMOVALS.	
15. THE CONTRACTOR SHALL PROVIDE 72 HOUR ADVANCE NOTICE OF ALL LANE RESTRICTIONS, STREET CLOSURES AND DETOURS ON THE DAVENPORTIOWA.COM/ROADWORK WEBSITE AFTER PRE-APPROVAL BY THE ENGINEER. THE 72-HOUR TIMEFRAME IS A MINIMUM AND, WHEN POSSIBLE, NOTICE SHOULD BE PROVIDED SEVEN (7) TO TEN (10) DAYS IN ADVANCE.	
16. NORMAL ALLOWABLE WORKING HOURS AR ENON-HOLIDAY WEEK DAYS BETWEEN 7:00 A.M AND 7:00 P.M. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH PROPOSED DAYS OF WORK AND AILY WORKING HOURS FOR REVIEW AND APPROVAL AT THE PRECONSTRUCTION MEETING OR PRIOR TO COMMENCING WORK. WORK OUTSIDE NORMAL DAYS/ TIMES WILL REQUIRE APPROVAL BY ENGINEER. IF APPROVED, CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A PUBLIC INFORMATION NOTIFICATION PROGRAM, INCIDENTAL TO THE CONTRACT.	

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STAGING NOTES	
THE CONTRACTOR SHALL STORE ALL EQUIPMENT AND MATERIALS WITHIN THE LIMITS OF THE PROJECT, UNLESS OTHERWISE APPROVED BY THE ENGINEER.	
THE CONTRACTOR SHALL ADHERE TO THE CONSTRUCTION SEQUENCE PROVIDED HEREIN. SHOULD THE CONTRACTOR DESIRE TO DEViate FROM THE ORIGINAL PLAN, A WRITTEN PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.	
COORDINATE WITH ALL PUBLIC AND PRIVATE PROJECTS IN THE AREA AT ALL TIMES.	
COORDINATE WITH THE CITY OF DAVENPORT A MINIMUM OF TWO (2) WEEKS PRIOR TO CHANGES IN THE PROPOSED TRAFFIC PATTERNS.	
COORDINATE WITH IOWA AMERICAN WATER (IAAW) AND OTHER UTILITY COMPANIES TO RELOCATE OR ADJUST EXISTING UTILITY LINES WHERE CONFLICTS EXIST BEFORE THE START OF EACH STAGE. CONTRACTOR SHALL COOPERATE WITH IAAW WATER MAIN REPLACEMENTS AND COORDINATE TIMING EFFECTIVELY.	
PRE-CONSTRUCTION	
1. PROVIDE PDMS FIVE (5) CALENDAR DAYS IN ADVANCE OF STREET CLOSURES.	
2. INSTALL SIDEWALK CLOSURES AT LOCATIONS LISTED IN TAB 113-2.	

108-26A 08-01-08	
STAGING NOTES	
STAGE 1	
TRAFFIC:	
1. INSTALL TRAFFIC CONTROL PER STAGE 1 TRAFFIC CONTROL AND STAGING ON SHEETS J.4.	
2. CLOSE STURDEVANT STREET FROM STA 215+50.00 UP TO ROCKINGHAM RD.	
3. CLOSE STURDEVANT STREET FROM ROCKINGHAM RD UP TO STA 219+00.00.	
4. CLOSE ALL SIDEWALKS ALONG STURDEVANT STREET FROM STA 215+50 TO 219+00.	
5. CLOSE ENTRANCE/EXIT OF ALLEY NORTH OF 1640 ROCKINGHAM ROAD.	
PROPERTY ACCESS:	
PARCEL 27 (MIDAMERICAN GLASS INC.) - ACCESS FROM STURDEVANT STREET FROM THE SOUTH END OF PROPERTY, AND FROM ROCKINGHAM ROAD.	
PARCEL 14 (RYAN BENJAMIN) - STURDEVANT STREET DRIVEWAY CLOSED. MAINTAIN ACCESS FROM ROCKINGHAM ROAD.	
PARCEL 18 (KLEMME PERFORMANCE INC.) - STURDEVANT STREET DRIVEWAY CLOSED. MAINTAIN ACCESS FROM ROCKINGHAM ROAD.	
PARCEL 13 (MALWA LLC.) - STURDEVANT STREET DRIVEWAY CLOSED. MAINTAIN ACCESS FROM ROCKINGHAM ROAD.	
CONSTRUCTION:	
1. INSTALL STORM SEWER PIPES AND STRUCTURES WITHIN PHASE 1 ALONG STURDEVANT STREET.	
2. REMOVE, GRADE, AND PAVE STURDEVANT STREET AS SHOWN IN THE PLANS.	
3. CONSTRUCT DRIVEWAYS, PROPOSED SIDEWALK, AND PEDESTRIAN RAMPS.	
4. PLACE PERMANENT PAVEMENT MARKINGS, SYMBOLS, AND SIGNAGE.	
STAGE 2	
TRAFFIC:	
1. INSTALL TRAFFIC CONTROL PER STAGE 2 TRAFFIC CONTROL AND STAGING ON SHEETS J.5.	
2. OPEN STURDEVANT STREET; SIMULTANEOUSLY, CLOSE ROCKINGHAM ROAD FROM STA 15+00 UP TO STA 21+00	
3. INSTALL ROCKINGHAM ROAD DETOUR ROUTE AS SHOWN ON SHEET J.5.	
4. CLOSE ALL SIDEWALKS ALONG ROCKINGHAM ROAD FROM STA 15+00 ALONG ROCKINGHAM ROAD UP TO STA 21+00	
PROPERTY ACCESS:	
PARCEL 27 (MIDAMERICAN GLASS INC.) - NO ACCESS FROM ROCKINGHAM ROAD, ACCESS ONLY FROM STURDEVANT STREET.	
PARCEL 14 (RYAN BENJAMIN) - NO ACCESS FROM ROCKINGHAM ROAD, ACCESS ONLY FROM STURDEVANT STREET.	
PARCEL 18 (KLEMME PERFORMANCE INC.) - ROCKINGHAM ROAD DRIVEWAY CLOSED. MAINTAIN ACCESS FROM STURDEVANT STREET.	
PARCEL 13 (MALWA LLC.) - ROCKINGHAM ROAD DRIVEWAY CLOSED. MAINTAIN ACCESS FROM STURDEVANT STREET AND ALLEY.	
PARCELS 19, 20, 21 (RESIDENTIAL PROPERTIES) - DRIVEWAYS WILL BE CLOSED. CONTRACTOR SHALL MAINTAIN SPACE BETWEEN THE END OF THE PHASE AND WASHINGTON STREET TO ALLOW THESE RESIDENTS TO PARK ON ROCKINGHAM ROAD.	
PARCEL 22 (DONTELL WOMMACK) - ROCKINGHAM ROAD WEST DRIVEWAY CLOSED. MAINTAIN ACCESS FROM ROCKINGHAM ROAD EAST DRIVEWAY.	
CONSTRUCTION:	
1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 2 ALONG ROCKINGHAM ROAD.	
2. REMOVE, GRADE, AND PAVE ROCKINGHAM ROAD AS SHOWN IN THE PLANS.	
3. CONSTRUCT DRIVEWAY, PROPOSED SIDEWALK, AND PEDESTRIAN RAMPS.	
4. PLACE PERMANENT PAVEMENT MARKINGS, SYMBOLS, AND SIGNAGE.	
STAGE 3	
TRAFFIC:	
1. INSTALL TRAFFIC CONTROL PER STAGE 3 TRAFFIC CONTROL AND STAGING ON SHEETS J.6.	
2. OPEN ROCKINGHAM ROAD WEST OF PARCEL 27; SIMULTANEOUSLY, CLOSE ROCKINGHAM ROAD AND WASHINGTON STREET INTERSECTION.	
3. INSTALL ROCKINGHAM ROAD DETOUR ROUTE AS SHOWN ON SHEET J.6.	
4. CLOSE SIDEWALK ALONG BOTH SIDES OF ROCKINGHAM ROAD FROM PARCEL 28 UP TO PARCEL 38 AND ALONG WASHINGTON STREET.	
PROPERTY ACCESS:	
PARCEL 22 (DONTELL WOMMACK) - ROCKINGHAM ROAD EAST DRIVEWAY CLOSED. MAINTAIN ACCESS FROM WEST ROCKINGHAM ROAD DRIVEWAY.	
PARCEL 28 (MCDXLI LLC.) - ACCESS TO THE BACK OF PARCEL FROM EAST DRIVEWAY ON ROCKINGHAM ROAD.	
PARCEL 30, 31 (RESIDENTIAL PROPERTIES) - NO ACCESS FROM ROCKINGHAM ROAD. COORDINATE WITH OWNER TO ALLOW PARKING IN VACANT LOT TO THE EAST (PARCEL 32)	
PARCEL 32 (ADAM AND KELSEY ANDERSON) - NO ACCESS FROM ROCKINGHAM ROAD, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.	
CONSTRUCTION:	
1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 3 ALONG ROCKINGHAM ROAD.	
2. REMOVE, GRADE, AND PAVE 4TH STREET AS SHOWN IN THE PLANS.	
3. CONSTRUCT PROPOSED SIDEWALK AND PEDESTRIAN RAMPS.	
STAGE 4	
TRAFFIC:	
1. INSTALL TRAFFIC CONTROL PER STAGE 4 TRAFFIC CONTROL AND STAGING ON SHEETS J.7.	
2. OPEN THE INTERSECTION OF ROCKINGHAM ROAD AND WASHINGTON STREET; SIMULTANEOUSLY, CLOSE ROCKINGHAM ROAD AND FILMORE STREET INTERSECTION.	
3. INSTALL ROCKINGHAM ROAD DETOUR ROUTE AS SHOWN ON SHEET J.7.	
4. OPEN ALL SIDEWALK ALONG BOTH SIDES OF ROCKINGHAM ROAD UP TO WASHINGTON STREET; OPEN SIDEWALK ALONG WASHINGTON STREET	
5. CLOSE THE SIDEWALK ALONG ROCKINGHAM ROAD/2ND STREET FROM 1434 ROCKINGHAM ROAD UP TO TAYLOR STREET.	
PROPERTY ACCESS:	
PARCEL 28 (MCDXLI, LLC.) - ACCESS TO ALL DRIVEWAYS EXCEPT EASTMOST DRIVEWAY ON ROCKINGHAM ROAD.	
PARCEL 38 (NESTLE PURINA) - NO ACCESS FROM ROCKINGHAM ROAD, NO PARCEL ACCESS IN THIS STAGE.	
PARCEL 34 (ADAM AND KELSEY ANDERSON) - NO ACCESS FROM ROCKINGHAM ROAD, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.	
PARCEL 35 (NESTLE PURINA) - NO ACCESS FROM ROCKINGHAM ROAD, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.	
PARCEL 36 (NESTLE PURINA) - NO ACCESS FROM ROCKINGHAM ROAD, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.	
PARCEL 37 (THE FAMILY CREDIT UNION) - NO ACCESS FROM ROCKINGHAM ROAD, MAINTAIN ACCESS BY ALLEY NORTH OF PARCEL AND FILMORE STREET.	
PARCEL 39 (NESTLE PURINA) - NO ACCESS FROM ROCKINGHAM ROAD, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL AND TAYLOR STREET.	
CONSTRUCTION:	
1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 4 ROCKINGHAM ROAD/ W 2ND STREET.	
2. REMOVE, GRADE, AND PAVE ROCKINGHAM ROAD/ W 2ND STREET AS SHOWN IN THE PLANS.	
3. CONSTRUCT PROPOSED SIDEWALK AND PEDESTRIAN RAMPS.	
4. PLACE PERMANENT PAVEMENT MARKINGS, SYMBOLS, AND SIGNAGE THROUGH STAGE 4.	

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STAGING NOTES		
STAGE 5		
TRAFFIC:		
1. INSTALL TRAFFIC CONTROL PER STAGE 5 TRAFFIC CONTROL AND STAGING ON SHEETS J.8.		
2. INSTALL W 2ND STREET DETOUR ROUTE AS SHOWN ON SHEET J.8.		
3. FULLY OPEN THE ROCKINGHAM ROAD AND FILMORE STREET INTERSECTION; SIMULTANEOUSLY, CLOSE TAYLOR STREET AND W 2ND STREET INTERSECTION AND CLOSE MARQUETTE STREET AND W 2ND STREET INTERSECTION		
4. OPEN ALL SIDEWALK AND PEDESTRIAN RAMPS AT THE ROCKINGHAM ROAD AND FILMORE STREET INTERSECTION.		
5. CLOSE ALL SIDEWALKS ALONG W 2ND STREET FROM TAYLOR STREET UP TO STA 41+00 AND ALONG MARQUETTE STREET FROM STA 638+25.00 UP TO STA 640+75.00		
PROPERTY ACCESS:		
PARCEL 39 (NESTLE PURINA) - NO ACCESS FROM TAYLOR STREET, MAINTAIN ACCESS FROM ALLEY NORTH OF PARCEL AND W 2ND STREET WEST OF TAYLOR STREET.		
PARCEL 42 (NESTLE PURINA) - NO ACCESS FROM TAYLOR STREET AND W 2ND STREET, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.		
PARCEL 45 (TODD AND PEBBLE DOSS) - NO ACCESS FROM W 2ND STREET, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.		
PARCEL 43 (NESTLE PURINA) - FULL ACCESS		
PARCEL 44 (MIDAMERICAN ENERGY) - NO ACCESS FROM W 2ND STREET, MAINTAIN ACCESS THROUGH MARQUETTE STREET.		
PARCEL 46 (NESTLE PURINA) - NO ACCESS FROM W 2ND STREET, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.		
PARCEL 47 (TODD AND PEBBLE DOSS) - NO ACCESS FROM W 2ND STREET AND MARQUETTE STREET, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.		
PARCEL 48 (MIDAMERICAN ENERGY) - FULL ACCESS		
PARCEL 49 (PROPERTY MAINTENANCE SERVICES LLC.) - NO ACCESS FROM W 2ND STREET. COORDINATE A SHARED ACCESS FROM DRIVEWAY TO THE NORTH ON MARQUETTE STREET (PARCEL 51)		
CONSTRUCTION:		
1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 5 ALONG TAYLOR STREET, W 2ND STREET, AND MARQUETTE STREET.		
2. REMOVE, GRADE, AND PAVE 4TH STREET AS SHOWN IN THE PLANS.		
3. CONSTRUCT PROPOSED SIDEWALK AND PEDESTRIAN RAMPS.		
4. INSTALL NEW TRAFFIC SIGNALS AND PLACE PERMANENT PAVEMENT MARKINGS, SYMBOLS, AND SIGNAGE.		
5. ACTIVATE NEW TRAFFIC SIGNAL AT THE W 2ND STREET AND MARQUETTE STREET INTERSECTION; ONCE THE NEW SIGNAL IS INSPECTED BY THE CITY AND FULLY OPERATIONAL, OPEN W 2ND STREET TO TRAFFIC.		
STAGE 6		
TRAFFIC:		
1. INSTALL TRAFFIC CONTROL PER STAGE 6 TRAFFIC CONTROL AND STAGING ON SHEETS J.9.		
2. OPEN THE INTERSECTION OF W 2ND STREET AND MARQUETTE STREET; SIMULTANEOUSLY, CLOSE MARQUETTE STREET FROM STA 640+75.00 UP TO STA 643+00.		
3. INSTALL MARQUETTE STREET DETOUR ROUTE AS SHOWN ON SHEET J.9.		
4. OPEN ALL SIDEWALK ALONG BOTH SIDES OF W 2ND STREET.		
5. CLOSE THE SIDEWALK ALONG W 2ND STREET FROM STA 640+75.00 UP TO STA 643+00.		
PROPERTY ACCESS:		
PARCEL 47 (TODD AND PEBBLE DOSS) - NO ACCESS FROM MARQUETTE STREET, MAINTAIN ACCESS THROUGH ALLEY NORTH OF PARCEL.		
PARCEL 51 (BRADLEY HOLDINGS LLC.) - NO ACCESS FROM MARQUETTE STREET. COORDINATE A SHARED ACCESS FROM DRIVEWAY TO THE SOUTH ON 2ND STREET (PARCEL 49)		
PARCEL 53 (GERALD G. WEST TRUST) - NO ACCESS FROM MARQUETTE STREET, MAINTAIN ACCESS THROUGH ALLEY SOUTH OF PARCEL AND DRIVEWAY ON 3RD STREET.		
PARCEL 52 (NESTLE PURINA) - NO ACCESS FROM MARQUETTE STREET, MAINTAIN ACCESS THROUGH ALLEY SOUTH OF PARCEL.		
CONSTRUCTION:		
1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 6 ALONG MARQUETTE STREET.		
2. REMOVE, GRADE, AND PAVE ALONG MARQUETTE STREET AS SHOWN IN THE PLANS.		
3. CONSTRUCT PROPOSED SIDEWALK AND PEDESTRIAN RAMPS.		
4. PLACE PERMANENT PAVEMENT MARKINGS, SYMBOLS, AND SIGNAGE THROUGH STAGE 6.		
POST-CONSTRUCTION		
1. REMOVE ALL DETOUR SIGNAGE.		
2. OPEN ALL ROADWAYS AND DRIVEWAYS TO TRAFFIC.		
3. OPEN ALL SIDEWALK TO PEDESTRIANS.		

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(9)	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

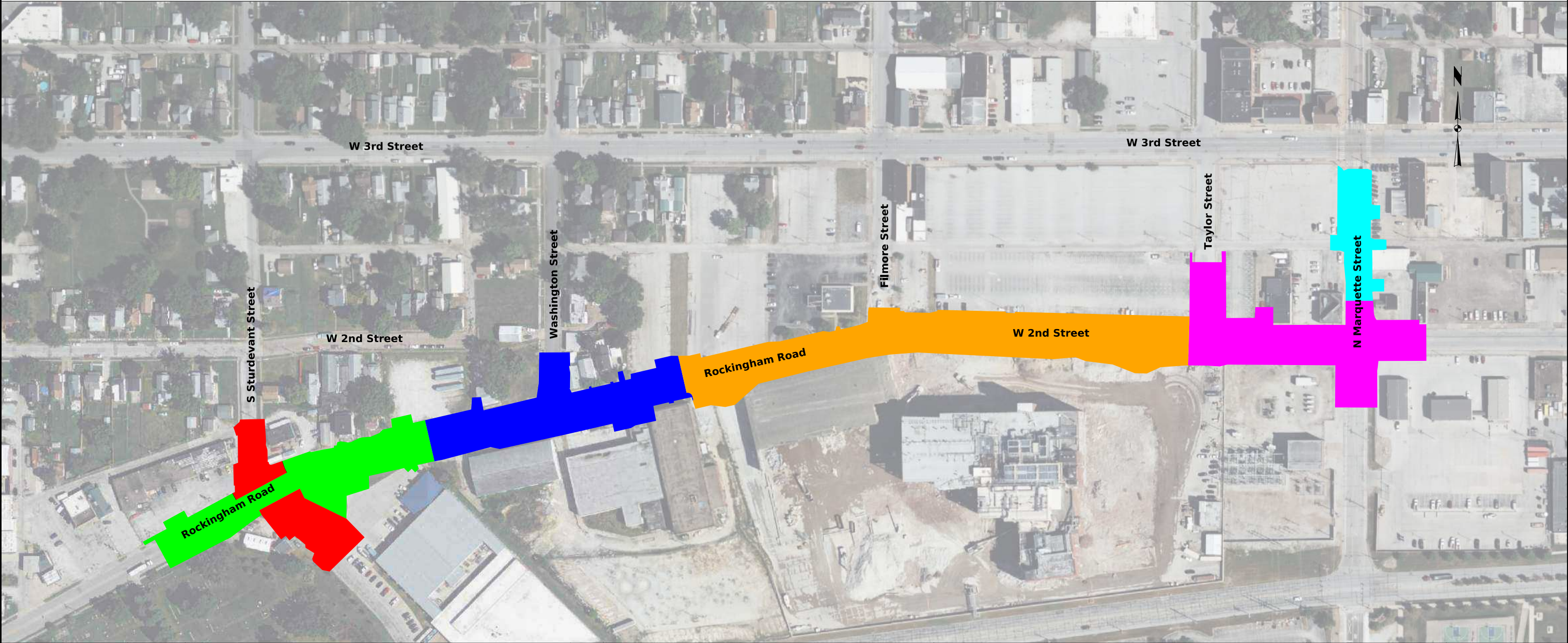
●	Channelizing Device		Crash Cushion (Temp or Perm)
x	Drum	○➔	Traffic Signal
▣	Temporary Lane Separator	♪	Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator	☀	Type A Warning Light
▬▬▬	Temporary Barrier Rail	➔	Direction of Traffic
▨▨▨	Pavement Removal	⏏	Safety Closure
	Sand Barrel Layout	◀1	Lane Identification

TRAFFIC CONTROL AND STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

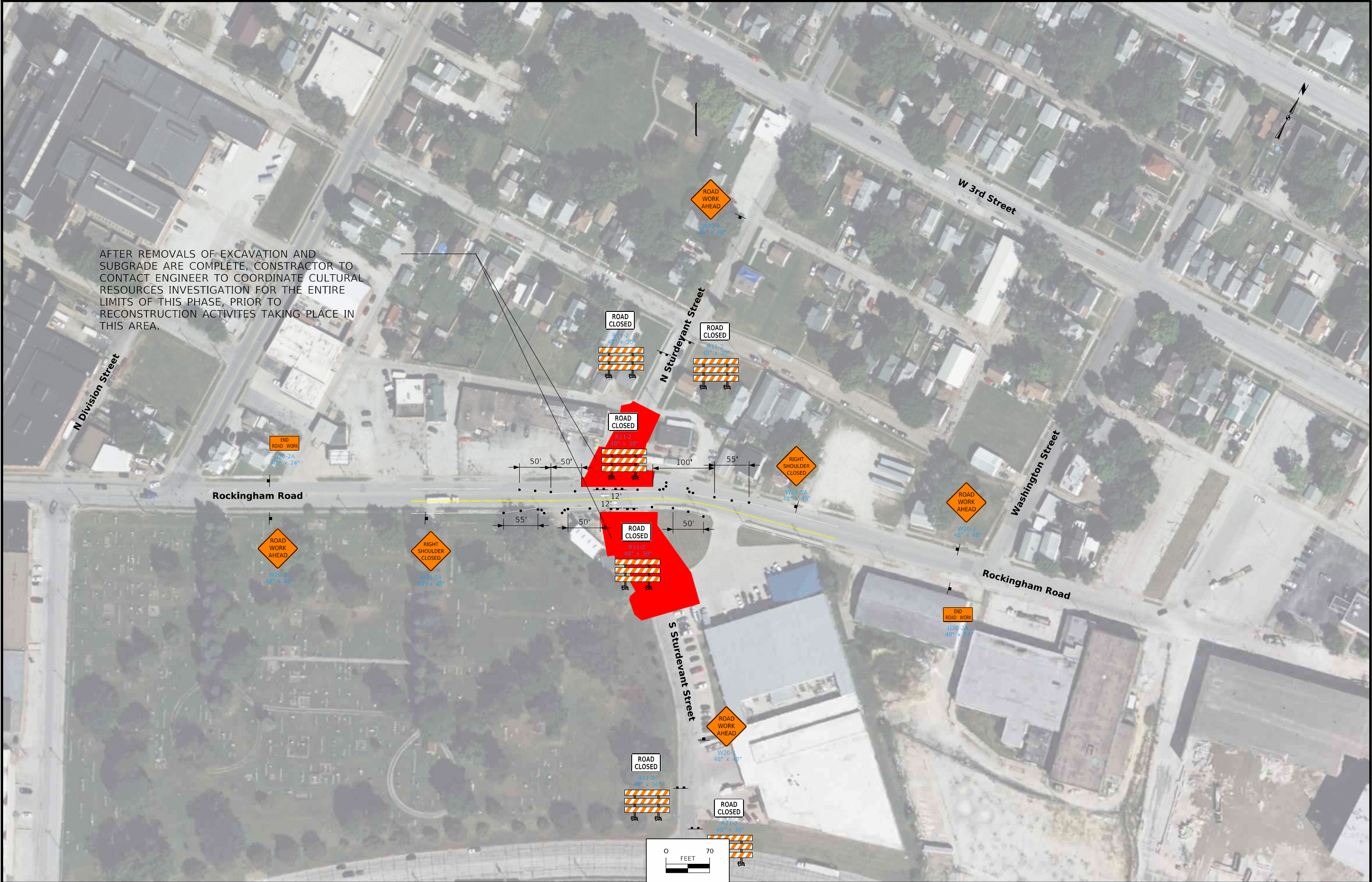
(COVERS SHEET SERIES J)

	Stage 1
	Stage 2
	Stage 3
	Stage 4
	Stage 5
	Stage 6

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



FILE NO.	ENGLISH	DESIGN TEAM	HR Green, Inc.	City of Davenport	SCOTT COUNTY	PROJECT NUMBER	HDP-1827(705)--71-82	SHEET NUMBER	J.3
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AFTER REMOVALS OF EXCAVATION AND SUBGRADE ARE COMPLETE, CONSTRUCTOR TO CONTACT ENGINEER TO COORDINATE CULTURAL RESOURCES INVESTIGATION FOR THE ENTIRE LIMITS OF THIS PHASE, PRIOR TO RECONSTRUCTION ACTIVITIES TAKING PLACE IN THIS AREA.

FILE NO.	ENGLISH	DESIGN TEAM	HR Green, Inc.	City of Davenport	SCOTT COUNTY	PROJECT NUMBER	HDP-1827(705)--71-82	SHEET NUMBER	J.4
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DETOUR AHEAD

W20-2

48" x 48"

1

ROAD CLOSED AHEAD

W20-3

48" x 48"

2

ROCKINGHAM RD / W 2ND STREET

SPECIAL

36" X 18"

ROCKINGHAM RD / W 2ND STREET

SPECIAL

36" X 18"

END DETOUR

M4-8A

24" X 18"

5

DETOUR

M4-9L

30" X 24"

3

DETOUR

M4-9R

30" X 24"

4

DETOUR

M4-9R

30" X 24"

8

EASTBOUND

SPECIAL

36" X 12"

EASTBOUND

SPECIAL

36" X 12"

EASTBOUND

SPECIAL

36" X 12"

ROCKINGHAM RD / W 2ND STREET

SPECIAL

36" X 18"

ROCKINGHAM RD / W 2ND STREET

SPECIAL

36" X 18"

ROCKINGHAM RD / W 2ND STREET

SPECIAL

36" X 18"

DETOUR

M4-9L

30" X 24"

6

DETOUR

M4-9S

30" X 24"

7

DETOUR

M4-9R

30" X 24"

11

WESTBOUND

SPECIAL

36" X 12"

WESTBOUND

SPECIAL

36" X 12"

WESTBOUND

SPECIAL

36" X 12"

ROCKINGHAM RD / W 2ND STREET

SPECIAL

36" X 18"

ROCKINGHAM RD / W 2ND STREET

SPECIAL

36" X 18"

ROCKINGHAM RD / W 2ND STREET

SPECIAL

36" X 18"

DETOUR

M4-9L

30" X 24"

9

DETOUR

M4-9S

30" X 24"

10

DETOUR

M4-9R

30" X 24"

14

ROAD CLOSED

R11-2

48" x 30"

12

ROAD CLOSED TO THRU TRAFFIC

R11-4

60" x 30"

13

DETOUR

M4-10L

48" X 18"

14

Proposed Detour Route

1

2

3

4

5

6

7

8

9

10

11

12

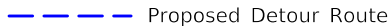
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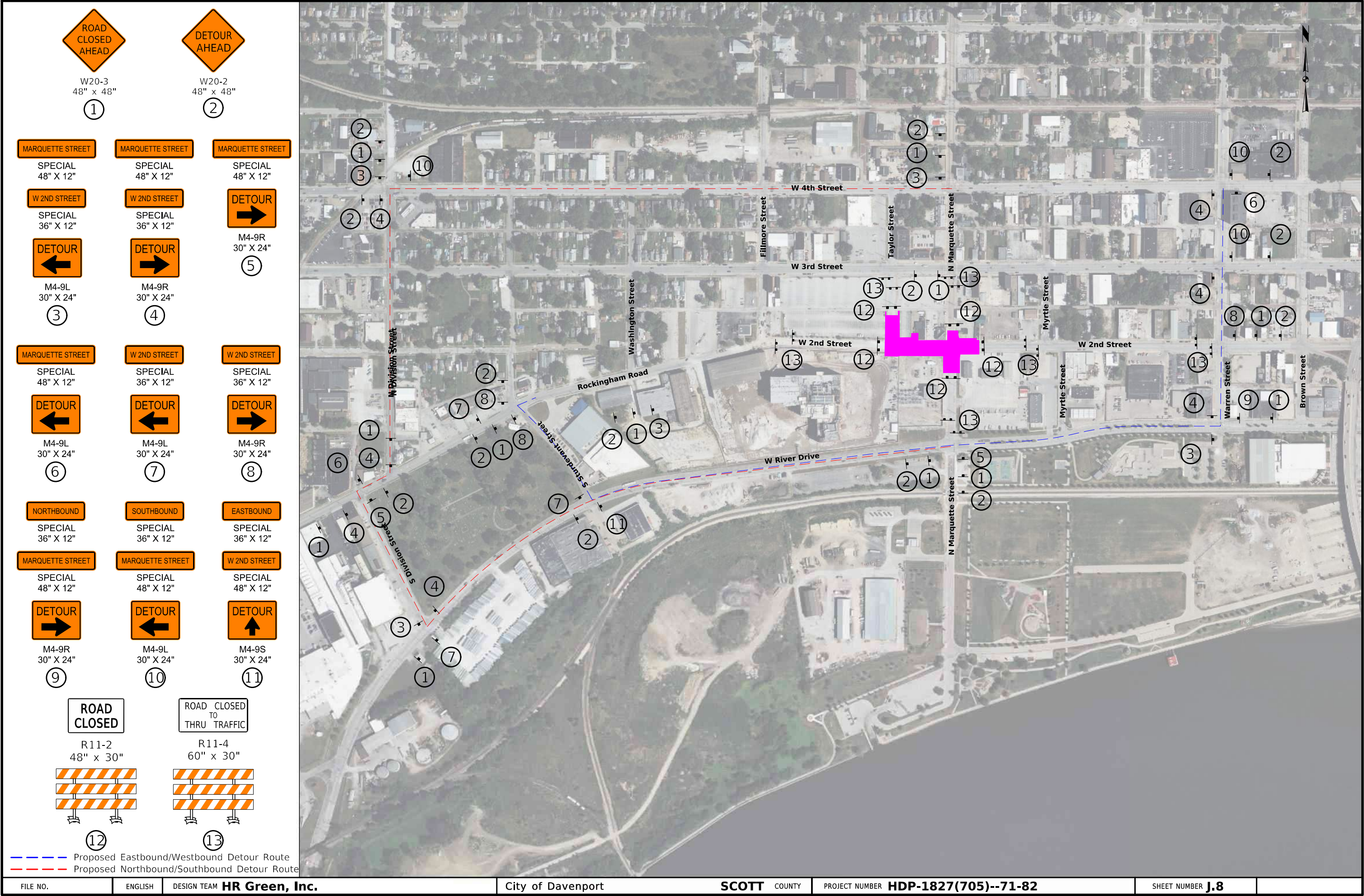
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FILE NO.	ENGLISH	DESIGN TEAM	HR Green, Inc.	City of Davenport	SCOTT COUNTY	PROJECT NUMBER	HDP-1827(705)--71-82	SHEET NUMBER	J.5
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③

④

⑤

QUETTE STREET

QUETTE STREET

QUETTE STREET

QUETTE STREET

SPECIAL
48" X 12"

SPECIAL
48" X 12"

SPECIAL
48" X 12"

SPECIAL
48" X 12"

M4-9S
30" X 24"

⑥

M4-9R
30" X 24"

⑦

M4-9S
30" X 24"

8

M4-9L
30" X 24"

⑨

M4-8A
24" X 18"

⑩

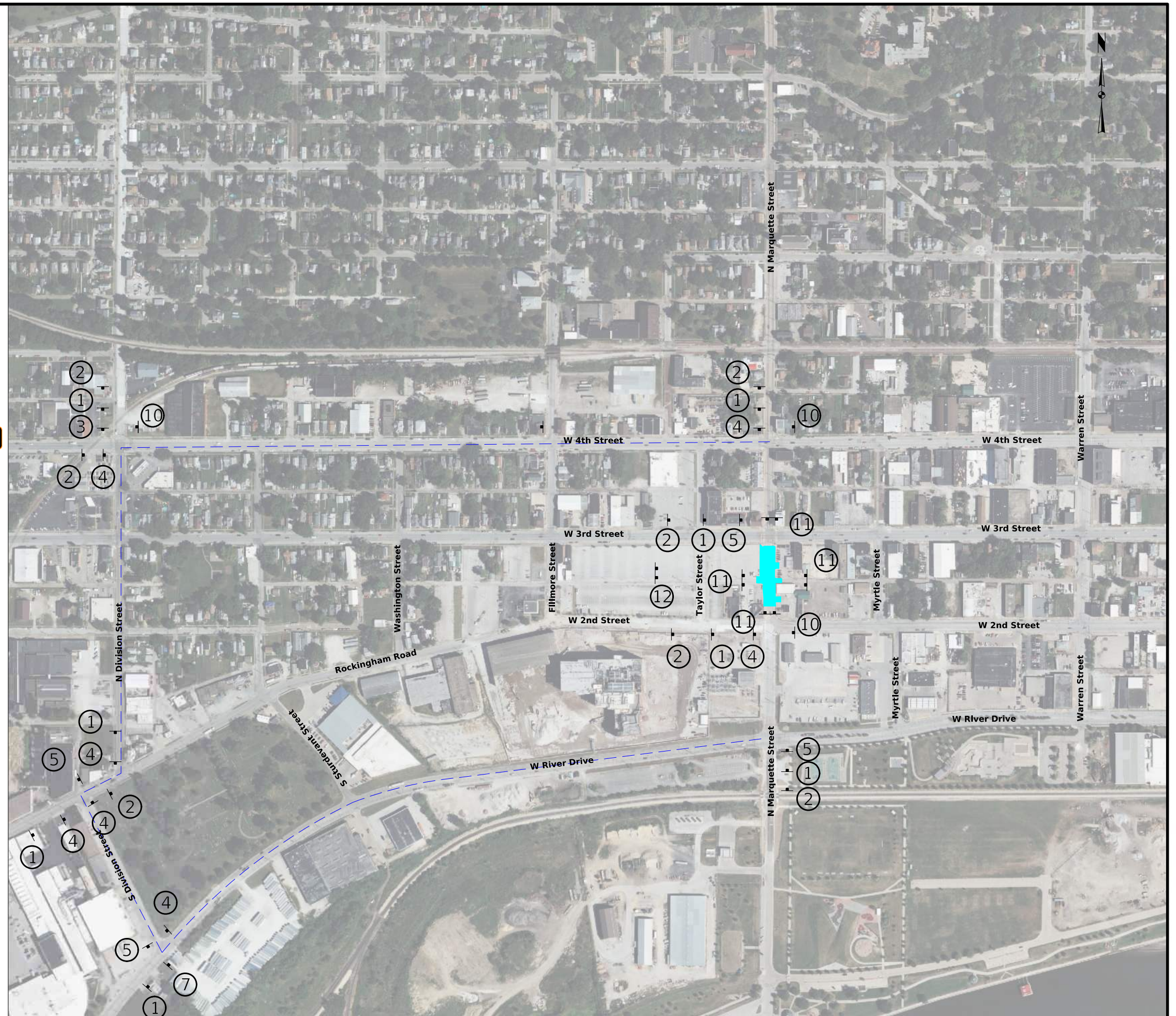
R11-2
48" x 30"

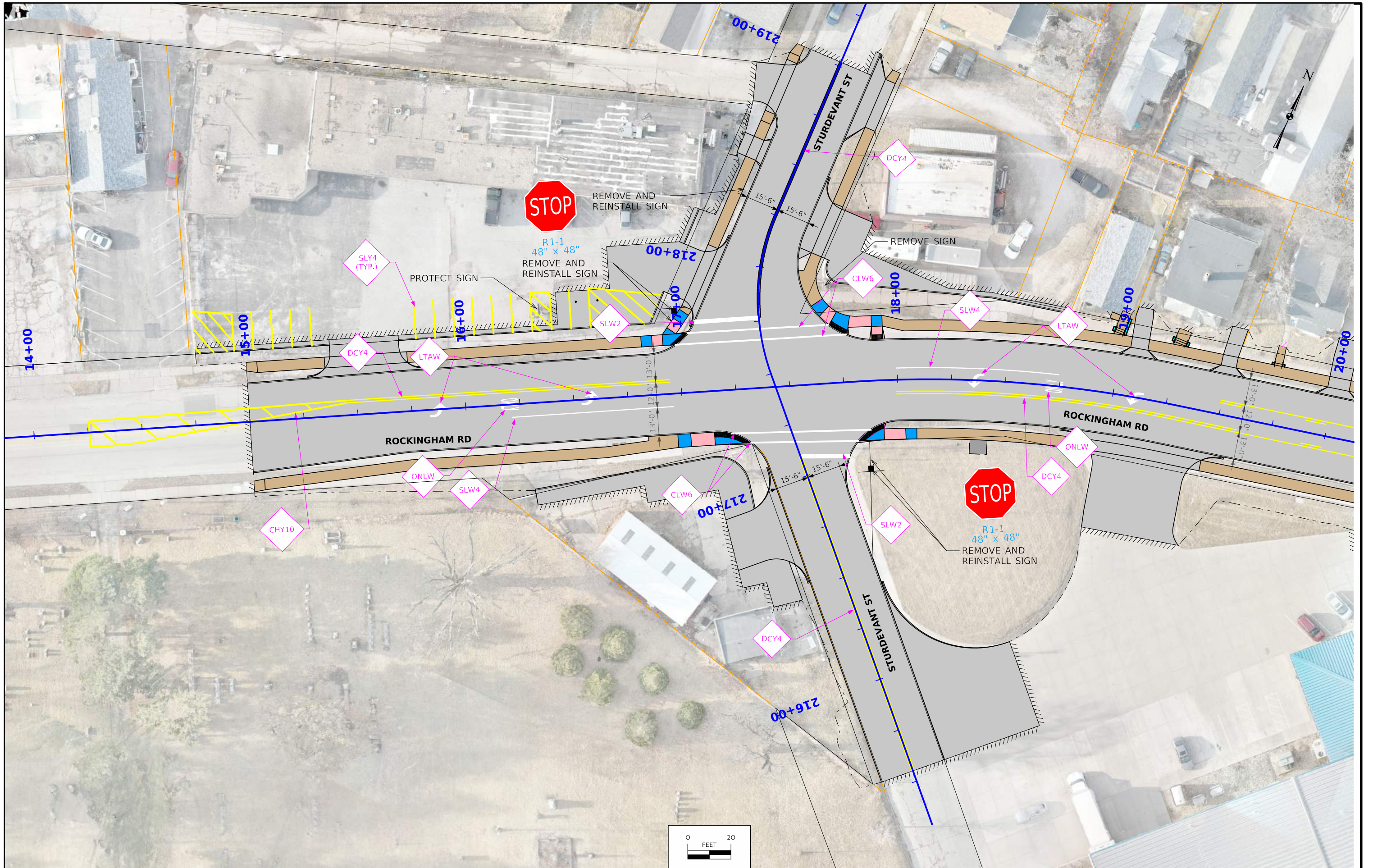


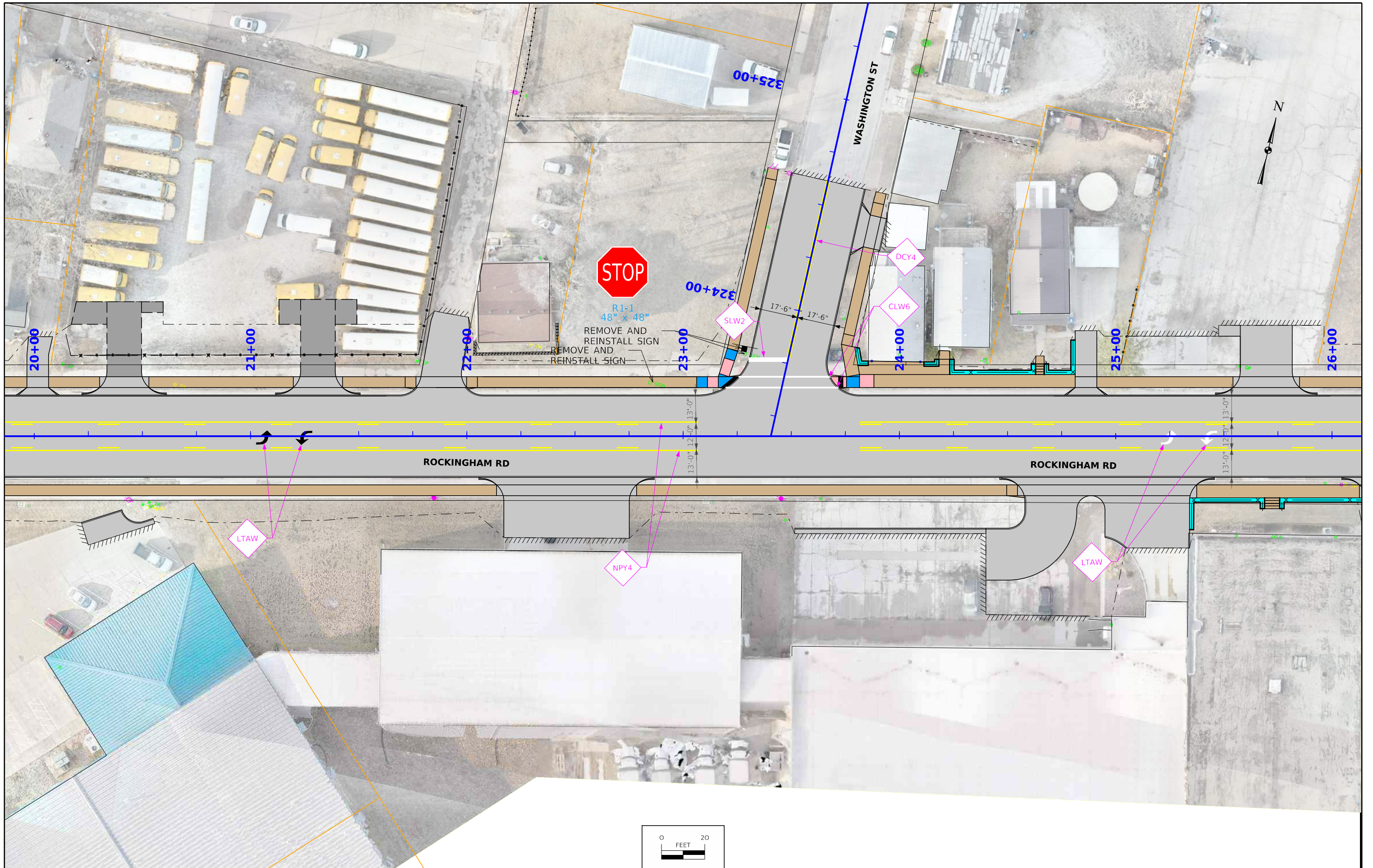
R11-4
60" x 30"

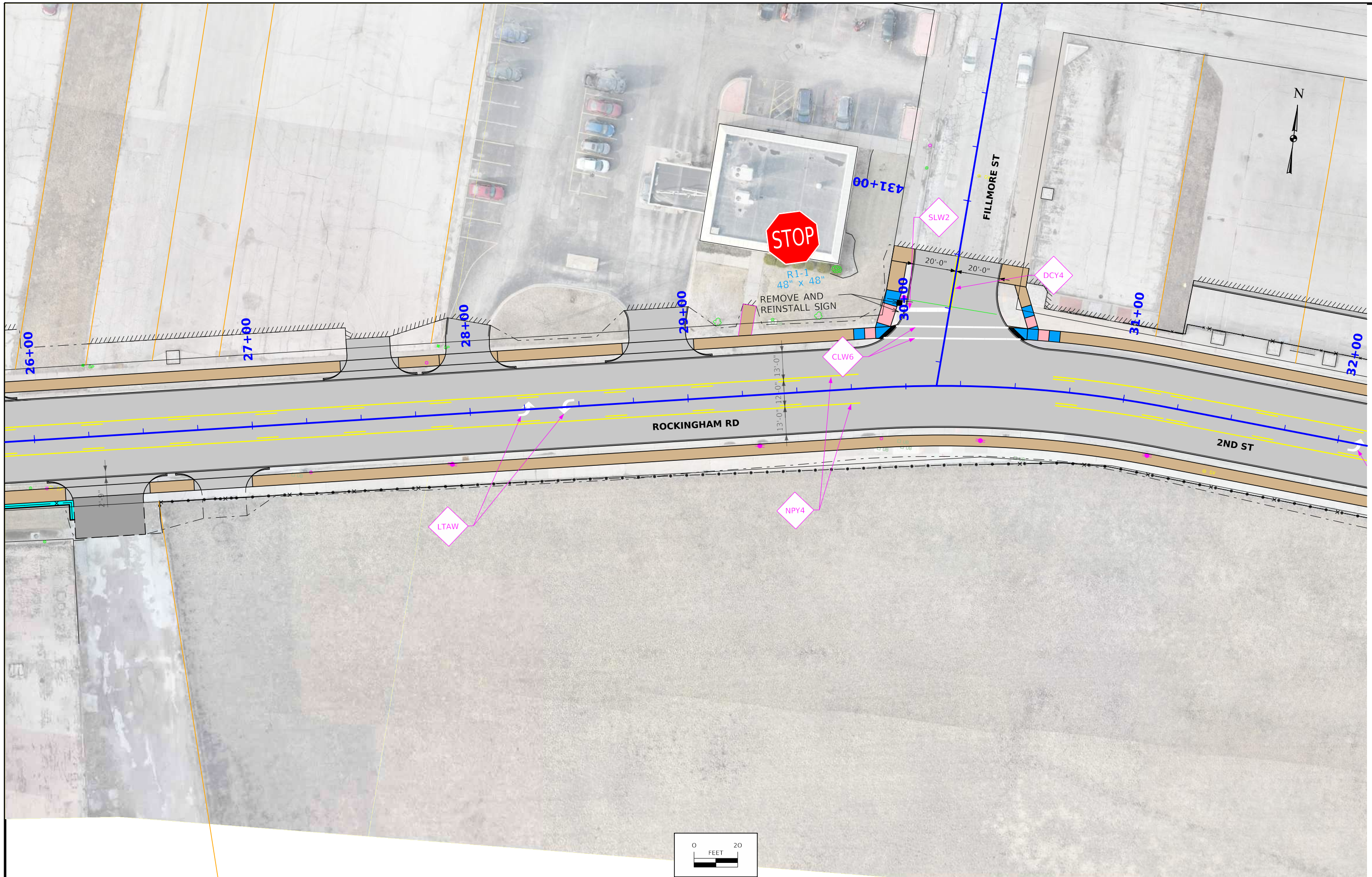


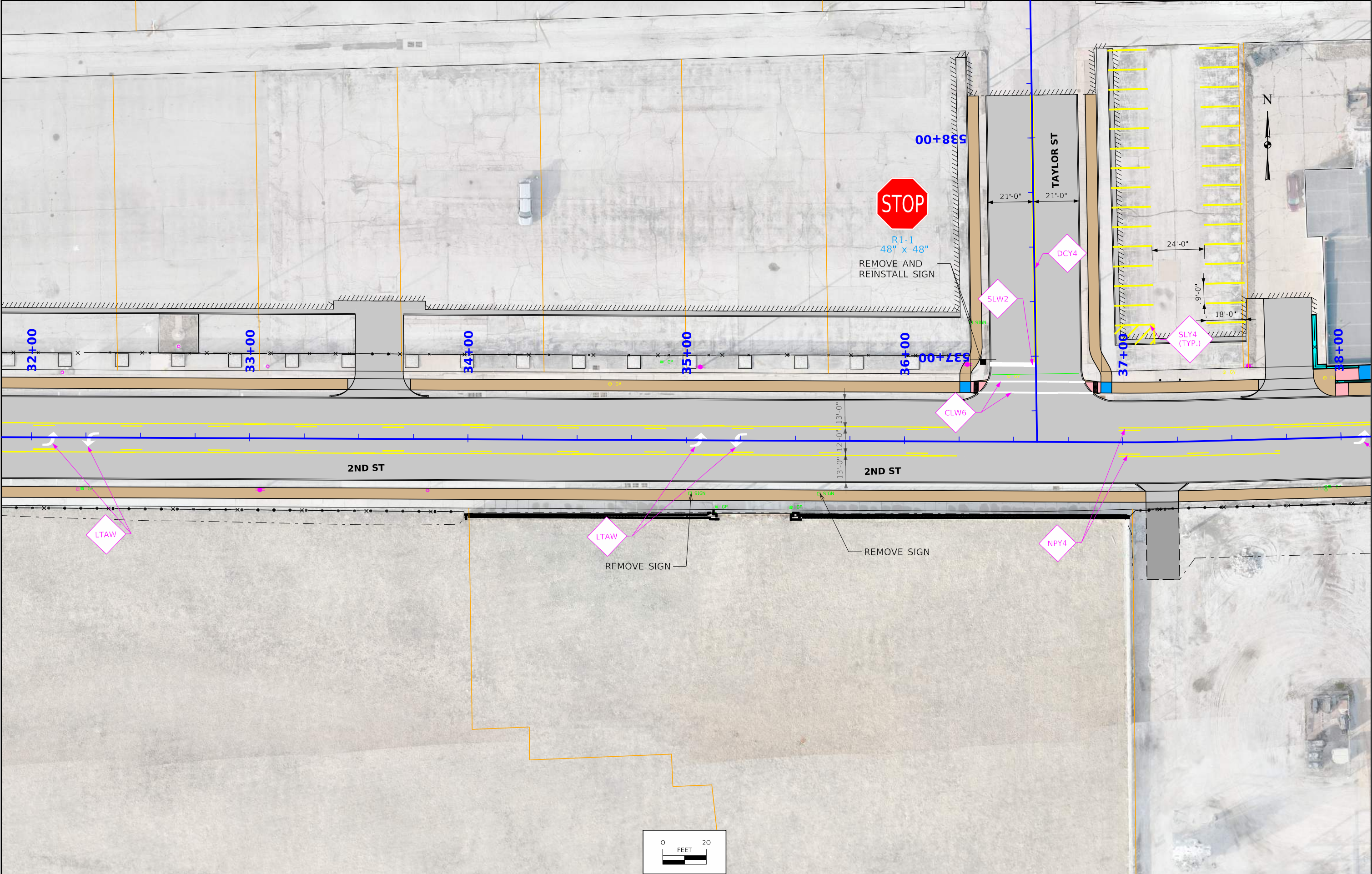
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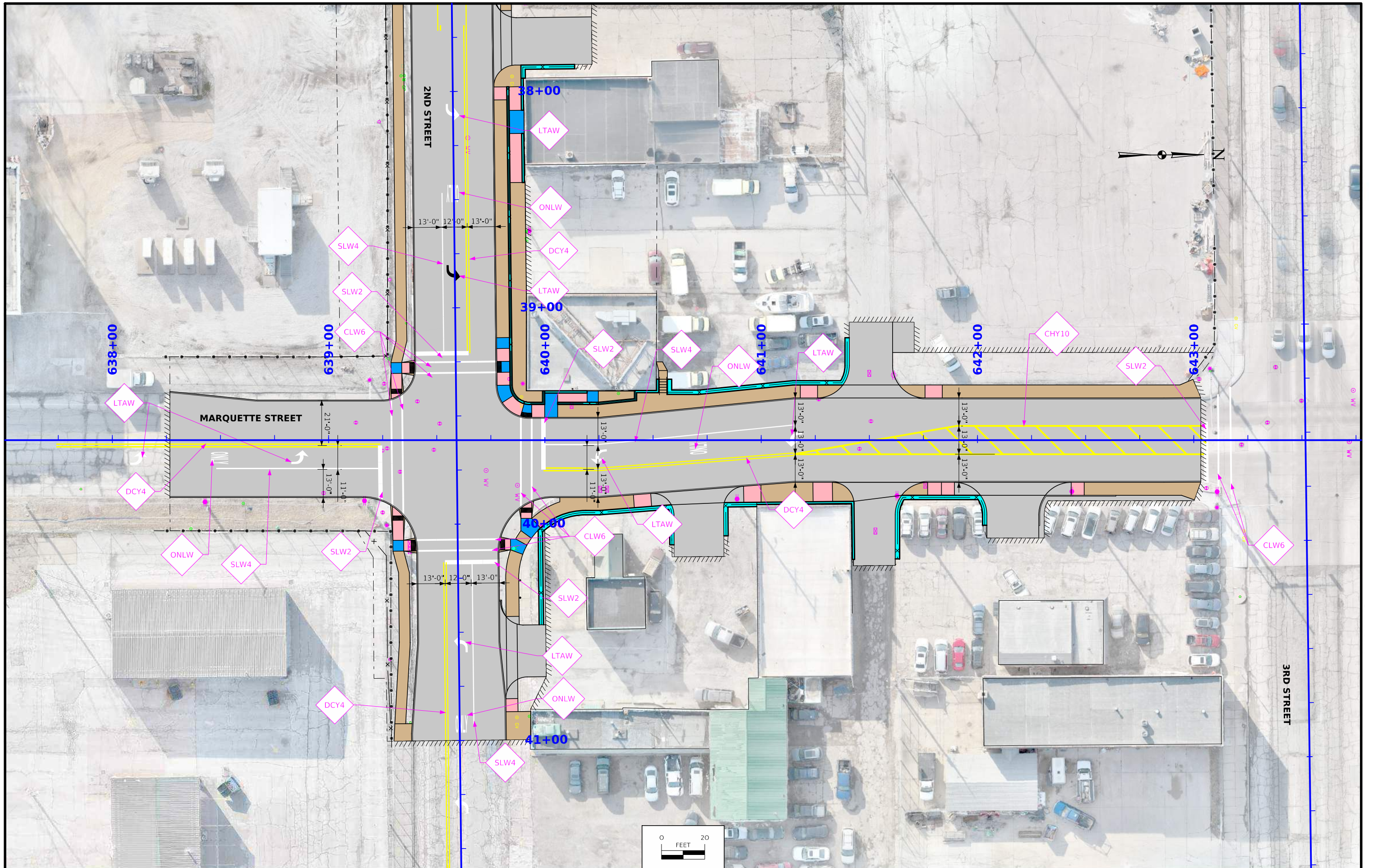


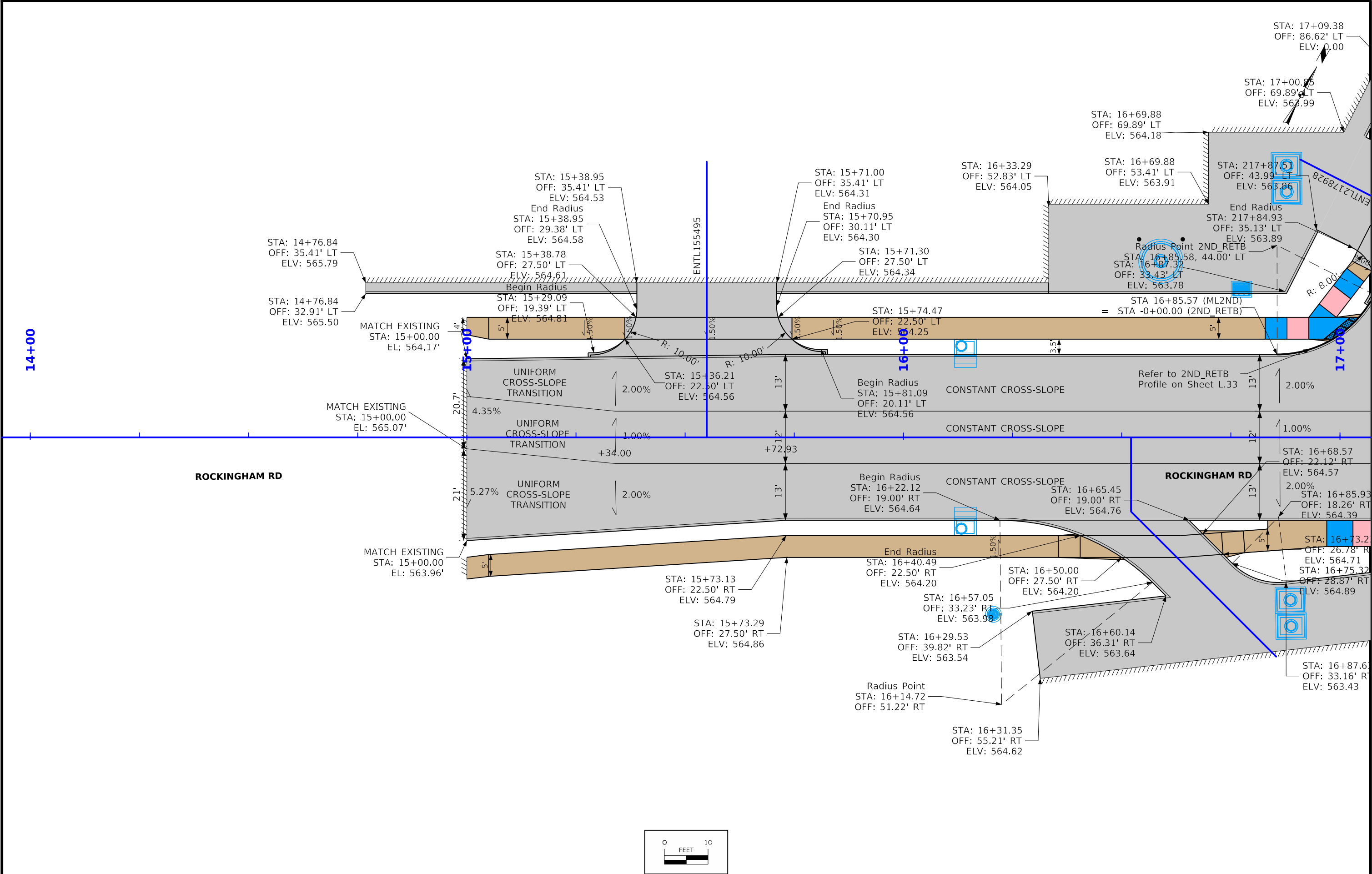


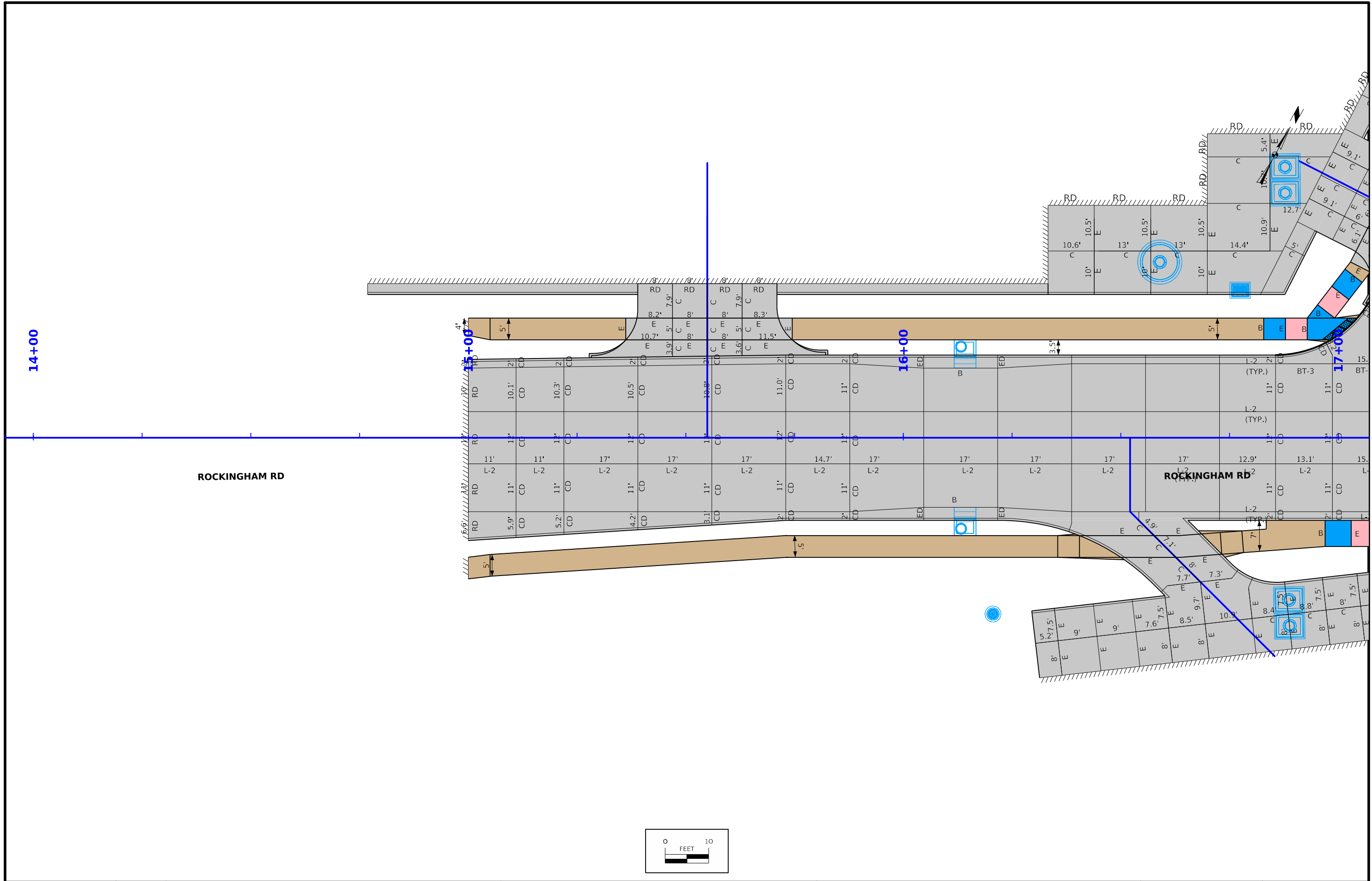


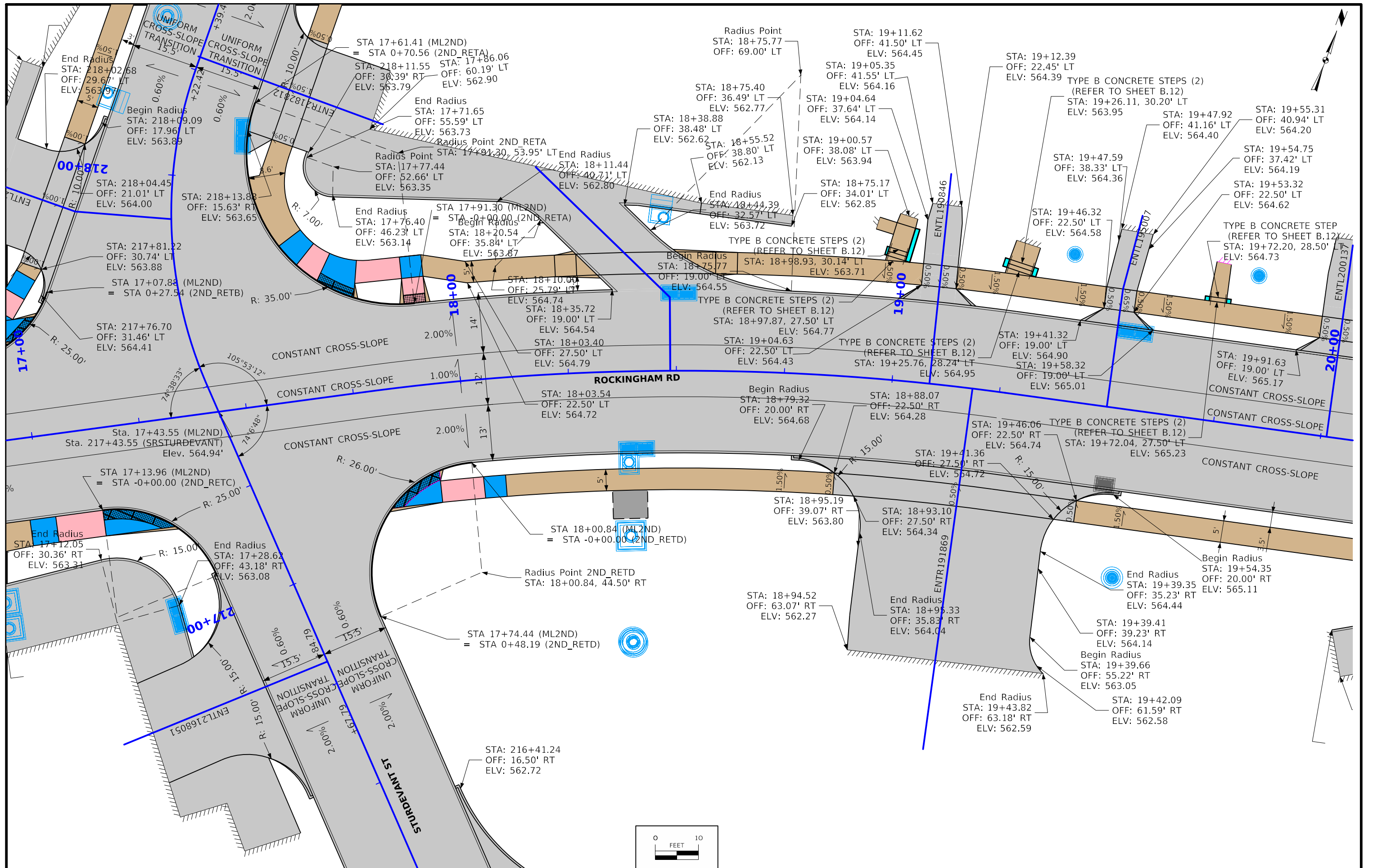


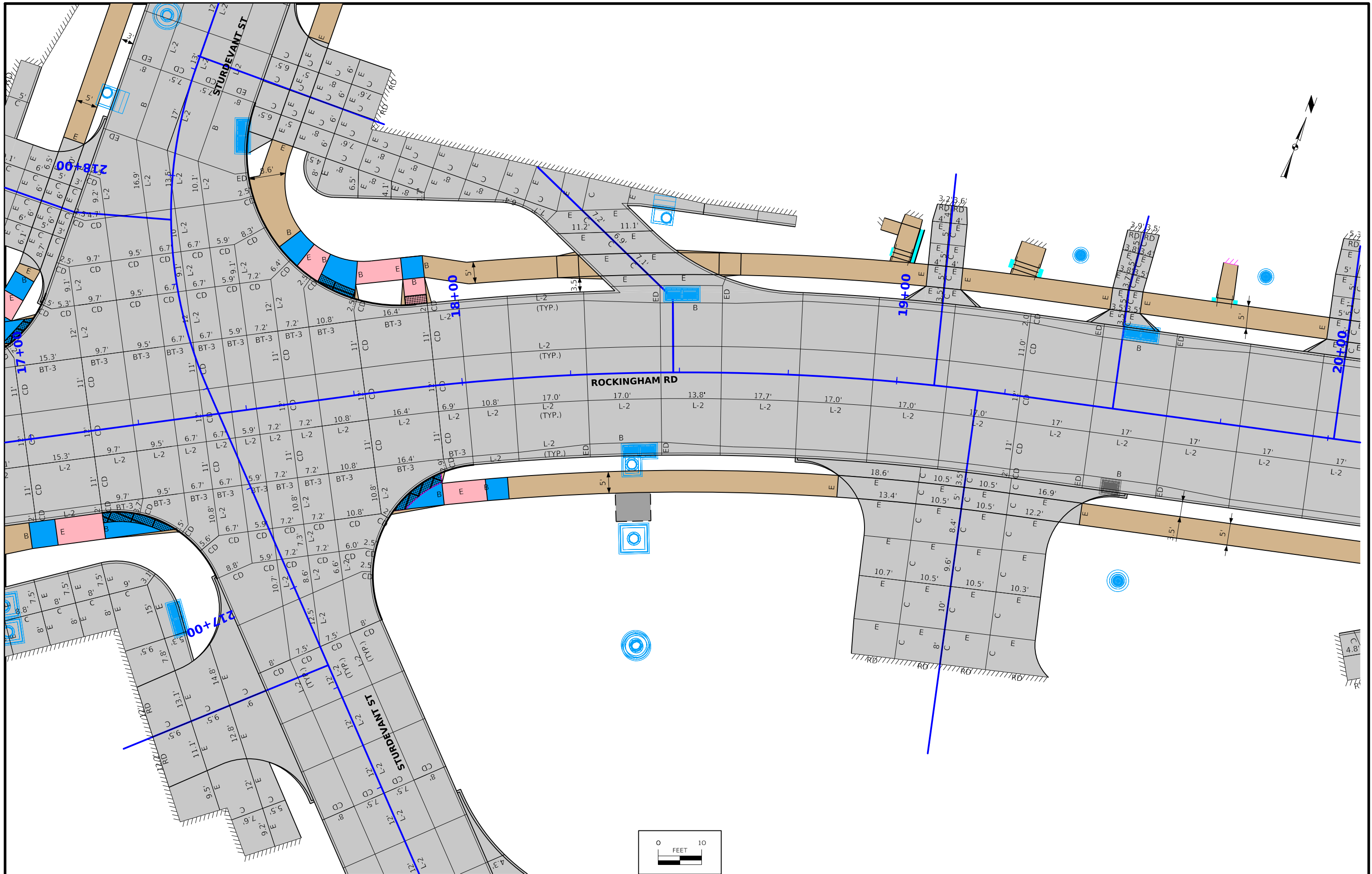


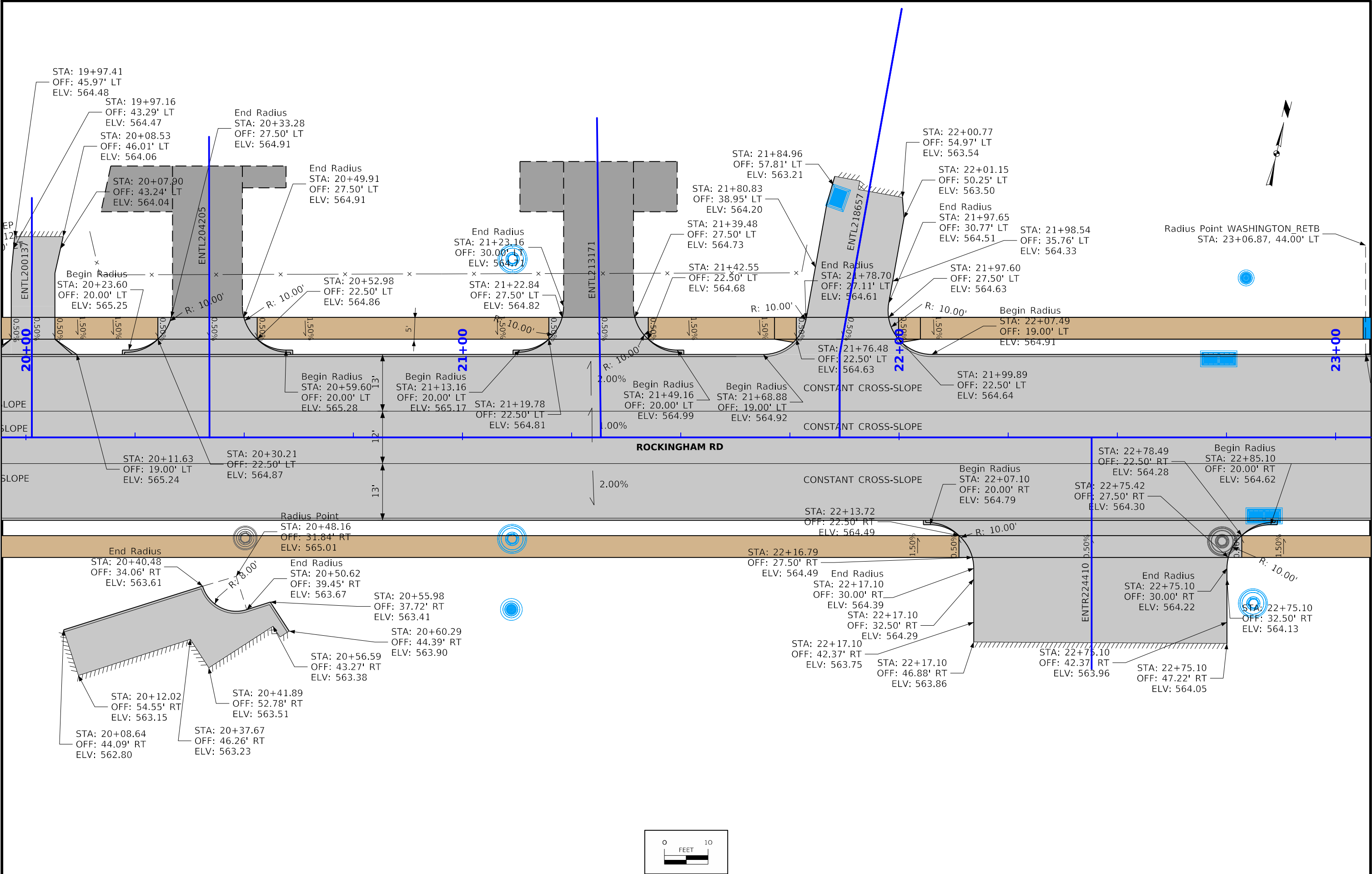


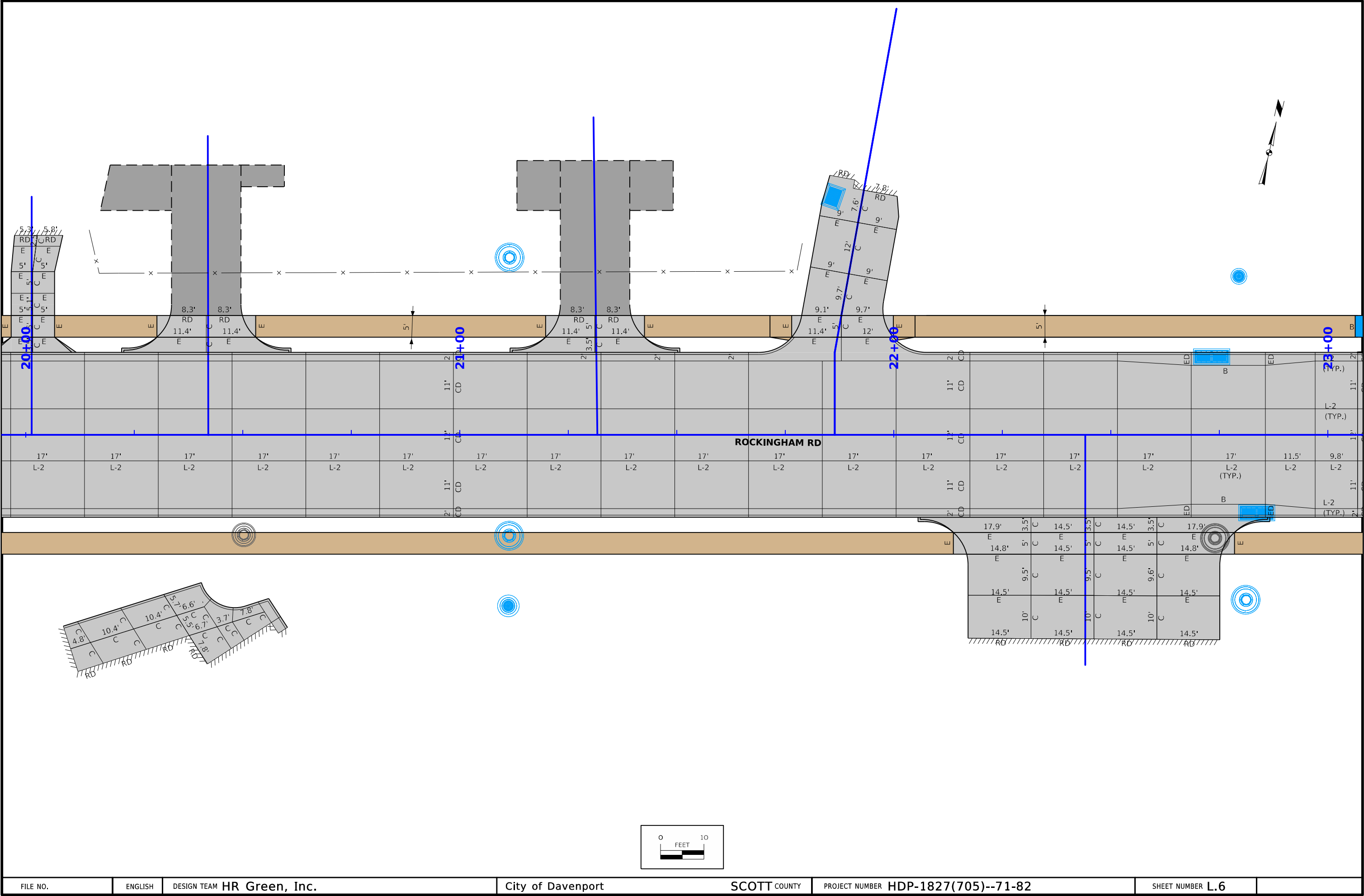


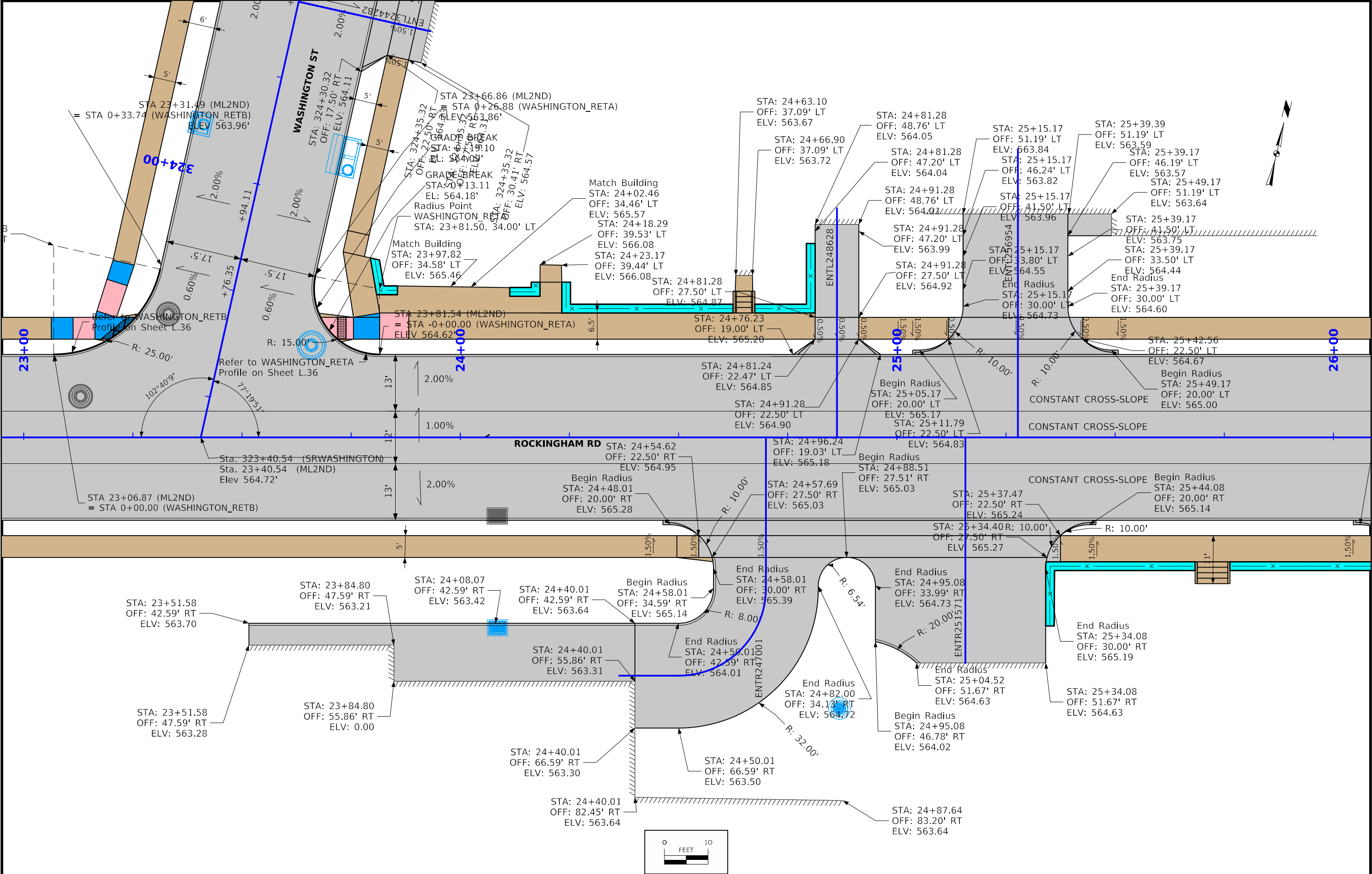


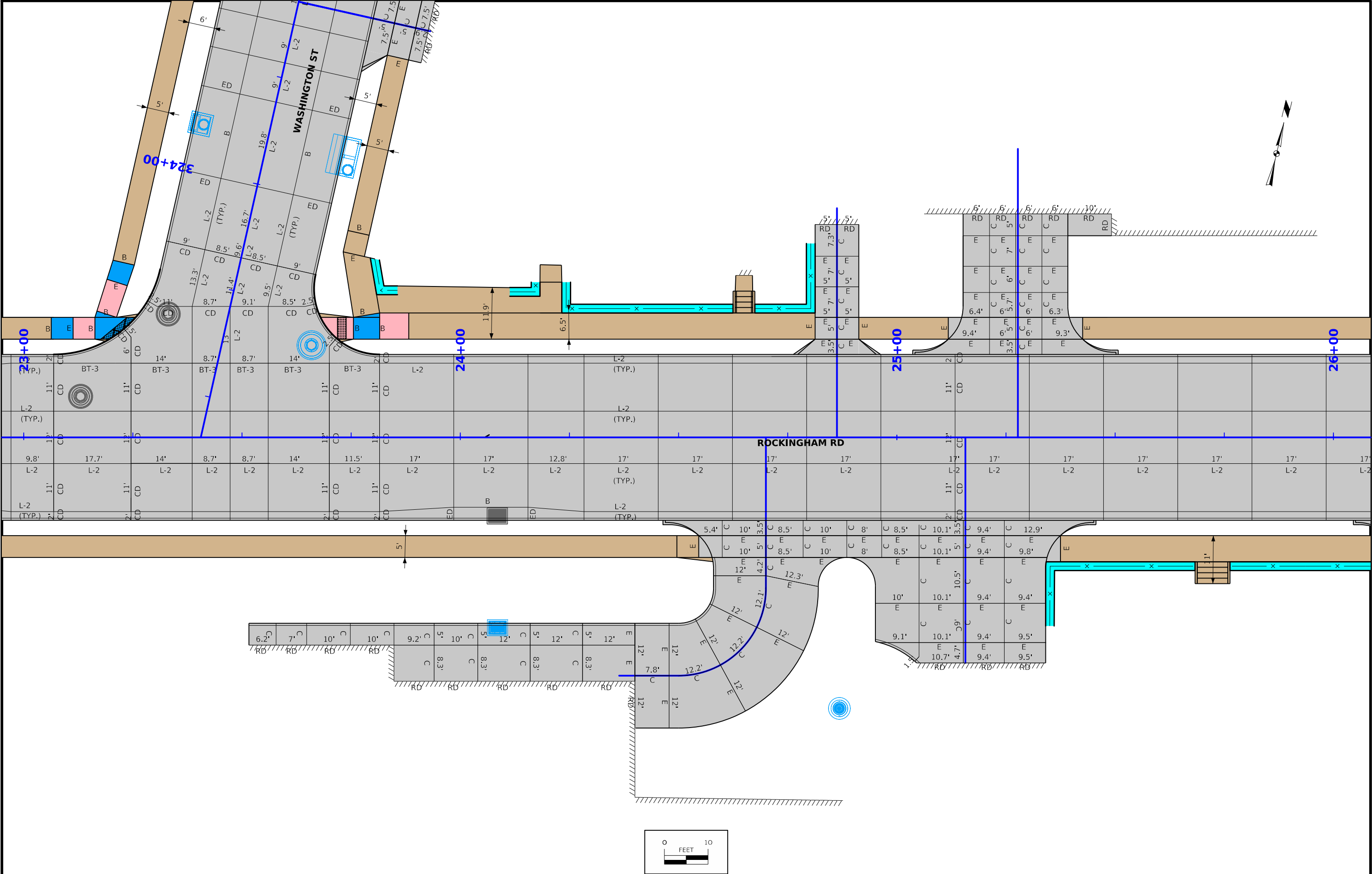


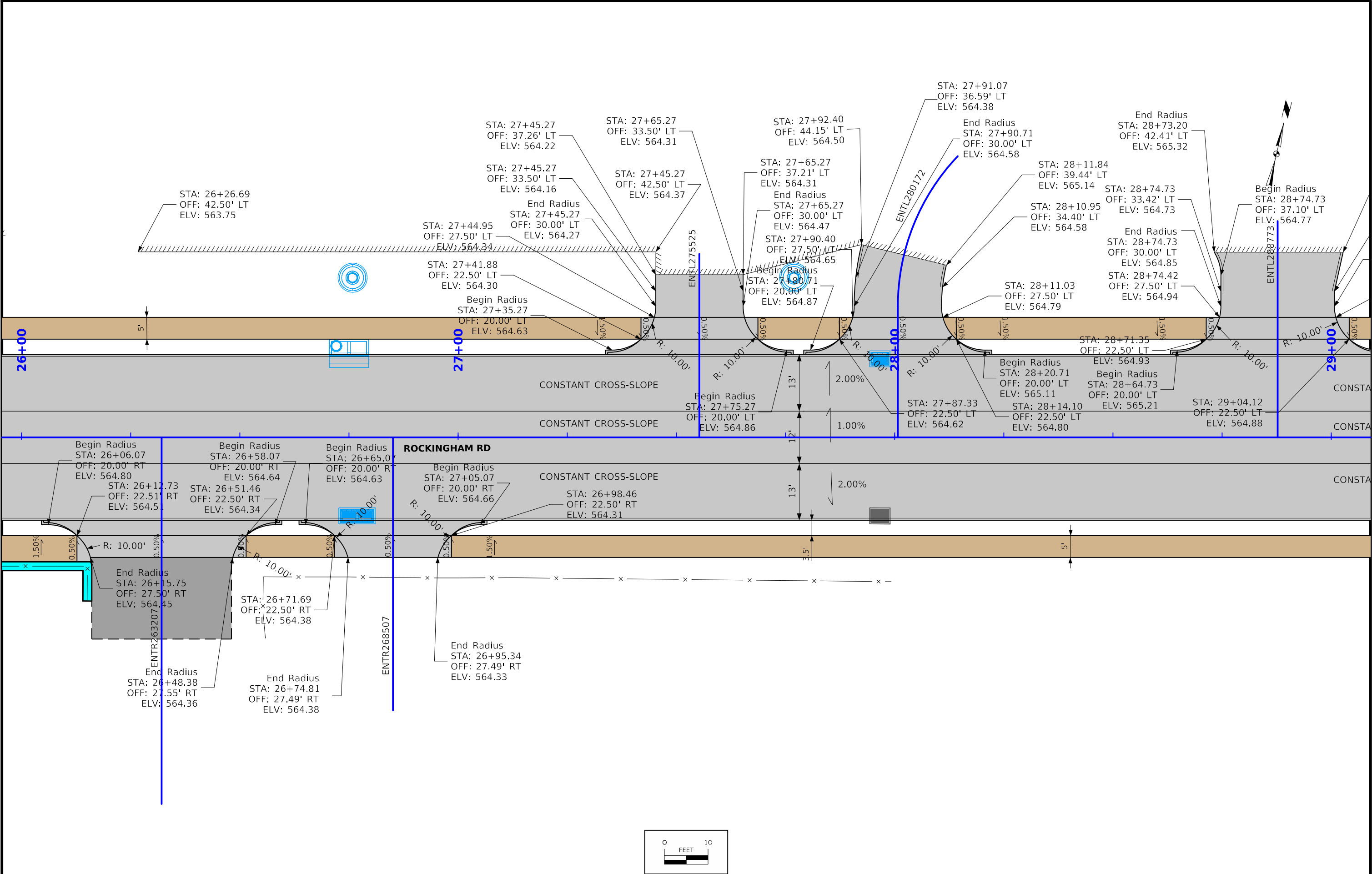


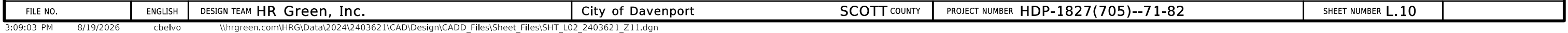


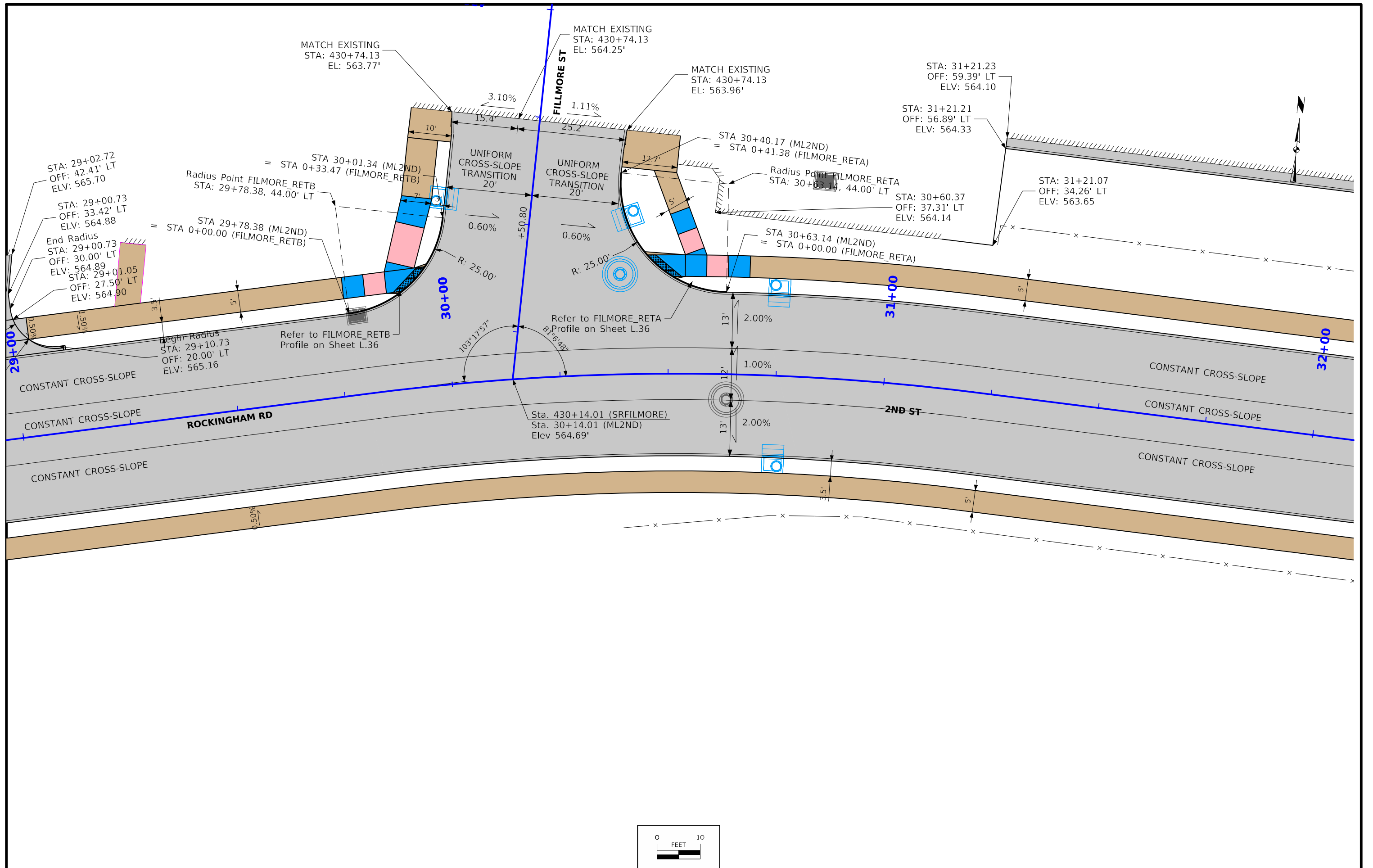


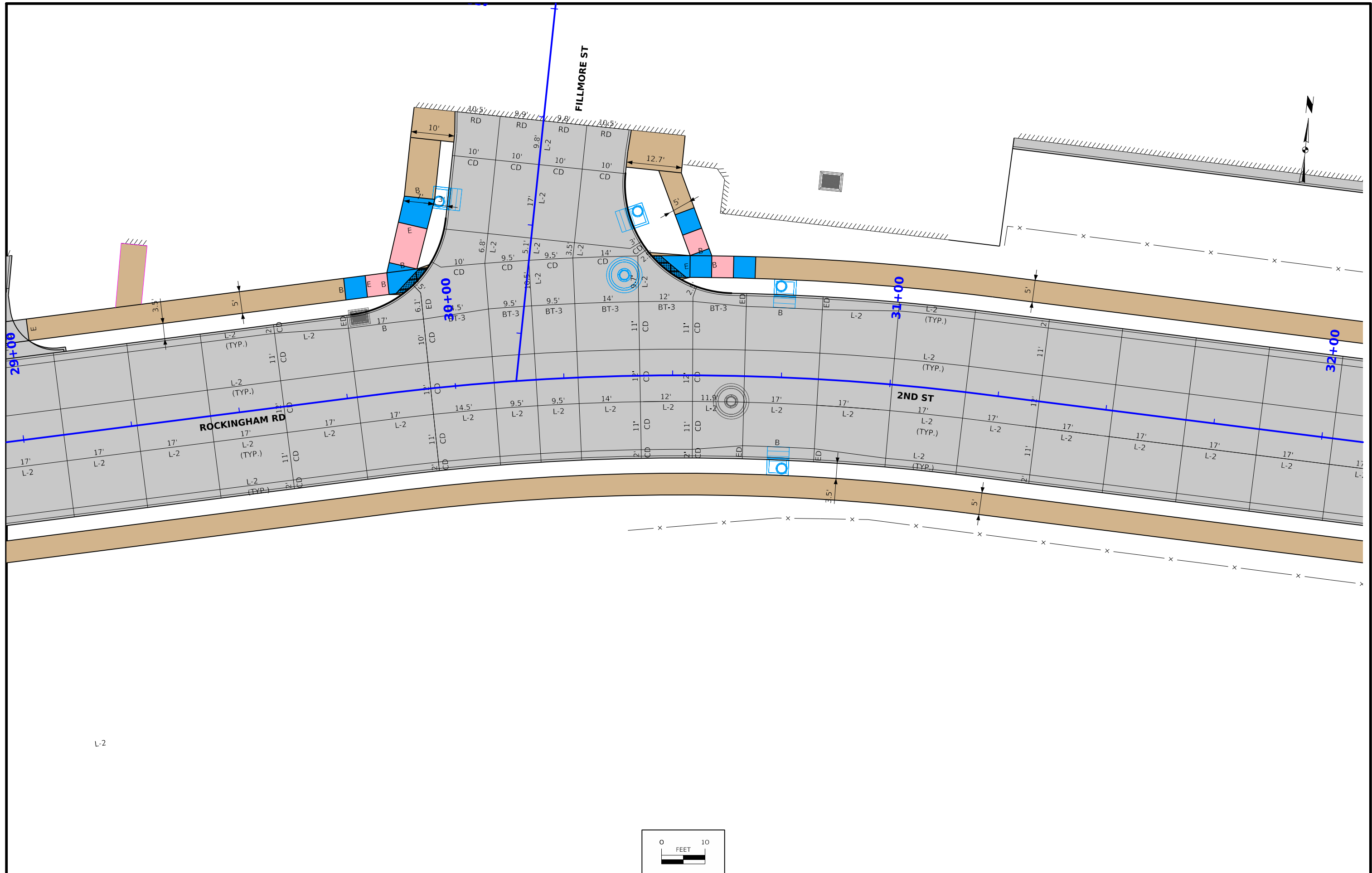


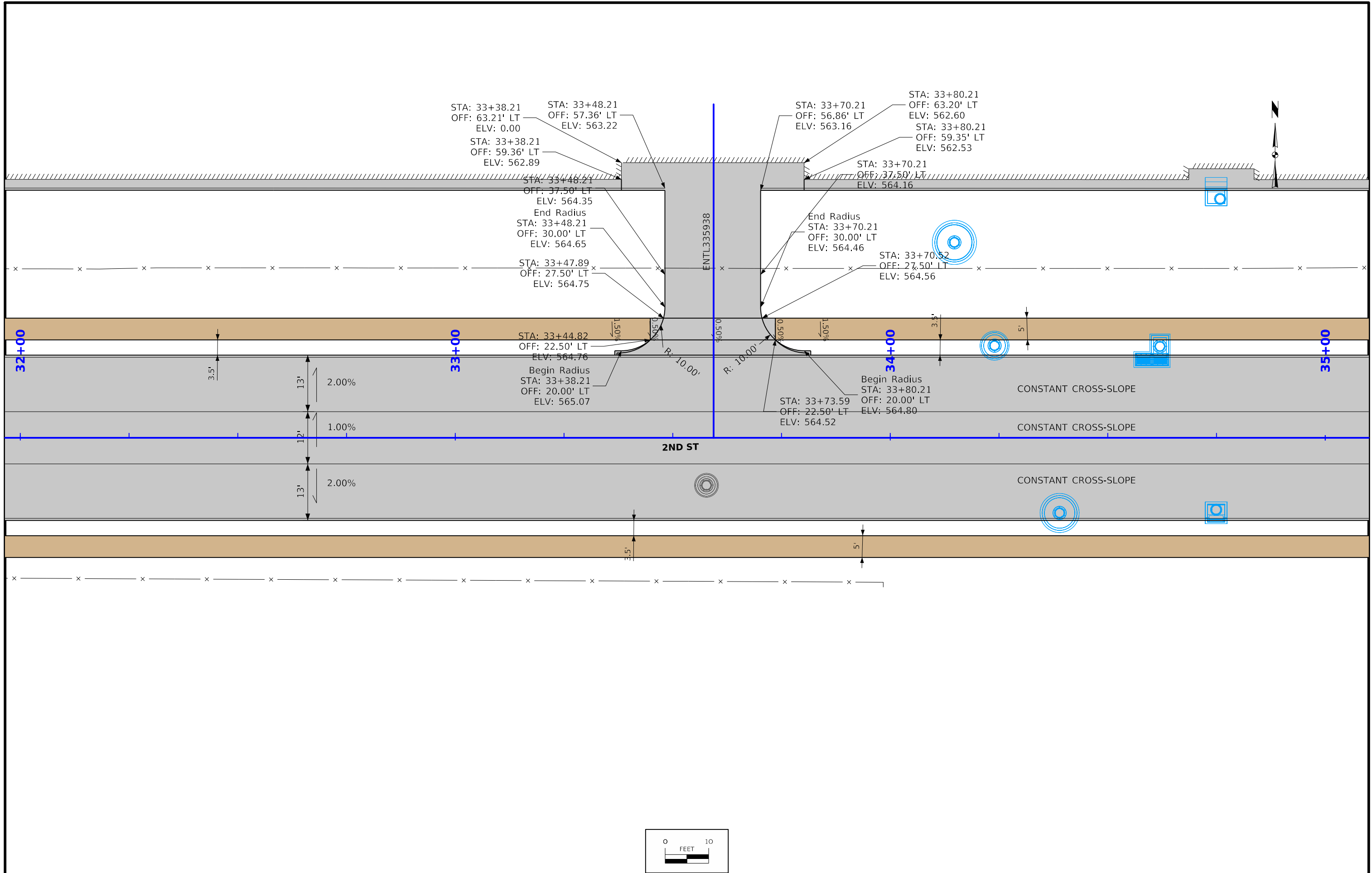


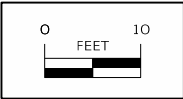
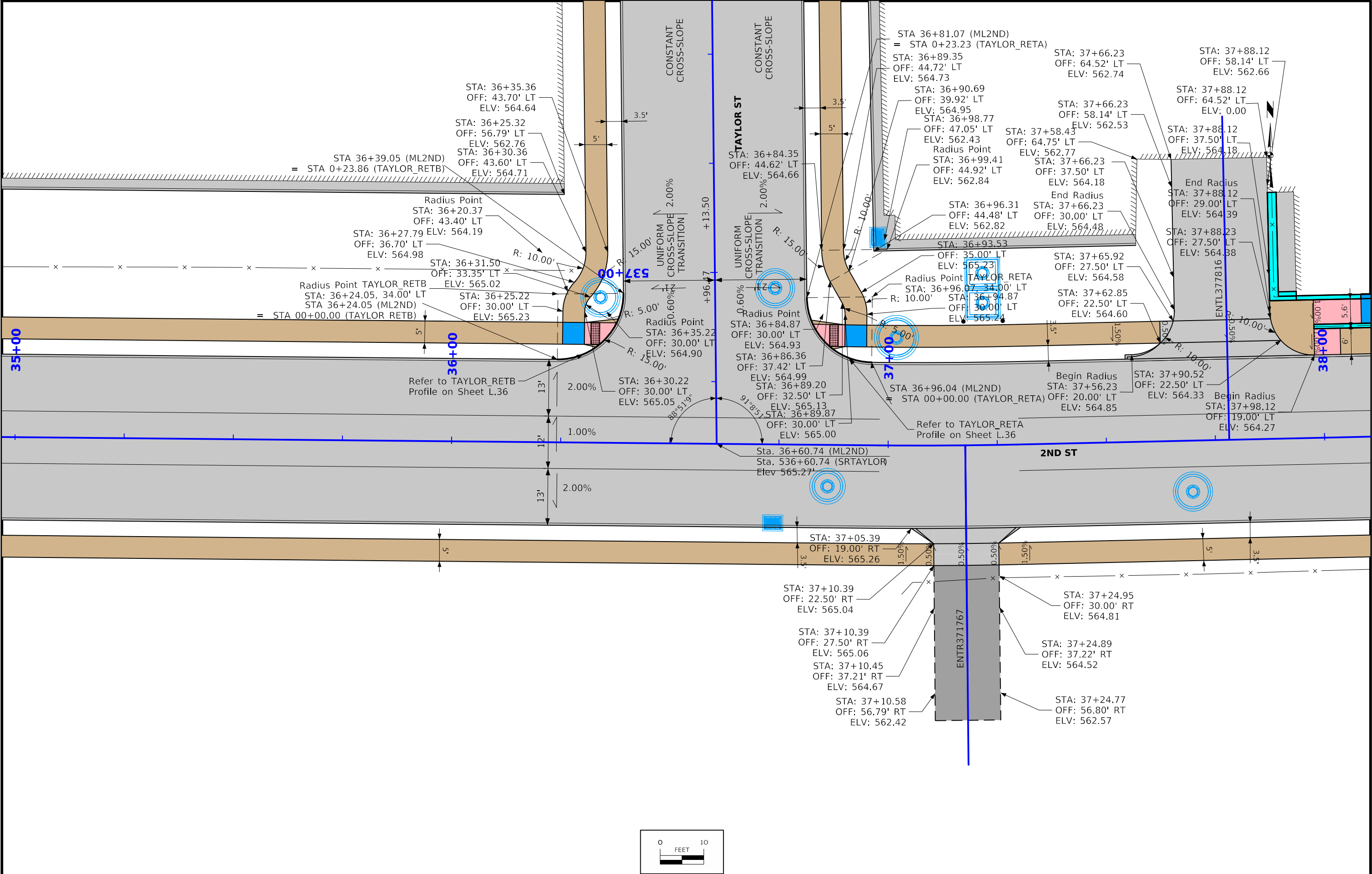


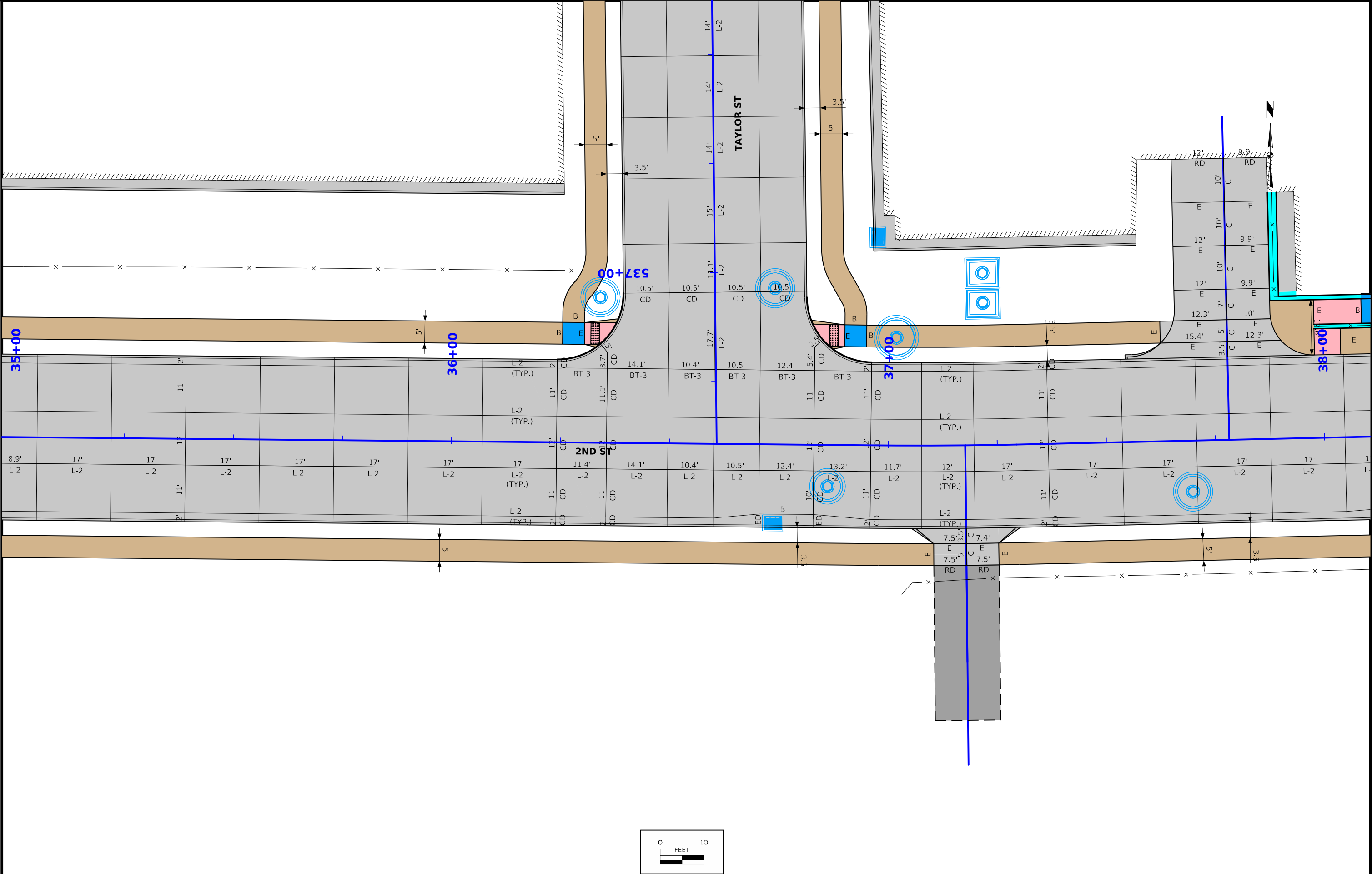


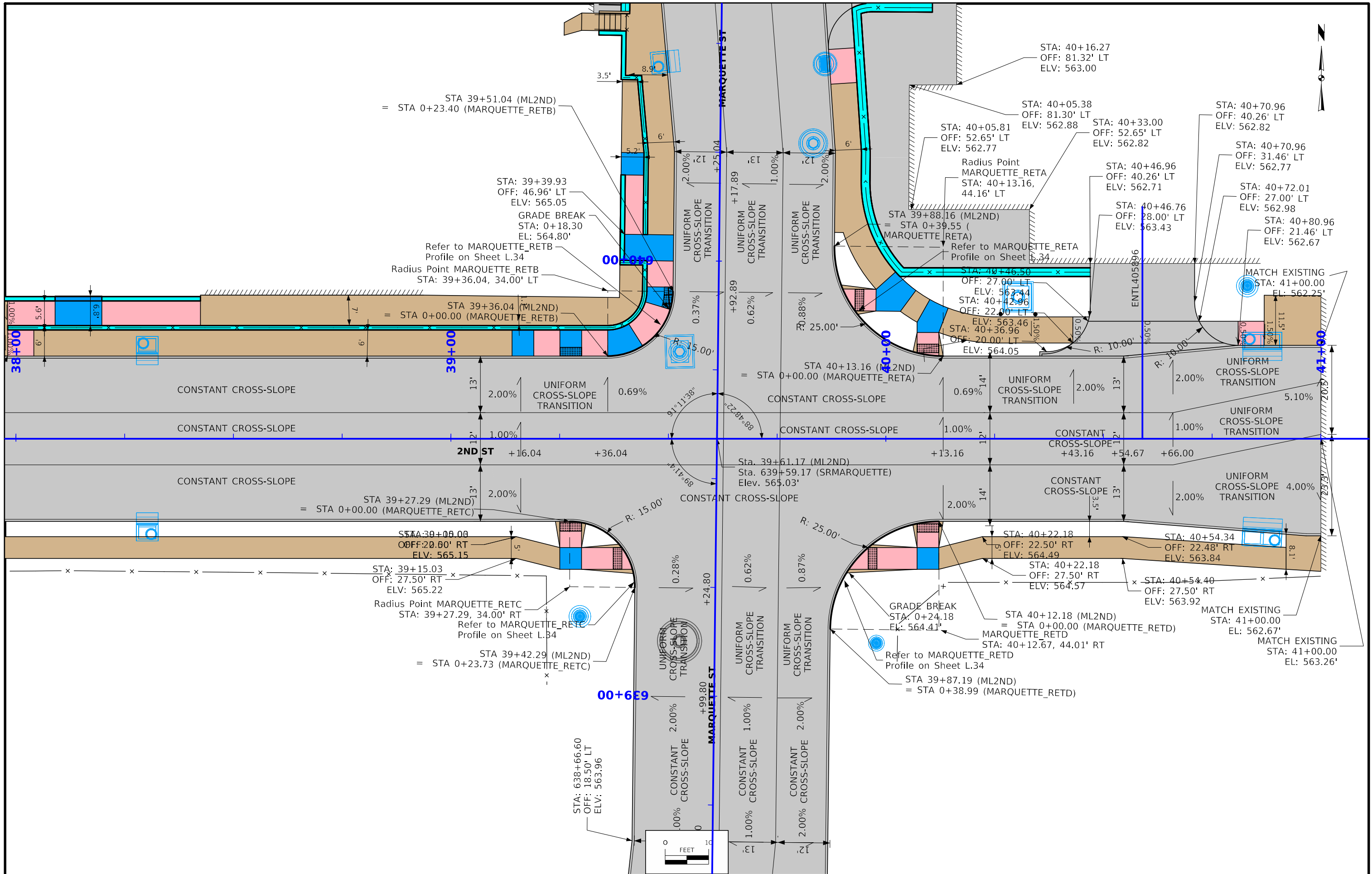


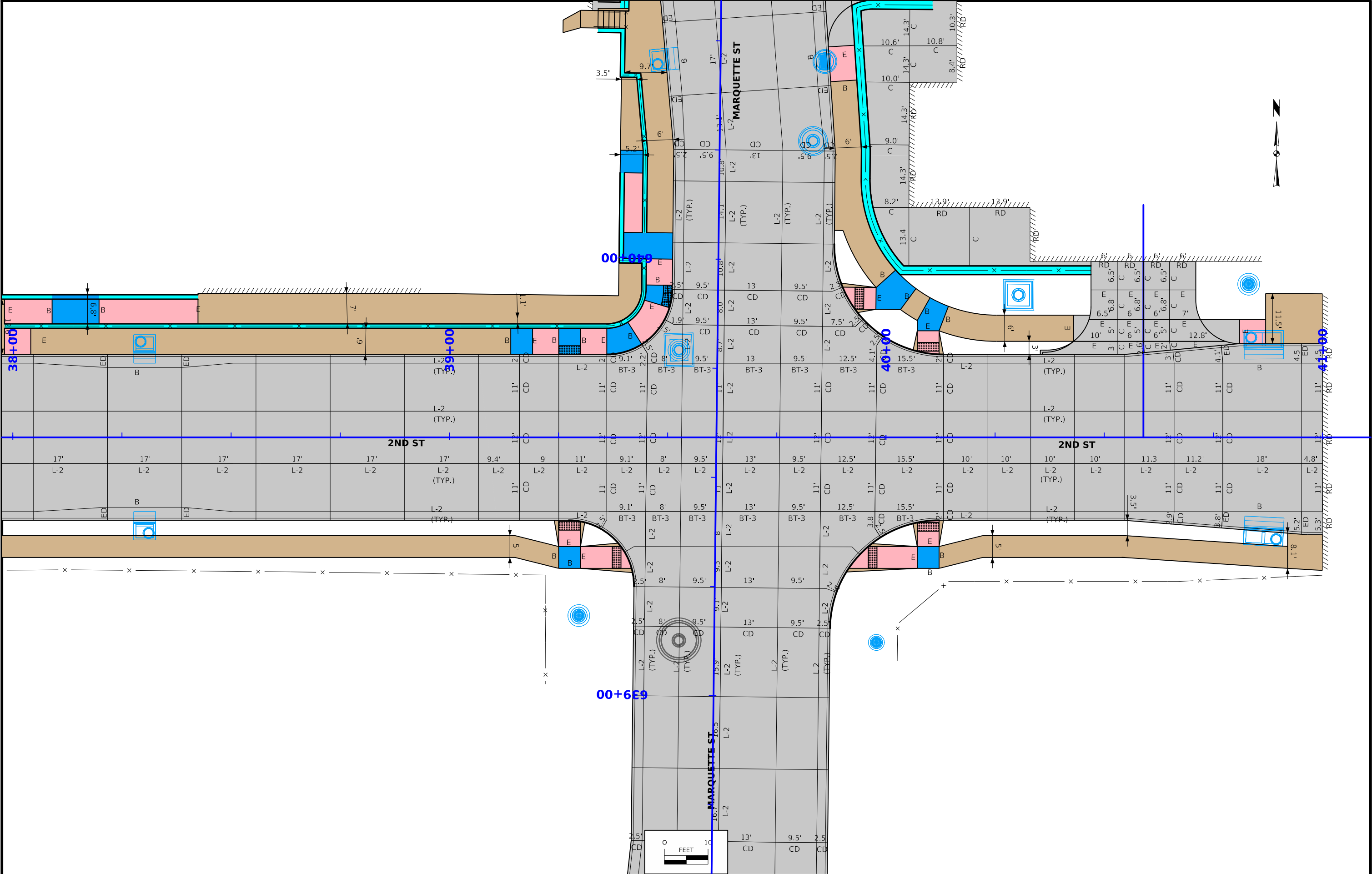


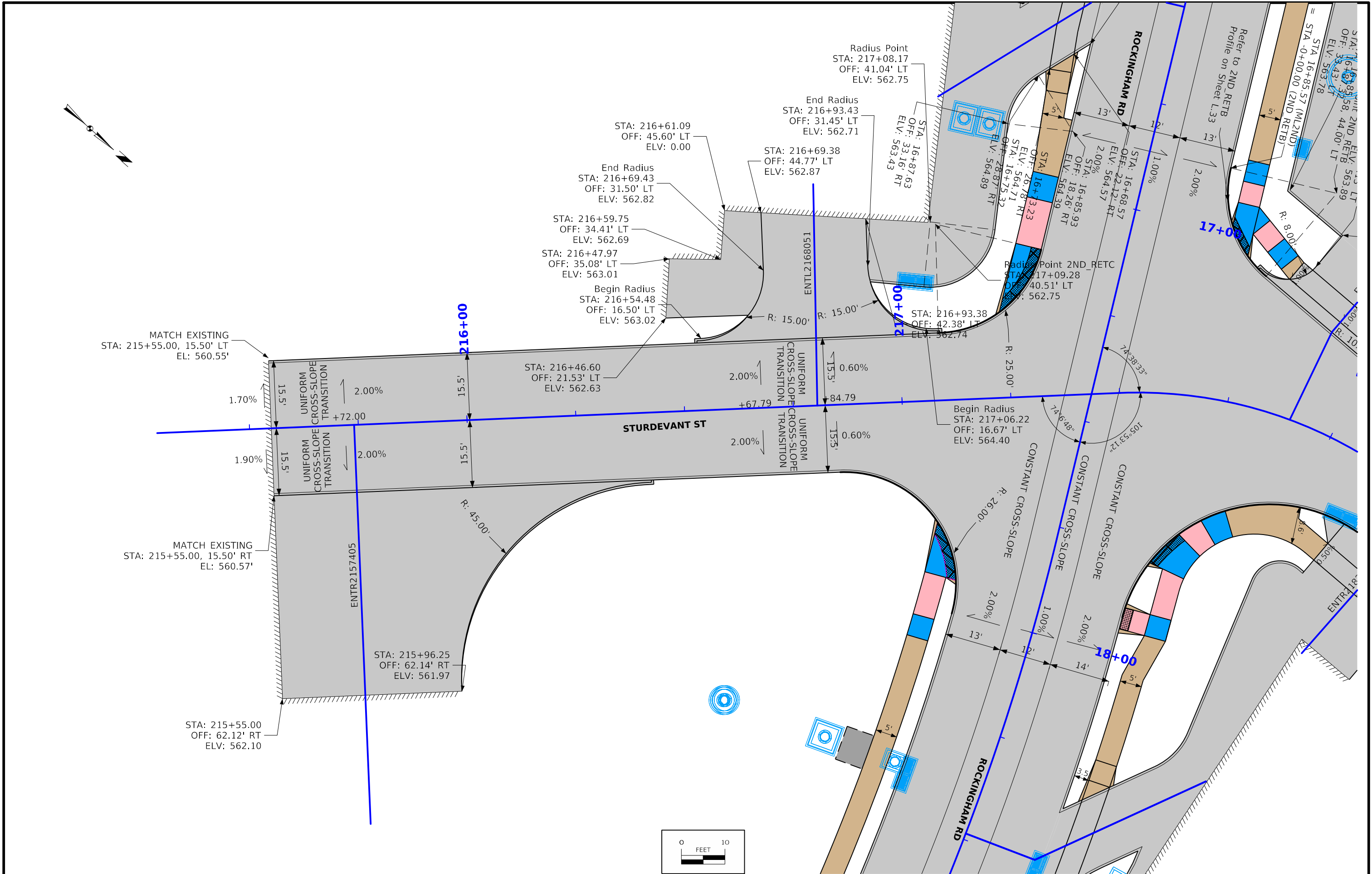


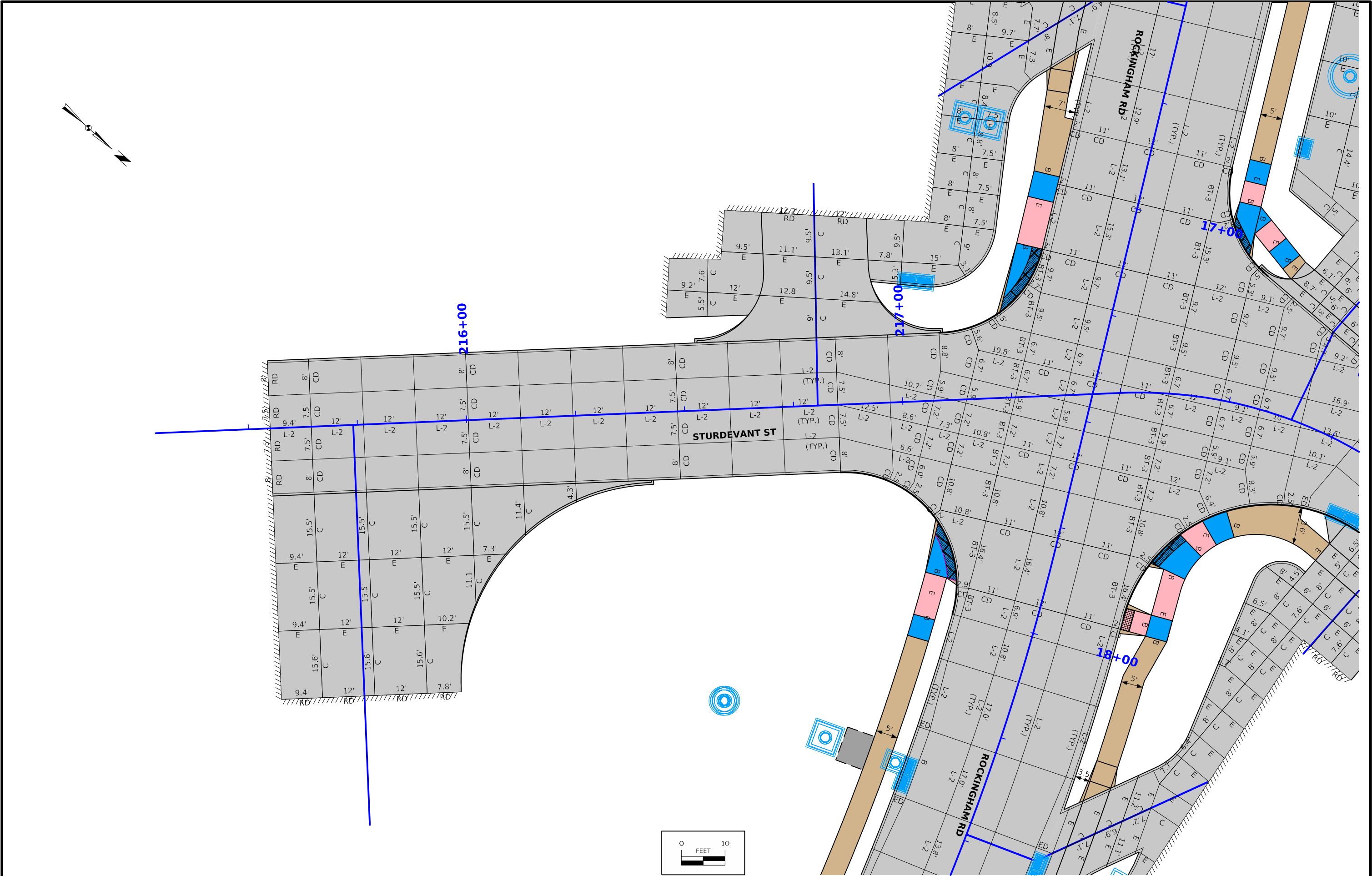


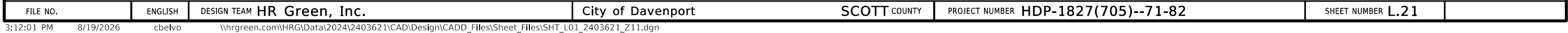


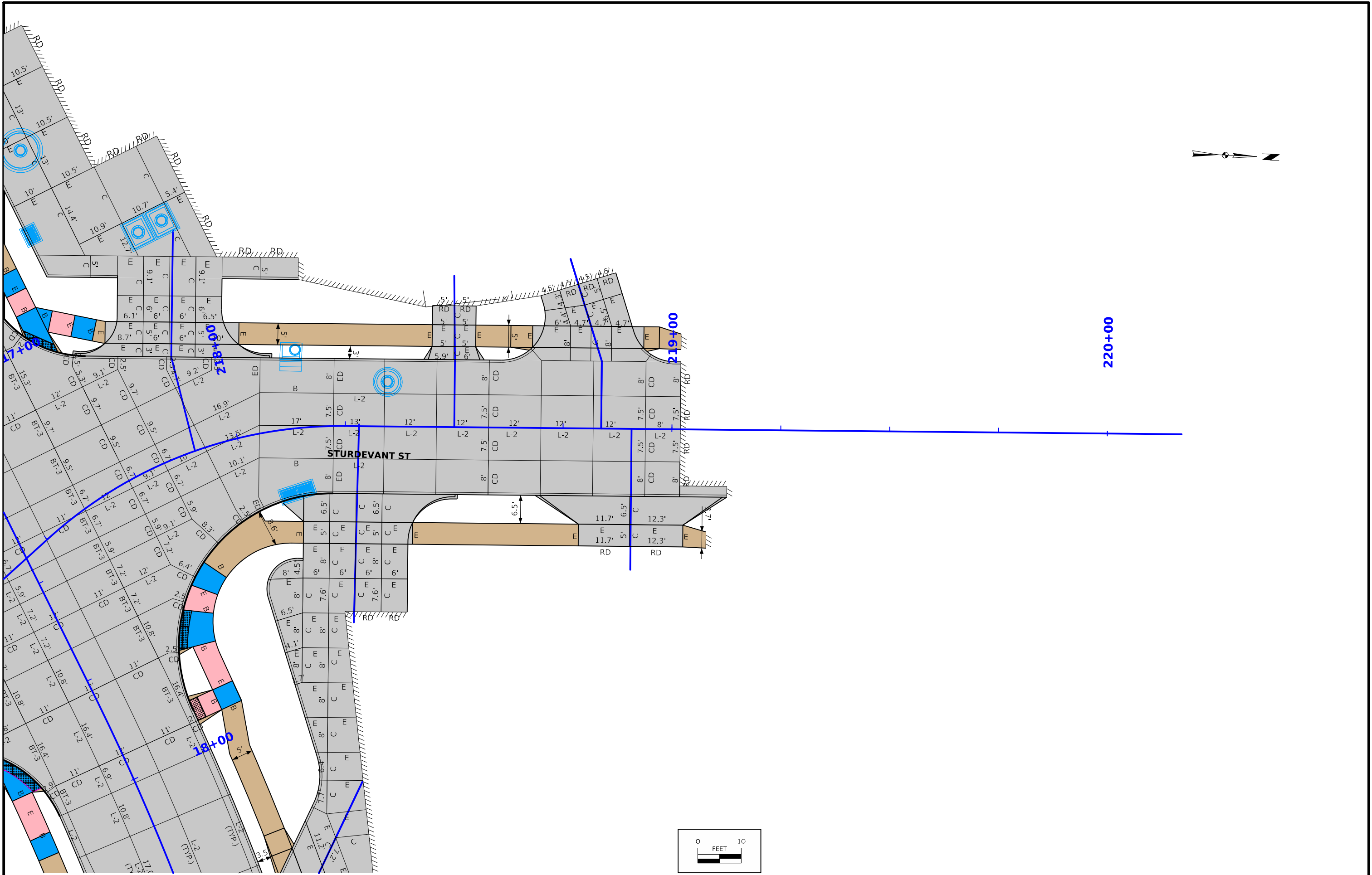


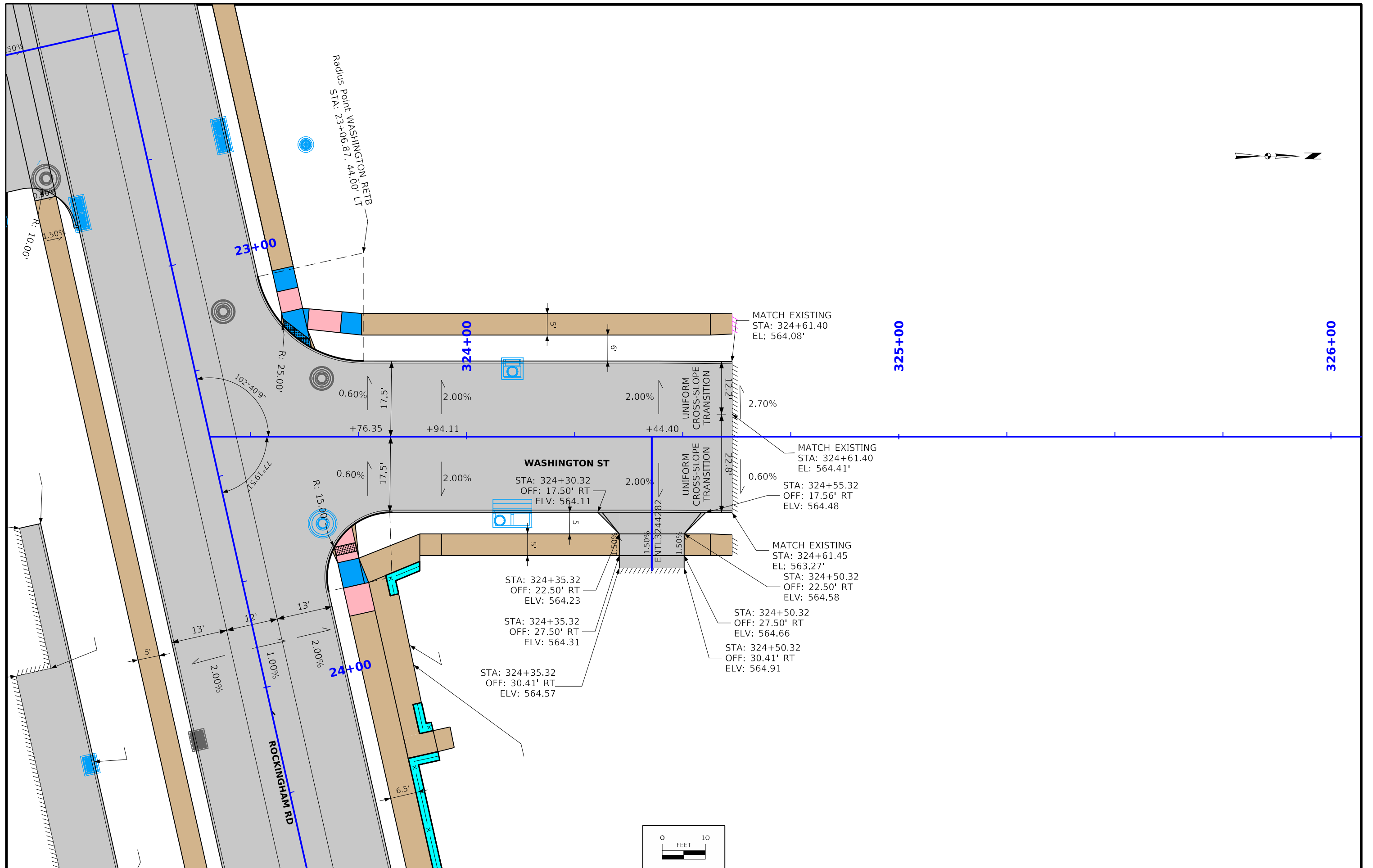


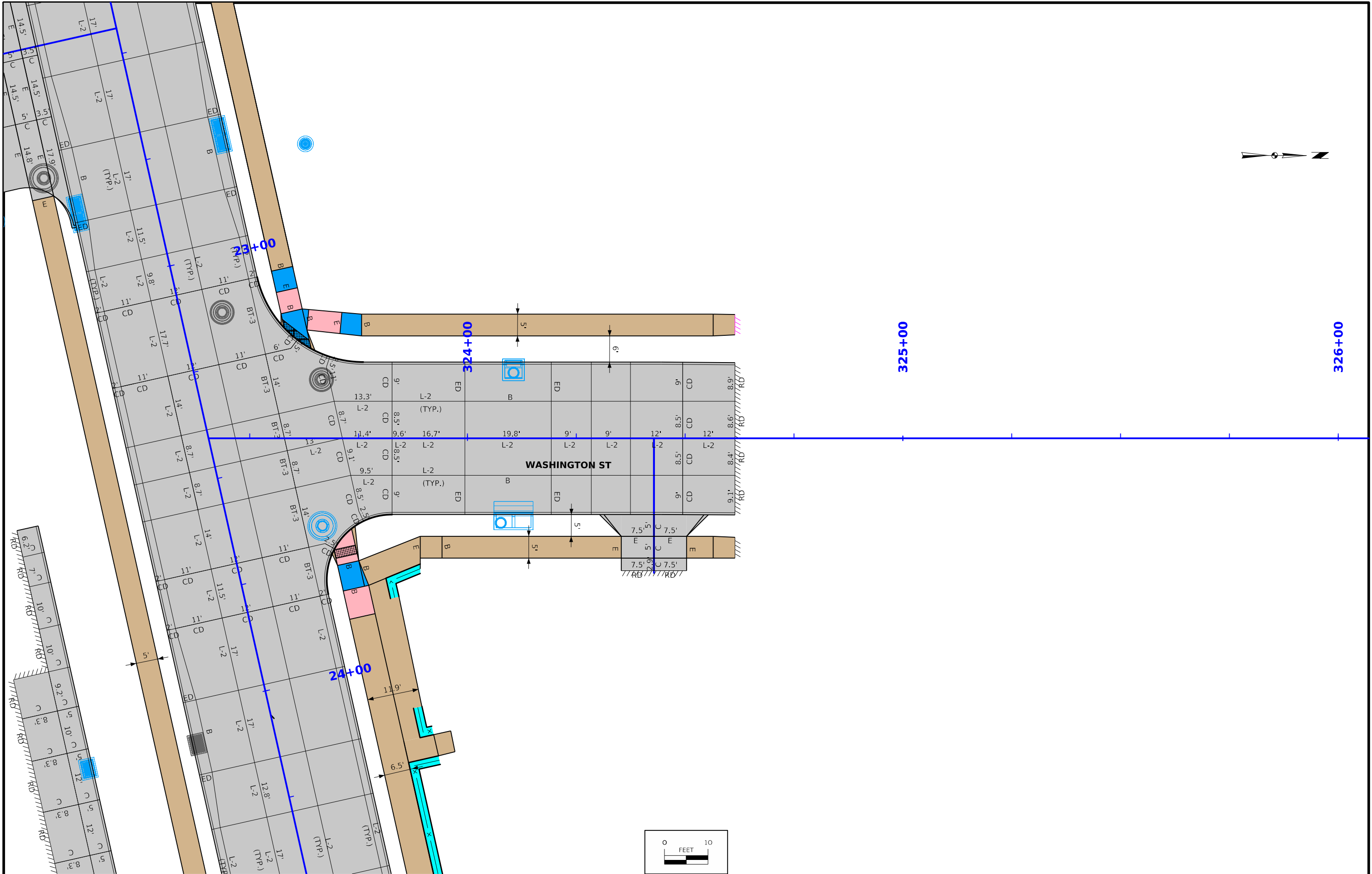


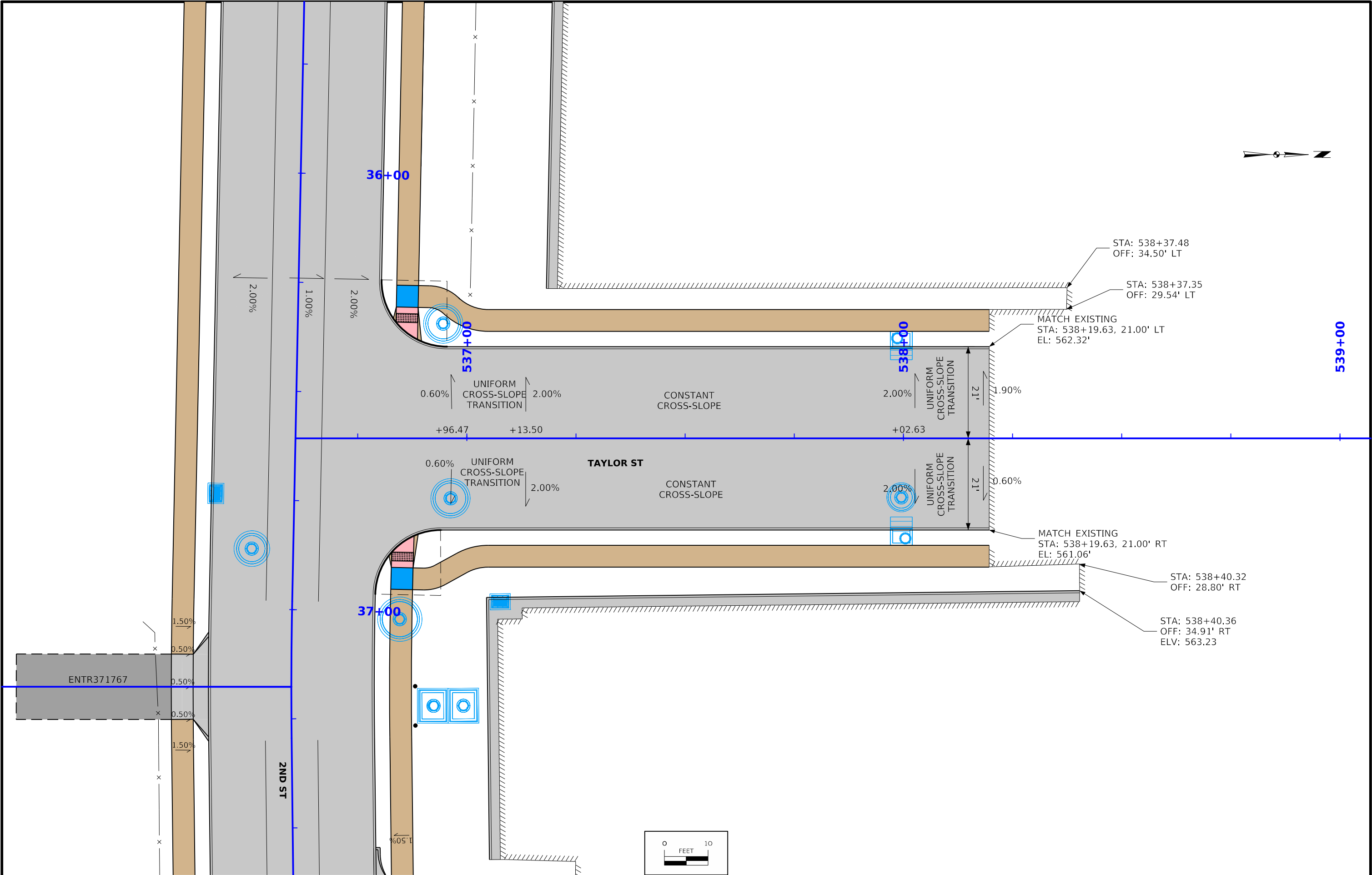


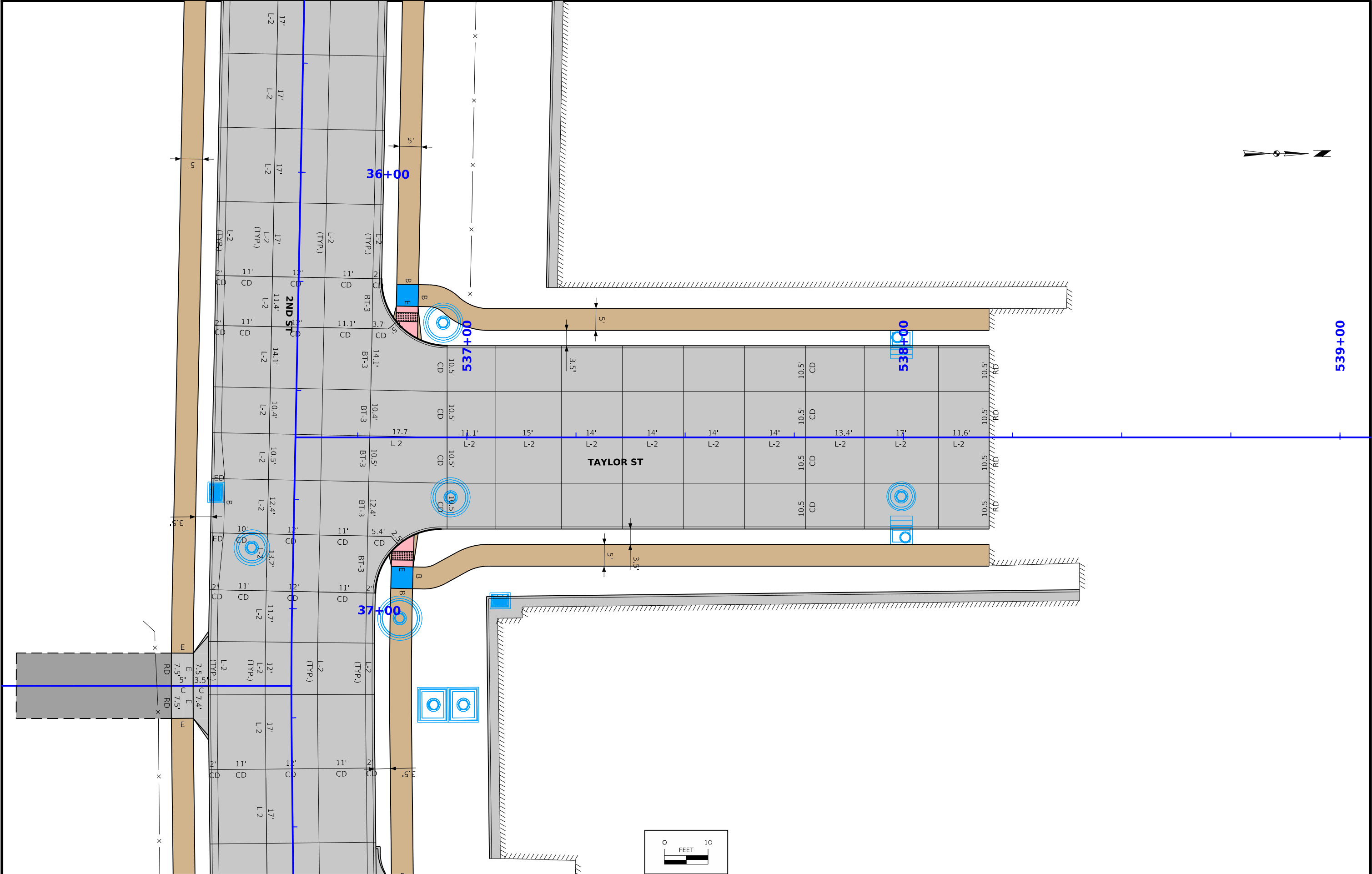


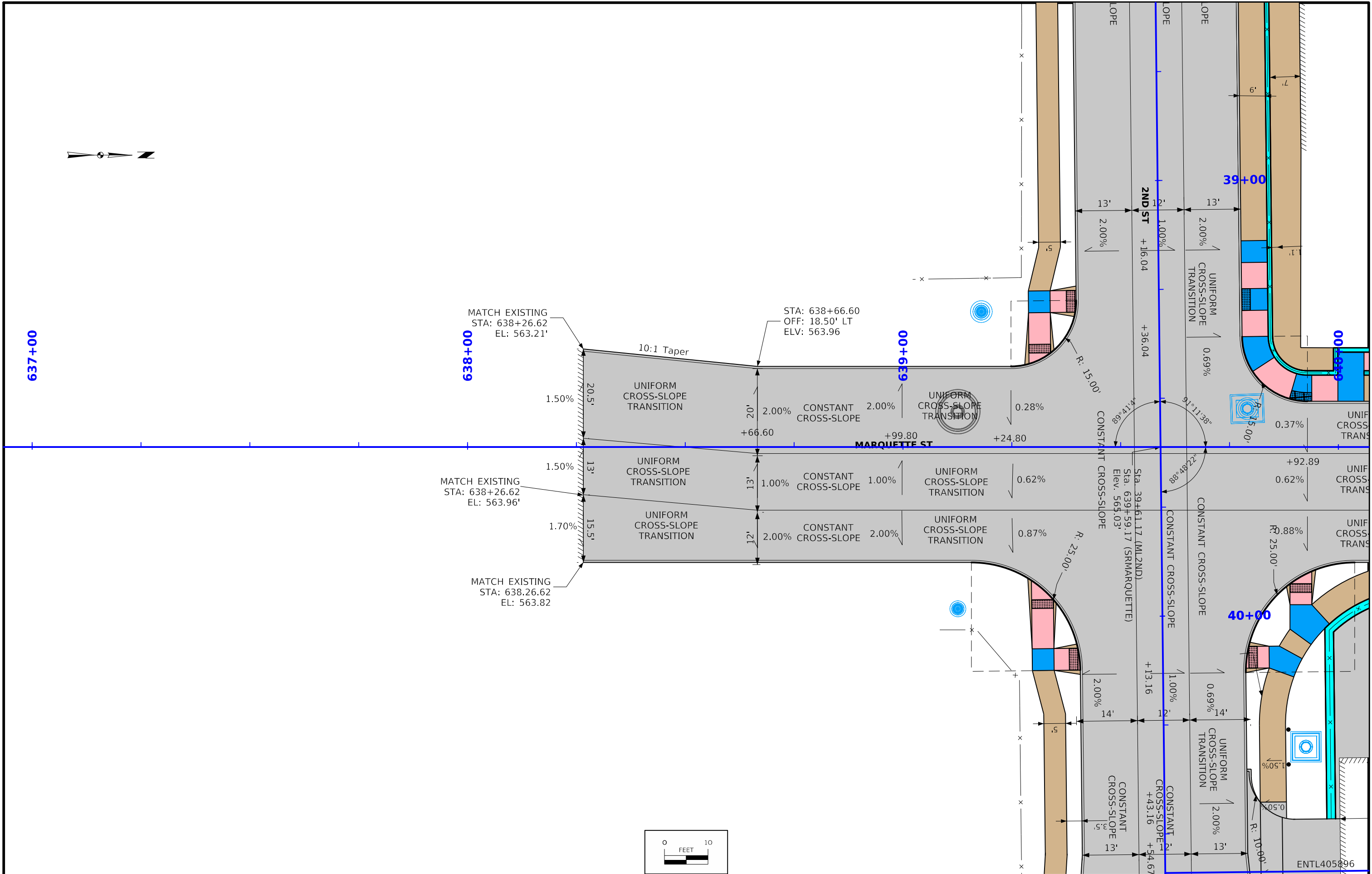


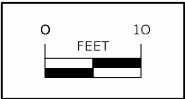


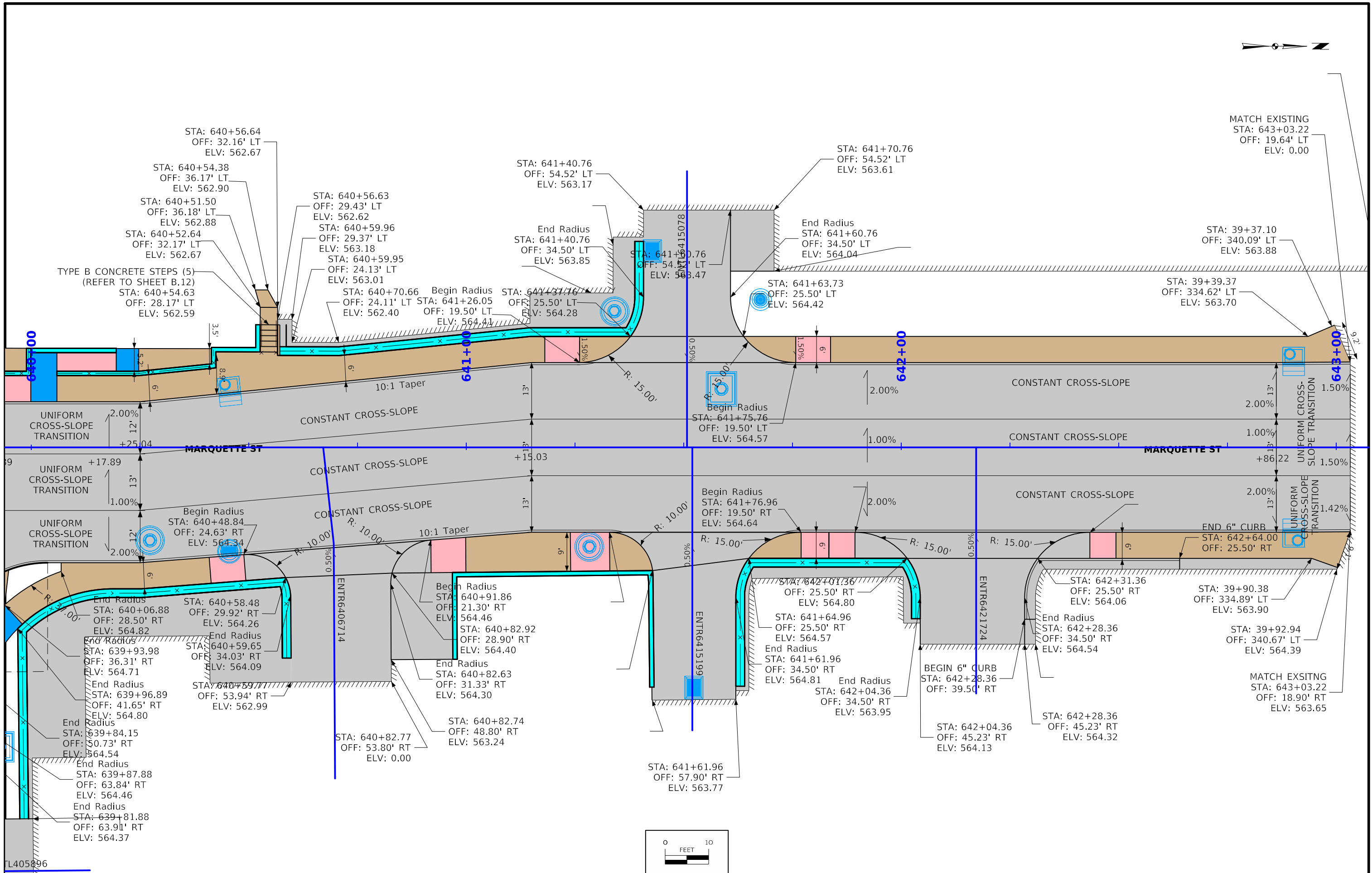


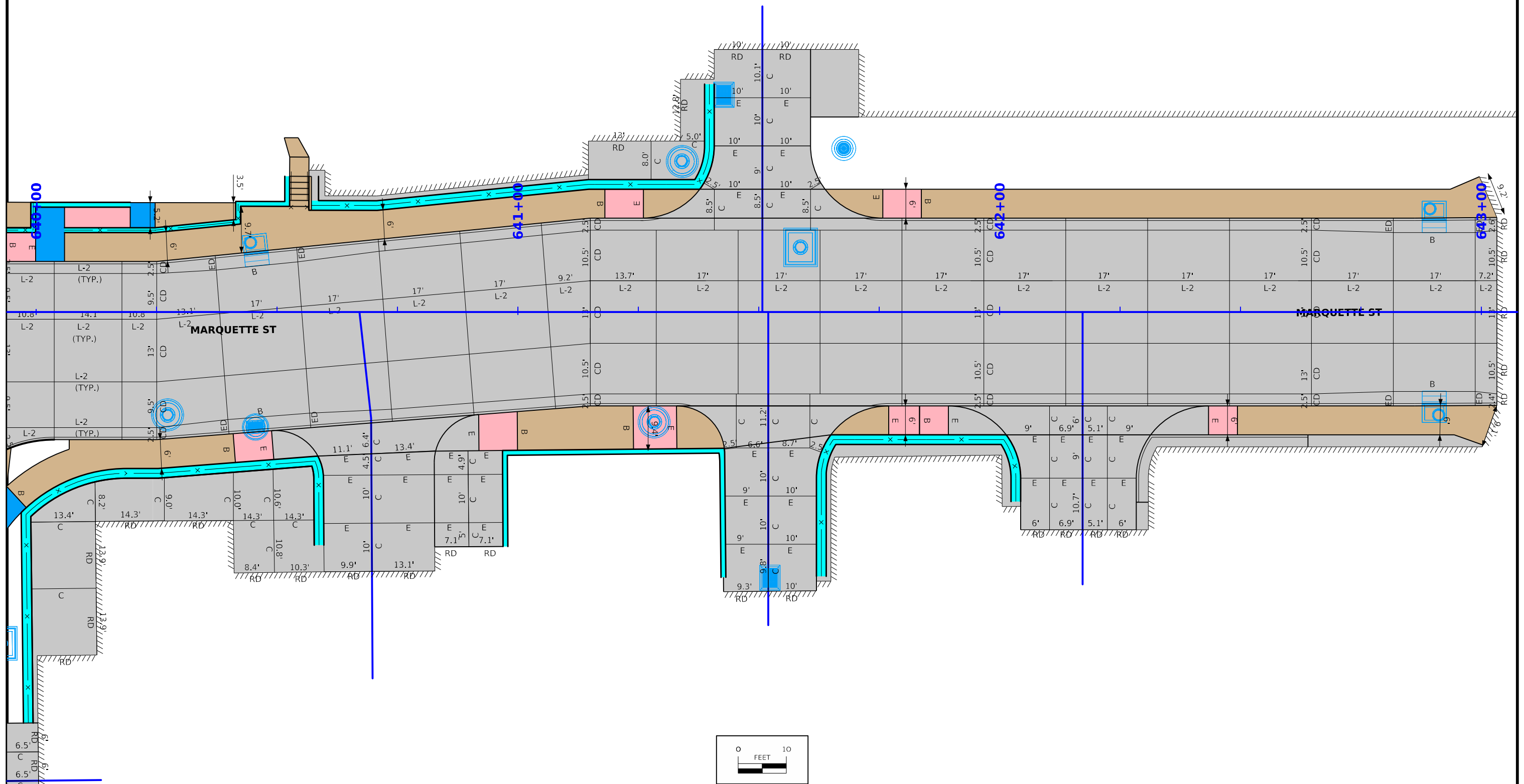


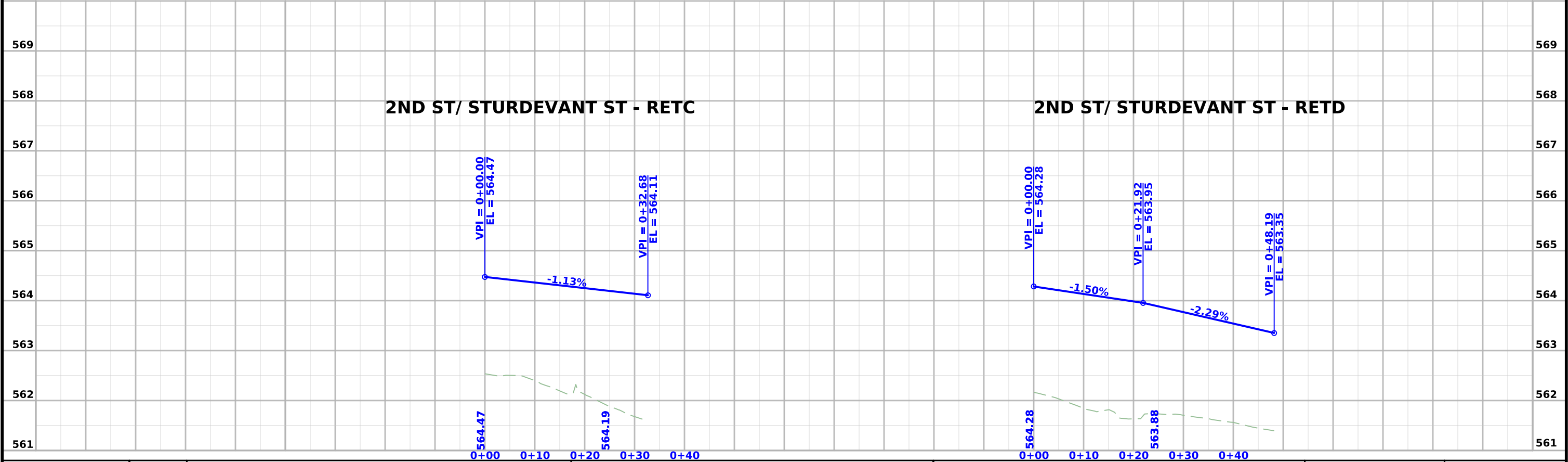
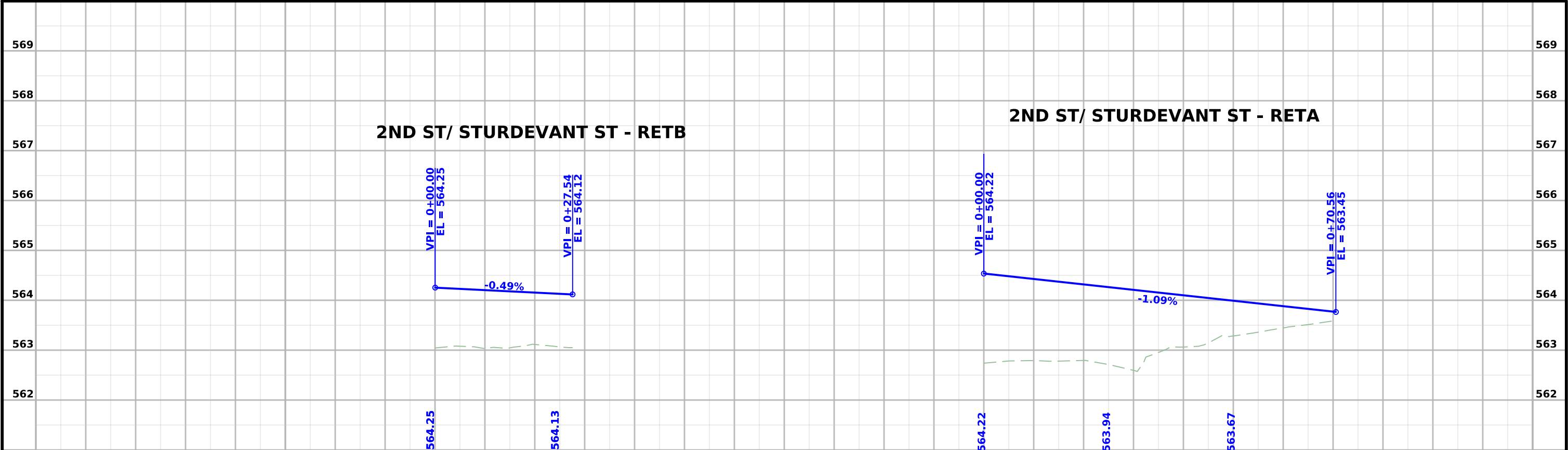


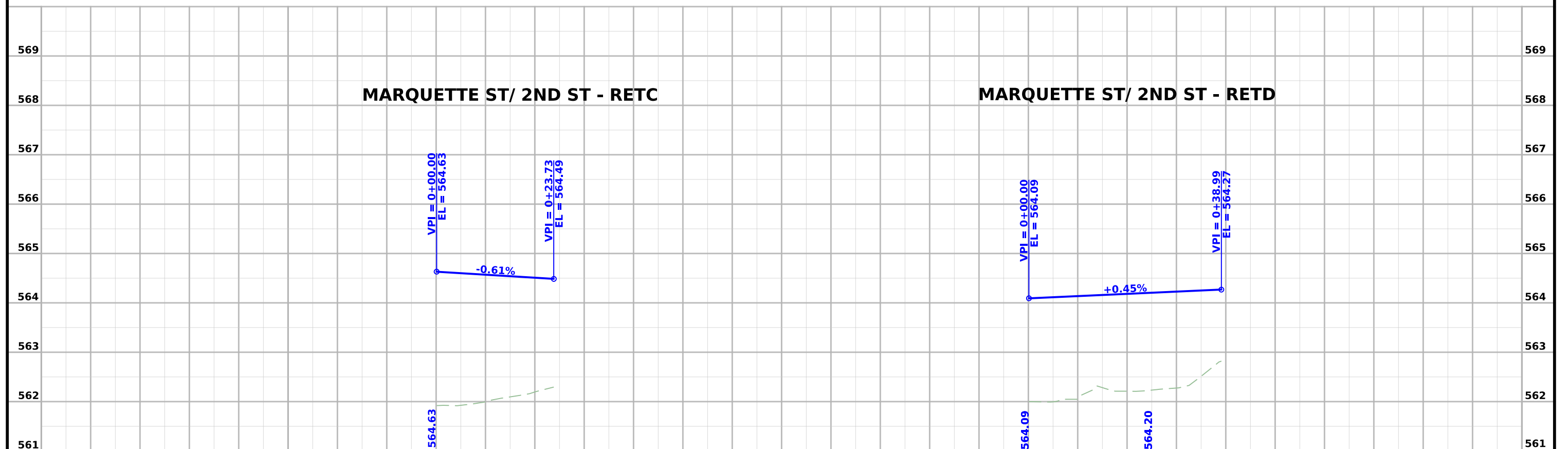
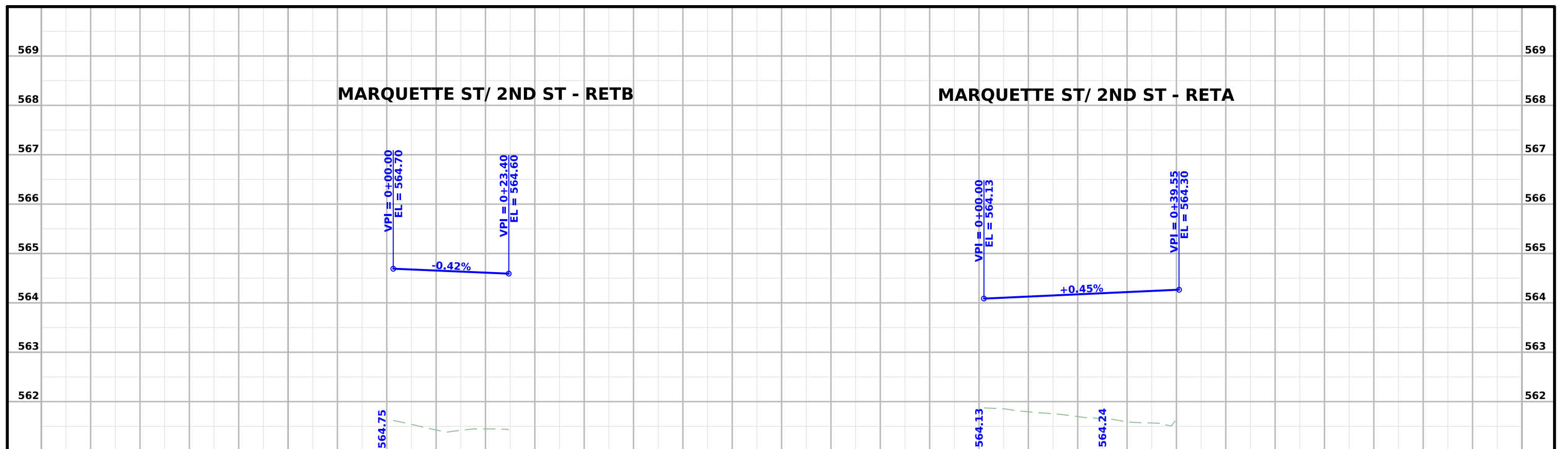


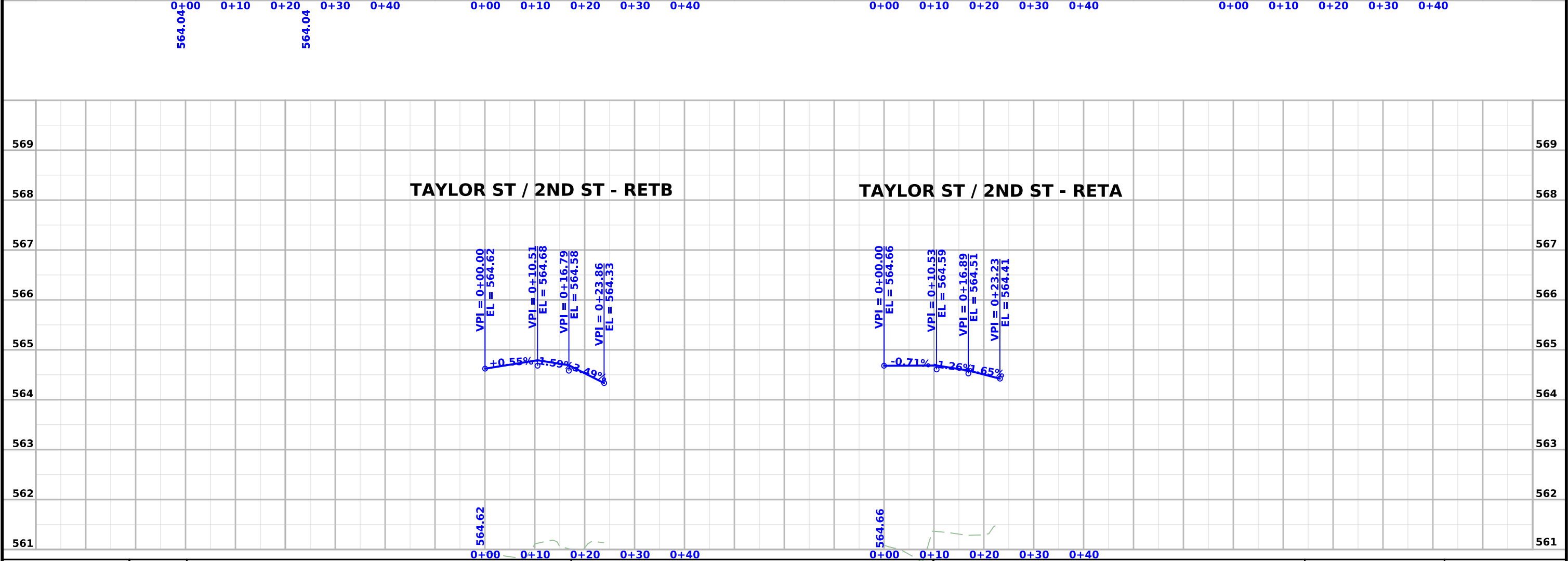
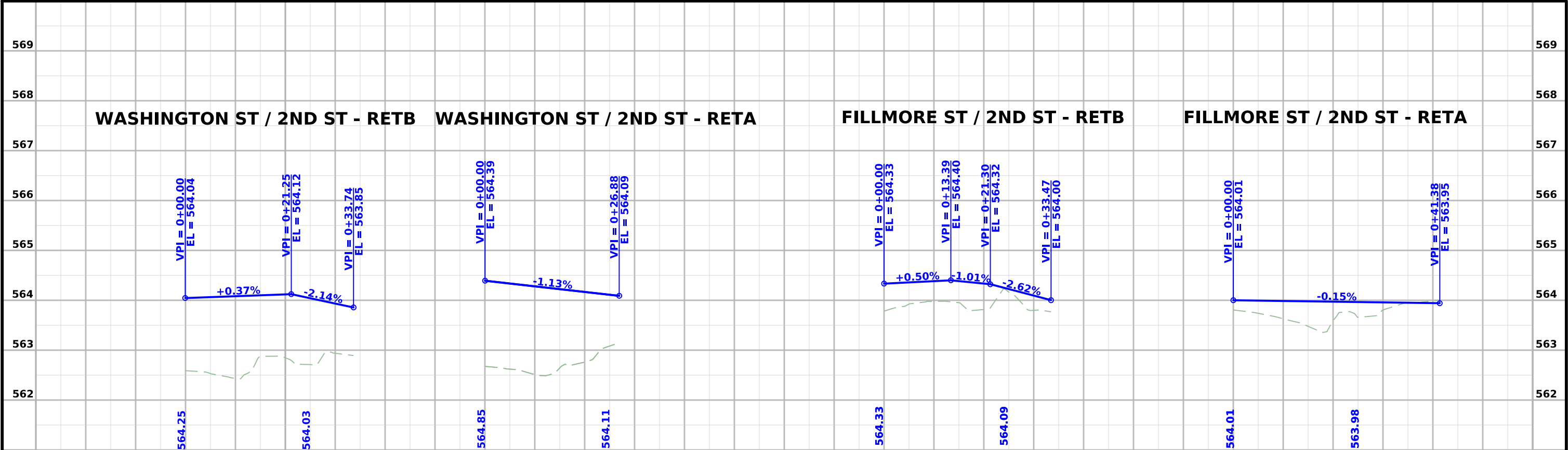


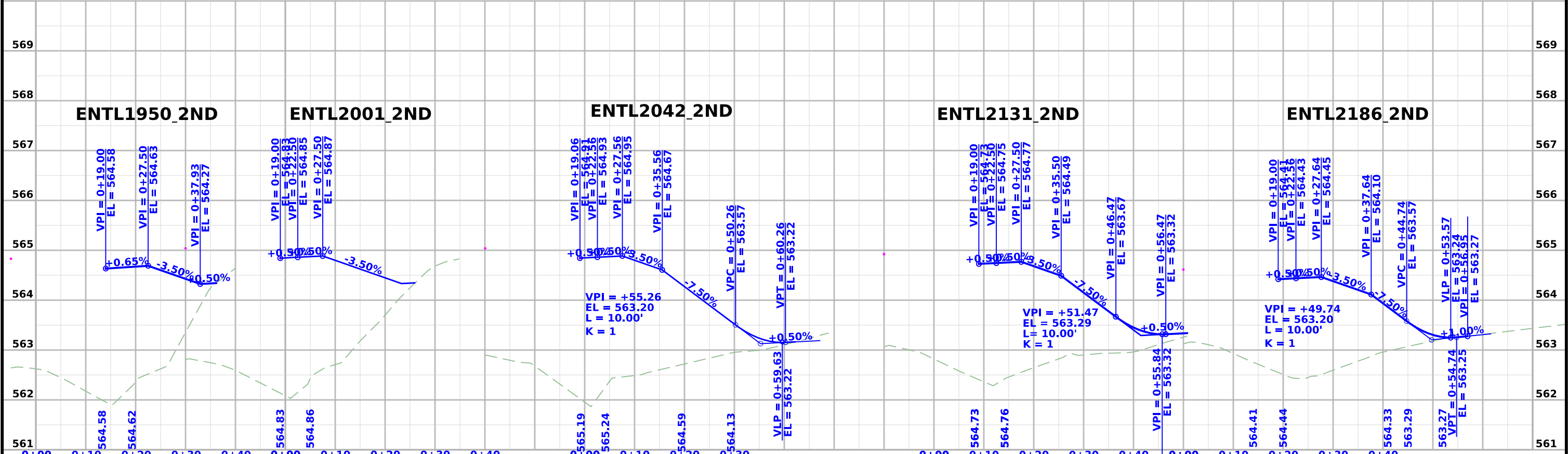
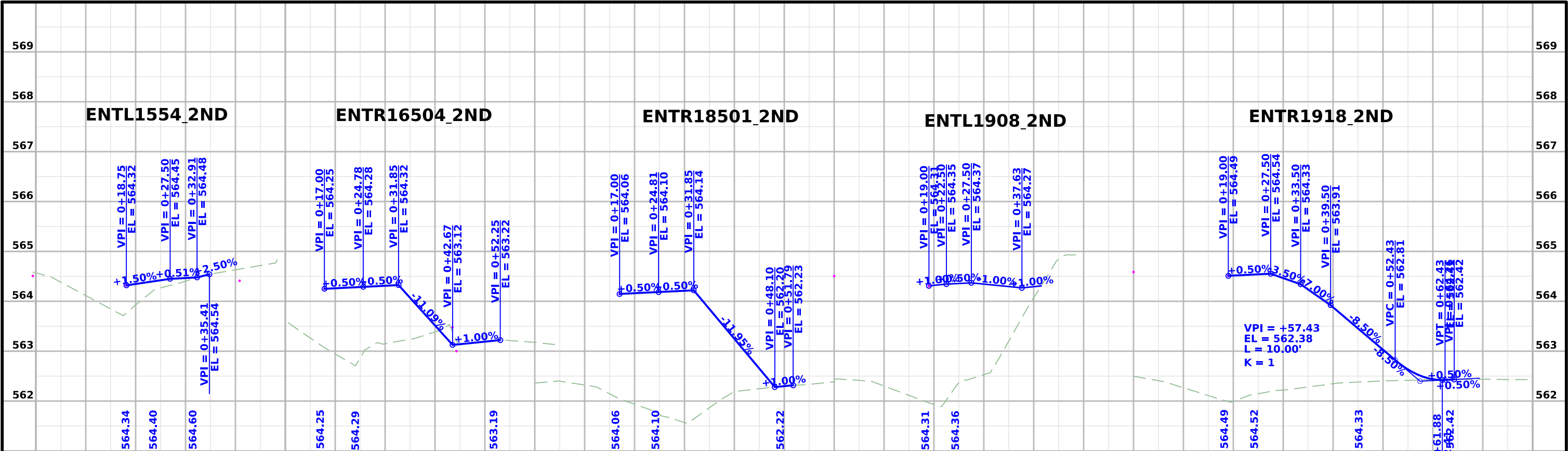


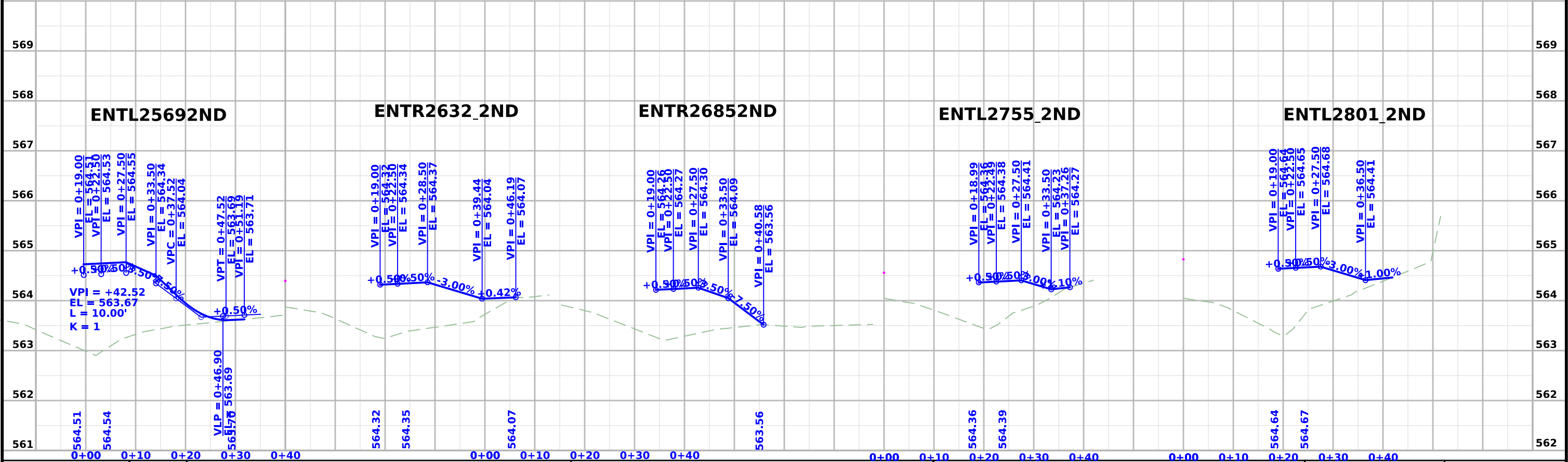
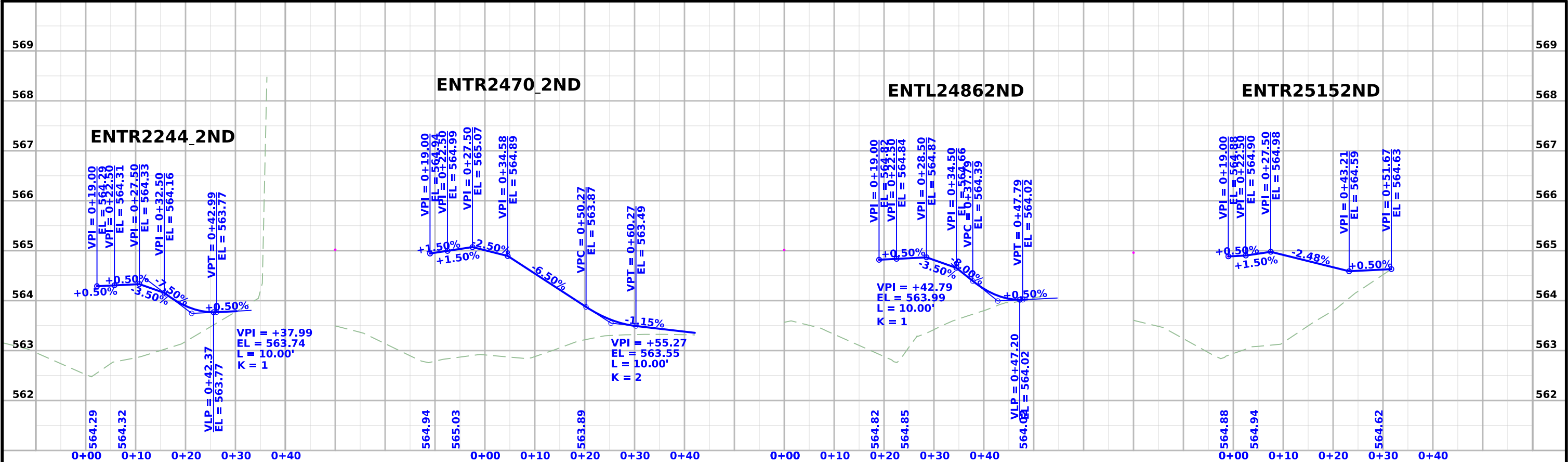


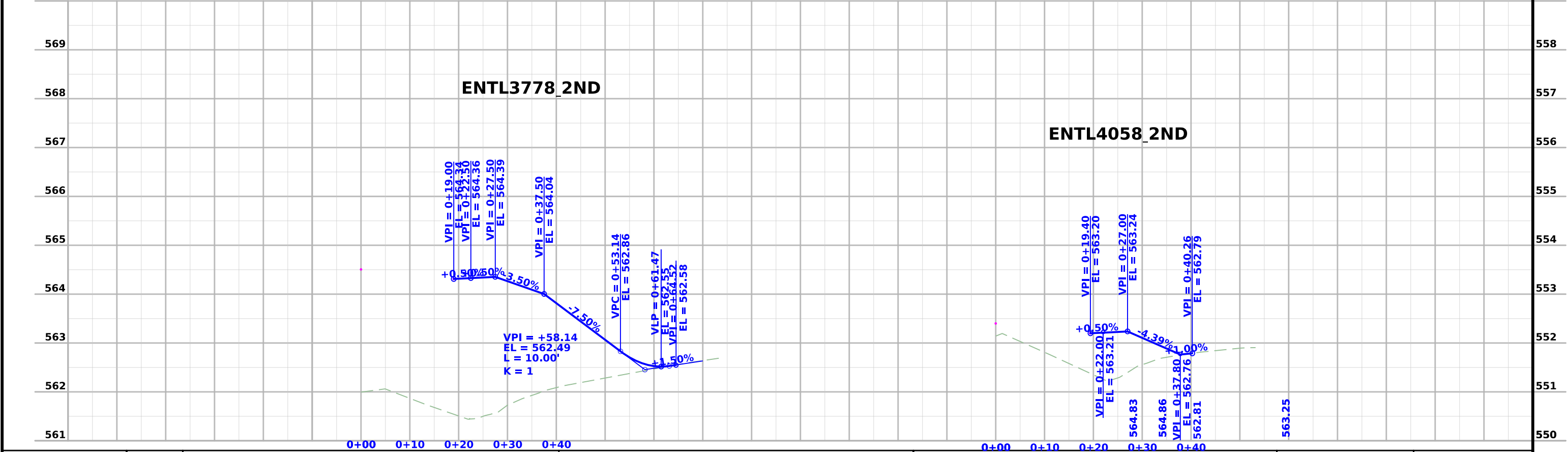
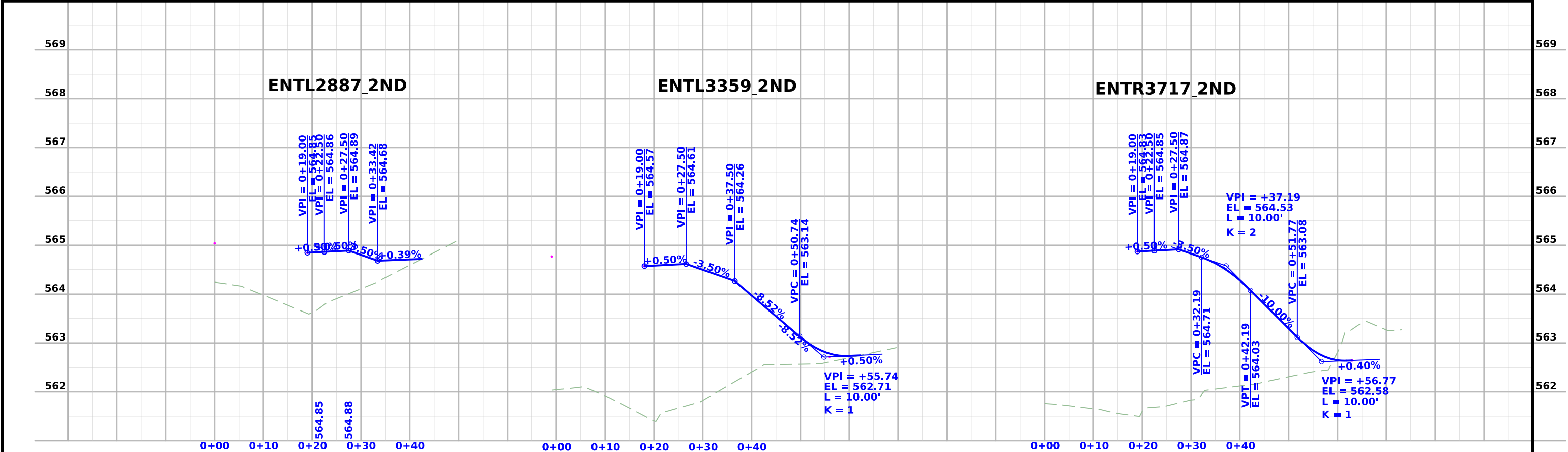


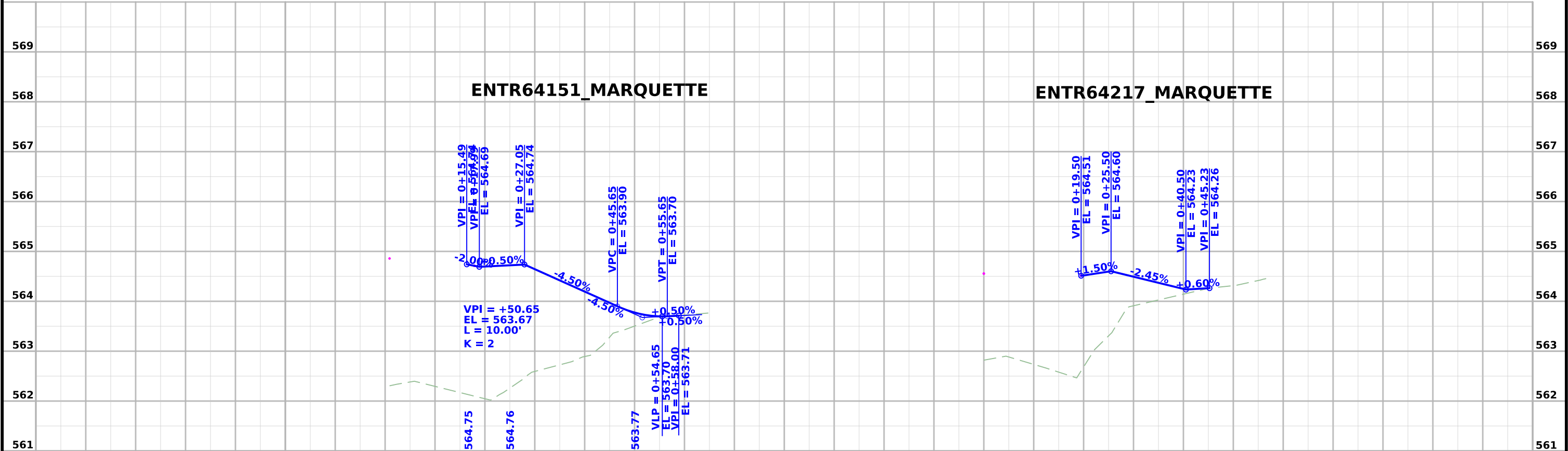
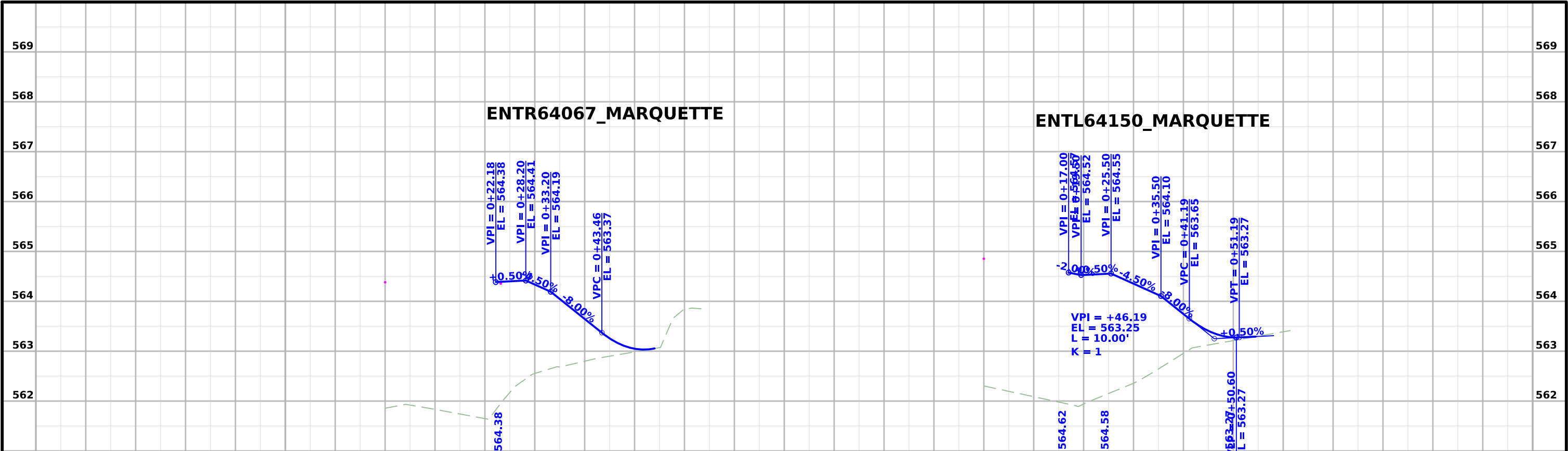


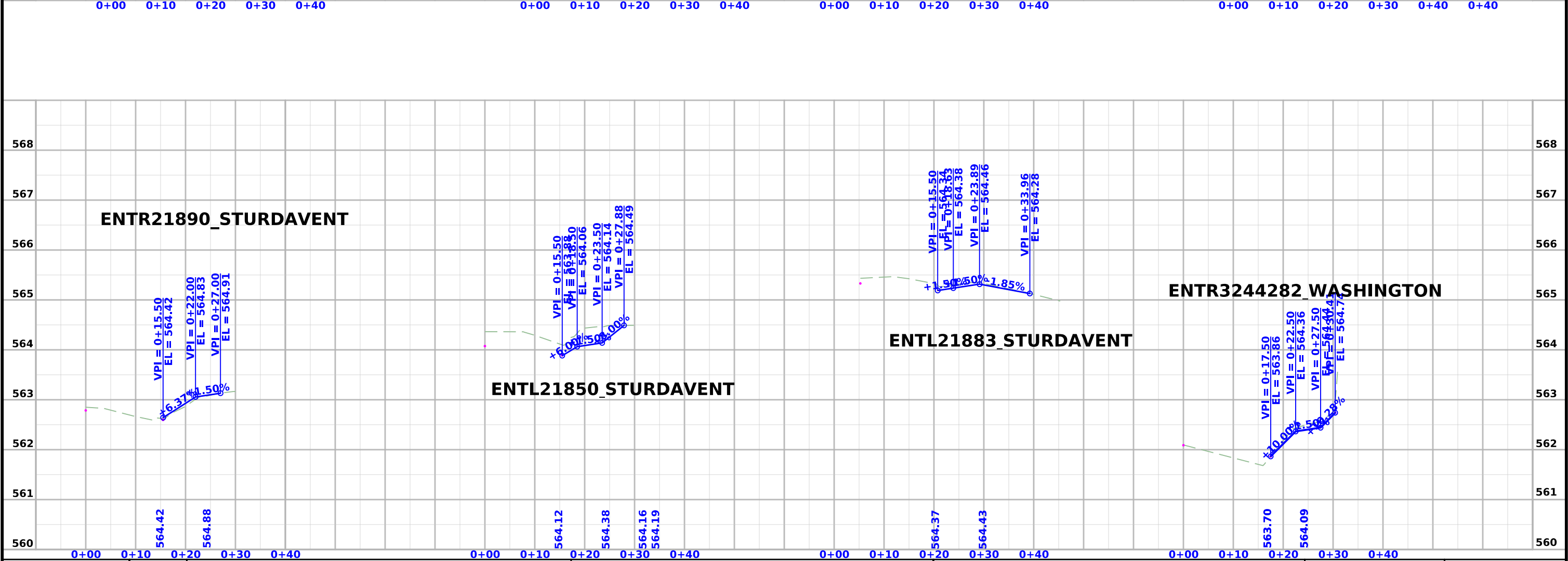
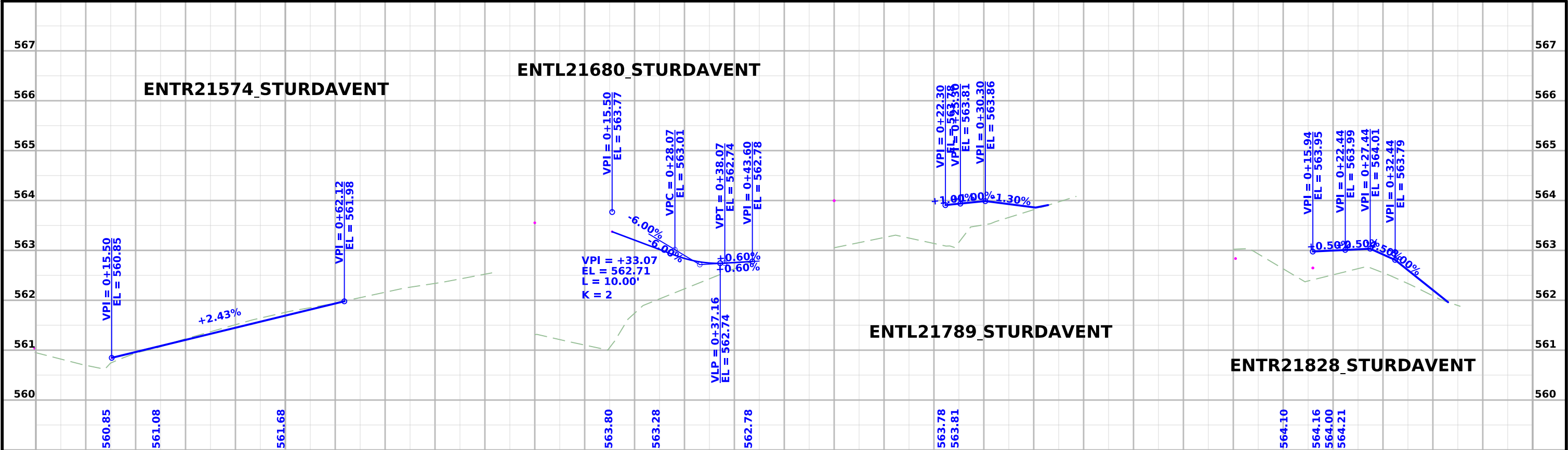












① Diameter or equivalent diameter

* Bid Item

** for SW-545

STORM SEWER

INTAKES AND UTILITY ACCESSES

PIPES

Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 4 ft length is added to each end of the Design Length to account for estimated length to center of structures.

No.	Location Station	Type or Standard Road Plan*	Form Grade	Bottom Well	Extension Length**	Notes	Line Number	Intake/Utility Access No.		Class 'D'	Pipe Diameter ①	Bid* Length	Design Length	Slope %	Flow Lines		Pipe Sheet No.	Notes
			Elev.	Elev.	FT			From	To						Inlet Elevation	Outlet Elevation		
											IN	FT	FT		FT	FT		
S-100A	STA 16+20.61, 40.53' RT	SW-512 (24")	563.17	560.20			P-100A	S-100A	S-115	2000	15	69	64.79	1.06	560.70	560.01		
S-100	STA 16+14.19, 19.00' RT	SW-507	564.15	559.65			P-100	S-100	S-101	2000	15	42	38.00	1.00	560.15	559.77		
S-101A	STA 16+58.99, 40.36' LT	GATEWELL (8' DIA)	566.00	556.02		3												
S-101	STA 16+14.19, 19.00' LT	SW-507	564.03	559.17			P-101	S-101	S-101A	2000	18	50	45.64	3.26	559.67	558.18		
S-102	STA 16+77.43, 32.91' LT	SW-501	563.25	556.72			P-102	S-102	S-101A	2000	15	19	14.71	1.36	557.22	557.02		
S-103	STA 16+87.78, 52.27' LT	SW-403 (8X5)	563.83	555.40		1	P-103	S-101A	S-103	2000	24	31	26.63	0.60	556.52	556.36		
S-103A	STA 17+23.25, 76.57' LT	SW-507	563.41	559.71			P-103A	S-103A	S-130	2000	15	34	29.88	0.54	560.21	560.05		
S-104	STA 17+23.25, 42.75' LT	SW-401 (60")	563.69	559.19		1	P-104	S-104	S-103	2000	24	66	62.39	1.07	559.69	559.02		
S-106	STA 23+65.92, 21.08' LT	SW-401 (60")	564.28	559.55		1												
S-108	STA 22+81.07, 38.01' RT	SW-505	564.14	557.91			P-108A	S-109	S-110A	2000	15	170	165.88	0.51	559.69	558.84		
S-108B	STA 24+08.58, 42.59' RT	SW-501	562.92	559.83		5	P-108C	S-108C	S-108B	2000	15	82	77.53	0.52	560.73	560.33		
S-108C	STA 24+86.85, 62.09' LT	SW-512 (36")	563.72	560.23			P-109	S-108B	S-109	2000	15	128	123.57	0.52	560.33	559.69		
S-109	STA 22+81.07, 38.01' RT	SW-401 (60")	563.61	559.19			P-110A	S-110	S-110A	2000	15	156	151.60	0.51	558.84	558.07		
S-109A	STA 22+74.02, 38.01' RT	SW-401 (60")	562.74	557.70		1												
S-110	STA 21+11.37, 23.27' RT	SW-401 (60")	565.39	556.75			P-112A	S-112A	S-112	2000	15	112	108.02	0.52	558.07	557.51		
S-110A	STA 21+11.19, 39.43' RT	SW-512 (36")	562.74	558.34			P-113	S-119	S-114	2000	24	23	19.41	0.62	557.51	557.39		
S-112A	STA 19+56.60, 39.03' RT	SW-512 (36")	562.72	557.57			P-114	S-114	S-116	2000	24	107	102.99	1.12	557.39	556.24		
							P-116	S-116	S-115	2000	24	40	35.67	1.12	556.24	555.84		
S-114	STA 18+38.65, 38.05' RT	GATEWELL (5X5)	566.00	556.89		3	P-117	S-117	S-118	2000	15	35	31.25	0.54	559.87	559.70		
S-115	STA 16+88.82, 43.25' RT	SW-403 (8X5)	563.02	554.91		1												
S-116	STA 17+29.17, 47.07' RT	SW-505	562.62	555.74			P-120	S-120	S-121	2000	15	22	17.67	1.02	559.57	559.39		
S-117	STA 23+72.98, 64.49' LT	SW-509	563.53	559.37		5	P-121	S-121	ES-108	2000	15	42	37.65	1.04	559.39	559.00		2
S-118	STA 23+38.84, 72.18' LT	SW-541	563.53	559.03		1, 5	P-122	S-122	S-128	2000	15	34	29.97	1.03	559.81	559.50		
S-119	STA 18+39.00, 62.80' RT	SW-401 (60")	561.19	557.01		SW-604 TYPE 5 CASTING	P-123	S-123	S-123A	2000	18	31	27.10	1.33	562.36	562.00		
S-120	STA 22+79.45, 36.67' LT	SW-512 (24")	563.07	559.07														
S-121	STA 18+38.47, 62.46' LT	SW-401 (60")	561.20	558.89			P-124	S-126	S-124	2000	18	37	33.08	6.74	560.48	558.25		
S-122	STA 19+80.84, 34.80' LT	SW-512 (24")	563.72	559.31			P-125	S-125	S-125A	2000	15	20	16.45	0.49	560.68	560.60		
S-123	STA 20+28.00, 39.50' LT	DR-201 (18")	562.36				P-126	S-124	S-110	2000	18	66	61.63	0.57	558.25	557.90		
S-123A	STA 20+55.00, 41.10' LT	DR-201 (18")	562.00				P-127	S-127	S-128	2000	15	25	21.04	1.05	559.72	559.50		
S-124	STA 21+11.47, 40.85' LT	SW-401 (60")	561.75	557.75		5, SW-604 TYPE 5 CASTING												
S-125	STA 21+86.04, 54.84' LT	SW-511	563.21	560.18		5	P-130	S-130	S-131	2000	15	99	95.30	0.50	560.05	559.57		
S-125A	STA 21+72.00, 44.60 LT	DR-201 (15")	560.60															
S-126	STA 21+47.00, 43.01' LT	DR-201 (18")	560.48				P-131	S-131	S-132	2000	15	20	15.93	0.50	559.57	559.49		
S-127	STA 19+38.00, 33.93' LT	SW-512 (24")	563.68	559.22			P-133	S-133	S-114	2000	15	17	12.55	1.51	558.10	557.91		
S-128	STA 19+56.05, 19.00' LT	SW-505	564.51	558.79		1; TYPE Q CASTING	P-200	S-200	S-200A	2000	12	38	34.30	1.95	562.00	561.33		
S-130	STA 17+58.65, 62.24' LT	SW-505	563.55	559.55		TYPE Q CASTING	P-201	S-201	S-202	2000	15	100	96.22	0.42	560.25	559.85		
S-131	STA 18+46.69, 37.55' LT	SW-507	562.14	559.07			P-202	S-202	ES-203	2000	15	29	25.35	0.55	559.85	559.71		2
S-132	STA 18+52.41, 19.00' LT	SW-505	564.12	558.70		1; TYPE Q CASTING												
S-133	STA 18+40.47, 19.00' RT	SW-506	564.16	557.60		1	P-205A	S-205A	ES-205	2000	15	18	14.25	2.39	560.14	559.80		2
S-200	STA 25+12.05, 36.90' LT	DR-201 (12")	563.43				P-211	S-212	S-232	2000	18	35	30.80	0.49	551.70	551.55		
S-200A	STA 25+46.29, 36.50' LT	DR-201 (12")	562.78															
S-201	STA 26+75.85, 36.57' LT	SW-401 (60")	562.57	559.75		5, SW-604 TYPE 5 CASTING												
S-202	STA 27+76.96, 36.62' LT	SW-401 (60")	564.08	559.35		SW-604 TYPE 5 CASTING	P-214	S-214	S-214A	2000	12	49	44.95	0.58	562.75	562.49		
S-203	STA 27+96.59, 19.00' LT	SW-501	564.50	559.21			P-215	S-215	S-216	2000	15	40	36.04	0.55	560.52	560.32		
S-205A	STA 30+75.00, 19.00' RT	SW-507	564.14	559.64			P-216	S-216	S-201	2000	15	16	12.09	0.58	560.32	560.25		
S-209	STA 34+38.94, 17.28' RT	SW-401 (84")	564.22	551.90														
S-210	STA 34+74.93, 19.00' RT	SW-541	564.14	552.00		1	P-221	S-221	S-222	2000	15	46	42.34	0.50	560.34	560.13		
S-211	STA 37+69.61, 11.66' RT	SW-401 (84")	564.53	550.80		1	P-222	S-222	ES-219	2000	15	14	10.20	1.28	560.13	560.00		2
S-211A	STA 36+73.73, 19.00' RT	SW-501	564.83	556.50		1	P-223	S-223	S-224	2000	48	216	211.85	0.42	552.72	551.84		
S-212	STA 36+86.21, 9.48' RT	SW-401 (72")	565.00	551.20		1	P-224	S-224	S-225	2000	48	37	33.06	0.48	551.84	551.68		
S-214	STA 26+56.65, 35.50' RT	DR-201 (12")	562.76				P-225	S-225	S-226	2000	48	45	41.12	0.46	551.68	551.49		
S-215	STA 26+75.01, 19.00' RT	SW-505	564.14	560.02		TYPE Q CASTING	P-226	S-226	S-211	2000	48	72	67.67	0.49	551.63	551.30		
S-216	STA 26+75.01, 18.75' LT	SW-509	564.02	559.82		5	P-227	S-227	S-228	2000	15	40	36.20	0.55	557.73	557.53		
							P-228	S-228	S-228A	2000	15	42	38.00	1.84	556.70	556.00		
S-220	STA 30+75.00, 19.00' LT	SW-507	564.02	558.50		1	P-229	S-229	ES-320	2000	15	22	18.16	2.59	557.98	557.51		2
S-221	STA 30+02.14, 43.00' LT	SW-507	563.85	559.84			P-230	S-230	S-231	2000	15	44	40.00	3.25	559.83	558.53		
S-222	STA 30+41.14, 36.26' LT	SW-507	563.85	559.63														
S-223	STA 34+14.75, 44.90' LT	SW-401 (96")	564.64	552.22		1												
S-224	STA 36+33.80, 33.31' LT	SW-401 (84")	564.99	551.34			P-231	S-231	S-232	2000	15	126	121.87	2.10	557.11	554.55		
S-225	STA 36+73.78, 35.77' LT	SW-401 (84")	564.35	551.18		1	P-232	S-232	S-226	2000	30	19	15.24	0.39	551.55	551.49		
S-226	STA 37+22.18, 39.41' LT	GATEWELL (13X5)	566.00	551.13		3	P-233A	S-233A	S-232	2000	15	22	18.01	1.33	559.33	559.09		



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.

7/21/26

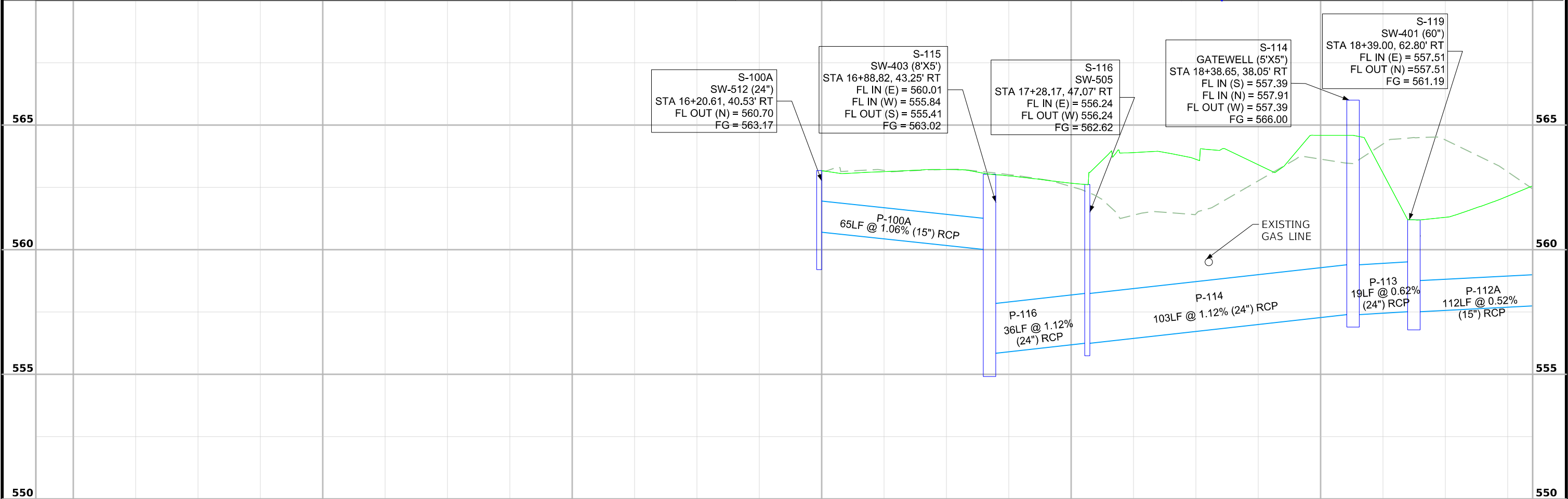
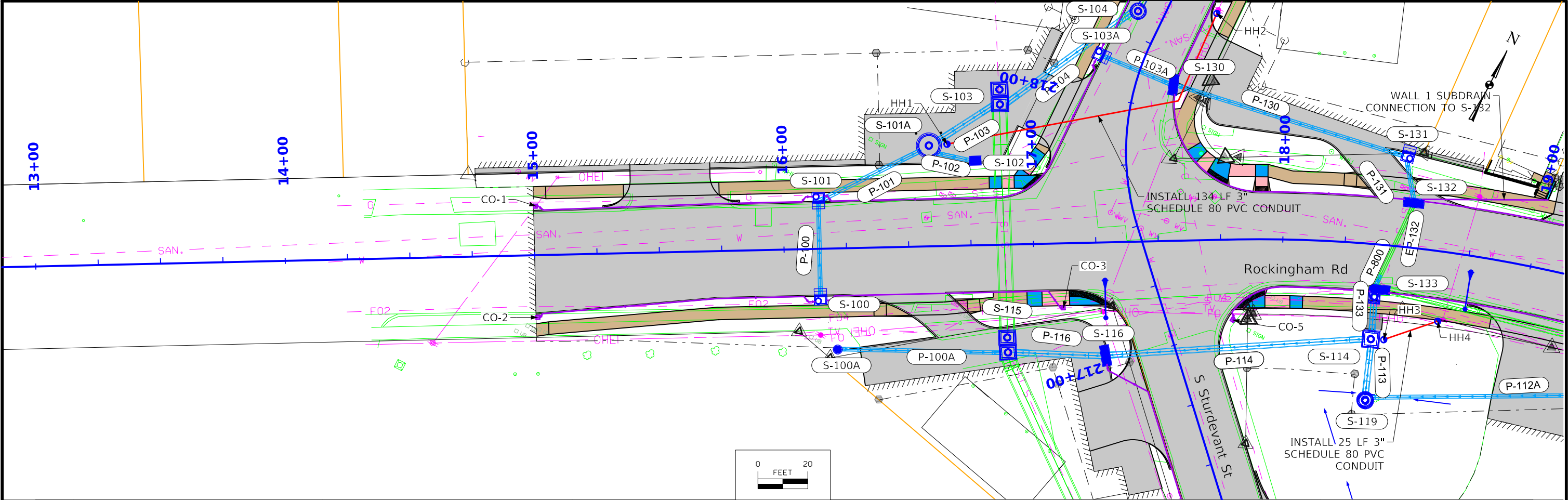
MARK G. PHIPPS, P.E.
License Number: 27243
My license renewal date is December 31, 2027.
Pages or sheets covered by this seal:
M SHEETS

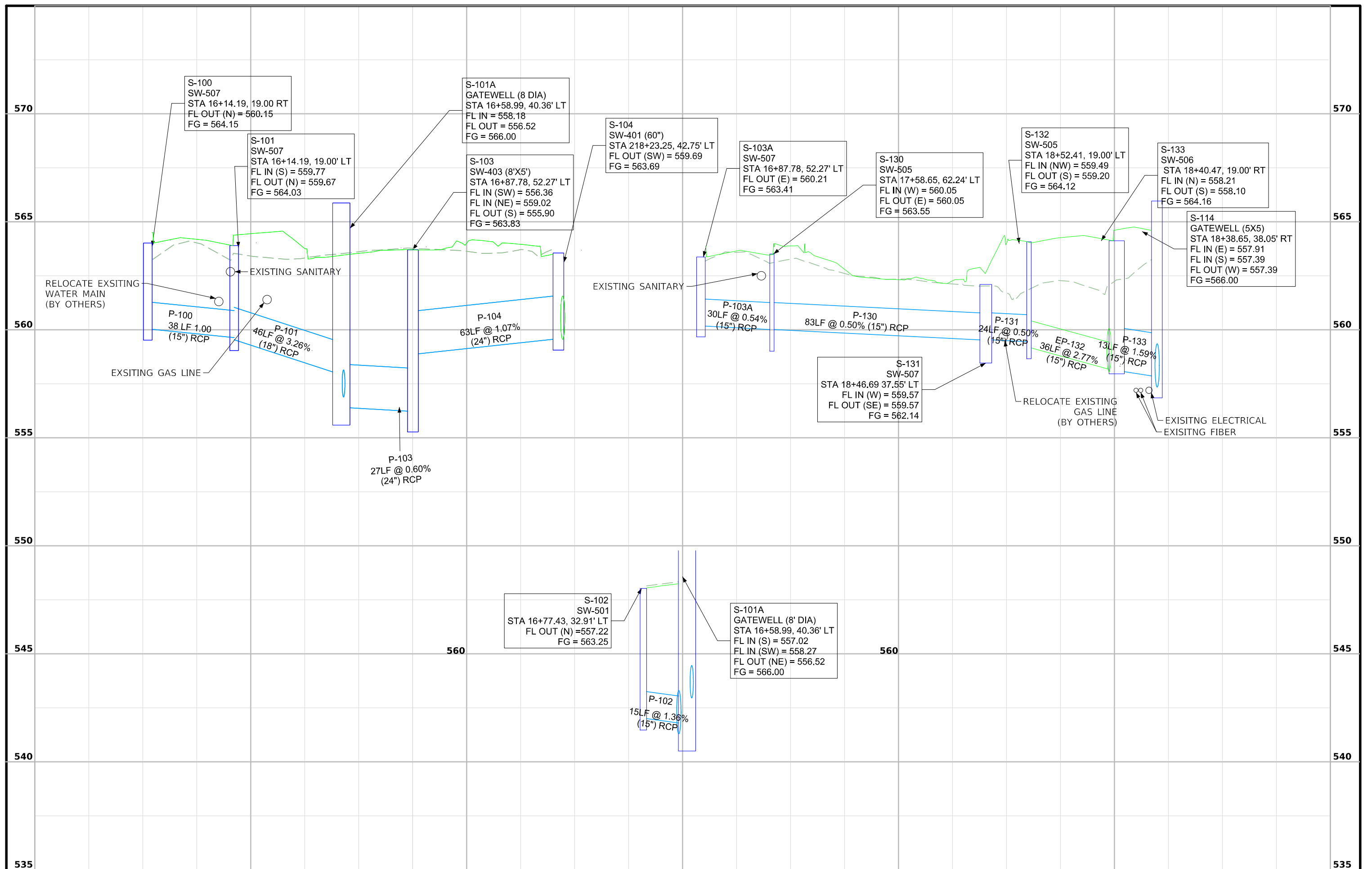
① Diameter or equivalent diameter
* Bid Item
** for SW-545

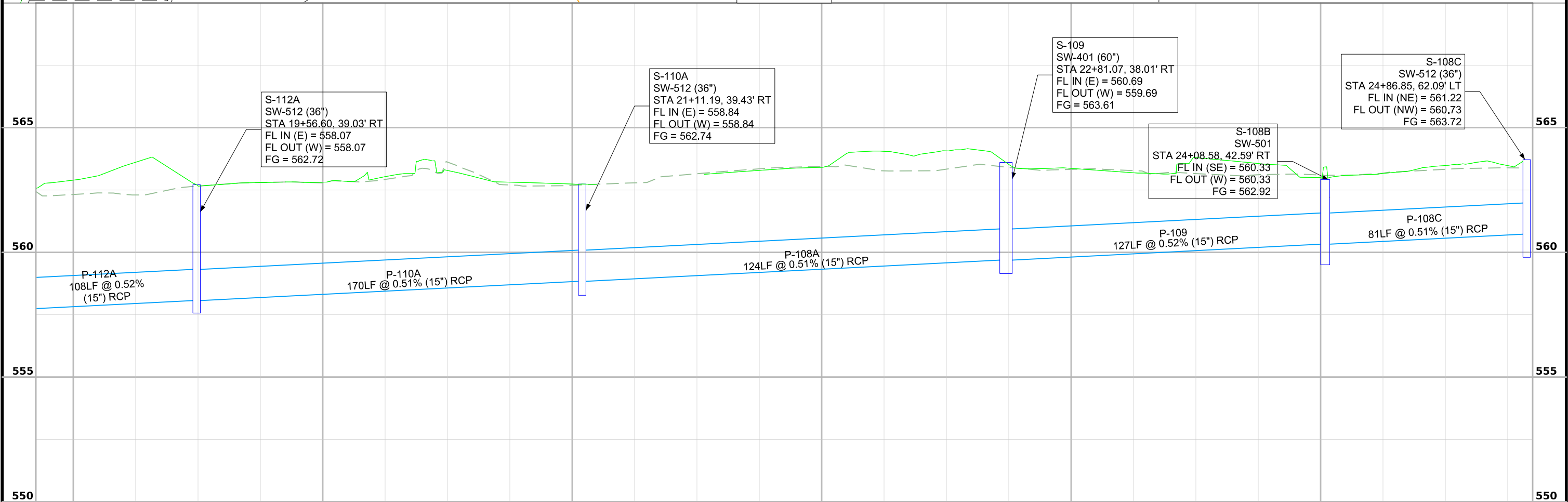
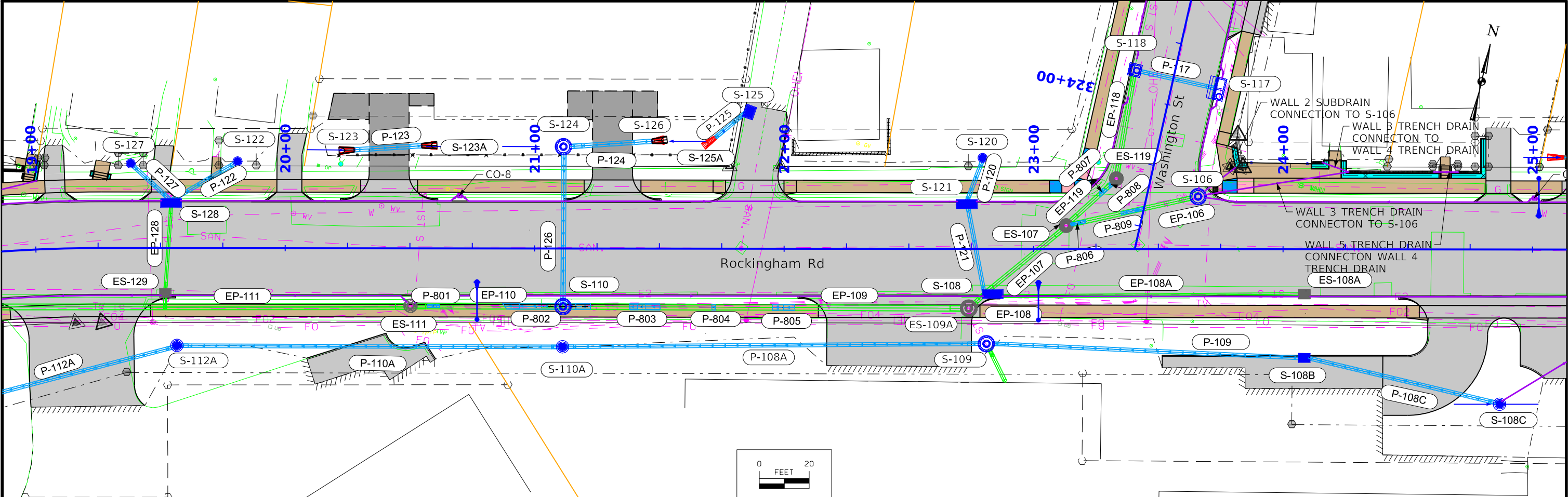
STORM SEWER

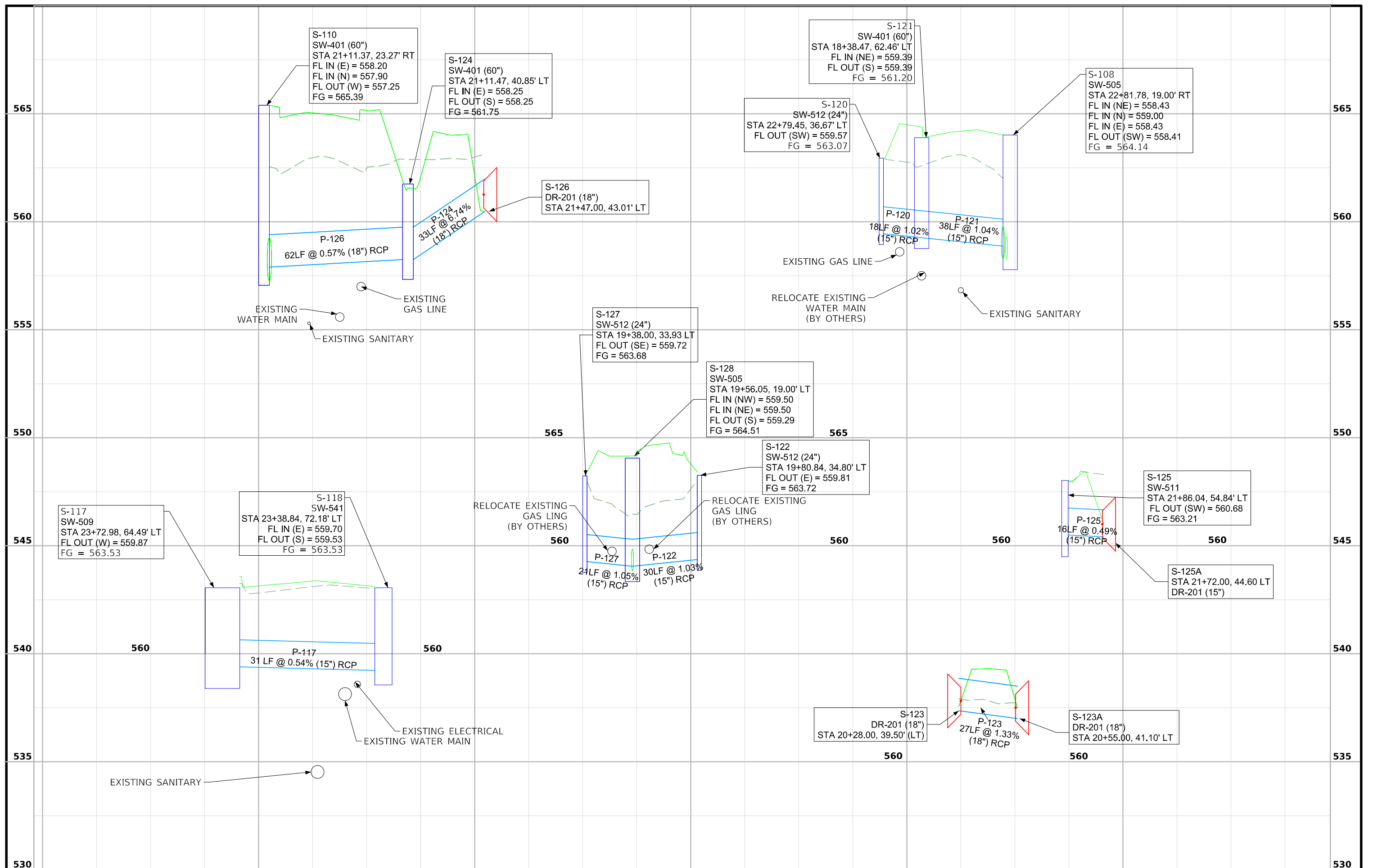
104-58
4/21/2015

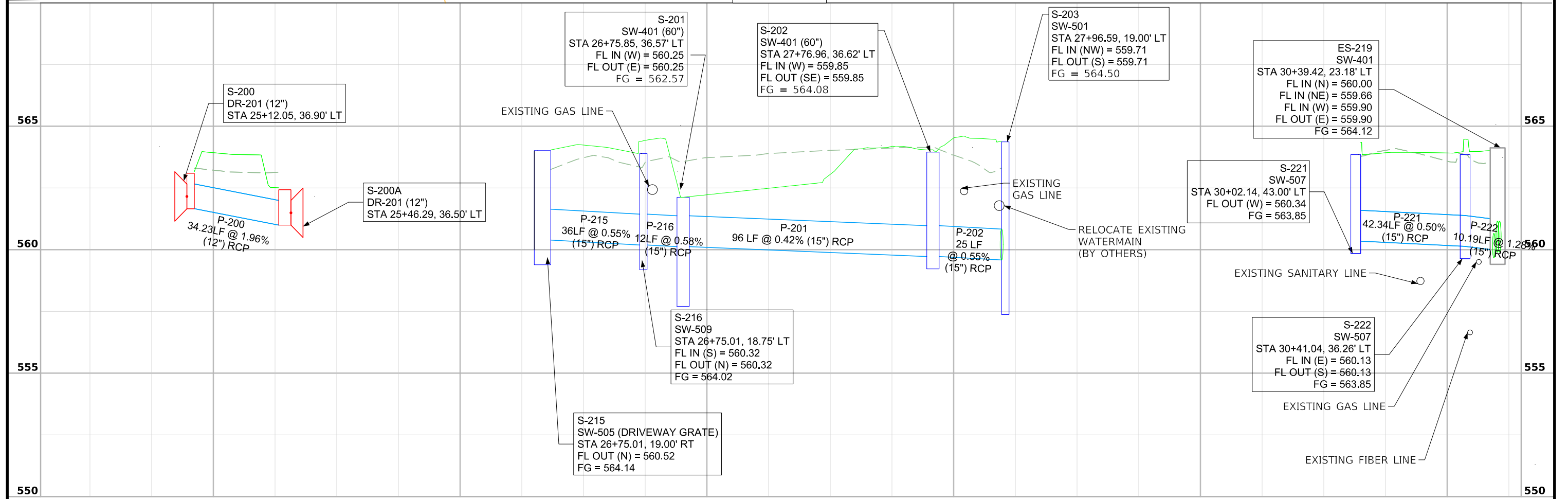
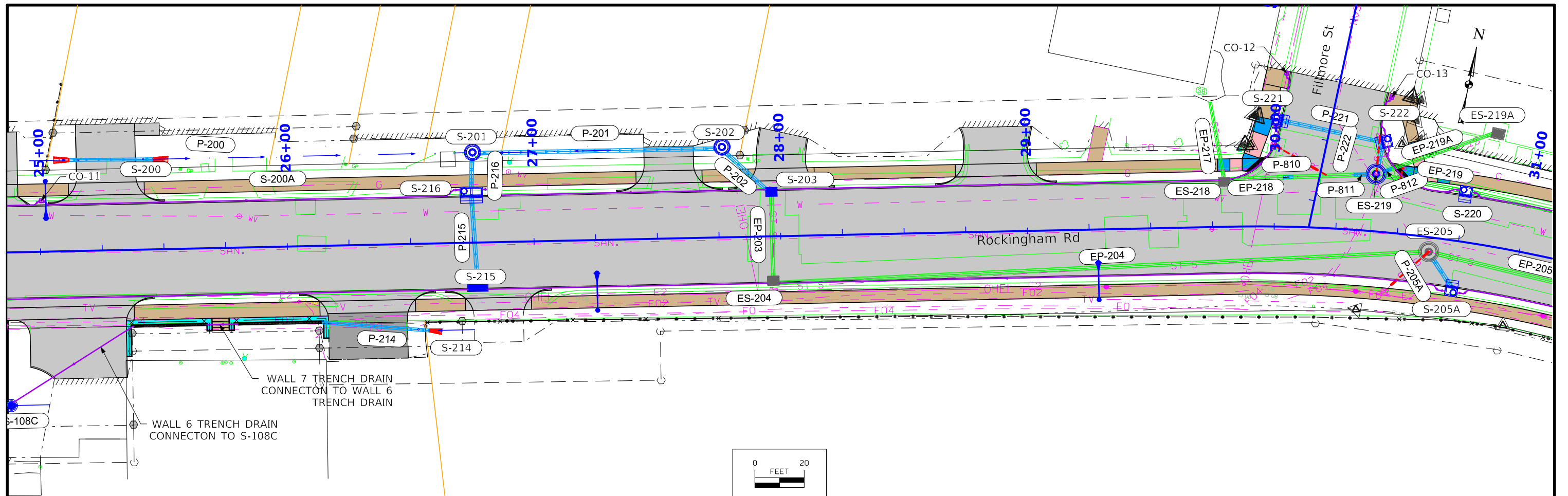
INTAKES AND UTILITY ACCESSES							PIPES											
							Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 4 ft length is added to each end of the Design Length to account for estimated length to center of structures.											
No.	Location Station	Type or Standard Road Plan*	Form Grade	Bottom Well	Extension Length**	Notes	Line Number	Intake/ Utility Access No.		Class 'D'	① Pipe Diameter	Bid* Length	Design Length	Slope %	Flow Lines		Pipe Sheet No.	Notes
			Elev.	Elev.	FT			IN	FT		FT	Inlet Elevation	Outlet Elevation					
												FT	FT					
S-227	STA 37+74.92, 58.82' RT	SW-507	561.73	557.23			P-234	S-234	S-235	2000	15	36	32.01	2.16	557.81	557.12		
S-228	STA 34+60.17, 19.00' LT	SW-506, MODIFIED	564.03	556.20		1; 3												
S-228A	STA 34+23.98, 21.16' LT	SW-401 (60")	564.60	552.11														
S-229	STA 39+29.66, 40.83' RT	SW-512 (36")	561.48	557.48			P-236	S-236	S-235	2000	15	9	4.99	3.01	557.81	557.66		
S-230	STA 38+30.20, 20.00' RT	SW-507	564.23	559.33			P-237	S-237	ES-320	2000	15	44	40.27	1.14	561.06	560.60		2
S-231	STA 38+30.20, 20.00' LT	SW-507	564.11	556.61			P-238	S-238	S-240	2000	18	46	42.22	1.07	558.65	558.20		
S-232	STA 37+01.78, 24.73' LT	SW-401 (96")	565.25	551.05			P-239	S-239	S-240	2000	15	17	13.03	2.00	558.46	558.20		
							P-240	S-240	S-241	2000	21	59	54.88	1.04	558.20	557.63		
S-233A	STA 36+96.22, 47.61' LT	SW-501	562.33	558.83			P-241	S-241	S-242	2000	21	78	73.86	1.07	557.13	556.34		
S-234	STA 537+99.63, 21.00 LT	SW-507	561.81	557.31														
S-235	STA 537+99.63, 13.51 RT	SW-401 (60")	561.94	553.15		1												
S-236	STA 537+99.63, 21.00 RT	SW-507	561.81	557.31			P-300	S-300	S-301	DIP	8	86	38.97	0.49	561.74	561.55		TWIN 8" PIPES
S-237	STA 40+85.92, 33.67' RT	SW-512 (24")	563.32	560.56			P-301A	S-301A	S-301B	2000	21	166	161.99	0.50	559.23	558.42		
S-238	STA 40+86.52, 21.26' RT	SW-509	562.66	558.15		5	P-301B	S-301B	S-302	2000	21	87	82.73	0.50	558.42	558.01		
S-239	STA 40+83.09, 35.08' LT	SW-512 (36")	562.99	557.96														
S-240	STA 40+86.52, 20.96' LT	SW-509	562.44	557.70		5	P-302	S-302	S-303	2000	21	22	18.43	0.49	558.01	557.92		
S-241	STA 639+93.18, 68.44' RT	GATEWELL (5X5)	566.00	556.63		3	P-303	S-303	S-241	2000	21	59	54.79	0.53	557.92	557.63		
S-242	STA 639+79.08, 8.80' RT	SW-404 (9X5)	564.69	550.15		1	P-304	S-304	S-305	2000	15	34	29.63	0.57	560.31	560.14		
							P-305	S-305	S-301B	2000	15	58	54.40	0.50	560.14	559.87		
S-300	STA 642+90.36, 19.50' LT	SW-507	563.12	561.24		5	P-306	S-306	S-302	2000	15	40	36.48	0.55	561.13	560.93		
S-301A	STA 642+90.36, 19.50' RT	SW-507	563.28	558.73		5												
S-301B	STA 641+28.27, 22.84' RT	SW-401 (60")	564.86	557.92			P-308	S-308	S-308A	2000	15	68	64.44	5.34	557.70	554.26		
S-302	STA 640+45.75, 24.90' RT	SW-502 (48")	564.20	557.51		5	P-309	S-309	S-305	2000	15	17	12.68	0.63	560.22	560.14		
S-303	STA 640+27.42, 20.01' RT	SW-401 (60")	564.28	557.42														
S-304	STA 641+67.77, 33.96' LT	SW-512 (36")	562.56	559.81		5	P-800			2000	SPOT REPAIR	5	5				M.3	12" PIPE
S-305	STA 641+34.25, 31.25' LT	SW-401 (60")	563.66	559.64		SW-604 TYPE 5 CASTING	P-801			2000	SPOT REPAIR	5	5				M.5	12" PIPE
S-306	STA 640+45.75, 12.59' LT	SW-507	564.05	560.63		5	P-802			2000	24	35	35				M.5	
S-308	STA 641+52.47, 55.20' RT	SW-511	563.70	557.20			P-803			2000	24	12	12				M.5	
S-308A	STA 641+58.79, 13.42 LT	SW-403 (8X5)	564.68	551.05		1	P-804			2000	SPOT REPAIR	2	1.5				M.5	24" PIPE
S-309	STA 641+40.76, 45.10' LT	SW-511	563.39	559.72			P-805			2000	SPOT REPAIR	9	9				M.5	24" PIPE
							P-806			2000	SPOT REPAIR	6	6				M.5	12" PIPE
TOTAL:							P-807			2000	SPOT REPAIR	3	3				M.5	18" PIPE
	SW-401 (60")	15	SW-501	5			P-808			2000	SPOT REPAIR	2	2				M.5	15" PIPE
	SW-401 (72")	1	SW-502 (48")	1			P-809			2000	SPOT REPAIR	9	9				M.5	12" PIPE
	SW-401 (84")	4	SW-505	6			P-810			2000	SPOT REPAIR	4	4				M.7	12" PIPE
	SW-401 (96")	2	SW-506	1			P-811			2000	SPOT REPAIR	4	4				M.7	12" PIPE
	SW-403 (8X5)	3	SW-506, MODIFIED	1			P-812			2000	SPOT REPAIR	5	5				M.7	12" PIPE
	SW-404 (9x5)	1	SW-507	16			P-813			2000	SPOT REPAIR	5	5				M.9	12" PIPE
	GATEWELL (5X5)	2	SW-509	4			P-814			2000	24	10	10				M.9	
	GATEWELL (8' DIA)	1	SW-511	3			P-815			2000	SPOT REPAIR	5	5				M.11	30" PIPE
	GATEWELL (13X5)	1	SW-512 (24")	5														
	DR-201 (12")	3	SW-512 (36")	6														
	DR-201 (15")	1	SW-541	2														
	DR-201 (18")	3																
Notes:											TOTALS:							
1	Connection of existing pipe to proposed structure shall be considered incidental to structure install.							STORM SEWER GRAVITY MAIN, 12 IN. (LF)				87						
	Field verify all existing pipe elevations.							STORM SEWER GRAVITY MAIN, 15 IN. (LF)				2008						
2	Connection of proposed pipe to existing pipe/ structure shall be considered incidental to pipe install.							STORM SEWER GRAVITY MAIN, 18 IN. (LF)				264						
	Field verify all existing pipe elevations.							STORM SEWER GRAVITY MAIN, 21 IN. (LF)				471						
3	Refer to detail in the B sheets.							STORM SEWER GRAVITY MAIN, 24 IN. (LF)				324						
4	All storm sewer pipe crossing watermain shall have one full pipe segment centered over the water main with O-ring gasketed joints. Gasketed storm sewer pipe shall extend a minimum of 10 feet in each direction from the water main crossing or until the next structure, whichever is reached first.							STORM SEWER GRAVITY MAIN, 30 IN. (LF)				19						
								STORM SEWER GRAVITY MAIN, 48 IN. (LF)				370						
								SPOT REPAIR PIPE REPLACEMENT (BY EACH)				13						
5	Structure is unable to meet the minimum wall height above pipe per standard detail. Structure shall be constructed with additional reinforcing as identified and designed by pre-cast manufacturer, to ultimately support lid, casting, and backfill loading as well as structure transport and placement.							STORM SEWER GRAVITY MAIN, 8 IN. DIP (LF)				86						

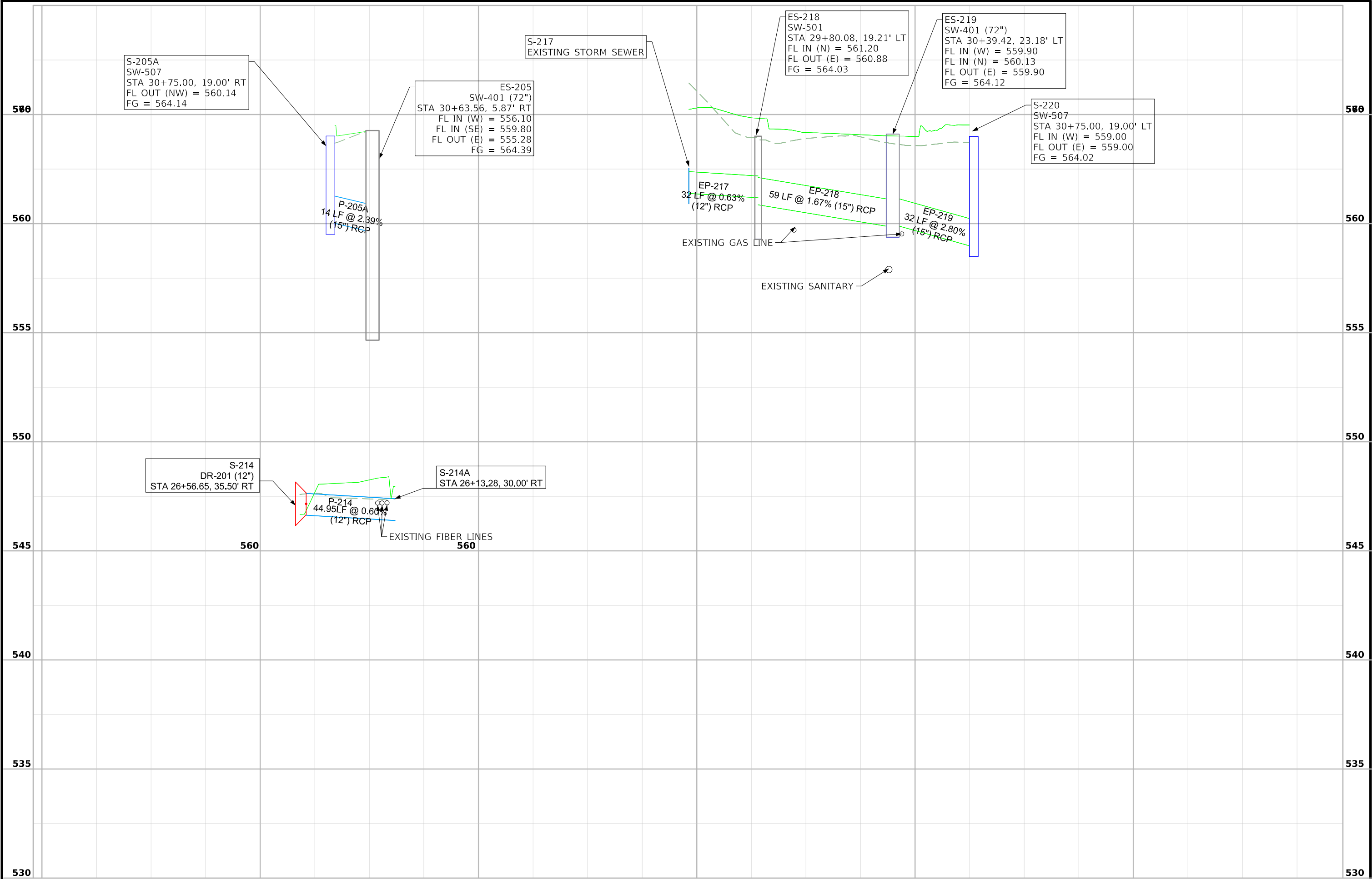


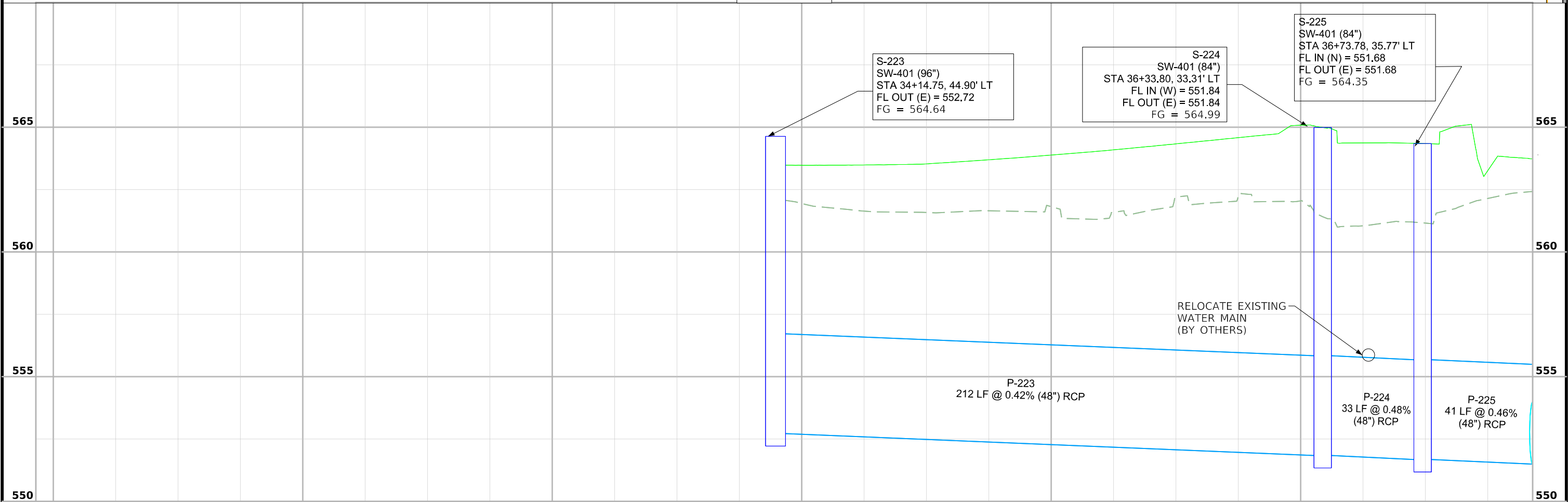
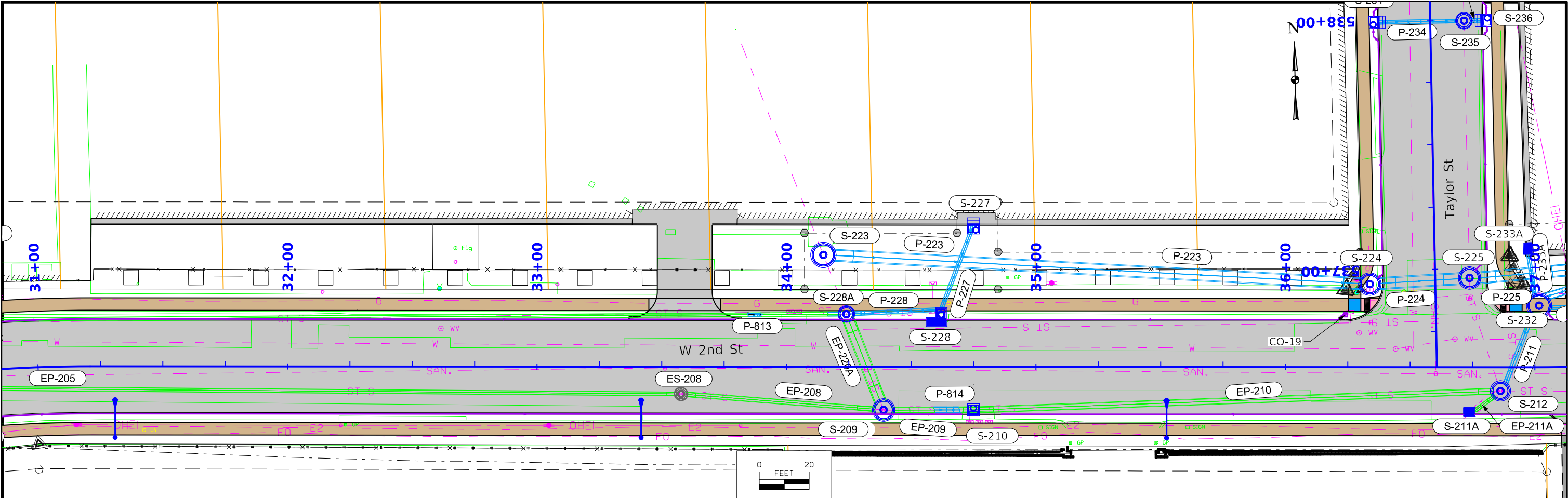


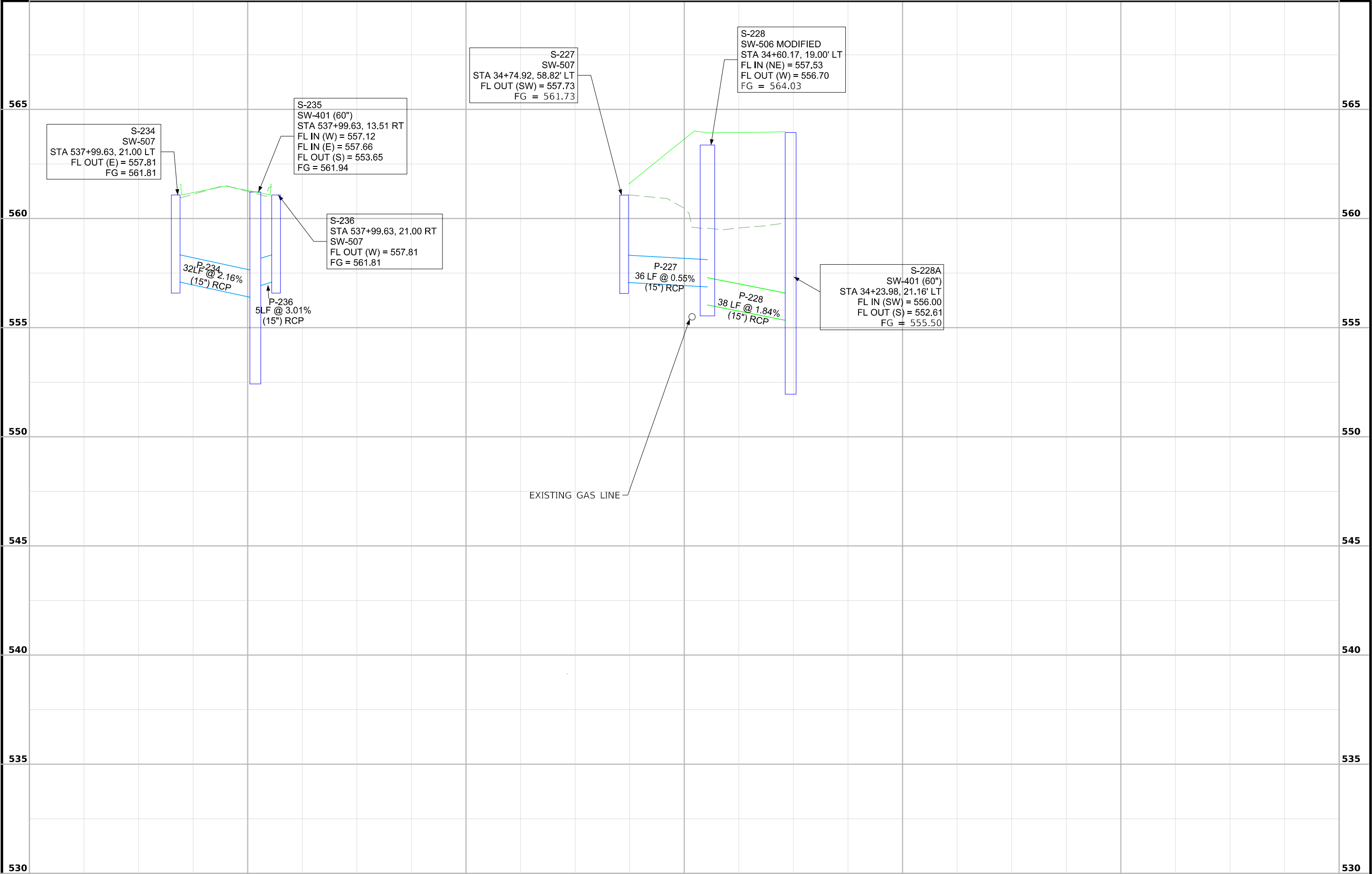


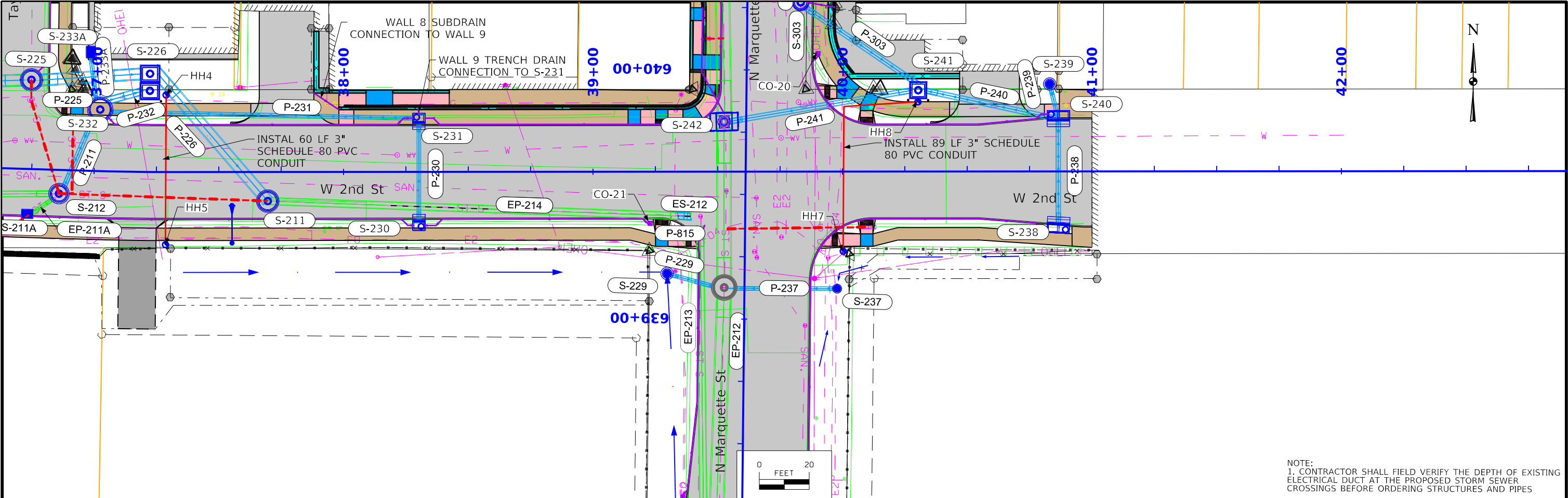




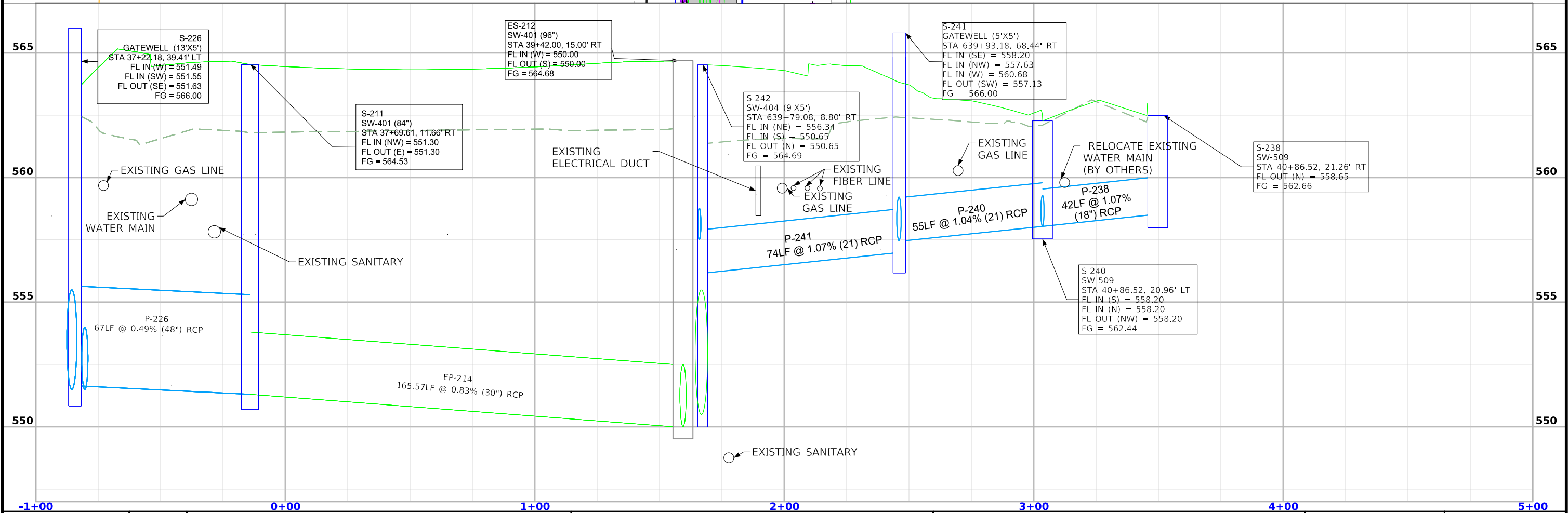


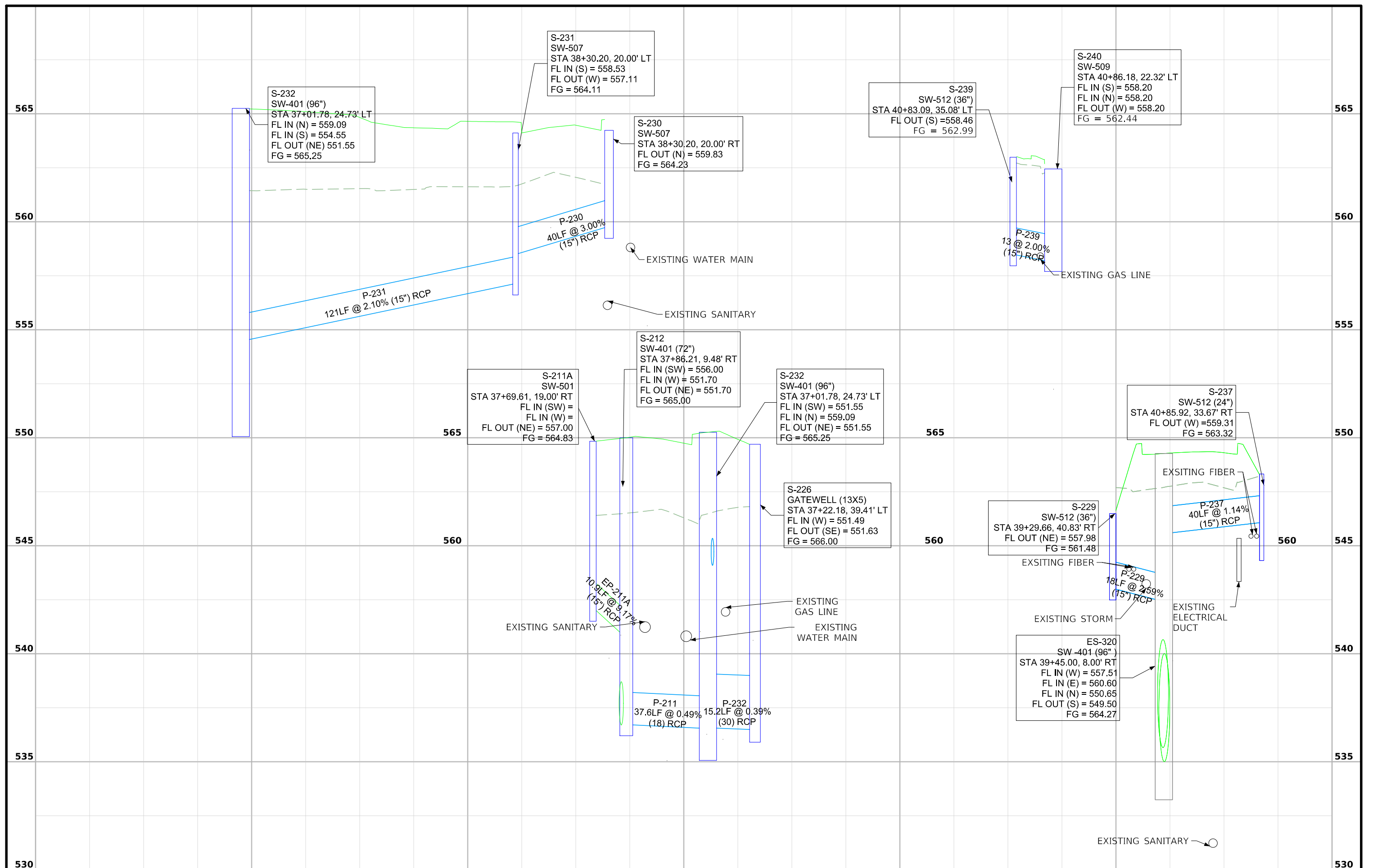


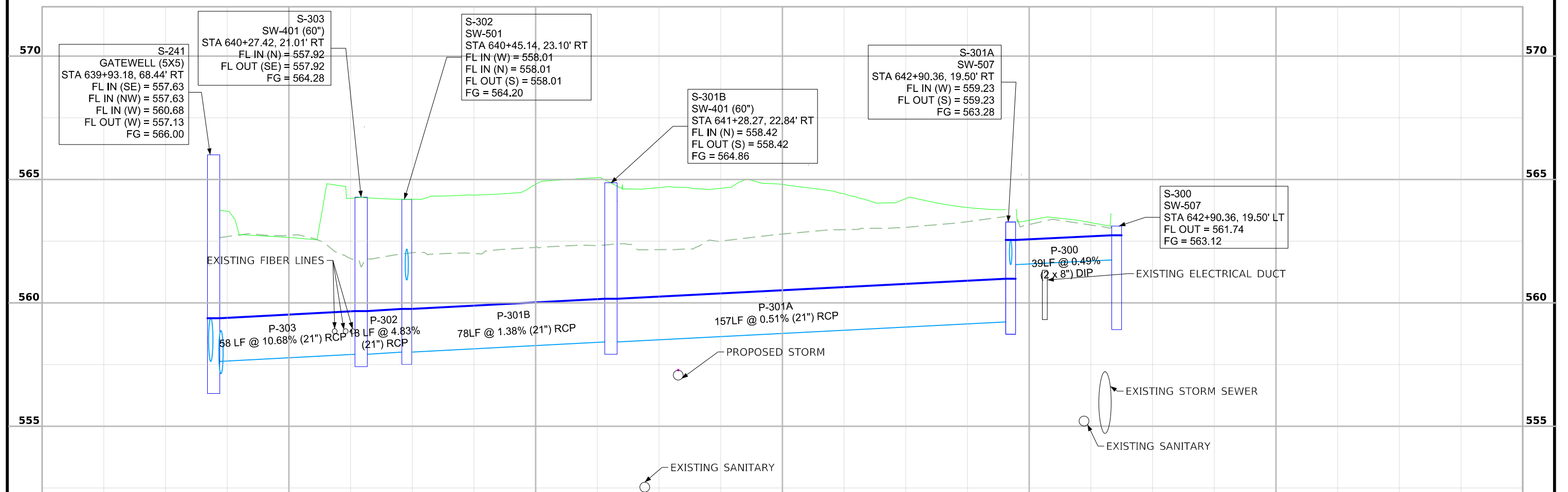
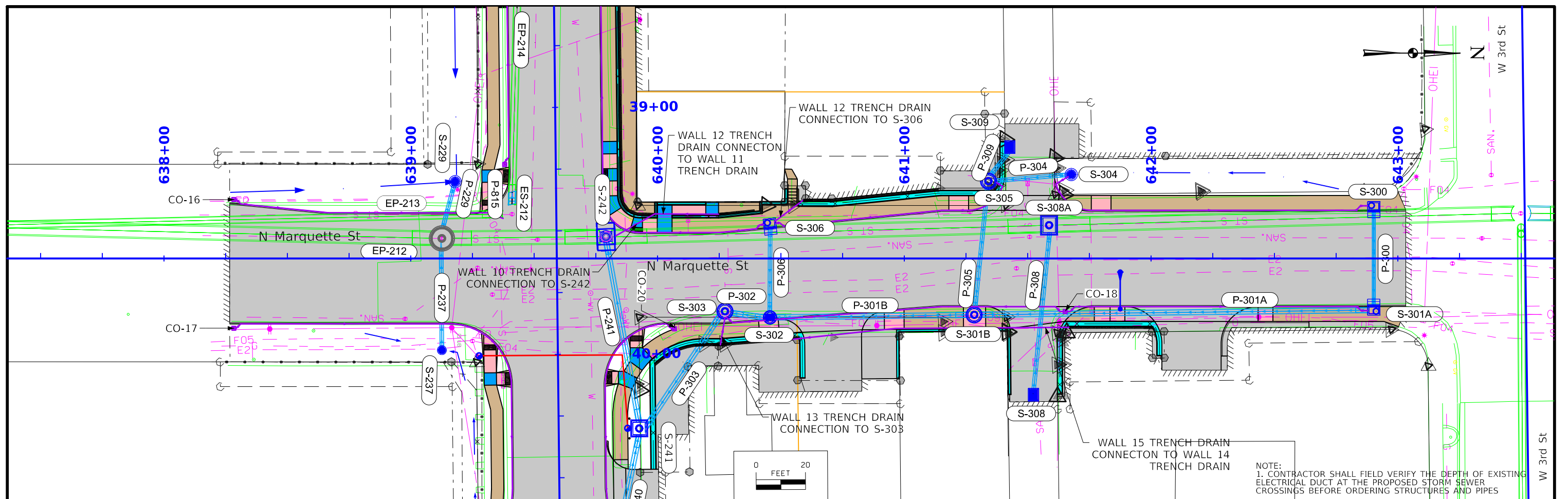


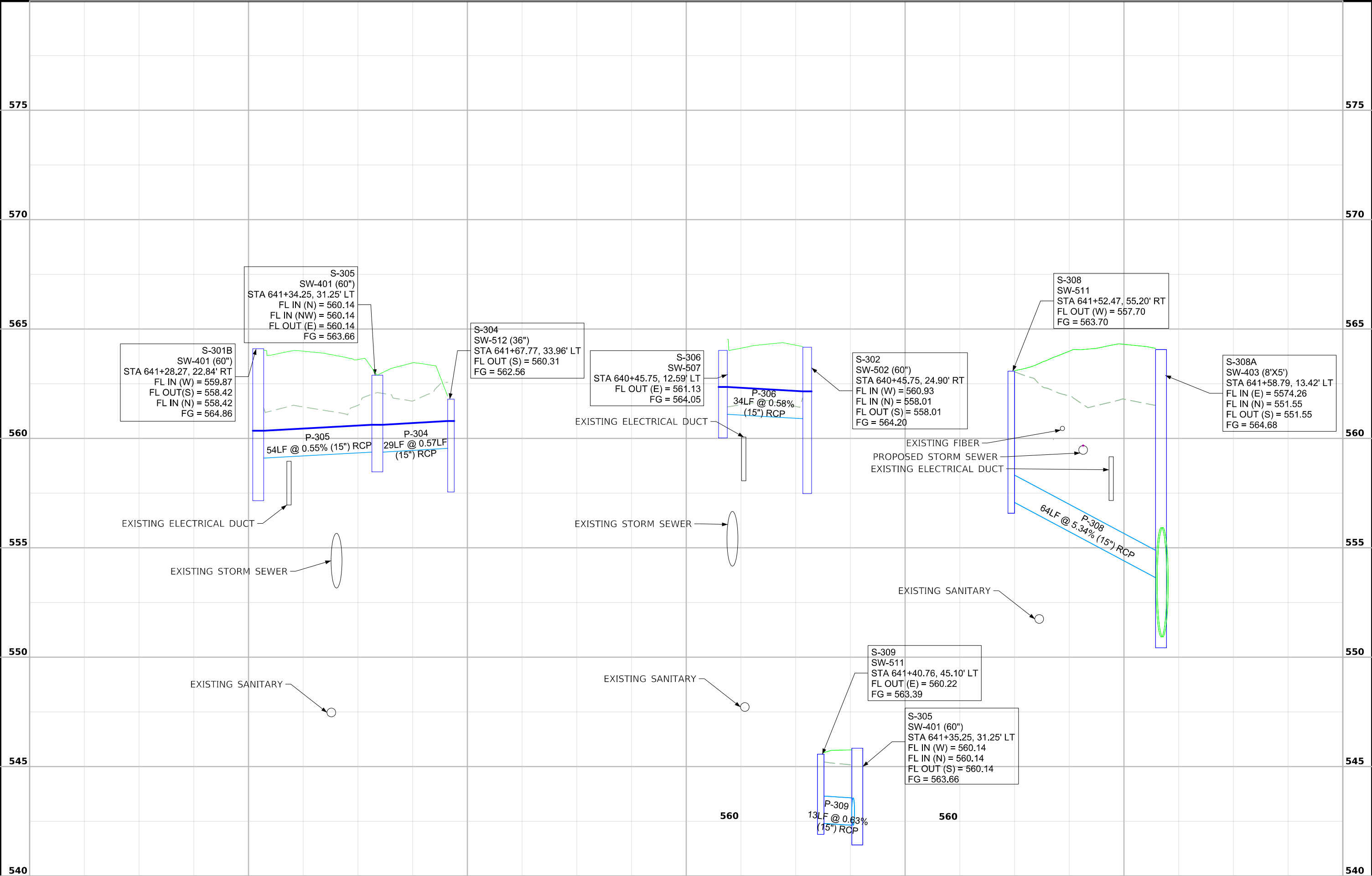


NOTE:
1. CONTRACTOR SHALL FIELD VERIFY THE DEPTH OF EXISTING ELECTRICAL DUCT AT THE PROPOSED STORM SEWER CROSSINGS BEFORE ORDERING STRUCTURES AND PIPES









TRAFFIC SIGNAL GENERAL NOTES

1. All traffic signals will be constructed in accordance with the latest version of Iowa DOT Standards.
2. The existing linework and utility locations shown are approximate. The contractor shall verify the utility locations and geometric layout prior to any trenching or boring.
3. Controllers and Cabinets shall be Econolite Cobalt TS-2 compatible with existing City of Davenport equipment.
4. Remove existing EVP detectors and reinstall on signal mast arms per manufacturer's instructions. Provide and install an Opticom 764 phase selector in cabinet.
5. Traffic signal poles with a luminaire shall have a luminaire mounting height of 35 feet and arms of 15 feet unless specified otherwise on the plan sheets. Ensure luminaire arm is mounted in the same vertical plane as the signal arm. The luminaires shall be cobra style, 250 W equivalent LED's, Type III urban distribution, with heavy aluminum housing.
6. Existing foundations shall be removed to a depth of 4 feet below established grade, per Iowa DOT Standards 8010. 3.11.
7. Conduit between cabinet and handholes shall be 4-inch, all other conduit can be 2-inch.
8. Iowa DOT Type II, III, IV or V handholes are acceptable and is contractor's choice.
9. All traffic signal heads on mast arms shall have high visibility backplates, consisting of 1-3 inches of yellow retroreflective border. Can be done with adding retroreflective tape to existing backplates or providing backplates with retroreflective border incorporated into the material. Traffic signal heads attached to upright pole are not required to have backplates unless specifically noted in the plans.
10. Contractor shall return any removed traffic signal equipment not reinstalled as part of this project to Public Works Building at 1200 E 46th St, Davenport IA. This includes any traffic signal poles, mast arms, traffic signal heads, and signs. Contractor will not be paid extra for hauling costs. All other equipment removed from the project shall be properly disposed of by the contractor.
11. Individual signal sections shall be made of a durable polycarbonate. Housing shall be black and color to be an integral part of the material composition. Housing shall accommodate a rectangular backplate.

SIGNAL LEGEND

PROPOSED

POWER SOURCE

CABINET

METER

1

TRAFFIC SIGNAL POLE, FOOTING SYMBOL, AND IDENTIFYING NUMBER

3

PEDESTAL POLE, FOOTING SYMBOL, AND IDENTIFYING NUMBER

81

TRAFFIC SIGNAL HEAD WITH BACKPLATE SYMBOL AND IDENTIFYING NUMBER

23

TRAFFIC SIGNAL HEAD SYMBOL AND IDENTIFYING NUMBER

25

PEDESTRIAN HEAD SYMBOL AND IDENTIFYING NUMBER

C

MAST ARM MOUNTED SIGN SYMBOL AND IDENTIFYING NUMBER

LUMINAIRE

EVP DETECTION CAMERA

1

"TUB" HANDHOLE SYMBOL AND IDENTIFYING NUMBER - TYPE II, III OR IV

TRENCHED SIGNAL CONDUIT

PUSHED SIGNAL CONDUIT

EXISTING

EXISTING SIGNAL CONDUIT

1E

LABELS WITH AN IDENTIFYING NUMBER FOLLOWED BY THE LETTER "E" REPRESENT EXISTING EQUIPMENT.

81E

4E

ABBREVIATIONS

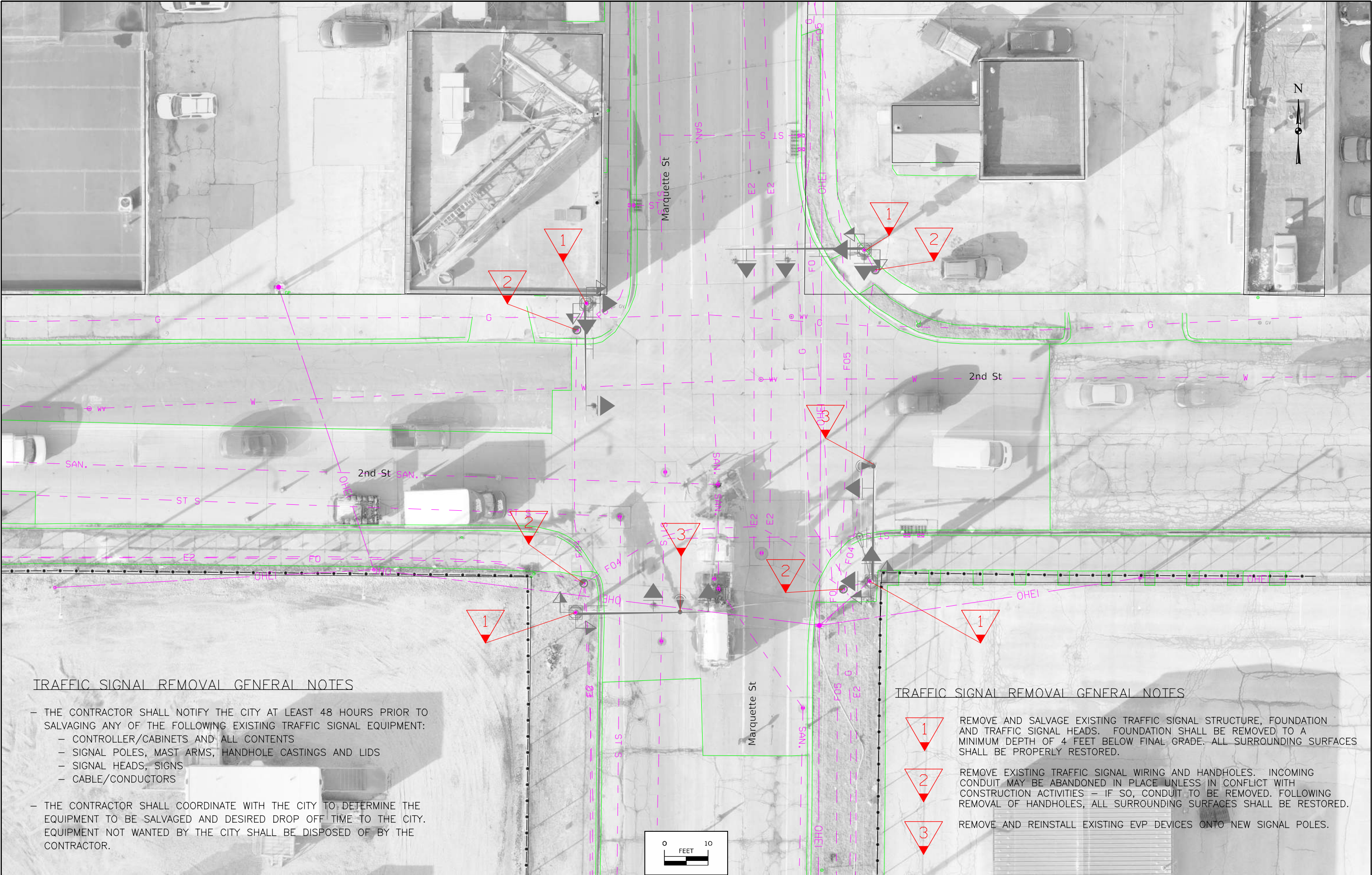
SIG	SIGNAL HEAD CABLE	Y2	NON-FUSED WYE CONNECTOR FOR STREET LIGHTING
PED HD	PEDESTRIAN HEAD CABLE	Y3	NON-FUSED WYE CONNECTOR FOR STREET LIGHTING
PED PB	PEDESTRIAN PUSHBUTTON CABLE	L1	FUSED IN-LINE CONNECTOR FOR STREET LIGHTING
CNTRL	CONTROLLER	L2	NON-FUSED IN-LINE CONNECTOR FOR STREET LIGHTING
LUM	LUMINAIRE	VIDEO	VIDEO DETECTION CABLE
N	NEUTRAL	HH	HANDHOLE
LN1	POWER - LINE 1	FY	FLASHING YELLOW
LN2	POWER - LINE 2	SY	STEADY YELLOW
GR	GROUND WIRE 1c #6	FO	FIBER OPTIC CABLE
TR	TRACER WIRE 1c #10	SM	SINGLE MODE
PR	PULL ROPE	MM	MULTI MODE
Y1	FUSED WYE CONNECTOR FOR STREET LIGHTING	U.A.C	USE AS CONSTRUCTED

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.

Casey Dix

4/9/26

CASEY DIX, P.E.
License Number: 25048
My license renewal date is December 31, 2027.
Pages or sheets covered by this seal:
N.1 - N.5

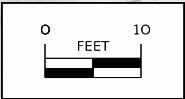


TRAFFIC SIGNAL REMOVAL GENERAL NOTES

- THE CONTRACTOR SHALL NOTIFY THE CITY AT LEAST 48 HOURS PRIOR TO SALVAGING ANY OF THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT:
 - CONTROLLER/CABINETS AND ALL CONTENTS
 - SIGNAL POLES, MAST ARMS, HANDHOLE CASTINGS AND LIDS
 - SIGNAL HEADS, SIGNS
 - CABLE/CONDUCTORS
- THE CONTRACTOR SHALL COORDINATE WITH THE CITY TO DETERMINE THE EQUIPMENT TO BE SALVAGED AND DESIRED DROP OFF TIME TO THE CITY. EQUIPMENT NOT WANTED BY THE CITY SHALL BE DISPOSED OF BY THE CONTRACTOR.

TRAFFIC SIGNAL REMOVAL GENERAL NOTES

- 1 REMOVE AND SALVAGE EXISTING TRAFFIC SIGNAL STRUCTURE, FOUNDATION AND TRAFFIC SIGNAL HEADS. FOUNDATION SHALL BE REMOVED TO A MINIMUM DEPTH OF 4 FEET BELOW FINAL GRADE. ALL SURROUNDING SURFACES SHALL BE PROPERLY RESTORED.
- 2 REMOVE EXISTING TRAFFIC SIGNAL WIRING AND HANDHOLES. INCOMING CONDUIT MAY BE ABANDONED IN PLACE UNLESS IN CONFLICT WITH CONSTRUCTION ACTIVITIES - IF SO, CONDUIT TO BE REMOVED. FOLLOWING REMOVAL OF HANDHOLES, ALL SURROUNDING SURFACES SHALL BE RESTORED.
- 3 REMOVE AND REINSTALL EXISTING EVP DEVICES ONTO NEW SIGNAL POLES.



TRAFFIC SIGNAL INSTALLATION NOTES:

- 1

CONSTRUCT CONCRETE APRON ADJACENT TO THE TRAFFIC SIGNAL CABINET.
- 2

REINSTALL EVP DETECTION ONTO SIGNAL MAST ARMS PER MANUFACTURERS RECOMMENDATIONS.
- 3

EXISTING FENCING WILL NEED TO BE MOVED AND REINSTALLED TO ALLOW SIGNAL POLE TO BE INSTALLED IN ROW.
- 4

ENSURE INSTALLATION OF SIGNAL POLE FOUNDATION DOES NOT INTERFERE OR DAMAGE EXISTING BUILDING.
- 5

FOUNDATION OF SIGNAL POLE 3 TO BE INSTALLED MAXIMUM 3' BELOW TOP OF RETAINING WALL. ENSURE MAST ARM MOUNTING HEIGHT MAINTAINS REQUIRED VERTICAL CLEARANCE OVER ROADWAY CENTERLINE.

TRAFFIC SIGNAL FACES

12" R

12" SY

12" FY

12" R

12" Y

12" G

21

NO. 23,24,43,44
63,64,83,84
(8-REQ'D)

NO. 11,31,51,71
(4-REQ'D)

NO.21,22,41,42
61,62,81,82
(8-REQ'D)

PHASE SEQUENCE CHART

PHASE NUMBER									FLASHMODE
	Φ2 + Φ6				Φ4 + Φ8				
11				R	R	R	R	R	R
21, 22	G	G	Y	R	R	R	R	R	R
31	R	R	R	R				R	R
41, 42	R	R	R	R	G	G	Y	R	R
51				R	R	R	R	R	R
61, 62	G	G	Y	R	R	R	R	R	R
71	R	R	R	R				R	R
81, 82	R	R	R	R	G	G	Y	R	R
23, 24	W	FDW	DW	DW	DW	DW	DW	DW	-
43, 44	DW	DW	DW	DW	W	FDW	DW	DW	-
63, 64	W	FDW	DW	DW	DW	DW	DW	DW	-
83, 84	DW	DW	DW	DW	W	FDW	DW	DW	-

A

18" X XX"
(2-REQ'D)

B

18" X XX"
(2-REQ'D)

D

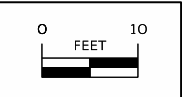
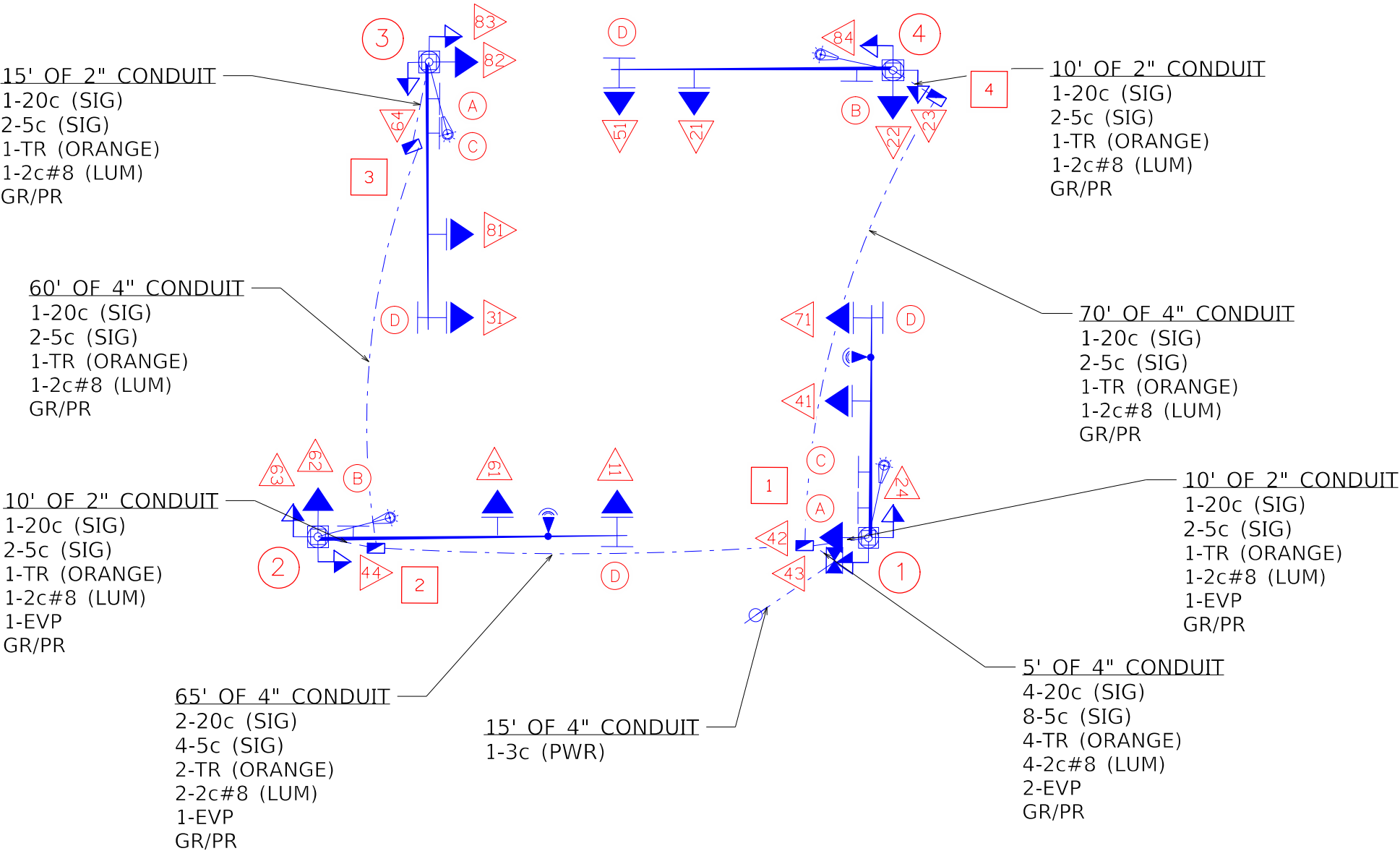
R3-5L
30"X36"
(4-REQ'D)

C

xx" X xx"
(2-REQ'D)

TRAFFIC WIRING NOTES:

1. INSTALL ONE SIGNAL CABLE FROM EACH SIGNAL HEAD TO THE BASE OF POLE. UTILIZE A 5-CONDUCTOR CABLE FOR 3-SECTION SIGNAL HEADS AND PEDESTRIAN HEADS. ALL SIGNAL CABLE SHALL BE #14 A.W.G UNLESS OTHERWISE NOTED.
2. ALL WIRE SLICES SHALL BE ABOVE GROUND IN BASE OF TRAFFIC SIGNAL POLE, UTILIZING WATER PROOF WIRE NUT CONNECTORS.
3. EVP CABLES SHALL BE AS PER MANUFACTURER RECOMMENDATIONS.



CONDUIT QUANTITIES
Marquette St and 2nd St

From	To	Trenched (Feet)	
		2" Dia.	4" Dia.
Power Source	Controller		15
Controller	Handhole 1		5
Handhole 1	Signal Pole 1	10	
Handhole 1	Handhole 4		70
Handhole 4	Signal Pole 4	10	
Handhole 1	Handhole 2		65
Handhole 2	Signal Pole 2	10	
Handhole 2	Handhole 3		60
Handhole 3	Signal Pole 3	15	
Total		45	215

WIRE QUANTITIES (IN FEET)
Marquette St and 2nd St

From	To	Plan	Adj.	Pull	1c #10	1c #6 Green	2c #8 LUM	3c #3 PWR	EVP Video Cable	5c #14	20c #14
		Length	Length	Rope	Tracer (Orange)	Copper	Copper	Copper	(Per Manufacturer)		
Power Source	Controller	15	65	65				65			
Controller	Handhole 1	5	40	40	160	40	160		80	320	160
Handhole 1	Signal Pole 1	10	20	20	20	20	20		20	40	20
	at Signal Pole 1						50		55	169	
Handhole 1	Handhole 4	70	80	80	80	80	80			160	80
Handhole 4	Signal Pole 4	10	20	20	20	20	20			40	20
	at Signal Pole 4						50			194	
Handhole 1	Handhole 2	65	75	75	150	75	150		75	300	150
Handhole 2	Signal Pole 2	10	20	20	20	20	20		20	40	20
	at Signal Pole 2						50		65	192	
Handhole 2	Handhole 3	60	70	70	70	70	70			140	70
Handhole 3	Signal Pole 3	15	25	25	25	25	25			50	25
	at Signal Pole 3						50			185	
Total				415	545	350	745	65	315	1830	545

NOTES:
Plan Length: Center to Center length between objects.
Adjusted Length: Plan length with additional slack length.

TRAFFIC SIGNAL HEAD QUANTITIES
Marquette St and 2nd St

Pole No.	Signal Head Number(s)	3-Sect. 12" R,Y,G Thru	3-Sect. 12" R,SY,FY Left Arrow	Hand/Man Countdown Ped Head	Back Plate	Mounting OH	Side
1	24,41,42,43,71	2	1	2	2	2	3
2	11,44,61,62,63	2	1	2	2	2	3
3	31,64,81,82,83	2	1	2	2	2	3
4	21,22,23,51,84	2	1	2	2	2	3
Totals		8	4	8	8	8	12

SIGNAGE QUANTITIES
Marquette St and 2nd St

Legend Letter	"A"	"B"	"C"	"D"
Sign Type	Marquette St	W 2nd St	Commemorating DR MARTIN LUTHER KING JR	R3-5L
Size	18" X _"	18" X _"	_ " X _"	30" X 36"
Mounting Location	MAST ARM	MAST ARM	MAST ARM	MAST ARM
Signal Pole 1	1		1	1
Signal Pole 2		1		1
Signal Pole 3	1		1	1
Signal Pole 4		1		1
Totals	2	2	2	4

BASE AND HANDHOLE QUANTITIES
Marquette St and 2nd St

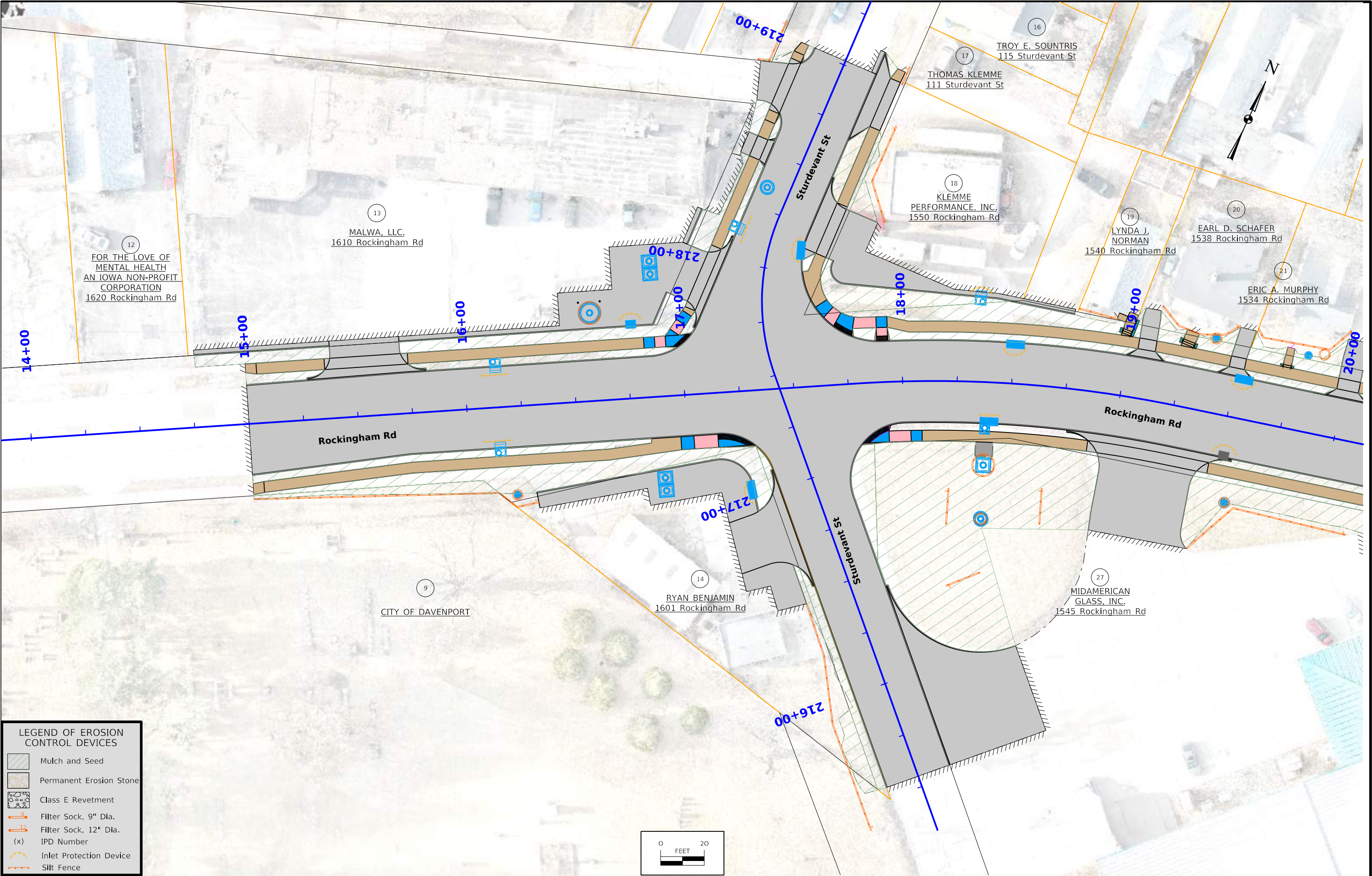
Signal Pole No.	Station	Offset	RT/LT	Top of Footing Elevation	Footing Size	Comments
Signal Pole 1	639+28.12	44.19'	RT	564.05	3.0' Dia x 12.0' Deep	Combination Signal Pole
Signal Pole 2	639+27.19	-35.16'	LT	564.86	3.0' Dia x 14.0' Deep	Combination Signal Pole
Signal Pole 3	639+95.77	-19.90'	LT	562.28	3.0' Dia x 14.0' Deep	Combination Signal Pole
Signal Pole 4	639+95.32	46.96'	RT	564.81	3.0' Dia x 14.0' Deep	Combination Signal Pole
Handhole No.	Station	Offset	RT/LT	Top of Handhole Elevation	Footing Size	Comments
Handhole 1	639+26.70	34.99'	RT	563.86	-	Type 3 Handhole (TRAFFIC)
Handhole 2	639+25.64	-26.77"	LT	563.69	-	Type 3 Handhole (TRAFFIC)
Handhole 3	639+83.56	-22.22"	LT	563.53	-	Type 3 Handhole (TRAFFIC)
Handhole 4	639+91.40	53.26	RT	564.6	-	Type 3 Handhole (TRAFFIC)
Cabinet No.	Station	Offset	RT/LT	Top of Footing Elevation	Footing Size	Comments
Cabinet	639+24.62	39.3	RT	563.86	See Details	

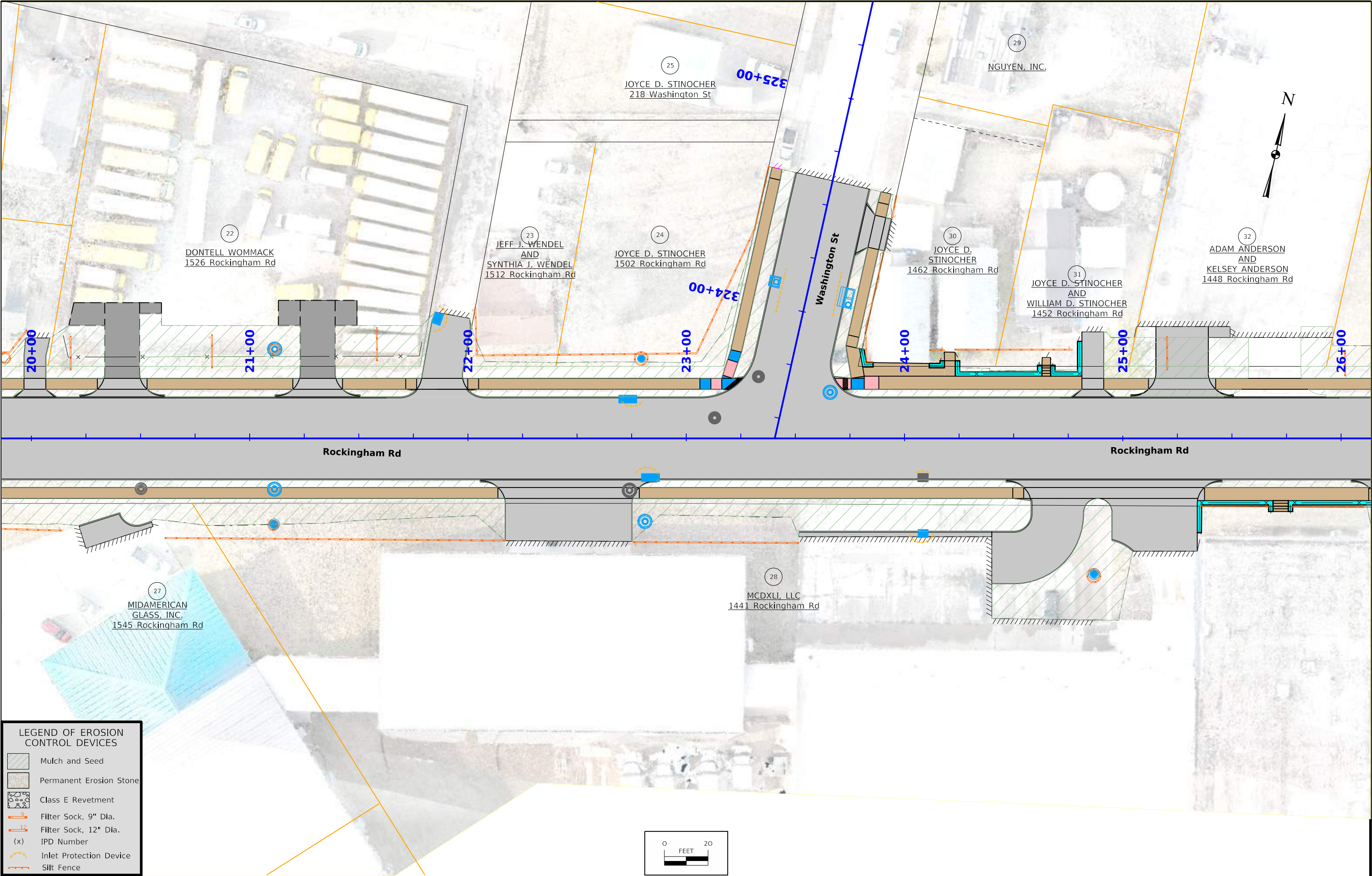
Traffic Signal Pole Quantities
Marquette St and 2nd St

Pole No.	Pole Type	Mast-Arm Length	Signal Heads		Signs		Luminaire Arm Information			Finish	Remarks
		(Feet)	Quantity	Location on Mast Arm (Feet)	Quantity	Location on Mast Arm (Feet)	Spread (Feet)	Height (Feet)	Orientation (Degrees)		
1	Combination Pole	33	3	19,30	3	4,8,30	15	35	0	Galvanized	w/ Luminaire Mast Arm & Transformer Base
2	Combination Pole	44	3	26,42	2	4,38	15	35	0	Galvanized	w/ Luminaire Mast Arm & Transformer Base
3	Combination Pole	38	3	24,36	3	5,10,36	15	35	0	Galvanized	w/ Luminaire Mast Arm & Transformer Base
4	Combination Pole	40	3	28,38	2	5,38	15	35	0	Galvanized	w/ Luminaire Mast Arm & Transformer Base

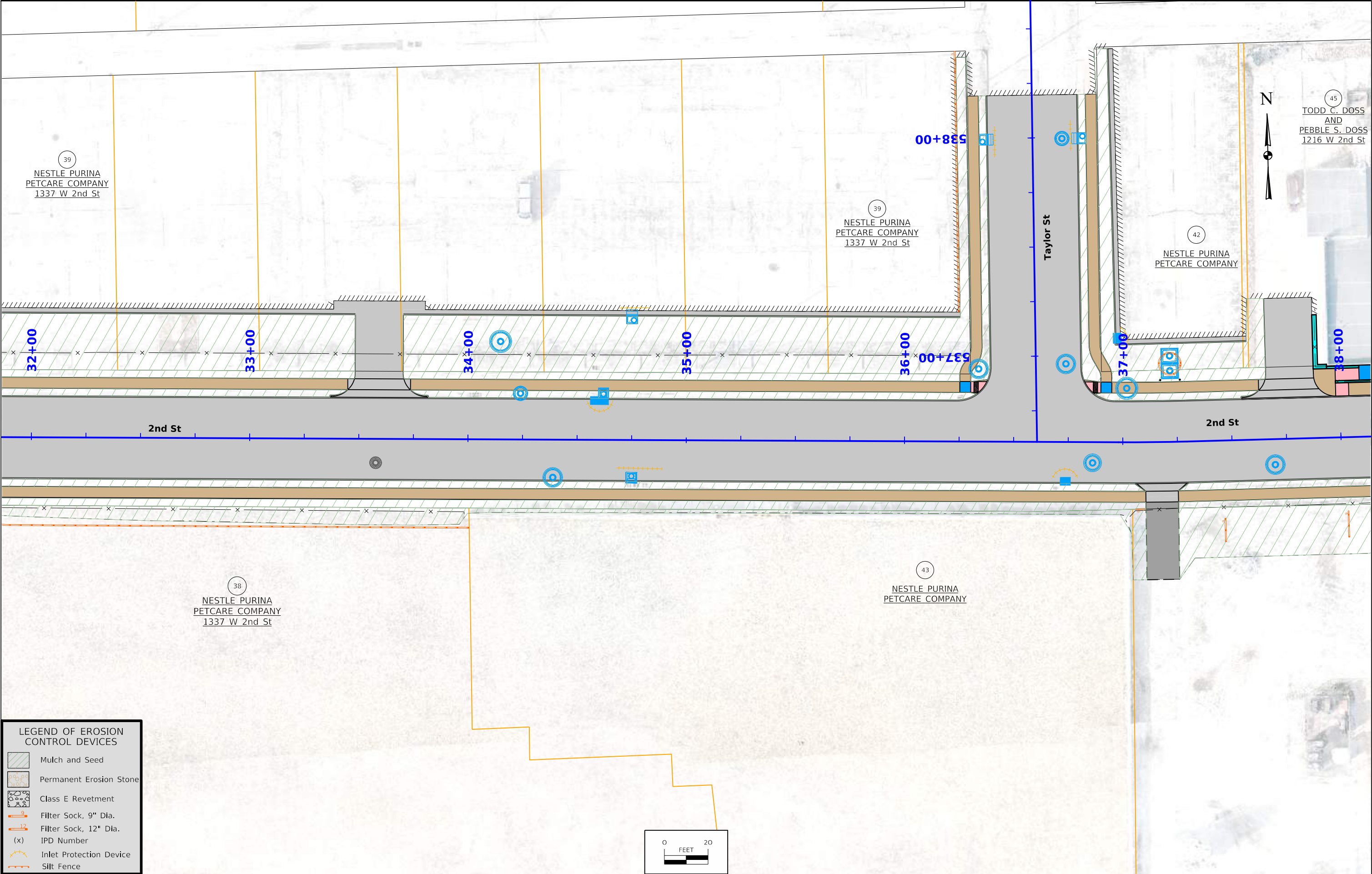
Notes:

- Traffic signal head location represents approximate linear distance from pole measured outward to end of mast arm.
- Unless otherwise directed, traffic signal heads on mast arms are to be aligned over the center of intersection approach lanes. Approximate locations are shown in the Traffic Signal Pole Quantities table. Contractor shall field verify final signal head locations.
- When the structural design of the signal pole will not allow the use of a transformer base, then a plate base with an oversize handhole shall be used.
- Top of footing to be formed square and flush with adjacent sidewalk.
- Foundation of Signal Pole #3 to be installed maximum 3' below top of retaining wall. Ensure mast arm mounting height maintains required vertical clearance over roadway centerline.



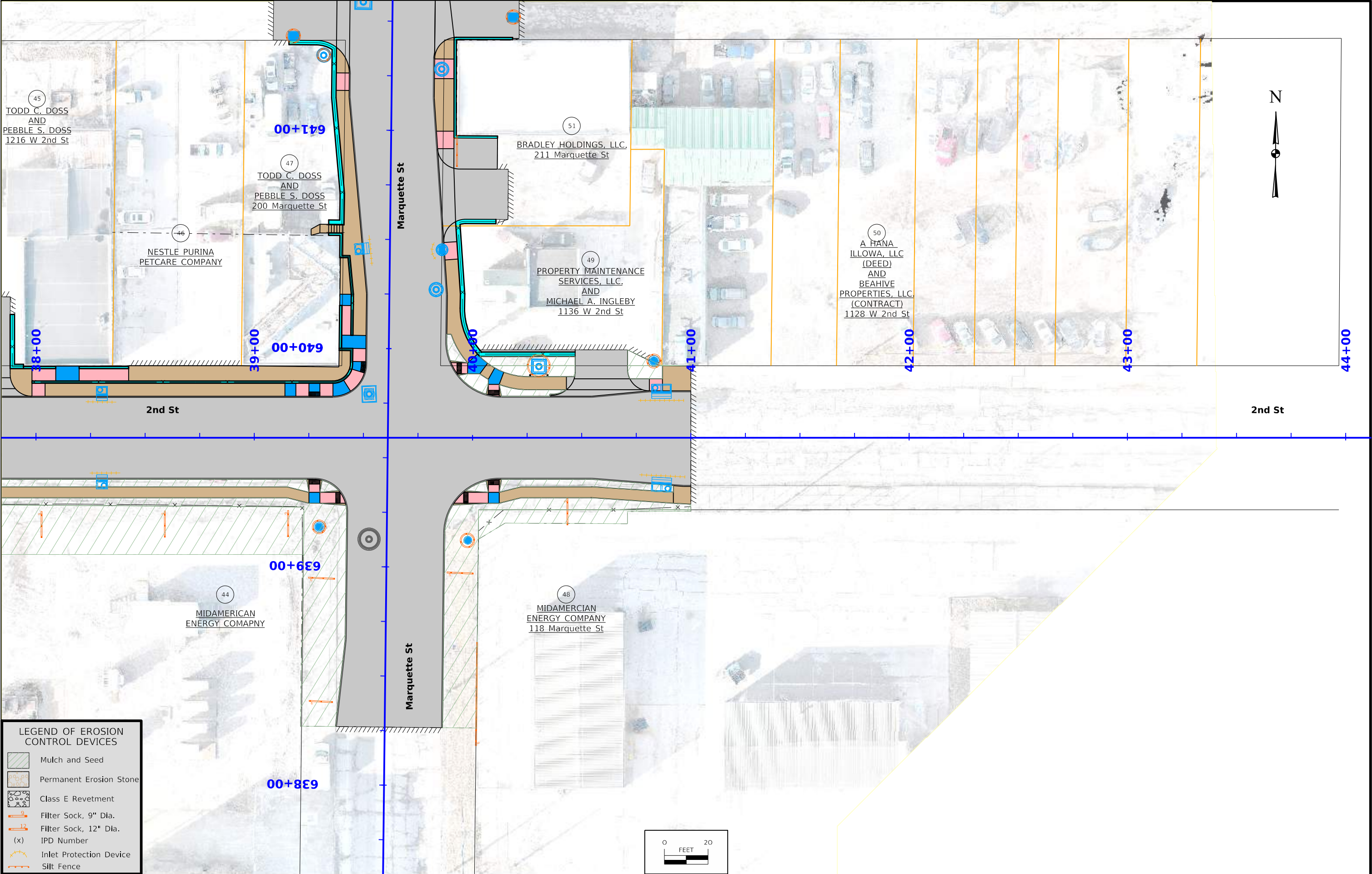


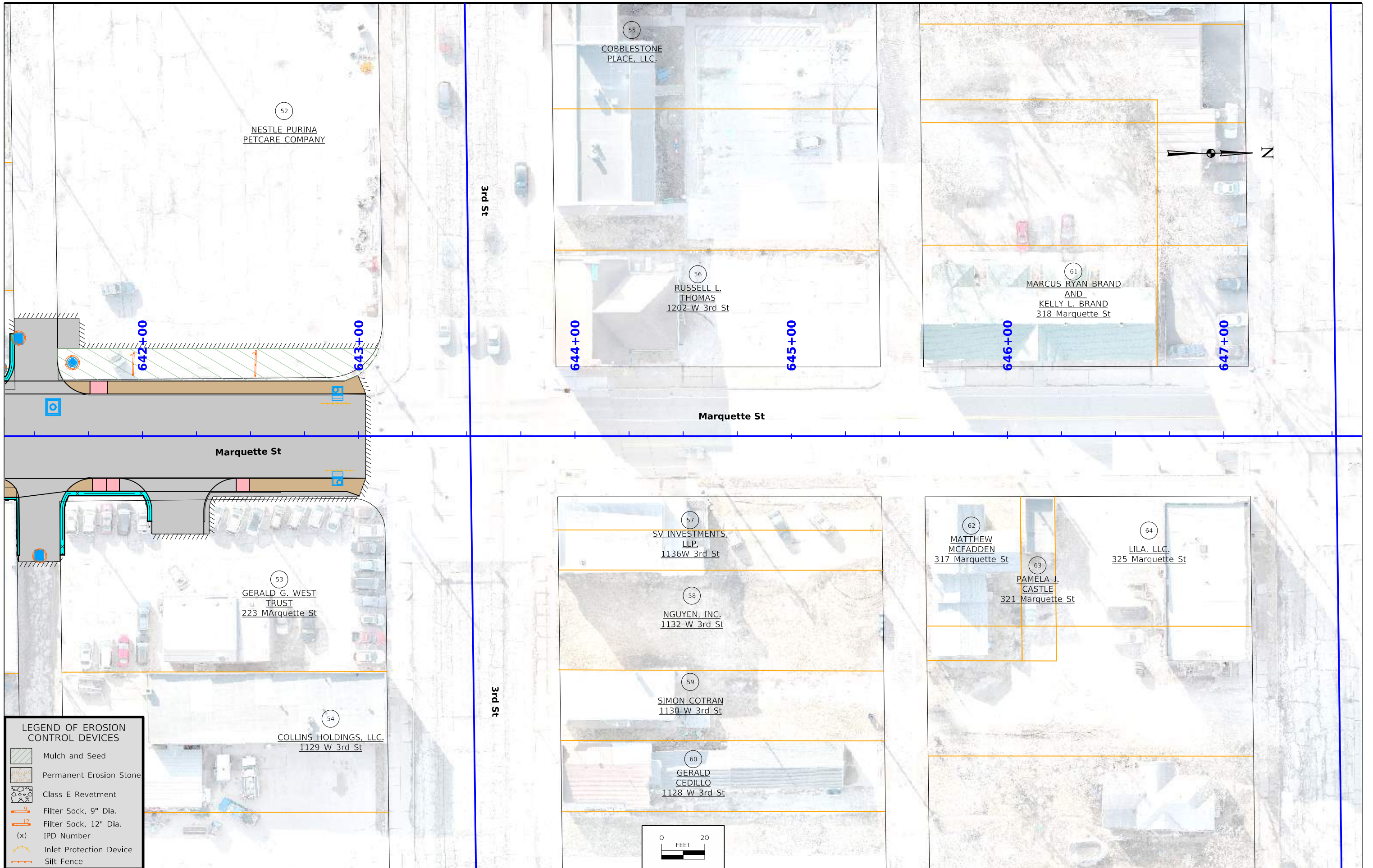


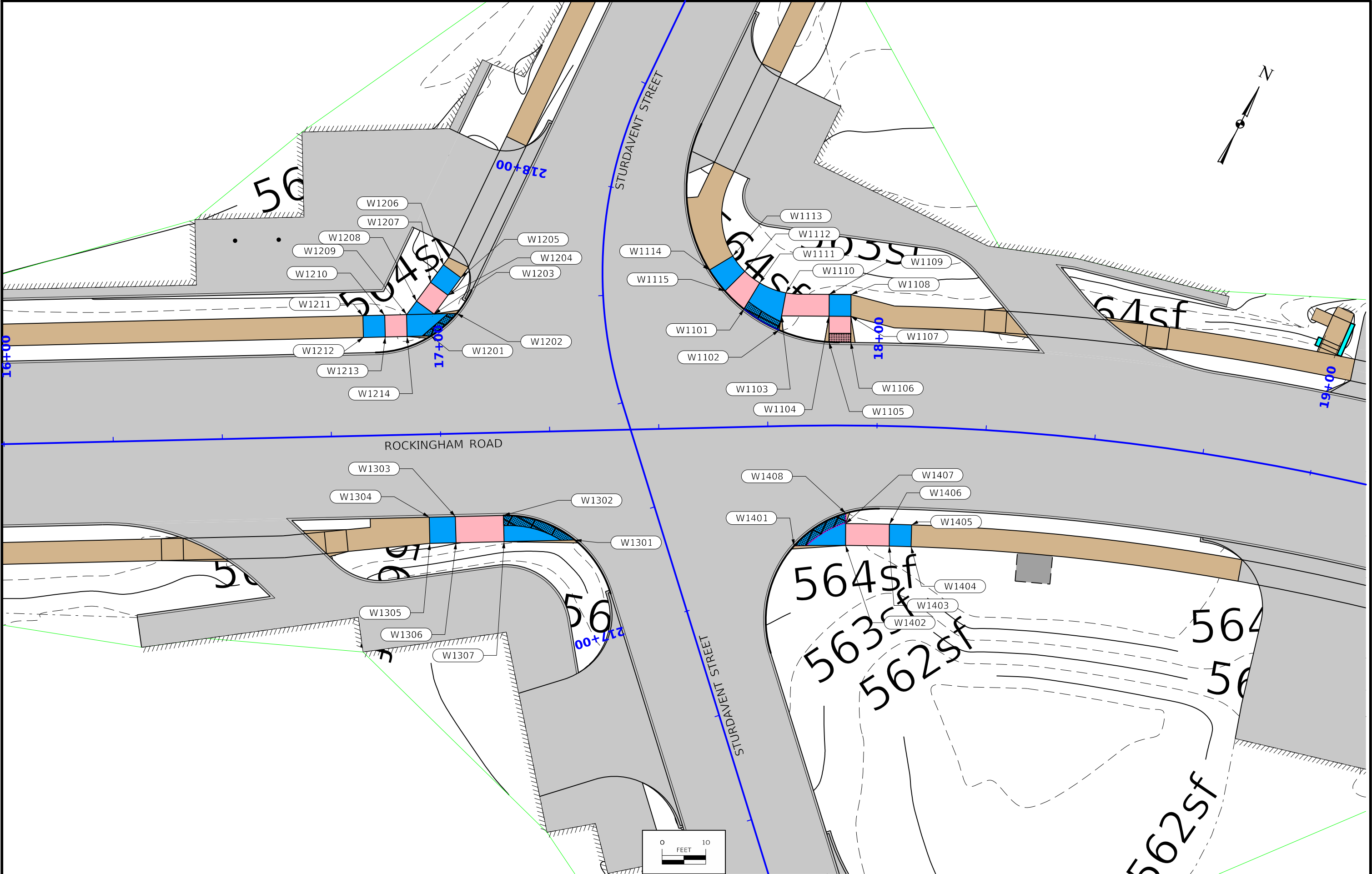


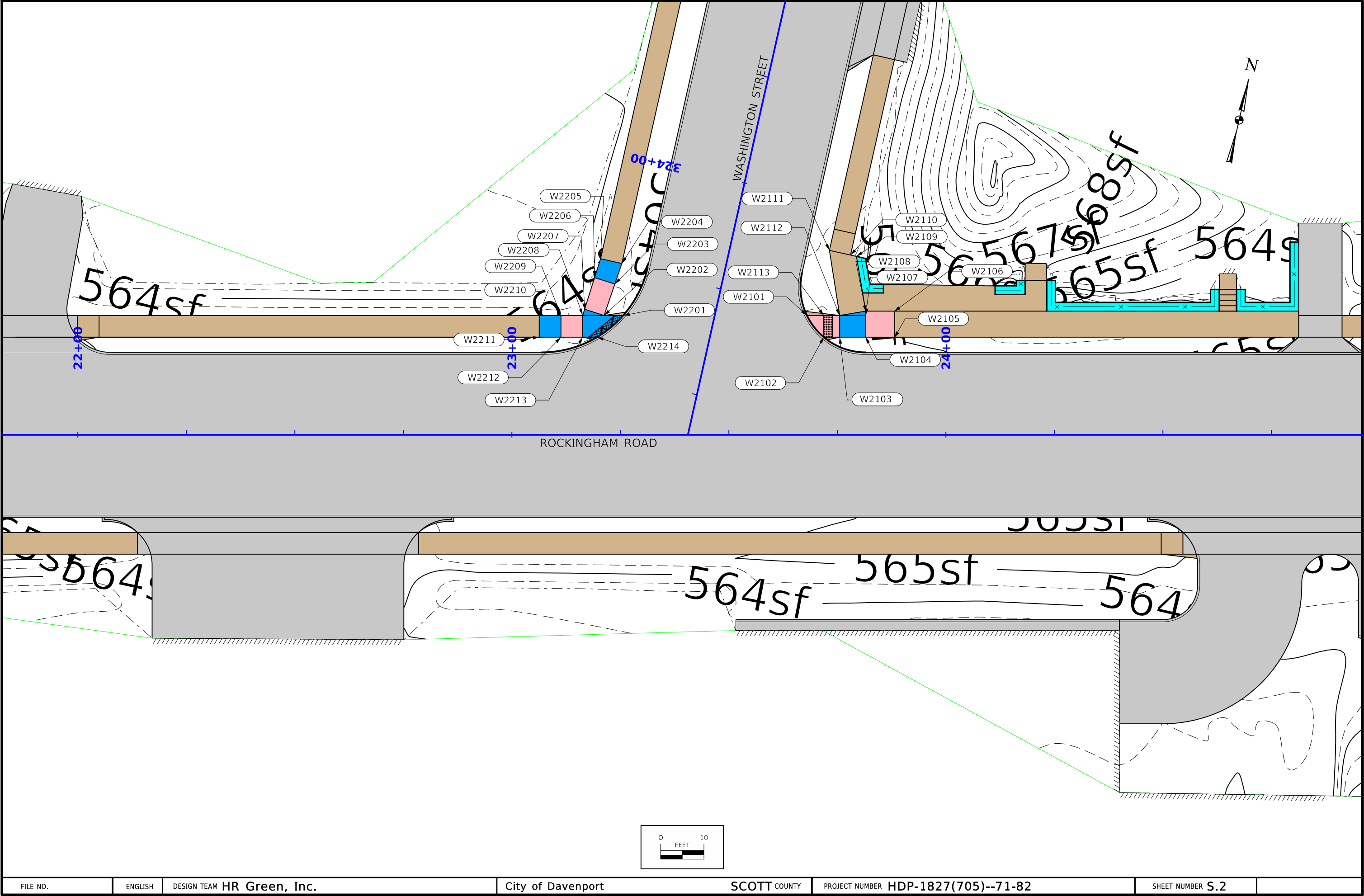
LEGEND OF EROSION CONTROL DEVICES

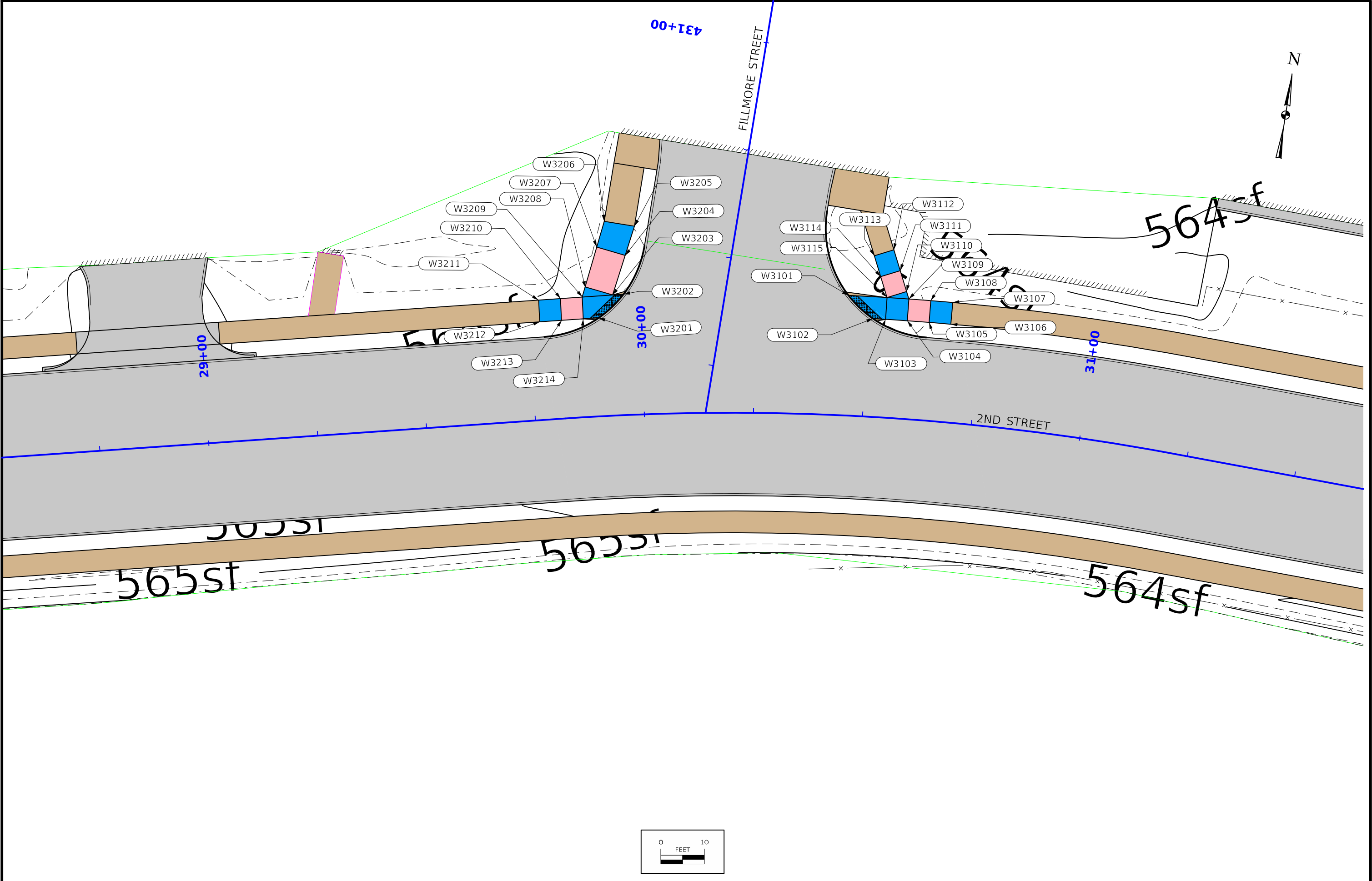
- Mulch and Seed
- Permanent Erosion Stone
- Class E Revetment
- Filter Sock, 9" Dia.
- Filter Sock, 12" Dia.
- (x) IPD Number
- Inlet Protection Device
- Silt Fence

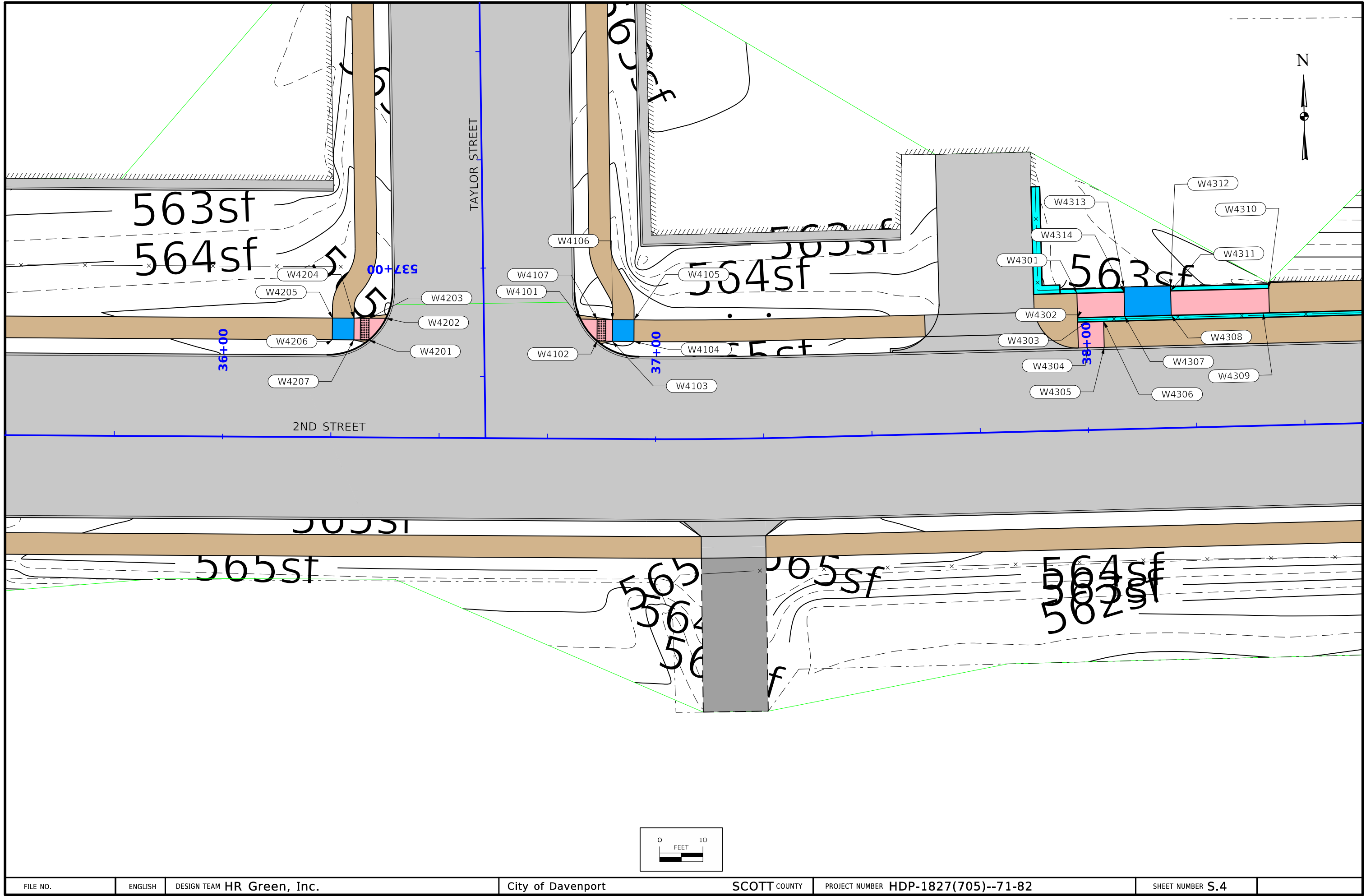


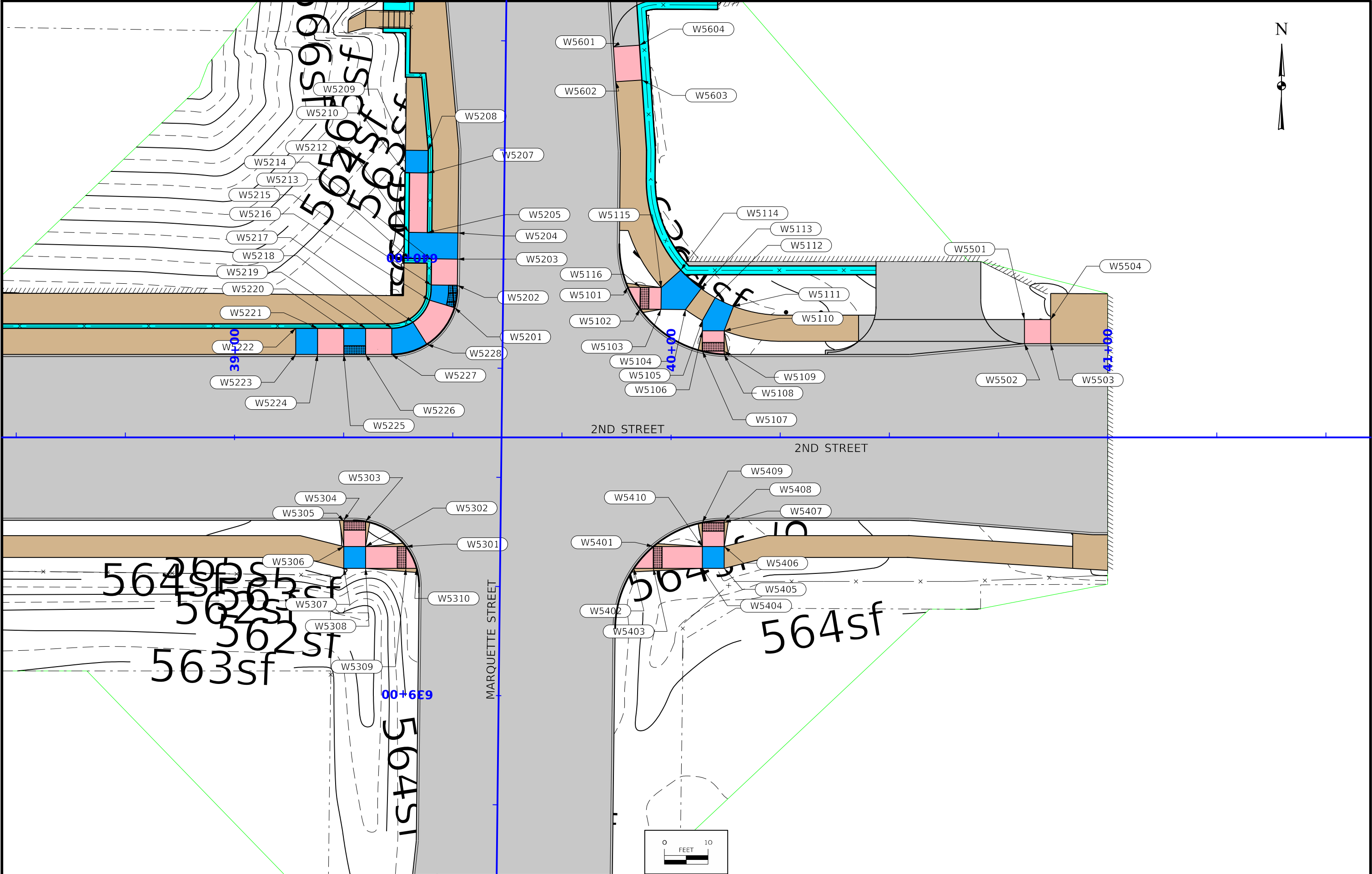


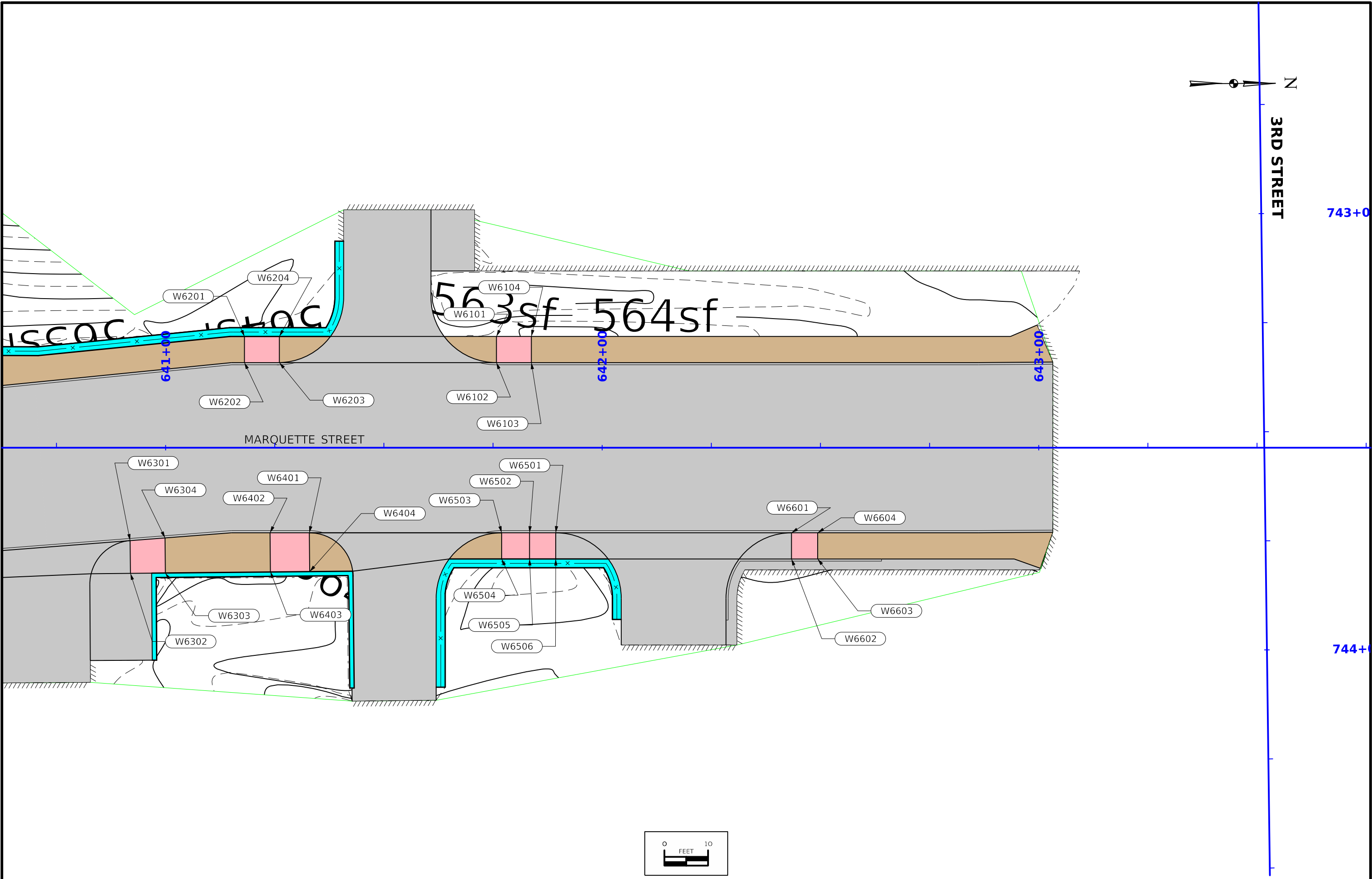












SIDEWALK COMPLIANCE

See S Sheets

* Does not include curb
Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications.
Refer to tabulation 113-01 for bid quantities.

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04-18-17

Point to Point		Sidewalk Designation	PCC Sidewalk	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant?	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
												Point	Station	Offset	Elevation
W1101	W1102	Crosswalk Cross Slope - Yield Condition	6	9.37	0.06	0.6%	0.0% to 2.0%					W1101	17+70.15	56.98 LT	564.04
W1102	W1103	Landing/Turning Space	4	3.30	0.04	1.2%	0.1% to 2.0%					W1102	17+78.04	21.99 LT	564.10
W1103	W1110	Landing/Turning Space	4	5.47	0.10	1.8%	0.1% to 2.0%	Yes				W1103	17+78.86	25.21 LT	564.14
W1110	W1111	Landing/Turning Space	4	6.47	-0.12	-1.9%	0.1% to 2.0%	Yes				W1104	17+89.10	25.00 LT	564.66
W1111	W1101	Landing/Turning Space	4	4.86	-0.08	-1.6%	0.1% to 2.0%	Yes				W1105	17+89.05	19.08 LT	564.23
W1103	W1104	Ramp Running Slope	6	10.93	0.52	4.8%	0.5% to 8.3%					W1106	17+93.88	19.06 LT	564.25
W1110	W1109	Ramp Running Slope	6	9.98	0.49	4.9%	0.5% to 8.3%					W1107	17+93.88	25.00 LT	564.73
W1104	W1109	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%					W1108	17+93.88	30.00 LT	564.81
W1104	W1107	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%					W1109	17+89.14	30.00 LT	564.73
W1107	W1108	Landing/Turning Space	4	5.00	0.08	1.6%	0.1% to 2.0%	Yes				W1110	17+80.20	30.27 LT	564.24
W1109	W1108	Landing/Turning Space	4	5.00	0.08	1.6%	0.1% to 2.0%	Yes				W1111	17+73.84	32.78 LT	564.12
W1104	W1105	Ramp Running Slope	6	5.93	-0.43	-7.3%	0.5% to 8.3%					W1112	17+70.46	35.56 LT	564.42
W1107	W1106	Ramp Running Slope	6	5.93	-0.48	-8.1%	0.5% to 8.3%	Yes				W1113	17+67.97	38.62 LT	564.36
W1105	W1106	Crosswalk Cross Slope - No Yield Condition	6	5.00	0.02	0.4%	0.0% to 5.0%					W1114	17+62.43	36.11 LT	564.33
W1111	W1112	Ramp Running Slope	6	4.39	0.30	6.8%	0.5% to 8.3%					W1115	17+65.90	31.21 LT	564.39
W1101	W1115	Ramp Running Slope	6	6.00	0.35	5.8%	0.5% to 8.3%								
W1112	W1113	Landing/Turning Space	4	4.47	-0.06	-1.3%	0.1% to 2.0%								
W1113	W1114	Landing/Turning Space	4	6.27	-0.03	-0.5%	0.1% to 2.0%								
W1114	W1115	Landing/Turning Space	4	6.00	0.06	1.0%	0.1% to 2.0%								
W1112	W1115	Landing/Turning Space	4	6.41	-0.03	-0.5%	0.1% to 2.0%								
W1201	W1202	Crosswalk Cross Slope - Yield Condition	6	8.18	-0.04	-0.5%	0.0% to 2.0%					W1201	16+97.46	22.00 LT	564.23
W1202	W1203	Landing/Turning Space	4	5.22	0.09	1.7%	0.1% to 2.0%	Yes				W1202	17+03.73	26.66 LT	564.19
W1201	W1214	Landing/Turning Space	4	5.49	0.09	1.6%	0.1% to 2.0%	Yes				W1203	16.98.78	26.98 LT	564.28
W1214	W1209	Landing/Turning Space	4	4.98	0.07	1.4%	0.1% to 2.0%					W1204	17+02.45	31.73 LT	564.01
W1209	W1208	Landing/Turning Space	4	3.87	-0.03	-0.8%	0.1% to 2.0%					W1205	17+05.51	35.69 LT	563.93
W1209	W1203	Landing/Turning Space	4	6.32	-0.11	-1.7%	0.1% to 2.0%	Yes				W1206	17+01.55	38.74 LT	563.96
W1208	W1203	Landing/Turning Space	4	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes				W1207	16+98.49	34.79 LT	564.03
W1203	W1204	Ramp Running Slope	6	6.00	-0.27	-4.5%	0.5% to 8.3%					W1208	16+95.23	30.51 LT	564.36
W1208	W1207	Ramp Running Slope	6	6.00	-0.33	-5.5%	0.5% to 8.3%					W1209	16+92.84	27.58 LT	564.39
W1204	W1207	Landing/Turning Space	4	5.00	0.02	0.4%	0.1% to 2.0%					W1210	16+87.84	27.48 LT	564.79
W1205	W1206	Landing/Turning Space	4	5.00	0.03	0.6%	0.1% to 2.0%					W1211	16+82.82	27.50 LT	564.88
W1207	W1206	Landing/Turning Space	4	5.00	-0.07	-1.4%	0.1% to 2.0%					W1212	16+82.90	22.50 LT	564.81
W1204	W1205	Landing/Turning Space	4	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes				W1213	16+87.86	22.50 LT	564.72
W1209	W1210	Ramp Running Slope	6	5.00	0.40	8.0%	0.5% to 8.3%	Yes				W1214	16+92.85	22.50 LT	564.32
W1214	W1213	Ramp Running Slope	6	5.00	0.39	7.9%	0.5% to 8.3%	Yes							
W1210	W1211	Landing/Turning Space	4	5.00	0.09	1.8%	0.1% to 2.0%	Yes							
W1210	W1213	Landing/Turning Space	4	5.00	-0.07	-1.5%	0.1% to 2.0%								
W1212	W1213	Landing/Turning Space	4	5.00	-0.09	-1.8%	0.1% to 2.0%	Yes							
W1211	W1212	Landing/Turning Space	4	5.00	-0.08	-1.5%	0.1% to 2.0%								
W1301	W1302	Crosswalk Cross Slope - Yield Condition	6	16.37	0.21	1.3%	0.0% to 2.0%					W1301	17+30.60	25.39 RT	564.31
W1302	W1307	Landing/Turning Space	4	6.05	0.08	1.3%	0.1% to 2.0%					W1302	17+16.28	19.03 RT	564.52
W1307	W1301	Landing/Turning Space	4	16.25	0.08	1.3%	0.1% to 2.0%					W1303	17+03.38	19.00 RT	564.95
W1303	W1302	Landing/Turning Space	4	11.00	-0.29	-1.8%	0.1% to 2.0%	Yes				W1304	16+96.96	19.00 RT	564.92
W1307	W1306	Ramp Running Slope	6	11.00	0.44	4.0%	0.5% to 8.3%					W1305	16+97.35	25.04 RT	565.01
W1304	W1303	Landing/Turning Space	4	6.00	0.03	0.5%	0.1% to 2.0%					W1306	17+03.38	25.00 RT	565.04
W1304	W1305	Landing/Turning Space	4	6.00	0.09	1.5%	0.1% to 2.0%					W1307	17+15.28	25.00 RT	564.60
W1305	W1306	Landing/Turning Space	4	6.00	0.03	0.5%	0.1% to 2.0%								
W1306	W1303	Landing/Turning Space	4	6.00	-0.09	-1.5%	0.1% to 2.0%								
W1408	W1401	Crosswalk Cross Slope - Yield Condition	6	16.15	-0.20	-1.2%	0.0% to 2.0%					W1401	17+80.57	27.50 RT	564.00
W1401	W1402	Landing/Turning Space	4	11.80	0.21	1.8%	0.1% to 2.0%	Yes				W1402	17+92.89	27.50 RT	564.21
W1407	W1408	Landing/Turning Space	4	2.36	-0.02	-0.8%	0.1% to 2.0%					W1403	17+98.13	27.50 RT	564.81
W1407	W1402	Landing/Turning Space	4	5.00	-0.01	-0.2%	0.1% to 2.0%					W1404	18+03.47	27.50 RT	564.89
W1402	W1403	Ramp Running Slope	6	10.00	0.60	6.0%	0.5% to 8.3%					W1405	18+03.34	22.50 RT	564.82
W1407	W1406	Ramp Running Slope	6	10.00	0.52	5.2%	0.5% to 8.3%					W1406	17+98.05	22.50 RT	564.74
W1403	W1404	Landing/Turning Space	4	5.00	0.08	1.6%	0.1% to 2.0%	Yes				W1407	17+92.91	22.50 RT	564.22
W1404	W1405	Landing/Turning Space	4	5.00	-0.07	-1.4%	0.1% to 2.0%					W1408	17+92.87	20.13 RT	564.20
W1406	W1405	Landing/Turning Space	4	5.00	0.08	1.6%	0.1% to 2.0%	Yes							
W1403	W1406	Landing/Turning Space	4	5.00	-0.07	-1.4%	0.1% to 2.0%								
W2101	W2102	Crosswalk Cross Slope - Yield Condition	6	5.60	0.07	1									

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04-18-17

SIDEWALK COMPLIANCE

See S Sheets

* Does not include curb
Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications.
Refer to tabulation 113-01 for bid quantities.

Point to Point		Sidewalk Designation	" PCC Sidewalk	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant?	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
				FT	FT	%	Pos. or Neg.		%			Point	Station	Offset	Elevation
W2208	W2209	Ramp Running Slope	6	5.00	0.36	7.2%	0.5% to 8.3%								
W2213	W2212	Ramp Running Slope	6	5.00	0.35	7.0%	0.5% to 8.3%								
W2209	W2210	Landing/Turning Space	4	5.00	0.07	1.5%	0.1% to 2.0%								
W2212	W2211	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%								
W2211	W2210	Landing/Turning Space	4	5.00	0.07	1.5%	0.1% to 2.0%								
W3101	W3102	Crosswalk Cross Slope - Yield Condition	6	6.64	0.01	0.2%	0.0% to 2.0%					W3101	30+45.47	27.50 LT	564.02
W3102	W3103	Landing/Turning Space	4	2.90	0.05	1.7%	0.1% to 2.0%	Yes				W3102	30+50.28	22.50 LT	564.03
W3101	W3115	Landing/Turning Space	4	8.82	0.13	1.5%	0.1% to 2.0%					W3103	30+53.94	22.50 LT	564.08
W3115	W3103	Landing/Turning Space	4	5.00	-0.07	-1.4%	0.1% to 2.0%					W3104	30+58.64	22.50 LT	564.17
W3109	W3104	Landing/Turning Space	4	5.00	-0.06	-1.2%	0.1% to 2.0%					W3105	30+63.49	22.50 LT	564.51
W3103	W3104	Landing/Turning Space	4	5.00	0.09	1.8%	0.1% to 2.0%	Yes				W3106	30+68.29	22.50 LT	564.58
W3115	W3109	Landing/Turning Space	4	4.98	0.08	1.6%	0.1% to 2.0%	Yes				W3107	30+68.29	27.50 LT	564.66
W3115	W3110	Landing/Turning Space	4	4.67	0.09	1.9%	0.1% to 2.0%	Yes				W3108	30+63.49	27.50 LT	564.57
W3109	W3110	Landing/Turning Space	4	1.76	0.01	0.6%	0.1% to 2.0%					W3109	30+58.72	27.50 LT	564.23
W3109	W3108	Ramp Running Slope	6	5.00	0.34	6.8%	0.5% to 8.3%					W3110	30+56.30	34.12 LT	564.24
W3104	W3105	Ramp Running Slope	6	5.00	0.34	6.8%	0.5% to 8.3%					W3111	30+54.75	38.51 LT	564.30
W3108	W3105	Landing/Turning Space	4	5.00	-0.06	-1.2%	0.1% to 2.0%					W3112	30+50.65	36.88 LT	564.38
W3107	W3106	Landing/Turning Space	4	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes				W3113	30+52.27	32.19 LT	564.35
W3105	W3106	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%					W3114	30+53.93	27.55 LT	564.28
W3108	W3107	Landing/Turning Space	4	5.00	0.09	1.8%	0.1% to 2.0%	Yes				W3115	30+53.92	27.50 LT	564.15
W3110	W3111	Ramp Running Slope	6	5.00	0.06	1.2%	0.5% to 8.3%								
W3115	W3114	Ramp Running Slope	6	5.00	0.13	2.6%	0.5% to 8.3%								
W3114	W3111	Landing/Turning Space	4	5.00	0.02	0.4%	0.1% to 2.0%								
W3111	W3112	Landing/Turning Space	4	5.00	0.08	1.6%	0.1% to 2.0%	Yes							
W3114	W3113	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%								
W3113	W3112	Landing/Turning Space	4	5.00	0.03	0.6%	0.1% to 2.0%								
W3201	W3202	Crosswalk Cross Slope - Yield Condition	6	6.63	-0.04	-0.6%	0.0% to 2.0%					W3201	29+90.73	22.50 LT	564.44
W3202	W3203	Landing/Turning Space	4	2.53	0.04	1.6%	0.1% to 2.0%	Yes				W3202	29+96.40	27.50 LT	564.40
W3201	W3214	Landing/Turning Space	4	3.58	0.03	0.8%	0.1% to 2.0%					W3203	29+94.05	27.50 LT	564.44
W3203	W3209	Landing/Turning Space	4	7.00	0.11	1.6%	0.1% to 2.0%	Yes				W3204	29+97.09	36.53 LT	564.53
W3214	W3209	Landing/Turning Space	4	5.00	0.08	1.6%	0.1% to 2.0%	Yes				W3205	29+99.33	43.11 LT	564.48
W3202	W3209	Landing/Turning Space	4	9.50	0.15	1.6%	0.1% to 2.0%	Yes				W3206	29+92.99	44.53 LT	564.59
W3209	W3208	Landing/Turning Space	4	2.41	0.01	0.4%	0.1% to 2.0%	#REF!				W3207	29+90.80	37.78 LT	564.63
W3203	W3204	Ramp Running Slope	6	7.00	0.08	1.2%	0.5% to 8.3%					W3208	29+88.14	29.80 LT	564.56
W3208	W3207	Ramp Running Slope	6	9.50	0.07	0.7%	0.5% to 8.3%					W3209	29+87.37	27.50 LT	564.55
W3204	W3205	Landing/Turning Space	4	7.00	-0.04	-0.6%	0.1% to 2.0%					W3210	29+82.68	27.50 LT	564.89
W3205	W3206	Landing/Turning Space	4	7.00	0.11	1.5%	0.1% to 2.0%					W3211	29+77.55	27.50 LT	564.98
W3207	W3206	Landing/Turning Space	4	6.15	-0.04	-0.7%	0.1% to 2.0%					W3212	29+77.57	22.50 LT	564.91
W3204	W3207	Landing/Turning Space	4	6.78	0.11	1.5%	0.1% to 2.0%					W3213	29+82.53	22.50 LT	564.81
W3209	W3210	Ramp Running Slope	6	5.00	0.34	6.8%	0.5% to 8.3%					W3214	29+87.30	22.50 LT	564.47
W3213	W3214	Ramp Running Slope	6	5.00	-0.34	-6.8%	0.5% to 8.3%								
W3210	W3211	Landing/Turning Space	4	5.00	0.09	1.8%	0.1% to 2.0%								
W3211	W3212	Landing/Turning Space	4	5.00	-0.08	-1.5%	0.1% to 2.0%	Yes							
W3213	W3212	Landing/Turning Space	4	5.00	0.09	1.8%	0.1% to 2.0%								
W3210	W3213	Landing/Turning Space	4	5.00	-0.08	-1.5%	0.1% to 2.0%	Yes							
W3209	W3214	Landing/Turning Space	4	5.00	-0.08	-1.6%	0.1% to 2.0%								
								Yes							
W4101	W4102	Crosswalk Cross Slope - Yield Condition	6	5.60	0.10	1.8%	0.0% to 2.0%					W4101	36+82.51	27.50 LT	564.61
W4102	W4103	Ramp Running Slope	6	3.51	0.20	5.7%	0.5% to 8.3%					W4102	36+86.32	22.50 LT	564.71
W4103	W4107	Ramp Running Slope	6	3.87	-0.19	-4.9%	0.5% to 8.3%					W4103	36+98.87	25.00 LT	564.91
W4107	W4106	Ramp Running Slope	6	3.51	0.13	3.7%	0.5% to 8.3%					W4104	36+94.87	25.00 LT	565.00
W4107	W4102	Ramp Cross Slope	6	5.00	-0.01	-0.2%	0.1% to 2.0%					W4105	36+94.85	27.50 LT	564.93
W4103	W4106	Landing/Turning Space	4	5.00	-0.06	-1.2%	0.1% to 2.0%					W4106	36+89.87	27.50 LT	564.85
W4103	W4104	Landing/Turning Space	4	5.00	0.09	1.8%	0.1% to 2.0%	Yes				W4107	36+88.38	27.50 LT	564.72
W4104	W4105	Landing/Turning Space	4	5.00	-0.08	-1.5%	0.1% to 2.0%								
W4106	W4105	Landing/Turning Space	4	5.00	0.07	1.5%	0.1% to 2.0%								
W4103	W4106	Landing/Turning Space	4	5.00	-0.06	-1.2%	0.1% to 2.0%								
W4201	W4202	Crosswalk Cross Slope - Yield Condition	6	5.60	-0.10	-1.8%	0.0% to 2.0%					W4201	36+33.65	22.50 LT	564.83
W4202	W4203	Ramp Running Slope	6	3.89	0.19	4.9%	0.5% to 8.3%					W4202	36+37.59	27.50 LT	564.73
W4203	W4204	Ramp Running Slope	6	3.47	0.13	3.7%	0.5% to 8.3%					W4203	36+33.69	27.50 LT	564.92
W4201	W4207	Ramp Running Slope	6	3.47	0.17	4.9%	0.5% to 8.3%					W4204	36+30.17	27.50 LT	565.05
W4201	W4203	Ramp Cross Slope	6	5.00	0.09	1.8%	0.1% to 2.0%	Yes				W4205	36+25.25	27.50 LT	565.14
W4207	W4204	Landing/Turning Space	4	5.00	0.05	1.0%	0.1% to 2.0%					W4206	36+25.18	22.50 LT	565.09
W4204	W4205	Landing/Turning Space	4	5.00	0.09	1.7%	0.1% to 2.0%	Yes				W4207	36+30.13	22.50 LT	565.00
W4206	W4205	Landing/Turning Space	4	5.00	0.04	0.9%	0.1% to 2.0%								
W4207	W4206	Landing/Turning Space	4	5.00	0.09	1.8%	0.1% to 2.0%	Yes							
W4303	W4304	Ramp Cross Slope	6	6.00	-0.10	-1.7%	0.1% to 2.0%	Yes				W4301	38+00.26	31.46 LT	564.41
W4306	W4305	Ramp Cross Slope	6	6.00	-0.10	-1.7%	0.1% to 2.0%	Yes				W4302	38+00.28	30.00 LT	564.36
W4304	W4305	Ramp Running Slope	6	6.00	0.36	6.0%	0.5% to 8.3%					W4303	38+00.19	25.00 LT	564.36
W4303	W4306	Ramp Running Slope	6	6.00	0.36	6.0%	0.5% to 8.3%					W4304	38+00.24	19.00 LT	564.26
W4307	W4308	Landing/Turning Space	4	10.75	-0.16	-1.5%	0.1% to 2.0%					W4305	38+06.25	19.00 LT	564.62
W4308	W4311	Landing/Turning Space	4	5.50	0.08	1.5%	0.1% to 2.0%					W4306	38+06.20	25.00 LT	564.72
W4313	W4312	Landing/Turning Space	4	10.75	0.03	0.3%	0.1% to 2.0%					W4307	38+09.09	26.00 LT	563.59
W4314	W4307	Landing/Turning Space	4	5.50	-0.10	-1.8%	0.1% to 2.0%	Yes				W4308	38+19.71	26.00 LT	563.43
W4308	W4309	Ramp Running Slope	6	22.66	-1.54	-6.8%	0.5% to 8.3%					W4309	38+42.42	26.00 LT	561.89
W4311	W4310	Ramp Running Slope	6	22.66	-1.56	-6.9%	0.5% to 8.3%					W4310	38+42.44	31.54 LT	561.95
W4301	W4314	Ramp Running Slope	6	10.89	-0.72	-6.6%	0.5% to 8.3%					W4311	38+19.73	31.46 LT	563.51
W4302	W4307	Ramp Running Slope	6	10.89	-0.77	-7.1%	0.5% to 8.3%					W4312	38+19.75	32.74 LT	561.88
W4302	W4301	Ramp Cross Slope	6	5.50	0.05	0.9%	0.1% to 2.0%					W4313	38+09.01	32.84 LT	561.85
W4309	W4310	Ramp Cross Slope	6	5.50	0.06	1.1%	0.1% to 2.0%					W4314	38+09.03	31.45 LT	563.69
W5101	W5102	Crosswalk Cross Slope - No Yield Condition	6	5.80	-0.03	-0.5%	0.0% to 5.0%					W5101	39+90.08	34.40 LT	564.30
W5116	W5102	Ramp Cross Slope	6	5.00	-0.09	-1.8%	0.1% to 2.0%	Yes				W5102	39+92.89	29.37 LT	564.27
W5115	W5103	Ramp Cross Slope	6	5.00	-0.07	-1.4%	0.1% to 2.0%					W5103	39+97.71	29.32 LT	564.64
W5102	W5103	Ramp Running Slope	6	4.82	0.37	7.7%	0.5% to 8.3%	Yes				W5104	40+03.32	29.26 LT	564.72
W5101	W5116	Ramp Running Slope	6	2.87	0.06	2.1%	0.5% to 8.3%					W5105	40+07.18	26.76 LT	564.61
W5116	W5115	Ramp Running Slope	6	4.82	0.35	7.3%	0.5% to 8.3%					W5106	40+07.18	24.42 LT	564.57
W5115	W5103	Landing/Turning Space	4	5.00	-0.07	-1.4%	0.1% to 2.0%					W5107	40+07.18	21.73 LT	564.19
W5103	W5104	Landing/Turning Space	4	5.61	0.08	1.4%	0.1% to 2.0%					W5108	40+07.18	19.73 LT	564.19

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SIDEWALK COMPLIANCE															
See S Sheets															
* Does not include curb Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications. Refer to tabulation 113-01 for bid quantities.															
Point to Point		Sidewalk Designation	" PCC Sidewalk	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant?	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
				FT	FT	%	Pos. or Neg.		%			Point	Station	Offset	Elevation
W5104	W5113	Landing/Turning Space	4	6.00	0.09	1.5%	0.1% to 2.0%					W5109	40+12.18	19.02 LT	564.22
W5115	W5114	Landing/Turning Space	4	6.00	0.09	1.5%	0.1% to 2.0%					W5110	40+12.18	24.42 LT	564.54
W5114	W5113	Landing/Turning Space	4	6.30	0.01	0.2%	0.1% to 2.0%					W5111	40+14.31	30.02 LT	564.64
W5111	W5112	Landing/Turning Space	4	4.60	0.08	1.7%	0.1% to 2.0%	Yes				W5112	40+10.12	31.99 LT	564.72
W5110	W5111	Landing/Turning Space	4	6.00	0.10	1.7%	0.1% to 2.0%	Yes				W5113	40+06.89	34.08 LT	564.81
W5105	W5112	Landing/Turning Space	4	6.00	0.11	1.8%	0.1% to 2.0%	Yes				W5114	40+02.23	38.32 LT	564.80
W5106	W5105	Landing/Turning Space	4	2.34	0.04	1.7%	0.1% to 2.0%	Yes				W5115	39+97.76	34.32 LT	564.71
W5110	W5106	Landing/Turning Space	4	5.00	0.03	0.6%	0.1% to 2.0%					W5116	39+94.94	34.35 LT	564.36
W5107	W5106	Ramp Running Slope	6	4.69	0.38	8.1%	0.5% to 8.3%	Yes							
W5109	W5110	Ramp Running Slope	6	4.69	0.32	6.8%	0.5% to 8.3%								
W5108	W5109	Ramp Running Slope	6	0.71	0.03	4.2%	0.5% to 8.3%								
W5109	W5107	Ramp Running Slope	6	5.00	-0.03	-0.6%	0.5% to 8.3%								
W5110	W5106	Ramp Running Slope	6	5.00	0.03	0.6%	0.5% to 8.3%								
W5107	W5108	Crosswalk Cross Slope - No Yield Condition	6	5.06	0.00	0.0%	0.0% to 5.0%								
W5201	W5202	Crosswalk Cross Slope - No Yield Condition	6	5.08	-0.03	-0.6%	0.0% to 5.0%					W5201	39+50.42	29.72 LT	564.66
W5202	W5215	Landing/Turning Space	4	6.00	0.10	1.7%	0.1% to 2.0%	Yes				W5202	39+51.05	34.83 LT	564.63
W5201	W5216	Landing/Turning Space	4	6.00	0.09	1.5%	0.1% to 2.0%					W5203	39+51.09	40.80 LT	564.98
W5216	W5215	Landing/Turning Space	4	3.50	-0.02	-0.6%	0.1% to 2.0%					W5204	39+51.14	46.82 LT	564.87
W5202	W5203	Ramp Running Slope	6	6.00	0.35	5.8%	0.5% to 8.3%					W5205	39+44.19	46.91 LT	564.99
W5215	W5214	Ramp Running Slope	6	6.00	0.34	5.7%	0.5% to 8.3%					W5206	39+44.24	51.91 LT	564.20
W5203	W5204	Landing/Turning Space	4	6.00	-0.11	-1.8%	0.1% to 2.0%	Yes				W5207	39+44.29	60.55 LT	562.84
W5203	W5214	Landing/Turning Space	4	5.00	0.09	1.8%	0.1% to 2.0%	Yes				W5208	39+44.40	65.71 LT	562.76
W5214	W5203	Landing/Turning Space	4	5.00	0.08	1.6%	0.1% to 2.0%	Yes				W5209	39+39.19	65.76 LT	562.83
W5204	W5205	Landing/Turning Space	4	7.00	0.12	1.7%	0.1% to 2.0%	Yes				W5210	39+39.12	60.61 LT	562.91
W5205	W5212	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%					W5211	39+40.24	51.96 LT	564.25
W5206	W5207	Ramp Running Slope	6	8.64	-1.36	-15.7%	0.5% to 16.7%					W5212	39+40.19	46.96 LT	565.06
W5211	W5210	Ramp Running Slope	6	8.64	-1.34	-15.5%	0.5% to 16.5%					W5213	39+45.08	40.91 LT	565.15
W5207	W5208	Landing/Turning Space	4	5.15	-0.08	-1.6%	0.1% to 2.0%	Yes				W5214	39+40.08	40.97 LT	565.07
W5210	W5209	Landing/Turning Space	4	5.15	-0.08	-1.6%	0.1% to 2.0%	Yes				W5215	39+44.71	31.40 LT	564.73
W5208	W5209	Landing/Turning Space	4	5.22	0.07	1.3%	0.1% to 2.0%					W5216	39+44.72	31.42 LT	564.75
W5207	W5210	Landing/Turning Space	4	5.22	0.07	1.3%	0.1% to 2.0%					W5217	39+40.89	28.17 LT	565.25
W5217	W5216	Ramp Running Slope	6	6.50	-0.50	-7.7%	0.5% to 8.3%	Yes				W5218	39+36.04	25.00 LT	565.19
W5228	W5201	Ramp Running Slope	6	10.83	-0.50	-4.6%	0.5% to 8.3%					W5219	39+30.04	25.00 LT	564.77
W5228	W5217	Landing/Turning Space	4	6.00	0.09	1.5%	0.1% to 2.0%					W5220	39+25.04	25.00 LT	564.71
W5218	W5217	Landing/Turning Space	4	6.34	0.06	0.9%	0.1% to 2.0%					W5221	39+19.09	25.00 LT	565.09
W5227	W5228	Landing/Turning Space	4	8.47	-0.04	-0.5%	0.1% to 2.0%					W5222	39+14.04	25.00 LT	565.04
W5227	W5218	Landing/Turning Space	4	6.00	-0.01	-0.2%	0.1% to 2.0%					W5223	39+14.00	19.00 LT	564.95
W5227	W5226	Ramp Running Slope	6	6.00	-0.05	-0.8%	0.5% to 8.3%					W5224	39+19.00	19.00 LT	565.00
W5219	W5218	Ramp Running Slope	6	6.00	0.42	7.0%	0.5% to 8.3%					W5225	39+25.06	19.00 LT	565.10
W5220	W5219	Landing/Turning Space	4	5.00	0.06	1.2%	0.1% to 2.0%					W5226	39+30.07	19.00 LT	565.15
W5225	W5226	Crosswalk Cross Slope - No Yield Condition	6	5.00	0.05	1.0%	0.0% to 5.0%					W5227	39+36.09	19.00 LT	565.20
W5224	W5225	Ramp Running Slope	6	6.00	0.10	1.7%	0.5% to 8.3%					W5228	39+44.68	21.73 LT	565.16
W5221	W5220	Ramp Running Slope	6	6.00	-0.38	-6.3%	0.5% to 8.3%								
W5224	W5221	Landing/Turning Space	4	6.00	0.09	1.5%	0.1% to 2.0%								
W5223	W5222	Landing/Turning Space	4	6.00	0.09	1.5%	0.1% to 2.0%								
W5223	W5224	Landing/Turning Space	4	5.00	0.05	1.0%	0.1% to 2.0%								
W5222	W5221	Landing/Turning Space	4	5.00	0.05	1.0%	0.1% to 2.0%								
W5310	W5301	Crosswalk Cross Slope - No Yield Condition	6	5.59	0.05	0.9%	0.0% to 5.0%					W5301	39+39.24	25.00 RT	564.59
W5301	W5302	Ramp Running Slope	6	9.26	0.29	3.1%	0.5% to 8.3%					W5302	39+32.24	25.00 RT	564.88
W5310	W5309	Ramp Running Slope	6	2.46	0.10	4.1%	0.5% to 8.3%					W5303	39+32.28	19.85 RT	564.64
W5309	W5308	Ramp Running Slope	6	9.26	0.18	1.9%	0.5% to 8.3%					W5304	39+27.33	19.00 RT	564.68
W5309	W53015														

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SIDEWALK COMPLIANCE See S Sheets															
* Does not include curb Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications. Refer to tabulation 113-01 for bid quantities.															
Point to Point		Sidewalk Designation	" PCC Sidewalk	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant?	Measured Slope	Initials	Remarks	FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
				FT	FT	%	Pos. or Neg.		%			Point	Station	Offset	Elevation
W6201	W6202	Ramp Cross Slope	6	6.00	-0.04	-0.7%	0.1% to 2.0%					W6201	641+18.05	25.50 LT	564.90
W6204	W6203	Ramp Cross Slope	6	6.00	-0.02	-0.3%	0.1% to 2.0%					W6202	641+18.05	19.50 LT	564.86
W6202	W6203	Ramp Running Slope	6	8.00	-0.43	-5.4%	0.5% to 8.3%					W6203	641+26.05	19.50 LT	564.43
W6201	W6204	Ramp Running Slope	6	8.00	-0.45	-5.6%	0.5% to 8.3%					W6204	641+26.05	25.50 LT	564.45
W6301	W6302	Ramp Cross Slope	6	6.00	0.04	0.7%	0.1% to 2.0%					W6301	640+91.65	19.88 RT	564.46
W6304	W6303	Ramp Cross Slope	6	6.00	0.11	1.8%	0.1% to 2.0%	Yes				W6302	640+92.55	28.62 RT	564.50
W6301	W6304	Ramp Running Slope	6	8.00	0.43	5.4%	0.5% to 8.3%					W6303	640+97.55	28.69 RT	565.00
W6302	W6303	Ramp Running Slope	6	8.00	0.50	6.3%	0.5% to 8.3%					W6304	640+98.64	19.19 RT	564.89
W6401	W6402	Ramp Running Slope	6	5.63	0.45	8.0%	0.5% to 8.3%	Yes				W6401	641+27.43	16.50 RT	564.57
W6404	W6403	Ramp Running Slope	6	8.00	0.46	5.7%	0.5% to 8.3%					W6402	641+19.39	17.06 RT	565.02
W6402	W6403	Ramp Cross Slope	6	11.34	0.14	1.2%	0.1% to 2.0%					W6403	641+19.60	28.50 RT	565.16
W6401	W6404	Ramp Cross Slope	6	11.77	0.13	1.1%	0.1% to 2.0%					W6404	641+27.50	28.37 RT	564.70
W6501	W6502	Ramp Running Slope	6	6.00	0.18	3.0%	0.5% to 8.3%					W6501	641+89.40	19.50 RT	564.80
W6502	W6503	Ramp Running Slope	6	6.40	-0.33	-5.2%	0.5% to 8.3%					W6502	641+83.36	19.50 RT	564.98
W6504	W6505	Ramp Running Slope	6	6.40	0.34	5.3%	0.5% to 8.3%					W6503	641+78.48	19.50 RT	564.65
W6505	W6506	Ramp Running Slope	6	6.00	-0.18	-3.0%	0.5% to 8.3%					W6504	641+76.96	25.50 RT	564.73
W6503	W6504	Ramp Cross Slope	6	6.00	0.08	1.3%	0.1% to 2.0%					W6505	641+83.36	25.50 RT	565.07
W6502	W6505	Ramp Cross Slope	6	6.00	0.09	1.5%	0.1% to 2.0%					W6506	641+89.36	25.50 RT	564.89
W6501	W6506	Ramp Cross Slope	6	6.00	0.09	1.5%	0.1% to 2.0%								
W6601	W6602	Ramp Cross Slope	6	6.00	0.10	1.7%	0.1% to 2.0%	Yes				W6601	642+43.41	19.50 RT	563.72
W6604	W6603	Ramp Cross Slope	6	6.00	0.11	1.8%	0.1% to 2.0%	Yes				W6602	642+43.41	25.50 RT	563.82
W6601	W6604	Ramp Running Slope	6	6.00	0.43	7.2%	0.5% to 8.3%					W6603	642+49.41	25.50 RT	564.26
W6602	W6603	Ramp Running Slope	6	6.00	0.44	7.3%	0.5% to 8.3%					W6604	642+49.41	19.50 RT	564.15

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	Template Pavement Removal 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								
2ND																						
15+00.20	62	26	36	26	15	15	19	7	0	0	0	0	0	0								
15+25.00	52	16	36	16	15	15	20	-4	0	0	0	0	0	0								
15+50.00	49	14	36	14	15	15	20	-6	0	0	0	0	0	0								
15+75.00	49	15	34	15	25	25	32	-17	0	0	0	0	0	0								
16+00.00	43	12	31	12	36	36	47	-35	0	0	0	0	0	0								
16+25.00	49	25	24	25	46	46	60	-35	0	0	0	0	0	0								
16+50.00	58	43	15	43	57	57	74	-30	0	0	0	0	0	0								
16+75.00	49	35	13	35	44	44	57	-22	0	0	0	0	0	0								
17+00.00	46	24	22	24	30	30	39	-15	0	0	0	0	0	0								
17+25.00	41	12	29	12	41	41	54	-42	0	0	0	0	0	0								
17+50.00	29	5	23	5	50	50	65	-60	0	0	0	0	0	0								
17+75.00	25	14	12	14	56	56	73	-60	0	0	0	0	0	0								
18+00.00	32	29	3	29	100	100	130	-102	0	0	0	0	0	0								
18+25.00	42	42	0	42	137	137	178	-136	0	0	0	0	0	0								
18+50.00	33	33	0	33	137	137	179	-146	0	0	0	0	0	0								
18+75.00	12	12	0	12	106	106	138	-126	0	0	0	0	0	0								
19+00.00	0	0	0	0	80	80	104	-104	0	0	0	0	0	0								
19+25.00	0	0	0	0	85	85	110	-110	0	0	0	0	0	0								
19+50.00	0	0	0	0	104	104	136	-136	0	0	0	0	0	0								
19+75.00	0	0	0	0	121	121	158	-158	0	0	0	0	0	0								
20+00.00	0	0	0	0	115	115	149	-149	0	0	0	0	0	0								
20+25.00	0	0	0	0	117	117	152	-152	0	0	0	0	0	0								
20+50.00	4	4	0	4	134	134	174	-170	0	0	0	0	0	0								
20+75.00	10	10	0	10	145	145	189	-179	0	0	0	0	0	0								
21+00.00	5	5	0	5	122	122	159	-154	0	0	0	0	0	0								
21+25.00	0	0	0	0	97	97	127	-127	0	0	0	0	0	0								
21+50.00	2	0	2	0	82	82	107	-107	0	0	0	0	0	0								
21+75.00	3	0	3	0	68	68	89	-89	0	0	0	0	0	0								
22+00.00	2	0	2	0	60	60	78	-78	0	0	0	0	0	0								
22+25.00	2	0	2	0	57	57	74	-74	0	0	0	0	0	0								
22+50.00	3	0	3	0	55	55	72	-72	0	0	0	0	0	0								
22+75.00	3	0	3	0	65	65	84	-84	0	0	0	0	0	0								
23+00.00	5	0	4	0	64	64	83	-83	0	0	0	0	0	0								
23+25.00	7	0	7	0	58	58	76	-76	0	0	0	0	0	0								
23+50.00	9	3	6	3	69	69	90	-87	0	0	0	0	0	0								
23+75.00	8	6	3	6	82	82	106	-101	0	0	0	0	0	0								
24+00.00	6	6	0	6	91	91	119	-113	0	0	0	0	0	0								
24+25.00	7	7	0	7	77	77	101	-93	0	0	0	0	0	0								
24+50.00	7	7	0	7	59	59	77	-70	0	0	0	0	0	0								
24+75.00	3	3	0	3	60	60	78	-75	0	0	0	0	0	0								
25+00.00	1	1	0	1	66	66	85	-85	0	0	0	0	0	0								
25+25.00	4	3	1	3	56	56	73	-70	0	0	0	0	0	0								
25+50.00	7	3	4	3	36	36	47	-45	0	0	0	0	0	0								
25+75.00	18	6	12	6	34	34	44	-38	0	0	0	0	0	0								
26+00.00	29	10	19	10	32	32	42	-32	0	0	0	0	0	0								
26+25.00	32	7	25	7	24	24	32	-25	0	0	0	0	0	0								
26+50.00	36	8	28	8	20	20	27	-18	0	0	0	0	0	0								
26+75.00	40	10	30	10	17	17	22	-12	0	0	0	0	0	0								
27+00.00	43	11	31	11	21	21	27	-16	0	0	0	0	0	0								
27+25.00	36	7	29	7	24	24	32	-24	0	0	0	0	0	0								
27+50.00	25	3	23	3	27	27	36	-33	0	0	0	0	0	0								
27+75.00	18	2	16	2	36	36	47	-45	0	0	0	0	0	0								
28+00.00	14	1	12	1	49	49	63	-62	0	0	0	0	0	0								
28+25.00	13	2	12	2	57	57	74	-72	0	0	0	0	0	0								
28+50.00	14	1	13	1	48	48	62	-61	0	0	0	0	0	0								
28+75.00	16	1	15	1	38	38	49	-48	0	0	0	0	0	0								
29+00.00	20	2	18	2	36	36	47	-45	0	0	0	0	0	0								
29+25.00	25	3	22	3	38	38	50	-47	0	0	0	0	0	0								
29+50.00	31	4	28	4	34	34	45	-41	0	0	0	0	0	0								
29+75.00	43	5	39	5	20	20	26	-21	0	0	0	0	0	0								
30+00.00	68	7	61	7	10	10	13	-7	0	0	0	0	0	0								
30+25.00	67	8	60	8	9	9	12	-5	0	0	0	0	0	0								
30+50.00	50	8	42	8	12	12	15	-7	0	0	0	0	0	0								
30+75.00	46	6	39	6	18	18	24	-17	0	0	0	0	0	0								
31+00.00	39	6	33	6	36	36	48	-42	0	0	0	0	0	0								
31+25.00	31	7	24	7	61	61	80	-73	0	0	0	0	0	0								
31+50.00	18	6	12	6	83	83	108	-102	0	0	0	0	0	0								
31+75.00																						
Subtotals:	1,542	546	997	546	3,922	3,922	5,102	-4,558	0	0	0	0	0	0								

FILE NO.

DESIGN TEAM

COUNTY

PROJECT NUMBER

SHEET NUMBER

T.1

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

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
4-21-15

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	Template Pavement Removal 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								
31+75.00	9	6	3	6	108	108	140	-134	0	0	0	0	0	0								
32+00.00	6	6	0	6	135	135	175	-170	0	0	0	0	0	0								
32+25.00	6	6	0	6	156	156	203	-198	0	0	0	0	0	0								
32+50.00	6	6	0	6	169	169	220	-214	0	0	0	0	0	0								
32+75.00	6	6	0	6	181	181	235	-229	0	0	0	0	0	0								
33+00.00	6	6	0	6	189	189	246	-240	0	0	0	0	0	0								
33+25.00	3	3	0	3	165	165	214	-211	0	0	0	0	0	0								
33+50.00	5	5	0	5	141	141	184	-179	0	0	0	0	0	0								
33+75.00	8	8	0	8	179	179	233	-225	0	0	0	0	0	0								
34+00.00	6	6	0	6	221	221	287	-281	0	0	0	0	0	0								
34+25.00	6	6	0	6	235	235	306	-300	0	0	0	0	0	0								
34+50.00	6	6	0	6	244	244	317	-311	0	0	0	0	0	0								
34+75.00	6	6	0	6	243	243	317	-311	0	0	0	0	0	0								
35+00.00	5	5	0	5	240	240	312	-306	0	0	0	0	0	0								
35+25.00	6	6	0	6	232	232	301	-296	0	0	0	0	0	0								
35+50.00	6	6	0	6	229	229	298	-292	0	0	0	0	0	0								
35+75.00	7	7	0	7	231	231	301	-294	0	0	0	0	0	0								
36+00.00	8	6	2	6	190	190	247	-240	0	0	0	0	0	0								
36+25.00	6	3	4	3	150	150	195	-192	0	0	0	0	0	0								
36+50.00	4	0	4	0	147	147	191	-191	0	0	0	0	0	0								
36+75.00	5	3	2	3	176	176	229	-226	0	0	0	0	0	0								
37+00.00	6	6	0	6	186	186	242	-235	0	0	0	0	0	0								
37+25.00	7	7	0	7	178	178	232	-225	0	0	0	0	0	0								
37+50.00	6	6	0	6	158	158	205	-200	0	0	0	0	0	0								
37+75.00	7	7	0	7	126	126	164	-158	0	0	0	0	0	0								
38+00.00	11	11	0	11	123	123	160	-149	0	0	0	0	0	0								
38+25.00	13	13	0	13	115	115	150	-136	0	0	0	0	0	0								
38+50.00	15	15	0	15	114	114	149	-134	0	0	0	0	0	0								
38+75.00	17	17	0	17	119	119	155	-139	0	0	0	0	0	0								
39+00.00	10	10	0	10	126	126	164	-154	0	0	0	0	0	0								
39+25.00	20	2	18	2	105	105	137	-135	0	0	0	0	0	0								
39+50.00	37	0	37	0	78	78	102	-102	0	0	0	0	0	0								
39+75.00	27	0	27	0	68	68	88	-88	0	0	0	0	0	0								
40+00.00	11	3	8	3	75	75	98	-96	0	0	0	0	0	0								
40+25.00	15	3	12	3	60	60	78	-75	0	0	0	0	0	0								
40+50.00	35	5	31	5	20	20	26	-21	0	0	0	0	0	0								
40+75.00	23	4	19	4	5	5	7	-3	0	0	0	0	0	0								
41+00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
41+02.78																						
2ND																						
Totals:	1,926	764	1,162	764	9,539	9,539	12,406	-11,647	0	0	0	0	0	0								
																			</			

FILE NO.		DESIGN TEAM		COUNTY	PROJECT NUMBER	SHEET NUMBER	T.2	
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Refer to Standard Road Plans EW-101 and EW-102.

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
04-21-15

[illegible]

FILE NO.		DESIGN TEAM	COUNTY	PROJECT NUMBER	SHEET NUMBER T.3	
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Refer to Standard Road Plans EW-101 and EW-102.

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
4-21-15

[illegible]

FILE NO.		DESIGN TEAM	COUNTY	PROJECT NUMBER	SHEET NUMBER T.5	
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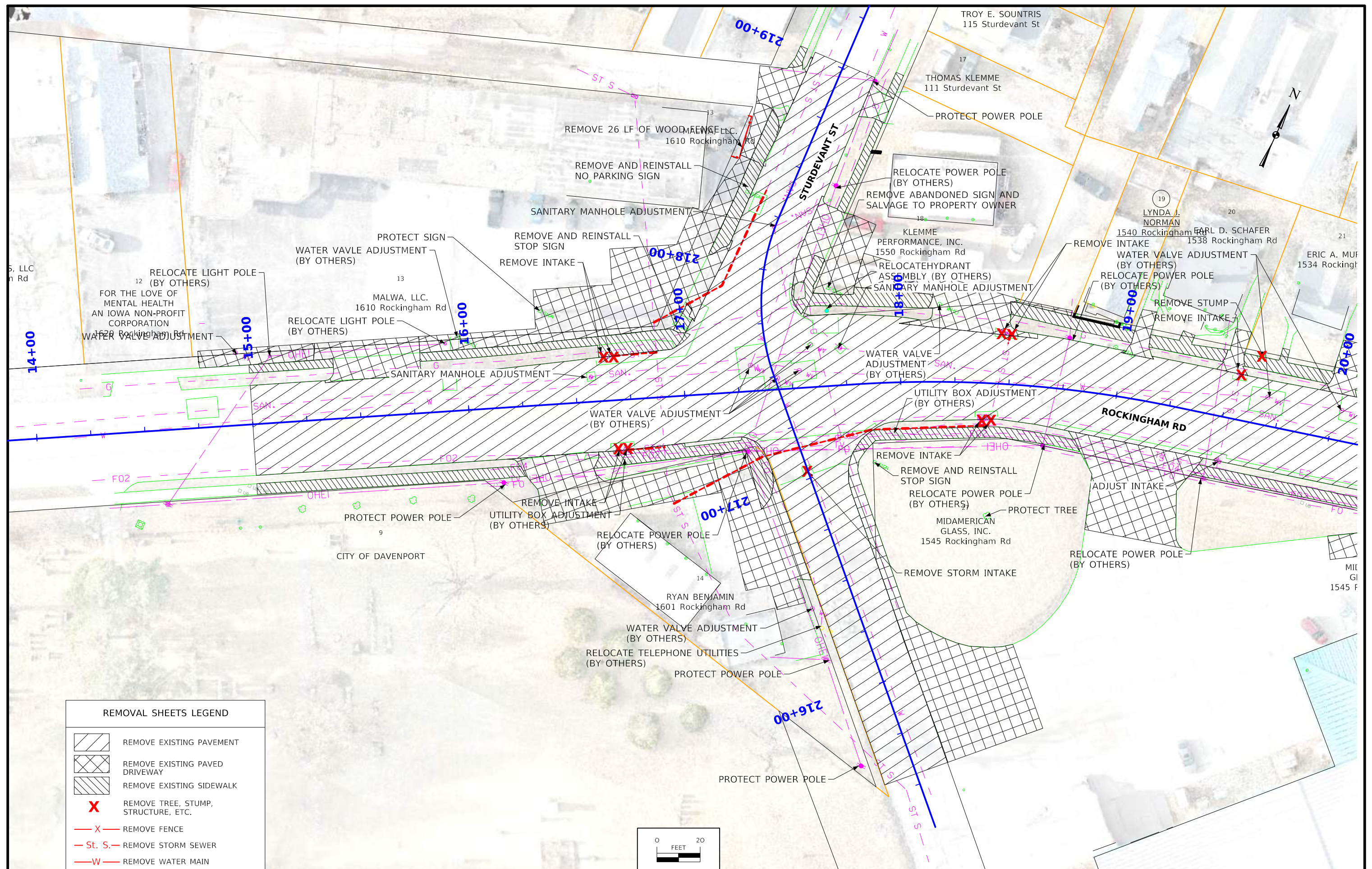
Refer to Standard Road Plans EW-101 and EW-102.

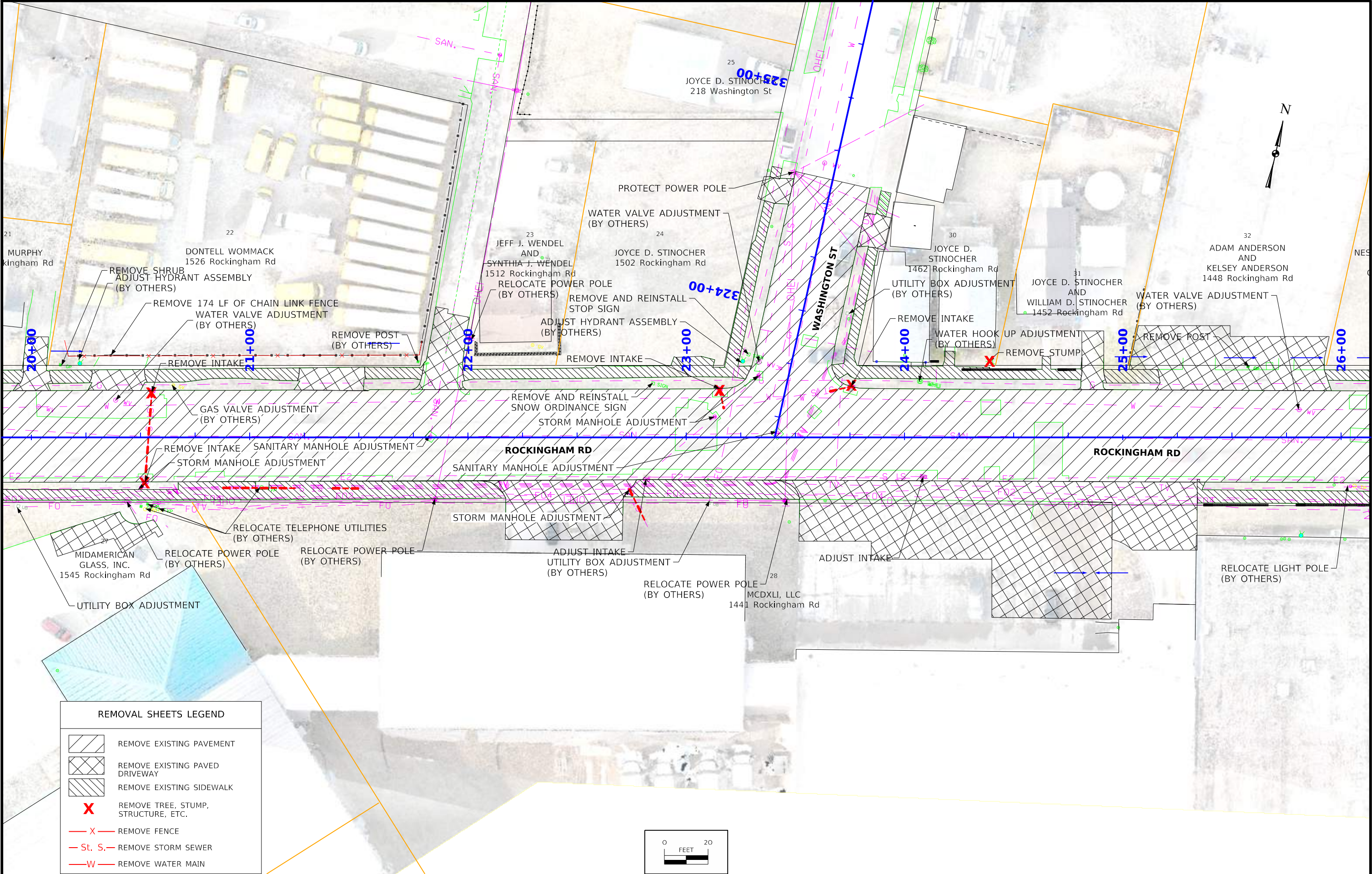
TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

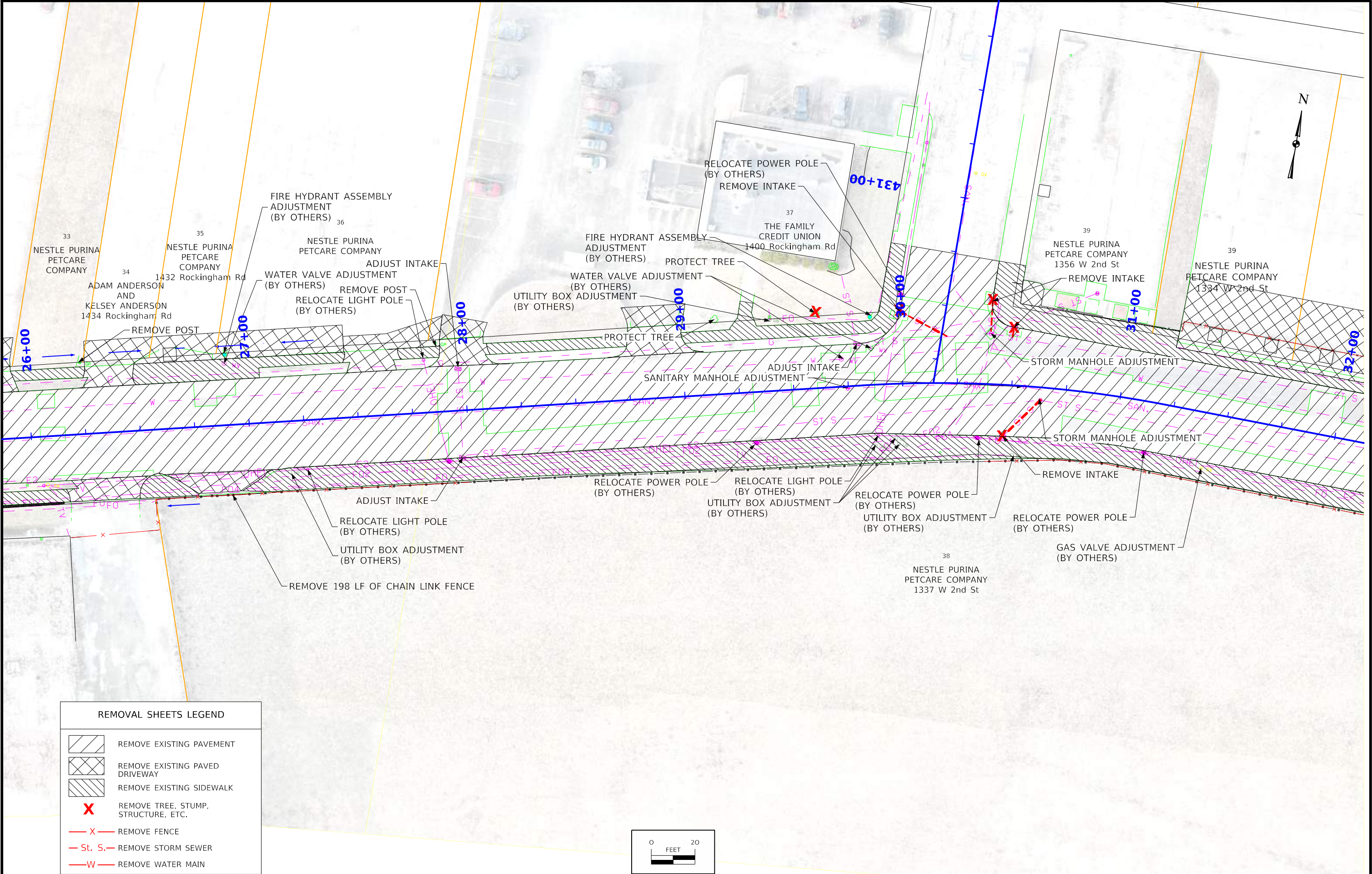
107-28
4-21-15

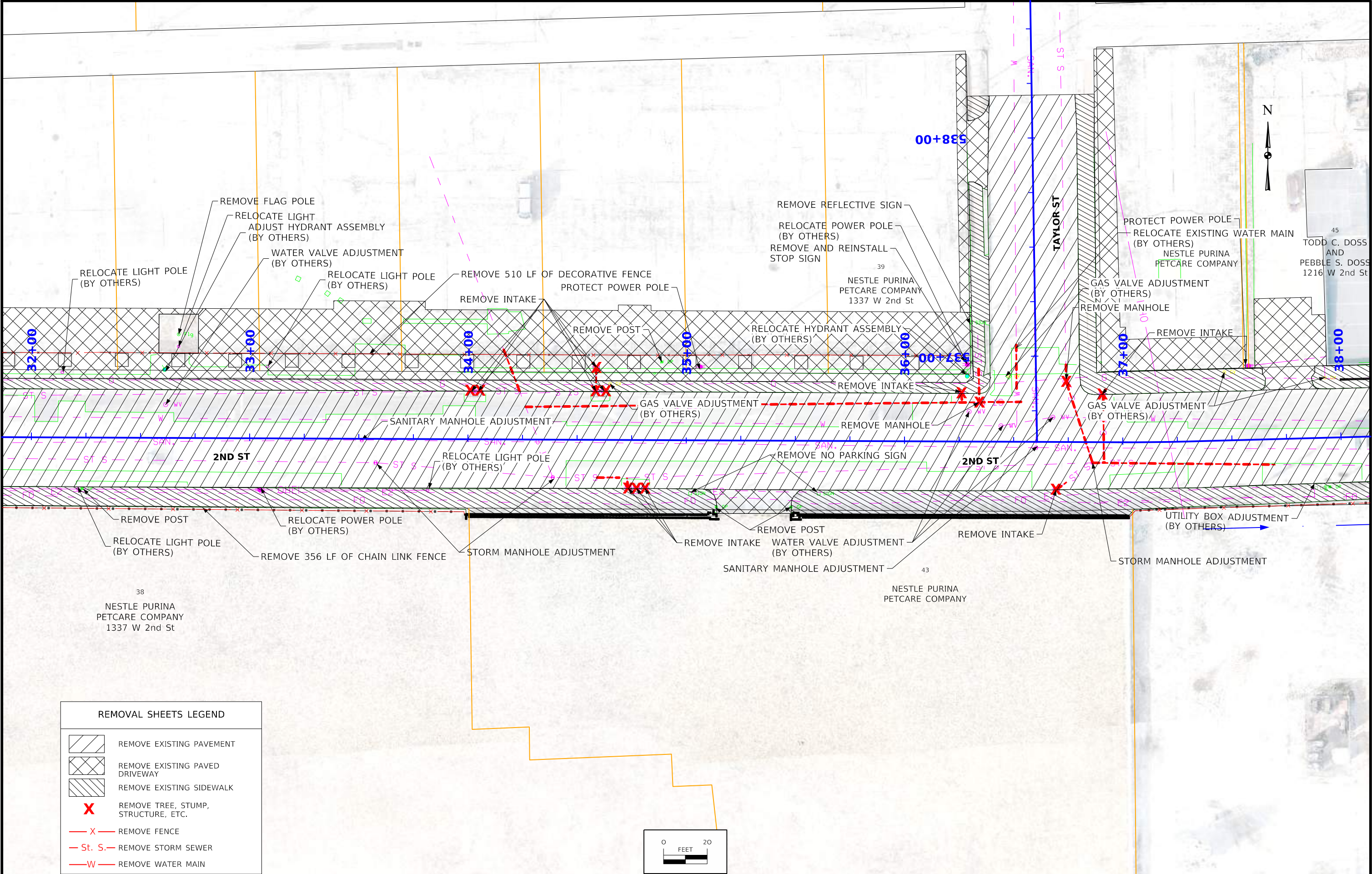
Station	Cut				Fill				Checks (EW-102)		Topsoil											
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	[16]	[17]	[18]	[19]	[20]	[21]	[22]
	Total Cut Unadjusted Volume	Total Class 10 Unadjusted Volume	Template Pavement Removal Volume	Total Cut Adjusted	Total Fill Unadjusted Volume	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								
SR MARQUETTE																						
638+26.60	70	30	41	30	1	1	1	29	0	0	0	0	0	0								
638+49.98	60	19	41	19	5	5	7	12	0	0	0	0	0	0								
638+74.98	37	11	25	11	22	22	29	-18	0	0	0	0	0	0								
638+99.98	9	4	5	4	32	32	42	-38	0	0	0	0	0	0								
639+19.36	1	0	1	0	177	177	231	-231	0	0	0	0	0	0								
639+93.13	1	0	1	0	24	24	31	-31	0	0	0	0	0	0								
639+99.98	6	4	2	4	101	101	132	-128	0	0	0	0	0	0								
640+24.98	64	64	0	64	94	94	123	-59	0	0	0	0	0	0								
640+49.98	64	64	0	64	86	86	112	-48	0	0	0	0	0	0								
640+74.98	7	7	0	7	84	84	109	-102	0	0	0	0	0	0								
640+99.98	12	12	0	12	88	88	115	-103	0	0	0	0	0	0								
641+24.98	9	7	2	7	81	81	105	-98	0	0	0	0	0	0								
641+49.98	3	0	3	0	69	69	90	-90	0	0	0	0	0	0								
641+74.98	3	2	1	2	74	74	96	-94	0	0	0	0	0	0								
641+99.98	4	4	0	4	69	69	89	-86	0	0	0	0	0	0								
642+24.98	14	8	6	8	44	44	58	-50	0	0	0	0	0	0								
642+49.98	37	13	23	13	20	20	26	-13	0	0	0	0	0	0								
642+74.98	53	20	34	20	6	6	8	12	0	0	0	0	0	0								
642+99.98																						
SR MARQUETTE Totals:	455	269	187	269	1,078	1,078	1,402	-1,134	0	0	0	0	0	0								

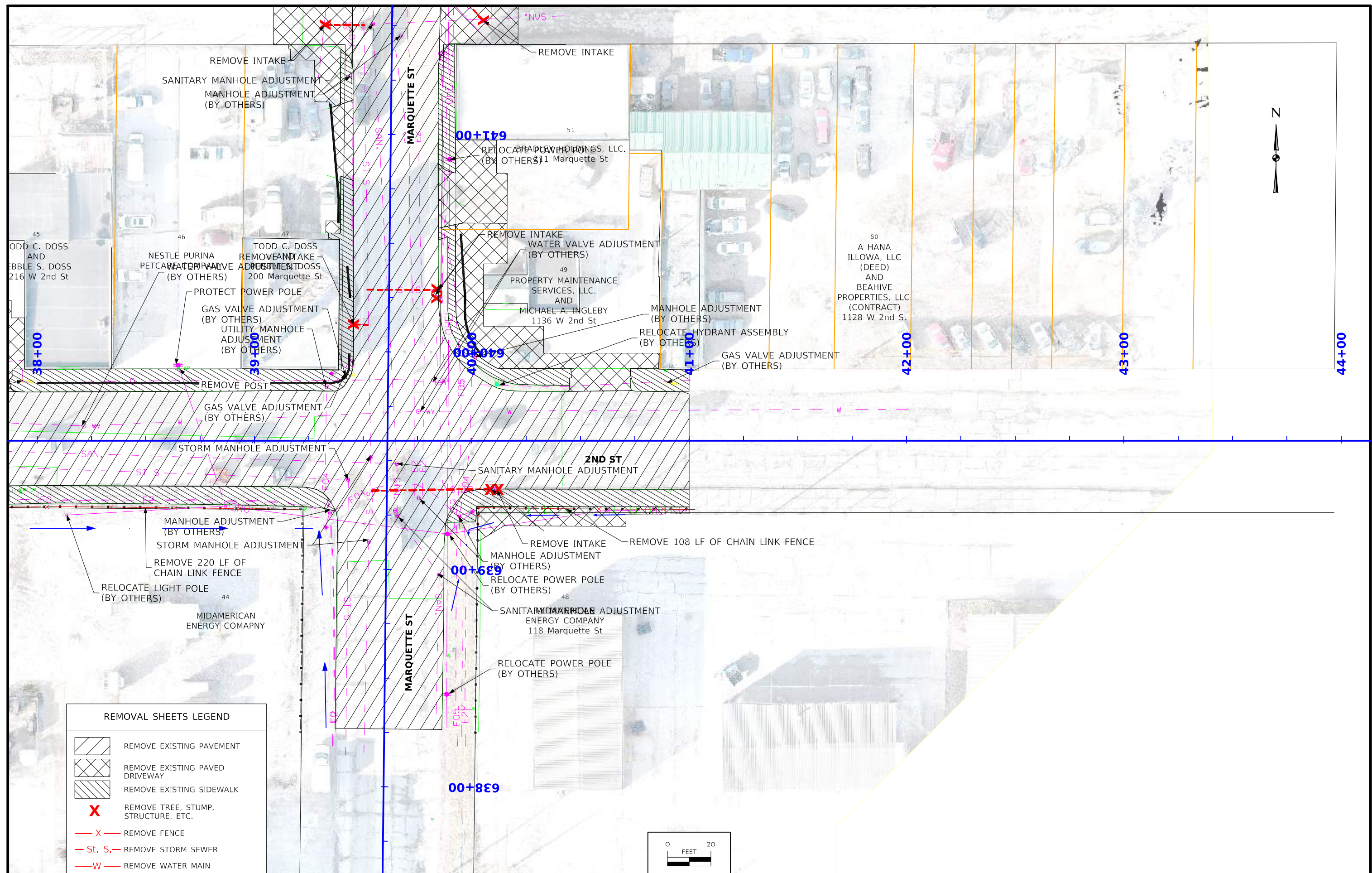
FILE NO.	DESIGN TEAM	COUNTY	PROJECT NUMBER	SHEET NUMBER	T.10
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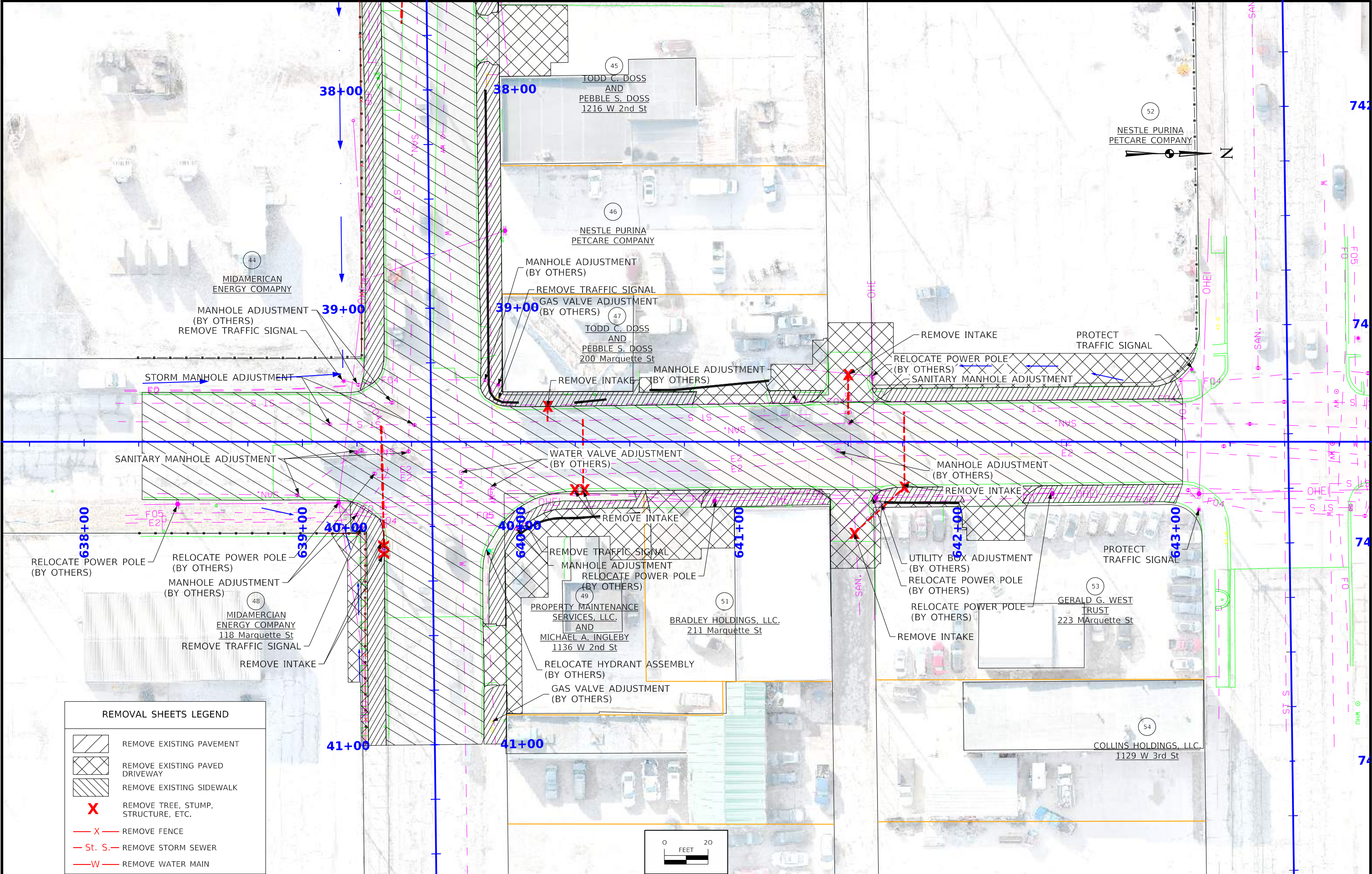






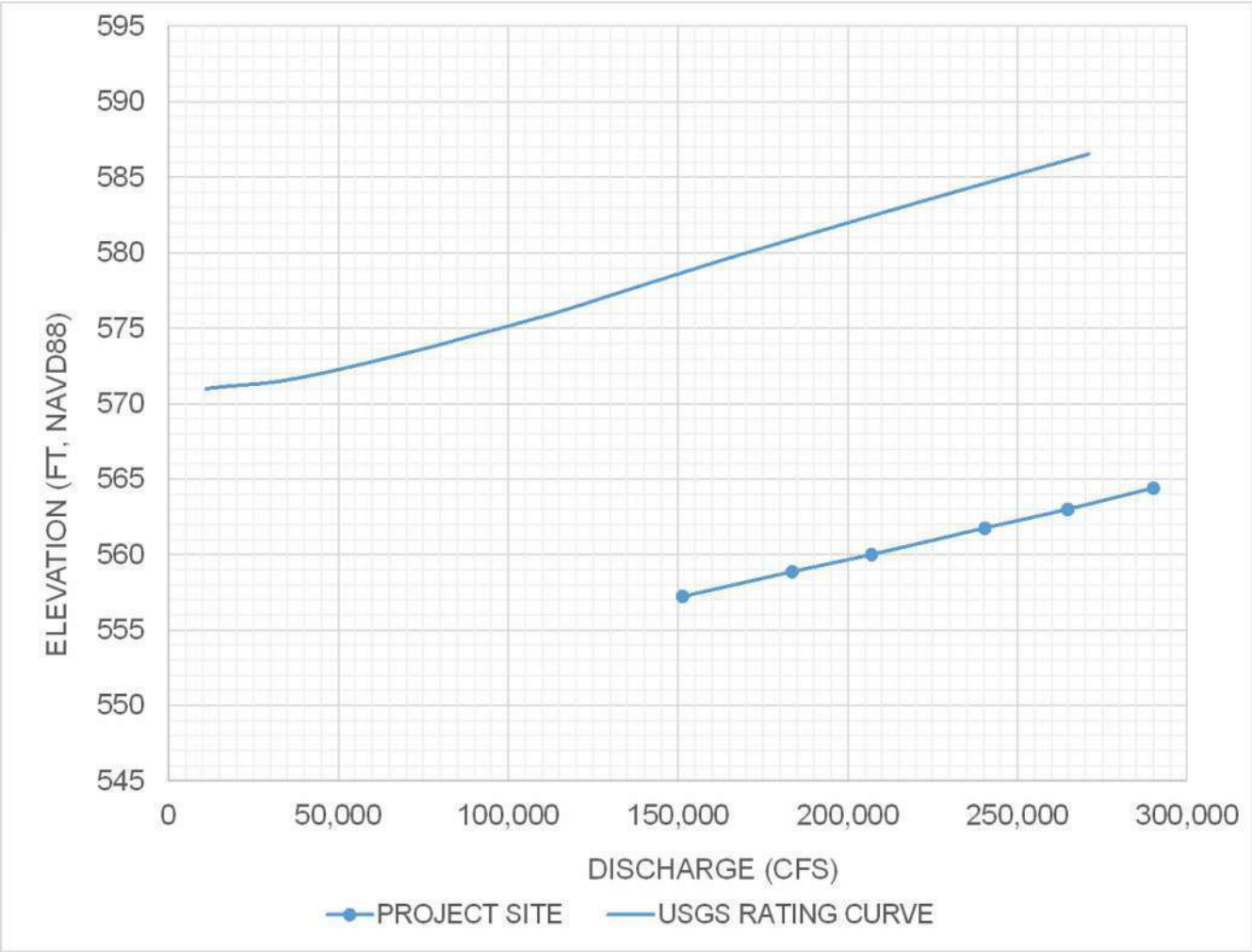






REMOVAL SHEETS LEGEND

	REMOVE EXISTING PAVEMENT
	REMOVE EXISTING PAVED DRIVEWAY
	REMOVE EXISTING SIDEWALK
	REMOVE TREE, STUMP, STRUCTURE, ETC.
	REMOVE FENCE
	REMOVE STORM SEWER
	REMOVE WATER MAIN



1 MISSISSIPPI RIVER ELEVATION - DISCHARGE CURVE
NO SCALE

NOTES:

1. WATER SURFACE ELEVATIONS AT PROJECT SITE ARE APPROXIMATELY 20 FT BELOW THE WATER SURFACE ELEVATIONS AT THE GAGE FOR FLOWS BETWEEN 151,300 CFS (2-YEAR) AND 290,000 CFS (100-YEAR).
2. THE USGS RATING CURVE (ELEVATION-DISCHARGE CURVE) IS BASED ON US GEOLOGICAL SURVEY FOR THE MISSISSIPPI RIVER AT CLINTON. GAGE IS LOCATED ON RIGHT BANK OF MISSISSIPPI RIVER 179,500 FT UPSTREAM FROM DAM. GAGE ZERO: 562.54 FT 1988 NORTH AMERICAN VERTICAL DATUM (NAVD). THE PROJECT ELEVATION-DISCHARGE CURVE LOCATION IS APPROXIMATELY AT STATION 481.8, 0.5 MILES UPSTREAM OF THE CRESCENT BRIDGE. ELEVATIONS ARE BASED ON HYDRAULIC MODEL RESULTS.
3. THE ELEVATION-DISCHARGE CURVES ARE BASED ON THE BEST INFORMATION AVAILABLE AND DO NOT NECESSARILY REPRESENT ALL POSSIBLE FUTURE CONDITIONS.
4. THE DISCHARGE-FREQUENCY VALUES ARE FOR THE MISSISSIPPI RIVER AT STREAM GAGE 5420500. DATA ORIGINATE FROM US GEOLOGICAL SURVEY (USGS).

EXCEEDANCE PROBABILITY	RETURN PERIOD (YEARS)	DISCHARGE (CFS)
0.5000	2	151300
0.2000	5	183600
0.1000	10	207000
0.0400	25	240300
0.0200	50	264800
0.0100	100	290000
0.0050	200	313700
0.0020	500	345000
0.0010	1000	370400
0.0005	2000	394800

5. THE 2019 EVENT IS THE FLOOD OF RECORD WITH AN INSTANTANEOUS PEAK FLOW OF 235,000 CFS.

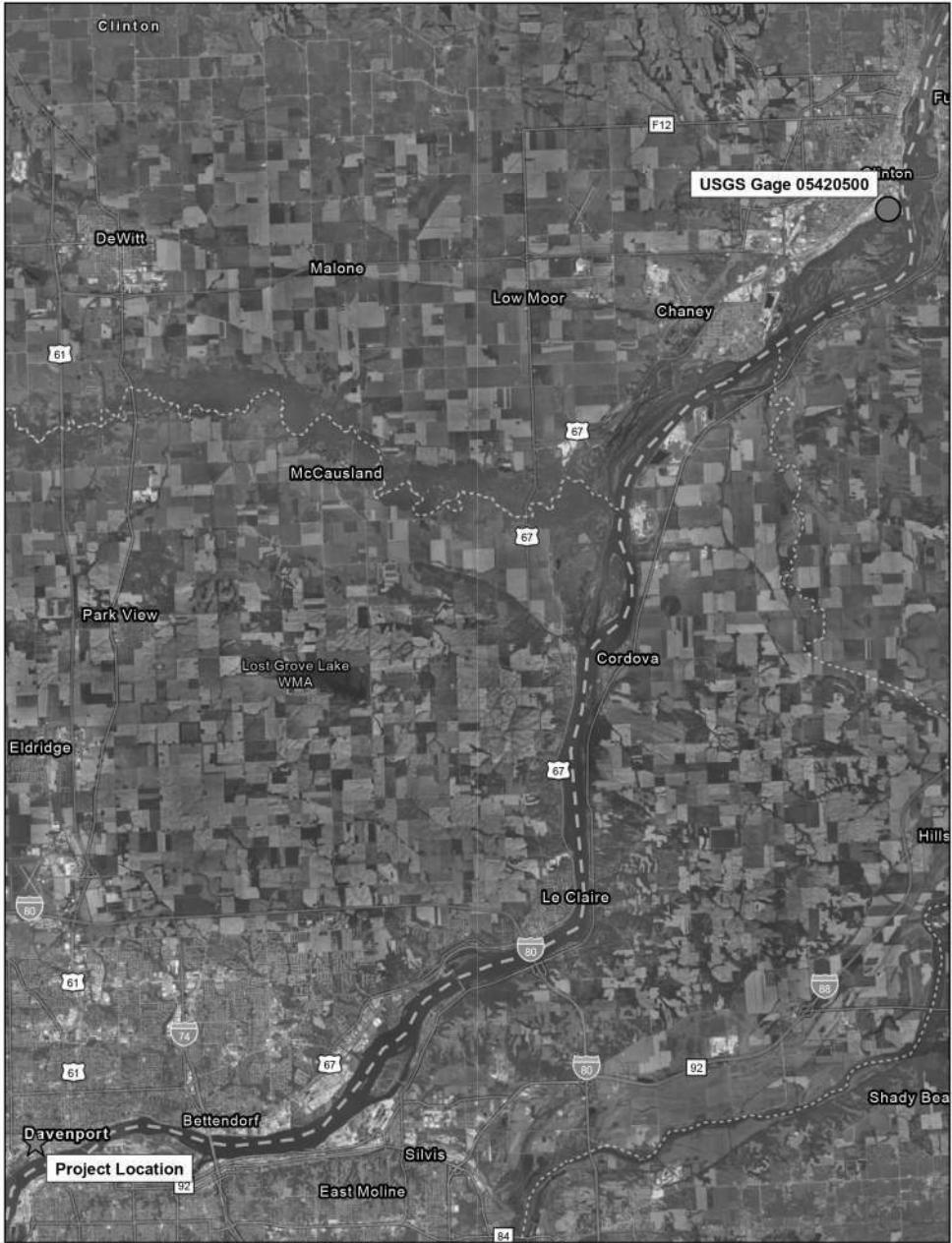
THE ELEVATION-DISCHARGE CURVE (U.8) AND FLOW DURATION CURVES (U.09,U.10) ARE INCLUDED TO PROVIDE INFORMATION FOR THE CONTRACTOR. ONE EXAMPLE OF HOW TO USE THE DATA AND READ THE CHARTS IS INCLUDED SUBSEQUENTLY. THE EXAMPLE DOES NOT REPRESENT ALL SCENARIOS OR POTENTIAL WAYS TO USE THE DATA, AND THERE IS NO SIGNIFICANCE TO THE ELEVATION SELECTED FOR THE EXAMPLE.

QUESTION
WHAT'S THE LIKELIHOOD THAT THE MISSISSIPPI RIVER WILL BE ABOVE ELEVATION 560 AT THE PROJECT SITE SOMETIME DURING THE MONTH OF JUNE?

ANSWER
USE THE RATING TABLE (U.07) TO FOLLOW THE HORIZONTAL LINE FOR ELEVATION 560 ACROSS UNTIL IT INTERSECTS THE LINE LABELED 'PROJECT SITE'. THE FLOW CORRESPONDING TO THAT INTERSECTION IS APPROXIMATELY 207,000 CFS.

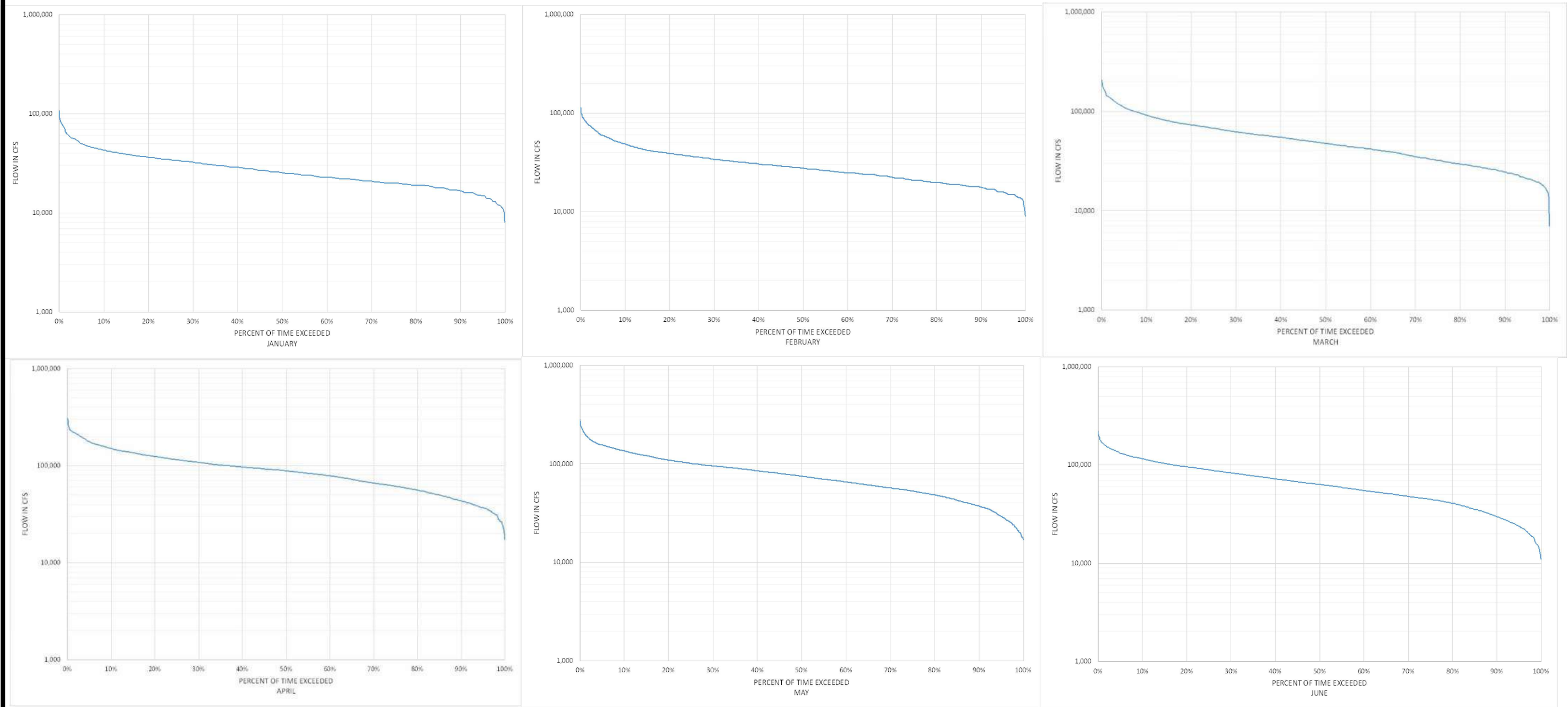
USE THE PERCENT OF TIME EXCEEDED CURVE FOR JUNE (U.08). FIND THE HORIZONTAL LINE FOR 207,000 CFS, AND FOLLOW ACROSS UNTIL IT INTERSECTS THE CURVE. FROM THE INTERSECTION, FOLLOW A VERTICAL LINE DOWN TO THE PERCENT OF TIME EXCEEDED AXIS. THE VERTICAL LINE INTERSECTS THE PERCENT OF TIME EXCEEDED AXIS BELOW 1%.

THUS, BASED ON HISTORICAL RECORDS, THERE IS LESS THAN A 1% CHANCE THAT THE MISSISSIPPI RIVER WILL HAVE A WATER SURFACE ELEVATION ABOVE 560 SOMETIME DURING THE MONTH OF JUNE.

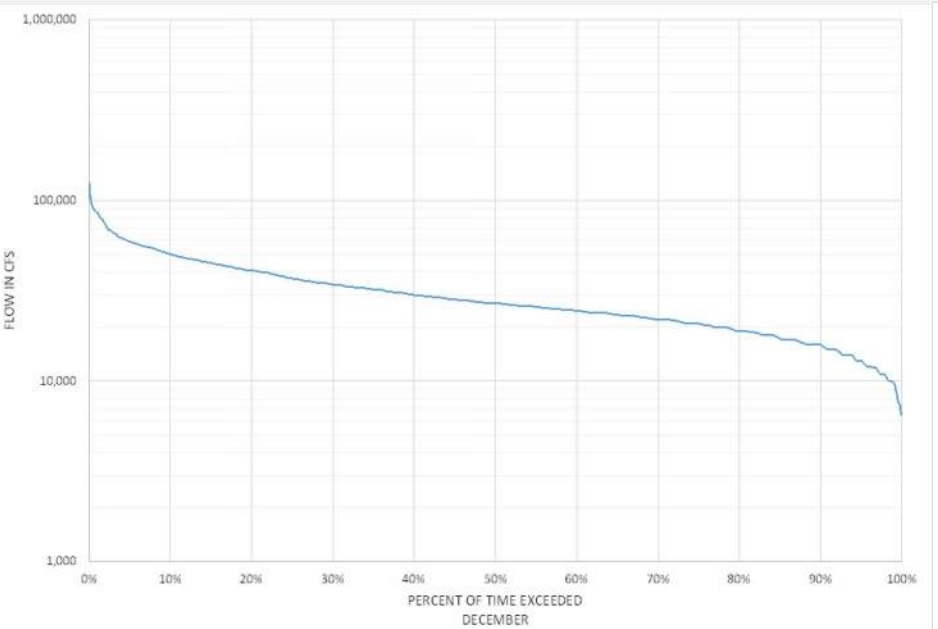
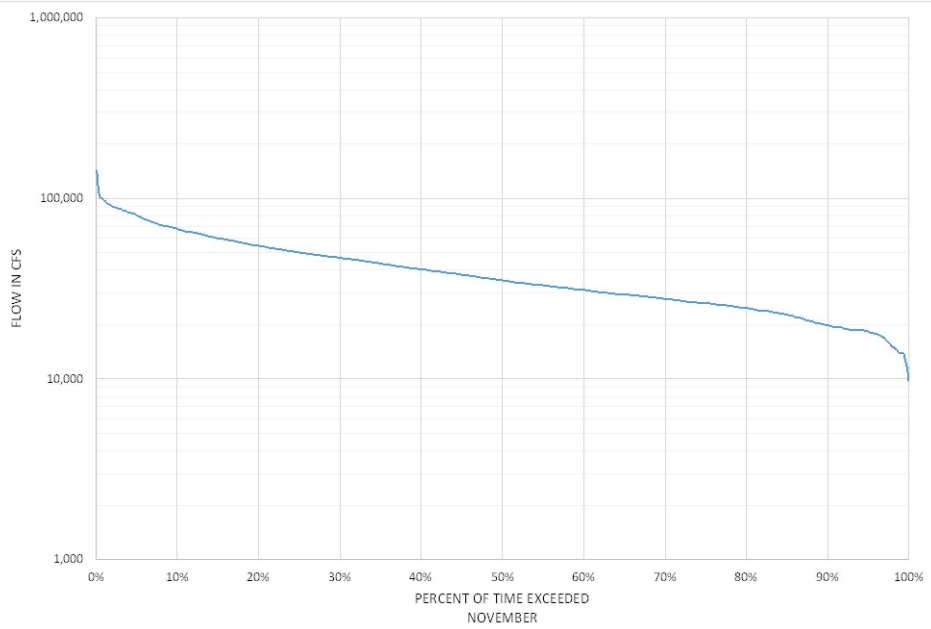
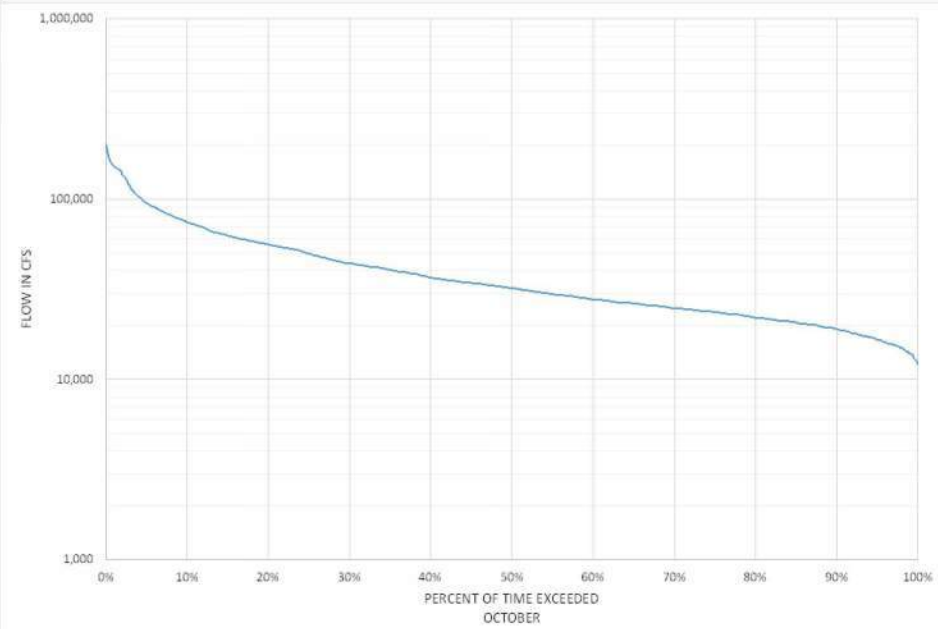
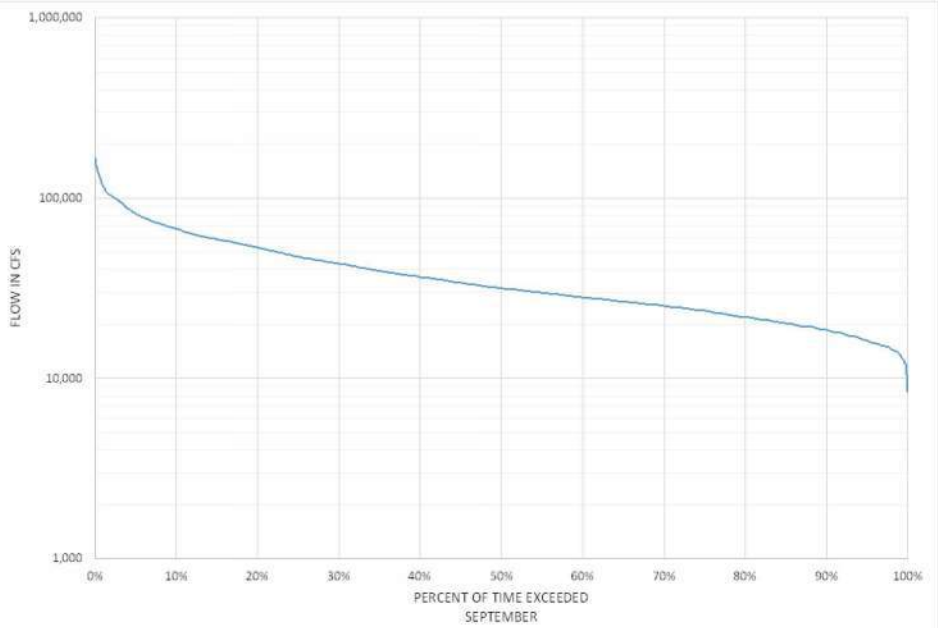
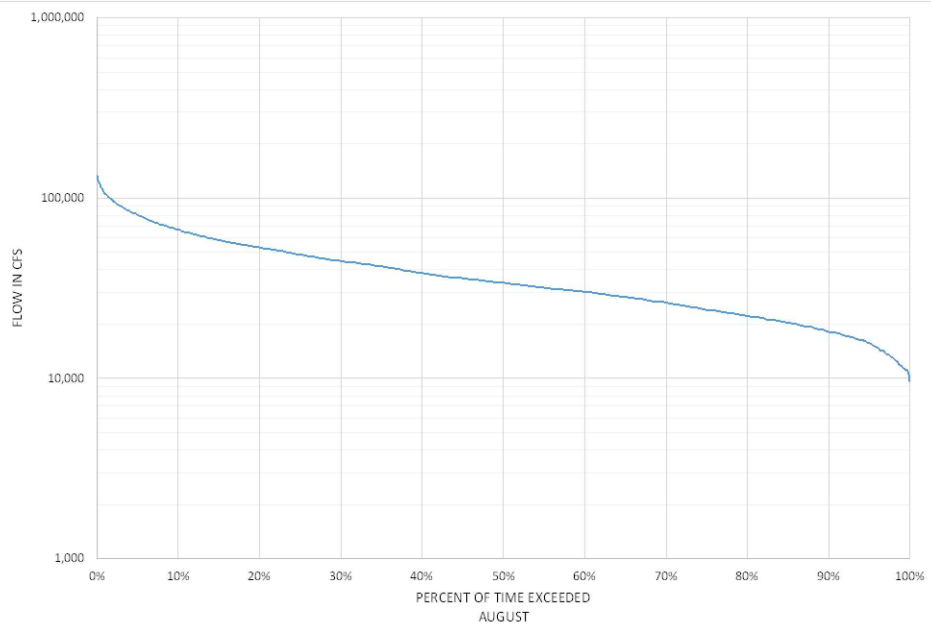
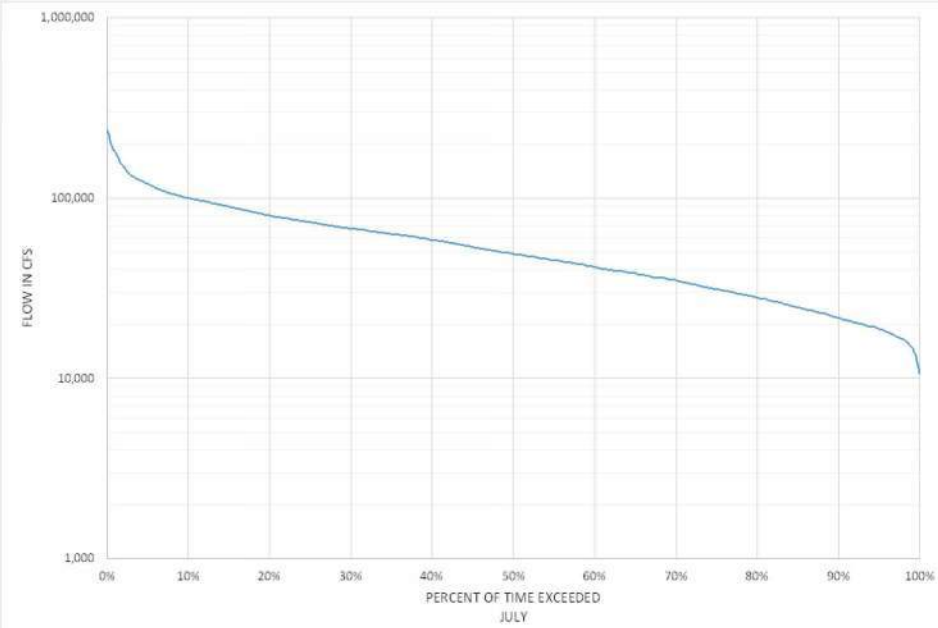


1 PROJECT LOCATION
NO SCALE

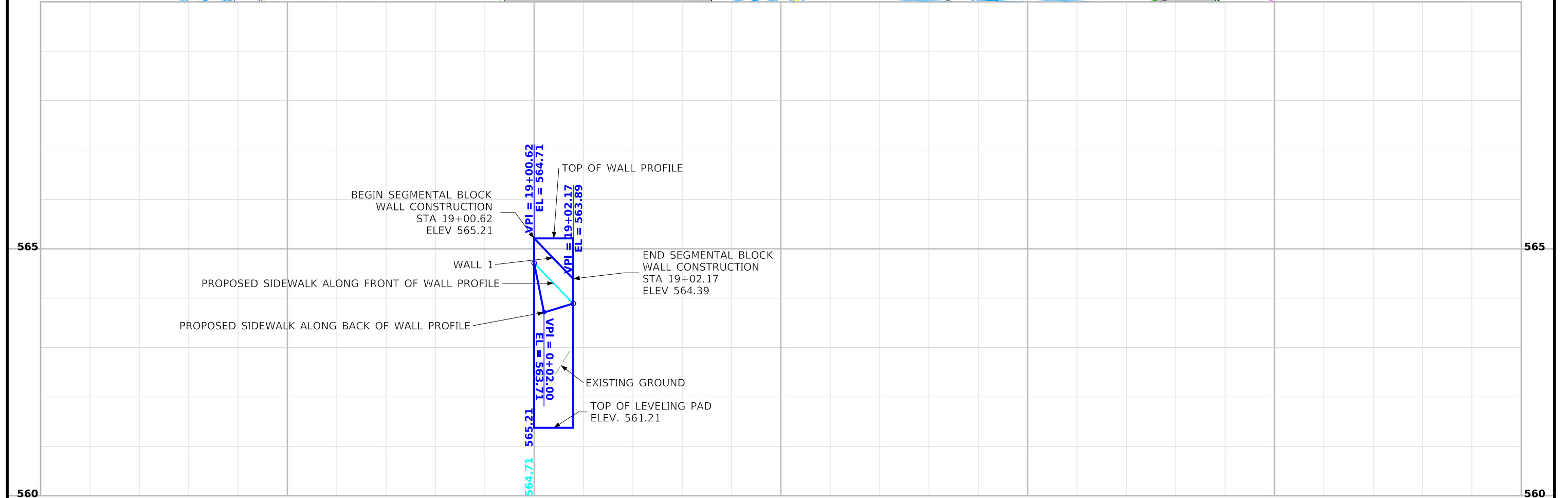
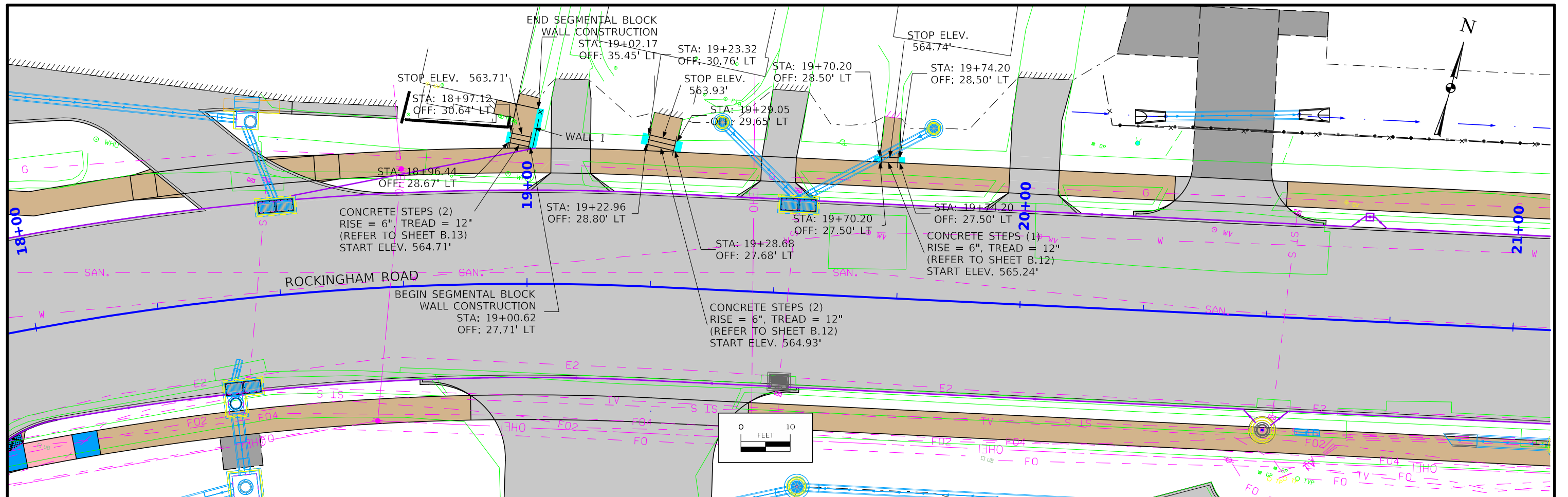


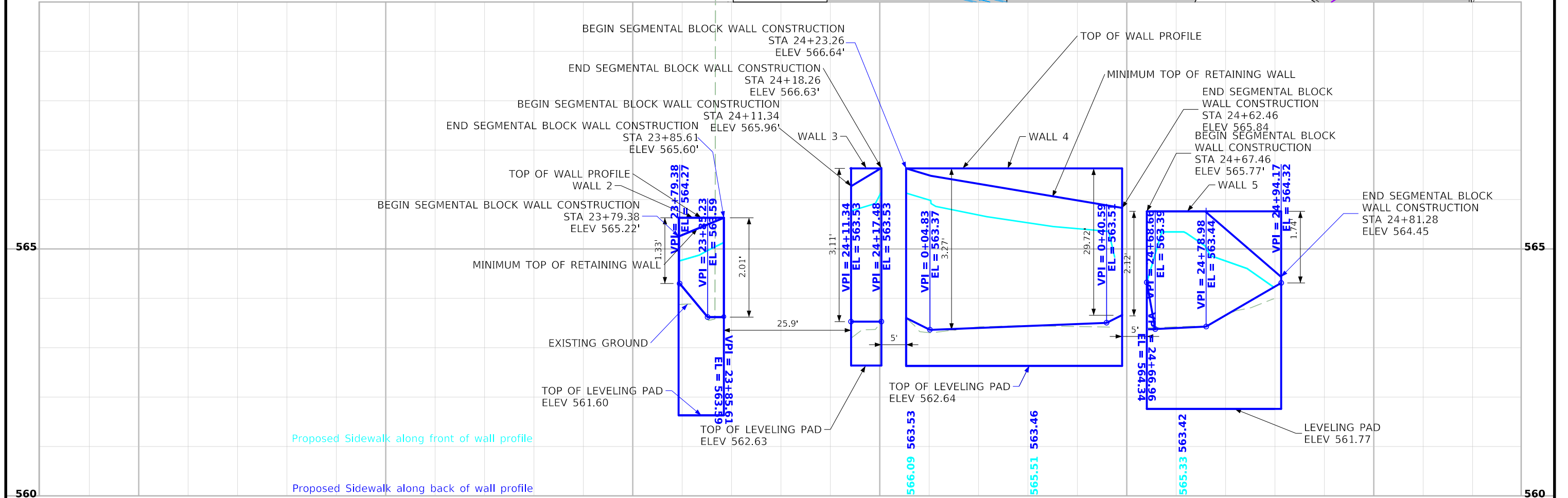
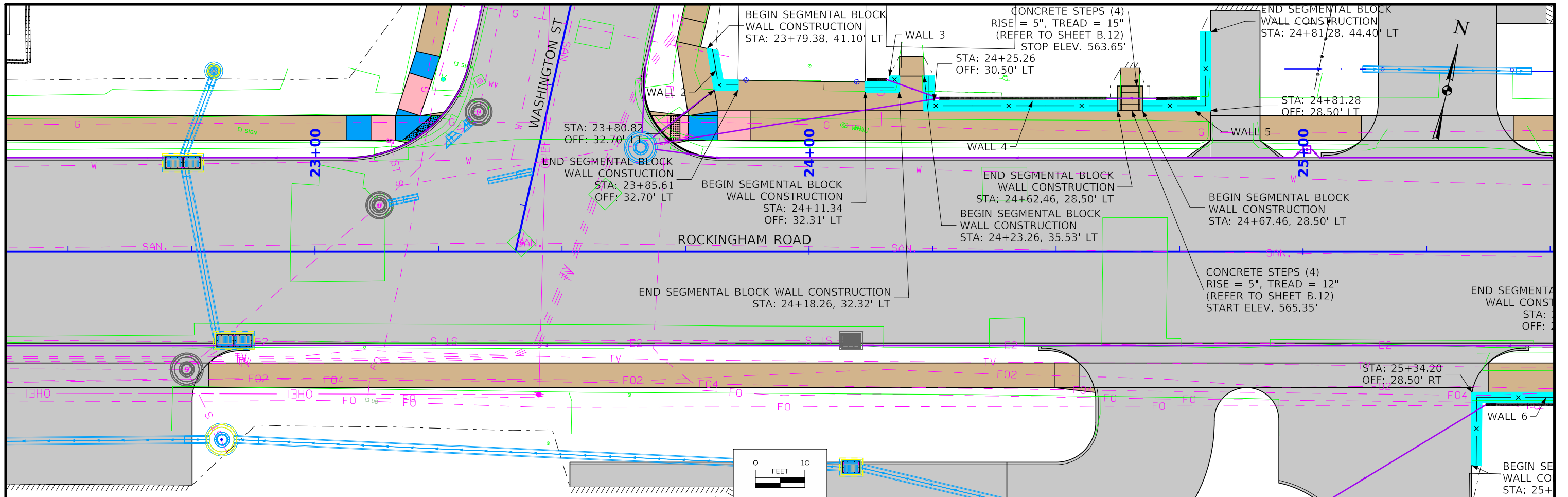


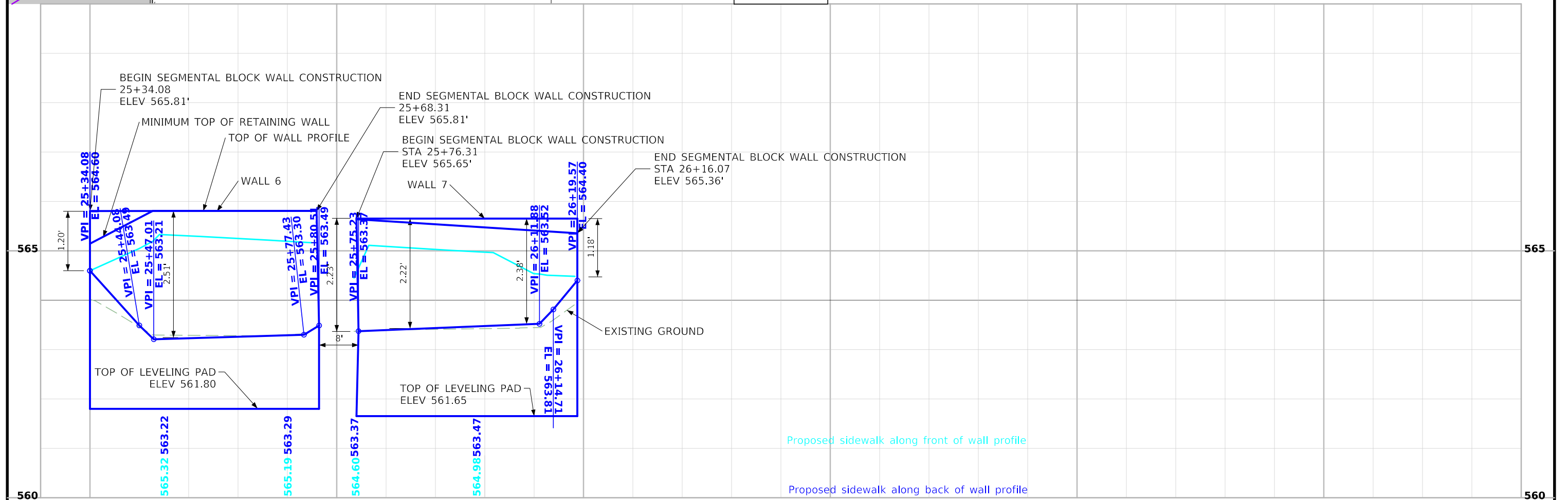
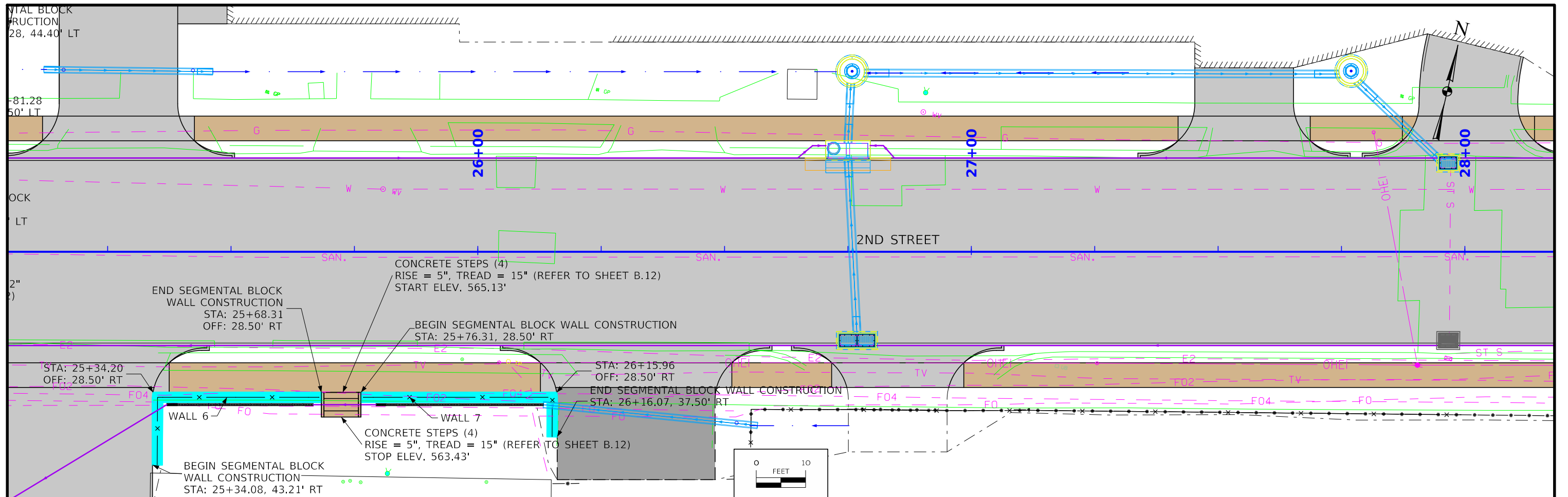
- NOTES:
1. THE FLOW DURATION CURVES ARE BASED ON OBSERVED MEAN DAILY FLOW AS RECORDED BY THE US GEOLOGICAL SURVEY STATION FOR THE MISSISSIPPI RIVER AT CLINTON, IOWA GAGE NUMBER 5420500, WITH APPROXIMATELY 112 YEARS OF RECORD (NOVEMBER 1903 - NOVEMBER 2025). THE DRAINAGE AREA OF THE MISSISSIPPI RIVER IS ABOUT 85,600 SQUARE MILES AT THE GAGE SITE.
 2. THESE FLOW DURATION CURVES ARE BASED ON THE BEST INFORMATION AVAILABLE. THE FLOW DURATION CURVES REPRESENT THE PERIOD SHOWN, AND DO NOT NECESSARILY REPRESENT ALL POSSIBLE FUTURE CONDITIONS.

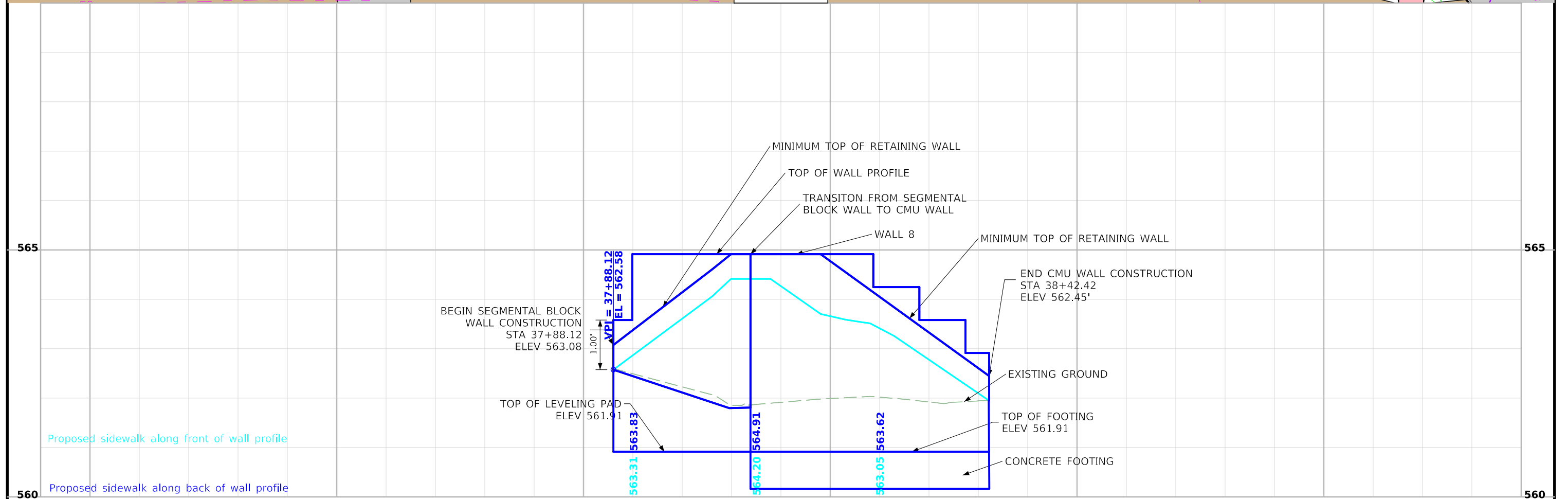
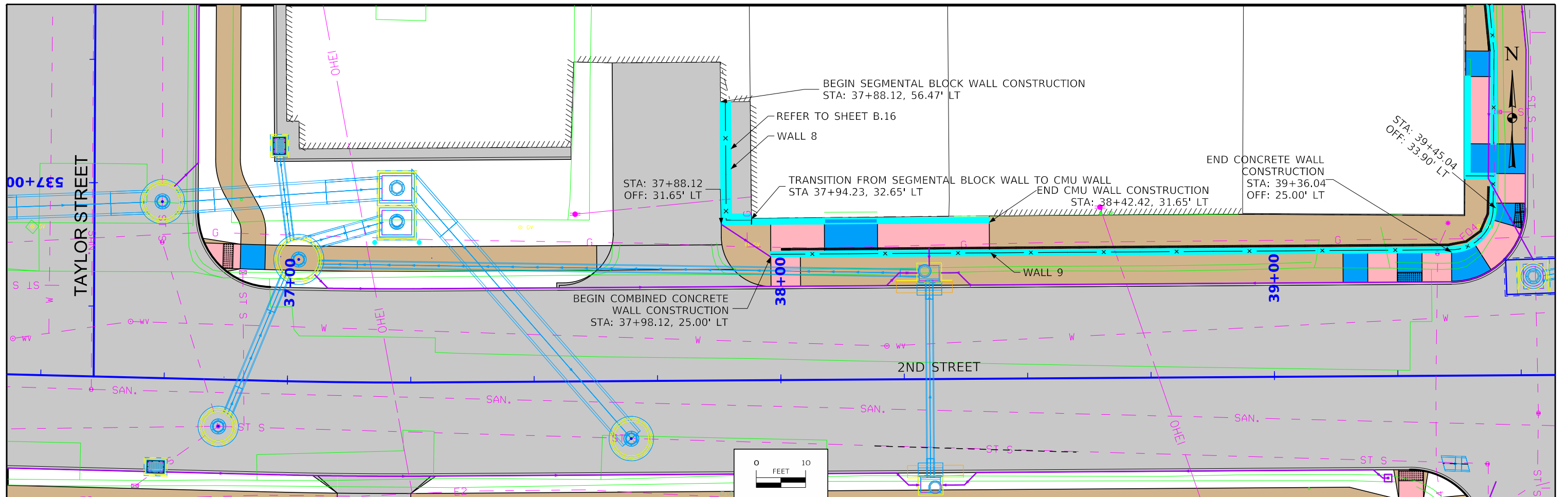


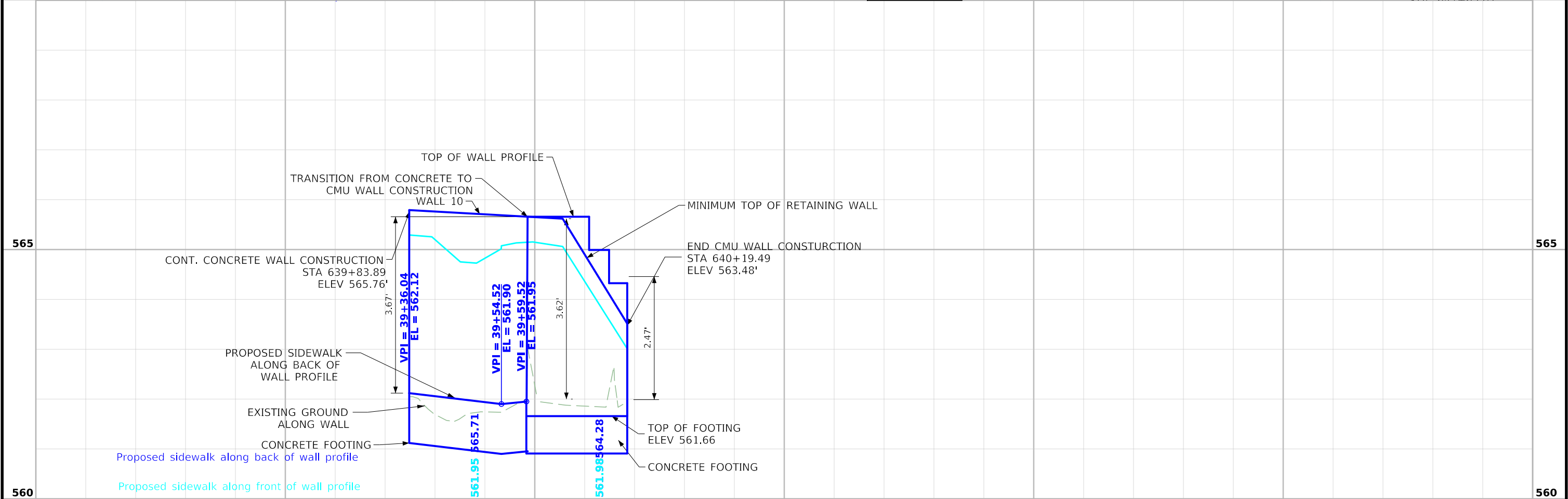
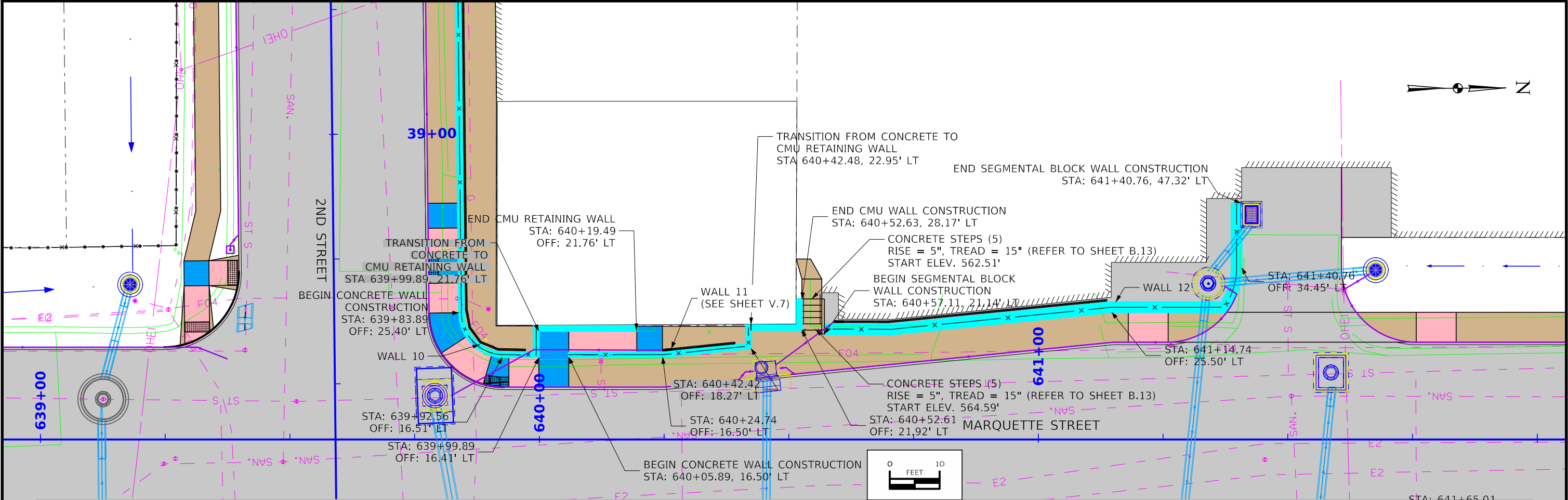
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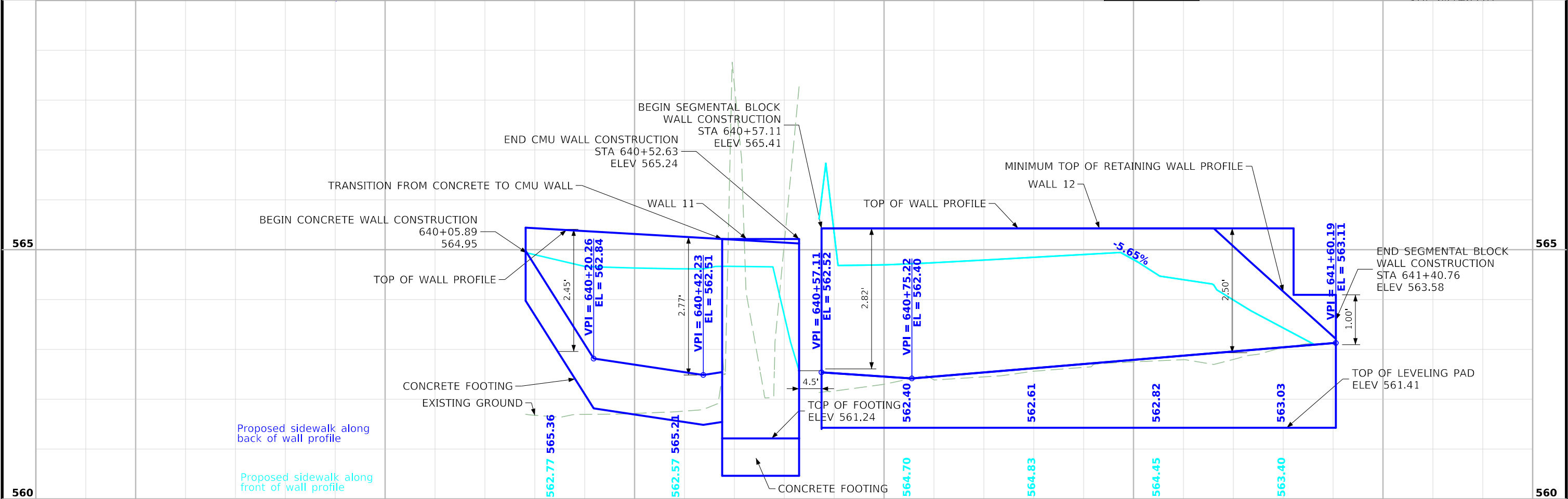
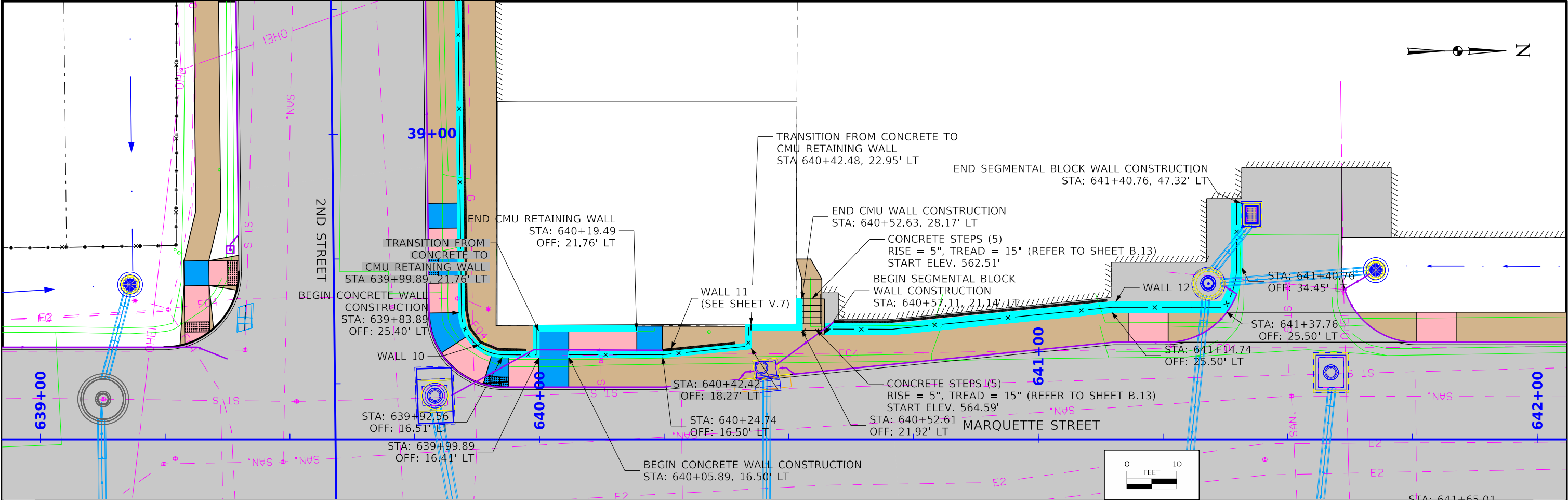


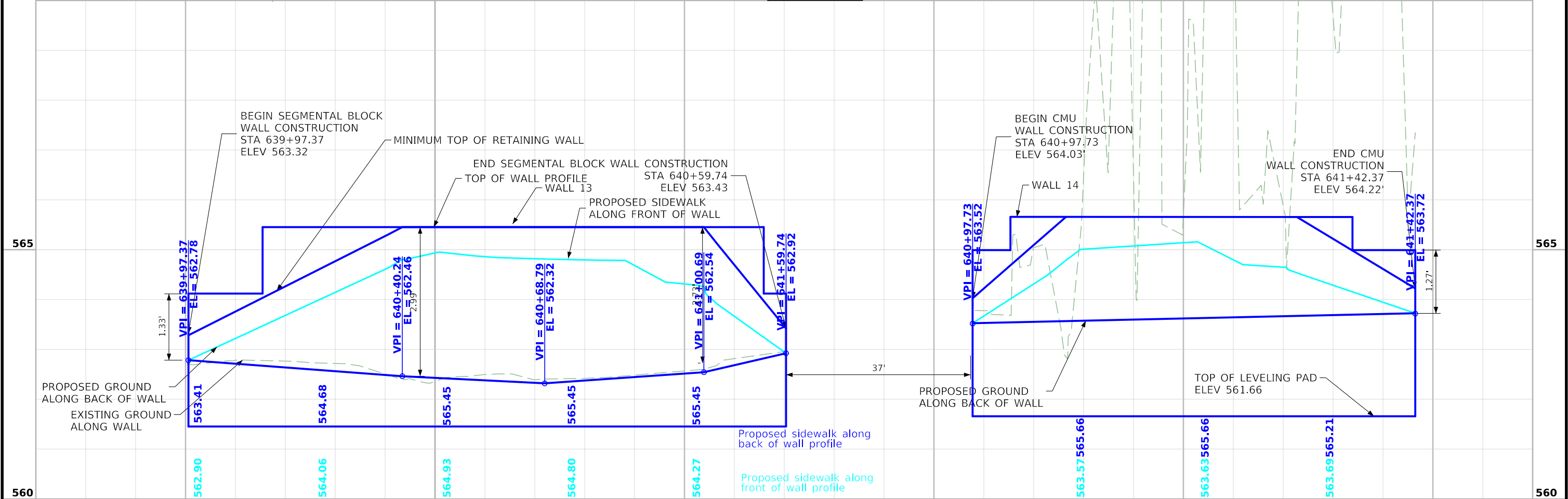
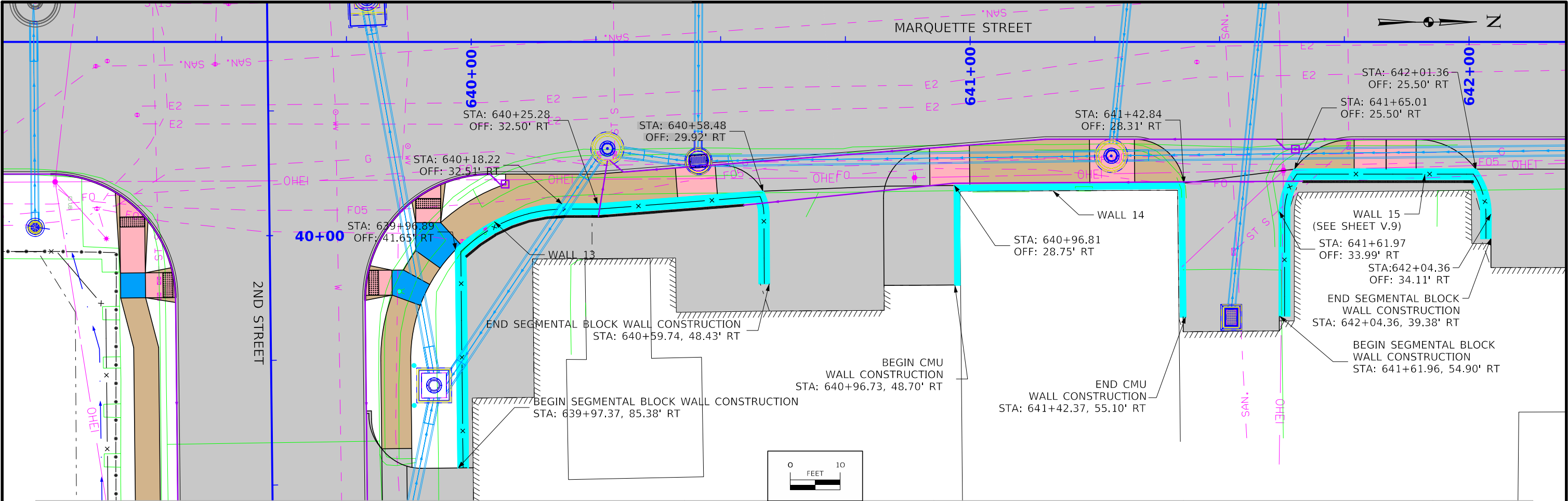




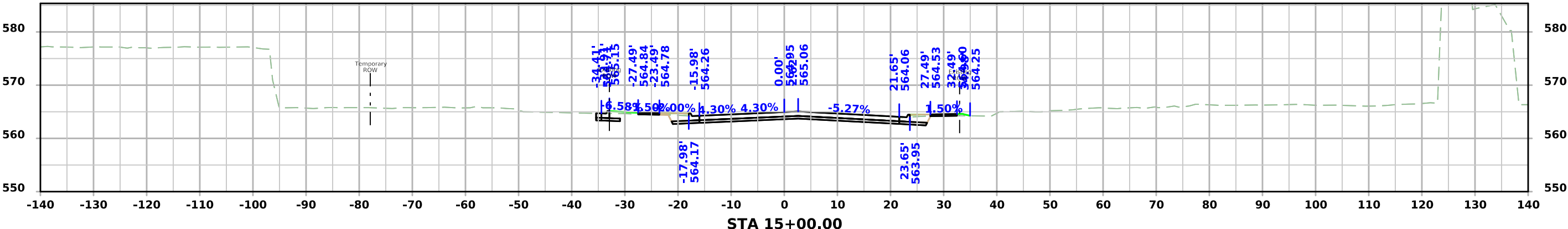
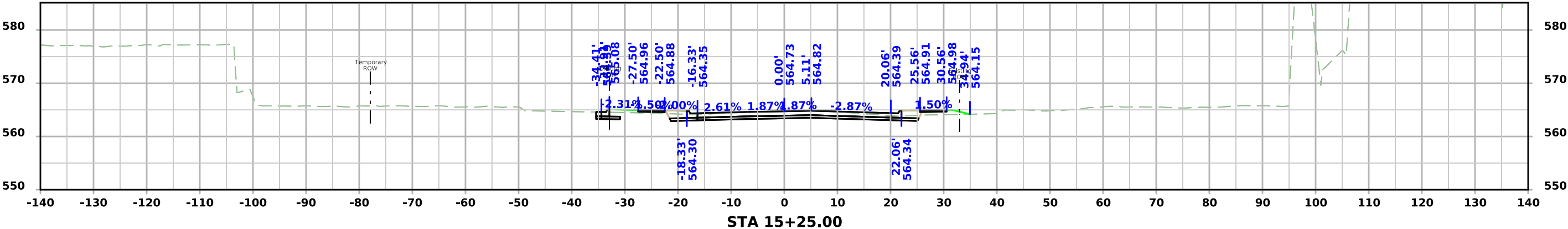
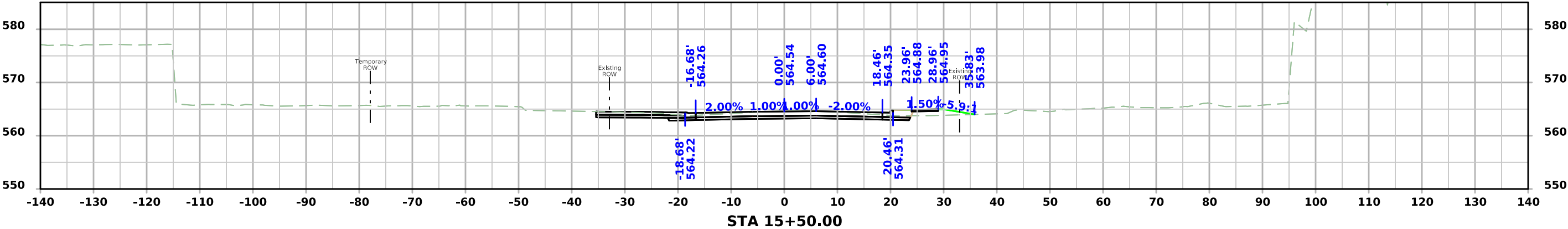




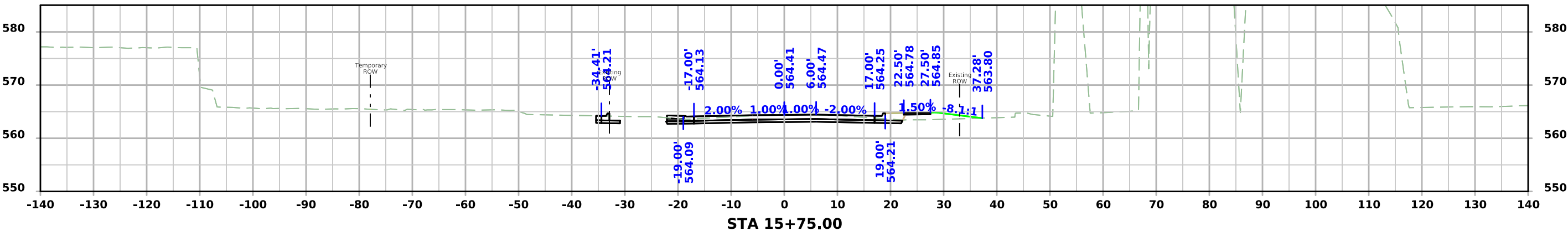
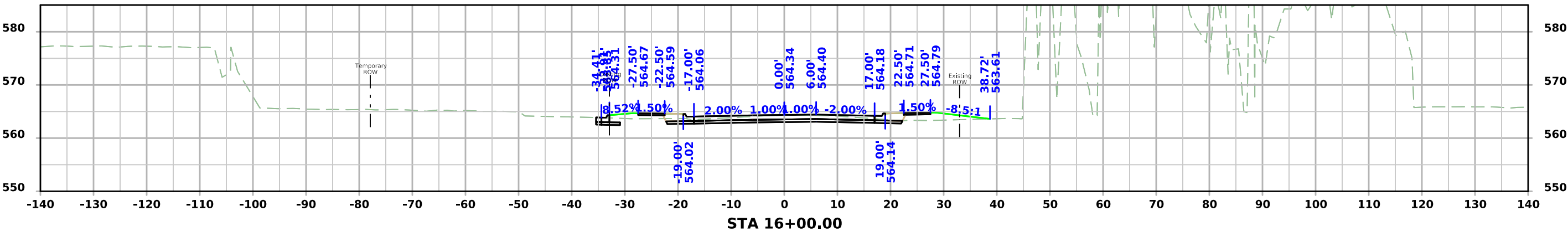
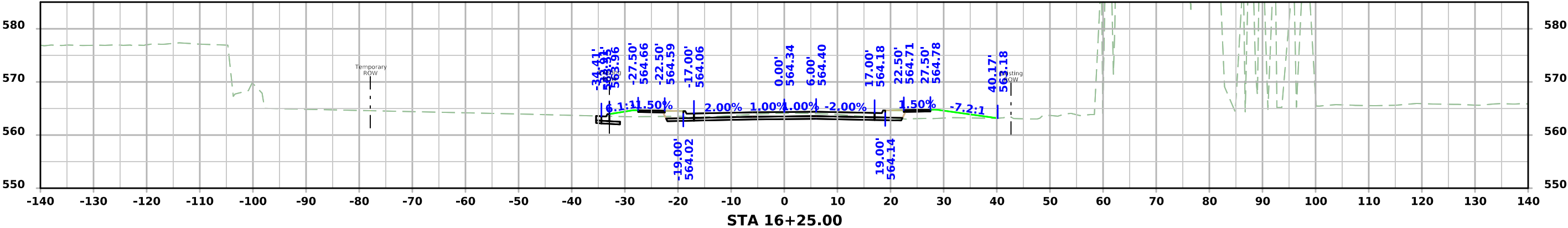




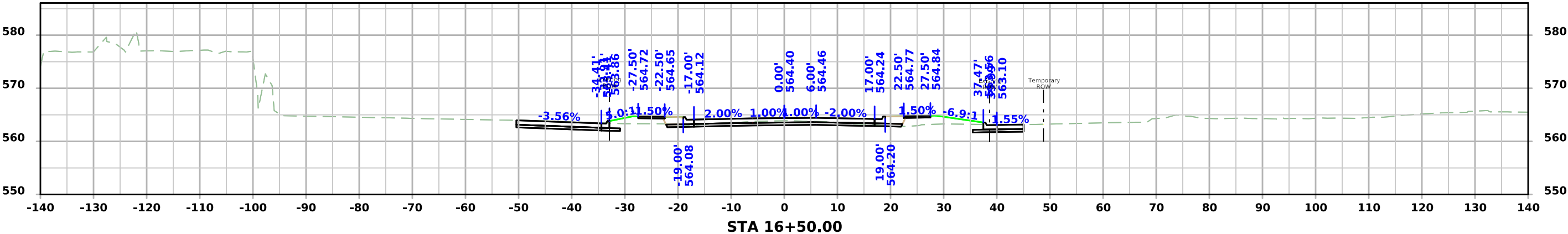
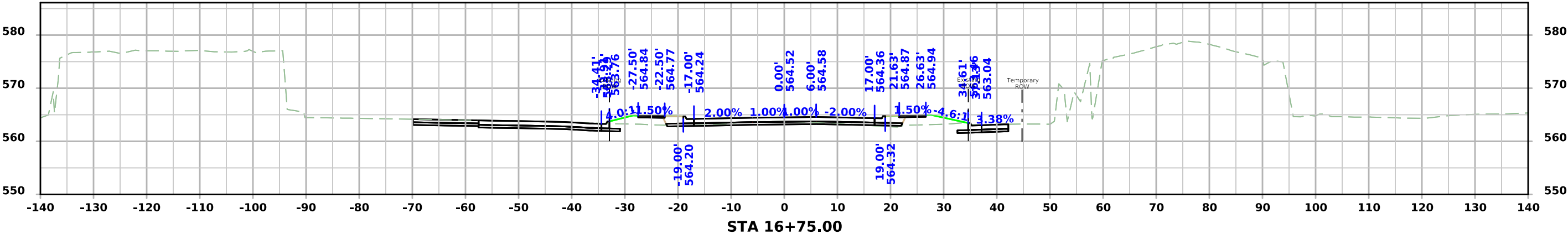
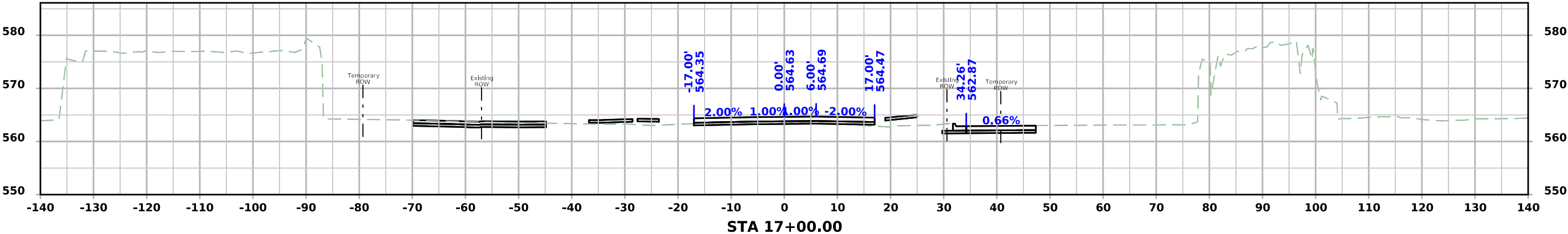
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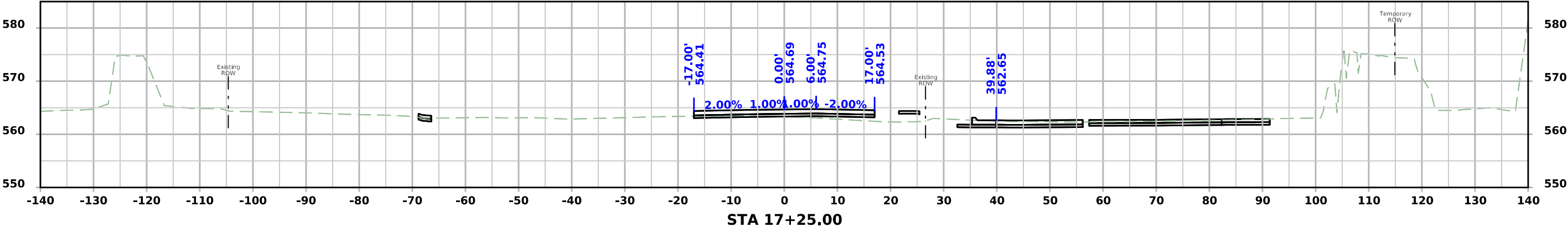
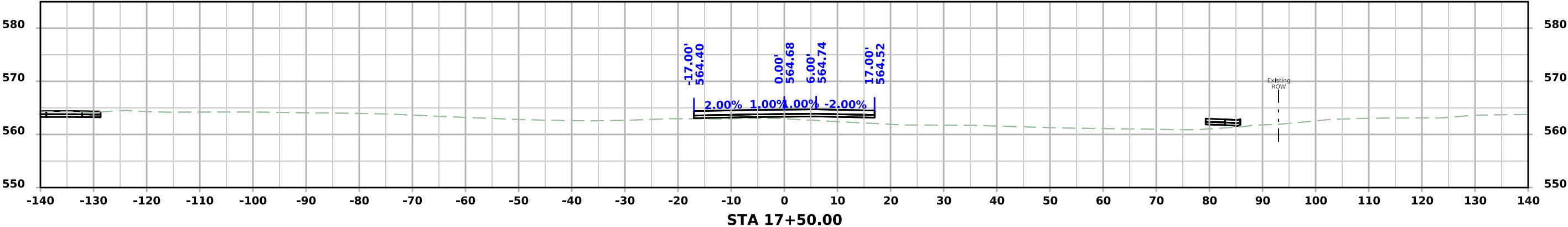
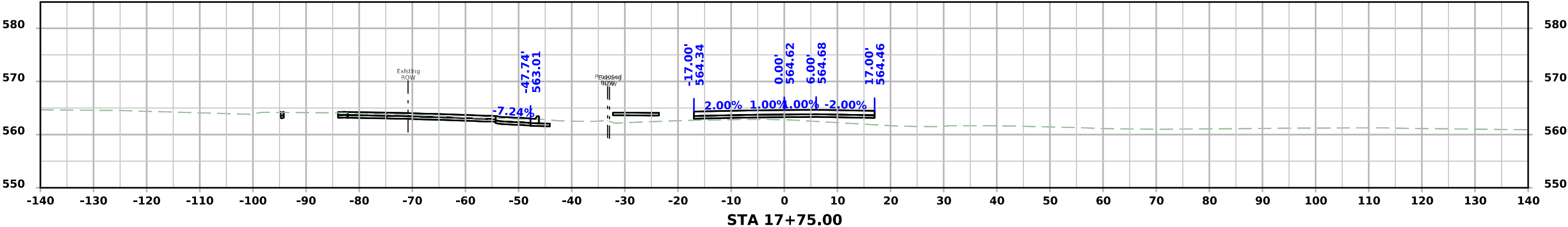
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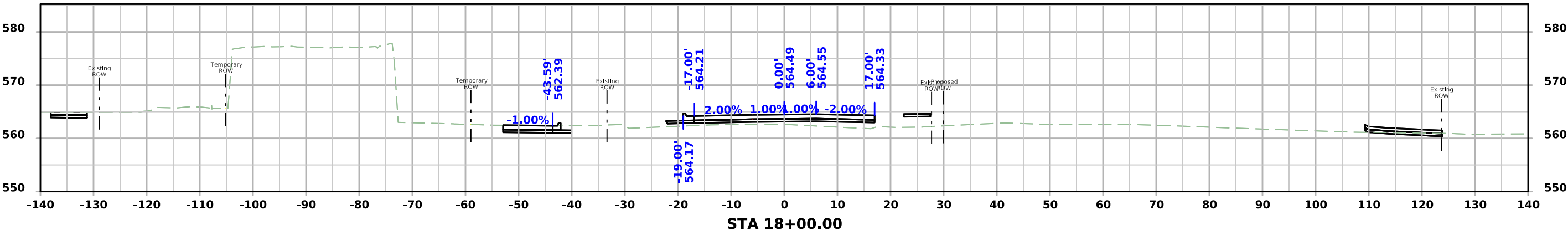
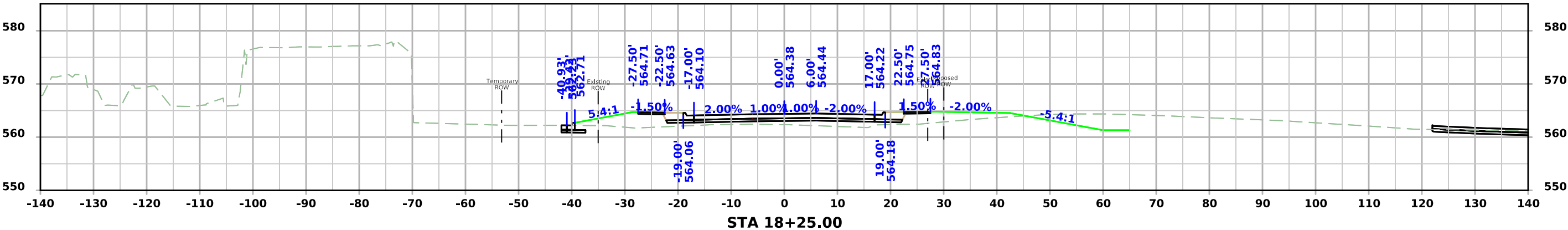
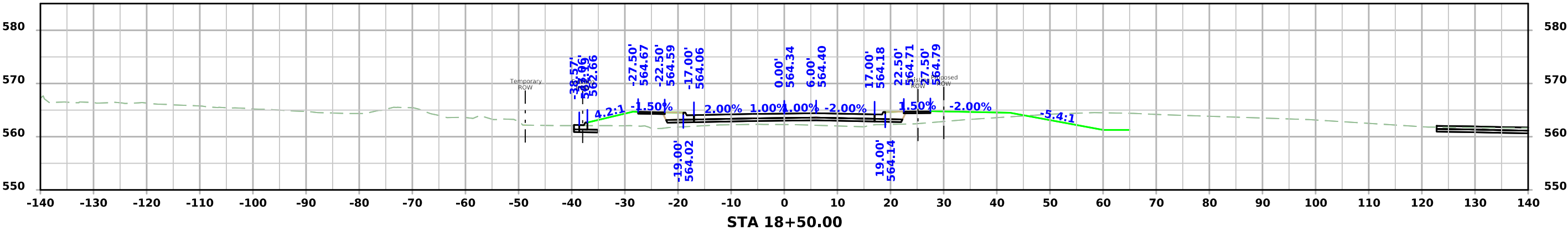
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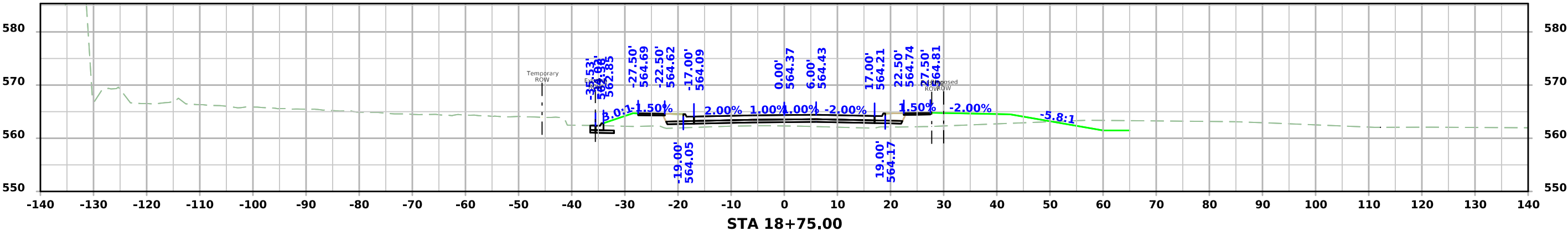
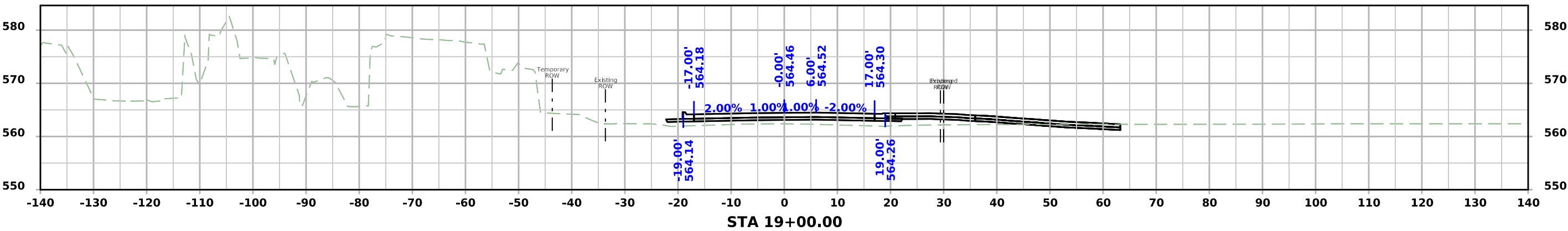
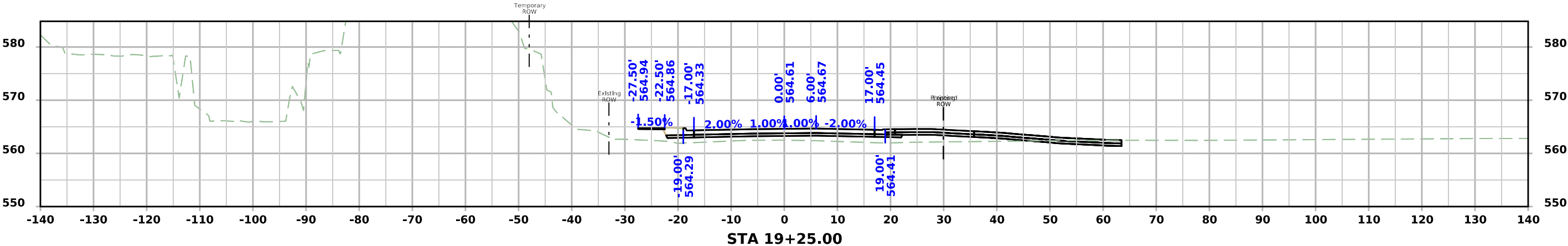
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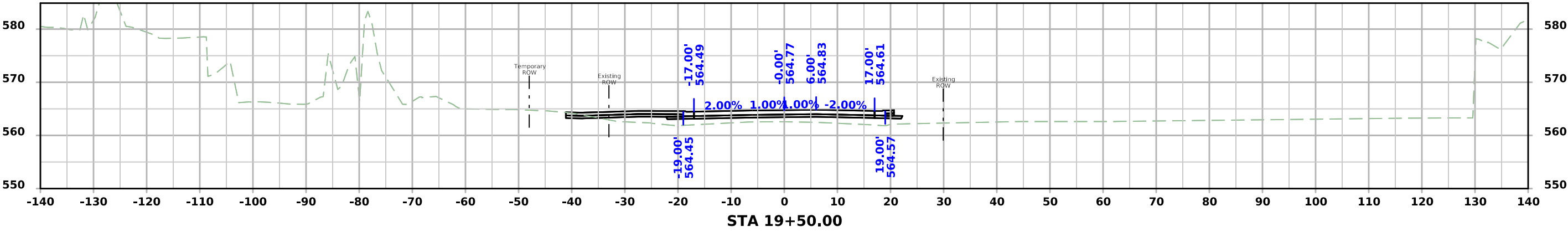
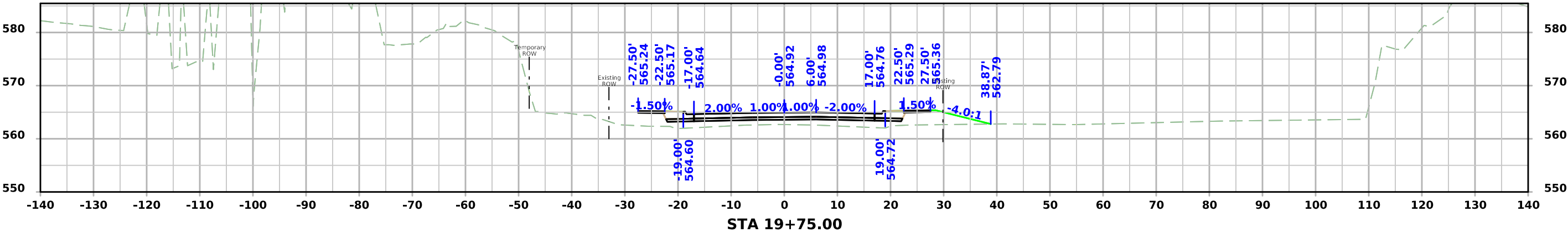
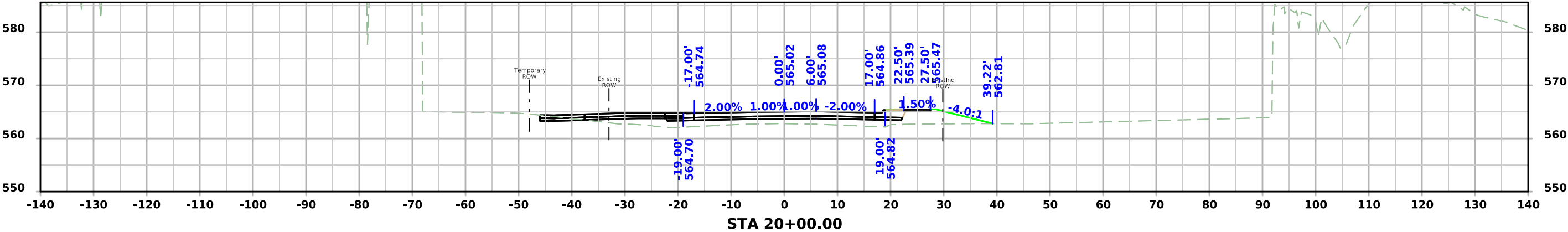
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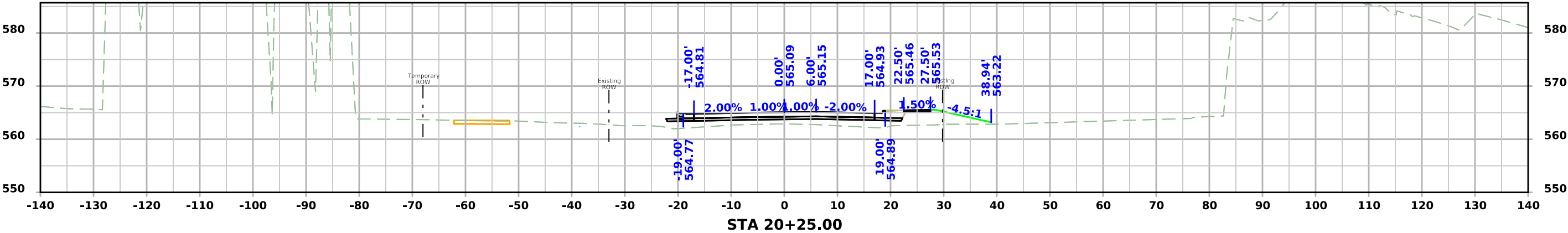
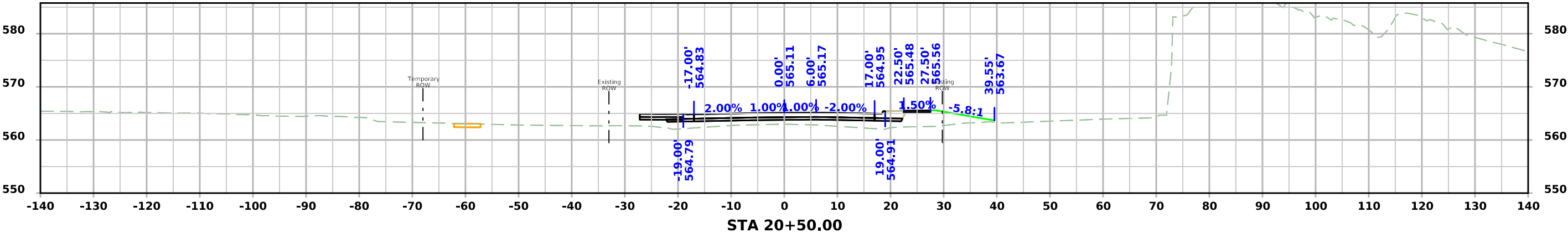
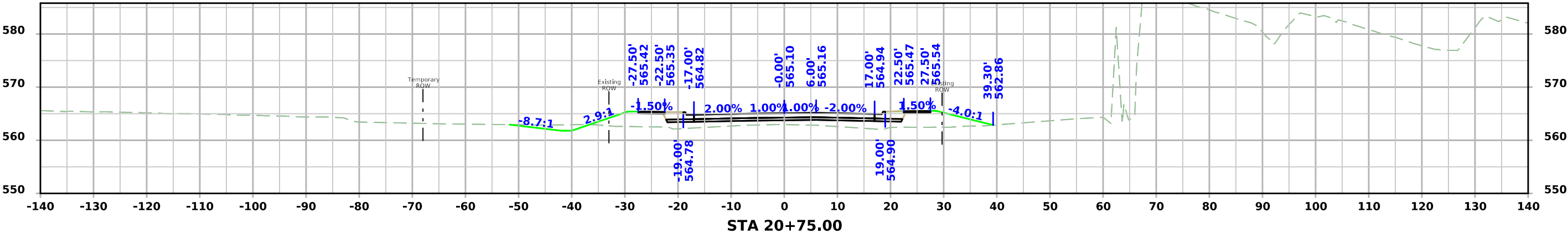
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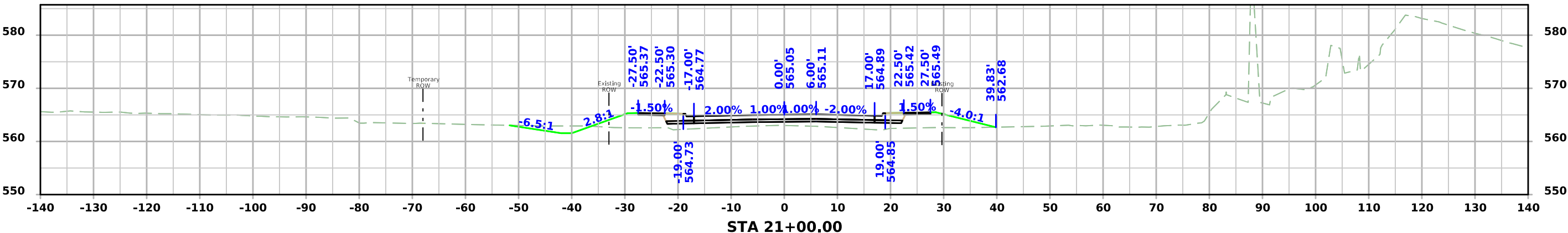
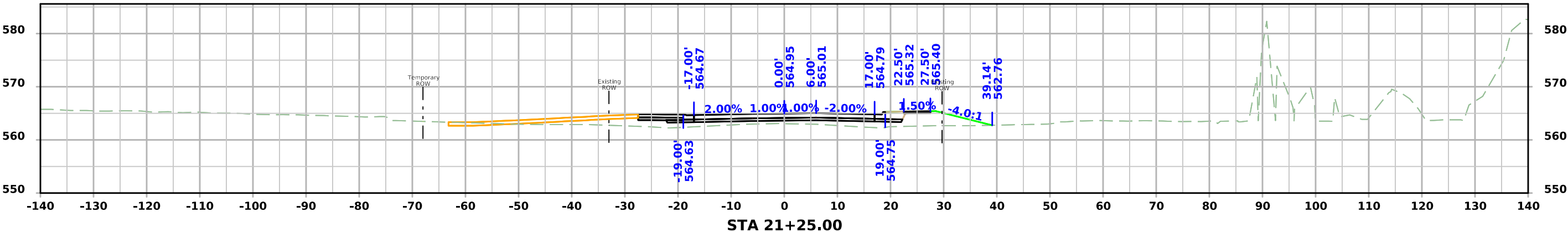
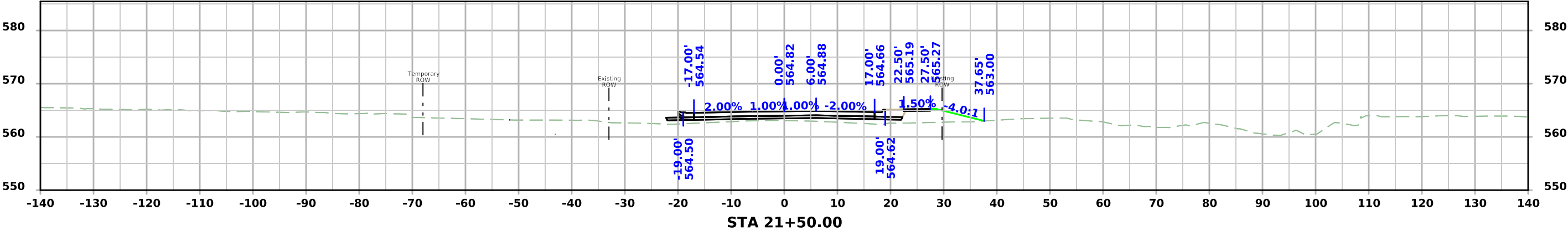
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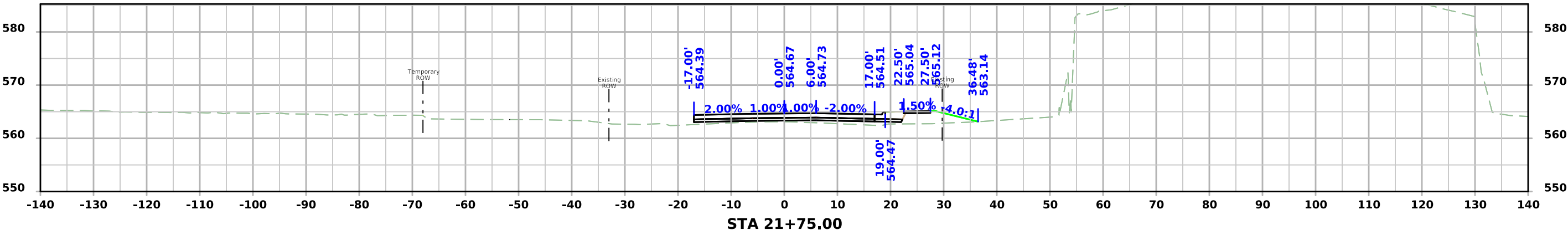
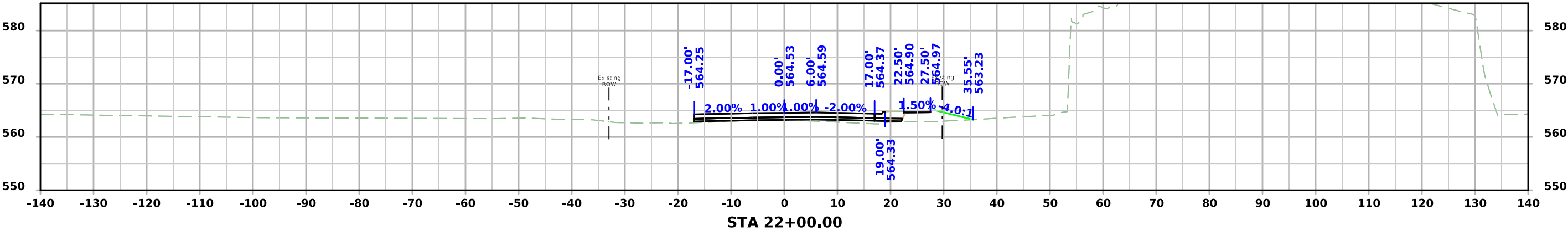
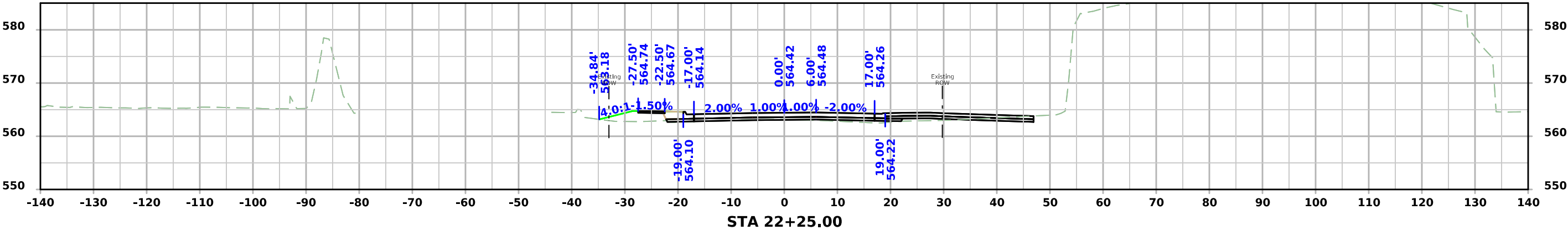
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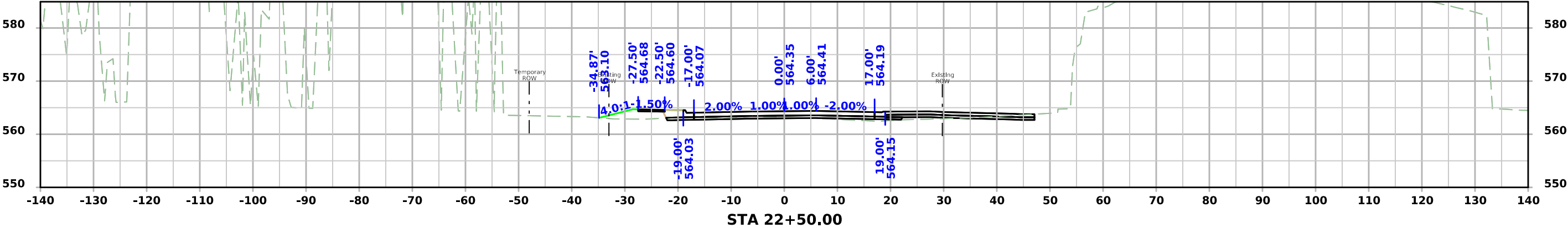
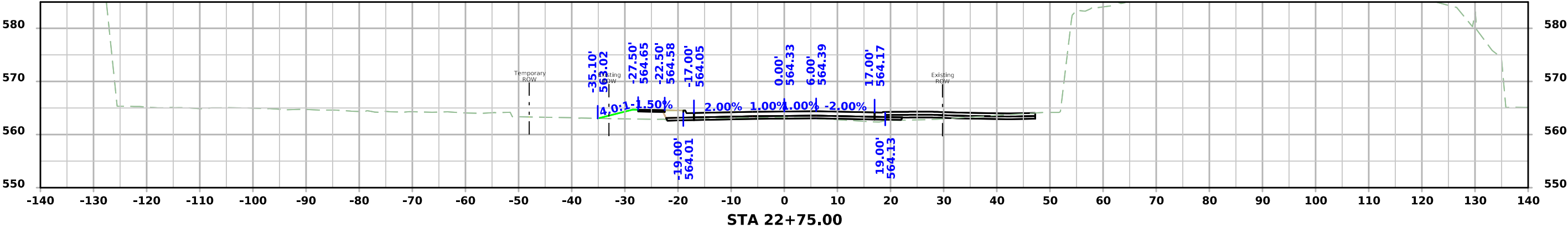
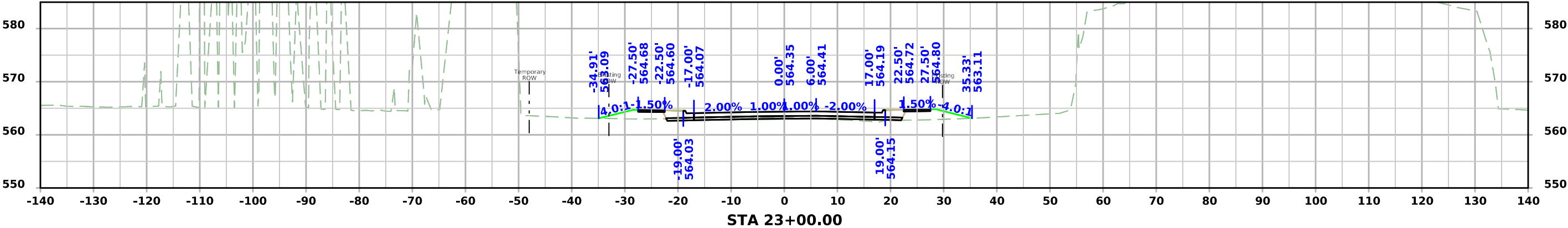
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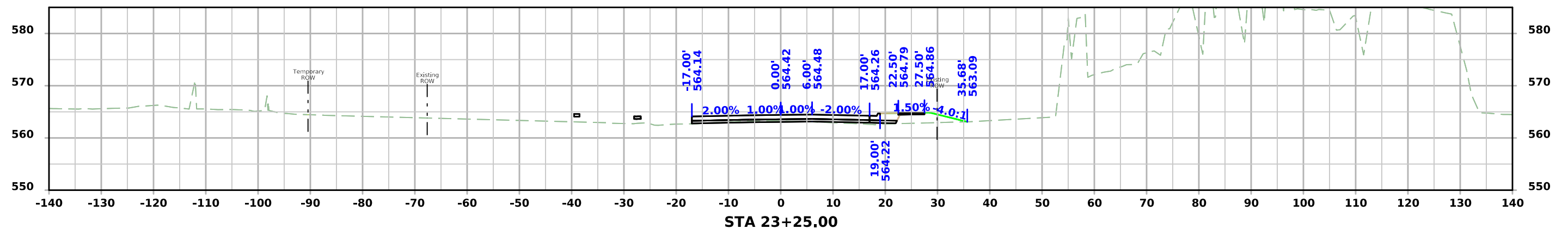
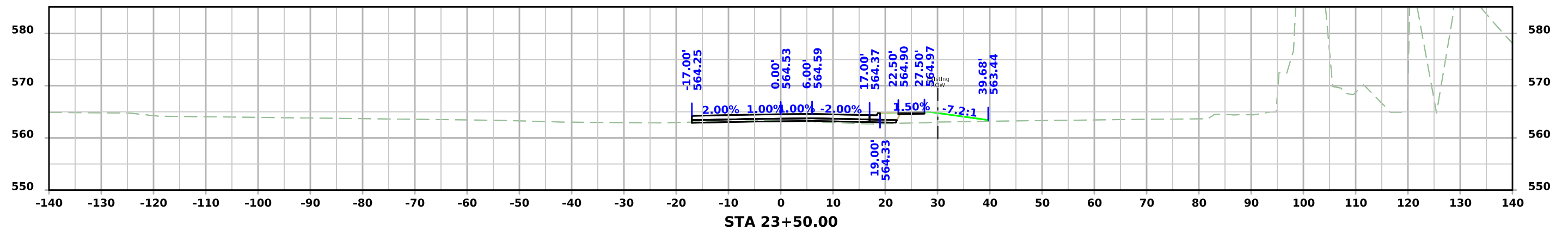
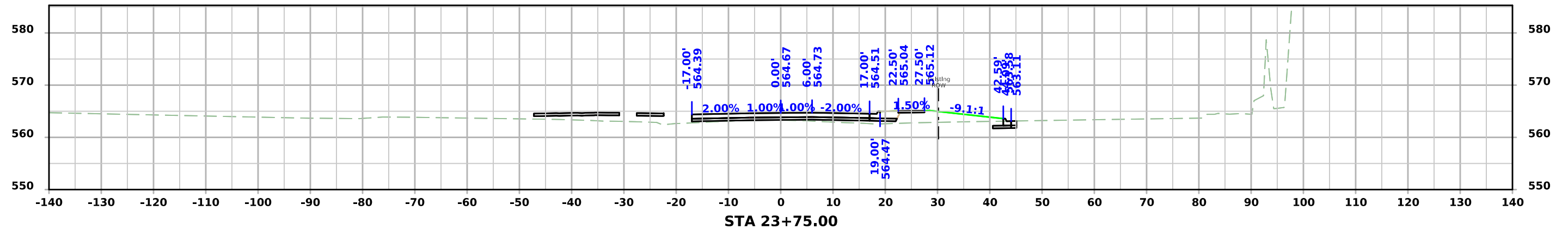
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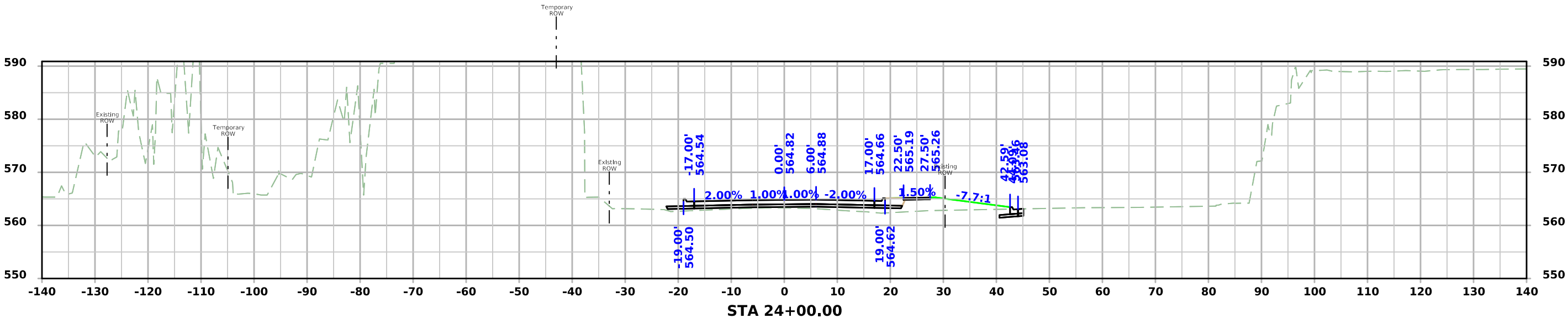
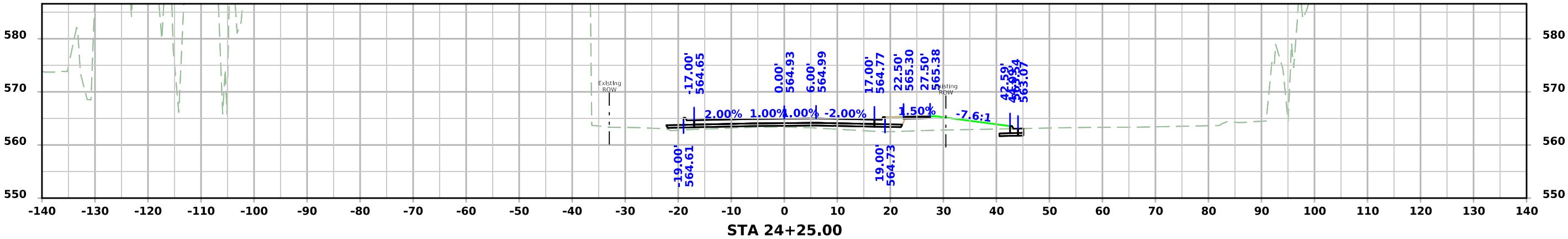
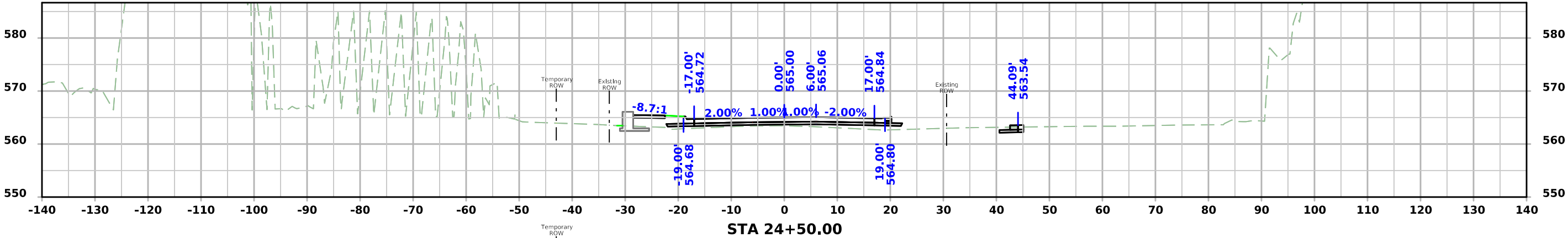
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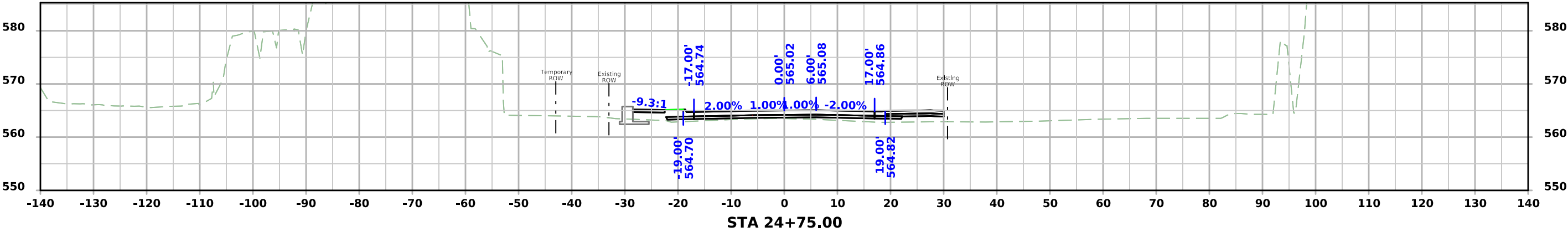
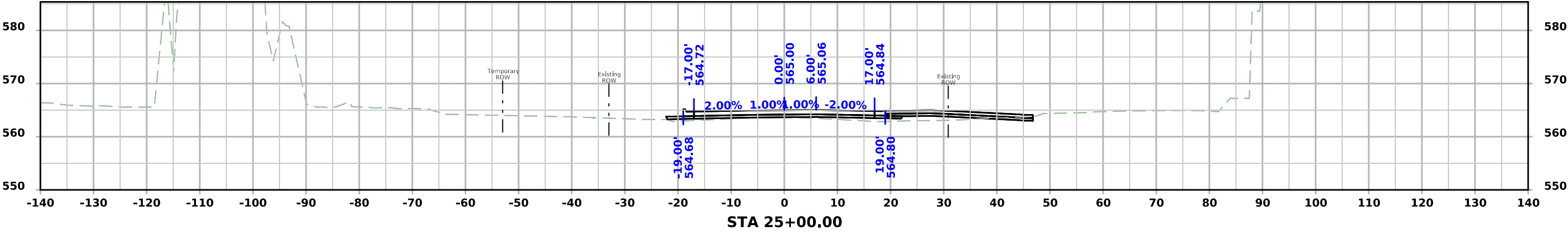
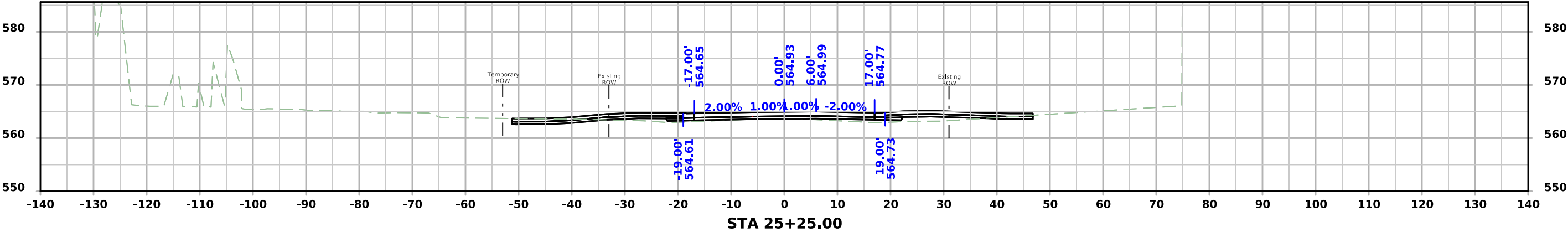
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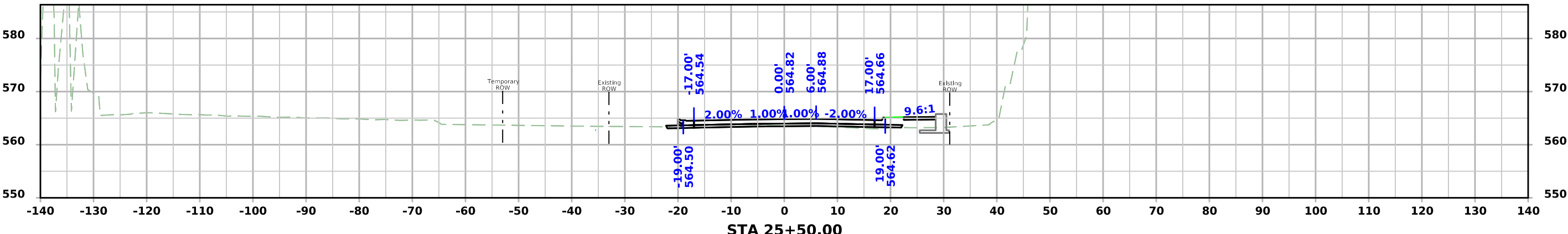
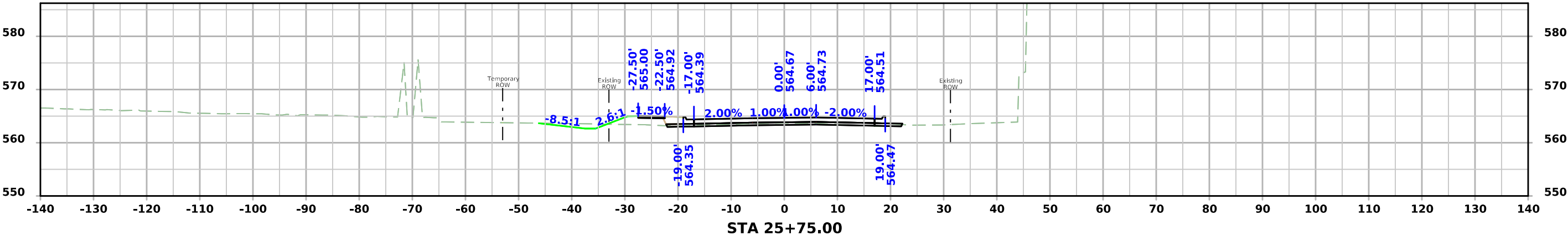
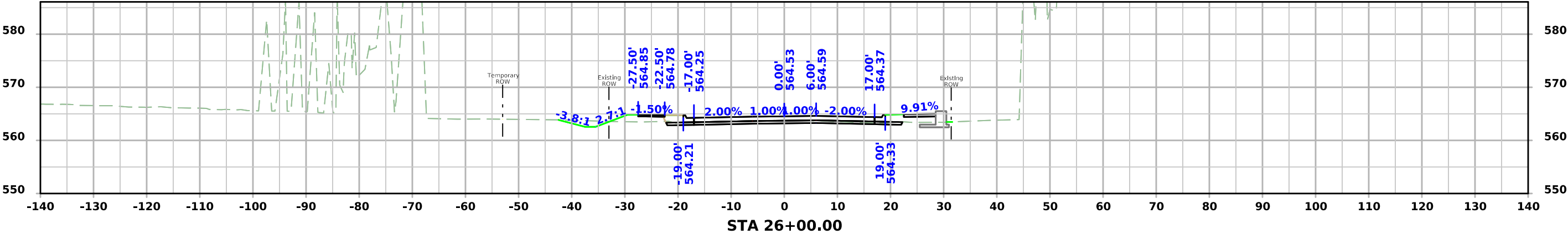
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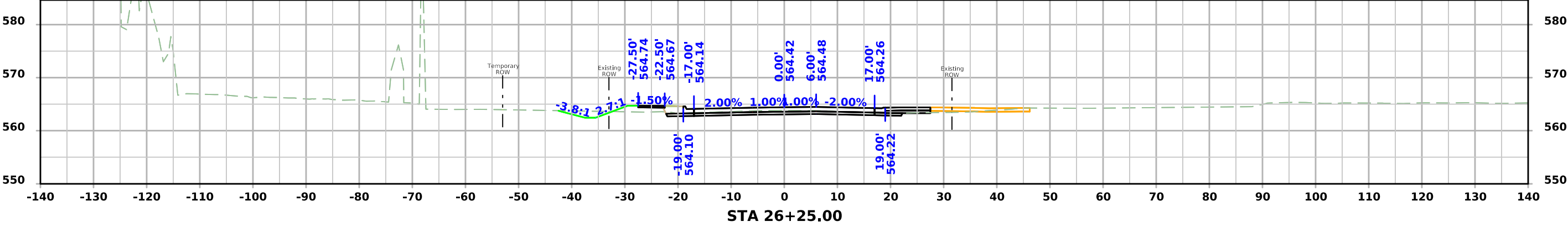
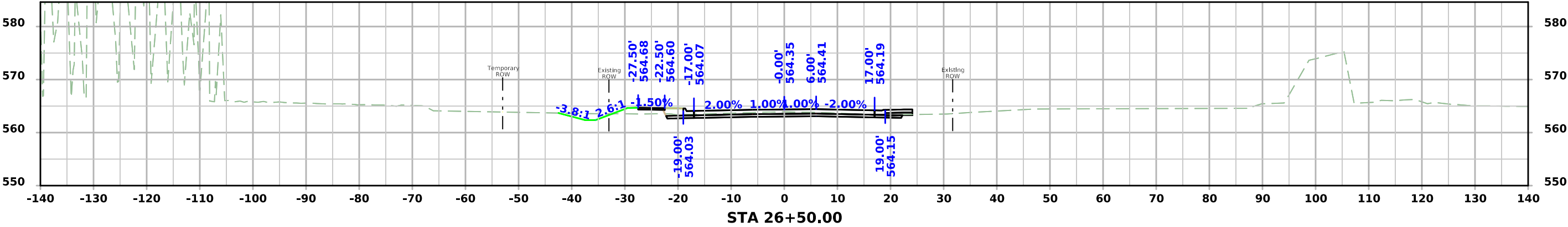
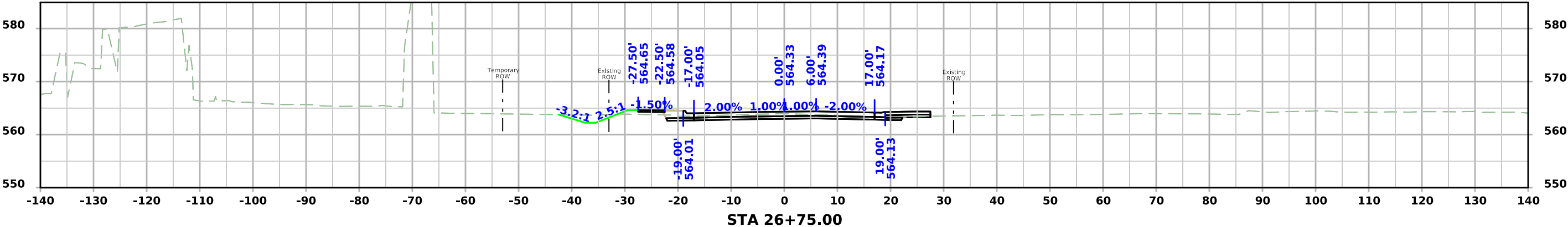
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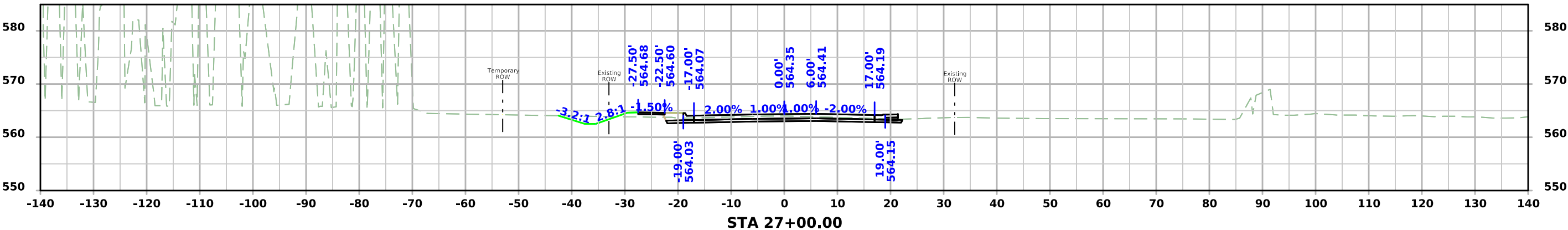
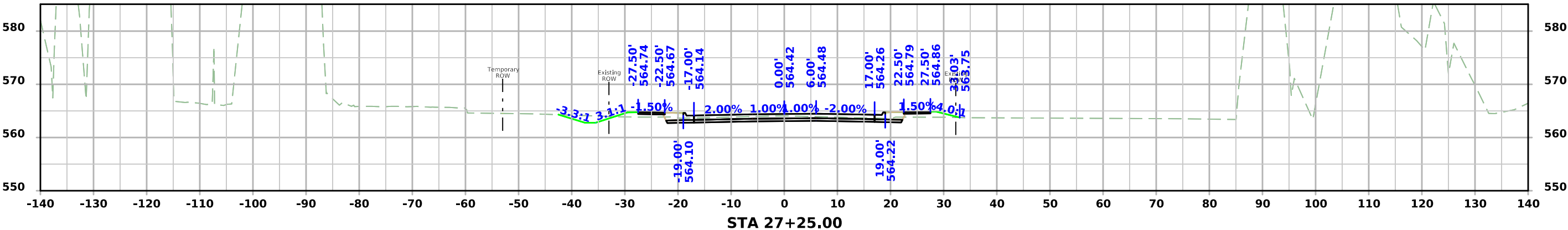
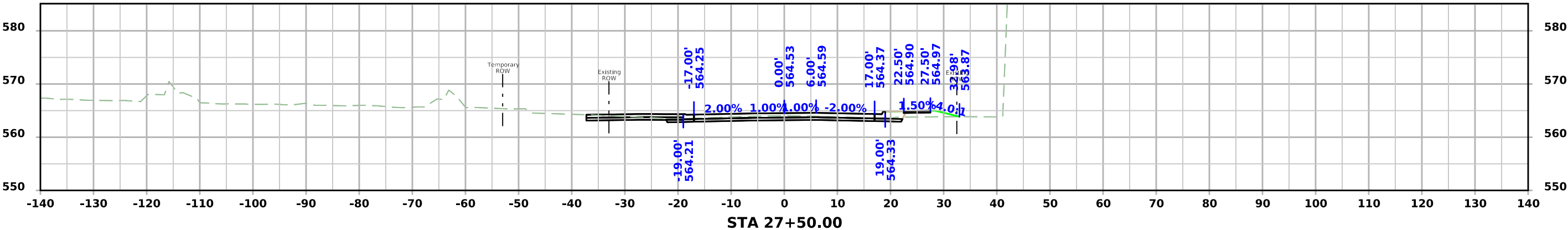
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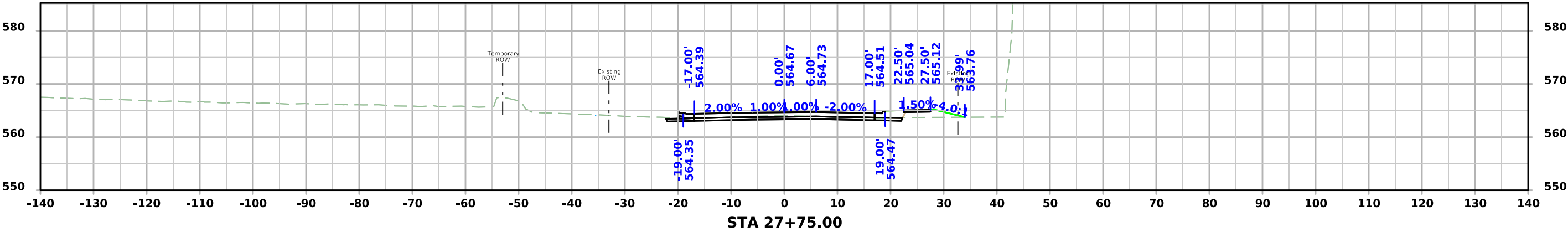
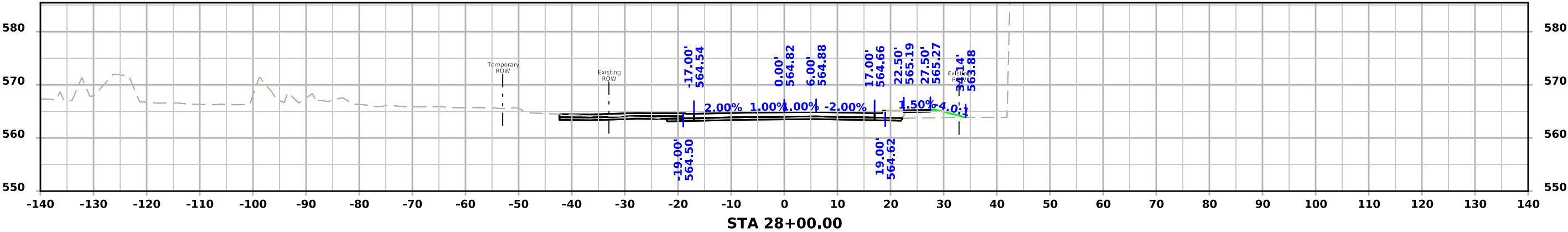
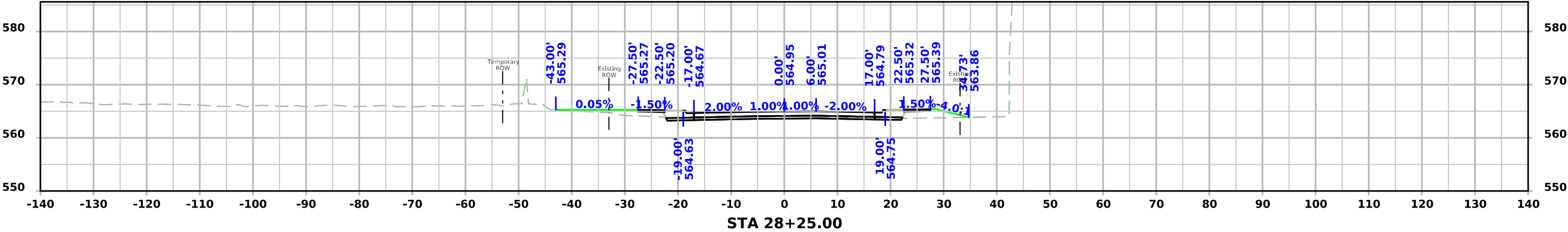
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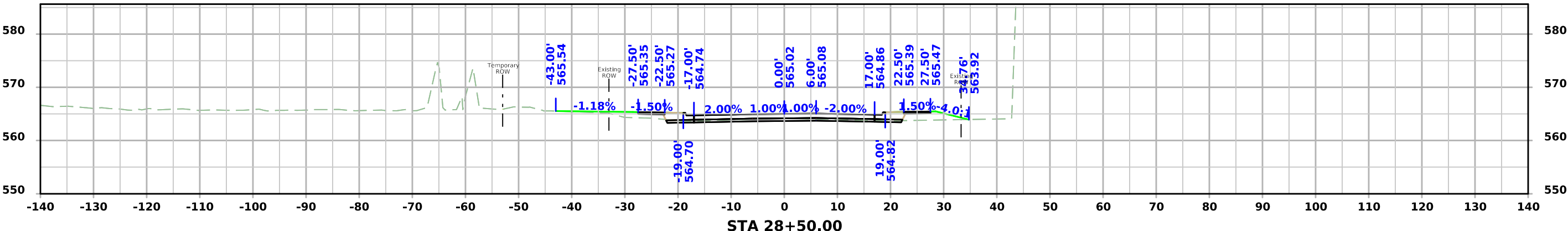
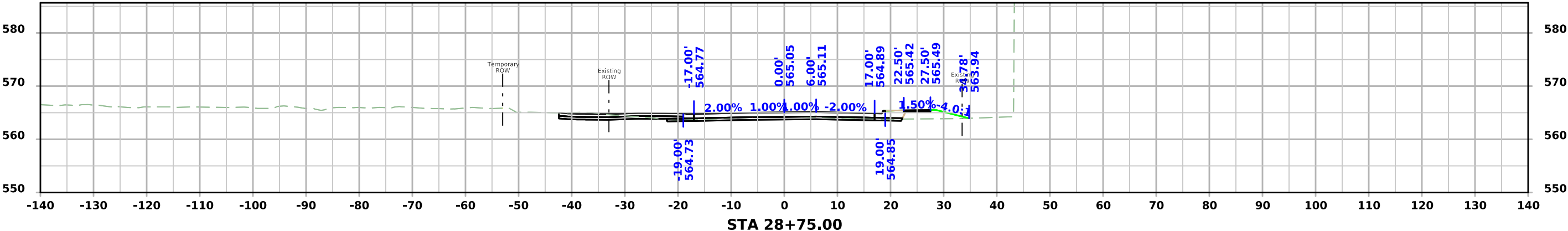
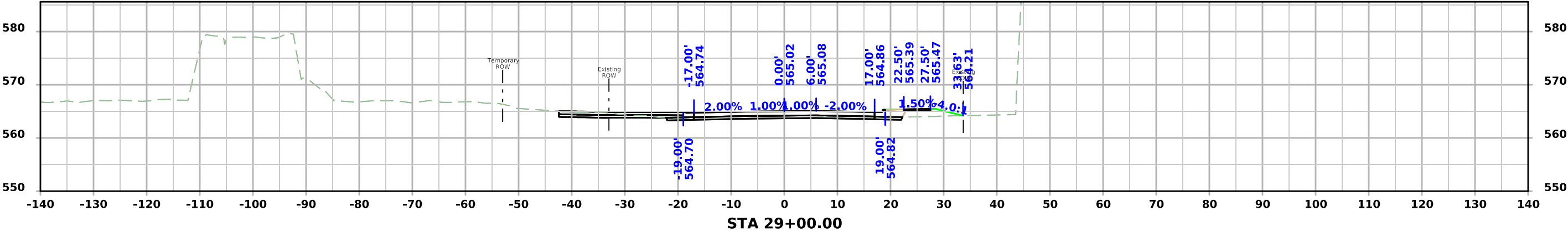
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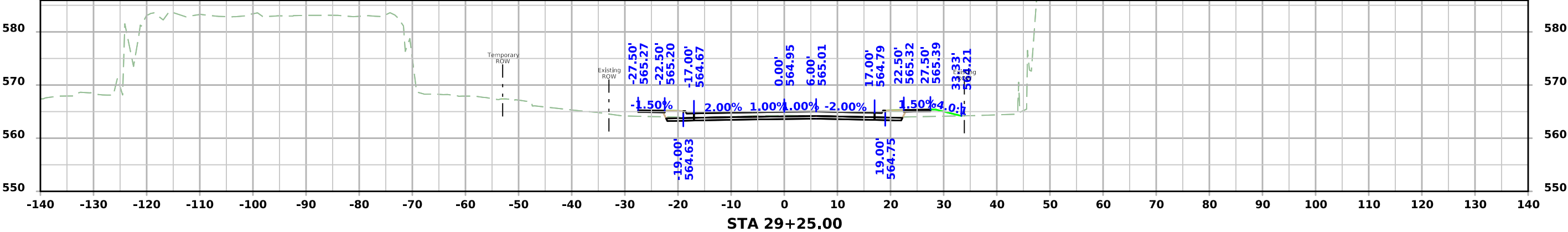
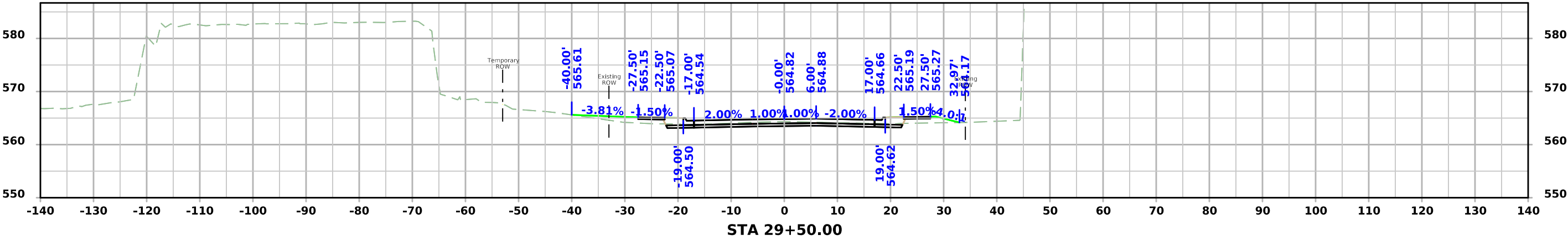
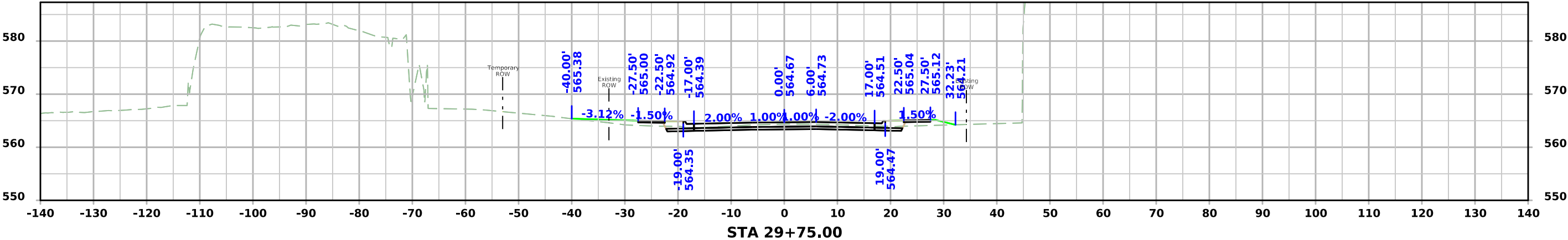
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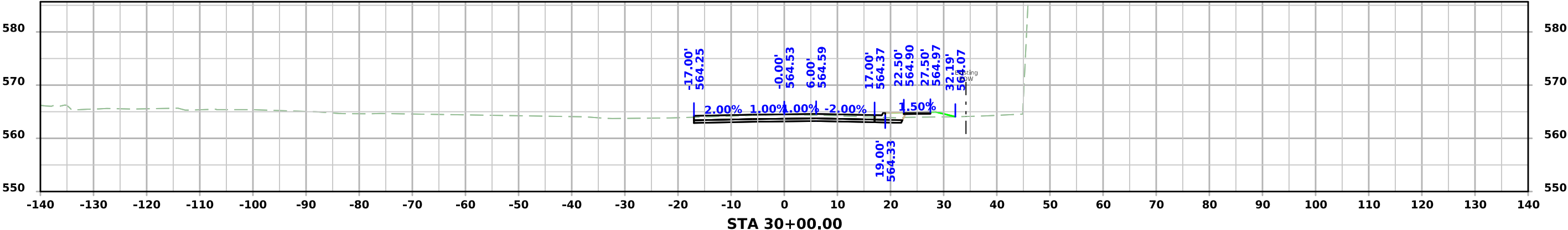
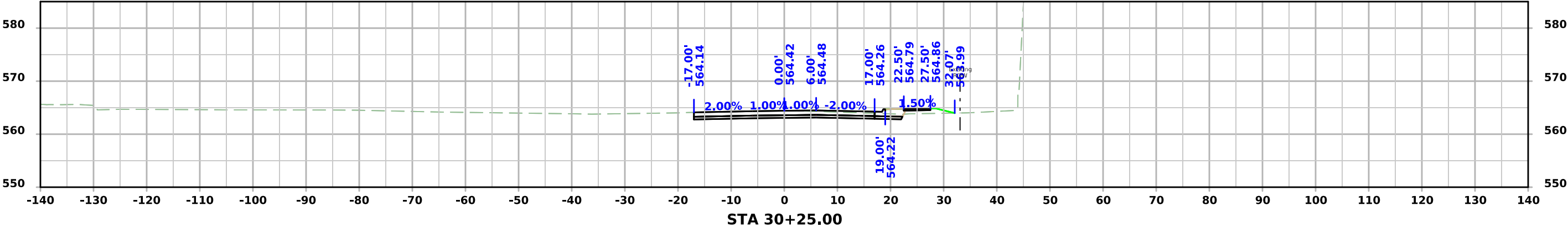
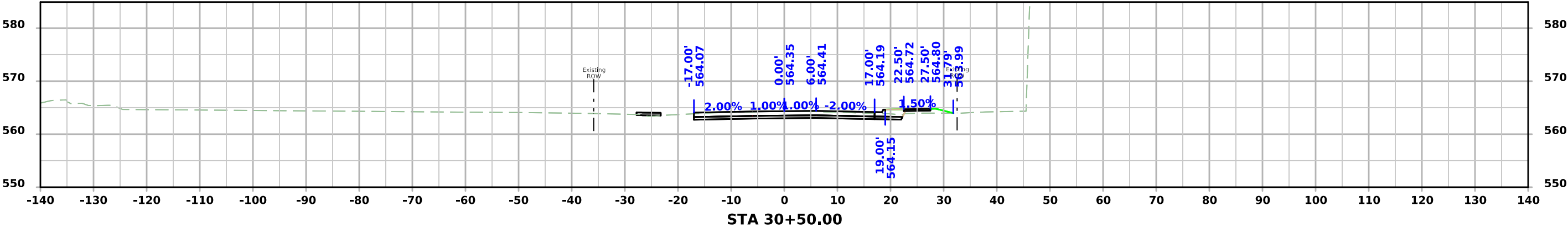
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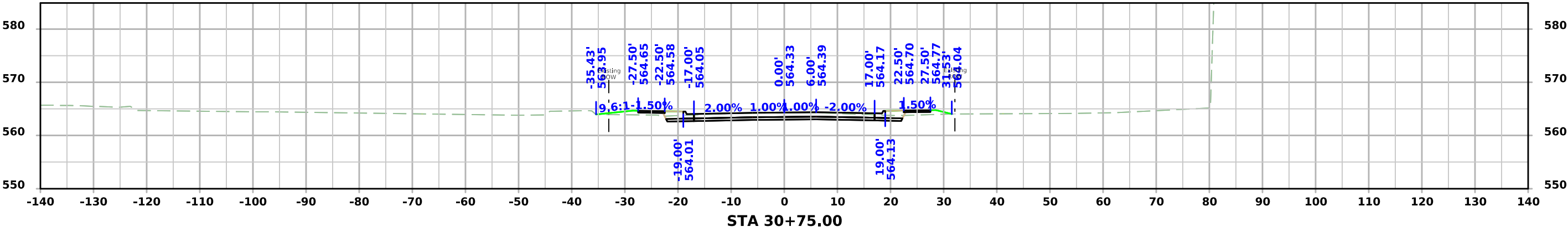
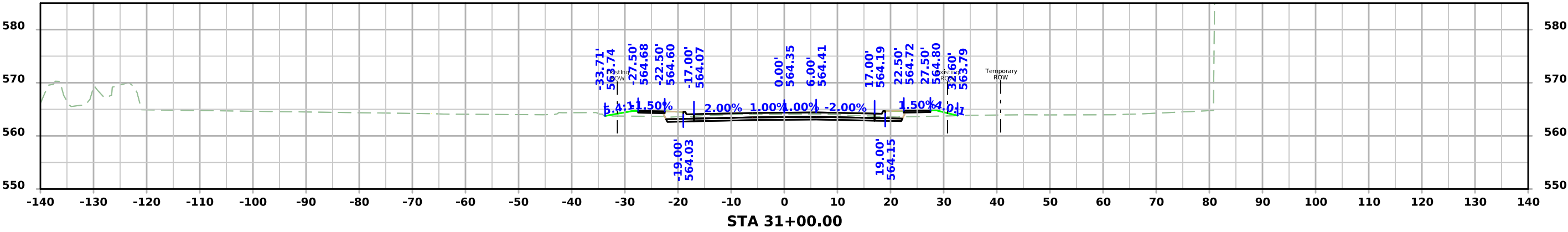
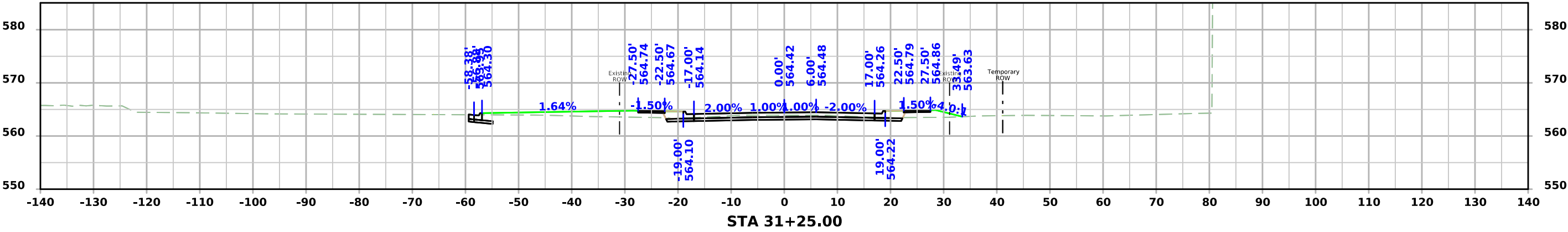
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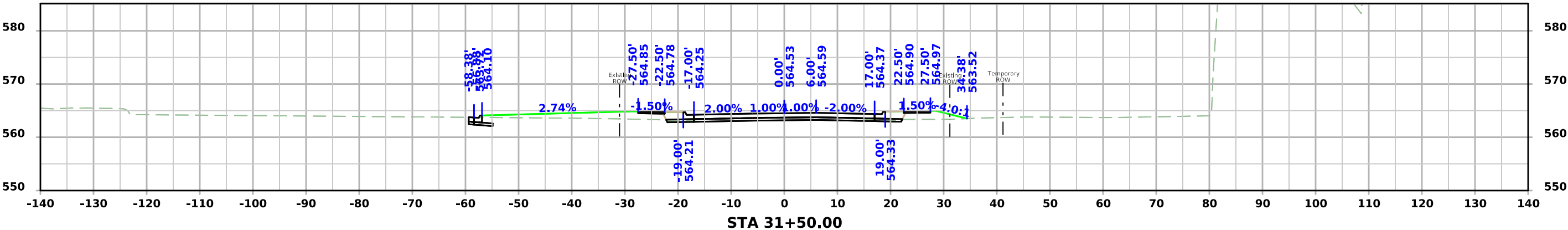
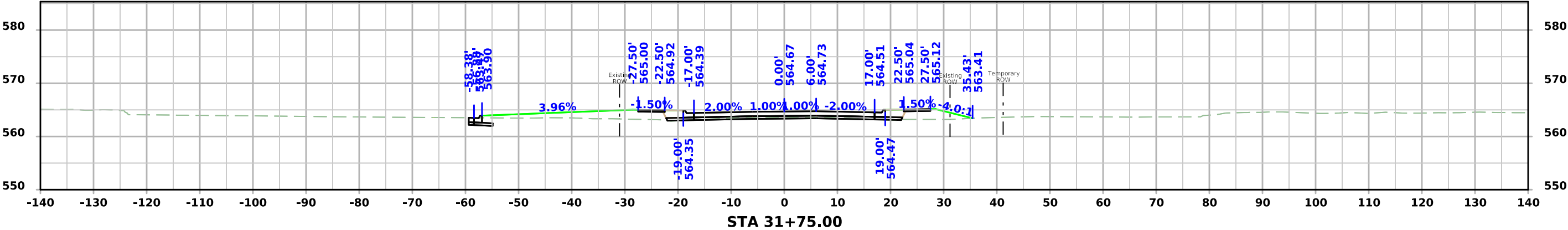
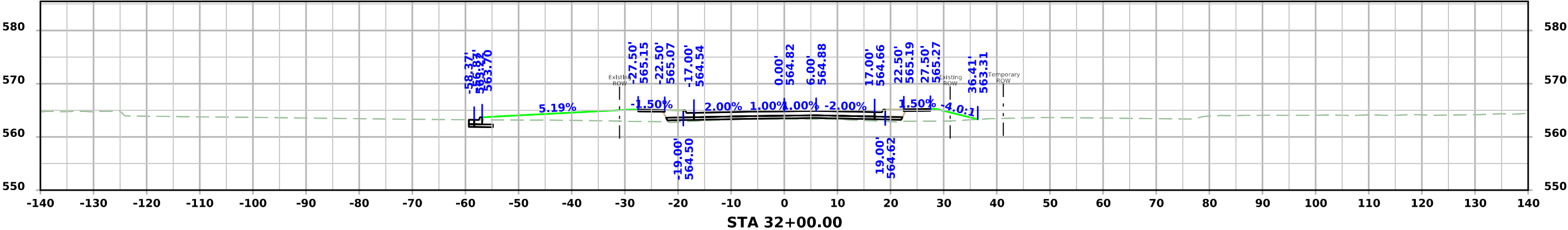
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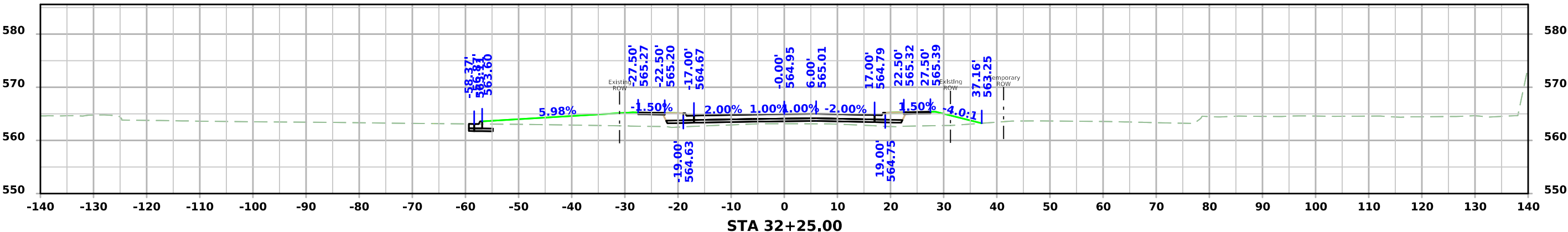
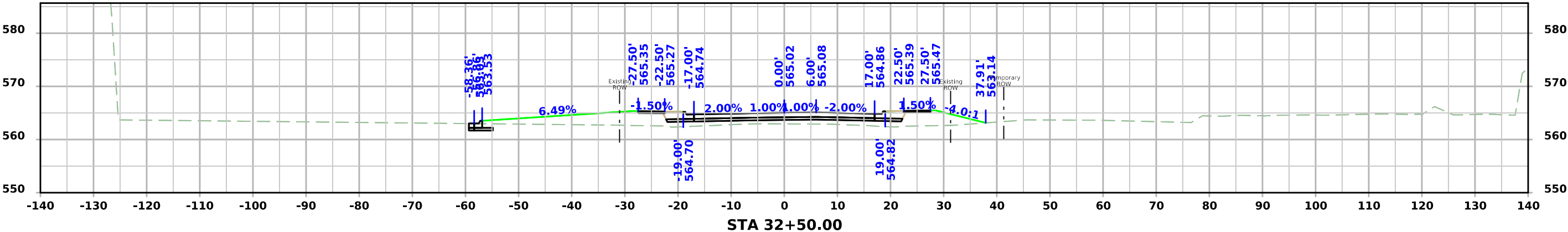
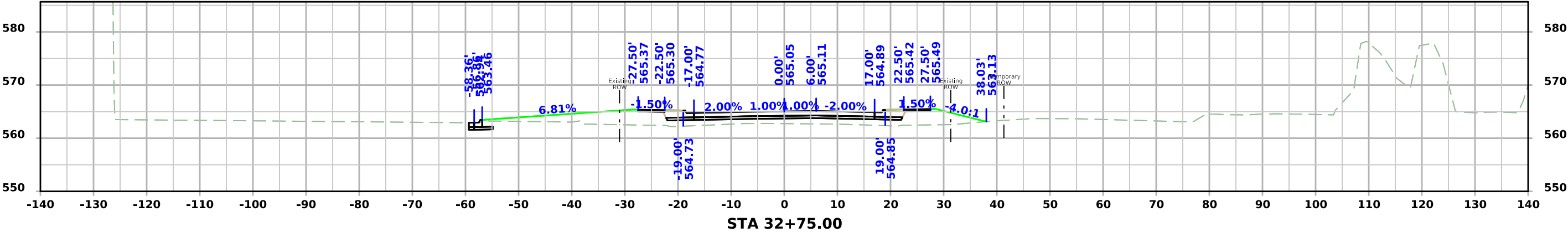
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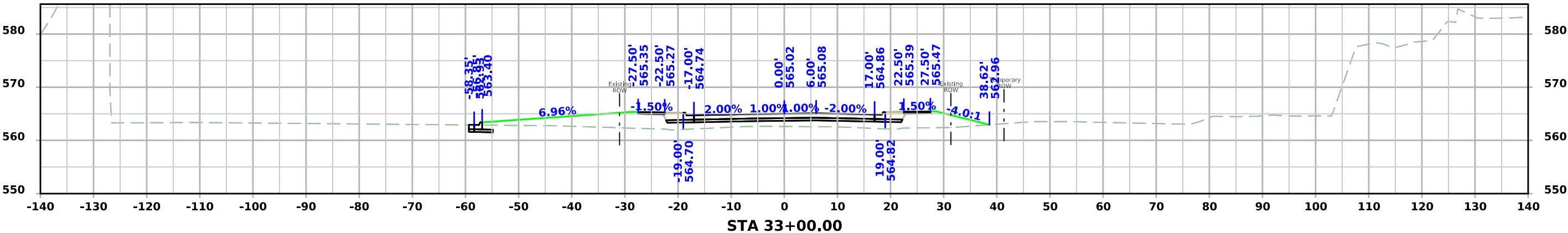
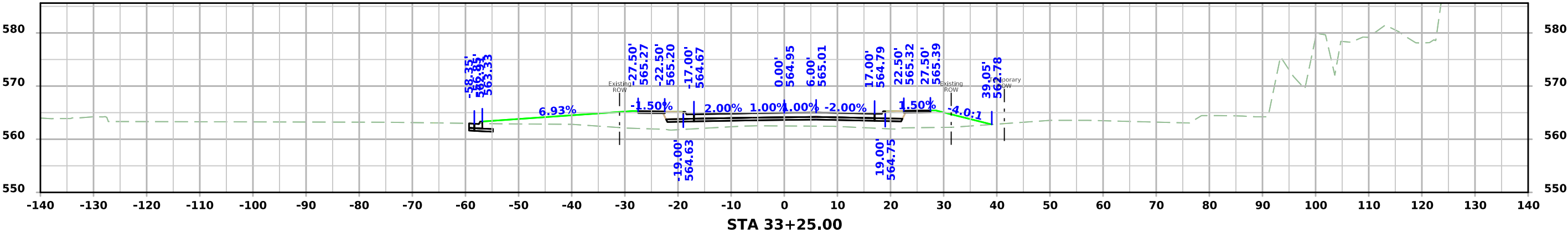
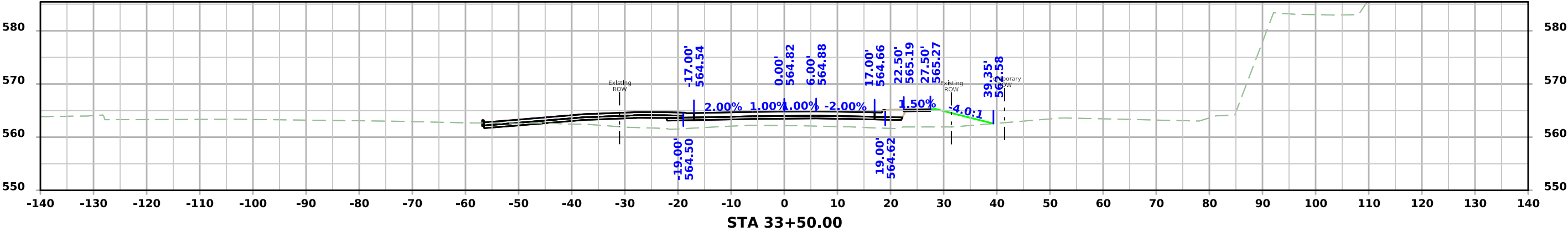
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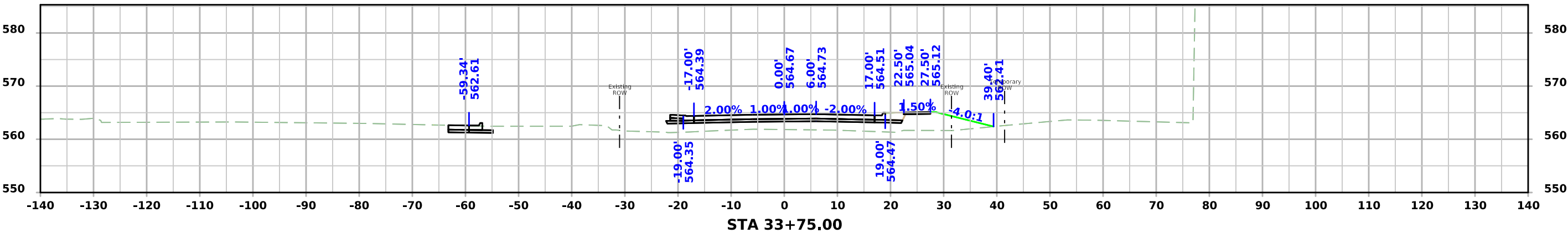
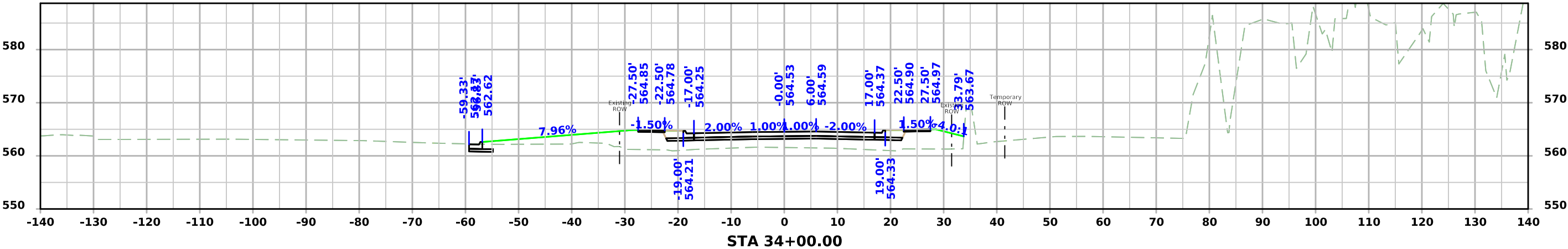
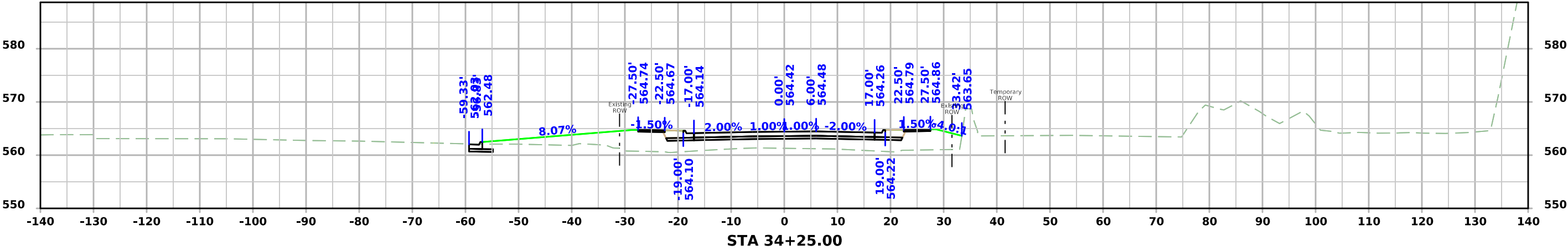
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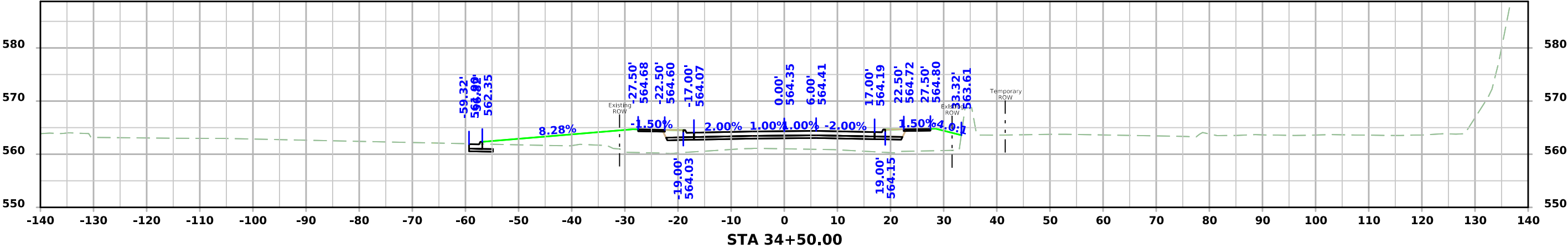
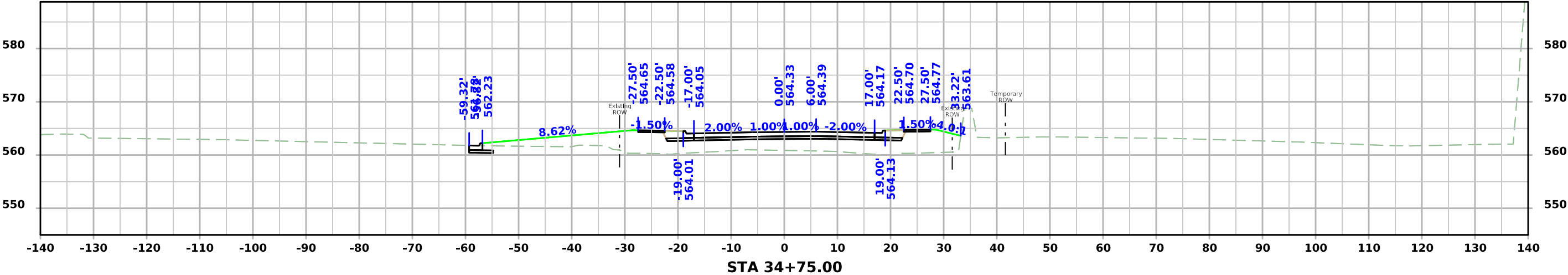
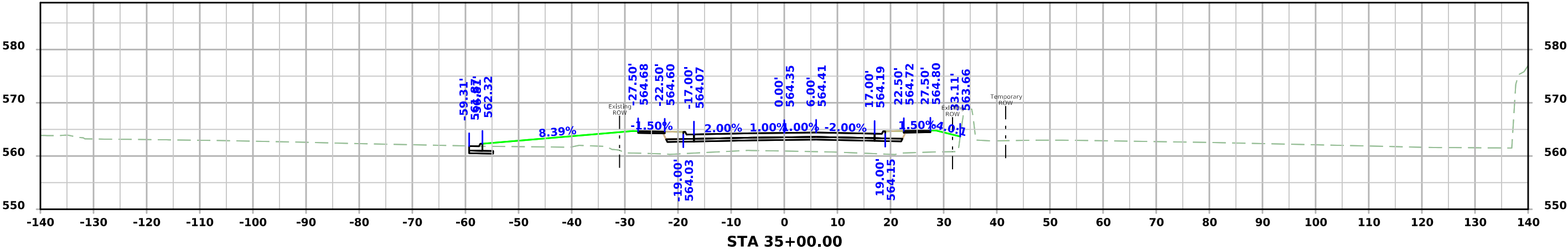
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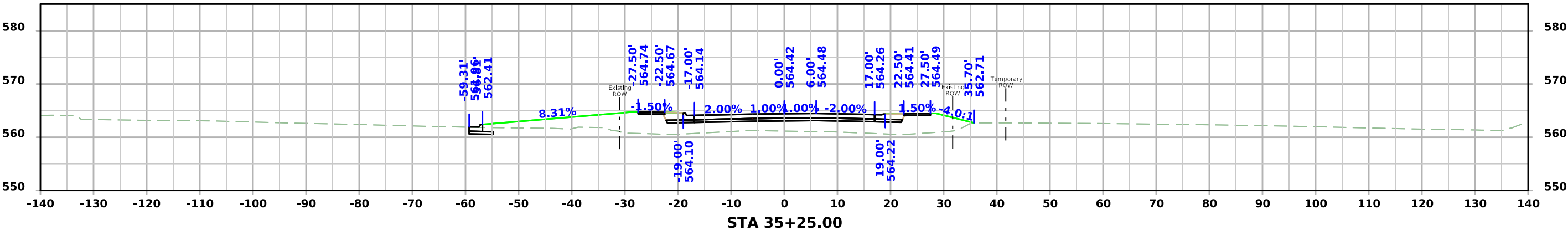
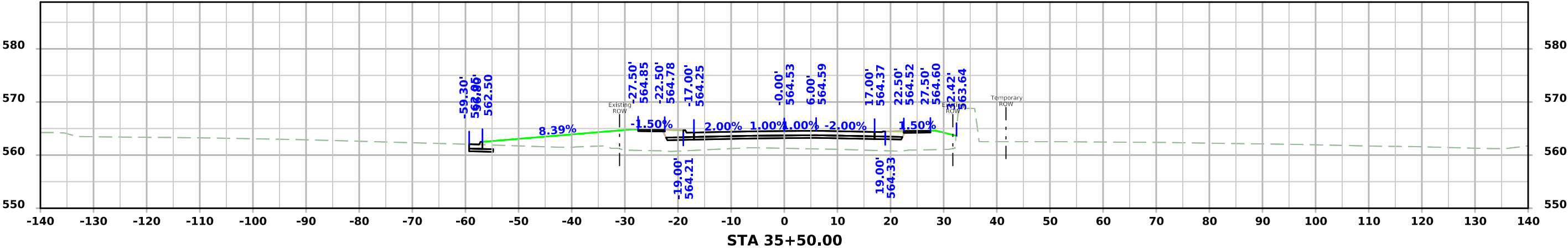
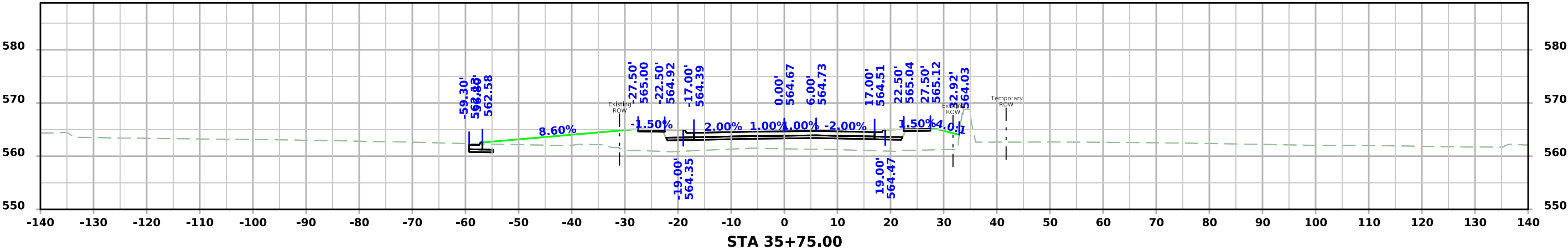
ML - Rockingham/ 2nd Street



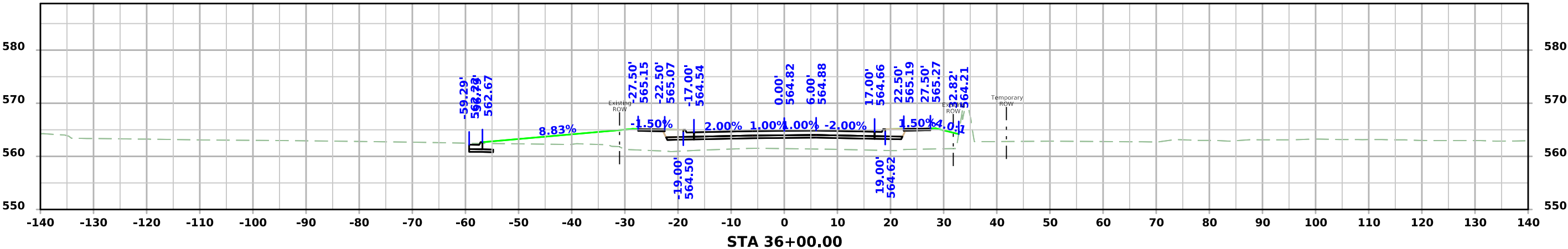
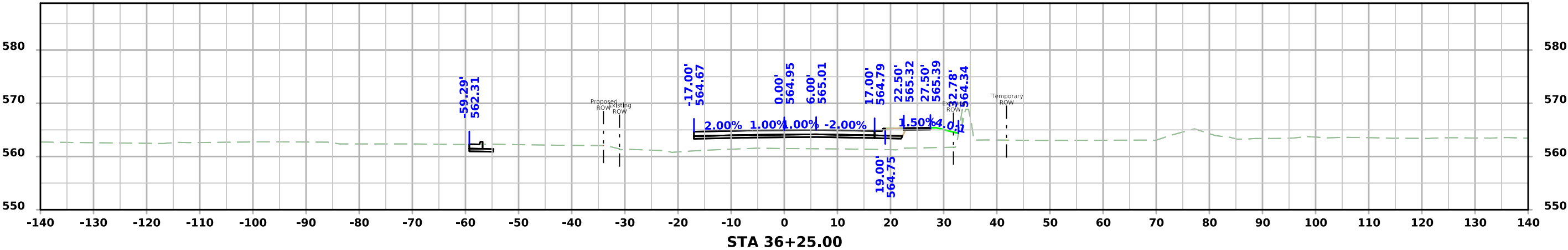
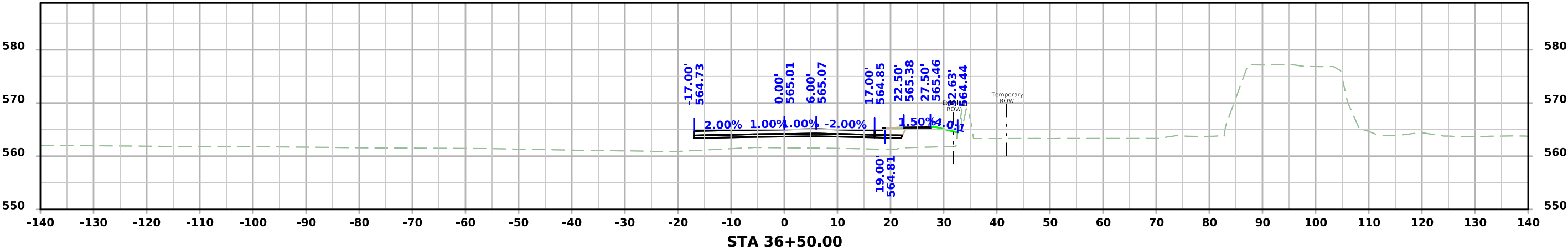
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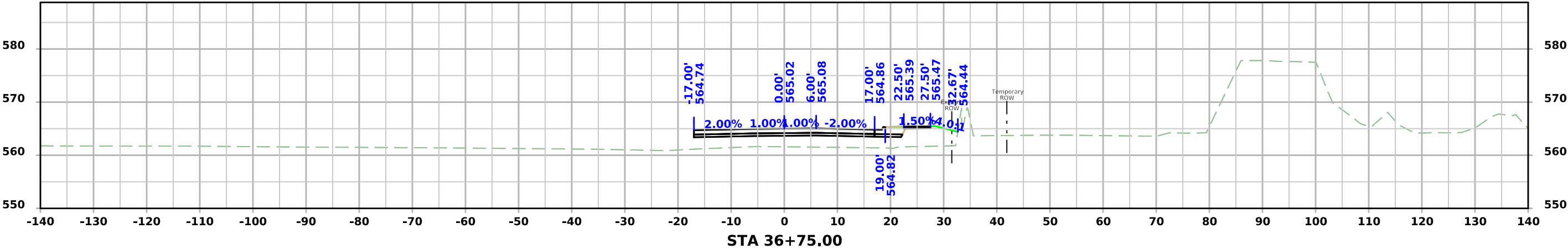
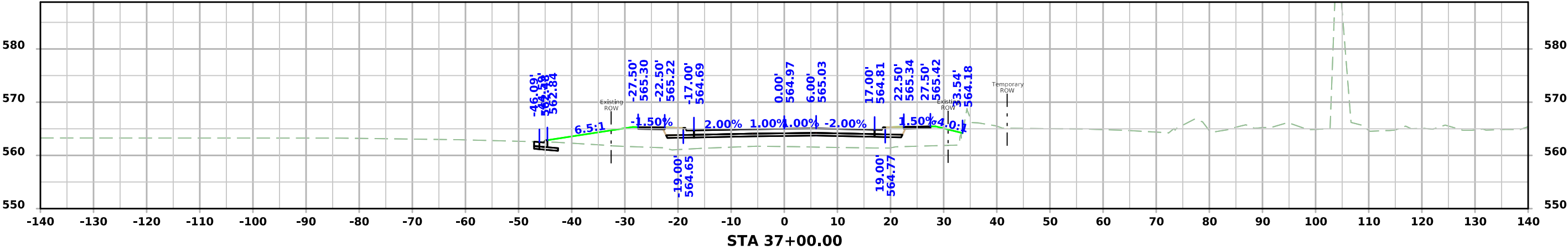
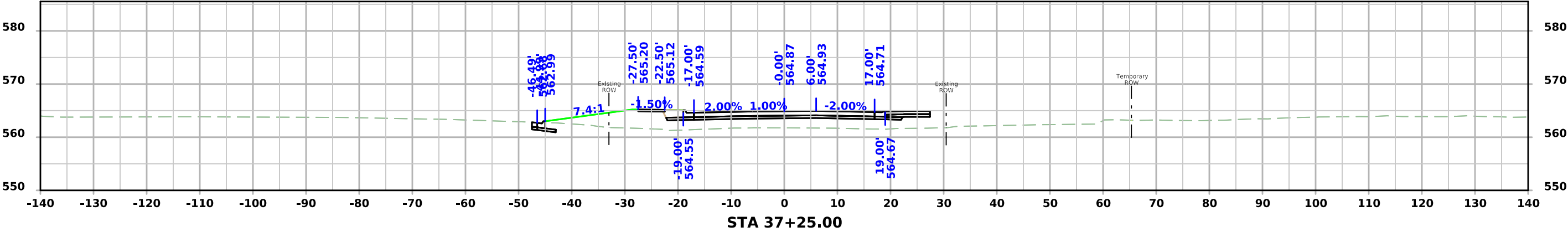
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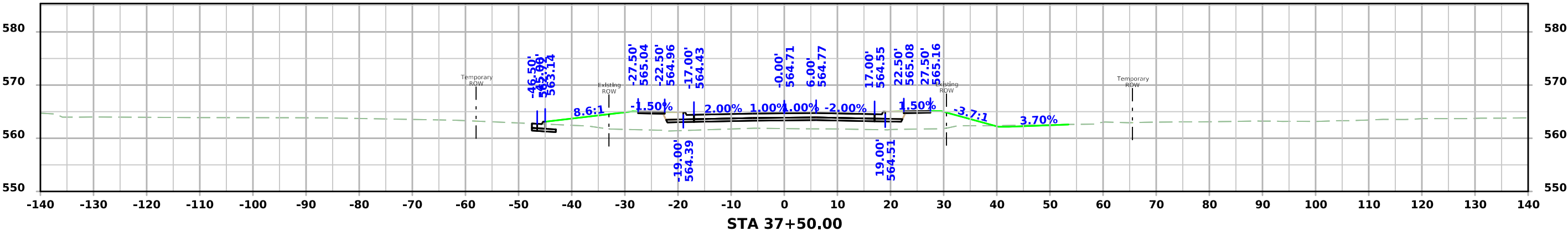
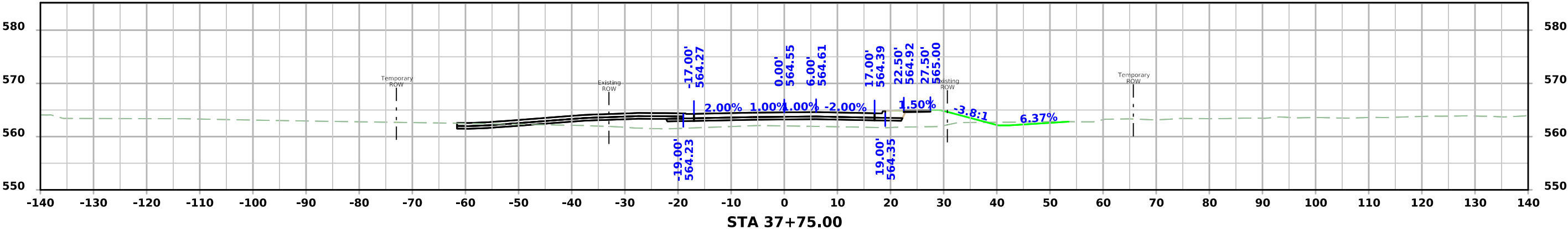
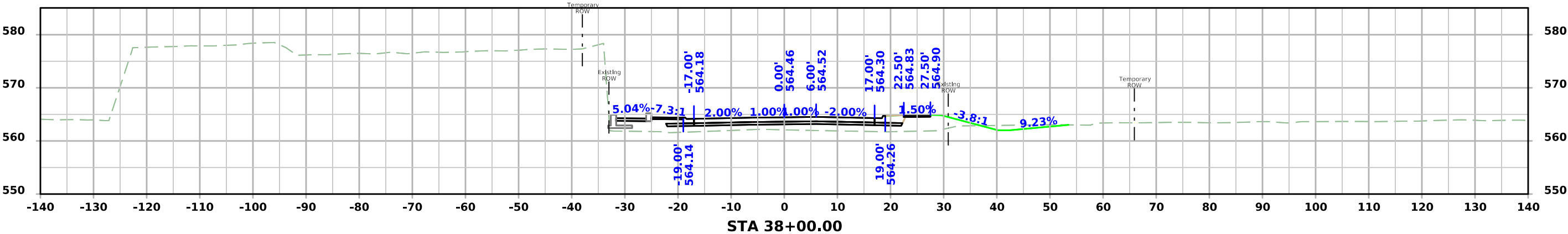
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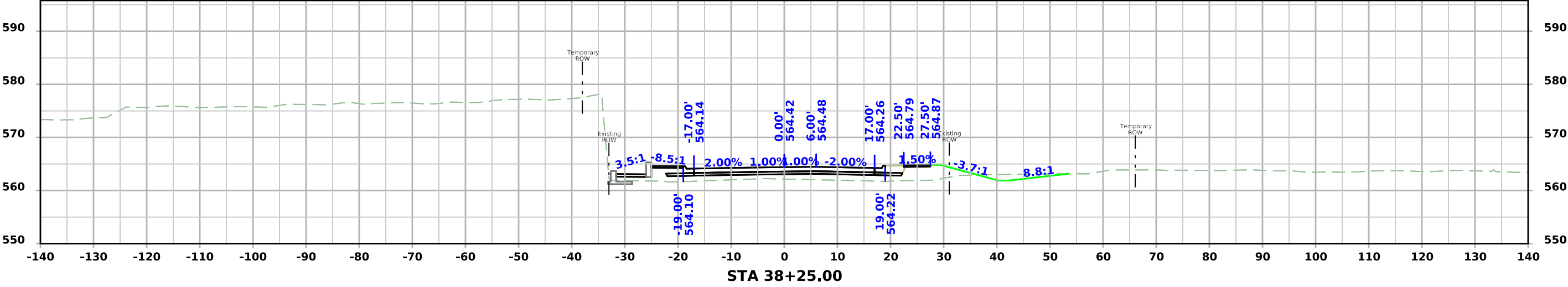
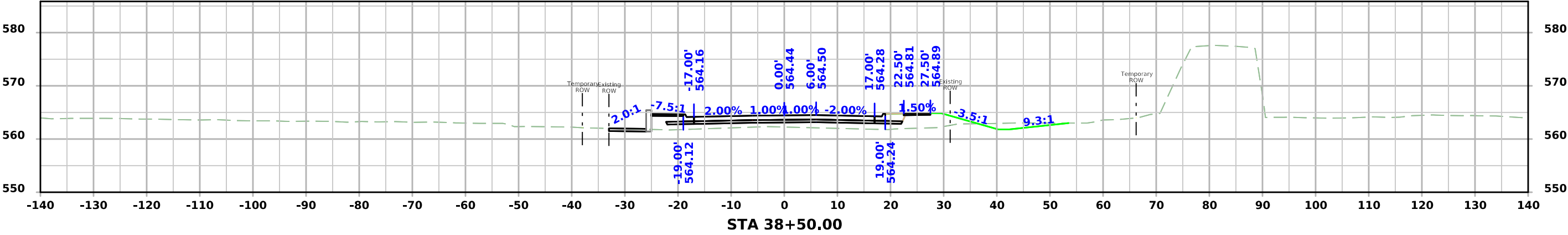
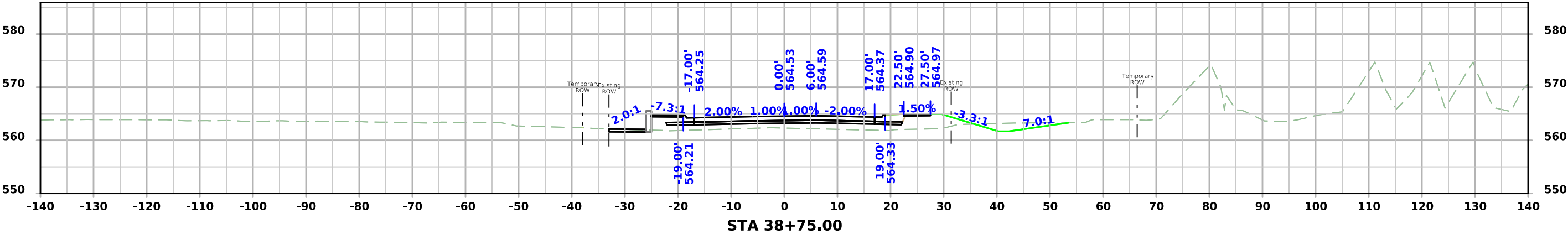
ML - Rockingham/ 2nd Street



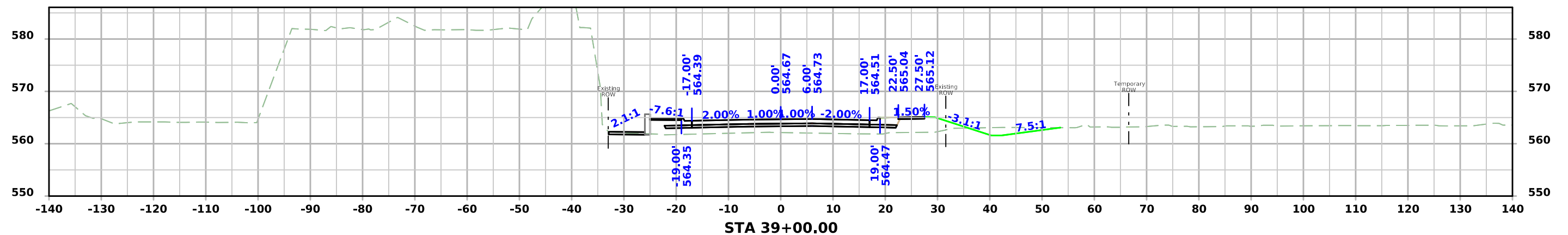
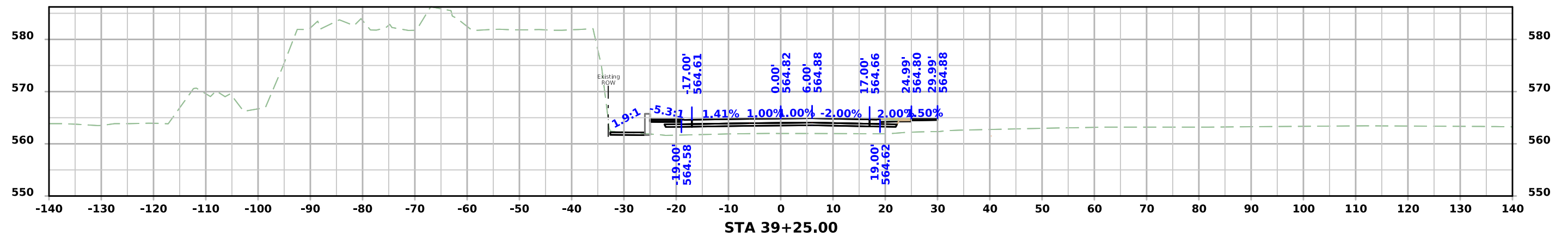
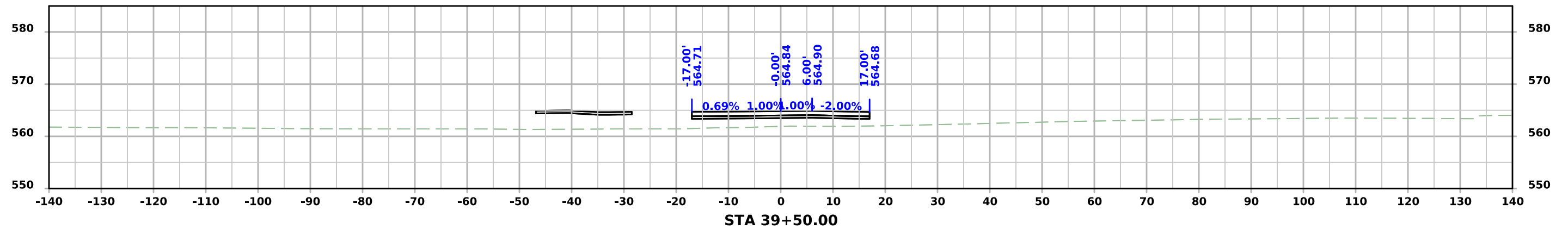
ML - Rockingham/ 2nd Street



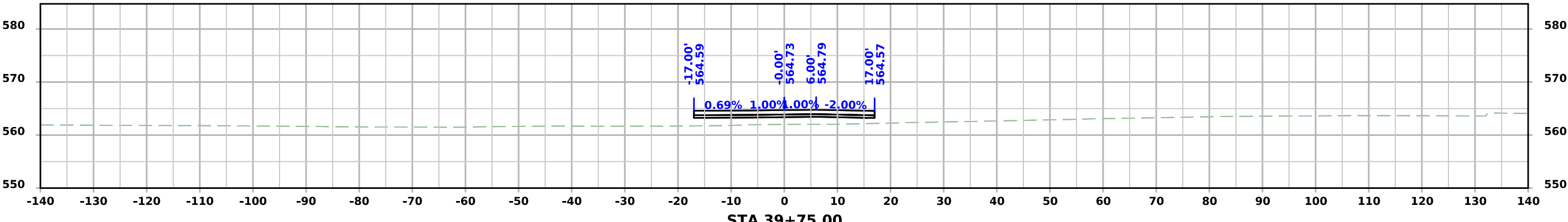
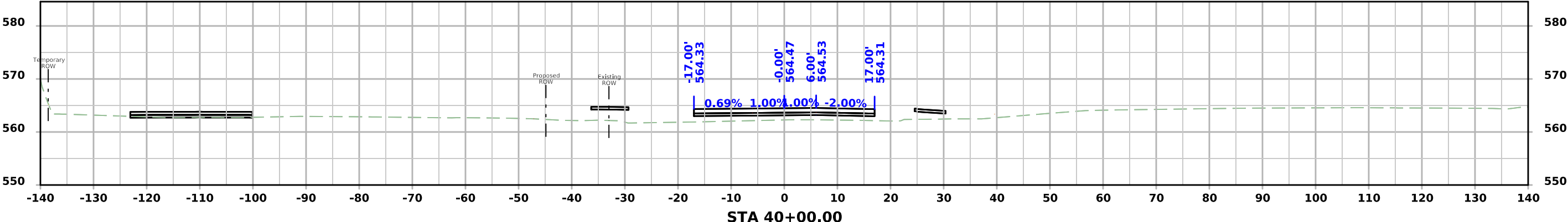
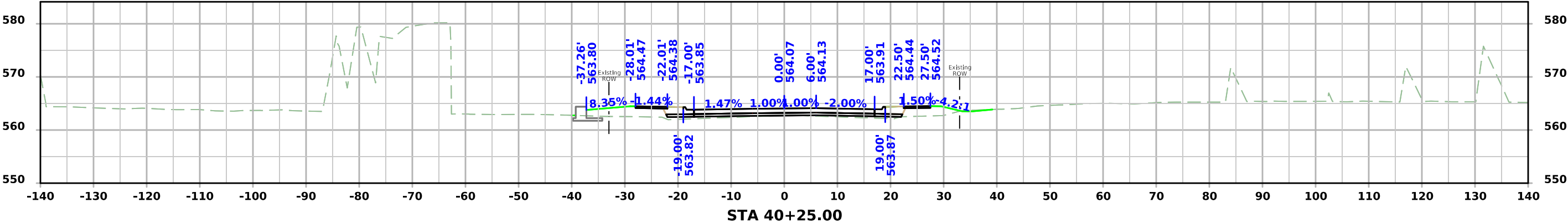
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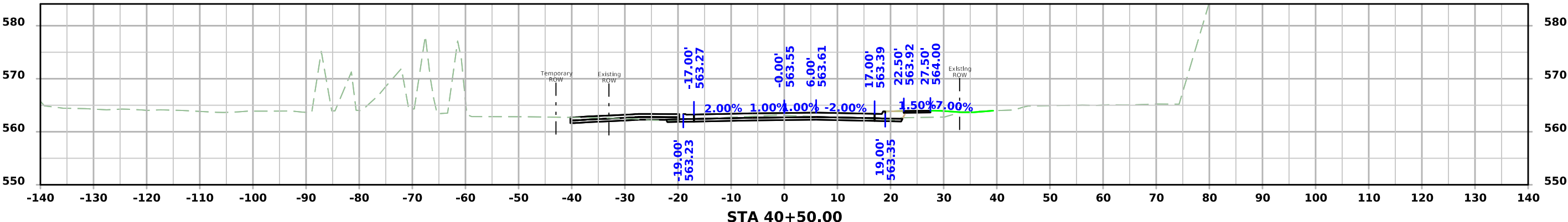
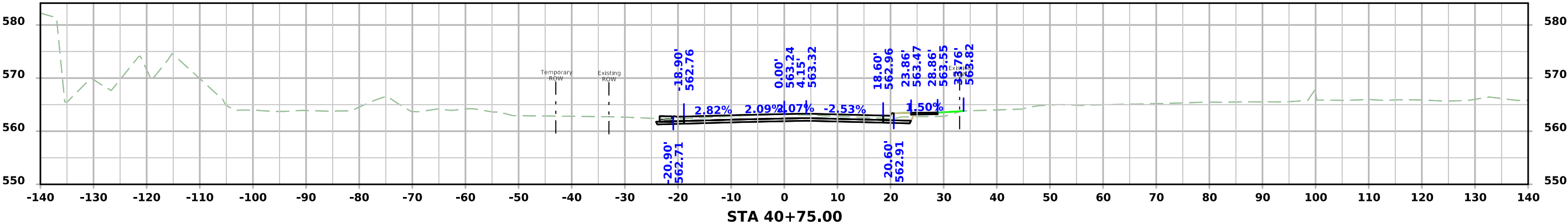
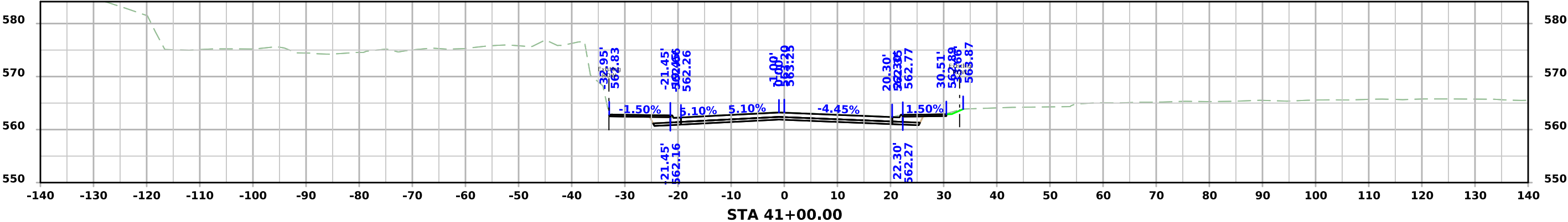
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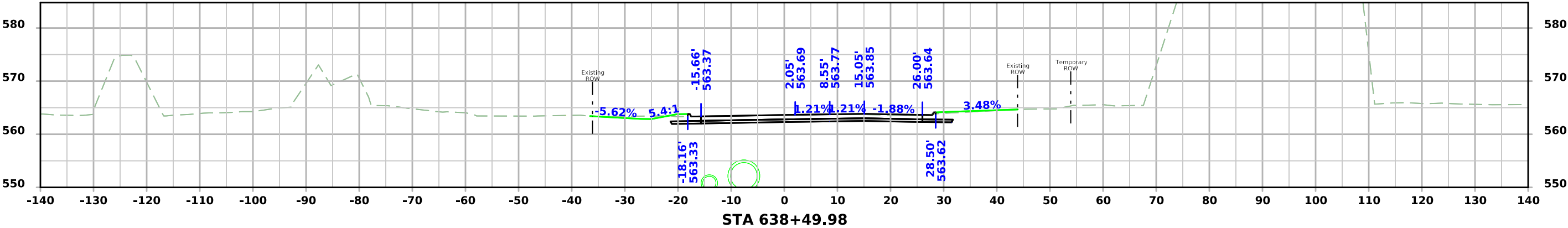
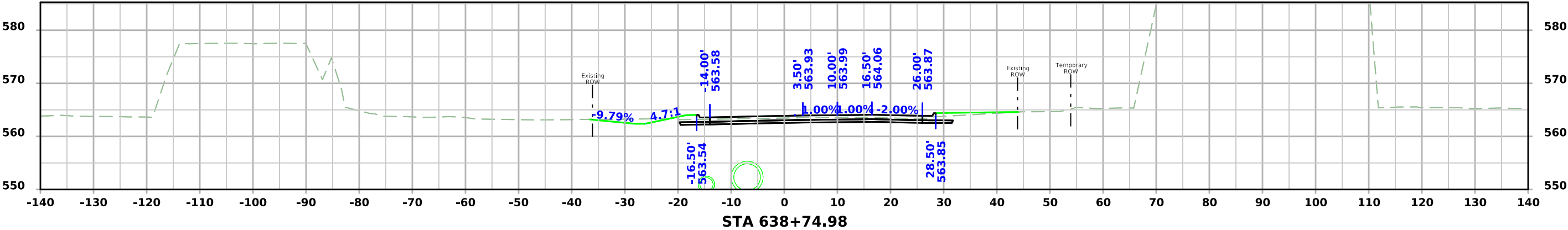
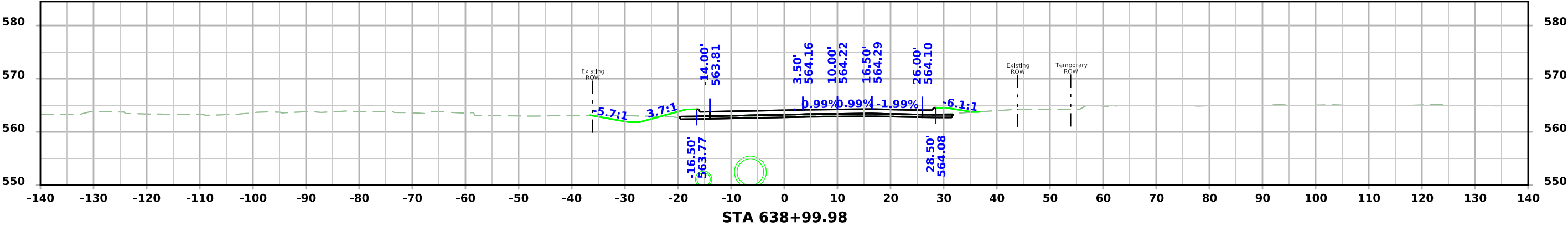
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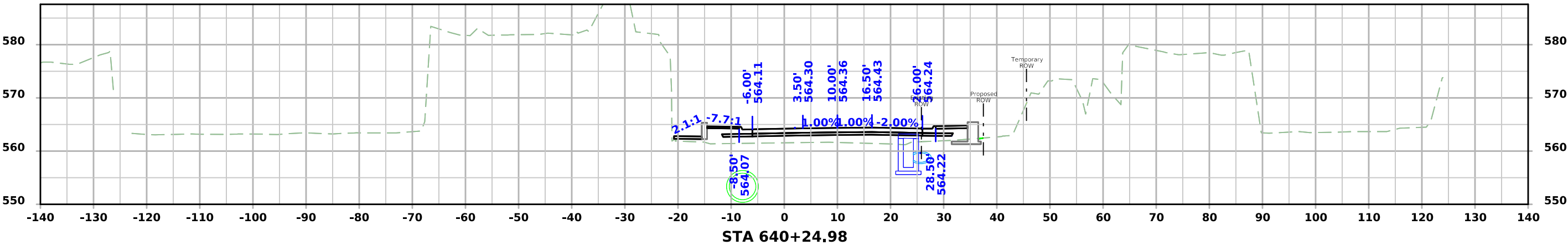
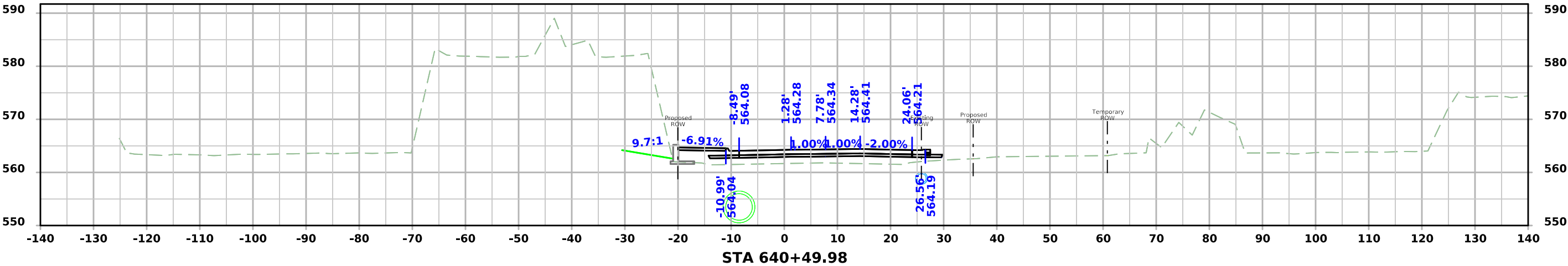
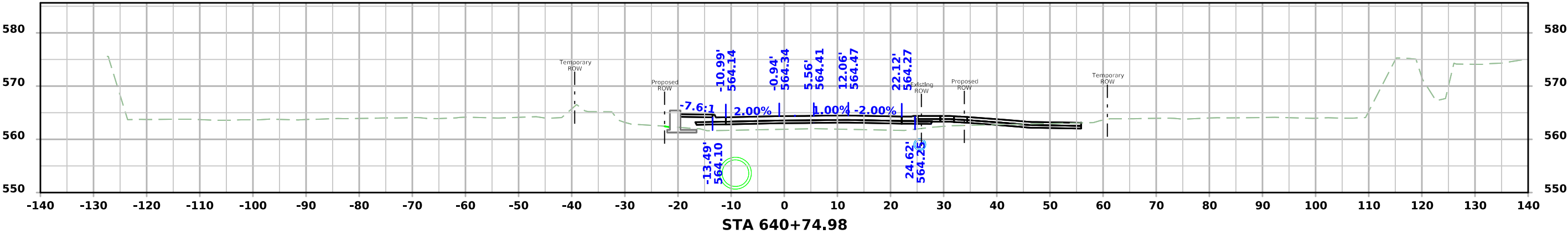
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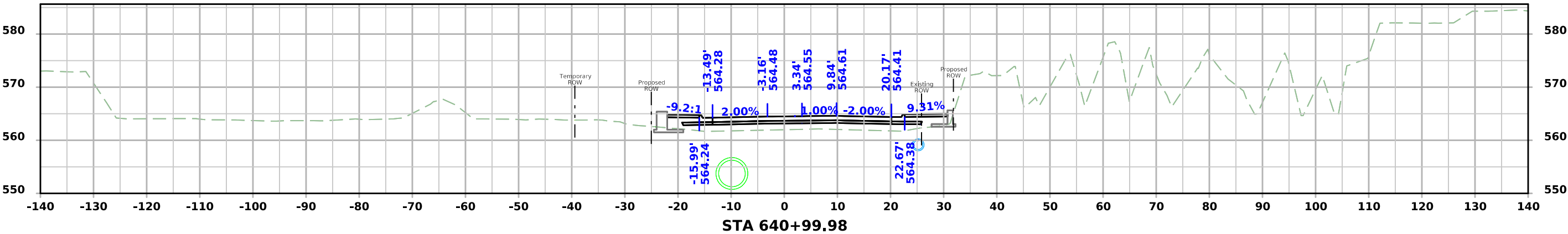
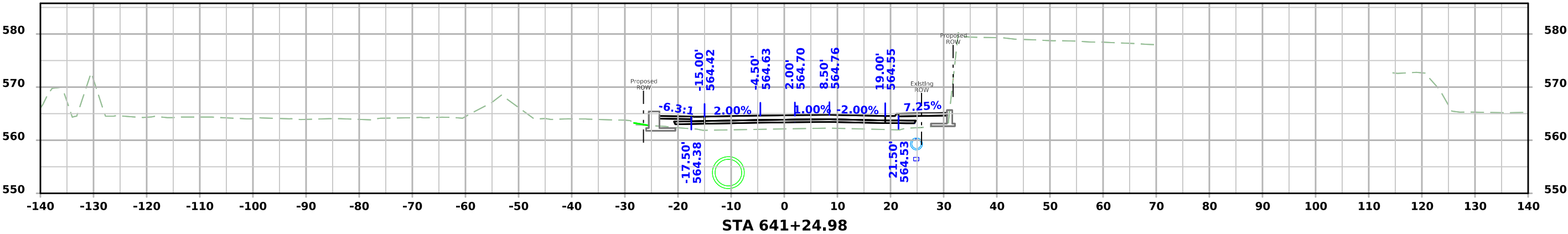
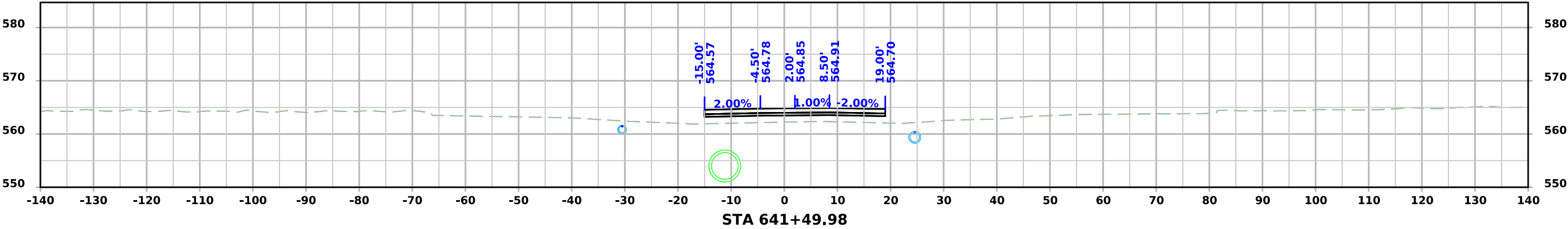
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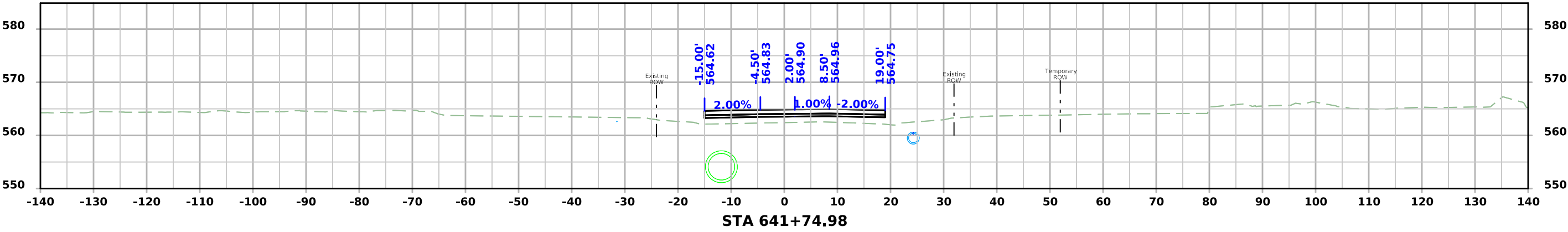
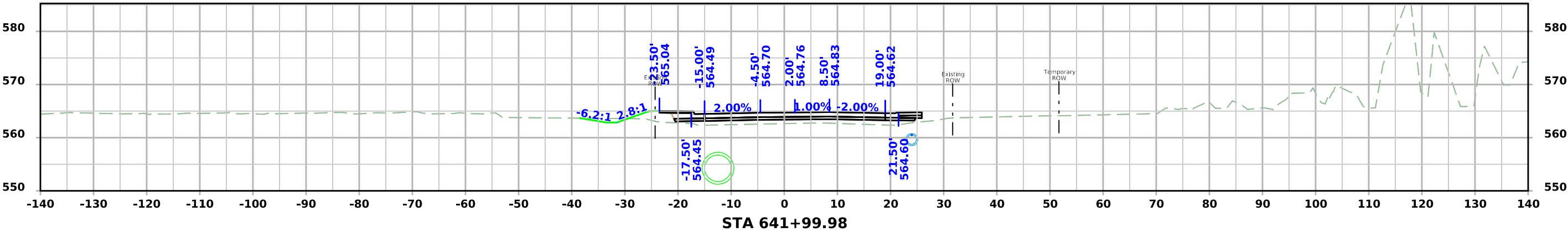
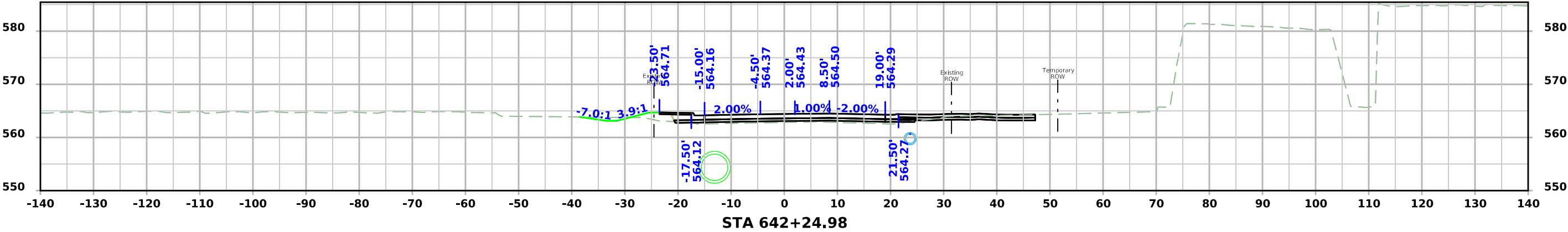
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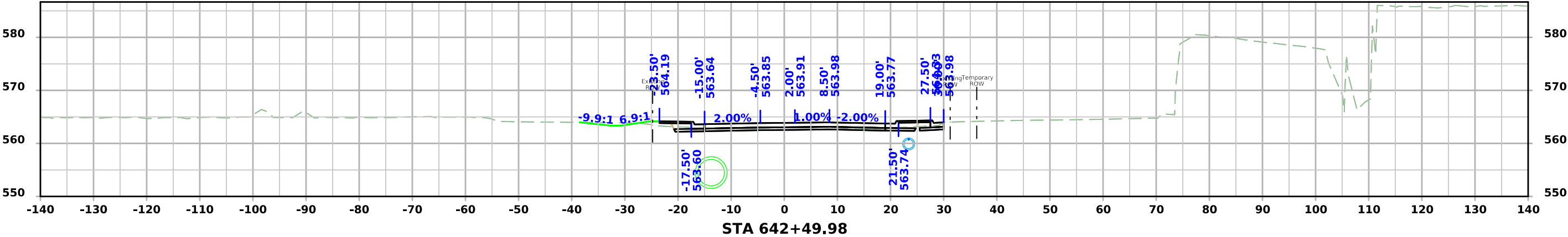
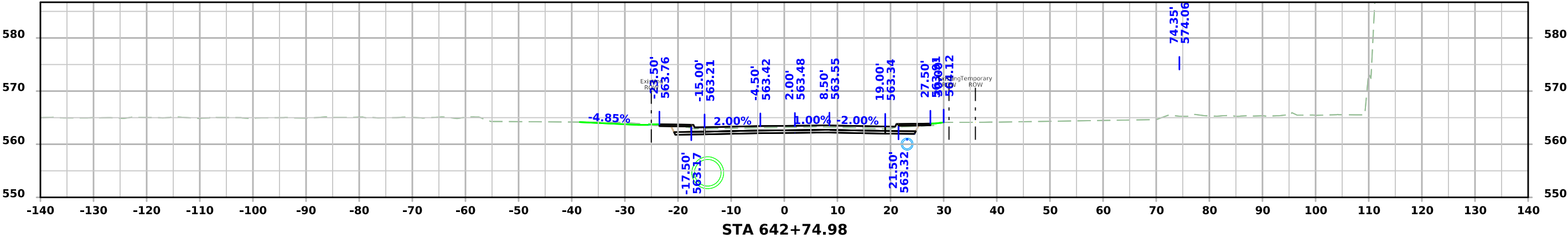
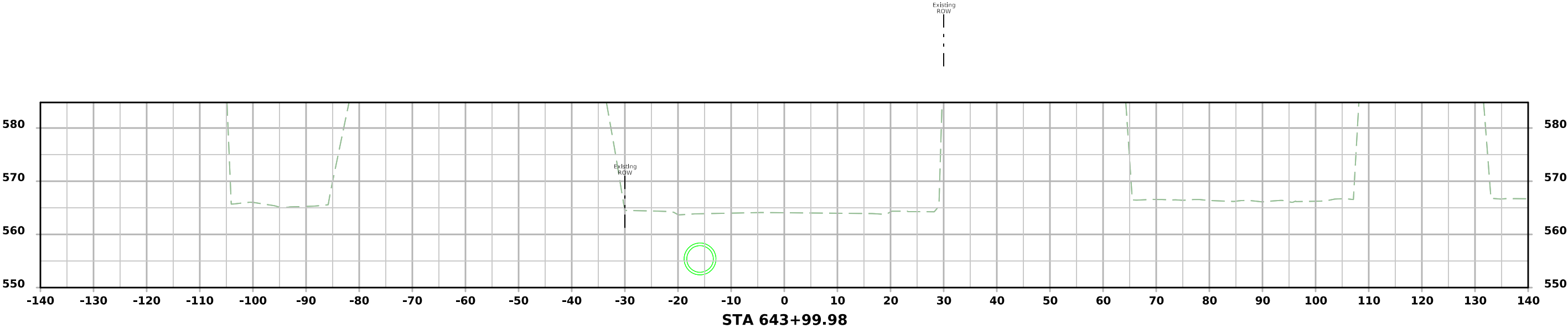
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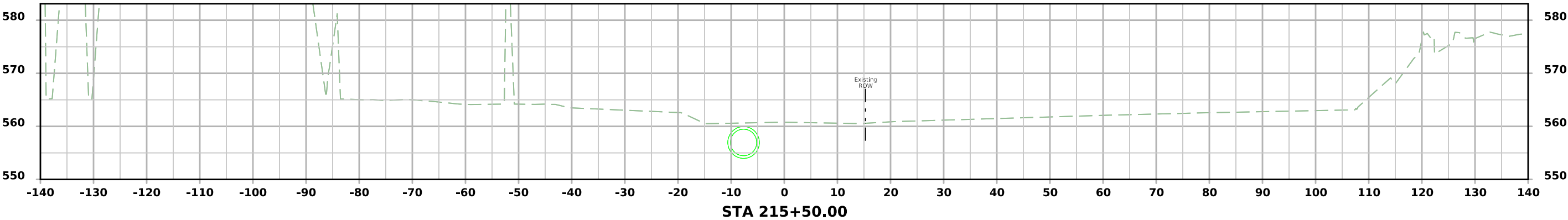
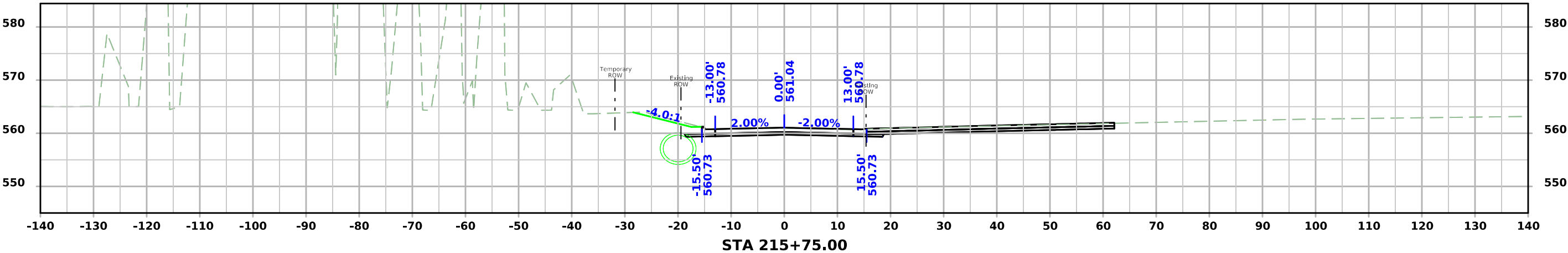
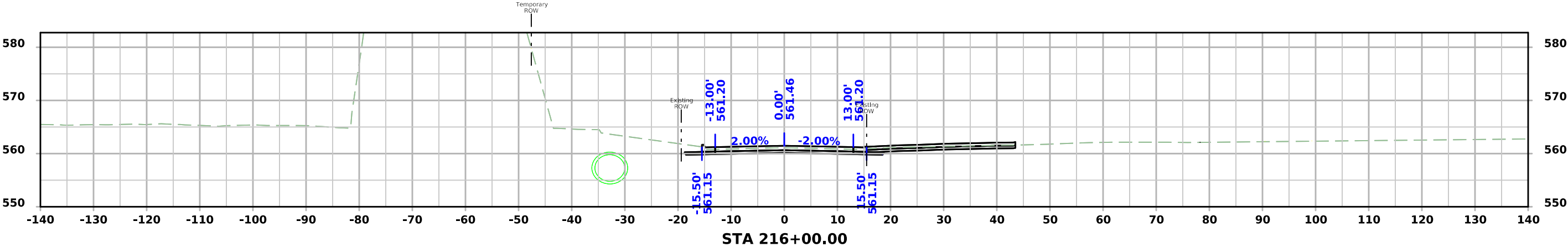
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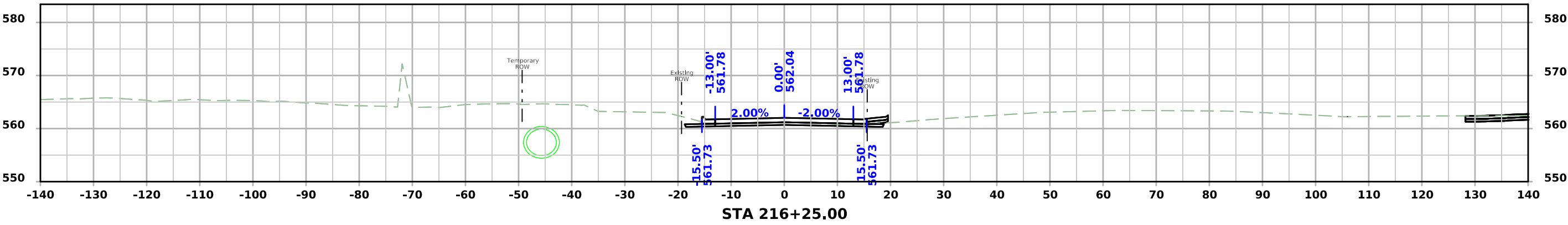
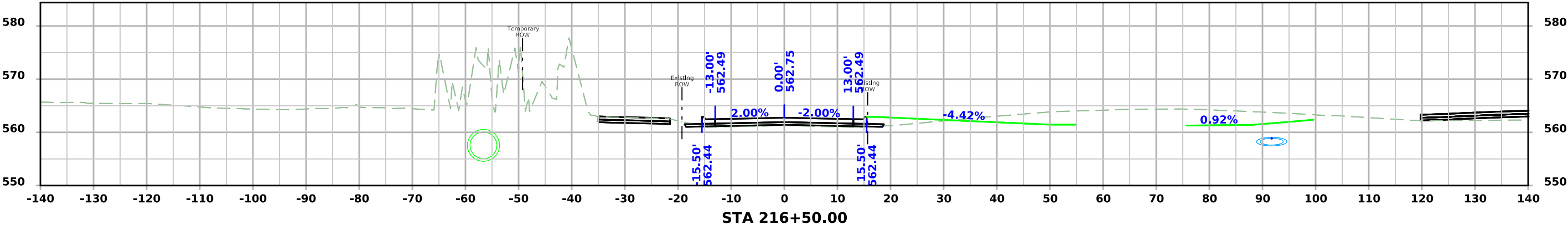
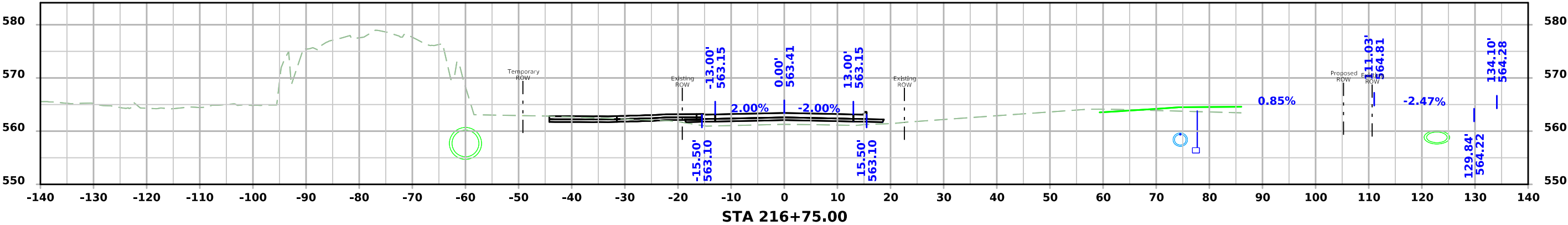
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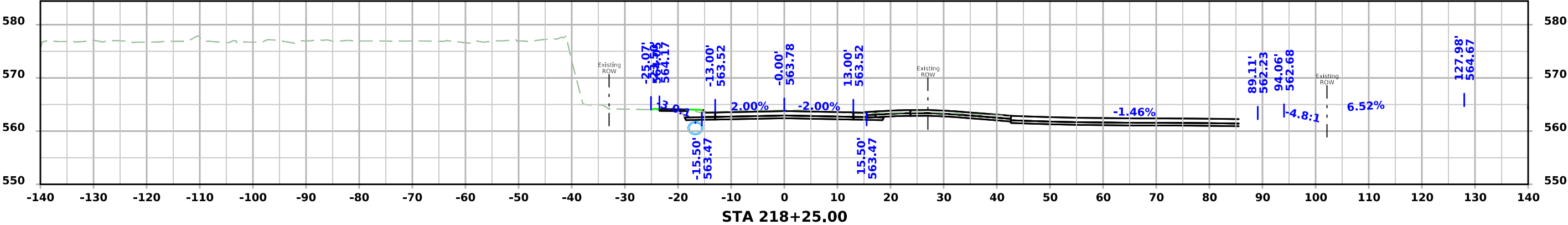
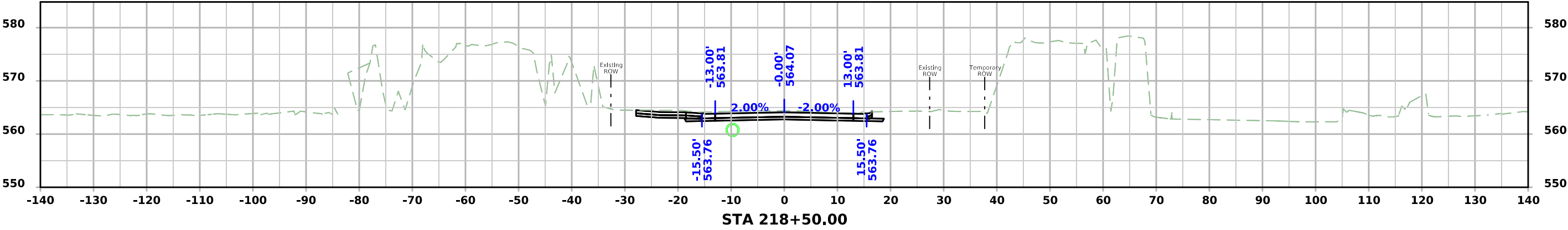
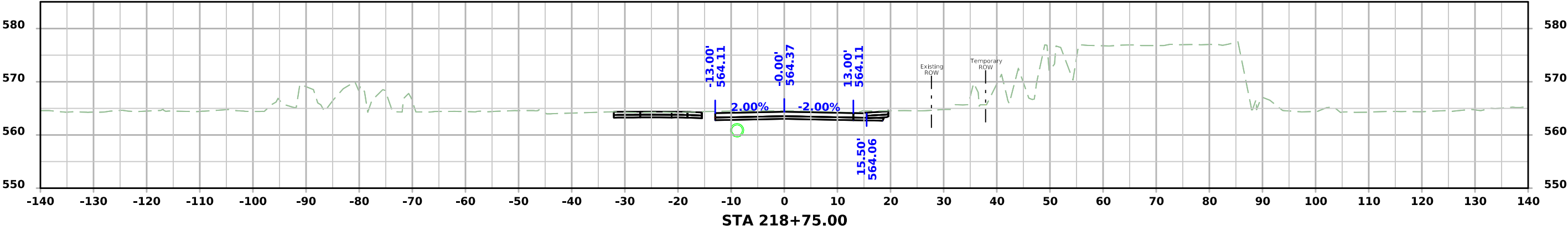
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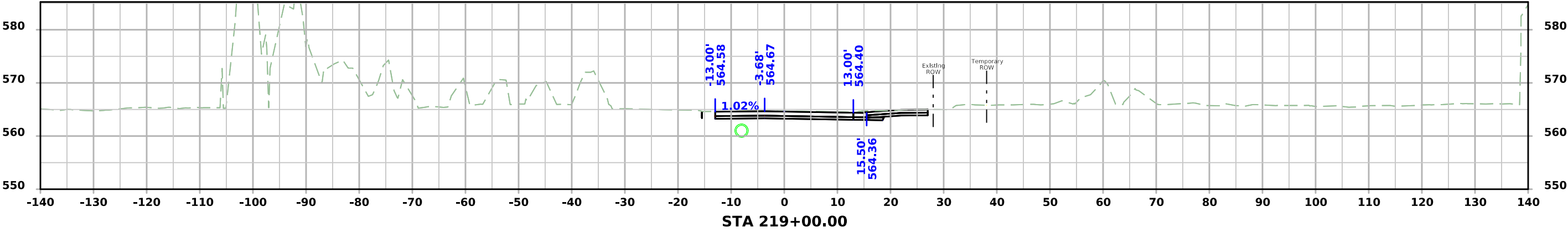
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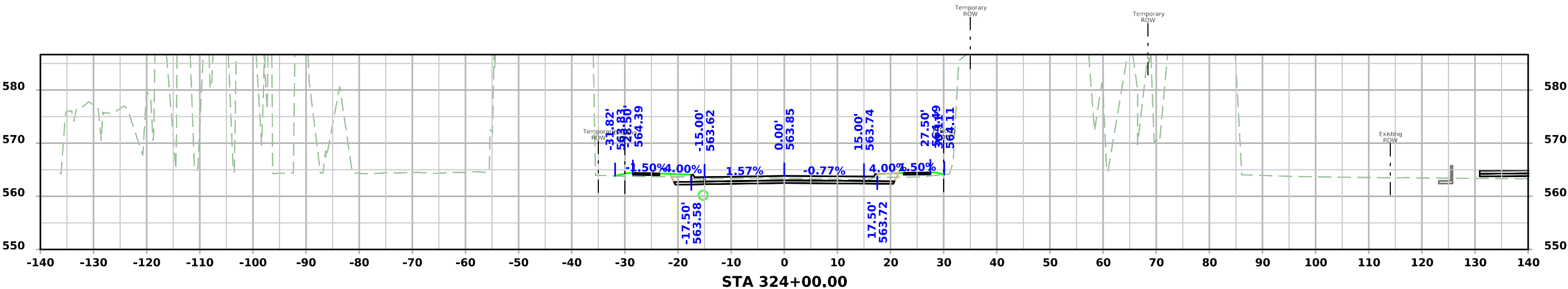
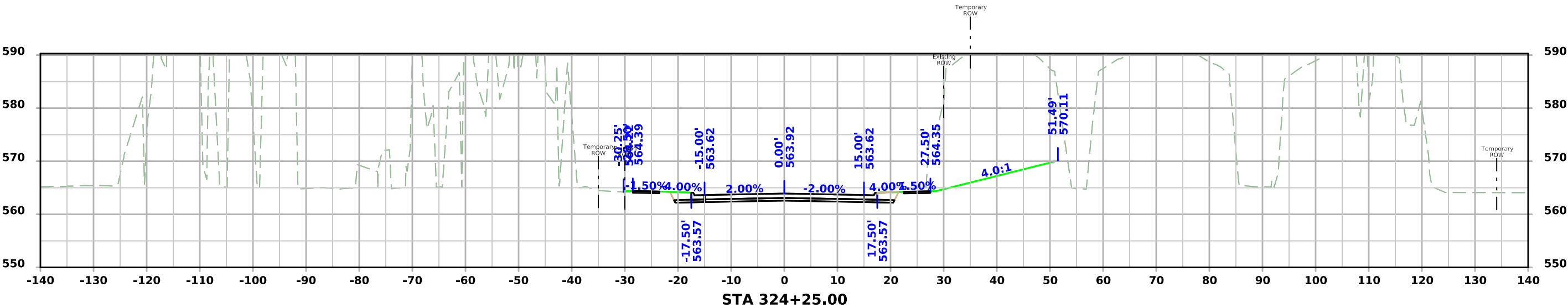
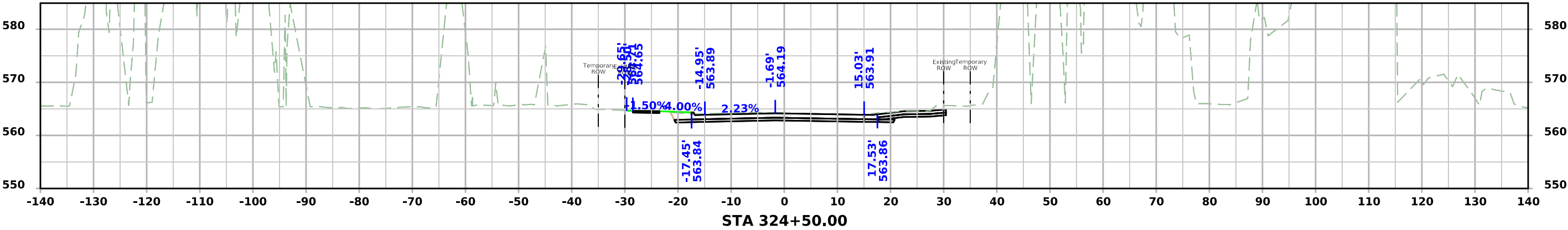
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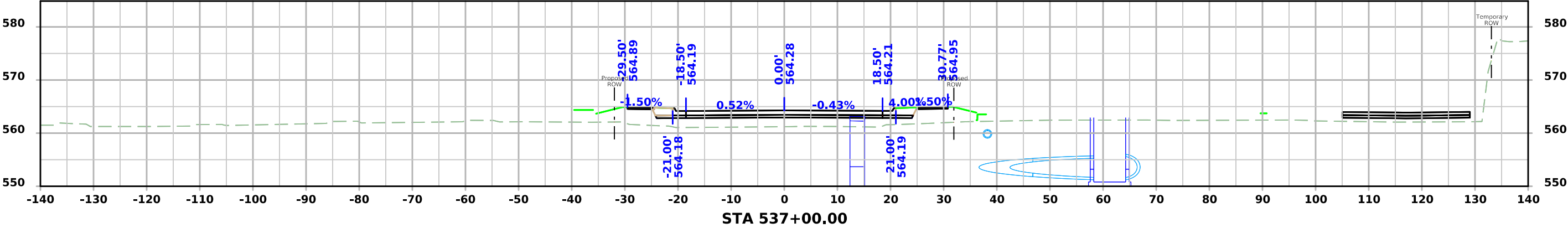
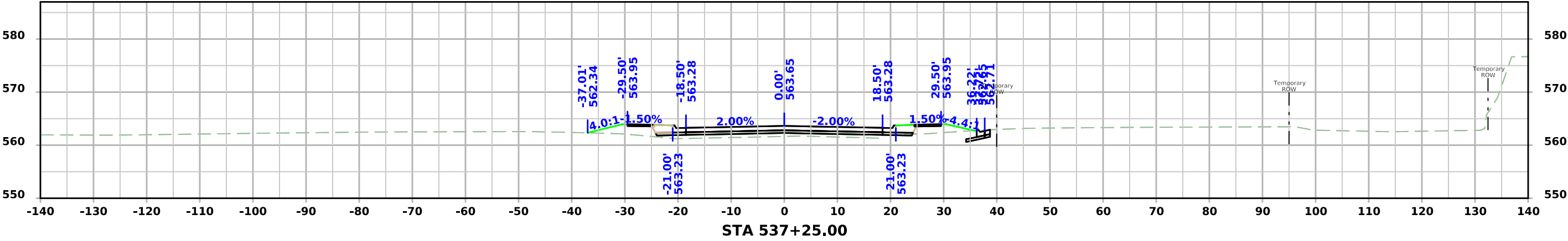
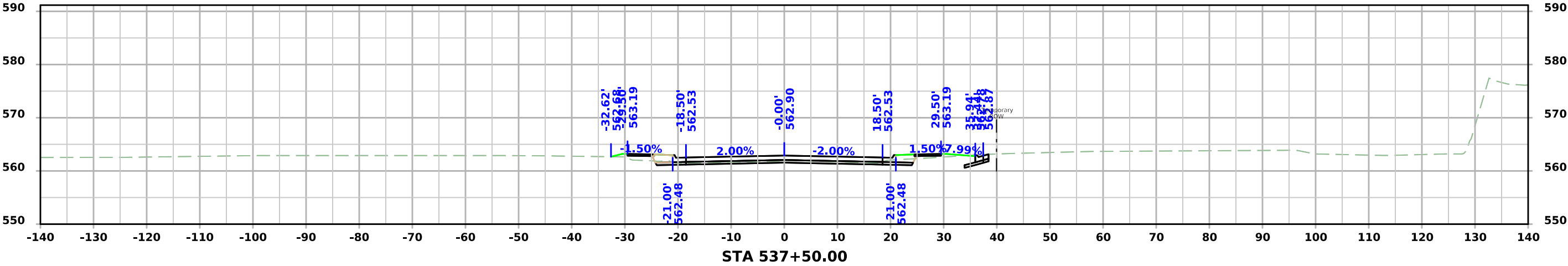
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