LETTING DATE **10/20/2026**

PCC PAVEMENT - GRADE AND REPLACE
HDP-1827(706)--71-82

SCOTT COUNTY

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
LECLAIRE ST & 3RD ST & INTERSECTIONS OF
RIVER DR & 3RD ST & 4TH ST

CIP NO. 35067 AND PRJ-4740

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

REVISIONS

TOTAL
165

PROJECT IDENTIFICATION NUMBER

PROJECT NUMBER
HDP-1827(706)--71-82

R.O.W. PROJECT NUMBER

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Legend and Symbols
A.3	Project Map
B Sheets	**Typical Cross Sections and Details**
B.1 - 19	Typical Cross Sections and Details
C Sheets	**Quantities and General Information**
C.1 - 2	Estimated Project Quantities
C.2	Project Description
C.2 - 4	Estimate Reference Information
C.4 - 16	Tabulations
D Sheets	**Mainline Plan and Profile Sheets**
* D.1 - 2	3rd Street
E Sheets	**Side Road Plan and Profile Sheets**
* E.1 - 2	LeClaire Street
* E.3	4th Street
G Sheets	**Survey Sheets**
G.1	Reference Ties and Bench Marks
G.2 - 5	Horizontal Control Tabulations
H Sheets	**Right-of-Way Sheets**
H.1 - 5	Right-of-way Information
H Sheets	**Right-of-Way Sheets**
J Sheets	**Traffic Control and Staging Sheets**
* J.1 - 2	Staging Notes
* J.3	Traffic Control Plan
* J.4 - 8	Staging and Traffic Control Sheets
K Sheets	**Pavement Marking and Signing Sheets**
* K.1 - 5	Pavement Marking and Signing Layout
L Sheets	**Geometric, Staking and Jointing Sheets**
L.1 - 17	Geometric, Staking and Jointing Layout
L.18 - 21	Edge Profiles
L.22	Driveway Profiles
M Sheets	**Storm Sewer Sheets**
M.1	Storm Sewer Tabulations
M.2 - 6	Storm Sewer Plan and Profile Sheets
N Sheets	**Traffic Signal Sheets**
N.1	Traffic Signal Notes
N.2 - 6	3rd Street and River Drive Traffic Signal Sheets
N.7 - 11	4th Street and River Drive Traffic Signal Sheets
P Sheets	**Lighting Layout Sheets**
P.1 - 5	Lighting Layout Sheets
P.6	Lighting Specifications and Quantities
R Sheets	**Erosion Control Sheets**
R.1 - 5	Erosion Control Plan
S Sheets	**Sidewalk Sheets**
* S .1 - 5	Sidewalk Plan Sheets
S .6 - 9	Sidewalk Tabulations
T Sheets	**Earthwork Quantity Sheets**
T.1 - 3	Earthwork Quantities
U Sheets	**Removals and Special Details Sheets**
U.1 - 5	Removal Plan
U.6 - 8	Risk of Flooding Information
V Sheets	**Retaining Wall Plan and Profile**
V.1 - 4	Retaining Wall Plan and Profile Sheets
W Sheets	**Mainline Cross Sections**
W.1 - 10	3rd Street Cross Sections
W.11 - 21	LeClaire Street Cross Sections
X Sheets	**Side Road Cross Sections**
X.1 - 4	4th Street Cross Sections

* Color Plan Sheets

MILEAGE SUMMARY

105-1

DIV.	LOCATION	LIN. FT.	MILES
	3RD STREET (STA 201+64.86 - 209+16.39)	751.53	0.14
	LECLAIRE STREET (STA 300+29.25 - 308+30.43)	801.18	0.15
	4TH STREET (STA 101+03.65 - 104+28.61)	324.96	0.06
	TOTAL	1,877.67	0.35

INDEX OF SEALS

SHEET NO.	NAME	TYPE
A.1	Cory P. Shannon	Primary Signature Block
A.1	Holly C. Manternach	Roadway Design
B.11	Jason Whyte	Gatewell Design
B.15	Stan Stallsmith	Retaining Wall Design
M.1	Mark G. Phipps	Drainage Design
N.1	Casey Dix	Traffic Signal Design
P.1	Yaad Rahman	Lighting Design

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

STANDARD ROAD PLANS

STANDARD ROAD PLANS ARE LISTED ON SHEET C.4

NPDES GENERAL PERMIT NO. 2

THIS PROJECT IS COVERED BY THE IOWA DEPARTMENT OF NATURAL RESOURCES NPDES GENERAL PERMIT NO. 2. THE CONTRACTOR SHALLL 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. 2026-0492FP-01

3RD STREET DESIGN DATA URBAN

2022	AADT	6400	V.P.D.
2042	AADT	7800	V.P.D.
2022	DHV		V.P.H.
TRUCKS		2	%
Total Design ESALs			

4TH STREET DESIGN DATA URBAN

2022	AADT	7000	V.P.D.
2042	AADT	8500	V.P.D.
2022	DHV		V.P.H.
TRUCKS		2	%
Total Design ESALs			

LECLAIRE STREET DESIGN DATA URBAN

2022	AADT	3630	V.P.D.
2042	AADT	4400	V.P.D.
2022	DHV		V.P.H.
TRUCKS		0	%
Total Design ESALs			

ROADWAY DESIGN

LICENSED PROFESSIONAL ENGINEER
CORY P SHANNON
23221
IOWA

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

Signature: Cory Shannon — Date: 7/21/26

Printed or Typed Name: Cory Shannon

My license renewal date is December 31, 2027

Pages or sheets covered by this seal: A, B.1-10, C, H SHEETS

ROADWAY DESIGN

LICENSED PROFESSIONAL ENGINEER
HOLLY C MANTERNACH
28261
IOWA

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

Signature: Holly Manternach — Date: 7/21/26

Printed or Typed Name: Holly Manternach

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

SURVEY SYMBOLS

- 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
- WH Water Hydrant (Rural)
- ST Septic Tank
- C Cistern
- LP L.P. Gas Tank (No Footing)
- UST Underground Storage Tank
- Latrine
- Satellite TV Dish
- WHU Water Hook Up
- RT Radio Tower
- TA Tower Anchor
- Guardrail (Beam or Cable)
- GP Guard Post (one or two)
- Guard Post (over two)
- FP Filler Pipe
- GV Gas Valve
- WV Water Valve
- SL Speed Limit Sign
- MM Mile Marker Post
- SIGN Sign
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box
- EB Electric Box

UTILITY LEGEND

— F02 —
Central Scott Telephone
Brent Lindle
blindle@centralbb.com
563-345-8800

— TV —
CenturyLink/ Lumen
Mindi Burgett
mindi.burgett@lumen.com
515-263-7230

— ST S —
— SAN. —
— F04 —
City of Davenport
Nicole Gleason
nicole.gleason@davenportiowa.com
563-326-7923

— W —
Iowa American Water Company
Melody Williams
melody.williams@amwater.com

— F0 —
—OHE—
Mediacom
Joseph Williamson
jwilliamson@mediacomcc.com
845-637-9994

—OHE—
Metronet
Lori Kemper
lori.kemper@metronet.com
812-213-1050

— F05 —
UPN Fiber
Samuel Vohsen
upngis@upnfiber.com
818-814-9768

— G —
—OHE—
— E2 —
MidAmerican
Nathanael Fry
nathanael.fry@midamerican.com
515-380-8259

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.		
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities

SHADING	Design Color No.			Transparency
Lavender	(9)		Temporary Pavement Shading	0%
Grey, Light	(48)		Proposed Pavement Shading	0%
Grey, Dark	(80)		Proposed Granular Shading	0%
Gray, medium	(64)		Proposed Median Shading	0%
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%
Grey, Light	(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%

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.		
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

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

RIGHT-OF-WAY LEGEND

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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

END PROJECT
STA. 308+30.43

4TH STREET

BEGIN PROJECT
STA. 101+03.65

PROJECT LOCATION

END PROJECT
STA. 104+28.61

LECLAIRE STREET

US 67/ RIVER DRIVE

BEGIN PROJECT
STA. 201+64.86

PROJECT LOCATION

3RD STREET

END PROJECT
STA. 209+16.39

BEGIN PROJECT
STA. 300+29.25

0 50
FEET

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER A.3

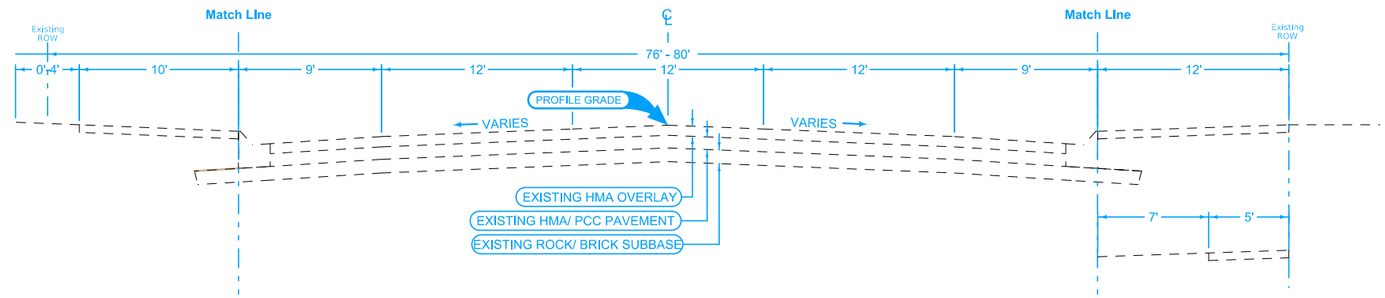
12:13:10 PM 7/21/2026 lauren.harpenau\\hrgreen.com\HRG\Data\2024\2403243\CAD\Design\CADD_Files\Sheet_Files\SHT_A01_2403243_Z11.dgn

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. Align outside edge of subdrain trench with back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
3. Refer to sheet B.15-16 for retaining wall details.
4. Sidewalk in front of Riverwatch subdivision shall be installed by private developer. Grading for this project shall not extend beyond the ROW.
5. Refer to sheet B.9-10 for additional sidewalk details
6. Special compaction of subgrade 12" below subbase

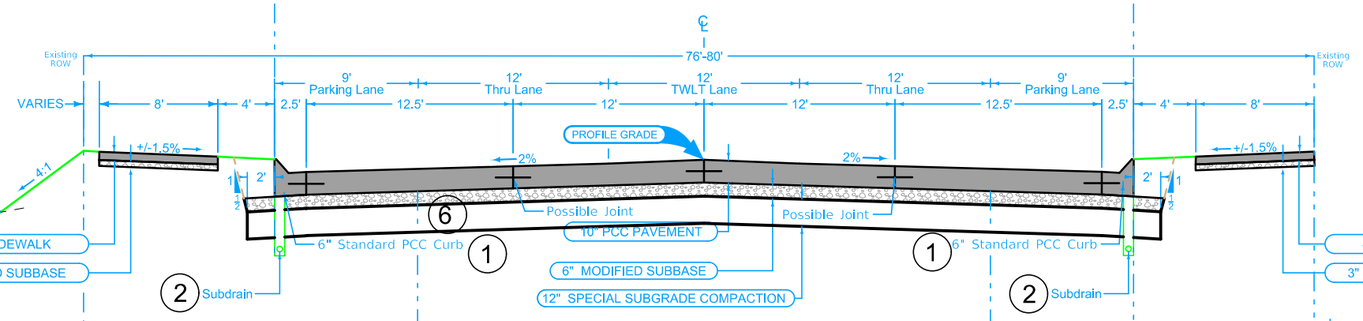
Notes:
Sections shown are typical only, refer to cross-section and L sheets for specific transition areas and slope details.

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

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

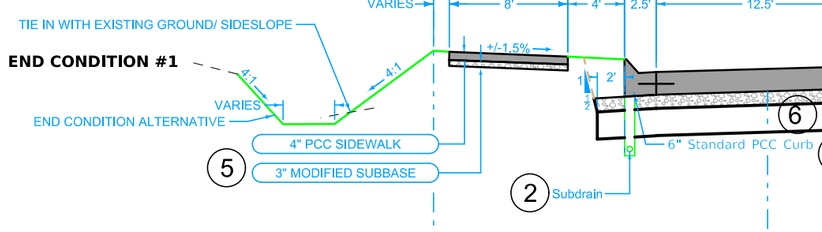


Existing Typical Cross Section E 3rd Street

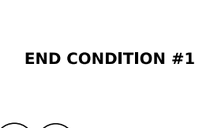


Proposed Typical Cross Section E 3rd Street

END CONDITION #1



END CONDITION #1



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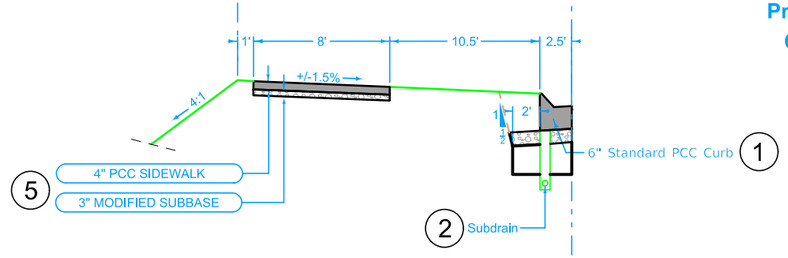
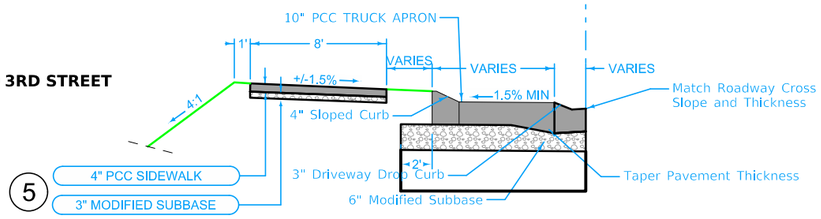
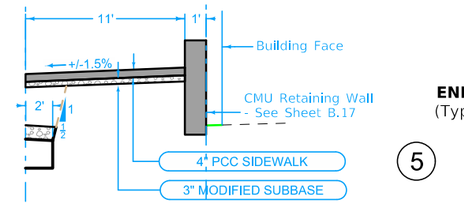


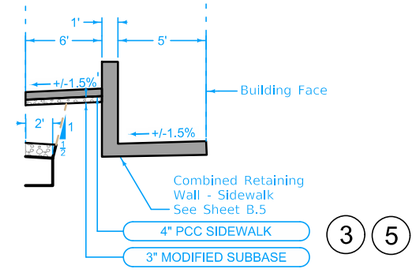
TRUCK APRON AT US 67/RIVER DRIVE AND 3RD STREET (APPLIES BOTH SIDES)



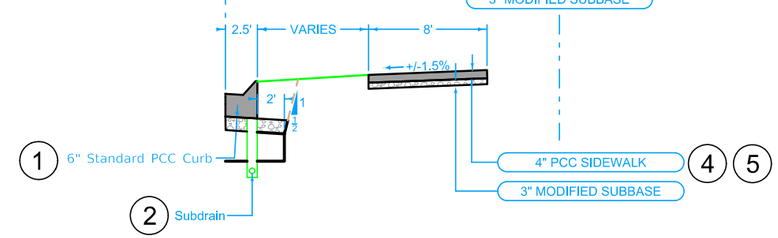
END CONDITION #2
(Type B Wall Section)



END CONDITION #4
(Type A Wall Section)



END CONDITION #3



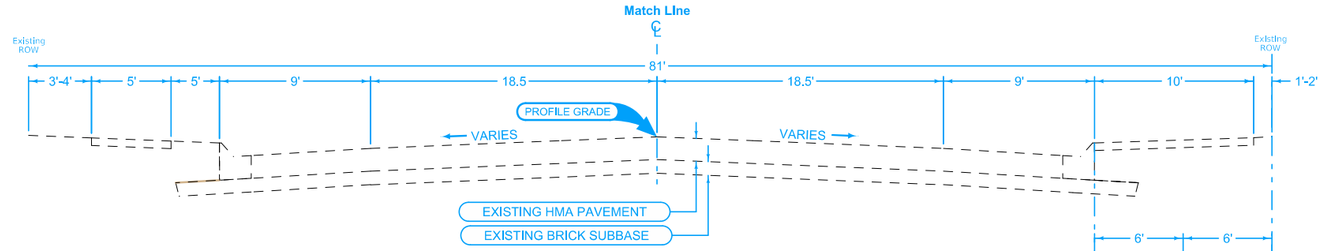
ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
E 3rd Street	1	1	201+64.81	202+11.56
E 3rd Street	1	4	202+11.56	203+05.60
E 3rd Street	1	2	203+01.61	203+25.33
E 3rd Street	1	1	204+07.86	206+73.71
E 3rd Street	3	3	206+73.71	208+39.36

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. Align outside edge of subdrain trench with back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.
3. Refer to sheet B.15-16 for retaining wall details.
4. Sidewalk in front of Riverwatch subdivision shall be installed by private developer. Grading for this project shall not extend beyond the ROW
5. Refer to sheet B.9-10 for additional sidewalk details
6. Special compaction of subgrade 12" below subbase

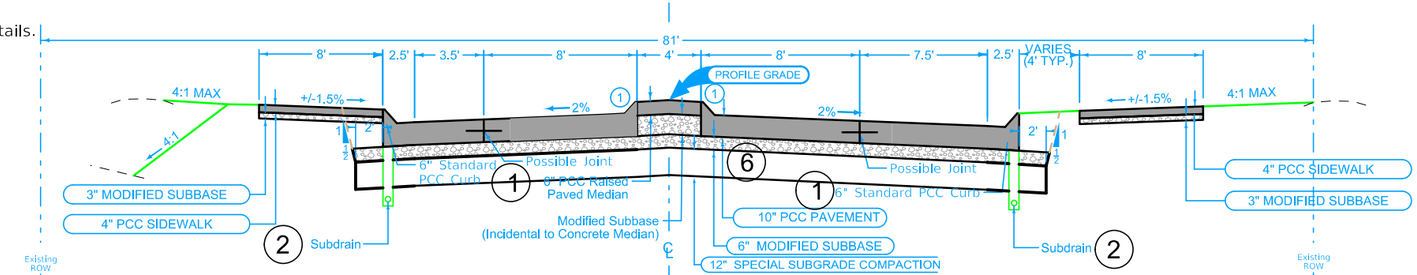
Notes:
Sections shown are typical only, refer to cross-section and L sheets for specific transition areas and slope details.

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

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

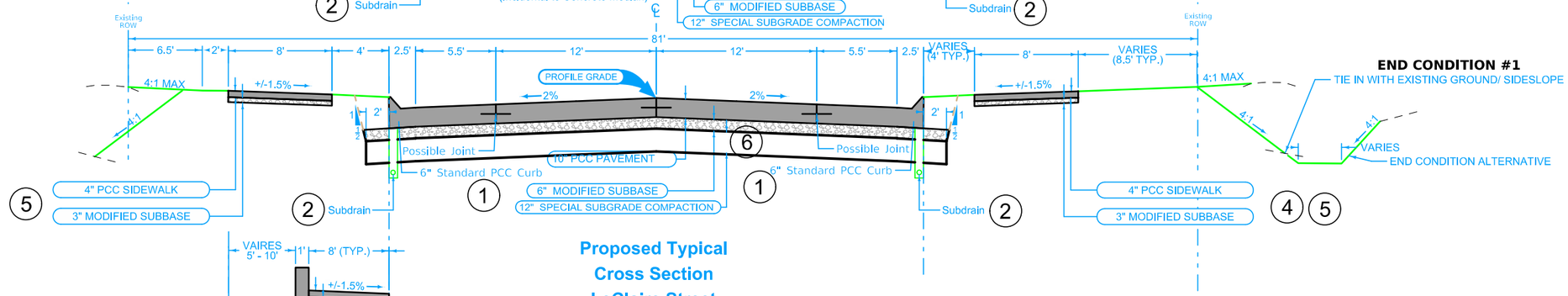


Existing Typical Cross Section LeClaire Street



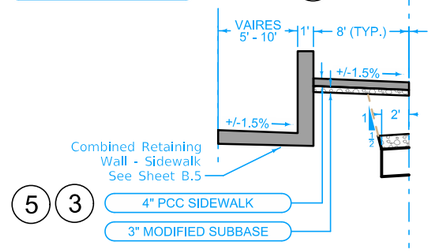
ROAD IDENTIFICATION	BEGIN STATION	END STATION
LeClaire Street	300+29.25	301+09.31

END CONDITION #1

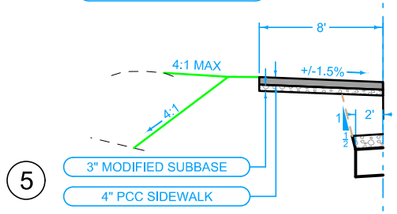


Proposed Typical Cross Section LeClaire Street

END CONDITION #2



END CONDITION #3



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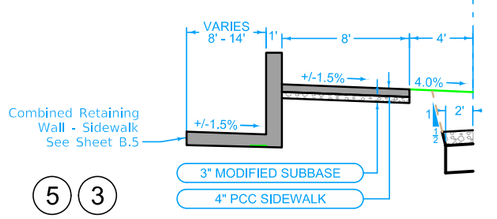


ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
LeClaire Street	3	1	301+09.31	301+35.38
LeClaire Street	2	1	301+15.84	301+89.35
LeClaire Street	4	1	301+85.05	303+22.99
LeClaire Street	1	3	304+14.07	307+19.36
LeClaire Street	1	1	308+05.37	308+30.48

1. 6" Standard Curb - Refer to IADOT Standard Road Plan PV-102 for dimensions and details.

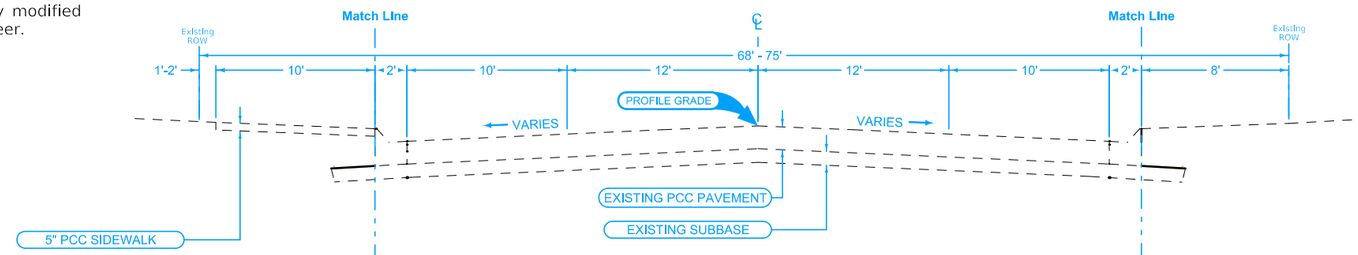
2. For subdrain installation, utilize a modified DR-303 Type 12 installation. Align outside edge of subdrain trench with back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.

3. Special compaction of subgrade 12" below subbase

Notes:
Sections shown are typical only, refer to cross-section and L sheets for specific transition areas and slope details.

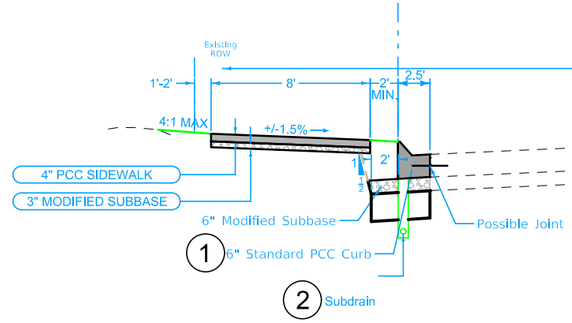
Typical sections shown may be appropriately modified for areas specifically designed by the engineer.

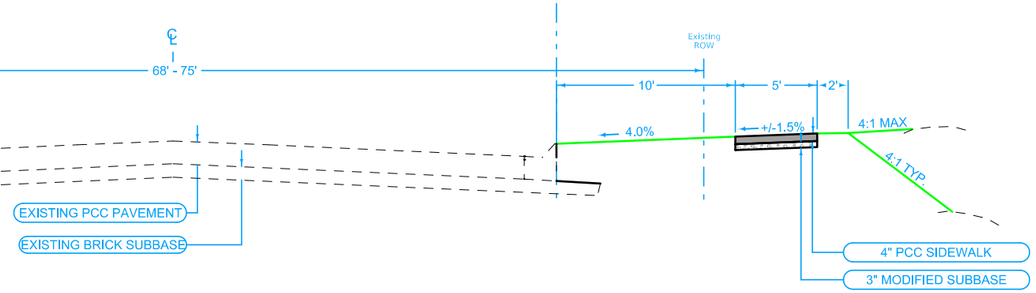
Mainline jointing:
Transverse joints: CD at 17' spacing
Longitudinal joints: L-2 or BT-3



Existing Typical Cross Section US67/ River Drive

END CONDITION #1

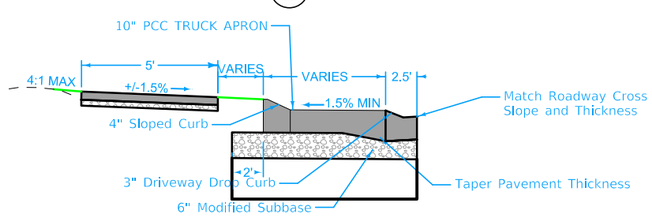




END CONDITION #2

Proposed Typical Cross Section US67/ River Drive

TRUCK APRON AT US 67/RIVER DRIVE (APPLIES BOTH SIDES)



ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
US 67/River Drive	1		401+83.64	402+03.98
US 67/River Drive		2	403+72.62	403+91.26
US 67/River Drive	1	2	403+91.26	404+71.89
US 67/River Drive	1		409+08.04	409+35.24
US 67/River Drive	1		411+49.70	411+82.10

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

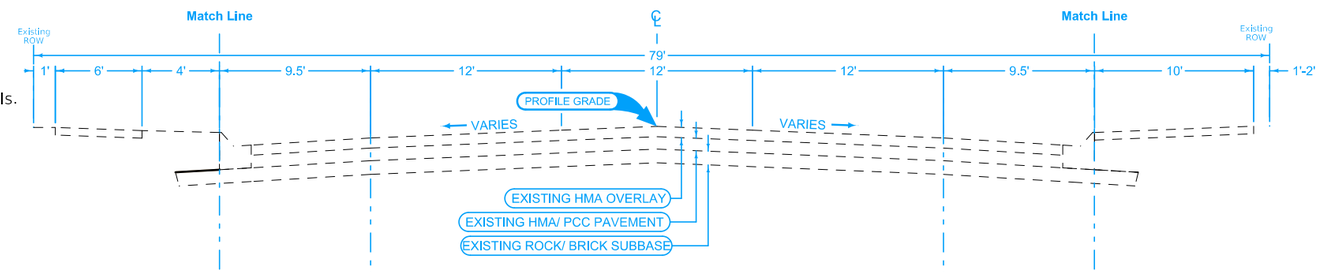
② For subdrain installation, utilize a modified DR-303 Type 12 installation. Align outside edge of subdrain trench with back of curb at 36" depth below form grade. Refer to tab 104-9 in the C sheets.

③ Special compaction of subgrade 12" below subbase

Notes:
Sections shown are typical only, refer to cross-section and L sheets for specific transition areas and slope details.

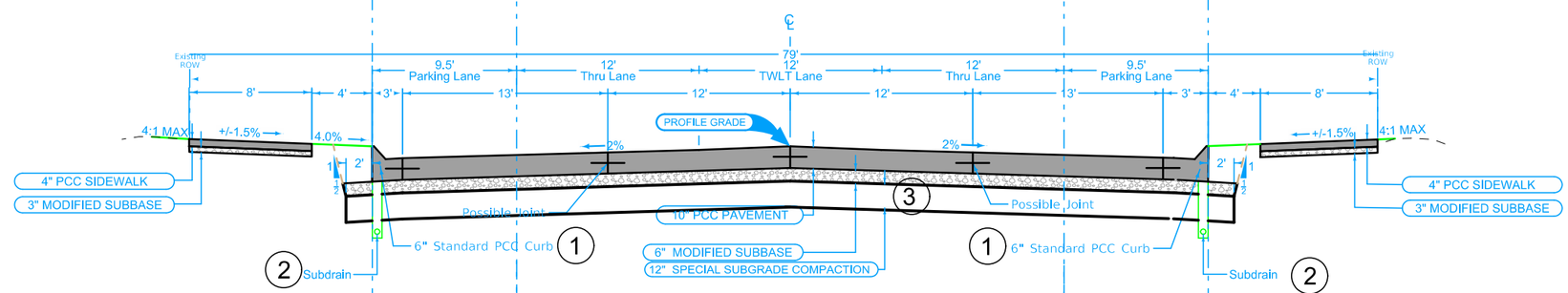
Typical sections shown may be appropriately modified for areas specifically designed by the engineer.

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



Existing Typical Cross Section E 4th Street

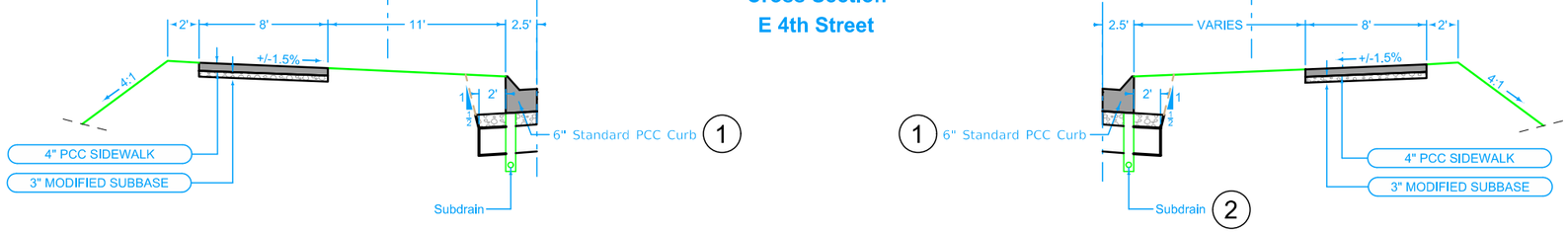
END CONDITION #1



END CONDITION #1

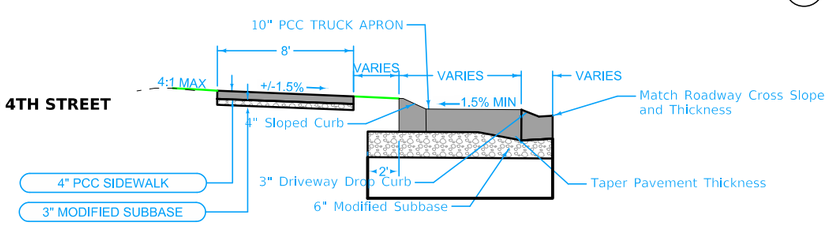
Proposed Typical Cross Section E 4th Street

END CONDITION #2



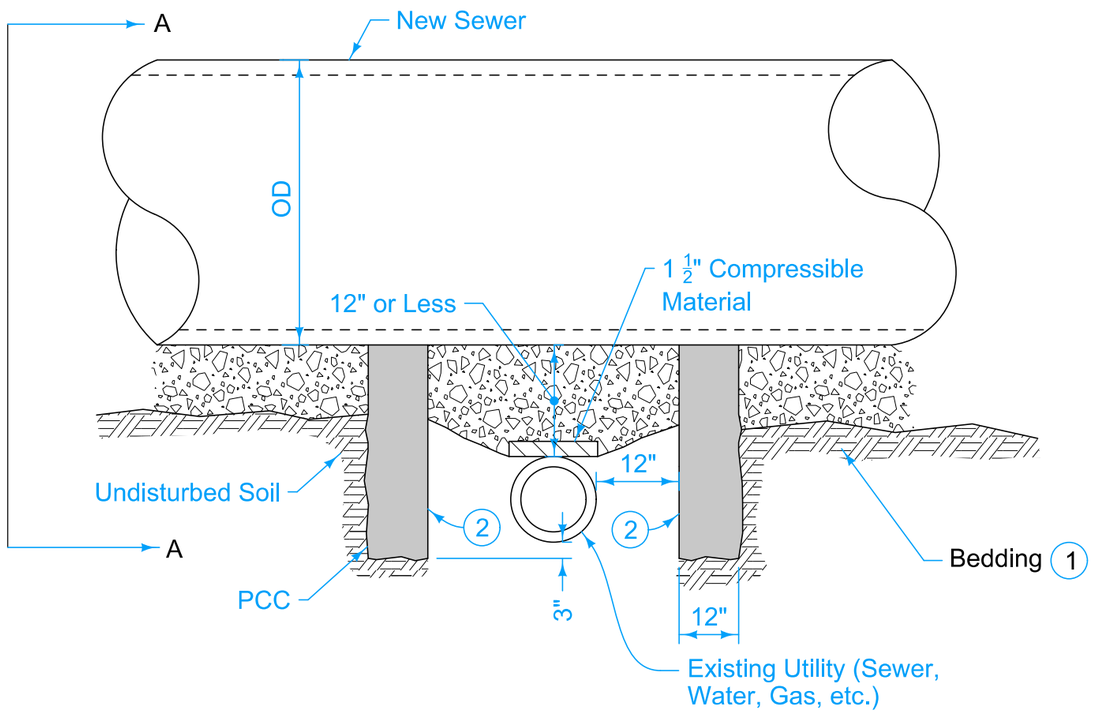
END CONDITION #2

TRUCK APRON AT US 67/RIVER DRIVE AND 4TH STREET (APPLIES BOTH SIDES)



ROAD IDENTIFICATION	END CONDITION		BEGIN STATION	END STATION
	LT	RT		
4th Street	1	1	101+03.65	101+51.65
4th Street	2	2	101+72.74	101+07.15

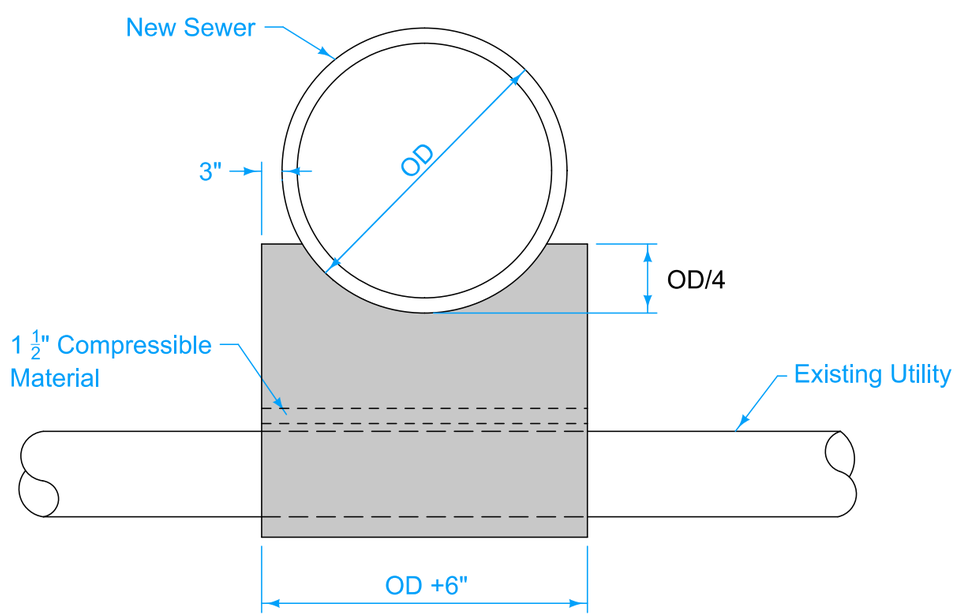
FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.4**



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



SECTION A-A

SEWER PIPE SUPPORT
OVER EXISTING UTILITY LINE

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.5**

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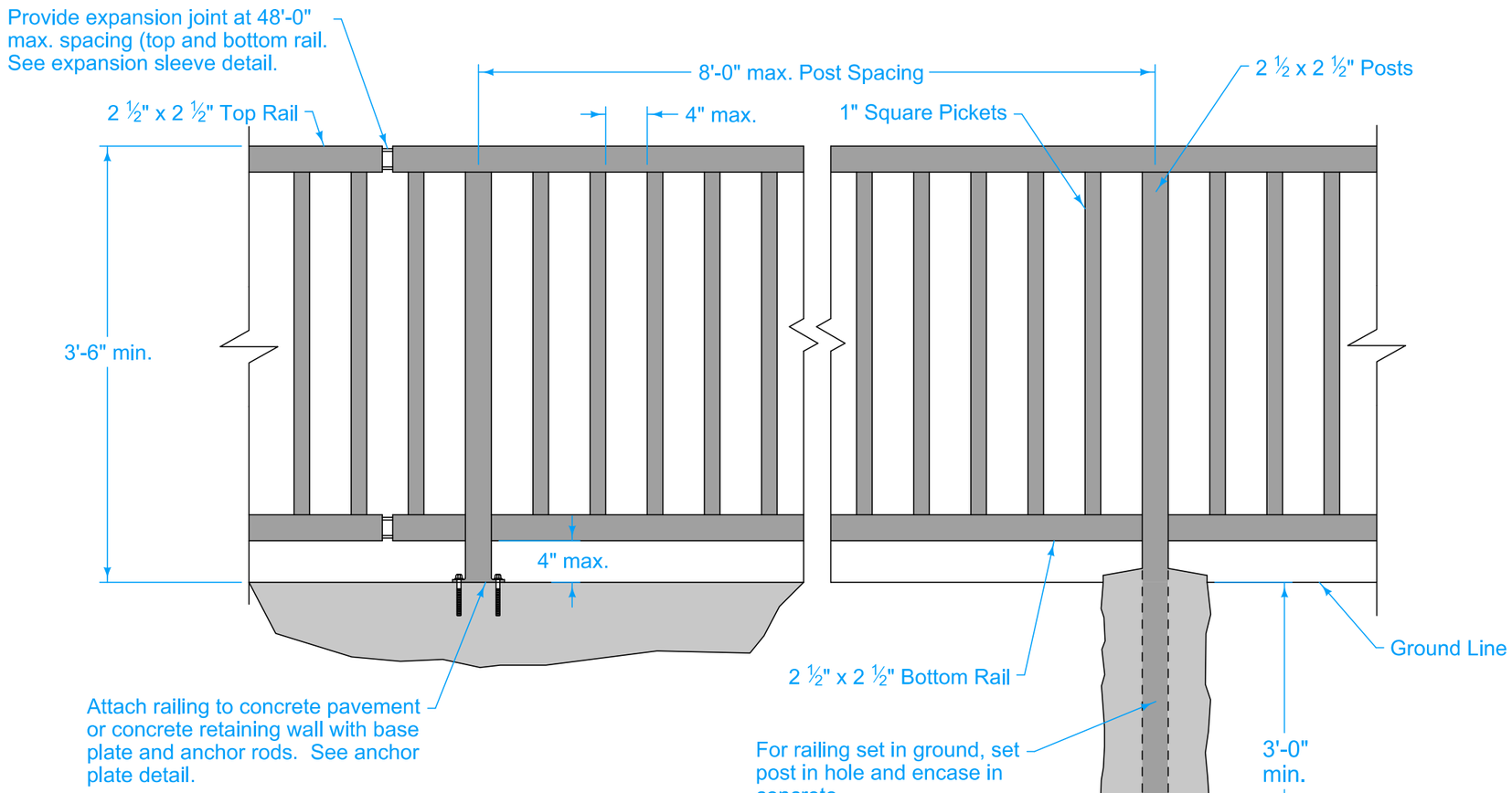


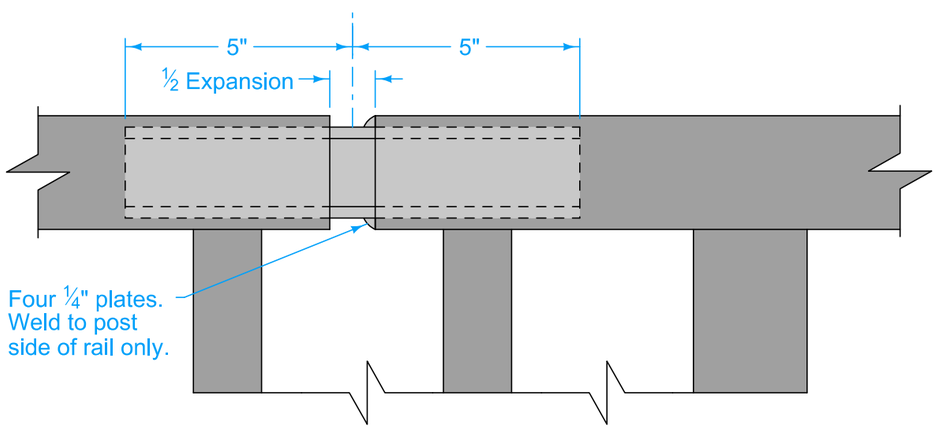
Weld all components with 1/4 inch fillet welds. Grind welds and connections as requried to provide a smooth surface, free of burrs.

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

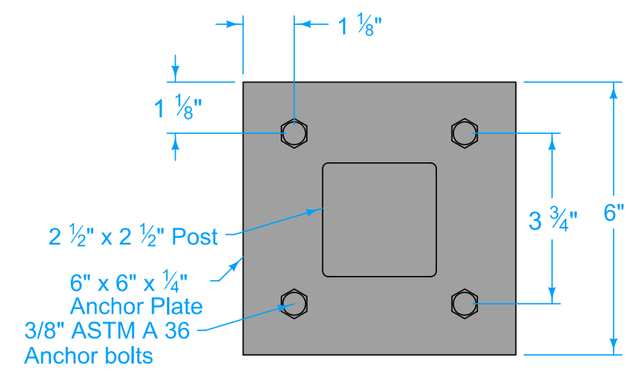
Rail shall be black powder coated and meet the following requirements:
a. All parts are processed through an 8-stage iron phosphorous wash system.
b. Parts are coated with a zinc-rich epoxy primer to an AVERAGE of 4-5 mils.
c. Parts are then finished with a top coat of TGIC-polyester powder to an AVERAGE 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 shal be set vertical.

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



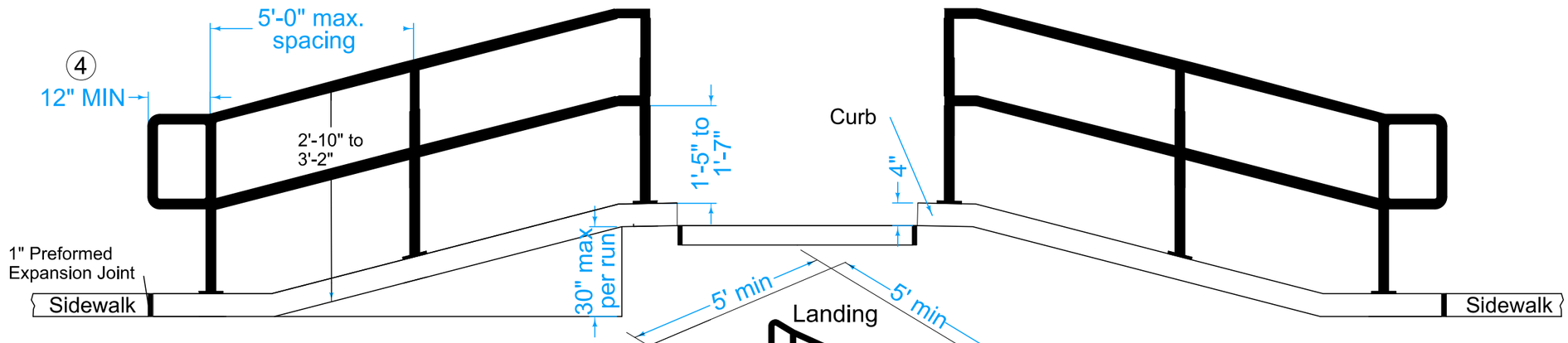
EXPANSION SLEEVE DETAIL (1)

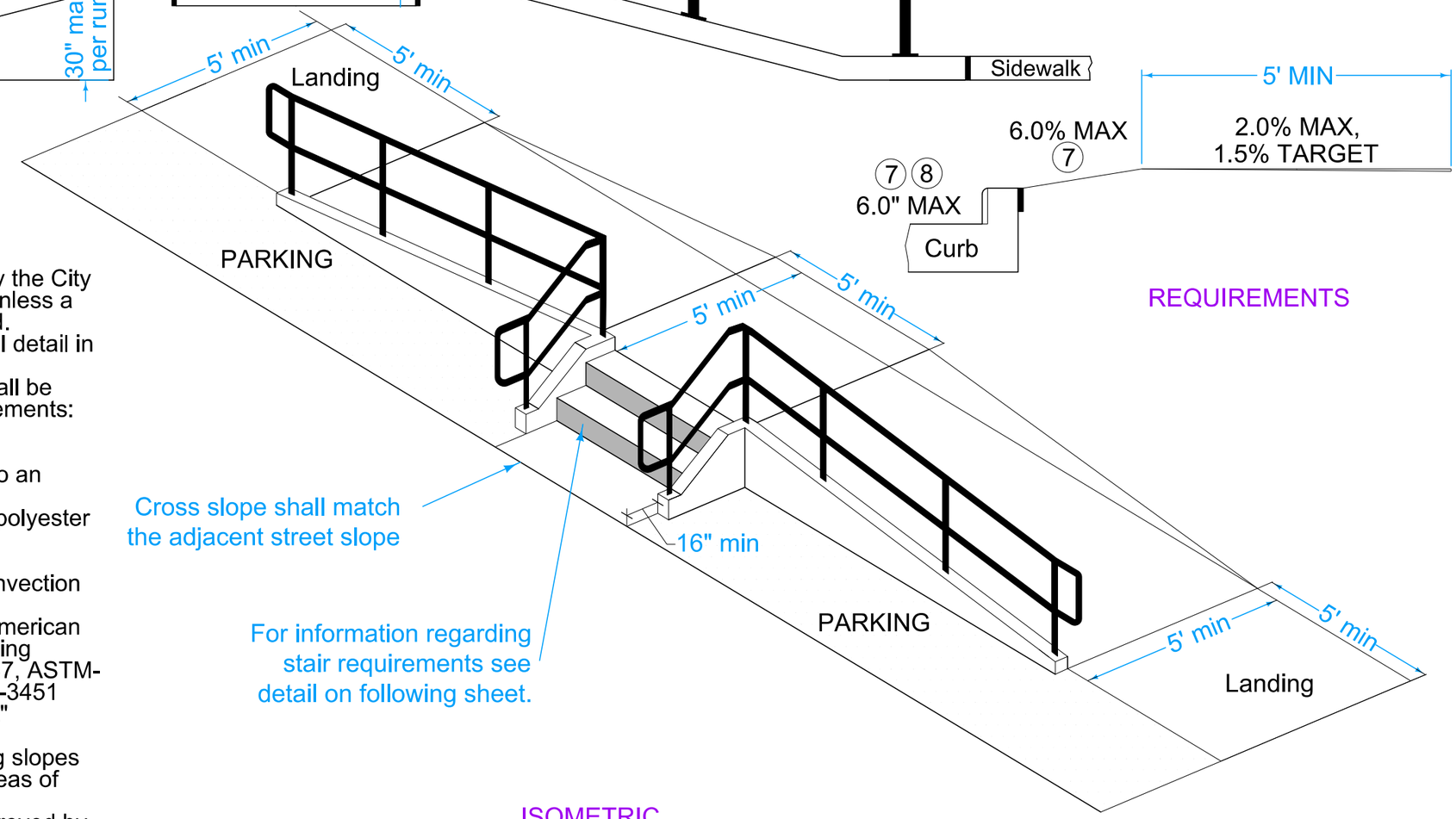


ANCHOR PLATE DETAIL

SAFETY RAIL

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.6**





REQUIREMENTS

ISOMETRIC

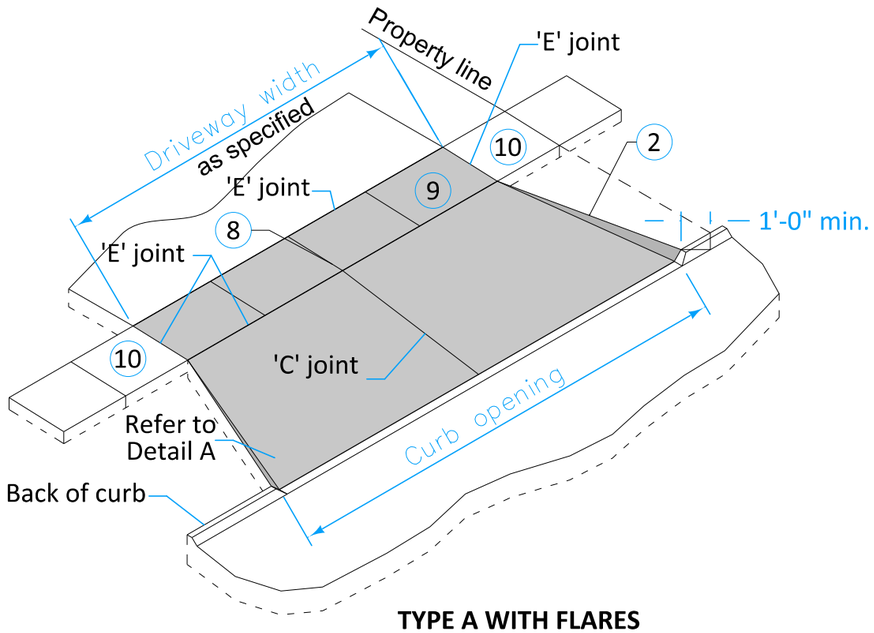
NOTES:
1. Ramps shall meet IBC 1012 currently adopted by the City of Davenport, Iowa. Ramps shall be double sided unless a technical infeasability exception has been approved.
2. For ramps over 30 inches in height use safety rail detail in previous sheet.
3. Ramp shall be plain PCC in color and railings 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
4. Handrail extension shall extend a minimum of 12" horizontally past the bottom of ramps.
5. 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 fram finish is required.
6. Class A sidewalk shall not exceed both the 6" max curb height and the 6.0% max slop ein the "parking."
7. Properties exceeding these maximums and still not providing ADA accessibility shall be required to install a ramp in general in accordance with these details.
8. A 8" maximum curb height can be installed with the written permission of the City Engineer.

MODIFIED

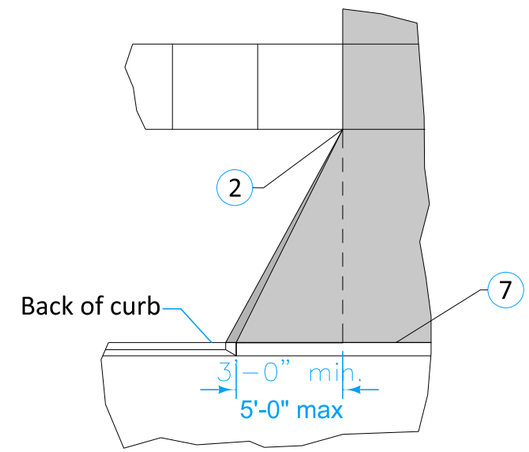
MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 9080.108S

ADA STRUCTURE ACCESS IN ROW

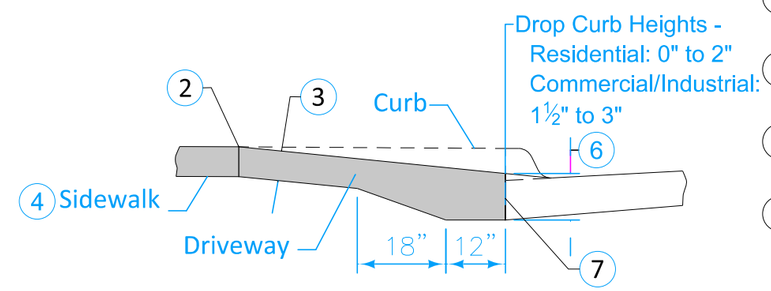
FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.7**



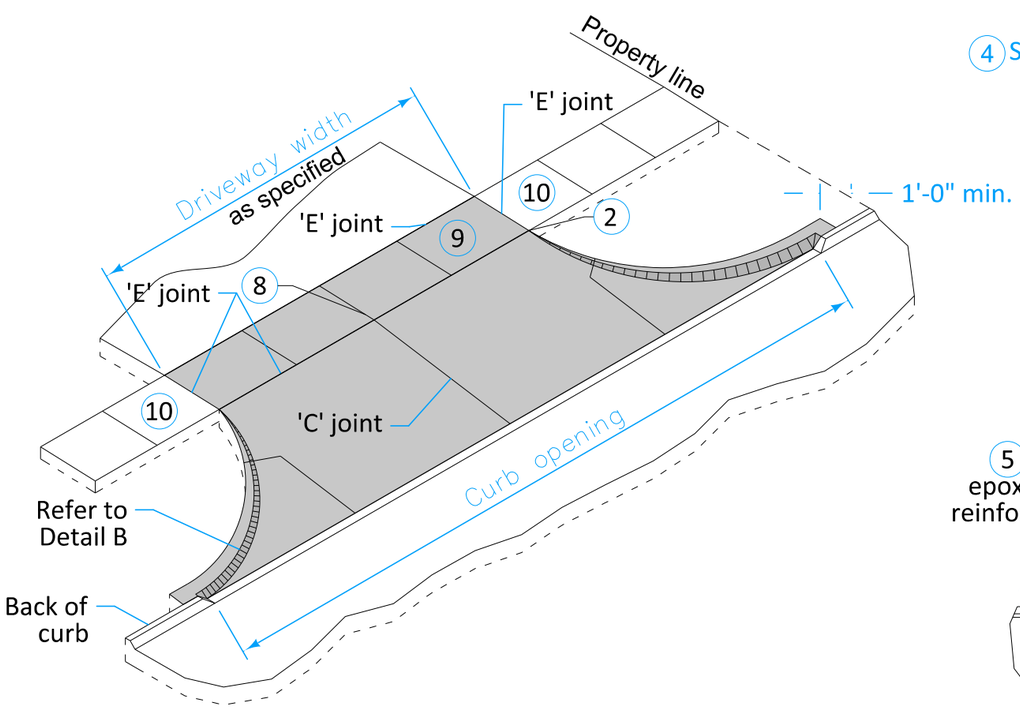
TYPE A WITH FLARES



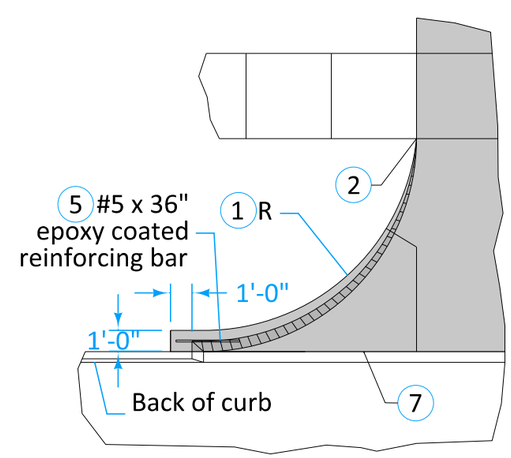
DETAIL A



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 7030.101

CONCRETE DRIVEWAY, TYPE A

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.8**

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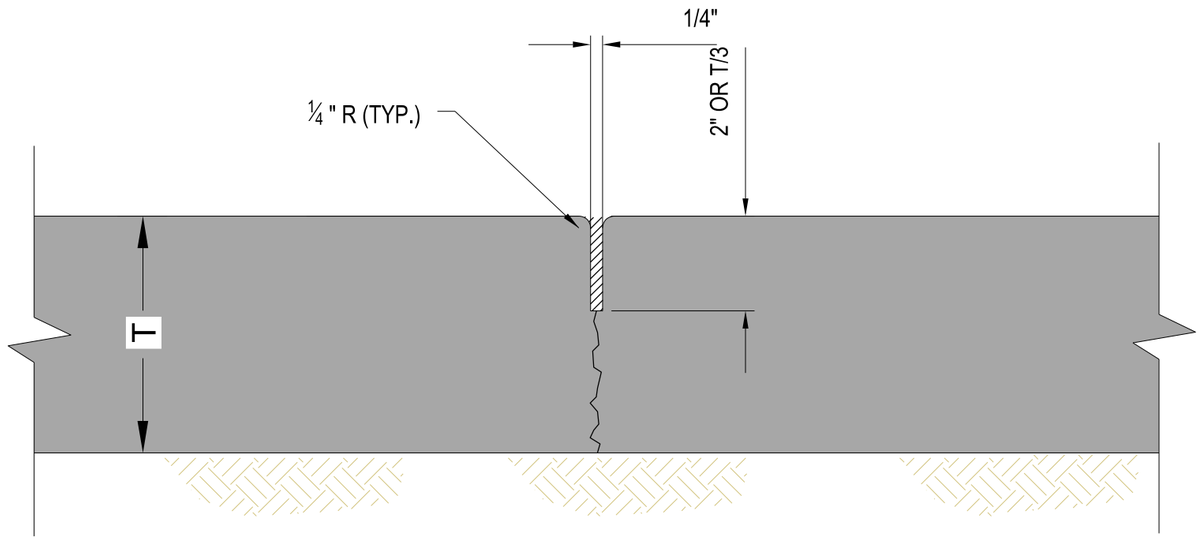
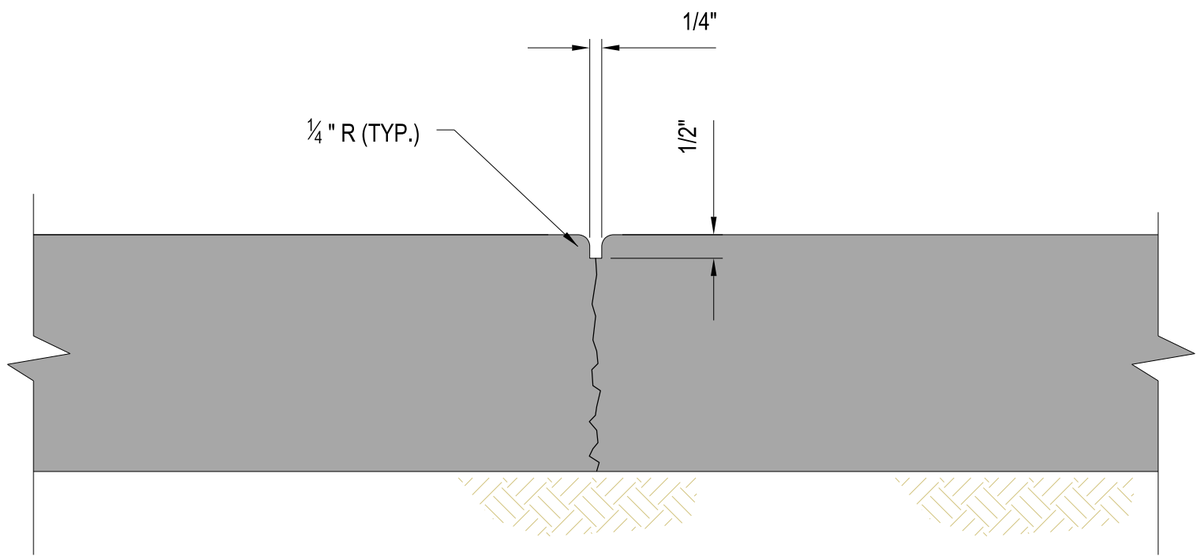


TYP. TOOLED & SAWCUT JOINT DETAIL A

NO SCALE

SAW AND SEAL. DEPTH TO BE 2" OR T/3
(WHICHEVER IS GREATER).
IF SAW CUT IS USED, MAY REDUCE DEPTH TO 1-1/4".



TOOLED C JOINT DETAIL B

NO SCALE

LEGEND

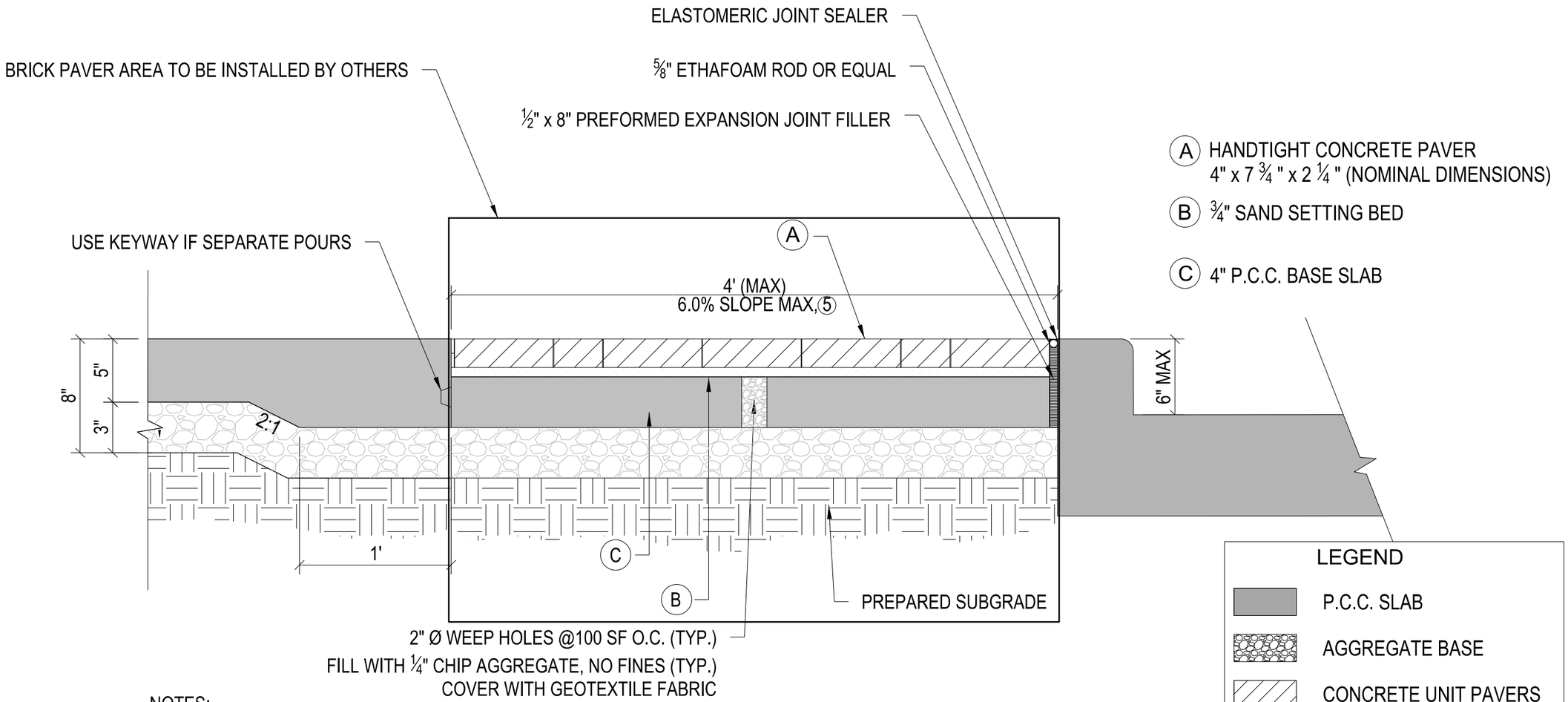
- P.C.C. PAVEMENT
- JOINT
- PREPARED SUBGRADE

MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 7035.101

STREETSCAPE DETAILS

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.9**



(A) HANDTIGHT CONCRETE PAVER
4" x 7 ¾ " x 2 ¼ " (NOMINAL DIMENSIONS)

(B) ¾" SAND SETTING BED

(C) 4" P.C.C. BASE SLAB

LEGEND

- P.C.C. SLAB
- AGGREGATE BASE
- CONCRETE UNIT PAVERS
- SAND SETTING BED
- PREPARED SUBGRADE

NOTES:

1. SEE IADOT STANDARD DETAIL PV-102 FOR CURB CONSTRUCTION DETAILS
2. MAX. INTERVAL OF JOINT SPACING IN CURB IS 15'. EXPANSION JOINTS SHALL BE USED AT END OF RETURNS OR AS INDICATED ON THE PLANS,
3. REPAIR ROAD SURFACE WITH SAME MATERIAL TYPE AS IN EXISTING PAVING SURFACE.
4. INSTEAD OF KEYWAY FOR SEPARATE POURS, EPOXY COATED, HOT DIP GALVANIZED OR STAINLESS STEEL PLATE DOWELS OTHERWISE MEETING IADOT REQUIREMENTS FOR BAR DOWELS IS AN ACCEPTABLE ALTERNATIVE. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR INSTALLATION, INCLUDING SLAB THICKNESS. CITY WILL NOT PAY FOR ADDITIONAL PCC THICKNESS SHOULD MANUFACTURER REQUIRE THICKER SLAB THAN SPECIFIED.
5. WHERE BRICK PAVER SLOPE IS GREATER THAN 6.0% IN ORDER TO MAINTAIN ADA COMPLIANCE, CONSIDER USING DETAIL FROM B.07.

CONCRETE UNIT PAVER INLAY DETAIL

NO SCALE

MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 7035.106

STREETSCAPE DETAILS

GENERAL NOTES:

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

PROJECT LOCATION:
41°31'20" N, 90°34'05" W

DESIGN CRITERIA:

STRUCTURE DESIGN SHALL BE BASED ON ASCE RISK CATEGORY III
SLAB AND WALKWAY: 150 PSF
SEISMIC SITE CLASS: D
SEISMIC COEFEICIENTS
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:

1. FROST DEPTH: IS 3'-6"
2. "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.
3. "GRANULAR FILL" IS A WELL GRADED FILL CONSISTING OF MEDIUM DENSE COHESIONLESS SOILS OF GW, SW, SM, OR GW-SW WITH BEARING CAPACITY OF AT LEAST 1,500 PSF WHEN COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY.
4. 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.
5. 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:

1. 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.13.
2. CONCRETE FILL SHALL USE MIX 2: 3,000 PSI COMPRESSIVE STRENGTH CONCRETE MIX. SEE CONCRETE MATERIAL SCHEDULE FOR DETAILS ON SHEET B.13.
3. CONCRETE BAR REINFORCEMENT SHALL BE ASTM A615, GRADE 60, UNCOATED.
4. 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.13.
5. GENERAL CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR WALLS AND SLABS WITH REINFORCEMENT FOR REVIEW BY ENGINEER BEFORE CONCRETE IS PLACED.
6. 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.
7. TESTING OF FRESH CONCRETE, INCLUDING CONCRETE CYLINDER TESTS, FOR ALL PROPSED CAST-IN-PLACE STRUCTURES SHALL BE OBTAINED BY THE CONTRACTOR AND SHALL BE INCLUDED IN THE CONTRACT BID PRICE.

CONCRETE PROTECTION FOR REINFORCEMENT	
CONCRETE CLEAR COVER DIMENSIONS	
UNLESS OTHERWISE NOTED	
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:
1. SEE SPECIFICATIONS OR GENERAL NOTES FOR TOLERANCES.
2. CLEAR COVER IS DISTANCE FROM FACE OF CONCRETE TO FACE OF BAR.

2 CONCRETE COVER REQUIREMENTS
SCALE: NONE

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

NOTES:

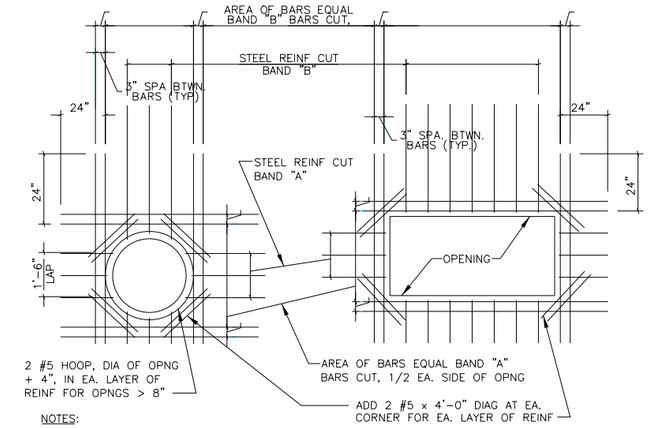
1. LAP ALL BARS PER THIS SCHEDULE UNLESS NOTED OTHERWISE.
2. BAR COVER AND SPACING MUST BOTH MEET THE CRITERIA OF CONDITION 1 OR 2 IN ORDER TO USE THAT PARTICULAR LAP LENGTH.
3. TOP BARS SHALL BE DEFINED AS ANY HORIZONTAL BARE PLACED SUCH THAT MORE THAN 12" OF FRESH CONCRETE IS CAST IN THE MEMBER BELOW THE BAR IN ANY SINGLE POUR. HORIZONTAL WALL BARS ARE CONSIDERED TOP BARS.
4. 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.
5. FOR EPOXY-COATED BARS, MULTIPLY FINAL LAP LENGTH BY 1.5.
6. 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.
7. CLEAR COVER IS DISTANCE FROM FACE OF CONCRETE TO FACE OF REBAR.

1 CONCRETE REINFORCING LAP SPLICE TABLE
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 ENTRAIMENT – 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



NOTES:

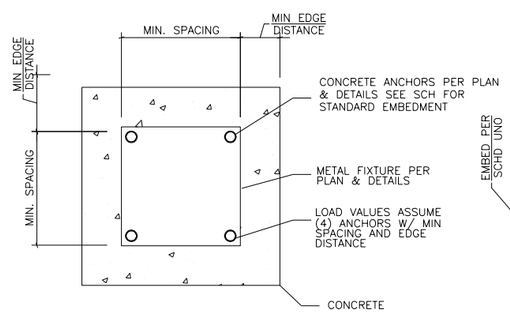
1. NOT USED.
2. DO NOT WELD REINF. TO PIPE SLEEVES AND INSERTS.
3. TYP. FOR ALL OPNGS IN CONC. WALLS AND SLABS UNLESS NOTED OTHERWISE ON PLANS.
4. COORDINATE WALL OPENINGS WITH ALL DISCIPLINES.

3 TYPICAL OPENING DETAIL
SCALE: NONE

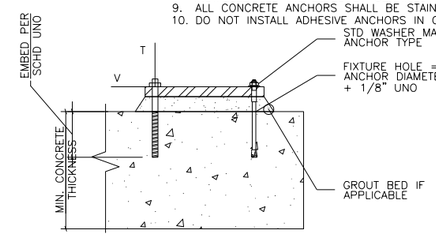
STANDARD CONCRETE ANCHORS						
ANCHOR DIAMETER	3/8"	1/2"	5/8"	3/4"	7/8"	1"
STANDARD MECHANICAL ANCHOR EMBED, UNO (NOTE 1)	3 1/4"	3 1/2"	4 1/2"	5 1/2"	N/A	N/A
STANDARD ADHESIVE ANCHOR EMBED, UNO (NOTE 1)	3 1/4"	4"	5"	6"	8"	10"
MINIMUM SPACING	4"	6"	8"	9"	12"	16"
MINIMUM EDGE DISTANCE	4"	6"	8"	9"	12"	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 ≤ Fc' ≤ 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:
1. ALL ANCHORS SHALL RECEIVE STANDARD EMBED, SPACING, EDGE DISTANCE, CONCRETE THICKNESS, AND LOAD CONDITIONS, UNLESS NOTED OTHERWISE ON B.13 OR B.14 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.
2. 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:
   a. SCREW: HILTI KWIK-HUS EZ AND SIMPSON TITEN HD
   b. EXPANSION: HILTI KWIK BOLT 3 OR KWIK BOLT TZ
   c. ADHESIVE: HILTI HIT-RE 500 V3 & SIMPSON SET 3G WITH THREADED ROD
   WHERE 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.
3. INSTALL IN STRICT ACCORDANCE WITH MANUFACTURER'S PUBLISHED RECOMMENDATIONS AND ADDITIONAL RECOMMENDATIONS OF ICC EVALUATION SERVICE REPORT.
4. ALL CONCRETE ANCHORS MUST BE INSPECTED TWICE:
   a. AFTER HOLE IS DRILLED AND CLEANED, AND
   b. DURING INSTALLATION OF ADHESIVE AND/OR MECHANICAL ANCHOR.
5. ON DRAWINGS, ADHESIVE ANCHORS MAY ALSO BE REFERRED TO AS EPOXY OR EPOXY SET ANCHORS.
6. FOR ANCHORS RESISTING TENSION AND SHEAR USE FOLLOWING EQUATION:
   (ACTUAL TENSION/ALLOWABLE TENSION) + (ACTUAL SHEAR/ALLOWABLE SHEAR) < 1.00
7. ADHESIVE ANCHORS MAY NOT BE USED IN OVERHEAD APPLICATIONS UNLESS NOTED OTHERWISE ON THE B.13 OR B.14 SHEETS.
8. 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.
9. ALL CONCRETE ANCHORS SHALL BE STAINLESS STEEL TYPE 304 UNO.
10. DO NOT INSTALL ADHESIVE ANCHORS IN CONCRETE LESS THAN 21 DAYS OLD.



TOP VIEW OF ANCHOR GROUP IN CONCRETE



SECTION VIEW INTO CONCRETE

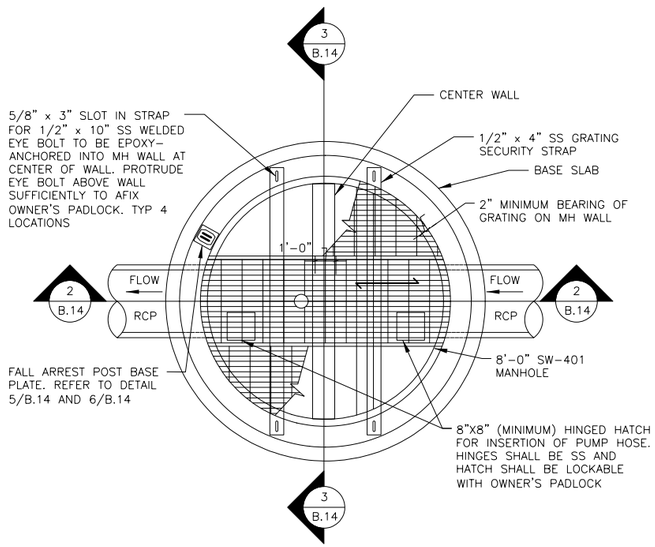
4 CONCRETE ANCHOR SCHEDULE
SCALE: NONE

LICENSED PROFESSIONAL ENGINEER
JASON M. WHYTE
22262
IOWA

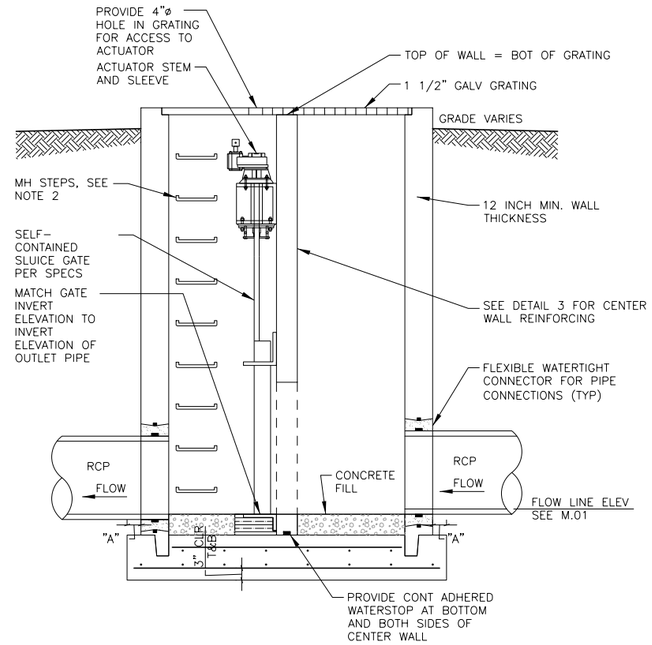
I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

7/22/26

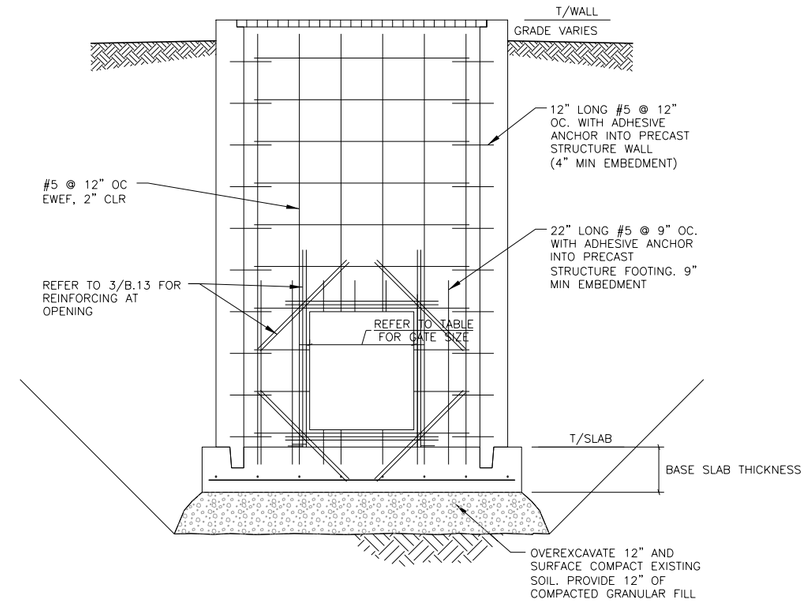
JASON M. WHYTE
License Number: 22262
My license renewal date is December 31, 2027.
Pages or sheets covered by this seal:
B.11-B.14



1 GATEWELL STRUCTURE
TWO-CHAMBER UPPER PLAN
SCALE: NTS



2 GATEWELL STRUCTURE
TWO-CHAMPER TYPICAL SECTION
SCALE: NTS



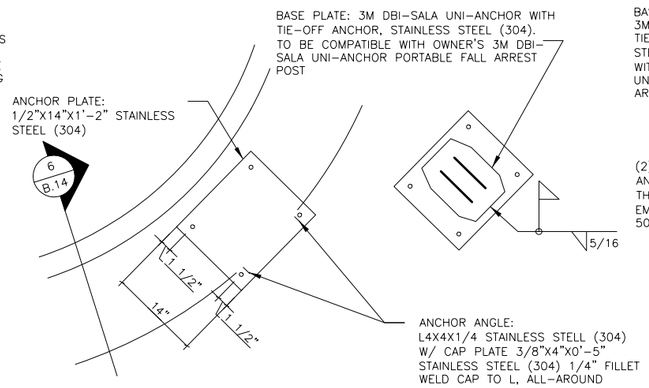
3 GATEWELL STRUCTURE TWO-CHAMBER
TYPICAL SECTION AT CENTER WALL REINFORCING
SCALE: NTS

GATEWELL STRUCTURE TWO-CHAMBER SCHEDULE

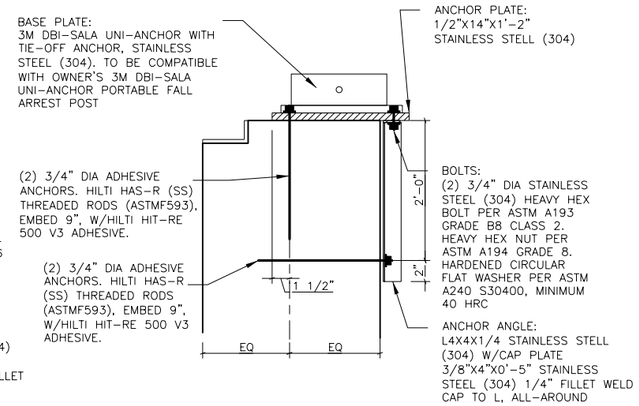
STRUCTURE NO	INTERIOR WALL THICKNESS	INTERIOR WALL REINFORCING		BASE SLAB THICKNESS	BASE SLAB REINFORCING	"A"	TOP WALL EL.	TOP SLAB EL.	SLUICE GATE SIZE	GRATING	COMMENTS
		VERT.	HORIZ.								
S-116	1'-0"	#5@12 EF	#5@12 EF	1'-3"	#5@12 EW T&B	0'-6"	566.80	555.44	2'-6" X 2'-6"	1 1/2"x3/16"	CIRCULAR WALL PER PRECAST MANUFACTURER

NOTES:

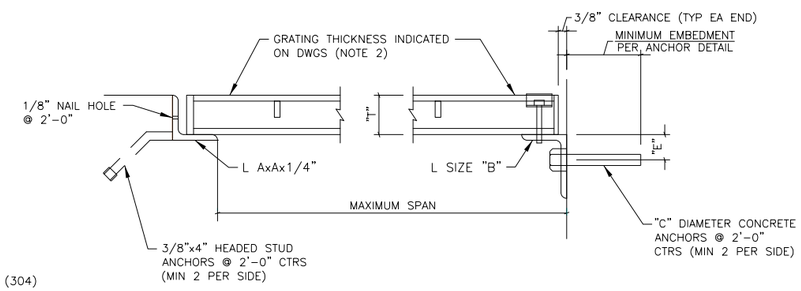
1. CUT PIPE FLUSH WITH INSIDE WALLS OF STRUCTURE.
2. STEPS SHALL BE PLASTIC COATED 10 INCH STEEL STEPS SECURELY ANCHORED INTO CONCRETE WALL. THE STEEL STEPS SHALL BE 1/2 INCH REINFORCING BAR, GRADE 60, IN ACCORDANCE WITH ASTM A615. THE PLASTIC COATING ON THE STEEL BAR SHALL BE A COPOLYMER POLYPROPYLENE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



5 FALL ARREST POST BASE PLATE
SCALE: NTS



6 FALL ARREST POST BASE PLATE
SCALE: NTS



GALVANIZED GRATING SPAN AND SIZE INFORMATION

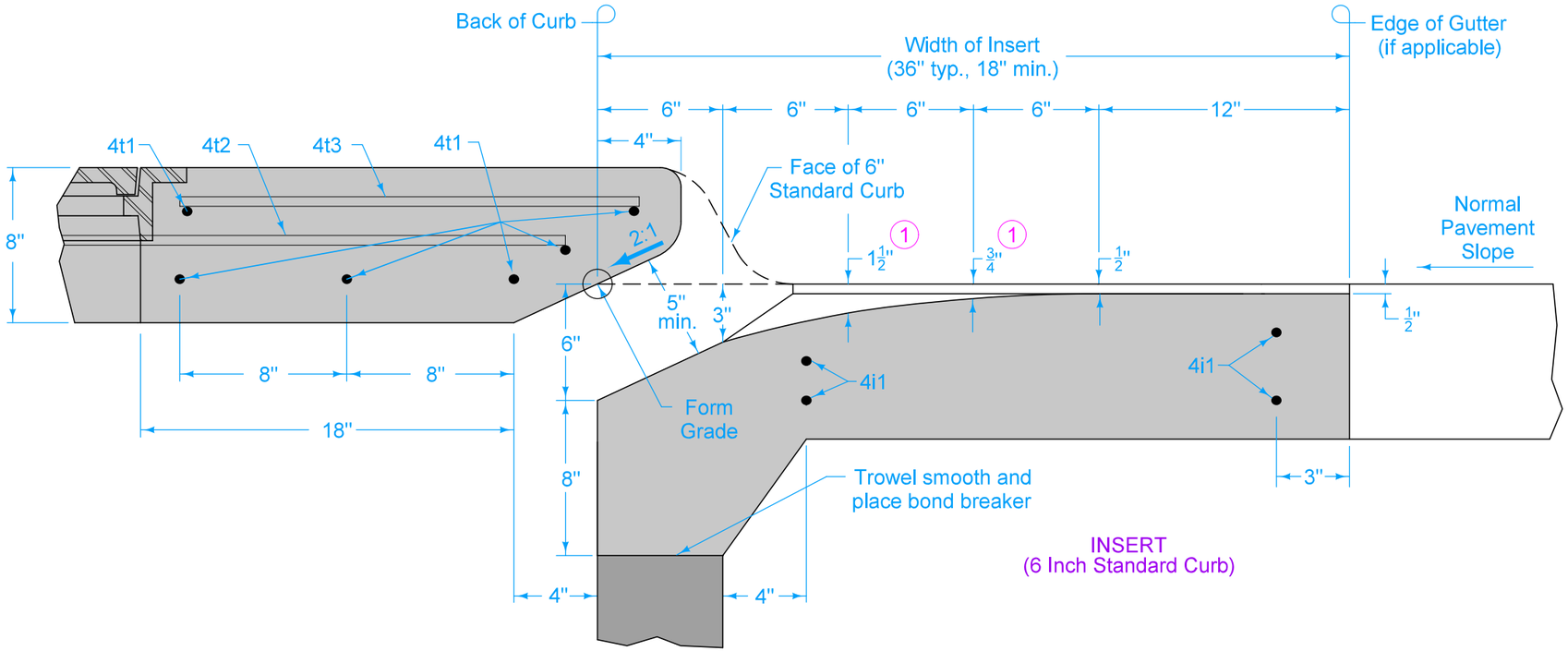
GRATING THICKNESS "T"	L SIZE AXAX1/4"	L SIZE "B"	MAX. SPAN (FT)	ANCHOR DIA "C" (IN)	OFFSET "E" (IN)
1	1-1/4x1-1/4	2-1/2x2-1/2x2-1/4	2.5	1/2"	1"
1-1/2	2x2*	3x3x1/4	4	5/8"	1"
2	2-1/2x2-1/2*	3x3x3/8	5.5	5/8"	1-1/4"
2-1/2	3x3*	4x3x3/8 (LLV)	8	3/4"	1-1/4"

* TRIM AND BEVEL UPSTANDING LEG TO FIT

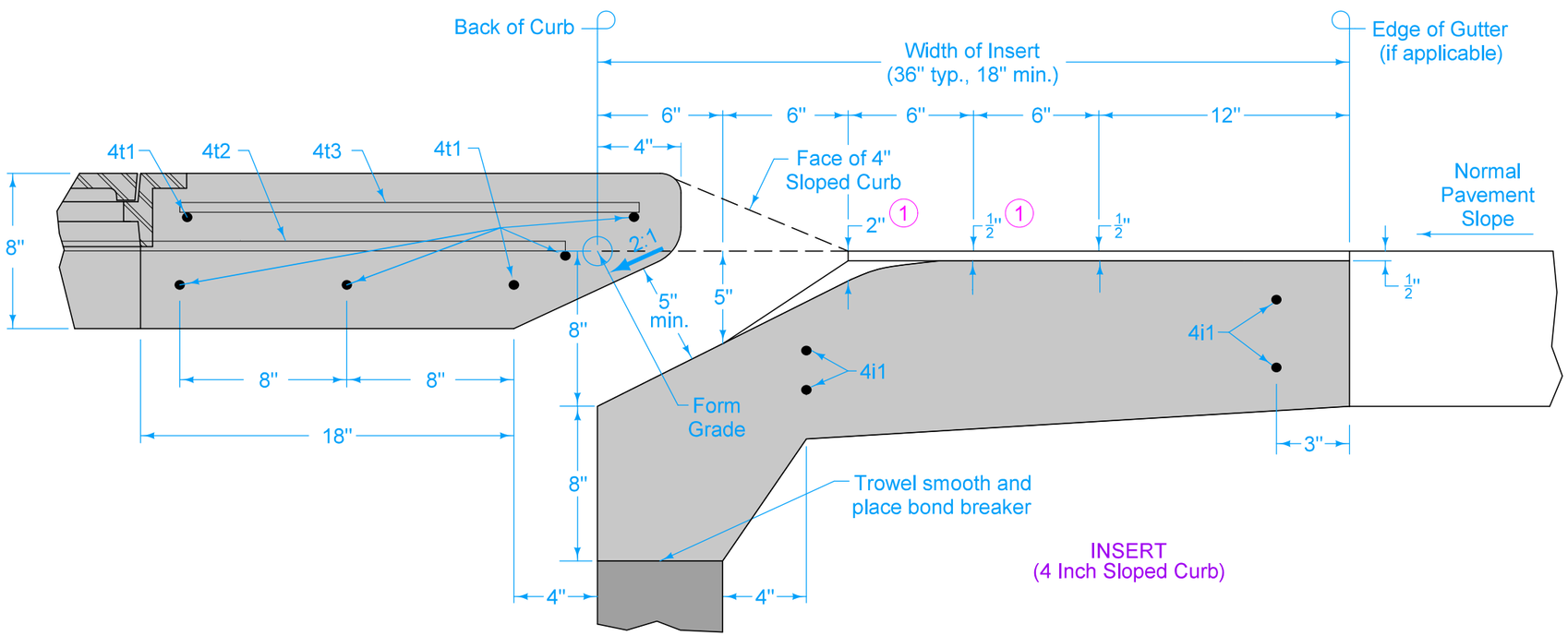
NOTES:

1. ALL GRATING IS RECTANGULAR BEARING BAR - 3/16" BEARING BARS, 19/16" ON CENTER, UNLESS NOTED OTHERWISE.
2. 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.
3. DESIGN ALLOWABLE UNIFORM LOAD = 150 PSF.
4. SUPPORT ANGLES AND HEADED STUDS ARE HOT-DIP GALVANIZED STEEL.

4 TYPICAL GRATE DETAIL
SCALE: NONE



INSERT
(6 Inch Standard Curb)



INSERT
(4 Inch Sloped Curb)

1 Insert shaping may be modified for insert widths less than 36 inches. For an 18 inch insert, reduce dimensions indicated by ½ inch.

MODIFIED

MODIFICATIONS: REVISED BOX DIMENSIONS ON STANDARD DETAIL SW-508

SINGLE OPEN-THROAT CURB INTAKE, LARGE BOX

FIGURE 6010.508 SHEET 1 OF 2

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.13**

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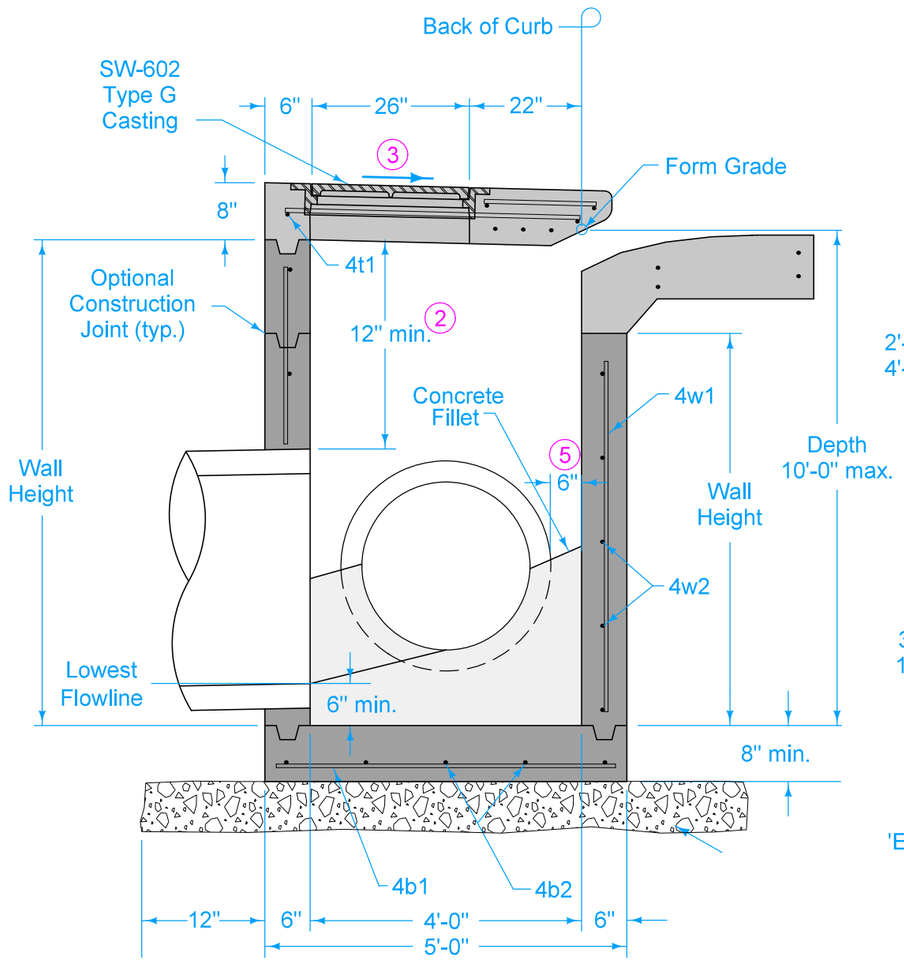
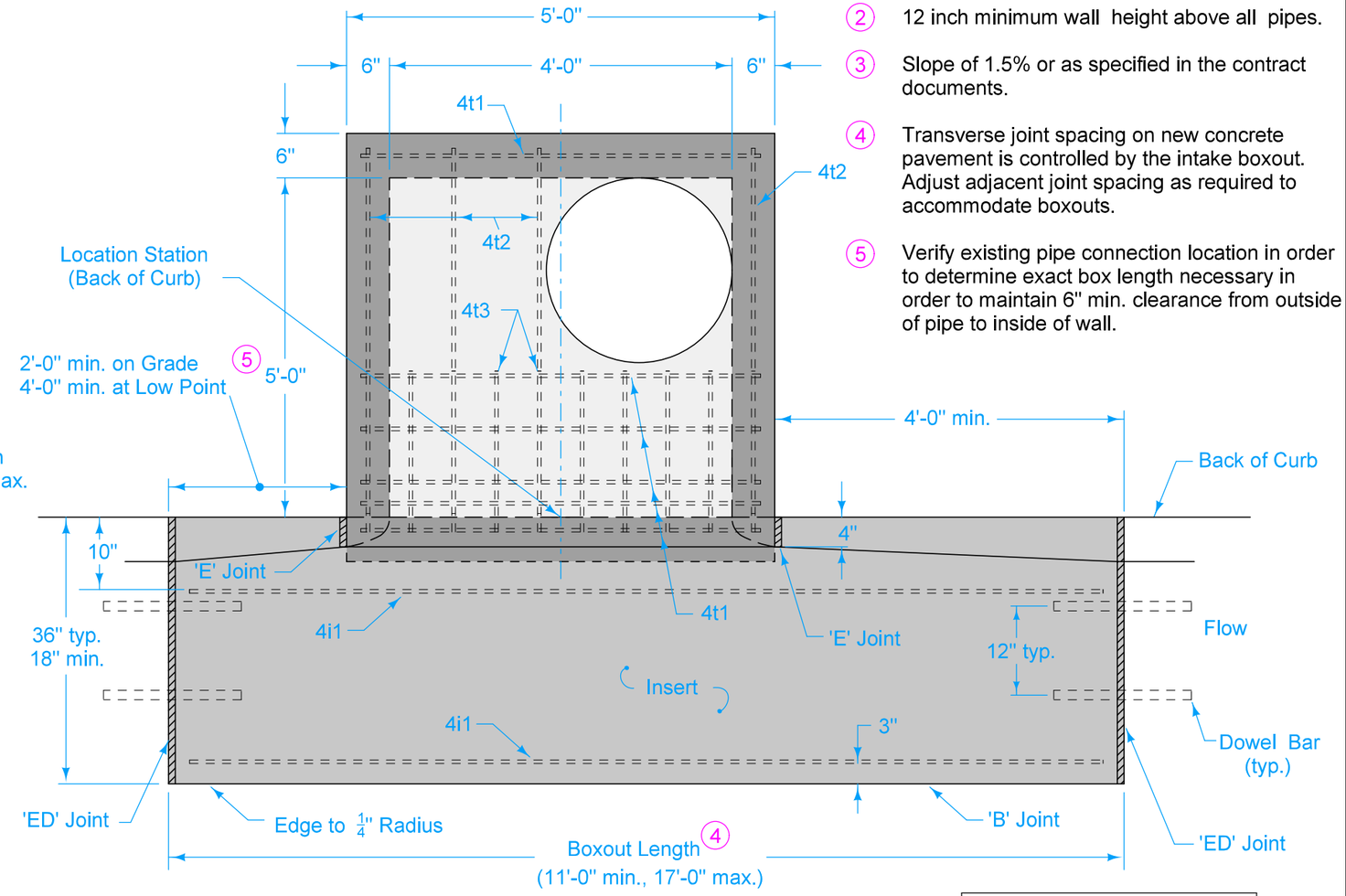


TYPICAL SECTION



PLAN

2 12 inch minimum wall height above all pipes.

3 Slope of 1.5% or as specified in the contract documents.

4 Transverse joint spacing on new concrete pavement is controlled by the intake boxout. Adjust adjacent joint spacing as required to accommodate boxouts.

5 Verify existing pipe connection location in order to determine exact box length necessary in order to maintain 6" min. clearance from outside of pipe to inside of wall.

MAXIMUM PIPE DIAMETERS	
Precast Structure	Cast-in-place Structure
30"	36"

REINFORCING BAR LIST

Mark	Size	Location	Shape	Count	Length	Spacing
4t1	4	Top	——	7	4'-8"	See Insert
4t2	4	Top	——	4	4'-6"	12"
4t3	4	Top	——	10	1'-10"	6"
4b1	4	Base	——	6	4'-6"	11"
4b2	4	Base	——	6	4'-6"	11"
4i1	4	Insert	——	4	Boxout Length minus 8"	See Plan
4w1	4	Walls	——	16	Wall Height minus 4"	14"
4w2	4	Walls	——	Varies	4'-8"	12"
4w3	4	Walls	——	Varies	4'-8"	12"

MODIFIED

MODIFICATIONS: REVISED BOX DIMENSIONS ON STANDARD DETAIL SW-508

SINGLE OPEN-THROAT CURB INTAKE, LARGE BOX

FIGURE 6010.508 SHEET 2 OF 2

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.14**

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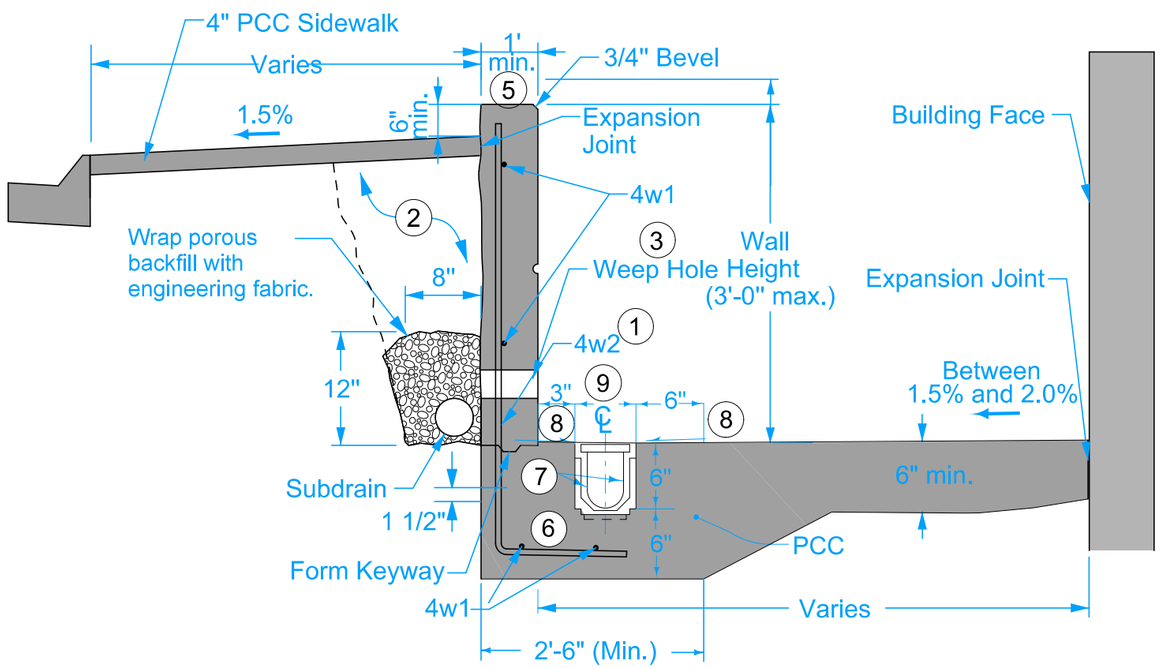
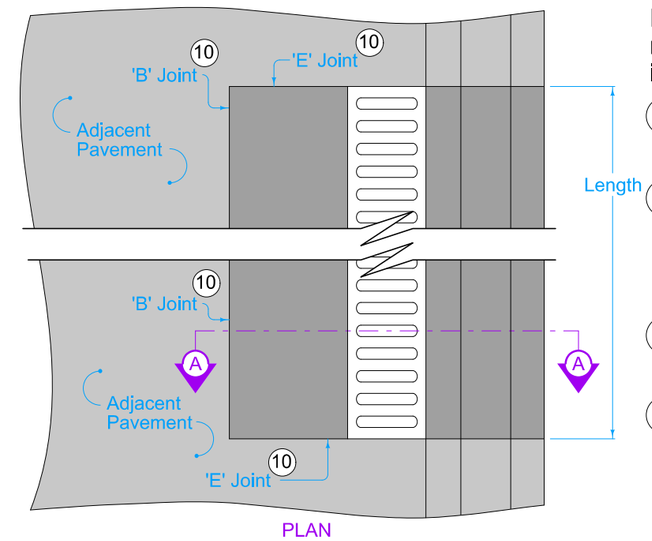
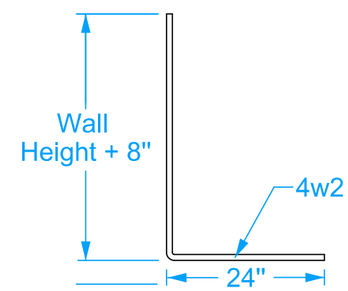


SECTION A-A

TYPE A WALL TYPICAL SECTION



PLAN



BENT BARS

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.07. Where wall is greater than 30" install Safety Rail per detail on sheet B.06
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.

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

MODIFIED

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

COMBINED RETAINING WALL - SIDEWALK

LICENSED PROFESSIONAL ENGINEER STANLEY T. STALLSMITH 12571 IOWA

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

Stanley T. Stallsmith 7/22/26

STANLEY THOMAS STALLSMITH, P.E. DATE
License Number: 12571
My license renewal date is December 31, 2026.
Pages or sheets covered by this seal:
B.15-18, V SHEETS

FIGURE 9072.221

SHEET 2 OF 2

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.15**

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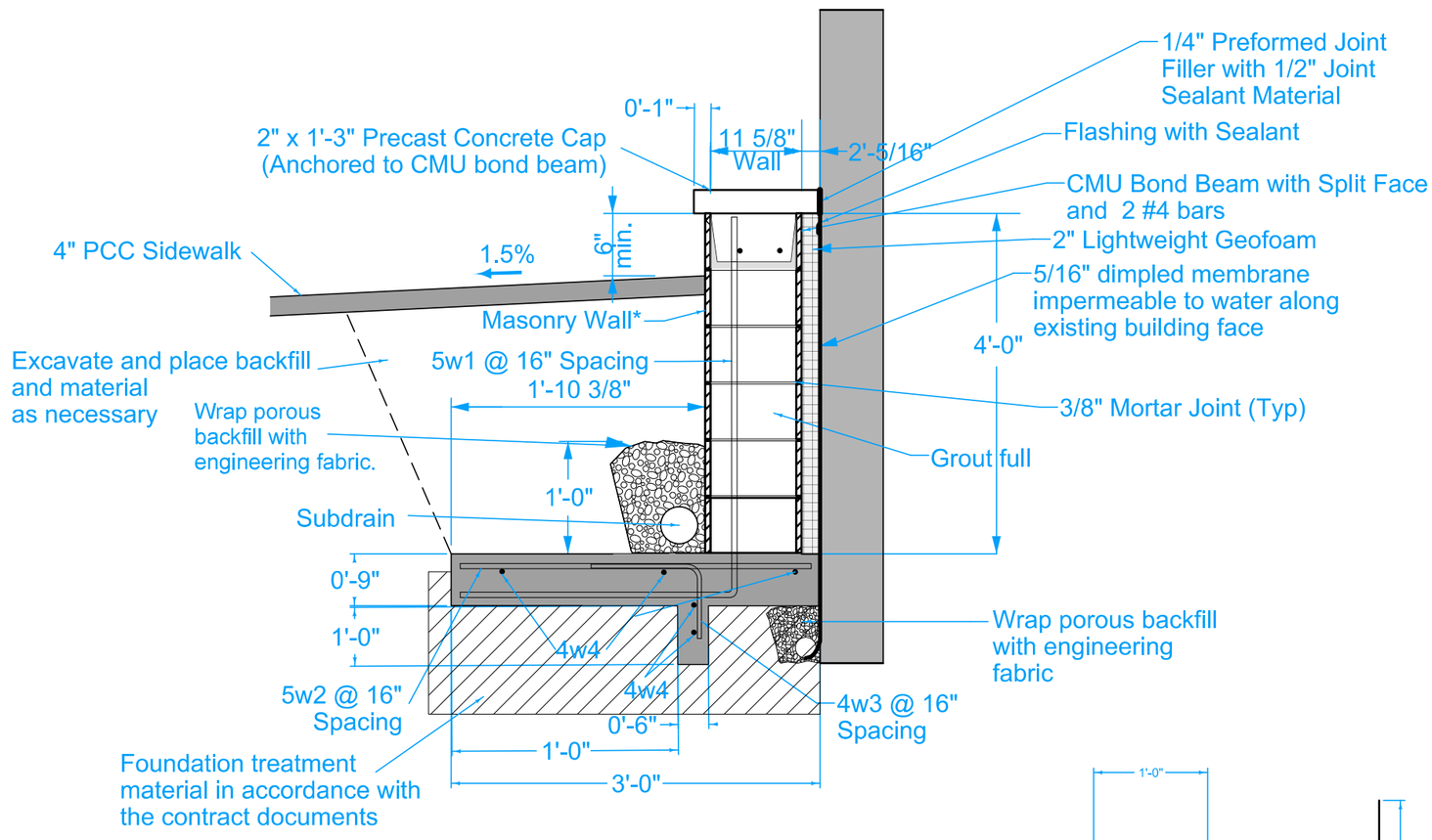

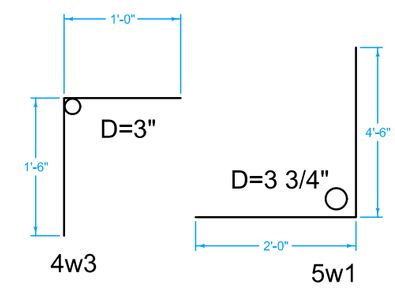

Notes:
*Use spilt faced CMU where sidewalk side of wall is exposed.

CONCRETE MASONRY UNIT RETAINING WALL DETAILS

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.16**

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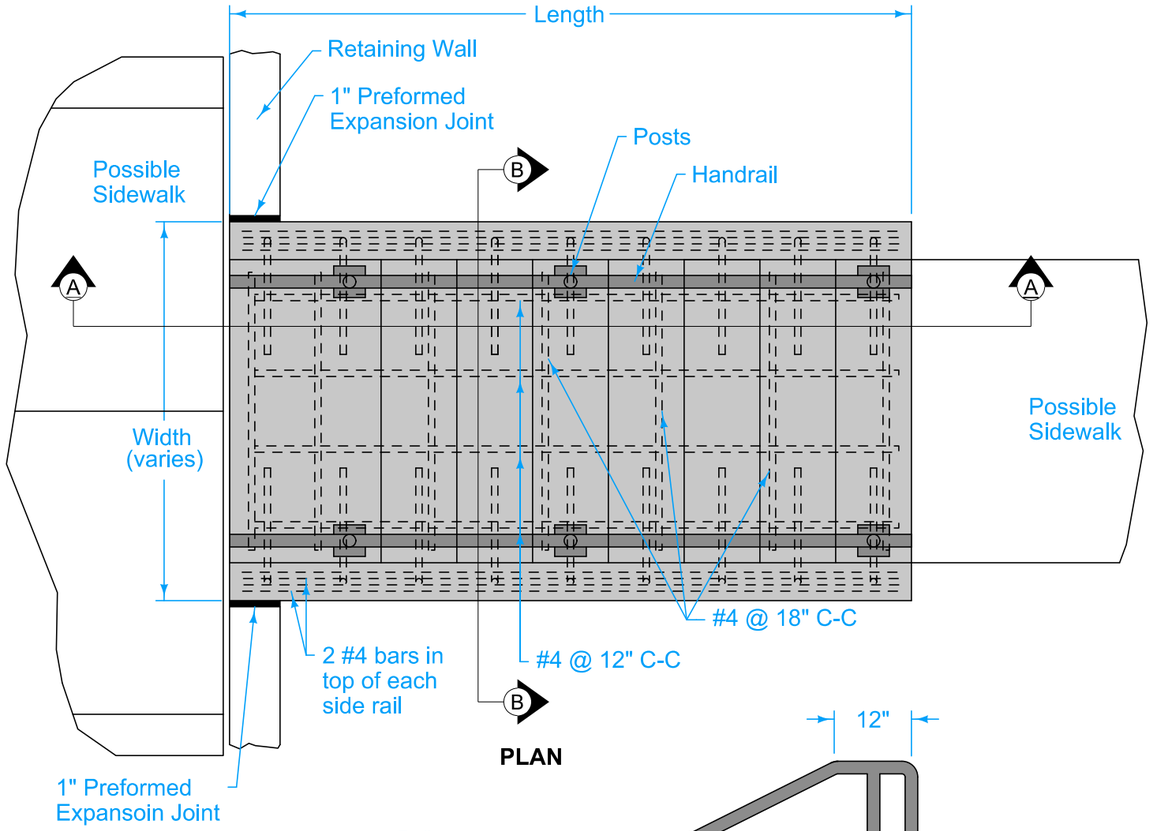
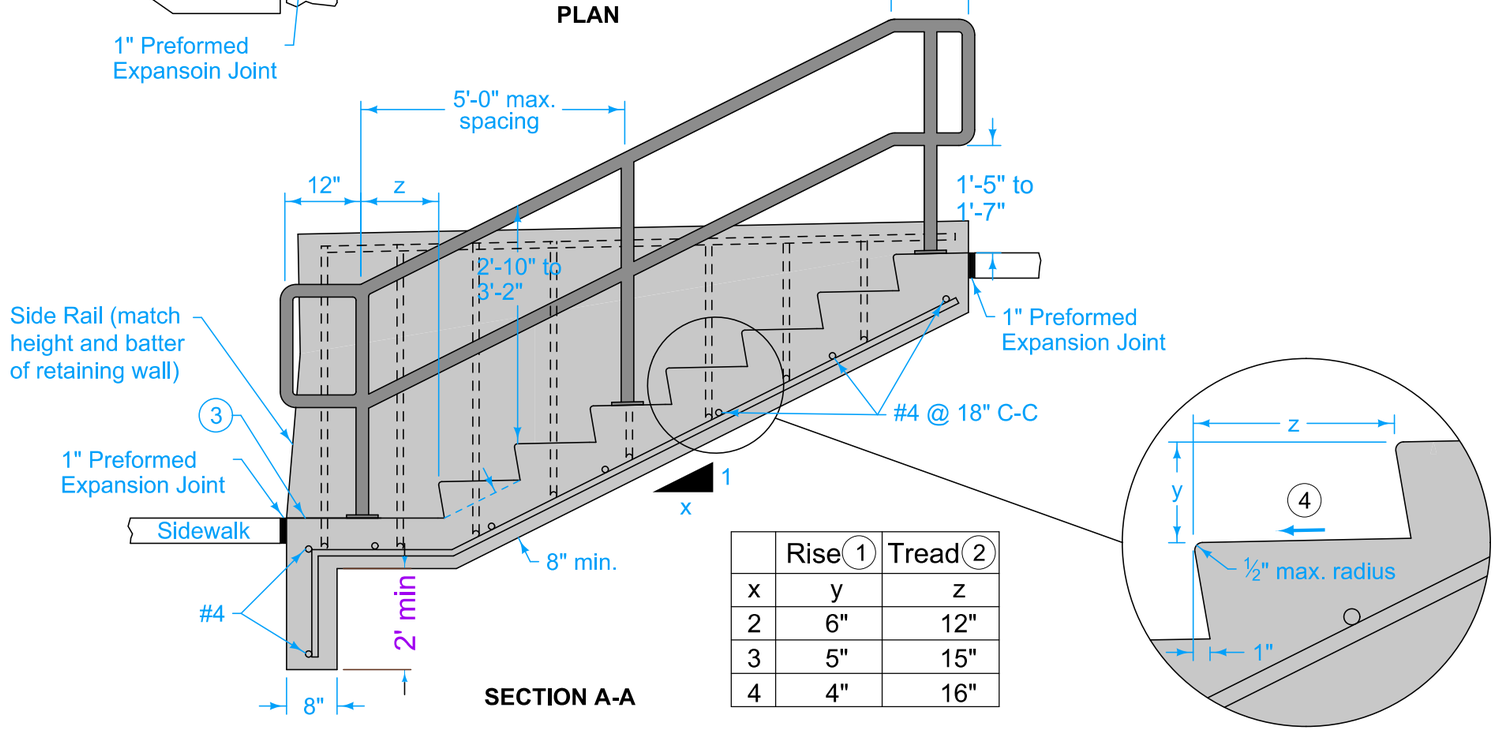


PLAN



SECTION A-A

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

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.

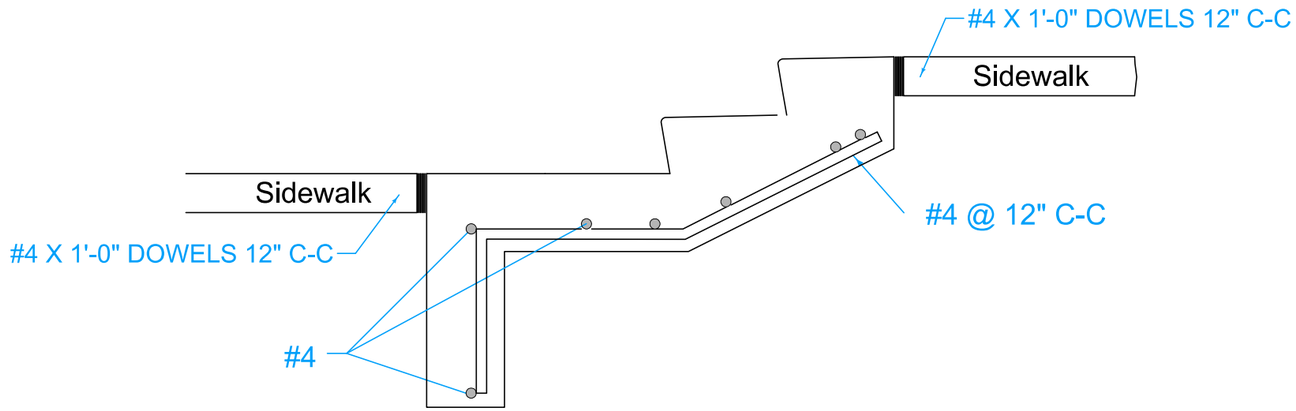
The railing shall be true to line and comply with the best practices for fence construction of this type. All posts shall be set vertical.

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.

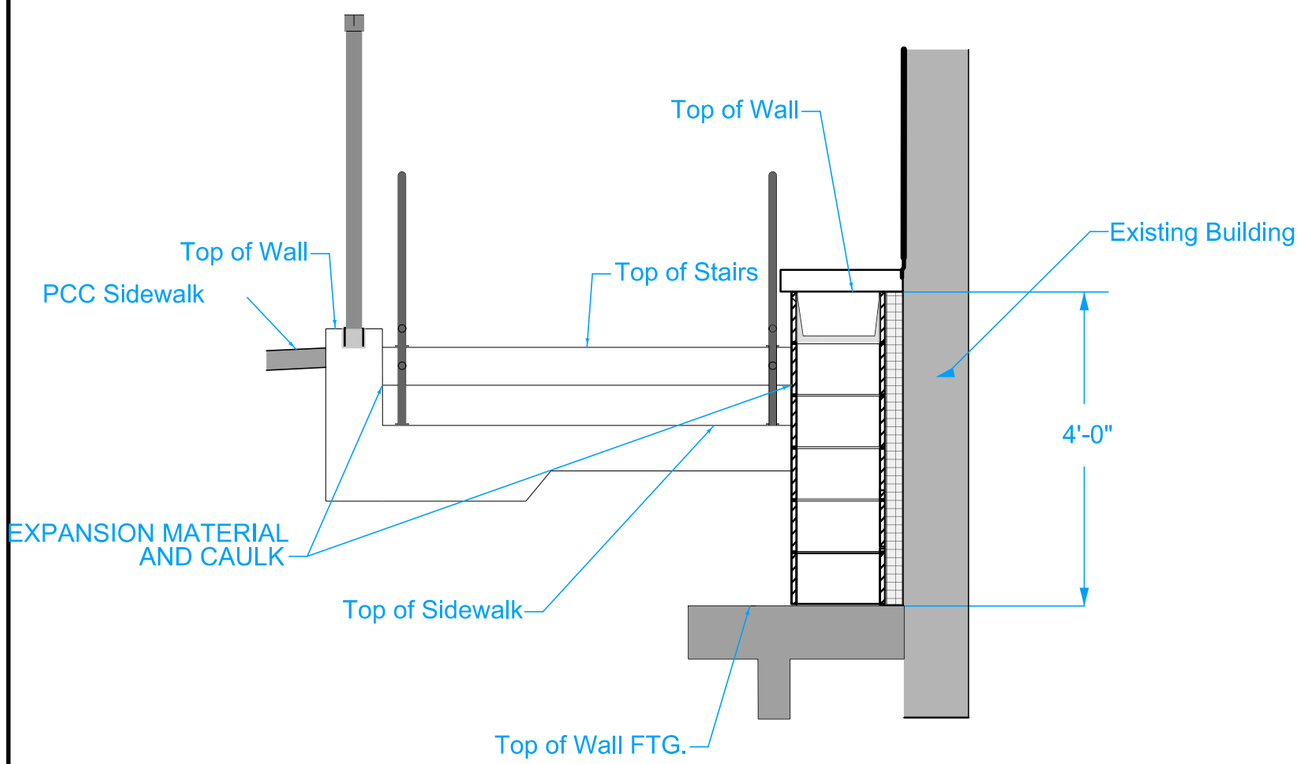
MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 9080.108S

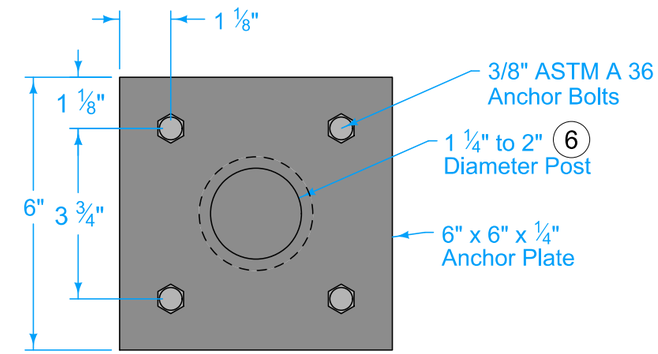
ADA STRUCTURE ACCESS IN ROW



STAIR REINFORCEMENT DETAIL



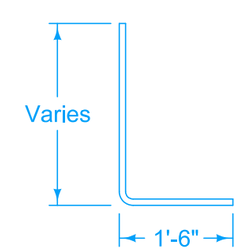
SECTION AT STAIRS DETAIL 1



ANCHOR PLATE DETAIL

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 Section 7010.
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. 17 for additional notes regarding railing and anchor bolts



BENT BAR

MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 9080.108S

ADA STRUCTURE ACCESS IN ROW

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.18**

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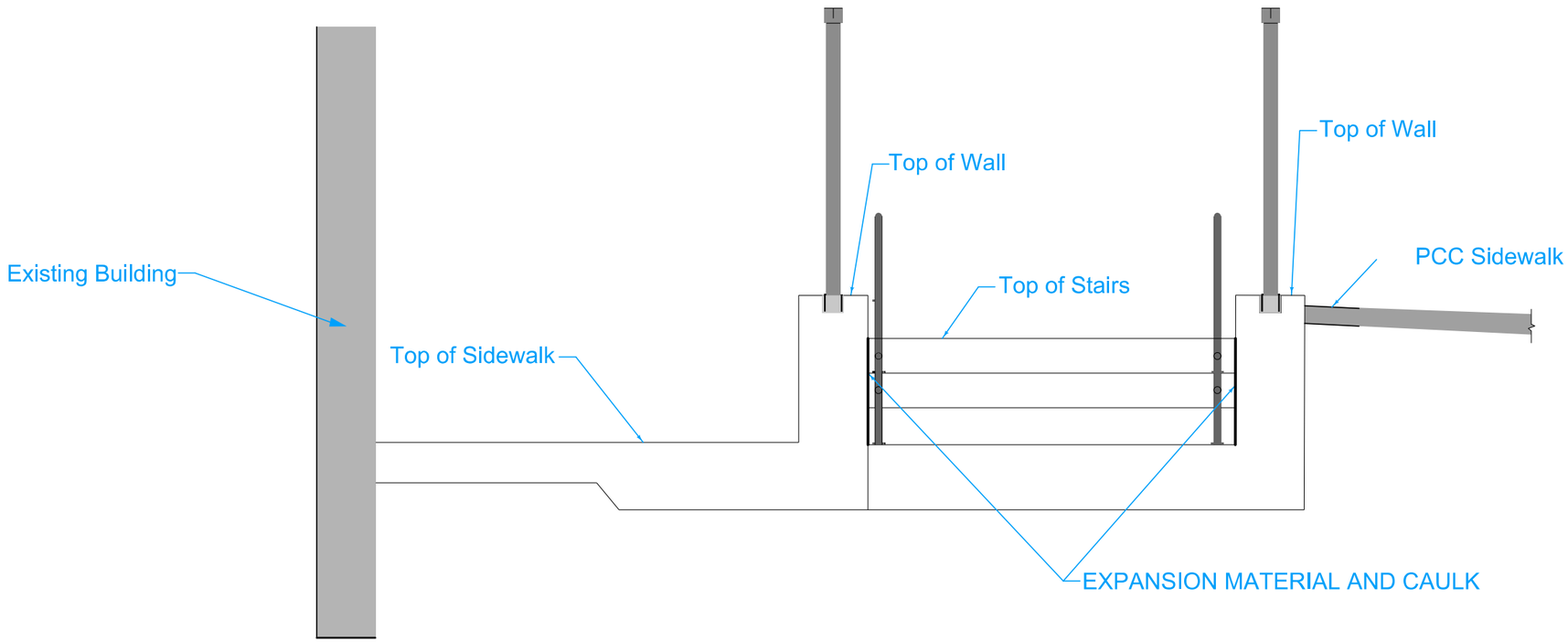

SECTION AT TAIRS DETAIL 2

MODIFIED

MODIFICATIONS: REVISED DAVENPORT STANDARD DETAIL 9080.108S

ADA STRUCTURE ACCESS IN ROW

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **B.19**

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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
1	2101-0850002	CLEARING AND GRUBBING	UNIT	53	-				53					
2	2102-2625000	EMBANKMENT-IN-PLACE	CY	3276	-				3276					
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	2544	-				2544					
4	2105-8425005	TOPSOIL, FURNISH AND SPREAD, 4"	CY	657	-				657					
5	2105-8425005	TOPSOIL, FURNISH AND SPREAD, 8"	CY	243	-				243					
6	2109-8225100	SPECIAL COMPACTION OF SUBGRADE	STA	19	-				19					
7	2115-0100000	MODIFIED SUBBASE, 6"	CY	2346	-				2346					
8	2301-1033100	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 10 IN.	SY	10635	-				10635					
9	2301-4875006	MEDIAN, P.C. CONCRETE, 6 IN.	SY	64	-				64					
10	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	1	-				1					
11	2401-6750001	REMOVALS, AS PER PLAN	LS	1	-				1					
12	2402-2725005	FOUNDATION TREATMENT MATERIAL	TON	10	-				10					
13	2414-6444100	STEEL PIPE PEDESTRIAN HAND RAILING	LF	19	-				19					
14	2414-6445100	STRUCTURAL STEEL PEDESTRIAN HAND RAILING, SAFETY RAIL	LF	302	-				302					
15	2435-0140160	MANHOLE, STORM SEWER, SW-401. 60 IN.	EACH	8	-				8					
16	2435-0140160	MANHOLE, STORM SEWER, SW-401. 60 IN., TOP ONLY	EACH	1	-				1					
17	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN., MODIFIED TWO-CHAMBER GATEWELL	EACH	1	-				1					
18	2435-0250100	INTAKE, SW-501	EACH	3	-				3					
19	2435-0250104	INTAKE, SW-501, TOP ONLY	EACH	1	-				1					
20	2435-0250260	INTAKE, SW-502, 60"	EACH	1	-				1					
21	2435-0250272	INTAKE, SW-502, 72"	EACH	1	-				1					
22	2435-0250500	INTAKE, SW-505	EACH	3	-				3					
23	2435-0250700	INTAKE, SW-507	EACH	11	-				11					
24	2435-0250810	INTAKE, SW-508, MODIFIED	EACH	1	-				1					
25	2435-0250900	INTAKE, SW-509	EACH	1	-				1					
26	2435-0251236	INTAKE, SW-512, 36 IN.	EACH	3	-				3					
27	2435-0252100	LINEAR TRENCH DRAIN, SW-521	LF	286	-				286					
28	2435-0254100	INTAKE, SW-541	EACH	1	-				1					
29	2435-0600010	MANHOLE ADJUSTMENT, MINOR	EACH	9	-				9					
30	2502-8212206	SUBDRAIN, PERFORATED PLASTIC PIPE, 6 IN. DIA	LF	3485	-				3485					
31	2502-8221006	SUBDRAIN RISER, 6 IN., AS PER PLAN	EACH	15	-				15					
32	2502-8221303	SUBDRAIN OUTLET, DR-303	EACH	37	-				37					
33	2503-0114212	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 12 IN.	LF	7	-				7					
34	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.	LF	671	-				671					
35	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.	LF	95	-				95					
36	2503-0114221	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 21 IN.	LF	54	-				54					
37	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.	LF	144	-				144					
38	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 30 IN.	LF	36	-				36					
39	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	629	-				629					
40	2510-6745850	REMOVAL OF PAVEMENT	SY	12711	-				12711					
41	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES	EACH	38	-				38					
42	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES, TOP ONLY	EACH	2	-				2					
43	2511-6745900	REMOVAL OF SIDEWALK	SY	3106	-				3106					
44	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.	SY	1889	-				1889					
45	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.	SY	615	-				615					
46	2511-7526008	SIDEWALK, P.C. CONCRETE, 8 IN.	SY	262	-				262					
47	2511-7528101	DETECTABLE WARNINGS	SF	388	-				388					
48	2512-1725256	CURB AND GUTTER, P.C. CONCRETE, 2.5 FT	LF	179	-				179					
49	2515-2475007	DRIVEWAYS, P.C. CONCRETE, 7 IN.	SY	712	-				712					
50	2515-6745600	REMOVAL OF PAVED DRIVEWAY	SY	597	-				597					
51	2516-8625000	COMBINED CONCRETE SIDEWALK AND RETAINING WALL	CY	81	-				81					
52	2519-4200020	REMOVE AND REINSTALL FENCE, CHAIN LINK	LF	181	-				181					
53	2523-0000200	ELECTRICAL CIRCUIT	LF	1600	-				1600					
54	2523-0000310	HANDHOLE + JUNCTION BOX	EACH	5	-				5					
55	2523-0000400	CONTROL CABINET	EACH	1	-				1					
56	2523-6765009	REMOVE AND REINSTALL LIGHT POLE AND LUMINAIRE	EACH	5	-				5					
57	2524-6765010	REMOVE AND REINSTALL SIGN AS PER PLAN	EACH	12	-				12					
58	2524-6765110	REMOVAL OF TYPE A SIGN	EACH	2	-				2					
59	2524-9276010	PERFORATED SQUARE STEEL TUBE POSTS	LF	192	-				192					
60	2524-9276021	PERFORATED SQUARE STEEL TUBE POST ANCHOR, BREAK-AWAY SOIL INSTALLATION	EACH	16	-				16					
61	2524-9325001	TYPE A SIGNS, SHEET ALUMINUM	SF	69	-				69					
62	2525-0000100	TRAFFIC SIGNALIZATION	LS	1	-				1					
63	2526-8285010	CONSTRUCTION SURVEY, MONUMENT PRESERVATION	LS	1	-				1					
64	2526-8285020	CONSTRUCTION SURVEY, CONTROL POINT SURVEY	LS	1	-				1					
65	2526-8285030	CONSTRUCTION SURVEY, RIGHT OF WAY	LS	1	-				1					
66	2526-8285040	CONSTRUCTION SURVEY, LOCATION SURVEY	LS	1	-				1					
67	2527-9263143	PAINTED SYMBOLS AND LEGENDS, DURABLE	EACH	24	-				24					
68	2527-9263181	PAVEMENT MARKINGS REMOVED	STA	46	-				46					
69	2527-9263209	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED	STA	96.9	-				96.9					
70	2527-9263217	PAINTED PAVEMENT MARKINGS, DURABLE	STA	27	-				27					
71	2528-2518000	SAFETY CLOSURE	EACH	12	-				12					
72	2528-8445110	TEMPORARY TRAFFIC CONTROL	LS	1	-				1					
73	2528-9290050	PORTABLE DYNAMIC MESSAG SIGN (PDMS)	CDAY	100	-				100					
74	2533-4980005	MOBILIZATION	LS	1	-				1					
75	2552-0000220	REMOVAL, DISPOSAL, AND REPLACEMENT OF UNSUITABLE BACKFILL MATERIAL	CY	15	-				15					
76	2552-0000300	TRENCH COMPACTION TESTING	LS	1	-				1					
77	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS	LS	-	1				1					
78	2599-9999010	('LUMP SUM' ITEM) FOUNDATION TESTING FOR RETAINING WALLS	LS	1	-				1					
79	2599-9999010	('LUMP SUM' ITEM) VIBRATION MONITORING	LS	1	-				1					
80	2599-9999010	('LUMP SUM' ITEM) VIBRATION MONITORING FOR HISTORIC STRUCTURES	LS	1	-				1					
81	2599-9999014	('SQUARE FEET' ITEM) CONCRETE MASONRY UNIT WALL	SF	93	-				93					
82	2599-9999014	('SQUARE FEET' ITEM) PCC STEPS	SF	37	-				37					

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
83	2601-2639010	SODDING	SQ	472	-				472					
84	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)	ACRE	1.1	-				1.1					
85	2601-2643110	WATERING FOR SOD, SPECIAL DITCH CONTROL, OR SLOPE PROTECTION	MGAL	47	-				47					
86	2601-2643300	MOBILIZATION FOR WATERING	EACH	1	-				1					
87	2602-0000309	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 9 IN. DIA.	LF	3368	-				3368					
88	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	104	-				104					
89	2602-0000351	REMOVAL OF PERIMETER AND SLOPE OR DITCH CHECK SEDIMENT CONTROL DEVICE	LF	3472	-				3472					
90	2602-0000500	OPEN-THROAT CURB INTAKE SEDIMENT FILTER, EC-602	LF	203	-				203					
91	2602-0000510	MAINTENANCE OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER	EACH	14	-				14					
92	2602-0000520	REMOVAL OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER	EACH	14	-				14					
93	2602-0000530	GRATE INTAKE SEDIMENT FILTER BAG, EC-604	EACH	9	-				9					
94	2602-0000540	MAINTENANCE OF GRATE INTAKE SEDIMENT FILTER BAG	EACH	9	-				9					
95	2602-0000550	REMOVAL OF GRATE INTAKE SEDIMENT FILTER BAG	EACH	9	-				9					
96	2602-0010010	MOBILIZATIONS, EROSION CONTROL	EACH	3	-				3					

100-1D
10-18-05

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF IMPROVEMENTS TO 3RD STREET, 4TH STREET, AND LECLAIRE STREET IN DAVENPORT, IOWA. THE PROJECT INCLUDES ROADWAY PAVEMENT, SIDEWALK, DRIVEWAYS, TRAFFIC SIGNALS AND STORM SEWER.

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	2102-2625000	EMBANKMENT-IN-PLACE
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:
		2,544 CY OF CLASS 10 SUITABLE CUT MATERIAL FROM CROSS SECTIONS.
		3,276 CY OF FILL MATERIAL (INCLUDES + 30% SHRINKAGE)
		732 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.
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

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
9	2301-4875006	MEDIAN, P.C. CONCRETE, 6 IN.
		A. REFER TO THE TYPICAL SECTIONS IN THE B SHEETS.
		B. REFER TO TABULATION 112-5 IN THE C SHEETS.
		C. CONTRACTOR SHALL PROVIDE CERTIFIED PLANT INSPECTION FOR PORTLAND CEMENT CONCRETE PER
		SPECIFICATIONS.
		D. ADDITIONAL MODIFIED SUBBASE MATERIAL BENEATH THE MEDIAN PAVING SHALL BE CONSIDERED
		INCIDENTAL TO THIS ITEM. SEE B SHEETS FOR DETAILS.
10	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES
		A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PCC SAMPLES IN ACCORDANCE WITH
		IADOT STANDARD SPECIFICATIONS.
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	2414-6444100	STEEL PIPE PEDESTRIAN HAND RAILING
14	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.
15	2435-0140160	MANHOLE, STORM SEWER, SW-401. 60 IN.
16	2435-0140160	MANHOLE, STORM SEWER, SW-401. 60 IN., TOP ONLY
17	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN., MODIFIED TWO-CHAMBER GATEWELL
18	2435-0250100	INTAKE, SW-501
19	2435-0250104	INTAKE, SW-501, TOP ONLY
20	2435-0250260	INTAKE, SW-502, 60"
21	2435-0250272	INTAKE, SW-502, 72"
22	2435-0250500	INTAKE, SW-505
23	2435-0250700	INTAKE, SW-507
24	2435-0250810	INTAKE, SW-508, MODIFIED
25	2435-0250900	INTAKE, SW-509
26	2435-0251236	INTAKE, SW-512, 36 IN.
27	2435-0252100	LINEAR TRENCH DRAIN, SW-521
28	2435-0254100	INTAKE, SW-541
		A. REFER TO M SHEETS FOR PLAN AND PROFILES
		B. REFER TO TABULATION 104-5B ON SHEET M.01
		C. REFER TO TABULATION 108-16 IN THE C SHEETS FOR LINEAR TRENCH DRAIN INSTALLATION.
		D. THE FOLLOWING NOTES APPLY TO SW-401, MODIFIED ITEM
		1. REFER TO B.13-14 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.

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
		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.15-16 FOR SW-508, MODIFIED DETAIL
		F. THE FOLLOWING NOTE APPLIES TO SW-501, SW-505, SW-507, SW-508 MODIFIED, 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
		CONISDERED 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.
29	2435-0600010	MANHOLE ADJUSTMENT, MINOR
		A. REFER TO U SHEETS AND TABULATION 104-10 IN THE C SHEETS FOR LOCATION
30	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.
		C. CONNECTION TO ALL EXISTING TILES LINES SHALL BE CONSIDERED INCIDENTAL.
31	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.
32	2502-8221303	SUBDRAIN OUTLET, DR-303
		A. REFER TO TABULATION 104-9 IN THE C SHEETS.
33	2503-0114212	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 12 IN.
34	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.
35	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.
36	2503-0114221	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 21 IN.
37	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.
38	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 30 IN.
		A. REFER TO M SHEETS FOR PLAN AND PROFILES.
		B. REFER TO TABULATION 104-5B ON SHEET M.01
		C. REFER TO RISK OF FLOODING SHEETS U.6-U.8. 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 THE B SHEET DETAIL. PLACE FLOWABLE
		MORTAR TO SUPPORT EXISTING UTILITIES. SEWER PIPE SUPPORT AND UTILITY SUPPORT ARE
		INCIDENTAL TO THESE BID ITEMS.
39	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.
40	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.
41	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES
42	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES, TOP ONLY
		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.
43	2511-6745900	REMOVAL OF SIDEWALK
		A. REFER TO U SHEETS AND TABULATION 110-5 IN THE C SHEETS

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ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
44	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.
45	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.
46	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
		D. 6 IN. P.C. CONCRETE SHALL BE USED FOR ALL DESIGNATED LANDING/ TURNING SPACES. 8 IN. P.C. CONCRETE SHALL
		BE USED FOR ALL SIDEWALK RAMPS.
47	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 - FEDERSTANDARD
		#31350, OR APPROVED EQUAL.
		B. REFER TO S SHEETS FOR LOCATIONS AND TABULATIONS 113-1A IN THE C SHEETS.
48	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.
49	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.
50	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.
51	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.
52	2519-4200020	REMOVE AND REINSTALL FENCE, CHAIN LINK
		A. REFER TO TABULATION 100-08 IN THE C SHEETS AND LOCATIONS IN THE U AND D SHEETS.
53	2523-0000200	ELECTRICAL CIRCUIT
		A. REFER TO THE P SHEETS FOR LOCATIONS AND DETAILS.
		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.
54	2523-0000310	HANDHOLE + JUNCTION BOX
		A. REFER TO THE P AND N SHEETS FOR LOCATIONS AND DETAILS.
		B. HANDHOLES SHALL BE TYPE I PER STANDARD ROAD PLAN LI-103 UNLESS NOTED OTHERWISE.
55	2523-0000400	CONTROL CABINET
56	2523-6765009	REMOVE AND REINSTALL LIGHT POLE AND LUMINAIRE
		A. REFER TO P SHEETS FOR REMOVAL PLAN NOTES AND THE LOCATIONS OF LIGHT ASSEMBLIES TO BE REMOVED,
		STORED AND REINSTALLED.
		B. THIS ITEM INCLUDES COMPLETE REMOVAL OF EACH LIGHT ASSEMBLY AND REINSTALLATION OF LIGHT ASSEMBLIES IN
		NEW LOCATION WITH NEW TRANSFORMER BASE AND NEW POLE FOUNDATION.
		C. MEASUREMENT: THE QUANTITY FOR WHICH PAYMENT WILL BE MADE, WILL BE COUNTED PER EACH POLE ASSEMBLY
		REMOVED AND REINSTALLED.
		D. PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE FOR EACH LIGHTING ASSEMBLY REMOVED AND
		REINSTALLED. PAYMENT INCLUDES FURNISHING ALL MATERIALS, EQUIPMENT AND LABOR TO REMOVE THE EXISTING LIGHT
		ASSEMBLY, STORE AND REINSTALL IN NEW LOCATION WITH NEW TRANSFORMER AND POLE FOUNDATION. INCIDENTAL TO
		AND INCLUDED WITH THIS BID ITEM IS LABOR, MATERIAL, CONDUIT AND WIRE.
57	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.

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Item No.	Item Code	Description
58	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.
59	2524-9276010	PERFORATED SQUARE STEEL TUBE POSTS
60	2524-9276021	PERFORATED SQUARE STEEL TUBE POST ANCHOR, BREAK-AWAY SOIL INSTALLATION
		A. REFER TO TABULATION HRG-4 IN THE C SHEETS.
		B. REFER TO K SHEETS FOR LOCATIONS.
		C. POSTS TO BE 2.25 IN X 2.25 IN.
61	2524-9325001	TYPE A SIGNS, SHEET ALUMINUM
		A. REFER TO TABULATION HRG-4 IN THE C SHEETS.
		B. REFER TO K SHEETS FOR LOCATIONS.
		C. ALL SIGN INSTALLATIONS SHALL BE CONSIDERED FULL COMPENSATION FOR FURNISHING ALL TOOLS,
		EQUIPMENT, AND LABOR NECESSARY TO INSTALL SIGNS SHOWN IN THE CONTRACT DOCUMENTS.
62	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 RIVER DRIVE AND 3RD STREET AND
		RIVER DRIVE AND 4TH STREET
63	2526-8285010	CONSTRUCTION SURVEY, MONUMENT PRESERVATION
64	2526-8285020	CONSTRUCTION SURVEY, CONTROL POINT SURVEY
65	2526-8285030	CONSTRUCTION SURVEY, RIGHT OF WAY
66	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.
67	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.
68	2527-9263181	PAVEMENT MARKINGS REMOVED
		A. REFER TO TABULATION 108-22 IN THE C SHEETS.
		B. LOCATIONS INCLUDE: 4TH AND LECLAIRE INTERSECTION AND RIVER DRIVE
		D. PAVEMENT MARKINGS SHALL BE REMOVED BY WATER BLASTING.
69	2527-9263209	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED
70	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.
71	2528-2518000	SAFETY CLOSURE
72	2528-8445110	TEMPORARY TRAFFIC CONTROL
73	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.
74	2533-4980005	MOBILIZATION
75	2552-0000220	REMOVAL, DISPOSAL, AND REPLACEMENT OF UNSUITABLE BACKFILL MATERIAL
		A. ITEM IS TO BE USED ONLY IN THE CASE WHERE BACKFILL MATERIAL IS UNSUITABLE AND REPLACEMENT IS
		NECESSARY OR WET SOILS ARE ENCOUNTERED. CONTRACTOR REQUIRES ENGINEER OR CITY APPROVAL PRIOR TO
		PERFORMING WORK INCLUDED IN THIS ITEM.
		B. REPLACEMENT MATERIAL SHALL BE MANUFACTURED SAND MEETING IOWA DOT GRADATION NO. 32 FROM TABLE 4109.02-1
		C. PLAN QUANTITY IS AN ESTIMATE FOR BIDDING PURPOSED ONLY. ITEM WILL BE MEASURE BY CY INSTALLED
		D. MATERIAL TICKETS MUST BE PROVIDED TO THE ENGINEER TO RECEIVE PAYMENT
		E. ITEM INCLUDES ALL TOOLS, LABOR, AND EQUIPMENT INVOLVED IN EXCAVATION, HAULING, PLACING AND COMPACTION
		OF NEW MATERIAL. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL TO BE INCIDENTAL TO THIS BID ITEM.
		F. USE OF MANUFACTURED SAND TO BACKFILL STORM SEWER STRUCTURES, ADJUSTMENTS, SPOT REPAIRS AND OTHER
		UTILITY REPLACEMENTS IS INCIDENTAL TO THOSE SPECIFIC WORK ITEMS.
76	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.
77	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS
		A. REFER TO N AND P SHEETS FOR MORE INFORMATION.
		B. ANY UNUSED POLES/ LUMINAIRES AND TRAFFIC SIGNAL EQUIPMENT SHALL BE SALVAGED AND RETURNED TO THE CITY

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Item No.	Item Code	Description
78	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.
79	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.
80	2599-9999010	('LUMP SUM' ITEM) VIBRATION MONITORING FOR HISTORIC STRUCTURES
		A. THIS ITEM IS FOR VIBRATION MONITORING TO PROTECT HISTORIC STRUCTURES. 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 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.
81	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.
82	2599-9999014	('SQUARE FEET' ITEM) PCC STEPS
		A. REFER TO V SHEETS FOR LOCATION AND B SHEETS 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.
83	2601-2639010	SODDING
		A. REFER TO IOWA DOT SECTION 2601.03.G
84	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)
		A. THIS ITEM IS FOR INSTALLATION OF TEMPORARY SEEDING AT THE END OF CONSTRUCTION STAGES 1-3 IN
		ALL DISTURBED AREAS. REFER TO J SHEETS FOR MORE INFORMATION.
85	2601-2643110	WATERING FOR SOD, SPECIAL DITCH CONTROL, OR SLOPE PROTECTION
86	2601-2643300	MOBILIZATION FOR WATERING
87	2602-0000309	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 9 IN. DIA.
88	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.
89	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.
90	2602-0000500	OPEN-THROAT CURB INTAKE SEDIMENT FILTER, EC-602
91	2602-0000510	MAINTENANCE OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER
92	2602-0000520	REMOVAL OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER
93	2602-0000530	GRATE INTAKE SEDIMENT FILTER BAG, EC-604
94	2602-0000540	MAINTENANCE OF GRATE INTAKE SEDIMENT FILTER BAG
95	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. BASIS OF PAYMENT: THE CONTRACTOR WILL BE PAID THE CONTRACT UNIT PRICE PER EACH (EA)
		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.
96	2602-0010010	MOBILIZATIONS, EROSION CONTROL
		A. ASSUMES 3 MOBILIZATIONS FOR THIS ITEM.

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 a Improvements to 3rd street, 4th street, and Leclaire street in Davenport, Iowa. The project includes roadway pavement, sidewalk, driveways, traffic signals and storm sewer.

B. This PPP covers approximately 3.95 acres with an estimated 3.95 acres being disturbed. The portion of the PPP covered by this contract has 3.95 acres disturbed.

C. The PPP is located in an area of Monona - Ida - Napier soil association.
The estimated weighted average runoff coefficient number for this PPP after completion will be 0.69.

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.
8. Locations where Storm Water is Discharged – Plan and Profile sheets.

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POLLUTION PREVENTION PLAN

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.

IV. MAINTENANCE PROCEDURES
The Contractor is required to maintain all temporary erosion and sediment control measures in proper working order, including

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POLLUTION PREVENTION PLAN

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

Cory Shannon
Printed or Typed Name

Signature

Printed or Typed Name

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08-01-08

SHRINKAGE DATA

Material	%	Remarks
EXCAVATION, CLASS 10, ROADWAY AND BORROW	30%	QUANTIIES IN T SHEETS
TOPSOIL, FURNISH AND SPREAD, 6"	40%	

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SAFETY CLOSURES

Refer to Section 2528 of the Standard Specifications

Station	Closure Type		Remarks
	Road Qty.	Hazard Qty.	
Stage 1			
200+64.52	1		2nd Street Closures
201+64.72	1		3rd Street Closures
209+16.39	2		3rd Street Closure
202+81.77	1		3rd Street Driveway Closure
205+49.07	1		3rd Street Driveway Closure
207+68.38	1		3rd Street Driveway Closure
303+06.91	2		Leclarie Street Closure
304+15.08	2		Leclarie Street Closure
306+95.00	1		Leclarie Street Closure
300+98.00	1		Leclarie Street Closure
Stage 2			
300+29.25	2		Leclarie Street Closure
303+06.91	2		Leclarie Street Closure
304+15.08	2		Leclarie Street Closure
307+18.93	2		Leclarie Street Closure
300+58.86	1		Leclarie Street Driveway Closure
305+48.86	1		Leclarie Street Driveway Closure
305+65.49	1		Leclarie Street Driveway Closure
Stage 3A			
304+15.08	1		Leclaire Street Closure
307+15.32	2		Leclaire Street Closure
307+61.87	2		Leclaire Street Closure
307+50.00	1		4th Street Closure
307+83.25	1		4th Street Closure
Stage 3B			
307+61.87	2		Leclaire Street Closure
307+50.00	1		4th Street Closure
307+83.25	1		4th Street Closure
Stage 4			
307+60.00	1		4th Street Closure
100+00.00	2		4th Street Closure
104+28.64	2		4th Street Closure

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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.	
3rd Street			
201+63.08	LT		STAGE 1
203+32.98	LT		STAGE 1
203+90.14	LT		STAGE 1
201+62.1	RT		STAGE 1
203+33.83	RT		STAGE 1
203+93.51	RT		STAGE 1
Leclaire Street			
300+03.26	LT		STAGE 2
302+96.49	LT		STAGE 2
300+19.01	RT		STAGE 2
302+84.70	RT		STAGE 2
304+33.17	LT		STAGE 2
307+01.35	LT		STAGE 2
304+32.70	RT		STAGE 2
306+94.28	RT		STAGE 2
307+23.09	LT		STAGE 3A
307+98.80	LT		STAGE 3B
307+23.18	RT		STAGE 3A
307+93.01	RT		STAGE 3B
308+33.33	LT		STAGE 3B
308+34.25	RT		STAGE 3B
4th Street			
101+01.71	LT		STAGE 4
101+01.90	RT		STAGE 4
River Drive			
404+75.97	LT		STAGE 1
404+75.06	RT		STAGE 1
409+03.76	LT		STAGE 4
411+84.22	LT		STAGE 4

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STANDARD ROAD PLANS

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

Number	Date	Title
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
LI-101	10-21-14	LIGHT POLE LOCATION
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-120	10-15-24	STOP LINES AND ISLANDS
PM-550	10-15-24	TWO-LANE ROADWAY WITH TWO-WAY LEFT TURN LANES
PV-20	10-21-14	RAISED ISLANDS
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-119	10-17-17	SUPPORT STRUCTURES - MOUNTING BRACKETS
SI-131	10-18-16	INSTALLATION - 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-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-507	10-21-25	SINGLE OPEN-THROAT CURB INTAKE, SMALL BOX
SW-508	10-21-25	SINGLE OPEN-THROAT CURB INTAKE, LARGE BOX
SW-509	10-21-25	DOUBLE OPEN-THROAT CURB INTAKE, SMALL BOX
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
TC-415	4-18-23	SHORT TERM LANE CLOSURE WITH TMA
WM-102	10-21-25	TRACER SYSTEM

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04-17-18

REMOVAL OF FENCE

Removal of Field Fence is incidental to Clearing and Grubbing.

Location From Station	Location From Offset	Location To Station	Location To Offset	Type	Length LF	Remarks
304+09.42	124.43 RT	304+89.66	48.31 RT	Chain Link	181.0	Remove and Reinstall Fence
				Total:	181.0	

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REMOVAL OF PAVEMENT

Refer to Tabulation 102-5

* Not a Bid Item

Begin Station	End Station	Side	Pavement Type	Area SY	Saw Cut* LF	Remarks
3rd St						
201+64.81	203+62.31	BOTH	5.5"	1238.0	54.0	HMA w/ brick subgrade
203+62.31	206+73.71	BOTH	5.5"	1851.0		HMA overlay on PCC
206+73.71	209+16.39	BOTH	3.25"	2048.0	150.0	HMA overlay on PCC
Leclaire St						
300+22.95	303+33.82	BOTH	3.5"	1781.0	41.0	HMA w/ brick subgrade
303+89.19	308+30.48	BOTH	4.5"	3395.0	54.0	HMA w/ brick subgrade
4th St						
101+03.65	104+28.64	BOTH	5.75"	2394.0	54.0	HMA overlay on 6.75" PCC layer w/ rock subgrade
River Dr						
403+71.68	403+78.87	Right	3.25"	2.0	7.0	HMA overlay on PCC
404+64.44	404+72.71	Right	3.25"	2.0	8.0	HMA overlay on PCC
			Total:	12711.0		

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04-17-18

REMOVAL OF CONCRETE DRIVES

* Not a Bid Item

Location Station	Location Side	Area SY	Saw Cut* LF	Remarks
3rd St				
201+88.58	RT	152.9	122.0	
202+82.49	LT	94.4	57.0	
205+49.07	RT	37.4	25.0	
207+68.96	LT	54.3	30.0	
Leclaire St				
300+59.32	RT	78.6	13.0	
302+46.73	LT	37.3	15.0	
305+48.86	RT	63.4	40.0	
305+65.49	LT	36.3	23.0	
306+80.36	LT	42.1	29.0	
	Total:	596.8		

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SIDEWALK REMOVAL

* Not a bid item

Begin Station	End Station	Area SY	Saw Cut* LF	Remarks
3rd St				
201+64.81	202+19.42	56	9.0	RT
202+45.23	202+61.28	15	11.0	RT
		50		
201+64.81	202+68.47	129		LT
202+94.49	203+32.90	47		LT
203+90.56	207+55.75	402		LT
207+82.85	209+40.32	263	10.0	LT
203+91.14	205+36.38	83		RT
205+61.71	209+04.79	189		RT
Leclaire St				
300+29.26	300+70.25	23	10.0	LT
300+90.41	303+34.33	103		LT
303+90.10	305+53.98	100		LT
305+77.00	306+65.91	63		LT
306+94.77	307+34.59	101		LT
307+90.79	308+30.49	114	14.0	LT
300+65.65	302+22.00	142	6.0	RT
303+89.15	305+25.86	145		RT
305+68.92	307+33.27	220	10.0	RT
307+93.11	308+40.44	67	11.0	RT
4th St				
101+03.65	104+53.68	297	6.0	LT
101+03.65	104+08.60	355	10.0	RT
River Drive				
404+65.62	404+72.71	10	5.0	RT
409+08.00	410+47.30	132	10.0	LT
	Total:	3106		

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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 ≤ 36 inch diameter LF	Length of Pipe > 36 inch diameter LF	Fill Material* Flowable Mortar or CLSM CY	Remarks
3rd Street						
Sta. 203+22.35 to Sta. 203+32.96	Storm Sewer	Removal	48.8			
Sta. 203+86.90 to Sta. 204+29.86	Storm Sewer	Removal	43.0			
Sta. 207+28.70 to Sta. 207+51.07	Storm Sewer	Removal	71.8			
Sta. 207+51.07 to Sta. 208+73.60	Storm Sewer	Removal	126.3			
Sta. 207+93.98 to Sta. 208+01.49	Storm Sewer	Removal	57.9			
Leclaire Street						
Sta. 303+05.90 to Sta. 304+10.95	Storm Sewer	Removal	123.0			
Sta. 303+16.24 to Sta. 303+35.84	Storm Sewer	Removal	77.5			
Sta. 303+05.90 to Sta. 304+06.80	Storm Sewer	Removal	71.5			
Sta. 307+90.92 to Sta. 308+04.00	Storm Sewer	Removal	77.6			
		Total:	697			
		Removal of storm sewer, less than 36":	697			

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MODIFIED

REMOVALS, AS PER PLAN

No.	Location	Disposal	Remarks
3rd Street			
	208+39.01, 3.98' RT		ITEM IS EITHER AN ABANDONED WELL ACCESS OR AN OLD PAY PHONE FOUNDATION
	207+10.70, 28.32' RT		REMOVE ABANDONED FOUNDATION
Leclaire Street			
	300+52.36, 36.58' RT		RELOCATE BUSINESS SIGN (COORDINATE WITH OWNERS)

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REMOVAL OF INTAKES AND UTILITY ACCESSES

No.	Location/Description	Type	Remarks
3rd Street			
1	Sta. 203+22.96, 27.88' LT	Intake	
2	Sta. 207+33.00, 31.55' LT	Intake	
3	Sta. 207+48.57, 22.30' RT	Intake	
4	Sta. 207+94.37, 43.01' LT	Intake	
5	Sta. 208+00.30, 12.07' RT	Intake	
6	Sta. 208+72.32, 11.60' LT	Intake	
7	Sta. 208+75.40, 89.76' RT	Intake	Top Only
8	Sta. 209.09.61, 10.34' RT	Intake	Top Only
9	Sta. 209+40.32, 129.18' LT	Intake	
Leclaire Street			
10	Sta. 302+36.36, 11.92' RT	Manhole	Abandon structure - Remove casting and fill
11	Sta. 303+05.37, 22.54' RT	Manhole	Remove check valve upstream along with structure
12	Sta. 303+14.43, 29.16' LT	Intake	
13	Sta. 303+18.08, 29.25' LT	Intake	
14	Sta. 303+16.71, 28.28' RT	Intake	
15	Sta. 303+19.87, 28.36' RT	Intake	
16	Sta. 304+06.11, 28.92' LT	Intake	
17	Sta. 304+09.36, 39.46' LT	Intake	
18	Sta. 304+09.26, 28.85' LT	Intake	
19	Sta. 304+06.20, 28.67' RT	Intake	
20	Sta. 304+09.79, 28.68' RT	Intake	
21	Sta. 307+90.93, 43.71' LT	Intake	
22	Sta. 307+90.92, 39.97' LT	Intake	
23	Sta. 308+04.92, 27.71' LT	Intake	
24	Sta. 308+08.84, 27.73' LT	Intake	
25	Sta. 308+04.00, 28.49' RT	Intake	
4th Street			
26	Sta. 102+80.23, 23.12' RT	Intake	
27	Sta. 102+83.49, 22.78' RT	Intake	
28	Sta. 103+76.26, 55.96' LT	Intake	
29	Sta. 103.79.01, 56.97' LT	Intake	
30	Sta. 104+38.15, 82.16' LT	Intake	
	Total	30	

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MODIFIED

REMOVAL/RELOCATION BY OTHERS

No.	Location Station	DESCRIPTION	NOTES
3rd Street			
	203+12.33, 40.35' LT	Utility Pole	
	203+19.95, 30.43' LT	Light Pole	
	206+06.26, 28.53' RT	Utility Pole	
	208+12.89, 10.51' RT	Utility Pole	
	209+05.52, 00.94' LT	Fire Hydrant	
	209+05.51, 0.93' LT	Light Pole	
Le Claire St			
	300+79.51 - 301+24.17 RT	Water Main	Horizontal conflict with proposed storm sewer structure
	300+95.74, 31.53' RT	Utility Pole	
	303+01.04 - 303+21.04 RT	Water Main	Vertical conflict with proposed storm sewer pipe
	304+01.59, 30.16' RT	Utility Pole	
	304+36.27, 29.67' RT	Utility Pole	
	305+16.64, 29.52' RT	Utility Pole	
	307+92.92, 29.32' LT	Fire Hydrant	

104-10
08-01-08

ADJUSTMENT OF FIXTURES

No.	Location Station	Type of Fixture	Adjustment
3rd Street			
1	202+20.60 LT	Water Valve	Adjust by others
2	202+21.73 LT	Water Valve	Adjust by others
3	203+20.03 LT	Water Valve	Adjust by others
4	203+43.41 LT	Water Valve	Adjust by others
5	203+74.04 LT	Water Valve	Adjust by others
6	203+74.37 LT	Water Valve	Adjust by others
7	205+51.44 RT	Sanitary Manhole	Minor Adjustment, 0.14'
8	205+50.01 LT	Sanitary Manhole	Minor Adjustment, 1.18'
9	205+83.97 LT	Water Valve	Adjust by others
10	207+21.83 LT	Hydrant Assembly	Adjust by others
11	207+24.67 LT	Water Valve	Adjust by others
12	207+53.75 RT	Sanitary Manhole	Minor Adjustment, -0.14'
13	209+31.45 LT	Water Valve	Adjust by others
Leclaire Street			
1	300+66.25 LT	Sanitary Manhole	Minor Adjustment, 0.26'
2	301+45.63 LT	Fiber Manhole	Adjust by others
3	301+73.75 RT	Water Valve	Adjust by others
4	301+74.02 RT	Hydrant Assembly	Adjust by others
5	302+33.35 LT	Fiber Manhole	Adjust by others
6	302+75.82 RT	Water Valve	Adjust by others
7	302+85.79 RT	Water Valve	Adjust by others
8	302+83.40 RT	Gas Valve	Adjust by others
9	303+20.13 RT	Gas Valve	Adjust by others
10	303+48.49 RT	Sanitary Manhole	Minor Adjustment, 1.14'
11	304+03.95 RT	Sanitary Manhole	Minor Adjustment, 1.14'
12	304+06.61 RT	Gas Valve	Adjust by others
13	304+14.10 RT	Gas Valve	Adjust by others
14	304+29.03 RT	Gas Valve	Adjust by others
15	305+76.94 RT	Water Valve	Adjust by others
16	307+10.73 LT	Utility Box	Adjust by others
17	307+19.92 RT	Sanitary Manhole	Minor Adjustment, -0.28'
18	307+22.78 RT	Gas Valve	Adjust by others
19	307+54.58 RT	Water Valve	Adjust by others
20	307+76.34 RT	Water Valve	Adjust by others
21	307+75.83 LT	Water Valve	Adjust by others
22	307+79.62 LT	Sanitary Manhole	Minor Adjustment, -0.07'
23	307+78.58 RT	Water Valve	Adjust by others
24	307+81.45 LT	Water Valve	Adjust by others
25	307+83.21 LT	Fiber Manhole	Adjust by others
26	307+85.93 LT	Water Valve	Adjust by others
27	307+85.52 RT	Water Valve	Adjust by others
28	307+91.09 RT	Utility Box	Adjust by others
4th Street			
1	101+35.69 LT	Water Valve	Adjust by others
2	102+00.27 LT	Sanitary Manhole	Minor Adjustment, 0.46'
3	102+71.36 LT	Water Valve	Adjust by others
4	103+97.50 LT	Water Valve	Adjust by others
5	104+10.60 LT	Hydrant Assembly	Adjust by others
6	104+35.24 LT	Water Valve	Adjust by others
7	104+49.30 LT	Gas Valve	Adjust by others
	Totals:		
Minor Manhole adjustment:		9	

Notes:
1) All fixtures locations and adjustments shall be verified in the field

110-17
04-18-17

CLEARING AND GRUBBING

Location: Station to Station or Ref. Loc. Sign to Ref. Loc. Sign or Description	Direction of Travel	Work and Material Type	Trees, Stumps, and Logs and Down Timber Material Diameters: 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"	All Other Materials: Length (FT)	Width (FT)	Estimated Quantities: Units (Units)	Area (Acres)	Herbicide Application (Each)	Remarks
Leclaire Street																					
301+03.11	SB	Trees - Clearing and Grubbing				1												9.4			
301+41.47	SB	Trees - Clearing and Grubbing				1												9.4			
302+44.57	SB	Trees - Clearing and Grubbing				1												9.4			
303+11.63	SB	Trees - Clearing and Grubbing				1												9.4			
304+34.14	NB	Trees - Clearing and Grubbing				1												9.4			
304+96.68	SB	Shrubs - Clearing and Grubbing	1															1.6			
305+05.00	SB	Shrubs - Clearing and Grubbing	1															1.6			
305+10.36	SB	Shrubs - Clearing and Grubbing	1															1.6			
305+36.09	SB	Shrubs - Clearing and Grubbing	1															1.6			
														Totals:							
														Clearing and grubbing (units):				53.4			

HRG-4
MODIFIED

ACCESS POINTS AND SAFETY RAMPS

Refer to Cross-Sections

Length of Unclassified Pipe calculated is based on using Corrugated Metal Pipe.

Refer to MI-210

Refer to EW-501.

Refer to EW-501 or EW-502.

*Predetermined for access point not constructed with this project.

Location		Type	Length of Opening				Radius		Pipe Culvert					Aprons	Driveway Surface Area		Granular Surfacing	Subbase
Station	Side	A, B, C, Safety Ramp, or Predetermined	Flares or Radii	1½" Dropped Curb	3" Dropped Curb				0	Size	Pipe Length	Lt.	Rt.		HMA	PCC		
			1 or 2	LF	LF	FT	FT	FT	FT	IN	LF	LF	LF	No.	SY	SY	TON	CY
3rd Street																		
201+88.58	RT	A	1	30.0		24.0										76.8		38.4
202+82.49	LT	A	2	61.7		24.0	10.0									88.6		44.3
205+49.07	RT	A	2	47.0		25.0	10.0									44.3		22.2
207+71.20	LT	A	2	50.0		30.0	10.0									108.6		54.3
Leclaire Street																		
300+59.02	RT	A	1	49.5		13.5	10.0									119.9		60.0
300+81.74	LT	A	2	17.0		17.0										34.7		17.4
305+48.86	RT	A	2	62.0		40.0	10.0									101.5		50.8
305+65.49	LT	A	2	45.0		23.0	10.0									63.3		31.7
306+80.36	LT	A	2	51.0		29.0	10.0									74.7		37.4
															Total:	712.4		356.2

112-4
10-21-14

CURBS AND RAISED ISLANDS

Refer to PV-20, PV-102, and 6000s Detail Series.

Bid Item

Point No.	Station	Offset	Island Interior Area	Curb and Gutter			Remarks
				Curb Type	Gutter Width	Length	
			SY		FT	LF	
3rd Street							
	202+01.08	44' RT	Tab 112-5	PCC	VAR.	164.0	
River Drive/ US 67							
	403+71.72	24' RT		PCC	2.5	7.0	

112-5
10-20-15

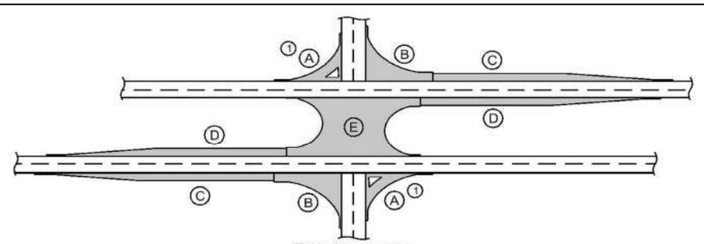
CONCRETE MEDIANS

* Bid item

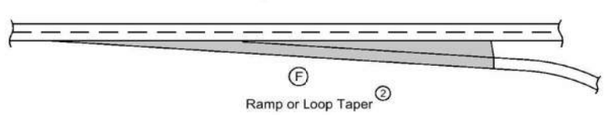
Begin Station	End Station	Type	Area*	Modified Subbase	Special Backfill	Remarks
			SY	CY	CY	
3rd Street						
202+01.08	202+80.01	6" PCC	26.3	13.2		
Leclaire Street						
300+24.44	301+09.29	6" PCC	38.0	19.0		
		Total:	64.3			

100-24
04-21-15

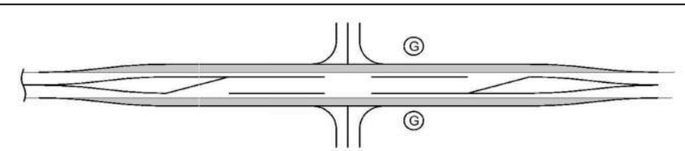
PCC PAVEMENT



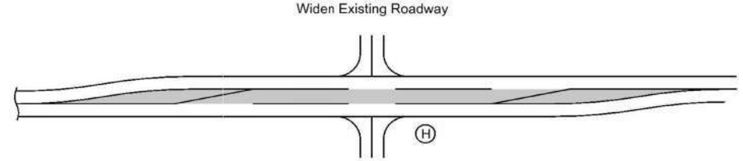
Typical Intersection



Ramp or Loop Taper 2



Channelized Intersection
Widen Existing Roadway



Channelized Intersection
Reconstructed Roadway

Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.

Refer to PV-410, PV-411, PV-412, and PV-414.

Quantity includes Pavement Header.

Location				Mainline			Area								Total Area By Pavement Thickness		Special Backfill	Modified Subbase	Granular Subbase	Remarks
Road Identification	Direction of Travel	Station to Station		Width	Length	Area	A 1	B	C	D	E	F 2	G	H	SY					
				FT	FT	SY	SY	SY	SY	SY	SY	SY	SY	SY	10 IN	10½ IN	TONS	CY	SY	
3rd Street	Both	201+64.81	209+16.34	Varies	197.5	4335.0		237.1							4572.1			888.2		
Leclaire Street	Both	300+29.25	303+34.58	Varies	300.7	1307.7									1307.7			249.5		
Leclaire Street	Both	303+88.59	308+30.48	Varies	441.9	2749.1		21.2							2770.3			496.6		
4th Street	Both	100+92.04	104+28.61	Varies	336.2	1782.0		202.6							1984.6			355.8		
														Total:	10635			1990		

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'				
			EACH	EACH	EACH	EACH	EACH	EACH		
3rd Street										
R7-1L	201+72.34	EB			1					
R1-1	203+16.65	EB			1					
R1-1	204+07.86	WB			1					
R8-3	204+60.28	EB	1							
R8-3	207+01.71	EB			1					
R8-3	207+67.17	EB	1							
R8-3	208+39.20	EB			1					
Leclaire Street										
W16-17P	300+97.69	SB			1					
R1-1/R6-1	303+21.36	NB			1					Only reinstall R1-1
R1-1/R6-1	304+02.57	SB			1					Only reinstall R1-1
R5-1	305+51.19	SB			1					
R1-1/R6-1	307+14.56	NB			1					Only reinstall R1-1
R1-1/R6-1	308+08.09	SB			1					Only reinstall R1-1
4th Street										
R8-3	103+42.57	WB			1					
		TOTAL SIGNS TO BE REMOVED:	2							
		REMOVED AND REINSTALLED:	12							

Notes: Location Station shown is existing sign location. Refer to tab 190-61 for sign reinstallation locations

HRG-3
MODIFIED

SUMMARY OF MATERIALS FOR SIGNS

NO.	STATION	OFFSET	CODE NO.	SIGN MESSAGE	SIZE (IN)	SIGN AREA (SF)	PERFORATED SQUARE STEEL TUBE		NOTES
							(FT)	ANCHOR	
3rd Street									
	202+41.94	27.9 LT	R7-8	RESERVED HANDICAP PARKING	12" X 18"	1.5	12.0	1	
	202+57.80	29.8 LT	R8-3	NO PARKING	24" X 24"	4.0	12.0	1	
	202+57.80	29.8 LT	M6-1	ARROW POINTING TO THE RIGHT	21" X 15"	2.2			
	204+48.18	27.9 RT	R7-8	RESERVED HANDICAP PARKING	12" X 18"	1.5	12.0	1	
	204+52.52	30.4 LT	R8-3	NO PARKING	24" X 24"	4.0	12.0	1	
	204+52.52	30.4 LT	M6-1	ARROW POINTING TO THE LEFT	21" X 15"	2.2			
	204+65.23	28.0 LT	R7-8	RESERVED HANDICAP PARKING	12" X 18"	1.5	12.0	1	
	206+70.72	31.0 LT	R8-3	NO PARKING	24" X 24"	4.0	12.0	1	
	206+70.72	31.0 LT	M6-1	ARROW POINTING TO THE RIGHT	21" X 15"	2.2			
	208+53.36	29.2 LT	R8-3	NO PARKING	24" X 24"	4.0	12.0	1	
	208+53.36	29.2 LT	M6-1	ARROW POINTING TO THE LEFT	21" X 15"	2.2			
Leclaire Street									
	302+78.43	20.8 RT	R7-8	RESERVED HANDICAP PARKING	12" X 18"	1.5	12.0	1	
	302+79.10	21.3 LT	R7-8	RESERVED HANDICAP PARKING	12" X 18"	1.5	12.0	1	
	302+92.47	22.0 RT	R8-3	NO PARKING	24" X 24"	4.0	12.0	1	
	302+92.47	22.0 RT	M6-1	ARROW POINTING TO THE LEFT	21" X 15"	2.2			
	304+54.88	20.7 RT	R7-8	RESERVED HANDICAP PARKING	12" X 18"	1.5	12.0	1	
	304+55.31	20.6 LT	R7-8	RESERVED HANDICAP PARKING	12" X 18"	1.5	12.0	1	
	306+79.23	20.7 RT	R7-8	RESERVED HANDICAP PARKING	12" X 18"	1.5	12.0	1	
4th Street									
	101+51.22	31.5 LT	R8-3	NO PARKING	24" X 24"	4.0	12.0	1	
	101+51.22	31.5 LT	M6-1	ARROW POINTING TO THE RIGHT	21" X 15"	2.2			
	101+49.24	29.3 RT	R8-3	NO PARKING	24" X 24"	4.0	12.0	1	
	101+49.24	29.3 RT	M6-1	ARROW POINTING TO THE RIGHT	21" X 15"	2.2			
	101+49.24	29.3 RT	R3-8	LEFT LANE LEFT TURN ONLY	36" X 30"	7.5			
	103+11.63	25.2 RT	R8-3	NO PARKING	24" X 24"	4.0	12.0	1	
	103+11.63	25.2 RT	M6-1	ARROW POINTING TO THE LEFT	21" X 15"	2.2			
				Totals:		69.0	192.0	16.0	

10-15-13

EXISTING SIGNS TO BE REINSTALLED

SIGN DESCRIPTION	DIRECTION OF TRAVEL	LOCATION STATION	NUMBER OF POSTS	SQUARE TUBE STEEL POSTS	WOOD POSTS		INSTALLATION		SEE SIGNING NOTES
					4" x 4"	4" x 6"	TYPE	DIM 'X'	
					LF	LF			
3rd St									
R7-1L	EB	201+66.04	1.0						
R1-1	EB	203+21.74	1.0						
R1-1	WB	204+11.98	1.0						
R8-3	EB	206+73.66	1.0						
R8-3	EB	208+26.22	1.0						
Leclaire Street									
W16-17P	SB	300+97.90	1.0						
R1-1	NB	303+16.54	1.0						
R1-1	SB	304+12.74	1.0						
R5-1	WB	305+51.57	1.0						
R1-1	NB	307+14.97	1.0						
R1-1	SB	308+09.52	1.0						
4th St									
R8-3	WB	103+48.83	1.0						
		TOTAL:	12.0						

NOTES:
1. LOCATION STATION SHOWN IN THIS TABLE IS PROPOSED LOCATION FOR SIGN TO BE REINSTALLED

108-15
MODIFIED

CONCRETE STEPS AND COMBINED CONCRETE STEPS AND RETAINING WALL CONSTRUCTION

Location		Steps			Lugs	Landings		Retaining Wall	Concrete	Steel	Handrail		Remarks
Station	Side	0	0	Number Required	Number	Number	LF	Number	SF	LB	Length	Post Number	
											LF		
3rd Street													
203+03.10	RT	6.3	0.8	2				2	15.7		9.0	4	
Leclaire Street													
301+86.18	LT	7	1.5	3				4	21.0		10.0	4	
								Total:	36.7		19.0		

108-16
MODIFIED

COMBINED CONCRETE SIDEWALK AND RETAINING WALL

See MI-221

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
3rd Street															
1	202+11.56	203+05.60	RT	PCC	VARIES	1.0	VARIES	0.5	5.4	16.7				94	88
2	203+03.10	203+27.06	RT	CMU	VARIES	1.0						92.6		4	
Leclaire Street															
3	301+15.94	301+89.32	LT	PCC	VARIES	1.0	VARIES	0.5	4.6	13.3				71	66
4	301+86.12	303+21.70	LT	PCC	VARIES	1.0	VARIES	0.5	12.8	27.7				133	132
								Total:	22.8	57.7		93		302	286

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				
					Depth	Curb		Backslope		Bridge Berm (EW-203 or EW-204)			DR-303, DR-305 or DR-306		Porous* Backfill	Class "A"* Crushed Stone	Remarks
Line No.	Road or Lane Identification	Station to Station		Side	Below Form Grade	Size	Length	Size	Length	Standard Road Plan and Type	Size	Length	Station	Standard Road Plan and Type			
					IN	IN	FT	IN	FT		IN	FT			CY	CY	
3rd Street																	
1	EBL	201+65.56	202+49.18	RT	36.0	6.0	80						201+65.56	CO-1			
													202+49.18	S-101			
2	WBL	201+65.56	202+49.18	LT	36.0	6.0	76						201+65.56	CO-2			
													202+49.18	S-100			
3	EBL	202+49.18	203+33.81	RT	36.0	6.0	76						202+49.18	S-101			
													203+33.81	S-105			
4	EBL	202+49.18	202+49.18	RT	VAR.	6.0	8						202+49.18	Wall 1 Trench Drain			Invert = 563.04
													202+49.18	S-101			Invert = 562.96
5	WBL	202+49.18	202+33.03	LT	36.0	6.0	78						202+49.18	S-100			
													202+33.03	S-104			
6	EBL	203+26.99	203+33.81	RT	VAR.	6.0	14						203+26.99				Wall 2 subdrain (refer to V sheets for profile)
													203+33.81	S-105			Invert = 562.8
7	EBL	204+09.37	207+01.46	RT	36.0	6.0	289						204+09.37	CO-4			
													207+01.46	S-200			
8	EBL	207+01.46	208+04.40	RT	36.0	6.0	96						207+01.46	S-200			
													208+04.40	S-204			
9	EBL	208+04.40	401+84.96	RT	36.0	6.0	157						208+04.40	S-204			
													401+84.96	CO-6			
10	WBL	204+10.06	206+70.32	LT	36.0	6.0	259						204+10.06	CO-5			
													206+70.32	S-201			
11	WBL	206+70.32	208+04.40	LT	36.0	6.0	140						206+70.32	S-201			
													208+04.40	S-205			
12	WBL	208+04.40	404+52.95	LT	36.0	6.0	220						208+04.40	S-205			
													404+52.95	S-207			
13	SBL	404+52.95	404+70.42	LT	36.0	6.0	16						404+52.95	S-207			
													404+70.42	CO-7			
Leclaire Street																	
14	NBL	300+25.69	301+00.00	RT	36.0	6.0	73						300+25.69	CO-8			
													301+00.00	S-114			
15	SBL	300+31.74	301+00.00	LT	36.0	6.0	64						300+31.74	CO-9			
													301+00.00	S-113			
16	NBL	301+00.00	302+62.50	RT	VAR.	6.0	160						301+00.00	S-114			Invert = 561.1
													302+62.50	S-112			Invert = 559.5 (maintain min. 1% slope)
17	SBL	301+00.00	302+62.50	LT	VAR.	6.0	156						301+00.00	S-113			Invert = 561.1
													302+62.50	S-111			Invert = 559.5 (maintain min. 1% slope)
18	SBL	301+00.00	301+71.19	LT	VAR.	6.0	67						301+00.00	S-113			Invert = 562.02
													301+71.19	Wall 3 Trench Drain			Invert = 562.69
19	NBL	302+62.50	303+05.37	RT	36.0	6.0	40						302+62.50	S-112			
													303+05.37	S-110			
20	SBL	302+62.50	303+10.11	LT	36.0	6.0	47						302+62.50	S-111			
													303+10.11	CO-3			
21	SBL	303+06.23	303+37.32	LT	VAR.	6.0	29						303+06.23	Wall 4 Trench Drain			Invert = 562.4
													303+37.32	S-105			Invert = 562.1
22	NBL	304+20.83	307+17.46	RT	36.0	6.0	295						304+20.83	S-107			
													307+17.46	CO-11			
23	SBL	304+20.83	307+17.46	LT	36.0	6.0	295						304+20.83	S-102			
													307+17.46	CO-10			
4th Street																	
24	EBL	101+14.27	102+84.96	RT	36.0	6.0	168						101+14.27	CO-13			
													102+84.96	S-300			
25	WBL	101+05.88	103+41.34	LT	36.0	6.0	241						101+05.88	CO-12			
													103+41.34	S-301			
26	EBL	102+84.96	409+09.65	RT	36.0	6.0	175						102+84.96	S-300			
													409+09.65	CO-15			
27	WBL	103+41.34	411+59.95	LT	36.0	6.0	148						103+41.34	S-301			
													411+59.95	S-304			
28	SBL	411+59.95	411+80.00	LT	36.0	6.0	18						411+59.95	S-304			
													411+80.00	CO-14			
						Total:	3485						Cleanouts:	15			
													Outlets, DR-303:	37			

100-19
10-19-21

PERIMETER, SLOPE AND DITCH CHECK SEDIMENT CONTROL DEVICES

Possible Standards: EC-204

Location			Perimeter and Slope			Ditch Check		Remarks
			Length of Installation			Length of Installation		
Begin Station	End Station	Side	9 inch Dia	12 inch Dia	20 inch Dia	12 inch Dia	20 inch Dia	
			LF	LF	LF	LF	LF	
3rd Street								
201+64.64	202+64.28	LT	99.6					
204+10.05	204+15.00	LT		17.4				
204+29.49	207+55.22	LT	334.5					
204+26.06	204+26.06	LT	8.0					
204+80.66	204+80.66	LT	8.0					
205+41.09	205+41.09	LT	8.0					
205+99.97	205+99.97	LT	8.0					
206+60.06	206+60.06	LT	8.0					
207+11.88	207+11.88	LT	8.0					
207+28.92	207+31.82	LT		16.8				
207+90.78	207+95.69	LT		17.4				
207+82.34	209+40.32	LT	240.33					
201+42.53	201+76.58	RT	34.1					
202+00.58	202+85.54	RT	85.0					
204+02.93	205+33.82	RT	143.0					
205+64.42	208+31.43	RT	348.8					
Leclarie Street								
300+41.85	300+73.32	LT	31.8					
300+89.89	303+21.57	LT	227.3					
304+17.10	305+54.03	LT	137.1					
305+76.84	306+65.94	LT	89.11					
306+94.78	307+20.13	LT	86.8					
308+04.44	308+44.06	LT	97.6					
300+22.37	300+32.36	RT		34.7				
300+30.89	300+52.29	RT	23.2					
300+65.29	302+94.81	RT	239.2					
304+30.26	305+27.87	RT	132.93					
305+68.90	307+21.82	RT	181.2					
308+01.00	308+43.68	RT	66.4					
4th Street								
100+93.24	104+52.86	LT	405.1					
103+75.89	103+80.91	LT		17.4				
100+98.66	103+08.82	RT	316.6					
	Total:		3367.6	103.7				

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	
3rd Street					
202+46.72	LT	21.0	1.0	1.0	
206+69.63	LT	14.0	1.0	1.0	
208+03.83	LT	14.0	1.0	1.0	
202+50.83	RT	14.0	1.0	1.0	
207+00.41	RT	14.0	1.0	1.0	
208+03.76	RT	14.0	1.0	1.0	
Leclaire Street					
302+61.31	LT	14.0	1.0	1.0	
304+22.05	LT	14.0	1.0	1.0	
307+43.36	LT	14.0	1.0	1.0	
302+61.66	RT	14.0	1.0	1.0	
304+21.50	RT	14.0	1.0	1.0	
308+12.77	RT	14.0	1.0	1.0	
4th Street					
103+39.80	LT	14.0	1.0	1.0	
102+84.49	RT	14.0	1.0	1.0	
Total		203.0	14.0	14.0	

100-37
04-18-17

GRATE INTAKE SEDIMENT FILTER BAG

Possible Detail: 570-7

Location Station	Side	Installation	Maintenance	Removal	Remarks
		EACH	EACH	EACH	
3rd Street					
203+19.86	LT	1.0	1.0	1.0	
202+68.07	RT	1.0	1.0	1.0	
Leclaire Street					
300+98.86	LT	1.0	1.0	1.0	
300+98.86	RT	1.0	1.0	1.0	
River Dr					
402+25.97	LT	1.0	1.0	1.0	
403+04.71	RT	1.0	1.0	1.0	
404+52.80	LT	1.0	1.0	1.0	
411+59.78	LT	1.0	1.0	1.0	
412+07.01	RT	1.0	1.0	1.0	
	TOTAL	9	9	9	

108-29
04-21-15

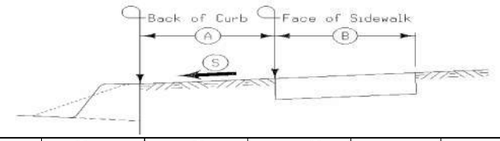
PAVEMENT MARKING SYMBOLS AND LEGENDS

Refer to PM-111

Road Identification	Location																								Groove Cuts	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	
3rd Street																										
	201+98+00	EB			1																					
	202+36.00	EB																			1					
	202+73.00	EB			1																					
	204+54.00	WB			1																					
	204+91.00	WB																			1					
	205+30.00	WB			1																					
	206+15.00	EB			1																					
	206+24.00	WB			1																					
	207+51.00	EB			1				1																	
	208+02.00	EB							1												1					
	208+53.00	EB			1																					
Leclaire Street																										
	307+61.83	EB																			1					
	307+62.33	EB			1																					
	307+60.92	WB			1																					
	307+61.39	WB																			1					
4th Street																										
	101+20.00	EB			1																					
	101+33.00	WB			1																					
	102+55.00	EB			1				1																	
	103+05.00	EB							1												1					
	103+57.00	EB			1																					
			Total:		14				4												6					

SIDEWALKS

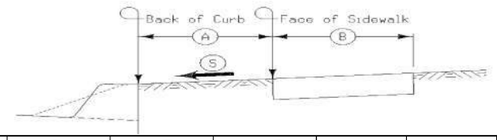
See MI-220 and S Sheets



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	
3rd Street												
	201+64.70	201+74.70	LT	0.00	11.80		13					
	201+74.70	202+67.58	LT	4.00	8.00		83					
	202+97.35	203+02.97	LT	VARIES	8.00		5					
	203+02.97	203+10.97	LT	VARIES	8.00			7				LANDING
	203+10.97	203+13.86	LT	VARIES	8.00			1				LANDING
	203+13.86	203+23.99	LT	VARIES	8.00				12			RAMP
	203+23.99	203+26.82	LT	VARIES	8.00			1				LANDING
	203+26.82	203+34.82	LT	VARIES	8.00			7				LANDING
	203+26.99	203+34.93	LT	VARIES	8.00			6			20	LANDING
	201+64.81	201+71.58	RT	0.00	9.50			7				LANDING
	201+76.58	201+76.58	RT	0.00	VARIES				6			RAMP
	202+00.58	202+05.57	RT	0.00	VARIES				7			RAMP
	202+05.57	202+11.56	RT	0.00	VARIES			72				LANDING
	202+11.56	203+05.60	RT	0.00	6.00			63				
	202+80.52	202+85.54	RT	12.00	VARIES		3					
	203+05.60	203+17.85	RT	0.00	12.00			17				LANDING
	203+17.85	203+26.99	RT	0.00	12.00				12			RAMP
	203+26.99	203+40.08	RT	0.00	10.27			10			30	LANDING
	203+99.21	204+06.76	LT	VARIES	8.00			14			16	LANDING
								7				LANDING
	203+98.60	204+06.60	LT	VARIES	8.00				10			RAMP
	204+06.60	207+56.78	LT	VARIES	8.00		316					
	207+85.65	209+11.60	LT	VARIES	8.00		125					
	209+11.60	209+26.72	LT	VARIES	8.00			17				LANDING
	209+11.60	209+21.87	LT	VARIES	12.00			11				LANDING
	209+15.33	209+21.87	LT	VARIES	8.00				10			RAMP
	209+06.07	209+15.59	LT	VARIES	8.00			12			22	LANDING
	203+98.73	204+06.73	RT	VARIES	4.00			3			16	LANDING
	203+98.72	204+06.96	RT	VARIES	8.00			7				LANDING
	204+06.96	204+14.72	RT	VARIES	8.00				7			RAMP
	204+14.72	204+22.72	RT	VARIES	8.00			7				LANDING
	208+44.16	208+52.08	RT	VARIES	8.00			7				LANDING
	208+52.08	208+60.13	RT	VARIES	8.00				7			RAMP
	208+60.13	208+73.81	RT	VARIES	8.00			14			24	LANDING
Leclaire Street												
	300+28.95	300+62.88	LT	VARIES	8.00		29					
	300+62.88	300+73.13	LT	VARIES	8			5				LANDING
	300+67.98	300+73.13	LT	VARIES	VARIES				5			RAMP
	300+90.41	301+00.78	LT	VARIES	VARIES				7			RAMP
	300+95.50	301+00.78	LT	VARIES	VARIES			8				LANDING
	301+00.78	301+08.63	LT	VARIES	VARIES		12					
	301+08.63	301+16.95	LT	VARIES	15.00			14				LANDING
	301+16.95	301+89.55	LT	VARIES	8.00			63				
	301+78.70	301+89.11	LT	VARIES	5.00			5				
	301+89.55	301+99.79	LT	VARIES	14.00			16				LANDING
	301+99.77	302+98.34	LT	VARIES	8.00		90					
	302+98.34	303+06.31	LT	VARIES	8.00			7				LANDING
	303+06.31	303+08.04	LT	VARIES	8.00			1				LANDING
	303+08.04	303+20.63	LT	VARIES	8.00				13			RAMP
	302+95.47	303+03.47	RT	VARIES	8.00			7				LANDING
	303+03.47	303+19.87	RT	VARIES	7.50				15			RAMP
	303+19.87	303+22.12	RT	VARIES	VARIES			1				LANDING
	303+22.12	303+30.25	RT	VARIES	9.00			9			24	LANDING
	303+99.76	304+07.76	LT	VARIES	7.00			5			16	LANDING
	304+07.76	304+07.76	LT	VARIES	8.00			1				LANDING
	304+07.76	304+22.00	LT	VARIES	8.00				13			RAMP
	304+22.00	304+23.47	LT	VARIES	8			1				LANDING
	304+23.47	304+31.47	LT	VARIES	8.00			7				LANDING
	304+31.47	305+51.19	LT	VARIES	8.00		112					
	305+79.91	306+63.02	LT	VARIES	8.00		74					
	306+97.85	307+02.13	LT	VARIES	8.00		3					
	307+02.13	307+10.13	LT	VARIES	8.00			7				LANDING
	307+10.13	307+10.81	LT	VARIES	8.00			0.3				LANDING

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	
	307+10.81	307+19.40	LT	VARIES	8.00				8			RAMP
	307+19.40	307+20.12	LT	VARIES	8.00			0.3				LANDING
	307+20.12	307+28.12	LT	VARIES	8.00			7				LANDING
	307+20.06	307+27.86	LT	VARIES	5.00			4			16	LANDING
	307+96.39	308+04.15	LT	VARIES	7.00				5		16	RAMP
	307+96.17	308+04.17	LT	VARIES	8.00			7				LANDING
	308+04.17	308+22.48	LT	6.25	8.00		16					
	308+22.48	308+30.48	LT	0.00	8.00		13					
	303+99.76	304+07.76	RT	VARIES	12.00			14			16	LANDING
	304+07.76	304+08.69	RT	VARIES	8.00			0.4				LANDING
	304+08.69	304+22.72	RT	VARIES	8.00				13			RAMP
	304+22.72	304+23.65	RT	VARIES	8.00			0.4				LANDING
	304+23.65	304+31.65	RT	VARIES	8.00			7				LANDING
	304+31.65	305+26.00	RT	VARIES	8.00		84					
	305+71.71	306.96.06	RT	VARIES	8.00		111					
	306.96.06	307+04.06	RT	VARIES	8.00			7				LANDING
	307+04.06	307+04.62	RT	VARIES	8.00			0.2				LANDING
	307+04.62	307+19.46	RT	VARIES	8.00				14			RAMP
	307+19.46	307+19.95	RT	VARIES	8.00			0.2				LANDING
	307+19.95	307+27.95	RT	VARIES	10.00			11			16	LANDING
	307+92.18	308+03.91	RT	VARIES	12.00			11			18	LANDING
	308+03.91	308+11.91	RT	3.5	8.00				7			RAMP
	308+11.91	308+22.44	RT	3.5	8.00			9				LANDING
	308+22.44	308+30.44	RT	0	11.00		10					
4th Street												
	307+92.79	307+96.24	LT	VARIES	8.00		24					
	307+96.24	307+96.20	LT	VARIES	8.00			7				LANDING
	307+90.48	307+90.45	LT	VARIES	6.00				6		16	RAMP
	307+99.75	307+91.69	RT	VARIES	8.00				7			RAMP
	307+91.69	307+91.62	RT	VARIES	10.00			9			16	LANDING
	307+91.62	307+93.10	RT	VARIES	8.00				6			RAMP
	307+20.35	307+20.21	LT	VARIES	8.00		24					
	307+20.21	307+20.17	LT	VARIES	8.00			7				LANDING
	307+34.48	307+34.42	LT	VARIES	6.25				6		16	RAMP
	307+28.17	307+28.12	LT	VARIES	8.00				9			RAMP
	307+27.95	307+27.84	RT	VARIES	8.00				13			RAMP
	307+27.84	307+27.77	RT	VARIES	8.00			7				LANDING
	307+33.69	307+33.62	RT	VARIES	6.25				6		16	RAMP
	307+27.77	307+33.27	RT	VARIES	8.00		21					
	101+03.65	104+13.07	LT	VARIES	8.00		290					
	104+13.07	104+20.48	LT	VARIES	8.00			9				LANDING
	104+20.48	104+23.20	LT	VARIES	8.00			2				LANDING
	104+23.20	104+24.09	LT	VARIES	8.00				5			RAMP
	104+24.09	104+30.66	LT	VARIES	8.00			13			27	LANDING
	101+03.65	103+52.44	RT	VARIES	8.00		216					
	103+52.44	103+59.71	RT	VARIES	8.00			7				LANDING
	103+59.71	103+67.10	RT	VARIES	8.00				7			RAMP
	103+67.10	103+70.46	RT	VARIES	8.00			12			27	LANDING
River Drive												
	403+72.98	403+77.85	LT	VARIES	10.00				7		10	RAMP
	403+88.39	404+71.89	LT	VARIES	8.00		79					
	409+08.01	409+54.85	LT	VARIES	8.00		45					
	409+54.85	409+62.79	LT	VARIES	8.00			7				LANDING
	409+62.79	409+70.72	LT	VARIES	8.00				7			RAMP
	411+18.82	411+26.76	LT	VARIES	8.00				7			RAMP
	411+26.76	411+34.69	LT	VARIES	8.00			7				LANDING
	411+34.69	411+82.10	LT	VARIES	8.00		43					
	403+72.71	403+77.85	RT	VARIES	10.00				7		10	RAMP
	403+72.65	403+77.85	RT	VARIES	5.00			3				LANDING
	403+77.85	404+71.42	RT	VARIES	5.00		50					
					TOTAL:		1888.5	614.9	261.7		387.6	

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25
ELY4: Edge Line Left (Yellow) @ 0.67
DCY4: Double Centerline (Yellow) @ 1.34
DLW4: Double Line (White) @ 0.22
CHW8: Channelizing Line (White) @ 1.33
NPY4: No Passing Zone Line (Yellow) @ 0.84
CLW6: Crosswalk Line (White) @ 2.00
CHY8: Channelizing Line (Yellow) @ 1.33
BLW4: Broken Lane Line (White) @ 0.17
SLW2: Stop Line (White) @ 4.00
ELW4: Edge Line Right (White) @ 0.67
SLW4: Solid Lane Line (White) @ 0.67
SLW6: Solid Lane Line (White) @1.00

Location								Length by Line Type (Unfactored)															
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BLW4	DCY4	NPY4**	DLW4	CLW6	SLW2	SLW4	CHW10	CHY10	ELW4	SLY4	SLW6	ELY4			Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
3rd Street																							
	201+64.81	203+21.74	BOTH	Waterborne/Solvent Paint		X			1.57														
	202+04.25	202+76.50		Waterborne/Solvent Paint														1.62					
	202+46.74	203+21.74	EB	Waterborne/Solvent Paint			X	0.75						0.75									
	203+21.74	-	BOTH	Durable Paint	X	X	X						0.33										
	204+11.98	-	BOTH	Durable Paint	X	X	X						0.33										
	204+11.98	205+67.21	BOTH	Waterborne/Solvent Paint		X			1.55														
	204+11.98	204+85.98	WB	Waterborne/Solvent Paint	X									0.74									
	205+67.21	206+73.70	EB	Waterborne/Solvent Paint			X			1.06													
	205+67.21	206+73.70	WB	Waterborne/Solvent Paint	X					1.06													
	206+73.70	206+94.46	EB	Waterborne/Solvent Paint			X								0.21								
	206+73.70	206+94.46	EB	Waterborne/Solvent Paint	X										0.21	0.21							
	206+73.70	207+51.71	BOTH	Waterborne/Solvent Paint		X										0.78							
	207+51.71	208+76.87	BOTH	Waterborne/Solvent Paint		X			1.25														
	206+90.14	208+01.14	EB	Waterborne/Solvent Paint			X				1.11												
	208+01.14	208+76.87	EB	Waterborne/Solvent Paint			X							0.76									
	208+76.87	-	EB	Durable Paint	X	X	X						0.36										
	208+91.98	-	BOTH	Durable Paint	X	X	X					0.87											
	209+00.96	-	BOTH	Durable Paint	X	X	X					1.03											
	201+69.63	206+52.96		Waterborne/Solvent Paint															0.83				
Leclaire Street																							
	300+09.34	301+09.81	NB	Waterborne/Solvent Paint		X														0.97			
	300+09.34	301+09.81	SB	Waterborne/Solvent Paint		X														0.97			
	301+09.35	301+29.31	BOTH	Waterborne/Solvent Paint		X										0.20							
	301+14.38	301+34.18	SB	Waterborne/Solvent Paint	X										0.20								
	300+84.89	301+36.23	NB	Waterborne/Solvent Paint			X								0.51								
	301+29.31	303+16.87	BOTH	Waterborne/Solvent Paint		X			1.88														
	303+16.87	-	NB	Durable Paint	X	X	X						0.21										
	303+22.12	-	BOTH	Durable Paint	X	X	X					0.47											
	303+30.03	-	BOTH	Durable Paint	X	X	X					0.61											
	303+99.95	-	BOTH	Durable Paint	X	X	X					0.48											
	304+07.76	-	BOTH	Durable Paint	X	X	X					0.41											
	304+13.01	-	SB	Durable Paint	X	X	X						0.20										
	304+13.01	307+14.80	BOTH	Waterborne/Solvent Paint		X			3.02														
	307+14.80	-	NB	Durable Paint	X	X	X						0.20										
	307+20.31	-	BOTH	Durable Paint	X	X	X					0.20											
	307+27.95	-	BOTH	Durable Paint	X	X	X					0.20											
	307+96.28	-	BOTH	Durable Paint	X	X	X					0.20											
	308+04.04	-	BOTH	Durable Paint	X	X	X					0.20											
	308+09.30	-	SB	Durable Paint	X	X	X						0.20										
	308+09.30	308+30.48	BOTH	Waterborne/Solvent Paint		X			0.21														
	301+55.23	306+90.31		Waterborne/Solvent Paint															1.02				
4th Street																							
	101+03.65	101+51.28	EB	Waterborne/Solvent Paint	X					0.48													
	101+03.65	101+51.28	WB	Waterborne/Solvent Paint			X			0.48													
	101+51.69	101+73.48	EB	Waterborne/Solvent Paint			X								0.22								
	101+51.65	101+73.49	WB	Waterborne/Solvent Paint	X										0.22								
	101+51.28	102+55.91	BOTH	Waterborne/Solvent Paint		X										1.05							
	101+51.66	103+04.38	EB	Waterborne/Solvent Paint		X					1.53												
	102+55.91	103+80.58	BOTH	Waterborne/Solvent Paint		X			1.25														
	103+04.83	103+80.58	EB	Waterborne/Solvent Paint		X								0.76									
	103+98.63		BOTH	Durable Paint	X	X	X					1.02											
	104+08.04		BOTH	Durable Paint	X	X	X					1.22											
	309+38.91	315+83.51	BOTH	Waterborne/Solvent Paint		X			6.45														STAGE 3A
	309+16.97	316+15.37	EB	Waterborne/Solvent Paint			X										6.98						STAGE 3A
	309+27.73	309+57.23	EB	Waterborne/Solvent Paint		X				0.30													STAGE 3A
	309+53.08	312+48.18	WB	Waterborne/Solvent Paint			X										2.95						STAGE 3A
	309+58.46	313+04.26	WB	Waterborne/Solvent Paint			X										3.46						STAGE 3A

PAVEMENT MARKING LINE TYPES

See PM-110

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.
***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.25
DCY4: Double Centerline (Yellow) @ 1.34
NPY4: No Passing Zone Line (Yellow) @ 0.84
BLW4: Broken Lane Line (White) @ 0.17
ELW4: Edge Line Right (White) @ 0.67
ELY4: Edge Line Left (Yellow) @ 0.67
DLW4: Double Line (White) @ 0.22
CLW6: Crosswalk Line (White) @ 2.00

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	ELW4	SLY4	SLW6	ELY4			
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
	309+25.59	309+90.59	EB	Waterborne/Solvent Paint		X			0.65														STAGE 3A
	309+36.22	309+99.72	BOTH	Waterborne/Solvent Paint		X			0.64														STAGE 3A
	307+58.38	314+30.88	BOTH	Waterborne/Solvent Paint		X			6.73														STAGE 3B
	307+47.29	310+68.53	EB	Waterborne/Solvent Paint			X										3.21						STAGE 3B
	307+84.58	315+53.78	WB	Waterborne/Solvent Paint			X										7.69						STAGE 3B
	307+70.26	308+02.26	WB	Waterborne/Solvent Paint		X				0.32													STAGE 3B
	307+35.99	311+17.89	EB	Waterborne/Solvent Paint			X										3.82						STAGE 3B
	307+67.35	308+60.05	WB	Waterborne/Solvent Paint		X				0.93													STAGE 3B
	307+56.90	308+50.55	BOTH	Waterborne/Solvent Paint		X				0.94													STABE 3B
	309+38.91	315+83.51	BOTH	Removal of Paint		X			6.45														STAGE 3A
	309+16.97	316+15.37	EB	Removal of Paint			X										6.98						STAGE 3A
	309+27.73	309+57.23	EB	Removal of Paint		X				0.30													STAGE 3A
	309+53.08	312+48.18	WB	Removal of Paint			X										2.95						STAGE 3A
	309+58.46	313+04.26	WB	Removal of Paint			X										3.46						STAGE 3A
	309+25.59	309+90.59	EB	Removal of Paint		X			0.65														STAGE 3A
	309+36.22	309+99.72	BOTH	Removal of Paint		X			0.64														STAGE 3A
	307+58.38	314+30.88	BOTH	Removal of Paint		X			6.73														STAGE 3B
	307+47.29	310+68.53	EB	Removal of Paint			X										3.21						STAGE 3B
	307+84.58	315+53.78	WB	Removal of Paint			X										7.69						STAGE 3B
	307+70.26	308+02.26	WB	Removal of Paint		X				0.32													STAGE 3B
	307+35.99	311+17.89	EB	Removal of Paint			X										3.82						STAGE 3B
	307+67.35	308+60.05	WB	Removal of Paint		X				0.93													STAGE 3B
	307+56.90	308+50.55	BOTH	Removal of Paint		X				0.94													STABE 3B
River Drive																							
	401+84.07	402+48.27	BOTH	Waterborne/Solvent Paint		X			0.64														
	401+84.07	402+48.27	NB	Waterborne/Solvent Paint		X		0.64															
	401+84.07	402+48.27	SB	Waterborne/Solvent Paint		X		0.64															
	402+48.27	-	NB	Durable Paint	X	X	X						0.24										
	403+09.12	403+72.78	EB	Waterborne/Solvent Paint			X				0.64												
	403+72.78	-	BOTH	Durable Paint	X	X	X					0.53											
	403+77.89	-	BOTH	Durable Paint	X	X	X					0.52											
	403+83.14	-	SB	Durable Paint	X	X	X						0.22										
	403+83.14	404+73.46	BOTH	Waterborne/Solvent Paint		X			0.90														
	403+83.14	404+73.46	NB	Waterborne/Solvent Paint		X		0.90															
	403+83.14	404+73.46	SB	Waterborne/Solvent Paint		X		0.90															
	409+08.13	409+65.73	BOTH	Waterborne/Solvent Paint		X			0.58														
	409+08.13	409+65.73	NB	Waterborne/Solvent Paint		X		0.58															
	409+08.13	409+65.73	SB	Waterborne/Solvent Paint		X		0.58															
	409+65.73	-	NB	Durable Paint	X	X	X						0.24										
	410+47.37	411+18.27		Waterborne/Solvent Paint							0.71												
	411+18.27	-	SB	Durable Paint	X	X	X						0.25										
	411+18.27	411+82.10	BOTH	Waterborne/Solvent Paint		X			0.64														
	411+18.27	411+82.10	NB	Waterborne/Solvent Paint		X		0.64															
	411+18.27	411+82.10	SB	Waterborne/Solvent Paint		X		0.64															
	402+48.27	-	NB	Removal of Paint	X	X	X						0.24										
	403+72.78	-	BOTH	Removal of Paint	X	X	X					0.49											
	403+77.89	-	BOTH	Removal of Paint	X	X	X					0.49											
	403+83.14	-	SB	Removal of Paint	X	X	X						0.22										
	409+65.73	-	NB	Removal of Paint	X	X	X						0.24										
	411+18.27	-	SB	Removal of Paint	X	X	X						0.25										
			Factored Total: Durable Paint									15.92	11.09										
			Factored Total: Waterborne/Solvent Paint					1.07	56.81	6.75	0.88			2.01	2.61	3.73	18.84	1.09	1.85	1.31			
			Factored Total: Removal of Paint						19.37	2.08		1.96	3.78				18.84						
			Bid Quantity: Painted Pavement Markings, Durable					27.01															
			Bid Quantity: Painted Pavement Markings, Waterborne/Solvent					96.93															
			Bid Quantity: Removal of Paint					46.02															

PROPOSED PERMANENT EASEMENT (TYP.)

5

G&T INVESTMENTS, LLC
320 LECLAIRE ST

PROPOSED TEMPORARY CONSTRUCTION EASEMENT (TYP.)

PROTECT UTILITY POLE

LECLAIRE STREET

PROPOSED ROW (TYP.)

REMOVE AND REINSTALL CHAIN LINK FENCE

6

LEE ENTERPRISES, INC.
500 E 3RD ST

PROPOSED PERMANENT EASEMENT

200+00 201+00 202+00 203+00 204+00 205+00 206+00

POT STA 203+62.31 (GEO_3RD)
= POT STA 303+61.59 (GEO_LECLAIRE)

3RD STREET

STA 201+64.81 (GEO_3RD)
BEGIN PROJECT

APPROX. 2-FT RETAINING WALL
REFER TO DETAILS IN THE B AND V
SHEETS FOR MORE INFORMATION

POB 200+00.00

EXISTING ROW

FUTURE SIDEWALK TO BE INSTALLED
BY RIVERWATCH DEVELOPMENT

PROPOSED TEMPORARY CONSTRUCTION EASEMENT (TYP.)

2

YASH COMMERCIAL PROPERTIES, LLC
429 E 3RD ST

PROPOSED PERMANENT EASEMENT (TYP.)

PROPOSED DRIVEWAY LOCATION
FOR RIVERWATCH DEVELOPMENT

1

IOWA INTERSTATE

3

227 LECLAIRE, LLC
227 LECLAIRE ST

FOR INFORMATION ONLY
FFE = 567.40

0 20
FEET

VPC = 201+65.00
EL = 565.55

VPT = 202+85.00
EL = 564.74

VHP = 203+62.31
EL = 565.13

VPI = +62.31
EL = 565.51
L = 150.00'
K = 75
DS = 35 mph
SSD = 250'

INTERCEPT STA. = 201+64.81
INTERCEPT EL. = 565.55

PROPOSED ROAD CENTERLINE ELEVATION

+1.00% -1.00%

VPI = +25.00
EL = 563.88
L = 150.00'
K = 159
DS = 35 mph
SSD = 250'

-2.35% +1.00%

-1.00% -1.95%

RIVER STAGE 22 ELEVATION = 564.00
MINIMUM ROADWAY CENTERLINE PROFILE = 564.54

VPI = +25.00
EL = 564.14
L = 120.00'
K = 36
DS = 35 mph
SSD = 250'

VLP = 202+49.18
EL = 564.56

VPC = 202+87.31
EL = 564.76

LT +08
563.72

LT +27
563.82

LT +47
563.92

VPT = 204+37.31
EL = 564.76

VPC = 204+50.00
EL = 564.63

LT +21
563.33

EXISTING GRADE ALONG PROPOSED
ROAD CENTERLINE

VPT = 206+00.00
EL = 562.42

565 560 555 550

567.15 567.08 566.88 566.56 566.25 566.01 565.76 565.55 565.33 565.40 564.90 565.01 564.64 564.63 564.56 564.52 564.65 563.99 564.88 563.66 565.04 563.31 565.12 563.22 565.13 565.12 563.28 565.04 563.18 564.87 563.04 564.63 562.83 564.36 562.62 564.05 562.41 563.71 562.25 563.32 562.03 562.89 561.76 562.42 561.56

200+00 201+00 202+00 203+00 204+00 205+00 206+00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER D.1

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FLOODWAY AREA

DEMOLITION DAVENPORT, INC.
500 E 3RD ST

PROPOSED PERMANENT EASEMENT (TYP.)

LEE ENTERPRISES, INC.
500 E 3RD ST

PI 208+10.14

208+00

209+00

404+00

PT 406+45.13

STA 209+16.39 (GEO_3RD)
END PROJECT

PI 403+24.01

403+00

CITY OF DAVENPORT

26' Mast Arm

28' Mast Arm

POT STA 209+40.32 (GEO_3RD)
= POT STA 403+29.48 (GEO_US67)

PROPOSED ROW (TYP.)

3RD STREET

PC 206+73.72

Δ = 29°57'08.17" (RT)
T = 136.43'
L = 266.61'
R = 510.00'
E = 17.93'
e = ___
L = ___
x = ___

PCC 206+40.32

Δ = 15°31'02.71" (RT)
T = 122.62'
L = 243.75'
R = 900.00'
E = 8.32'
e = ___
L = ___
x = ___

CANADIAN
PACIFIC DME

227 LECLAIRE, LLC
227 LECLAIRE ST

FUTURE SIDEWALK TO BE
INSTALLED BY RIVERWATCH
DEVELOPMENT

PROPOSED TEMPORARY
CONSTRUCTION EASEMENT (TYP.)

FOR INFORMATION ONLY
FFE = 567.40

US 67 / RIVER DRIVE

202+00

0 20
FEET

RIVER STAGE 22 ELEVATION = 564.00
MINIMUM ROADWAY CENTERLINE PROFILE = 564.54

FLOODWAY BOUNDARY

PROPOSED ROAD
CENTERLINE PROFILE

EXISTING GRADE ALONG PROPSED
ROAD CENTERLINE

VPC = 207+00.00
EL = 560.48

VPT = 208+50.00
EL = 559.65

INTERCEPT STA. = 209+16.39
INTERCEPT EL. = 560.21

-1.95%

+0.85%

VPI = +75.00
EL = 559.02
L = 150.00'
K = 54
DS = 35 mph
SSD = 250'

VLP = 208+04.40
EL = 559.46

LT +72 560.99
LT +86 560.76
LT +28 560.04
LT +43 560.23
LT +96 558.41
LT +54 558.74
LT +76 558.86
LT +19 559.14
LT +53 559.95

562.41	561.94	561.45	560.96	560.48	560.05	559.74	559.54	559.46	559.50	559.65	559.87	560.08	560.21	559.25									
561.56	561.34	561.15	561.02	560.75	560.49	560.39	560.26	560.15	560.04	559.87	560.17	560.31	561.05	560.38									

565 560 555 550

206+00 207+00 208+00 209+00 210+00 211+00 212+00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER D.2

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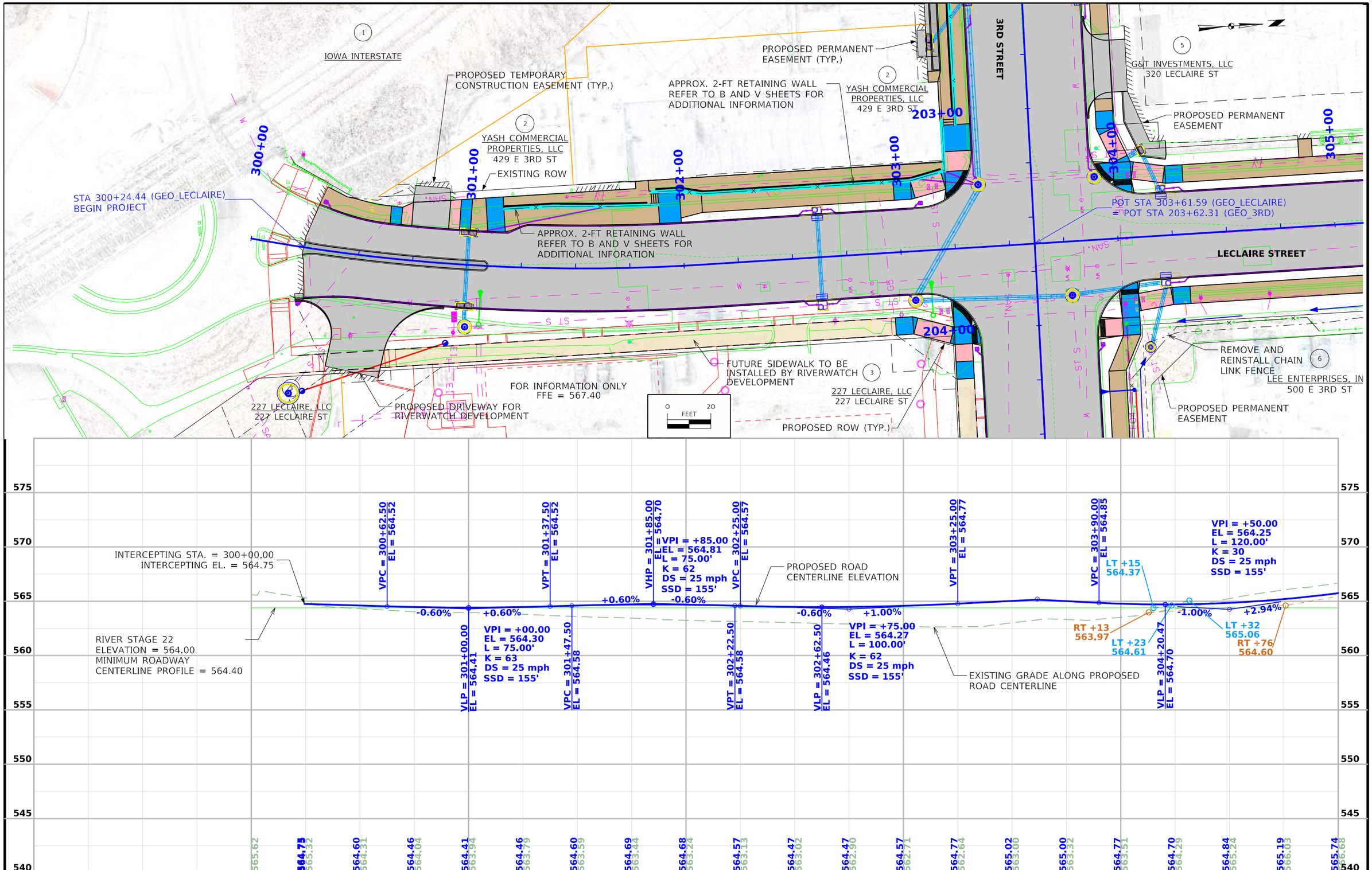

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER E.1

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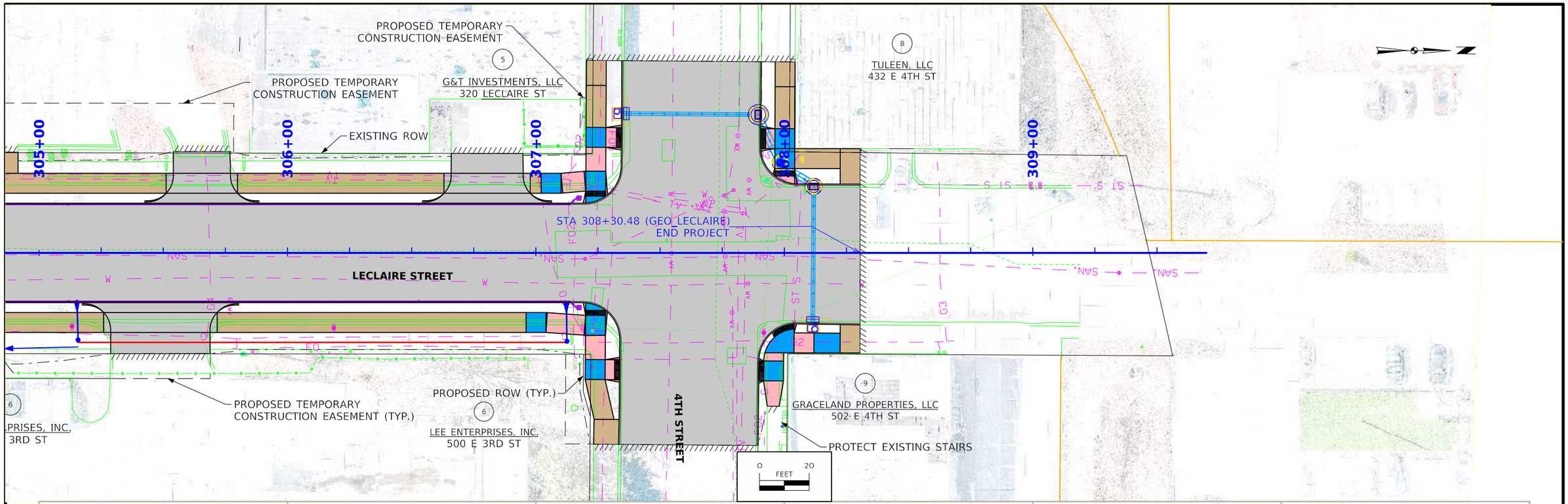

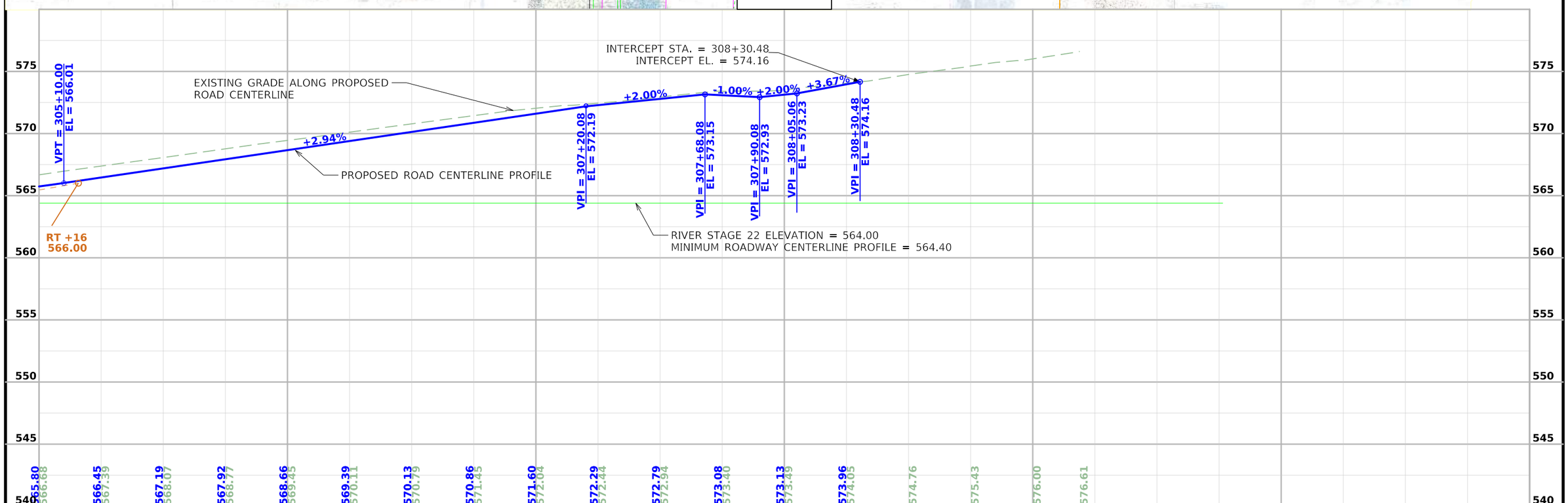

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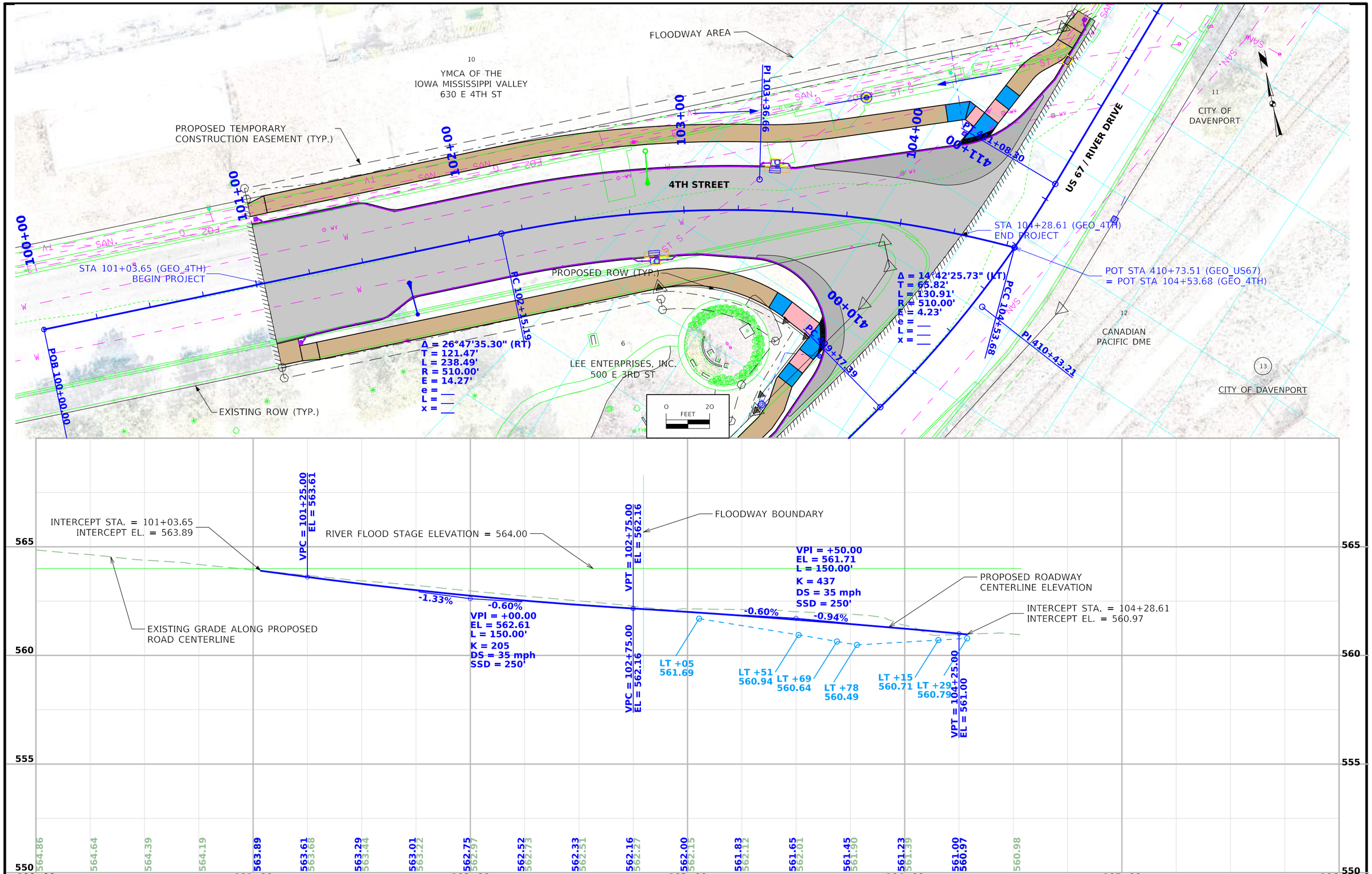

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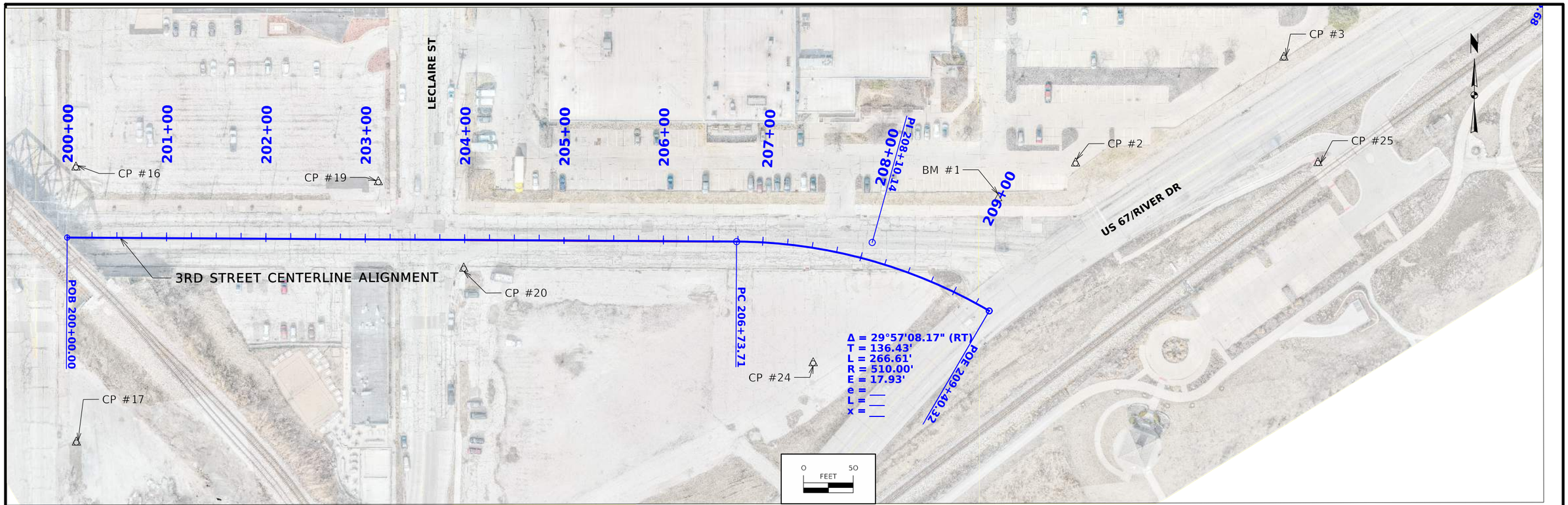
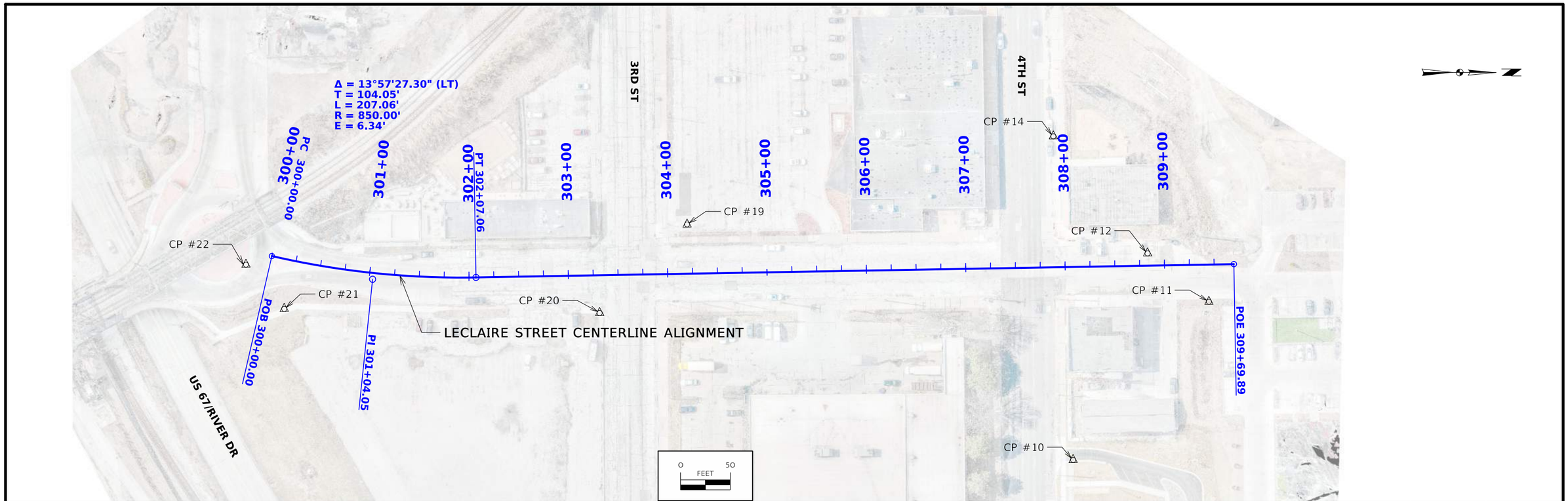


101-16
10-20-09

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)
ML 001	3rd St	200+00.00	8063605.82	21490078.55															
ML 002	3rd St							206+73.71	8063599.40	21490752.23	208+10.14	8063598.10	21490888.65	209+40.32	8063528.86	21491006.20			

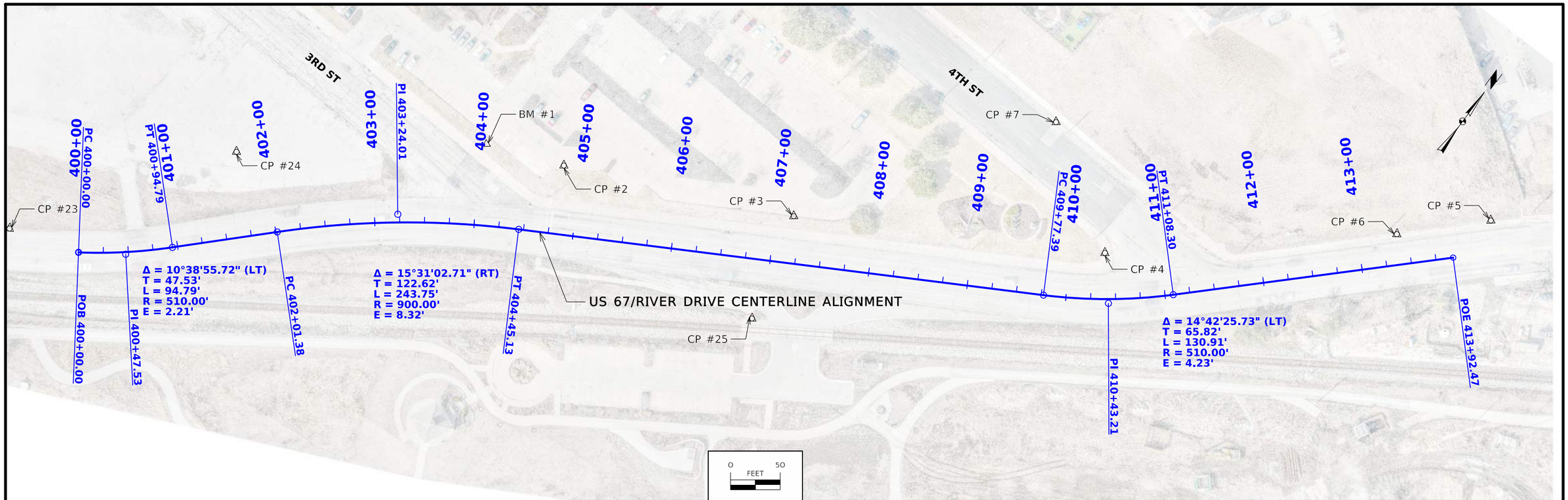


101-16
10-20-09

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 LC001	Leclaire St							300+00.00	8063242.79	21490416.13	301+04.05	8063343.79	21490441.12	302+07.07	8063447.84	21490441.00			
SR LC002	Leclaire St	309+69.89	8064210.67	21490440.18															

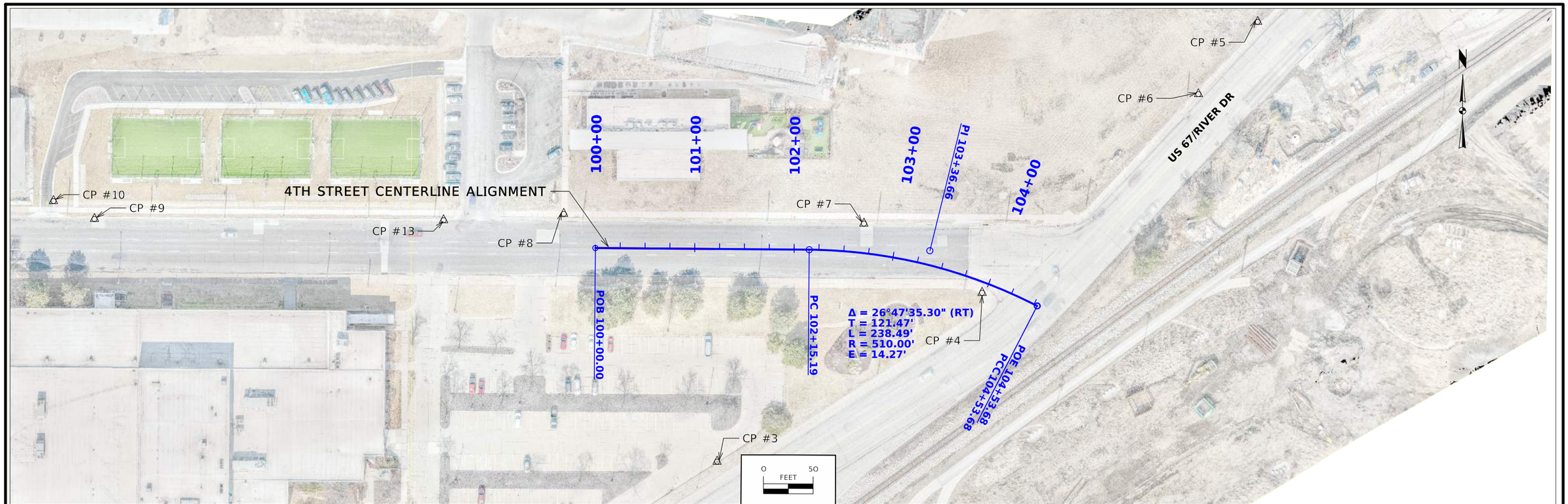
FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	SCOTT COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER G.3



101-16
10-20-09

ALIGNMENT COORDINATES

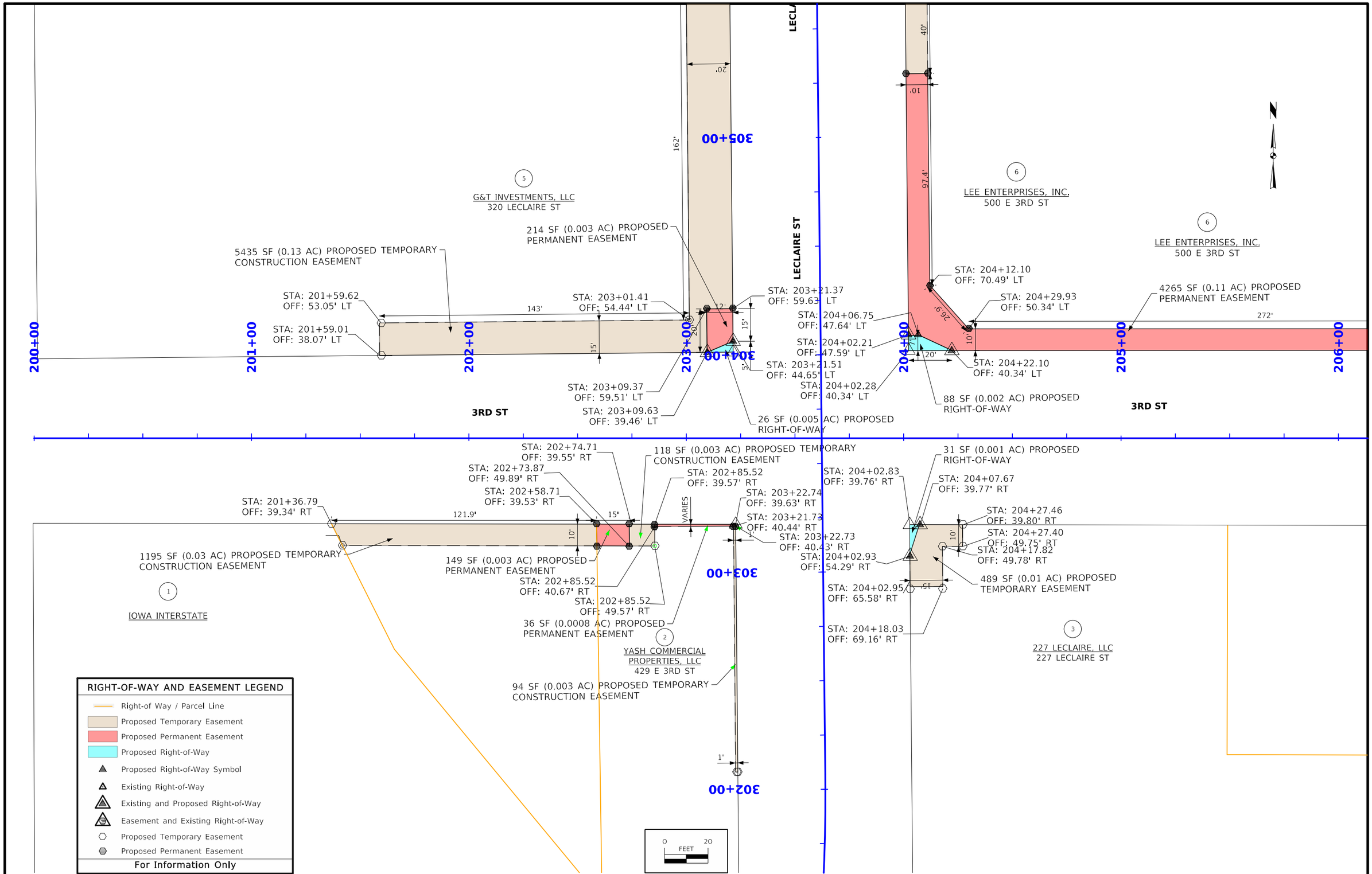
Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
SR US67 001	US 67							400+00.00	8063297.48	21490772.33	400+47.53	8063326.19	21490810.20	400+94.79	8063361.41	21490842.13			
SR US67 002	US 67							402+01.38	8063440.39	21490913.72	403+24.01	8063531.24	21490996.07	404+45.13	8063596.75	21491099.73			
SR US67 003	US 67							409+77.39	8063881.10	21491549.67	410+43.21	8063916.26	21491605.31	411+08.30	8063964.39	21491650.20			
SR US67 004	US 67	413+92.47	8064172.21	21491844.01															



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 4th001	4th St	100+00.00	8063997.65	21491180.93															
SR 4th002	4th St							102+15.19	8063996.14	21491396.12	103+36.66	8063995.29	21491517.58	104+53.68	8063939.77	21491625.62			



FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER H.1

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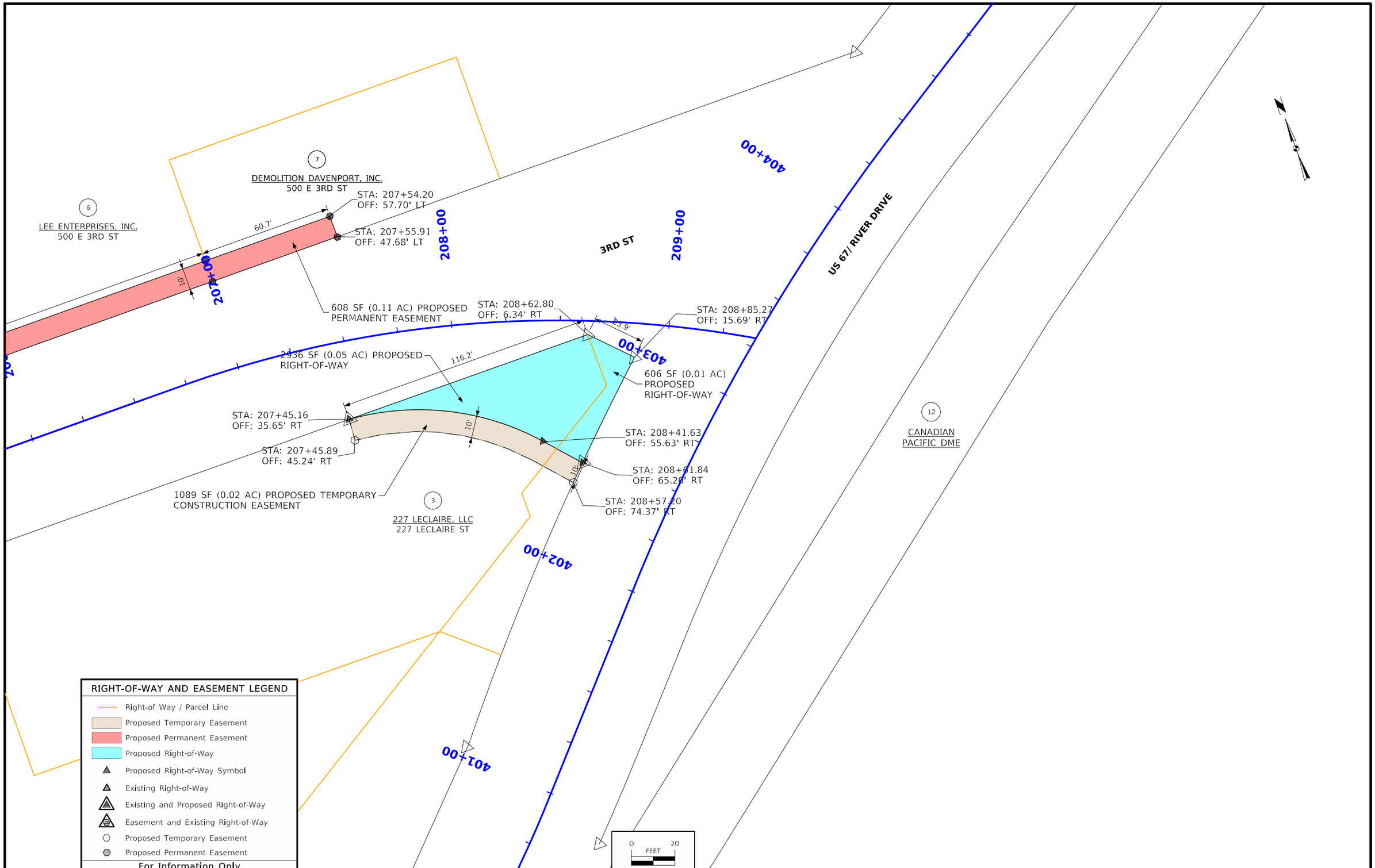

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER H.2

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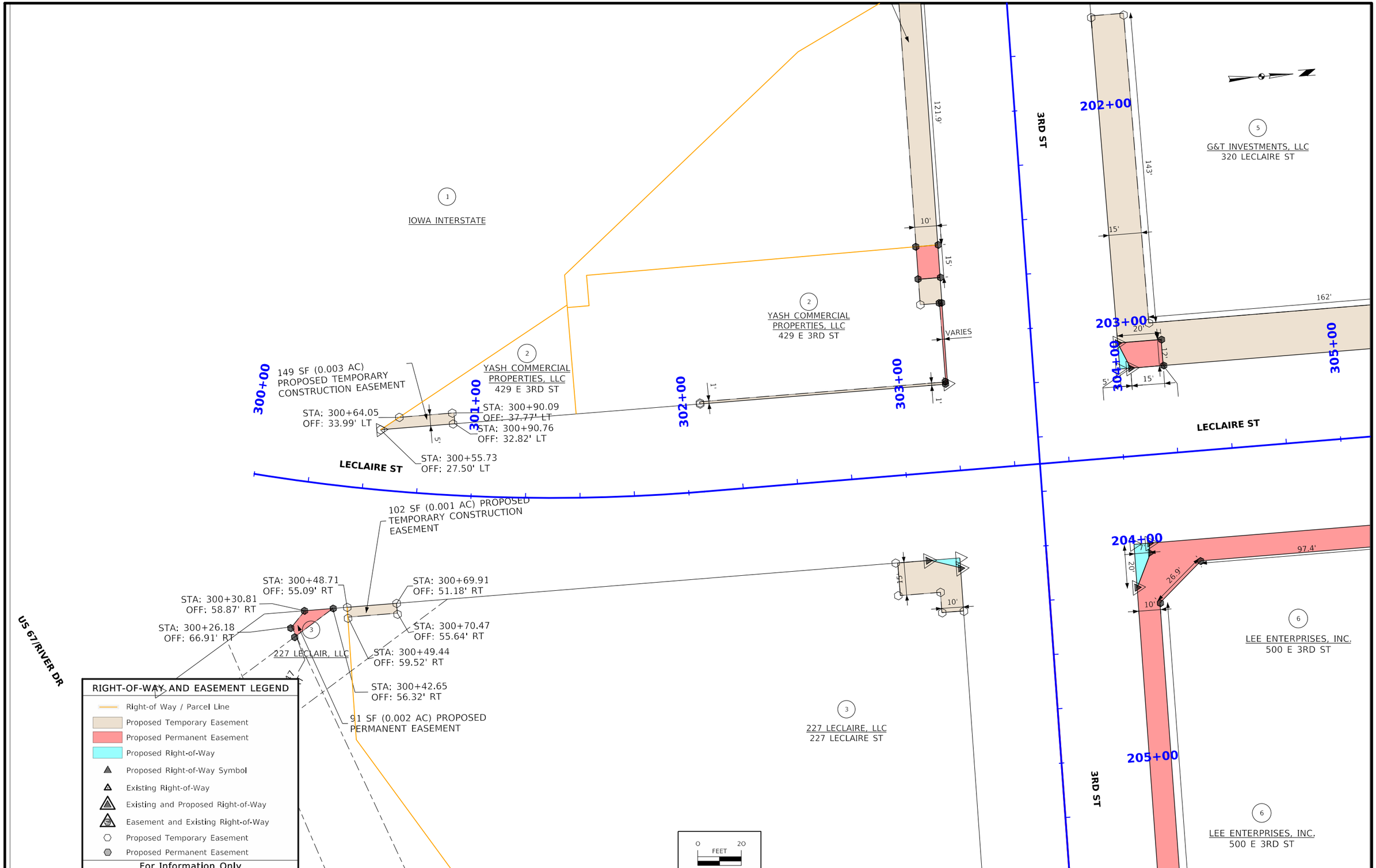

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER H.3

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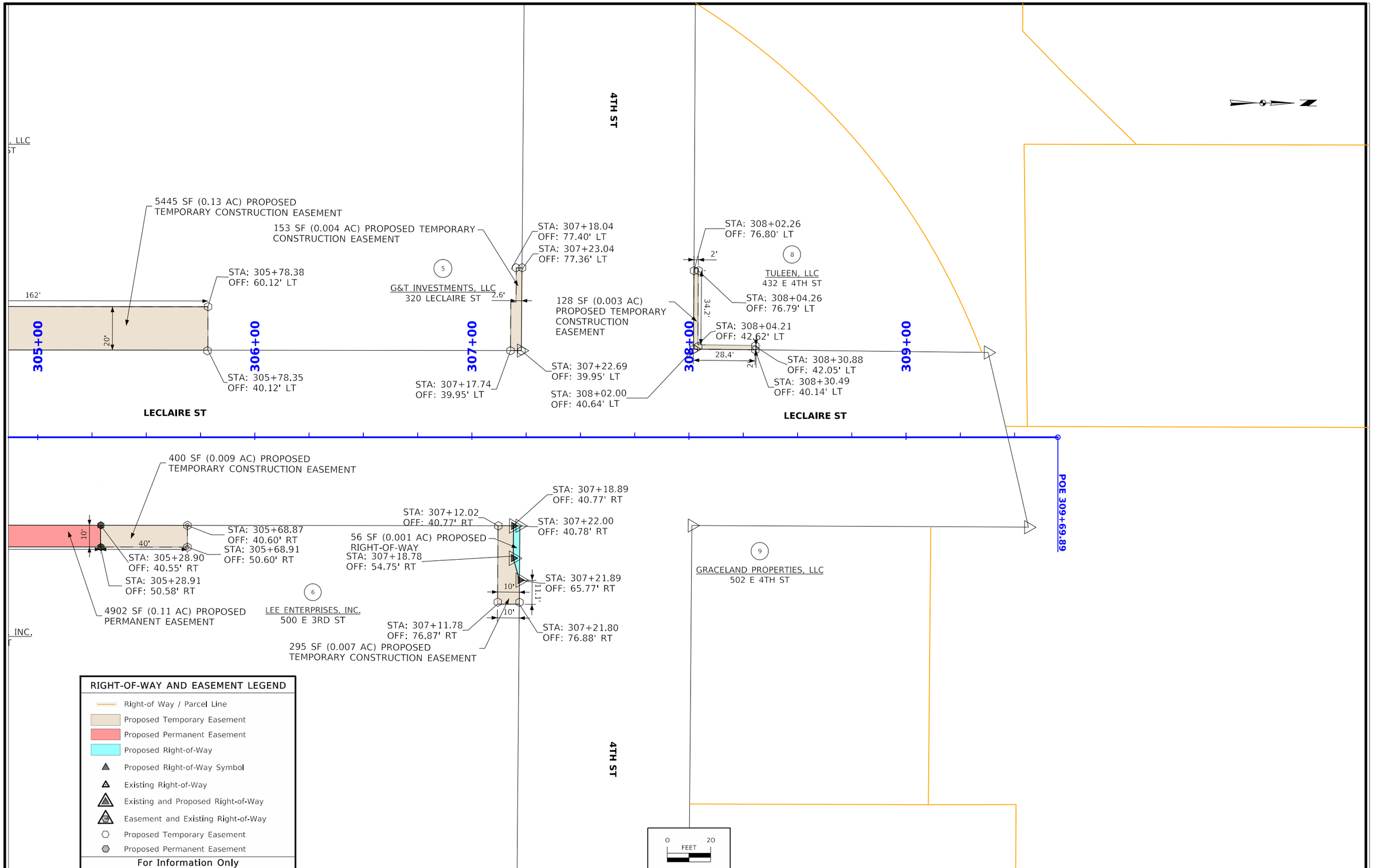

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER H.4

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10
YMCA OF THE
IOWA MISSISSIPPI VALLEY
630 E 4TH ST

10
YMCA OF THE
IOWA MISSISSIPPI VALLEY
630 E 4TH ST

11
CITY OF
DAVENPORT

12
CANADIAN
PACIFIC DME

6
LEE ENTERPRISES, INC.
500 E 3RD ST

1932 SF (0.04 AC) PROPOSED TEMPORARY
CONSTRUCTION EASEMENT

2250 SF (0.05 AC) PROPOSED
RIGHT-OF-WAY

2065 SF (0.05 AC) PROPOSED TEMPORARY
CONSTRUCTION EASEMENT

4TH ST

US 67/RIVER DR

US 67/RIVER DR

388.7'
5'
105.8'
12'
13'
10'
177.5'
5'
10'
6'
5'

100+00
101+00
102+00
103+00
PI 103+36.66
104+00
PT 411+08.30
411+00
412+00
PC 102+15.19
410+00
PC 409+51.19
PCC 104+53.68
POE 104+53.68
PI 410+43.21
409+00
408+00
POB 100+00.00
+00

STA: 104+49.92
OFF: 103.46' LT

STA: 104+51.54
OFF: 110.02' LT

STA: 101+03.70
OFF: 44.60' LT

STA: 101+03.65
OFF: 39.60' LT

STA: 103+93.76
OFF: 9.25' RT

STA: 103+98.04
OFF: 20.46' RT

STA: 102+86.19
OFF: 34.68' RT

STA: 102+86.69
OFF: 40.01' RT

STA: 102+87.15
OFF: 44.98' RT

STA: 103+48.91
OFF: 45.00' RT

STA: 103+88.31
OFF: 39.25' RT

STA: 103+60.65
OFF: 57.26' RT

STA: 103+45.07
OFF: 59.70' RT

STA: 101+03.59
OFF: 39.63' RT

STA: 101+03.64
OFF: 44.63' RT

STA: 103+27.43
OFF: 80.45' RT

STA: 103+38.44
OFF: 84.77' RT

STA: 103+21.97
OFF: 97.20' RT

STA: 103+07.43
OFF: 108.48' RT

STA: 103+36.30
OFF: 92.10' RT

STA: 103+11.83
OFF: 112.10' RT

RIGHT-OF-WAY AND EASEMENT LEGEND

- Right-of Way / Parcel Line
- Proposed Temporary Easement
- Proposed Permanent Easement
- Proposed Right-of-Way
- Proposed Right-of-Way Symbol
- Existing Right-of-Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Proposed Temporary Easement
- Proposed Permanent Easement

For Information Only

0 20
FEET

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER H.5

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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. ALL LANES SHOULD REMAIN OPEN ON 3RD STREET, 4TH STREET, AND LECLAIRE STREET DURING THE WEEK OF THE BIX, THE LAST WEEKEND OF JULY. CONSTRUCTION STAGING ADJUSTMENTS MAY ALSO BE REQUIRED DURING THE FOLLOWING EVENTS: RED WHITE AND BOOM, HALLOWEEN PARADE, AND FESTIVAL OF TREES PARADE.

16. NORMAL ALLOWABLE WORKING HOURS ARE NON-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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08-01-08

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 3RD STREET DETOUR ROUTE AS SHOWN ON SHEET J.4.
3. INSTALL SIDEWALK CLOSURES AT LOCATIONS LISTED IN TAB 113-2.
4. CONSTRUCT TEMPORARY DRIVEWAY ACCESS TO PARCEL 2 (429 E 3RD ST) AS SHOWN ON SHEET J.4 PRIOR TO STREET CLOSURES.

STAGE 1
TRAFFIC:
1. INSTALL TRAFFIC CONTROL PER STAGE 1 TRAFFIC CONTROL AND STAGING ON SHEETS J.4.
2. CLOSE 3RD STREET TO THRU TRAFFIC FROM RIVER DRIVE UP TO THE TEMPORARY DRIVEWAY FOR 429 E 3RD STREET.
3. SHUTDOWN THE TRAFFIC SIGNALS AT 3RD STREET AND RIVER DRIVE OR TURN THE RIVER DRIVE THROUGH TRAFFIC SIGNAL TO CONSTANT GREEN.
4. CLOSE ALL SIDEWALKS ALONG 3RD STREET FROM IOWA STREET TO RIVER DRIVE.
5. ACCESS TO THE TEMPORARY DRIVEWAY AT PARCEL 2 (429 E 3RD ST ST) SHALL BE PROVIDED AND MAINTAINED AT ALL TIMES.

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STAGING NOTES

PROPERTY ACCESS:
PARCEL 2 (MICKY'S IRISH PUB & LOPIEZ PIZZA) - TEMPORARY DRIVEWAY PROVIDED FOR PARKING LOT ON 3RD STREET. CONTRACTOR TO COORDINATE WORK AROUND THE BUILDING WITH THE OWNER TO PROVIDE ACCESS TO LOPIEZ PIZZA FRONT DOOR AT ALL TIMES.
PARCEL 3 (RIVERWATCH DEVELOPMENT) - NO ACCESS FROM 3RD STREET, ACCESS ONLY FROM LECLAIRE STREET.
PARCEL 5 (IOWA ONECALL & MIDAMERICAN) - 3RD STREET DRIVEWAY CLOSED. MAINTAIN ACCESS FROM IOWA STREET AND LECLAIRE STREET DIVEWAYS
PARCEL 6 (QUAD CITY TIMES) - 3RD STREET DRIVEWAY CLOSED. MAINTAIN ACCESS FROM LECLAIRE STREET AND 4TH STREET.

CONSTRUCTION:
1. CONSTRUCT TEMPORARY DRIVEWAY ACCESS TO PARCEL 2 (429 E 3RD ST) AS SHOWN ON SHEET J.4 PRIOR TO STREET CLOSURES.
2. INSTALL STORM SEWER PIPES AND STRUCTURES WITHIN PHASE 1 ALONG 3RD STREET.
3. REMOVE, GRADE, AND PAVE 3RD STREET AS SHOWN IN THE PLANS.
4. INSTALL PROPOSED TRAFFIC SIGNALS AND PEDESTRIAN PUSHBUTTONS AT THE 3RD STREET AND RIVER DRIVE INTERSECTION.
5. CONSTRUCT DRIVEWAYS, PROPOSED SIDEWALK, AND PEDESTRIAN RAMPS.
6. PLACE PERMANENT PAVEMENT MARKINGS, SYMBOLS, AND SIGNAGE.

STAGE 2
TRAFFIC:
1. ACTIVATE NEW TRAFFIC SIGNAL AT THE RIVER DRIVE AND 3RD STREET INTERSECTION.
2. INSTALL TRAFFIC CONTROL PER STAGE 2 TRAFFIC CONTROL AND STAGING ON SHEETS J.5.
3. INSTALL LECLAIRE STREET DETOUR ROUTE AS SHOWN ON SHEET J.5.
4. ONCE THE NEW SIGNAL IS INSPECTED BY THE CITY AND FULLY OPERATIONAL, OPEN 3RD STREET TO TRAFFIC; SIMULTASNEOUSLY, CLOSE LECLAIRE STREET FROM THE ARSENAL BRIDGE ROUNDABOUT UP TO THE SOUTH SIDE OF THE 3RD STREET INTERSECTION AND FROM THE NORTH SIDE OF THE 3RD STREET INTERSECTION TO THE SOUTH SIDE OF 4TH STREET.
5. REMOVE THE TEMPORARY DRIVEWAY FOR PARCEL 2 (429 E 3RD ST) AND FINISH AN FINAL PANEL REPLACEMENTS NECESSARY.
6. OPEN SIDEWALK FROM IOWA STREET TO RIVER DRIVE, INCLUDING THE PEDESTRIAN RAMPS AT THE 3RD STREET AND LECLAIRE STREET INTERSECTION.
7. CLOSE ALL SIDEWALKS ALONG LECLAIRE STREET FROM THE ARSENAL BRIDGE ROUNDABOUT UP THE THE PEDESTRIAN RAMPS ON THE SOUTH SIDE OF THE 3RD STREET INTERSECTION AND FROM THE PEDESTRIAN RAMPS ON THE NORTH SIDE OF 3RD STREET UP TO THE SIDEWALK ON THE SOUTH SIDE OF 4TH STREET.

PROPERTY ACCESS:
PARCEL 2 (MICKY'S IRISH PUB & LOPIEZ PIZZA) - NO ACCESS TO MICKY'S IRISH PUB DOOR ON LECLAIRE STREET. MAINTAIN 3RD STREET PARKING LOT AND 3RD STREET BUILDING ACCESS.
PARCEL 3 (RIVERWATCH DEVELOPMENT) - NO ACCESS FROM LECLAIRE STREET, ACCESS ONLY FROM 3RD STREET.
PARCEL 5 (IOWA ONECALL & MIDAMERICAN) - LECLAIRE STREET DRIVEWAY CLOSED. MAINTAIN ACCESS FROM IOWA STREET AND 3RD STREET DIVEWAYS
PARCEL 6 (QUAD CITY TIMES) - LECLAIRE STREET DRIVEWAY CLOSED. MAINTAIN ACCESS FROM 3RD STREET AND 4TH STREET.

CONSTRUCTION:
1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 2 ALONG LECLAIRE STREET.
2. REMOVE, GRADE, AND PAVE LECLAIRE STREET AS SHOWN IN THE PLANS.
3. CONSTRUCT DRIVEWAY, PROPOSED SIDEWALK, AND PEDESTRIAN RAMPS.
4. PLACE PERMANENT PAVEMENT MARKINGS, SYMBOLS, AND SIGNAGE.

STAGE 3A
TRAFFIC:
1. INSTALL TRAFFIC CONTROL PER STAGE 3A TRAFFIC CONTROL AND STAGING ON SHEETS J.6.
2. OPEN LECLAIRE STREET; SIMULTASNEOUSLY, CLOSE THE SOUTH HALF OF THE LECLAIRE AND 4TH STREET INTERSECTION.
3. OPEN ALL SIDEWALK ALONG LECLAIRE STREET.
4. CLOSE THE SIDEWALK RAMPS ON THE SOUTH SIDE OF THE LECLAIRE STREET AND 4TH STREET INTERSECTION.

PROPERTY ACCESS:
PARCEL 2 (MICKY'S IRISH PUB & LOPIEZ PIZZA) - FULL ACCESS
PARCEL 3 (RIVERWATCH DEVELOPMENT) - FULL ACCESS
PARCEL 5 (IOWA ONECALL & MIDAMERICAN) - FULL ACCESS
PARCEL 6 (QUAD CITY TIMES) - FULL ACCESS

CONSTRUCTION:
1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 3A ALONG 4TH STREET.
2. REMOVE, GRADE, AND PAVE 4TH STREET AS SHOWN IN THE PLANS.
3. CONSTRUCT PROPOSED SIDEWALK AND PEDESTRIAN RAMPS.

STAGE 3B
TRAFFIC:
1. INSTALL TRAFFIC CONTROL PER STAGE 3B TRAFFIC CONTROL AND STAGING ON SHEETS J.7.
2. OPEN THE SOUTH HALF OF THE LECLAIRE AND 4TH STREET INTERSECTION; SIMULTASNEOUSLY, CLOSE THE NORTH HALF OF THE LECLAIRE AND 4TH STREET INTERSECTION.
3. OPEN ALL SIDEWALK ALONG THE SOUTH SIDE OF 4TH STREET.
4. CLOSE THE SIDEWALK RAMPS ON THE NORTH SIDE OF THE LECLAIRE STREET AND 4TH STREET INTERSECTION.

PROPERTY ACCESS:
PARCEL 2 (MICKY'S IRISH PUB & LOPIEZ PIZZA) - FULL ACCESS
PARCEL 3 (RIVERWATCH DEVELOPMENT) - FULL ACCESS
PARCEL 5 (IOWA ONECALL & MIDAMERICAN) - FULL ACCESS
PARCEL 6 (QUAD CITY TIMES) - FULL ACCESS
PARCEL 8 (HABANO CIGARS) - MAINTAIN ACCESS TO FRONT DOOR AND OVERHEAD DOOR AT ALL TIMES
PARCEL 9 (F.O.P.S) - MAINTAIN ACCESS TO FRONT DOOR AT ALL TIMES

CONSTRUCTION:
1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 3B ALONG 4TH STREET.
2. REMOVE, GRADE, AND PAVE 4TH STREET AS SHOWN IN THE PLANS.
3. CONSTRUCT PROPOSED SIDEWALK AND PEDESTRIAN RAMPS.
4. PLACE PERMANENT PAVEMENT MARKINGS, SYMBOLS, AND SIGNAGE THROUGH STAGE 3A AND 3B.

STAGE 4
TRAFFIC:
1. INSTALL TRAFFIC CONTROL PER STAGE 4 TRAFFIC CONTROL AND STAGING ON SHEETS J.8.
2. INSTALL 4TH STREET DETOUR ROUTE AS SHOWN ON SHEET J.8.
3. FULLY OPEN THE 4TH STREET AND LECLAIRE STREET INTERSECTION; SIMULTASNEOUSLY, CLOSE 4TH STREET AT RIVER DRIVE

108-26A
08-01-08

STAGING NOTES

4. OPEN ALL SIDEWALK AND PEDESTRIAN RAMPS AT THE 4TH STREET AND LECLAIRE STREET INTERSECTION.
5. CLOSE ALL SIDEWALKS ALONG 4TH STREET FROM APPROXIMATELY STATION 100+00 TO RIVER DRIVE.

PROPERTY ACCESS:

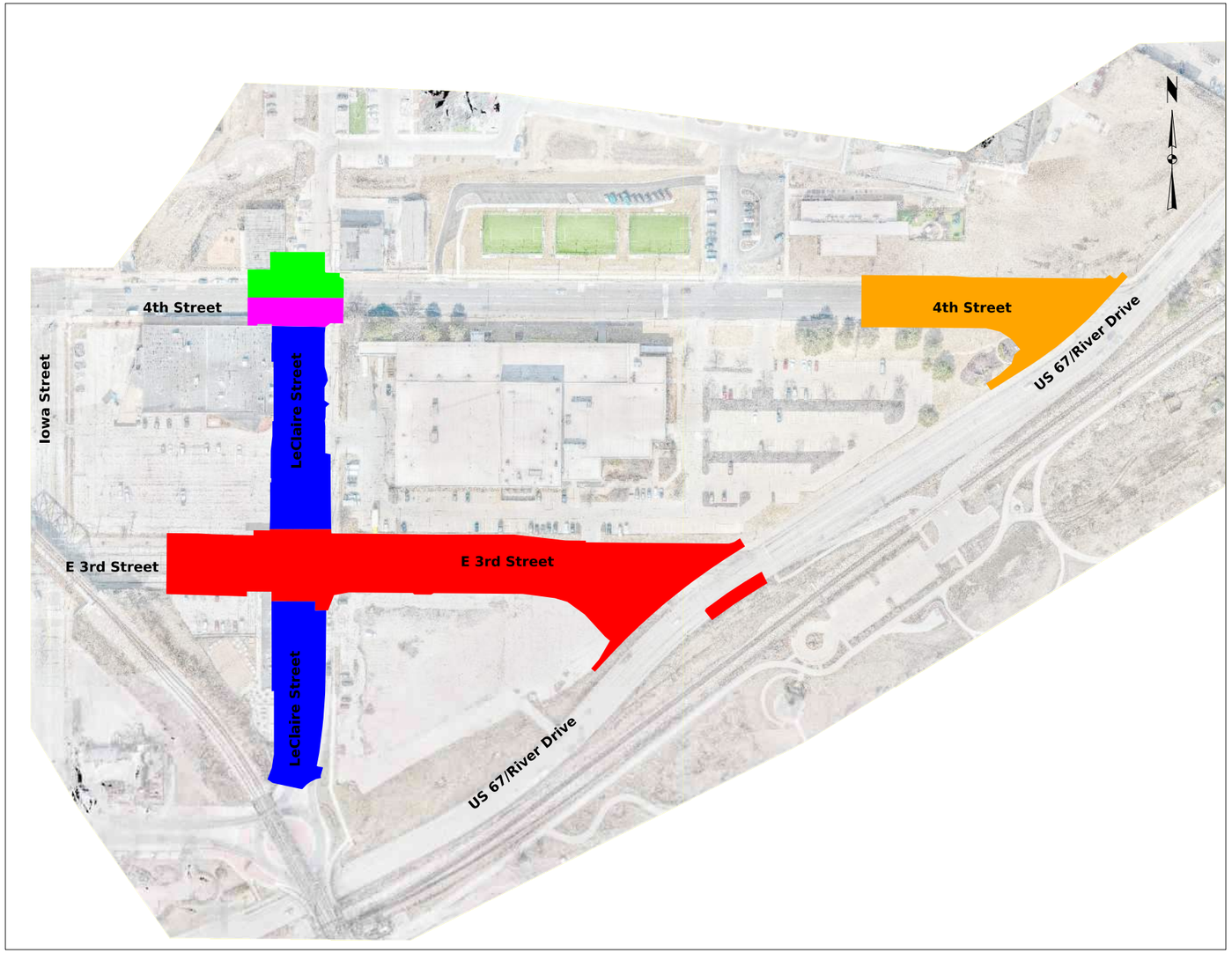
PARCEL 2 (MICKY'S IRISH PUB & LOPIEZ PIZZA) - FULL ACCESS
PARCEL 3 (RIVERWATCH DEVELOPMENT) - FULL ACCESS
PARCEL 5 (IOWA ONECALL & MIDAMERICAN) - FULL ACCESS
PARCEL 6 (QUAD CITY TIMES) - FULL ACCESS
PARCEL 10 (YMCA) - PARKING LOT ACCES MAINTAINED PRIOR TO FULL ROAD CLOSURE ALONG 4TH STREET

CONSTRUCTION:

1. INSTALL STORM SEWER PIPE AND STRUCTURES WITHIN PHASE 4 ALONG 4TH 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.

POST-CONSTRUCTION

1. ACTIVATE NEW TRAFFIC SIGNAL AT THE RIVER DRIVE AND 4TH STREET INTERSECTION; ONCE THE NEW SIGNAL IS INSPECTED BY THE CITY AND FULLY OPERATIONAL, OPEN 4TH STREET TO TRAFFIC
2. REMOVE ALL DETOUR SIGNAGE
3. OPEN ALL ROADWAYS AND DRIVEWAYS TO TRAFFIC
4. OPEN ALL SIDEWALK TO PEDESTRIANS.



Stage 1
Stage 2
Stage 3A
Stage 3B
Stage 4

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
Lavender	(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)
✕	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

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

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

DETOUR AHEAD
W20-2
48" x 48"
1

DETOUR
M4-9
30" X 24"
3

DETOUR
M4-9R
30" X 24"
5

ROAD CLOSED
R11-2
48" x 30"
7

Businesses Open
SPECIAL
90" X 36"
9

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" x 30"
11

3RD STREET
SPECIAL
36" x 12"
14

3RD STREET/ LECLAIRE STREET CLOSED AHEAD
SPECIAL
90" X 36"
2

DETOUR
M4-9L
30" X 24"
4

END DETOUR
M4-8A
24" X 18"
6

Businesses Open
SPECIAL
90" X 36"
8

Businesses Open
SPECIAL
90" X 36"
10

R3-2
48" X 48"
12

R3-1
48" X 48"
13

LECLAIRE STREET
SPECIAL
36" x 12"
15

W4-2
48" X 48"
16

Proposed Detour Route

Stage 1

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DETOUR AHEAD
W20-2
48" x 48"
1

LECLAIRE STREET CLOSED AHEAD
SPECIAL
90" X 36"
2

LECLAIRE STREET
SPECIAL
36" x 12"

DETOUR
M4-9
30" X 24"
3

LECLAIRE STREET
SPECIAL
36" x 12"

DETOUR
M4-9L
30" X 24"
4

LECLAIRE STREET
SPECIAL
36" x 12"

DETOUR
M4-9R
30" X 24"
5

END DETOUR
M4-8A
24" X 18"
6

ROAD CLOSED
R11-2
48" x 30"
7

Businesses Open
SPECIAL
90" X 36"
8

Businesses Open
SPECIAL
90" X 36"
9

Businesses Open
SPECIAL
90" X 36"
10

R3-2
48" X 48"
12

R3-1
48" X 48"
13

Proposed Detour Route

Stage 2

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER J.5

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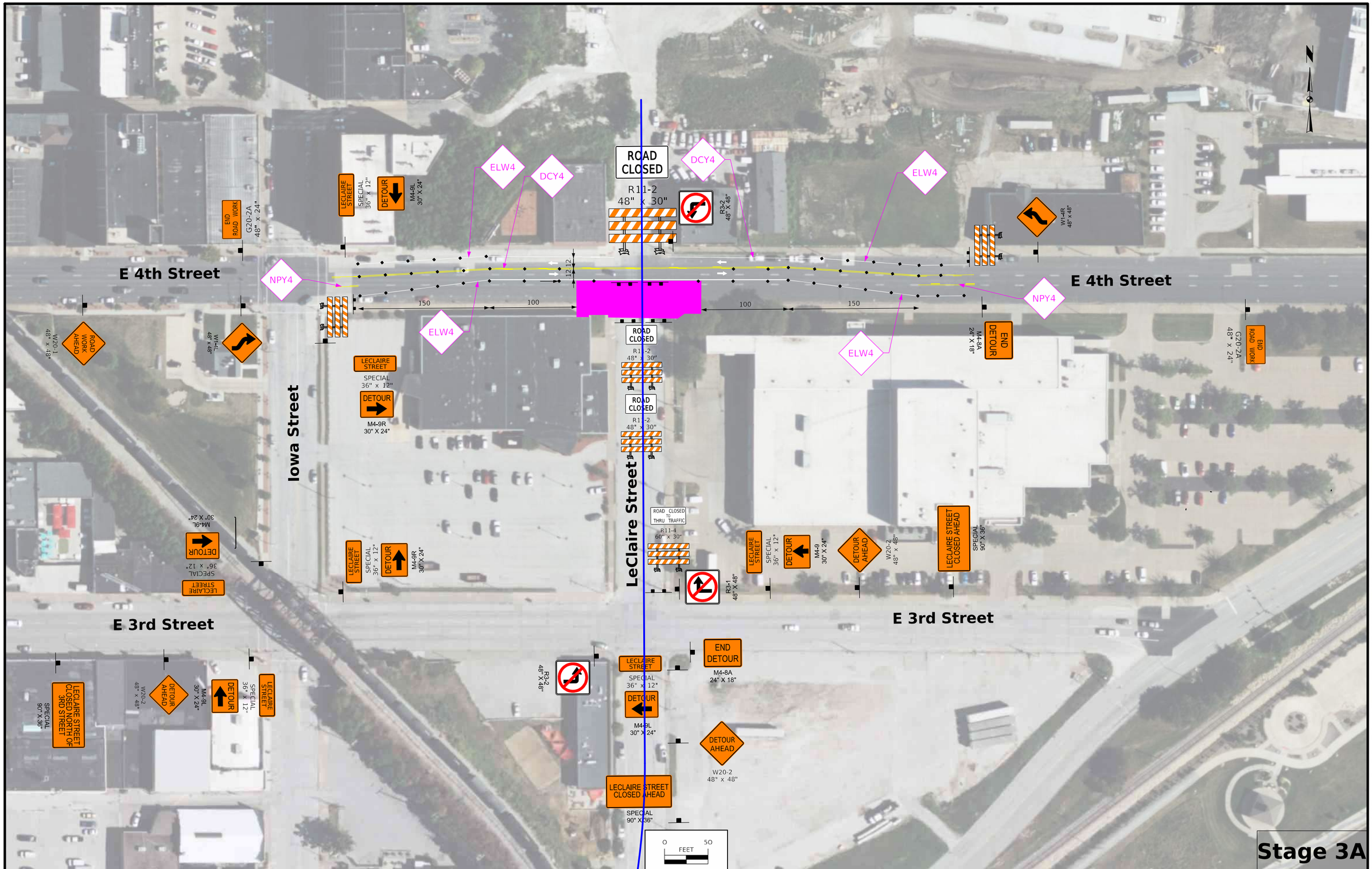

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER J.6

1:21:29 PM 4/16/2026 hmanter \\hrgreen.com\HRG\Data\2024\2403243\CAD\Design\CADD_Files\Sheet_Files\SHT_J02_2403243_Z11.dgn

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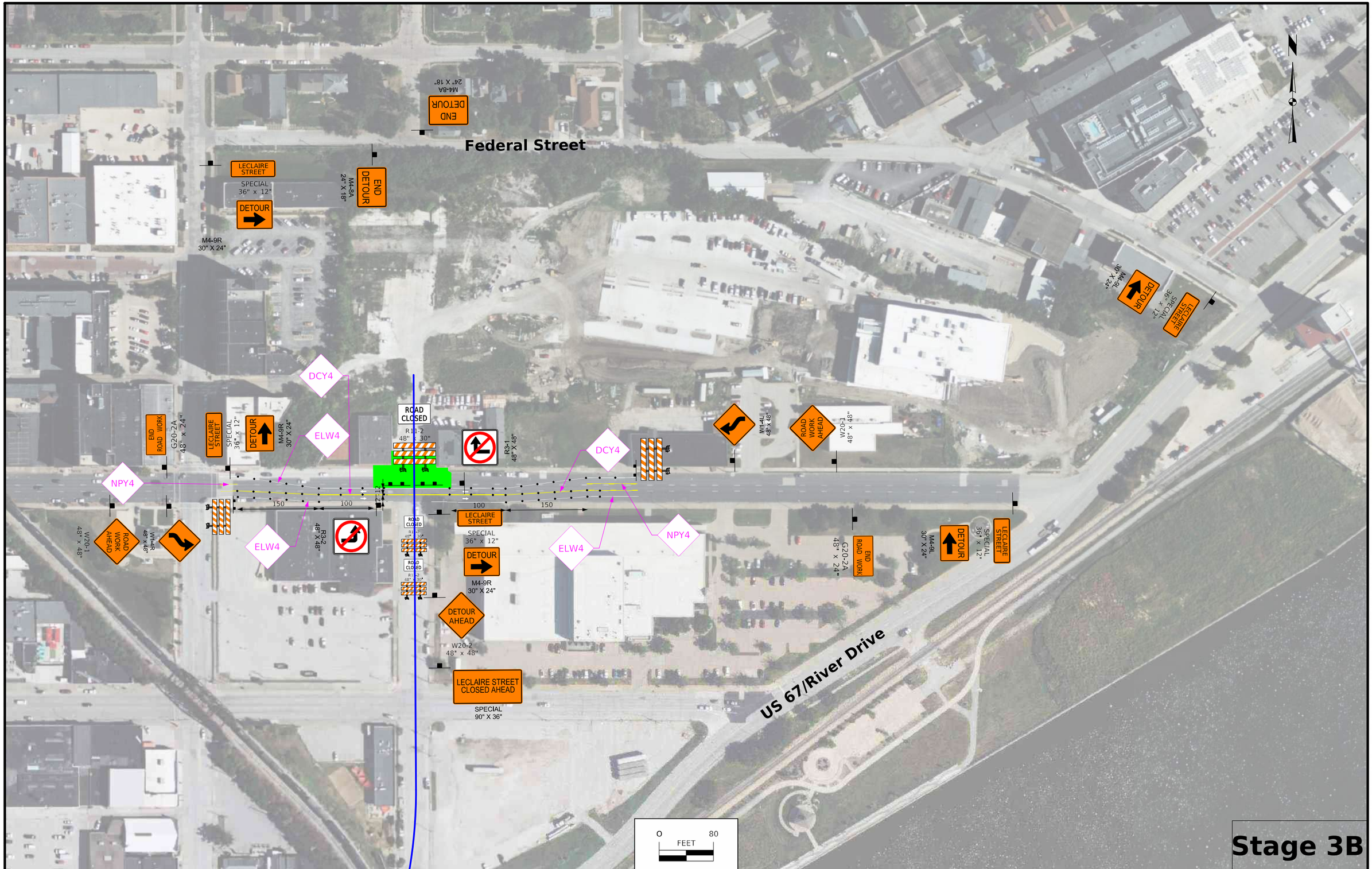

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER J.7

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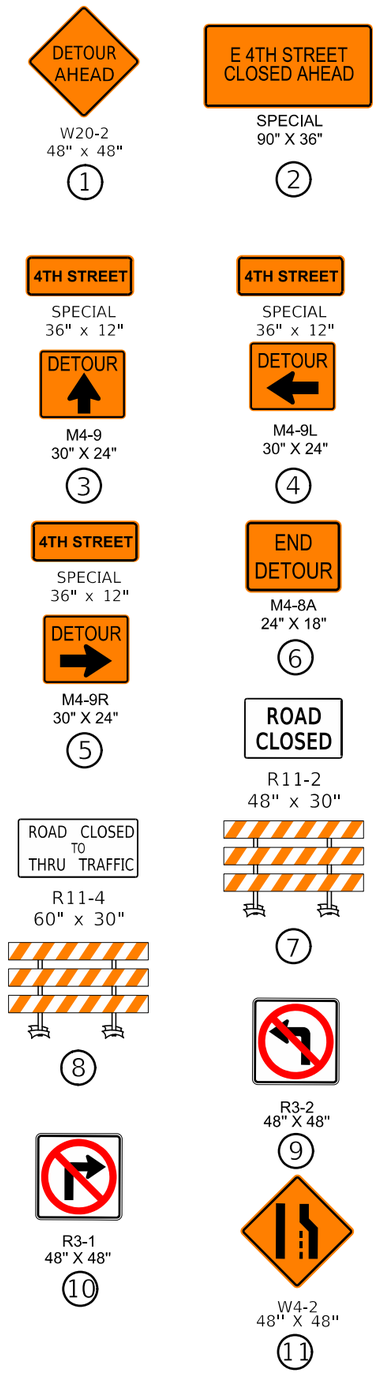

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **J.8**

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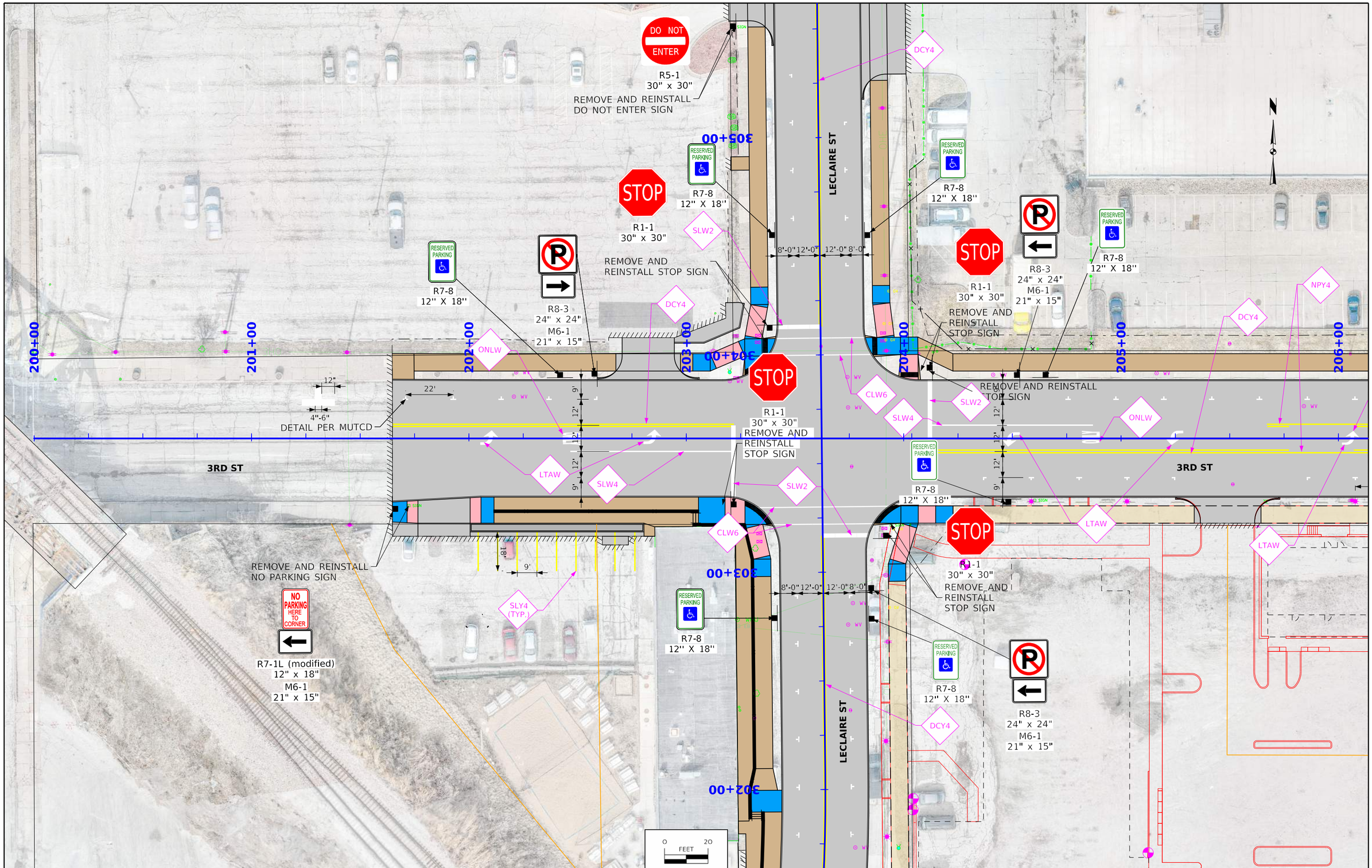

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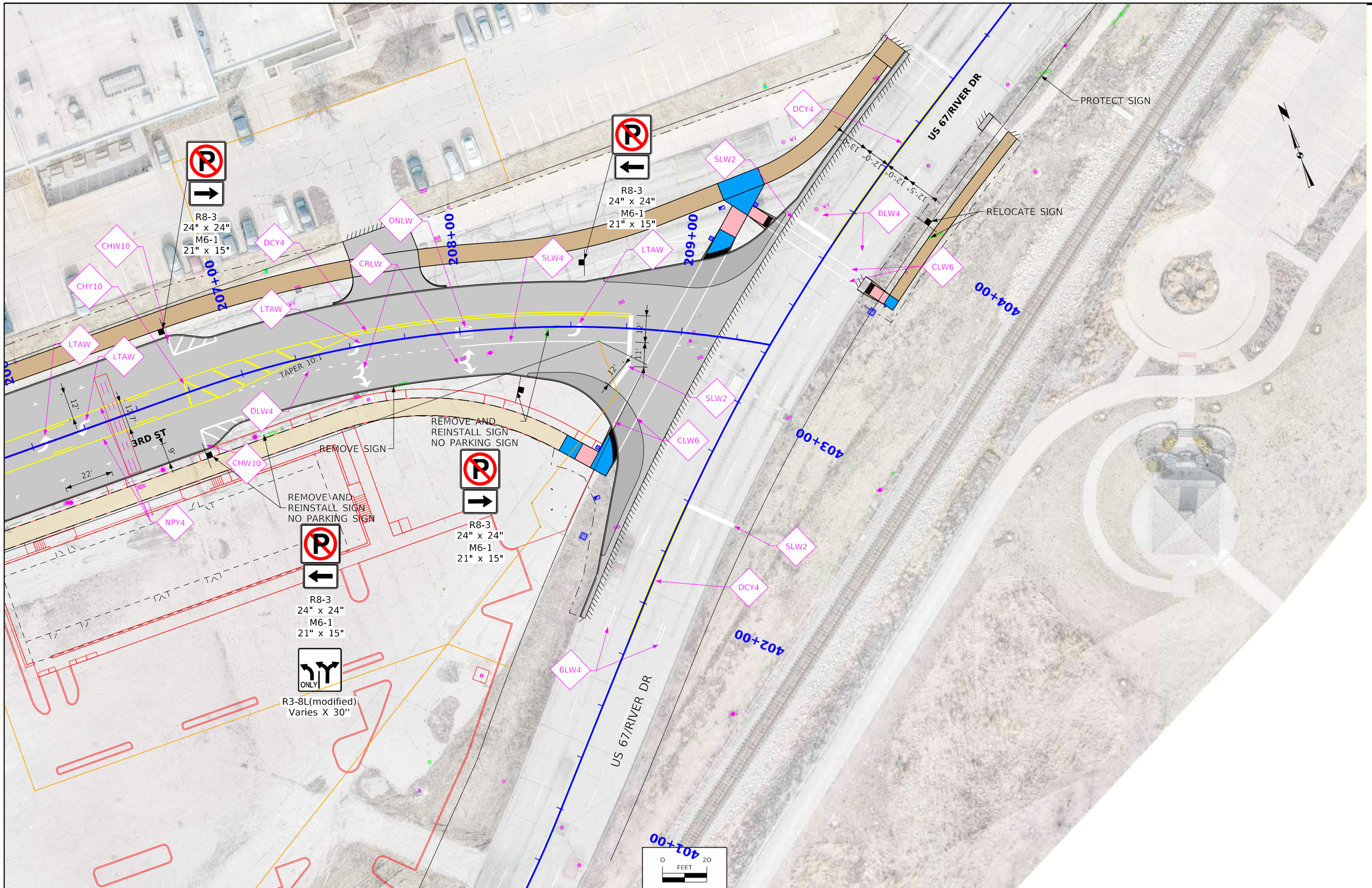

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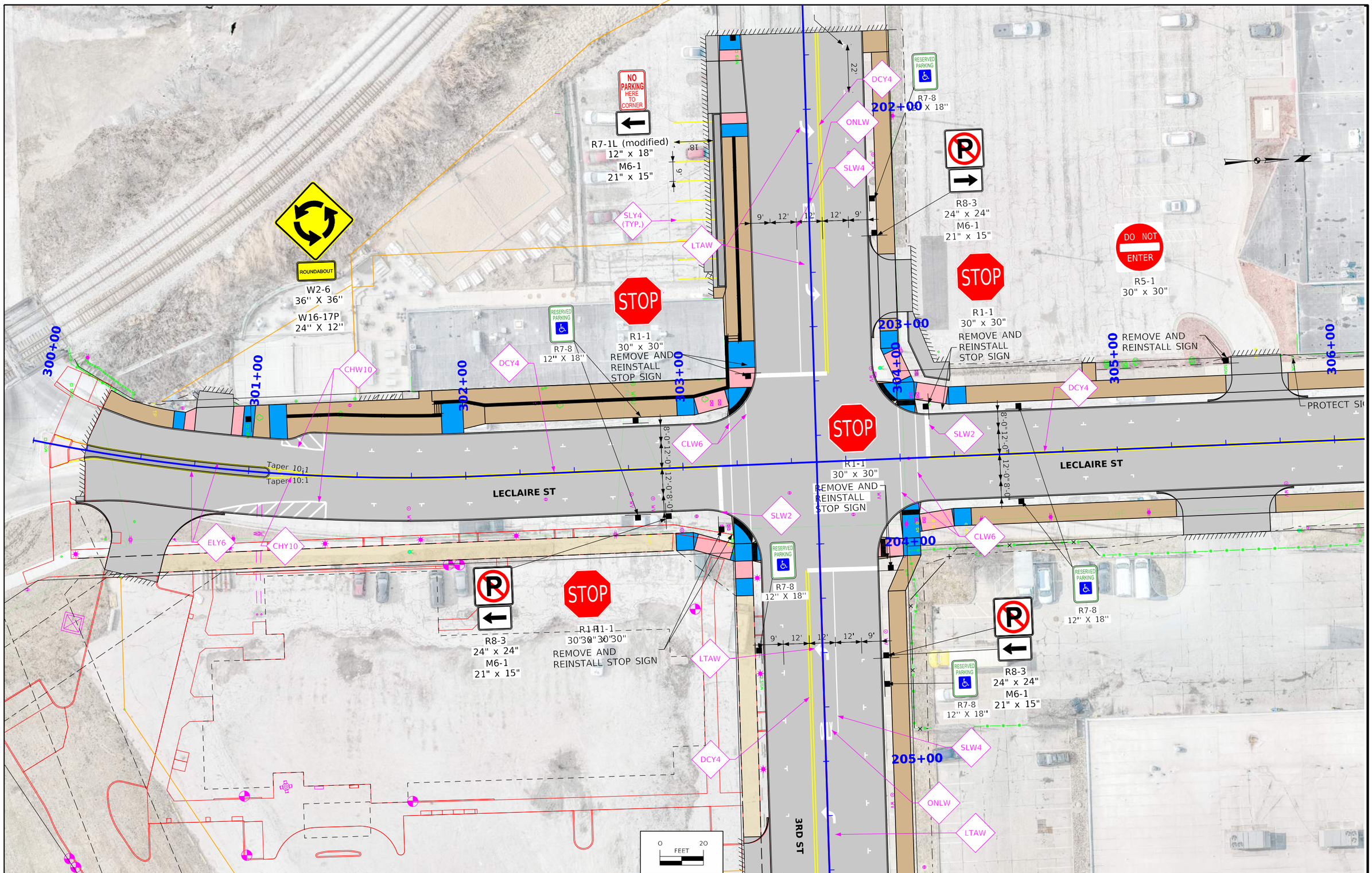

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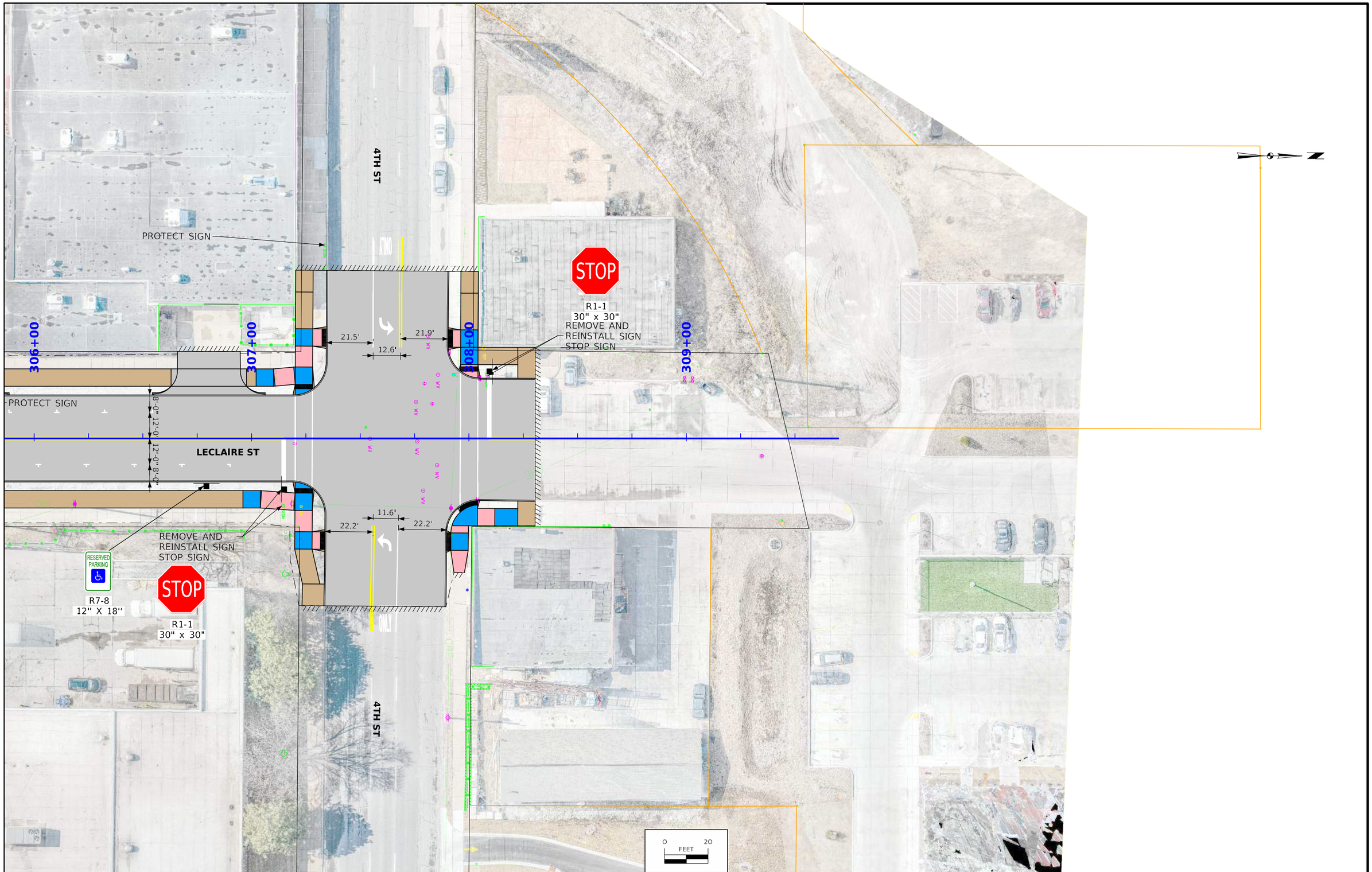

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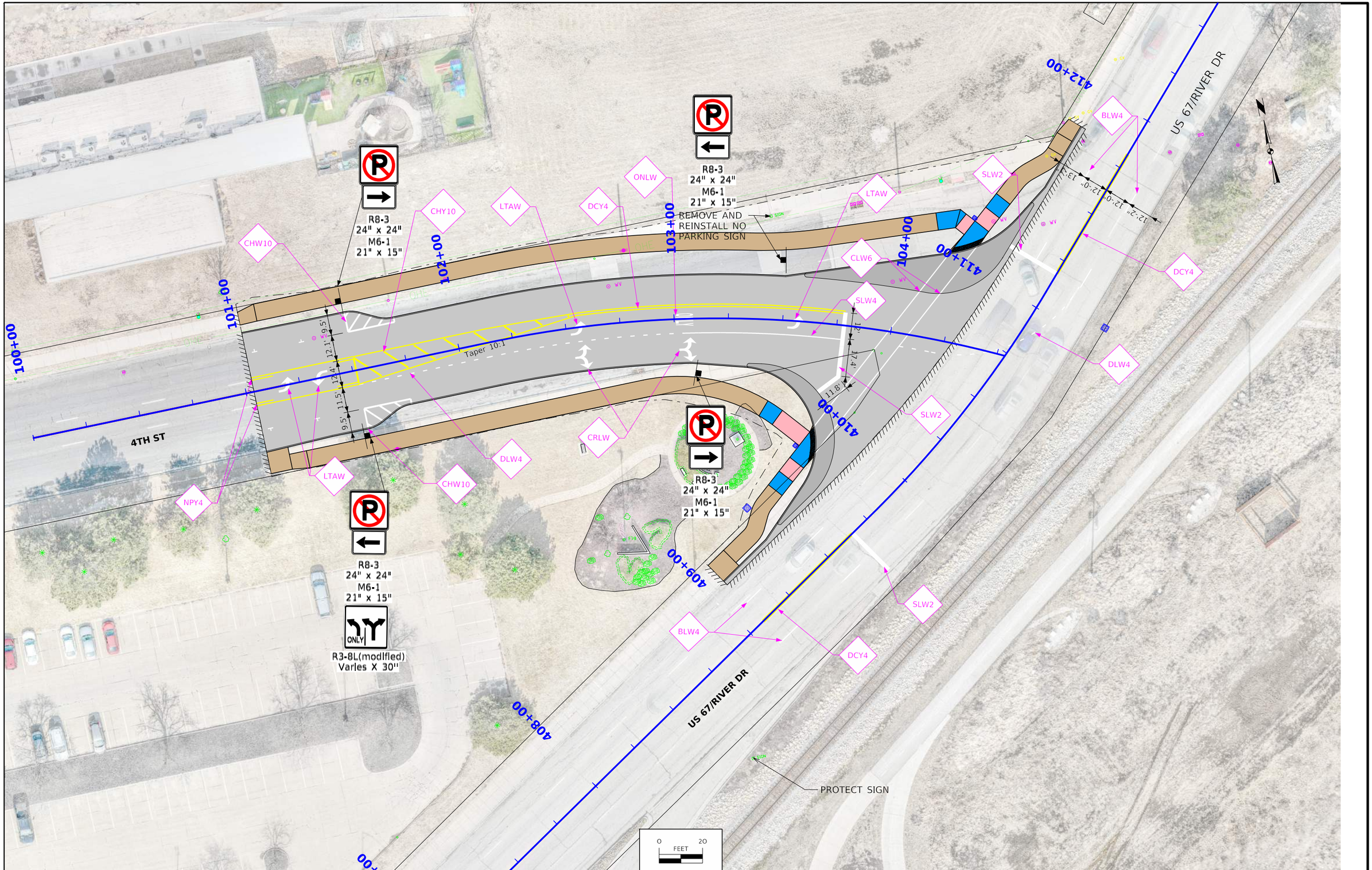

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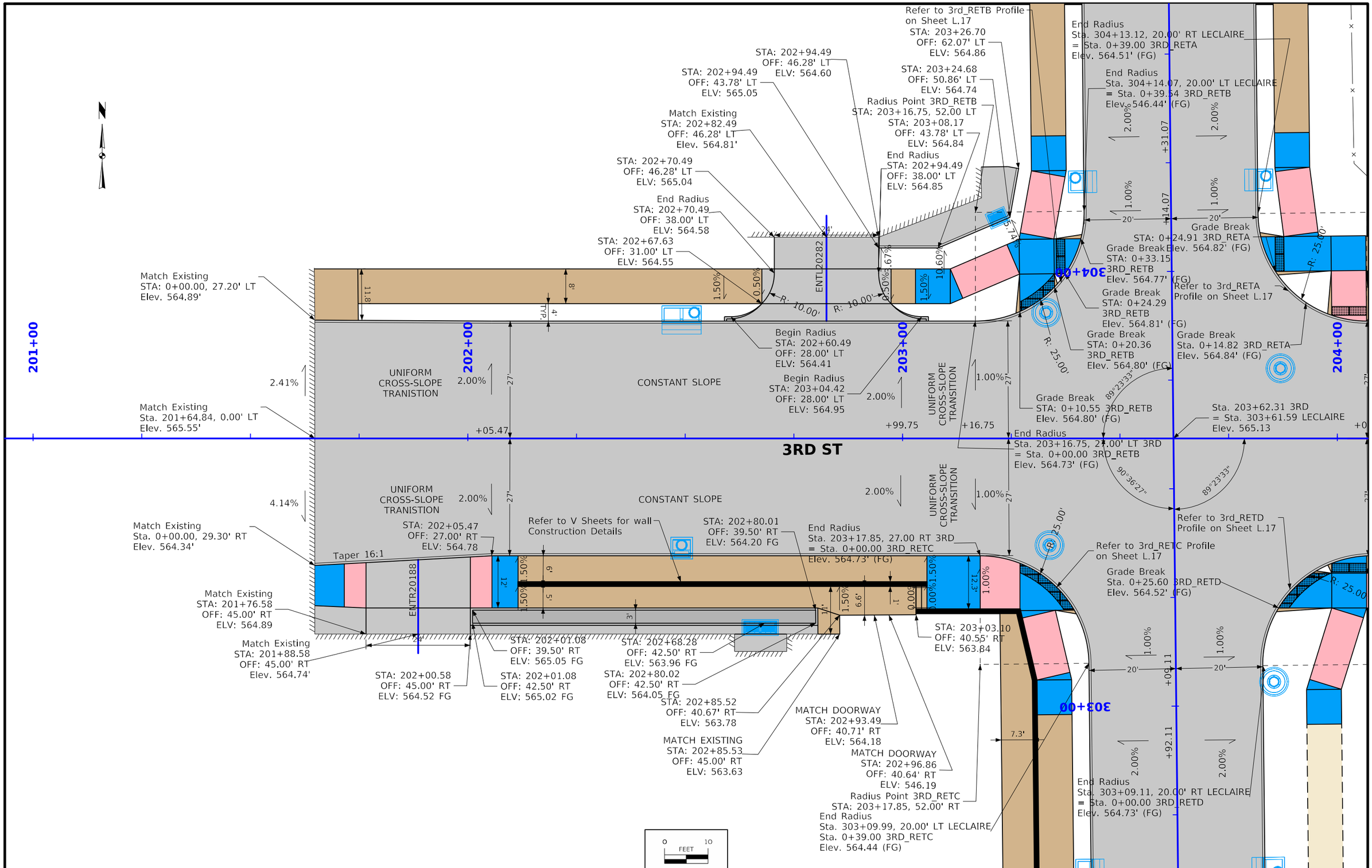

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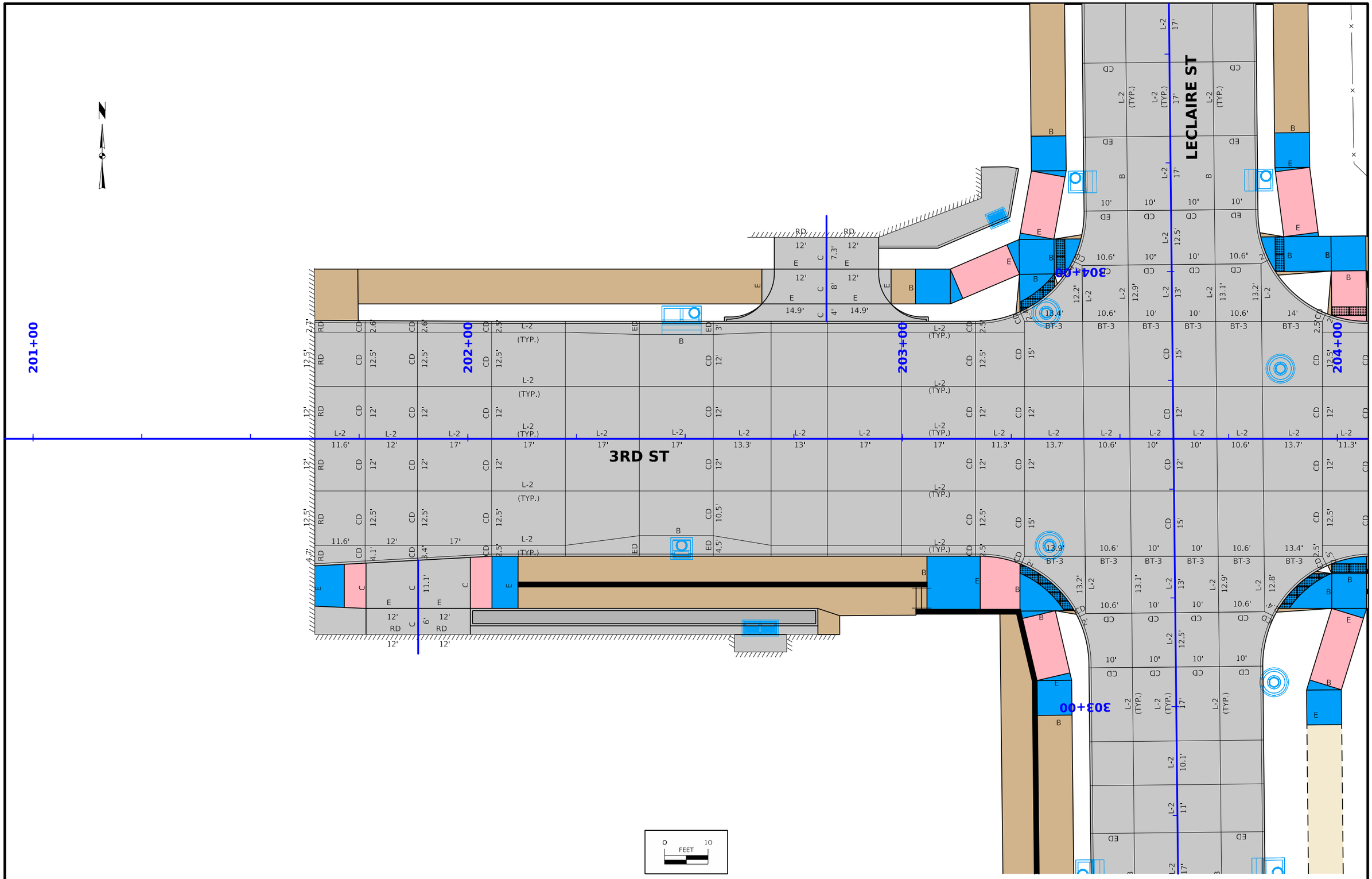

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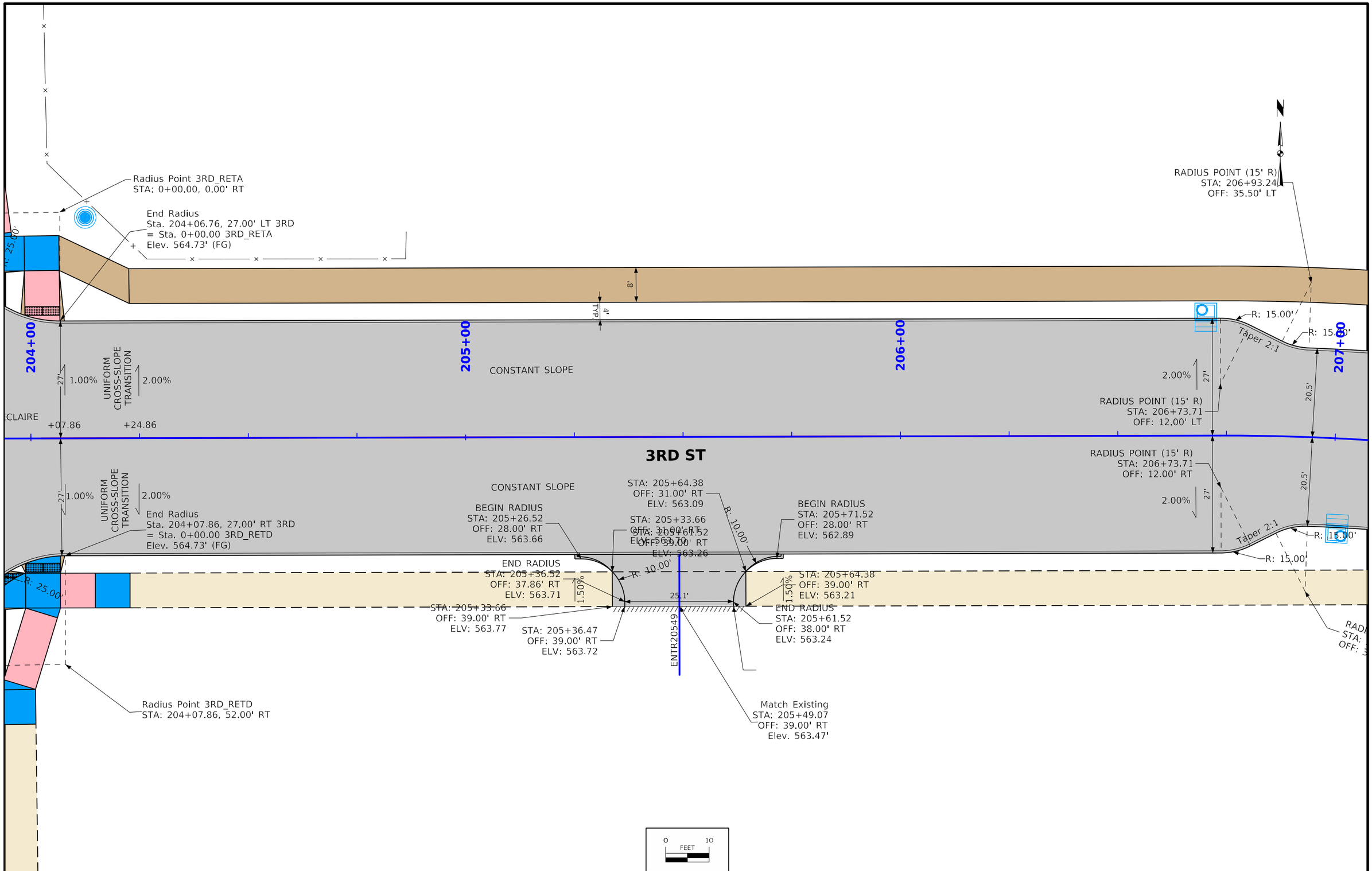

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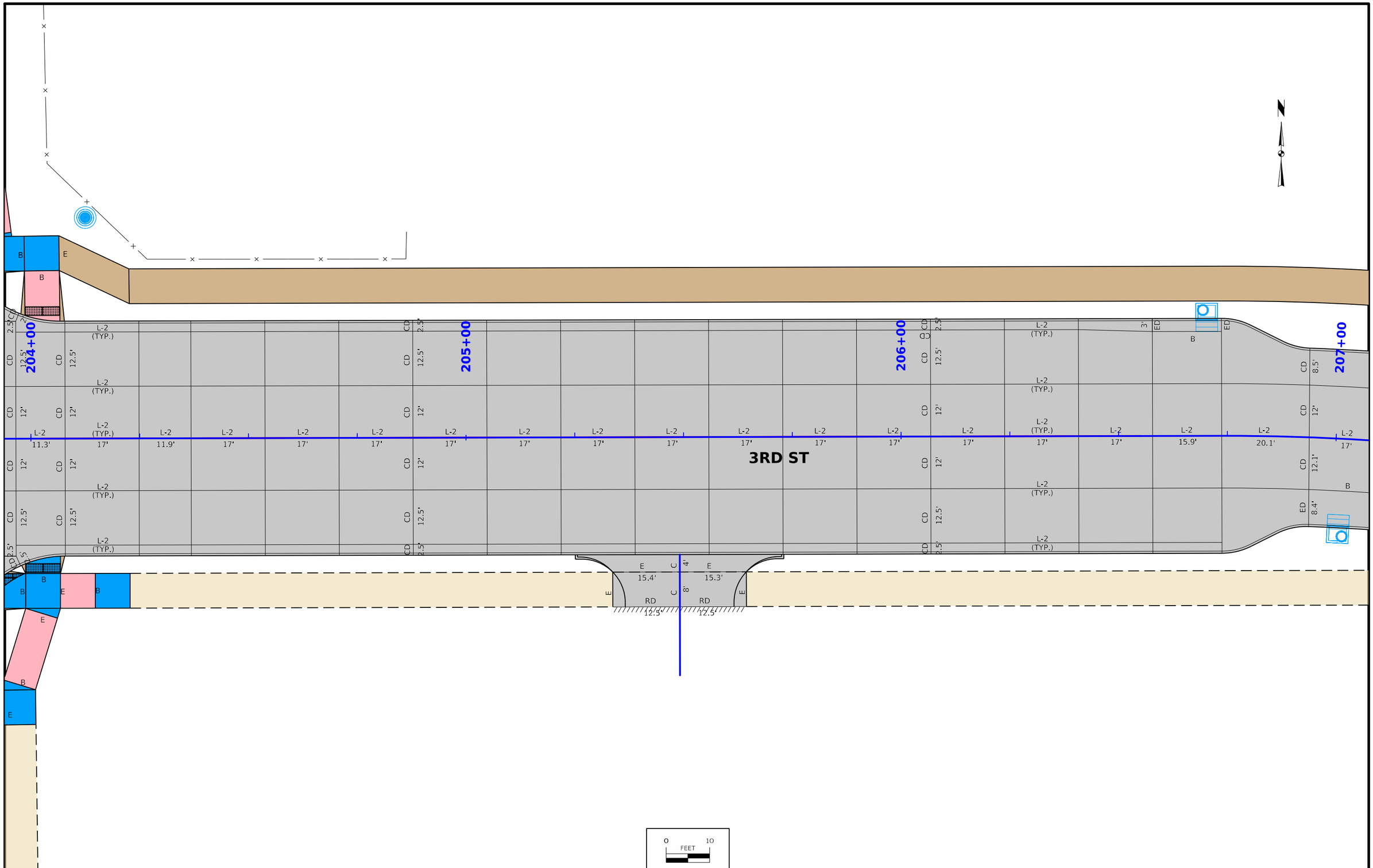

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER L.4

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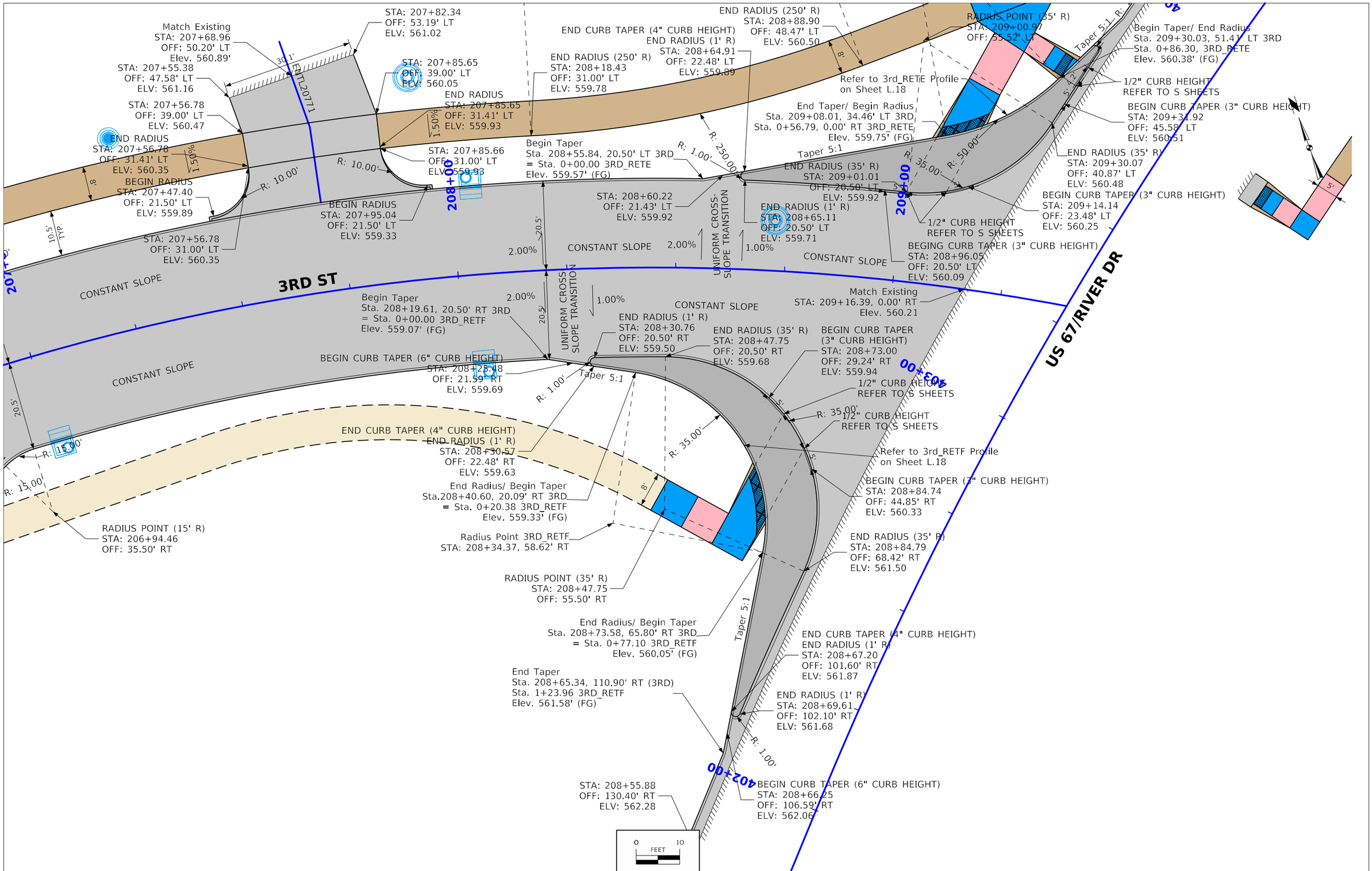

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER L.5

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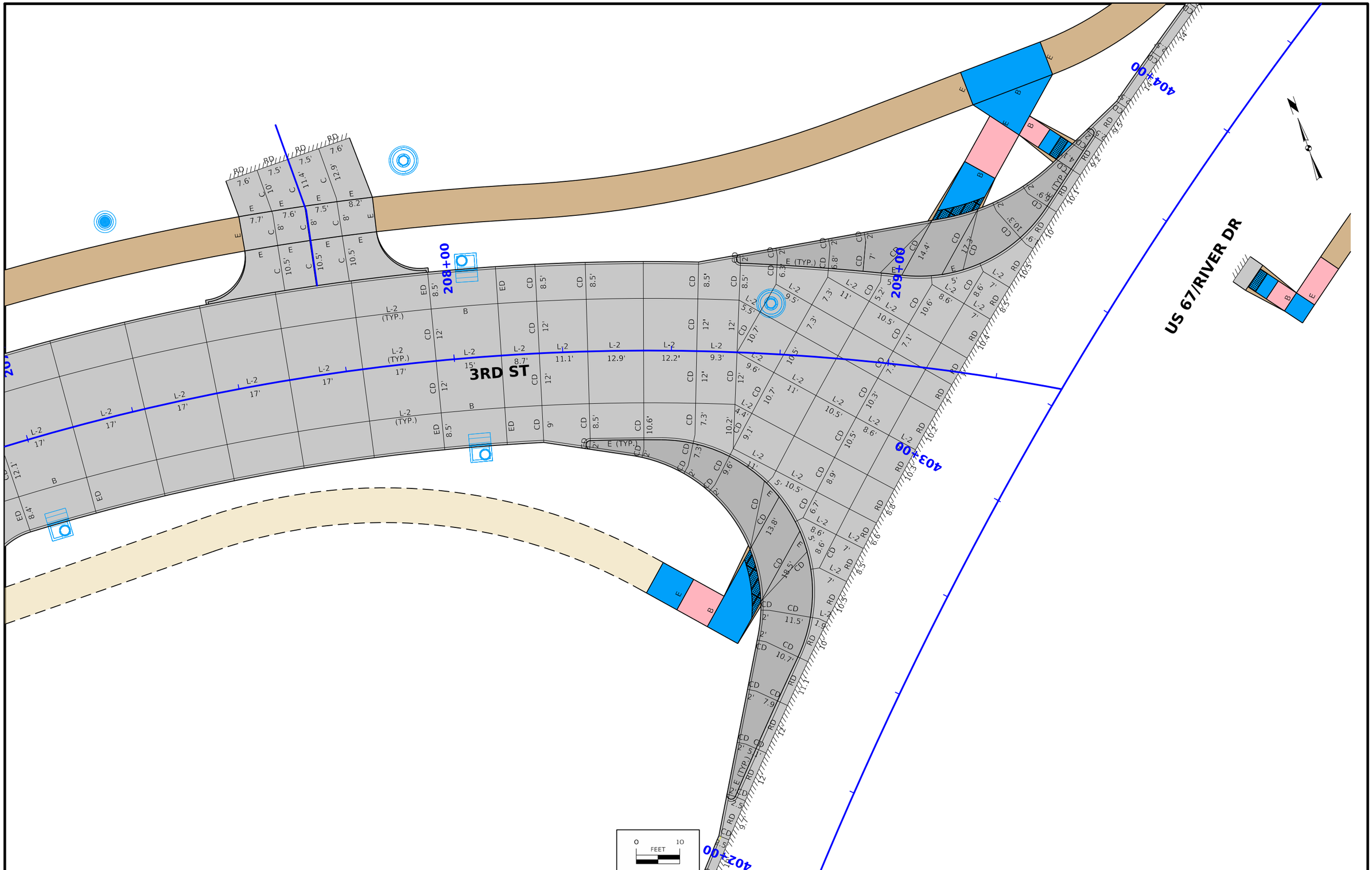

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER L.6

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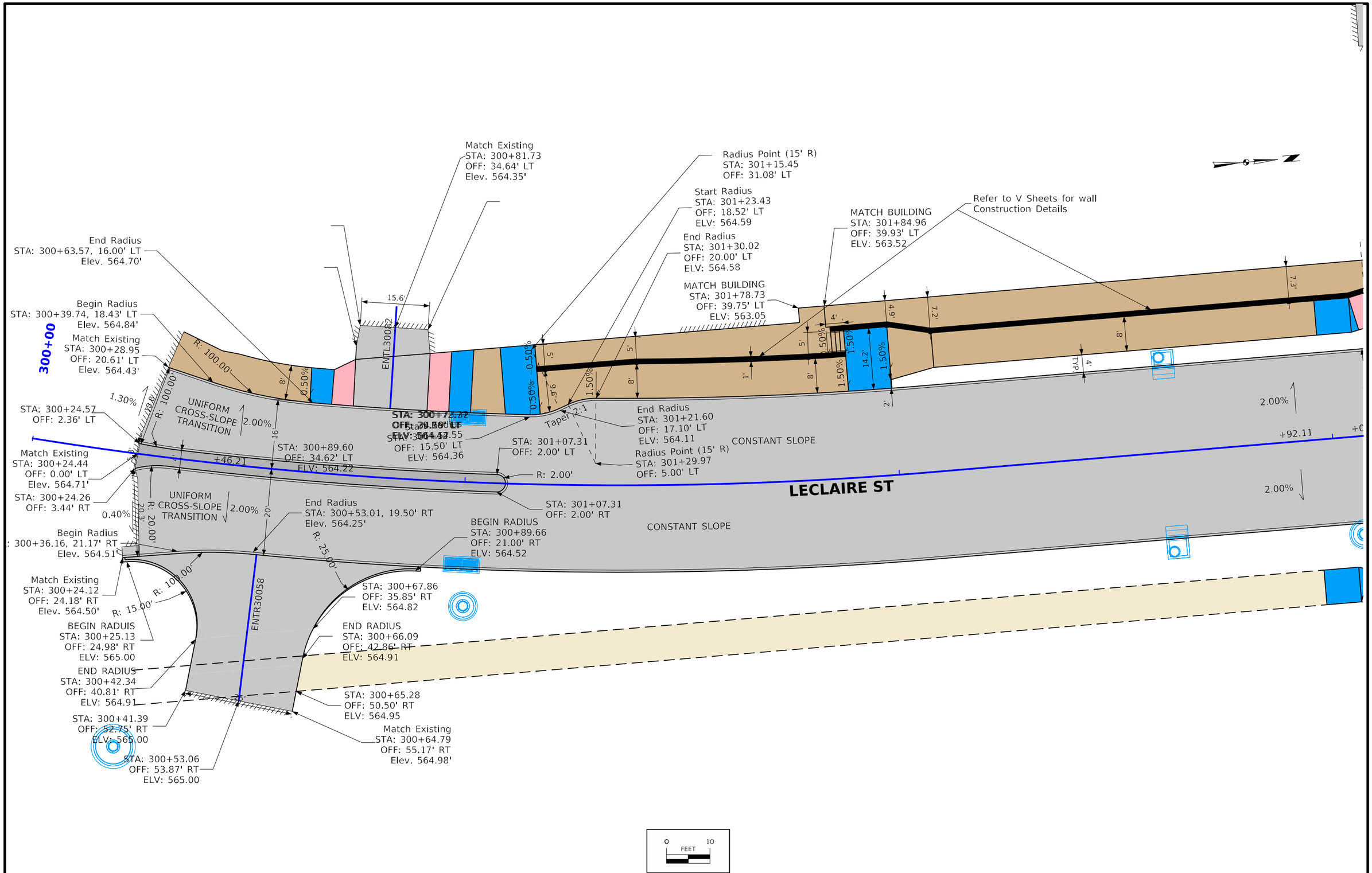

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER L.7

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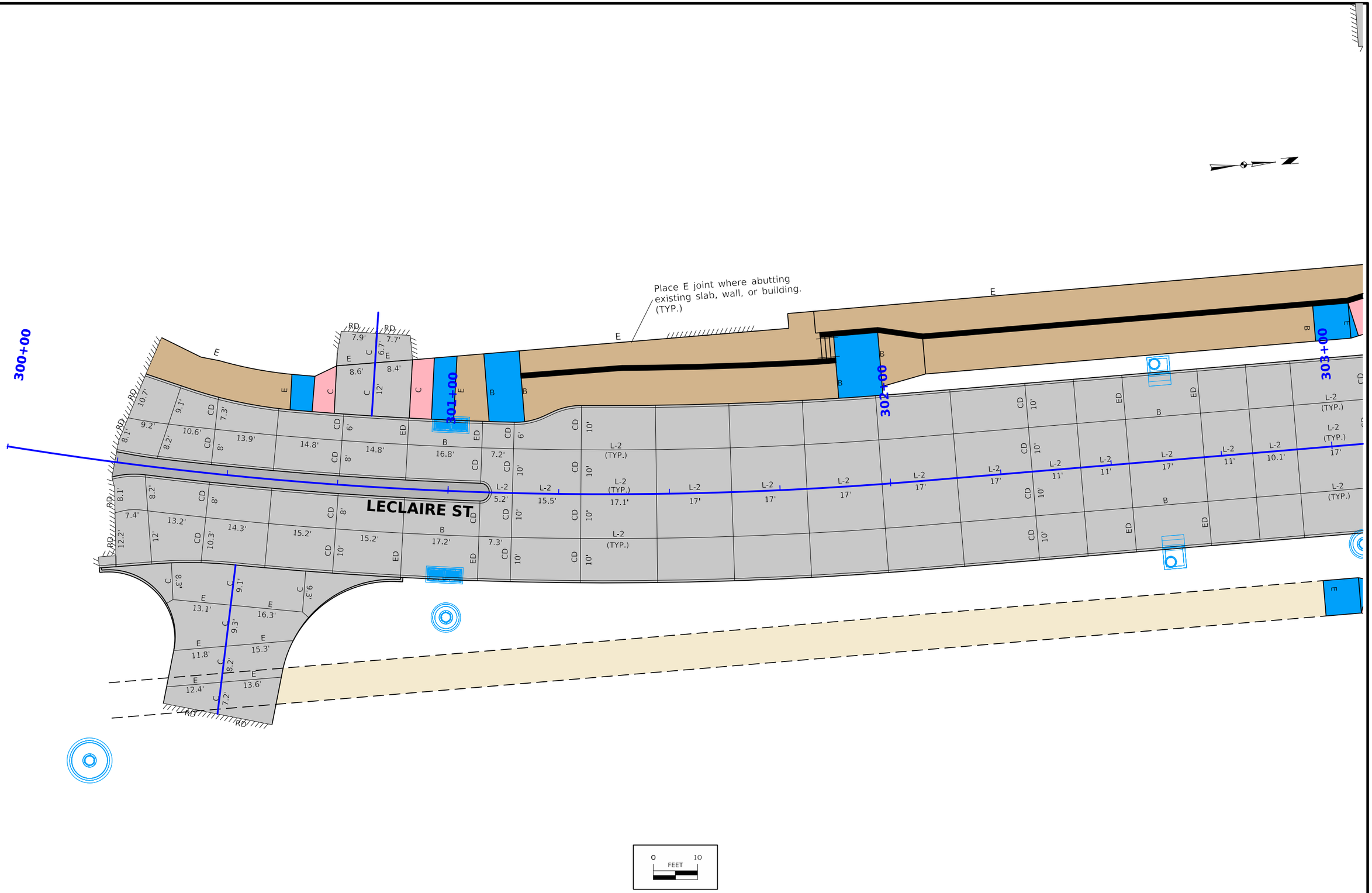

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER L.8

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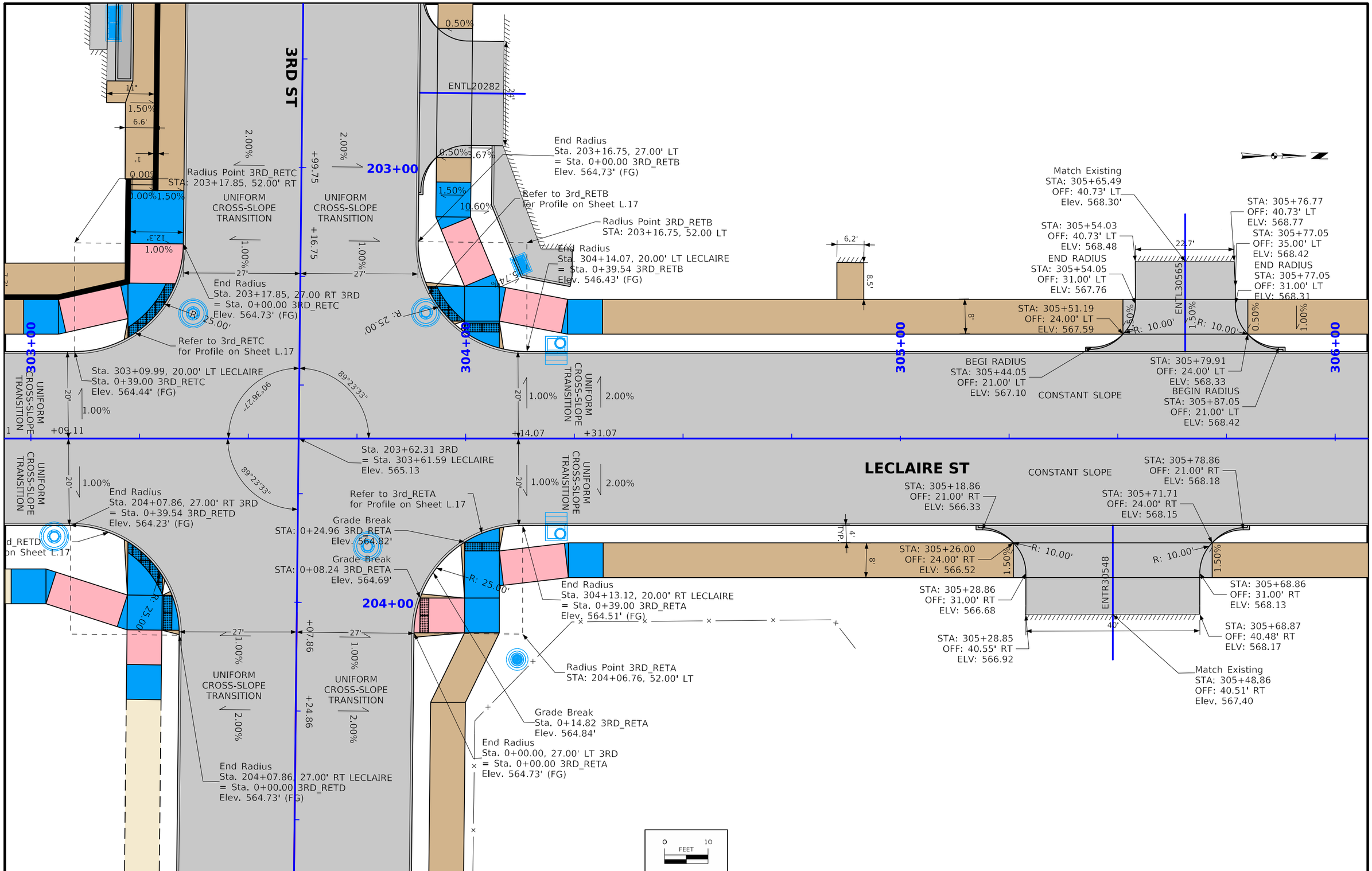

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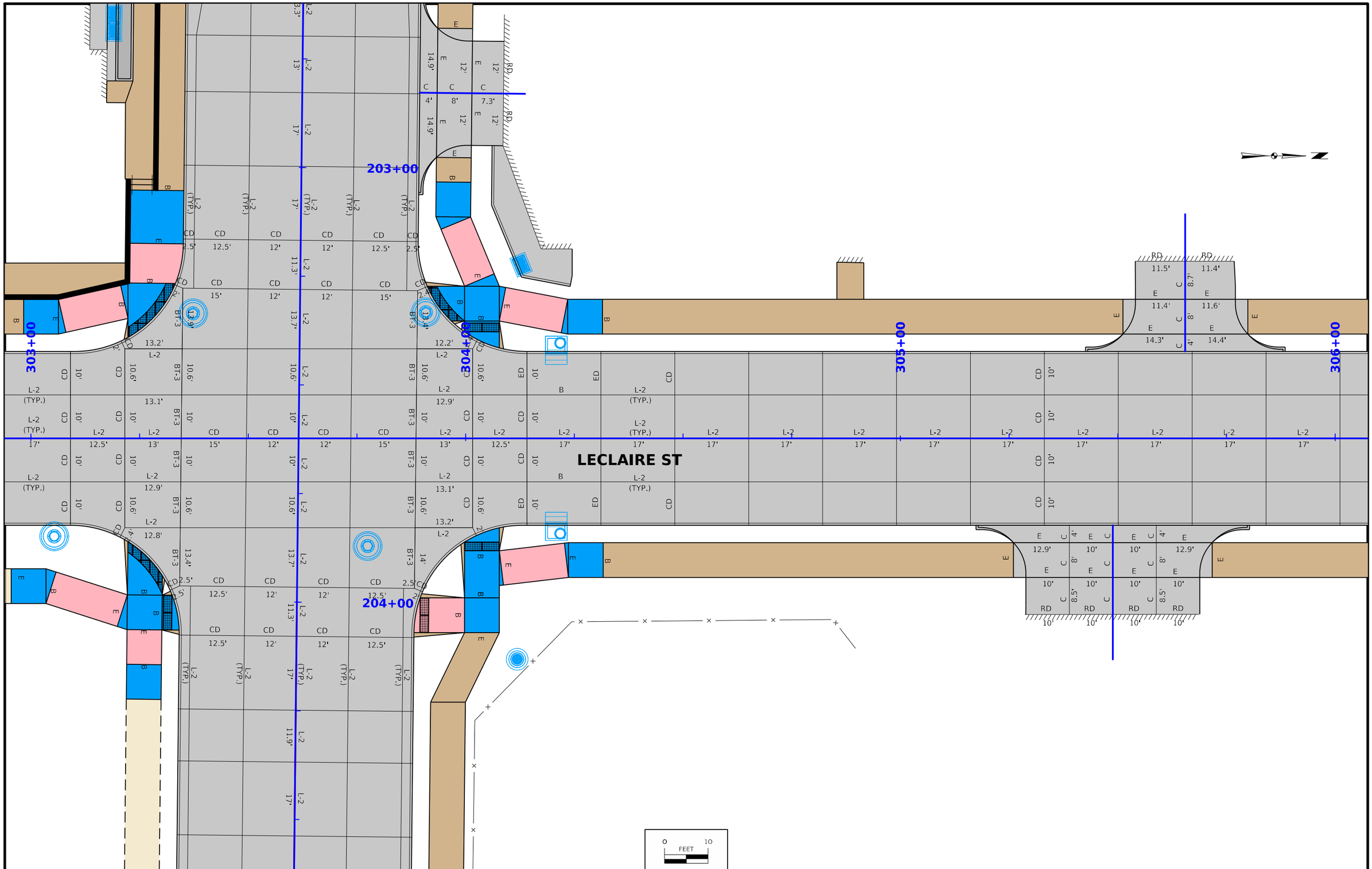

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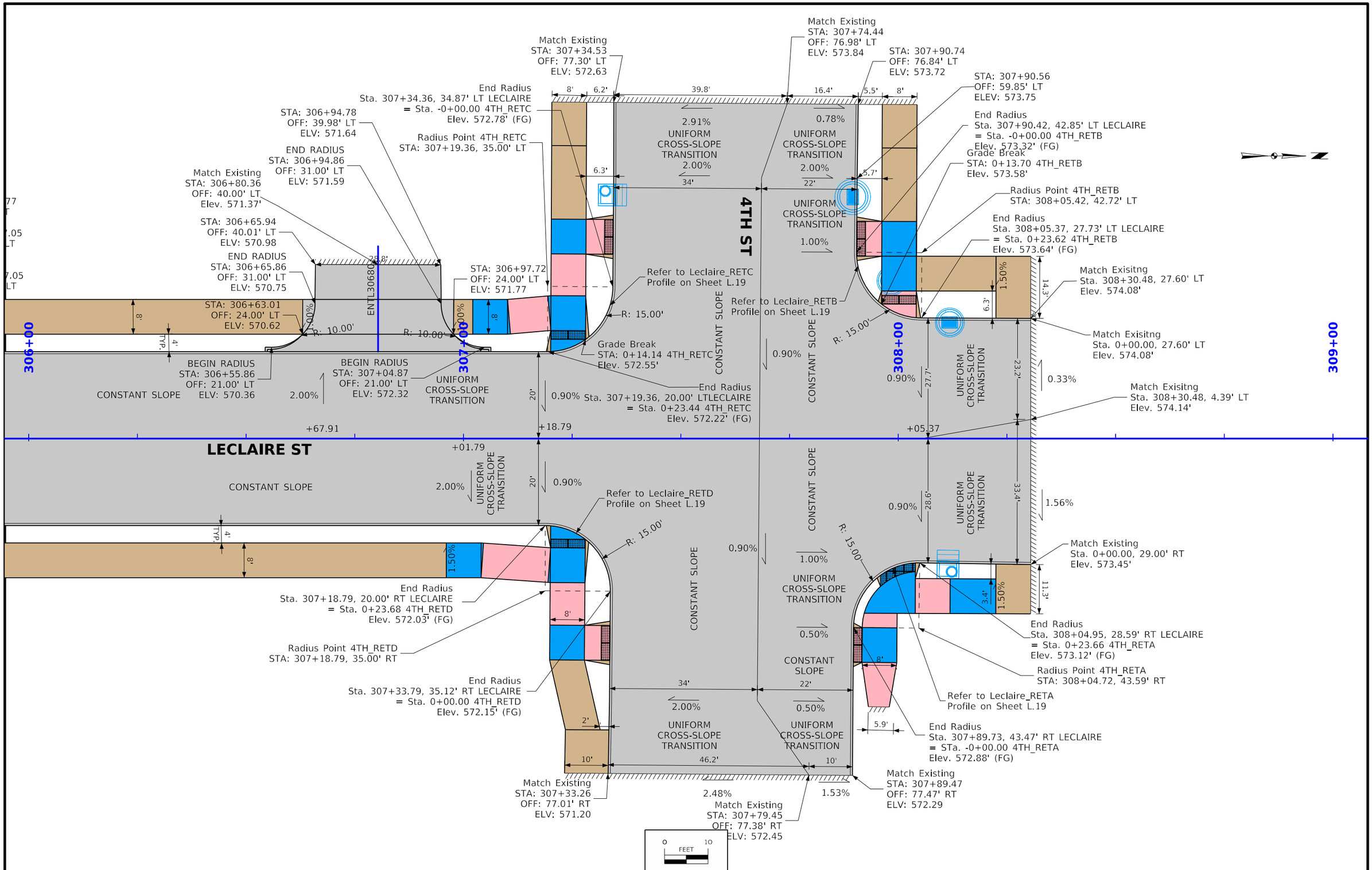

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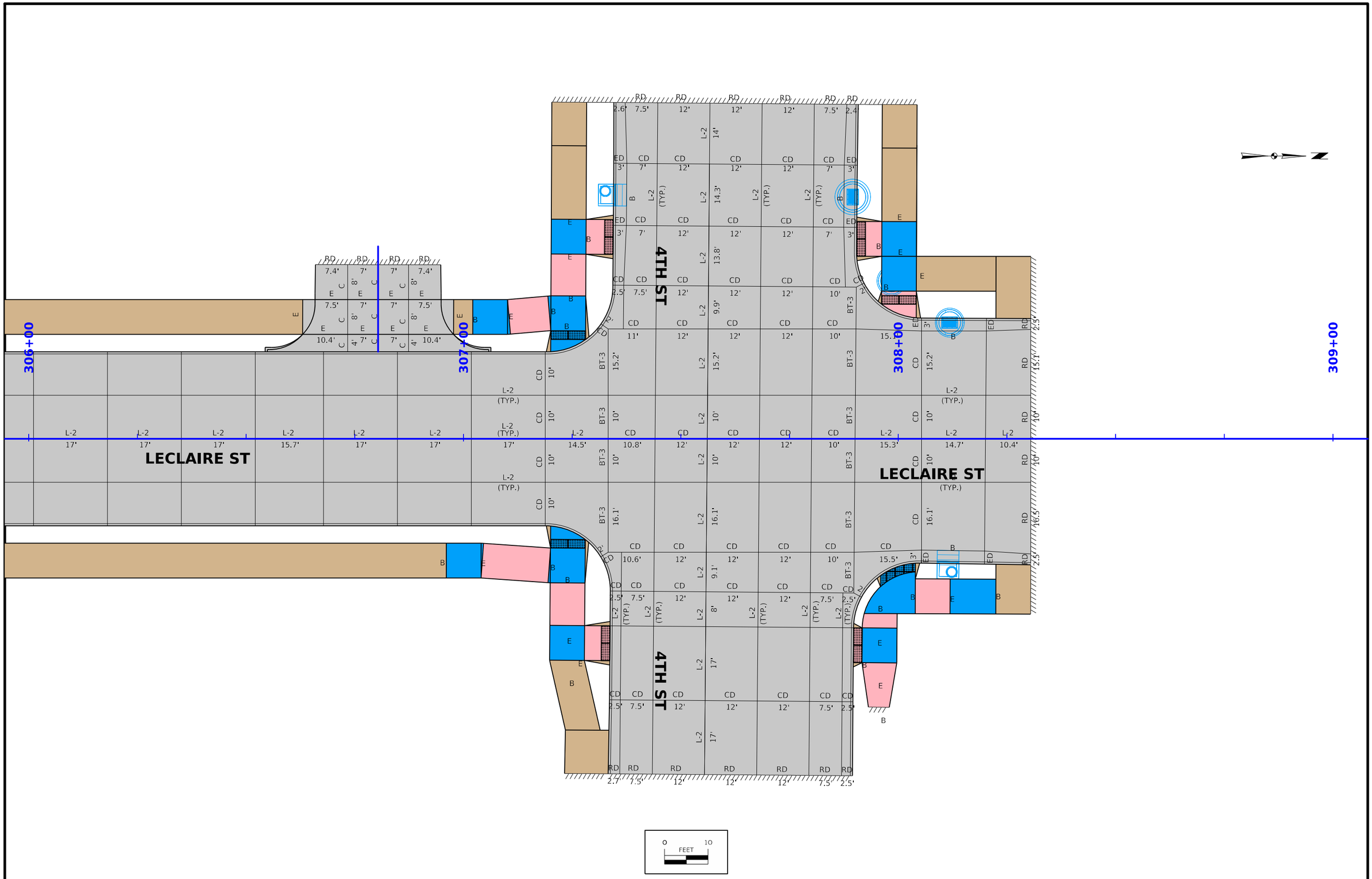

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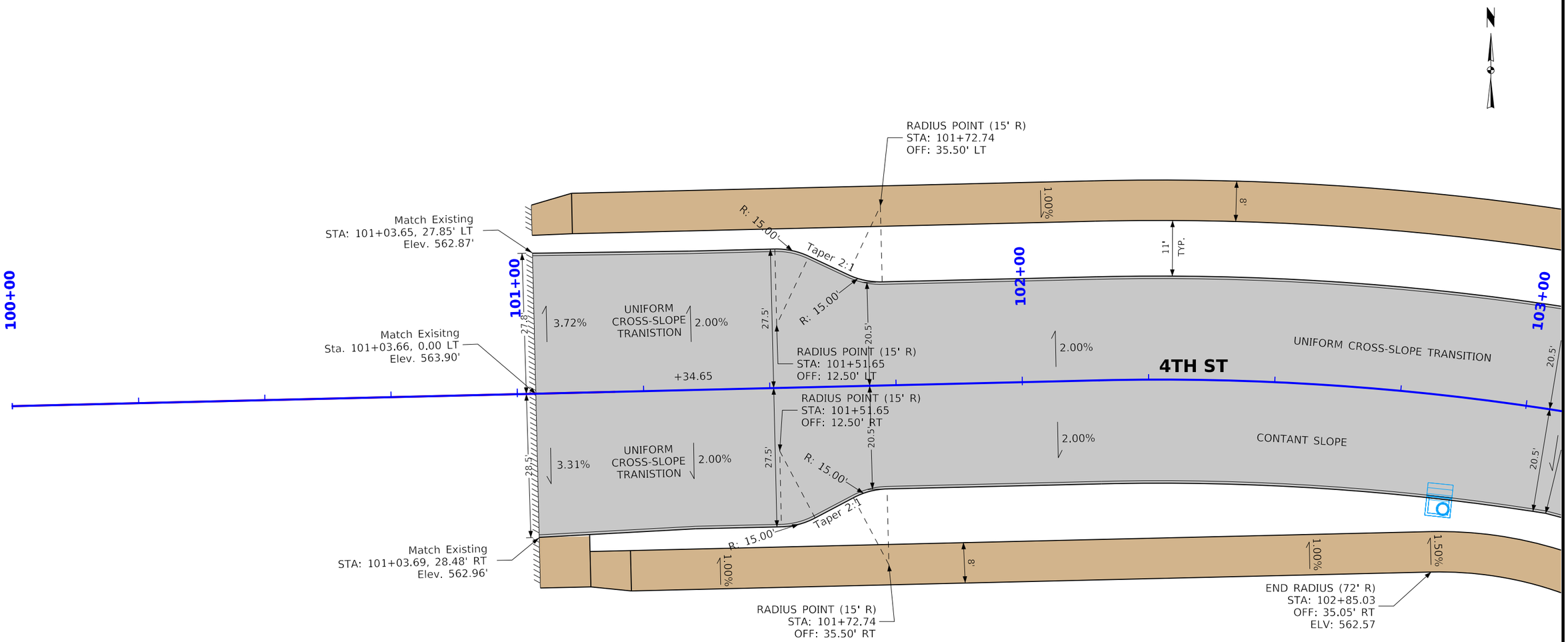

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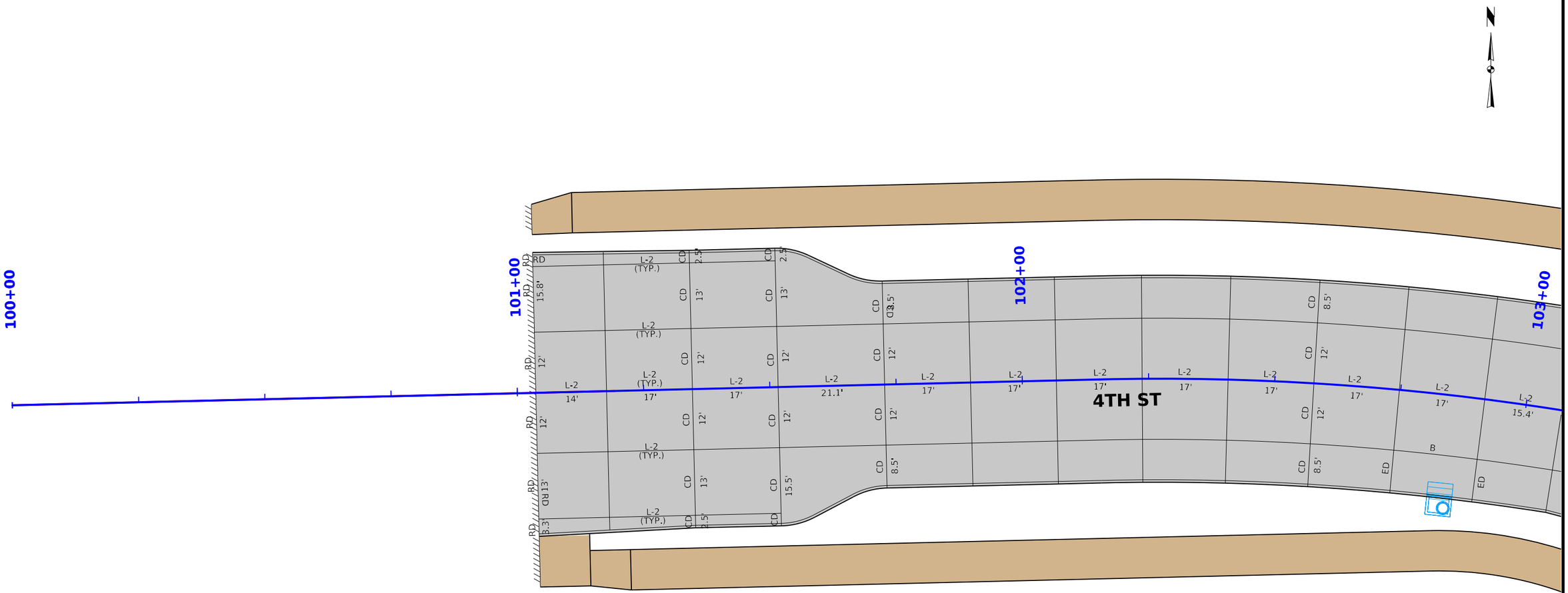

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FEET

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER L.14

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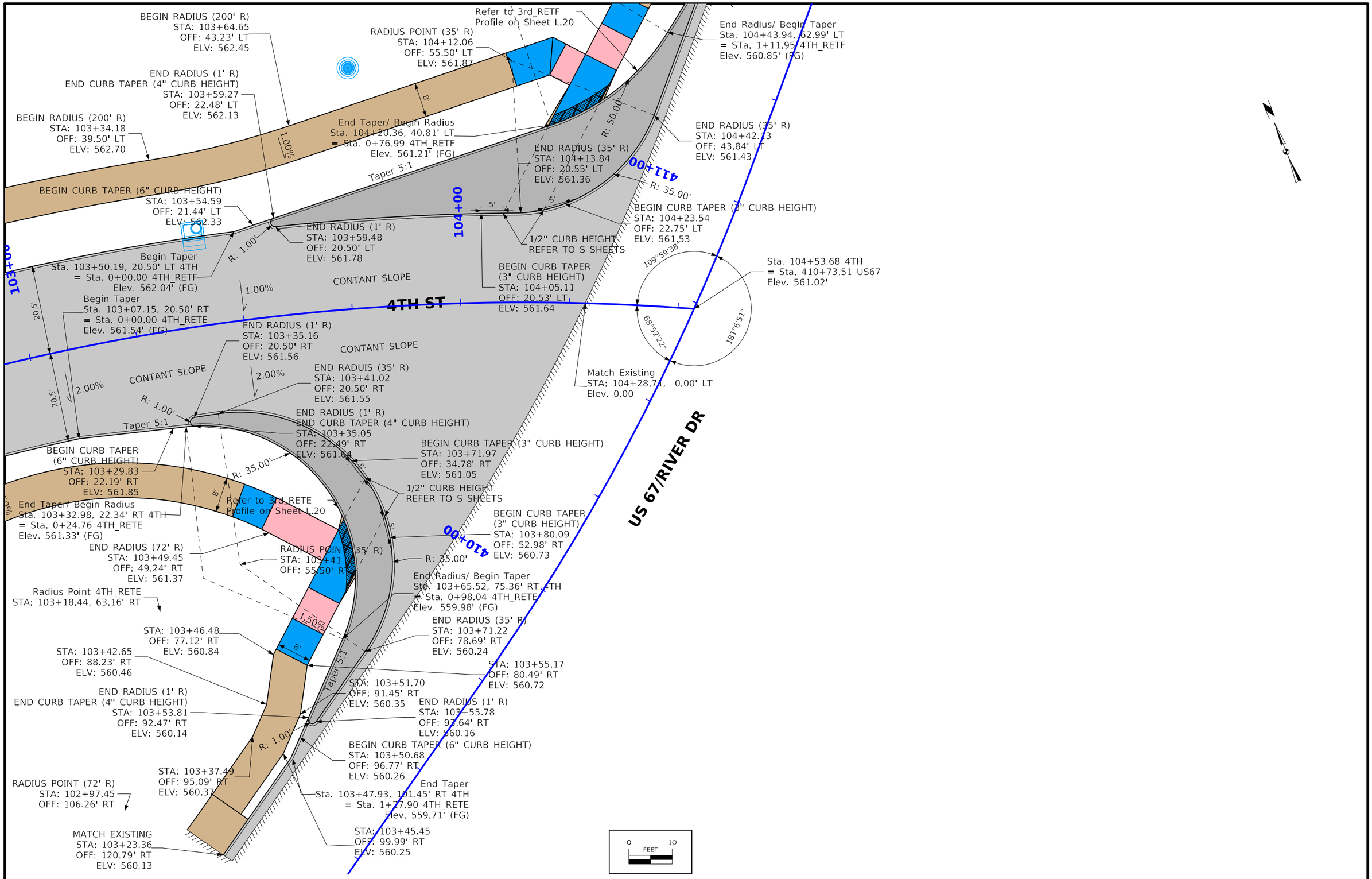

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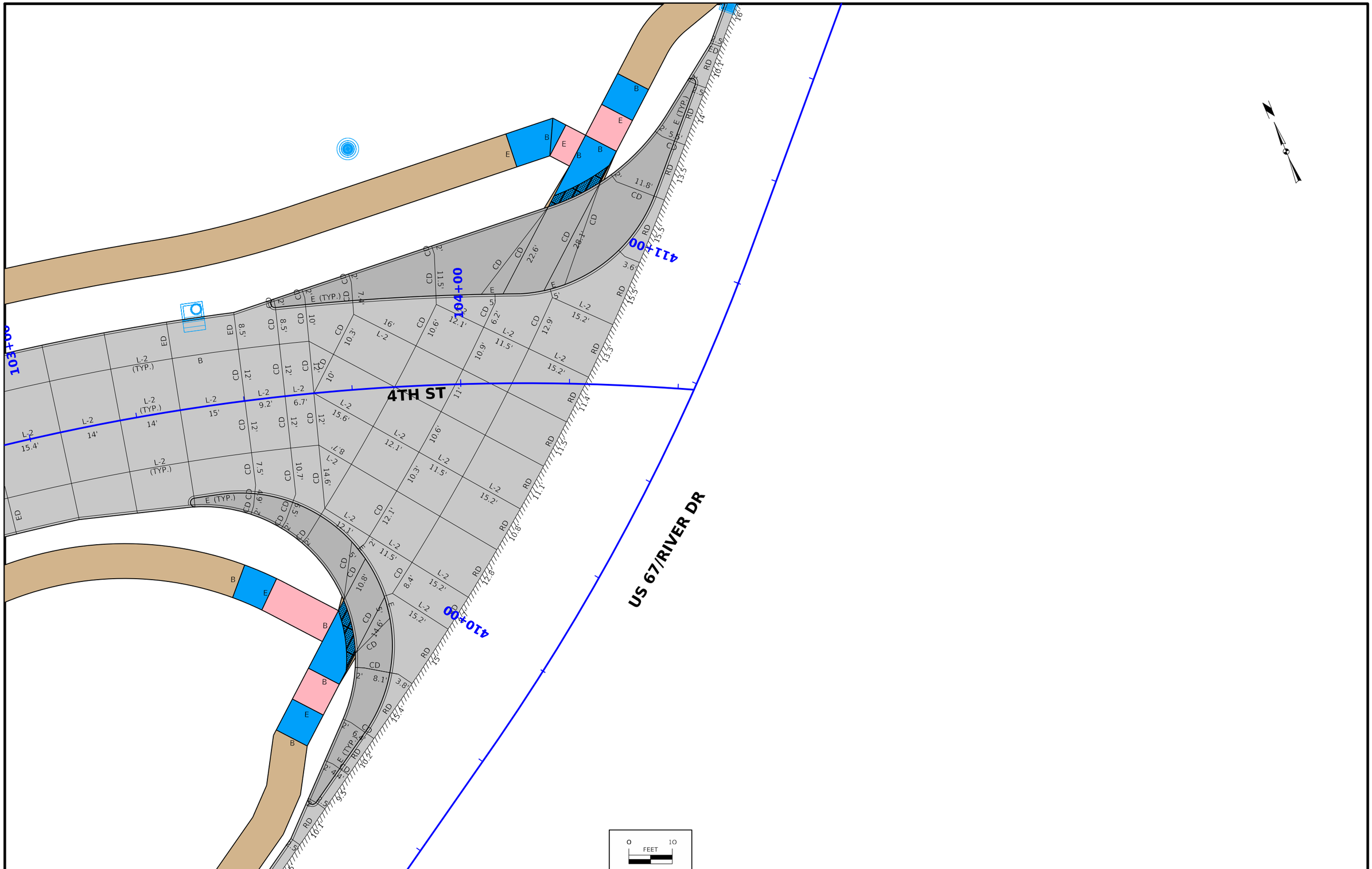

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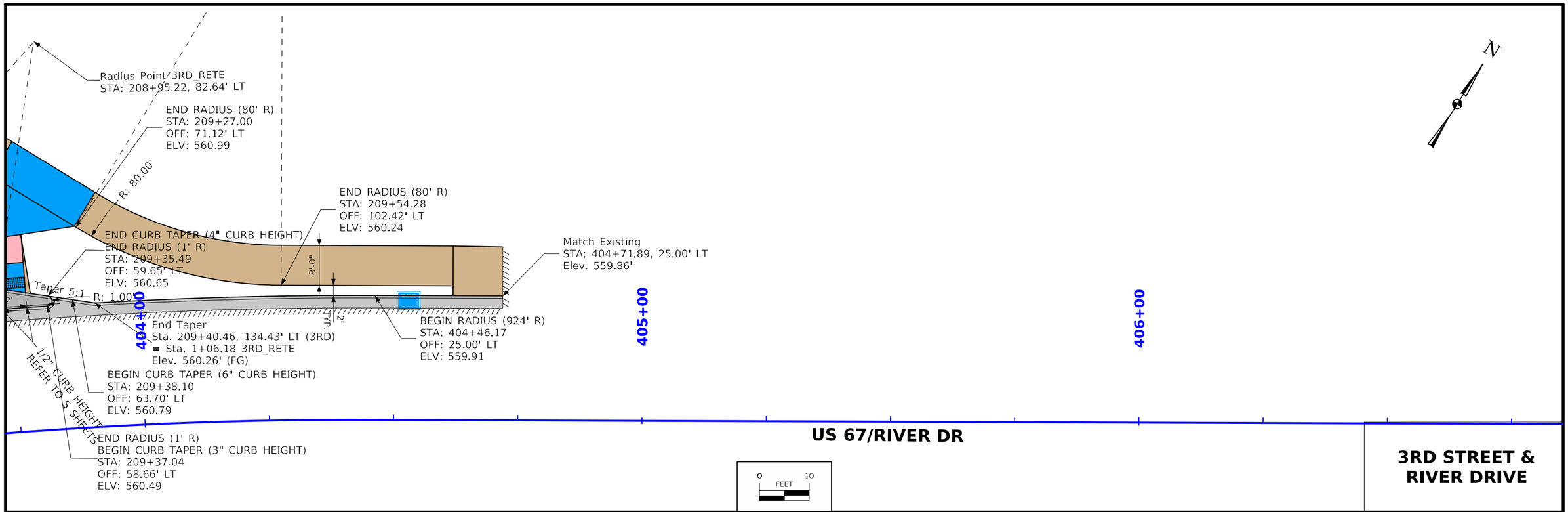

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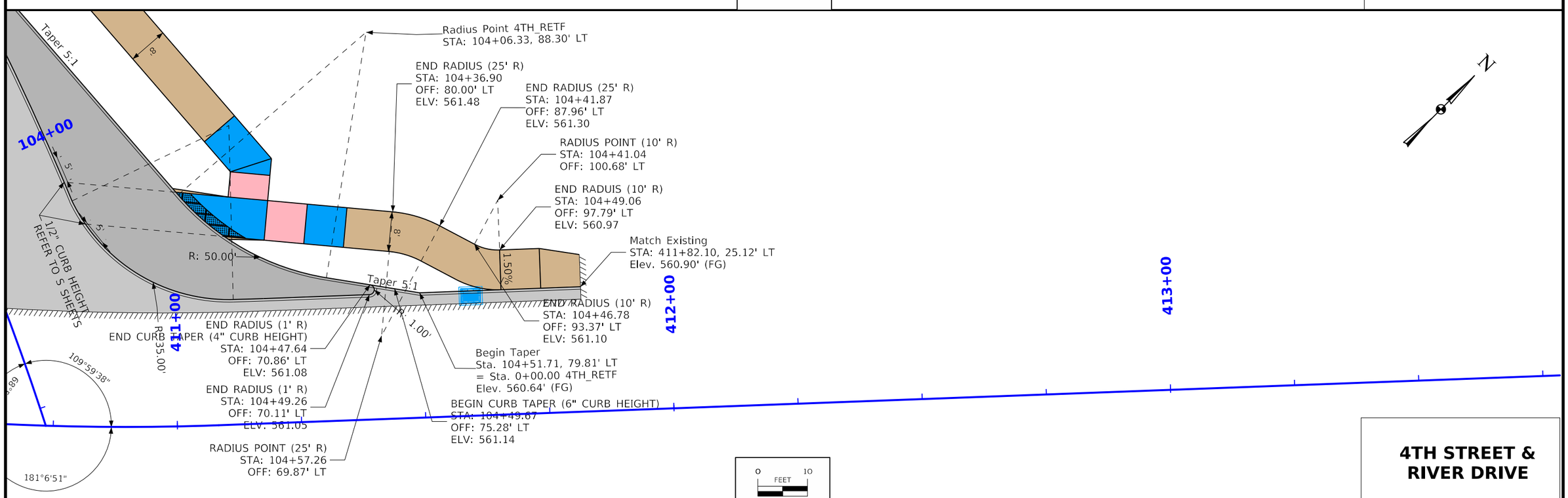

4TH STREET & RIVER DRIVE

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER L.17

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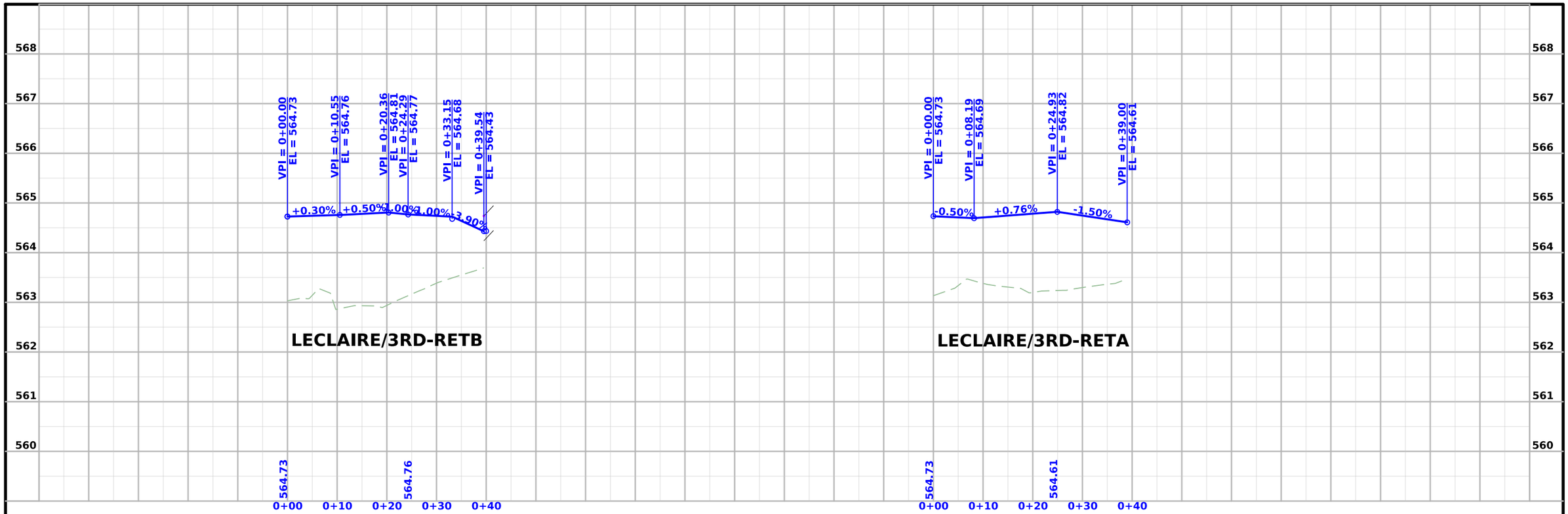

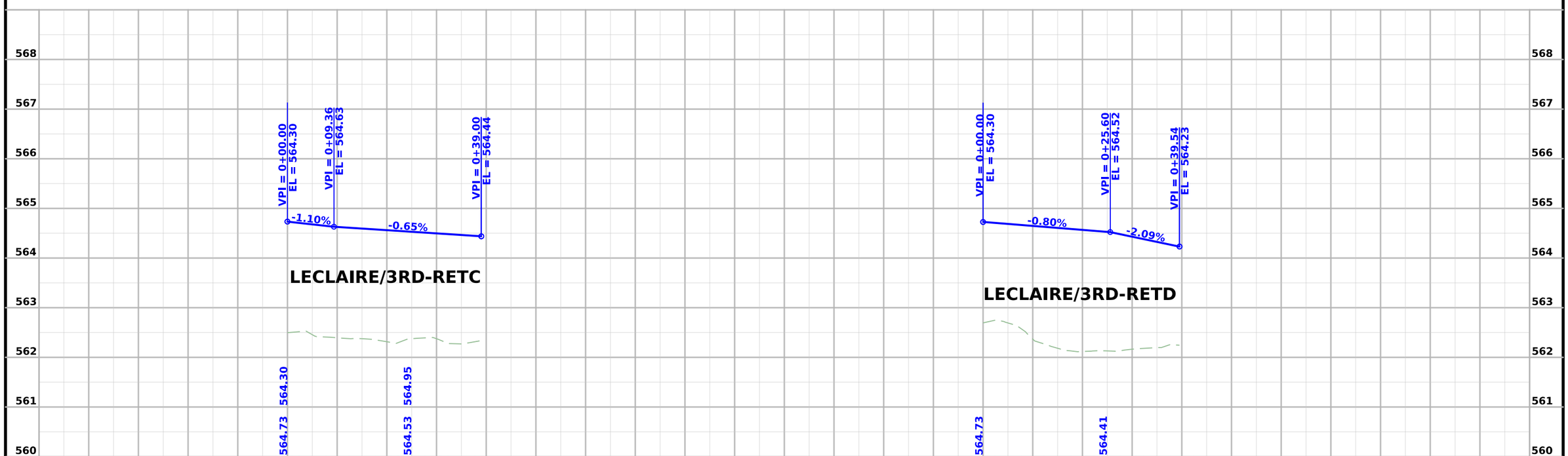

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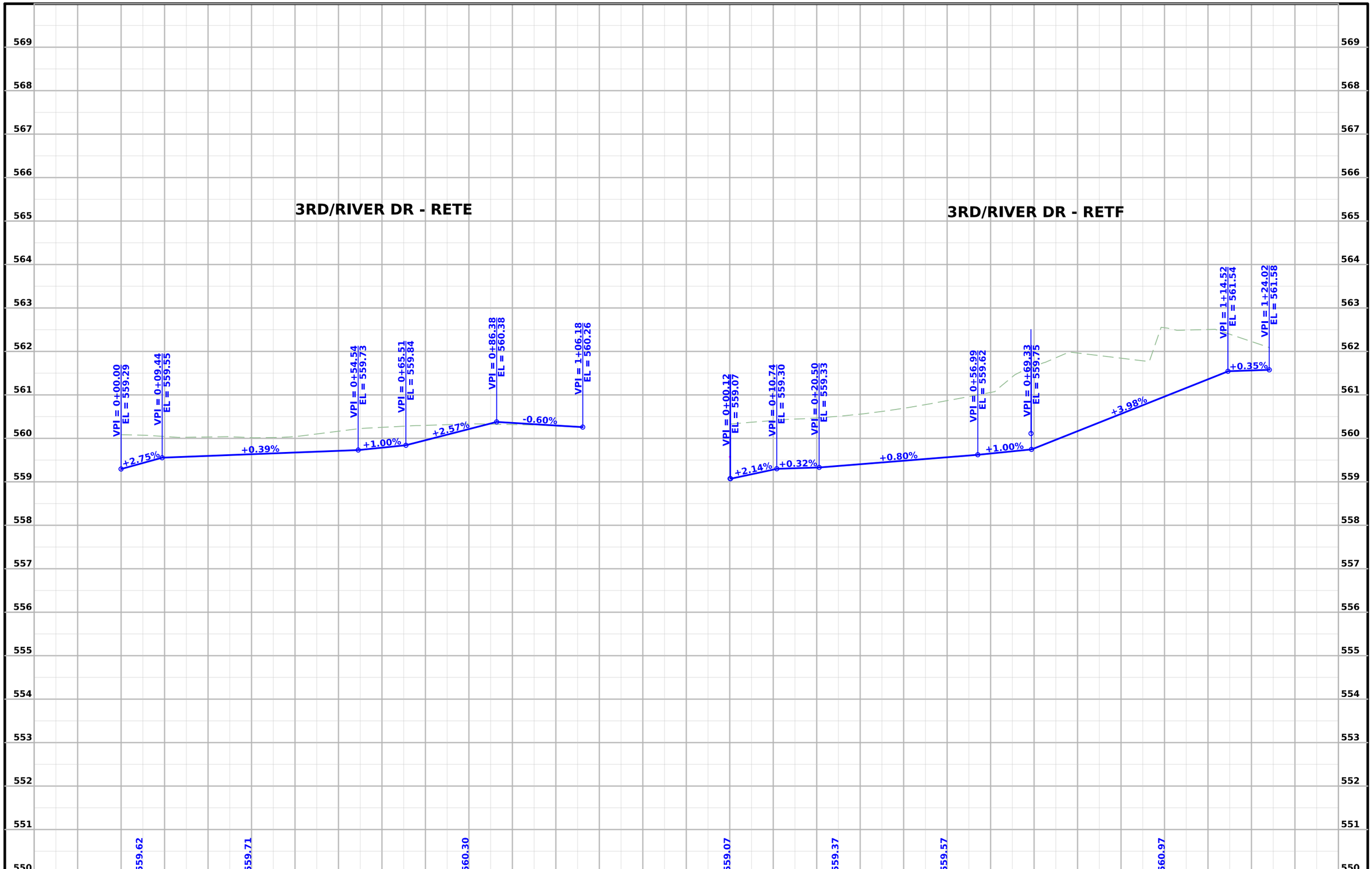

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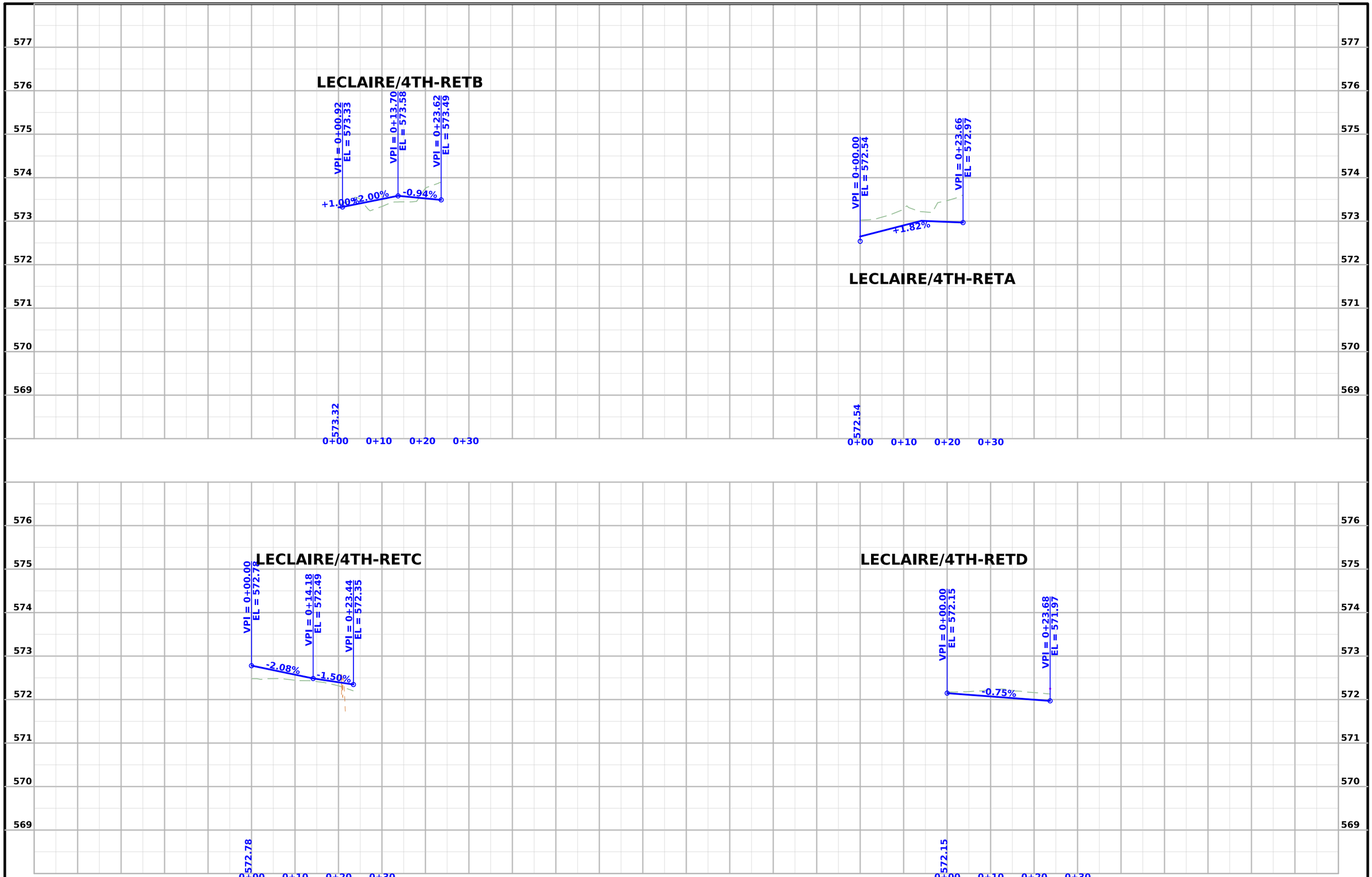

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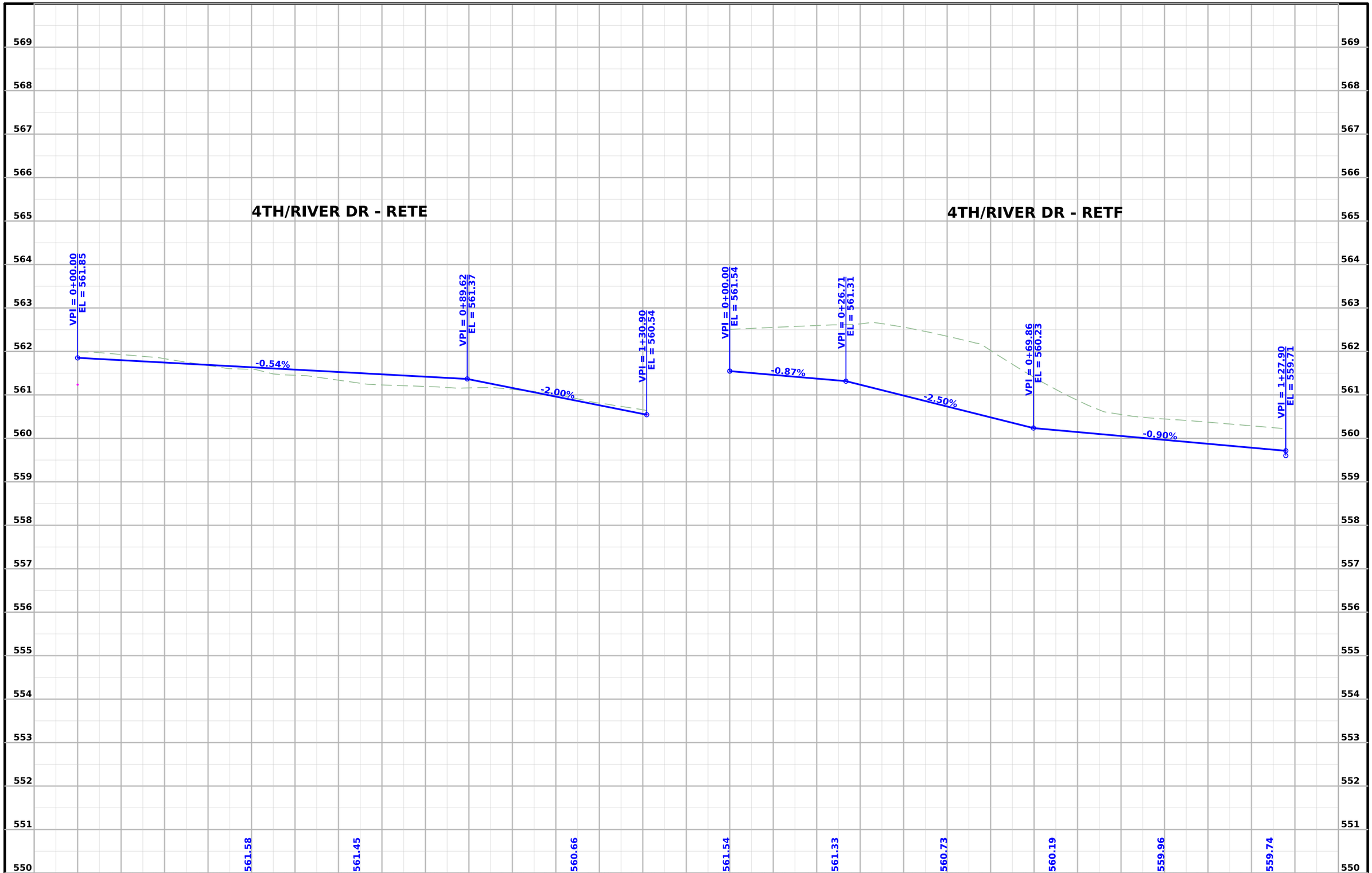

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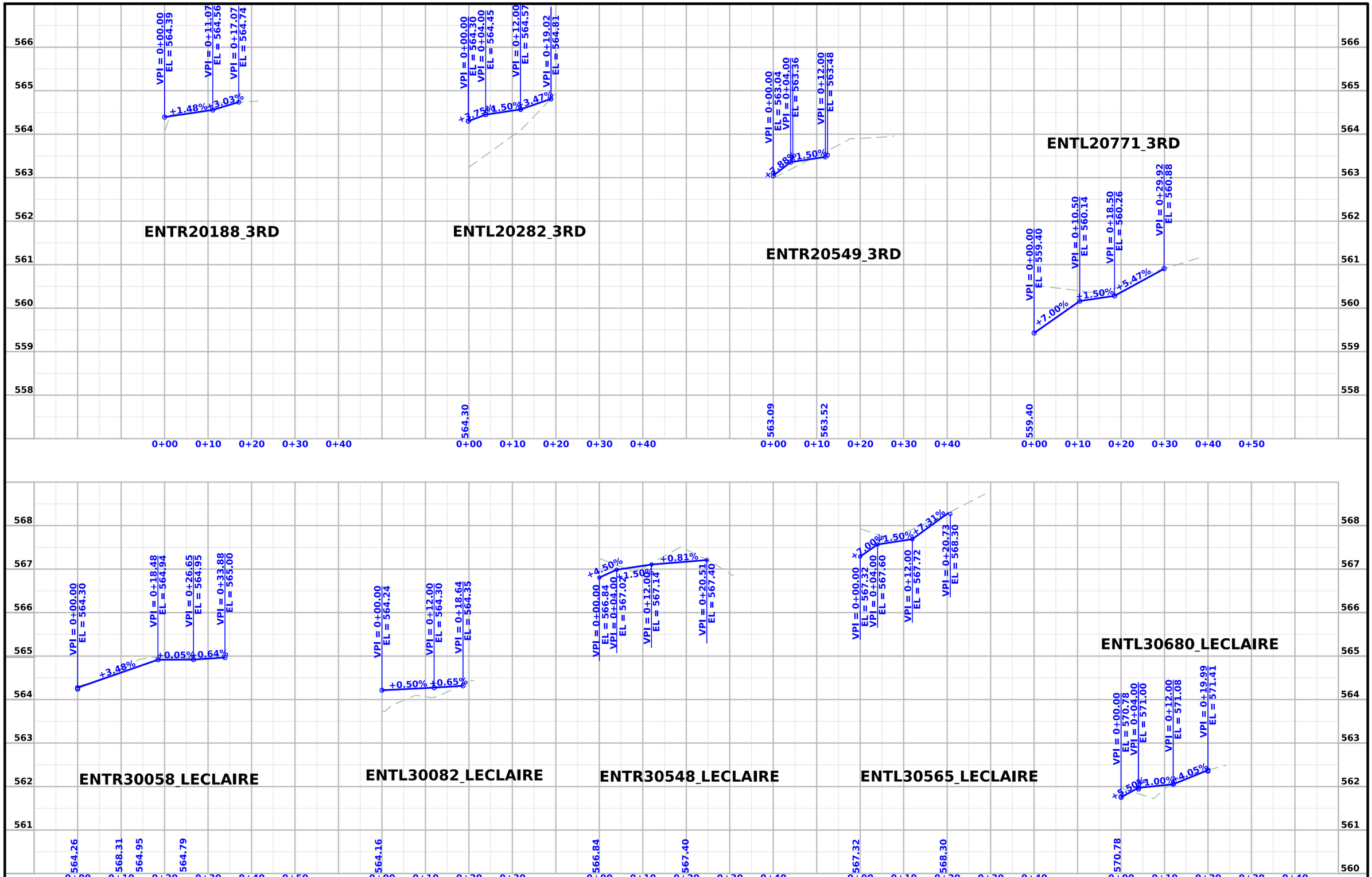

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STORM SEWER

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

INTAKES AND UTILITY ACCESSES

No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade Elev.	Bottom Well Elev.	Extension Length** FT	Notes
S-100	STA 202+49.18, 27.00' LT	SW-509	564.03	559.83		5
S-101	STA 202+49.18, 27.00' RT	SW-541	564.03	559.48		5
S-101A	STA 202+69.08, 42.50' RT	SW-505	563.22	559.45		5
S-102	STA 203+41.68, 59.02' LT	SW-507	564.43	561.10		5
S-103	STA 203+22.21, 13.17' LT	SW-501	564.75	560.60		
S-104	STA 203+33.03, 28.93' LT	SW-401 (60")	564.81	560.17		1
S-105	STA 203+33.81, 24.57' RT	SW-401 (60")	564.83	558.98		1
S-106	STA 204+12.60, 50.80' LT	SW-512 (36")	564.00	560.45		
S-107	STA 203+81.68, 59.45' LT	SW-507	564.43	560.19		
S-108	STA 203+86.92, 16.12' LT	SW-401 (60")	564.93	559.35		
S-110	STA 203+85.44, 55.97' RT	SW-401 (60")	565.06	558.60		1
S-111	STA 302+62.50, 20.00' LT	SW-507	564.07	559.00		
S-112	STA 302+62.50, 20.00' RT	SW-508, MODIFIED	564.07	556.70		1; 3
S-113	STA 301+00.00, 20.00' LT	SW-505	564.10	559.30		TYPE Q CASTING
S-114	STA 301+00.00, 20.00' RT	SW-505	564.02	559.00		
S-115	STA 301+00.00, 28.57' RT	SW-401 (60")	564.85	555.10		1
S-116	STA 300+27.38, 67.53' RT	8' DIA. GATE WELL	566.80	555.74		1; 3
S-200	STA 207+01.46, 20.50' RT	SW-507	560.05	556.93		5
S-201	STA 206+70.32, 27.00' LT	SW-507	560.53	556.56		
S-202	STA 207+28.67, 43.99' LT	SW-512 (36")	560.05	556.22		1
S-203	STA 207+93.04, 46.60' LT	SW-401 (60")	558.41	555.95		1; 5 TYPE 5 CASTING
S-204	STA 208+04.40, 20.50' RT	SW-507	559.06	555.94		5
S-205	STA 208+04.40, 20.50' LT	SW-507	559.06	555.44		5
S-206	STA 208+72.32, 11.60' LT	SW-401 (60")	559.72	555.40		1
S-207	STA 404+52.95, 25.00' LT	SW-501	559.31	555.59		1
ES-208	STA 403+09.24, 24.70' LT	SW-401 (60"), TOP ONLY	560.06	-		REPLACE CASTING
ES-209	STA 402+26.35, 24.70' LT	SW-501, TOP ONLY	561.46	-		TYPE Q CASTING
S-300	STA 102+84.96, 20.50' RT	SW-507	562.03	558.60		1, 5
S-301	STA 103+41.17, 20.50' LT	SW-507	561.88	557.61		1
S-302	STA 103+77.96, 55.40' LT	SW-512 (36")	560.49	556.50		1
ES-303	STA 104+37.93, 81.84' LT	EXISTING STRUCTURE	-	-		REMOVE CASTING
S-304	STA 411+56.95, 25.12' LT	SW-501	560.34	554.40		1
S-400	STA 308+11.46, 28.70' RT	SW-507	573.13	570.00		5
S-401	STA 308+11.86, 27.70' LT	SW-502 (60")	573.63	568.60		
S-402	STA 307+98.44, 36.27' LT	SW-401 (60")	574.23	568.2		
S-403	STA 307+90.53, 55.57' LT	SW-502 (72")	573.28	567.48		1
S-404	STA 307+34.53, 56.03' LT	SW-507	572.98	569.8		5

TOTALS:	
SW-501	3
SW-501, TOP ONLY	1
SW-502 (60")	1
SW-502 (72")	1
SW-505	3
SW-507	11
SW-508, MODIFIED	1
SW-509	1
SW-512 (36")	3
8' DIA. GATE WELL	1
SW-541	1
SW-401 (60")	8
SW-401 (60"), TOP ONLY	1

Notes:

1. Connection of existing pipe to proposed structure shall be considered incidental to structure install. Field verify all existing pipe elevations.
2. Connection of existing pipe to proposed pipe shall be considered incidental to pipe install. Field verify all existing pipe elevations.
3. Refer to detail in the B sheets.
4. All storm sewer pipe crossing watermain shall have one full pipe segment centered over the water mian with O-ring gasketed joints. Gasketed storm sewer pipe shall extend a minimum of 10 feet in each direction from the watermain crossing or until the next structure, whichever is reached first.
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.

PIPES

Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 3 ft length is added to each side of the Design Length to account for estimated length to center of structures.

Line Number	Intake/ Utility Access No. From	To	Class 'D'	Pipe Size ① IN	Bid* Length FT	Design Length FT	Slope %	Connected Pipe Joint (DR-121) Type	Flow Lines Inlet Elevation	Outlet Elevation	Other Elevation	Pipe Profile Sheet No.	Notes
P-100	S-100	S-101	2000	21	54	50.25	0.50		560.33	560.08			
P-101	S-101	S-105	2000	24	84	80.14	0.50		559.98	559.58			
P-101A	S-101A	S-101	2000	15	28	23.64	1.27		559.95	559.65			
P-102	S-102	S-103	2000	15	24	20.02	2.50		561.60	561.10			
P-103	S-103	S-104	2000	18	25	21.04	1.57		561.10	560.77			
P-105	S-105	ES-110	2000	24	60	56.18	0.50		559.48	559.20			
P-106	S-106	S-107	2000	15	32	27.77	0.54		560.95	560.80			
P-107	S-107	S-108	2000	15	43	39.03	2.02		560.69	559.90			
P-108	S-108	S-110	2000	15	71	67.12	0.97		559.85	559.20			
P-111	S-111	S-112	2000	15	44	40.00	1.50		559.50	558.90			
P-113	S-113	S-114	2000	15	36	32.00	0.94		559.80	559.50			
P-114	S-114	S-115	2000	15	10	6.11	1.02		559.50	559.44			
P-200	S-200	S-201	2000	15	61	56.80	0.47		557.43	557.17			
P-201	S-201	S-202	2000	15	65	60.72	0.40		557.06	556.82			
P-202	S-202	S-203	2000	15	71	67.11	0.40		556.72	556.45			
P-203	S-203	S-205	2000	15	29	24.64	1.14		556.45	556.17			
P-204	S-204	S-205	2000	15	45	41.00	0.48		556.44	556.25			
P-205	S-205	ES-206	2000	18	70	66.40	0.41		556.17	555.90			
P-207		S-207	2000	12	7	3.05	1.41		556.20	556.09			2
P-400	S-400	S-401	2000	15	57	52.89	0.72		570.50	570.12			
P-401	S-401	S-402	2000	30	16	11.62	2.58		569.10	568.80			
P-402	S-402	S-403	2000	30	20	15.78	1.27		568.70	568.50			
P-404	S-404	S-403	2000	15	56	52.00	1.08		570.30	569.74			

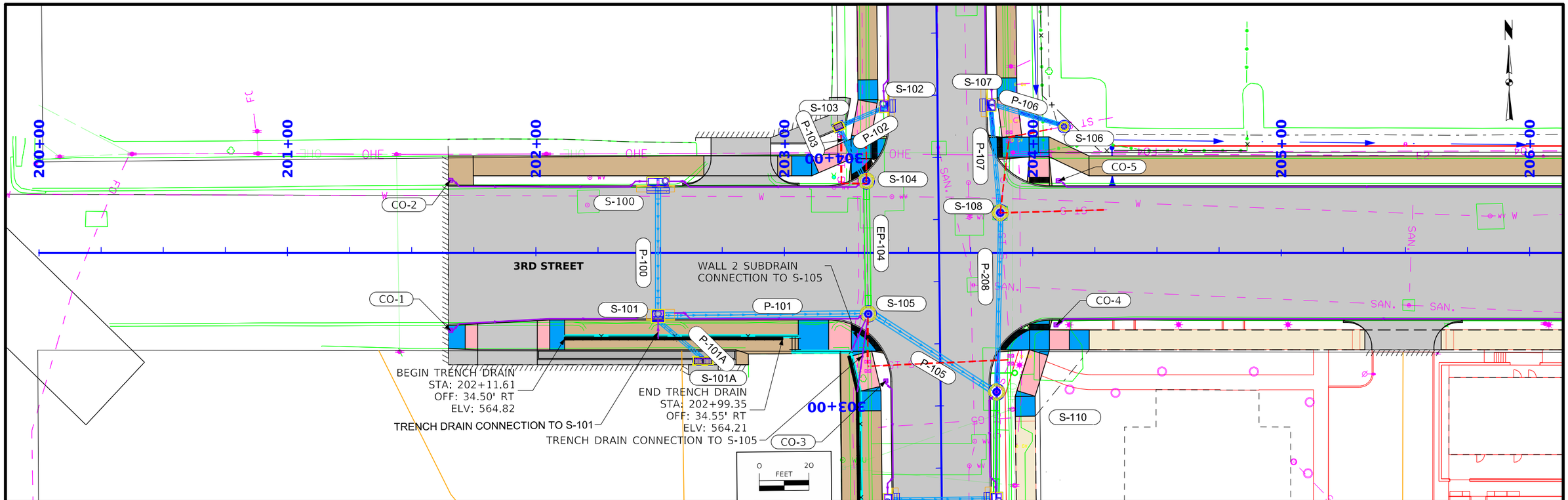
TOTALS:	
12"	7
15"	671
18"	95
21"	54
24"	144
30"	36

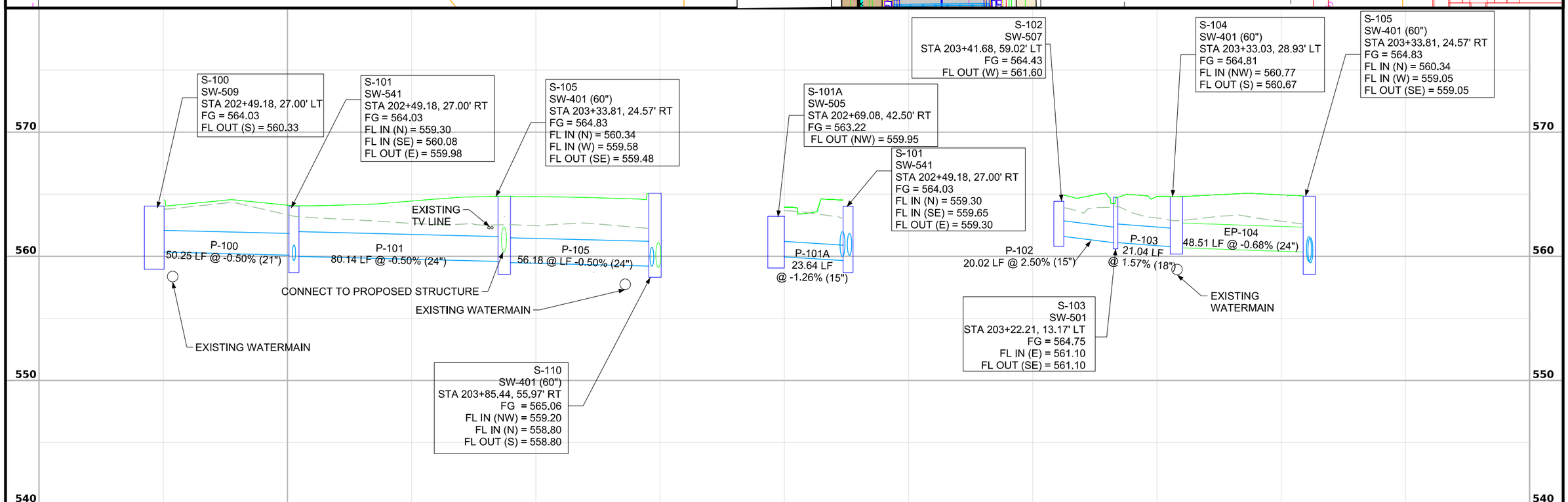
LICENSED PROFESSIONAL ENGINEER
MARK G. PHIPPS
27243
IOWA

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

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





FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER M.2

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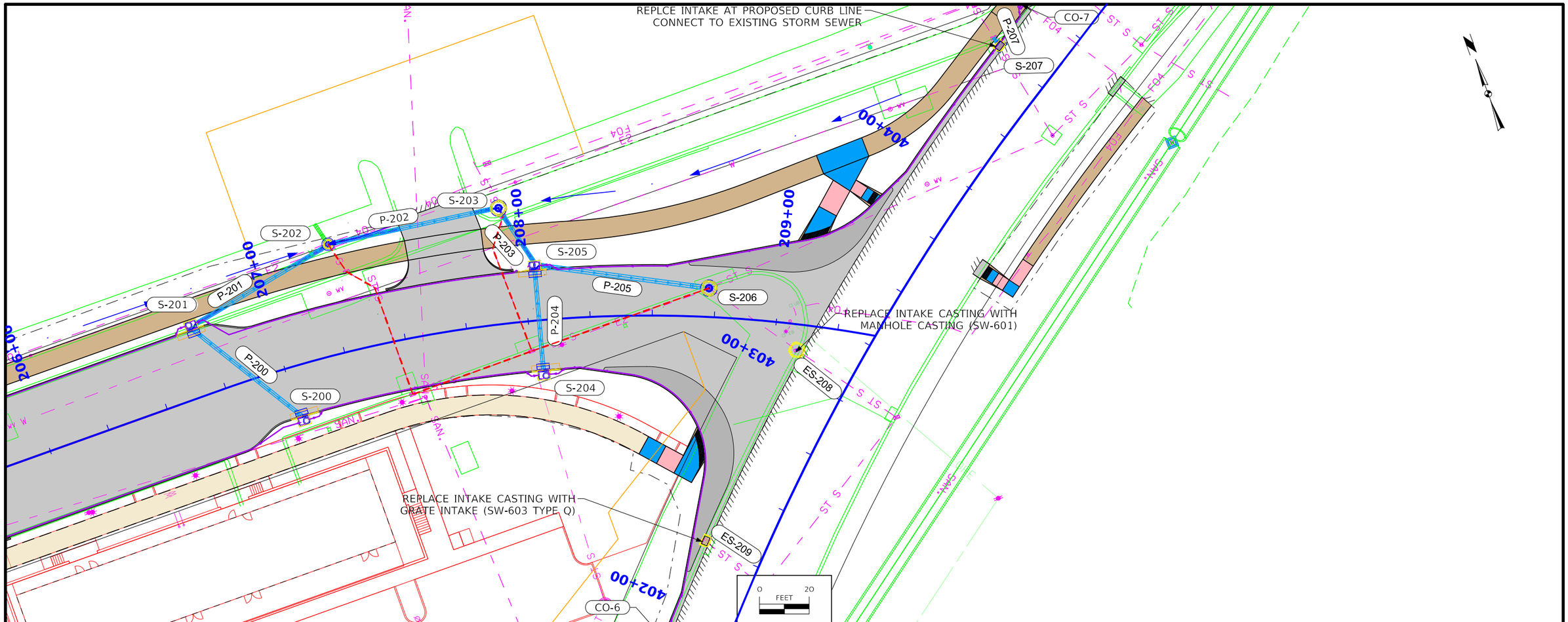
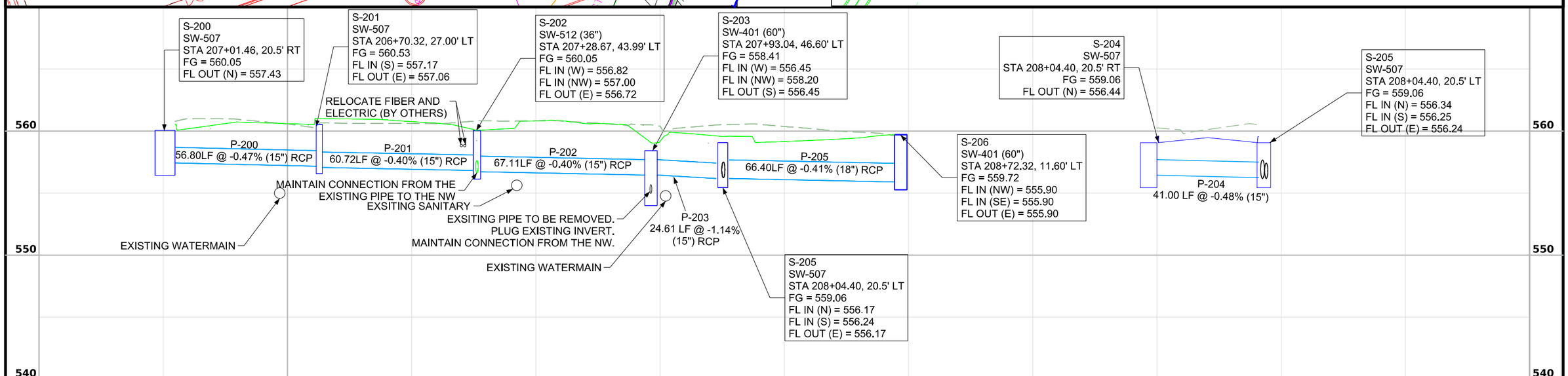
PROFILE 1 - 104-106-2





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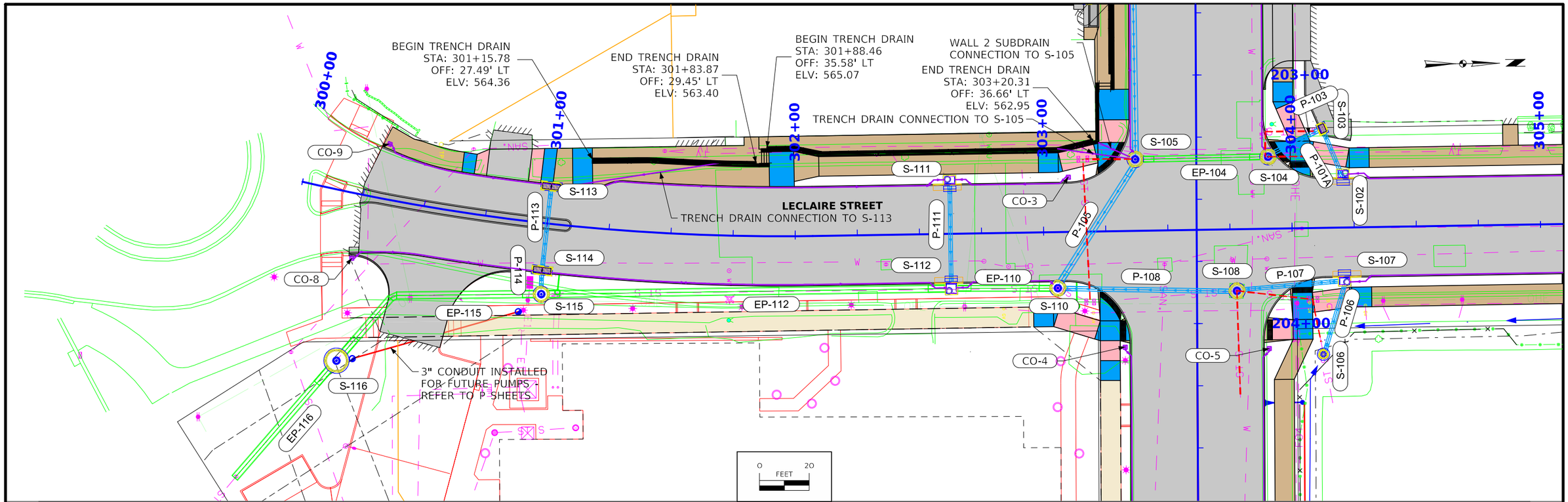

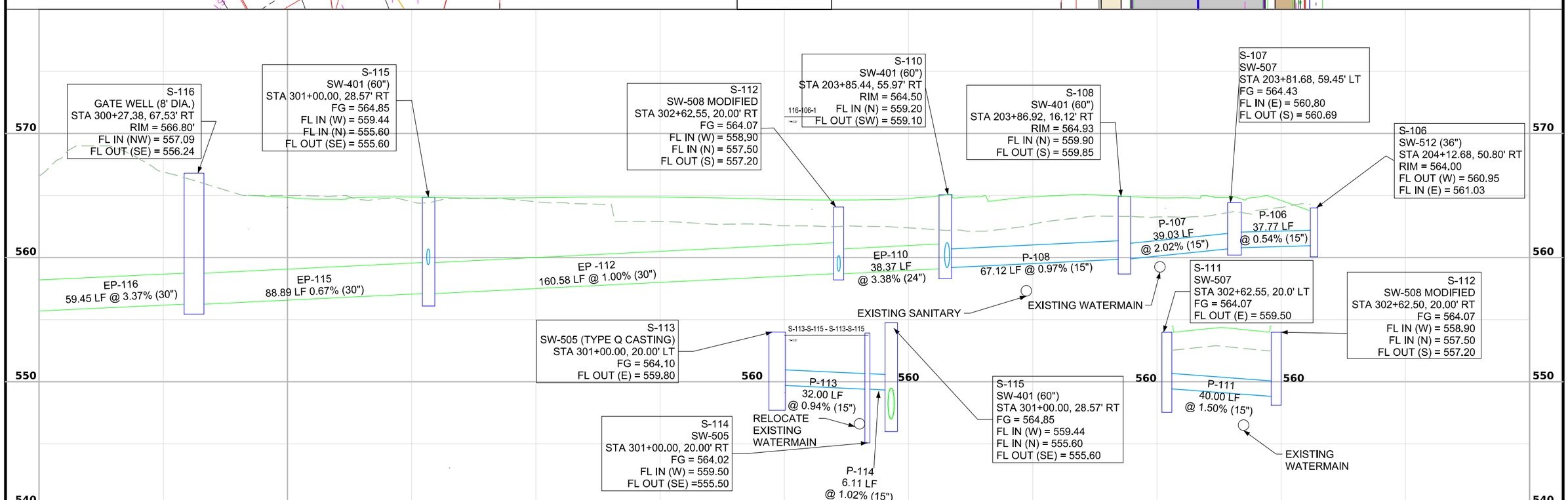

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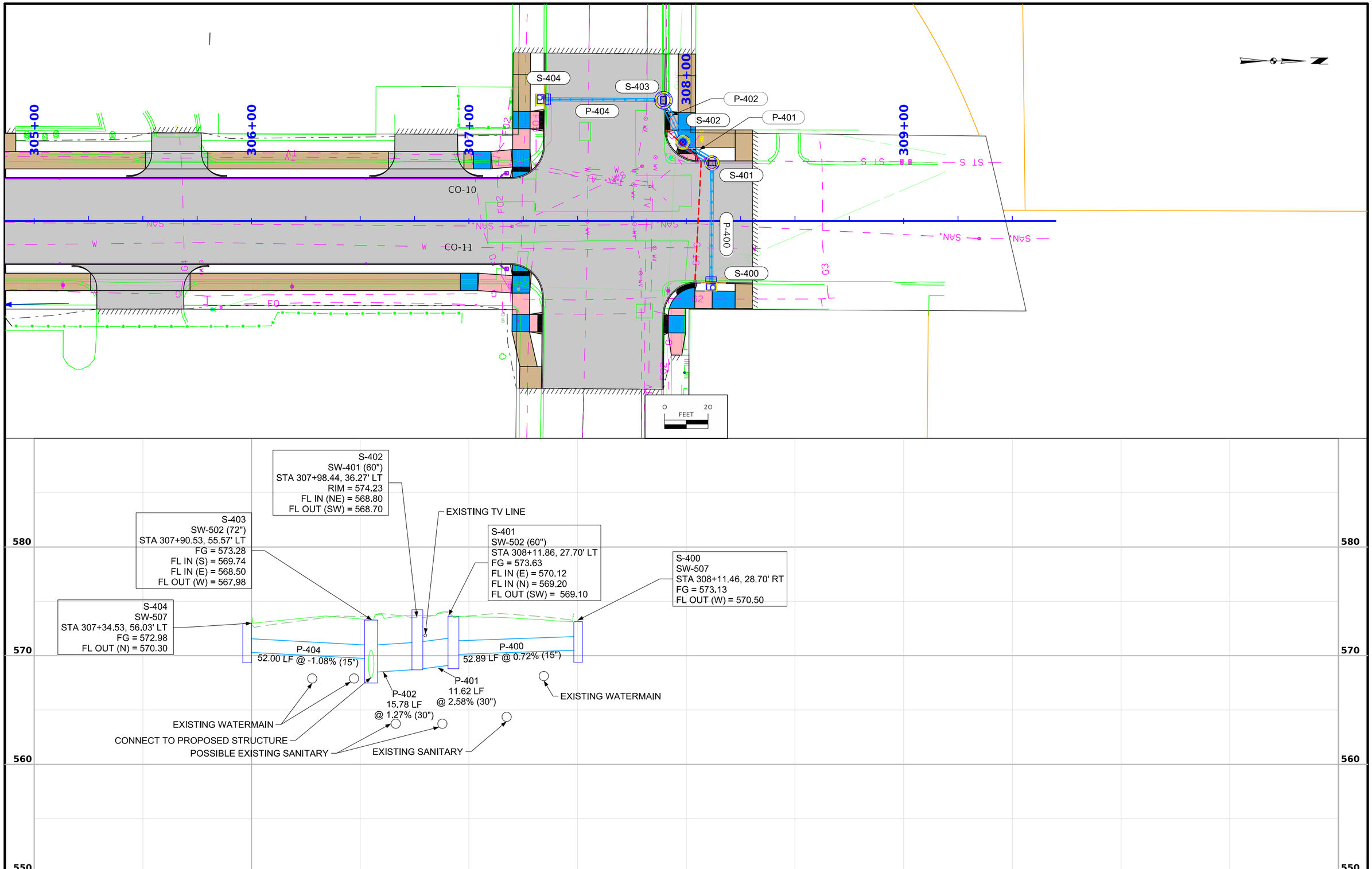

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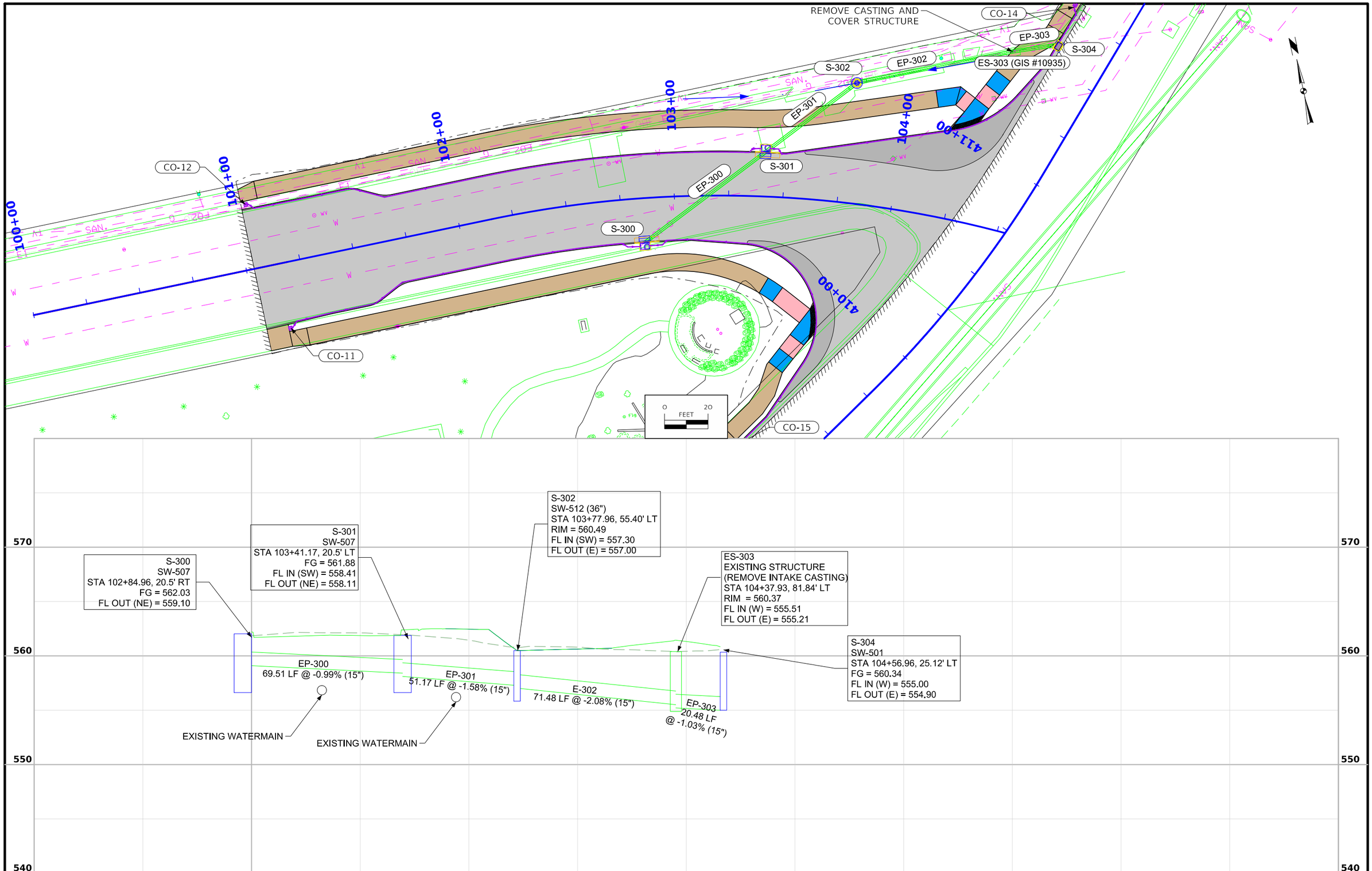

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TRAFFIC SIGNAL GENERAL NOTES

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. Vehicle detections shall be an Iteris Vantage video detector. Install per manufacturer's instructions.
6. 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 II urban distribution, with heavy aluminum housing.
7. Existing foundations shall be removed to a depth of 4 feet below established grade, per Iowa DOT Standard 2525.
8. Conduit between cabinet and handholes shall be 4-inch, all other conduits can be 2-inch.
9. Iowa DOT Type II, III, IV or V handholes are acceptable and is contractor's choice.
10. Intent of this contract is to reuse existing conduit and handholes to the greatest extent practical. The linear foot of new conduit and number of new handholes have been estimated but actual quantities will be measured for payment. At handholes or structures where new conduit is installed, the old conduit shall be removed and is incidental to bid item.
11. 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 existings 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.
12. 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.

SIGNAL LEGEND

PROPOSED

- POWER SOURCE
- 332A CABINET AND 2070 ATC CONTROLLER
- 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
- 201 — PEDESTRIAN PUSHBUTTON IDENTIFYING NUMBER
- C — MAST ARM MOUNTED SIGN SYMBOL AND IDENTIFYING NUMBER
- LUMINAIRE
- VIDEO DETECTION UNIT
- EMERGENCY VEHICLE PREEMPTION
- 4S-1 — VIDEO DETECTION ZONE
- 4 — 24" HANDHOLE SYMBOL AND IDENTIFYING NUMBER – TYPE I
- 1 — "TUB" HANDHOLE SYMBOL AND IDENTIFYING NUMBER – TYPE II, III OR IV
- TRENCHED SIGNAL CONDUIT
- PUSHED SIGNAL CONDUIT

EXISTING

- EXISTING SIGNAL CONDUIT
- 1 — WOODEN SIGNAL POLE AND IDENTIFYING NUMBER
- 1E, 81E, 4E — LABELS WITH AN IDENTIFYING NUMBER FOLLOWED BY THE LETTER "E" REPRESENT EXISTING EQUIPMENT.

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

LICENSED PROFESSIONAL ENGINEER — CASEY DIX 25048 — IOWA

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

Casey Dix — 07/20/2026 DATE

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.11

TRAFFIC REMOVAL NOTES:

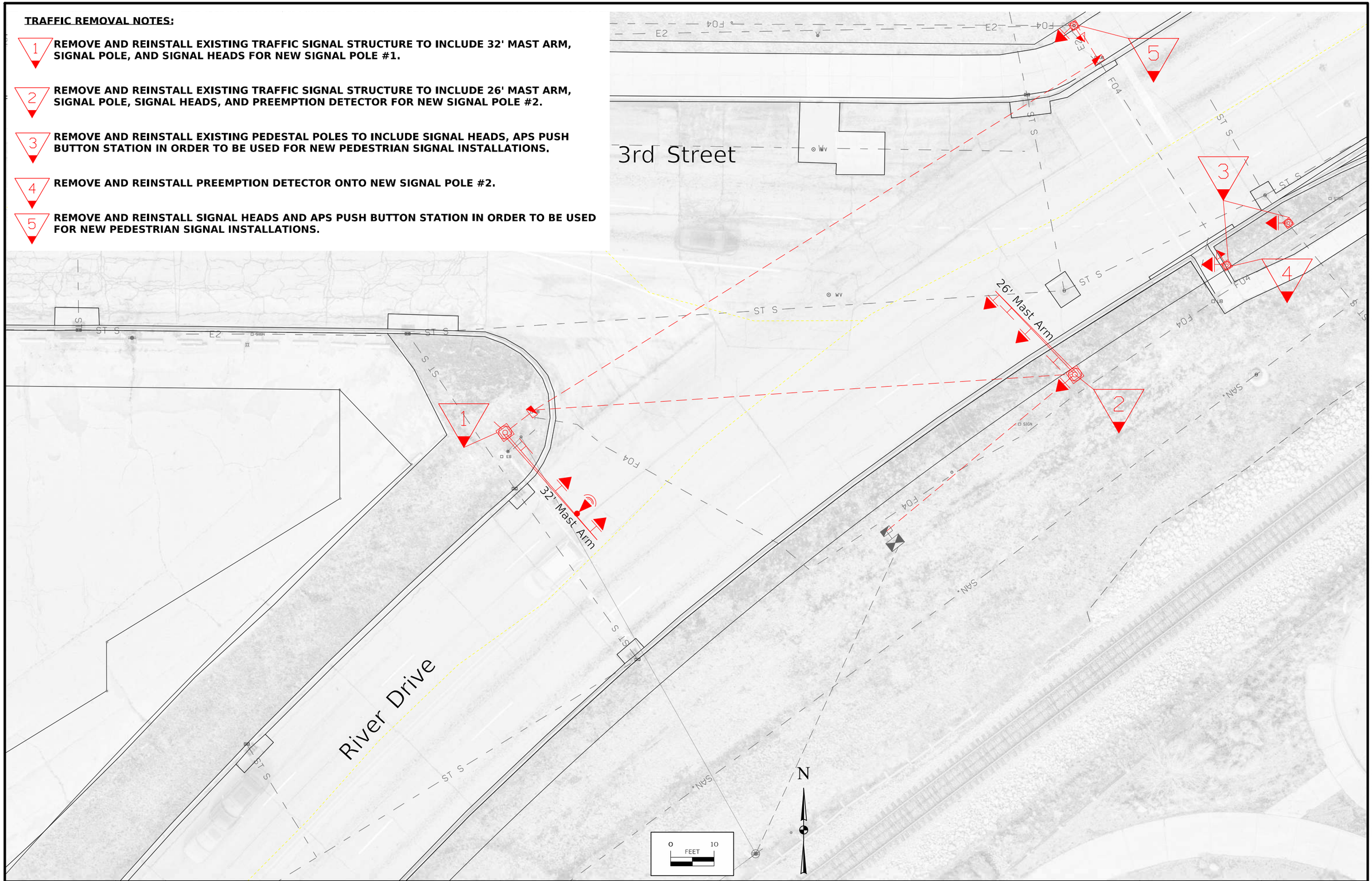
1. **REMOVE AND REINSTALL EXISTING TRAFFIC SIGNAL STRUCTURE TO INCLUDE 32' MAST ARM, SIGNAL POLE, AND SIGNAL HEADS FOR NEW SIGNAL POLE #1.**

2. **REMOVE AND REINSTALL EXISTING TRAFFIC SIGNAL STRUCTURE TO INCLUDE 26' MAST ARM, SIGNAL POLE, SIGNAL HEADS, AND PREEMPTION DETECTOR FOR NEW SIGNAL POLE #2.**

3. **REMOVE AND REINSTALL EXISTING PEDESTAL POLES TO INCLUDE SIGNAL HEADS, APS PUSH BUTTON STATION IN ORDER TO BE USED FOR NEW PEDESTRIAN SIGNAL INSTALLATIONS.**

4. **REMOVE AND REINSTALL PREEMPTION DETECTOR ONTO NEW SIGNAL POLE #2.**

5. **REMOVE AND REINSTALL SIGNAL HEADS AND APS PUSH BUTTON STATION IN ORDER TO BE USED FOR NEW PEDESTRIAN SIGNAL INSTALLATIONS.**

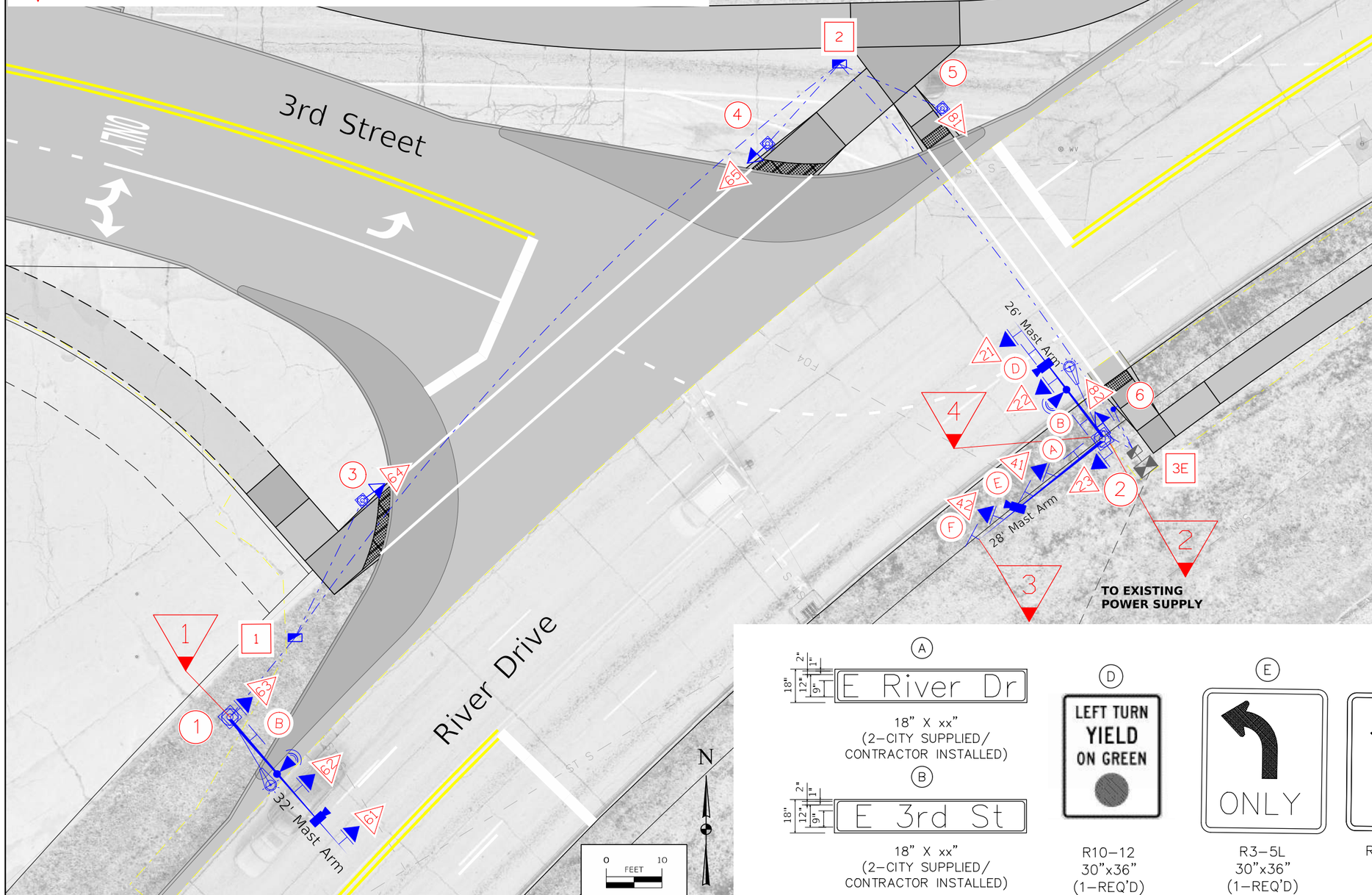


FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER N.2

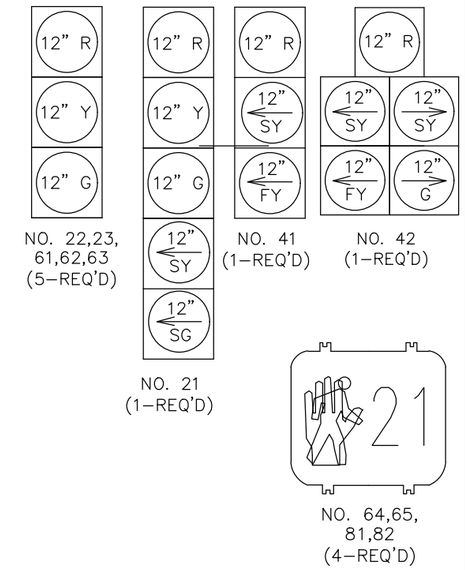
SYSTEMTIME SYSTEMDATE USERNAME DGNSPEC

TRAFFIC INSTALLATION NOTES:

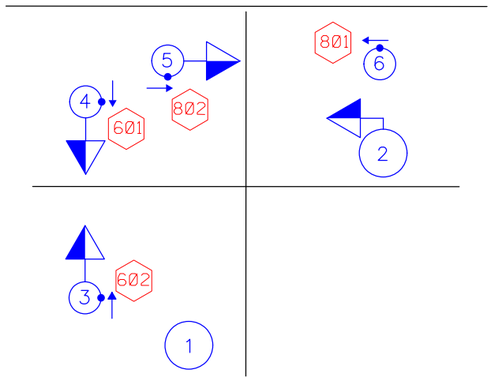
1. REINSTALL 32' MAST ARM, SIGNAL POLE, AND SIGNAL HEADS FROM EXISTING SOUTHBOUND RIVER RD SIGNAL
2. REINSTALL 26' MAST ARM, SIGNAL POLE, AND SIGNAL HEADS FROM EXISTING NORTHBOUND RIVER RD SIGNAL
3. 28' NEW MAST ARM AND SIGNAL HEADS
4. ENSURE SIGNAL POLE LOCATION MEETS PREFERRED BACK OF CURB CLEAR ZONE REQUIREMENT

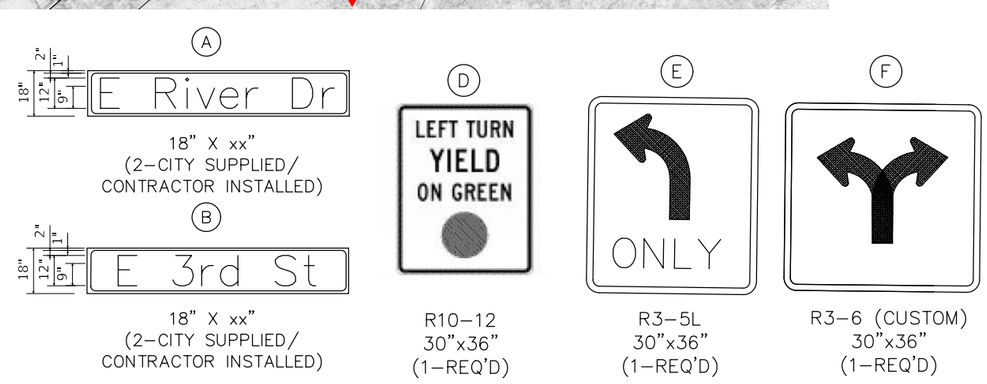


TRAFFIC SIGNAL FACES

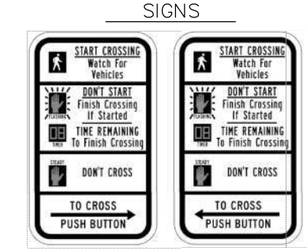


PEDESTRIAN PUSHBUTTON AND SIGNAL FACE MOUNTING





PEDESTRIAN PUSHBUTTON SIGNS



R10–3ER 9"x15" (2–REQ'D)

R10–3EL 9"x15" (2–REQ'D)

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER N.3

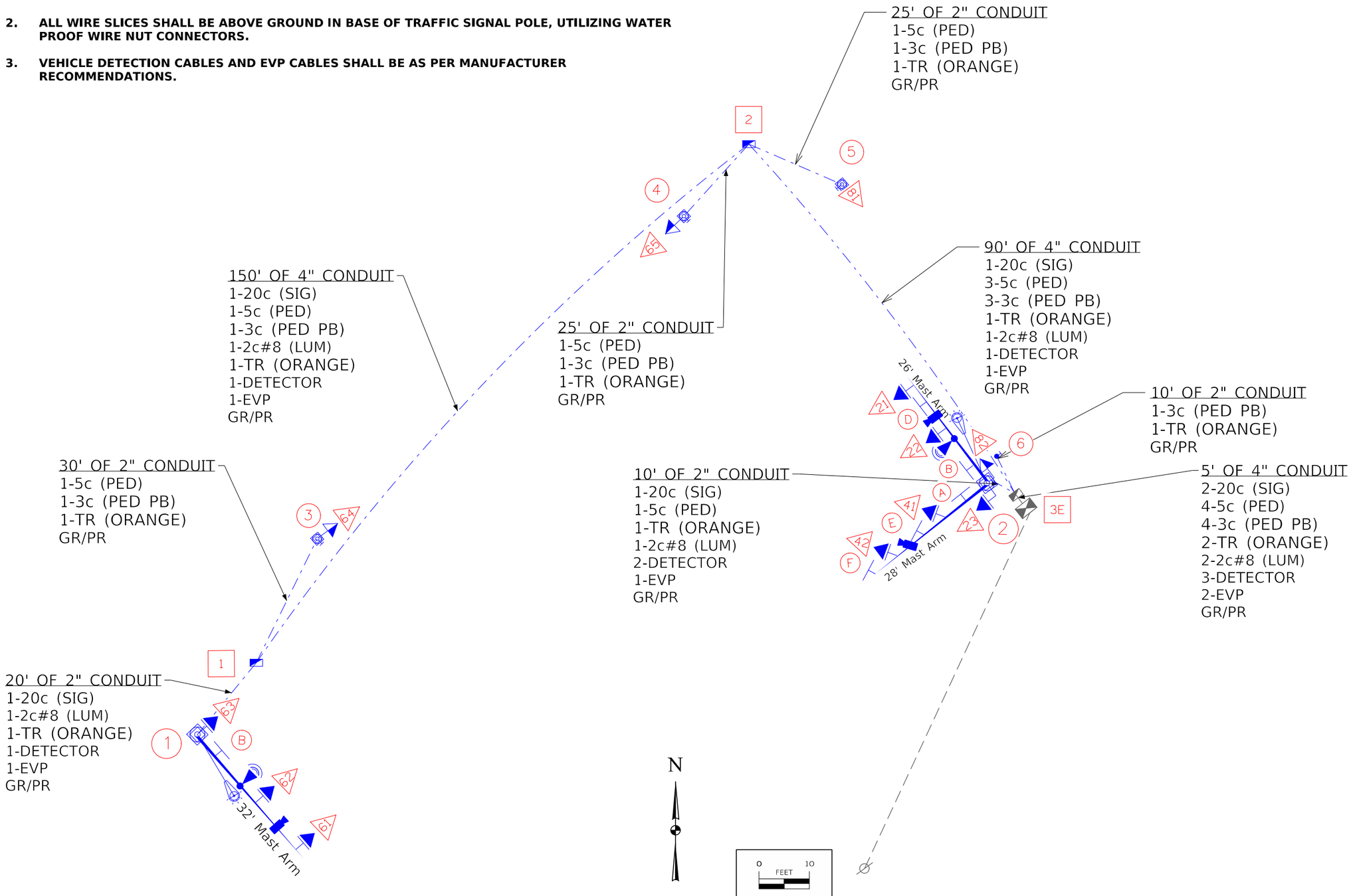
SYSTEMTIME SYSTEMDATE USERNAME DGNSPEC

TRAFFIC WIRING NOTES:

1. **INSTALL ONE SIGNAL CABLE FROM EACH SIGNAL HEAD TO THE BASE OF POLE. ALL SIGNAL CABLE SHALL BE #14 A.W.G UNLESS OTHERWISE NOTED.**
   - 5-CONDUCTOR CABLE FOR 3-SECTION SIGNAL HEADS AND PEDESTRIAN HEADS
   - 7-CONDUCTOR CABLE FOR 4 OR 5 SECTION SIGNAL HEADS
   - 3-CONDUCTOR CABLE FOR PEDESTRIAN PUSH BUTTONS

2. **ALL WIRE SLICES SHALL BE ABOVE GROUND IN BASE OF TRAFFIC SIGNAL POLE, UTILIZING WATER PROOF WIRE NUT CONNECTORS.**

3. **VEHICLE DETECTION CABLES AND EVP CABLES SHALL BE AS PER MANUFACTURER RECOMMENDATIONS.**



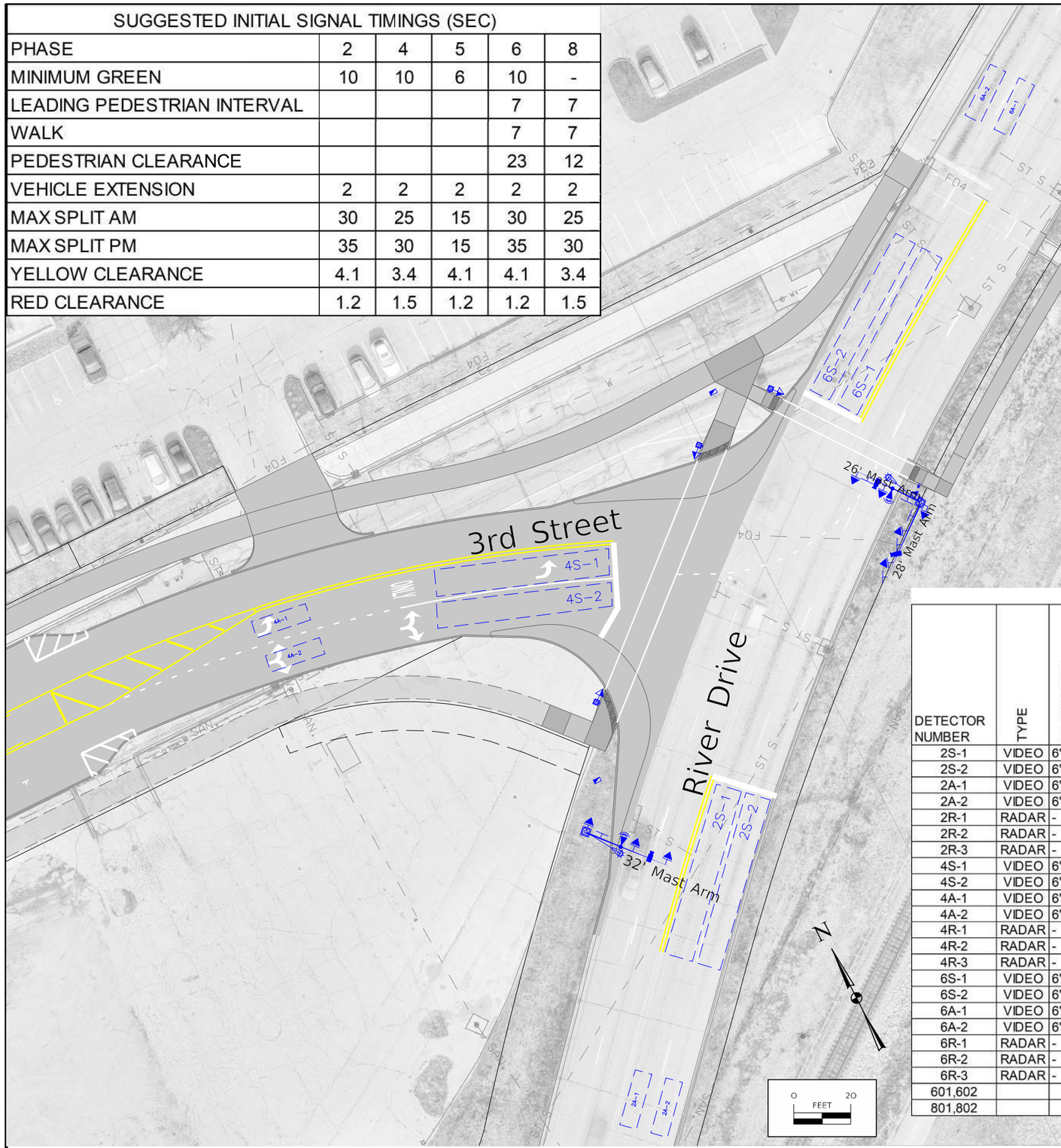
FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER N.4

SYSTEMTIME SYSTEMDATE USERNAME DGNSPEC

SUGGESTED INITIAL SIGNAL TIMINGS (SEC)					
PHASE	2	4	5	6	8
MINIMUM GREEN	10	10	6	10	-
LEADING PEDESTRIAN INTERVAL				7	7
WALK				7	7
PEDESTRIAN CLEARANCE				23	12
VEHICLE EXTENSION	2	2	2	2	2
MAX SPLIT AM	30	25	15	30	25
MAX SPLIT PM	35	30	15	35	30
YELLOW CLEARANCE	4.1	3.4	4.1	4.1	3.4
RED CLEARANCE	1.2	1.5	1.2	1.2	1.5

TRAFFIC DETECTION AND TIMING NOTES:

1. **LEADING PEDESTRIAN INTERVAL OF 7 SECONDS SHALL BE IMPLEMENTED FOR PHASE 6 AND PHASE 8 PEDESTRIAN SIGNALS.**
2. **DETECTION ZONES ARE REPRESENTATIVE. ADJUST AND MODIFY ZONES TO FINAL ROADWAY APPROACH AS NECESSARY.**
3. **GENERAL SETTINGS FOR VEHICLE VIDEO/RADAR DETECTION UNITS WILL FOLLOW CITY GUIDELINES AND RECOMMENDATIONS.**



PHASE SEQUENCE CHART

NUMBER \ PHASE	Φ5 Φ2				Φ6 (7 second LPI) Φ6 Φ6 Φ2 Φ2					Φ8 (7 second LPI) Φ4 Φ4					FLASHMODE
	Φ2 + Φ5				LPI Φ2+Φ6					LPI Φ4					
21	G SG	G SY	Y	R	R	G	G	Y	R	R	R	R	R	R	R
22, 23	G	G	Y	R	R	G	G	Y	R	R	R	R	R	R	R
41	R	R	R	R	R	R	R	R	R	R	FY	FY	SY	R	R
42	R	R	R	R	R	R	R	R	R	R	FY G	FY G	SY SY	R	R
61, 62, 63	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R
64, 65	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	-
81, 82	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	FDW	DW	DW	-

DETECTOR SUMMARY

DETECTOR NUMBER	TYPE	DIMENSIONS	LOCATION	PHASE CALLED	PHASE EXTENDED	NO. OF CHANNELS	PRESENCE MODE	IMPULSE MODE	PED PUSH BUTTON	TIMINGS (SEC.)	MIN SPEED	MAX SPEED	COMMENTS
2S-1	VIDEO	6'x65'	STOP BAR	5	5	1	X						Use 2-3 zones to achieve coverage
2S-2	VIDEO	6'x65'	STOP BAR	2	2	1	X						Use 2-3 zones to achieve coverage
2A-1	VIDEO	6'x20'	ADVANCE (120')	5	5	1	X						
2A-2	VIDEO	6'x20'	ADVANCE (120')	2	2	1	X						
2R-1	RADAR	-	TRIP LINE 1 (140')	2	2	1		X		2.1	0	25	Intermediate Zone, end of queue detection
2R-2	RADAR	-	TRIP LINE 2 (265')	2	2	1		X		2.4	32	38	Dilemma Zone (35MPH, posted speed limit)
2R-3	RADAR	-	TRIP LINE 3 (305')	2	2	1		X		2.4	37	43	Dilemma Zone (+5 MPH of posted speed limit)
4S-1	VIDEO	6'x65'	STOP BAR	4	4	1	X						Use 2-3 zones to achieve coverage
4S-2	VIDEO	6'x65'	STOP BAR	4	4	1	X						Use 2-3 zones to achieve coverage
4A-1	VIDEO	6'x20'	ADVANCE (100')	4	4	1	X						
4A-2	VIDEO	6'x20'	ADVANCE (100')	4	4	1	X						
4R-1	RADAR	-	TRIP LINE 1 (120')	4	4	1		X		2.5	0	15	Intermediate Zone, end of queue detection
4R-2	RADAR	-	TRIP LINE 2 (185')	4	4	1		X		2.3	22	28	Dilemma Zone (25MPH, posted speed limit)
4R-3	RADAR	-	TRIP LINE 3 (225')	4	4	1		X		2.3	27	33	Dilemma Zone (+5 MPH of posted speed limit)
6S-1	VIDEO	6'x65'	STOP BAR	6	6	1	X						Use 2-3 zones to achieve coverage
6S-2	VIDEO	6'x65'	STOP BAR	6	6	1	X						Use 2-3 zones to achieve coverage
6A-1	VIDEO	6'x20'	ADVANCE (120')	6	6	1	X						
6A-2	VIDEO	6'x20'	ADVANCE (120')	6	6	1	X						
6R-1	RADAR	-	TRIP LINE 1 (140')	6	6	1		X		2.1	0	25	Intermediate Zone, end of queue detection
6R-2	RADAR	-	TRIP LINE 2 (265')	6	6	1		X		2.4	32	38	Dilemma Zone (35MPH, posted speed limit)
6R-3	RADAR	-	TRIP LINE 3 (305')	6	6	1		X		2.4	37	43	Dilemma Zone (+5 MPH of posted speed limit)
601,602									X				
801,802									X				

CONDUIT QUANTITIES
E River Dr and E 3rd St

From	To	Trenched (Feet) 2" Dia.	Trenched (Feet) 4" Dia.	Pushed (Feet) 4" Dia.
Power Source	Controller			
Controller	Handhole 3E			
Handhole 3E	Signal Pole 2		10	
Handhole 3E	Pedestal Pole 6	10		
Handhole 3E	Handhole 2			90
Handhole 2	Pedestal Pole 4	25		
Handhole 2	Pedestal Pole 5	25		
Handhole 2	Handhole 1		150	
Handhole 1	Pedestal Pole 3	30		
Handhole 1	Signal Pole 1	20		
	Total	110	160	90

WIRE QUANTITIES (IN FEET)
E River Dr and E 3rd St

From	To	Plan Length	Adj. Length	Pull Rope	1c #10 Tracer (Orange)	1c #6 Bare Copper	2c #8 LUM Copper	EVP Video Cable (Per Manufacturer)	Vehicle Detector Cable (Per Manufacturer)	3c #14	5c #14	7c #14	20c #14
Power Source	Controller												
Controller	Handhole 3E	5	40	40	80	40	80	80	120	160	160		80
Handhole 3E	Signal Pole 2	10	20	20	20	20	20	20	40		20		20
	at Signal Pole 2						50	40	96		135	107	
Handhole 3E	Pedestal Pole 6	10	20	20	20	20				20	20		
	at Pedestal Pole 6									10			
Handhole 3E	Handhole 2	90	100	100	100	100	100	100	100	300	300		100
Handhole 2	Pedestal Pole 4	25	35	35	35	35				35	35		
	at Pedestal Pole 4									10	20		
Handhole 2	Pedestal Pole 5	25	35	35	35	35				35	35		
	at Pedestal Pole 5									10	20		
Handhole 2	Handhole 1	150	160	160	160	160	160	160	160	160	160		160
Handhole 1	Pedestal Pole 3	30	40	40	40	40				40	40		
	at Pedestal Pole 3									10	20		
Handhole 1	Signal Pole 1	20	30	30	30	30	30	30	30				30
	at Signal Pole 1						50	43	54		133		
	Total			480	520	480	490	473	600	790	1098	107	390

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

SIGNAGE QUANTITIES
E River Dr and E 3rd St

Legend Letter	"A"	"B"	"D"	"E"	"F"	Ped PB Sign	Ped PB Sign
Sign Type	E River Dr	E 3rd St	R10-12	R3-5L	R3-6 (Custom)	R10-3EL (Left)	R10-3ER (Right)
Size	18" X __"	18" X __"	30" X 36"	30" X 36"	36" X 36"	9" x 15"	9" x 15"
Mounting Location	MAST ARM	MAST ARM	MAST ARM	MAST ARM	MAST ARM	VERTICAL SHAFT	VERTICAL SHAFT
Signal Pole 1		1					
Signal Pole 2	1	1	1	1	1		
Pedestal Pole 3							1
Pedestal Pole 4						1	
Pedestal Pole 5							1
Pedestal Pole 6							1
Totals	1	2	1	1	1	1	3

TRAFFIC SIGNAL HEAD QUANTITIES
E River Dr and E 3rd St

Pole No.	Signal Head Number(s)	3-Sect. 12" R,Y,G Thru	3-Sect. 12" R,SY,FY Left Arrow	5-Sect. 12" R,Y,G,SY,SG Left Arrow	5-Sect. 12" R,SY,FY,G Left & Right Arrow	Hand/Man Countdown Ped Head	Back Plate	Mounting OH	Mounting Side
1	61,62,63	3					3	2	1
2	21,22,23,41,42,82	2	1	1	1	1	5	4	2
3	64					1			
4	65					1			
5	81					1			
6									
	Totals	5	1	1	1	4	8	6	3

Traffic Signal Pole Quantities
E River Dr and E 3rd St

Pole No.	Pole Type	Mast-Arm Length (Feet)	Signal Heads Quantity	Signal Heads Location on Mast Arm (Feet)	Signs Quantity	Signs Location on Mast Arm (Feet)	Luminaire Arm Information Spread (Feet)	Luminaire Arm Information Height (Feet)	Luminaire Arm Information Orientation (Degrees)	Finish	Remarks
1	Combination Pole	32	3	18,30	1	5	15	35	0	Black	w/ Luminaire Mast Arm & Transformer Base
2	Twin Signal Arm	28	3	10,22	3	5,15,28	-	-	-	Black	Mast Arm for 3rd Street
	Twin Signal Arm	26	3	13,24	2	4,20	15	35	0		w/Luminaire Mast Arm over River Drive
3	Pedestal Pole		1				-	-	-	Black	
4	Pedestal Pole		1				-	-	-	Black	
5	Pedestal Pole		1				-	-	-	Black	
6	Pedestal Pole						-	-	-	Black	

Notes:
1. Traffic signal head location represents approximate linear distance from pole measured outward to end of mast arm.
2. 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.
3. 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.
4. Top of footing to be formed square and flush with adjacent sidewalk.

BASE AND HANDHOLE QUANTITIES
E River Dr and E 3rd St

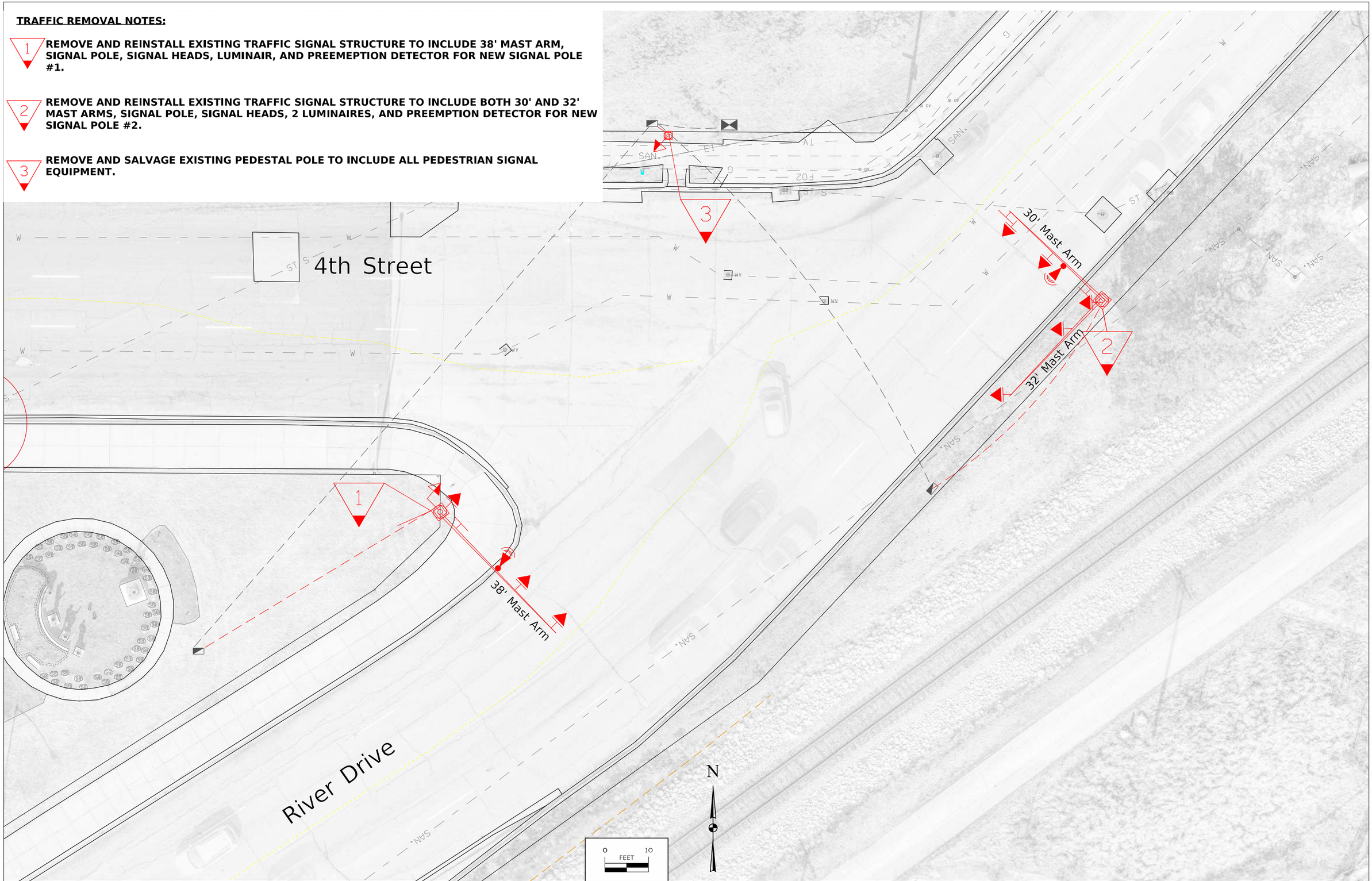
Signal Pole No.	Station	Offset	RT/LT	Top of Footing Elevation	Footing Size	Comments
Signal Pole 1	402+17.02	-36.74'	LT	561.81	3.0' Dia x 12.0' Deep	Combination Signal Pole
Signal Pole 2	403+66.62	31.42'	RT	560.7	3.0' Dia x 14.0' Deep	Combination Signal Pole
Pedestal Pole 3	402+59.46	-47.07'	LT	559.79	2.0' x 4.0' Deep	Pedestal Pole
Pedestal Pole 4	403+51.71	-47.37'	LT	559.85	2.0' x 4.0' Deep	Pedestal Pole
Pedestal Pole 5	403+79.22	-33.36'	LT	560.47	2.0' x 4.0' Deep	Pedestal Pole
Pedestal Pole 6	403+71.56	28.35'	RT	559.94	2.0' x 4.0' Deep	Push Button Station
Handhole No.	**Station**	**Offset**	**RT/LT**	**Top of Footing Elevation**	**Footing Size**	**Comments**
Handhole 1	402+34.67	-38.16'	LT	-	Type 3	Type 3 Handhole (TRAFFIC)
Handhole 2	403+69.67	-50.80'	LT	-	Type 3	Type 3 Handhole (TRAFFIC)
Handhole 3 E	403+69.95	36.78'	RT	-	Type 3	Type 3 Handhole (TRAFFIC)
Cabinet No.	**Station**	**Offset**	**RT/LT**	**Top of Footing Elevation**	**Footing Size**	**Comments**
Cabinet	403+69.95	40.11'	RT	(existing)	See Details	

TRAFFIC REMOVAL NOTES:

1. **REMOVE AND REINSTALL EXISTING TRAFFIC SIGNAL STRUCTURE TO INCLUDE 38' MAST ARM, SIGNAL POLE, SIGNAL HEADS, LUMINAIR, AND PREEMEPTION DETECTOR FOR NEW SIGNAL POLE #1.**

2. **REMOVE AND REINSTALL EXISTING TRAFFIC SIGNAL STRUCTURE TO INCLUDE BOTH 30' AND 32' MAST ARMS, SIGNAL POLE, SIGNAL HEADS, 2 LUMINAIRES, AND PREEMPTION DETECTOR FOR NEW SIGNAL POLE #2.**

3. **REMOVE AND SALVAGE EXISTING PEDESTAL POLE TO INCLUDE ALL PEDESTRIAN SIGNAL EQUIPMENT.**

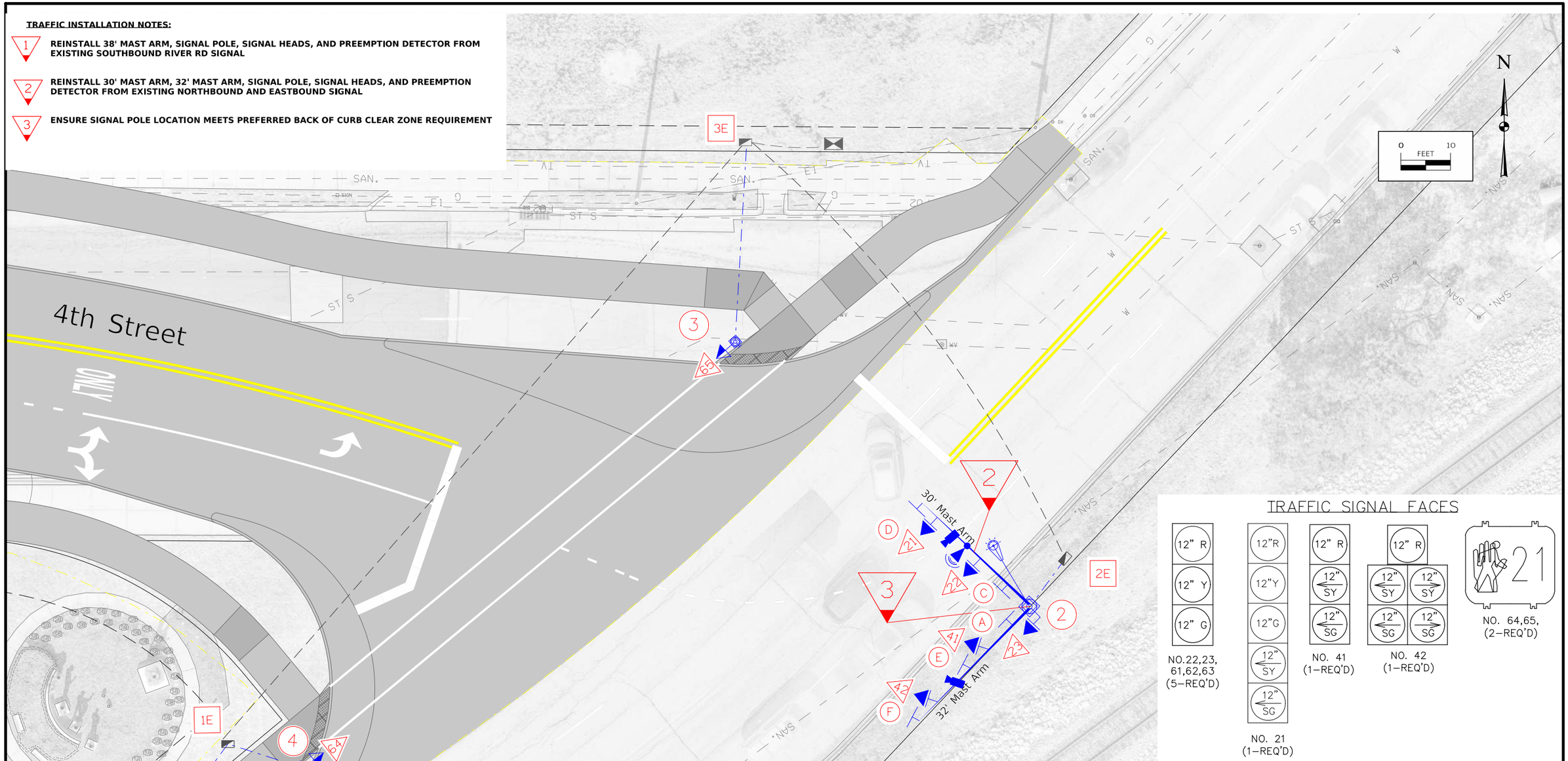


FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER N.7

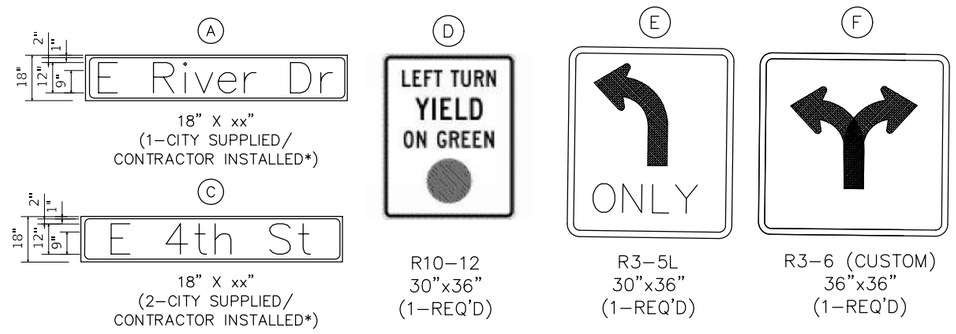
SYSTEMTIME SYSTEMDATE USERNAME DGNSPEC

TRAFFIC INSTALLATION NOTES:

1. REINSTALL 38' MAST ARM, SIGNAL POLE, SIGNAL HEADS, AND PREEMPTION DETECTOR FROM EXISTING SOUTHBOUND RIVER RD SIGNAL
2. REINSTALL 30' MAST ARM, 32' MAST ARM, SIGNAL POLE, SIGNAL HEADS, AND PREEMPTION DETECTOR FROM EXISTING NORTHBOUND AND EASTBOUND SIGNAL
3. ENSURE SIGNAL POLE LOCATION MEETS PREFERRED BACK OF CURB CLEAR ZONE REQUIREMENT



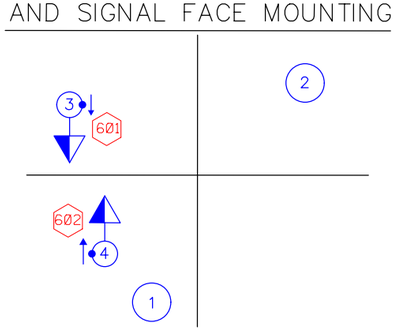
TRAFFIC SIGNAL FACES



PEDESTRIAN PUSHBUTTON SIGNS

R10–3EL
9"x15"
(2–REQ'D)

PEDESTRIAN PUSHBUTTON AND SIGNAL FACE MOUNTING

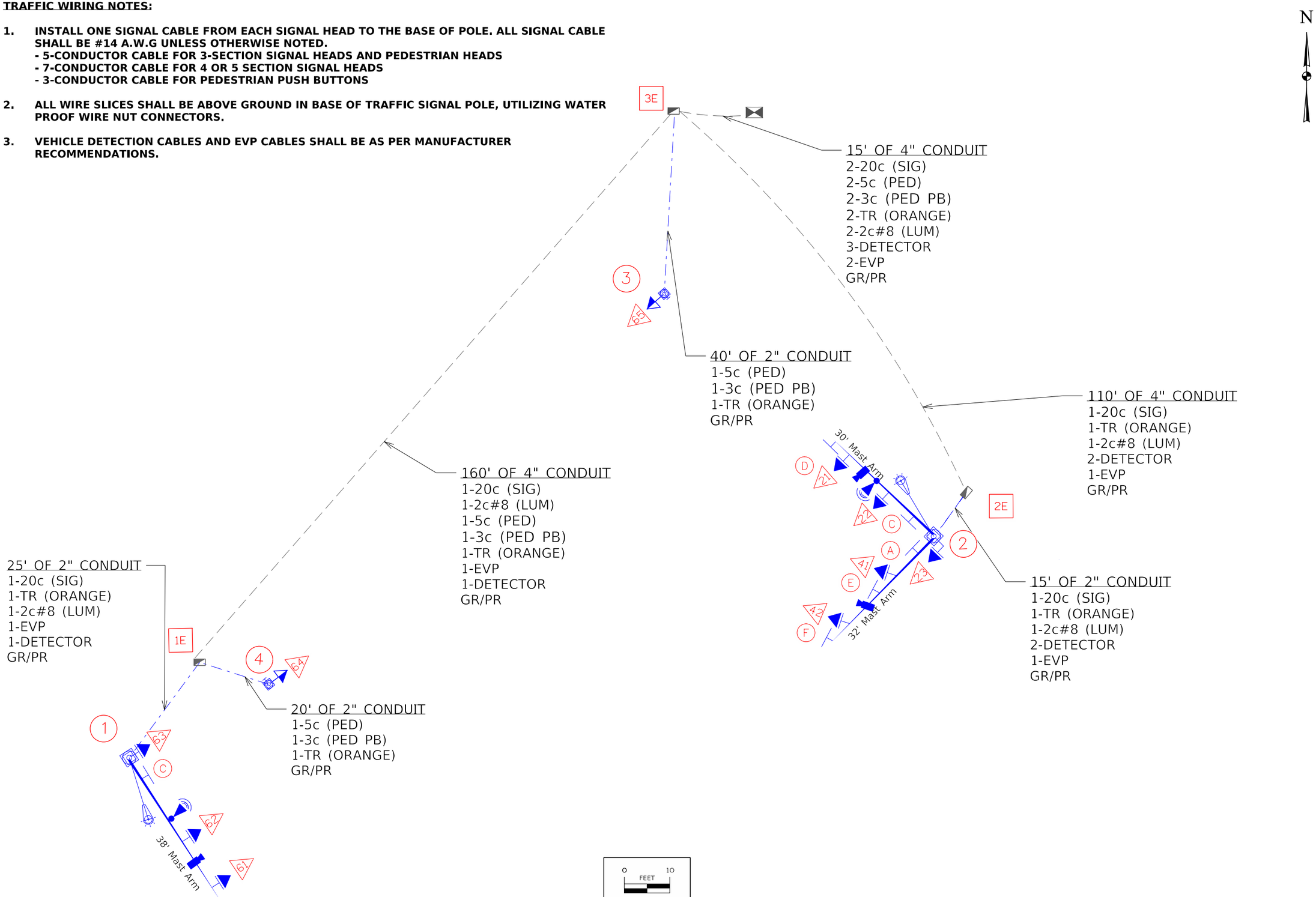


FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER N.8

SYSTEMTIME SYSTEMDATE USERNAME DGNSPEC

TRAFFIC WIRING NOTES:

1. **INSTALL ONE SIGNAL CABLE FROM EACH SIGNAL HEAD TO THE BASE OF POLE. ALL SIGNAL CABLE SHALL BE #14 A.W.G UNLESS OTHERWISE NOTED.**
   - **5-CONDUCTOR CABLE FOR 3-SECTION SIGNAL HEADS AND PEDESTRIAN HEADS**
   - **7-CONDUCTOR CABLE FOR 4 OR 5 SECTION SIGNAL HEADS**
   - **3-CONDUCTOR CABLE FOR PEDESTRIAN PUSH BUTTONS**
2. **ALL WIRE SLICES SHALL BE ABOVE GROUND IN BASE OF TRAFFIC SIGNAL POLE, UTILIZING WATER PROOF WIRE NUT CONNECTORS.**
3. **VEHICLE DETECTION CABLES AND EVP CABLES SHALL BE AS PER MANUFACTURER RECOMMENDATIONS.**



FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER N.9

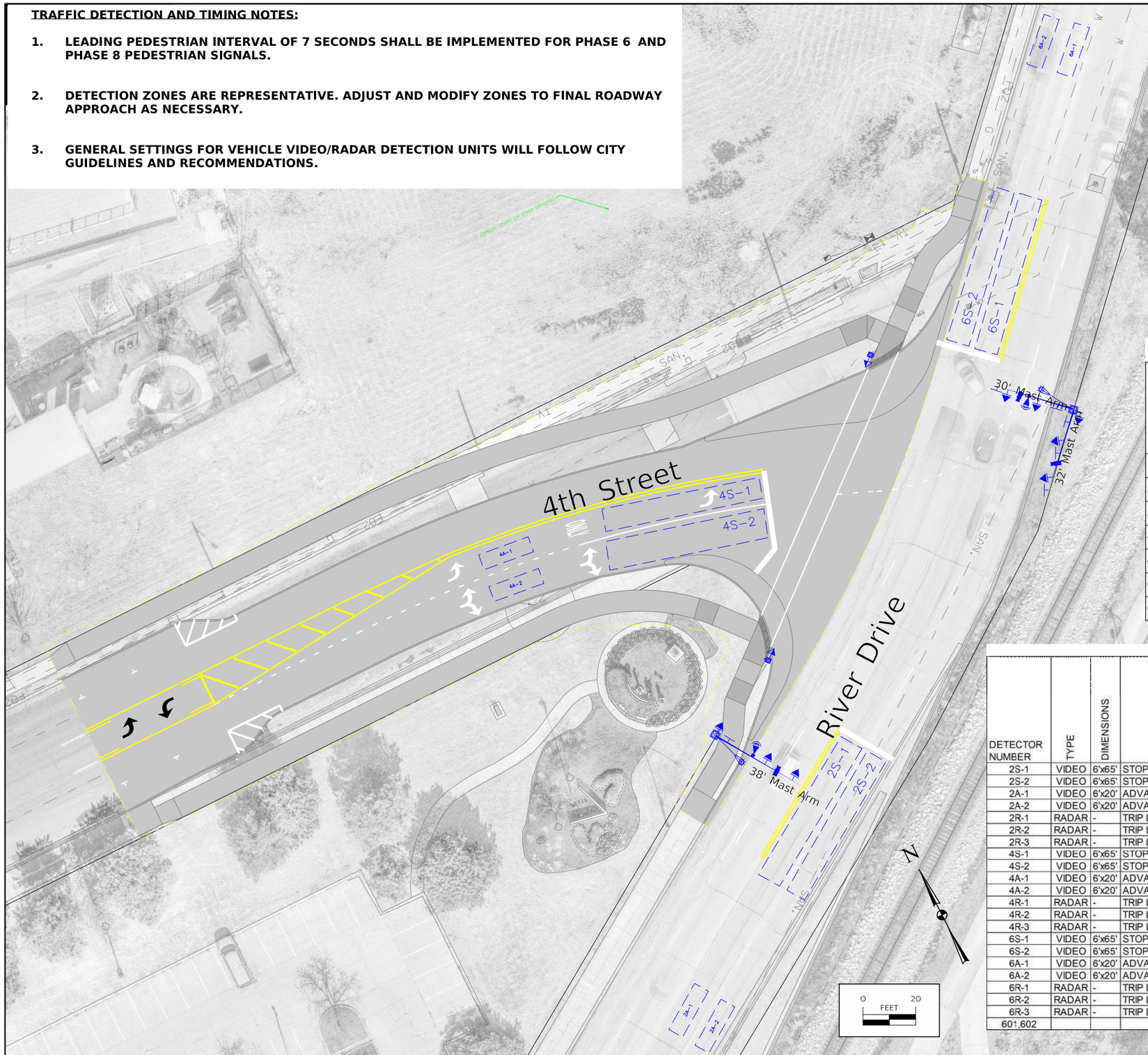
SYSTEMTIME SYSTEMDATE USERNAME DGNSPEC

TRAFFIC DETECTION AND TIMING NOTES:

1. **LEADING PEDESTRIAN INTERVAL OF 7 SECONDS SHALL BE IMPLEMENTED FOR PHASE 6 AND PHASE 8 PEDESTRIAN SIGNALS.**

2. **DETECTION ZONES ARE REPRESENTATIVE. ADJUST AND MODIFY ZONES TO FINAL ROADWAY APPROACH AS NECESSARY.**

3. **GENERAL SETTINGS FOR VEHICLE VIDEO/RADAR DETECTION UNITS WILL FOLLOW CITY GUIDELINES AND RECOMMENDATIONS.**



SUGGESTED INITIAL SIGNAL TIMINGS (SEC)

PHASE	2	4	5	6
MINIMUM GREEN	10	10	6	10
LEADING PEDESTRIAN INTERVAL				7
WALK				7
PEDESTRIAN CLEARANCE				28
VEHICLE EXTENSION	2	2	2	2
MAX SPLIT AM	25	25	15	25
MAX SPLIT PM	35	35	15	35
YELLOW CLEARANCE	4.1	3.4	4.1	4.1
RED CLEARANCE	2.7	1.9	2.7	2.7

PHASE SEQUENCE CHART

NUMBER \ PHASE	Φ5 Φ2				Φ6 (7 second LPI) Φ6 Φ6 Φ2 Φ2					Φ4 Φ4				FLASH MODE
	Φ2 + Φ5				LPI	Φ2+Φ6				Φ4				
21	G SG	G SY	Y	R	R	G	G	Y	R	R	R	R	R	R
22, 23	G	G	Y	R	R	G	G	Y	R	R	R	R	R	R
41	R	R	R	R	R	R	R	R	R	SG	SG	SY	R	R
42	R	R	R	R	R	R	R	R	R	SG SG	SG SG	SY SY	R	R
61, 62, 63	R	R	R	R	R	G	G	Y	R	R	R	R	R	R
64, 65	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	-

DETECTOR SUMMARY

DETECTOR NUMBER	TYPE	DIMENSIONS	LOCATION	PHASE CALLED	PHASE EXTENDED	NO. OF CHANNELS	PRESENCE MODE	IMPULSE MODE	PED PUSH BUTTON	TIMINGS (SEC.)	MIN SPEED	MAX SPEED	COMMENTS
2S-1	VIDEO	6'x65'	STOP BAR	5	5	1	X						Use 2-3 zones to achieve coverage
2S-2	VIDEO	6'x65'	STOP BAR	2	2	1	X						Use 2-3 zones to achieve coverage
2A-1	VIDEO	6'x20'	ADVANCE (120')	5	5	1	X						
2A-2	VIDEO	6'x20'	ADVANCE (120')	2	2	1	X						
2R-1	RADAR	-	TRIP LINE 1 (140')	2	2	1		X		2.1	0	25	Intermediate Zone, end of queue detection
2R-2	RADAR	-	TRIP LINE 2 (265')	2	2	1		X		2.4	32	38	Dilemma Zone (35MPH, posted speed limit)
2R-3	RADAR	-	TRIP LINE 3 (305')	2	2	1		X		2.4	37	43	Dilemma Zone (+5 MPH of posted speed limit)
4S-1	VIDEO	6'x65'	STOP BAR	4	4	1	X						Use 2-3 zones to achieve coverage
4S-2	VIDEO	6'x65'	STOP BAR	4	4	1	X						Use 2-3 zones to achieve coverage
4A-1	VIDEO	6'x20'	ADVANCE (100')	4	4	1	X						
4A-2	VIDEO	6'x20'	ADVANCE (100')	4	4	1	X						
4R-1	RADAR	-	TRIP LINE 1 (120')	4	4	1		X		2.5	0	15	Intermediate Zone, end of queue detection
4R-2	RADAR	-	TRIP LINE 2 (185')	4	4	1		X		2.3	22	28	Dilemma Zone (35MPH, posted speed limit)
4R-3	RADAR	-	TRIP LINE 3 (225')	4	4	1		X		2.3	27	33	Dilemma Zone (+5 MPH of posted speed limit)
6S-1	VIDEO	6'x65'	STOP BAR	6	6	1	X						Use 2-3 zones to achieve coverage
6S-2	VIDEO	6'x65'	STOP BAR	6	6	1	X						Use 2-3 zones to achieve coverage
6A-1	VIDEO	6'x20'	ADVANCE (120')	6	6	1	X						
6A-2	VIDEO	6'x20'	ADVANCE (120')	6	6	1	X						
6R-1	RADAR	-	TRIP LINE 1 (140')	6	6	1		X		2.1	0	25	Intermediate Zone, end of queue detection
6R-2	RADAR	-	TRIP LINE 2 (265')	6	6	1		X		2.4	32	38	Dilemma Zone (35MPH, posted speed limit)
6R-3	RADAR	-	TRIP LINE 3 (305')	6	6	1		X		2.4	37	43	Dilemma Zone (+5 MPH of posted speed limit)
601,602									X				

CONDUIT QUANTITIES
E River Dr and E 4th St

From	To	Trenched (Feet) 2" Dia.	Trenched (Feet) 4" Dia.
Power Source	Controller		
Controller	Handhole 3E		
Handhole 3E	Handhole 1E		
Handhole 3E	Handhole 2E		
Handhole 1E	Pedestal Pole 4	20	
Handhole 1E	Signal Pole 1	25	
Handhole 3E	Pedestal Pole 3	40	
Handhole 2E	Signal pole 2	15	
	Total	**100**	**0**

WIRE QUANTITIES (IN FEET)
E River Dr and E 4th St

From	To	Plan Length	Adj. Length	Pull Rope	1c #10 Tracer (Orange)	1c #6 Bare Copper	2c #8 LUM Copper	EVP Video Cable (Per Manufacturer)	Vehicle Detector Cable (Per Manufacturer)	3c #14	5c #14	7c #14	20c #14
Power Source	Controller												
Controller	Handhole 3E	15	50	50	100	50	50	100	150	100	100		100
Handhole 3E	Handhole 1E	160	170	170	170	170	170	170	170	170	170		170
Handhole 3E	Handhole 2E	110	120	120	120	120	120	120	240				120
Handhole 1E	Pedestal Pole 4	20	30	30	30	30				30	30		
	at Pedestal Pole 4									10	20		
Handhole 1E	Signal Pole 1	25	35	35	35	35	35	35	35				35
	at Signal Pole 1						50	50	65		145		
Handhole 3E	Pedestal Pole 3	40	50	50	50	50				50	50		
	at Pedestal Pole 3									10	20		
Handhole 2E	Signal Pole 2	15	25	25	25	25	25	25	50				25
	at Signal Pole 2						50	45	100		111	113	
	Total			**480**	**530**	**480**	**500**	**545**	**810**	**370**	**646**	**113**	**450**

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

SIGNAGE QUANTITIES
E River Dr and E 4th St

Legend Letter	"A"	"C"	"D"	"E"	"F"	Ped PB Sign
Sign Type	E River Dr	E 4th St	R10-12	R3-5L	R3-6 (Custom)	R10-3EL (Left)
Size	18" X __"	18" X __"	30" X 36"	30" X 36"	30" X 36"	9" x 15"
Mounting Location	MAST ARM	MAST ARM	MAST ARM	MAST ARM	MAST ARM	VERTICAL SHAFT
Signal Pole 1		1				
Signal Pole 2	1	1	1	1	1	
Pedestal Pole 3						1
Pedestal Pole 4						1
Totals	**1**	**2**	**1**	**1**	**1**	**2**

TRAFFIC SIGNAL HEAD QUANTITIES
E River Dr and E 4th St

Pole No.	Signal Head Number(s)	3-Sect. 12" R,Y,G Thru	3-Sect. 12" R,SY,SG Left Arrow	5-Sect. 12" R,Y,G,SY,SG Left Arrow	5-Sect. 12" R,SY,SG Left & Right Arrow	Hand/Man Countdown Ped Head	Back Plate	Mounting OH	Mounting Side
1	61,62,63	3					3	2	1
2	21,22,23,41,42	2	1	1	1		5	4	1
3	65					1			
4	64					1			
	Totals	**5**	**1**	**1**	**1**	**2**	**8**	**6**	**2**

Traffic Signal Pole Quantities
E River Dr and E 4th St

Pole No.	Pole Type	Mast-Arm Length (Feet)	Signal Heads Quantity	Signal Heads Location on Mast Arm (Feet)	Signs Quantity	Signs Location on Mast Arm (Feet)	Luminaire Arm Information Spread (Feet)	Luminaire Arm Information Height (Feet)	Luminaire Arm Information Orientation (Degrees)	Finish	Remarks
1	Combination Pole	38	3	21,33	1	5	15	35	0	Black	w/ Luminaire Mast Arm & Transformer Base
2	Twin Signal Arm	30	3	12,26	2	6,30	15	35	0	Black	w/Luminair Mast arm over River Drive
	Twin Signal Arm	32	2	14,26	3	5,12,31	-	-	-		Mast arm for 4th Street
3	Pedestal Pole		1				-	-	-	Black	
4	Pedestal Pole		1				-	-	-	Black	

1. Traffic signal head location represents approximate linear distance from pole measured outward to end of mast arm.
2. 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.
3. 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.
4. Top of footing to be formed square and flush with adjacent sidewalk.

BASE AND HANDHOLE QUANTITIES
E River Dr and E 4th St

Signal Pole No.	Station	Offset	RT/LT	Top of Footing Elevation	Footing Size	Comments
Signal Pole 1	409+39.32	-42.3'	LT	560.55	3.0' Dia x 12.0' Deep	Combination Signal Pole
Signal Pole 2	411+08.14	31.84'	RT	-	3.0' Dia x 14.0' Deep	Combination Signal Pole
Pedestal Pole 3	411+06.59	-47.74'	LT	561.5	2.0' x 4.0' Deep	Pedestal Pole
Pedestal Pole 4	409+73.91	-46.43'	LT	560.22	2.0' x 4.0' Deep	Pedestal Pole
Handhole No.	**Station**	**Offset**	**RT/LT**	**Top of Footing Elevation**	**Footing Size**	**Comments**
Handhole 1E	409+63.64	-48.62'	LT	-	Type 3	Type 3 Handhole (TRAFFIC)
Handhole 2E	411+20.07	30.54'	RT	-	Type 3	Type 3 Handhole (TRAFFIC)
Handhole 3E	411+37.44	-73.81'	LT	-	Type 3	Type 3 Handhole (TRAFFIC)
Cabinet No.	**Station**	**Offset**	**RT/LT**	**Top of Footing Elevation**	**Footing Size**	**Comments**
Cabinet	411+49.39	-60.51'	LT	(existing)	See Details	w/ Attached Meter

PROPOSED KEY NOTES

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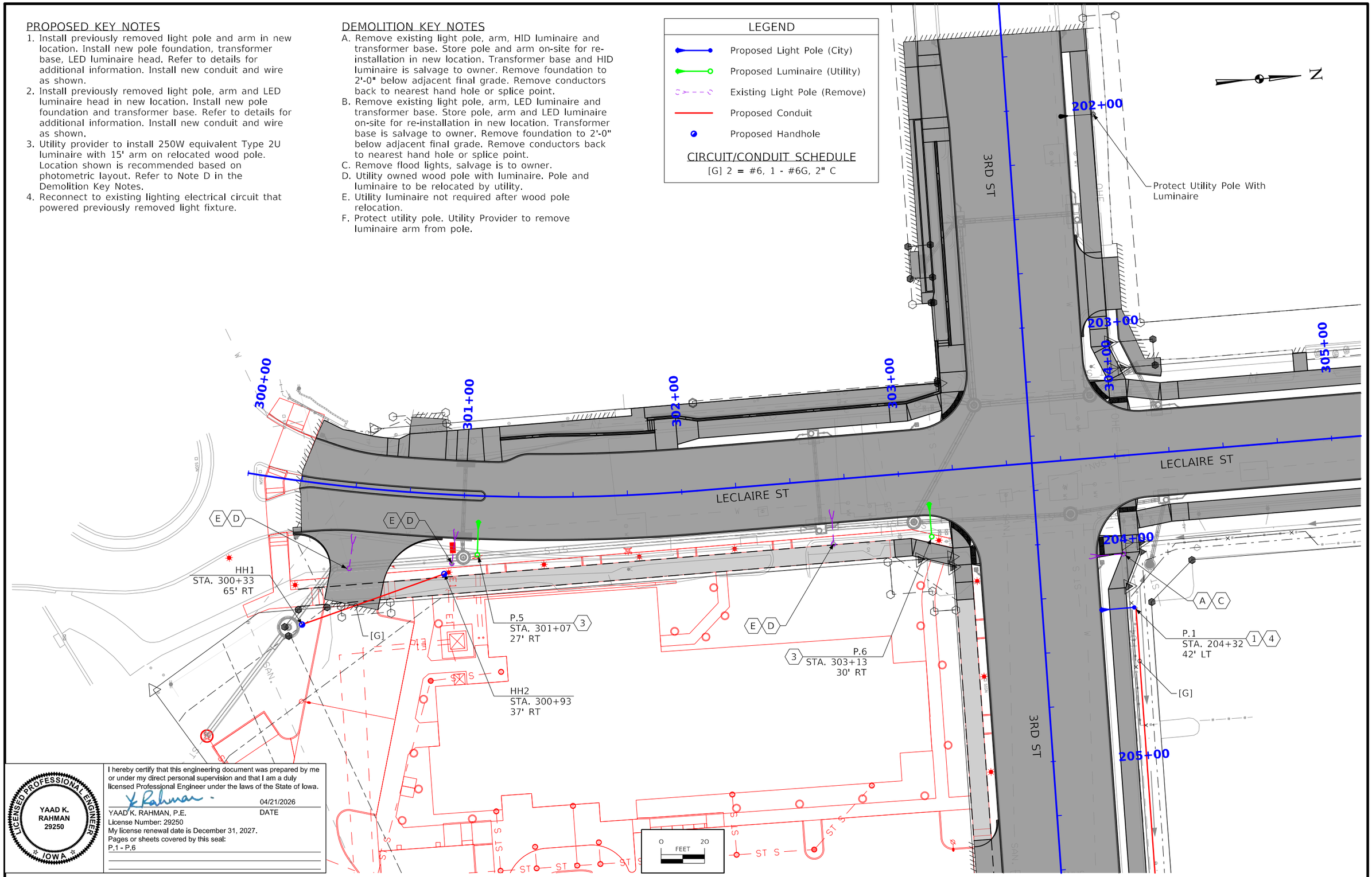
LEGEND

- Proposed Light Pole (City)
- Proposed Luminaire (Utility)
- Existing Light Pole (Remove)
- Proposed Conduit
- Proposed Handhole

CIRCUIT/CONDUIT SCHEDULE

[G] 2 = #6, 1 - #6G, 2" C



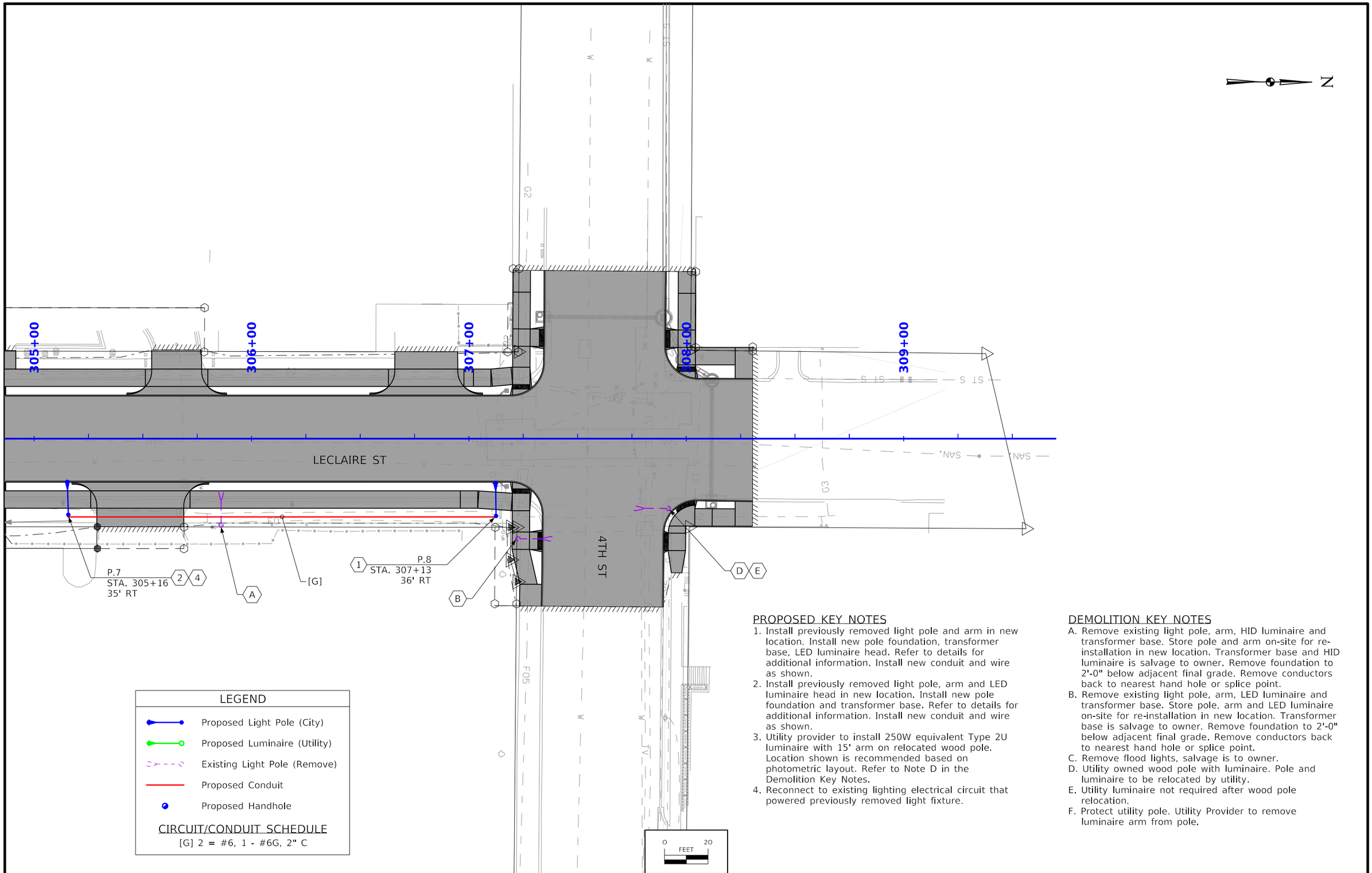
LICENSED PROFESSIONAL ENGINEER
YAAD K. RAHMAN
29250
IOWA

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

Y. Rahman 04/21/2026

YAAD K. RAHMAN, P.E. DATE
License Number: 29250
My license renewal date is December 31, 2027.
Pages or sheets covered by this seal:
P.1 - P.6

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER P.1



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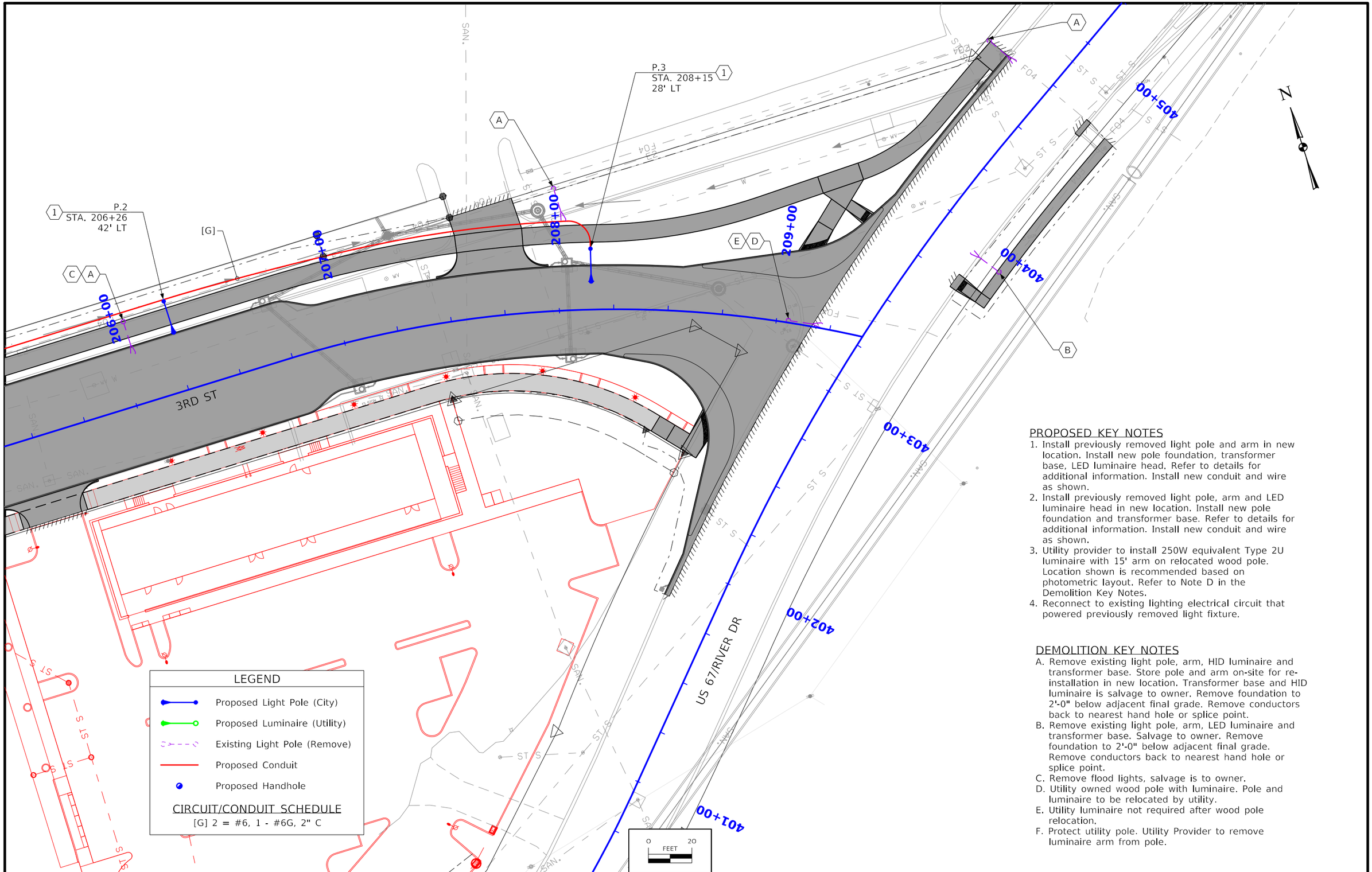

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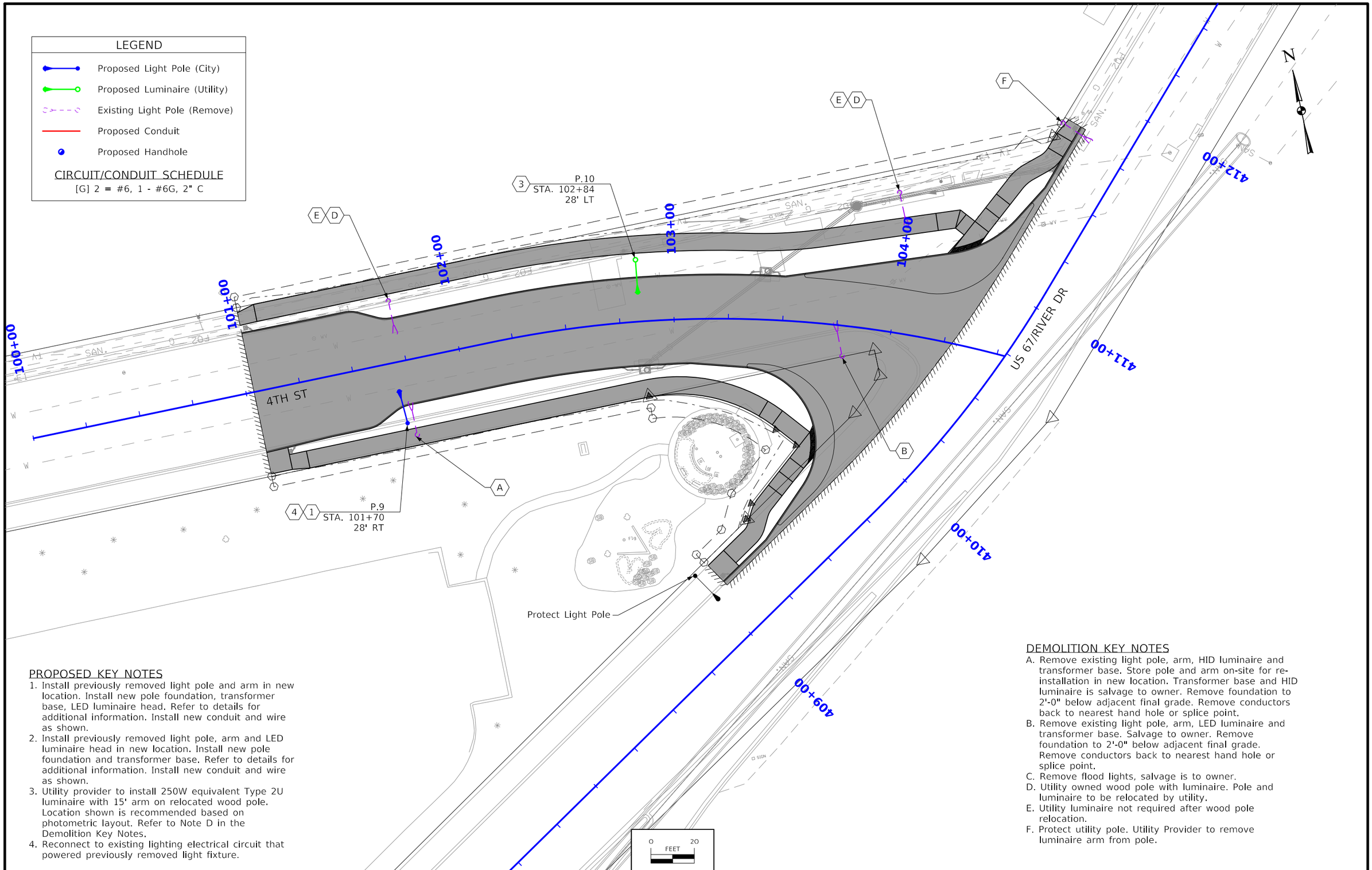

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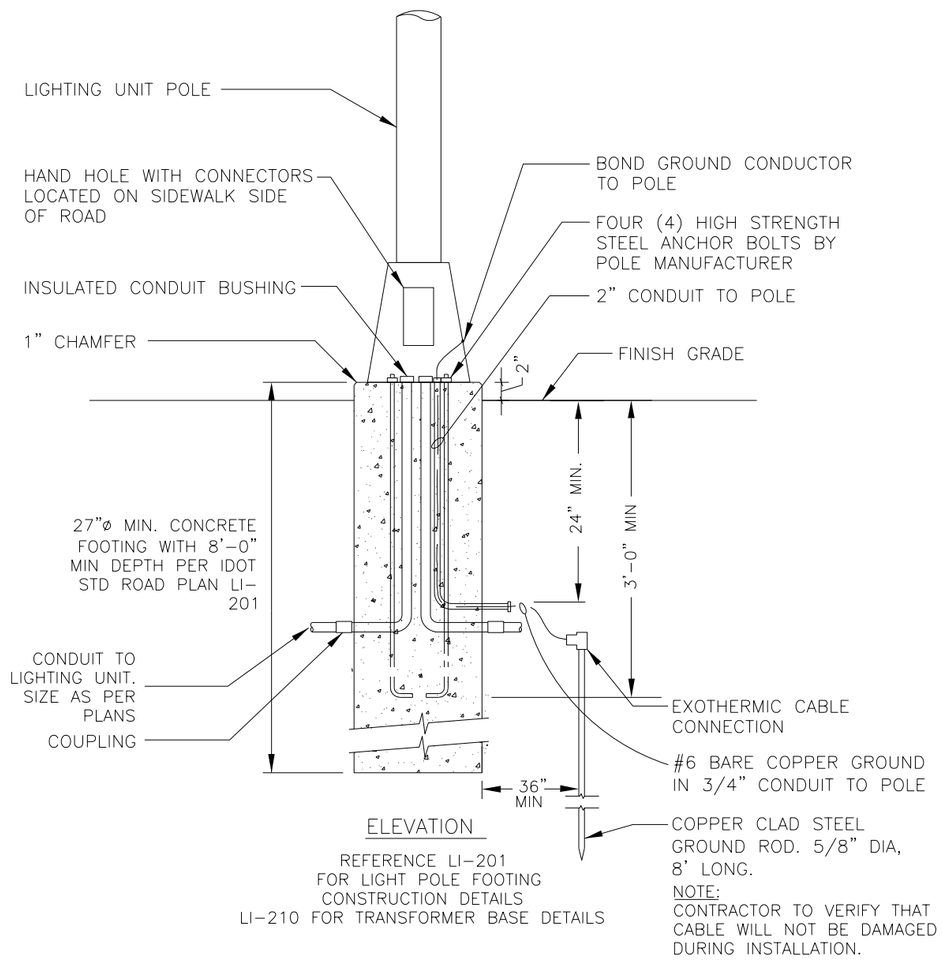


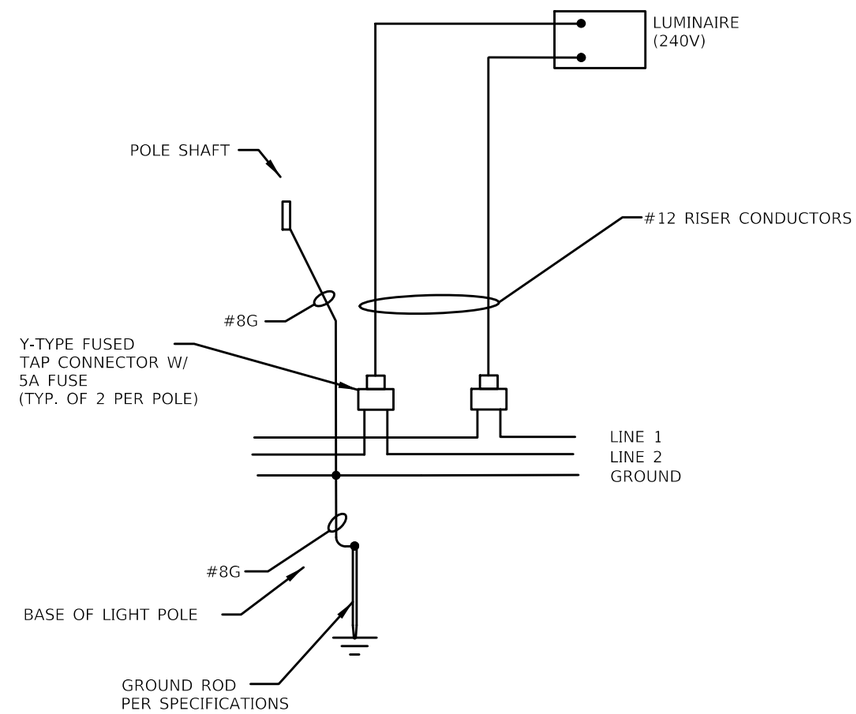
ELEVATION

REFERENCE LI-201
FOR LIGHT POLE FOOTING
CONSTRUCTION DETAILS
LI-210 FOR TRANSFORMER BASE DETAILS

NOTE:
CONTRACTOR TO VERIFY THAT CABLE WILL NOT BE DAMAGED DURING INSTALLATION.

POLE BASE FOUNDATION

SCALE: NONE



NOTE: PROVISION AND INSTALLATION OF RISER LINE/ GROUND CONDUCTORS ARE INCIDENTAL TO POLE INSTALLATION

TYPICAL LIGHT POLE WIRING DIAGRAM

LIGHTING DETAILS

FILE NO.	ENGLISH	DESIGN TEAM **HR Green, Inc.**	City of Davenport	**Scott** COUNTY	PROJECT NUMBER **HDP-1827(706)--71-82**	SHEET NUMBER **P.5**

LIGHTING AND ELECTRICAL EQUIPMENT SPECIFICATIONS

A. ALL ELECTRICAL WORK SHALL BE PERFORMED PER THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE (NEC), APPLICABLE SECTIONS OF IADOT SPECIFICATIONS, AND ANY LOCAL CODES AS THEY APPLY.

B. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS/SUBMITTALS FOR REVIEW BY THE ENGINEER FOR THE FOLLOWING PRODUCTS/MATERIALS:
1. GROUND RODS, CONDUCTORS, AND CONNECTIONS
2. BUILDING WIRE AND CABLE
3. CONDUIT, RACEWAY, AND HANDHOLES
4. ROADWAY LIGHTING LUMINAIRES, POLES, AND FOOTINGS

C. GROUNDING
1. GROUND ALL LIGHT POLES, RECEPTACLES, RACEWAYS, LIGHTING CONTROLLER, AND ENCLOSURES PER NEC.
2. GROUND RODS
   a. AT SERVICES: TWO (2) COPPER CLAD STEEL, MIN. 5/8 IN. DIA. BY 10 FT., SPACED MIN. 10 FT. APART.
   b. AT HANDHOLES: COPPER CLAD STEEL, MIN. 1/2 IN. DIA. BY 8 FT.
   c. AT LIGHT POLES: SEE FOUNDATION DETAIL ON P-SHEETS.
3. GROUNDING ELECTRODE CONDUCTORS: #8 AWG AND SMALLER - SOLID COPPER CONDUCTOR; #6 AWG AND LARGER - STRANDED COPPER. USE COPPER CRIMP OR EXOTHERMIC WELD CONNECTIONS FOR GROUNDING ELECTRODE SYSTEM BELOW GRADE. BOLTED CONNECTIONS FOR GROUNDING ELECTRODE SYSTEM ACCESSIBLE ABOVE GRADE SHALL BE PERMITTED.
4. EQUIPMENT GROUNDING CONDUCTOR: PROVIDE WITH EVERY FEEDER OR BRANCH CIRCUIT. INSTALL STRANDED COPPER CONDUCTOR.

D. BUILDING WIRE AND CABLE
1. INSTALL SINGLE-CONDUCTOR WIRE IN STANDARD ELECTRICAL CONDUIT OR RACEWAY ONLY. PHASE AND NEUTRAL CONDUCTORS SHALL BE STRANDED COPPER ONLY WITH 600V TYPE THWN OR XHHW INSULATION. USE SUITABLE PULLING LUBRICANT TO INSTALL WIRES/CABLES IN RACEWAYS.
2. ALL CONDUCTOR SPLICES/JUNCTIONS SHALL BE LOCATED AT ACCESSIBLE LOCATIONS ONLY.
3. ALL WIRE SPLICES/CONNECTIONS IN ENCLOSURES IN GROUND SHALL BE ACCOMPLISHED USING WATERPROOF Y-TYPE PULL-APART NON-FUSED SPLICE CONNECTORS.
4. STANDARD SPRING-WIRE, CRIMP, OR SPLIT-BOLT TYPE CONNECTORS SIZED TO COORDINATE WITH THE CONNECTED CONDUCTORS SHALL BE PERMITTED FOR SPLICES/CONNECTIONS IN ENCLOSURES ABOVE GROUND.
5. SEE SPECIFICATION FOR LIGHT POLE ASSEMBLIES BELOW FOR SPLICE/TAP CONNECTIONS IN BASE OF POLES.
6. PROVIDE UNIQUE CONDUCTOR TAG NUMBERS ON ALL WIRES INSTALLED AT ANY LOCATION WHERE WIRES ARE ACCESSIBLE.
7. PROVIDE AS-BUILT CIRCUIT DIAGRAM OF ALL CIRCUITS INSTALLED AT COMPLETION OF PROJECT.

E. CONDUIT
1. NON-METALLIC CONDUIT: SCH-80 POLYVINYL CHLORIDE (PVC). NON-METALLIC FITTINGS AND CONDUIT BODIES PER NEMA TC-3. USE SCH-80 PVC CONDUIT FOR UNDERGROUND RUNS AND EMBEDDED IN CONCRETE STRUCTURES AND BASES UNLESS NOTED/SPECIFIED OTHERWISE.
   a. CONDUIT RUNS UNDER STREETS
      1) USE SCH-80 PVC CONDUIT.
      2) BURY A MINIMUM OF 30 IN. BELOW FINISHED GRADE OR SURFACE.
2. RIGID GALVANIZED CONDUIT (RGS): UL LISTED. USE RGS CONDUIT FOR LOCATIONS WHERE EXPOSED ABOVE GRADE DOWN TO 1 FT. BELOW GRADE, AND FOR RUNS INDICATED ON THE DRAWINGS.
3. CONDUIT SIZE SHALL BE AS SCHEDULED ON THE DRAWINGS, OR AS PER NEC.

F. HANDHOLES
1. COMPOSITE FIBERGLASS REINFORCED POLYMER CONCRETE HANDHOLE BOX WITH LID. PROVIDE AND INSTALL HANDHOLES PER APPLICABLE PORTIONS OF IADOT SPECIFICATIONS.
2. HANDHOLE TYPES/SIZES: ALL HANDHOLES SHALL BE IADOT TYPE I UNLESS NOTED OTHERWISE ON THE DRAWINGS.
3. COLOR OF BOX AND LID: GRAY.
4. PROVIDE WITH THE FOLLOWING LOGO ON LID.
   a. "LIGHTING"

G. LIGHT POLE ASSEMBLIES
1. LUMINAIRE: COOPER ARCHEON SERIES
   TYPE P1: ARCH-M-PA2-110-740-U-T2U
2. POLE: MILLERBERND ELITE SINGLE-ARM
   MODEL: EA8-310-A607-GV-PT-BLACK, VALMONT MODEL: DS90-850A31MH-8-HH-GV-AB
   a. PROVIDE WITH ANCHOR BOLTS SIZED FOR 90 MPH WIND WITH 1.3 GUST FACTOR.
   b. PROVIDE WITH COLOR MATCHING NUT COVERS AND HANDHOLE COVER.
   c. PROVIDE Y-TYPE WATERPROOF FUSED PULL-APART CONNECTORS IN BASE OF EACH POLE WITH A 5A FUSE IN EACH. SEE WIRING DETAIL ON P-SHEETS.
   d. POLES SHALL BE GALVANIZED STEEL FABRICATED FROM LOW CARBON STEEL OF U.S. STANDARD GAUGE TO WITHSTAND LOADING SHOWN ON THE PLAN AND 90 MPH WINDS AND SHALL BE MANUFACTURED FROM STEEL SHEET WITH ONE CONTINUOUS WELDED VERTICAL SEAM WITH FINISHED YIELD STRENGTH OF 48,000 PSI. THE BASE SHALL BE OF HEAVY CAST OR ROLLED STEEL.
   e. WELDING AND FABRICATION SHALL CONFORM TO THE STRUCTURAL WELDING CODE AWS, AS MODIFIED BY AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES AND THE CURRENT IOWA DOT SUPPLEMENTAL SPECIFICATIONS FOR STRUCTURAL STEEL.
   f. BOTH LIQUID FINISH (HOT-DIP) AND POWDER TOP COAT GALVANIZATION ARE ACCEPTABLE MEETING LATEST AASHTO SPECIFICATIONS. ALL LIGHT POLES, ARMS AND BASES SHALL COME WITH A 5-YEAR WARRANTY AGAINST FADING, CRACKING, PEELING AND CORROSION.
   g. THE ANCHOR BOLTS SHALL BE GALVANIZED FOR A MINIMUM OF 12 INCHES ON THE THREADED END AND SHALL BE THREADED A MINIMUM OF 6 INCHES AT ONE END AND HAVE A 4- INCH LONG, 90-DEGREE BEND AT THE OTHER END.
   h. CLEARANCES TO THE OVERHEAD UTILITIES SHALL BE SPECIFIED BY THE ELECTRIC UTILITY.
   i. POLE FINISH SHALL BE BLACK POWDER COATED GALVANIZED. PROVIDE WITH SQUARE BREAKAWAY TRANSFORMER BASE PER STANDARD ROADPLAN LI-210.

ESTIMATED PROJECT QUANTITIES (UP TO A 5 DIVISION PROJECT)

Division 1:
Division 2:
Division 3:
Division 4:
Division 5:

Item No.	Item Code	Item	Unit	Quantities Estimated Division 1	Quantities Estimated Total
1	2523-0000100	LIGHTING POLE	EACH	8	8
2	2523-0000200	ELECTRICAL CIRCUIT	LF	1000	1000
3	2523-0000310	HANDHOLE+JUNCTION BOX	EACH	2	2
4	2518-0006006	#6 WIRE BRANCH CONDUCTORS	LF	4000	4000
5	2518-0006010	#10 WIRE, LIGHT POLE RISER	LF	1600	1600

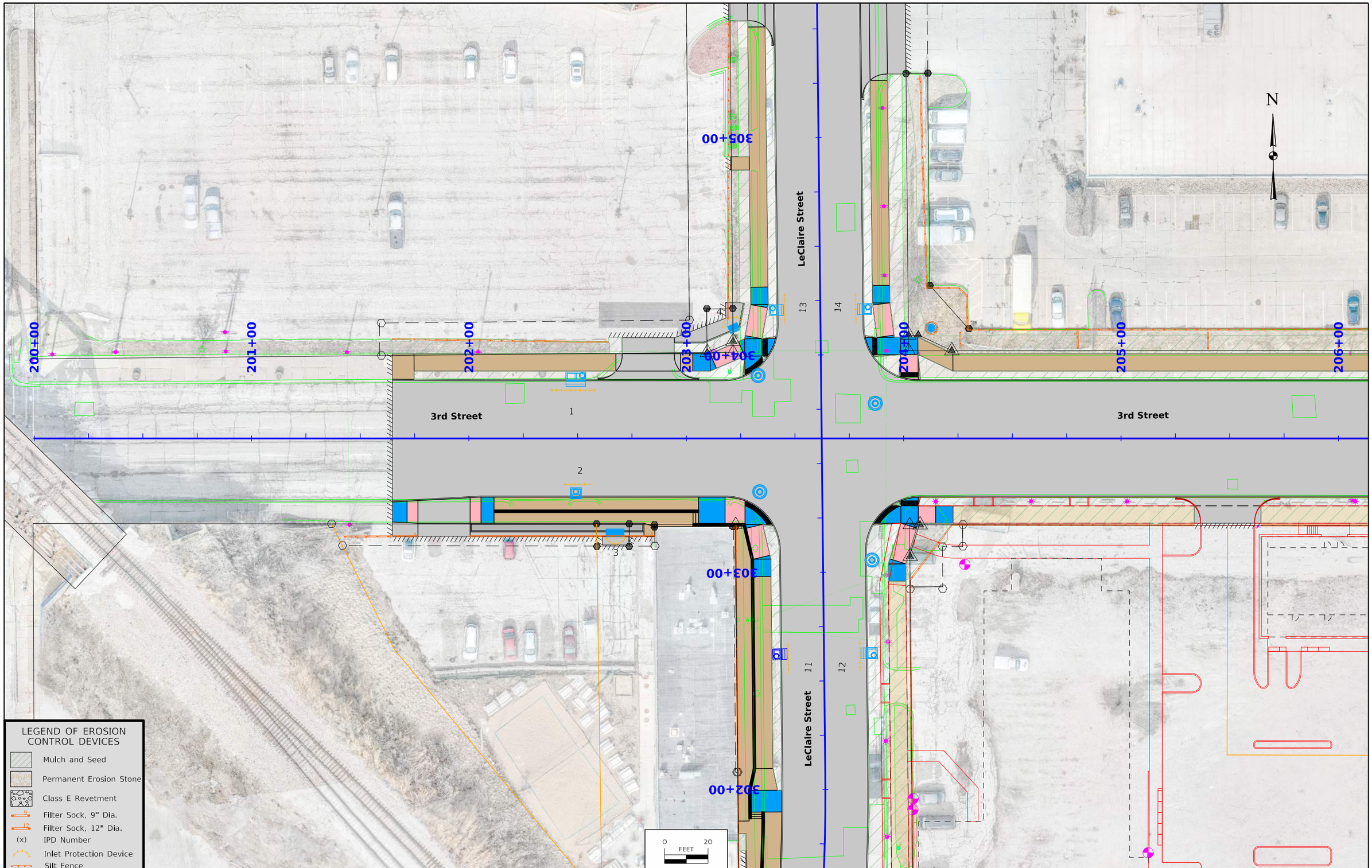
NOTES: (1) REFER TO SHEET P.6 FOR WIRE GAUGE/QTY
(2) REFER TO SHEET P.1 FOR CONDUIT AND WIRE SIZE
(3) PROVIDE 8 Y-TYPE SPLICE CONNECTORS
(4) PROVIDE 16 Y-TYPE FUSED TAP CONNECTORS

108-1
10-21-14

LIGHTING INSTALLATIONS

Location No.	Location Station	LI-101 Type	LI-101 A	LI-101 E FT	LI-201 Type	Remarks
3rd Street						
P.1	204+32.00, 42' LT				4	
P.2	206+26.00, 42' LT				4	
P.3	208+15.00, 28' LT				4	
Leclaire Street						
P.5	301+07.00, 27' RT				4	
P.6	303+13.00, 30' RT				4	
P.7	305+16.00, 35' RT				4	
P.8	307+13.00, 36' RT				4	
4th Street						
P.9	101+70.00, 28' RT				4	
P.10	102+84.00, 28' LT				4	

LIGHTING SPECIFICATIONS AND ESTIMATED QUANTITIES



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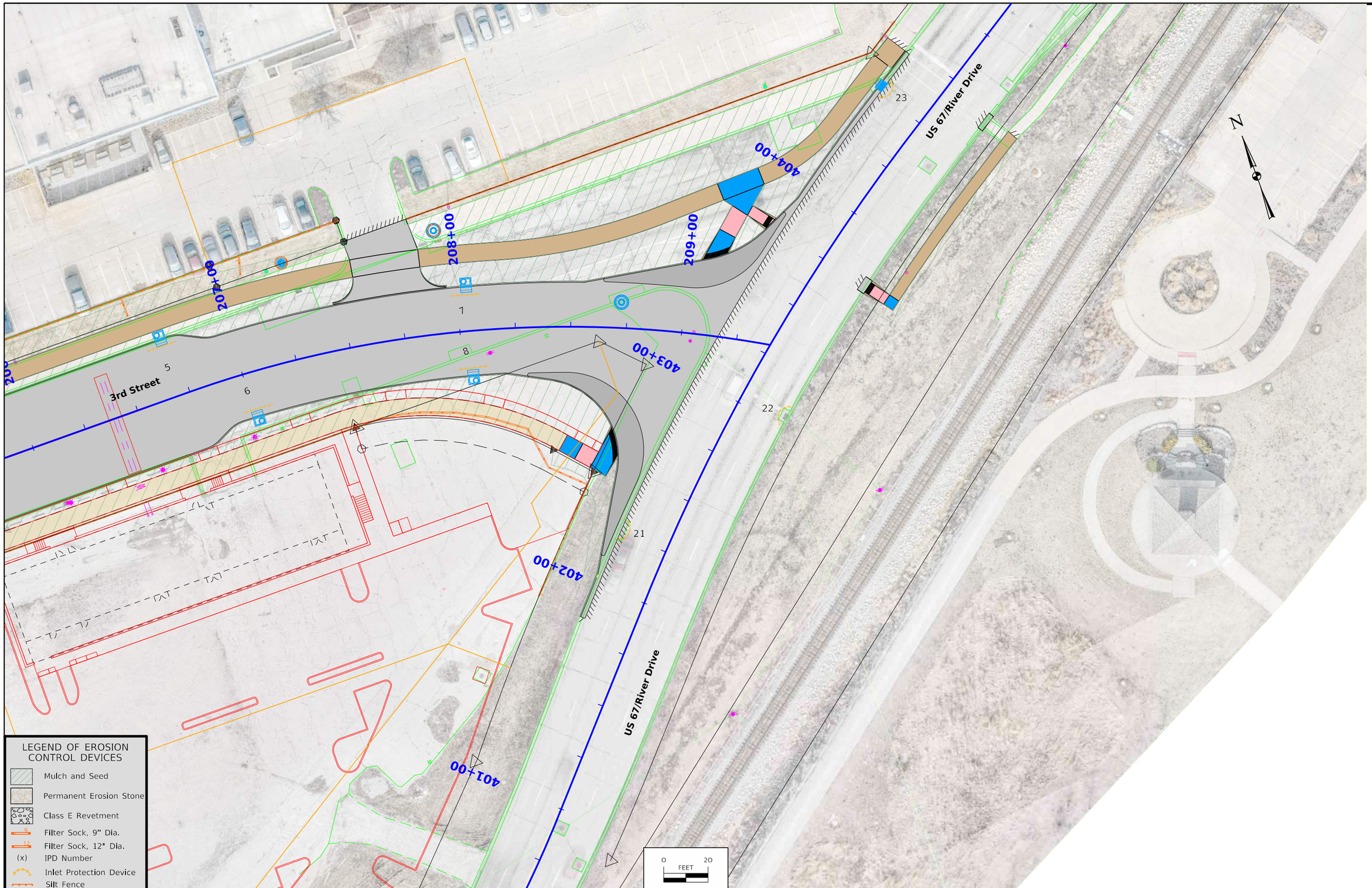

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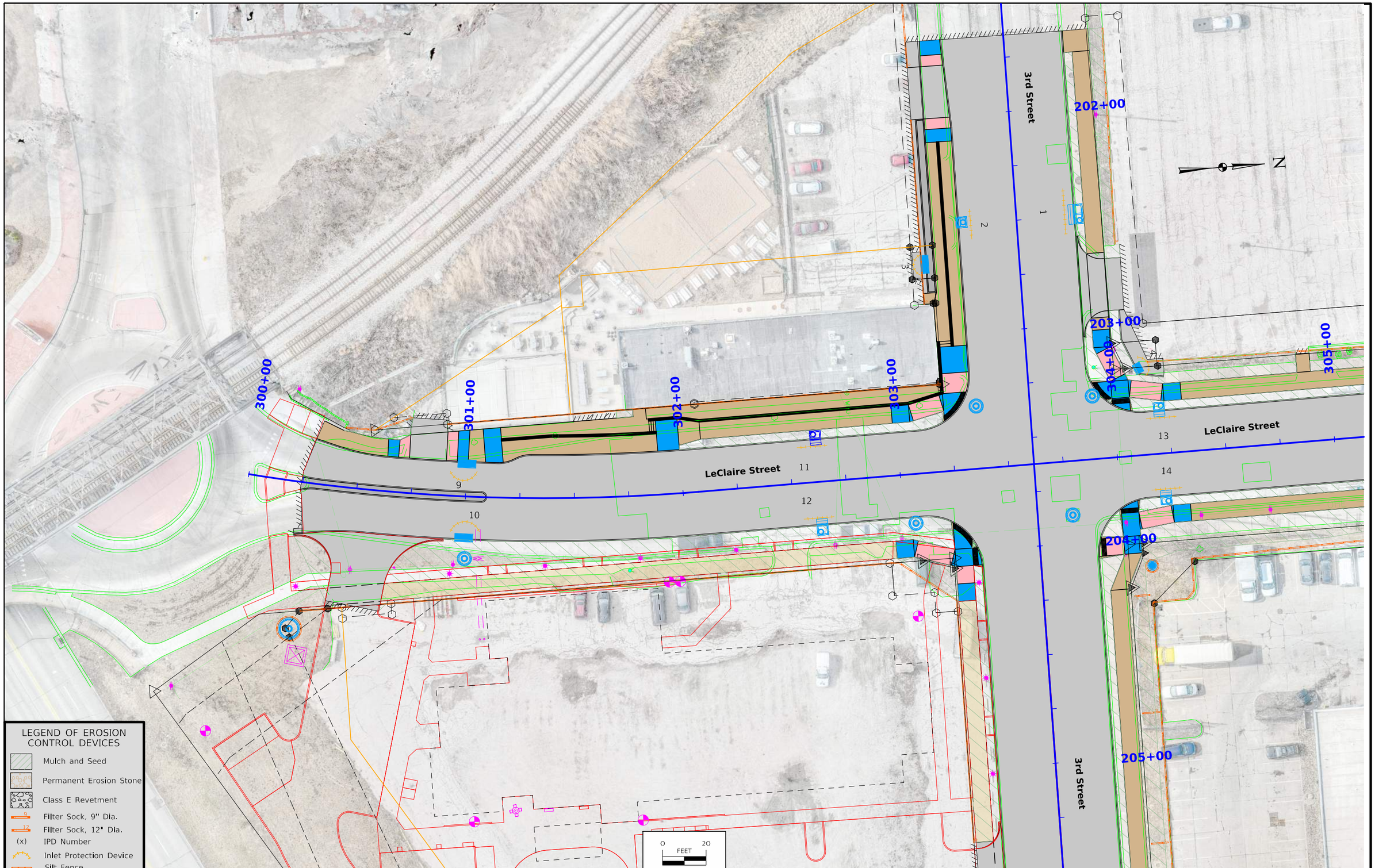

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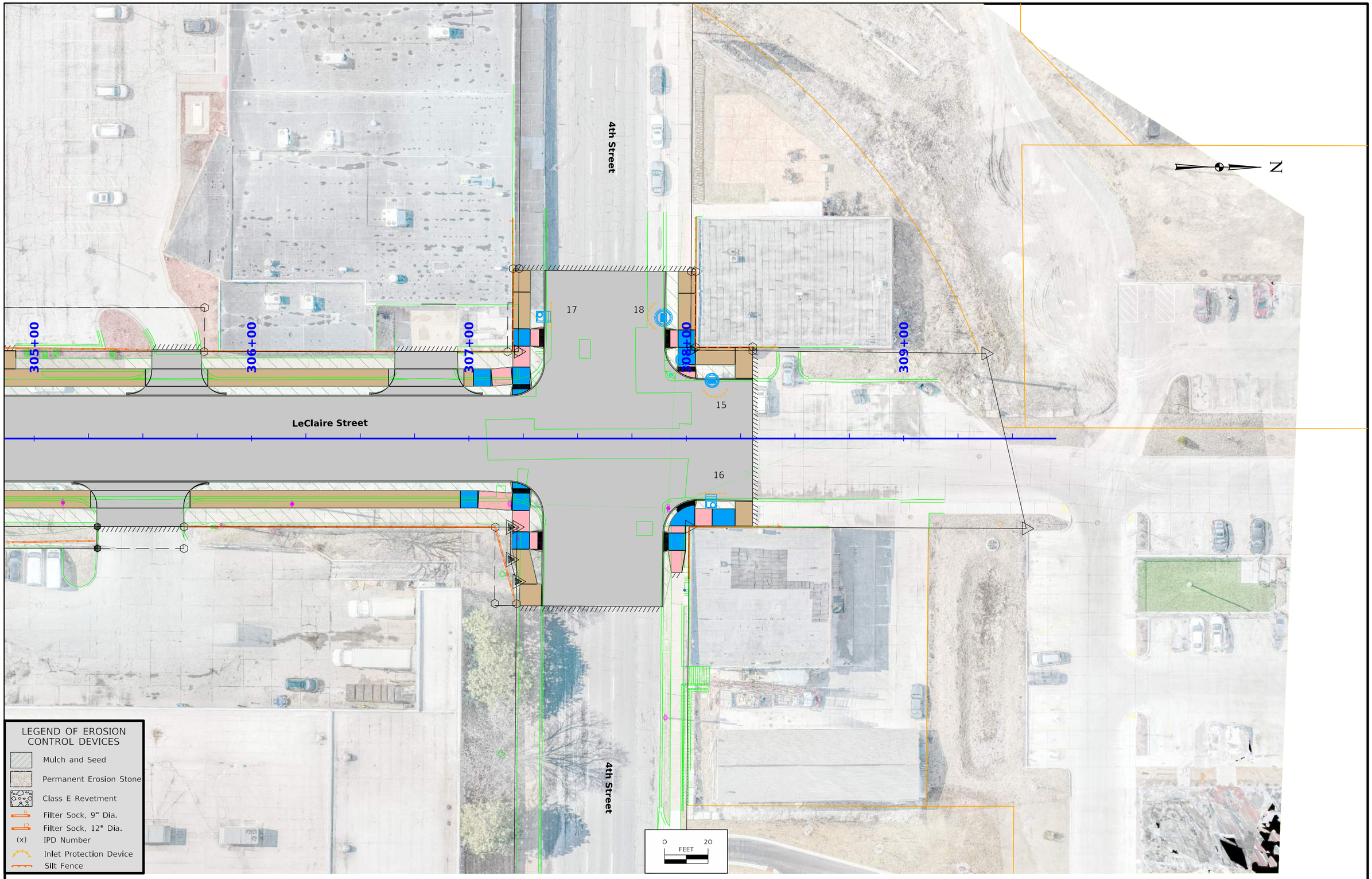

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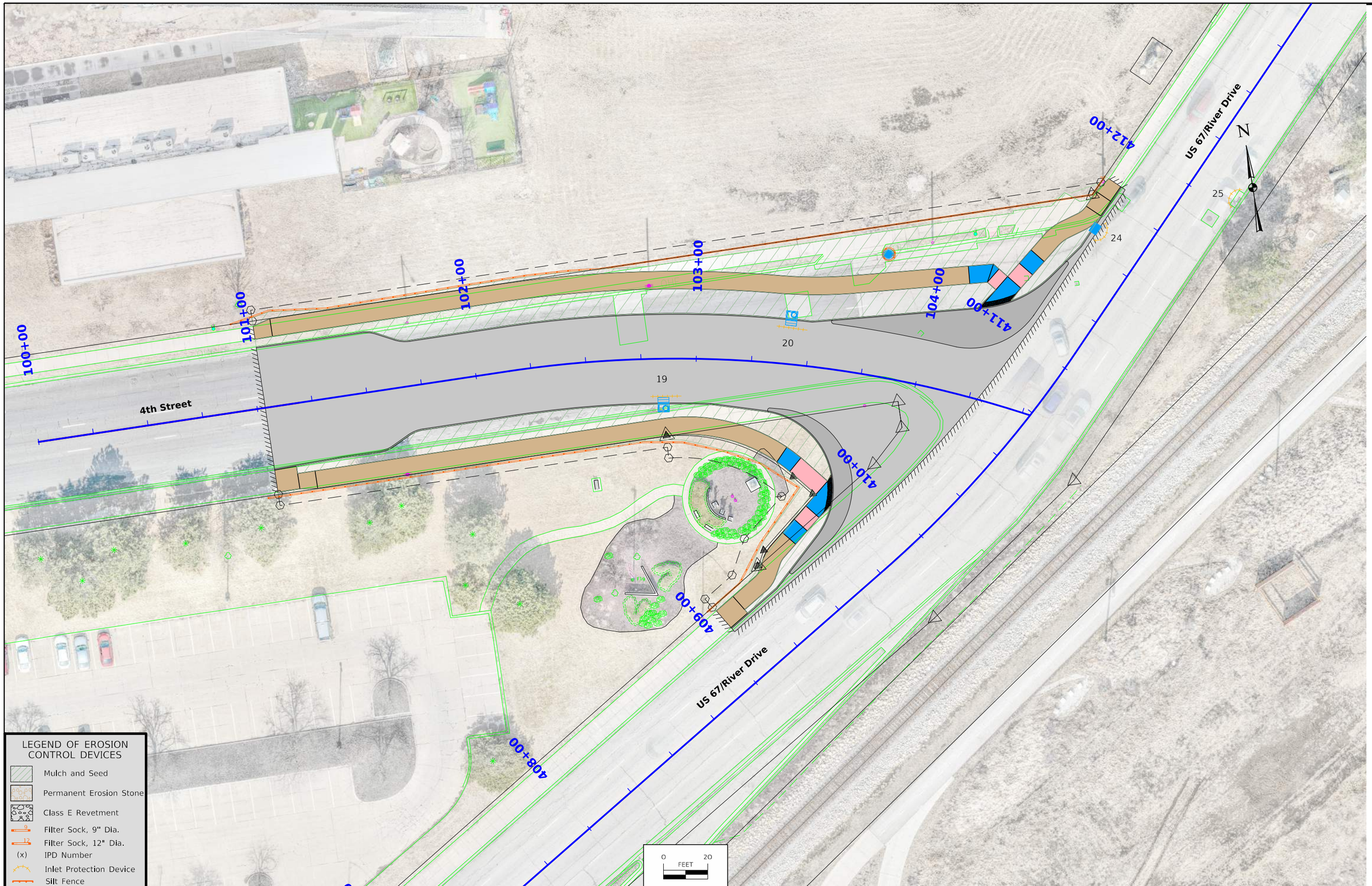

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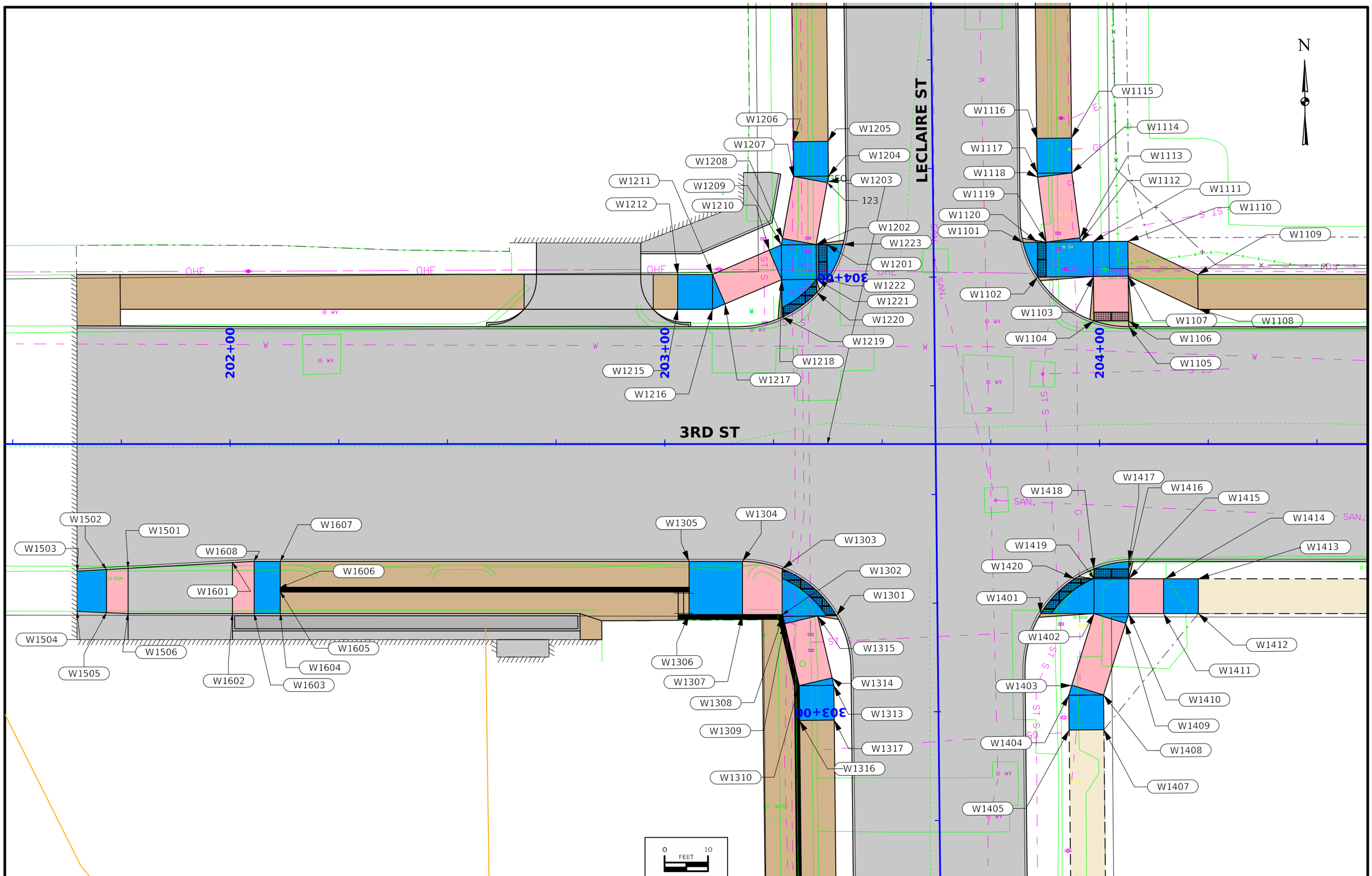

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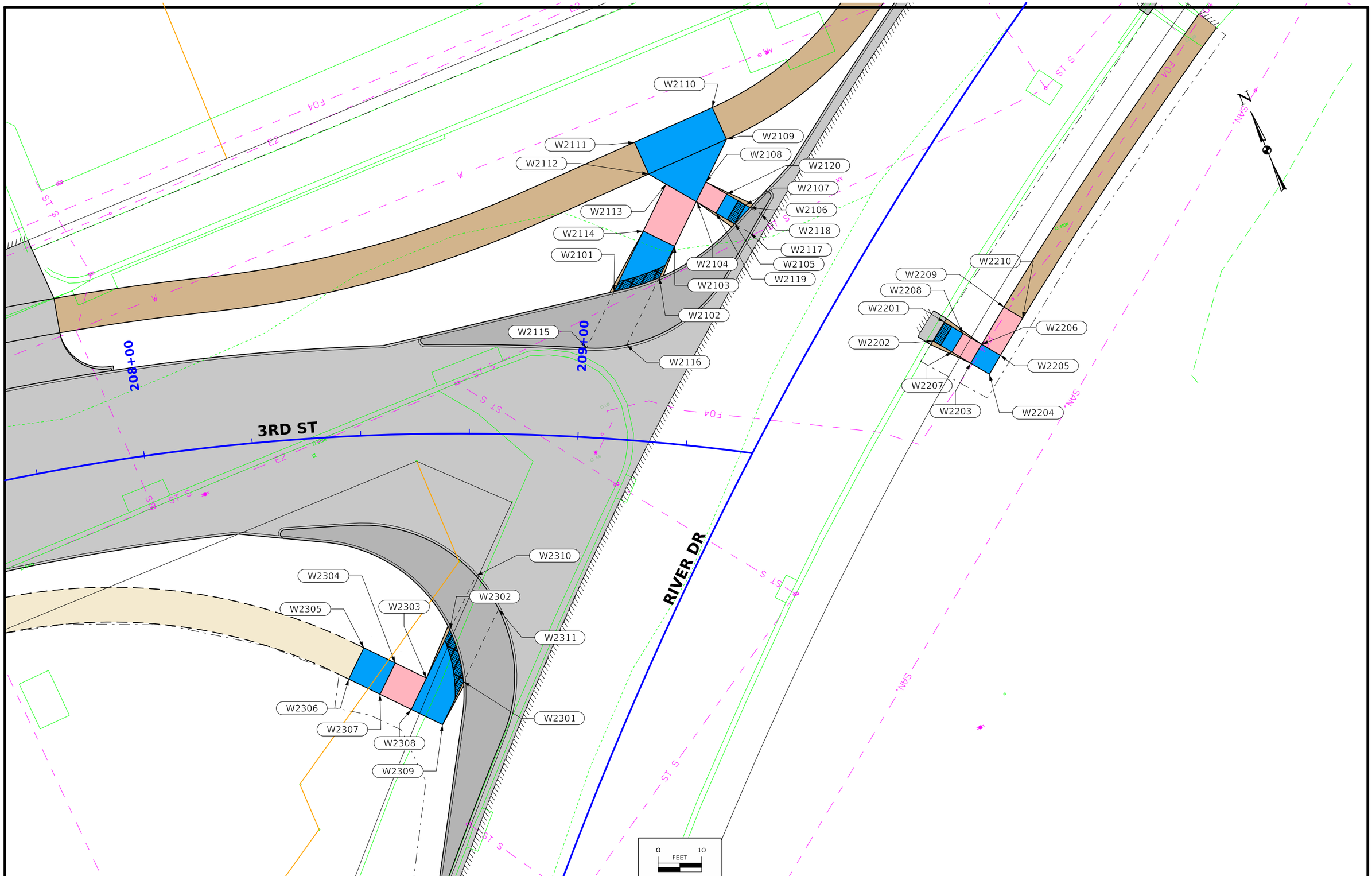

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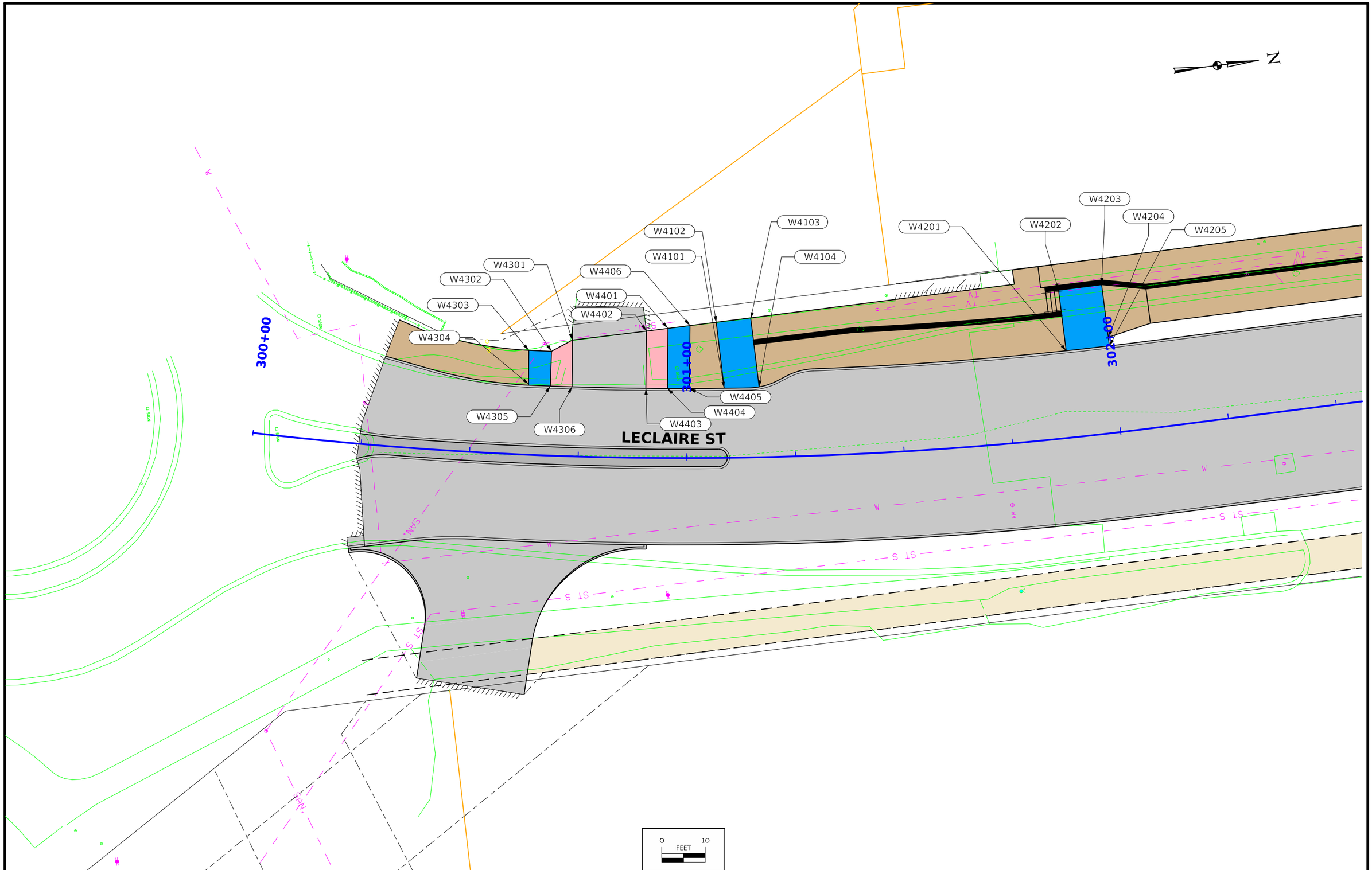

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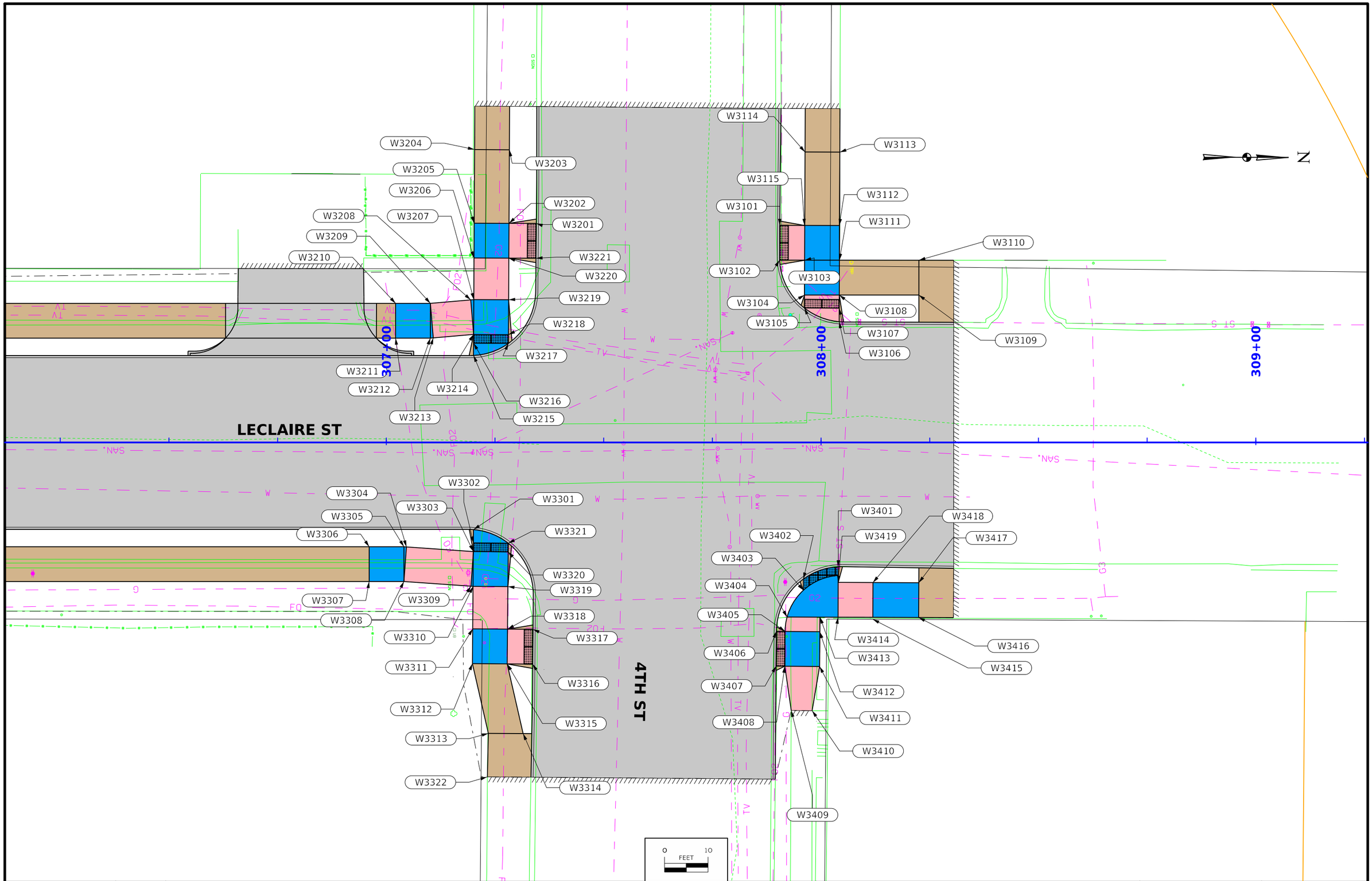

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER S.4

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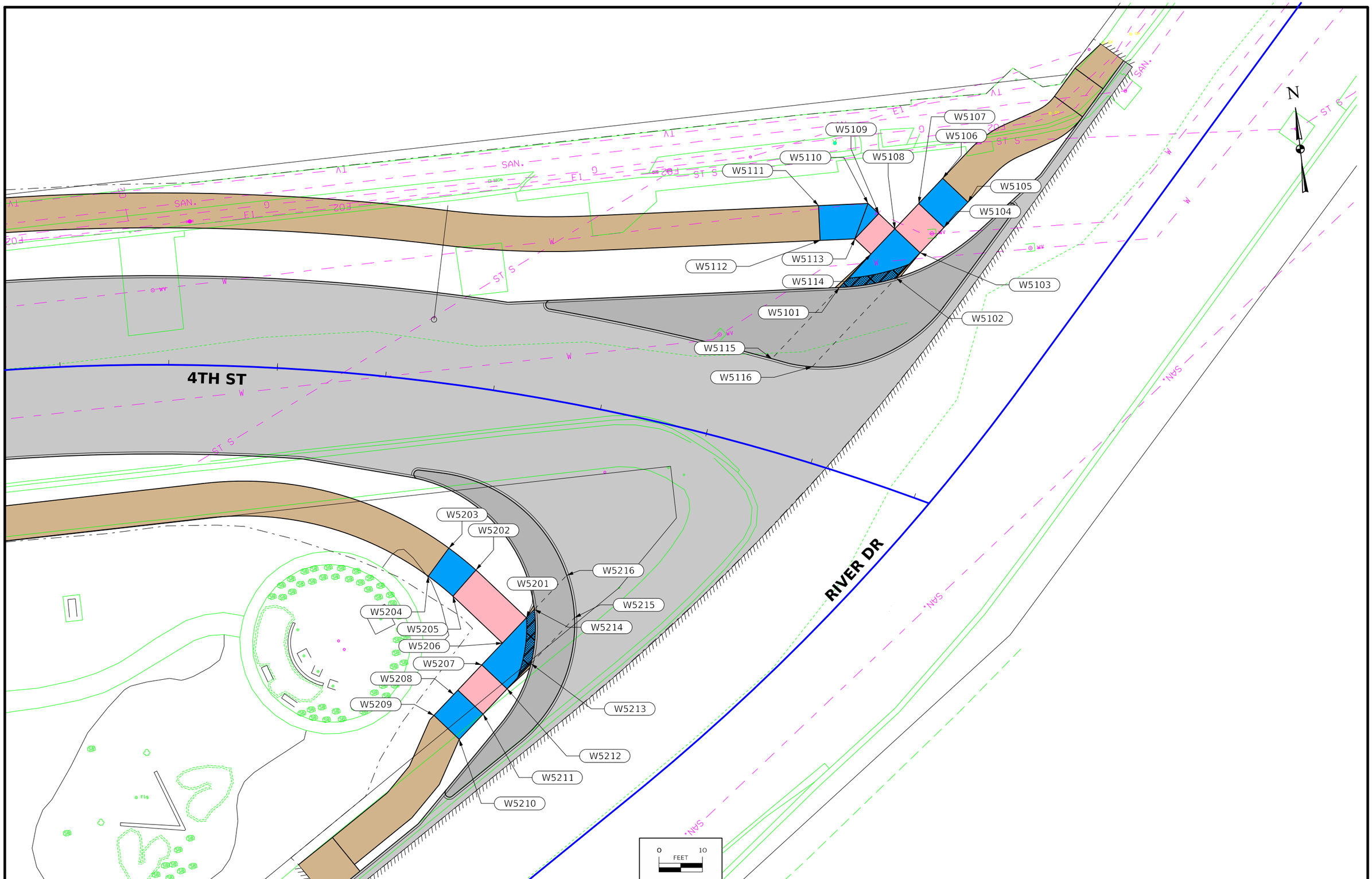

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER S.5

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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
W1102	W1101	Crosswalk Cross Slope - Yield Condition	6	8.69	-0.13	-1.5%	0.0% to 2.0%					W1101	203+82.40	46.38 LT	564.74
W1101	W1120	Landing/Turning Space	4	3.29	0.06	1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1102	203+85.77	38.41 LT	564.87
W1102	W1120	Landing/Turning Space	4	8.00	-0.07	-0.9%	0.1% to 2.0%					W1103	203+98.60	38.55 LT	564.95
W1102	W1103	Landing/Turning Space	4	12.84	0.08	0.6%	0.1% to 2.0%					W1104	203+98.71	28.32 LT	564.73
W1103	W1111	Landing/Turning Space	4	8.00	0.03	0.4%	0.1% to 2.0%					W1105	204+06.73	27.00 LT	564.77
W1103	W1107	Landing/Turning Space	4	8.00	0.08	1.0%	0.1% to 2.0%					W1106	204+06.71	28.32 LT	564.80
W1107	W1110	Landing/Turning Space	4	8.00	0.03	0.4%	0.1% to 2.0%					W1107	204+06.66	38.64 LT	565.03
W1110	W1111	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%					W1108	204+22.62	31.01 LT	564.96
W1111	W1112	Landing/Turning Space	4	2.84	-0.01	-0.3%	0.1% to 2.0%					W1109	204+22.64	39.00 LT	565.08
W1112	W1119	Landing/Turning Space	4	8.00	-0.14	-1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1110	204+06.52	46.36 LT	565.06
W1119	W1120	Landing/Turning Space	4	2.00	-0.03	-1.5%	0.1% to 2.0%					W1111	203+98.52	46.55 LT	564.98
W1112	W1113	Landing/Turning Space	4	0.94	0.00	-0.2%	0.1% to 2.0%					W1112	203+95.69	46.52 LT	564.97
W1113	W1119	Landing/Turning Space	4	7.94	-0.14	-1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1113	203+95.57	47.45 LT	564.97
W1103	W1104	Ramp Running Slope	6	10.22	-0.22	-2.1%	0.5% to 8.3%					W1114	203+93.65	62.39 LT	565.10
W1104	W1105	Crosswalk Cross Slope - No Yield Condition	6	8.00	0.04	0.5%	0.0% to 5.0%					W1115	203+93.56	70.45 LT	565.02
W1106	W1104	Ramp Cross Slope	6	8.00	-0.07	-0.8%	0.1% to 2.0%					W1116	203+85.66	70.31 LT	564.90
W1105	W1106	Ramp Running Slope	6	1.34	0.03	2.2%	0.5% to 8.3%					W1117	203+85.65	62.31 LT	564.97
W1106	W1107	Ramp Running Slope	6	10.22	0.23	2.3%	0.5% to 8.3%					W1118	203+85.76	61.38 LT	564.98
W1113	W1114	Ramp Running Slope	6	15.06	0.13	0.9%	0.5% to 8.3%					W1119	203+87.69	46.43 LT	564.83
W1118	W1119	Ramp Running Slope	6	15.06	-0.15	-1.0%	0.5% to 8.3%					W1120	203+85.69	46.42 LT	564.80
W1114	W1118	Landing/Turning Space	4	7.94	-0.12	-1.5%	0.1% to 2.0%								
W1114	W1117	Landing/Turning Space	4	8.00	-0.13	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W1114	W1115	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%								
W1115	W1116	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%								
W1116	W1117	Landing/Turning Space	4	8.00	0.07	0.9%	0.1% to 2.0%								
W1117	W1118	Landing/Turning Space	4	0.94	0.01	1.1%	0.1% to 2.0%								
W1222	W1223	Crosswalk Cross Slope - Yield Condition	6	8.86	-0.09	-1.0%	0.0% to 2.0%					W1201	203+37.32	45.90 LT	564.79
W1223	W1201	Landing/Turning Space	4	3.69	0.07	1.9%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1202	203+34.82	45.88 LT	564.83
W1202	W1208	Landing/Turning Space	4	7.85	0.13	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1203	203+37.42	60.34 LT	565.04
W1201	W1202	Landing/Turning Space	4	2.50	0.04	1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1204	203+37.65	61.65 LT	565.02
W1202	W1209	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W1205	203+37.57	69.62 LT	564.90
W1202	W1221	Landing/Turning Space	4	8.00	-0.01	-0.1%	0.1% to 2.0%				Drainage issues were considered	W1206	203+29.57	69.54 LT	565.02
W1208	W1209	Landing/Turning Space	4	1.50	-0.01	-0.7%	0.1% to 2.0%					W1207	203+29.65	61.53 LT	565.16
W1209	W1210	Landing/Turning Space	4	3.07	0.00	0.0%	0.1% to 2.0%				Drainage issues were considered	W1208	203+27.08	47.27 LT	564.96
W1209	W1218	Landing/Turning Space	4	8.00	-0.11	-1.4%	0.1% to 2.0%					W1209	203+26.82	45.79 LT	564.95
W1210	W1218	Landing/Turning Space	4	7.39	-0.11	-1.5%	0.1% to 2.0%					W1210	203+24.03	44.59 LT	564.95
W1220	W1221	Landing/Turning Space	4	2.00	0.02	1.0%	0.1% to 2.0%					W1211	203+10.97	39.00 LT	565.14
W1221	W1222	Landing/Turning Space	4	2.49	-0.01	-0.4%	0.1% to 2.0%					W1212	203+02.97	39.00 LT	565.16
W1202	W1203	Ramp Running Slope	6	14.50	0.21	1.4%	0.5% to 8.3%					W1215	203+02.98	31.00 LT	565.04
W1207	W1208	Ramp Running Slope	6	14.50	-0.20	-1.4%	0.5% to 8.3%					W1216	203+10.97	31.00 LT	565.03
W1203	W1204	Landing/Turning Space	4	1.50	-0.02	-1.3%	0.1% to 2.0%					W1217	203+13.86	32.23 LT	565.03
W1203	W1207	Landing/Turning Space	4	7.86	0.12	1.5%	0.1% to 2.0%					W1218	203+26.90	37.79 LT	564.84
W1204	W1207	Landing/Turning Space	4	8.00	0.14	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1219	203+26.99	29.19 LT	564.81
W1204	W1205	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W1220	203+34.94	34.85 LT	564.80
W1205	W1206	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W1221	203+34.90	37.88 LT	564.82
W1206	W1207	Landing/Turning Space	4	8.00	0.14	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1222	203+37.40	37.90 LT	564.81
W1210	W1211	Ramp Running Slope	6	14.17	0.19	1.3%	0.5% to 8.3%					W1223	203+37.32	45.90 LT	564.72
W1217	W1218	Ramp Running Slope	6	14.17	-0.19	-1.3%	0.5% to 8.3%								
W1211	W1216	Landing/Turning Space	4	8.00	-0.11	-1.4%	0.1% to 2.0%								
W1211	W1217	Landing/Turning Space	4	7.36	-0.11	-1.5%	0.1% to 2.0%								
W1211	W1212	Landing/Turning Space	4	8.00	0.02	0.2%	0.1% to 2.0%								
W1212	W1215	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%								
W1215	W1216	Landing/Turning Space	4	8.00	-0.01	-0.1%	0.1% to 2.0%				Drainage issues were considered				
W1216	W1217	Landing/Turning Space	4	3.12	0.00	0.0%	0.1% to 2.0%				Drainage issues were considered				
W1218	W1219	Landing/Turning Space	4	8.60	-0.03	-0.3%	0.1% to 2.0%								
W1218	W1221	Landing/Turning Space	4	8.00	-0.02	-0.2%	0.1% to 2.0%								
W1219	W1220	Crosswalk Cross Slope - No Yield Condition	6	9.81	-0.01	-0.1%	0.0% to 5.0%								
W1301	W1302	Crosswalk Cross Slope - Yield Condition	6	16.82	0.19	1.1%	0.0% to 2.0%					W1301	203+39.50	39.49 RT	564.56
W1308	W1315	Landing/Turning Space	4	10.87	-0.13	-1.2%	0.1% to 2.0%					W1302	203+26.02	39.21 RT	564.75
W1308	W1309	Landing/Turning Space	4	1.75	0.02	1.1%	0.1% to 2.0%					W1303	203+26.99	28.73 RT	564.67
W1309	W1315	Landing/Turning Space	4	7.81	-0.15	-1.9%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1304	203+17.85	27.00 RT	565.23
W1303	W1308	Landing/Turning Space	4	10.27	0.09	0.9%	0.1% to 2.0%					W1305	203+05.60	27.00 RT	565.06
W1302	W1308	Landing/Turning Space	4	0.65	0.01	1.5%	0.1% to 2.0%					W1306	203+05.60	39.23 RT	565.15
W1303	W1304	Ramp Running Slope	6	9.36	0.56	6.0%	0.5% to 8.3%					W1307	203+17.85	39.27 RT	565.36
W1307	W1308	Ramp Running Slope	6	9.15	-0.60	-6.6%	0.5% to 8.3%					W1308	203+27.14	39.63 RT	564.76
W1305	W1304	Landing/Turning Space	4	12.25	0.17	1.4%	0.1% to 2.0%					W1309	203+27.54	41.33 RT	564.78
W1304	W1307	Landing/Turning Space	4	11.94	0.13	1.1%	0.1% to 2.0%					W1310	203+30.89	55.59 RT	565.05
W1306	W1307	Landing/Turning Space	4	12.25	0.21	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1311	203+30.98	63.59 RT	565.82
W1305	W1306	Landing/Turning Space	4	11.96	0.09	0.8%	0.1% to 2.0%					W1312	203+38.98	63.50 RT	565.69
W1309	W1310	Ramp Running Slope	6	14.65	0.27	1.8%	0.5% to 8.3%					W1313	203+38.89	55.54 RT	564.96
W1314	W1315	Ramp Running Slope	6	14.65	-0.30	-2.0%	0.5% to 8.3%					W1314	203+38.49	53.80 RT	564.93
W1310	W1314	Landing/Turning Space	4	7.81	-0.12	-1.5%	0.1% to 2.0%					W1315	203+35.14	39.54 RT	564.63
W1310	W1313	Landing/Turning Space	4	8.00	-0.09	-1.1%	0.1% to 2.0%					W1316	203+30.98	63.59 RT	564.93
W1313	W1314	Landing/Turning Space	4	1.78	-0.03	-1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1317	203+38.98	63.50 RT	564.81
W1310	W1316	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%								
W1316	W1317	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%								
W1313	W1317	Landing/Turning Space	4	8.00	-0.15	-1.9%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W1308	W1315	Landing/Turning Space	4	8.00	-0.13	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W1315	W1301	Landing/Turning Space	4	4.36	-0.07	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W1401	W1420	Crosswalk Cross Slope - Yield Condition	6	11.29	0.09	0.8%	0.0% to 2.0%					W1401	203+86.49	39.03 RT	564.56
W1401	W1402	Landing/Turning Space	4	12.23	0.22	1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1402	203+98.72	39.00 RT	564.78
W1402	W1419	Landing/Turning Space	4	8.00	-0.10	-1.2%	0.1% to 2.0%					W1403	203+93.61	55.56 RT	565.05
W1402	W1409	Landing/Turning Space	4	7.64	0.12	1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1404	203+92.92	57.80 RT	565.06
W1402	W1410	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W1405	203+93.00	65.81 RT	564.96
W1409	W1410	Landing/Turning Space	4	2.37	0.00	0.0%	0.1% to 2.0%				Drainage issues were considered				
W1415	W1410	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W1407	204+04.00	65.71 RT	565.08
W1415	W1419	Landing/Turning Space	4	8.00	-0.10	-1.2%	0.1% to 2.0%					W1408	204+00.20	57.71 RT	565.17
W1415	W1416	Landing/Turning Space	4	2.27	-0.01	-0.4%	0.1% to 2.0%					W1409	204+06.02	41.26 RT	564.90

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	7" 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
W1416	W1417	Landing/Turning Space	4	1.71	-0.01	-0.6%	0.1% to 2.0%					W1410	204+06.72	39.00 RT	564.90
W1419	W1420	Landing/Turning Space	4	2.27	-0.03	-1.5%	0.1% to 2.0%					W1411	204+14.72	39.00 RT	565.17
W1403	W1404	Landing/Turning Space	4	2.44	0.01	0.4%	0.1% to 2.0%					W1412	204+22.72	39.00 RT	565.09
W1404	W1405	Landing/Turning Space	4	8.00	-0.10	-1.2%	0.1% to 2.0%					W1413	204+22.72	31.00 RT	564.97
W1407	W1408	Landing/Turning Space	4	8.00	0.09	1.1%	0.1% to 2.0%					W1414	204+14.78	31.00 RT	565.05
W1408	W1403	Landing/Turning Space	4	7.62	-0.12	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1415	204+06.72	30.91 RT	564.78
W1402	W1403	Ramp Running Slope	6	17.22	0.27	1.6%	0.5% to 8.3%					W1416	204+06.73	28.73 RT	564.77
W1408	W1409	Ramp Running Slope	6	17.22	-0.27	-1.6%	0.5% to 8.3%					W1417	204+06.73	27.03 RT	564.76
W1411	W1412	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%					W1418	203+98.73	28.73 RT	564.69
W1413	W1414	Landing/Turning Space	4	8.00	0.08	1.0%	0.1% to 2.0%					W1419	203+98.72	31.00 RT	564.68
W1414	W1411	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W1420	203+94.30	31.00 RT	564.65
W1412	W1413	Sidewalk Cross Slope	4	8.00	-0.12	-1.5%	0.5% to 2.0%								
W1410	W1411	Ramp Running Slope	6	8.00	0.27	3.4%	0.5% to 8.3%								
W1414	W1415	Ramp Running Slope	6	8.00	-0.27	-3.4%	0.5% to 8.3%								
W1417	W1418	Crosswalk Cross Slope - No Yield Condition	6	8.32	-0.07	-0.8%	0.0% to 5.0%								
W1501	W1502	Ramp Running Slope	6	5.00	0.40	8.0%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W1501	201+76.58	28.60 RT	564.41
W1506	W1505	Ramp Running Slope	6	5.00	0.29	5.8%	0.5% to 8.3%					W1502	201+71.59	28.87 RT	564.81
W1501	W1506	Ramp Cross Slope	6	10.41	0.19	1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1503	201+64.80	29.27 RT	564.84
W1502	W1505	Landing/Turning Space	4	9.92	0.08	0.8%	0.1% to 2.0%					W1504	201+64.81	38.49 RT	565.01
W1503	W1504	Landing/Turning Space	4	9.23	0.17	1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W1505	201+71.58	38.78 RT	564.89
W1502	W1503	Landing/Turning Space	4	6.78	0.03	0.4%	0.1% to 2.0%					W1506	201+76.58	39.00 RT	564.60
W1505	W1504	Landing/Turning Space	4	6.78	0.12	1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W1608	W1601	Ramp Running Slope	6	5.00	-0.37	-7.4%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W1601	202+00.58	27.27 RT	564.40
W1603	W1602	Ramp Running Slope	6	5.00	-0.33	-6.6%	0.5% to 8.3%					W1602	202+00.58	39.00 RT	564.57
W1601	W1602	Ramp Cross Slope	6	11.73	0.17	1.4%	0.1% to 2.0%					W1603	202+05.57	39.00 RT	564.90
W1608	W1603	Landing/Turning Space	4	12.00	0.13	1.1%	0.1% to 2.0%					W1604	202+11.55	39.00 RT	564.88
W1607	W1606	Landing/Turning Space	4	6.00	0.09	1.5%	0.1% to 2.0%					W1605	202+11.56	34.00 RT	564.81
W1605	W1604	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%					W1606	202+11.56	33.00 RT	564.81
W1607	W1608	Landing/Turning Space	4	6.00	0.05	0.8%	0.1% to 2.0%					W1607	202+11.56	27.00 RT	564.72
W1604	W1603	Landing/Turning Space	4	6.00	0.02	0.3%	0.1% to 2.0%					W1608	202+05.47	27.00 RT	564.77
W2101	W2102	Crosswalk Cross Slope - Yield Condition	6	11.03	0.11	1.0%	0.0% to 2.0%					W2101	209+06.11	33.84 LT	559.77
W2102	W2103	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W2102	209+15.67	37.87 LT	559.88
W2114	W2101	Landing/Turning Space	4	15.44	-0.24	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W2103	209+18.23	45.30 LT	560.00
W2114	W2103	Landing/Turning Space	4	15.47	-0.01	-0.1%	0.1% to 2.0%				Drainage issues were considered	W2104	209+22.06	55.89 LT	560.76
W2105	W2106	Crosswalk Cross Slope - Yield Condition	6	5.15	-0.03	-0.6%	0.0% to 2.0%					W2105	209+30.36	51.89 LT	560.42
W2106	W2107	Landing/Turning Space	4	1.15	0.01	0.9%	0.1% to 2.0%					W2106	209+33.08	55.95 LT	560.39
W2107	W2120	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%					W2107	209+32.13	56.40 LT	560.40
W2108	W2109	Landing/Turning Space	4	8.61	0.16	1.9%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W2108	209+23.45	60.70 LT	560.84
W2108	W2104	Landing/Turning Space	4	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W2109	209+26.72	70.94 LT	561.00
W2113	W2104	Landing/Turning Space	4	8.00	-0.04	-0.5%	0.1% to 2.0%					W2110	209+23.24	77.87 LT	560.86
W2109	W2110	Landing/Turning Space	4	8.00	-0.14	-1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W2111	209+08.23	68.41 LT	560.68
W2110	W2111	Landing/Turning Space	4	19.60	-0.18	-0.9%	0.1% to 2.0%					W2112	209+11.59	61.36 LT	560.82
W2111	W2112	Landing/Turning Space	4	8.00	0.14	1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W2113	209+15.33	59.36 LT	560.80
W2112	W2113	Landing/Turning Space	4	4.60	-0.02	-0.4%	0.1% to 2.0%					W2114	209+11.39	48.189 LT	560.01
W2113	W2114	Ramp Running Slope	6	10.00	-0.79	-7.9%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W2115	209+00.96	20.50 LT	559.93
W2103	W2104	Ramp Running Slope	6	11.41	0.76	6.7%	0.5% to 8.3%					W2116	209+09.64	21.75 LT	560.00
W2104	W2119	Ramp Running Slope	6	5.33	-0.27	-5.1%	0.5% to 8.3%					W2117	209+33.72	50.17 LT	560.33
W2105	W2107	Landing/Turning Space	4	5.00	-0.02	-0.4%	0.1% to 2.0%					W2118	209+35.53	54.80 LT	560.32
W2101	W2115	Sidewalk Running Slope	4	14.40	0.16	1.1%	0.5% to 5.0%					W2119	209+26.21	23.92 LT	560.49
W2102	W2116	Sidewalk Running Slope	4	17.30	0.12	0.7%	0.5% to 5.0%					W2120	209+28.02	58.41 LT	560.47
W2115	W2116	Crosswalk Cross Slope - Yield Condition	6	9.20	0.07	0.8%	0.0% to 2.0%								
W2105	W2117	Sidewalk Running Slope	4	3.60	-0.09	-2.5%	0.5% to 5.0%								
W2106	W2118	Sidewalk Running Slope	4	2.40	-0.07	-2.9%	0.5% to 5.0%								
W2117	W2118	Crosswalk Cross Slope - Yield Condition	6	5.00	-0.01	-0.2%	0.0% to 2.0%								
W2119	W2105	Landing/Turning Space	4	5.00	-0.07	-1.4%	0.1% to 2.0%								
W2119	W2120	Landing/Turning Space	4	5.00	-0.02	-0.4%	0.1% to 2.0%								
W2108	W2120	Ramp Running Slope	6	5.89	-0.37	-6.3%	0.5% to 8.3%								
W2201	W2202	Crosswalk Cross Slope - Yield Condition	6	5.00	0.01	0.2%	0.0% to 2.0%					W2201	403+77.85	24.02 RT	559.89
W2202	W2207	Landing/Turning Space	4	5.00	0.04	0.8%	0.1% to 2.0%					W2202	403+72.97	24.02 RT	559.90
W2201	W2208	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%					W2203	403+72.65	34.00 RT	560.31
W2208	W2207	Landing/Turning Space	4	5.00	-0.02	-0.4%	0.1% to 2.0%					W2204	403+72.62	39.00 RT	560.39
W2207	W2203	Ramp Running Slope	6	5.10	0.37	7.3%	0.5% to 8.3%					W2205	209+93.88	34.00 RT	560.41
W2208	W2206	Ramp Running Slope	6	5.10	0.38	7.5%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W2206	403+77.91	39.00 RT	560.34
W2206	W2203	Landing/Turning Space	4	5.00	-0.03	-0.6%	0.1% to 2.0%					W2207	203+72.68	29.01 RT	559.94
W2203	W2204	Landing/Turning Space	4	5.00	0.08	1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W2208	203+77.74	29.02 RT	559.96
W2206	W2205	Landing/Turning Space	4	5.00	0.07	1.4%	0.1% to 2.0%					W2209	403+88.24	34.00 RT	560.89
W2205	W2204	Landing/Turning Space	4	5.00	-0.02	-0.4%	0.1% to 2.0%					W2210	403+88.24	39.00 RT	560.96
W2206	W2209	Ramp Running Slope	6	10.00	0.55	5.5%	0.5% to 8.3%								
W2205	W2210	Ramp Running Slope	6	10.00	0.55	5.5%	0.5% to 8.3%								
W2209	W2210	Ramp Cross Slope	6	5.00	0.07	1.4%	0.1% to 2.0%								
W2301	W2302	Crosswalk Cross Slope - Yield Condition	6	12.34	-0.13	-1.1%	0.0% to 2.0%					W2301	208+73.81	57.02 RT	559.79
W2302	W2303	Landing/Turning Space	4	12.30	0.23	1.9%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W2302	208+70.34	45.15 RT	559.66
W2303	W2308	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W2303	208+64.25	56.17 RT	559.89
W2304	W2307	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W2304	208+56.29	52.51 RT	560.49
W2304	W2305	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W2305	208+48.59	58.80 RT	560.61
W2307	W2308	Ramp Running Slope	6	8.00	-0.60	-7.5%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W2306	208+44.16	55.74 RT	560.73
W2303	W2304	Ramp Running Slope	6	8.00	0.60	7.5%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W2307	208+52.08	59.57 RT	560.61
W2305	W2306	Match Existing Cross Slope	4	8.00	0.12	1.5%	Match Existing					W2308	208+60.13	63.30 RT	560.01
W2306	W2307	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W2309	208+68.31	66.90 RT	559.95
W2308	W2309	Landing/Turning Space	4	8.00	-0.06	-0.7%	0.1% to 2.0%					W2310	208+76.84	32.81 RT	559.79
W2309	W2301	Landing/Turning Space	4	11.00	-0.16	-1.5%	0.1% to 2.0%					W2311	208+82.54	40.27 RT	559.88
W2302	W2310	Sidewalk Running Slope	4	13.80	0.13	0.9%	0.5% to 5.0%								
W2301	W2311	Sidewalk Running Slope	4	18.50	0.09	0.5%	0.5% to 5.0%				Drainage issues were considered				
W2311	W2310	Crosswalk Cross Slope - Yield Condition	6	9.20	-0.09	-1.0%	0.0% to 2.0%								
W3101	W3102	Crosswalk Cross Slope - No Yield Condition	6	8.00	0.03	0.4%	0.0% to 5.0%					W3101	307+90.48	49.93 LT	573.33

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	7" 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
				FT	FT	%	Pos. or Neg.		%						
W3102	W3103	Ramp Running Slope	6	5.70	0.34	6.0%	0.5% to 8.3%					W3102	307+90.45	41.93 LT	573.36
W3101	W3115	Ramp Running Slope	6	5.70	0.41	7.2%	0.5% to 8.3%					W3103	307+96.21	41.92 LT	573.70
W3103	W3111	Landing/Turning Space	4	8.00	0.08	1.0%	0.1% to 2.0%					W3104	307+96.17	33.92 LT	573.66
W3103	W3104	Landing/Turning Space	4	8.00	-0.04	-0.5%	0.1% to 2.0%					W3105	307+96.16	30.93 LT	573.62
W3103	W3115	Landing/Turning Space	4	8.00	0.04	0.5%	0.1% to 2.0%					W3106	308+04.15	27.78 LT	573.54
W3108	W3111	Landing/Turning Space	4	8.00	0.04	0.5%	0.1% to 2.0%					W3107	308+04.16	30.90 LT	573.62
W3104	W3108	Landing/Turning Space	4	8.00	0.08	1.0%	0.1% to 2.0%					W3108	308+04.17	33.92 LT	573.74
W3111	W3112	Landing/Turning Space	4	8.00	0.04	0.5%	0.1% to 2.0%					W3109	308+22.48	33.91 LT	574.47
W3112	W3115	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%					W3110	308+04.21	41.92 LT	574.40
W3104	W3105	Ramp Running Slope	6	3.00	-0.04	-1.3%	0.5% to 8.3%					W3111	308+04.30	66.77 LT	573.78
W3106	W3107	Ramp Running Slope	6	3.12	0.08	2.6%	0.5% to 8.3%					W3112	307+96.30	66.82 LT	573.82
W3107	W3108	Ramp Running Slope	6	3.00	0.12	4.0%	0.5% to 8.3%					W3113	307+96.18	49.93 LT	574.16
W3105	W3107	Ramp Cross Slope	6	5.70	0.00	0.0%	0.1% to 2.0%				Drainage issues were considered	W3114	307+96.34	66.79 LT	574.08
W3105	W3106	Crosswalk Cross Slope - Yield Condition	6	8.00	-0.08	-1.0%	0.0% to 2.0%					W3115	307+96.18	49.98 LT	573.74
W3201	W3221	Crosswalk Cross Slope - No Yield Condition	6	8.00	-0.07	-0.9%	0.0% to 5.0%					W3201	307+34.36	50.35 LT	572.96
W3201	W3202	Ramp Running Slope	6	6.25	0.09	1.4%	0.5% to 8.3%					W3202	307+28.20	50.41 LT	573.05
W3221	W3220	Ramp Running Slope	6	6.25	0.12	1.9%	0.5% to 8.3%					W3203	307+28.29	67.33 LT	573.07
W3202	W3220	Landing/Turning Space	4	8.00	-0.04	-0.5%	0.1% to 2.0%					W3204	307+20.27	67.42 LT	573.52
W3202	W3205	Landing/Turning Space	4	8.00	0.04	0.5%	0.1% to 2.0%					W3205	307+20.20	50.45 LT	573.09
W3205	W3206	Landing/Turning Space	4	8.00	-0.04	-0.5%	0.1% to 2.0%					W3206	307+20.14	42.45 LT	573.05
W3206	W3220	Landing/Turning Space	4	8.00	-0.04	-0.5%	0.1% to 2.0%					W3207	307+20.12	32.86 LT	572.64
W3206	W3207	Ramp Running Slope	6	9.60	-0.41	-4.3%	0.5% to 8.3%					W3208	307+19.40	32.80 LT	572.64
W3219	W3220	Ramp Running Slope	6	9.60	0.45	4.7%	0.5% to 8.3%					W3209	307+10.13	32.00 LT	572.17
W3215	W3217	Crosswalk Cross Slope - Yield Condition	6	8.59	-0.11	-1.3%	0.0% to 2.0%					W3210	307+02.13	32.00 LT	572.05
W3207	W3219	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%					W3211	307+02.07	23.82 LT	571.96
W3207	W3208	Landing/Turning Space	4	0.72	0.00	0.0%	0.1% to 2.0%				Drainage issues were considered	W3212	307+10.13	24.00 LT	572.08
W3218	W3219	Landing/Turning Space	4	8.00	0.13	1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3213	307+10.81	24.06 LT	572.09
W3207	W3214	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%					W3214	307+20.08	24.86 LT	572.56
W3208	W3214	Landing/Turning Space	4	7.92	-0.08	-1.0%	0.1% to 2.0%					W3215	307+20.07	22.84 LT	572.51
W3217	W3218	Landing/Turning Space	4	2.00	0.03	1.5%	0.1% to 2.0%					W3216	307+28.07	22.79 LT	572.54
W3214	W3218	Landing/Turning Space	4	8.00	-0.13	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3217	307+28.05	24.27 LT	572.40
W3216	W3214	Landing/Turning Space	4	2.00	0.02	1.0%	0.1% to 2.0%					W3218	307+28.12	32.82 LT	572.43
W3215	W3216	Landing/Turning Space	4	2.82	0.03	1.1%	0.1% to 2.0%					W3219	307+28.14	42.41 LT	572.56
W3208	W3209	Ramp Running Slope	6	9.31	-0.47	-5.0%	0.5% to 8.3%					W3220	307+34.73	42.32 LT	573.01
W3213	W3214	Ramp Running Slope	6	9.31	0.47	5.0%	0.5% to 8.3%					W3221	307+34.40	42.40 LT	572.89
W3211	W3210	Landing/Turning Space	4	8.00	0.09	1.1%	0.1% to 2.0%								
W3211	W3212	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%								
W3213	W3212	Landing/Turning Space	4	0.69	-0.01	-1.4%	0.1% to 2.0%								
W3209	W3213	Landing/Turning Space	4	7.97	-0.08	-1.0%	0.1% to 2.0%								
W3209	W3212	Landing/Turning Space	4	8.00	-0.09	-1.1%	0.1% to 2.0%								
W3209	W3210	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%								
W3321	W3301	Crosswalk Cross Slope - Yield Condition	6	8.69	-0.07	-0.8%	0.0% to 2.0%					W3301	307+20.06	20.05 RT	572.02
W3301	W3302	Landing/Turning Space	4	3.06	0.05	1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3302	307+20.14	23.12 RT	572.07
W3302	W3303	Landing/Turning Space	4	2.00	0.03	1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3303	307+20.02	25.12 RT	572.10
W3303	W3309	Landing/Turning Space	4	7.98	0.12	1.5%	0.1% to 2.0%					W3304	307+04.62	24.04 RT	571.78
W3303	W3310	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W3305	307+04.06	24.00 RT	571.78
W3309	W3310	Landing/Turning Space	4	0.50	0.00	0.5%	0.1% to 2.0%					W3306	306+96.06	24.00 RT	571.66
W3310	W3319	Landing/Turning Space	4	8.00	0.04	0.5%	0.1% to 2.0%					W3307	306+96.06	32.00 RT	571.78
W3320	W3303	Landing/Turning Space	4	8.00	-0.02	-0.2%	0.1% to 2.0%					W3308	307+04.06	32.00 RT	571.92
W3320	W3321	Landing/Turning Space	4	2.00	-0.03	-1.5%	0.1% to 2.0%					W3309	307+19.46	33.09 RT	572.22
W3319	W3320	Landing/Turning Space	4	8.00	-0.14	-1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3310	307+19.95	33.12 RT	572.22
W3303	W3304	Ramp Running Slope	6	15.40	-0.32	-2.1%	0.5% to 8.3%					W3311	307+19.87	42.90 RT	572.53
W3308	W3309	Ramp Running Slope	6	15.50	0.30	1.9%	0.5% to 8.3%					W3312	307+19.81	50.9 RT	572.45
W3310	W3311	Ramp Running Slope	6	9.78	0.31	3.1%	0.5% to 8.3%					W3313	307+23.46	66.95 RT	572.30
W3304	W3308	Landing/Turning Space	4	7.98	0.14	1.8%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3314	307+31.30	67.01 RT	572.20
W3304	W3305	Landing/Turning Space	4	0.55	0.00	0.0%	0.1% to 2.0%				Drainage issues were considered	W3315	307+27.81	50.97 RT	572.33
W3305	W3306	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W3316	307+33.66	51.01 RT	572.05
W3305	W3308	Landing/Turning Space	4	8.00	0.14	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3317	307+33.73	43.02 RT	572.19
W3306	W3307	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W3318	307+27.87	42.97 RT	572.41
W3307	W3308	Landing/Turning Space	4	8.00	0.14	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3319	307+28.03	33.21 RT	572.26
W3311	W3318	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W3320	307+28.02	25.19 RT	572.12
W3311	W3312	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%					W3321	307+28.04	23.19 RT	572.09
W3312	W3315	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W3322	307+23.24	76.95 RT	572.21
W3315	W3318	Landing/Turning Space	4	8.00	0.08	1.0%	0.1% to 2.0%								
W3315	W3316	Ramp Running Slope	6	5.85	-0.28	-4.8%	0.5% to 8.3%								
W3317	W3318	Ramp Running Slope	6	5.85	0.22	3.8%	0.5% to 8.3%								
W3318	W3319	Ramp Running Slope	6	9.78	-0.15	-1.5%	0.5% to 8.3%								
W3316	W3317	Crosswalk Cross Slope - No Yield Condition	6	8.00	0.14	1.8%	0.0% to 5.0%								
W3402	W3401	Crosswalk Cross Slope - Yield Condition	6	8.61	-0.04	-0.5%	0.0% to 2.0%					W3401	308+03.95	28.61 RT	573.01
W3402	W3403	Landing/Turning Space	4	2.58	-0.01	-0.4%	0.1% to 2.0%					W3402	307+95.94	31.43 RT	573.05
W3403	W3404	Landing/Turning Space	4	7.29	-0.02	-0.3%	0.1% to 2.0%					W3403	307+95.93	34.02 RT	573.04
W3404	W3413	Landing/Turning Space	4	7.57	0.13	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3404	307+91.89	40.25 RT	573.02
W3413	W3414	Landing/Turning Space	4	4.15	0.07	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3405	307+91.73	43.49 RT	572.77
W3419	W3401	Landing/Turning Space	4	3.60	-0.07	-1.9%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W3406	307+89.73	43.47 RT	572.69
W3404	W3405	Ramp Running Slope	6	3.35	-0.25	-7.5%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W3407	307+89.66	51.47 RT	572.62
W3413	W3412	Ramp Running Slope	6	3.42	-0.26	-7.6%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W3408	307+91.66	51.48 RT	572.69
W3405	W3412	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W3409	307+93.13	61.67 RT	573.51
W3405	W3408	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%					W3410	307+97.94	61.73 RT	573.60
W3408	W3411	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W3411	307+99.66	51.55 RT	572.81
W3412	W3411	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%					W3412	307+99.68	43.55 RT	572.89
W3405	W3406	Ramp Running Slope	6	2.00	-0.08	-4.0%	0.5% to 8.3%					W3413	307+99.75	40.19 RT	573.15
W3407	W3408	Ramp Running Slope	6	2.00	0.07	3.5%	0.5% to 8.3%					W3414	308+03.91	40.21 RT	573.22
W3409	W3410	Match Existing Cross Slope	4	4.80	0.09	1.9%	Match Existing					W3415	308+11.90	40.69 RT	573.86
W3411	W3410	Ramp Running Slope	6	10.33	0.79	7.6%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W3416	308+22.44	40.28 RT	574.04
W3408	W3409	Ramp Running Slope	6	10.29	0.82	8.0%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W3417	308+22.47	32.28 RT	573.90
W3414	W3415	Ramp Running Slope	6	8.00	0.64	8.0%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W3418	308+11.94	32.24 RT	573.73
W3418	W3419	Ramp Running Slope	6	8.00	-0.65	-8.1%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W3419	308+03.94	32.21 RT	573.08

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			
												Point	Station	Offset	Elevation
				FT	FT	%	Pos. or Neg.		%						
W3414	W3419	Landing/Turning Space	4	8.00	-0.14	-1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W3415	W3418	Landing/Turning Space	4	8.00	-0.13	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W3415	W3416	Landing/Turning Space	4	10.50	0.18	1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W3416	W3417	Landing/Turning Space	4	8.00	-0.14	-1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W3417	W3418	Landing/Turning Space	4	10.50	-0.17	-1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed				
W3406	W3407	Crosswalk Cross Slope - No Yield Condition	6	8.00	-0.07	-0.9%	0.0% to 5.0%								
W4101	W4102	Landing/Turning Space	4	15.19	0.08	0.5%	0.1% to 2.0%					W4101	301+08.77	16.00 LT	564.59
W4102	W4103	Landing/Turning Space	4	8.00	0.02	0.3%	0.1% to 2.0%					W4102	301+07.04	31.11 LT	564.67
W4103	W4104	Landing/Turning Space	4	15.19	-0.08	-0.5%	0.1% to 2.0%					W4103	301+15.31	31.89 LT	564.69
W4104	W4101	Landing/Turning Space	4	8.00	-0.02	-0.2%	0.1% to 2.0%					W4104	301+16.95	16.18 LT	564.61
W4201	W4202	Landing/Turning Space	4	14.00	0.22	1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W4201	301+89.55	20.00 LT	564.80
W4203	W4202	Landing/Turning Space	4	10.00	0.02	0.2%	0.1% to 2.0%					W4202	301+89.24	34.10 LT	565.02
W4203	W4204	Landing/Turning Space	4	12.00	-0.20	-1.7%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W4203	301+99.66	34.24 LT	565.00
W4204	W4205	Landing/Turning Space	4	2.00	-0.02	-1.0%	0.1% to 2.0%					W4204	301+99.77	22.00 LT	564.80
W4205	W4201	Landing/Turning Space	4	10.00	0.02	0.2%	0.1% to 2.0%					W4205	301+99.79	20.00 LT	564.78
W4301	W4302	Ramp Running Slope	6	5.45	0.38	7.0%	0.5% to 8.3%					W4301	300+72.86	26.69 LT	564.33
W4306	W4305	Ramp Running Slope	6	5.00	0.40	8.0%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W4302	300+67.98	24.00 LT	564.71
W4301	W4306	Ramp Cross Slope	6	10.73	-0.06	-0.6%	0.1% to 2.0%					W4303	300+62.60	24.00 LT	564.74
W4302	W4305	Landing/Turning Space	4	8.00	-0.04	-0.5%	0.1% to 2.0%					W4304	300+62.88	16.26 LT	564.70
W4303	W4304	Landing/Turning Space	4	8.00	-0.04	-0.5%	0.1% to 2.0%					W4305	300+67.98	16.00 LT	564.67
W4302	W4303	Landing/Turning Space	4	5.23	0.03	0.6%	0.1% to 2.0%					W4306	300+73.06	16.00 LT	564.27
W4305	W4304	Landing/Turning Space	4	5.00	0.03	0.6%	0.1% to 2.0%								
W4401	W4402	Ramp Running Slope	6	4.96	-0.33	-6.7%	0.5% to 8.3%					W4401	300+95.52	29.80 LT	564.66
W4404	W4403	Ramp Running Slope	6	5.00	-0.37	-7.5%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W4402	300+90.85	29.25 LT	564.33
W4402	W4403	Ramp Cross Slope	6	13.16	-0.11	-0.8%	0.1% to 2.0%					W4403	300+90.41	16.00 LT	564.22
W4401	W4404	Landing/Turning Space	4	13.81	-0.07	-0.5%	0.1% to 2.0%					W4404	300+95.50	16.00 LT	564.59
W4406	W4405	Landing/Turning Space	4	5.13	-0.07	-1.3%	0.1% to 2.0%					W4405	301+00.60	16.00 LT	564.59
W4406	W4401	Landing/Turning Space	4	5.00	0.00	0.0%	0.1% to 2.0%				Drainage issues were considered	W4406	301+00.83	30.43 LT	564.66
W4405	W4404	Landing/Turning Space	4	14.47	0.00	0.0%	0.1% to 2.0%				Drainage issues were considered				
W5101	W5102	Crosswalk Cross Slope - Yield Condition	6	13.28	-0.07	-0.5%	0.0% to 2.0%					W5101	104+19.74	40.58 LT	561.48
W5102	W5103	Landing/Turning Space	4	8.00	0.04	0.5%	0.1% to 2.0%					W5102	104+30.66	46.50 LT	561.41
W5103	W5108	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W5103	104+33.80	53.72 LT	561.45
W5108	W5114	Landing/Turning Space	4	9.00	-0.04	-0.4%	0.1% to 2.0%					W5104	104+36.86	60.96 LT	561.61
W5114	W5101	Landing/Turning Space	4	10.60	-0.05	-0.5%	0.1% to 2.0%					W5105	104+39.84	68.22 LT	561.49
W5103	W5104	Ramp Running Slope	6	8.00	0.16	2.0%	0.5% to 8.3%					W5106	104+33.46	71.60 LT	561.61
W5108	W5107	Ramp Running Slope	6	8.00	0.16	2.0%	0.5% to 8.3%					W5107	104+30.42	64.39 LT	561.73
W5104	W5105	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W5108	104+27.30	57.19 LT	561.57
W5105	W5106	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W5109	104+23.60	59.27 LT	561.82
W5106	W5107	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W5110	104+20.48	60.97 LT	561.84
W5104	W5107	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W5111	104+10.81	57.33 LT	561.90
W5108	W5109	Ramp Running Slope	6	5.10	0.25	4.9%	0.5% to 8.3%					W5112	104+13.07	49.73 LT	561.82
W5114	W5113	Ramp Running Slope	6	5.10	0.26	5.1%	0.5% to 8.3%					W5113	104+19.96	52.30 LT	561.79
W5109	W5113	Landing/Turning Space	4	8.00	-0.03	-0.4%	0.1% to 2.0%					W5114	104+24.10	50.01 LT	561.53
W5109	W5110	Landing/Turning Space	4	3.40	0.02	0.6%	0.1% to 2.0%					W5115	104+09.91	20.54 LT	561.38
W5110	W5113	Landing/Turning Space	4	8.69	-0.05	-0.6%	0.1% to 2.0%					W5116	104+18.96	21.29 LT	561.35
W5110	W5111	Landing/Turning Space	4	11.40	0.06	0.5%	0.1% to 2.0%								
W5111	W5112	Landing/Turning Space	4	8.00	-0.08	-1.0%	0.1% to 2.0%								
W5112	W5113	Landing/Turning Space	4	8.00	-0.03	-0.4%	0.1% to 2.0%								
W5101	W5115	Sidewalk Running Slope	4	22.60	-0.10	-0.4%	0.5% to 5.0%				Drainage issues were considered				
W5102	W5116	Sidewalk Running Slope	4	28.10	-0.06	-0.2%	0.5% to 5.0%				Drainage issues were considered				
W5115	W5116	Crosswalk Cross Slope - Yield Condition	6	9.50	-0.03	-0.3%	0.0% to 2.0%								
W5213	W5214	Crosswalk Cross Slope - Yield Condition	6	12.50	0.11	0.9%	0.0% to 2.0%					W5201	103+67.10	50.28 RT	560.28
W5214	W5201	Landing/Turning Space	4	2.00	0.01	0.5%	0.1% to 2.0%					W5202	103+52.50	41.47 RT	561.40
W5206	W5201	Landing/Turning Space	4	8.00	-0.02	-0.2%	0.1% to 2.0%					W5203	103+44.93	37.36 RT	561.52
W5206	W5207	Landing/Turning Space	4	6.92	0.10	1.4%	0.1% to 2.0%					W5204	103+40.85	44.43 RT	561.64
W5207	W5212	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W5205	103+47.72	48.18 RT	561.53
W5212	W5213	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W5206	103+62.21	56.98 RT	560.30
W5201	W5202	Ramp Running Slope	6	16.00	1.12	7.0%	0.5% to 8.3%					W5207	103+57.87	62.75 RT	560.40
W5205	W5206	Ramp Running Slope	6	16.00	-1.23	-7.7%	0.5% to 8.3%	Yes			Proposed slope is maximum allowed	W5208	103+51.82	70.48 RT	560.88
W5202	W5203	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W5209	103+47.39	75.94 RT	560.84
W5202	W5205	Landing/Turning Space	4	8.00	0.13	1.6%	0.1% to 2.0%	Yes			Proposed slope is maximum allowed	W5210	103+55.17	80.49 RT	560.72
W5203	W5204	Landing/Turning Space	4	8.00	0.12	1.5%	0.1% to 2.0%					W5211	103+60.38	73.75 RT	560.76
W5204	W5205	Landing/Turning Space	4	8.00	-0.11	-1.4%	0.1% to 2.0%					W5212	103+65.52	67.16 RT	560.28
W5207	W5208	Ramp Running Slope	6	8.00	0.48	6.0%	0.5% to 8.3%					W5213	103+70.46	60.43 RT	560.16
W5211	W5212	Ramp Running Slope	6	8.00	-0.48	-6.0%	0.5% to 8.3%					W5214	103+68.69	48.04 RT	560.27
W5208	W5211	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W5215	103+74.99	38.92 RT	560.61
W5209	W5210	Landing/Turning Space	4	8.00	-0.12	-1.5%	0.1% to 2.0%					W5216	103+79.09	48.07 RT	560.76
W5210	W5211	Landing/Turning Space	4	8.00	0.04	0.5%	0.1% to 2.0%								
W5214	W5216	Sidewalk Running Slope	4	10.80	0.49	4.5%	0.5% to 5.0%	Yes			Proposed slope is maximum allowed				
W5213	W5215	Sidewalk Running Slope	4	14.60	0.45	3.1%	0.5% to 5.0%								
W5215	W5216	Crosswalk Cross Slope - Yield Condition	6	9.90	0.15	1.5%	0.0% to 2.0%								

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								
ML_3RD																						
201+75.00																						
202+00.00	83	33	50	33	4	4	6	27	0	0	0	0	0	0								
202+25.00	79	30	49	30	7	7	9	21	0	0	0	0	0	0								
202+50.00	70	24	46	24	12	12	15	9	0	0	0	0	0	0								
202+75.00	47	14	34	14	23	23	29	-16	0	0	0	0	0	0								
203+00.00	21	8	13	8	49	49	64	-56	0	0	0	0	0	0								
203+25.00	11	11	1	11	79	79	102	-92	0	0	0	0	0	0								
203+50.00	12	7	6	7	106	106	137	-130	0	0	0	0	0	0								
203+75.00	10	0	10	0	121	121	157	-157	0	0	0	0	0	0								
204+00.00	5	0	5	0	100	100	130	-130	0	0	0	0	0	0								
204+25.00	0	0	0	0	91	91	119	-118	0	0	0	0	0	0								
204+50.00	1	1	0	1	95	95	124	-123	0	0	0	0	0	0								
204+75.00	2	2	0	2	87	87	113	-111	0	0	0	0	0	0								
205+00.00	4	4	0	4	83	83	108	-104	0	0	0	0	0	0								
205+25.00	5	5	0	5	77	77	100	-94	0	0	0	0	0	0								
205+50.00	8	5	3	5	66	66	86	-80	0	0	0	0	0	0								
205+75.00	15	6	9	6	55	55	71	-65	0	0	0	0	0	0								
206+00.00	28	8	20	8	41	41	54	-46	0	0	0	0	0	0								
206+25.00	43	11	33	11	25	25	33	-22	0	0	0	0	0	0								
206+50.00	58	14	44	14	12	12	15	-1	0	0	0	0	0	0								
206+75.00	74	25	49	25	5	5	7	18	0	0	0	0	0	0								
207+00.00	80	33	47	33	10	10	14	20	0	0	0	0	0	0								
207+25.00	86	40	46	40	15	15	19	21	0	0	0	0	0	0								
207+50.00	97	48	48	48	7	7	9	40	0	0	0	0	0	0								
207+75.00	107	57	50	57	0	0	0	57	0	0	0	0	0	0								
208+00.00	127	78	48	78	7	7	9	70	0	0	0	0	0	0								
208+25.00	143	96	47	96	14	14	18	78	0	0	0	0	0	0								
208+50.00	151	104	47	104	16	16	21	83	0	0	0	0	0	0								
208+75.00	222	176	45	176	15	15	20	157	0	0	0	0	0	0								
209+00.00	236	192	44	192	18	18	24	168	0	0	0	0	0	0								
209+25.00	124	77	47	77	30	30	39	38	0	0	0	0	0	0								
209+40.32	27	6	21	6	21	21	28	-22	0	0	0	0	0	0								
ML_3RD																						
Totals:	1,977	1,116	861	1,116	1,289	1,289	1,677	-561	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
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								
SR_Leclaire																						
300+29.49																						
300+50.00	43	13	30	13	1	1	1	12	0	0	0	0	0	0								
300+75.00	40	5	35	5	2	2	2	3	0	0	0	0	0	0								
301+00.00	35	2	33	2	11	11	14	-12	0	0	0	0	0	0								
301+25.00	33	3	30	3	21	21	28	-25	0	0	0	0	0	0								
301+50.00	28	5	23	5	34	34	45	-39	0	0	0	0	0	0								
301+75.00	18	6	12	6	55	55	71	-65	0	0	0	0	0	0								
302+00.00	9	4	5	4	76	76	99	-95	0	0	0	0	0	0								
302+25.00	4	3	1	3	92	92	120	-116	0	0	0	0	0	0								
302+50.00	5	5	0	5	99	99	129	-124	0	0	0	0	0	0								
302+75.00	6	6	0	6	104	104	135	-130	0	0	0	0	0	0								
303+00.00	7	5	2	5	103	103	134	-130	0	0	0	0	0	0								
303+25.00	5	2	3	2	99	99	129	-127	0	0	0	0	0	0								
303+50.00	1	0	1	0	48	48	62	-62	0	0	0	0	0	0								
303+75.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
304+00.00	1	1	0	1	15	15	20	-19	0	0	0	0	0	0								
304+25.00	22	1	20	1	29	29	37	-36	0	0	0	0	0	0								
304+50.00	58	16	42	16	25	25	32	-16	0	0	0	0	0	0								
304+75.00	87	44	43	44	19	19	25	18	0	0	0	0	0	0								
305+00.00	100	56	44	56	15	15	20	37	0	0	0	0	0	0								
305+25.00	100	54	47	54	11	11	14	40	0	0	0	0	0	0								
305+50.00	98	48	50	48	3	3	4	44	0	0	0	0	0	0								
305+75.00	95	44	51	44	0	0	0	44	0	0	0	0	0	0								
306+00.00	91	44	47	44	8	8	10	34	0	0	0	0	0	0								
306+25.00	87	43	44	43	16	16	20	23	0	0	0	0	0	0								
306+50.00	85	41	44	41	16	16	21	20	0	0	0	0	0	0								
306+75.00	84	38	46	38	12	12	16	23	0	0	0	0	0	0								
307+00.00	82	33	49	33	4	4	5	28	0	0	0	0	0	0								
307+25.00	75	24	51	24	0	0	0	24	0	0	0	0	0	0								
307+50.00	134	36	98	36	0	0	0	36	0	0	0	0	0	0								
307+75.00	210	67	143	67	0	0	0	67	0	0	0	0	0	0								
308+00.00	162	65	96	65	0	0	0	65	0	0	0	0	0	0								
308+25.00	95	45	50	45	0	0	1	45	0	0	0	0	0	0								
308+30.41	20	9	11	9	0	0	0	9	0	0	0	0	0	0								
SR_Leclaire Totals:	1,919	768	1,152	768	919	919	1,196	-428	0	0	0	0	0	0								

#

FILE NO.		DESIGN TEAM				COUNTY	PROJECT NUMBER		SHEET NUMBER T.2

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

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

107-28
04-21-15

	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]
Station	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_4TH																						
101+03.65																						
101+25.00	66	45	21	45	6	6	8	37	0	0	0	0	0	0								
101+50.00	81	31	50	31	9	9	12	20	0	0	0	0	0	0								
101+75.00	73	25	48	25	18	18	23	3	0	0	0	0	0	0								
102+00.00	68	21	47	21	26	26	34	-13	0	0	0	0	0	0								
102+25.00	70	23	47	23	26	26	34	-12	0	0	0	0	0	0								
102+50.00	70	23	47	23	28	28	36	-13	0	0	0	0	0	0								
102+75.00	68	23	45	23	31	31	40	-17	0	0	0	0	0	0								
103+00.00	70	27	43	27	35	35	46	-19	0	0	0	0	0	0								
103+25.00	86	46	40	46	35	35	46	0	0	0	0	0	0	0								
103+50.00	119	79	40	79	29	29	38	41	0	0	0	0	0	0								
103+75.00	173	132	40	132	26	26	33	99	0	0	0	0	0	0								
104+00.00	171	128	43	128	26	26	35	93	0	0	0	0	0	0								
104+25.00	115	53	61	53	14	14	18	36	0	0	0	0	0	0								
104+28.71	13	3	11	3	0	0	1	2	0	0	0	0	0	0								
SR_4TH																						
Totals:	1,243	660	584	660	309	309	403	257	0	0	0	0	0	0								

REMOVE AND REINSTALL DO NOT ENTER SIGN

REMOVE SHRUBS

305+00

RELOCATE UTILITY POLE (BY OTHERS)

REMOVE 164 LF OF CHAIN LINK FENCE

PROTECT TREE

GAS VALVE ADJUSTMENT (BY OTHERS)

REMOVE INTAKE

GAS VALVE ADJUSTMENT (BY OTHERS)

RELOCATE UTILITY POLE (BY OTHERS)

RELOCATE LIGHT POLE

WATER VALVE ADJUSTMENTS (BY OTHERS)

SANITARY SEWER MINOR MANHOLE ADJUSTMENT (1.14')

REMOVE INTAKE

RELOCATE UTILITY POLE (BY OTHERS)

RELOCATE HYDRANT ASSEMBLY (BY OTHERS)

PROTECT UTILITY POLE

WATER VALVE ADJUSTMENTS (BY OTHERS)

LECLAIRE ST

SANITARY SEWER MINOR MANHOLE ADJUSTMENT (0.14')

RELOCATE LIGHT POLE

200+00

201+00

202+00

203+00

304+00

204+00

205+00

206+00

REMOVE AND REINSTALL STOP SIGN

REMOVE STORM MANHOLE

WATER VALVE ADJUSTMENT (BY OTHERS)

SANITARY SEWER MAJOR MANHOLE ADJUSTMENT (1.91')

WATER VALVE ADJUSTMENT (BY OTHERS)

3RD ST

3RD ST

REMOVE AND REINSTALL STOP SIGN

REMOVE NO PARKING SIGN

PCC PREVIOUSLY REMOVED BY OTHERS

REMOVE AND REINSTALL NO PARKING SIGN

PROTECT DOWNSPOUT

REMOVE INTAKE

REMOVE TREE

303+00

GAS VALVE ADJUSTMENT (BY OTHERS)

REMOVE INTAKE (TOP ONLY)

REMOVE TEMP SIDEWALK INSTALLED BY OTHERS

RELOCATE UTILITY POLE (BY OTHERS)

BEND WATERMAIN AROUND PROPOSED STORM SEWER PIPE (BY OTHERS)

STORM MANHOLE MAJOR ADJUSTMENT (2.76')

SANITARY SEWER MINOR MANHOLE ADJUSTMENT (1.18')

REMOVE 144 LF PARKING LOT PAVEMENT MARKINGS

PROTECT BUILDING UTILITIES

RELOCATE UTILITY POLE (BY OTHERS)

GAS VALVE ADJUSTMENT (BY OTHERS)

WATER VALVE ADJUSTMENT (BY OTHERS)

REMOVE TREE

LECLAIRE ST

RELOCATE UTILITY POLE (BY OTHERS)

PROTECT BUILDING UTILITIES

302+00

UTILITY MANHOLE ADJUSTMENT (BY OTHERS)

WATER VALVE ADJUSTMENT (BY OTHERS)

ADJUST HYDRANT ASSEMBLY (BY OTHERS)

0 20 FEET

REMOVAL SHEETS LEGEND

- REMOVE EXISTING PAVEMENT
- REMOVE EXISTING PAVED DRIVEWAY
- REMOVE EXISTING SIDEWALK
- X — REMOVE TREE, STUMP, STRUCTURE, ETC.
- —X— REMOVE FENCE
- —St. S.— REMOVE STORM SEWER
- —W— REMOVE WATER MAIN

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER U.1

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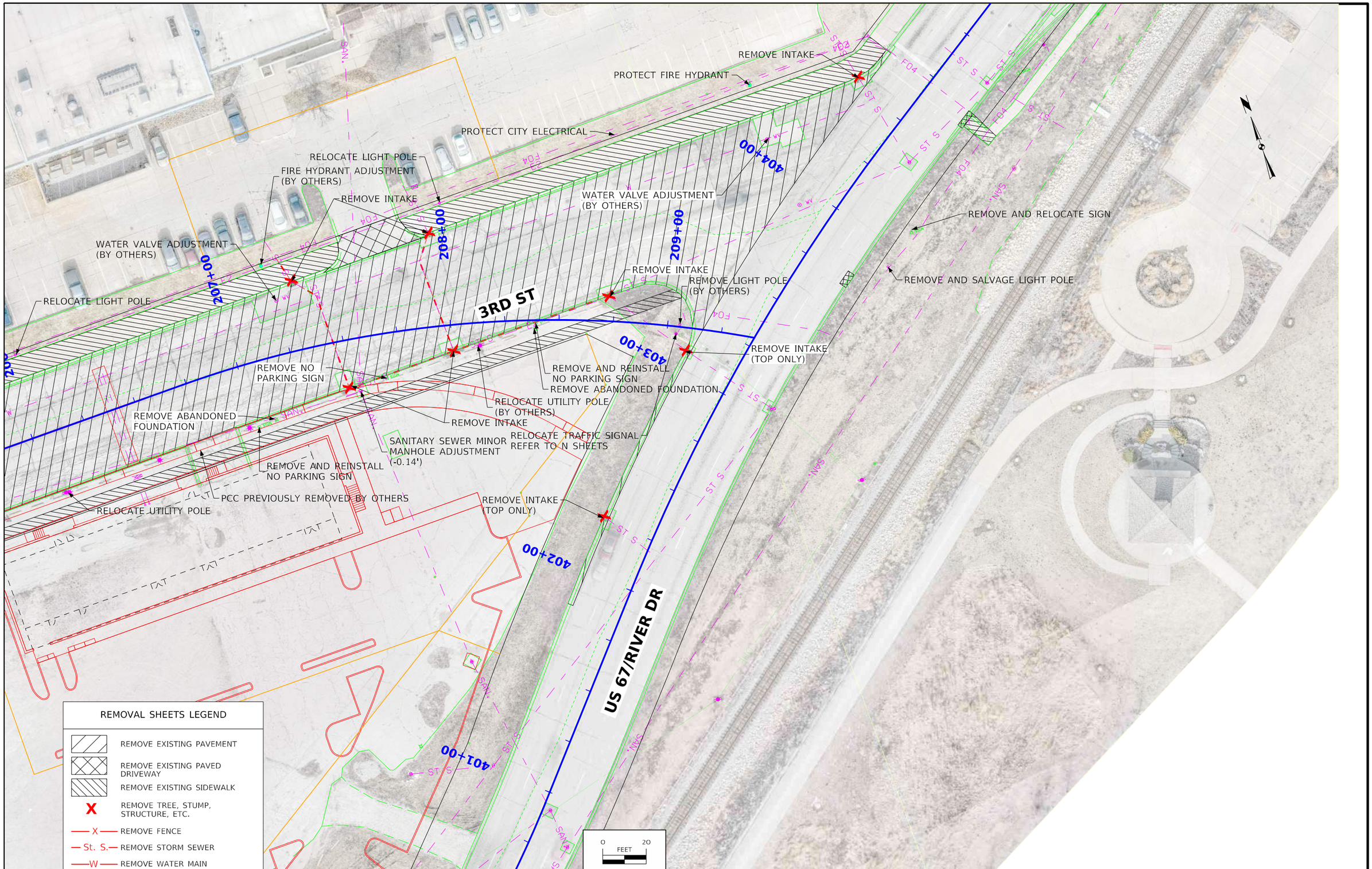

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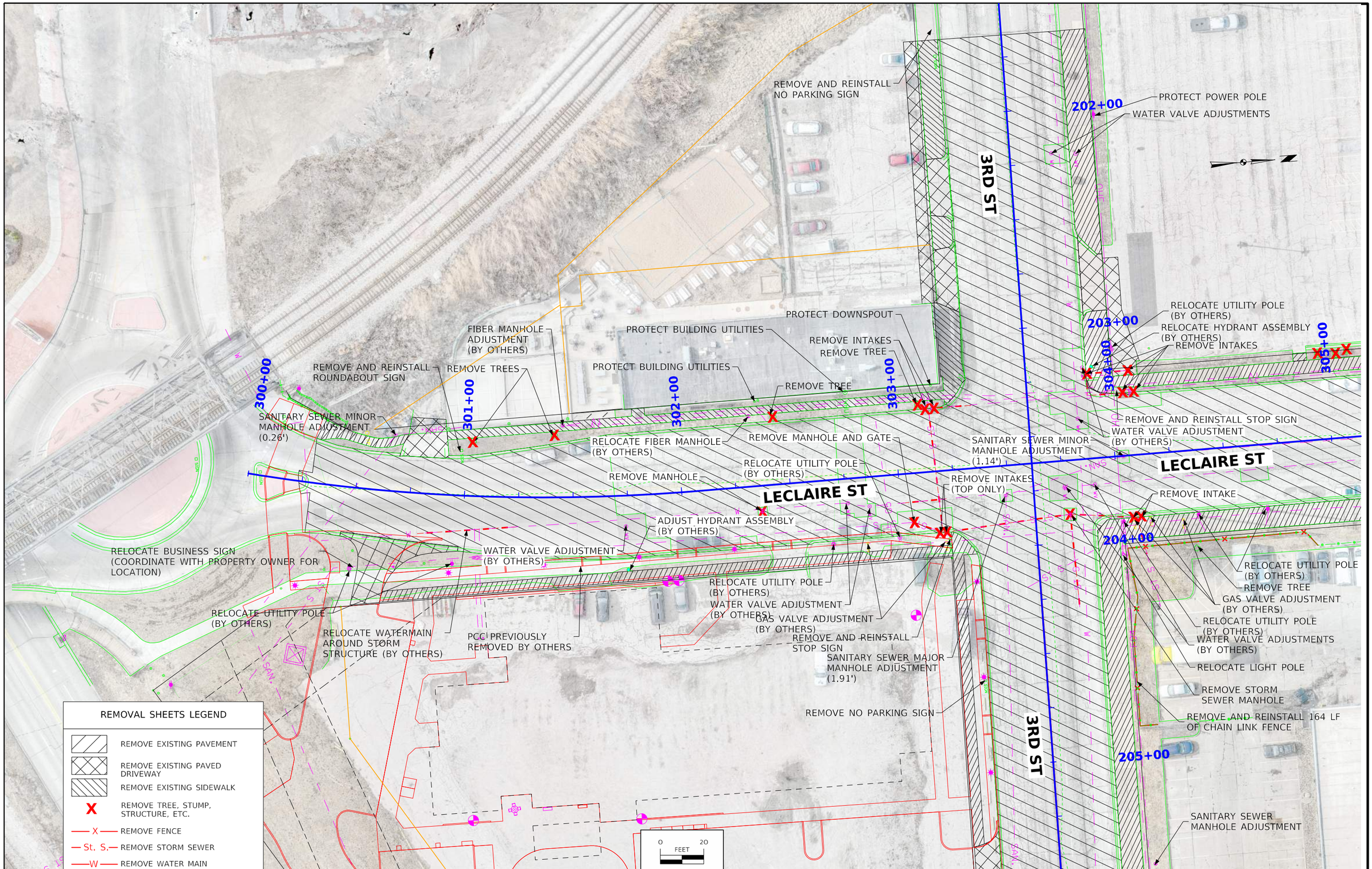

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER U.3

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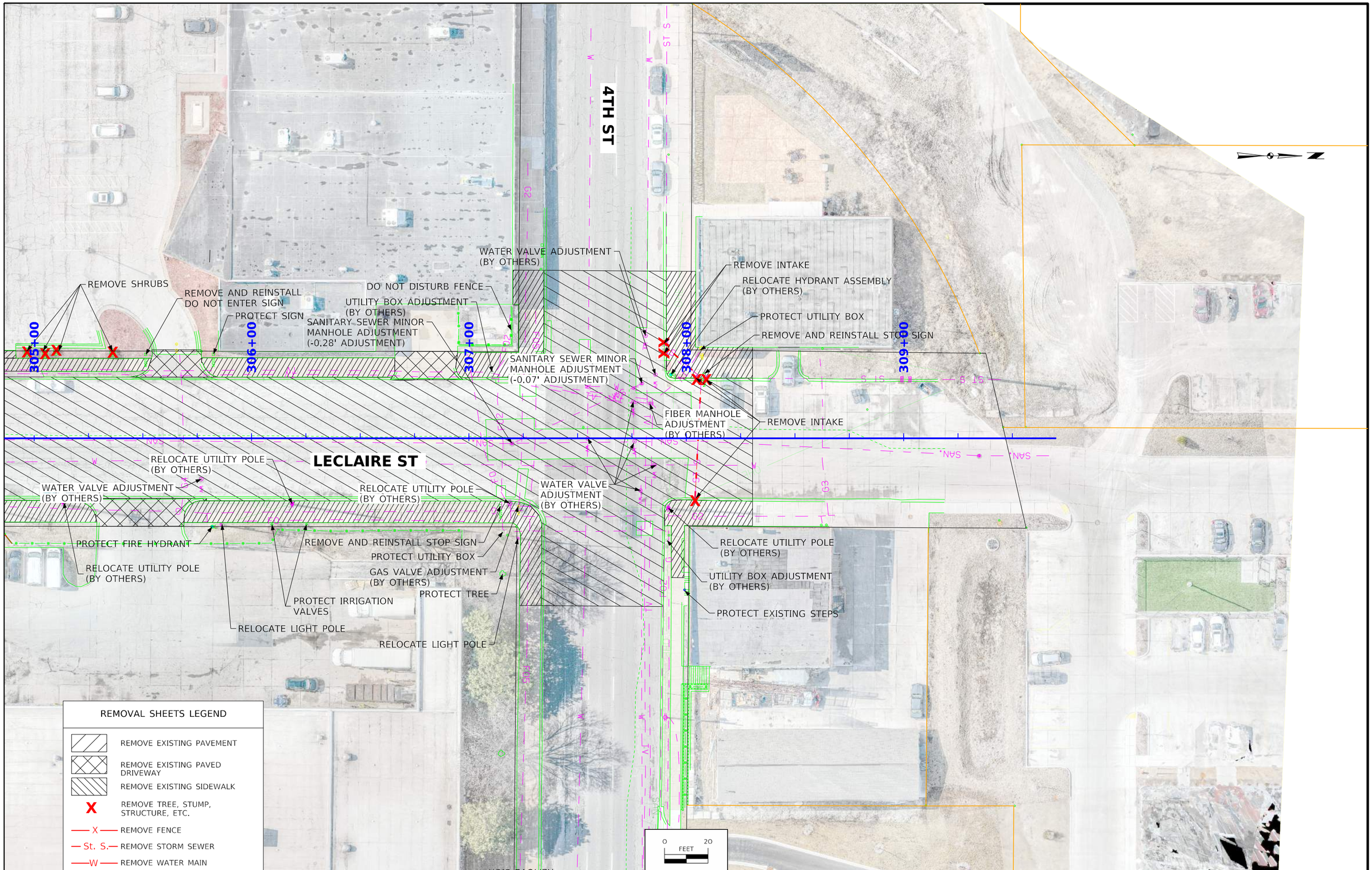

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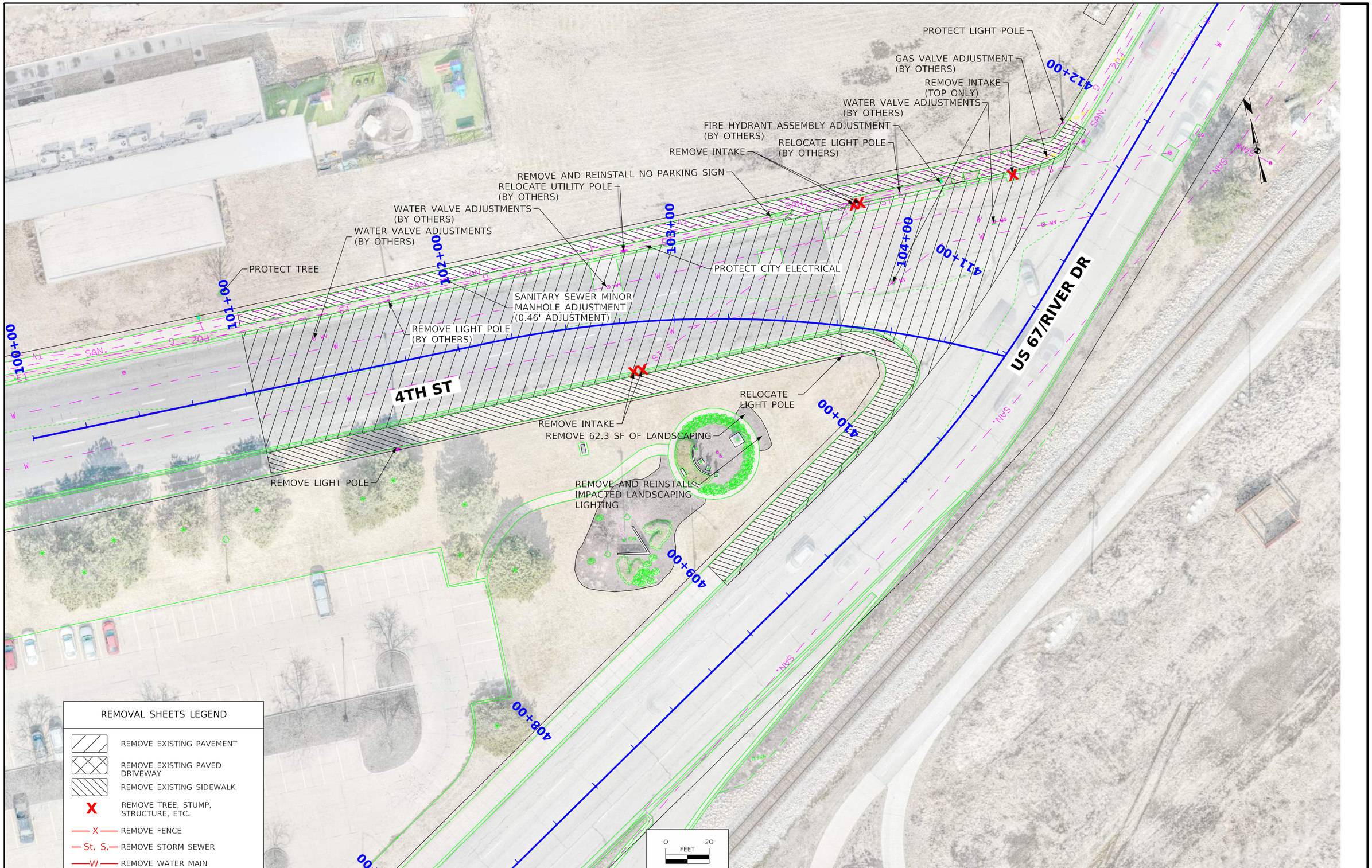

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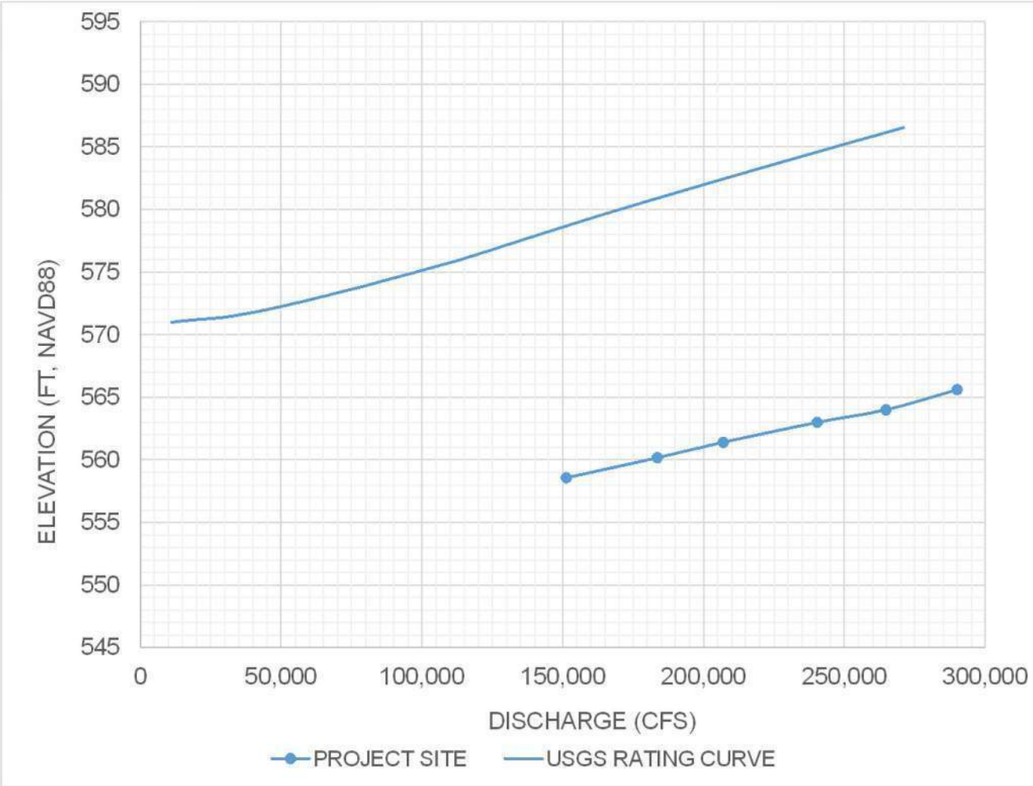
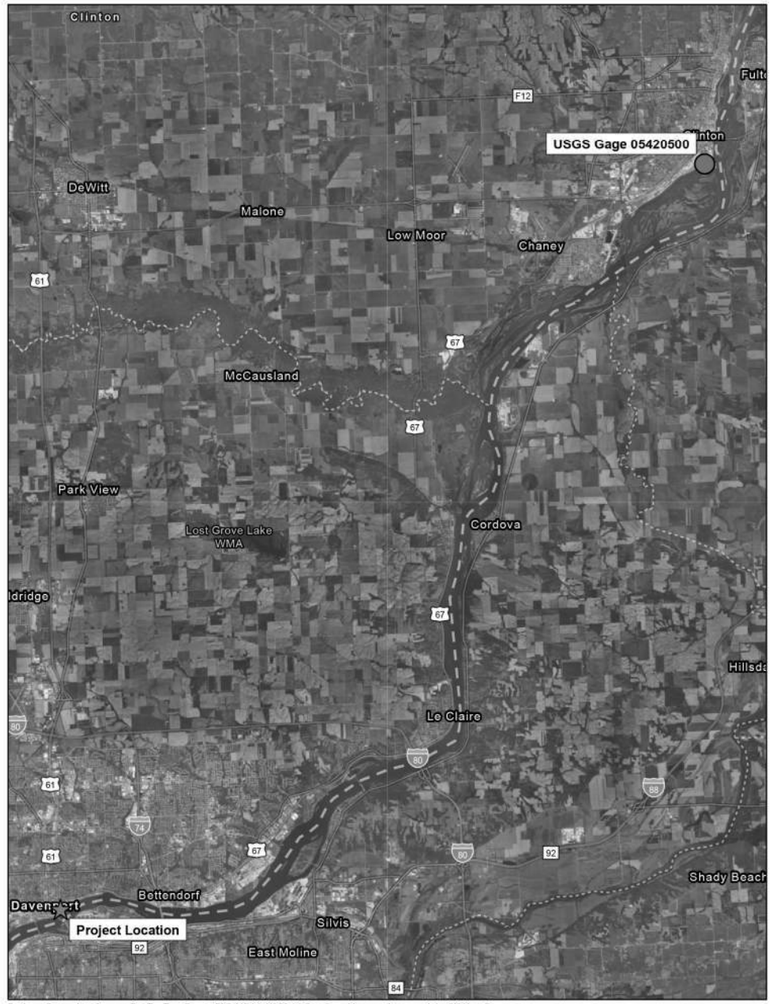


1 MISSISSIPPI RIVER ELEVATION - DISCHARGE CURVE

NO SCALE



1 PROJECT LOCATION

NO SCALE

NORTH

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 IN-LINE WITH CROSS SECTION 483.00, 528 FEET UPSTREAM OF THE LOCK & DAM NUMBER 15. 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.6) AND FLOW DURATION CURVES (U.07,U.08) 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

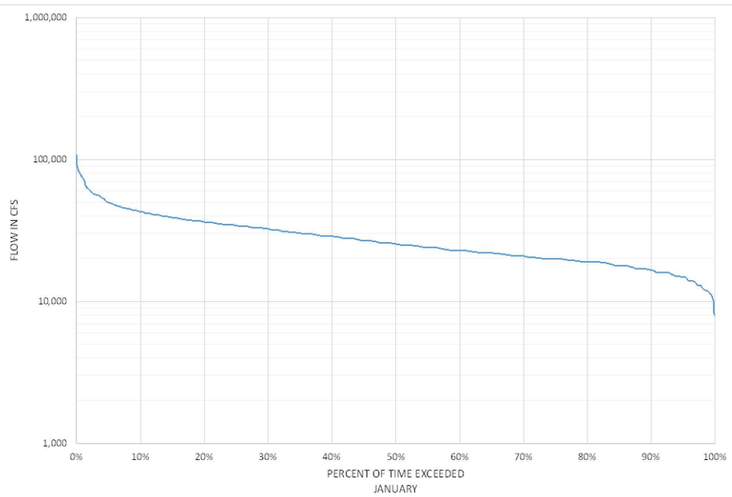
WHAT'S THE LIKELIHOOD THAT THE MISSISSIPPI RIVER WILL BE ABOVE ELEVATION 561 AT THE PROJECT SITE SOMETIME DURING THE MONTH OF JUNE?

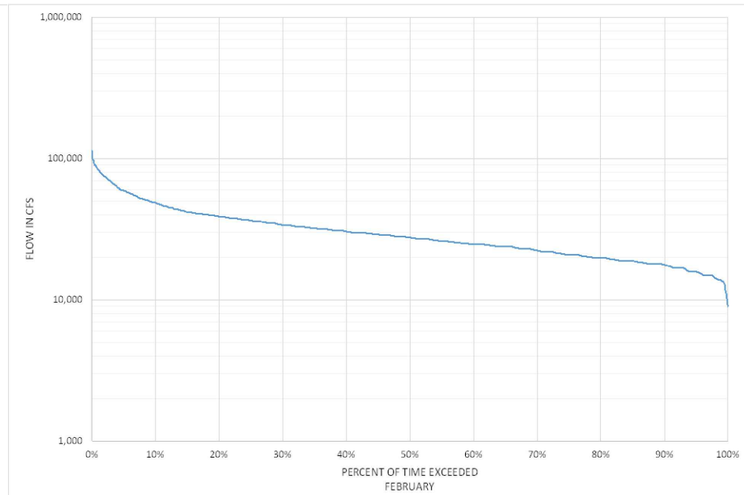
ANSWER

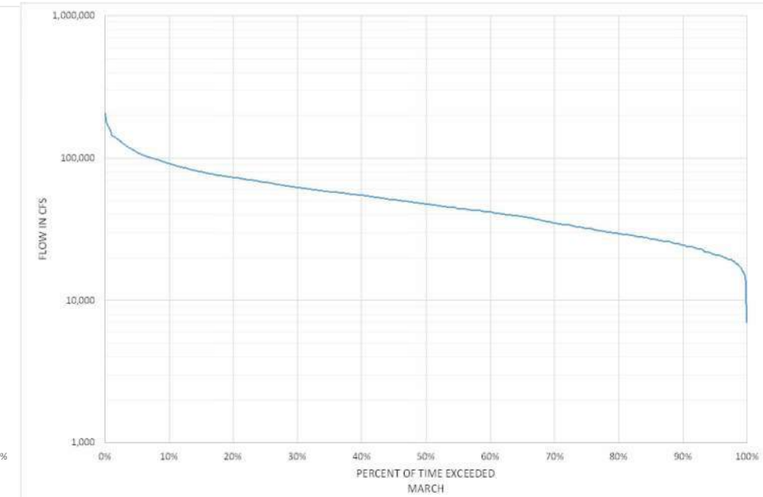
USE THE RATING TABLE (U.06) TO FOLLOW THE HORIZONTAL LINE FOR ELEVATION 561 ACROSS UNTIL IT INTERSECTS THE LINE LABELED 'PROJECT SITE'. THE FLOW CORRESPONDING TO THAT INTERSECTION IS APPROXIMATELY 200,000 CFS.

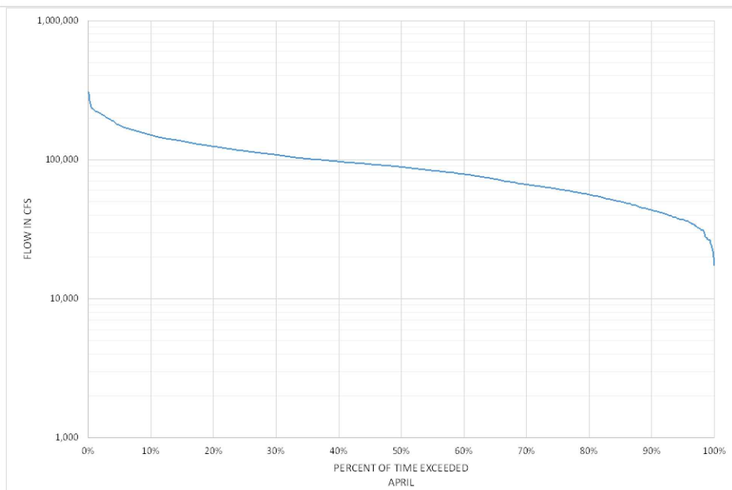
USE THE PERCENT OF TIME EXCEEDED CURVE FOR JUNE (U.07). FIND THE HORIZONTAL LINE FOR 200,000 CFS, AND FOLLOW ACROSS UNTIL IT INTERSECTS THE CURVE. FROM THE INTERSECTION, FOLLOW A VERTICAL LINE DOWN TO THE PERCENT OF TIME EXCEEDED AXIS. THE VERTICAL LINE INTERSECTS THE PERCENT OF TIME EXCEEDED AXIS BELOW 1%.

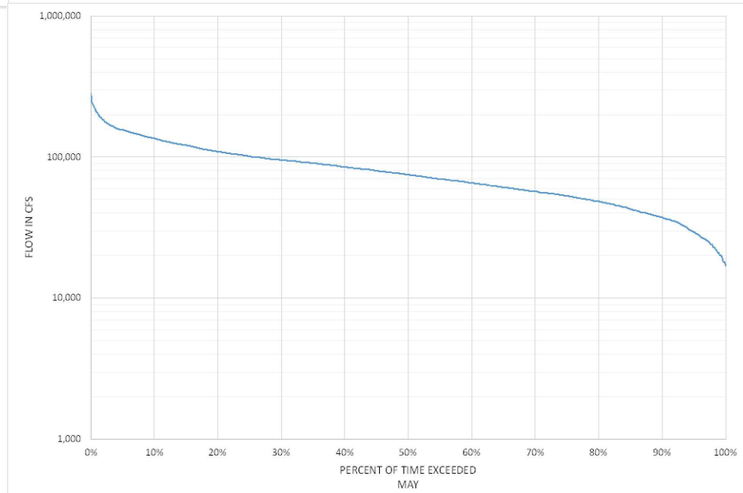
THUS, BASED ON HISTORICAL RECORDS, THERE IS LESS THAN A 1% CHANCE THAT THE MISSISSIPPI RIVER WILL HAVE A WATER SURFACE ELEVATION ABOVE 561 SOMETIME DURING THE MONTH OF JUNE.

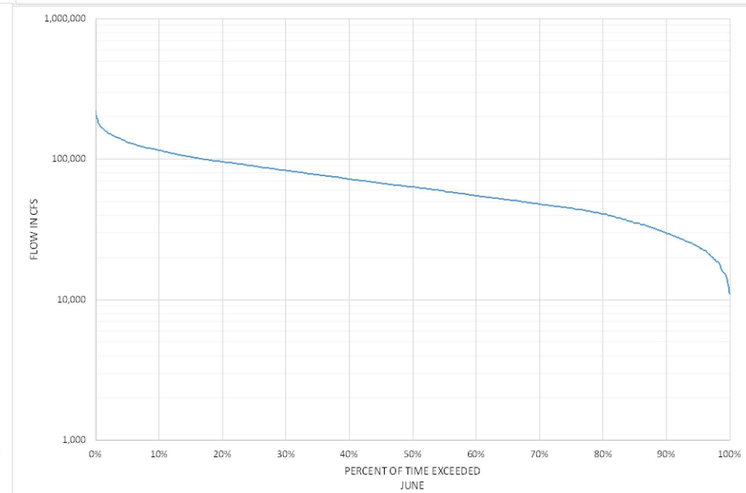






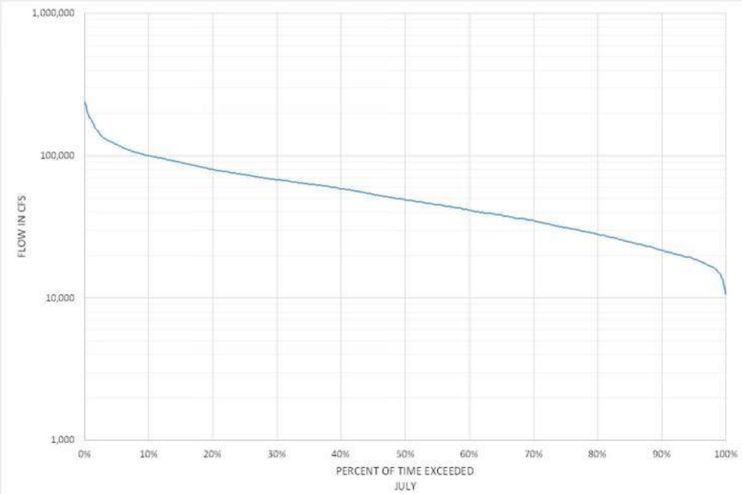


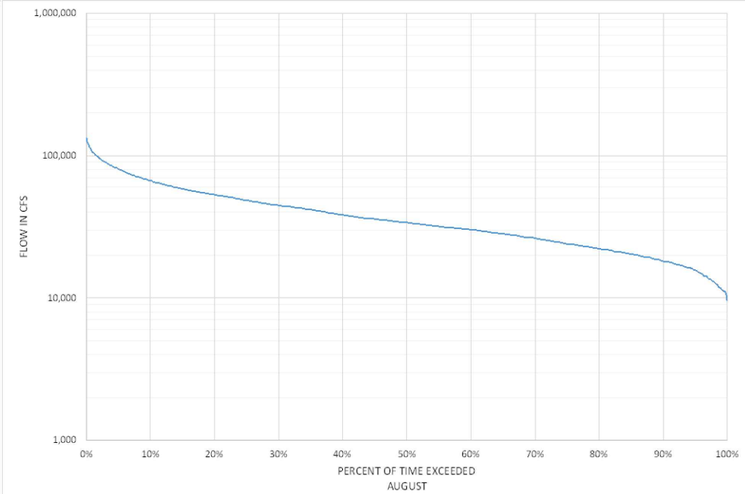


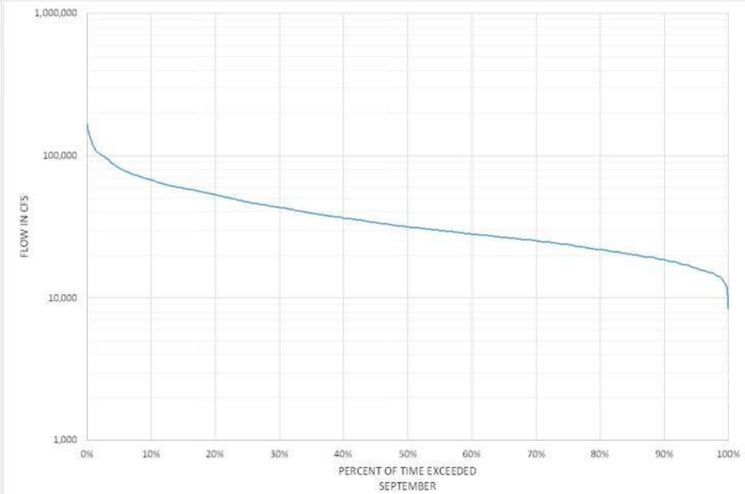


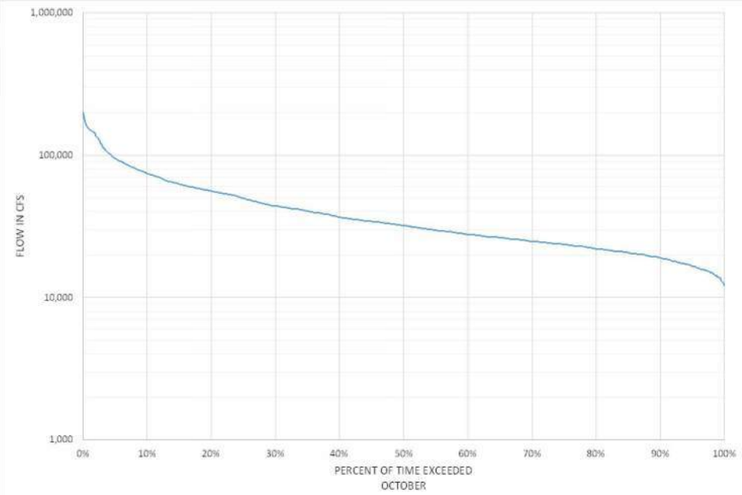
NOTES:

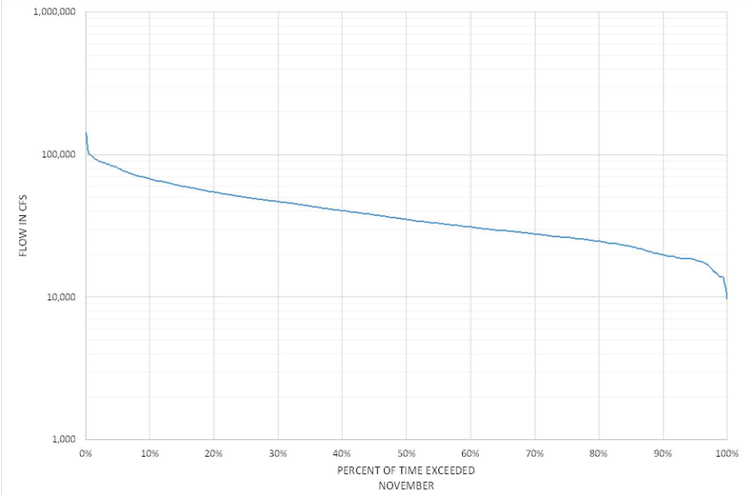
1. THE FLOW DURATION CURVES ARE BASED ON OBSERVED MEAN DAILY FLOW AS RECORDED BY THE US GEOLOGICAL SURVEY STATION FOR THE MISSISSIPPI RIVER AT CLINTON, IOWA GAGE NUMBER 5420500, WITH APPROXIMATELY 112 YEARS OF RECORD (NOVEMBER 1903 - NOVEMBER 2025). THE DRAINAGE AREA OF THE MISSISSIPPI RIVER IS ABOUT 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.

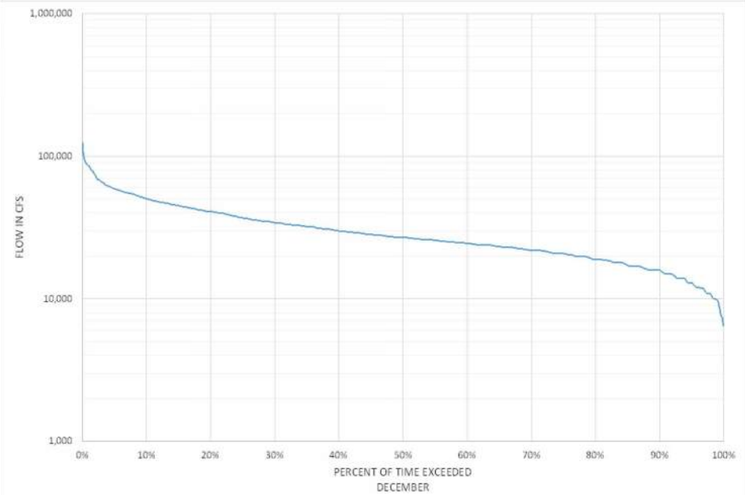












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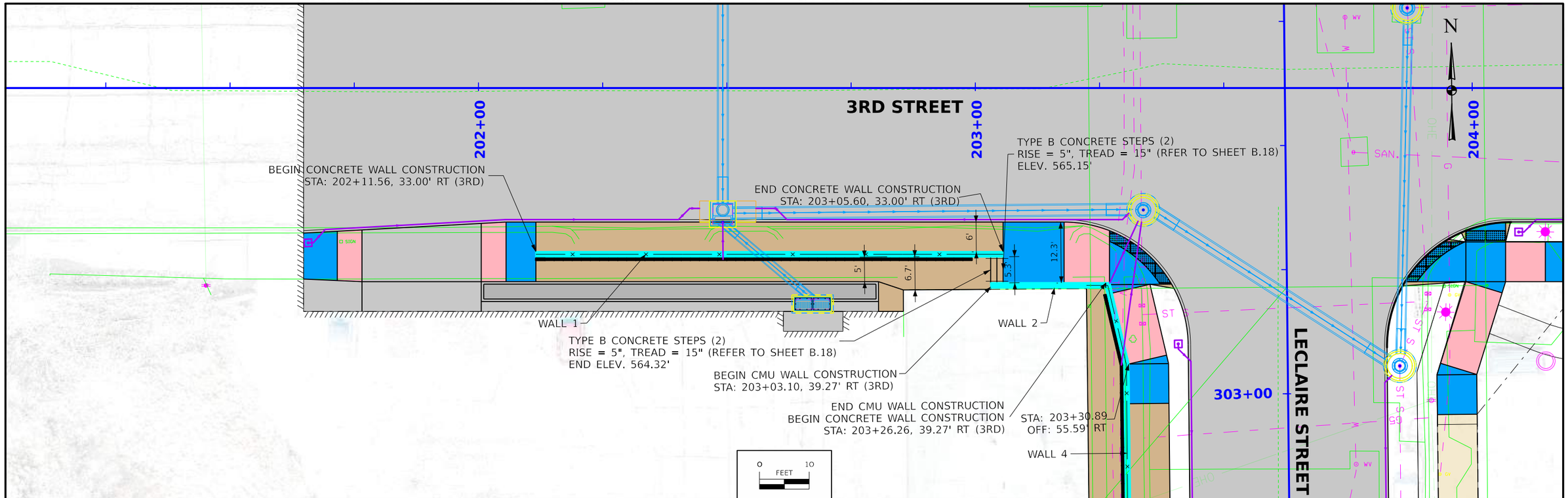

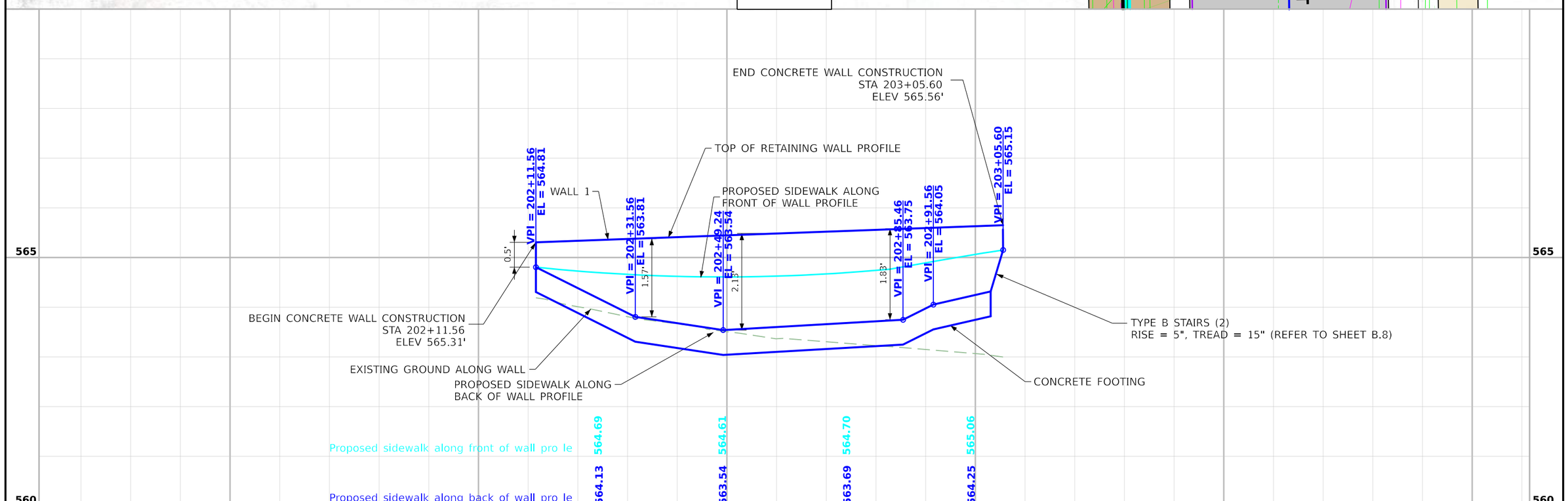

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER V.1

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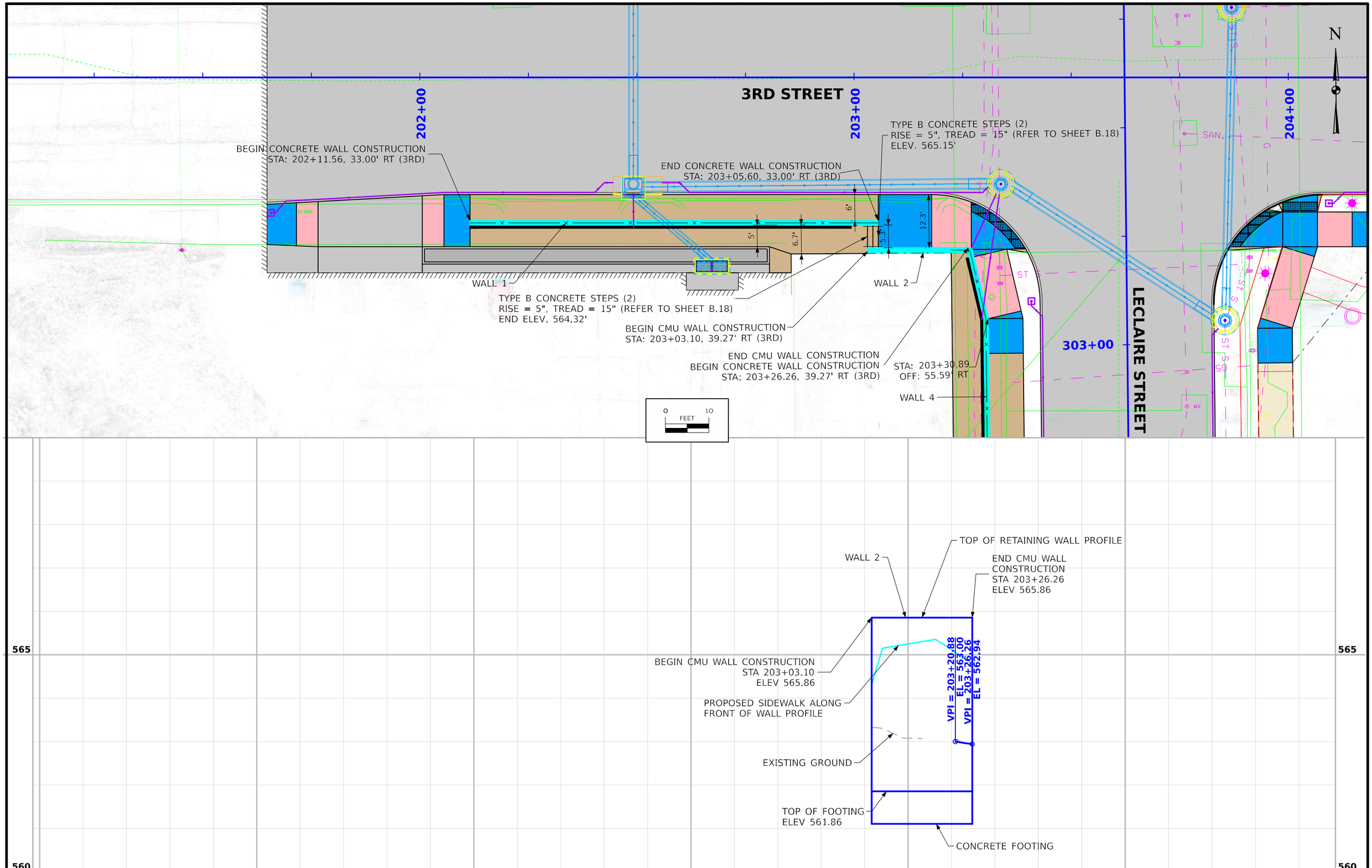

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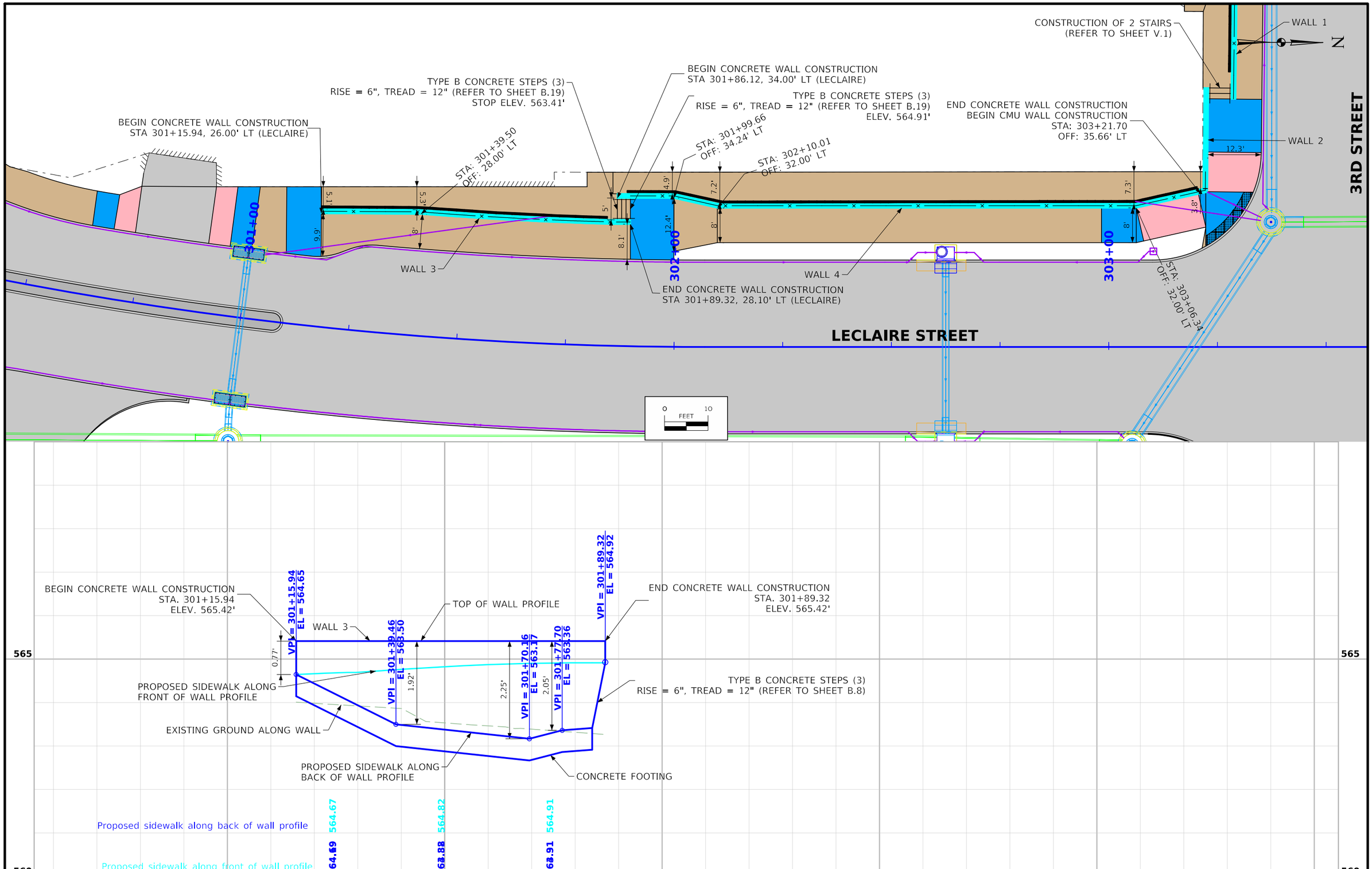

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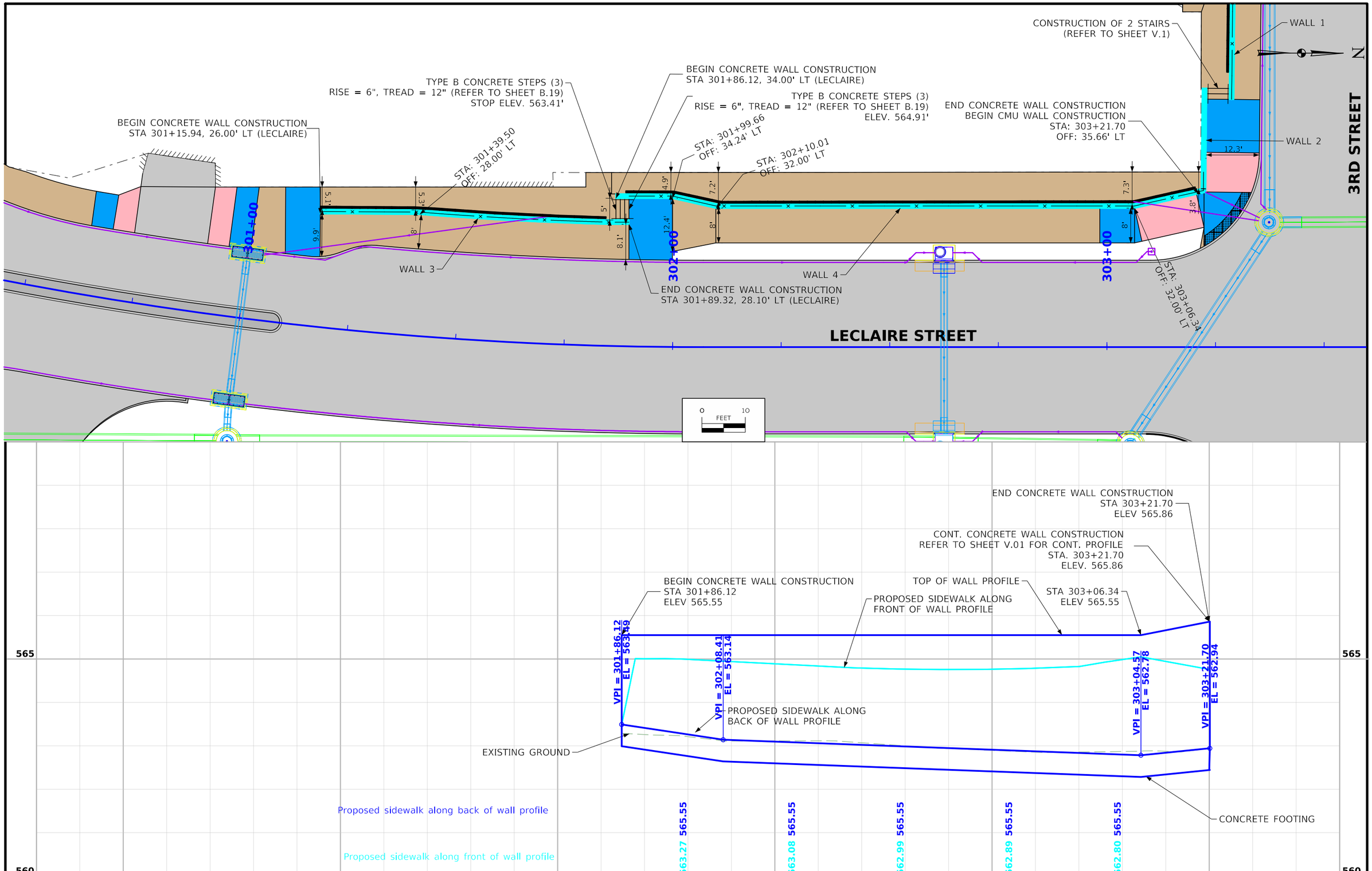

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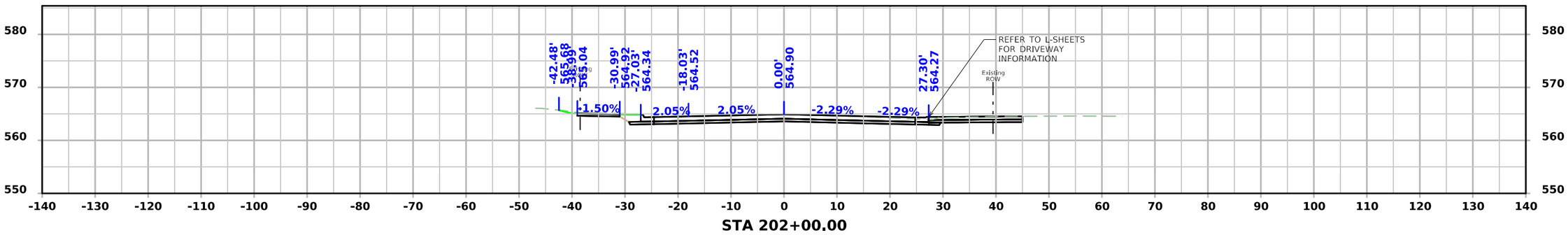
3rd Street



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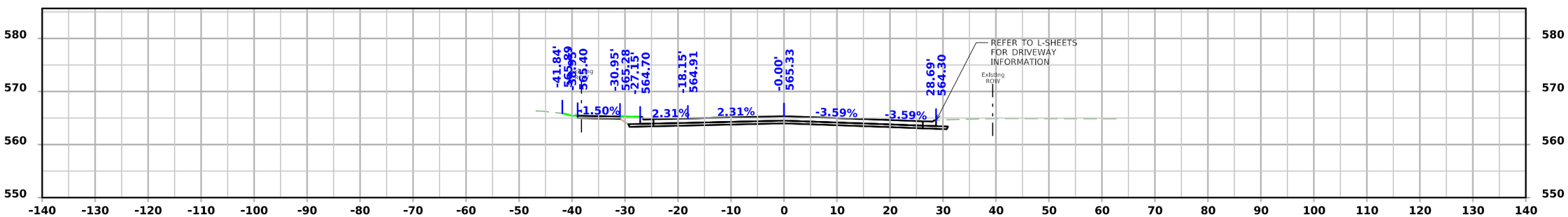

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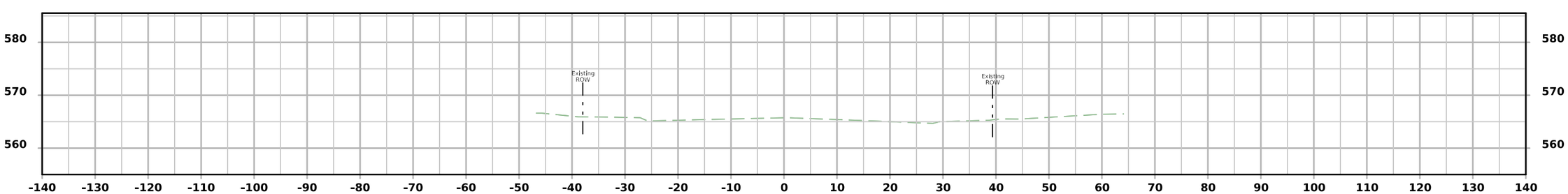

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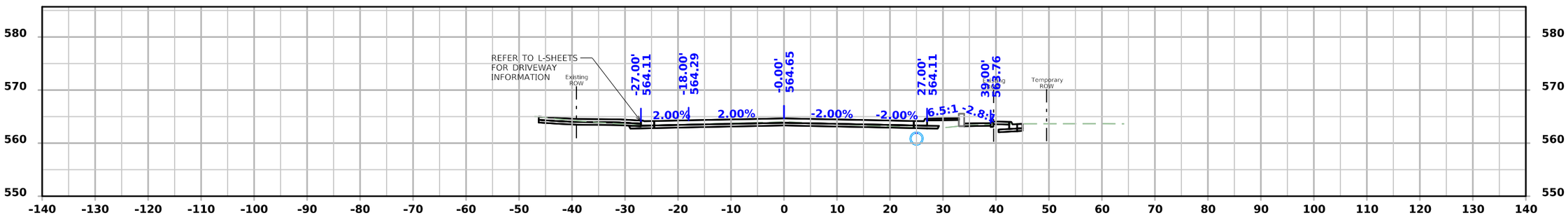
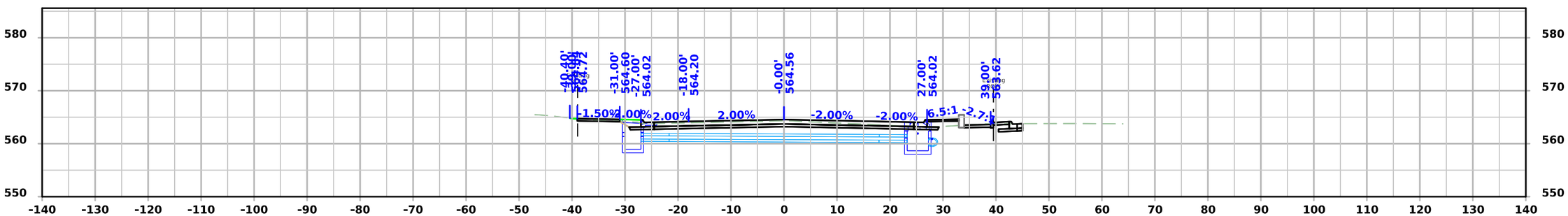
FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.1

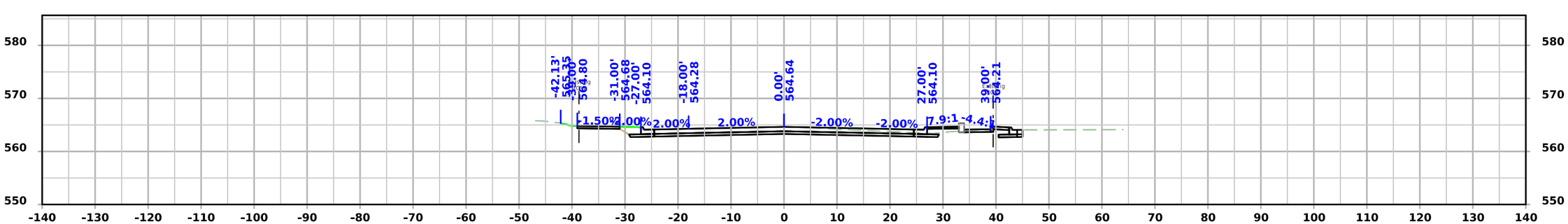
3rd Street



STA 202+75.00

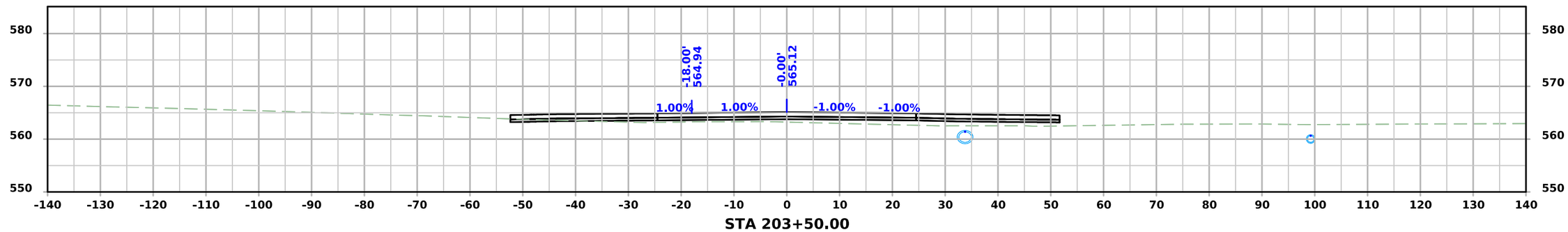


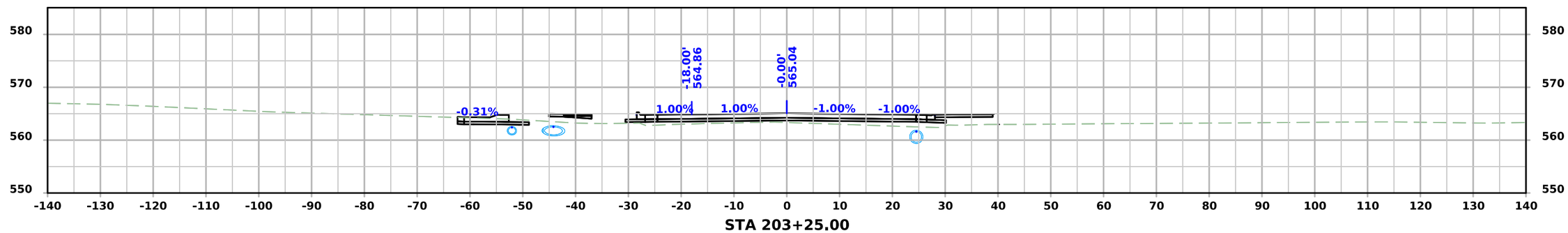
STA 202+50.00

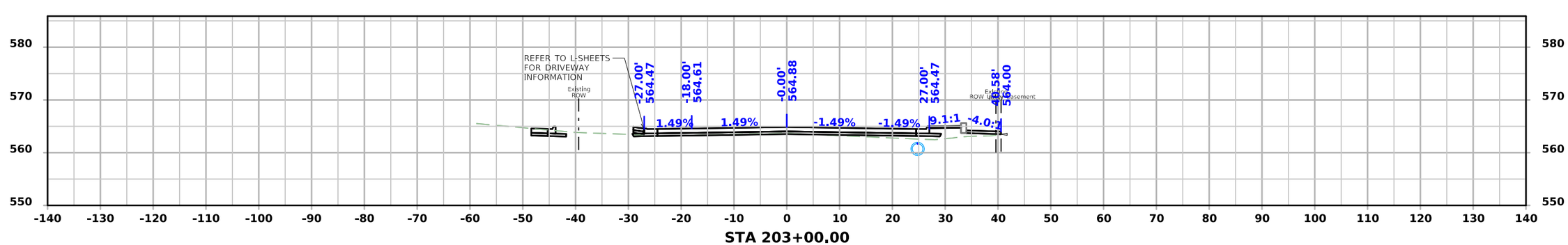


STA 202+25.00

3rd Street

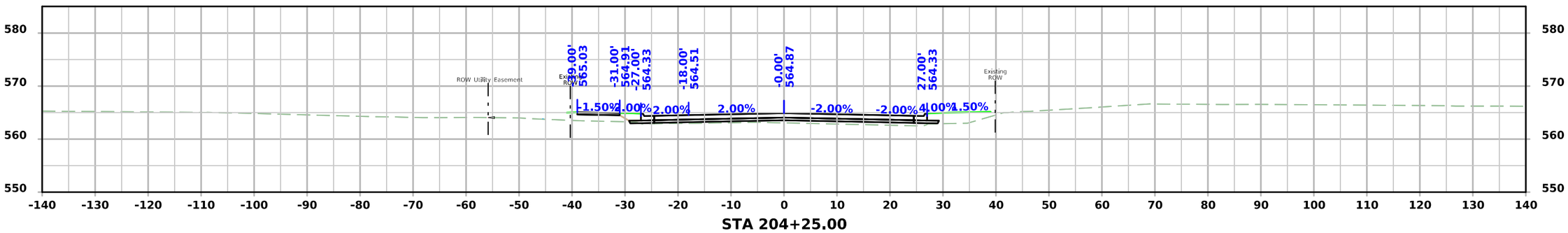




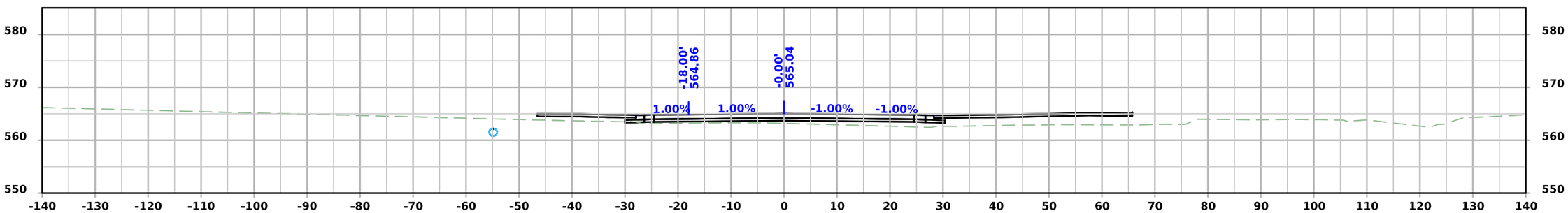


FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.3

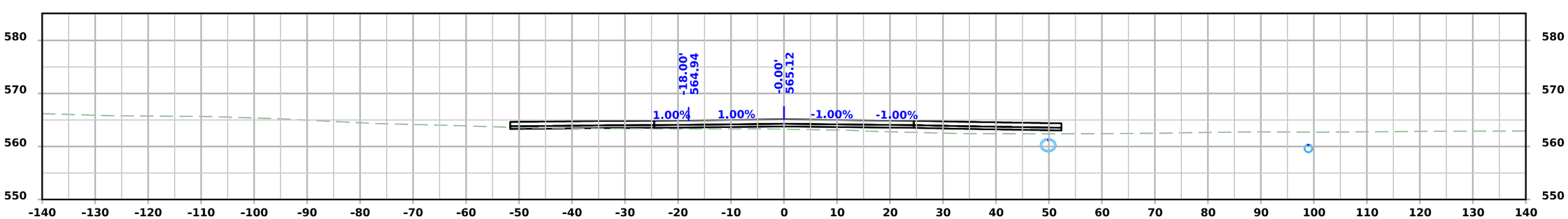
3rd Street



STA 204+25.00



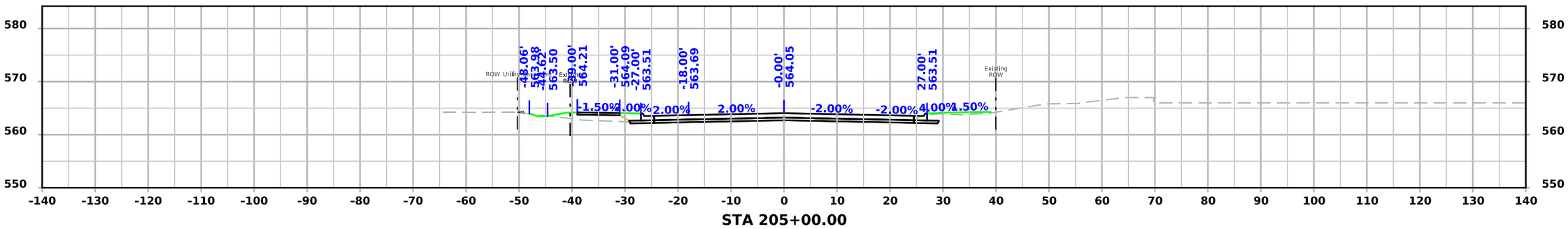
STA 204+00.00

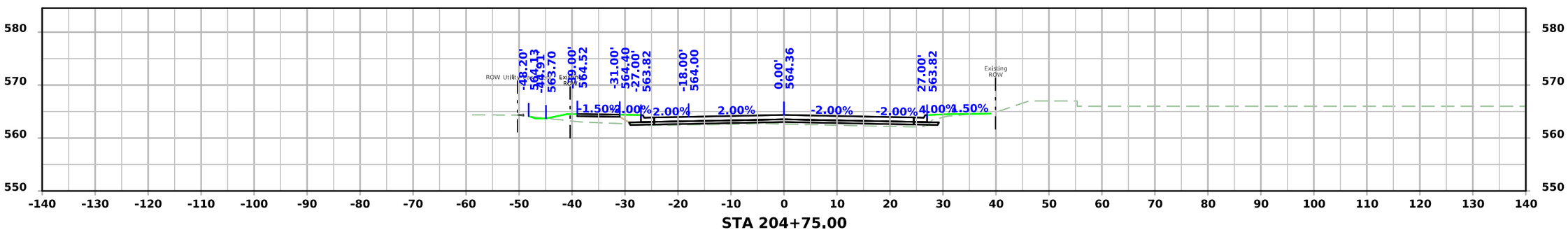


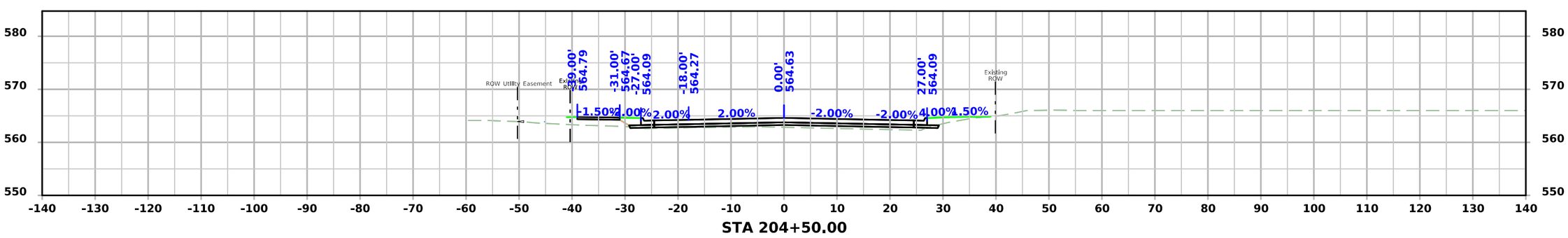
STA 203+75.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.4

3rd Street

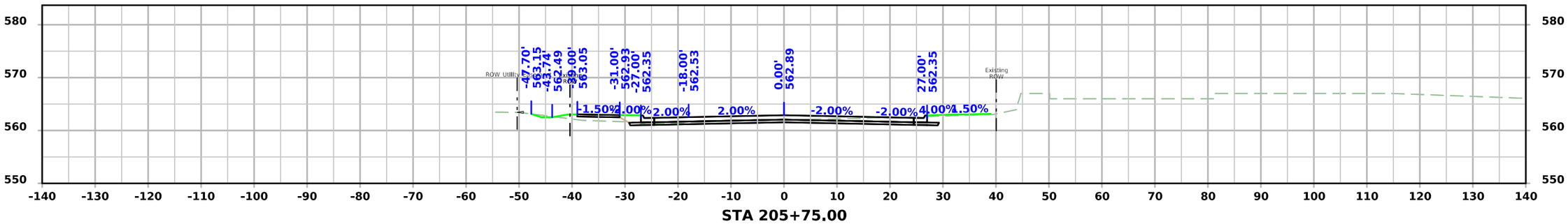




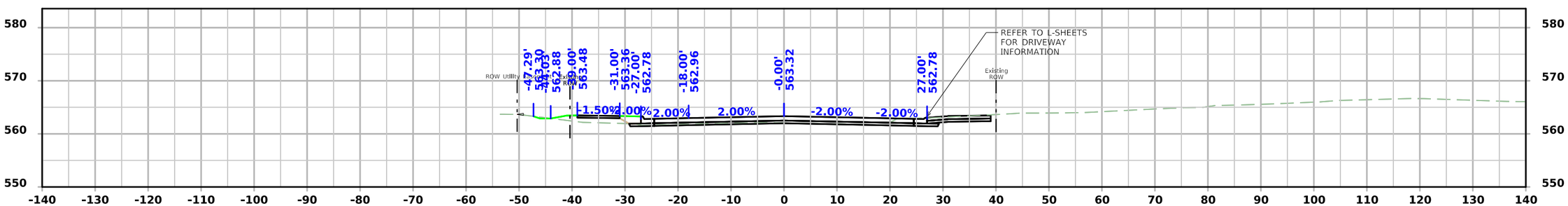


FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.5

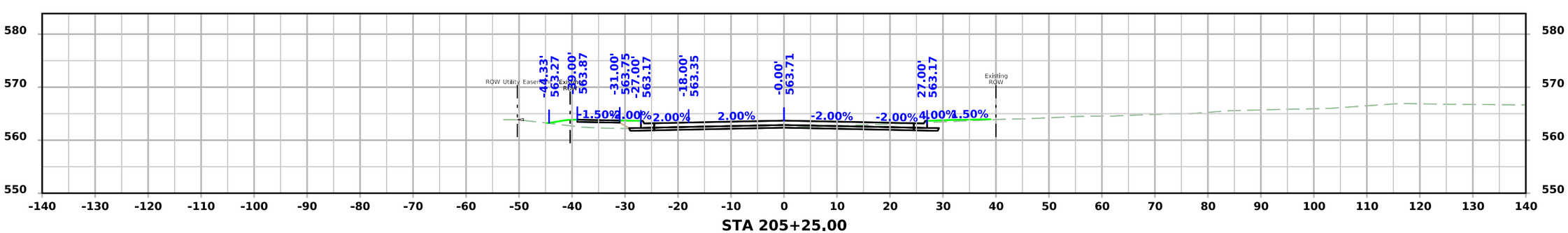
3rd Street



STA 205+75.00



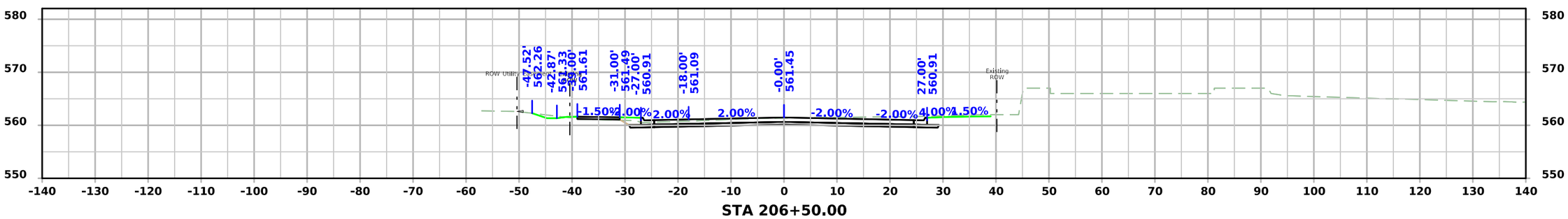
STA 205+50.00



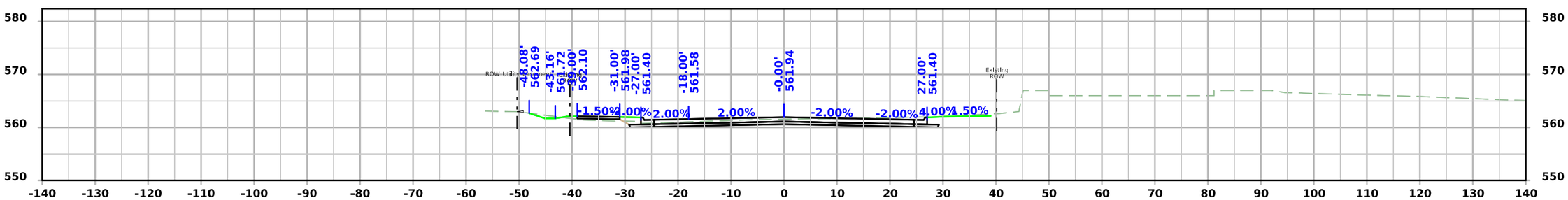
STA 205+25.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.6

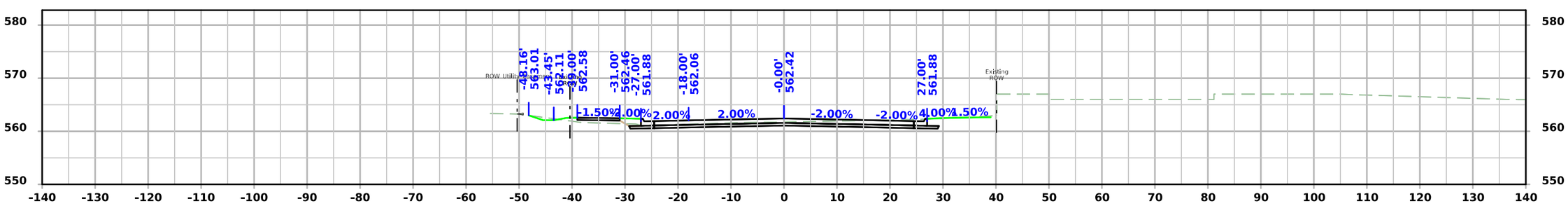
3rd Street



STA 206+50.00



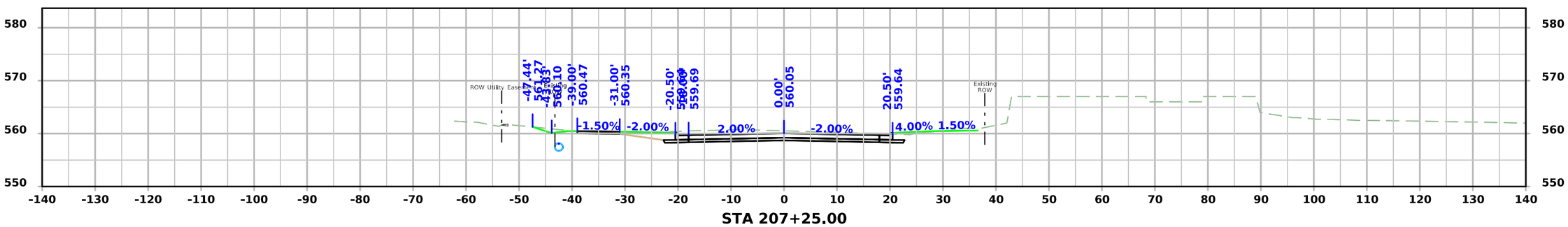
STA 206+25.00



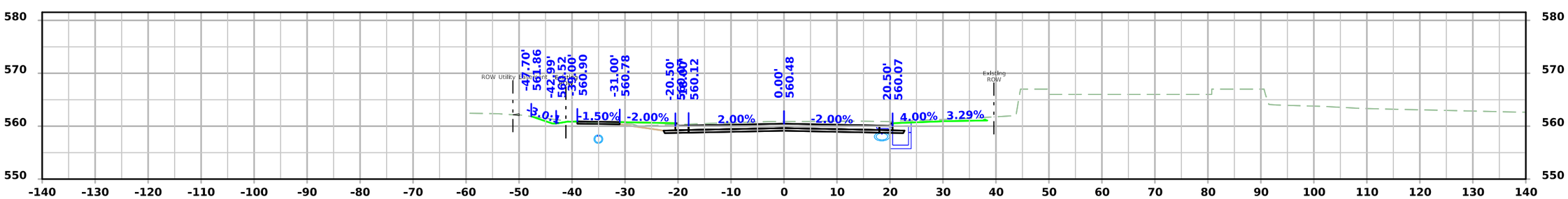
STA 206+00.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.7

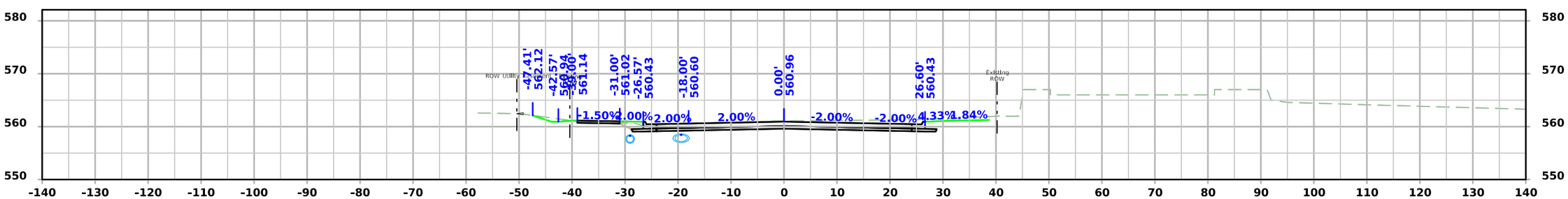
3rd Street



STA 207+25.00



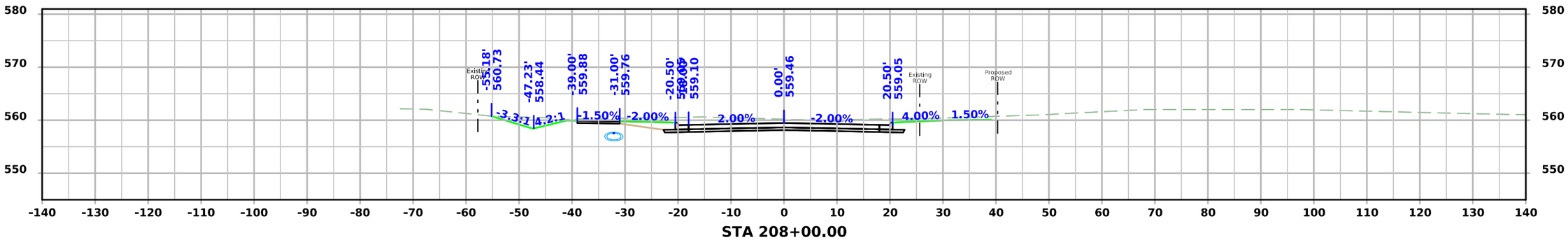
STA 207+00.00

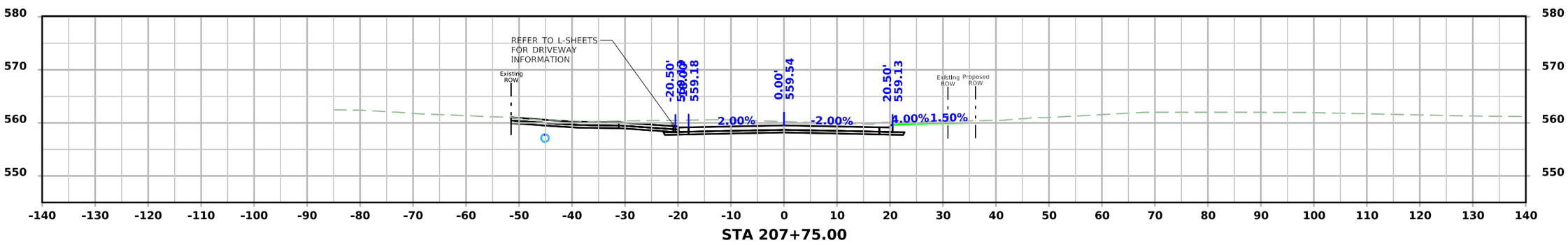


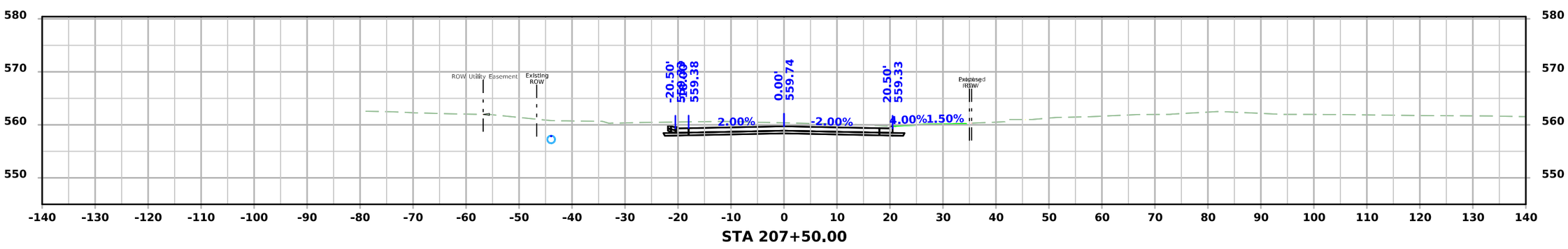
STA 206+75.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.8

3rd Street

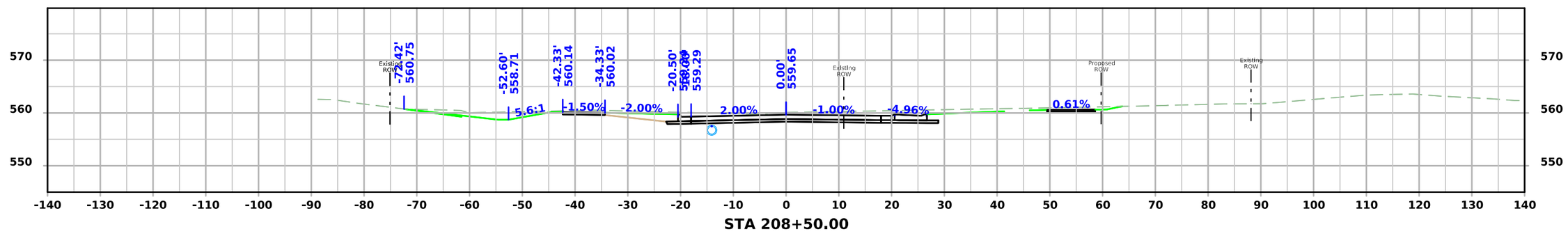




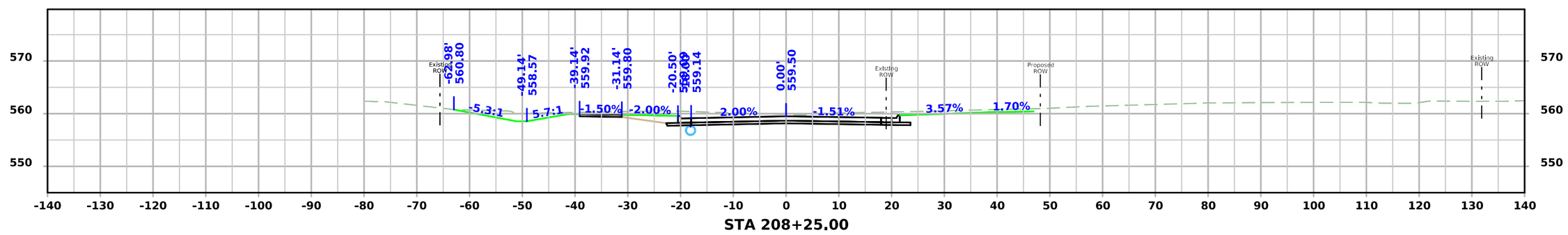


FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.9

3rd Street



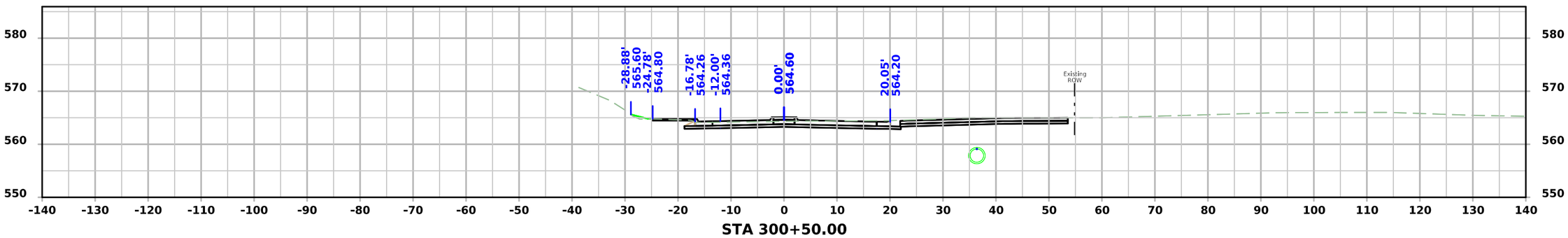
STA 208+50.00

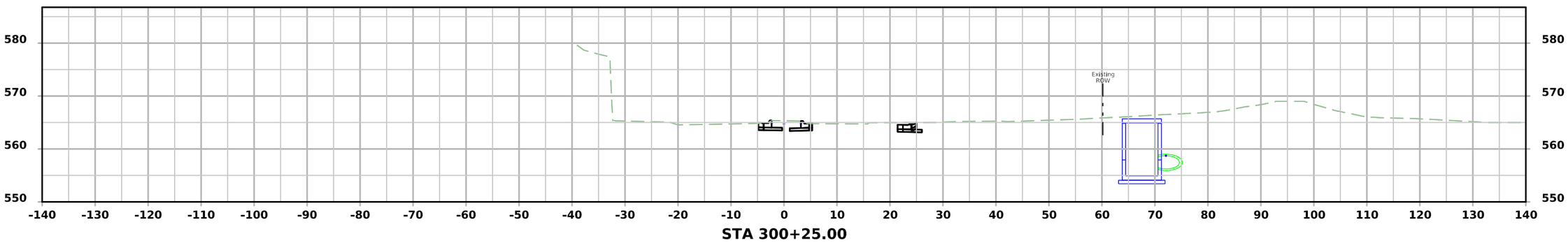


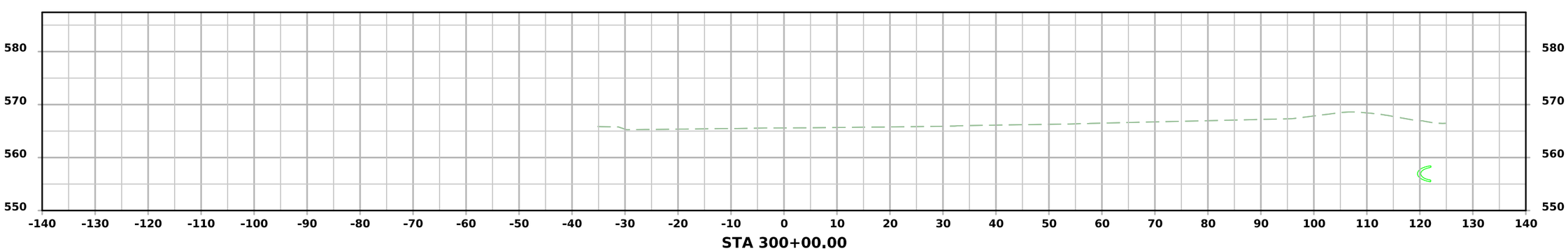
STA 208+25.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.10

LeClaire Street



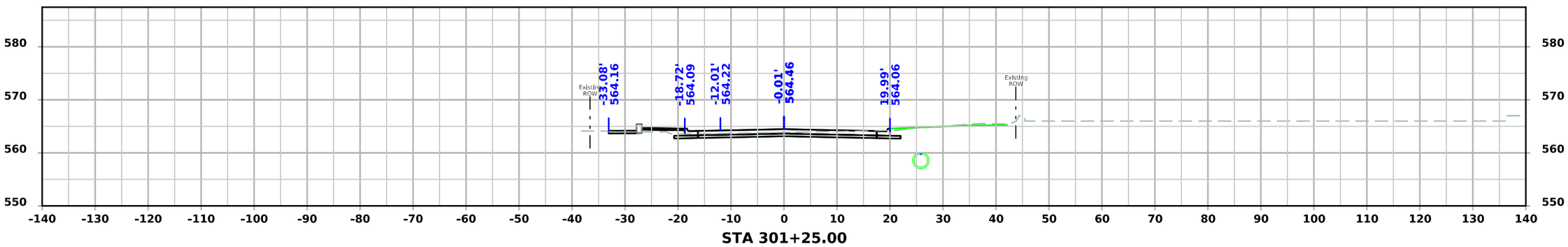


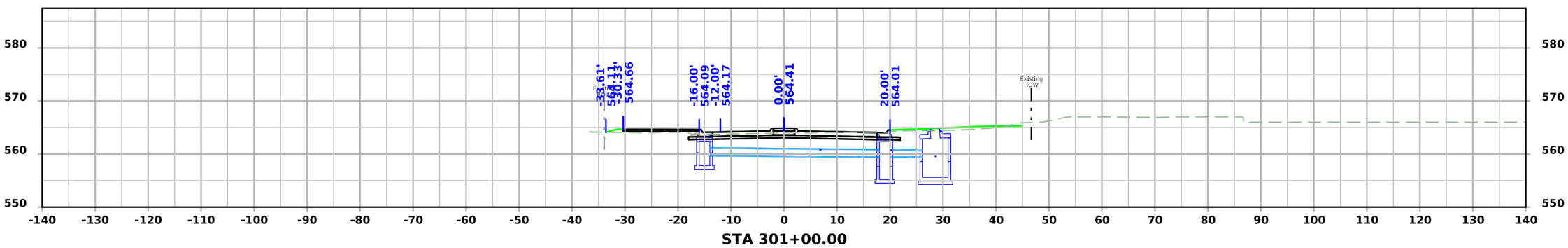


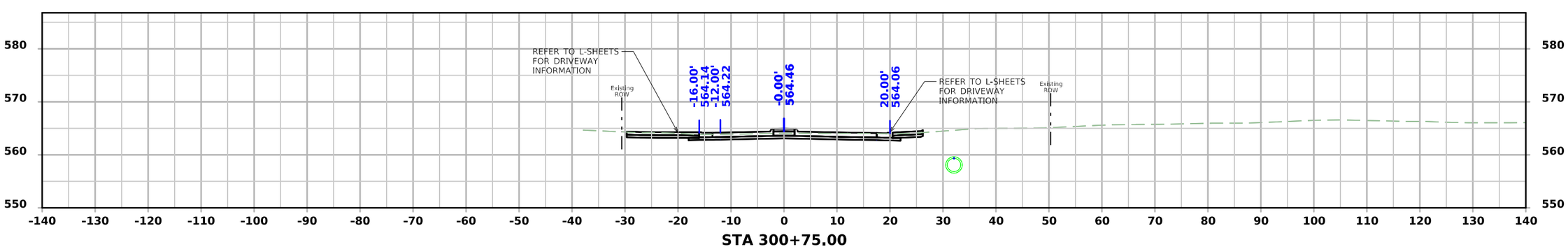
FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.11

11:47:30 AM 6/15/2026 hmanter \\hrgreen.com\hrg\Data\2024\2403243\CAD\Design\CADD_Files\Sheet_Files\SHT_W02_2403243_Z11.dgn

LeClaire Street

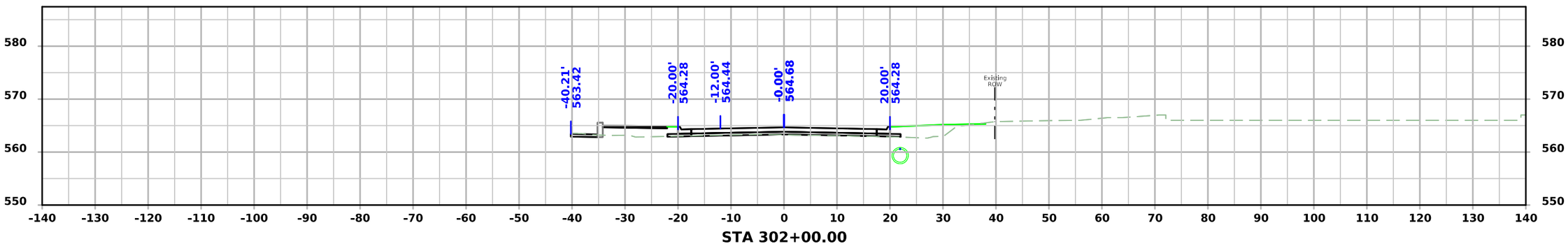




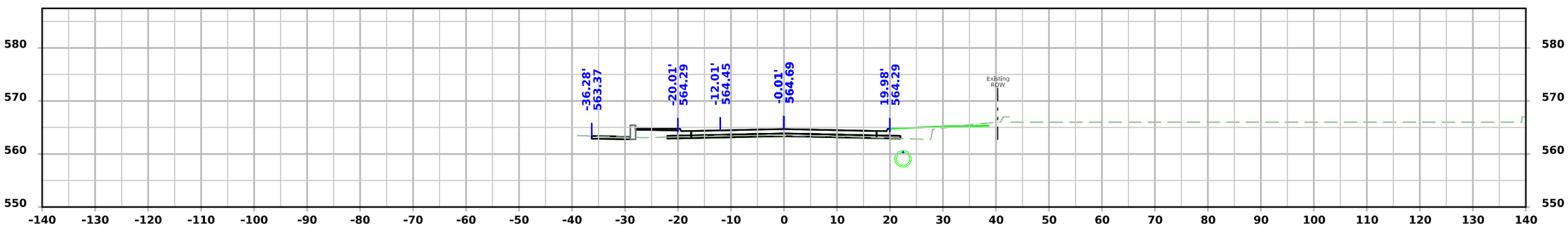


FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.12

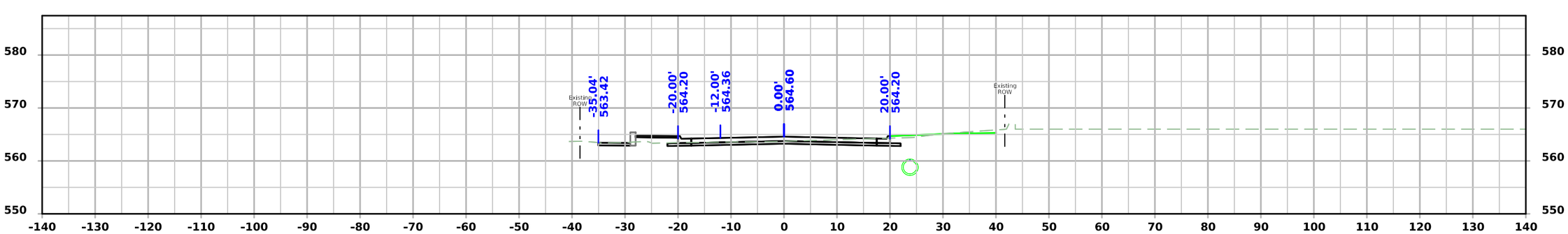
LeClaire Street



STA 302+00.00

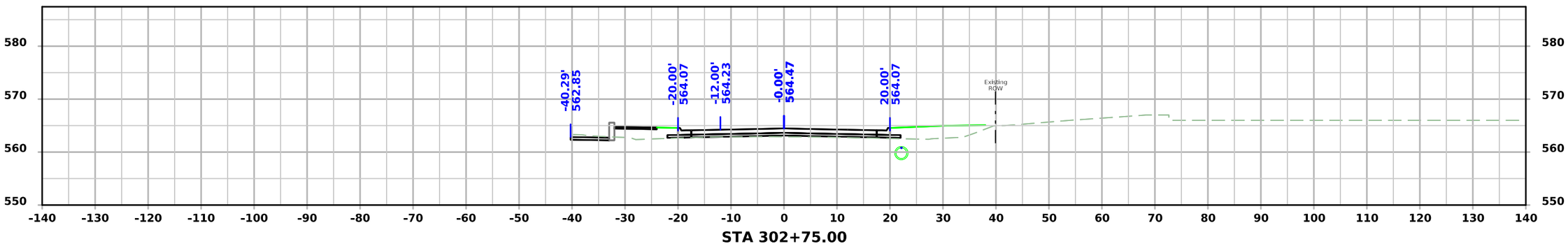


STA 301+75.00

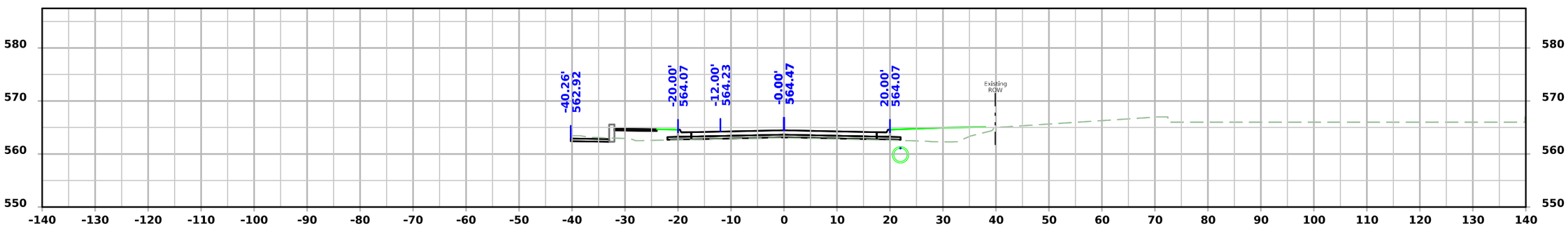


STA 301+50.00

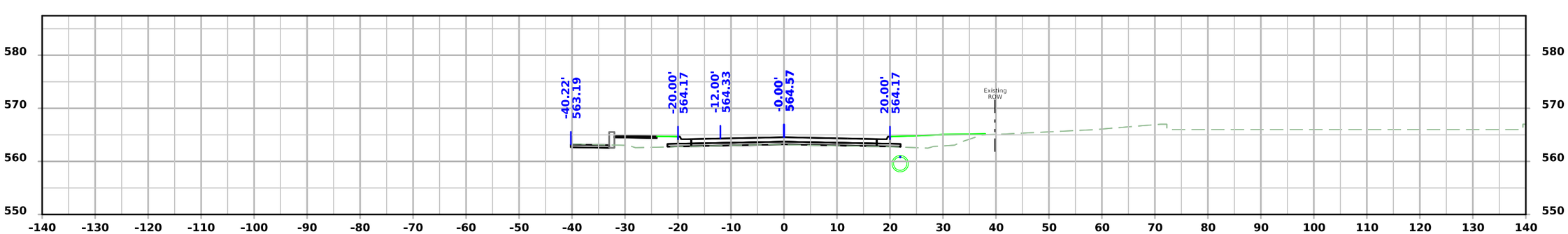
LeClaire Street



STA 302+75.00

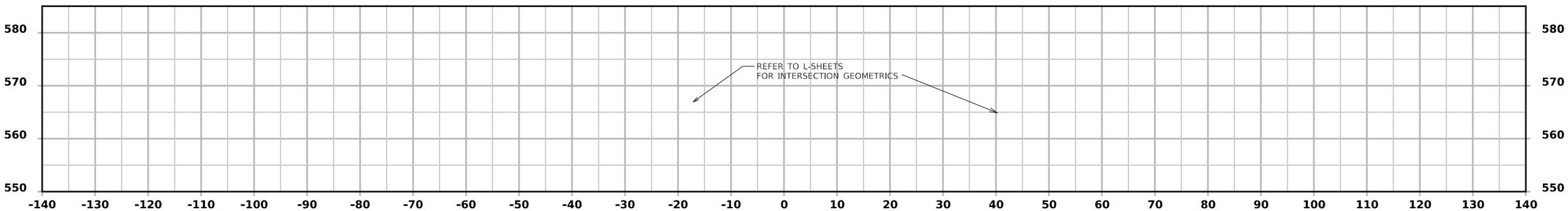


STA 302+50.00

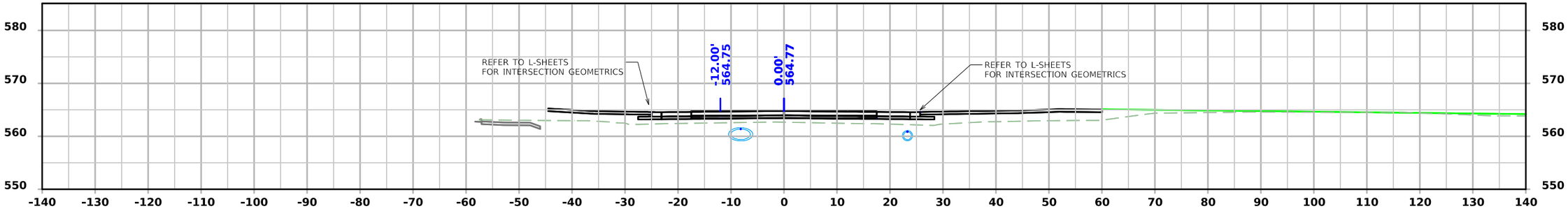


STA 302+25.00

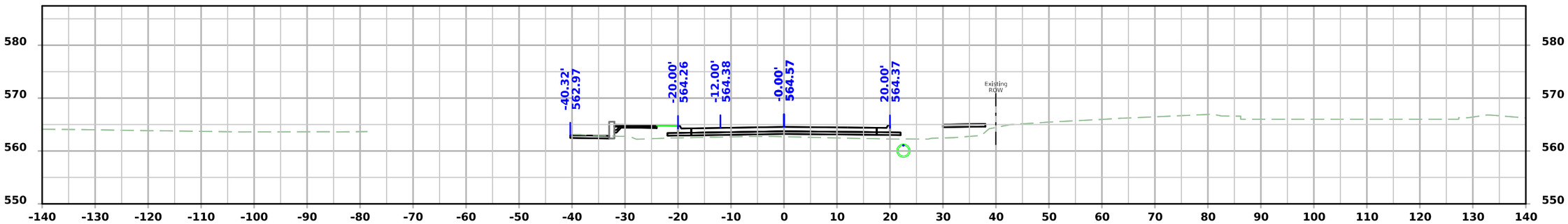
LeClaire Street



STA 303+50.00

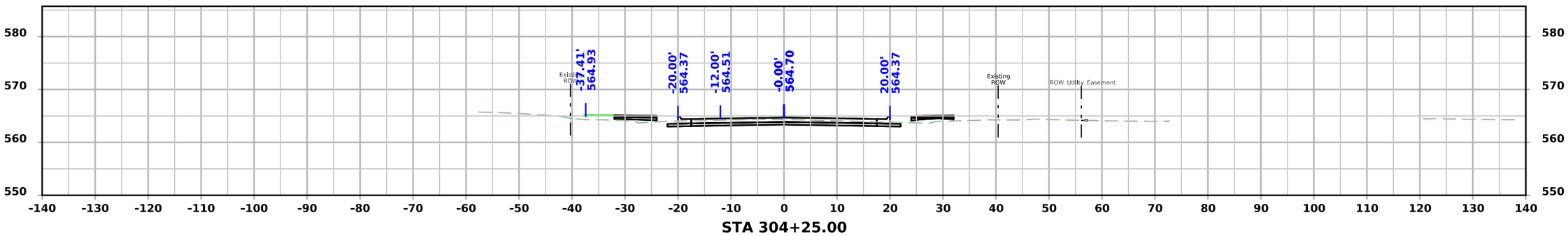


STA 303+25.00

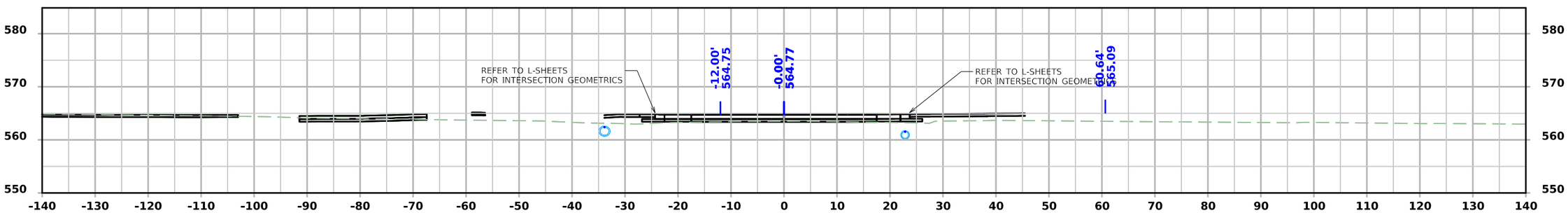


STA 303+00.00

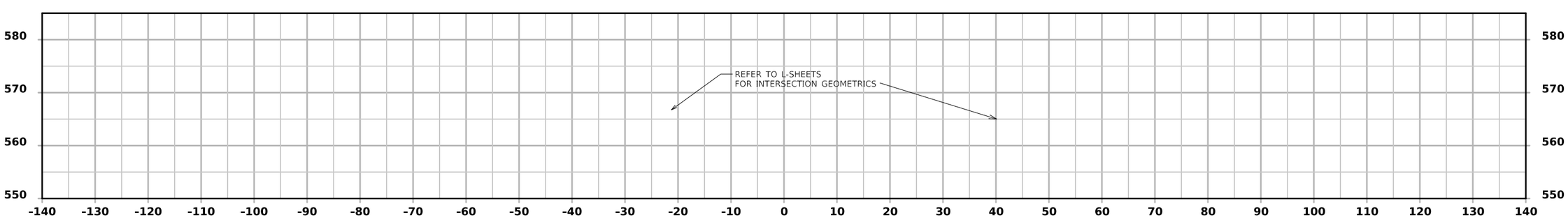
LeClaire Street



STA 304+25.00



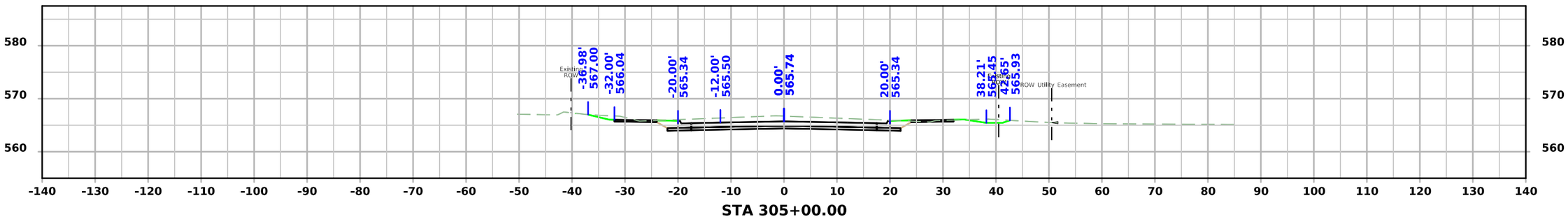
STA 304+00.00



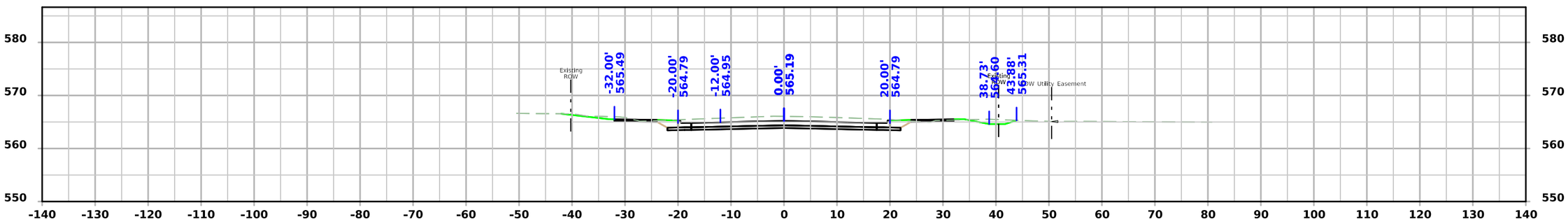
STA 303+75.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.16

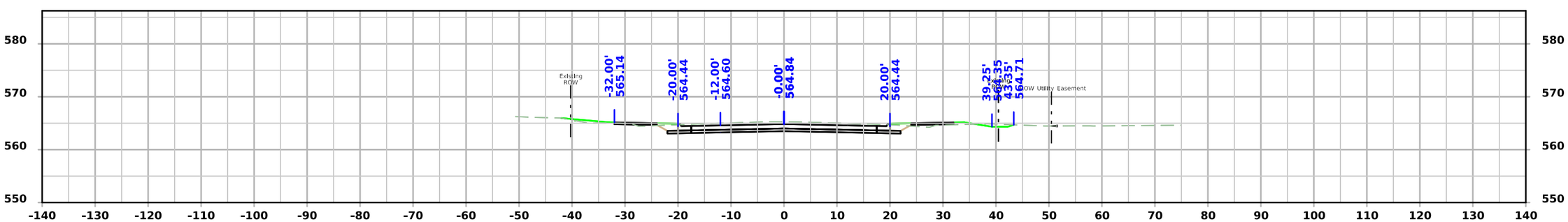
LeClaire Street



STA 305+00.00



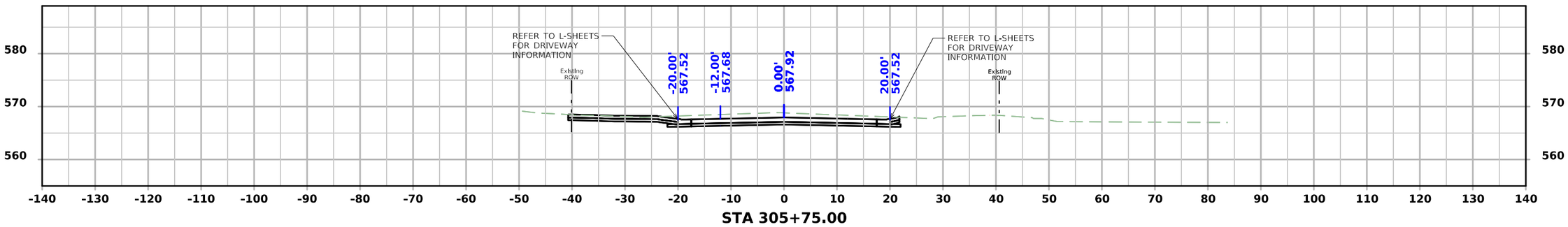
STA 304+75.00



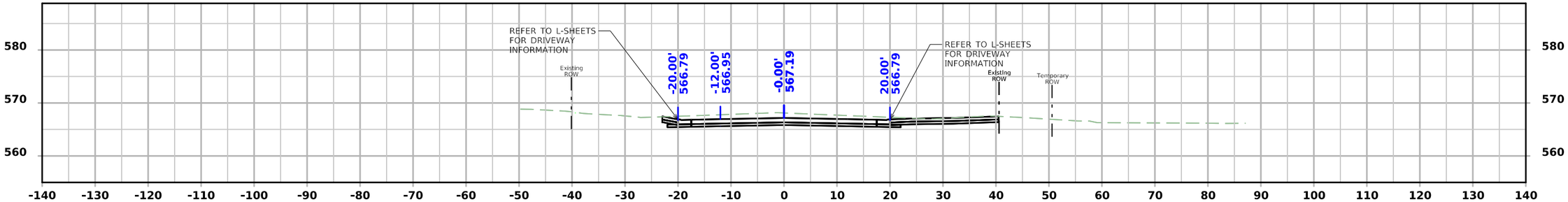
STA 304+50.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.17

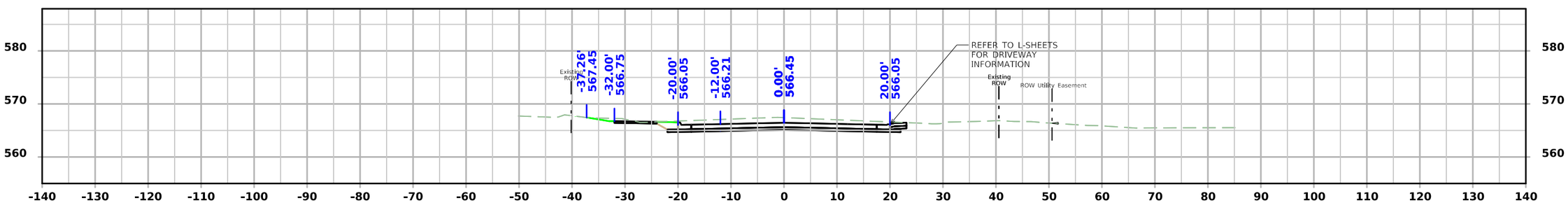
LeClaire Street



STA 305+75.00

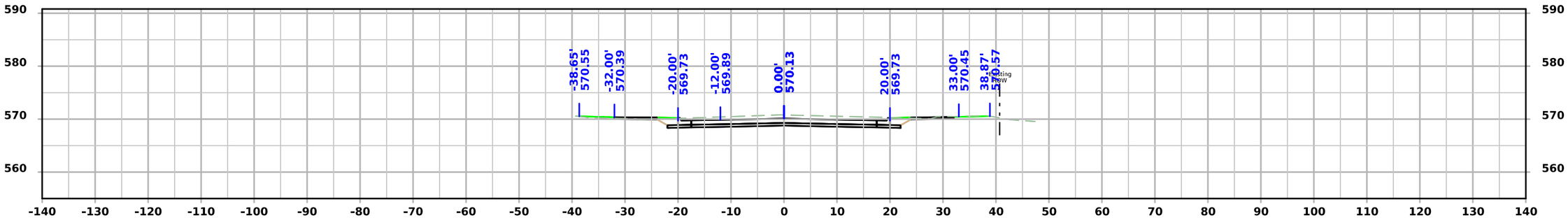


STA 305+50.00

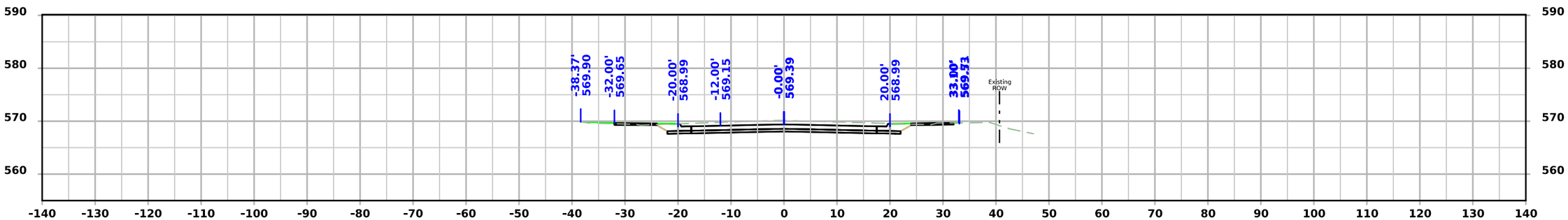


STA 305+25.00

LeClaire Street



STA 306+50.00



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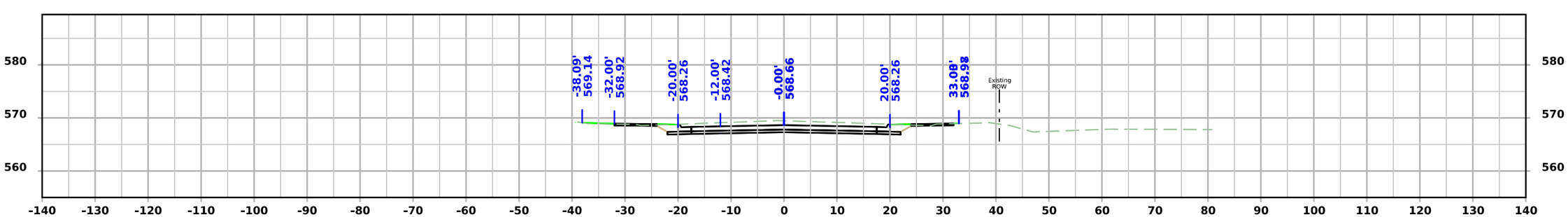
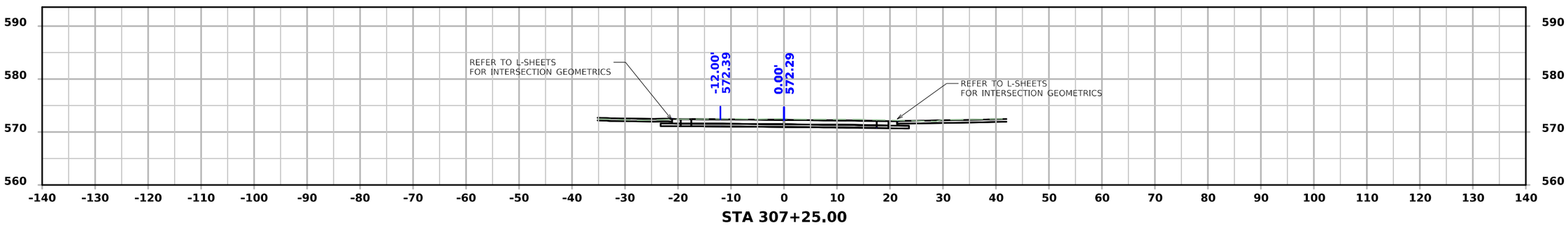


STA 306+00.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.19

LeClaire Street



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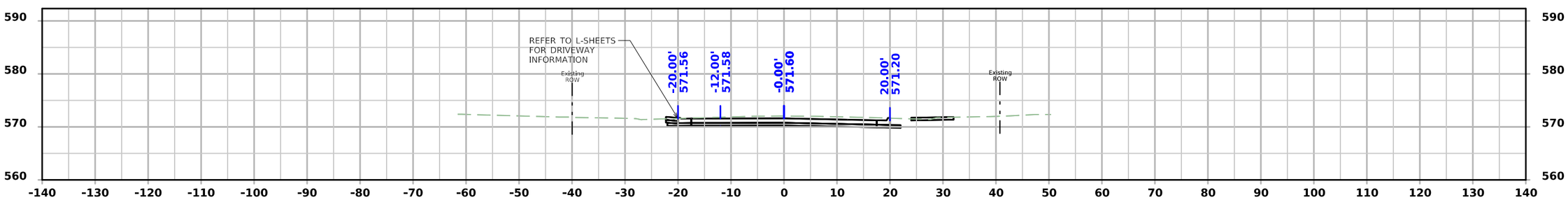

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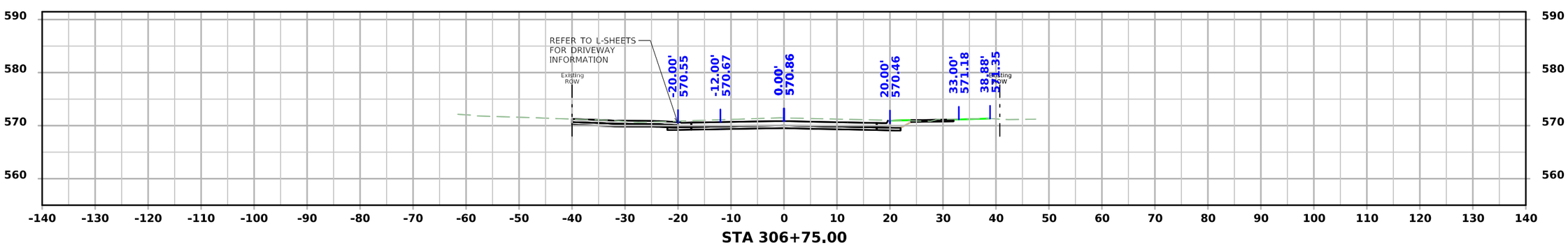
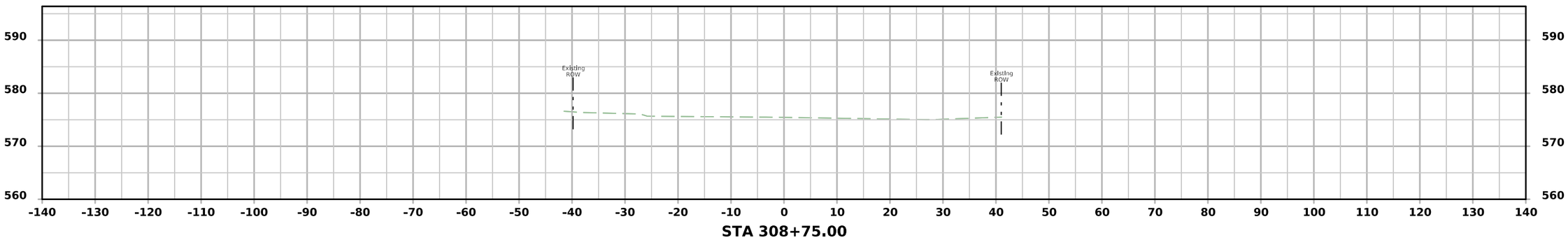
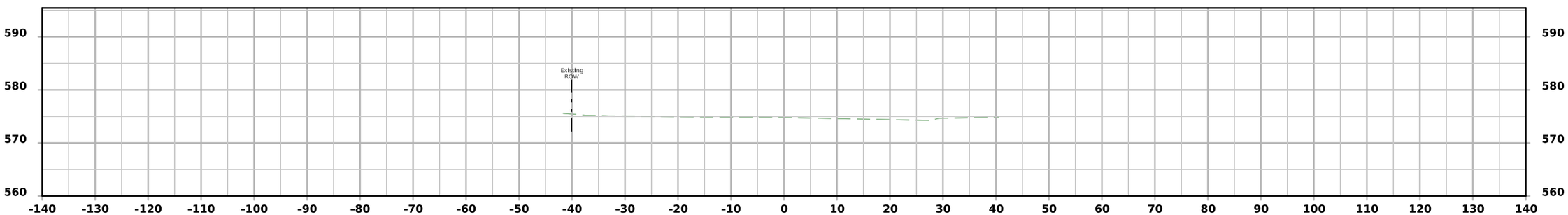


STA 306+75.00

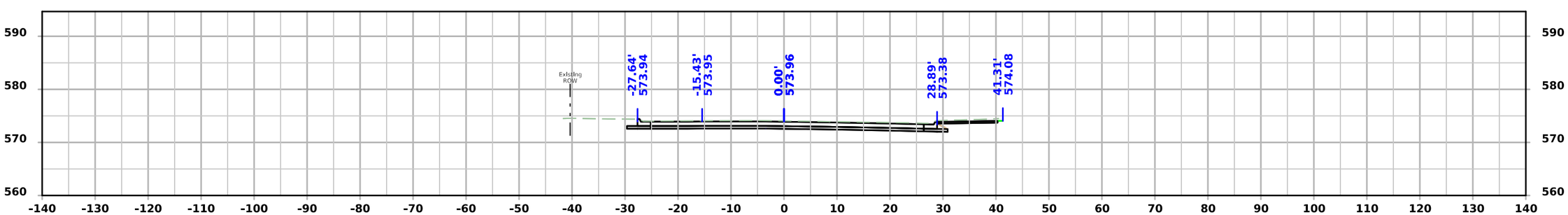
LeClaire Street



STA 308+75.00



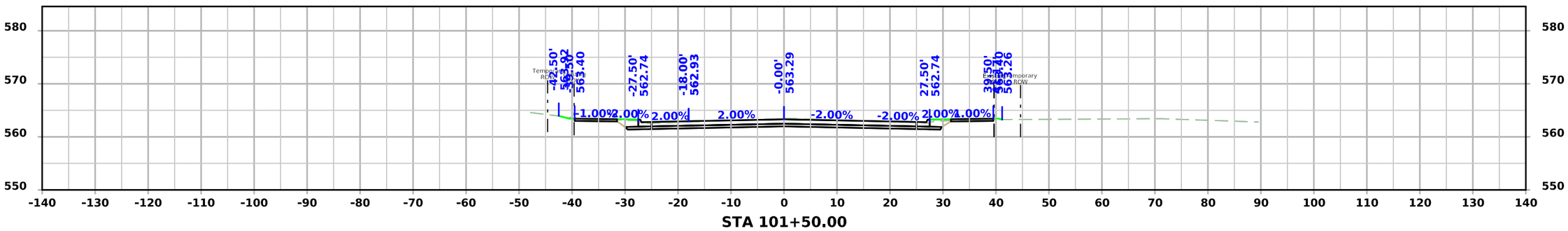
STA 308+50.00



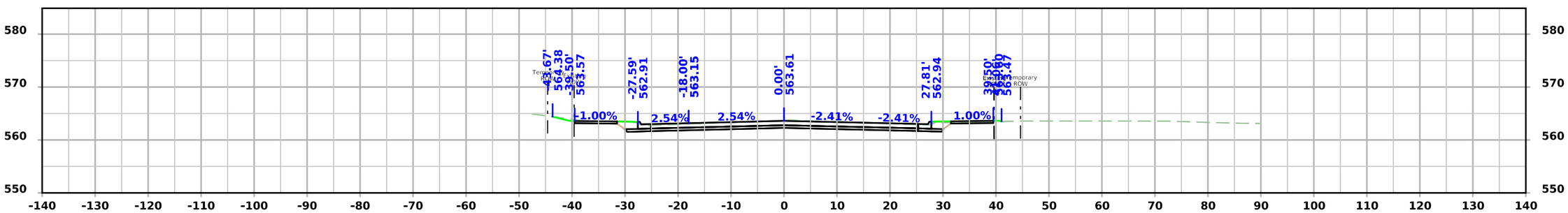
STA 308+25.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER W.21

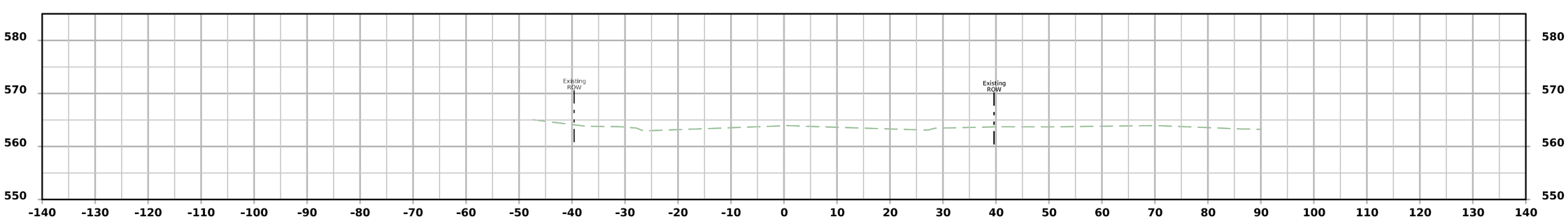
4TH STREET



STA 101+50.00



STA 101+25.00

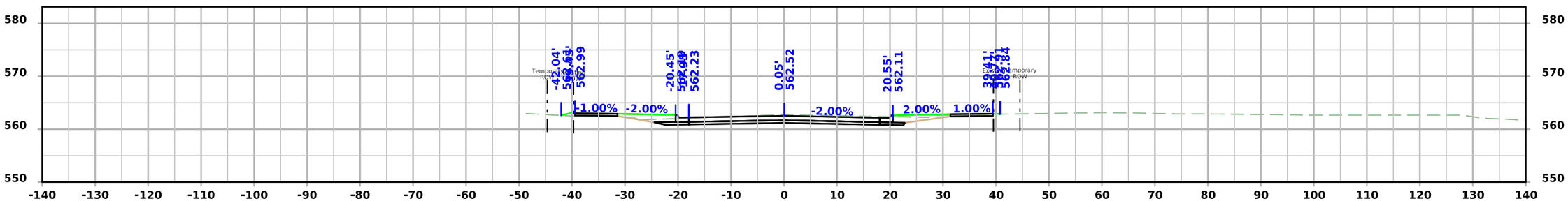


STA 101+00.00

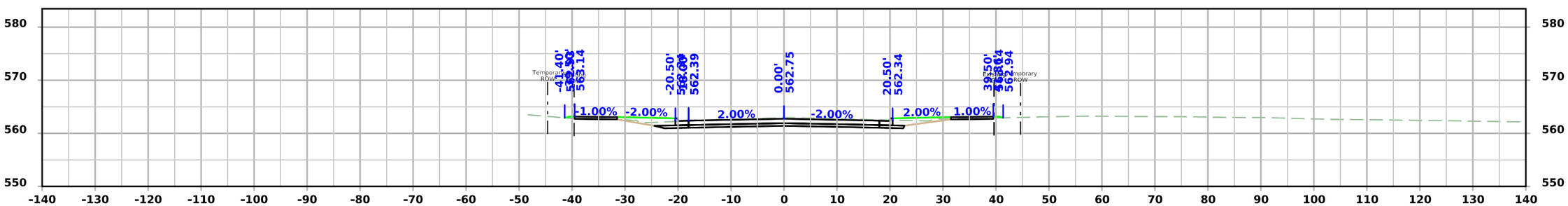
FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER X.1

10:39:29 AM 6/15/2026 hmanter \\hrgreen.com\hrg\Data\2024\2403243\CAD\Design\CADD_Files\Sheet_Files\SHT_X02_2403243_Z11.dgn

4TH STREET



STA 102+25.00



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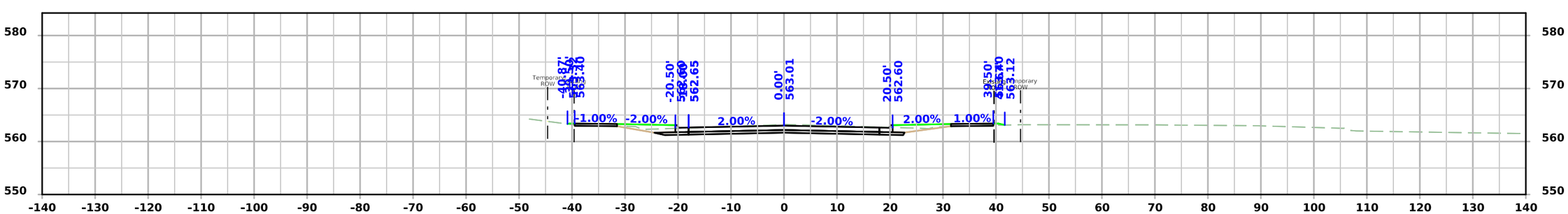
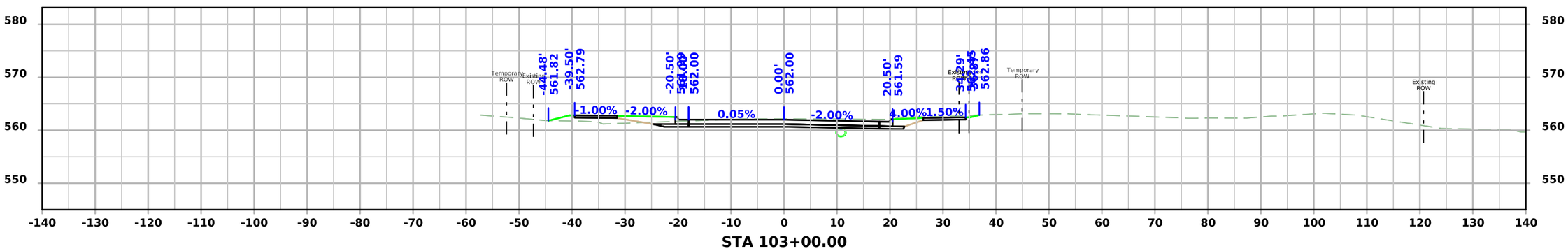


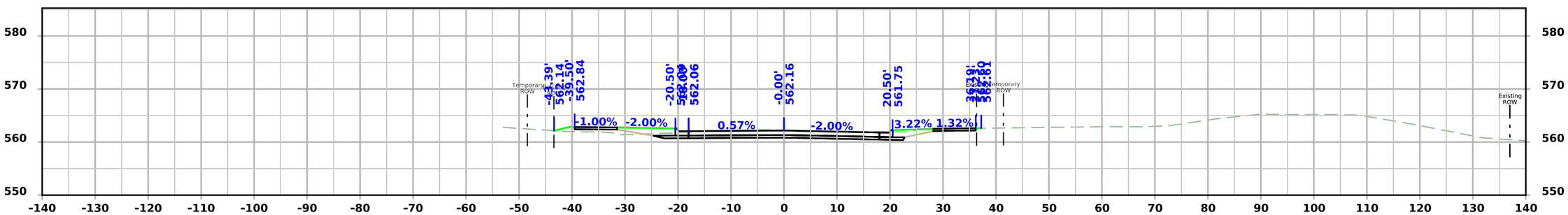
STA 101+75.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER X.2

4TH STREET



STA 103+00.00



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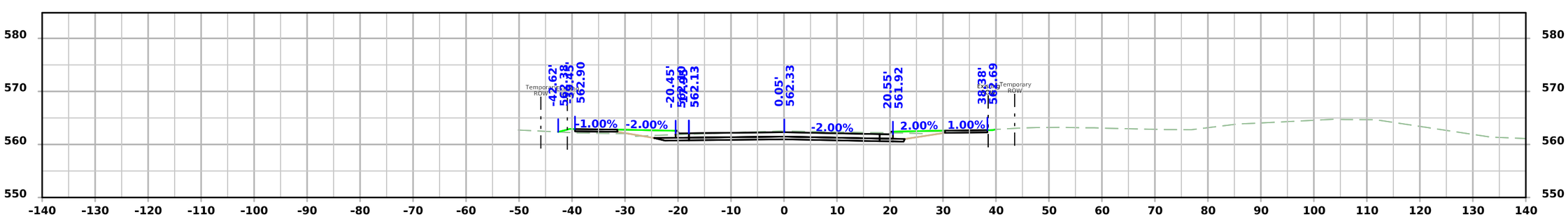
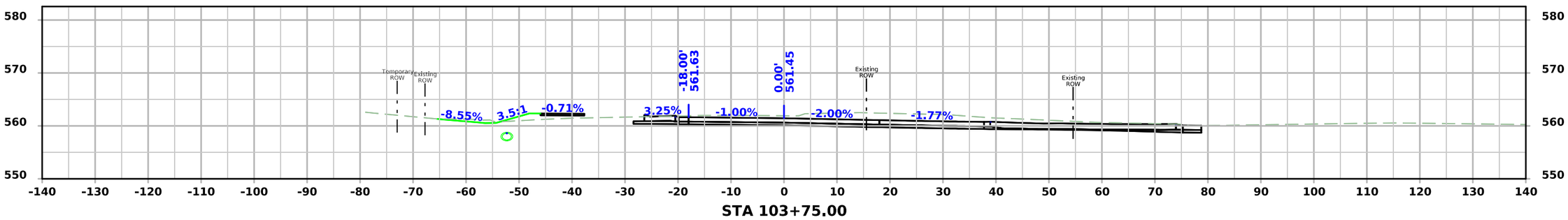


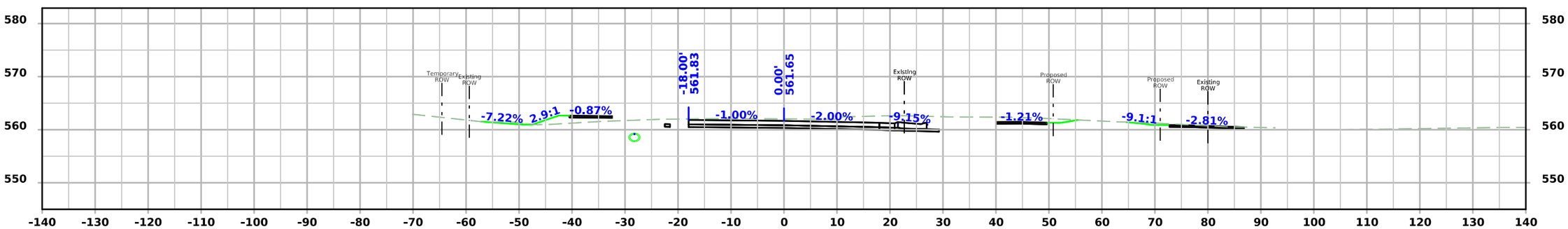
STA 102+50.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER X.3

4TH STREET



STA 103+75.00



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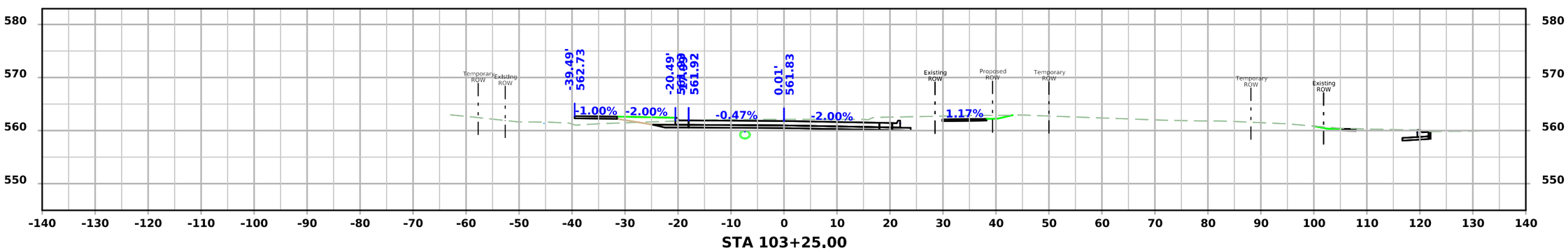

STA 103+25.00

FILE NO.	ENGLISH	DESIGN TEAM HR Green, Inc.	City of Davenport	Scott COUNTY	PROJECT NUMBER HDP-1827(706)--71-82	SHEET NUMBER X.4