CITY OF DECARAH
PLANS FOR PROPOSED IMPROVEMENT ON THE
URBAN ROAD SYSTEM
WINNESHIEK COUNTY
PCC PAVEMENT - REPLACE

IN THE CITY OF DECARAH, ON LOCUST ROAD FROM COLLEGE
DRIVE .87 MILES TO PINE CREST DRIVE - PCC PAVEMENT - REPLACE
BID ALTERNATE: PINE CREST DRIVE TO HIGHLAND DRIVE
LOCATED IN SECTIONS 9 AND 16, T98N, R08W OF THE 5TH P.M., DECORAH TOWNSHIP

This project is covered by the Iowa Department of Natural Resources NPDES General Permit No. 2. The contractor shall carry out the terms and conditions of General Permit No. 2 and the storm water pollution prevention plan which is a part of these contract documents. Refer to Section 2032 of Standard Specifications for additional information.

Refer to the Proposal Form for list of applicable specifications. See Tab 105-4 Standard Road Plans on Sheet A.02 for list of utility contacts. Value Engineering Saves. Refer to Article 1105.15 of the Specifications.

This project is NOT FOR CONSTRUCTION. It is for checking purposes only.
## GENERAL LEGEND

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NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

STATION TO STATION
100+35.83 TO 100+98.53

PROPOSED STORM SEWER

PCC PAVEMENT URBAN TYPICAL SECTION - 36'
2 LANE WITH BIKE LANES - LOCUST ROAD

STATION TO STATION
104+50.25 TO 105+55.25

PROPOSED STORM SEWER

PCC PAVEMENT URBAN TYPICAL SECTION - 36'
2 LANE WITH BIKE LANES - LOCUST ROAD

8.01
NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

STATION TO STATION

110+14.55 TO 111+75.00

116+75.00 TO 118+00.00

PCC PAVEMENT URBAN TYPICAL SECTION - 36'
2 LANE WITH BIKE LANES - LOCUST ROAD

NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

STATION TO STATION

105+55.25 TO 110+14.55

PCC PAVEMENT URBAN TYPICAL SECTION - 36'
2 LANE WITH BIKE LANES - LOCUST ROAD

NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.
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2. SEE L-SHEETS FOR JOINT SPACING.

PCC PAVEMENT URBAN TYPICAL SECTION - 36'
2 LANE WITH BIKE LANES - LOCUST ROAD
NOT TO SCALE

NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

PCC PAVEMENT RURAL TYPICAL SECTION - VARIES
2 LANE WITH BIKE LANES - LOCUST ROAD
NOT TO SCALE
NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

STATION TO STATION
119+11.68 TO 131+15.12

PCG PAVEMENT RURAL TYPICAL SECTION - 40’
2 LANE WITH BIKE LANES - LOCUST ROAD

NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

STATION TO STATION
131+15.12 TO 132+80.45

PCG PAVEMENT RURAL TYPICAL SECTION - 40’
2 LANE WITH BIKE LANES - LOCUST ROAD

STATION TO STATION
137+46.13 TO 138+52.50

STBGSWAP-1867(617)---SG-96
NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

PCC PAVEMENT RURAL TYPICAL SECTION - 40’
2 LANE WITH BIKE LANES - LOCUST ROAD

STATION TO STATION
132+00.00 TO 137+46.13

PROFILE GRADE
L-2 JOINT
L-2 JOINT
L-2 JOINT
GRANULAR
SHOULDER
GRANULAR
SHOULDER
8” P.C.C. PAVEMENT
12” MODIFIED SUBBASE
12” SUBGRADE PREPARATION
JOINT UTILITY TRENCH
(SEE SHEET P.04 FOR DETAILS)

STATION TO STATION
138+52.50 TO 139+58.88

PROFILE GRADE
L-2 JOINT
L-2 JOINT
L-2 JOINT
GRANULAR
SHOULDER
GRANULAR
SHOULDER
8” P.C.C. PAVEMENT
12” MODIFIED SUBBASE
12” SUBGRADE PREPARATION
JOINT UTILITY TRENCH
(SEE SHEET P.04 FOR DETAILS)

STATION TO STATION
143+42.95 TO 145+08.28

PROFILE GRADE
L-2 JOINT
L-2 JOINT
L-2 JOINT
GRANULAR
SHOULDER
GRANULAR
SHOULDER
8” P.C.C. PAVEMENT
12” MODIFIED SUBBASE
12” SUBGRADE PREPARATION
JOINT UTILITY TRENCH
(SEE SHEET P.04 FOR DETAILS)
NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

STATION TO STATION
139+58.88 TO 143+42.95

NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

STATION TO STATION
146+60.37 TO 163+84.36

LOGIC ROAD AND UTILITY IMPROVEMENTS - 2020
TYPICAL SECTIONS AND DETAILS
STBG-SWAP-1867(617)--SG-96

BAK
BAV
JSS
NOTE:
1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.
2. SEE L-SHEETS FOR JOINT SPACING.

STATION TO STATION
163+84.36 TO 164+44.36

PCC PAVEMENT RURAL TYPICAL SECTION - VARIES
2 LANE WITH BIKE LANES - LOUCET ROAD

STATION TO STATION
200+32.95 TO 200+48.05

PCC PAVEMENT URBAN TYPICAL SECTION - 36'
2 LANE - SHADY LANE DR./ FINE GREST DR.
### ESTIMATED PROJECT QUANTITIES

#### (UP TO A 5 DIVISION PROJECT)

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- 12/12/2019 8:43 AM
- 1740 Lininger Lane
  North Liberty, Iowa 52317
  319-626-9090
  fax 319-626-9095

#### DECEMBER 2019

- MEC #30616018-001
- DECORAH, IOWA
- UTILITY IMPROVEMENTS - 2020

#### QUANTITIES AND REFERENCE NOTES

- STBG-SWAP-1667(177)-SG-R6
- BAV JSS

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**Note:** This document is not for construction. PLANS - NOT FOR CONSTRUCTION.
### Standard Road Plans

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<th>Item No.</th>
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### INDEX OF TABULATIONS

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<th>Title</th>
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<th>Details</th>
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<tbody>
<tr>
<td>1</td>
<td>CHECK PLANS - NOT FOR CONSTRUCTION</td>
<td>TABULATIONS</td>
<td>1.01-1.40</td>
</tr>
</tbody>
</table>

---

**COMMERCIAL ROADWAYS**

- **Surface Types**: Paved, Unpaved, Graded
- **Drainage Systems**: Storm, sanitary, storm-inlet
- **Roadway Features**: Curb, gutter, street trees, street signs, signals

**UTILITY IMPROVEMENTS**

- **Pipes**: Water, sewage, gas
- **Cable Ducts**: For utilities
- **Utility Structures**: Poles, poles and crossarms

**GEOTECHNICAL INPUTS**

- **Soil Classification**: Ordinary, compacted, stony
- **Subsurface Conditions**: Fresh water, springs, wells

---

**CHECK PLANS - NOT FOR CONSTRUCTION**

- **Engineering Notes**: For internal use only
- **Construction Notes**: To be used by contractors

---

**REFERENCE NOTES**

- **Project Details**: Date, location, client information
- **Contractor Information**: Name, contact details
<table>
<thead>
<tr>
<th>Item No.</th>
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<td>EXCAVATION, CLASS 13, ROADWAY AND DIORON</td>
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**QUANTITIES:**

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<td>DIVISION 1 FILL</td>
<td>CY</td>
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<td>DIVISION 2 FILL</td>
<td>CY</td>
<td>TOTAL: 1,000</td>
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**TOPOGRAPHY, SURVEY:**

- Topo shall be placed on all disturbed areas that are not paved.
- Overall shall be measured or paid for, but shall be considered incidental to roadway excavation.
- Refer to Tab: 108-1B in the C Sheets for locations and details.

**RELOCATION OF MAIL BOXES:**

- Refer to Tab: 108-24 in the C Sheets and to the S Sheets for Typical Sections.
- Measurement for relocation of mail boxes shall be by count of each satisfactorily relocated.
- Payment for relocation of mail boxes shall include all materials, equipment, labor, and overhead.

**SHOULDER FINISHING, SURFACE:**

- Included for earth shoulder filling adjacent to integral curb from Station 118+39.03 to 231-00.

**RELOCATION OF RAILROAD TRACKS:**

- Refer to Tab: 108-24 in the C Sheets and to the S Sheets for locations and details.

**STANDARD OR SLIP FORM CONCRETE PAINTING, LSA AX, CLASS 2 IN DURABILITY, 8 IN.**

- Refer to Tab: 108-24 in the C Sheets and to the S Sheets for locations and details.

**PORTLAND CEMENT CONCRETE PAINT SAMPLES:**

- Refer to Tab: 108-62 in the C Sheets for location and details.

**PERMANENT PAINT:**

- Refer to Tab: 108-62 in the C Sheets for location and details.

**SURFACING, DRIVeway:**

- Refer to Tab: 108-3 in the C Sheets for locations and details.

**GENERAL OF EIGN:**

- Refer to Tab: 108-62 in the C Sheets for locations and details.
- Measurement for removal of signs will be by count of each removed.
- The payment for removal of signs is full compensation for furnishing all materials, equipment, and labor, for performance of all work necessary for removal of signs, including removal and disposal of the structural supports and foundations, and placement of any backfill material necessary by these operations. Signs are to become the property of and to be delivered to the City of Decorah. See Item "Deliver and Stockpile Salvaged Materials" for more information.

**RESERVED FOR BAK:**

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<tr>
<th>Description</th>
<th>Reference</th>
<th>Notes</th>
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<tr>
<td>1740 Lininger Lane</td>
<td>North Liberty, Iowa 52317</td>
<td>319-626-9090 Fax 319-626-9095</td>
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### ADJUSTMENT OF FIXTURES

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<th>No.</th>
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<th>Type of Fixture</th>
<th>Adjustment</th>
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### ACCESS POINTS AND SAFETY RAMPS

Length of unclassified pipe calculated based on using corrugated metal pipe.

Refer to Cross-Sections

**Access Points**

<table>
<thead>
<tr>
<th>Location</th>
<th>A, B, C,</th>
<th>Safety Ramp,</th>
<th>Fire Hydrant</th>
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<tbody>
<tr>
<td></td>
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</table>

**Design Criteria**

- Width: 24 ft
- Height: 12 ft
- Depth: 8 ft

**Piping System**

- Drogue Pipe
- Drogue Line

**Associated Surface Area**

- Main Street
- Locust Road

**Utility Surface Area**

- Water Main
- Sewer Main

---

### REMOVAL OF PAVEMENT

Refer to Table 180-13

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<th>End Station</th>
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### DELIVERY AND STOCKPILING

**Time Description**

- Delivery: 08:00 AM
- Stockpiling: 10:00 AM

**Time Duration**

- Delivery: 08:00 AM
- Stockpiling: 10:00 AM

**Location**

- Site: 180-13
- Type: LT

**Delivery and Stockpiling**

- Main Street
- Locust Road

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### RELOCATION OF FIXTURES

**Location**

- Site: 180-13
- Type: LT

**Remarks**

- Fire Hydrant
- Main Street

---

**CHECK PLANS - NOT FOR CONSTRUCTION**
PAVEMENT MARKING SYMBOLS AND LEGENDS

- School Xing - Stop Ahead Only - Bike Lane Exit
- Groove Cut

DIVISION 1 TOT:
PAINTED SYMBOLS AND LEGENDS, BURNT 7 INCH
PAINTED SYMBOLS AND LEGENDS, BURNT 2 INCH

PAVEMENT MARKING LINE TYPES

- Detectable Warning - 1.0 MPH
- Reflective Centerline - 1.0 MPH
- Solid Yellow Line - 2.0 MPH
- Solid White Line - 1.0 MPH
- Solid White Line - 2.0 MPH
- Solid White Line - 1.0 MPH
- Solid White Line - 2.0 MPH
- Solid White Line - 1.0 MPH
- Solid White Line - 2.0 MPH

SAFETY CLOSURES

- Stage 1 - Halfway Completion
- Stage 2 - Construction
- Stage 3 - Construction
- Stage 4 - Construction
- Stage 5 - Construction
- Stage 6 - Construction
- Stage 7 - Construction
- Stage 8 - Construction
- Stage 9 - Construction
- Stage 10 - Construction

CHECK PLANS - NOT FOR CONSTRUCTION
**SANITARY OR STORM SEWER ABANDONMENT OR REMOVAL**

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**EXISTING SIGNS TO BE REMOVED**

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**MILLED RUMBLE STRIPS**

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**STORM SEWER**

Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along C. of pipe. An additional 2' is length is added to Design Length to account for estimated length to center of structures.

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<td>C. LININGER</td>
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**UTILITY IMPROVEMENTS - 2020**

DECEMBER 2019

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**LOCUST ROAD AND UTILITY IMPROVEMENTS - 2020**

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**STORM SEWER**

**INTAKES AND UTILITY ACCESSES**

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<tr>
<th>No</th>
<th>Location Station and Offset</th>
<th>&quot;Type or Standard Road Plan&quot;</th>
<th>Rev / FG</th>
<th>Notes</th>
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<td>1</td>
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<td>15&quot; ARROW</td>
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<td>2</td>
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<tr>
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<td>4</td>
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**PIPE**

Design Length, Shape, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 2 ft length is added to Design Length to account for estimated length to center of structure.

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<tr>
<th>Line Number</th>
<th>Intake/ Utility Accesses</th>
<th>Class</th>
<th>D</th>
<th>Pipe Size</th>
<th>Bit Length</th>
<th>Design Length</th>
<th>Slope %</th>
<th>Plan Depth</th>
<th>Offset</th>
<th>Other Description</th>
<th>Other Information</th>
<th>Pipe Profile Sheet No</th>
<th>Notes</th>
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<td>1.23</td>
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<td>2.94</td>
<td>200000</td>
<td>30-00</td>
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<td>W10</td>
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**SIDEWALKS**

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<th>Station to Station</th>
<th>6&quot; PCC Sidewalk</th>
<th>8&quot; PCC Sidewalk</th>
<th>8&quot; PCC Sidewalk</th>
<th>Sidewalk Kerbing</th>
<th>Remarks</th>
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<tr>
<td>College Drive</td>
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**LOCUST ROAD AND UTILITY IMPROVEMENTS - 2020**

**QUANTITIES AND REFERENCE NOTES**

C.13
LOCUST ROAD AND UTILITY IMPROVEMENTS - 2020
LOCUST ROAD
PLAN AND PROFILE
STBG-SWAP-1867(617)--SG-96

B.O.P.
STA = 100+35.93
ELEV = 883.16
(FIELD VERIFY)
EXISTING CENTERLINE
PROFILE GRADE
100+00
101+00
102+00
103+00
104+00
105+00
106+00

ADJUST SANITARY SEWER MANHOLE
SEE S-SHEETS FOR DETAILS

PROPOSED SIDEWALK
(SEE S-SHEETS FOR DETAILS)
36.0’ B-B
5.0’ WALK

LOCUST ROAD

COLLEGE DRIVE

PROTECT EXISTING LIGHT POLE
SEE S-SHEETS FOR DETAILS

REMOVE AND REINSTALL MAILBOX
(SEE M-SHEETS FOR DETAILS)
REMOVE AND REINSTALL MAILBOX
(SEE M-SHEETS FOR DETAILS)
REMOVE AND REINSTALL MAILBOX (2)
REMOVE AND REINSTALL MAILBOX
(SEE M-SHEETS FOR DETAILS)

PROTECT EXISTING SANITARY SEWER MANHOLE
SEE S-SHEETS FOR DETAILS

CHECK PLANS - NOT FOR CONSTRUCTION
REMOVE EXISTING POWER POLE

REMOVE EXISTING POWER POLE AND GUY WIRE

ADJUST EXISTING SANITARY SEWER MANHOLE

REMOVE EXISTING POWER POLE AND GUY WIRE

REMOVE EXISTING POWER POLE (2)

ADJUST EXISTING SANITARY SEWER MANHOLE

REMOVE AND REINSTALL MAILBOX

PROPOSED STORM SEWER

SEE M-SHEETS FOR DETAILS

CHECK PLANS - NOT FOR CONSTRUCTION
**GENERAL INFORMATION**

**ALIGNMENT INFORMATION**

The alignment for this project was a best fit of the alignment from Iowa Highway Commission, Secondary Road - Winneshiek County, to the road 'L' out of Decorah Northeast - Grading Plans - S. Project Number - 533 (4), approved by the IHC March 31, 1947. These plans were acquired from the Winneshiek County Engineer. Factors such as existing pavement, drainage structures, and survey monuments throughout the corridor were investigated. Locations and indices in relation to important topography near the original location of the road were adjusted. If necessary, these were updated in the field. Research was done at the offices of the Winneshiek County Recorder, Auditor, and Engineer, as well as through Iowa Department of Transportation and online through the Winneshiek County Assessor and Iowa Land Records.

**HORIZONTAL & VERTICAL CONTROL**

The project coordinate system is Iowa Regional Coordinate System Zone 2 (U.S. Survey Feet), NAVD 88 Height using Geoid 12A, all relative to Winneshiek County 2014 GPS Control. Project control was established using GPS Base and Rover, from county control points 10604 and 10601, with averaged observations on site. Project control and checks on county control. Additional checks were made on project and county control using Iowa RTN GPS observations.

**CHECK PLANS - NOT FOR CONSTRUCTION**
### ALIGNMENT COORDINATES

<table>
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<tr>
<th>Name</th>
<th>Location</th>
<th>Point or Tangent</th>
<th>Begin-Spiral</th>
<th>Begin Curve</th>
<th>Single Curve PI or Master PI of SCS</th>
<th>End Curve</th>
<th>End Spiral</th>
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<tr>
<td></td>
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<td></td>
<td>Status</td>
<td>Coordinates</td>
<td>Status</td>
<td>Coordinates</td>
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<tr>
<td>Local Road</td>
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<td></td>
<td>Y (Northing)</td>
<td>X (Easting)</td>
<td>Y (Northing)</td>
<td>X (Easting)</td>
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<td>17,756,907.16</td>
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### SUPERELEVATION DATA

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<th>Road Identification</th>
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<th>Radius</th>
<th>Superelevation Data</th>
<th>Standard</th>
<th>PI Station or SC Station</th>
<th>PT Station or CS Station</th>
<th>Superelevation Transition</th>
<th>Normal Shoulder Slope</th>
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**NOTES:**
- **CHECK PLANS - NOT FOR CONSTRUCTION**
- **DECEMBER 2019**
- **MEC #30616018-001**
- **DECORAH, IOWA**
- **UTILITY IMPROVEMENTS - 2020**
- **LOCUST ROAD AND STBG-SWAP-1867(617)--SG-96**
- **REFERENCE TIES, BENCHMARKS AND ALIGNMENT INFORMATION**

**STBG-SWAP-1867(617)--SG-96**

**G.02**

**[Image] Check Plans - Not for Construction**
TRAFFIC CONTROL NOTES

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. The contractor shall coordinate traffic control with other projects in the area.
2. Traffic control on this project shall be in accordance with specific layouts shown on these plans and standard road plans. Traffic control devices, procedures, and layouts shall conform to the Michigan Department of Transportation, Traffic Control Devices.
3. All traffic control devices shall be furnished, erected, maintained, and removed by the contractor.
4. All traffic control signs shall be placed a minimum of two feet clear of the outside edge of shoulder where possible.
5. Contractor shall direct all warning signs on painted posts. Portable mountings for warning signs may be used for temporary installations of 3 days or less.
6. The proposed signing may be modified to meet field conditions, prevent obstructions and to accommodate construction scheduling upon approval of the engineer.
7. Orange safety fences shall be placed entirely across the traveled portion of the roadway and shoulders at all locations where type II barricades with head closed signs are used.
8. The back side of the type II barricades shall be reflectorized by a minimum of six yellow reflectors, one at each end of each rail, or at least one rail on each barricade shall have reflectorized straps properly secured at each end.
9. Long term permanent traffic control signs that conflict with specific layouts shown on these plans are to be covered as directed by the engineer.
10. Sign washing shall be considered incidental to traffic control and required as directed by the engineer.
11. Refer to Iowa DOT standard specifications for highway and bridge construction Sec. 416.63 for sign requirements.
12. The location for storage of equipment and materials by the contractor during non-working hours shall be as approved by the engineer. No storage of materials or equipment will be permitted within the Iowa DOT right of way.
13. The system traffic control shall include the cost for all traffic control measures required of the contractor except for those which are separate bid items or are incidental to other bid items.
14. Should a situation arise requiring an emergency response to the project site or adjacent location, the contractor shall make reasonable accommodations to not hinder emergency vehicles and/or personnel.
15. Refer to sheets 24-13 and 24-14 for specific traffic control situations, to refer to the following Iowa DOT standard road plans for other traffic control situations that may be required.

Road Work Ahead
Road Closed Ahead
Detour Ahead
Road Closed to thru Traffic
Detour to Decorah

Sign Details

Road Work Ahead
Detour
End Sign
Detour
Detour
End Sign
Detour
End Sign

Road Closed
Detour
End Sign
Detour
Detour
End Sign
Detour
End Sign

End Road Work

Temporary Traffic Control, Detour and Staging Plan and Details

Road Closed to Decorah

CHECK PLANS - NOT FOR CONSTRUCTION
STAGE 1 TRAFFIC CONTROL NOTES:

1. WORK IN THIS STAGE INCLUDES ALL WORK ON LOCUST ROAD FROM PINE CREST DRIVE TO THE NORTHERN PROJECT LIMITS OF BID ALTERNATE 1.

2. INSTALL ONE TYPE III BARRICADE FOR EACH TRAFFIC LANE WITH R11-2 "ROAD CLOSED" SIGN AT THE PROJECT LIMITS. INSTALL ORANGE PLASTIC SAFETY FENCE CONTINUOUSLY ALONG BOTH TRAVEL LANE AS OUTSIDE-TYPE TRAFFIC LANE. INSTALL STAGGERED TYPE III BARRICADES WITH R11-4 "ROAD CLOSED TO THRU TRAFFIC" SIGNS AT INTERSECTION CLOSEST TO PROJECT LIMIT.

3. ALL RESIDENTS SHALL HAVE ACCESS AT ALL TIMES. CONTRACTOR SHALL COORDINATE WITH ALL RESIDENTS WHO LIVE ALONG THE PROJECT LIMITS TO ALLOW ACCESS TO AND FROM THEIR HOMES THROUGHOUT THE ENTIRE DURATION OF THE PROJECT. ANY ADDITIONAL MATERIALS, WORK, OR MAINTENANCE TO ACCOMPLISH THIS SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL BID ITEM.

4. NO TRUCK TRAFFIC SHALL BE ALLOWED ON LOCUST ROAD DURING ANY STAGE OF THE PROJECT.
INSTALL 2075 SY OF TEMPORARY PAVING (TYP.)

PT = 143+80.15
PC = 149+88.37
PT = 154+03.19

PINE CREST DRIVE
LOCUST ROAD

PI = 157+69.29
PI = 165+29.83

LOCUST ROAD
HIGHLAND DRIVE

CHECK PLANS - NOT FOR CONSTRUCTION
INSTALL 50 SY OF TEMPORARY PAVING (TYP.)

LOCUST ROAD

PI = 157+69.29

INSTALL 35 SY OF TEMPORARY PAVING (TYP.)

LOCUST ROAD

HIGHLAND DRIVE

STAGE 1 - PHASE B
SECTION A

NOTES:
1. ALL TRAFFIC CONTROL DEVICES AND SIGNS SHOWN ON THESE PLANS ARE FOR ILLUSTRATIONAL PURPOSES ONLY AND MAY NOT INCLUDE ALL TRAFFIC CONTROL DEVICES AND SIGNS REQUIRED TO PERFORM THE STAGING AND DETOURS SHOWN HERE.
2. ALL TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE IOWA DEPARTMENT OF TRANSPORTATION (IDOT) STANDARD ROAD PLANS. THIS INCLUDES BUT IS NOT LIMITED TO SPACING BETWEEN TRAFFIC CONTROL DEVICES AND SIGNS, SIGN SIZE AND PLACEMENT OF SIGNS.
STAGE 2 TRAFFIC CONTROL NOTES:

1. WORK IN THIS STAGE INCLUDES ALL WORK ON LOCUST ROAD FROM COLLEGE DRIVE TO PINE CREST DRIVE INCLUDING THE INTERSECTIONS OF SHADY LANE DRIVE AND PINE CREST DRIVE.

2. INSTALL ONE TYPE III BARRICADE FOR EACH TRAFFIC LANE WHERE "ROAD CLOSED" SIGNS AT THE PROJECT LIMITS. INSTALL ORANGE PLASTIC SAFETY FENCE CONTINUOUSLY ACROSS BOTH TRAVEL LANES AND EXTEND 10 FEET PAST TRAVEL LANES. INSTALL STAGGERED TYPE III BARRICADES WITH "ROAD CLOSED TO THRU TRAFFIC" SIGNS AT INTERSECTION CLOSEST TO STREET CLOSURES.

3. ALL RESIDENTS SHALL HAVE ACCESS AT ALL TIMES. CONTRACTOR SHALL COORDINATE WITH ALL RESIDENTS TO ALLOW ACCESS TO AND FROM THEIR HOMES THROUGHOUT THE HORSESHOE OR CIRCLE OF THE PROJECT. ANY ADDITIONAL MATERIALS REQUESTED BY THE RESIDENTS SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL BID ITEM.

4. NO TRUCK TRAFFIC SHALL BE ALLOWED ON LOCUST ROAD DURING ANY STAGE OF THIS PROJECT.
STAGE 2 TRAFFIC CONTROL NOTES:
1. WORK IN THIS STAGE INCLUDES ALL WORK ON LOCUST ROAD FROM COLLEGE DRIVE TO PINE CREST DRIVE INCLUDING THE INTERSECTION IMPROVEMENTS OF SHADY LANE DRIVE AND PINE CREST DRIVE.
2. INSTALL ONE TYPE III BARRICADE FOR EACH TRAFFIC LANE WITH R11-2 "ROAD CLOSED" SIGN AT THE PROJECT LIMITS. INSTALL ORANGE PLASTIC SAFETY FENCE CONTINUOUSLY ACROSS BOTH TRAVEL LANES AND EXTEND 10 FEET PAST TRAVEL LANES. INSTALL STAGGERED TYPE III BARRICADES FOR THE CLOSING LANE OF TRAFFIC TO BE CLOSED AS INDICATED IN THEIR APPROPRIATE LANE. INSTALL ORANGE PLASTIC SAFETY FENCE CONTINUOUSLY ACROSS BOTH TRAVEL LANES AND EXTEND 10 FEET PAST TRAVEL LANES.
3. ALL RESIDENTS SHALL HAVE ACCESS AT ALL TIMES. CONTRACTOR SHALL COORDINATE WITH ALL RESIDENTS WHO LIVE ALONG THE PROJECT LIMITS TO ALLOW ACCESS TO AND FROM THEIR HOMES THROUGHOUT THE ENTIRE DURATION OF THE PROJECT. ANY ADDITIONAL MATERIALS, WORK, OR MAINTENANCE TO ACCOMPLISH THIS SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL BID ITEM.
4. NO TRUCK TRAFFIC SHALL BE ALLOWED ON LOCUST ROAD DURING ANY STAGE OF THIS PROJECT.
1. Refer to standard road plan PV-101 for joint details.
2. Refer to individual SW standard road plans for boxout details.
3. TYPICAL CD JOINT SPACING WHERE NOT SHOWN IS 15 FEET.
4. ELEVATIONS SHOWN ARE TOP OF SLAB OR FORM GRADE UNLESS NOTED OTHERWISE.
5. ELEVATIONS IN PARENTHESES ARE EXISTING ELEVATIONS.

LOCUST ROAD
(JOINTING DETAIL)

NOTES
1. REFER TO STANDARD ROAD PLAN PV-101 FOR JOINT DETAILS.
2. REFER TO INDIVIDUAL SW STANDARD ROAD PLANS FOR BOXOUT DETAILS.
3. TYPICAL CD JOINT SPACING WHERE NOT SHOWN IS 15 FEET.
4. ELEVATIONS SHOWN ARE TOP OF SLAB OR FORM GRADE UNLESS NOTED OTHERWISE.
5. ELEVATIONS IN PARENTHESES ARE EXISTING ELEVATIONS.

LOCUST ROAD
(GEOMETRIC AND STAKING DETAIL)

NOTES
1. REFER TO STANDARD ROAD PLAN PV-101 FOR JOINT DETAILS.
2. REFER TO INDIVIDUAL SW STANDARD ROAD PLANS FOR BOXOUT DETAILS.
3. TYPICAL CD JOINT SPACING WHERE NOT SHOWN IS 15 FEET.
4. ELEVATIONS SHOWN ARE TOP OF SLAB OR FORM GRADE UNLESS NOTED OTHERWISE.
5. ELEVATIONS IN PARENTHESES ARE EXISTING ELEVATIONS.
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2. REFER TO INDIVIDUAL SW STANDARD ROAD PLANS FOR BOXOUT DETAILS.
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(JOINTING DETAIL)

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5. ELEVATIONS IN PARENTHESES ARE EXISTING ELEVATIONS.

CHECK PLANS - NOT FOR CONSTRUCTION
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2. REFER TO INDIVIDUAL SW STANDARD ROAD PLANS FOR BOXOUT DETAILS.
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5. ELEVATIONS IN PARENTHESES ARE EXISTING ELEVATIONS.

LOCUST ROAD
(JOINTING DETAIL)

LOCUST ROAD
(GEOMETRIC AND STAKING DETAIL)
1. REFER TO STANDARD ROAD PLAN PV-101 FOR JOINT DETAILS.
2. REFER TO INDIVIDUAL SW STANDARD ROAD PLANS FOR BOXOUT DETAILS.
3. TYPICAL CD JOINT SPACING WHERE NOT SHOWN IS 15 FEET.
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5. ELEVATIONS IN PARENTHESIS ARE EXISTING ELEVATIONS.

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2. REFER TO INDIVIDUAL SW STANDARD ROAD PLANS FOR BOXOUT DETAILS.
3. TYPICAL CD JOINT SPACING WHERE NOT SHOWN IS 15 FEET.
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5. ELEVATIONS IN PARENTHESIS ARE EXISTING ELEVATIONS.
NOTES

1. REFER TO STANDARD ROAD PLAN PV-101 FOR JOINT DETAILS.
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LOCUST ROAD

(JOINTING DETAIL)

LOCUST ROAD

(GEOMETRIC AND STAKING DETAIL)

NOTES

1. REFER TO STANDARD ROAD PLAN PV-101 FOR JOINT DETAILS.
2. REFER TO INDIVIDUAL SW STANDARD ROAD PLANS FOR BOXOUT DETAILS.
3. TYPICAL CD JOINT SPACING WHERE NOT SHOWN IS 15 FEET.
4. ELEVATIONS SHOWN ARE TOP OF SLAB OR FORM GRADE UNLESS NOTED OTHERWISE.
5. ELEVATIONS IN PARENTHESIS ARE EXISTING ELEVATIONS.
Refer to Storm Sewer Cross Section Sheets for Details (Typ.)

REFER TO REMOVAL PLAN SHEETS FOR DETAILS

REFER TO STORM SEWER TAB 104-5B FOR INFORMATION

CONTRACTOR SHALL FIELD VERIFY UNDERGROUND UTILITIES PRIOR TO STORM SEWER INSTALLATION

LOCUST ROAD

CONTRACTOR SHALL FIELD VERIFY UNDERGROUND UTILITIES PRIOR TO STORM SEWER INSTALLATION

LOCUST ROAD

STORM SEWER

PLAN AND PROFILE

M.02

LOCUST ROAD

STORM SEWER

LOCUST ROAD

UTILITY IMPROVEMENTS - 2020

STBG-SWAP-1867(617)--SG-96

DECORAH, IOWA

MEC #30616018-001

DEC. 2019

NORTH

GRAPHIC SCALE

0 10 20 30 40

CHECK PLANS - NOT FOR CONSTRUCTION
REFER TO STORM SEWER TAB 104-5B FOR INFORMATION

LOCUST ROAD

S-301
STA 131+25.00, -34.25' LT
36" RCP ARPON

S-302
STA 131+10.00, -34.25' LT
72 IN DIA SW-401 MANHOLE
RIM = 1024.74

S-303
STA 130+50.13, 28.00' RT
72 IN DIA SW-401 MANHOLE
RIM = 1018.38

P-301
4 LF OF 36" RCP @ 2.50%
FL(IN)=1019.69
FL(OUT)=1015.01
FL(IN)=1013.00
FL(OUT)=1012.31
FL(OUT)=1012.26

P-302
81 LF OF 36" RCP @ 2.48%
P-303
11 LF OF 42" RCP @ 0.50%

S-304
STA 130+34.93, 43.81' RT
36" RCP ARPON

CHECK PLANS - NOT FOR CONSTRUCTION
REFER TO STORM SEWER TAB 104-5B FOR INFORMATION
REFER TO STORM SEWER TAB 104-5B FOR INFORMATION

REFER TO STORM SEWER CROSS SECTION SHEETS FOR DETAILS (TYP.)

LOCUST ROAD

P-901
P-1004
P-1003
P-1001
P-1002
S-1002
S-1003
S-1001
S-1005
S-1004
S-902
S-901

REFER TO STORM SEWER TAB 104-5B FOR INFORMATION

1001+00
1102.03
1102.05
1002+00
1103.11

P-1001  12 LF OF 42" RCP @ 1.81%
P-1002  64 LF OF 42" RCP @ 1.78%

FL(OUT)=1095.87
FL(IN)=1096.19
FL(OUT)=1096.09
FL(IN)=1097.33

S-1001
STA 145+69.21, -45.53' LT
48" RCP APRON

S-1002
STA 145+92.71, -45.56' LT
84 IN DIA SW-401 MANHOLE RIM = 1102.39

S-1003
STA 146+67.21, -45.66' LT
48" RCP APRON

LOCUST ROAD

STORM SEWER
PLAN AND PROFILE

DECEMBER 2019
MEC #30616018-001
DECORAH, IOWA
UTILITY IMPROVEMENTS - 2020
LOCUST ROAD AND STORM SEWER PLAN AND PROFILE
STBG-SWAP-1867(617)-SG-96

LOCUST ROAD

STORM SEWER

CHECK PLANS - NOT FOR CONSTRUCTION

CHECK PLANS - NOT FOR CONSTRUCTION

CHECK PLANS - NOT FOR CONSTRUCTION
REFER TO STORM SEWER TAB 104-5B FOR INFORMATION

REFER TO STORM SEWER CROSS SECTION SHEETS FOR DETAILS (TYP.)

LOCUST ROAD

S-1101
S-1102
S-1101
S-1102
S-1201
S-1202
S-1301
S-1302
S-1401
S-1402
S-1501
S-1502
S-1601
S-1501
S-1502
S-1601
S-1701
S-1702
S-1701
S-1702

P-1101
P-1201
P-1301
P-1401
P-1501
P-1601
P-1701
P-1701
P-1601
P-1501

LOCUST ROAD

REFER TO STORM SEWER TAB 104-5B FOR INFORMATION

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making lives better

CHECK PLANS - NOT FOR CONSTRUCTION

DECORAH, IOWA
UTILITY IMPROVEMENTS - 2020
LOCUST ROAD
STORM SEWER PLAN
BID ALTERNATE 1
STBG-SWAP-1867(617)--SG-96
NORTH
LOCUST ROAD
LOCUST ROAD
STORM SEWER PLAN
BID ALTERNATE 1
STBG-SWAP-1867(617)--SG-96
NORTH
LOCUST ROAD

STORM SEWER PLAN

BID ALTERNATE 1

REFER TO STORM SEWER TAB 104-5B FOR INFORMATION

LOCUST ROAD AND
UTILITY IMPROVEMENTS - 2020

LOCUST ROAD

STORM SEWER PLAN
BID ALTERNATE 1

REFER TO STORM SEWER TAB 104-5B FOR INFORMATION

CHECK PLANS - NOT FOR CONSTRUCTION

DECEMBER 2019

M.10
GENERAL NOTES:

1. ALL LIGHT POLES SHALL BE AS FOLLOWS:
   A) 30.0’ MOUNTING HEIGHT ABOVE FINISHED GRADE ALONG LOCUST ROAD.
   B) POLE AND MAST ARM SHALL BE GALVANIZED.
   C) BREAK-AWAY DESIGN

2. ALL PROPOSED LIGHTS SHALL BE LED FIXTURES.

3. LIGHT POLES TYPICALLY PLACED FROM 6’ TO 12’ FROM BACK OF CURB, ADJUST AS NECESSARY TO AVOID CONFLICTS WITH STORM SEWER.

4. ALL INSTALLATION AND CONSTRUCTION OF LIGHTING RELATED ITEMS WILL BE DONE BY OTHERS.

5. CONTRACTOR SHALL COORDINATE THE LOCATIONS OF ALL SWEEPS, PEDESTALS, HANDHOLES, CABINETS AND TRANSFORMERS THAT WILL BE INSTALLED IN CONJUNCTION WITH THE JOINT UTILITY TRENCH.

INSTALL JOINT UTILITY TRENCH (SEE SHEET P.04 FOR DETAILS)

1. CHECK PLANS - NOT FOR CONSTRUCTION

2. DRAWN BY

3. CHECKED BY ENGINEER

4. SHEET NO.

5. FIELD BOOK NO.

6. REVISIONS

7. NORTH

8. GRAPHIC SCALE

9. 20

10. 40

11. 80

12. GENERAL NOTES:

13. 1. ALL LIGHT POLES SHALL BE AS FOLLOWS:
   A) 30.0’ MOUNTING HEIGHT ABOVE FINISHED GRADE ALONG LOCUST ROAD.
   B) POLE AND MAST ARM SHALL BE GALVANIZED.
   C) BREAK-AWAY DESIGN

14. 2. ALL PROPOSED LIGHTS SHALL BE LED FIXTURES.

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16. 4. ALL INSTALLATION AND CONSTRUCTION OF LIGHTING RELATED ITEMS WILL BE DONE BY OTHERS.

17. 5. CONTRACTOR SHALL COORDINATE THE LOCATIONS OF ALL SWEEPS, PEDESTALS, HANDHOLES, CABINETS AND TRANSFORMERS THAT WILL BE INSTALLED IN CONJUNCTION WITH THE JOINT UTILITY TRENCH.

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15. 3. LIGHT POLES TYPICALLY PLACED FROM 6’ TO 12’ FROM BACK OF CURB, ADJUST AS NECESSARY TO AVOID CONFLICTS WITH STORM SEWER.

16. 4. ALL INSTALLATION AND CONSTRUCTION OF LIGHTING RELATED ITEMS WILL BE DONE BY OTHERS.

17. 5. CONTRACTOR SHALL COORDINATE THE LOCATIONS OF ALL SWEEPS, PEDESTALS, HANDHOLES, CABINETS AND TRANSFORMERS THAT WILL BE INSTALLED IN CONJUNCTION WITH THE JOINT UTILITY TRENCH.

INSTALL JOINT UTILITY TRENCH (SEE SHEET P.04 FOR DETAILS)

1. CHECK PLANS - NOT FOR CONSTRUCTION

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INSTALL JOINT UTILITY TRENCH (SEE SHEET P.04 FOR DETAILS)

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INSTALL JOINT UTILITY TRENCH (SEE SHEET P.04 FOR DETAILS)

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2. DRAWN BY

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GENERAL NOTES:
1. ALL LIGHT POLES SHALL BE AS FOLLOWS:
   A) 30.0’ MOUNTING HEIGHT ABOVE FINISHED GRADE ALONG LOCUST ROAD.
   B) POLE AND MAST ARM SHALL BE GALVANIZED.
   C) BREAK-AWAY DESIGN
2. ALL PROPOSED LIGHTS SHALL BE LED FIXTURES.
3. LIGHT POLES TYPICALLY PLACED FROM 6’ TO 12’ FROM BACK OF CURB; ADJUST AS NECESSARY TO AVOID CONFLICTS WITH STORM SEWER.
4. ALL INSTALLATION AND CONSTRUCTION OF LIGHTING RELATED ITEMS WILL BE DONE BY OTHERS.
5. CONTRACTOR SHALL COORDINATE THE LOCATIONS OF ALL SWEEPS, PEDESTALS, HANDHOLES, CABINETS AND TRANSFORMERS THAT WILL BE INSTALLED IN CONJUNCTION WITH THE LIGHT UTILITY TRENCH.

CHECK PLANS - NOT FOR CONSTRUCTION
GENERAL NOTES:

1. ALL LIGHT POLES SHALL BE AS FOLLOWS:
   A) 30.0’ MOUNTING HEIGHT ABOVE FINISHED GRADE ALONG LOCUST ROAD.
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3. LIGHT POLES TYPICALLY PLACED FROM 6’ TO 12’ FROM BACK OF CURB, ADJUST AS NECESSARY TO AVOID CONFLICTS WITH STORM SEWER.

4. STANDARD ROAD PLAN SPEC LI-201, TYPE A LIGHT POLE FOUNDATION TO BE USED, TYPE C FOUNDATION CAN BE USED WHEN COMPETENT ROCK IS FOUND.

5. ALL INSTALLATION AND CONSTRUCTION OF LIGHTING RELATED ITEMS WILL BE DONE BY OTHERS.

6. CONTRACTOR SHALL COORDINATE THE LOCATIONS OF ALL SWEEPS, PEDESTALS, HANDHOLES, CABINETS AND TRANSFORMERS THAT WILL BE INSTALLED IN CONJUNCTION WITH THE JOINT UTILITY TRENCH.

Statistics

<table>
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<th>Avg</th>
<th>Min</th>
<th>Max</th>
<th>Std</th>
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<tr>
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<td>0.86</td>
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Ordering guide

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<th>Description</th>
<th>QTY</th>
<th>Cat/Lumber</th>
<th>Notes</th>
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P.03

LOCUST ROAD AND UTILITY IMPROVEMENTS - 2020

STBG-SWAP-1867(617)-5G-P6
JOINT UTILITY TRENCH CROSS SECTION

AP = ALLIANT POWER
AF = ALLIANT FIBER
M = MEDIACOM
C= CENTURYLINK
D = CITY OF DECORAH

8" PCC PAVEMENT
12" MODIFIED SUBBASE
8" FILL
GRANULAR MATERIAL
AP, AF, M, C, D

FINISHED GRADE
LOCATION POINT

AP = ALLIANT POWER
AF = ALLIANT FIBER
M = MEDIACOM
C= CENTURYLINK
D = CITY OF DECORAH
SOIL BORING INFORMATION

STBG-SWAP-1867(617)--SG-96

Boring #7
Clive, IA 50325
1360 NW 121st Street, Suite A

Existing Ground
(Limestone gravel, brown)

Sandy Lean Clay
(Limestone gravel, red brown)

Lean Clay
(clay, trace limestone, light brown)

Sand
(dark brown)

Fill Clayey Sand

Crushed Stone

Asphalt

Match Line (STA 117+25)

Match Line (STA 112+25)

Subgrade Preparation
2.0 ft

0.04
**Soil Boring Information**

- **Boring #**: 11
- **Date**: December 2019

**Soil Descriptions**:
- Zone (zones of clay)
- Fill sand, gravel & cobbles
- Fill Lean Clay
- Crushed Stone
- Asphalt

**Proposed Grade Line (PGL)**
- Matching Line (STA 123+00)
- Split Profile (STA 126+50)

**Existing Ground**

**Subgrade Preparation**
- 2.0 ft

**Match Line (STA 123+00)**

**Match Line (STA 123+00)**

**Split Profile (STA 126+50)**

**Existing Ground**

**Proposed Grade Line (PGL)**

**FEET**

**CHECK PLANS - NOT FOR CONSTRUCTION**
Plastic Limit: [value]
Cut Density: [value]
Cut Moisture: [value]
Boring #:

Proposed Grade Line (PGL)
Existing Ground

Asphalt
Crushed Stone (washed)
Fill Lean Clay
Lamp Clay
Silty Lean to Fat Clay

2.0 ft SUBGRADE PREPARATION 2.0 ft
FROM STA. 118+00 TO STA. 119+00 CONSTRUCT REINFORCED STEEPENED SLOPE (RSS) AS SHOWN ON SHEETS Q.14 AND Q.15.

CHECK PLANS - NOT FOR CONSTRUCTION
Face Detail Of Reinforced Steepened Slope (RSS) At Storm Sewer Outlets.

(Also see plan view on Q.14)

Control Items
See Erosion Slope Protection:
Sewer Intakes and Pipes.
Possible To Accommodate Storm Notch Polymer Geogrid As Little As (RSS) At Storm Sewer Outlets.

Face Detail Of Reinforced Steepened Slope

(Also see plan view on Q.14)

Control Items
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Sewer Intakes and Pipes.
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V. INSPECTION REQUIREMENTS
A. Inspections shall be made jointly by the Contractor and the Contracting Authority at least once every seven calendar days. Storm water monitoring inspections will include:
1. Date of the inspection.
2. Location of the inspection.
3. Name and qualifications of personnel making the inspection.
4. Results of erosion and sediment control measures within disturbed areas for the effectiveness in preventing erosion to receiving waters.
5. Actions or corrective actions required to maintain or modify erosion and sediment control measures.
6. Storm water monitoring inspections reports in the amended PPR. Incorporate any additional erosion and sediment control measures determined as a result of the inspection. Immediately begin corrective action on all deficiencies found within 7 calendar days of the inspection and complete within 7 calendar days following the inspection. If it is determined that making the corrections may result in any of the controls becoming impracticable, it should be documented and inoperative areas clearly identified on the map.

VI. NON-STORMWATER DISCHARGES
This section applies to swales (i.e., grassed swales and standard swales) and ditches. The velocity of the discharge from these features may be controlled by the use of manholes or culverts. Class a storm, erosion control or other appropriate materials. This section also includes concentrated groundwater seepage basins, operations, which will be controlled as discussed in Section III of the PPR.

VII. RESIDENTIAL SIZE OF OPP REPORT ON-WAY CONSTRUCTION
Slits, basements, and other forms of pollution may be transported on the highway right-of-way (ROW) as a result of a store event. Pollution source of pollution located outside highway ROW are exempt the controls of this PPR. Pollution within highway ROW will be conveyed and controlled per this PPR.

VIII. DEFINITIONS
A. PPR = Initial Pollution Prevention Plan.
B. Amended PPR = Any include Plan Revisions or Contract Modifications for new items, storm water monitoring inspection reports, and Stormwater Management Plans.
C. 3B = Inspector's Daily Report - this contains the inspector's daily diary and field work notes.
D. Controls = BMPs, practices, or measures to minimize or prevent erosion, control sedimentation, control storm water, or control 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 its attachments were prepared under my direction or supervision in accordance with a system designed to assure that competent personnel properly gathered and examined the information submitted. Based on my inquiry and investigation of the subject, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Signature
PRINTED OR TYPED NAME
Signature

CHECK PLANS - NOT FOR CONSTRUCTION
## SIDEWALK COMPLIANCE

See 5 Sheets

<table>
<thead>
<tr>
<th>Point to Point</th>
<th>Sidewalk Designation</th>
<th>&quot;PSG Sidewalk&quot;</th>
<th>Distance</th>
<th>Elevation</th>
<th>Step</th>
<th>Legally Acceptible Range</th>
<th>Approvals</th>
<th>Measured Slope</th>
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### FOR INFORMATION ONLY:
- Values used to determine design slopes
- Does Designer need to value design approved

### CHECK PLANS - NOT FOR CONSTRUCTION
Place continuous Milled Rumble Strips (no 12 foot gaps) on all median side shoulders and on all interstate shoulders.

Gap rumble strips at transverse joints. Centering the gap about the joint is desirable. Maintain a minimum of 3 inches between rumble and transverse joint.

Possible Contract Items:
- Asphalt Emulsion for Fog Seal (Shoulder Rumble Strips)
- Milled Shoulder Rumble Strips, HMA Surface
- Milled Shoulder Rumble Strips, PCC Surface

Possible Tabulation:
112-10
Place continuous Milled Rumble Strips (no 12 foot gaps) on all median side shoulders and on all interstate shoulders. Begin rumbles 100 feet beyond paved side roads or 50 feet for driveways or granular side roads.

Begins rumble 100 feet beyond paved side roads or 50 feet for driveways or granular side roads.