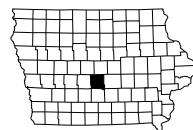


Polk COUNTY

2001-Bridge-Unspecified
BRF-069-4(155)--38-77

LETTING DATE
Oct 16, 2029



INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 12	Concept Statement
B Sheets	Typical Cross Sections and Details
B.1	Field Exam Notes
B.2 - 3	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
D.1	Plan & Profile Legend & Symbol Information Sheet
D.2 - 5	US 69
F Sheets	Detour or Temporary Pavement Sheets
F.1 - 3	Temporary Pavement Sheets
G Sheets	Survey Sheets
G.1 - 3	Reference Ties and Bench Marks
G.4	Horizontal Control Tab. & Super for all Alignments
J Sheets	Traffic Control and Staging Sheets
J.1	Traffic Control Plan
J.2	Traffic Control & Staging Legend & Symbol Info. Sheet
J.3 - 5	Staging Typical
M Sheets	Storm Sewer Sheets
M.1	Storm Sewer Legend & Symbol Information Sheet
M.2	Storm Sewer Plan US 69
V Sheets	Bridge and Culvert Situation Plans
V.1	Retaining Wall Plan and Profile
V.2 - 3	Bridge TS&L
W Sheets	Mainline Cross Sections
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 46	Mainline Cross Sections



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
Polk COUNTY
 2001-Bridge-Unspecified
 BN RR, Scott Ave, and MLK Pkwy 0.7 mi S of I-235

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



DESIGN DATA URBAN

2024	AADT	36,000	V.P.D.
20	AADT		V.P.D.
2024	DHV	3,600	V.P.H.
	TRUCKS	4.5	%
	Total		
	Design ESALs		

EARTHWORK (UNFACTORED)

CUT	8383	CY
FILL	3095	CY

REVISIONS

TOTAL

83

PROJECT IDENTIFICATION NUMBER

22-77-069-030

PROJECT NUMBER

BRF-069-4(155)--38-77

R.O.W. PROJECT NUMBER

NHSN-069-4(156)--2R-77

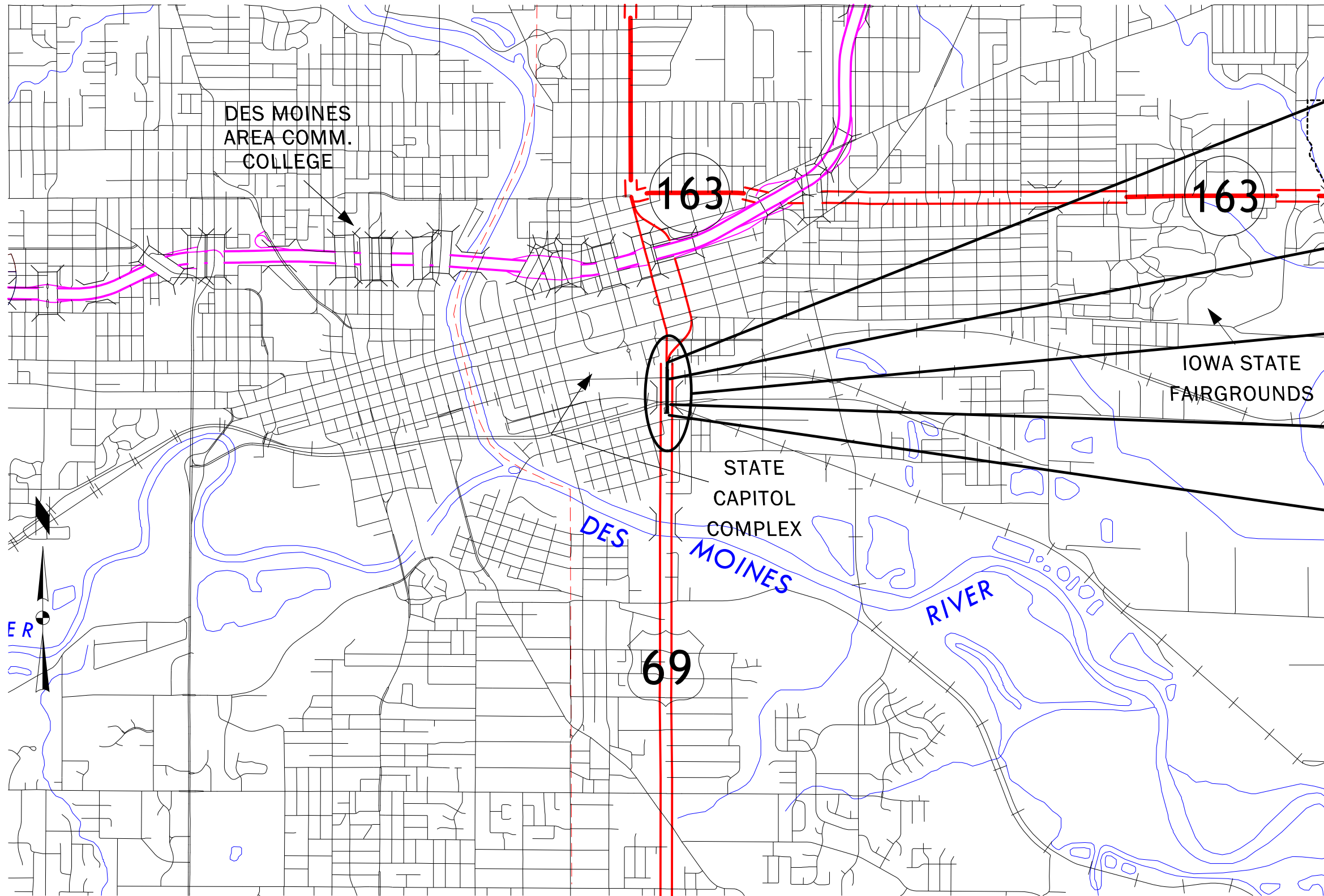
PRELIMINARY PLANS

Subject to change by final design.

D3 PLAN - 5/8/2026

R-24W

R-23W



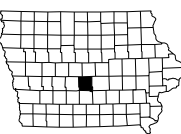
End Project
Sta 1106+43.56
MP 85.1

FRA Crossing Number
603707W

Project Location
FHWA #040510

FRA Crossing Number
929080R

Begin Project
Sta 1106+43.56
MP 84.7



LOCATION MAP (NOT TO SCALE)

IOWA DEPARTMENT OF TRANSPORTATION

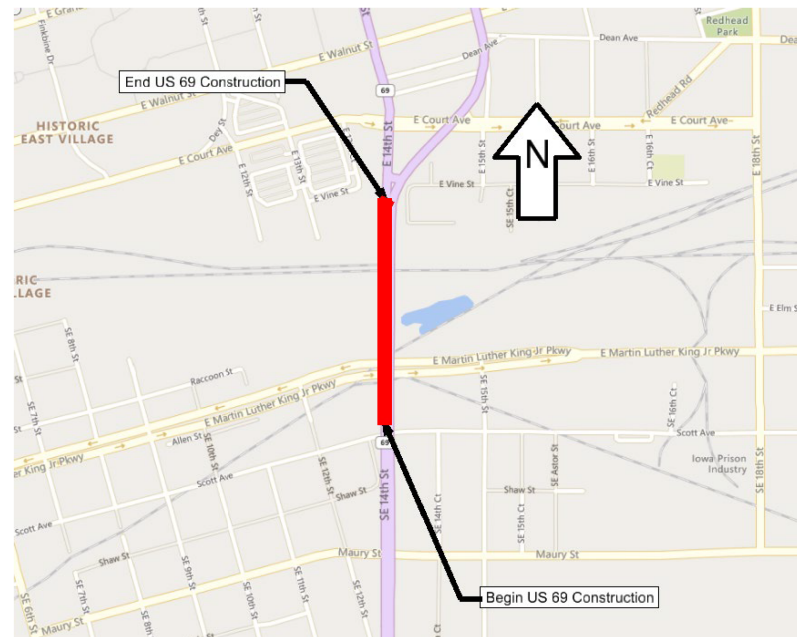
TO OFFICE: District 1 **DATE:** March 2, 2026
ATTENTION: Allison Smyth, District 1 Engineer **PROJECT:** Polk County
 BRF-069-4(155)—38-77
FROM: William Wegner, HDR Engineering
OFFICE: Design
SUBJECT: MLK Parkway Concept Statement **PIN:** 25-77-069-030

I. PROJECT DESCRIPTION AND HISTORY

A. Project Description

The proposed project will replace the US 69 bridge over secondary roads Scott Avenue and MLK Parkway as well as Iowa Interstate Railroad, Norfolk Southern Railroad, and BNSF Railroad. The bridge is located 0.7 miles south of the junction with I-235 in township 78, range 24, sections 2, 3, 10, and 11. The 0.5-mile reconstruction segment, shown in Figure 1, includes the 1,500-foot-long bridge replacement and 280 feet of roadway replacement on the north and south ends of the bridge. The replacement will address the poor physical condition of the bridge and sustain safe vehicle and pedestrian/bicyclist mobility.

Figure 1. Project Extents



B. Need for Project

The need for the Project is based on the advanced age, deteriorating condition, and inadequate under clearance of the US 69 viaduct, which has a Bridge Condition Index (BCI) rating^[1] of 34.1. According to the American Association of State Highway and Transportation Officials (AASHTO), the design life of a bridge is 75 years. The viaduct is currently 90 years old and has exceeded its intended design life. The most recent routine and in-depth Iowa DOT bridge inspections found numerous structural concerns along the viaduct. The deck, superstructure, and substructure are all currently assigned a Condition Rating^[2] 5 (Fair) (Iowa DOT 2025). Additionally, the 2025 FHWA National Bridge Inventory assigns the “Under clearance Appraisal Vertical and Horizontal” attribute for the viaduct a value of 3 (Intolerable; High Priority Corrective Action) (FHWA 2025, Iowa DOT 2025).

^[1] Iowa DOT developed and uses a BCI based on National Bridge Inventory (NBI) data to help prioritize maintenance and replacement of state-maintained bridges. According to the 2023–2032 Iowa Transportation Asset Management Plan, the BCI “combines a bridge’s condition, its ability to provide adequate service, and how essential it is for the traveling public into a single index.” A rating of 100 represents the best condition, and a bridge with a BCI of 50 or higher is considered to be in good condition (Iowa DOT 2023).

^[2] Per the FHWA Pavement and Bridge Condition Performance Measures Final Rule (23 CFR 490), when assessing bridges under the National Highway Performance Program, the deck, superstructure, and substructure are given an NBI Condition Rating. If the lowest condition rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair.

Figure 2. Existing US 69 Corridor





II. Existing Conditions

A. Present Facility

The existing 1,400-foot-long US 69 bridge begins about 800 feet north of Maury Street and ends about 900 feet south of E Court Avenue. The existing facility has 4 13-foot lanes, a 4-foot median, and a 3 foot-11-inch sidewalk. The total bridge width from end to end including barriers is 63 feet 8 inches. The existing concrete approach with a 6-inch standard curb is 58 feet from back of curb to back of curb. Existing guardrails are composed of W-beams with thrie-beam connections to the bridge and do not meet current standards. The bridge spans Scott Avenue, E. MLK Jr Parkway, a bike path on the south side of E. MLK Jr Parkway, the BNSF Railroad, the Iowa Interstate Railroad, and a transfer line. There is access south of the bridge to local businesses: United Fleet, Stop N Go, and Watzy’s Auto Sales.

Note that another project, NHSN-069-4(110)—2R—77, is currently being designed to replace US 69 pavement south of this project and will be under construction or construction will be complete prior to beginning construction of this project.

B. Existing Traffic Estimates

Current traffic volumes through this area are 18,000 annual average daily traffic in each direction with 4.5 percent trucks. A traffic volume analysis was not conducted for this concept.

C. Access Control

There is access south of the bridge to United Fleet, Stop N Go, and Watzy’s Auto Sales. The existing intersection at Maury Street and US 69 is signalized.

D. Pedestrian Accommodations

The existing corridor includes a 4-foot-wide sidewalk on the west side of the roadway that connects to at-grade sidewalks at each end. There is also a 4-foot-wide sidewalk on the east side of the roadway from Maury Street to the access at Watzy’s Auto Sales. A 10-foot-wide combination sidewalk and bike path is located on the south side of E. MLK Jr Parkway.

III. Alternatives Analysis

A. NEPA and Location Study

The proposed project was developed and selected through an alternatives development and screening process, which was performed in accordance with the Iowa Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges (FHWA 1983). Iowa DOT will document impacts resulting from the proposed project in a National Environmental Policy Act (NEPA) document. At this time, it is assumed that the proposed project will not result in any significant environmental impacts.

B. Design Criteria and Typical Cross-Section

The existing 40 miles per hour (mph) posted speed limit on the US 69 bridge and south of the bridge is anticipated to remain the same. The posted speed limit north of the bridge is 35 mph.

Per the Urban Expressways criteria in Iowa DOT’s *Selecting Design Criteria* (<https://iowadot.gov/design/dmanual/01c-01.pdf>), the preferred design speed is the posted

speed limit. The design speed of US 69 will be 40 mph. Design criteria can be found in the following figures.

Table 1. Urban Multilane Roadway Criteria for US 69

Roadway		US 69	
Project Number	25-77-069-030	Assistant District Engineer	Jeremey Vortherms
Project Name	BRF-069-4(155)--38-77	Office Director	
District	District 1		
County	POLK		
Location	US 69		
Route	BN RR, Scott Ave, and MLK Pkwy 0.7 MI S of I-235		
Work Type	2001 - Bridge - Unspecified		
Segment Manager	Linda Narigon		
Designer	Sean Rainey		
Design Manual Section	1C-1		
Last Updated	04-29-19		
Design Element		Preferred	Acceptable Criteria
Design speed (mph)	The anticipated posted speed limit	4%	40
Maximum superelevation rate (Refer to Section 2A.2)		12	NC
Design lane width (ft)		12	12
Full depth paved width (ft)	Outside lane	Design lane width + curb and gutter unit or 12 feet for roadways with shoulders	12
	Inside lanes	Design lane width + curb and gutter unit, 12' for roadways without a curb and gutter unit	14.5
Right turn lane or an auxiliary lane (ft)		10	12
Left turn lane (ft)	With raised or painted median	10 ft + median	12 ft + 4
Two-way left turn lanes (ft)	With depressed median	10	N/A
Parking lane width (ft)		14	N/A
		10	N/A
Pavement cross-slope (on tangent sections)	Through lanes	2%, However, when adjacent lanes slope in the same direction, increase slope by 0.5% per lane up to 3%	2%
	Auxiliary and turn lanes	3%	3%
	Crown break at centerline	4%	4%
Shoulder cross-slope (on tangent sections)	Shoulders	4%	4%
	Curb and gutter units	Match pavement cross-slope	Match cross slope
	Parking lanes	1% greater than pavement cross-slope	N/A
Curb type (Refer to Section 3C.2)	Design speed ≤ 45 mph	6-inch standard	6-inch standard
Fore slope (For fill areas greater than 40 ft, Beyond standard ditch depth and design contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	N/A
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)	Curbed roadways	3:1	2%
Transverse Slopes	w/ drainage structures	8:1	3:1
Ditches (Refer to Section 3C.3)	w/ drainage structures	10:1	8:1
Median width (ft) (Refer to Section 3E-1)	Outside ditch (depth x width) (ft)	5 x 10	10:1
		See Section 3E-1	6x10
Bridge width—new*	Bridge length ≤ 200 ft	design lane width + effective shoulder width or design lane width + 3 ft each side in curb and gutter section	N/A
	Bridge length > 200 ft	design lane width + effective shoulder width or design lane width + 3 ft each side in curb and gutter section	56' G-G
Bridge width—existing*	Over primary	design lane width + no less than 2 ft left and right	N/A
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over non-primary	16.5	16.5
	Over railroad	23.3	15
Structural Capacity	Sign truss and pedestrian crossings	17.5	23.5
		17	17.5
Level of Service	Contact Office of Bridges and Structures	C	C
	Contact Office of Bridges and Structures	D	C

Table 2. Low-Speed Roadway Criteria for US 69

Roadway Design Speed (mph) = 40		Design Criteria for Low Speed Roadways			
Design Element	Preferred Criteria		Acceptable Criteria		Project Values
	Design Speed, mph	Design Speed, mph	Design Speed, mph	Design Speed, mph	
Stopping sight distance (ft) (Refer to Section 6D-1)	25	30	35	40	45
Minimum horizontal curve radius (ft) and side friction distribution (Refer to Sections 2A-2 and 2A.3)	155	200	250	305	360
Minimum vertical curve length (ft) (Refer to Section 2B-1)	See Table 10 in Section 2A.3				
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	144	231	340	485	643
Minimum gradient (%) (Refer to Section 2B-1)	--	--	--	--	--
Maximum gradient (%) (Refer to Section 2B-1)	75	90	105	120	135
Clear zone	12	19	29	44	61
	26	37	49	64	79
	26	37	49	64	79
	0.5				
	5				
	0.3% with a curb, 0.0% without a curb				
	--	9	8	8	7
	--	--	--	6	6
	See "Acceptable Clear Zone" table in Section 2A.2				
	See "Preferred Clear Zone" table in Section 2A.2				

Figure 3. US 69 Roadway Typical Sections

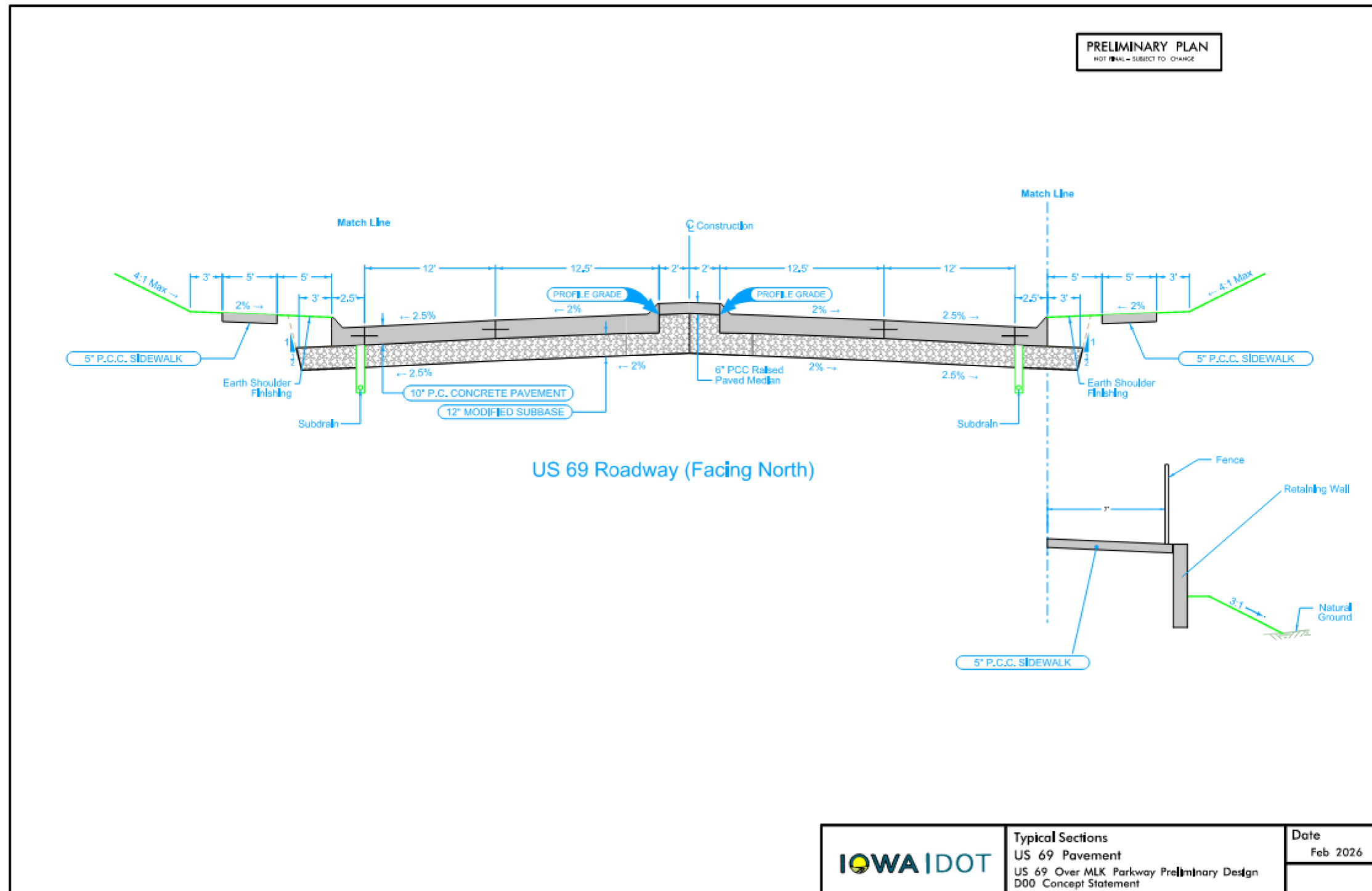
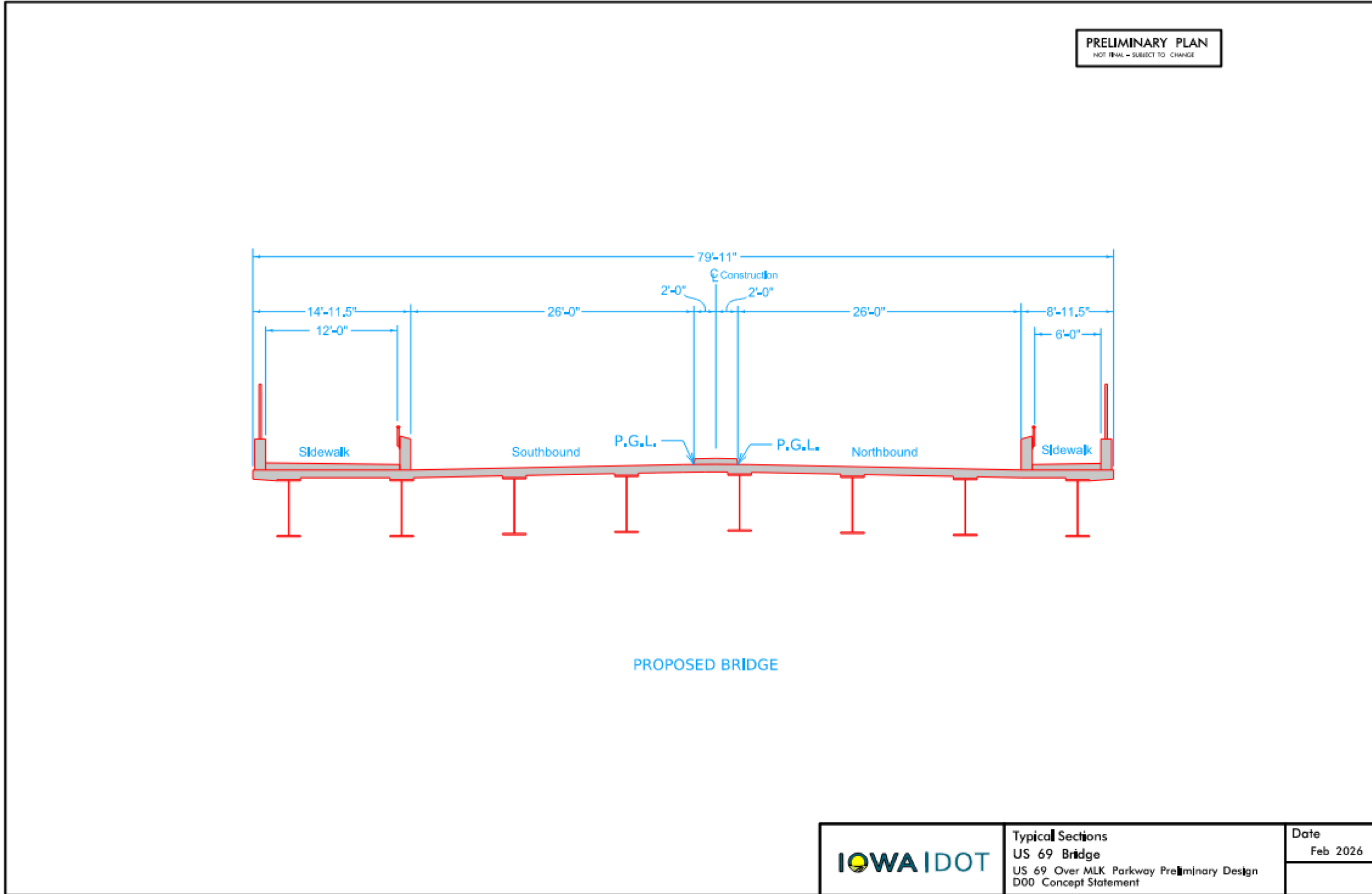


Figure 4. US 69 Bridge Typical Sections





IV. Build Alternative

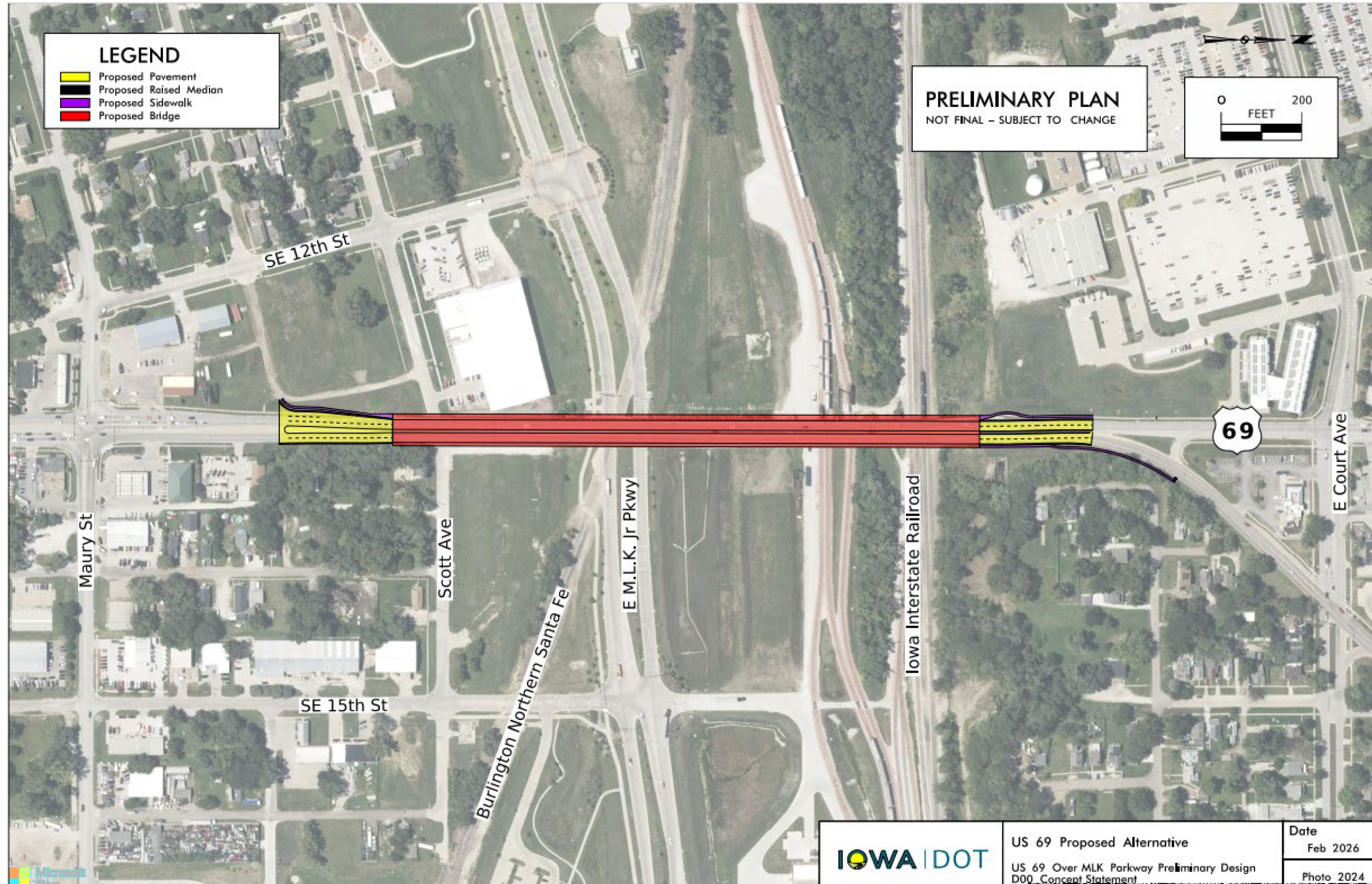
A. Description

The proposed US 69 pavement and bridge reconstruction will begin approximately 450 feet north of the US 69/Maury Street intersection and end approximately 580 feet south of the US 69/E Court Avenue intersection. The centerline of the proposed bridge will be offset approximately 3.75 feet to the east of the centerline of the existing bridge. Low-speed normal crown reverse curves at the end of the shifted centerline will be used to tie back into the existing roadway alignments on both ends. A 12-foot-wide sidewalk is proposed along the west side of the bridge, with a 6-foot sidewalk on the east side. The sidewalk is transitioned off the bridge to 5 feet wide along the remainder of the corridor.

The proposed alternative will construct a 1,450-foot-long bridge spanning E. MLK Jr Parkway, the BNSF Railroad, and the Iowa Interstate Railroad. A wall is proposed on the east side of the south abutment to avoid placing fill on the residential parcel located there. A grade raise of approximately 6 feet is proposed on the south portion of the bridge to accommodate clearance over the BNSF Railroad. Further soil investigation will be conducted during preliminary design to confirm geotechnical assumptions.

Proposed pavement on the south end of the project partially overlaps previous design work on project number NHSN-069-4(110)—2R—77. The limits at the south end of this project are intended to tie into the new intersection that will be constructed as part of project NHSN-069-4(110)—2R—77 to the south and minimize overlapping pavement replacement. It is also proposed to replace pavement on the north end of the bridge to transition the proposed 3.75 foot bridge alignment shift to the existing centerline of the roadway.

Figure 5. Build Alternative





B. Right-of-Way Status

Prior to development of the District right-of-way (ROW) survey, Polk County assessor geographic information system data was used to determine ROW impacts for the location study and environmental documents.

The off-alignment, east-shifted US 69 reconstruction will result in an acquisition strip east in the existing corridor. Partial acquisition of five parcels is anticipated from the following property owners:

- Julie J. Baker north of MRJ holdings
- Dale H. Jones and Linda Alvarez-Jones north of Julie J. Baker
- Lisa M. Cain and Raphel Ramirez north of Dale H. Jones (existing house on the property to remain)

C. Utility Status

FOTH Infrastructure is performing a level B SUE survey, which was not complete at the time of the submittal of this document.

D. Staging/Construction Sequence

Constructability and maintenance of traffic were factors that contributed to selecting the proposed US 69 realignment reconstruction during the location study. Off-alignment reconstruction offered the benefit of maintaining two lanes of traffic on the existing bridge while building the bridge half at a time.

The bridge and roadway reconstruction are proposed to be completed in two stages. The east portion of the bridge and pavement will be constructed first, while maintaining head-to-head traffic on the existing southbound portion of the bridge and pavement. After that stage is complete, traffic will switch to the new bridge and pavement in a head-to-head configuration. Because sidewalk is proposed on both sides of the bridge and the existing bridge has sidewalk on the west side, pedestrian traffic can be maintained during both stages of construction. Table 3 summarizes the traffic operations.

Table 3. Staging Concept

Stage	Construction	Traffic/Culvert Flow
Stage 1 (2030–2031)	<ul style="list-style-type: none"> • Construct northbound portion of bridge and roadway pavement 	<ul style="list-style-type: none"> • Reduce traffic to head-to-head condition in the existing southbound lanes • Maintain existing pedestrian traffic on the west side of the existing bridge

Stage	Construction	Traffic/Culvert Flow
Stage 2 (2031–2032)	<ul style="list-style-type: none"> • Construct southbound portion of bridge and roadway pavement 	<ul style="list-style-type: none"> • Move traffic to previously constructed northbound pavement and bridge in head-to-head condition • Route pedestrian traffic to previously constructed sidewalk on the east side of the bridge

E. Detours

Detours are not anticipated for the duration of the project. Traffic will be maintained via staged construction.

F. Geotechnical Considerations

Based on the existing soil information from the bridge as-built plans, HDR anticipates the subsurface conditions will include existing fill soils underlain by alluvial clays and sands over bedrock. The bedrock materials are anticipated to consist of alternating or interbedded strata of shale, sandstone, limestone, and coal.

As a part of proposal preparation, HDR reviewed historic maps and soil information, well logs, and the Iowa Department of Natural Resources (DNR) coal mines database. This review revealed the presence of two abandoned mine shafts in the north abutment area. One of the well logs indicated a void between 90 and 100 feet below existing grade. Further evaluation of this geohazard is required.

Vibration-induced settlement of the existing buildings and structures because of foundation pile driving for the new bridge is a concern. To mitigate damage to the existing buildings and structures due to vibration, drilled shafts could be considered. In addition to drilled shafts, other methods to limit vibration damage include predrilling for the new piles and lower fuel settings on the driver hammer to reduce pile-driving energy.

G. Railroad Coordination

The proposed project crosses both BNSF and Iowa Interstate mainline tracks and a transfer track. Existing viaduct vertical clearance over the BNSF mainline track on the south end of the bridge does not meet current criteria, with the BNSF mainline having an estimated vertical clearance of 22 feet. This project will increase the proposed vertical clearance over the track to meet American Railway Engineering and Maintenance-of-Way Association (AREMA) criteria.

V. **Environmental and Community Commitments**

A. City of Des Moines Police Station

The proposed project will avoid direct construction and real estate impacts to the existing police station located immediately west of the southern end of the existing bridge. The project will also avoid indirect drainage/dripline impacts potentially associated with the replacement structure.



B. Existing Home Owned by Lisa M. Cain and Raphel Ramirez

The proposed project will avoid impacts on the existing home on the southeast portion of the bridge adjacent to the bridge abutment. A proposed wall will be constructed on the east side of the bridge abutment, next to the property, to avoid impacts on the property.

C. Culturally Sensitive Area

The proposed project will completely avoid excavation in the culturally sensitive area near the existing north bridge abutment.

D. Mine Shafts

Existing mine shafts are potentially in near proximity to the north abutment. Part of the subsurface survey investigation will include obtaining a more precise location of these or confirming they are not within the limits of the proposed bridge construction. The proposed design will avoid any identified existing mine shafts.

E. Railroad Accommodation

The proposed project will avoid excavation or new construction within 15 feet of existing railroad track. The project will also avoid pier construction within existing railroad ROW and will improve vertical rail clearance beneath the proposed replacement bridge, in accordance with the *UPRR Public Project Manual*.

F. Hazardous Materials

In consideration of railroad proximity and potentially associated contamination, the construction contractor will have acute awareness toward potential discovery and address free product encountered during construction in accordance with Section 2537 of the Iowa DOT standard specifications and in compliance with Iowa DNR regulations.

G. Traffic

The proposed project will phase construction to allow one lane of head-to-head traffic to be maintained in each direction during construction.

H. Pedestrian and Bike Accommodation

The proposed project will accommodate pedestrians and bikes in accordance with ADA and SUDAS guidance.

VI. **Cost Estimate**

The total construction cost for the MLK Parkway Bridge Replacement project in current 2026 dollars is estimated to be \$44,300,000. Table 4 lists costs by division.

Table 4. Project Costs

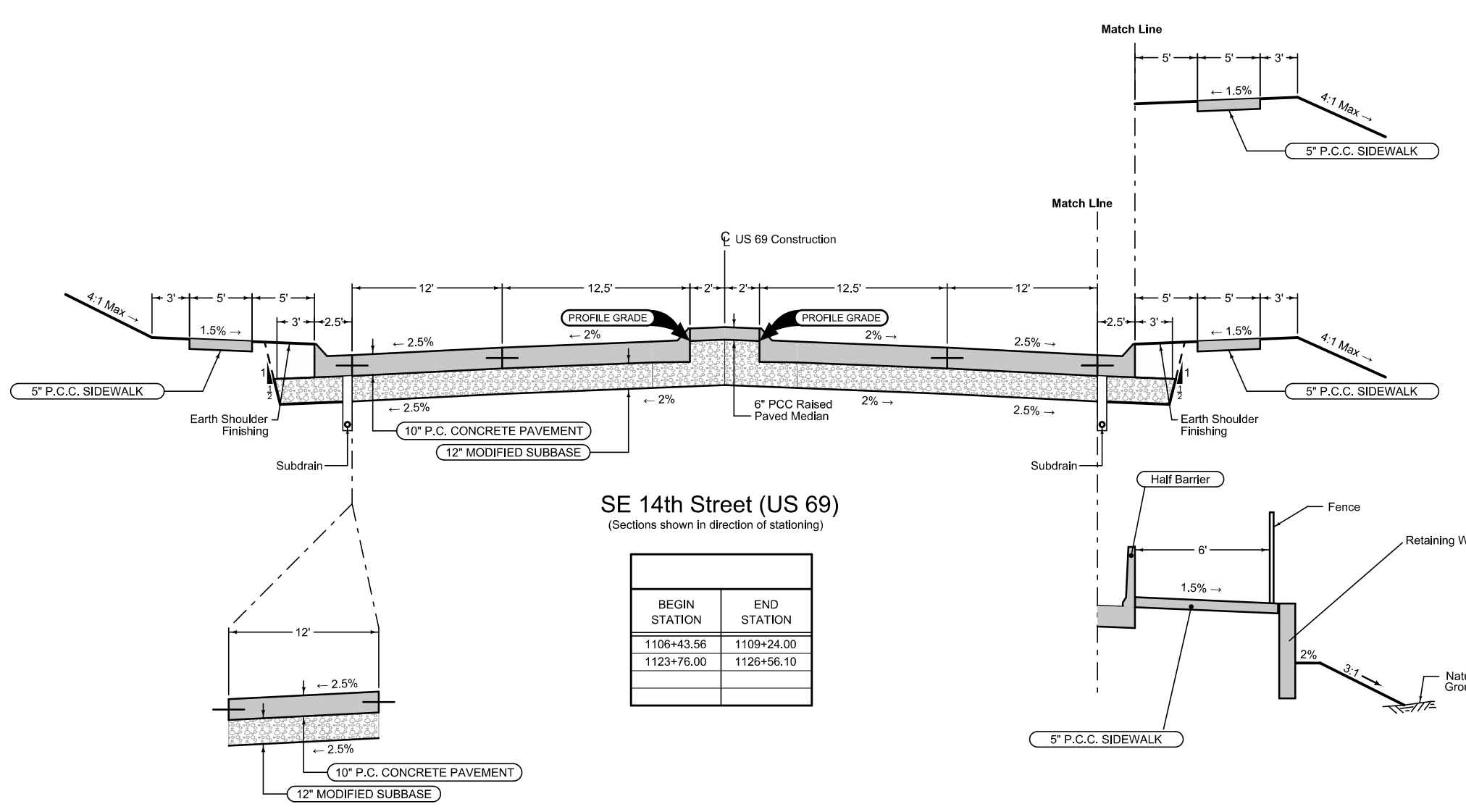
Division	Division Total (in millions)	Notes
Roadway items	\$0.6 M	
Demolition items	\$1.8 M	Viaduct removal
Bridge items	\$41.9 M	Steel superstructure assumed
Total	\$44.3 M	

VII. **Program Status**

The 2026–2030 Iowa Transportation Improvement Program includes funding for the MLK Parkway bridge replacement with an anticipated letting date of October 16, 2029. There is a budgeted amount of \$52,091,000 available for the estimated \$44,300,000 project cost.

1. HDR introduced the project:
 - a. Design criteria based on 40 MPH posted speed.
 - b. Small lateral shift (3'-9") of the proposed roadway alignment from the existing alignment.
 - i. On the south end of the project, the roadway ties-in north of the proposed new sideroad connection.
 1. New sideroad to be named Shaw Street.
 - ii. On the north end of the project, the roadway ties-in south of the existing sideroad (Johnson Court).
 - c. Vertical profile provides required railroad clearance over railroad ROW.
 - i. Need to determine whether to provide vertical clearance for full ROW width or only the track and future track envelope.
 - d. 6' sidewalk on both sides of roadway.
 - i. Bridge will have 6' sidewalk on east side and 12' sidewalk on west side.
 - ii. Sidewalk limits extended to tie into existing sidewalk.
 - e. A retaining wall is proposed to avoid impacts to the house located on the east side of the south end of the bridge.
 - i. The need for a wall will be reconsidered after a determination of historical status of the house is completed.
 - f. Construction is staged to maintain traffic throughout construction.
2. Discussed potential for soil contamination on railroad ROW and below the bridge.
 - a. Nothing confirmed. Discussion was for awareness about the likelihood of discovery during the geotechnical investigation and/or construction.
 - b. City of Des Moines may have some documentation.
 - c. No discussion about potential mitigation.
3. LEB noted that re-internment is being considered for the unmarked pioneer graves potentially within project limits.
 - a. An early draft of the data acquired during the ground penetrating radar investigation indicates that the graves are likely located directly behind the east curb north of the north end of the bridge.
 - b. The graves of the parents have been located in a Des Moines cemetery.
 - c. Next step is to positively confirm the locations of the unmarked graves.
4. LEB confirmed there is no potential Indiana bat habitat within the project footprint, therefore there will be no restrictions on the clearing and grubbing schedule.
5. The project is within Zone X so no flood concerns.
6. City of Des Moines will share as-builts of storm sewer below the bridge.
7. Conduit is requested in both bridge rails for utilities.

8. Overhead power lines will be relocated underground prior to the start of project construction.
9. HDR to contact Iowa DOT Aesthetic Specialist regarding aesthetic inclusion on the project.



Sidewalk

BEGIN STATION	END STATION
1105+70.92	1106+43.56

Sidewalk with Curb

BEGIN STATION	END STATION
1106+43.56	1106+97.07
1123+76.00	1128+56.10

Sidewalk with Retaining Wall

BEGIN STATION	END STATION
1106+97.07	1109+24.00

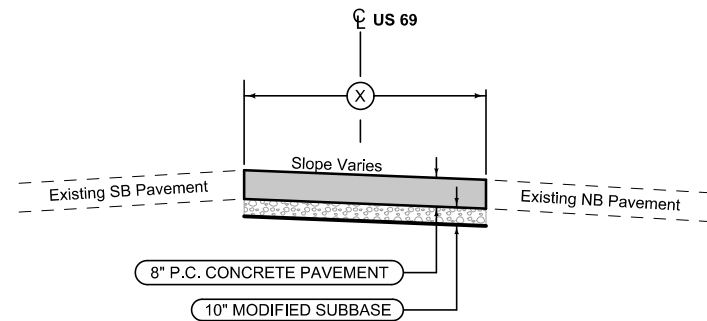
SE 14th Street (US 69)
(Sections shown in direction of stationing)

BEGIN STATION	END STATION
1106+43.56	1109+24.00
1123+76.00	1126+56.10

Turn Lane

BEGIN STATION	END STATION
1106+43.56	1107+46.73

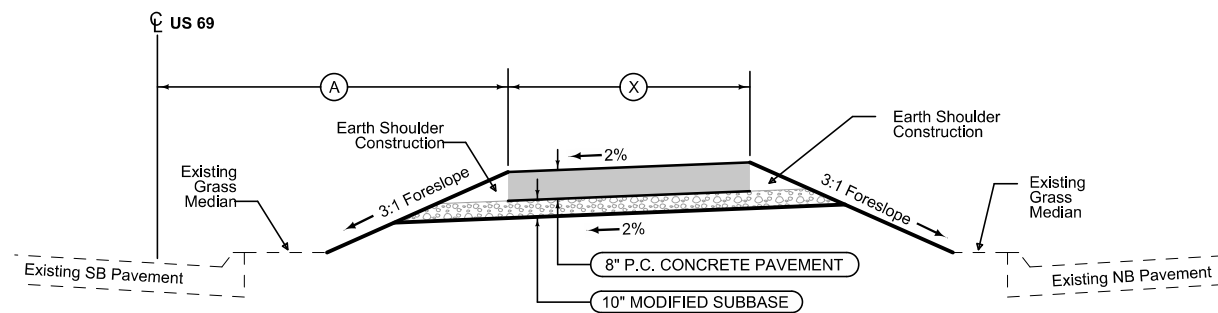
SE 14th Street (US 69)



Temporary Median

BEGIN STATION	END STATION	(X) FEET
1102+20.90	1105+68.70	9.0
1106+42.93	1109+46.41	21.9 - 6.9

Temporary Median



Temporary Crossover

BEGIN STATION	END STATION	(A) FEET	(X) FEET
1127+04.29	1127+86.01	11.6 - 12.7	2.0 - 16.0
1127+86.01	1128+56.94	12.7 - 17.0	16.0 - 5.0

Temporary Crossover

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
- Water Hydrant (Rural)
- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Satellite TV Dish
- Water Hook Up
- Radio Tower
- Tower Anchor
- Guardrail (Beam or Cable)
- Guard Post (one or two)
- Guard Post (over two)
- Filler Pipe
- Gas Valve
- Water Valve
- Speed Limit Sign
- Mile Marker Post
- Sign
- Traffic Signal Control Box
- Rail Road Signal Control Box
- Telephone Switch Box
- Electric Box
- Railroad

UTILITY LEGEND

- MidAmerican
- AT&T
- Aureon Network Services
- CenturyLink
- Consolidated Communications
- Google
- Iowa Communications Network
- Metronet
- Segra/UPN
- Sprint/Cogent Communications
- City of Des Moines
- MidAmerican
- City of Des Moines
- Verizon Wireless
- Des Moines Water Works

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
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

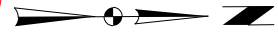
RIGHT-OF-WAY LEGEND

- 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)

Sta. 1116+50
Proposed 1450'-0" x 56'-0"
Continuous Welded Girder Bridge



T-78N R-24W
SEC. 3

NOTE:
REFER TO PROJECT NHSN-069-4(110)-2R-77 FOR PREVIOUS CONSTRUCTION.

STA 1109+24.00 (ML US69)
STOP ROADWAY CONSTRUCTION
BEGIN BRIDGE CONSTRUCTION

Limits of Construction

CITY OF DES MOINES
POLICE DEPARTMENT

00+5011

00+0111

00+5111

Sta. 117+03.35
36"x129' RCP

(CONSTRUCTION BY OTHERS)

(ML US69)

10:1 Taper

RW 2100

House

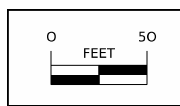
STA 1106+43.56 (ML US69)
BEGIN CONSTRUCTION

$\Delta = 01^{\circ}32'03.35"$ (RT)
T = 70.03'
L = 140.05'
R = 5230.00'
E = 0.47'
DS=40mph

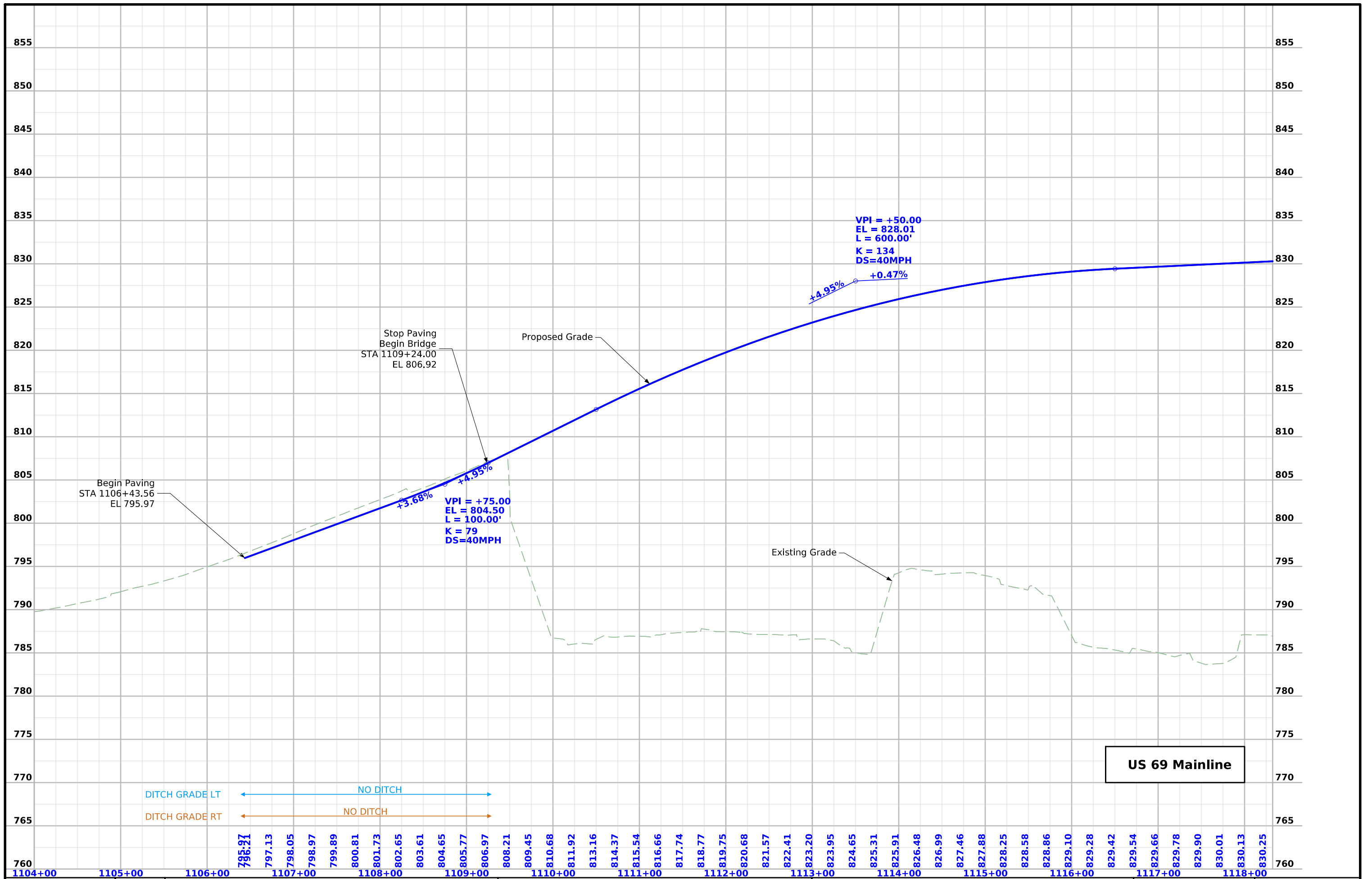
$\Delta = 01^{\circ}32'03.35"$ (LT)
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R = 5230.00'
E = 0.47'
DS=40mph

T-78N R-24W
SEC. 11

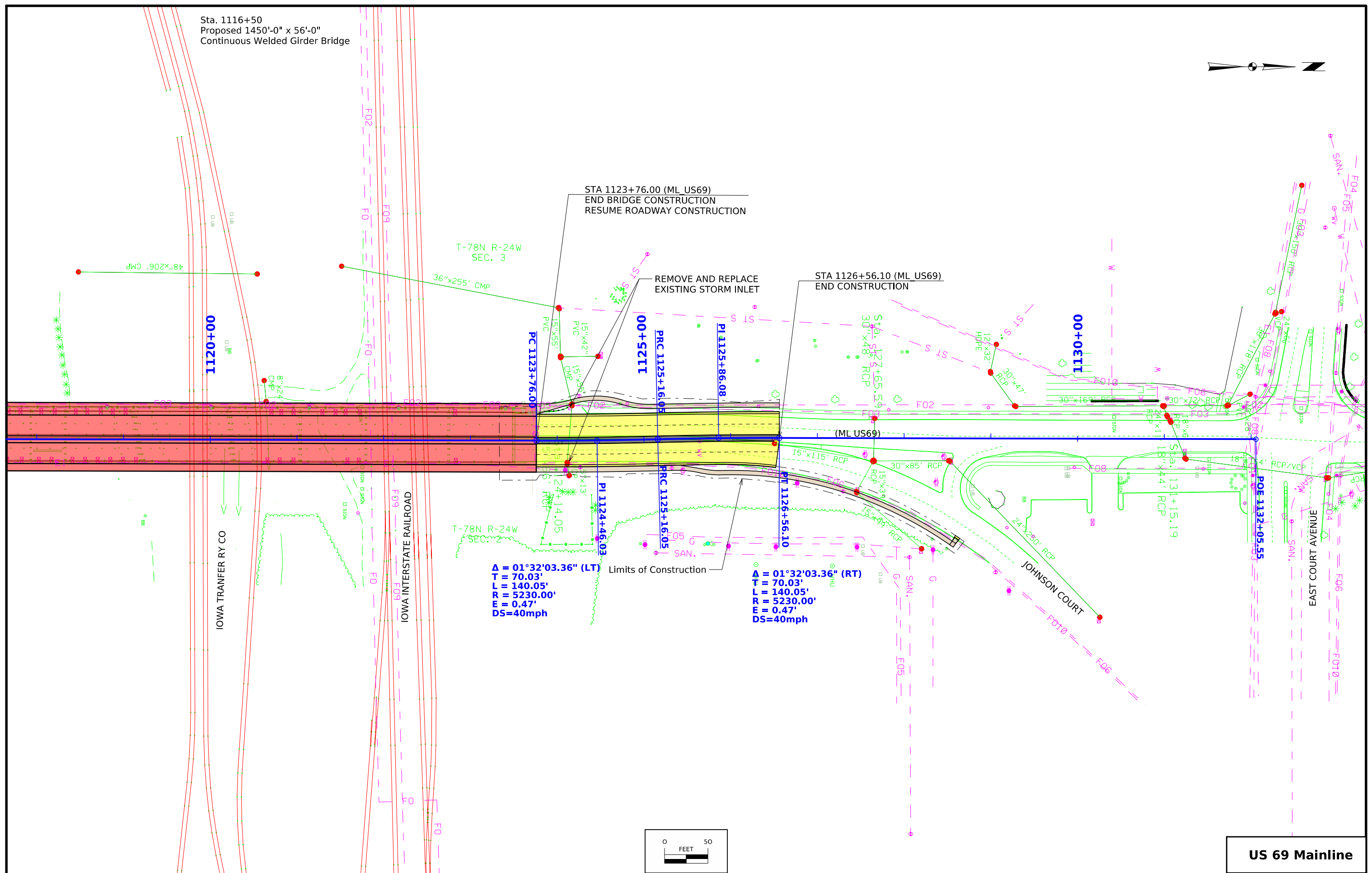
T-78N R-24W
SEC. 2



US 69 Mainline



Sta. 1116+50
Proposed 1450'-0" x 56'-0"
Continuous Welded Girder Bridge



STA 1123+76.00 (ML US69)
END BRIDGE CONSTRUCTION
RESUME ROADWAY CONSTRUCTION

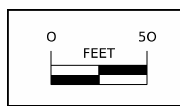
REMOVE AND REPLACE
EXISTING STORM INLET

STA 1126+56.10 (ML US69)
END CONSTRUCTION

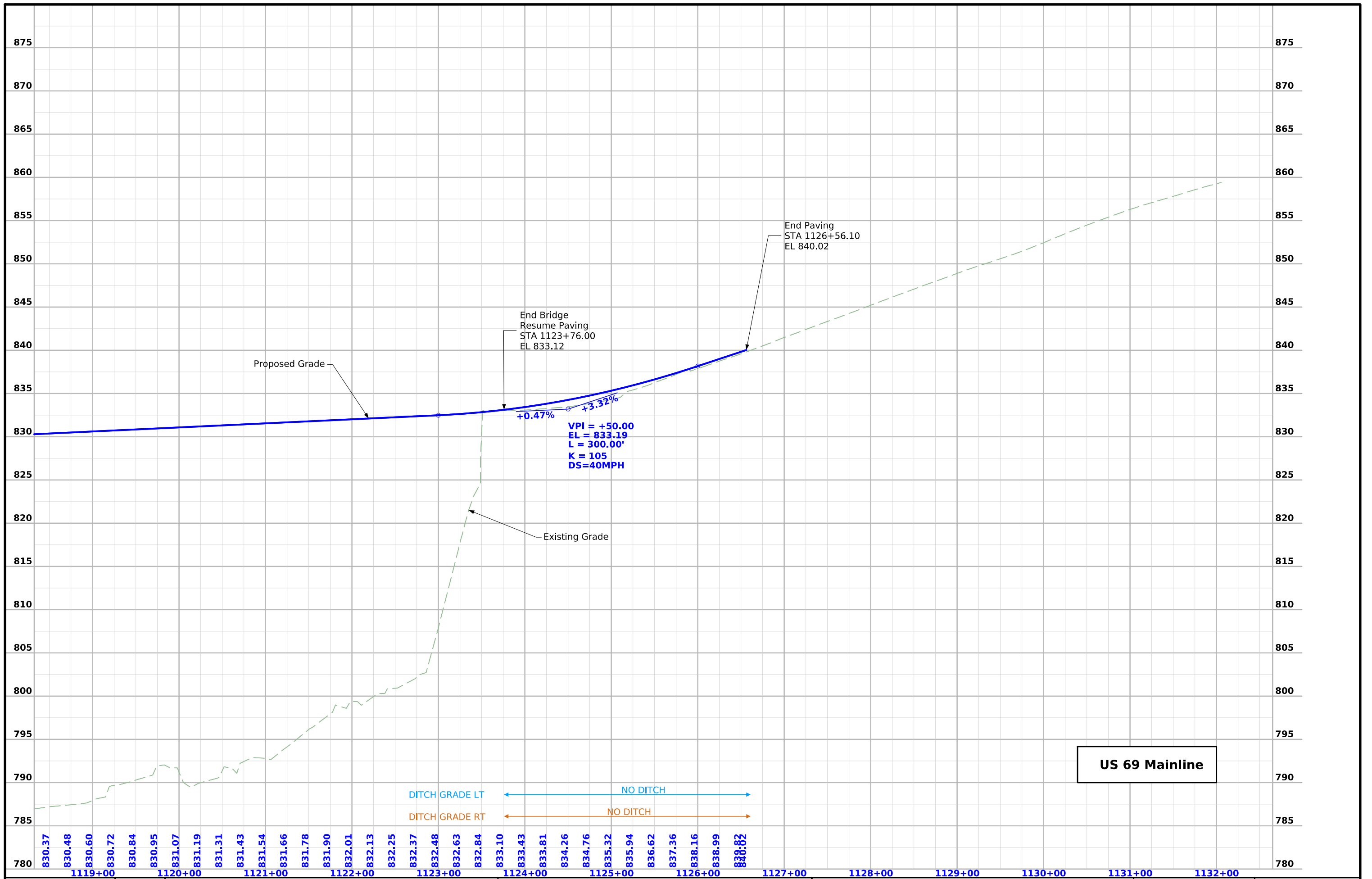
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L = 140.05'
R = 5230.00'
E = 0.47'
DS=40mph

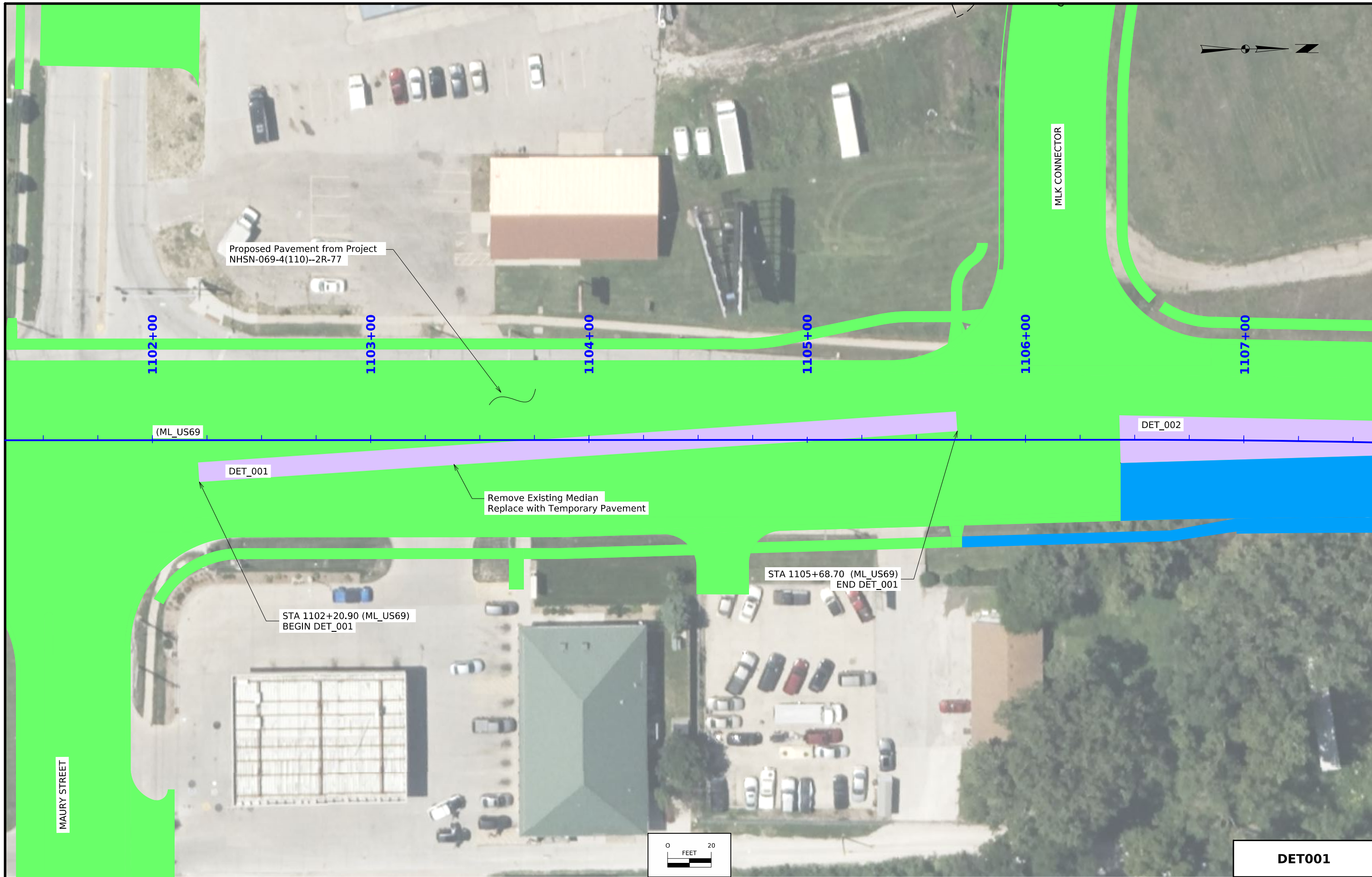
$\Delta = 01^{\circ}32'03.36"$ (RT)
T = 70.03'
L = 140.05'
R = 5230.00'
E = 0.47'
DS=40mph

Limits of Construction

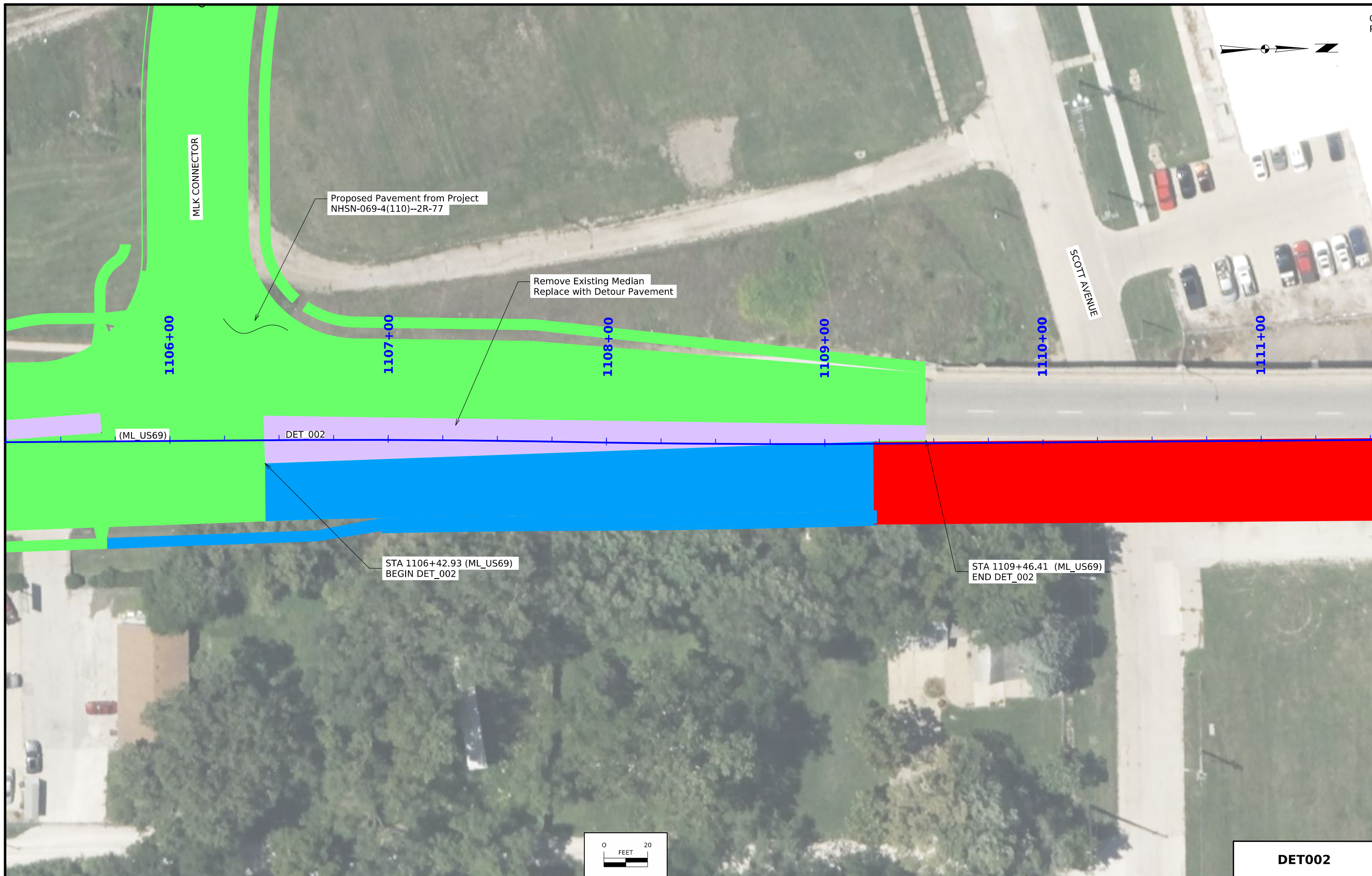


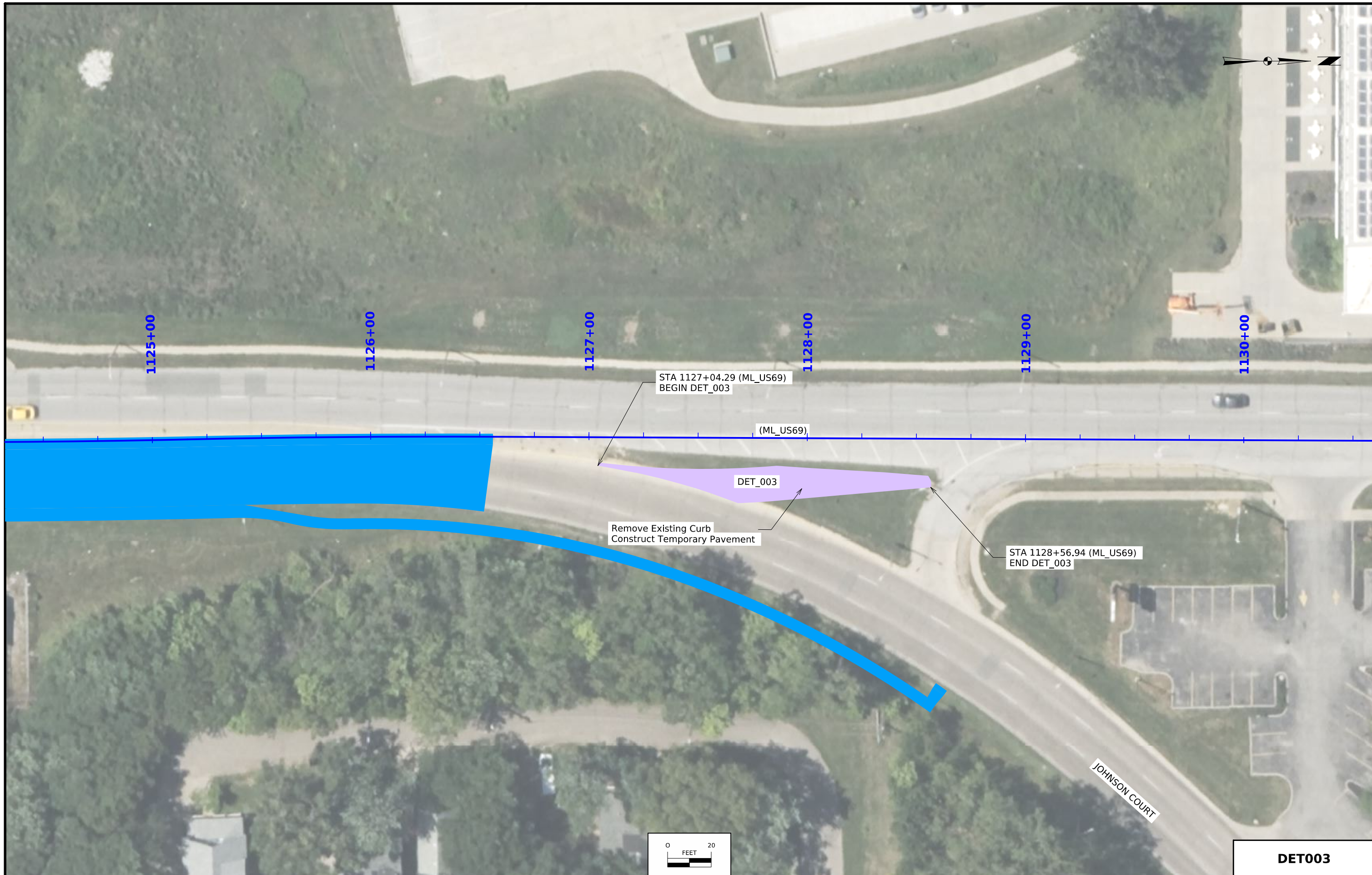
US 69 Mainline





DET001





DET003

Survey Information

SURVEY INDEX

County : Polk
Project Code : 25-77-069-030
Phase Number : BRF-069-4(155)--38-77
Location : BN RR, Scott Ave, and MLK Pkwy 0.7 mi S of I-235
Work Code : Bridge Replacement
Project Directory : 7706903025

Survey Personnel

Dave Overman – Professional Land Surveyor
Wesley Shimp – Professional Land Surveyor
Lee Budde – Survey Party Chief
Matt Svec – Survey Party Chief
Jimmy Michael – Survey Party Chief
Jason Flaherty – Survey Party Chief
Ronaldo Polanco – Survey Party Chief
Alexis Avila – Assistant Survey Party Chief
Nate Theis-Barnett – Assistant Survey Party Chief
Anthony Gloede - Assistant Survey Party Chief
Scott Dillavou - Assistant Survey Party Chief

Date(s) of Survey

Begin Date 12/09/2025
End Date 02/26/2026

General Information

This survey is for US 69 in Des Moines, Iowa, from Maury Street to East Court Avenue.
This survey is for the Iowa DOT planned bridge replacement. This project is a Full Field DTM survey.

Utility Information

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

Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on two new primary project control points. Three five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values. RTK validation observations were done from existing Iowa DOT control point NS04. RTN validation observations were done on existing control point NS04 and the two newly set FENO monuments. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 08
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 12B

Alignment Information

The horizontal alignment for U.S. 69 this survey was provided to Foth by the district and verified in the field by Foth. This is a retrace from projects No. BRF-069-4(128)—38-77, FA-104AB, HES-65-4(36)--2H-77, WPGM-104D, WPMH-104G, and FN-65-4(21)(30)(31)--21-77. Stationing was held at the SE corner of Section 10-78N-24W, which is also P.I. Sta. 1346+59.17 (HES-65-4(36)--2H-77) and ran ahead to an equation added at 1372+85.85 (BK) = 86+31.02 (AH).

Survey stationing relates to as built plan stationing as follows:

THE SE COR. SEC. 10-78N-24W IS P.I. 60+03.55 (FA-104AB) =
P.I. 1346+59.17 (HES-65-4(36)--2H-77) = P.I. 1346+59.17 (THIS SURVEY)
FOUND C.M. W/ "X" ON TOP (2" DEEP)

P.I./EQ. STA. 1372+85.85 (BK) = P.I. STA. 86+31.02 (AH) (THIS SURVEY)
NOTHING FOUND OR SET

P.I. STA. 134+28.5 (WPGM-104D) = P.I. STA. 134+29.49 (THIS SURVEY)
NOTHING FOUND OR SET

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 08 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 12B

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
 HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
 Ia. Regional Coordinate System Zone 08 (U.S. Survey Foot)
 VERT. DATUM: NAVD88
 Geoid Model: 12B

Point Name	Northing	Easting	Elevation	Code-Description
FENO200	7486375.08	18532255.02	789.24	CP SET FENO IN NE QUAD OF E M.L.K. JR. PKWY AND SE 12TH ST
FENO201	7488759.04	18532594.50	882.23	CP SET FENO IN NW QUAD OF E WALNUT ST AND 69
NS04	7484382.57	18532731.61	789.66	CP FND 5/8" REBAR IN SW QUAD OF EAST RAILROAD AVE AND 69

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)
1	ML US69	108683.340 R1	7483585.69	18532774.21															
2	ML US69						110643.558 R1	7485545.90	18532780.30	110713.586 R1	7485615.93	18532780.52	110783.607 R1	7485685.93	18532782.61				
3	ML US69						110783.607 R1	7485685.93	18532782.61	110853.635 R1	7485755.92	18532784.70	110923.655 R1	7485825.95	18532784.92				
5	ML US69						112375.999 R1	7487278.29	18532789.43	112446.028 R1	7487348.32	18532789.64	112516.048 R1	7487418.32	18532787.99				
6	ML US69						112516.048 R1	7487418.32	18532787.99	112586.076 R1	7487488.33	18532786.33	112656.097 R1	7487558.36	18532786.55				
7	ML US69	113205.553 R1	7488107.82	18532788.25															
1	RW2100	210643.560 R1	7485545.77	18532823.46															
2	RW2100						210666.437 R1	7485568.64	18532822.88	210681.537 R1	7485583.73	18532822.64	210696.638 R1	7485598.83	18532822.49				
3	RW2100						210696.638 R1	7485598.83	18532822.49	210739.968 R1	7485642.16	18532822.06	210783.296 R1	7485685.49	18532822.35				
4	RW2100						210783.296 R1	7485685.49	18532822.35	210853.478 R1	7485755.67	18532822.82	210923.652 R1	7485825.84	18532821.43				
5	RW2100	210973.562 R1	7485875.75	18532821.58															

SPIRAL OR CIRCULAR CURVE DATA

Name	Location	ΔSCS	Horizontal Alignment Data												Remarks		
			Spiral Data						Curve Data								
			θS	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	ΔC	T	L	R		E	
C1	ML US69												T1900xt	70.029	140.049	5230	0.469
C2	ML US69												T1900xt	70.029	140.049	5230	0.469
C3	ML US69												T1900xt	70.029	140.049	5230	0.469
C4	ML US69												T1900xt	70.029	140.049	5230	0.469
C1	RW2100												T1900xt	15.100	30.201	5187	0.022
C3	RW2100												T1900xt	43.330	86.659	5187	0.181
C2	RW2100												T1900xt	70.182	140.356	5267	0.468

TRAFFIC CONTROL PLAN

Pre staging:

Traffic Control
Utilize off peak TC-418 inside lane closure

Construction
Remove existing medians and construct detour pavement between the Maury Street intersection to the existing bridge on the south limits of the project.
Construct detour pavement in the grass median on the north limits of the project.

Stage 1

Traffic Control
Close one lane in each direction. Shift NB traffic onto the SB lanes maintaining one travel lane in each direction. Install pinned and unpinned TBR.

Construction
Construct the retaining wall on the SE quadrant of the bridge.
Construct the east sidewalk, NB pavement, and NB bridge.

Stage 2

Traffic Control
Shift traffic onto the newly constructed NB lanes maintaining one travel lane in each direction. Utilize previously constructed detour pavement on the north limits of the project to crossover SB traffic onto the NB lanes. Install pinned and unpinned TBR.

Construction
Construct the west sidewalk, SB pavement, and SB bridge.

Stage 3

Traffic Control
Shift SB traffic onto newly constructed SB pavement and bridge. Maintain one lane of travel in each direction in the outside lanes. Install unpinned TBR in both directions.

Construction
Construct closure pour for bridge median. Construct median at roadway project limits. Remove previously constructed detour pavement at the north limits of the project.

Stage 4

Traffic Control
Traffic to remain the same as stage 4.

Construction
Construct the bridge median. Reconstruct roadway median.

Stage 5 Walkaway
Shift traffic control to proposed final condition

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Orange	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

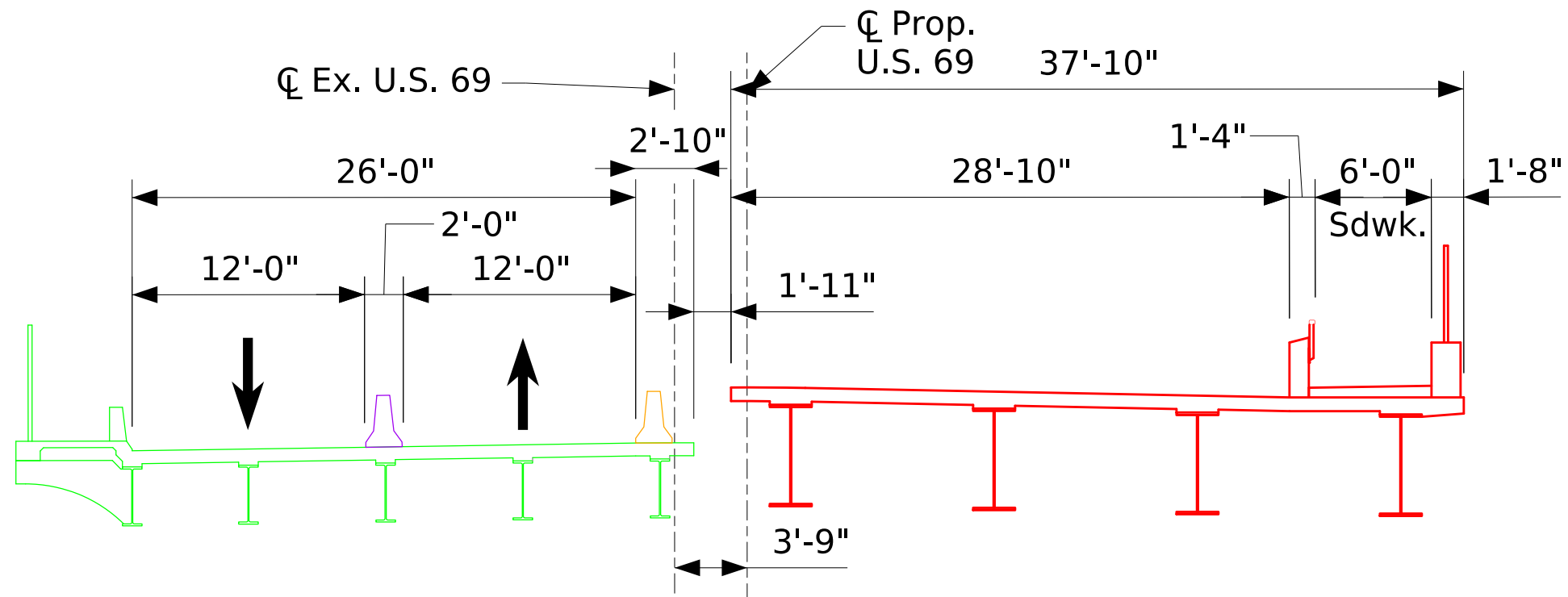
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout		Lane Identification

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

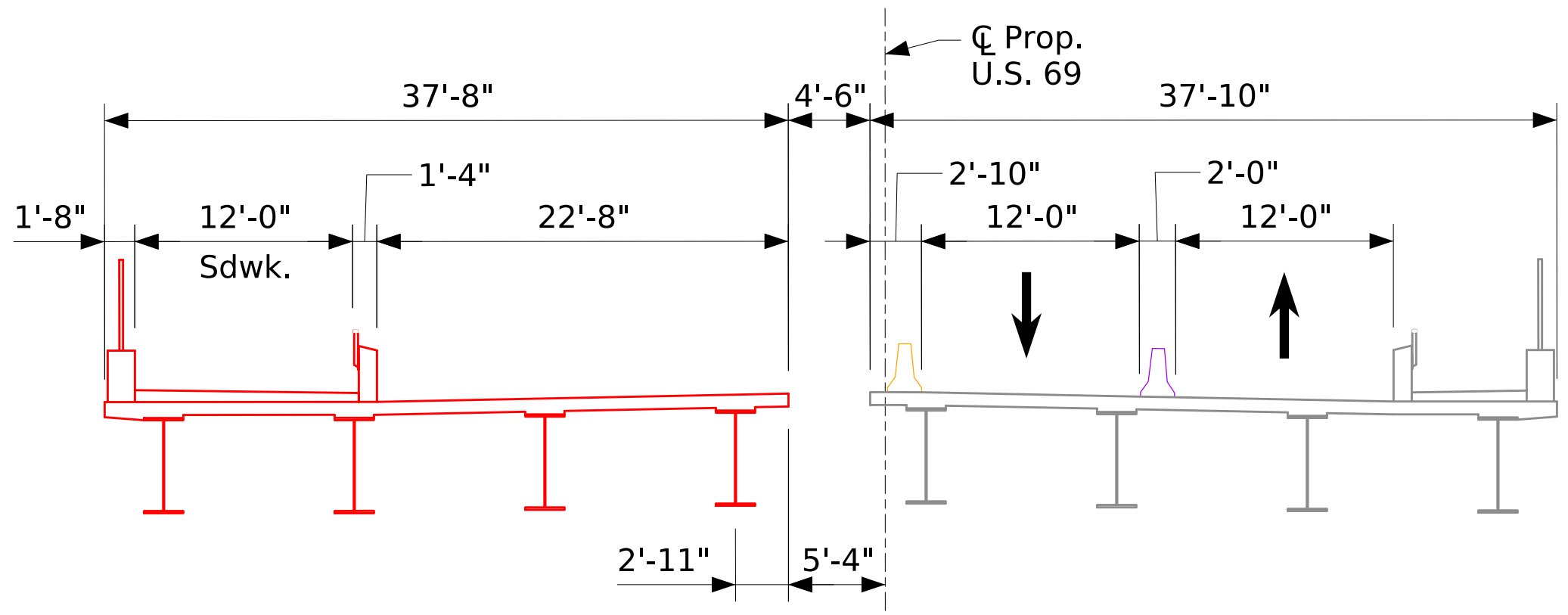
TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)



Stage 1

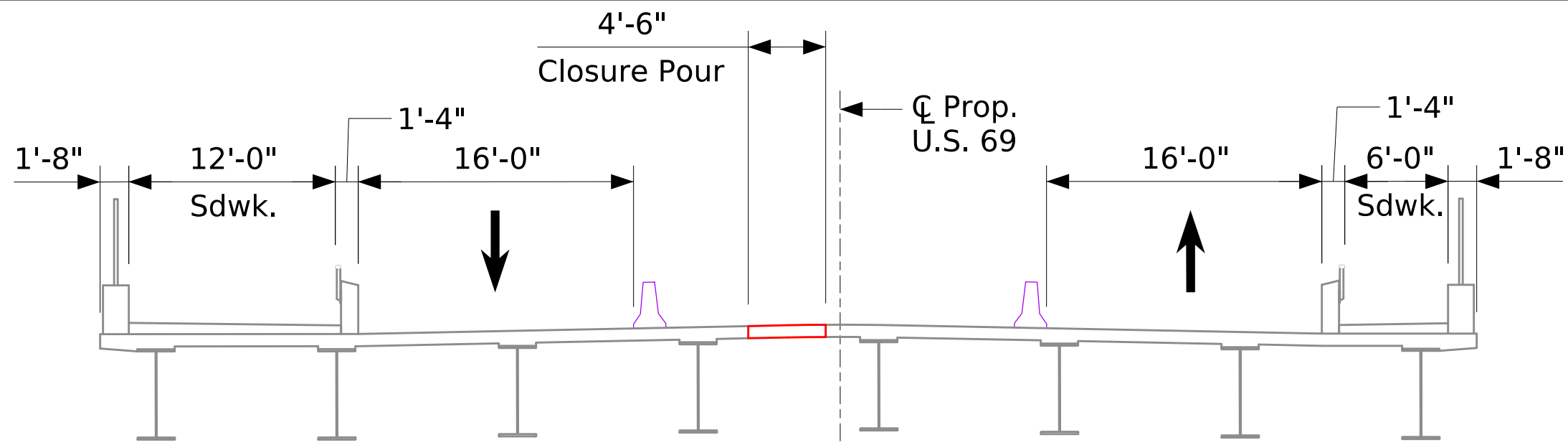
Construct Northbound proposed bridge
Maintain traffic on existing Southbound



Stage 2

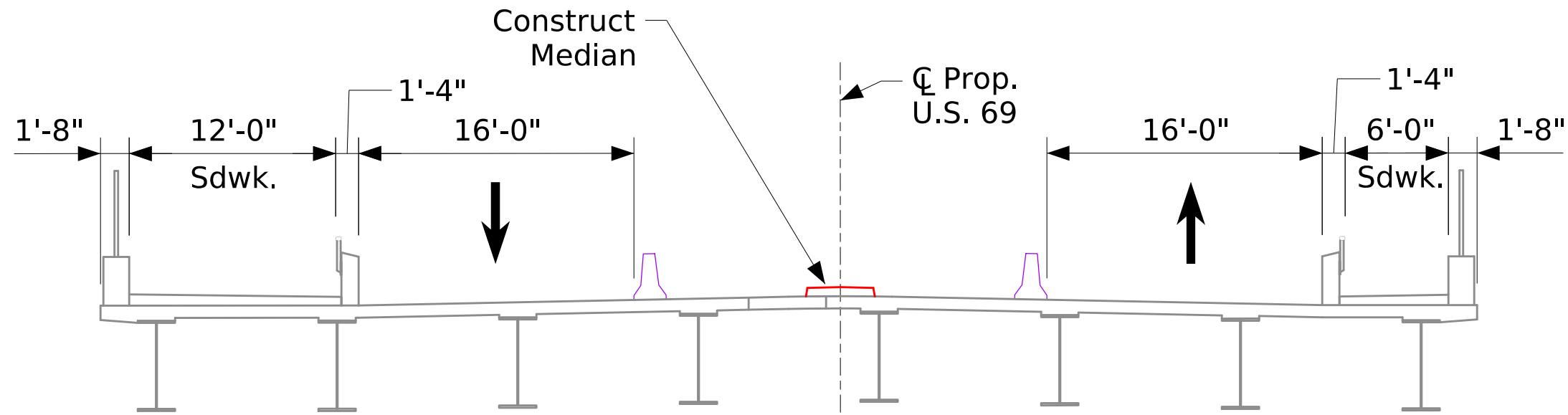
Construct Southbound proposed bridge
Maintain traffic on previously constructed Northbound bridge

US 69 Staging Typical



Stage 3

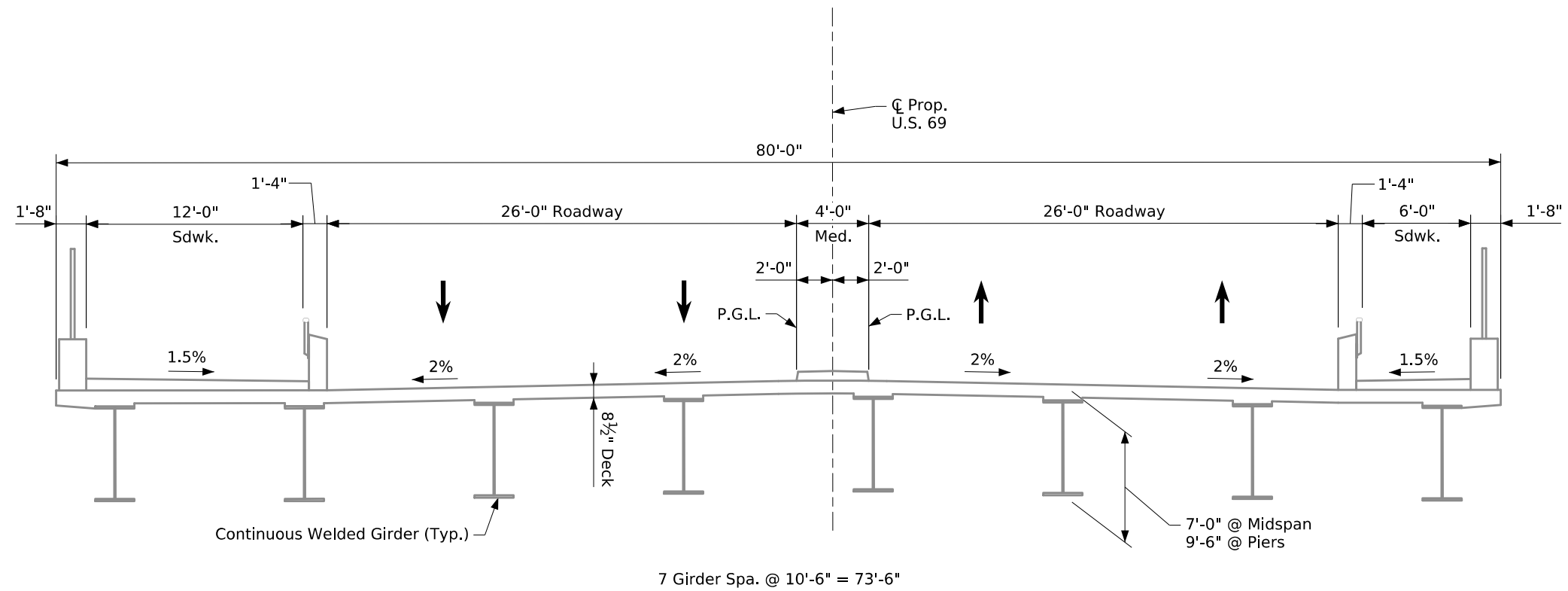
Construct closure pour
Maintain traffic on proposed Northbound and Southbound



Stage 4

Construct median
Maintain traffic on proposed Northbound and Southbound

US 69 Staging Typical



Walkaway

US 69 Staging Typical

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
- Water Hydrant (Rural)
- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Satellite TV Dish
- Water Hook Up
- Radio Tower
- Tower Anchor
- Guardrail (Beam or Cable)
- Guard Post (one or two)
- Guard Post (over two)
- Filler Pipe
- Gas Valve
- Water Valve
- Speed Limit Sign
- Mile Marker Post
- Sign
- Traffic Signal Control Box
- Rail Road Signal Control Box
- Telephone Switch Box
- Electric Box

UTILITY LEGEND

- E1 MidAmerican
- F0 AT&T
- F02 Aureon Network Services
- F03 CenturyLink
- F04 Consolidated Communications
- F05 Google
- F06 Iowa Communications Network
- F07 Metronet
- F08 Segra/UPN
- F09 Sprint/Cogent Communications
- F01 City of Des Moines
- G MidAmerican
- SAN. City of Des Moines
- ST S City of Des Moines
- T1 Verizon Wireless
- W Des Moines Water Works

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK		Design Color No.	
Green	(2)		Existing Topographic Features, and Labels
Magenta	(5)		Existing Utilities
Blue, Dark	(1)		Proposed Storm Sewer Pipes, Alignment, Stationing, and Tic Marks
Blue, Light	(230)		Proposed Storm Sewer Intakes or Structures
SHADING		Design Color No.	
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed Pavement Shading
Gray, Medium	(80)		Proposed Granular Shading
Tan	(8)		Proposed Sidewalk Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK		Design Color No.	
Green	(2)		Existing Ground Line Profile
Magenta	(5)		Existing Utilities Information
Red	(3)		Proposed Pipes
Red	(3)		Proposed Intakes or Structures

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Plug and Abandon Existing Pipe or Structure
- Removal of Existing Pipe or Structure
- Previously Constructed Pipe or Structure
- Direction of Pipe Flow

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Existing Ground
- Proposed Ground
- Previously Constructed Pipe or Structure
- Proposed Pipe
- Proposed Structure

Reference Point

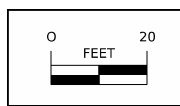
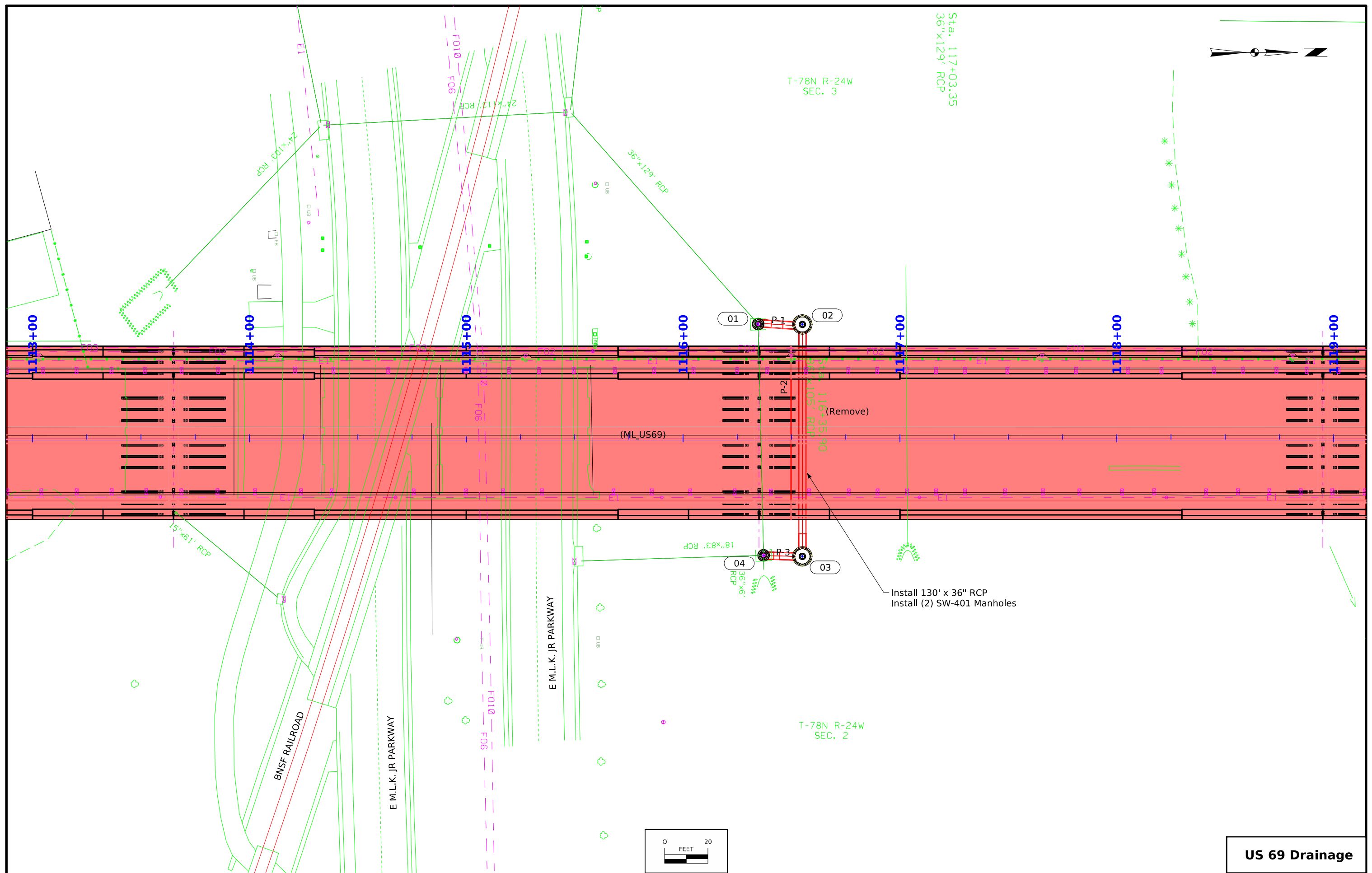
- Station
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Clearing & Grubbing Area
- Pavement Removal

RIGHT-OF-WAY LEGEND

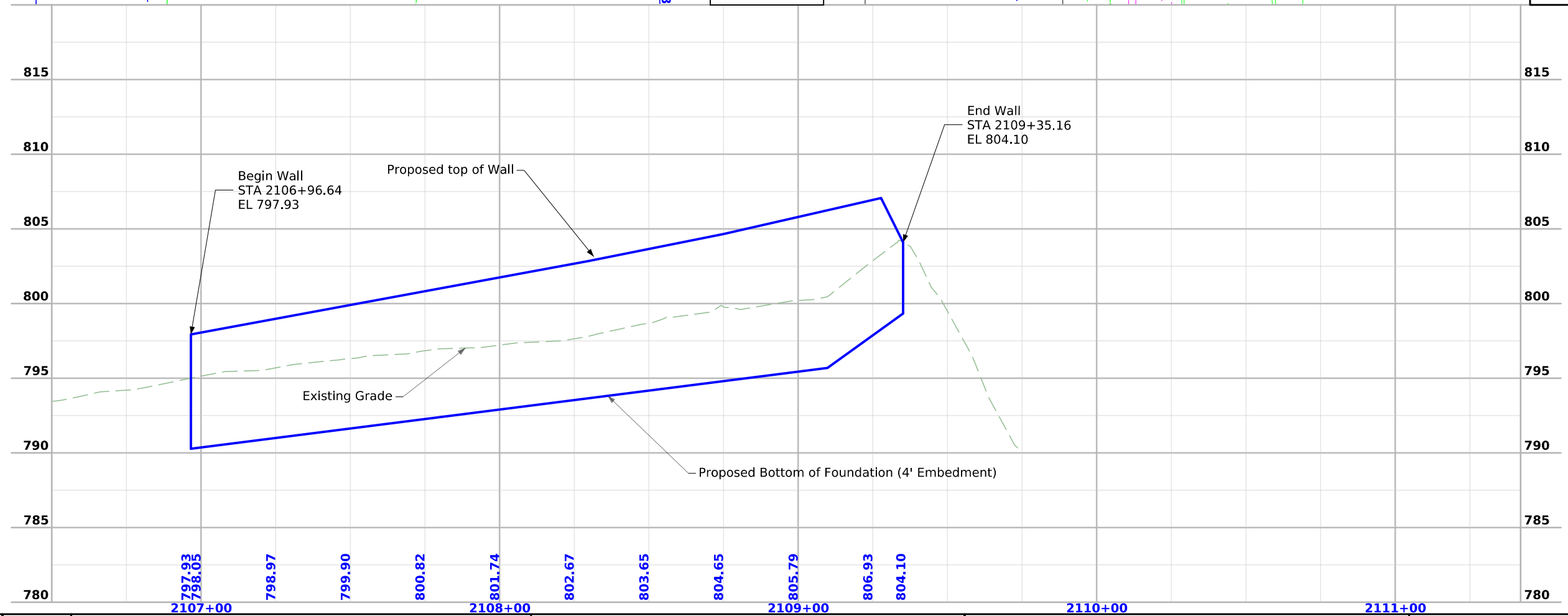
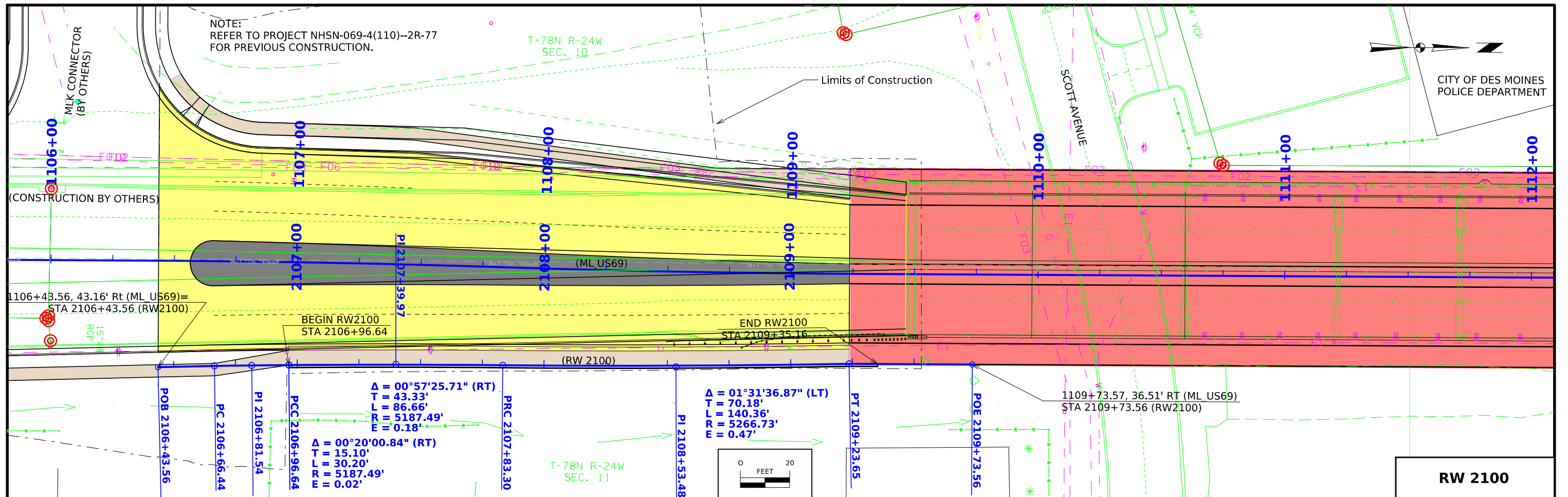
- Proposed Right-of-Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Borrow
- Easement (Temporary)
- Easement
- Excess
- Access Control

STORM SEWER LEGEND AND SYMBOL INFORMATION SHEET

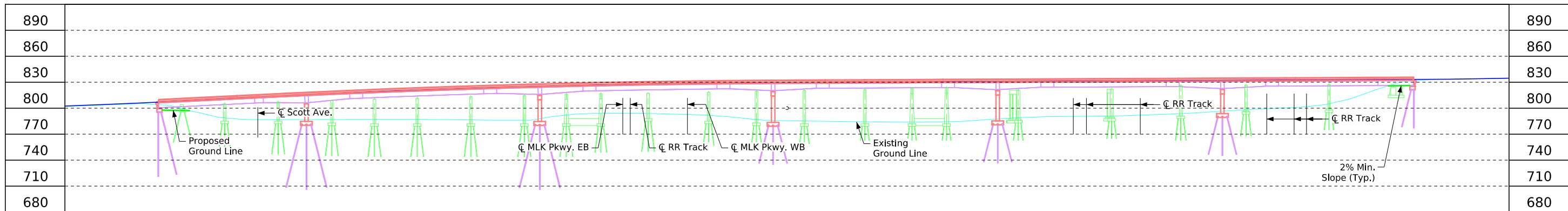
(COVERS SHEET SERIES M)



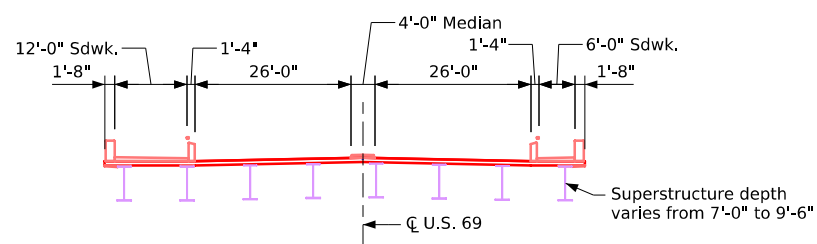
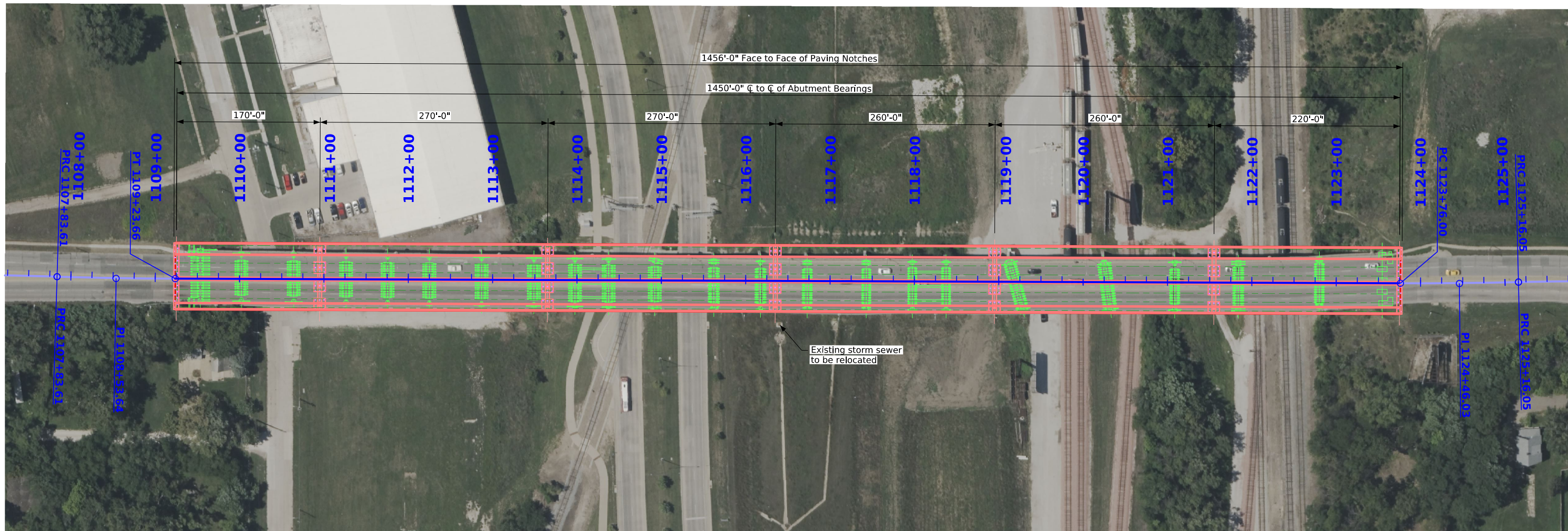
US 69 Drainage



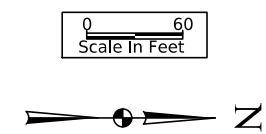
Control Point:



Longitudinal Section Along ζ US 69



Typical Bridge Section



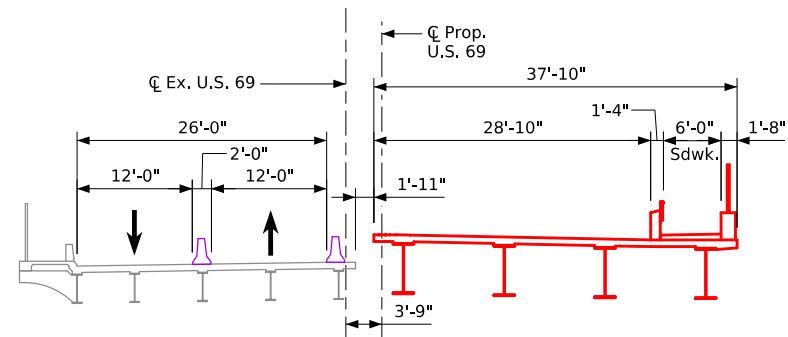
Situation Plan

Location

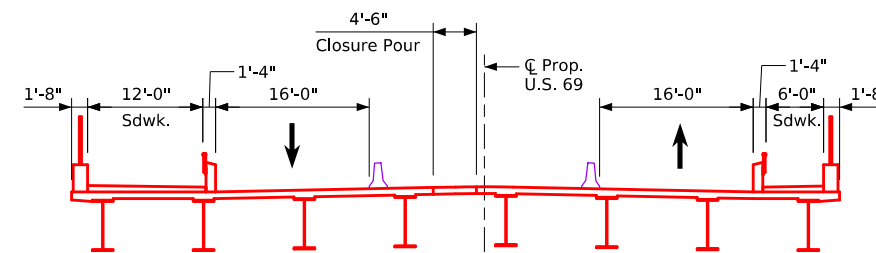
U.S. 69 over R.R., Scott Ave., & MLK Pkwy.
 In City of Des Moines
 T-78N R-24W
 Section 2, 3, 10, & 11
 Lee Township
 Polk County
 FHWA No. TBD
 Bridge Maint. No. 7784.95069
 FRA No. 0633855
 Latitude 41.585312°
 Longitude -93.596803°

Design For 0° Skew
1450'-0" x 56'-0"
Continuous Welded Girder Bridge
 170' & 220' End Spans 270' & 260' Interior Spans
Situation Plan
 STA. 1116+50.00 (U.S. 69) Turn-in Date: Jan 2025
Polk County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. TBD Design Sheet No. 1 of 2 FHWA No. TBD

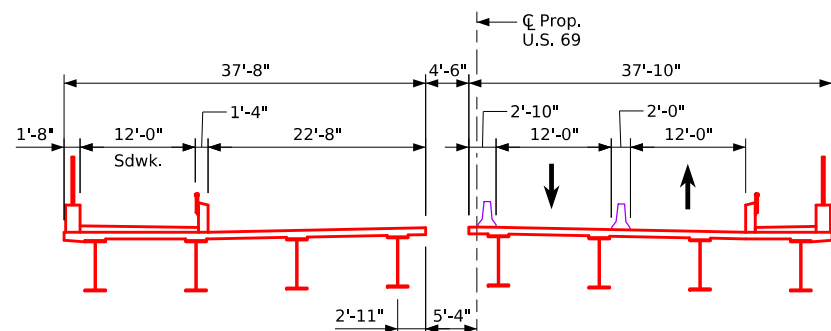
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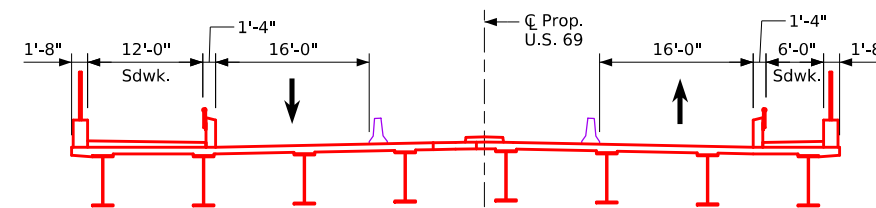
Stage 1
Remove East side of existing bridge and construct proposed Northbound half



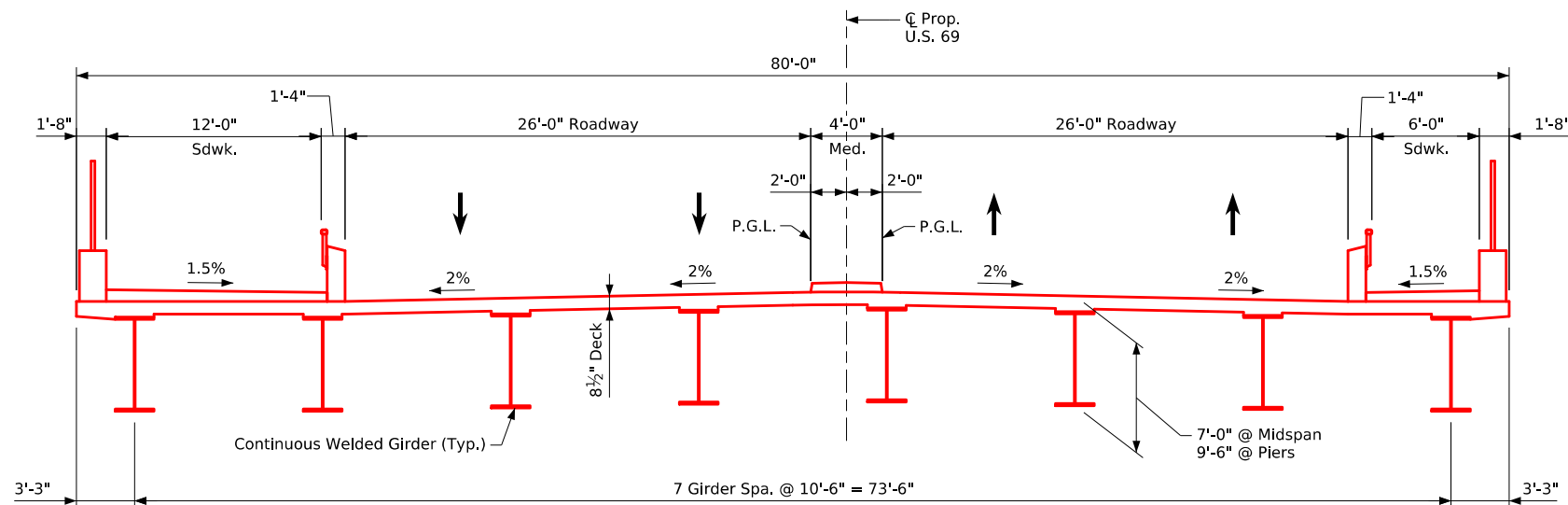
Stage 3
Construct closure pour



Stage 2
Remove West side of existing bridge and construct proposed Southbound half



Stage 4
Construct raised median



Final Condition Typical Bridge Cross Section
(Looking Ahead Station)

Design For 0° Skew
1450'-0" x 56'-0"
Continuous Welded Girder Bridge
 170' & 220' End Spans 270' & 260' Interior Spans
Concept Staging Details
 STA. 1116+50.00 (U.S. 69) Turn-in Date: Jan 2025
Polk County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. TBD Design Sheet No. 2 of 2 FHWA No. TBD

CROSS SECTION VIEW COLOR LEGEND

Design Color No. Feature

Aggregate

- (20) Subbase Lower
- (20) Subbase Upper

Bridge

- (3) Bridge Deck
- (131) Bridge Median
- (131) Bridge Barrier

Concrete

- (0) Barrier Concrete
- (0) Curb Gutter
- (0) Median Concrete
- (0) PCC Pavement
- (0) Sidewalk

Existing Ground

- (10) Existing Ground

Shoulder

- (0) Shoulder PCC

Structural

- (112) Retaining Wall Back
- (112) Retaining Wall Face
- (112) Retaining Wall Footing

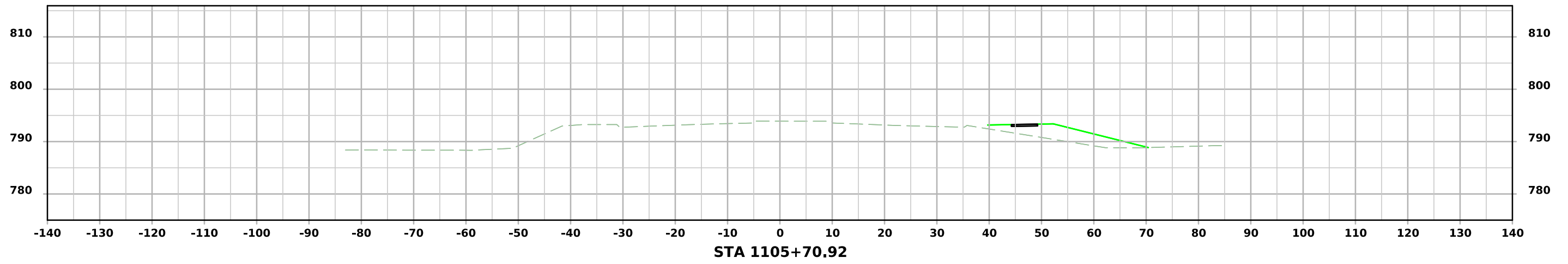
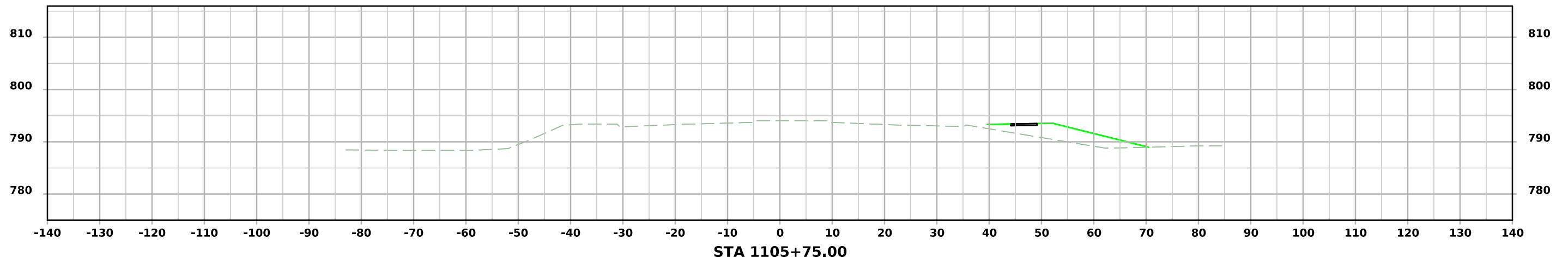
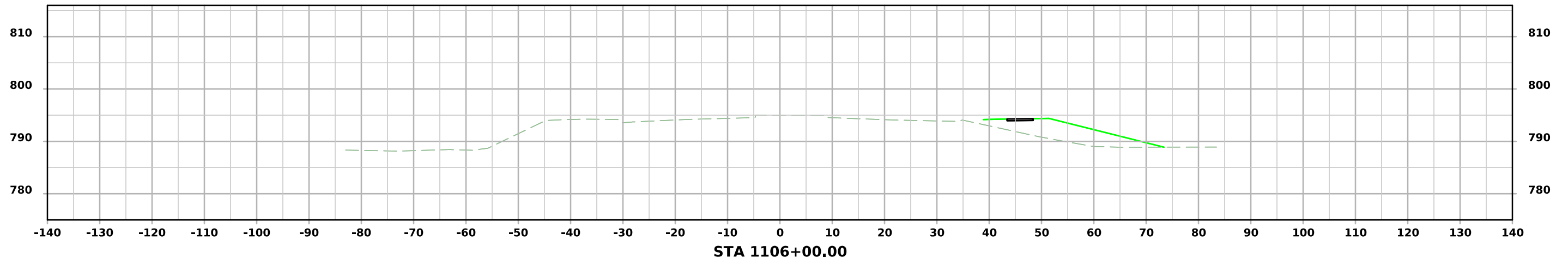
Grading

- (8) Behind Curb Cut
- (2) Side Slopes

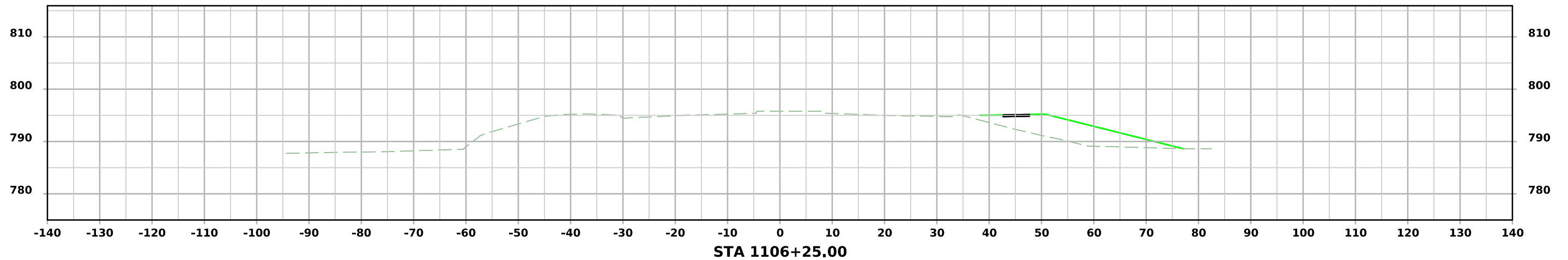
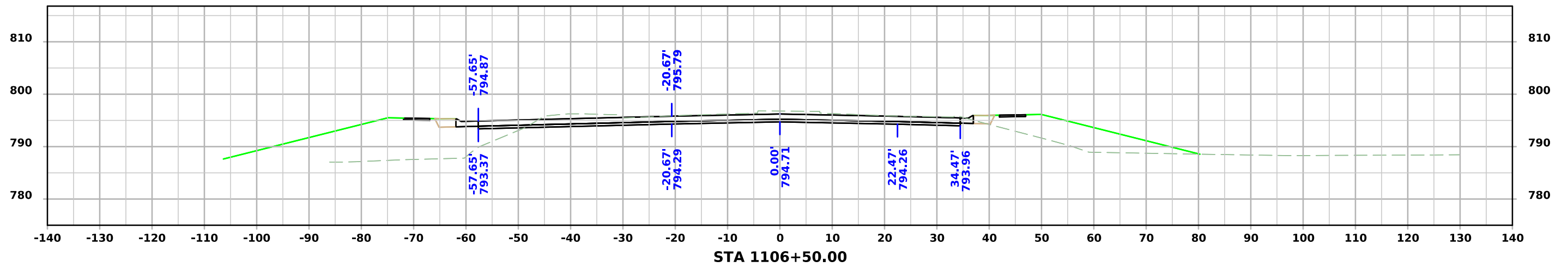
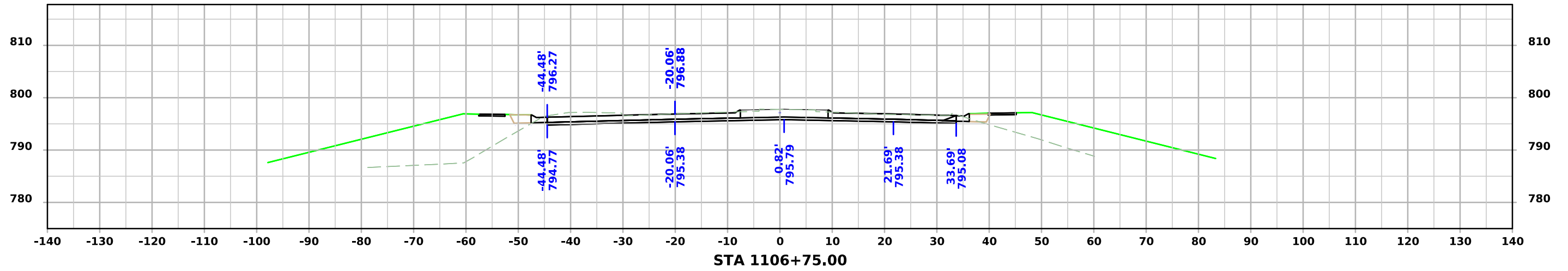
**CROSS SECTIONS
LEGEND AND INFORMATION SHEET**

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

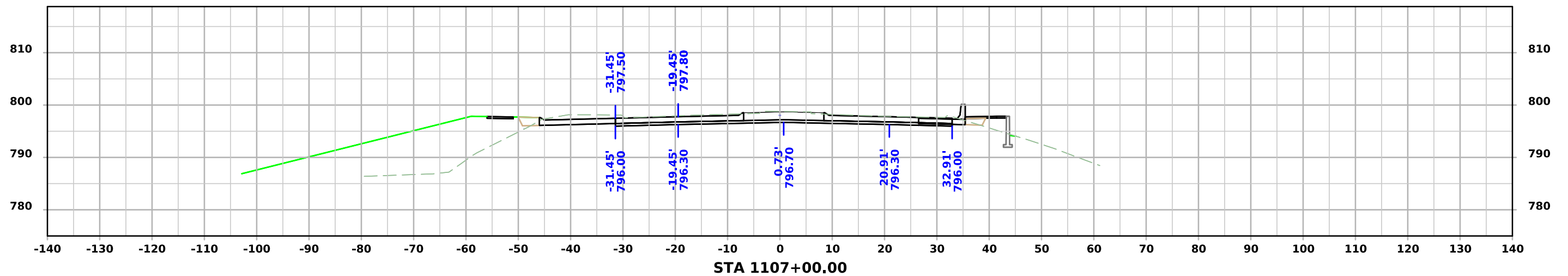
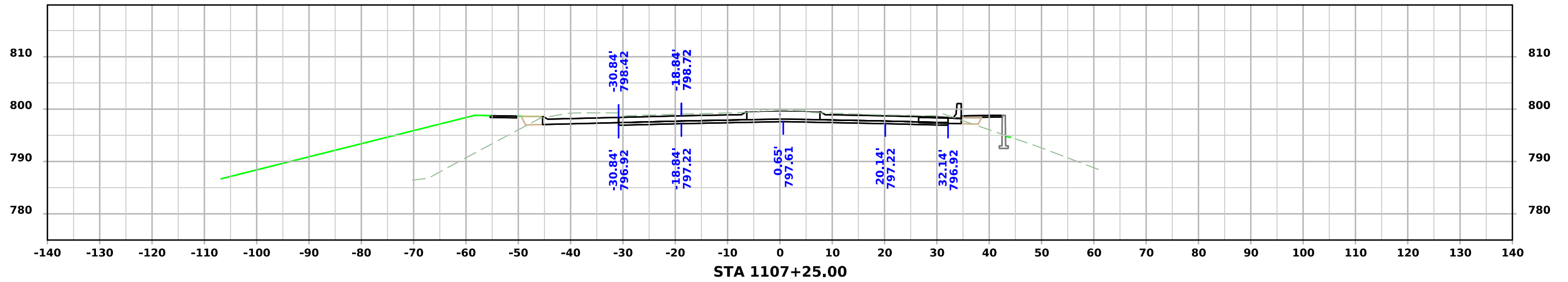
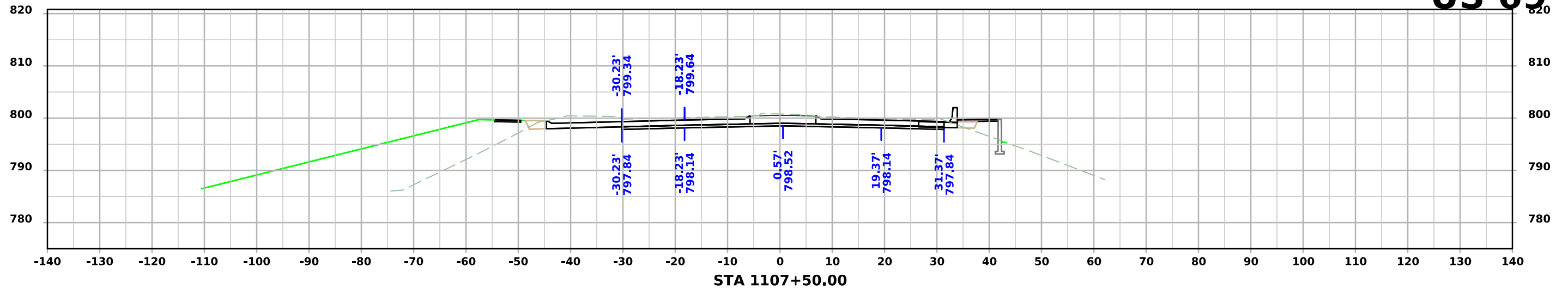
US 69



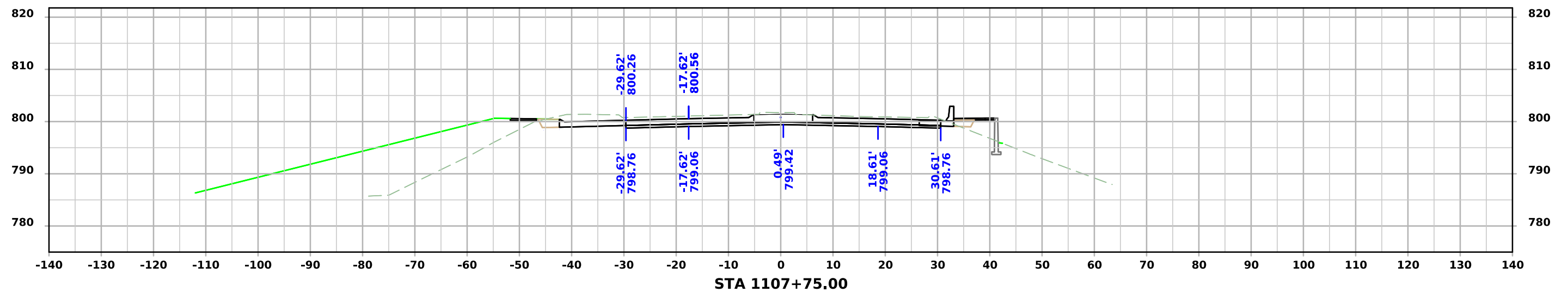
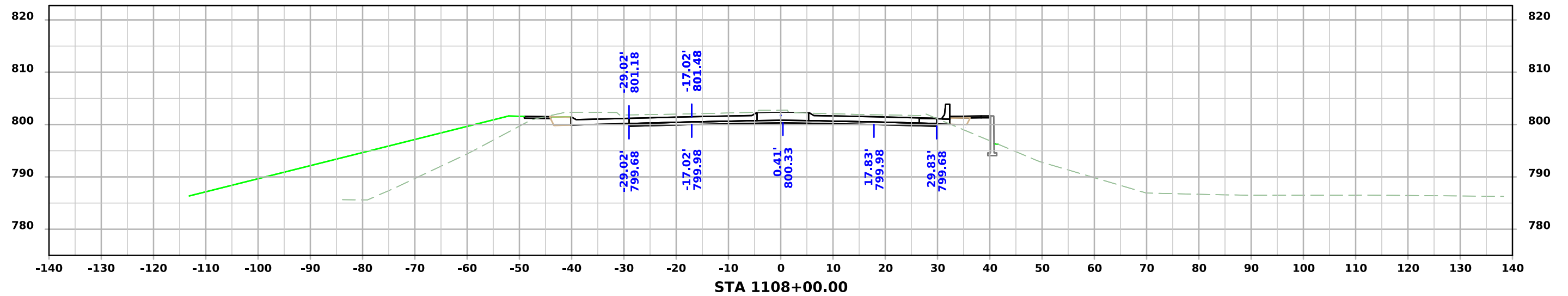
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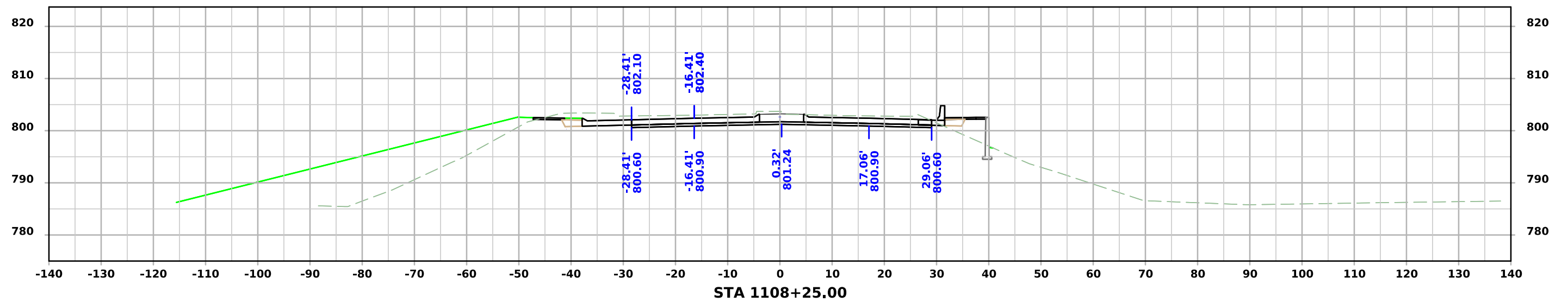
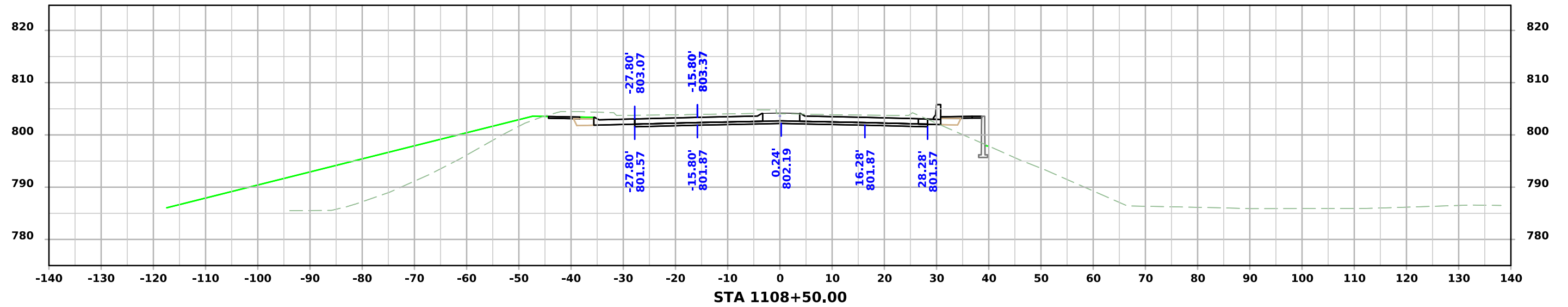
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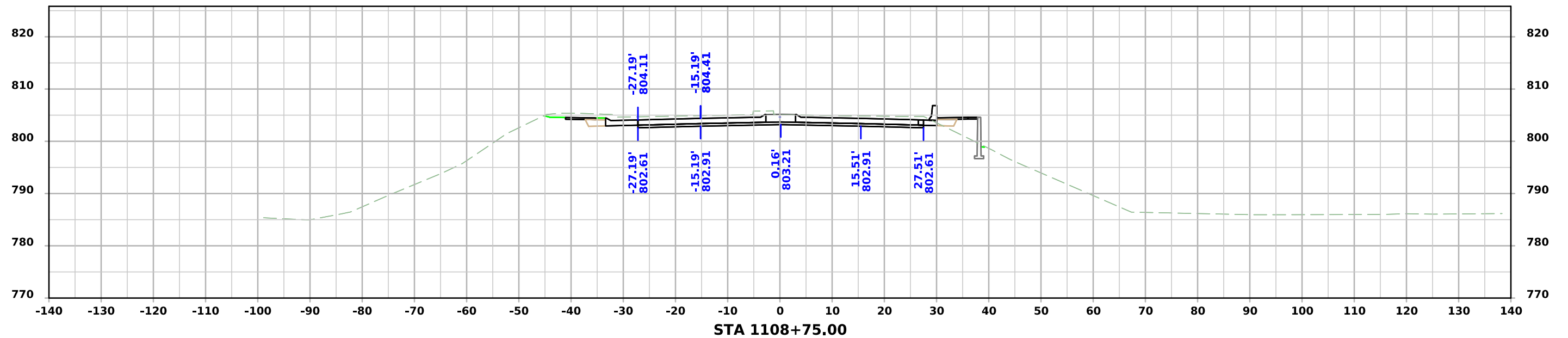
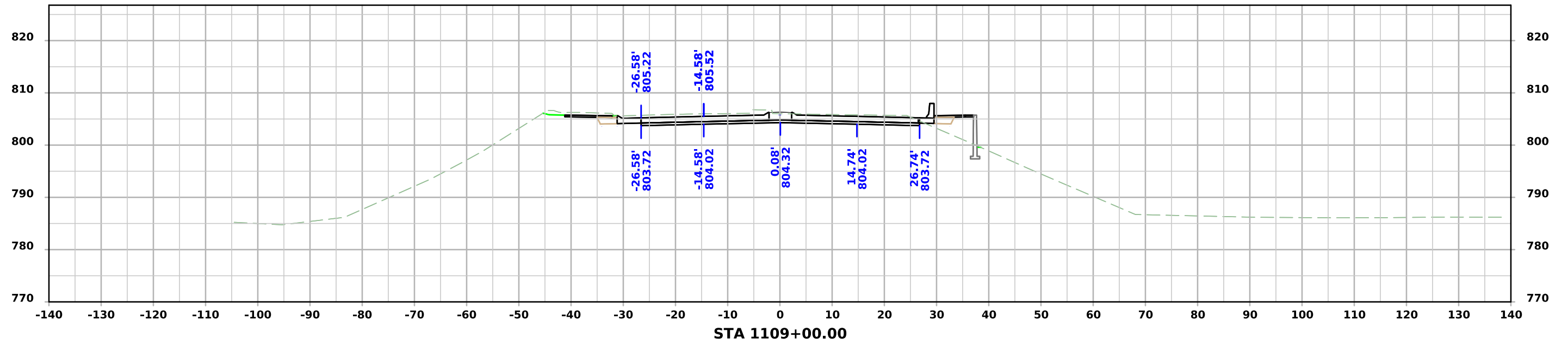
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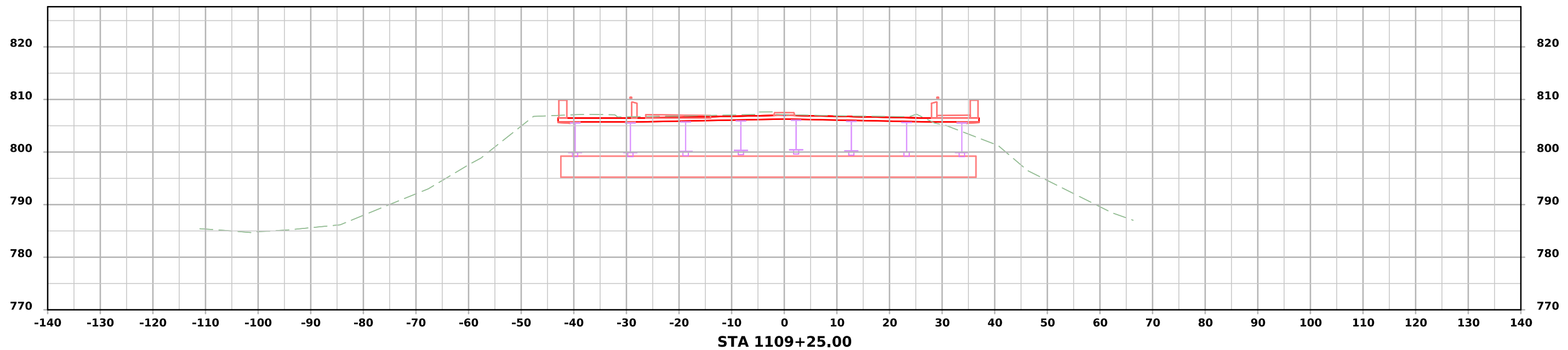
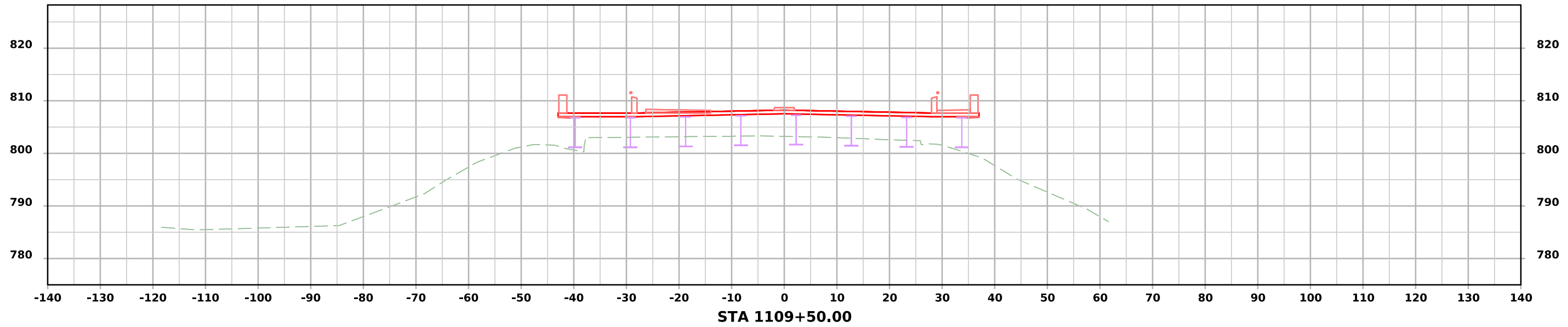
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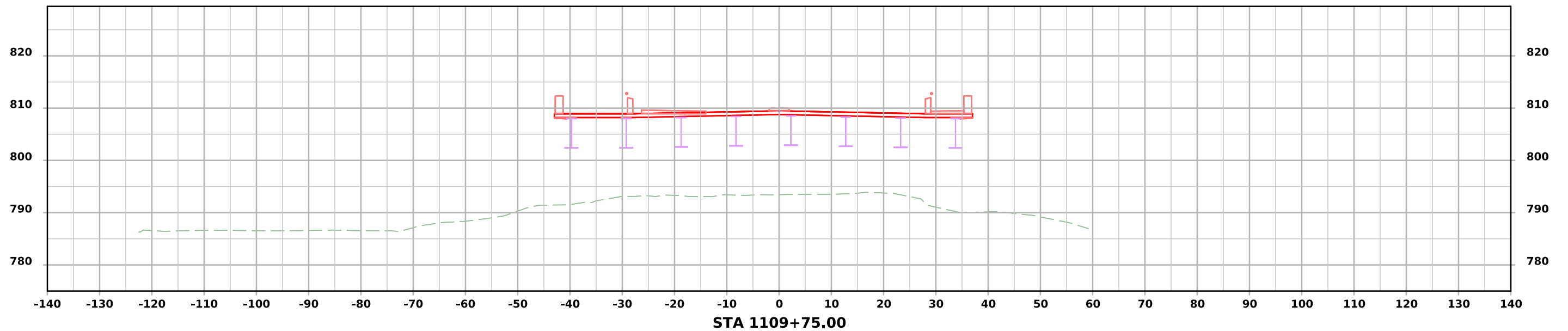
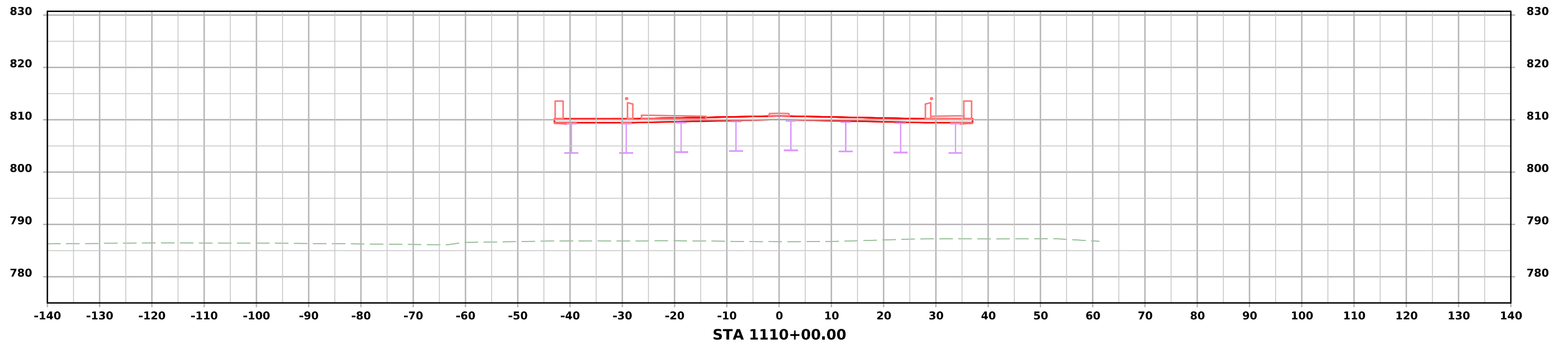
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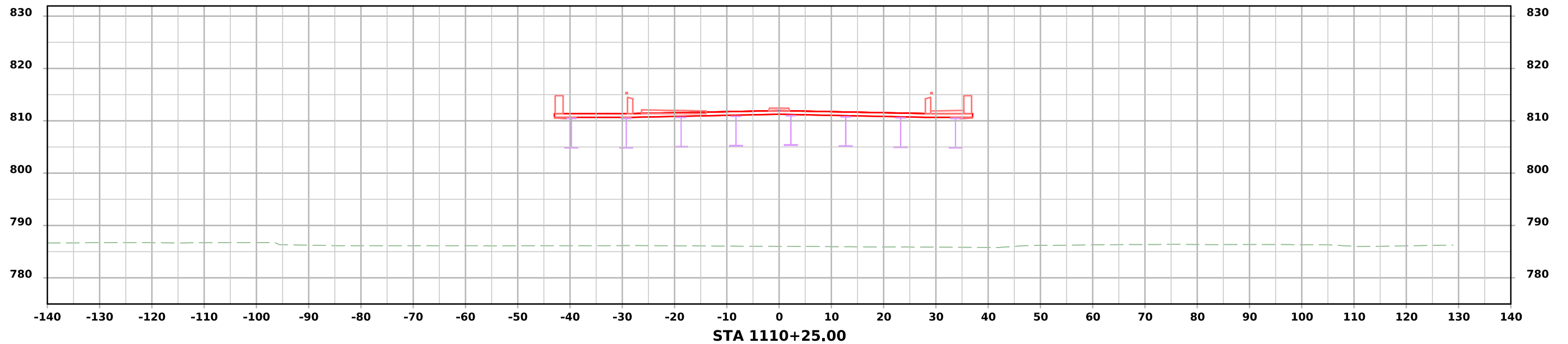
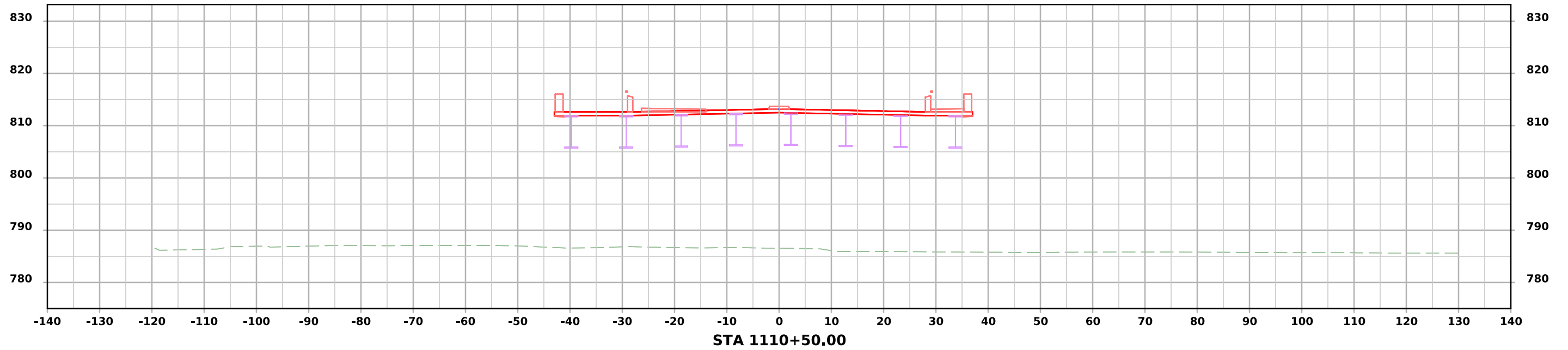
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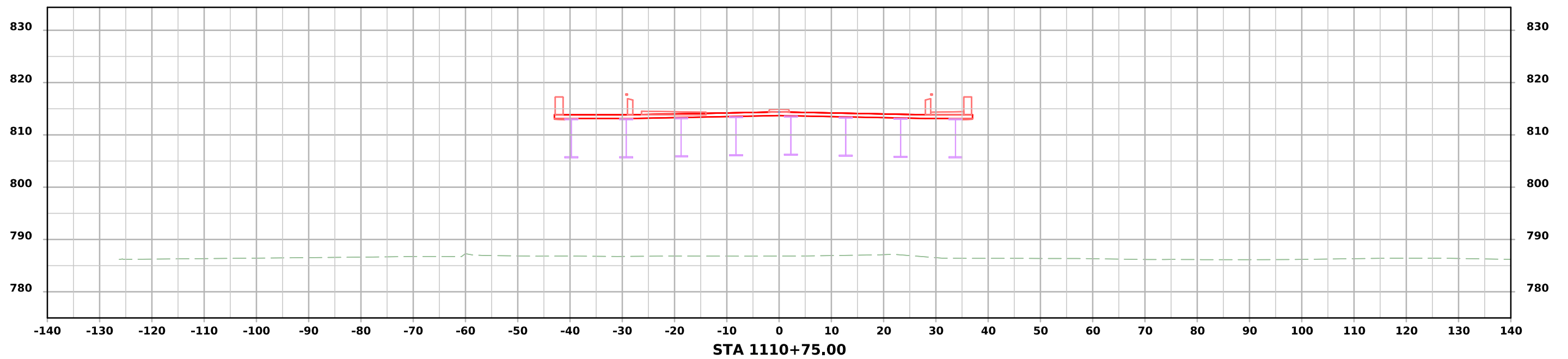
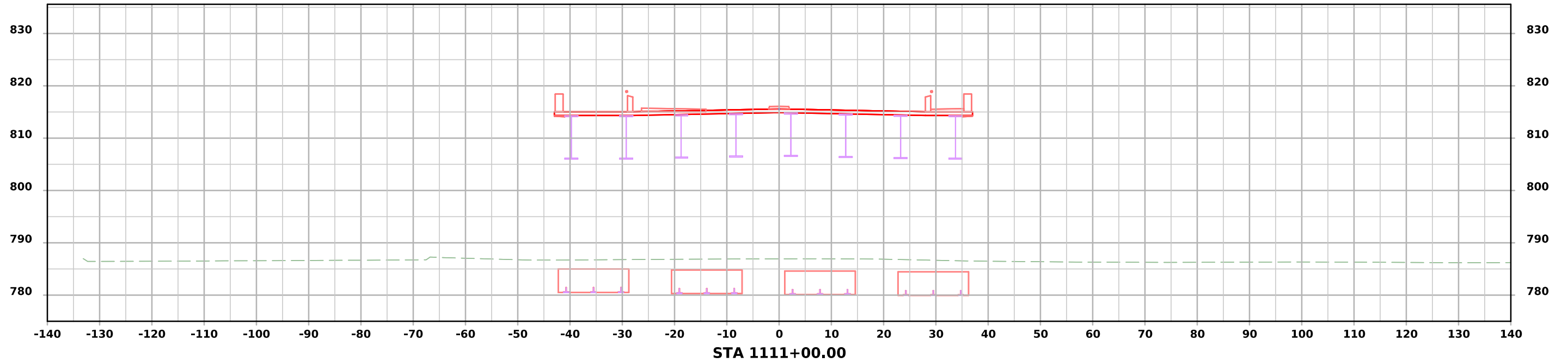
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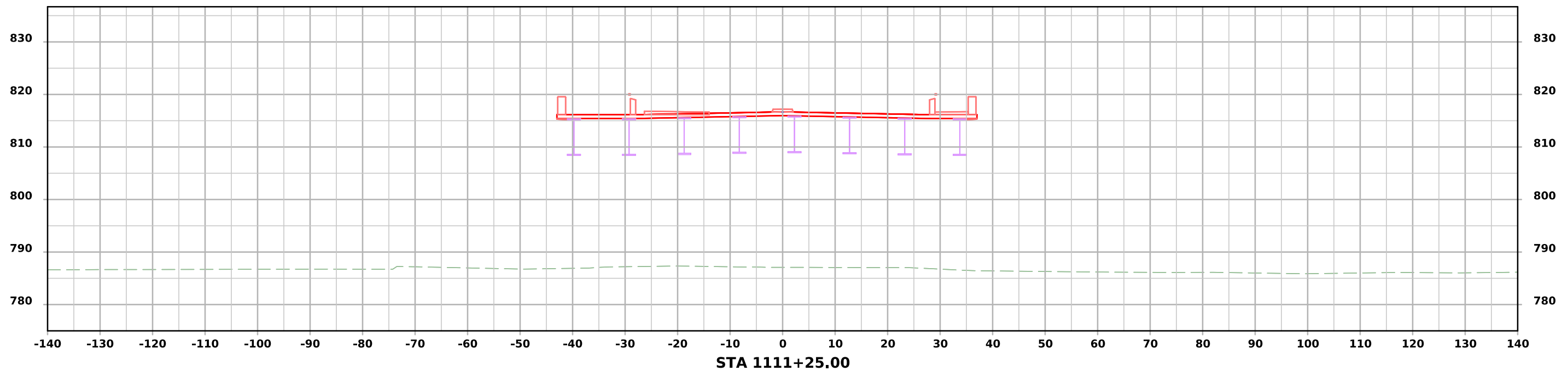
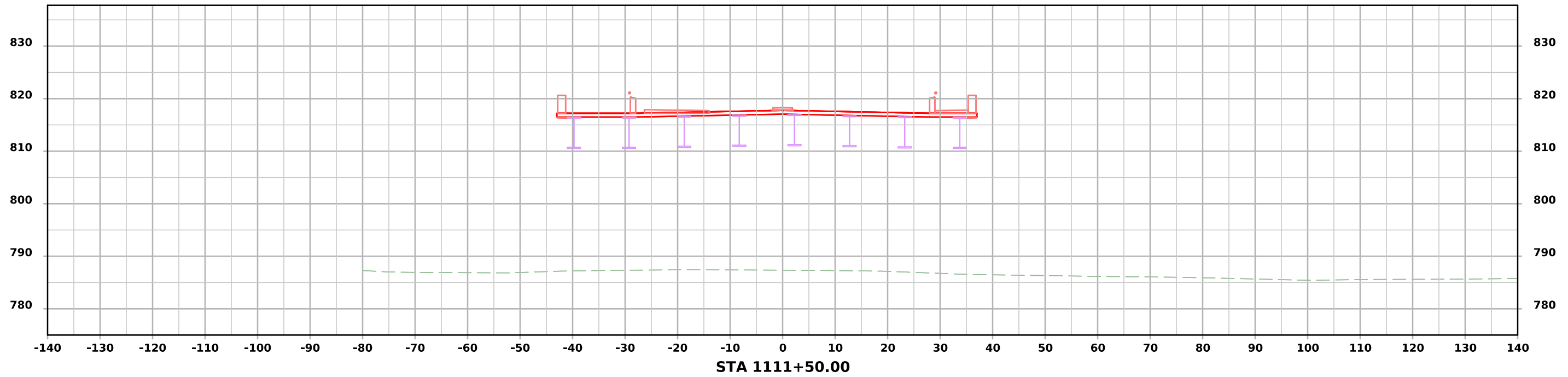
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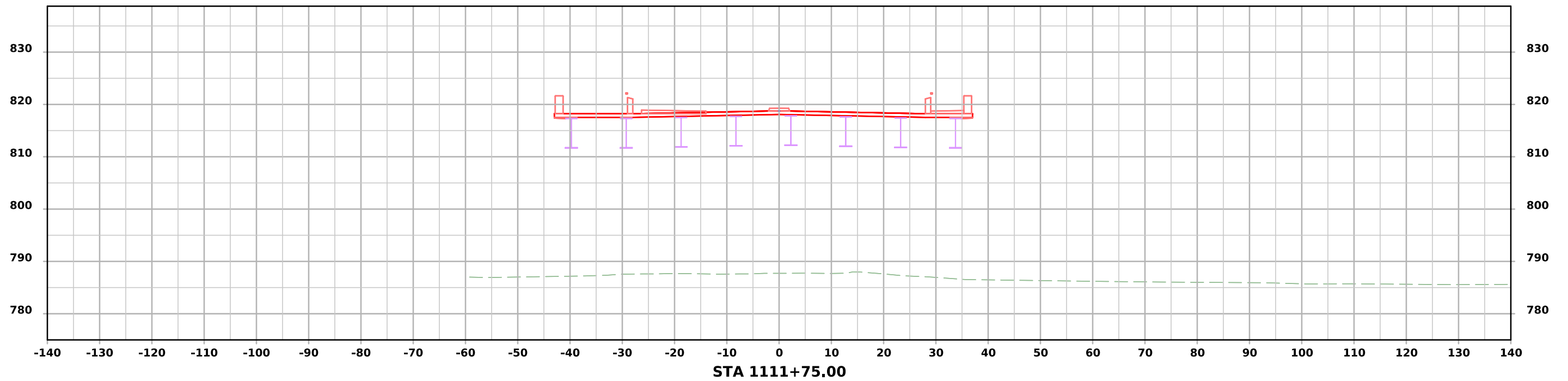
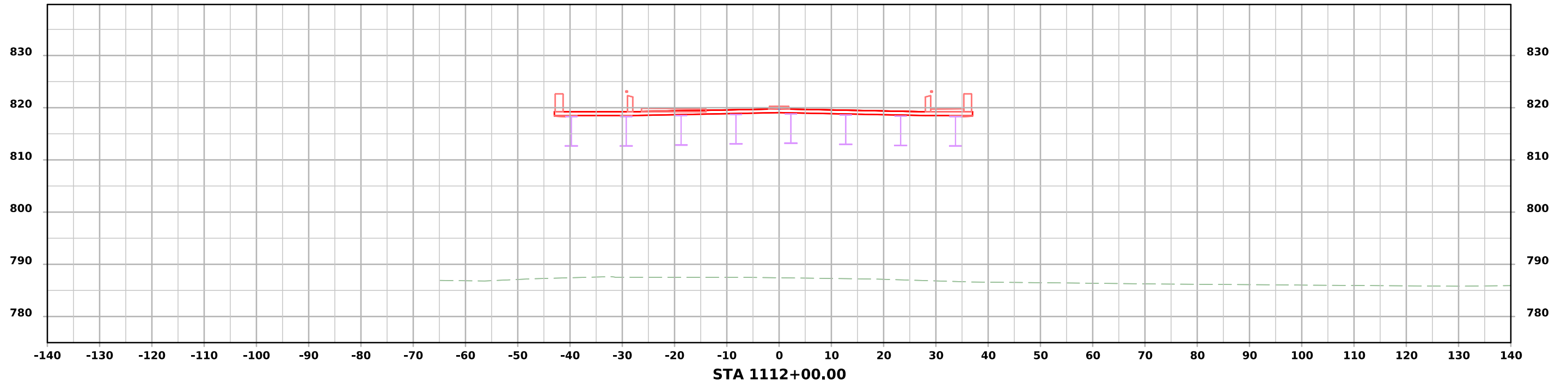
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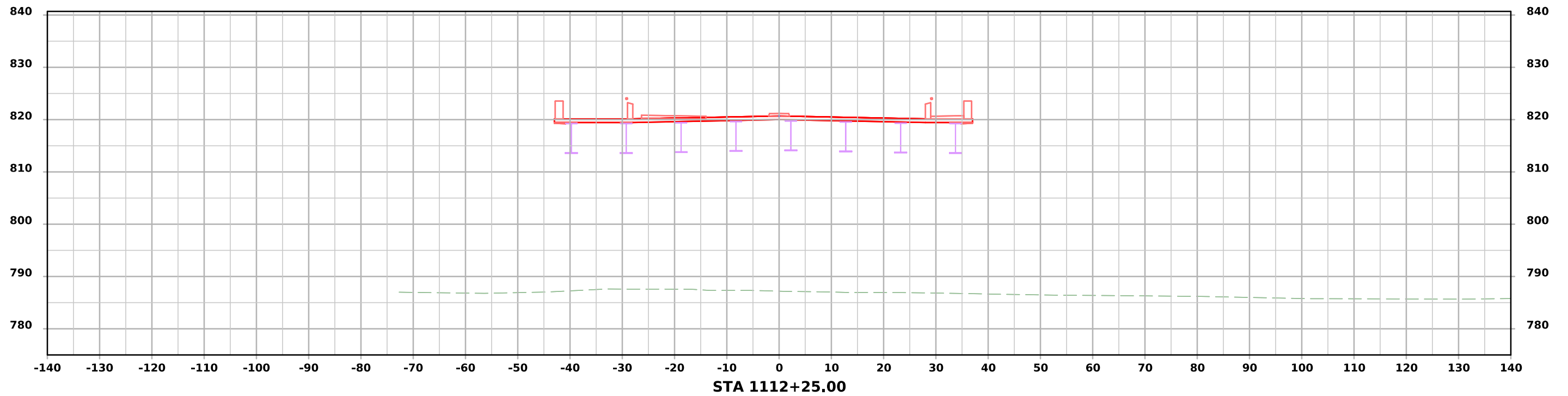
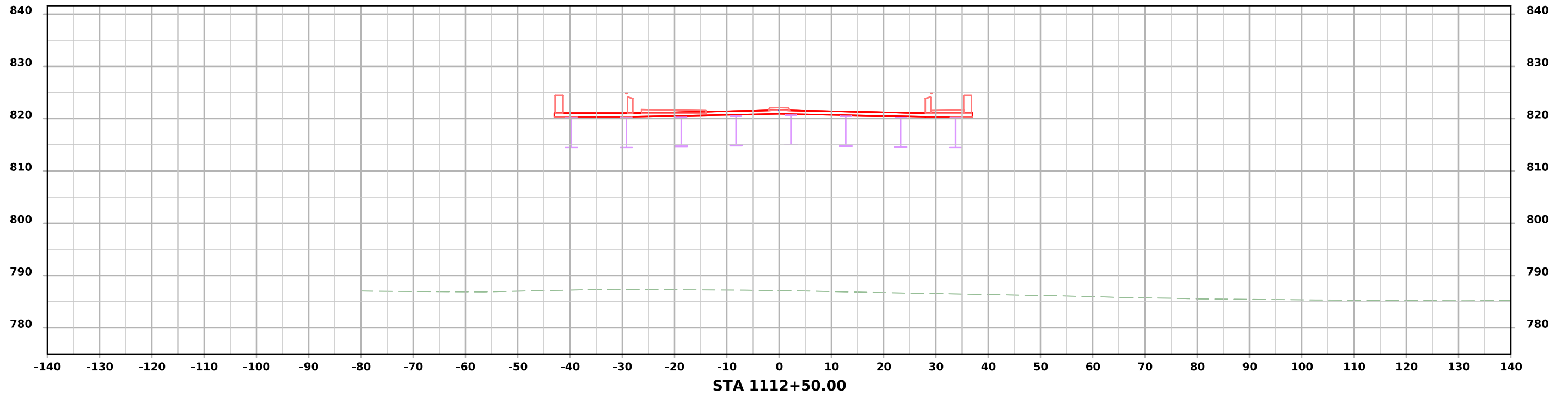
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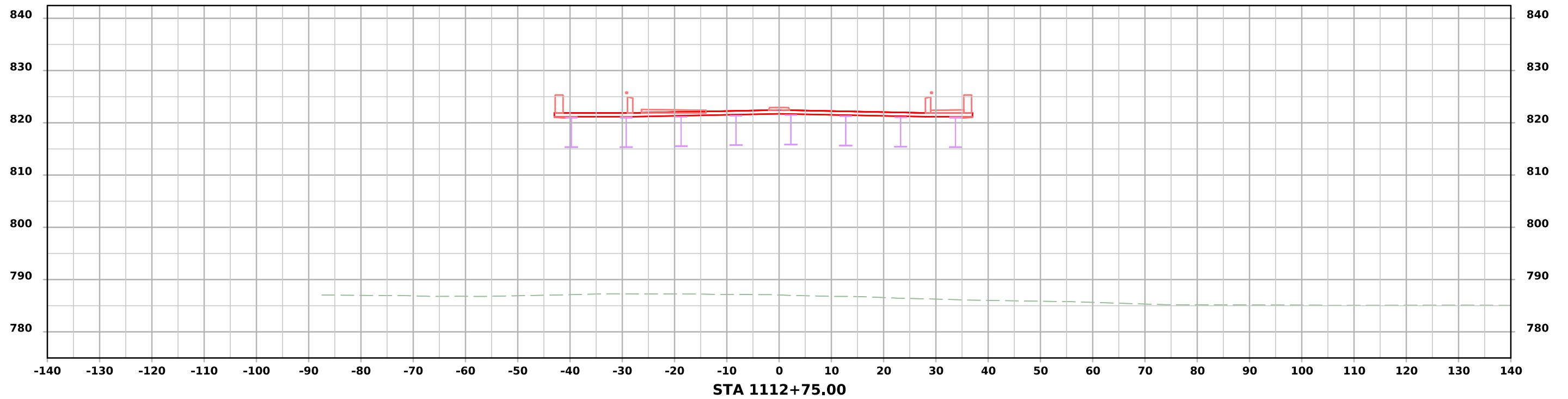
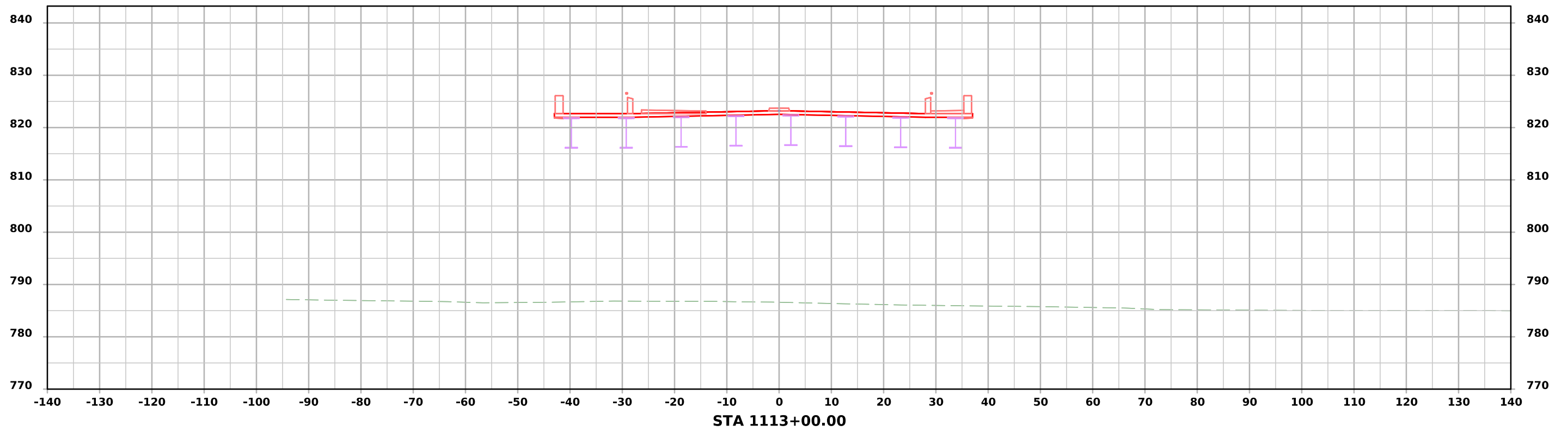
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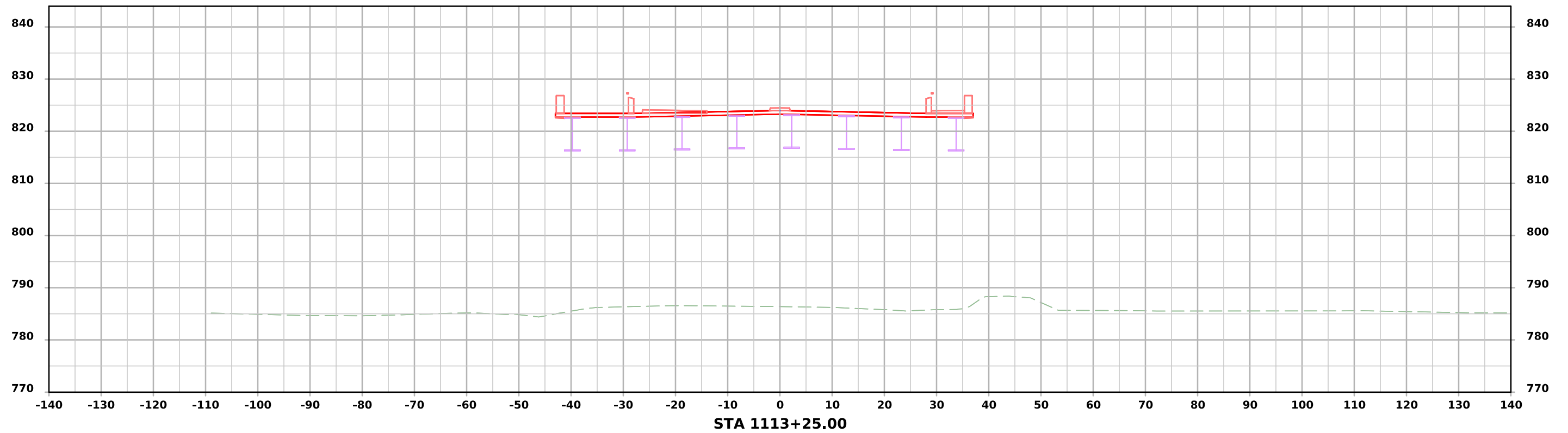
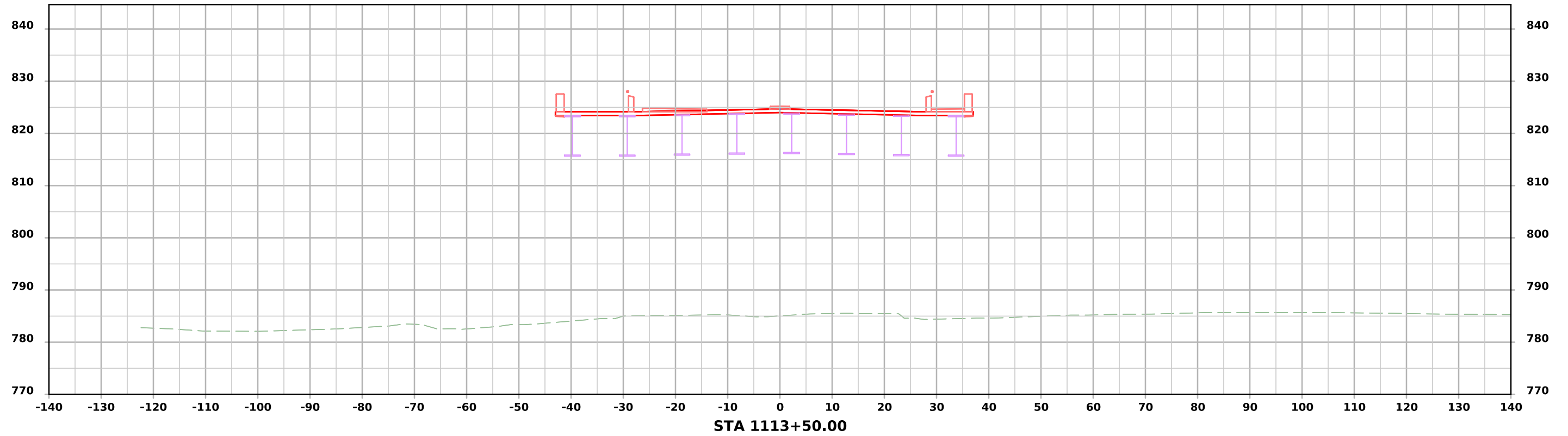
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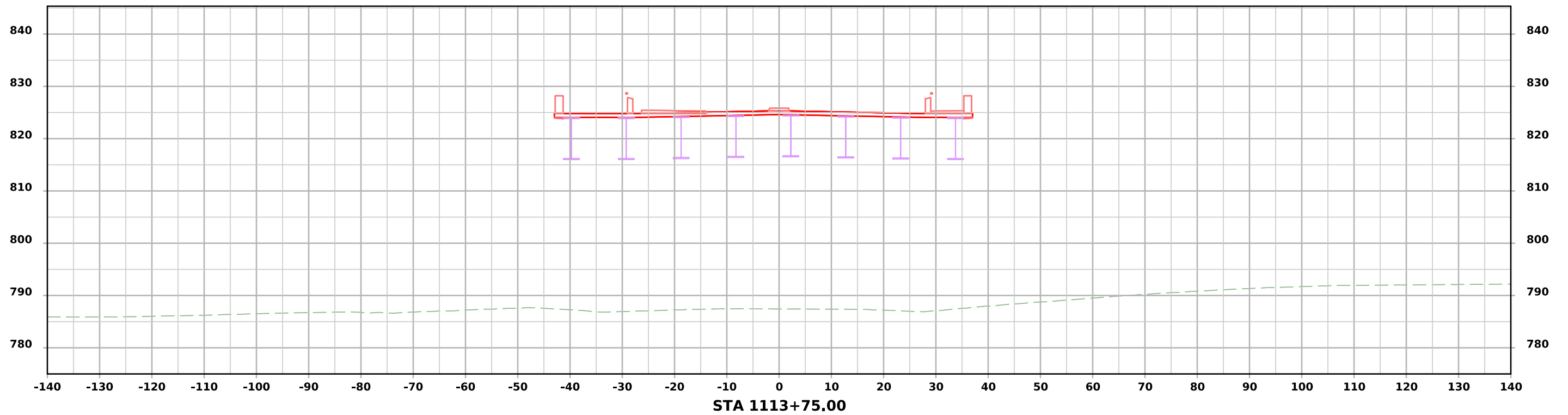
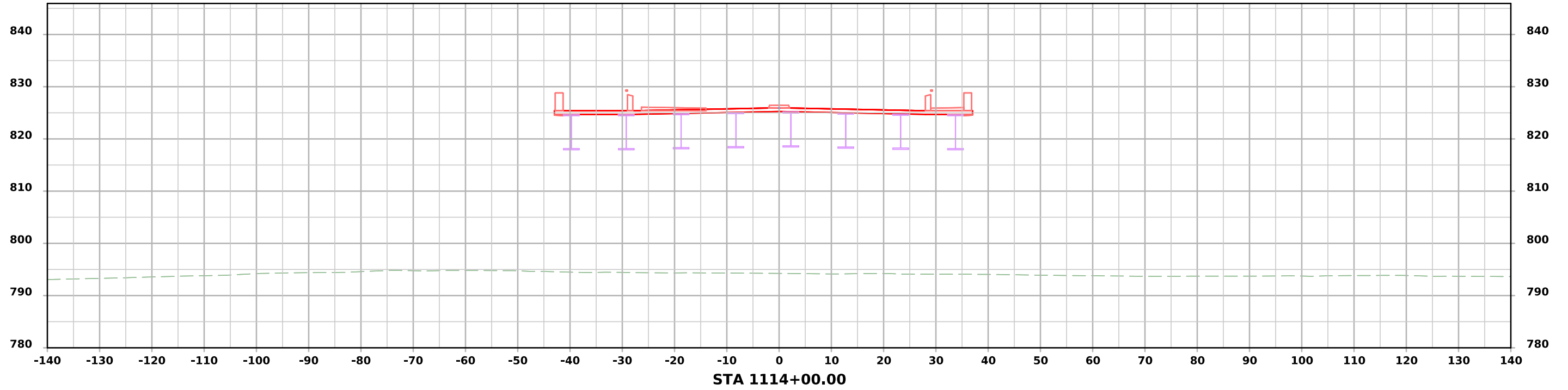
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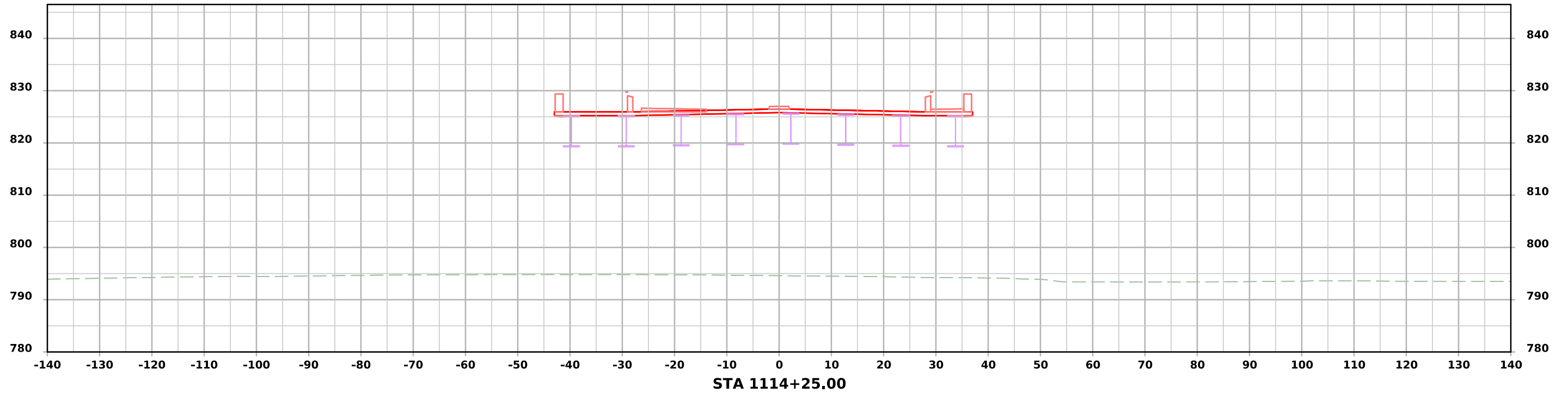
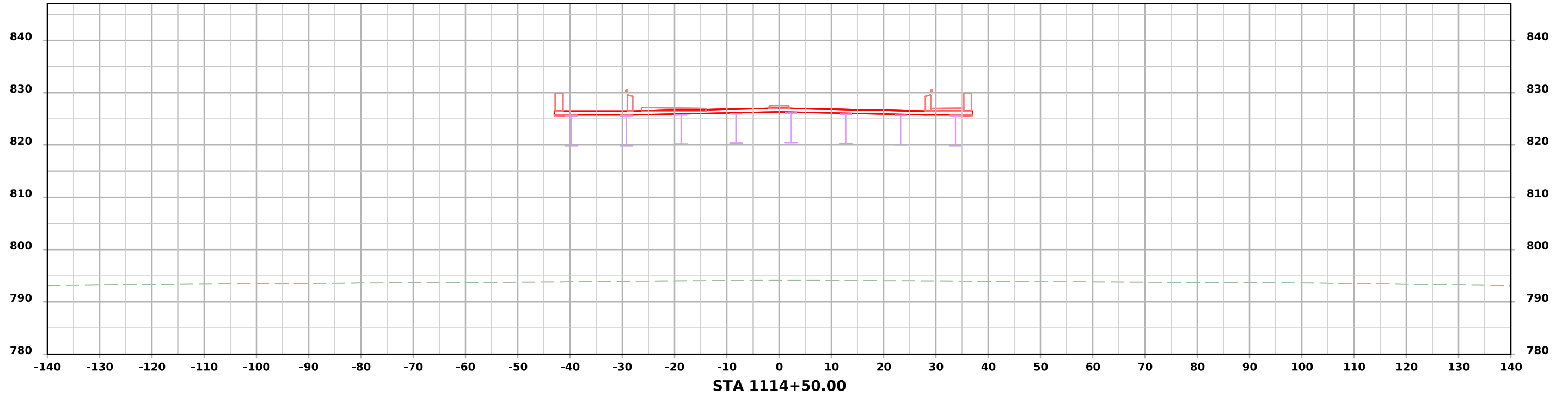
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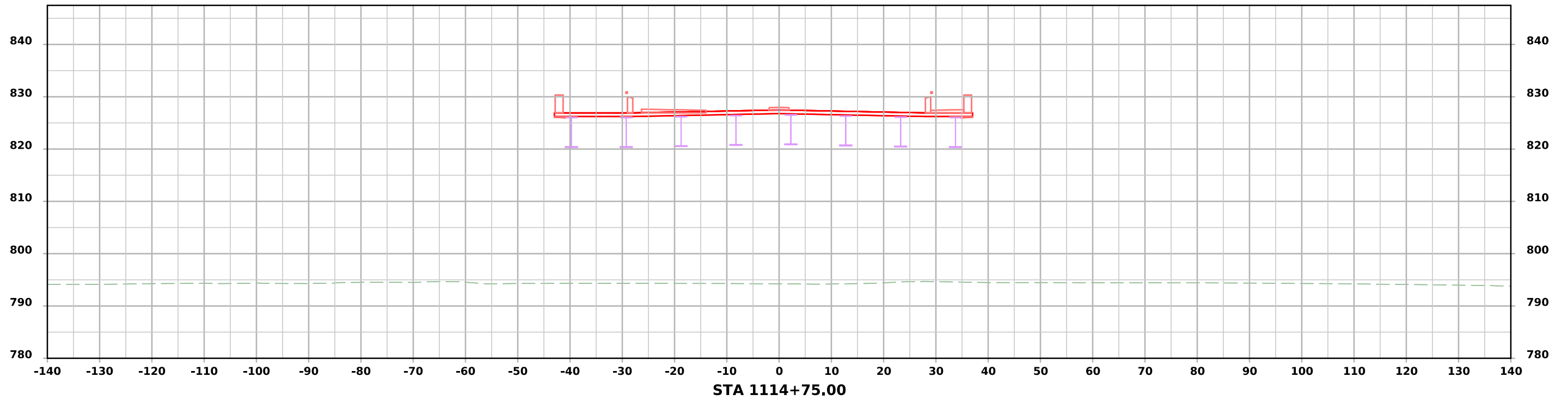
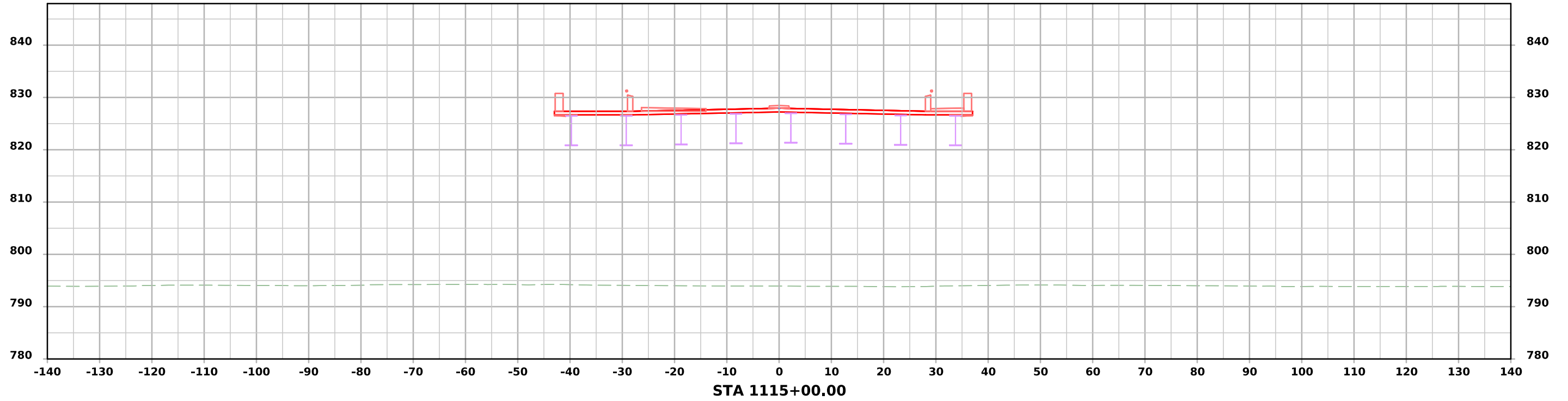
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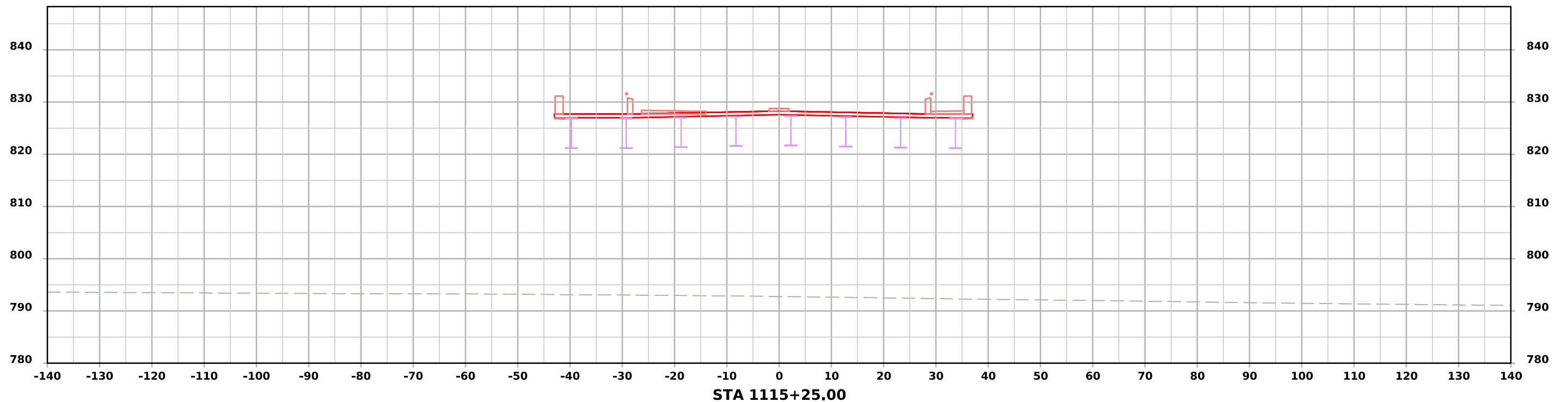
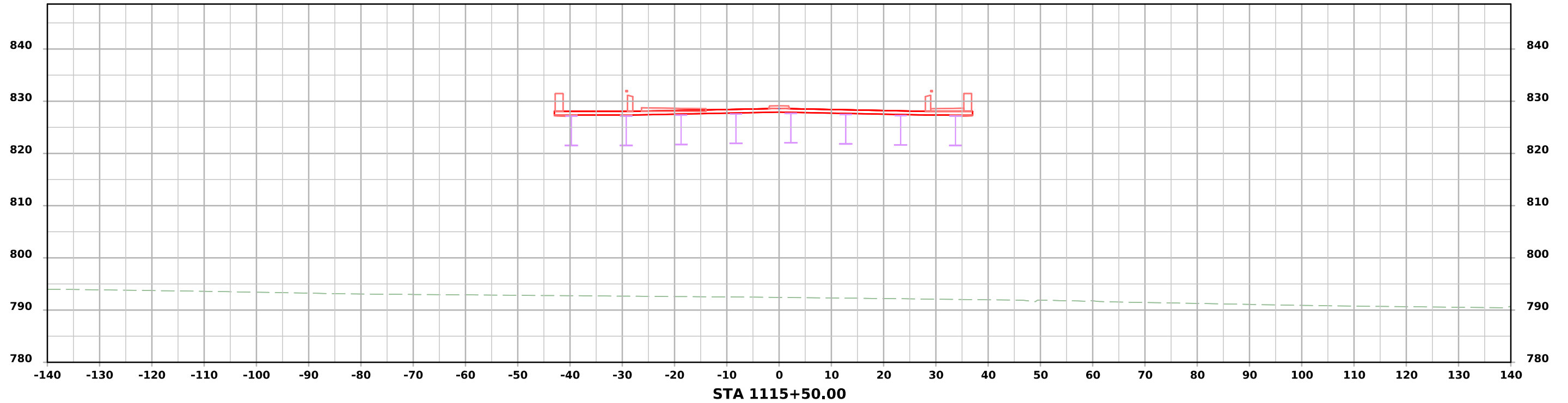
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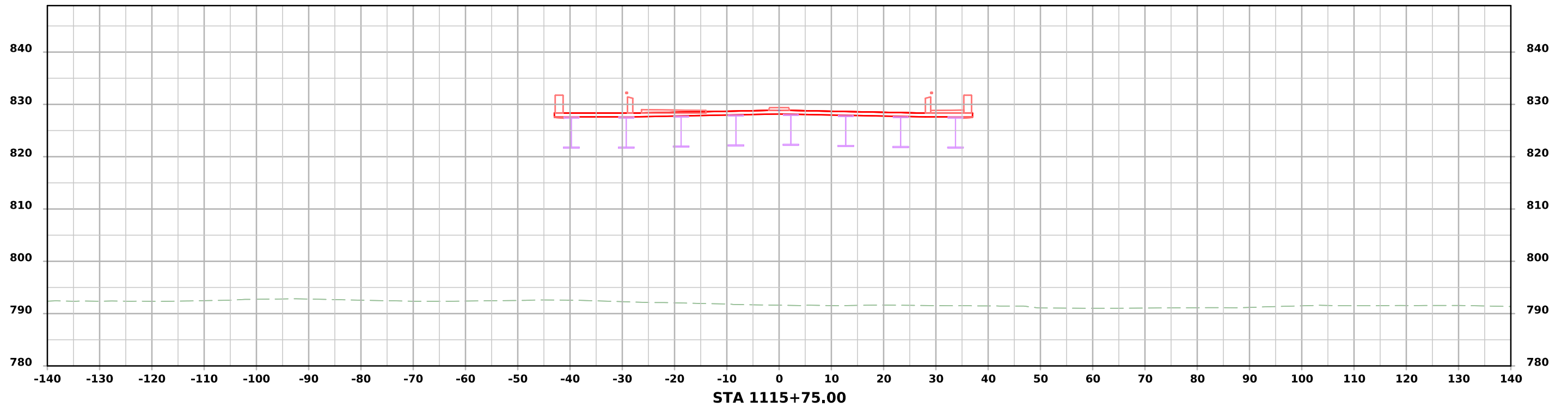
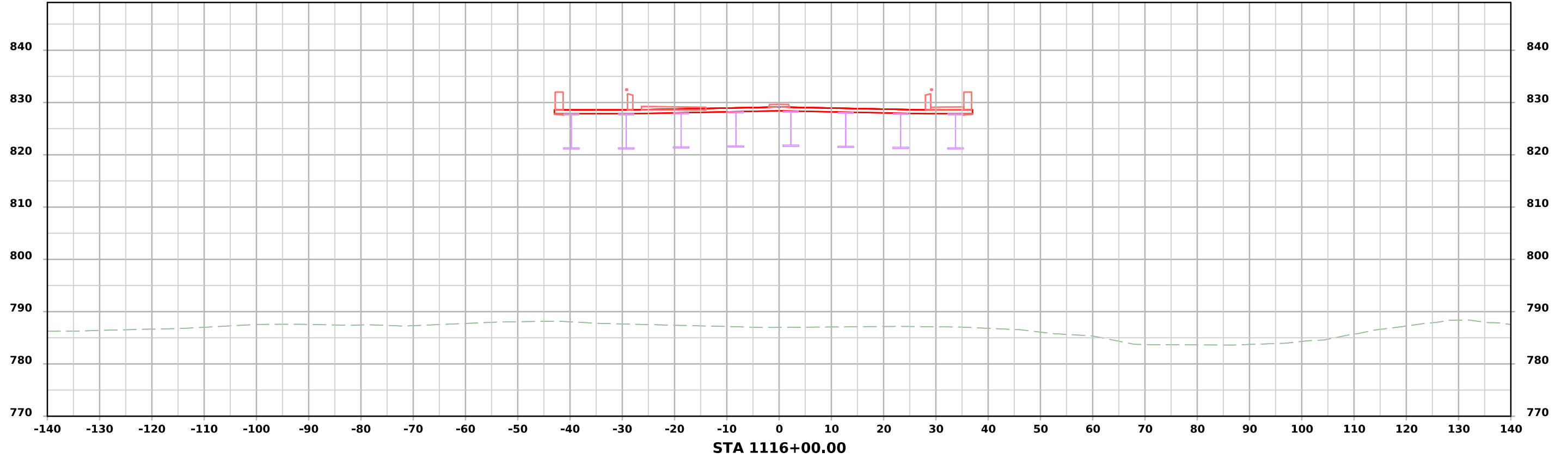
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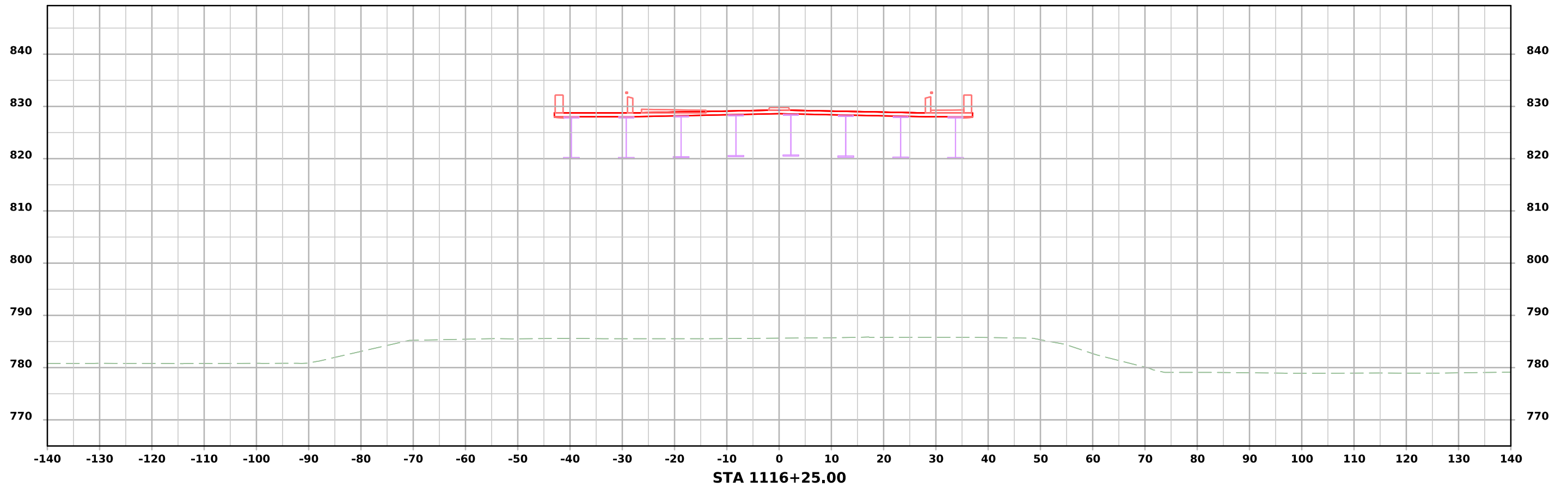
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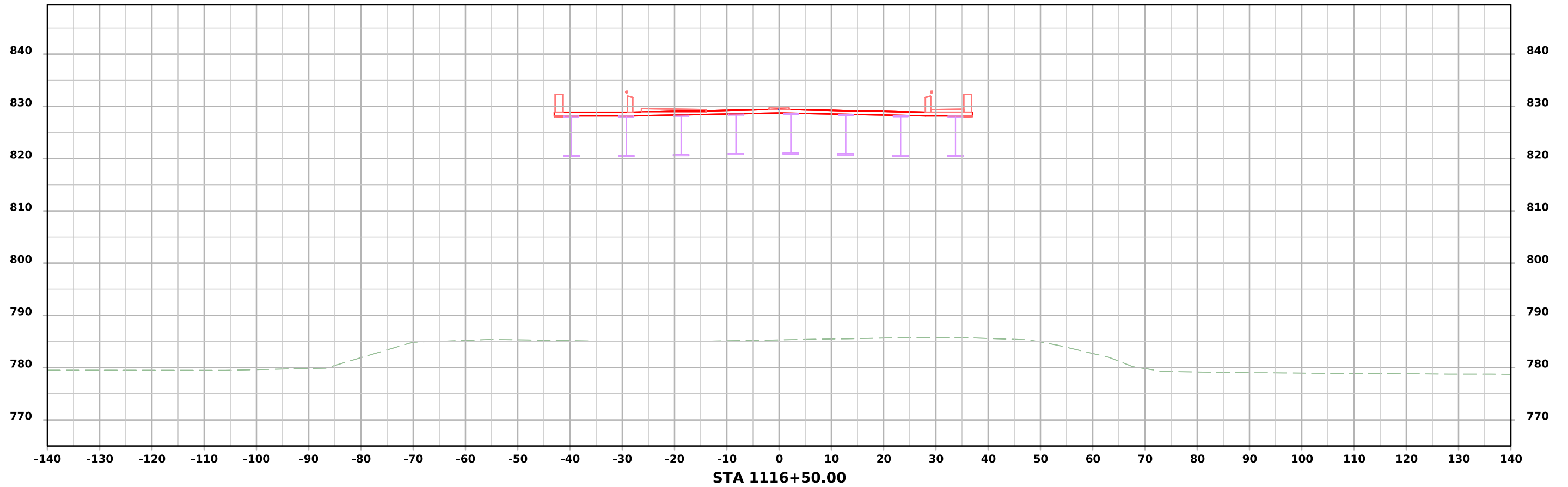
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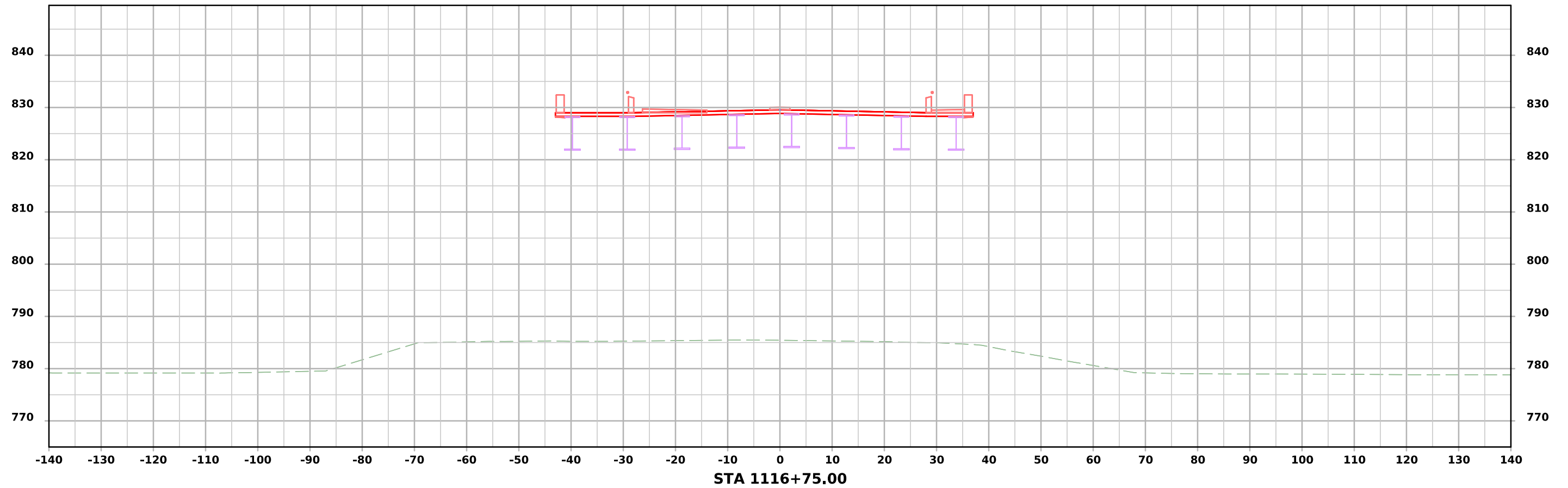
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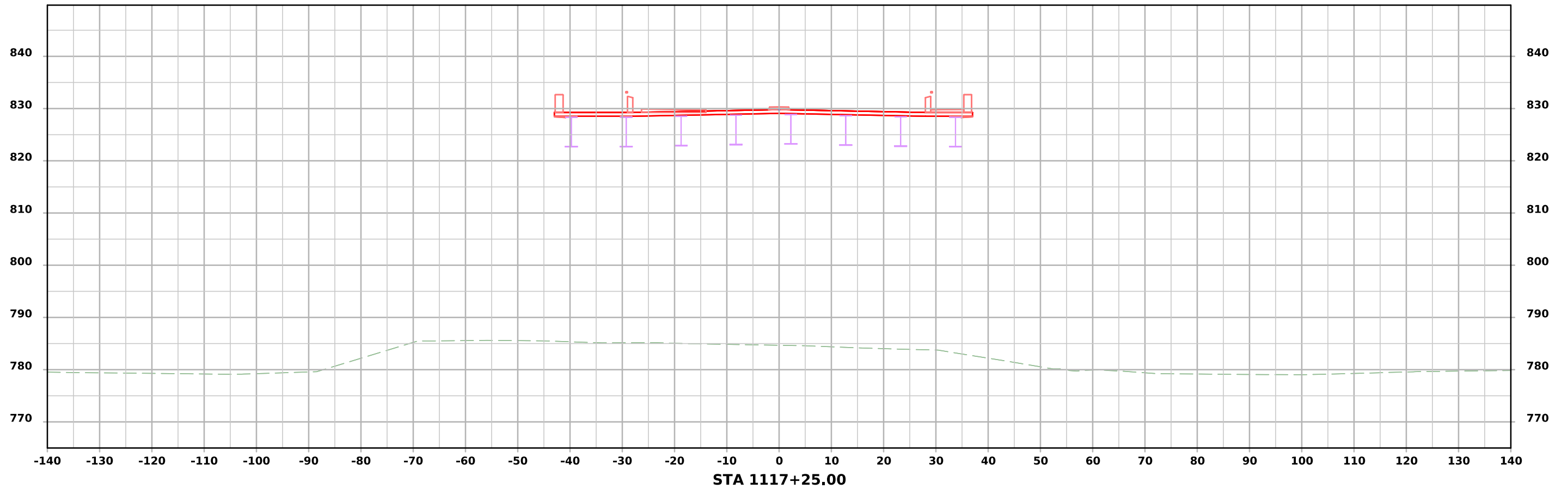
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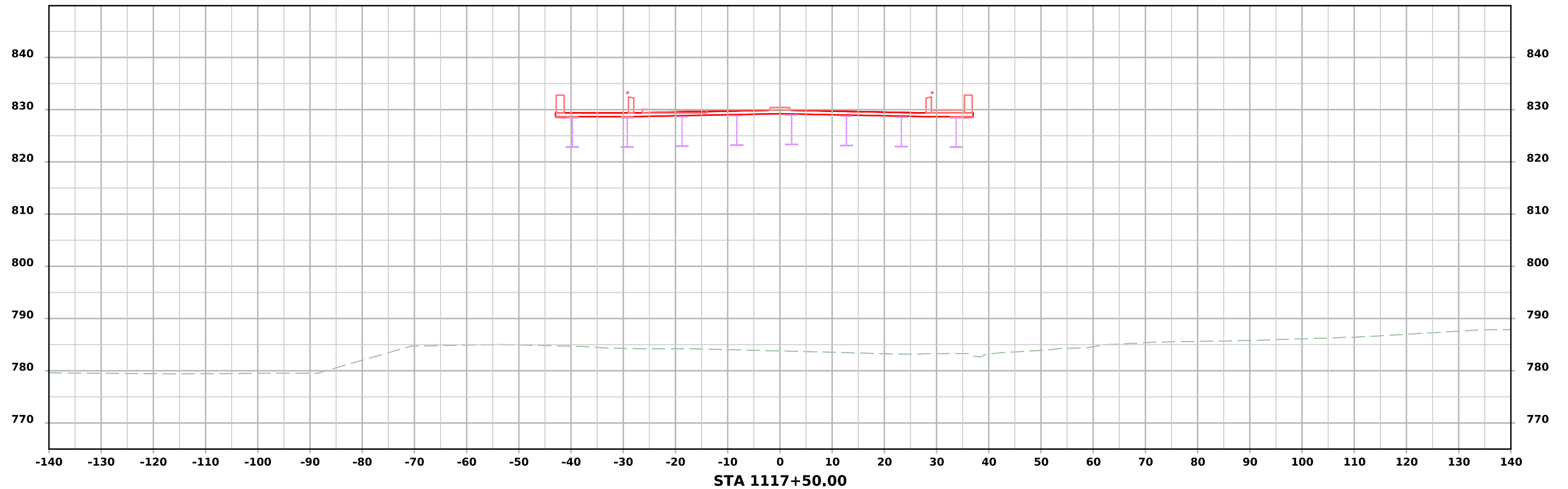
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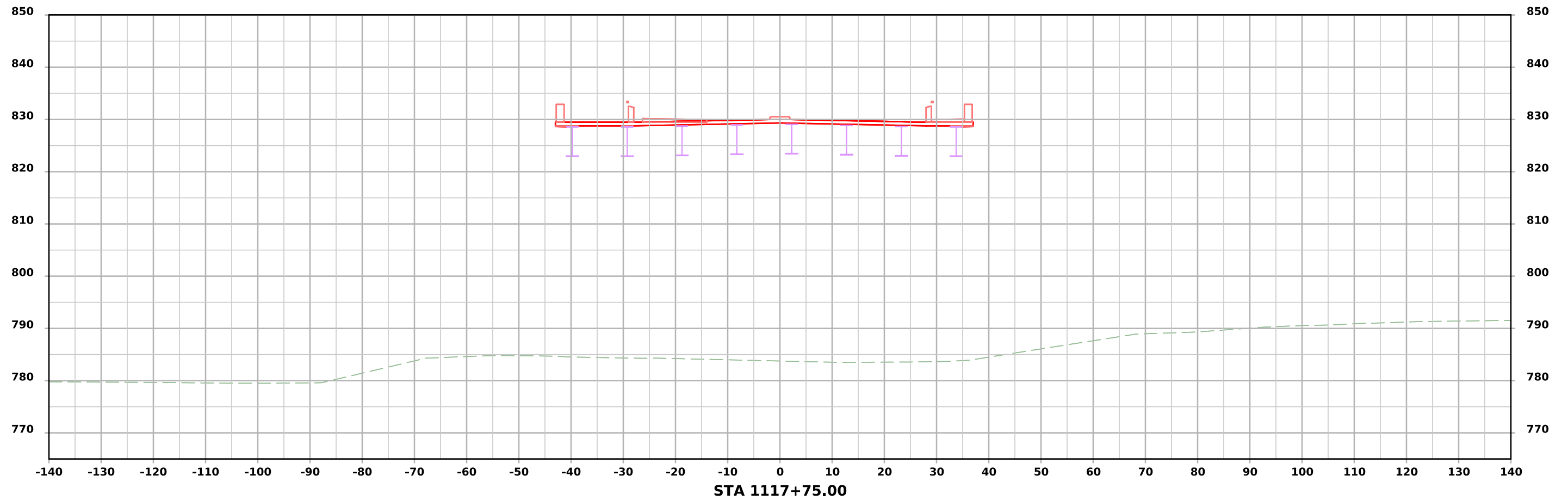
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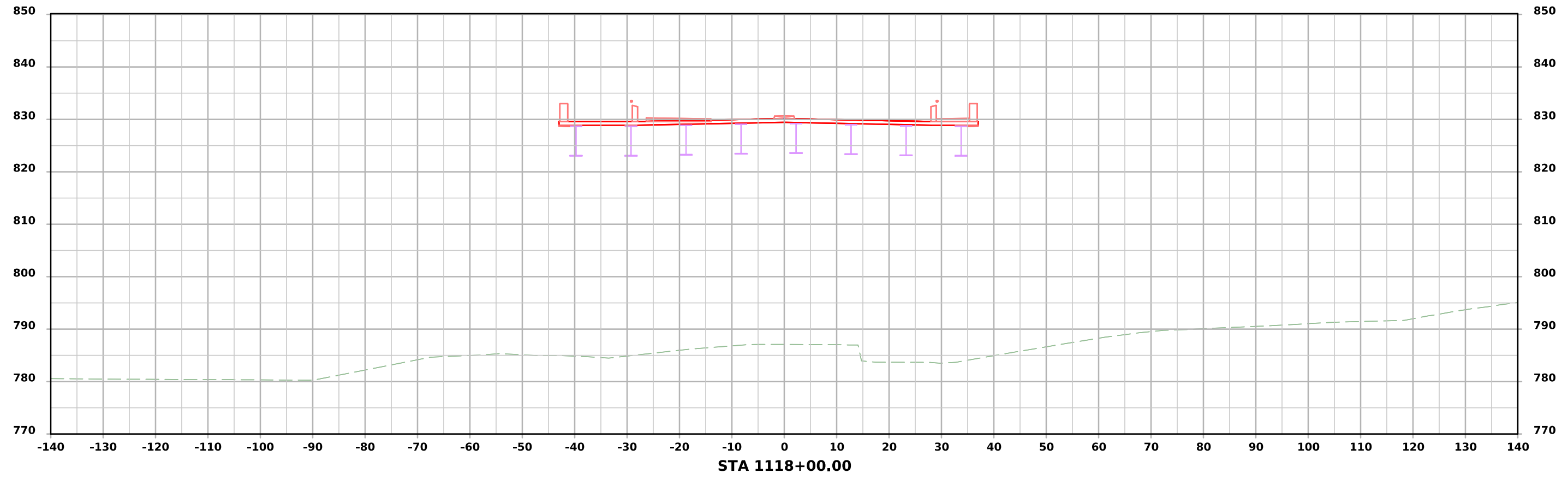
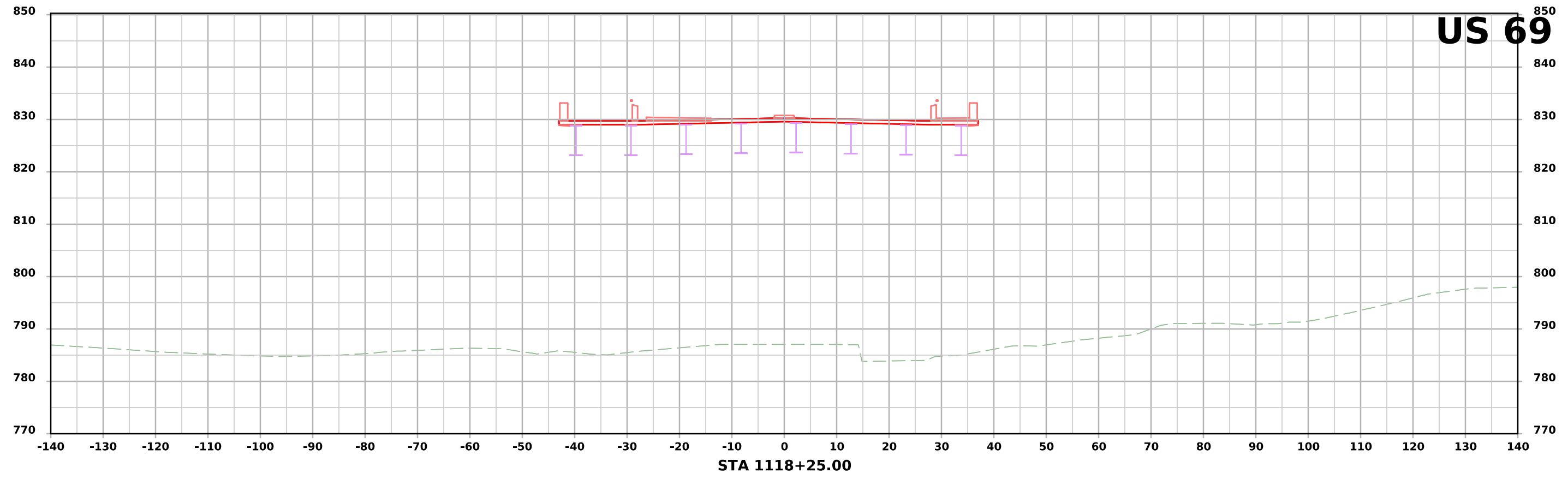
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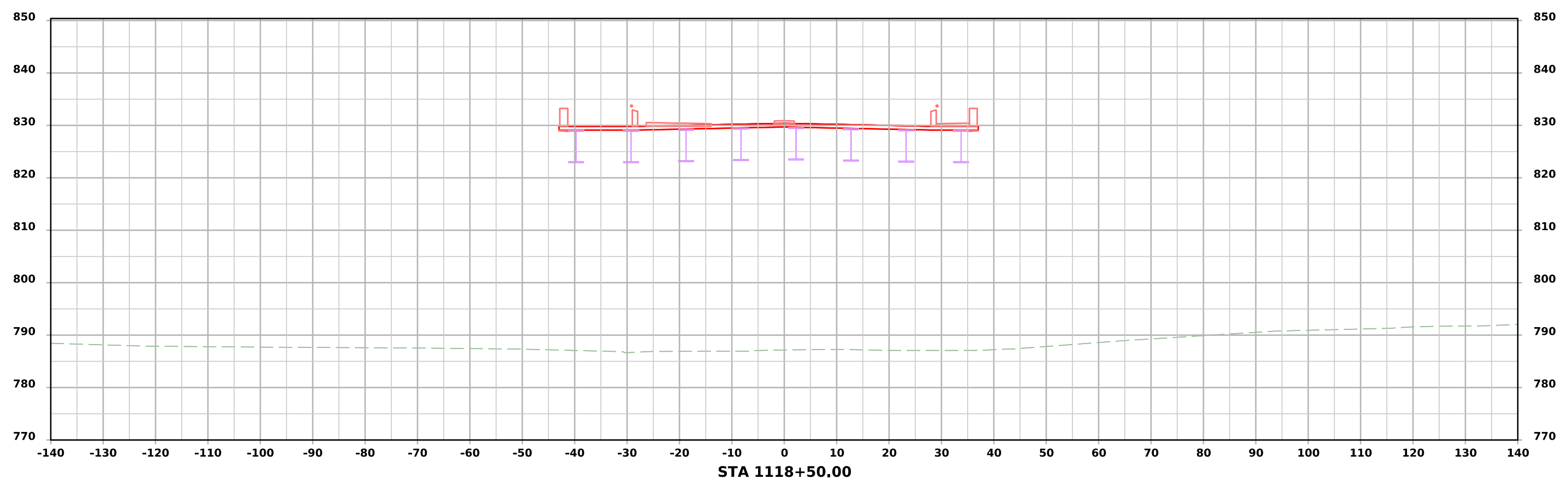
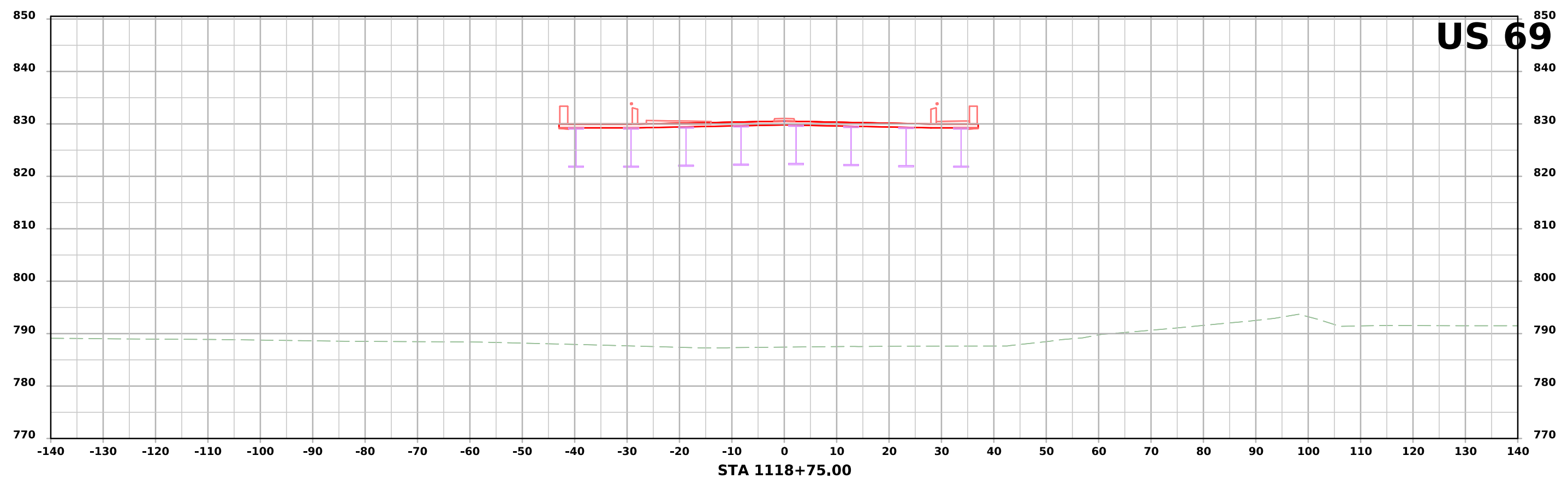
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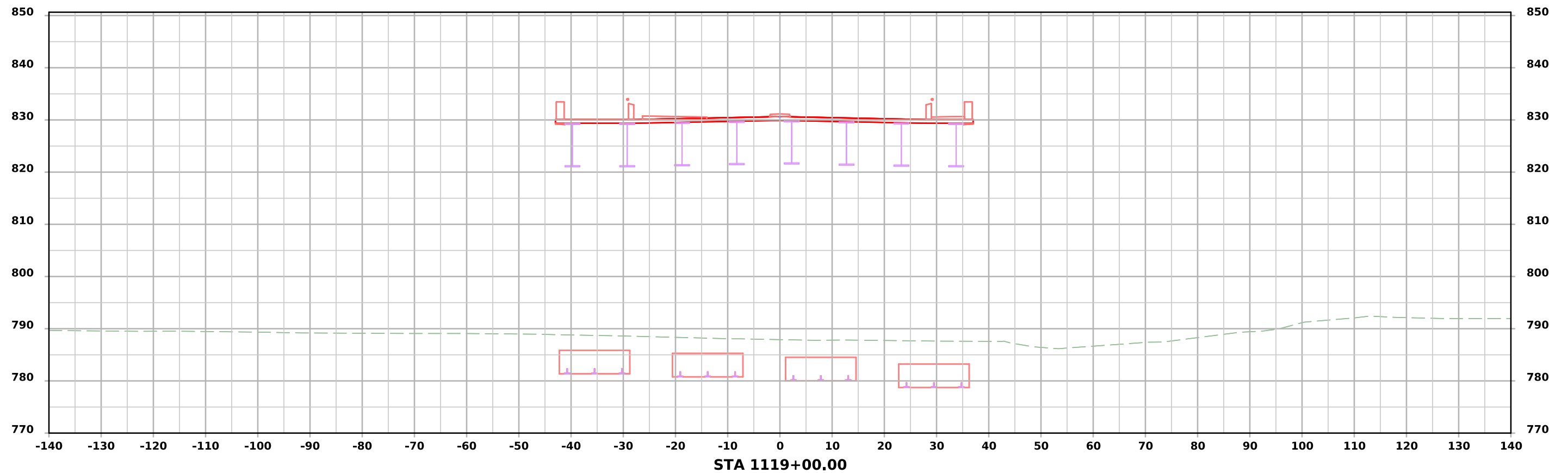
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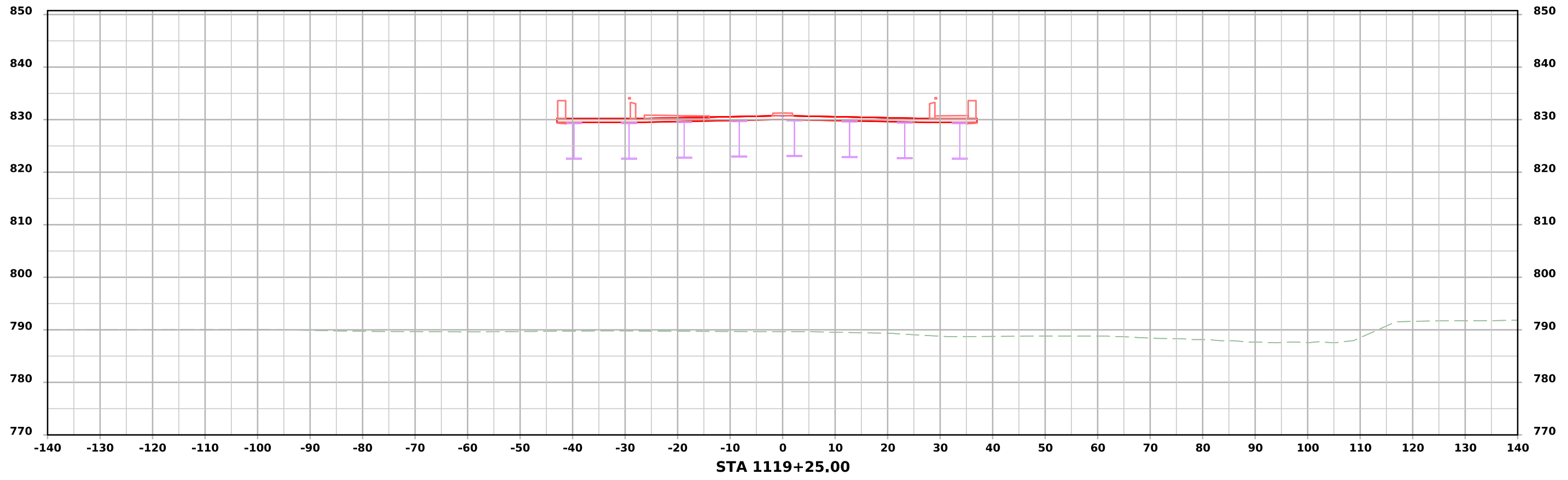
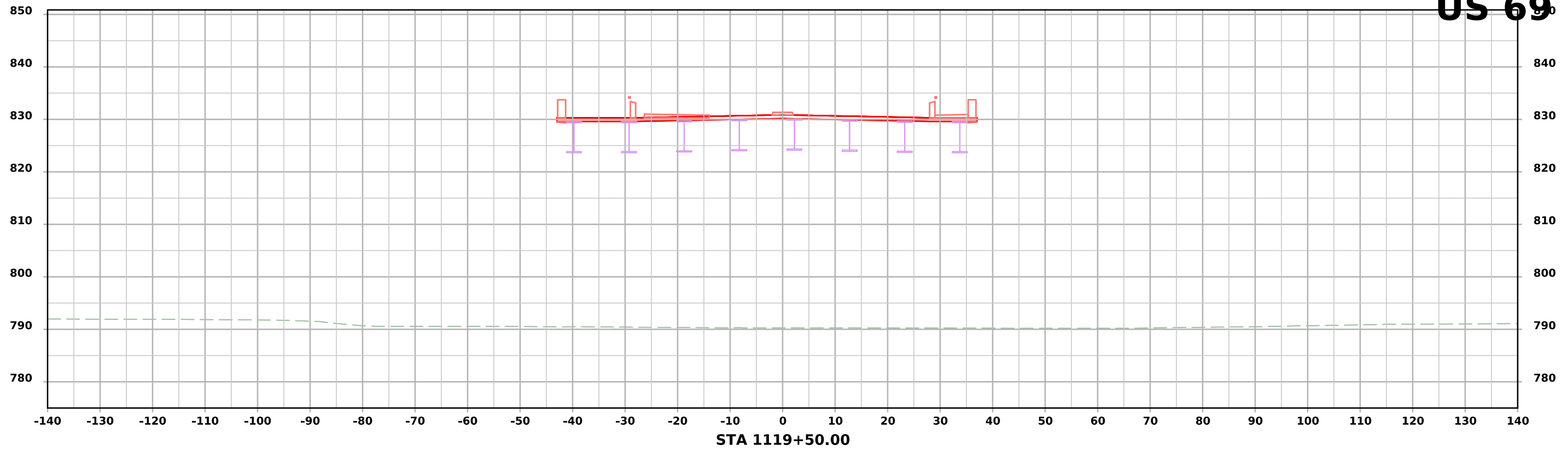
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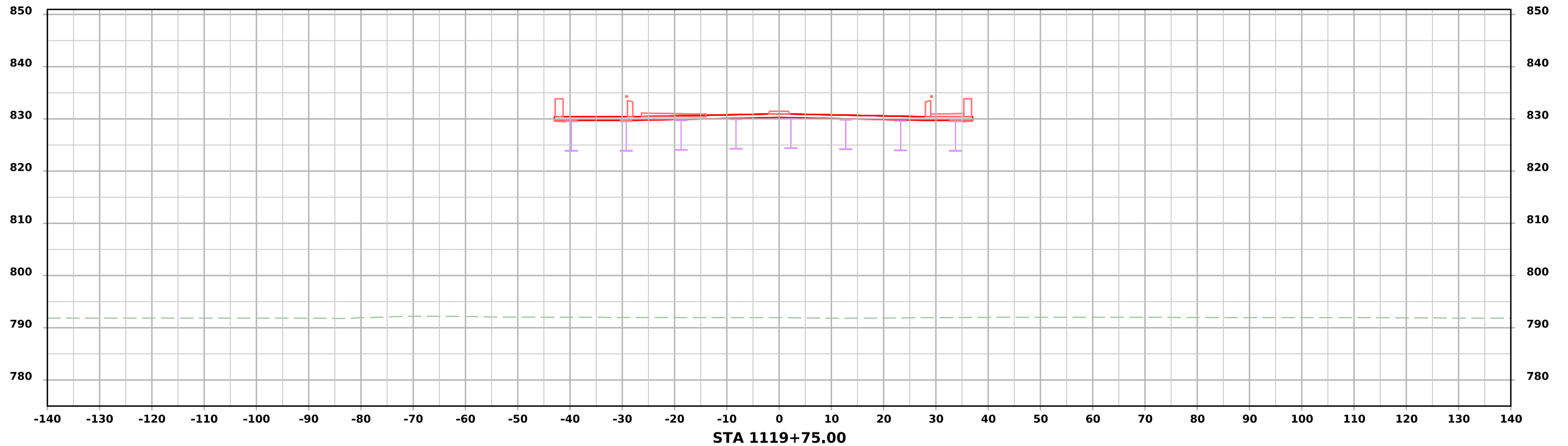
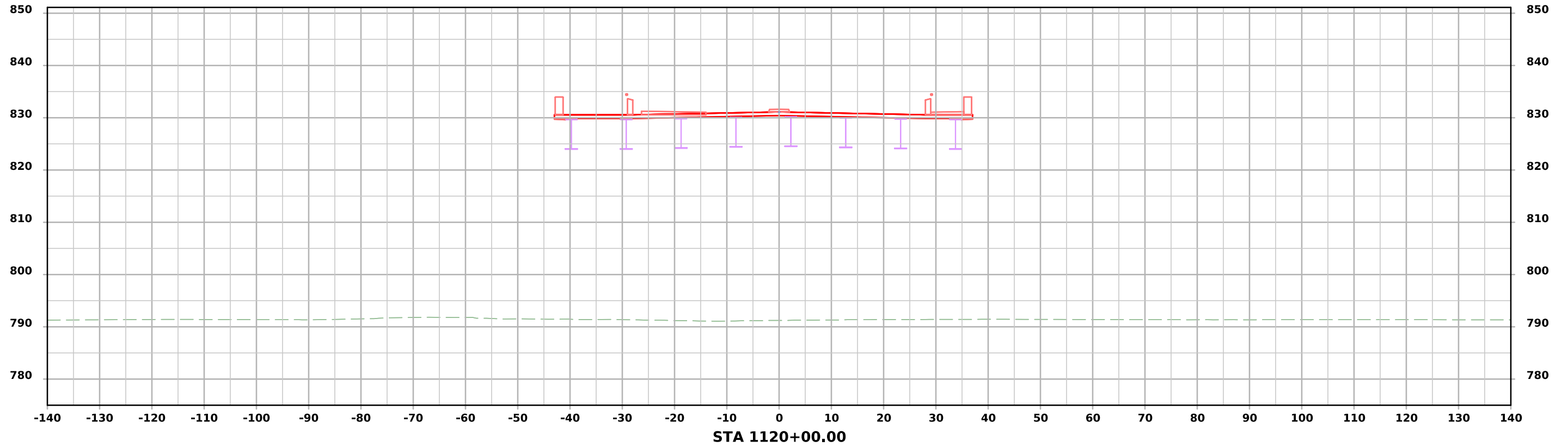
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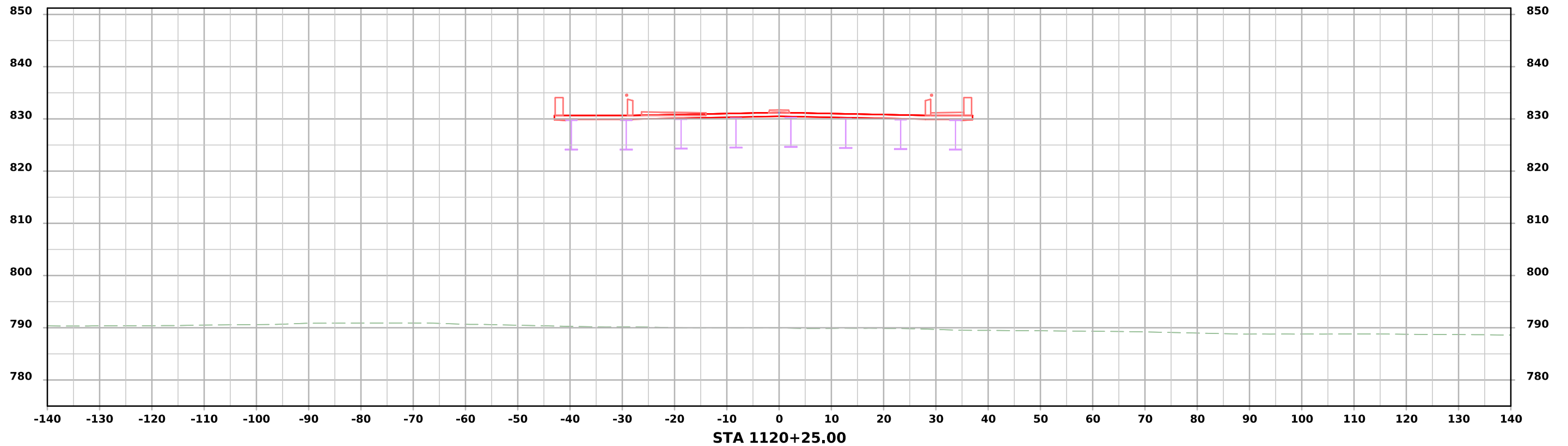
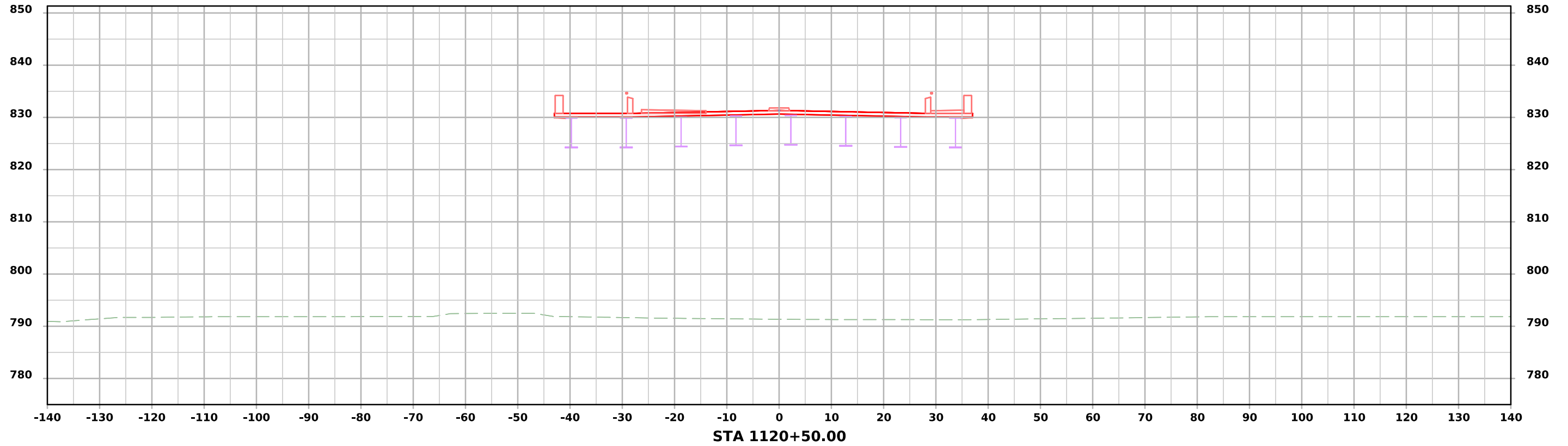
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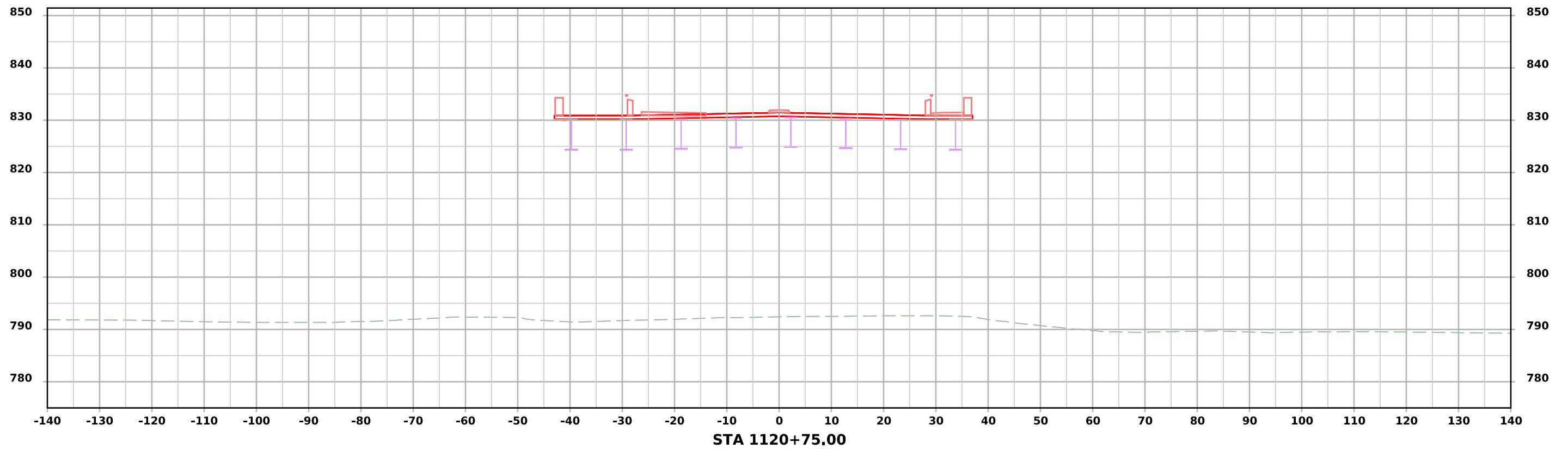
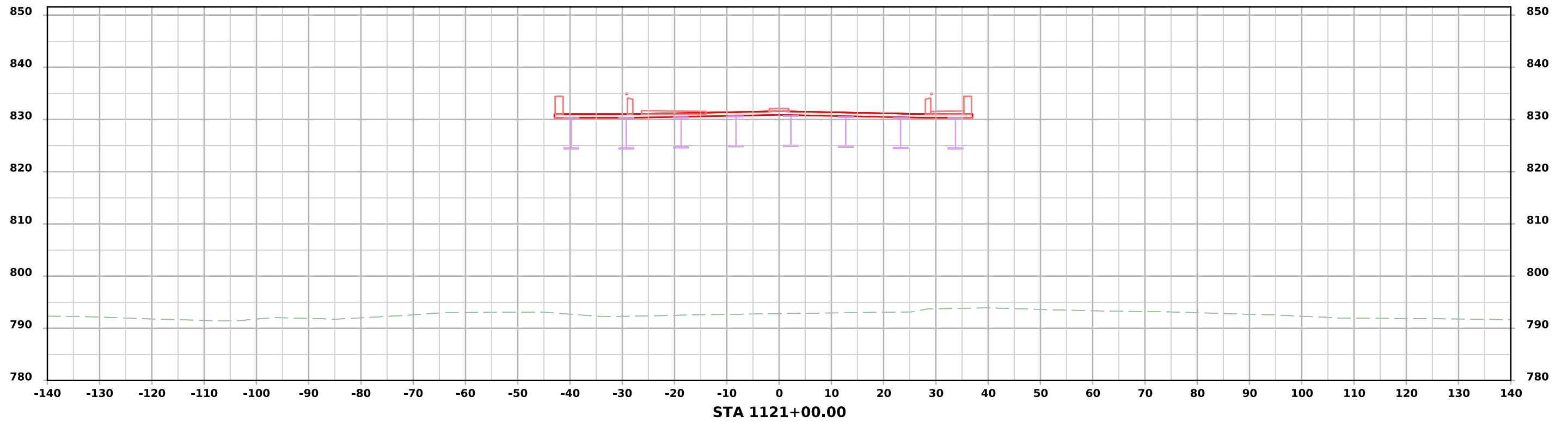
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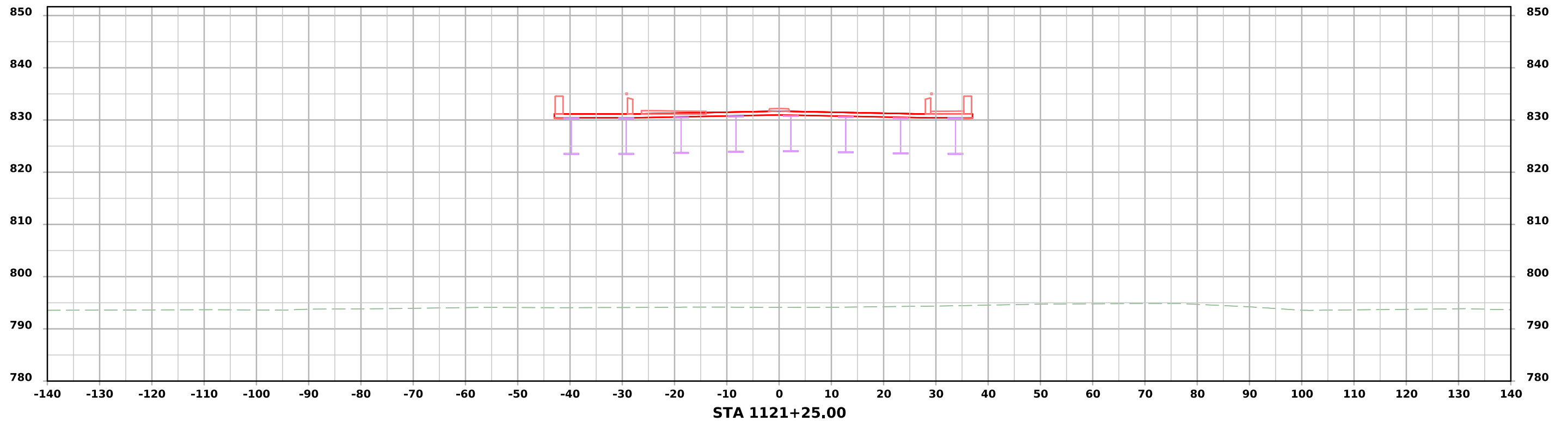
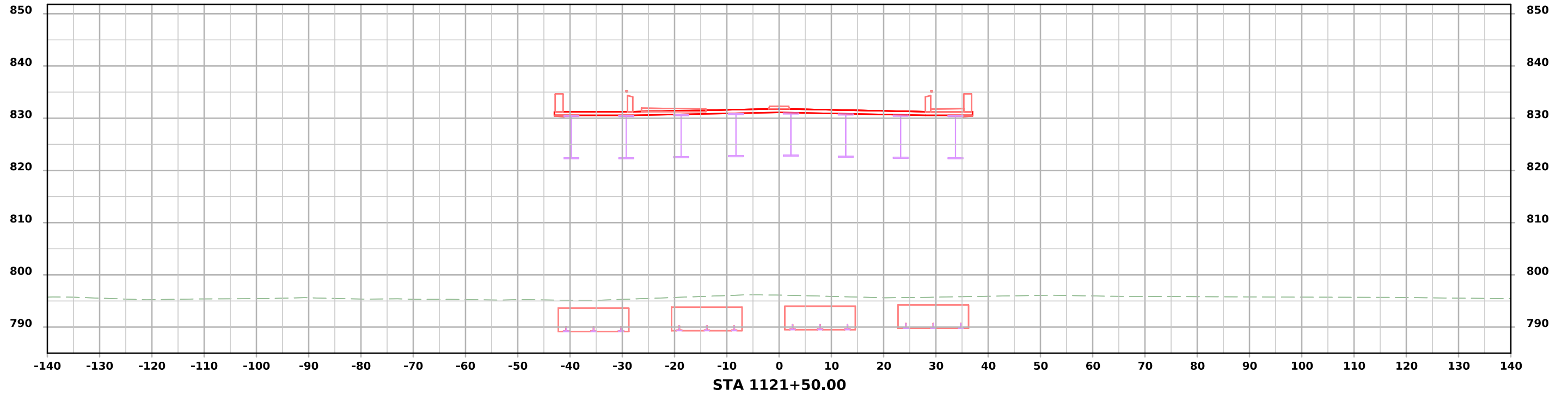
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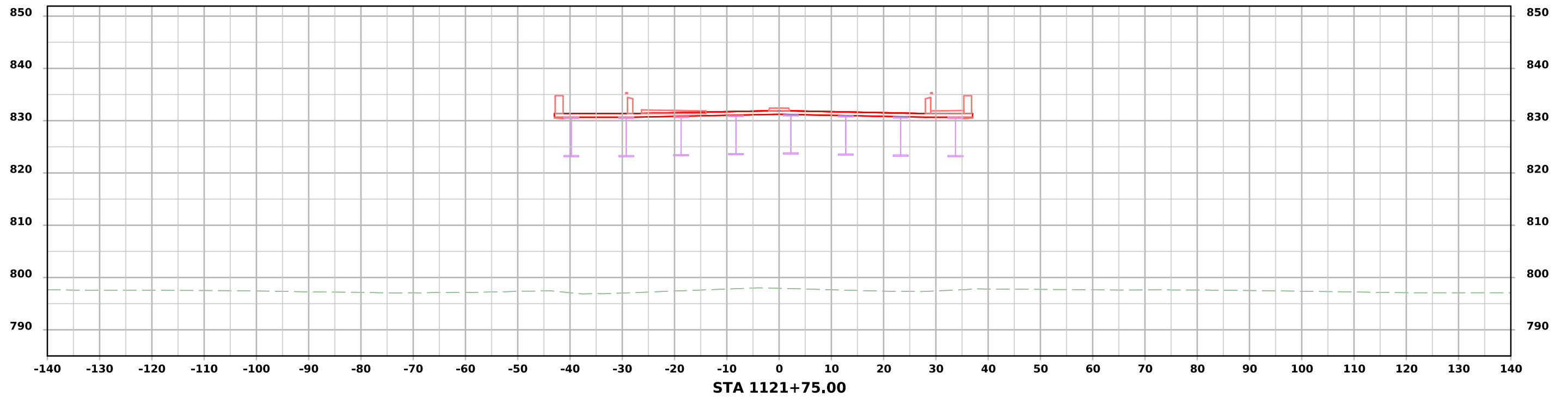
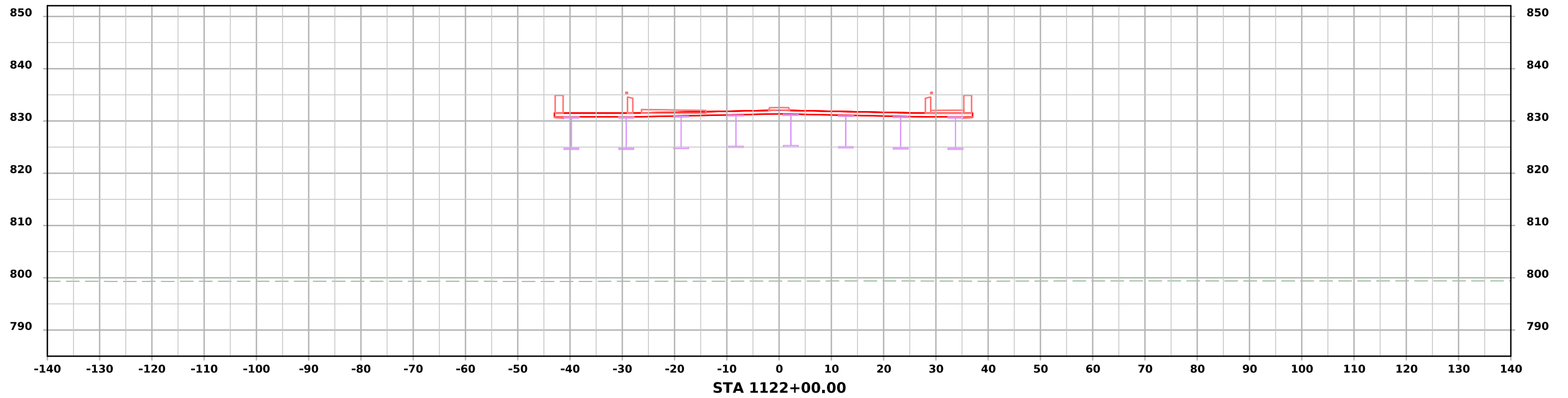
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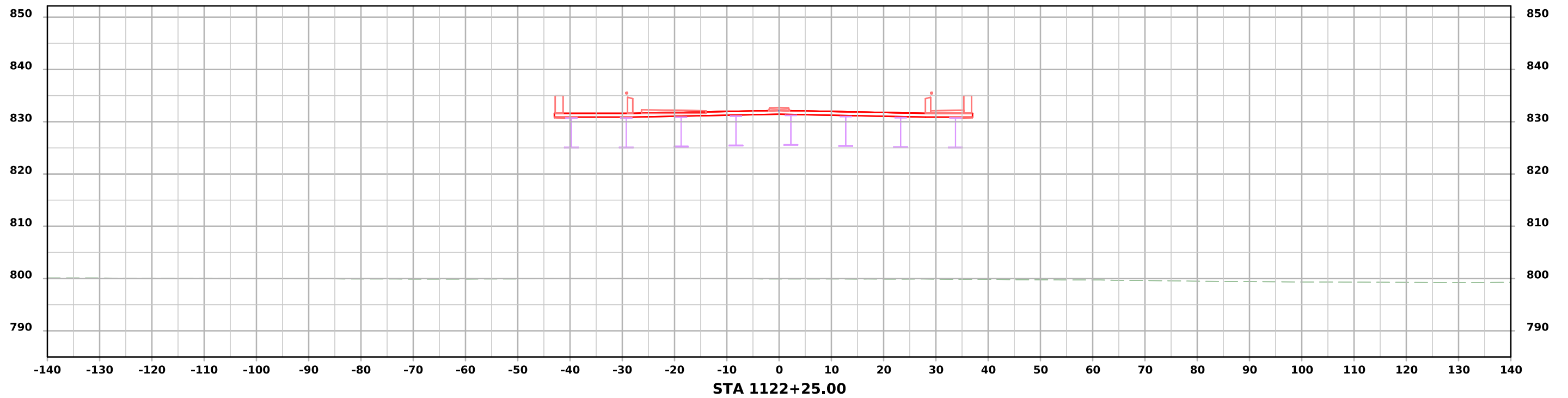
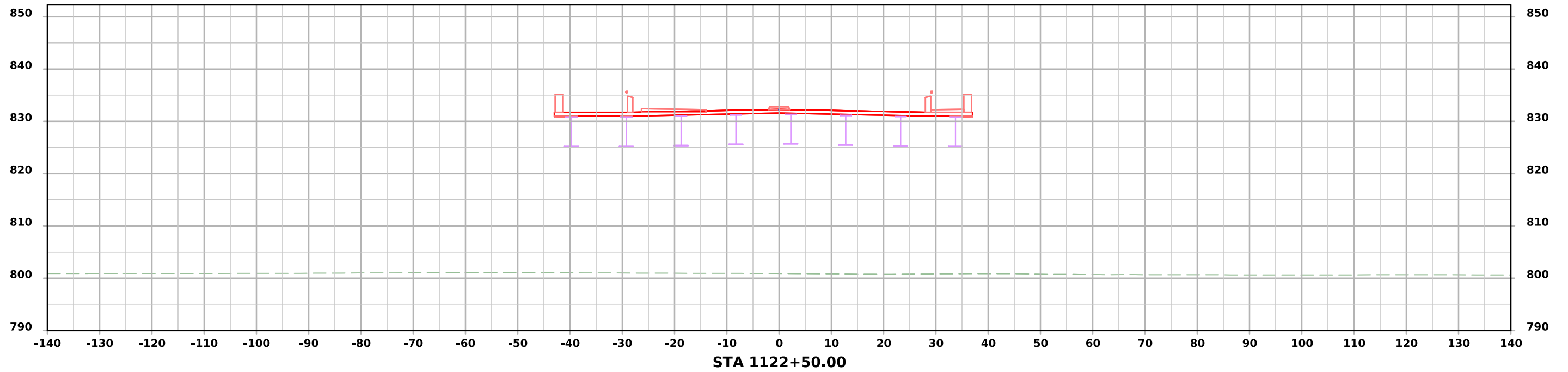
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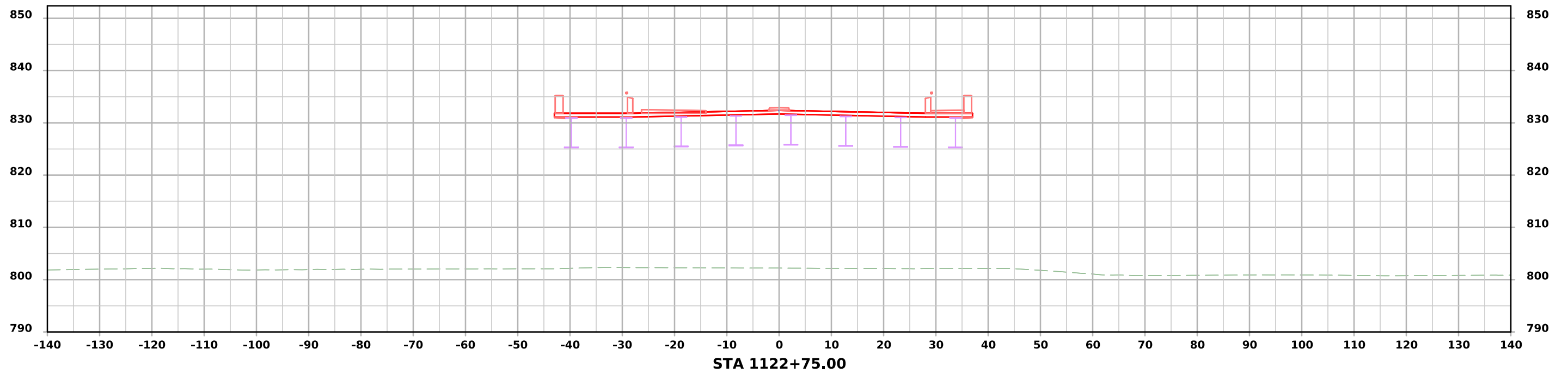
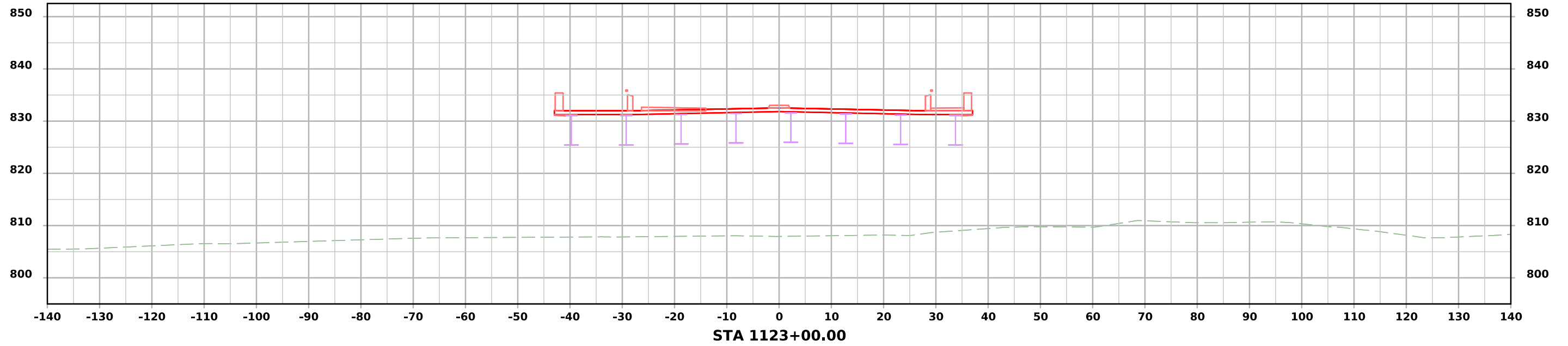
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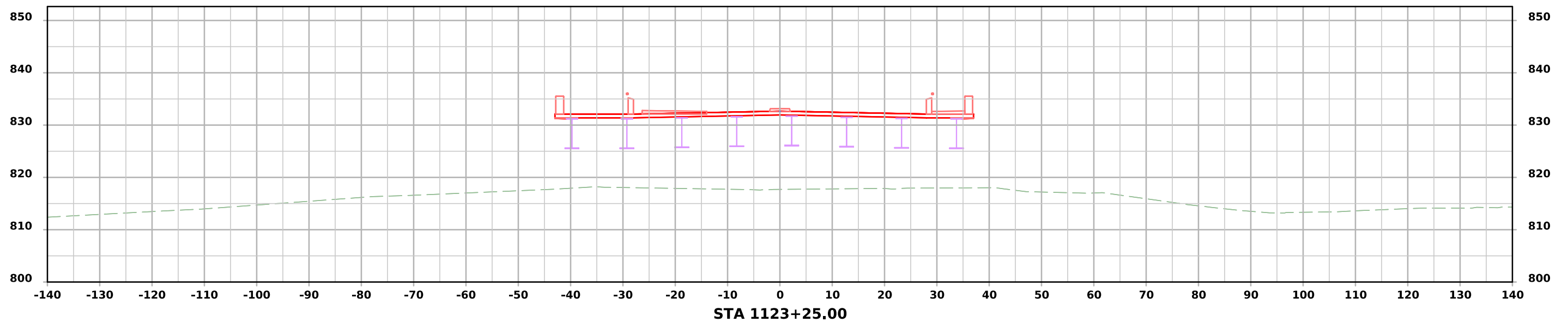
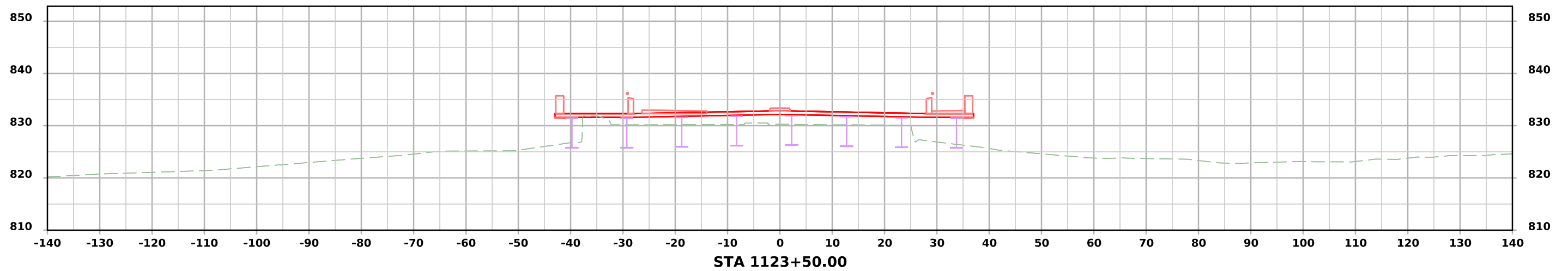
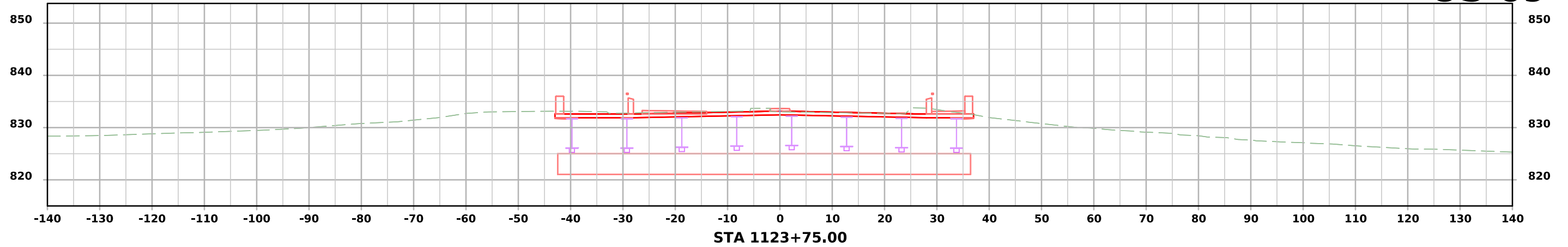
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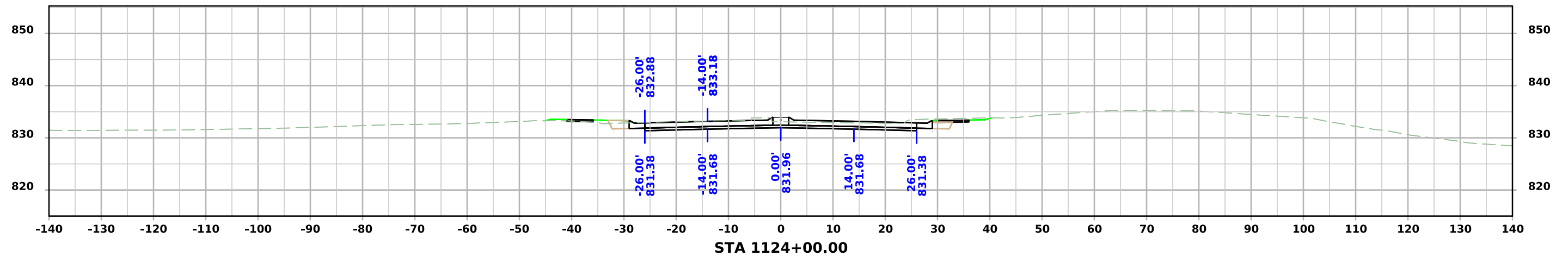
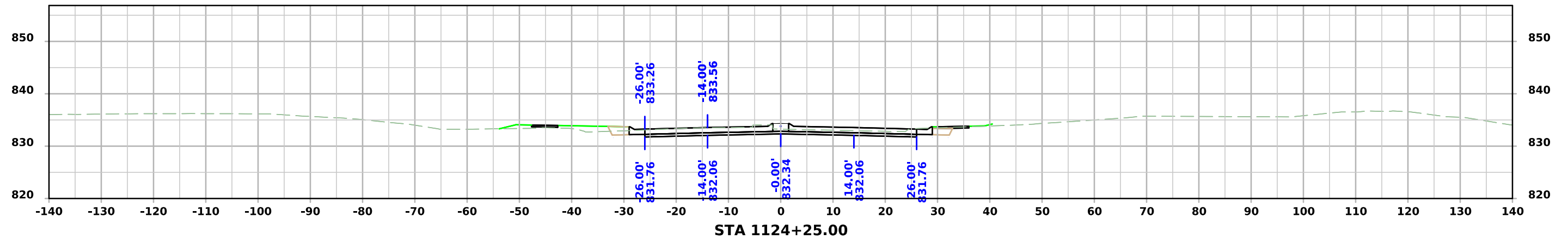
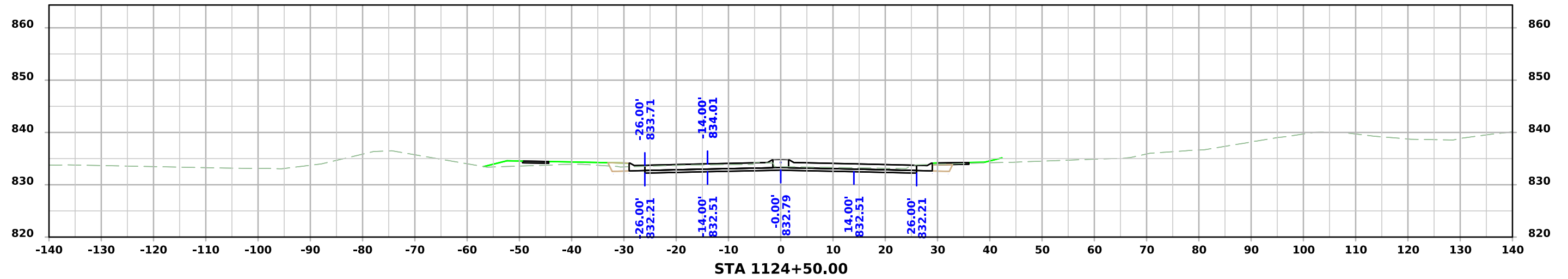
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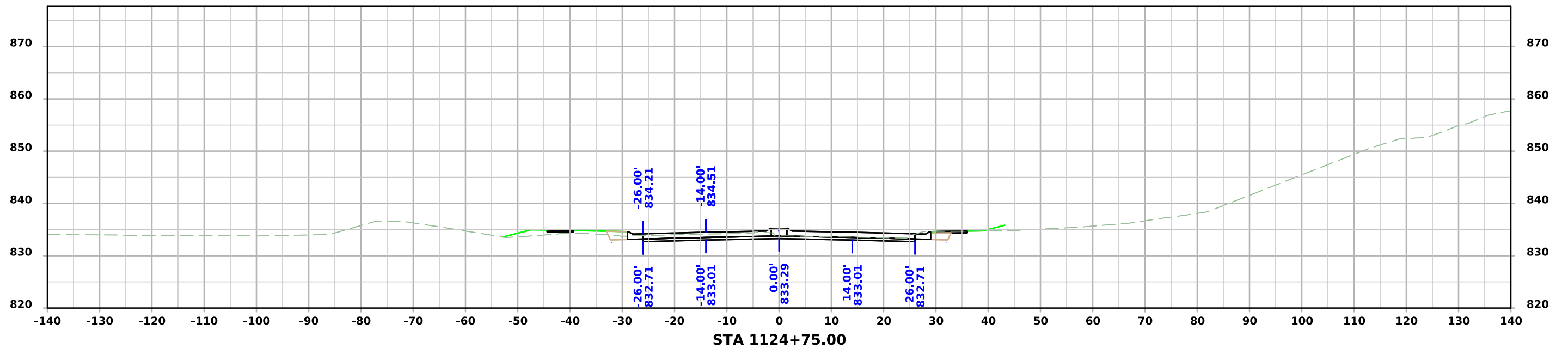
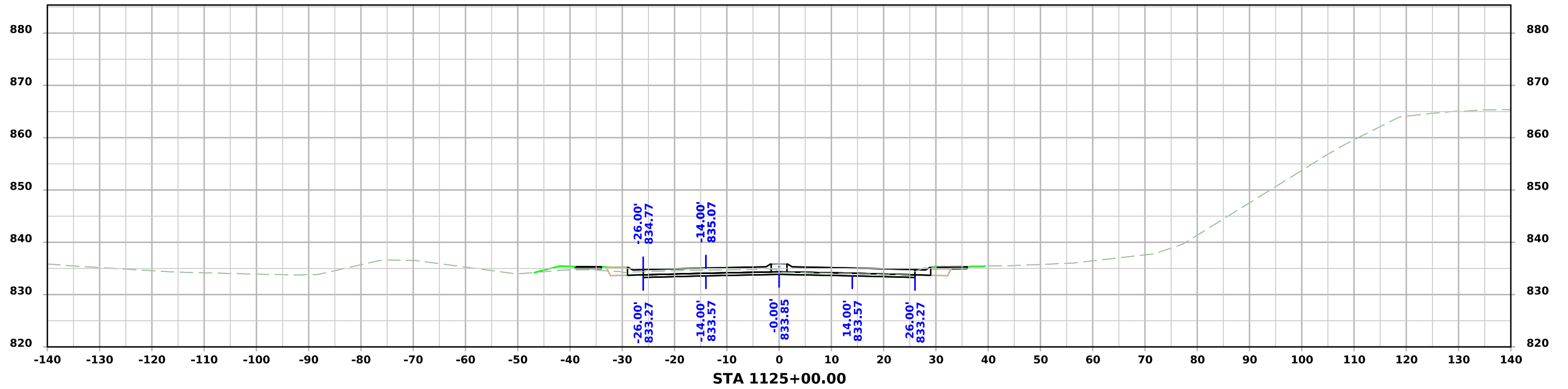
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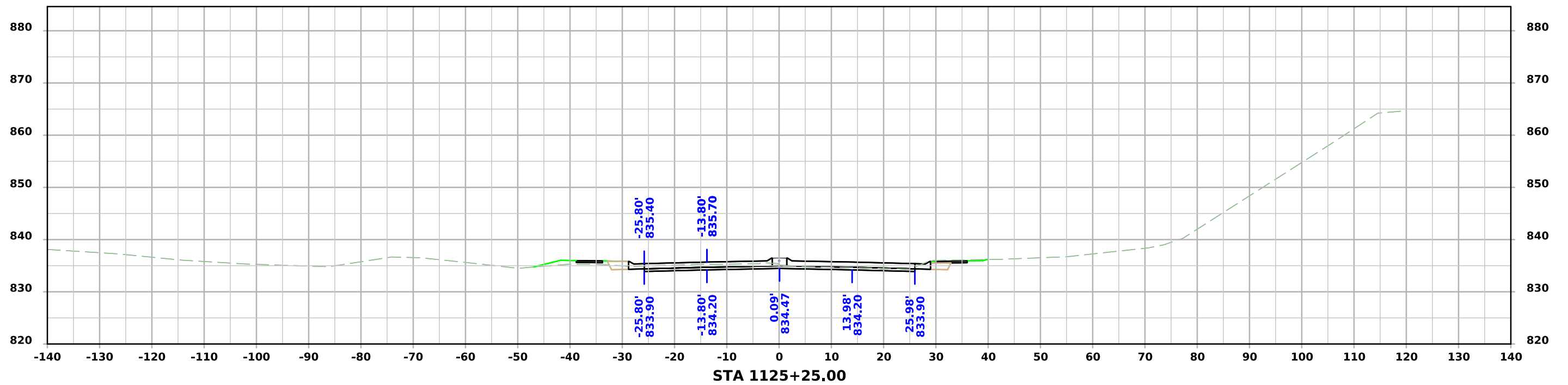
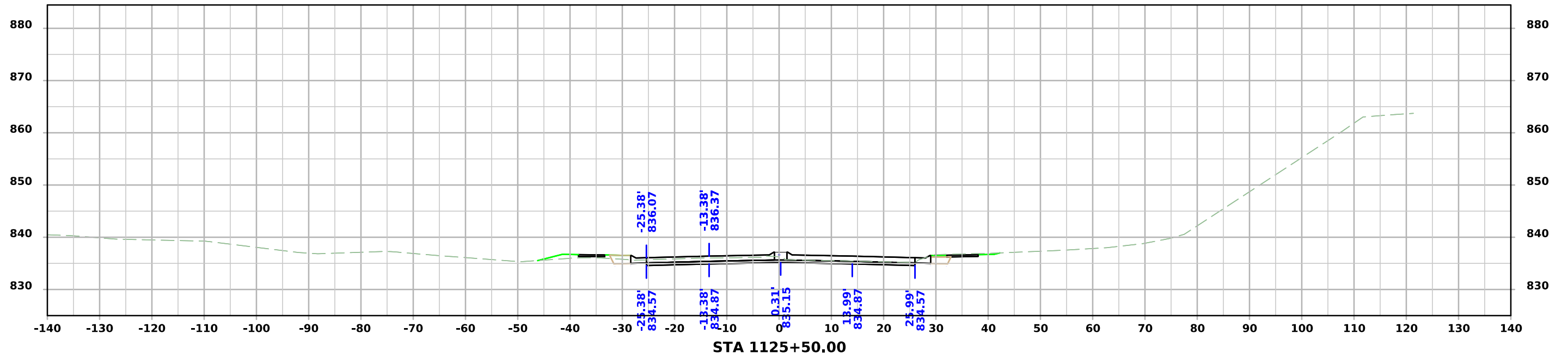
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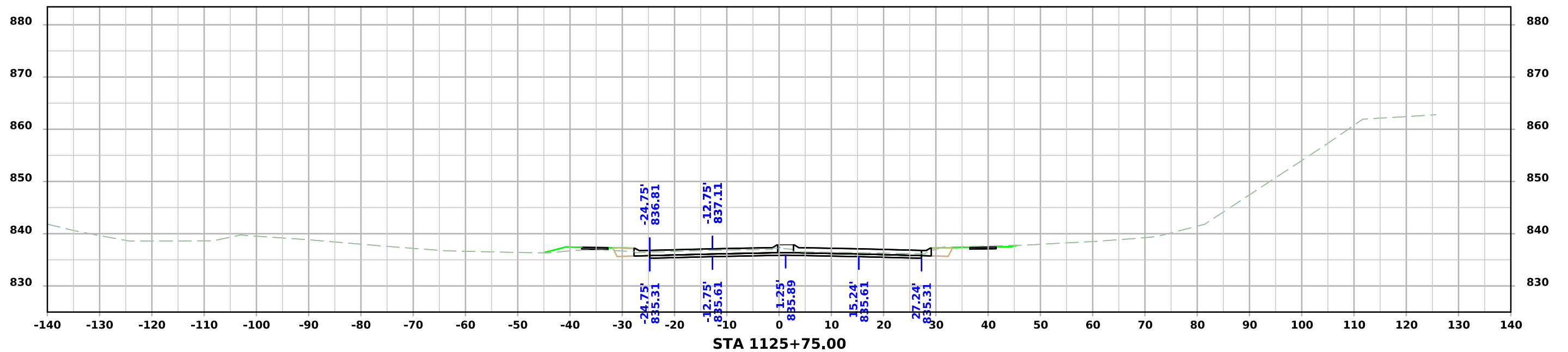
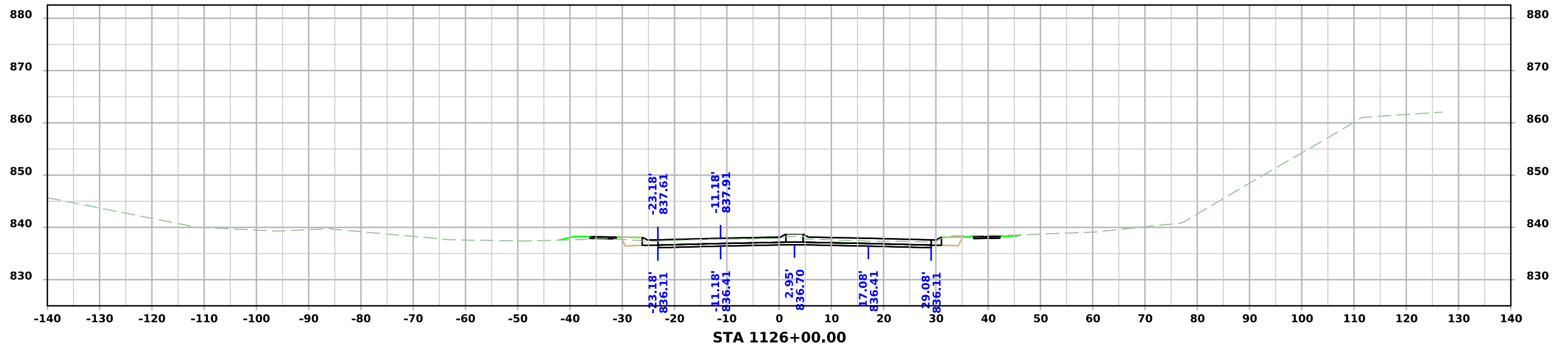
US 69



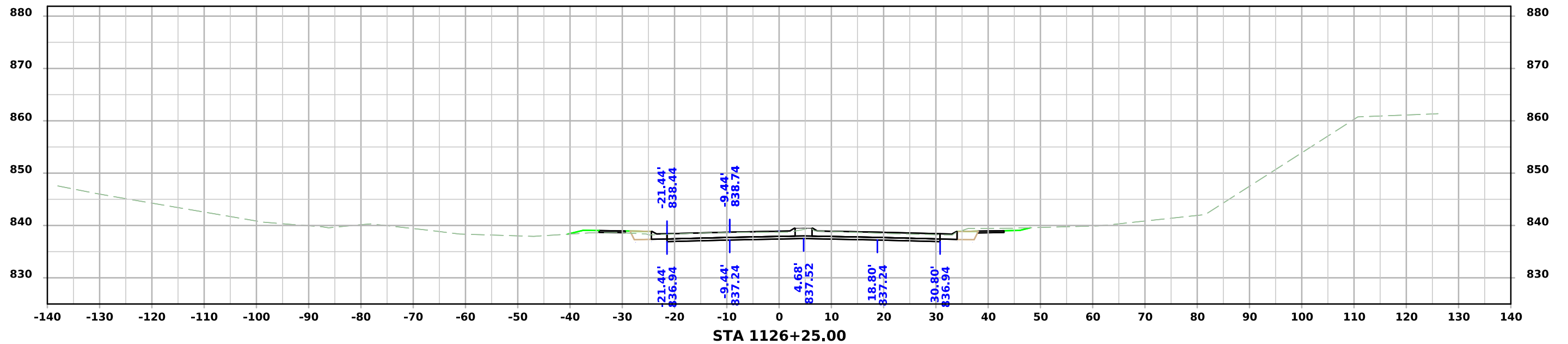
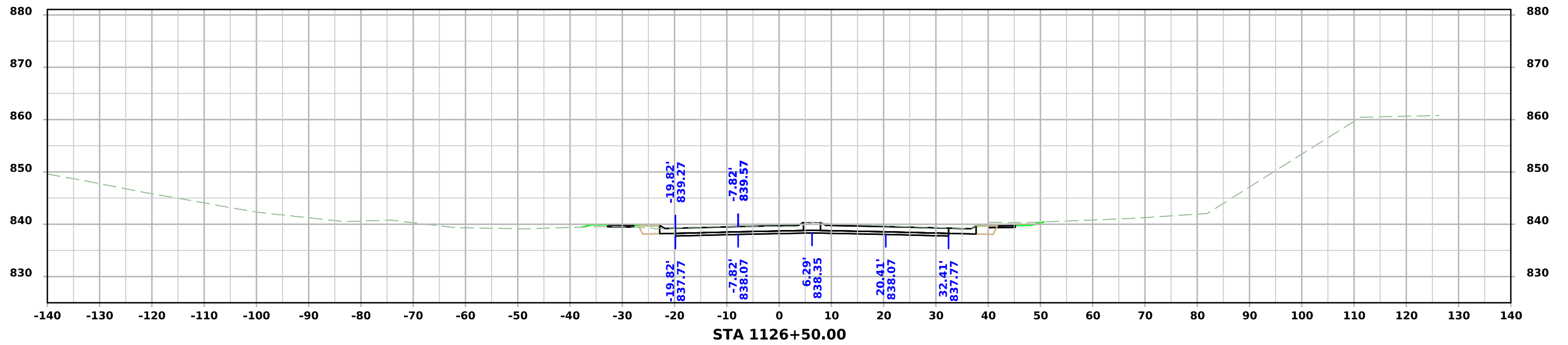
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