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PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
Plymouth COUNTY
Bridge Replacement
NB US 75 over small stream, 0.6 mi. south of Co Rd C60

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



Ask District:
Should existing steel beam
guardrail be salvaged?

Salvage to Sioux City Maintenance Office

Traffic Counts are Bi-Directional

OK

DESIGN DATA URBAN			
2024	AADT	15900	V.P.D.
2044	AADT	21200	V.P.D.
2044	DHV	2190	V.P.H.
TRUCKS		17	%
Total			
Design ESALs		-	

INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	X	Primary Signature Block	X
X	X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN - Date: 08-12-2025

REVISIONS

TOTAL
24

PROJECT IDENTIFICATION NUMBER

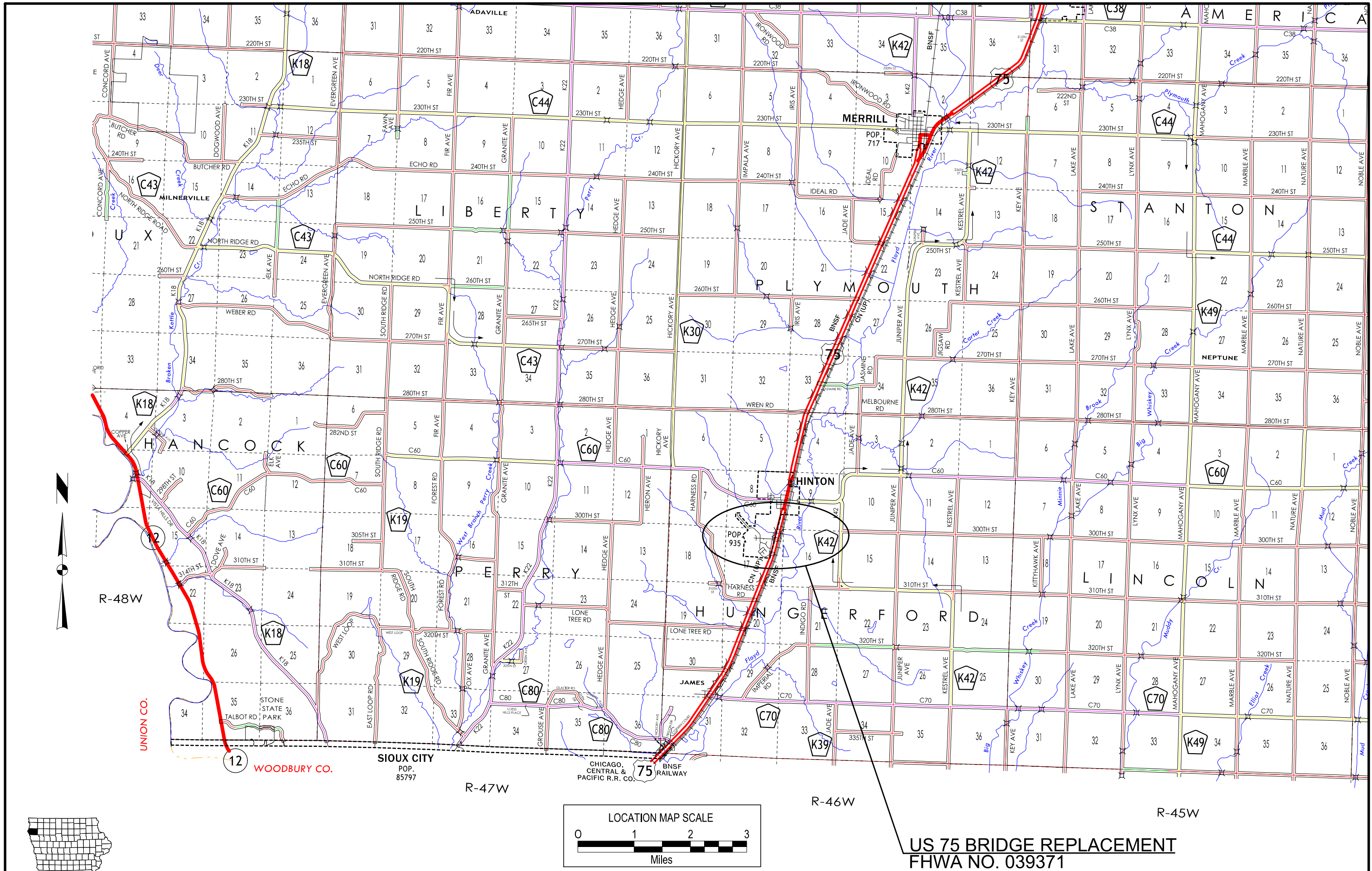
24-75-075-030

PROJECT NUMBER

BRF-075-2(126)--38-75

R.O.W. PROJECT NUMBER

NHSN-075-2(127)--2R-75



Roadway			
PIN Number	24-75-075-030	Submittal Date	06/25/25
Project Number	BRF-075-2(126)--38-75		Approval Date
District	District 3	Assistant District Engineer	Shane Tymkowicz
County	PLYMOUTH	or	
Route	US 75	Office Director	
Location	on US 75 over small stream, 0.6 miles south of county road C60 (NB)		
Work Type	Bridge Replacement		
Segment Manager			
Designer	Stanley Consultants		

[Design Manual Section 1C-1](#)
[Last Updated: 04-29-19](#)

Rural Expressways (Rural Arterials)

Design Element		Preferred	Acceptable Criteria	Project Values
Design speed (mph)		70	50	70
Maximum superelevation rate (Refer to Section 2A-2)		6%	8%	NA
Design lane width (ft)		12	12	12
Full depth paved width (ft)	Outside lane	12'	12	12
	Inside lane(s)	12	12	12
Right turn lane or an auxiliary lane (ft)		12	10	NA
Left turn lane (ft)		12	10	NA
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%	1.5% minimum, 3% maximum	2%
	Auxiliary and turn lanes	3%	3% maximum	NA
	Crown break at centerline	4%	4% maximum	4%
Shoulder cross-slope (on tangent sections)		4%	Shoulder cross-slope cannot be less than the adjacent lane, 6% max for paved or granular shoulders, 8% max for earth shoulders	4%
Curb type (Refer to Section 3C-2)	Design speed = 50 or 55 mph	6-inch sloped	6-inch standard	NA
	Design speed ≥ 60 mph	4-inch sloped	6-inch sloped	NA
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	3:1	10:1 for 4' then 6:1
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	3.5:1
	Curbed roadways	2%	not steeper than 3:1	NA
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1	3:1
Transverse Slopes	w/ drainage structures	8:1	6:1	8:1
	w/o drainage structures	10:1	6:1	10:1
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--	5 x 10
	Median ditch depth (ft)	4	2	4
Median width (ft) (Refer to Section 3E-1)		64	50	64
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	40
	Bridge length > 200 ft	design lane widths + effective shoulder widths	design lane width + 4' right and left of the design lane widths	NA
Bridge width—existing*		design lane widths + no less than 2 ft left and right	design lane widths + 2 ft left and right of the design lane widths	40
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16	NA
	Over non-primary	16.5 at interchange locations, 15 at all other locations	14	NA
	Over railroad	23.3	23.3	NA
	Sign trusses and pedestrian crossings	17.5	17	NA
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	HL-93
Level of Service		B	B	B

*FHWA notification via email is required if acceptable criteria is not met on the NHS system (No formal design exception required)

Posted = 55

OK

Discuss Foreslopes vs. ROW/Easement acquisition

Do as needed to RR ROW and easements. Steepen behind guardrail as needed. Consider trailing guardrail if helps avoid easements

Design year ADT = 10,315 (yr. 2044)		NB Only										
Design Manual Section 1C-1 Last Updated: 04-29-19		Effective Shoulder Width and Type for Multilane Arterials										
Preferred (Values shown in feet)					Acceptable (Values shown in feet)							Project Values
	Rural Roadways		Urban Roadways			Rural Roadways		Urban Roadways				
Auxiliary lanes or turn lanes with shoulders	6		6		Auxiliary lanes or turn lanes with shoulders	6		0		NA		
Turn lanes with curbs	6		See Section 3C-2			6		0		NA		
Expressways	Outside		Median Side		Expressways	Outside		Median Side				
	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width		Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width			
Routes where bicycles are to be accommodated	10	10	6	6	Routes where bicycles are to be accommodated	8	4	4	4	10 & 6 (Paved)		
On roadways approaching urban areas (due to increased bike traffic)	10	10	6	6								
On all curves with a superelevation rate of 7.0% or greater	10	10	6	6	On all other Expressways (Multilane Arterials)	8	0*	4	4			
On roadways with design year ADT > 6500 vpd	10	6	6	6								
On all other Expressways (Multilane Arterials)	10	6	6	6								
*Requires safety edge-See Section 3C-6												
Curbs should be located beyond the outer edge of the effective shoulder width in rural areas												
Refer to Section 3C-2 for curb offsets in urban areas												
Notes:												
10 - Outside & 6 - Median Side												

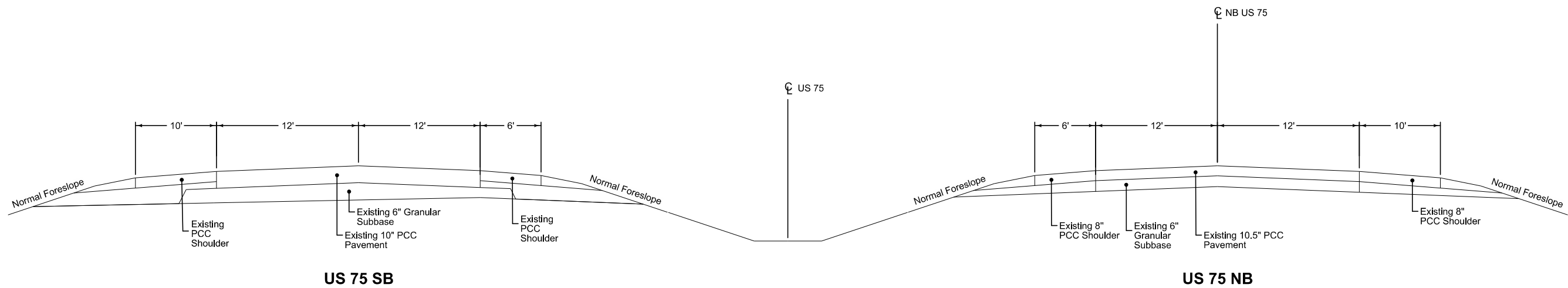
Roadway Design Speed (mph) =			70 (posted 55)												
Design Manual Section 1C-1 Last Updated: 04-29-19			Design Criteria for High Speed Roadways												
Design Element			Preferred Criteria					Acceptable Criteria						Project Values	
			Design Speed, mph					Design Speed, mph							
			50	55	60	65	70	75	50	55	60	65	70		75
Stopping sight distance (ft) (Refer to Section 6D-1)			425	495	570	645	730	820	425	495	570	645	730	820	730
Minimum horizontal curve radius (ft) (Refer to Sections 2A-2 and 2A-3)	Method 5 superelevation and side friction distribution	e _{max} = 6%	833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	NA
		e _{max} = 8%	--	--	--	--	--	--	758	960	1200	1480	1810	2210	NA
Minimum vertical curve length (ft) (Refer to Section 2B-1)			150	165	180	195	210	225	150	165	180	195	210	225	210
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	247
	sag vertical curves	roadways without fixed-source lighting	96	115	136	157	181	206	96	115	136	157	181	206	181
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	NA
Minimum gradient (%)	(Refer to Section 2B-1)		0.5					0.3% with a curb, 0.0% without a curb						0.5	
Maximum gradient (%)	(Refer to Section 2B-1)	Urban roadways	4		3			7	6	6	—	—	—	3	
		Rural roadways						5	5	4	4	4			
		Interstates						5	5	4	4	4	4		
Clear zone			See "Preferred Clear Zone" table in Section 8A-2					See "Acceptable Clear Zone" table in Section 8A-2						34'/46'	

239 Match Exist.

0.4 Match Exist.

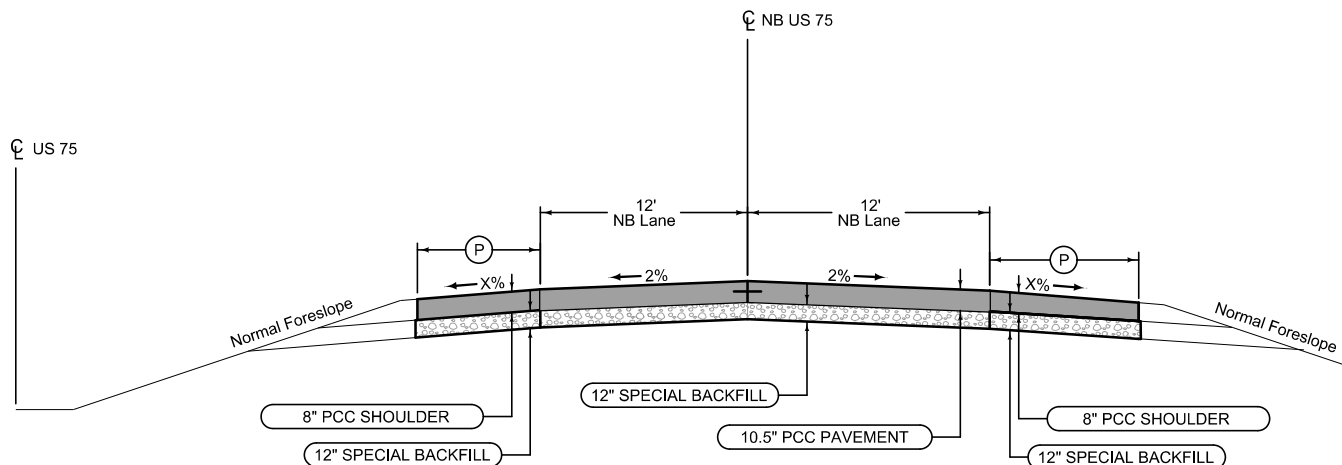
Match existing Foreslopes

OK



Shoulder
PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 17' spacing

Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(X) Slope
NB	234+22.44	234+55.00	6	-4%



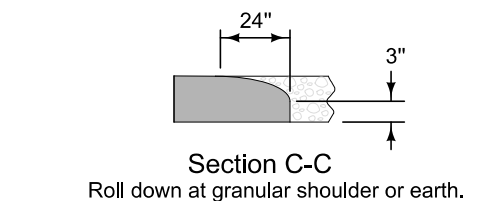
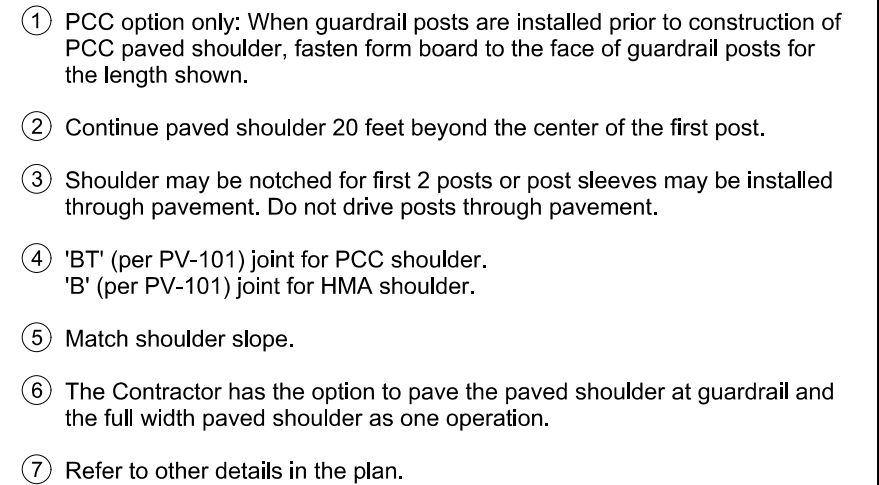
Mainline Jointing
Longitudinal joint: L-2
Transverse joints: CD at 17' spacing

Direction of Travel	BEGIN STATION	END STATION
NB	234+22.44	234+55.00

Shoulder
PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 17' spacing

Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(X) Slope
NB	234+22.44	234+55.00	10	-4%

US 75 NB



ESTIMATED PROJECT QUANTITIES						100_01A 3/24/25
Line No.	Item No.	Item Code	Item	Unit	Total	As Built Qty.

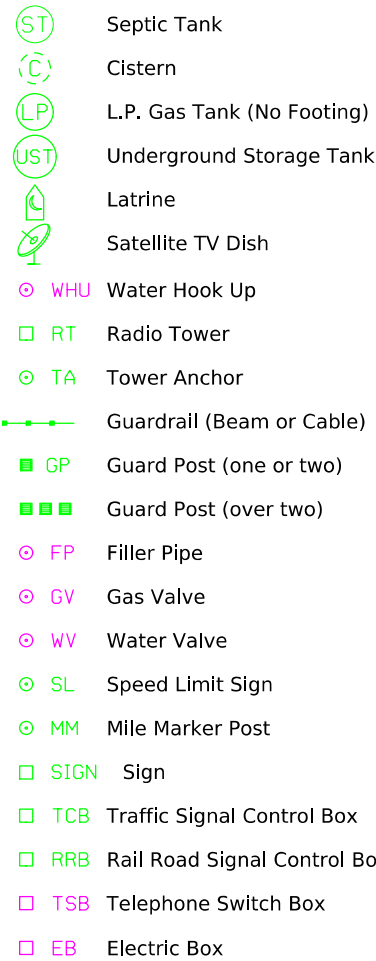
100_01D
8/15/22

PROJECT DESCRIPTION

This Project involves the replacement of the northbound US 75 over a small stream, located 0.6 miles South of County Rd C60 (NB).

105_04 10/21/25 STANDARDS The following Standards apply to construction work on this project.		
Number	Date	Title
BA-200	04-15-25	Steel Beam Guardrail Components
BA-202	04-15-25	Steel Beam Guardrail Bolted End Anchor
BA-205	10-17-23	Steel Beam Guardrail Tangent End Terminal (MASH TL-3)
BA-209	10-15-24	Steel Beam Guardrail Barrier Transition Section (Mash TL-3, 34in Mounting Height)
BA-250	10-21-25	Steel Beam Guardrail Installation at Concrete Barrier or Bridge End Post (MASH TL-3)
BR-205	10-21-25	Double Reinforced 12in Approach (Slab Bridge)
BR-211	10-21-25	Bridge Approach (Abutting PCC or Composite Pavement)
BR-213	10-19-21	Bridge Approach (Abutting Pavement)
DR-306	10-17-23	Precast Concrete Headwall for Subdrain Outlets
EC-204	10-19-21	Perimeter, Slope and Ditch Check Sediment Control Devices
EC-301	10-18-22	Rock Erosion Control (REC)
EC-303	10-19-21	Stabilized Construction Entrance
EC-502	04-21-15	Seeding in Rural Areas
EW-202	04-19-16	Bridge Berm Grading without Recoverable Slope (Non-Barnroof Section)
EW-401	10-20-15	Temporary Stream Crossing, Causeway, or Equipment Pad
EW-402	04-18-17	Temporary Stream Diversion
PM-110	10-15-24	Line Types
PV-101	10-21-25	Joints
PV-102	10-21-25	PCC Curb Details
SI-173	04-19-16	Object Markers

	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)

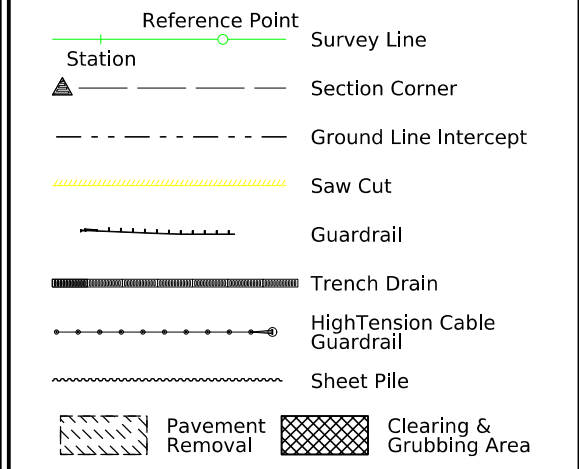


— E1 —	EL1D, City of Hinton - Quality D
— G —	GL1D, Mid-American Gas - Quality D
— F0 —	FO1D, Premier Communications - Quality D
— F02 —	FO2D, Lumen - Quality D
— F03 —	FO3D, Long Lines Broadband - Quality D
— F04 —	FO4D, Verizon - Quality D
— F05 —	FO5D, Zayo Group LLC - Quality D

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

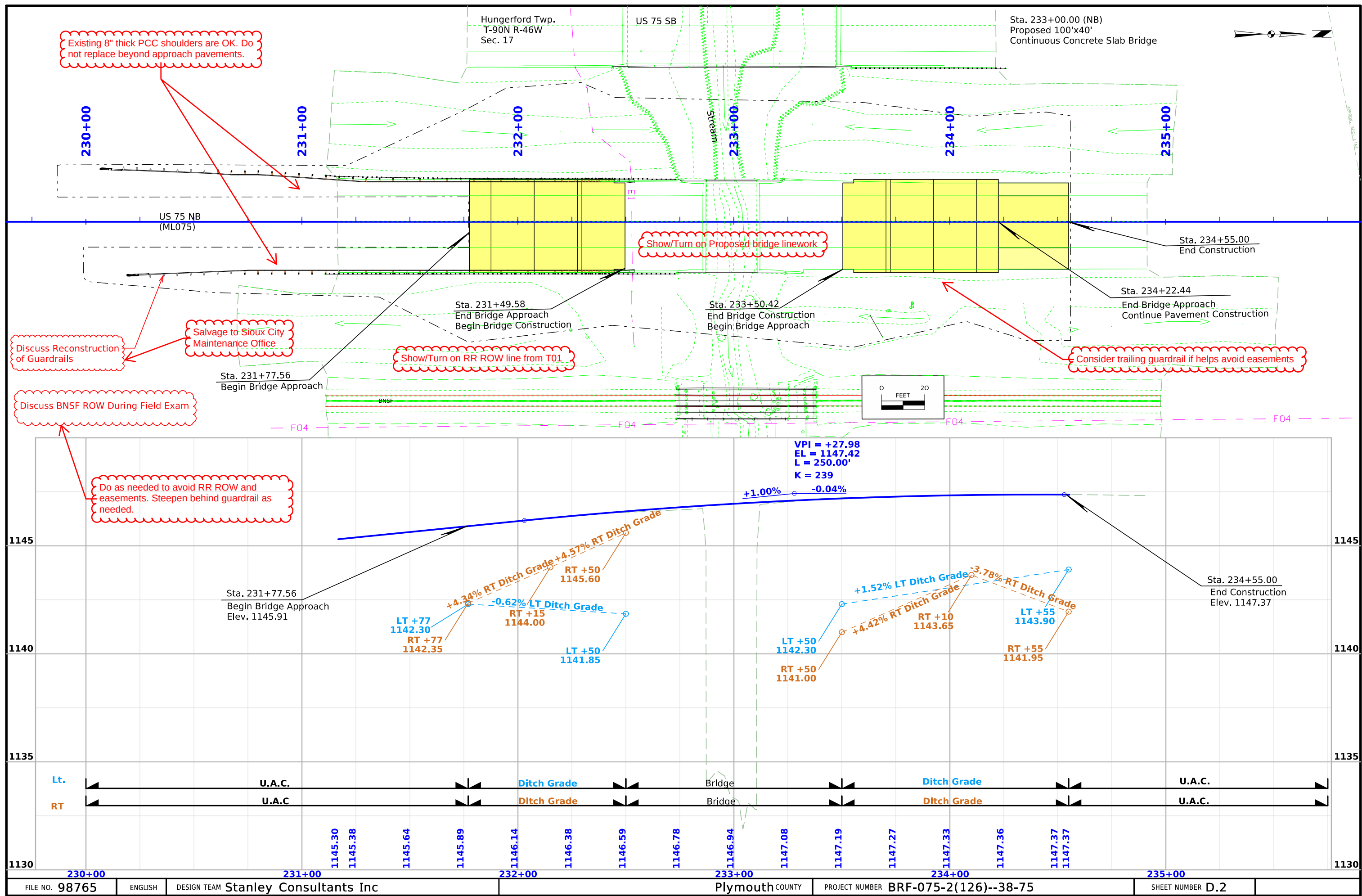
SHADING	Design Color No.		Transparency	
Pink, Dark	(13)		Temporary Pavement Shading	50%
Yellow	(4)		Proposed Pavement Shading	50%
Orange	(6)		Proposed Granular Shading	50%
Orange	(70)		Proposed Shoulder Granular Shading	50%
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading	50%
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading	50%
Brown, Light	(236)		Grading Shading	50%
Orange, Light	(134)		Proposed Granular Entrance Shading	50%
Yellow	(220)		Proposed Paved Entrance Shading	50%
Tan	(8)		Proposed Sidewalk Shading	50%
Blue, Light	(230)		Proposed Sidewalk Landing Shading	50%
Pink	(11)		Proposed Sidewalk Ramp Shading	50%
Red	(3)		Proposed Structure Shading	50%
Red	(3)		Delineates Restricted Areas	0%

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



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

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



Survey Information

SURVEY INDEX

County: Plymouth
PIN: 24-75-075-030
Project Number: BRF-075-21(126)--38-75, NHSN-075-2(127)--2R-75
Location: Stream 0.6 mi S of Co Rd C60m (NB)
Type of Work: Bridge - Unspecified
Project Directory: 7507503024

Survey Personnel

Dave Overman – Survey Party Chief
Lee Budde – Survey Party Chief
Eric Green – Professional Land Surveyor
Jimmy Michael – Survey Party Chief
Jason Flaherty – Survey Party Chief
Matthew Schneider – Assistant Survey Party Chief

Date(s) of Survey

Begin Date 02/26/2025
End Date 04/10/2025

General Information

This survey is a topographic survey for approximately 0.1 miles of US Highway 75 north bound bridge replacement. The corridor is approximately 0.50 miles southwest of Hinton, IA. 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 validate and obtain horizontal and vertical control on two new primary project control points, and one existing project control point. 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 for the two new Feno monuments. Three-minute RTN and RTK validation observations were completed to check existing control point 125. For additional details of the control survey, contact the Preliminary Survey department.

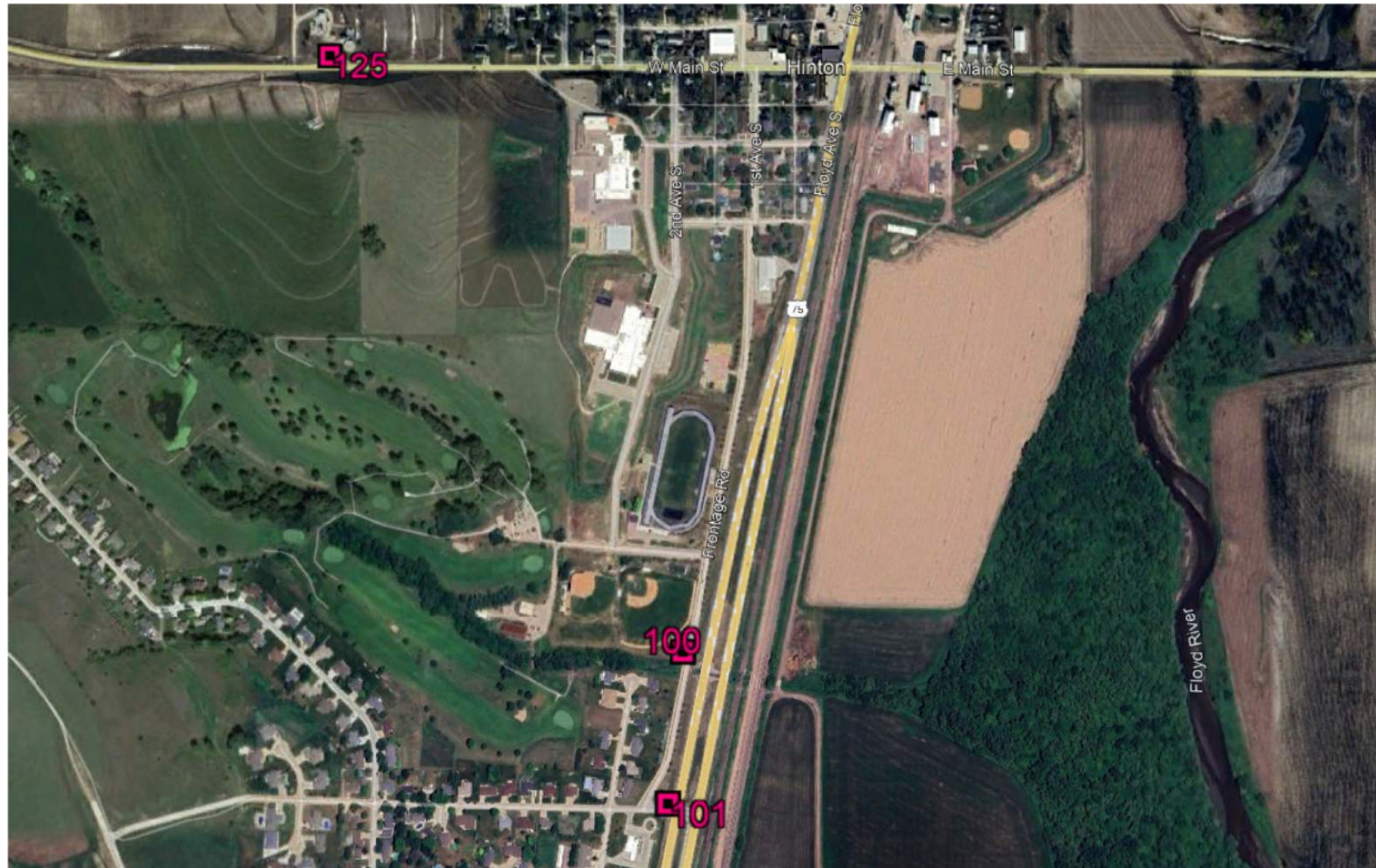
PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (laRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 4
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for U.S. Hwy 75 this survey is a District approved alignment from this 2021 project [666.5](#) referenced in [US 75 Grading.pdf](#) used on the recommendation of the Iowa DOT via email.

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 04 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u2

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 04 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u2

Point Name	Northing	Easting	Elevation	Code-Description
100	8634515.55	14106593.39	1146.98	FENO SET MON 450 FT NORTH OF TITAN RD AND FRONTAGE RD WEST SIDE
101	8633808.72	14106513.38	1143.19	FENO SET MON NORTH OF TITAN RD AND WEST OF US75
125	8637478.50	14104870.10	1327.05	CP FND MONUMENT EXISTING 100FTN OF C60 2500 FTW OF HWY75

101_16 10/25/24																				
ALIGNMENT COORDINATES																				
Line No.	Name	Location	Point on Tangent Station	Point on Tangent Y Northing	Point on Tangent X Easting	Begin Spiral Station	Begin Spiral Y Northing	Begin Spiral X Easting	Begin Curve Station	Begin Curve Y Northing	Begin Curve X Easting	Simple Curve PI or Master PI Station	Simple Curve PI or Master PI Y Northing	Simple Curve PI or Master PI X Easting	End Curve Station	End Curve Y Northing	End Curve X Easting	End Spiral Station	End Spiral Y Northing	End Spiral X Easting
1.0	ML075	NB US 75	220+20.05	8633152.151	14106507.544															
2.0	ML075	NB US 75	263+46.15	8637377.504	14107435.76															

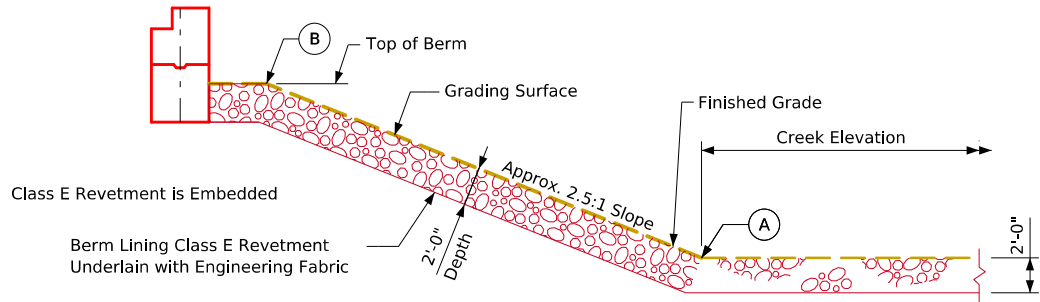
108_23A
8/15/22

TRAFFIC CONTROL PLAN

Northbound US 75 will be closed during construction and traffic will be shifted to the southbound lanes utilizing median crossovers to maintain one-lane traffic in each direction.

A detour route will not be required as traffic will be shifted to the southbound lanes utilizing median crossovers to maintain one-lane traffic in each direction. It is anticipated that all work on this project will be awarded to one prime contractor.

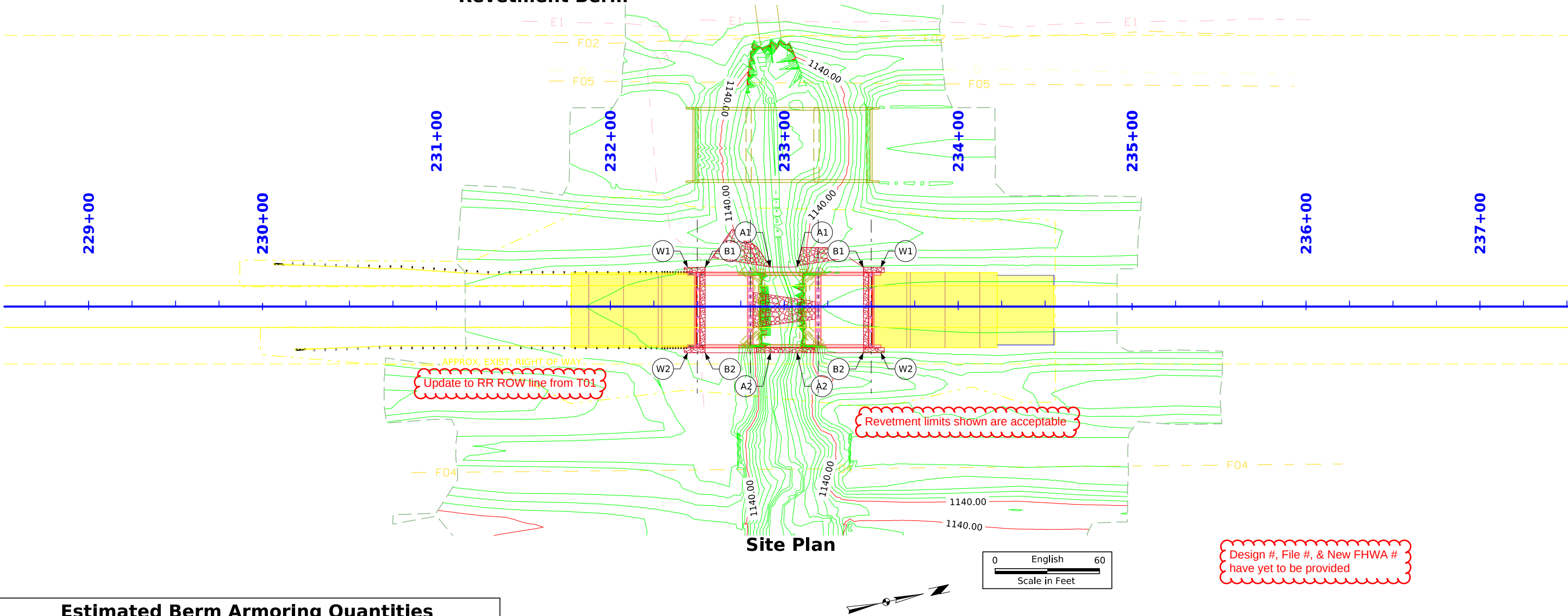
Project will be tied to Hinton reconstruction project NHSX-075-2(116)--3H-75. Schedule has been updated to coordinate both projects. Traffic control shall be part of tied Project NHSX-075-2(116)--3H-75.



Section Thru Embedded
Revetment Berm

Berm Slope Location Table						
Points	South Abutment			North Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	232+96.00	22.58' LT	1133.00	233+06.00	22.58' LT	1133.00
A2	232+97.00	26.58' RT	1133.00	233+05.00	26.58' RT	1133.00
B1	232+54.50	22.58' LT	1142.48	233+45.50	22.58' LT	1143.08
B2	232+54.50	26.58' RT	1142.48	233+45.50	26.58' RT	1143.08
W1	232+44.50	22.58' LT	1146.09	233+55.50	22.58' LT	1146.74
W2	232+44.50	26.58' RT	1145.93	233+55.50	26.58' RT	1146.58

Berm slope elevations reflect the grading surface.



Site Plan

Estimated Berm Armoring Quantities				
Location	Revetment CL. E (Ton)	Erosion Stone (Ton)	Engineering Fabric (SY)	CL. 10 Channel Excavation (CY)
Berm Lining - South	330		375	220
Berm Lining - North	330		375	220
Totals	660		750	440

Excavation quantity calculated from grading surface. Excavation quantity if for embedded revetment core out only, and does not include excavation to the grading surface. Excavation quantity to the grading surface is determined by Road Design and included in the Road Plans. Density used for Class E quantity calculations is 1.5 T/cy.

General Notes

This design is for the replacement of the existing 24'-0" x 40'-0" Concrete Slab Bridge, Plymouth Design No. 571, FHWA 39371, Maint. No. 7504.9R075.

The bridge does not meet Iowa DOT's desired (operational or channel) freeboard per BDM 3.2.2.4. Final design aspects in the BDM related to inundation required. The bridge will be designed to withstand the applicable effects of ice and the horizontal stream loads and uplift forces associated with the Q_{100} . There is a potential for conflicts with existing foundations. The existing abutment wingwalls could potentially interfere with the proposed piers.

Design For 0° Skew

100'-0" x 40'-0" Continuous Concrete Slab Bridge

30'-6" End Spans 39'-0" Interior Span

Site Plan

STA. 233+00.00 (N.B. US 75) Turn-In Date: Aug. 2025

Plymouth County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. ?? Design Sheet No. 2 of 2 FHWA No. 39371

CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Grading	
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
(8)	Revetment Class A	Substrata	
(6)	Revetment Class B	(128)	Boulder
(62)	Revetment Class C	(209)	Boulder Removed
(188)	Revetment Class D	(48)	Broken Weathered
(28)	Revetment Class E	(210)	Broken Weathered Removed
(12)	Shoulder Special Backfill	(3)	Core Out
(12)	Special Backfill	(115)	Core Out Remove Only
(20)	Subbase	(195)	Core Out Remove and Replace
(20)	Subbase Lower	(203)	Existing Pavement
(20)	Subbase Upper	(184)	Existing Pavement Remove Only
(118)	Subgrade Treatment	(200)	Existing Pavement Remove and Replace
Asphalt		(6)	Loam
(207)	HMA Base Course	(211)	Loam Removed
(207)	HMA Interim Course	(80)	Rock
(207)	HMA Surface Course	(212)	Rock Removed
Bridge		(4)	Select Sand
(0)	Bridge	(214)	Select Sand Removed
Concrete		(3)	Shale
(0)	Barrier Concrete	(215)	Shale Removed
(0)	Barrier Concrete Footing	(10)	Topsoil
(0)	Curb Gutter	(2)	Topsoil Remove Only
(48)	Flowable Mortar	(4)	Topsoil Remove and Replace
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(216)	Unsuitable Type A Removed
Existing		(13)	Unsuitable Type B
(0)	Existing Pavement	(217)	Unsuitable Type B Removed
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(218)	Unsuitable Type C Removed
(0)	Shoulder PCC	(3)	Waste
(6)	Shoulder Granular	(219)	Waste Removed
Structural			
(112)	Noise Wall		
(112)	Noise Wall Footing		
(112)	Retaining Wall Back		
(112)	Retaining Wall Back Excavate		
(112)	Retaining Wall Face		
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		

NOTES:

Text

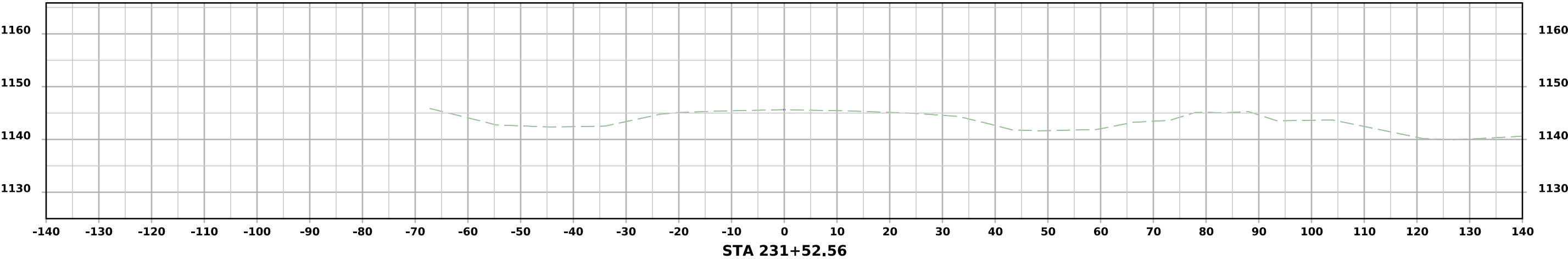
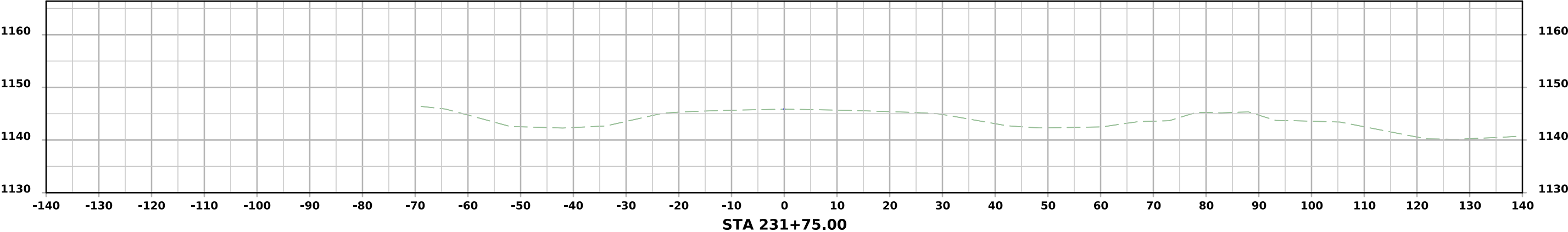
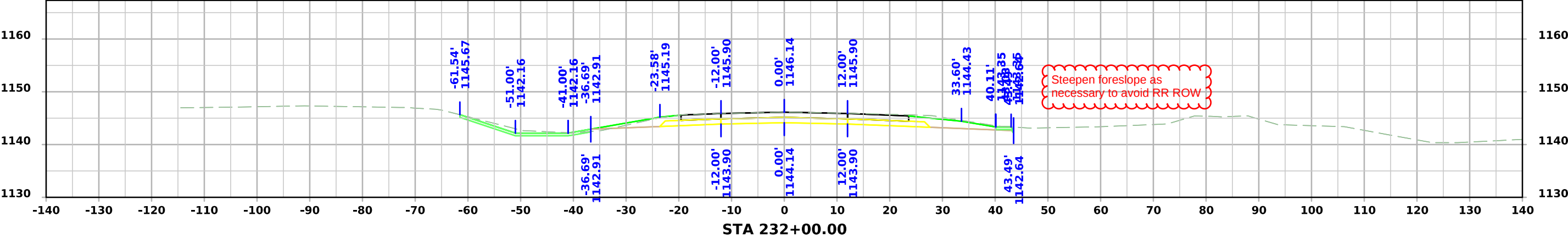
NOTES:

Text

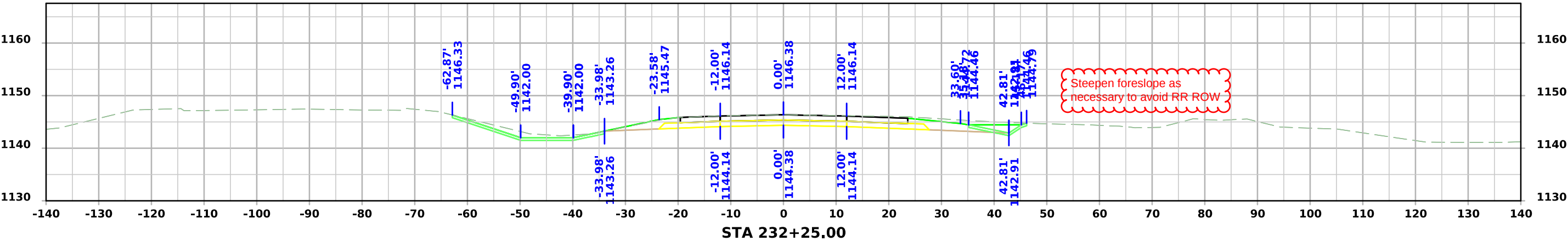
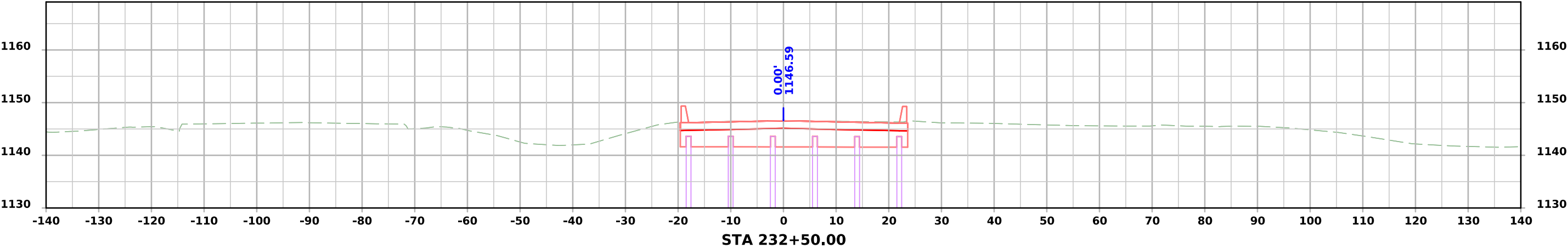
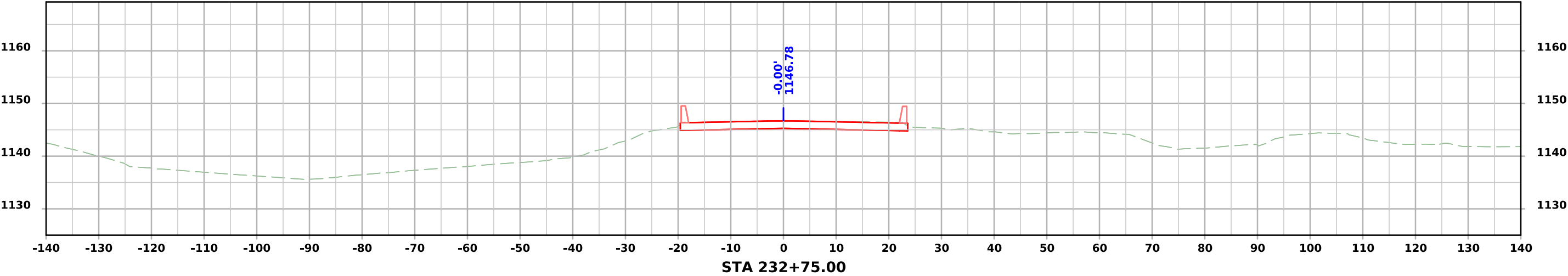
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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

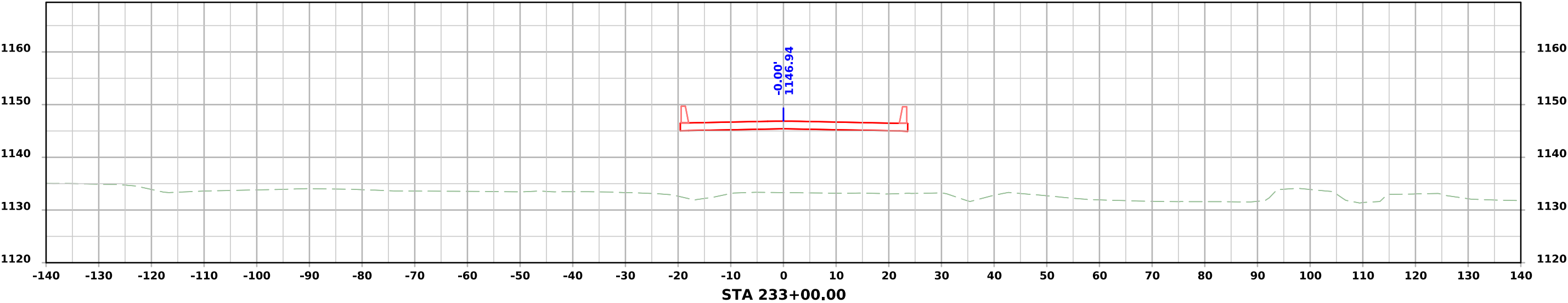
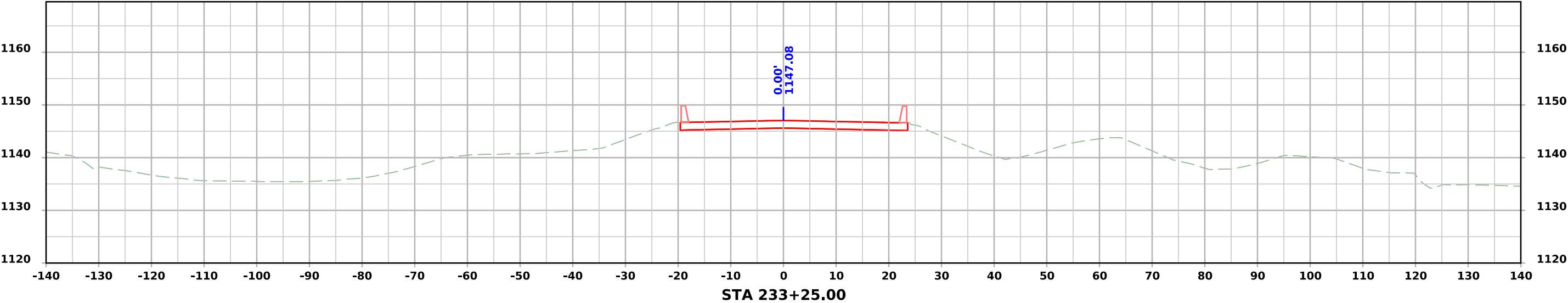
US 75



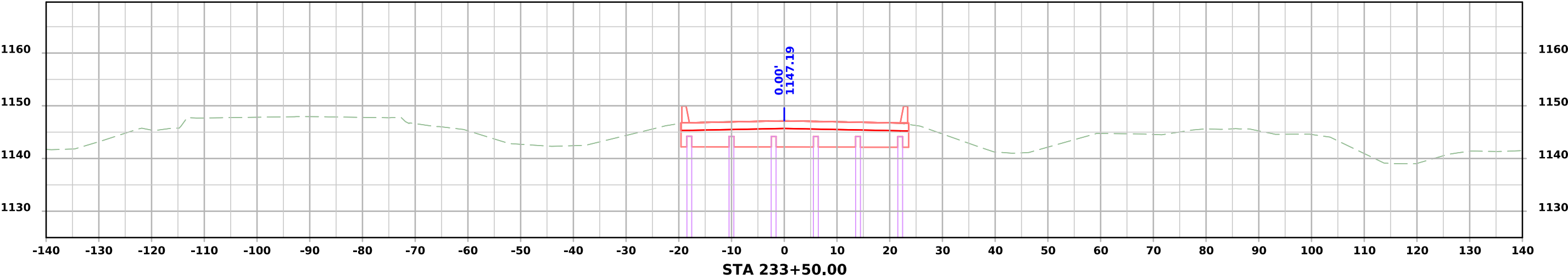
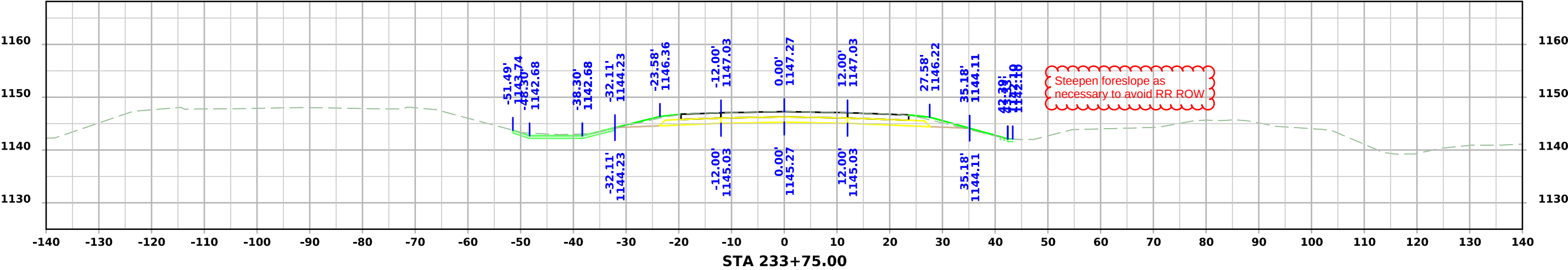
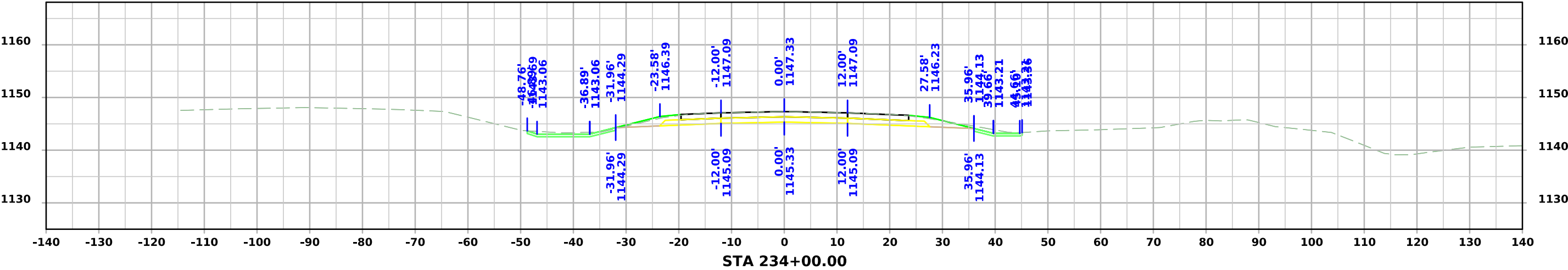
US 75



US 75



US 75



US 75

