

HMA Pavement - Grade and New  
 HSIPX-017-1(021)--3L-77

**Polk COUNTY**

LETTING DATE  
 03/19/2024



REVISIONS

TOTAL	54
PROJECT IDENTIFICATION NUMBER	
PROJECT NUMBER	22-77-017-010
R.O.W. PROJECT NUMBER	HSIPX-017-1(021)--3L-77
	STPN-017-1(022)--2J-77

INDEX OF SHEETS	
No.	DESCRIPTION
<b>A Sheets</b>	<b>Title Sheets</b>
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<b>B Sheets</b>	<b>Typical Cross Sections and Details</b>
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<b>E Sheets</b>	<b>Side Road Plan and Profile Sheets</b>
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E.7	NW 110 Ave
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PLANS OF PROPOSED IMPROVEMENT ON THE

# PRIMARY ROAD SYSTEM

## Polk COUNTY

### HMA Pavement - Grade and New

State St Intersection in Granger

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



Project Location Map  
on Sheet A.2

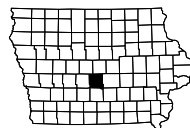
DESIGN DATA RURAL			
2023	AADT	6600	V.P.D.
2043	AADT	9500	V.P.D.
2043	DHV	980	V.P.H.
	TRUCKS	6	%
	Total		
	Design ESALs	--	

INDEX OF SEALS		

PRELIMINARY PLANS

Subject to change by final design.

Revised Concept – Roundabout  
D5 PLAN – Date: 03-15-2022



141

2

R-26W

R-25W

6

City of Granger

END CONSTRUCTION  
STA 39+50.00  
M.P. 0.8

F31

T-80N

F31

17

BEGIN CONSTRUCTION  
STA 31+00.00  
M.P. 0.6

11

12

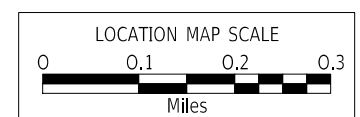
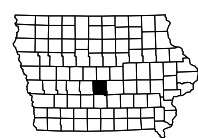
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NW 106 AVE

WILLOW ST

200TH ST

141

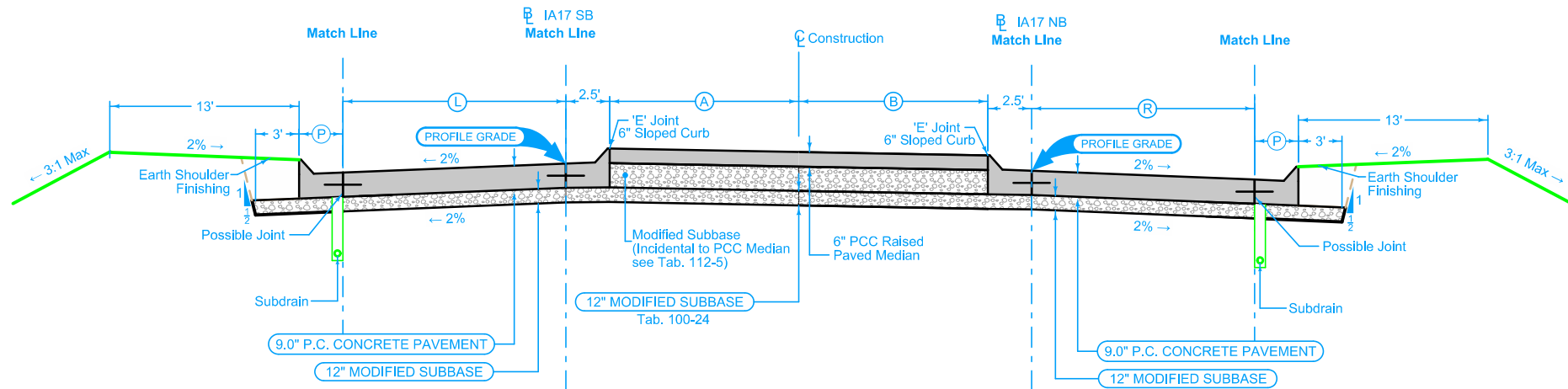


### Curbed Shoulder

Shoulder Jointing:  
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2  
 Staged: KT-2  
 Transverse: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION	(P) Feet	Curb Type See PV-102	
1158+50.00	1159+72.71	2.5	6" Sloped
1160+94.98	1162+37.11	2.5	6" Sloped



### Curbed Shoulder

Shoulder Jointing:  
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2  
 Staged: KT-2  
 Transverse: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION	(P) Feet	Curb Type See PV-102	
158+50	159+67.46	2.5	6" Sloped
160+96.69	161+50.00	2.5	6" Sloped

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

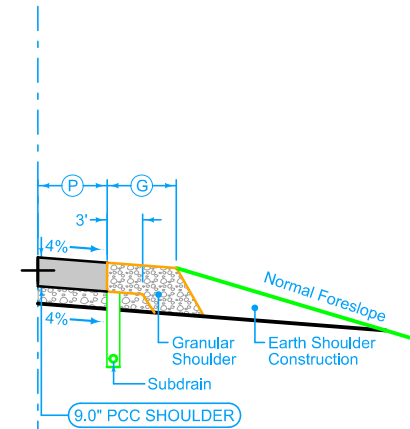
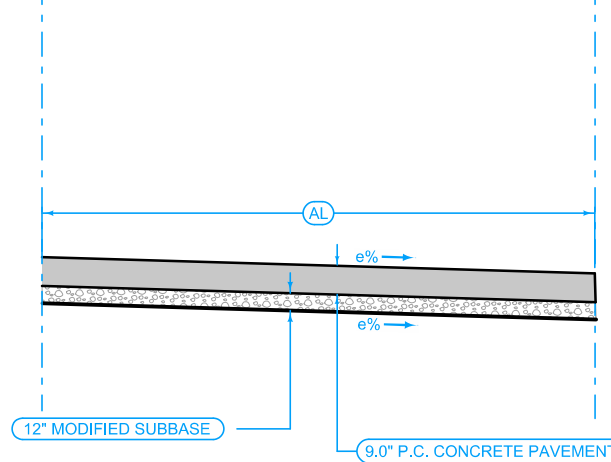
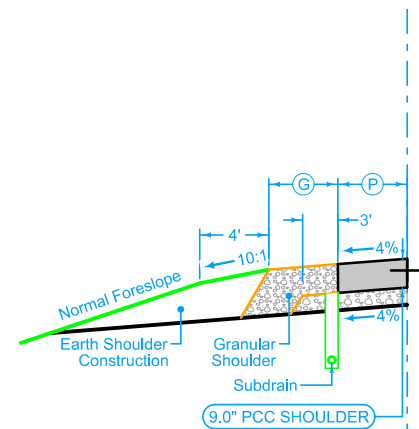
BEGIN STATION	END STATION	(L) Feet
432+74.50	434+51.76	Vari.
435+73.35	437+38.71	Vari.

Median

4DP_Raised_Out_04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
32+56.00	34+48.09	Vari.	Vari.
35+72.34	37+97.00	Vari.	Vari.

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

BEGIN STATION	END STATION	(R) Feet
332+65.45	334+49.06	Vari.
335+72.00	336+75.15	Vari.



### Full Depth PCC Combination Shoulder

Shoulder Jointing:  
 Longitudinal joint: BT-2, L-2 or KT-2  
 Transverse joints: C at 17' spacing

2_C_FullPCC_04-20-21			
STATION TO STATION	(P) Feet	(G) Feet	
431+00.00	432+74.50	6	4
437+38.71	439+50.00	6	4

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

STATION TO STATION	(AL) Feet
31+00.00	32+56.00
37+97.00	39+50.00

### Full Depth PCC Combination Shoulder

Shoulder Jointing:  
 Longitudinal joint: BT-2, L-2 or KT-2  
 Transverse joints: C at 17' spacing

2_C_FullPCC_04-20-21			
STATION TO STATION	(P) Feet	(G) Feet	
331+00.00	332+65.45	6	4
336+75.15	339+50.00	6	4

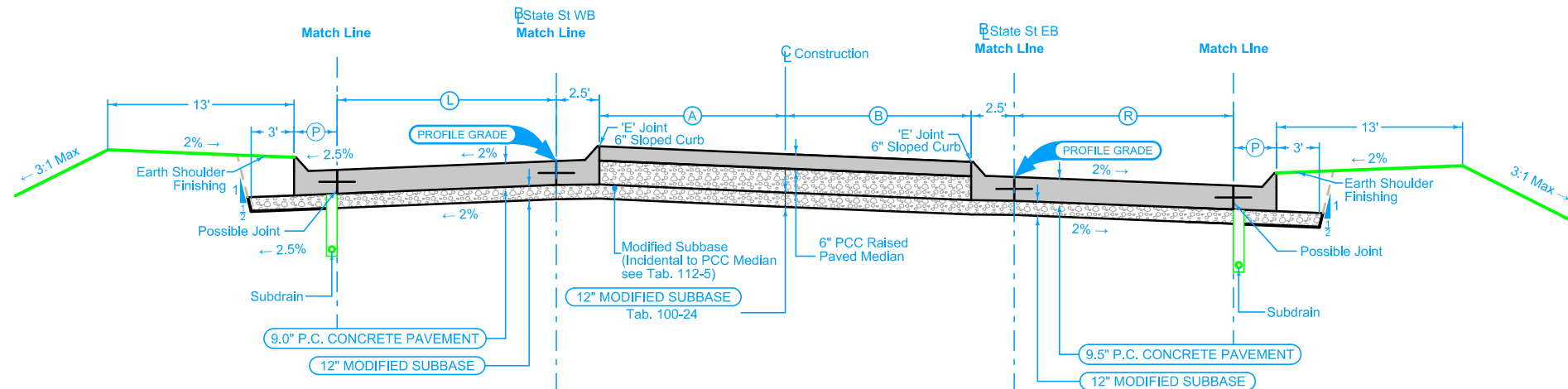
See Tab 100-24 or 100-25 for pavement quantities.  
 See Tab 112-9 for shoulder quantities.

### Curbed Shoulder

Shoulder Jointing:  
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2  
Staged : KT-2  
Transverse: CD refer to L sheets for spacing

STATION TO STATION		(P) Feet	Curb Type See PV-102
2133+43.00	2134+35.27	2.5	6" Sloped



### Curbed Shoulder

Shoulder Jointing:  
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2  
Staged : KT-2  
Transverse: CD refer to L sheets for spacing

STATION TO STATION		(P) Feet	Curb Type See PV-102
1133+43.10	1134+32.54	2.5	6" Sloped

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

BEGIN STATION	END STATION	(L) Feet
2132+35.00	2134+35.27	Vari.

Median

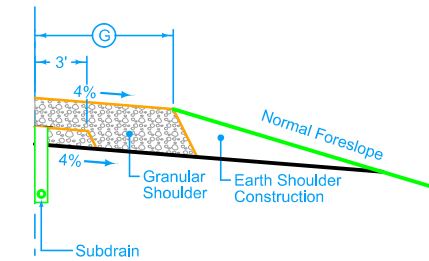
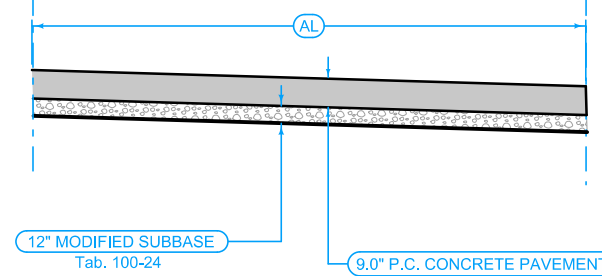
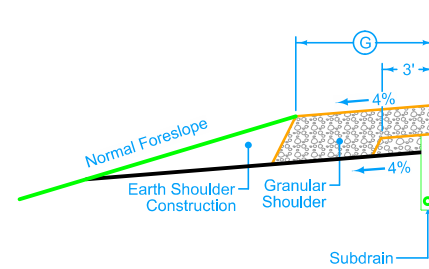
4DP_Raised_Out_04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
133+88.00	134+34.57	Vari.	Vari.

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

BEGIN STATION	END STATION	(R) Feet
1132+35.00	1134+32.54	Vari.

### Granular Shoulder

STATION TO STATION		(G) Feet
2132+35.00	2133+43.00	5



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

STATION TO STATION		(AL) Feet
132+35.00	133+88.00	Vari.

### Granular Shoulder

STATION TO STATION		(G) Feet
1132+35.00	1133+43.10	5

See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

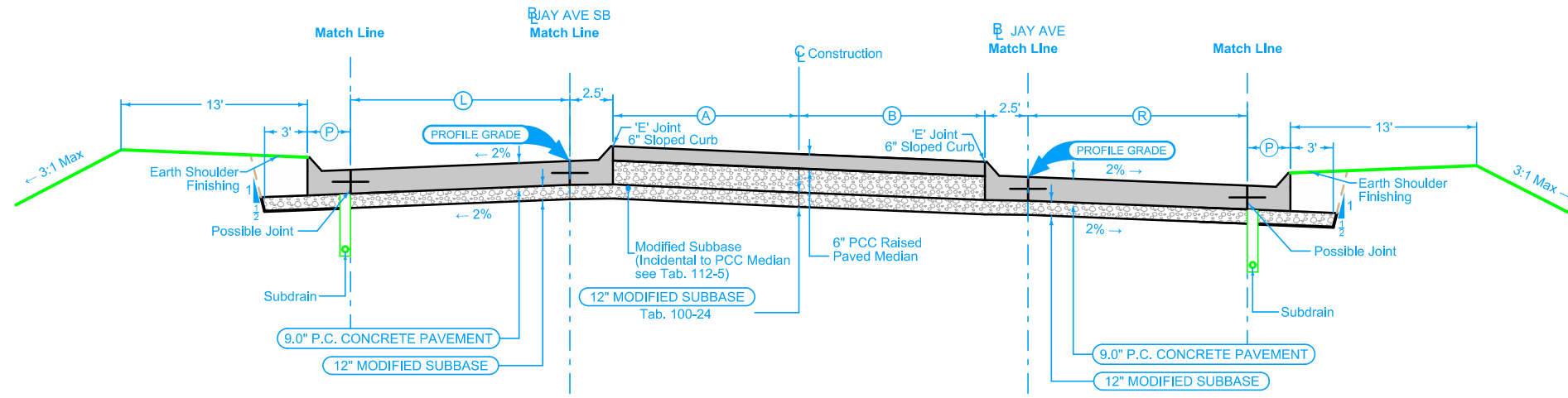
State Street

### Curbed Shoulder

Shoulder Jointing:  
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2  
 Staged : KT-2  
 Transverse: CD refer to L sheets for spacing

STATION TO STATION		(P) Feet	Curb Type See PV-102
2235+80.86	2236+60.88	2.5	6" Sloped



### Curbed Shoulder

Shoulder Jointing:  
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2  
 Staged : KT-2  
 Transverse: CD refer to L sheets for spacing

STATION TO STATION		(P) Feet	Curb Type See PV-102
1235+56.96	2057+34.00	2.5	6" Sloped

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

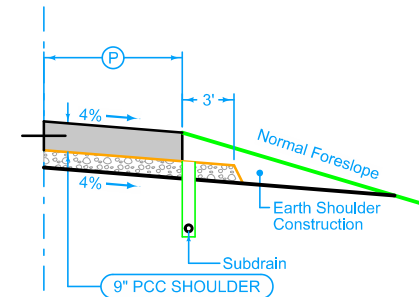
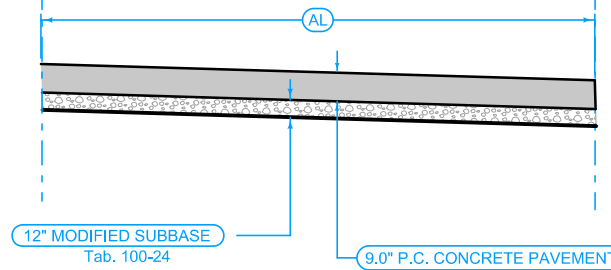
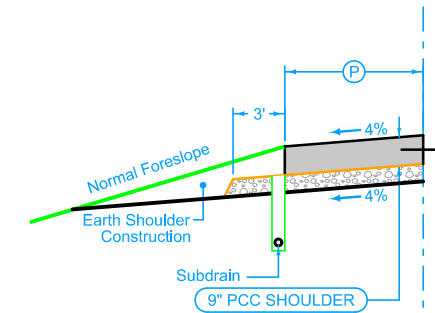
BEGIN STATION	END STATION	(L) Feet
2057+34.00	2237+97.20	Vari.

Median

4DP_Raised_Out_04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
235+59.06	236+30.00	Vari.	Vari.

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

BEGIN STATION	END STATION	(R) Feet
1235+56.96	1236+19.66	Vari.



### Full Depth PCC Shoulder

Shoulder Jointing:  
 Longitudinal joint: BT-2, L-2 or KT-2  
 Transverse joints: C at 17' spacing

2_P_FullPCC_04-20-21		
STATION TO STATION	(P) Feet	
2236+60.88	2237+97.20	3

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

2P_04-21-20		
STATION TO STATION	(AL) Feet	
236+30.00	237+97.20	Vari.

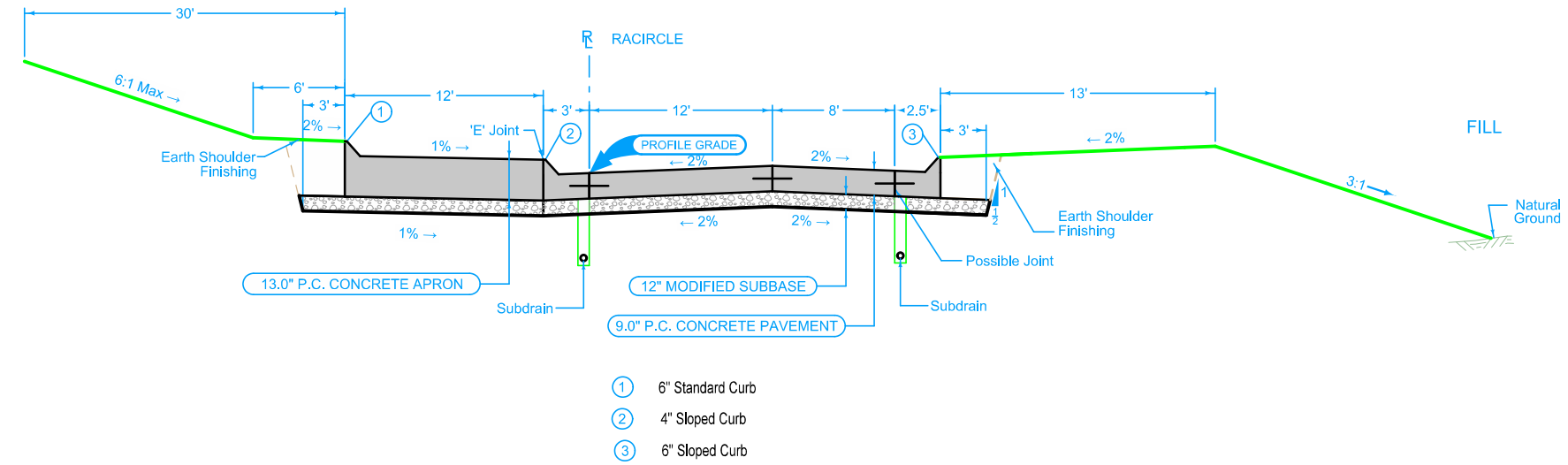
### Full Depth PCC Shoulder

Shoulder Jointing:  
 Longitudinal joint: BT-2, L-2 or KT-2  
 Transverse joints: C at 17' spacing

2_P_FullPCC_04-20-21		
STATION TO STATION	(P) Feet	
1236+19.66	1237+97.20	3

See Tab 100-24 or 100-25 for pavement quantities.  
 See Tab 112-9 for shoulder quantities.

## 110th Avenue



LOCATION		
ROAD IDENTIFICATION	STATION TO STATION	
CIRC	0+00.00	2+82.74

Note: See 'L' Sheets for Jointing Layout

See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

**Roundabout**

## SURVEY SYMBOLS

	<p>AST, Above Ground Storage Tank BB, Billboard BBB, Bottom of Bridge Beam BCL, Bridge Centerline BD, Bridge Deck BIN, Grain Bin BL, Topo Breakline BLD, Building or Foundation BLS, Bridge Low Steel BM, Bench Mark BNK, Stream Bank BRG, Bridge C, Centerline BL of Road -ML or SR CAV, Cave CEL, Cell Phone Tower CIS, Cistern CON, Concrete or A/C Slab CP, Control Point CRP, Corporation Line CS, Curve Point CU, Back of Curb CUL, Culvert D, Centerline Draw or Stream -Down DAB, Drainage Area Boundary DIK, Centerline of Dike or Dam DTM, Photogrammetry Elv Control Check DU, Centerline Draw or Stream -Up EB, Electrical Box EG, Edge of Gravel Road ENP, Edge Paved Entrance and Park Lot ENT, Centerline BL of Entrance ENU, Edge Unpaved Entrance and Parking EP, Edge of Paved Roads -ML or SR EW, Edge of Water FCL, Chain Link and Security Fence FENO, FENO Monument FHD, Fire Hydrants FLG, Flag Poles FP, Filler Pipe FW, Wire Fence FWD, Wood Fence GDC, Guard Rail Cable GDL, Guard Rail Steel GP, Guard Post -Less Than 4 Posts GPR, Guard Post -4 or More Posts GR, Ground Shot GRV, Grave GU, Gutter In Front of Curb GV, Gas Valve HDG, Hedge Row HS, Hydric Soil -Wetlands HT, Electrical Highline Tower IN, Storm Sewer Intake INB, Storm Sewer Beehive Intake LC, Lot Corner LIN, Miscellaneous Line LP, L.P. Tank LUM, Luminaire MH, Utility Access -Manhole MIS, Miscellaneous MM, Mile Marker Post OUT, Tile Outlet PC, Curve Point PCP, Photo Control Point PCT, Photo Control Target PI, Tangent Point PIP, Pipe Culvert PL, Location of Photo -Wetlands PLG, Location of General Photo POC, Curve Point POST, Spiral Point</p> <p>PR, Electric Riser Pole PRO, Profile Shot PT, Curve Point REF, Reference Tie Point RET, Retaining Walls RIP, Rip-Rap ROC, Rock Outcropping ROW, Right of Way Mark RR, Centerline of Railroad Tracks RRB, Railroad Signal Box RRF, Railroad Frog RRR, Railroad Rail RRS, Railroad Signal RRW, Railroad Switch RT, Radio Tower S, Soil Sampling Site -Wetlands SBR, Size of Bridge SC, Spiral Point SCR, Section Corner SEP, Septic Tank SF, Silt Fence -Wetlands SG, Staff Gauge -Wetlands SH, Paved Shoulder SHR, Shrub SI, Sign SL, Speed Limit Sign SLN, Section Line SLO, Silo SNK, Sink Hole SNP, Unpaved Shoulder SP, Stream Profile STP, Stump SWK, Sidewalk SWP, Swamp or Marsh TA, Tower Anchor TBO, Telephone Booth TCB, Traffic Signal Box TDC, Tree Deciduous TDL, Traffic Detection Loop TER, Terrace TEV, Evergreen Tree TFR, Tree Fruit TGP, Telegraph Pole TIL, Tile Line TLNL, Tree Line Left TLNR, Tree Line Right TOP, Top of Bridge Pier TPA, Telephone Pole Co. 1 TPB, Telephone Pole Co. 2 TPC, Telephone Pole Co. 3 TR, Telephone Riser Pole TRL, Trail TS, Spiral Point TSB, Telephone Switch Box TSG, Traffic Signal TSL, Traffic Signal and Luminaire TV, Satelite TV Dish TVP, TV Pedestal TW, Top of Water UB, Utility Box UE, Utility Elevation UPH, Utility Pot Hole - Quality A UST, Underground Tank UV, Underground Utility Vault VS, Channel Cross Section WC, Wild Card -Misc. Field Shot WEL, Well WHD, Water Hydrant WHU, RV Water Hook Up WM, Wind Mill WND, Wind Turbine WV, Water Valve</p>
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## UTILITY LEGEND

	<p>FOID, CenturyLink - Quality D ELID, MidAmerican Energy - Quality D TVID, Mediacom - Quality D TV2D, CenturyLink - Quality D GLID, Black Hills Energy - Quality D TLID, CenturyLink - Quality D SAID, City of Granger - Quality D STID, City of Granger - Quality D WLID, Xenia Water - Quality D PPA, MidAmerican Energy</p>
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## 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.	
Lavender	(9)		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
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
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
Green, Light	(225)		Existing Pavement Shading
Red	(3)		Proposed Structure Shading
Red	(3)		Delineates Restricted Areas

## PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

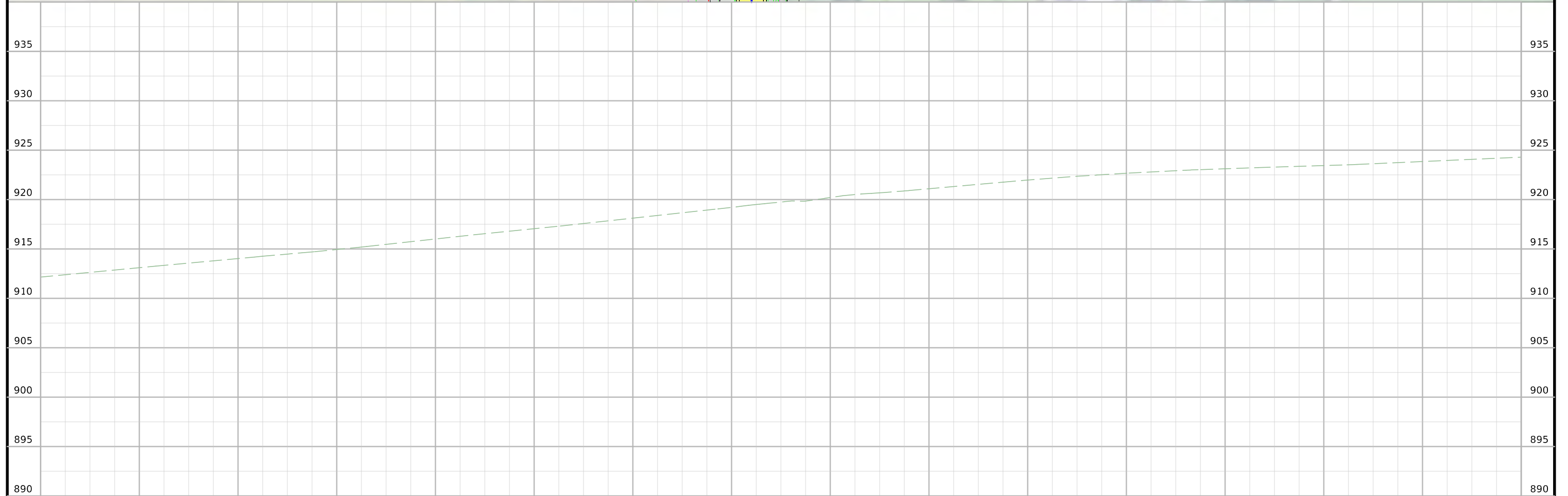
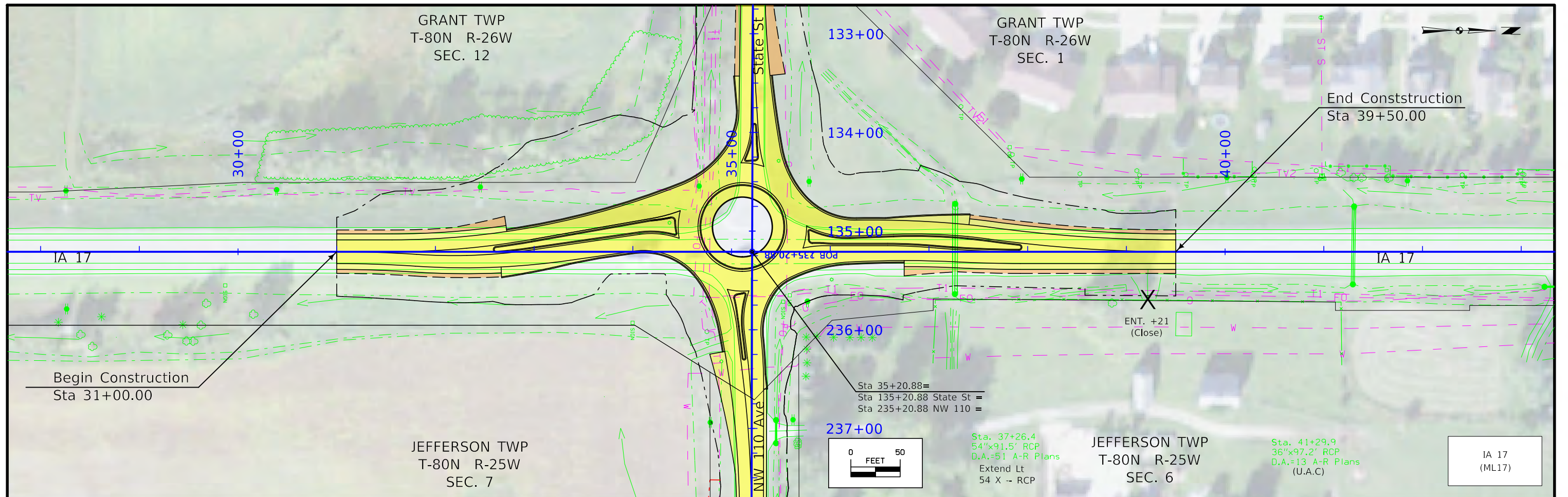
LINEWORK		Design Color No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary)
	Easement
	Access Control
	Property Line

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

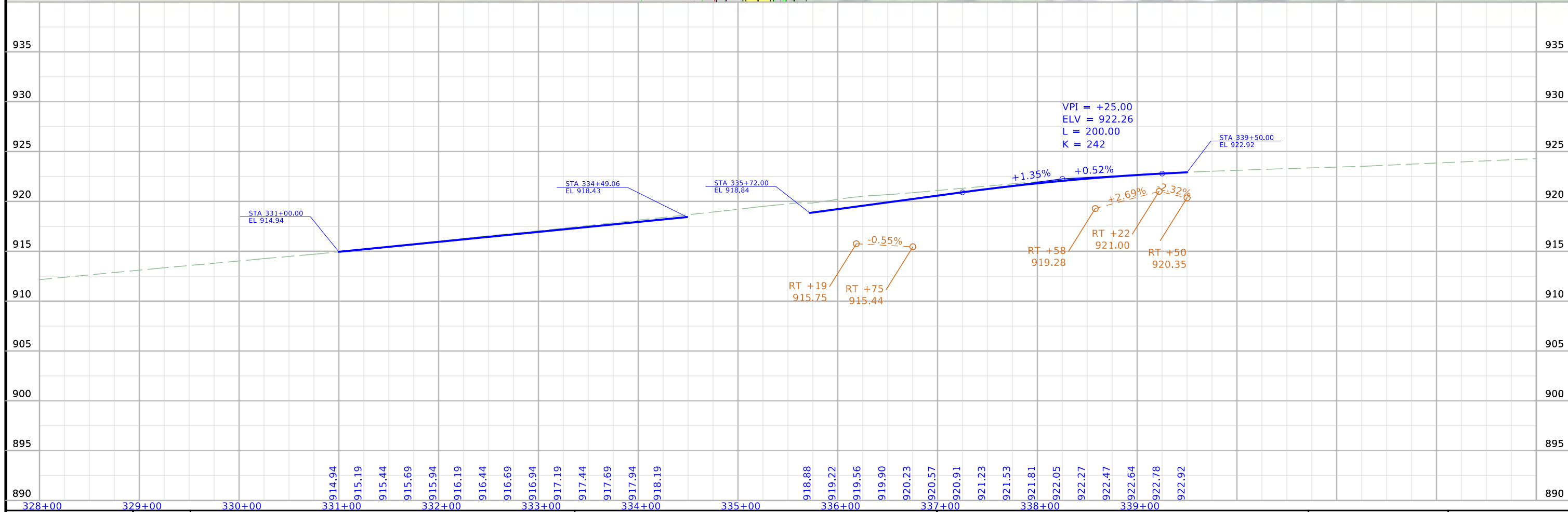
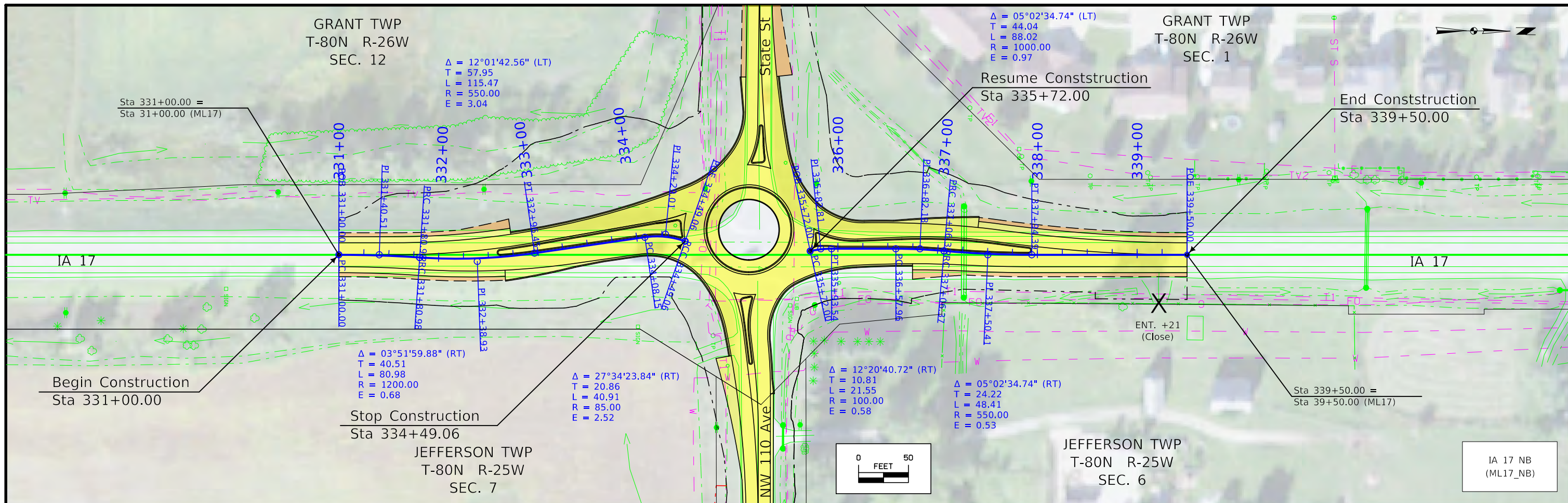
# PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

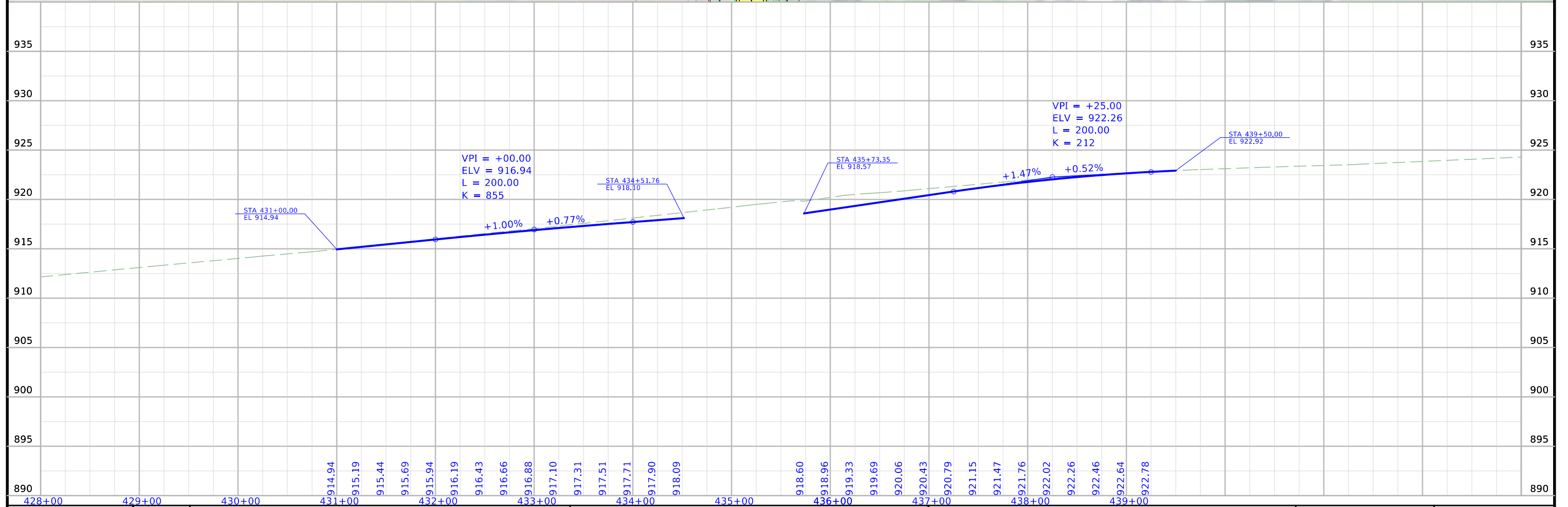
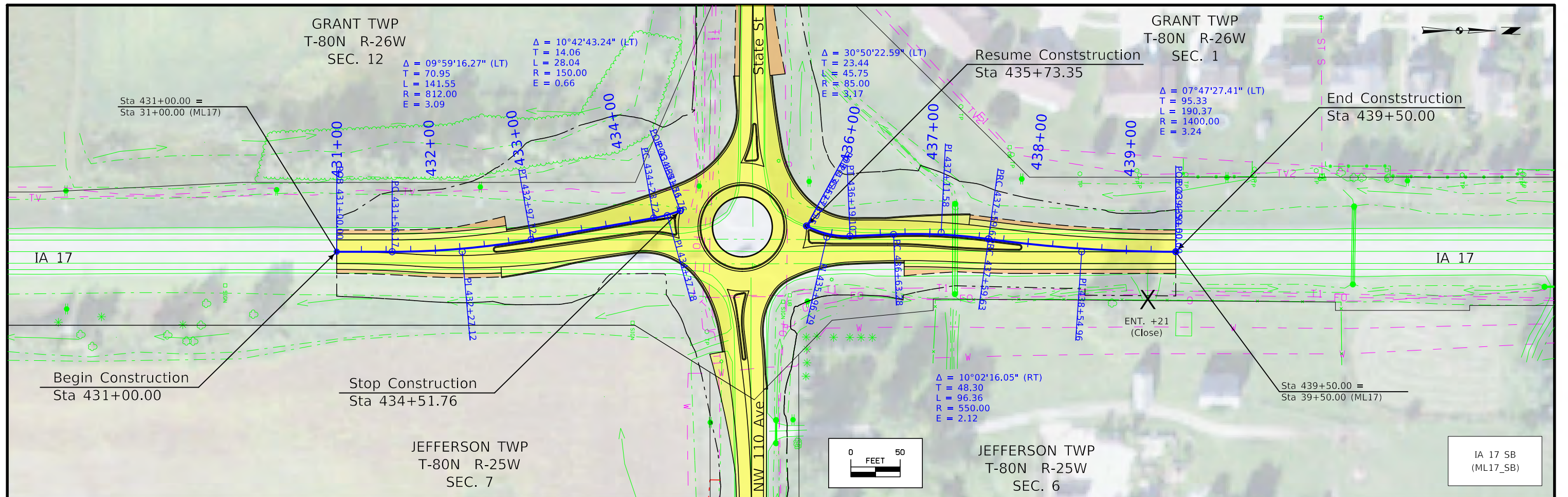


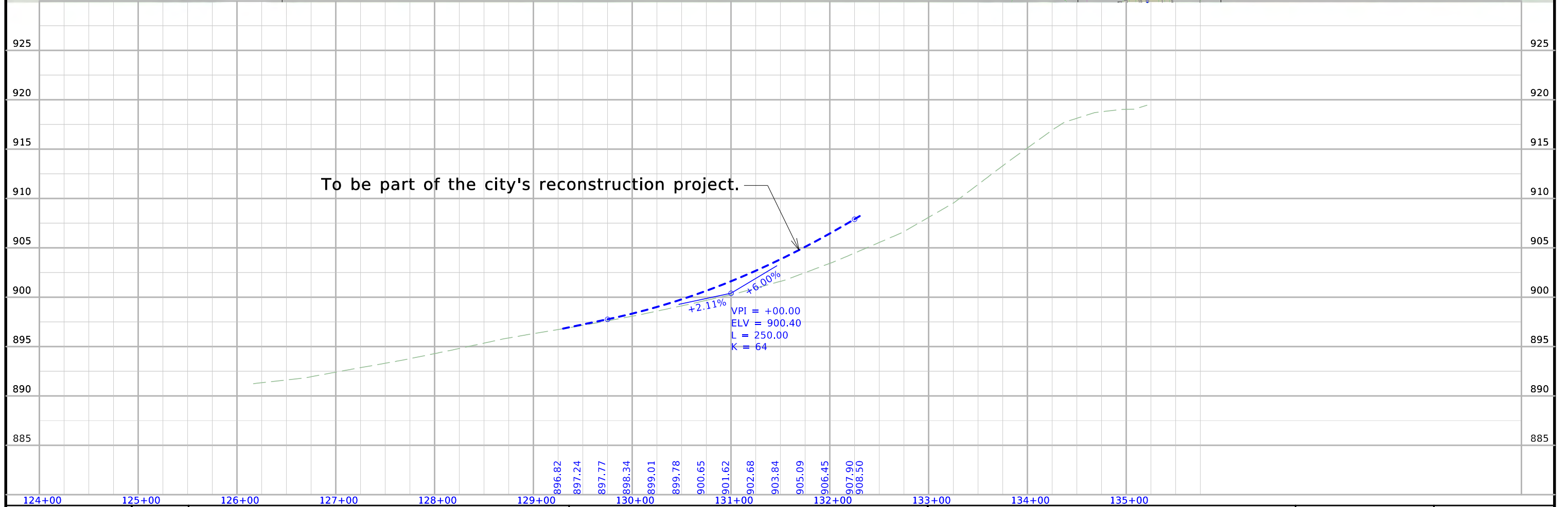
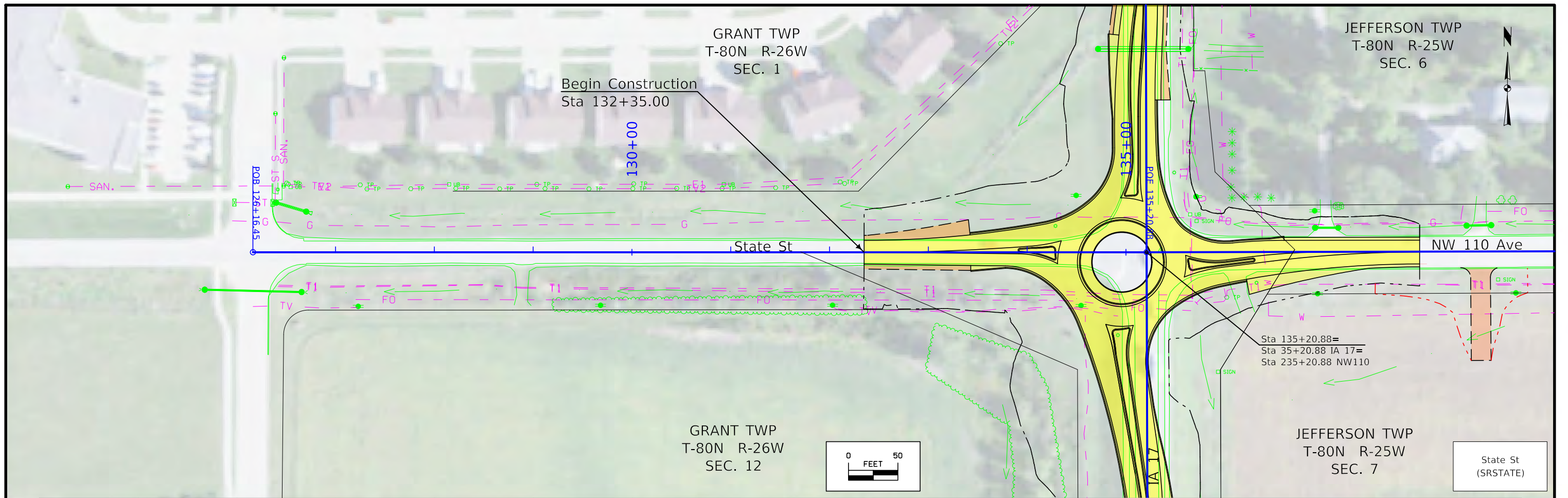
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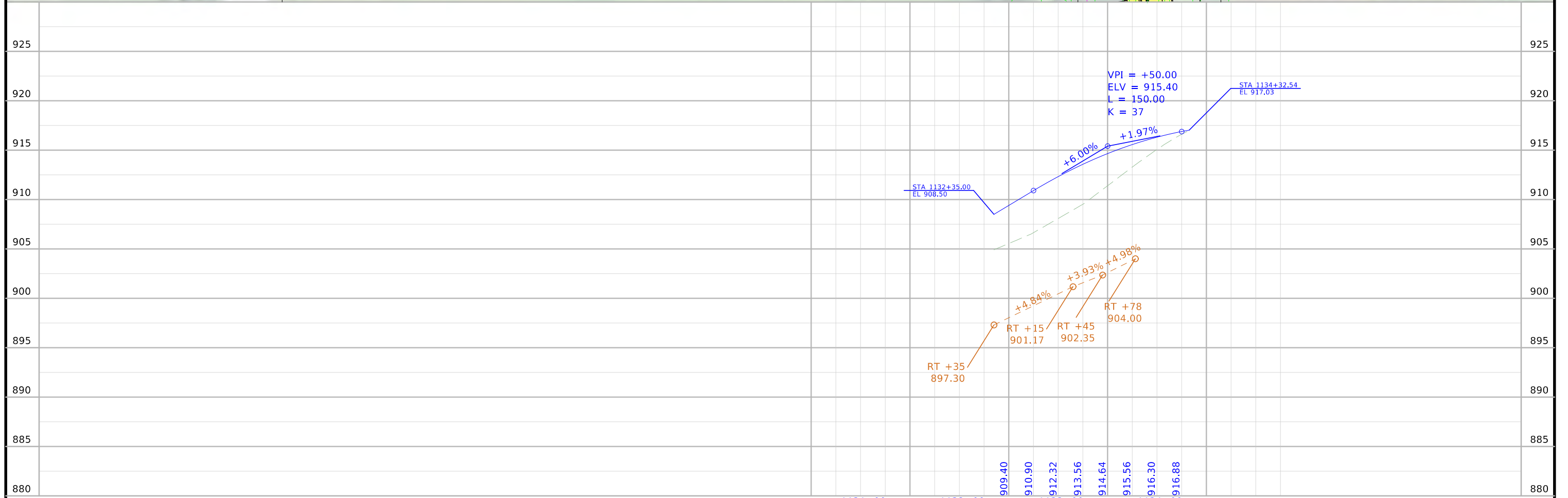
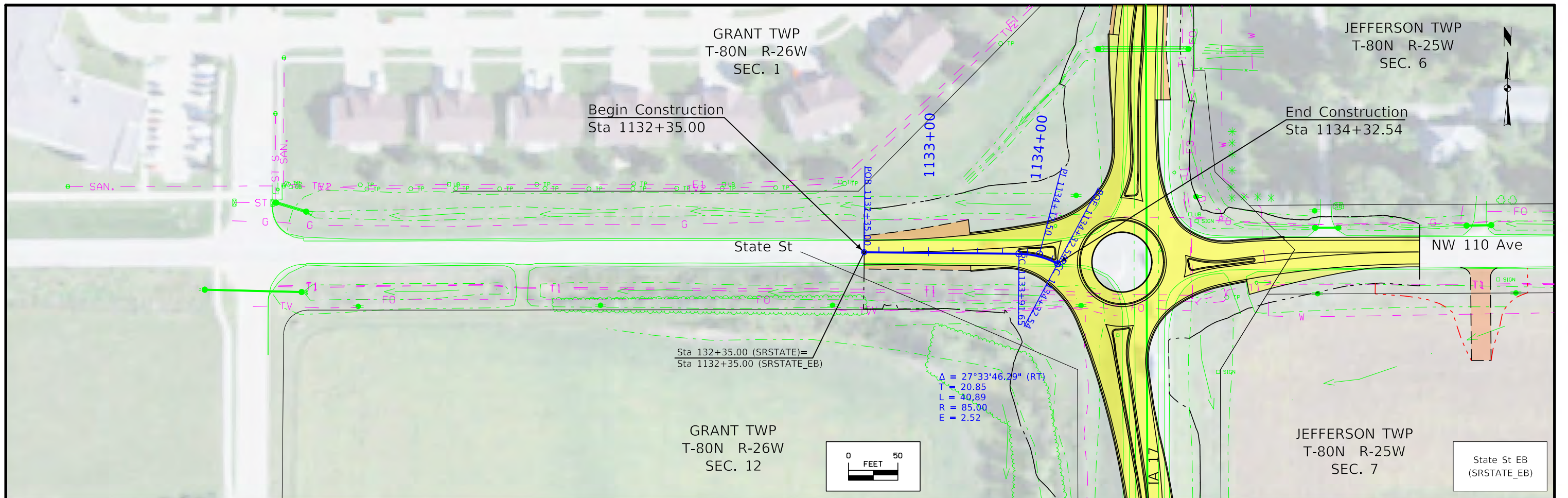




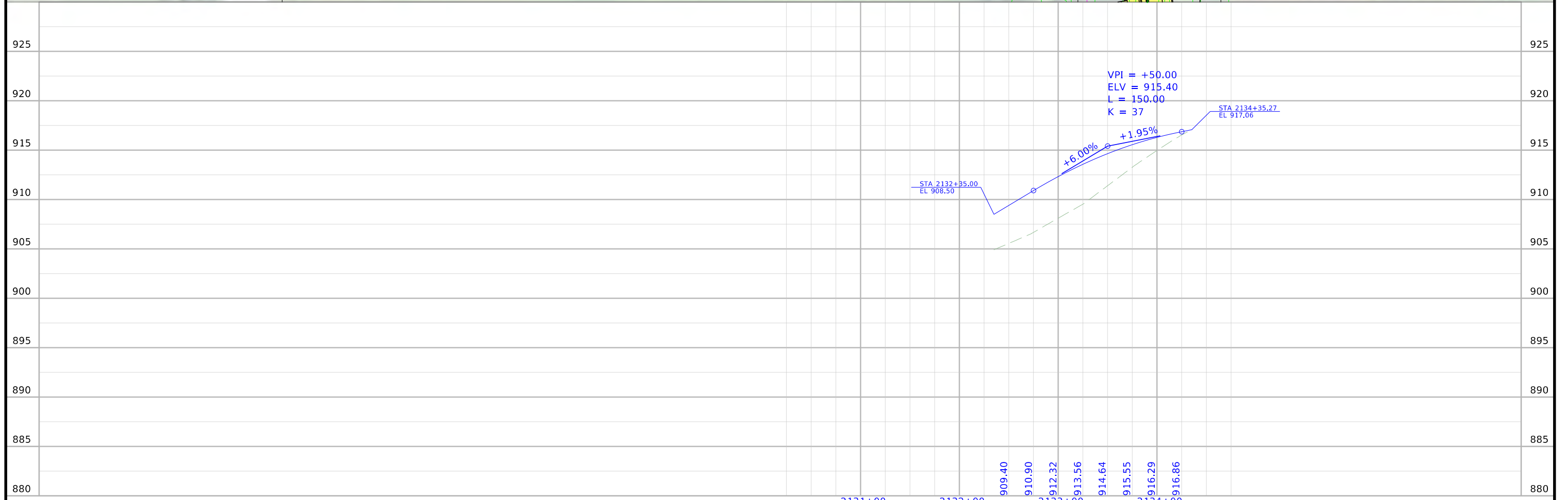
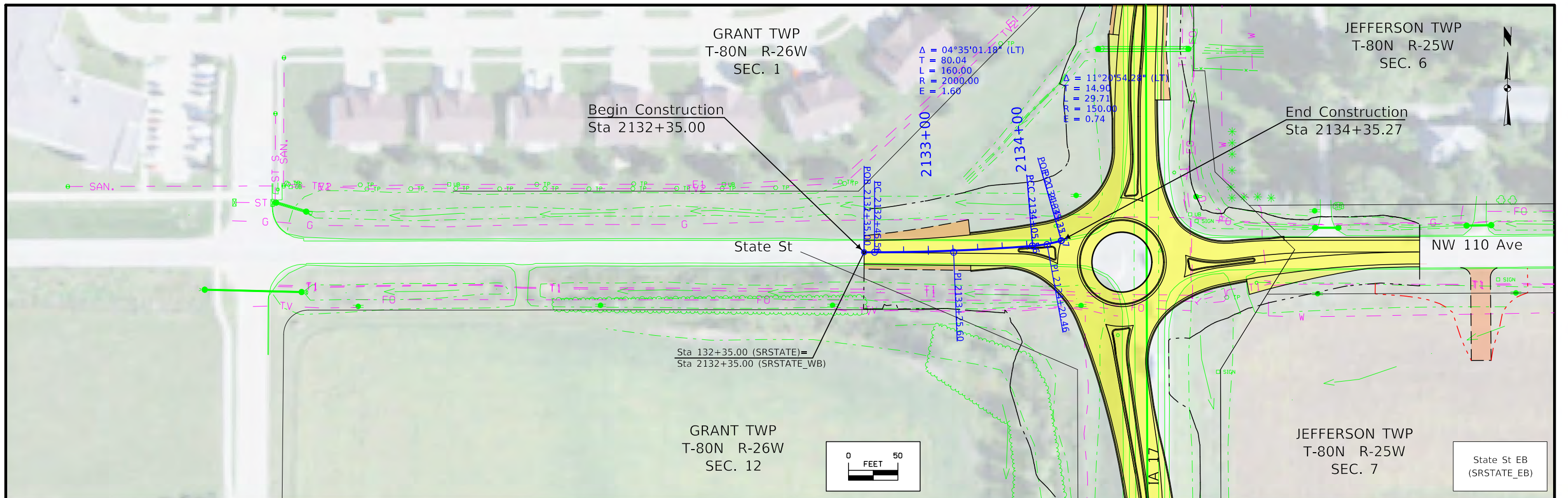
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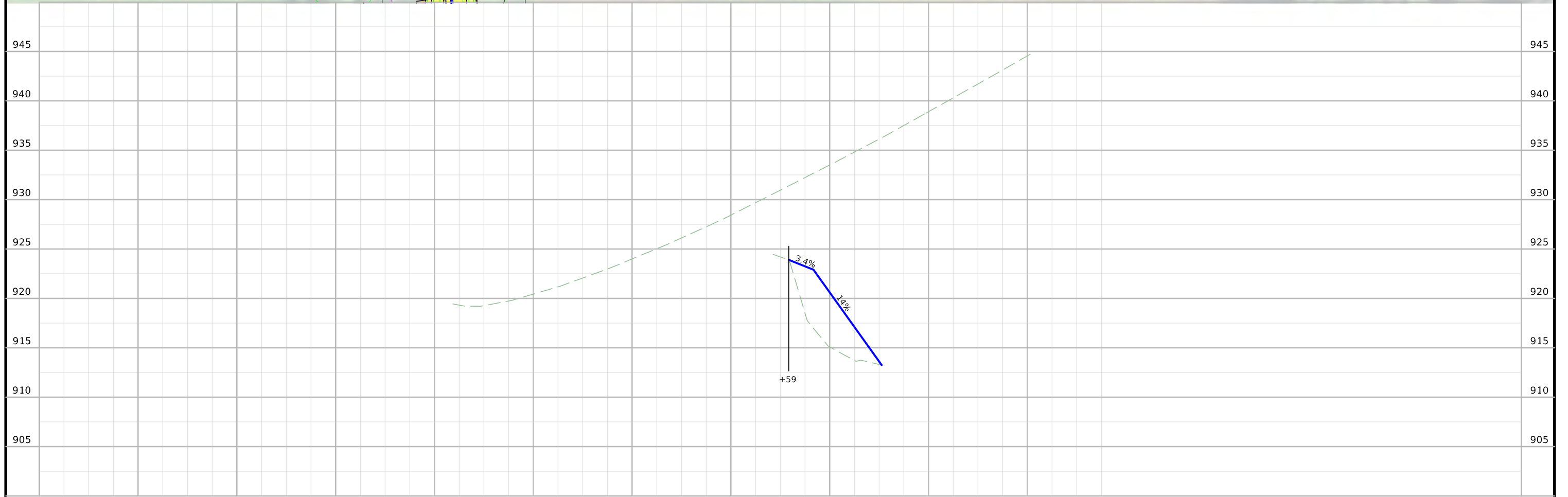
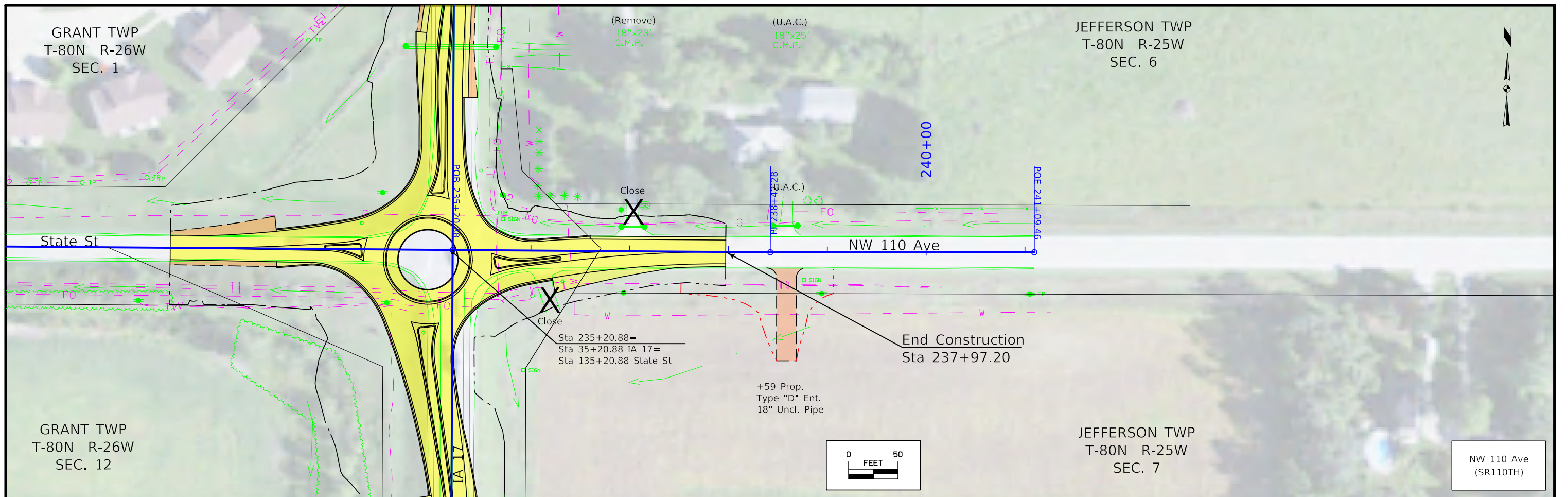


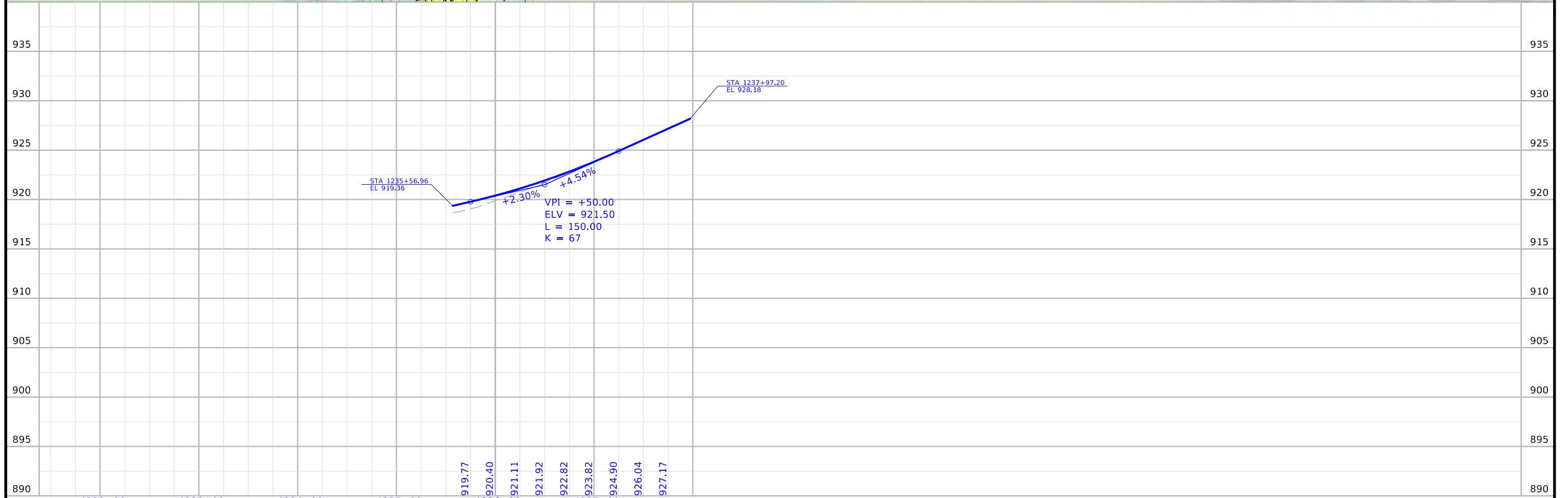
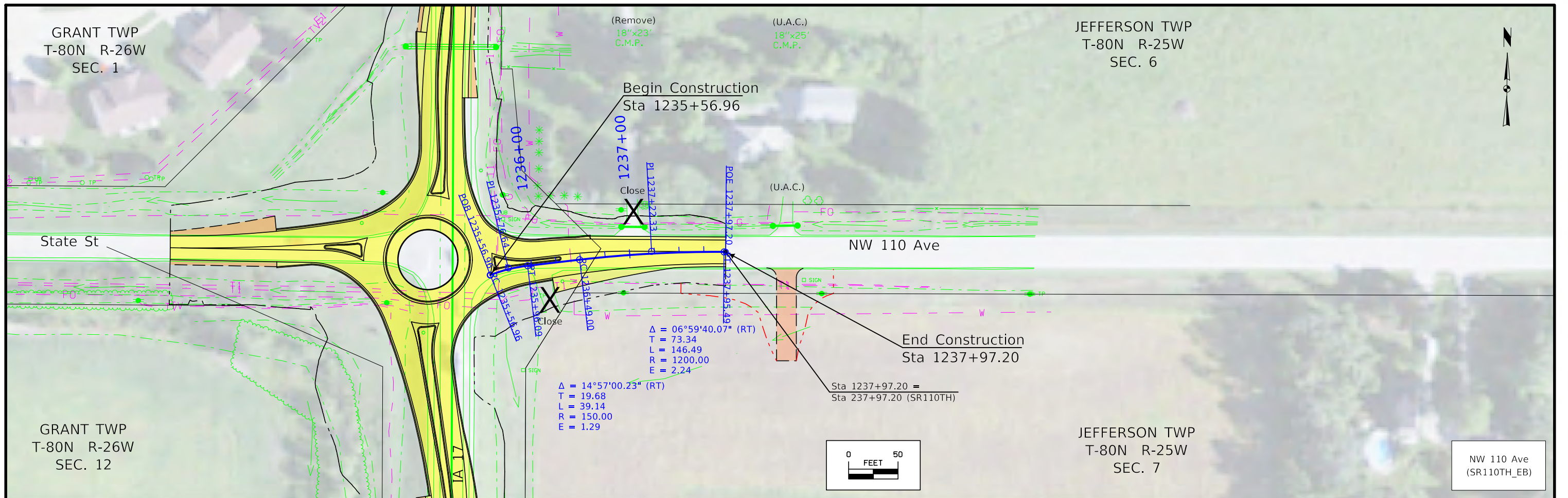


FILE NO.	ENGLISH	DESIGN TEAM Schrock / Dudley	Polk COUNTY	PROJECT NUMBER HSI PX-017-1(021)--3L-77	SHEET NUMBER E.2
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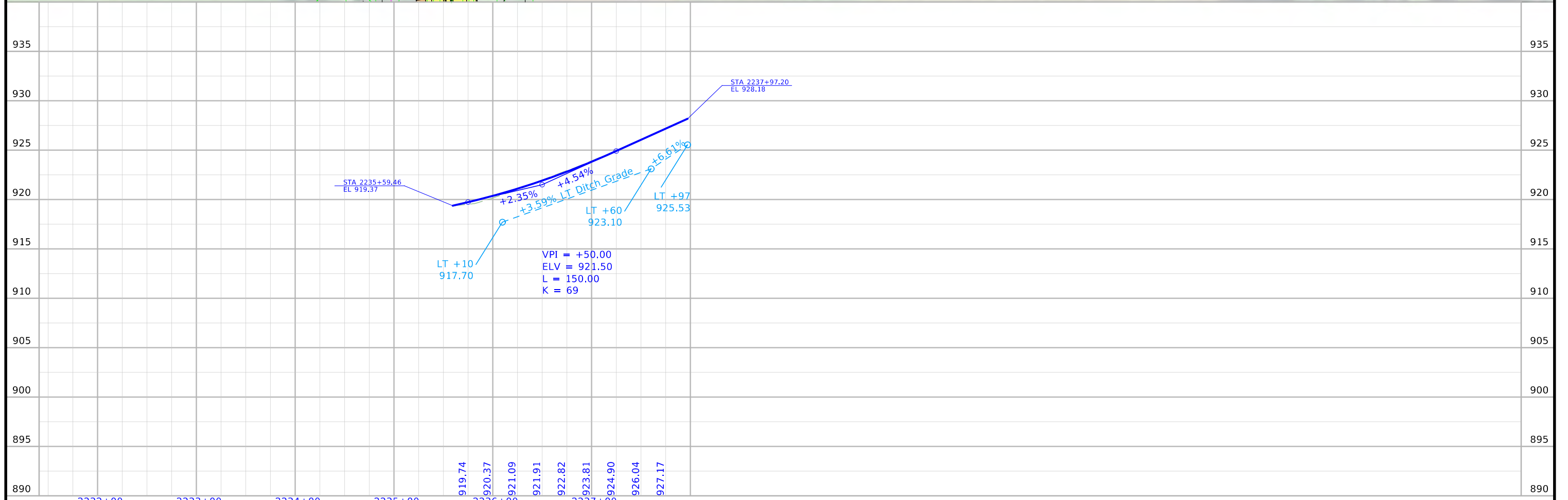
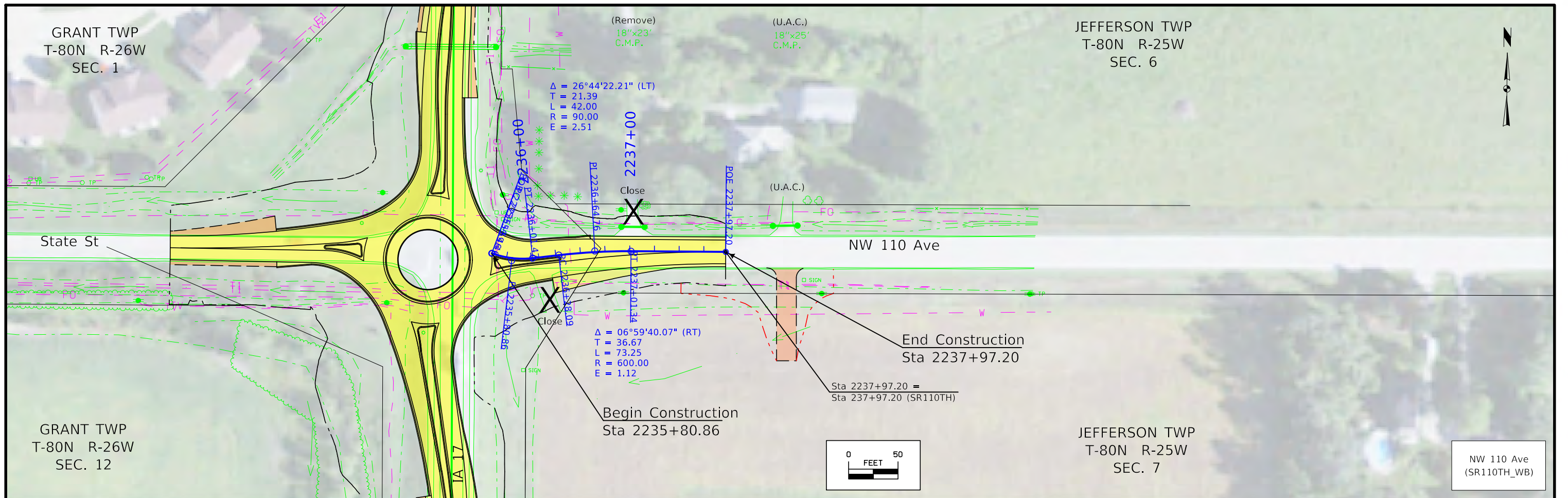


FILE NO.	ENGLISH	DESIGN TEAM Schrock / Dudley	Polk COUNTY	PROJECT NUMBER HSIPX-017-1(021)--3L-77	SHEET NUMBER E.3
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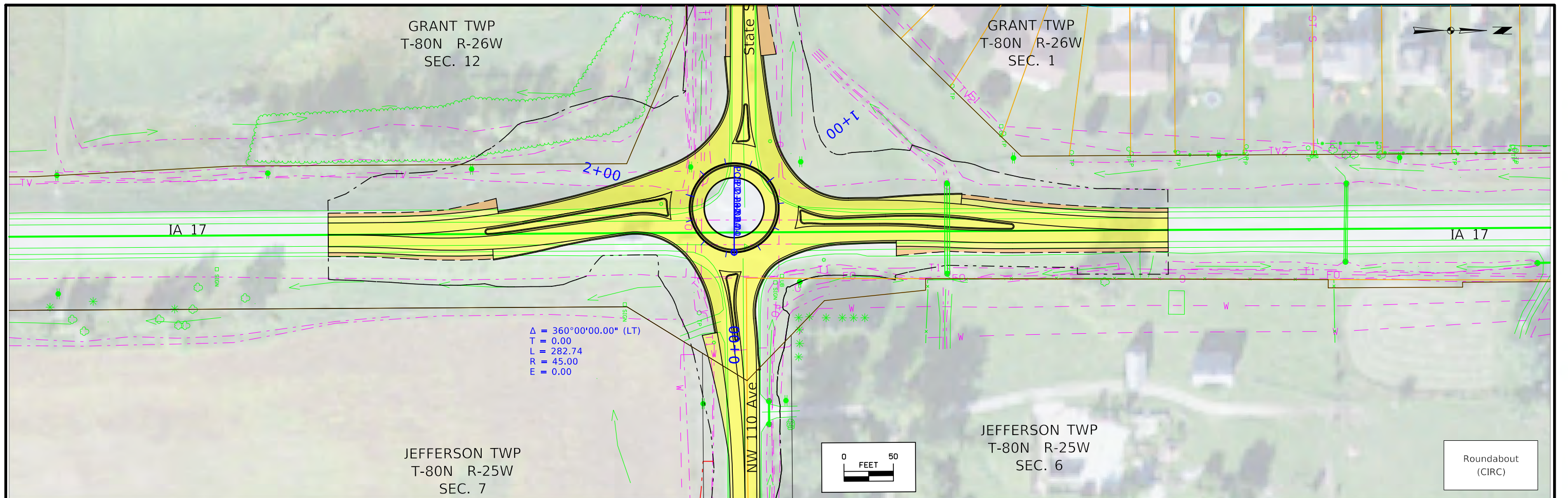




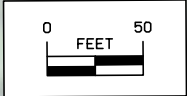
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		Schrock / Dudley		HSIPX-017-1(021)--3L-77	E.5



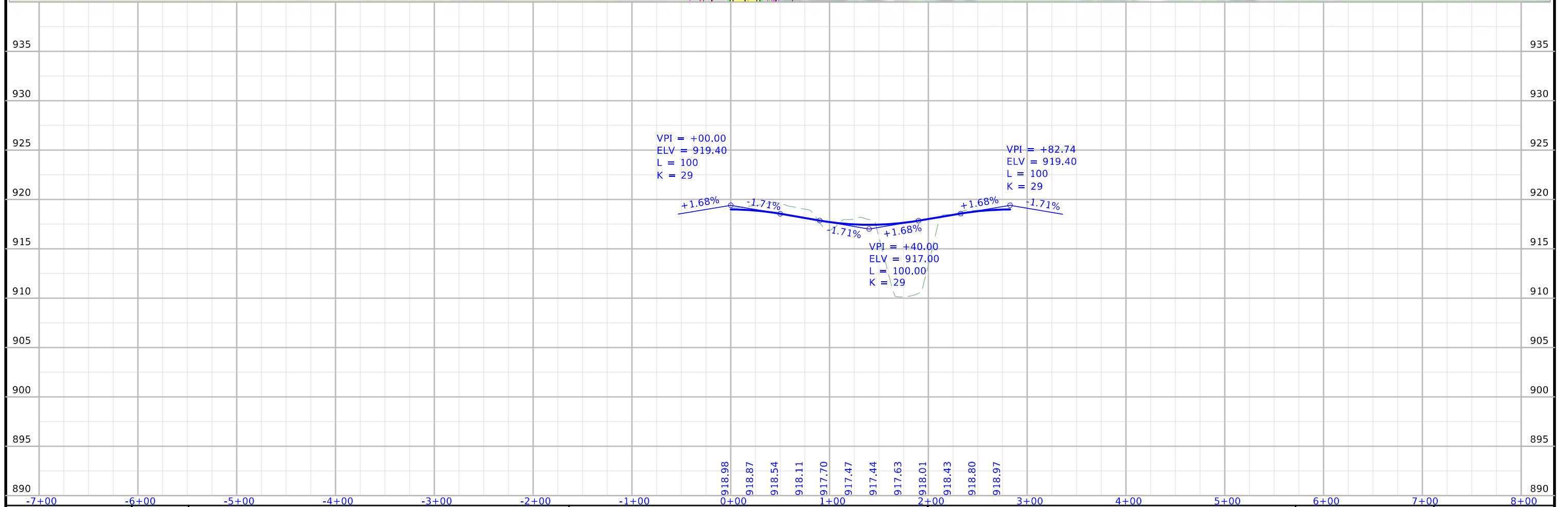




$\Delta = 360^{\circ}00'00.00"$  (LT)  
 T = 0.00  
 L = 282.74  
 R = 45.00  
 E = 0.00



Roundabout (CIRC)



FILE NO.	ENGLISH	DESIGN TEAM Schrock / Dudley	Polk COUNTY	PROJECT NUMBER HSIPX-017-1(021)--3L-77	SHEET NUMBER E.7
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## Survey Information

### SURVEY INDEX

**County: Polk**  
**PIN: 22-77-017-010**  
**Project Number: HSIPX-017-1(21)--3L-77**  
**Location: State St Intersection in Granger**  
**Type of Work: Undecided**  
**Project Directory: 7701701022**

### Survey Personnel

Clayton Henningsen – Survey Party Chief  
Jason Arn – Survey Party Chief  
Robert Fredrickson – Assistant Survey Party Chief

### Date(s) of Survey

Begin Date                    02/08/2021  
End Date                      03/14/2022

### General Information

Measurement units for this survey are US survey feet. This survey is for IA Hwy 17 intersection with State St in Granger.

### Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Two five-minute observations were taken with appropriate time spans between and used in a weighted average to obtain final coordinate values. For additional details of the control survey, contact the Preliminary Survey department.

**PROJECT DATUM: NAD83(2011) EPOCH 2010.00**  
**VERTICAL DATUM: NAVD88**  
**COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 8**

### Alignments Information

Alignment provided for this survey by the district 1 office.

Chain Ia17 is a retrace of as-built plans for project F-1104(1) and NHS-141-6(33)--19-25. Stationing was held at the intersection of Ia141 and Ia17 (P.O.T. 461+18.01 (Ia141) = P.O.T. 2461+18.01 (Ia17)(Proj. NHS-141-6(33)--19-25) and was ran ahead with an equation at 2464+05.39 (BK) = 0+00.00 (AH).

Starting at...

P.O.T. 2461+18.01 (Proj. NHS-141-6(33)--19-25) = P.O.T. 2461+18.01 (This survey)

Found ½" re-rod (flush)

Eq. P.O.T. 2464+05.39 (BK) (this survey) = P.O.T. 0+00.00 (AH) (Proj. F-1104(1))

Nothing found or set

P.I. 84+90.20 (Proj. F-1104(1)) = P.I. 84+90.2 (This survey)

Found ½" iron pin (flush)

...End of chain

## 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) EPOCH 2010.00 - Ia. RCS Zone 08

VERT. DATUM: NAVD88 - Geoid Model g2012bu3

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) EPOCH 2010.00  
 1a. Regional Coordinate System Zone 08

VERT. DATUM: NAVD88  
 Geoid Model g2012bu3  
 Project Control Marks are Bench Marks

Point Name	Northing	Easting	Elevation	Feature Definition-Description
G154	7554373.223	18473172.865	952.929	CP G154 PLACED 5/8"X6' ALUM ROD WITH CAP WEST SIDE IOWA HIGHWAY 17 0.5 MILE NORTH OF 190TH ST (NW 110TH AVE. POLK CO) IN SECT. 1 T80N R26W NEAR ADDRESS 1833 HIGHWAY 17. HIGHWAY 17 STATIONING IS ABOUT 73+00
25141146	7549080.736	18470771.664	878.916	CP 25141146 FROM INTERSECTION OF HWY 141 AND HWY 17 AT GRANGER GO 0.6MI NW ALONG HWY 141 FENO TYPE MONUMENT IN NORTH DITCH 55FT SW OF A LUM 89FT S OF FIRE HYD 20FT NE MM 146
77141147	7545812.749	18474873.445	867.452	CP 77141147 FROM INTERSECTION OF HWY 141 AND HWY 17 AT GRANGER GO 0.3MI SE ALONG HWY 141 FENO TYPE MONUMENT IN SOUTH DITCH 16FT SOUTH MM 147

**NOTE:**

The first two digits in the control point name refer to the county number.  
 The next 3 digits refer to the highway number.  
 The next 3 digits refer to the highway milepost.  
 The last digit refers to the distance from the referenced milepost to the nearest tenth of a mile.

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
IA 17	Both	Polk	Intersection of IA 17 and State St/110th Ave		Traffic Control Device		Horizontal	N/A	12'	11'	N/A	

108-26A  
08-01-08

**STAGING NOTES**

\*\*\*\*\*Stage 1\*\*\*\*\*

Traffic Control:

- Maintain traffic on existing configuration

Construction:

- Shoulder strengthen/pave IA 17 NB shoulder.

\*\*\*\*\*Stage 2\*\*\*\*\*

Traffic Control:

- Close State Street
- Shift traffic east to strengthened shoulder

Construction:

- Construct west half of the roundabout and SB lane
- Reconstruct State St connection to IA 17

\*\*\*\*\*Stage 3\*\*\*\*\*

Traffic Control

- Reopen State St
- Shift IA 17 west to new pavement
- Close 110th Ave

Construction:

- Construct east half of the roundabout and NB lane
- Reconstruct 110th Ave connection to IA 17

\*\*\*\*\*Stage 4\*\*\*\*\*

Traffic Control

- Reopen 110th Ave
- Reopen IA 17 to two lanes and full open roundabout

108-23A  
08-01-08

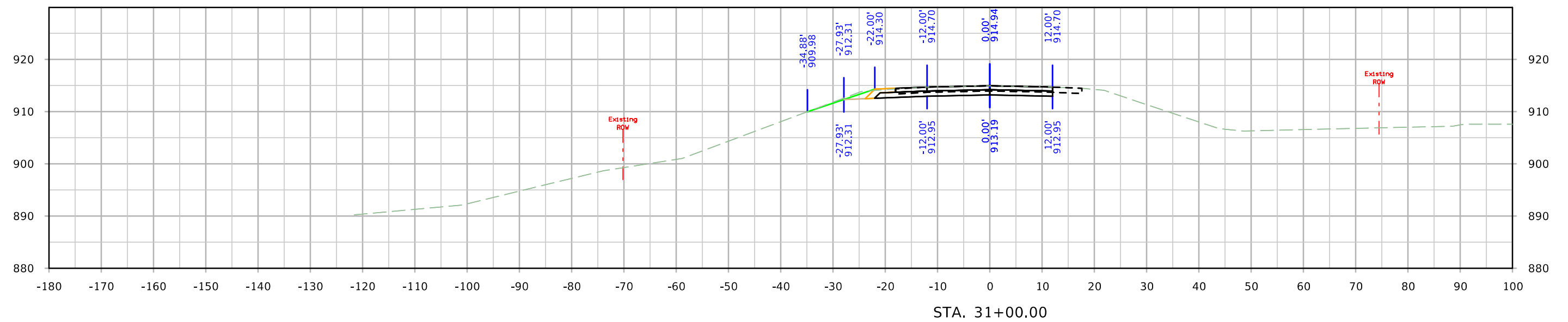
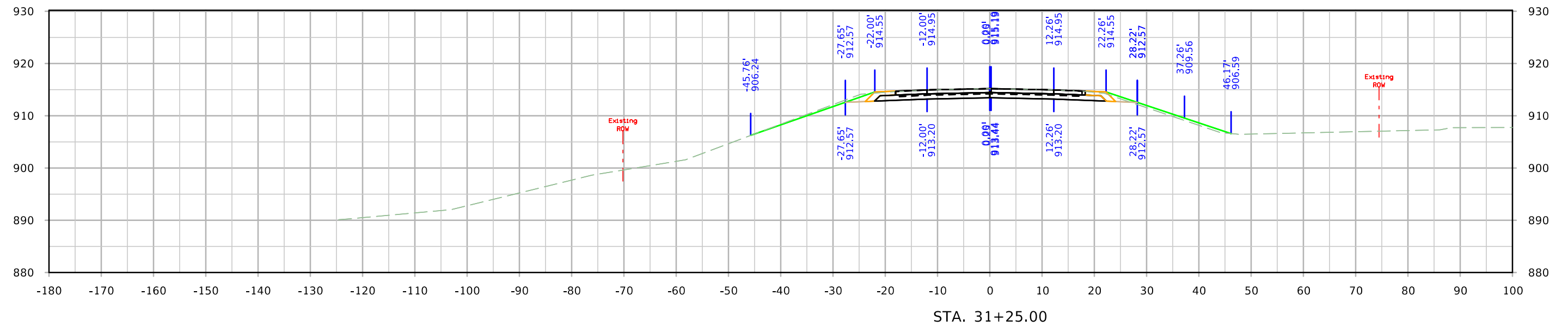
**TRAFFIC CONTROL PLAN**

IA 17  
Route shall remain open to at least a single lane of traffic during construction.

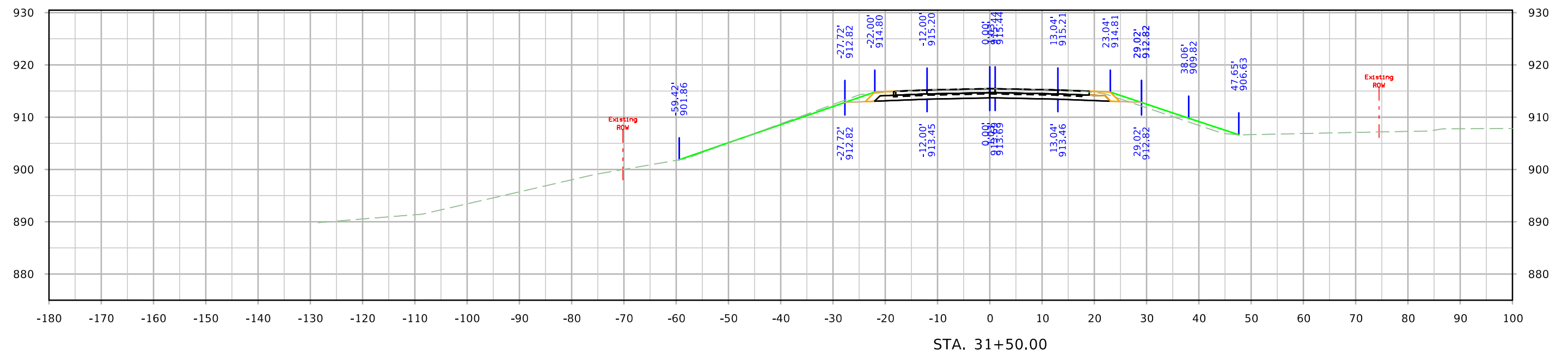
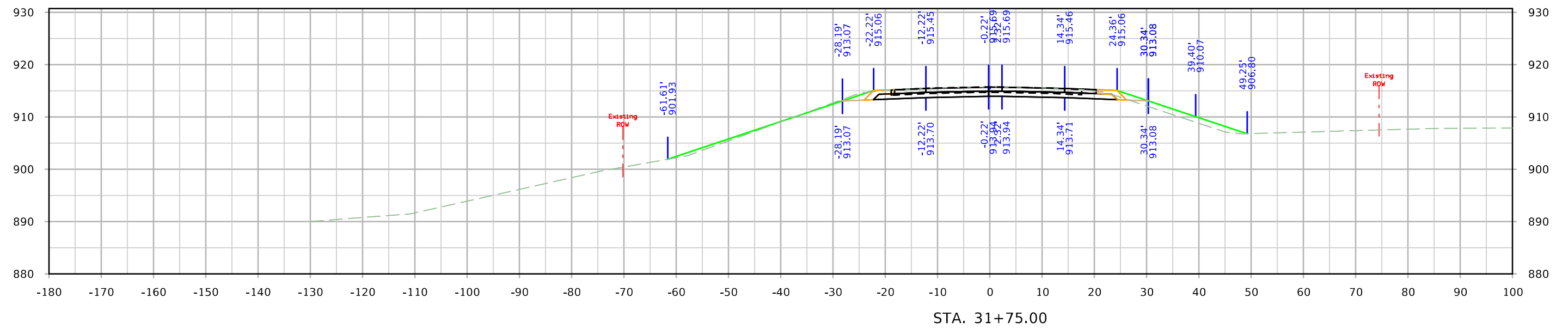
State Street  
Route shall remain open excepted for required closure as showing in the staging plan

NW 110th Ave  
Route shall remain open excepted for required closure as showing in the staging plan

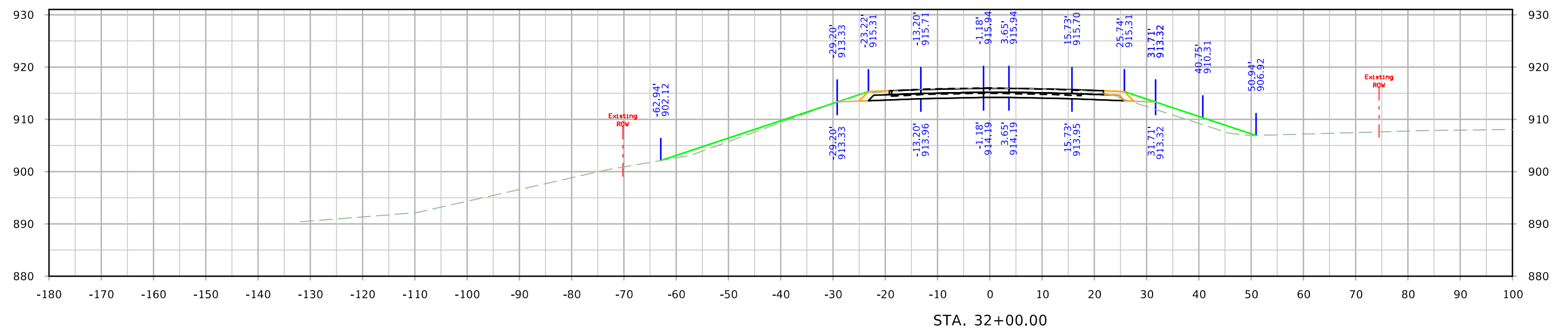
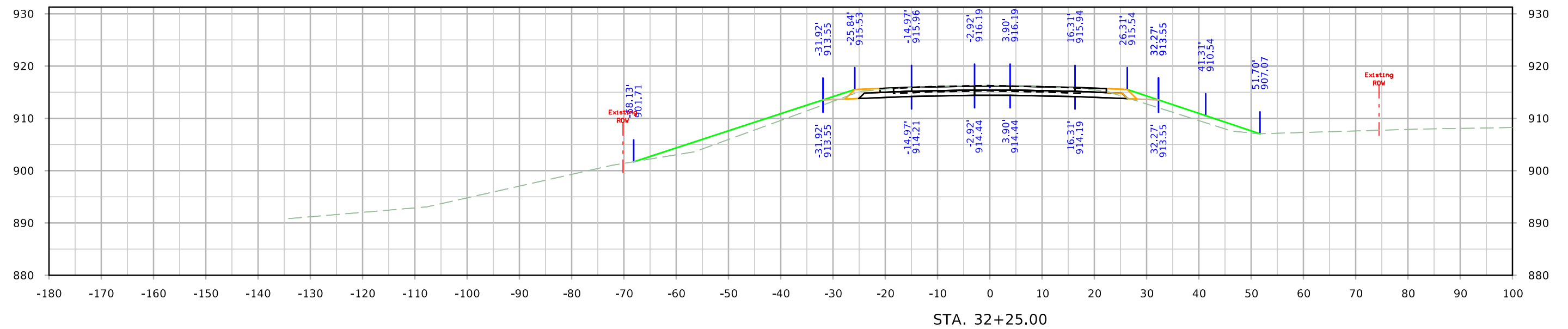
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# ML - IA17

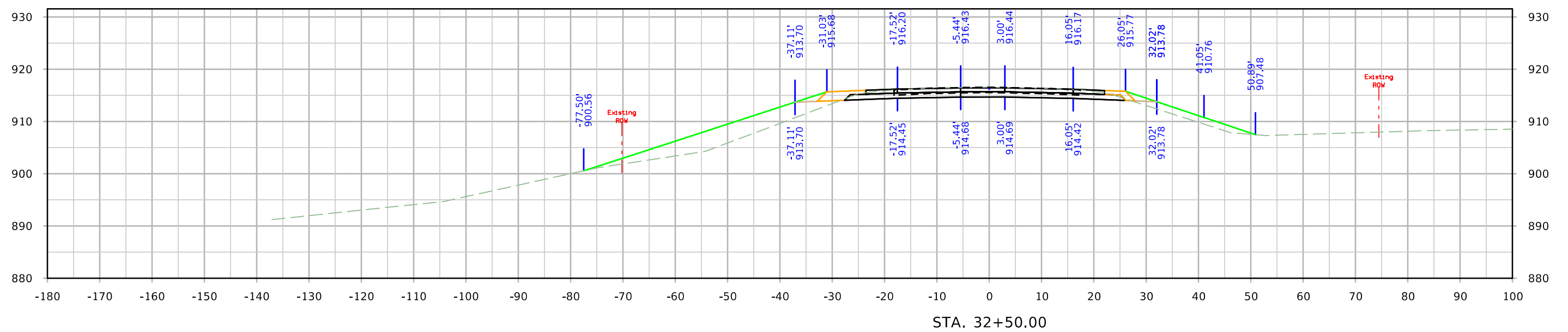
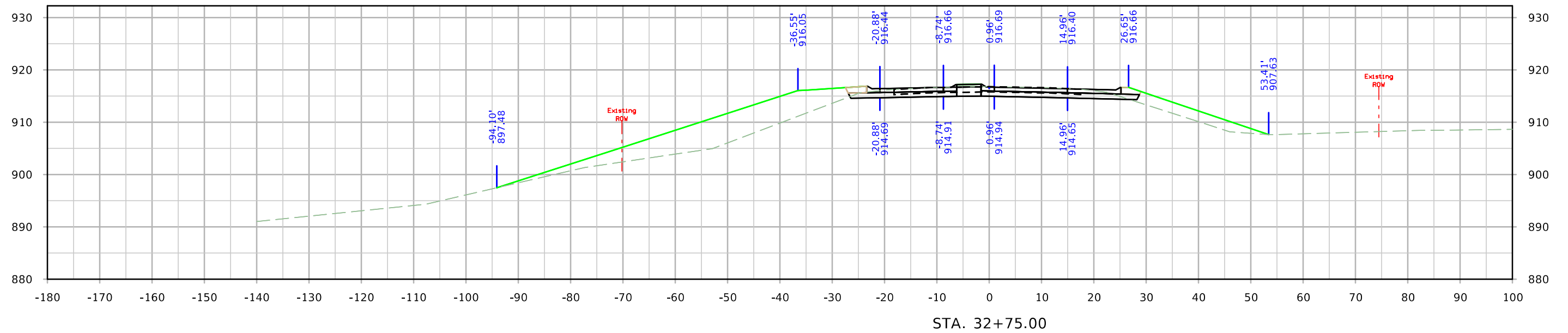


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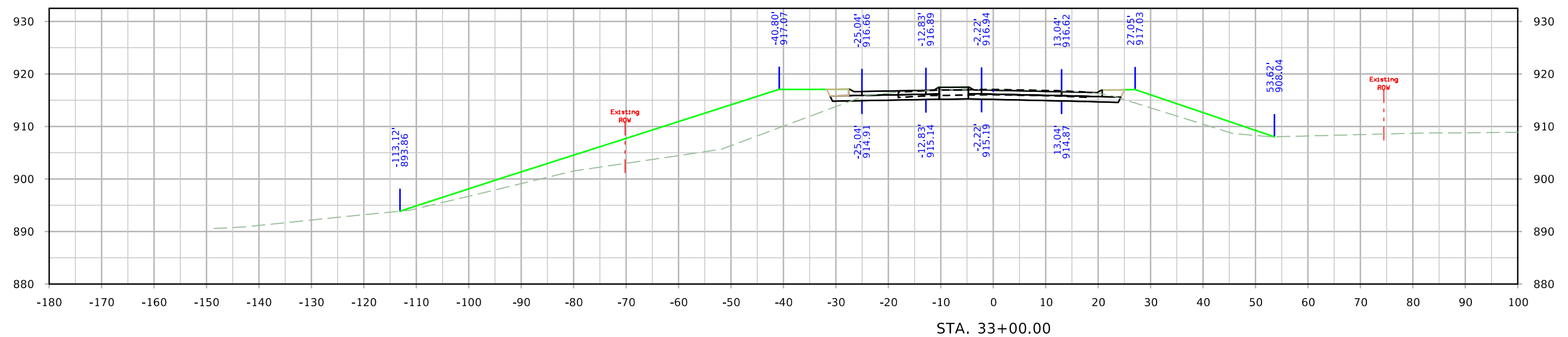
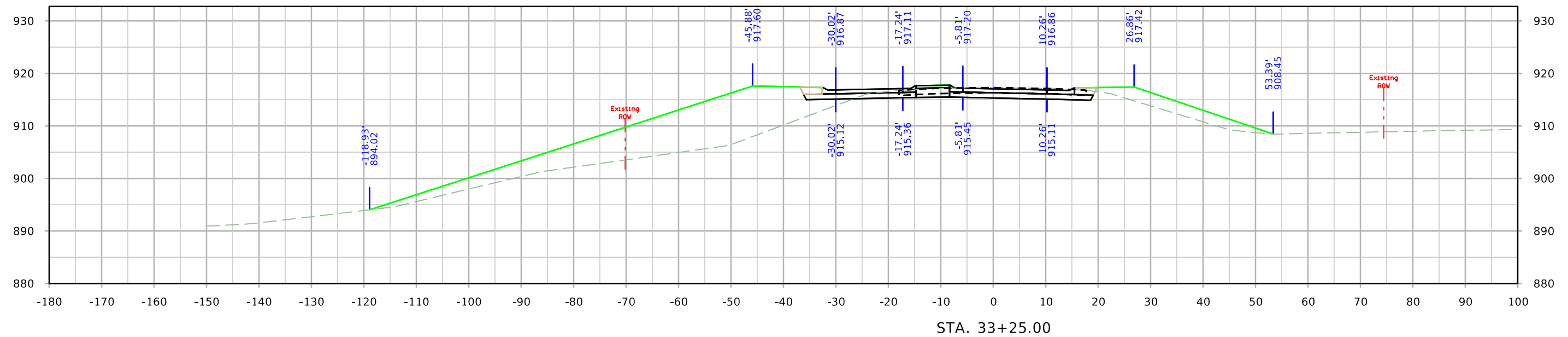




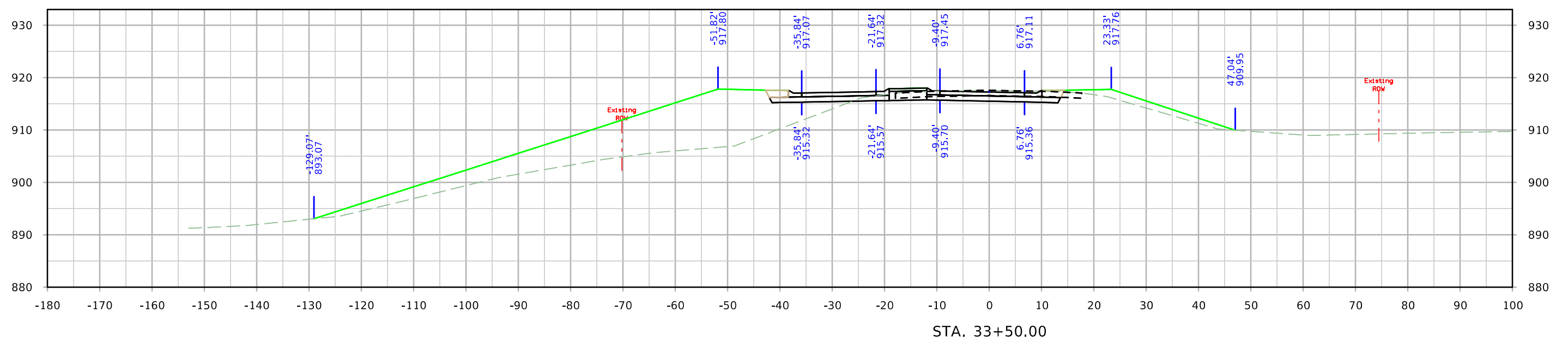
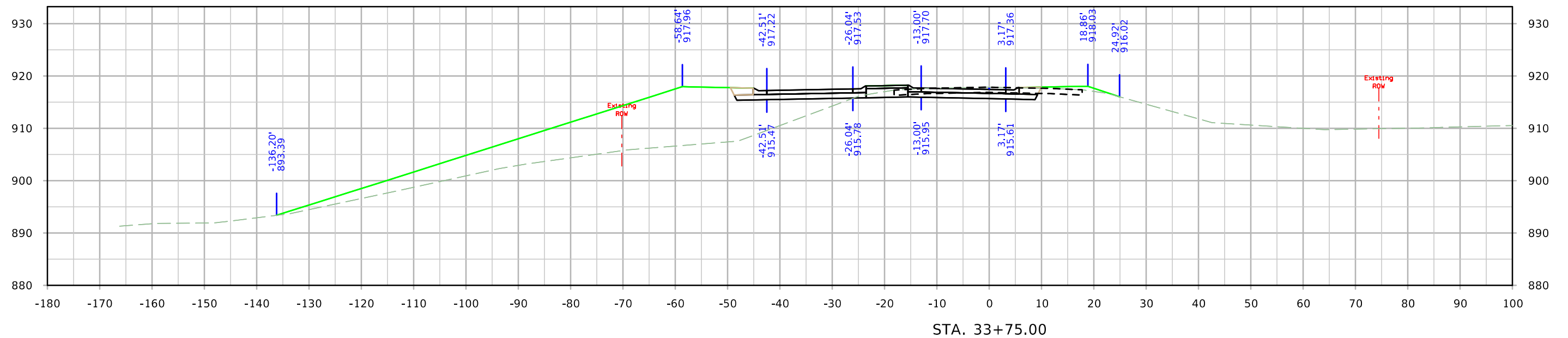
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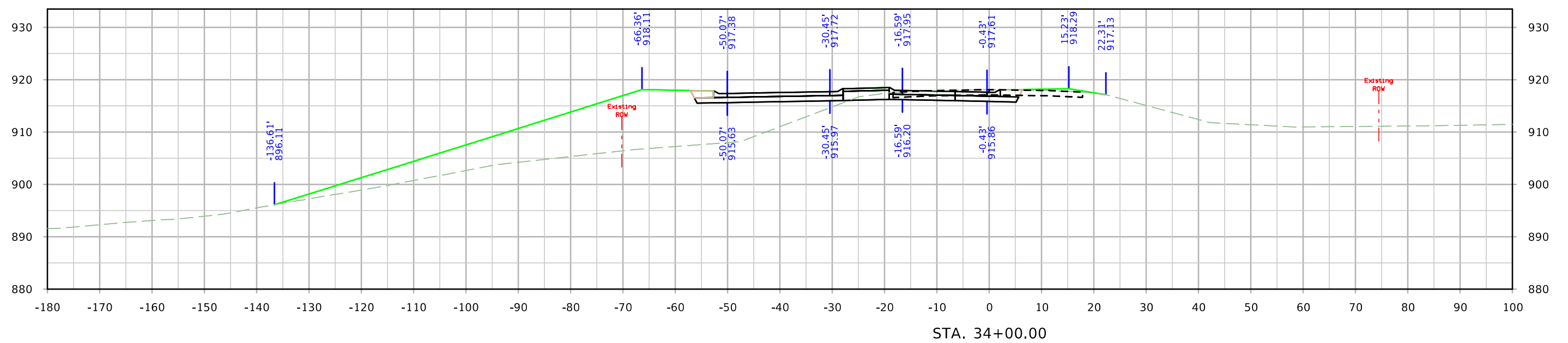
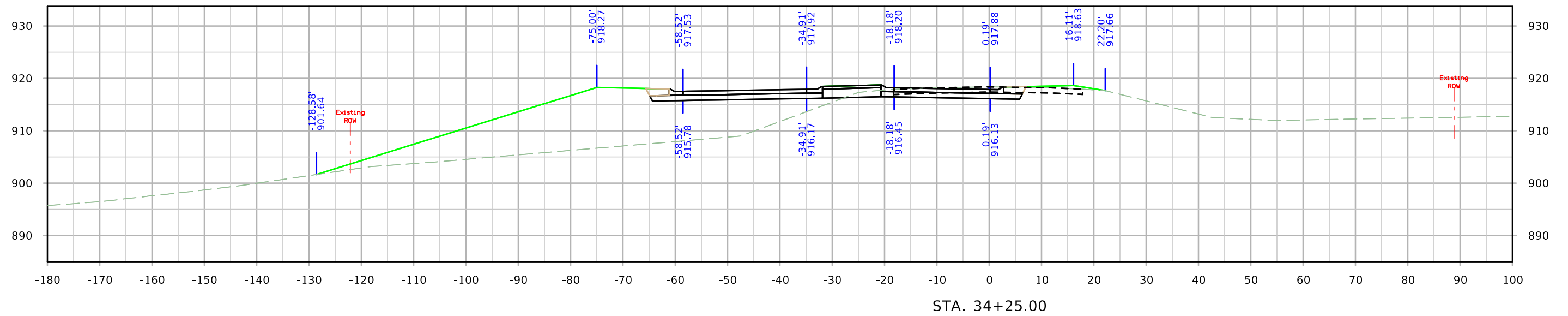
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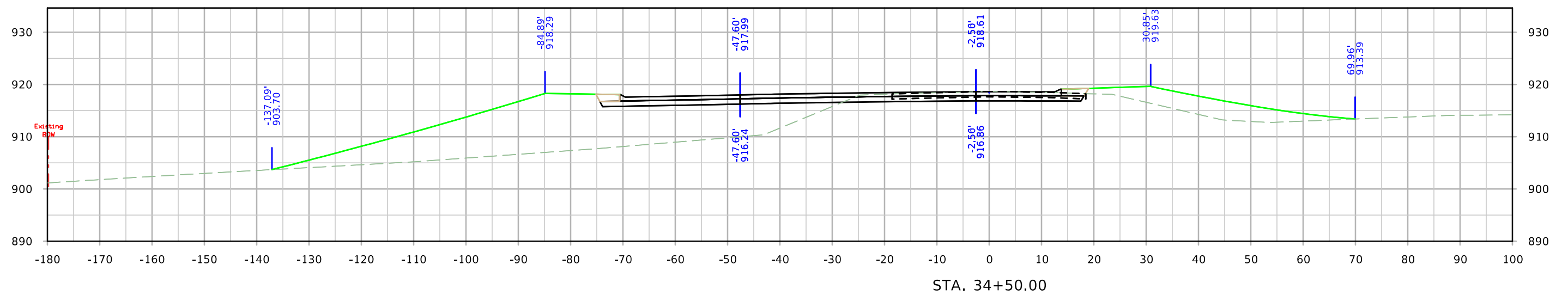
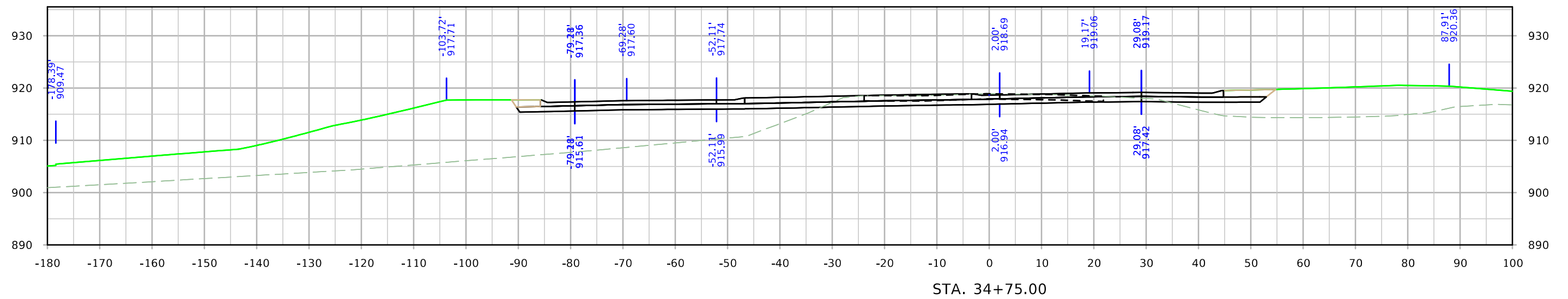
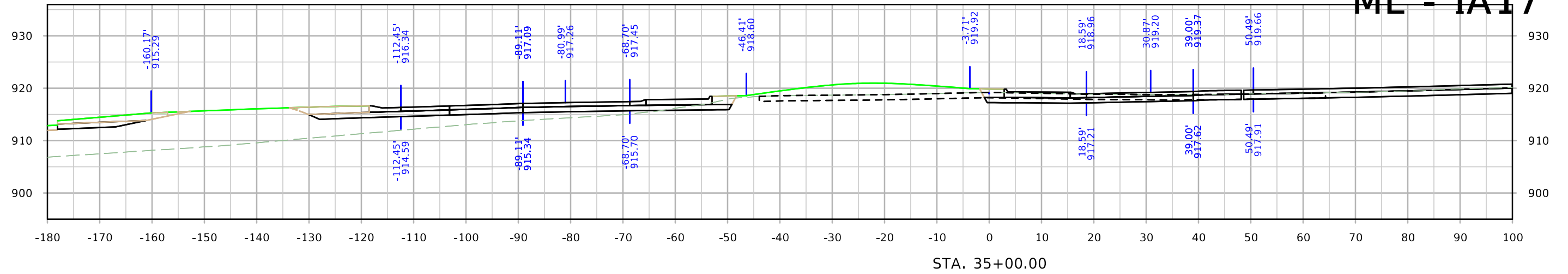
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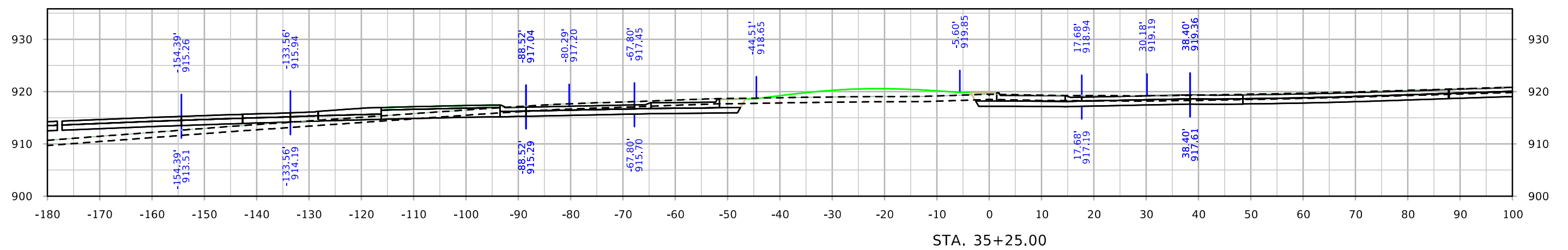
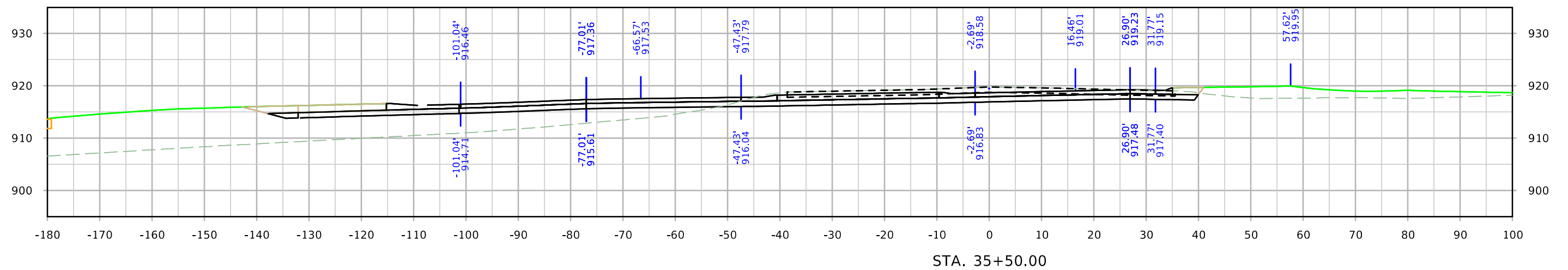
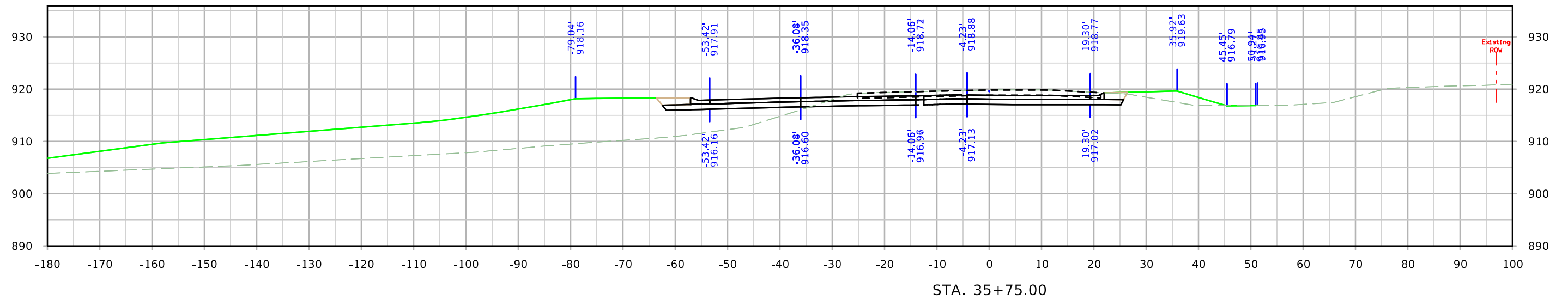
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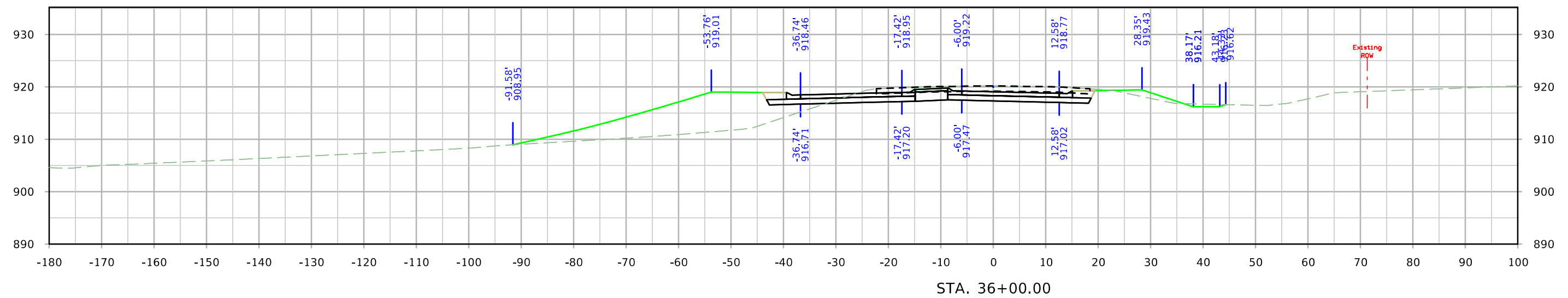
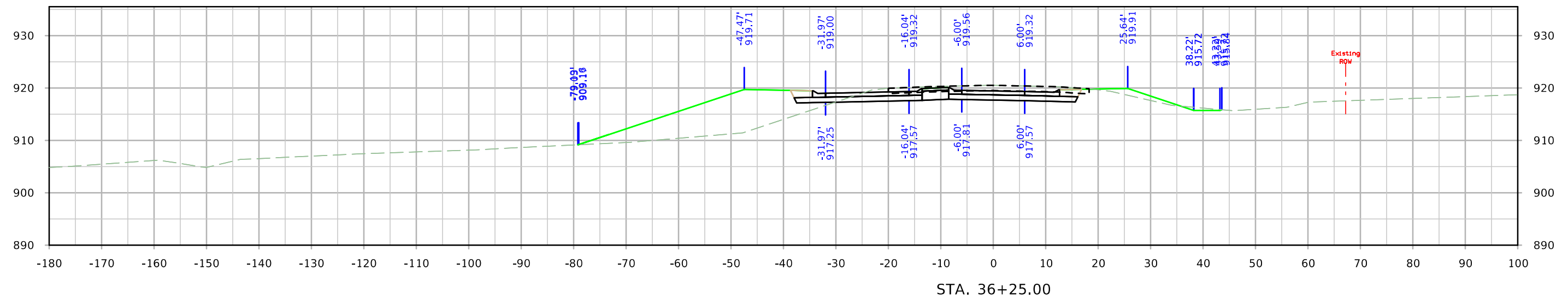
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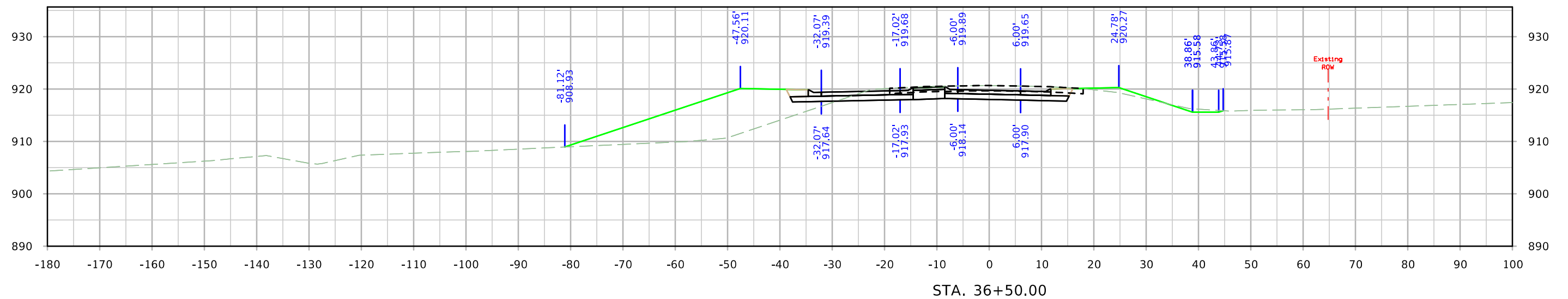
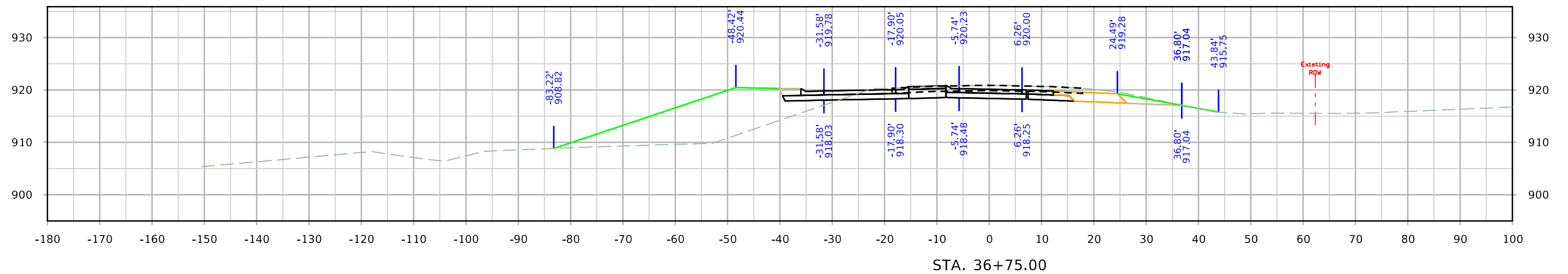
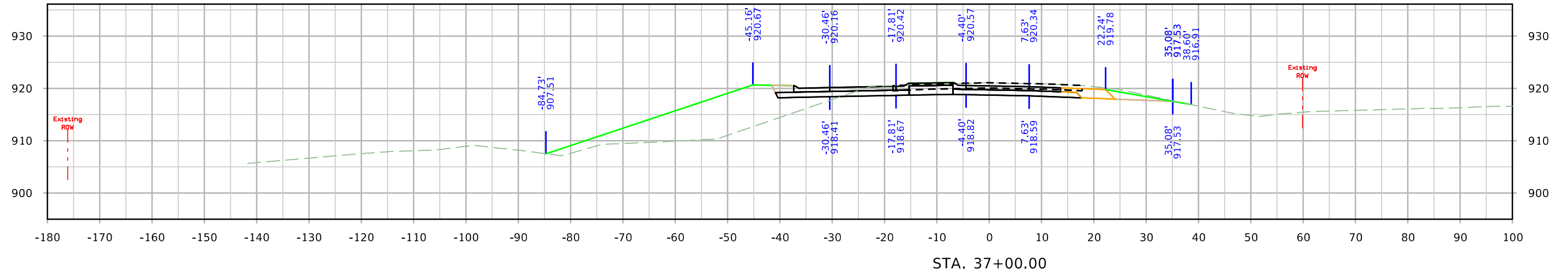
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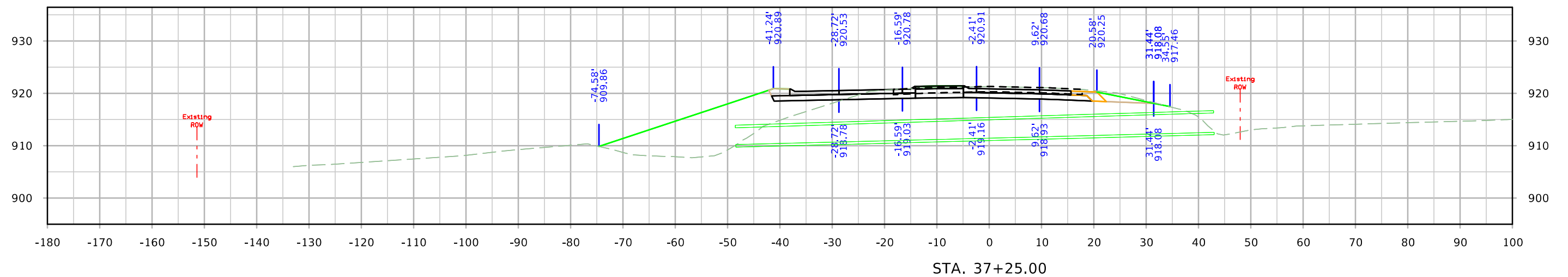
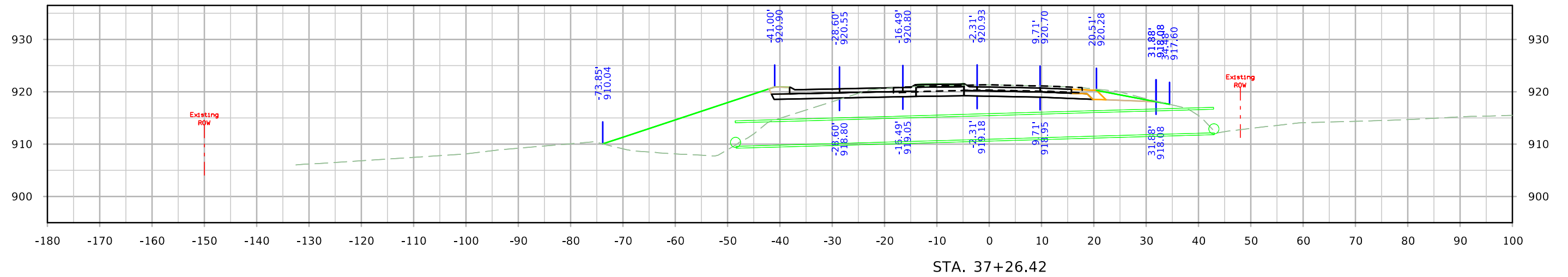
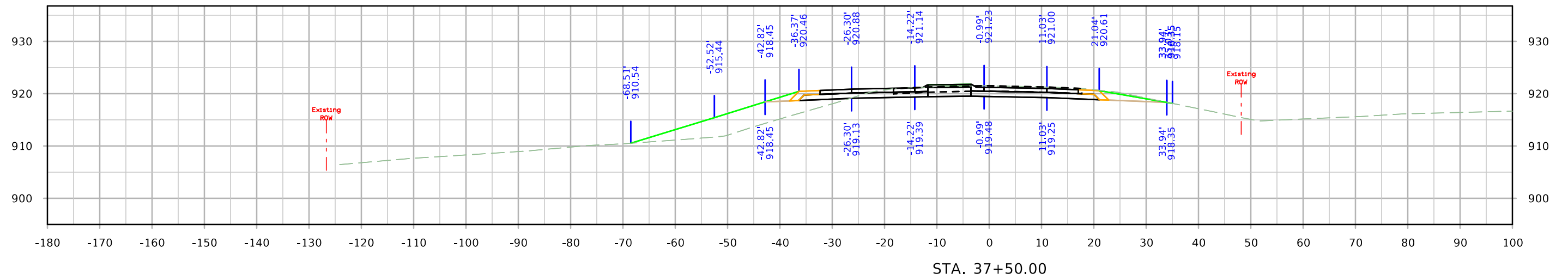


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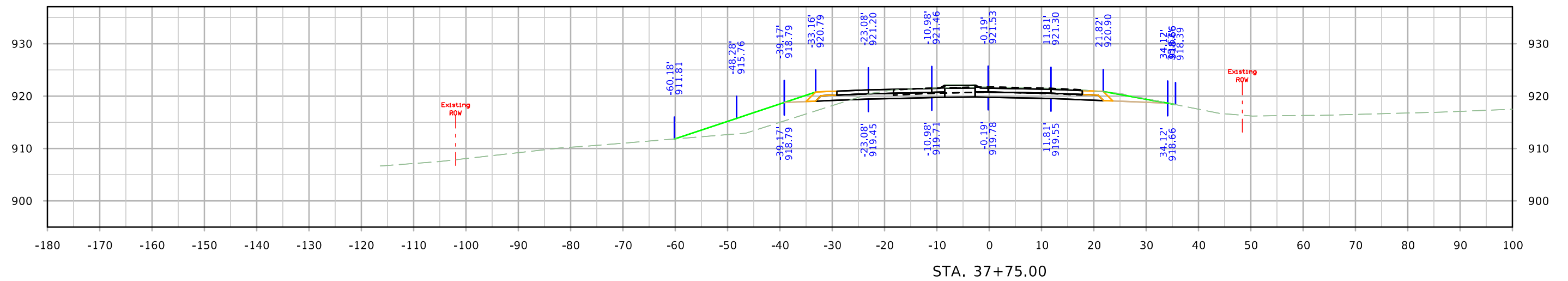
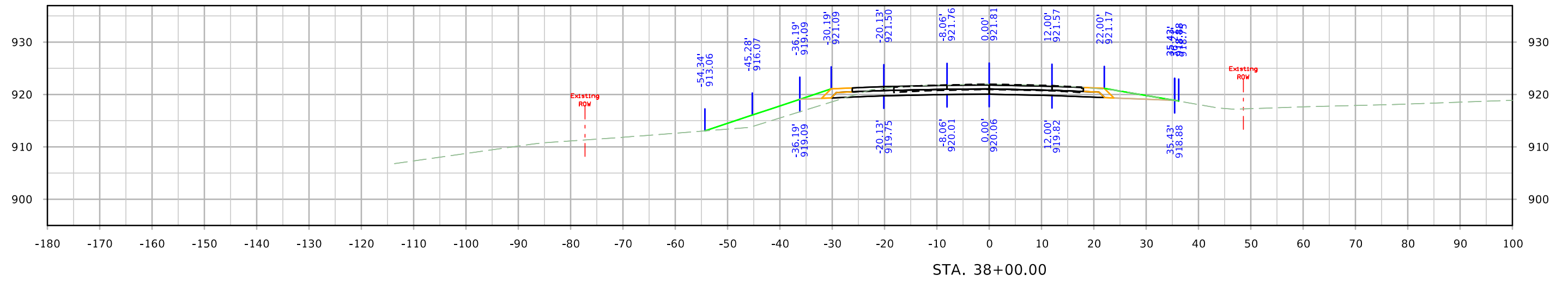
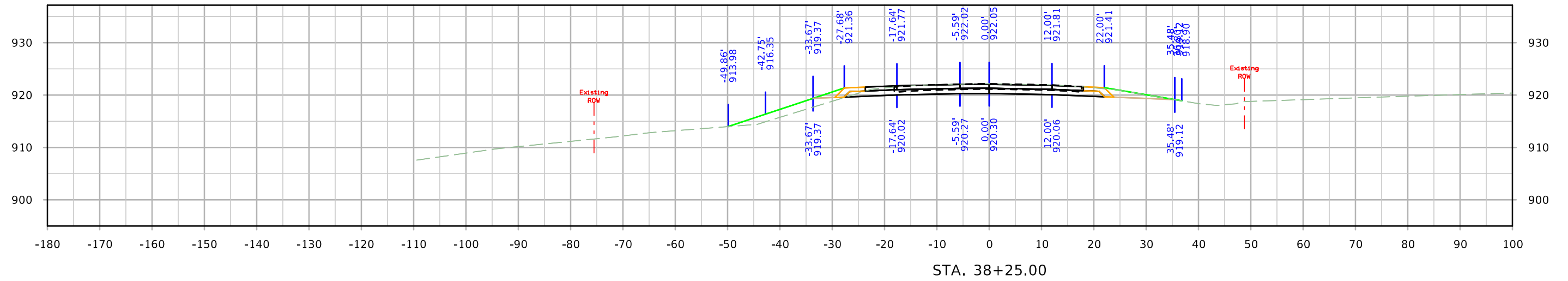




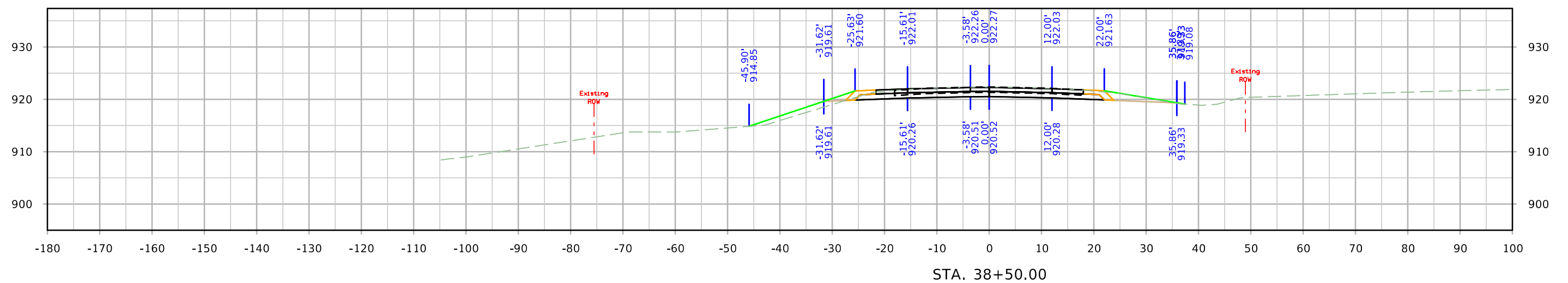
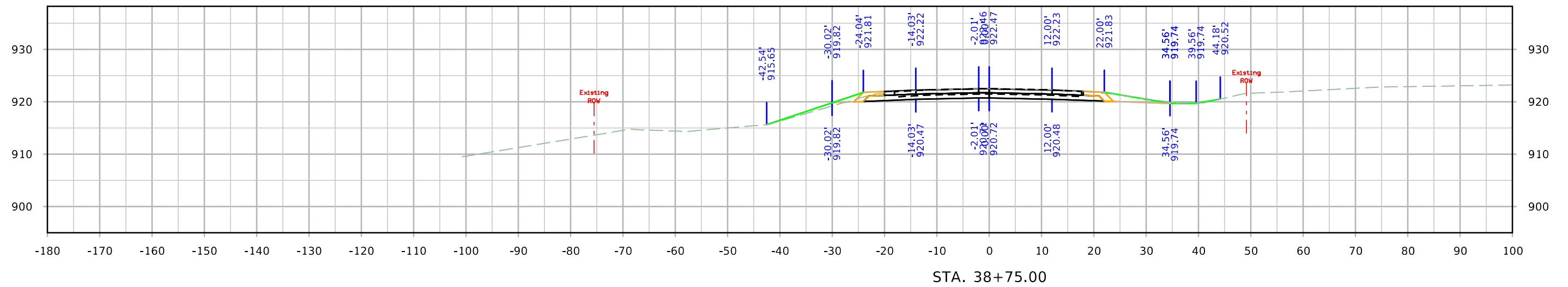
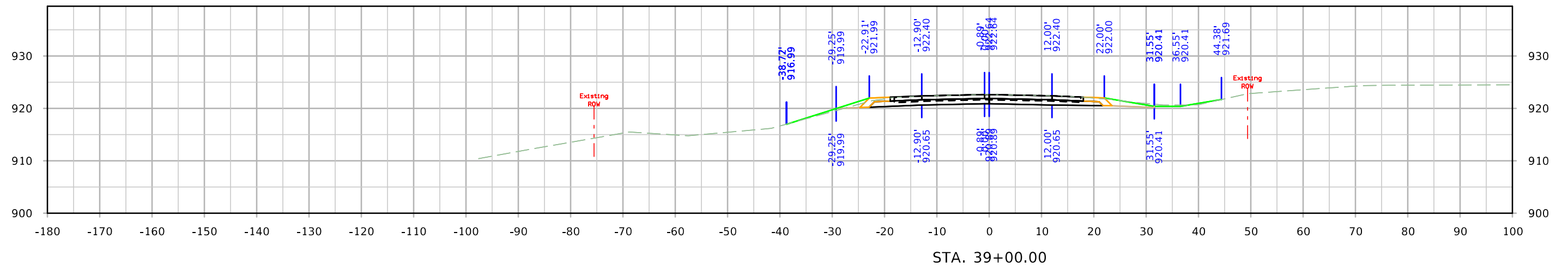
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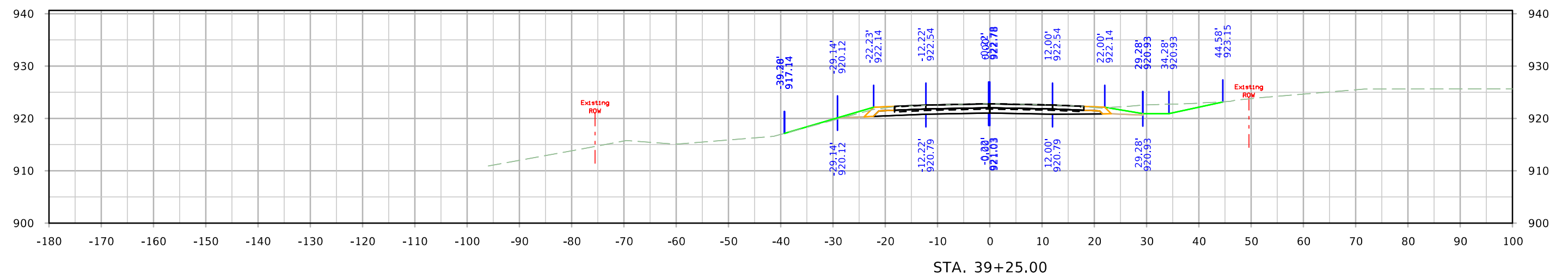
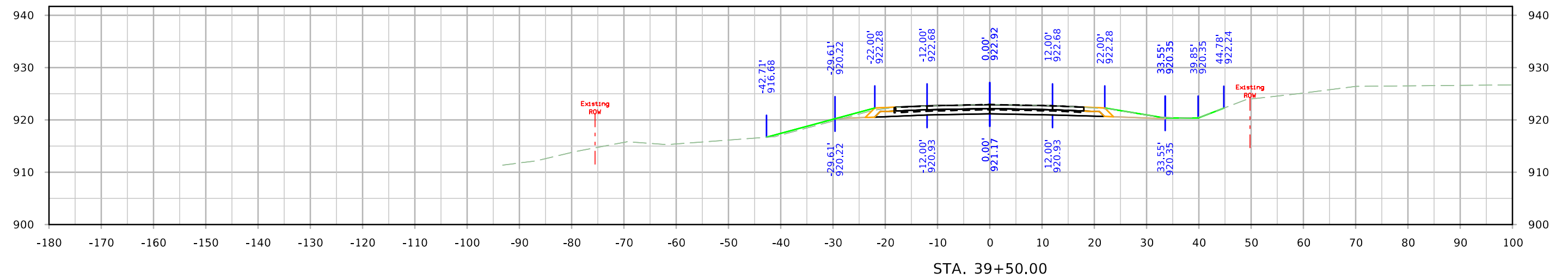
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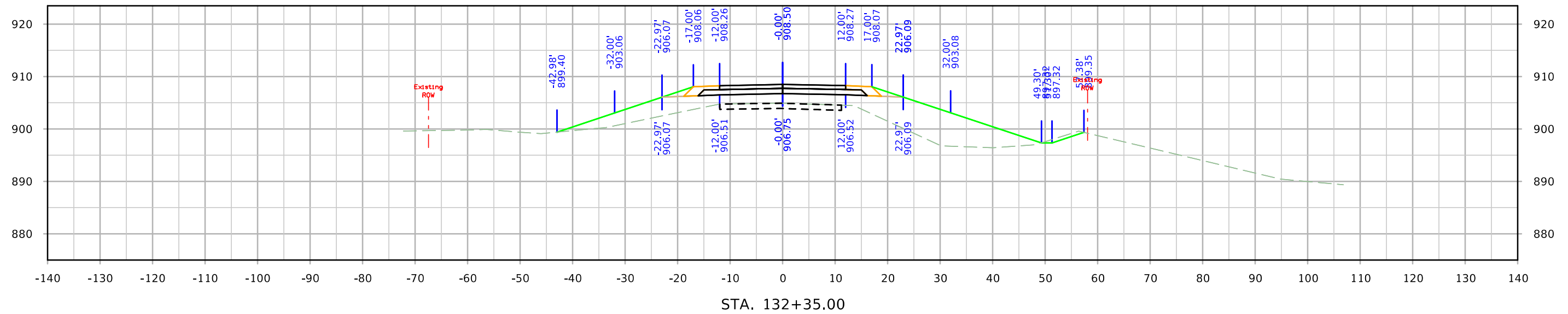
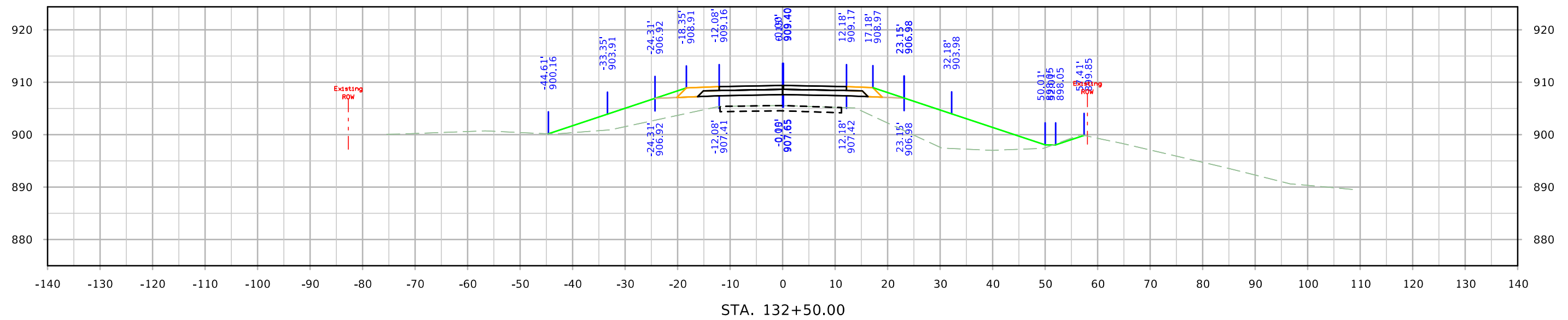
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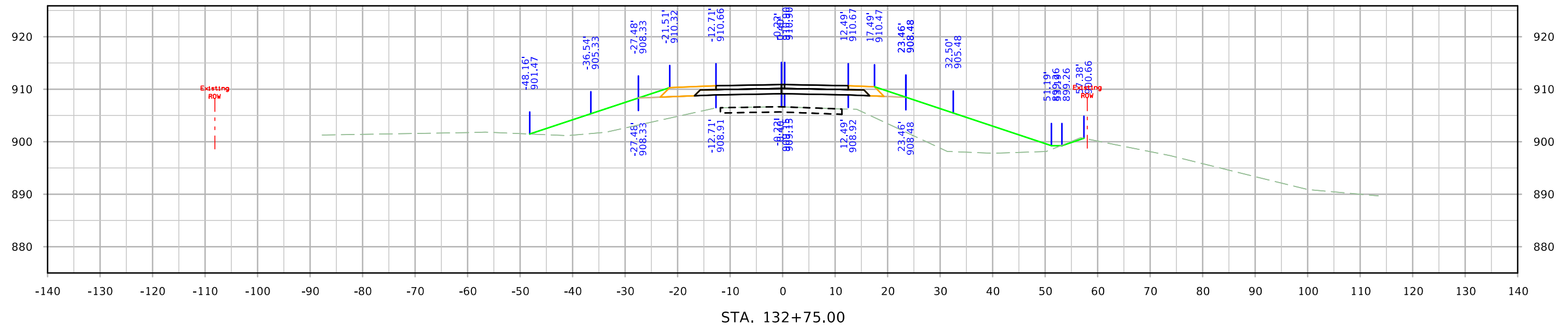
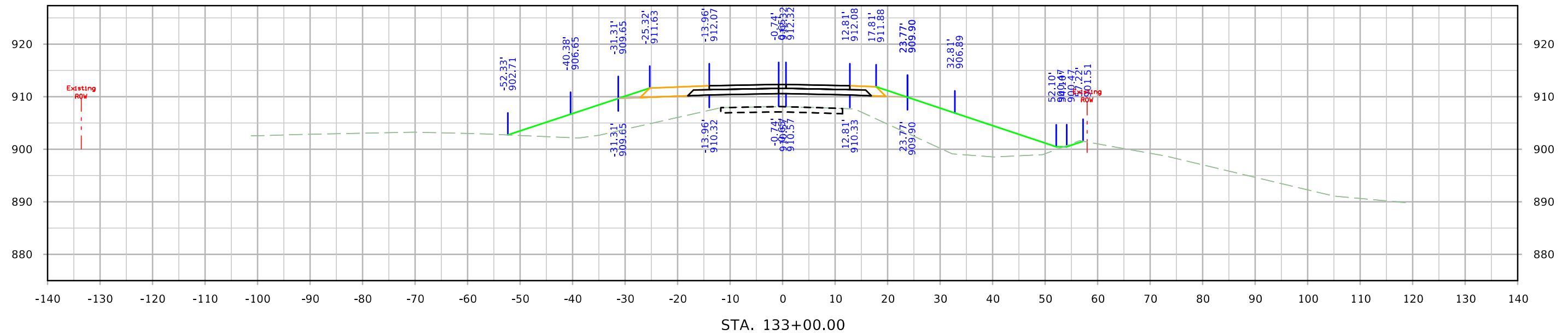
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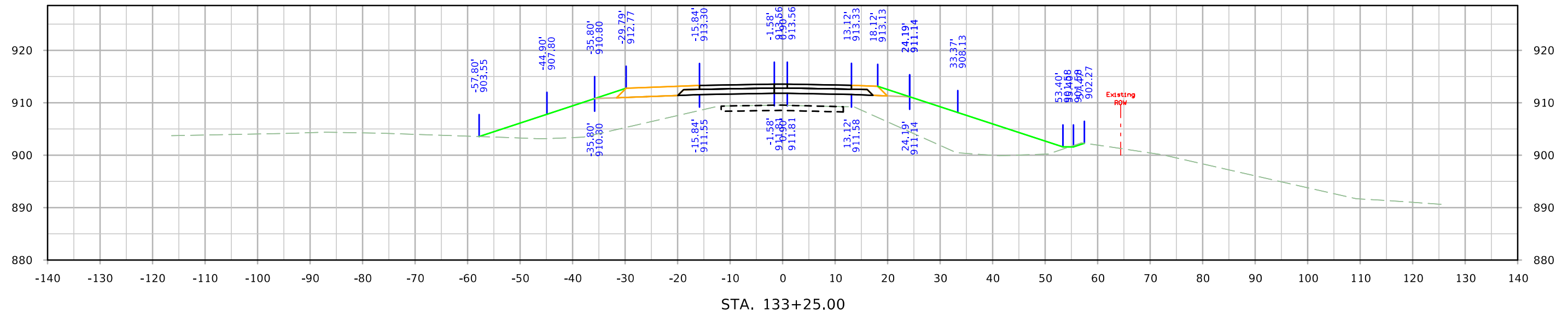
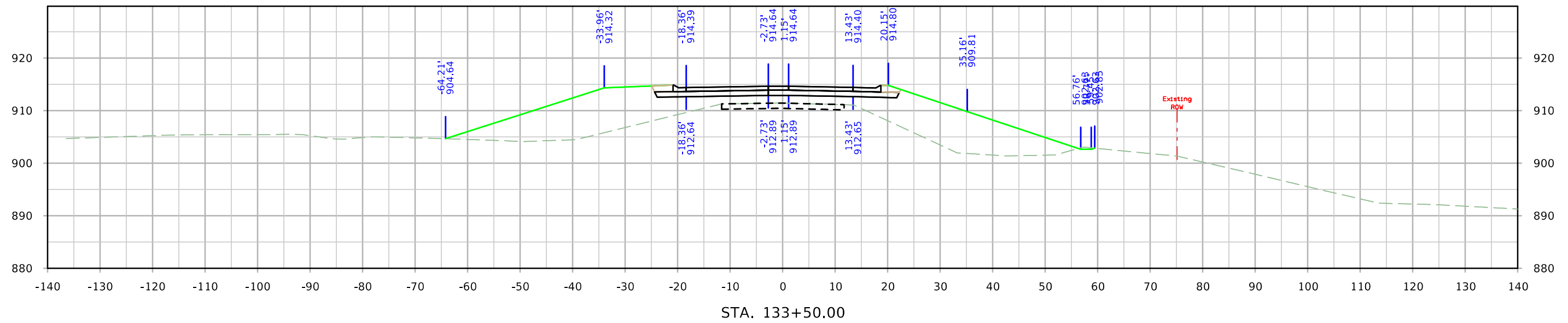
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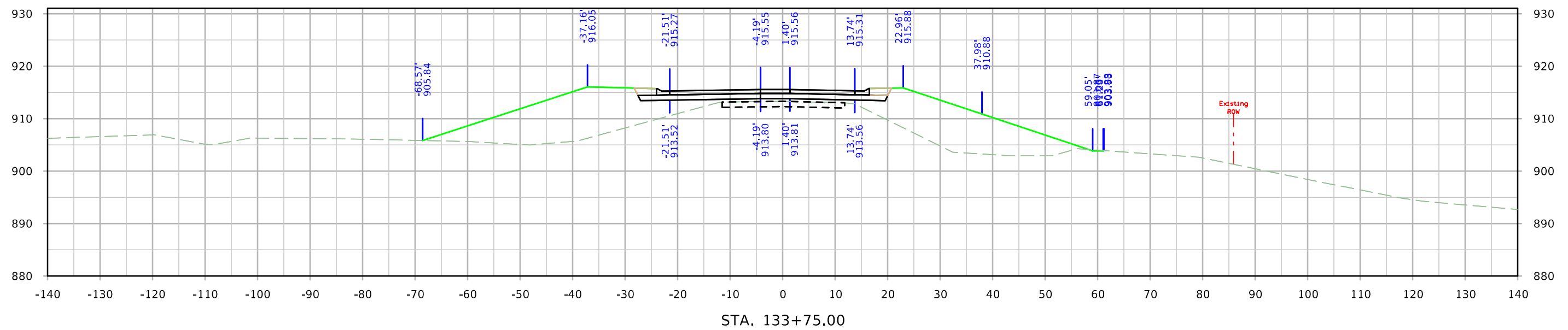
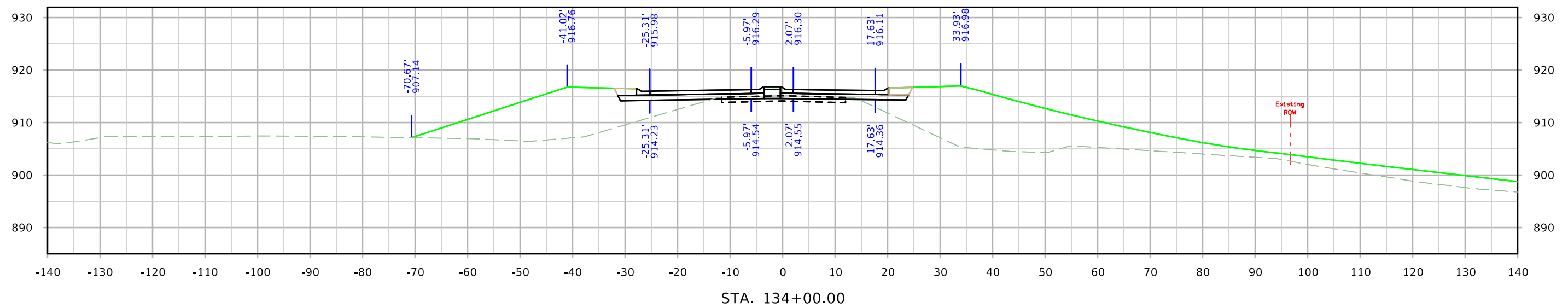
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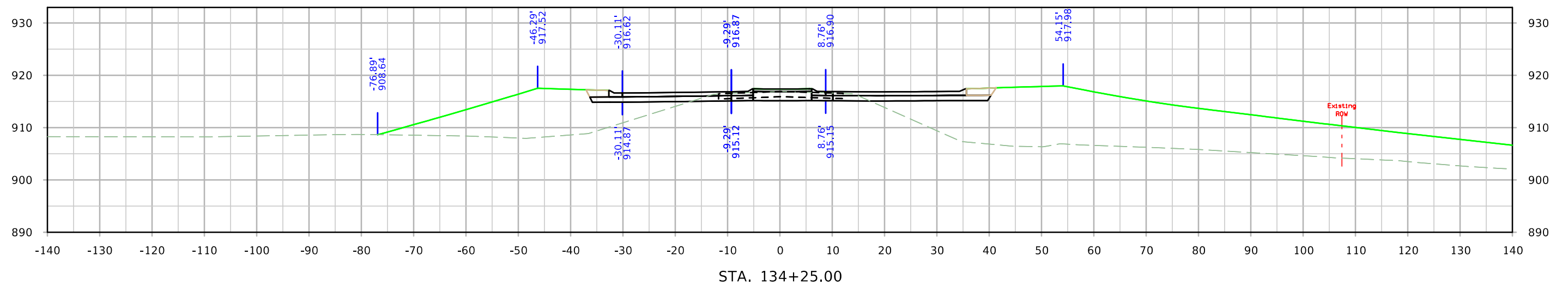
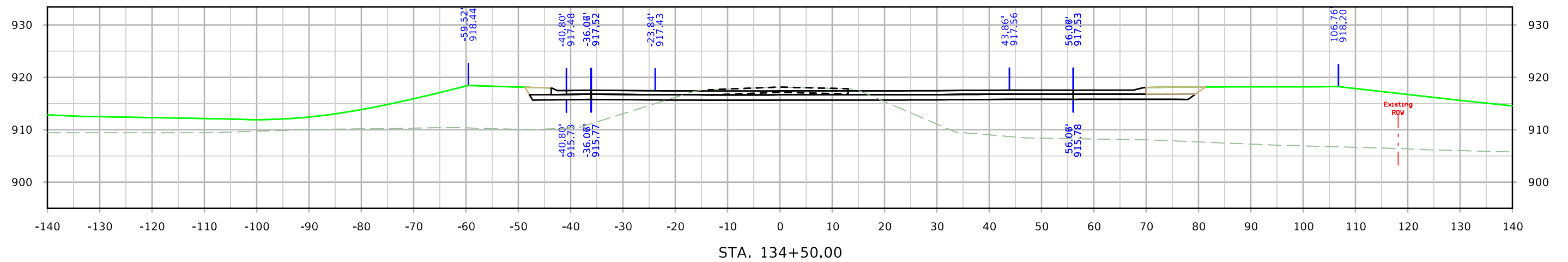
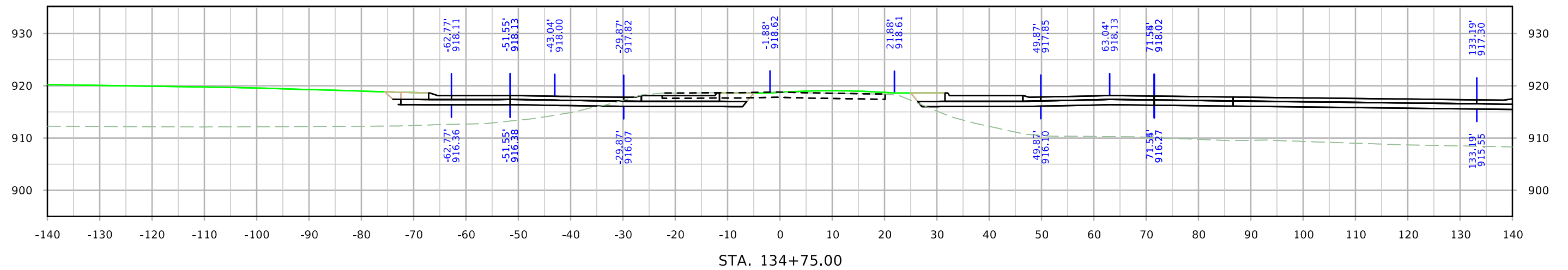


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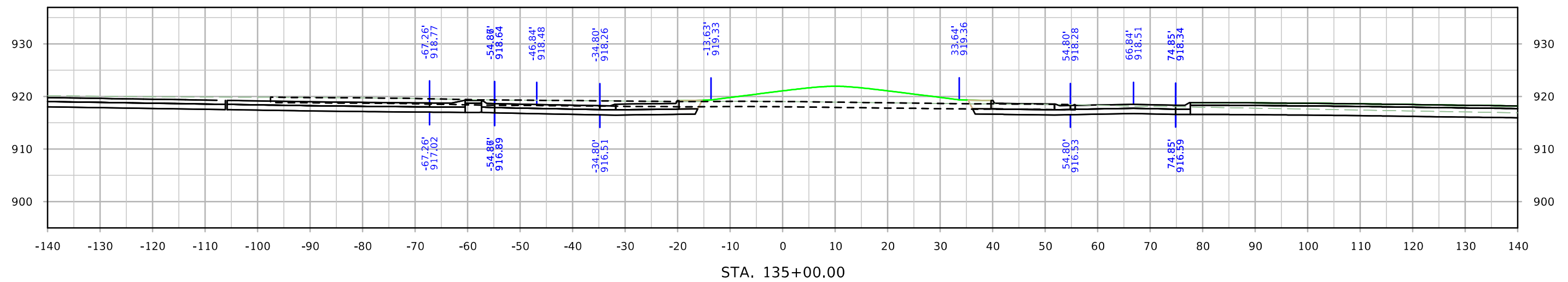
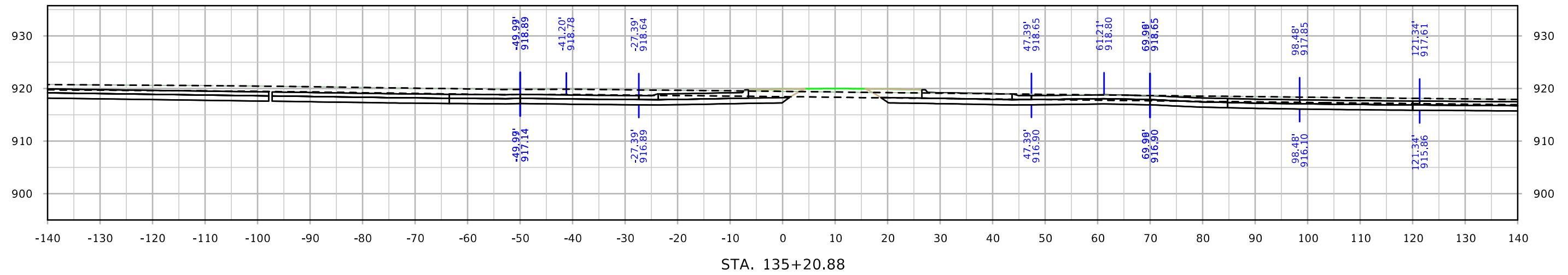




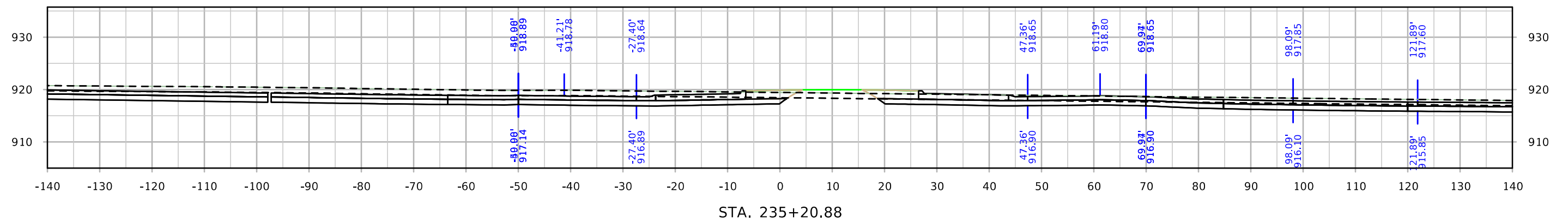
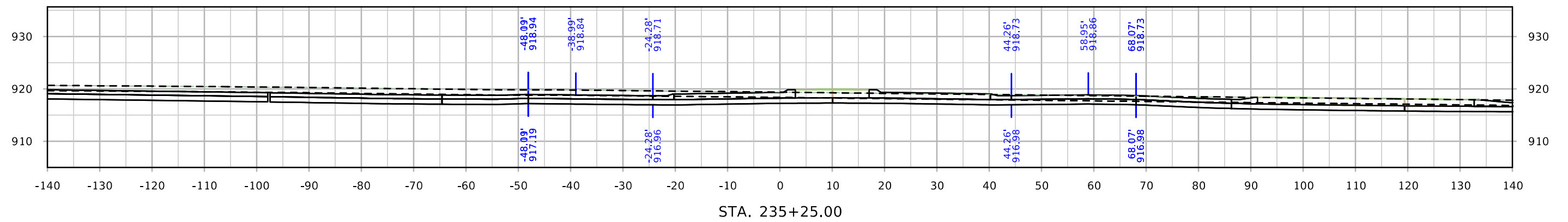
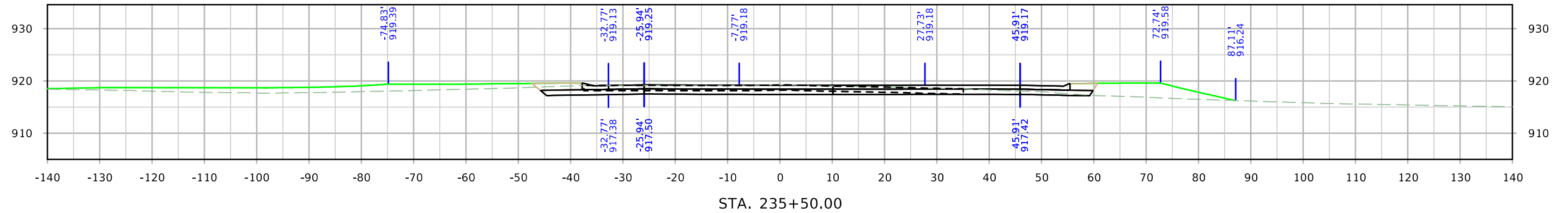
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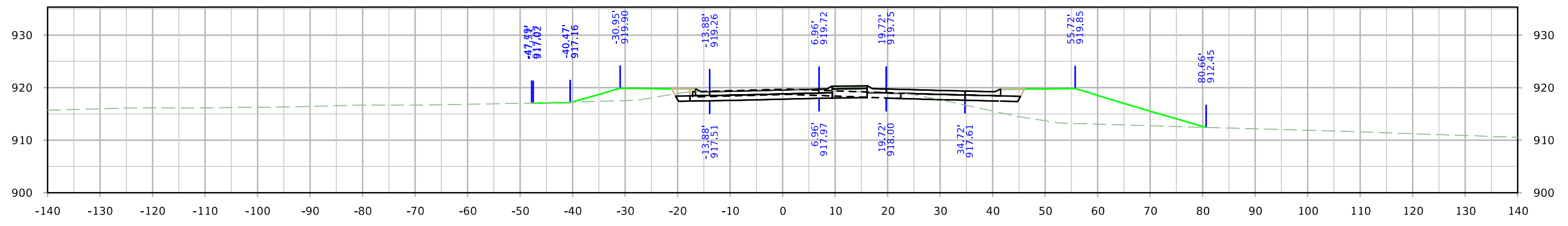
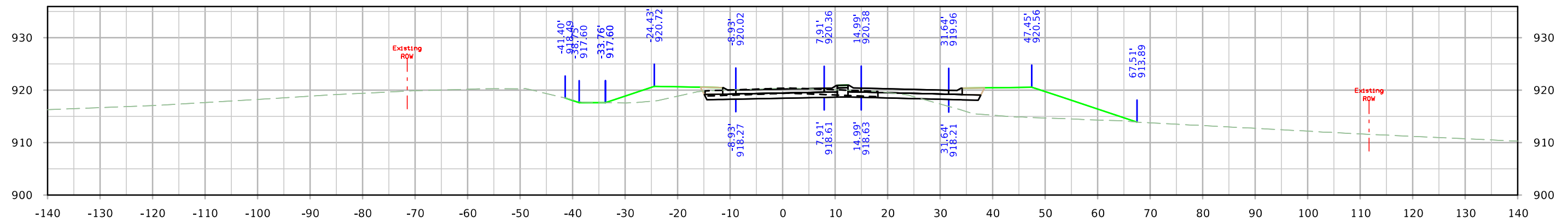
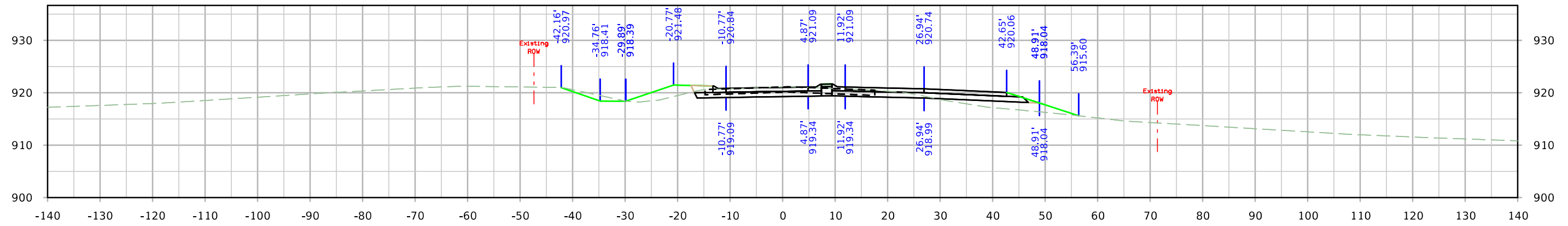
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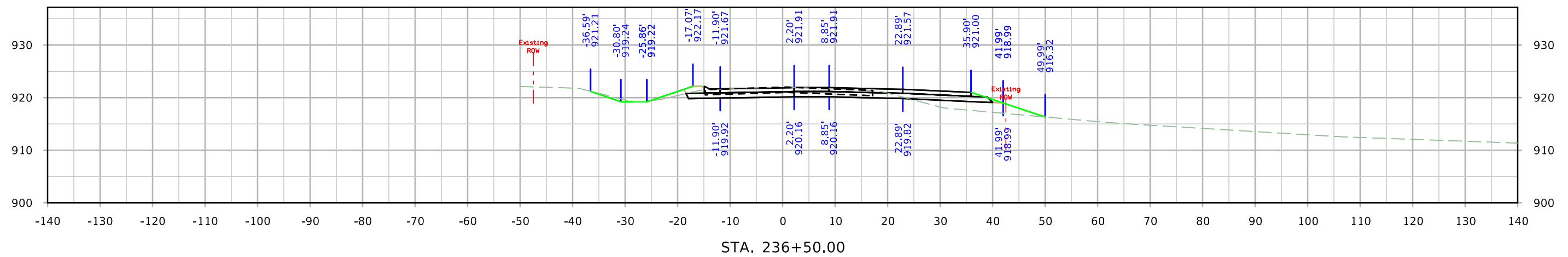
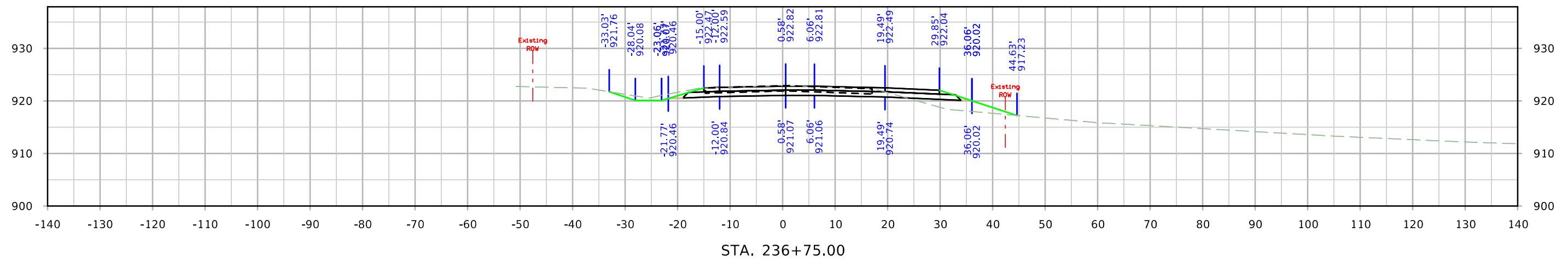
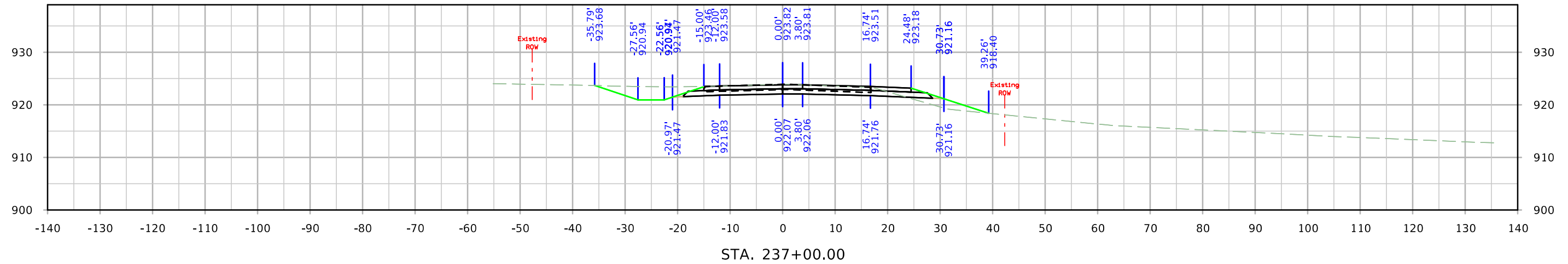
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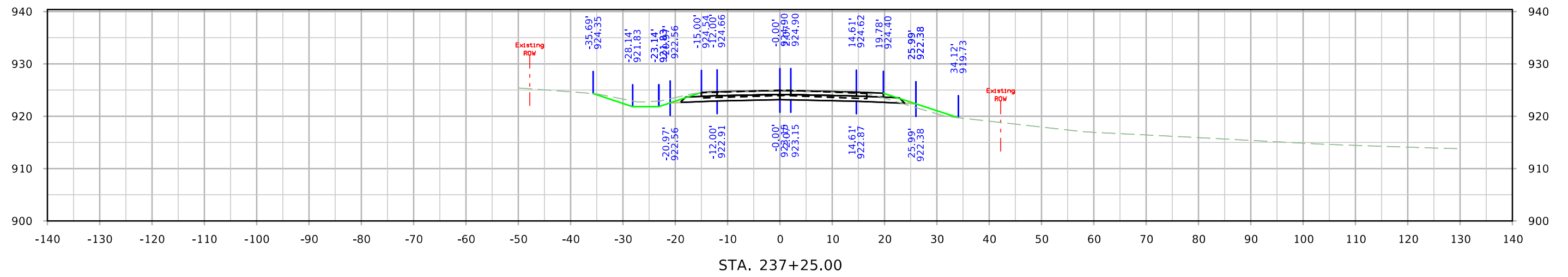
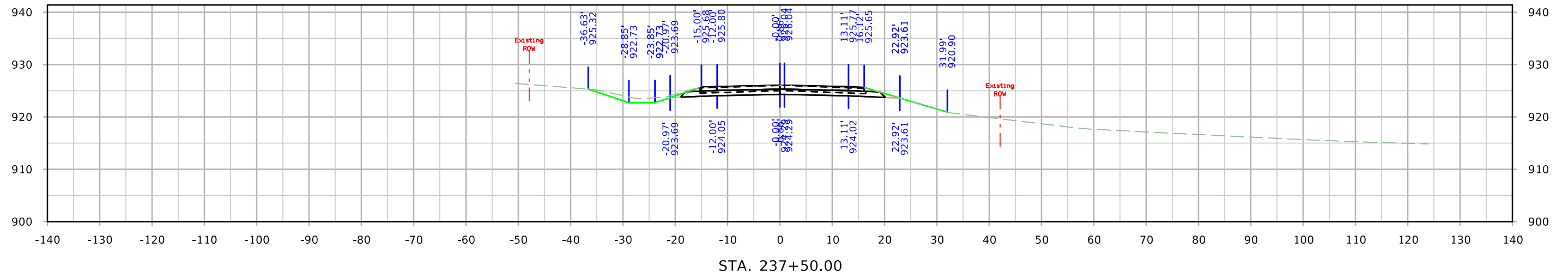
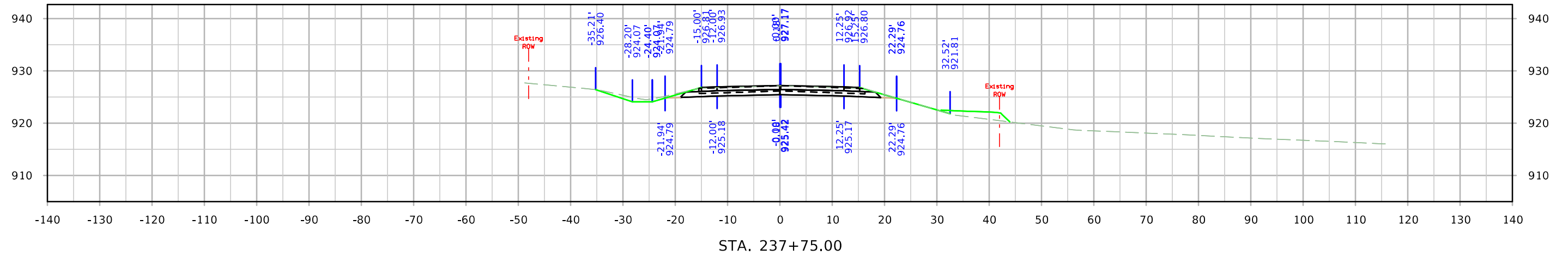
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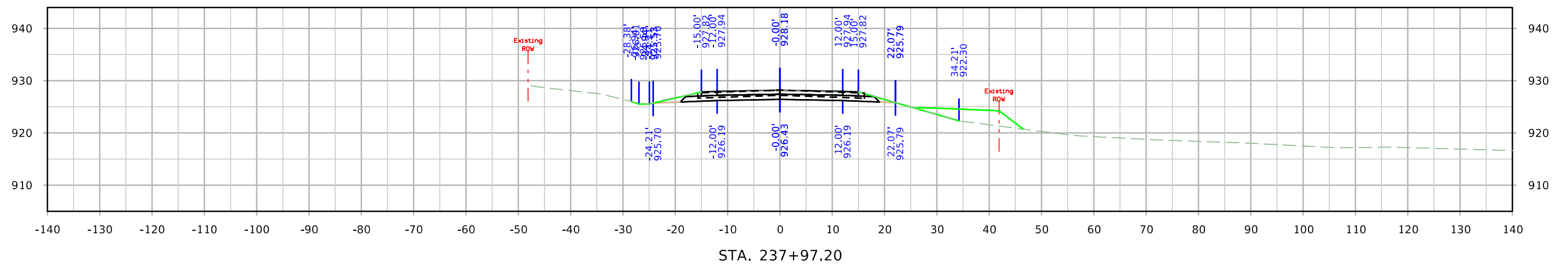
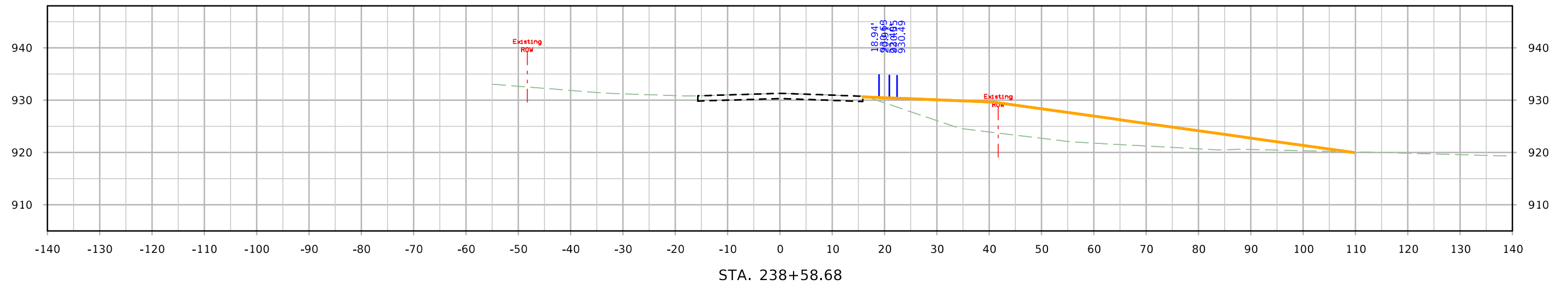
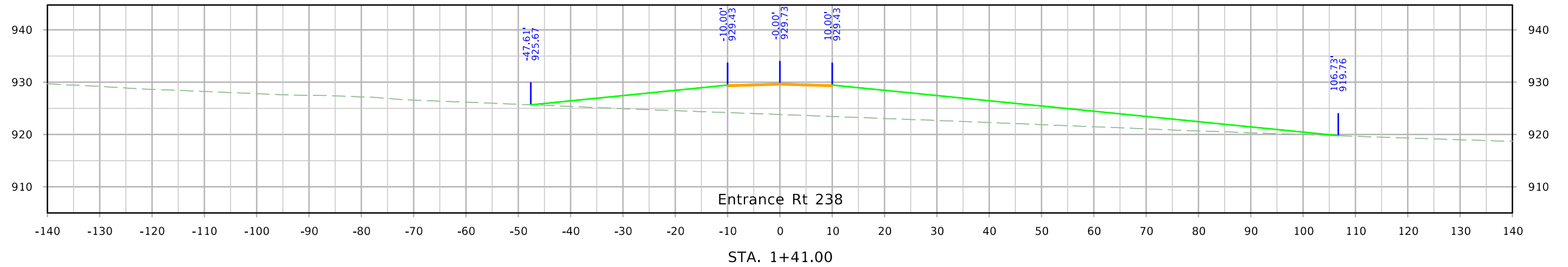
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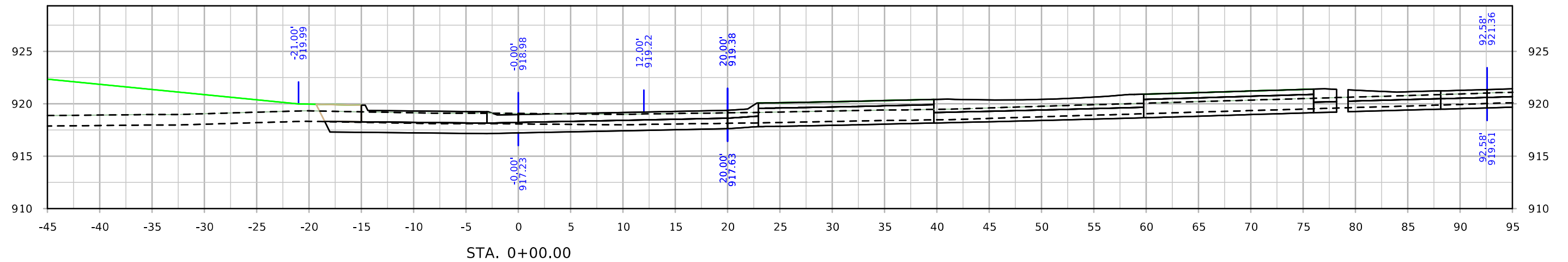
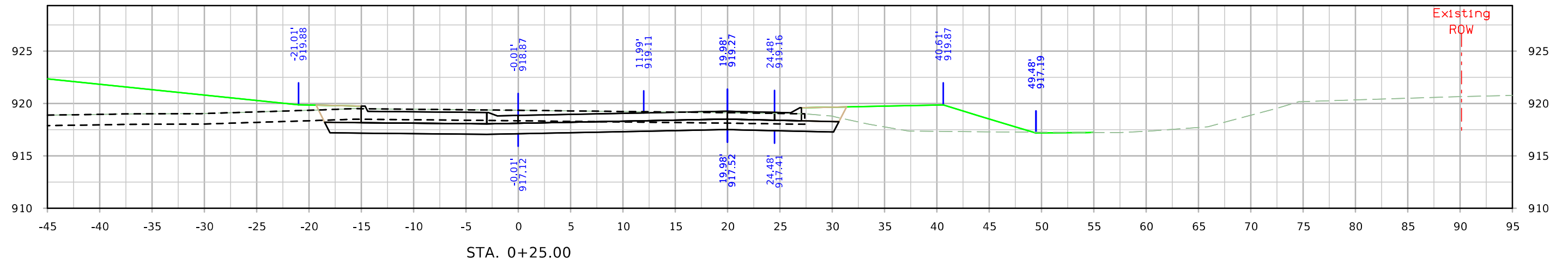
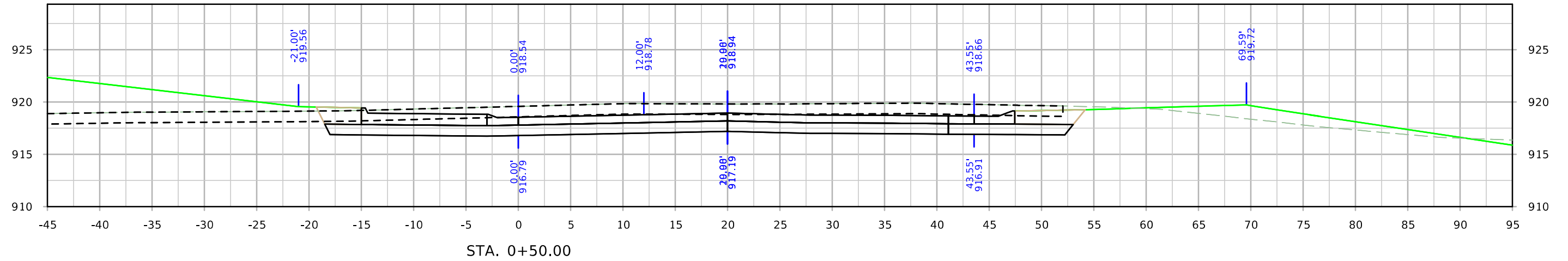
# NW 110th



# NW 110th

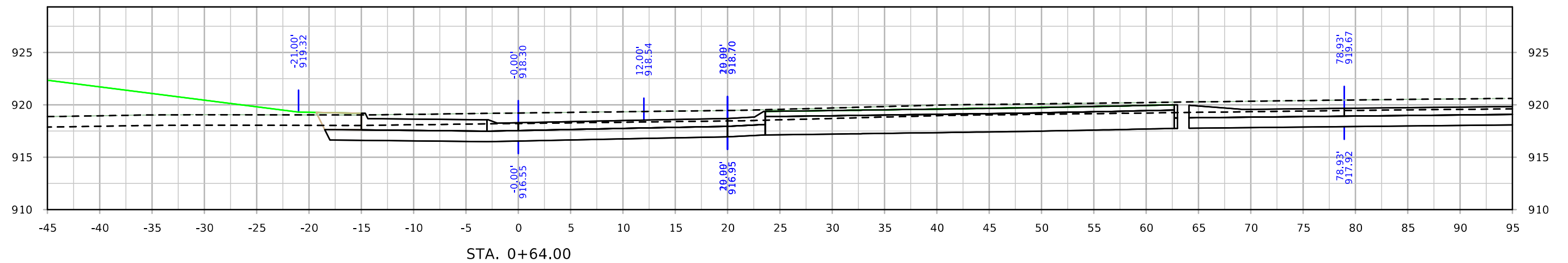
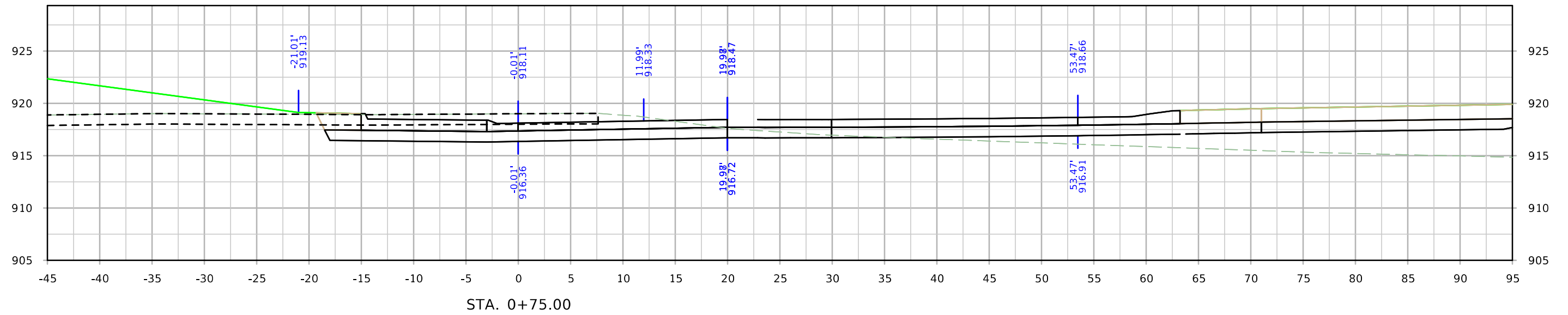


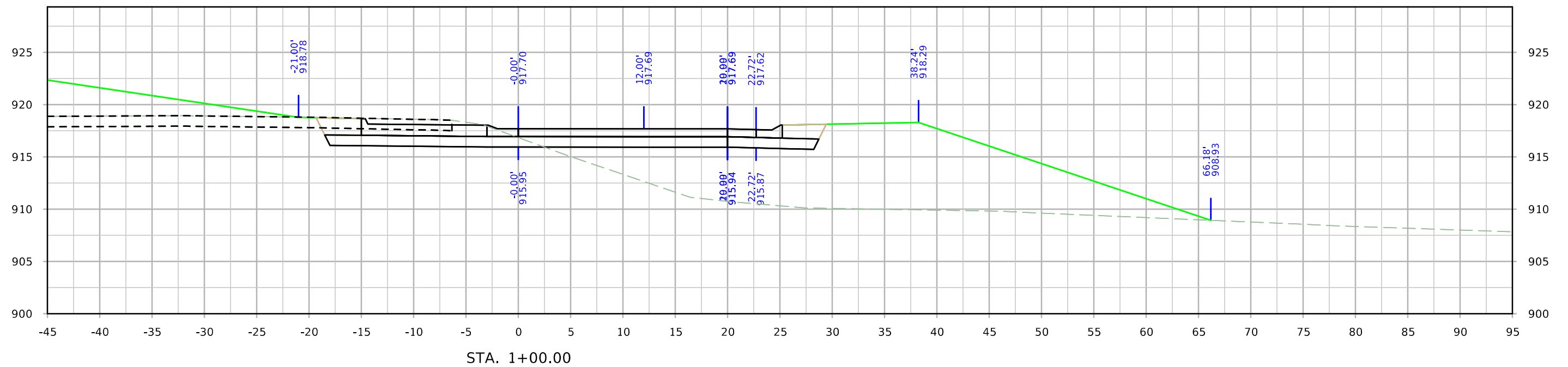
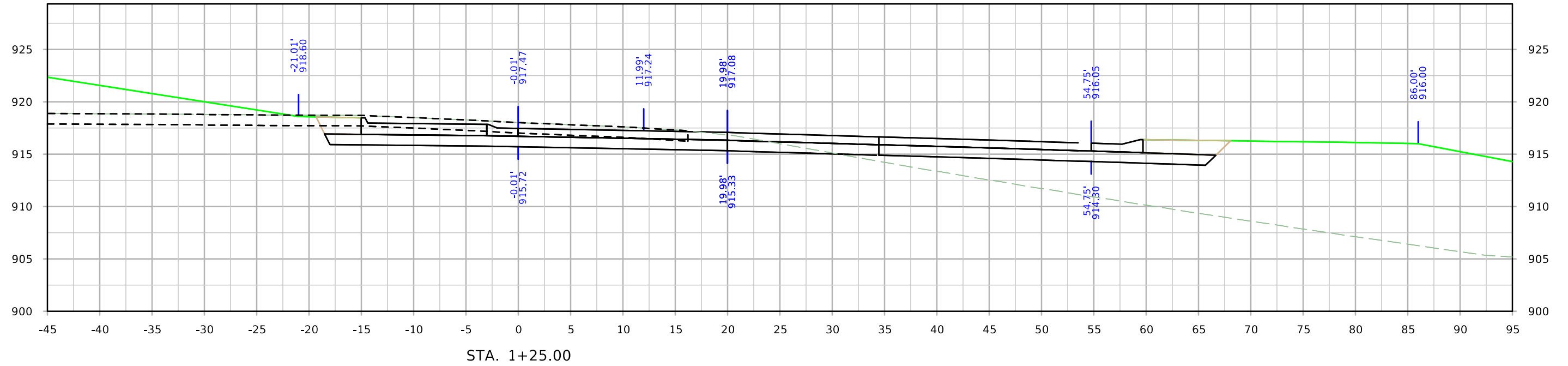
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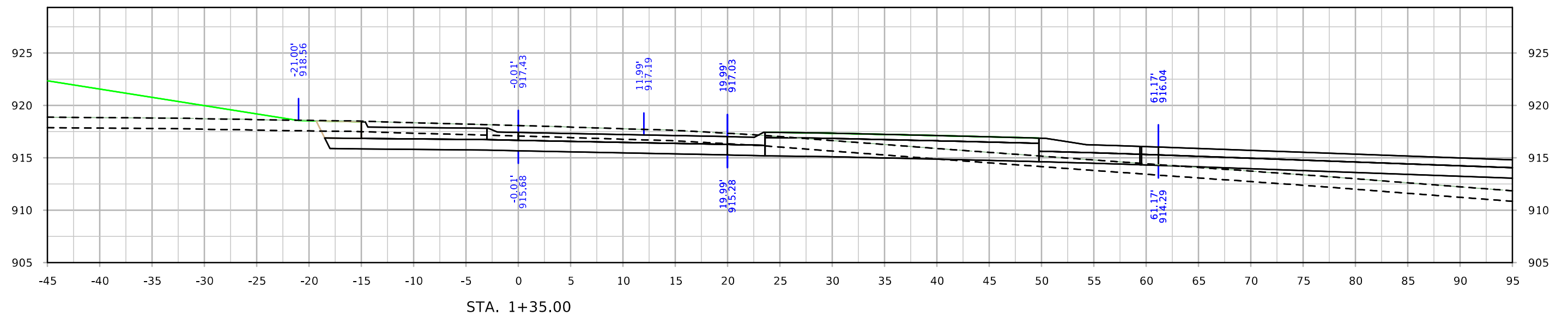
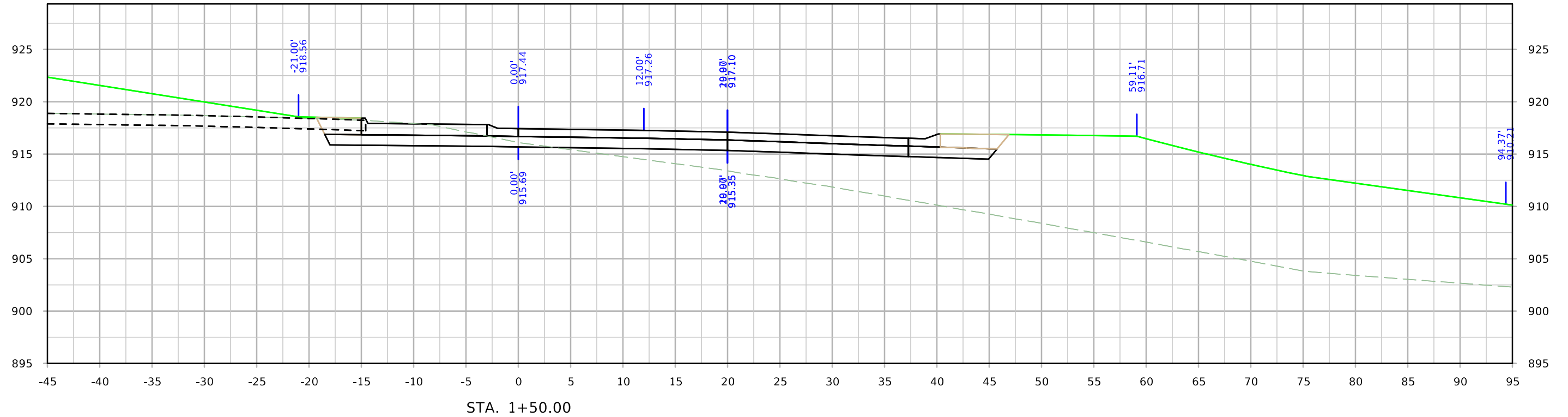


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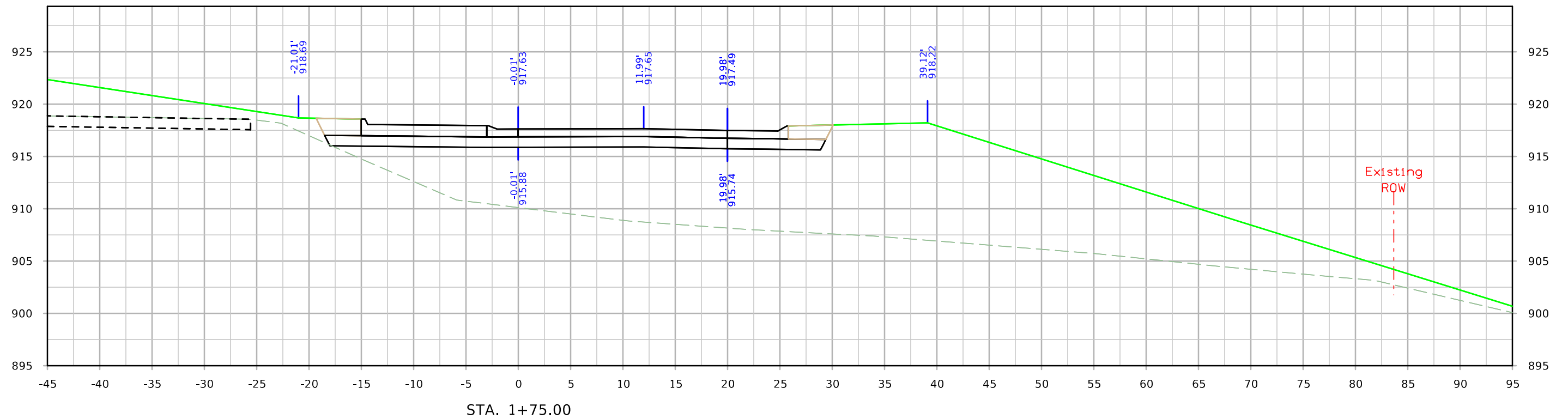
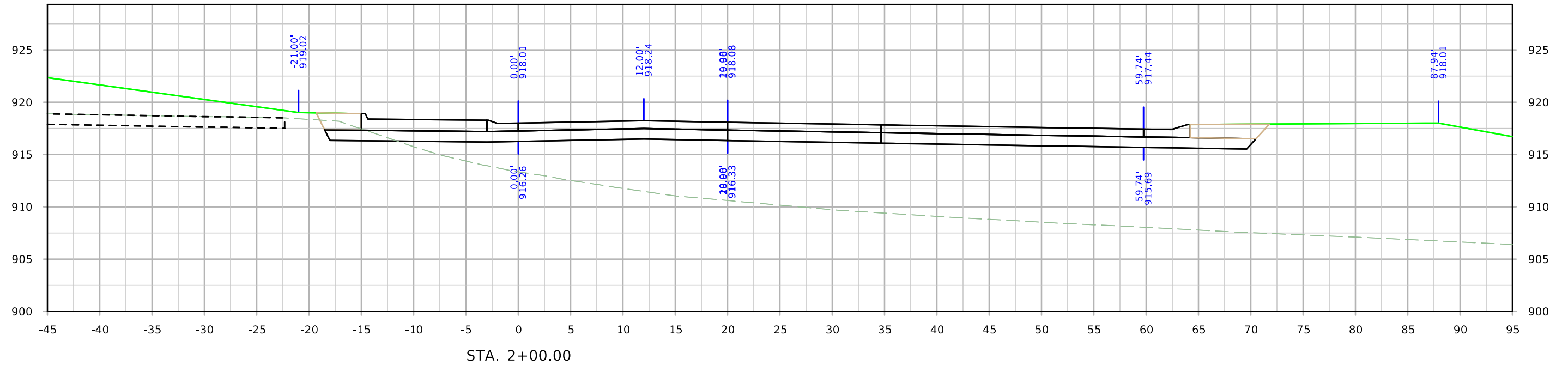




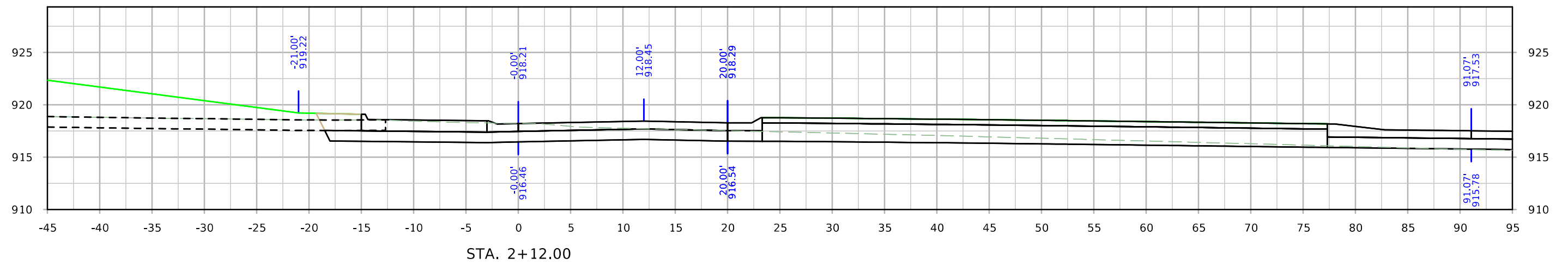
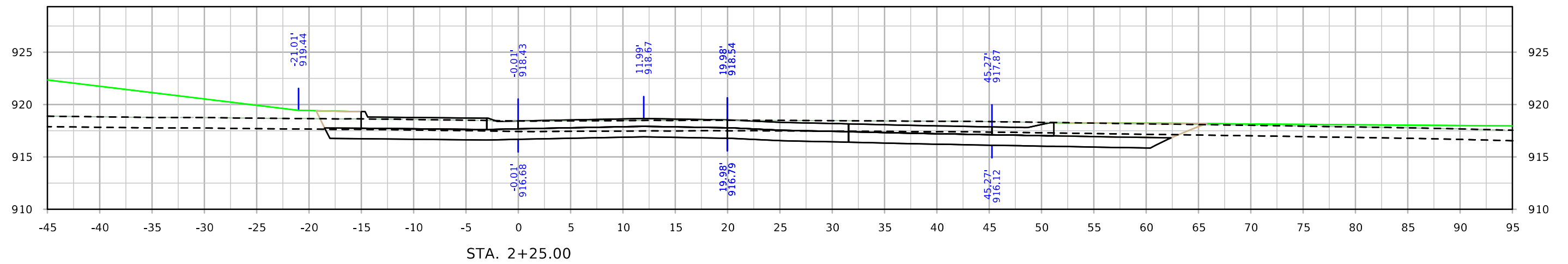
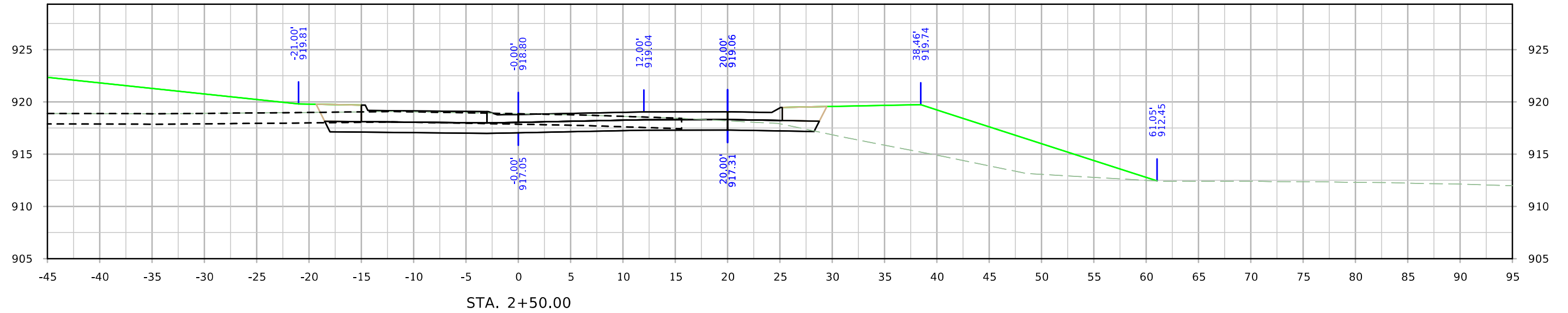
# CIRC



# CIRC



# CIRC



# CIRC

