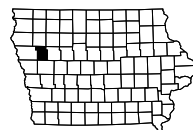


Unknown Pavement - Grade and New
 HSIPX-020-2(157)--3L-47

LETTING DATE
 11/16/2027

IDA COUNTY



| INDEX OF SHEETS | |
|-----------------|--|
| No. | DESCRIPTION |
| A Sheets | Title Sheets |
| * A.1 | Title Sheet |
| * A.2 | Location Map Sheet |
| B Sheets | Typical Cross Sections and Details |
| B.1 - 7 | Typical Cross Sections and Details |
| D Sheets | Mainline Plan and Profile Sheets |
| * D.1 | Plan & Profile Legend & Symbol Information Sheet |
| * D.2 - 3 | US 20 |
| E Sheets | Side Road Plan and Profile Sheets |
| * E.1 - 2 | US 59 |
| G Sheets | Survey Sheets |
| G.1 - 3 | Reference Ties and Bench Marks |
| G.4 - 5 | Horizontal Control Tab. & Super for all Alignments |
| J Sheets | Traffic Control and Staging Sheets |
| * J.1 | Staging Legend Sheet |
| * J.2 - 9 | Staging |
| M Sheets | Storm Sewer Sheets |
| M.1 | Storm Sewer Legend & Symbol Information Sheet |
| M.2 - 3 | Storm Sewer Plan and Profile Sheets |
| W Sheets | Mainline Cross Sections |
| W.1 | Cross Sections Legend & Symbol Information Sheet |
| * W.2 - 46 | Mainline Cross Sections |
| X Sheets | Side Road Cross Sections |
| * X.1 - 14 | Side Road Cross Sections |
| | * Color Plan Sheets |



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
IDA COUNTY
 Unknown Pavement - Grade and New
 W of W Jct US 59 to E of E Jct US 59

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SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



| REVISIONS |
|-----------|
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| |

| TOTAL |
|-------------------------------|
| 91 |
| PROJECT IDENTIFICATION NUMBER |
| 24-47-020-010 |
| PROJECT NUMBER |
| HSIPX-020-2(157)--3L-47 |
| R.O.W. PROJECT NUMBER |
| -- |
| -- |
| -- |

Schedule

DM5 - 08/03/2027
D08 - 09/06/2027

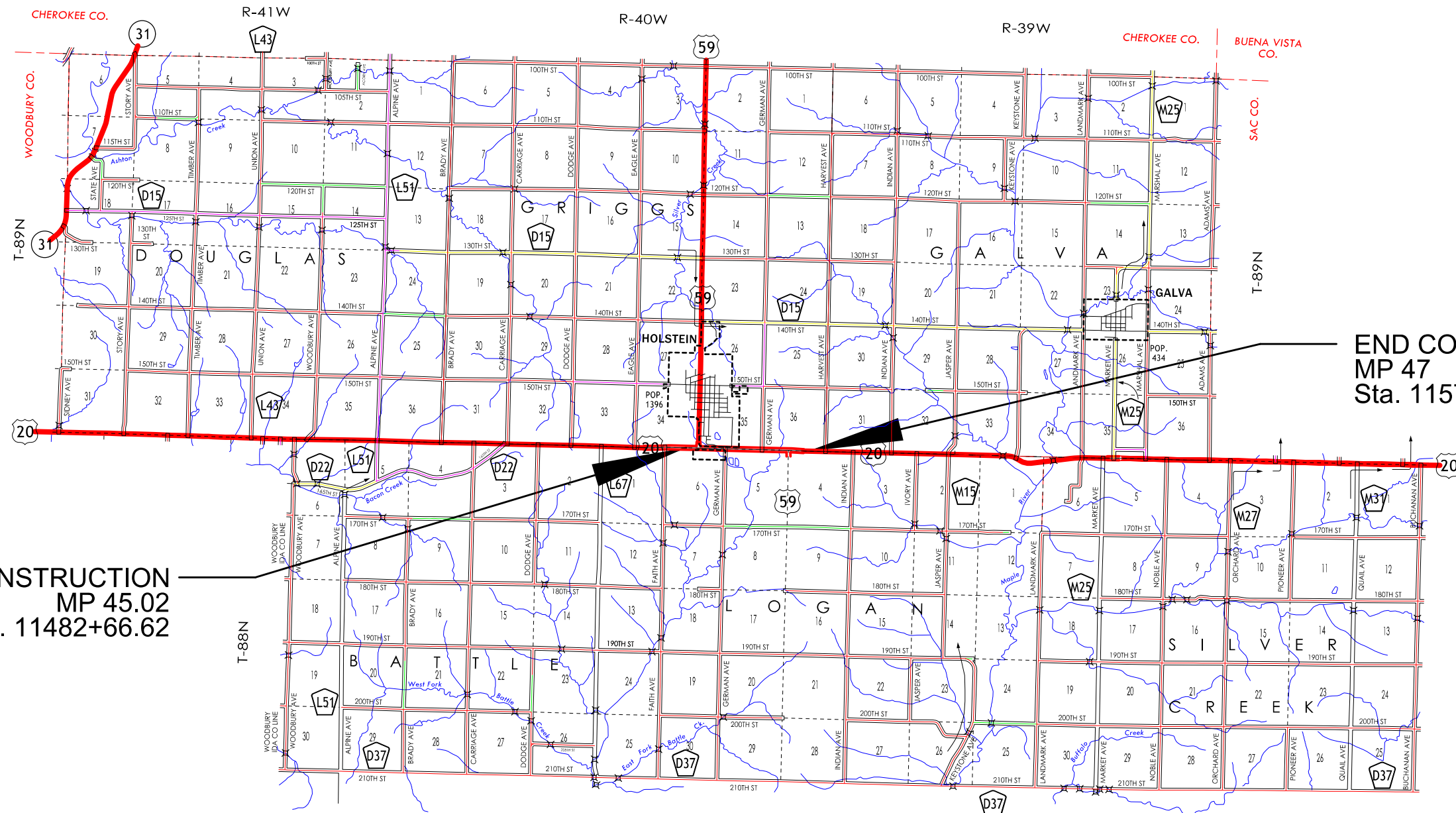
| DESIGN DATA RURAL | | | |
|-------------------|--------------|------|--------|
| 2027 | AADT | 3500 | V.P.D. |
| 2047 | AADT | 4700 | V.P.D. |
| 2047 | DHV | 480 | V.P.H. |
| | TRUCKS | 27 | % |
| | Total | | |
| | Design ESALs | -- | |

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

PRELIMINARY PLANS

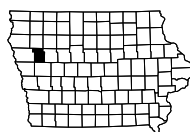
Subject to change by final design.

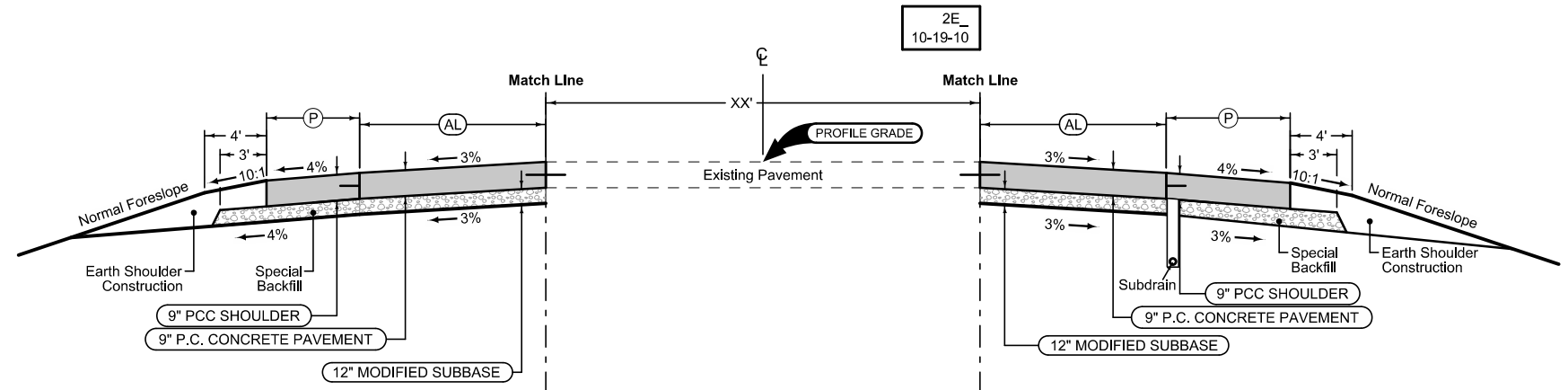
D05 PLAN - Date: 12/19/2025



BEGIN CONSTRUCTION
MP 45.02
Sta. 11482+66.62

END CONSTRUCTION
MP 47
Sta. 11578+96.18





Auxiliary Lane
Longitudinal joint: L or BT
Transverse joint: Match Mainline

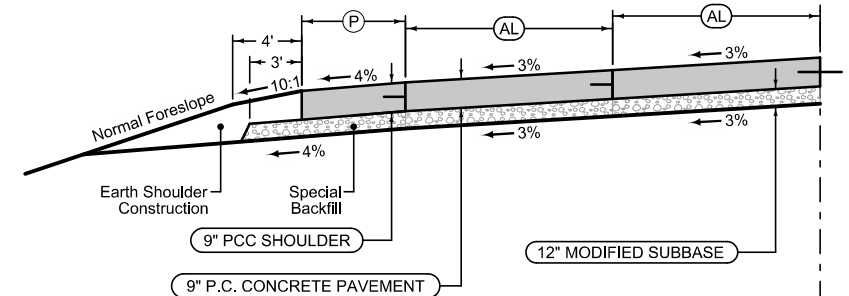
Auxiliary Lane Full Depth Shoulder
Shoulder Jointing:
Longitudinal joint: L-2
Transverse joints: C at 17' spacing

| 4_AuxLane_PCC_04-15-25 | | 4_AL_Shldr_FullPCC_04-15-25 | | |
|------------------------|---------------|-----------------------------|---------|--------|
| Direction of Travel | BEGIN STATION | END STATION | AL Feet | P Feet |
| EB | 11484+95.29 | 11485+33.07 | 0-3.6 | 7.8-4 |
| EB | 11485+33.07 | 11486+17.76 | 3.6-12 | 4 |
| EB | 11588+48.07 | 11591+03.41 | 12 | 4 |

Auxiliary Lane
Longitudinal joint: L or BT
Transverse joint: Match Mainline

Auxiliary Lane Full Depth Shoulder
Shoulder Jointing:
Longitudinal joint: L-2
Transverse joints: C at 17' spacing

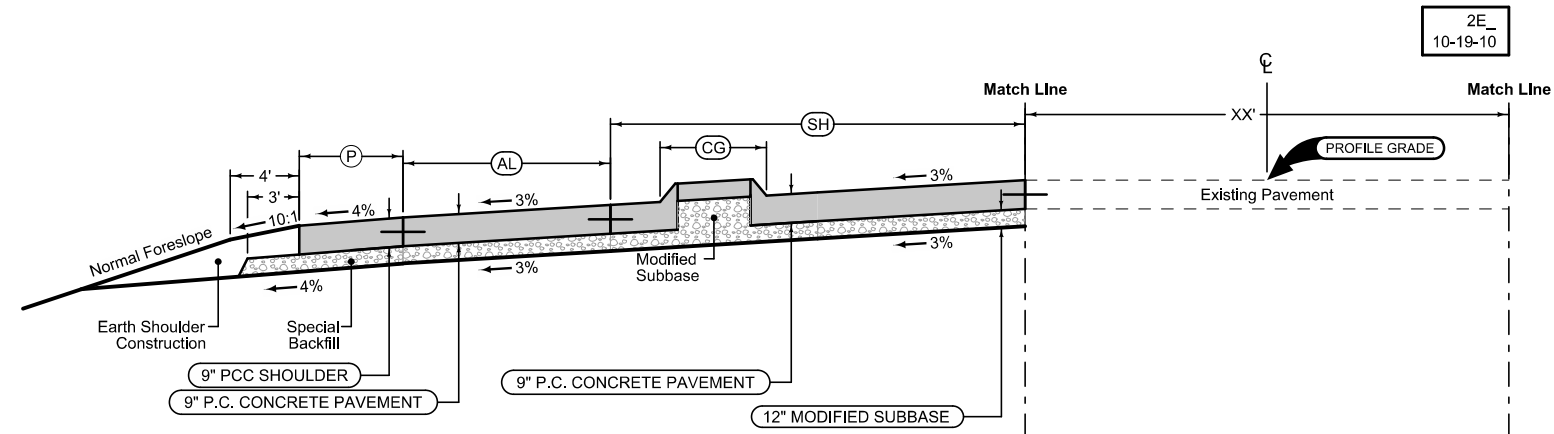
| 4_AuxLane_PCC_04-15-25 | | 4_AL_Shldr_FullPCC_04-15-25 | | |
|------------------------|---------------|-----------------------------|---------|--------|
| Direction of Travel | BEGIN STATION | END STATION | AL Feet | P Feet |
| EB | 11483+16.68 | 11483+21.56 | 6 | 6 |
| EB | 11483+21.56 | 11483+96.68 | 6-40 | 6 |
| EB | 11483+96.68 | 11485+11.64 | 40-12 | 6 |
| EB | 11485+11.64 | 11488+06.59 | 12 | 6 |
| EB | 11488+06.59 | 11488+27.64 | 0 | 4.3 |
| EB | 11488+27.64 | 11488+71.90 | 0 | 4.3-6 |
| EB | 11488+71.90 | 11489+20.18 | 2 | 4-6 |
| EB | 11489+20.18 | 11492+43.54 | 4-15 | 6 |
| EB | 11560+24.76 | 11560+74.52 | 2 | 4-6 |
| EB | 11560+74.52 | 11563+80.70 | 2-14.2 | 6 |
| EB | 11563+80.70 | 11566+98.44 | 14.2-15 | 6 |



Auxiliary Lane
Longitudinal joint: L or BT
Transverse joint: Match Mainline

Auxiliary Lane Full Depth Shoulder
Shoulder Jointing:
Longitudinal joint: L-2
Transverse joints: C at 17' spacing

| 4_AuxLane_PCC_04-15-25 | | 4_AL_Shldr_FullPCC_04-15-25 | | | |
|------------------------|---------------|-----------------------------|---------|---------|--------|
| Direction of Travel | BEGIN STATION | END STATION | AL Feet | AL Feet | P Feet |
| EB | 11486+17.76 | 11587+33.87 | 0-11.7 | 12 | 4 |
| EB | 11587+33.87 | 11588+48.07 | 11.8 | 12 | 4 |

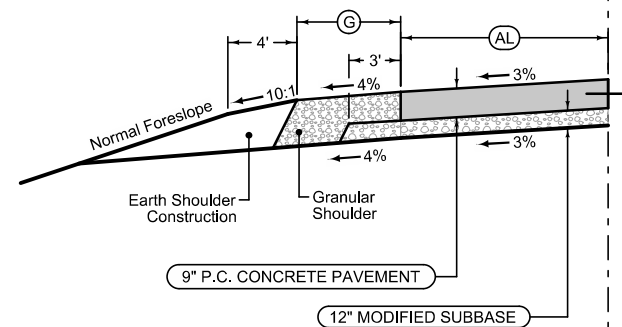


Auxiliary Lane Full Depth Shoulder

Auxiliary Lane
 Longitudinal joint: L or BT
 Transverse joint: Match Mainline

Auxiliary Lane Full Depth Shoulder
 Shoulder Jointing:
 Longitudinal joint: L-2
 Transverse joints: C at 17' spacing

| Direction of Travel | BEGIN STATION | END STATION | 4_AuxLane_PCC_MOD | | | | 4_AL_Shldr_FullPCC_04-15-25 |
|---------------------|---------------|-------------|-------------------|-----------|-----------|----------|-----------------------------|
| | | | (AL) Feet | (CG) Feet | (SH) Feet | (P) Feet | |
| EB | 11491+03.41 | 11492+40.00 | 12 | 5 | 12.1 | 4 | |
| EB | 11492+40.00 | 11493+01.19 | 12 | 5 | 12.1 | 4-20 | |



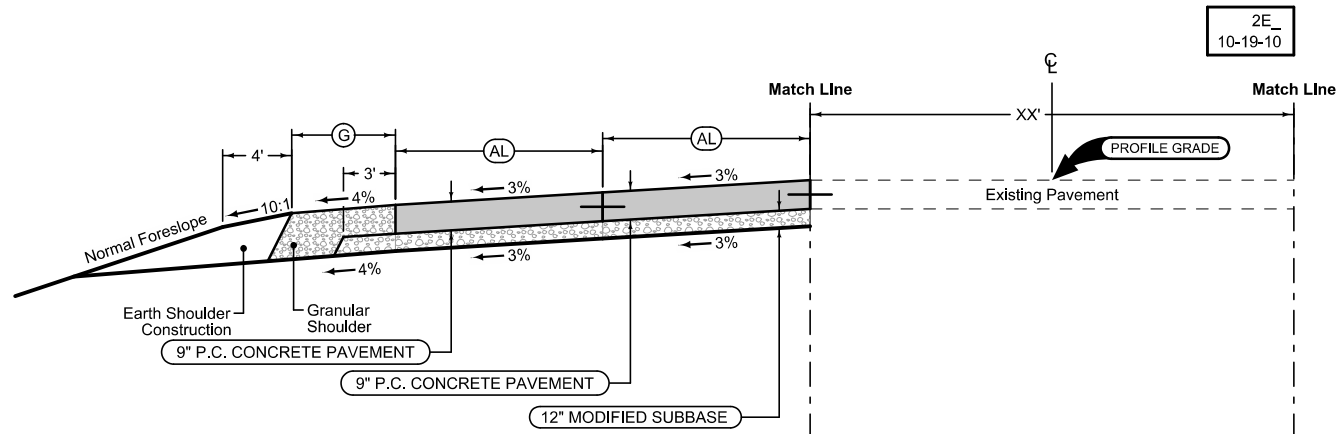
Auxiliary Lane Granular Shoulder

Auxiliary Lane
 Longitudinal joint: L or BT
 Transverse joint: Match Mainline

Auxiliary Lane Granular Shoulder

| Direction of Travel | BEGIN STATION | END STATION | 4_AuxLane_PCC_04-15-25 | | 4_AL_Shldr_G_04-21-20 | |
|---------------------|---------------|-------------|------------------------|----------|-----------------------|--|
| | | | (AL) Feet | (G) Feet | | |
| EB | 11500+68.21 | 11502+65.00 | 12 | 4 | | |
| EB | 11569+93.44 | 11570+13.24 | 4 | 2 | | |
| EB | 11570+13.24 | 11570+33.44 | 4 | 2-4 | | |
| EB | 11570+33.44 | 11571+13.44 | 4-12 | 4 | | |
| EB | 11571+13.44 | 11575+54.10 | 12 | 4 | | |

US 20 - Eastbound



Auxiliary Lane
Longitudinal joint: L or BT
Transverse joint: Match Mainline

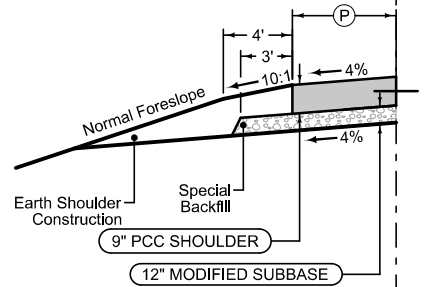
Auxiliary Lane Granular Shoulder

| 4_AuxLane_PCC_04-15-25 | | 4_AL_Shldr_G_04-21-20 | | | |
|------------------------|---------------|-----------------------|---------|---------|--------|
| Direction of Travel | BEGIN STATION | END STATION | AL Feet | AL Feet | G Feet |
| EB | 11575+54.10 | 11577+50 | 2-5.7 | 12 | 4 |
| | | | | | |
| | | | | | |

Full Depth PCC Shoulder

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

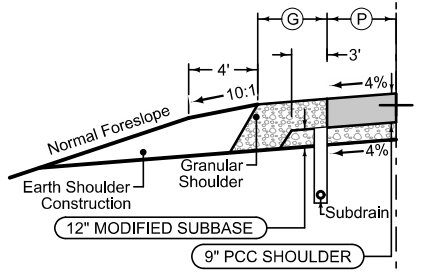
| 4_P_FullPCC_04-15-25 | | | |
|----------------------|---------------|-------------|----------|
| Direction of Travel | BEGIN STATION | END STATION | P Feet |
| EB | 11494+30.00 | 11494+45.10 | 10.3-5.9 |
| | | | |
| | | | |



Combination Shoulder

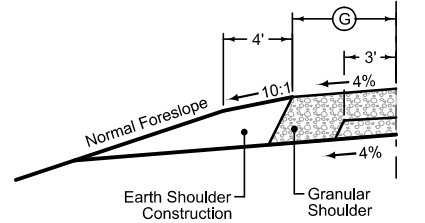
Shoulder Jointing:
Longitudinal joint: B

| 2_C_ Modified | | | | |
|---------------------|--------------------|-------------|---------|--------|
| Direction of Travel | STATION TO STATION | | P Feet | G Feet |
| EB | 11494+45.10 | 11494+65.00 | 5.9-3.9 | 0-2 |
| EB | 11494+65.00 | 11494+95.23 | 3.8 | 2 |
| EB | 11494+95.23 | 11495+13.54 | 3.8-2 | 2 |
| EB | 11495+13.54 | 11495+33.44 | 2 | 2 |
| EB | 11569+03.81 | 11569+93.94 | 4 | 2 |
| | | | | |
| | | | | |



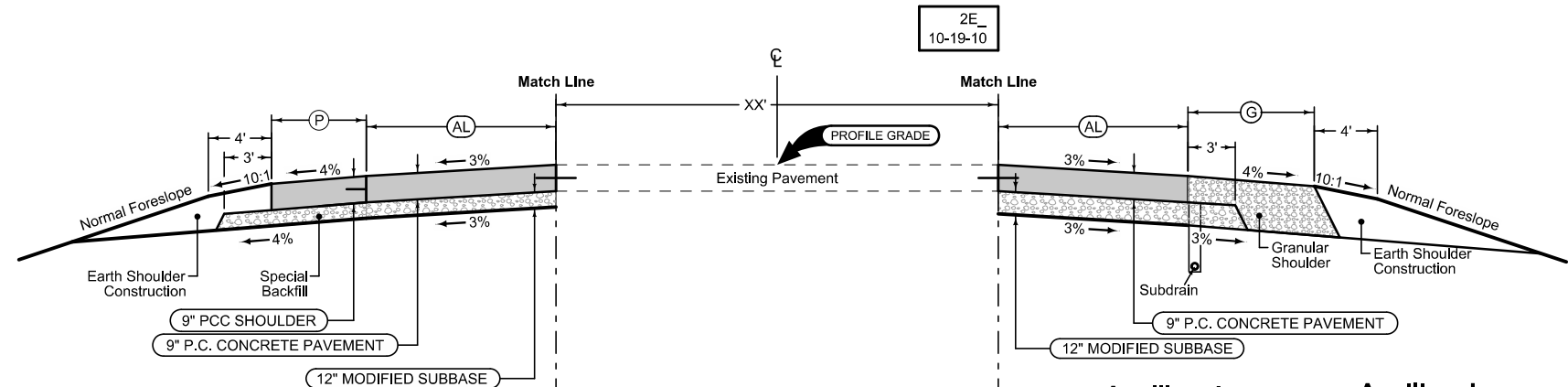
Auxiliary Lane Granular Shoulder

| 4_AL_Shldr_G_ Modified | | | |
|------------------------|--------|-------------|---------------|
| Direction of Travel | G Feet | END STATION | BEGIN STATION |
| EB | 4 | 11495+33.44 | 11496+13.16 |
| | | | |
| | | | |



US 20 - Eastbound

2E
10-19-10

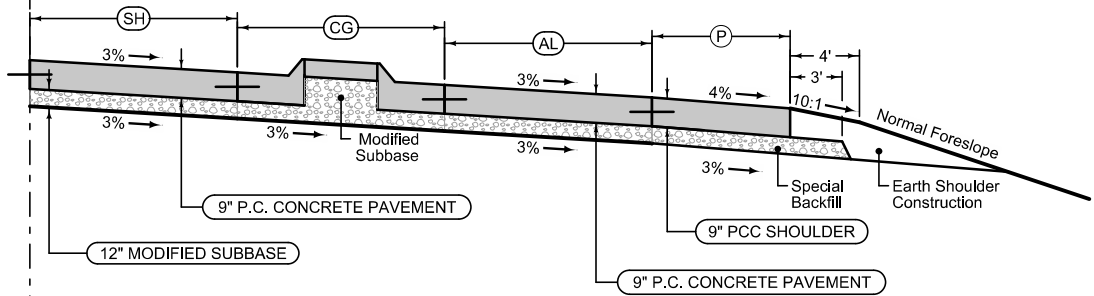


Auxiliary Lane Full Depth Shoulder
 Longitudinal joint: L or BT
 Transverse joint: Match Mainline
 Shoulder Jointing:
 Longitudinal joint: L-2
 Transverse joints: C at 17' spacing

| | | 4_AuxLane_PCC_04-15-25 | | | 4_AL_Shldr_FullPCC_04-15-25 | |
|---------------------|---------------|------------------------|-----------|----------|-----------------------------|--|
| Direction of Travel | BEGIN STATION | END STATION | (AL) Feet | (P) Feet | | |
| WB | 11495+06.56 | 11498+24.98 | 14.5-2 | 6 | | |
| WB | 11495+24.98 | 11498+75.51 | 2 | 6 | | |
| WB | 11501+47.88 | 11502+00.00 | 12 | 6 | | |
| WB | 11502+00.00 | 11503+14.96 | 12-40 | 6 | | |
| WB | 11503+14.96 | 11503+90.09 | 40-6 | 6 | | |
| WB | 11503+90.09 | 11503+94.96 | 6 | 6 | | |
| WB | 11569+70.23 | 11570+20.23 | 2 | 8 | | |
| WB | 11570+20.23 | 11570+70.11 | 2-4 | 8-6 | | |
| WB | 11570+70.11 | 11572+70.11 | 4-12 | 6 | | |
| WB | 11572+70.11 | 11576+96.95 | 12 | 6 | | |
| WB | 11576+96.95 | 11578+11.20 | 12-40 | 6 | | |
| WB | 11578+11.20 | 11578+86.38 | 40-6 | 6 | | |
| WB | 11578+86.38 | 11578+91.24 | 6 | 6 | | |

Auxiliary Lane Granular Shoulder
 Longitudinal joint: L or BT
 Transverse joint: Match Mainline

| | | 4_AuxLane_PCC_04-15-25 | | | 4_AL_Shldr_G_04-21-20 | |
|---------------------|---------------|------------------------|-----------|----------|-----------------------|--|
| Direction of Travel | BEGIN STATION | END STATION | (AL) Feet | (G) Feet | | |
| WB | 11484+58.38 | 11487+02.22 | 11.6 | 4 | | |

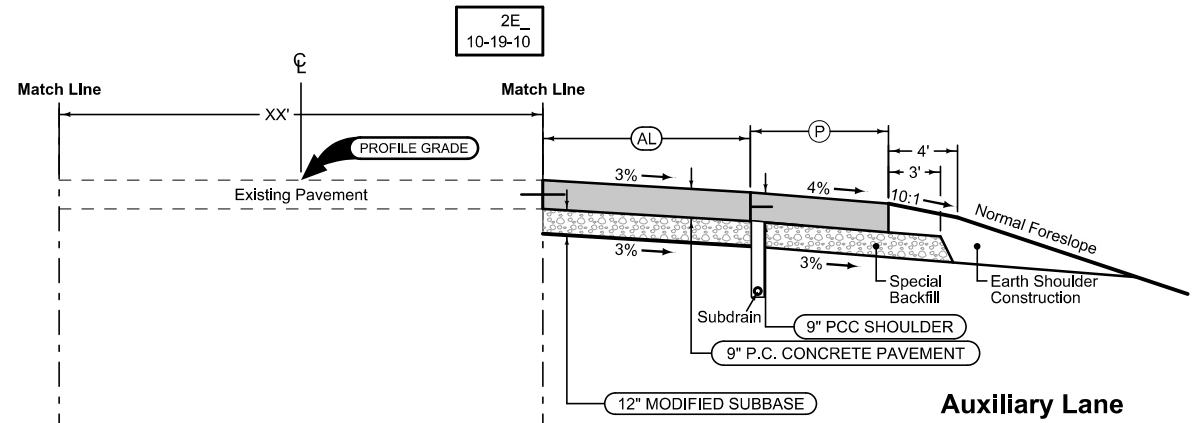


Auxiliary Lane Full Depth Shoulder
 Longitudinal joint: L or BT
 Transverse joint: Match Mainline
 Shoulder Jointing:
 Longitudinal joint: L-2
 Transverse joints: C at 17' spacing

| | | 4_AuxLane_PCC_MOD | | | | 4_AL_Shldr_FullPCC_04-15-25 | |
|---------------------|---------------|-------------------|-----------|-----------|-----------|-----------------------------|--|
| Direction of Travel | BEGIN STATION | END STATION | (AL) Feet | (CG) Feet | (SH) Feet | (P) Feet | |
| WB | 11494+30.00 | 11494+75.00 | 12.8 | 5 | 12 | 12.4-3 | |
| WB | 11494+75.00 | 11496+08.40 | 12.6 | 5 | 12 | 3 | |
| WB | 11569+03.81 | 11569+16.82 | 13.2-12 | 5 | 12.2-12 | 18.6-13.7 | |
| WB | 11569+16.82 | 11569+65.00 | 12 | 5 | 12 | 13.7-3 | |
| WB | 11569+65.00 | 11571+00.00 | 12 | 5 | 12 | 3 | |

US 20 - Westbound

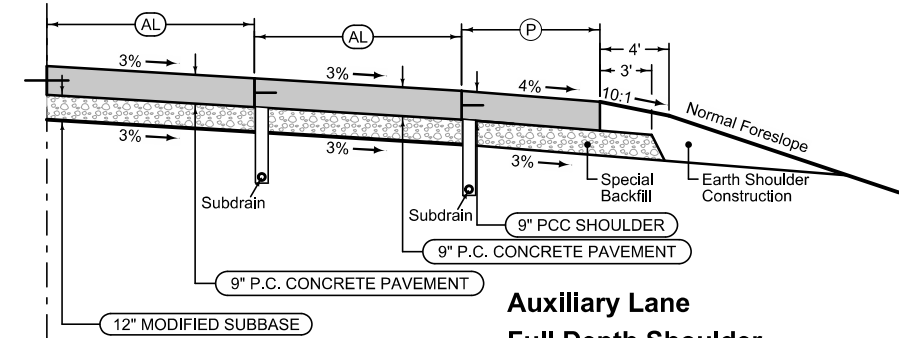
2E
10-19-10



Auxiliary Lane Full Depth Shoulder

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

| 4_AuxLane_PCC_04-15-25 | | | | | 4_AL_Shldr_FullPCC_04-15-25 | |
|------------------------|---------------|-------------|-----------|----------|-----------------------------|--|
| Direction of Travel | BEGIN STATION | END STATION | (AL) Feet | (P) Feet | | |
| WB | 11496+08.40 | 11499+16.87 | 12 | 4 | | |



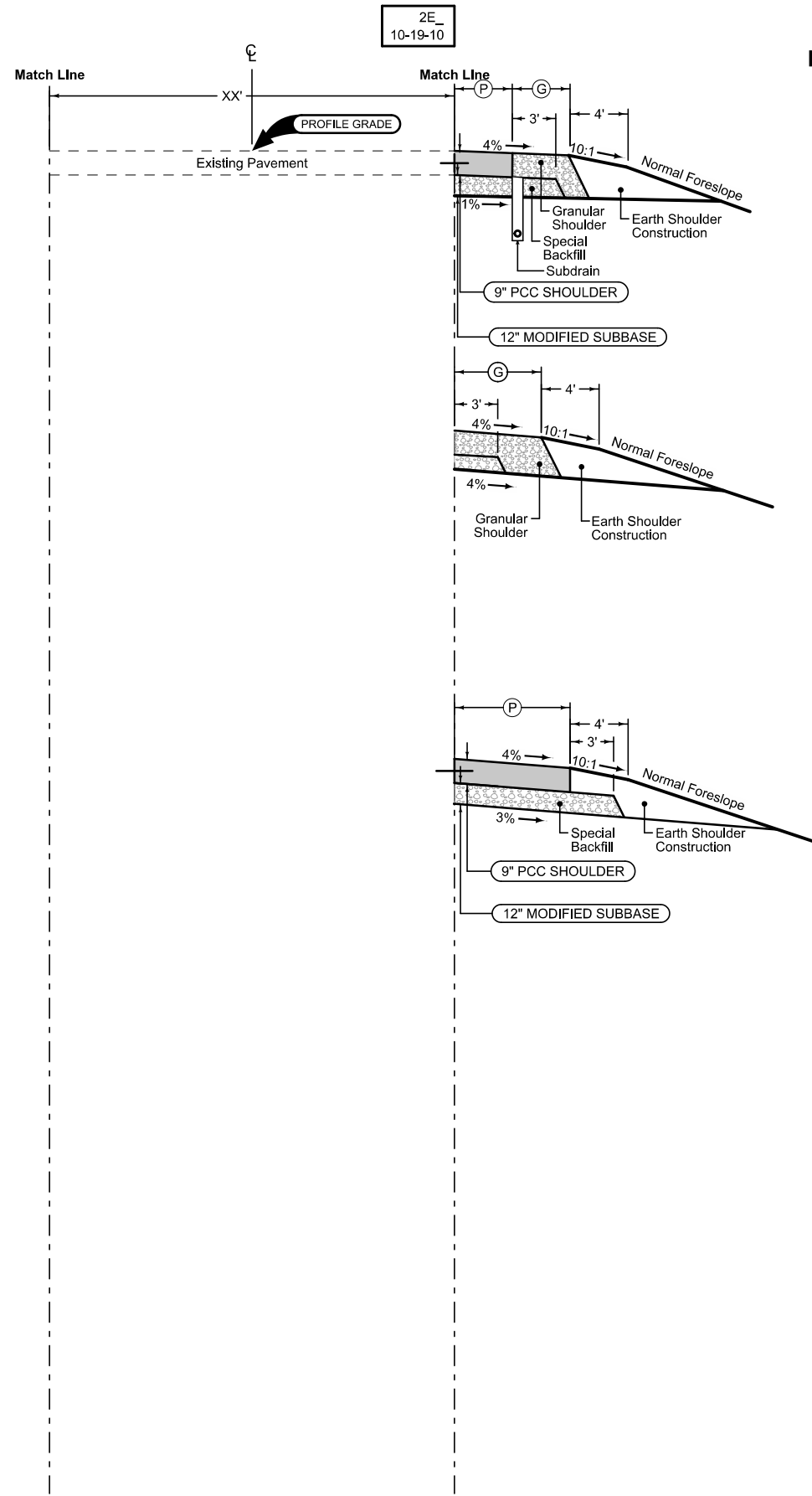
Auxiliary Lane Full Depth Shoulder

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

| 4_AuxLane_PCC_04-15-25 | | | | | 4_AL_Shldr_FullPCC_04-15-25 | |
|------------------------|---------------|-------------|-----------|-----------|-----------------------------|--|
| Direction of Travel | BEGIN STATION | END STATION | (AL) Feet | (AL) Feet | (P) Feet | |
| WB | 11499+16.87 | 11499+78.80 | 12.7 | 12 | 4 | |
| WB | 11499+78.80 | 11501+04.93 | 12.7-0 | 12 | 4 | |
| WB | 11501+04.93 | 11501+89.60 | 0 | 12-3.3 | 4 | |
| WB | 11501+89.60 | 11502+02.15 | 0 | 3.3-2 | 4-5.3 | |
| WB | 11502+02.15 | 11502+21.25 | 0 | 2 | 5.3 | |
| WB | 11571+00.00 | 11574+91.22 | 12 | 12 | 4 | |
| WB | 11574+91.22 | 11576+11.22 | 12-0 | 12 | 4 | |
| WB | 11576+11.22 | 11576+92.02 | 0 | 12-4 | 4 | |
| WB | 11576+92.02 | 11577+31.82 | 0 | 4-0 | 4-8 | |

US 20 - Westbound

2E
10-19-10



Full Depth PCC Combination Shoulder

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

| 4_C_FullPCC_04-15-25 | | | | |
|----------------------|---------------|-------------|----------|----------|
| Direction of Travel | BEGIN STATION | END STATION | (P) Feet | (G) Feet |
| WB | 11491+82.16 | 11492+02.24 | 2 | 2 |
| WB | 11492+02.24 | 11492+26.81 | 2-4.5 | 2 |
| WB | 11492+26.81 | 11493+01.19 | 4.5-4.8 | 2 |

Auxiliary Lane Granular Shoulder

| 4_AL_Shldr_G_MOD | | |
|------------------|-------------|---------------|
| (G) Feet | END STATION | BEGIN STATION |
| 3-4 | 11491+01.54 | 11491+12.33 |
| 4 | 11491+12.33 | 11491+82.16 |
| 4 | 11560+50.83 | 11567+45.00 |
| 4-0 | 11567+45.00 | 11567+73.00 |

Auxiliary Lane Full Depth Shoulder

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

| 4_AL_Shldr_FullPCC_Modified | | |
|-----------------------------|-------------|---------------|
| (P) Feet | END STATION | BEGIN STATION |
| 8 | 11577+31.82 | 11578+37.53 |
| | | |
| | | |

US 20 - Westbound

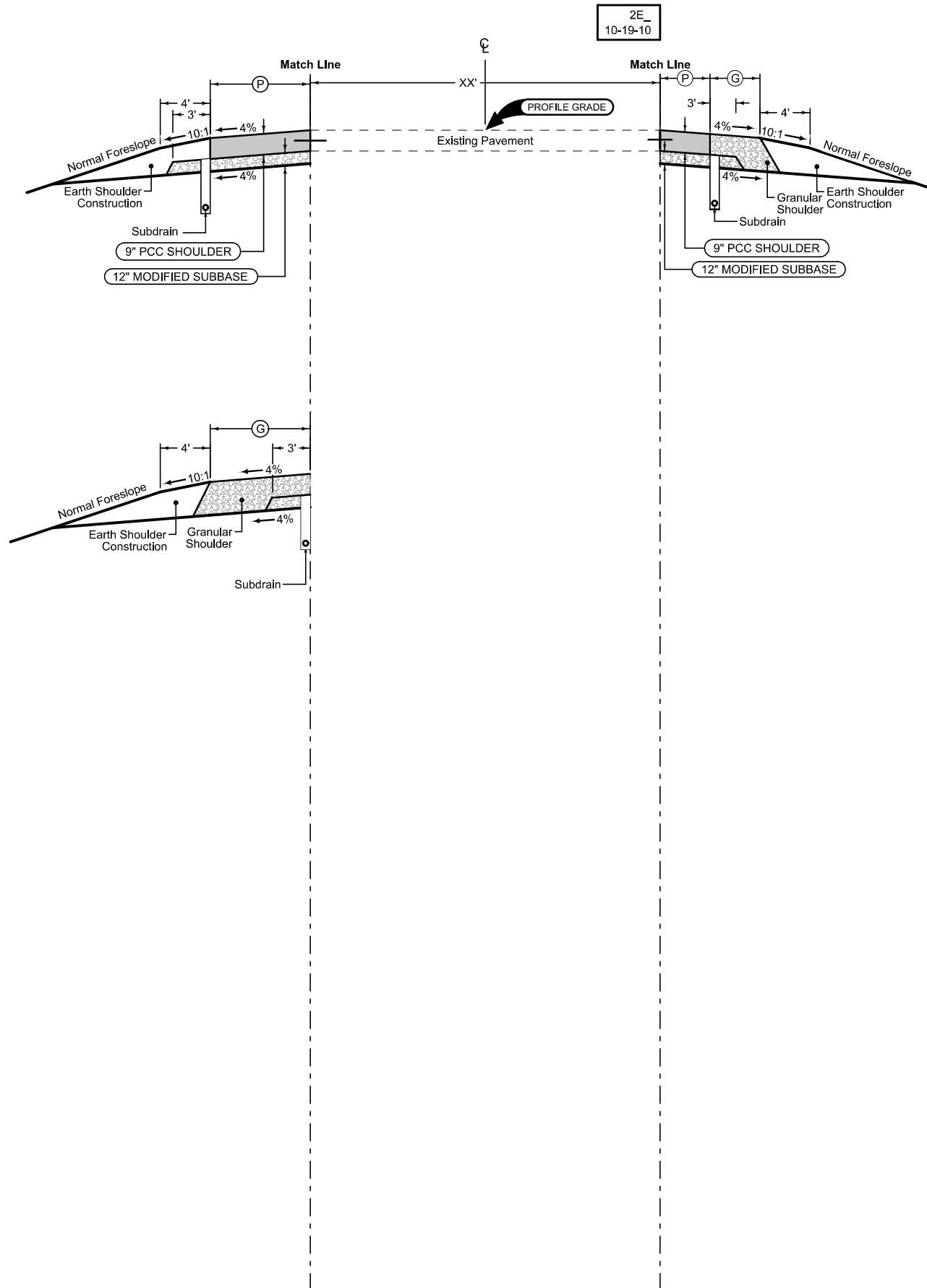
Full Depth PCC Shoulder

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

| STATION TO STATION | | (P) Feet |
|--------------------|------------|-------------|
| 3504+00.04 | 3505+67.65 | 10 |
| | | |
| | | |

Granular Shoulder

| STATION TO STATION | | (G) Feet |
|--------------------|------------|-------------|
| 3503+31.00 | 3504+00.04 | 15.5-8.2 |
| | | |
| | | |



Full Depth PCC Combination Shoulder

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

| STATION TO STATION | | (P) Feet | (G) Feet |
|--------------------|------------|-------------|-------------|
| 3506+27.88 | 3506+80.79 | 10 | 7 |
| | | | |
| | | | |

US 59

SURVEY SYMBOLS

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

UTILITY LEGEND

Sub-Surface Utility Mapping Quality Level Is In accordance with CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.

Remark Abbreviations
 QLA Quality Level A Highest guideline quality level
 QLD Quality Level D Lowest guideline quality level

| | |
|--|--|
| | PPA, Northwest REC EL1D, Northwest REC - Quality D |
| | HOLSTEIN, City of Sanitary Sewer HOLSTEIN, City of Water Ken Neiemeier, Public Works Director 119 S Main Holstein, IA, 51025-0500 (712) 368 4898 holsteinpw@netllc.net |
| | WL1D, City of Holstien - Quality D SA1D, City of Holstien - Quality D |
| | Long Lines Ltd. Fiber Distribution Long Lines Ltd. Telephone Tom Connors, Construction/Design Manager PO Box 128 Jefferson, SD, 57038 ph: 7123331352 cell: 7123331352 tom.connors@longlines.biz |
| | FO1D, Long Lines - Quality D |
| | Frontier Communications Fiber Distribution Frontier Communications Telephone Charles Salen, OSP Engineer 334 1st Ave SW Le Mars, IA, 51031 TCB, Traffic Signal Box charles.salen@ftr.com |
| | FO2D, Frontier Comm - Quality D |
| | Windstream Communications Fiber Distribution Windstream Communications Telephone Windstream Communications Fiber Transmission Dan Hogan, Engineering Manager - IA 1614 230th St Manchester, IA, 52057 ph: 5639202428 cell: 5639202428 Dan.Hogan@windstream.com |
| | FO3D, Windstream Comm - Quality D |
| | Aureon Network Services Fiber Distribution Aureon Network Services Fiber Transmission Jeff Klocko, OSP Engineer 7760 Office Plaza Drive South West Des Moines, IA, 50266 ph: 5158300445 jeff.klocko@aureon.com |
| | FO5D, Aureon - Quality D |
| | Lumen Centurylink Fiber Distribution Lumen Centurylink Telephone Steve Parker, Manager of Engineering & Construction 2103 E. University Ave. Des Moines, IA, 50317 ph: 5152650968 cell: 5073581978 Steven.Parker4@lumen.com |
| | FO6D, Centurylink - Quality D |
| | FO4D, Mcleod - Quality D |
| | TL1D, Schaller Telephone COOP - Quality D |
| | EL2D, Iowa DOT - Quality D |
| | ST1D, Iowa DOT - Quality D |
| | GL1D, Midamerican Energy - Quality D |

Adesta Fiber Transmssion
 Cecil Kuhse, Program Manager
 565 Willowbrook Centre Parkway Willowbrook, IL, 60527
 ph: 630-739-0546 cell: 732-675-2268
 cecil.kuhse@aus.com

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

| LINework | Design Color No. | | Transparency |
|---------------|------------------|--|---|
| 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

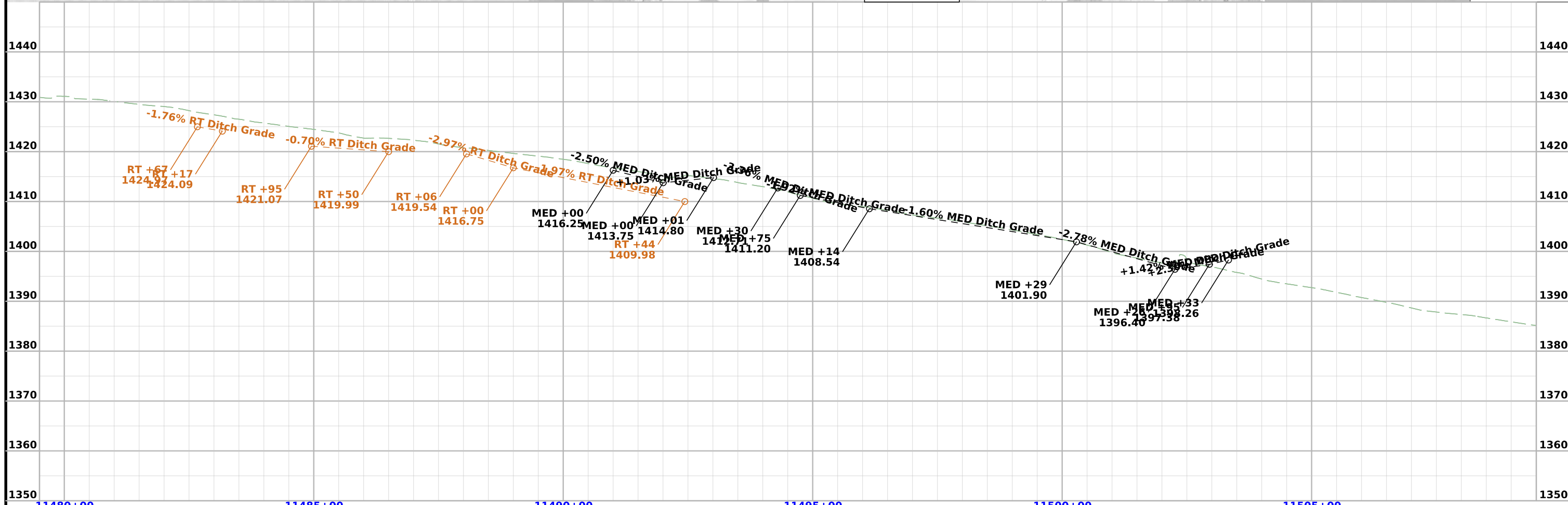
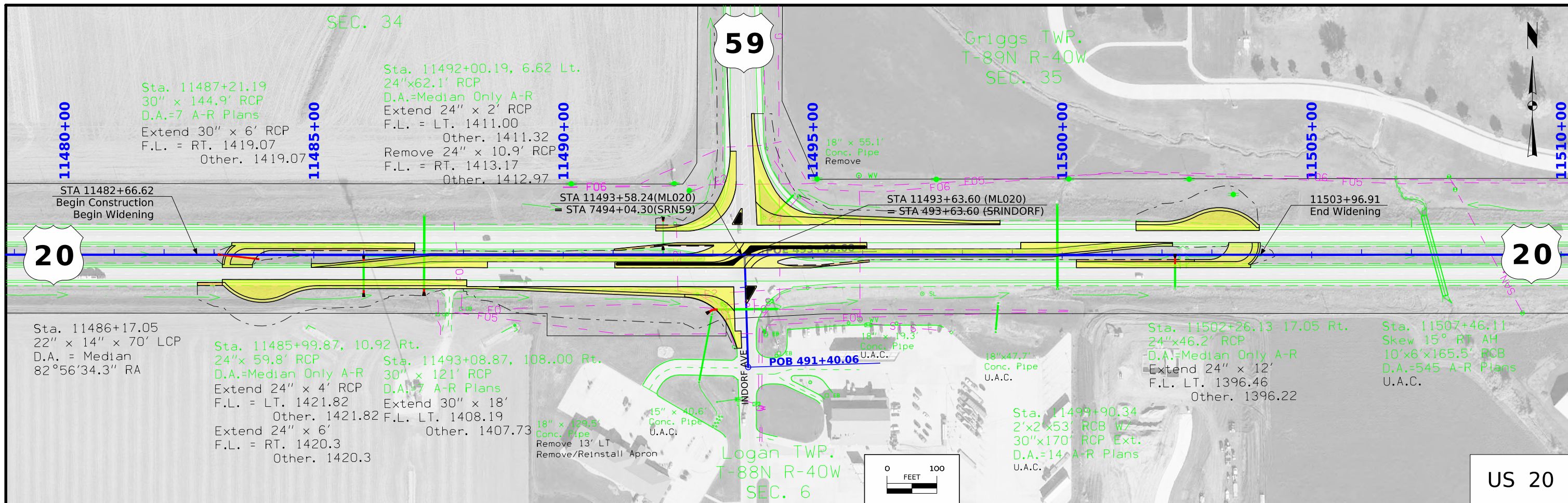
| LINework | Design Color No. | |
|-------------|------------------|--|
| Green | (10) | |
| Blue | (1) | |
| Magenta | (5) | |
| Blue, Light | (230) | |
| Black | (0) | |
| Rust | (14) | |

| Symbol | Description |
|--------|-----------------------------|
| | 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 |

| Symbol | Description |
|--------|------------------------------------|
| | 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)



| | | | | | |
|-------------|---------|------------------------------|------------|--|------------------|
| FILE NO. -- | ENGLISH | DESIGN TEAM SCHROCK/ACKERMAN | IDA COUNTY | PROJECT NUMBER HSIPX-020-2(157)--3L-47 | SHEET NUMBER D.2 |
|-------------|---------|------------------------------|------------|--|------------------|

Griggs TWP.
T-89N R-40W
SEC. 36

Sta. 11569+50.42, 1.46 Lt.
24"x75.8' RCP
D.A.=Median Only A-R
Extend 24" x 8'
F.L. = RT. 1396.66
Other. 1395.13

Sta. 11572+25.10, 8.56 Lt.
18"x66.2' RCP
D.A.=Median Only A-R
Fill and Abandon

$\Delta = 01^{\circ}11'54.39"$ (LT)
T = 167.34'
L = 334.67'
R = 16000.00'
E = 0.88'
e = NC

Sta. 11582+99.32, 14.17 Lt.
24"x75.9' RCP
D.A.=Median Only A-F
U.A.C.

Sta. 11560+76.16
8'x8'x183' RCB
12'x8' Tapered Inlet
D.A.=570 A-R Plans
U.A.C.

Sta. 11568+56.63(ML20)
= STA 3509+00.00(SRS59)

30"x90.1'
C.M.P.
U.A.C.

11555+00

11560+00

11565+00

11570+00

11575+00

11580+00

11560+24.76
Begin Widening

STA 11578+96.18
End Widening
End Construction

20

20

18" x 72.9'
C.M.P.
U.A.C.

15" x 65.3'
Conc. Pipe
Remove

$\Delta = 01^{\circ}11'54.39"$ (RT)
T = 167.34'
L = 334.67'
R = 16000.00'
E = 0.88'
e = NC

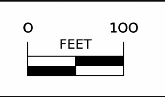
Sta. 11577+99.87, 16.47 Rt.
18"x66.3' RCP
D.A.=Median Only A-F
Extend 18" x 12'
F.L. LT. 1397.95
Other. 1397.95

Logan TWP.
T-88N R-40W
SEC. 5

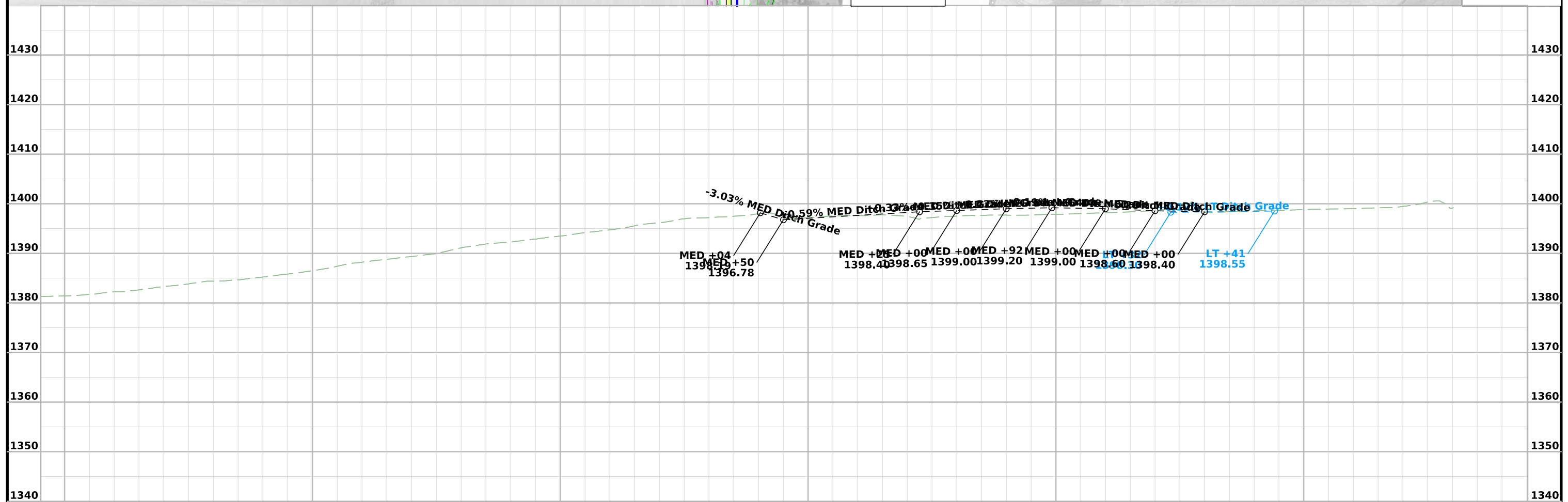
Logan TWP.
T-86N R-40W
SEC. 5

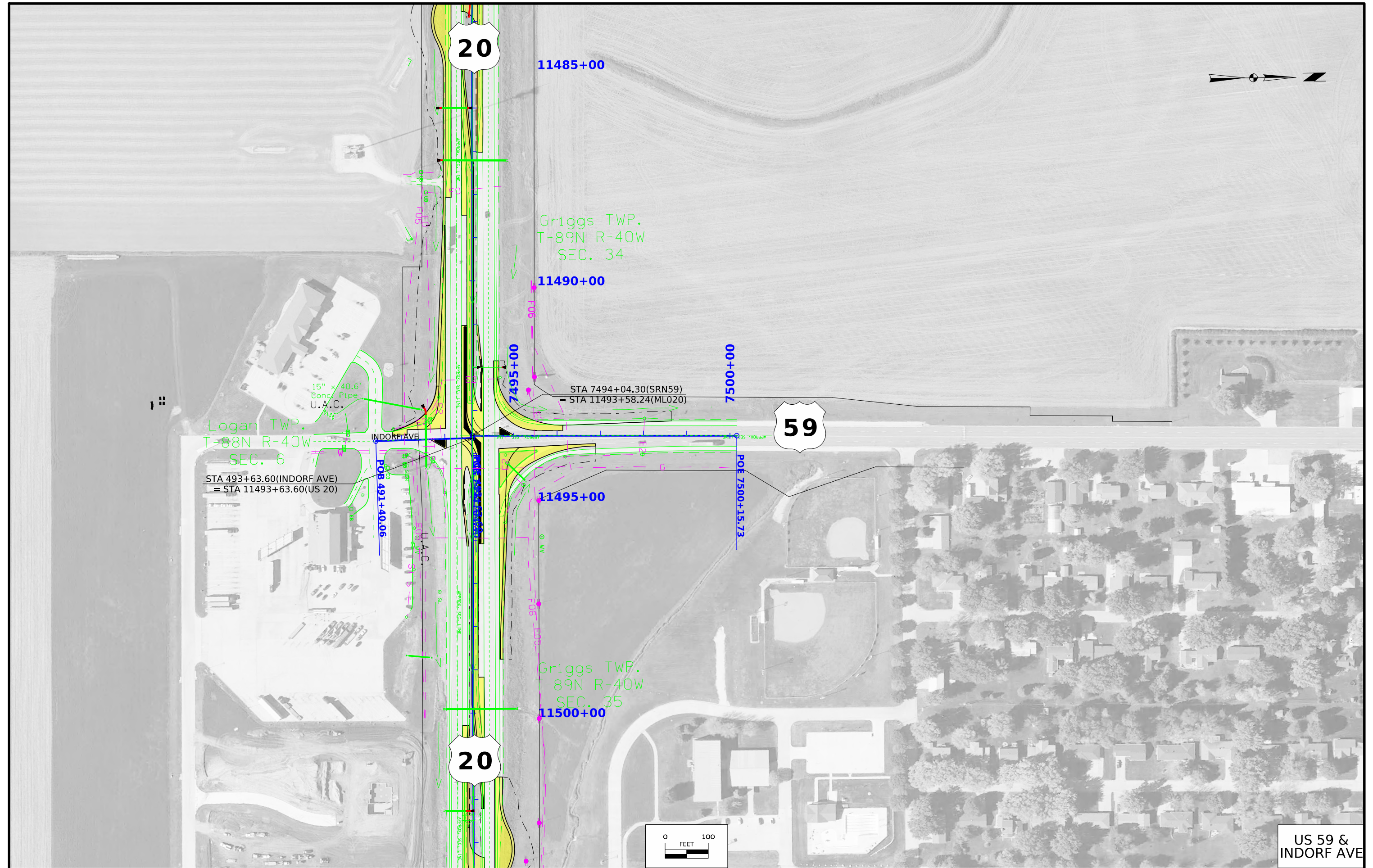
00+50SE

59



US 20





US 59 &
INDORF AVE

Logan TWP.
T-88N R-40W
SEC. 5

20

11560+00

11565+00

Griggs TWP.
T-89N R-40W
SEC. 36

3505+00

59

STA 3509+00.00 (SRS59)
= STA 11568+56.63 (ML020)

18" x 72.9
Conc. Pipe
U.A.C.

11570+00

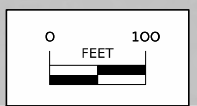
Logan TWP.
T-86N R-40W
SEC. 5

$\Delta = 01^{\circ}11'54.39"$ (LT)
T = 167.34'
L = 334.67'
R = 16000.00'
E = 0.88'
e = NC

20

11575+00

$\Delta = 01^{\circ}11'54.39"$ (RT)
T = 167.34'
L = 334.67'
R = 16000.00'
E = 0.88'
e = NC



US 59

Survey Information

SURVEY INDEX

County: Ida
PIN: 24-47-020-010
Project Number: HSIPX-020-2(157)--3L-47
Location: W of W Jct US 59 to E of E Jct US 59
Type of Work: Undecided
Project Directory: 4702001024

Alignment Information

The horizontal alignment for U.S. Hwy 20 this survey was provided by the district 3 survey office.

Survey Personnel

Clayton Henningsen – Survey Party Chief
Jason Arn – Survey Party Chief

Date(s) of Survey

Begin Date 04/14/2024
End Date 08/03/2024

General Information

This survey is for US Hwy 20 west of the west junction US 59 to east of the east junction US 59. This survey request was for the US Hwy 20 corridor only. 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.

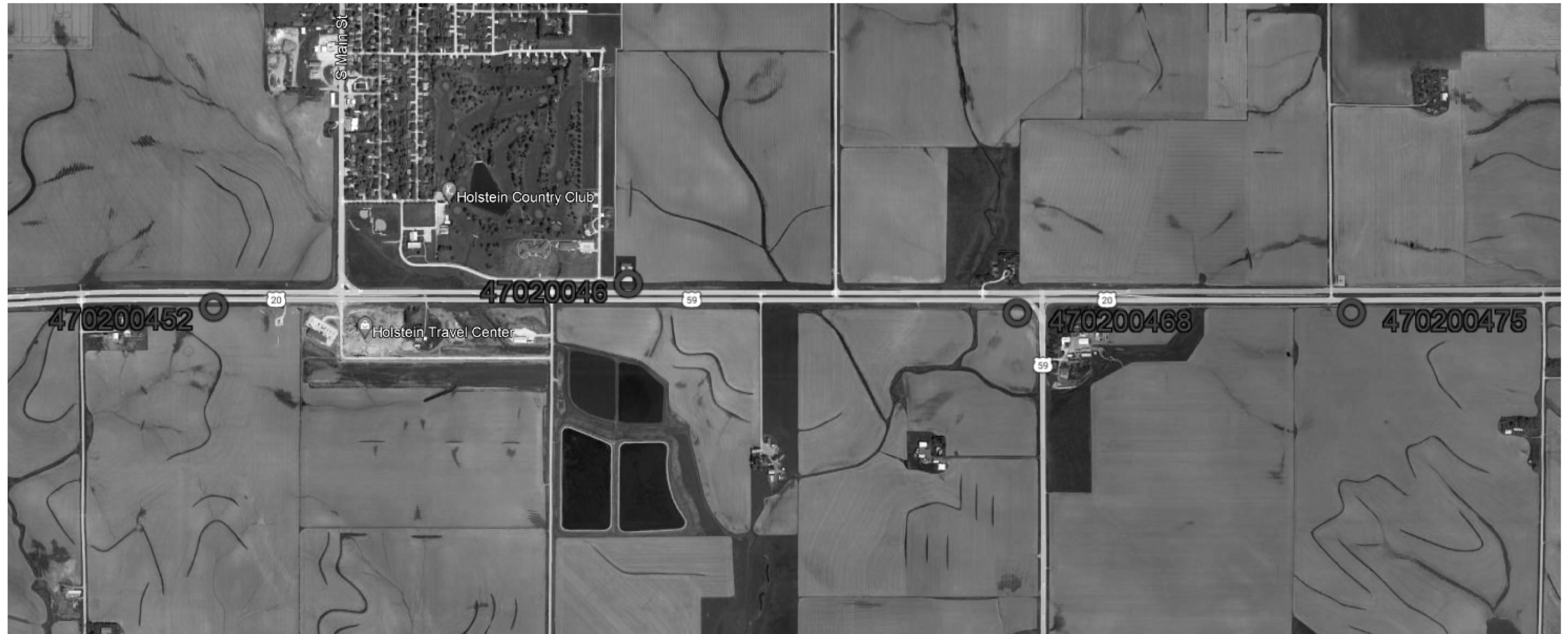
Project Control

Coordinates were determined for primary project control points by conducting concurrent six-hour static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations. 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 04
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u2

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

| <u>Point Name</u> | <u>Northing</u> | <u>Easting</u> | <u>Elevation</u> | <u>Feature Definition-Description</u> |
|-------------------|-----------------|----------------|------------------|---|
| 47020046 | 8579594.33 | 14311126.32 | 1414.34 | CP SET FENO MONUMENT ON TOP OF NORTH BAKSLOPE NEAR MILE MARHER 46 44 FT SOUTH OF CURB 73 FT NORTH OF CL WESTBOUND US 20 |
| 470200452 | 8579406.01 | 14306702.78 | 1435.57 | CP FD X ON BALL OF ROW RAIL ON SOUTH SIDE OF US 20 |
| 470200468 | 8579310.30 | 14315295.88 | 1391.88 | CP FD REBAR W/ CENTER PUNCH IN SW QUAD US 20/ US 59 INTERSECTION 95 FT SOUTH OF CL EASTBOUND US 20 |
| 470200475 | 8579302.26 | 14318827.02 | 1428.30 | CP SET FENO MONUMENT ON TOP SOUTH BACKSLOPE 73 FT SOUTH OF EASTBOUND US 20 230 FT EAST CL HARVEST AVE |

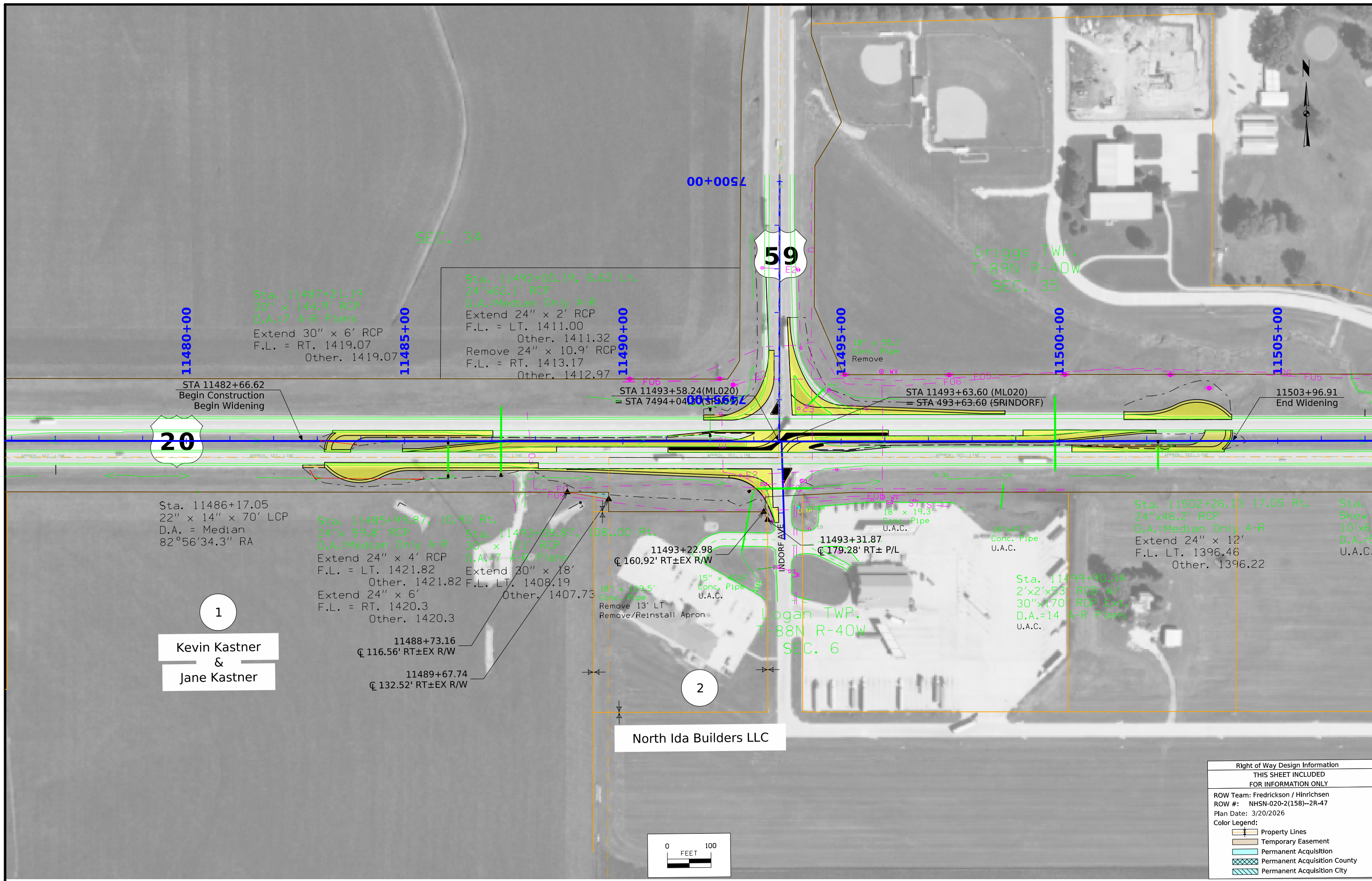
ALIGNMENT COORDINATES

| 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 | | ML020 | | | | | | | 11464+73.11 | 8579518.42 | 14305151.05 | 11468+26.35 | 8579536.15 | 14305503.84 | 11471+79.37 | 8579532.19 | 14305857.06 | | | |
| 3.0 | | ML020 | 11493+56.58 | 8579507.77 | 14308034.13 | | | | | | | | | | | | | | | |
| 4.0 | | ML020 | | | | | | | 11572+99.86 | 8579436.26 | 14315977.09 | 11574+67.20 | 8579434.76 | 14316144.42 | 11576+34.52 | 8579436.75 | 14316311.75 | | | |
| 5.0 | | ML020 | | | | | | | 11576+34.52 | 8579436.75 | 14316311.75 | 11578+01.86 | 8579438.74 | 14316479.08 | 11579+69.19 | 8579437.24 | 14316646.41 | | | |
| 6.0 | | ML020 | 11583+01.85 | 8579434.24 | 14316979.06 | | | | | | | | | | | | | | | |
| 7.0 | | | | | | | | | | | | | | | | | | | | |
| 8.0 | | SRS59 | 3502+02.07 | 8578742.33 | 14315529.9 | | | | | | | | | | | | | | | |
| 9.0 | | SRS59 | 3509+00.00 | 8579440.25 | 14315533.88 | | | | | | | | | | | | | | | |
| 10.0 | | | | | | | | | | | | | | | | | | | | |
| 11.0 | | SRN59 | 7494+04.30 | 8579507.76 | 14308035.79 | | | | | | | | | | | | | | | |
| 12.0 | | SRN59 | 7500+15.74 | 8580119.15 | 14308043.02 | | | | | | | | | | | | | | | |
| 13.0 | | | | | | | | | | | | | | | | | | | | |
| 14.0 | | SRINDORF | 491+40.06 | 8579284.22 | 14308045.82 | | | | | | | | | | | | | | | |
| 15.0 | | SRINDORF | 493+63.60 | 8579507.71 | 14308041.16 | | | | | | | | | | | | | | | |

SPIRAL OR CIRCULAR CURVE DATA

| Line No. | Name | Location | SCS | S | Ls | Ts | Es | Xc | Yc | L.T. | S.T. | C | T | L | R | E | Remarks |
|----------|------|----------|-----|---|----|----|----|----|----|------|------|------|--------|--------|-------|------|---------|
| 1.0 | C1 | ML020 | | | | | | | | | | 3.52 | 353.24 | 706.26 | 11497 | 5.43 | |
| 2.0 | C2 | ML020 | | | | | | | | | | 1.20 | 167.34 | 334.67 | 16000 | 0.88 | |
| 3.0 | C3 | ML020 | | | | | | | | | | 1.20 | 167.34 | 334.67 | 16000 | 0.88 | |

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.



20

59

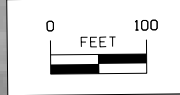
1

2

Kevin Kastner
&
Jane Kastner

North Ida Builders LLC

| Right of Way Design Information | |
|--|------------------------------|
| THIS SHEET INCLUDED FOR INFORMATION ONLY | |
| ROW Team: Fredrickson / Hinrichsen | |
| ROW #: NHSN-020-2(158)--2R-47 | |
| Plan Date: 3/20/2026 | |
| Color Legend: | |
| | Property Lines |
| | Temporary Easement |
| | Permanent Acquisition |
| | Permanent Acquisition County |
| | Permanent Acquisition City |





Donna Buell

Griggs TWP.
T-89N R-40W
SEC. 36
Sta. 11569+50.42, 1.46 Lt.
24"x75.8' RCP
D.A.=Median Only A-R
Extend 24" x 8'
F.L. = RT. 1396.66
Other. 1395.13

Sta. 11572+25.10, 8.56 Lt.
18"x66.2' RCP
D.A.=Median Only A-R
Fill and Abandon

Sta. 11582+99.32, 14.1
24"x75.9' RCP
D.A.=Median Only A-F
U.A.C.

Sta. 11560+76.16
8'x8'x183' RCB
12'x8' Tapered Inlet
D.A.=570' A-R Plans
U.A.C.

11565+00

11570+00

11575+00

11580+00

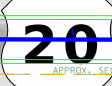
11555+00

STA 11568+56.63(ML20)
= STA 3509+00.00(SRS59)

30"x90.1'
C.M.P.
U.A.C.

STA 11578+96.18
End Widening
End Construction

11560+24.76
Begin Widening



00+50SE



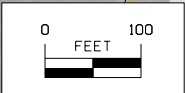
18" x 72.9'
C.M.P.
U.A.C.

15" x 65.3
Conc. Pipe
Remove

Logan TWP.
T-88N R-40W
SEC. 5

Logan TWP.
T-86N R-40W
SEC. 5

Sta. 11577+99.87, 16.47 Rt.
18"x66.3' RCP
D.A.=Median Only A-F
Extend 18" x 12'
F.L. LT. 1397.95
Other. 1397.95



| Right of Way Design Information | |
|--|------------------------------|
| THIS SHEET INCLUDED FOR INFORMATION ONLY | |
| ROW Team: | Fredrickson / Hinrichsen |
| ROW #: | NHSN-020-2(158)--2R-47 |
| Plan Date: | 3/20/2026 |
| Color Legend: | |
| | Property Lines |
| | Temporary Easement |
| | Permanent Acquisition |
| | Permanent Acquisition County |
| | Permanent Acquisition City |

**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 |

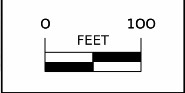
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

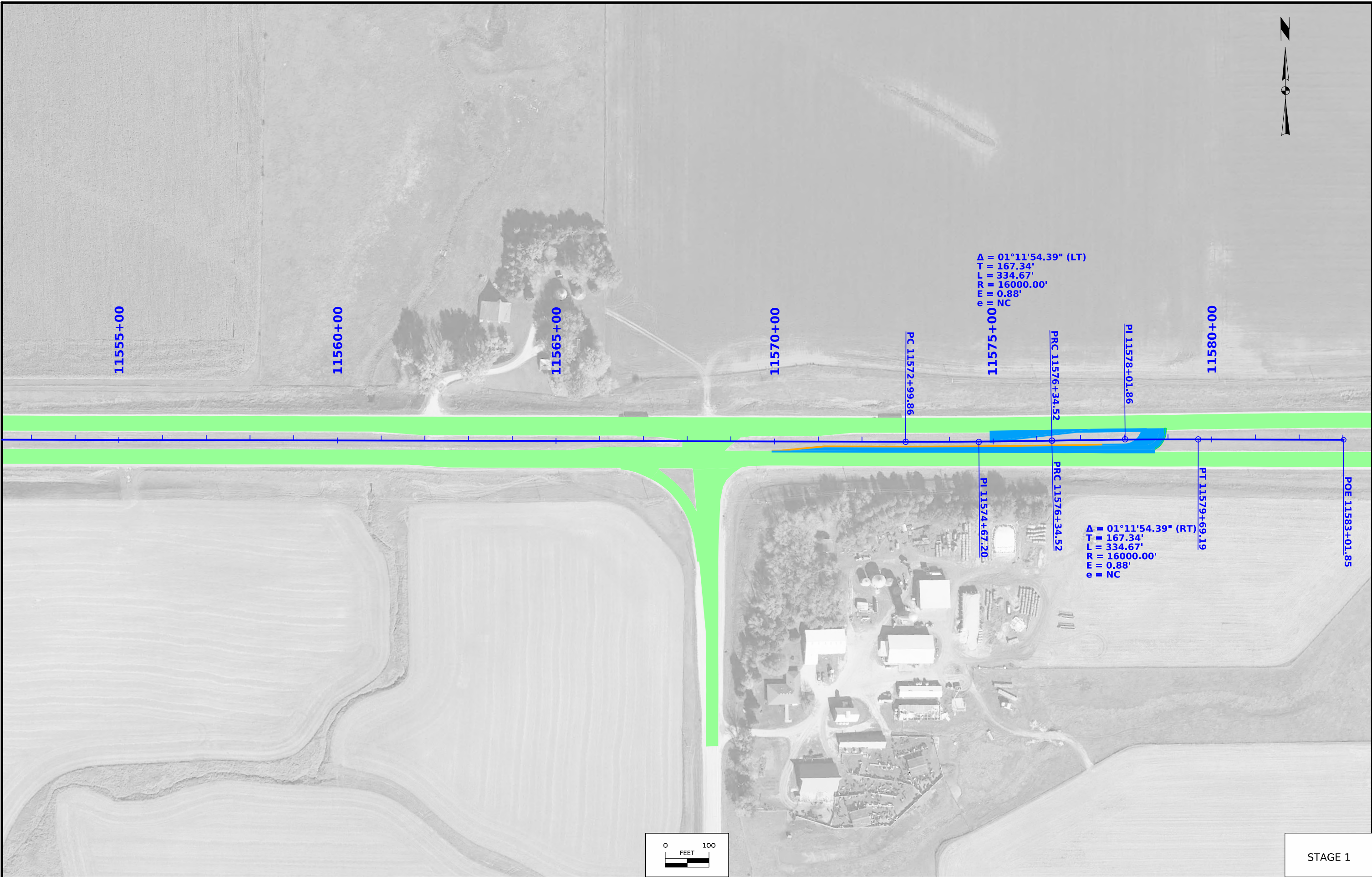
**TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET**

(COVERS SHEET SERIES J)



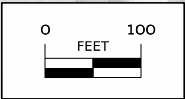
STAGE 1





$\Delta = 01^{\circ}11'54.39''$ (LT)
 $T = 167.34'$
 $L = 334.67'$
 $R = 16000.00'$
 $e = 0.88'$
 $e = NC$

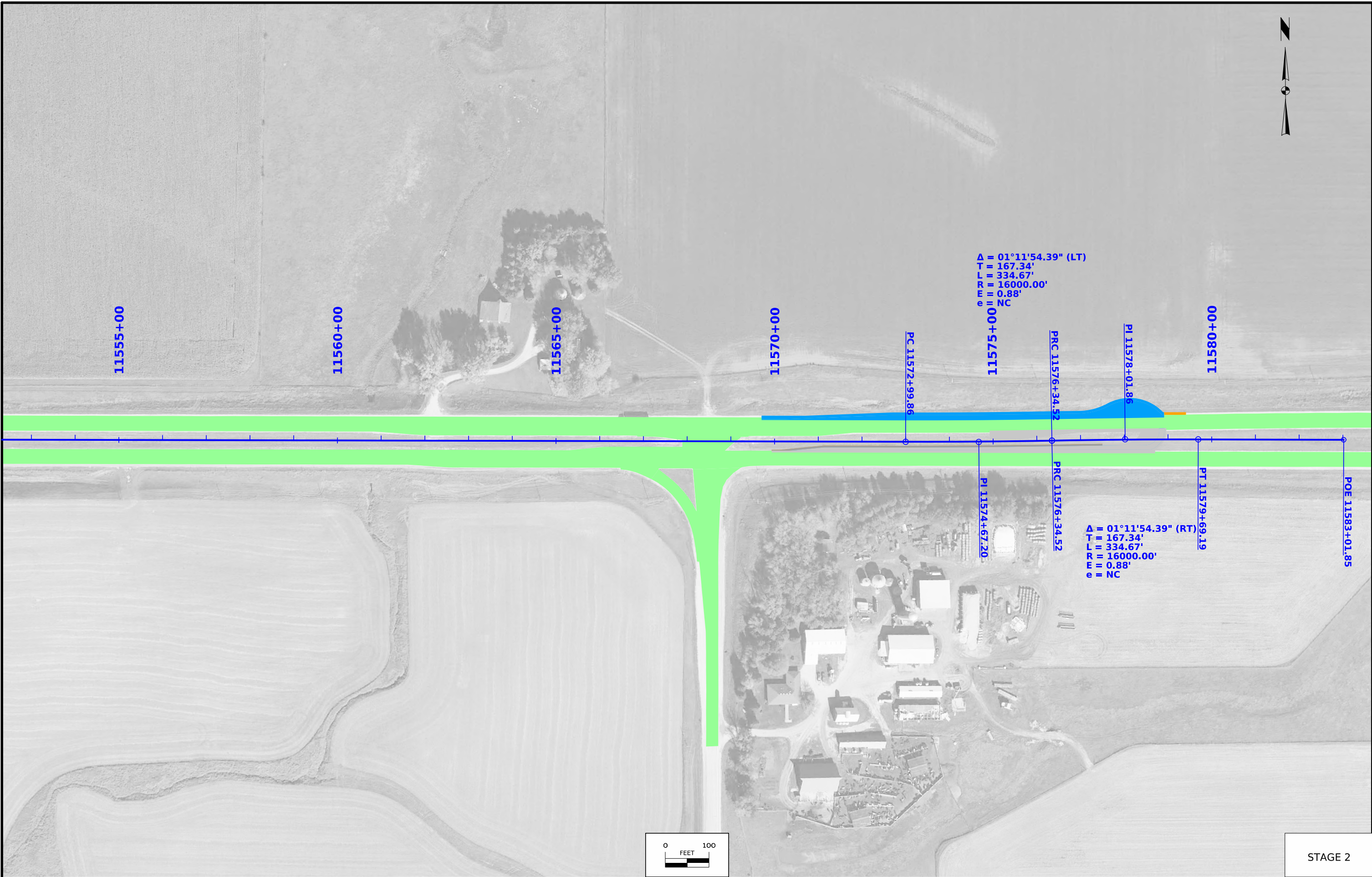
$\Delta = 01^{\circ}11'54.39''$ (RT)
 $T = 167.34'$
 $L = 334.67'$
 $R = 16000.00'$
 $e = 0.88'$
 $e = NC$



STAGE 1

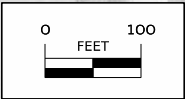


STAGE 2

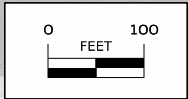
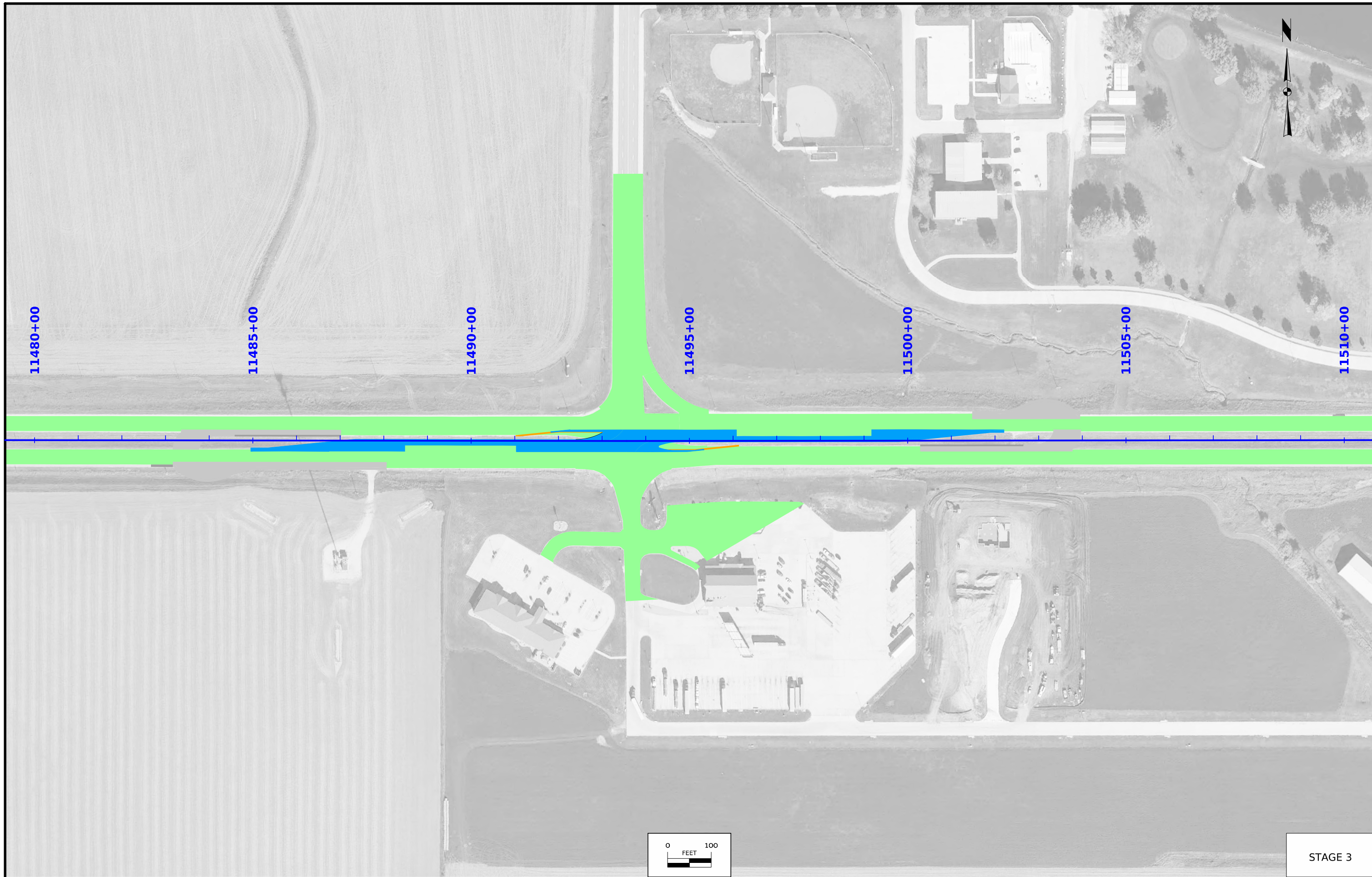


$\Delta = 01^{\circ}11'54.39''$ (LT)
 $T = 167.34'$
 $L = 334.67'$
 $R = 16000.00'$
 $e = 0.88'$
 $e = NC$

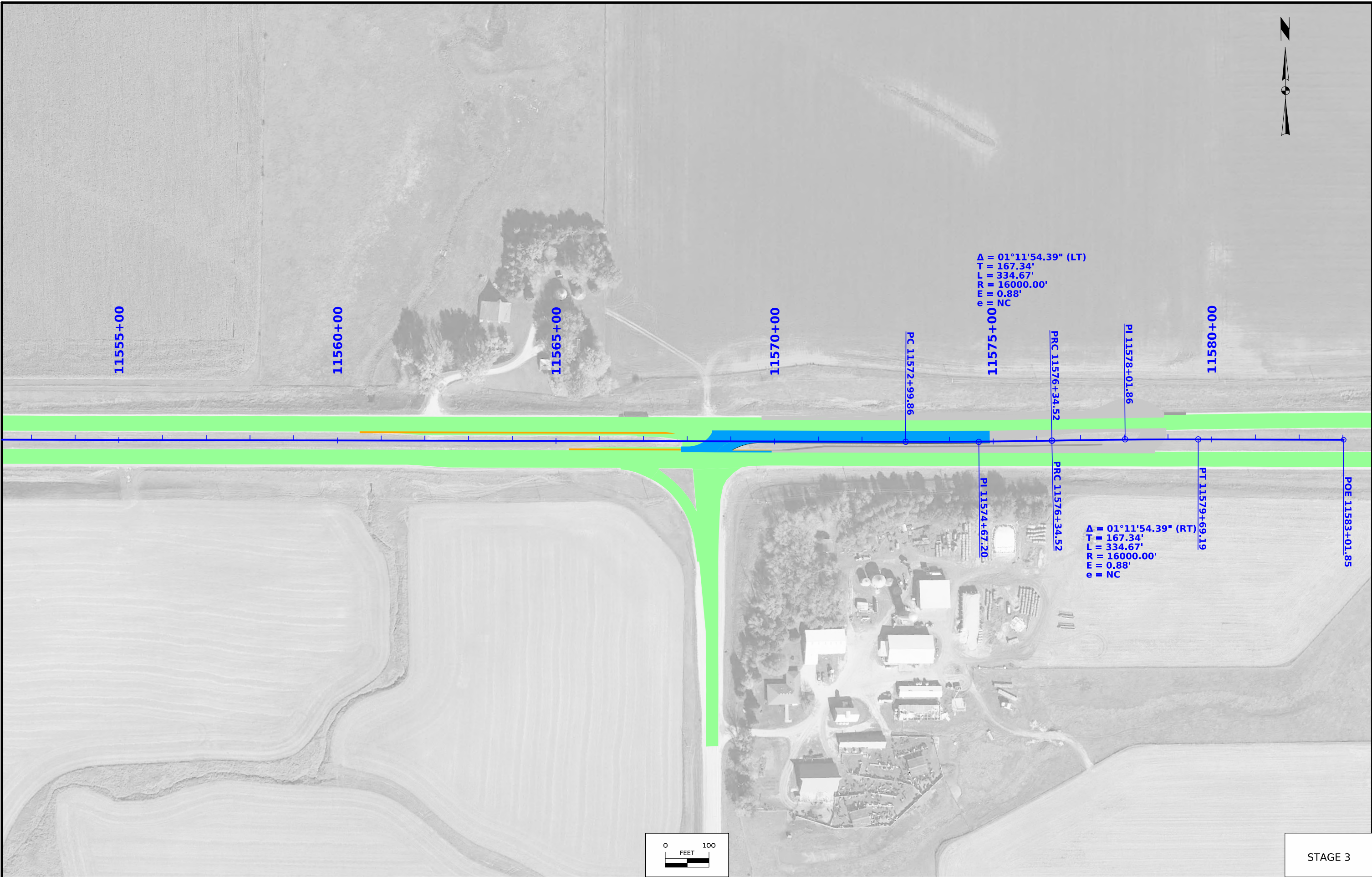
$\Delta = 01^{\circ}11'54.39''$ (RT)
 $T = 167.34'$
 $L = 334.67'$
 $R = 16000.00'$
 $e = 0.88'$
 $e = NC$



STAGE 2

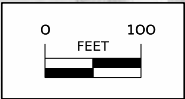


STAGE 3

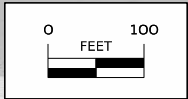
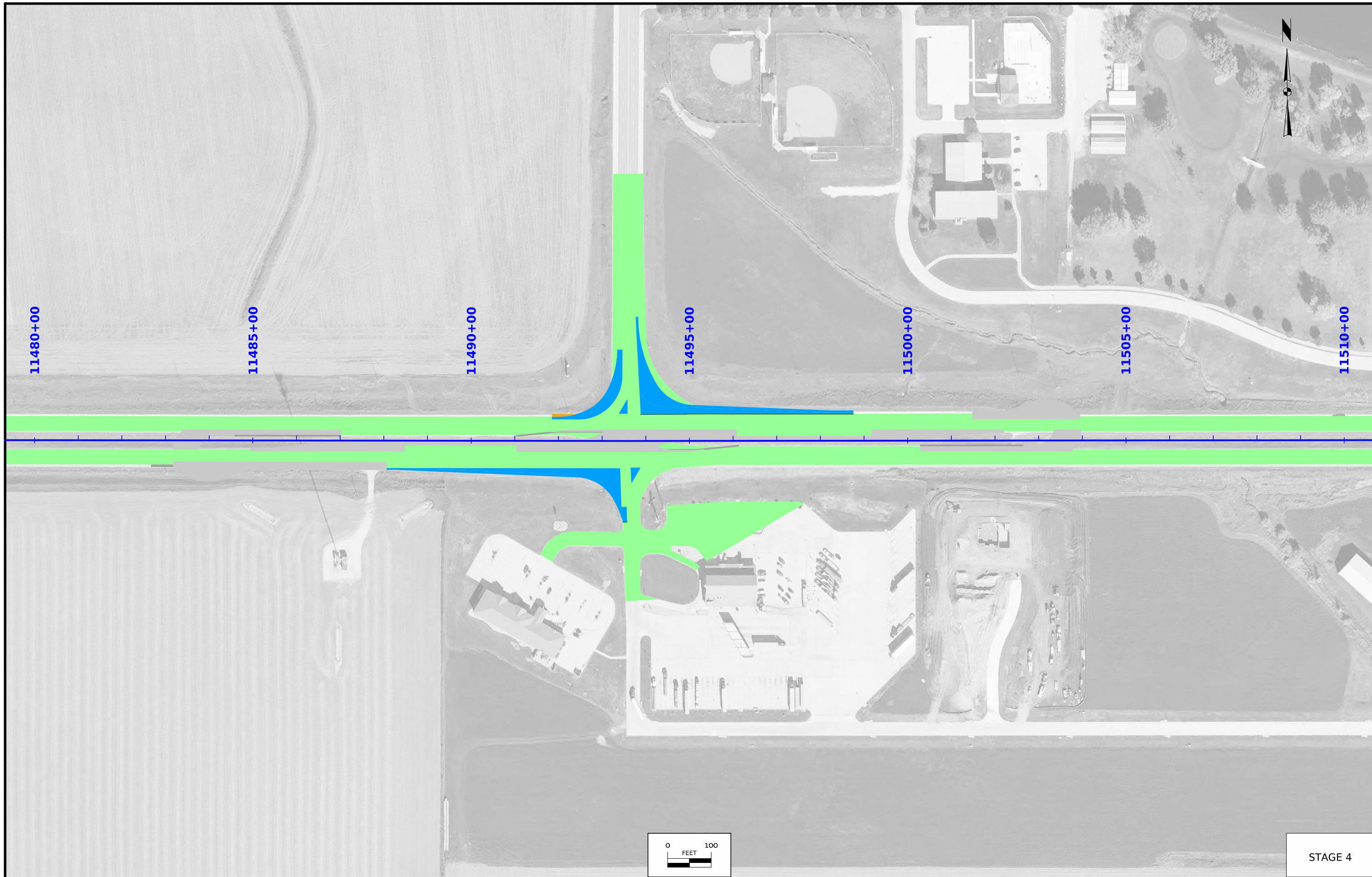


$\Delta = 01^{\circ}11'54.39''$ (LT)
 $T = 167.34'$
 $L = 334.67'$
 $R = 16000.00'$
 $e = 0.88'$
 $e = NC$

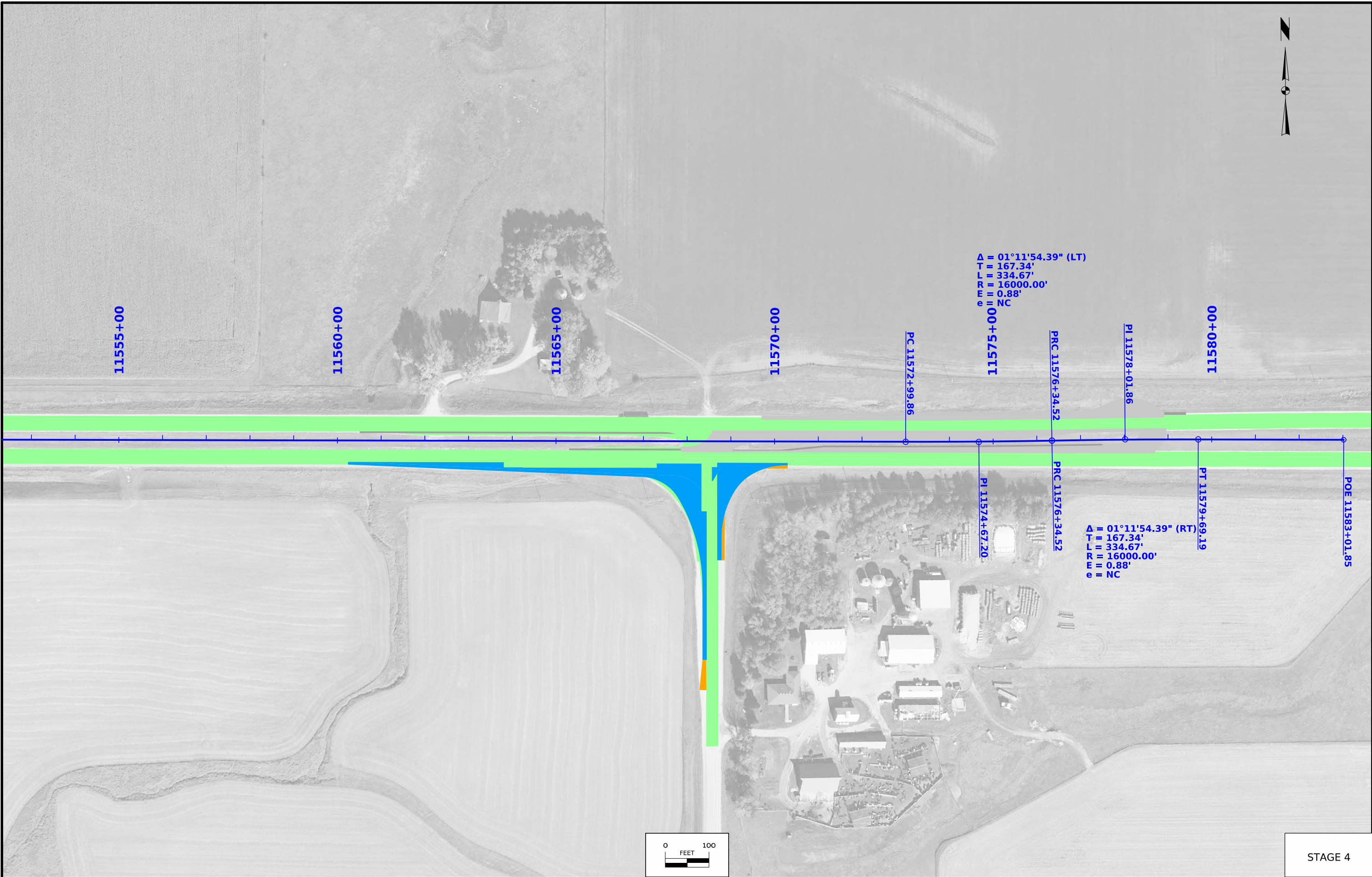
$\Delta = 01^{\circ}11'54.39''$ (RT)
 $T = 167.34'$
 $L = 334.67'$
 $R = 16000.00'$
 $e = 0.88'$
 $e = NC$



STAGE 3

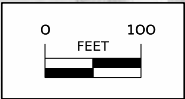


STAGE 4



$\Delta = 01^{\circ}11'54.39''$ (LT)
 $T = 167.34'$
 $L = 334.67'$
 $R = 16000.00'$
 $e = 0.88'$
 $e = NC$

$\Delta = 01^{\circ}11'54.39''$ (RT)
 $T = 167.34'$
 $L = 334.67'$
 $R = 16000.00'$
 $e = 0.88'$
 $e = NC$



STAGE 4

SURVEY SYMBOLS

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

UTILITY LEGEND

Sub-Surface Utility Mapping Quality Level Is In accordance with CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.

Remark Abbreviations

QLA Quality Level A Highest guideline quality level
QLD Quality Level D Lowest guideline quality level

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PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

| LINework | Design Color No. | Description |
|-------------|------------------|--|
| 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. | Description |
|--------------|------------------|----------------------------|
| 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. | Description |
|-------------|------------------|--------------------------------|
| Green | (2) | Existing Ground Line Profile |
| Magenta | (5) | Existing Utilities Information |
| Blue, Dark | (1) | Proposed Pipes |
| Blue, Light | (230) | 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 |

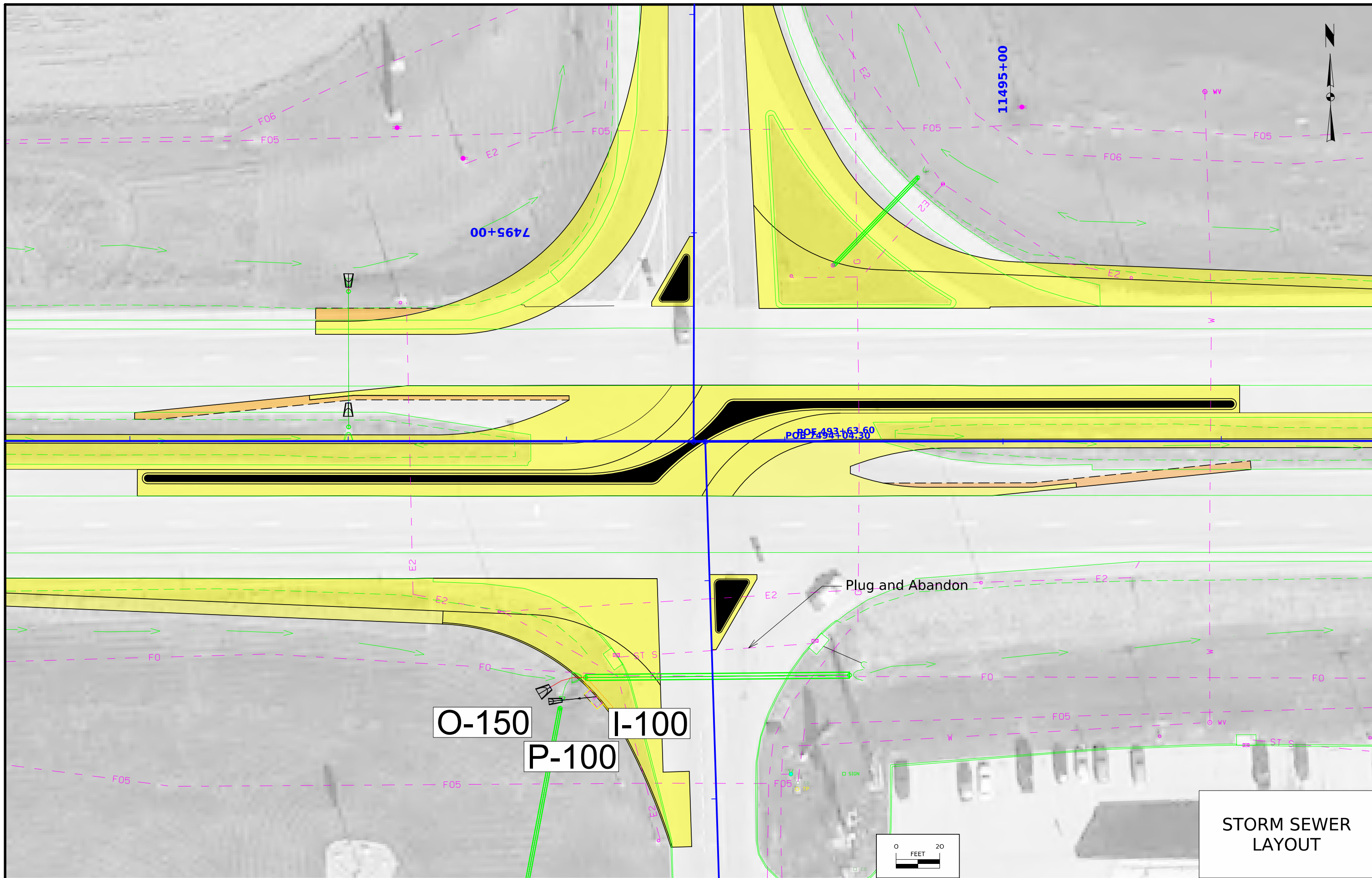
PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

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

| Reference Point | | RIGHT-OF-WAY LEGEND | |
|-----------------|--------------------------|---------------------|------------------------------------|
| | Station | | Proposed Right-of-Way |
| | Section Corner | | Existing and Proposed Right-of-Way |
| | Ground Line Intercept | | Easement and Existing Right-of-Way |
| | Saw Cut | | Borrow |
| | Guardrail | | Easement (Temporary) |
| | Clearing & Grubbing Area | | Easement |
| | Pavement Removal | | Excess |
| | | | Access Control |

STORM SEWER LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES M)



STORM SEWER LAYOUT



I-100 SW-509
 FG:1412.64'
 BW:1408.30'
 Sta: 11493+13.76
 Off: 116.80

O-150
 DR-201
 Type 1 (18")
 Sta: 11492+92.70
 Off: 112.51

P-100 (18")
 14.57'
 1.38%
 FL. Start 1408.80
 FL. End 1408.60

CROSS SECTION VIEW COLOR LEGEND

| Design Color No. | Feature | Design Color No. | Feature |
|-------------------|---------------------------------|---------------------------|--------------------------------------|
| Aggregate | | | |
| (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 |
| Grading | | | |
| (8) | Revetment Class A | (128) | Boulder |
| (6) | Revetment Class B | (209) | Boulder Removed |
| (62) | Revetment Class C | (48) | Broken Weathered |
| (188) | Revetment Class D | (210) | Broken Weathered Removed |
| (28) | Revetment Class E | (3) | Core Out |
| (12) | Shoulder Special Backfill | (115) | Core Out Remove Only |
| (12) | Special Backfill | (195) | Core Out Remove and Replace |
| (20) | Subbase | (203) | Existing Pavement |
| (20) | Subbase Lower | (184) | Existing Pavement Remove Only |
| (20) | Subbase Upper | (200) | Existing Pavement Remove and Replace |
| (118) | Subgrade Treatment | (6) | Loam |
| Substrata | | | |
| (207) | HMA Base Course | (211) | Loam Removed |
| (207) | HMA Interim Course | (80) | Rock |
| (207) | HMA Surface Course | (212) | Rock Removed |
| (0) | Bridge | (4) | Select Sand |
| (0) | Barrier Concrete | (214) | Select Sand Removed |
| (0) | Barrier Concrete Footing | (3) | Shale |
| (0) | Curb Gutter | (215) | Shale Removed |
| (48) | Flowable Mortar | (10) | Topsoil |
| (0) | Median Concrete | (2) | Topsoil Remove Only |
| (0) | PCC Pavement | (4) | Topsoil Remove and Replace |
| (0) | Sidewalk | Unsuitable / Waste | |
| (0) | Existing Pavement | (3) | Unsuitable Type A |
| (209) | Shoulder HMA | (216) | Unsuitable Type A Removed |
| (0) | Shoulder PCC | (13) | Unsuitable Type B |
| (6) | Shoulder Granular | (217) | Unsuitable Type B Removed |
| (112) | Noise Wall | (11) | Unsuitable Type C |
| (112) | Noise Wall Footing | (218) | Unsuitable Type C Removed |
| (112) | Retaining Wall Back | (3) | Waste |
| (112) | Retaining Wall Back Excavate | (219) | Waste Removed |
| (112) | Retaining Wall Face | | |
| (112) | Retaining Wall Front Excavate | | |
| (112) | Retaining Wall Front Footing | | |
| (112) | Retaining Wall MSE Gutter | | |
| (112) | Retaining Wall Reinforced Earth | | |
| Concrete | | | |
| Asphalt | | | |
| Bridge | | | |
| Shoulder | | | |
| Structural | | | |

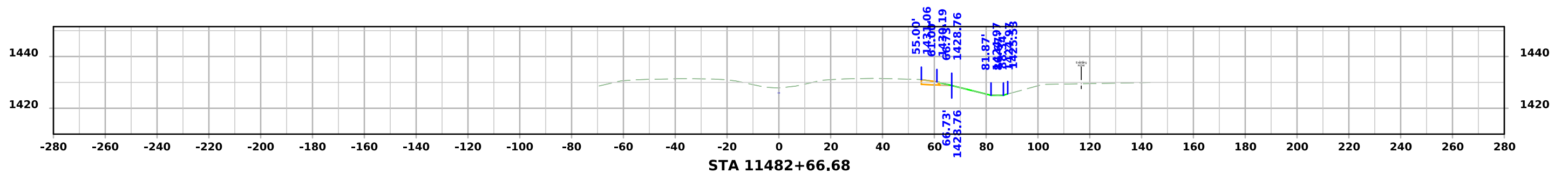
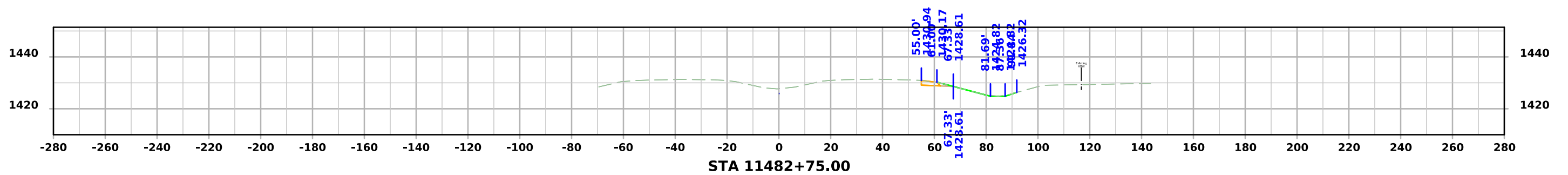
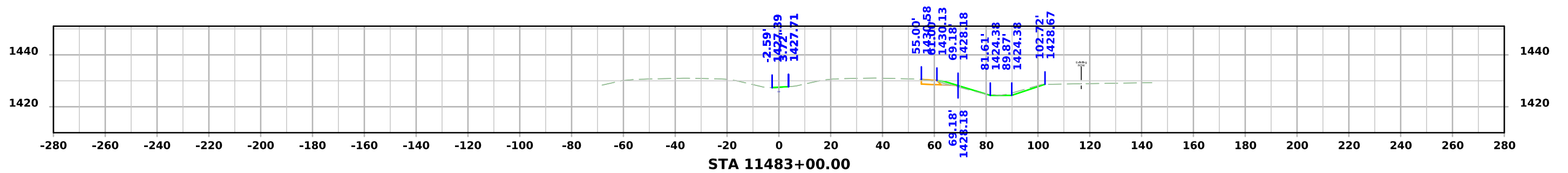
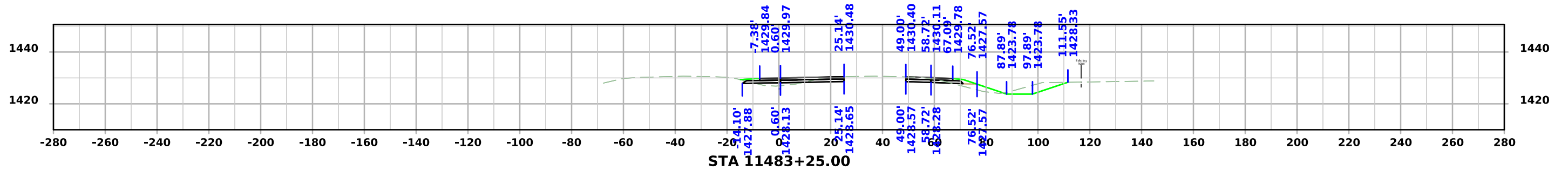
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NOTES:

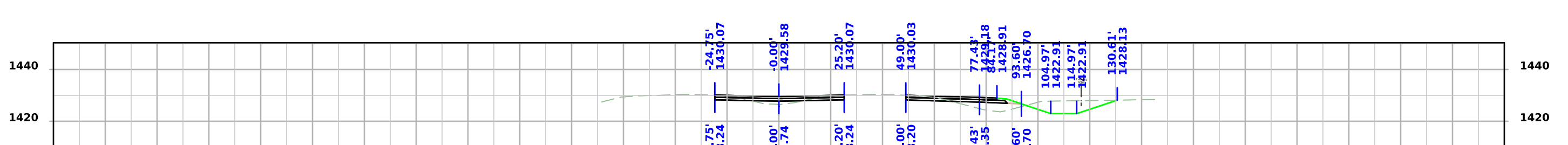
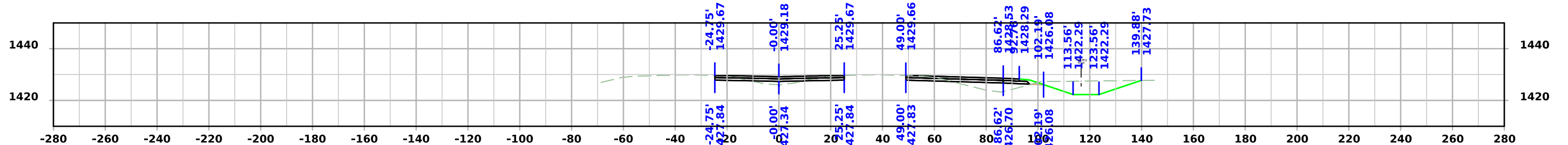
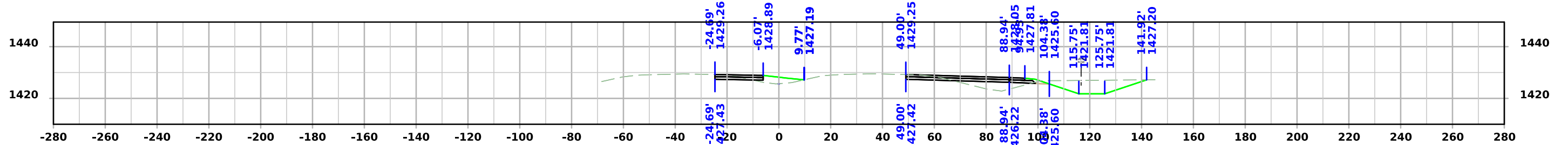
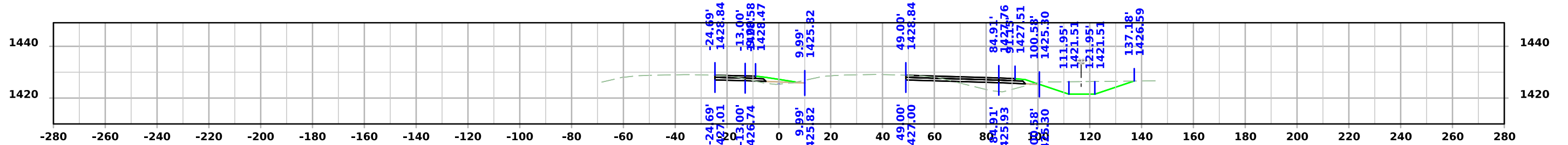
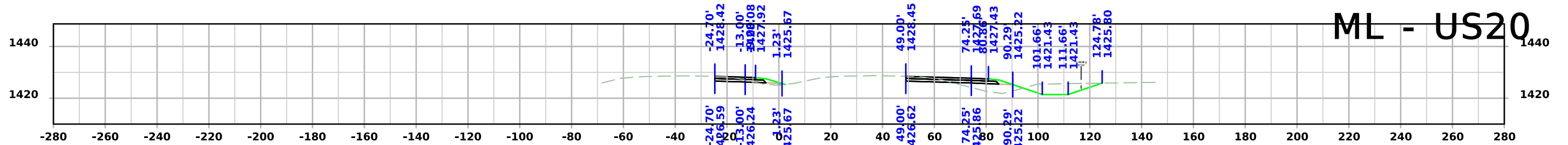
CROSS SECTIONS LEGEND AND INFORMATION SHEET

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

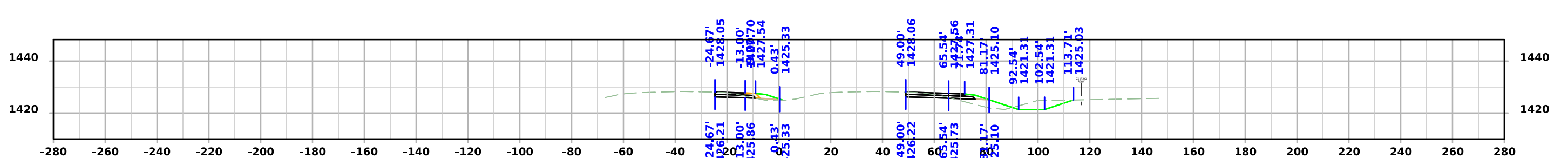
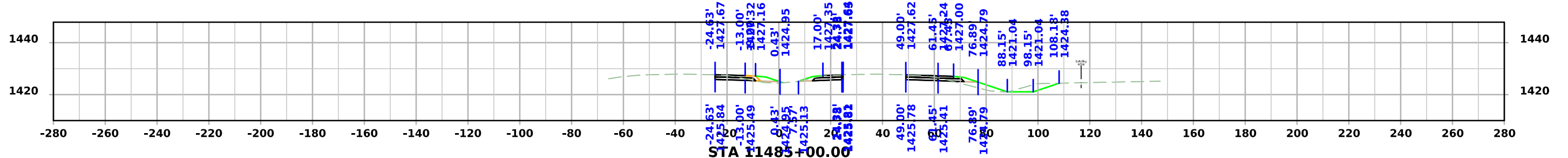
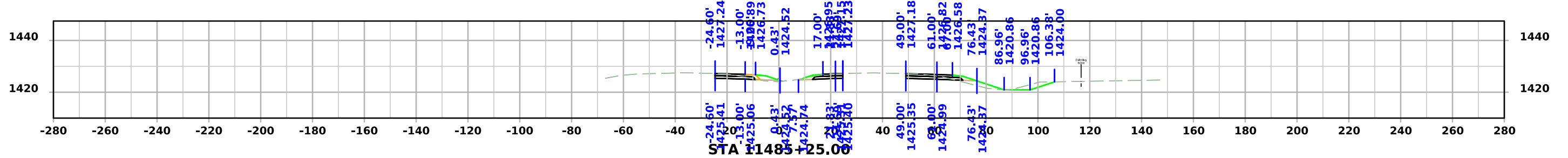
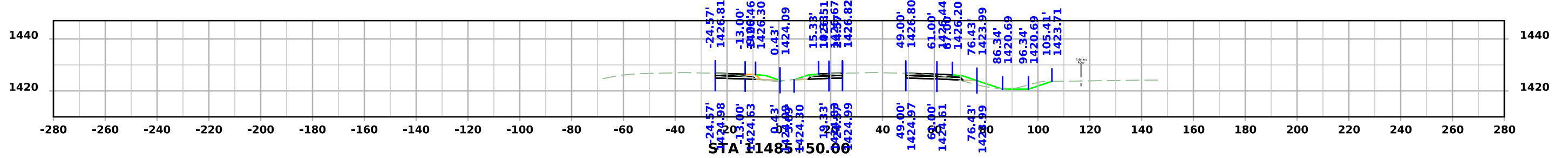
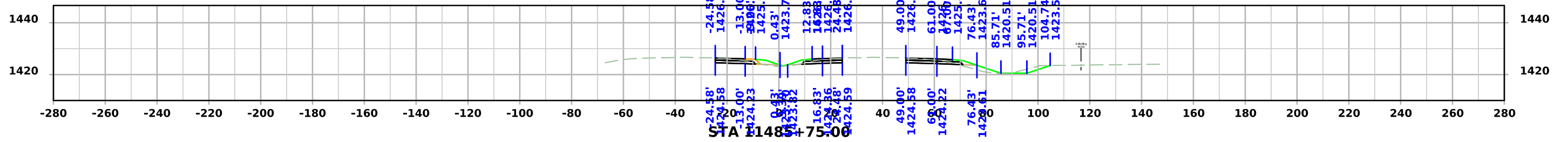
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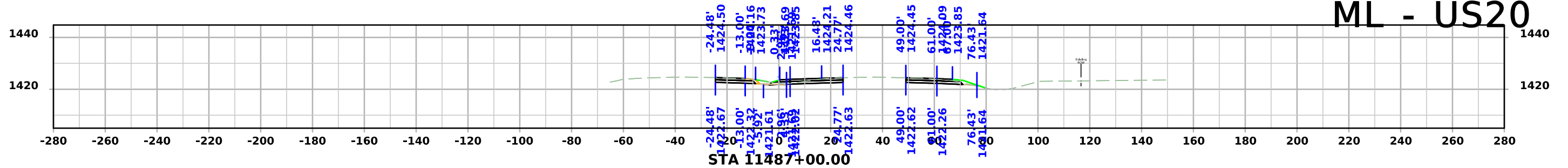
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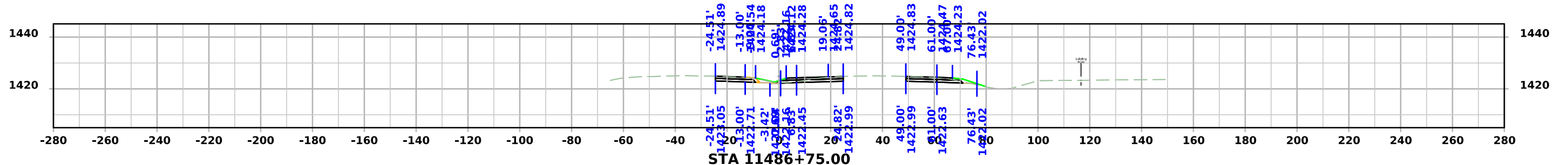
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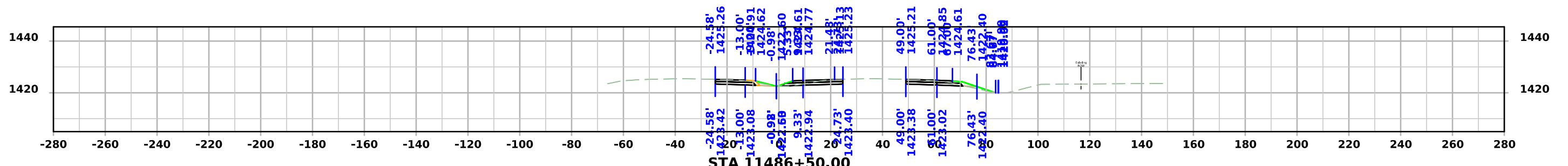
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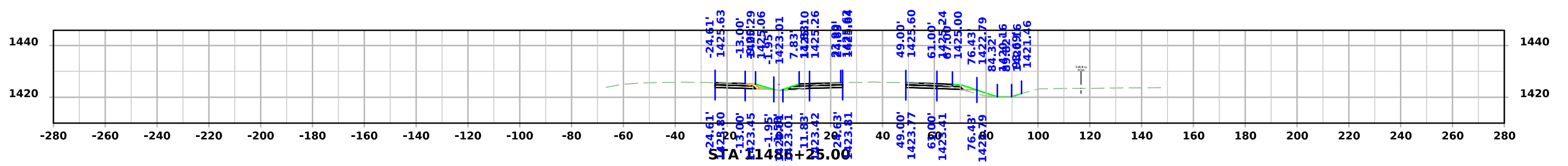
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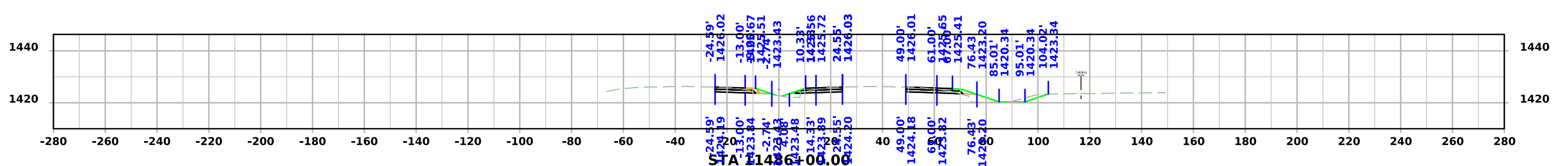
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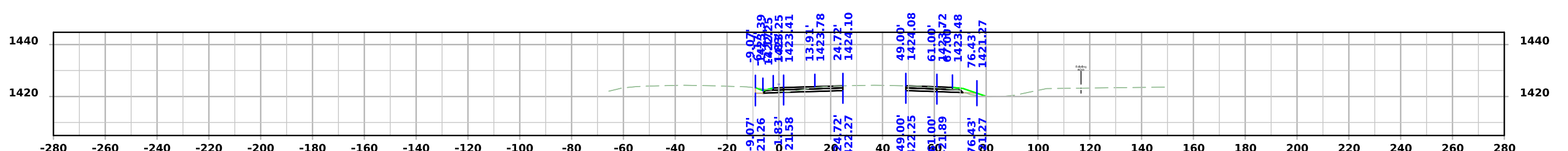
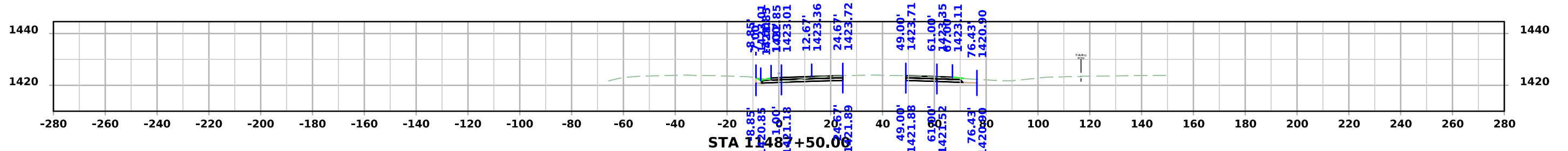
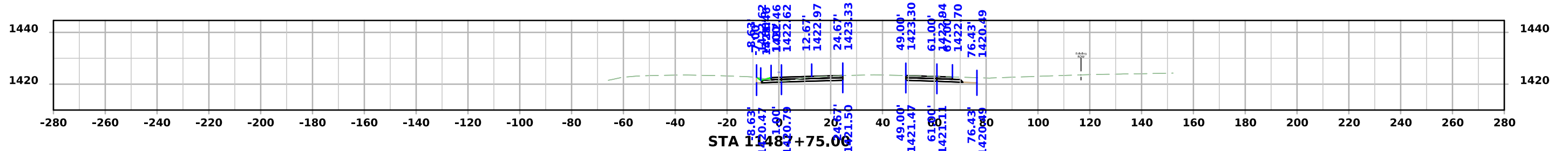
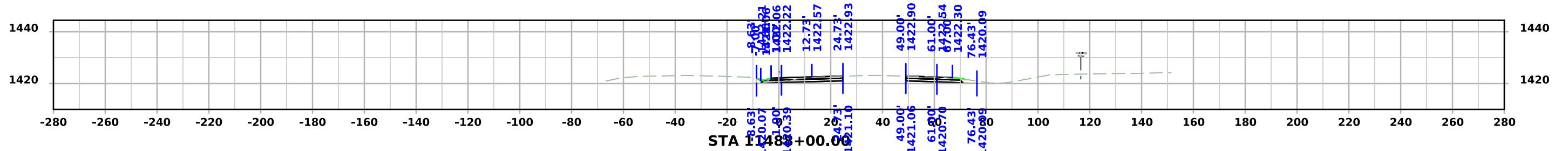
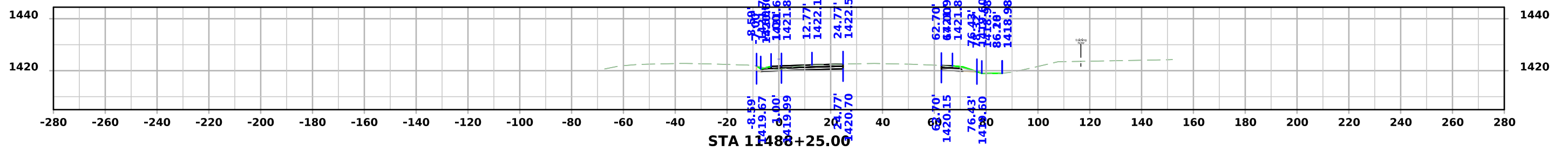


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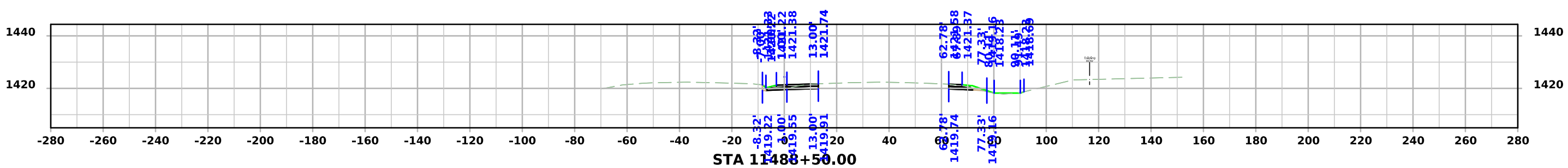
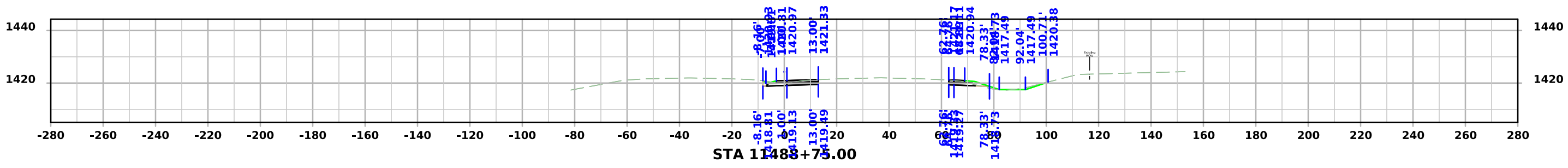
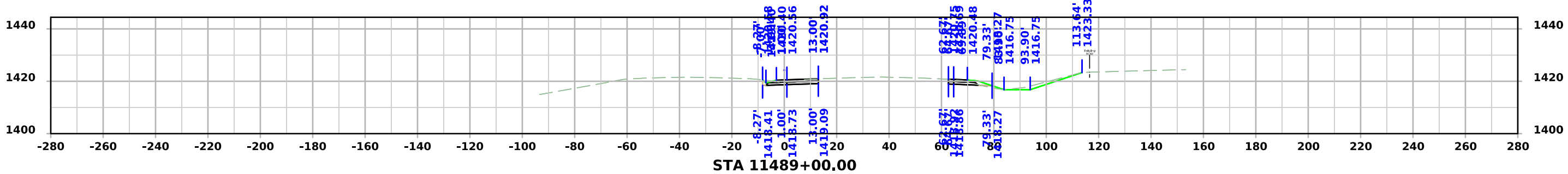
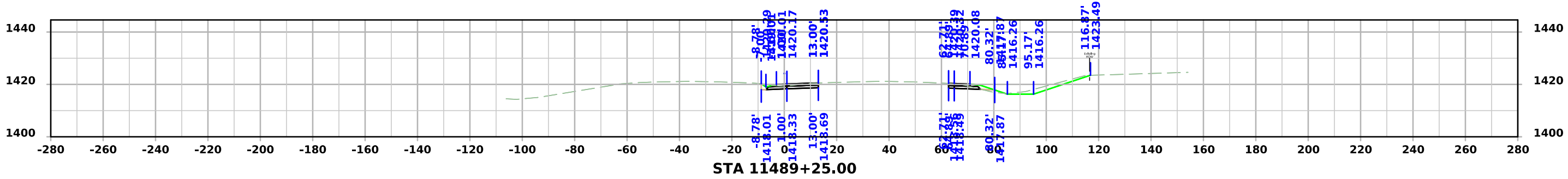


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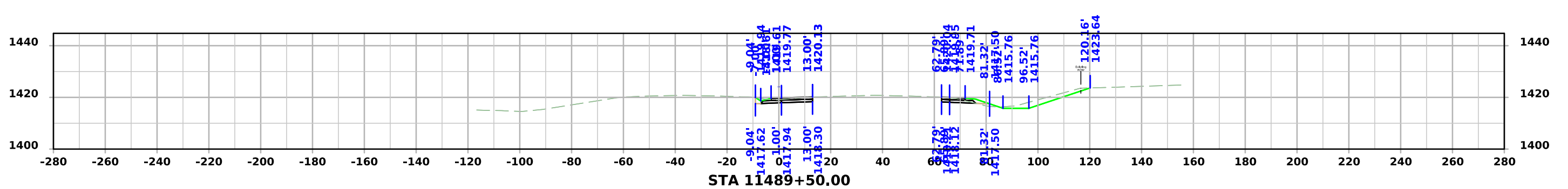
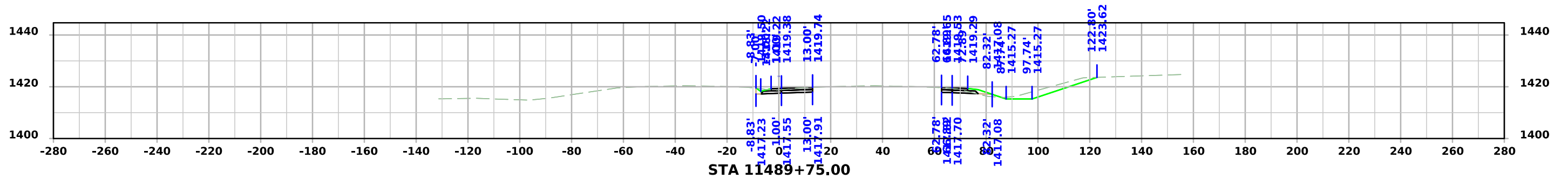
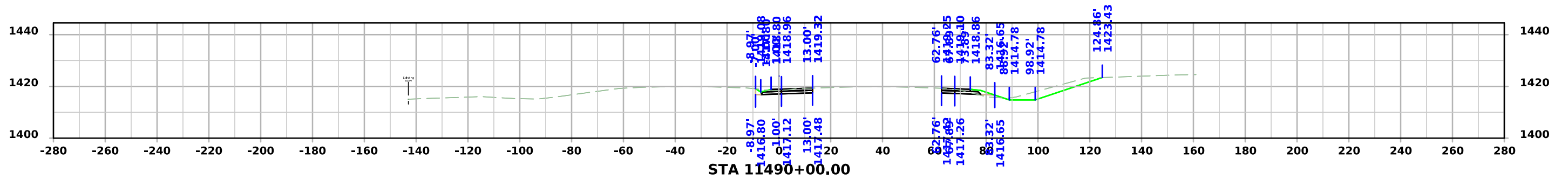
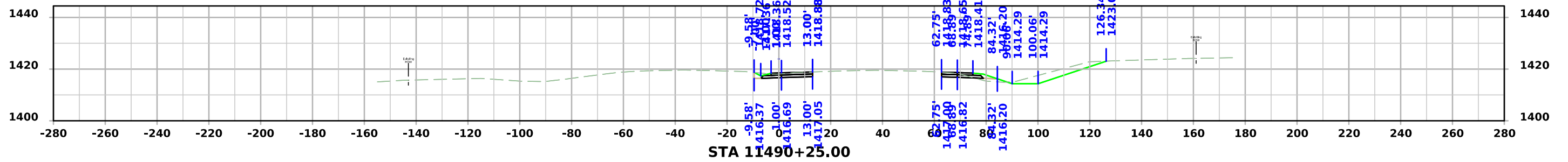
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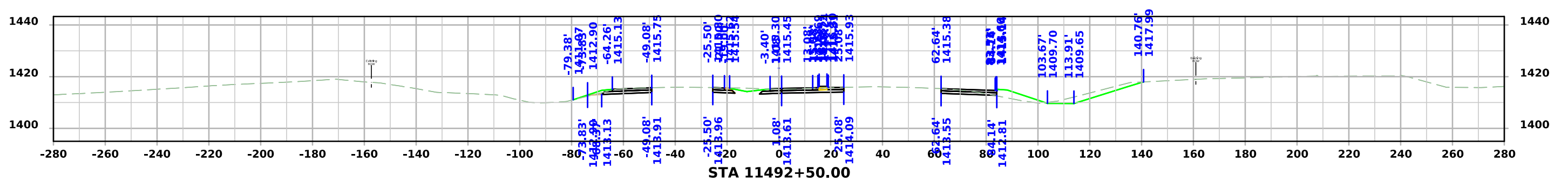
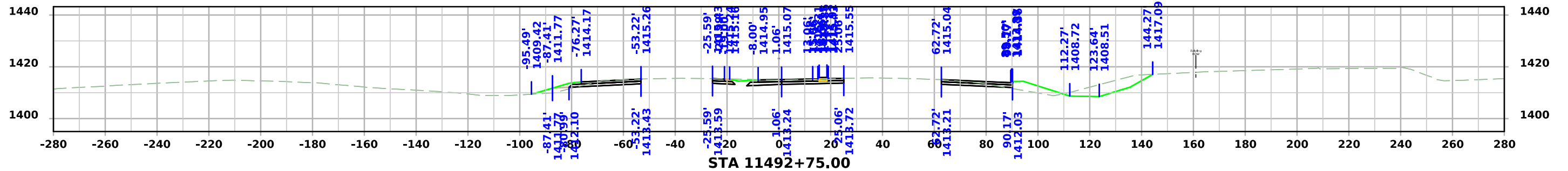
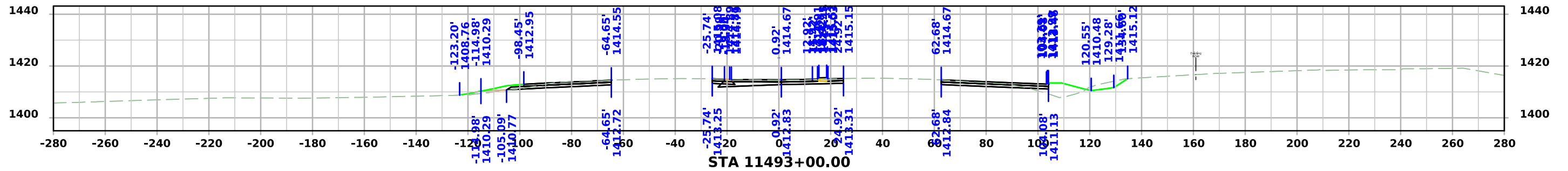
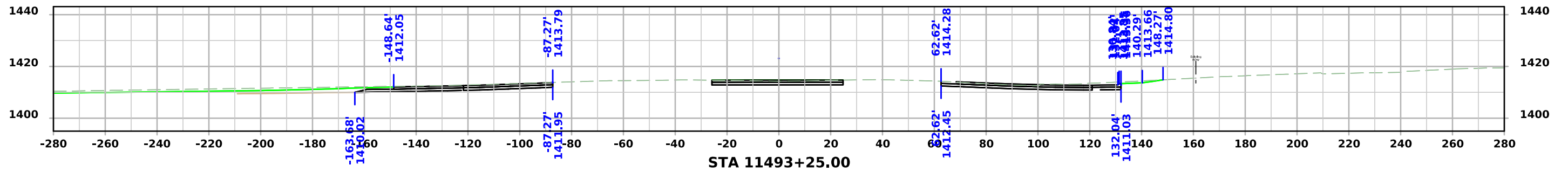
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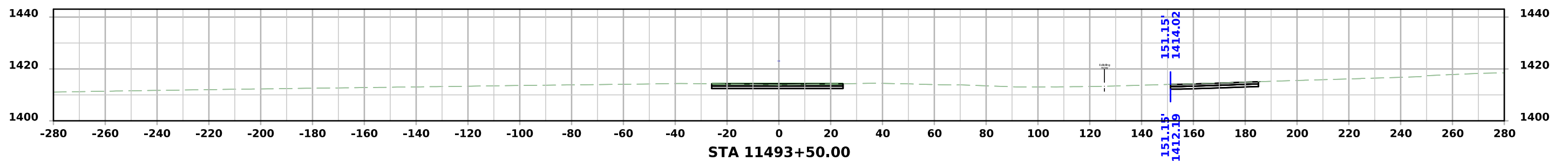
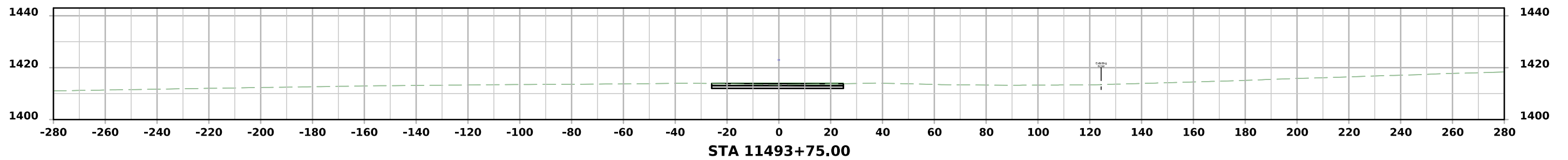
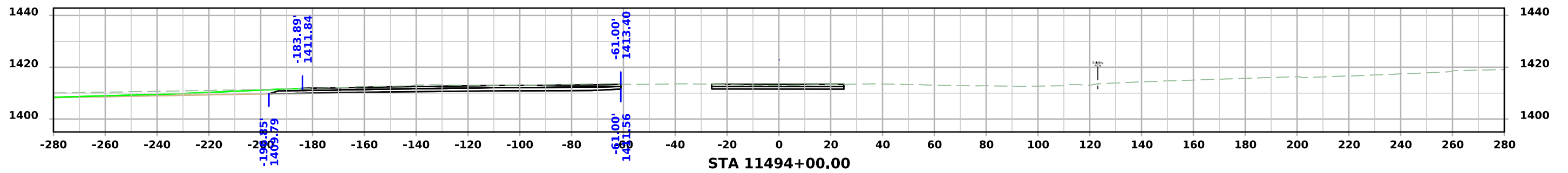
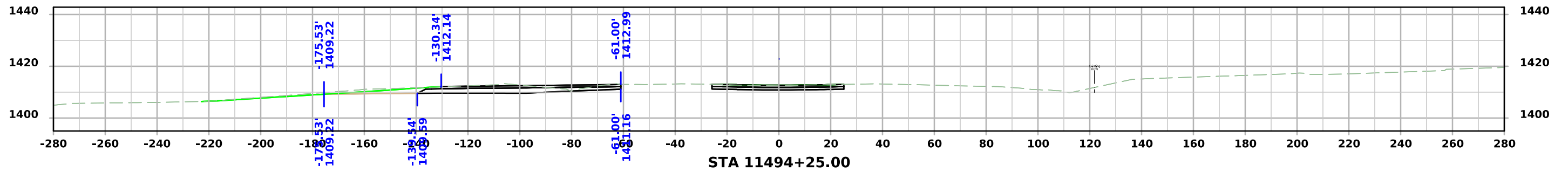
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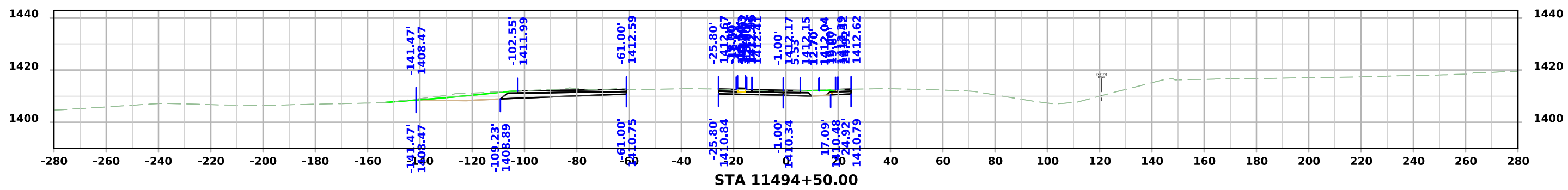
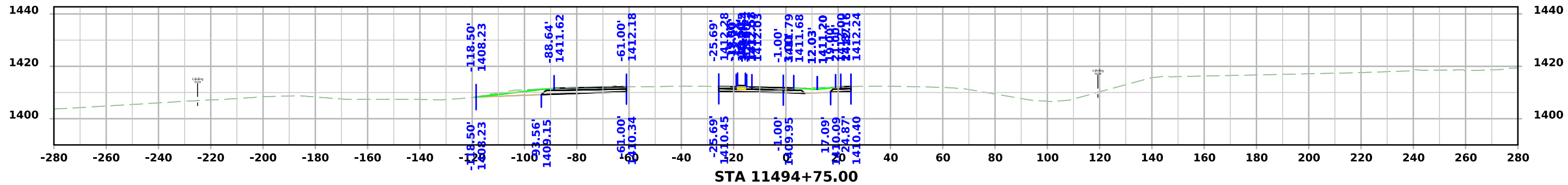
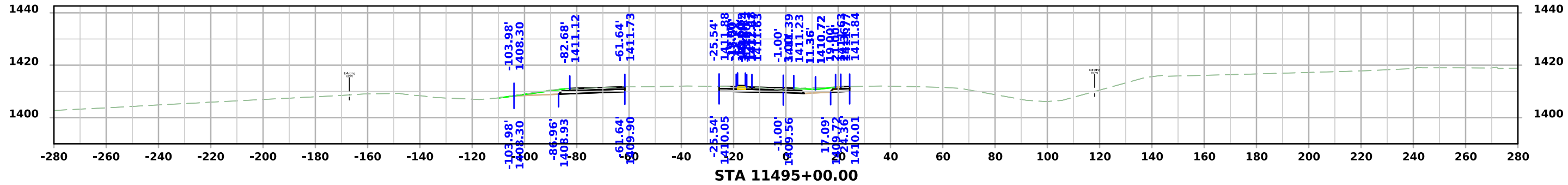
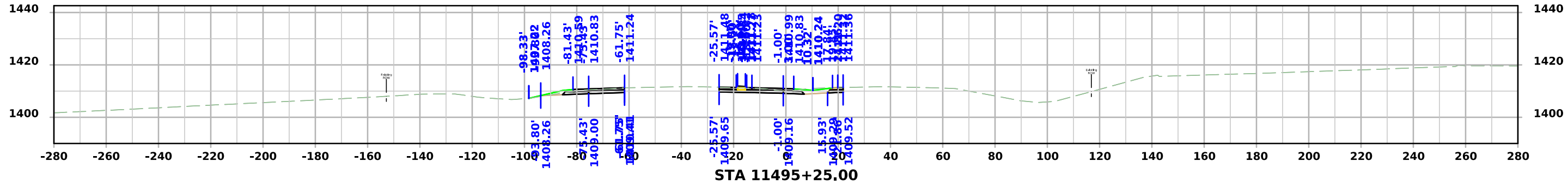
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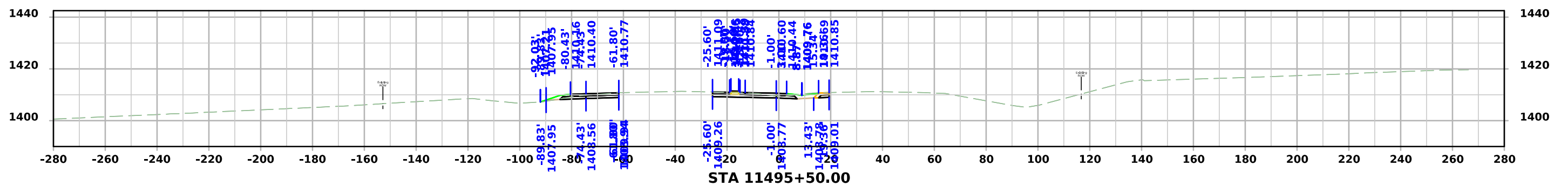
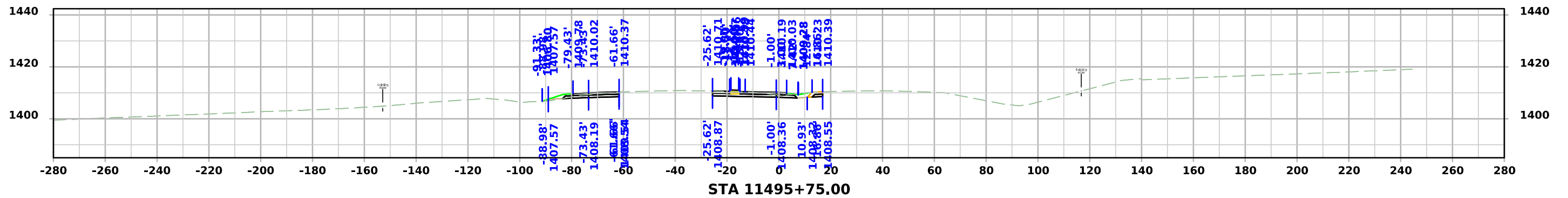
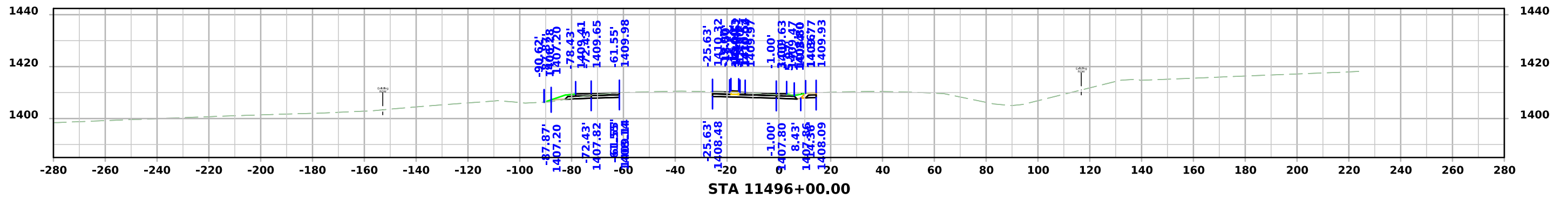
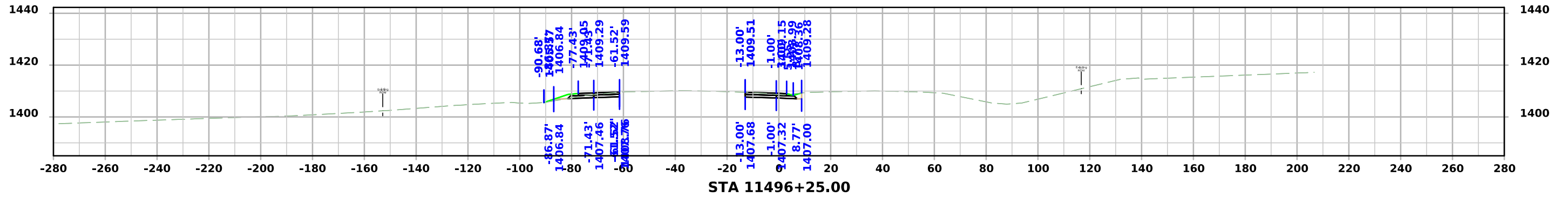
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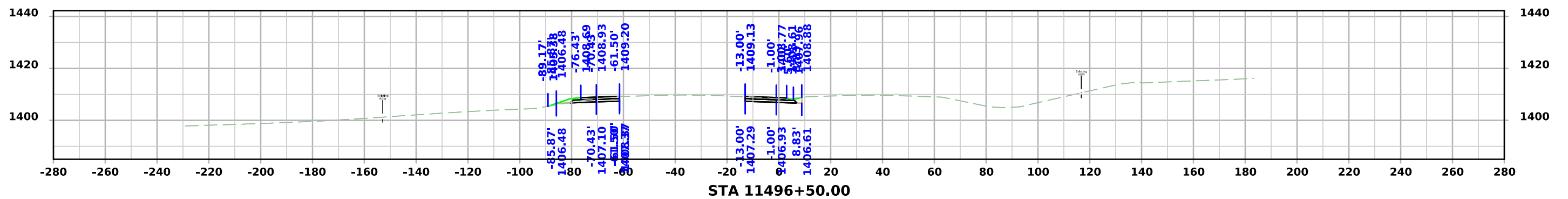
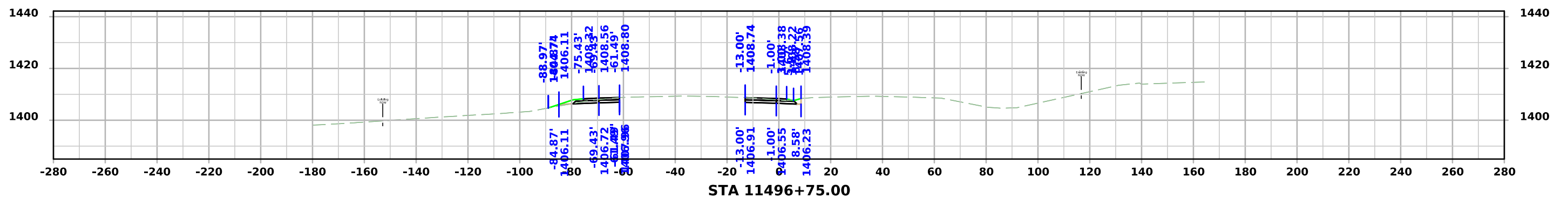
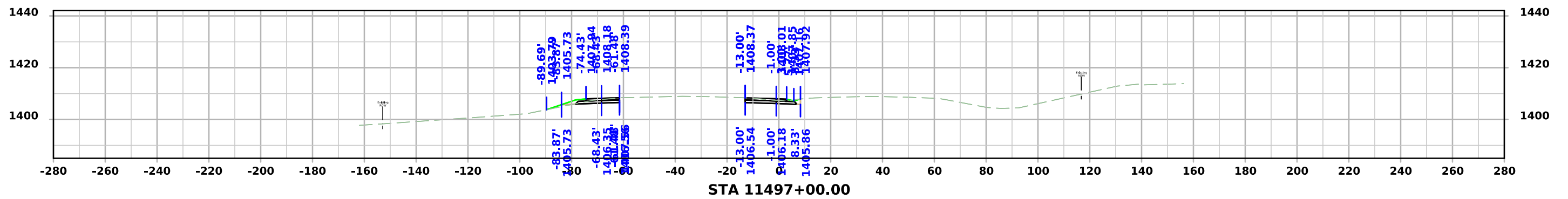
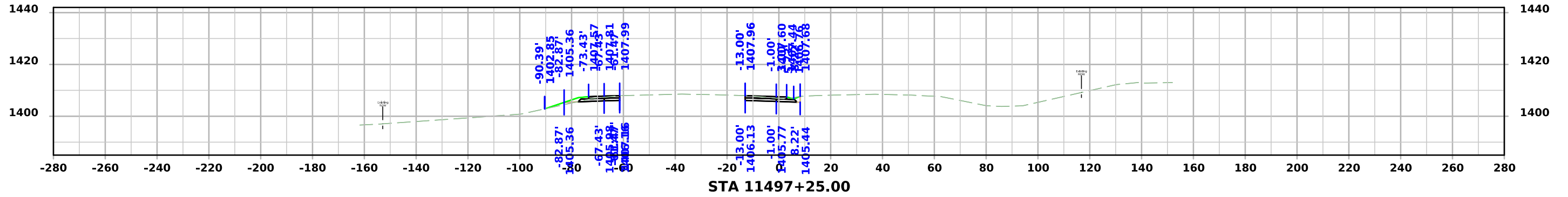
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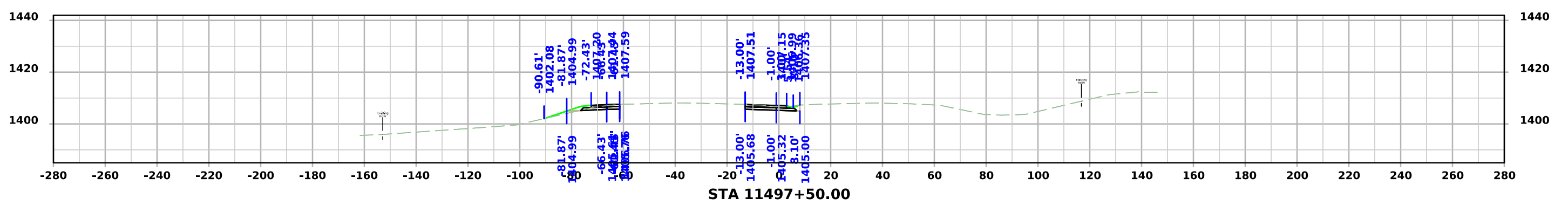
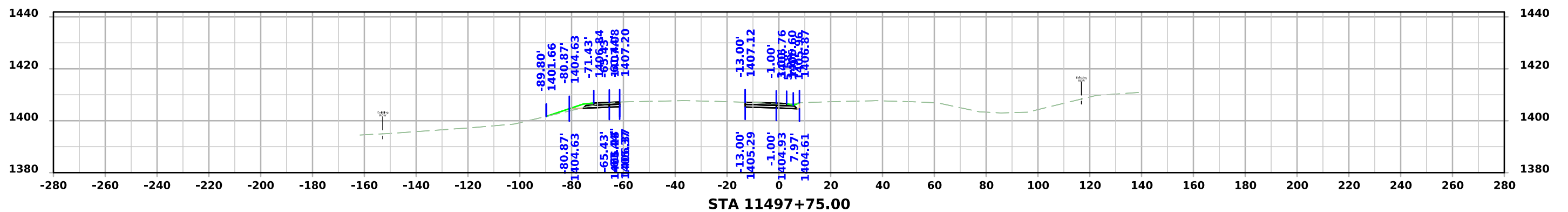
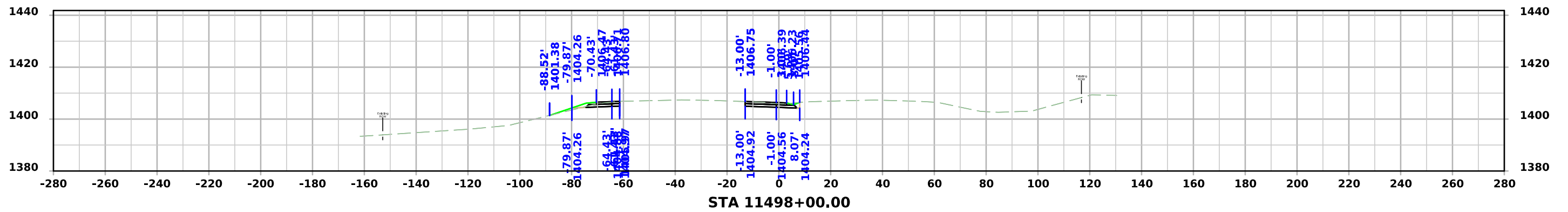
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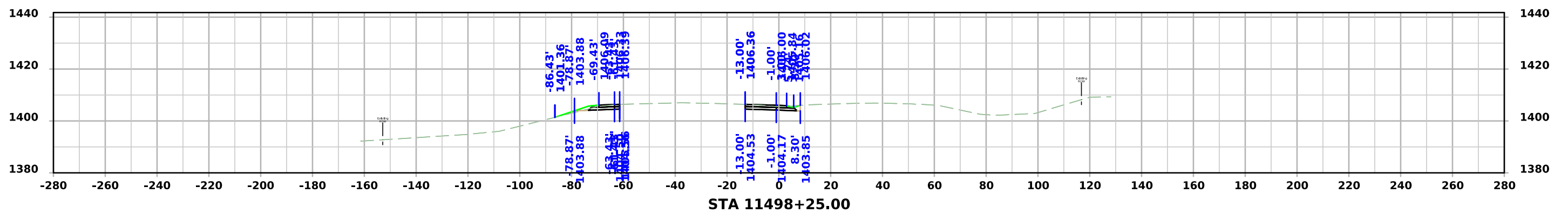
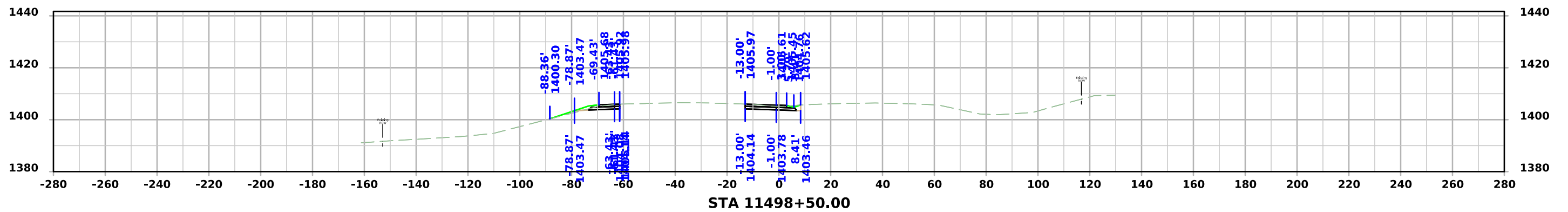
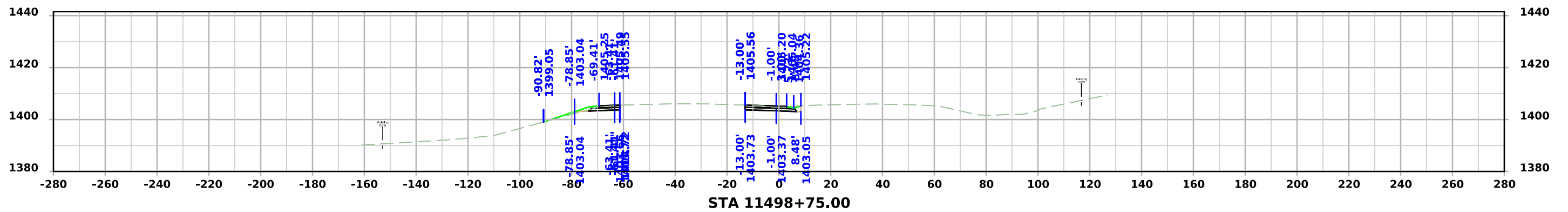
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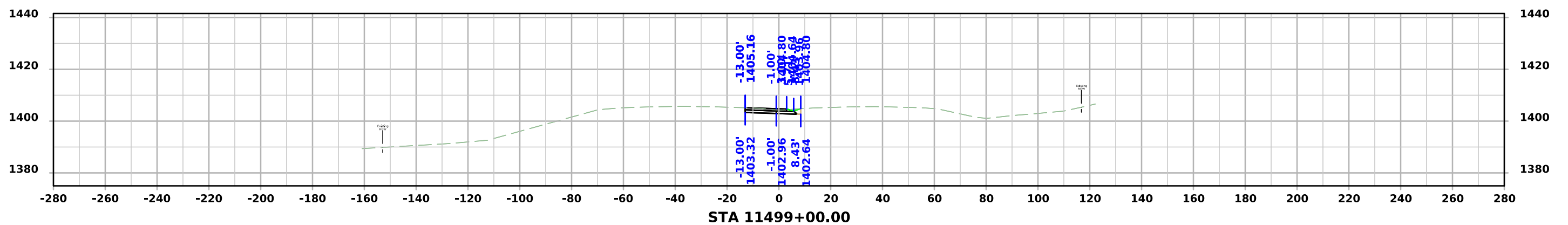
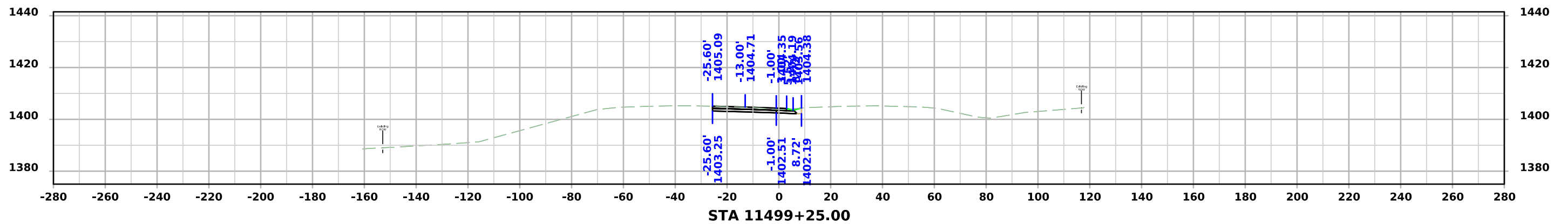
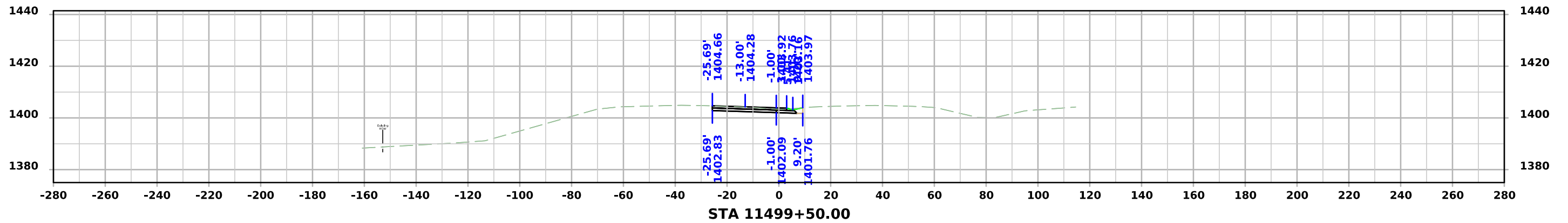
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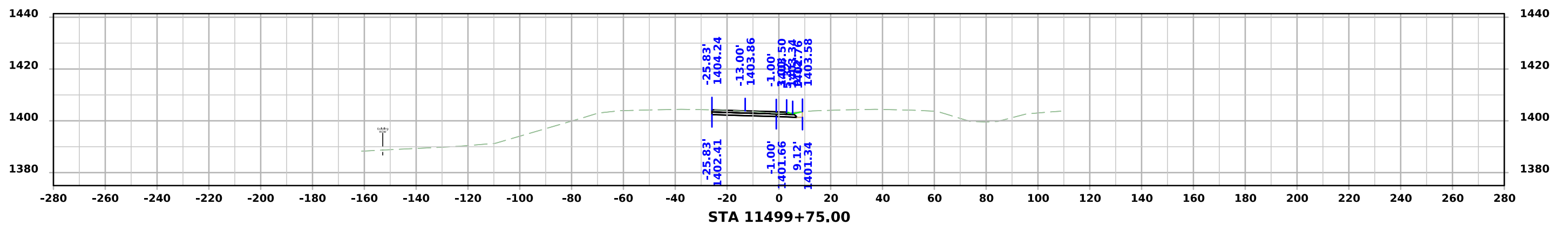
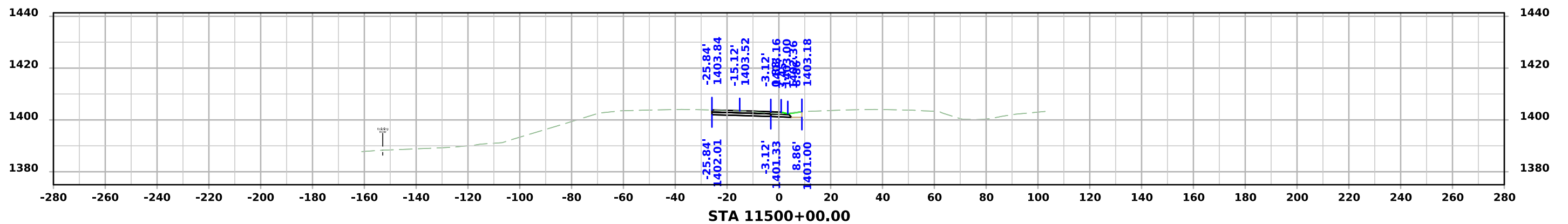
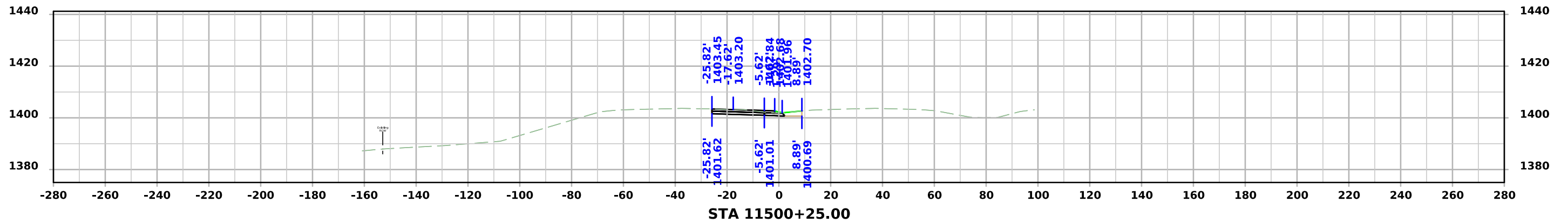
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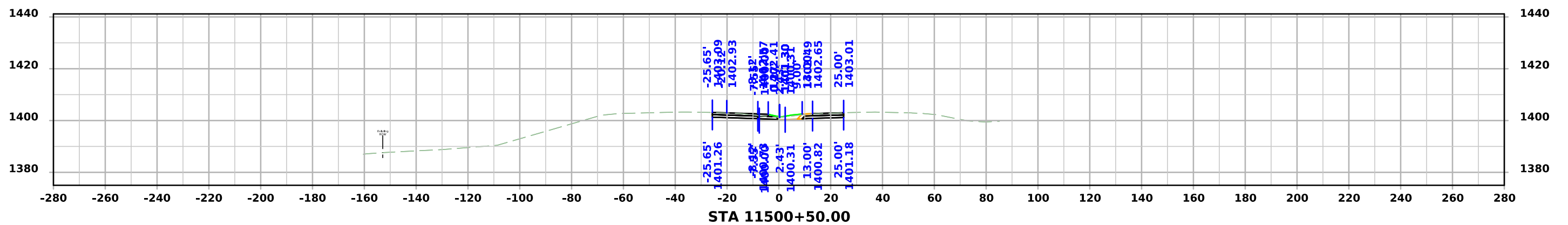
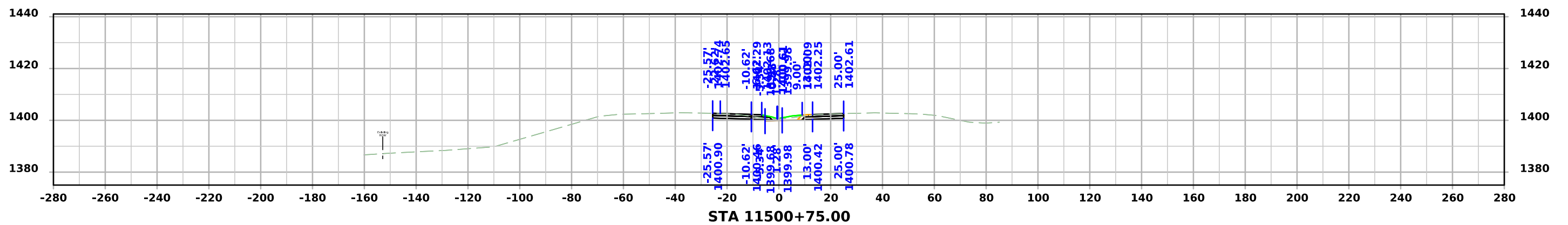
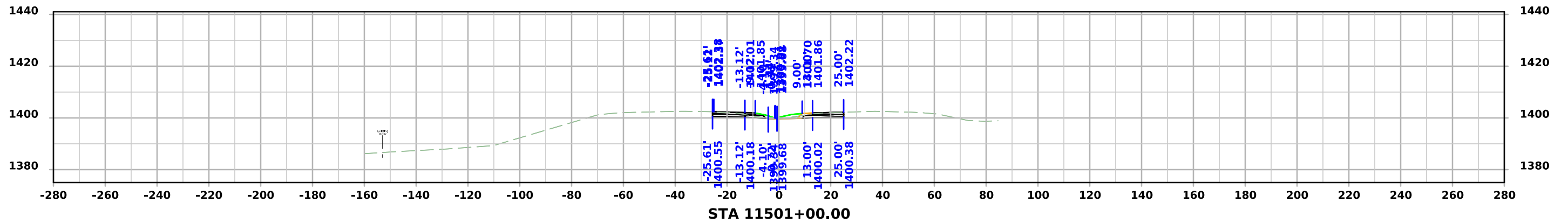
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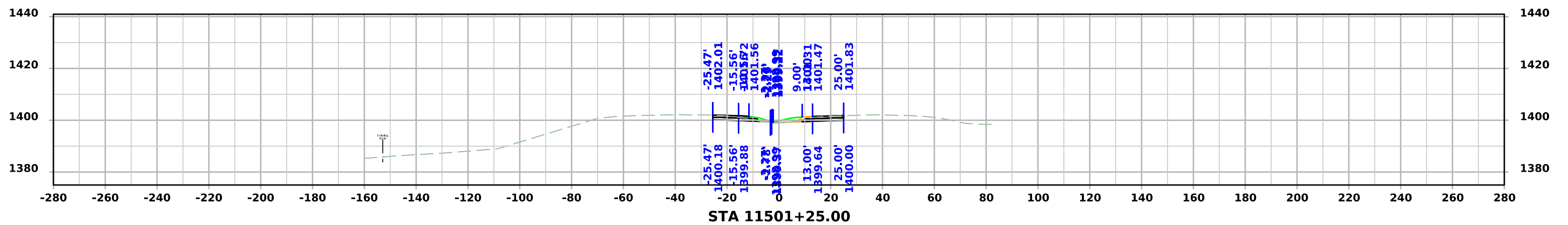
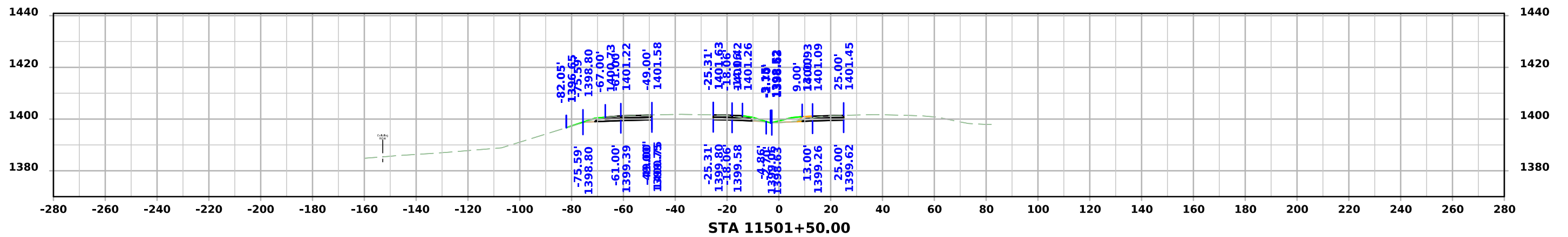
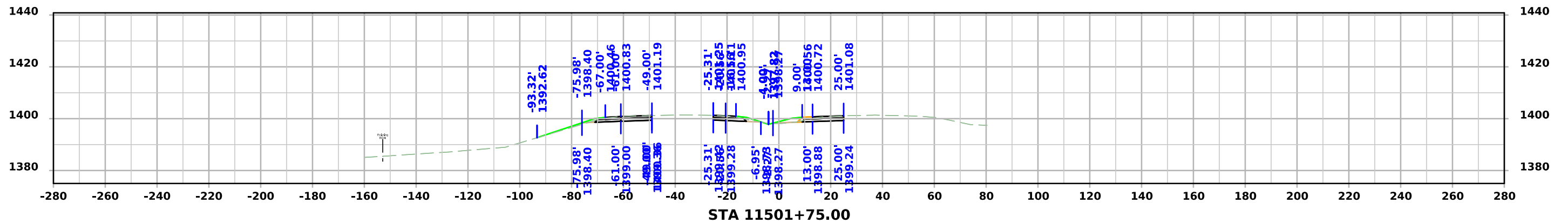
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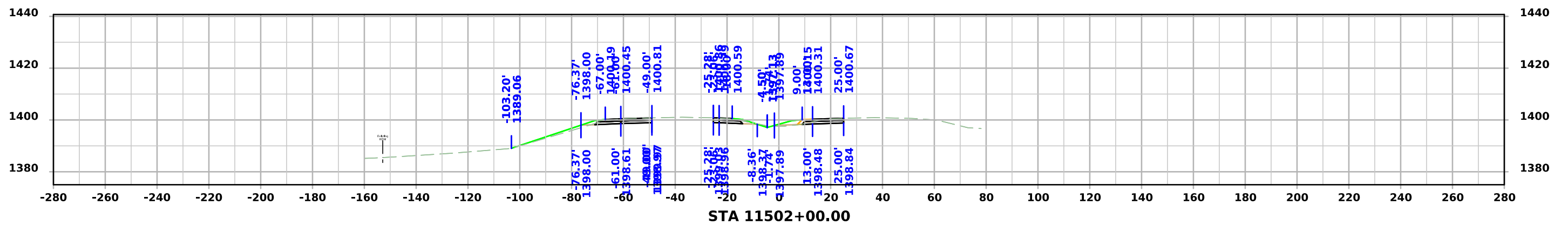
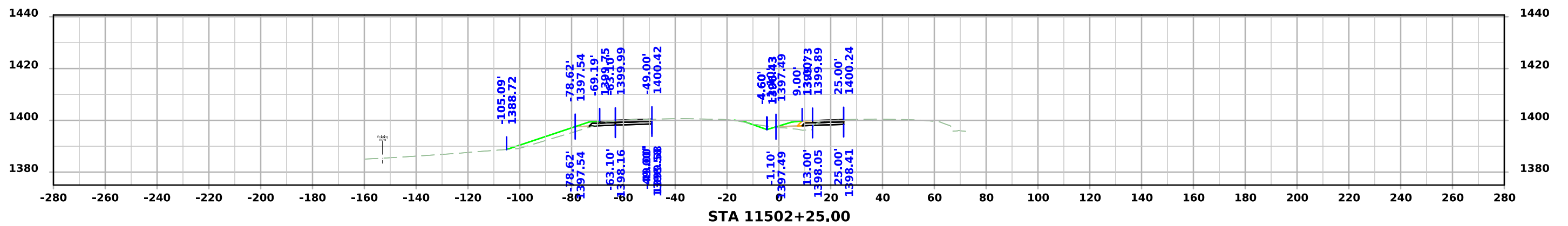
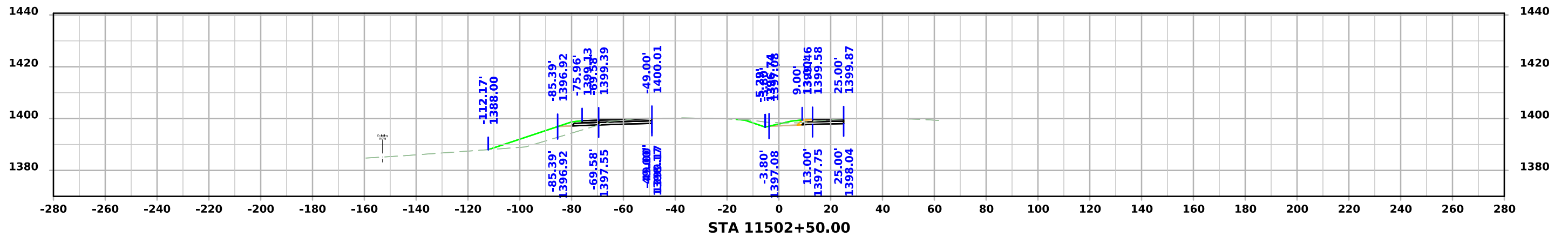
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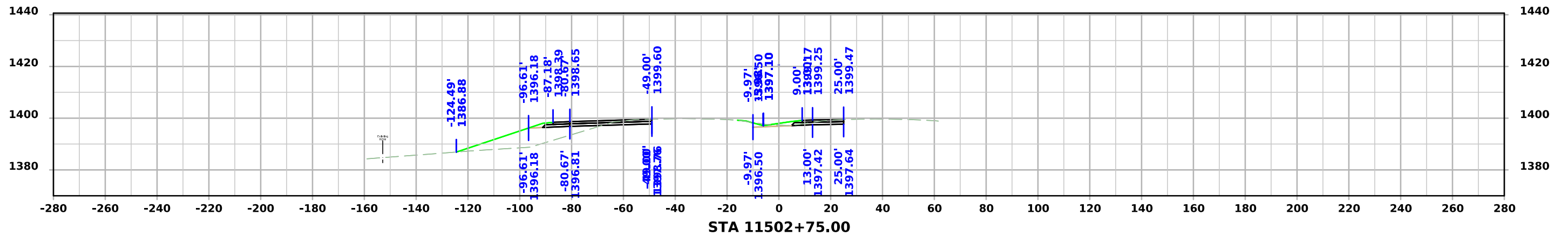
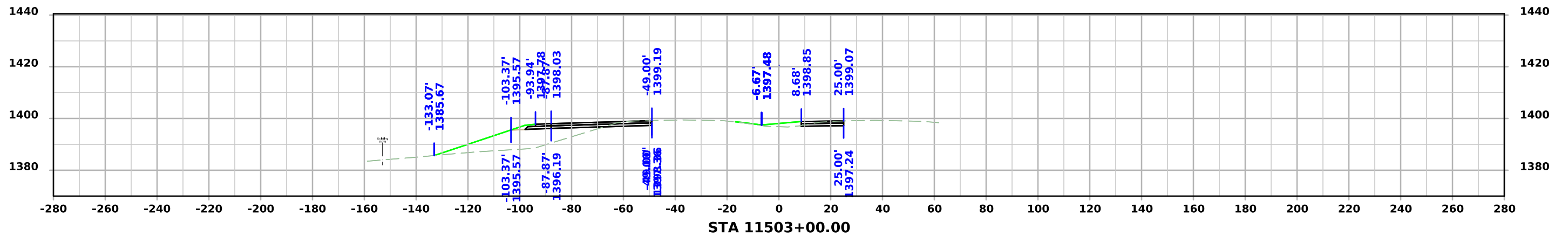
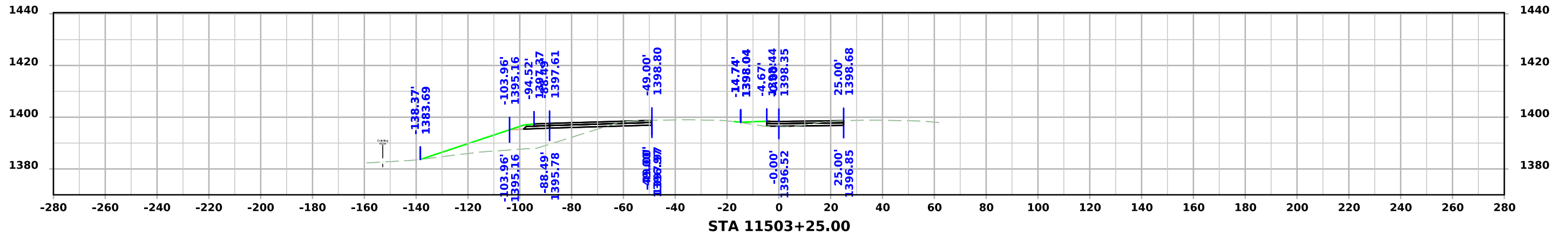
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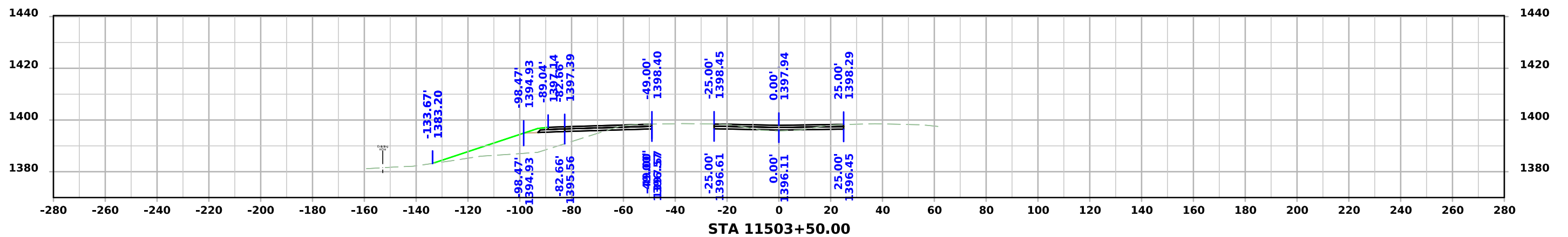
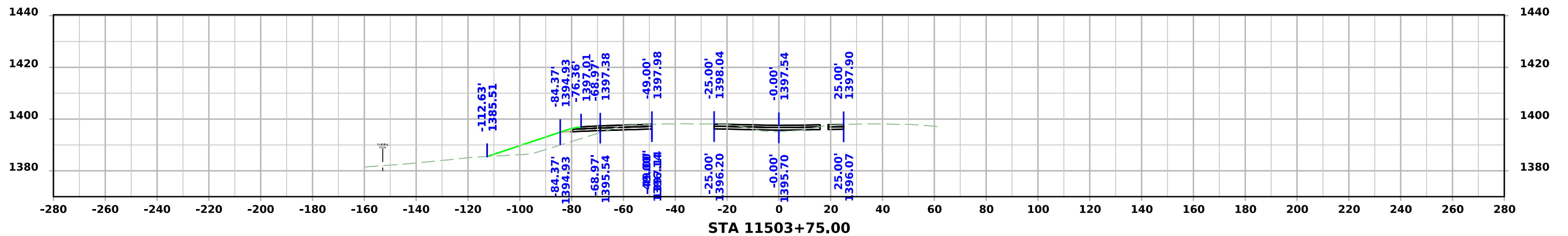
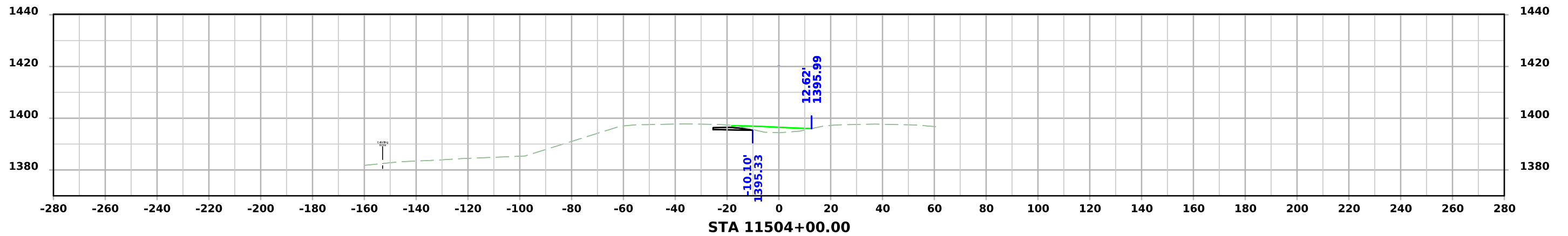
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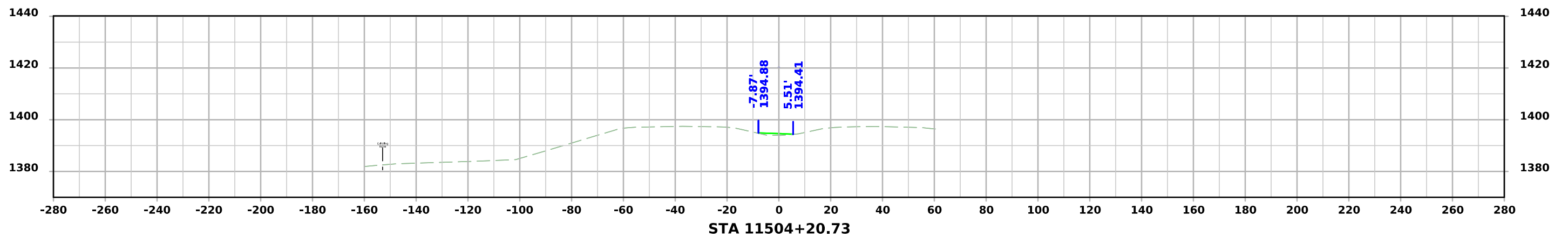
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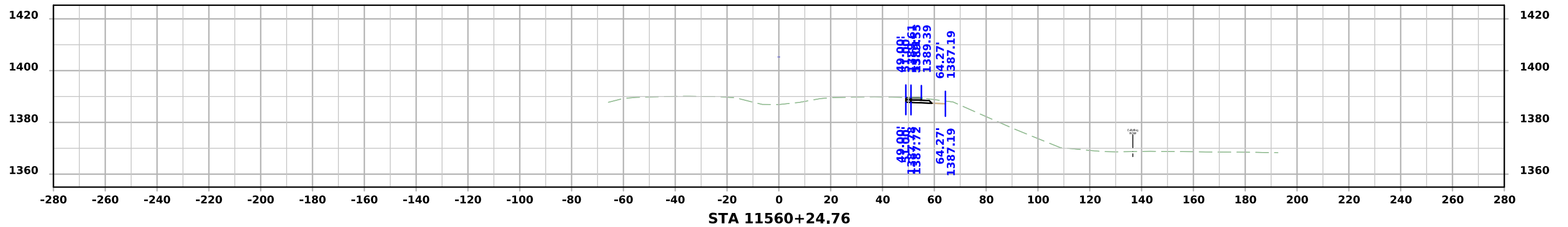
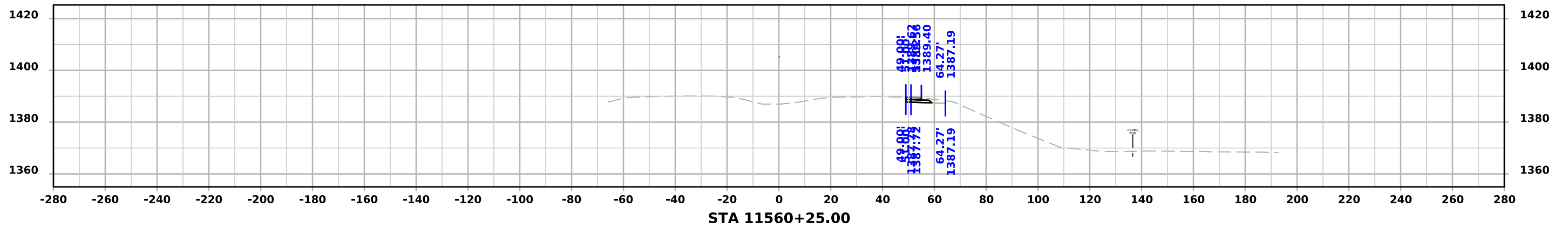
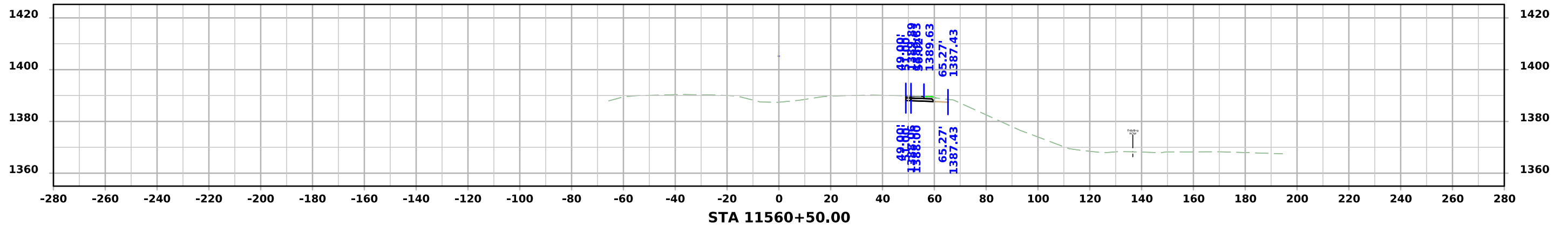


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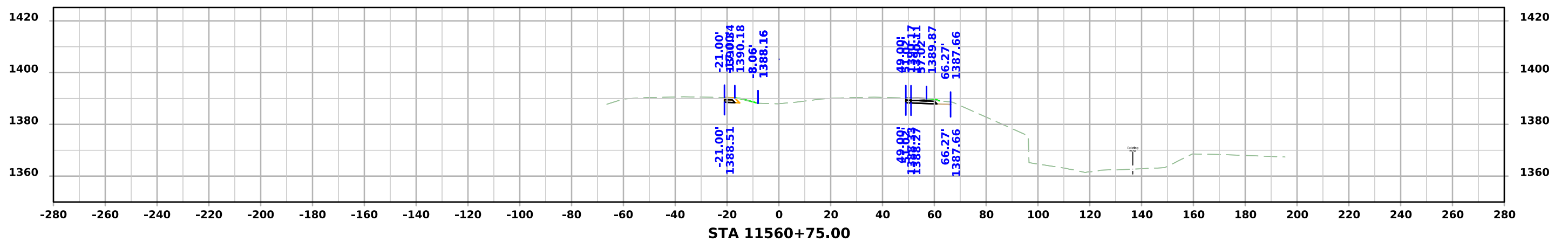
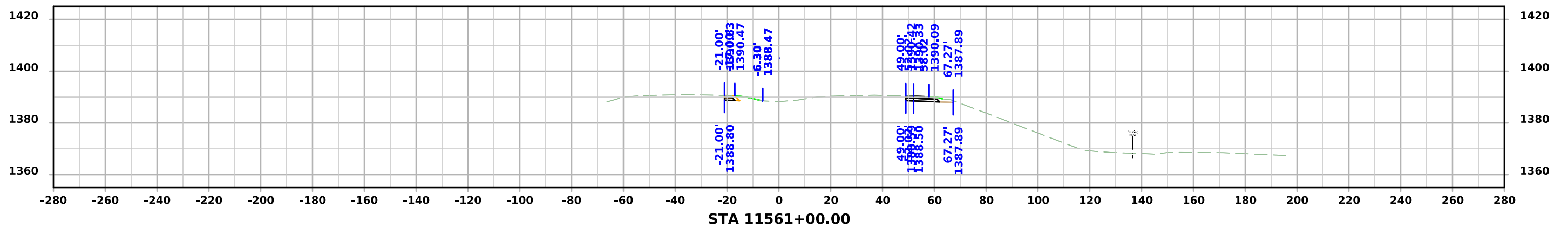
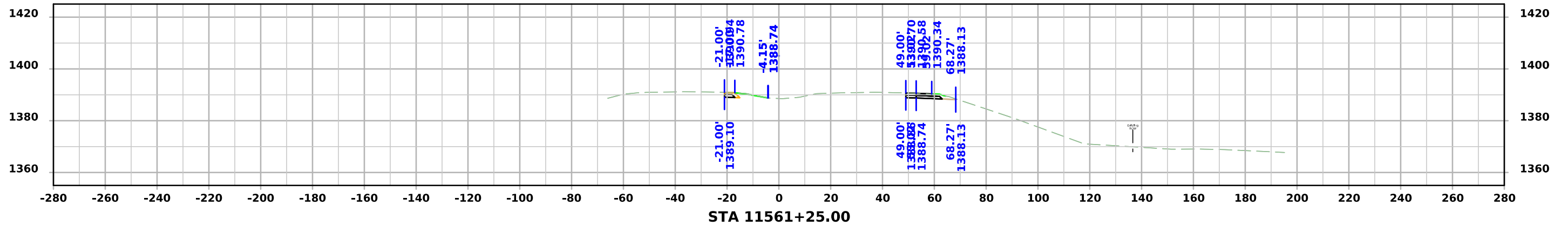


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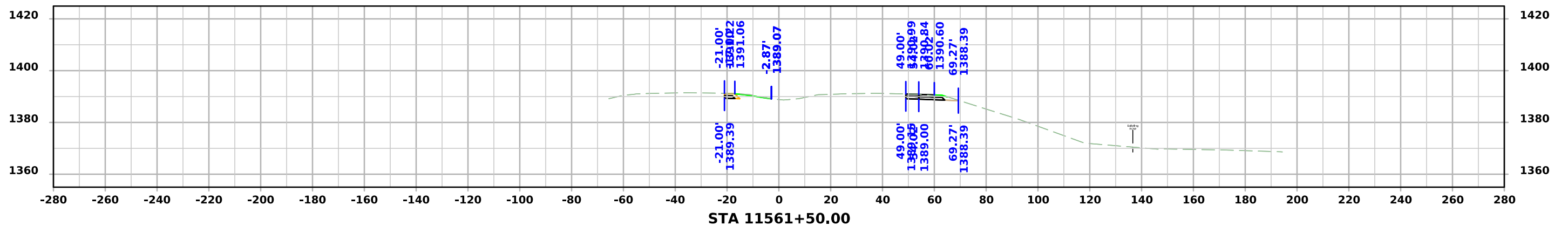
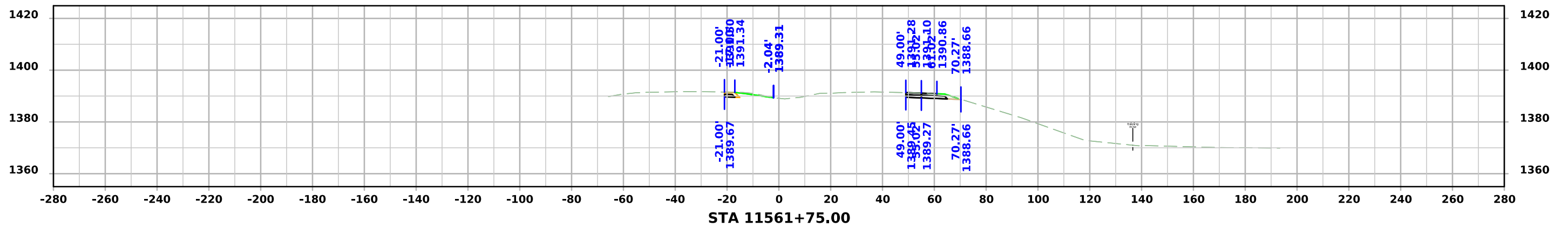
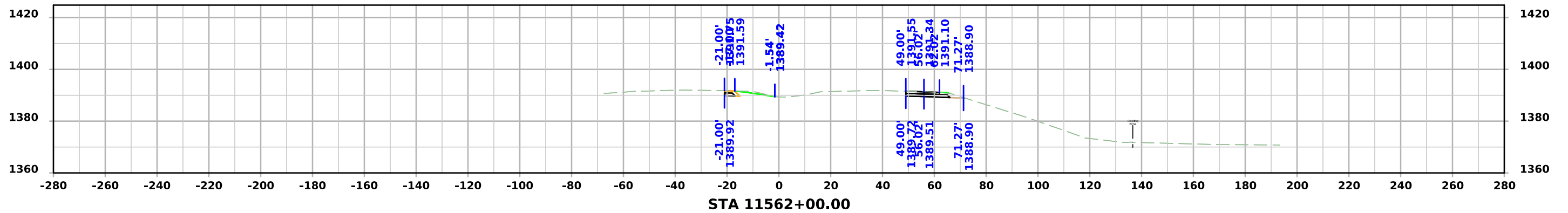
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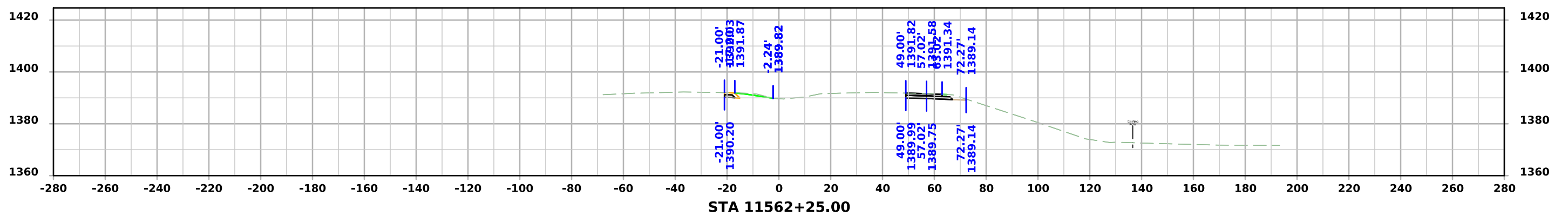
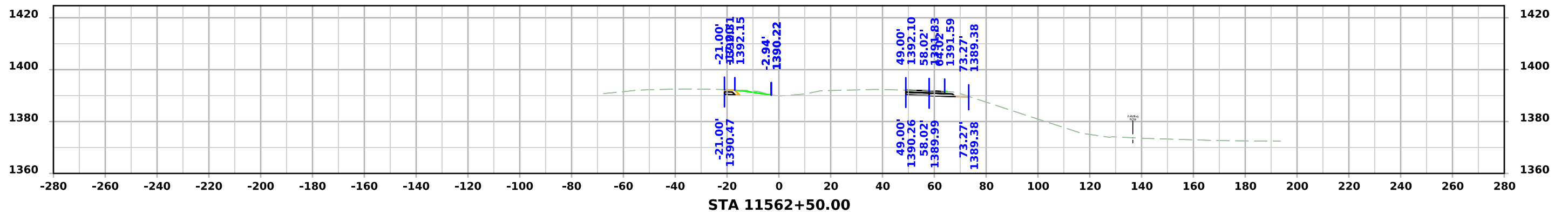
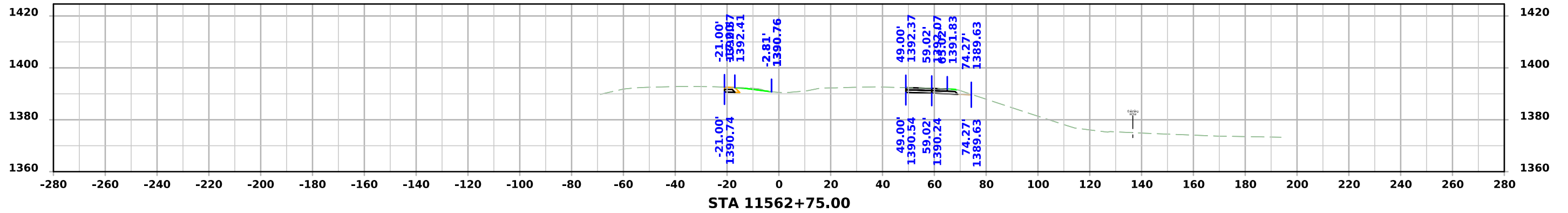
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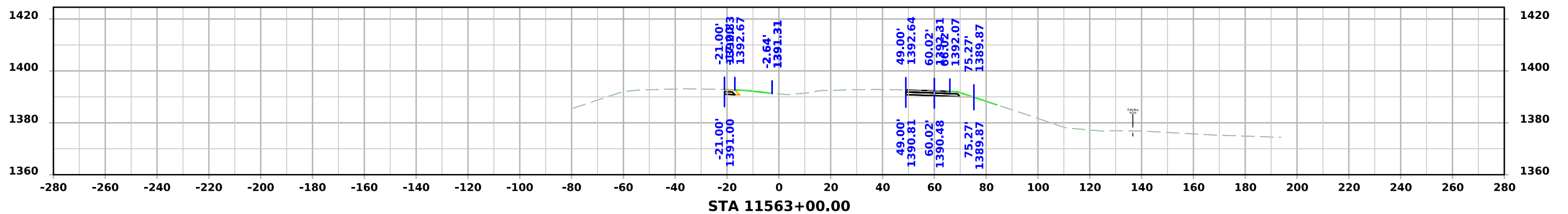
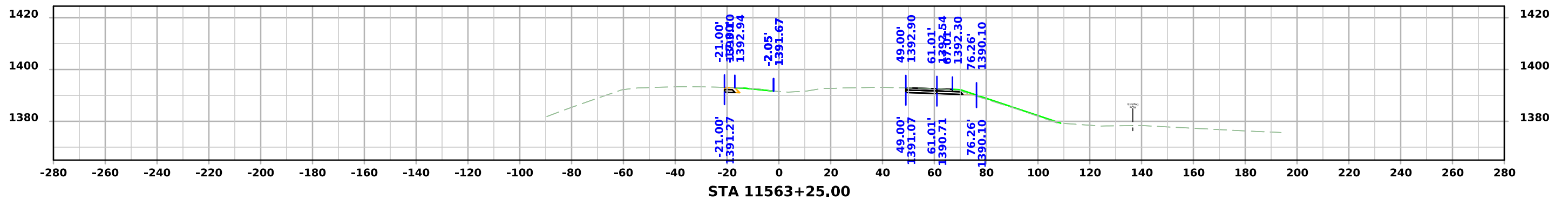
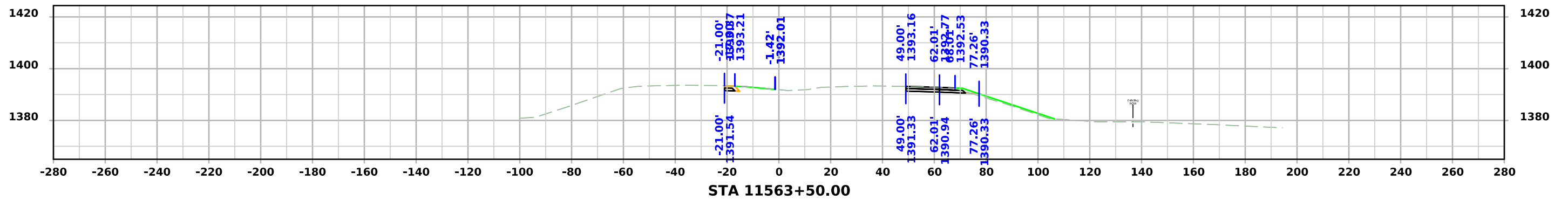
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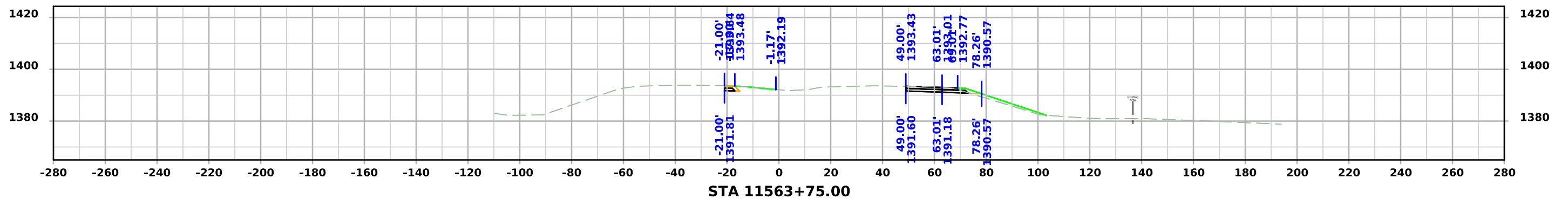
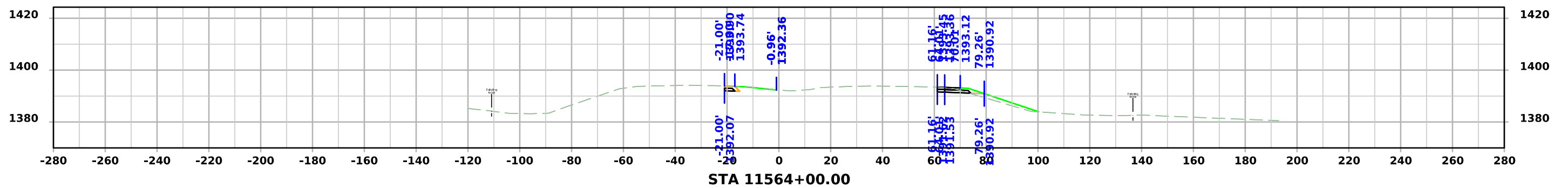
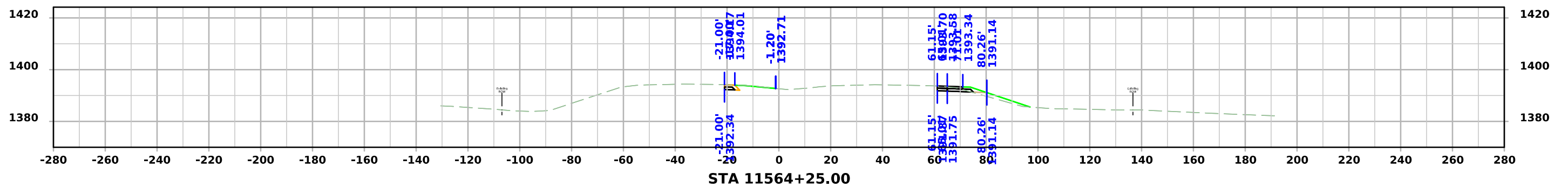
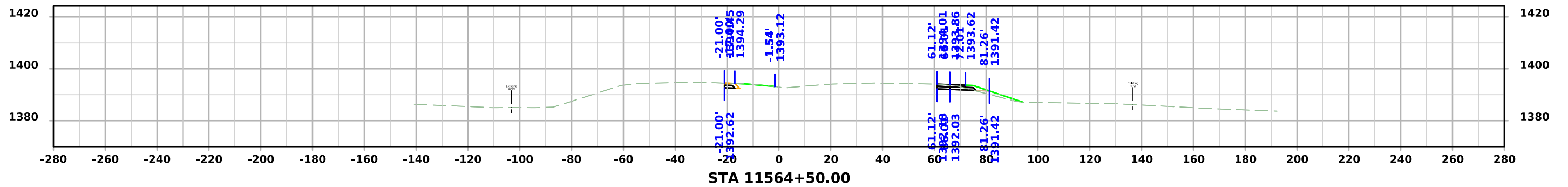
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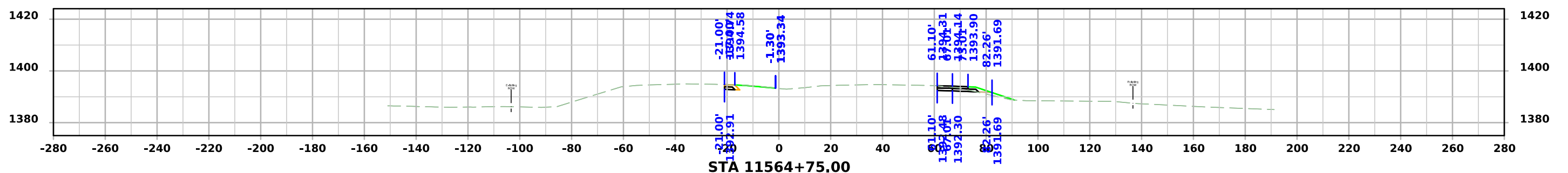
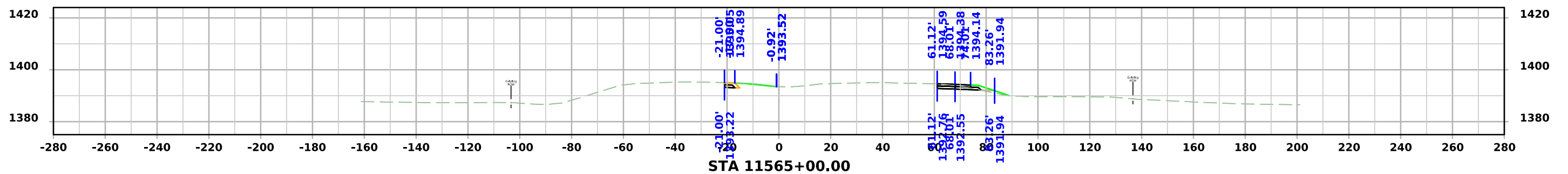
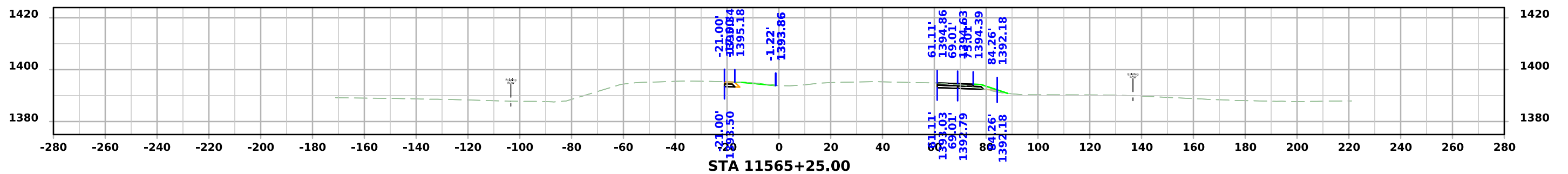
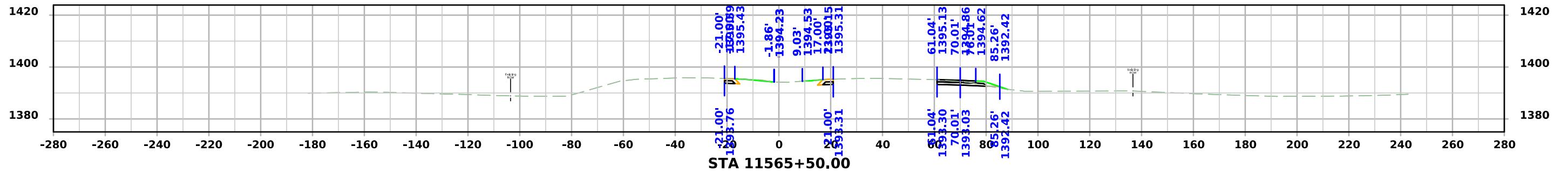
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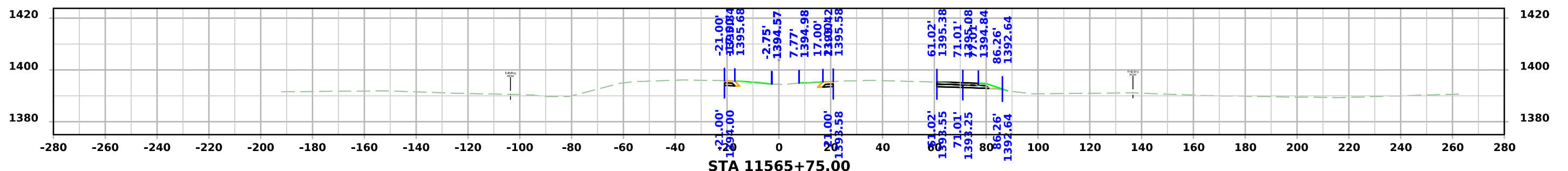
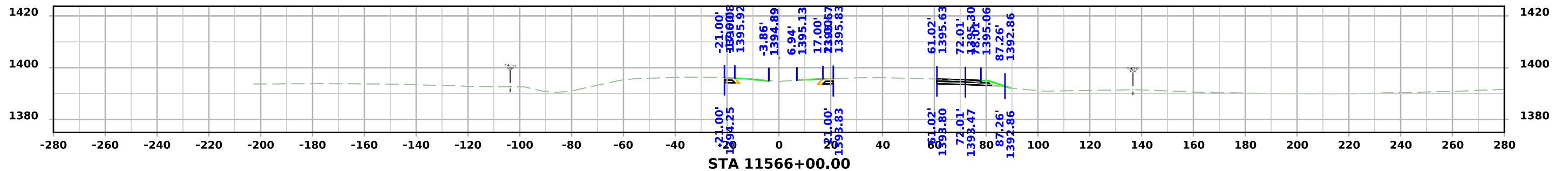
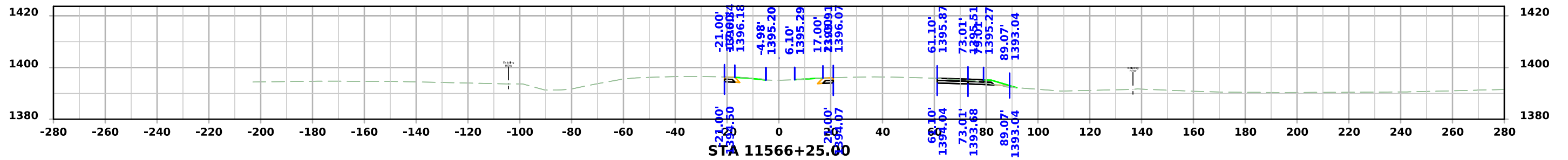
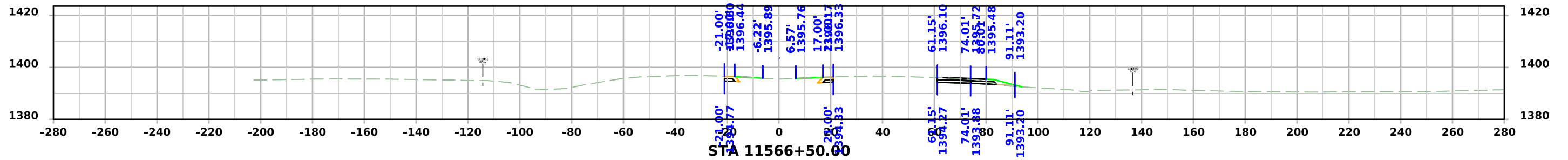
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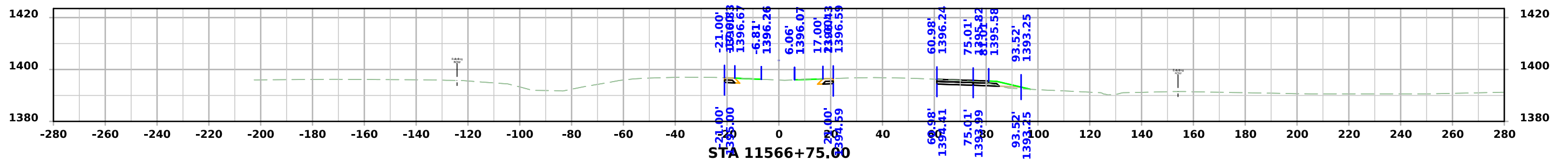
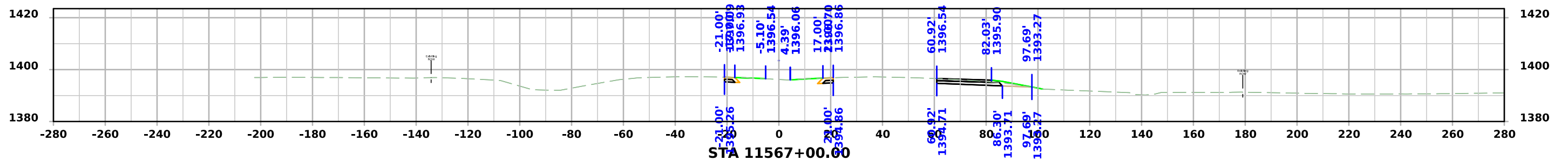
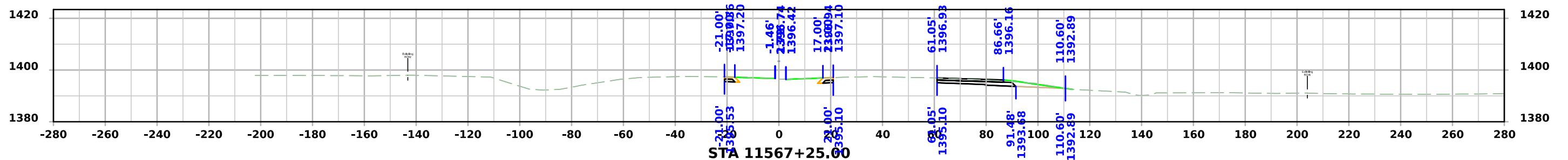
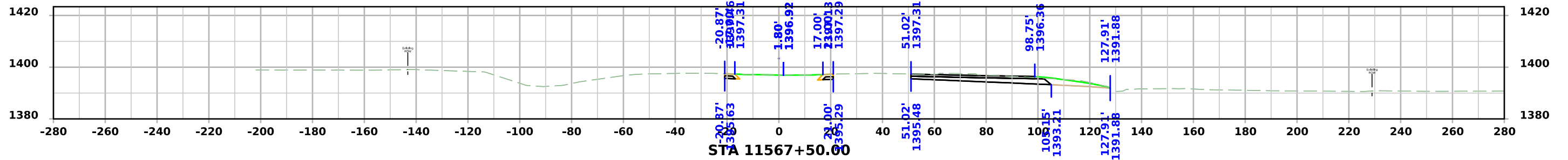
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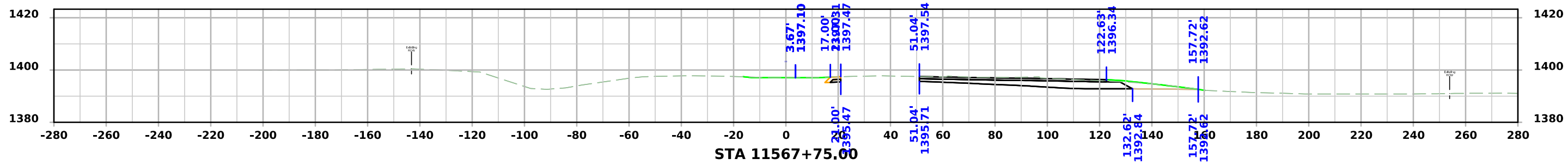
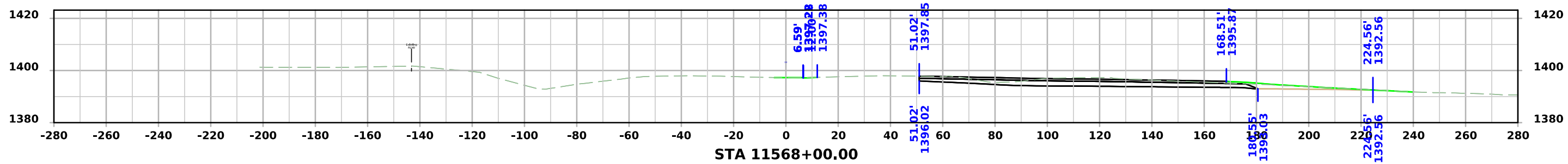
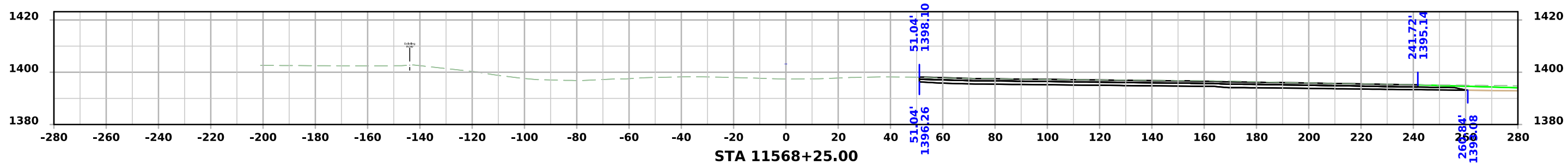
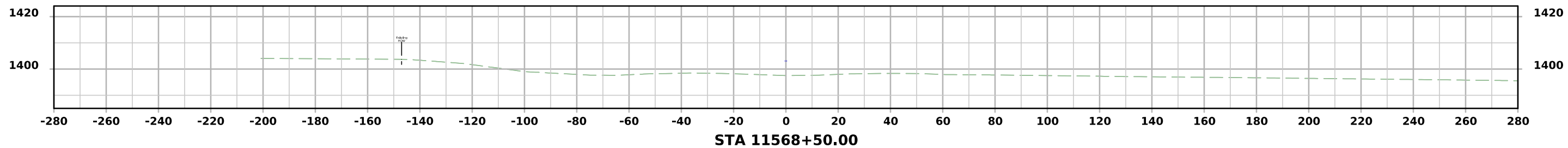
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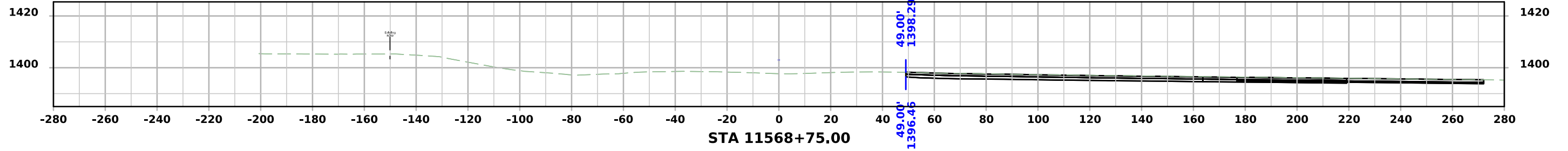
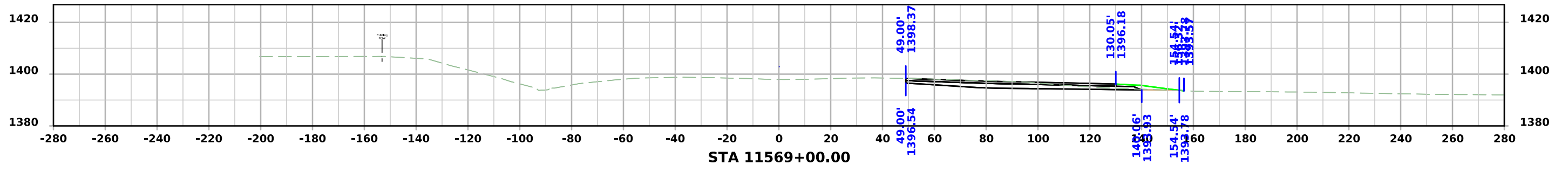
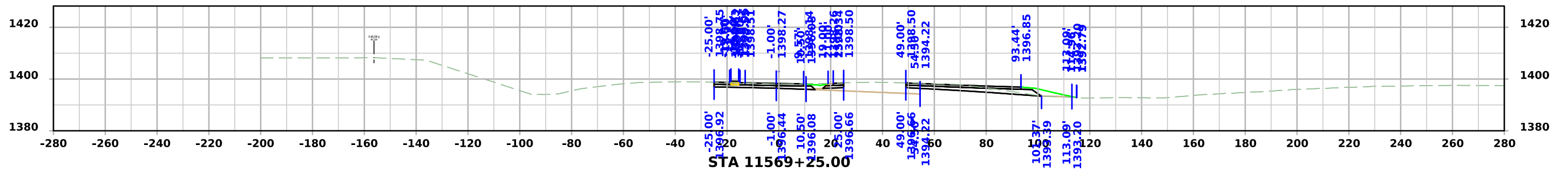
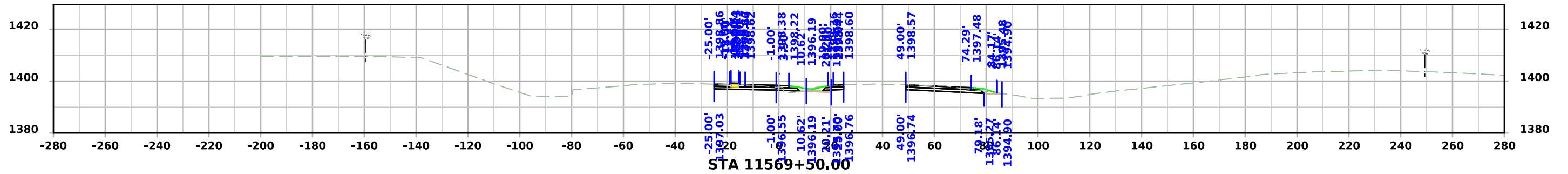
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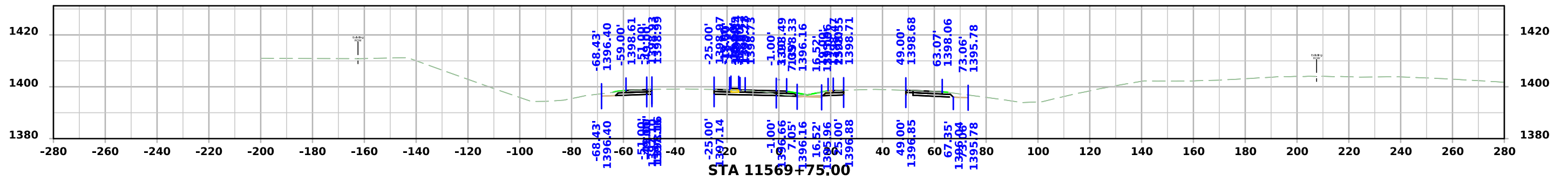
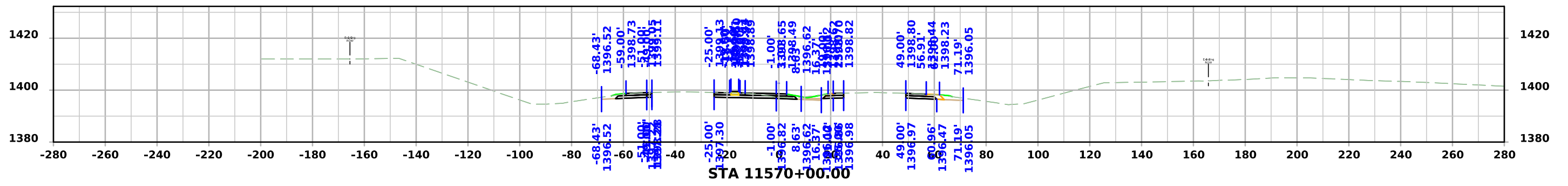
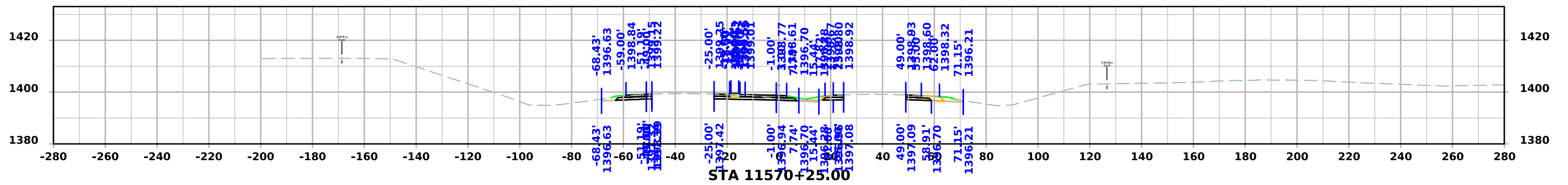
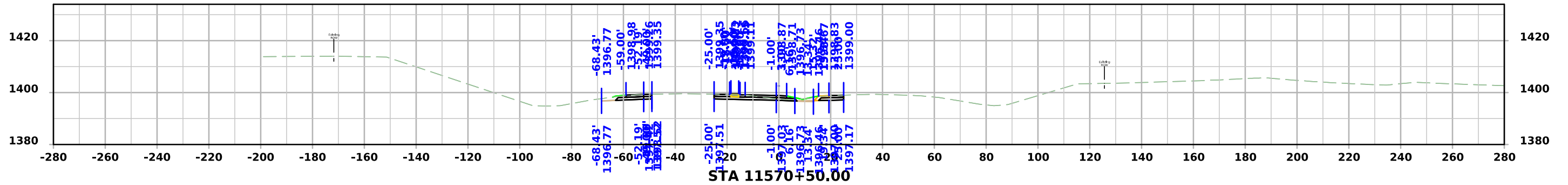
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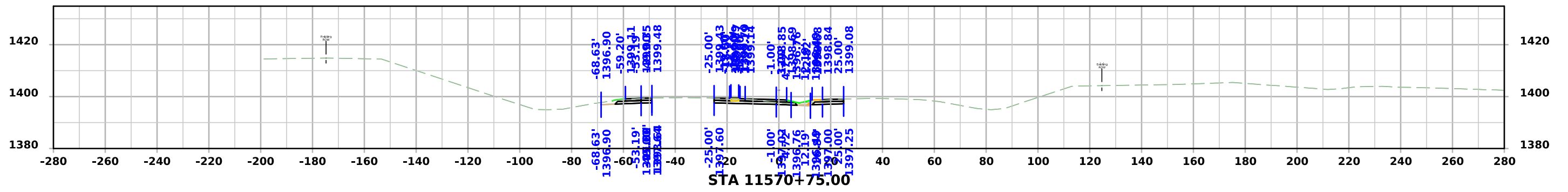
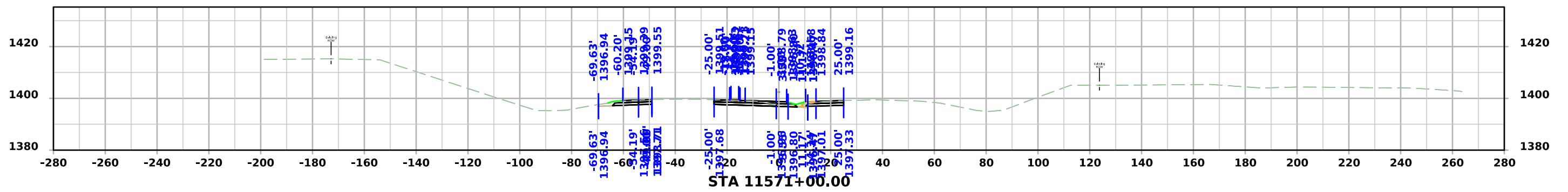
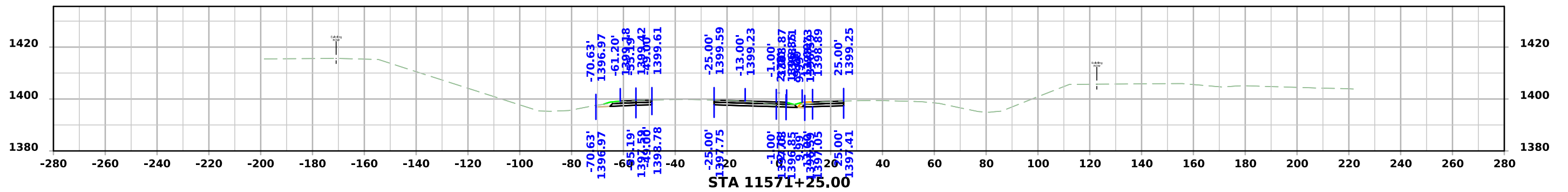
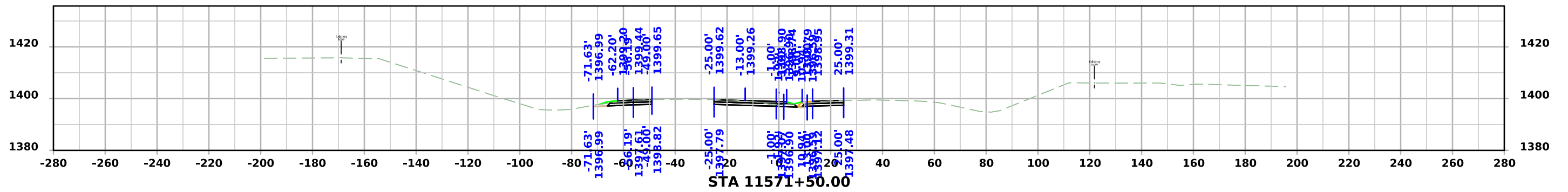
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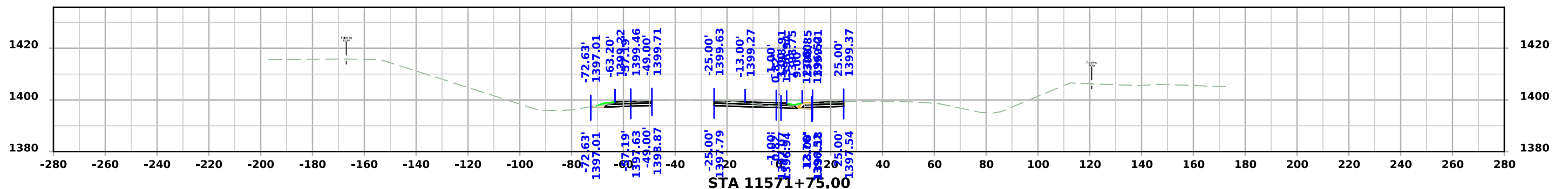
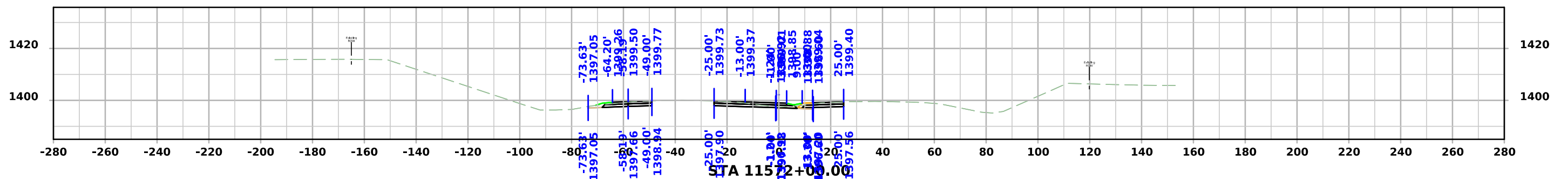
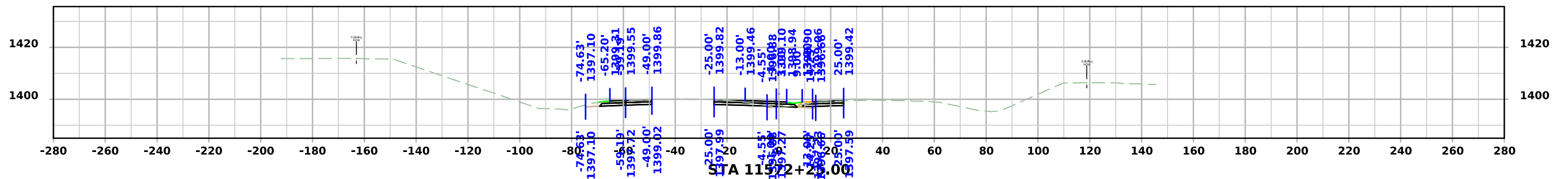
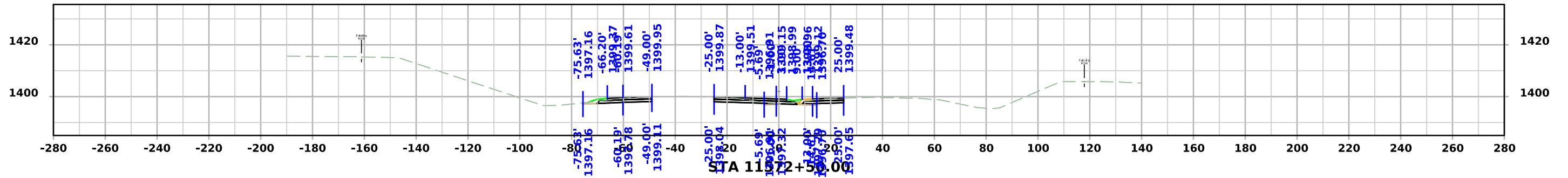
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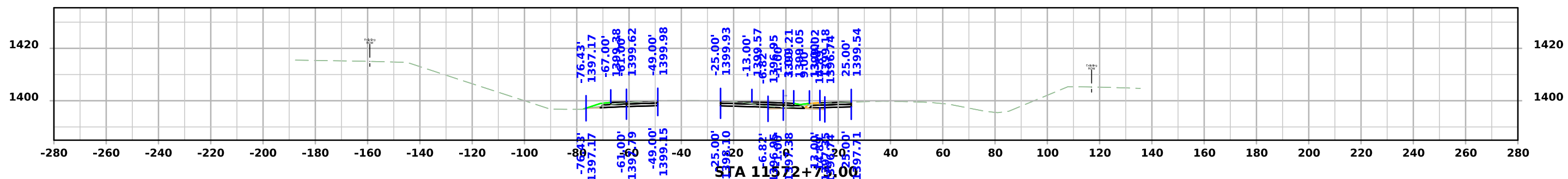
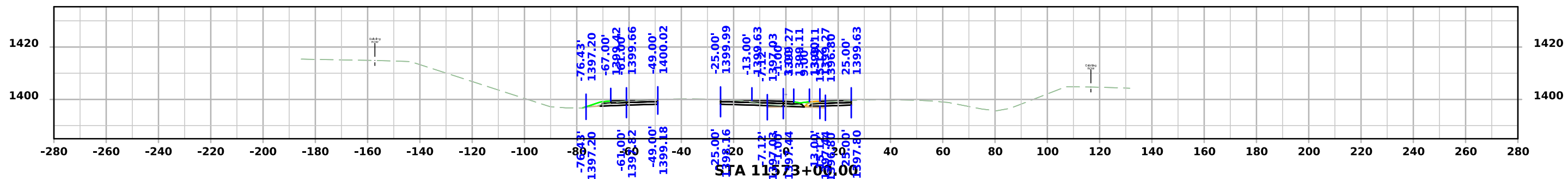
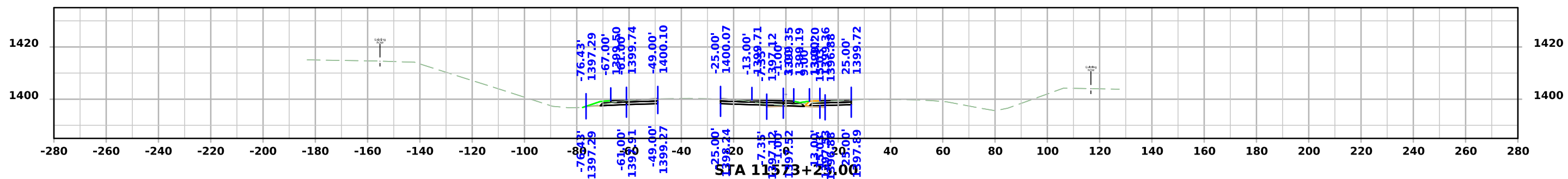
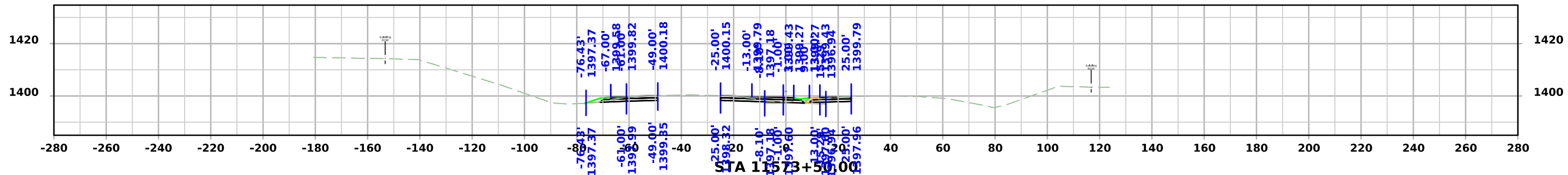
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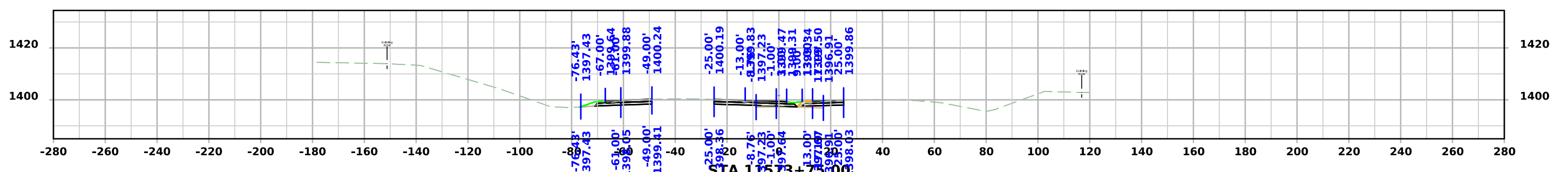
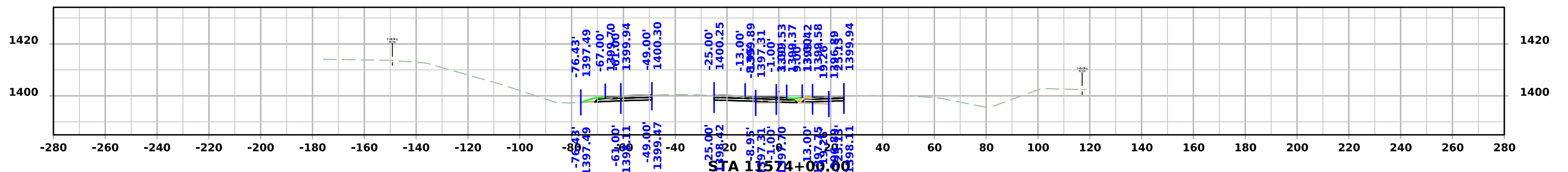
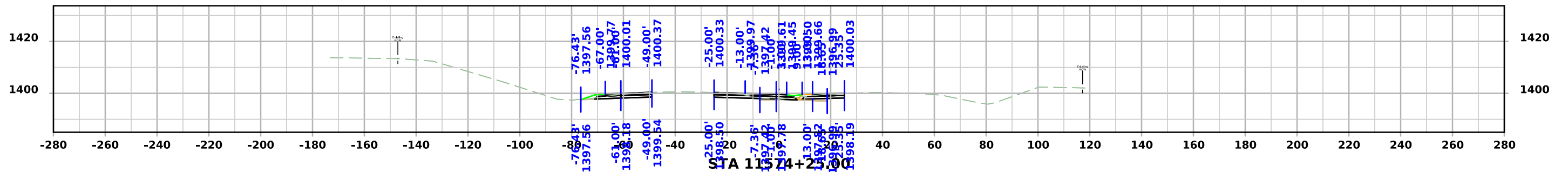
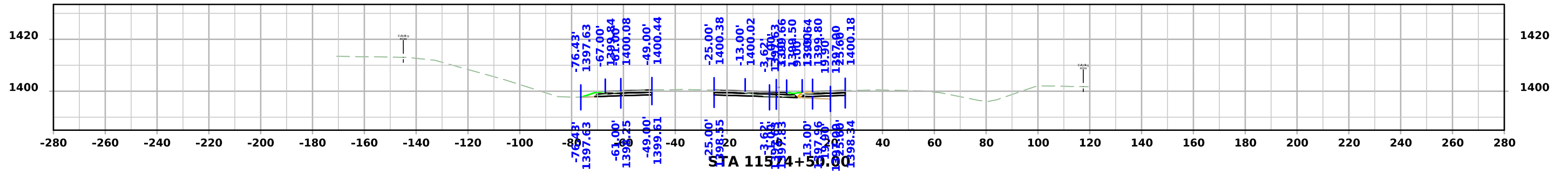
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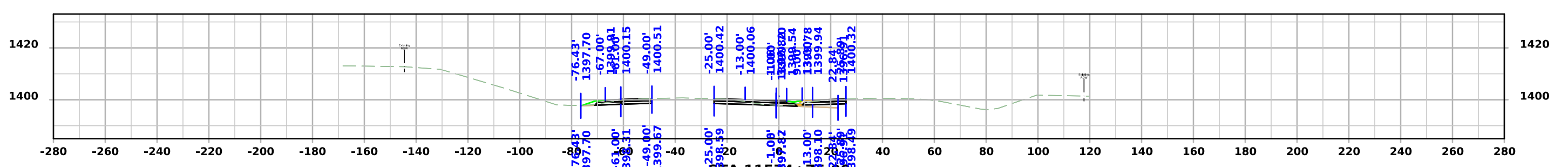
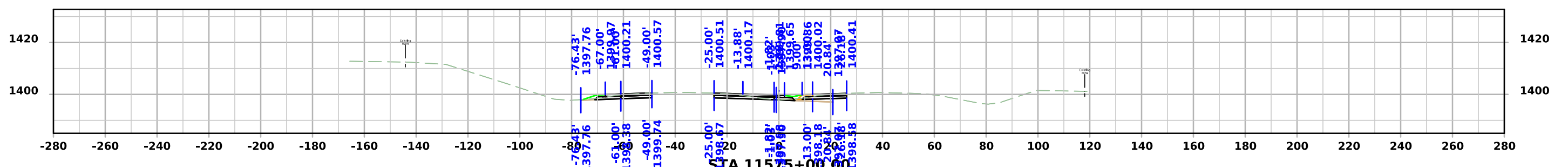
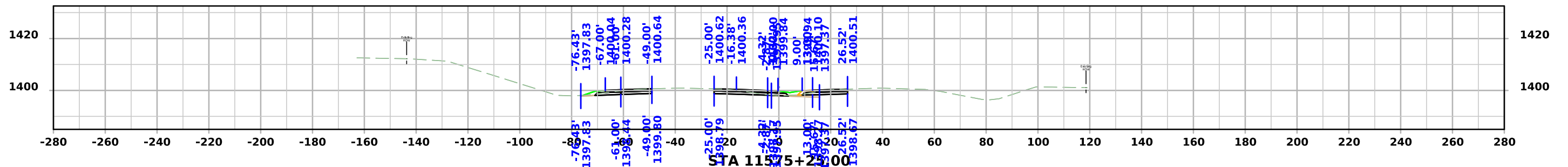
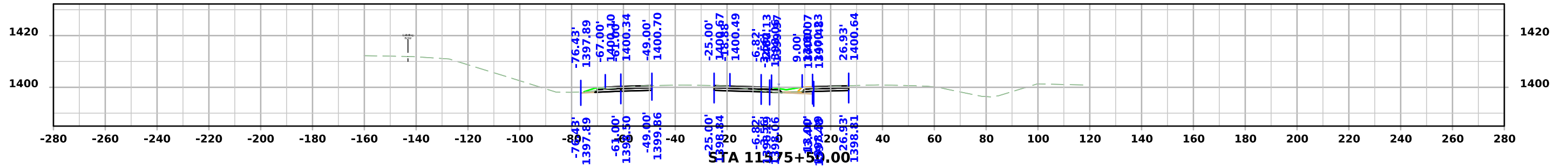
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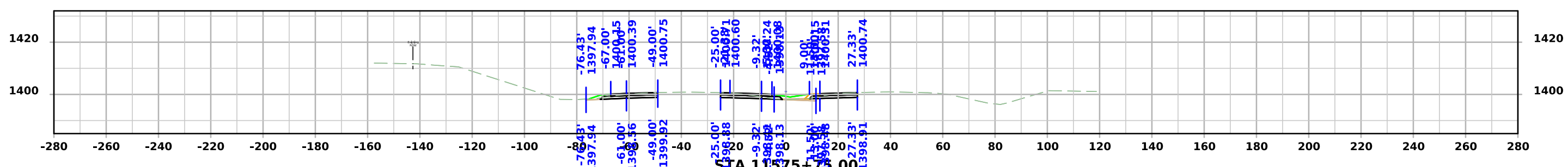
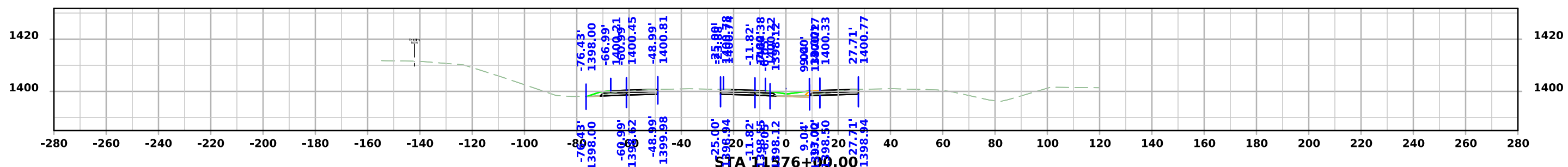
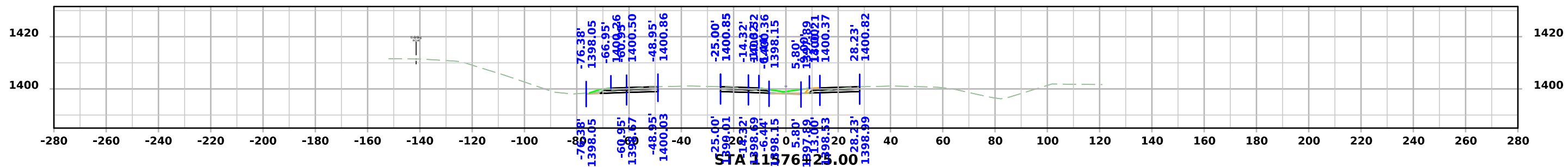
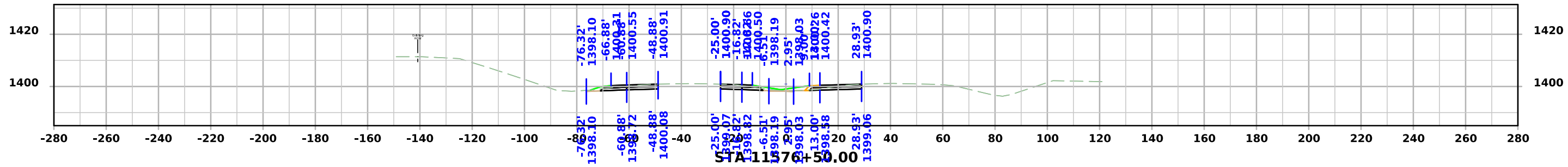
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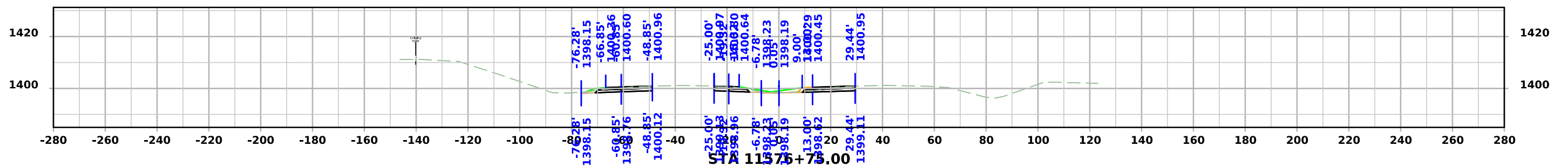
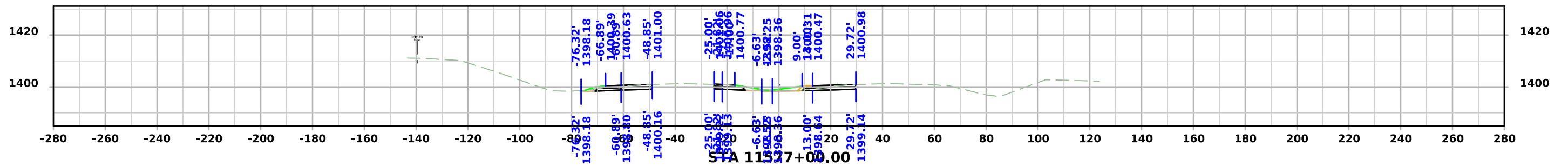
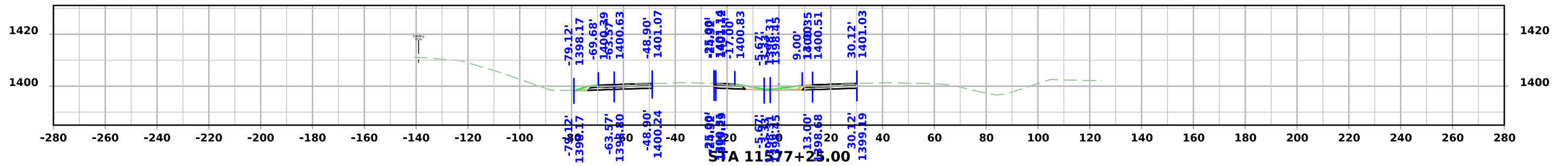
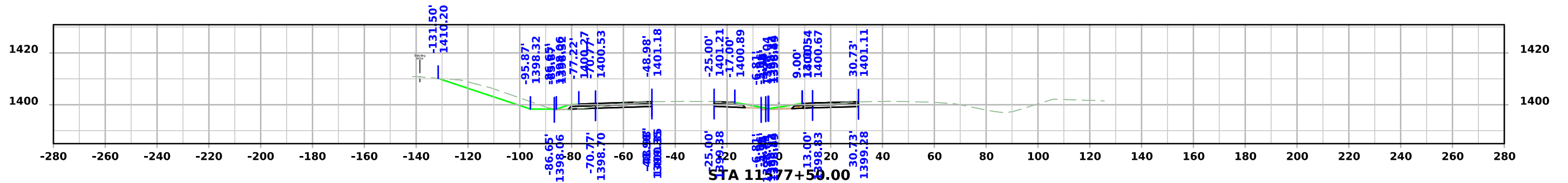
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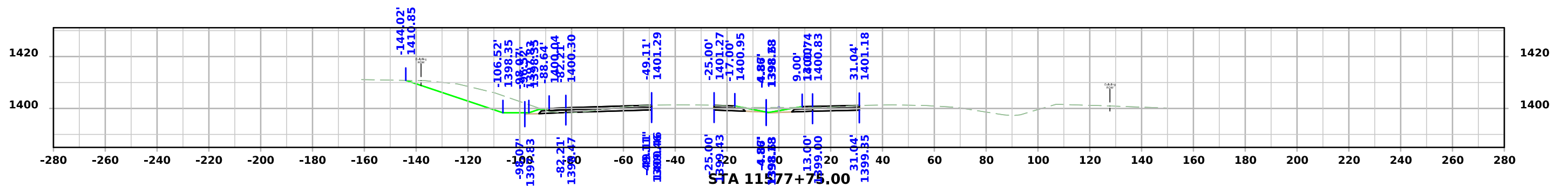
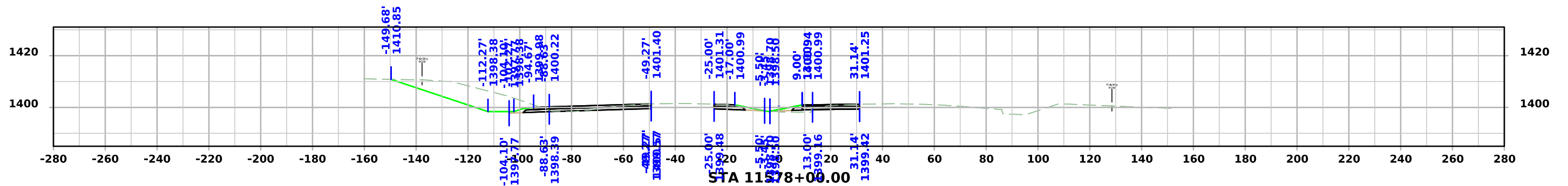
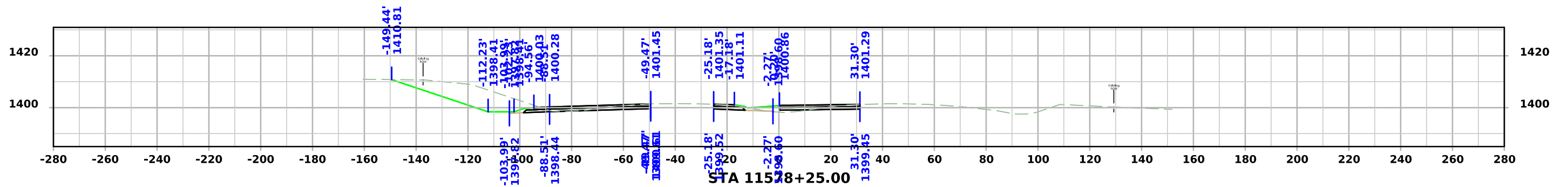
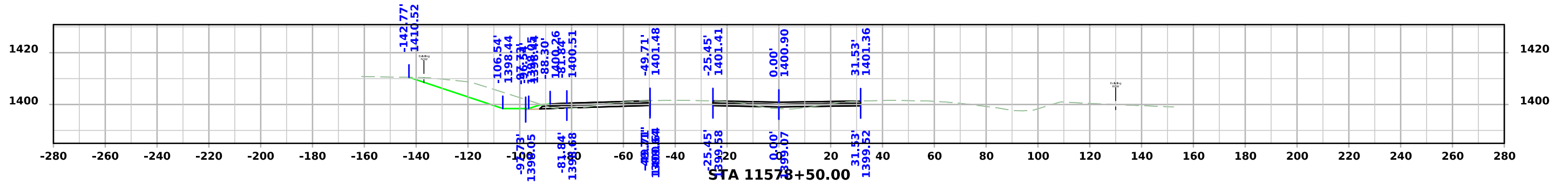
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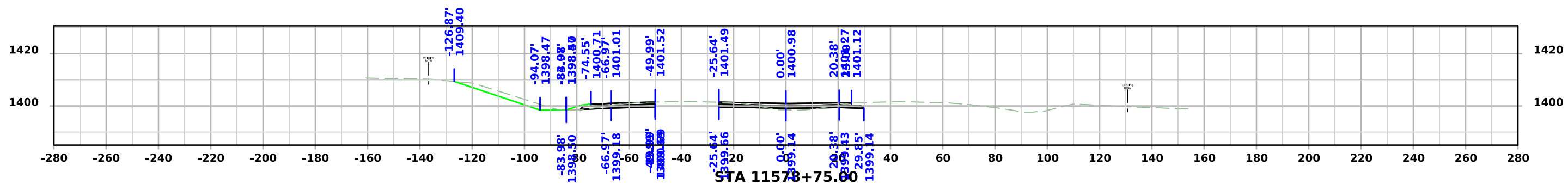
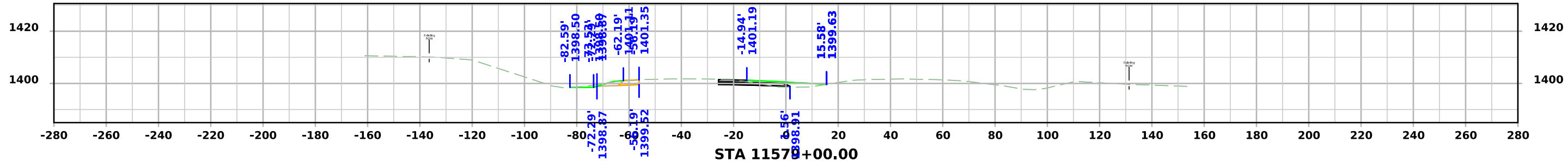
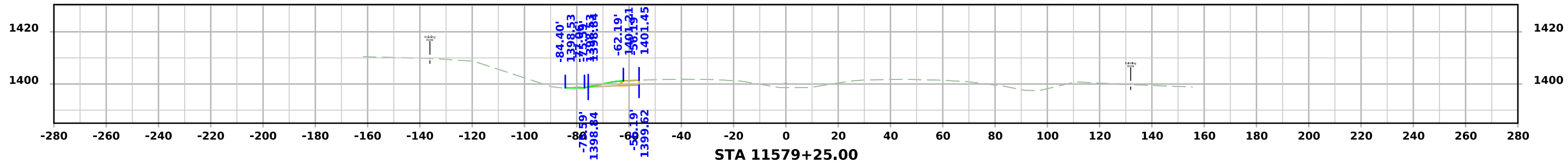
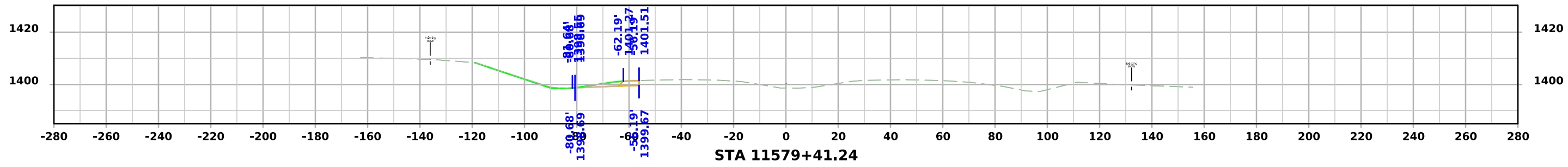
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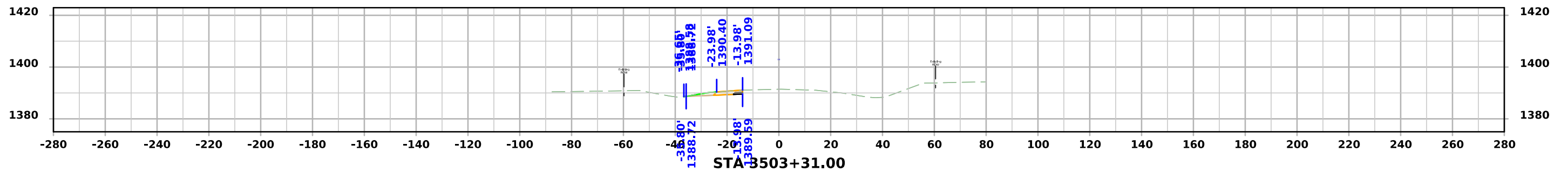
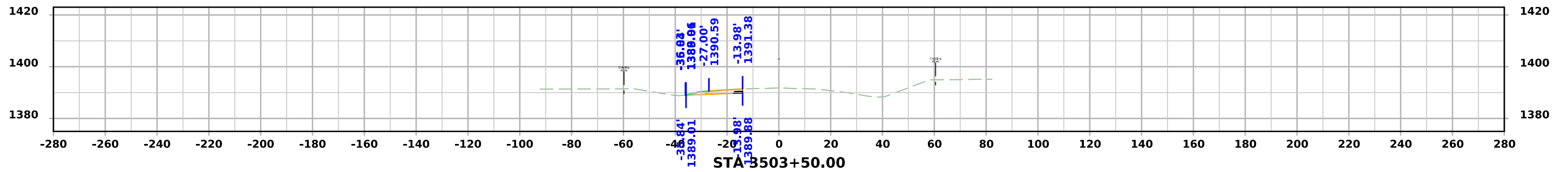
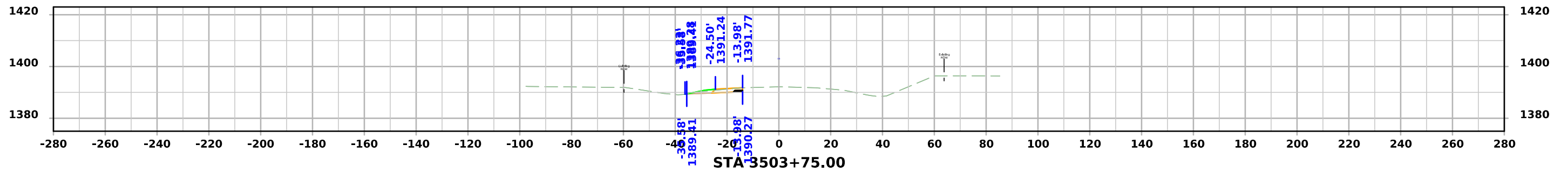
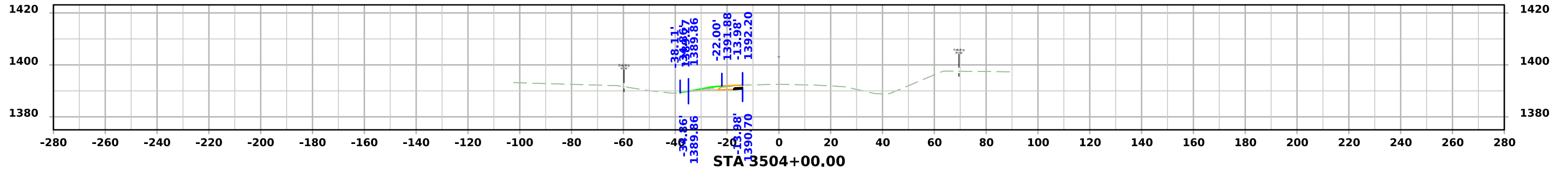
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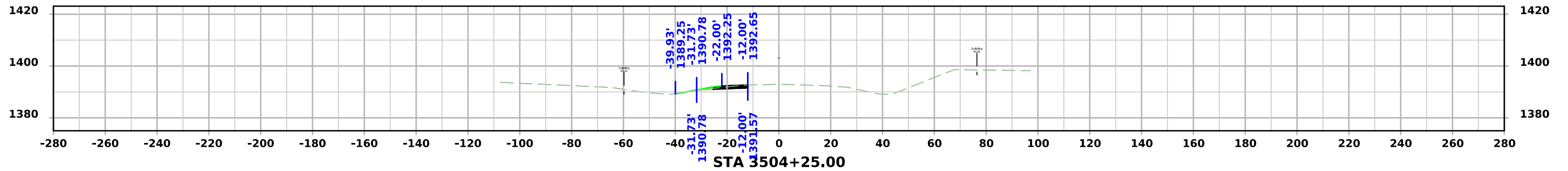
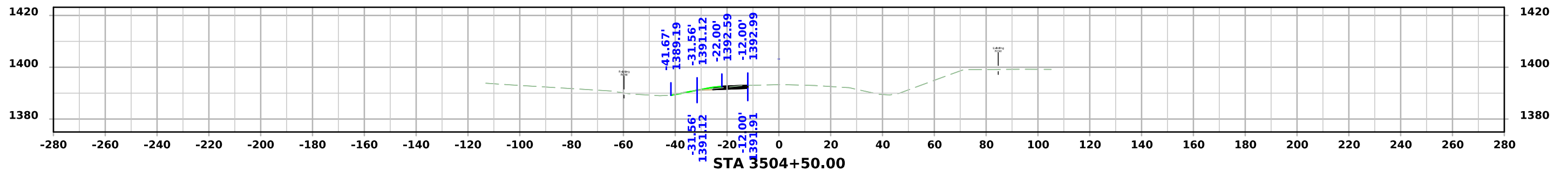
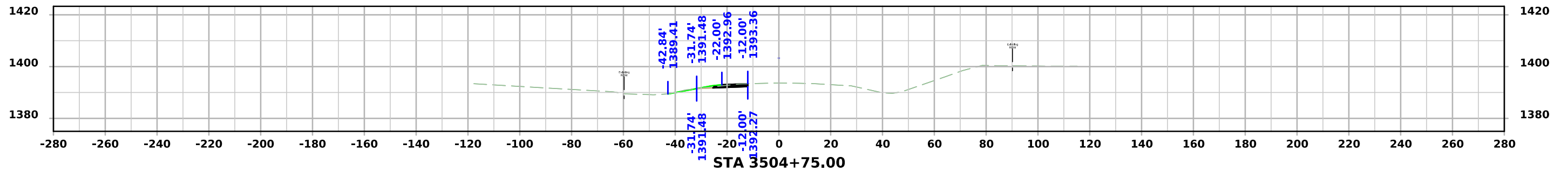
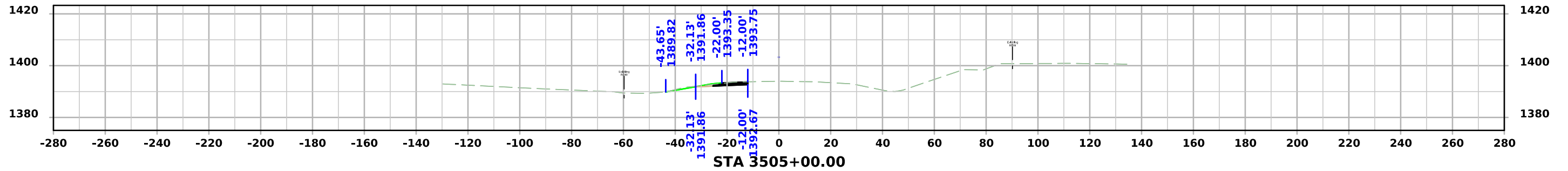
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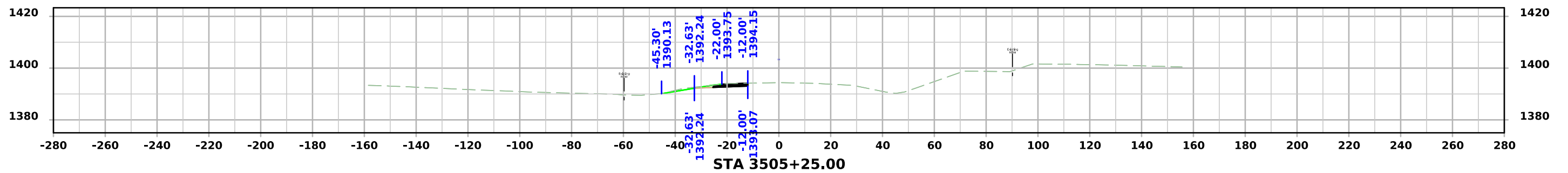
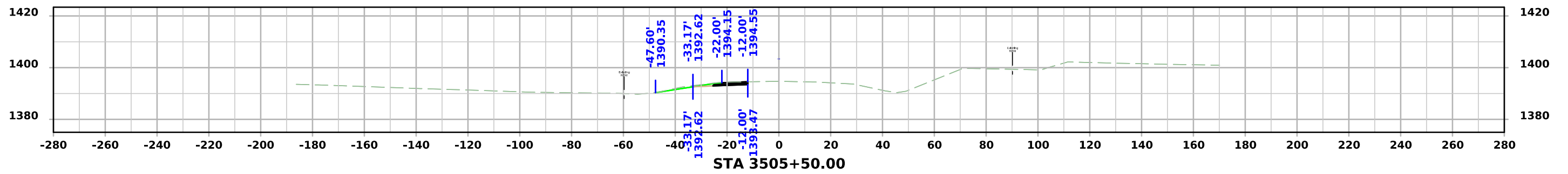
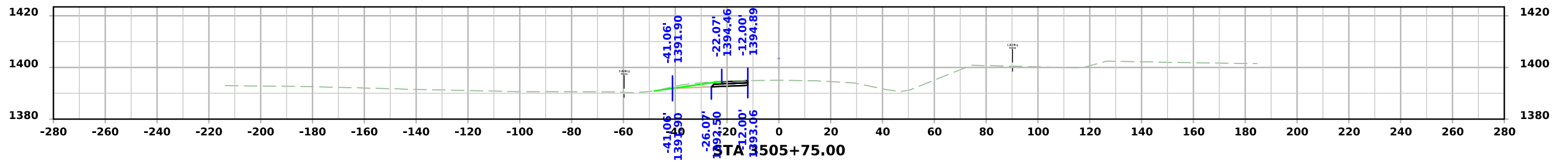
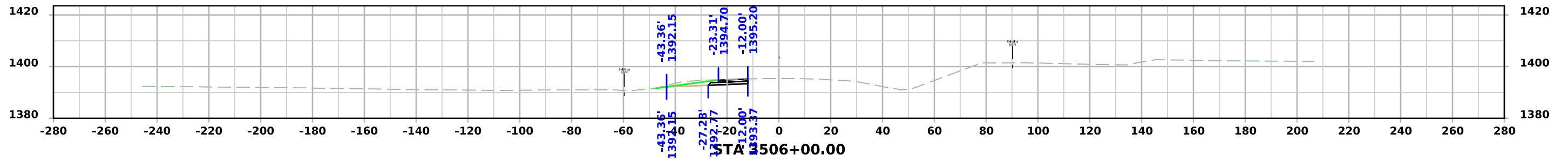
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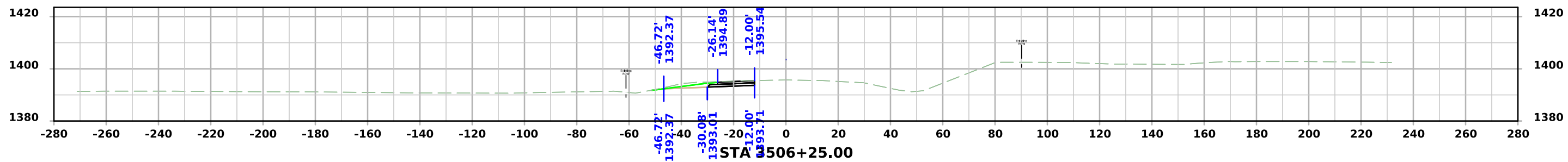
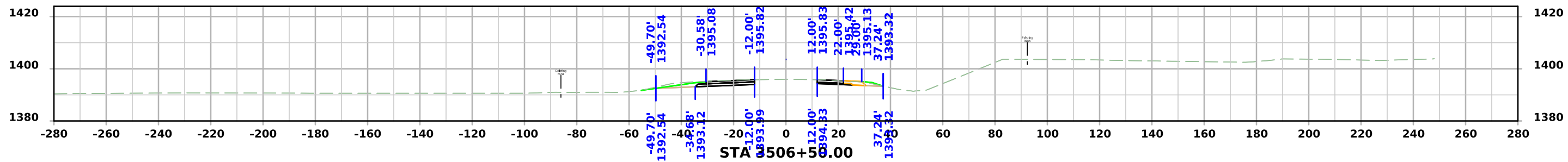
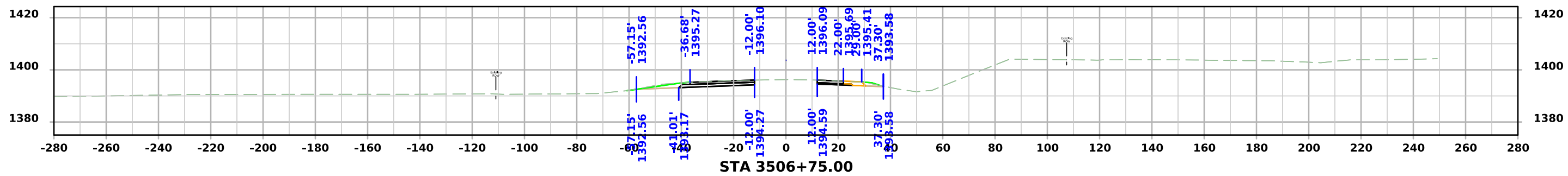
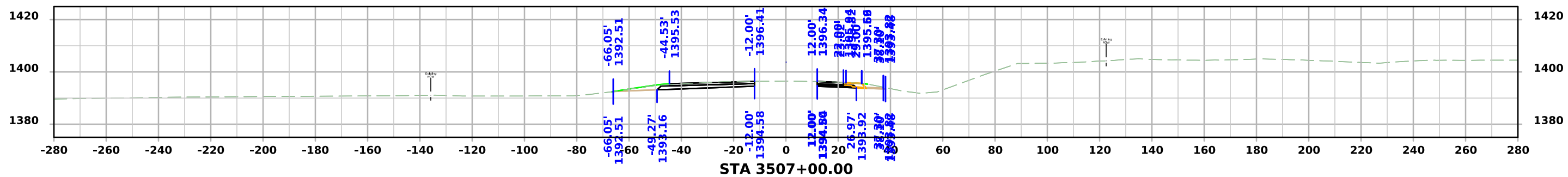
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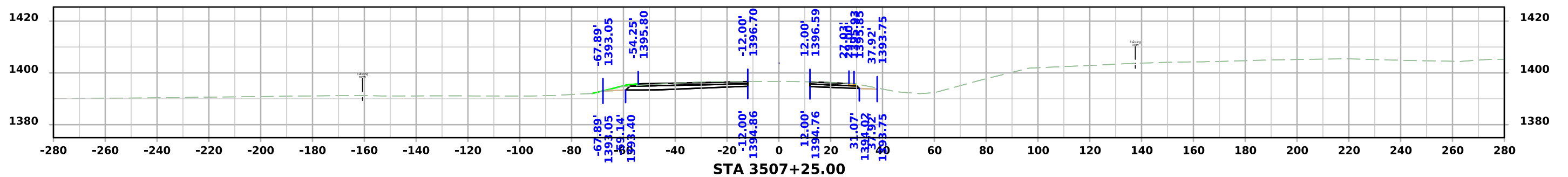
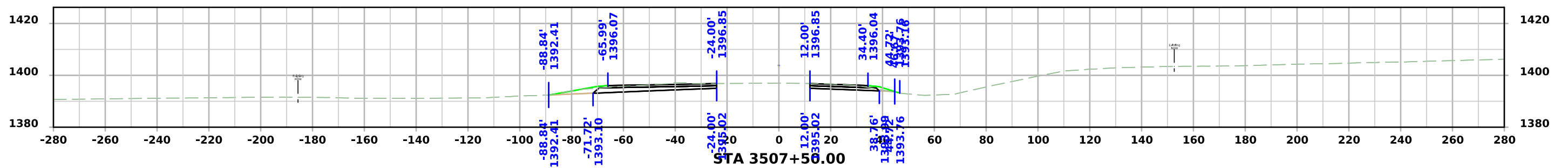
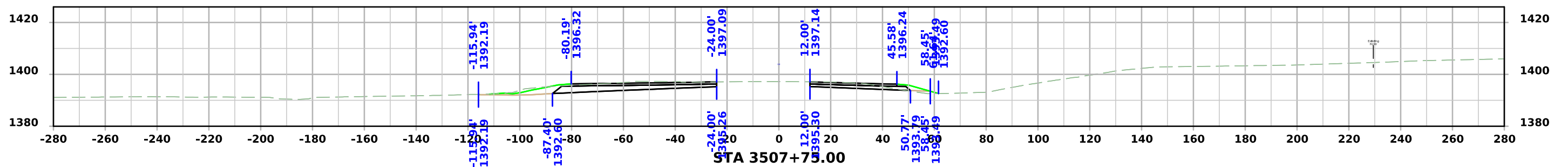
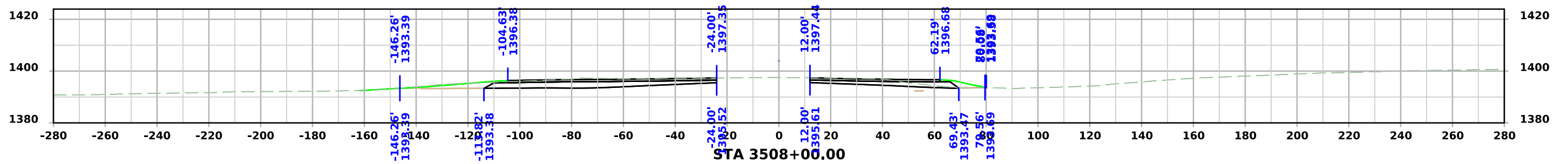
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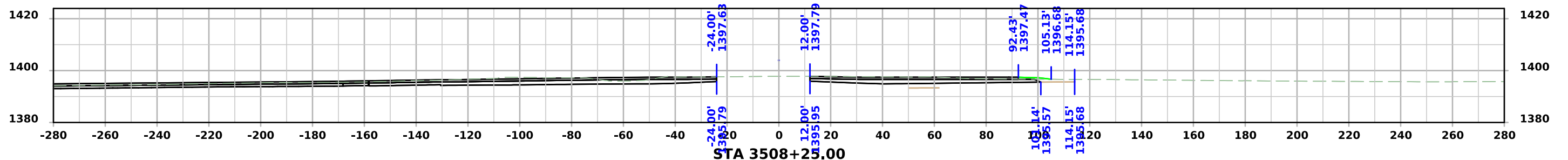
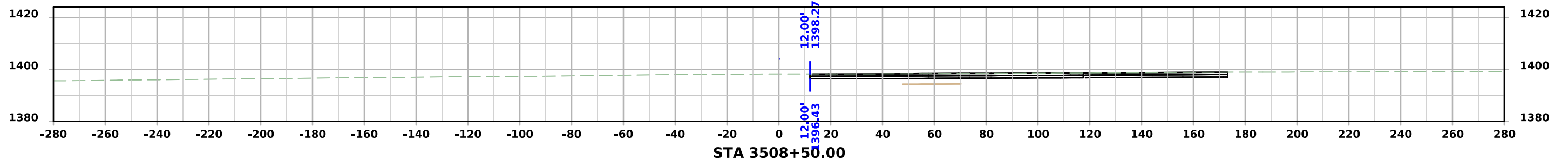
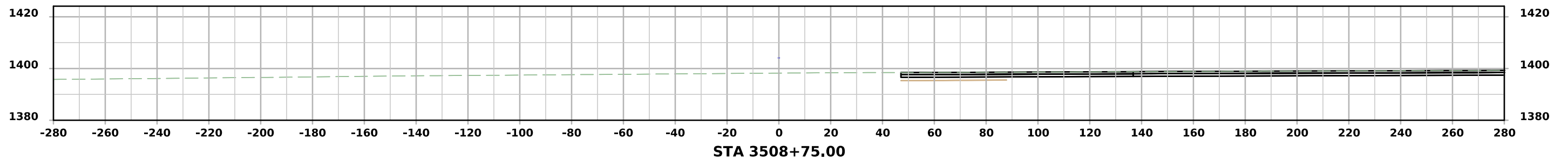
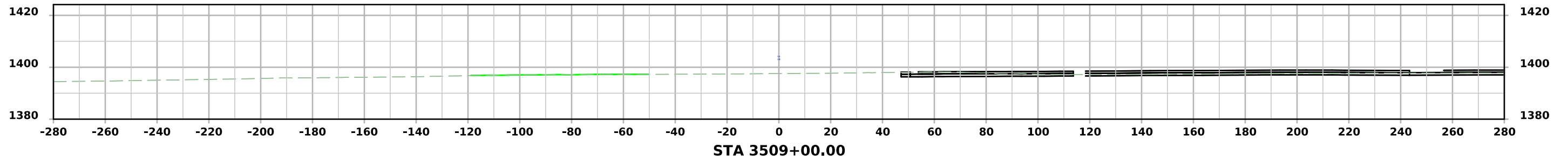
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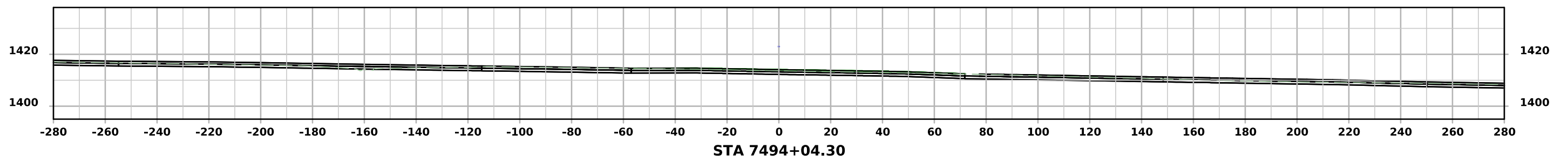
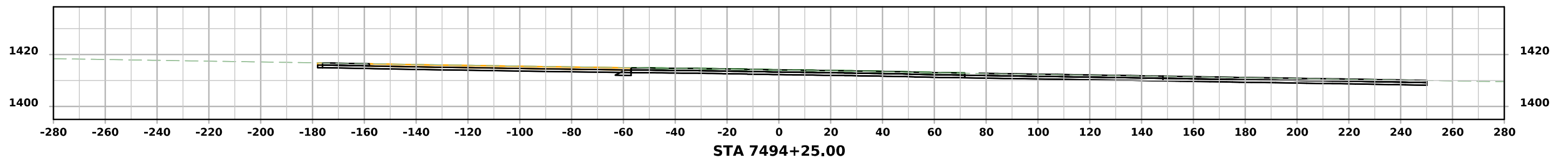
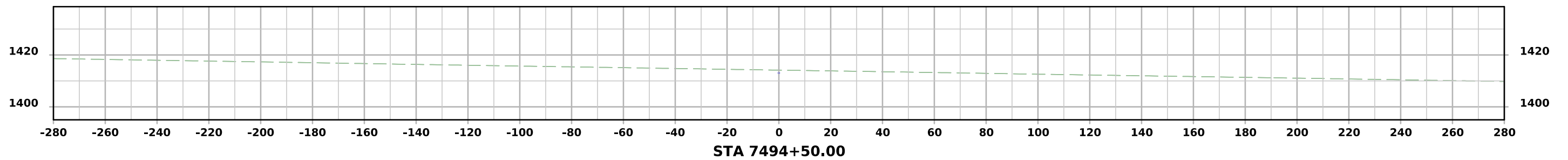
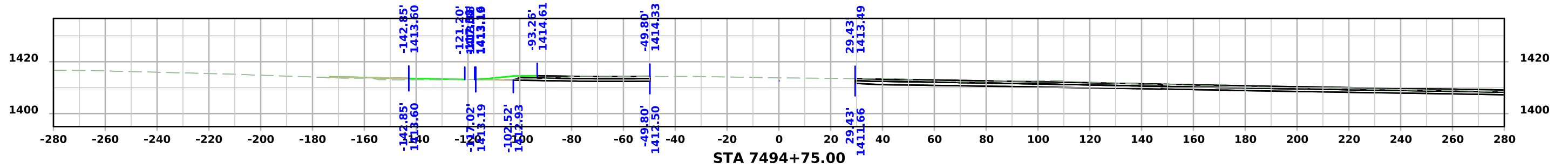
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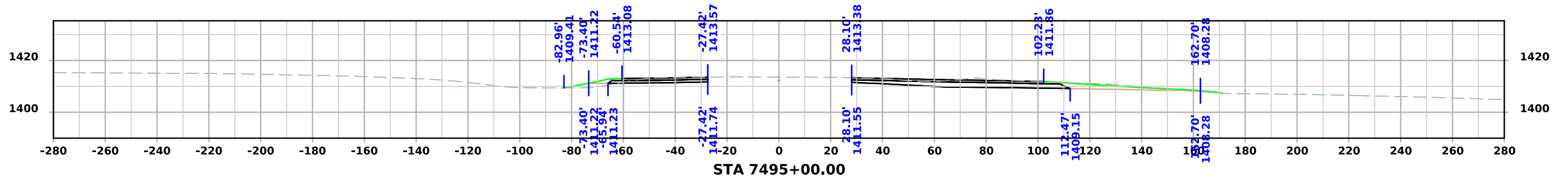
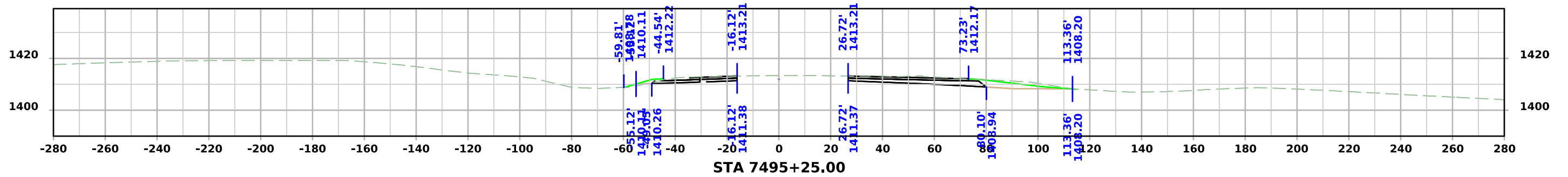
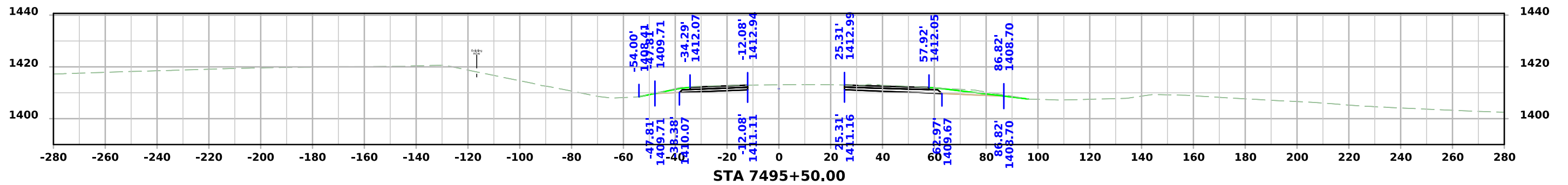
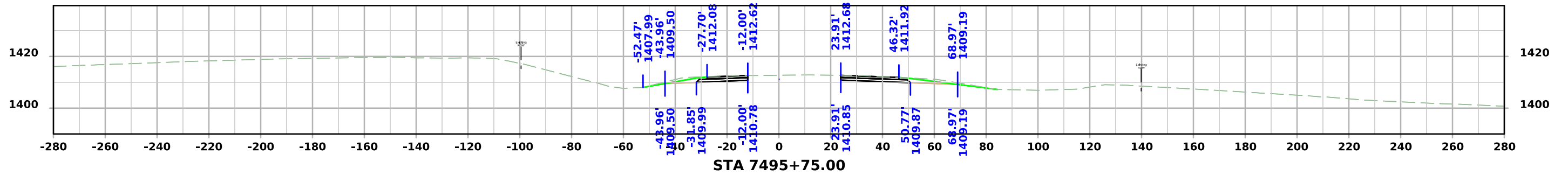
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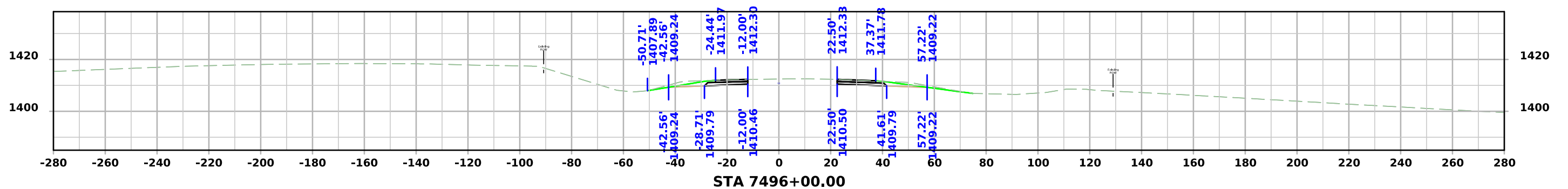
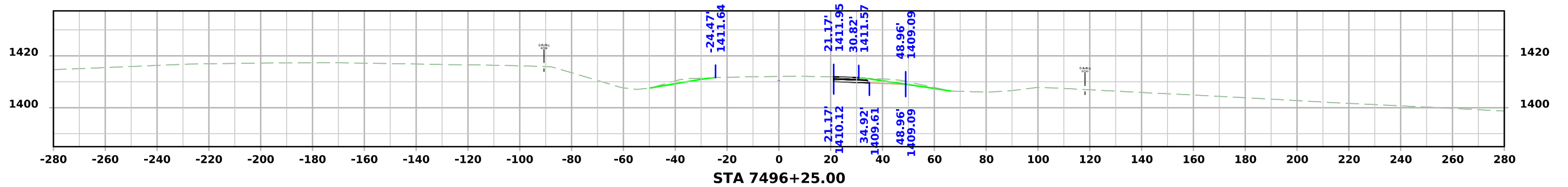
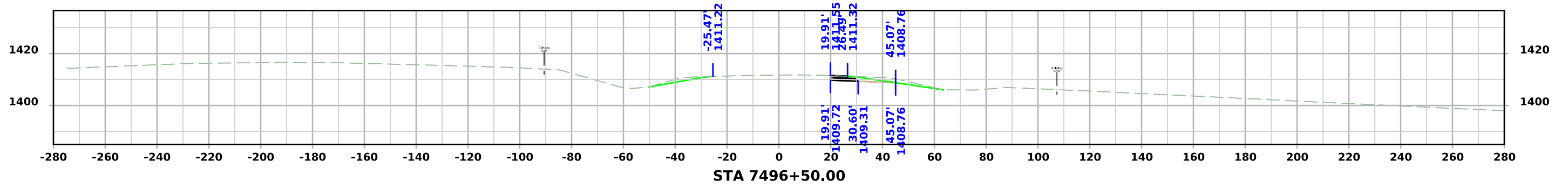
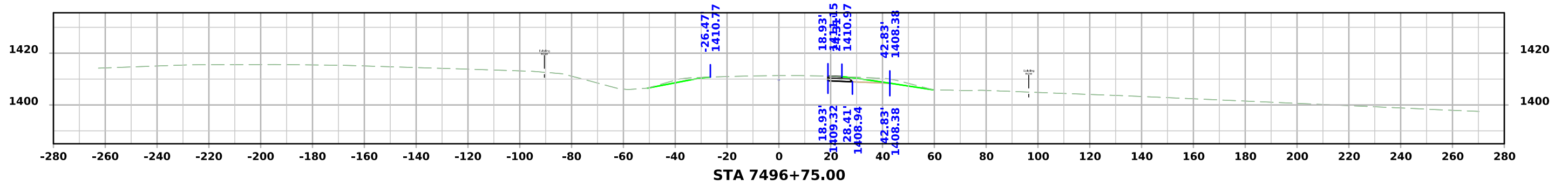
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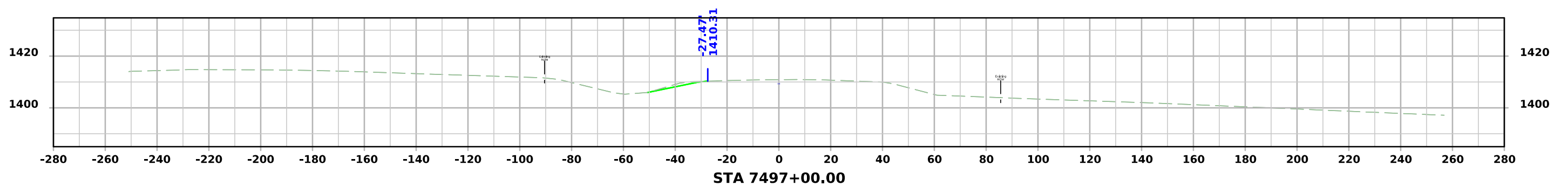
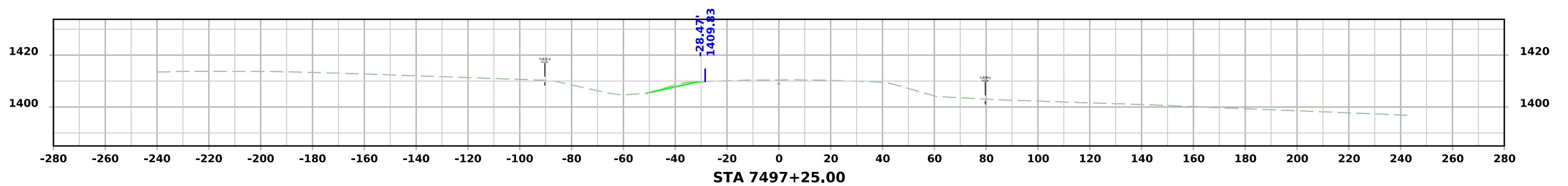
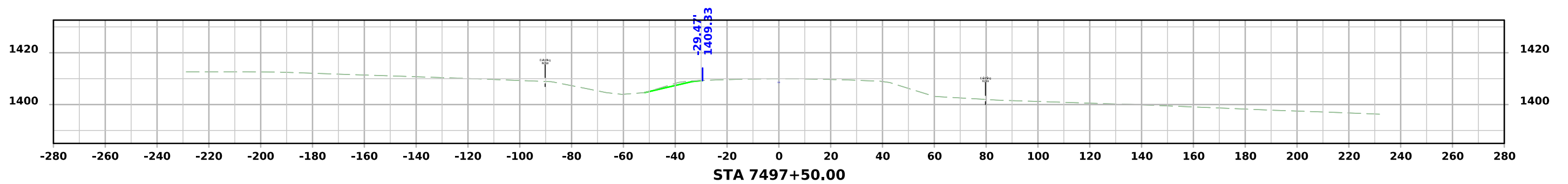
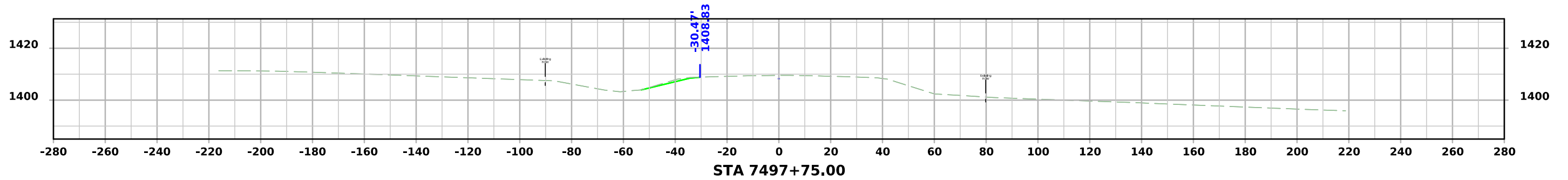
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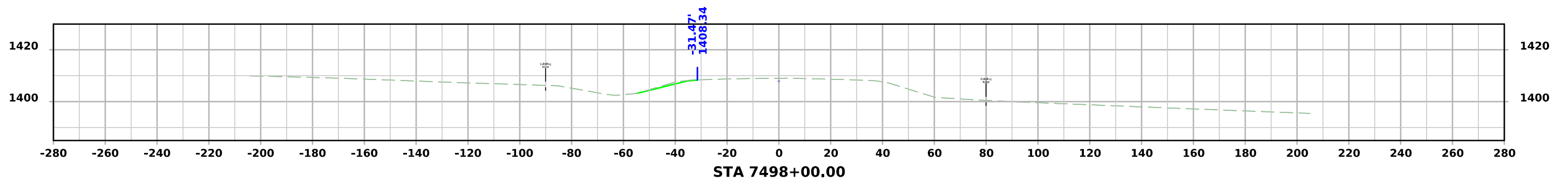
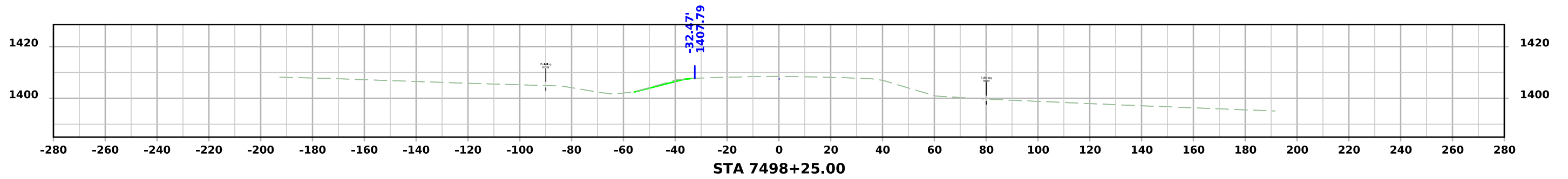
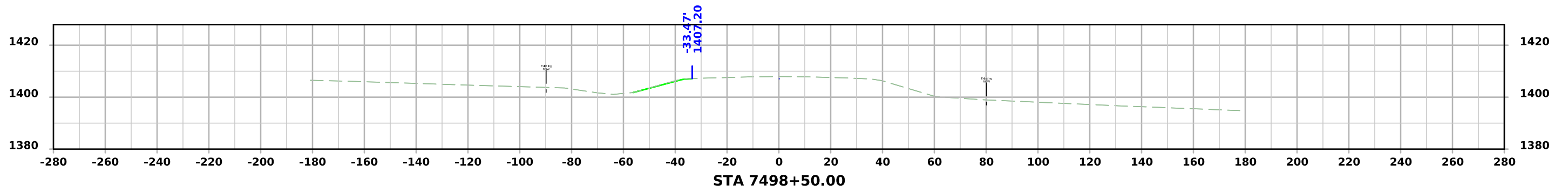
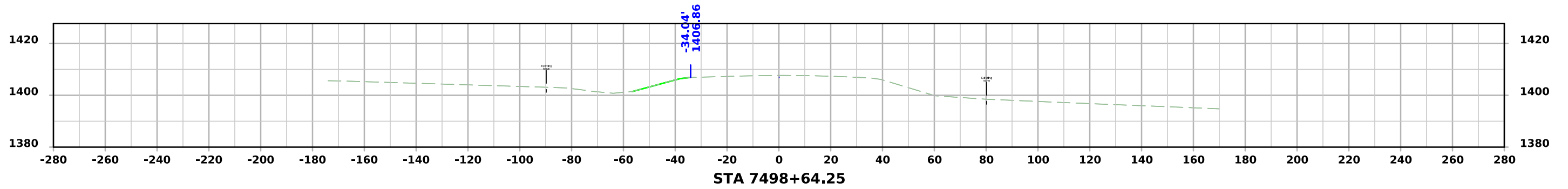
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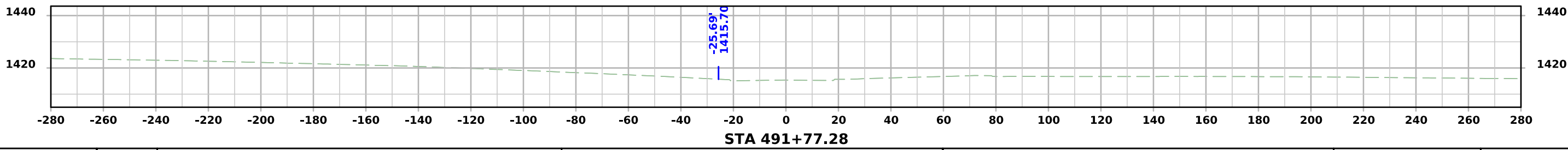
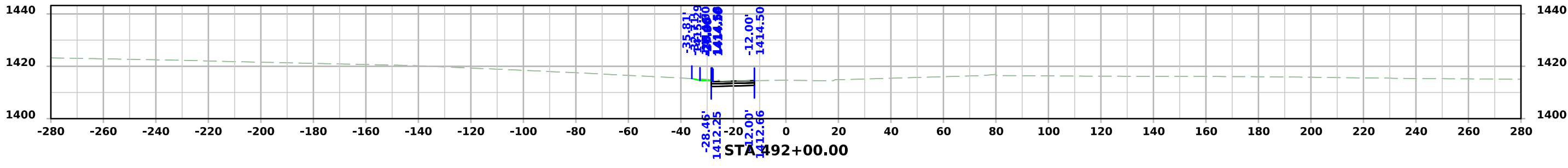
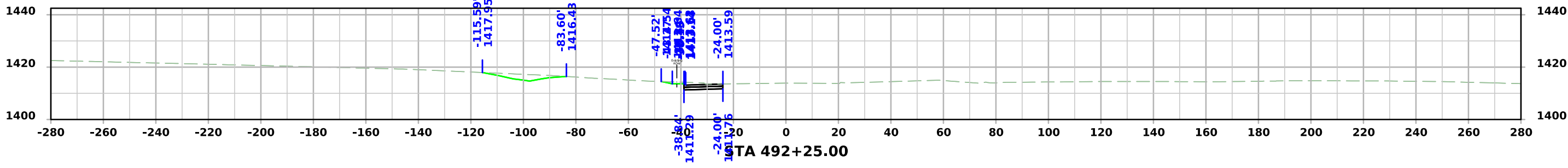
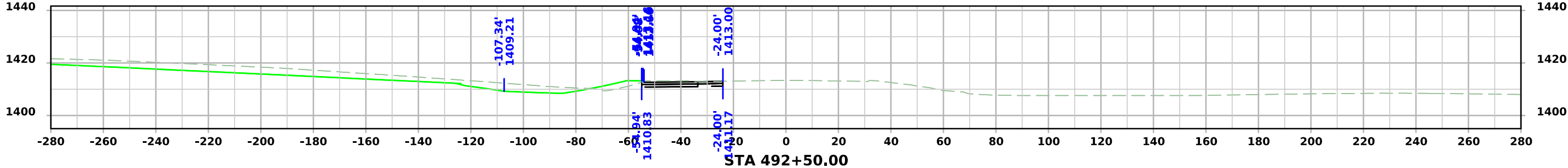
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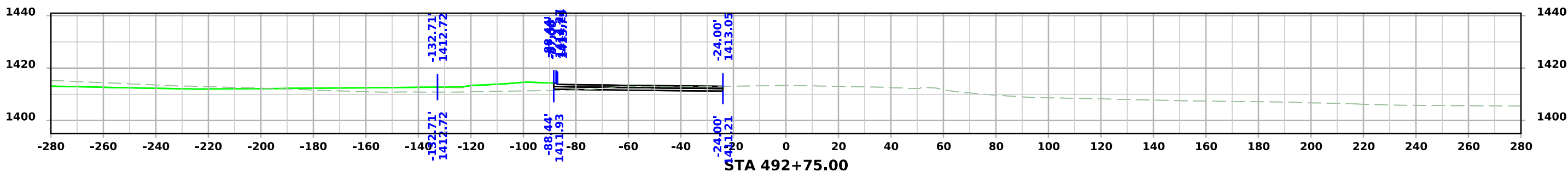
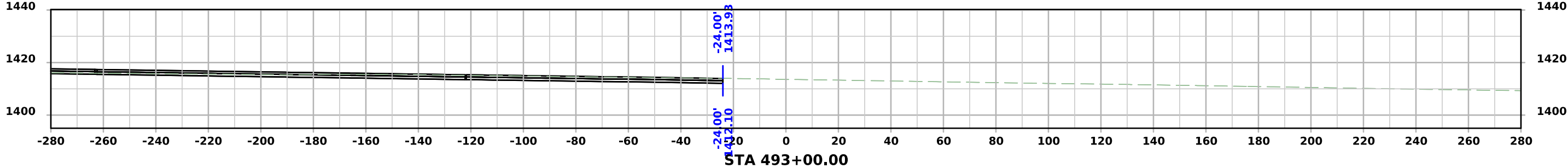
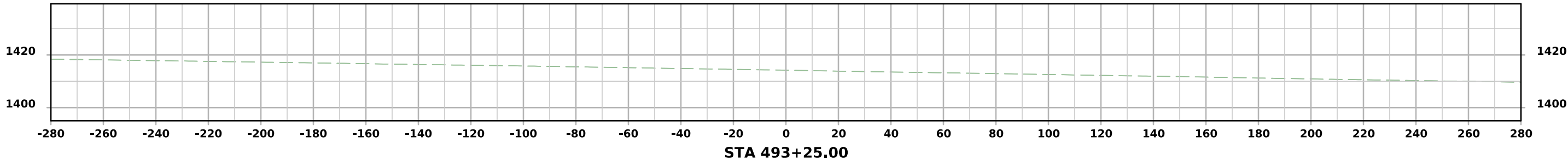
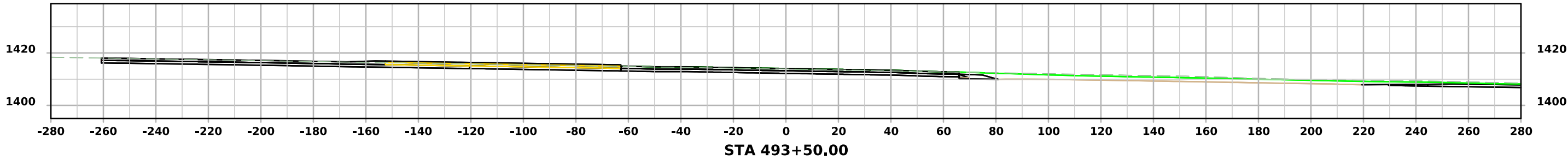
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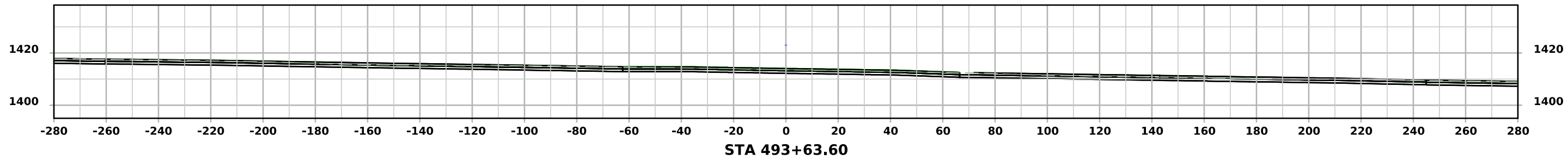
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