LETTING DATE
Dec 15 2026

PCC Pavement - Grade and Pave
HSIPX-030-4(113)--3L-08

BOONE COUNTY

IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
BOONE COUNTY
PCC Pavement - Grade and Pave

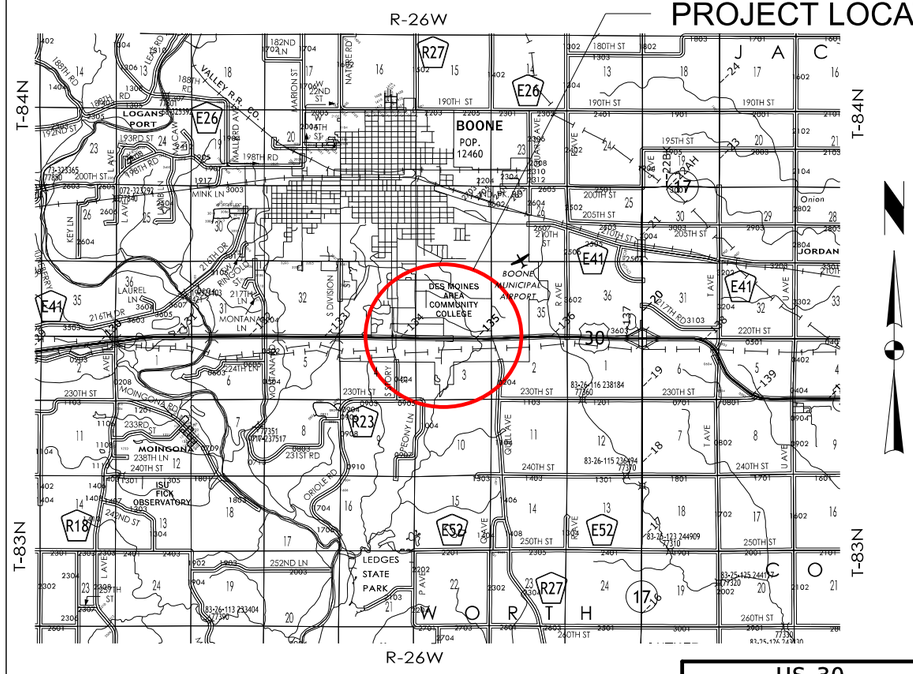
Linn St. and SE Marshall St.
Intersection in Boone
Location

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

PROJECT LOCATION



REVISIONS

	TOTAL
	113
PROJECT IDENTIFICATION NUMBER	
24-08-030-020	
PROJECT NUMBER	
HSIPX-030-4(113)--3L-08	
R.O.W. PROJECT NUMBER	
--	
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IOWA ONE CALL
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www.iowaonecall.com
811 Know what's below. Call before you dig.

H SHEETS >>>>

INDEX OF SHEETS

Schedule:
DM5 - 09/01/2026
D8 - 10/06/2026

US 30 DESIGN DATA RURAL			
2019	AADT	12,066	V.P.D.
2047	AADT	14,325	V.P.D.
20	DHV	–	V.P.H.
TRUCKS		8	%
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

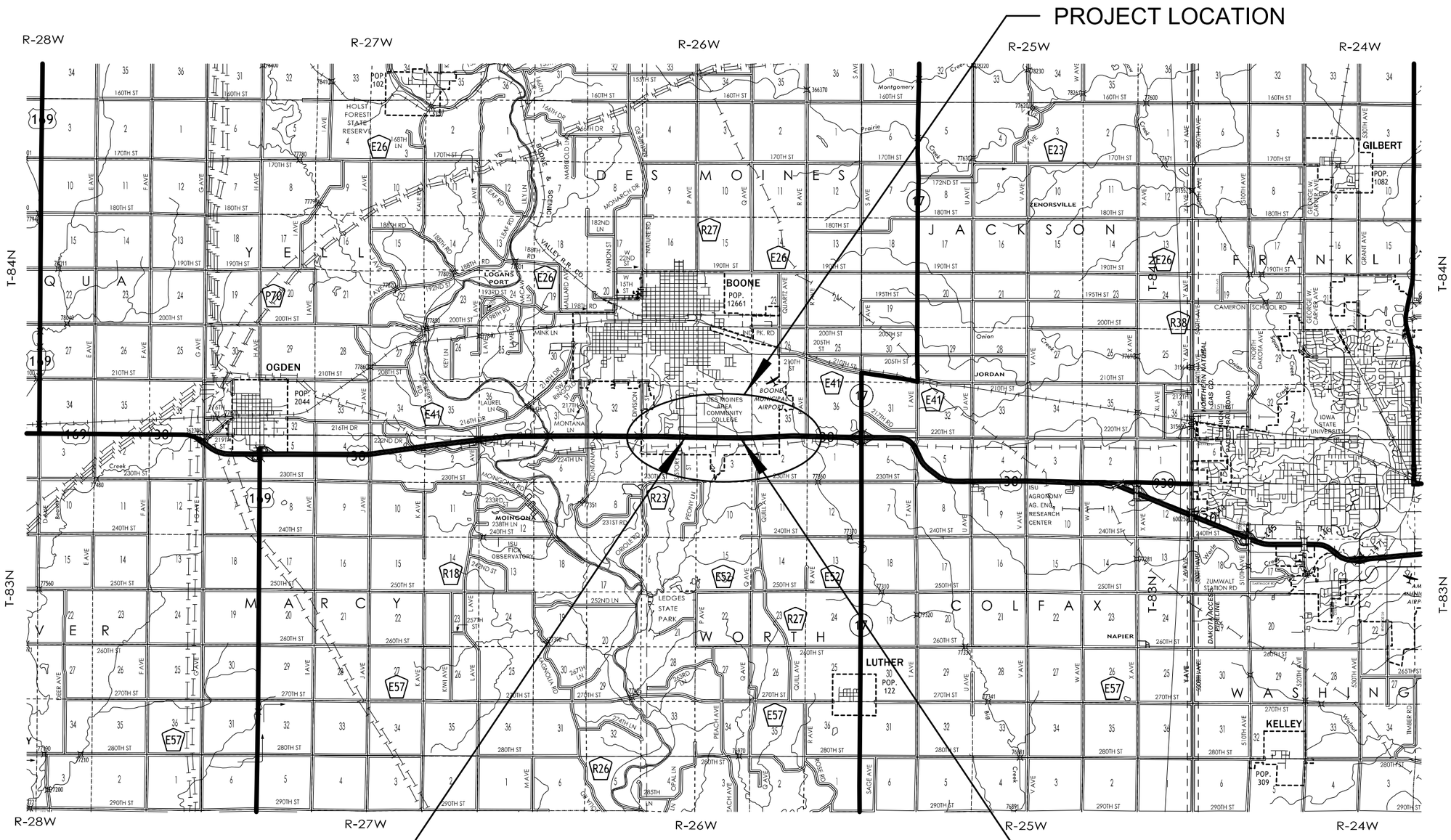
Subject to change by final design.

D5 PLAN - 01-28-2025

FILE NO.	ENGLISH	DESIGN TEAM **Rhoads\Tamrakar\Prindle**	**BOONE** COUNTY	PROJECT NUMBER **HSIPX-030-4(113)--3L-08**	SHEET NUMBER **A.1**

11:14:42 AM 1/24/2025 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_A01.dgn

BOONE COUNTY



LOCATION MAP SCALE
0 1 2 3
Miles

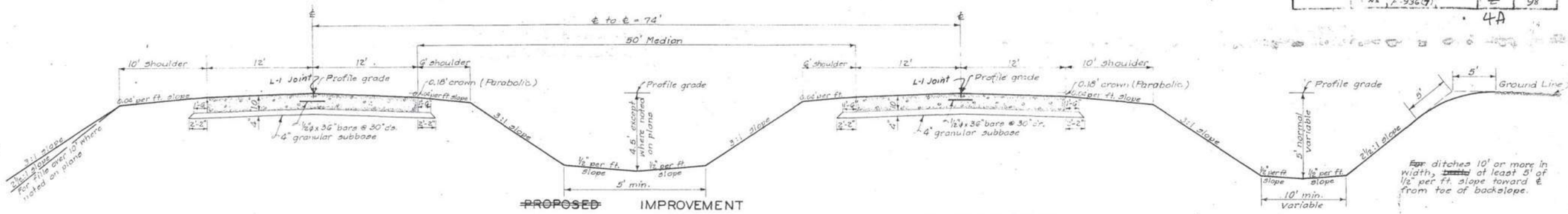
8

FILE NO.	ENGLISH	DESIGN TEAM **Rhoads\Tamrakar\Prindle**	**BOONE** COUNTY	PROJECT NUMBER **HSIPX-030-4(113)--3L-08**	SHEET NUMBER **A.2**

3:06:21 PM 8/26/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_A01.dgn

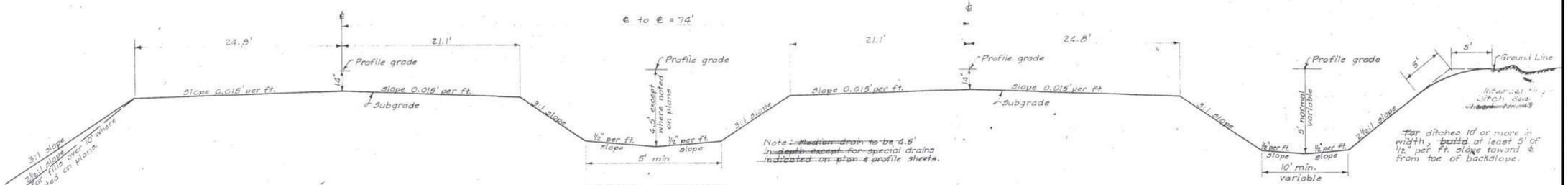
TYPICAL CROSS SECTIONS

FED. PROJ. NO.	STATE	PROJ NO.	TOTAL SHTS.	SHT NO.	ADD'L
	IA	F-936(7)	~~2~~	~~98~~ 4A	

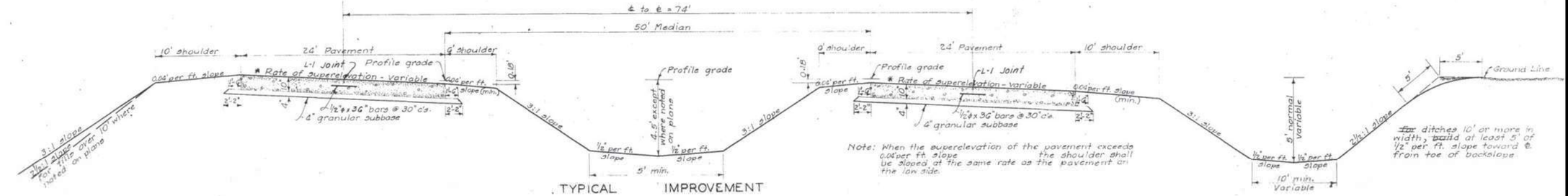


~~PROPOSED~~ IMPROVEMENT

STA. 826 + 28.25	TO	P.C. STA. 857 + 13.40	P.T. STA. 1017 + 24.88	TO	P.C. STA. 1053 + 64.65
P.T. STA. 863 + 13.40	TO	P.C. STA. 906 + 00.98	P.T. STA. 1062 + 47.99	TO	P.C. STA. 1099 + 57.42
P.T. STA. 912 + 18.58	TO	P.C. STA. 923 + 04.64	P.T. STA. 1105 + 70.74	TO	T.S. STA. 1157 + 67.90
P.T. STA. 929 + 04.76	TO	P.C. STA. 946 + 13.25	S.T. STA. 1181 + 90.40	TO	T.S. STA. 1190 + 33.43
P.T. STA. 952 + 25.00	TO	P.C. STA. 1010 + 74.80	S.T. STA. 1202 + 02.60	TO	T.S. STA. 1214 + 25.36

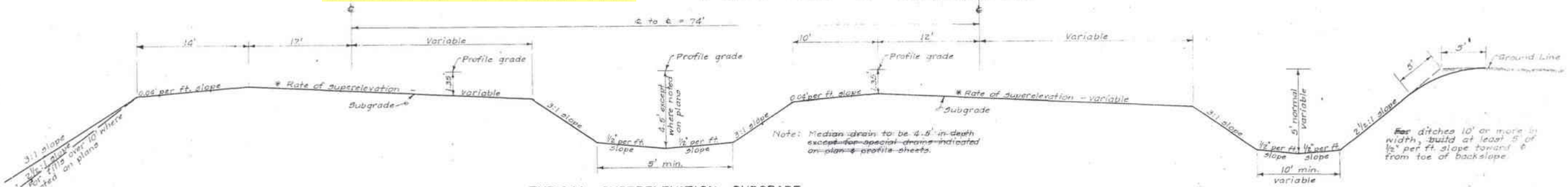


TYPICAL SUBGRADE



TYPICAL IMPROVEMENT

P.C. STA. 857 + 13.40	TO	P.T. STA. 863 + 13.40	P.C. STA. 1053 + 64.65	TO	P.T. STA. 1062 + 47.99
P.C. STA. 906 + 00.98	TO	P.T. STA. 912 + 18.58	P.C. STA. 1099 + 57.42	TO	P.T. STA. 1105 + 70.76
P.C. STA. 923 + 04.64	TO	P.T. STA. 929 + 04.76	T.S. STA. 1157 + 67.90	TO	S.T. STA. 1181 + 90.40
P.C. STA. 946 + 13.25	TO	P.T. STA. 952 + 25.00	T.S. STA. 1190 + 33.43	TO	S.T. STA. 1202 + 02.60
P.C. STA. 1010 + 74.80	TO	P.T. STA. 1017 + 24.88	T.S. STA. 1214 + 25.36	TO	C.S. STA. 1222 + 94.30



TYPICAL SUPERELEVATION SUBGRADE

Note: On superelevated curves the superelevation revolves on the inside edge of the pavement.

* See Sheet No. ~~?~~ for superelevation.

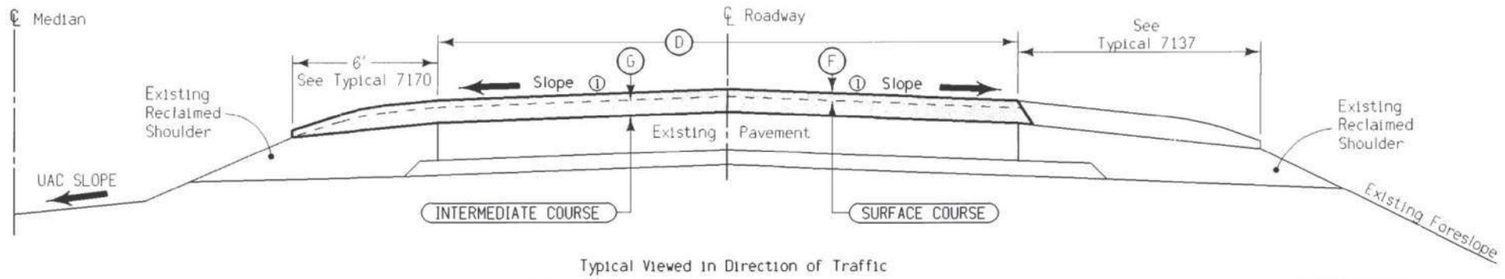
Boone Co. Proj. No. F-936(7) Sheet ~~?~~ 4A

FILE NO. 98765	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER B.1

11:46:04 AM 5/1/2024 jprindl pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_B01.dgn

2642
Special

HMA RESURFACING



Typical Viewed in Direction of Traffic

DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

(A) EQUATION:
Sta. 2785+47.3 = Sta. 787+70.9

TABLE OF DESIGN QUANTITIES ③ Per Station

LOCATION			DIMENSIONS			TACK COAT	ASPHALT BINDER	HOT MIX ASPHALT Tons	
ROAD IDENTIFICATION	STATION TO STATION		(F)	(G)	(D)	Gallons ②	Tons	SURFACE	INTERMEDIATE
US 30 (EBL)	2750+00 (A)	860+13±	2.0"	2.5"	24.0'	33.64	5.44	36.42	59.08 ⑤
US 30 (WBL)	2750+00 (A)	860+13±	2.0"	2.5"	24.0'	33.64	5.44	36.42	59.08 ⑤

Notes:

① Finished slope shall match existing pavement except that the maximum allowable slope is 3.0%, minimum allowable slope is 2.0%. Section may be Modified as directed by the engineer through areas of special shaping.

Refer to tabulation listing of superelevated curves and Standard Road Plans for additional requirements through superelevated curves.

② Tack Coat estimated for 2 applications.

③ Rates include quantity for Median Shoulder.

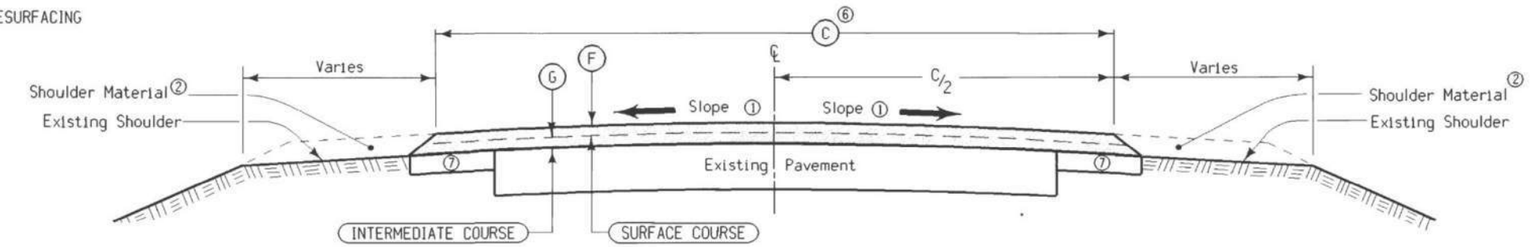
④ Refer to sheets L.01-L.07 for Paved Crossover details and quantities.

⑤ Includes 16.6 tons for crown correction from existing 1.5% slope to the proposed 2% slope.

TYPICAL CROSS SECTION FOR HMA RESURFACING

2602
Modified

HMA RESURFACING



Typical Viewed in Direction of Traffic

DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

TABLE OF DESIGN QUANTITIES Per Station

LOCATION			(F)	(G)	(C)	TACK COAT	ASPHALT BINDER	HOT MIX ASPHALT (Tons)	
ROAD IDENTIFICATION	STATION TO STATION		Inches	Inches	Feet	Gallons ③	Tons	SURFACE	INTERMEDIATE
US 30 (EBL)	860+13±	1152+00 (A)	2.0	2.5	32.0	36.16	5.95	38.95	65.67 ⑤
US 30 (WBL)	860+13±	1152+00 (A)	2.0	2.5	32.0	36.16	5.95	38.95	65.67 ⑤

(A) EQUATION:
Sta. 1105+70.74 = Sta. 1105+63.98
Lengthens Line 6.76'

Notes:

① Finished slope shall match existing pavement except that the maximum allowable slope is 3.0%, minimum allowable slope is 2.0%. Section may be modified as directed by the Engineer through areas of special shaping.

Refer to tabulation listing of superelevated curves and Standard Road Plans for additional requirements through superelevated curves.

② Shoulder material as specified elsewhere in these plans; refer to Typicals 7151, 7151A, and 7170A.

③ Tack Coat estimated for 2 applications.

④ Refer to sheets L.01-L.07 for Paved Crossover details and quantities.

⑤ Includes 16.6 tons for crown correction of the existing 24' PCC pavement. (from existing 1.5% slope to the proposed 2% slope)

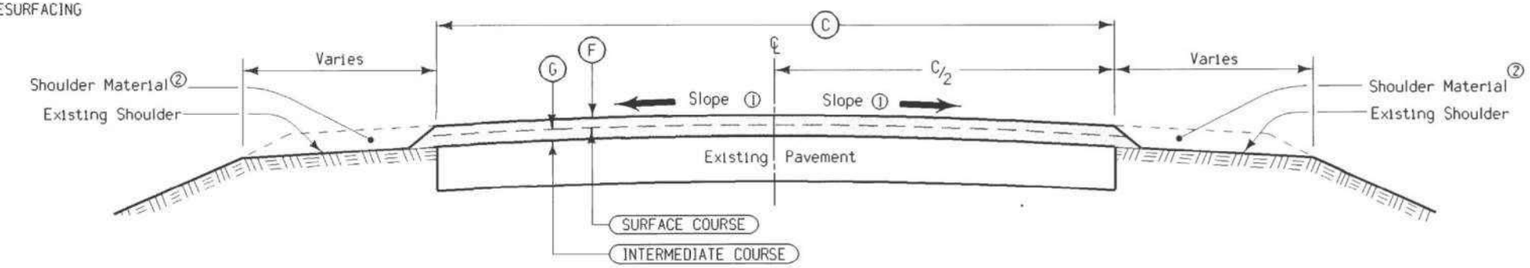
⑥ Width includes 24' pavement and 2-4' retrofit shoulders (refer to Typicals 7151 and 7151A on sheet B.08.

⑦ Proposed Retrofit Shoulder, refer to Typicals 7151 and 7151A on sheet B.08.

TYPICAL CROSS SECTION HMA RESURFACING

2602A
Modified

HMA RESURFACING



DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

TABLE OF DESIGN QUANTITIES Per Station

LOCATION			(F)	(G)	(C)	TACK COAT	ASPHALT BINDER	HOT MIX ASPHALT (Tons)	
ROAD IDENTIFICATION	STATION TO STATION		Inches	Inches	Feet	Gallons ③	Tons	SURFACE	INTERMEDIATE
IA 17	634+45	645+03	1.5	1.5	24	27.08	3.44	21.86	38.69 ④
IA 17	645+93	648+26	1.5	1.5	30 (A)	33.76	4.07	27.30	44.13 ④
IA 17	652+40	654+72	1.5	1.5	30 (A)	33.76	4.07	27.30	44.13 ④
IA 17	655+36	665+75	1.5	1.5	24	27.08	3.44	21.86	38.69 ④

Notes:

① Finished slope shall match existing pavement except that the maximum allowable slope is 3.0%, minimum allowable slope is 2.0%. Section may be modified as directed by the Engineer through areas of special shaping.

Refer to tabulation listing of superelevated curves and Standard Road Plans for additional requirements through superelevated curves.

② Shoulder material as specified elsewhere in these plans.

③ Tack Coat estimated for 2 applications.

④ Includes 16.6 tons for crown correction of the existing 24' PCC pavement. (from existing 1.5% slope to the proposed 2% slope)

(A) Width includes 24' pavement and 2-3' shoulder strengthening.

TYPICAL CROSS SECTION HMA RESURFACING

DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

HMA RESURFACING

Note:

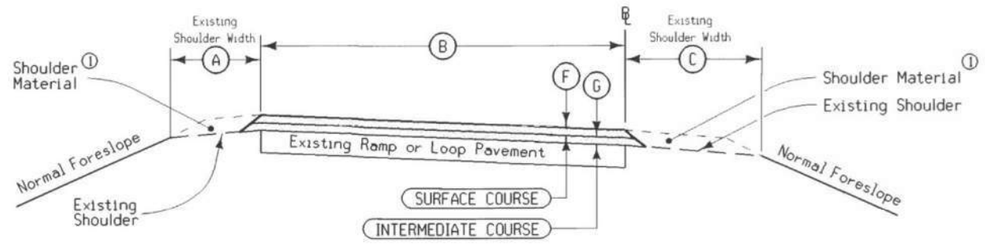
Normal section shown may be appropriately modified at areas specifically designated by the engineer, such as intersections or superelevated curves.

Section view is in the direction of traffic.

Refer to other drawings for details of shoulder design and construction.

① Shoulder material as specified elsewhere in these plans; refer to typical 7135 for "Type 'B' Granular Surfaced Shoulder".

2616
Modified



TYPICAL CROSS SECTION
HMA RESURFACING
RAMP or LOOP

TABLE OF DESIGN QUANTITIES Per Station

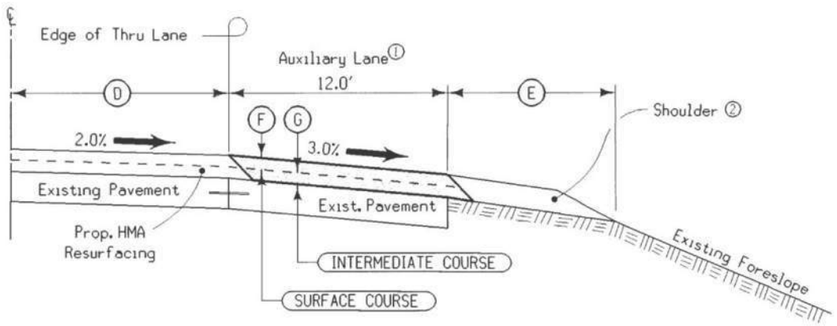
INTERCHANGE	STATION TO STATION		RAMP/ LOOP IDENT.	DENSITY 94%	DENSITY 95%	DENSITY 96%	(A) Feet	(B) Feet	(C) Feet	(G) Inches	(F) Inches	TACK COAT Gallons ③	ASPHALT BINDER Tons	HOT MIX ASPHALT Tons SURFACE	HOT MIX ASPHALT Tons INTERMEDIATE
IA 17	1522+66	1537+25	A	X			4	16.0	6	1.5	1.5	18.20	1.70	14.62	14.84
IA 17	2510+00	2524+84	B	X			4	16.0	6	1.5	1.5	18.20	1.70	14.62	14.84
IA 17	3511+05	3524+82	C	X			4	16.0	6	1.5	1.5	18.20	1.70	14.62	14.84
IA 17	4522+60	4535+95	D	X			4	16.0	6	1.5	1.5	18.20	1.70	14.62	14.84

HMA RESURFACING

2205
Modified

(A) Includes 120' Taper (10:1 Ratio)

LOCATION ROAD IDENTIFICATION	STATION TO STATION		SIDE	(D) Feet	(E) Feet	(F) Inches	(G) Inches
US 30 - EBL	2750+90±	2754+37± (A)	Lt.	12.0	6.0	2	2.5
US 30 - WBL	2752+32±	2755+80± (A)	Rt.	12.0	6.0	2	2.5
US 30 - WBL	891+90±	896+40± (A)	Lt.	12.0	6.0	2	2.5
US 30 - EBL	946+31±	950+57± (A)	Lt.	12.5	6.0	2	2.5
US 30 - WBL	947+80±	952+06± (A)	Rt.	12.5	6.0	2	2.5
US 30 - EBL	988+70±	992+73± (A)	Lt.	12.0	6.0	2	2.5
US 30 - WBL	990+90±	995+08± (A)	Rt.	12.0	6.0	2	2.5



Notes:

① Details shall be similar for construction on either side (by stationing) of roadway.

Pavement for auxiliary lane shall be constructed according to requirements specified for through roadway pavement.

② Refer to other drawings for details of shoulder design and construction.

③ Refer to sheets L.06, L.07 for details of resurfacing at paved median intersections.

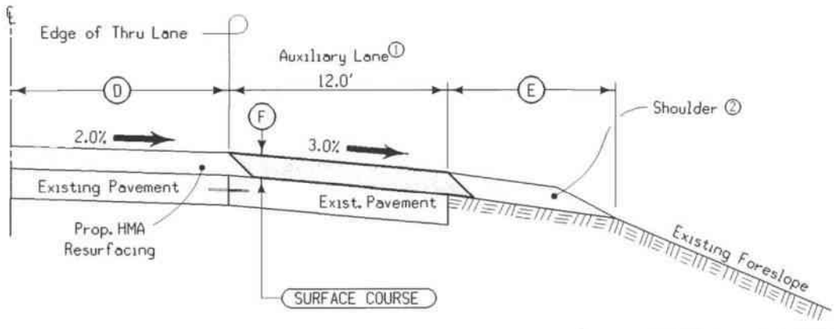
TYPICAL HALF SECTION
HMA RESURFACING
EXISTING AUXILIARY LANE

HMA RESURFACING

2205A
Modified

(A) Includes 120' Taper (10:1 Ratio)

LOCATION ROAD IDENTIFICATION	MILEPOST TO MILEPOST		SIDE	(D) Feet	(E) Feet	(F) Inches
US 30 - EBL (580 Ave.)	152.864	152.957 (A)	Lt.	12.0	6.0	2
US 30 - EBL (590 Ave.)	153.823	154.016 (A)	Lt.	12.0	6.0	2
US 30 - EBL (600 Ave.)	154.873	154.966 (A)	Lt.	12.0	6.0	2
US 30 - EBL (610 Ave.)	155.875	155.968 (A)	Lt.	12.0	6.0	2



Notes:

① Details shall be similar for construction on either side (by stationing) of roadway.

Pavement for auxiliary lane shall be constructed according to requirements specified for through roadway pavement.

② Refer to other drawings for details of shoulder design and construction.

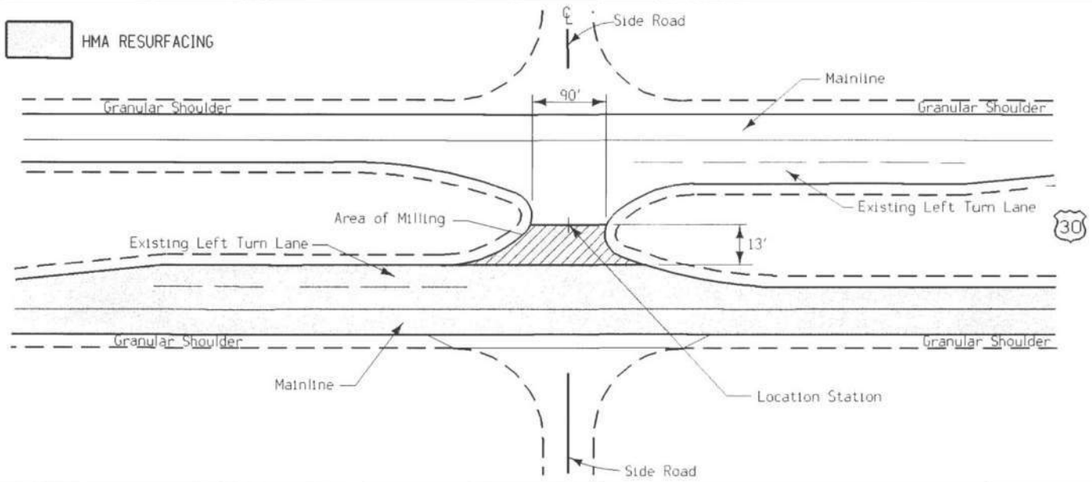
③ Refer to Typical INT-1 for details of resurfacing at paved median intersections.

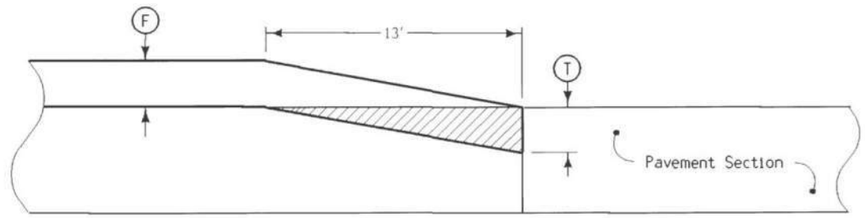
Division 3 - Story Co.
MP-30-1(702)151--76-85

TYPICAL HALF SECTION
HMA RESURFACING
EXISTING AUXILIARY LANE

INT-1

Not to Scale





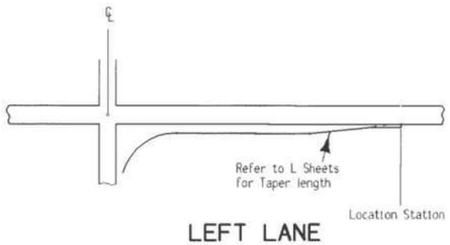
(F) Surface Course
(T) Milling

Location Station	(L) Feet	(S) Inches	(T) Inches
US 30 (580 Ave.)	100	2.0	2.0
US 30 (590 Ave.)	100	2.0	2.0
US 30 (600 Ave.)	100	2.0	2.0
US 30 (610 Ave.)	100	2.0	2.0

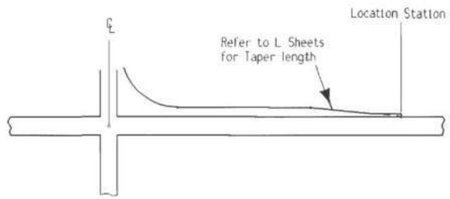
Division 3 - Story Co.
MP-30-1(702)151--76-85

EASTBOUND LANE
HMA RESURFACING DETAILS
Typical Intersection

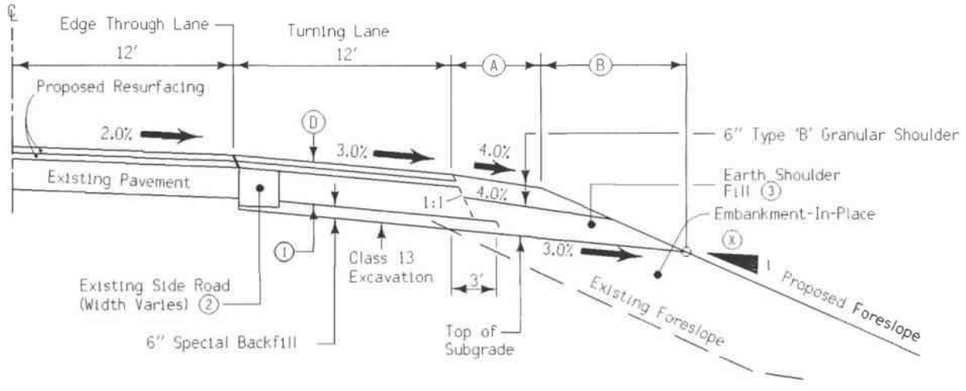
LRTL-1



LEFT LANE



RIGHT LANE



TYPICAL HALF SECTION
HMA LEFT/RIGHT TURNING LANE

(A) - Division 1
(B) - Division 2
(C) - 6:1 and /or 6:1/3:1 Barnroof (refer to cross sections)
(D) - 207 Cu. Yds. of cut is available
(E) - 83 Cu. Yds. of cut is available
(F) - 237 Cu. Yds. of cut is available
(G) - 287 Cu. Yds. of cut is available
(H) - 82 Cu. Yds. of cut is available
(I) - 256 Cu. Yds. of cut is available

Notes:
Normal section shown may be Modified appropriately in areas of superelevated curves or other locations specifically designated by the engineer.

See cross sections and sheets 0.01, 0.03-0.06 and L.01-L.05 for additional information.

(1) Pavement includes thickness of surface (2.0") and intermediate (2.5") plus base material.

(2) To be included with removal.

(3) Material to be included in the price bid for "Embankment-In-Place" and shaping to be bid as "Earth Shoulder Finishing".

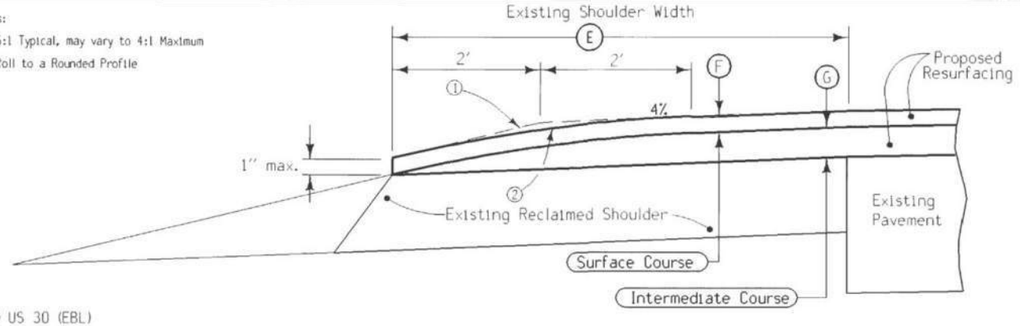
(4) Includes taper.

(5) HMA 1M (ESAL) Base

						TOTAL QUANTITIES PER LOCATION								
LOCATION STATION	SIDE	(D)	(A)	(B)	(X)	HOT MIX ASPHALT COURSES Tons (4)			TACK COAT	ASPHALT BINDER	SPECIAL BACKFILL	CLASS 13 EXCAVATION	EMBANK-IN-PLACE	SHOULDER FINISHING	GRANULAR SHOULDER
		Inches	Feet	Feet		SURFACE	INTERMEDIATE	BASE (5)	Gallons	Tons	Tons	Cu.Yds.	Cu.Yds.	Stas.	Tons
(A) 2756+80 (WBL)	Rt.	10.0	6.0	9.30	(C)	24	29	67	44	7	84	24	230	1.6	49
(A) 806+11 (EBL)	Lt.	10.0	6.0	9.30	(C)	36	45	103	67	11	129	19	354	2.5	75
(A) 856+80 (EBL)	Lt.	10.0	6.0	9.30	(C)	36	45	104	68	11	130	30	357	2.5	76
(A) 863+45 (WBL)	Rt.	11.5	6.0	10.25	(C)	36	45	134	69	13	131	41	360	2.5	76
(A) 868+24 (WBL)	Lt.	11.5	6.0	10.25	(C)	112	140	413	211	39	405	326	3365 (D)	7.7	235
(B) 931+21 (EBL)	Lt.	10.0	6.0	9.30	(C)	36	45	103	67	11	129	60	185	2.5	75
(B) 962+25 (EBL)	Lt.	10.0	6.0	9.30	(C)	36	45	103	67	11	129	60	353	2.5	75
(B) 968+85 (WBL)	Rt.	10.0	6.0	9.30	(C)	36	45	103	68	11	130	60	185	2.5	75
(B) 972+60 (WBL)	Lt.	11.5	6.0	10.25	(C)	84	104	308	158	29	302	250	170 (E)	5.8	175
(B) 985+30 (EBL)	Rt.	11.5	6.0	10.25	(C)	73	91	270	138	26	265	229	85 (F)	5.0	154
(B) 998+65 (WBL)	Lt.	11.5	6.0	10.25	(C)	79	98	291	149	28	285	237	658 (G)	5.4	165
(B) 1012+20 (EBL)	Rt.	10.0	6.0	9.30	(C)	86	107	248	162	26	312	203	854	5.6	170
(B) 1012+40 (EBL)	Lt.	11.5	6.0	10.25	(C)	81	101	299	153	29	293	129	373 (H)	5.9	181
(B) 1023+10 (WBL)	Rt.	10.0	6.0	9.30	(C)	43	54	124	81	13	155	41	425	3.0	90
(B) 1026+80 (WBL)	Lt.	11.5	6.0	10.25	(C)	105	130	385	197	37	378	289	5148 (I)	7.2	219
(A) 1067+86 (EBL)	Lt.	10.0	6.0	9.30	(C)	36	45	103	68	11	129	30	354	2.5	75

7170
Special

Notes:
① 6:1 Typical, may vary to 4:1 Maximum
② Roll to a Rounded Profile



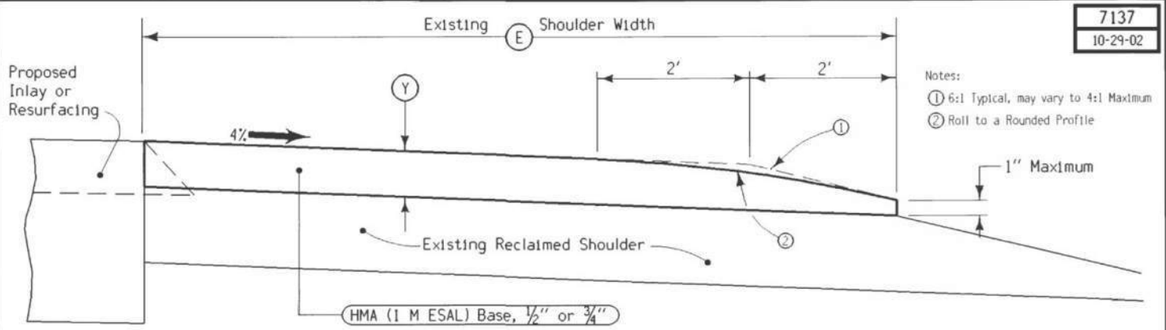
(A) US 30 (EBL)
(B) US 30 (WBL)

STATION TO STATION		(F) Inches	(G) Inches	(E) Feet
2750+00 (A)	2750+90	2.0	2.5	6.0
2753+60 (A)	806+11	2.0	2.5	6.0
810+50 (A)	819+43	2.0	2.5	6.0
826+62 (A)	856+80	2.0	2.5	6.0
2750+00 (B)	2753+00	2.0	2.5	6.0
2756+80 (B)	819+13	2.0	2.5	6.0
827+57 (B)	860+00	2.0	2.5	6.0

DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

HMA SHOULDER RESURFACING (MEDIAN SHOULDER)

7137
10-29-02



Notes:
① 6:1 Typical, may vary to 4:1 Maximum
② Roll to a Rounded Profile

STATION TO STATION		RIGHT OR LEFT / INSIDE OR OUTSIDE	(Y) Inches	(E) Feet	TACK COAT Gallons	ASPHALT BINDER Tons	HOT MIX ASPHALT Tons
Eastbound Lane							
2750+00	819+43	Outside	4.5	10.0	11.12	2.65	44.24
826+62	860+00	Outside	4.5	10.0	11.12	2.65	44.24
Westbound Lane							
2750+00	819+13	Outside	4.5	10.0	11.12	2.65	44.24
827+57	860+00	Outside	4.5	10.0	11.12	2.65	44.24

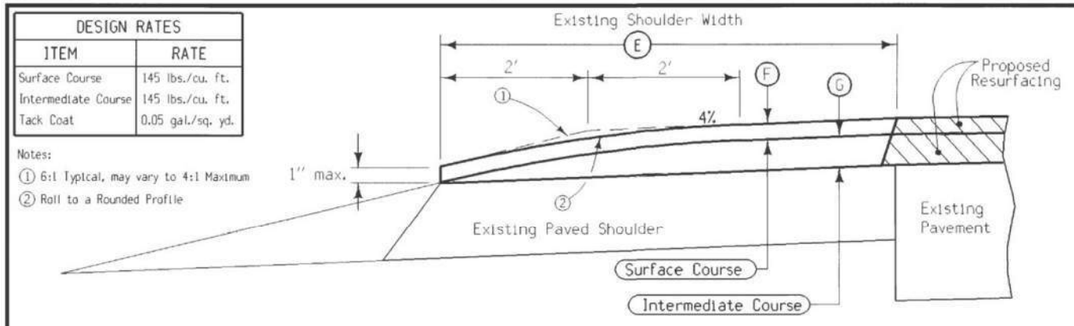
DESIGN RATES	
ITEM	RATE
Base Course	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

HMA (OUTSIDE) SHOULDER RESURFACING

7170A
Special

DESIGN RATES	
ITEM	RATE
Surface Course	145 lbs./cu. ft.
Intermediate Course	145 lbs./cu. ft.
Tack Coat	0.05 gal./sq. yd.

Notes:
① 6:1 Typical, may vary to 4:1 Maximum
② Roll to a Rounded Profile



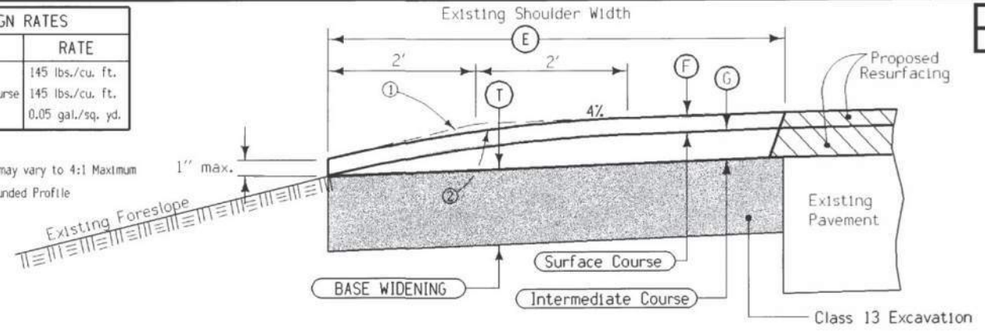
(A) US 30 (EBL)
(B) US 30 (WBL)
(C) Varies from 6' to 10'

TABLE OF DESIGN QUANTITIES — Per Location

STATION TO STATION		SIDE	(F) Inches	(G) Inches	(E) Feet	ASPHALT BINDER Tons	HOT MIX ASPHALT Tons SURFACE	HOT MIX ASPHALT Tons INTERMEDIATE
988+57 (A)	993+50	Median	2.0	2.5	6.0	1	12	8
988+56 (B)	997+00	Median	2.0	2.5	6.0	2	21	13
991+22 (A)	991+35	Outside	2.0	2.5	(C)	0.1	1	0.5
992+29 (A)	993+20	Outside	2.0	2.5	7.0	0.4	4	2
1018+77 (A)	1019+03	Outside	2.0	2.5	(C)	0.1	1	0.8
1019+99 (A)	1020+98	Outside	2.0	2.5	10.0	0.8	7	6
949+65 (B)	955+00	Outside	2.0	2.5	10.0	4	38	32
990+68 (B)	991+24	Outside	2.0	2.5	6.0	0.2	2	1
1017+43 (B)	1018+52	Outside	2.0	2.5	10.0	0.8	8	6

HMA SHOULDER RESURFACING (MEDIAN/OUTSIDE SHOULDER)

7170B
Special

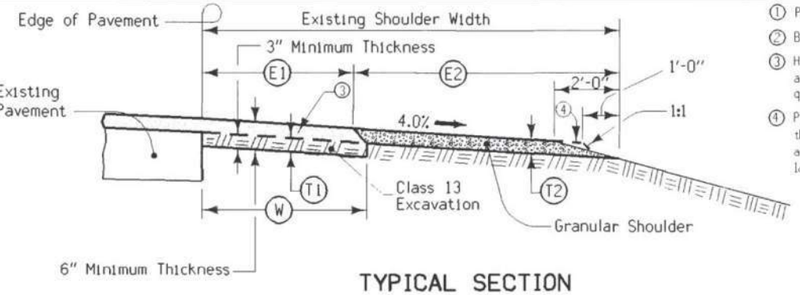


TYPICAL CROSS SECTION HMA PAVED SHOULDER RETURN

(A) East and west side of crossover, refer to L sheets.

TABLE OF DESIGN QUANTITIES — Per Location

LOCATION STATION	SIDE	(F) Inches	(G) Inches	(E) Feet	(T) Inches	ASPHALT BINDER Tons	HOT MIX ASPHALT Tons SURFACE	HOT MIX ASPHALT Tons INTERMEDIATE	HOT MIX ASPHALT Tons BASE	CLASS 13 EXCAVATION Cu. Yds.	REMARKS
2753+35 (A)	Median	2.0	2.5	6.0	5.5	2	7	3	18	9	Co. Rd. R18
860+13 (A)	Median	2.0	2.5	6.0	5.5	3	13	6	37	19	Montana Road
934+51 (A)	Median	2.0	2.5	6.0	5.5	4	14	6	40	21	Kate Shelley Dr.
949+19 (A)	Median	2.0	2.5	6.0	5.5	3	11	5	31	16	South Story St.
965+78 (A)	Median	2.0	2.5	6.0	5.5	3	13	6	38	19	South Linn St.
1019+23 (A)	Median	2.0	2.5	6.0	5.5	4	15	6	41	21	Snedden Dr./Quill Ave.
1071+16 (A)	Median	2.0	2.5	6.0	5.5	4	14	6	40	21	R Ave.

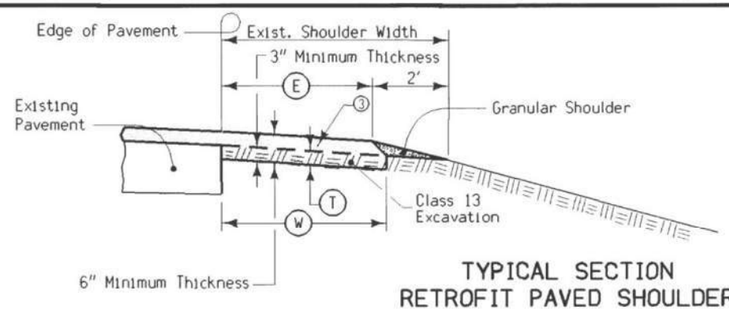


7151
Modified

① Per side per station.
② Bid Items.
③ HMA quantities above HMA base are included with mainline HMA quantities.
④ Place and compact material to the dashed lines; then blade and shape to foreslope that portion above the solid line in the outer 2' and roll with loaded truck tire.

TYPICAL SECTION RETROFIT PAVED SHOULDER

LOCATION				E1	E2	T1	T2	W	QUANTITIES ①				
ROAD IDENTIFICATION	STATION TO STATION		SIDE	Feet	Feet	Inches	Inches	Feet	HMA BASE ② WIDENING Tons	TACK COAT Gals.	ASPHALT BINDER Tons	GRANULAR SHOULDER ② Tons	CLASS 13 EXCAVATION Cu. Yds.
US 30 (EBL)	861+00	985+30	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (EBL)	992+90	1012+30	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (EBL)	1020+98	1104+90	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (EBL)	1145+95	1152+00	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (WBL)	868+24	947+25	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (WBL)	955+00	964+50	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (WBL)	972+60	990+70	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (WBL)	991+24	992+32	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (WBL)	998+00	1017+43	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (WBL)	1024+00	1101+05	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05
US 30 (WBL)	1142+35	1152+00	Outside	4.0	6.0	3.0	4.5	4.38	7.94	---	0.48	18	4.05

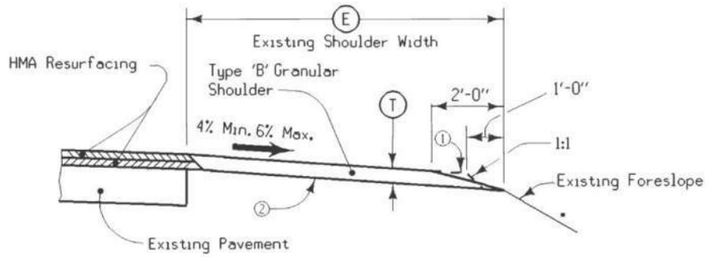


7151A
Modified

① Per side per station.
② Bid Items.
③ HMA quantities above HMA base are included with mainline HMA quantities.

TYPICAL SECTION RETROFIT PAVED SHOULDER

LOCATION				E	T	W	QUANTITIES ①				
ROAD IDENTIFICATION	STATION TO STATION		SIDE	Feet	Inches	Feet	HMA BASE ② WIDENING Tons	TACK COAT Gals.	ASPHALT BINDER Tons	GRANULAR SHOULDER ② Tons	CLASS 13 EXCAVATION Cu. Yds.
US 30 (EBL)	860+00	892+30	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (EBL)	893+15	931+21	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (EBL)	935+00	946+31	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (EBL)	950+57	962+25	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (EBL)	966+00	988+57	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (EBL)	993+50	1012+40	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (EBL)	1019+70	1067+86	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (EBL)	1071+70	1152+00	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (WBL)	863+45	891+90	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (WBL)	896+40	934+00	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (WBL)	935+00	965+00	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (WBL)	968+85	988+56	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (WBL)	997+00	1018+70	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (WBL)	1023+10	1070+50	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05
US 30 (WBL)	1071+70	1152+00	Inside	4.0	3.0	4.38	7.94	---	0.48	4	4.05



7135
10-02-01

Notes:
Quantities have been determined on the basis of a design weight of 140 lbs. per cubic foot.

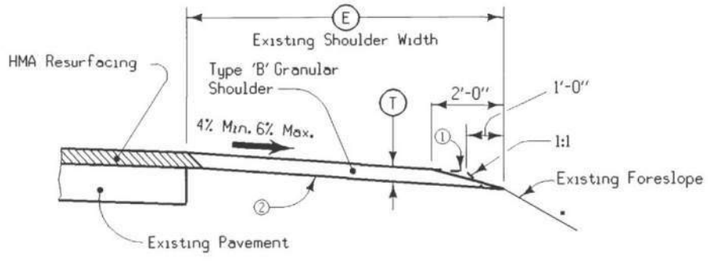
① Place and compact material to the dashed lines; then blade and shape to foreslope that portion above the solid line in the outer 2' and roll with loaded truck tire.
② Existing shoulder surface to be shaped to a uniform cross slope prior to placing granular shoulder material. Shape to ensure the thickness of the granular shoulder material is not less than the thickness of the resurfacing. Shaping shall be paid for in accordance with Section 2121 of the Standard Specifications.
③ Tons per side per station.

TYPICAL SECTION FOR TYPE 'B' GRANULAR SHOULDER

ADJACENT TO HOT MIX ASPHALT RESURFACING

LOCATION				TONS	T	E
ROAD IDENTIFICATION	STATION TO STATION		SIDE	③	Inches	Feet
US 30 (EBL)	2750+90	2753+00	Median	18	4.5	6.0
US 30 (WBL)	2753+60	2754+60	Median	18	4.5	6.0
US 30 (EBL)	891+90	892+30 (A)	Median	18	4.5	6.0
US 30 (EBL)	893+15	893+35 (A)	Median	18	4.5	6.0
US 30 (WBL)	893+35	896+40	Median	18	4.5	6.0
US 30 (EBL)	946+31	948+57	Median	18	4.5	6.0
US 30 (WBL)	947+25	948+80 (B)	Outside	30	4.5	10.0
US 30 (EBL)	947+80	948+57 (A)	Median	18	4.5	6.0
US 30 (EBL)	949+80	950+57 (A)	Median	18	4.5	6.0
US 30 (WBL)	949+80	952+06	Median	18	4.5	6.0
IA 17	634+45	642+95	Lt.	23	3.0	10.0
IA 17	645+08	648+73	Lt.	16	3.0	7.0
IA 17	651+92	655+17	Lt.	16	3.0	7.0
IA 17	657+62	665+75	Lt.	23	3.0	10.0
IA 17	634+45	643+08	Rt.	23	3.0	10.0
IA 17	645+03	648+73	Rt.	16	3.0	7.0
IA 17	651+92	655+36	Rt.	16	3.0	7.0
IA 17	657+44	665+75	Rt.	23	3.0	10.0
IA 17 Interchange - Ramp A	1523+57	1537+25 (C)	Lt.	13	3.0	6.0
IA 17 Interchange - Ramp A	1524+18	1534+90	Rt.	8	3.0	4.0
IA 17 Interchange - Ramp B	2511+80	2523+33	Lt.	8	3.0	4.0
IA 17 Interchange - Ramp B	2510+00	2523+83 (C)	Rt.	13	3.0	6.0
IA 17 Interchange - Ramp C	3511+05	3523+71 (D)	Lt.	13	3.0	6.0
IA 17 Interchange - Ramp C	3513+00	3523+30	Rt.	8	3.0	4.0
IA 17 Interchange - Ramp D	4524+16	4534+00	Lt.	8	3.0	4.0
IA 17 Interchange - Ramp D	4523+59	4535+95 (D)	Rt.	13	3.0	6.0
IA 17 Interchange Ramp Tapers (2-520' and 2-993' in length)			Both	18	4.5	6.0

(A) Radius Return
(B) Taper and Radius Return
(C) Plus 520' Taper
(D) Plus 993' Taper



7135C
Modified

Notes:
Quantities have been determined on the basis of a design weight of 140 lbs. per cubic foot.

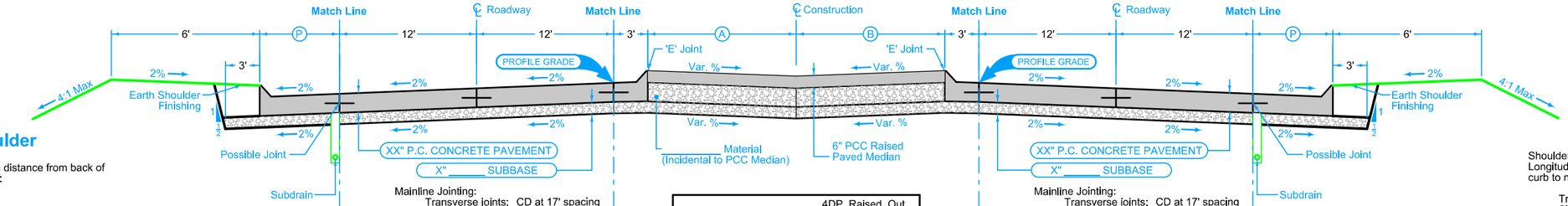
① Place and compact material to the dashed lines; then blade and shape to foreslope that portion above the solid line in the outer 2' and roll with loaded truck tire.
② Existing shoulder surface to be shaped to a uniform cross slope prior to placing granular shoulder material. Shape to ensure the thickness of the granular shoulder material is not less than the thickness of the resurfacing. Shaping shall be paid for in accordance with Section 2121 of the Standard Specifications.
③ Tons per side per station.

TYPICAL SECTION FOR TYPE 'B' GRANULAR SHOULDER

ADJACENT TO HOT MIX ASPHALT RESURFACING

LOCATION				TONS	T	E
ROAD IDENTIFICATION	MILEPOST TO MILEPOST		SIDE	③	Inches	Feet
US 30 (WBL)	151.38	151.92	Outside	16	2.0	10.0
US 30 (WBL)	151.38	151.92	Inside	9	2.0	6.0
US 30 (EBL)	152.19	154.18	Outside	16	2.0	10.0
US 30 (EBL)	152.19	154.18	Inside	9	2.0	6.0
US 30 (EBL)	154.19	156.00	Outside	16	2.0	10.0
US 30 (EBL)	154.19	156.00	Inside	9	2.0	6.0

Division 3 - Story Co.
MP-30-1(702)151--76-85



Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : KT-2

			1R_Curb_ 10-18-22
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped

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

BEGIN STATION	END STATION
XXXX+XX.XX	XXXX+XX.XX

				4DP_Raised_Out_ 04-21-20
BEGIN STATION	END STATION	(A) Feet	(B) Feet	
XXXX+XX.XX	XXXX+XX.XX	X	X	

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

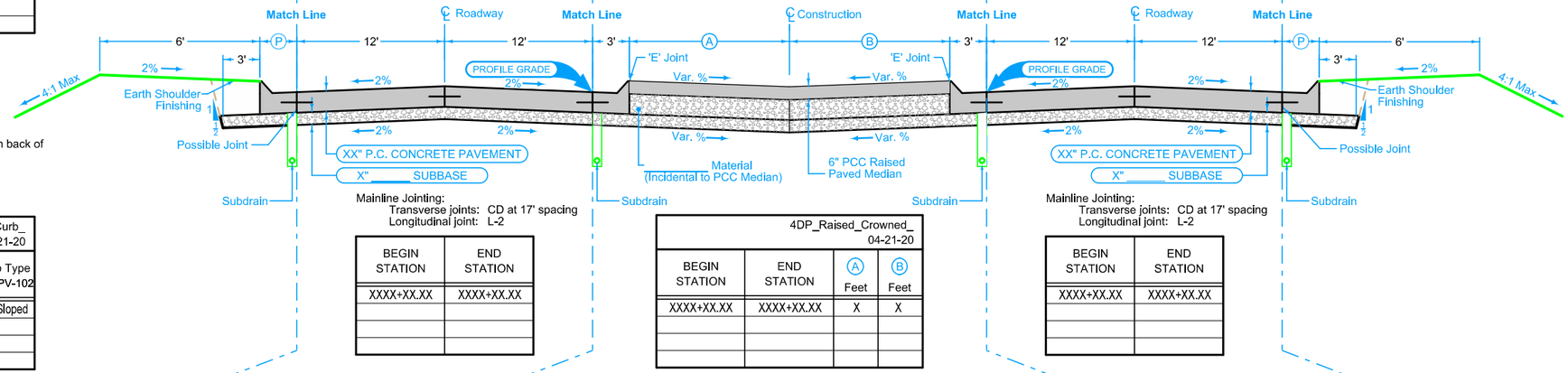
BEGIN STATION	END STATION
XXXX+XX.XX	XXXX+XX.XX

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : KT-2

			1R_Curb_ 10-18-22
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X	X" Sloped



Curbed Shoulder

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

Single pour: L-2
Staged : KT-2
Transverse: C at 17' spacing

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped

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

BEGIN STATION	END STATION
XXXX+XX.XX	XXXX+XX.XX

				4DP_Raised_Crowned_ 04-21-20
BEGIN STATION	END STATION	(A) Feet	(B) Feet	
XXXX+XX.XX	XXXX+XX.XX	X	X	

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

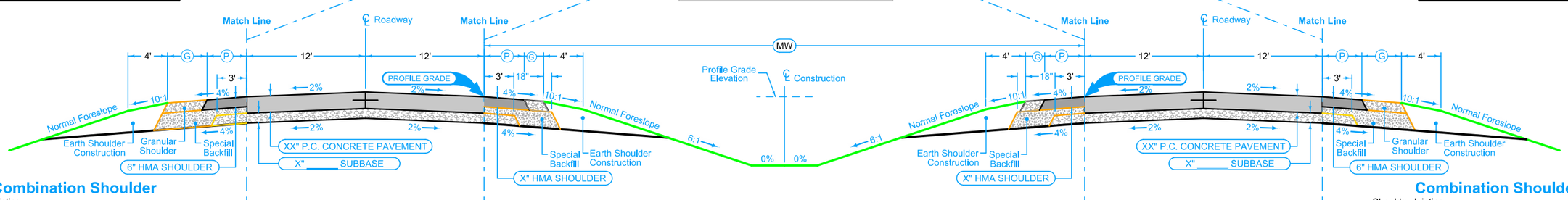
BEGIN STATION	END STATION
XXXX+XX.XX	XXXX+XX.XX

Curbed Shoulder

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

Single pour: L-2
Staged : KT-2
Transverse: C at 17' spacing

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped



Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

					4_C_ 04-21-20
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
X	XXXX+XX.XX	XXXX+XX.XX	X	X	

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

BEGIN STATION	END STATION
XXXX+XX.XX	XXXX+XX.XX

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

					4_C_ 04-21-20
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
X	XXXX+XX.XX	XXXX+XX.XX	X	X	

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

					4_C_ 04-21-20
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
X	XXXX+XX.XX	XXXX+XX.XX	X	X	

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

BEGIN STATION	END STATION
XXXX+XX.XX	XXXX+XX.XX

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

					4_C_ 04-21-20
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
X	XXXX+XX.XX	XXXX+XX.XX	X	X	

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

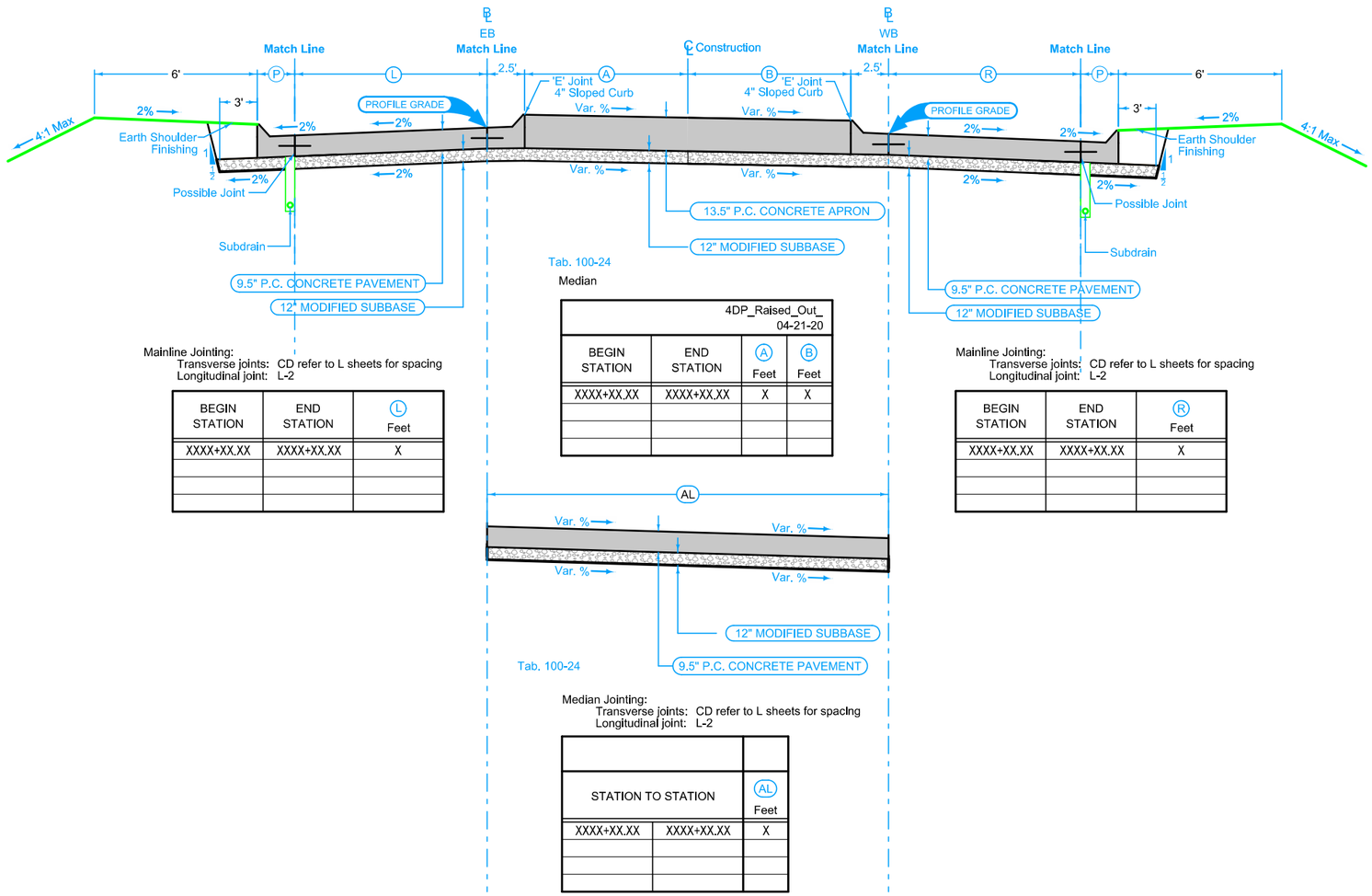
US 30

Curbed Shoulder

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

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

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped



Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	(L) Feet
XXXX+XX.XX	XXXX+XX.XX	X

		4DP_Raised_Out_ 04-21-20	
BEGIN STATION	END STATION	(A) Feet	(B) Feet
XXXX+XX.XX	XXXX+XX.XX	X	X

Median Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

STATION TO STATION		(AL) Feet
XXXX+XX.XX	XXXX+XX.XX	X

Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	(R) Feet
XXXX+XX.XX	XXXX+XX.XX	X

Curbed Shoulder

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

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

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped

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

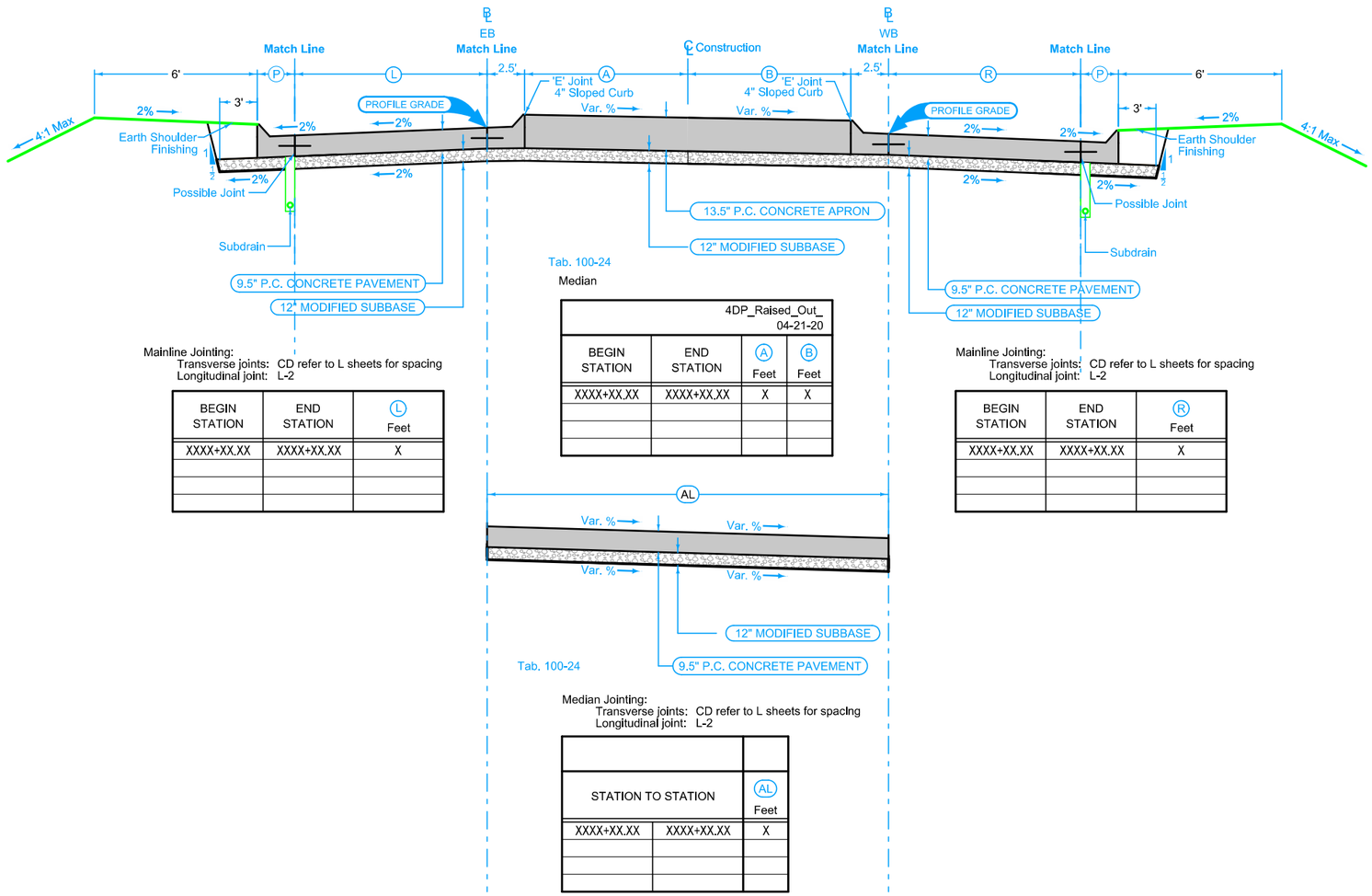
SE Marshall Street

Curbed Shoulder

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

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

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped



Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	(L) Feet
XXXX+XX.XX	XXXX+XX.XX	X

		4DP_Raised_Out_ 04-21-20	
BEGIN STATION	END STATION	(A) Feet	(B) Feet
XXXX+XX.XX	XXXX+XX.XX	X	X

Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	(R) Feet
XXXX+XX.XX	XXXX+XX.XX	X

Median Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

STATION TO STATION		(AL) Feet
XXXX+XX.XX	XXXX+XX.XX	X

Curbed Shoulder

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

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

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped

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

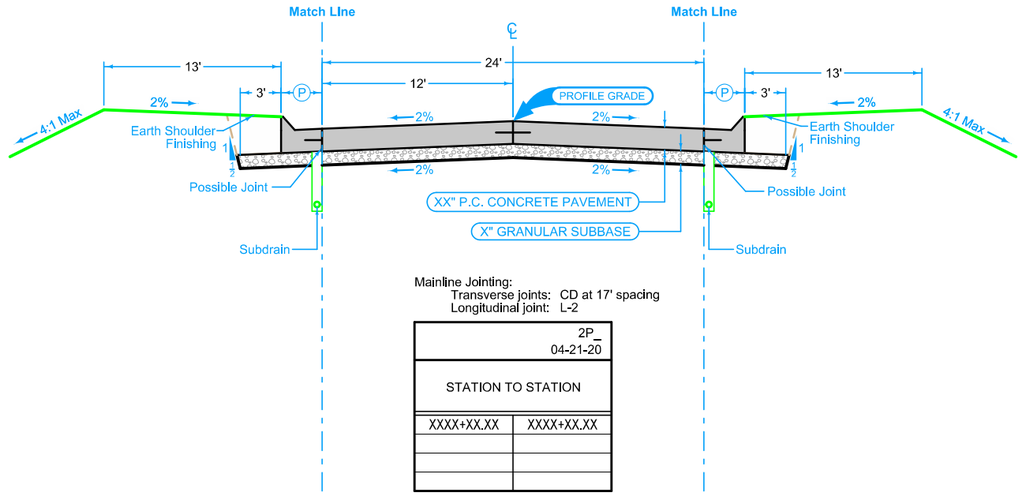
Crown Flair Drive

Curbed Shoulder

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

Single pour: L-2
Staged : KT-2
Transverse: C at 17' spacing

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped



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

	2P_ 04-21-20
STATION TO STATION	
XXXX+XX.XX	XXXX+XX.XX

Curbed Shoulder

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

Single pour: L-2
Staged : KT-2
Transverse: C at 17' spacing

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

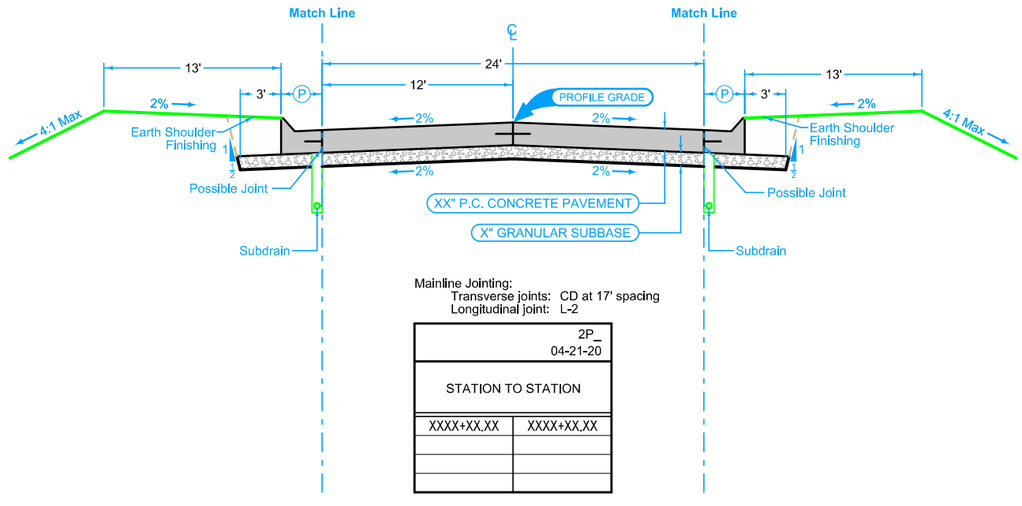
SE Marshall Street

Curbed Shoulder

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

Single pour: L-2
Staged : KT-2
Transverse: C at 17' spacing

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
XXXX+XX.XX	XXXX+XX.XX	X.X	X" Sloped



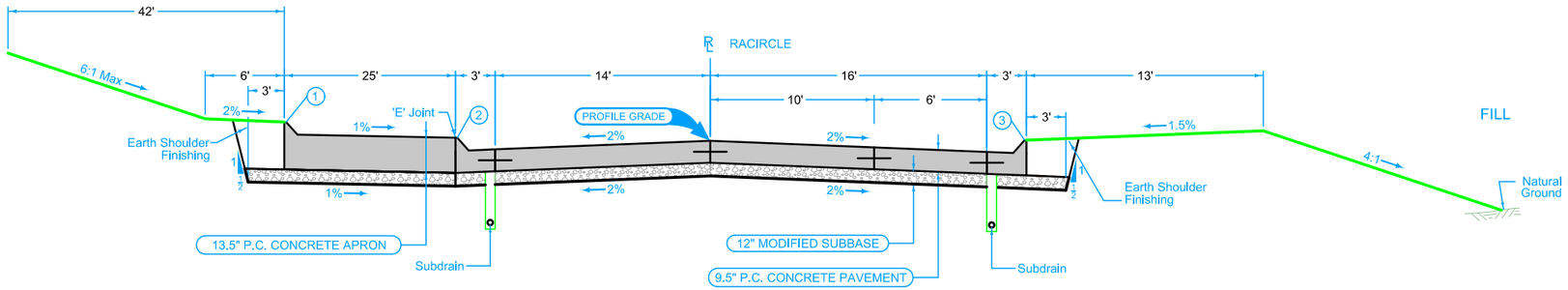
Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

	2P_ 04-21-20
STATION TO STATION	
XXXX+XX.XX	XXXX+XX.XX

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

Crown Flair Drive



(1) 6" Standard Curb

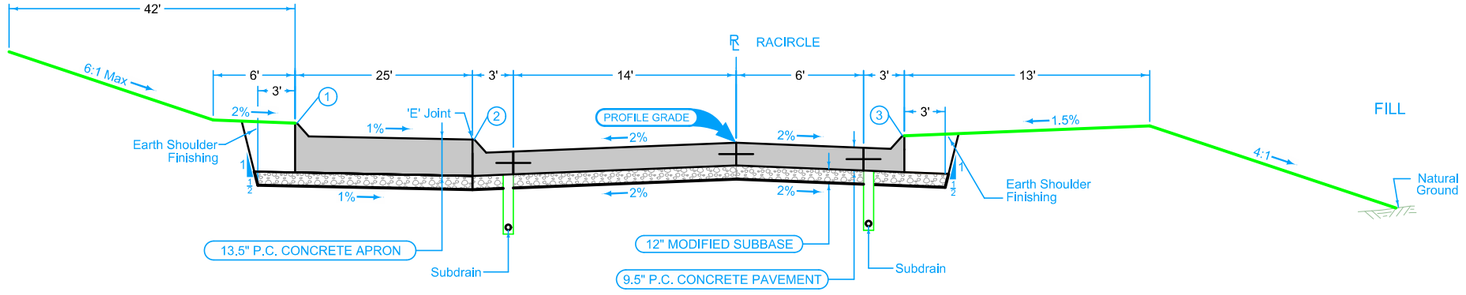
(2) 4" Sloped Curb

(3) 6" Sloped Curb

Note: See 'L' Sheets for Jointing Layout

Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

LOCATION			(X) Feet
ROAD IDENTIFICATION	STATION TO STATION		
RACIRCLE	XXXX+XX.XX	XXXX+XX.XX	X.X
RACIRCLE	XXXX+XX.XX	XXXX+XX.XX	X.X



(1) 6" Standard Curb

(2) 4" Sloped Curb

(3) 6" Sloped Curb

Note: See 'L' Sheets for Jointing Layout

Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

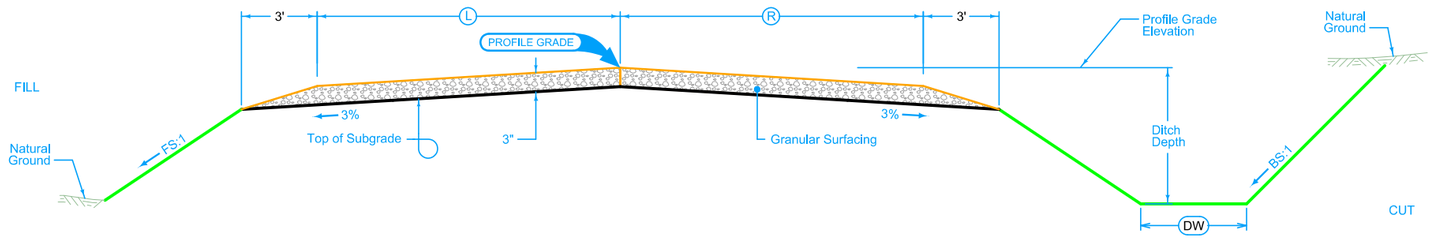
LOCATION			(X) Feet
ROAD IDENTIFICATION	STATION TO STATION		
RACIRCLE	XXXX+XX.XX	XXXX+XX.XX	X.X
RACIRCLE	XXXX+XX.XX	XXXX+XX.XX	X.X

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

Roundabout

LOCATION			DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		(L)	(R)	FS	BS	(DW) Feet
SR 30	XXXX+XX.XX	XXXX+XX.XX	X	X	X	X	X



Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See plan & profile sheets and cross sections for additional details of ditches and backslopes.

GRADING AND GRANULAR SURFACING FOR PRIVATE DRIVES

G_2_GradeGran
Modified

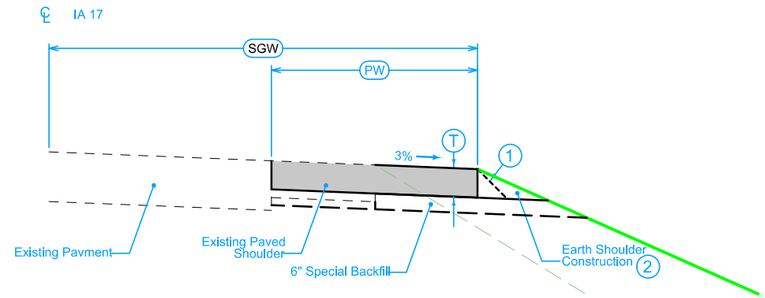
LOCATION			DIMENSIONS						6" Special Backfill	Earth Shoulder Construction	Class 13 Waste
ROAD IDENTIFICATION	STATION TO STATION		HMA			PCC					
			(PW) Feet	(T) Inches	(SGW) Feet	(PW) Feet	(T) Inches	(SGW) Feet	CY	Station	CY
US 30	XXXX+XX.XX	XXXX+XX.XX									
SR 30	XXXX+XX.XX	XXXX+XX.XX									

Quantity calculations based on vertical pavement edges.

Normal section shown may be modified appropriately In areas of superelevated curves or other locations specifically designated by the Engineer.

(1) Possible HMA 1:1 slope

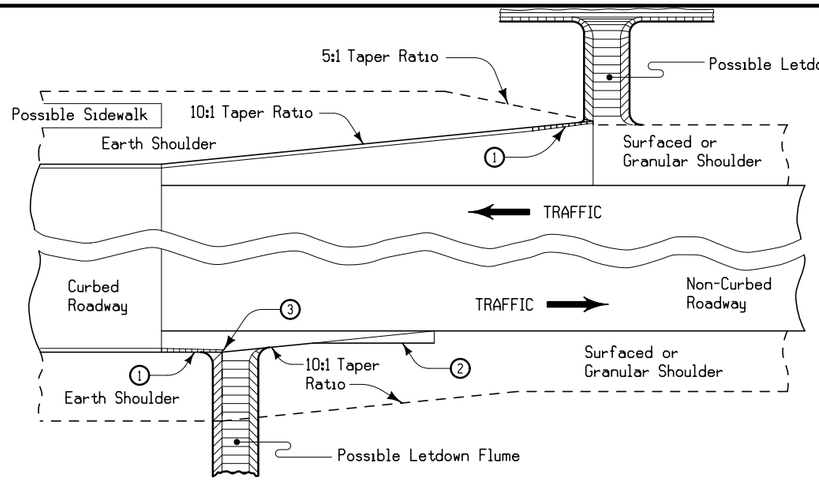
(2) Earth Shoulder Construction shall consist of the Class 13 Excavation material from adjacent Class 13 Excavation operation. Excess Class 13 material shall be hauled off.



DETOUR PAVING

D_Detour
Modified

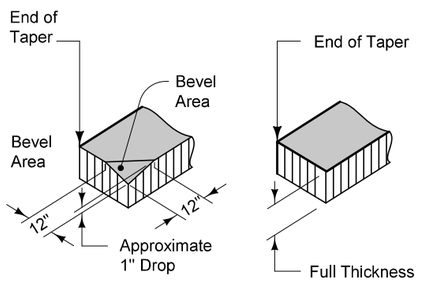
6147
10-20-15



1. Runout curb according to PV-102
2. End of Taper Details see Typical Detail 7101
3. End earth shoulder at the end of the curb transition when no flume is needed.

TRANSITION BETWEEN CURBED AND NON-CURBED ROADWAYS

7101
10-19-10

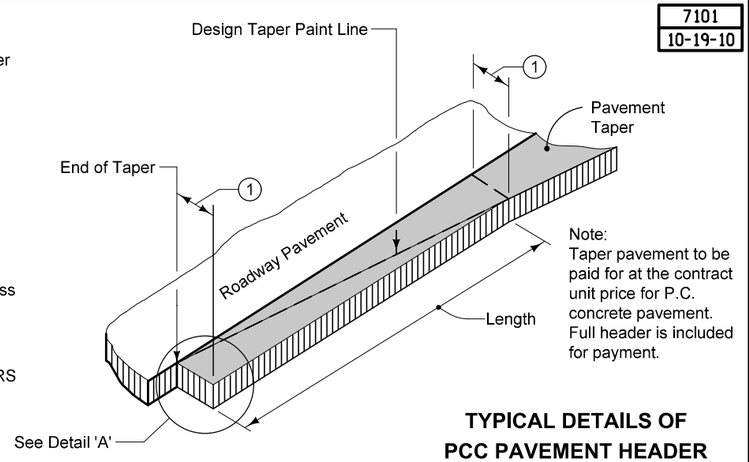


DETAIL 'A'

FOR
GRANULAR SHOULDERS

DETAIL 'A'

FOR
PAVED SHOULDERS



Note:
Taper pavement to be paid for at the contract unit price for P.C. concrete pavement. Full header is included for payment.

1. Normal width is 2'-0". Construct 4'-0" width when butting into 4' wide HMA shoulders (See Typical 7154A).

TYPICAL DETAILS OF PCC PAVEMENT HEADER

SURVEY SYMBOLS

AST, Above Ground Storage Tank
BB, Billboard
BBB, Bottom of Bridge Beam
BCL, Bridge Centerline
BD, Bridge Deck
BIN, Grain Bin
BL, Topo Breakline
BLD, Building or Foundation
BLS, Bridge Low Steel
BM, Bench Mark
BNK, Stream Bank
BRG, Bridge
C, Centerline BL of Road -ML or SR
CAV, Cave
CEL, Cell Phone Tower
CIS, Cistern
CON, Concrete or A/C Slab
CP, Control Point
CRP, Corporation Line
CS, Curve Point
CU, Back of Curb
CUL, Culvert
D, Centerline Draw or Stream -Down
DAB, Drainage Area Boundary
DIK, Centerline of Dike or Dam
DTM, Photogrammetry Elv Control Check
DU, Centerline Draw or Stream -Up
EB, Electrical Box
EG, Edge of Gravel Road
ENP, Edge Paved Entrance and Park Lot
ENT, Centerline BL of Entrance
ENU, Edge Unpaved Entrance and Parking
EP, Edge of Paved Roads -ML or SR
EW, Edge of Water
FCL, Chain Link and Security Fence
FENO, FENO Monument
FHD, Fire Hydrants
FLG, Flag Poles
FP, Filler Pipe
FW, Wire Fence
FWD, Wood Fence
GDC, Guard Rail Cable
GDL, Guard Rail Steel
GP, Guard Post -Less Than 4 Posts
GPR, Guard Post -4 or More Posts
GR, Ground Shot
GRV, Grave
GU, Gutter In Front of Curb
GV, Gas Valve
HDG, Hedge Row
HS, Hydric Soil -Wetlands
HT, Electrical Highline Tower
IN, Storm Sewer Intake
INB, Storm Sewer Beehive Intake
LC, Lot Corner
LIN, Miscellaneous Line
LP, L.P. Tank
LUM, Luminaire
MH, Utility Access -Manhole
MIS, Miscellaneous
MM, Mile Marker Post
OUT, Tile Outlet
PC, Curve Point
PCP, Photo Control Point
PCT, Photo Control Target
PI, Tangent Point
PIP, Pipe Culvert
PL, Location of Photo -Wetlands
PLG, Location of General Photo
POC, Curve Point
POST, Spiral Point

PR, Electric Riser Pole
PRO, Profile Shot
PT, Curve Point
REF, Reference Tie Point
RET, Retaining Walls
RIP, Rip-Rap
ROC, Rock Outcropping
ROW, Right of Way Mark
RR, Centerline of Railroad Tracks
RRB, Railroad Signal Box
RRF, Railroad Frog
RRR, Railroad Rail
RRS, Railroad Signal
RRW, Railroad Switch
RT, Radio Tower
S, Soil Sampling Site -Wetlands
SBR, Size of Bridge
SC, Spiral Point
SCR, Section Corner
SEP, Septic Tank
SF, Silt Fence -Wetlands
SG, Staff Gauge -Wetlands
SH, Paved Shoulder
SHR, Shrub
SI, Sign
SL, Speed Limit Sign
SLN, Section Line
SLO, Silo
SNK, Sink Hole
SNP, Unpaved Shoulder
SP, Stream Profile
STP, Stump
SWK, Sidewalk
SWP, Swamp or Marsh
TA, Tower Anchor
TBO, Telephone Booth
TCB, Traffic Signal Box
TDC, Tree Deciduous
TDL, Trafic Detection Loop
TER, Terrace
TEV, Evergeen Tree
TFR, Tree Fruit
TGP, Telegraph Pole
TIL, Tile Line
TLNL, Tree Line Left
TLNR, Tree Line Right
TOP, Top of Bridge Pier
TPA, Telephone Pole Co. 1
TPB, Telephone Pole Co. 2
TPC, Telephone Pole Co. 3
TR, Telephone Riser Pole
TRL, Trail
TS, Spiral Point
TSB, Telephone Switch Box
TSG, Traffic Signal
TSL, Traffic Signal and Luminare
TV, Satelite TV Dish
TVP, TV Pedestal
TW, Top of Water
UB, Utility Box
UE, Utility Elevation
UPH, Utility Pot Hole - Quality A
UST, Underground Tank
UV, Underground Utility Vault
VS, Channel Cross Section
WC, Wild Card -Misc. Field Shot
WEL, Well
WHD, Water Hydrant
WHU, RV Water Hook Up
WM, Wind Mill
WND, Wind Turbine
WV, Water Valve

UTILITY LEGEND

— G —
GL1D, Alliant Energy Gas - Quality D
Billie Reid
billiereid@alliantenergy.com
319-786-3703

— E1 —
EL1D, Alliant Energy Elec - Quality D
Midland Power Cooperative Electric Distribution
ITC Midwest LLC Electric Transmission
Billie Reid
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319-786-3703

Dan Kyle
dkyle@midlandpower.coop
515 370 1071

Chad Levi
clevi@itctransco.com
3198999969

— G2 —
GL2D, Black Hills Energy - Quality D
Brad Fleming
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402 660 0812

— FO —
FO1D, CenturyLink-Lumens - Quality D
Steve Parker
Steven.Parker4@lumen.com
507 358 1978

— T1 —
TL1D, CenturyLink-Lumens - Quality D
Steve Parker
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507 358 1978

— W —
WL1D, City of Boone - Quality D

— ST S —
ST1D, City of Boone - Quality D

— SAN. —
SA1D, City of Boone- Quality D

— FO2 —
FO2D, ICN-IDOT - Quality D
Jason Dale
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515-239-1995

— FO3 —
FO3D, ICN Network - Quality D
David Augspurger
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515-725-4604

— FO4 —
FO4D, Jefferson Telephone Company - Quality D
Duane Russell
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515 386 4705

— FO5 —
FO5D, Mediacom - Quality D
Jerry Broughton
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(845) 587-2521

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TV1D, Mediacom - Quality D
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— G3 —
GL3D, Northern Natural Gas - Quality D

— FO6 —
FO6D, Ogden Telephone - Quality D
Joel Munson
ogdentel@netins.net
515-275-2050

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

RIGHT-OF-WAY LEGEND

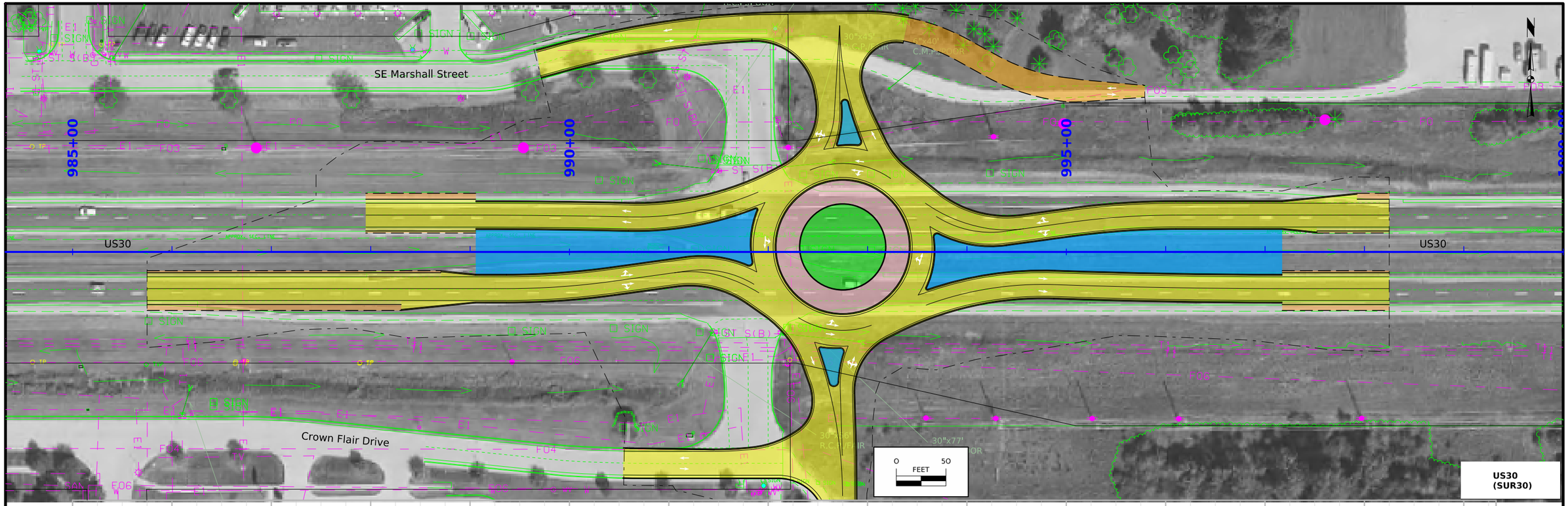
Proposed Right-of-Way Symbol
Proposed Right-of-Way Line
Existing Right of Way
Existing and Proposed Right-of-Way
Easement and Existing Right-of-Way
Easement (Temporary) Symbol
Easement (Temporary) Line
Easement
C/A Access Control
Property Line Symbol
Property Line

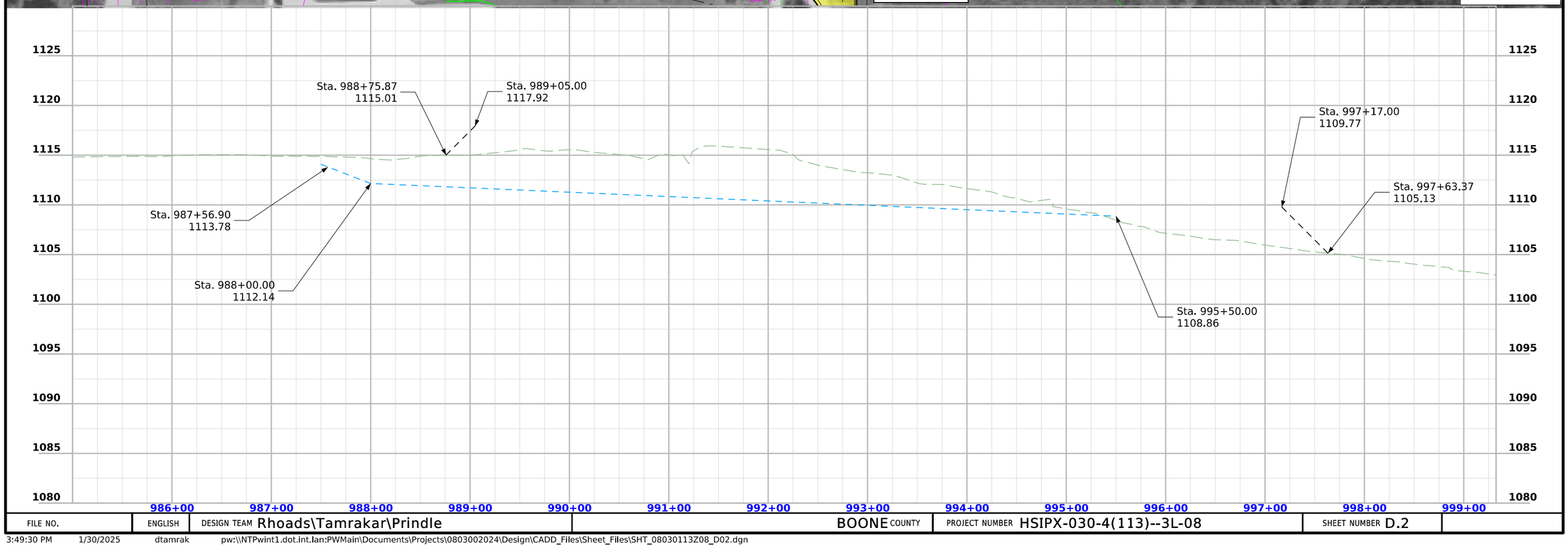
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER D.1

3:48:57 PM 1/30/2025 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\LGD_08030113Z08.dgn





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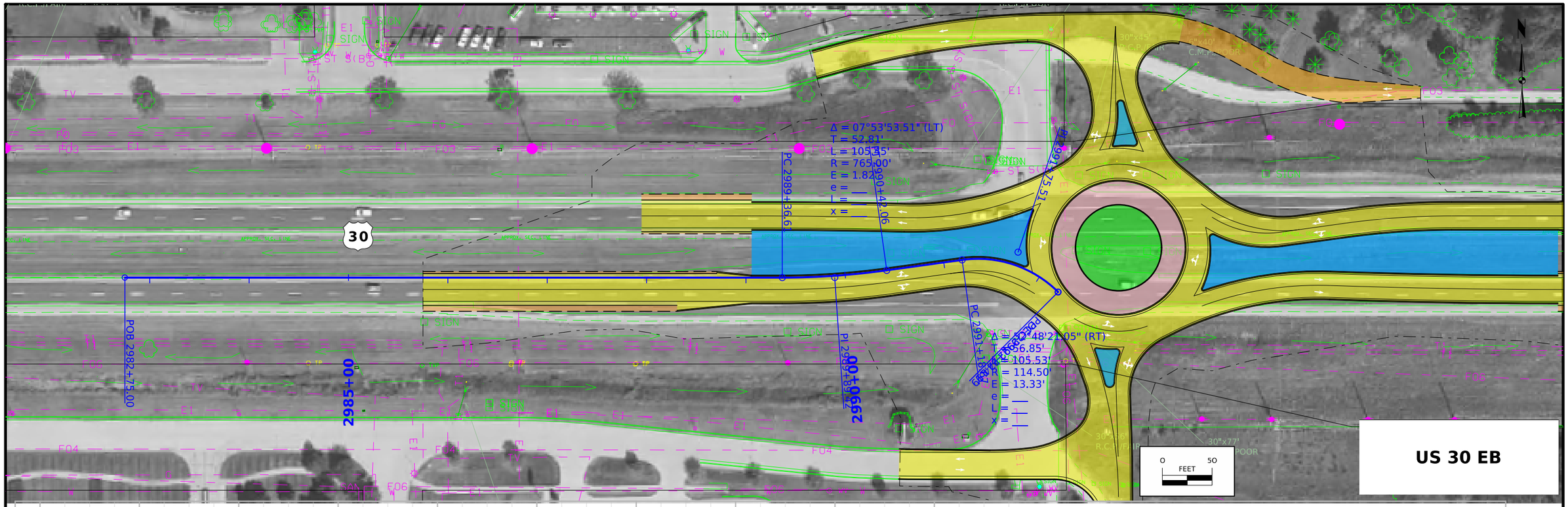

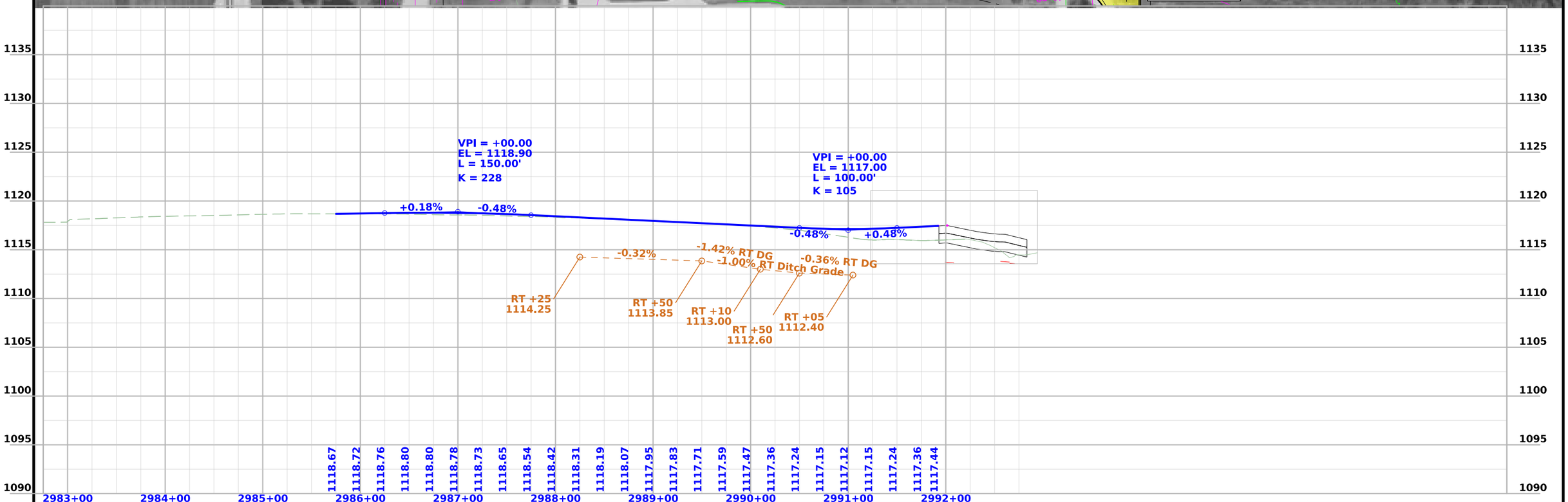

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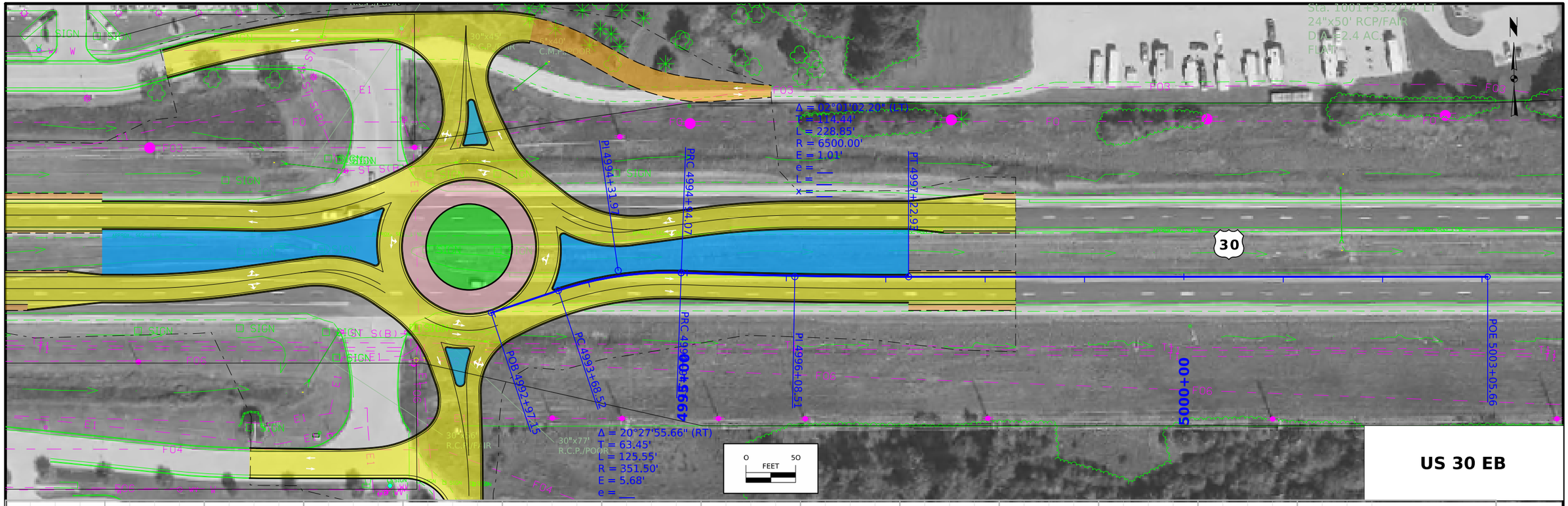

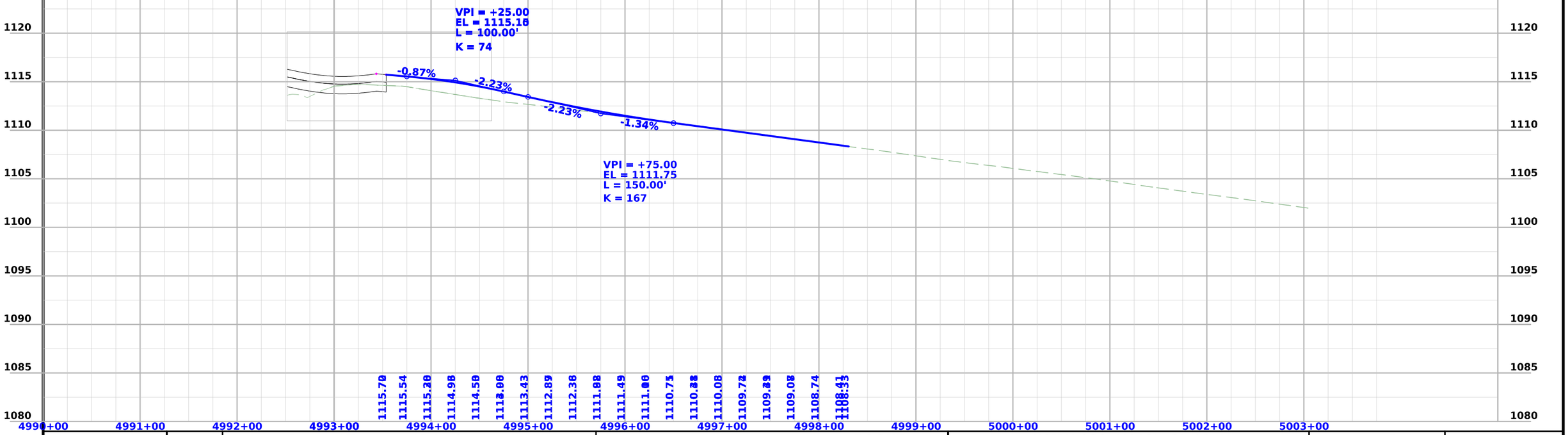

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER D.4

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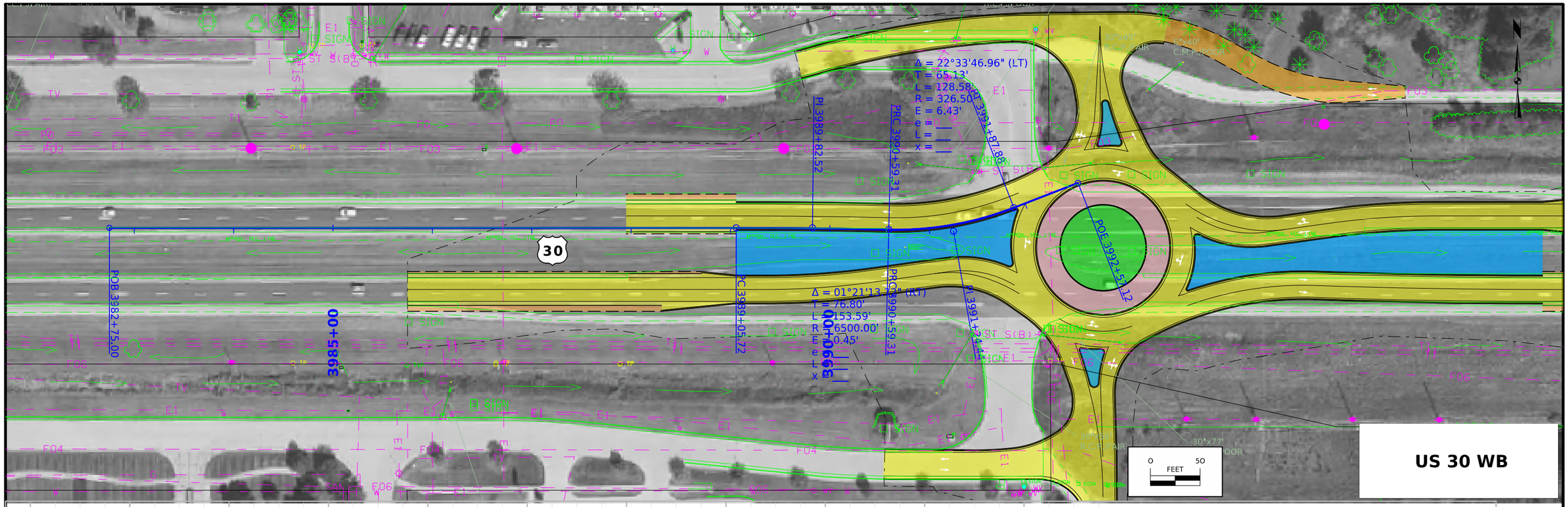

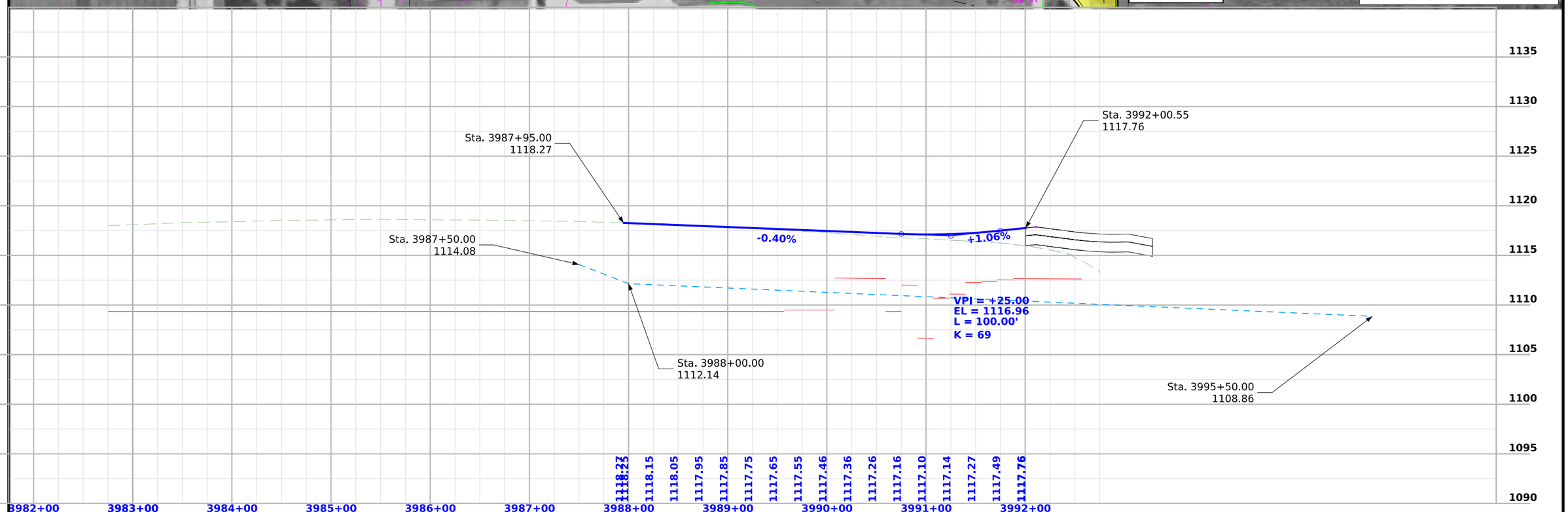

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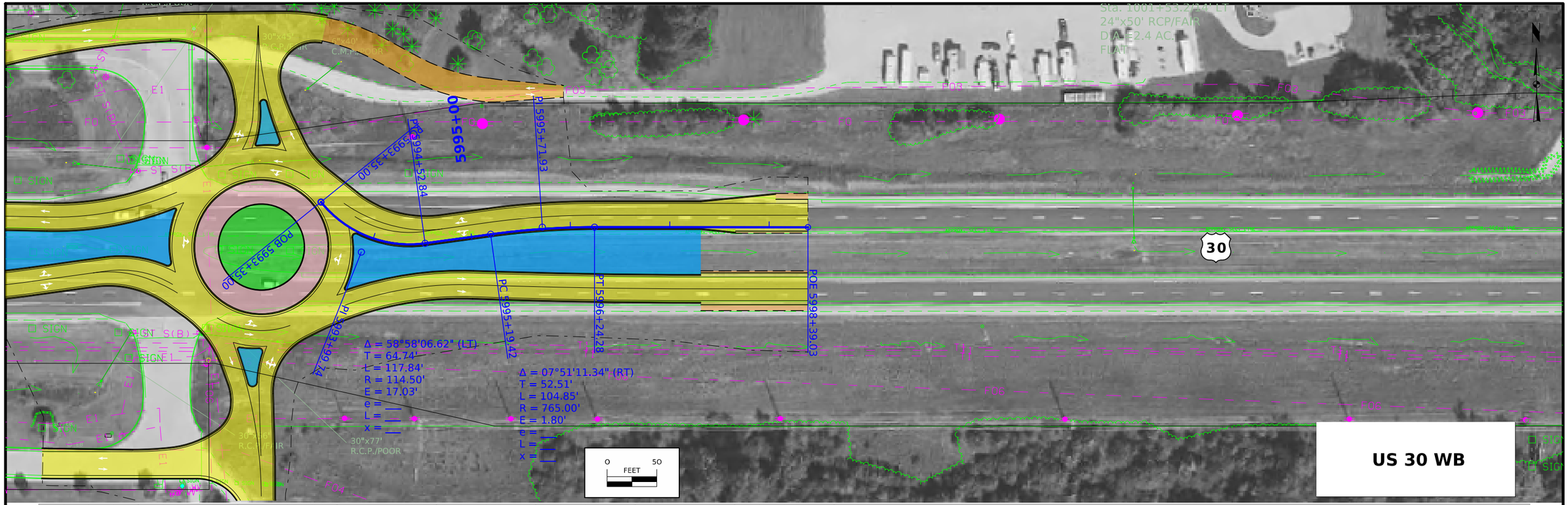
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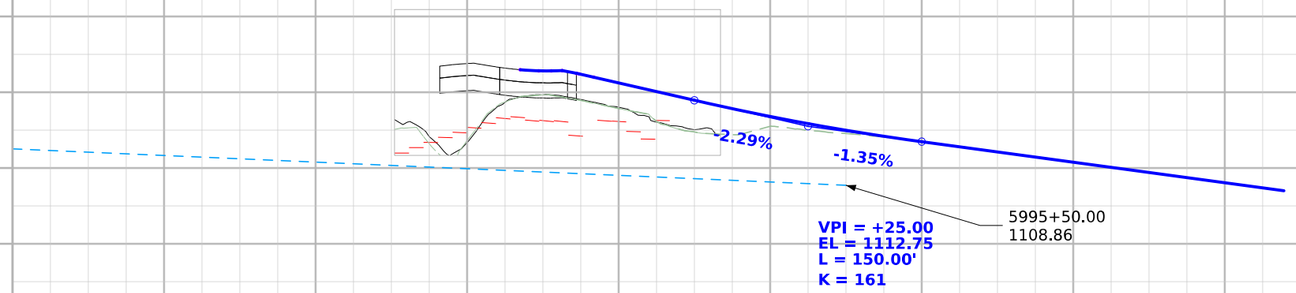
POB 5993+35.00
PT 5994+52.84
PT 5995+71.93
PC 5995+19.42
PT 5996+24.23
POE 5998+39.03
PT 5993+90.24
Δ = 58°58'06.62" (LT)
T = 64.74'
L = 117.84'
R = 114.50'
E = 17.03'
e = ___
L = ___
x = ___
Δ = 07°51'11.34" (RT)
T = 52.51'
L = 104.85'
R = 765.00'
E = 1.80'
e = ___
L = ___
x = ___
0
50
FEET
30
US 30 WB
30"x45" R.C.P./FAIR
C.M.P./POOR
30"x77" R.C.P./POOR
24"x50' RCP/FAIR
DRAINS 2.4 AC
FAIR
FO3
FO6
FO4
SIGN
E1



1125 1120 1115 1110 1105 1100 1095 1090 1085 1080

5990+00 5991+00 5992+00 5993+00 5994+00 5995+00 5996+00 5997+00 5998+00

1116.38 1115.61 1115.04 1114.47 1113.91 1113.40 1112.93 1112.49 1112.09 1111.73 1111.40 1111.06 1110.72 1110.38 1110.04 1109.70 1109.36 1109.03 1108.69

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER D.6

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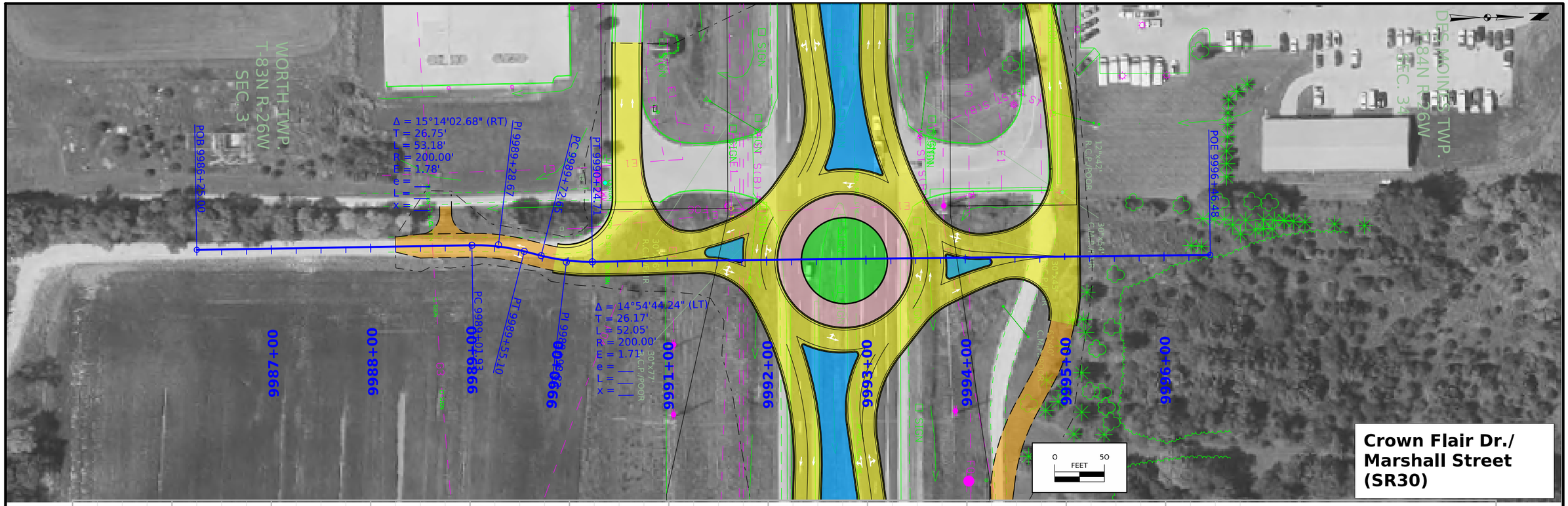

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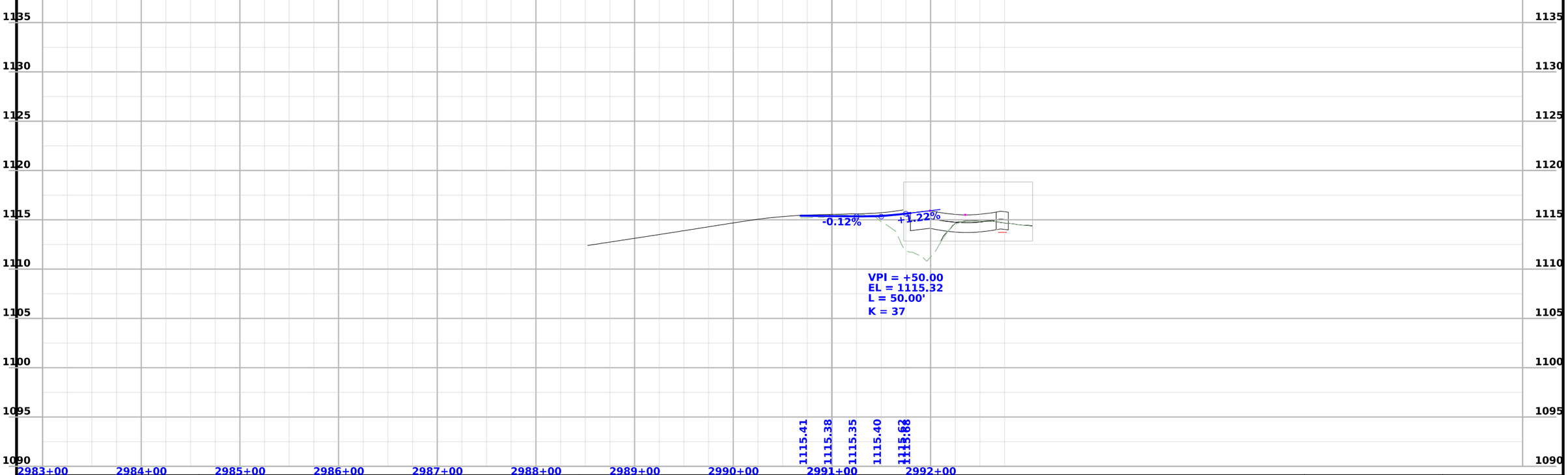
4:18:53 PM 1/30/2025 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_E01.dgn



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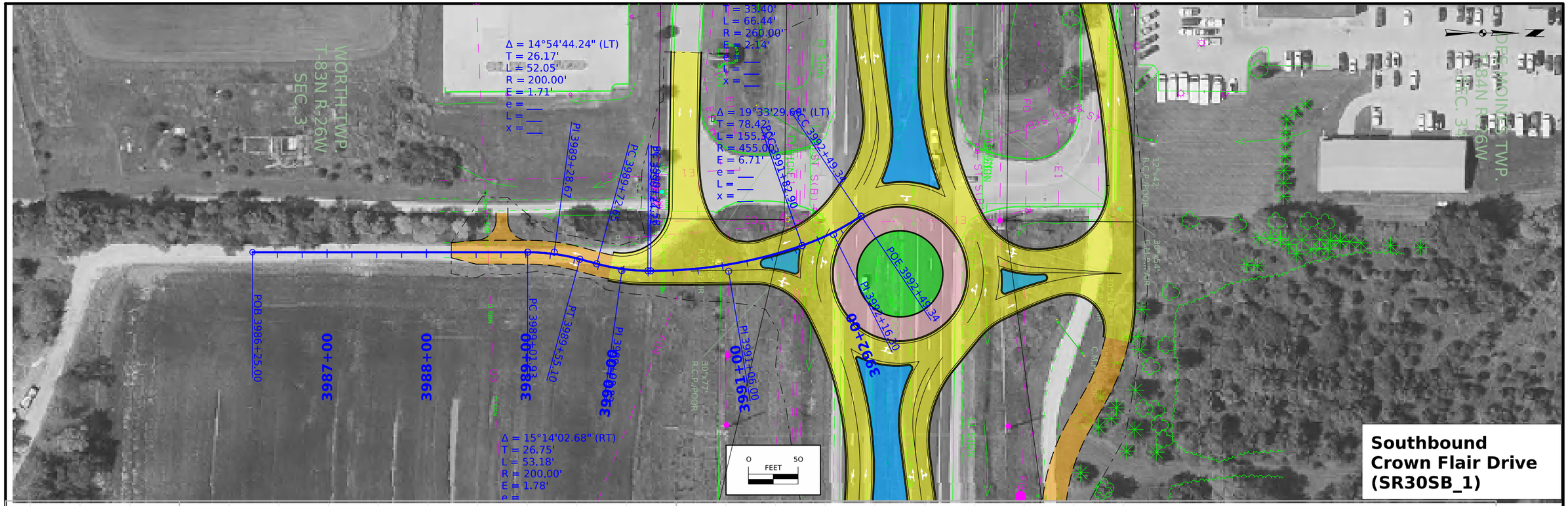
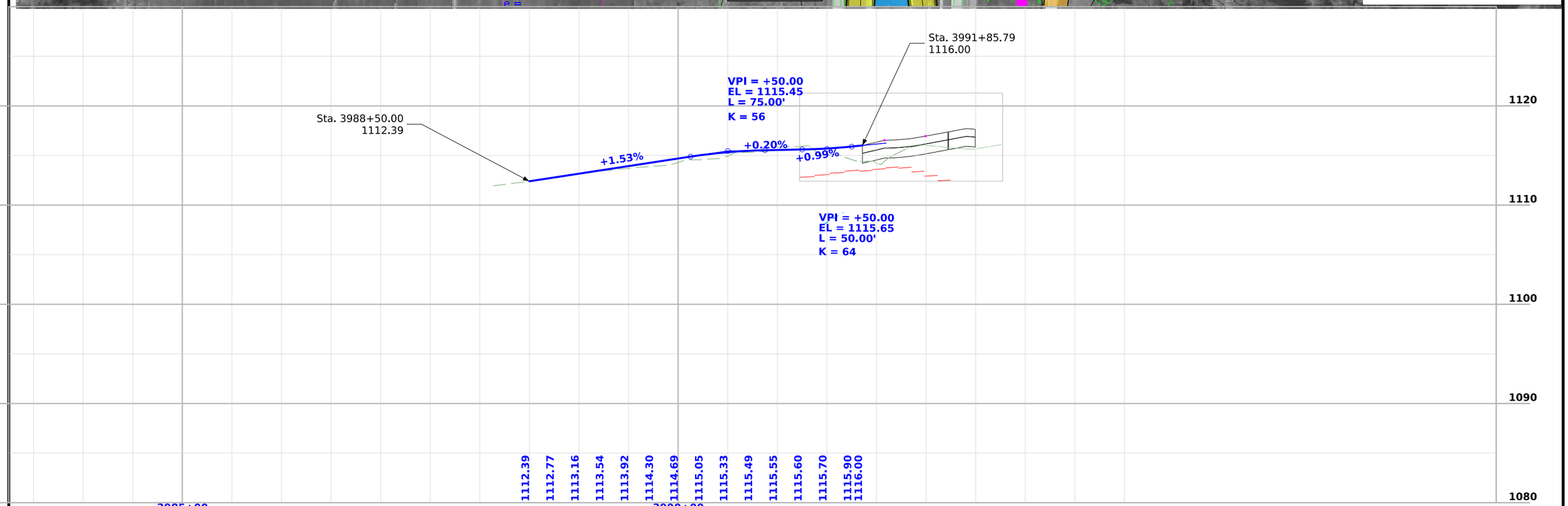
4:19:16 PM 1/30/2025 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_E02.dgn





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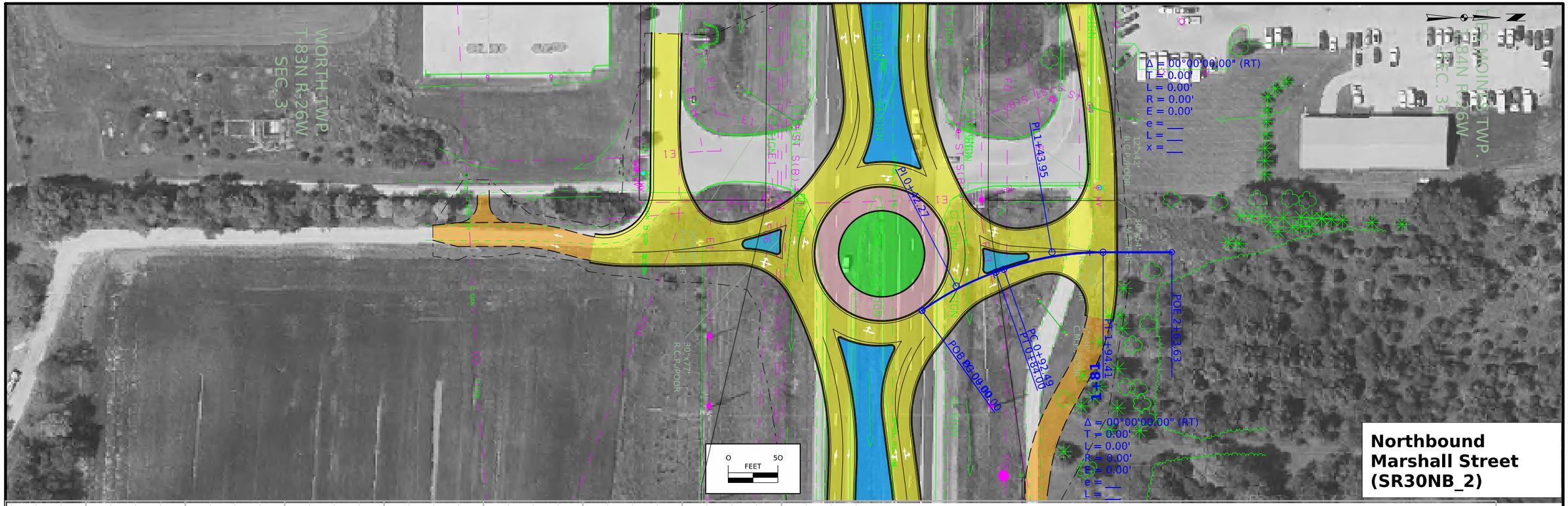
4:19:28 PM 1/30/2025 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_E03.dgn



FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER E.4

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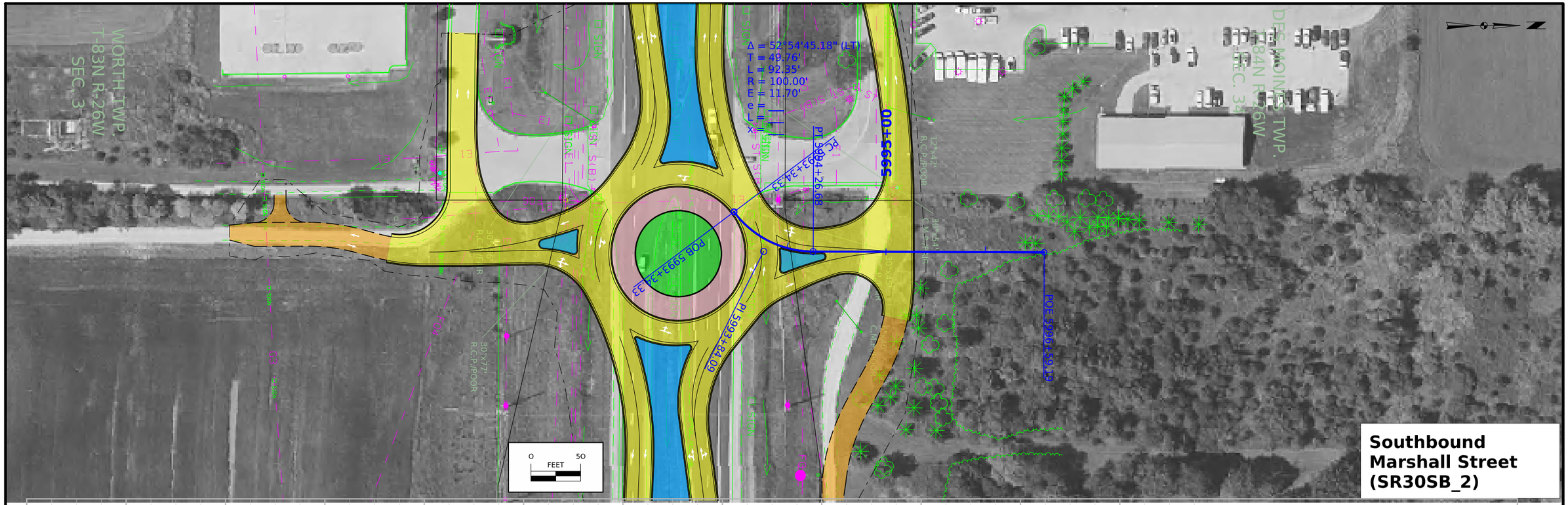

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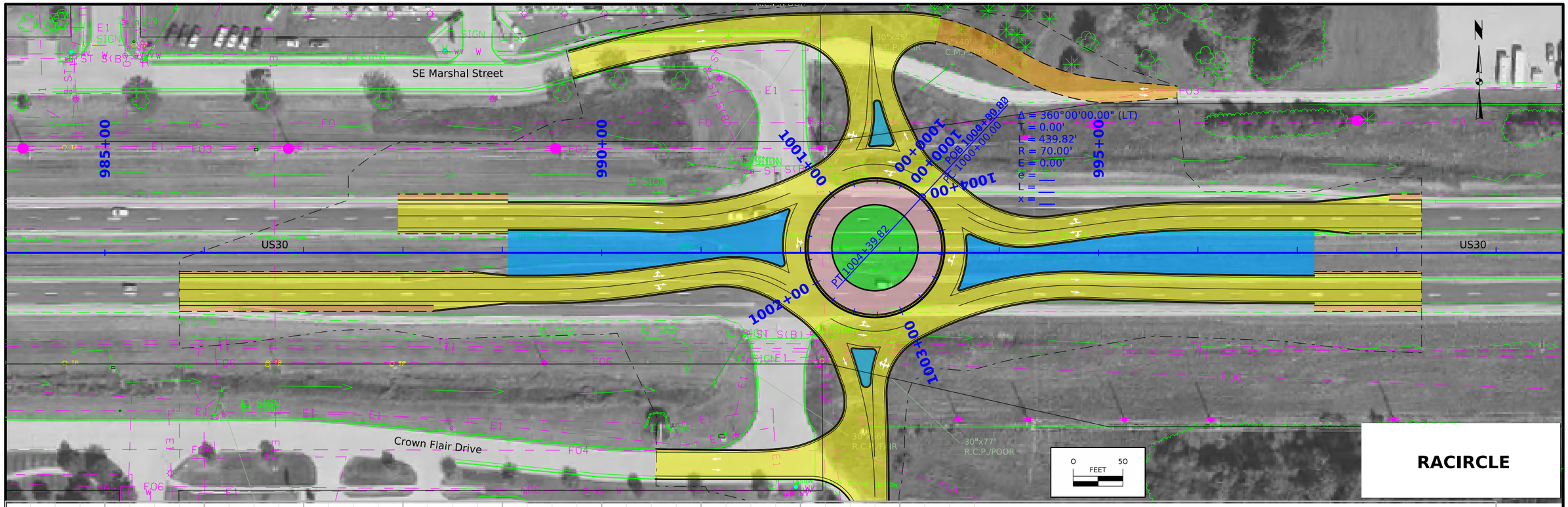
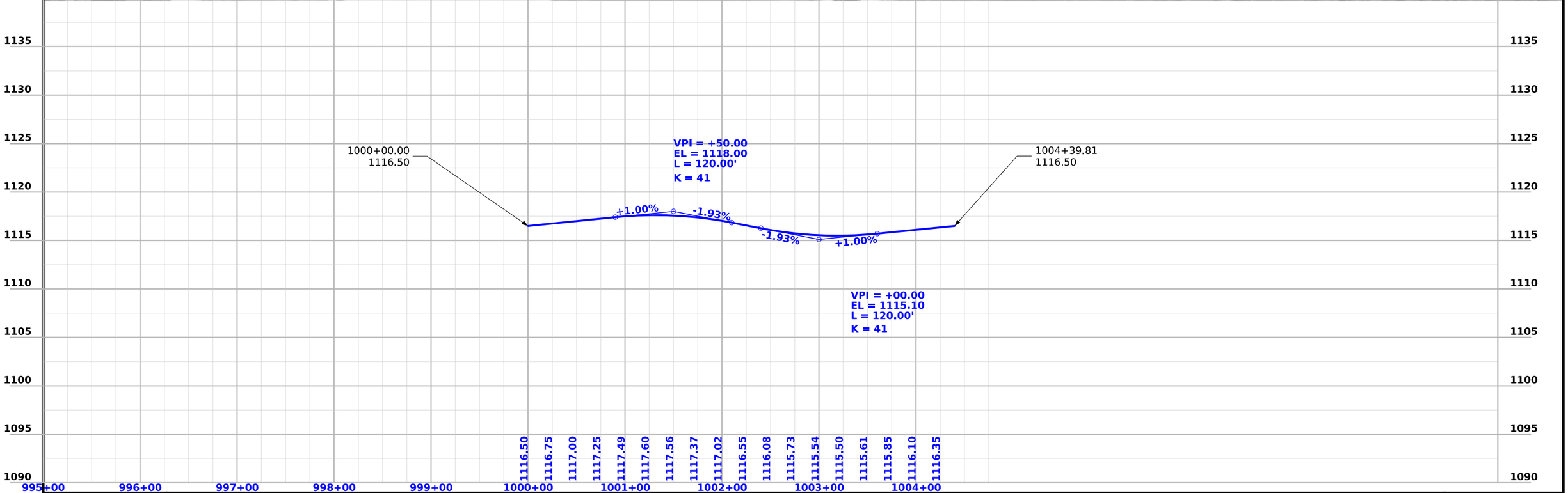
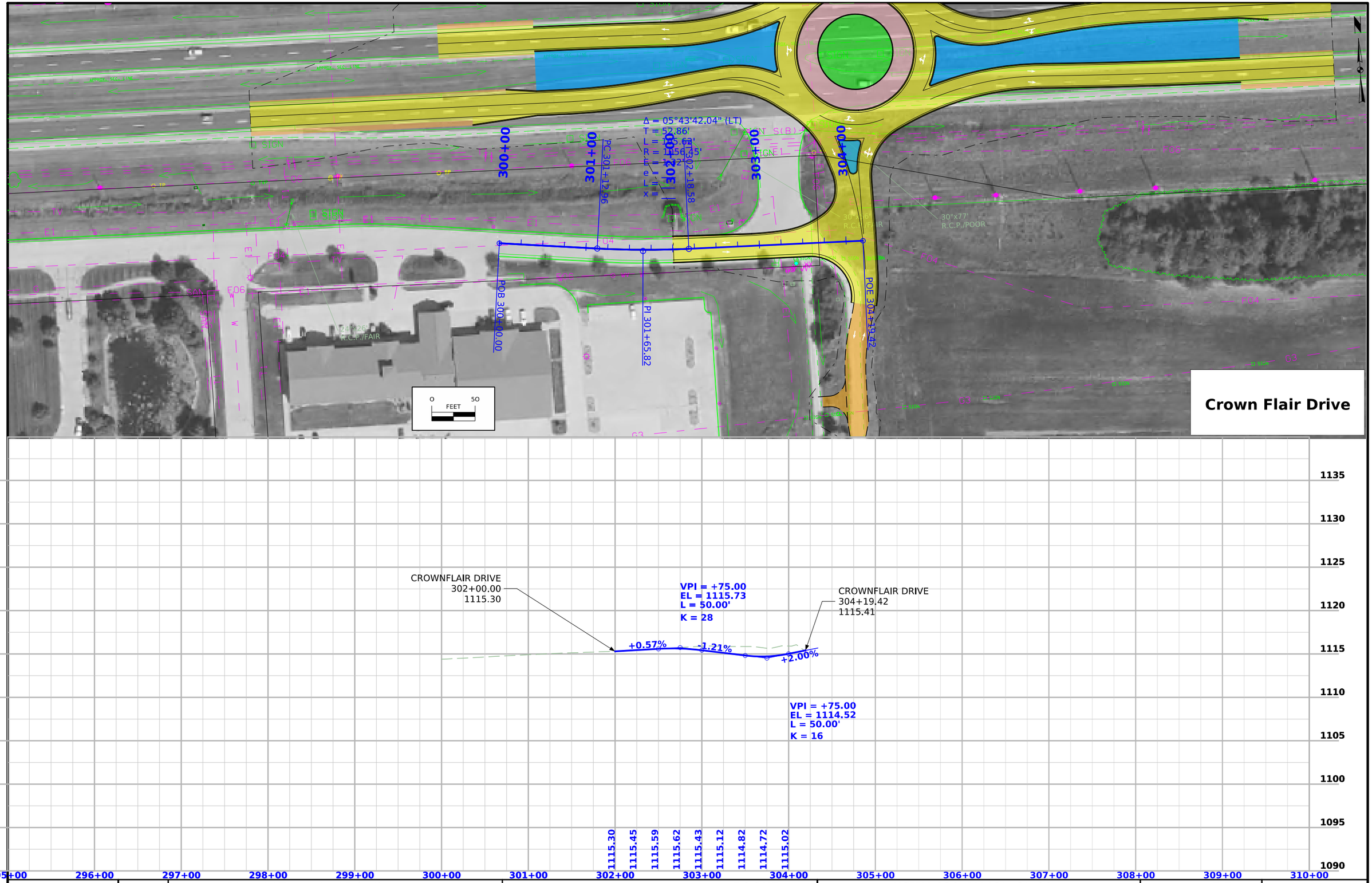




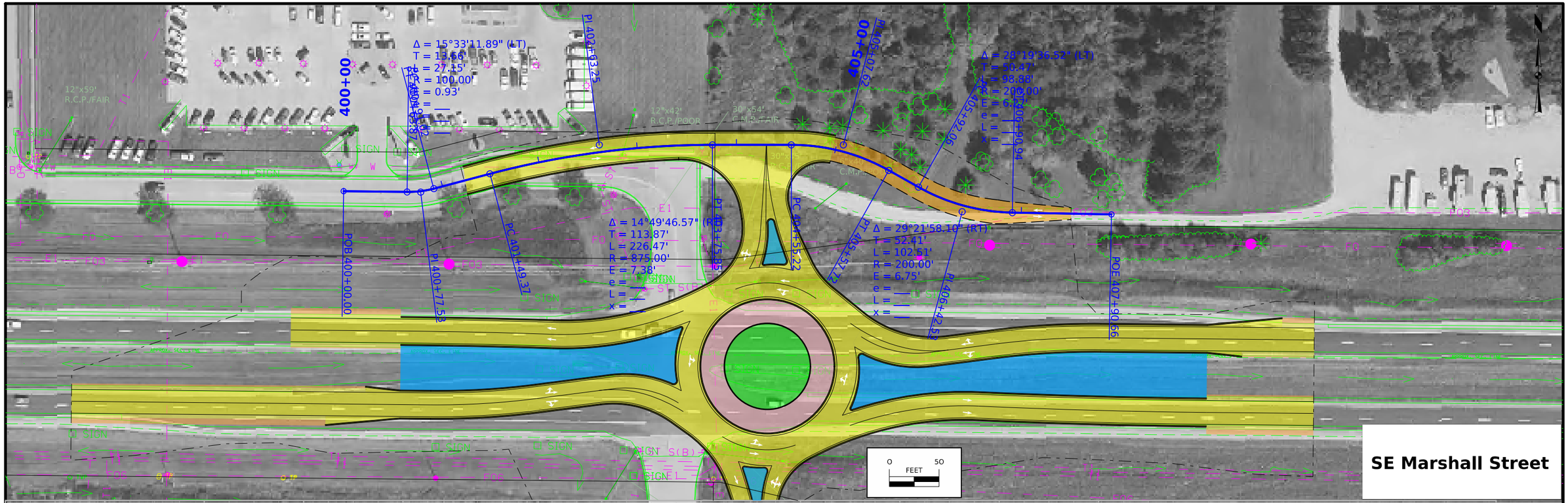
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER E.6

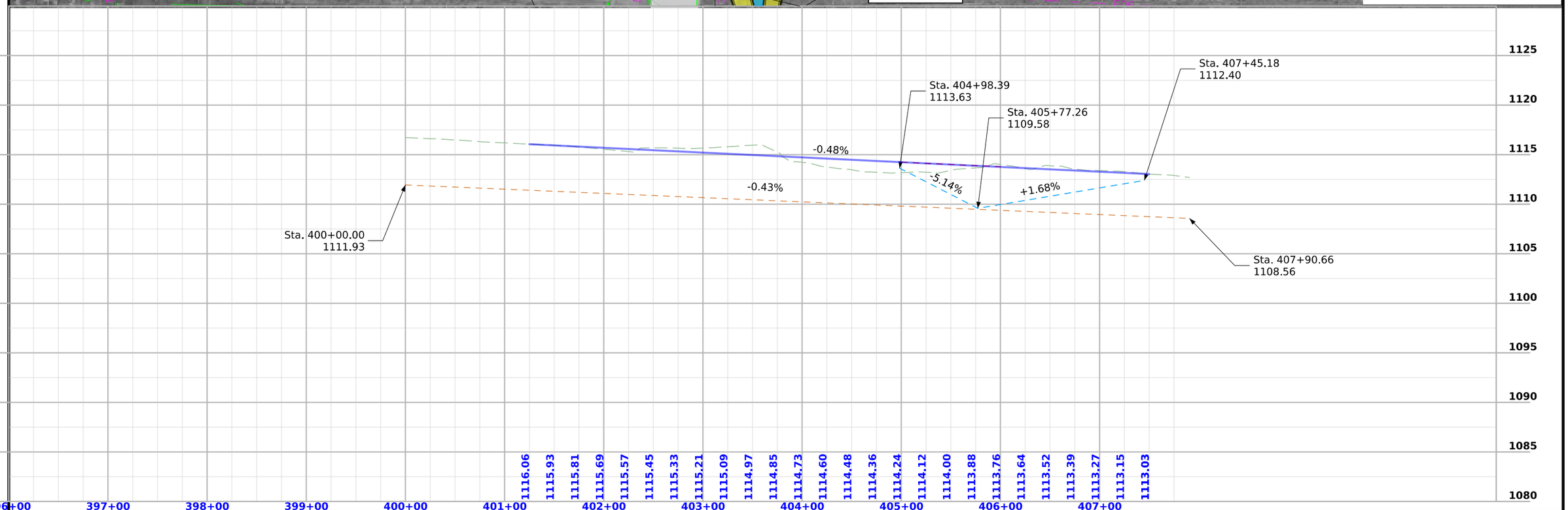
4:20:03 PM 1/30/2025 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_E06.dgn



FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER E.7

4:20:14 PM 1/30/2025 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_E07.dgn





FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER E.8

4:20:22 PM 1/30/2025 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_E08.dgn

SURVEY INDEX

County: Boone
PIN: 21-51-034-010
Project Number: NHSN-030-4(116)--2R-08
Location: US 30 from 0.2 miles E. of S. Story St. to Quill Ave.
Type of Work: Partial DTM Survey
Project Directory: 0803002024

Survey Personnel

Tom Hoyle – Lead Survey Technician
Brad Duffy – Survey Technician
Max Phillips - Survey Technician
Dave Ciskowski – Survey Technician

Date(s) of Survey

Begin Date	03/28/2024
End Date	05/23/2024

General Information

This survey is for US Hwy 30 from 0.2 mi E of South Story St. to Quill Ave. This survey includes portions of SE Marshall St. and Crown Flair Drive. This project is a Partial Field DTM, Project Control, Post Flight Photo control and SUE QLD.

Utility Information

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

Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Between three and five (300 epoch) five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values.

A double run level loop was run through control points 1-4. The RTN derived elevations of control points 1 - 4 were held fixed. The estimated standard error of the observed height differences from the network adjustment was 0.0157 ft/mile.

NGS mark GSVS 080 (DP4534), CP4 was tied it's record orthometric height of 1109.56 is 0.034' lower than the elevation derived by this survey of 1109.594. NGS mark GSVS 081 (DP4535) was leveled through its record orthometric height of 1113.48 is 0.011' lower than the elevation derived by this survey of 1113.491. NGS mark GSVS 082 (DP4536), CP1 was tied it's record orthometric height of 1139.78 is 0.028' lower than the elevation derived by this survey of 1139.808. Due to the proximity of NGS mark GSVS 081 (DP4535) to a tree it was not used as a primary control point on this project.

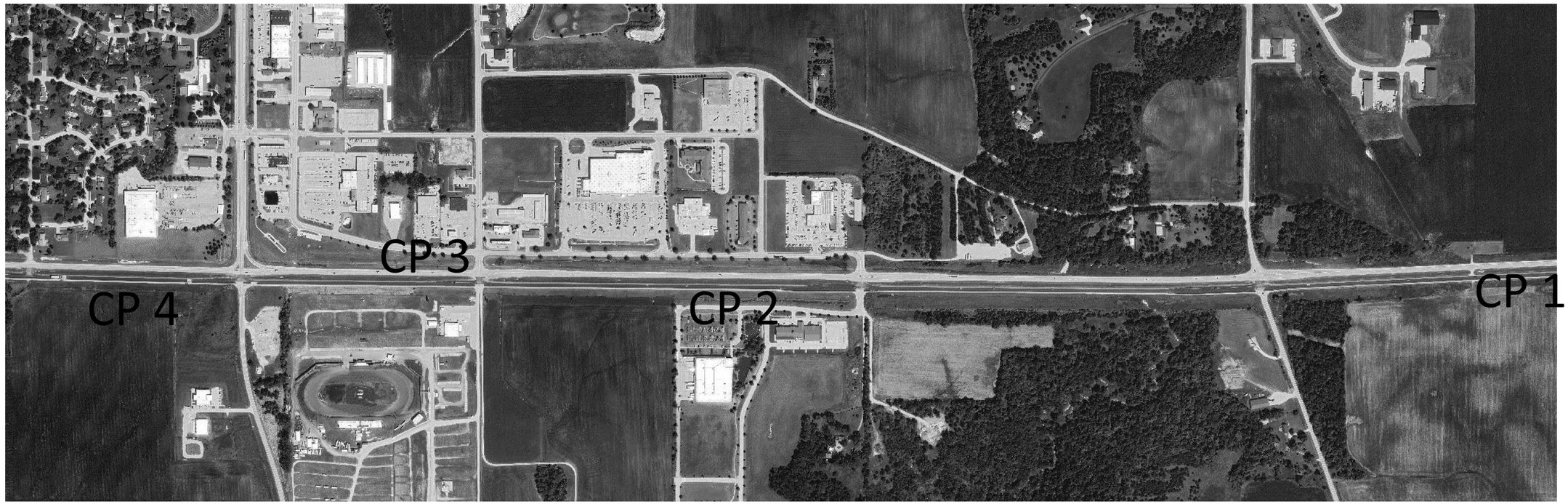
PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 8 (U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018

Alignment Information

No alignment requested.

CONTROL POINT VICINITY MAP

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



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

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 08 (U.S. Survey Foot)

VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code-Description
CP1	7650237.6520	18464179.2860	1139.81	CP FOUND NGS STATION GSVS 082 0.27 MILES E OF QUILL AVE. 69.2' S OF THE CL OF US 30 EB LANES 140' E OF AN ELEC BOW WITH METER 69' W OF A PP 12' N OF A WITNESS POST.
CP2	7650126.9530	18458761.6880	1113.21	FENO SET FENO MONUMENT FLUSH WITH GOUND SURFACE 0.6 MILES EAST SOUTH STORY ST. 120' SOUTH OF THE CL OF THE US 30 EB LANES 78.7' SE OF A PP 36.5' E OF A LIGHT POLE 7.2' N OF CROWN FLAIR DR BACK OF CURB.
CP3	7650481.0610	18456632.8400	1109.03	FENO SET FENO MONUMENT FLUSH WITH GROUND SURFACE 0.2 MILES EAST SOUTH STORY ST. 139' NORTH OF THE CL OF THE US 30 WB LANES 161.3' NW OF A PP 33.2' S OF A MH LID ON AN INLET 28.6' S OF SE MARSHALL ST. BACK OF CURB.
CP4	7650241.0810	18454626.3000	1109.59	CP FOUND NGS STATION GSVS 080 0.2 MILES WEST SOUTH STORY ST. 62.6' S OF THE CL OF US 30 EB LANES 73' WNW OF A PP 46.4' SE OF MP 133.70 10' N OF A WITNESS POST.

ALIGNMENT COORDINATES

Line No.	Name	Location	Poin 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	RACIRCLE							100000	76503+27.13	18460118.27	0+00.00			100439.823	76503+27.13	18460118.27				
1.0	CrownFlair Drive	30000	76500+79.40	18459648.01																
1.0	RETB							2000	76504+24.41	18460043.94	2026.644	76503+98.09	18460048.07	2050.148	76503+77.38	18460031.31				
1.0	RETC							3000	76502+37.57	18459902.34	3039.475	76502+42.61	18459941.49	3075.194	76502+19.55	18459973.53				
1.0	RETD							4000	76501+28.72	18460080.89	4037.756	76501+66.46	18460080.09	4067.399	76501+83.52	18460113.78				
1.0	RETB_Crown							2000	76501+37.94	18460034.94	2012.286	76501+26.34	18460038.98	2024.045	76501+14.23	18460036.89				
1.0	RETC_Crown							3000	76500+43.54	18460003.51	3055.858	76500+42.95	18460059.37	3081.521	76499+88.13	18460048.65				
1.0	SE Marshall Street	40000	76504+52.60	18459643.75																
1.0	ML30							90606.553	76503+55.36	18451402.59	90915.364	76503+52.35	18451711.38	91224.153	76503+55.74	18452020.18				
1.0	ML30WB_1	398275	76503+06.10	18459070.4																
1.0	ML30EB_2	499297.15	76502+09.67	18460091.65																
1.0	ML30EB_1	298275	76502+56.10	18459069.91																
1.0	ML30WB_2							599335	76503+21.04	18460130.6	599399.739	76502+70.25	18460170.73	599452.843	76502+78.45	18460234.95				
1.0	SR30	998625	76496+24.78	18460049.68																
1.0	SR30SB_1	398625	76496+24.78	18460049.68																
1.0	SR30NB_1	299068.26	76500+66.21	18460067.71																
1.0	SR30NB_2							499319.05	76503+16.73	18460127.29	499361.324	76503+51.23	18460102.87	499403.045	76503+91.14	18460088.93				
1.0	SR30SB_2							599334.33	76503+32.42	18460028.33	599384.093	76503+62.15	18460068.24	599426.68	76504+11.92	18460068.58				
1.0	RETA							1000	76503+07.17	18460250.56	1047.029	76503+01.20	18460203.91	1088.883	76503+30.81	18460167.37				
2.0	SR30SB_2	599659.191	76506+44.42	18460070.2																
2.0	SR30NB_1							299136.013	76501+33.94	18460066.28	299190.07	76501+87.99	18460065.13	299235.127	76502+18.55	18460109.72				
2.0	SR30SB_1							398901.926	76499+01.70	18460049.13	398928.672	76499+28.45	18460049.07	398955.103	76499+54.27	18460056.05				
2.0	SR30							998901.926	76499+01.70	18460049.13	998928.672	76499+28.45	18460049.07	998955.103	76499+54.27	18460056.05				
2.0	ML30EB_1							298936.61	76502+49.61	18459731.48	298989.421	76502+49.09	18459784.29	299042.065	76502+55.83	18459836.67				
2.0	ML30EB_2							499368.522	76502+31.59	18460159.58	499431.974	76502+51.08	18460219.96	499494.074	76502+48.22	18460283.35				
2.0	ML30WB_1							398905.72	76502+99.91	18459701.09	398982.516	76502+99.16	18459777.88	399059.305	76502+96.59	18459854.64				
2.0	SE Marshall Street							40063.87	76504+51.80	18459707.62	40077.527	76504+51.62	18459721.27	40091.016	76504+55.12	18459734.48				
2.0	RETB_Crown							2024.045	76501+14.23	18460036.89	2037.537	76501+00.93	18460034.59	2049.622	76500+93.17	18460023.55				
2.0	RETB							2050.148	76503+77.38	18460031.31	2058.304	76503+71.04	18460026.18	2066.386	76503+66.04	18460019.73				
2.0	CrownFlair Drive							30112.963	76500+66.92	18459760.28	30165.818	76500+61.09	18459812.82	30218.585	76500+60.52	18459865.67				
3.0	CrownFlair Drive	30419.421	76500+58.37	18460066.49																
3.0	RETB							2066.386	76503+66.04	18460019.73	2069.93	76503+63.88	18460016.93	2073.462	76503+62.13	18460013.85				
3.0	RETD							4075.21	76501+87.04	18460120.75	4160.559	76502+25.59	18460196.89	4242.138	76502+21.75	18460282.16				
3.0	RETC							3096.284	76502+07.23	18459990.64	3129.443	76501+87.86	18460017.55	3160.52	76501+56.54	18460028.46				
3.0	RETB_Crown							2049.622	76500+93.17	18460023.55	2075.234	76500+78.45	18460002.6	2099.715	76500+75.92	18459977.11				
3.0	ML30WB_1							399059.305	76502+96.59	18459854.64	399124.437	76502+94.41	18459919.73	399187.881	76503+17.38	18459980.68				
3.0	ML30							92308.116	76503+67.63	18453104.07	92608.207	76503+70.93	18453404.15	92908.235	76503+63.54	18453704.15				
3.0	ML30EB_2							499494.074	76502+48.22	18460283.35	499608.513	76502+43.07	18460397.67	499722.927	76502+41.95	18460512.11				
3.0	ML30WB_2							599519.424	76502+86.89	18460300.99	599571.932	76502+93.55	18460353.08	599624.277	76502+93.03	18460405.59				
3.0	SR30NB_2							499411.543	76503+99.17	18460086.13	499462.998	76504+47.75	18460069.17	499513.461	76504+99.20	18460069.37				
3.0	RETA							1129.277	76503+56.24	18460135.98	1146.369	76503+67.00	18460122.7	1162.887	76503+82.45	18460115.4				
4.0	SR30NB_2	499582.677	76505+68.42	18460069.63																
4.0	SR30							998972.652	76499+71.21	18460060.63	998998.826	76499+96.48	18460067.45	999024.705	76500+22.65	18460067.55				
4.0	SR30SB_1							398972.652	76499+71.21	18460060.63	398998.826	76499+96.48	18460067.45	399024.705	76500+22.65	18460067.55				
4.0	ML30WB_2	599839.026	76502+90.89	18460620.32																
4.0	ML30EB_1							299118.667	76502+65.62	18459912.65	299175.513	76502+72.88	18459969.03	299224.194	76502+32.35	18460008.89				
4.0	ML30EB_2	500305.657	76502+36.23	18461094.81																
4.0	ML30WB_1	399257.119	76503+41.79	18460045.47																
4.0	RETB_Crown							2099.715	76500+75.92	18459977.11	2118.787	76500+74.03	18459958.13	2137.822	76500+74.24	18459939.06				
4.0	SE Marshall Street							40149.375	76504+70.06	18459790.89	40263.247	76504+99.20	18459900.97	40375.847	76504+99.20	18460014.84				
4.0	RETB							2073.462	76503+62.13	18460013.85	2158.189	76503+20.24	18459940.2	2238.613	76503+23.07	18459855.52				
5.0	ML30							94615.653	76503+21.53	18455411.05	94921.533	76503+14.00	18455716.84	95227.403	76503+11.00	18456022.7				
5.0	SR30	999646.48	76506+44.42	18460069.81																
6.0	SR30SB_1							399027.581	76500+25.53	18460067.56	399106.002	76501+03.95	18460067.84	399182.898	76501+77.94	18460041.86				
6.0	SE Marshall Street							40455.218	76504+99.20	18460094.21	40507.624	76504+99.20	18460146.62	40557.725	76504+73.50	18460192.29				
7.0	SR30SB_1							399182.898	76501+77.94	18460041.86	399216.301	76502+09.46	18460030.79	399249.341	76502+37.15	18460012.12				

ALIGNMENT COORDINATES

Line No.	Name	Location	Poin 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
7.0	ML30							101074.912	76502+53.63	18461869.93	101400	76502+50.44	18462195	101724.912	76502+65.75	18462519.73				
8.0	ML30	105805.433	76504+57.87	18466595.73																
8.0	SE Marshall Street							40592.06	76504+56.67	18460222.21	40642.532	76504+31.91	18460266.2	40690.939	76504+31.00	18460316.66				
9.0	SE Marshall Street	40790.66	76504+29.19	18460416.37																

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
	C1	ML30										1.186◆	308.811	617.6	29824.175	1.599	
	C2	ML30										2.039◆	300.092	600.12	16864.182	2.67	
	C3	ML30										0.848◆	305.881	611.75	41333.989	1.132	
	C4	ML30										3.261◆	325.088	650	11421.359	4.626	
	C1	ML30EB_1										7.898◆	52.811	105.455	765	1.821	
	C2	ML30EB_1										52.806◆	56.846	105.527	114.5	13.335	
	C1	ML30WB_1										1.354◆	76.796	153.585	6500	0.454	
	C2	ML30WB_1										22.563◆	65.132	128.576	326.5	6.433	
	C1	ML30EB_2										20.465◆	63.452	125.552	351.5	5.681	
	C2	ML30EB_2										2.017◆	114.438	228.853	6500	1.007	
	C1	ML30WB_2										58.969◆	64.739	117.843	114.5	17.035	
	C2	ML30WB_2										7.853◆	52.509	104.853	765	1.8	
	C1	SR30										15.234◆	26.746	53.177	200	1.78	
	C2	SR30										14.912◆	26.175	52.054	200	1.706	
	C1	SR30NB_1										56.788◆	54.057	99.114	100	13.675	
	C1	SR30SB_1										15.234◆	26.746	53.177	200	1.78	
	C2	SR30SB_1										14.912◆	26.175	52.054	200	1.706	
	C3	SR30SB_1										19.558◆	78.421	155.317	455	6.709	
	C4	SR30SB_1										14.642◆	33.404	66.444	260	2.137	
	C1	SR30NB_2										16.042◆	42.274	83.995	300	2.964	
	C2	SR30NB_2										19.465◆	51.455	101.918	300	4.381	
	C1	SR30SB_2										52.913◆	49.763	92.35	100	11.698	
	C1	RETA										46.297◆	47.029	88.883	110	9.631	
	C2	RETA										25.677◆	17.092	33.611	75	1.923	
	C1	RETC										43.083◆	39.475	75.194	100	7.509	
	C2	RETC										35.052◆	33.159	64.236	105	5.111	
	C1	RETD										64.362◆	37.756	67.399	60	10.891	
	C2	RETD										29.429◆	85.349	166.928	325	11.02	
	C1	CrownFlair Drive										5.728	52.855	105.622	1056.449	1.321	
	C1	RETC_Crown										100.447	55.858	81.521	46.5	26.18	
	C1	SE Marshall Street										15.553	13.657	27.146	100	0.928	
	C2	SE Marshall Street										14.83	113.873	226.472	875	7.379	
	C3	SE Marshall Street										29.366	52.406	102.507	200	6.752	
	C4	SE Marshall Street										28.327	50.472	98.879	200	6.27	

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

ACCESS CONTROL PREVIOUSLY ACQUIRED.

1

CKCC PROPERTY HOLDINGS LLC

2

JULIA ANN STONE

3

BOULDERS INN BOONE LLC

4

INTERSTATE POWER & LIGHT COMPANY

400+00
401+00
402+00
403+00
404+00
405+00
406+00
407+00
985+00
990+00
995+00
1000+00
300+00
00+9666
9995+00
9994+00
9993+00
9992+00
9991+00
00+0666
00+6866
00+8866

0 50 FEET

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY
ROW Team: FREDRICKSON / CUVA
ROW #: NHSN-030-4(116)--2R-08
Plan Date: 03/11/2025
Color Legend:
Property Lines
Temporary Easement
Permanent Acquisition
Permanent Acquisition County
Permanent Acquisition City

FILE NO. 98765	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER H.1

1:21:07 PM 4/10/2025 afredri pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\ROW\ROW_08030116.dgn

302+42
℄26'±Ex.R/W (Crown Flair Dr)

3

302+75
℄51' (Crown Flair Dr)

BOULDERS INN BOONE LLC

TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

TEMPORARY EASEMENT TO SHAPE

9988+50
℄66'

9988+86
℄66'

9988+29
℄35'±P.L.

9989+20
℄35'±P.L.

303+69±P.L.
℄55' (Crown Flair Dr)

+76 PROP. TYPE "C" ENT.

EXISTING 24' INGRESS / EGRESS EASEMENT AS SHOWN ON FINAL PLAT OF BOONE BUSINESS PARK

EXISTING 50' INGRESS / EGRESS EASEMENT AS SHOWN ON WARRANTY DEED 2018-0140

9988+18
TYPE "C" ENT.

9988+16
℄35'±P.L.

9988+19
℄27'

9991+26
℄50'

9991+36±Ex.R/W
℄66'

4

INTERSTATE POWER & LIGHT COMPANY

9987+00

9988+00

9989+00

9990+00

9991+00

9992+00

0 20
FEET

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY
ROW Team: FREDRICKSON / CUVA
ROW #: NHSN-030-4(116)--2R-08
Plan Date: 03/11/2025
Color Legend:
Property Lines
Temporary Easement
Permanent Acquisition
Permanent Acquisition County
Permanent Acquisition City

FILE NO. 98765	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER HE.1	

1:21:10 PM 4/10/2025 afredri pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\ROW\ROW_08030116.dgn

1

CKCC PROPERTY HOLDINGS LLC

2

JULIA ANN STONE

TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

403+00

404+00

405+00

406+00

407+00

9995+00

9994+00

9993+00

403+79±R℄ 37'

402+23 ℄27'±Ex.R/W

405+02 ℄39'

405+05 ℄36'

405+77 ℄57'

405+68 ℄76'±Ex.R/W

407+61 ℄13'

9995+01 TYPE "C" ENT.

Private Entrance

SIGN

ST S(B)

F0

F1

F03

W

0 20 FEET

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: FREDRICKSON / CUVA

ROW #: NHSN-030-4(116)--2R-08

Plan Date: 03/11/2025

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

FILE NO. 98765	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER HE.2	

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108_23A
8/15/22

TRAFFIC CONTROL PLAN

Maintain a single lane of traffic on US-30 for the duration of the project.

Some movements between Marshall Street, Crown Flair Drive, and US-30 will be restricted during construction.

Maintain access for all property owners adjacent to the project at all times.

511 TRAVEL RESTRICTIONS

Line No.	Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No. or Structure ID or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
1.0	US 30	Both	Boone	Intersection of US30 and Marshall / Crown Flair Dr.		Traffic Control Device		Horizontal					

108_26A
8/15/22

STAGING NOTES

Staging Notes in progress.

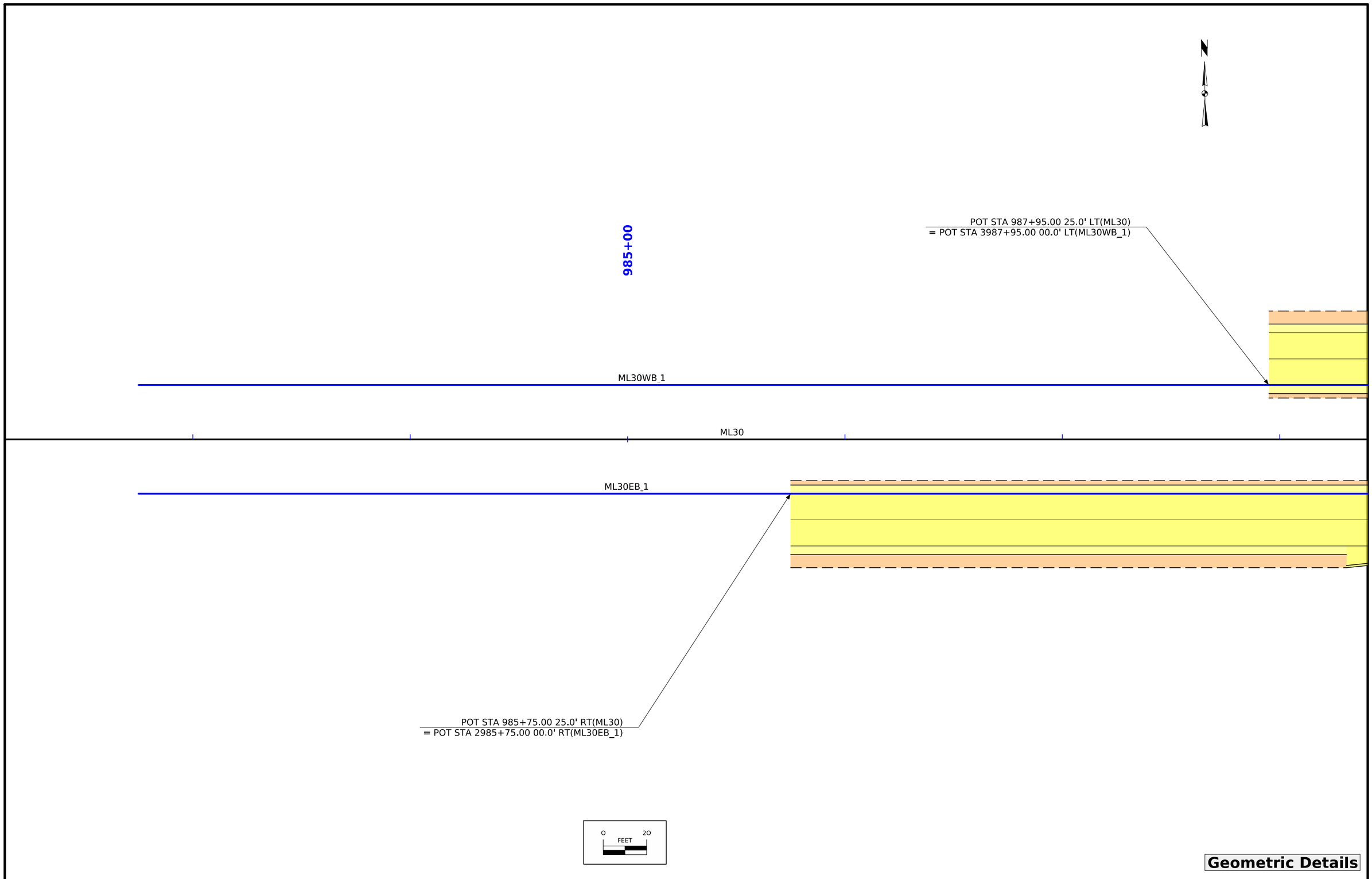
Devender.Tamrakar@iowadot.us

111_01
10/14/22

COORDINATED OPERATIONS

Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
NHSX-030-4(119)--3H-08	PCC Pavement - Grade and New



Geometric Details

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER L.1

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STA 20+66.39 (RETB)
Radius 50'

STA 20+50.15 (RETB)
Radius 60'

STA 20+77.14 (RETB)
Radius 70'

STA 5994+39.01 24.7' LT(SR30SB_2)
=STA 20+00.00 00.0' LT(RETB)

STA 11+29.28 (RETA)
= Radius 75.0'

STA 3992+00.55 00.0' RT(ML30WB_1)
=STA 1001+25.86 20.0'RT(RACIRCLE)

STA 3991+89.99 2.5' RT(ML30WB_1)
=STA 1001+33.96 24.0' RT(RACIRCLE)

STA 4993+84.79 21.60' RT(SR30NB_2)
= STA 11+62.89 00.0' RT(RETA)

STA 5993+72.19 00.0' RT(ML30WB_2)
=STA 1003+98.45 20.0' RT(RACIRCLE)

STA 989+05.72 59.0' LT(ML30)
=STA 3989+05.72 34.0' LT(ML30WB_1)

STA 990+59.92 49.7' LT(ML30)
=STA 3990+59.31 26.5' LT(ML30WB_1)

990+00

STA 3991+89.27 2.5' RT (ML30WB_1)
=STA 1001+33.44 25.7' RT(RACIRCLE)

STA 3991+89.28 3.45' RT(ML30WB_1)
=STA 1001+33.96 25.0' RT(RACIRCLE)
Radius 1'

SR30SB_2

SR30NB_2

RETB

RETA

ML30WB_1

R- 114.5'

R- 102.5'

R- 150'

POT STA 2991+18.67
12.0' RT(ML30EB_1)

STA 5993+81.24 7.2' RT(ML30WB_2)
=STA 1003+89.59 22.5' RT(RACIRCLE)

STA 4993+64.26 00.0' 4.2'LT(ML30EB_2)
=STA 1003+50.48 24.0' RT(RACIRCLE)

STA 1003+89.67
25.5' RT(RACIRCLE)
Radius 3'

STA 1003+50.48
25.5' RT(RACIRCLE)
Radius 1'

ML30

10:1 Taper

ML30EB_1

10:1 Taper

STA 2991+80.96
2.5' LT(ML30EB_1)

STA 989+05.72 22.50' RT(ML30)
= STA 2989+05.72 2.5' LT(ML30EB_1)

STA 2991+80.96 5.5' LT(ML30EB_1)
=STA 1001+73.66 25.5' RT (RACIRCLE)
Radius 3'

RETC

RETD

STA 989+05.72 51.5' RT(ML30)
= STA 2989+05.72 26.5' RT(ML30EB_1)

STA 1001+73.66
22.5' RT(RACIRCLE)

STA 4993+53.72 00.0' RT(ML30EB_2)
=STA 1003+42.40 20.0' RT (RACIRCLE)

STA 2991+04.86 26.5' RT(ML30EB_1)
=STA 30+00.00 00.0' RT(RETC)

STA 2991+92.18 (ML30EB_1)
= STA 1001+82.33 20.0' RT(RACIRCLE)

STA 988+70.72 19.0' RT(ML30)
=STA 2988+70.72 6.0' LT(ML30EB_1)

STA 3991+66.44 19.45' LT(SR30SB_1)
=STA 31+60.52 00.0' LT(RETC)

STA 4993+64.99 2.5' LT(ML30EB_2)
=STA 1003+49.96 25.71' RT(RACIRCLE)

SR30SB_1

SR30NB_1

STA 30+75.19 (RETC)
= Radius 100'

STA 40+67.40 (RETD)
= Radius 60'

STA 30+96.28 (RETC)
= Radius 105'

STA 988+30.72 59.00' RT(ML30)
=STA 2988+30.72 34.0' RT(ML30EB_1)

STA 2991+30.48 14.5' RT(SR30NB_1)
= STA 40+00.00 00.0' RT(RETD)

STA 3990+94.31 133.22' LT(SR30SB_1)
=STA 21+45.99 00.0' LT(RETB_CROWN)

0 20
FEET

Geometric Details

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER L.2

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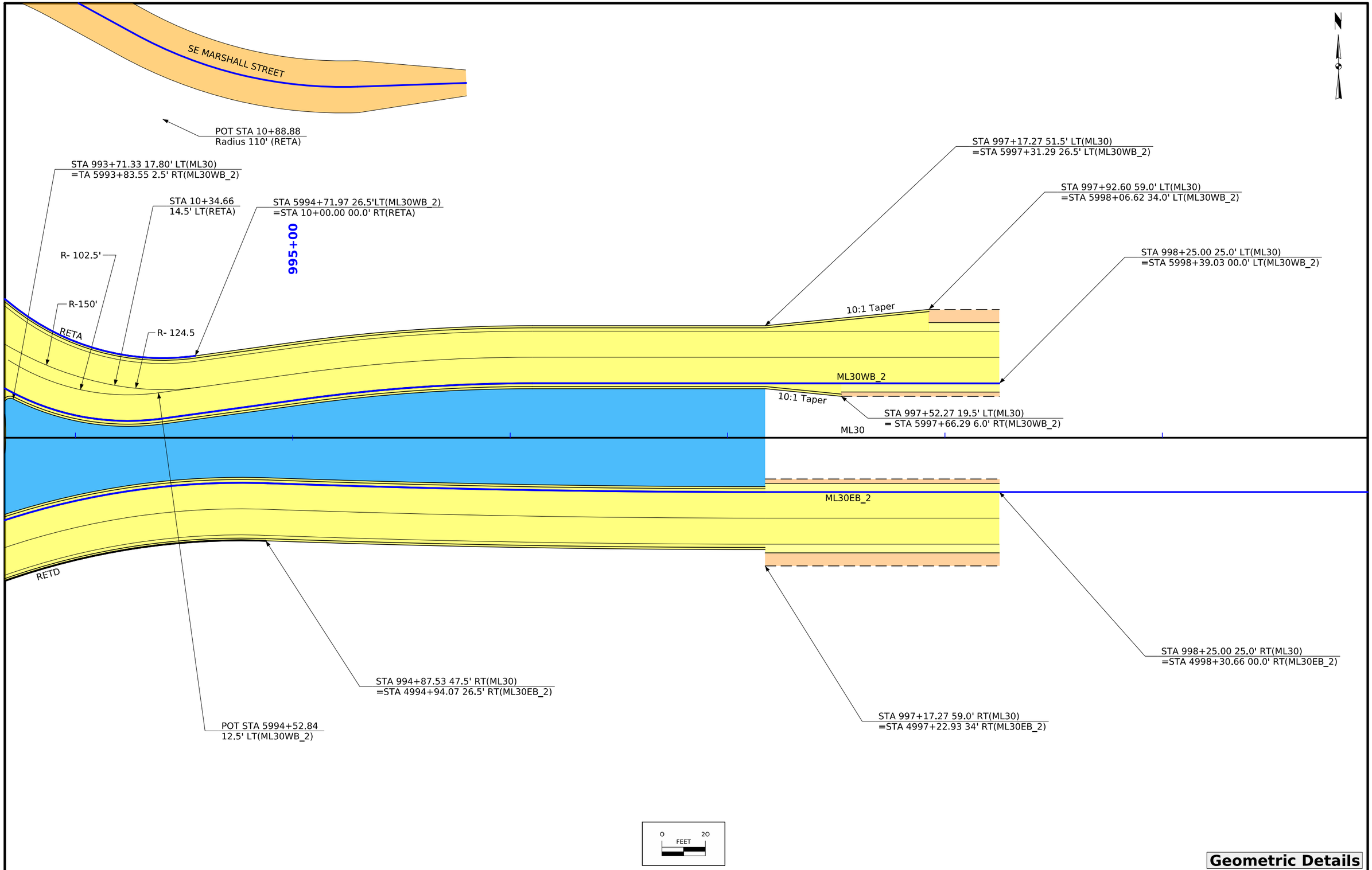

Geometric Details

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER L.3

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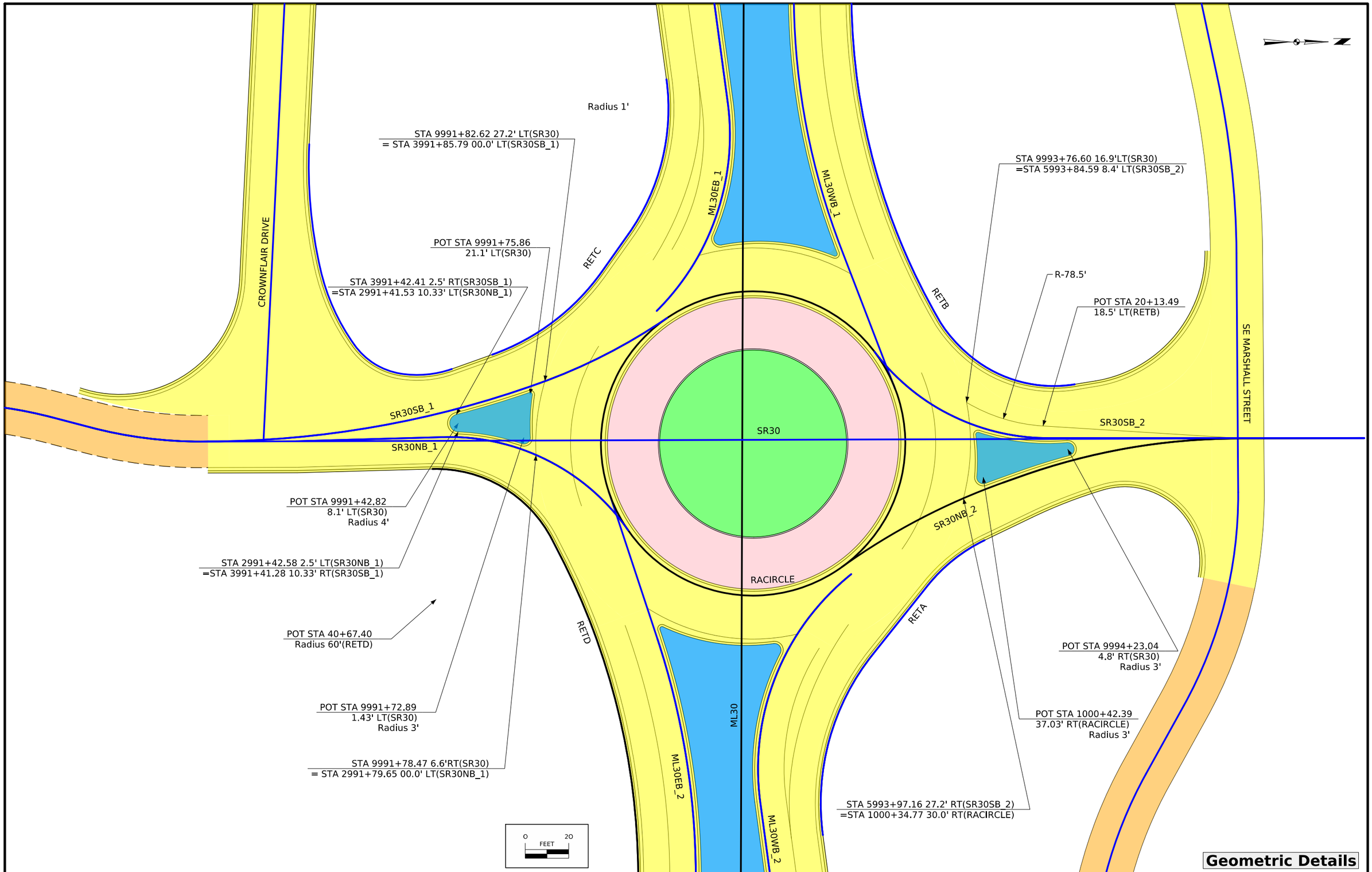

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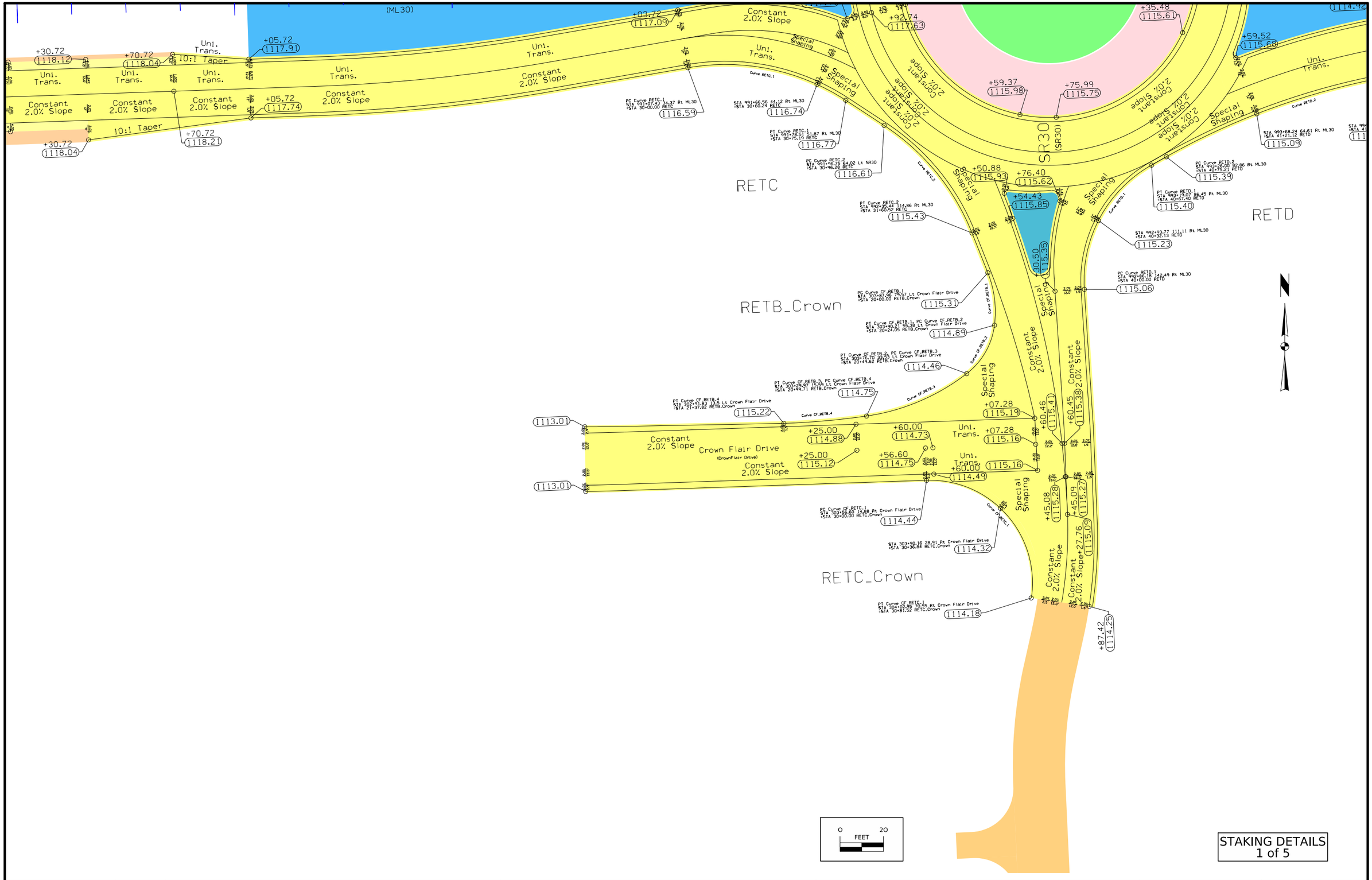

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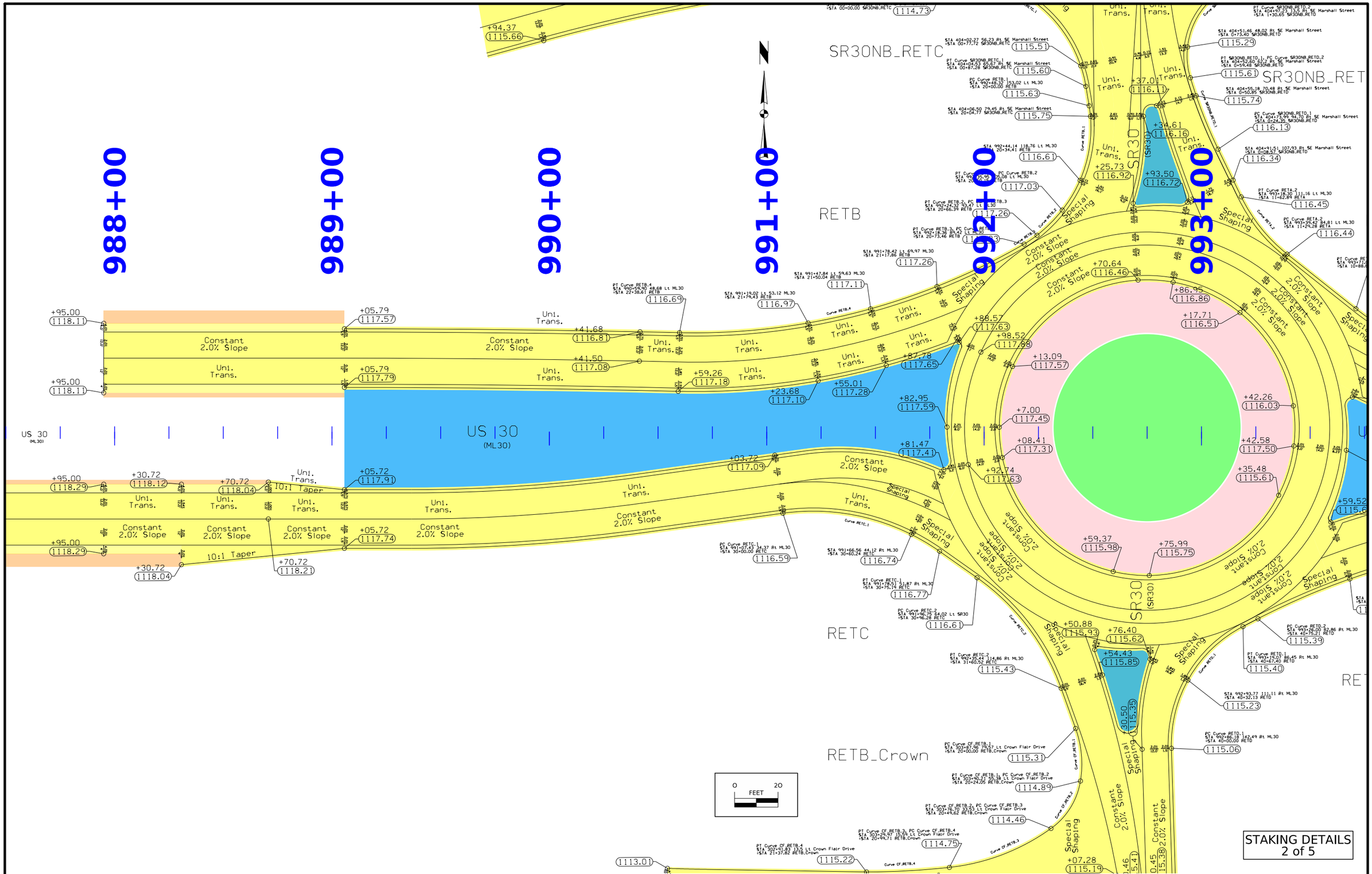

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993+00
994+00
995+00
996+00
997+00
998+00
SR30NB_RETD
RETA
RETD
SR30
(SR30)
US 30
(ML30)
Uni. Trans.
Special Shaping
Constant 2.0% Slope
10:1 Taper
PT Curve SR30NB_RETD.2 STA 404+97.23 13.5 Rt SE Marshall Street >STA 1+30.65 SR30NB_RETD
STA 404+51.46 48.02 Rt SE Marshall Street >STA 0+73.40 SR30NB_RETD
PT SR30NB_RETD.1, PC Curve SR30NB_RETD.2 STA 404+52.60 62.2 Rt SE Marshall Street >STA 0+59.48 SR30NB_RETD
STA 404+55.18 70.48 Rt SE Marshall Street >STA 0+50.85 SR30NB_RETD
PC Curve SR30NB_RETD.1 STA 404+23.96 94.70 Rt SE Marshall Street >STA 0+24.35 SR30NB_RETD
STA 404+91.51 107.93 Rt SE Marshall Street >STA 0+08.57 SR30NB_RETD
PT Curve RETA.2 STA 993+18.30 111.16 Lt ML30 >STA 11+62.89 RETA
PC Curve RETA.2 STA 993+39.42 84.81 Lt ML30 >STA 11+24.28 RETA
PT Curve RETA.1 STA 993+77.05 50.69 Lt ML30 >STA 10+88.88 RETA
STA 993+86.24 49.55 Lt ML30 >STA 10+70.70 RETA
PC Curve RETA.1 STA 994+55.23 36.65 Lt ML30 >STA 10+00.00 RETA
PC Curve RETD.2 STA 993+26.00 32.86 Rt ML30 >STA 40+75.21 RETD
PT Curve RETD.1 STA 993+19.07 86.45 Rt ML30 >STA 40+67.40 RETD
STA 992+93.77 111.11 Rt ML30 >STA 40+32.13 RETD
PC Curve RETD.1 STA 992+86.18 142.49 Rt ML30 >STA 40+60.00 RETD
STA 993+68.24 64.61 Rt ML30 >STA 41+21.12 RETD
STA 994+26.87 49.99 Rt ML30 >STA 41+81.44 RETD
STA 994+29.51 49.59 Rt ML30 >STA 41+84.10 RETD
PT Curve RETD.2 STA 994+87.58 46.47 Rt ML30 >STA 42+42.13 RETD
0 FEET 20
STAKING DETAILS 3 of 5

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER L.7

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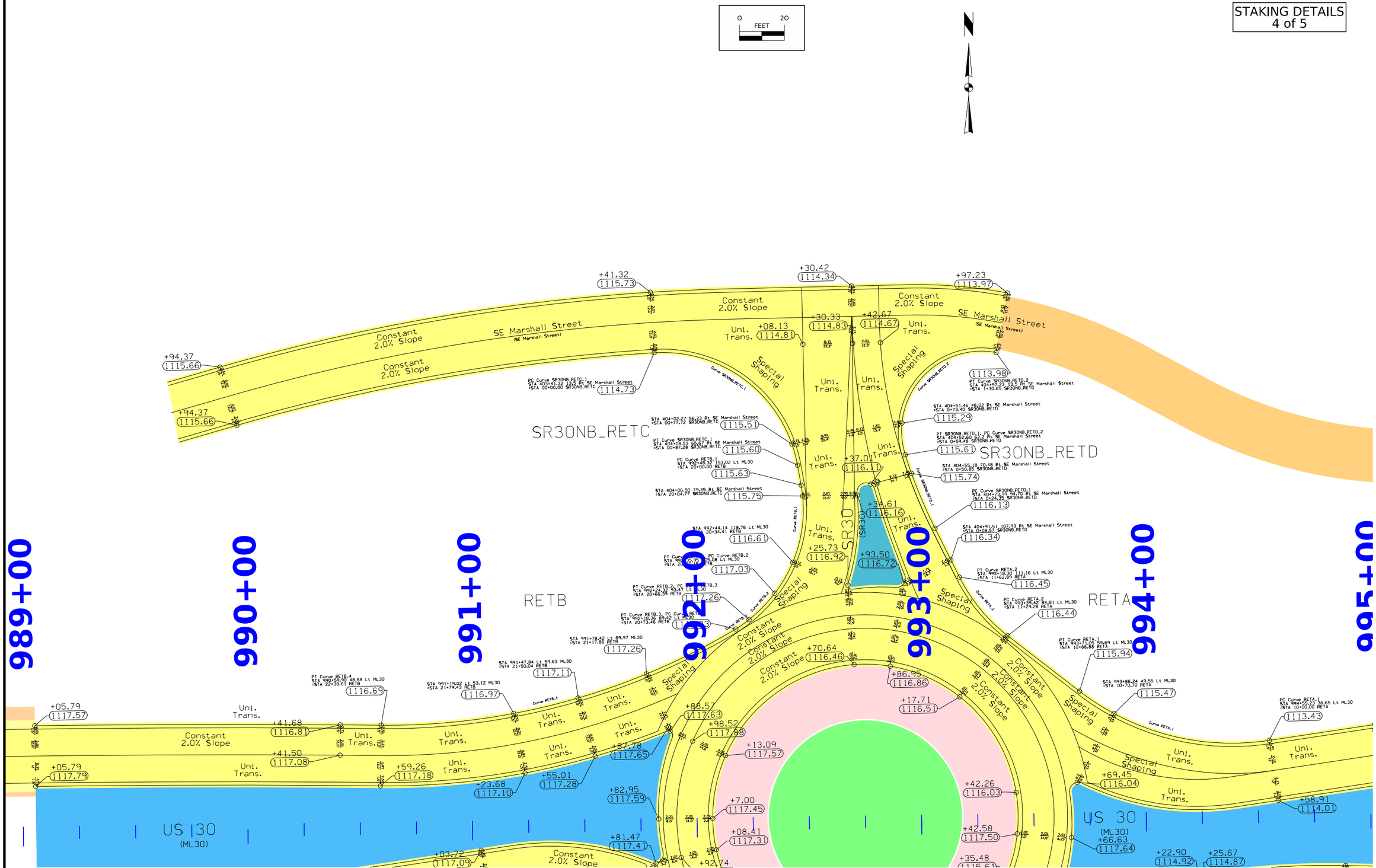
STAKING DETAILS
4 of 5



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991+00

992+00

993+00

994+00

STAKING DETAILS
5 of 5

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER L.9

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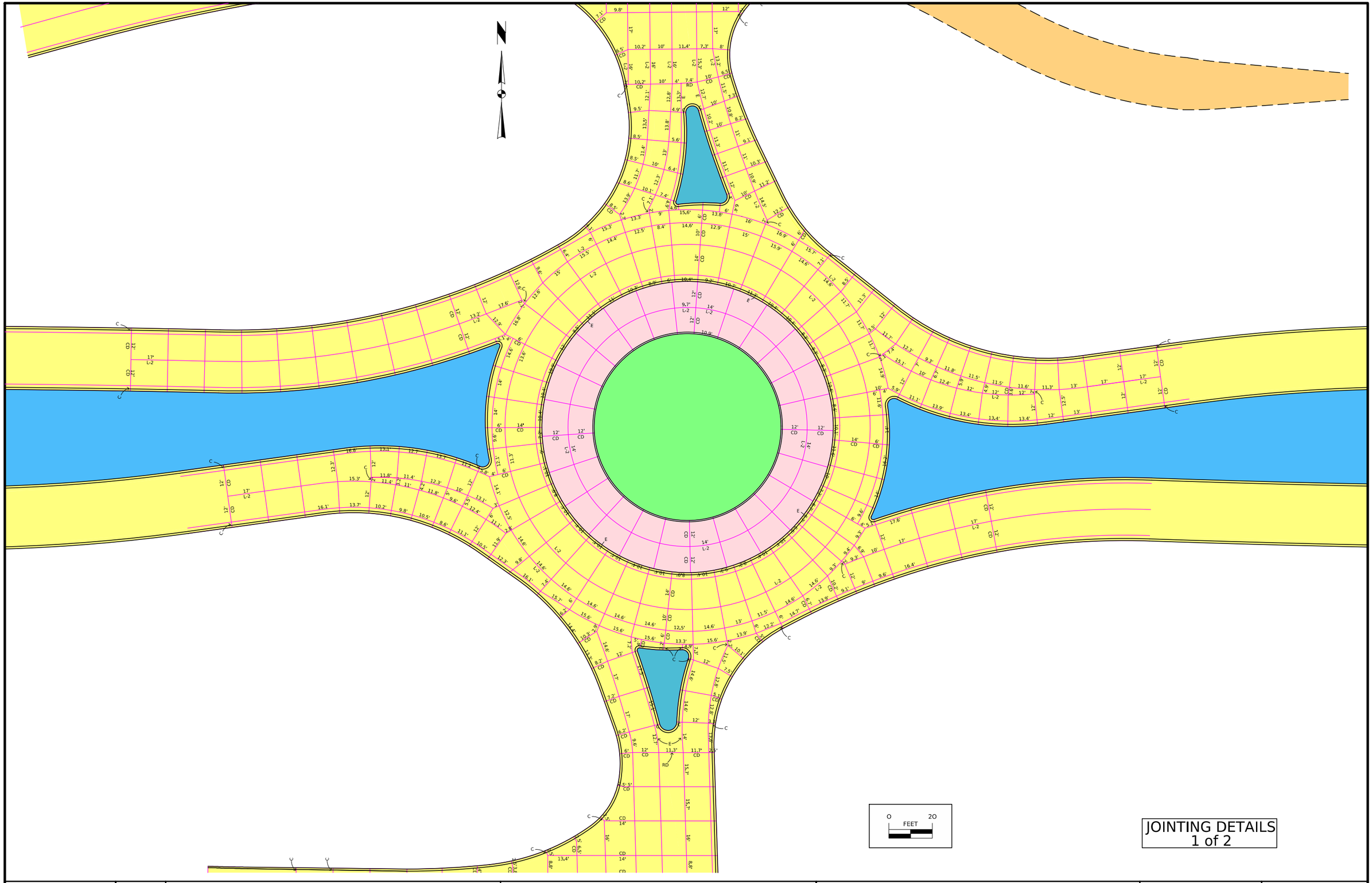

JOINTING DETAILS
1 of 2

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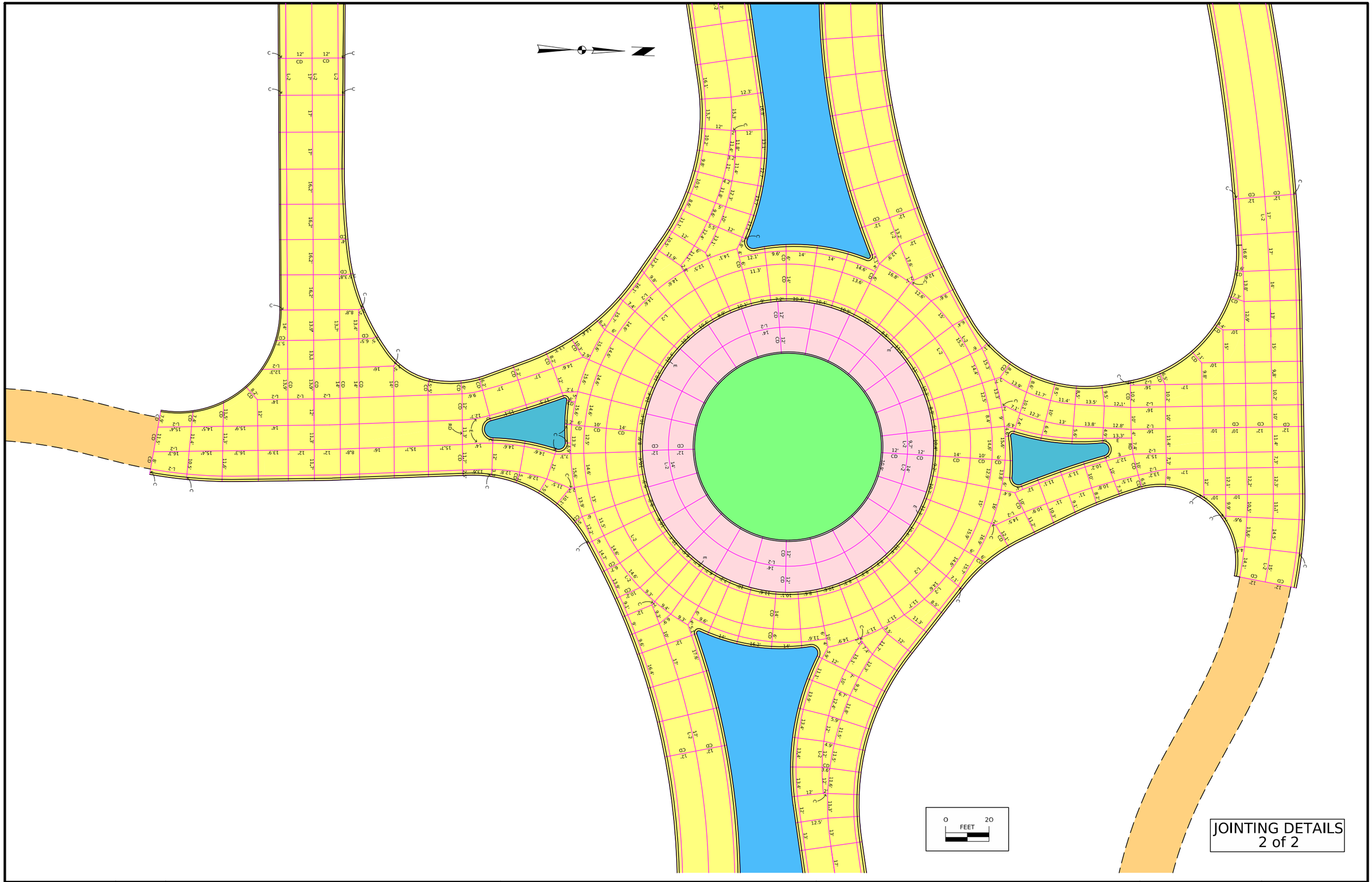

JOINTING DETAILS
2 of 2

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER L.11

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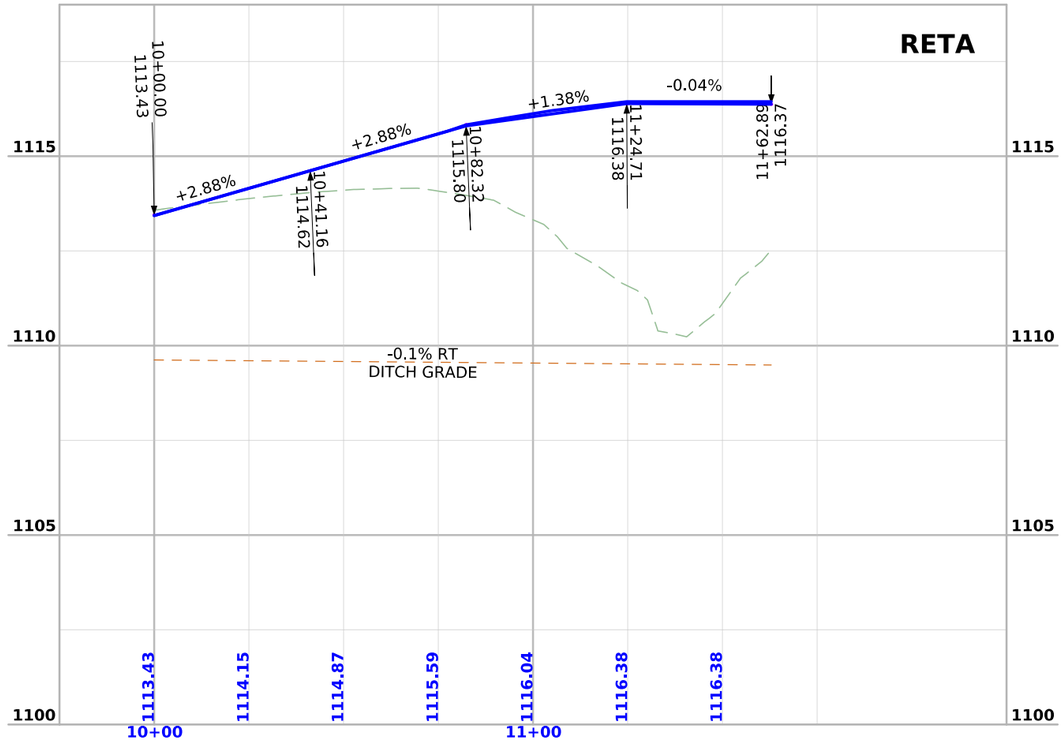

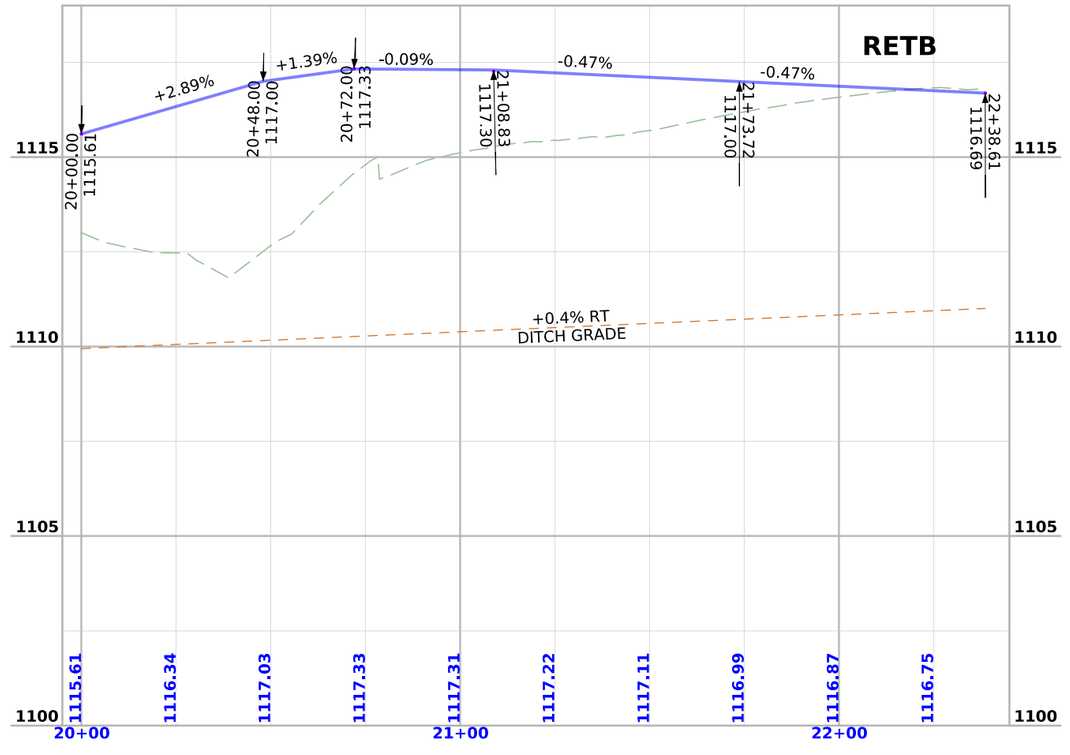

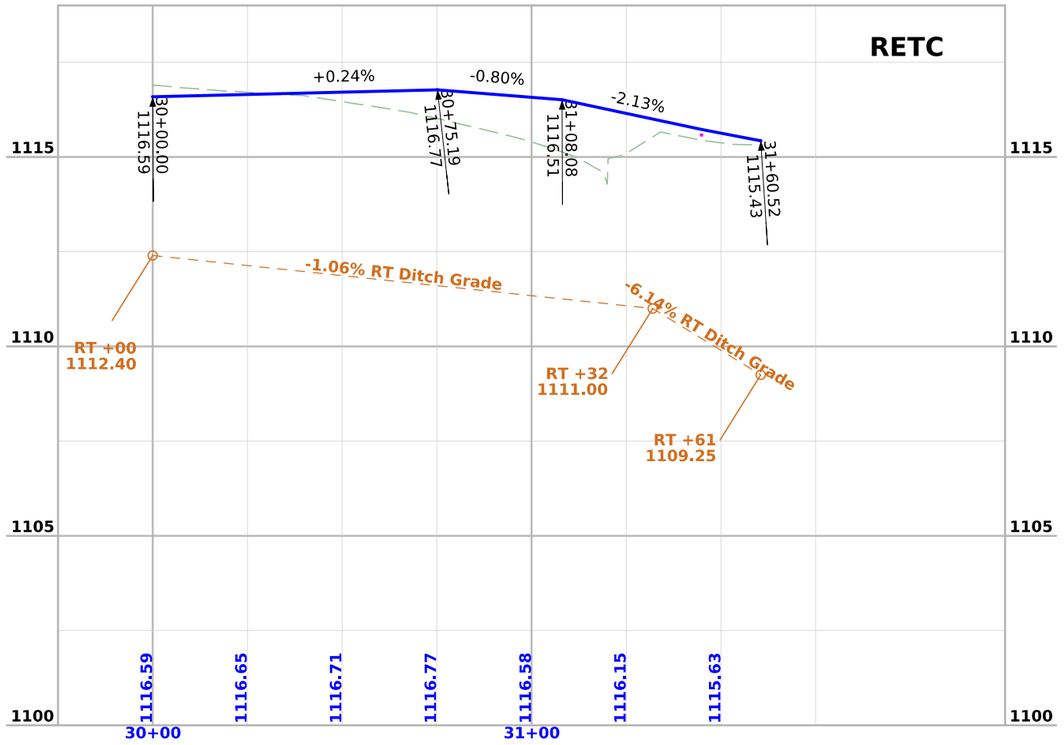

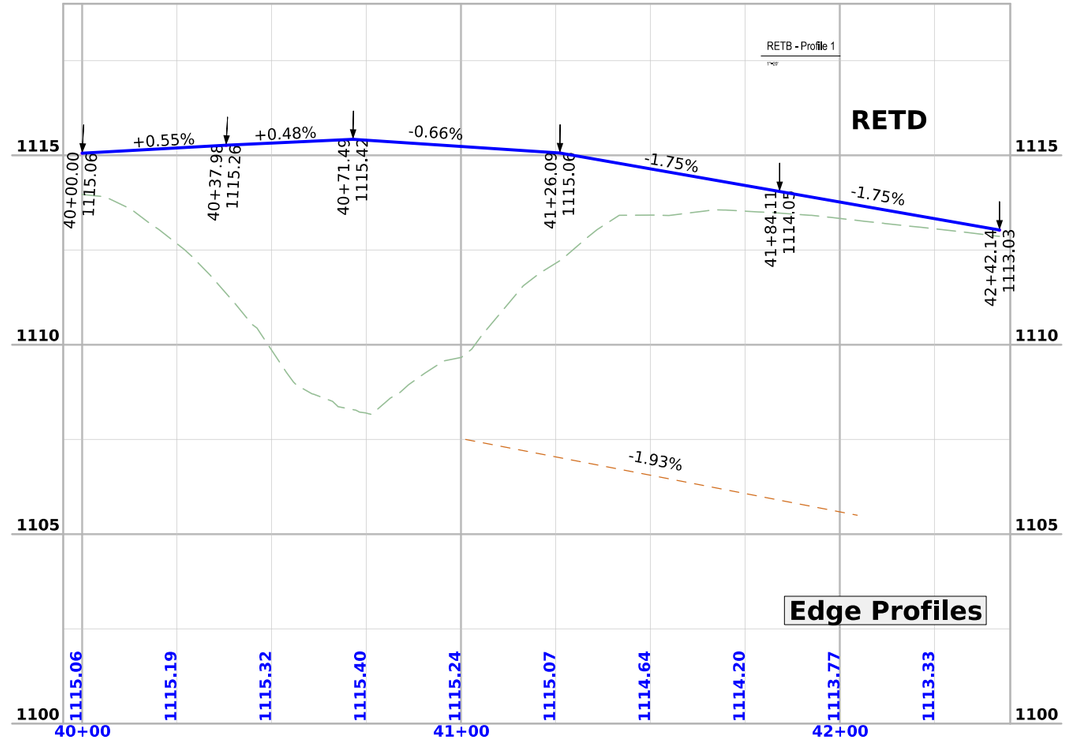

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER L.12

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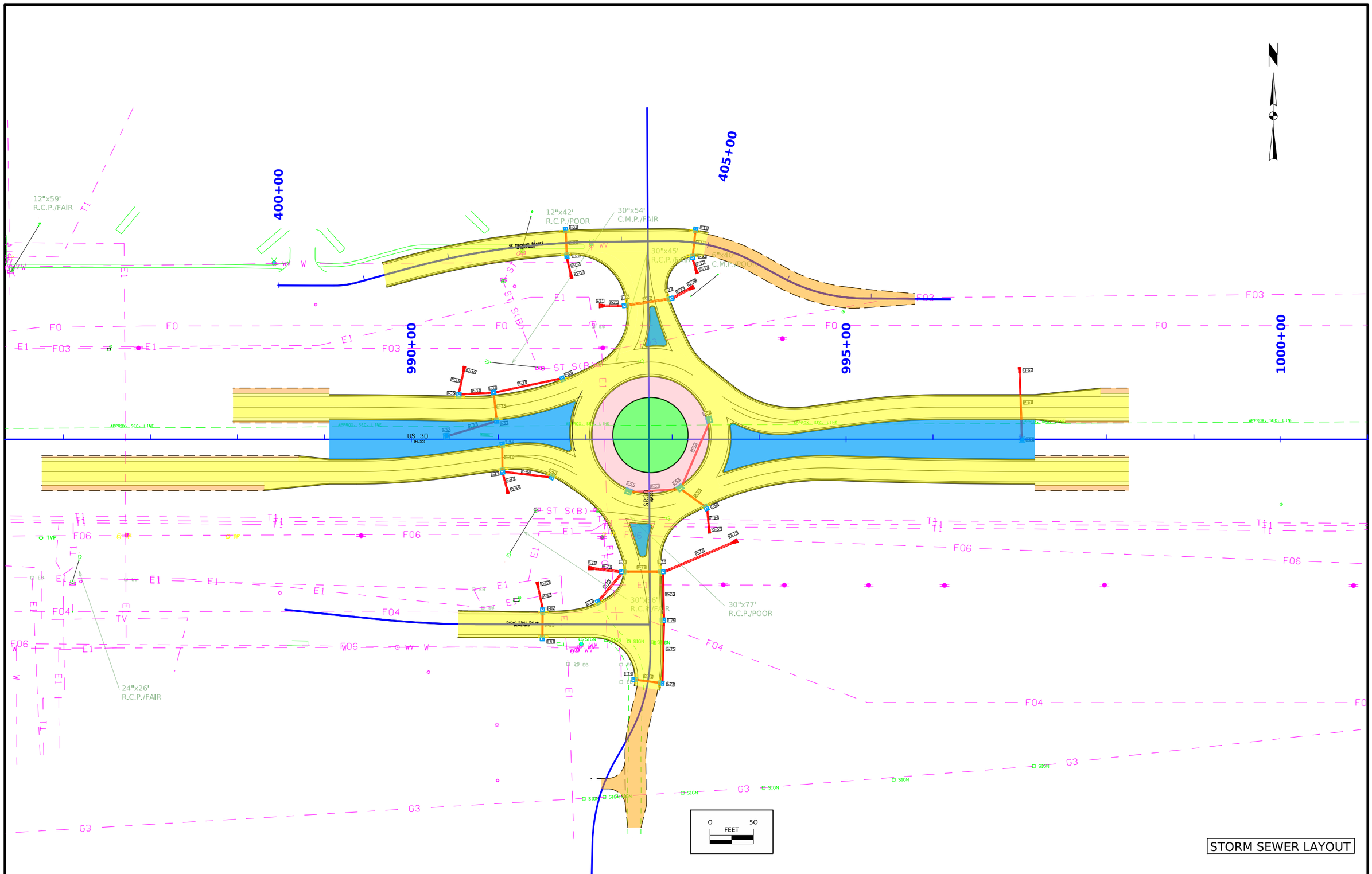
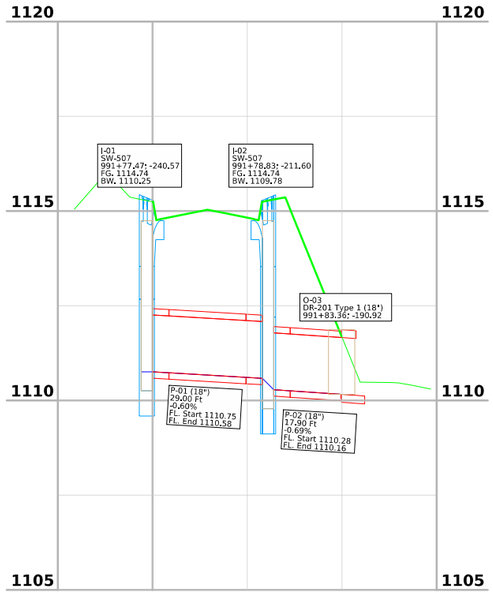
RETC - Profile 1

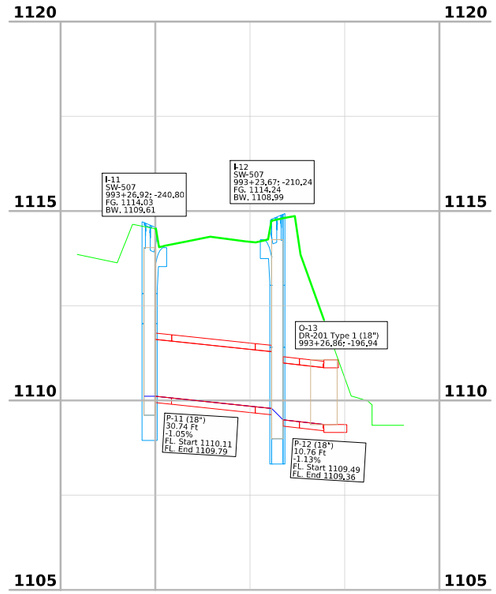


FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER M.1	

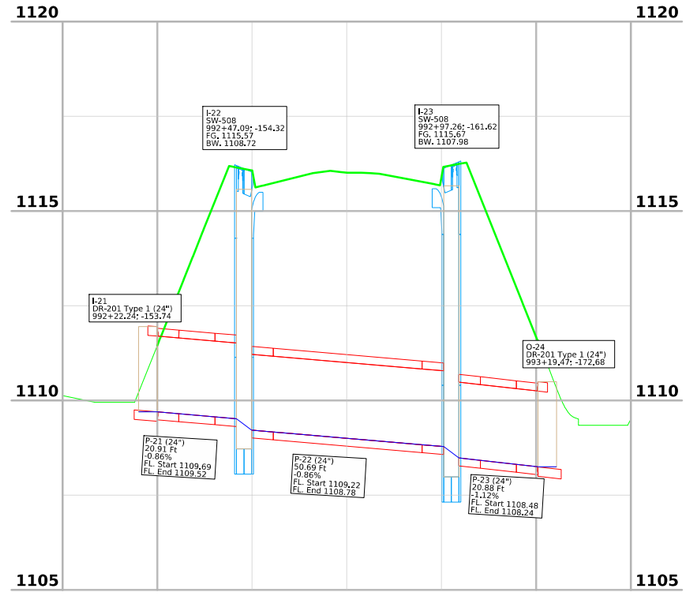
10:35:33 AM 1/27/2025 eingram pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\Staff_TempOnly\eingram\SHT_08030113_M01-MX



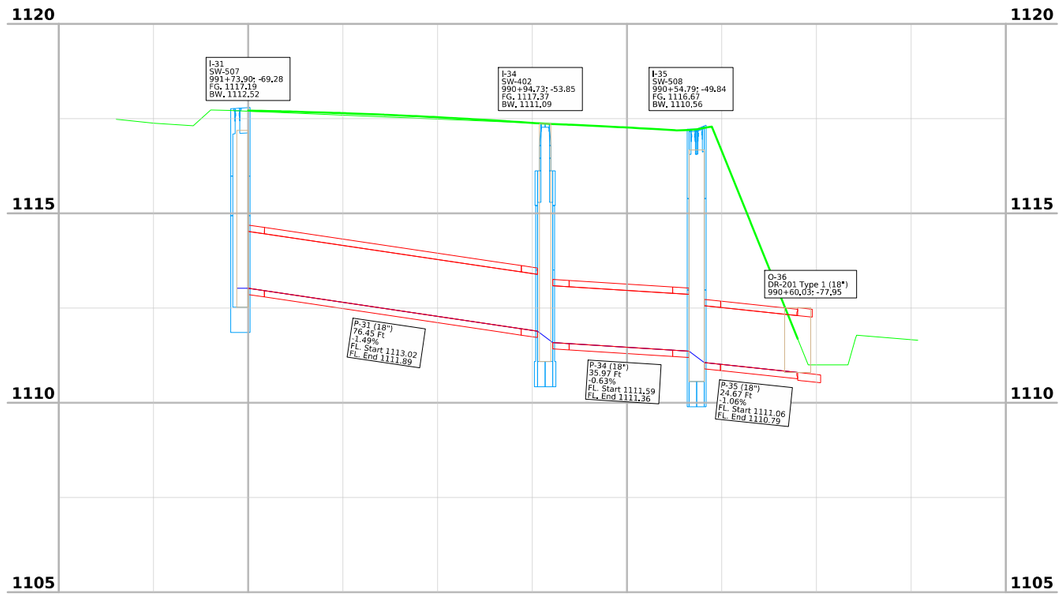
I-01 to O-03 - Profile



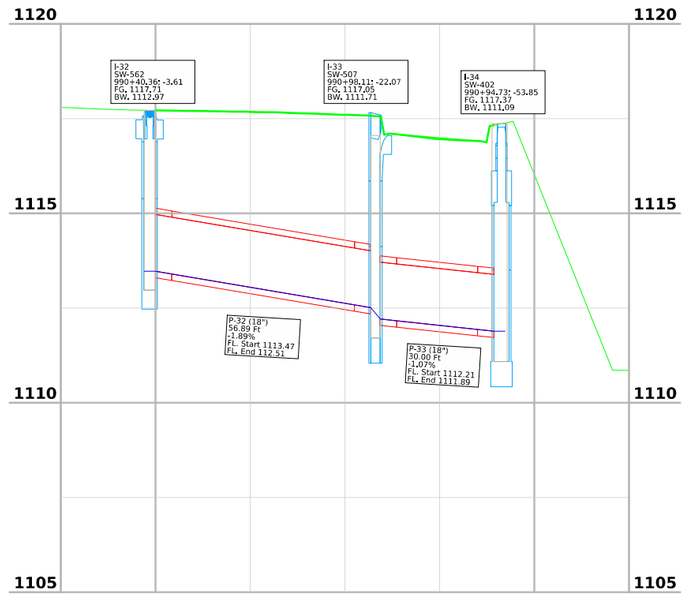
I-11 to O-13 - Profile



I-21 to O-24 - Profile



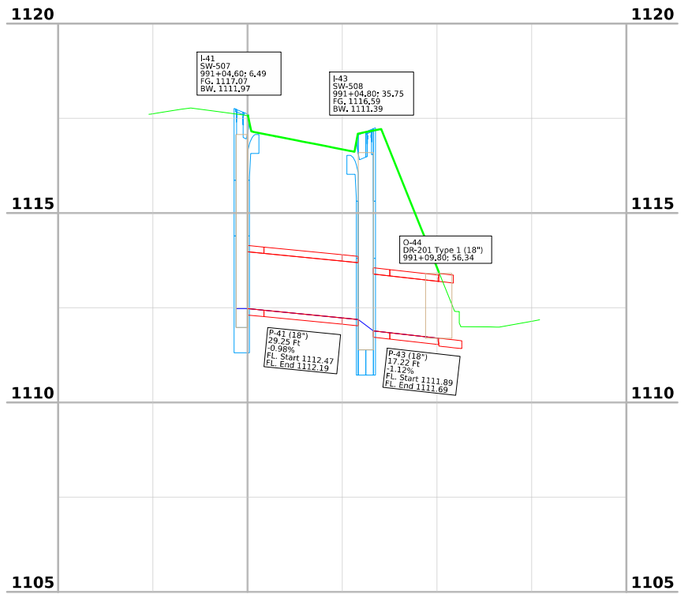
I-31 to O-36 - Profile



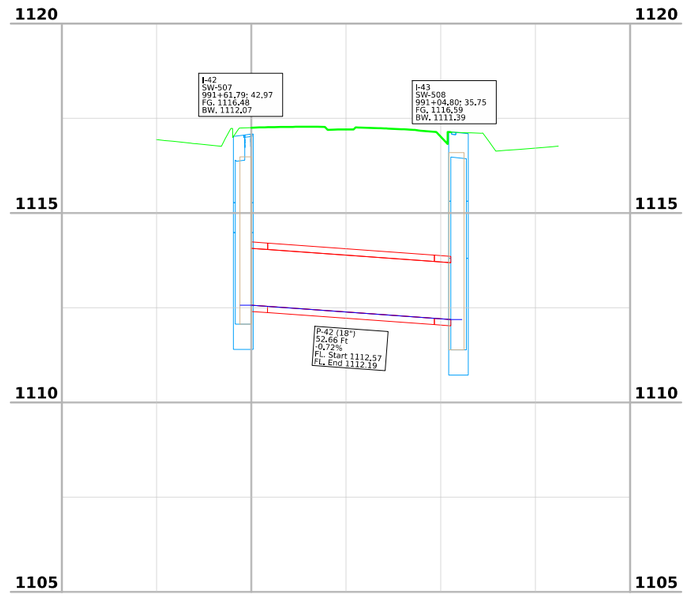
I-32 to I-34 - Profile

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER M.2

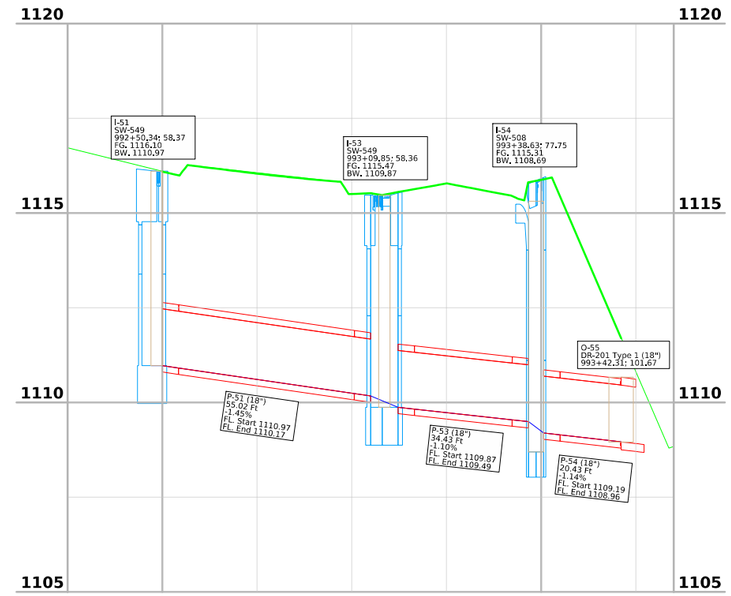
10:35:38 AM 1/27/2025 eingram pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\Staff_TempOnly\eingram\SHT_08030113_M01-MX



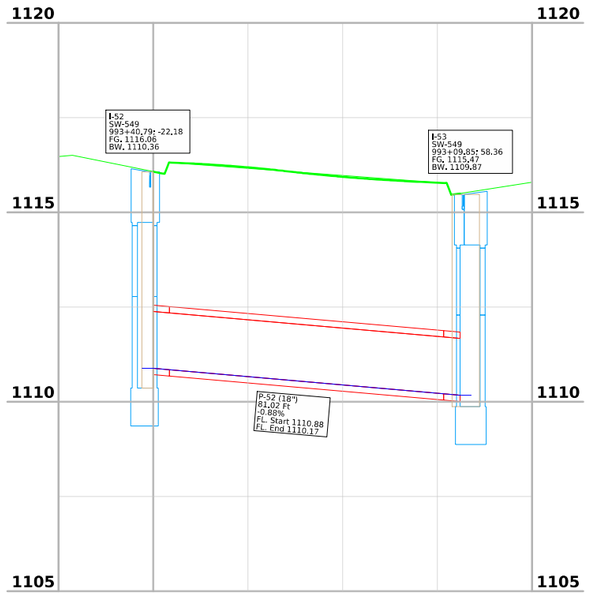
I-41 to O-44 - Profile



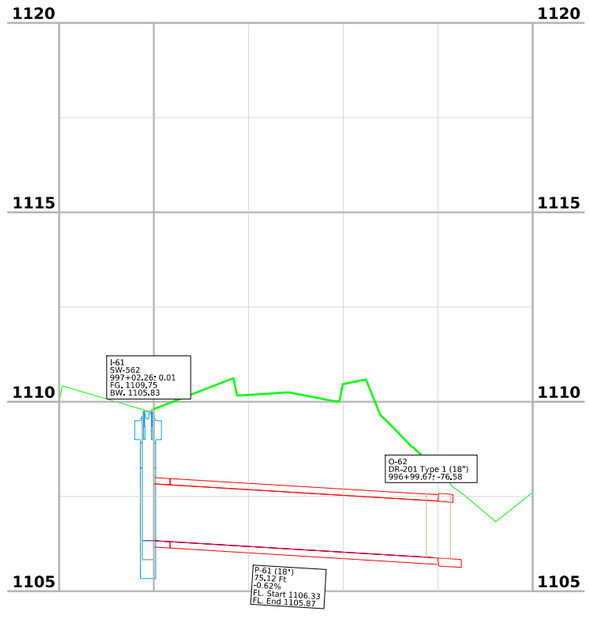
I-42 to I-44 - Profile



I-51 to O-58 - Profile



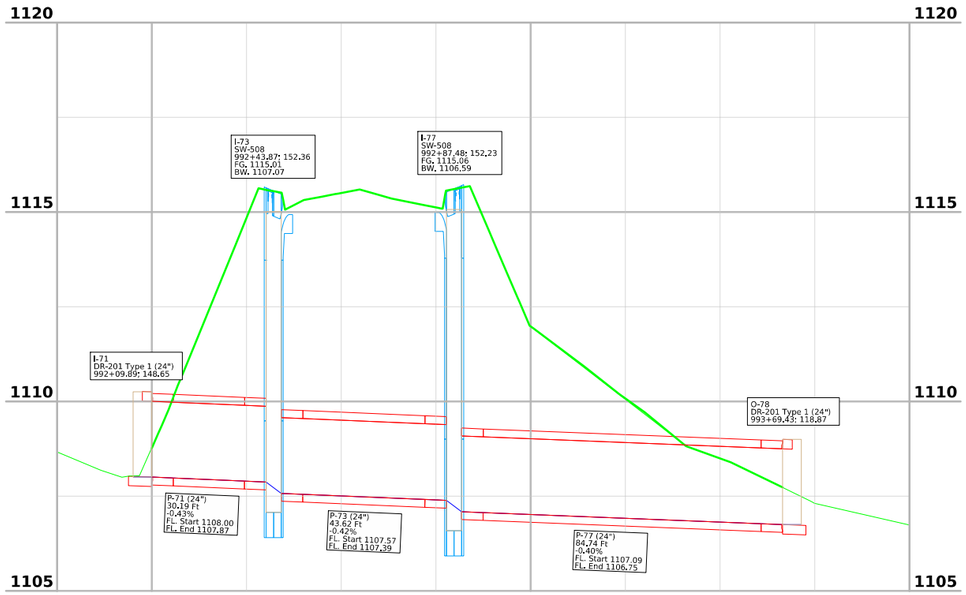
I-52 to I-53 - Profile



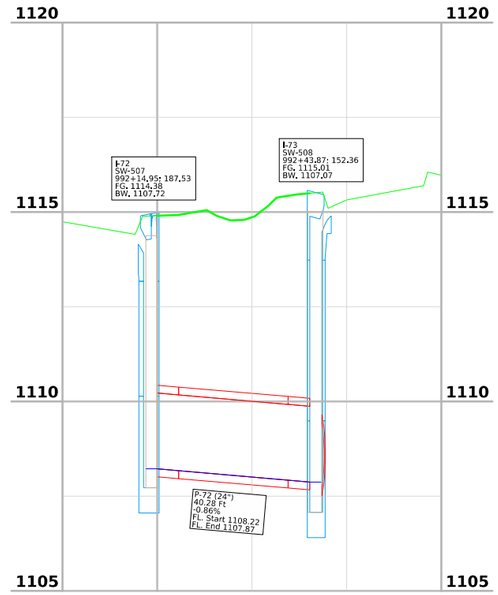
I-61 to O-62 - Profile

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER M.3

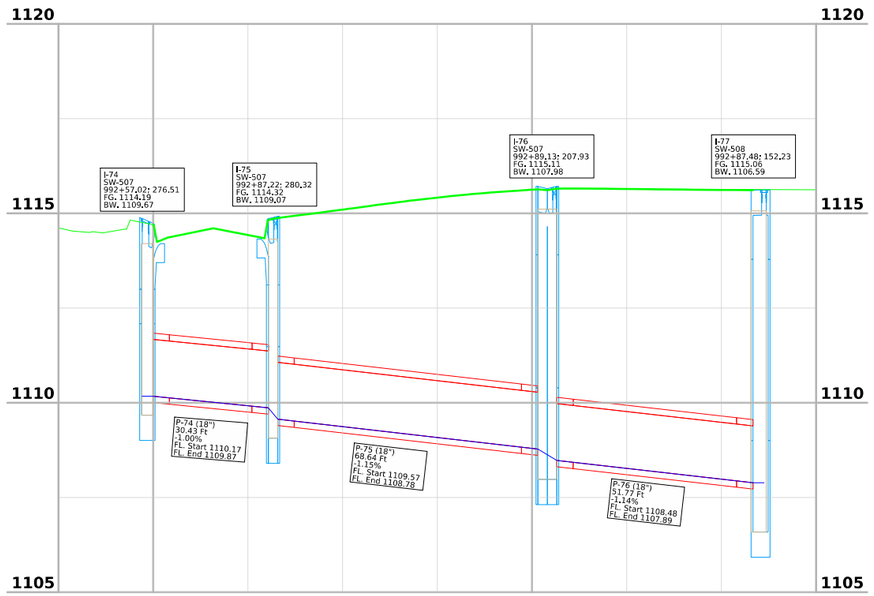
10:35:38 AM 1/27/2025 eingram pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\Staff_TempOnly\eingram\SHT_08030113_M01-MX



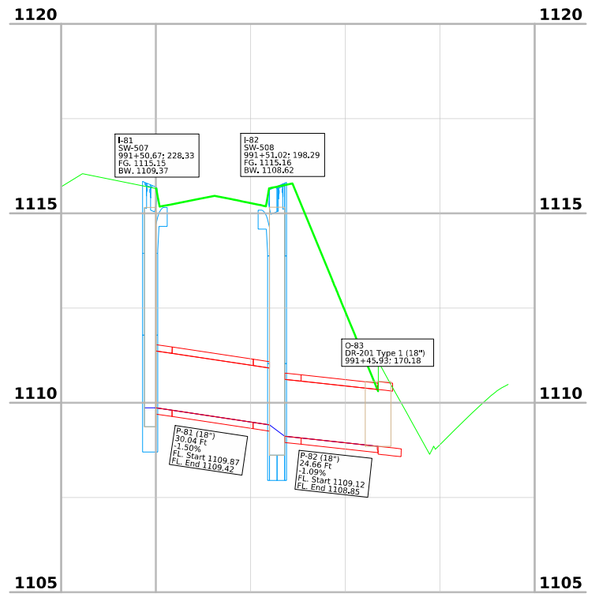
I-71 to O-78 - Profile



I-72 to I-73 - Profile



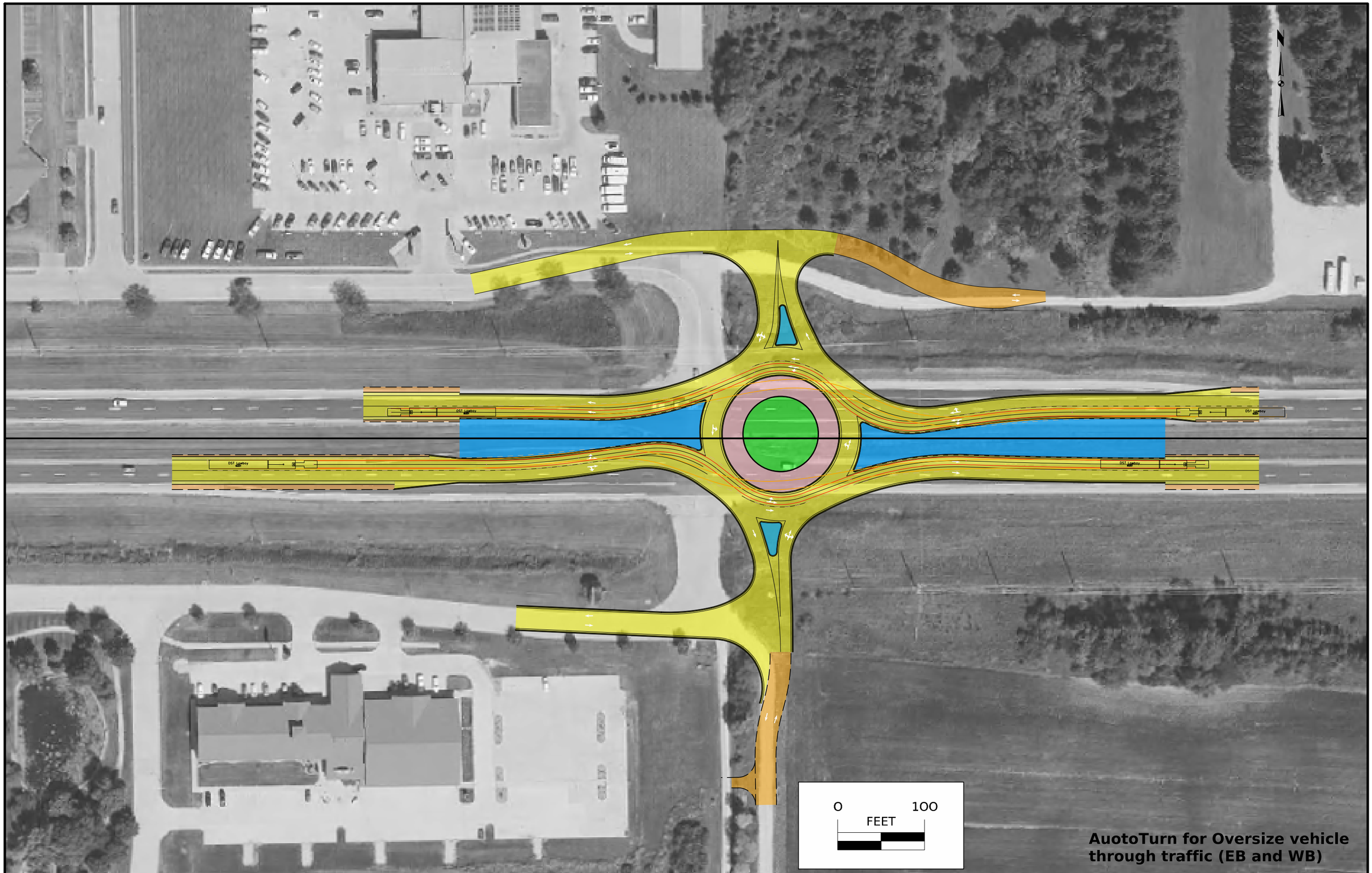
I-74 to I-77 - Profile



I-81 to O-83 - Profile

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER M.4

10:35:39 AM 1/27/2025 eingram pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\Staff_TempOnly\eingram\SHT_08030113_M01-MX



AuotoTurn for Oversize vehicle through traffic (EB and WB)

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER U.1	

10:03:41 AM 6/14/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_U01.dgn

CROSS SECTION VIEW COLOR LEGEND

Design Color No.	Feature
Aggregate	
(64)	Choke Stone
(42)	Engineering Fabric
(8)	Flooded Backfill
(92)	Macadam Stone
(20)	Modified
(12)	Plowing Shaping
(14)	Porous Backfill
(8)	Revetment Class A
(6)	Revetment Class B
(62)	Revetment Class C
(188)	Revetment Class D
(28)	Revetment Class E
(12)	Shoulder Special Backfill
(12)	Special Backfill
(20)	Subbase
(20)	Subbase Lower
(20)	Subbase Upper
(118)	Subgrade Treatment
Asphalt	
(207)	HMA Base Course
(207)	HMA Interim Course
(207)	HMA Surface Course
Bridge	
(0)	Bridge
Concrete	
(0)	Barrier Concrete
(0)	Barrier Concrete Footing
(0)	Curb Gutter
(48)	Flowable Mortar
(0)	Median Concrete
(0)	PCC Pavement
(0)	Sidewalk
Existing	
(0)	Existing Pavement
Shoulder	
(209)	Shoulder HMA
(0)	Shoulder PCC
(6)	Shoulder Granular
Structural	
(112)	Noise Wall
(112)	Noise Wall Footing
(112)	Retaining Wall Back
(112)	Retaining Wall Back Excavate
(112)	Retaining Wall Face
(112)	Retaining Wall Front Excavate
(112)	Retaining Wall Front Footing
(112)	Retaining Wall MSE Gutter
(112)	Retaining Wall Reinforced Earth

Design Color No.	Feature
Grading	
(8)	Behind Curb Cut
(6)	Granular
(13)	Granular Back Fill
(48)	Rock Undercut
(8)	Shoulder Earth Fill
(2)	Side Slopes
(226)	Side Slopes Dressing
Substrata	
(128)	Boulder
(209)	Boulder Removed
(48)	Broken Weathered
(210)	Broken Weathered Removed
(3)	Core Out
(115)	Core Out Remove Only
(195)	Core Out Remove and Replace
(203)	Existing Pavement
(184)	Existing Pavement Remove Only
(200)	Existing Pavement Remove and Replace
(6)	Loam
(211)	Loam Removed
(80)	Rock
(212)	Rock Removed
(4)	Select Sand
(214)	Select Sand Removed
(3)	Shale
(215)	Shale Removed
(10)	Topsoil
(2)	Topsoil Remove Only
(4)	Topsoil Remove and Replace
Unsuitable / Waste	
(3)	Unsuitable Type A
(216)	Unsuitable Type A Removed
(13)	Unsuitable Type B
(217)	Unsuitable Type B Removed
(11)	Unsuitable Type C
(218)	Unsuitable Type C Removed
(3)	Waste
(219)	Waste Removed

NOTES:

Text

NOTES:

Text

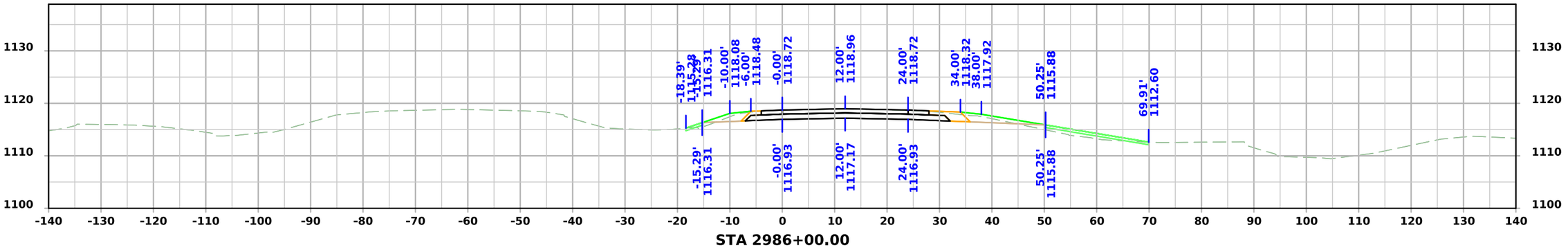
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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

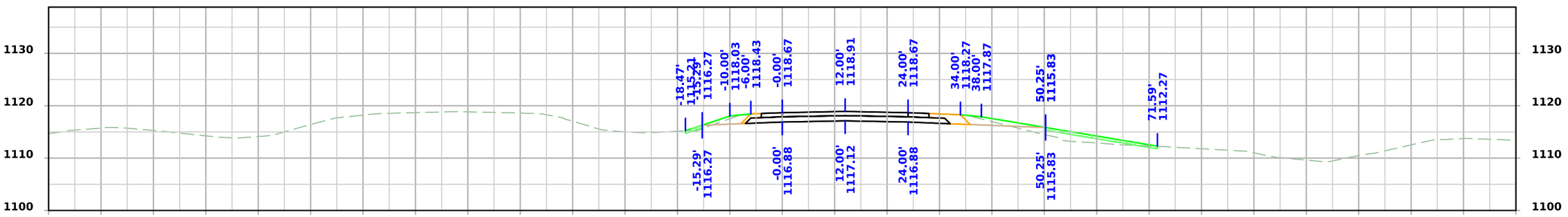
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.1

10:11:46 AM 6/12/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\LGD_08030113Z08.dgn

US30_EB_1



STA 2986+00.00



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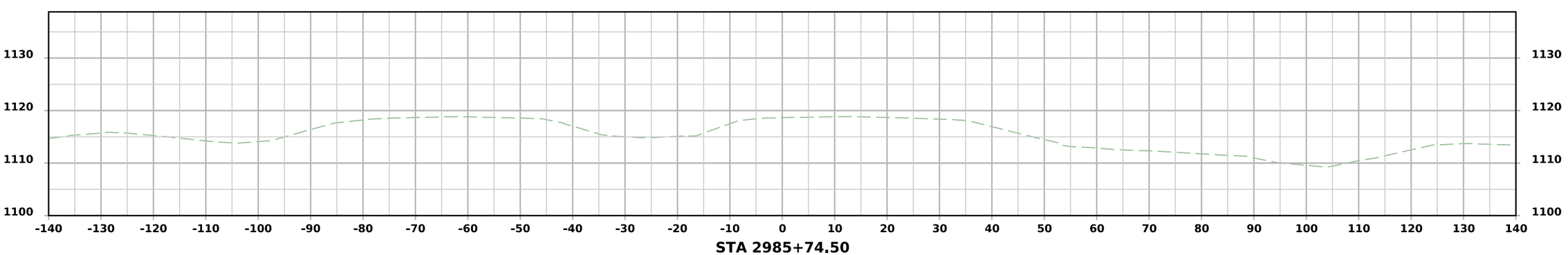
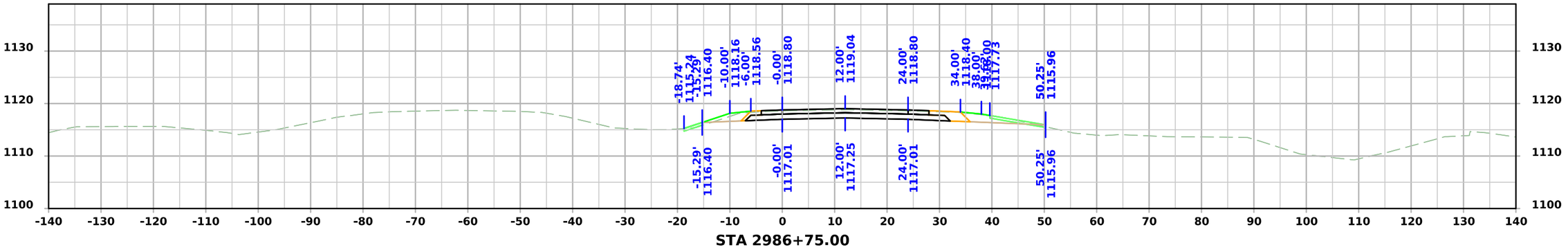


STA 2985+74.50

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.2	

10:04:18 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W02_W10.dgn

US30_EB_1



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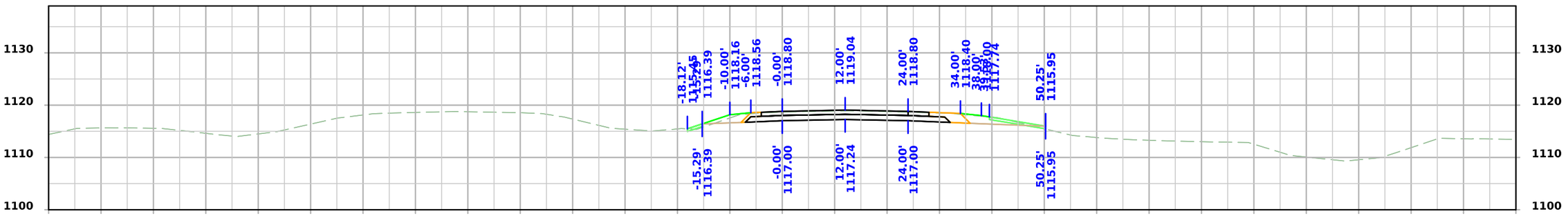

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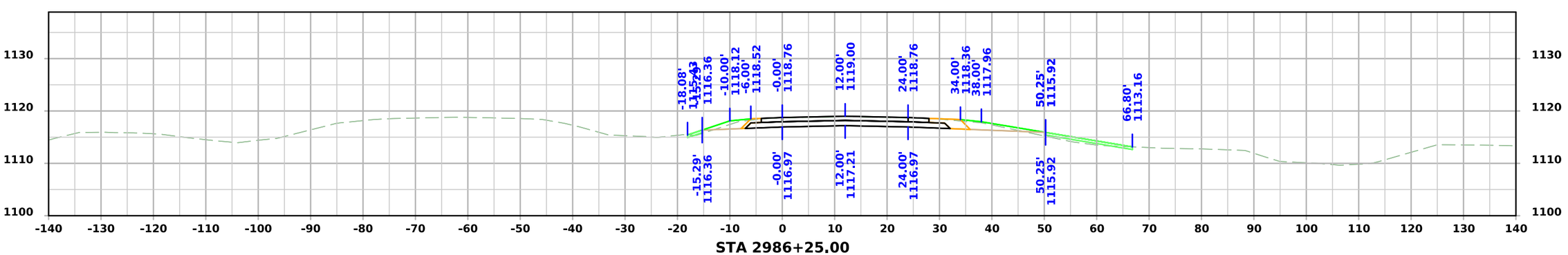

STA 2986+25.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.3	

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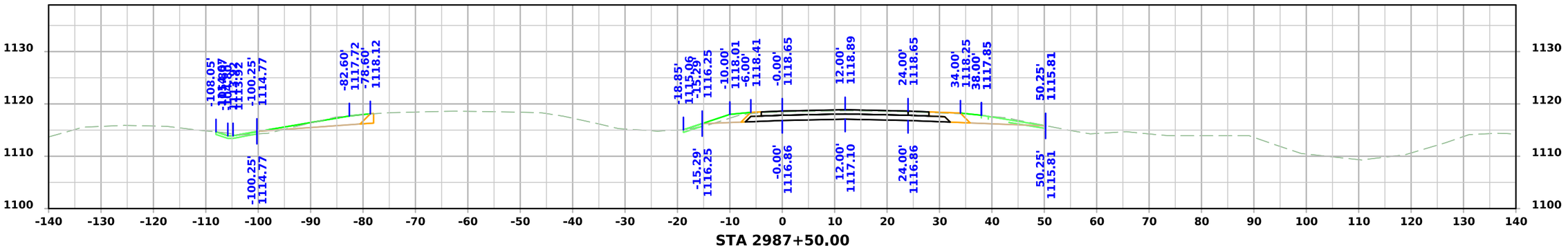
US30_EB_1



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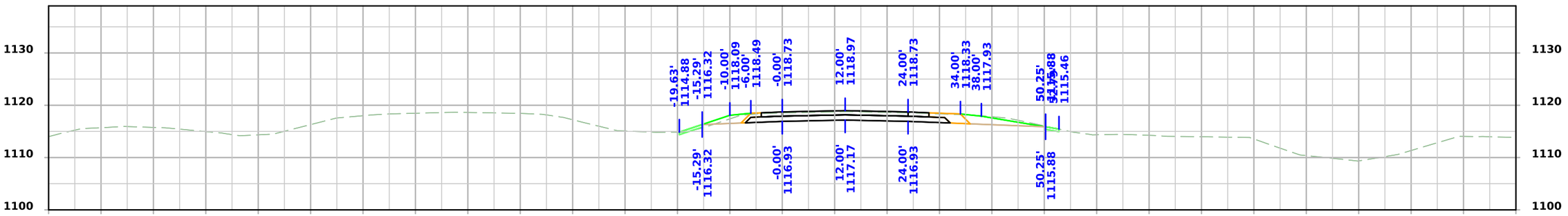

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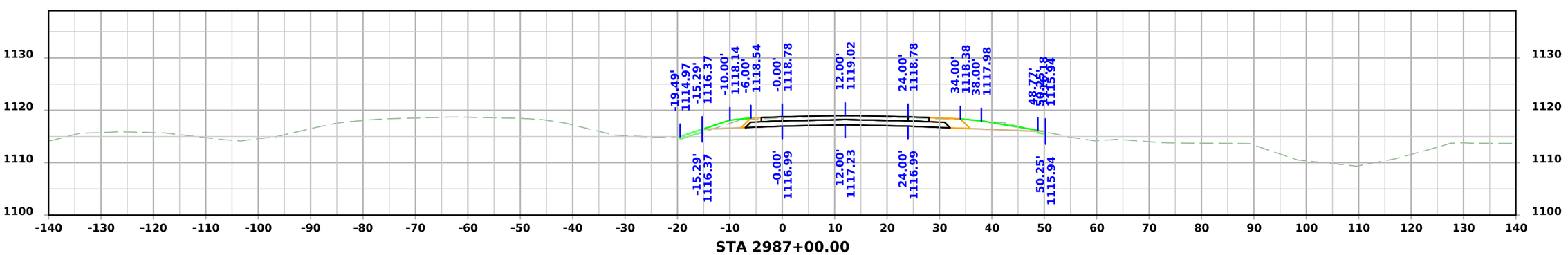

STA 2987+00.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.4	

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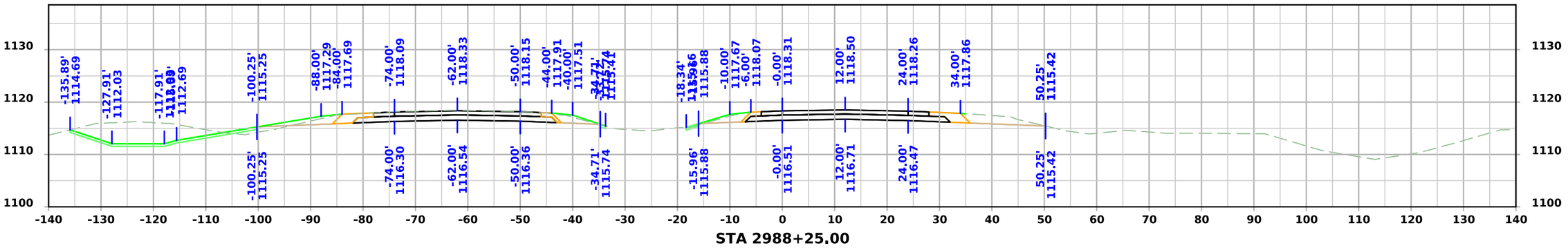
US30_EB_1



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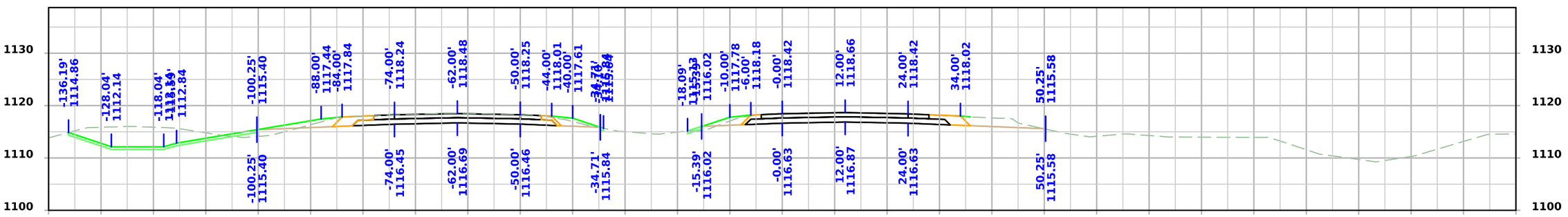

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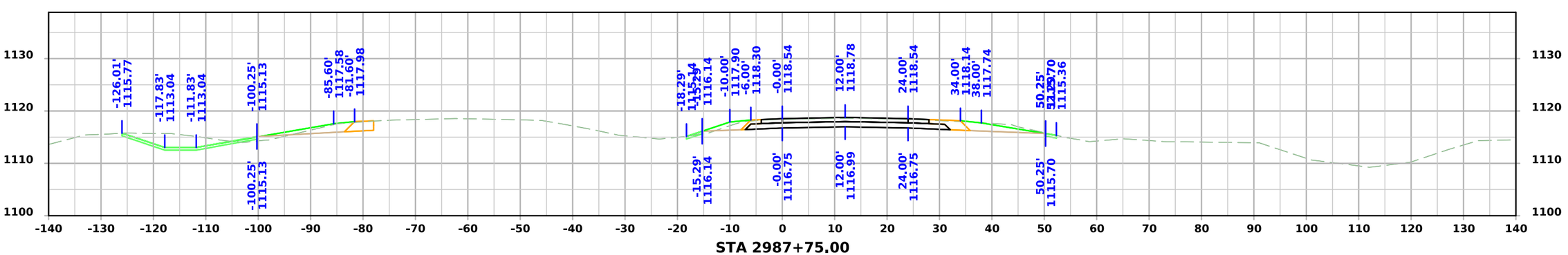
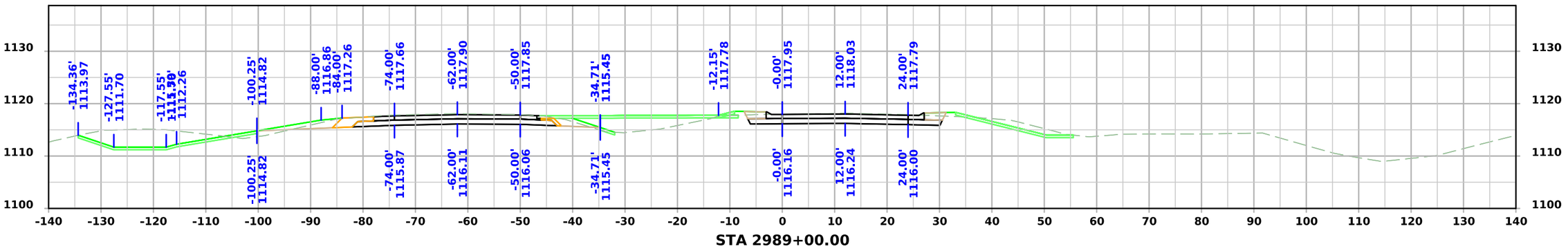


STA 2987+75.00

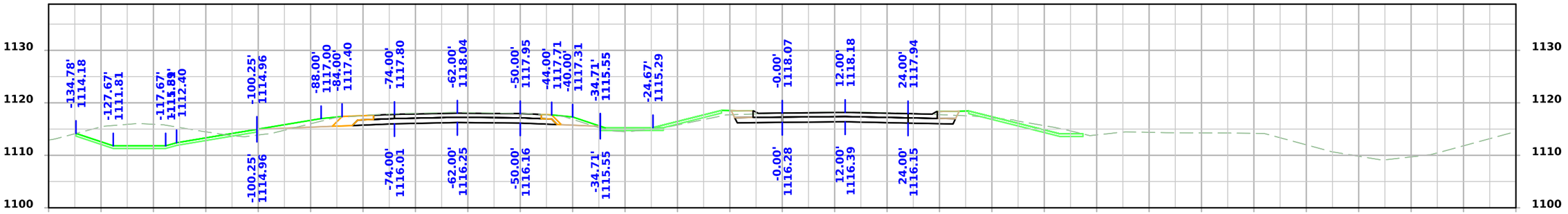
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.5

10:04:23 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W02_W10.dgn

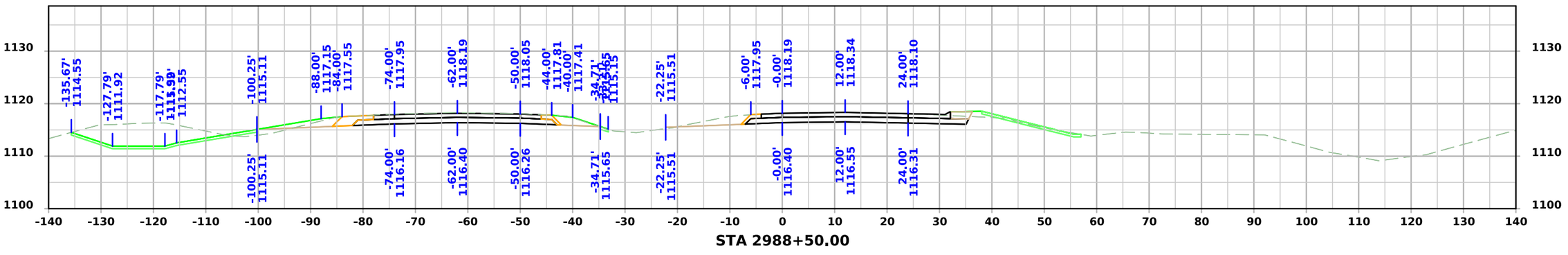
US30_EB_1



STA 2989+00.00



STA 2988+75.00

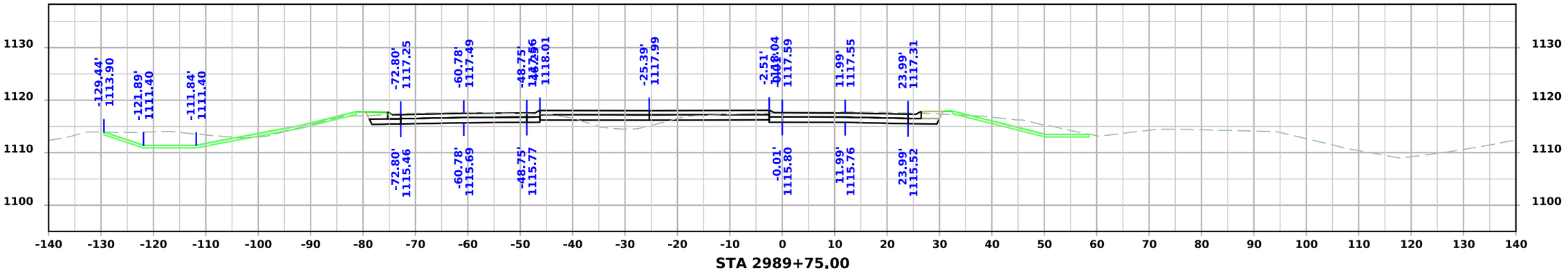


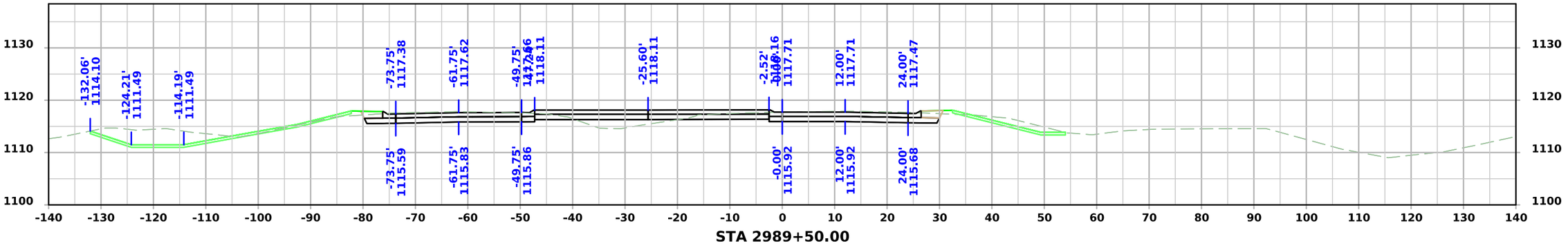
STA 2988+50.00

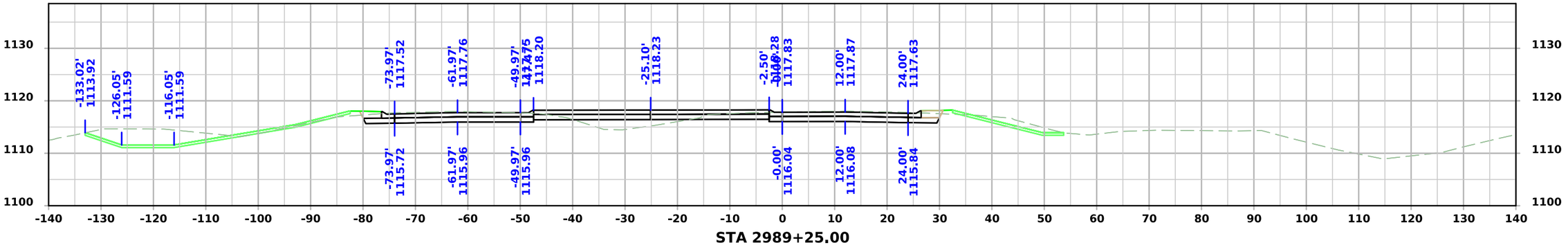
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.6

10:04:24 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W02_W10.dgn

US30_EB_1







FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.7

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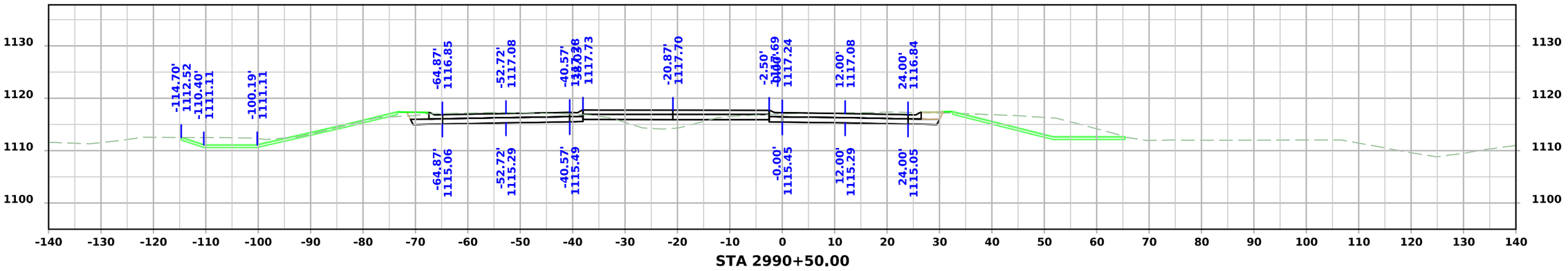
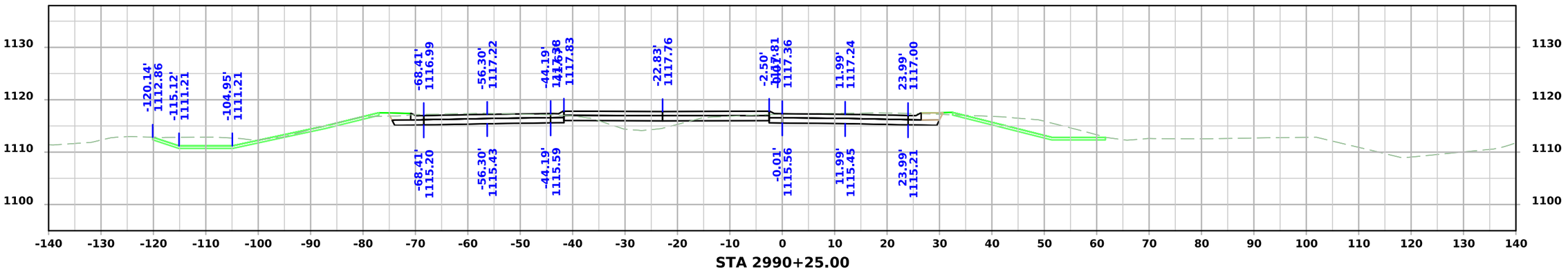
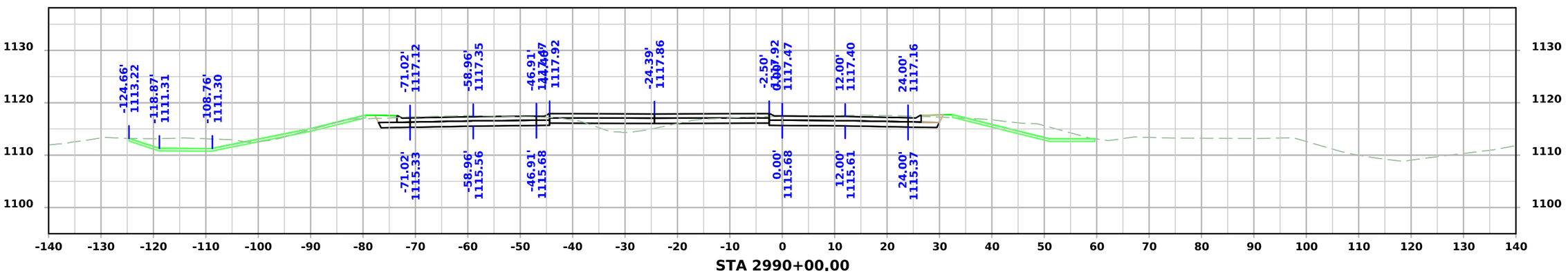
US30_EB_1







FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.8

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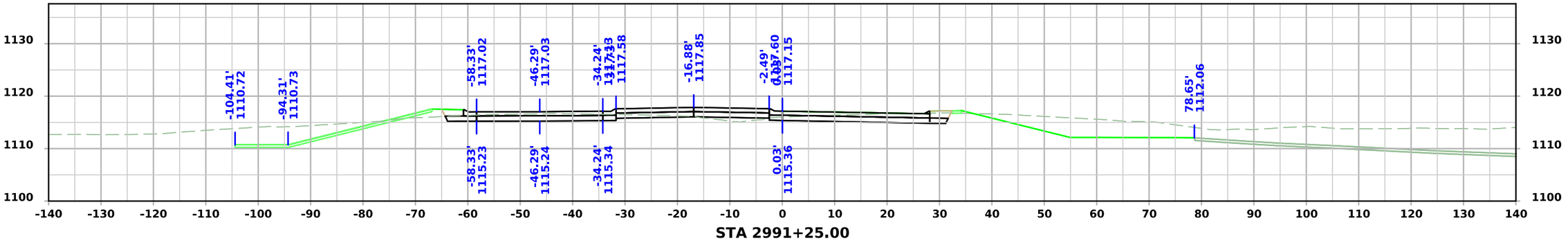
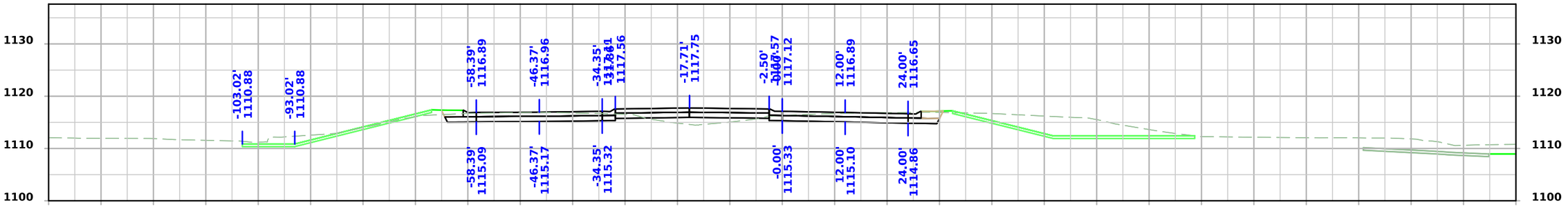
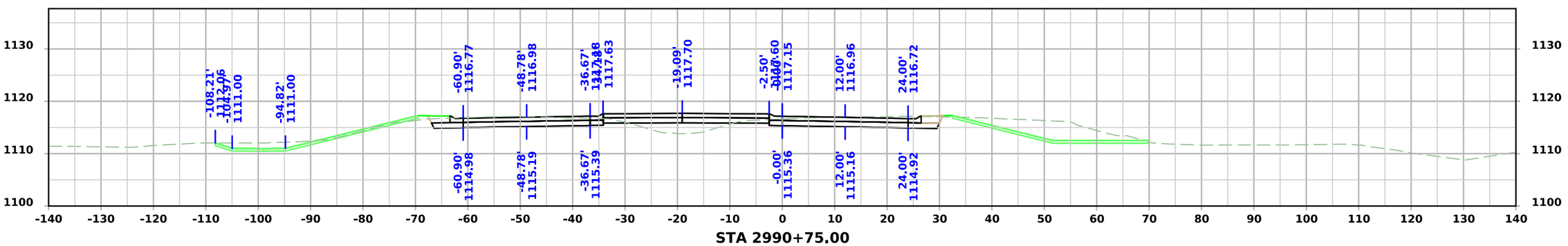
US30_EB_1



STA 2991+25.00



STA 2991+00.00

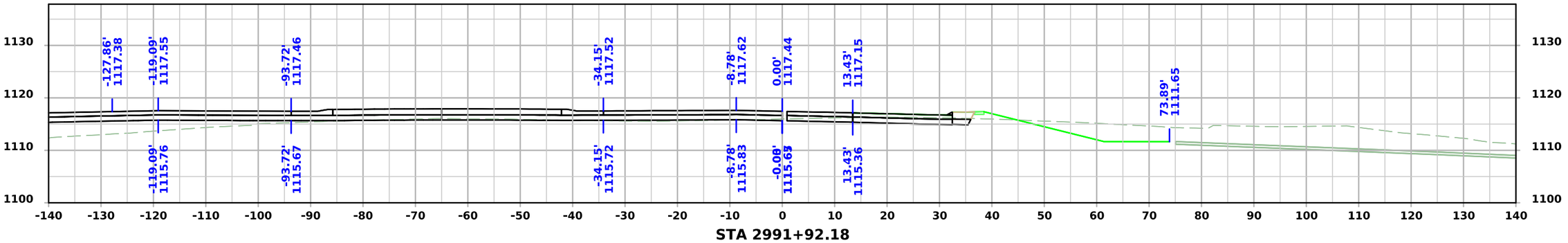


STA 2990+75.00

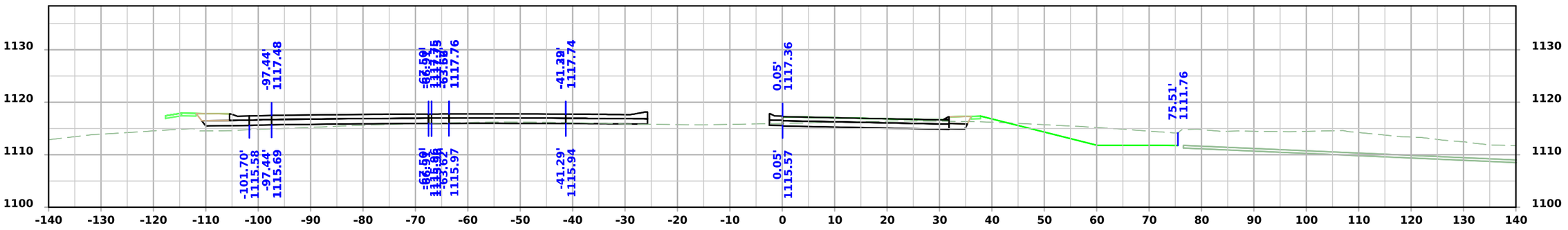
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.9

10:04:28 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W02_W10.dgn

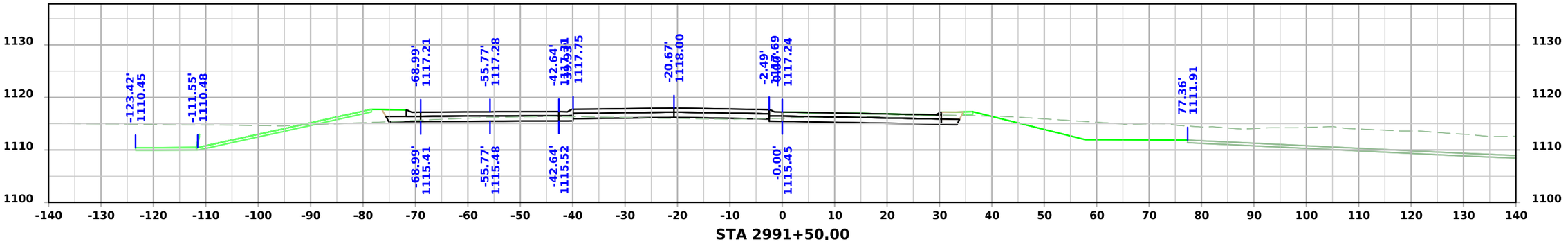
US30_EB_1



STA 2991+92.18



STA 2991+75.00

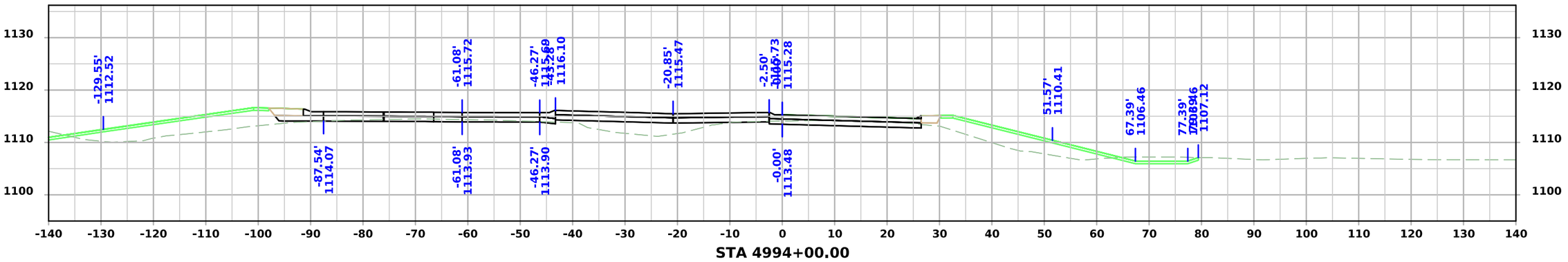


STA 2991+50.00

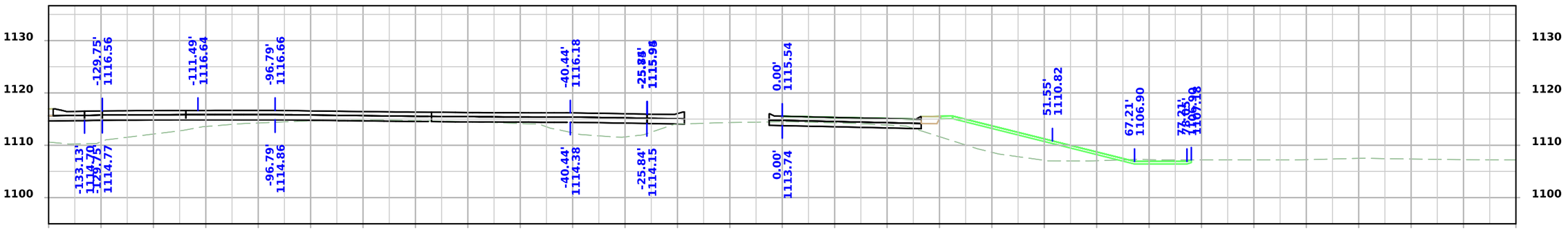
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.10

10:04:30 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W02_W10.dgn

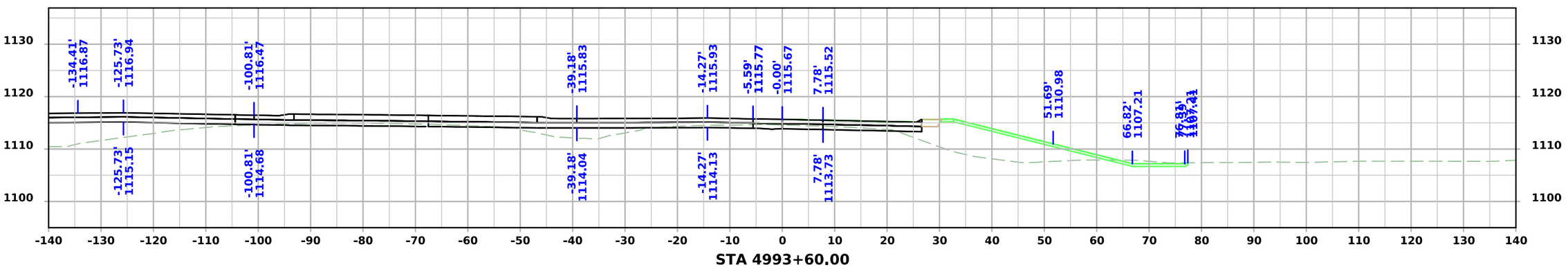
US30_EB_2



STA 4994+00.00



STA 4993+75.00

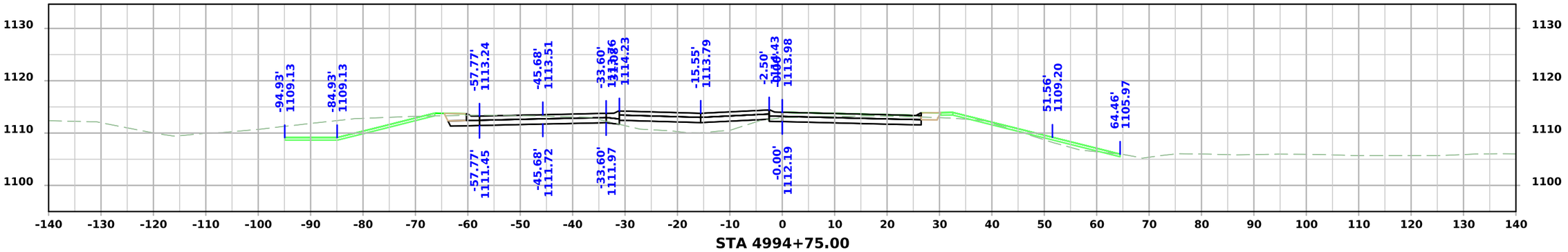


STA 4993+60.00

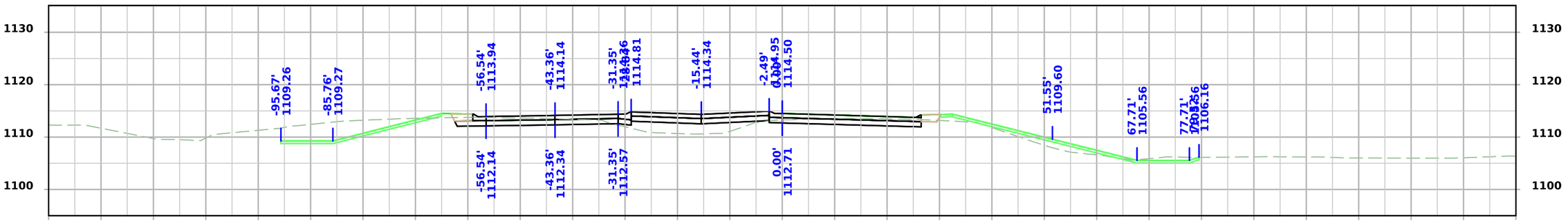
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.11

10:12:33 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W11_W17.dgn

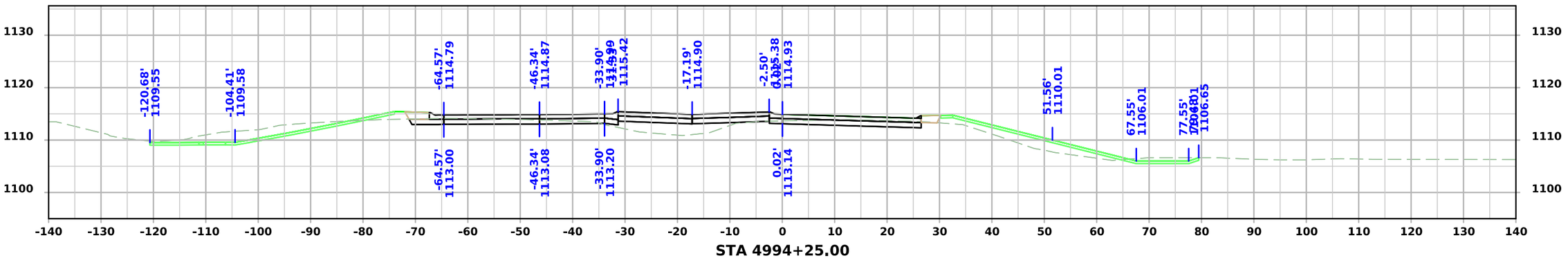
US30_EB_2



STA 4994+75.00



STA 4994+50.00

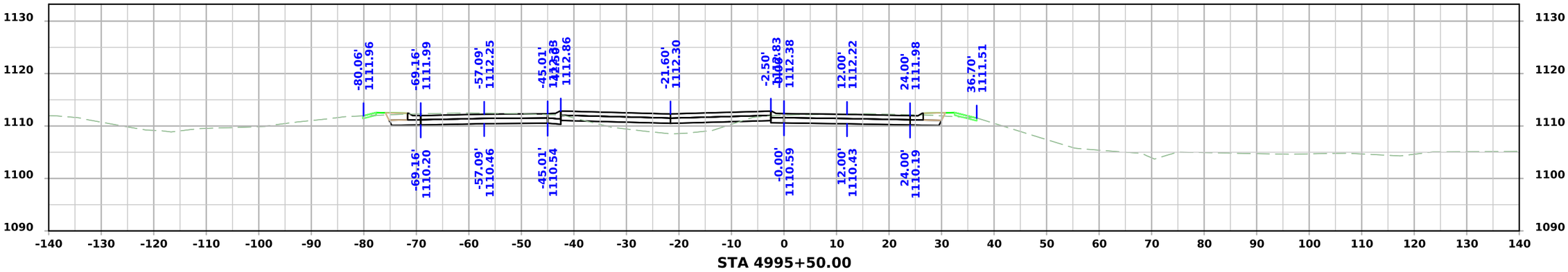


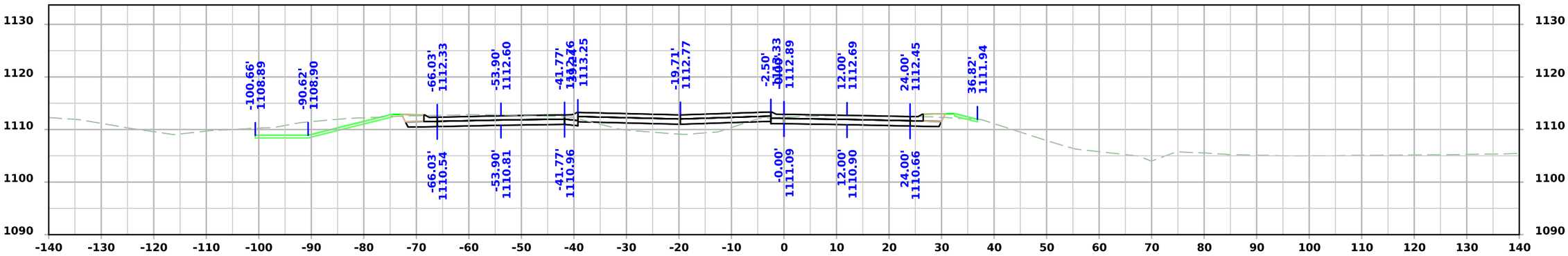
STA 4994+25.00

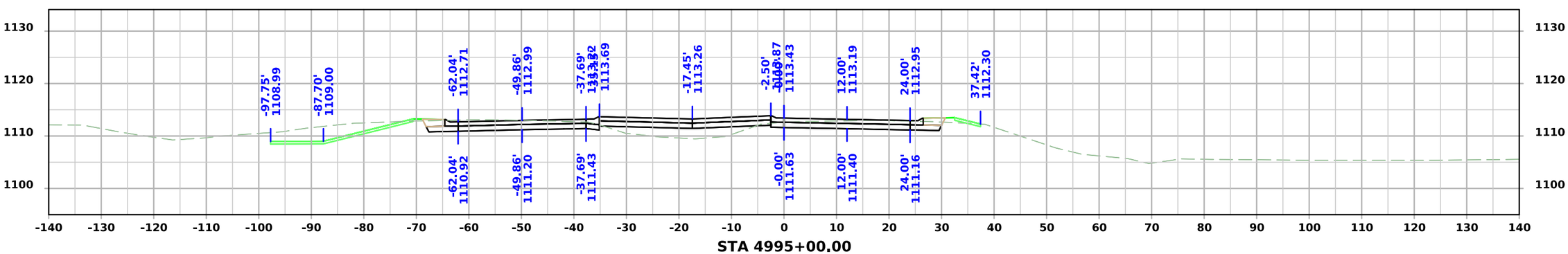
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.12

10:12:36 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W11_W17.dgn

US30_EB_2



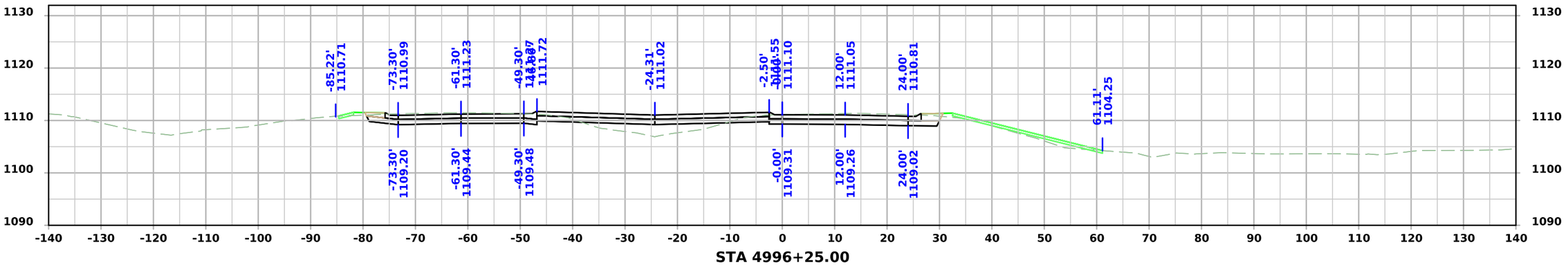




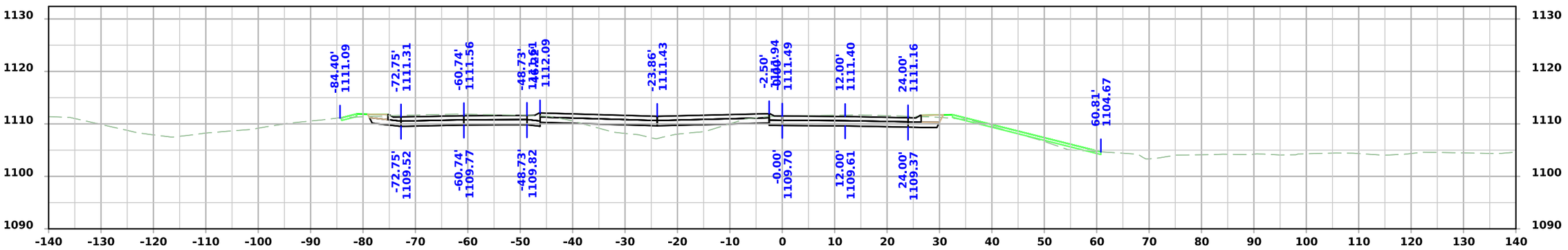
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.13

10:12:37 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W11_W17.dgn

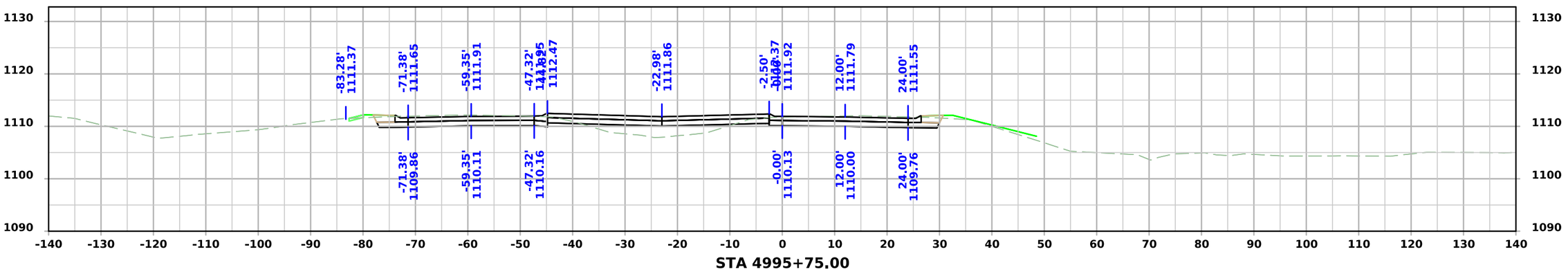
US30_EB_2



STA 4996+25.00



STA 4996+00.00

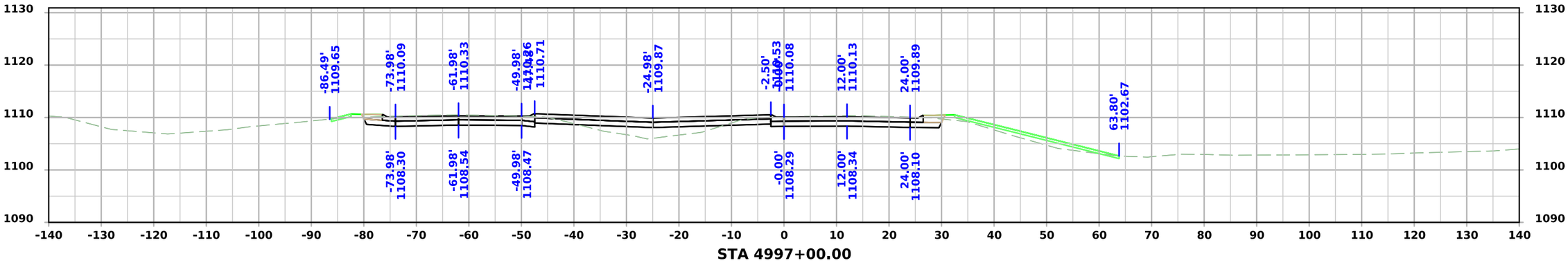


STA 4995+75.00

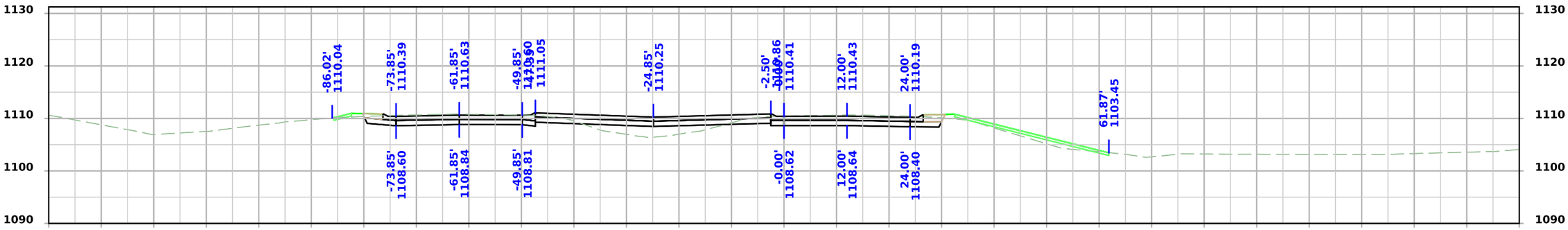
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.14

10:12:38 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W11_W17.dgn

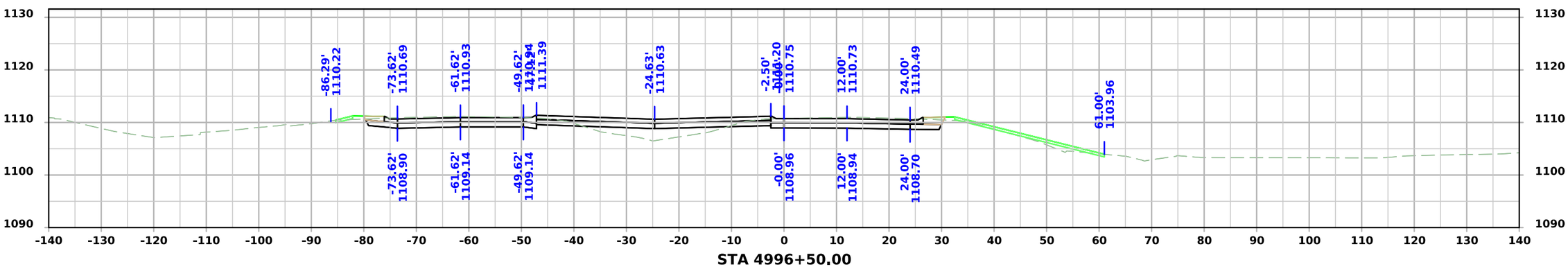
US30_EB_2



STA 4997+00.00



STA 4996+75.00

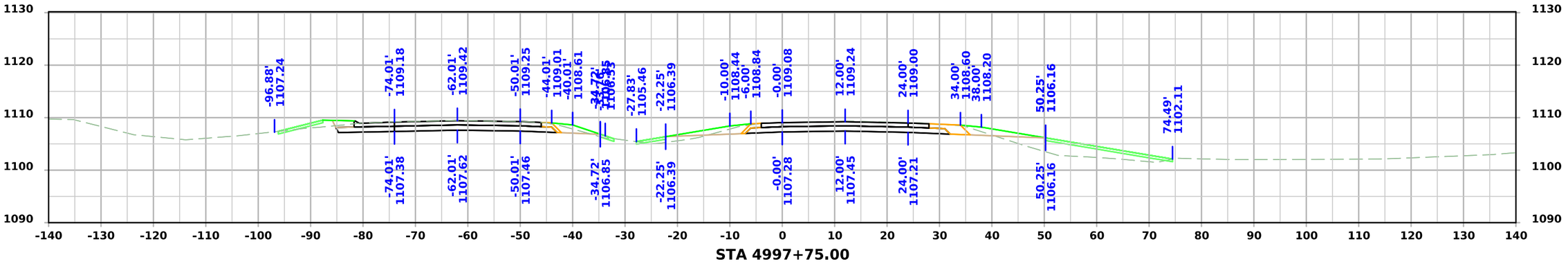


STA 4996+50.00

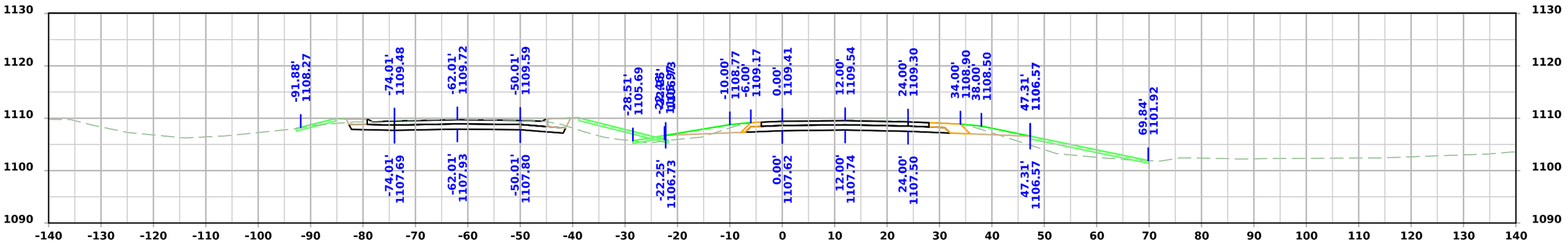
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.15

10:12:39 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W11_W17.dgn

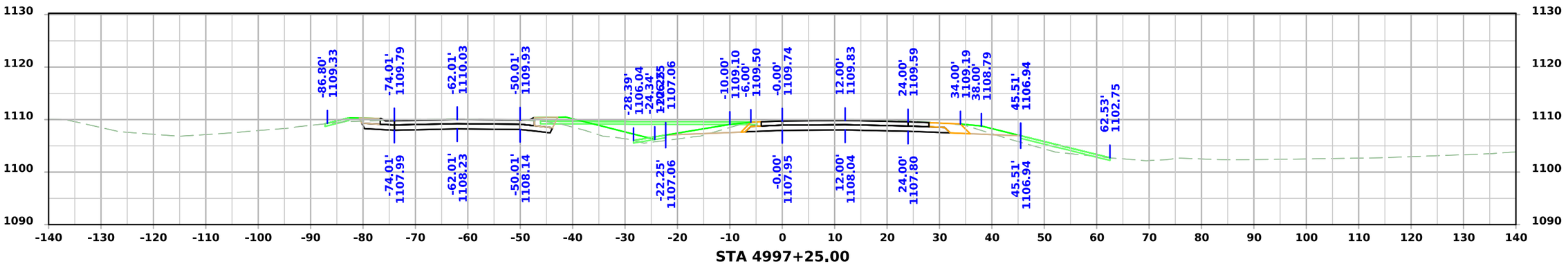
US30_EB_2



STA 4997+75.00



STA 4997+50.00

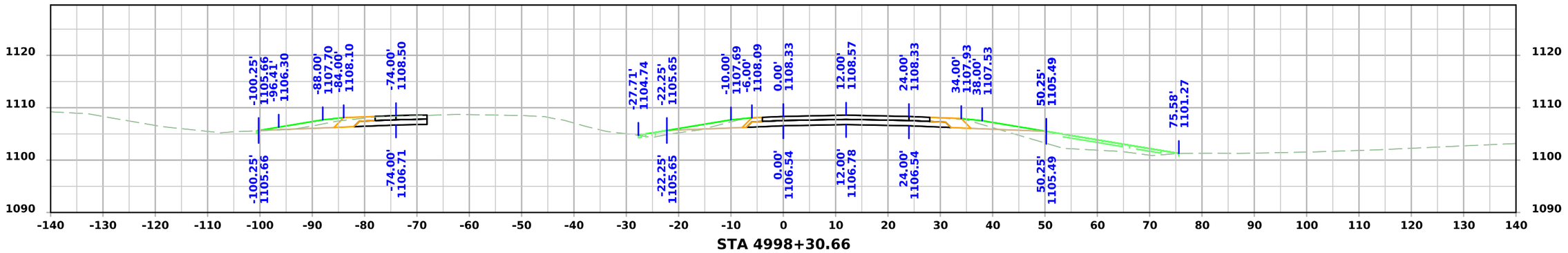


STA 4997+25.00

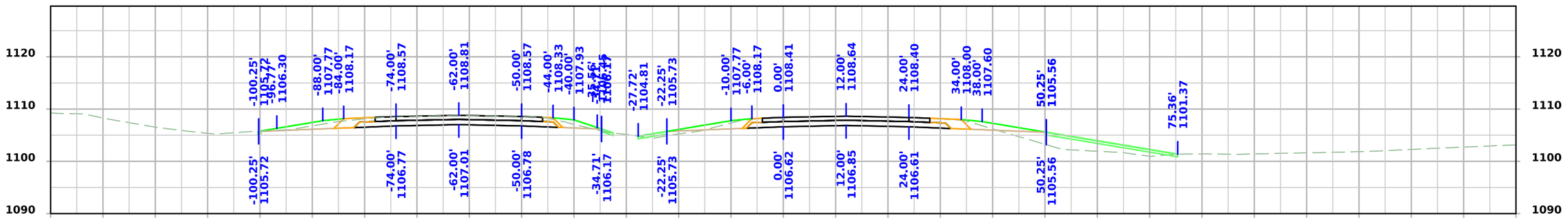
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.16

10:12:41 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W11_W17.dgn

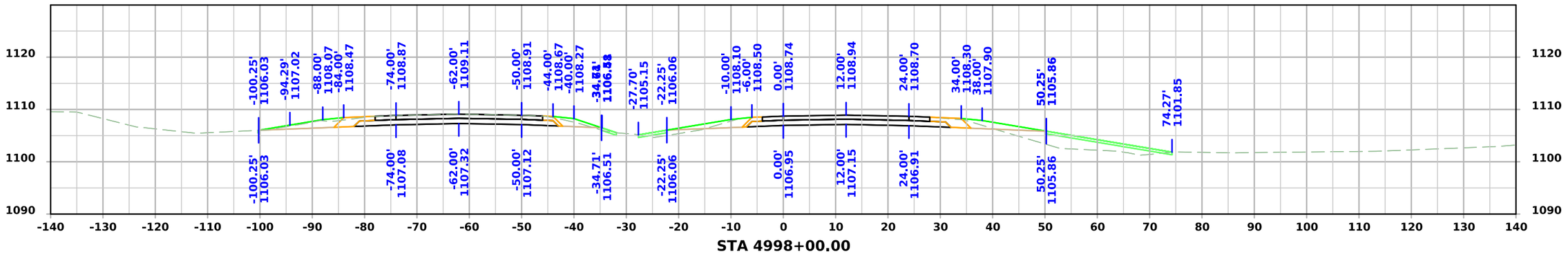
US30_EB_2



STA 4998+30.66



STA 4998+25.00

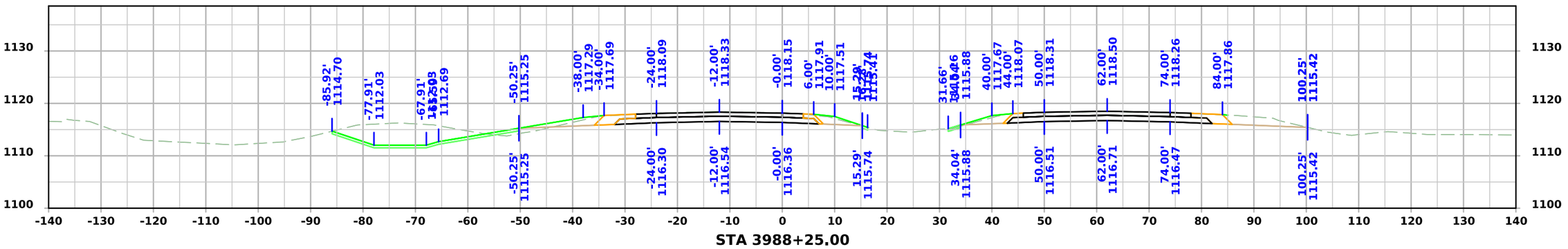


STA 4998+00.00

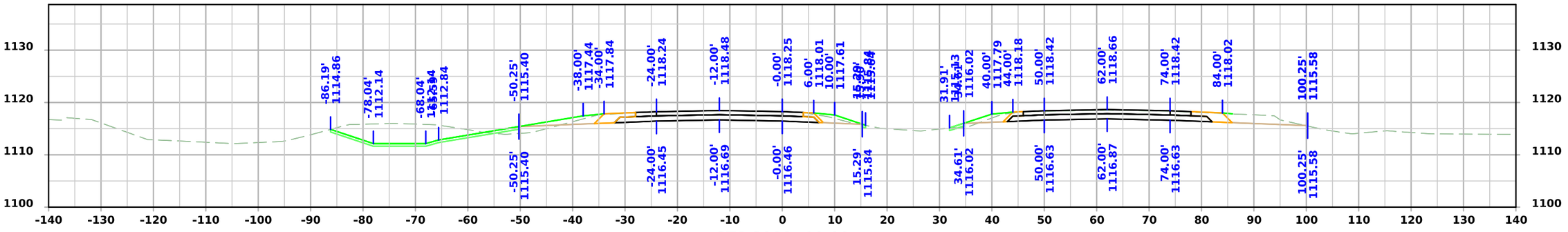
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.17

10:12:42 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W11_W17.dgn

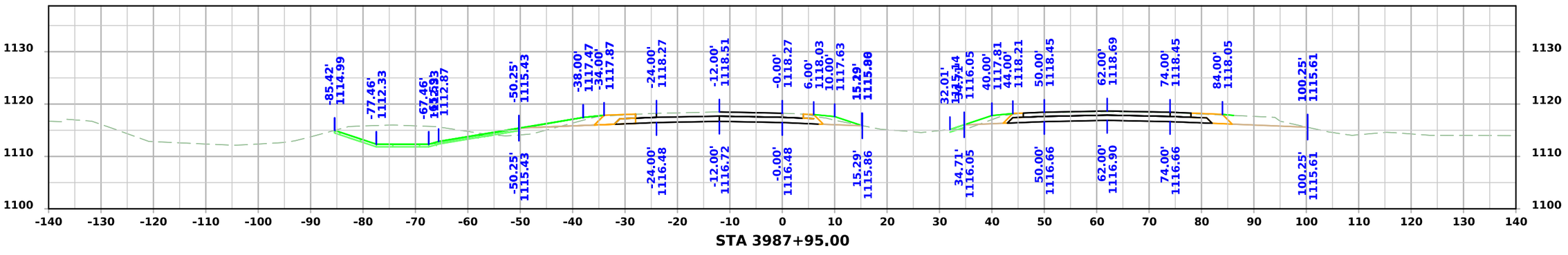
US30 WB_1



STA 3988+25.00



STA 3988+00.00

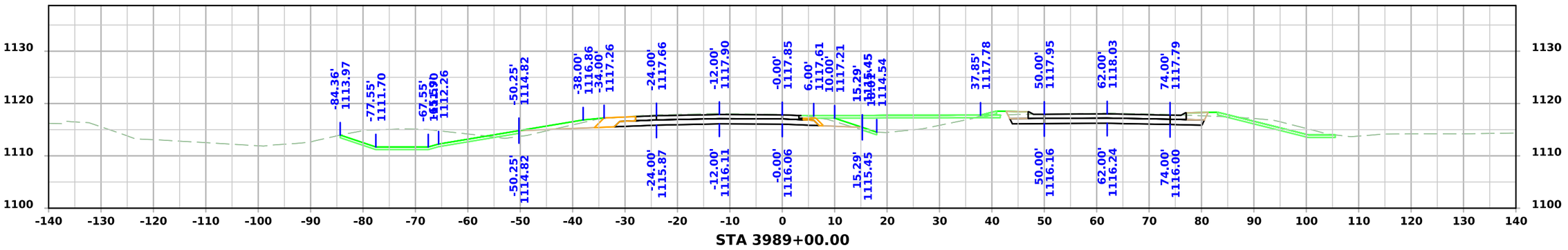


STA 3987+95.00

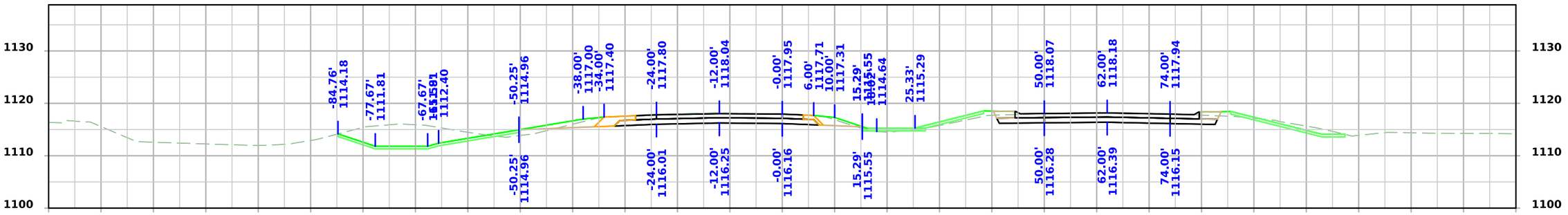
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.18	

10:57:16 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W18_W23.dgn

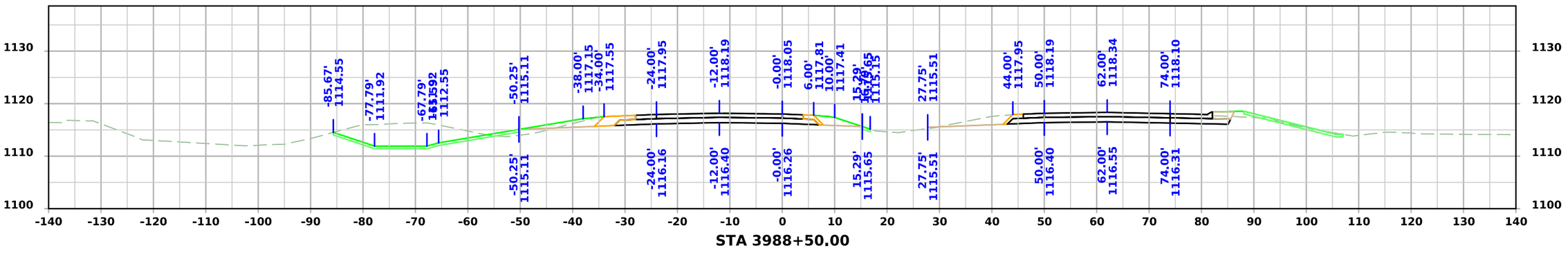
US30 WB_1



STA 3989+00.00



STA 3988+75.00

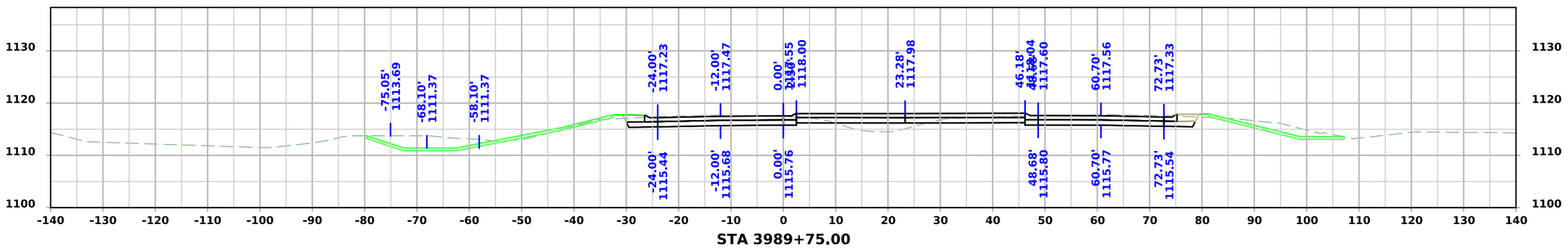


STA 3988+50.00

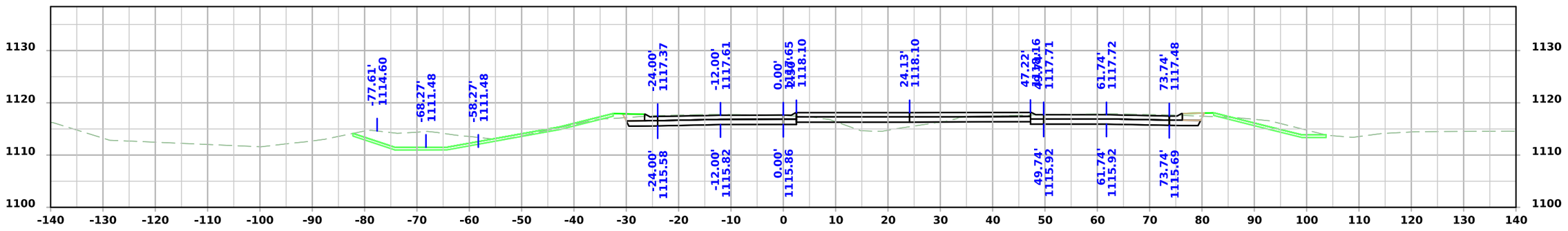
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.19

10:57:18 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W18_W23.dgn

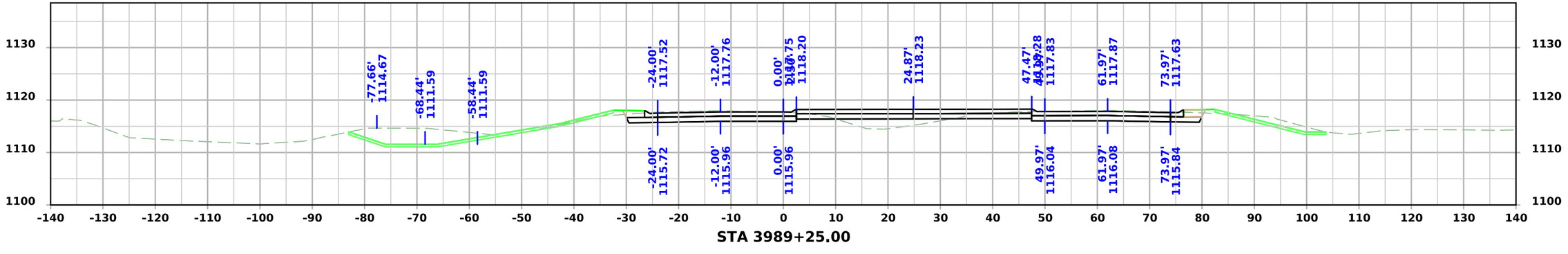
US30 WB_1



STA 3989+75.00



STA 3989+50.00

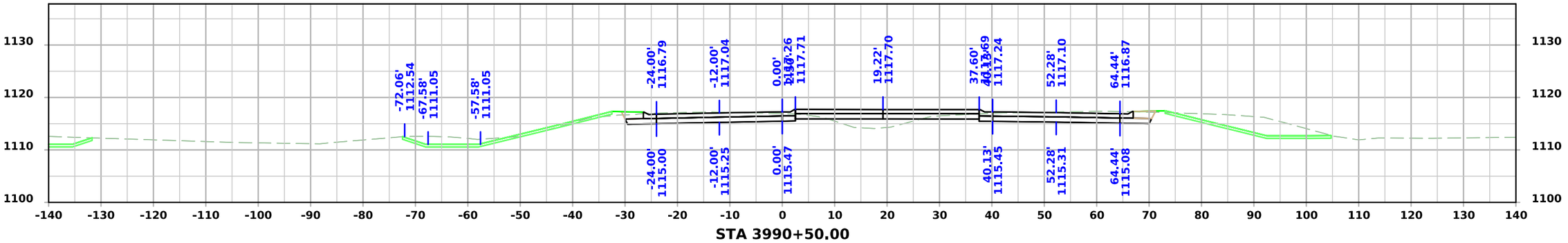


STA 3989+25.00

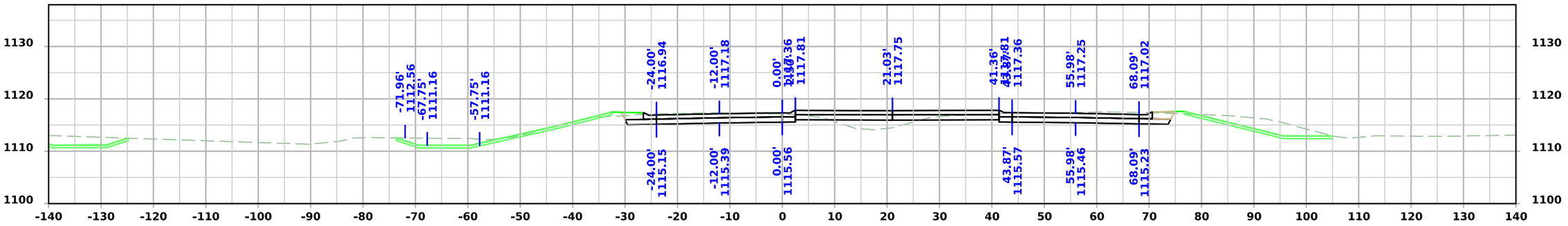
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.20

10:57:19 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W18_W23.dgn

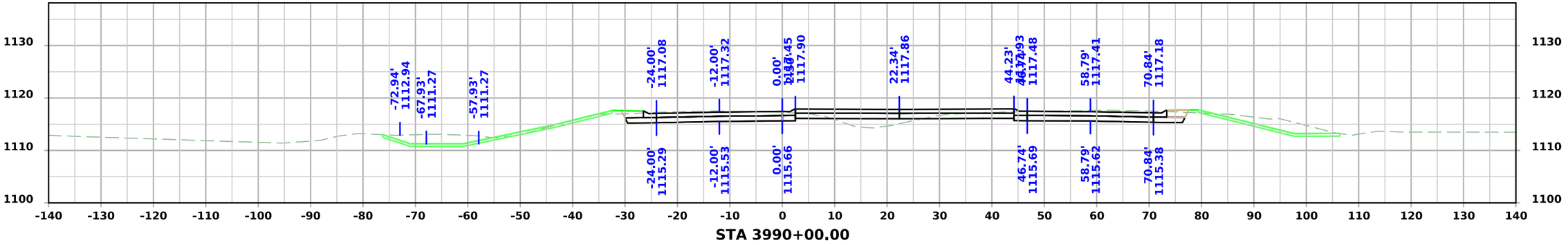
US30 WB_1



STA 3990+50.00



STA 3990+25.00

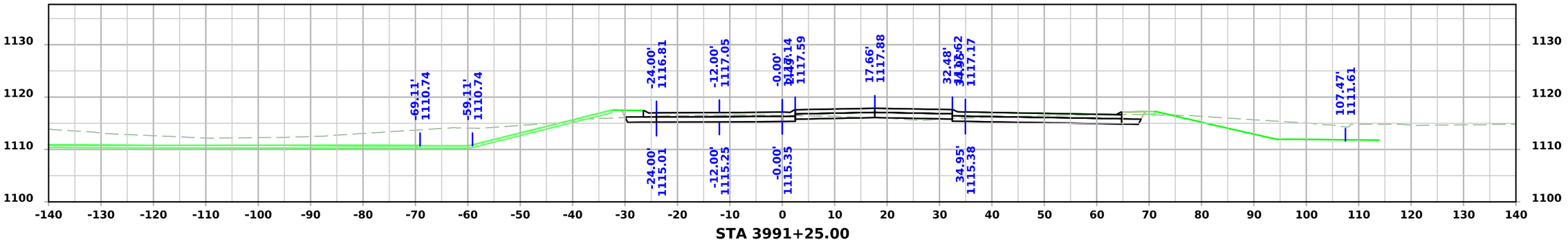


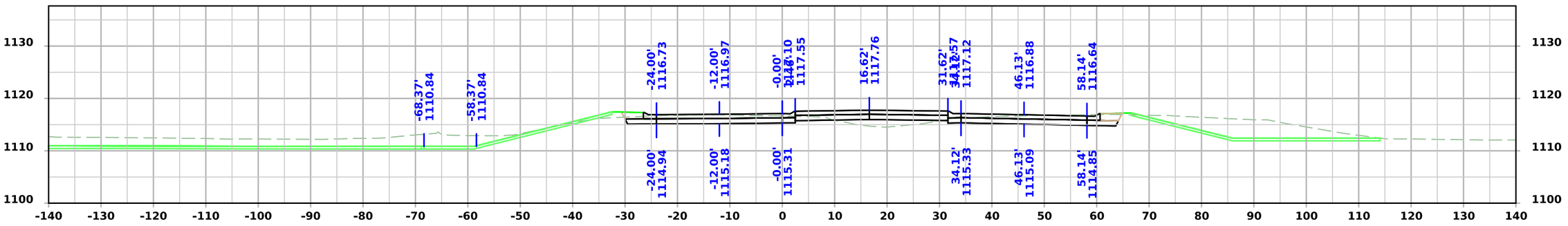
STA 3990+00.00

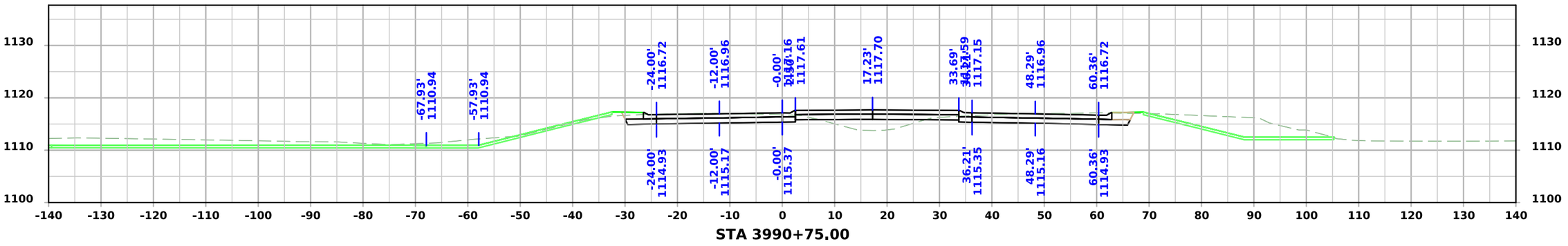
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.21

10:57:21 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W18_W23.dgn

US30 WB_1



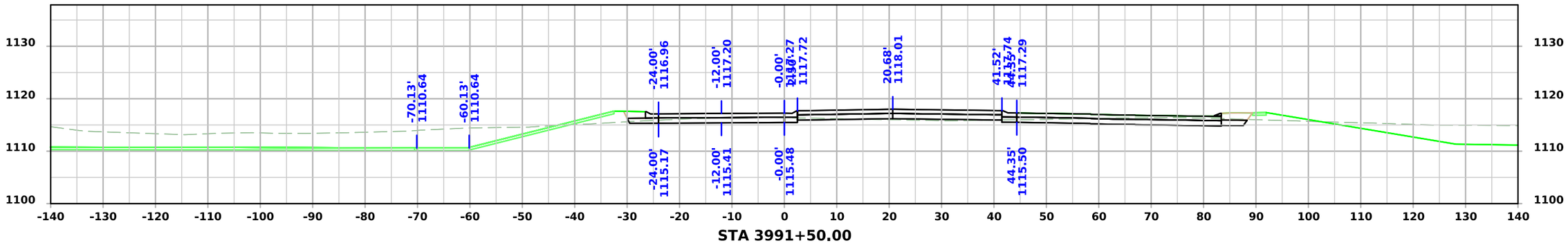




FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.22

10:57:22 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W18_W23.dgn

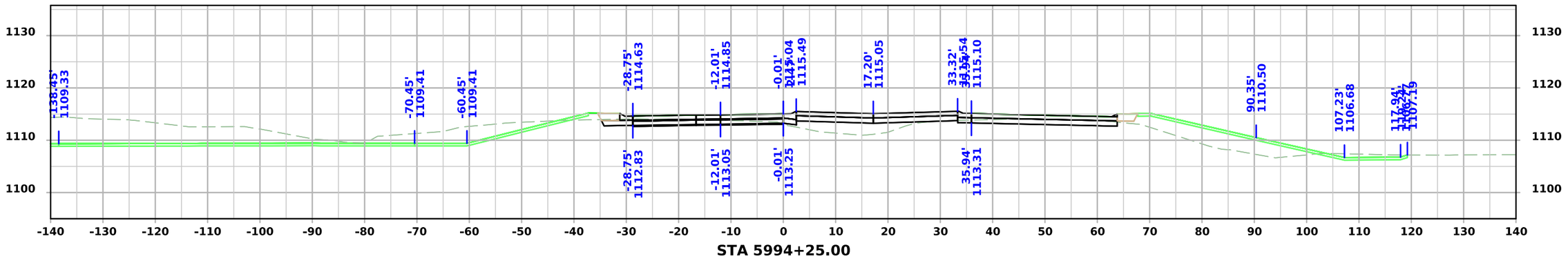
US30 WB_1



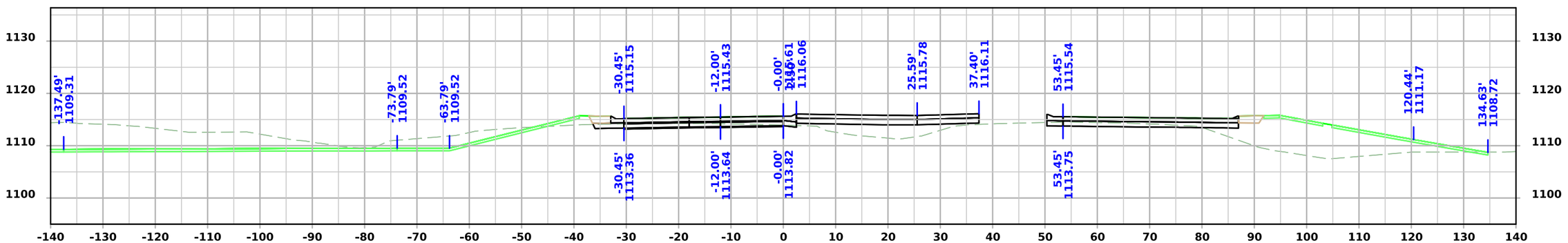
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.23

10:57:23 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W18_W23.dgn

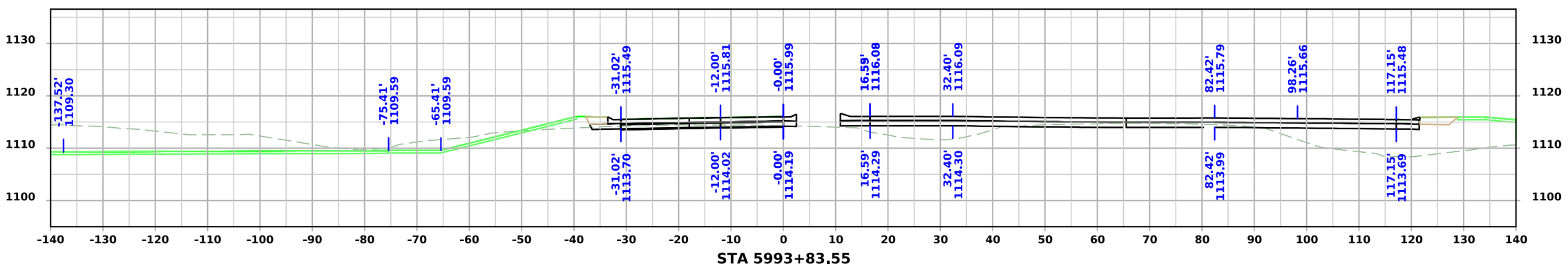
US30 WB_2



STA 5994+25.00



STA 5994+00.00

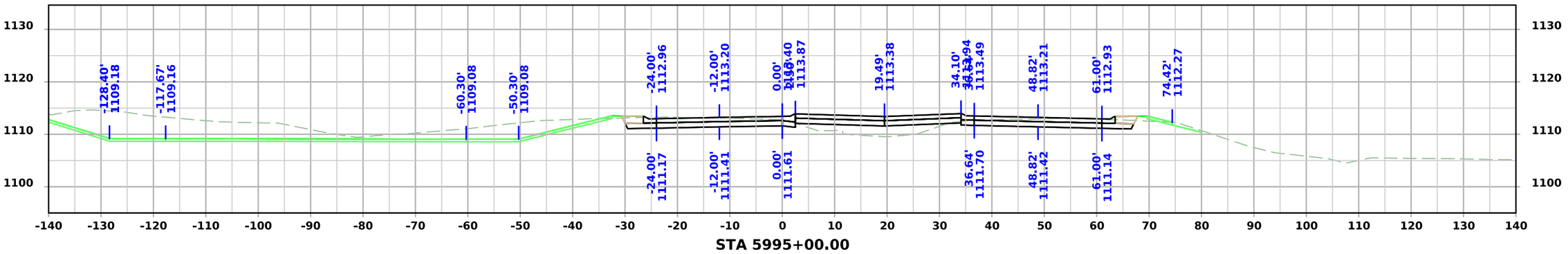


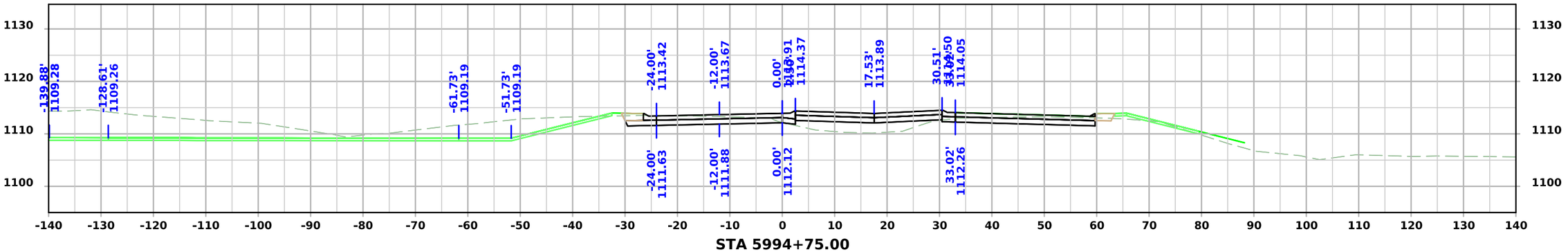
STA 5993+83.55

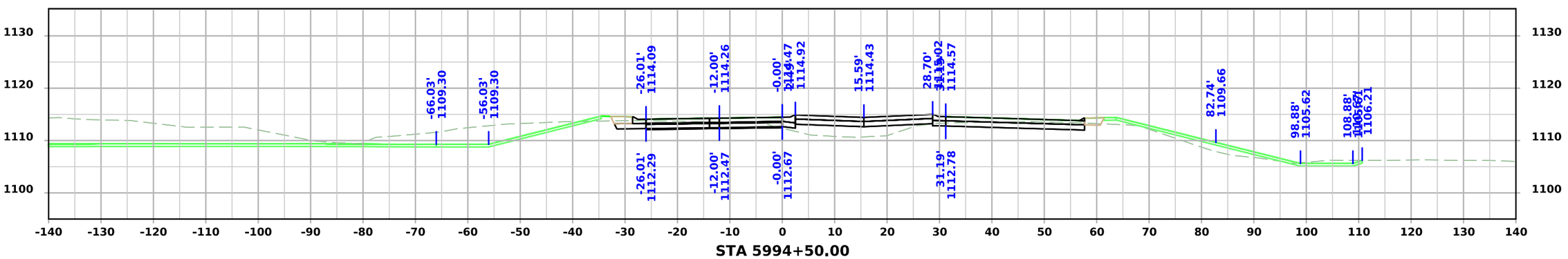
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.24

11:06:13 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W24_W30.dgn

US30 WB_2



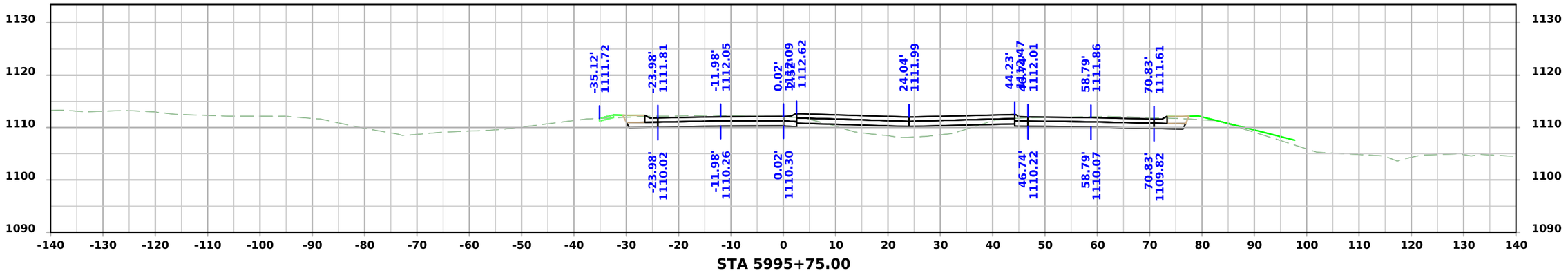




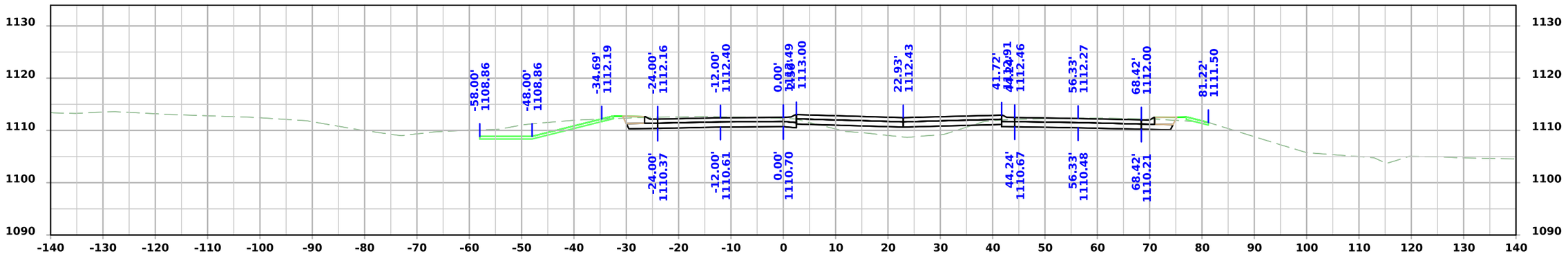
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.25

11:06:17 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W24_W30.dgn

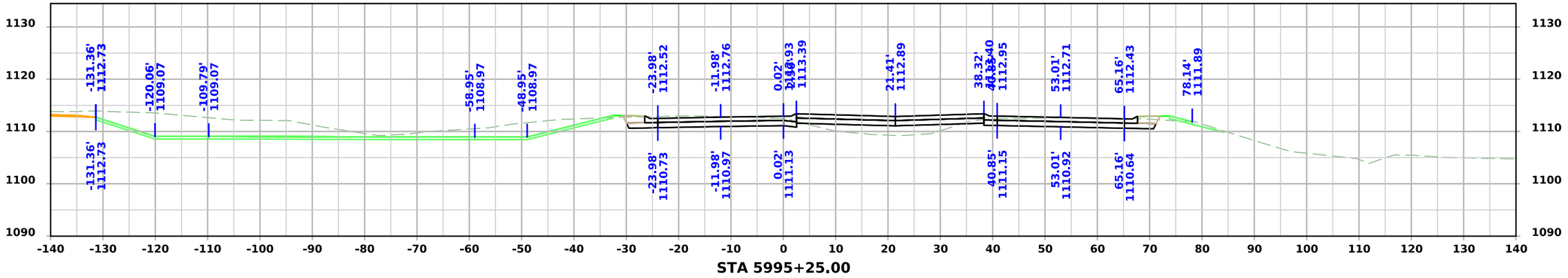
US30 WB_2



STA 5995+75.00



STA 5995+50.00

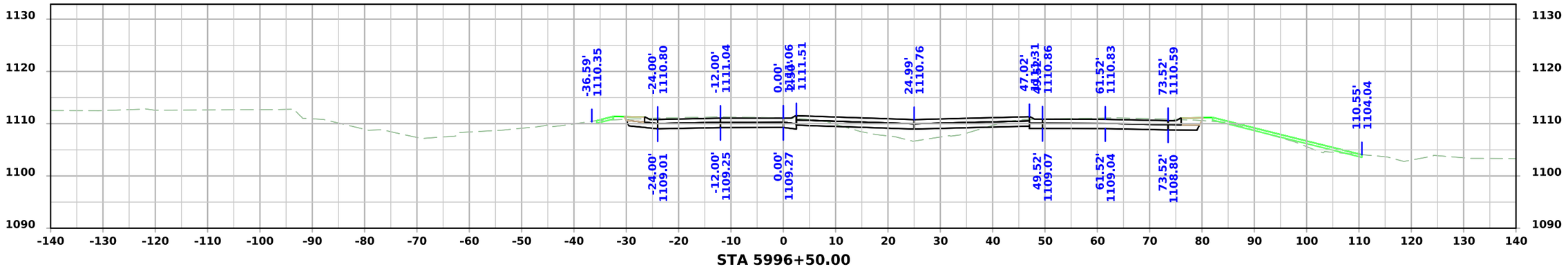


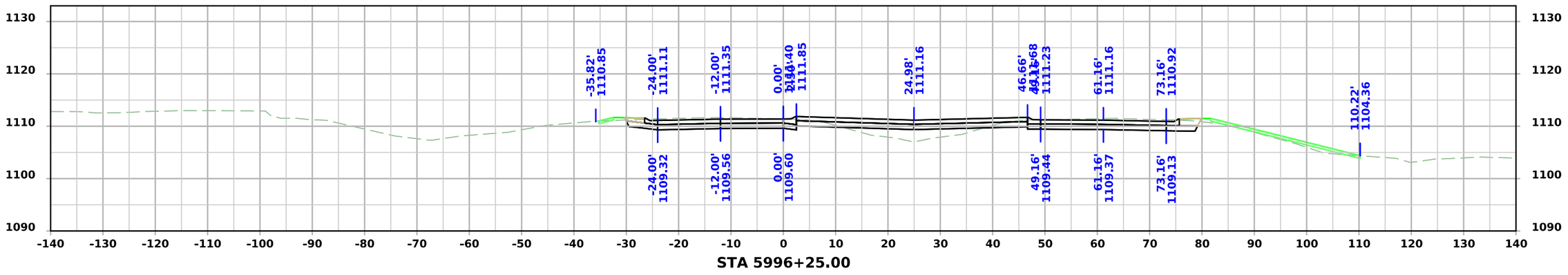
STA 5995+25.00

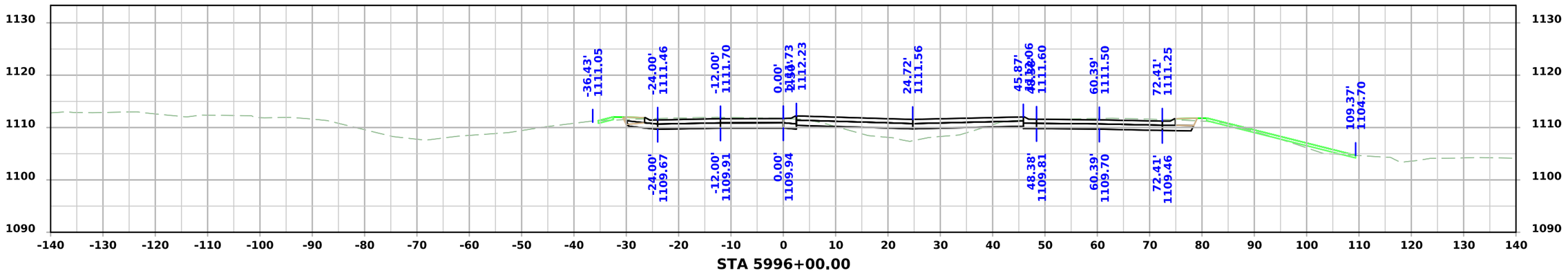
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.26

11:06:18 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W24_W30.dgn

US30 WB_2



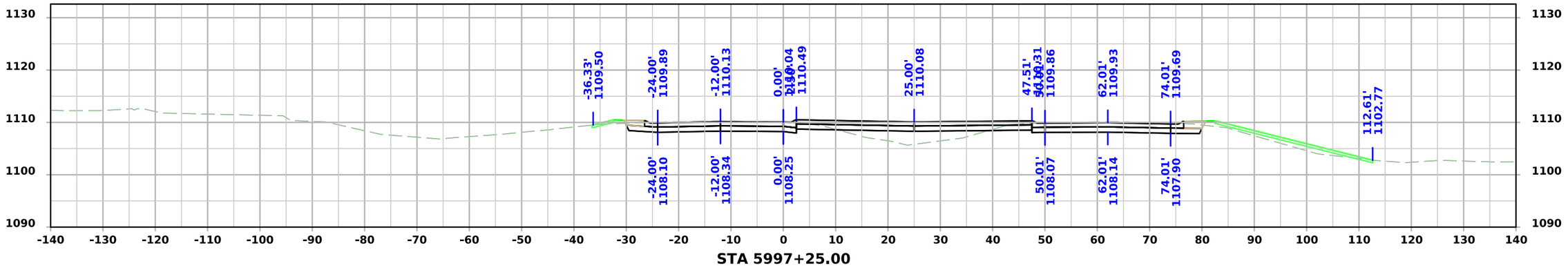




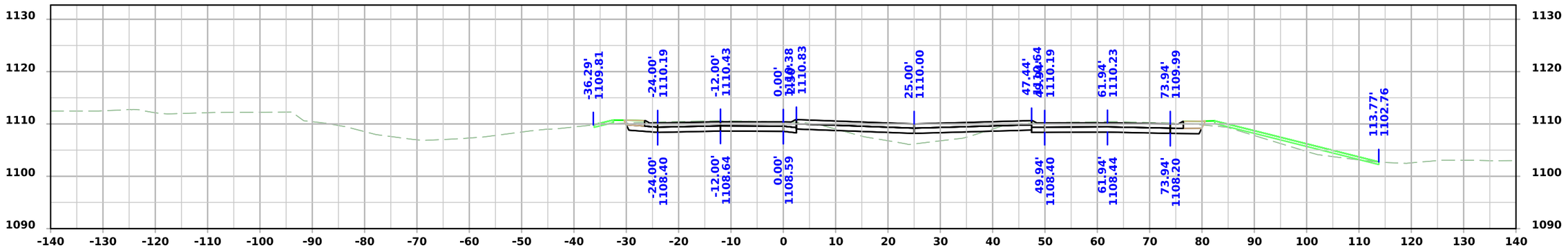
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.27

11:06:19 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W24_W30.dgn

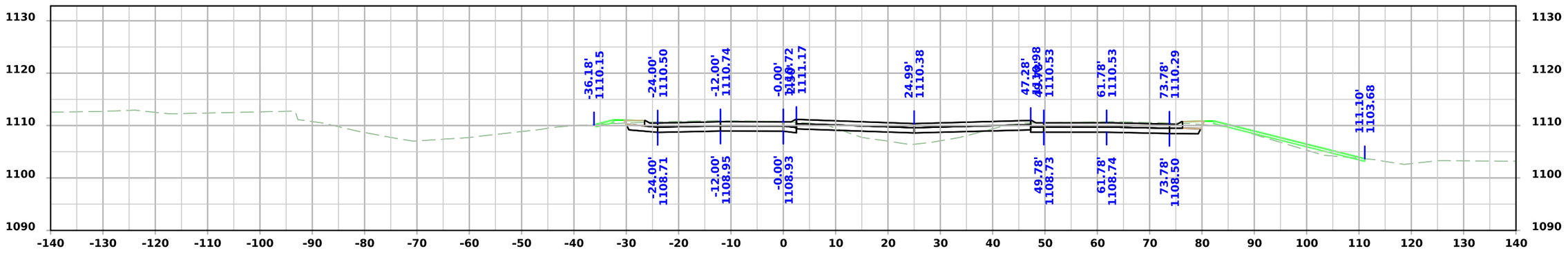
US30 WB_2



STA 5997+25.00



STA 5997+00.00

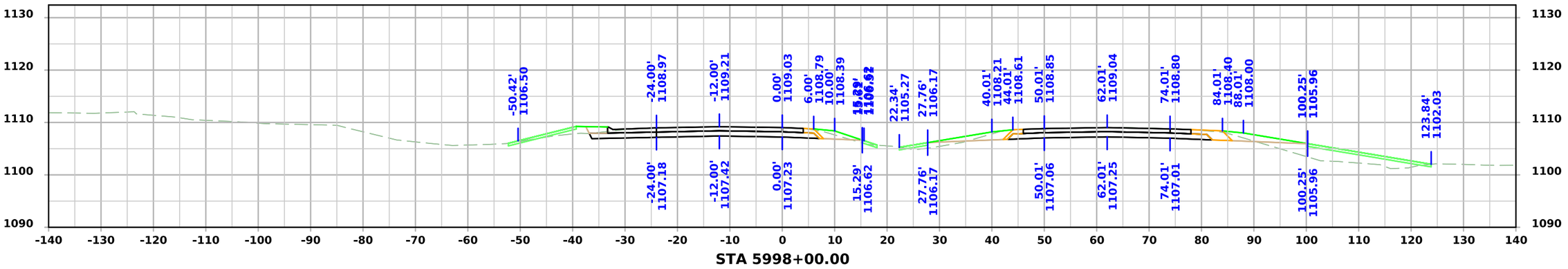


STA 5996+75.00

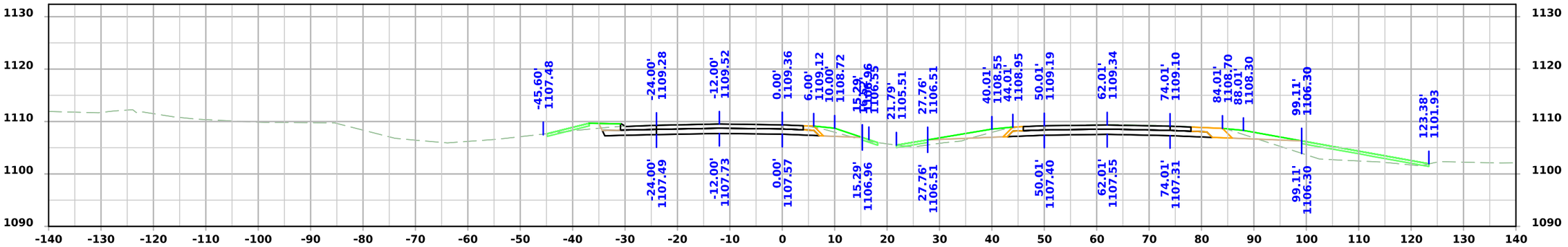
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.28

11:06:21 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W24_W30.dgn

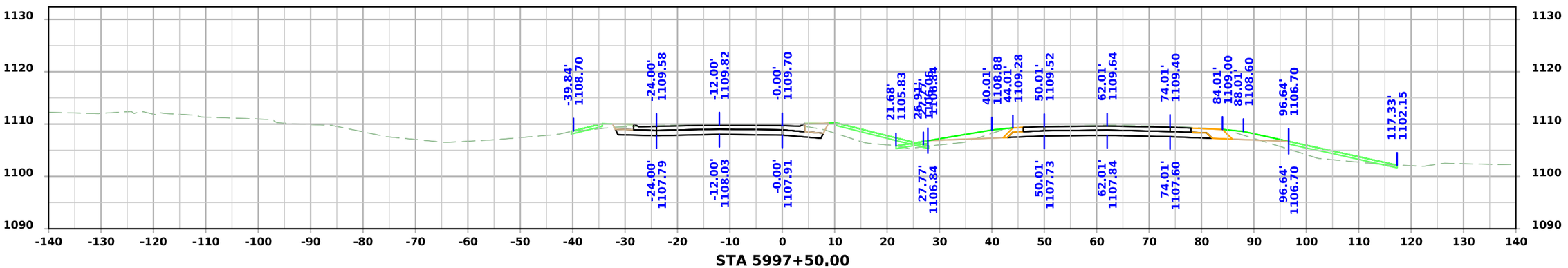
US30 WB_2



STA 5998+00.00



STA 5997+75.00

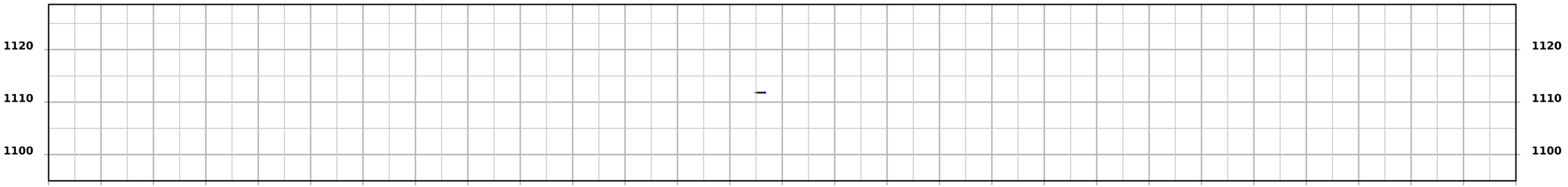


STA 5997+50.00

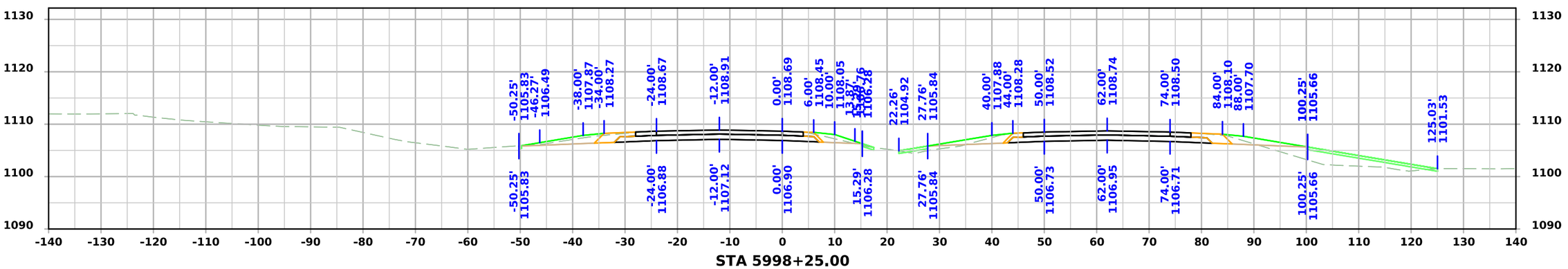
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.29	

11:06:22 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W24_W30.dgn

US30 WB_2



STA 5998+39.03

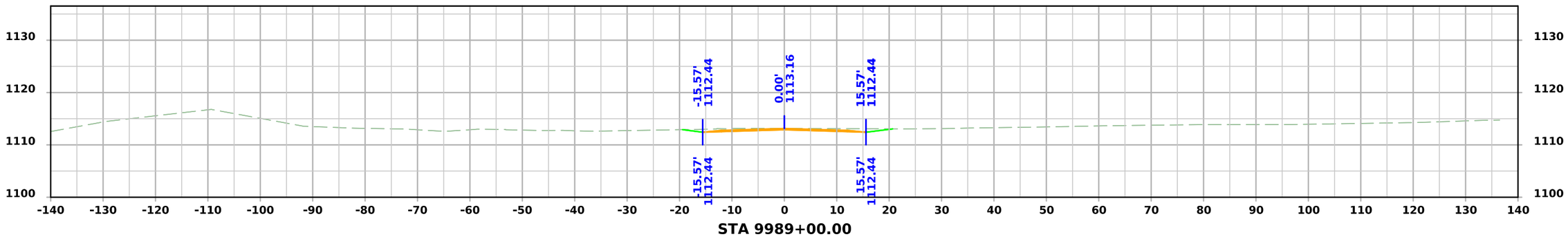


STA 5998+25.00

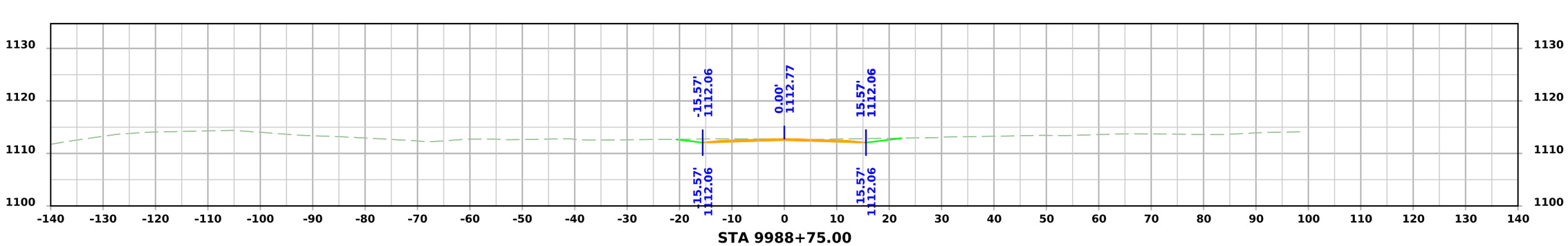
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER W.30

11:06:23 AM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_W24_W30.dgn

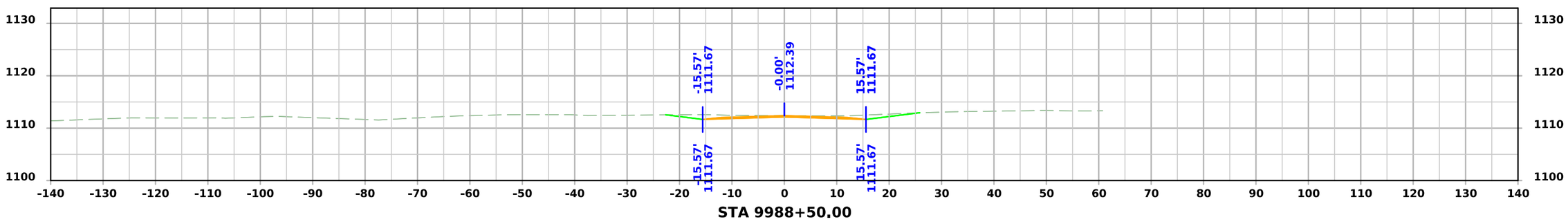
SR30



STA 9989+00.00



STA 9988+75.00

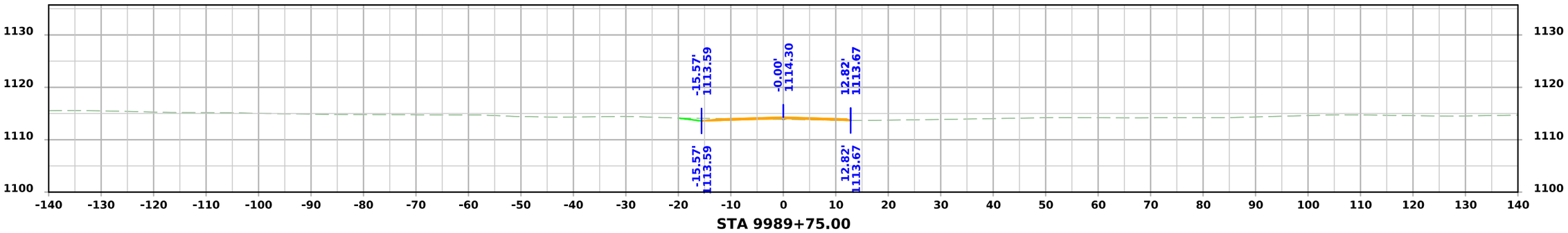


STA 9988+50.00

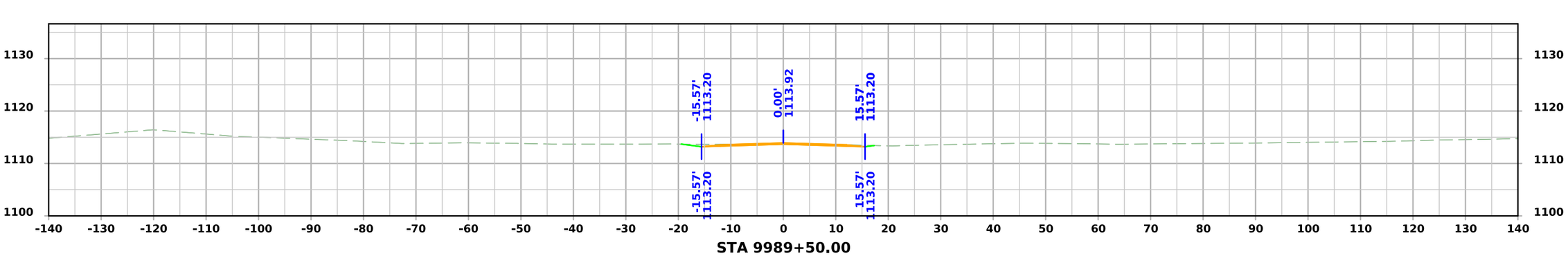
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.1	

1:14:28 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_X01_X05.dgn

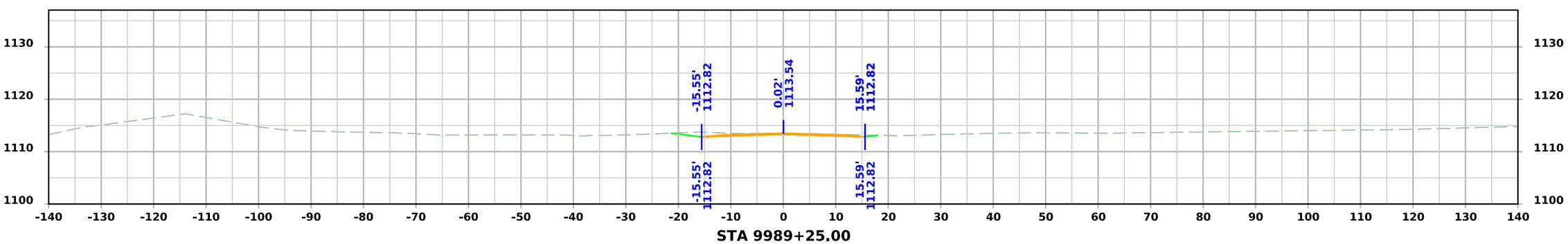
SR30



STA 9989+75.00



STA 9989+50.00

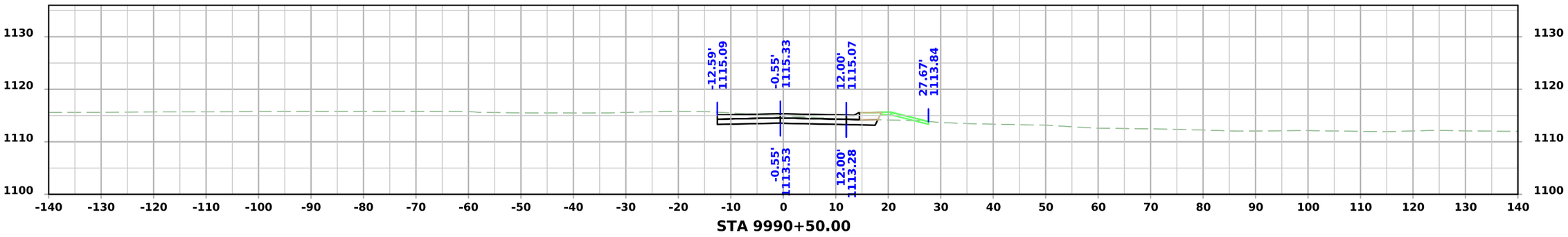


STA 9989+25.00

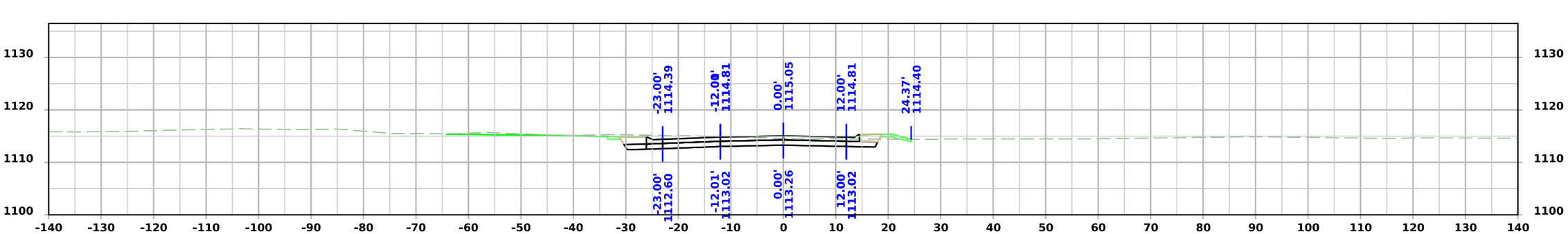
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.2	

1:14:30 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_X01_X05.dgn

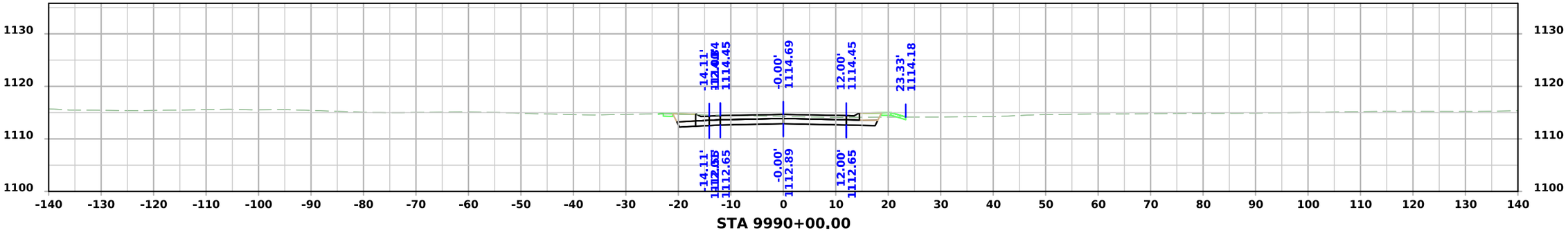
SR30



STA 9990+50.00



STA 9990+25.00

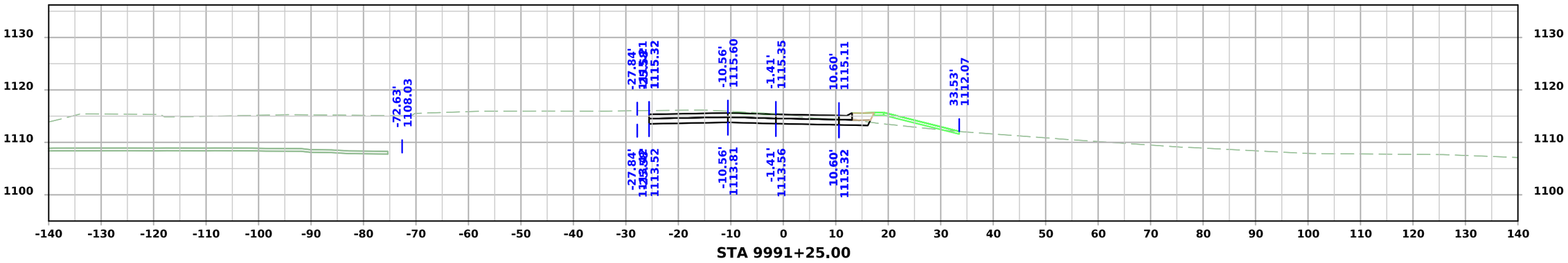


STA 9990+00.00

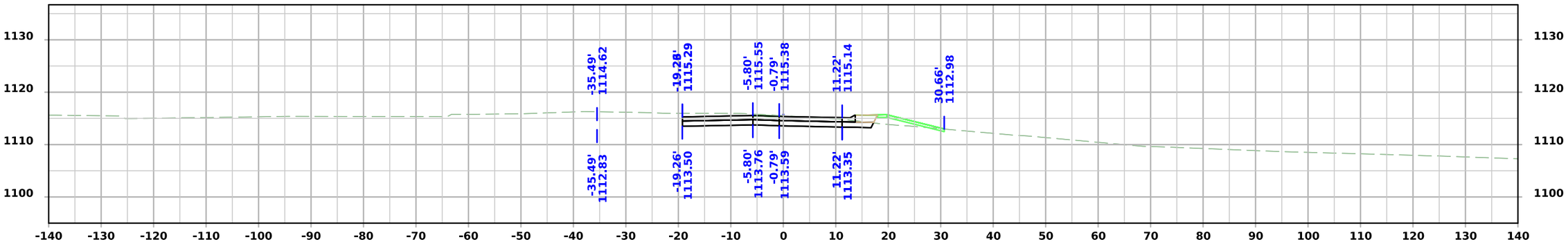
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.3

1:14:31 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_X01_X05.dgn

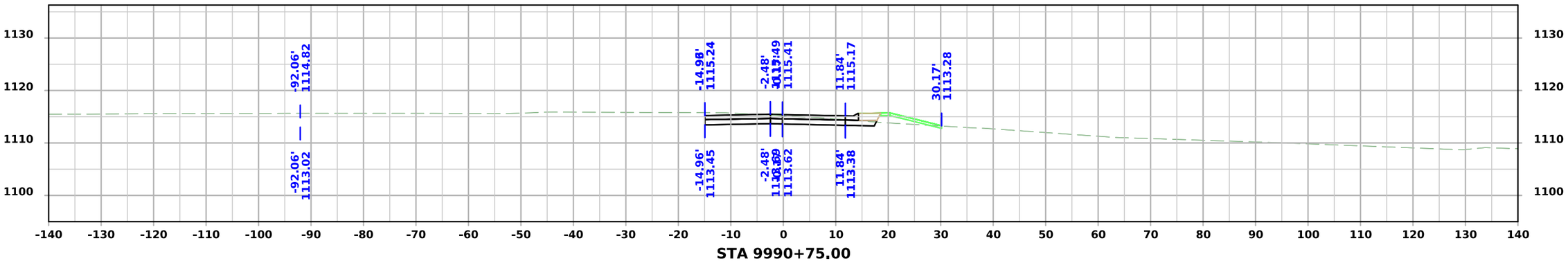
SR30



STA 9991+25.00



STA 9991+00.00



STA 9990+75.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.4

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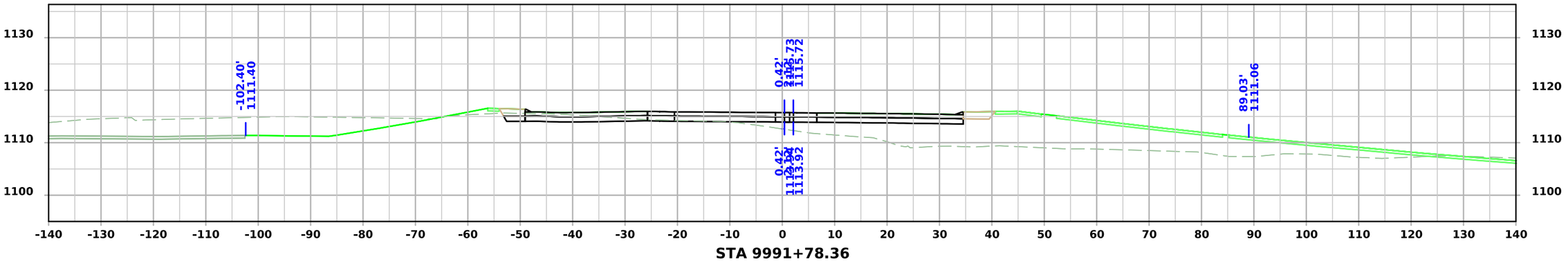
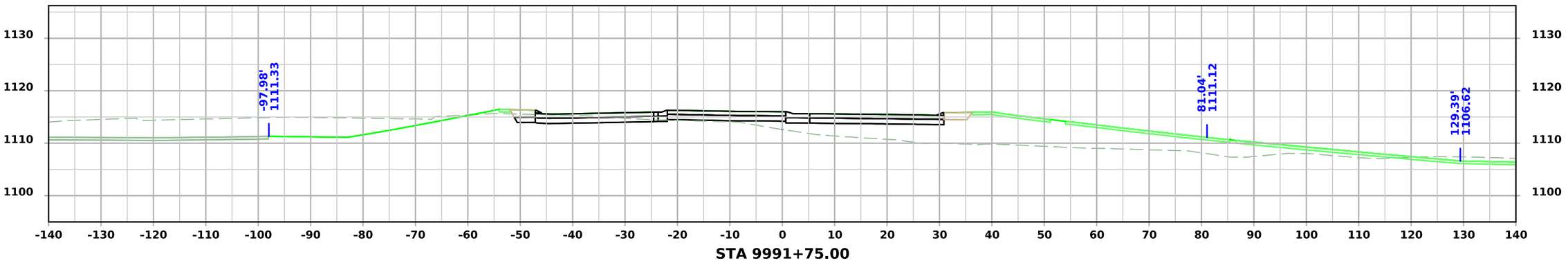
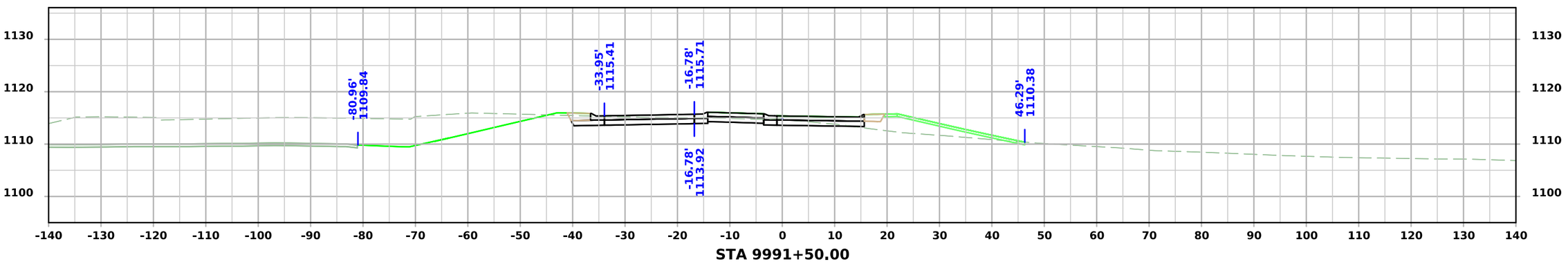
SR30







FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.5

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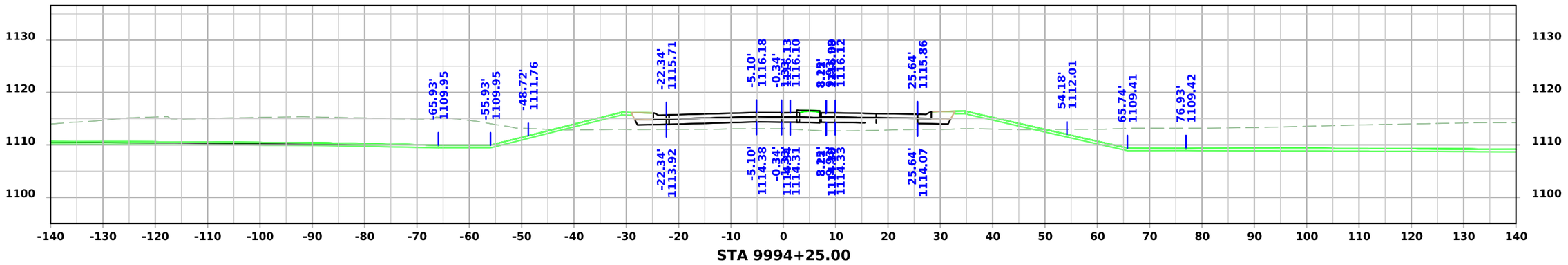
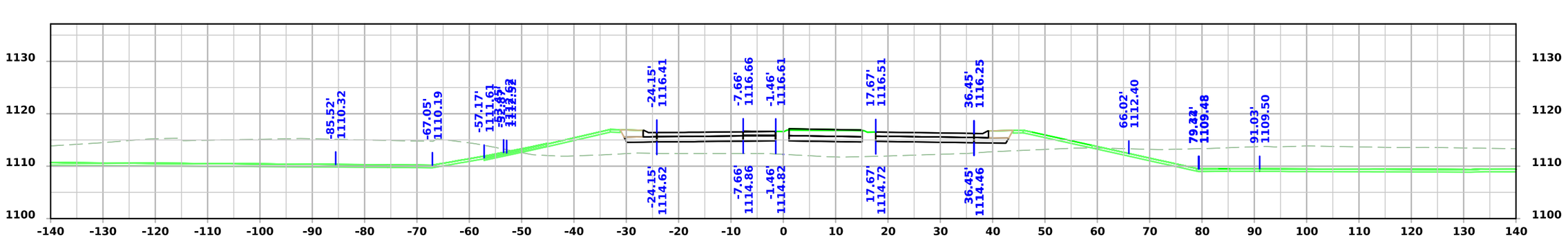
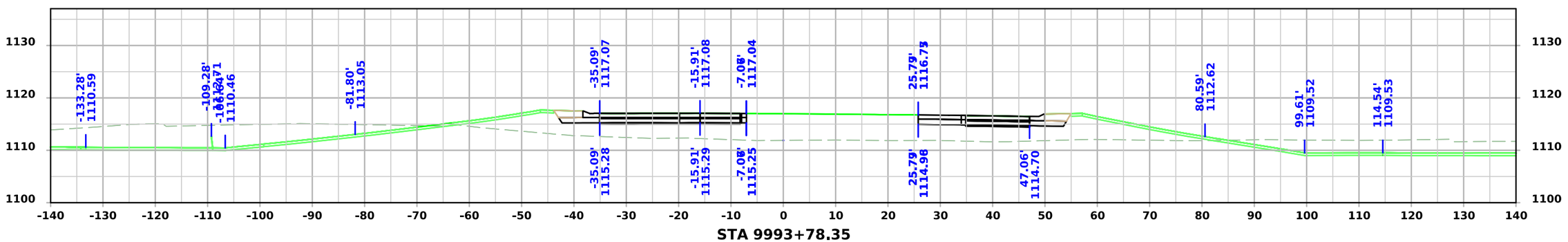
SR30_2



STA 9994+25.00



STA 9994+00.00

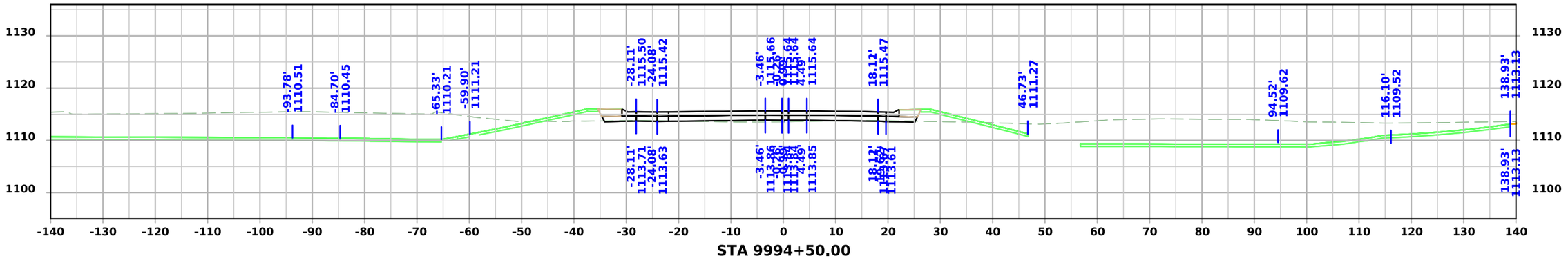


STA 9993+78.35

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.6

1:15:27 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_X06_X07.dgn

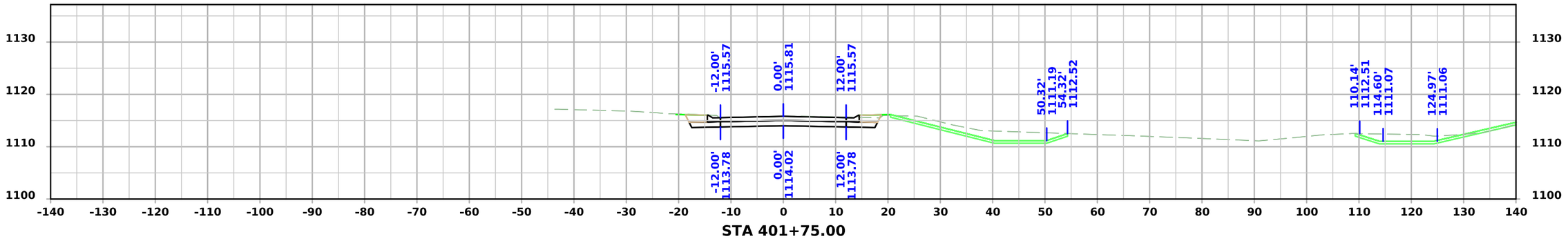
SR30_2



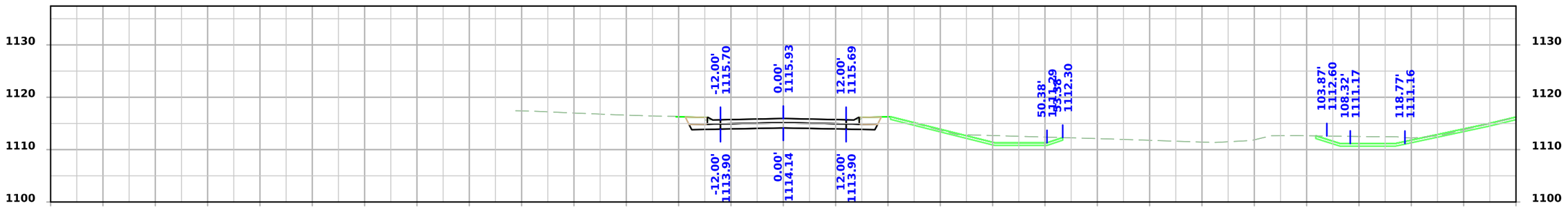
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.7

1:15:28 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_X06_X07.dgn

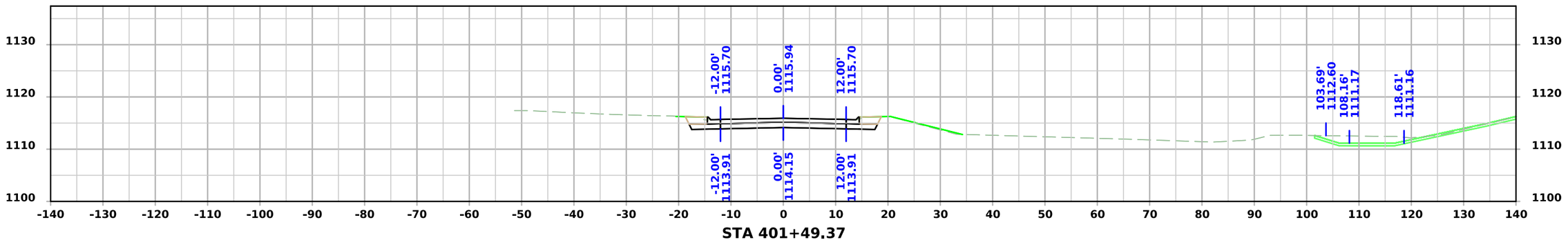
SE Marshall Street



STA 401+75.00



STA 401+50.00



STA 401+49.37

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.8

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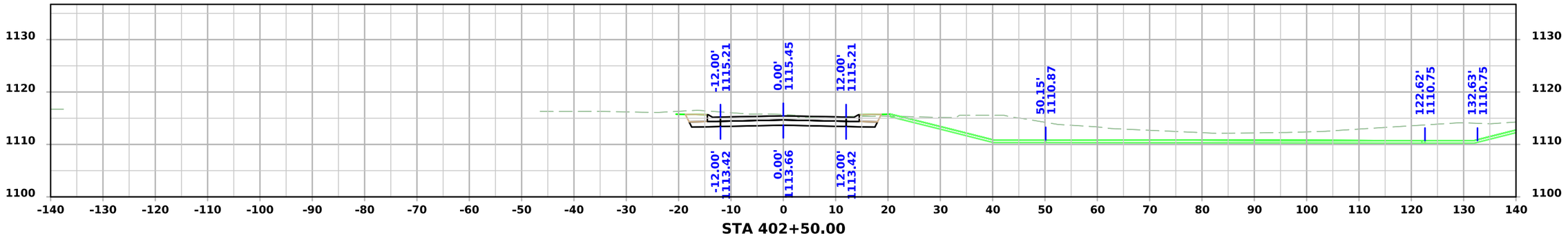
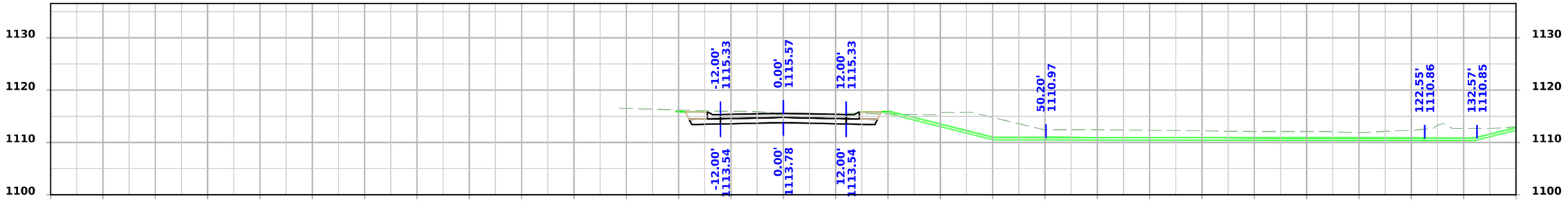
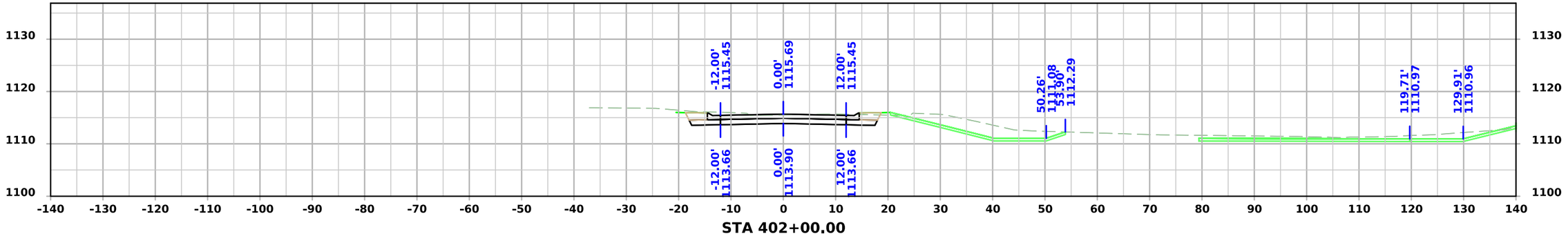
SE Marshall Street



STA 402+50.00



STA 402+25.00

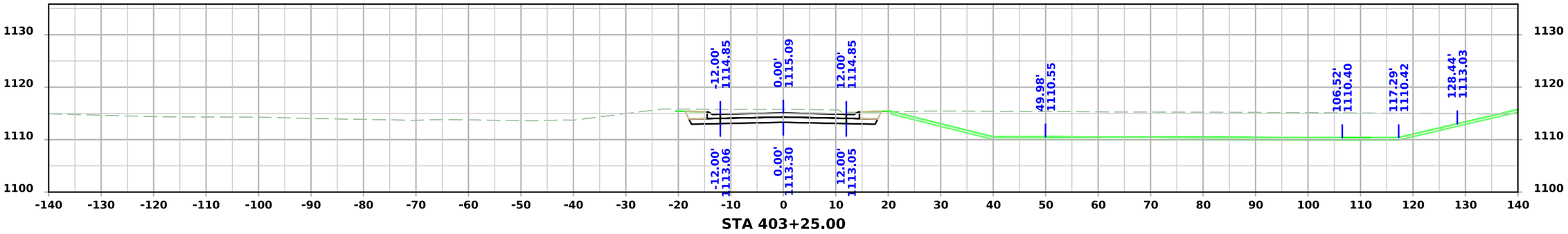


STA 402+00.00

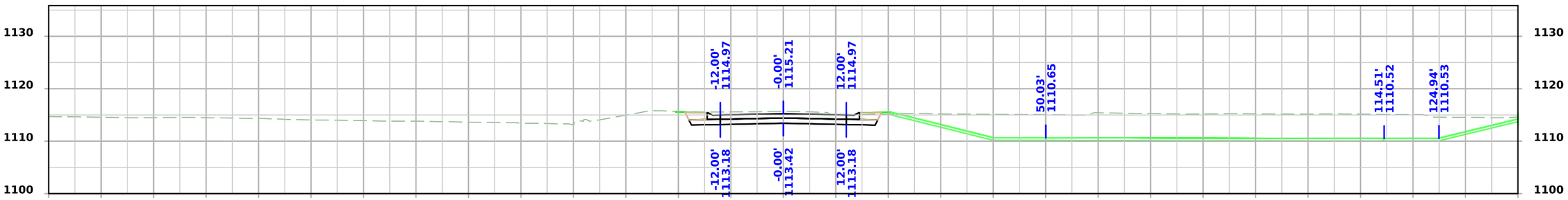
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.9	

1:28:46 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_X8_X15.dgn

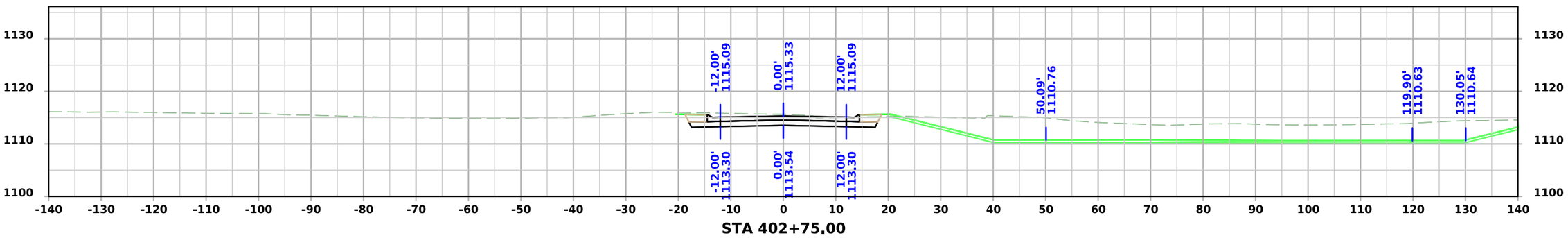
SE Marshall Street



STA 403+25.00



STA 403+00.00

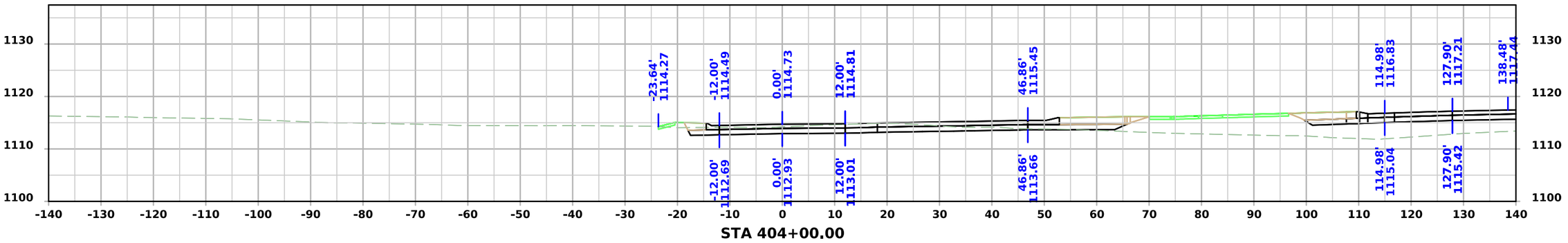


STA 402+75.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.10

1:28:47 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_X8_X15.dgn

SE Marshall Street



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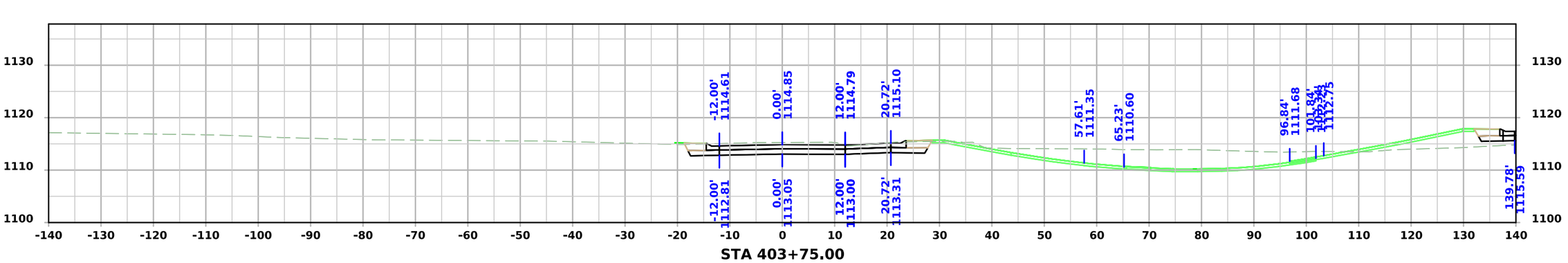
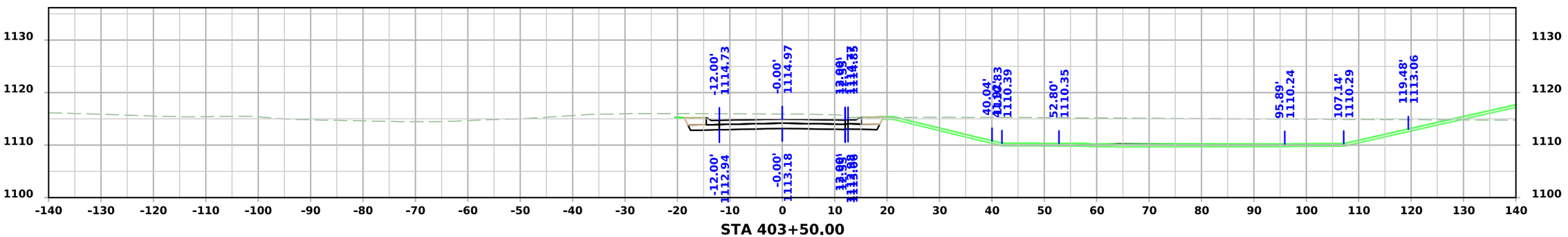


STA 403+75.00



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FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.11

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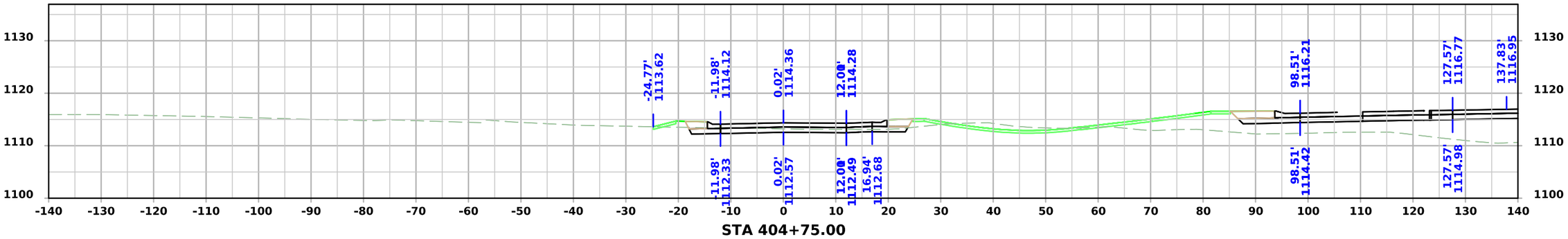
SE Marshall Street



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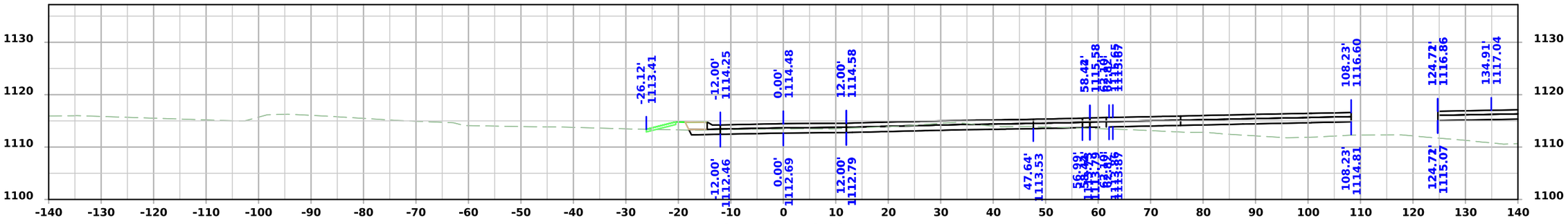

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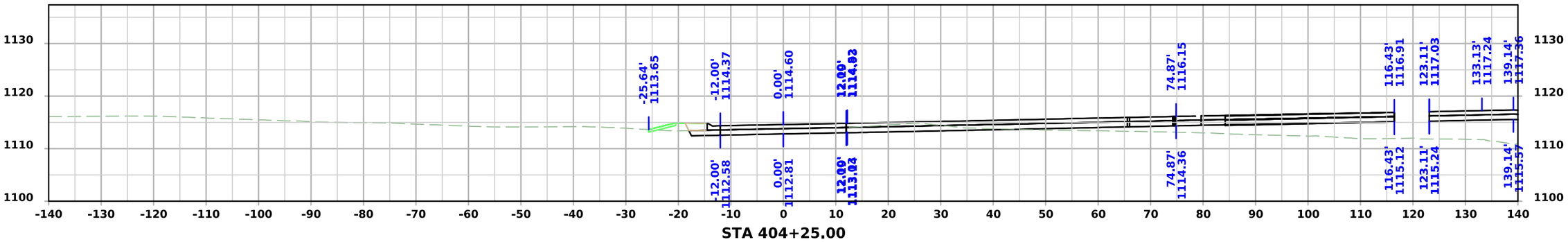

STA 404+25.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.12

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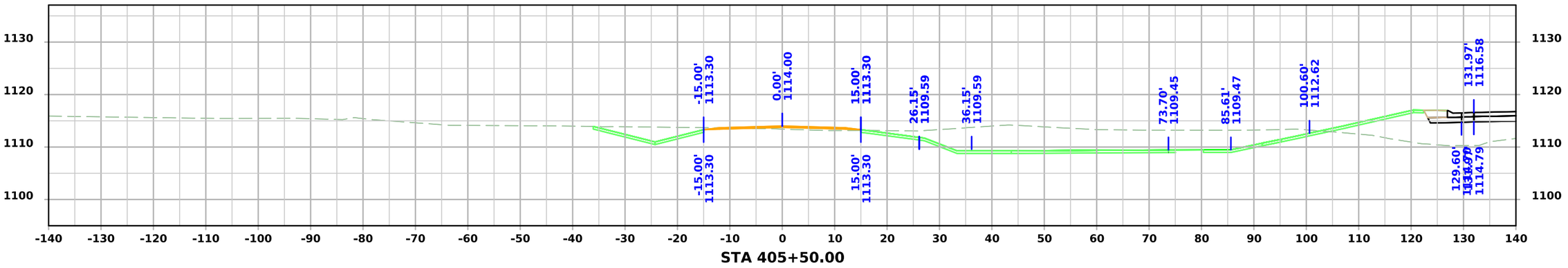
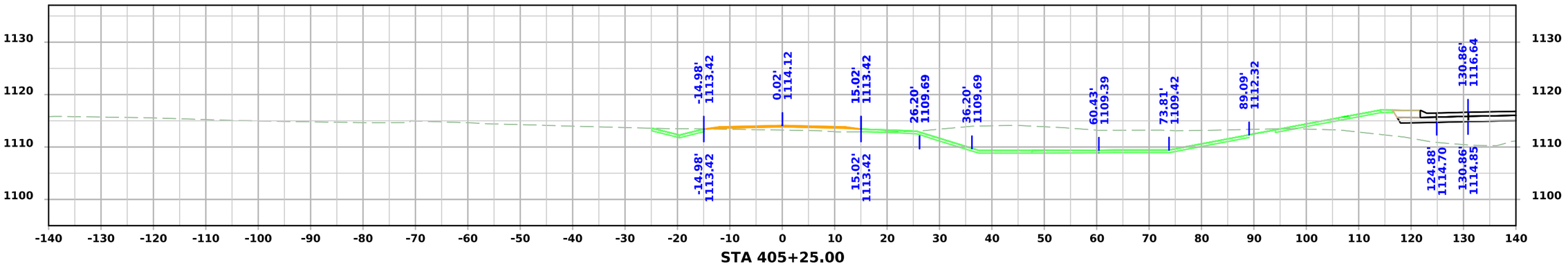
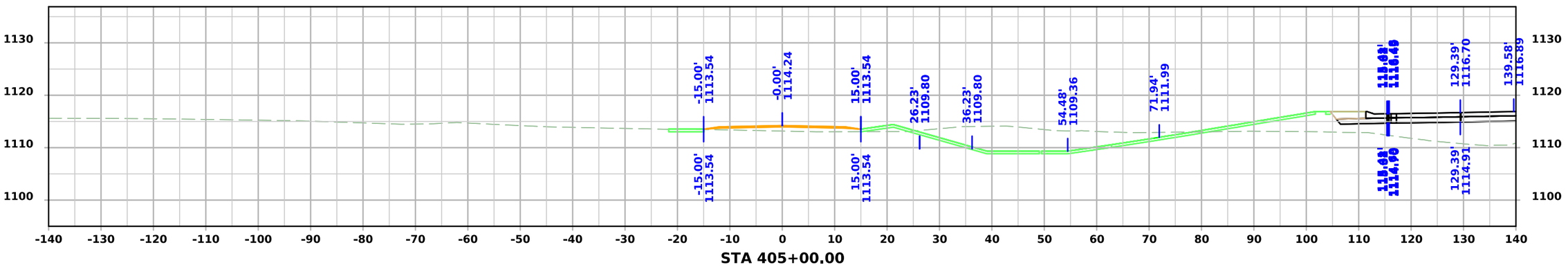
SE Marshall Street







FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.13

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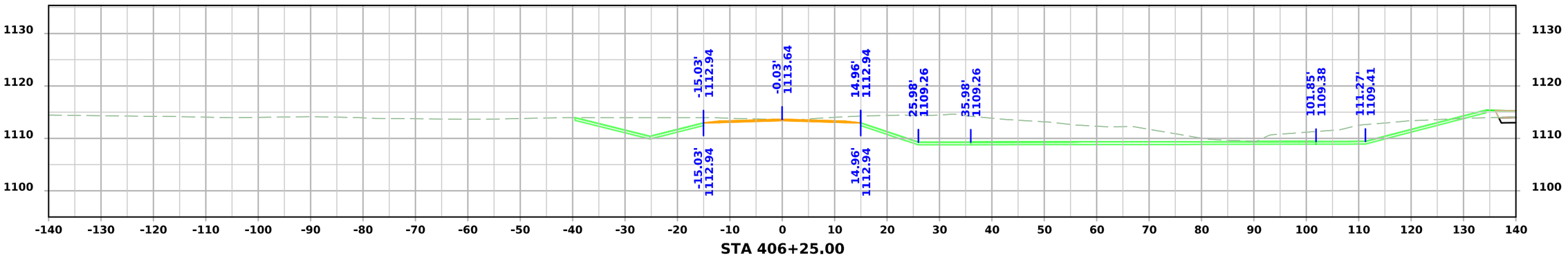
SE Marshall Street



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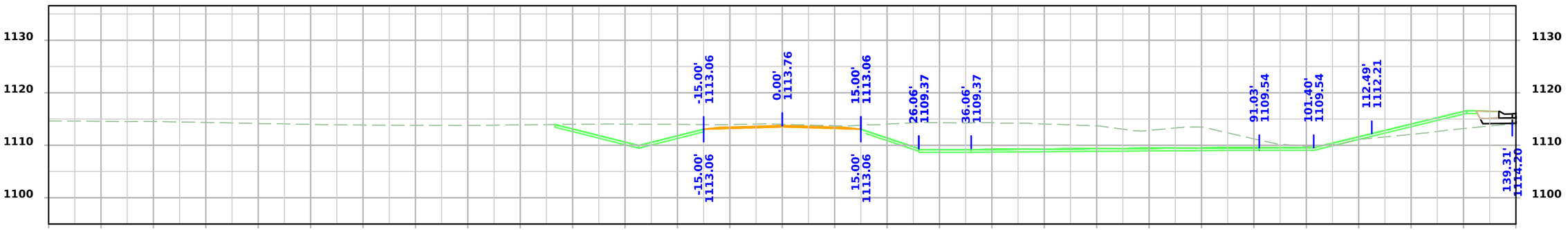
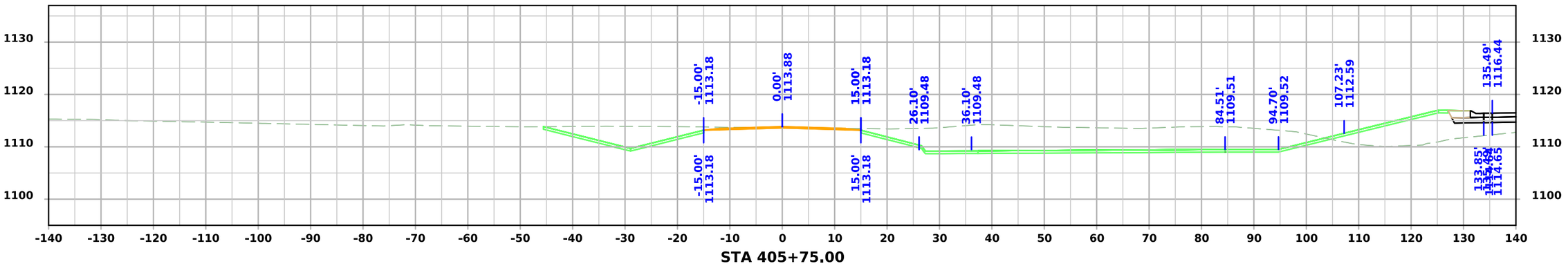


STA 406+00.00



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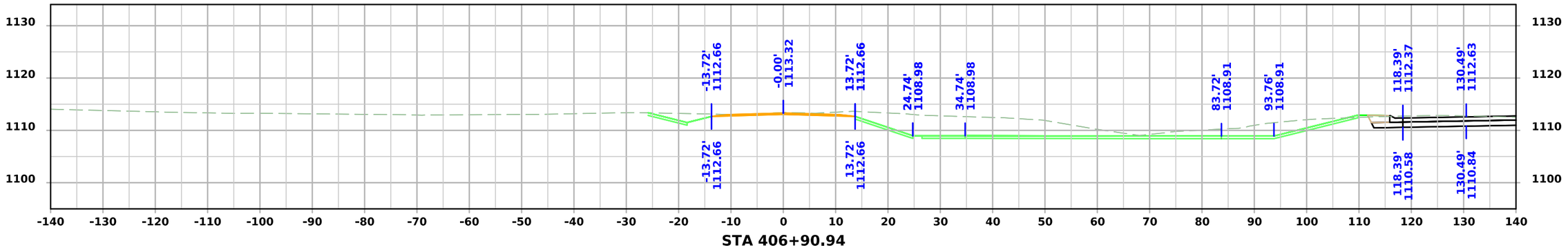
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.14

1:28:53 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_X8_X15.dgn

SE Marshall Street



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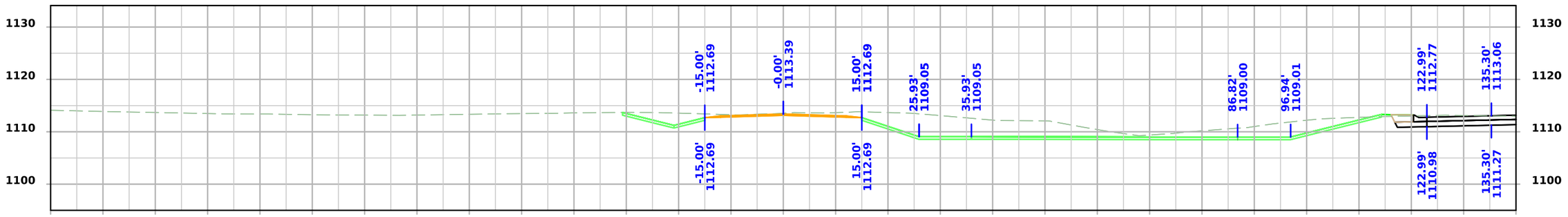

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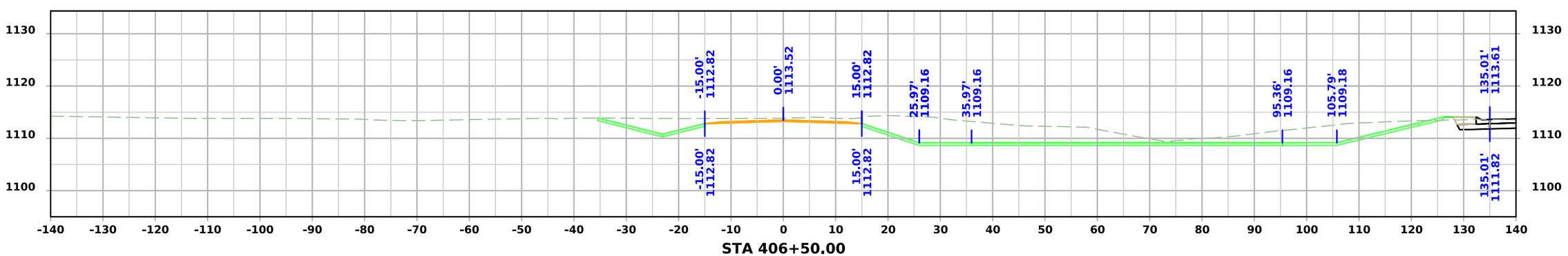

STA 406+50.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.15

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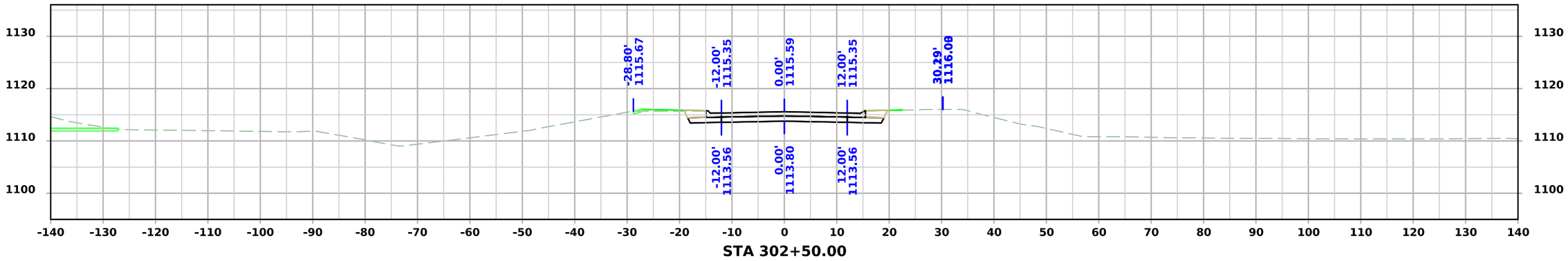
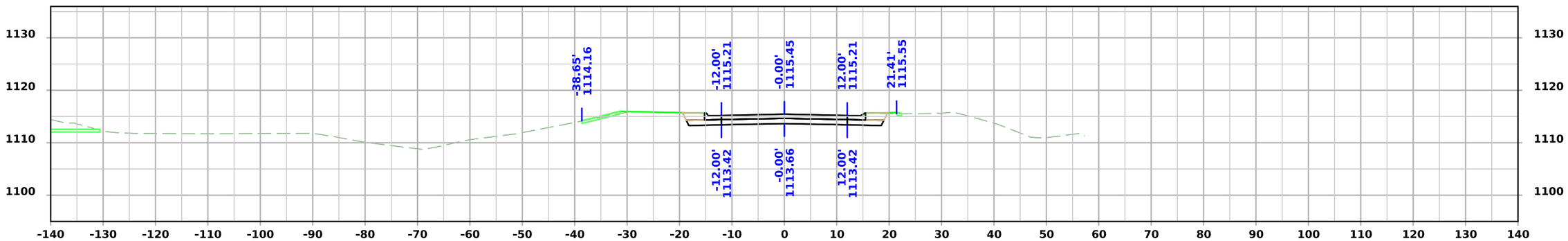
Crown Flair Dr.



STA 302+50.00



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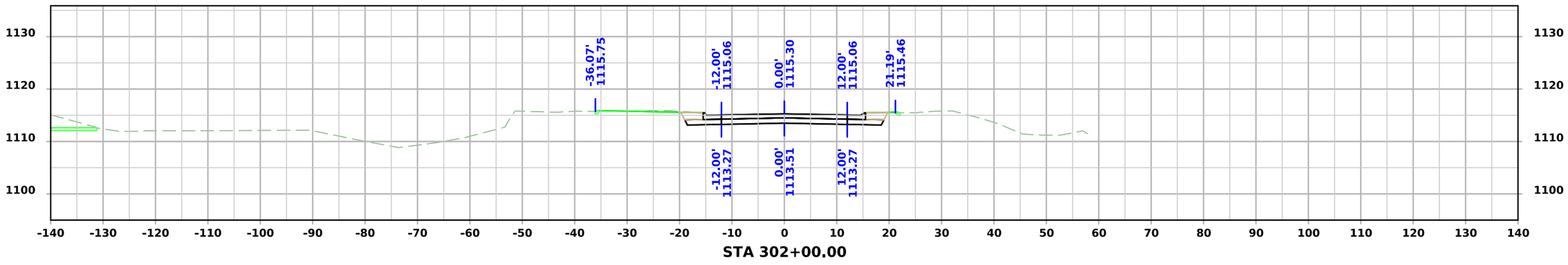

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FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.16

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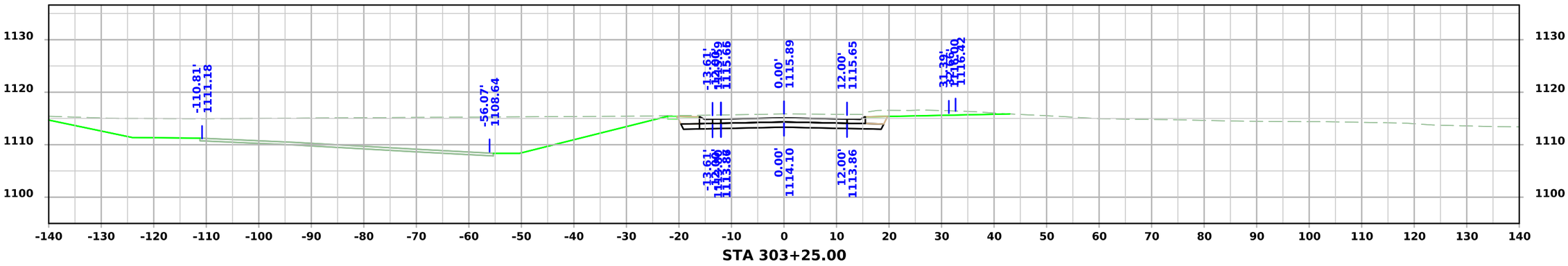
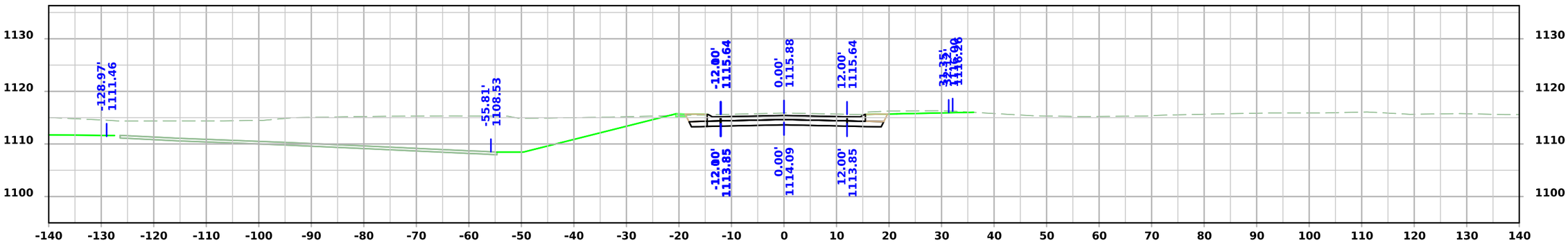
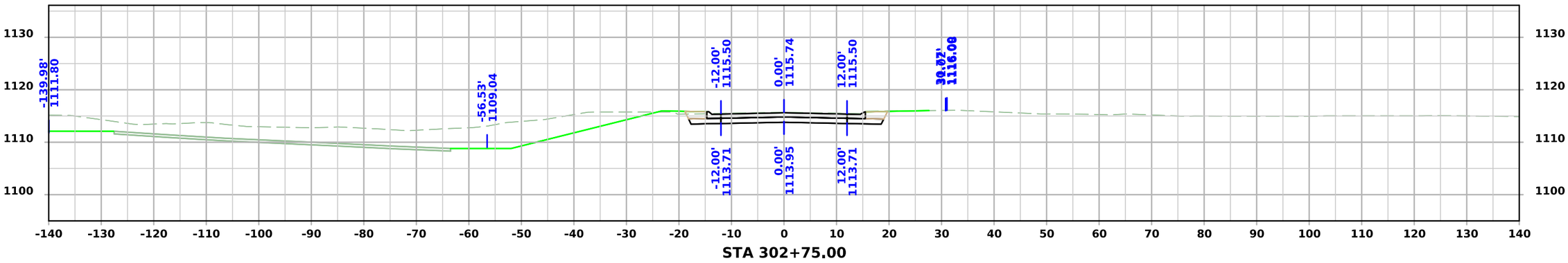
Crown Flair Dr.







FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.17

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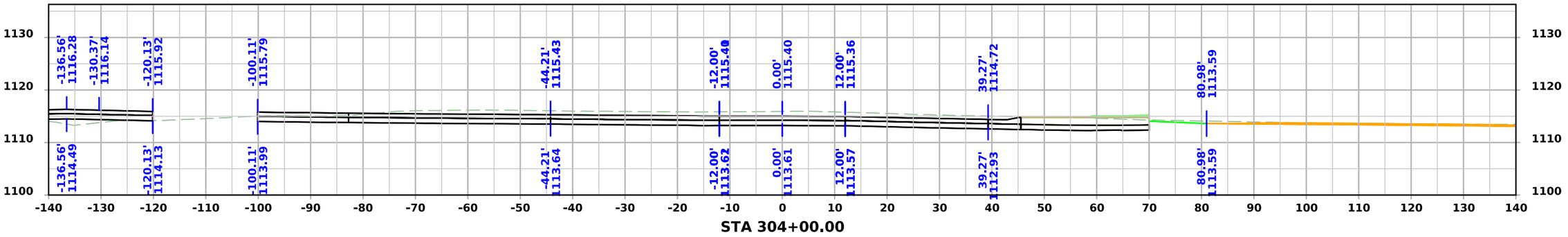
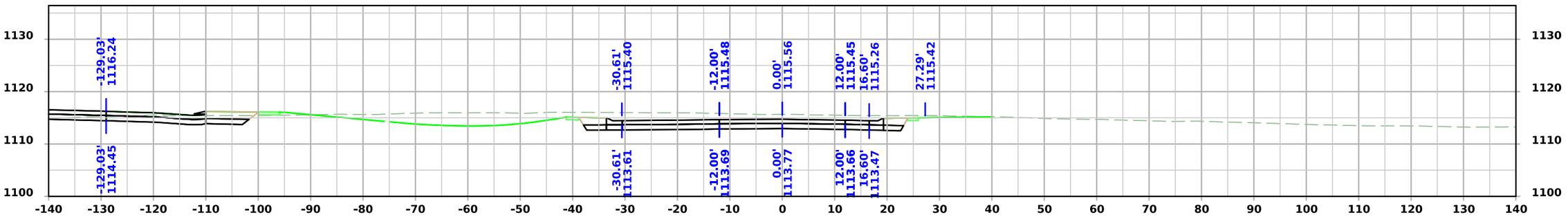
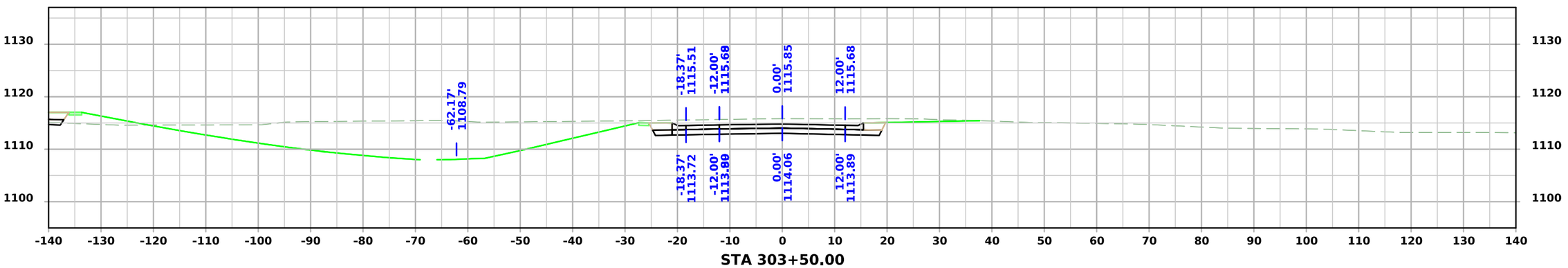
Crown Flair Dr.



STA 304+00.00



STA 303+75.00



STA 303+50.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.18

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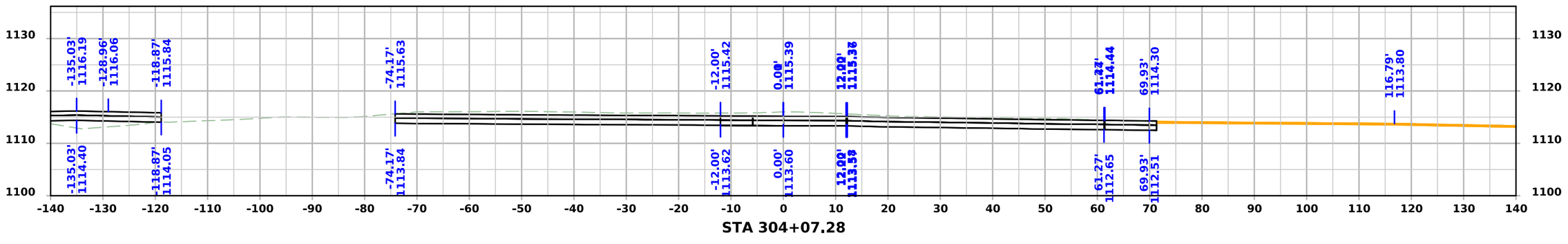
Crown Flair Dr.



FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER X.19

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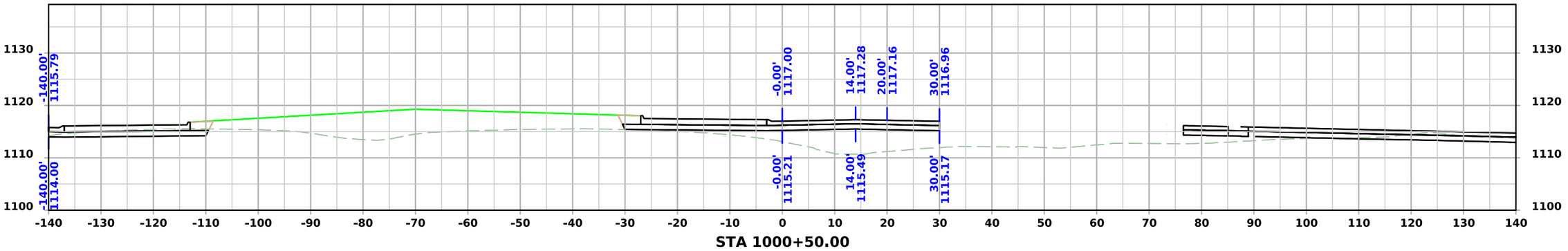
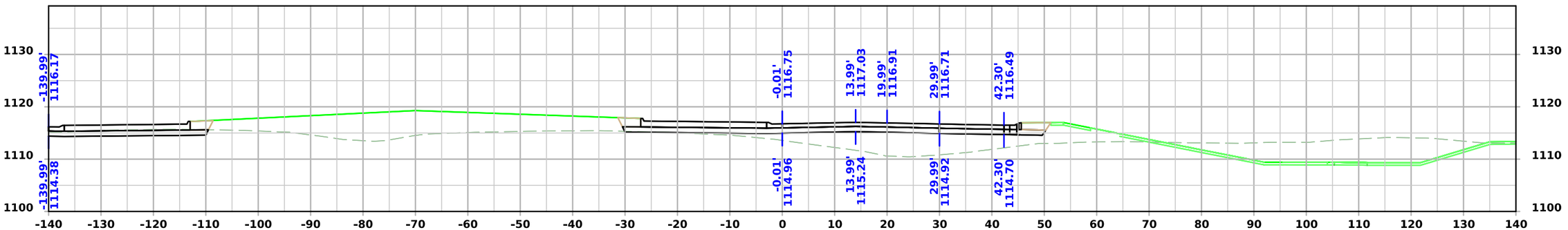
RA Circle



STA 1000+50.00



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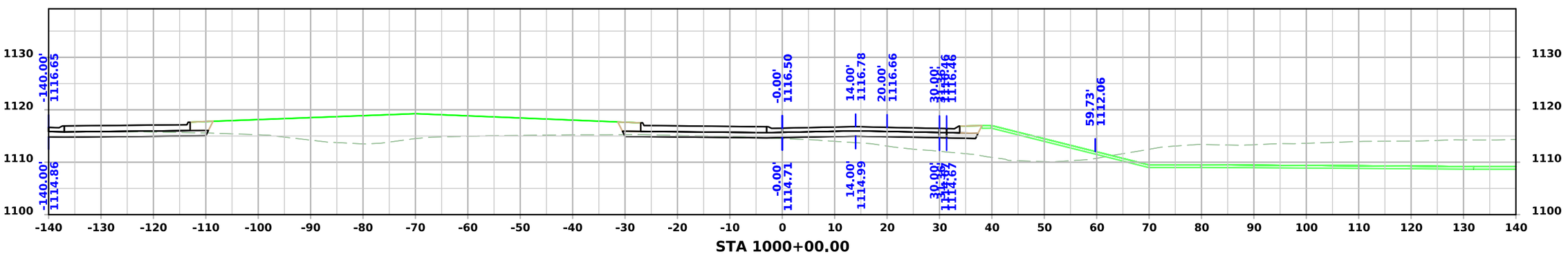
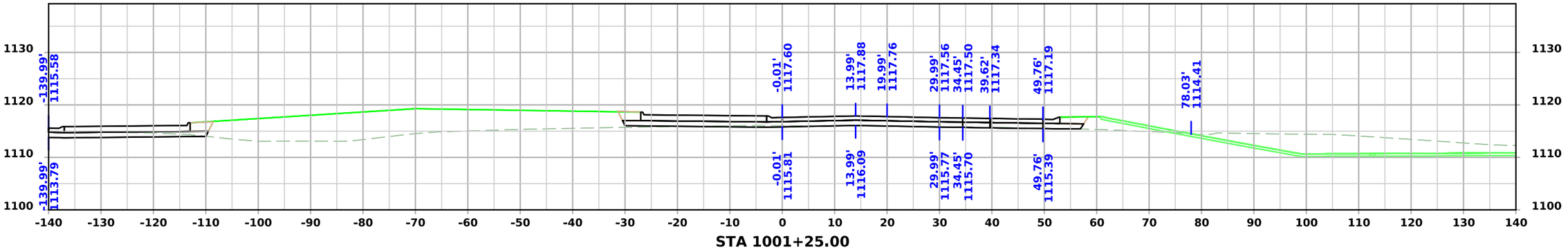


STA 1000+00.00

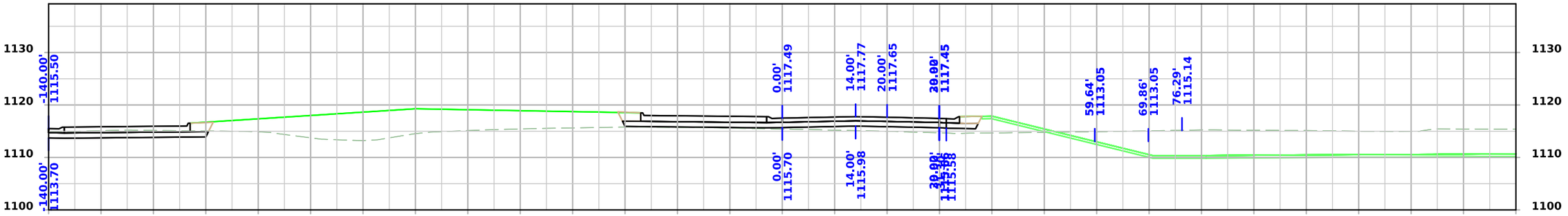
FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER Y.1	

1:41:41 PM 12/11/2024 dtamrak pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\0803002024\Design\CADD_Files\Sheet_Files\SHT_08030113Z08_Y1.dgn

RA Circle



STA 1001+25.00



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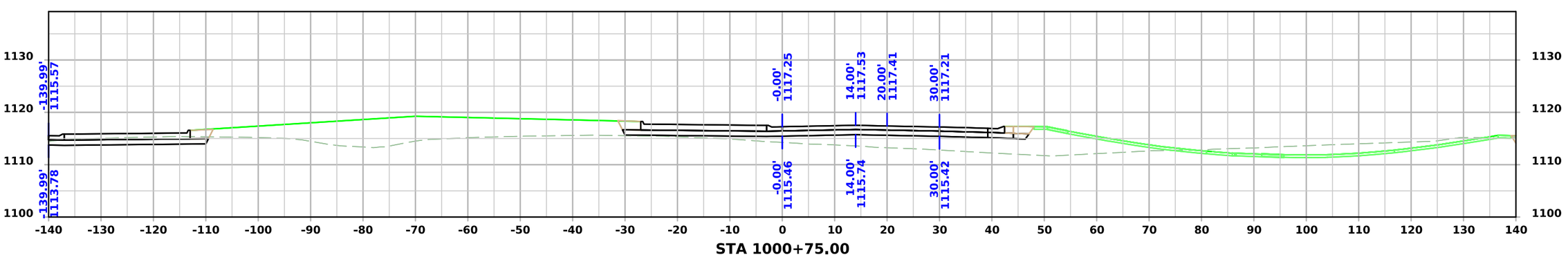

STA 1000+75.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER Y.2

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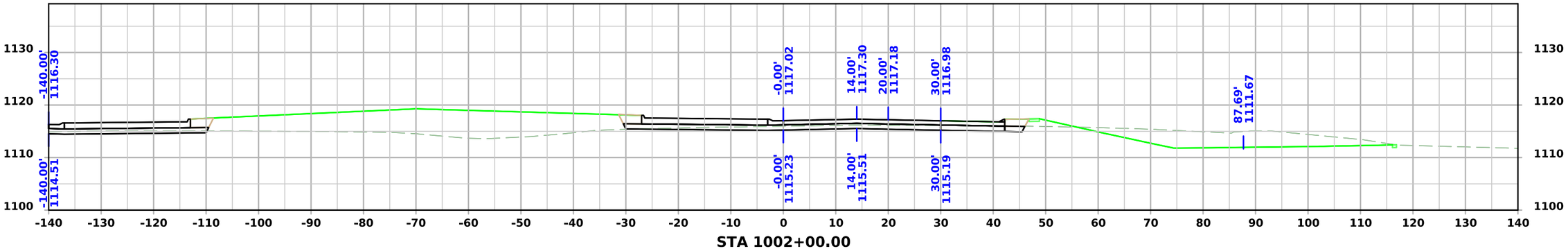
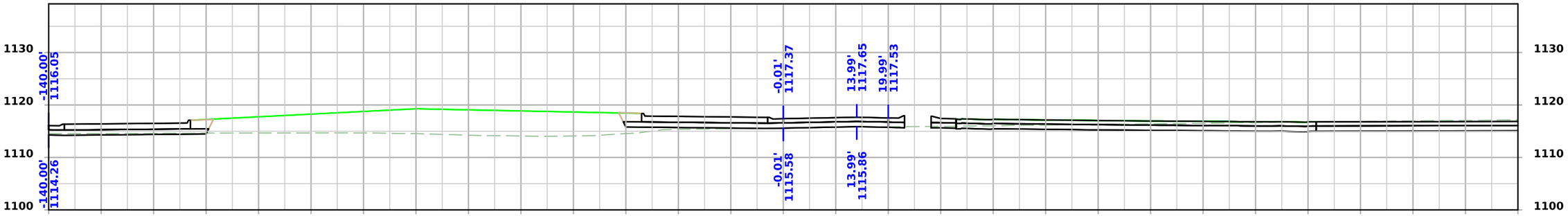
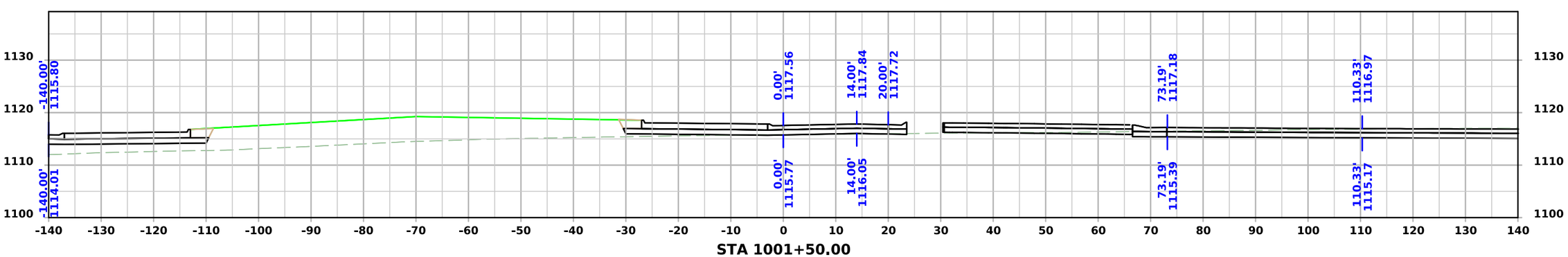
RA Circle



STA 1002+00.00



STA 1001+75.00



STA 1001+50.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER Y.3	

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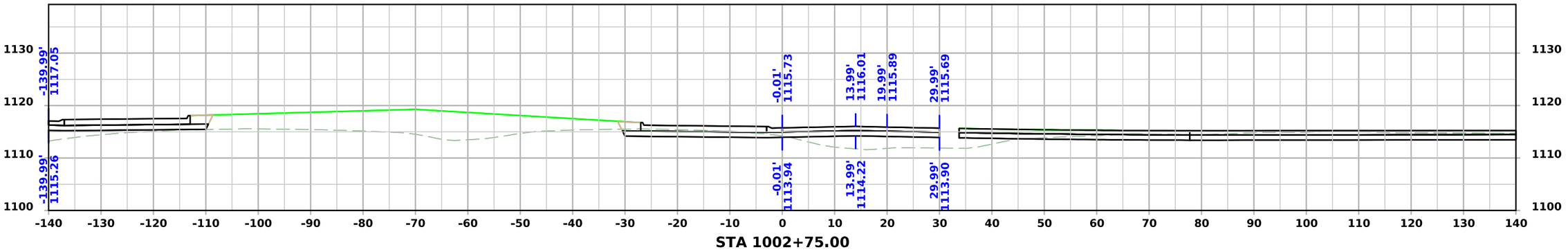
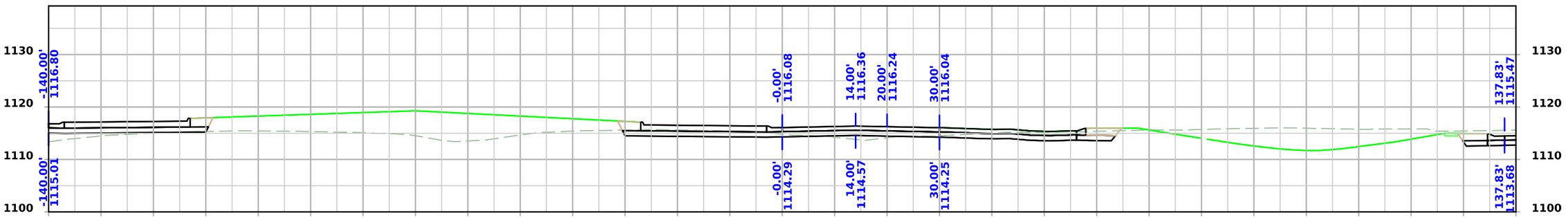
RA Circle



STA 1002+75.00



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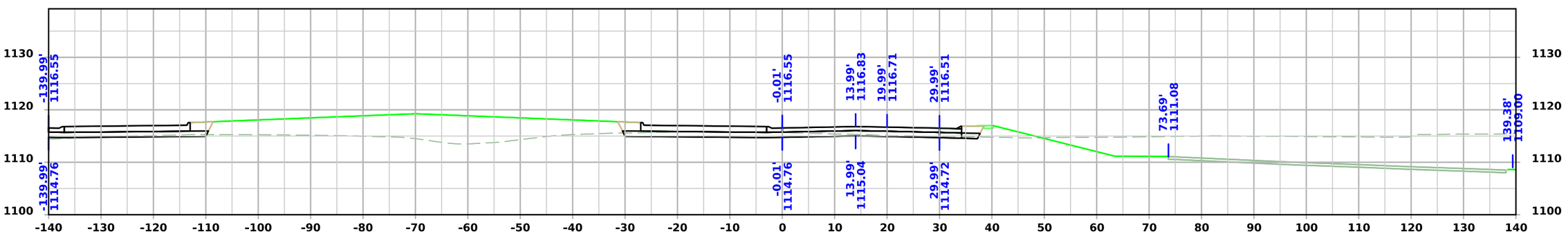

STA 1002+25.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER Y.4

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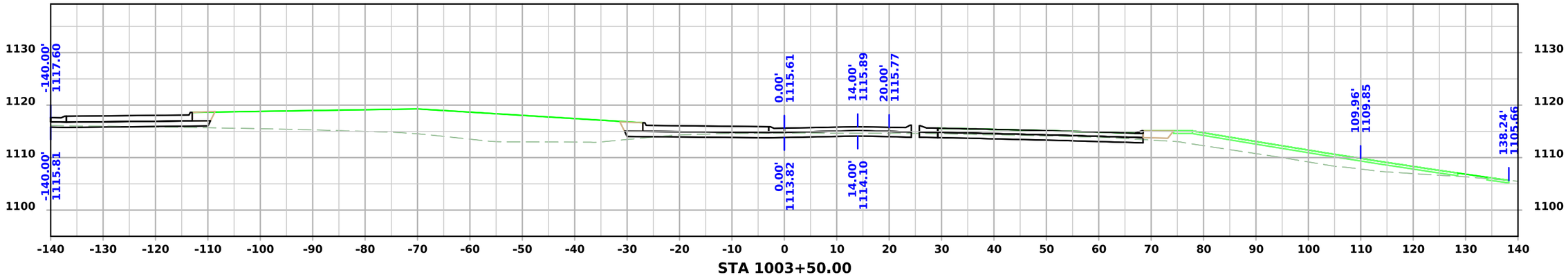
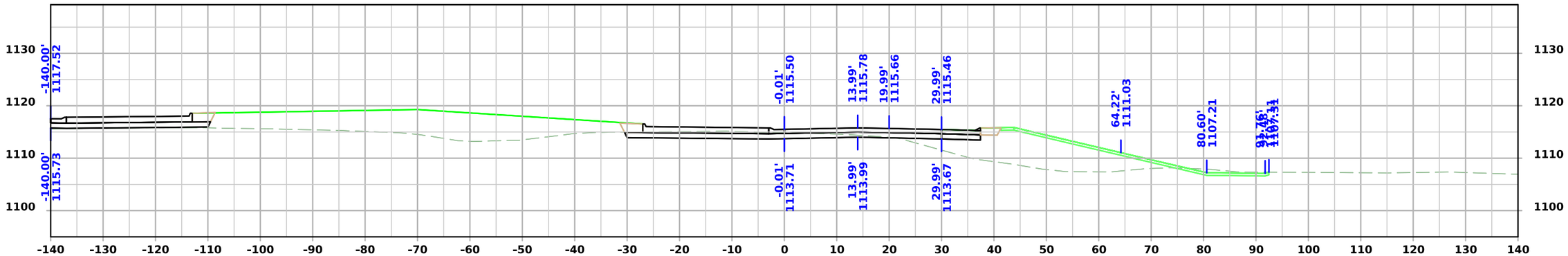
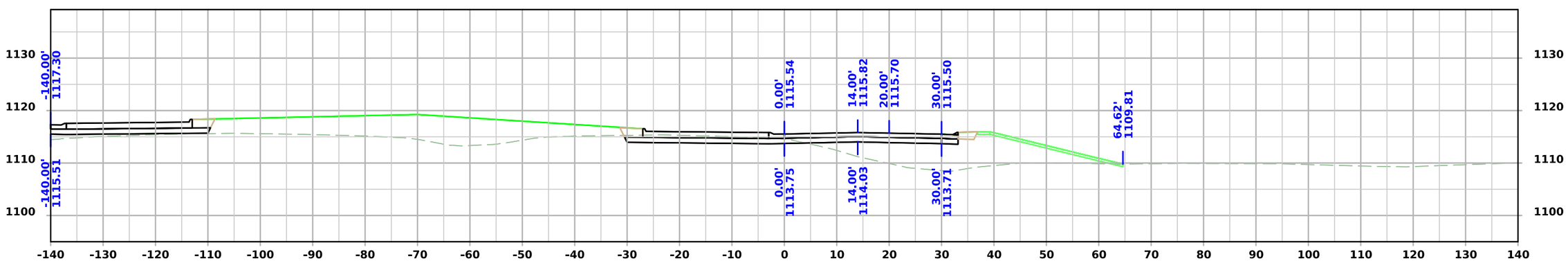
RA Circle



STA 1003+50.00



STA 1003+25.00



STA 1003+00.00

FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER Y.5	

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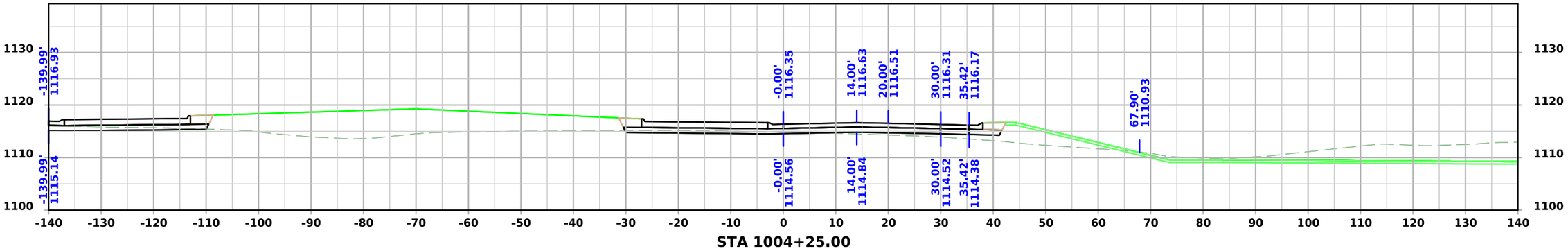
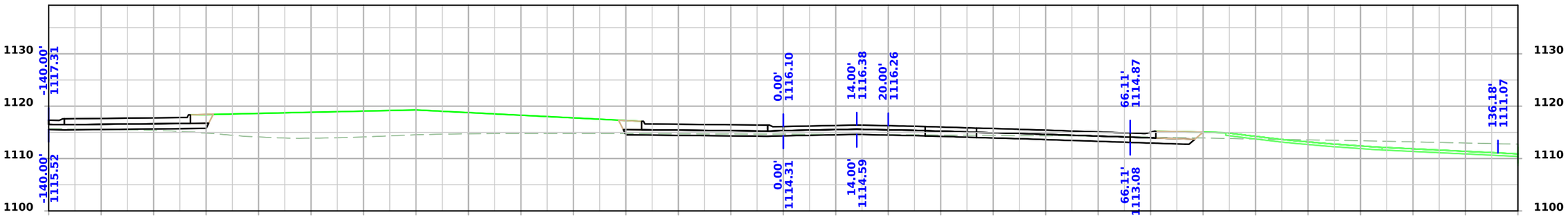
RA Circle



STA 1004+25.00



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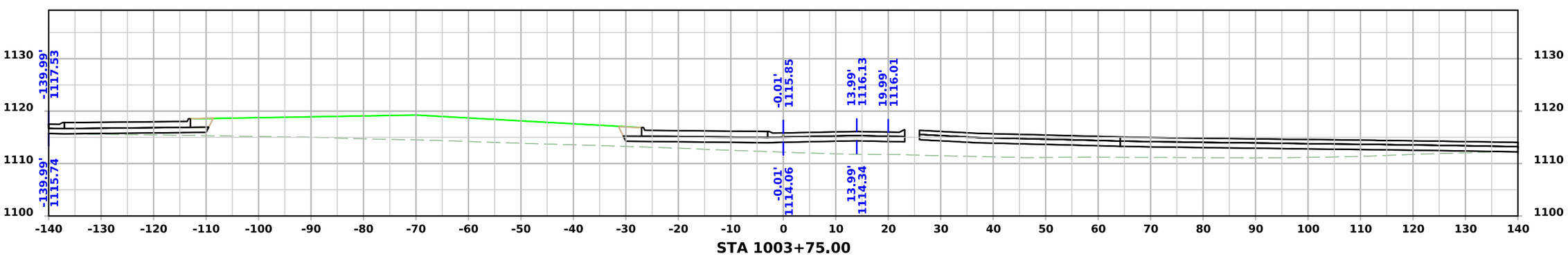

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FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER Y.6

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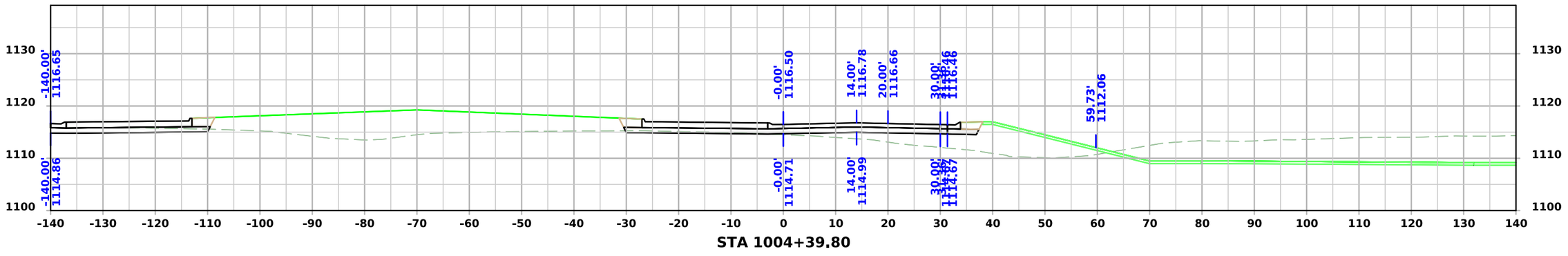
RA Circle



FILE NO.	ENGLISH	DESIGN TEAM Rhoads\Tamrakar\Prindle	BOONE COUNTY	PROJECT NUMBER HSIPX-030-4(113)--3L-08	SHEET NUMBER Y.7

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