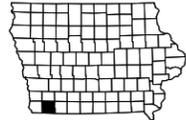


PCC Pavement - Grade and New
 HSIPX-059-1(037)--3L-73
 LETTING DATE
 1/20/2027

PAGE COUNTY



INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	Typical Cross Sections and Details
B.1 - 4	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
D.1	Plan & Profile Legend & Symbol Information Sheet
D.2 - 7	US 59
E Sheets	Side Road Plan and Profile Sheets
E.1 - 9	IA 2
G Sheets	Survey Sheets
G.1 - 3	Reference Ties and Bench Marks
J Sheets	Traffic Control and Staging Sheets
J.1	Traffic Control Plan
J.2	Detour Map
J.3 - 4	Signing
W Sheets	Mainline Cross Sections
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 16	US 59 Cross Sections
X Sheets	Side Road Cross Sections
X.1 - 29	IA 2 Cross Sections
X.100 - 107	Roundabout Circle Cross Sections
Z Sheets	Pipe Cross Sections
Z.1	Pipe Cross Sections

<--- H Sheets



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
PAGE COUNTY
PCC Pavement - Grade and New
 Intersection of IA 2
 and US 59 S. of Shenandoah

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

TOTAL	84
PROJECT IDENTIFICATION NUMBER	
25-73-059-010	
PROJECT NUMBER	
HSIPX-059-1(037)--3L-73	
R.O.W. PROJECT NUMBER	
NHSN-059-1(038)--2R-73	

IA 2 West Leg	
DESIGN DATA RURAL	
2025 AADT	1950 V.P.D.
20 -- AADT	-- V.P.D.
20 -- DHV	-- V.P.H.
TRUCKS	12 %
Total Design ESALs	--

IA 2 East Leg	
DESIGN DATA RURAL	
2025 AADT	2420 V.P.D.
20 -- AADT	-- V.P.D.
20 -- DHV	-- V.P.H.
TRUCKS	12 %
Total Design ESALs	--

US 59 South Leg	
DESIGN DATA RURAL	
2025 AADT	1820 V.P.D.
20 -- AADT	-- V.P.D.
20 -- DHV	-- V.P.H.
TRUCKS	16 %
Total Design ESALs	--

US 59 North Leg	
DESIGN DATA RURAL	
2025 AADT	4590 V.P.D.
20 -- AADT	-- V.P.D.
20 -- DHV	-- V.P.H.
TRUCKS	11 %
Total Design ESALs	--

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

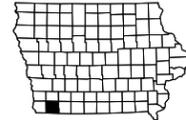
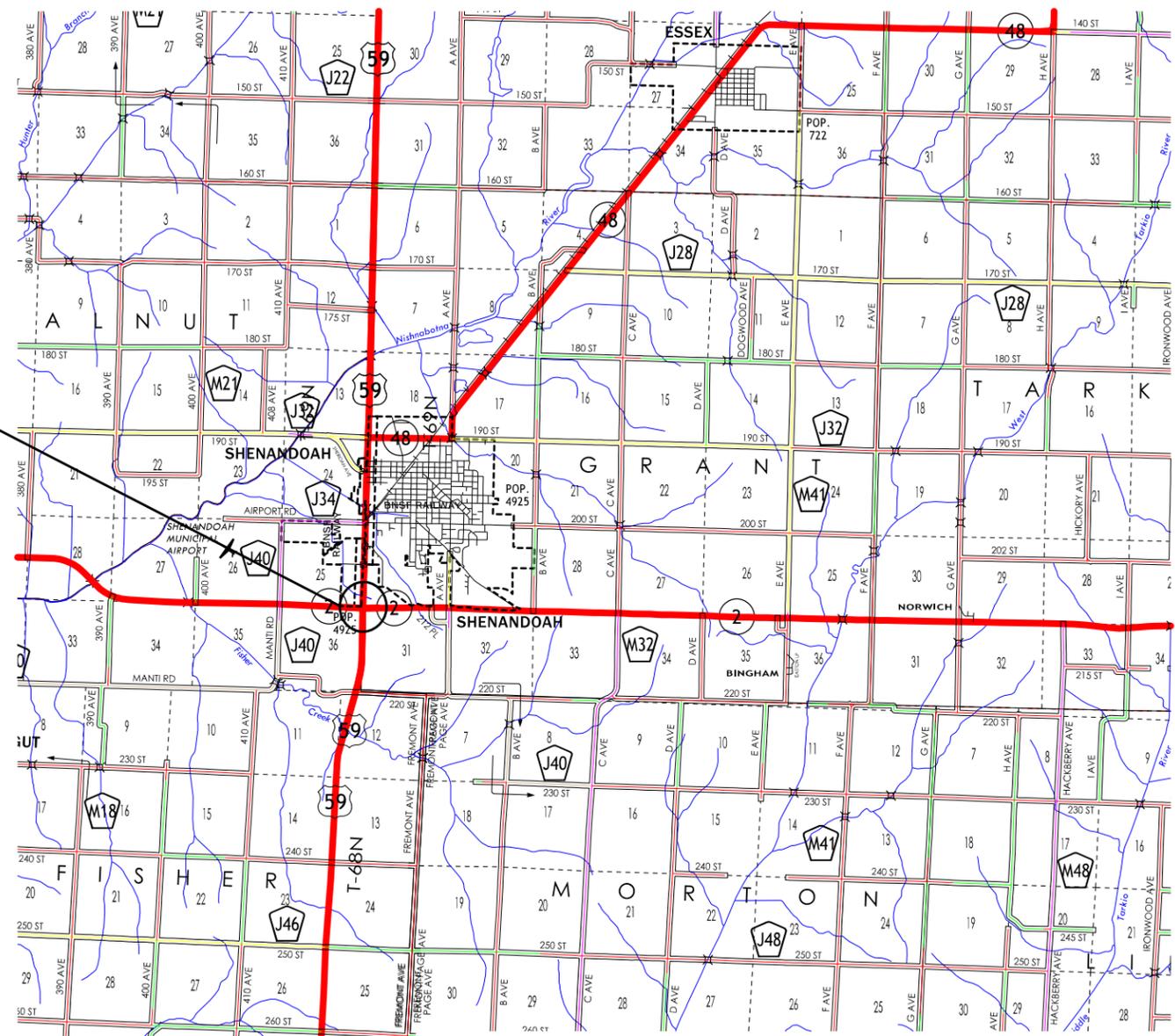
R1 - 1/30/26
 P9 - 3/25/26
 DM5 - 9/29/26

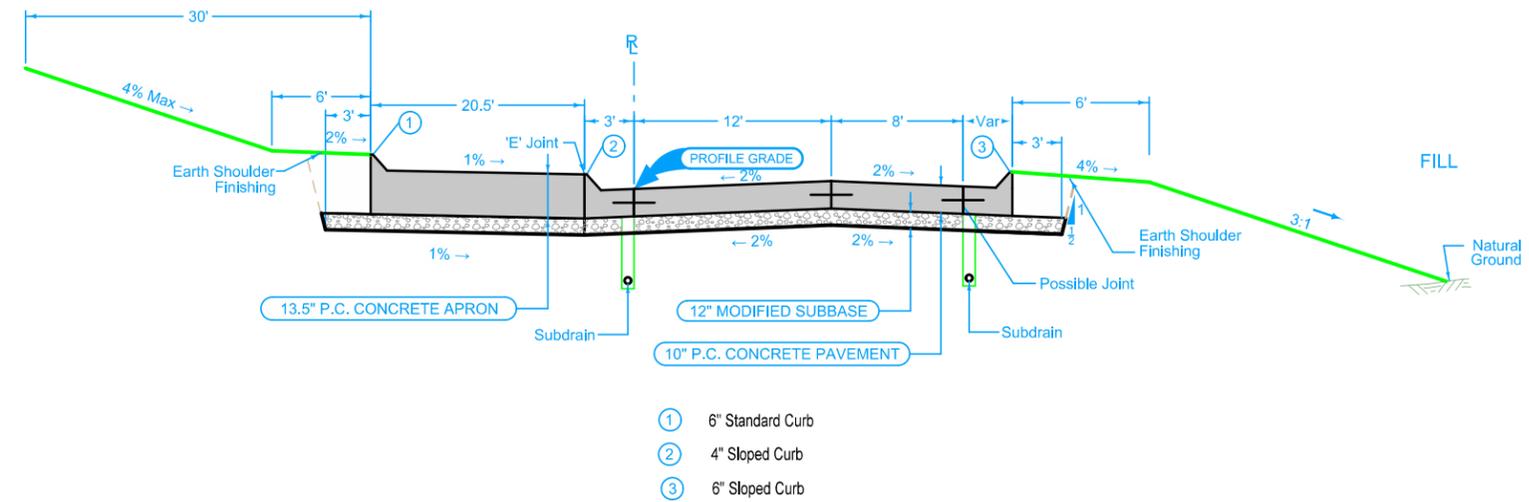
PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 12/19/25

PROJECT LOCATION





LOCATION		
ROAD IDENTIFICATION	STATION TO STATION	
Inner ICD	0+00.00	3+45.57

Note: See 'L' Sheets for Jointing Layout

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

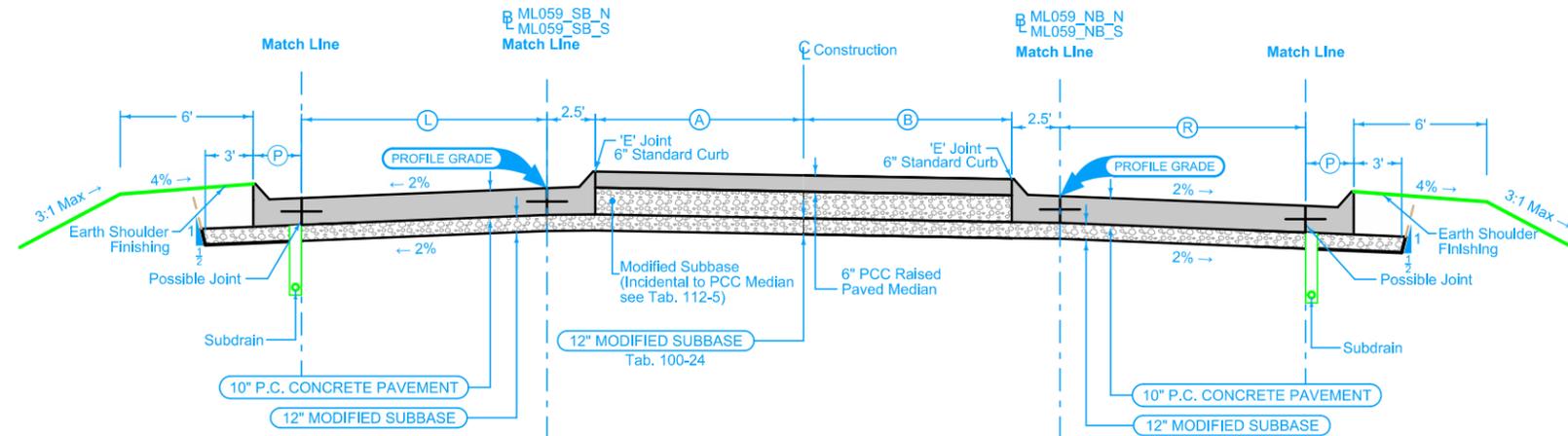
Roundabout

Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
2589+79.90	2591+02.94	#	6" Sloped



Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
1589+03.19	1590+97.73	#	6" Sloped
1592+41.96	1593+65.00	#	6" Sloped

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

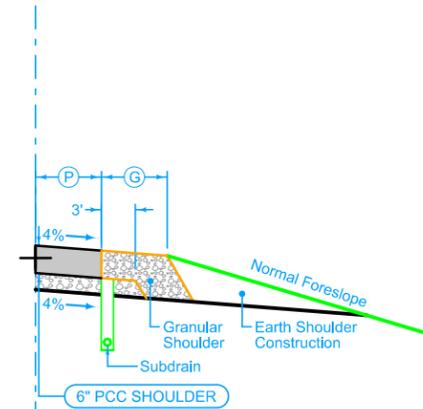
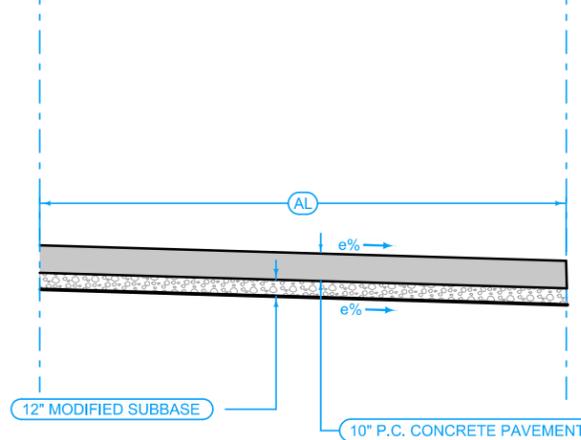
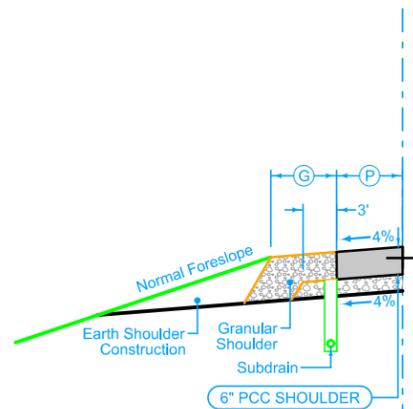
BEGIN STATION	END STATION	(L) Feet
2587+71.08	2591+02.94	Vari.
2592+47.49	2595+88.83	Vari.

Median

4DP_Raised_Out_L 04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
587+79.26	590+95.11	Vari.	Vari.
592+42.83	595+60.13	Vari.	Vari.

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

BEGIN STATION	END STATION	(R) Feet
1587+71.00	1590+97.73	Vari.
1592+41.96	1595+89.00	Vari.



Full Depth PCC Combination Shoulder

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

2_C_FullPCC_ 04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
2587+71.08	2589+79.90	4	4

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

STATION TO STATION		(AL) Feet
587+71.02	587+79.26	Vari
595+60.13	595+82.02	Vari

Full Depth PCC Combination Shoulder

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

2_C_FullPCC_ 04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
1587+71.00	1589+03.19	4	4
1593+65.00	1595+89.00	4	4

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

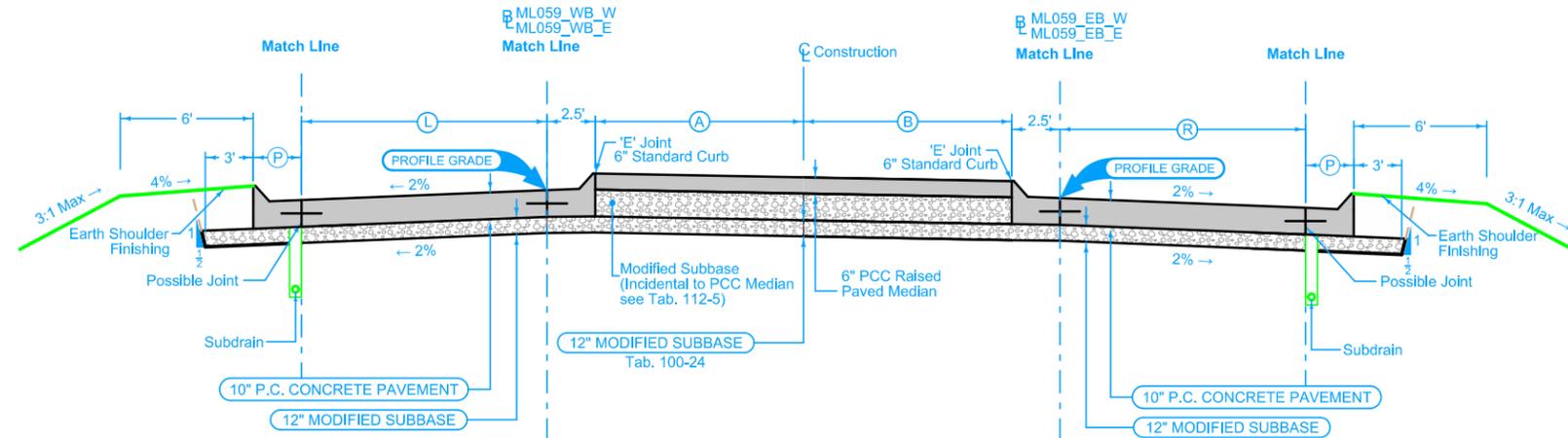
US 59

Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
3720+78.82	3722+02.04	3	6" Sloped
3723+45.00	3725+18.47	3	6" Sloped



Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
2720+23.38	2721+97.01	3	6" Sloped
2723+42.65	2724+65.74	3	6" Sloped

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

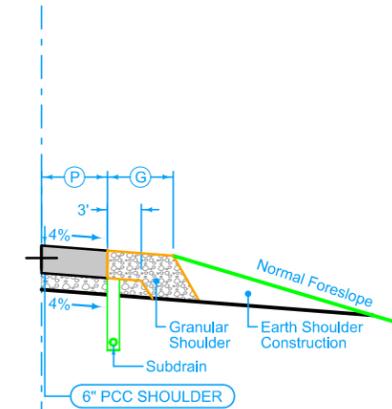
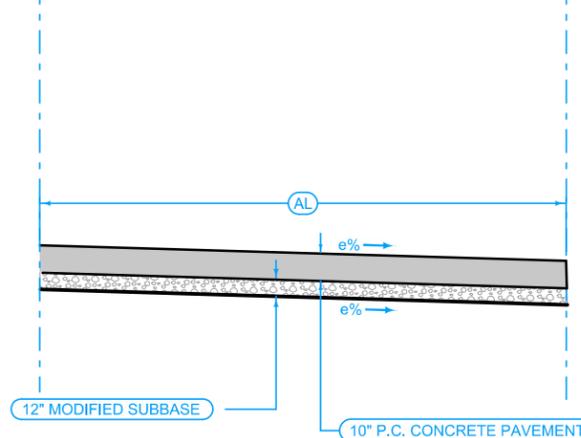
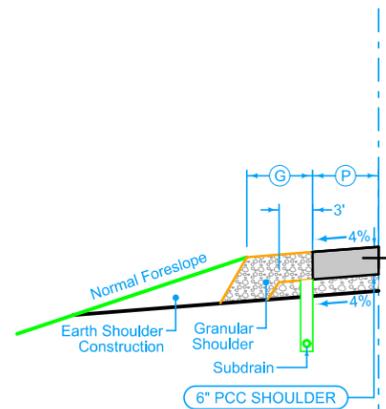
BEGIN STATION	END STATION	(L) Feet
3715+55.64	3720+36.58	12
3720+36.58	3722+02.04	Vari.
3723+45.00	2725+18.47	Vari.
2725+18.47	3729+52.40	12

Median

4DP_Raised_Out_L 04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
1718+76.73	1721+94.00	Vari.	Vari.
1723+42.60	1726+56.88	Vari.	Vari.

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

BEGIN STATION	END STATION	(R) Feet
2715+55.64	2720+23.50	12
2720+23.50	2721+97.01	Vari.
2723+42.65	2725+26.37	Vari.
2725+26.37	2729+54.92	12



Full Depth PCC Combination Shoulder

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

2_C_FullPCC_ 04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
3715+55.64	3718+00.00	10	10
3718+00.00	3719+00.00	4	10 - 4
3719+00.00	3720+78.82	4	4
3725+18.47	3729+52.40	4	4

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

STATION TO STATION		(AL) Feet
1715+55.65	1721+94.00	Vari
1726+56.88	6+65.45	Vari

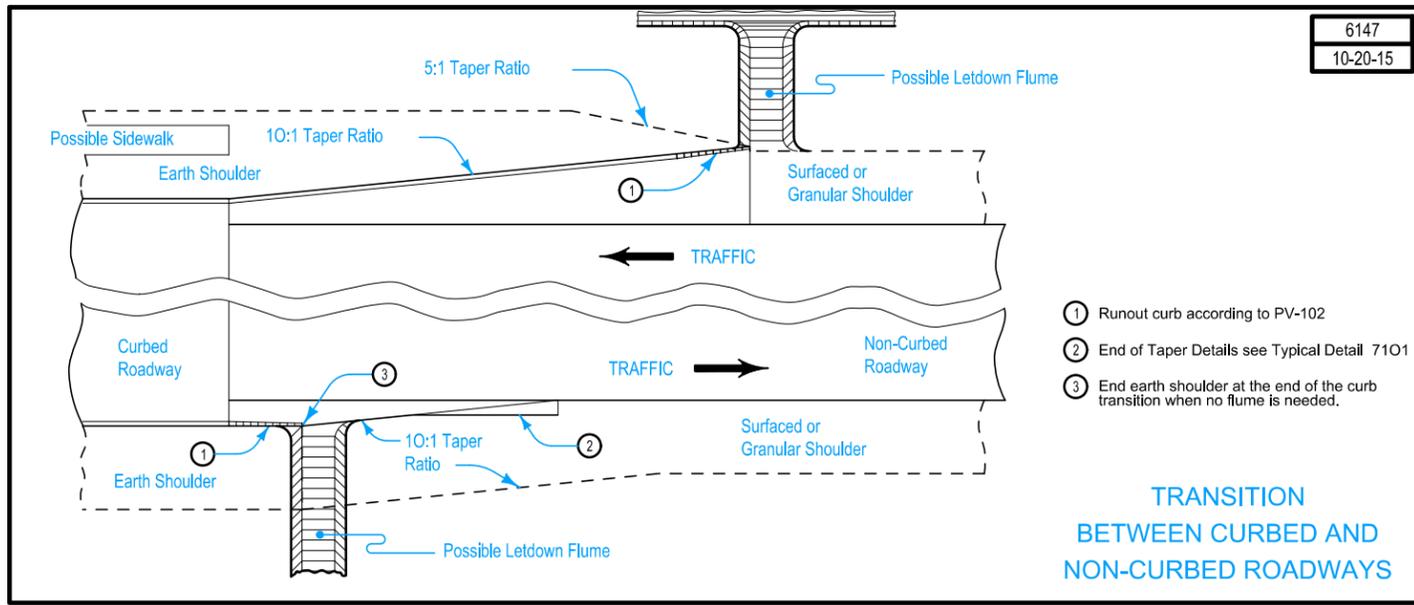
Full Depth PCC Combination Shoulder

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

2_C_FullPCC_ 04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
2715+55.64	2717+50.00	4	11 - 4
2717+50.00	2719+73.38	4	4
2719+73.38	2720+23.38	4	6
2724+65.74	2725+15.55	4	0 - 4
2725+15.55	2729+54.92	4	4

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

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**

SURVEY SYMBOLS

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

UTILITY LEGEND

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

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

	F0	FO1D, Fiber Optic Farmers Telephone - Quality D
	F02	FO2D, Fiber Optic Chat Mobility - Quality D
	F03	FO3D, Fiber Optic Prairie Telephone - Quality D
	F04	FO4D, Fiber Optic ICN - Quality D
	F05	FO5D, Fiber Optic MidAmerican-Fiber - Quality D
	F06	FO6D, Fiber Optic Centurylink - Quality D
	W	WL1D, Water Line SW Regional Water District - Quality D
	PPA	PPA, Power Pole MidAmerican-Electric

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

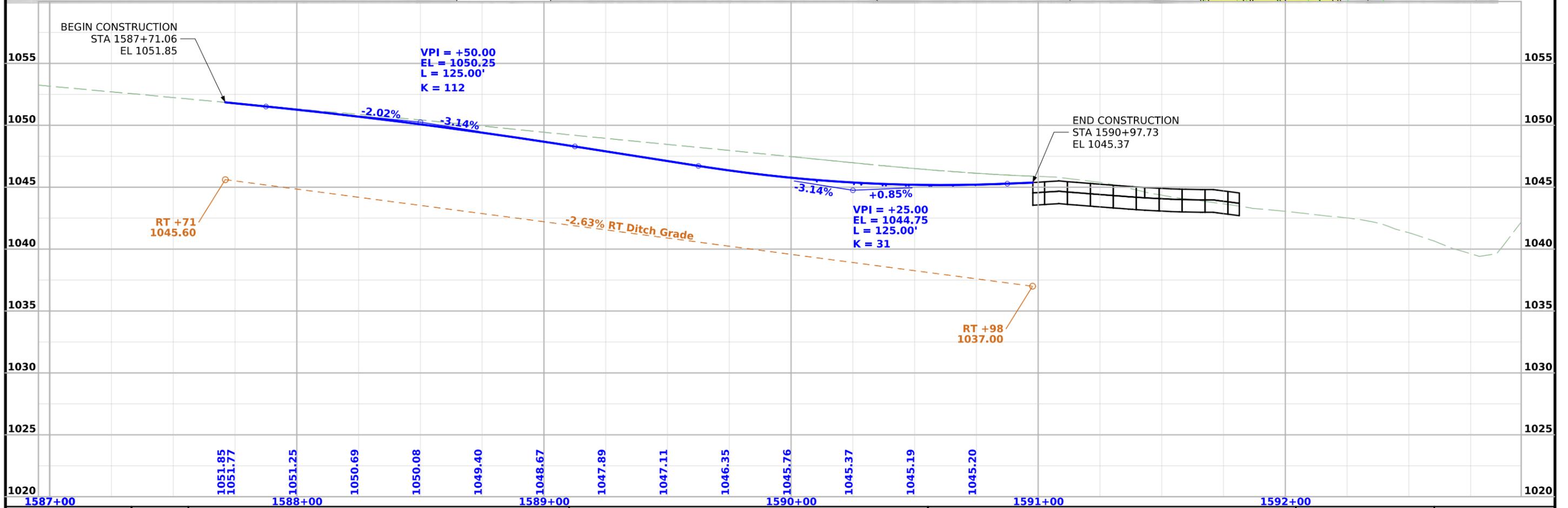
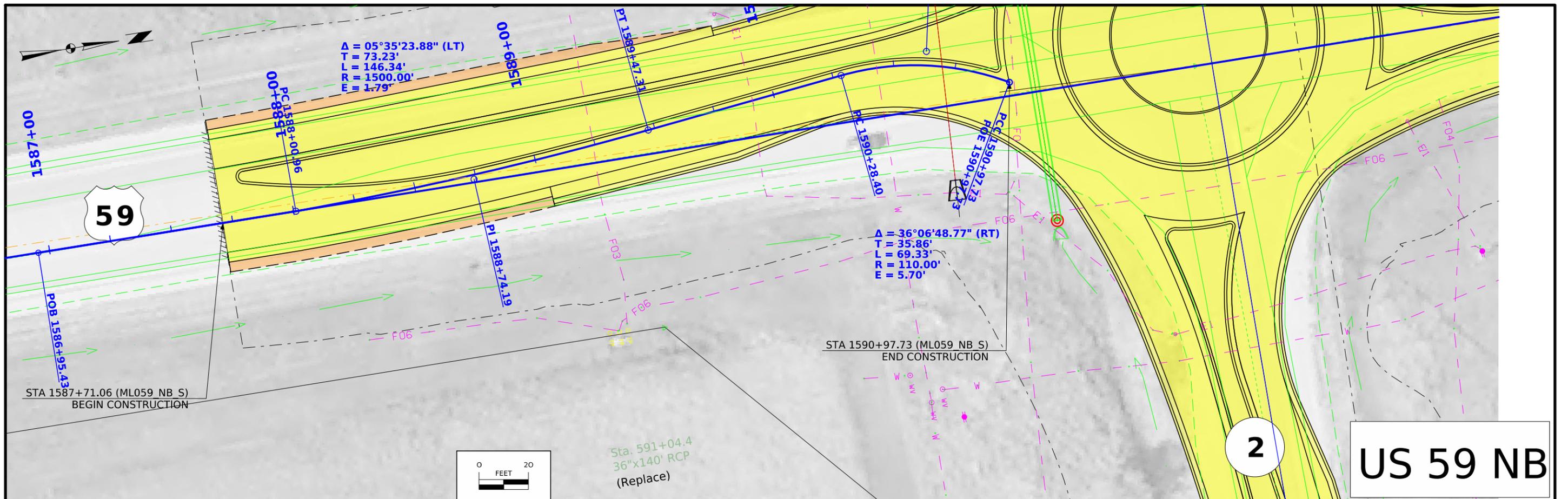
Reference Point	
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	Saw Cut
	Guardrail
	Trench Drain
	HighTension Cable Guardrail
	Sheet Pile
	Pavement Removal
	Clearing & Grubbing Area

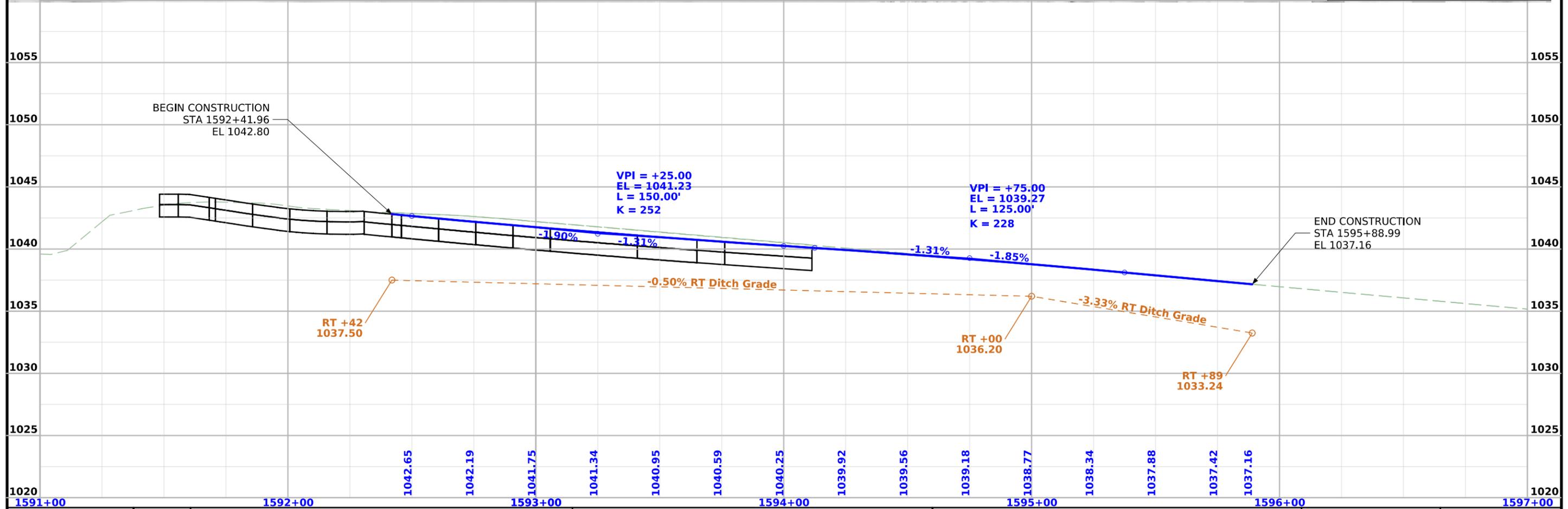
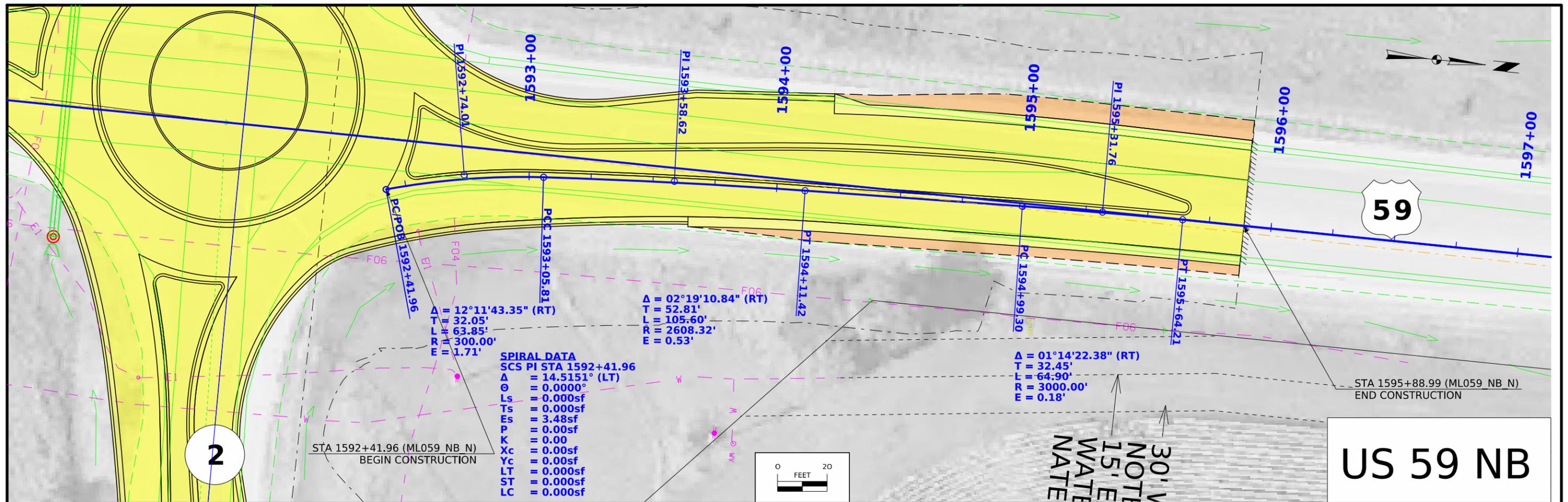
RIGHT-OF-WAY LEGEND

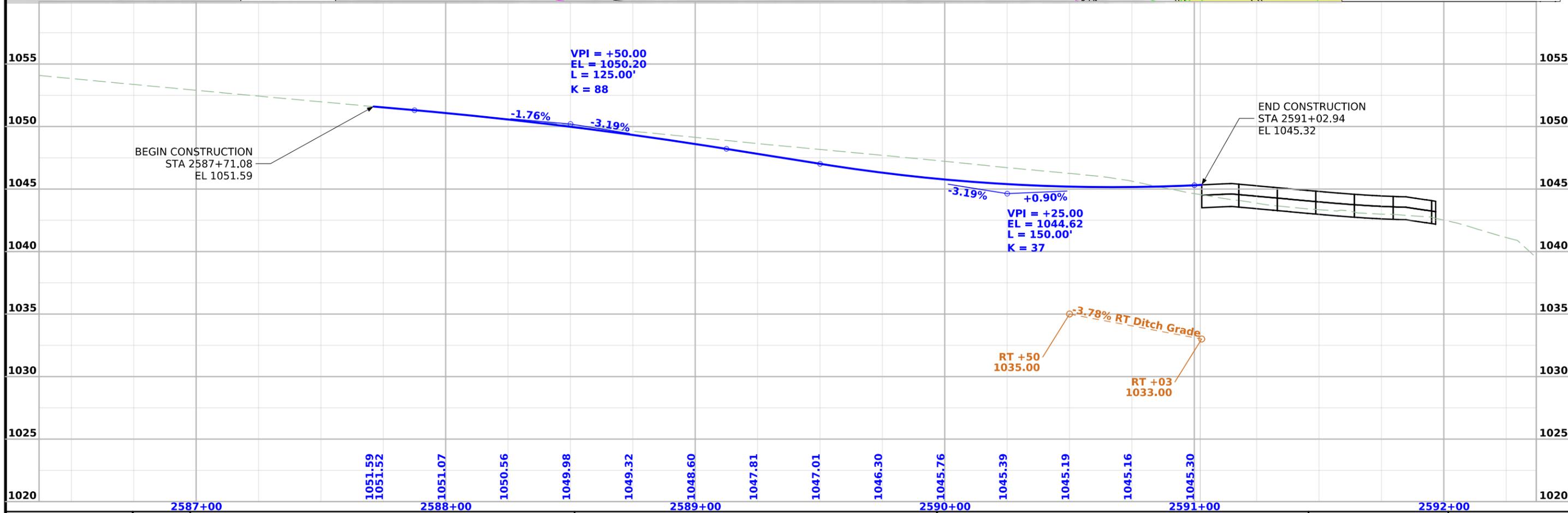
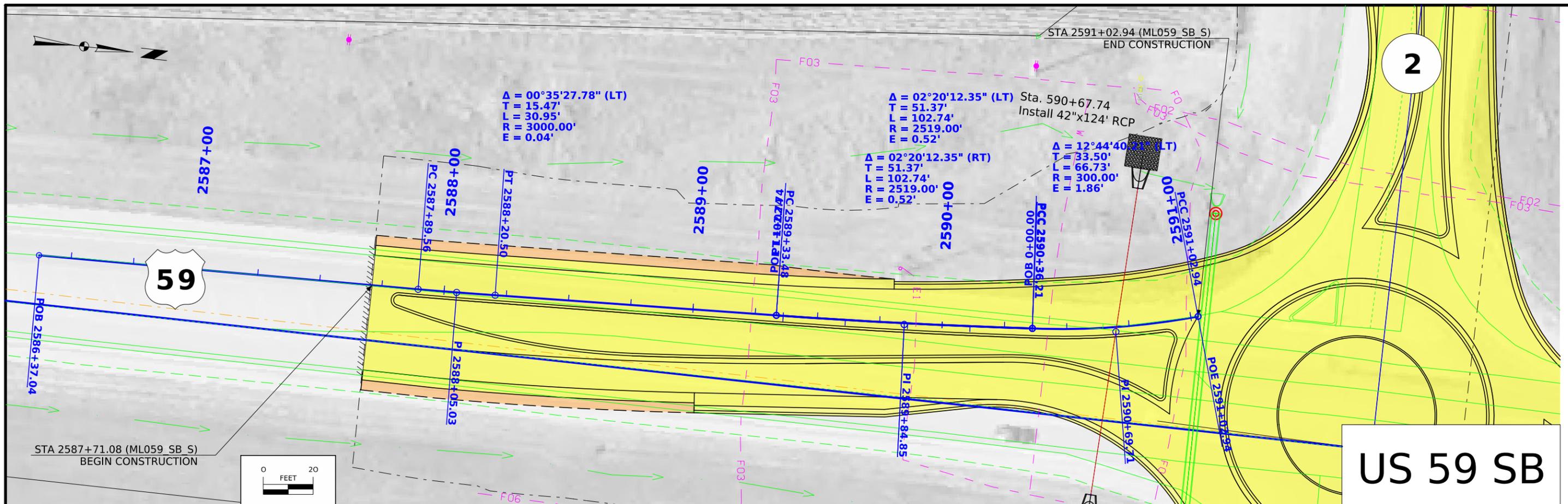
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	Proposed Right-of-Way Line
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary) Symbol
	Easement (Temporary) Line
	Easement
	C/A Access Control
	Property Line Symbol
	Property Line

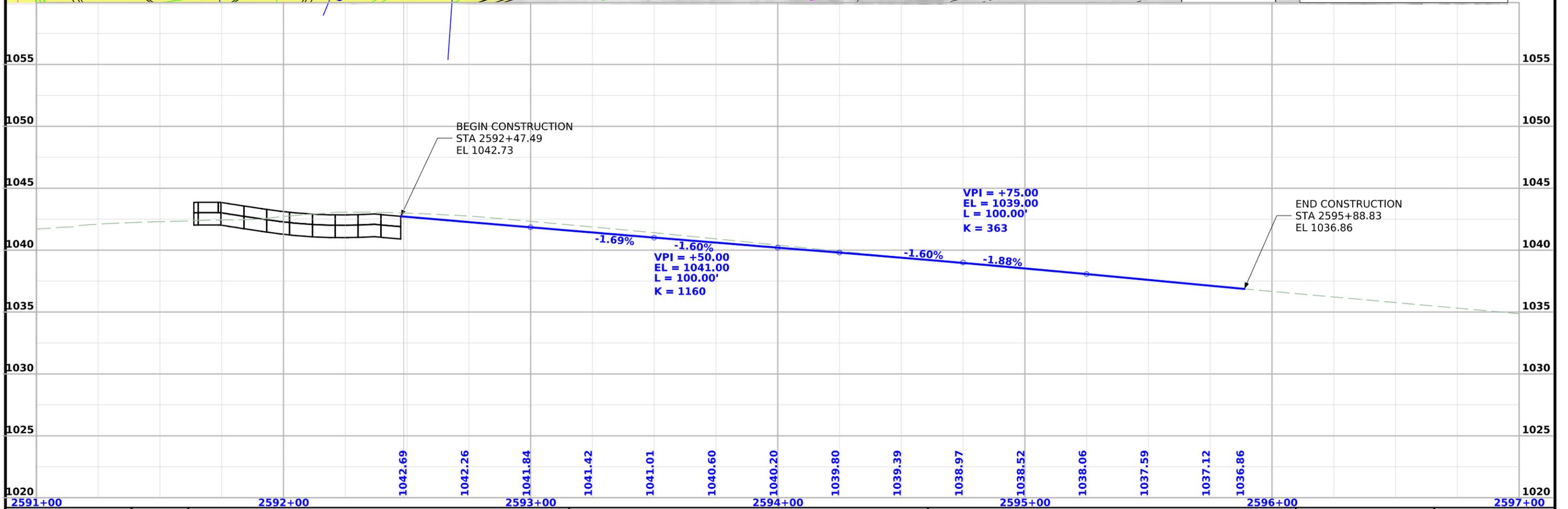
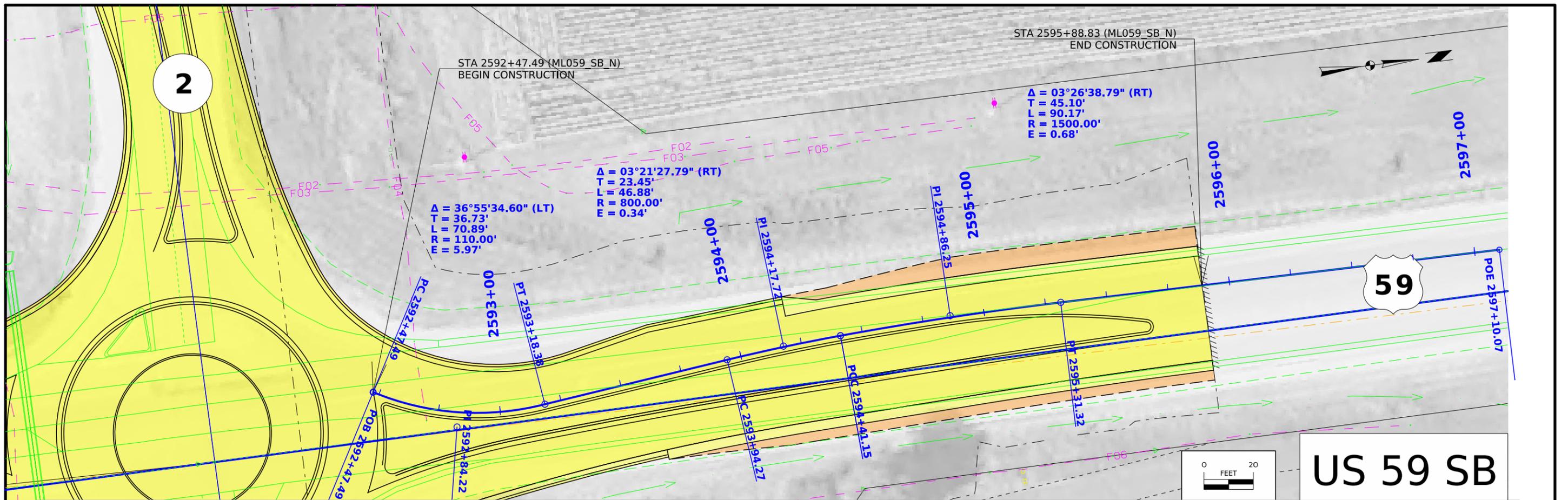
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

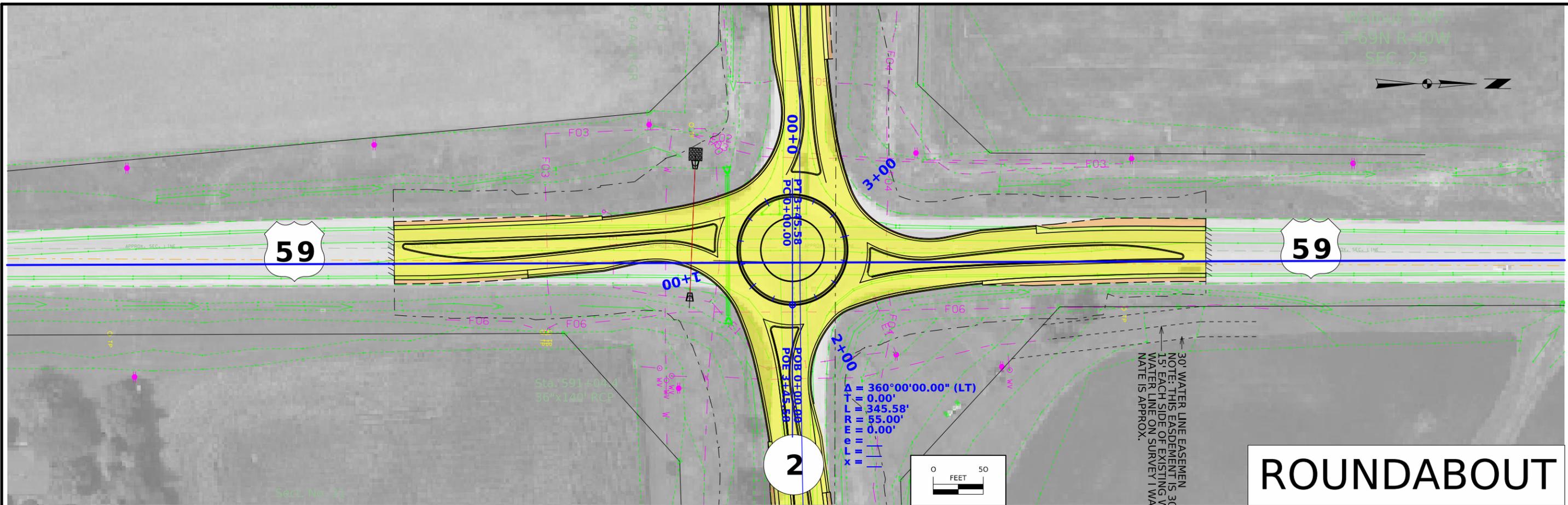
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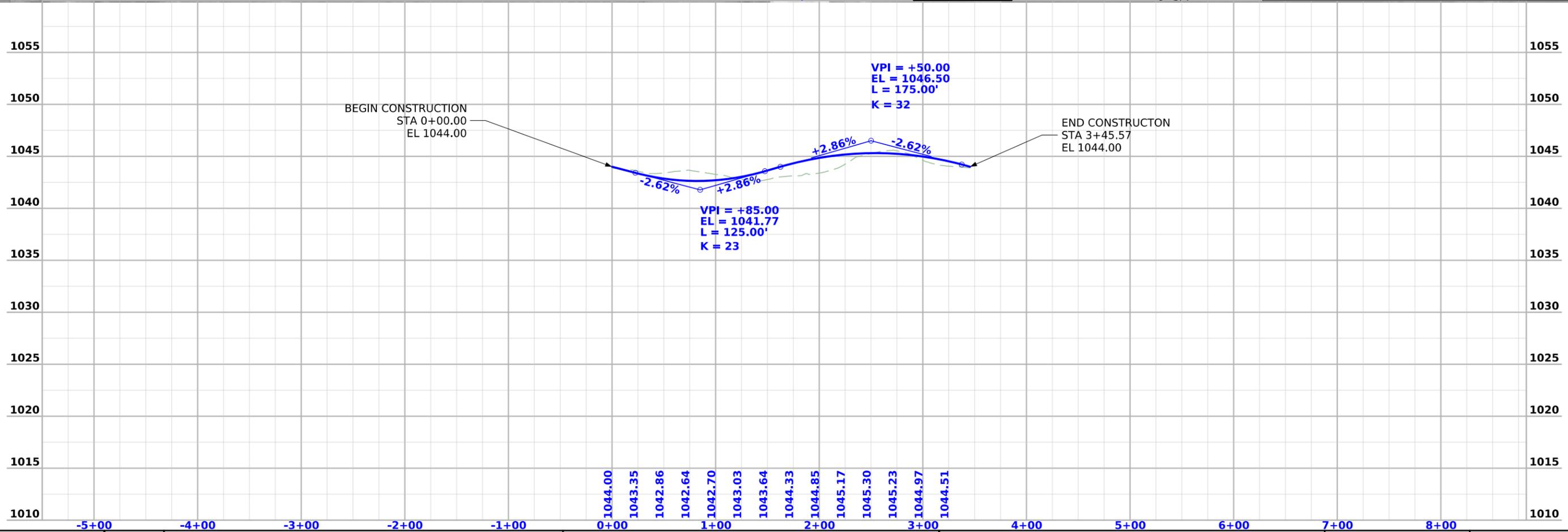


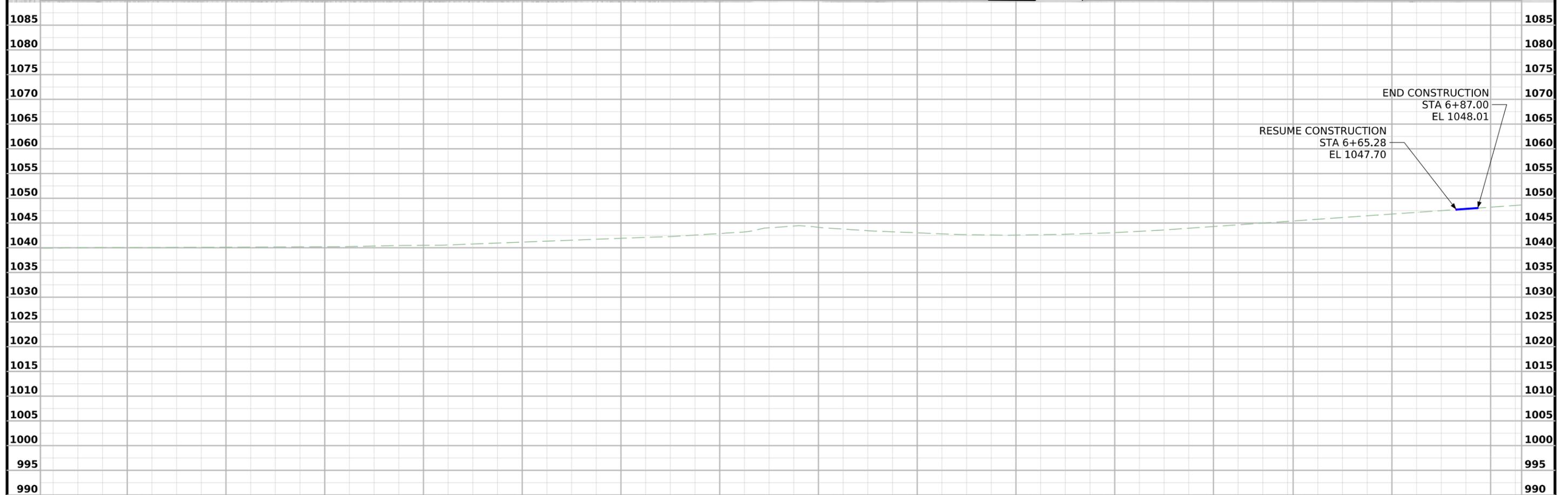
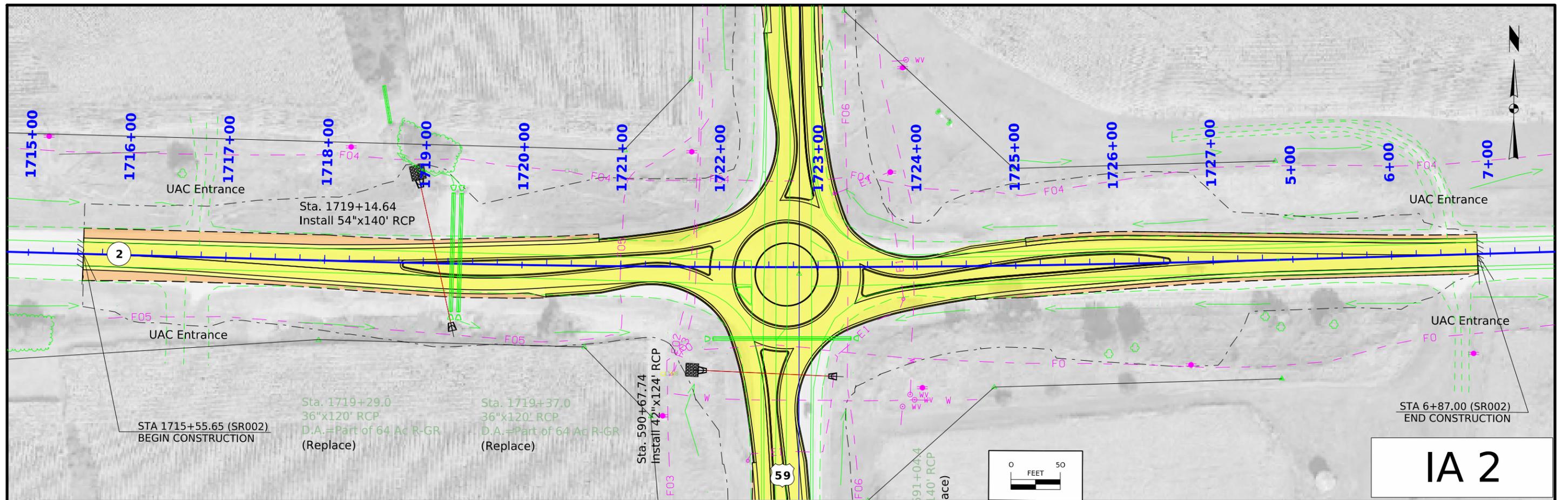




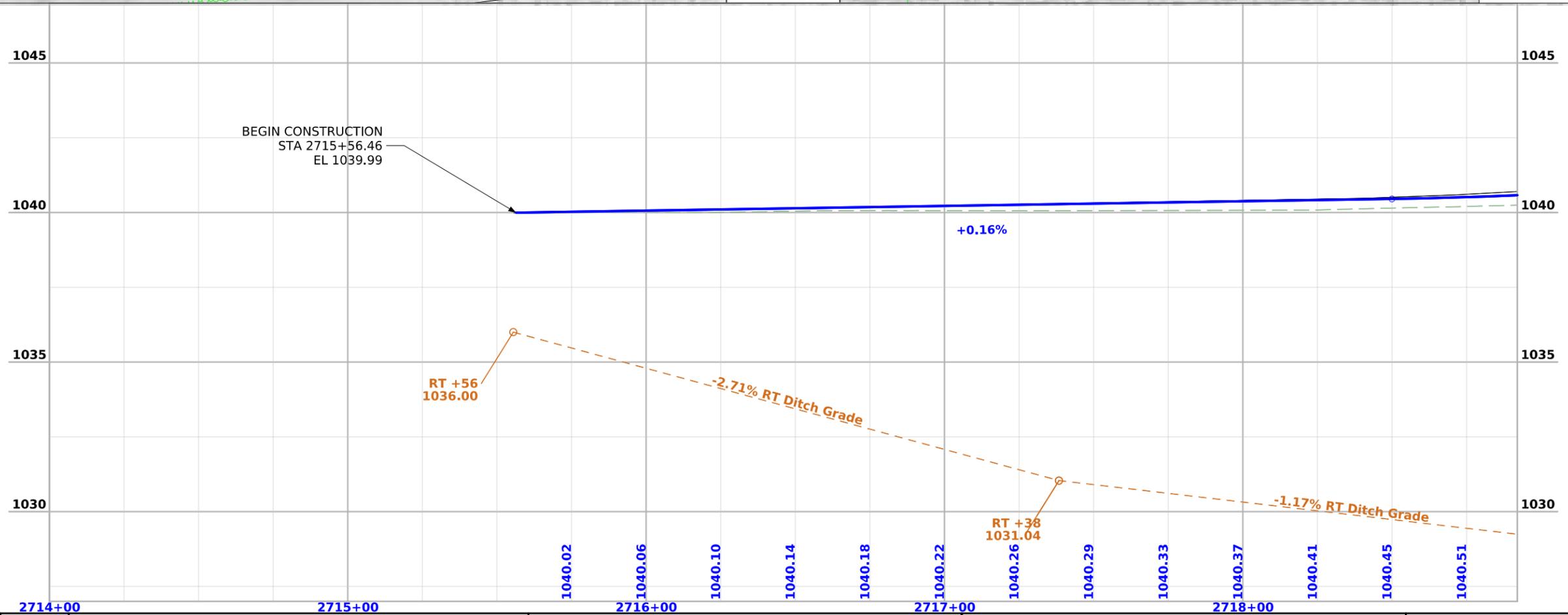
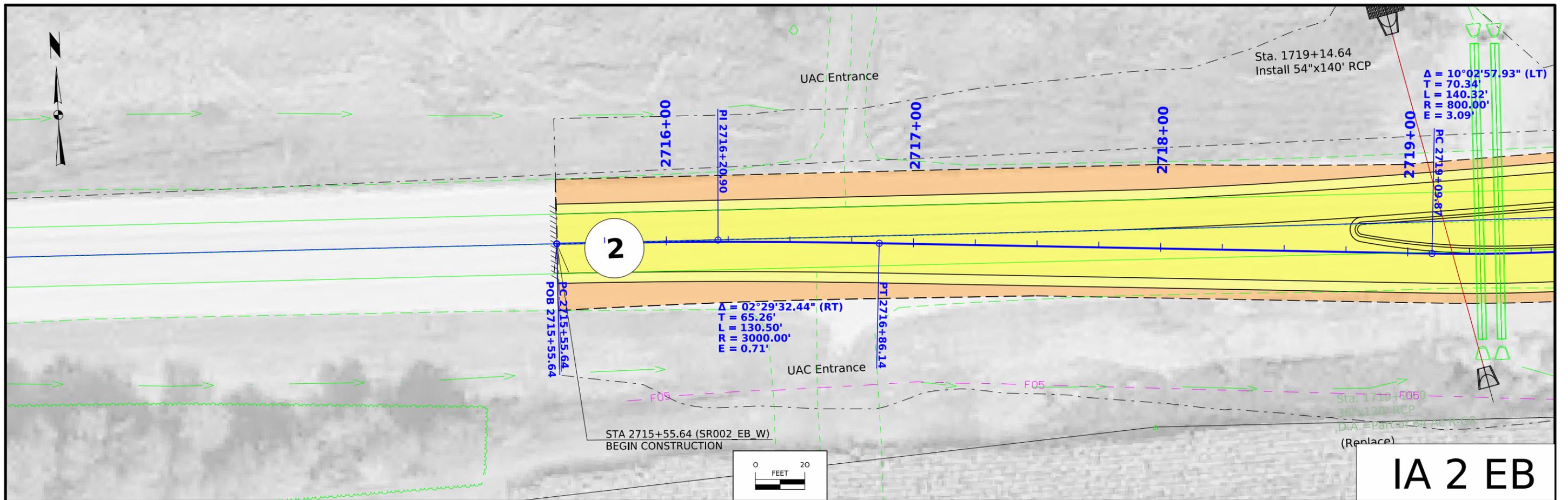


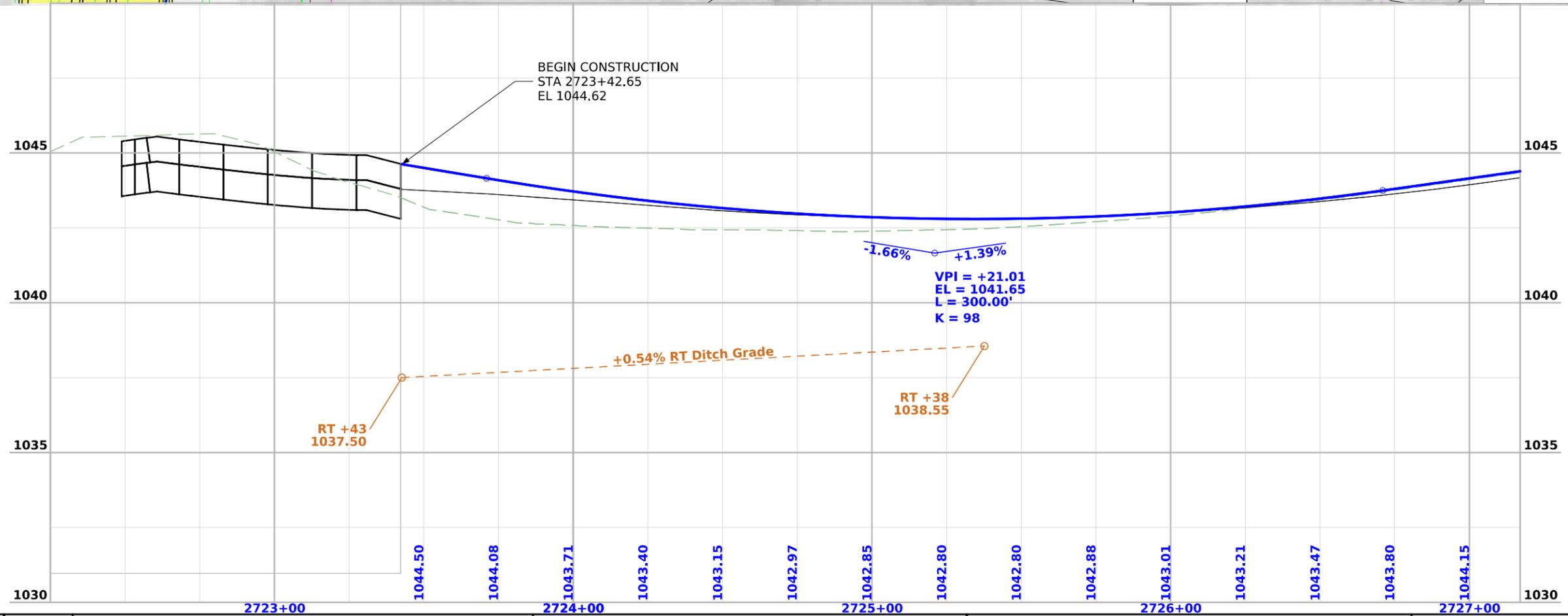
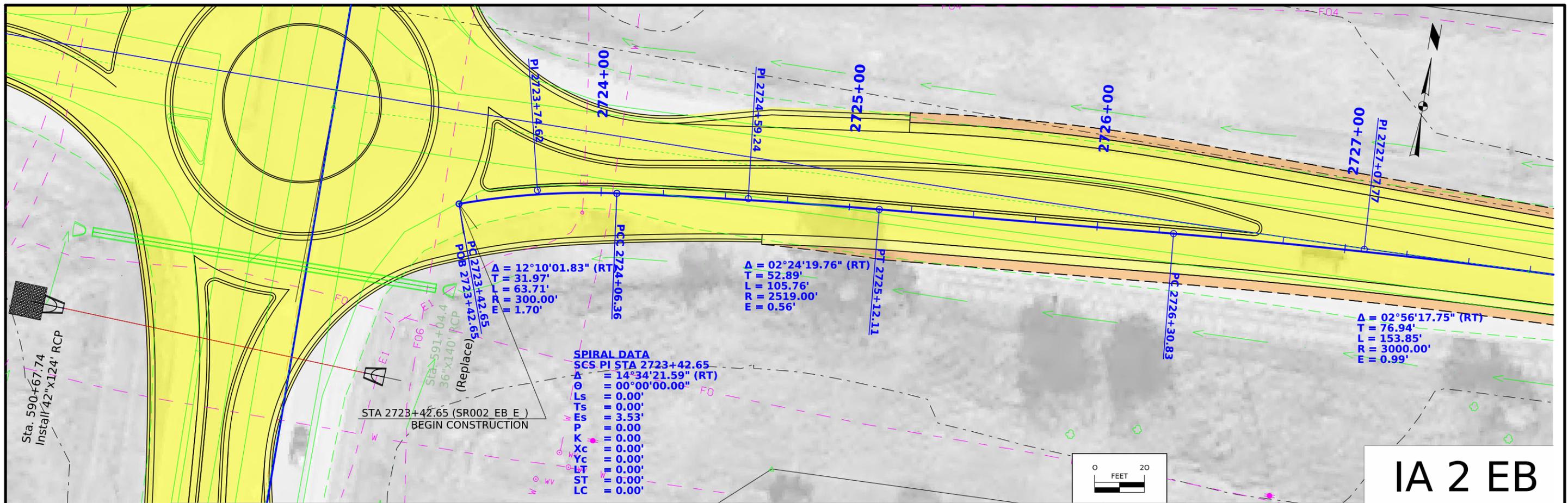
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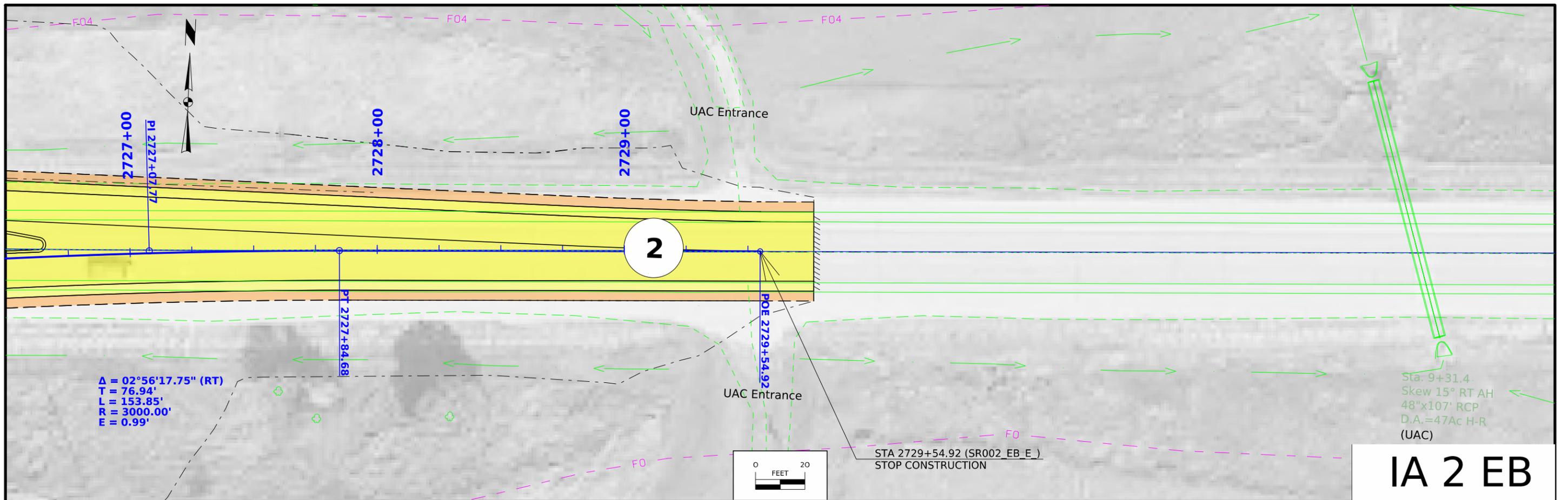




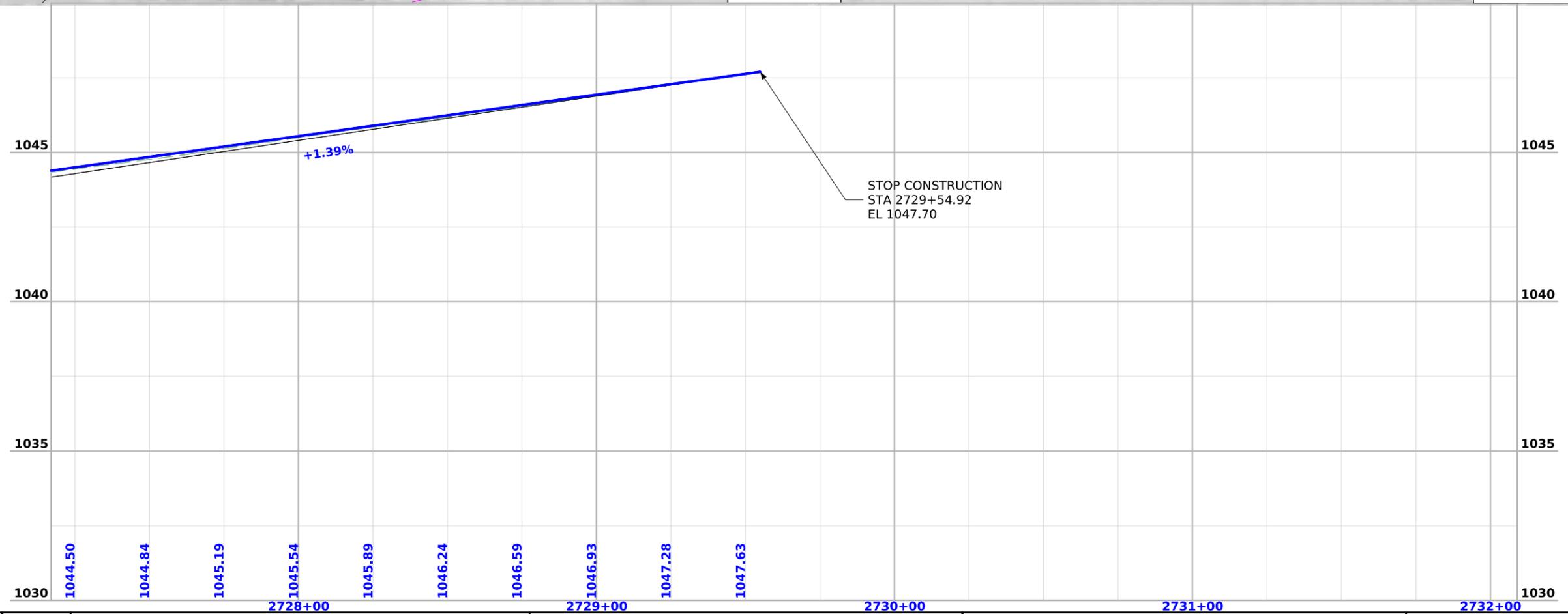
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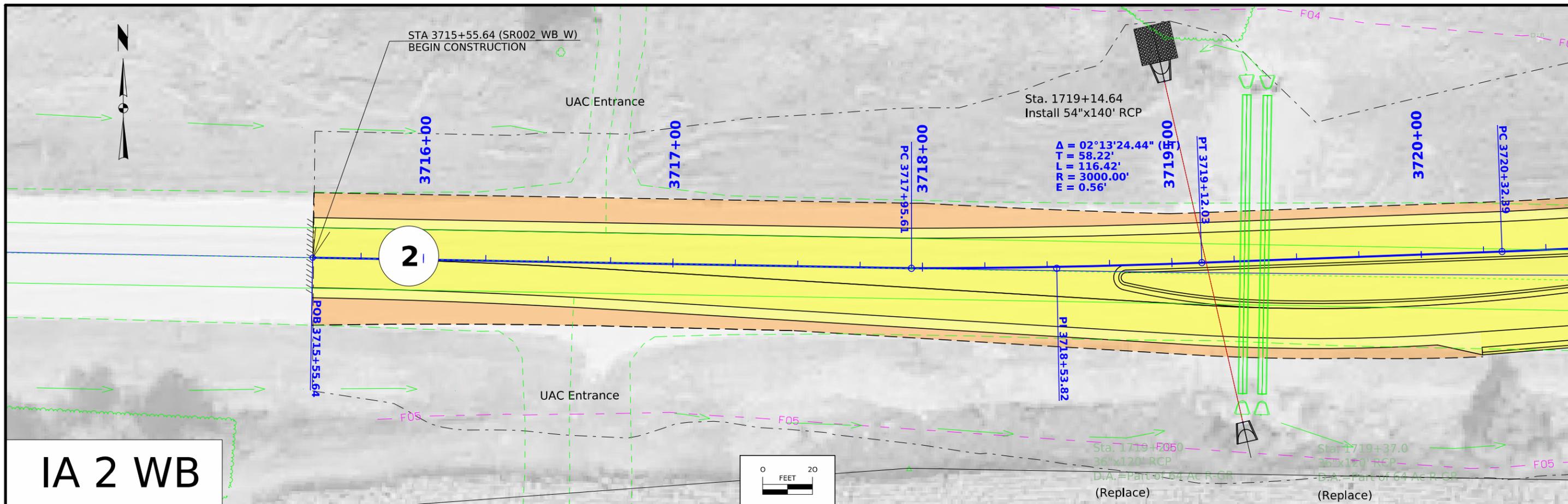




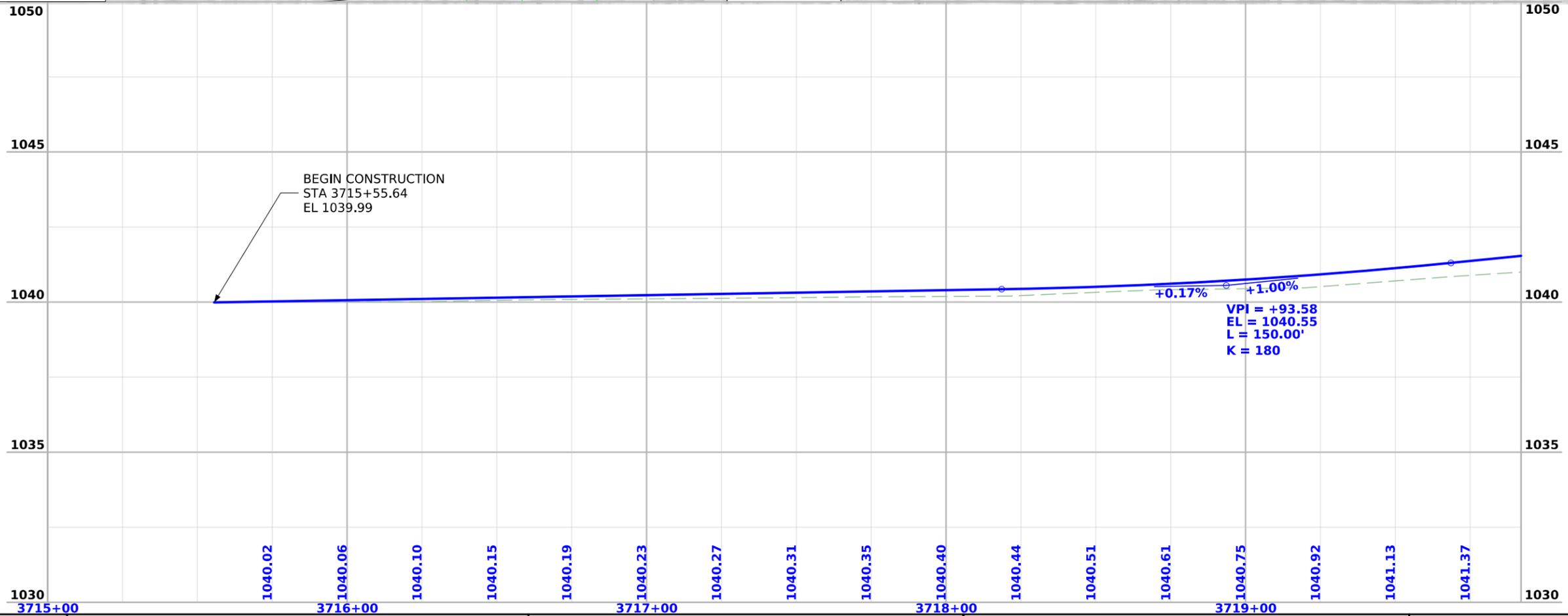
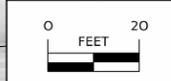


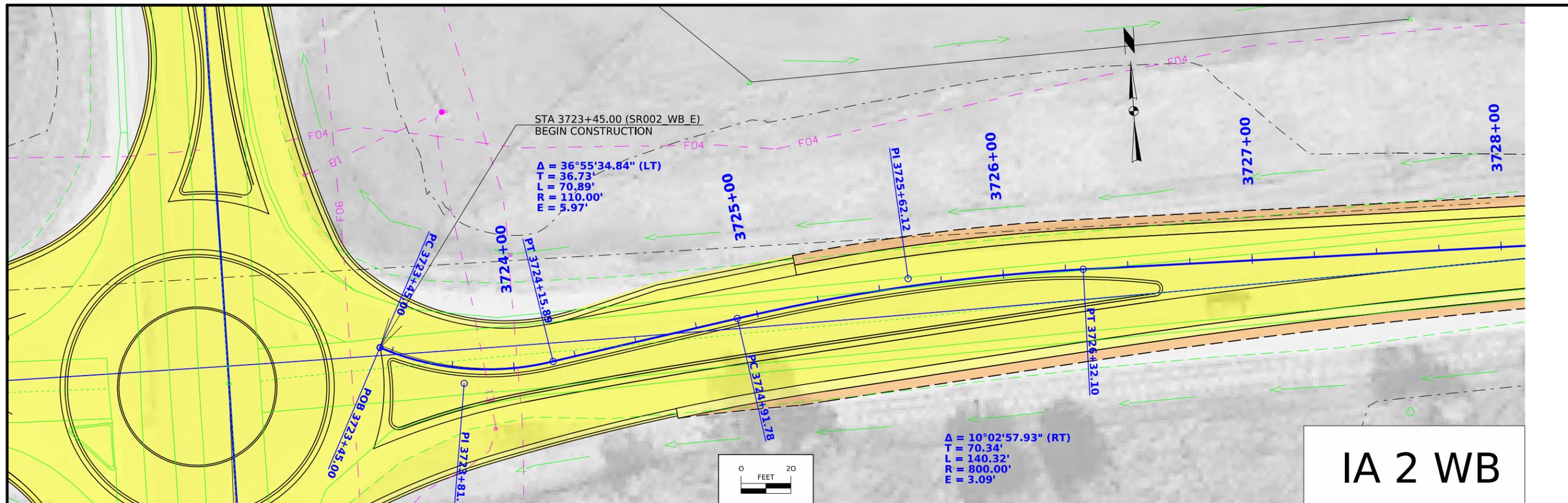
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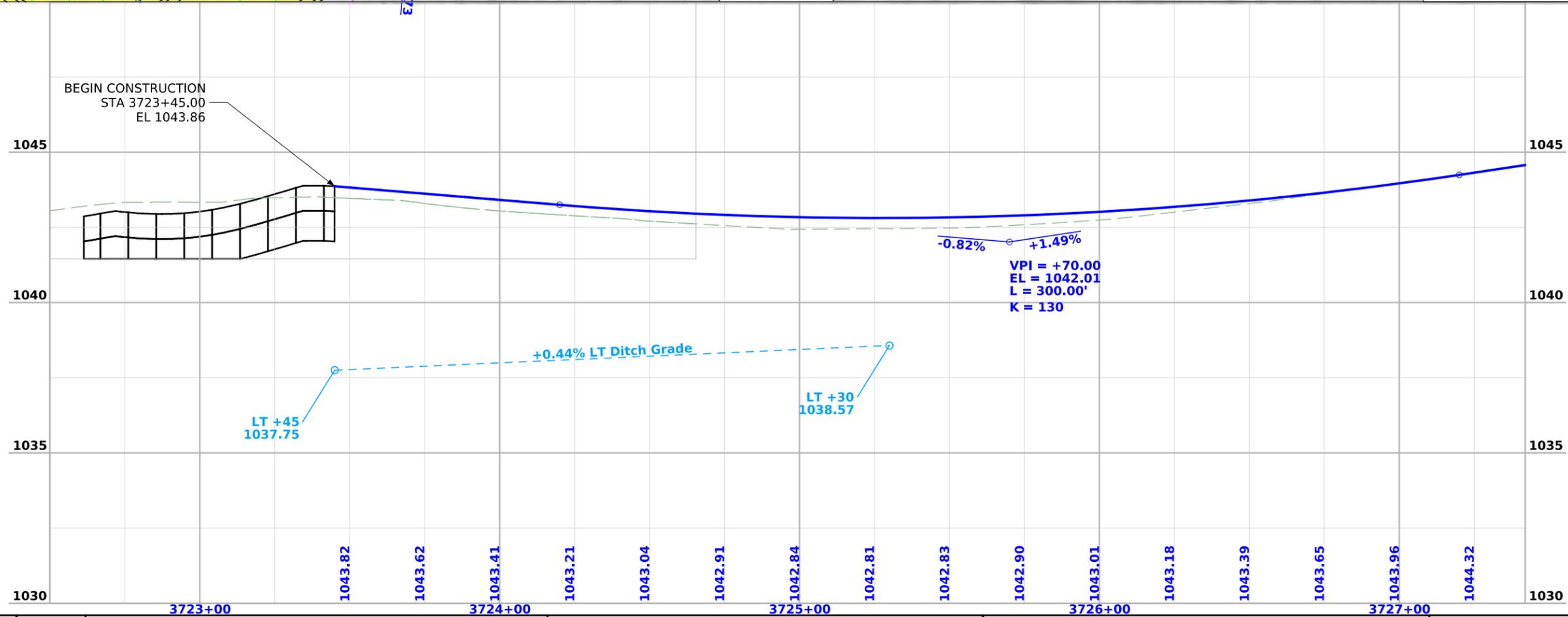


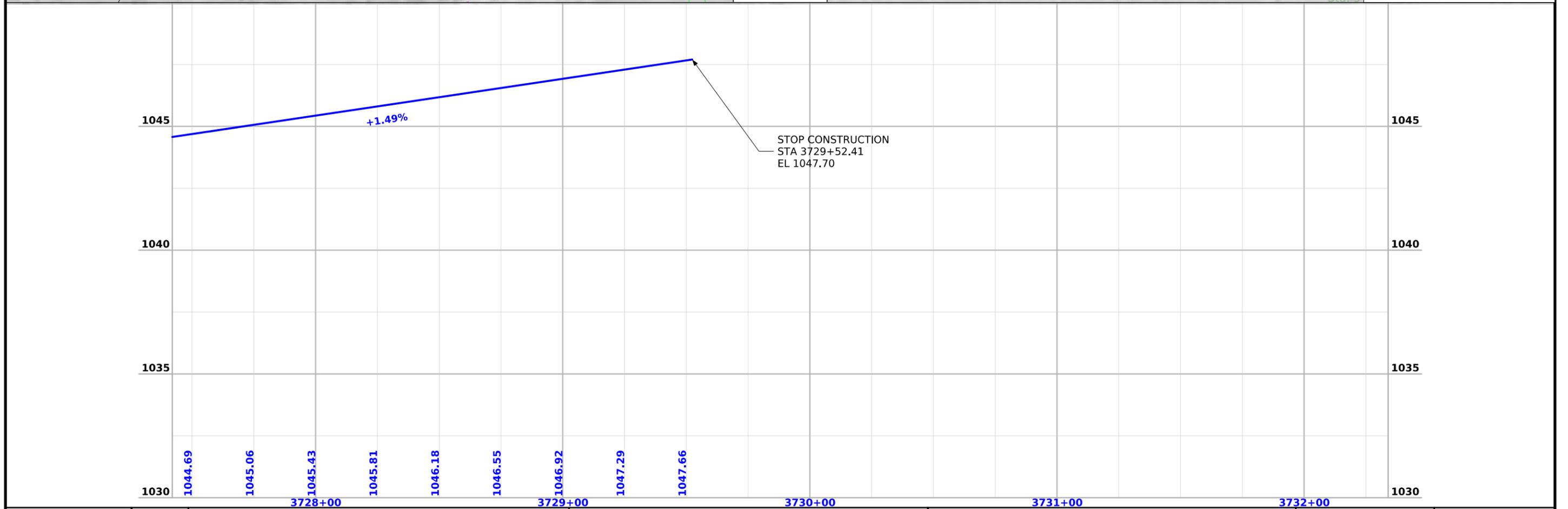
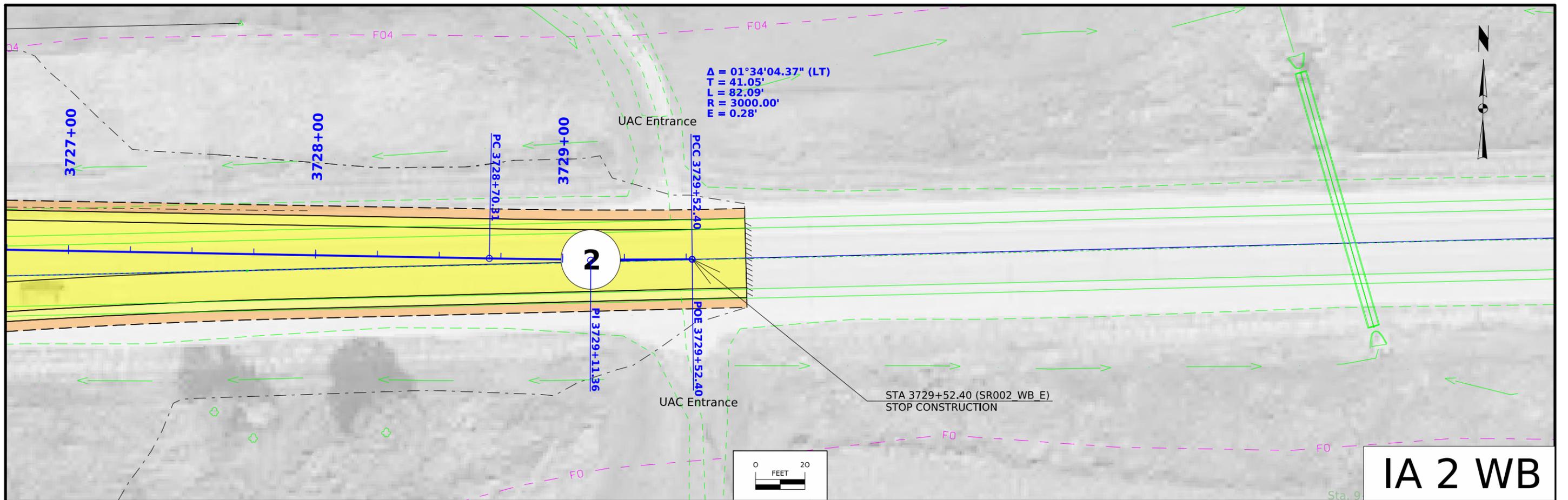
IA 2 WB





IA 2 WB





Survey Information

SURVEY INDEX

County : Page
Project Code : 25-73-059-010
Phase Number : HSIPX-059-1(037)--3L-73
Location : IA 2 Intersection
Work Code : 1013-PCC Pavement - Grade and New
Project Directory : 7305901025

Survey Personnel

Paul Harry – Survey Party Chief
Bob Fredrickson – Assistant Survey Party Chief

Date(s) of Survey

Begin Date 06/09/2025
End Date 07/24/2025

General Information

This survey is for US Hwy 59 and Iowa Hwy 2 intersection improvements. This project is a Full Field DTM survey.

Utility Information

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

Project Control

Coordinates were determined for primary project control points by conducting concurrent six-hour static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 06
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for U.S. Hwy 59 this survey is a retrace of As-built Plans No. F-472(2) and RF-2-1(11)—35-36. Survey stationing was equated to the plan PT at Sta. 559+93.9 and carried ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PT Sta. 559+93.9 As-built Plans Project No. F-472(2).
Survey PT Sta. 559+93.9

POT Sta. 591+68.85 As-built Plans Project No. RF-2-1(11)—35-36.
Survey POT Sta. 591+69.66

POT Sta. 591+75.7 As-built Plans Project No. RF-2-1(11)—35-36.
Survey POT Sta. 591+76.40

PI Sta. 610+11.2 As-built Plans Project No. F-472(2).
Survey PI Sta. 610+11.2

The horizontal alignment for Iowa Hwy 2 this survey is a retrace of As-built Plans No. RF-2-1(11)—35-36 and FN-2-2(1)—21-73. Survey stationing was equated to the plan PC at Sta. 1717+95.61 and carried back along back tangent and ahead through ahead curve with equation at PT 1727+65.77 Back Equals POT 4+85.04 Ahead.

Survey stationing relates to as built plan stationing as follows:

POT Sta. 1686+03.7 As-built Plans Project No. RF-2-1(11)—35-36.
Survey POT Sta. 1686+03.93

PC Sta. 1717+95.61 As-built Plans Project No. RF-2-1(11)—35-36.
Survey PC Sta. 1717+95.61

PI Sta. 1722+80.82 As-built Plans Project No. RF-2-1(11)—35-36.
Survey PI Sta. 1722+80.83

POC Sta. 1722+80.65 As-built Plans Project No. RF-2-1(11)—35-36.
Survey PI Sta. 1722+80.71

PT Sta. 1727+65 As-built Plans Project No. RF-2-1(11)—35-36. = POT Sta. 4+85.04 As-built Plans Project No. FN-2-2(1)—21-73.
Survey PI Sta. 1727+65.77 Back = POT Sta. 4+85.04 Ahead.

PC Sta. 22+80.84 As-built Plans Project No. FN-2-2(1)—21-73.
Survey POT Sta. 22+80.39

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 06 (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)
1a. Regional Coordinate System Zone 06 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code Description
360020281	6779633.37	16593781.02	1012.72	CP FD CUT X IN ROW RAIL
730020287	6779558.19	16596941.73	1065.19	CP FD CENTER PUNCH HOLE IN ROW RAIL
SDAA	6784003.52	16591003.06	972.02	CP NGSM MONUMENT AS DESCRIBED IN GOOD CONDITION
730020291	6779658.05	16599333.20	1079.55	CP SET FENO MONUMENT W/ IOWA DOT BRASS CAP
362036	6774465.66	16596790.53	1069.02	CP COUNTY MONUMENT AS DESCRIBED IN GOOD CONDITION

Fremont NHSN-059-1(043)--2R-36

IA 2 Intersection

[7305901025](#)

Project Code

25-73-059-010

Route

US 59

Parcel No	Owner Name	State		County		City		Excess	Temp Ease		Mitigation	Other	Relocation Needed	A/C Only	Total Acq
		Fee	Ease	Fee	Ease	Fee	Ease								
1	Sarah Ann Ritnour	0.07 AC													

1 Parcels

Parcel No	Owner Name	State		County		City		Excess	Temp Ease		Mitigation	Other	Relocation Needed	A/C Only	Total Acq
		Fee	Ease	Fee	Ease	Fee	Ease								
2	Spears Revocable Living Trust	0.04 AC													

1 Parcels

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

Fisher TWP
T-69N R-49W
SEC. 36
(Fremont Co)

Walnut TWP
T-69N R-49W
SEC. 25
(Fremont Co)



1

Sarah Ann Ritnour

STA: 1717+95.76(IA2)
OFF: 79.93' RT

STA: 1719+30.00(IA2)
OFF: 95.00' RT

STA: 1720+76.00(IA2)
OFF: 94.22' RT

(U.A.C.)

(U.A.C.)

2

1720+00

585+00

590+00

595+00

59

59

STA: 595+80.00(US59)
OFF: 44.91' RT

STA: 594+15.00 (US59)
OFF: 67.41' RT

2

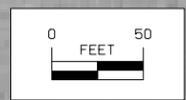
Spears Revocable Living Trust

1725+00

2

Grant TWP
T-69N R-39W
SEC. 30
(Page Co)

SEC. 31
(Page Co)

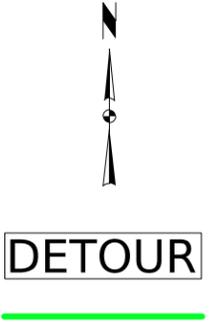
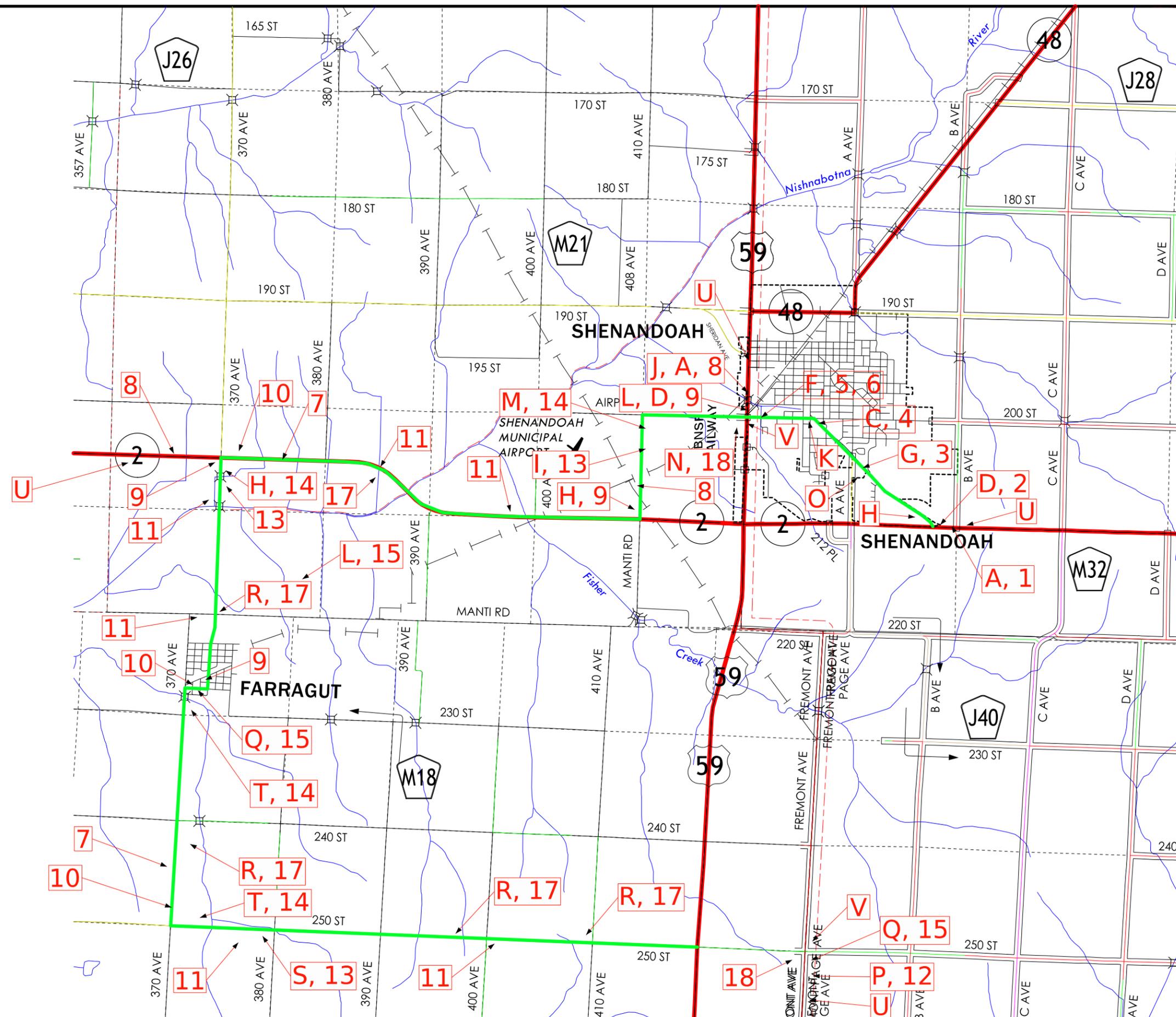


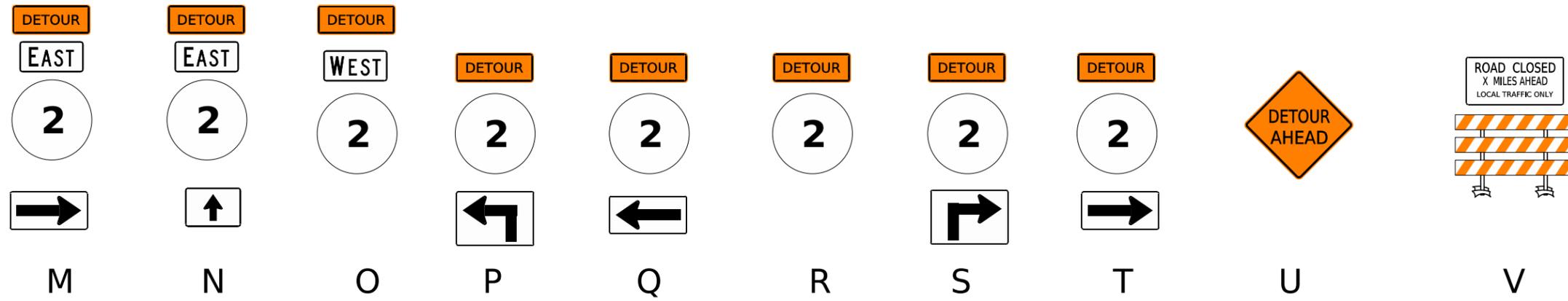
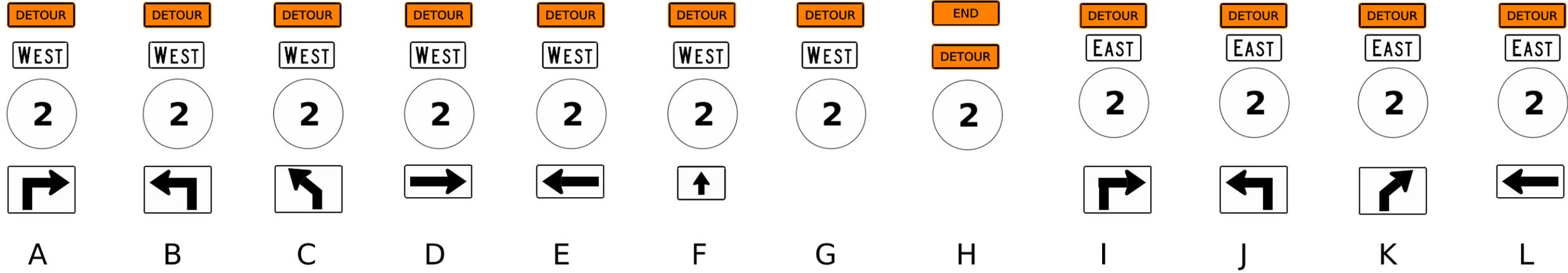
Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: CRYSTAL / CUVA	
ROW #: NHSN-059-1(038)--2R-73 (Page)	
ROW #: NHSN-059-1(043)--2R-36 (Fremont)	
Plan Date: 1/28/2026	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City

TRAFFIC CONTROL PLAN

108_23A
8/15/22

US 59 and IA 2 traffic will be maintained at all times via an off-site detour. Refer to J.2 for Detour Route.







1



2



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



18

CROSS SECTION VIEW COLOR LEGEND

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

NOTES:

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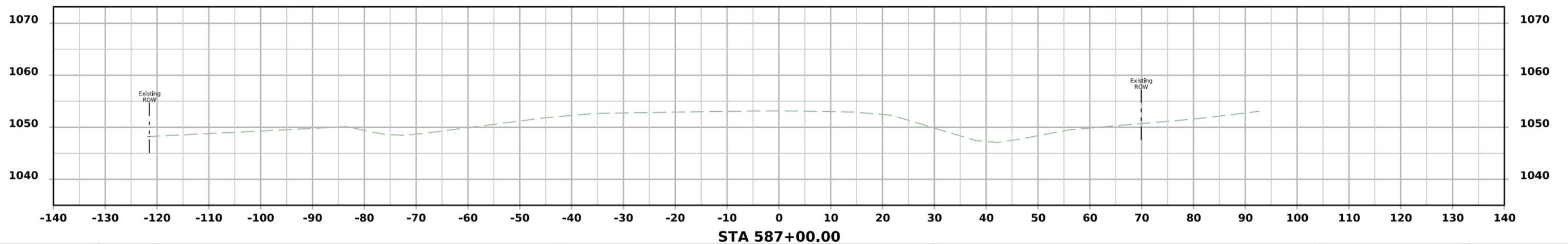
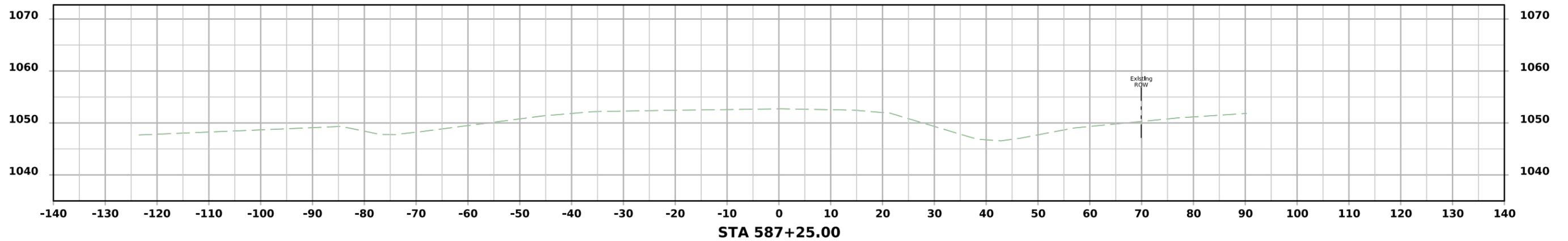
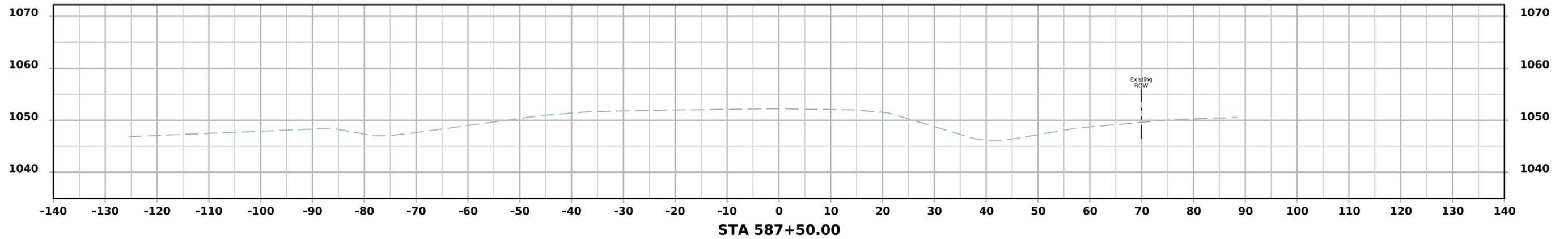
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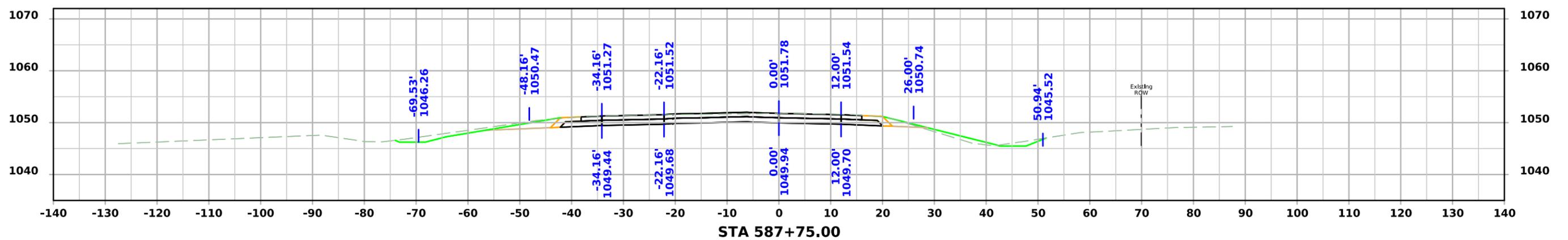
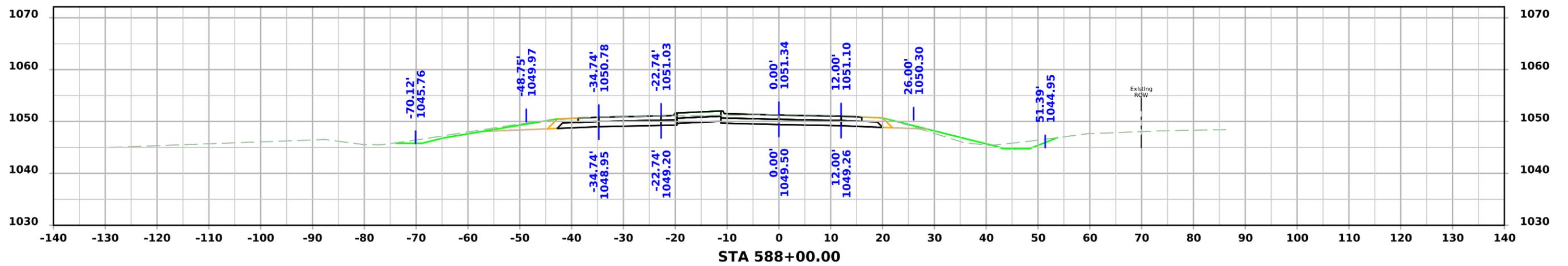
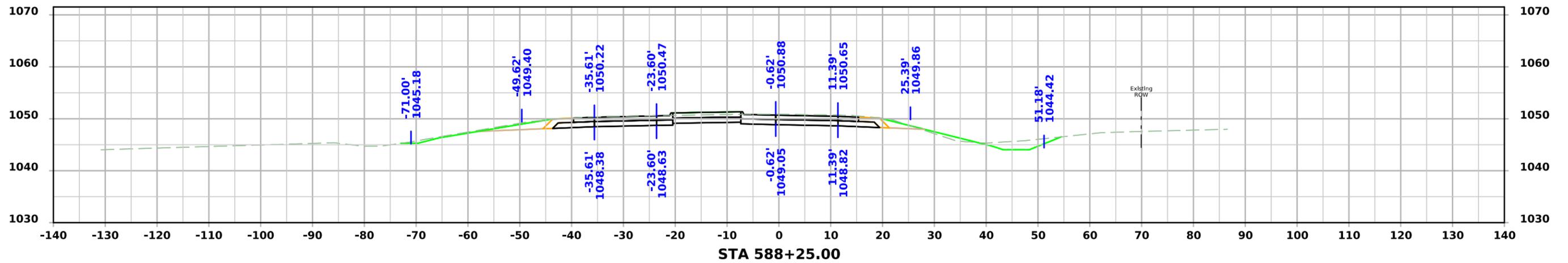
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(COVERS SHEET SERIES W, X, Y, & Z)

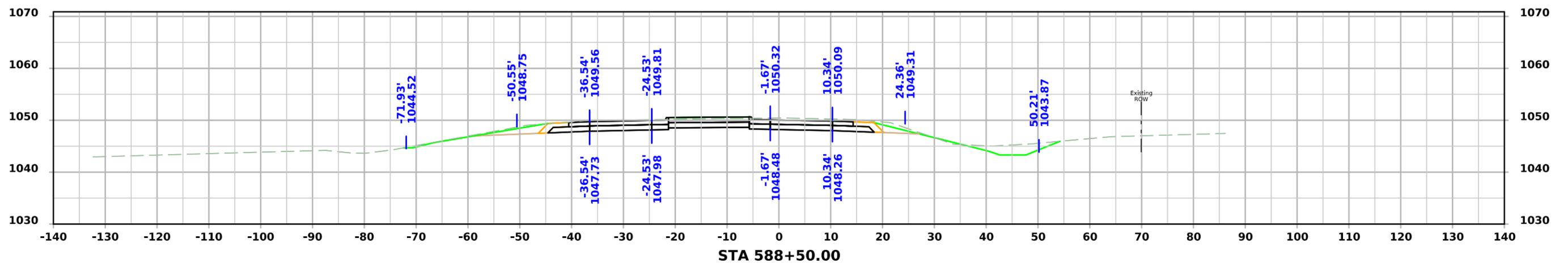
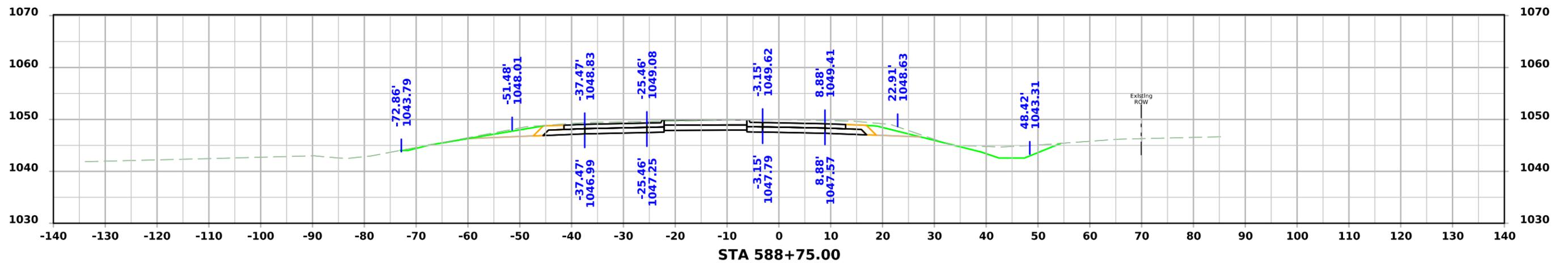
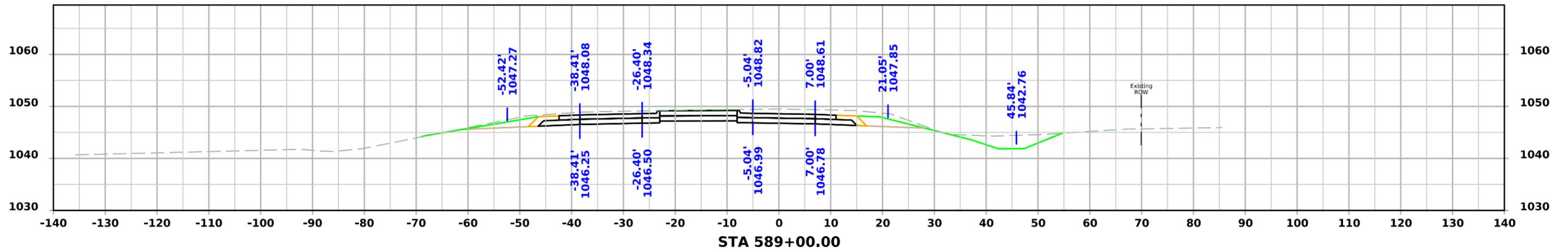
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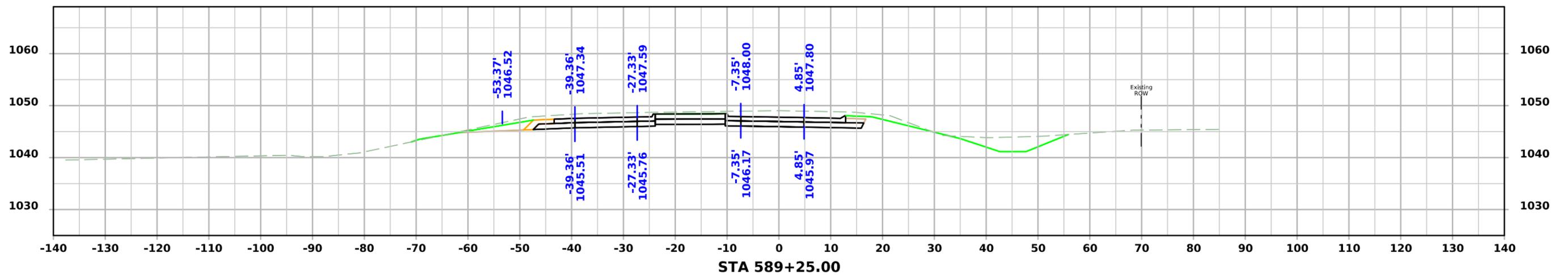
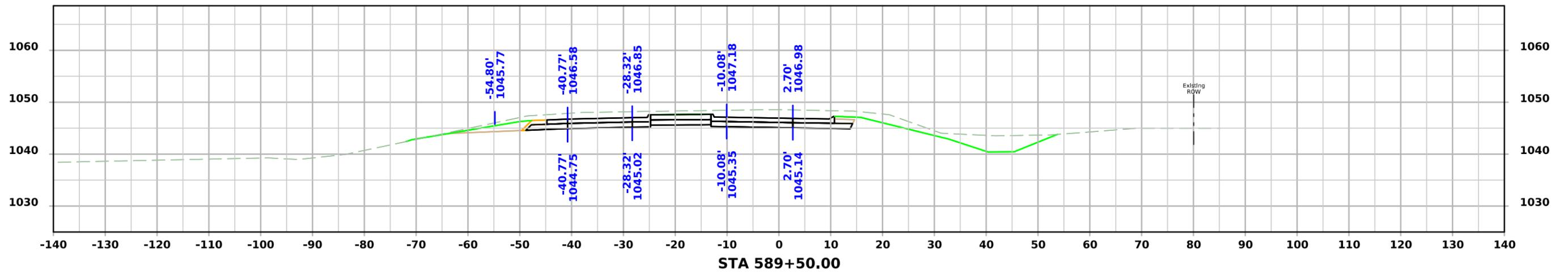
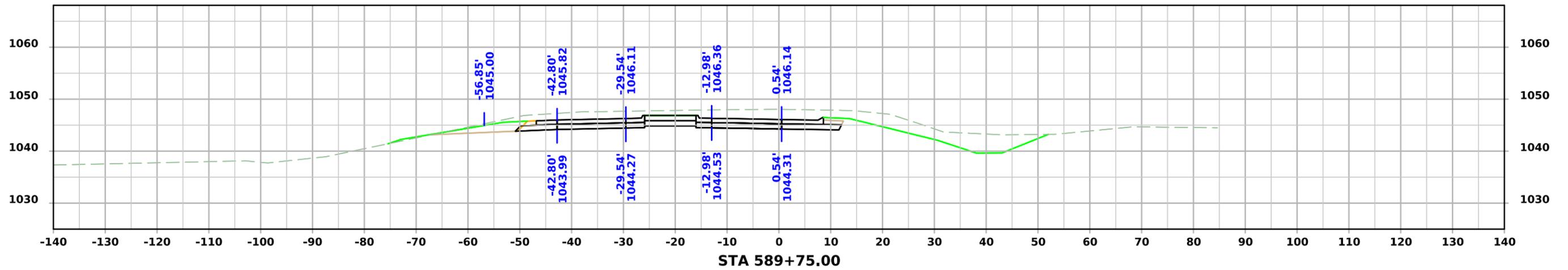
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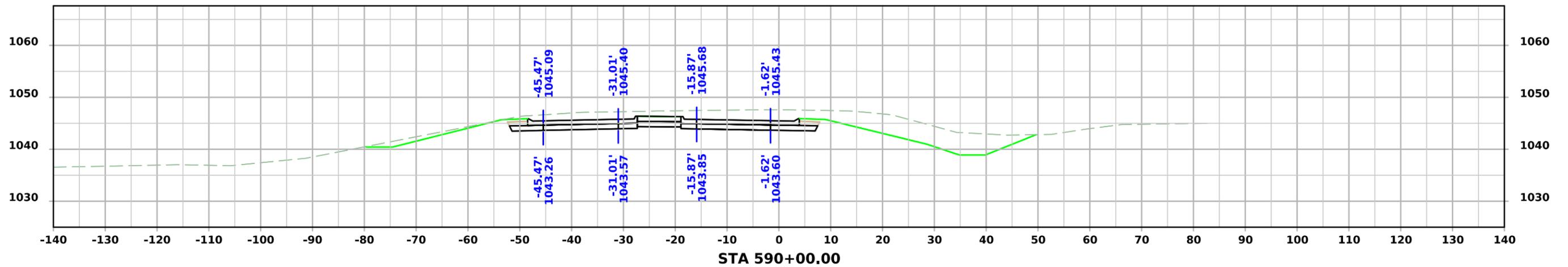
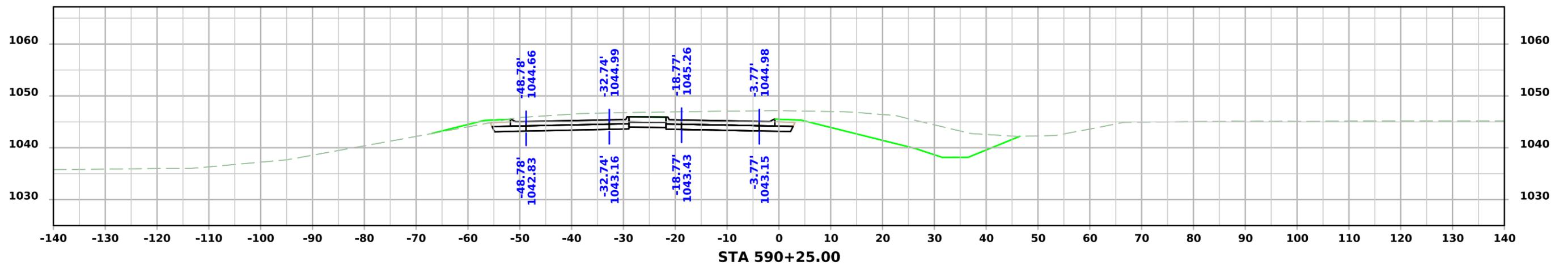
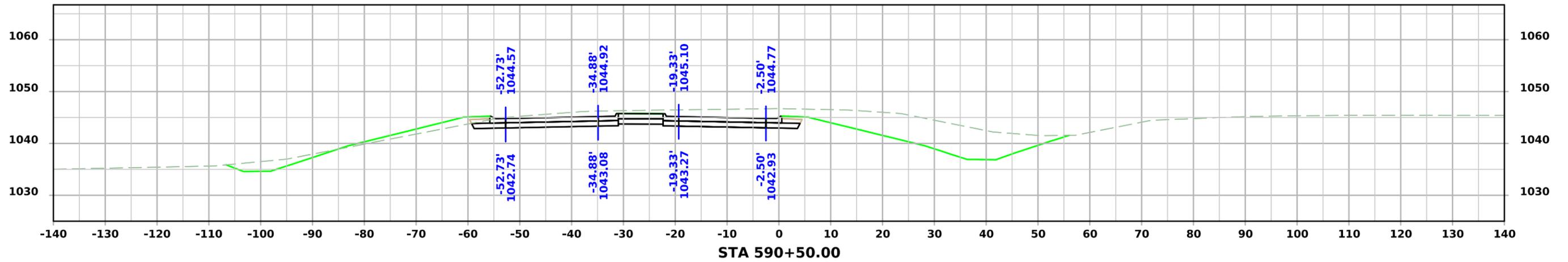
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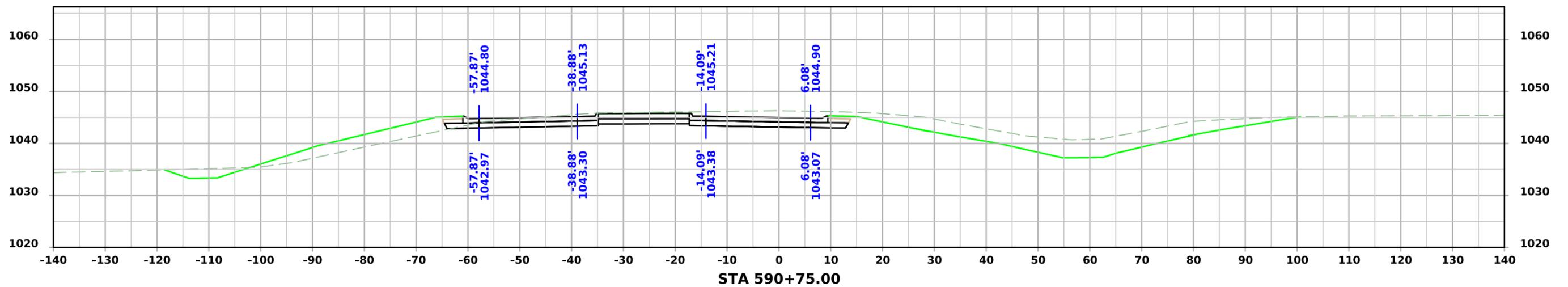
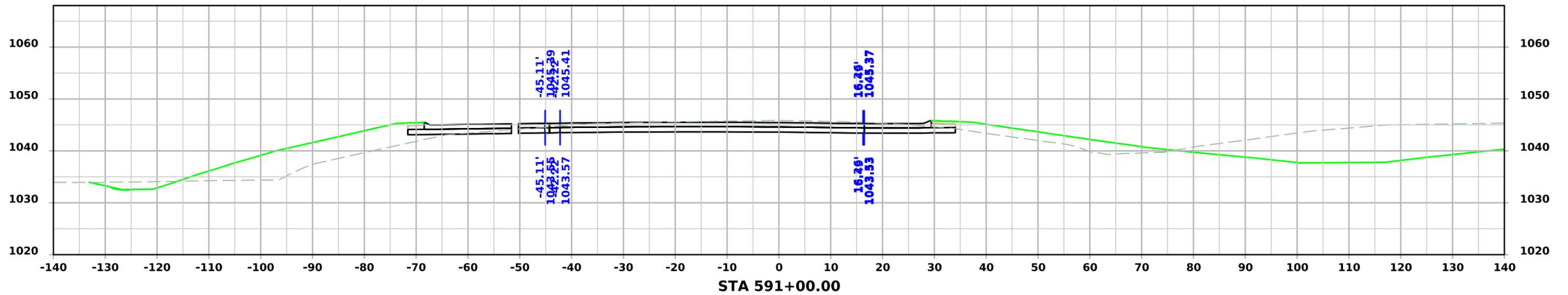
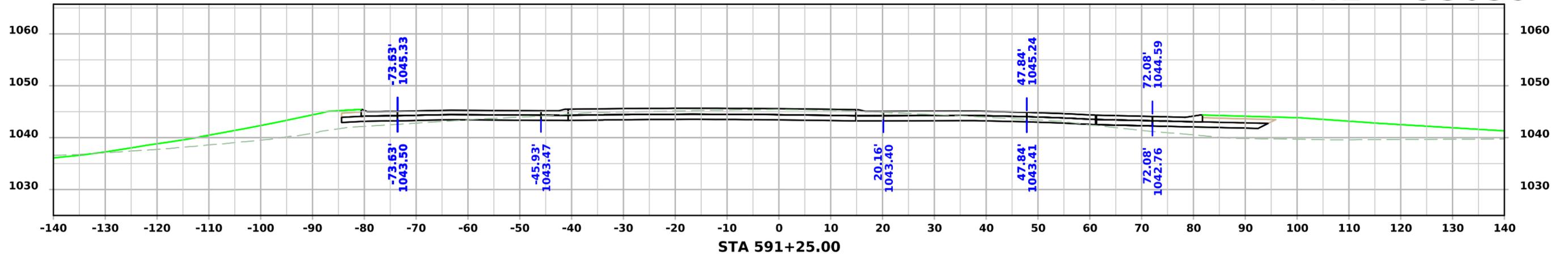
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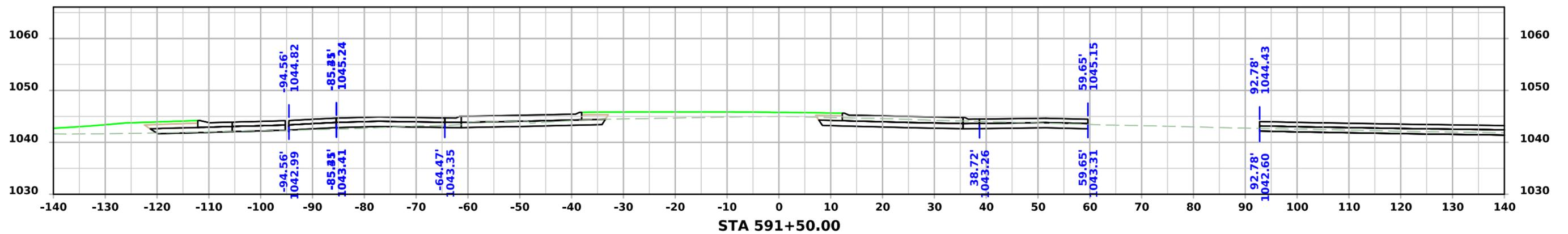
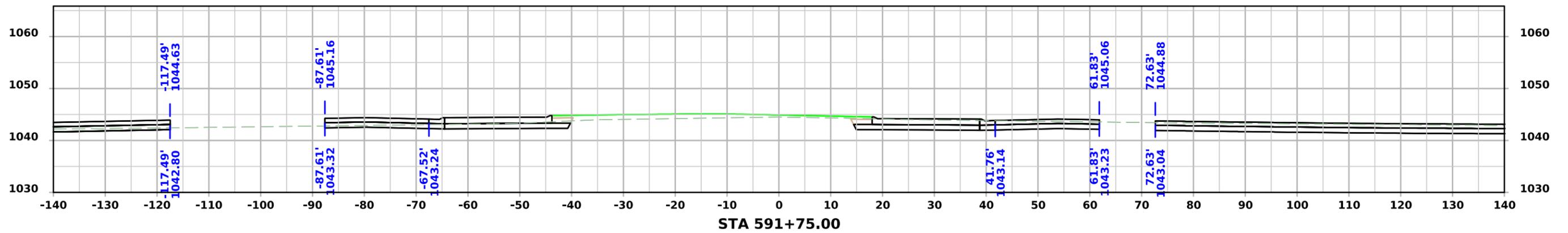
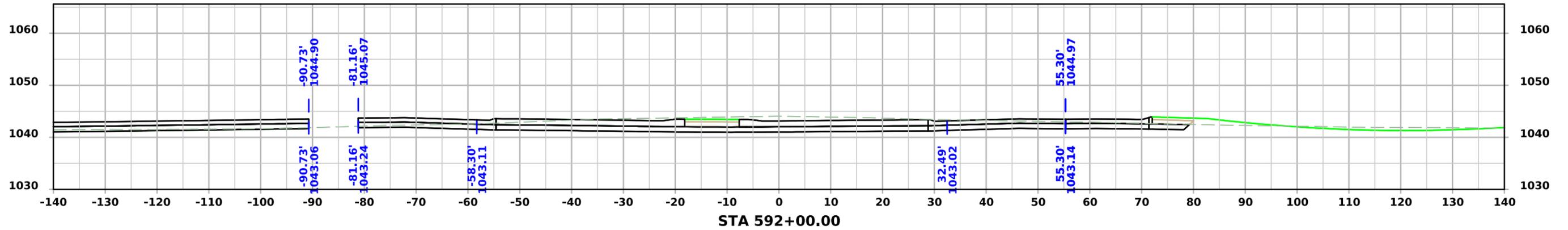
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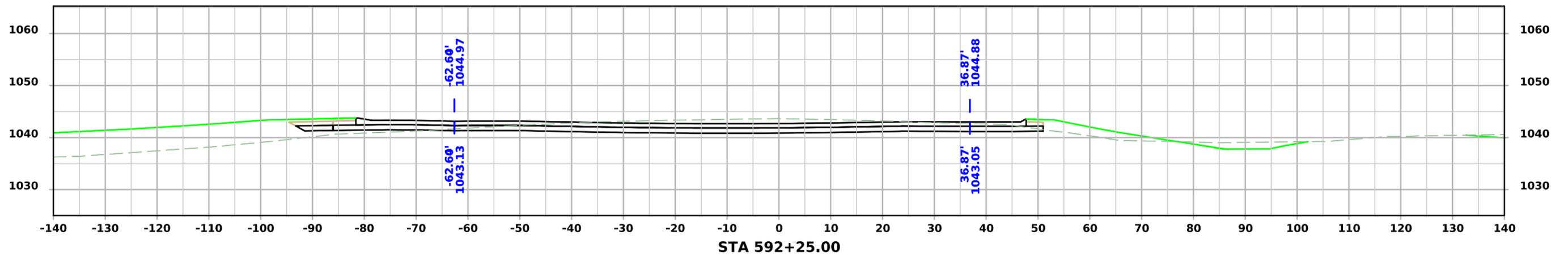
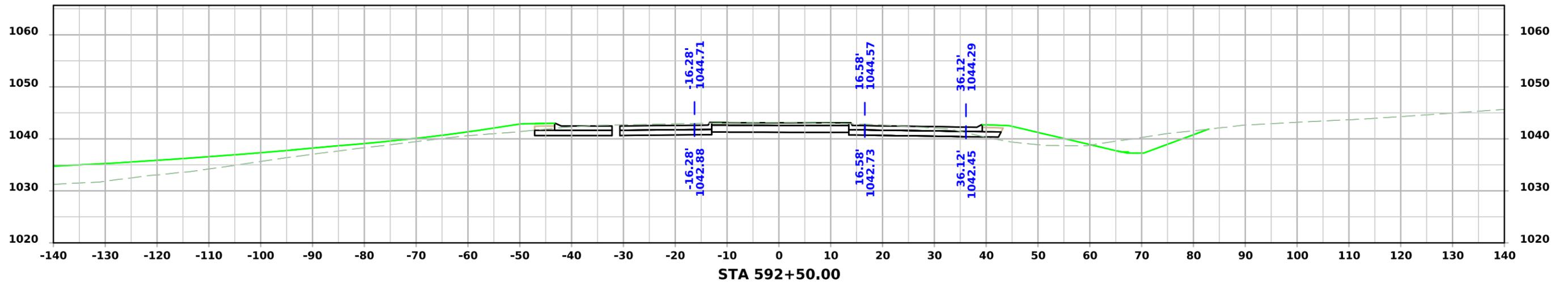
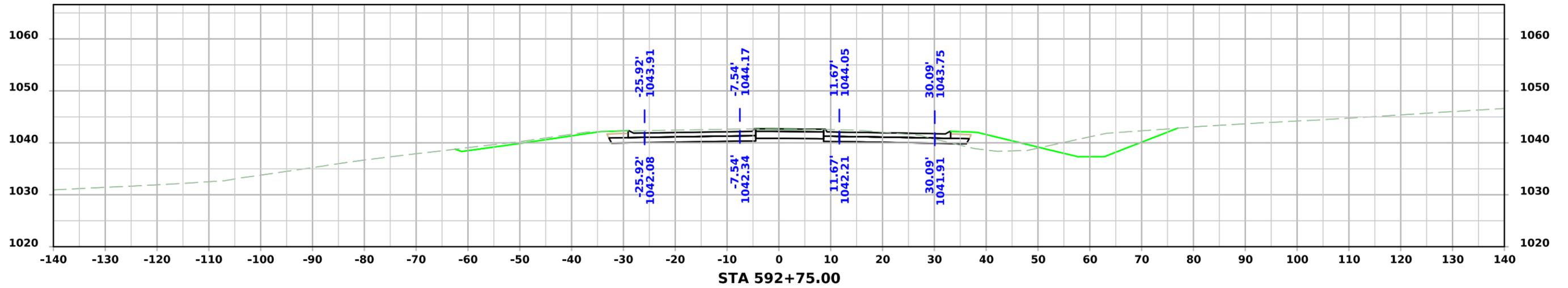
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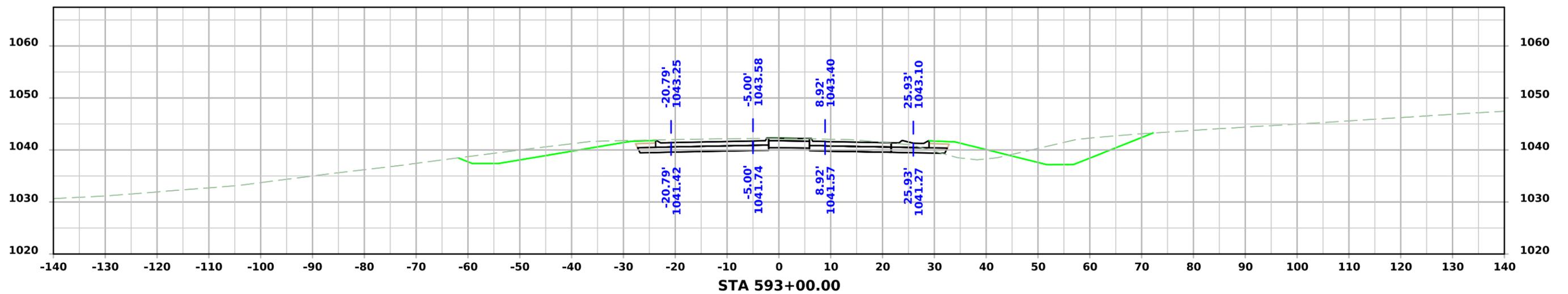
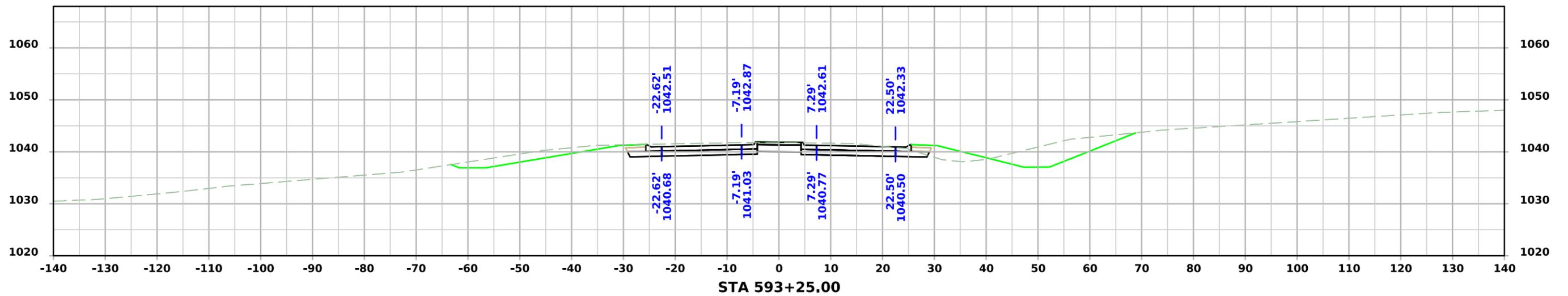
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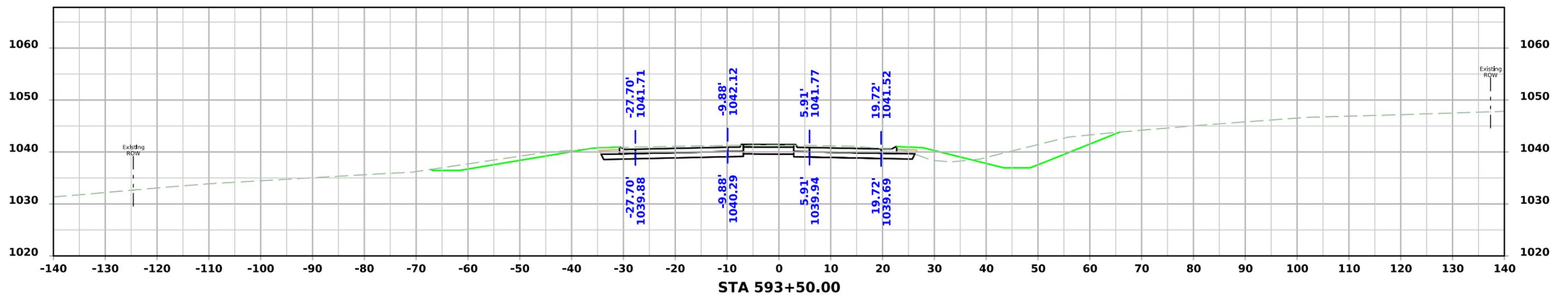
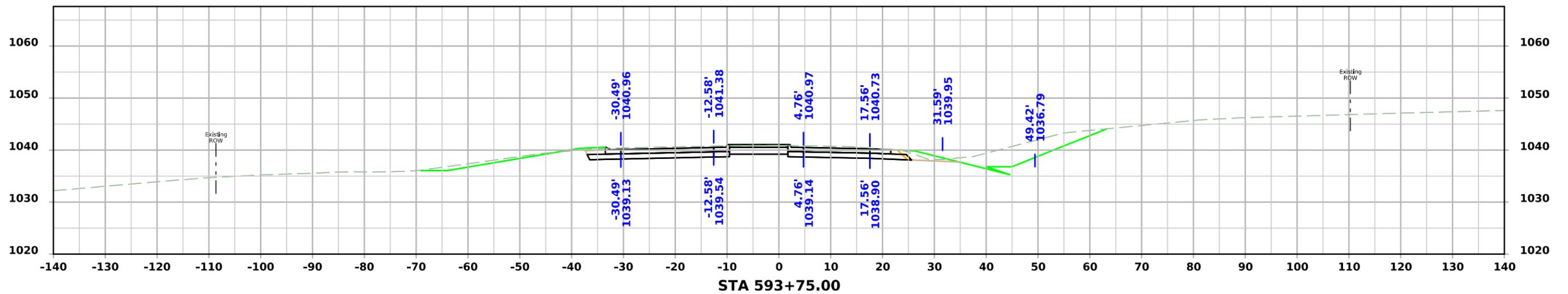
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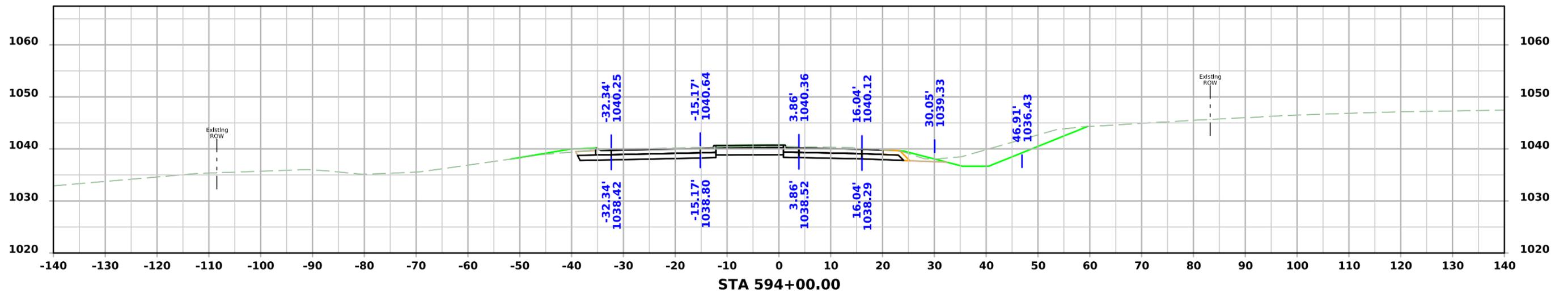
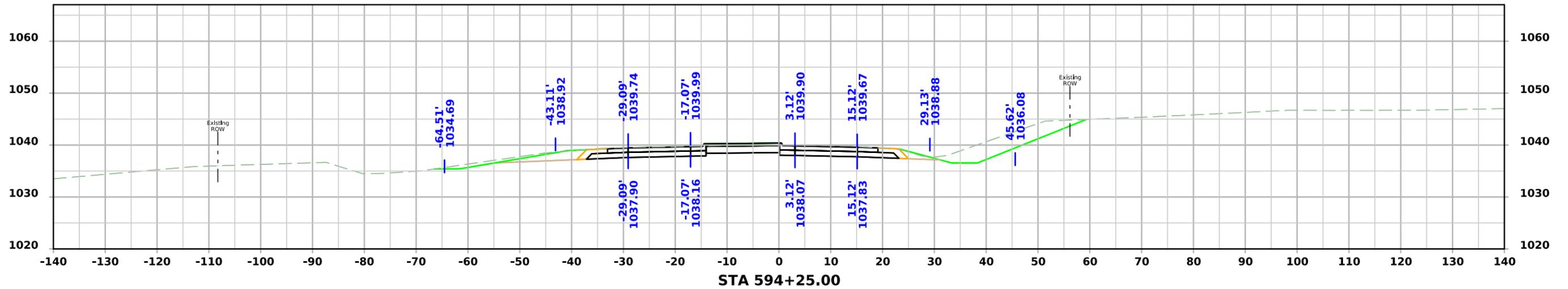
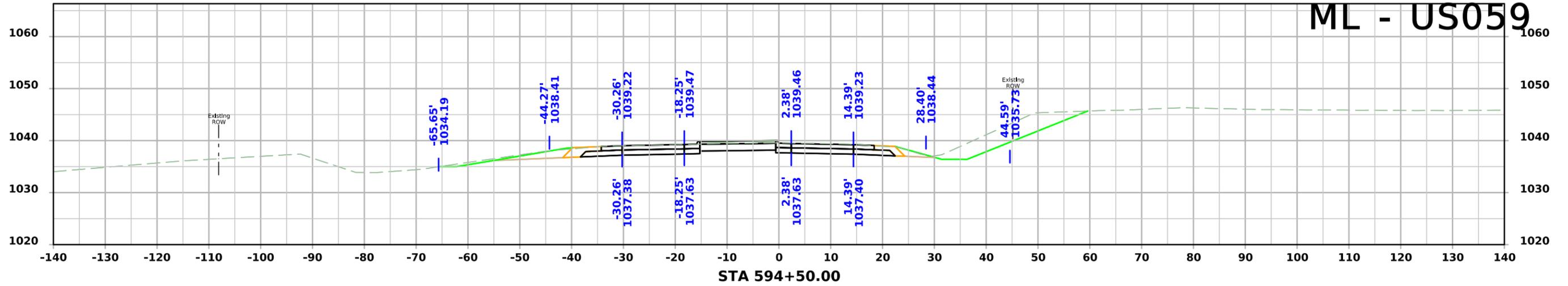
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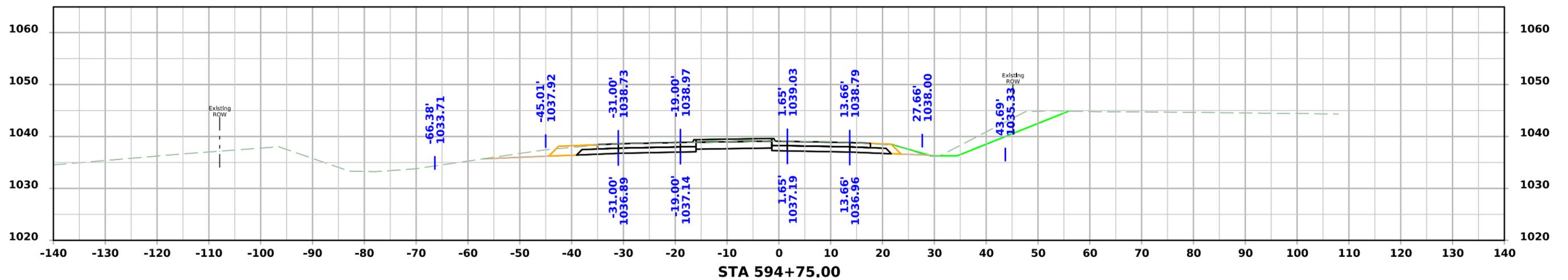
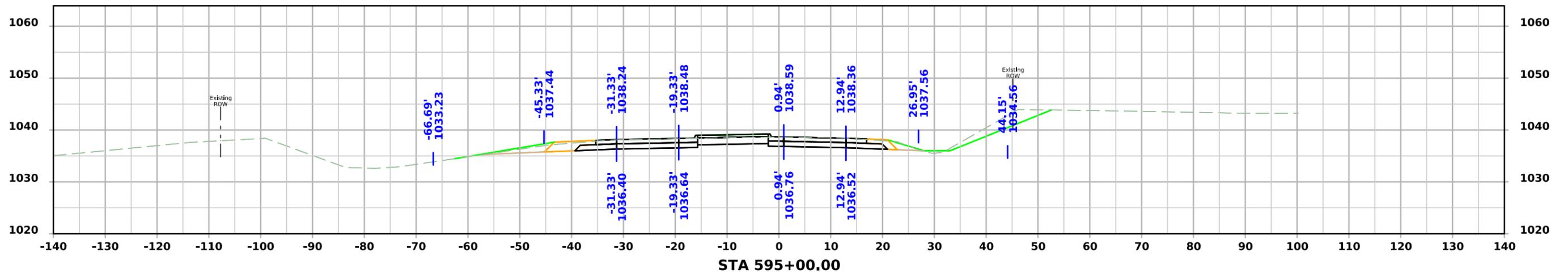
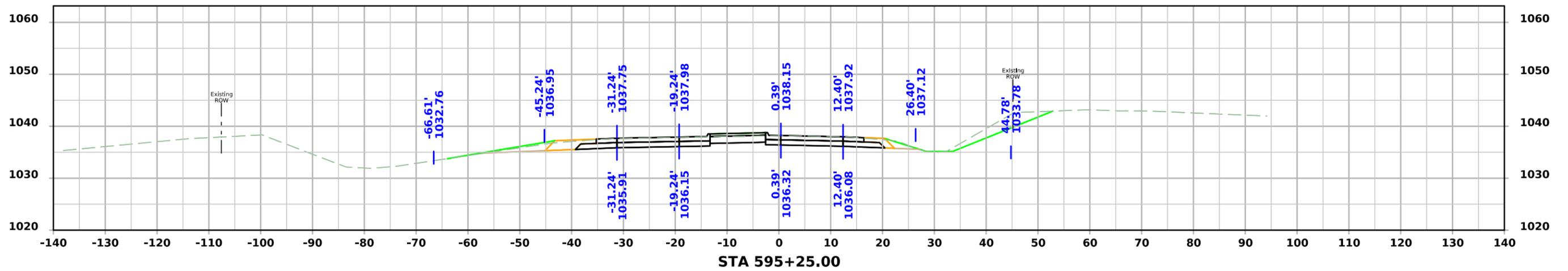
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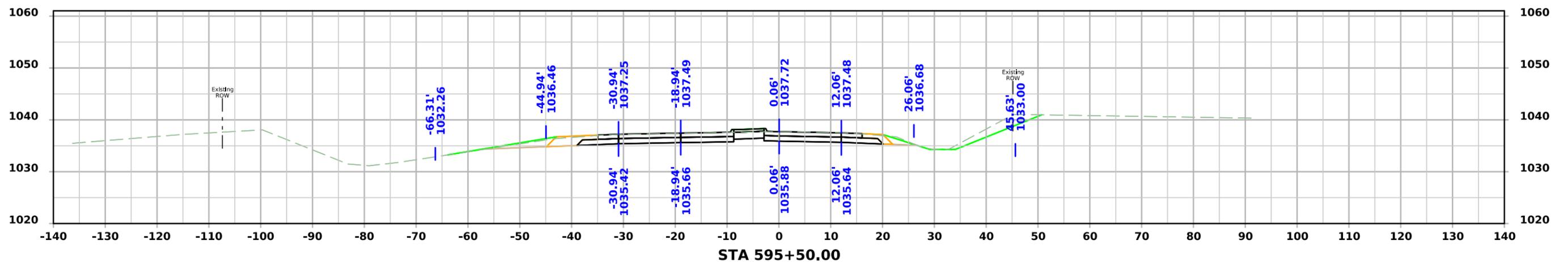
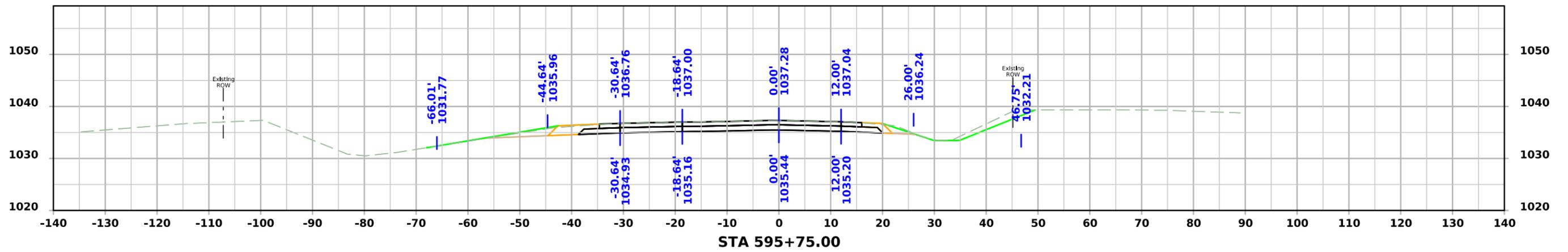
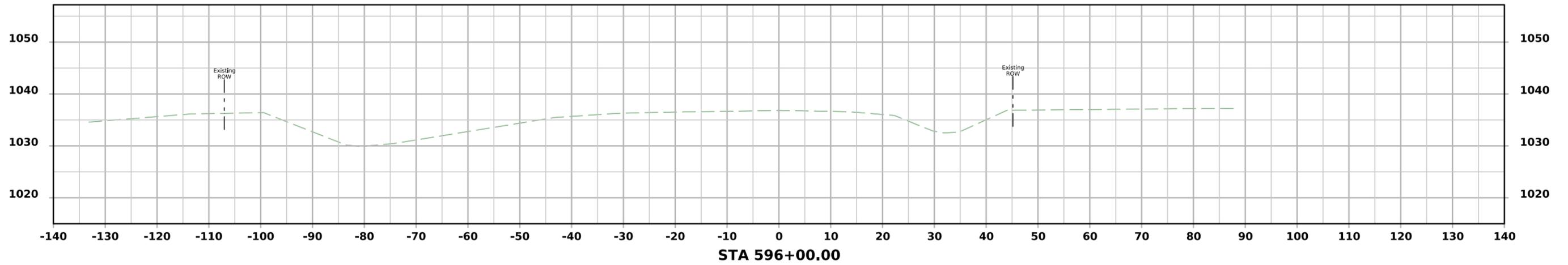
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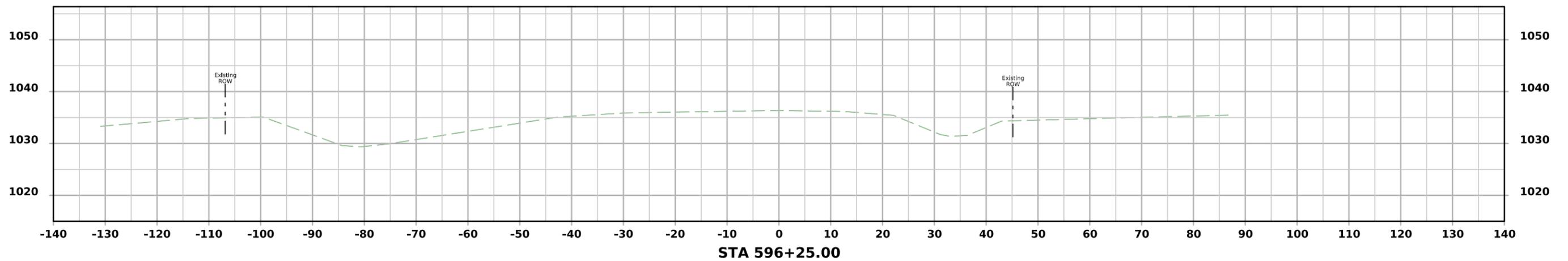
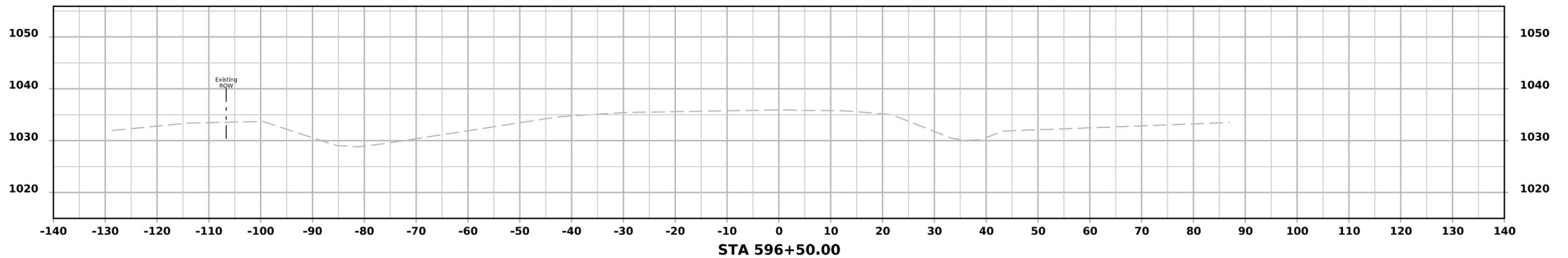
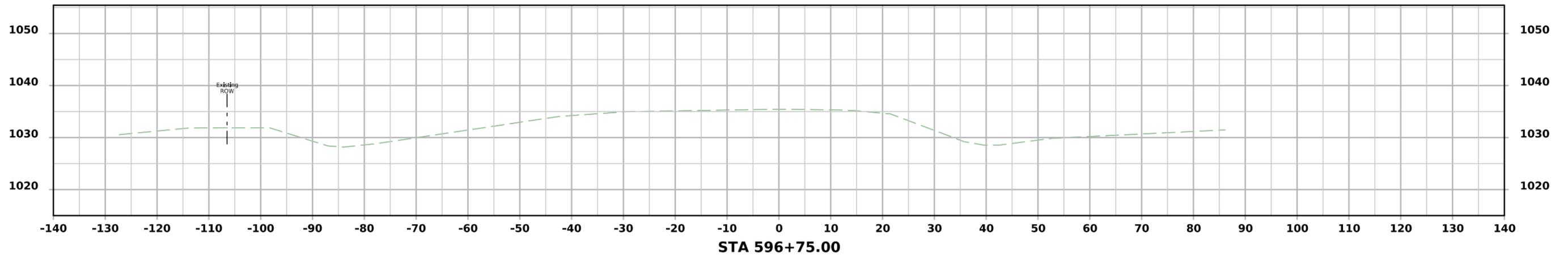
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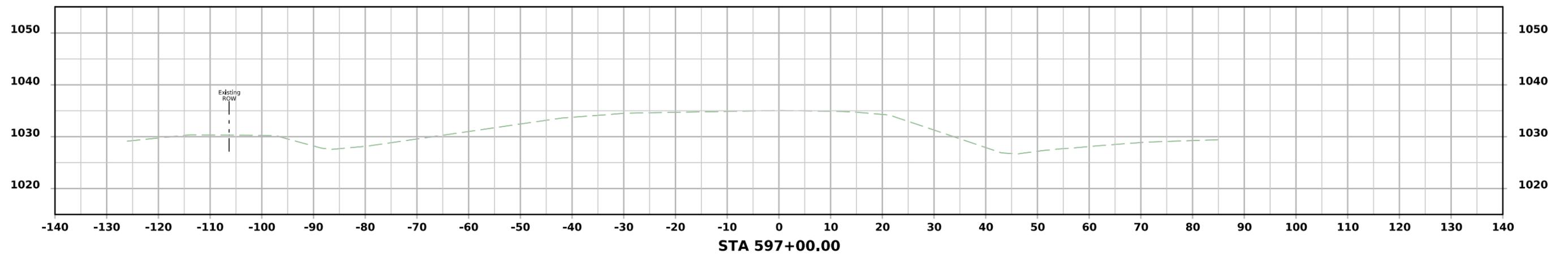
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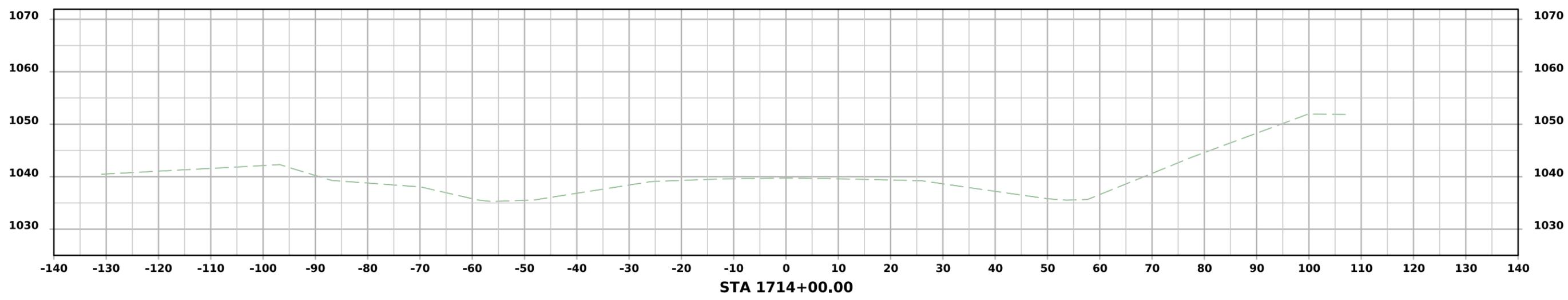
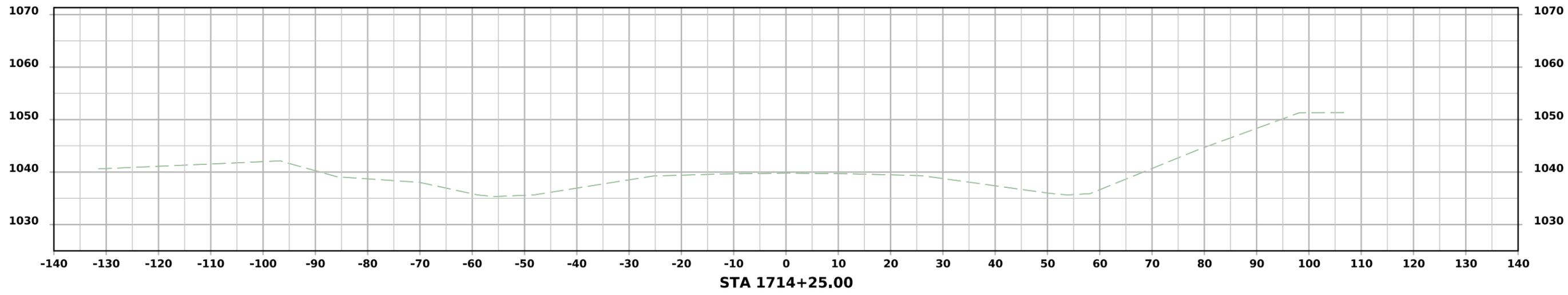
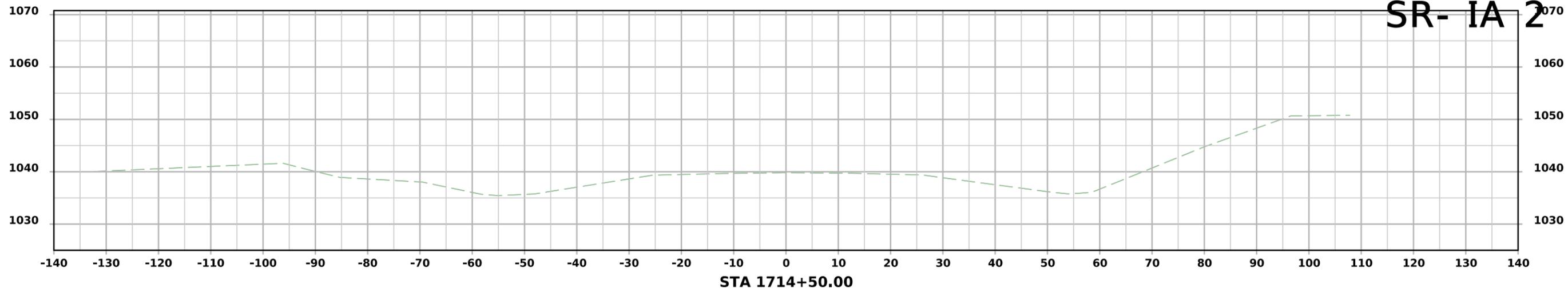


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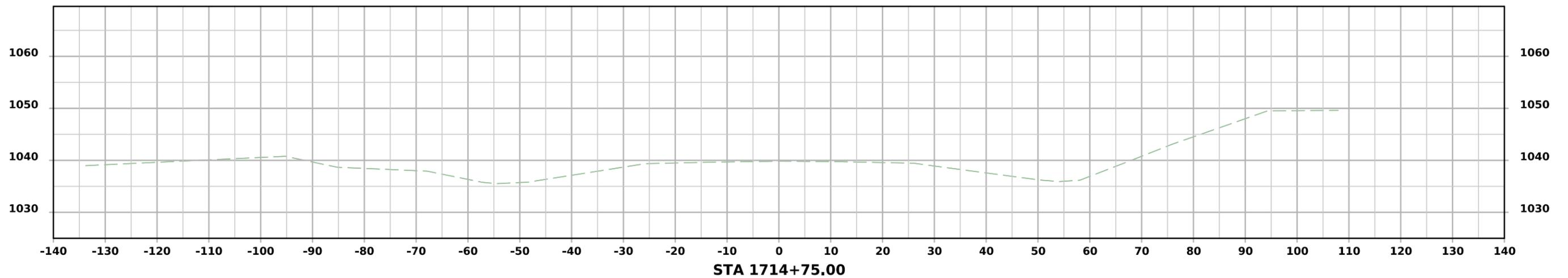
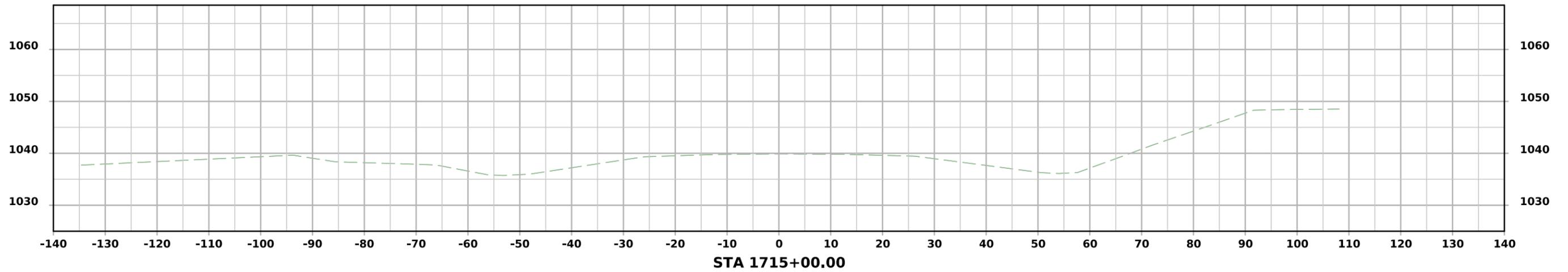
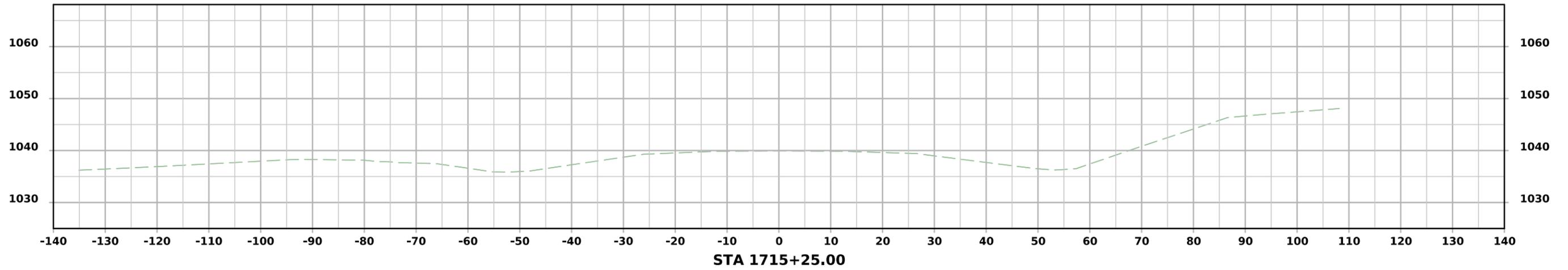


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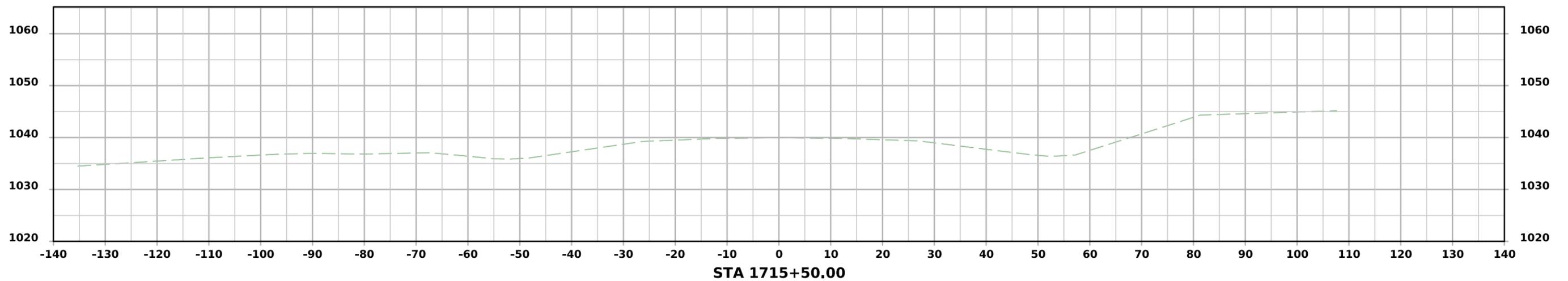
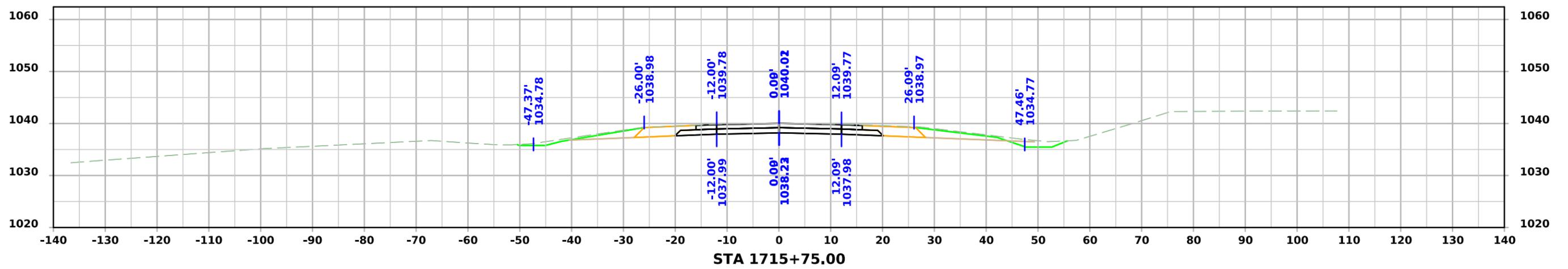
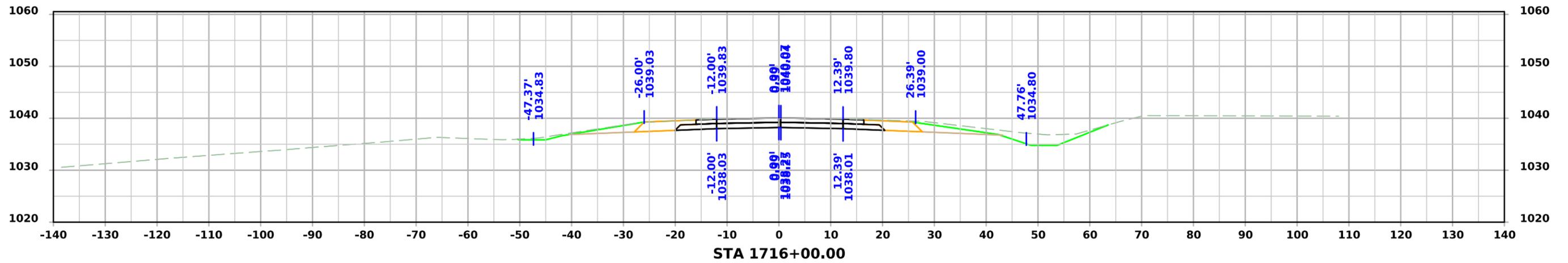




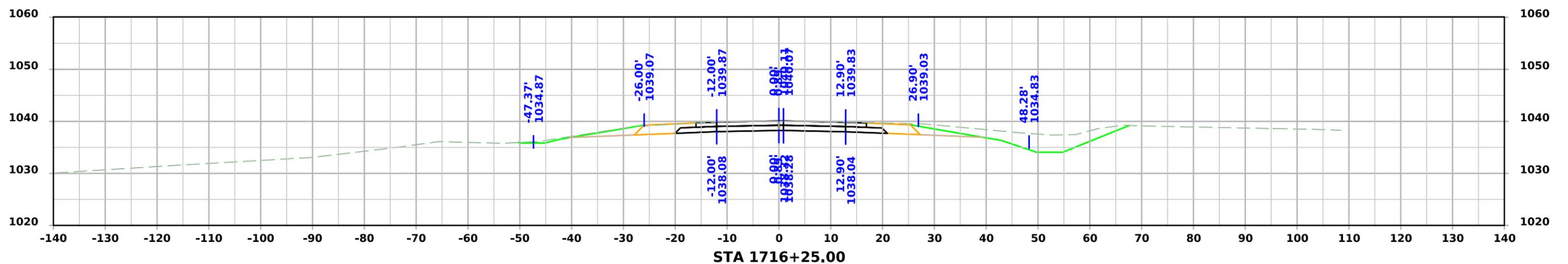
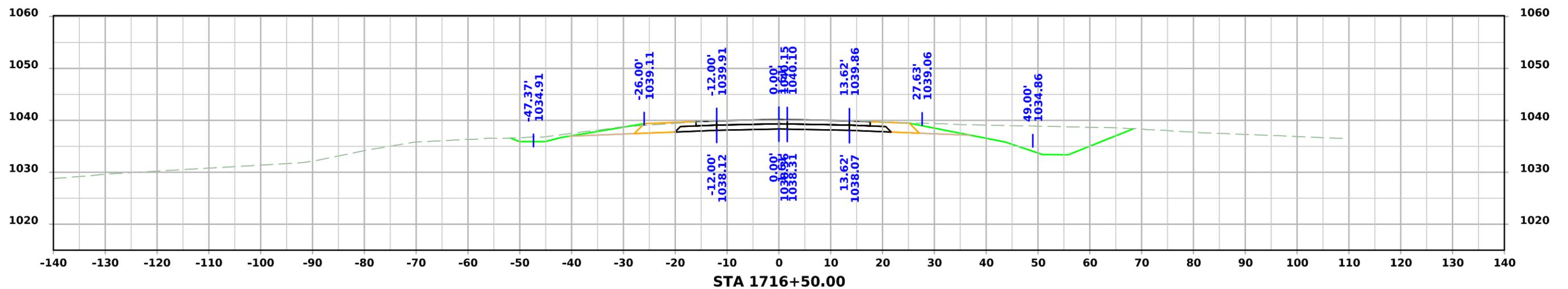
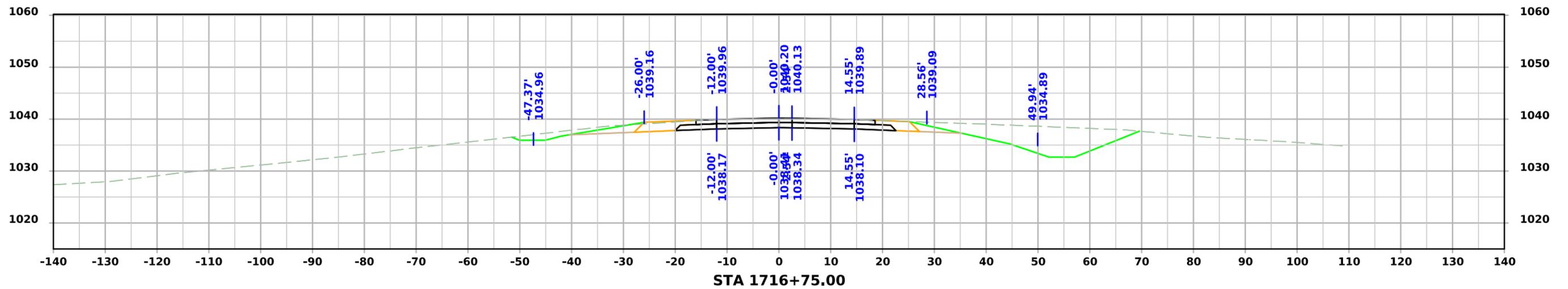
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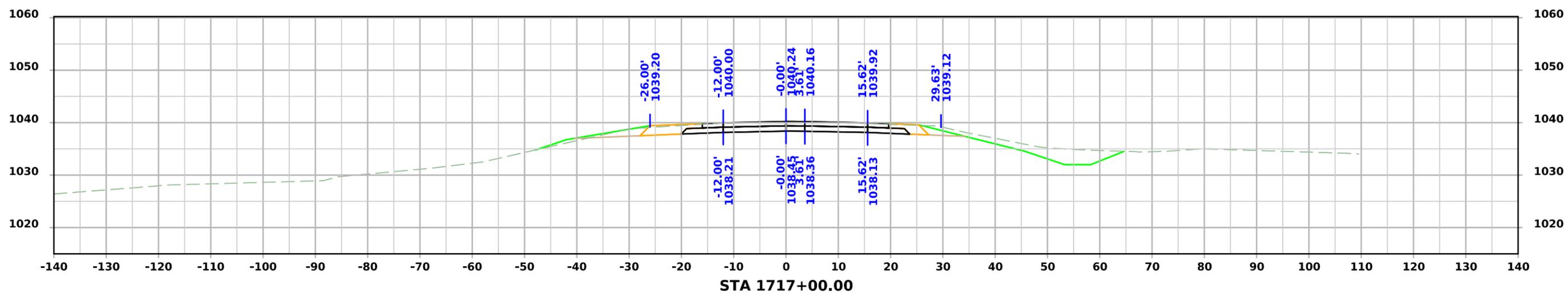
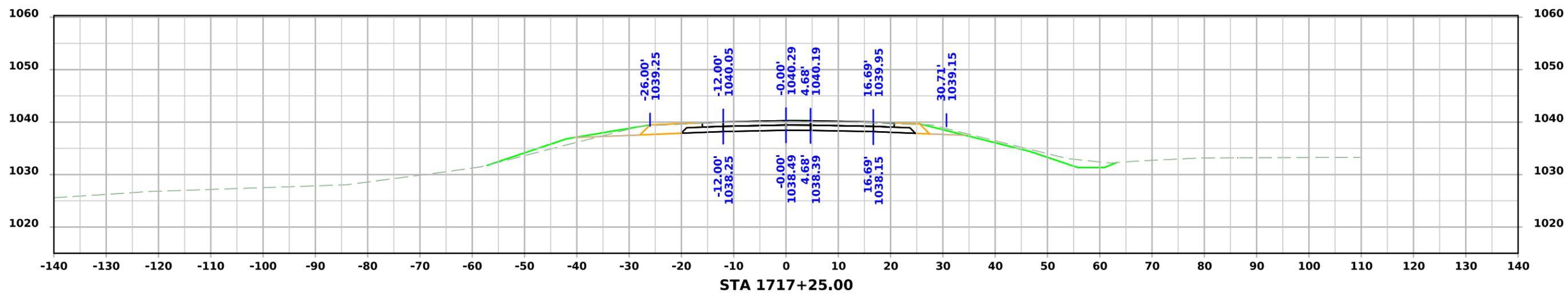
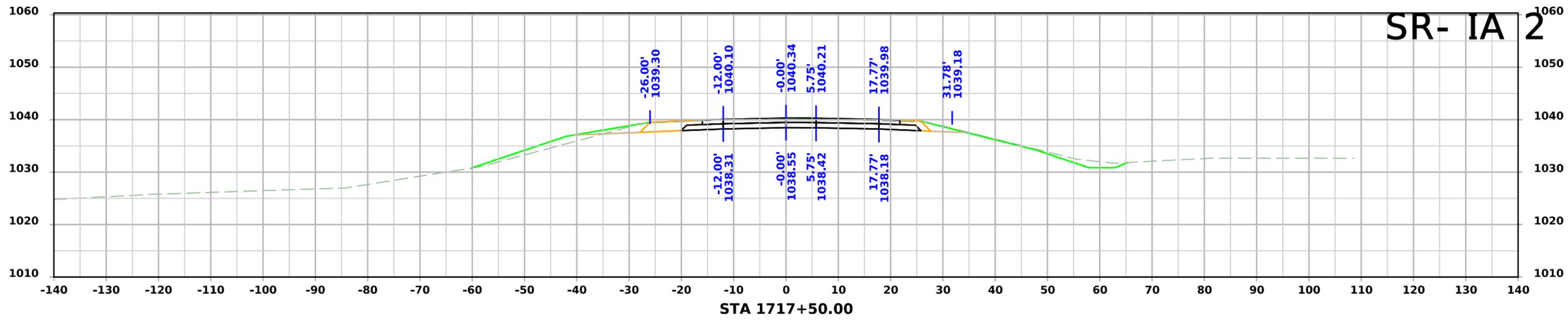
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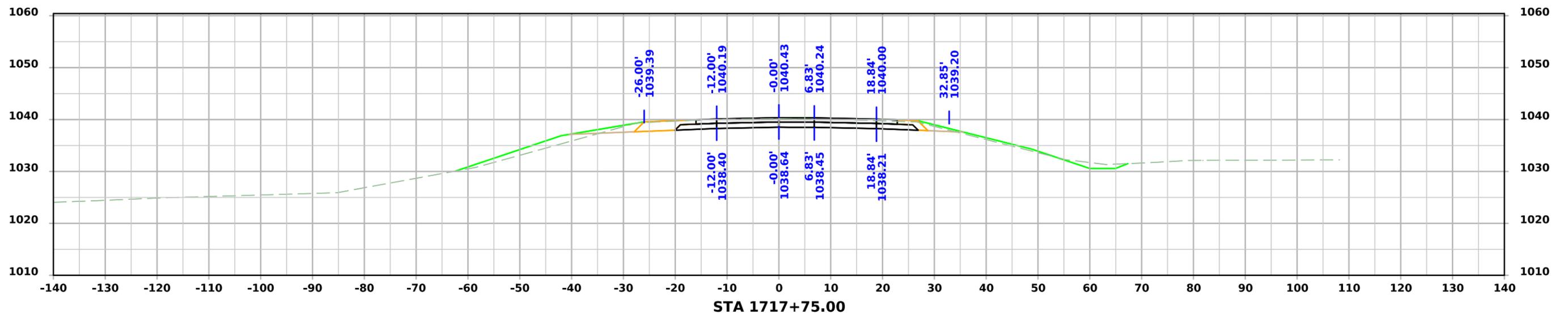
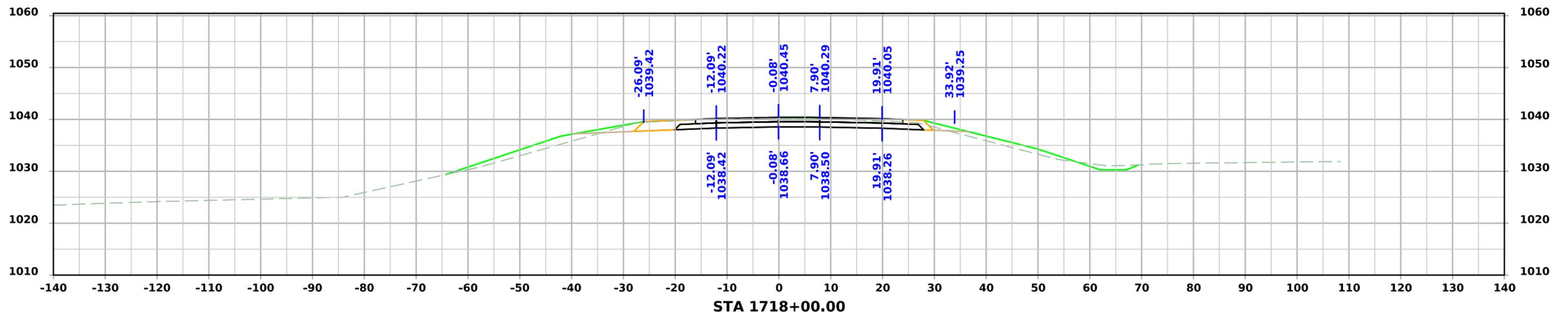


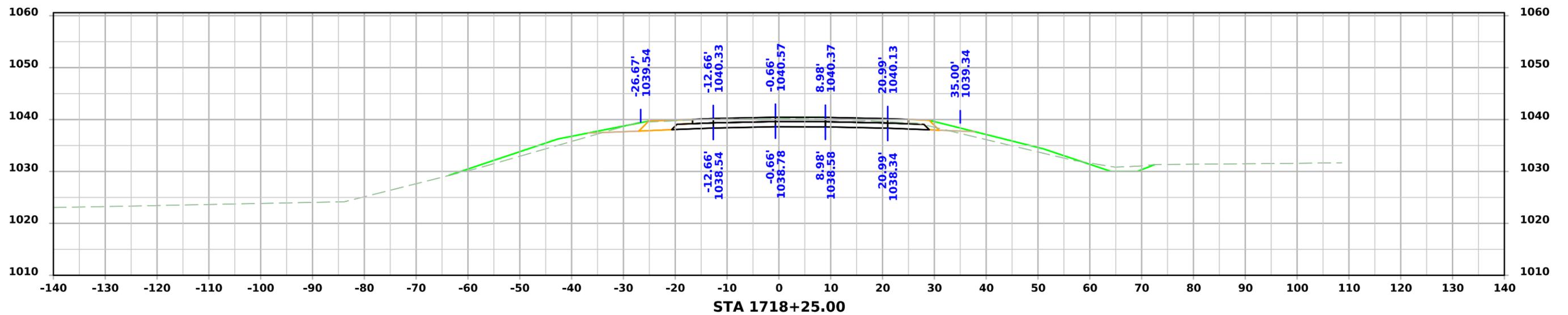
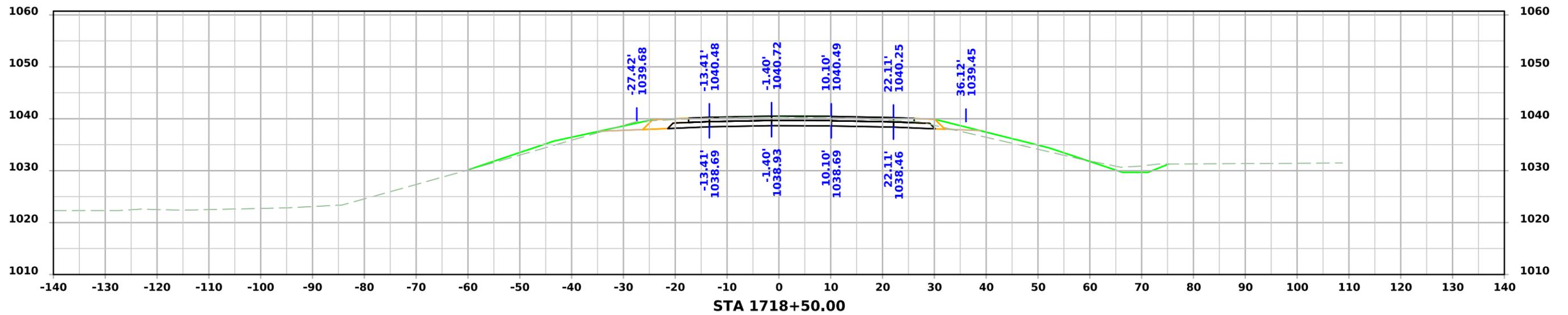
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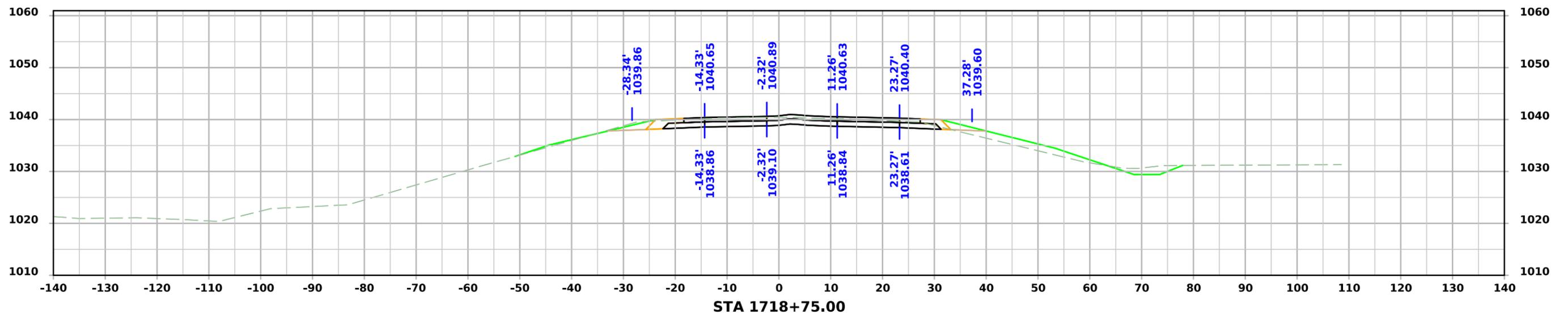
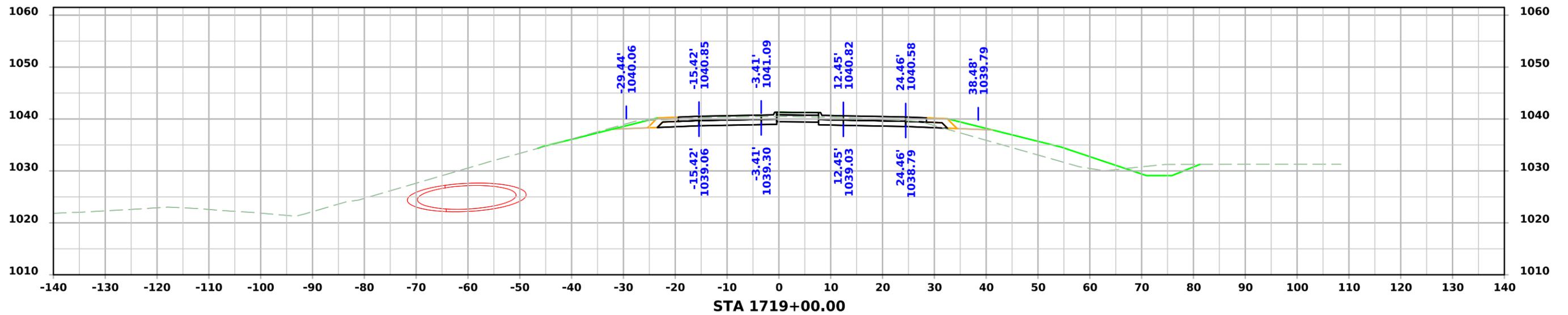


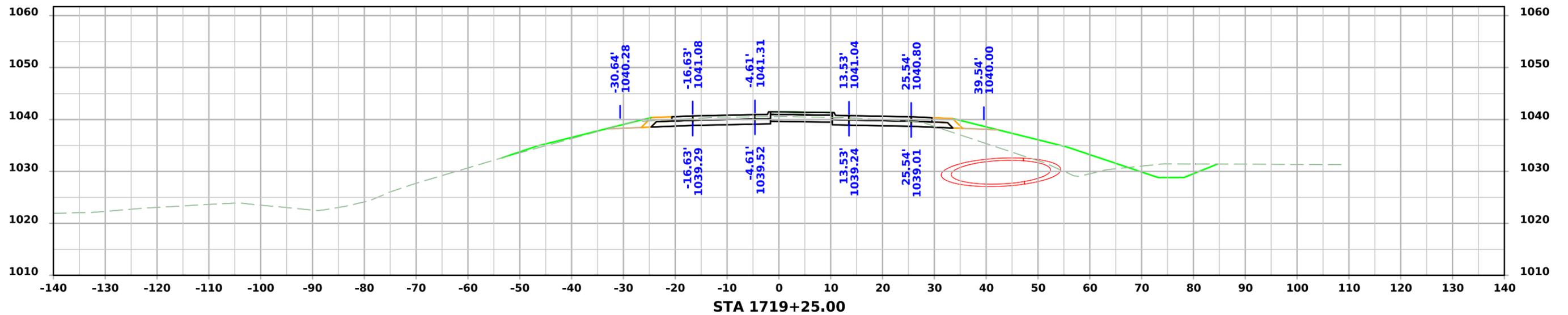
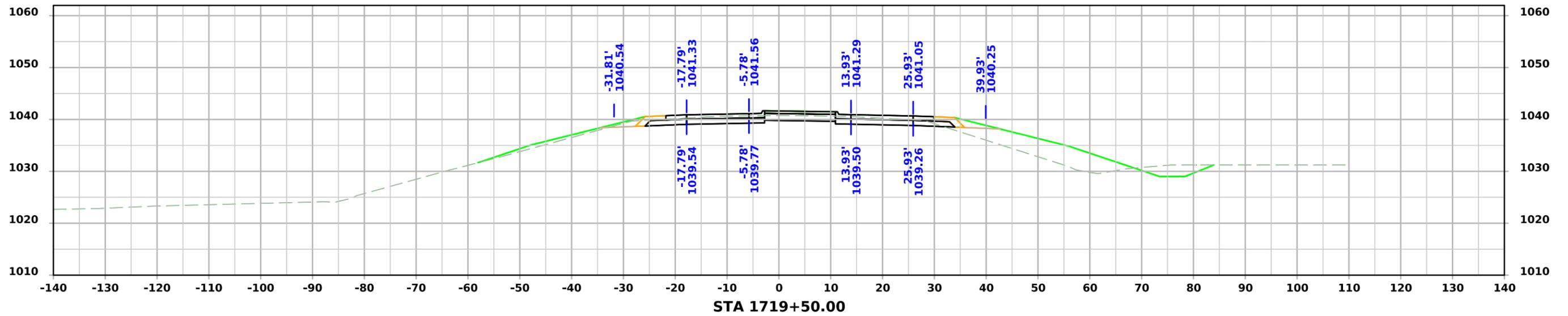
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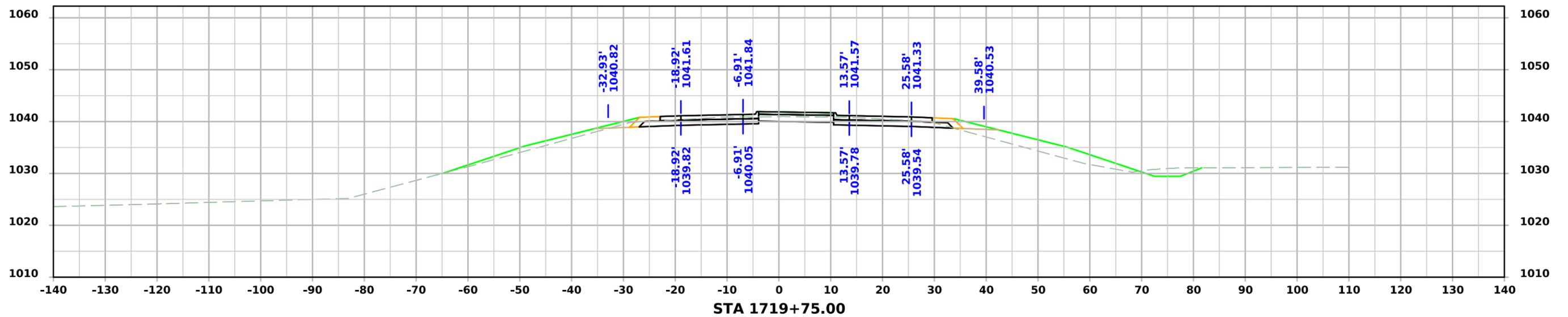
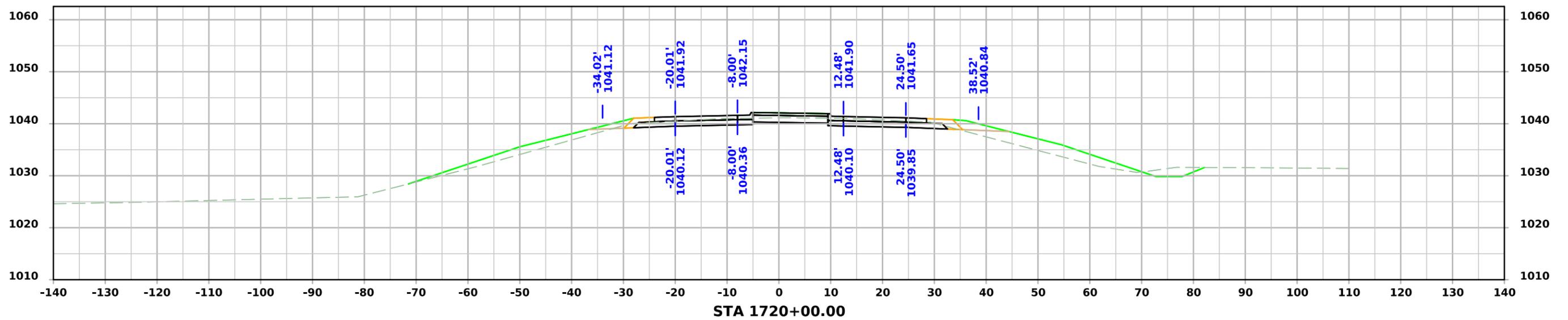


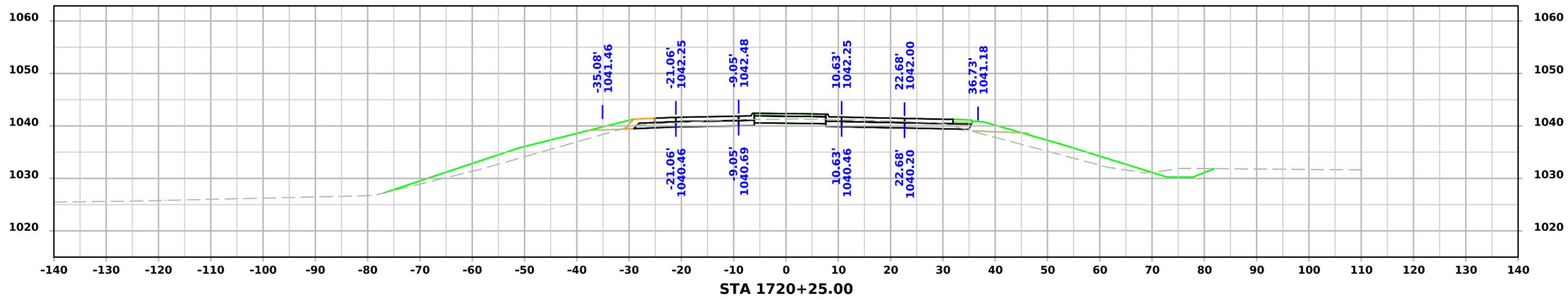
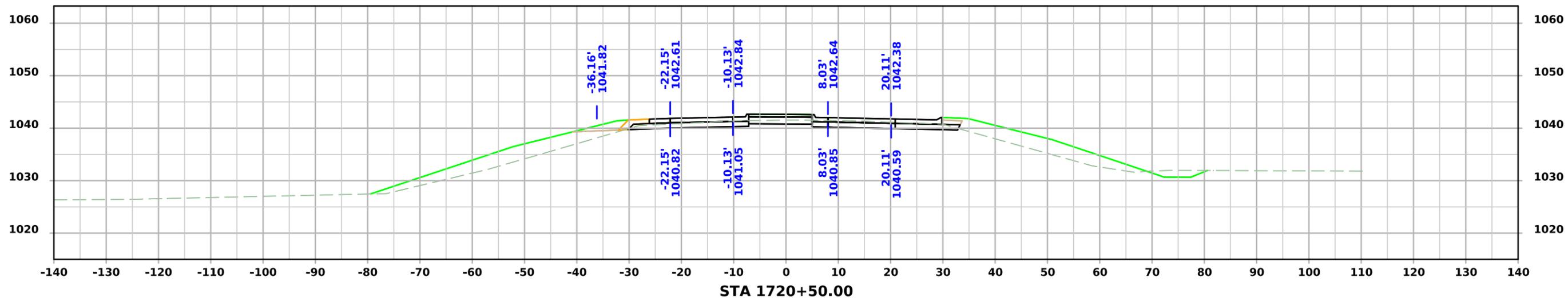


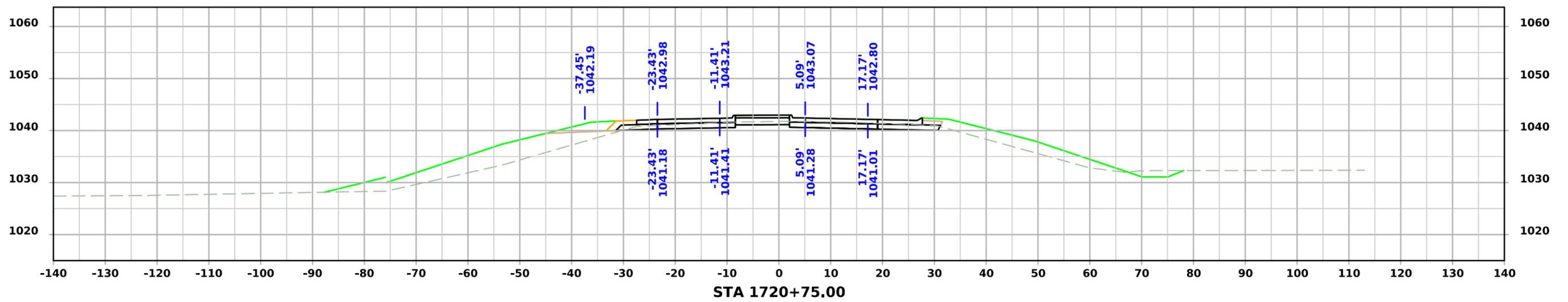
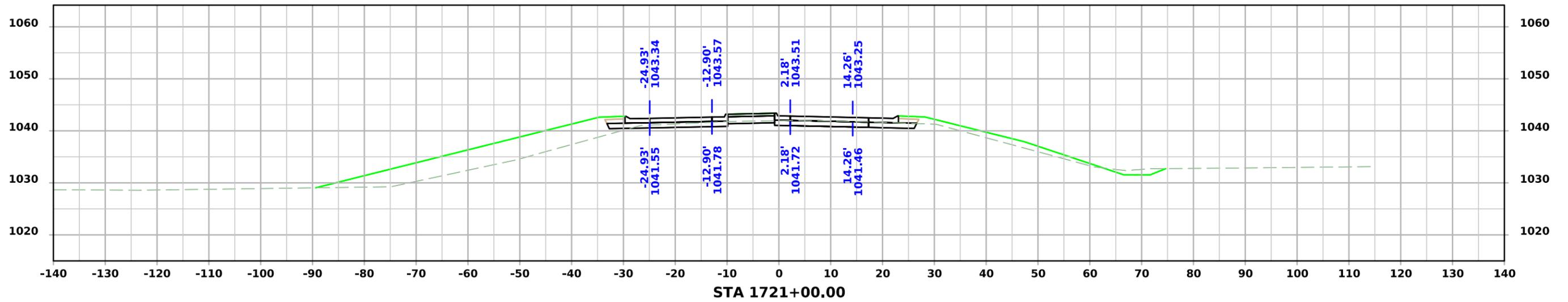




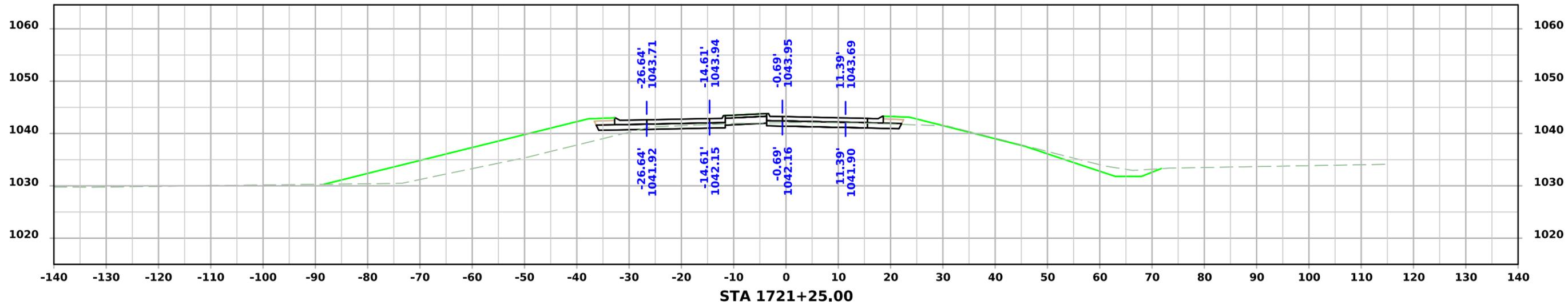
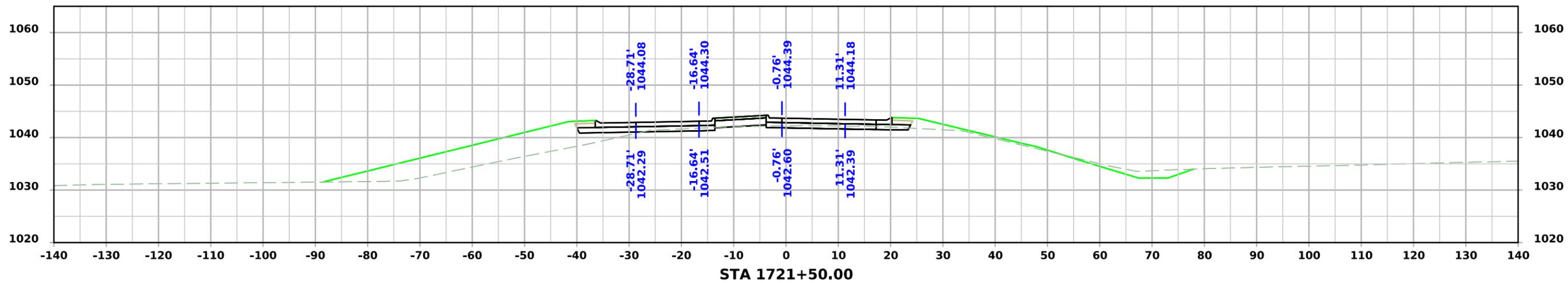
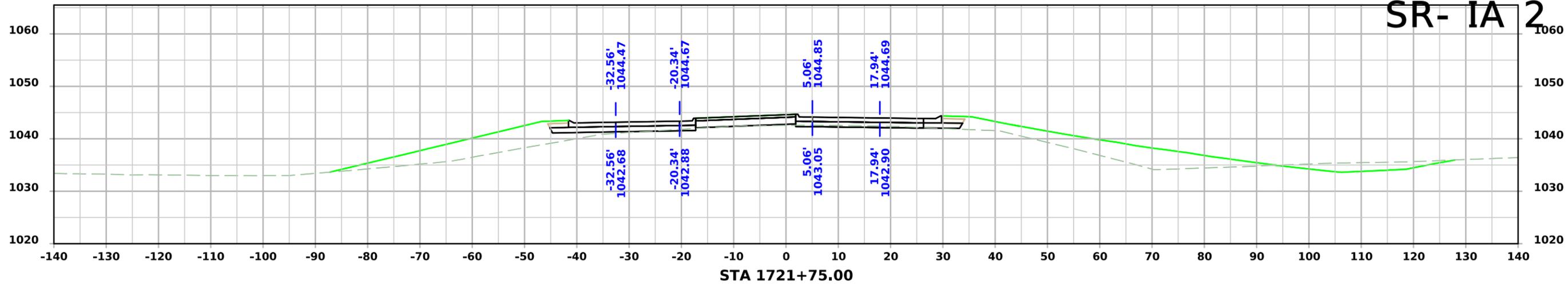




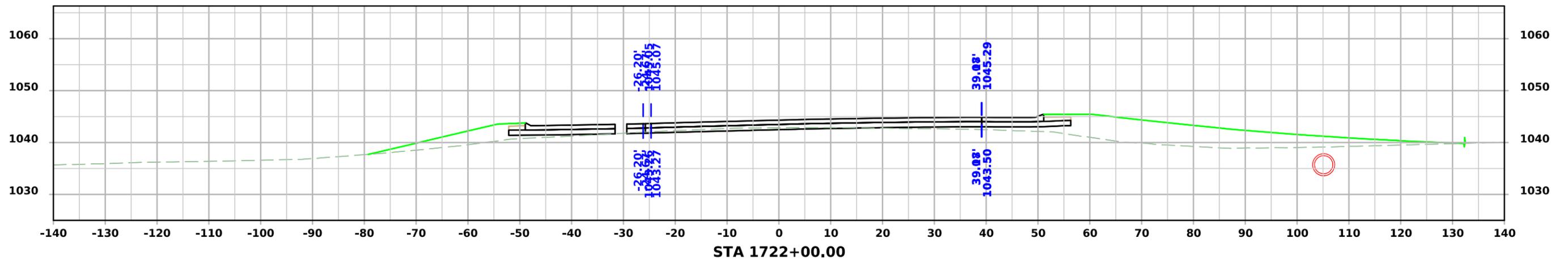
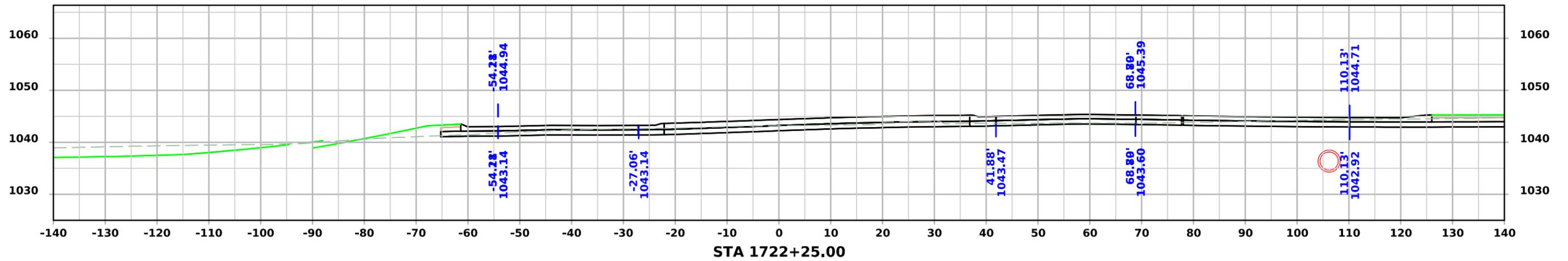
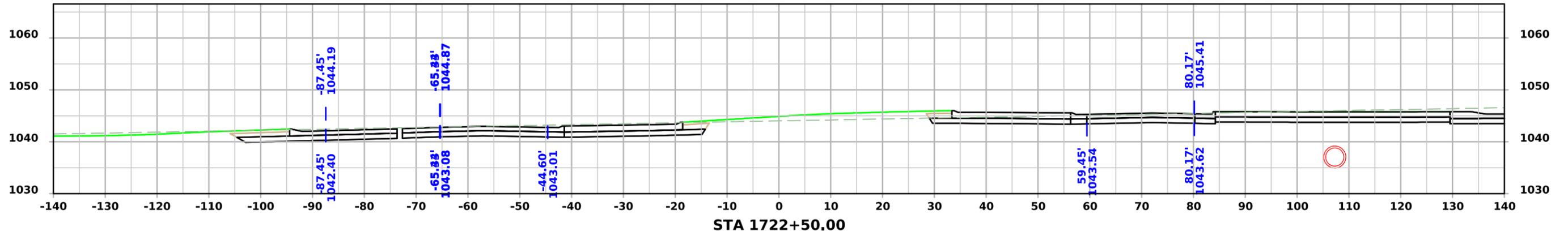




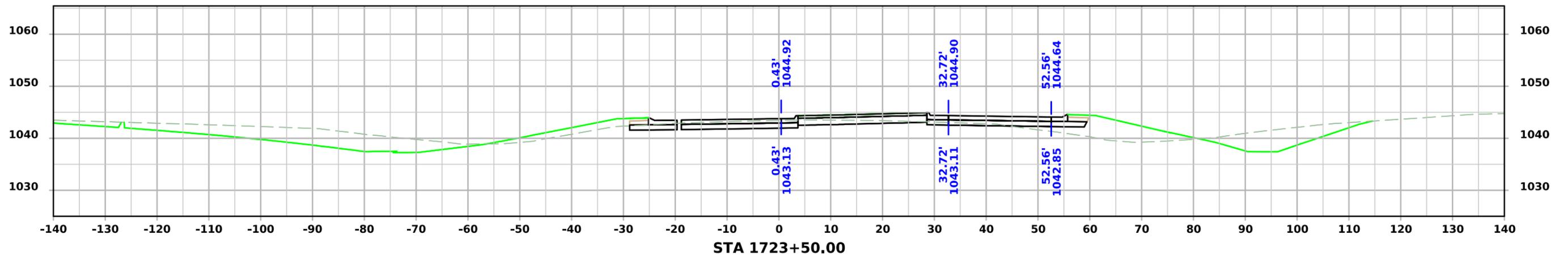
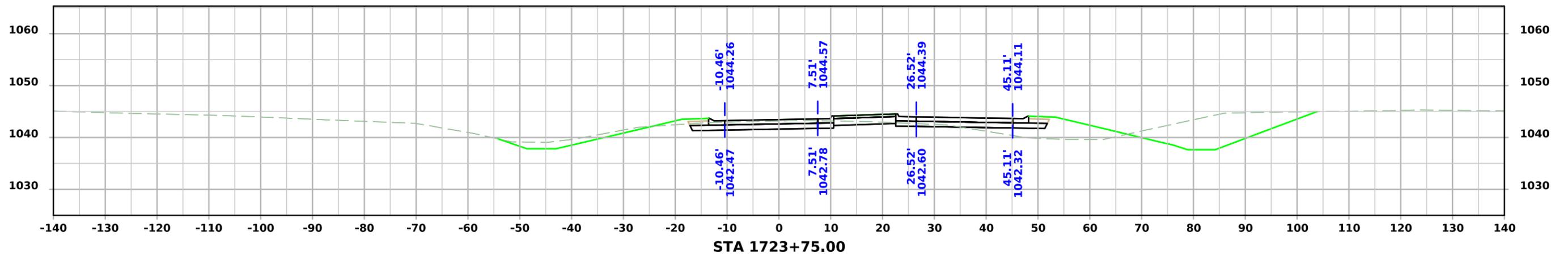
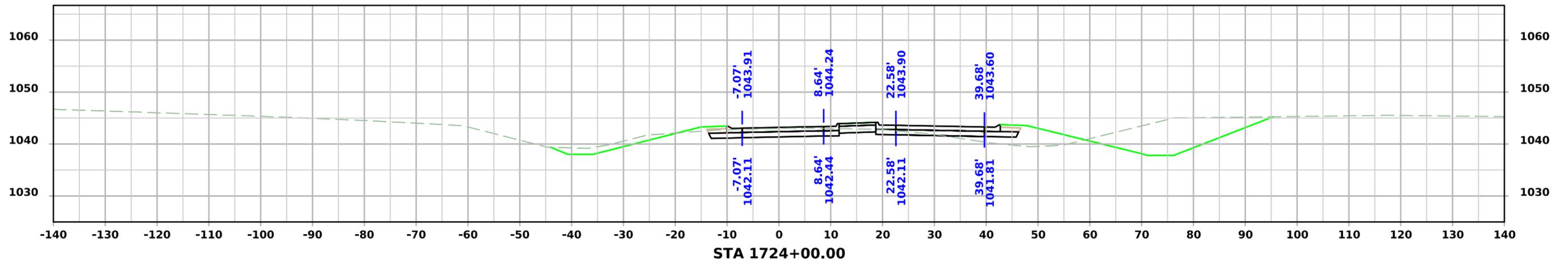
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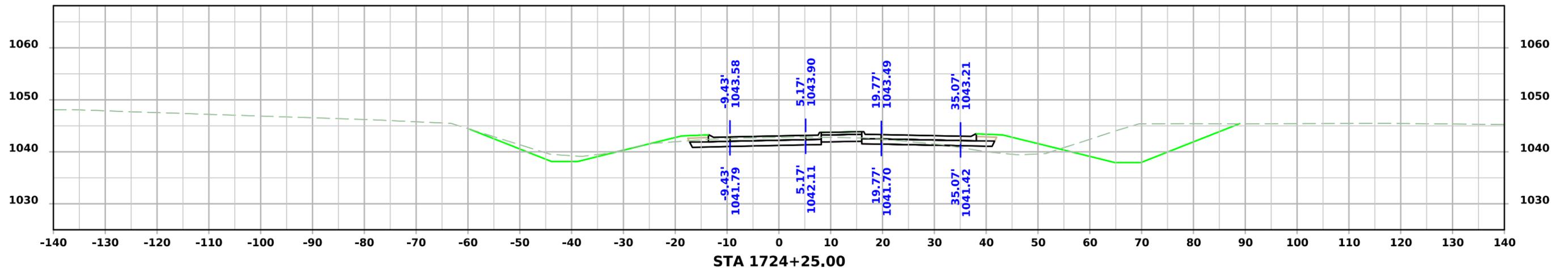
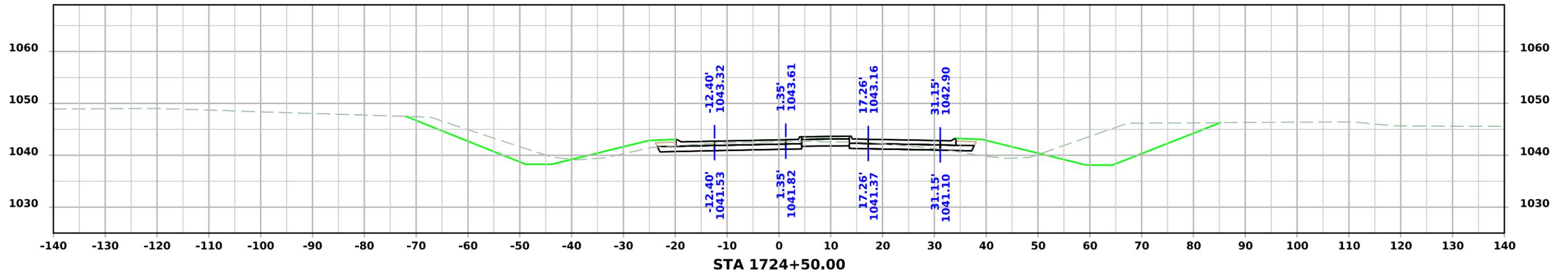
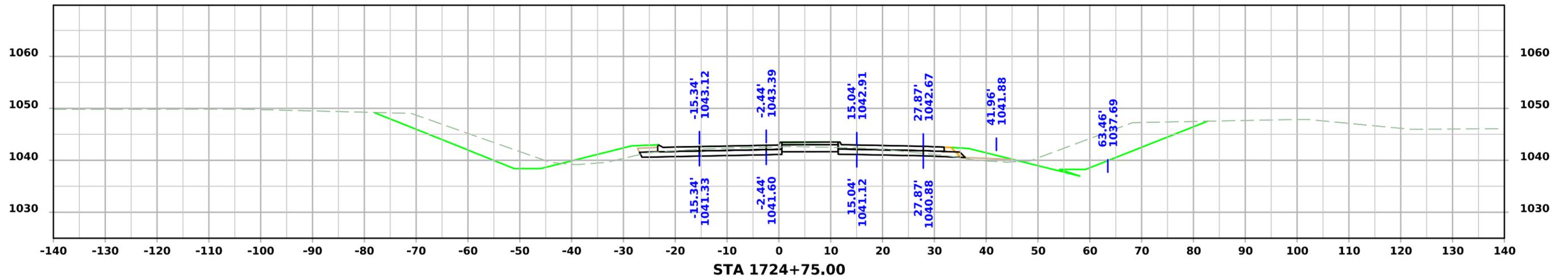
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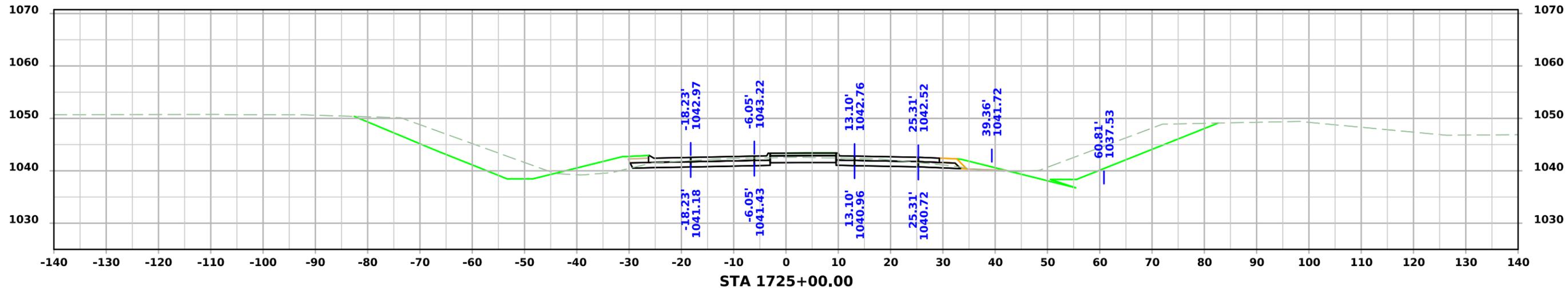
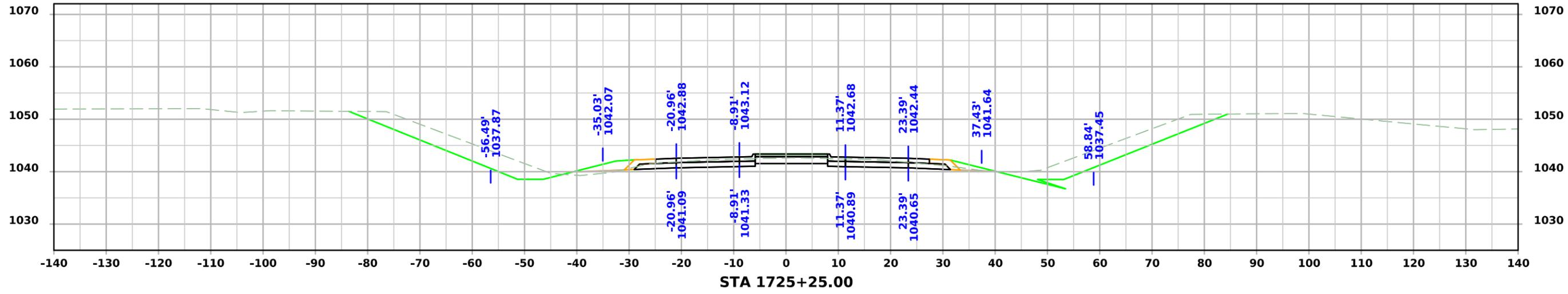
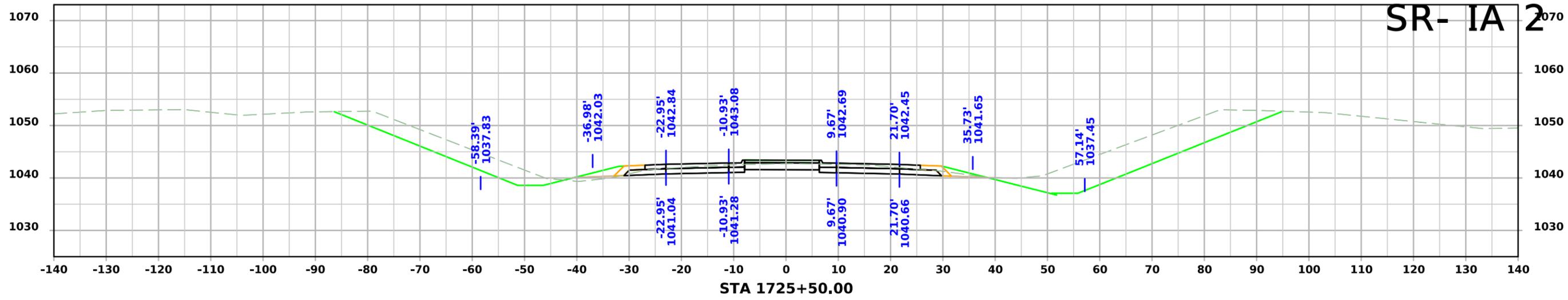


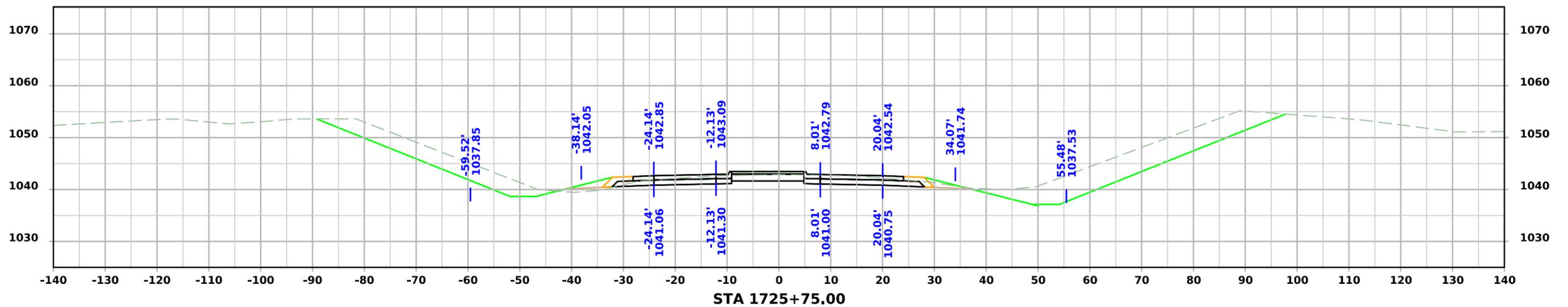
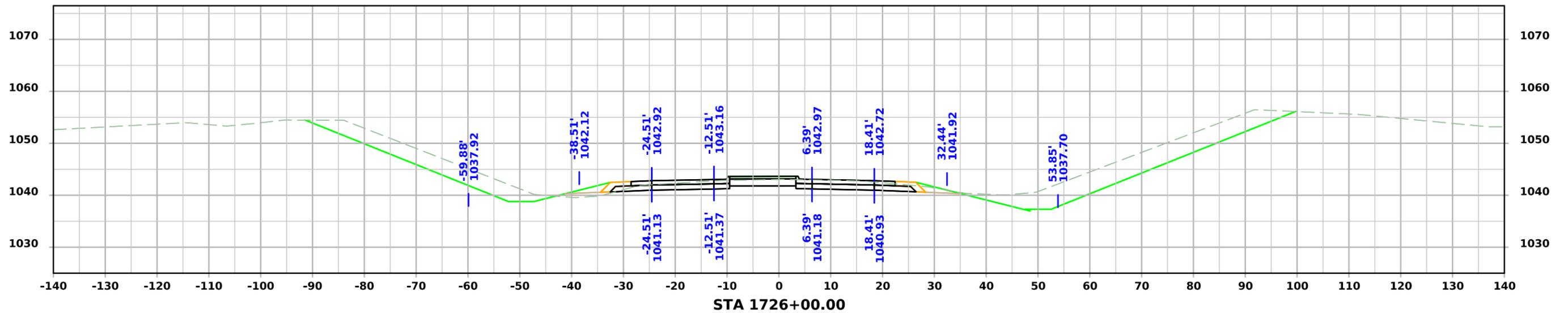
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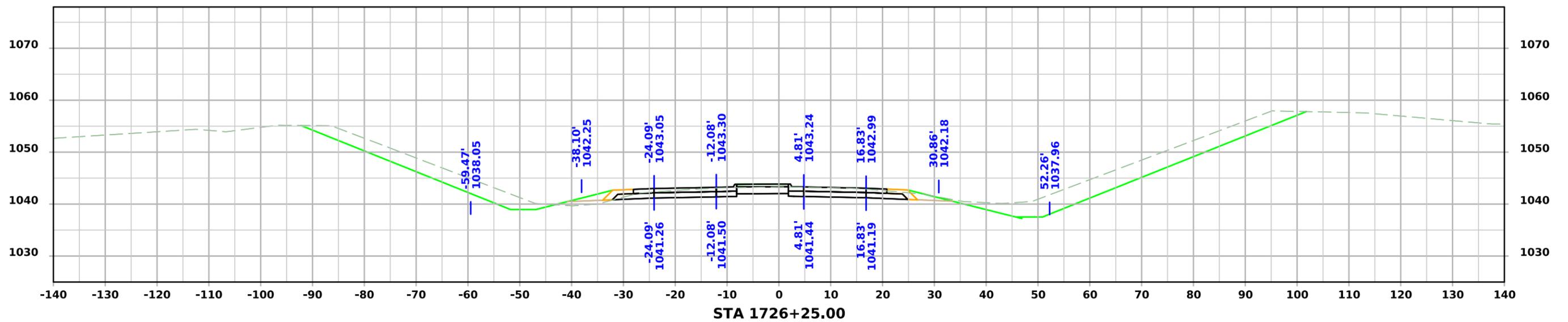
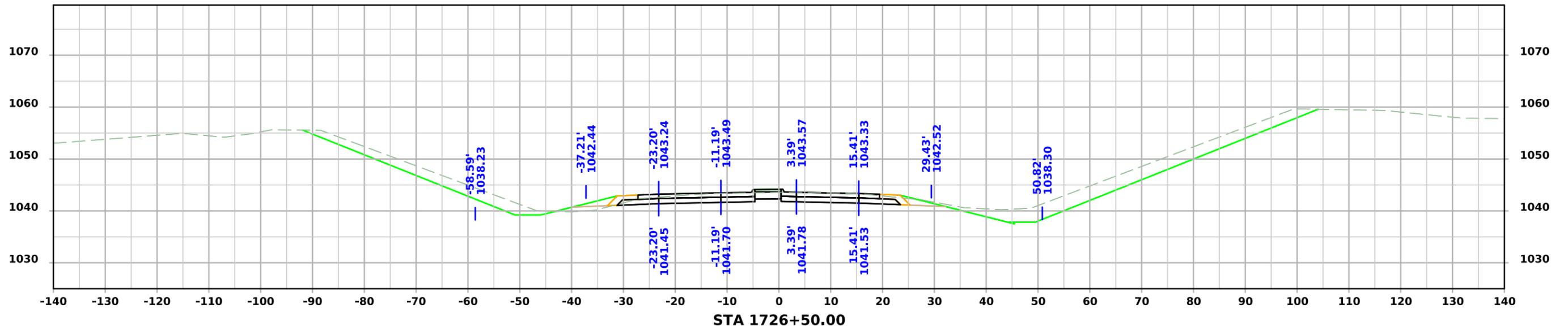


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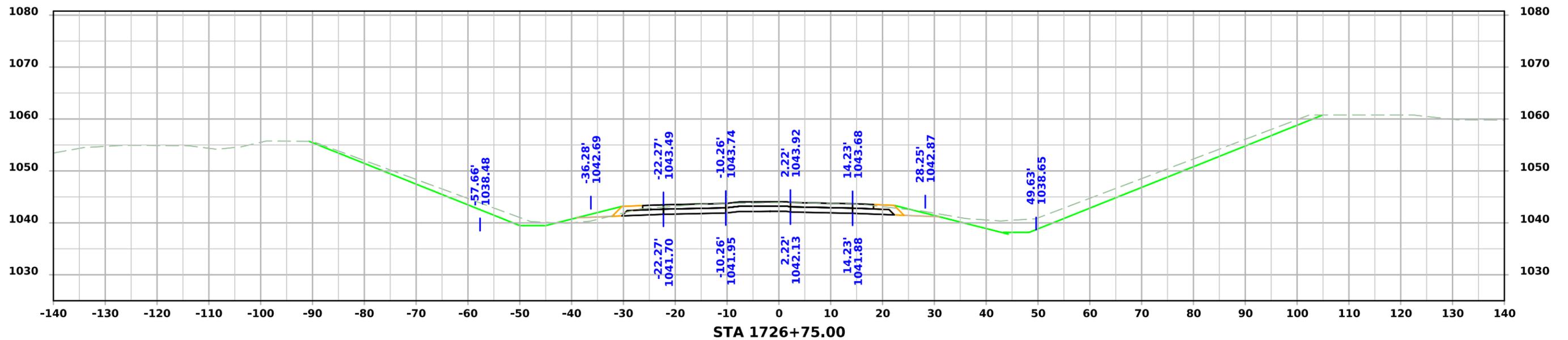
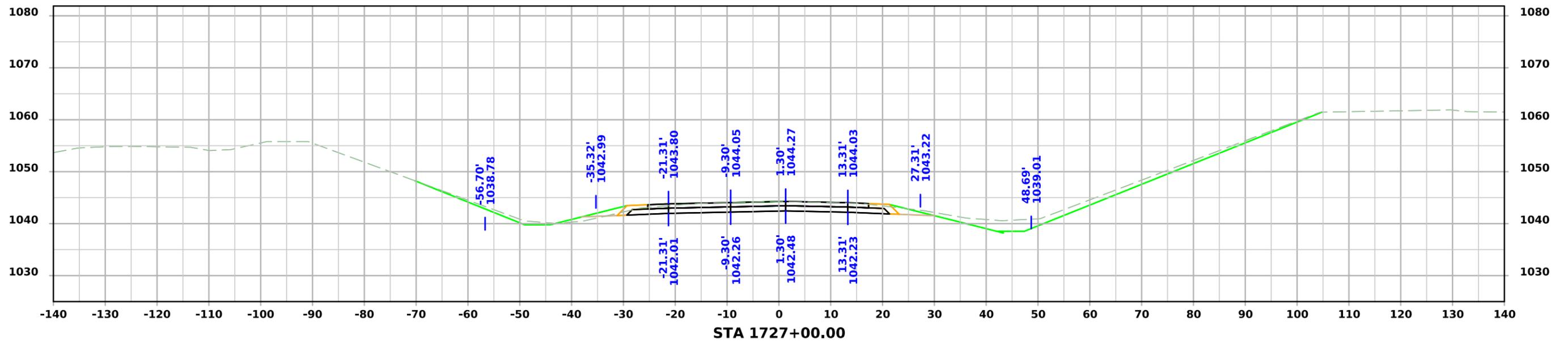




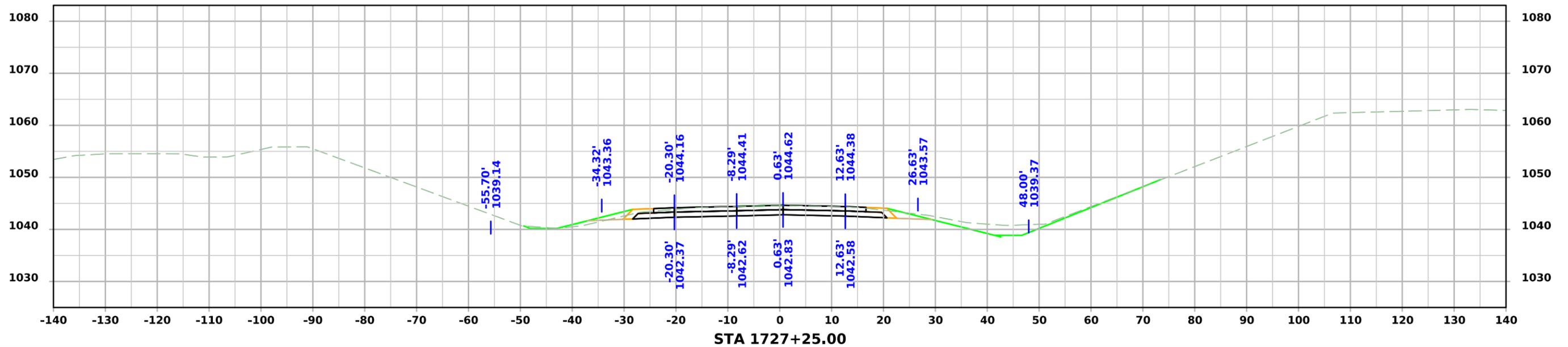
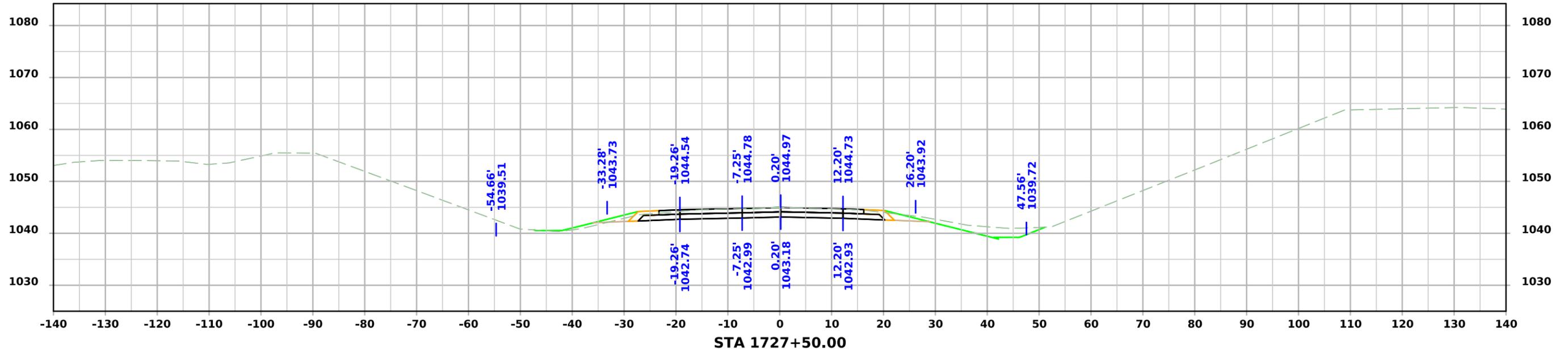


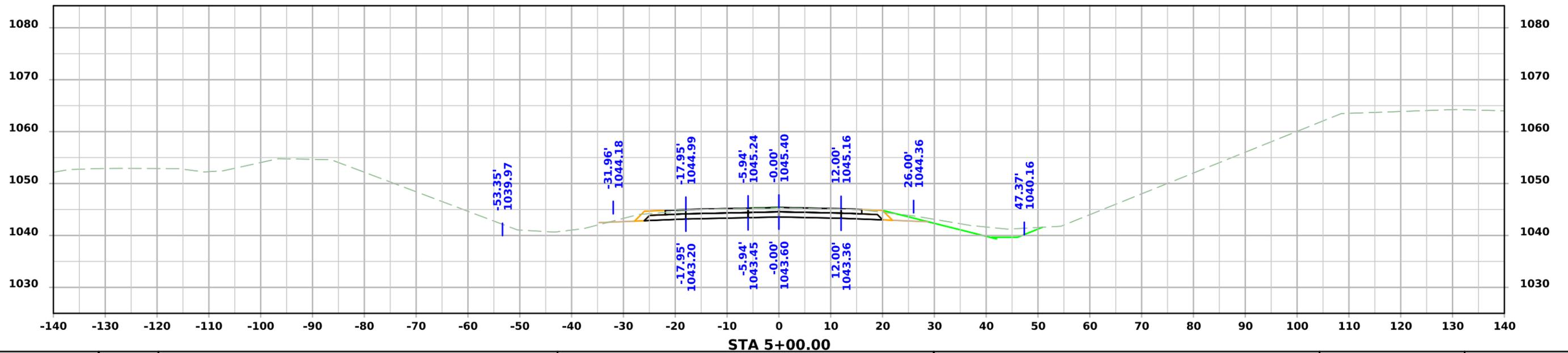
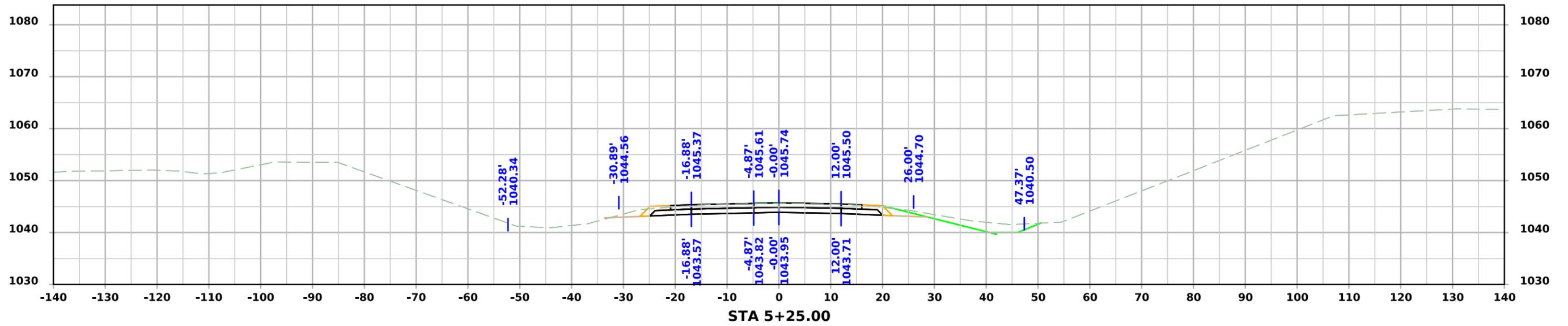


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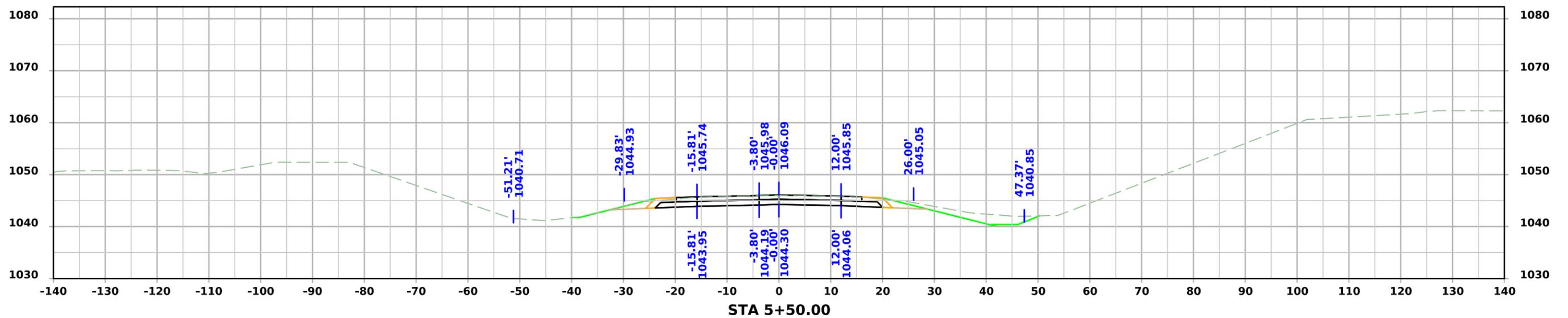
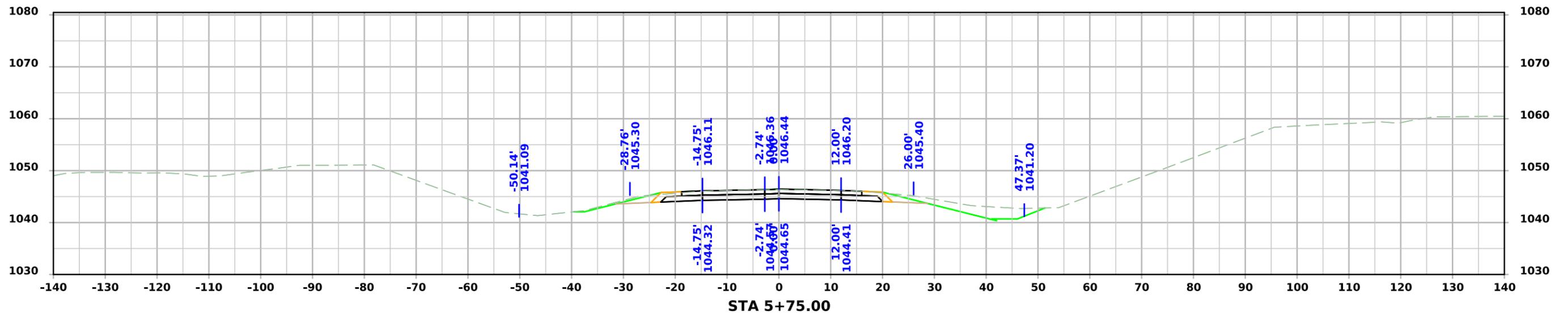


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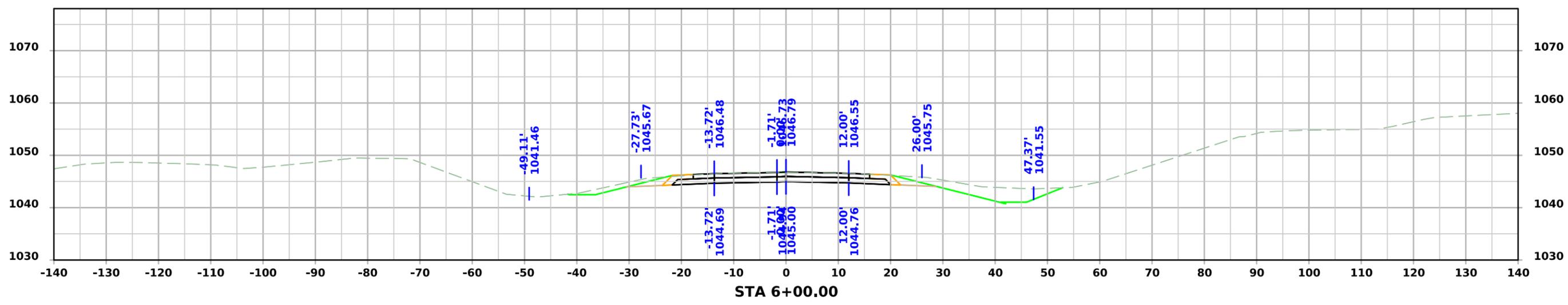
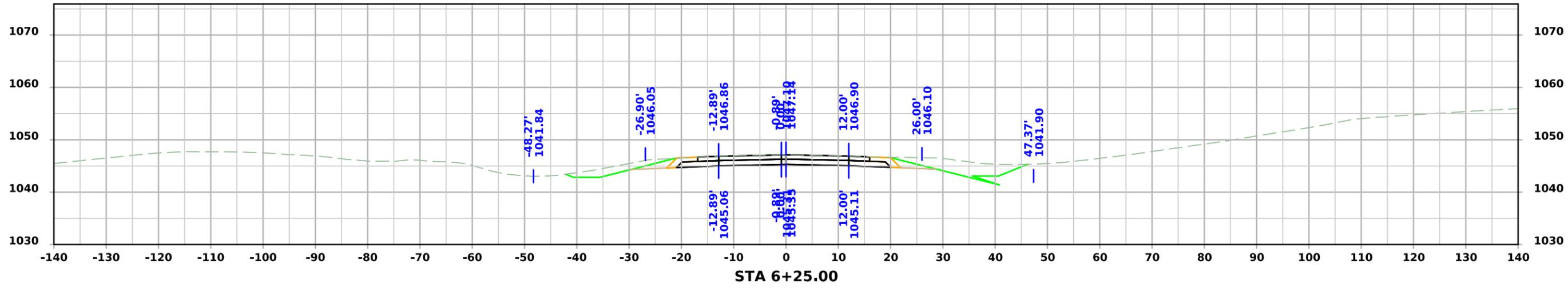
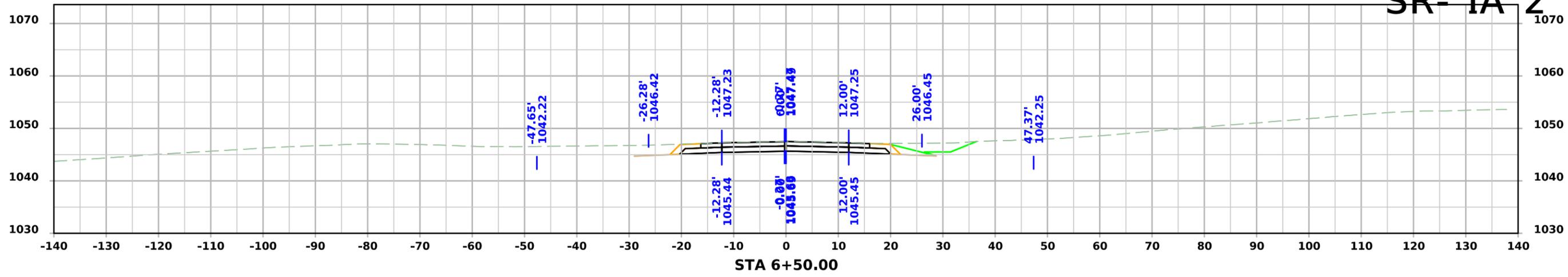




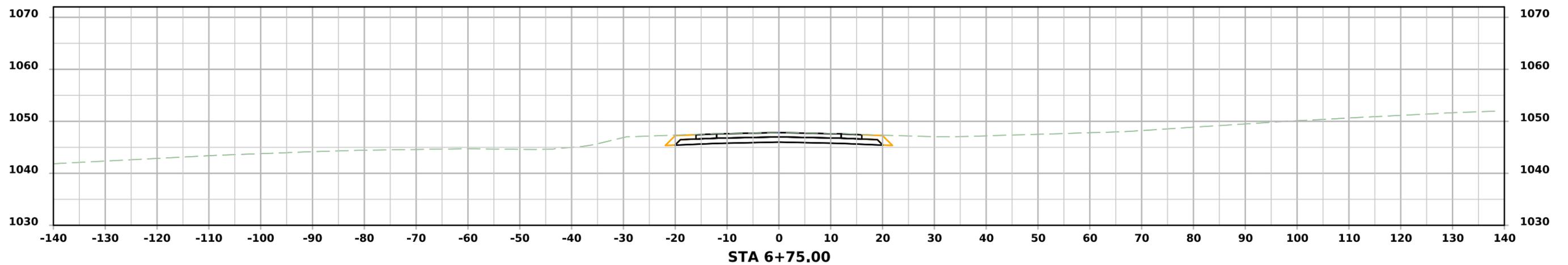
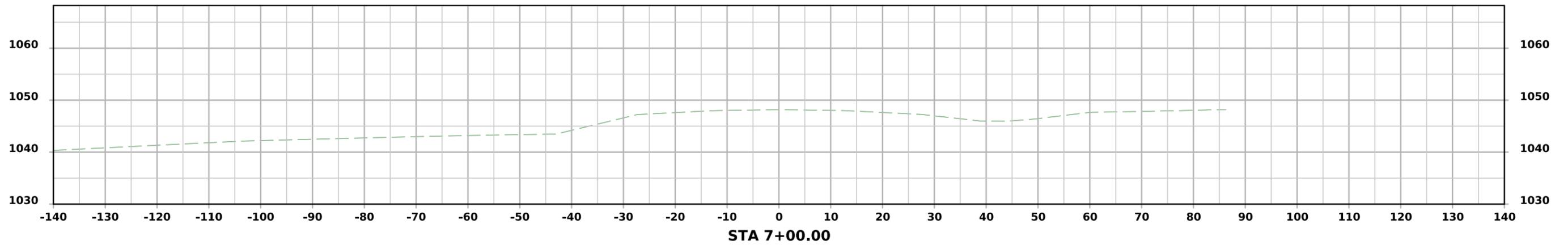
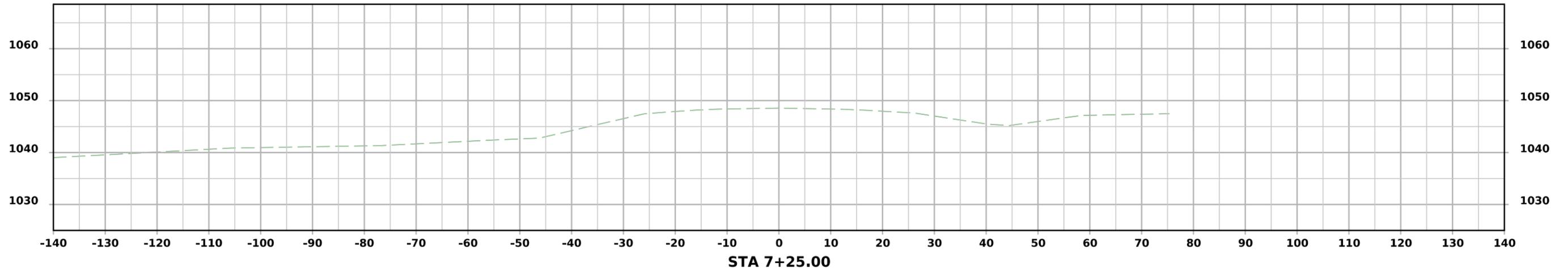
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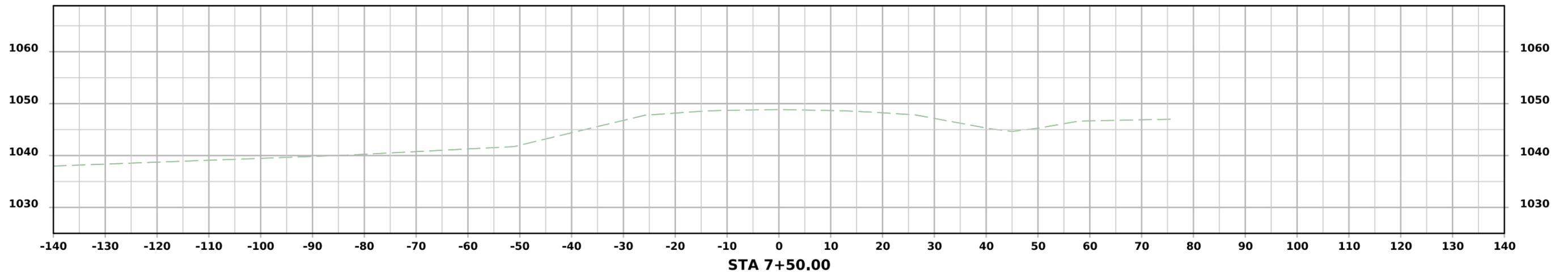
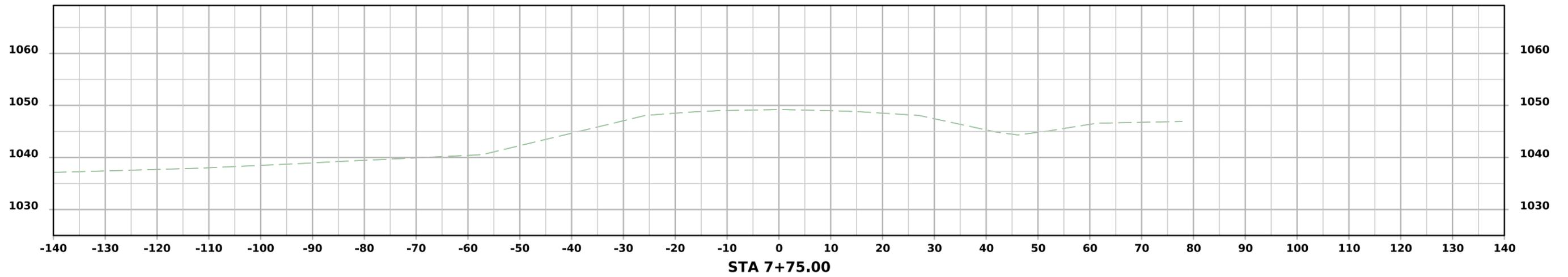
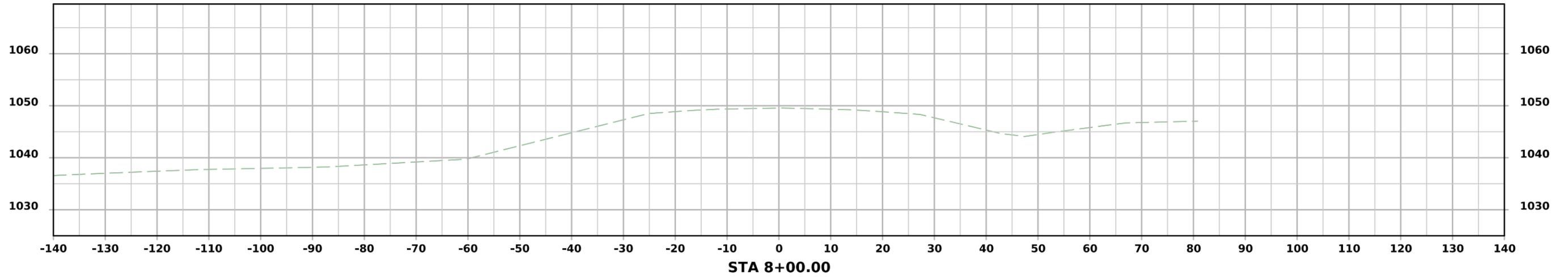
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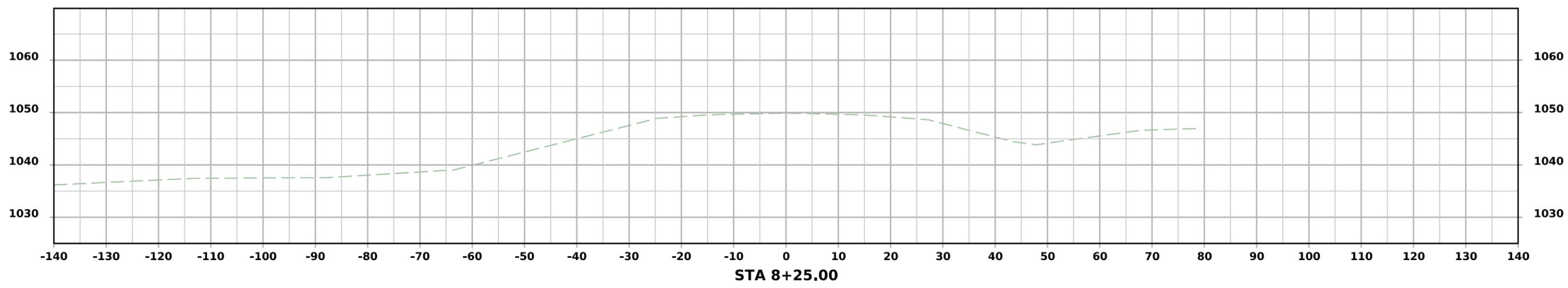
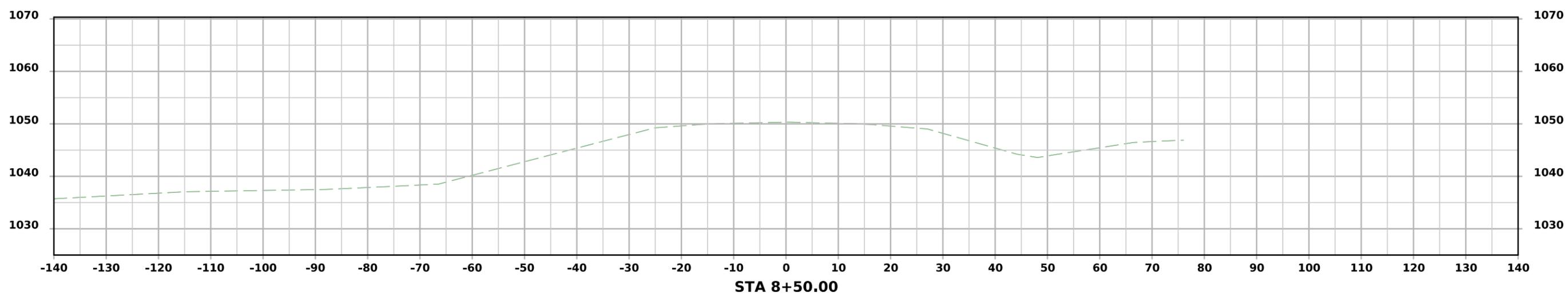
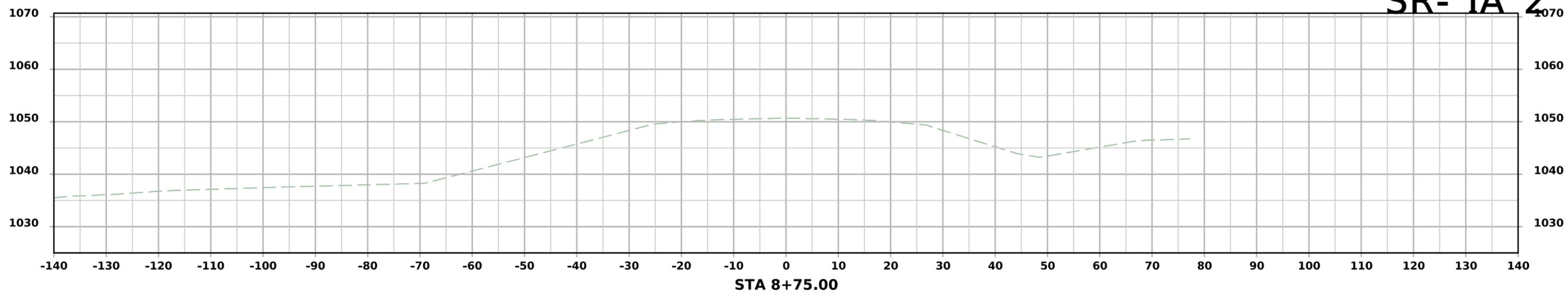
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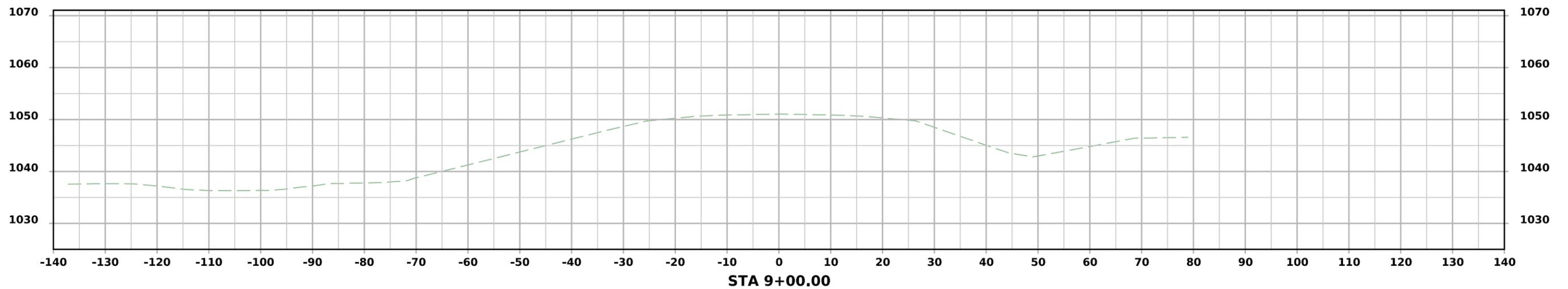
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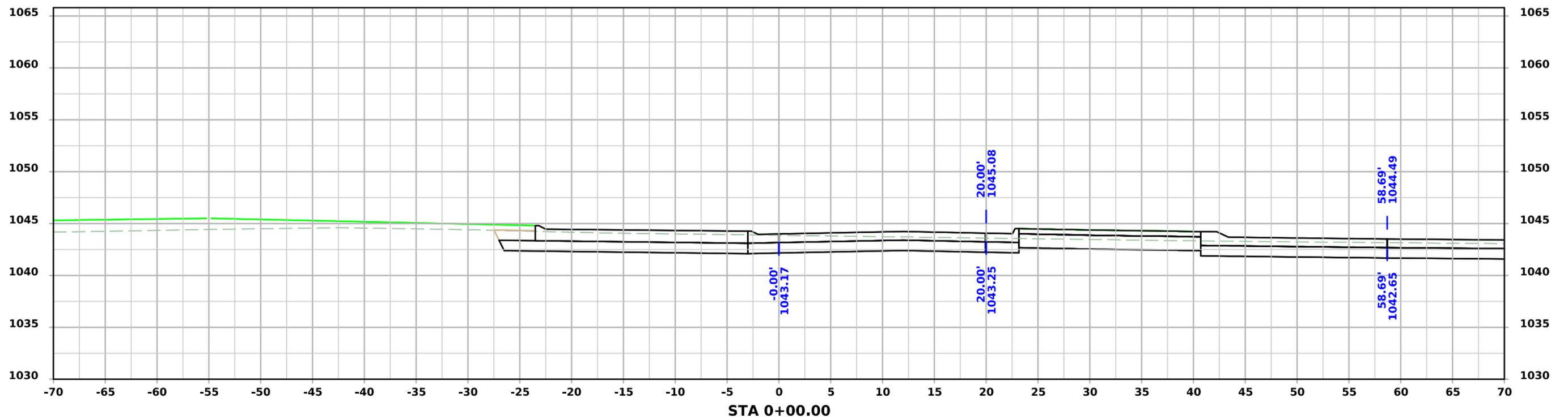
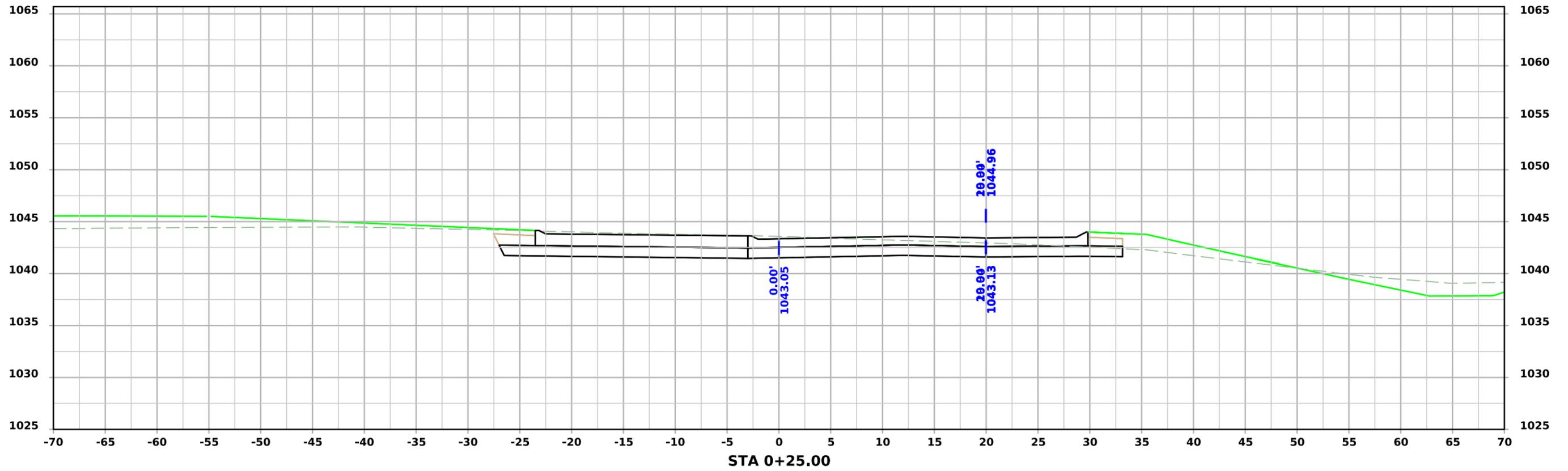
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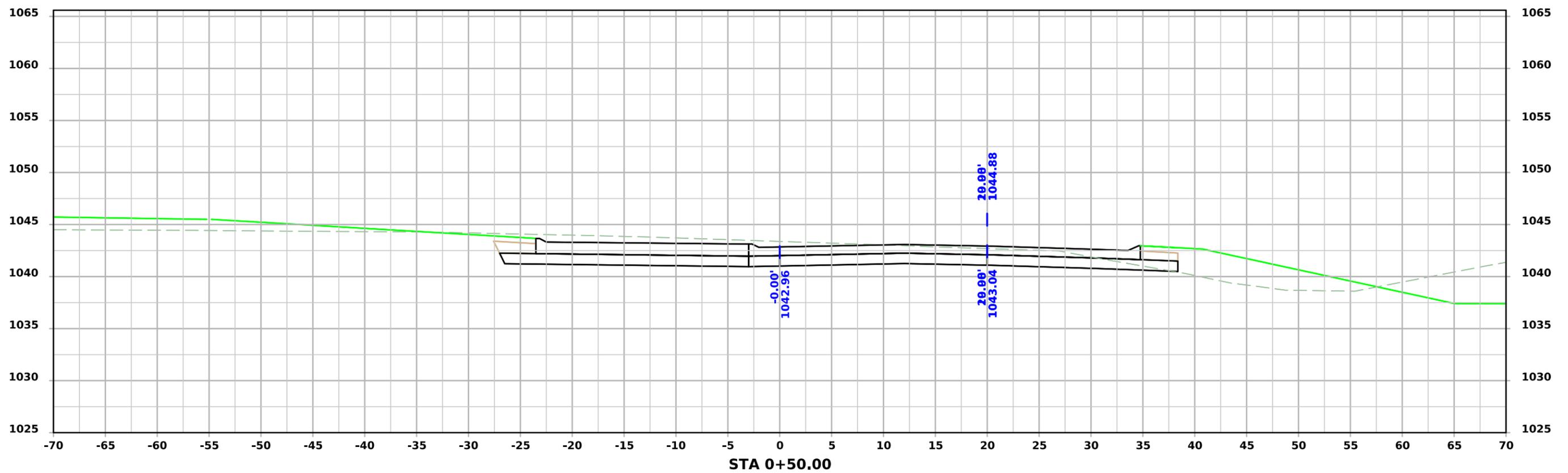
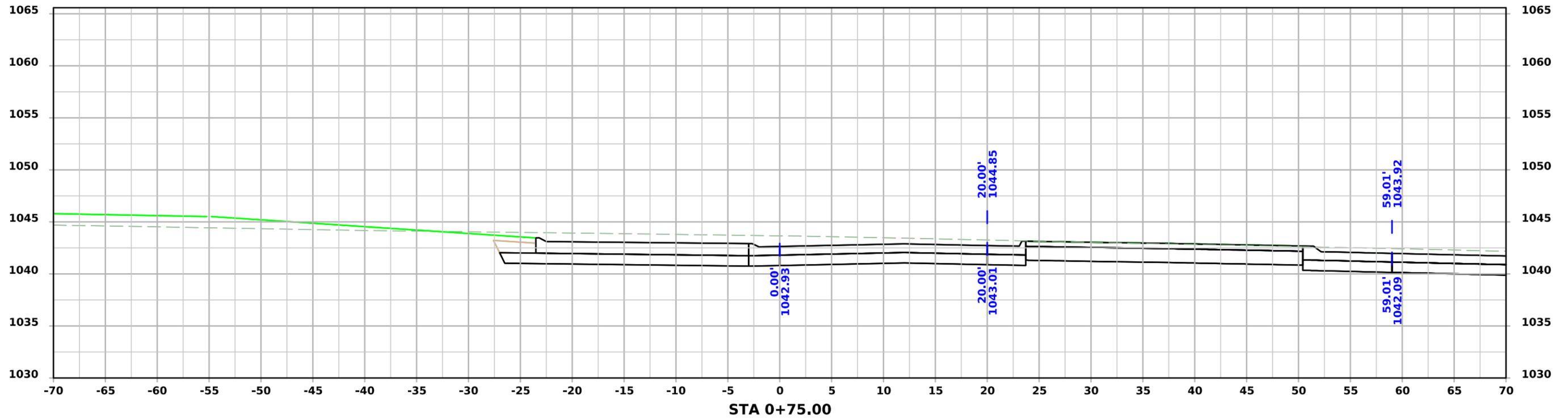
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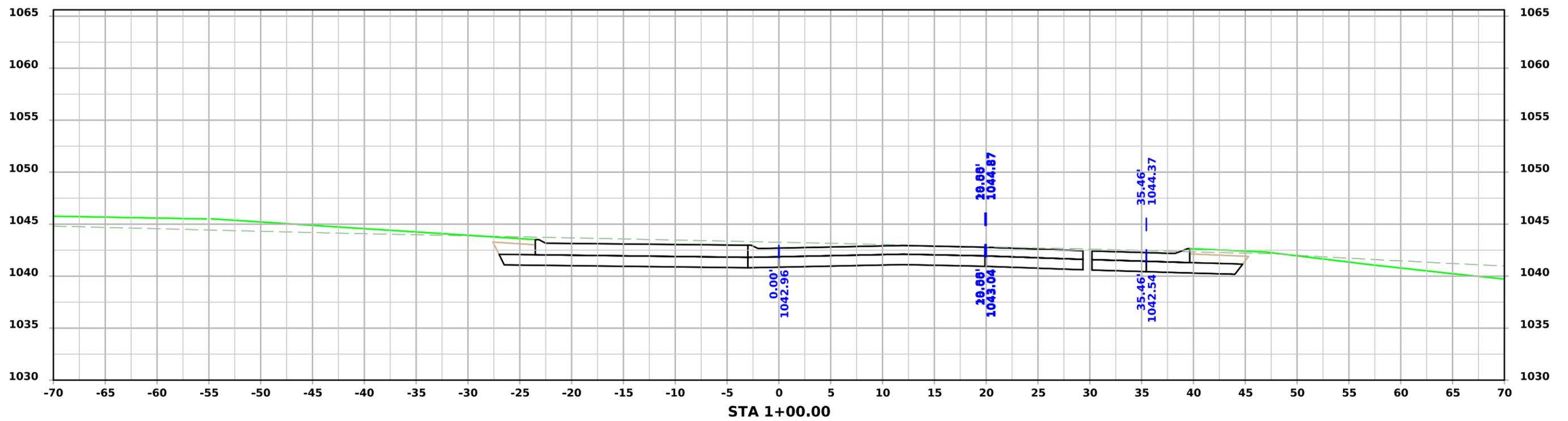
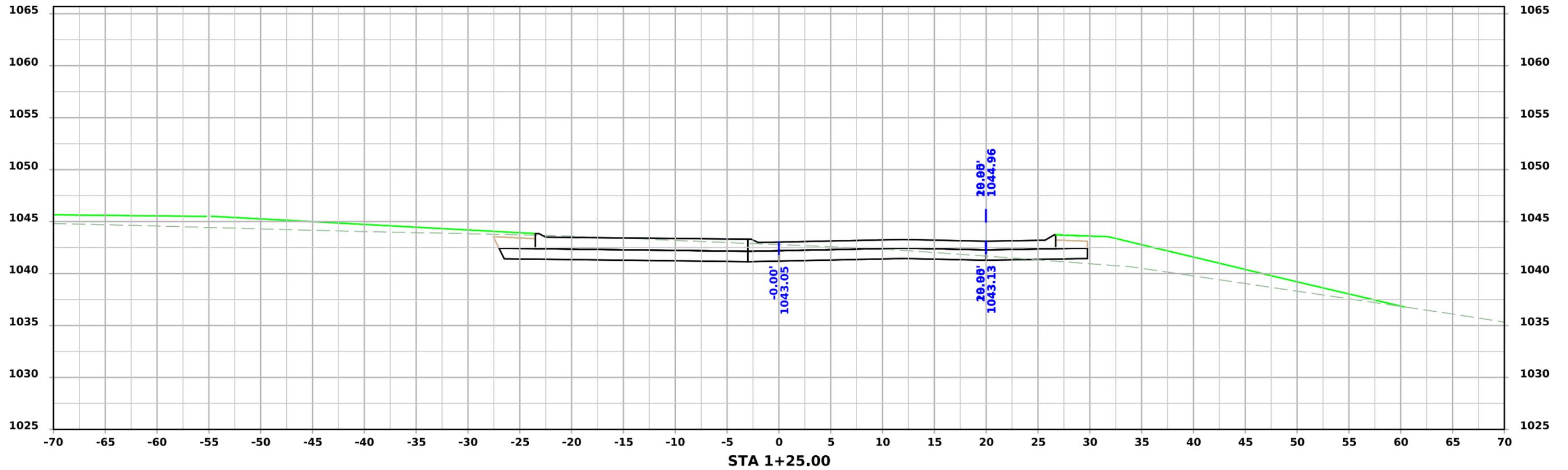
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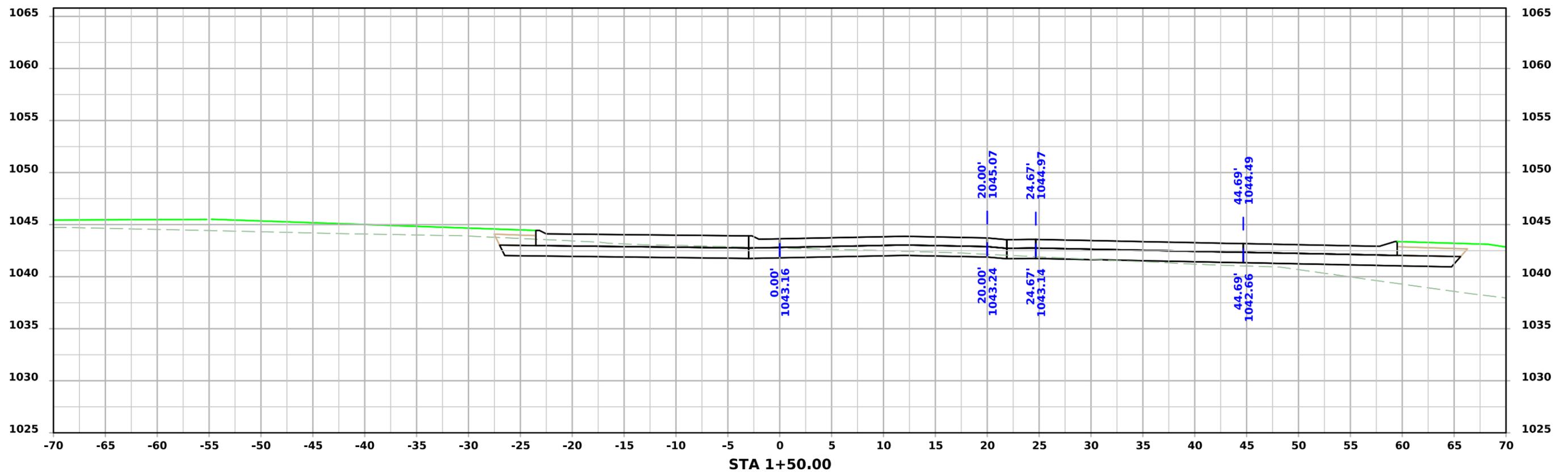
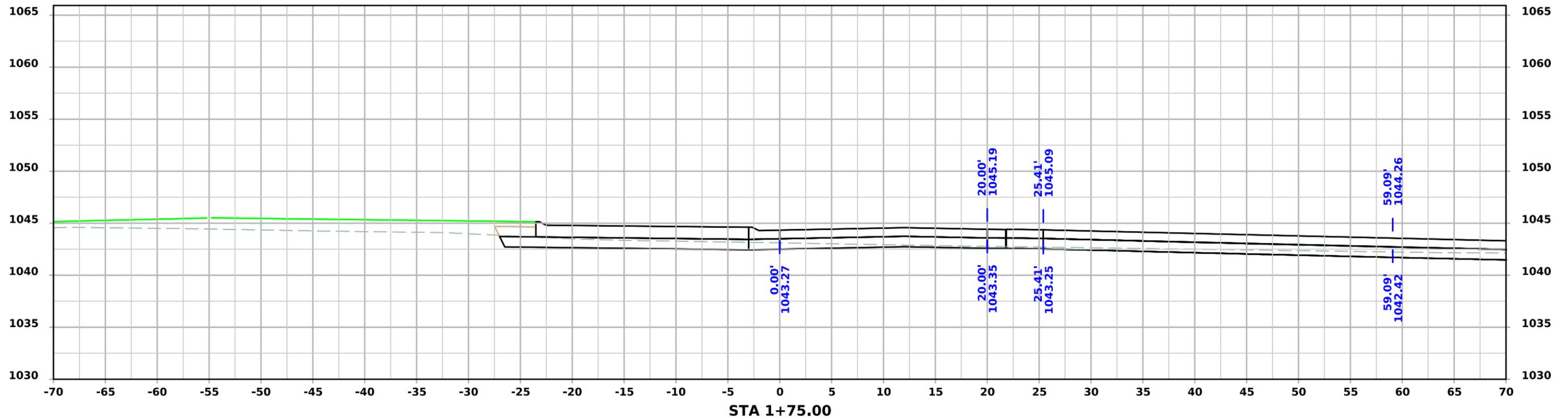
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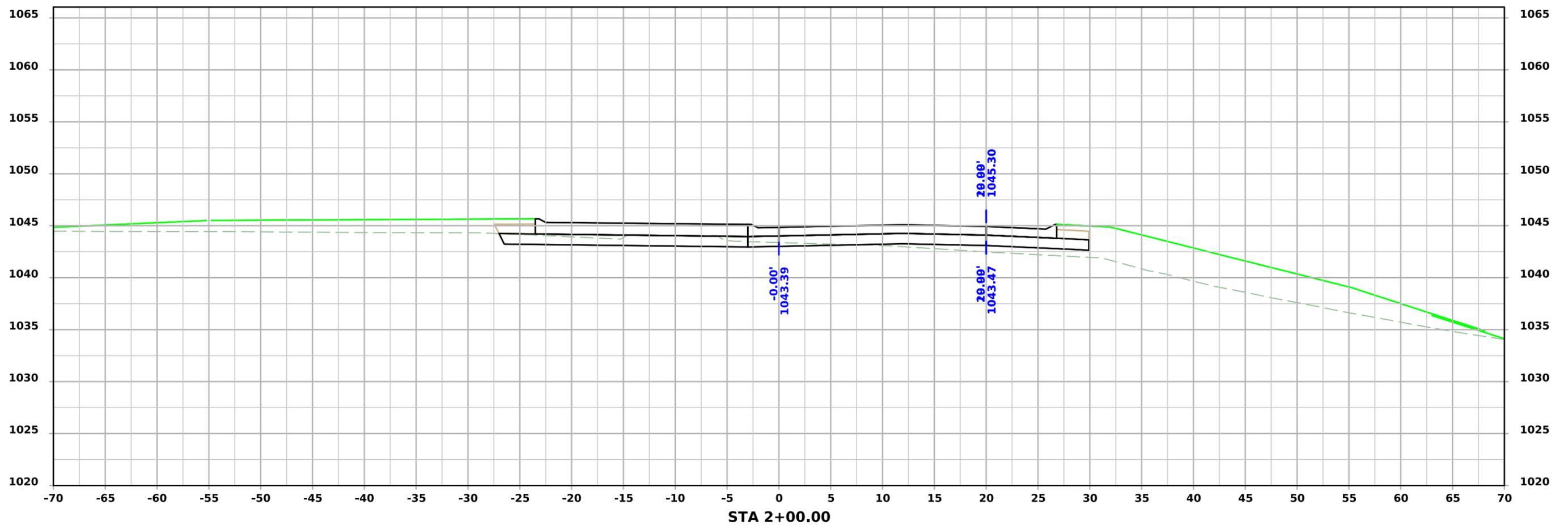
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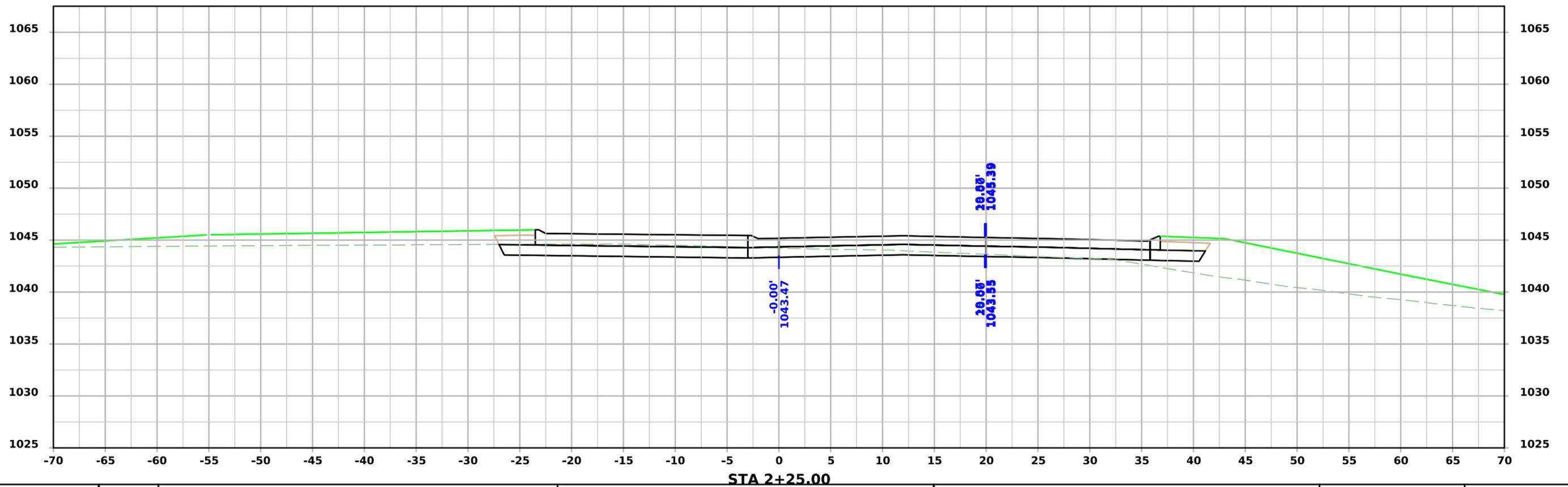
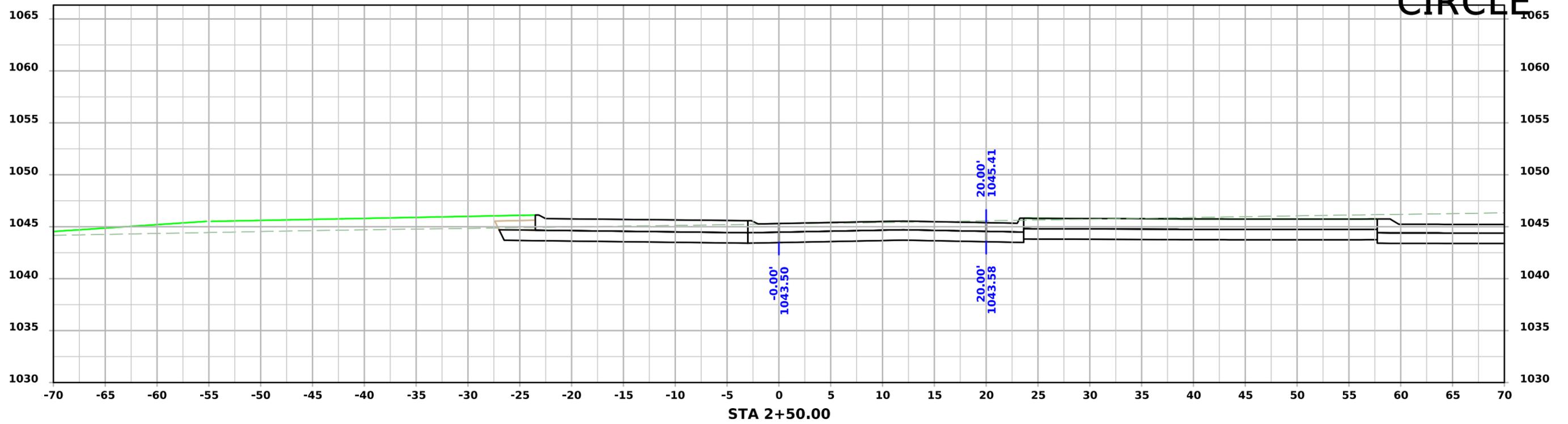
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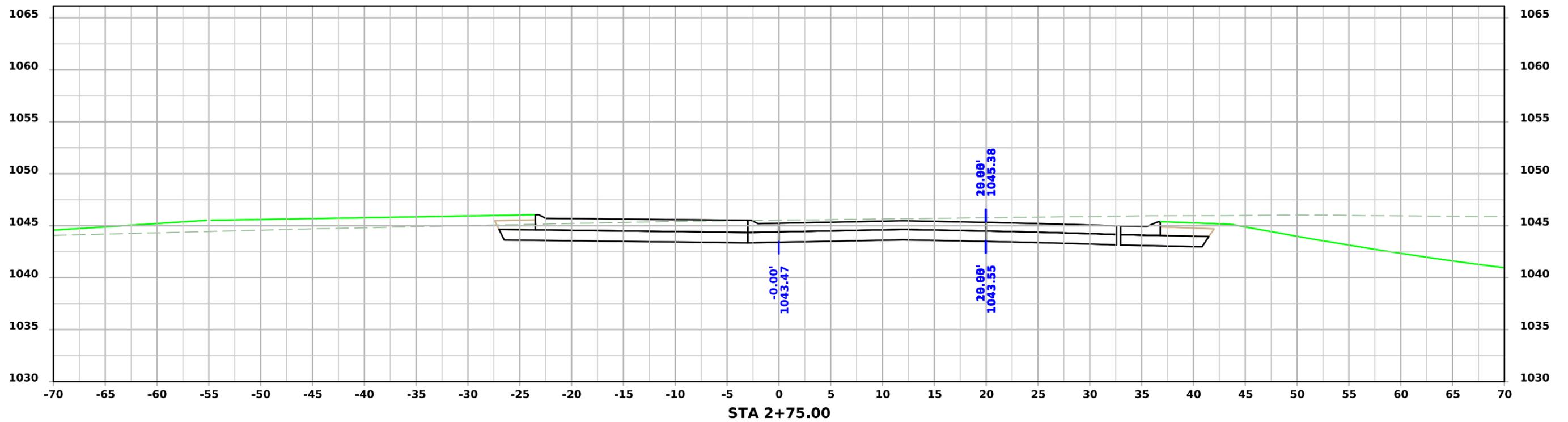
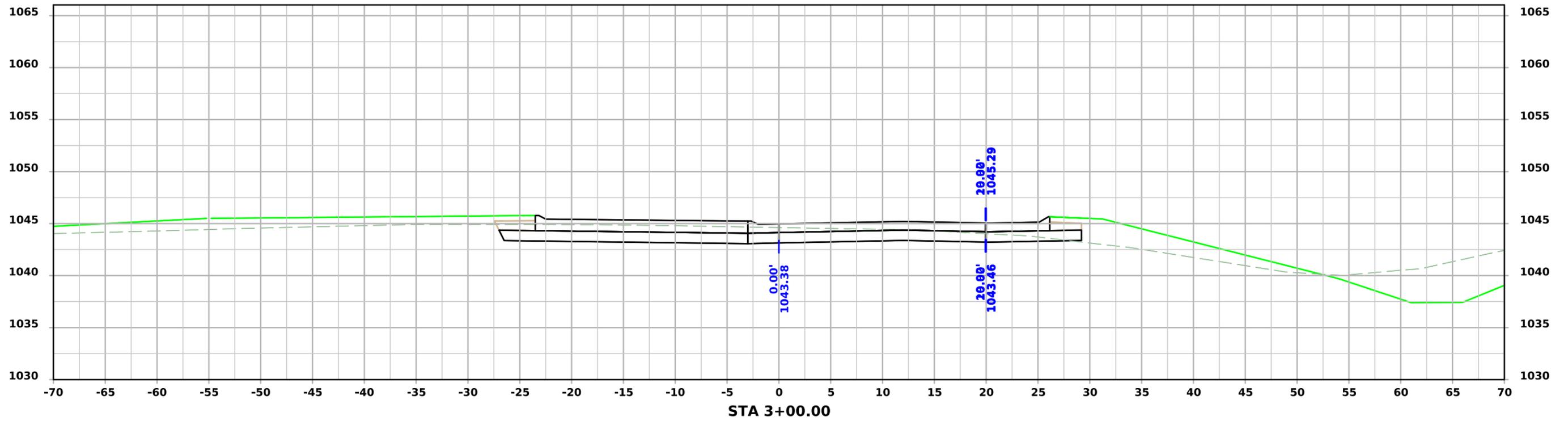
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