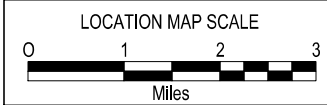
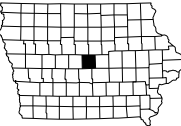
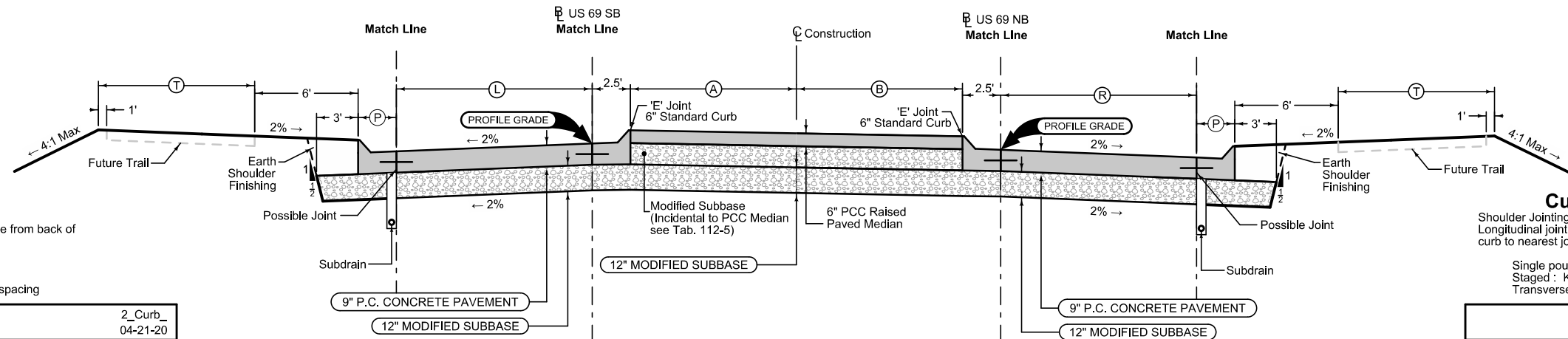


T-82N





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					
CHAIN NAME	STATION TO STATION	(P) Feet	(T) Feet	Curb Type See PV-102	
ML069SB_S	251+01.98 - 251+98.00	2.5	11	6" Standard	
Roundabout Circle					
ML069SB_N	253+34.58 - 254+21.07	2.5	11	6" Standard	
ML069SB_N	254+21.07 - 254+46.07	2.5-5	11-0	6" Standard	
ML069SB_N	254+46.07 - 254+95.82	5-10	0	6" Standard	

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

4DP_Raised_Out_04-21-20			
CHAIN NAME	BEGIN STATION	END STATION	(L) Feet
ML069SB_S	246+85.79	251+01.98	12
ML069SB_S	251+01.98	251+98.00	12-19.7
Roundabout Circle			
ML069SB_N	253+34.58	254+21.06	19.5-12
ML069SB_N	254+21.06	258+37.66	12

Median

CHAIN NAME	BEGIN STATION	END STATION	(A) Feet	(B) Feet
ML069	48+88.17	51+87.40	Vari.	Vari.
Roundabout Circle				
ML069	53+38.35	56+56.25	Vari.	Vari.

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

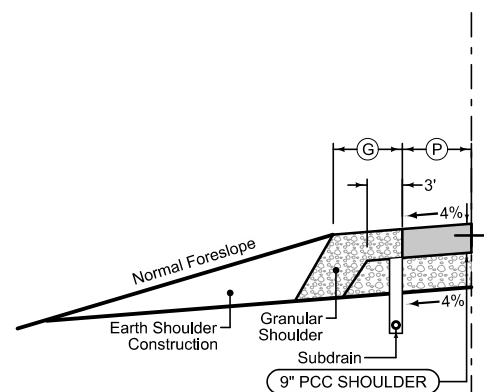
CHAIN NAME	BEGIN STATION	END STATION	(R) Feet
ML069NB_S	146+85.79	151+17.72	12
ML069NB_S	151+17.72	151+94.14	12-19.4
Roundabout Circle			
ML069NB_N	153+29.26	154+25.82	21.9-12
ML069NB_N	154+25.82	158+37.66	12

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

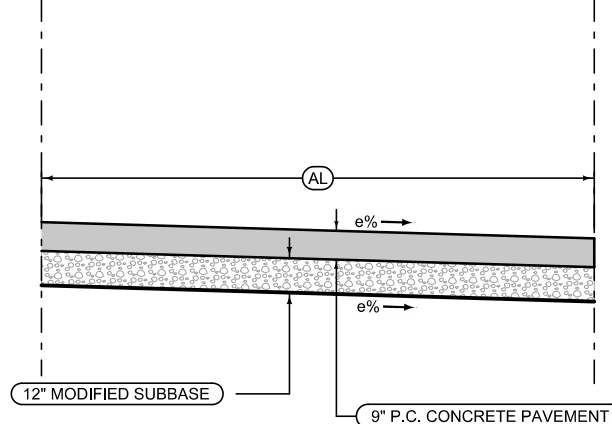
2_Curb_04-21-20					
CHAIN NAME	STATION TO STATION	(P) Feet	(T) Feet	Curb Type See PV-102	
ML069NB_S	150+42.91 - 150+92.73	10-5	0	6" Standard	
ML069NB_S	150+92.73 - 151+17.72	5-2.5	0-11	6" Standard	
ML069NB_S	151+17.72 - 151+94.14	2.5	11	6" Standard	
Roundabout Circle					
ML069NB_N	153+29.26 - 154+25.82	2.5	0	6" Standard	



Full Depth PCC Combination Shoulder

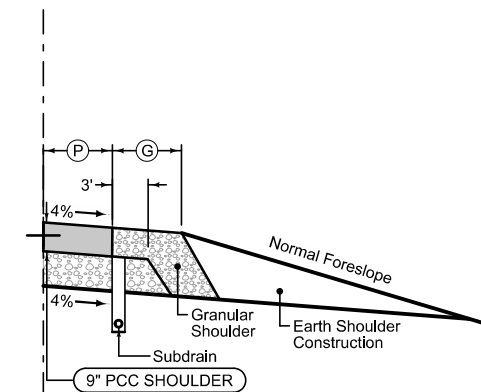
Shoulder Jointing:
 Longitudinal joint: BT-2, L-2 or KT-2
 Transverse joints: C at 17' spacing

2_C_FullPCC_04-20-21				
CHAIN NAME	STATION TO STATION	(P) Feet	(G) Feet	
ML069SB_S	246+85.79 - 251+01.98	6	4	
ML069SB_N	254+95.82 - 255+05.71	10	0	
ML069SB_N	255+05.71 - 255+20.54	10-6	0-4	
ML069SB_N	255+20.54 - 258+37.66	6	4	
ML069	58+37.66 - 60+28.33	6	4	
ML069	60+28.33 - 60+53.33	0	4-8.3	



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

CHAIN NAME	STATION TO STATION	(AL) Feet
ML069	46+85.79 - 47+10.79	0
ML069	47+10.79 - 48+88.17	0-8.8
ML069	56+56.25 - 58+37.66	8.8-0

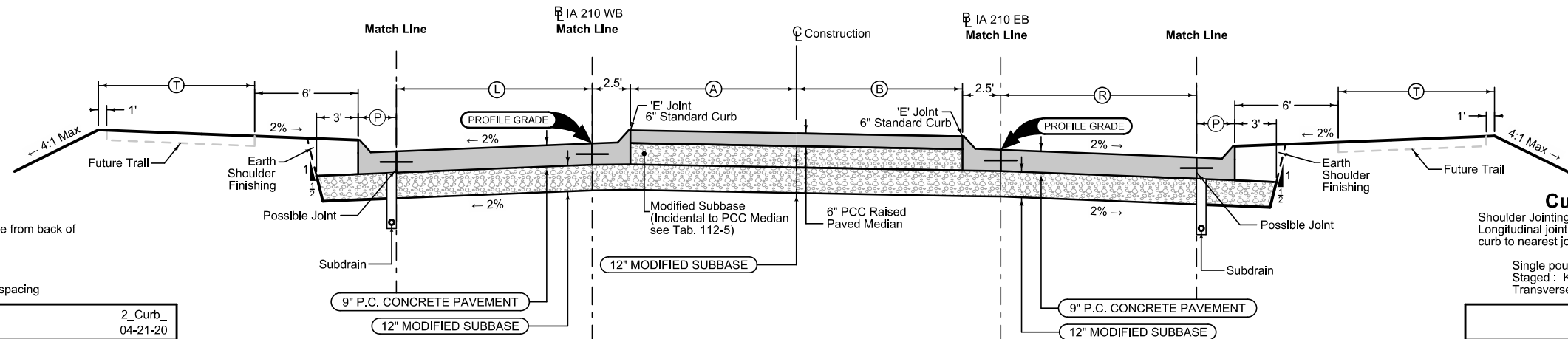


Full Depth PCC Combination Shoulder

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

2_C_FullPCC_04-20-21				
CHAIN NAME	STATION TO STATION	(P) Feet	(G) Feet	
ML069NB_S	146+85.79 - 150+18.19	6	4	
ML069NB_S	150+18.19 - 150+33.03	6-10	4-0	
ML069NB_S	150+33.03 - 150+42.91	10	0	
ML069NB_N	154+25.82 - 158+37.66	6	4	

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



Curbed Shoulder

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

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

2_Curb_04-21-20					
CHAIN NAME	STATION TO STATION	(P) Feet	(T) Feet	Curb Type See PV-102	
SR210WB_W	2310+81.45 2311+64.85	2.5	11	6" Standard	
Roundabout Circle					
SR210WB_E	2312+99.97 2313+82.14	2.5	0	6" Standard	
SR210WB_E	2313+82.14 2314+56.90	2.5-10	0	6" Standard	

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

CHAIN NAME	BEGIN STATION	END STATION	(L) Feet
SR210WB_W	2306+06.62	2310+81.45	12
SR210WB_W	2310+81.45	2311+64.85	12-19
Roundabout Circle			
SR210WB_E	2312+99.97	2313+82.14	24-12
SR210WB_E	2312+82.14	2318+74.07	12

Median

4DP_Raised_Out_04-21-20					
CHAIN NAME	BEGIN STATION	END STATION	(A) Feet	(B) Feet	
SR210	308+40.69	311+55.85	Vari.	Vari.	
Roundabout Circle					
SR210	313+07.30	316+26.07	Vari.	Vari.	

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

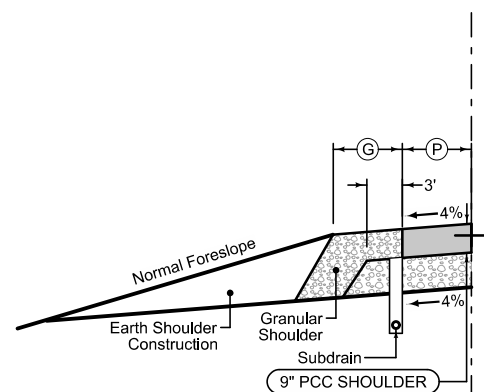
CHAIN NAME	BEGIN STATION	END STATION	(R) Feet
SR210EB_W	1306+06.62	1310+63.06	12
SR210EB_W	1310+63.06	1311+60.10	12-22.2
Roundabout Circle			
SR210EB_E	1312+96.26	1314+03.49	20.1-12
SR210EB_E	1314+03.49	1318+74.07	12

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					
CHAIN NAME	STATION TO STATION	(P) Feet	(T) Feet	Curb Type See PV-102	
SR210EB_W	1309+88.42 1310+38.06	10-5	0	6" Standard	
SR210EB_W	1310+38.06 1310+63.06	5-2.5	0-11	6" Standard	
SR210EB_W	1310+63.06 1311+60.10	2.5	11	6" Standard	
Roundabout Circle					
SR210EB_E	1312+96.26 1314+03.49	2.5	0	6" Standard	



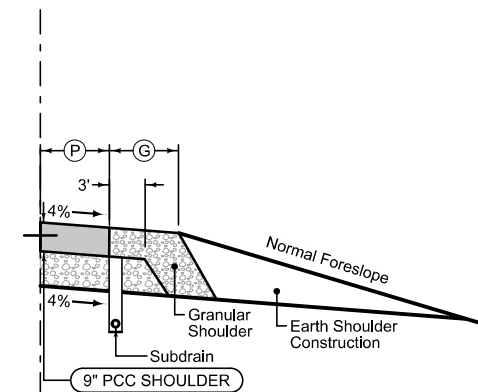
Full Depth PCC Combination Shoulder

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

2_C_FullPCC_04-20-21					
CHAIN NAME	STATION TO STATION	(P) Feet	(G) Feet		
SR210	305+81.59 306+06.62	0	0-4		
SR210WB_W	2306+06.62 2310+81.45	6	4		
SR210WB_E	2314+56.90 2314+66.79	10	0		
SR210WB_E	2314+66.79 2314+81.62	10-6	0-4		
SR210WB_E	2314+81.62 2318+74.07	6	4		
SR210	318+74.07 318+99.08	0	4-0		

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

CHAIN NAME	STATION TO STATION	(AL) Feet
SR210	306+06.62 306+31.59	0
SR210	306+31.59 308+40.69	0-8.8
SR210	316+26.07 317+88.40	8.8-0
SR210	317+88.40 318+74.07	0

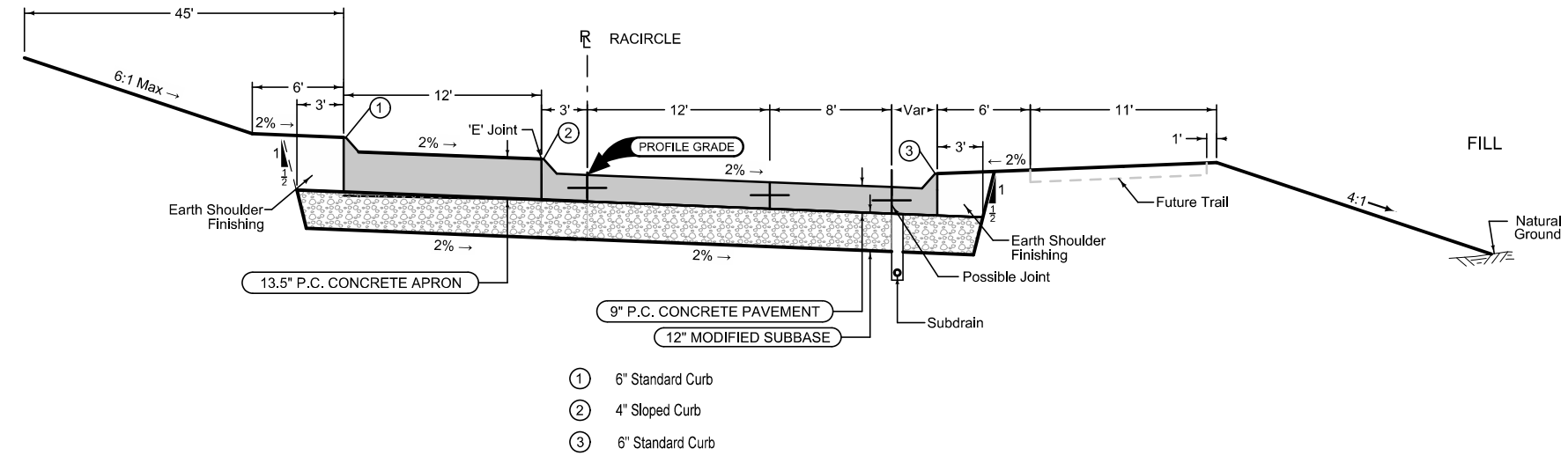


Full Depth PCC Combination Shoulder

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

2_C_FullPCC_04-20-21					
CHAIN NAME	STATION TO STATION	(P) Feet	(G) Feet		
SR210	305+81.59 306+06.62	0	0-4		
SR210EB_W	1306+06.62 1309+63.70	6	4		
SR210EB_W	1309+63.70 1309+78.53	6-10	4-0		
SR210EB_W	1309+78.53 1309+88.42	10	0		
SR210EB_E	1314+03.49 1318+74.07	6	4		
SR210	318+74.07 318+99.08	0	4-0		

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



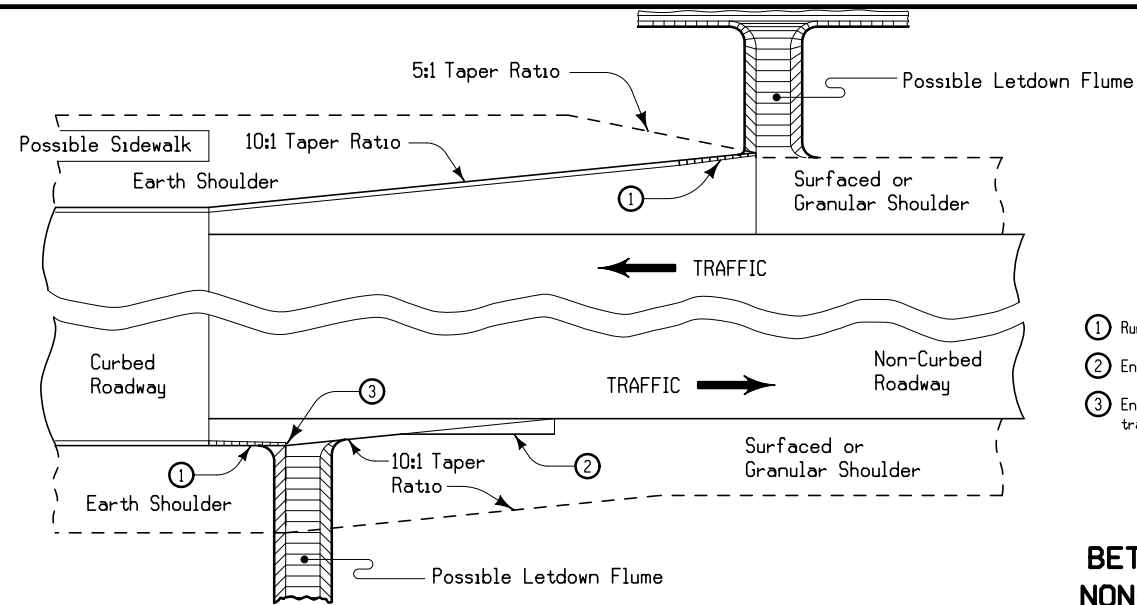
LOCATION		
ROAD IDENTIFICATION	STATION TO STATION	
RACIRCLE	0+00.00	3+45.58

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

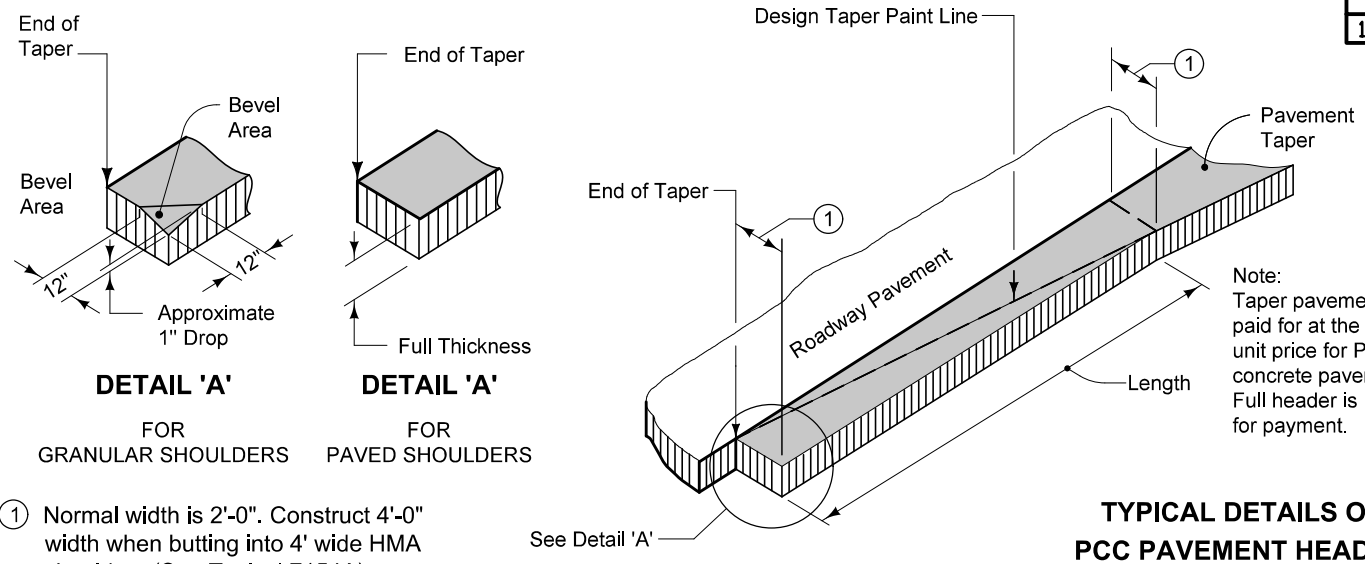
6147
10-20-15



- 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



- 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

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- Grave
- Cave
- Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Existing Utility Access (Manhole)
- Fire Hydrant
- Water Hydrant (Rural)
- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Satellite TV Dish
- Water Hook Up
- Radio Tower
- Tower Anchor
- Guardrail (Beam or Cable)
- Guard Post (one or two)
- Guard Post (over two)
- Filler Pipe
- Gas Valve
- Water Valve
- Speed Limit Sign
- Mile Marker Post
- SIGN Sign
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box
- EB Electric Box

UTILITY LEGEND

- WL1D, Xenia Rural Water - Quality D
- FO1D, Huxley Communications - Quality D
- PPA, Alliant Energy
- EL1D, Iowa Department of Transportation - Quality D
- GL1D, Alliant Energy - Quality D
- EL2D, Alliant Energy - Quality D

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
Yellow	(4)		Proposed Pavement Shading
Orange	(6)		Proposed Granular Shading
Orange	(70)		Proposed Shoulder Granular Shading
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading
Brown, Light	(236)		Grading Shading
Orange, Light	(134)		Proposed Granular Entrance Shading
Yellow	(220)		Proposed Paved Entrance Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading
Red	(3)		Proposed Structure Shading
Red	(3)		Delineates Restricted Areas

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.	
Green	(10)		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

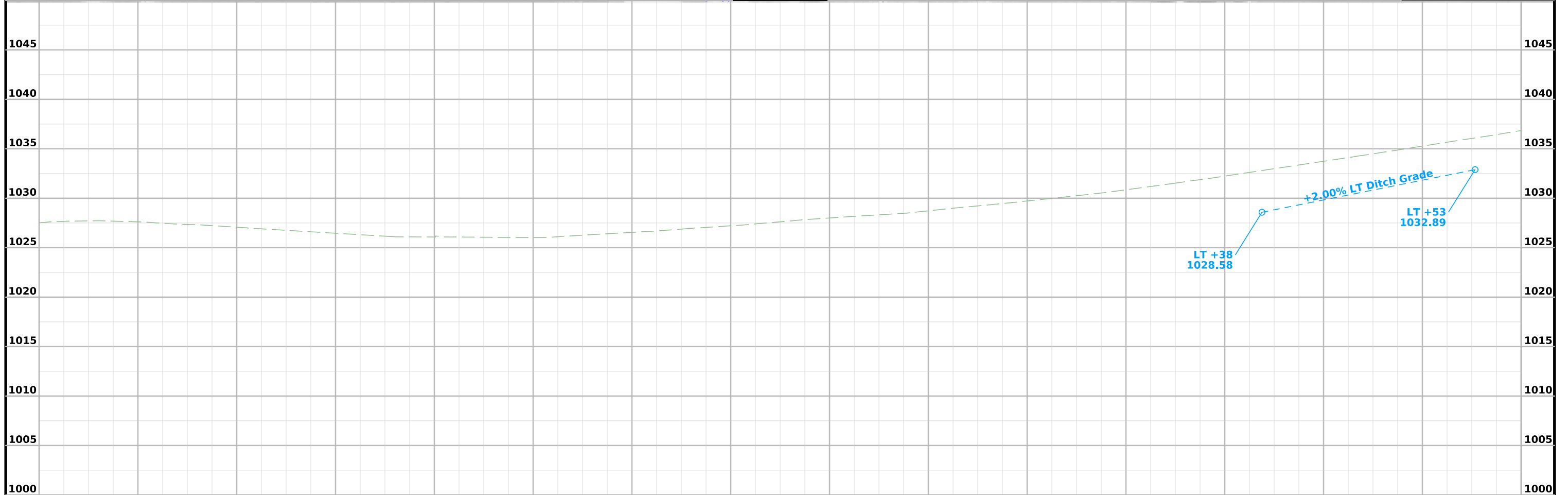
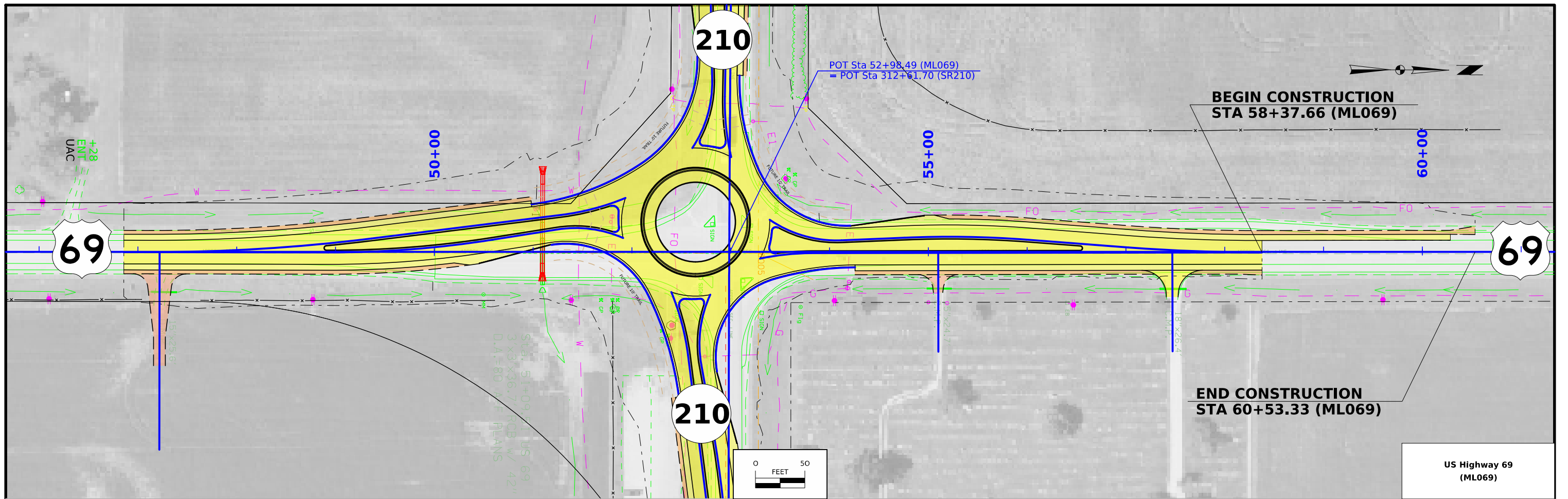
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

RIGHT-OF-WAY LEGEND

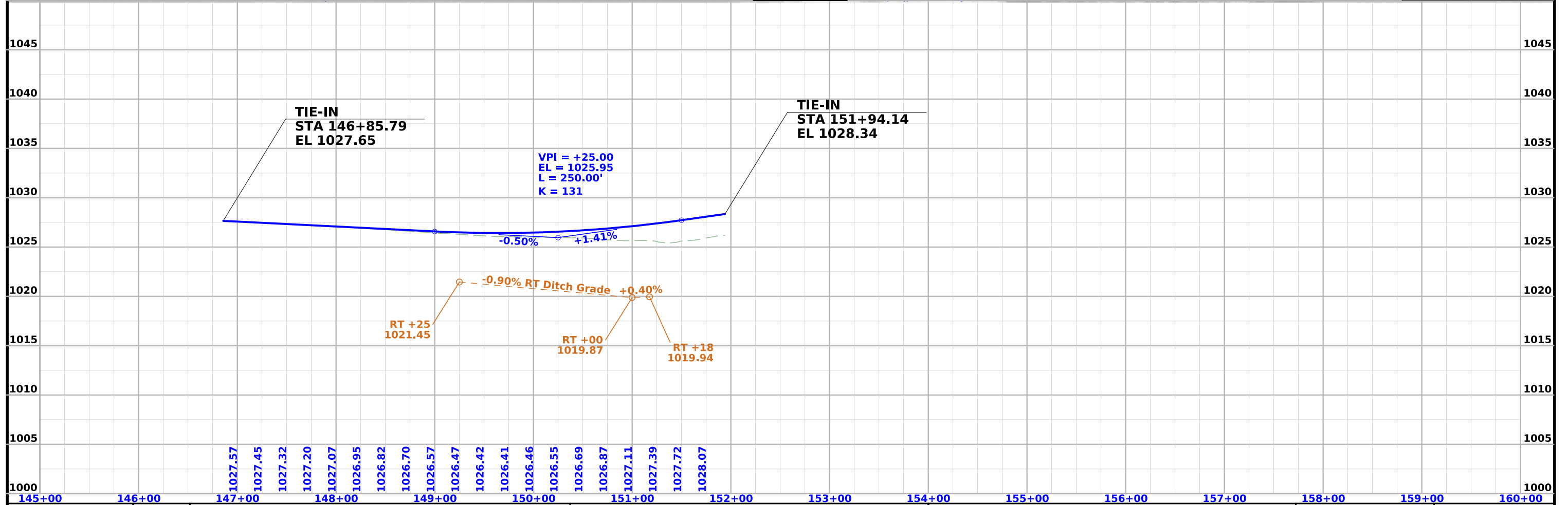
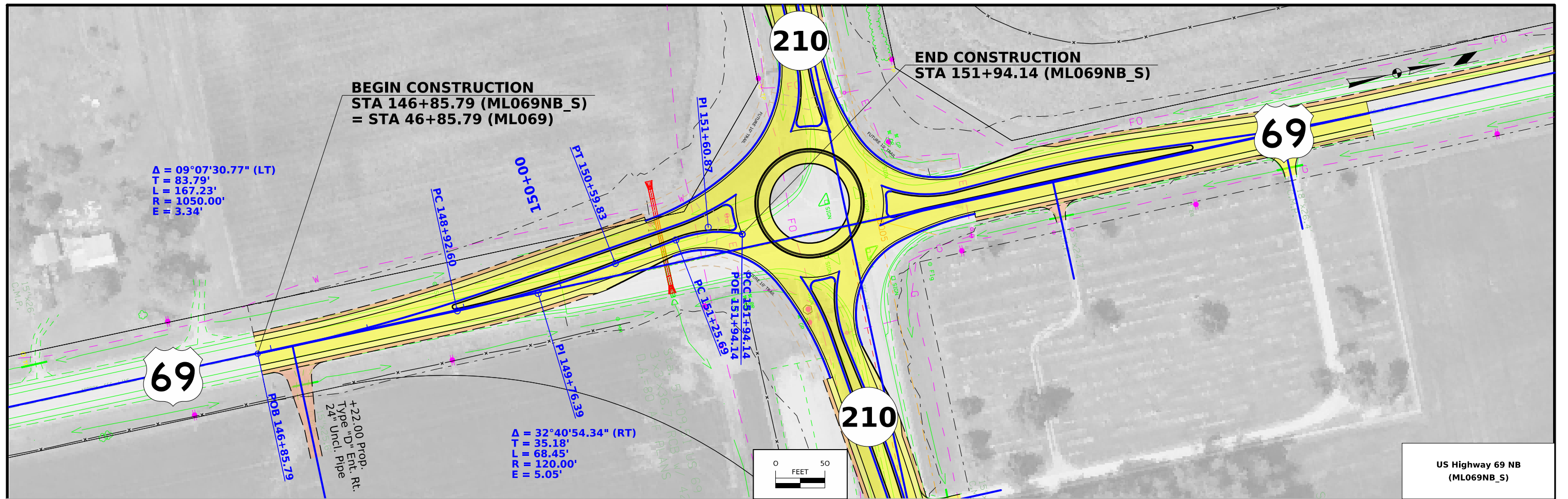
- Proposed Right-of-Way Symbol
- Proposed Right-of-Way Line
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary) Symbol
- Easement (Temporary) Line
- Easement
- C/A Access Control
- Property Line Symbol
- Property Line

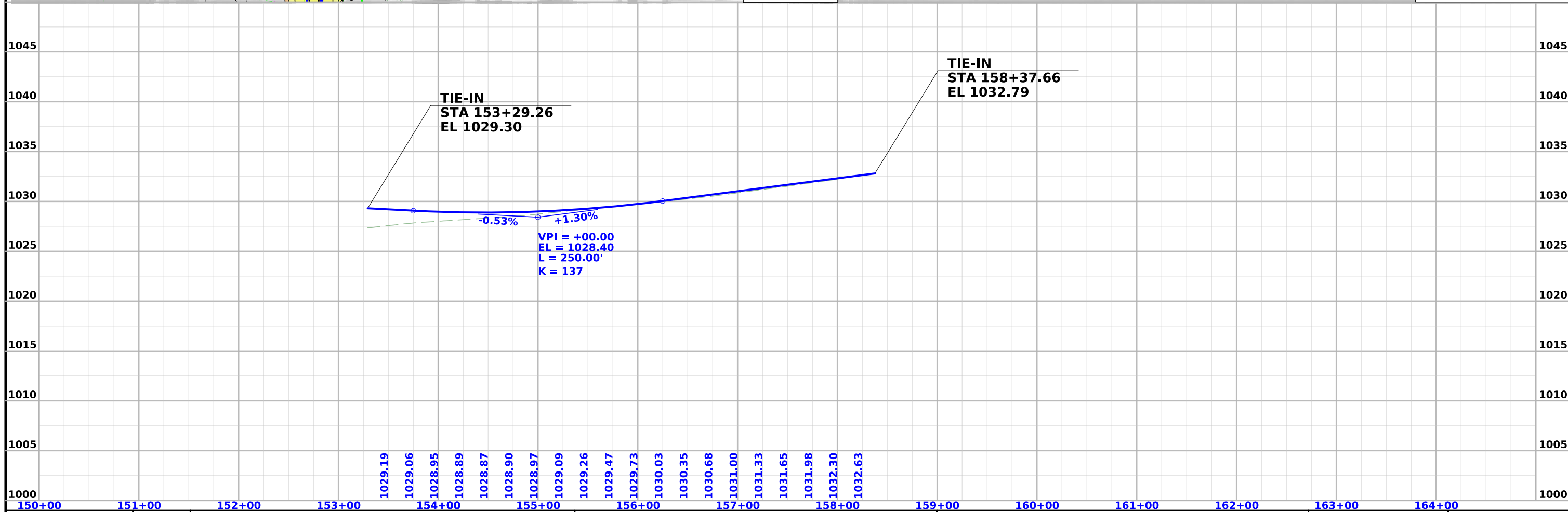
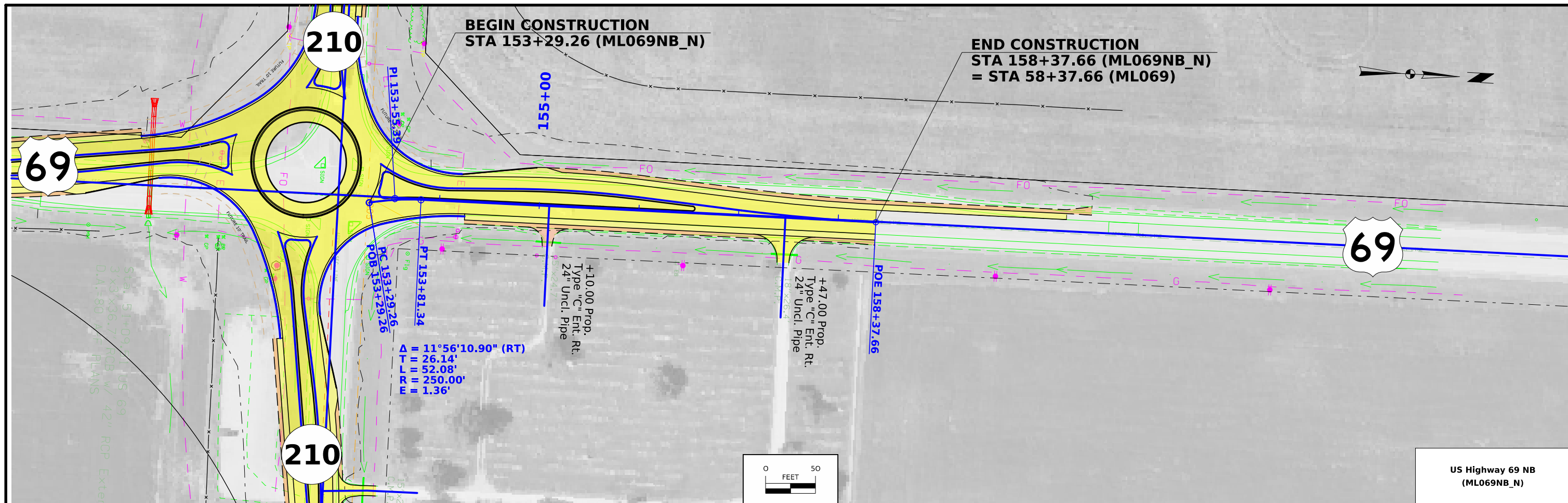
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

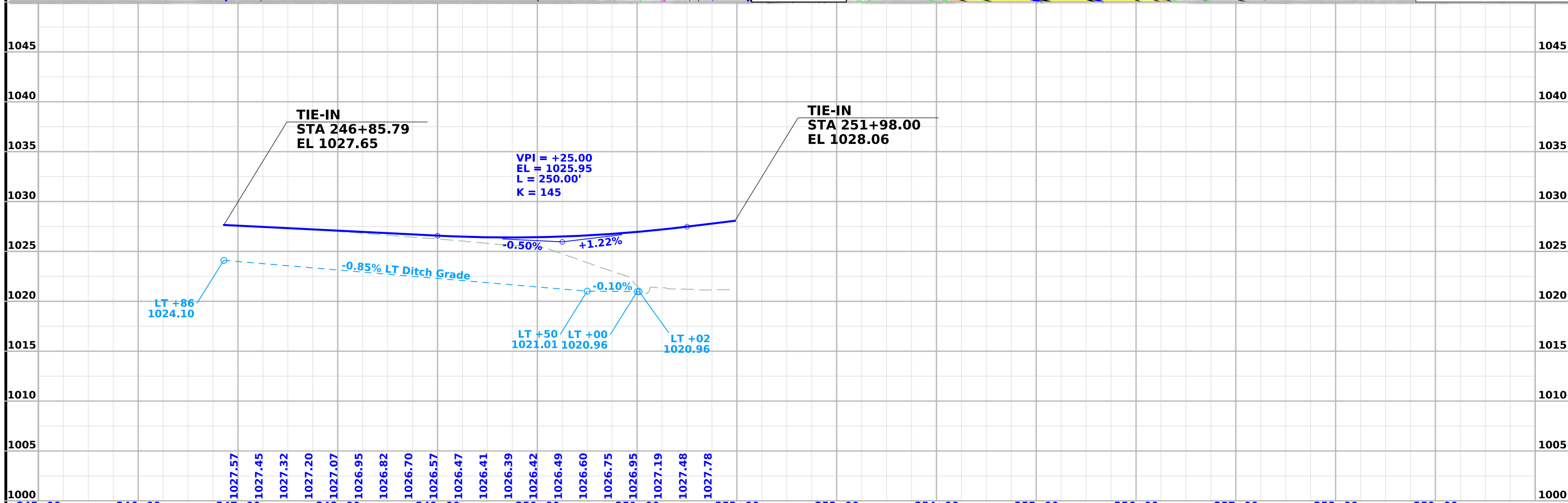
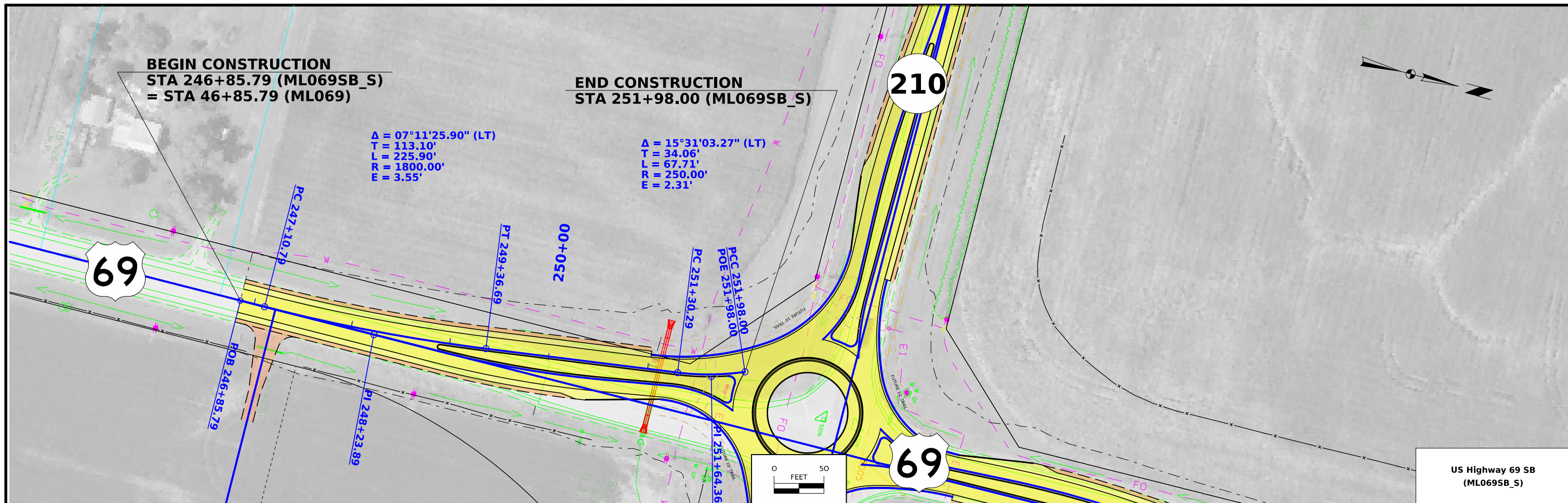
(COVERS SHEET SERIES D, E, F, & K)

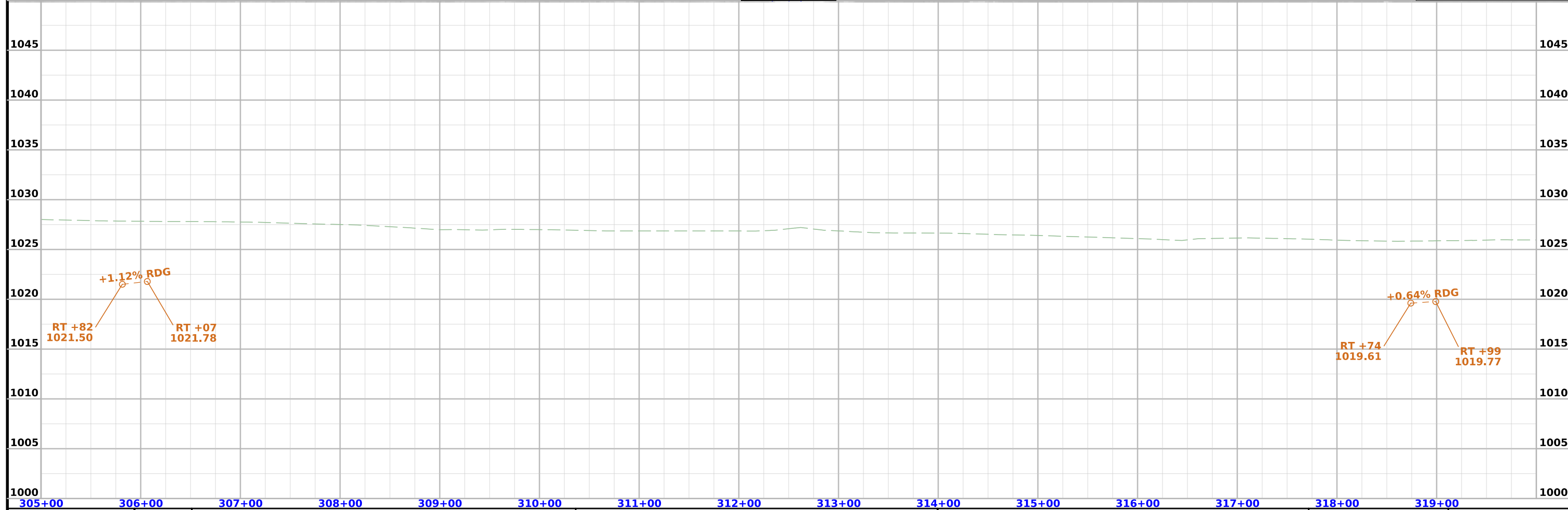
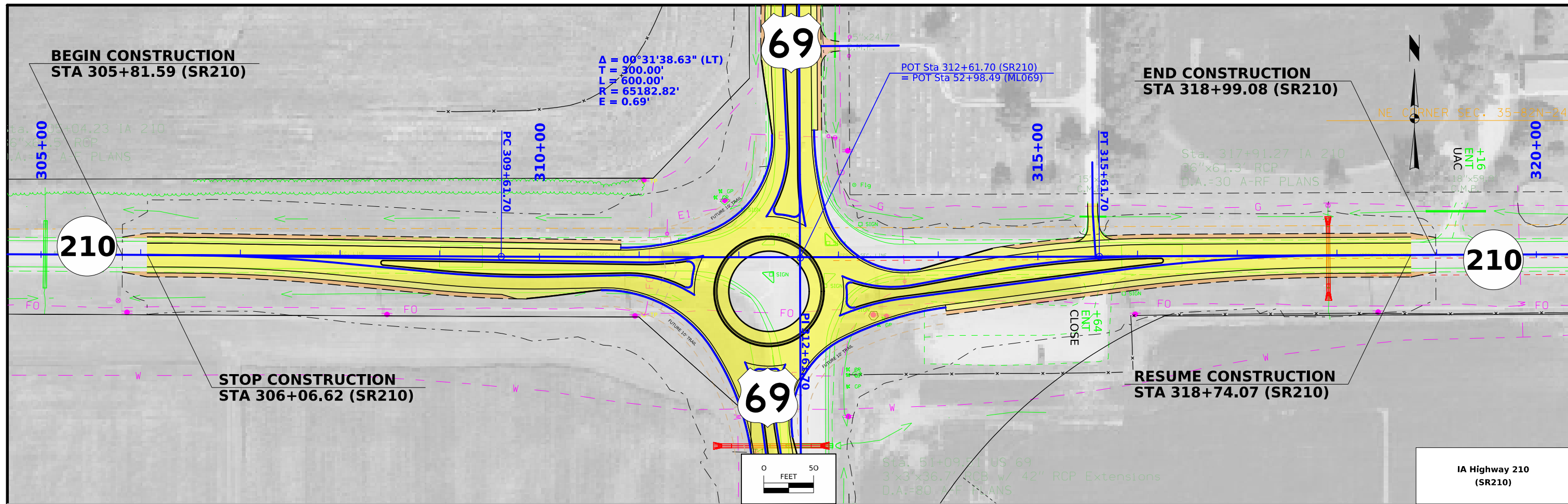


FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	STORY COUNTY	PROJECT NUMBER	HSIPX-069-5(132)--3L-85	SHEET NUMBER	D.2
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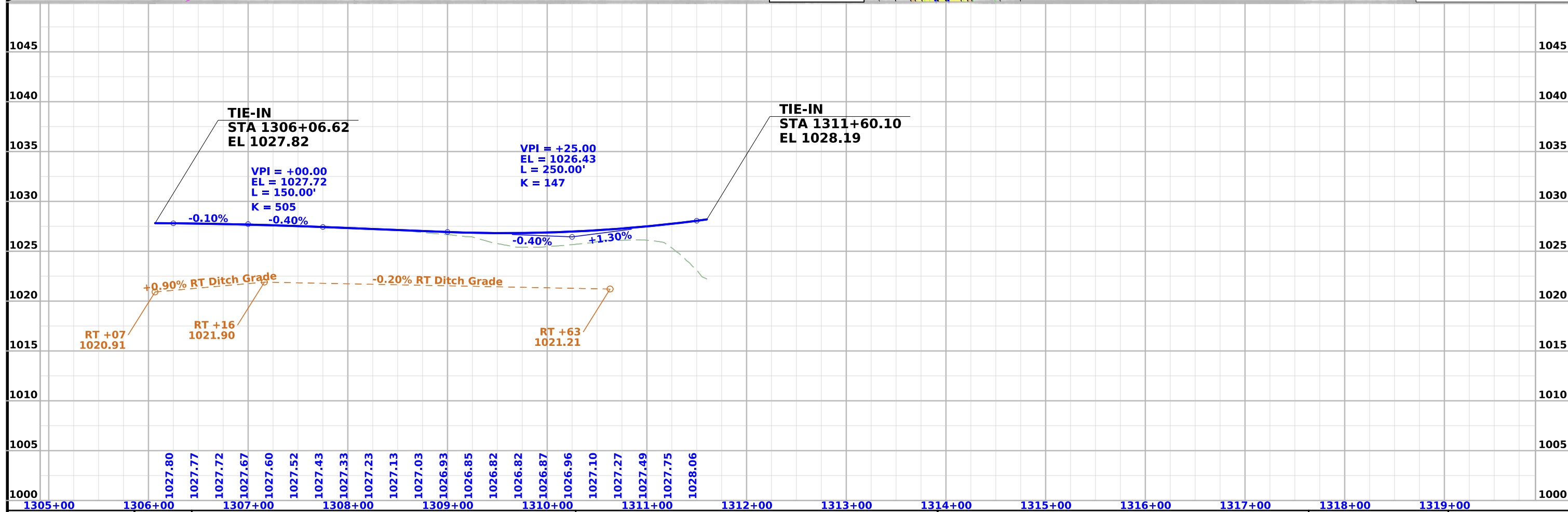
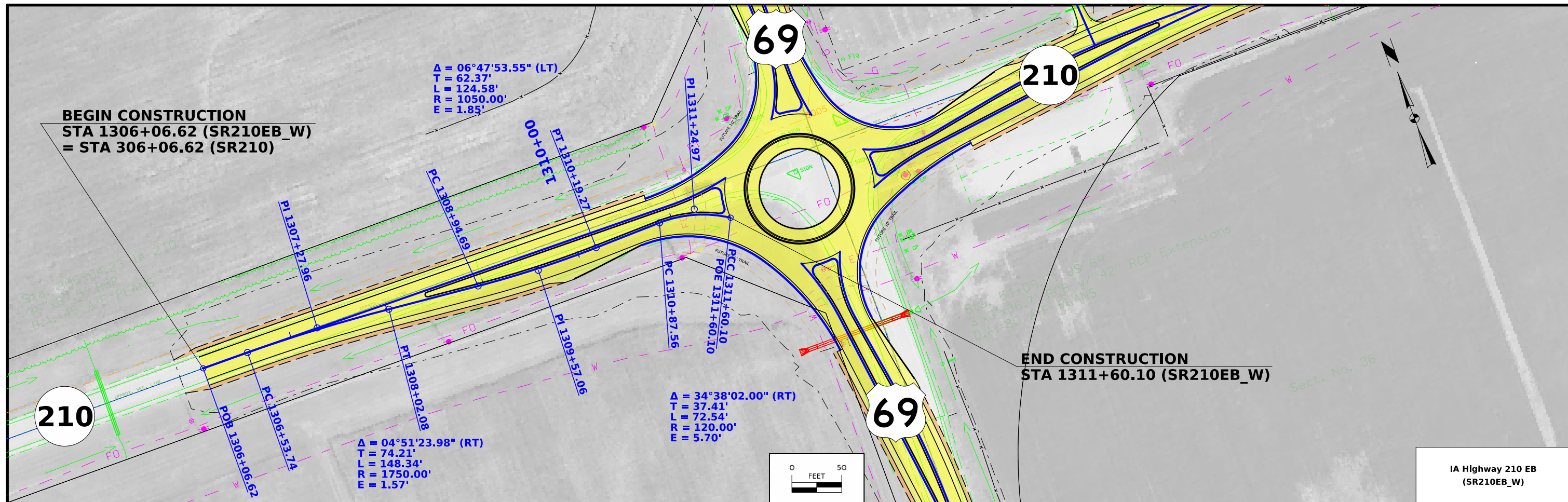


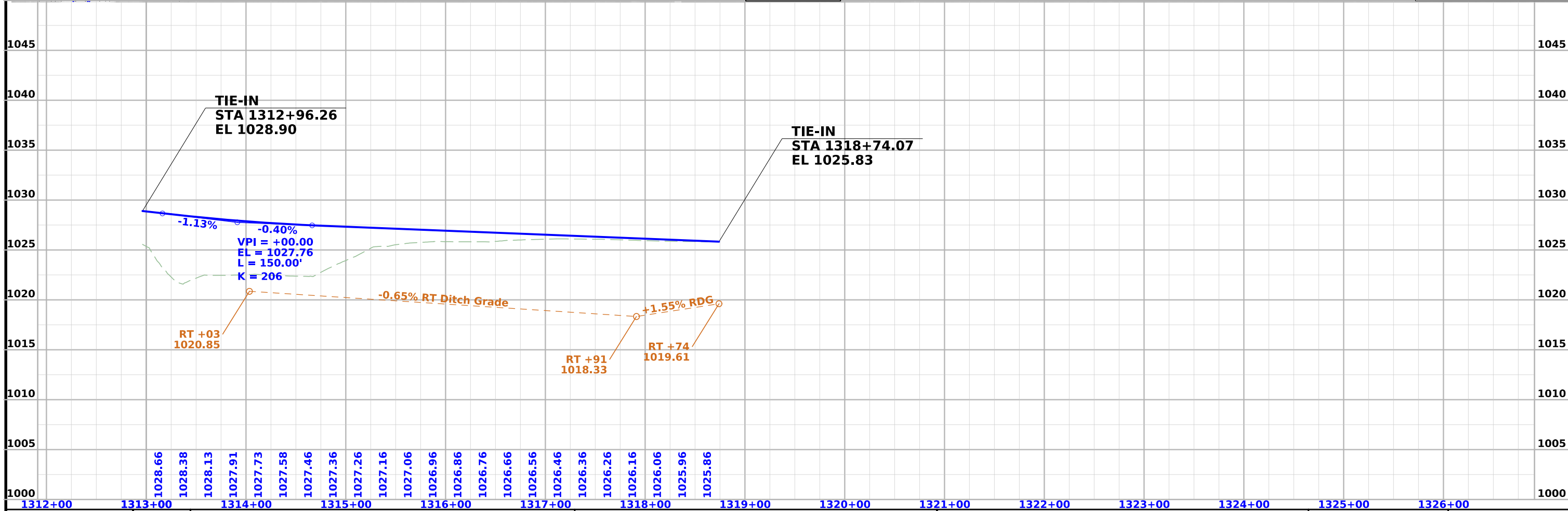
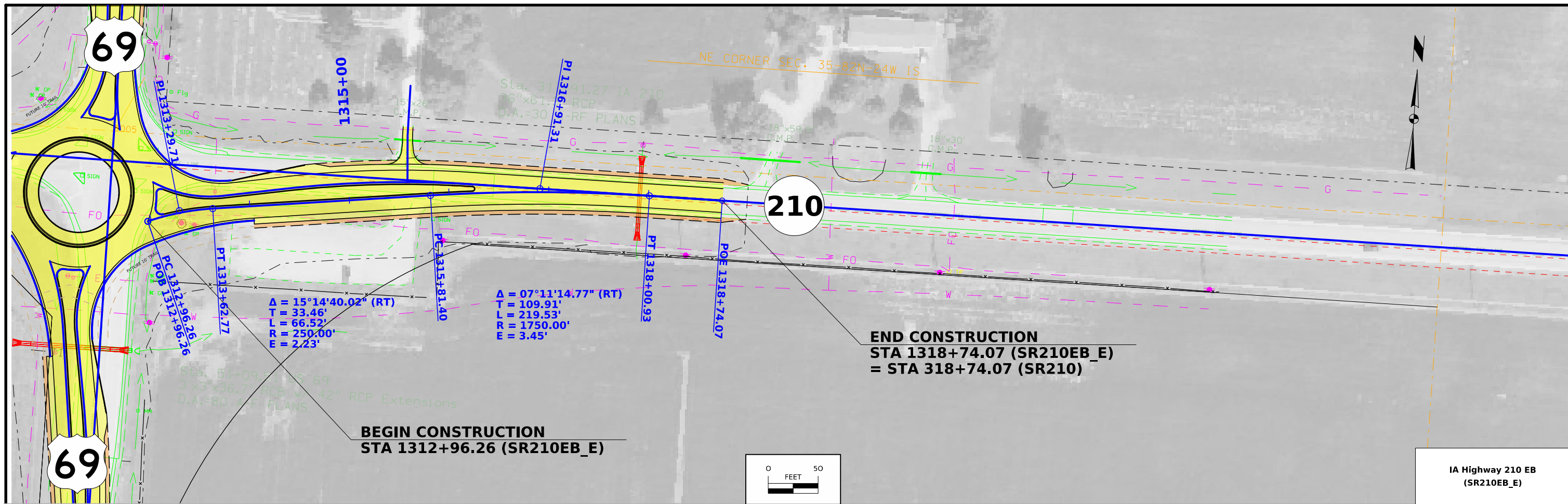




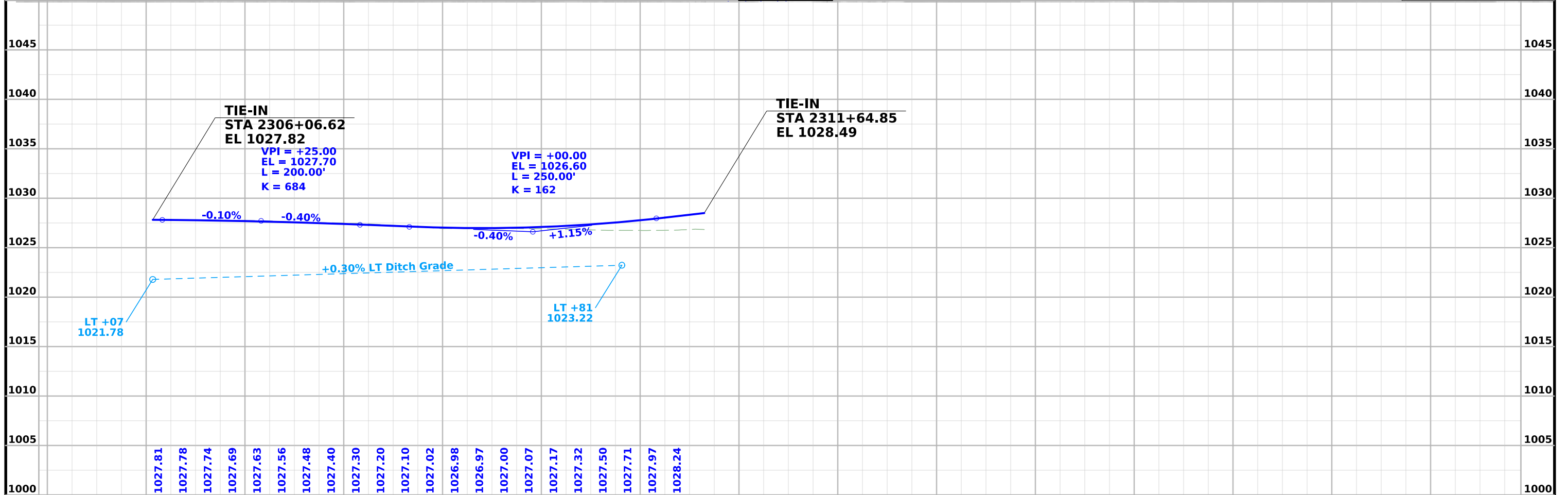
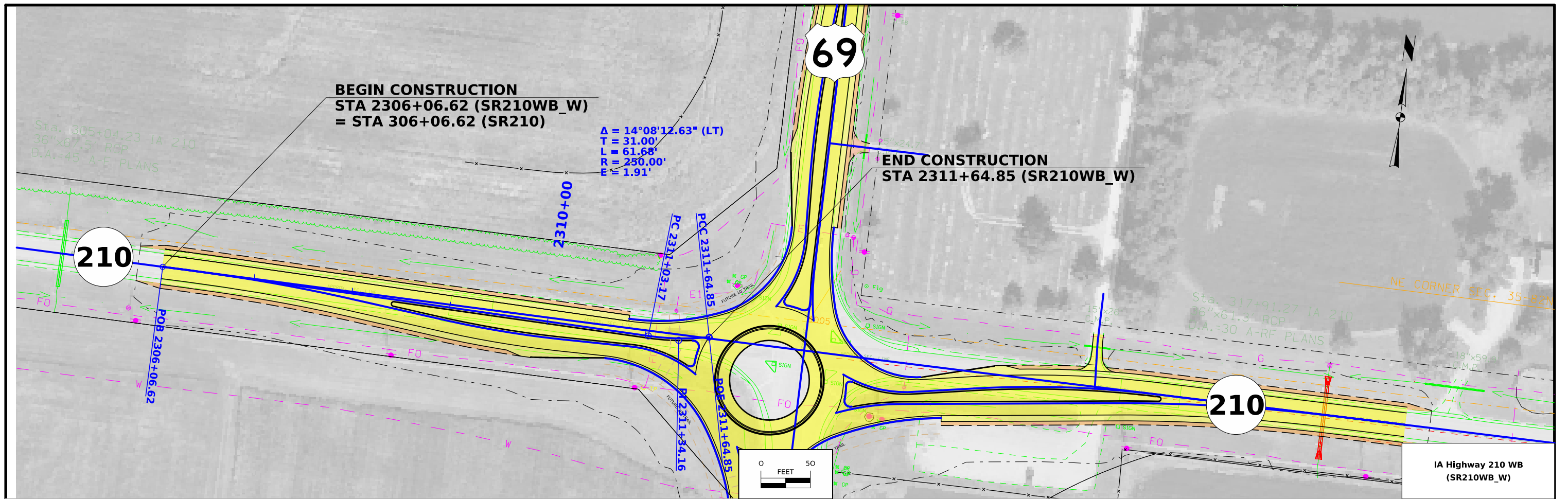


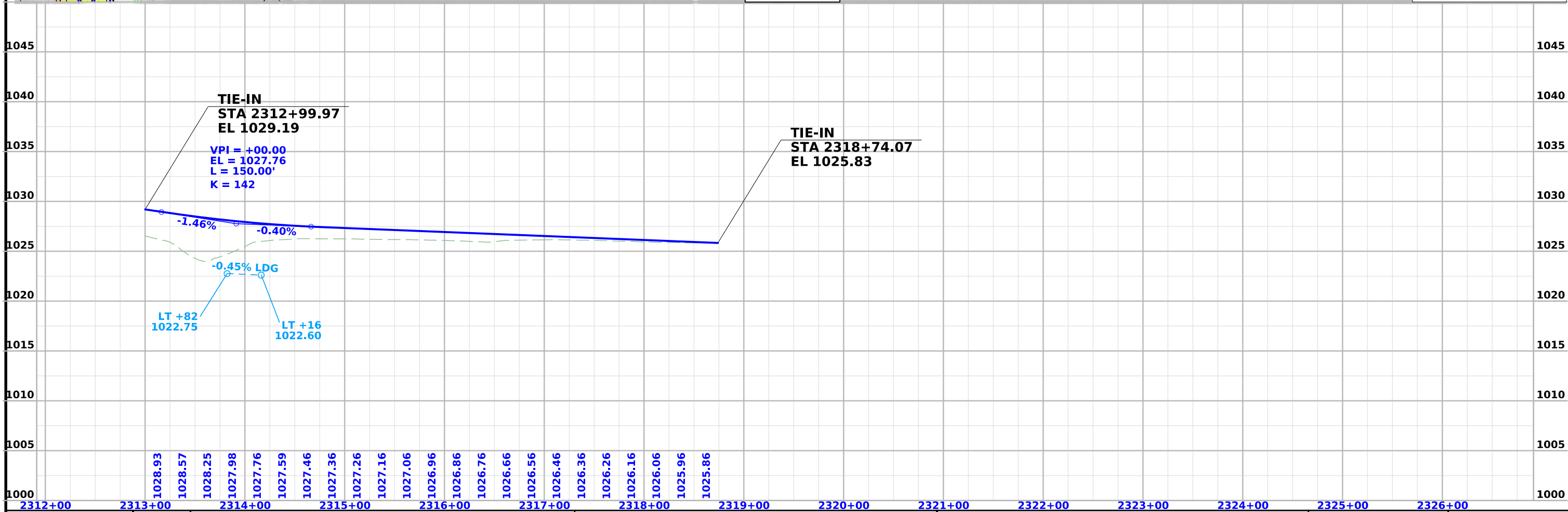
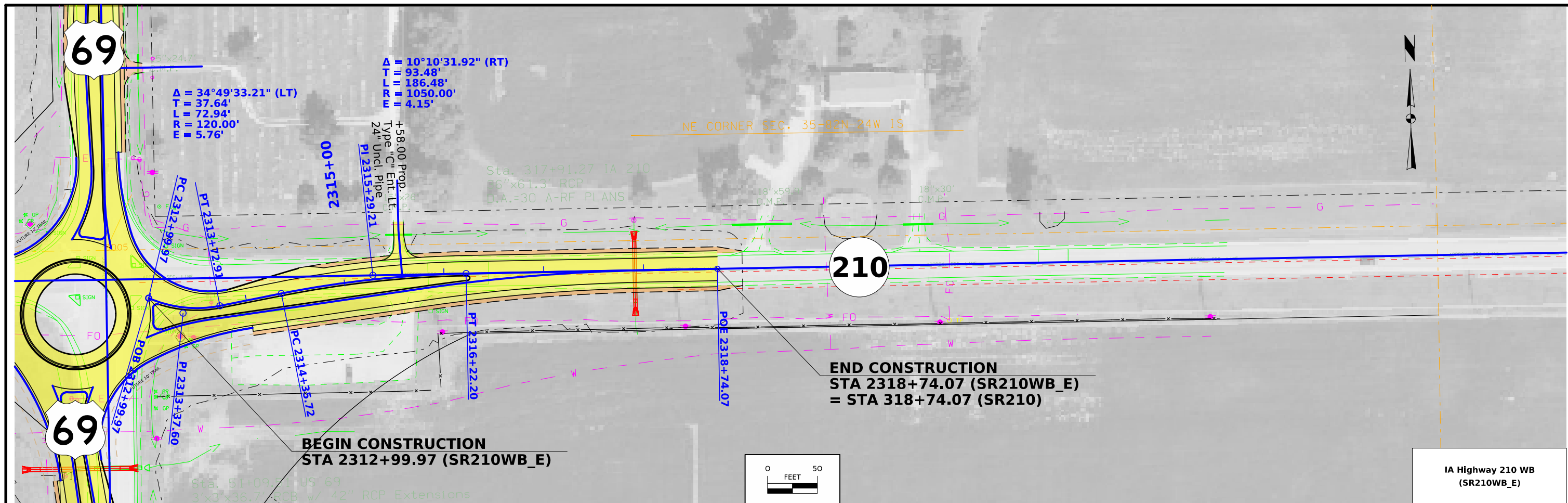
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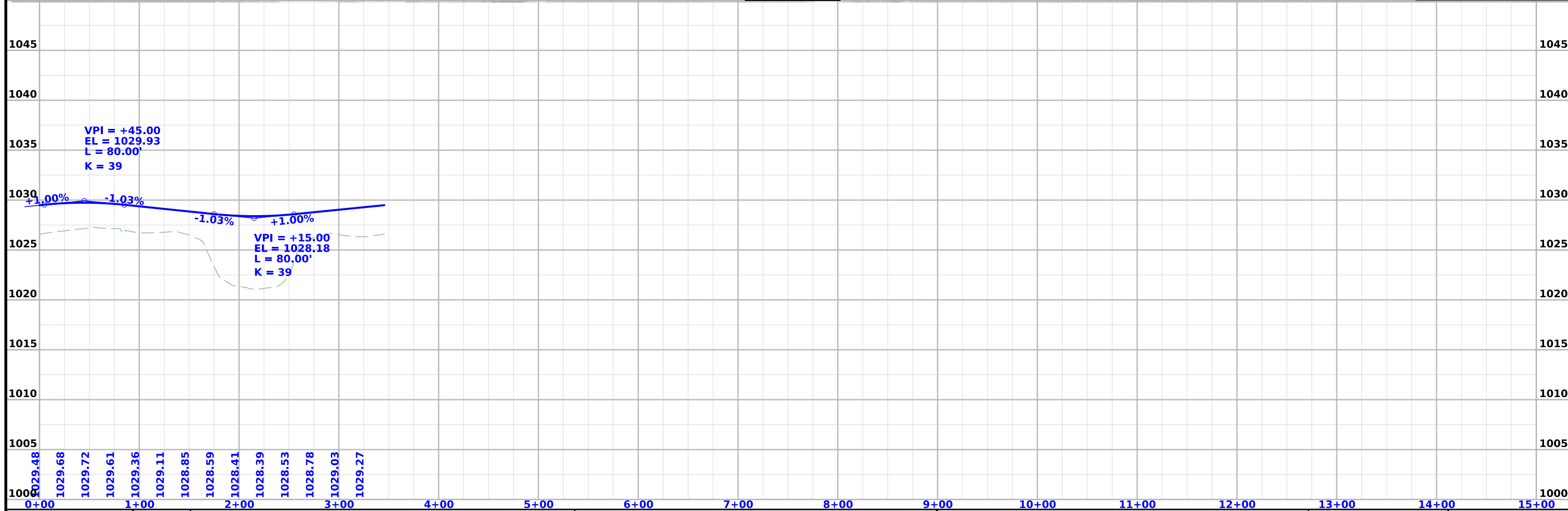
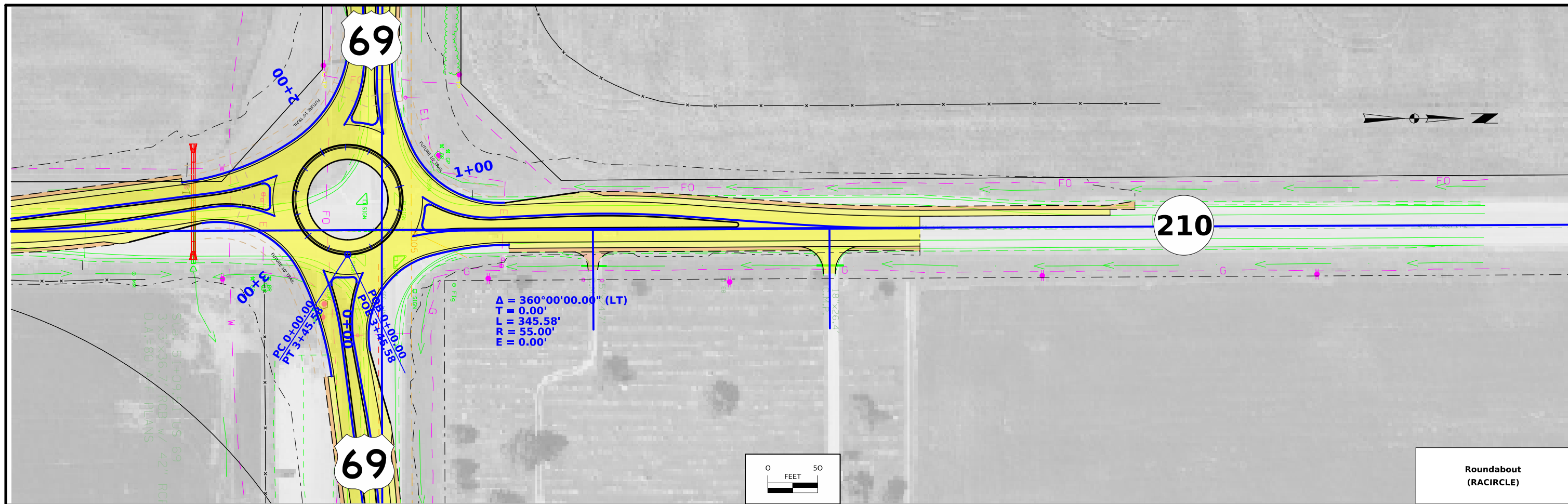


FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	STORY COUNTY	PROJECT NUMBER	HSIPX-069-5(132)--3L-85	SHEET NUMBER	E.3
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FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	STORY COUNTY	PROJECT NUMBER	HSIPX-069-5(132)--3L-85	SHEET NUMBER	E.5
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FILE NO.	ENGLISH	DESIGN TEAM	STORY COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Johnson		HSIPX-069-5(132)--3L-85	E.6

Survey Information

SURVEY INDEX

County: Story
PIN: 25-85-069-010
Project Number: HSIPX-069-5(132)—2L-85
Location: US 69 / IA 210 Intersection
Type of Work: Intersection Improvement
Project Directory: 8506901025

Survey Personnel

Clayton Henningsen – Survey Party Chief
Kokou Allade – Assistant Survey Party Chief

Date(s) of Survey

Begin Date 12/14/2024
End Date 02/23/2025

General Information

This survey is for US Hwy 69 and IA 210 intersection just south of Huxley. This survey request was for the US Hwy 69 and IA 210 corridors only. This project is a Full Field DTM survey.

Utility Information

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

Project Control

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

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 08
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

Alignments provided by district 1 survey office.

District 1 Notes IA 210

This horizontal alignment is a retrace of Ia210 using information found in as-built plans for project F-947(3). Stationing was held at P.I. Sta. 312+61.70 (project F-947(3)) and ran back and ahead without equations.

Survey stationing relates to plan stationing at the following points...

P.I. Sta. 188+90.5 (Proj. F-947(3)) = P.I. Sta. 188+91.34 (This survey)
Found nail remains in asphalt pavement surface.

P.I. Sta. 253+35.3 (Proj. F-947(3)) = P.I. Sta. 253+35.70 (This survey)
Set hinge nail in asphalt pavement surface.

P.I. Sta. 312+61.7 (Proj. F-947(3)) = P.I. Sta. 312+61.70 (This survey)
Found hinge nail in asphalt pavement surface.

P.I. Sta. 428+82.4 (Proj. F-947(3)) = P.I. Sta. 428+80.10 (This survey)
Found hinge nail in asphalt pavement surface.

District 1 Notes US 69

This horizontal alignment is a retrace of U.S. 69 using information found in as-built plans for projects FI-311(1)(2) and FA-311. Stationing was held at P.I. Sta. 0+00 and ran ahead without equations.

Survey stationing relates to plan stationing at the following points.

P.I. Sta. 0+00 (Proj. FI-311(1)(2)) = P.I. Sta. 00+00.00 (This survey) = SE corner
Section 35-82N-24W
Found MAG nail in "X" cut in the concrete pavement.

E $\frac{1}{4}$ cor. Section 35-82N-24W is P.O.T. 26+65.92 (This survey)
Cut an "X" in the concrete pavement.

P.I. Sta. 53+28.3 (Proj. FI-311(1)(2)) = P.I. Sta. 53+27.89 (This survey) = NE corner
Section 35-82N-24W
Found MAG nail in asphalt pavement.

P.I. Sta. 79+82.5 (Proj. FI-311(1)(2)) = P.I. Sta. 79+81.67 (This survey) = E $\frac{1}{4}$ corner
Section 26-82N-24W

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

<u>Point Name</u>	<u>Northing</u>	<u>Easting</u>	<u>Elevation</u>	<u>Feature Definition-Description</u>
403	7587849.58	18526347.33	1018.36	CP STORY COUNTY GPS AS DESCRIBED IN GOOD CONDITION
850691053	7594316.75	18531624.12	1037.18	CP FENO IN WEST DITCH US 69 0.2 TENTHS OF A MILE NORTH OF INTERSECTION IA 210
85210018	7593168.52	18528441.20	1031.08	CP FENO ON WEST EDGE FIELD ENT TO NORTH OF IA 210 0.6 TENTHS OF A MILE WEST OF INTERSECTION US 69

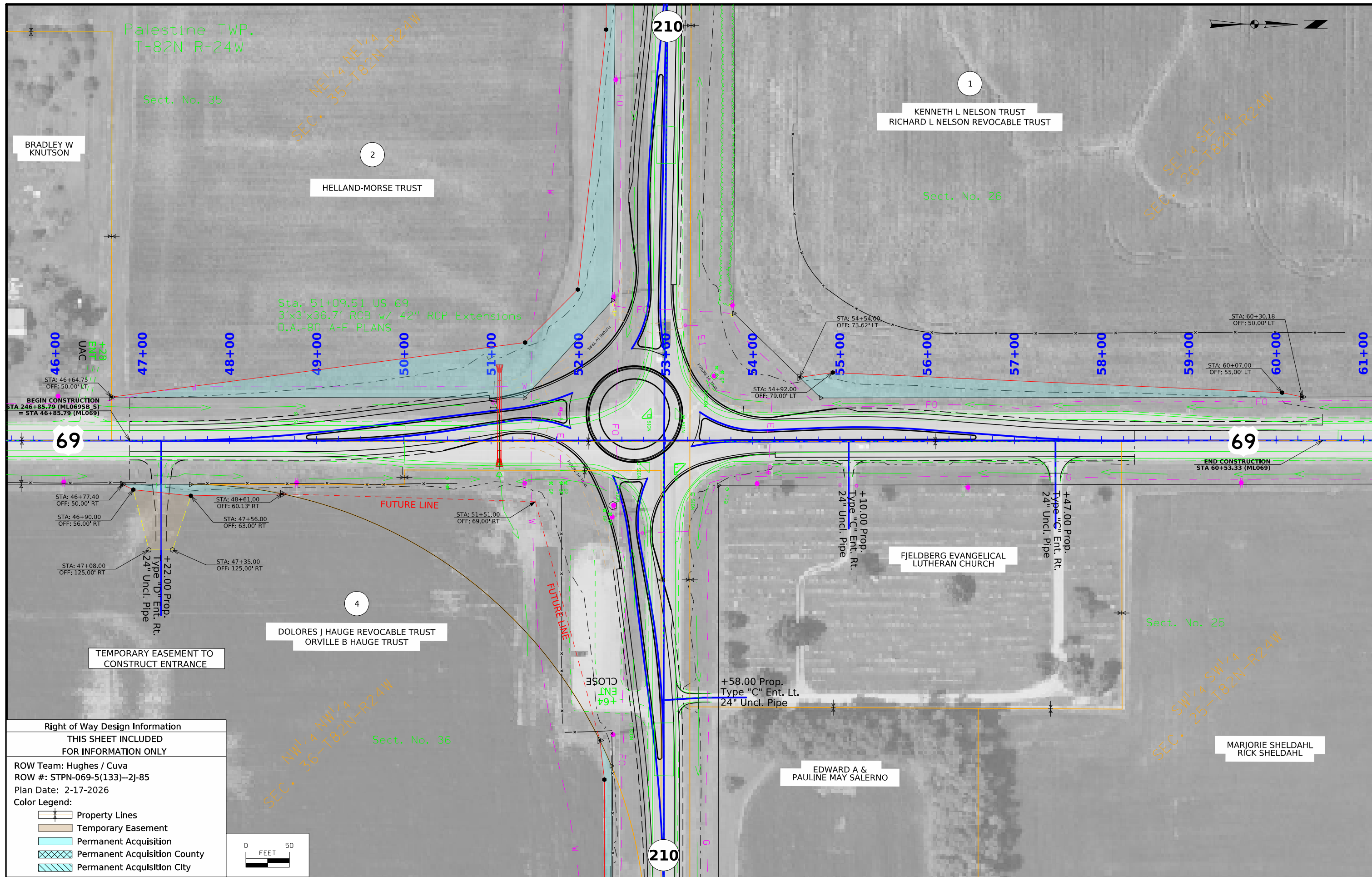
NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

Story STPN-069-5(133)--2J-85
 IA 210 Intersection
[8506901025](#)

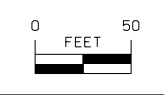
Project Code 25-85-069-010
Route US 69

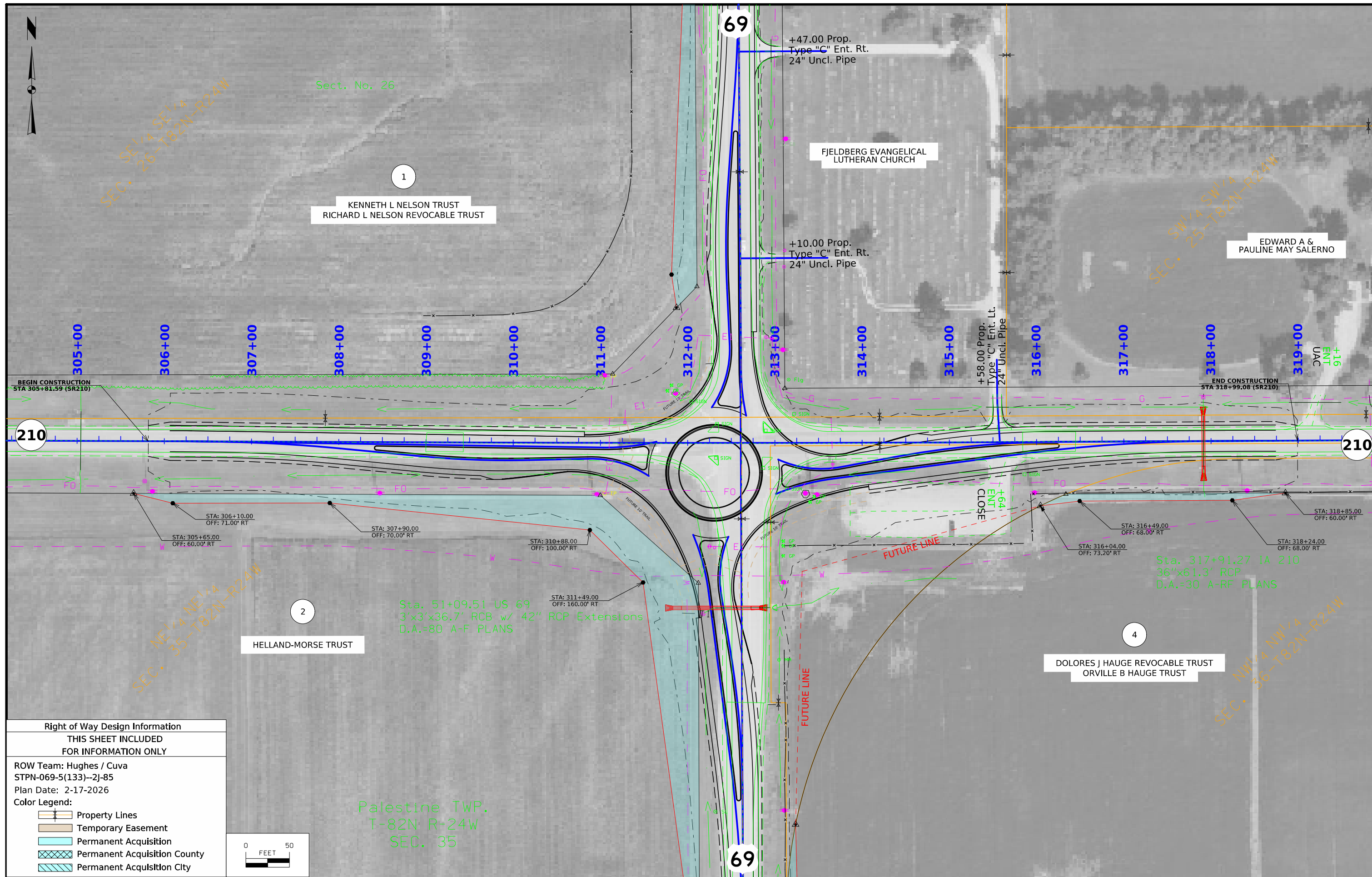
Parcel No	Owner Name	State		County		City		Excess	Temp Ease		Mitigation	Other	Relocation Needed	A/C Only	Total Acq
		Fee	Ease	Fee	Ease	Fee	Ease								
1	Kenneth L Nelson Trust		0.22 AC												
2	Helland-Morse Trust		0.68 AC												
4	Dolores J Hauge Revocable Trust		0.08 AC						0.07 AC						

3 Parcels

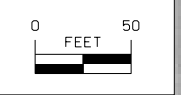


Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Hughes / Cuva	
ROW #: STPN-069-5(133)--2J-85	
Plan Date: 2-17-2026	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City





Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Hughes / Cuva	
STPN-069-5(133)--2J-85	
Plan Date: 2-17-2026	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



108-23A
08-01-08

TRAFFIC CONTROL PLAN

Traffic on US 69 will be maintained at all times.
 Traffic on IA 210 will be detoured.

108-26A
08-01-08

STAGING NOTES

STAGE 1
 Traffic:
 Detour IA 210
 US 69 will be maintained 1 lane at a time with signals on the existing US 69 NB lanes.

Construction:
 Build US69 SB lanes, west half of the roundabout and west side of IA210

STAGE 2
 Traffic:
 Detour IA 210
 US 69 will be maintained 1 lane at a time with signals through the west side of the roundabout.

Construction:
 Build US69 NB lanes, east half of the roundabout and east side of IA210

108-25
10-21-14

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			No Restrictions expected.									

111-01
04-17-12

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
None provided.	

**CROSS SECTION VIEW COLOR LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

**CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Magenta	(5)	Pavement Marking Call Outs
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Yellow	(4)	Pavement Markings, Yellow
Off White	(254)	Pavement Markings, White
Violet	(15)	Temporary barrier rail, Unpinned
Flush Orange	(228)	Temporary barrier rail, Pinned

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Orange	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

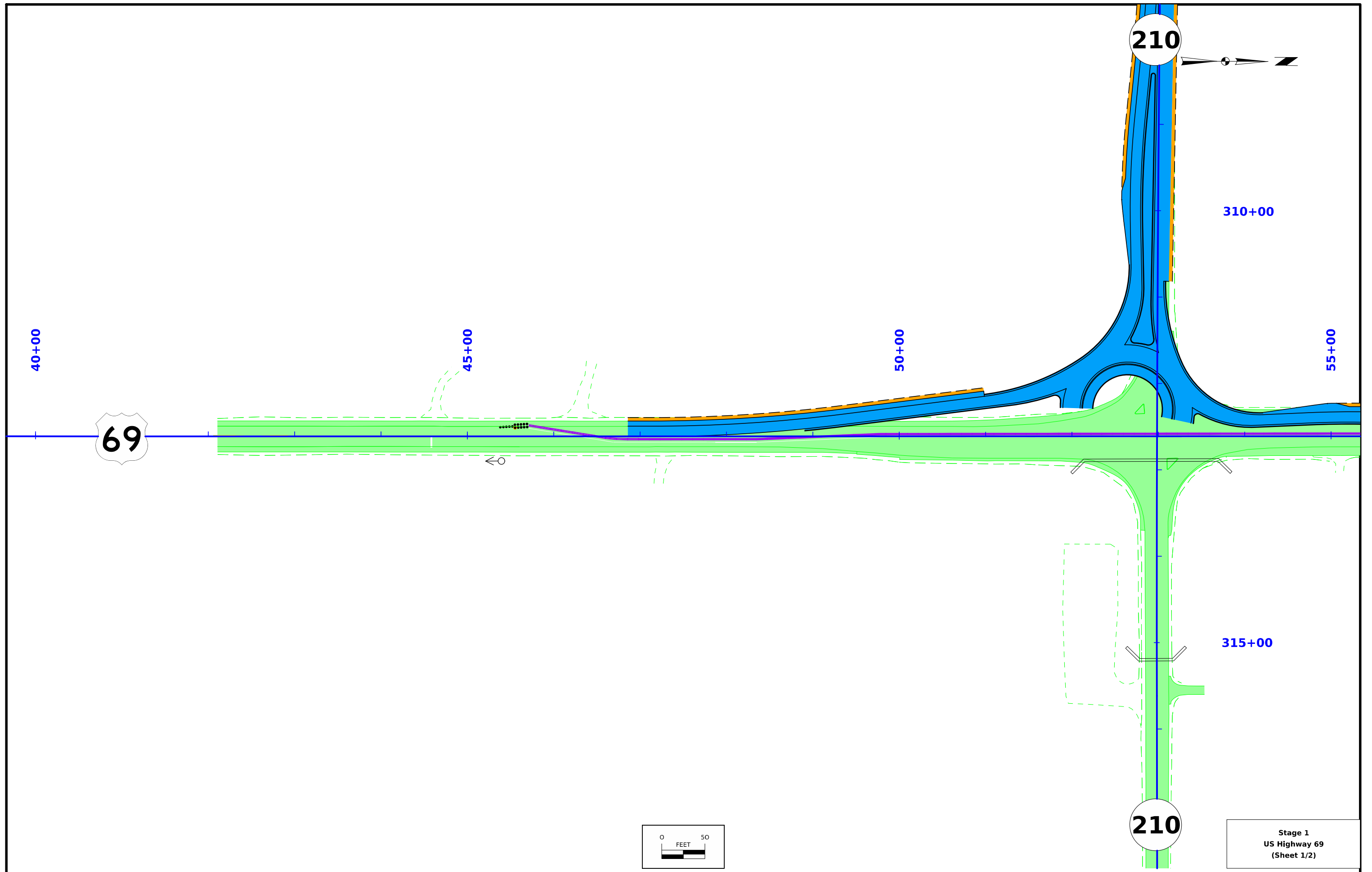
**PLAN VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout		Lane Identification

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

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

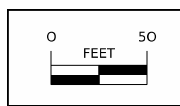
(COVERS SHEET SERIES J)



69

210

210



310+00

315+00

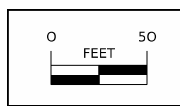
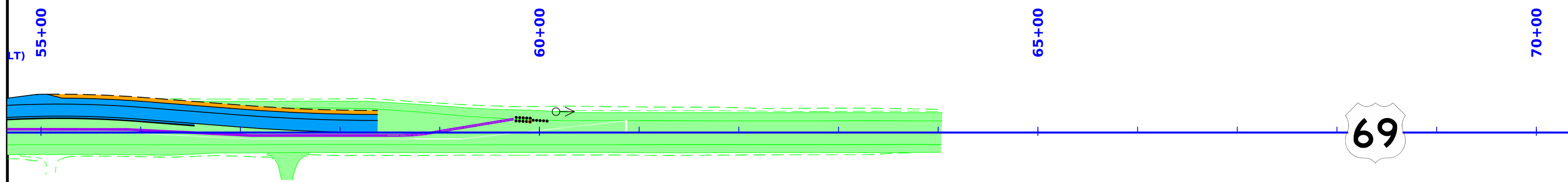
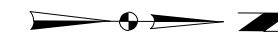
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45+00

50+00

55+00

Stage 1
US Highway 69
(Sheet 1/2)



Stage 1
US Highway 69
(Sheet 2/2)



210

300+00

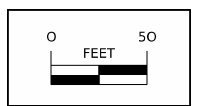
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310+00

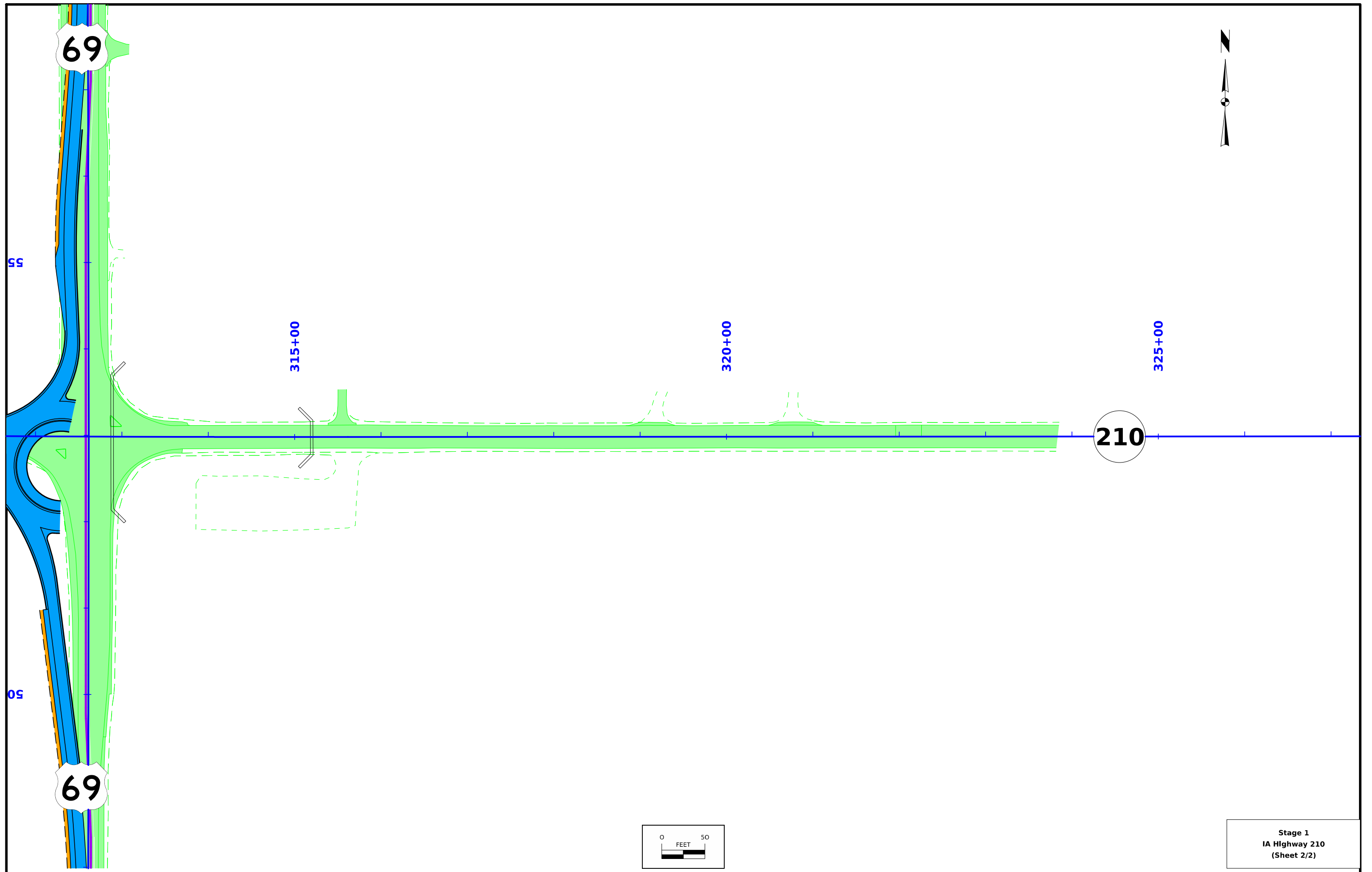
PC 309+61.70

00+55

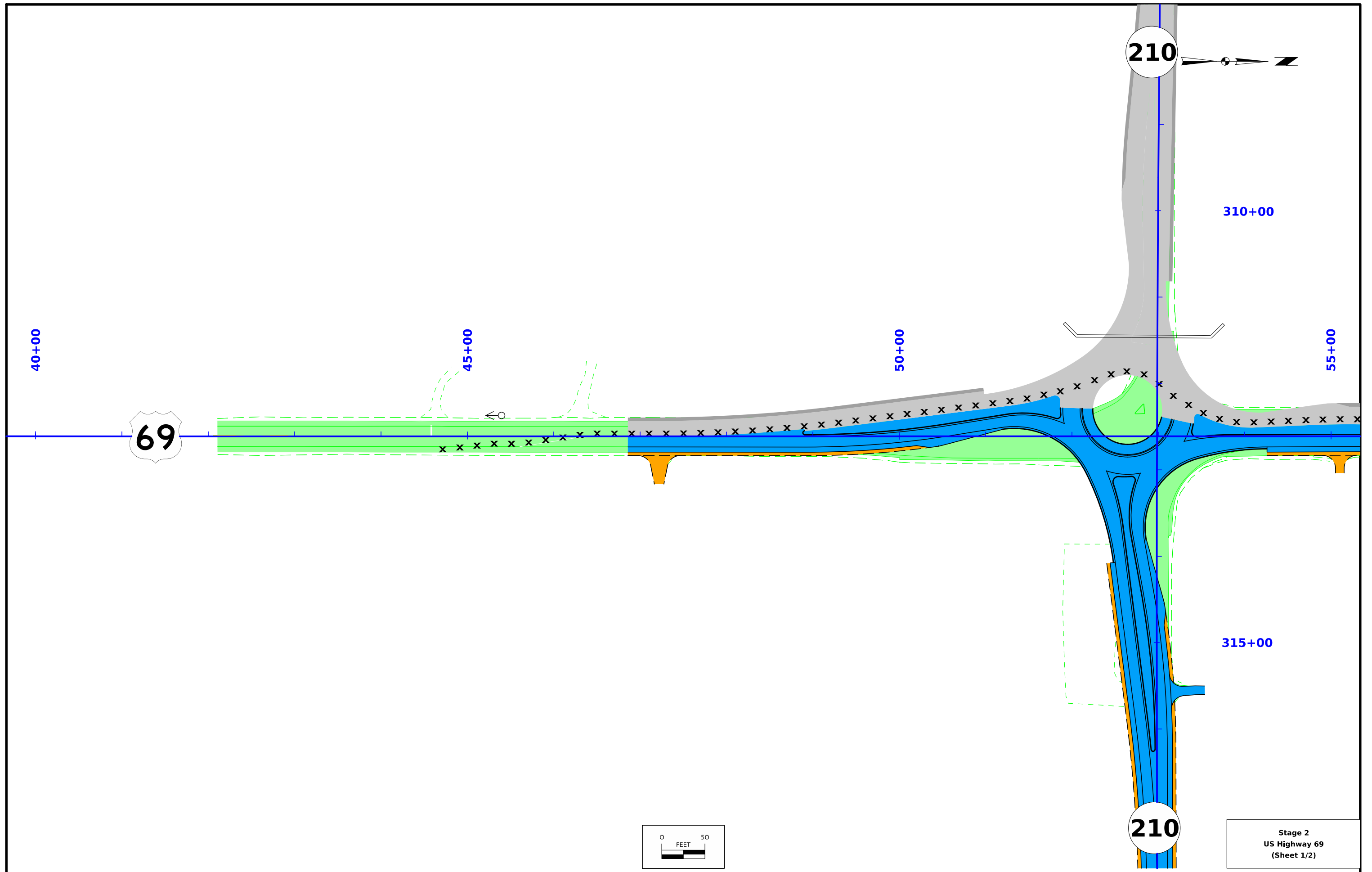
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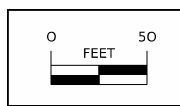
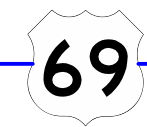
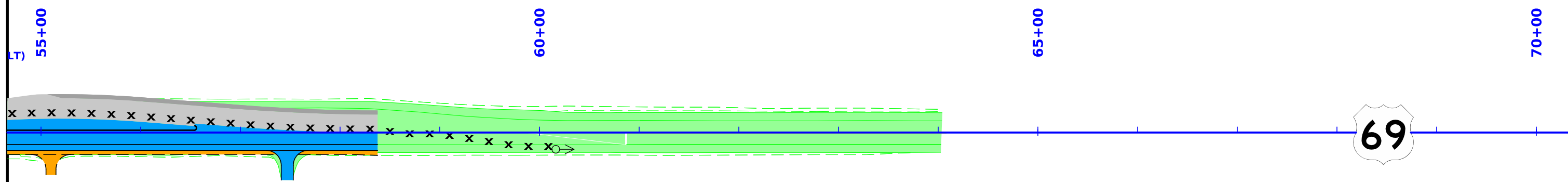
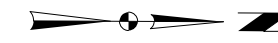


Stage 1
IA Highway 210
(Sheet 1/2)

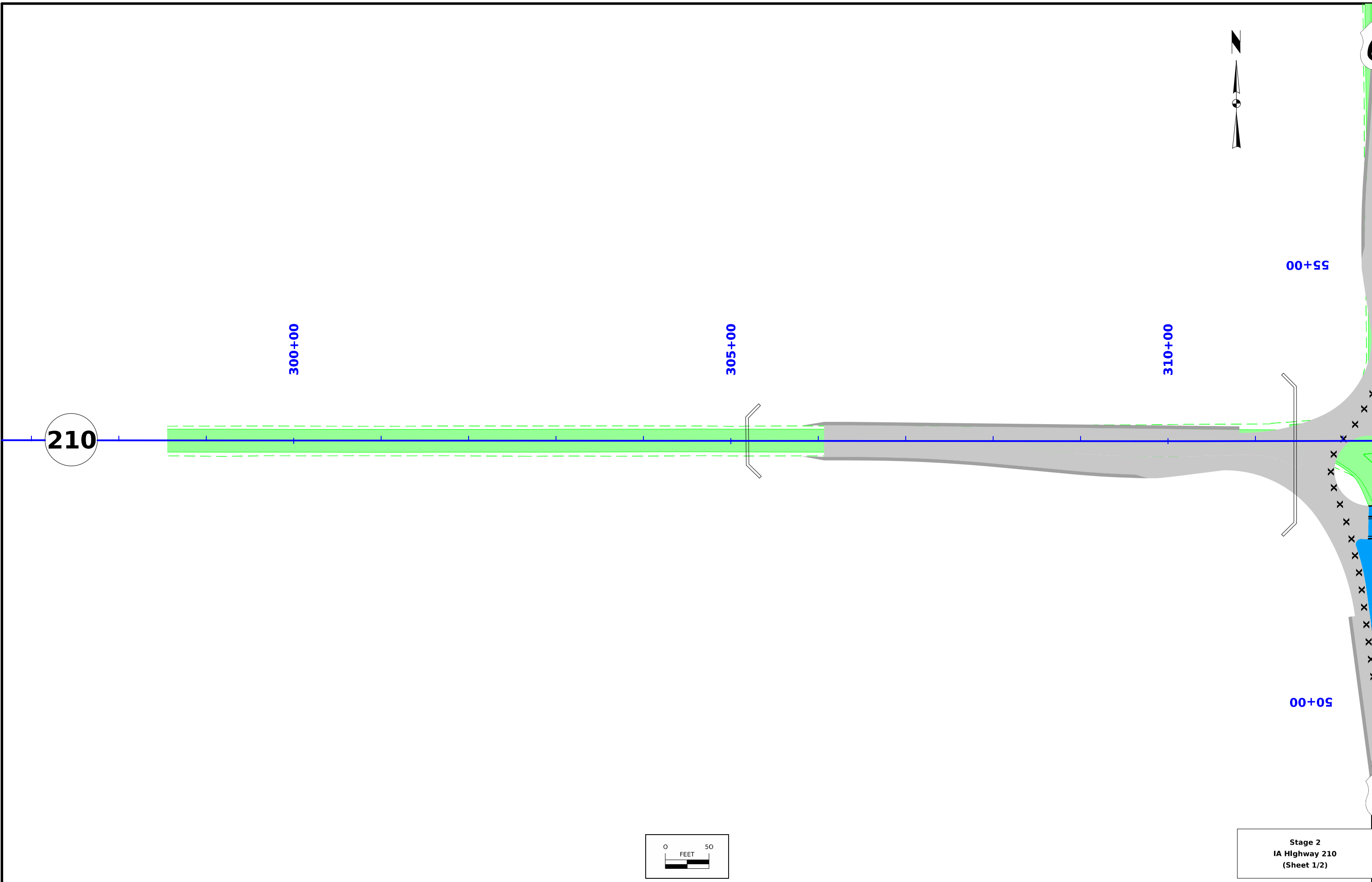


Stage 1
IA Highway 210
(Sheet 2/2)





Stage 2
US Highway 69
(Sheet 2/2)



210

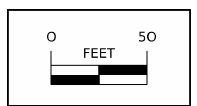
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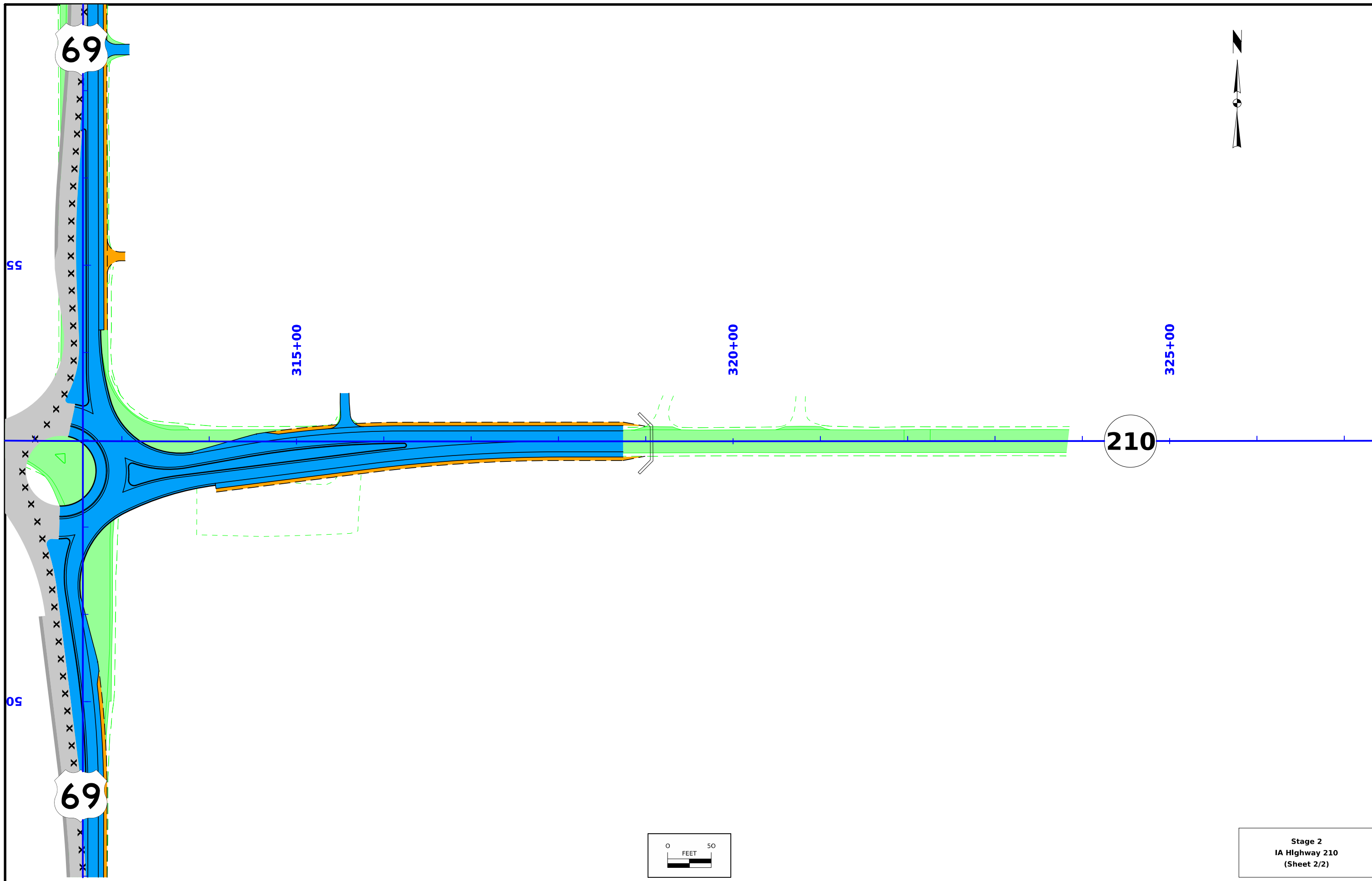
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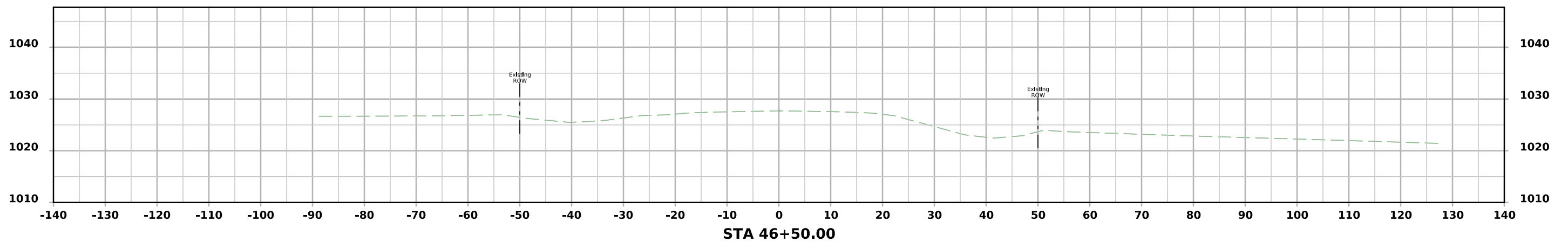
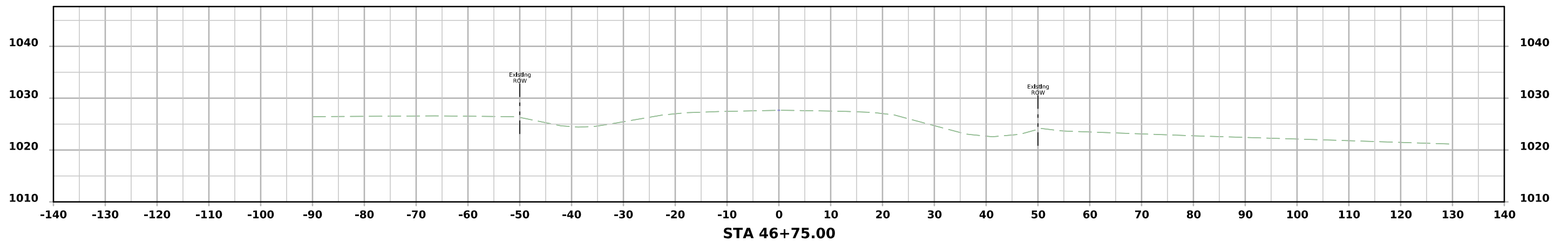
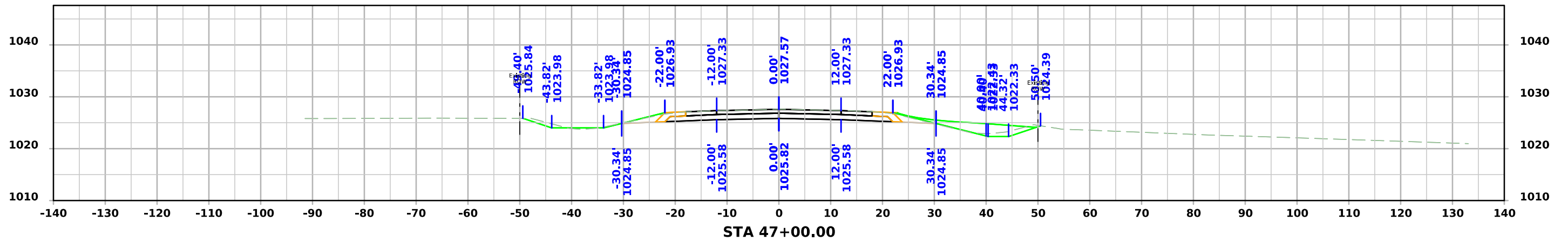


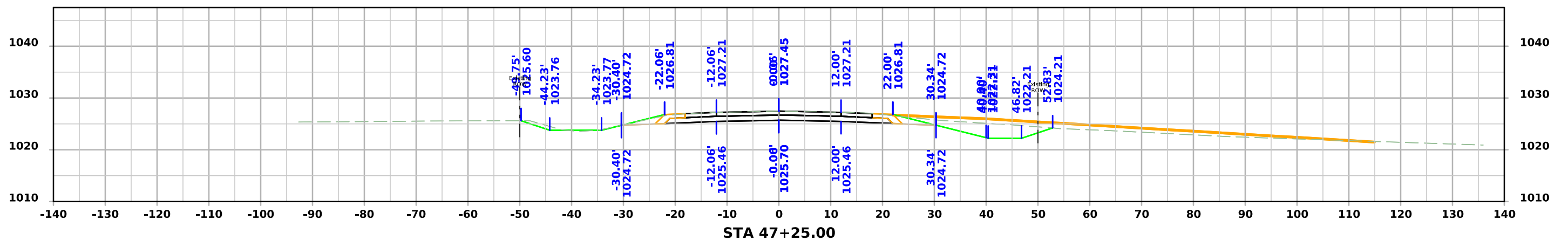
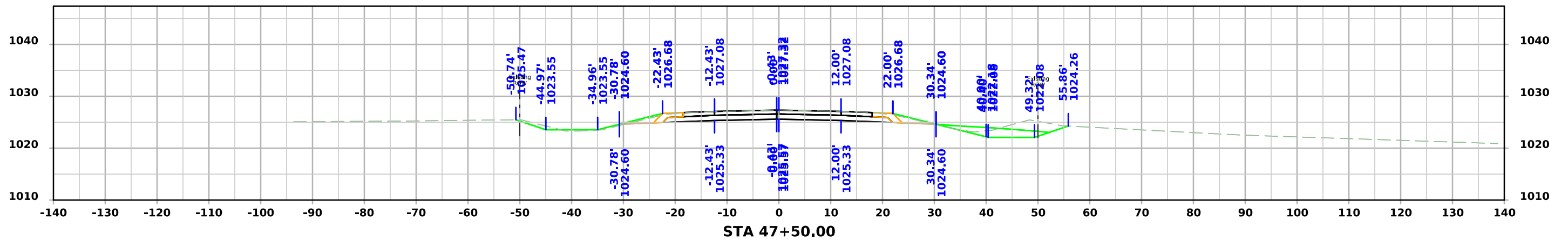
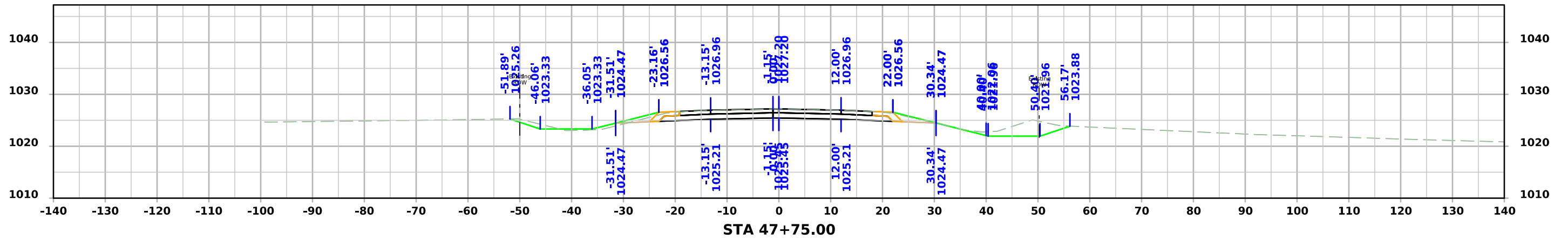
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IA Highway 210
(Sheet 1/2)



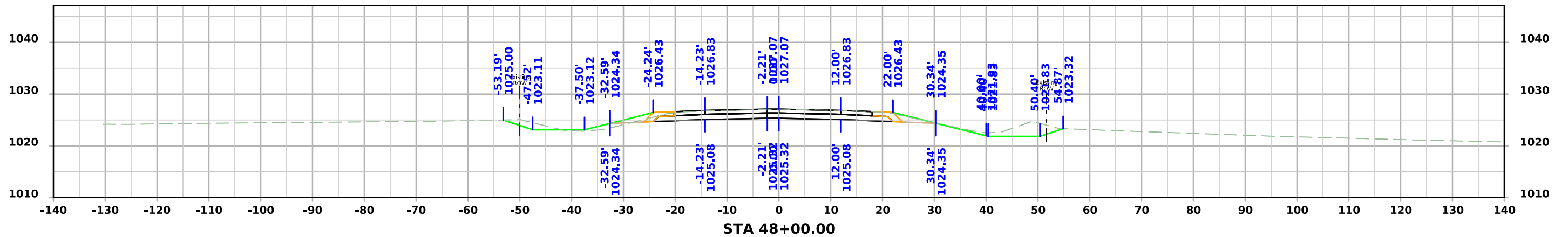
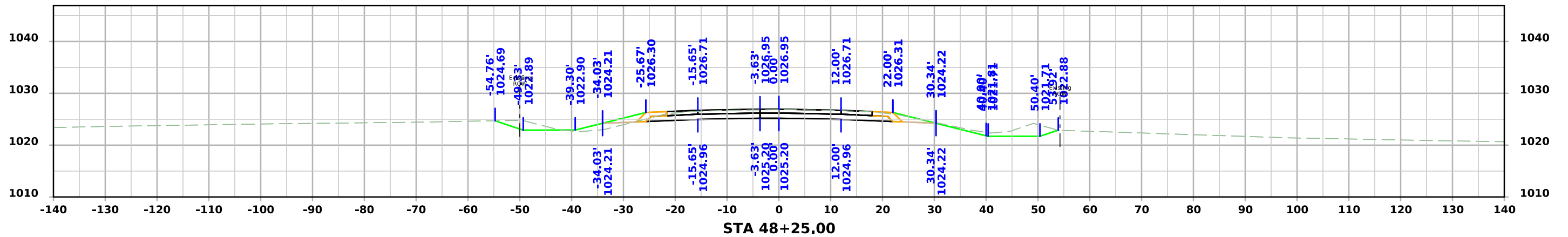
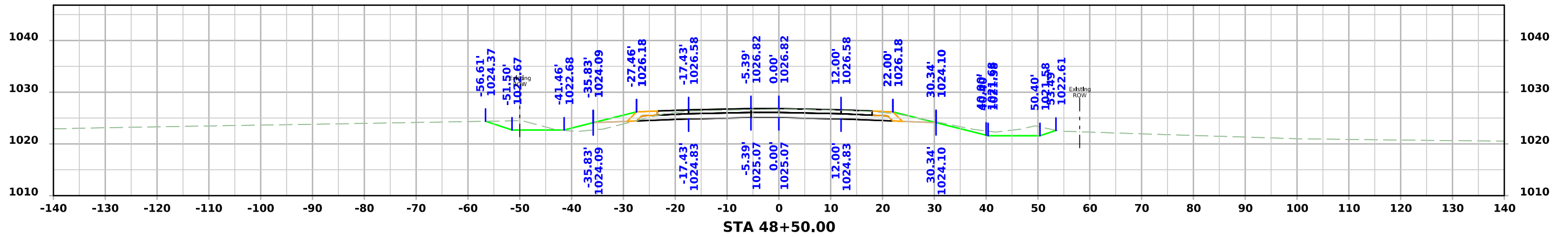
Stage 2
IA Highway 210
(Sheet 2/2)

US 69

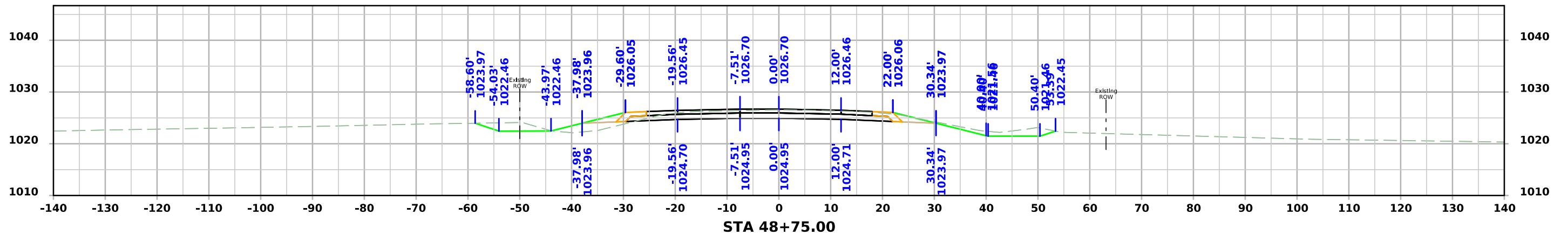
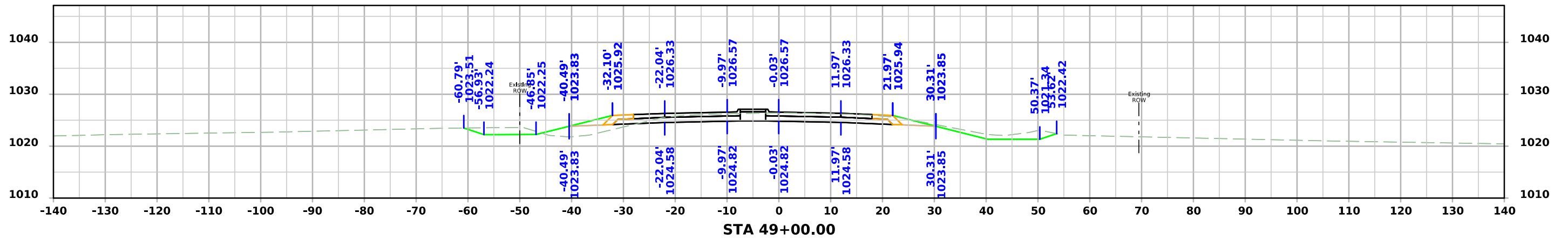
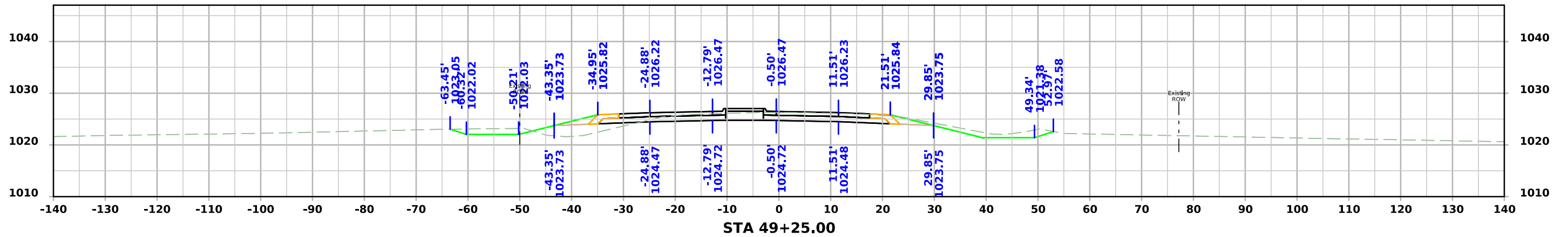




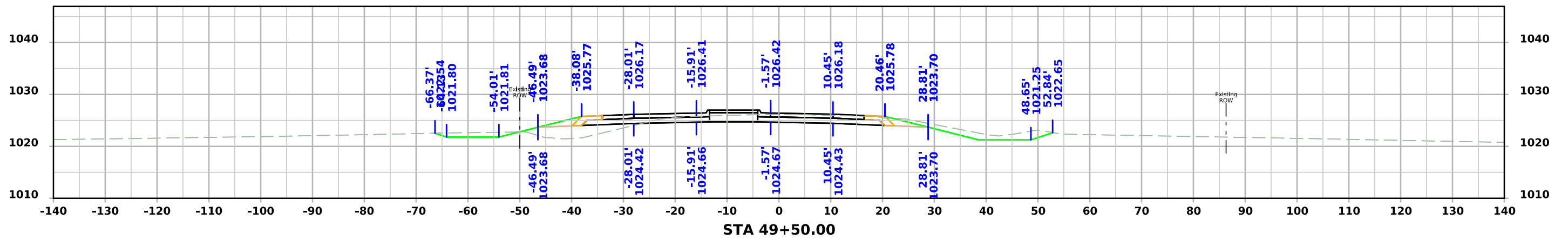
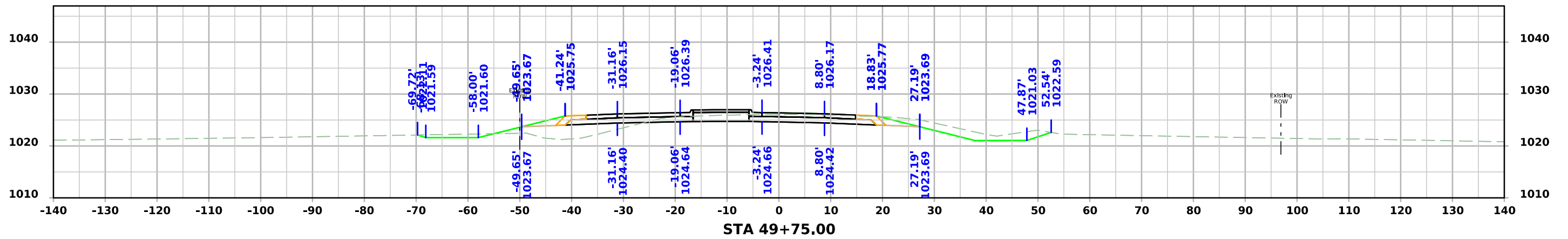
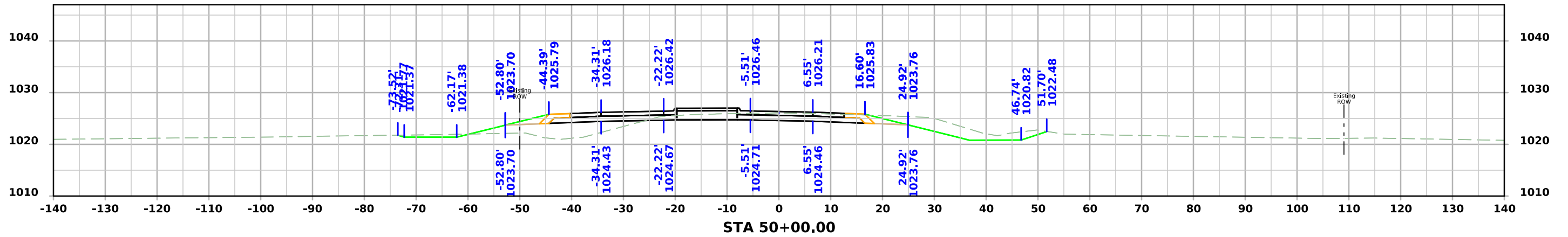
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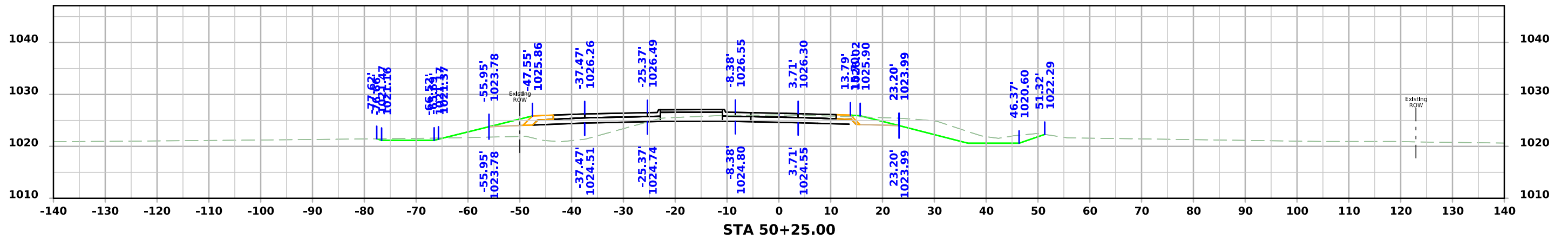
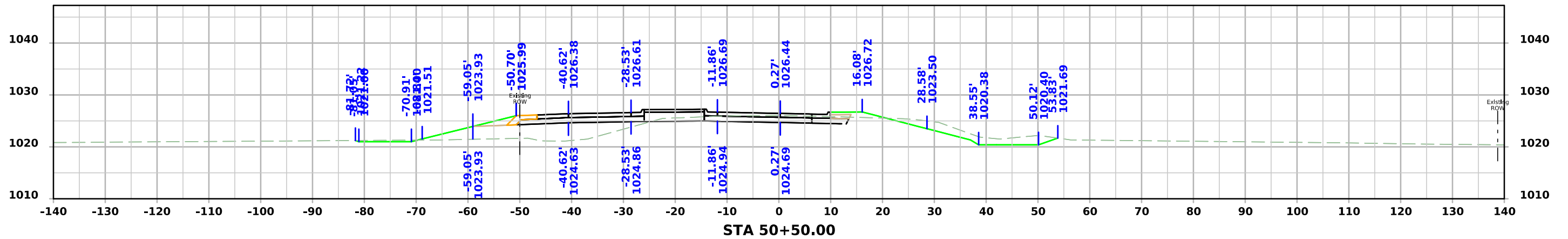
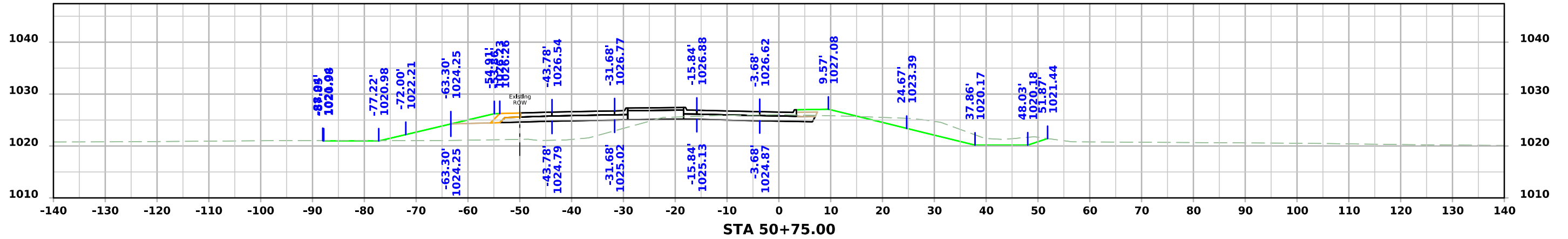
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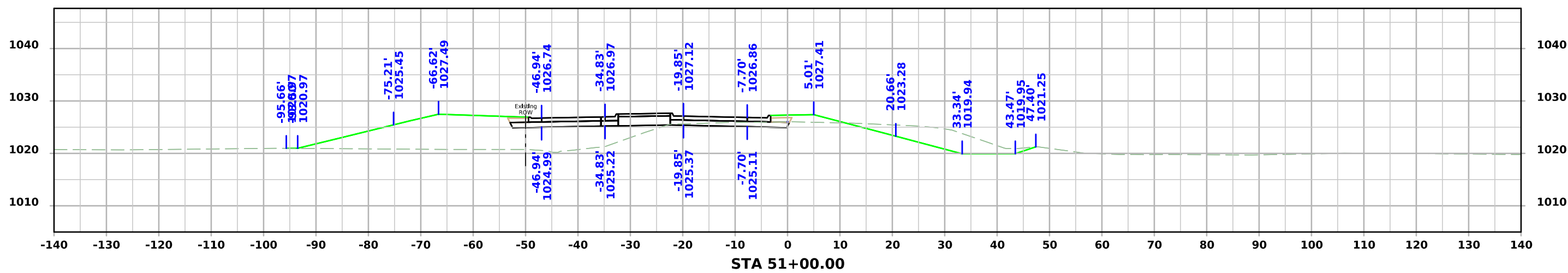
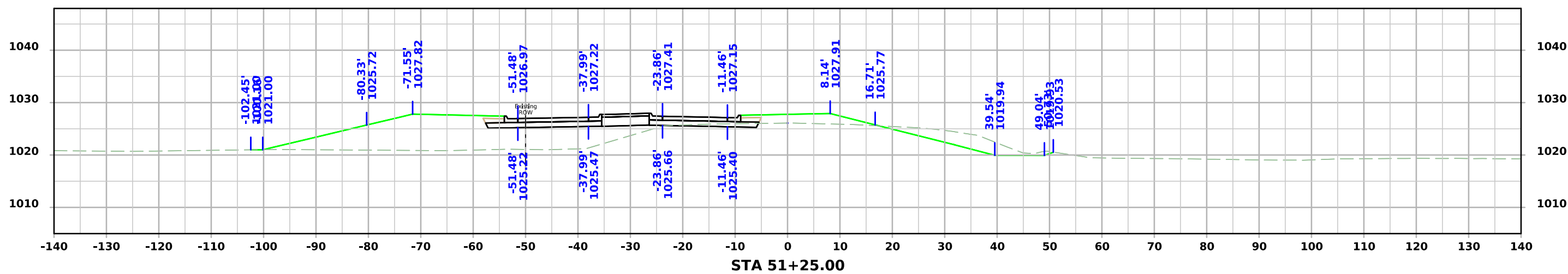
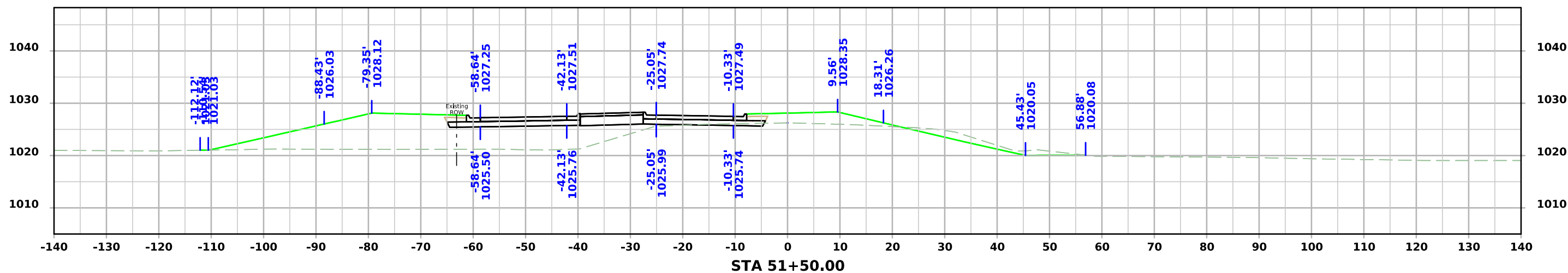
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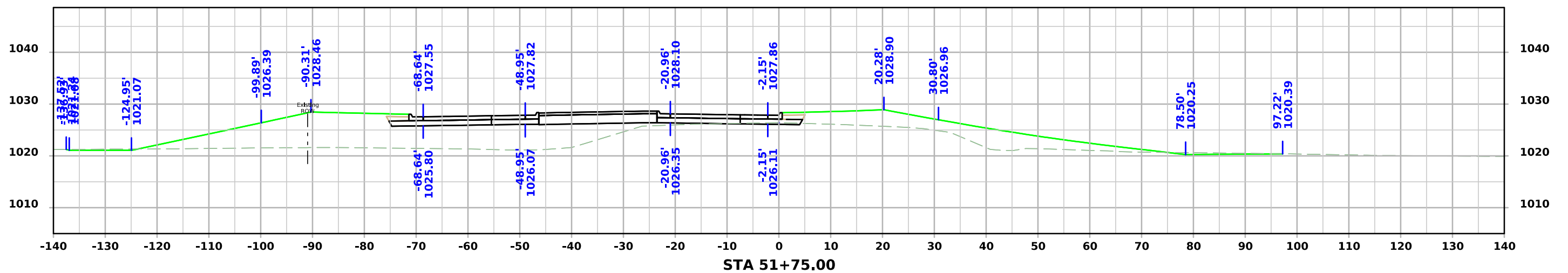
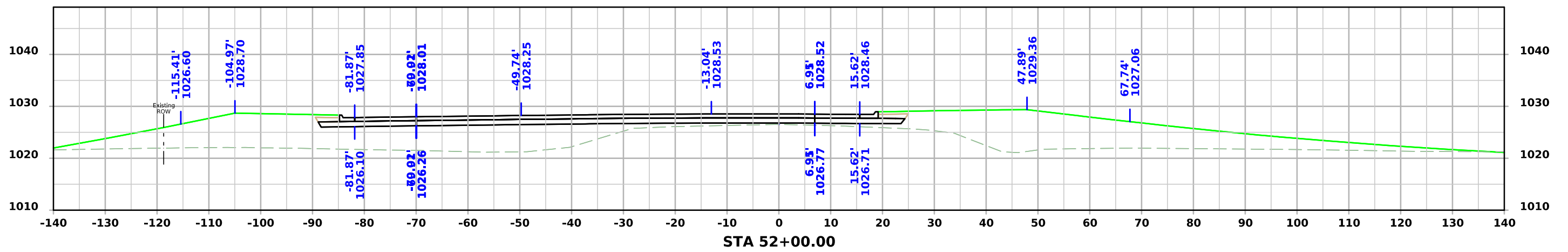
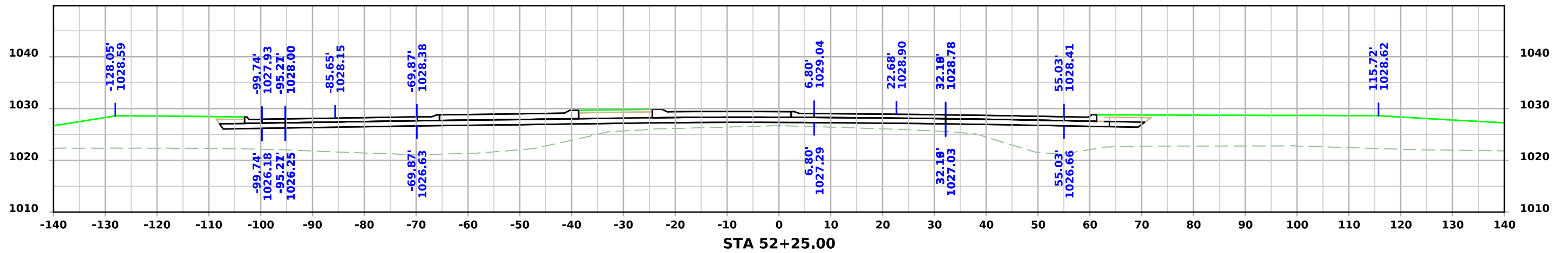
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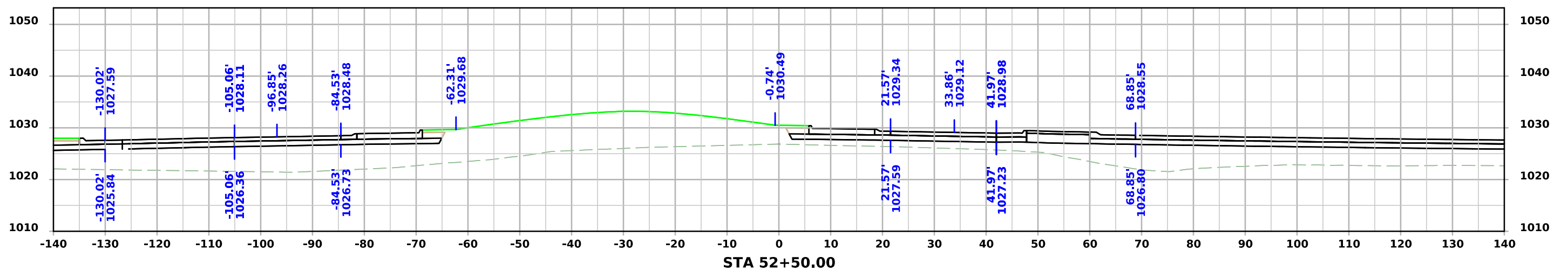
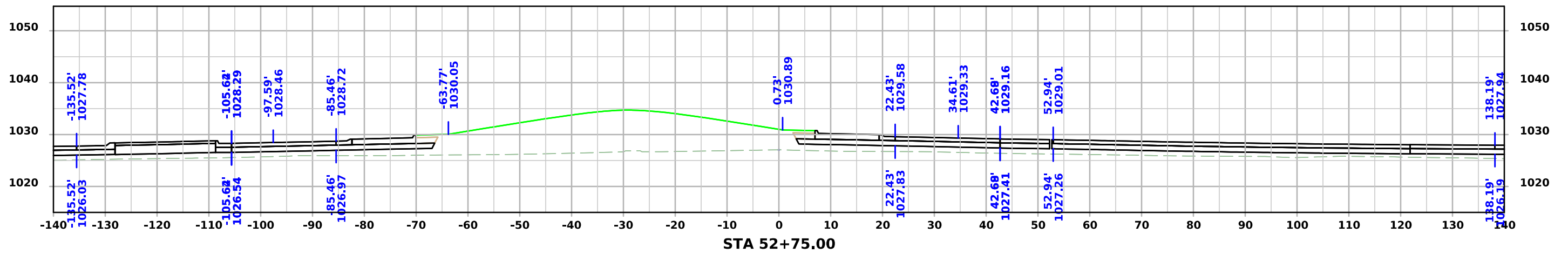
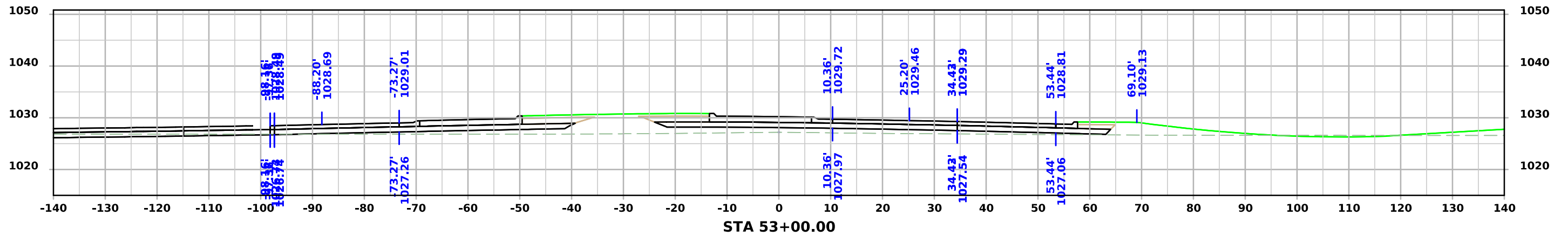
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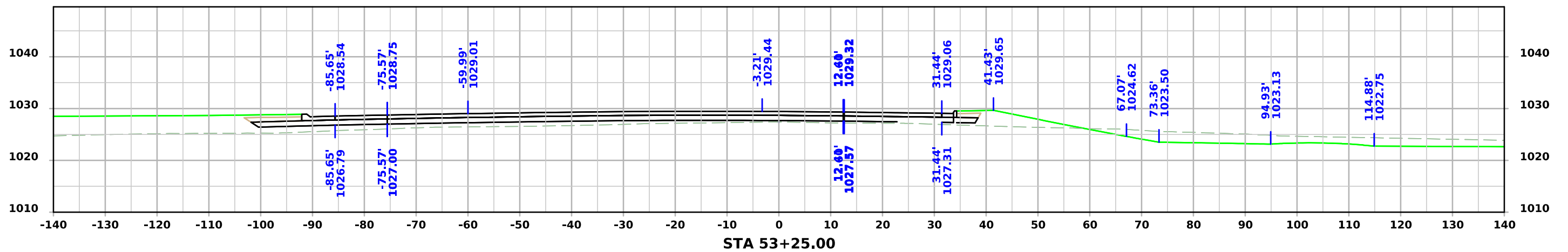
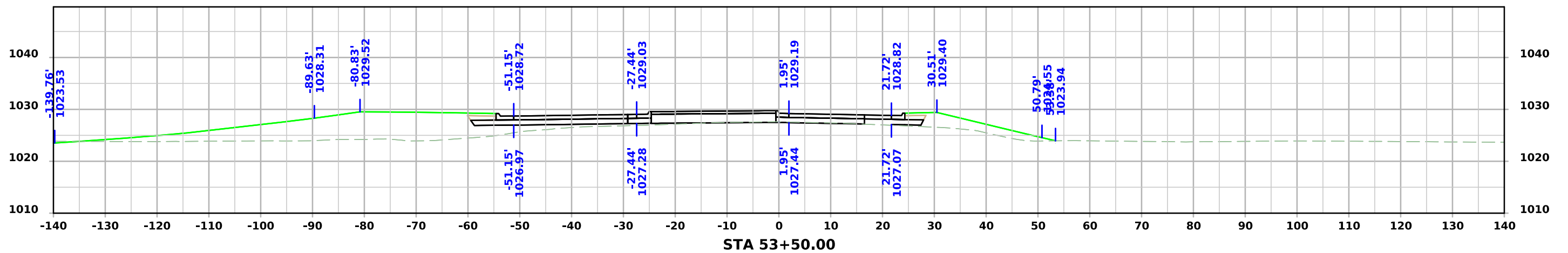
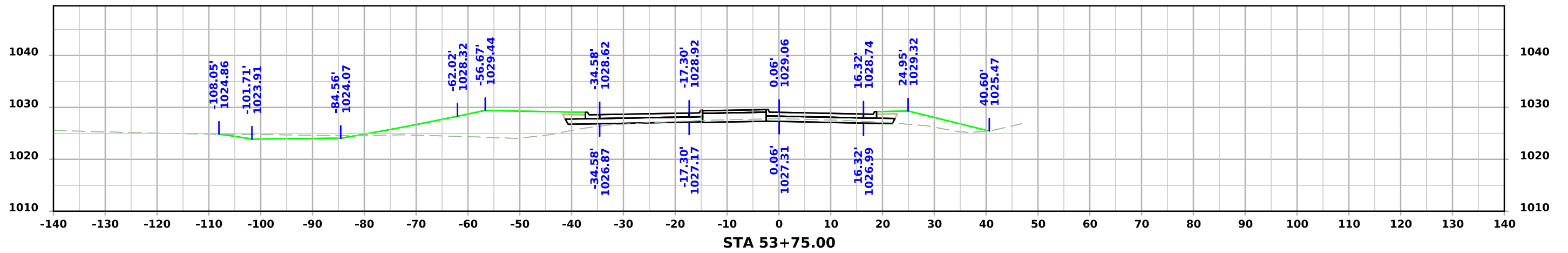


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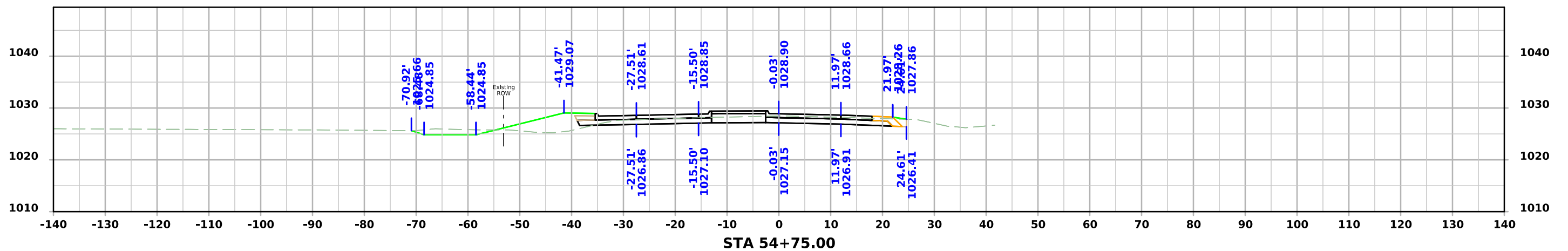
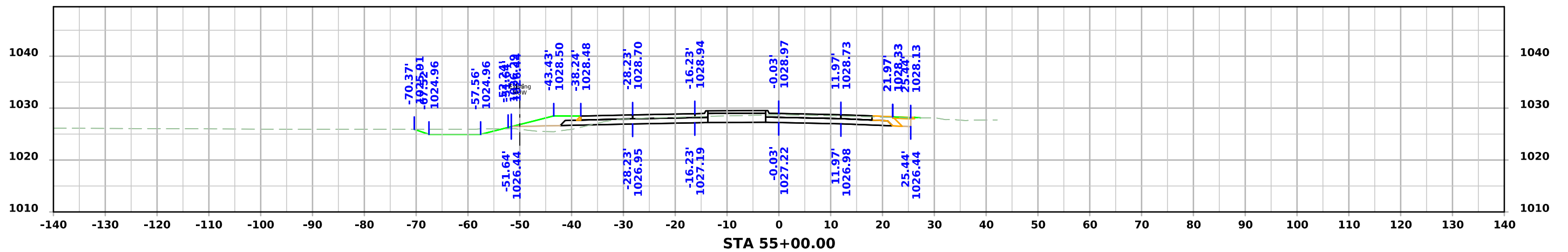
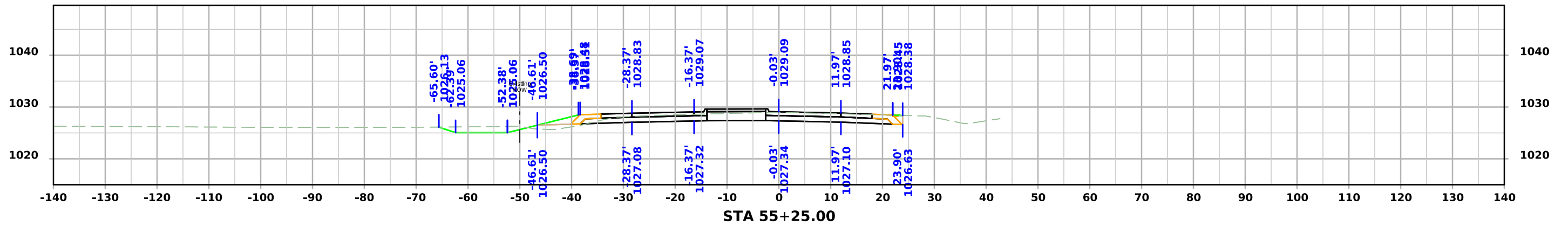


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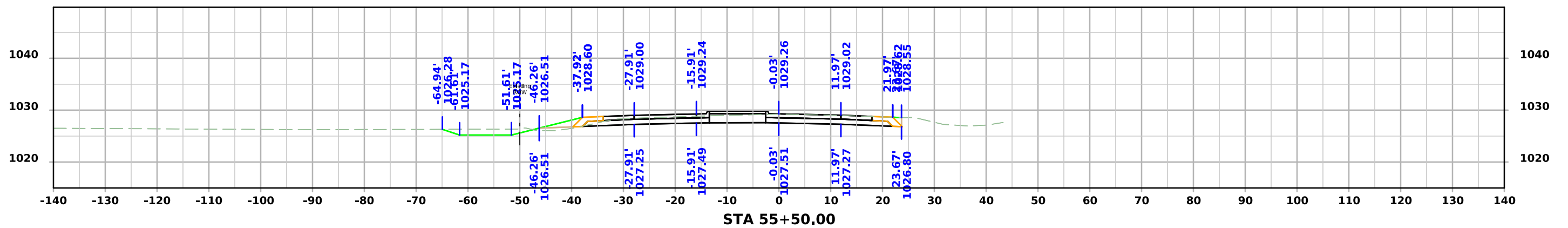
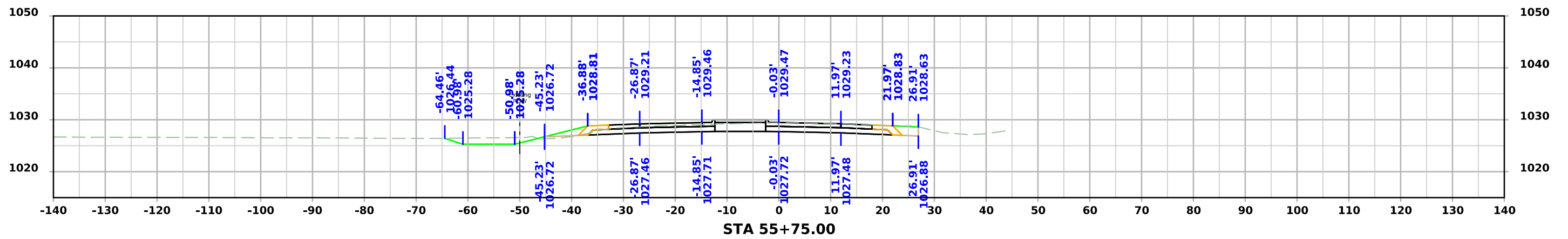
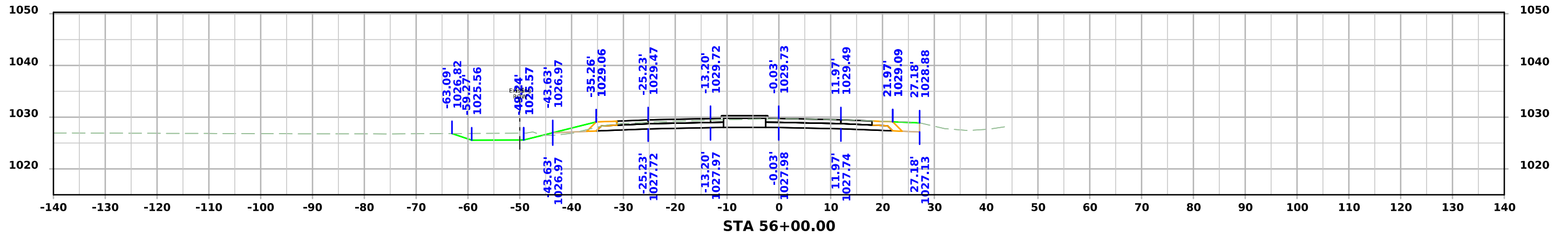




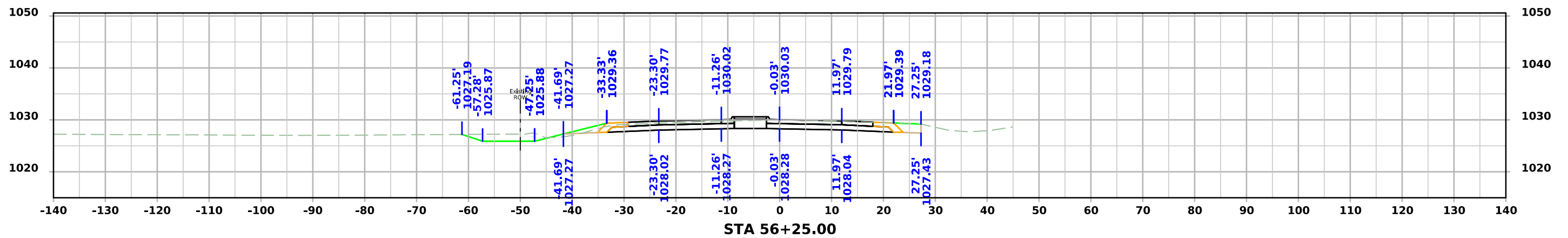
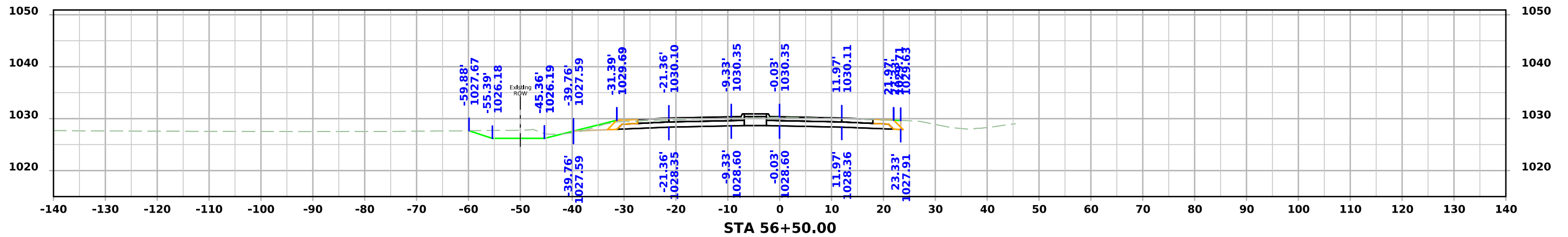
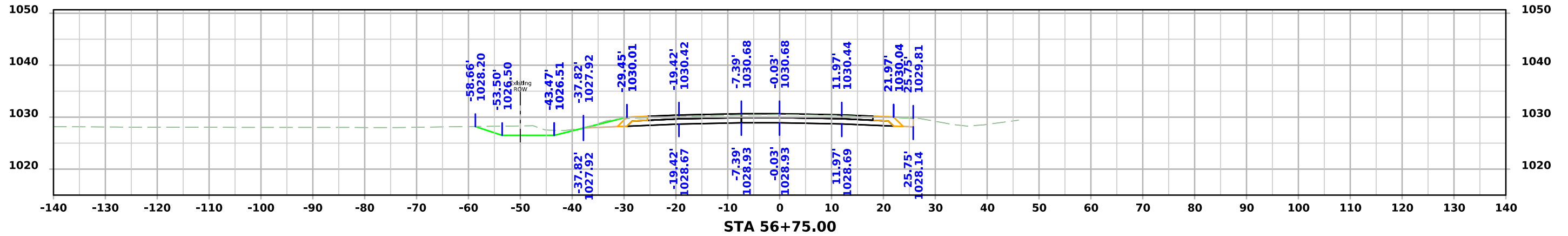
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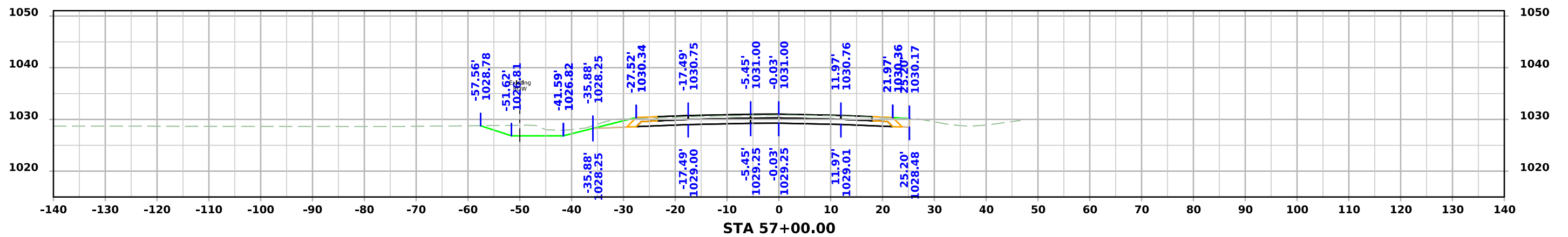
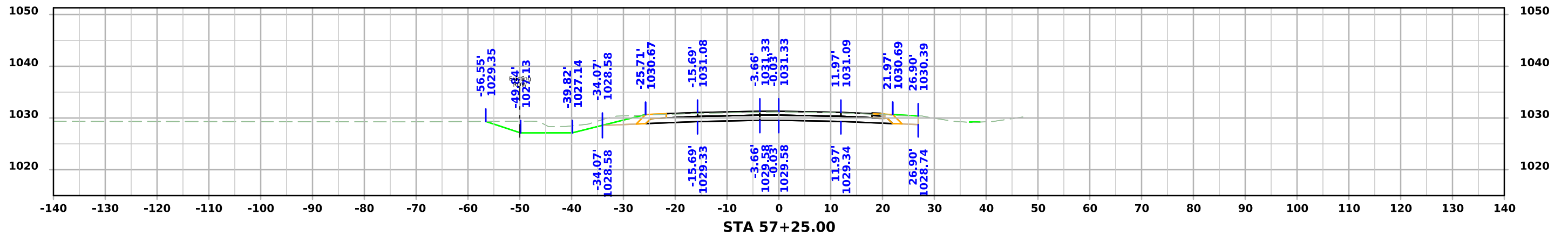
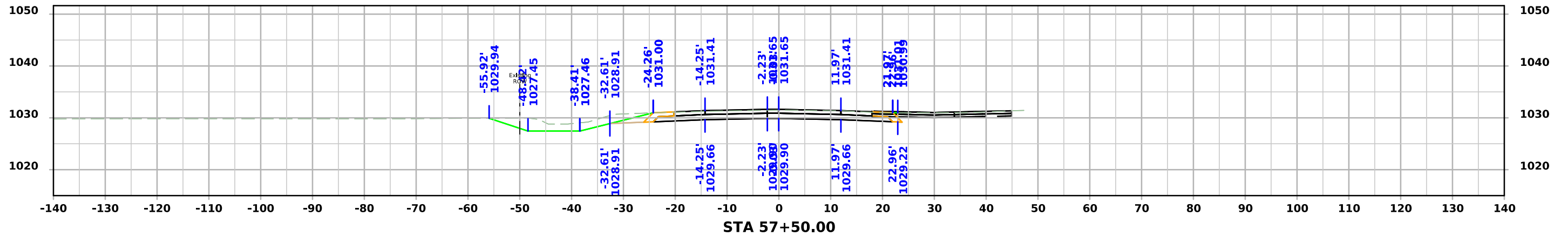
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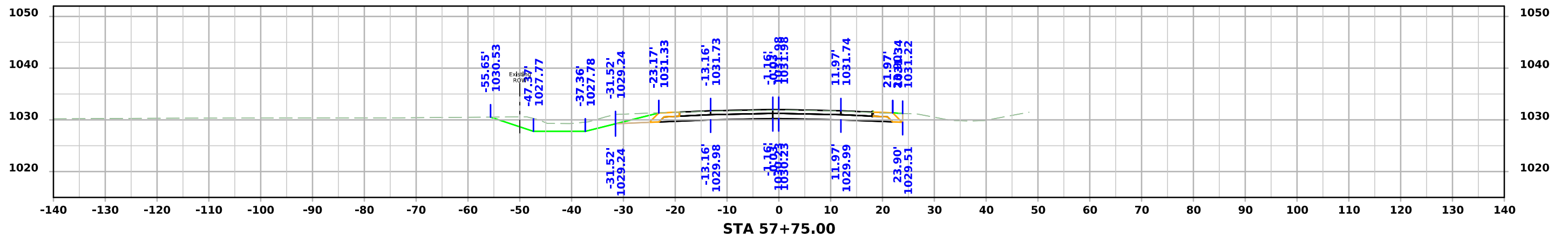
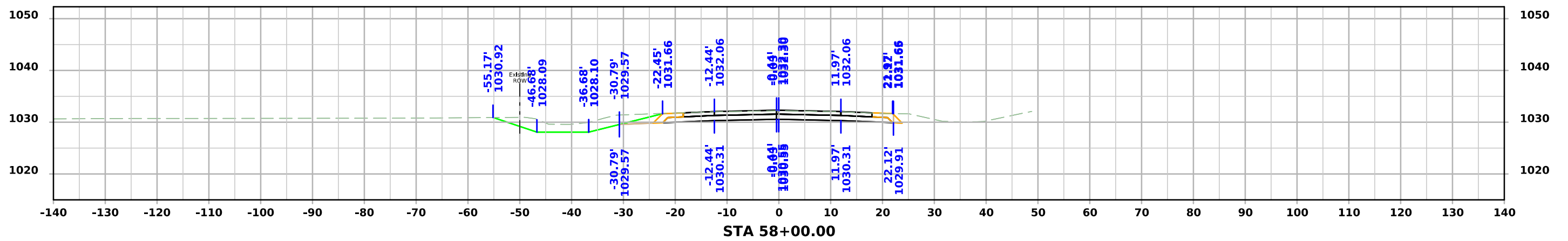
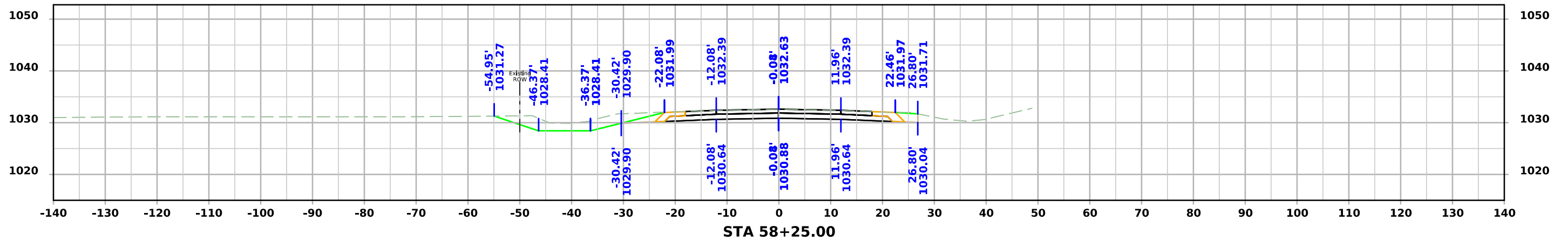
US 69



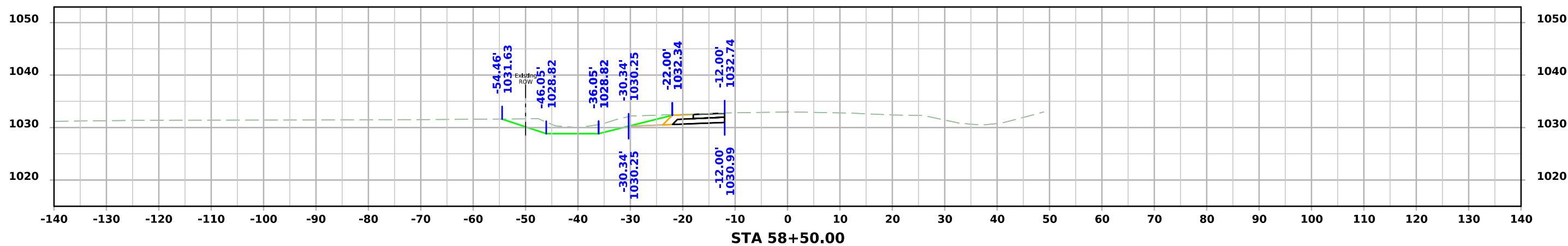
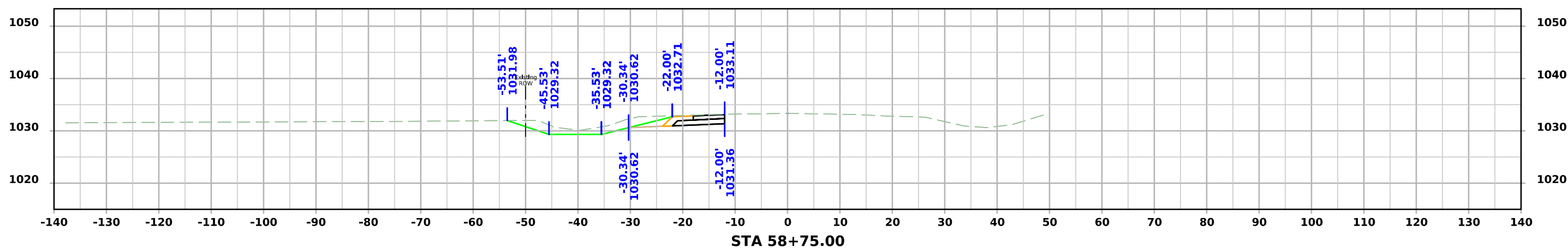
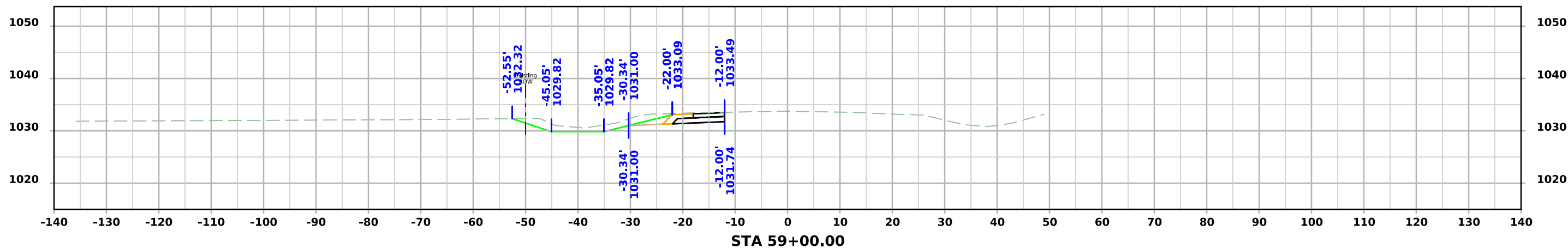
US 69



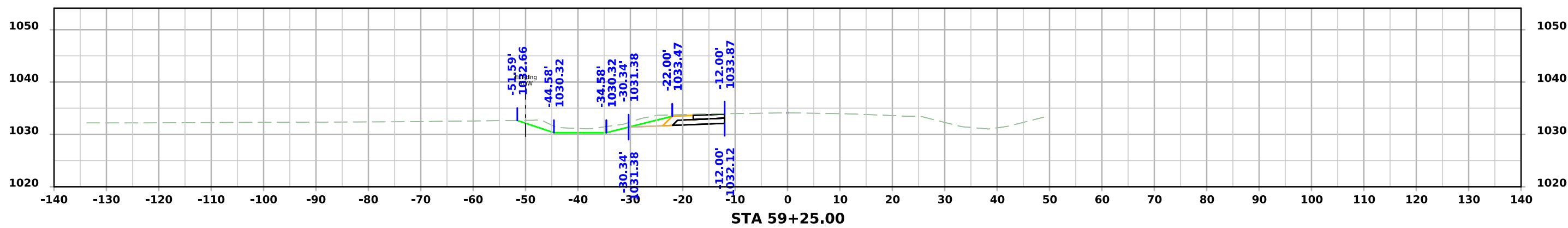
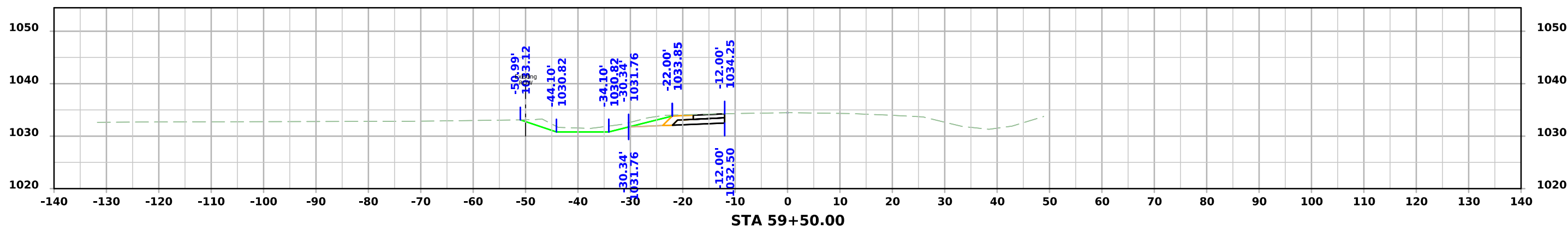
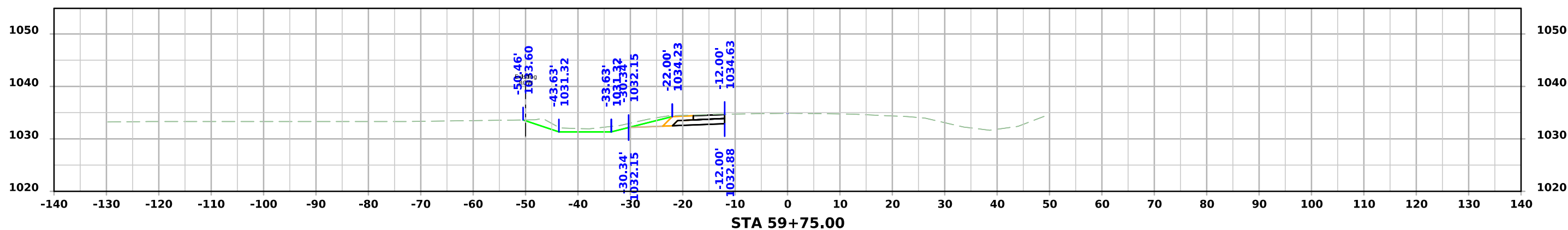
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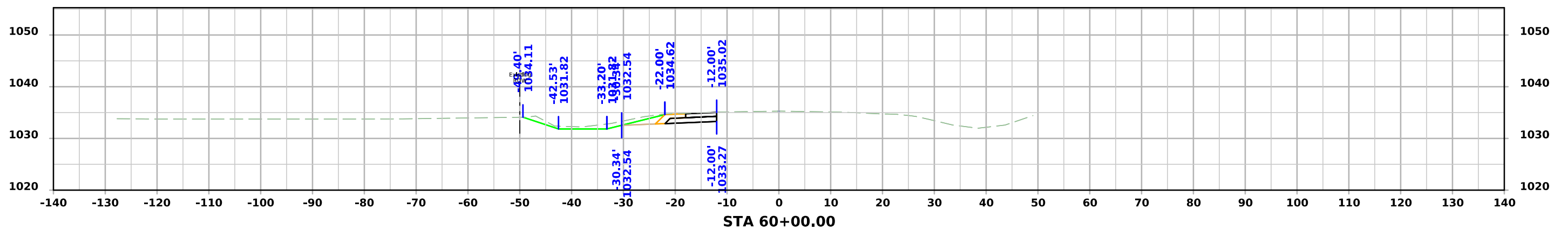
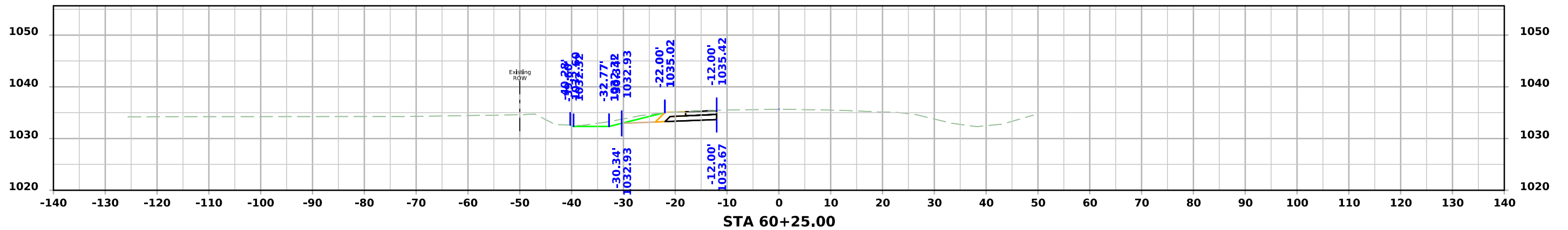
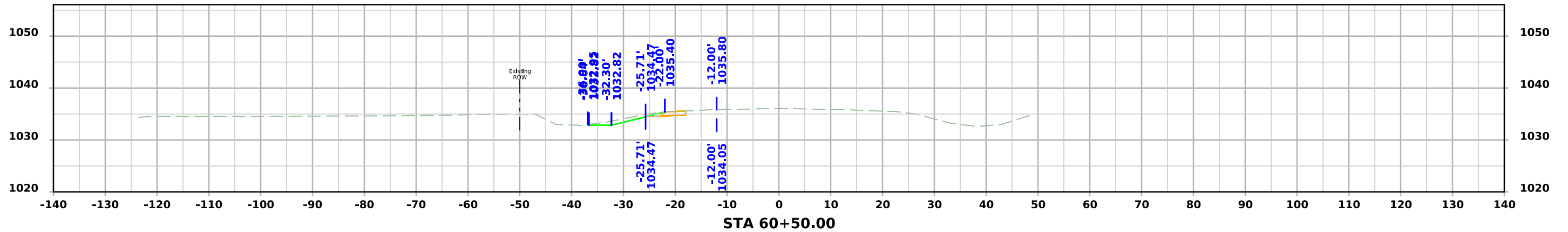
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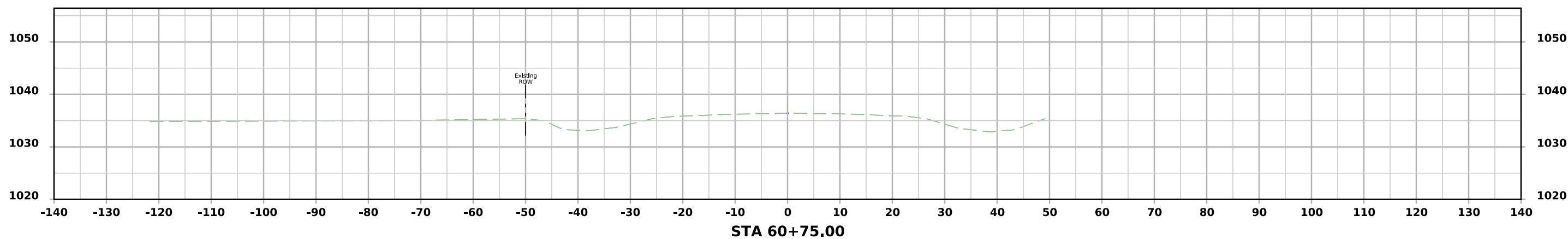
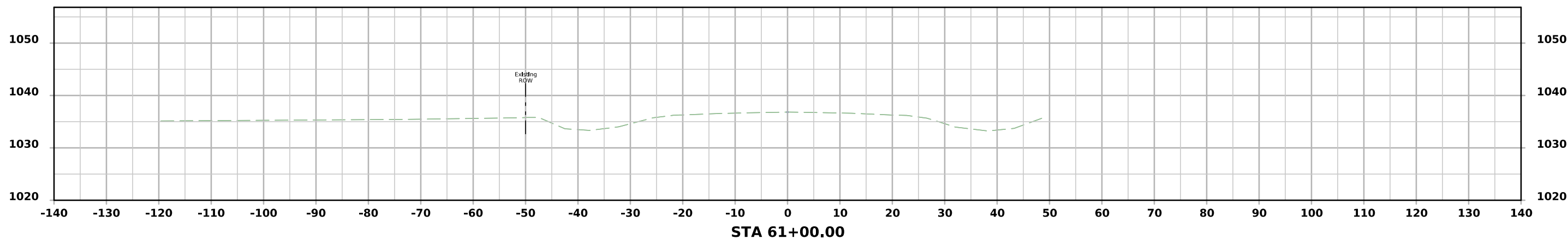
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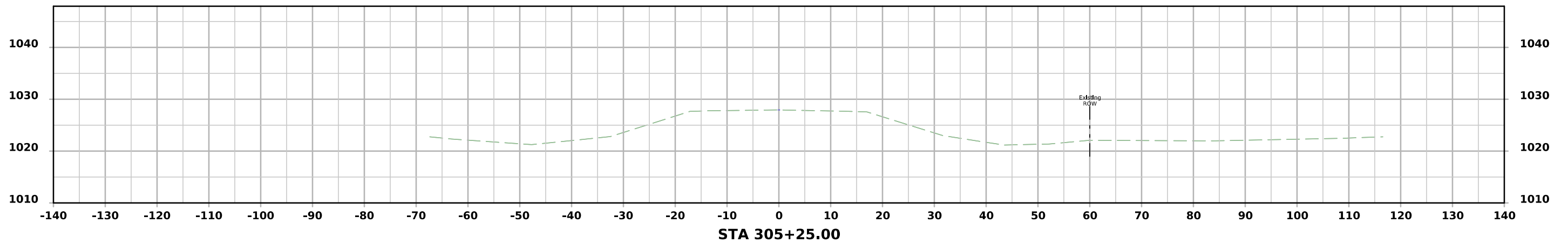
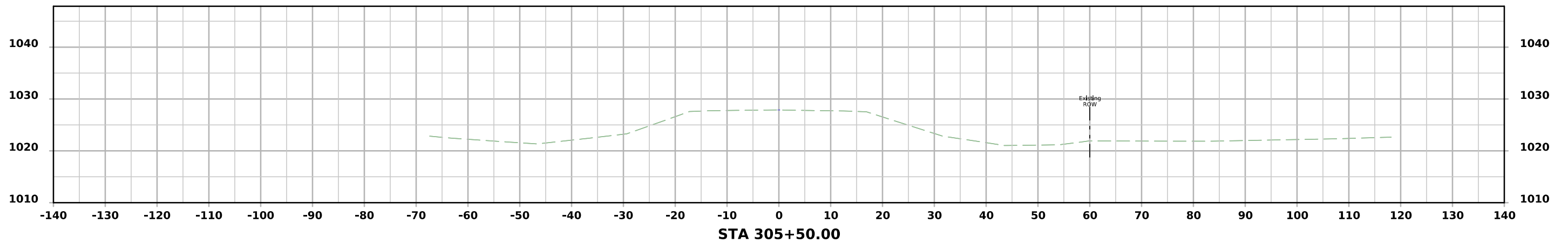
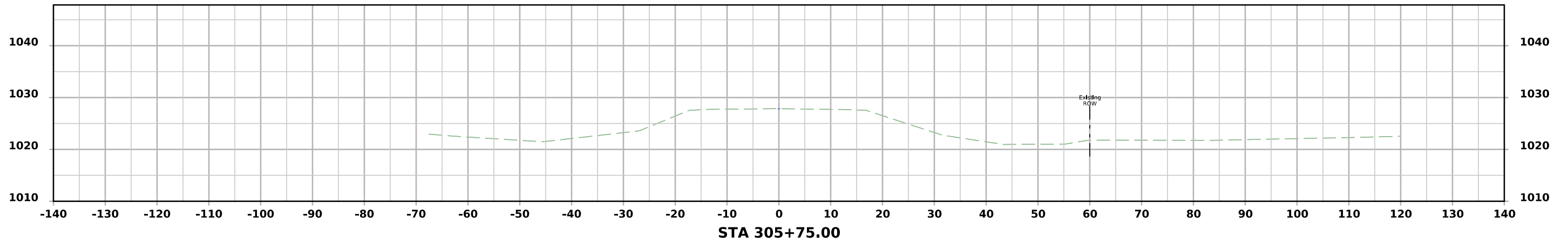
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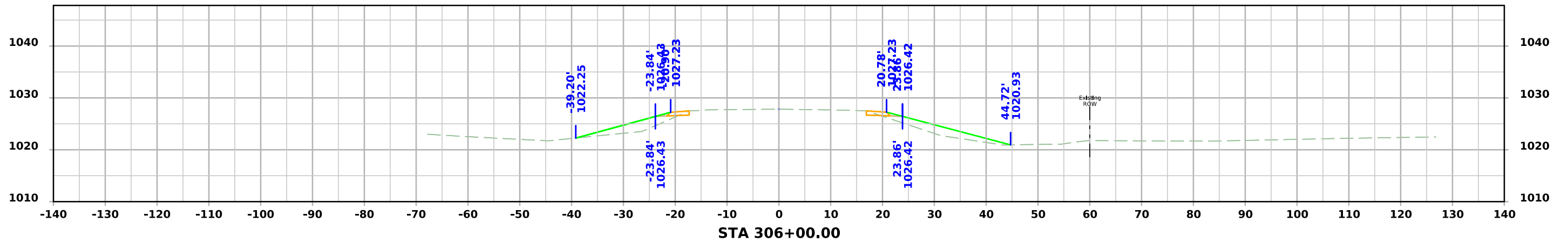
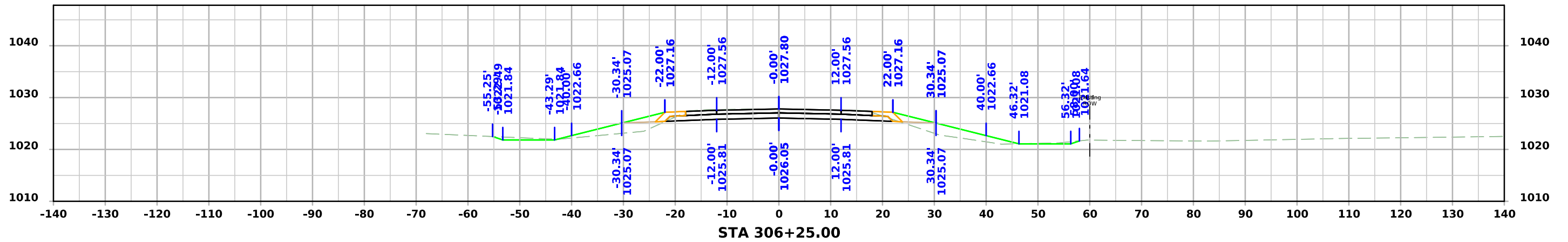
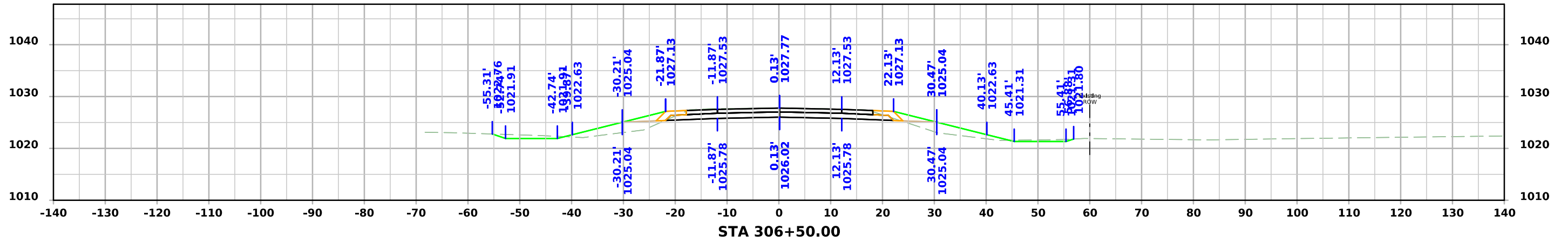


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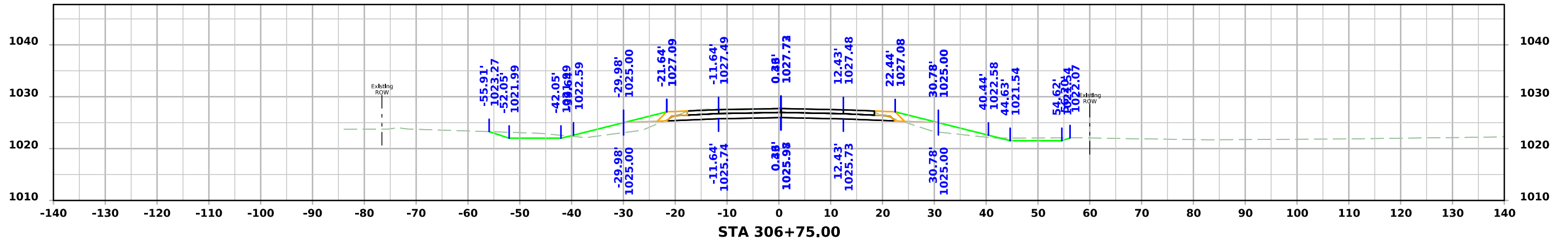
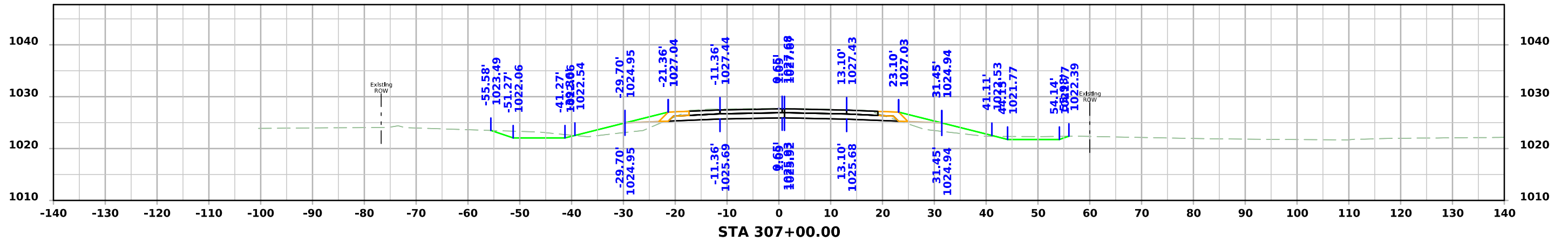
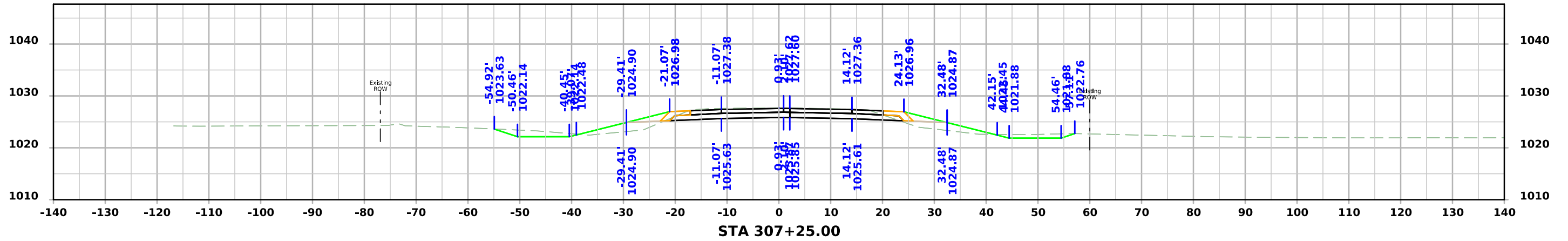


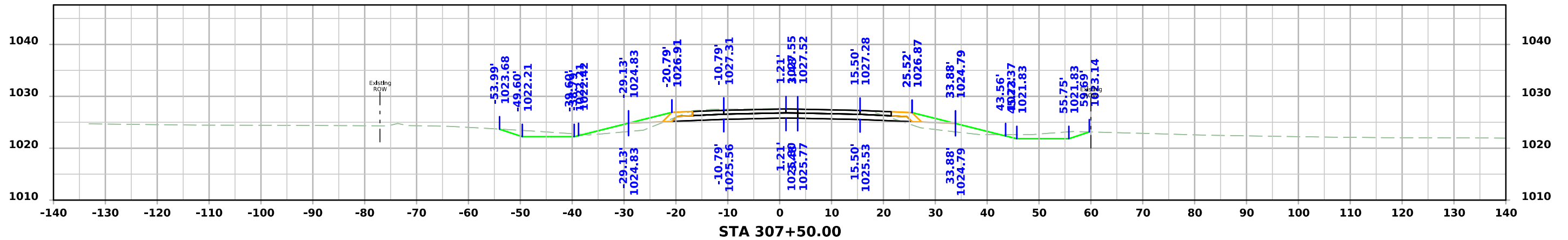
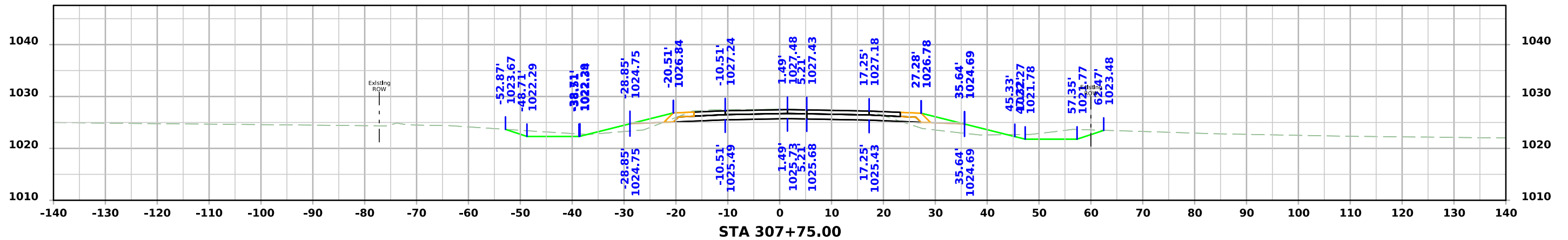
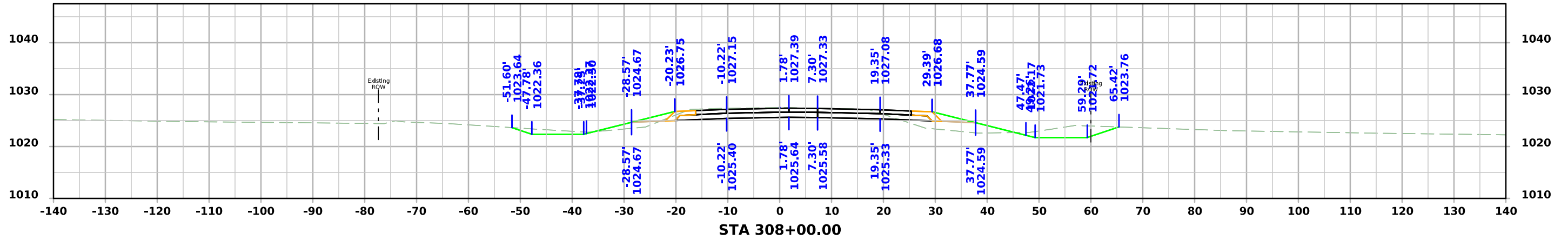
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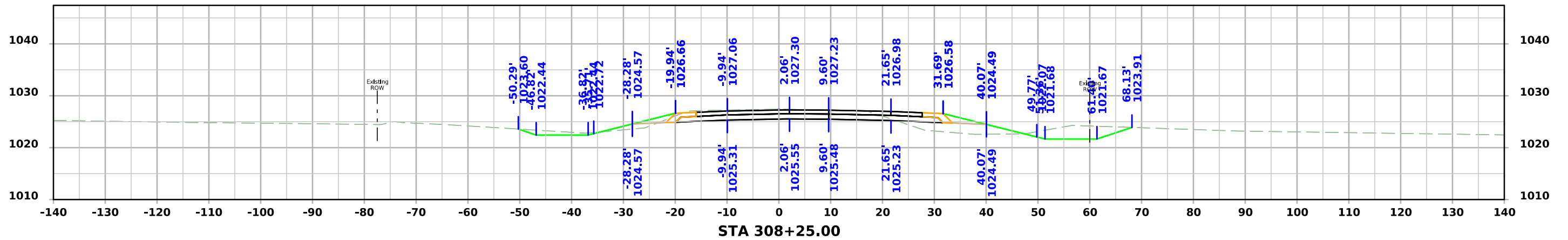
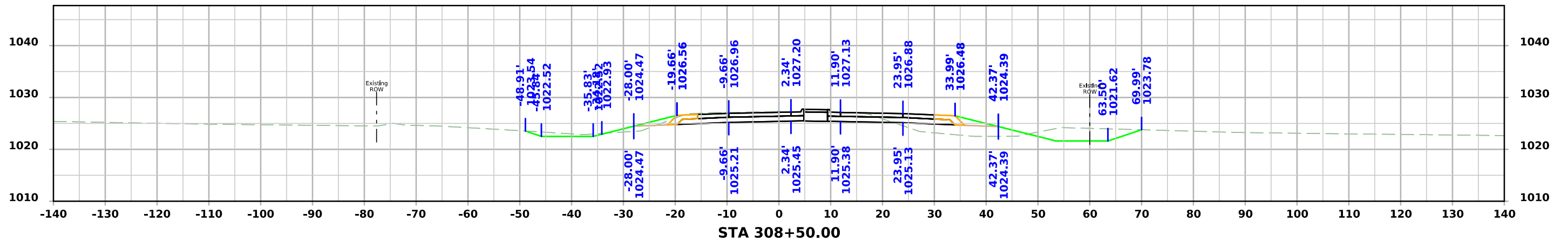
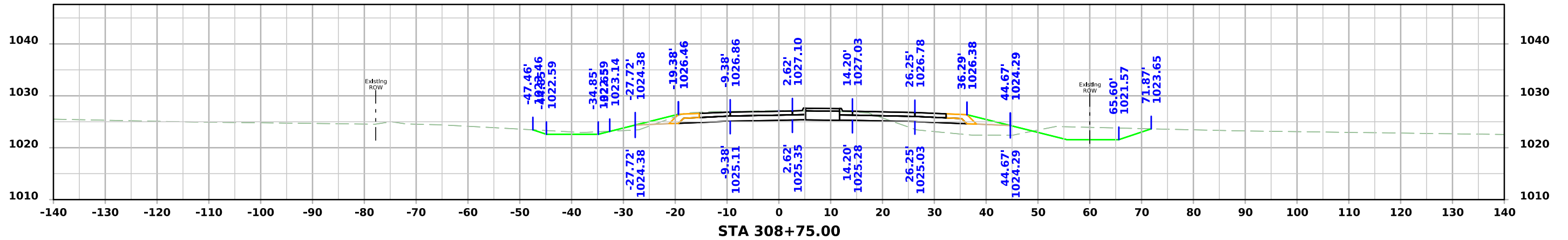




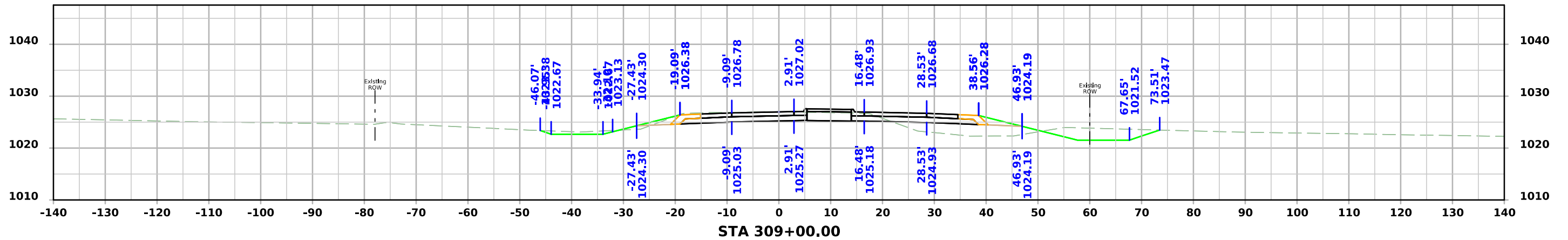
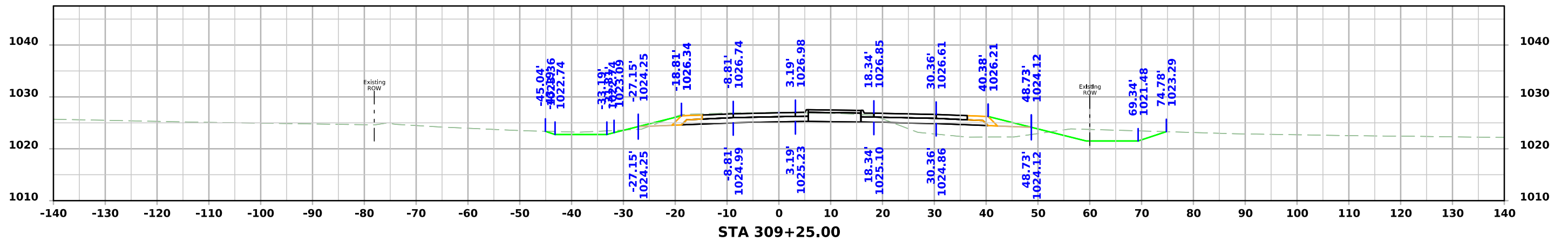
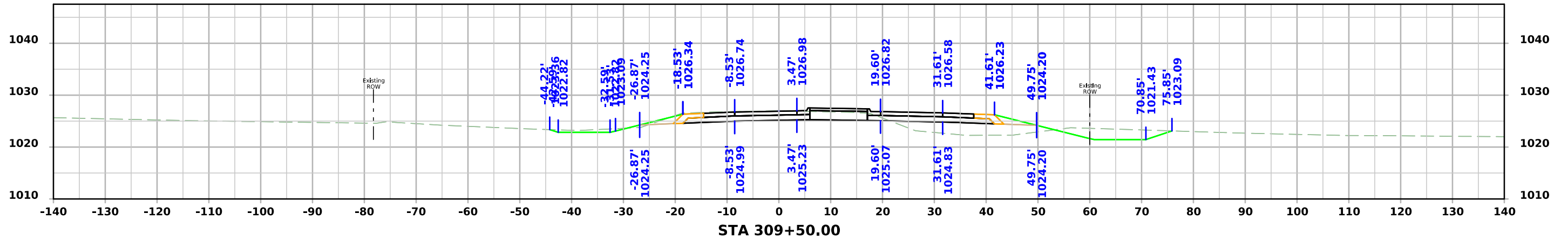
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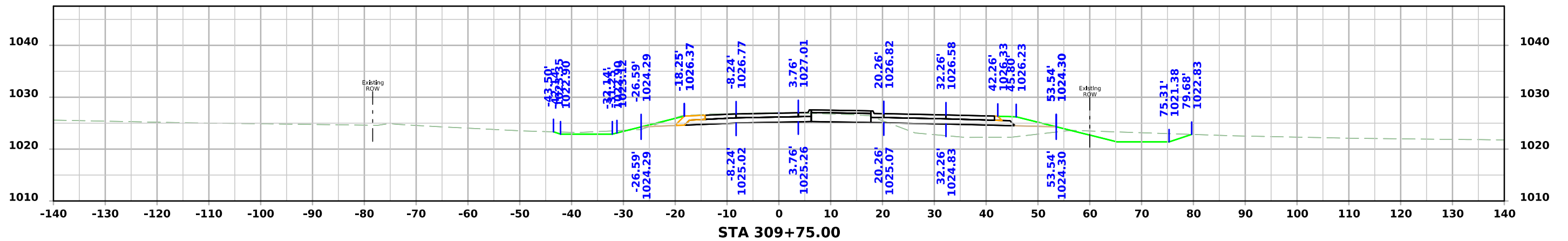
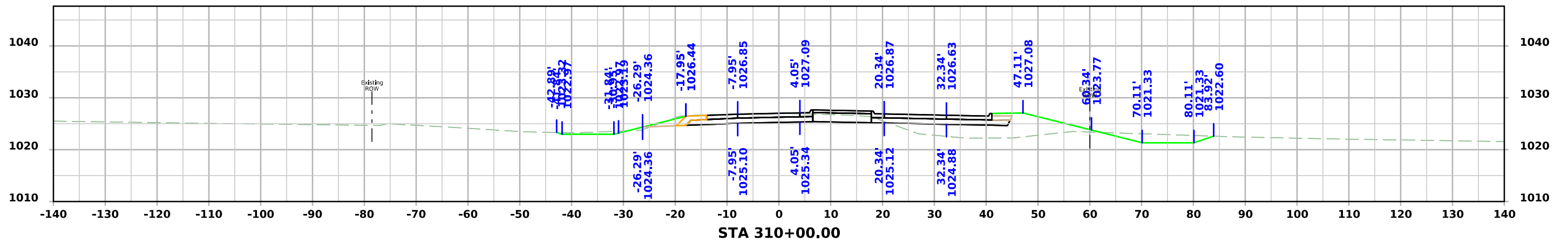
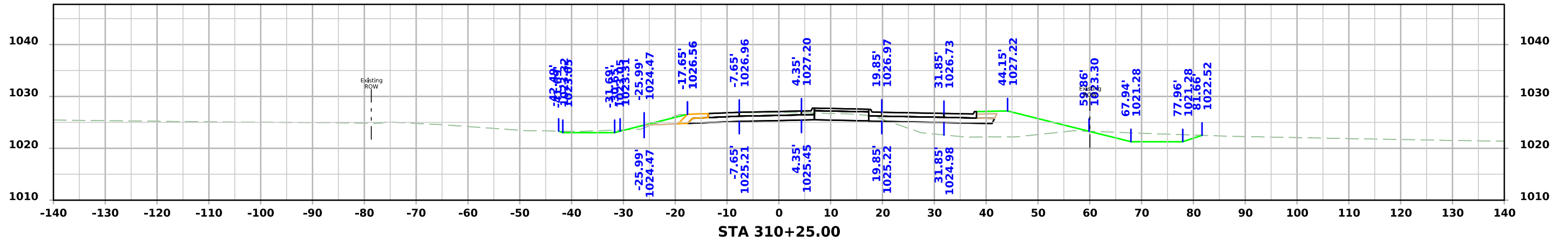




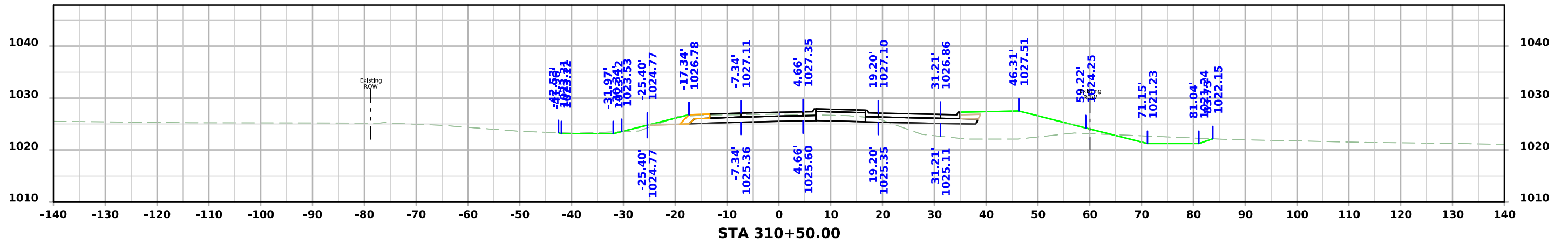
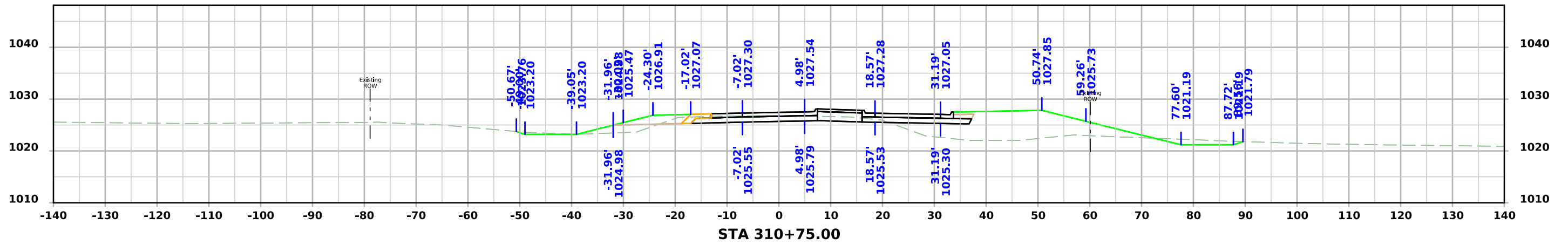
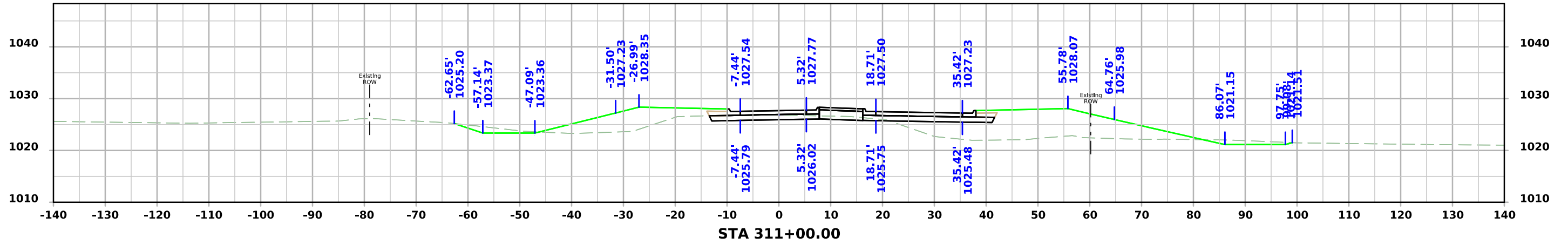
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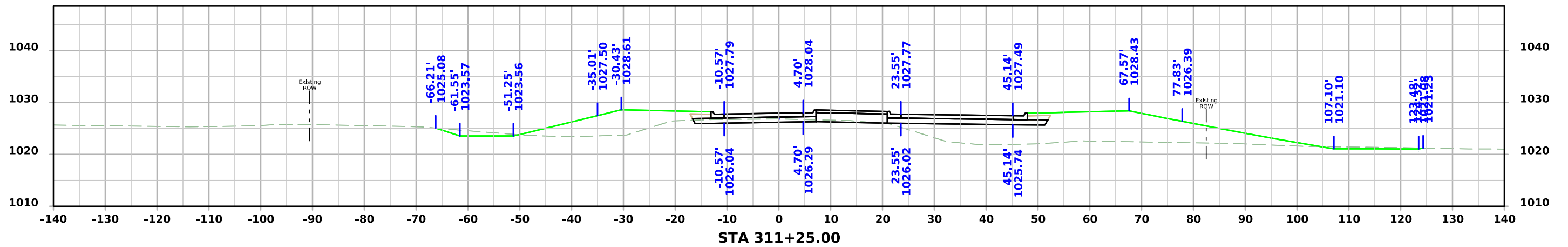
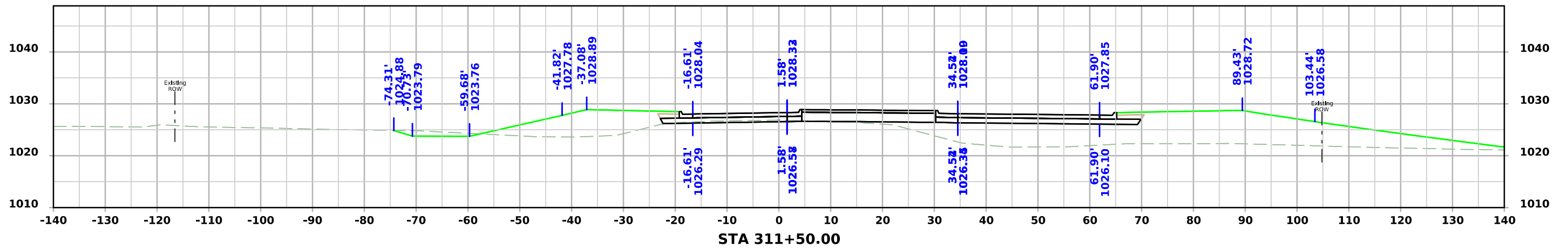
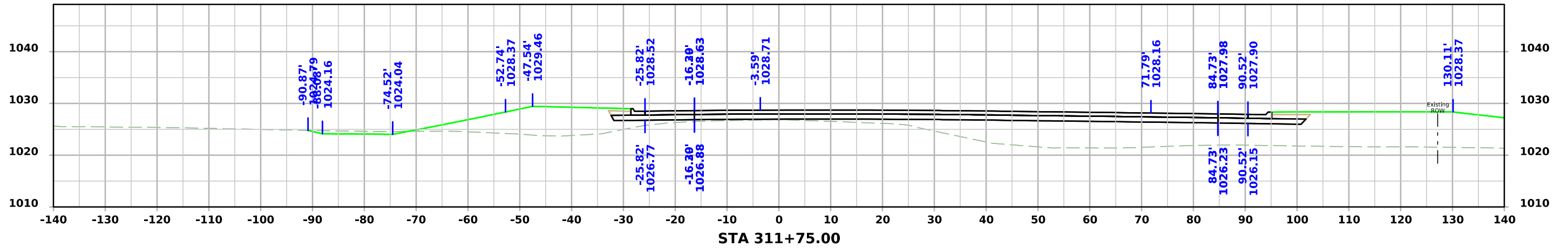
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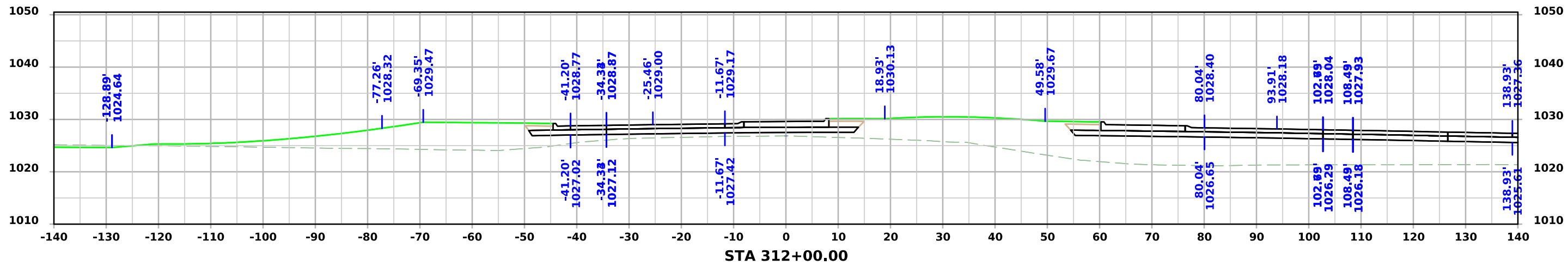
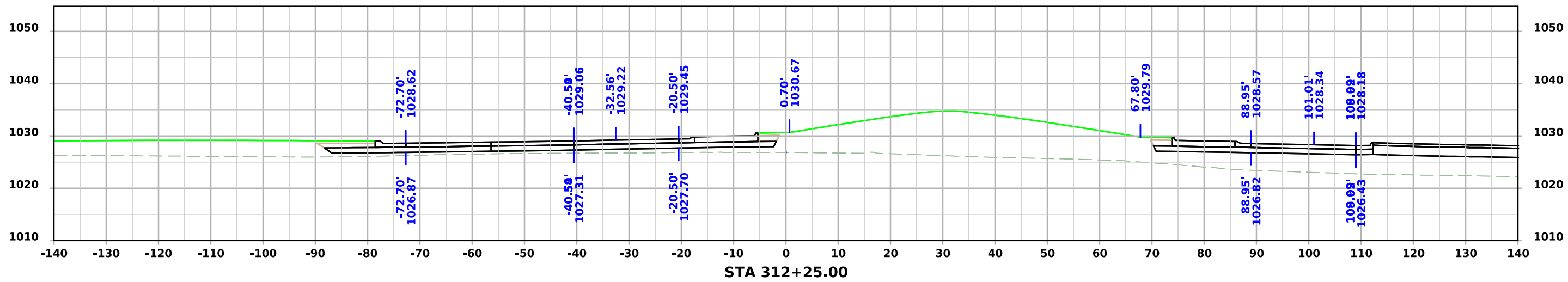
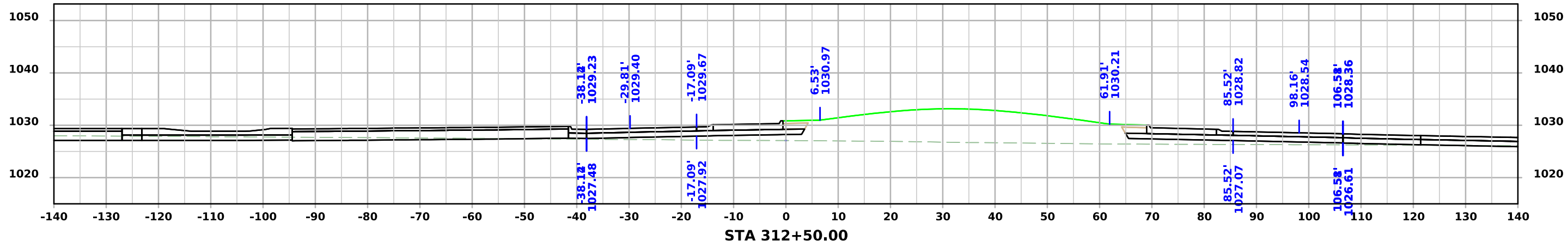
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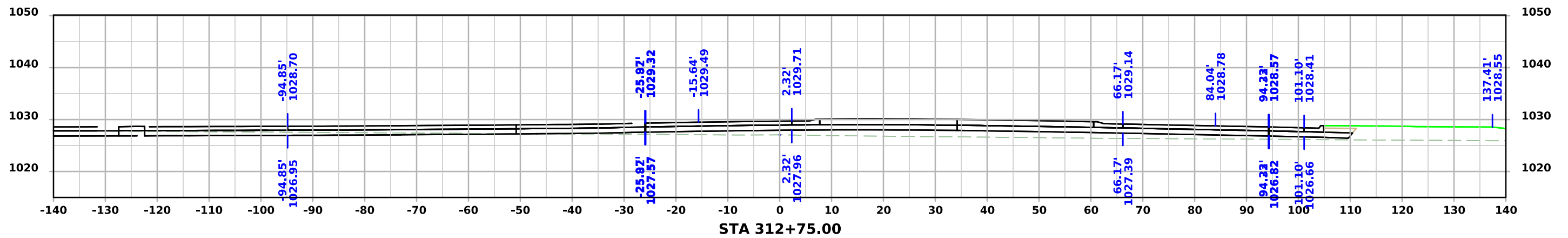
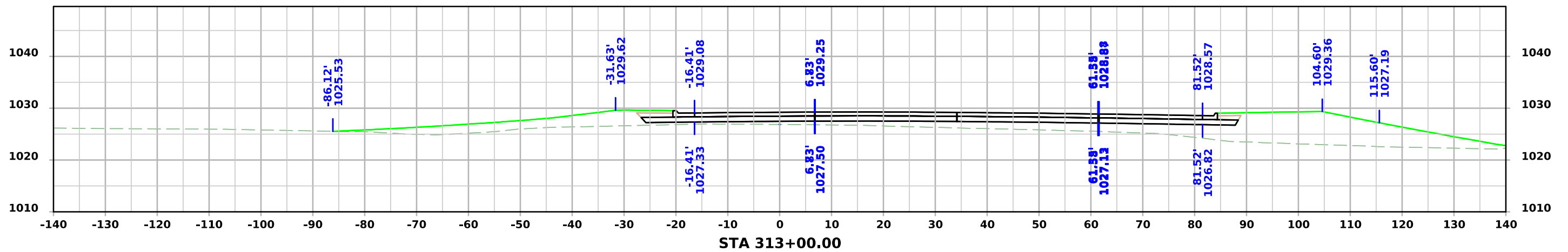
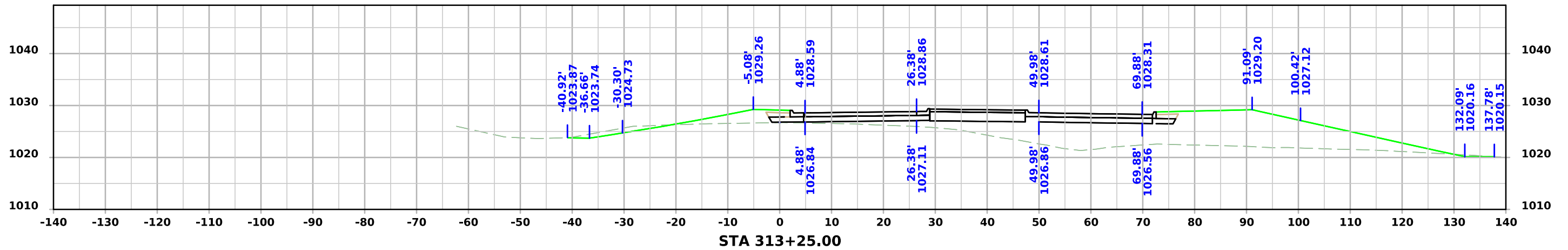
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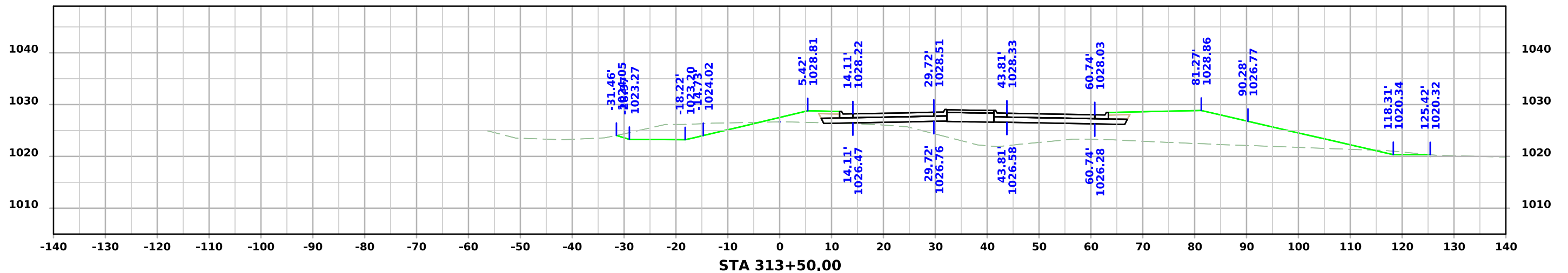
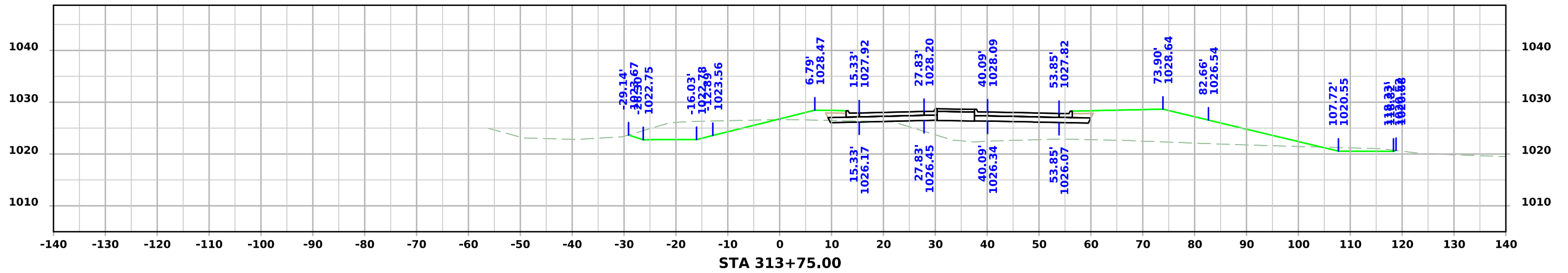
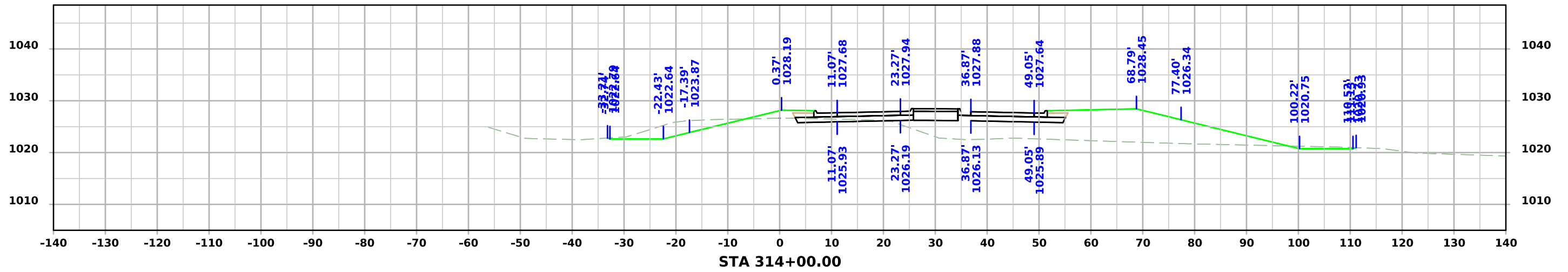
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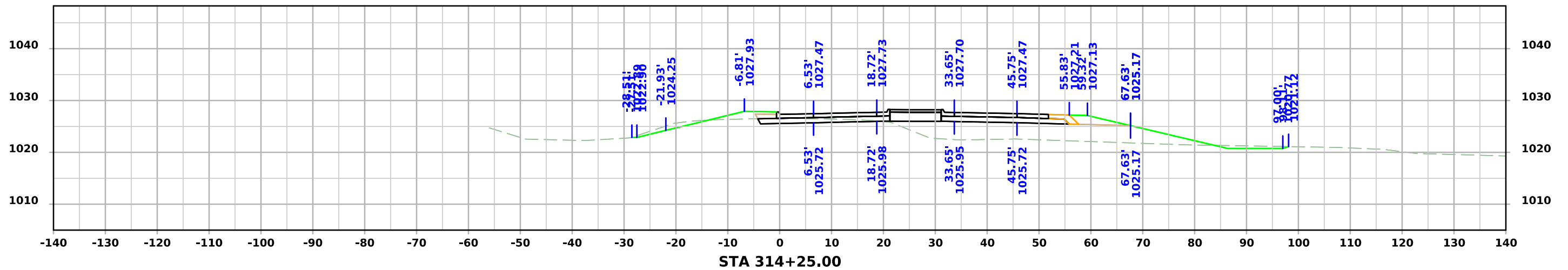
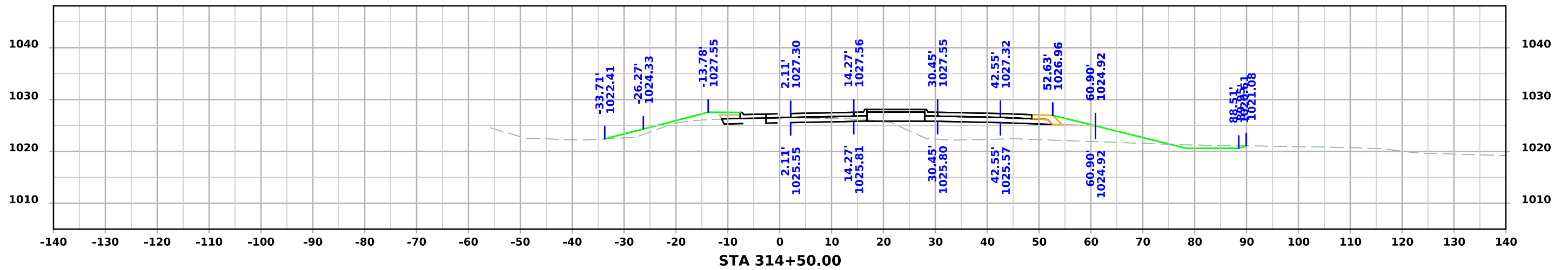
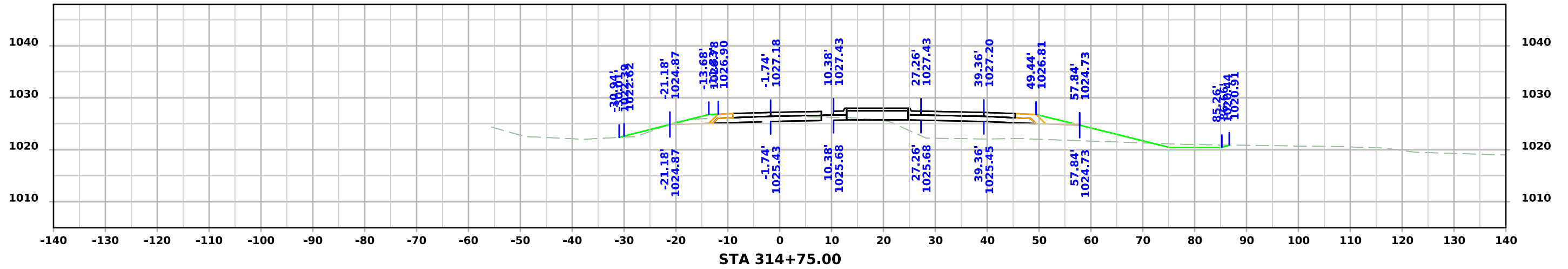
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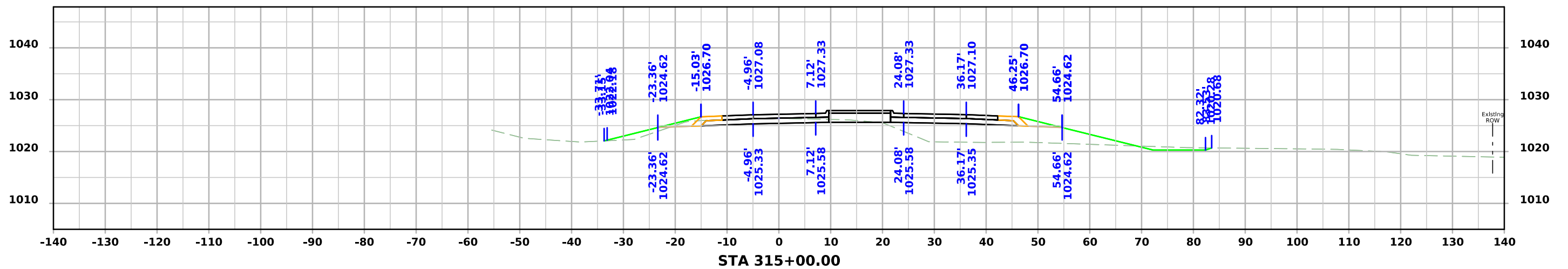
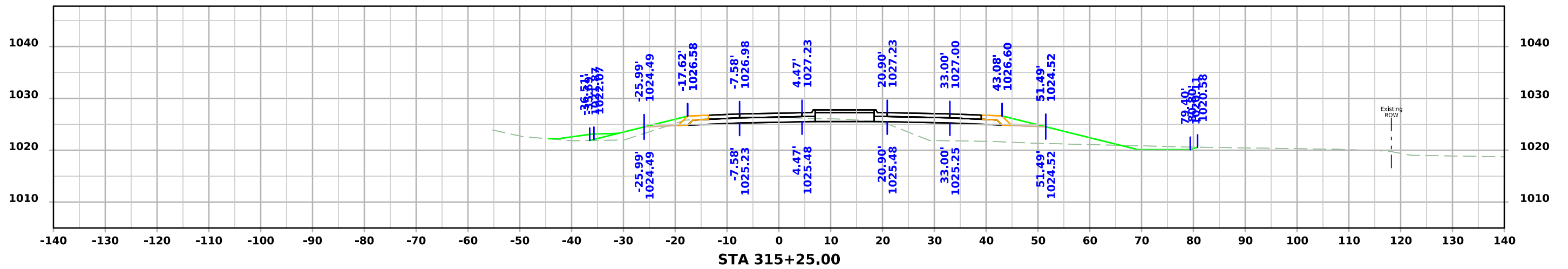
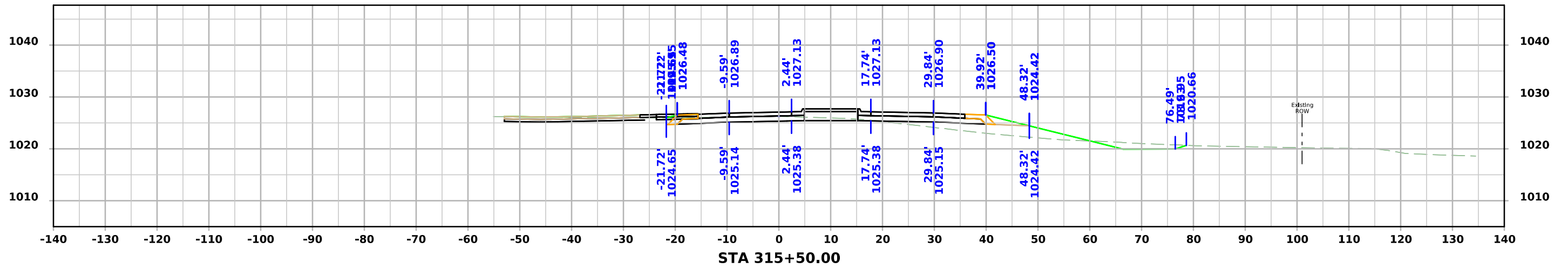
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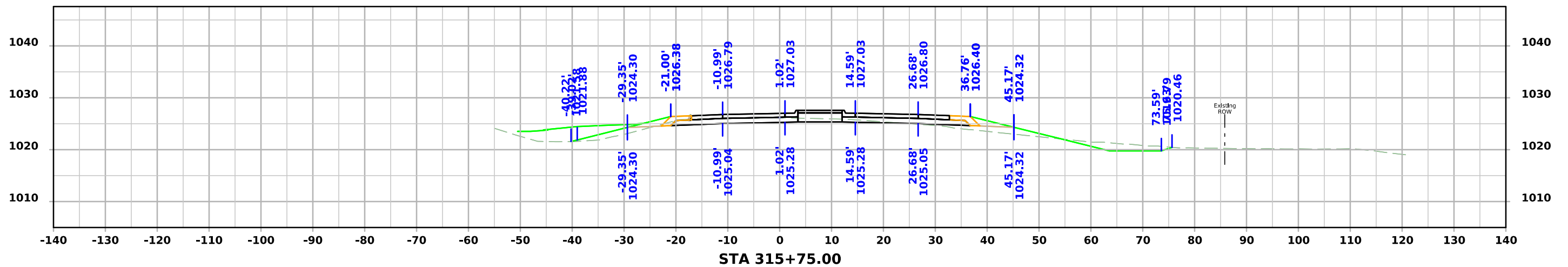
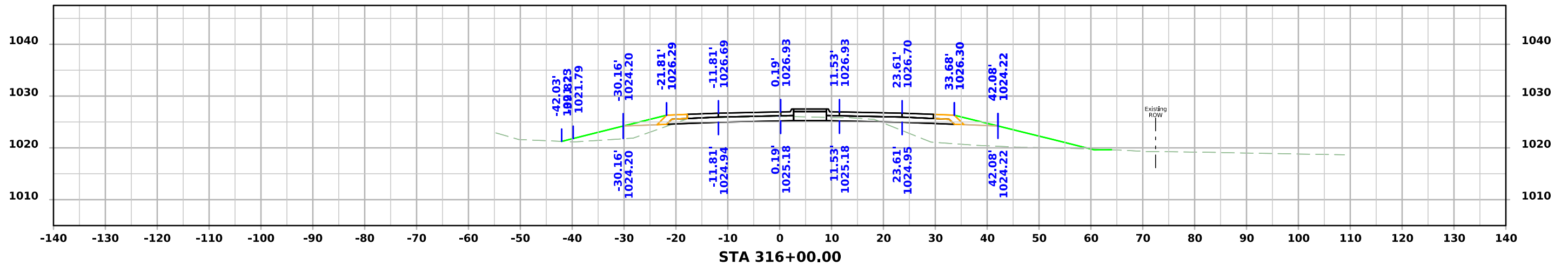
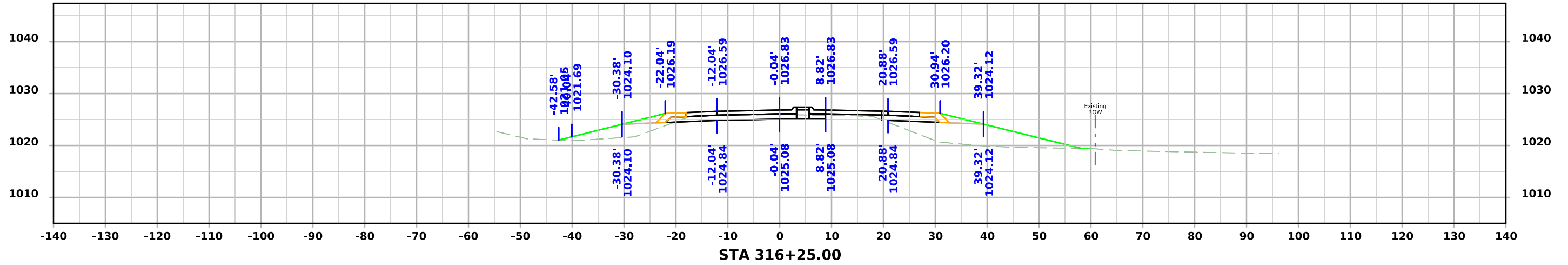
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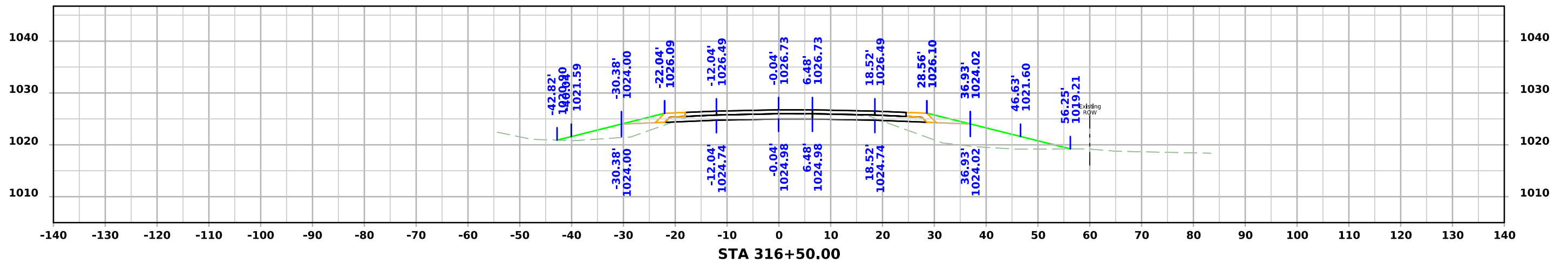
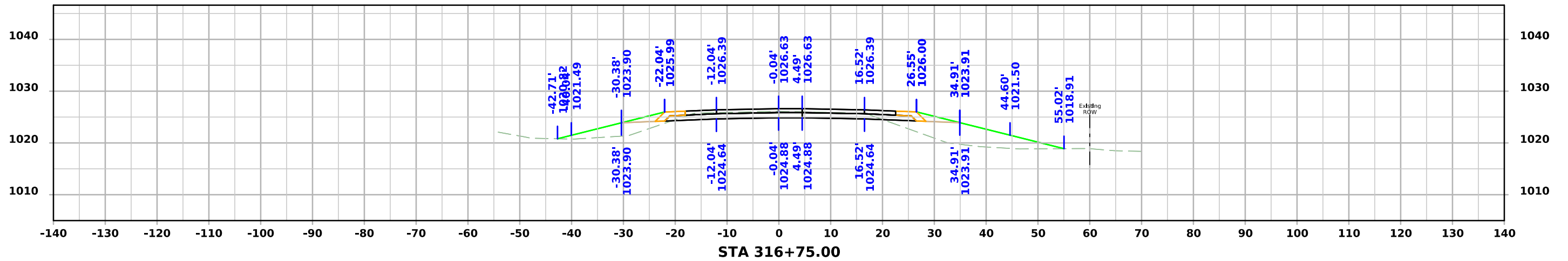
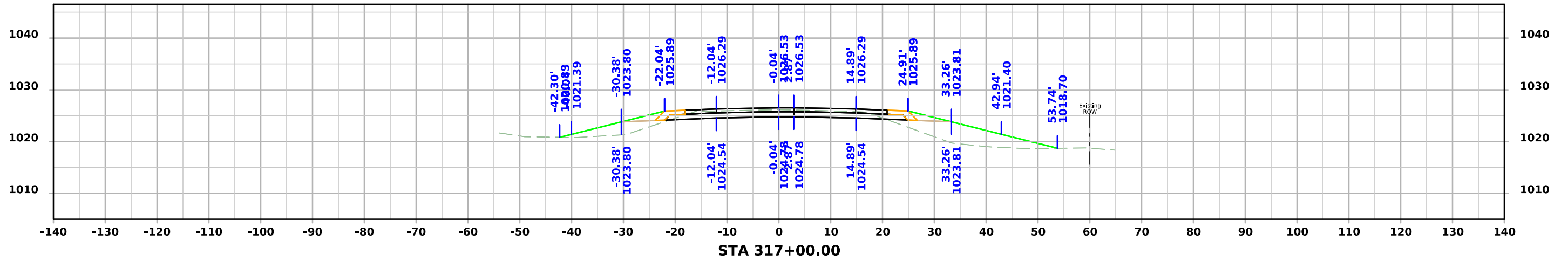
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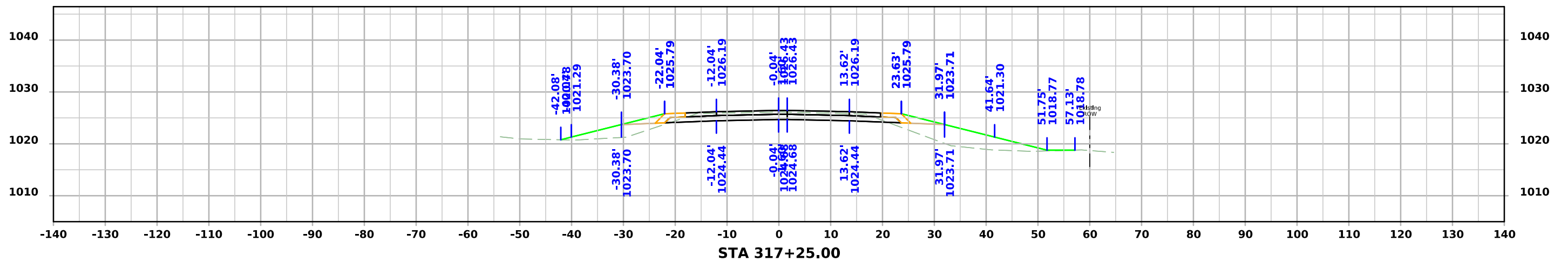
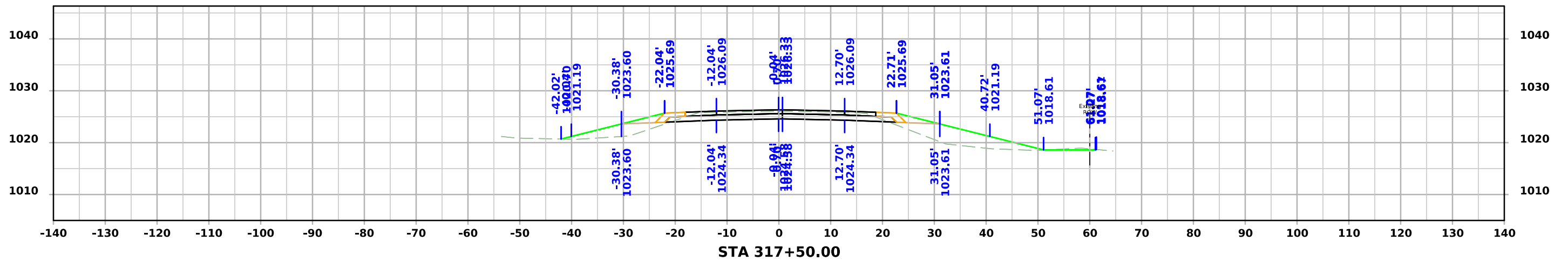
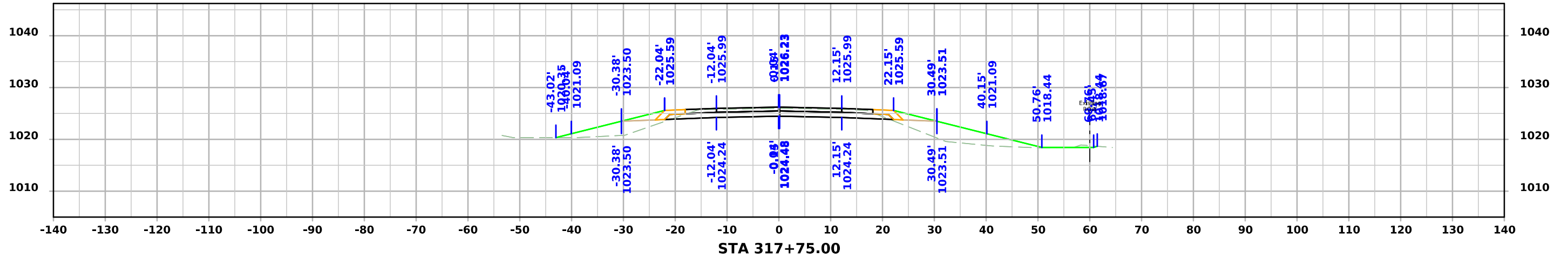
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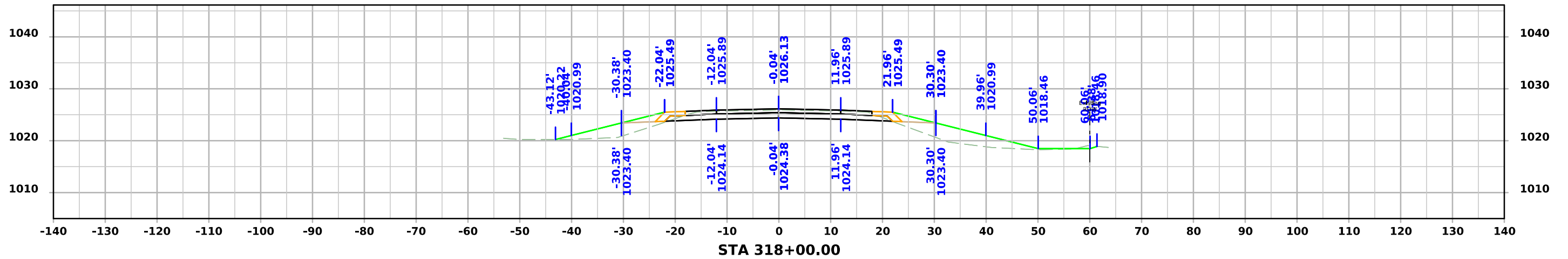
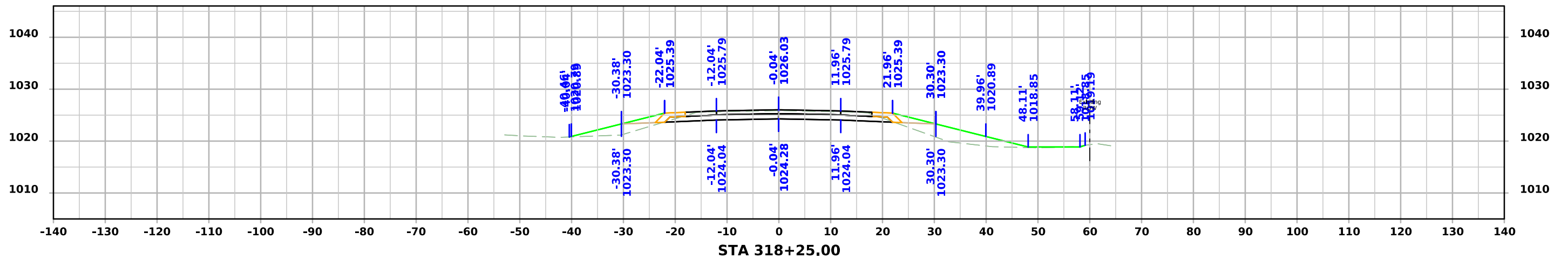
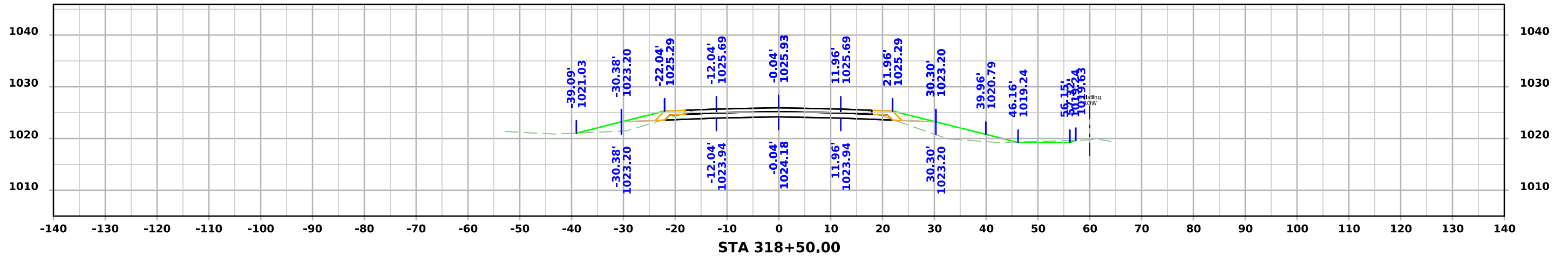
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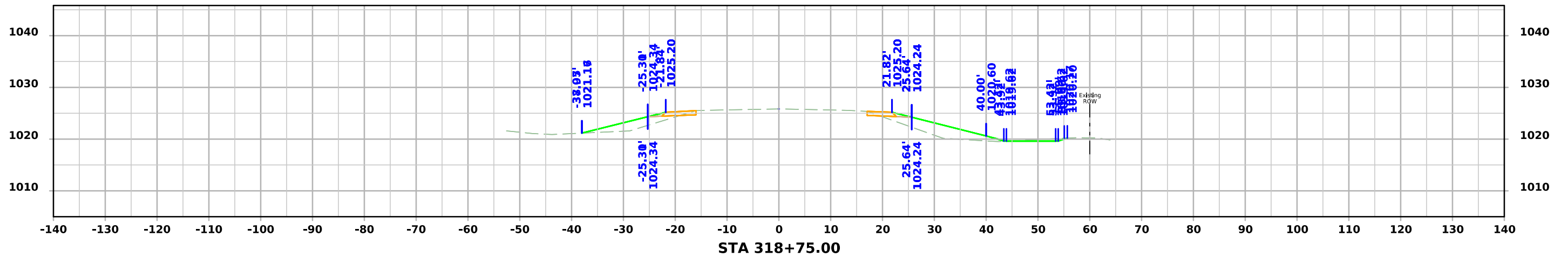
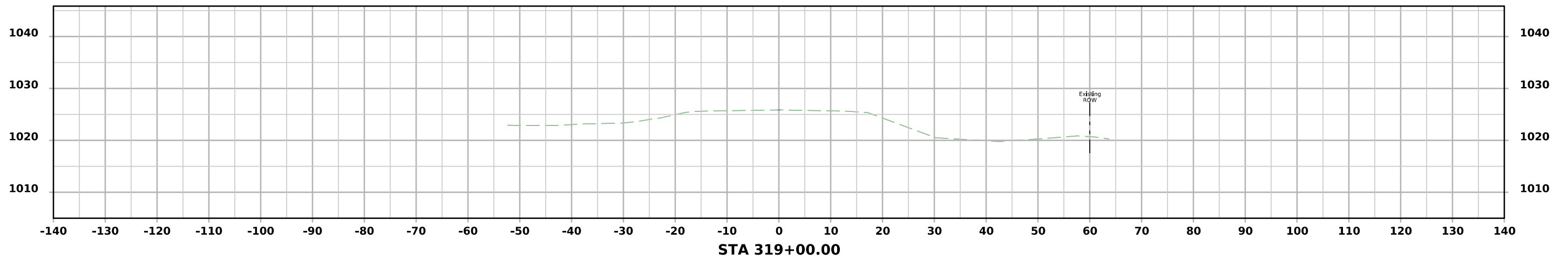
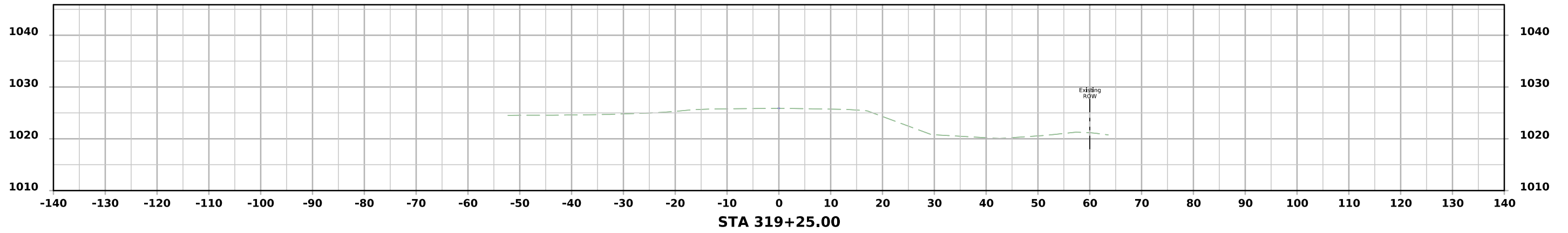
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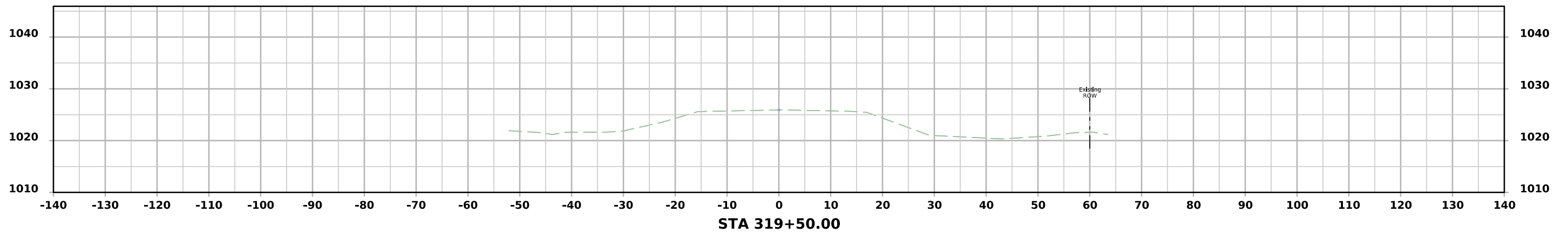


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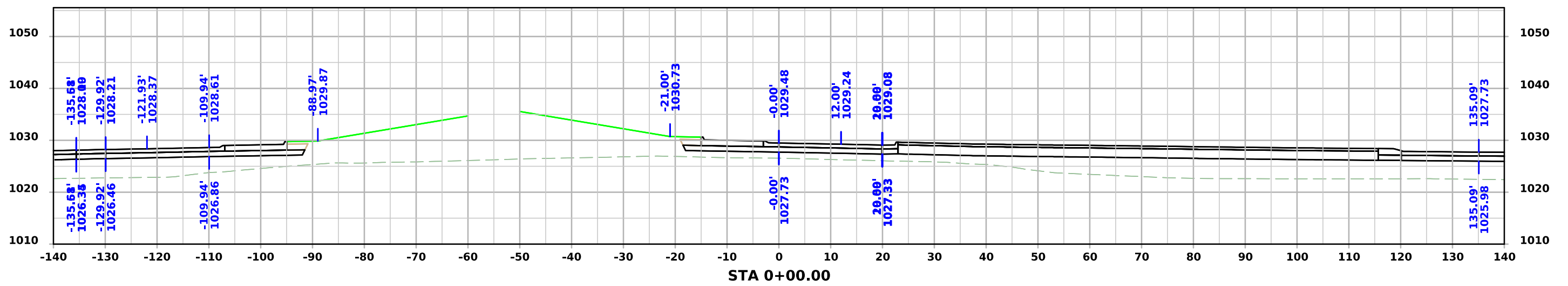
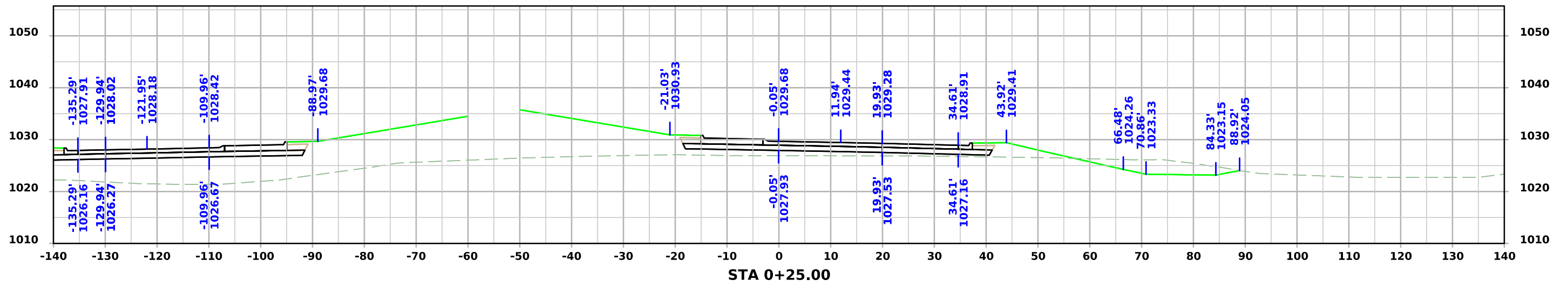
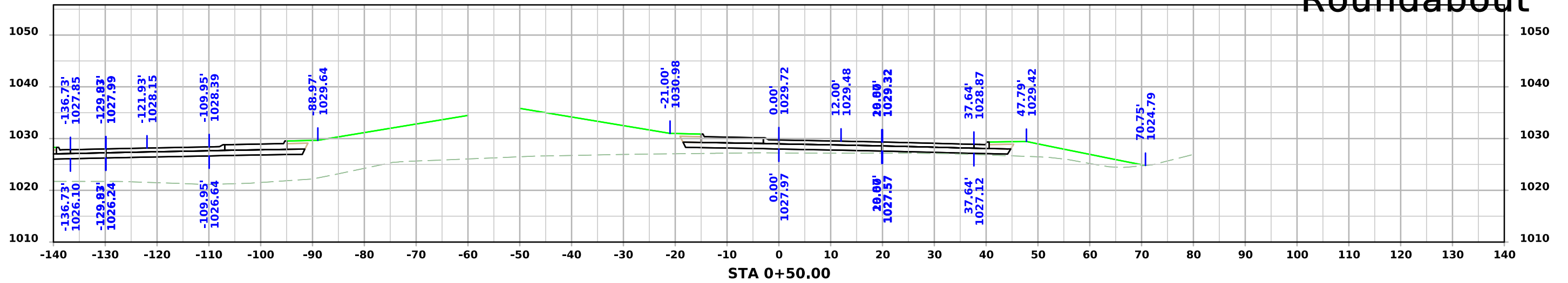


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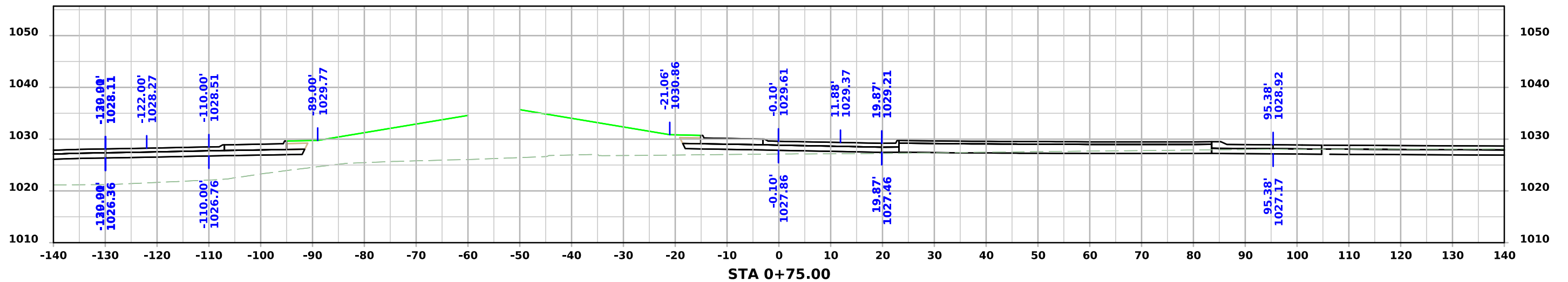
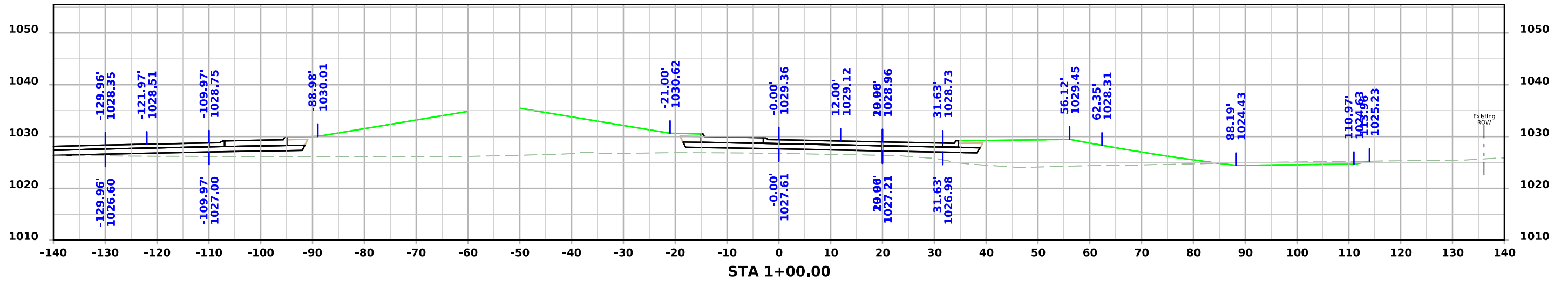
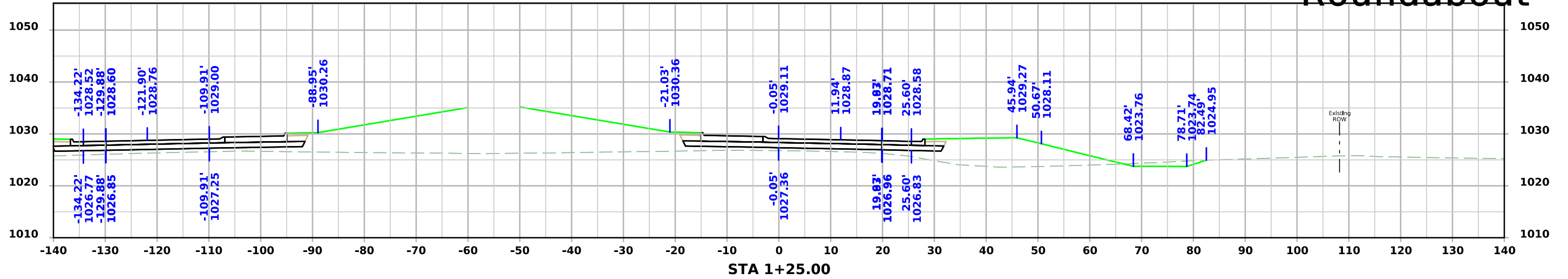




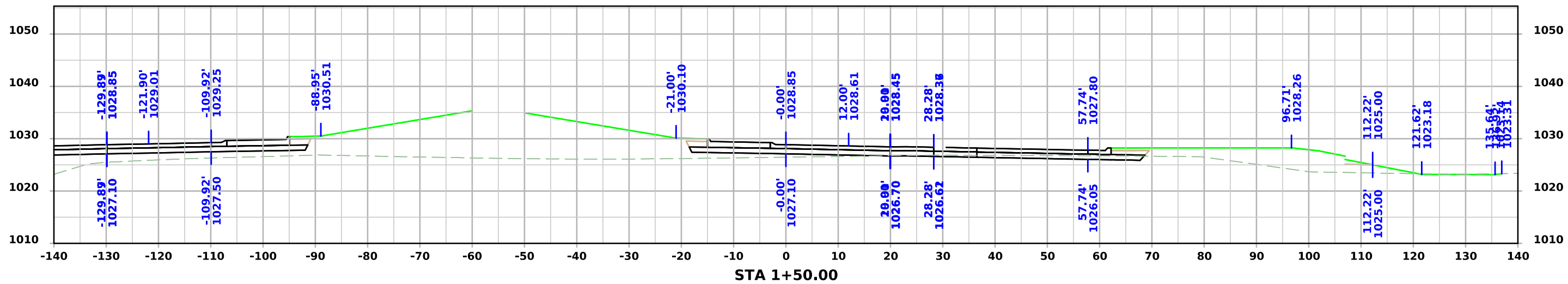
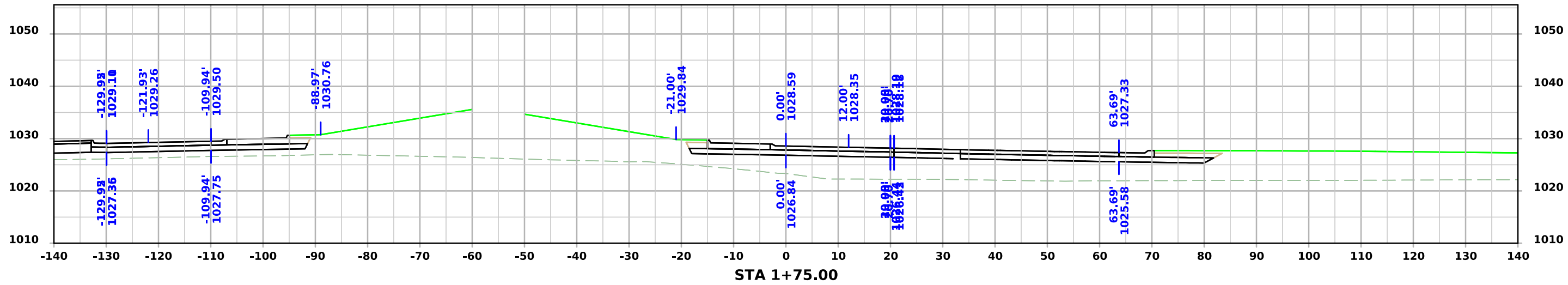
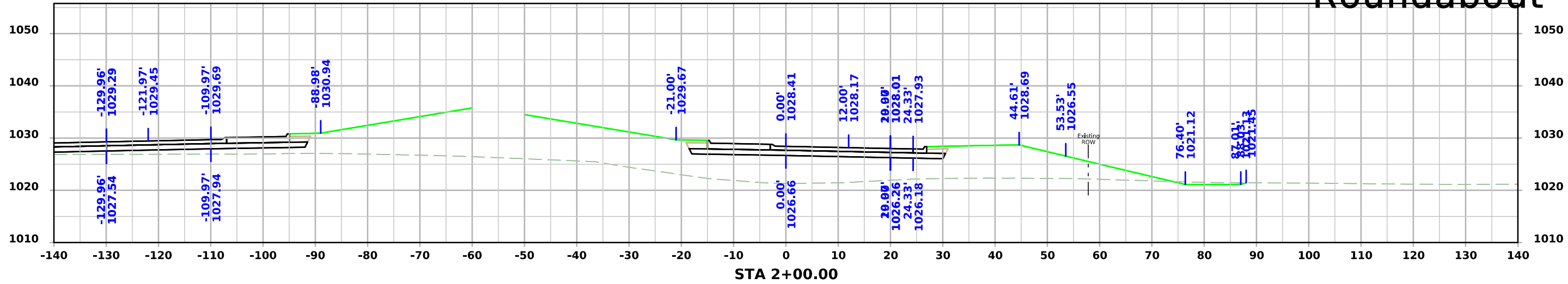
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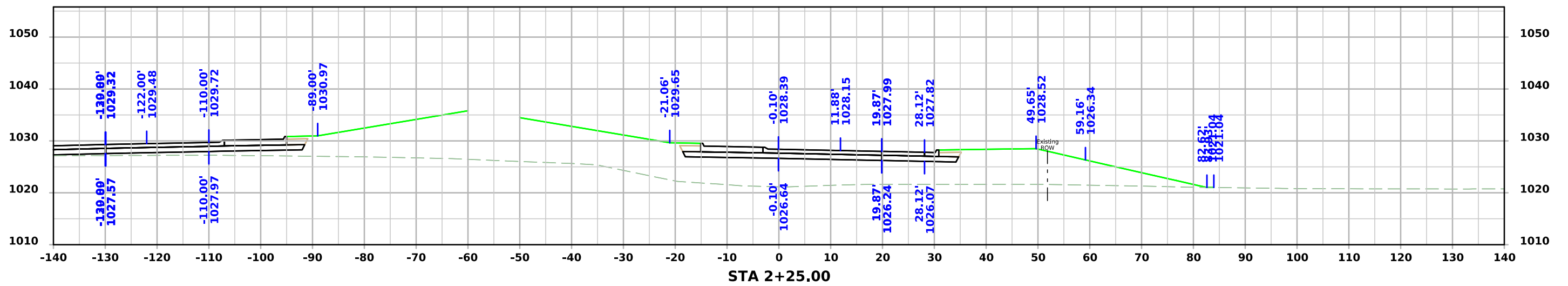
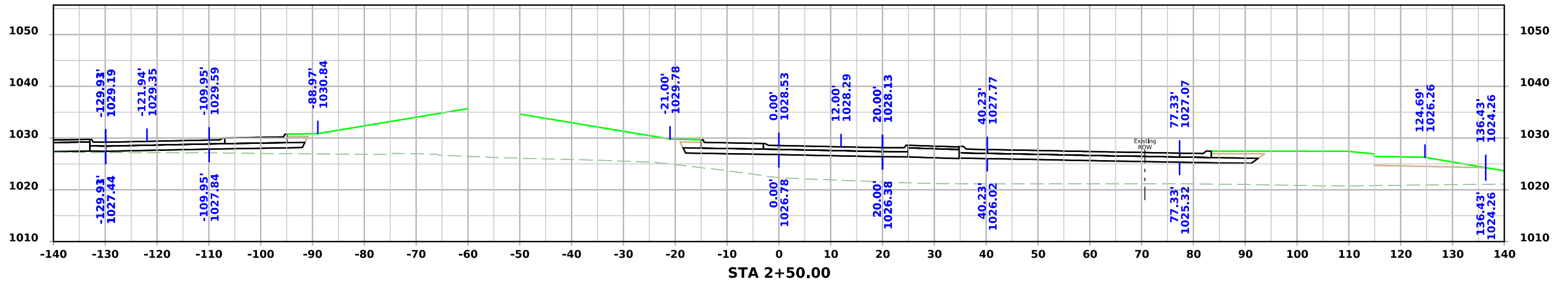
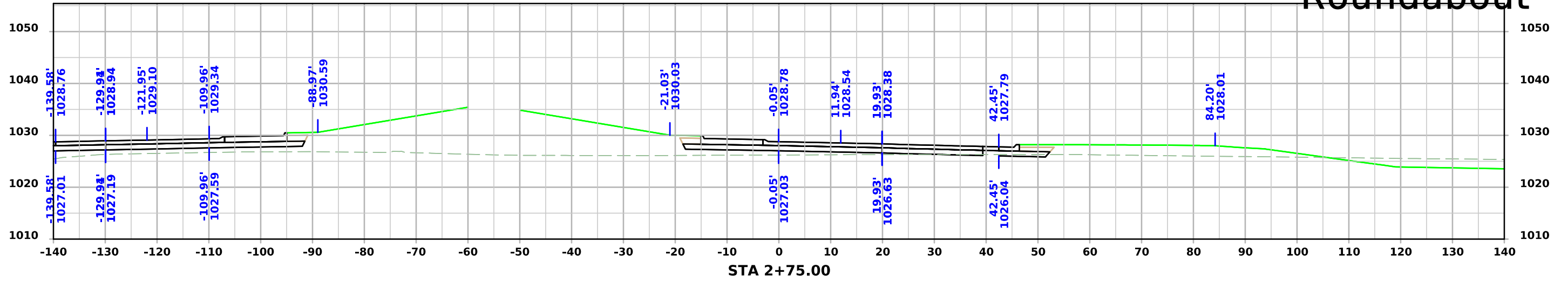
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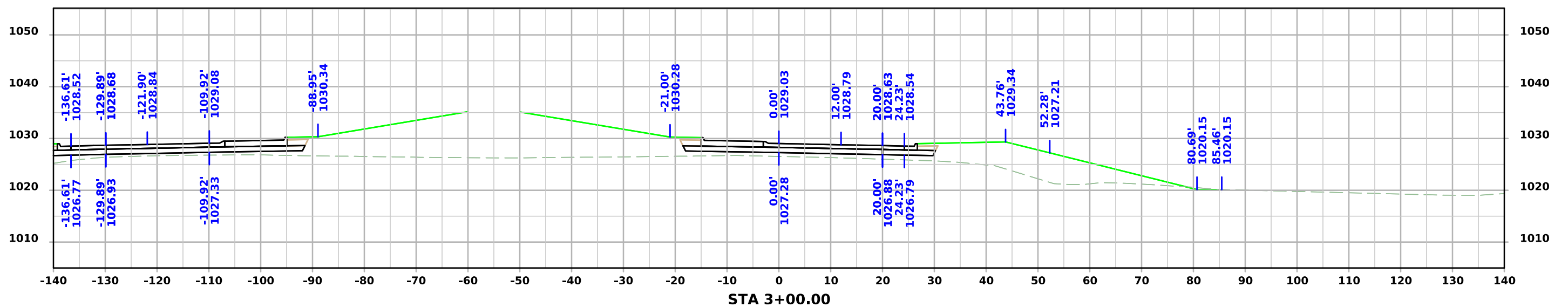
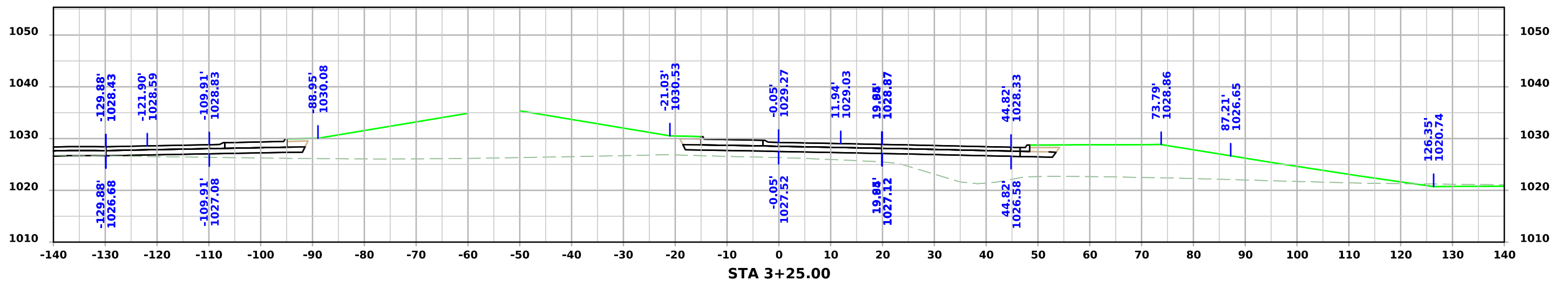
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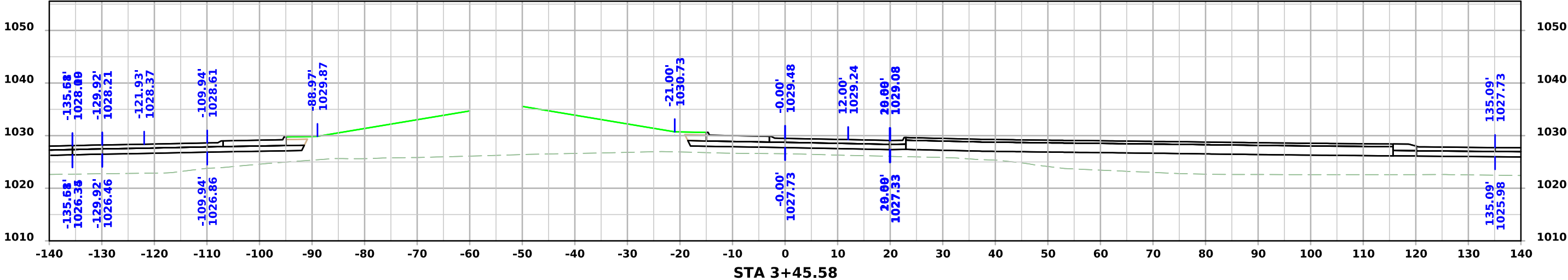
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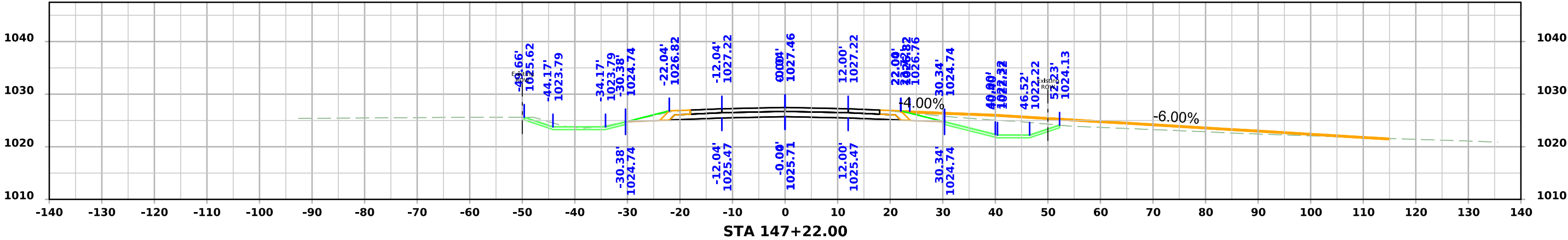
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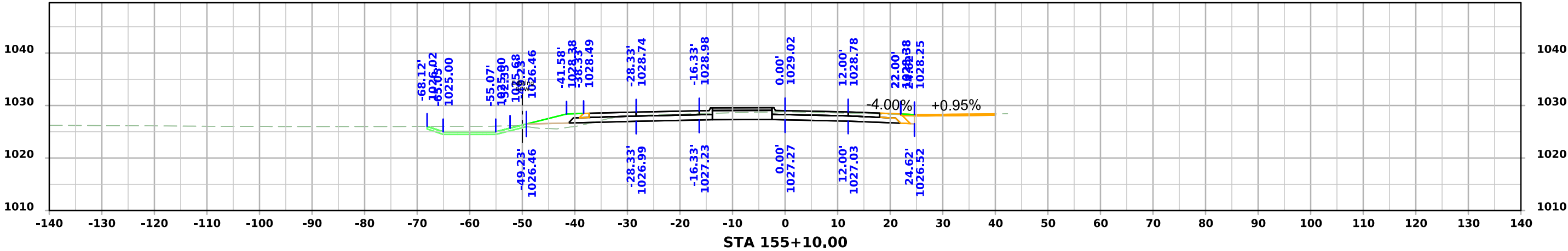
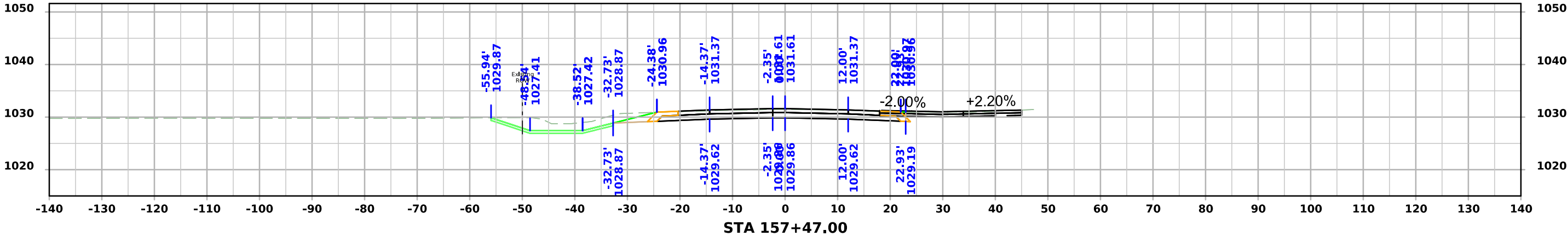
Roundabout



Entrances - US 69 NB



Entrances - US 69 NB



Entrances - IA 210 WB

