

CEDAR COUNTY

HMA Pavement Widening
NHSX-030-8(53)--3H-16

LETTING DATE
02-17-2026



PLANS OF PROPOSED IMPROVEMENT ON THE
**PRIMARY ROAD SYSTEM
CEDAR COUNTY**
HMA Pavement Widening
W of Charles Ave E of Lisbon to WCL Stanwood

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



For Project Location Map
Refer to Sheet No. A.2

REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

21-16-030-020

PROJECT NUMBER

NHSX-030-8(53)--3H-16

R.O.W. PROJECT NUMBER

NHSN-030-8(55)--2R-16

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
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D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 36	US 30 Plan / Profile Sheets
E Sheets	Side Road Plan and Profile Sheets
* E.1 - 9	Side Road Plan and Profile Sheets
G Sheets	Survey Sheets
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G.6	Horizontal Control Tab. & Super for all Alignments
J Sheets	Traffic Control and Staging Sheets
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J.1	511 Travel Restrictions
J.1	Staging Notes
J.1	Coordinated Operations
U Sheets	500 Series, Mod.Stds. and Detail Sheets
* U.1 - 18	US 30 Pavement Markings
* U.19 - 23	Side Road Plan Detail Sheets
W Sheets	Mainline Cross Sections
* W.1 - 198	US 30 Cross Sections
	* Color Plan Sheets

DESIGN DATA RURAL

2024	AADT	5,432	V.P.D.
2044	AADT	6,659	V.P.D.
2044	DHV	690	V.P.H.
	TRUCKS	15	%
	Total Design ESALs	2.86	Million

INDEX OF SEALS

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

PROJECT EVENT DATES

DM5 - 10-28-2025
D7 - 02-17-2026

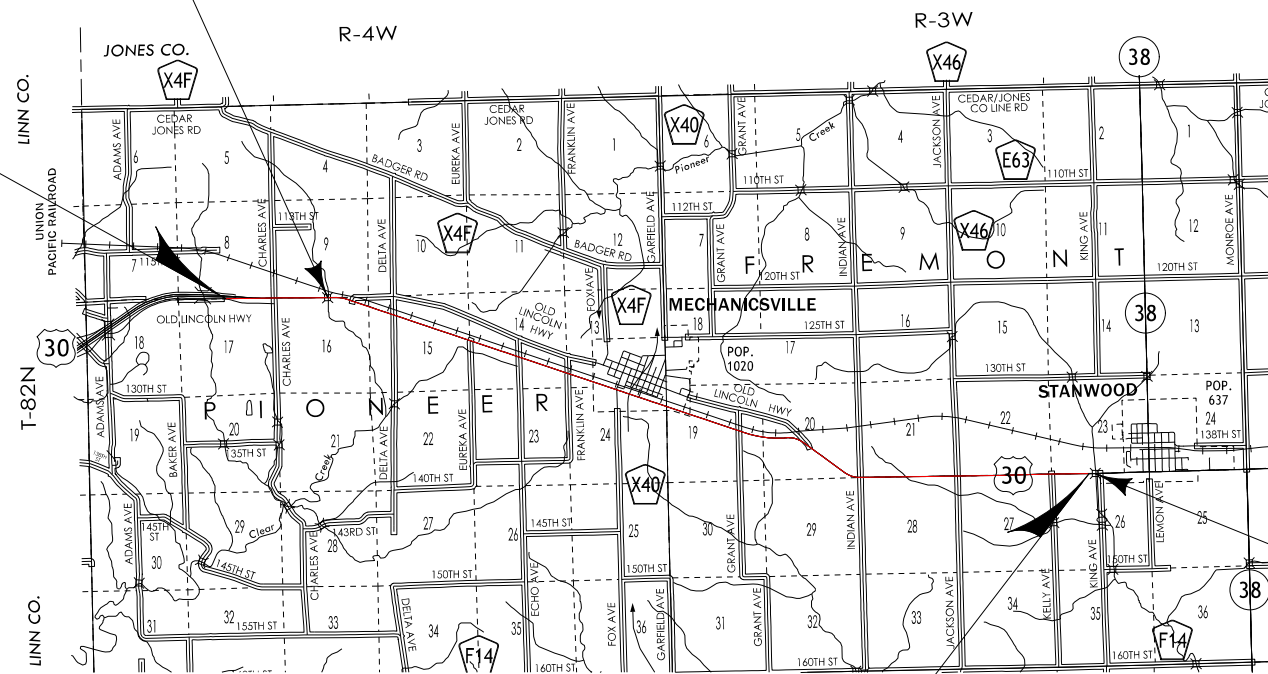
PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 10-09-2024

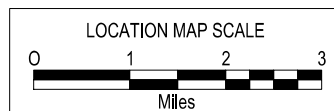
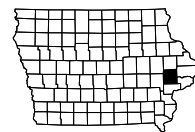
FHWA 18251
 MAINT 1671.15030
 TWIN 10' X 8' X 84' RCB CULVERT

BEGIN PROJECT
 STA. 955+04 = 2955+04
 REF. LOC. 270.03

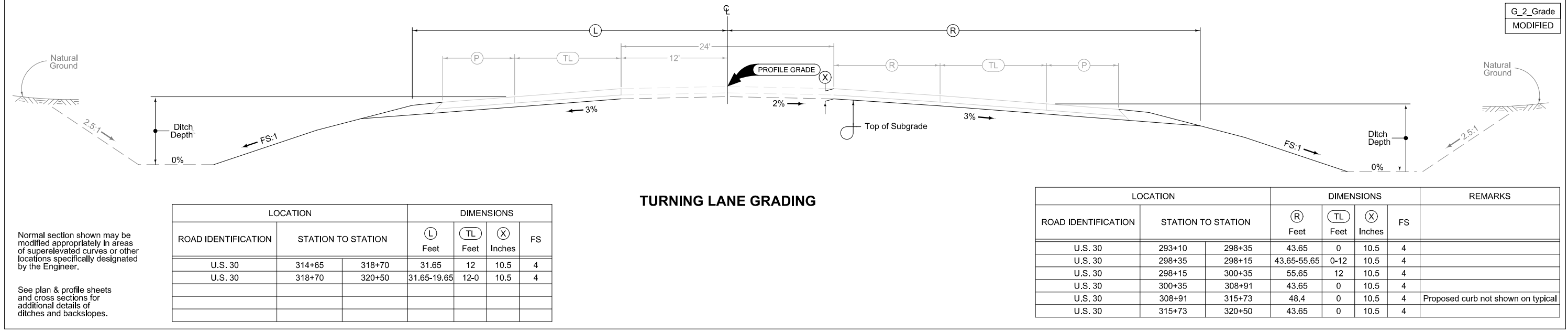
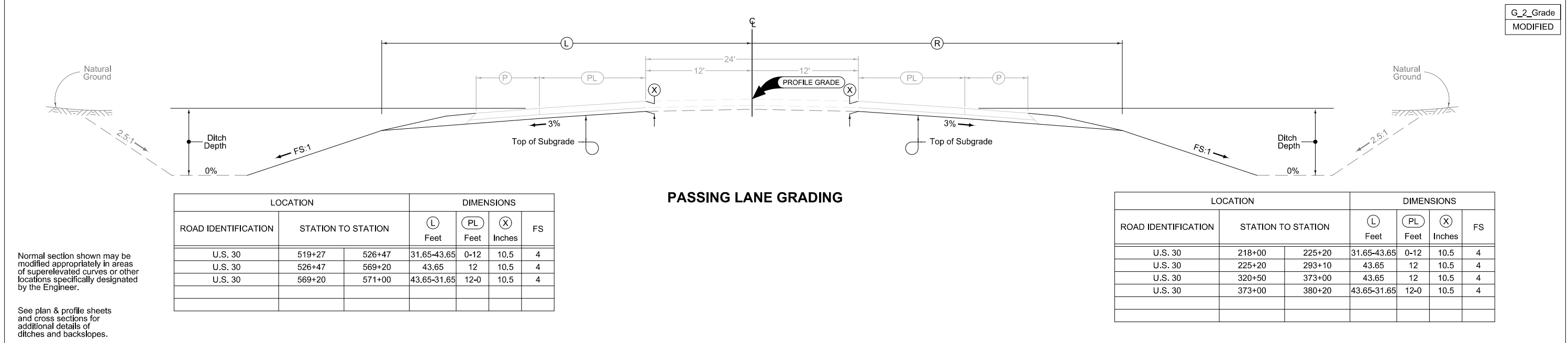
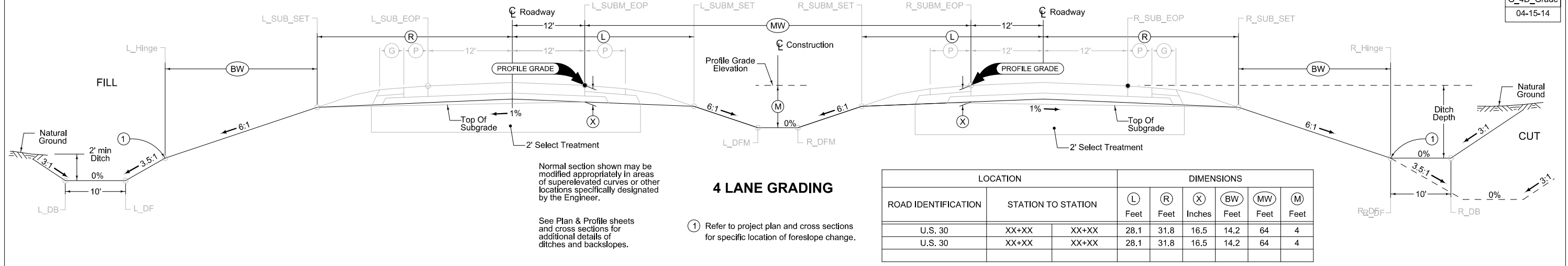


FHWA 18261
 MAINT 1679.55030
 44' X 100' CONT. CONCRETE SLAB BRIDGE

END PROJECT
 STA. 572+18
 REF. LOC. 279.40



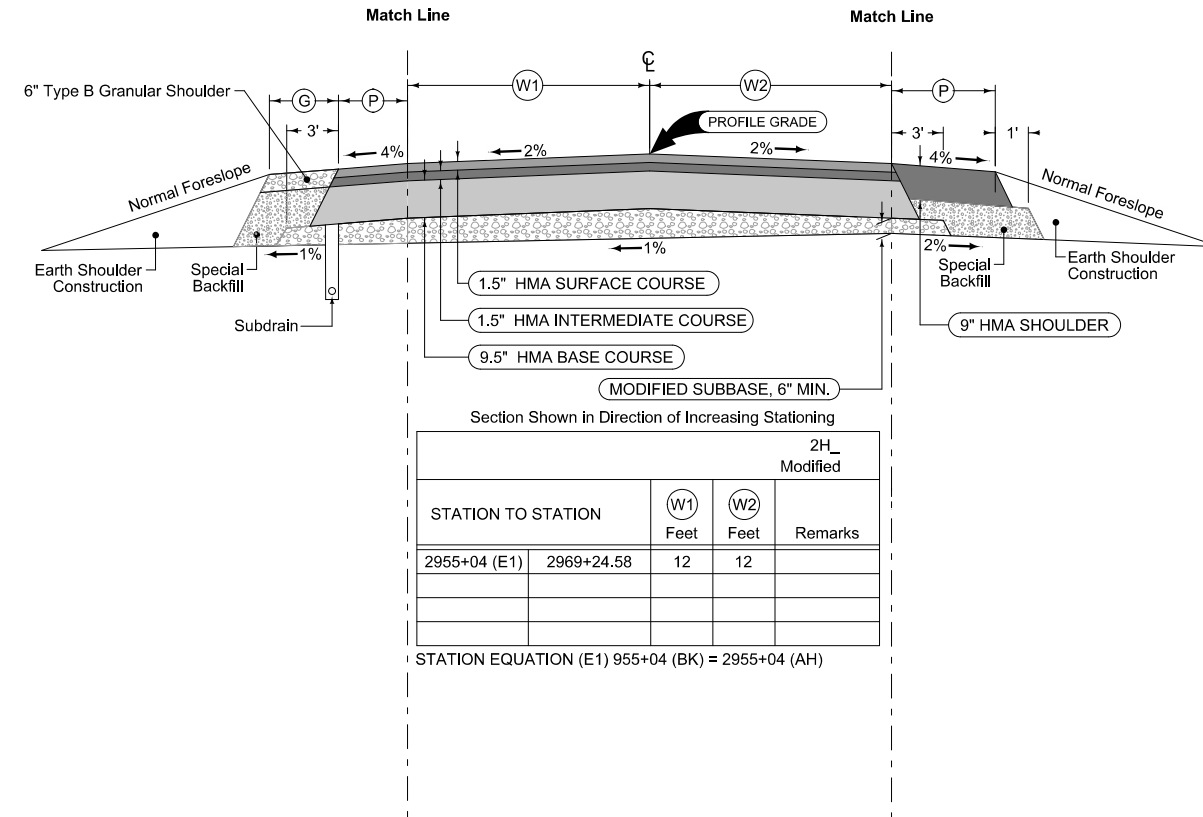
Refer to D Sheets for
 Railroad Crossing Information



Proposed Combination Shoulder

STATION TO STATION		4_C Modified	
		(P) Feet	(G) Feet
2955+04 (E1)	2972+55.14	6	4

STATION EQUATION (E1) 955+04 (BK) = 2955+04 (AH)



Section Shown in Direction of Increasing Stationing

STATION TO STATION		2H_ Modified		Remarks
		(W1) Feet	(W2) Feet	
2955+04 (E1)	2969+24.58	12	12	

STATION EQUATION (E1) 955+04 (BK) = 2955+04 (AH)

Paved Shoulder Alternates

STATION TO STATION		4_P_ALT_ Modified
		(P) Feet
2955+04 (E1)	2964+55.82	6

STATION EQUATION (E1) 955+04 (BK) = 2955+04 (AH)

- ① Finished slope shall match existing pavement except the minimum allowable slope is 2.0% and the maximum allowable slope is 3.0%. Section may be modified as directed by the Engineer through areas of special shaping.
- ② Finished slope of Shoulder shall have a minimum allowable slope of 4% and a maximum allowable slope of 6%. Section may be modified as directed by the Engineer through areas of special shaping.
- ③ UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush). New subdrain shall be in contact with the granular material below the existing mainline pavement (see Tab 104-9 on CS sheets for proposed locations).
- ④ The surface of the existing granular shoulder is estimated to be 1.0" below the surface of the edge of the existing pavement.

General Notes:

- 1. Stationing on typical sections does not include gapping for bridges, sideroads, or entrances. Refer to tabulations and details for precise stationing and quantities.
- 2. See Tab 100-25 for Pavement quantities.
- 3. See Tab 112-9 for Granular Shoulder quantities.

**US 30 New 4-Lane to 2-Lane Transition
(Beginning of Project)**

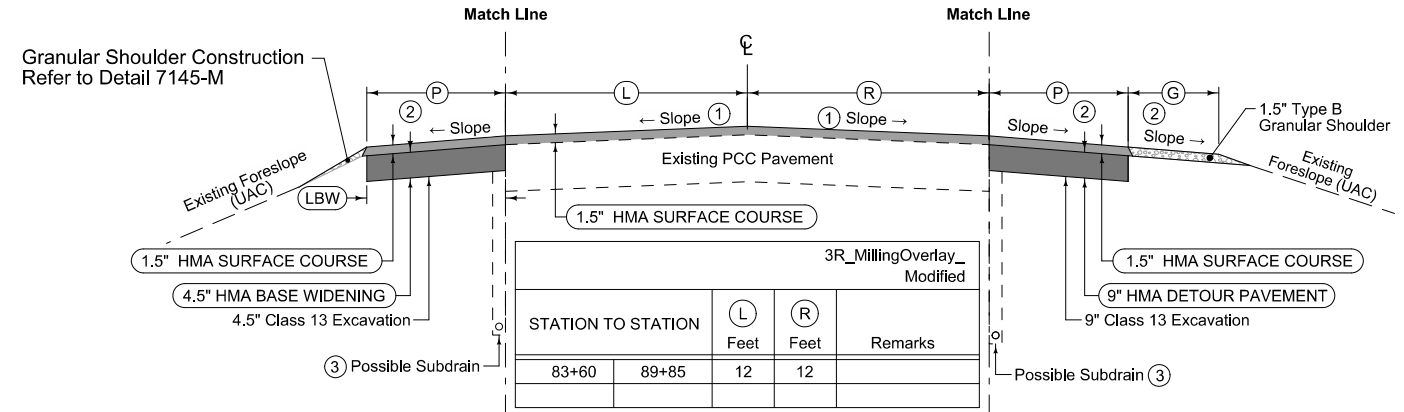
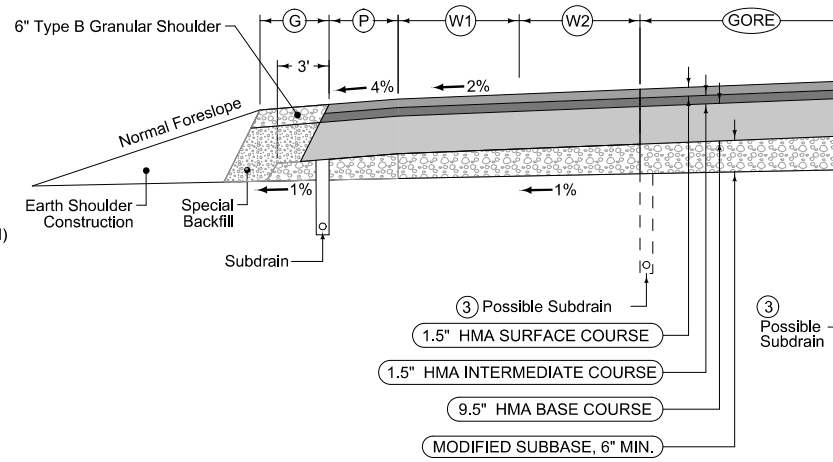
Paved Shoulder and Granular Fillet

3R_Shldr_C_Overlay_ Modified		
STATION TO STATION		(P) Feet
83+60	86+39.61	6

Proposed Combination Shoulder

4_C_ Modified						
STATION TO STATION		(W1) Feet	(W2) Feet	(GORE) Feet	(P) Feet	(G) Feet
86+39.61 (2964+55.82)	89+85 (2968+02.34)	12	12	24-5	6	4

STATION EQUATION (E1) 955+04 (BK) = 2955+04 (AH)

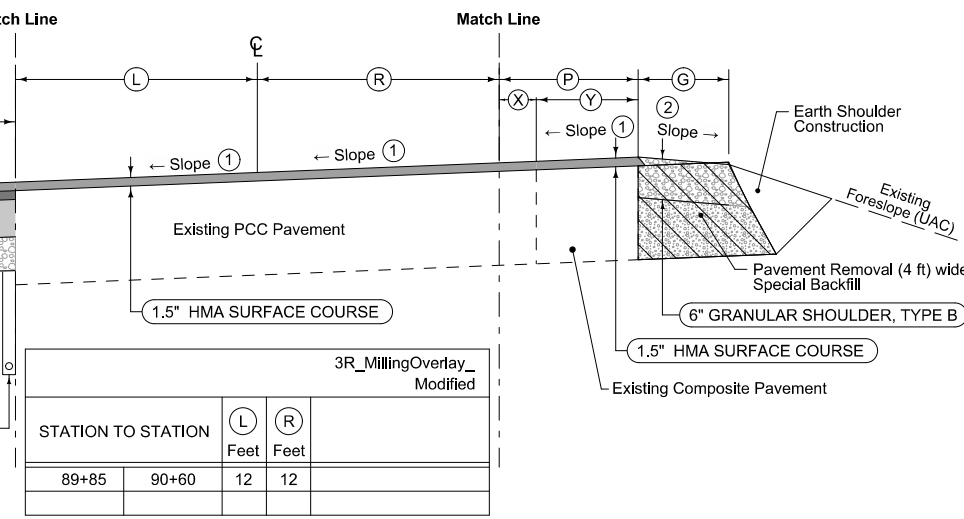
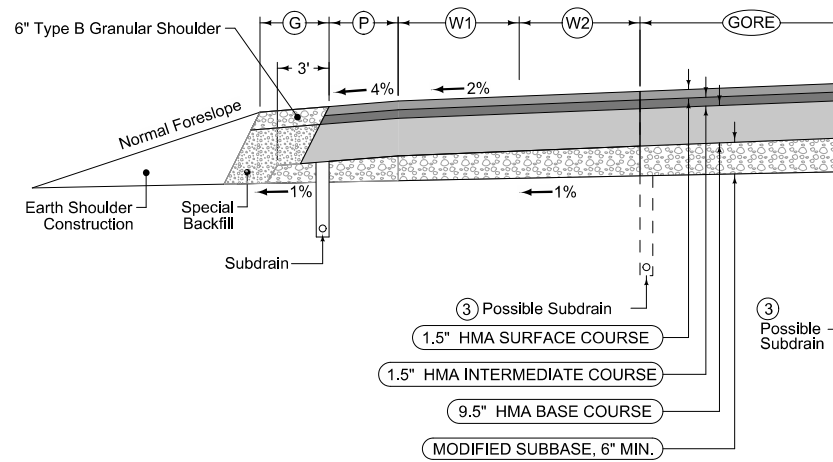


Combination Shoulder

3R_Shldr_G_Overlay_ Modified			
STATION TO STATION		(P) Feet	(G) Feet
83+60	89+85	6	4

Proposed Combination Shoulder

4_C_ Modified						
STATION TO STATION		(W1) Feet	(W2) Feet	(GORE) Feet	(P) Feet	(G) Feet
89+85 (2968+02.34)	90+60 (2968+76.18)	12	12	5-2	6	4



Existing Paved Shoulder / Gravel Shoulder

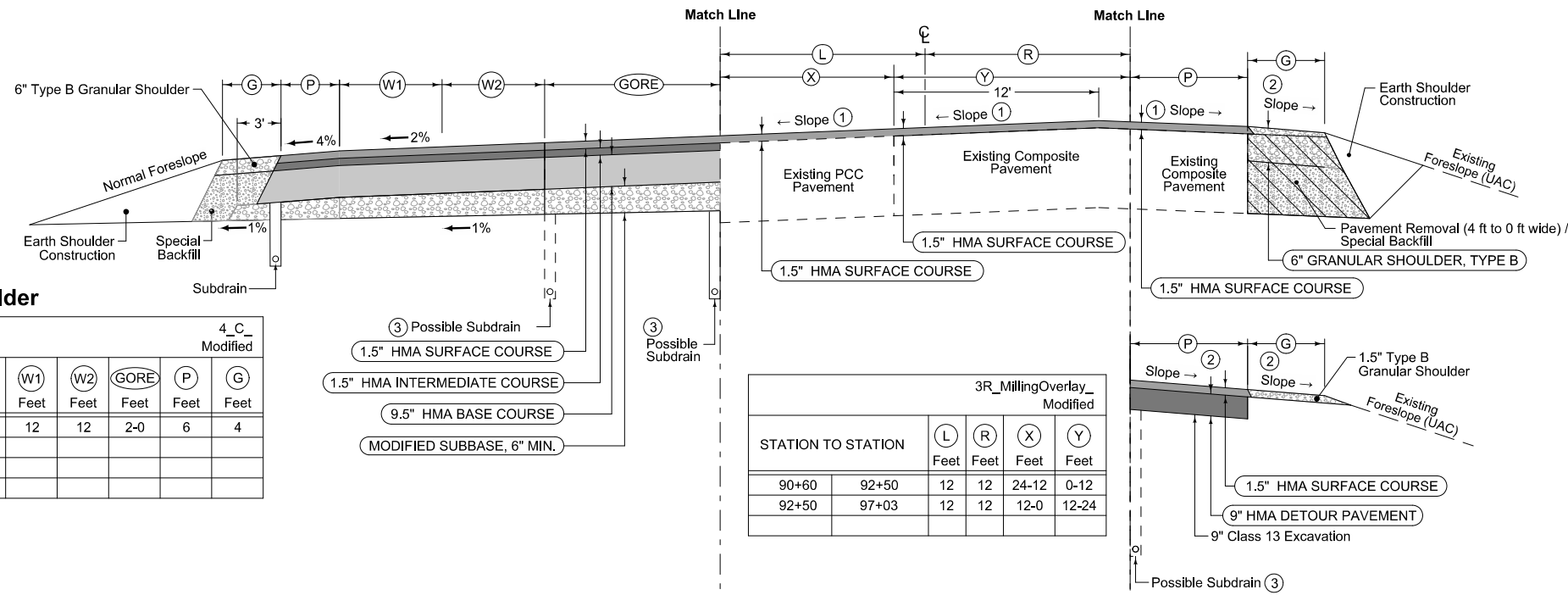
3R_Shldr_G_Overlay_ Modified					
STATION TO STATION		(P) Feet	(G) Feet	(X) Feet	(Y) Feet
89+85	90+60	6	4	4-0	2-6

- ① Finished slope shall match existing pavement except the minimum allowable slope is 2.0% and the maximum allowable slope is 3.0%. Section may be modified as directed by the Engineer through areas of special shaping.
- ② Finished slope of Shoulder shall have a minimum allowable slope of 4% and a maximum allowable slope of 6%. Section may be modified as directed by the Engineer through areas of special shaping.
- ③ UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush). New subdrain shall be in contact with the granular material below the existing mainline pavement (see Tab 104-9 on CS sheets for proposed locations).
- ④ The surface of the existing granular shoulder is estimated to be 1.0" below the surface of the edge of the existing pavement.

General Notes:

- 1. Stationing on typical sections does not include gapping for bridges, sideroads, or entrances. Refer to tabulations and details for precise stationing and quantities.
- 2. See Tab 100-25 for Pavement quantities.
- 3. See Tab 112-9 for Granular Shoulder quantities.

**US 30 Mainline and New 4-Lane to 2-Lane Transition
(Eastbound Beginning of Project to End of 4-Lane to 2-Lane Transition, Part 1)**



Existing Paved Shoulder / Gravel Shoulder

3R_Shldr_G_Overlay_Modified			
STATION TO STATION	P	G	
	Feet	Feet	
90+60	93+80	6	4

Combination Shoulder

3R_Shldr_G_Overlay_Modified			
STATION TO STATION	P	G	
	Feet	Feet	
93+80	95+82.64	6	4

Proposed Combination Shoulder

4_C_Modified					
STATION TO STATION	W1	W2	GORE	P	G
	Feet	Feet	Feet	Feet	Feet
90+60 (2968+76.18)	91+08.21 (2969+24.58)	12	12	2-0	6 4

3R_MillingOverlay_Modified					
STATION TO STATION	L	R	X	Y	
	Feet	Feet	Feet	Feet	
90+60	92+50	12	12	24-12	0-12
92+50	97+03	12	12	12-0	12-24

Proposed Transition and Combination Shoulder

4_C_Modified					
STATION TO STATION	W1	W2	P	G	Remark
	Feet	Feet	Feet	Feet	
91+08.21 (2969+24.58)	94+38.82 (2972+55.14)	12	12-0	6 4	
94+38.82 (2972+55.14)	95+43 (2973+52.41)	12-8	0 6	4 4	
95+43 (2973+52.41)	97+03 (2975+19.77)	10-4	0 6	4 4	(6)

Proposed Turning Lane with Granular Shoulder

2_AL_Shldr_C_Modified				
STATION TO STATION	TL	G	REMARKS	
	Feet	Feet		
95+82.64	96+88.60	6	4	Charles Avenue
96+88.60	97+03	6-6.9	4-3.1	Charles Avenue

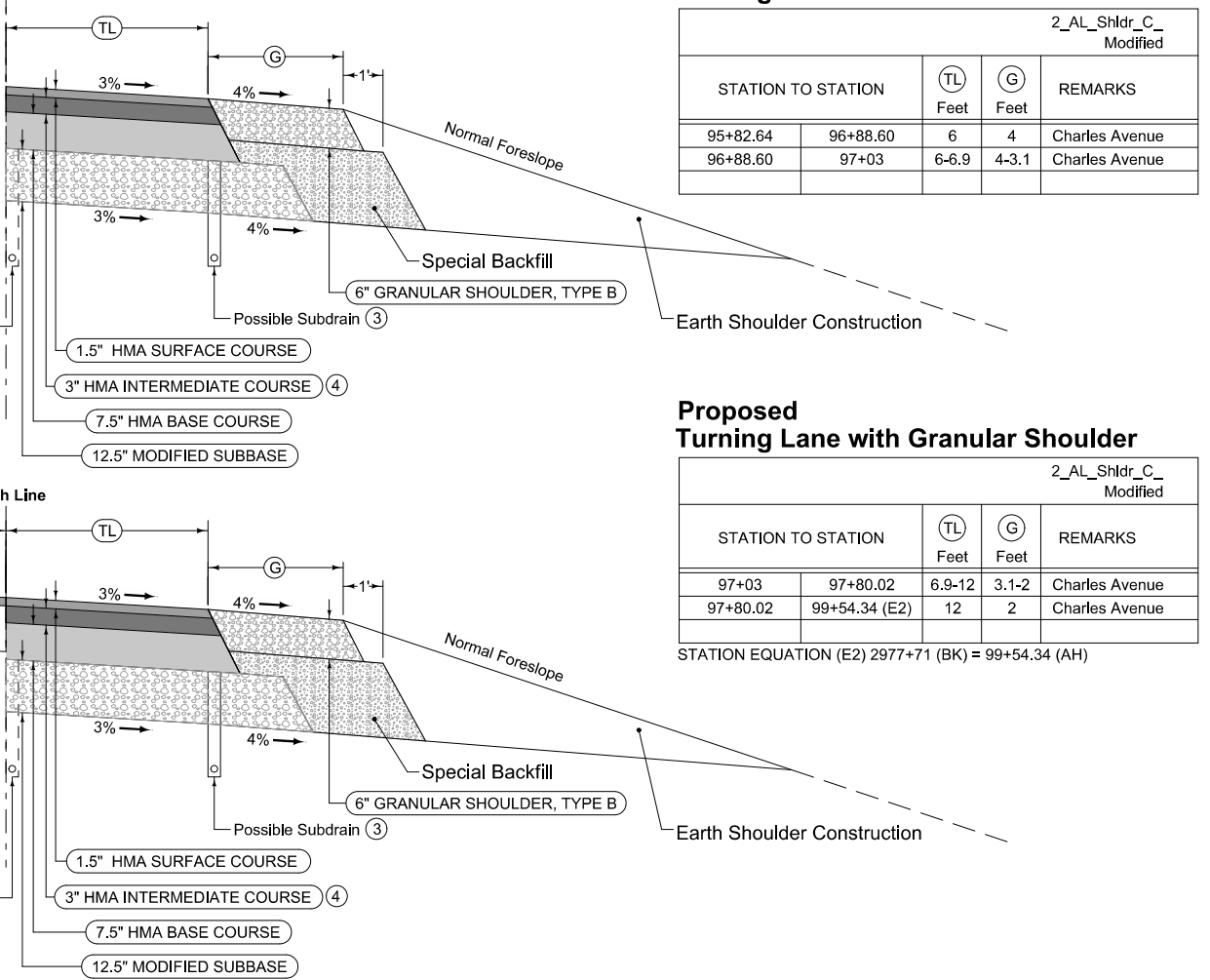
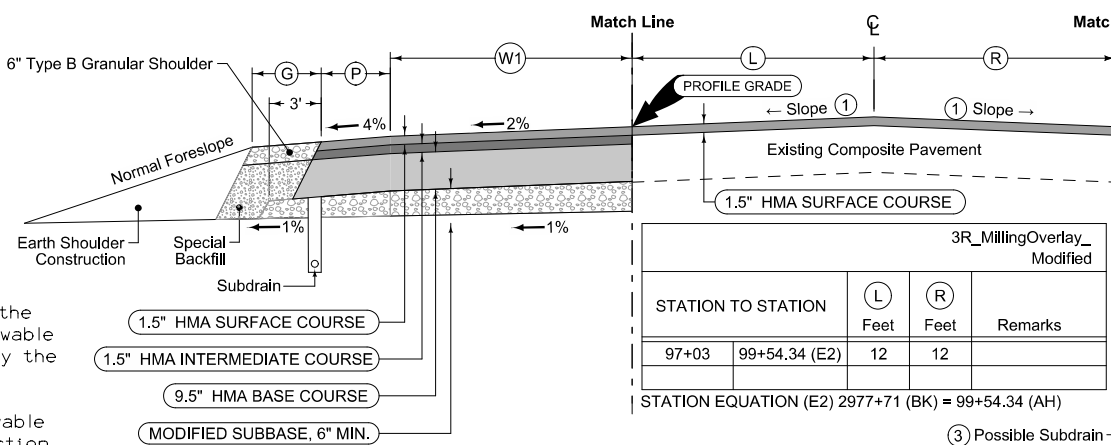
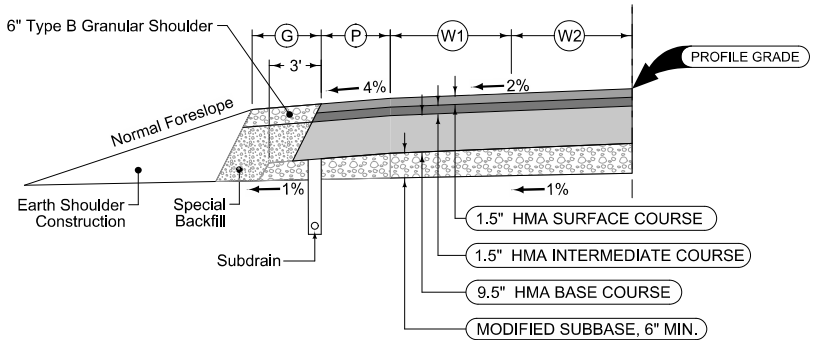
Proposed Turning Lane with Granular Shoulder

2_AL_Shldr_C_Modified				
STATION TO STATION	TL	G	REMARKS	
	Feet	Feet		
97+03	97+80.02	6.9-12	3.1-2	Charles Avenue
97+80.02	99+54.34 (E2)	12	2	Charles Avenue

Proposed Transition and Combination Shoulder

4_C_Modified			
STATION TO STATION	W1	P	G
	Feet	Feet	Feet
97+03 (2975+19.77)	97+75 (2975+92)	4-2	6 4
97+75 (2975+92)	99+54.34 (2977+71)	2-0	6-8 4-2

- ① Finished slope shall match existing pavement except the minimum allowable slope is 2.0% and the maximum allowable slope is 3.0%. Section may be modified as directed by the Engineer through areas of special shaping.
- ② Finished slope of Shoulder shall have a minimum allowable slope of 4% and a maximum allowable slope of 6%. Section may be modified as directed by the Engineer through areas of special shaping.
- ③ UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush). New subdrain shall be in contact with the granular material below the existing mainline pavement (see Tab 104-9 on CS sheets for proposed locations).



3R_MillingOverlay_Modified			
STATION TO STATION	L	R	Remarks
	Feet	Feet	
97+03	99+54.34 (E2)	12	12

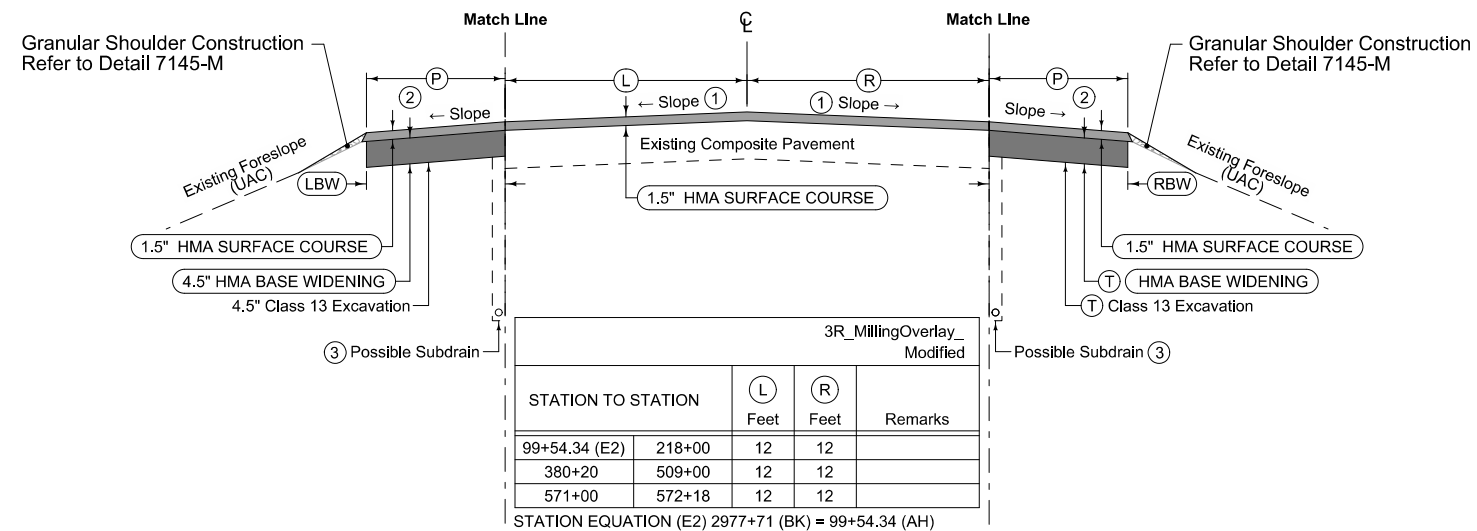
- ④ 3" HMA Intermediate Course shall be placed in two 1.5" lifts.
- ⑤ 2' to 0' taper of Granular Shoulder occurs over first 30'.
- ⑥ An existing 2' wide PCC Header shall be removed within the associated station range.

US 30 Mainline, New 4-Lane to 2-Lane Transition, and Turning Lane (Eastbound Beginning of Project to End of 4-Lane to 2-Lane Transition, Part 2)

Paved Shoulder and Granular Fillet

3R_Shldr_C_Overlay_ Modified		
STATION TO STATION	(P)	Feet
99+54.34 (E2)	145+70	8
154+14	169+20	8
178+00	218+00	8
380+20	509+00	8
571+00	572+18	8

STATION EQUATION (E2) 2977+71 (BK) = 99+54.34 (AH)



3R_MillingOverlay_ Modified			
STATION TO STATION	(L)	(R)	Remarks
99+54.34 (E2)	218+00	12	12
380+20	509+00	12	12
571+00	572+18	12	12

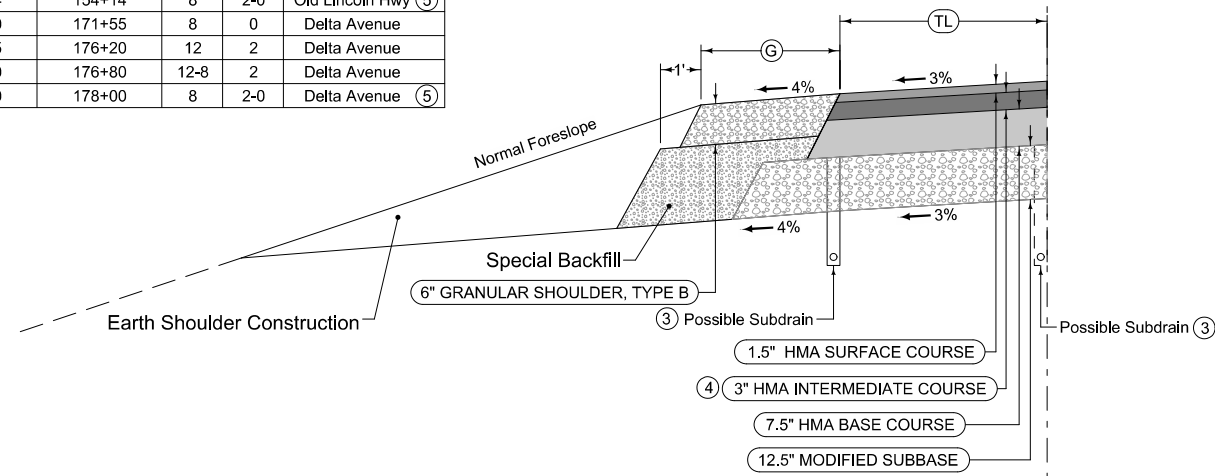
STATION EQUATION (E2) 2977+71 (BK) = 99+54.34 (AH)

Paved Shoulder and Granular Fillet

3R_Shldr_C_Overlay_ Modified			
STATION TO STATION	(P)	(T)	REMARKS
104+35.24	145+90	8	4.5
145+90	147+40	10	9
147+40	169+20	8	4.5
169+20	172+20	10	9
172+20	218+00	8	4.5
380+20	509+00	8	4.5
571+00	572+18	8	4.5

Proposed Turning Lane with Granular Shoulder

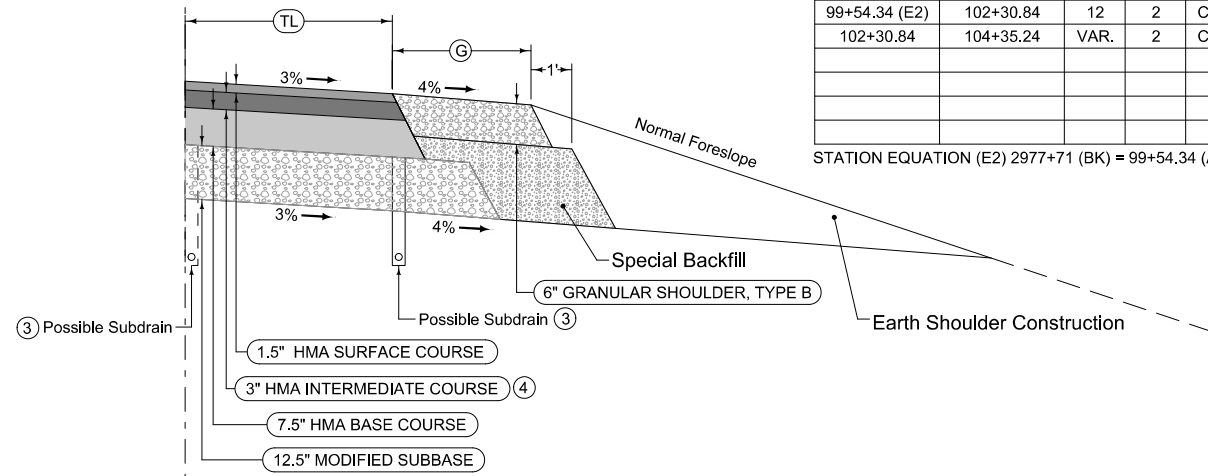
2_AL_Shldr_C_ Modified			
STATION TO STATION	(TL)	(G)	REMARKS
145+70	147+69	8	0
147+69	152+34	12	2
152+34	152+94	12-8	2
152+94	154+14	8	2-0
169+20	171+55	8	0
171+55	176+20	12	2
176+20	176+80	12-8	2
176+80	178+00	8	2-0



Proposed Turning Lane with Granular Shoulder

2_AL_Shldr_C_ Modified			
STATION TO STATION	(TL)	(G)	REMARKS
99+54.34 (E2)	102+30.84	12	2
102+30.84	104+35.24	VAR.	2

STATION EQUATION (E2) 2977+71 (BK) = 99+54.34 (AH)



- ① Finished slope shall match existing pavement except the minimum allowable slope is 2.0% and the maximum allowable slope is 3.0%. Section may be modified as directed by the Engineer through areas of special shaping.
- ② Finished slope of Shoulder shall have a minimum allowable slope of 4% and a maximum allowable slope of 6%. Section may be modified as directed by the Engineer through areas of special shaping.
- ③ UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush). New subdrain shall be in contact with the granular material below the existing mainline pavement (see Tab 104-9 on CS sheets for proposed locations).
- ④ 3" HMA Intermediate Course shall be placed in two 1.5" lifts.
- ⑤ 2' to 0' taper of Granular Shoulder occurs over first 30'.

General Notes:

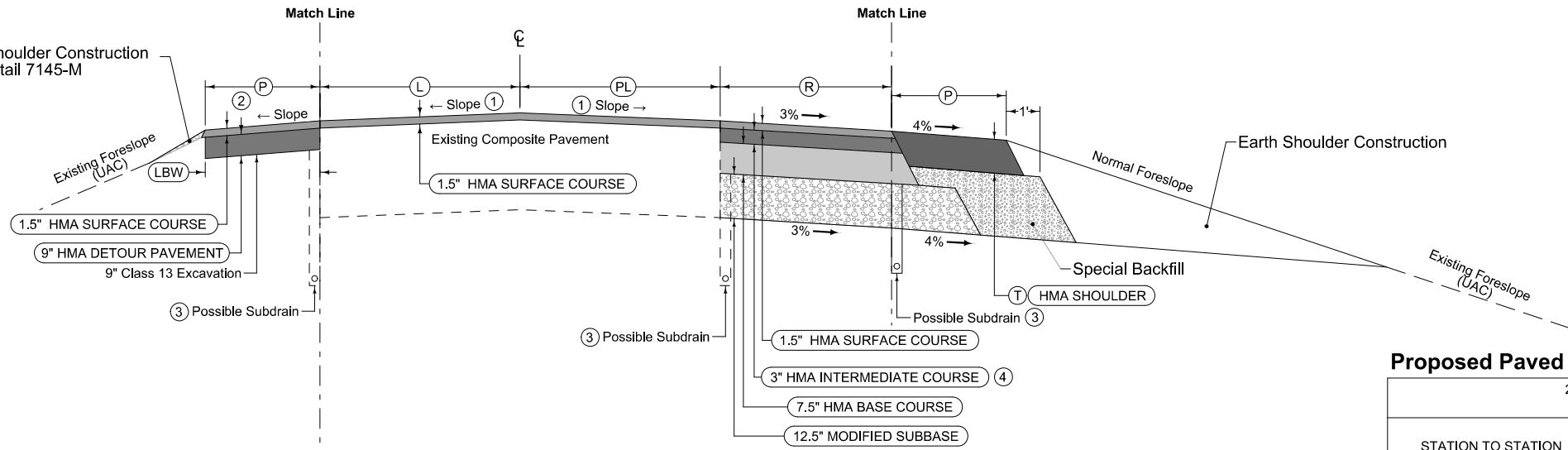
- 1. Stationing on typical sections does not include gapping for bridges, sideroads, or entrances. Refer to tabulations and details for precise stationing and quantities.
- 2. See Tab 100-25 for Pavement quantities.
- 3. See Tab 112-9 for Granular Shoulder quantities.

**US 30 New Paved Shoulder and New Turning Lanes
(End of Four-Lane to Two-Lane Transition to End of Project)**

Paved Shoulder (with 8' Widening) and Granular Fillet

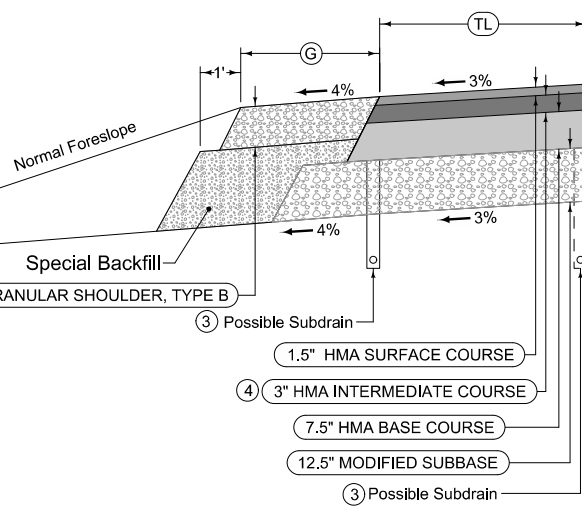
3R_Shldr_P_Overlay_ Modified			
STATION TO STATION	(P) Feet	(LBW) Feet	
218+00	241+90	8	8
244+33	245+50	10	10
245+50	270+47	8	8
272+87	274+01	10	10
274+01	281+70	8	8
325+05	371+69	8	8
378+14	380+20	8	8

Granular Shoulder Construction
Refer to Detail 7145-M



Proposed Returns and Turning Lanes

2_AL_Shldr_C_ Modified				
STATION TO STATION	(TL) Feet	(G) Feet		REMARKS
241+90	243+97	8	0	Echo Avenue
243+97	244+33	10	0	Echo Avenue
270+47	272+51	8	0	Franklin Avenue
272+51	272+87	10	0	Franklin Avenue
369+66	371+69	8	0	Grant Avenue
371+69	376+34	12	2	Grant Avenue
376+34	376+94	12-8	2	Grant Avenue
376+94	378+14	8	2-0	Grant Avenue (5)



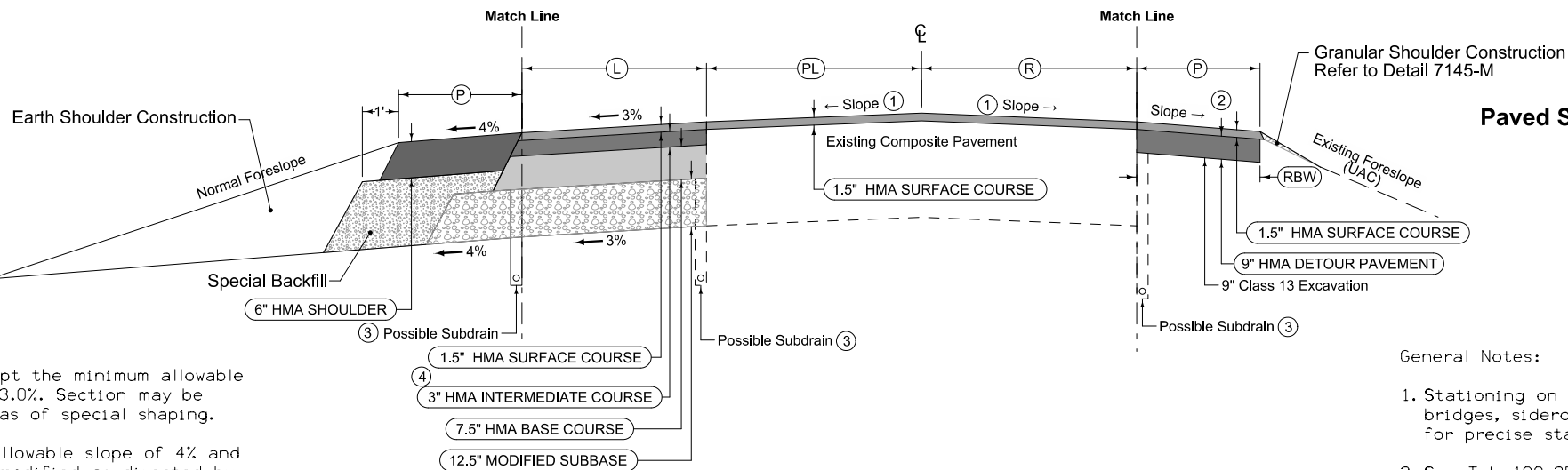
3R_MillingOverlay_ Modified					
STATION TO STATION	(L) Feet	(PL) Feet	(R) Feet		REMARKS
218+00	219+20	12	12	2	
219+20	225+20	12	12	2-12	
225+20	281+70	12	12	12	
325+05	373+00	12	12	12	
373+00	379+00	12	12	12-2	
379+00	380+20	12	12	2	

Proposed Paved Shoulder

2_P_HMA_ Modified				
STATION TO STATION	(P) Feet	(T) Inches		REMARKS
218+00	219+20	6-8	6	
219+20	241+80	8	6	
241+80	244+93	10	9	Refuge Area
244+93	270+30	8	6	
270+30	273+34	10	9	Refuge Area
273+34	281+70	8	6	
325+05	369+61	8	6	
369+61	371+12	10	9	Refuge Area
371+12	372+97	8	9	
372+97	379+00	8	6	
379+00	380+20	8-6	6	

Proposed Paved Shoulder

2_P_HMA_ Modified		
STATION TO STATION	(P) Feet	
509+00	510+20	6-8
510+20	570+70	8
570+70	571+00	8-6



Paved Shoulder (with 8' Widening) and Granular Fillet

3R_Shldr_P_Overlay_ Modified			
STATION TO STATION	(P) Feet	(RBW) Feet	
509+00	571+00	8	8

- ① Finished slope shall match existing pavement except the minimum allowable slope is 2.0% and the maximum allowable slope is 3.0%. Section may be modified as directed by the Engineer through areas of special shaping.
- ② Finished slope of Shoulder shall have a minimum allowable slope of 4% and a maximum allowable slope of 6%. Section may be modified as directed by the Engineer through areas of special shaping.
- ③ UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush). New subdrain shall be located at the outside edge of the paved shoulder and shall be in contact with the granular subbase. See Tab 104-9 and Detail RLS-3 on CS sheets for proposed locations.
- ④ 3" HMA Intermediate Course shall be placed in two 1.5" lifts.
- ⑤ 2' to 0' taper of Granular Shoulder occurs over first 30'.

3R_MillingOverlay_ Modified					
STATION TO STATION	(L) Feet	(PL) Feet	(R) Feet		REMARKS
509+00	510+20	2	12	12	
510+20	516+20	2-12	12	12	
516+20	569+20	12	12	12	
569+20	570+70	12-2	12	12	
570+70	571+00	2	12	12	

General Notes:

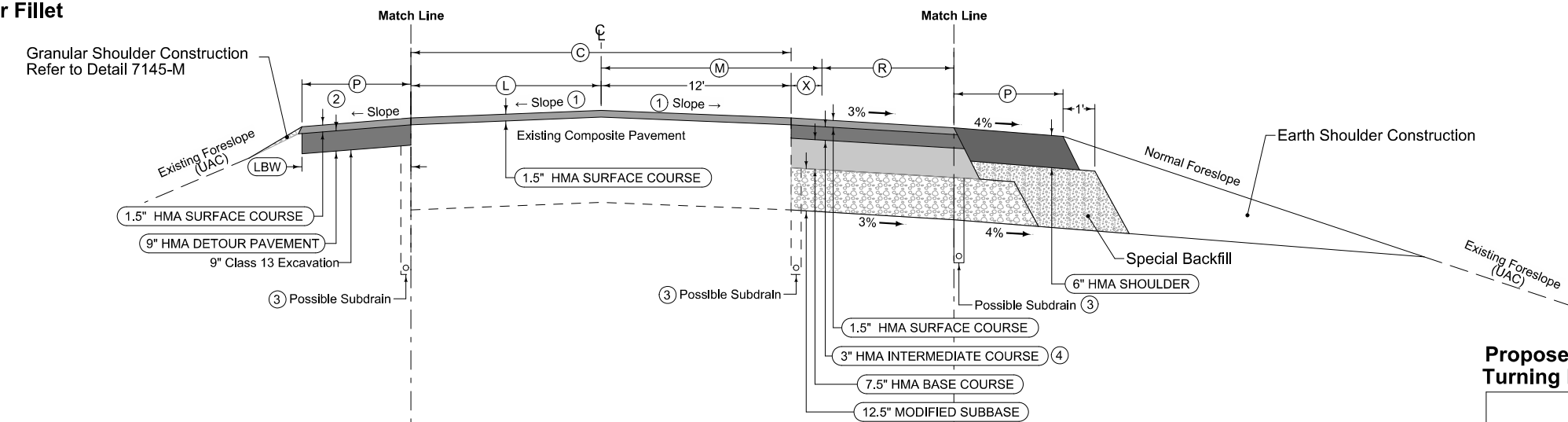
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- 2. See Tab 100-25 for Pavement quantities.
- 3. See Tab 112-9 for Granular Shoulder quantities.

**US 30 New Paved Shoulders and New Passing Lanes
(End of 4-Lane to 2-Lane Transition to End of Project)**

Paved Shoulder (with 8' Widening) and Granular Fillet

3R_Shldr_P_Overlay_ Modified			
STATION TO STATION	(P)	(LBW)	
	Feet	Feet	
281+70	288+32	8	8
320+55	325+05	8	8

Granular Shoulder Construction Refer to Detail 7145-M

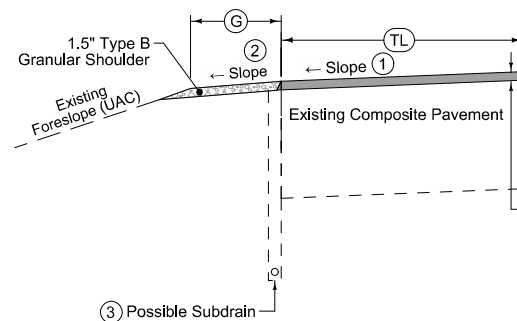


Proposed Paved Shoulder

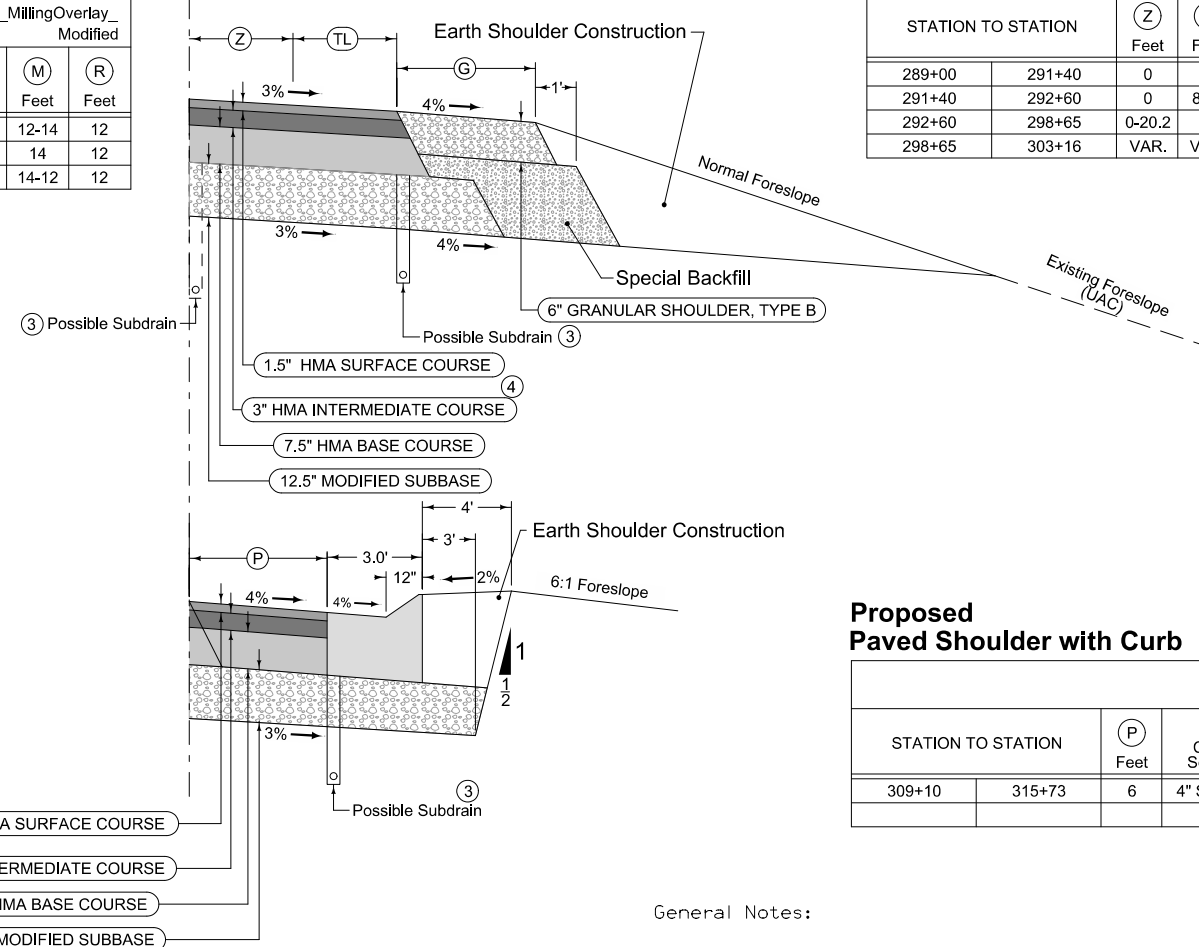
2_P_HMA_ Modified		
STATION TO STATION	(P)	
	Feet	
281+70	289+00	8
303+16	309+10	8
315+73	325+05	8

Turning Lane with Granular Shoulder

3R_Shldr_G_Overlay_ Modified			
STATION TO STATION	(TL)	(G)	
	Feet	Feet	
300+00	302+70	12	2
313+10	314+50	12	2



3R_MillingOverlay_ Modified					
STATION TO STATION	(C)	(L)	(X)	(M)	(R)
	Feet	Feet	Feet	Feet	Feet
281+70	283+70	24	12	0-2	12-14
283+70	323+05	24	12	2	14
323+05	325+05	24	12	2-0	14-12

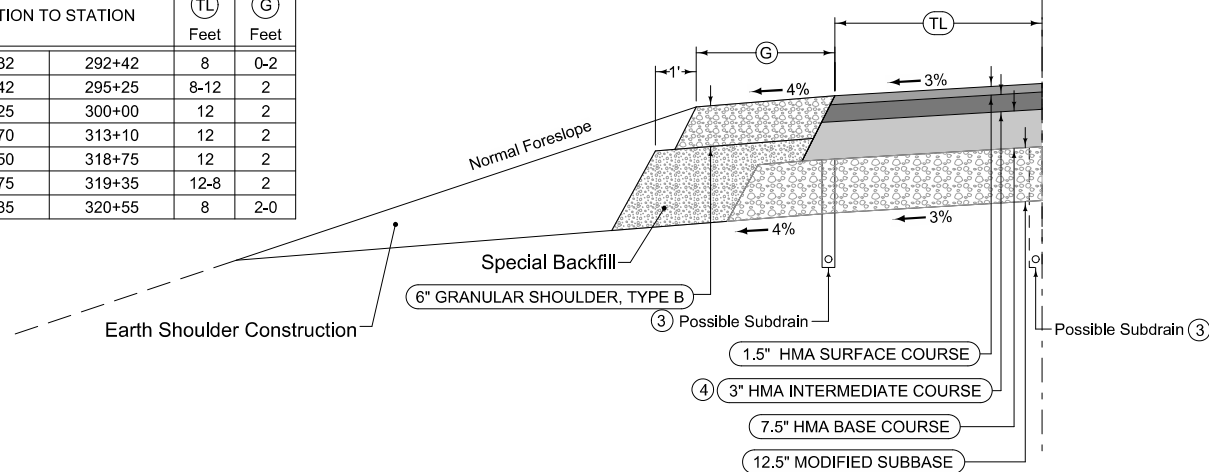


Proposed Turning Lane with Granular Shoulder

2_AL_Shldr_C_ Modified				
STATION TO STATION	(Z)	(TL)	(G)	
	Feet	Feet	Feet	
289+00	291+40	0	8	0-6
291+40	292+60	0	8-12	6
292+60	298+65	0-20.2	12	6
298+65	303+16	VAR.	VAR.	6

Proposed Turning Lane with Granular Shoulder

2_AL_Shldr_C_ Modified			
STATION TO STATION	(TL)	(G)	
	Feet	Feet	
288+32	292+42	8	0-2
292+42	295+25	8-12	2
295+25	300+00	12	2
302+70	313+10	12	2
314+50	318+75	12	2
318+75	319+35	12-8	2
319+35	320+55	8	2-0



Proposed Paved Shoulder with Curb

2_Curb_ Modified		
STATION TO STATION	(P)	Curb Type See PV-102
	Feet	
309+10	315+73	6 4" Sloped Curb

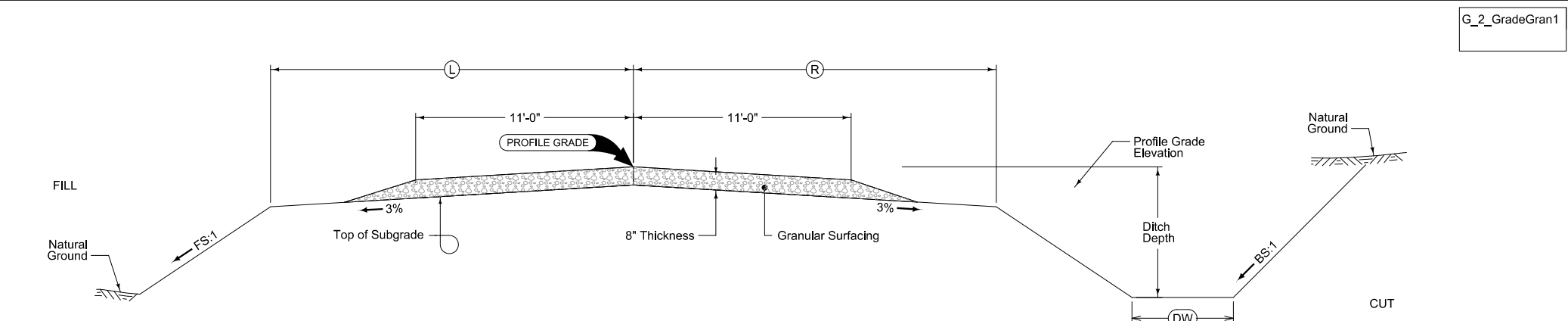
General Notes:

1. Stationing on typical sections does not include gapping for bridges, sideroads, or entrances. Refer to tabulations and details for precise stationing and quantities.
2. See Tab 100-25 for Pavement quantities.
3. See Tab 112-9 for Granular Shoulder quantities.

- ① Finished slope shall match existing pavement except the minimum allowable slope is 2.0% and the maximum allowable slope is 3.0%. Section may be modified as directed by the Engineer through areas of special shaping.
- ② Finished slope of Shoulder shall have a minimum allowable slope of 4% and a maximum allowable slope of 6%. Section may be modified as directed by the Engineer through areas of special shaping.
- ③ UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush). New subdrain shall be located at the outside edge of the paved shoulder and shall be in contact with the granular subbase. See Tab 104-9 and Detail RLS-3 on CS sheets for proposed locations.
- ④ 3" HMA Intermediate Course shall be placed in two 1.5" lifts.

**US 30 New Paved Shoulder and New Turning Lanes
(Mechanicsville)**

LOCATION			DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	FS	BS	(DW) Feet
XXX	XXX+XX	XXX+XX	XX	XX	XX	X	X
Refer to SR_Pave Typical for paving limits							

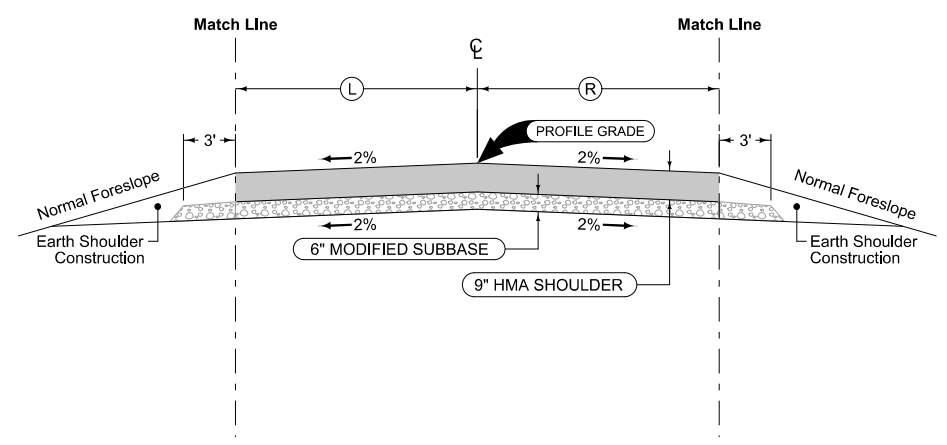


G_2_GradeGran1

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.
See plan & profile sheets and cross sections for additional details of ditches and backslopes.

GRADING AND GRANULAR SURFACING

LOCATION			DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet			
XXX	XXX+XX	XXX+XX	XX	XX			



SR_PAVE

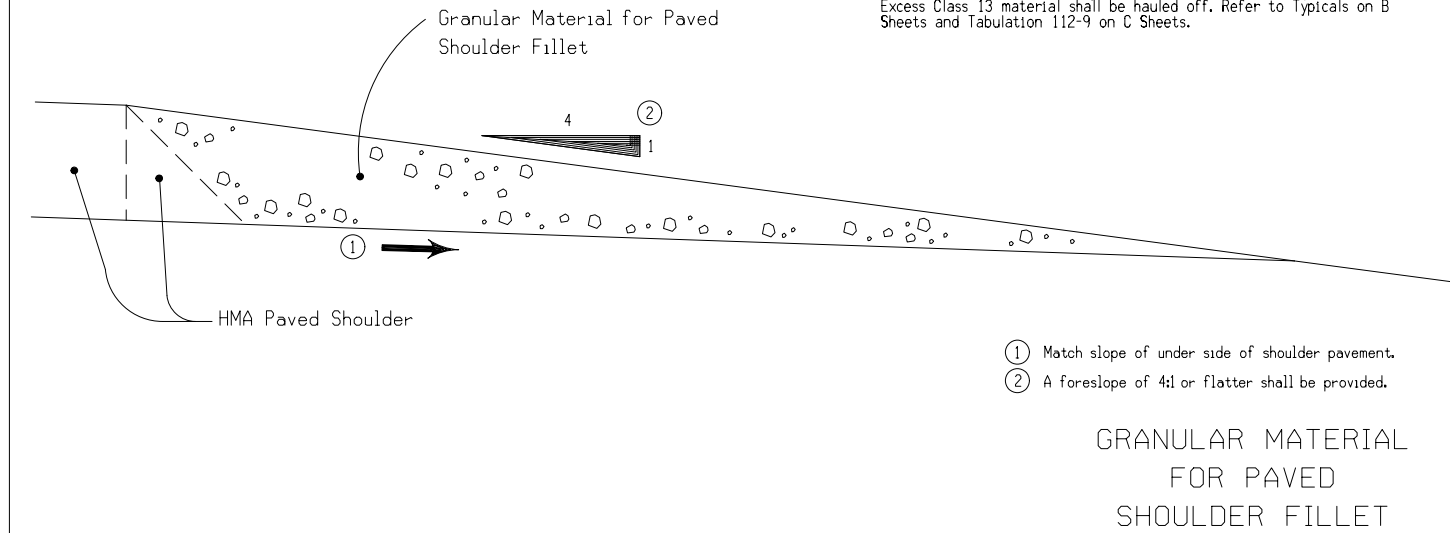
Sideroad Jointing:
Longitudinal joint: L-2

7145-M
Modified

Notes:

This typical illustrates the construction requirements for a Granular Material fillet at the edge of a paved shoulder.

"Granular Shoulder Construction" shall consist of Class 13 Excavation material from adjacent Class 13 Excavation operation. Excess Class 13 material shall be hauled off. Refer to Typical on B Sheets and Tabulation 112-9 on C Sheets.



- ① Match slope of under side of shoulder pavement.
- ② A foreslope of 4:1 or flatter shall be provided.

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
- Traffic Signal Control Box
- Rail Road Signal Control Box
- Telephone Switch Box
- Electric Box

UTILITY LEGEND

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.	
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities
SHADING		Design Color No.	
Lavender	(9)		Temporary Pavement Shading
Yellow	(4)		Proposed Pavement Shading
Orange	(6)		Proposed Granular Shading
Orange	(70)		Proposed Shoulder Granular Shading
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)		Grading Shading
Orange, Light	(134)		Proposed Granular Entrance Shading
Yellow	(220)		Proposed Paved Entrance Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading
Green, Light	(225)		Existing Pavement Shading
Red	(3)		Proposed Structure Shading
Red	(3)		Delineates Restricted Areas

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

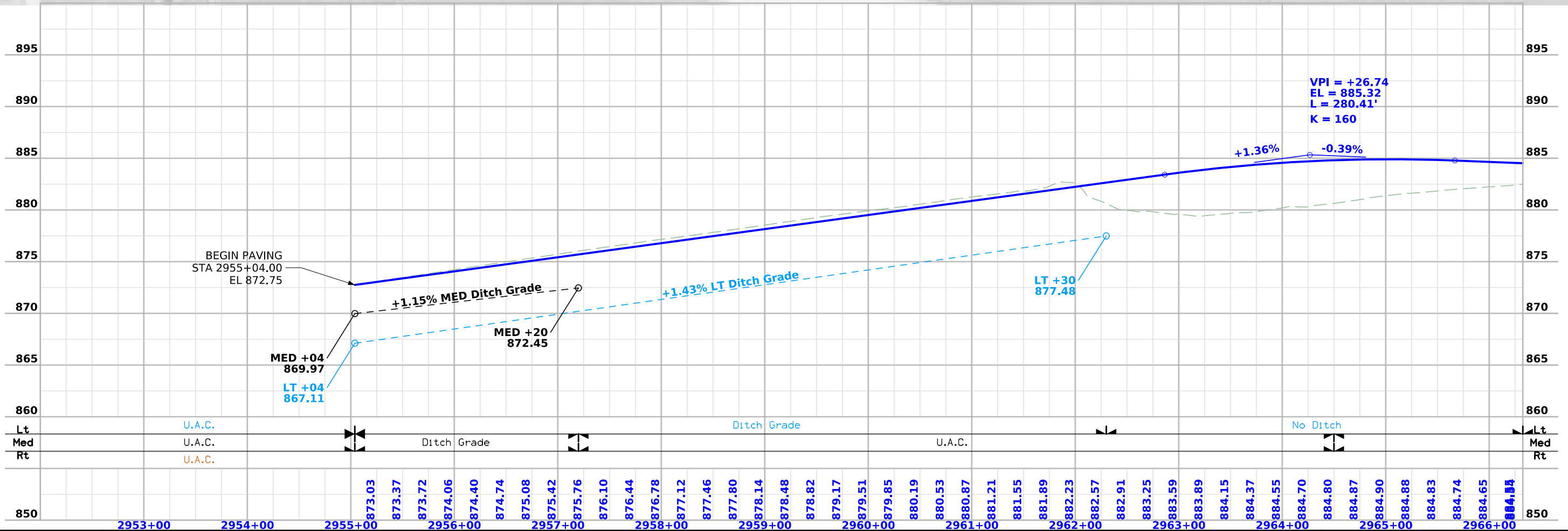
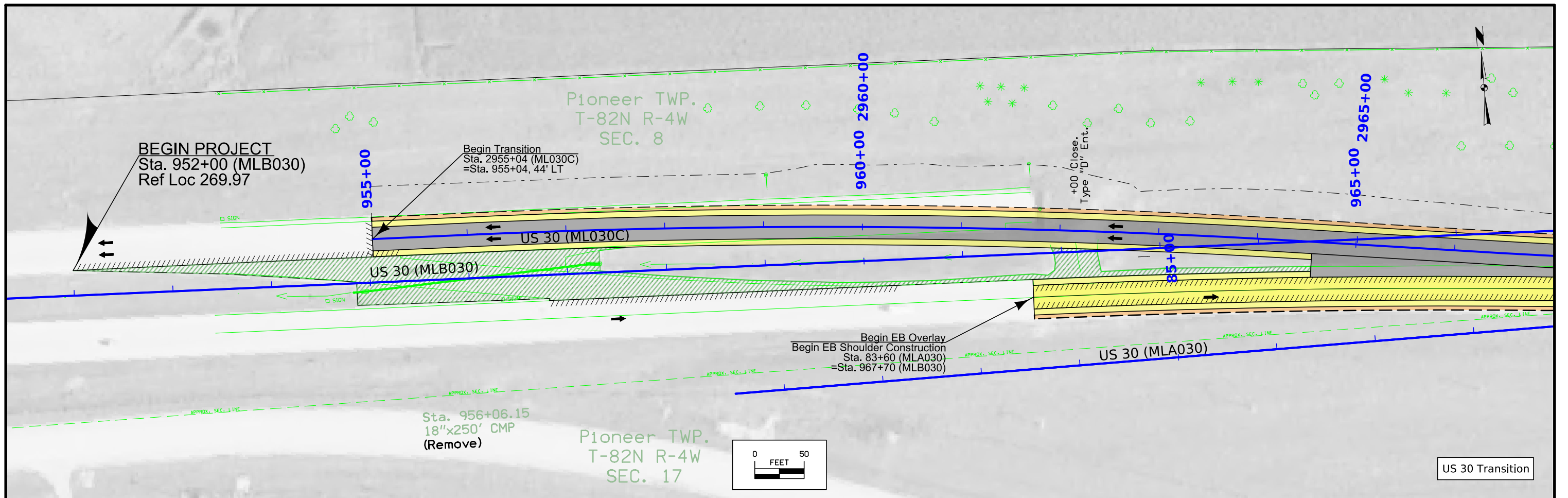
LINEWORK		Design Color No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

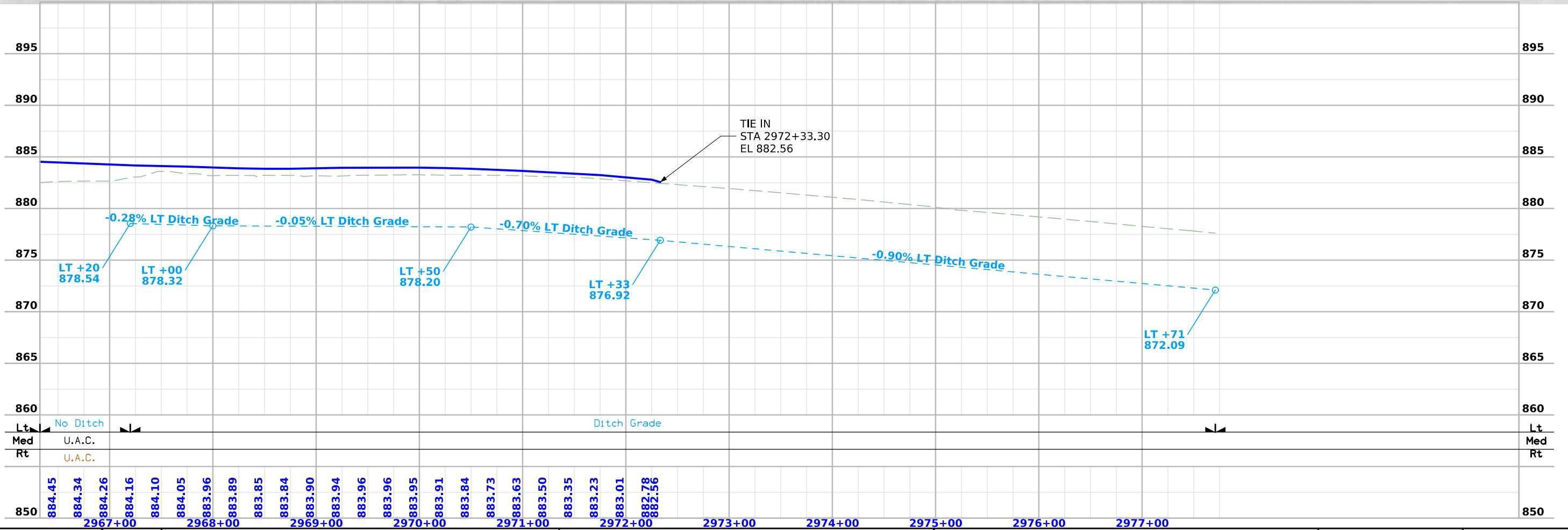
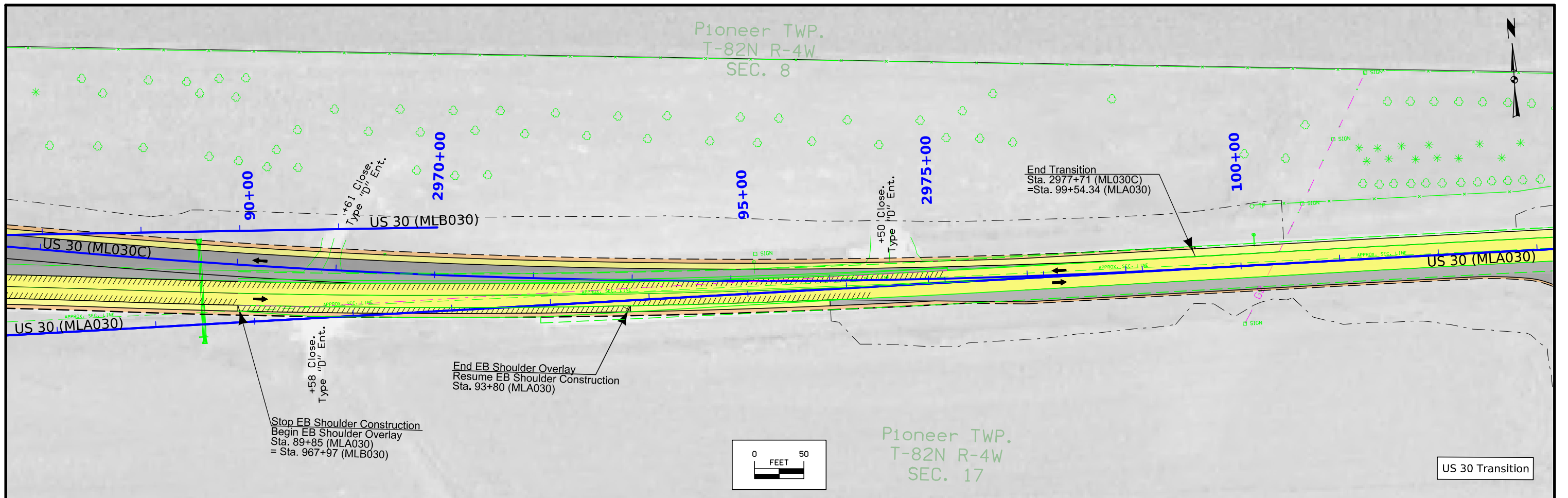
- Reference Point
- Station
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

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

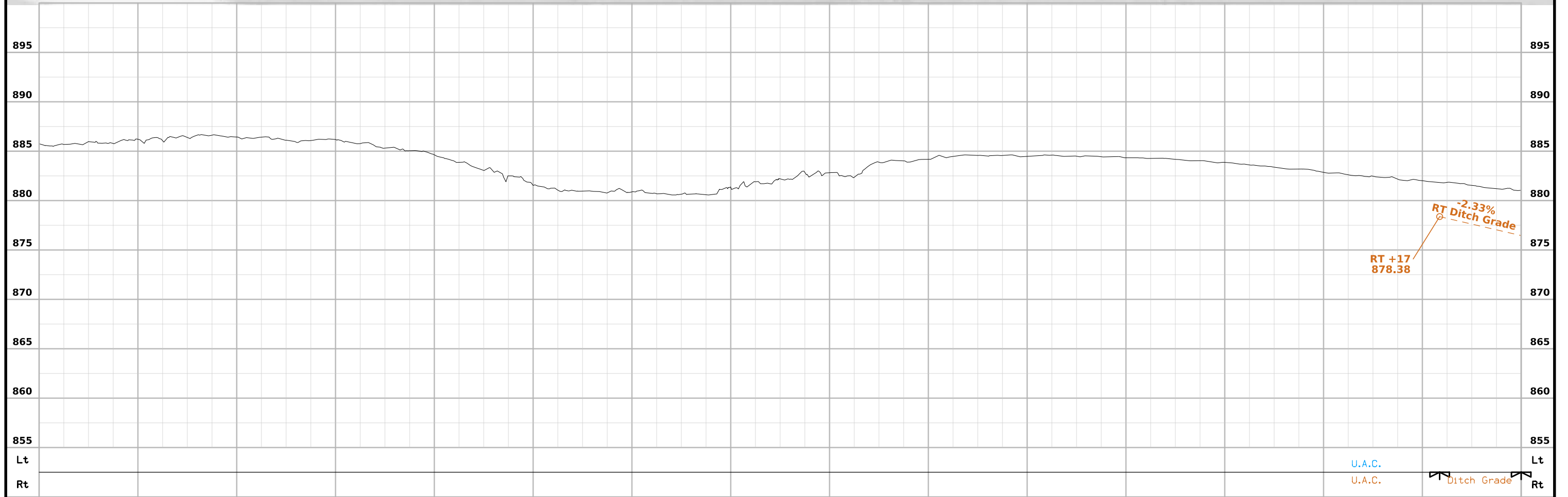
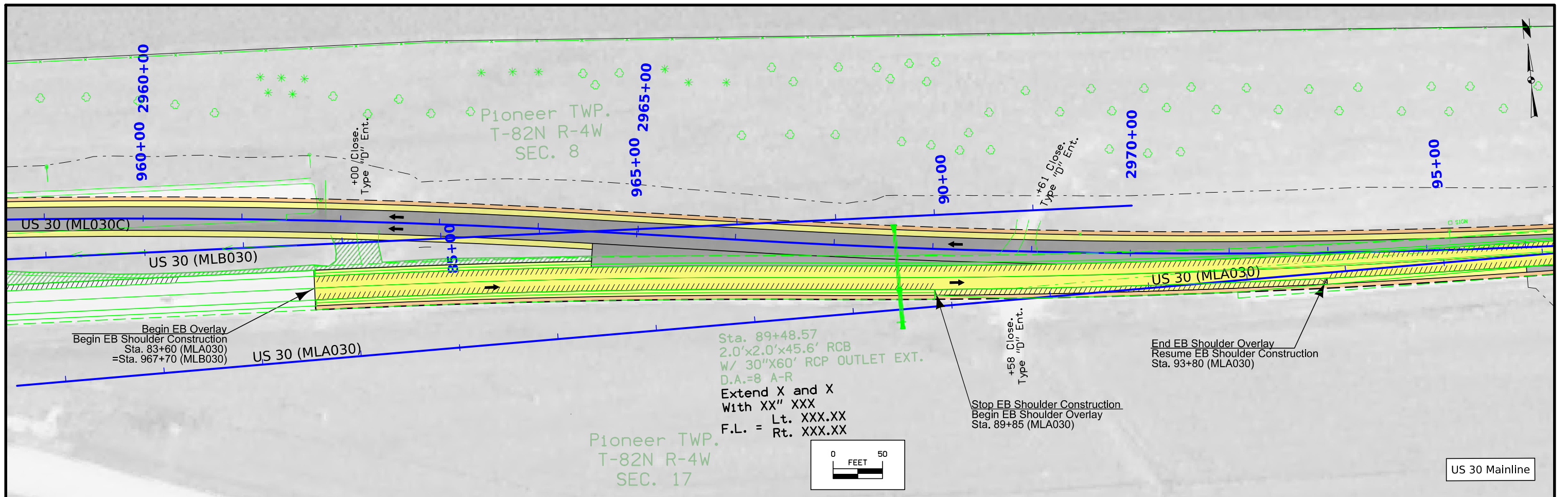
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

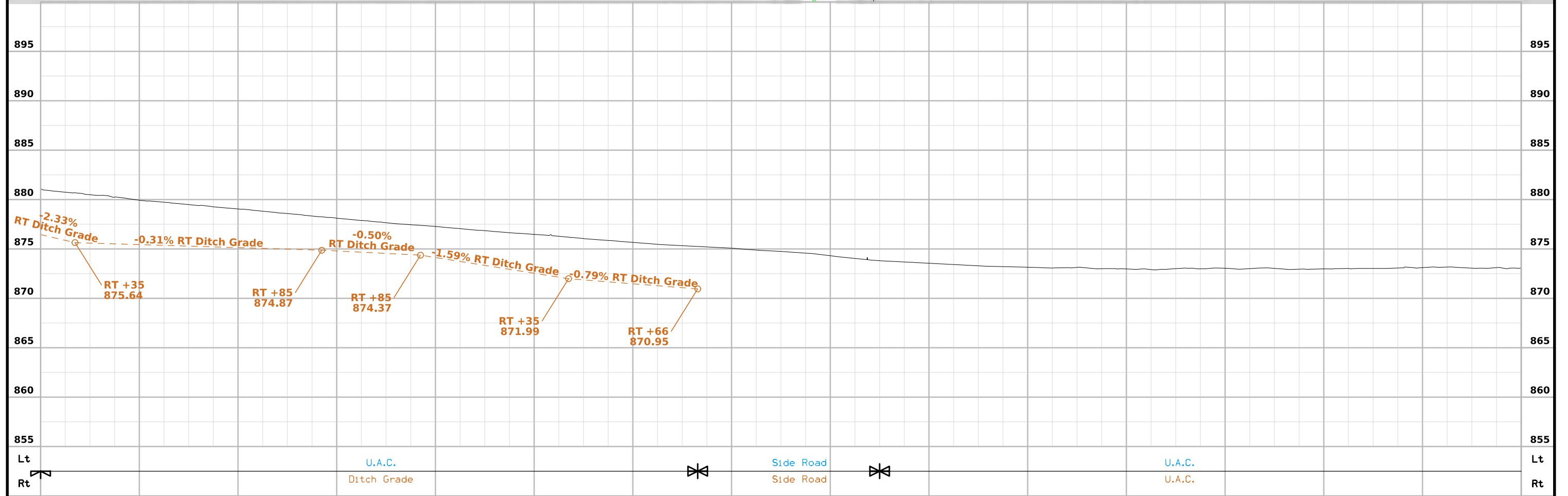
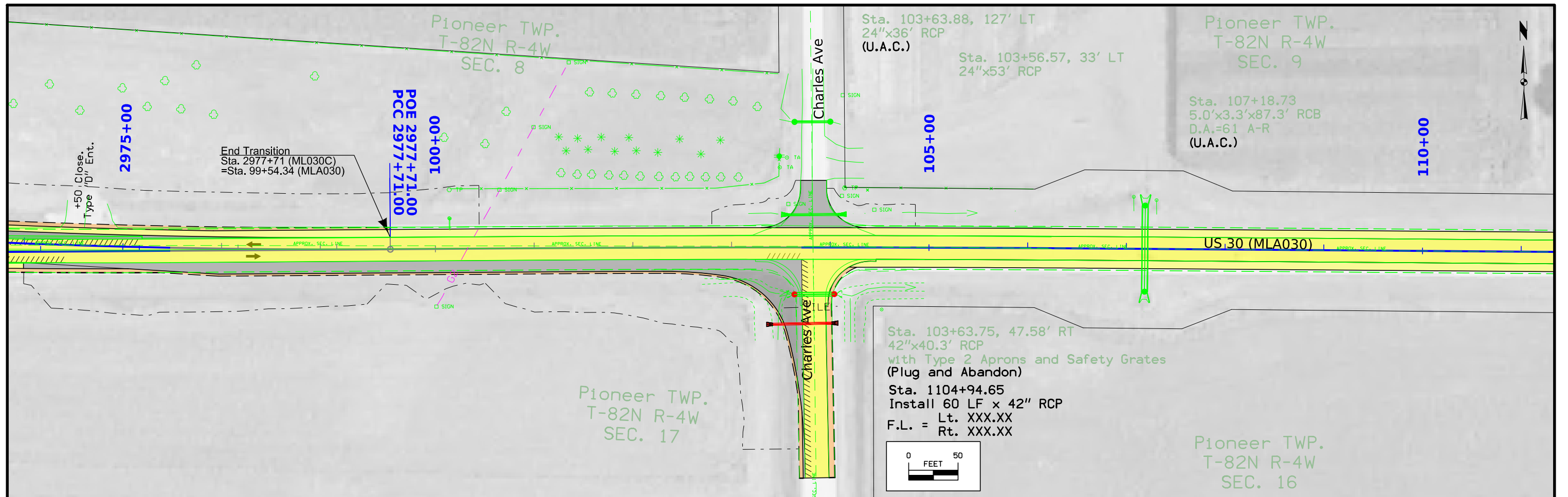




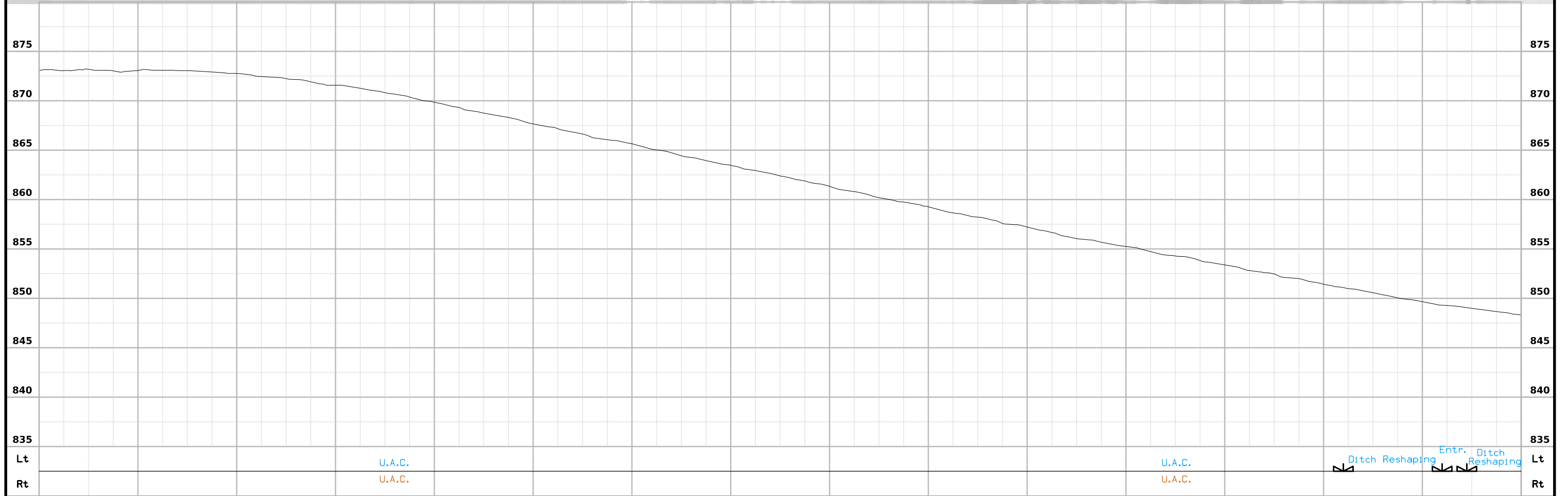
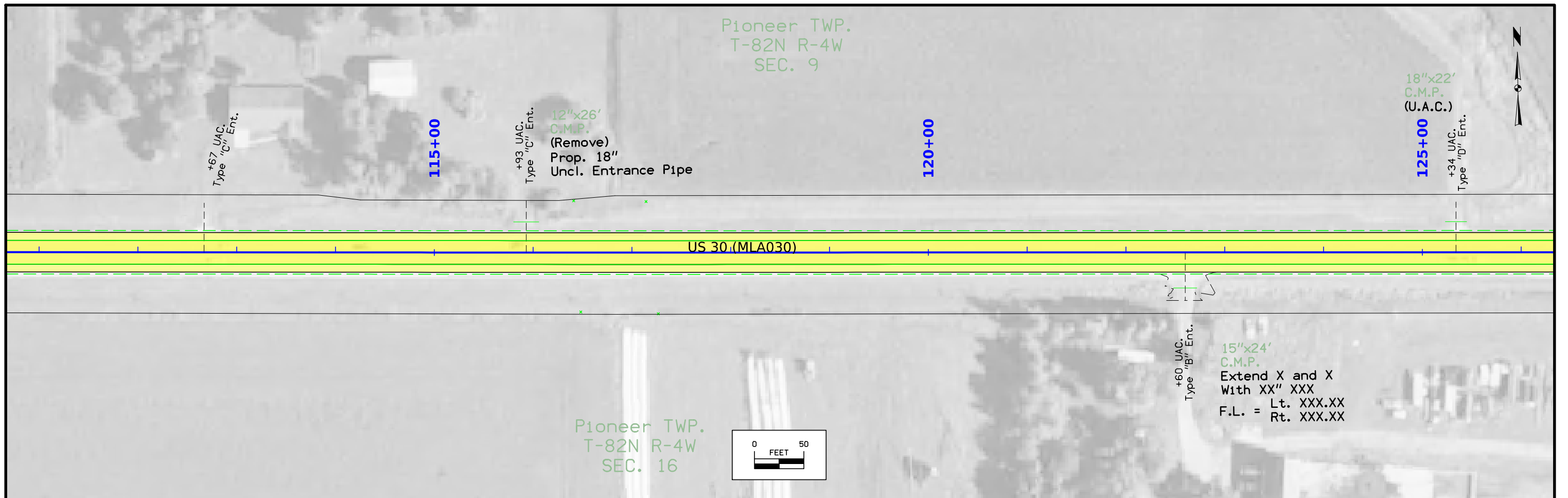
FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D3
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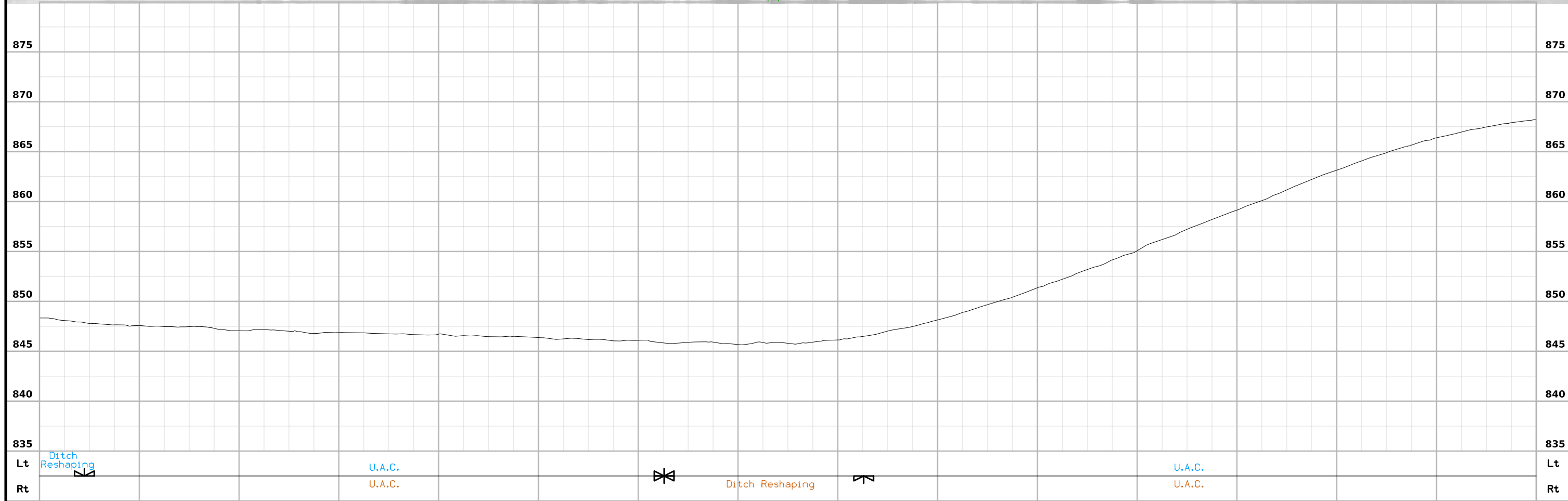
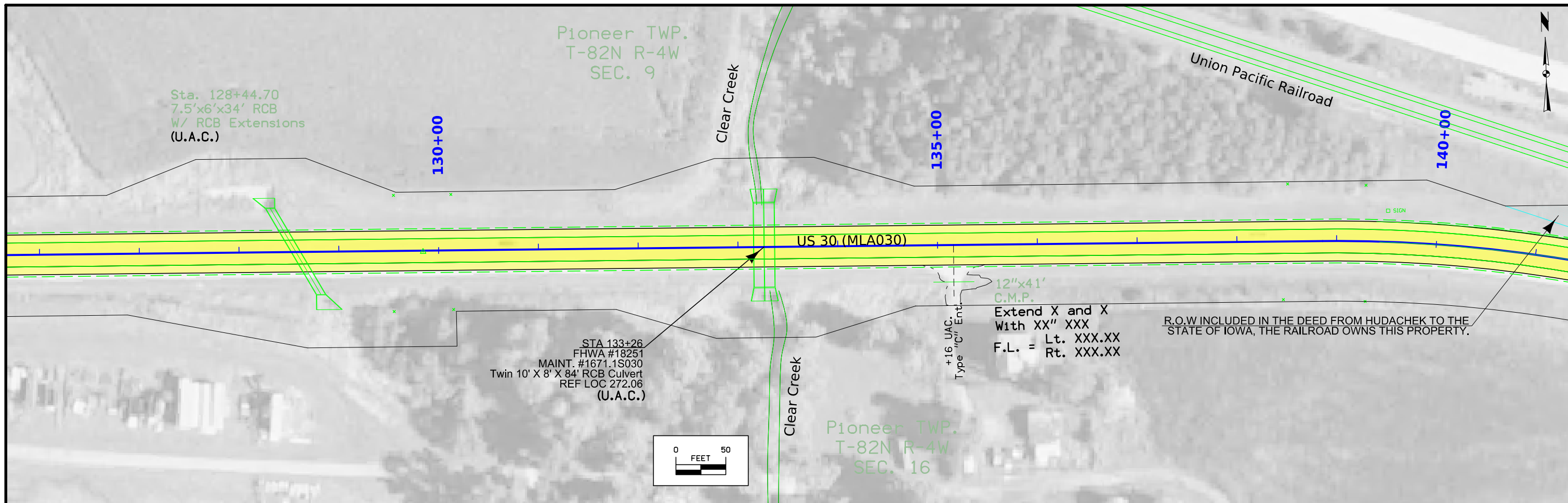
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FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON				CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16				SHEET NUMBER	D5	
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FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D6
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FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON					CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16			SHEET NUMBER	D7
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Pioneer TWP.
T-82N R-4W
SEC. 9

R.O.W INCLUDED IN THE DEED FROM HUDACHEK TO THE
STATE OF IOWA, THE RAILROAD OWNS THIS PROPERTY.

Pioneer TWP.
T-82N R-4W
SEC. 16

Lincoln Highway

Union Pacific Railroad

US 30 (MLA030)

145+00

150+00

155+00

Ditch Grading Easement

FRA #190458X

Sta. 145+12.70
3.0'x2.0'x35.3' RCB
W/ RCB Extensions
(U.A.C.)

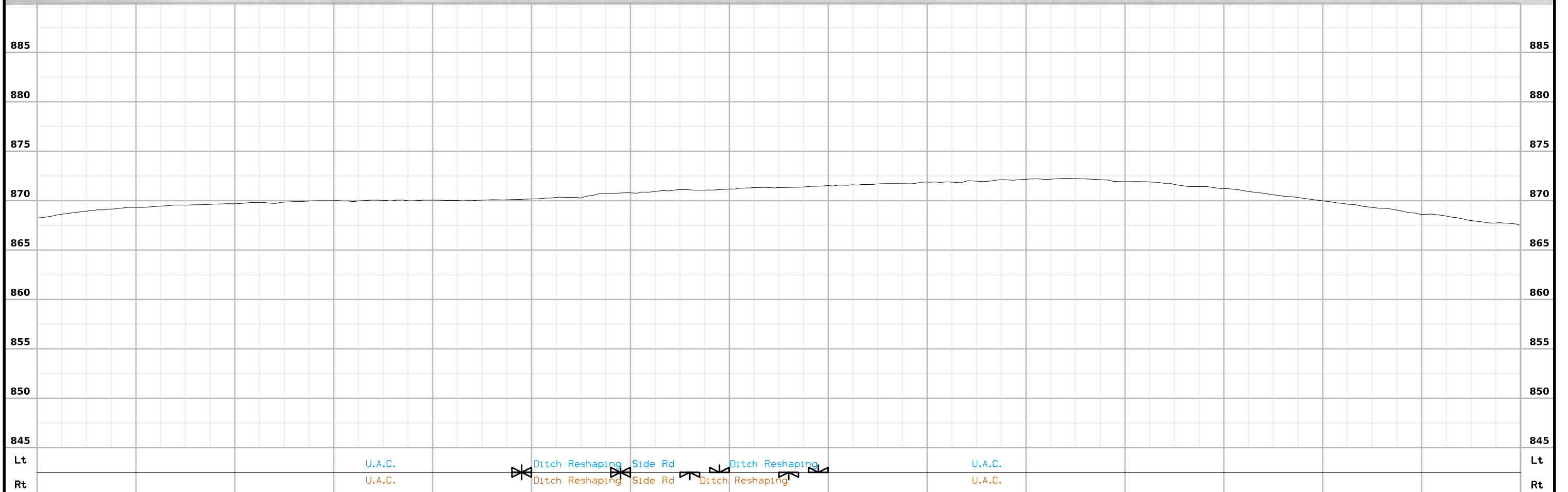
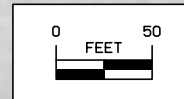
Temp Easement Need
Pipe Boring Area
60' Wide x 100' Long

Sta. 145+30.0
30.0" x 72.0' RCP
Slipline
With XX" XXX
F.L. = Lt. XXX.XX
Rt. XXX.XX

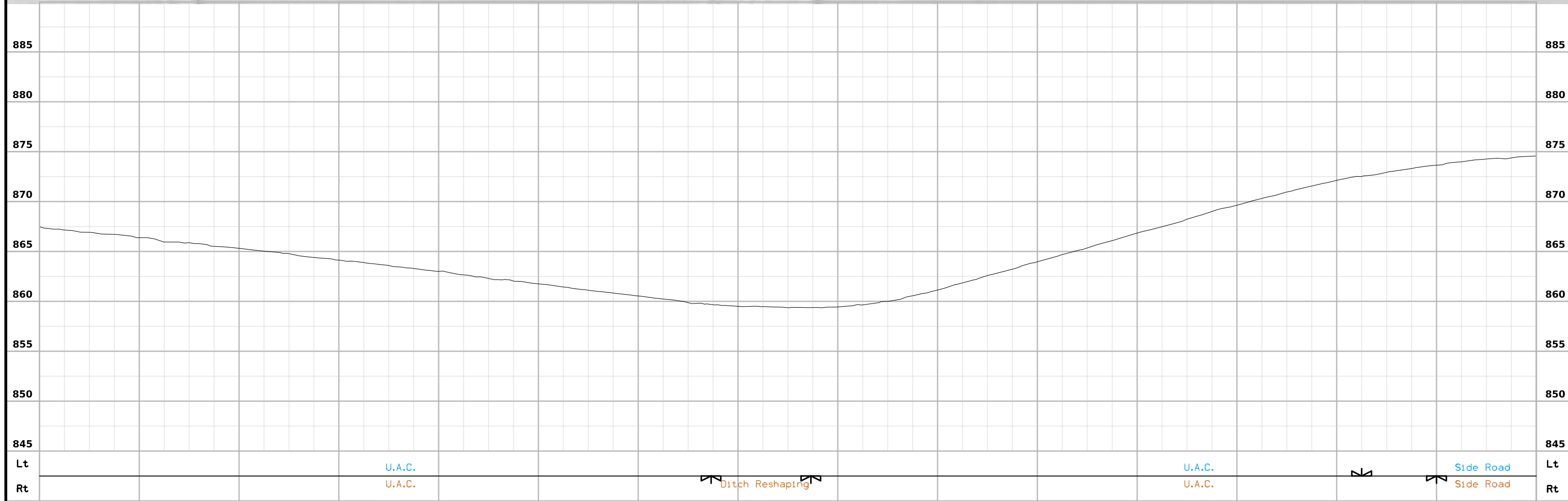
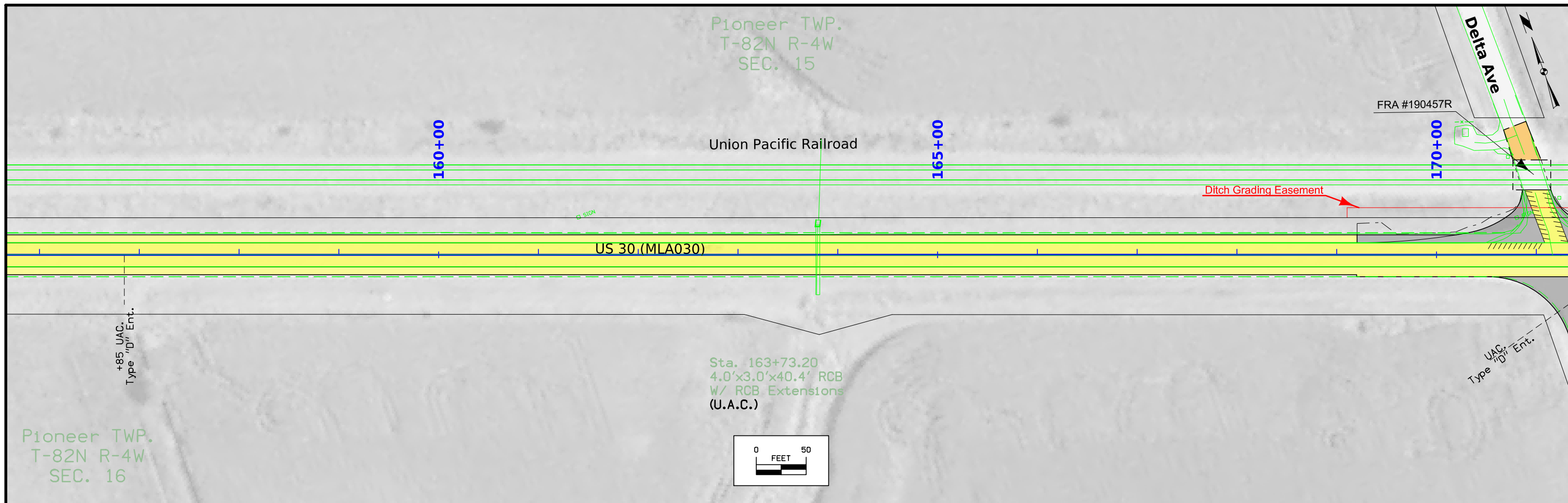
+31 UAC.
Type "D" Ent.

18"x64'
C.M.P.
(U.A.C.)

Sta. 147+20, 32' LT
18"x73' CMP
Extend X and X
With XX" XXX
F.L. = Lt. XXX.XX
Rt. XXX.XX

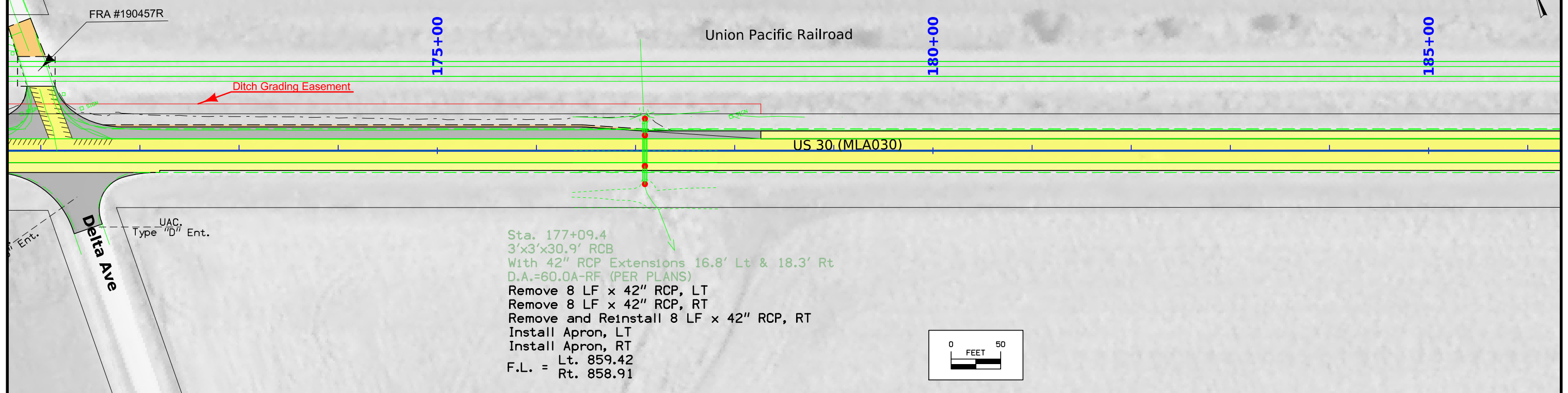
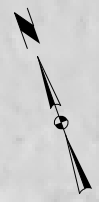


FILE NO.	ENGLISH	DESIGN TEAM	CEDAR COUNTY										PROJECT NUMBER	SHEET NUMBER
		HOLST / BAHR / JACKSON											NHSX-030-8(53)--3H-16	D8

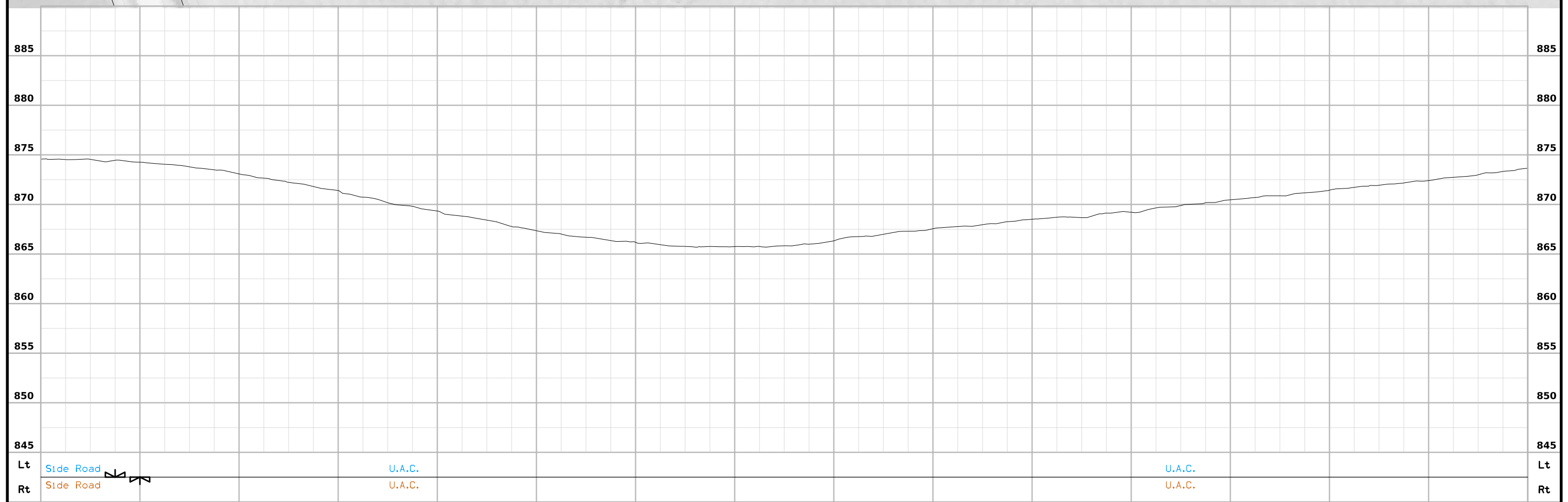
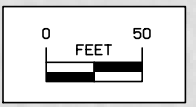


FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON			CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16			SHEET NUMBER	D9
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Pioneer TWP.
T-82N R-4W
SEC. 15

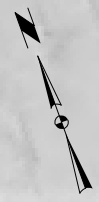


Sta. 177+09.4
3'x3'x30.9' RCB
With 42" RCP Extensions 16.8' Lt & 18.3' Rt
D.A.=60.0A-RF (PER PLANS)
Remove 8 LF x 42" RCP, LT
Remove 8 LF x 42" RCP, RT
Remove and Reinstall 8 LF x 42" RCP, RT
Install Apron, LT
Install Apron, RT
F.L. = Lt. 859.42
F.L. = Rt. 858.91



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON				CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16				SHEET NUMBER	D10
172+00	173+00	174+00	175+00	176+00	177+00	178+00	179+00	180+00	181+00	182+00	183+00	184+00	185+00	186+00

Pioneer TWP.
T-82N R-4W
SEC. 15



Union Pacific Railroad

190+00

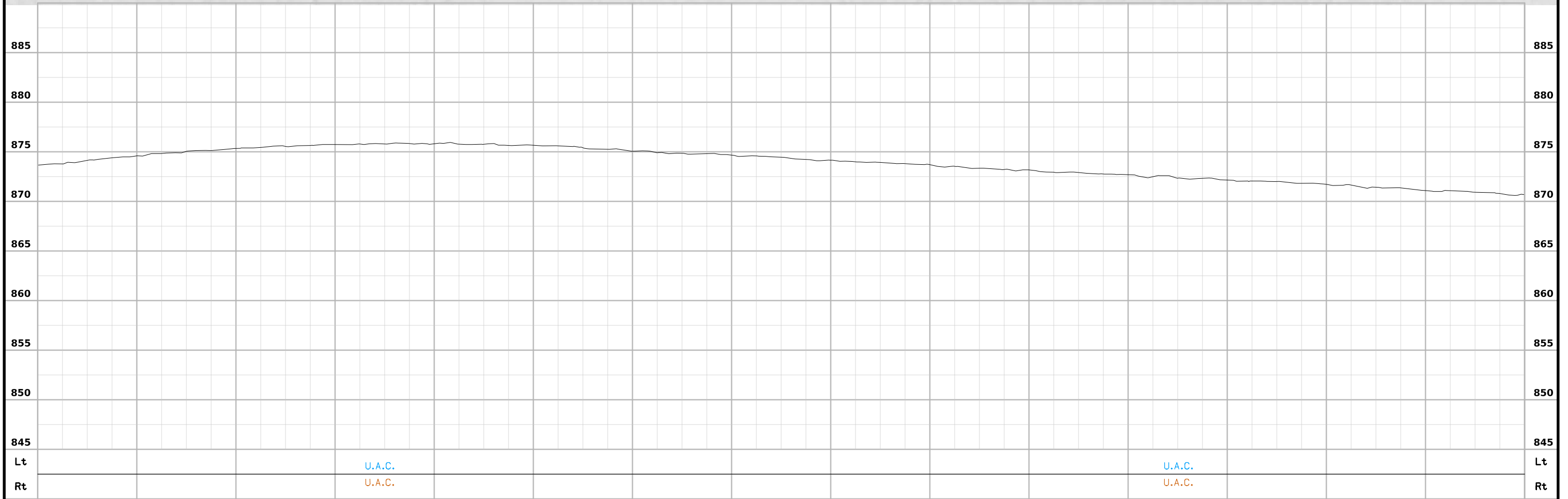
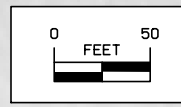
195+00

200+00

US 30 (MLA030)

18"x64'
C.M.P.
(U.A.C.)

+75 UAC.
Type 'D' Ent.



Pioneer TWP.
T-82N R-4W
SEC. 15

Pioneer TWP.
T-82N R-4W
SEC. 14

Union Pacific Railroad

US 30 (MLA030)

Eureka Ave

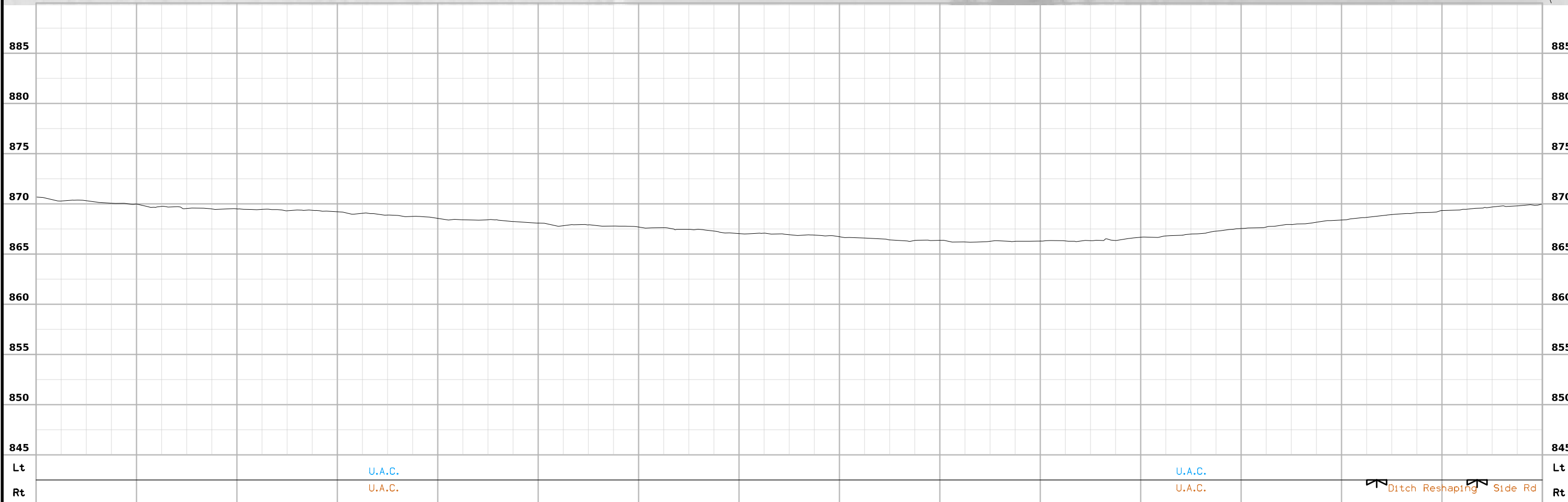
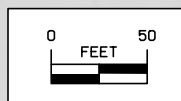
+75 UAC.
Type "D" Ent.
18"x64'
C.M.P.
(U.A.C.)

Sta. 202+25.10
3.0'x3.0'x36.4' RCB
W/ 42.0" RCP Extensions
(Remove and Reinstall 8 LF x 42" RCP, LT)

+74 UAC.
Type "C" Ent.

Sta. 212+18.20
10.2'x6.0'x33.9' RCB
W/ RCB Extensions
(U.A.C.)

216+03.2, 38.1 RT
24"x64.6' RCP with Aprons
Remove and Reinstall 16 LF x 24" RCP, LT
Remove and Reinstall 16 LF x 24" RCP, RT
Remove and Reinstall Apron, LT
Remove and Reinstall Apron, RT



202+00	203+00	204+00	205+00	206+00	207+00	208+00	209+00	210+00	211+00	212+00	213+00	214+00	215+00	216+00

Pioneer TWP.
T-82N R-4W
SEC. 14



220+00

Union Pacific Railroad

225+00

230+00

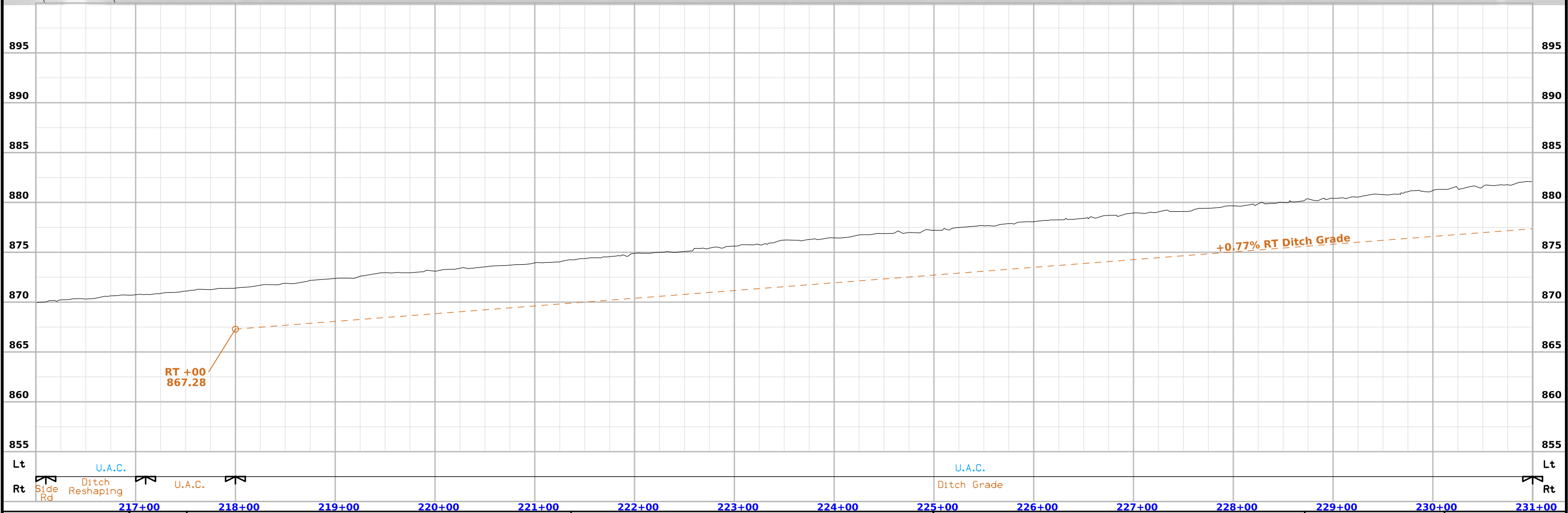
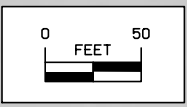
US 30 (MLA030)

Eureka Ave

UAC.
Type "D" Ent.
15"x22'
C.M.P.
(U.A.C.)

BEGIN CONSTRUCTION WB PASSING LANE
BEGIN 60:1 TAPER
STA 218+00
REF LOC 272.67

216+03.2, 38.1 RT
24"x64.6' RCP with Aprons
Remove and Reinstall 16 LF x 24" RCP, LT
Remove and Reinstall 16 LF x 24" RCP, RT
Remove and Reinstall Apron, LT
Remove and Reinstall Apron, RT



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D13
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Pioneer TWP.
T-82N R-4W
SEC. 14

Union Pacific Railroad

FRA #190455C

Echo Ave

245+00

235+00

240+00

US 30 (MLA030)

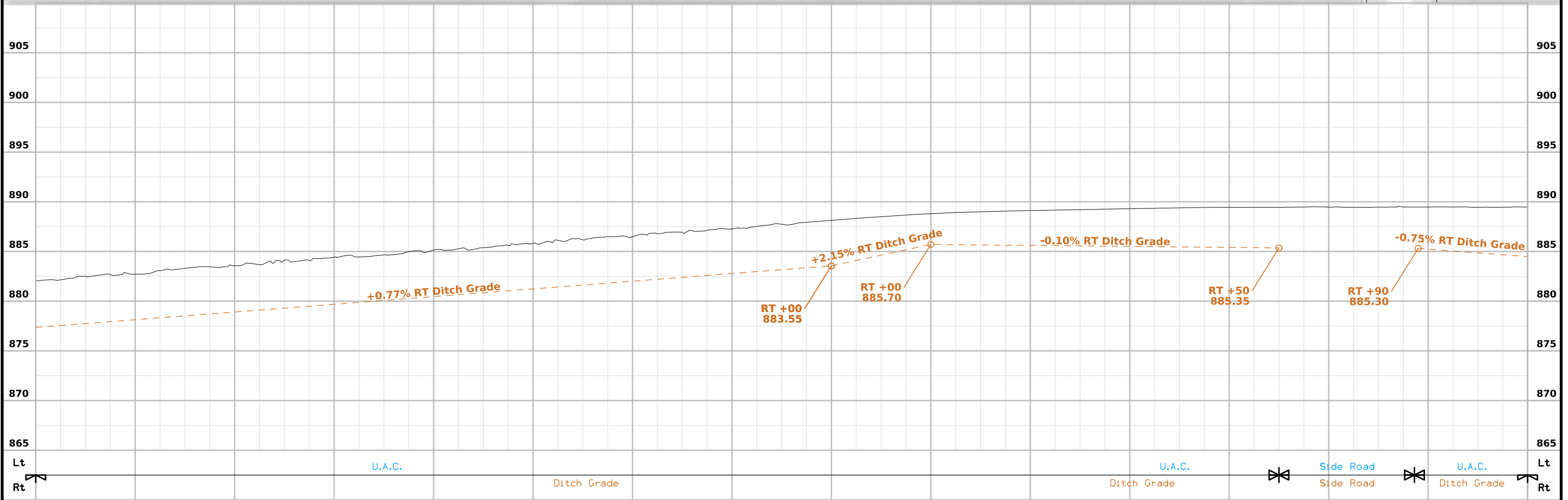
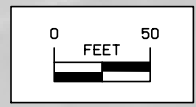
Ditch Grading Easement

+70 Prop.
Type "D" Ent.

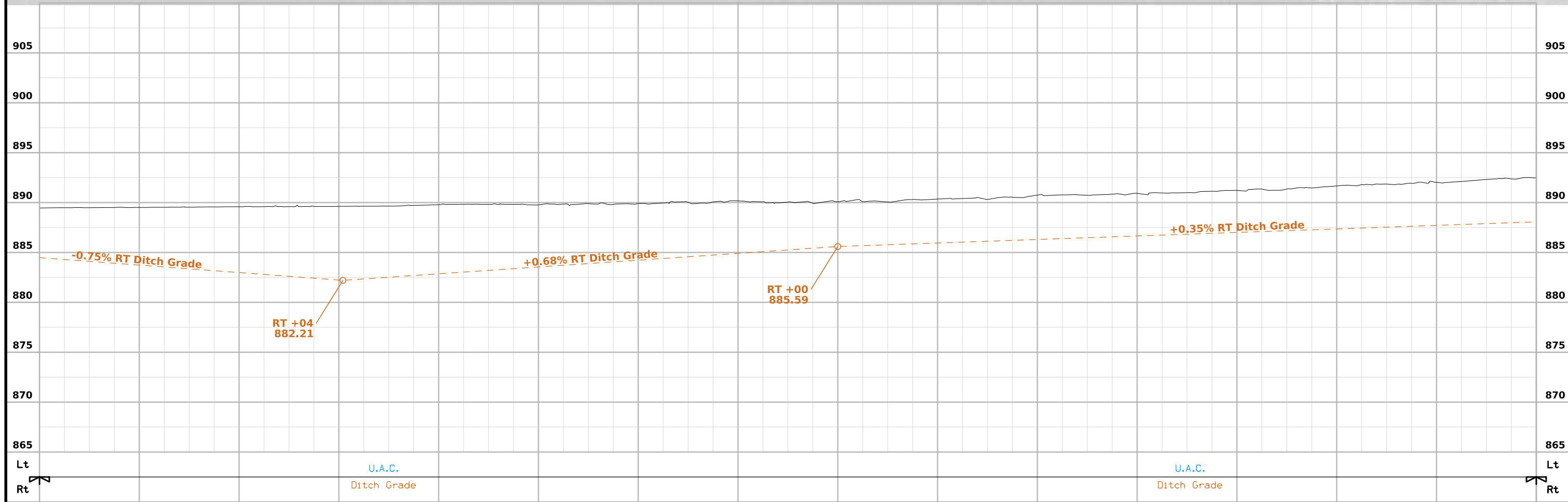
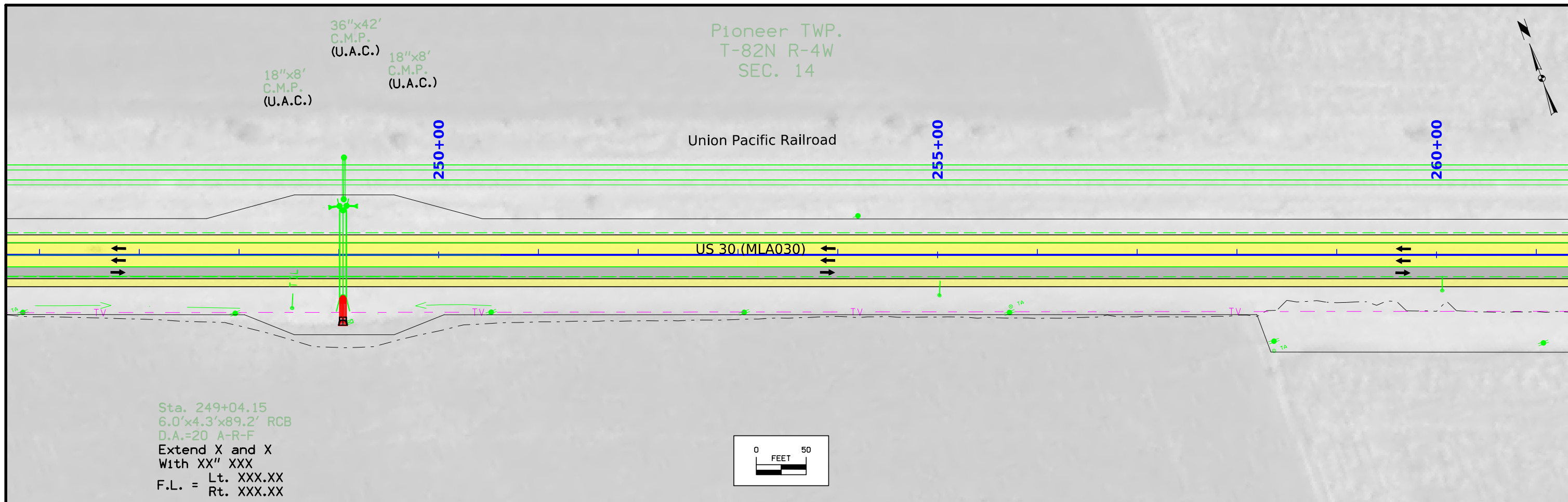
+95 Close
Type "D" Ent.

Sta. 244+27.52, 65' RT
24"x41'
C.M.P.
Extend X and X
With XX" XXX
F.L. = Lt. XXX.XX
Rt. XXX.XX

Echo Ave



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON										CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16		SHEET NUMBER	D14	
232+00	233+00	234+00	235+00	236+00	237+00	238+00	239+00	240+00	241+00	242+00	243+00	244+00	245+00	246+00					



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON		CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16		SHEET NUMBER	D15	
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Pioneer TWP.
T-82N R-4W
SEC. 14

Pioneer TWP.
T-82N R-4W
SEC. 13

Union Pacific Railroad

Sta. 272+42.59, 42' LT
24"x60' RCP
Remove and Reinstall 8 LF x 24" RCP, LT.
Remove and Reinstall 8 LF x 24" RCP, RT.
Extend X and X
With XX" XXX
F.L. = Lt. XXX.XX
Rt. XXX.XX

FRA #190454V
REF LOC 273.69

Ditch Grading Easement

US 30.(MLA030)

273+77.15, 37' Lt
24"x168'
R.C.P.
Extend X and X
With XX" XXX
F.L. = Lt. XXX.XX
Rt. XXX.XX

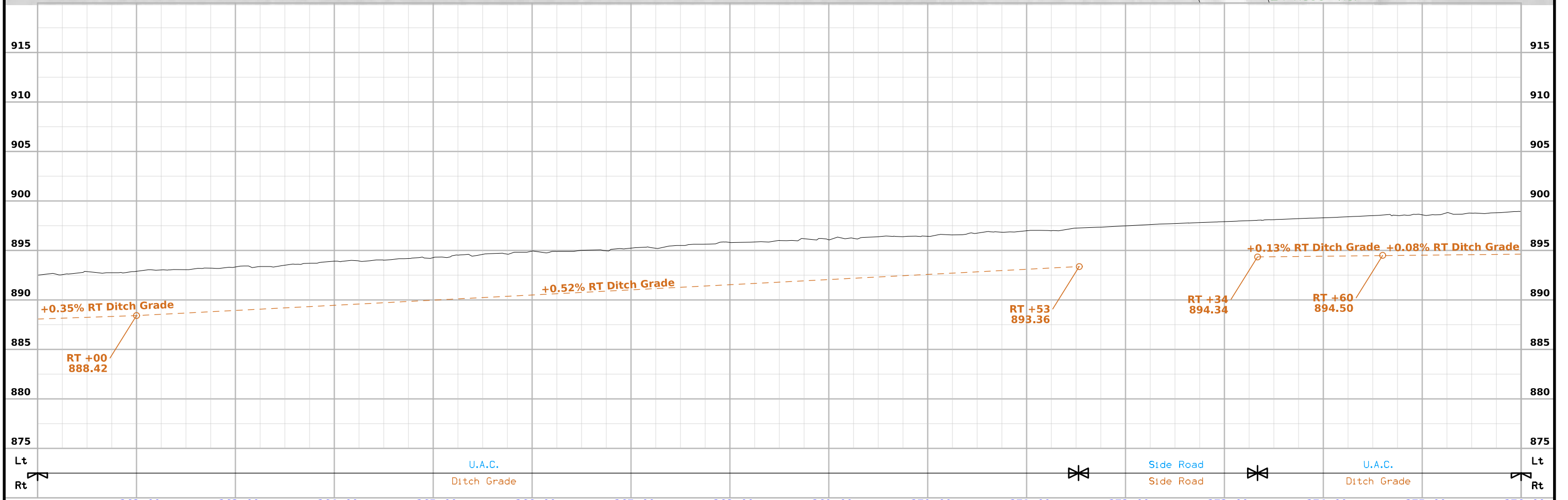
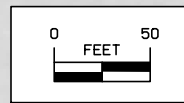
+16 Close
Type "D" Ent.

+59 Prop.
Type "D" Ent.

+30 Close
Type "C" Ent.

+59 Prop.
Type "D" Ent.

Sta. 273+77.15, 37' RT
24"x168' RCP



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D16
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Pioneer TWP.
T-82N R-4W
SEC. 13

Union Pacific Railroad

280+00

285+00

290+00

US 30 (MLA030)

Ditch Grading Easement

TV

TV

TV

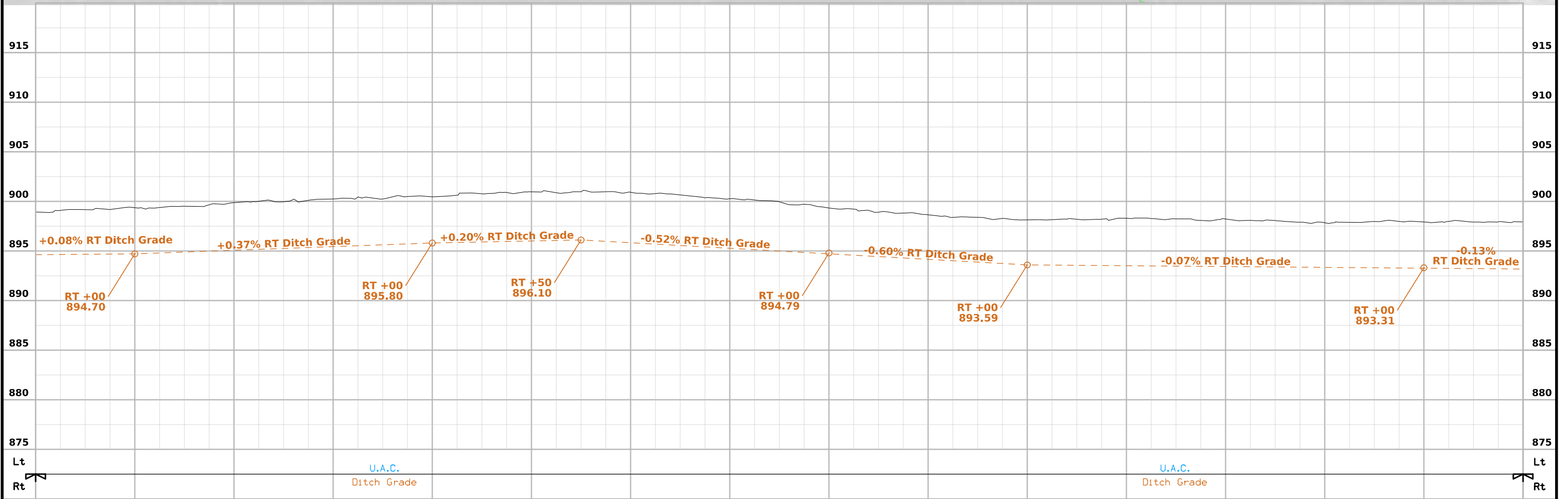
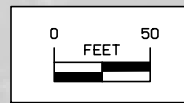
TV

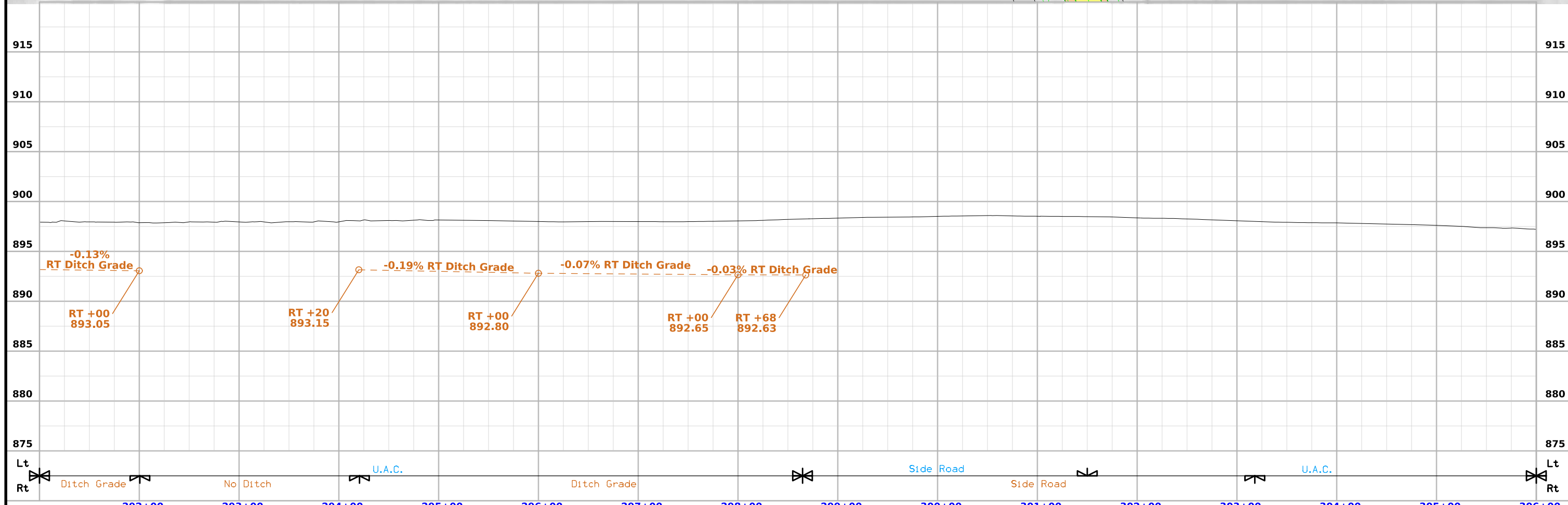
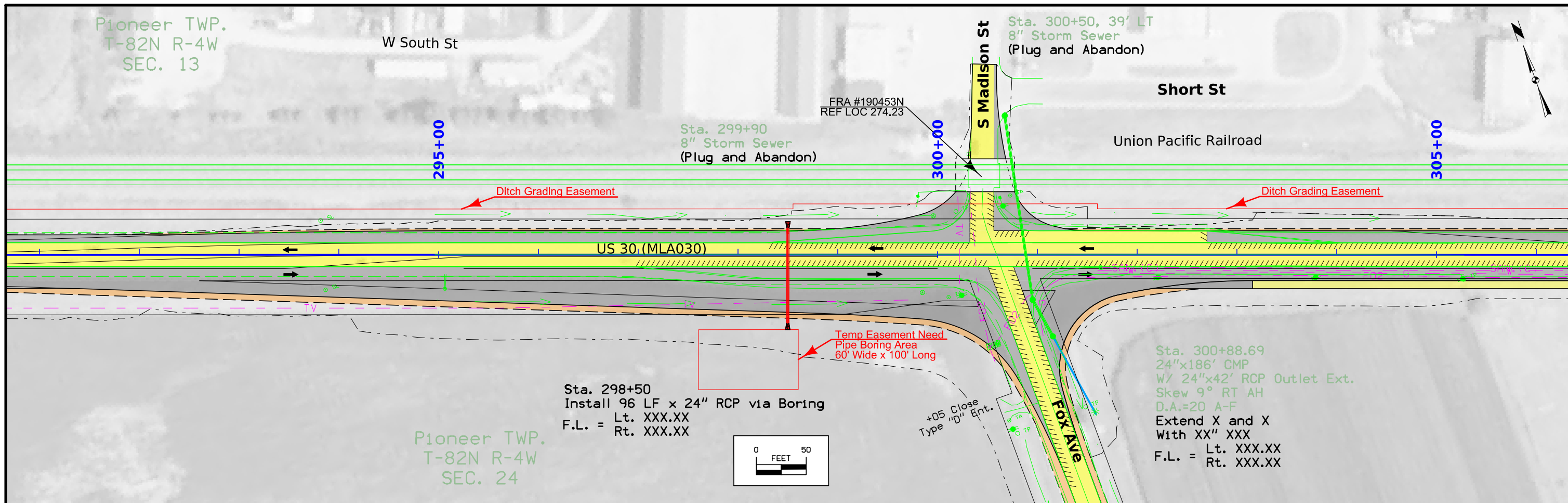
TV

Begin City of Mechanicsville Corporate Limits
STA 286+34
REF LOC 273.96

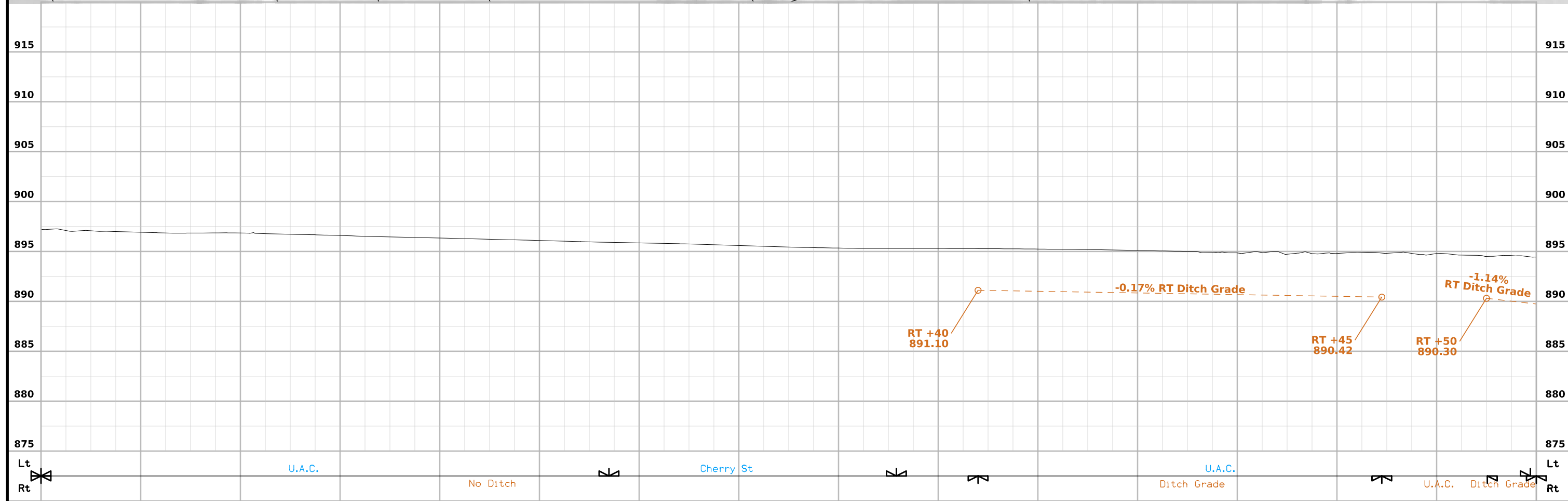
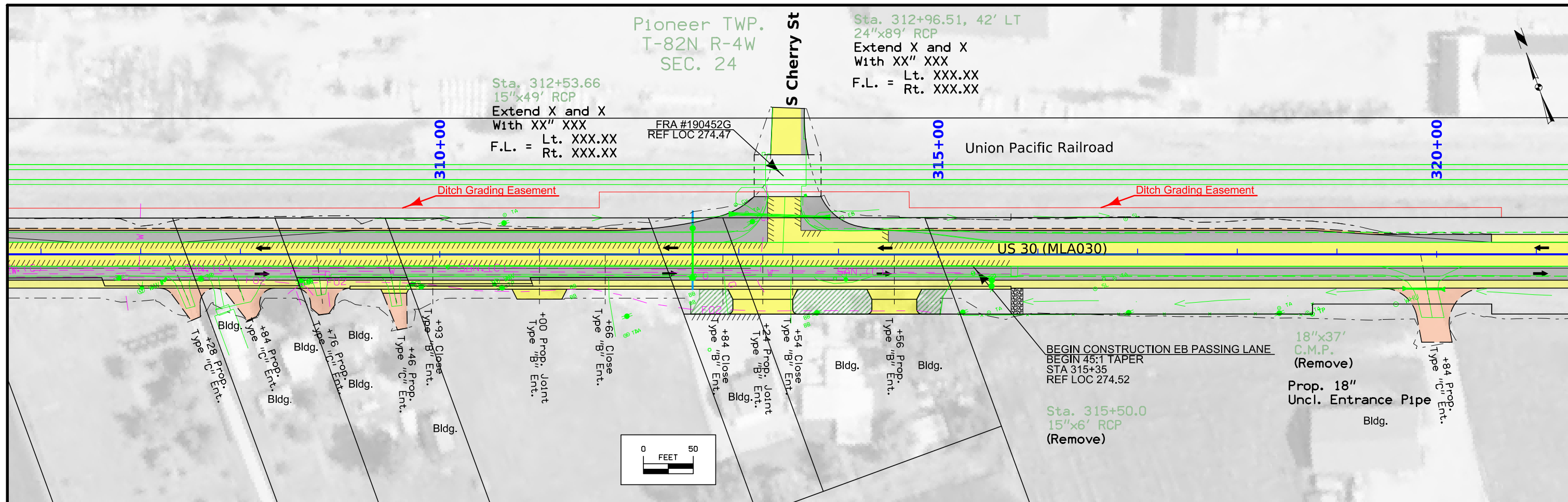
END CONSTRUCTION WB PASSING LANE
STA 288+32
REF LOC 274.00

Approximate Corporate Limits





FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON		CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16		SHEET NUMBER	D18
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FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON		CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16		SHEET NUMBER	D19
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Pioneer TWP.
T-82N R-4W
SEC. 24

Fremont TWP.
T-82N R-3W
SEC. 19



325+00

330+00

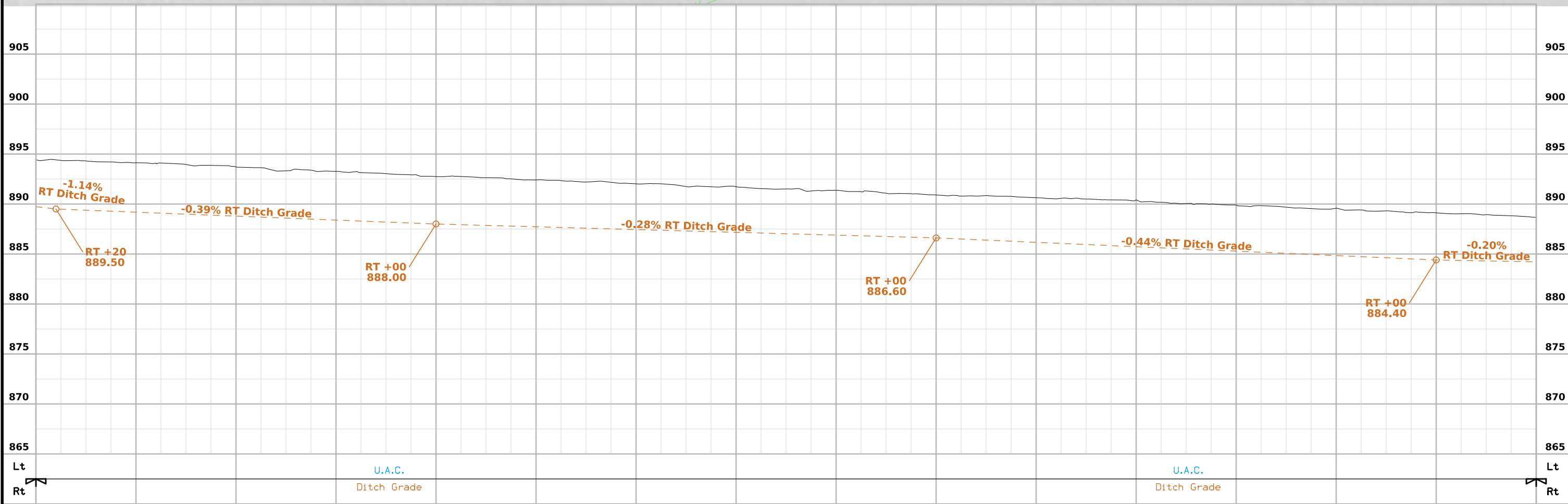
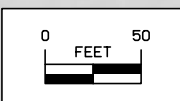
335+00

Union Pacific Railroad

End City of Mechanicsville Corporate Limits
STA 334+69
REF LOC 274.88

US 30 (MLA030)

Approximate Corporate Limits



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D20
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Fremont TWP.
T-82N R-3W
SEC. 19

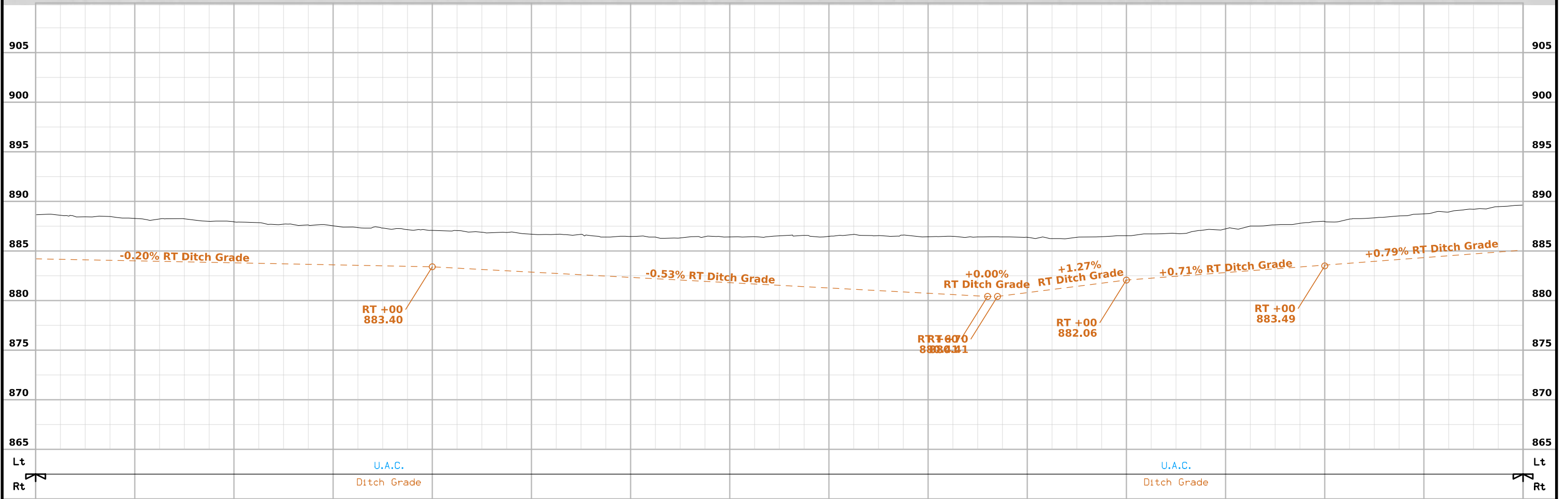
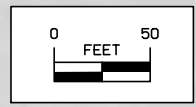


Approximate Corporate Limits

Union Pacific Railroad

US 30. (MLA030)

Sta. 345+65.17
4.0'x3.0'x87.0' RCB
D.A.=70 A-R-F
(U.A.C.)



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D21
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Fremont TWP.
T-82N R-3W
SEC. 19

Union Pacific Railroad

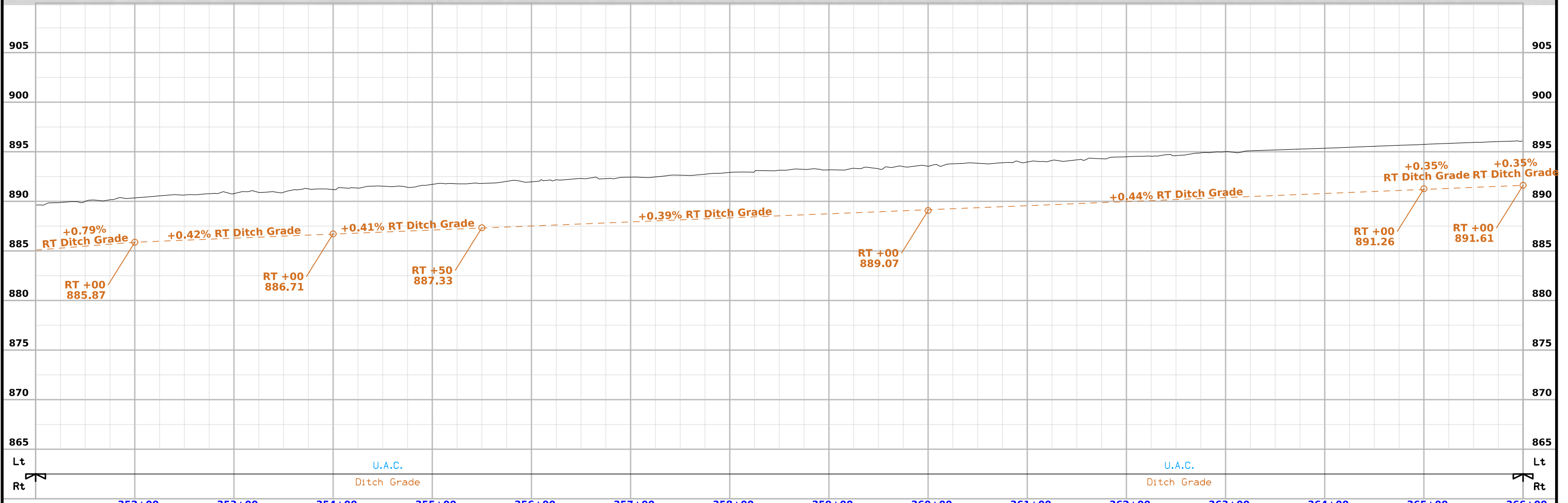
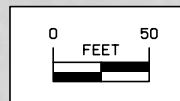
355+00

360+00

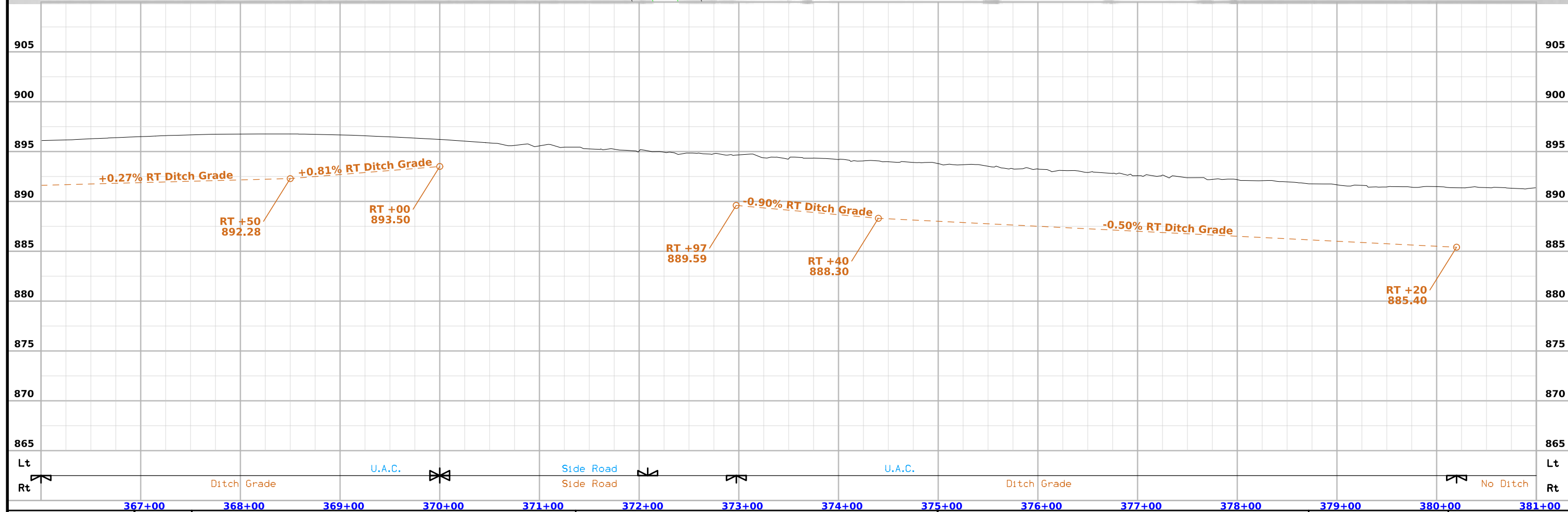
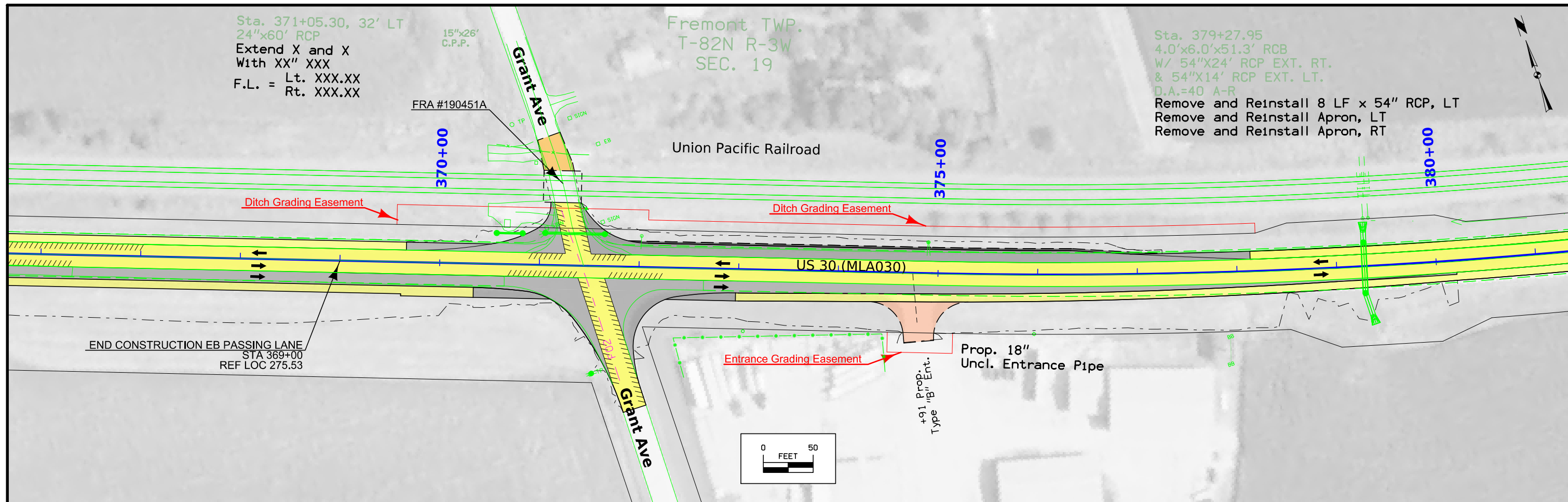
365+00

US 30. (MLA030)

16"X43'
C.M.P.
(Remove)
Prop. 18"
Uncl. Entrance Pipe



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D22
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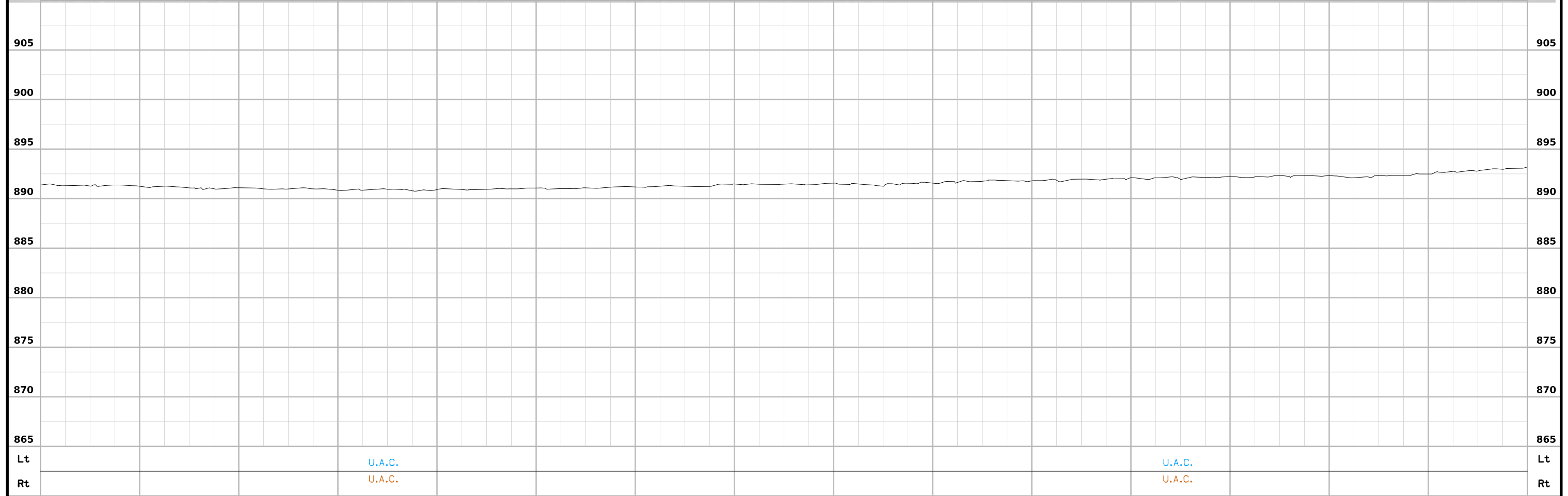
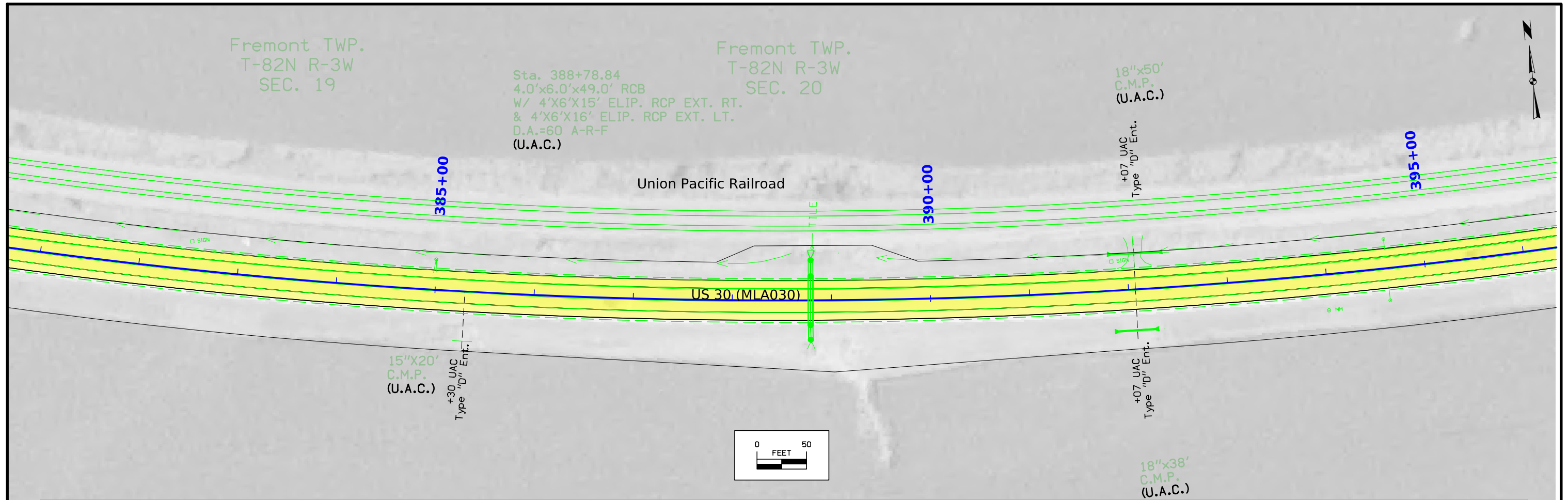
FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON			CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16			SHEET NUMBER	D23
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Fremont TWP.
T-82N R-3W
SEC. 19

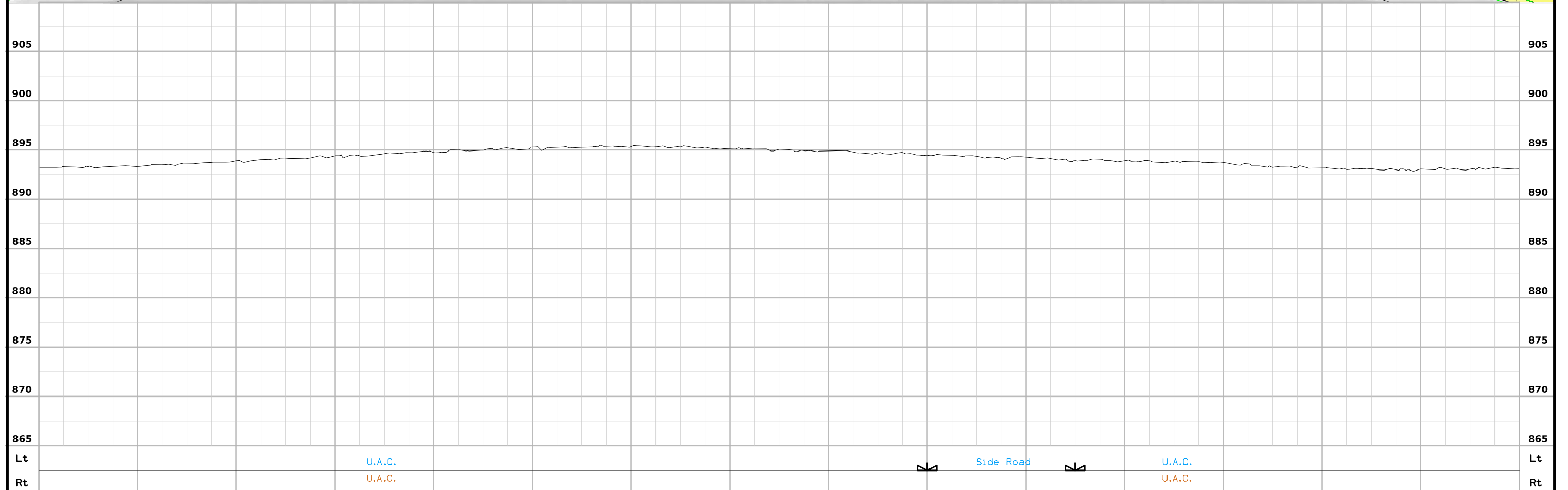
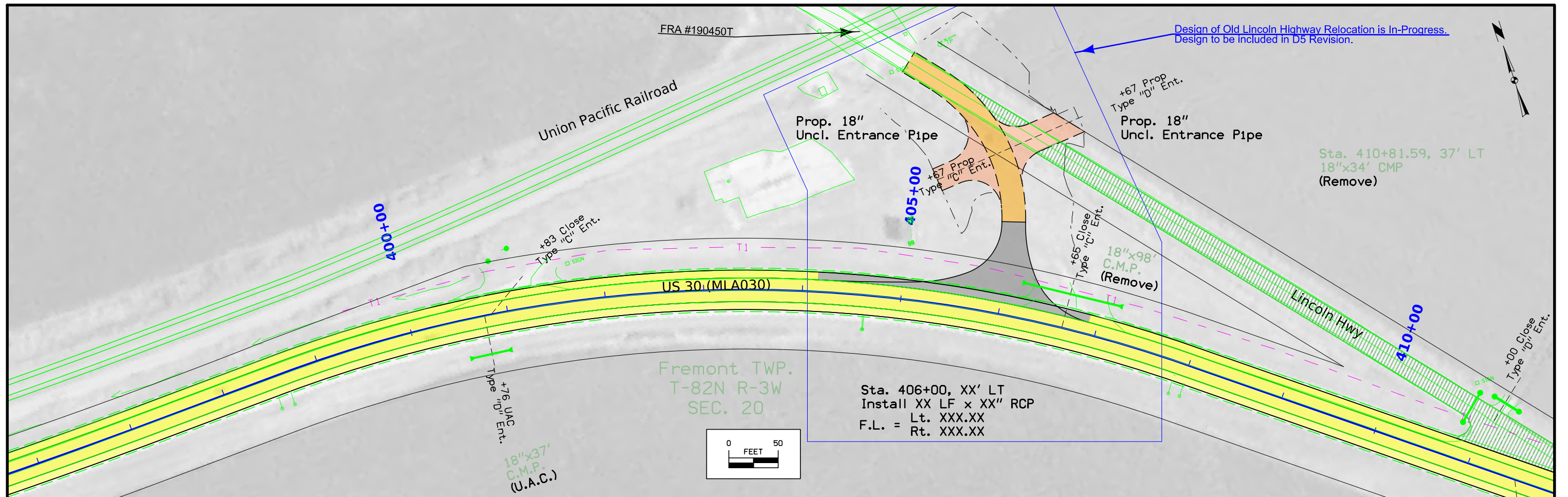
Sta. 388+78.84
4.0'x6.0'x49.0' RCB
W/ 4'X6'X15' ELIP. RCP EXT. RT.
& 4'X6'X16' ELIP. RCP EXT. LT.
D.A.=60 A-R-F
(U.A.C.)

Fremont TWP.
T-82N R-3W
SEC. 20

18"x50'
C.M.P.
(U.A.C.)



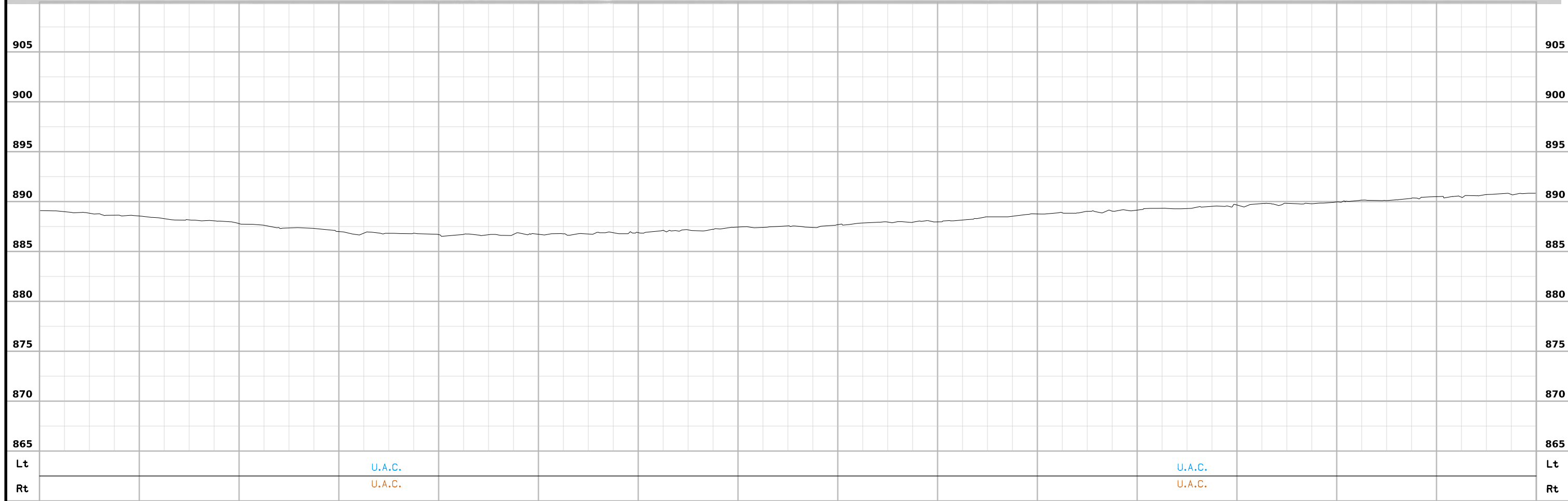
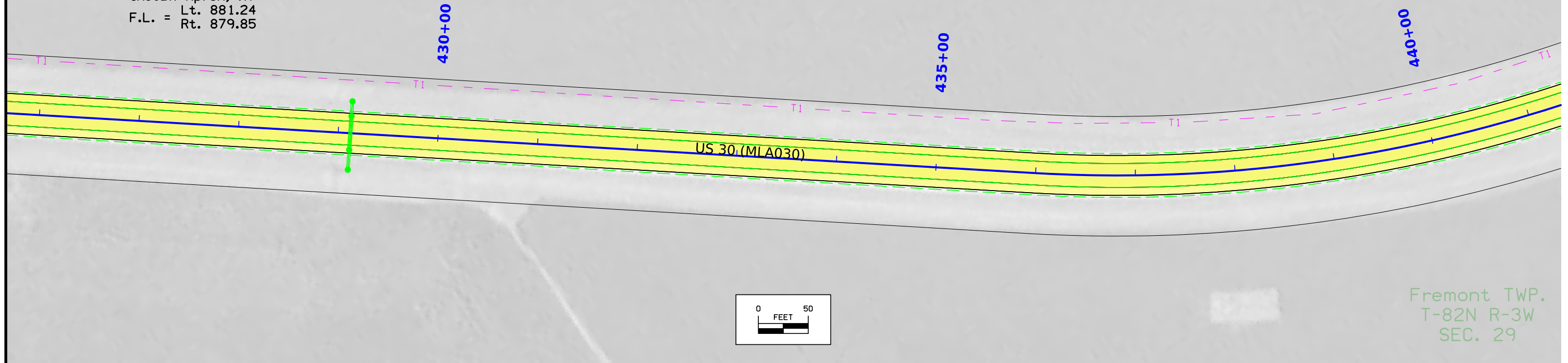
FILE NO.	ENGLISH	DESIGN TEAM HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER NHSX-030-8(53)--3H-16	SHEET NUMBER D24
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FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON										CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D25
3:47:42 PM	10/10/2024	jbahr1	pw:\NTPwint1.dot.int.lan:PWMain\Documents\Projects\1603002021\Design\CADD_Files\Sheet_Files\SHT_16030053_D04_D36.dgn														

Sta. 429+12.08
 2.0'x2.0'x33.8' RCB
 W/ 30"x15' RCP Ext. Lt.
 & 30"x20' RCP Ext. Rt.
 D.A.=20 A-R-F
 Remove 8 LF x 30" RCP, LT
 Remove 8 LF x 30" RCP, RT
 Install Apron, LT
 Install Apron, RT
 F.L. = Lt. 881.24
 Rt. 879.85

Fremont TWP.
 T-82N R-3W
 SEC. 20



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON					CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16					SHEET NUMBER	D27
427+00	428+00	429+00	430+00	431+00	432+00	433+00	434+00	435+00	436+00	437+00	438+00	439+00	440+00	441+00		

Fremont TWP.
T-82N R-3W
SEC. 21

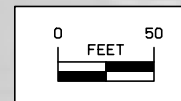
Sta. 469+89.41
Skew 30° RT AH
72"x105' RCP
D.A.=200 A-H
(U.A.C.)

460+00

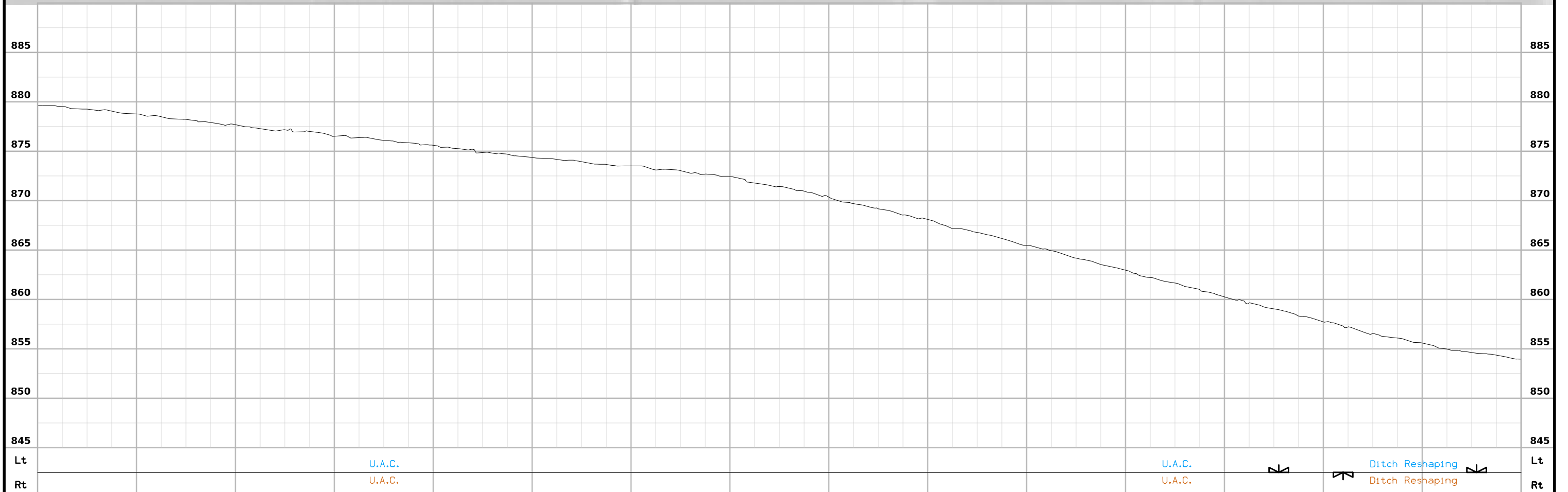
465+00

470+00

US 30 (MLA030)

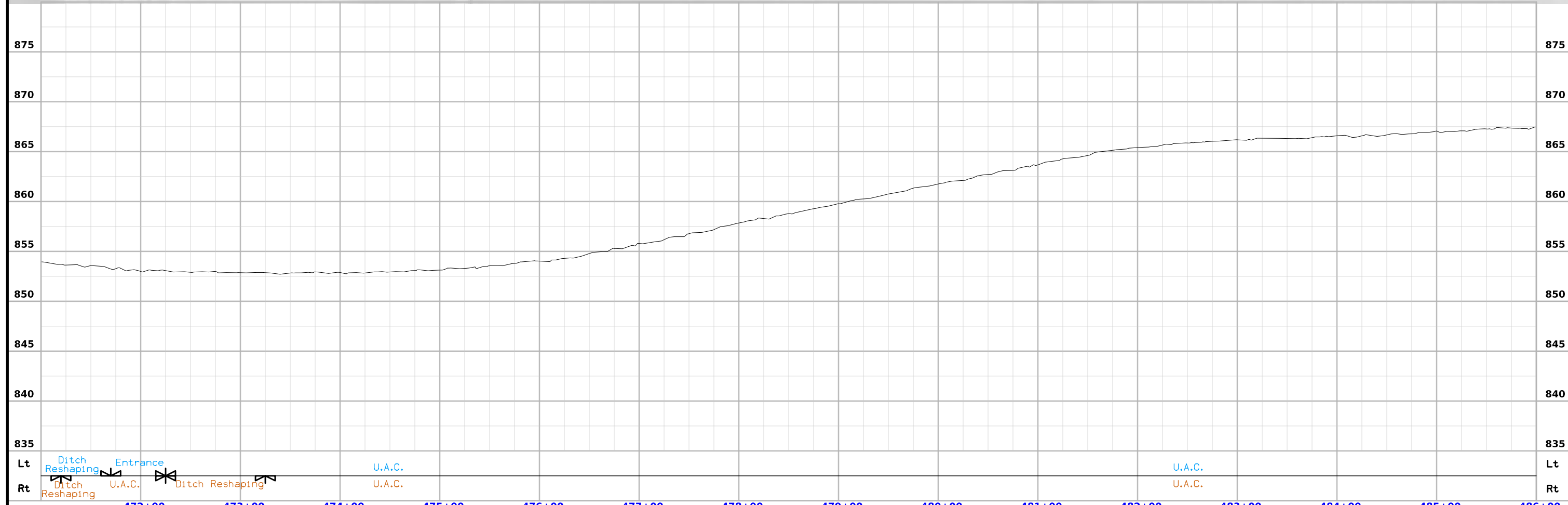
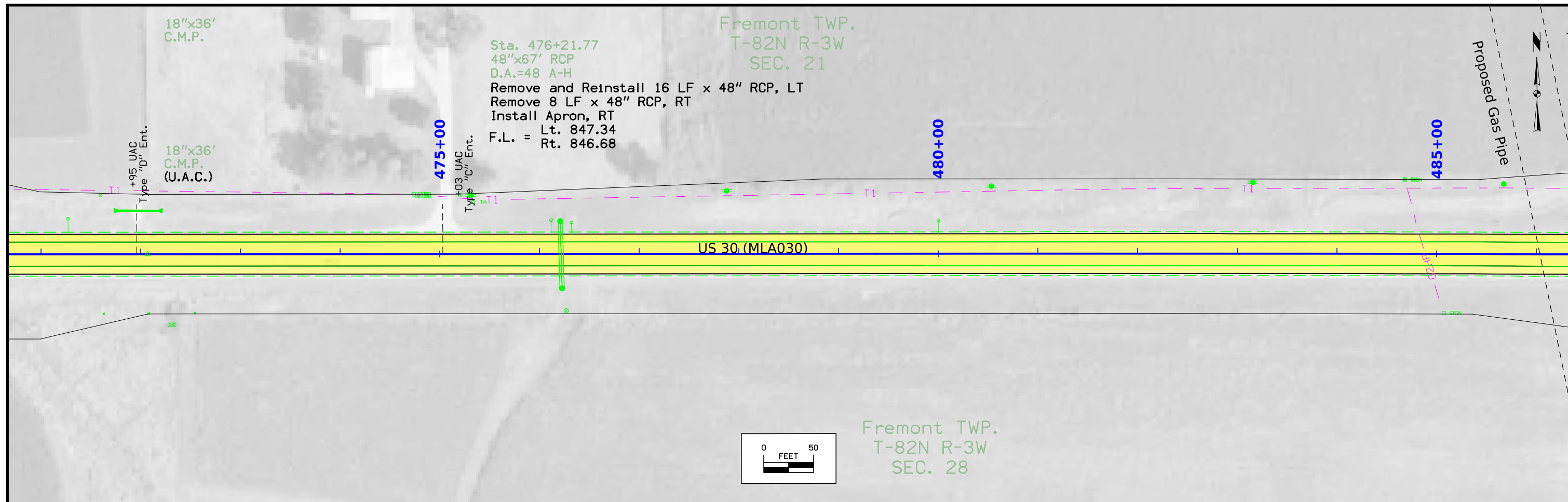


Fremont TWP.
T-82N R-3W
SEC. 28

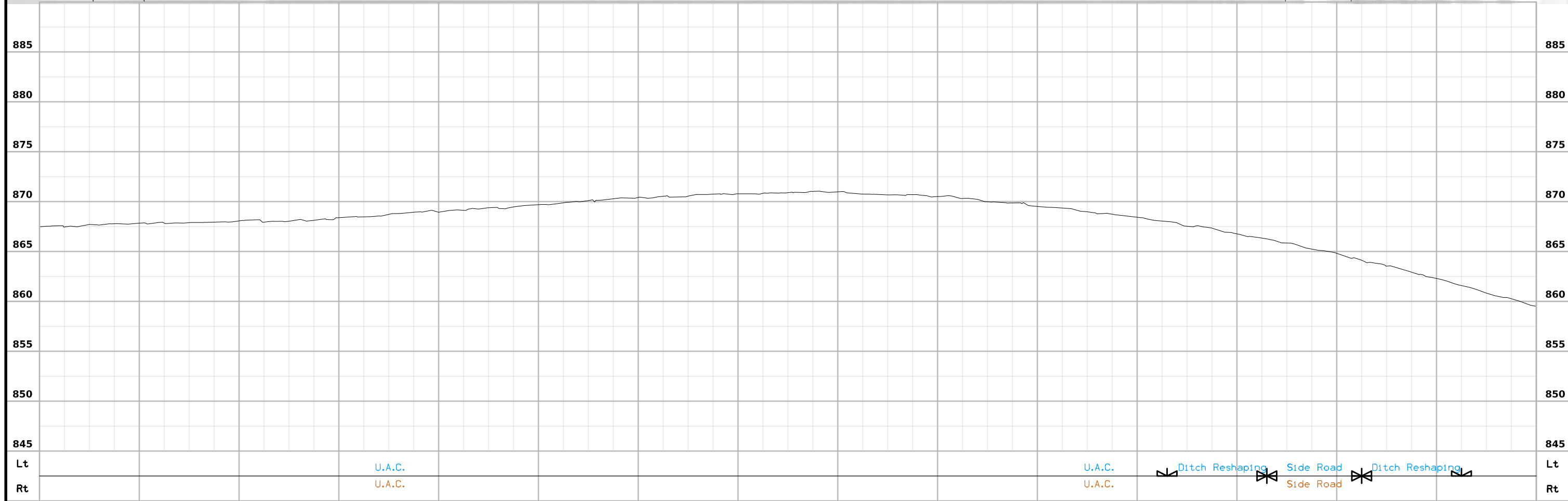
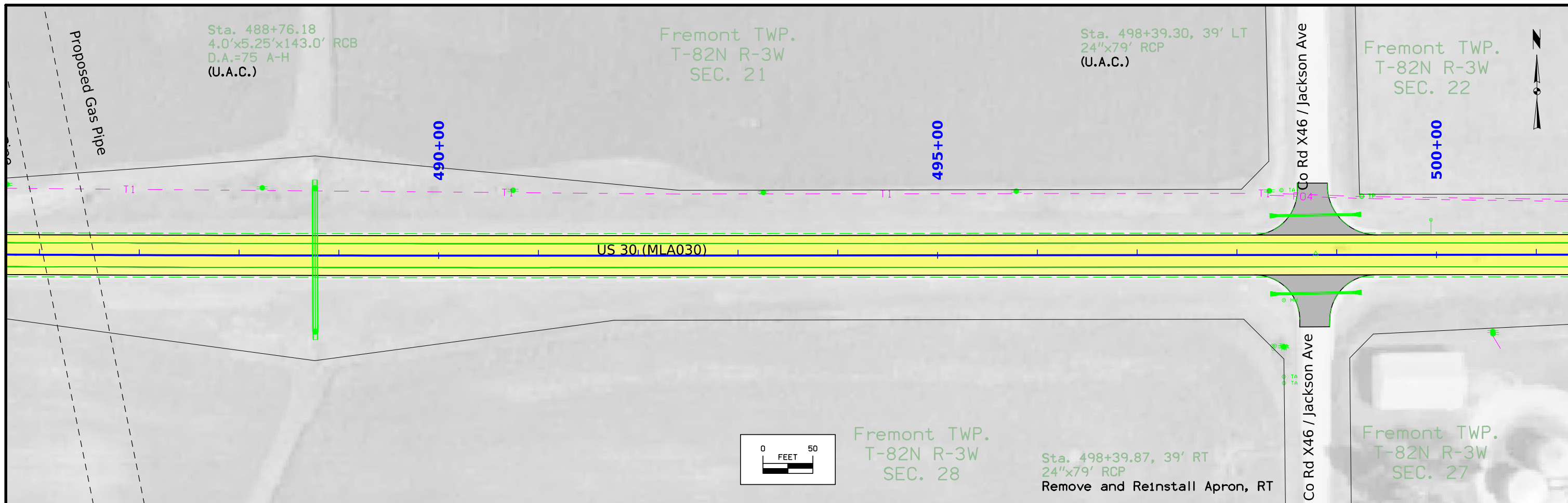


457+00 458+00 459+00 460+00 461+00 462+00 463+00 464+00 465+00 466+00 467+00 468+00 469+00 470+00 471+00

FILE NO. ENGLISH DESIGN TEAM **HOLST / BAHR / JACKSON** CEDAR COUNTY PROJECT NUMBER **NHSX-030-8(53)--3H-16** SHEET NUMBER **D29**



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON			CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16			SHEET NUMBER	D30
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FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON			CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16			SHEET NUMBER	D31
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Sta. 506+38.53
 5.0'x5.0'x61.6' RCB
 D.A.=112 A-H
 (U.A.C.)

Fremont TWP.
 T-82N R-3W
 SEC. 22



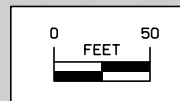
505+00

510+00

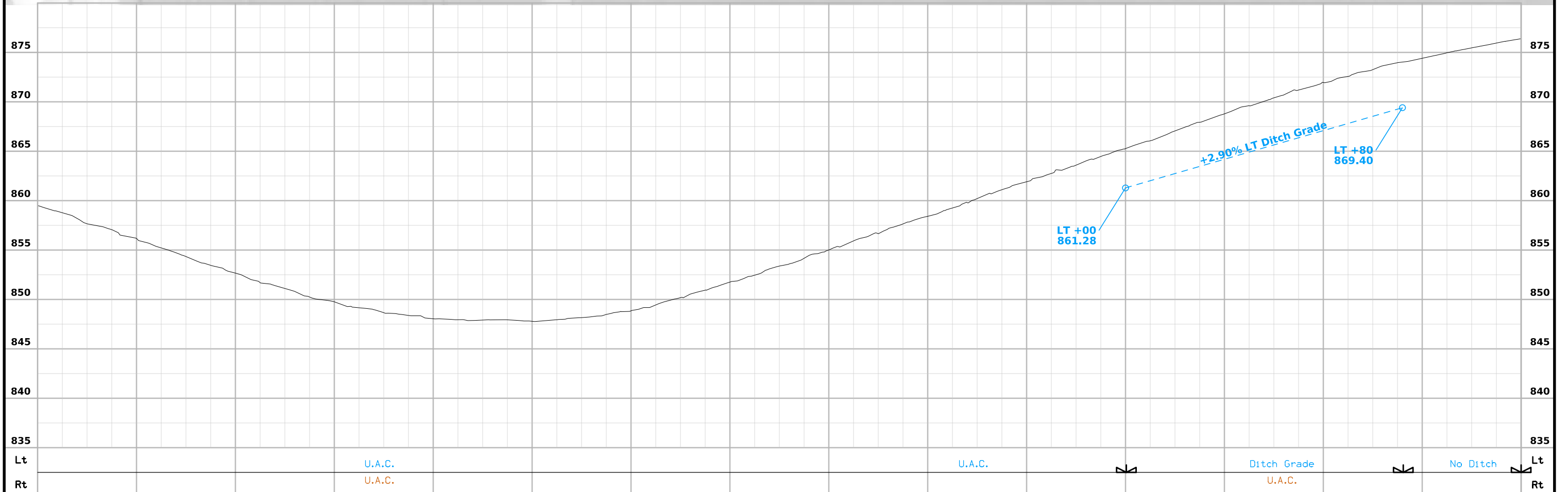
515+00

US 30 (MLA030)

BEGIN CONSTRUCTION WB PASSING LANE
 BEGIN 60:1 TAPER
 STA 509+00
 REF LOC 278.20



Fremont TWP.
 T-82N R-3W
 SEC. 27



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON			CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16			SHEET NUMBER	D32
3:47:51 PM	10/10/2024	jbahr1	pw:\NTPwint1.dot.int.lan:PWMain\Documents\Projects\1603002021\Design\CADD_Files\Sheet_Files\SHT_16030053_D04_D36.dgn									

Fremont TWP.
T-82N R-3W
SEC. 22

Sta. 530+79.39
Skew 30° RT AH
54"x78' RCP
D.A.=66 A-H
Remove and Reinstall Two Pipe Sections, LT.
Extend X and X
With XX" XXX
F.L. = Lt. XXX.XX
Rt. 848.98

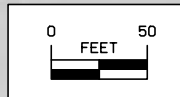
+50 Prop.
Type "C" Ent.
18"x39'
C.M.P.
(Remove)
Prop. 15"
Uncl. Entrance Pipe

520+00

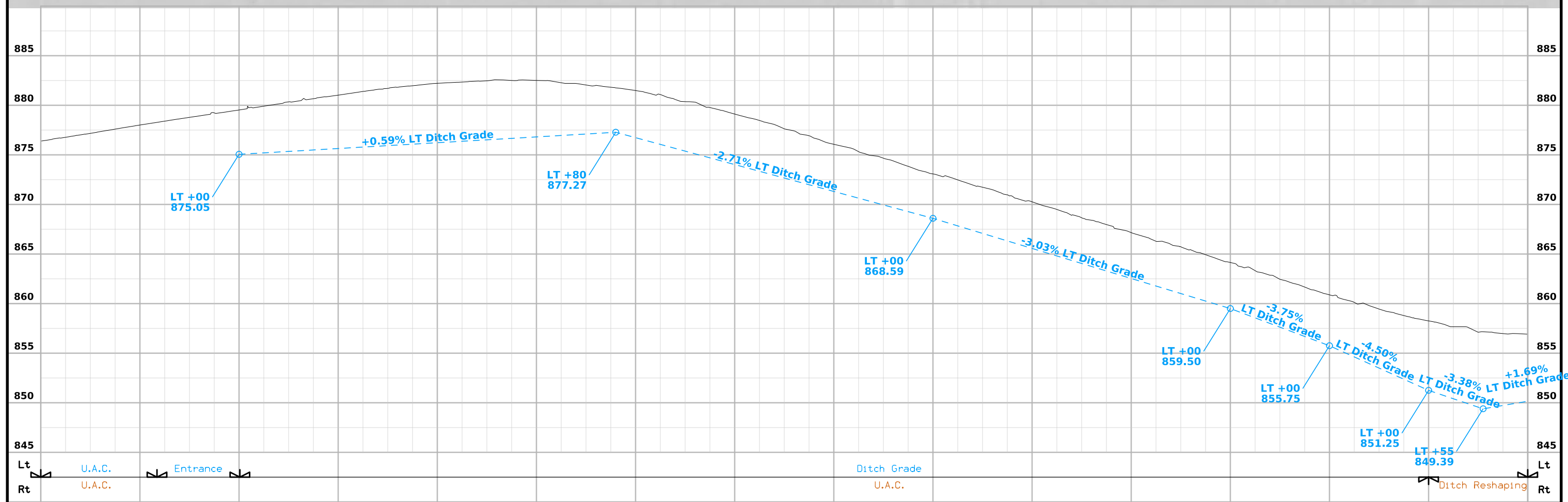
525+00

530+00

US 30.(MLA030)



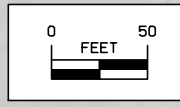
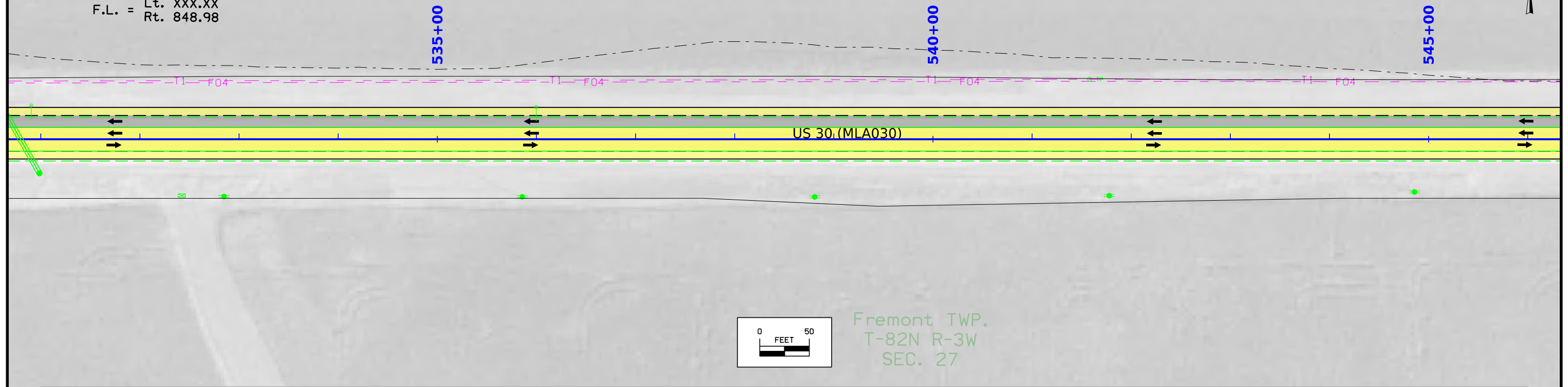
Fremont TWP.
T-82N R-3W
SEC. 27



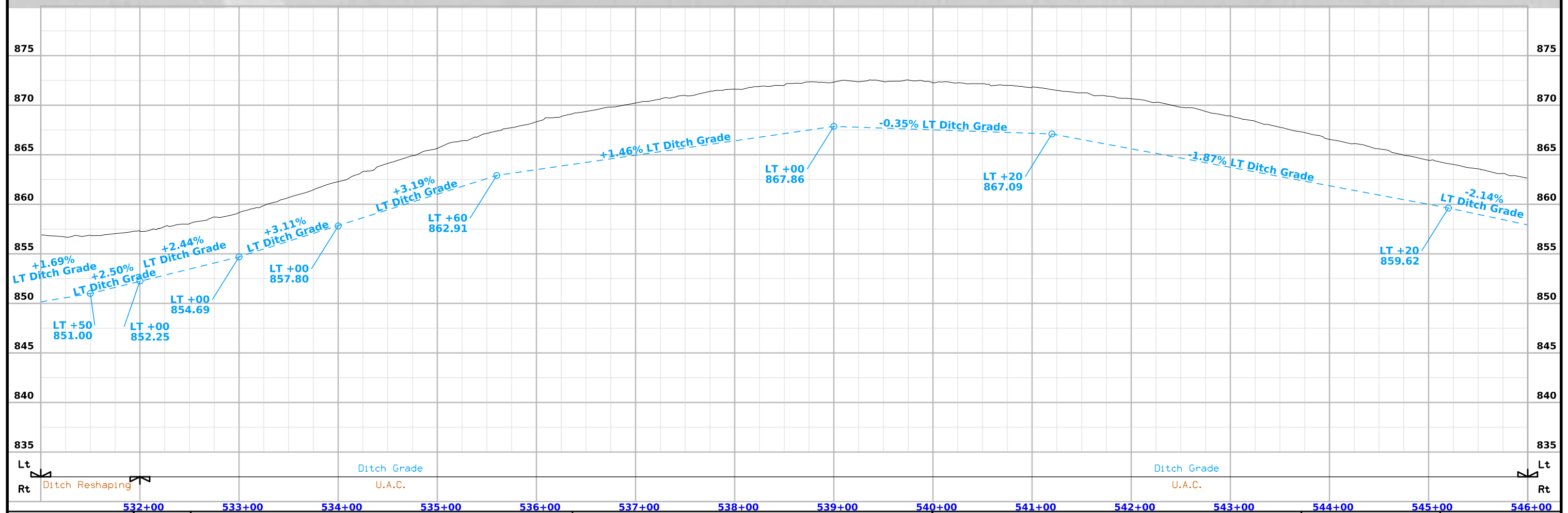
FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D33
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Sta. 530+79.39
 Skew 30° RT AH
 54"x78' RCP
 D.A.=66 A-H
 Remove and Reinstall 16 LF x 54" RCP, LT.
 Extend X and X
 With XX" XXX
 F.L. = Lt. XXX.XX
 Rt. 848.98

Fremont TWP.
 T-82N R-3W
 SEC. 22



Fremont TWP.
 T-82N R-3W
 SEC. 27



FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D34
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Fremont TWP.
T-82N R-3W
SEC. 22

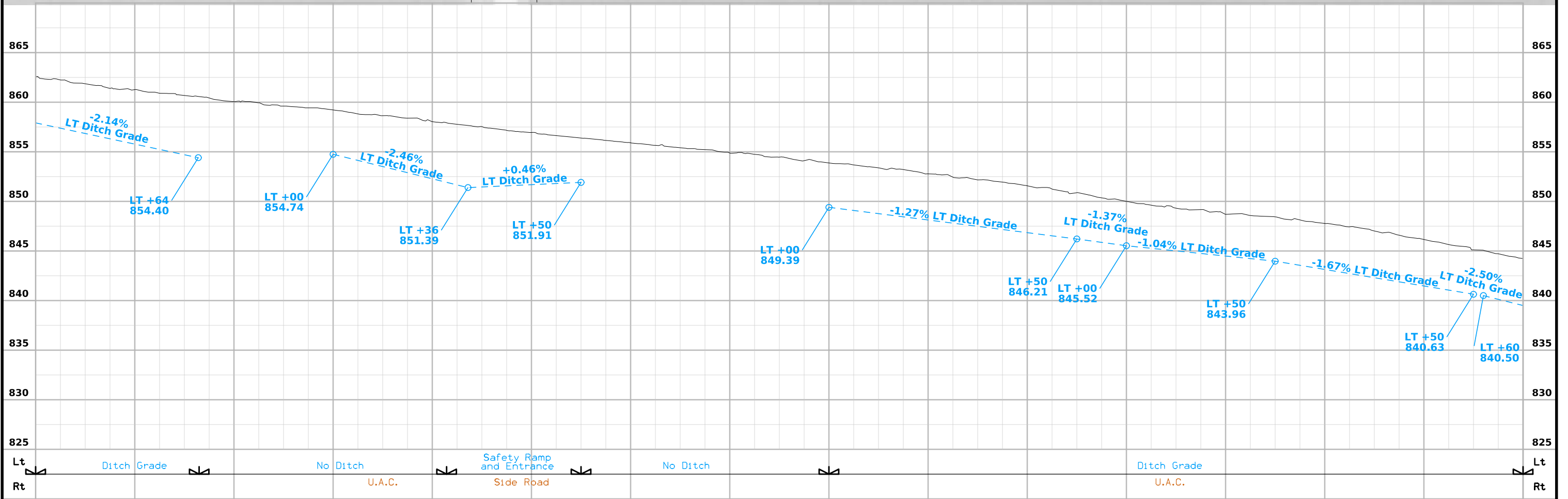
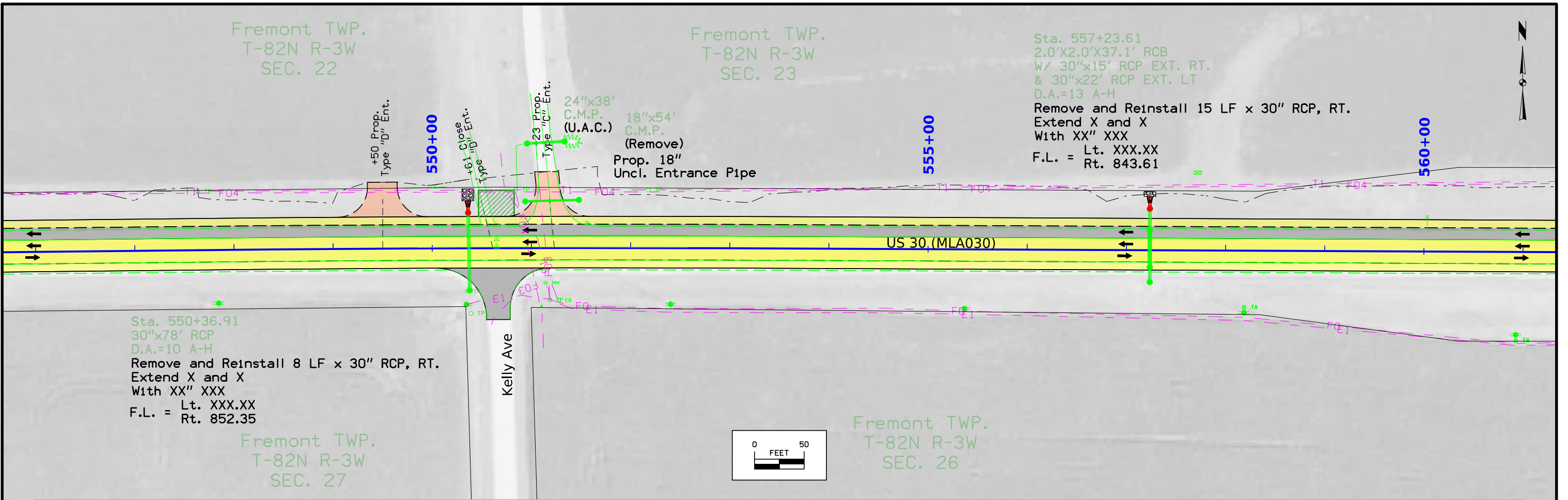
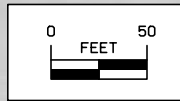
Fremont TWP.
T-82N R-3W
SEC. 23

Sta. 557+23.61
2.0'x2.0'x37.1' RCB
W/ 30"x15' RCP EXT. RT.
& 30"x22' RCP EXT. LT
D.A.=13 A-H
Remove and Reinstall 15 LF x 30" RCP, RT.
Extend X and X
With XX" XXX
F.L. = Lt. XXX.XX
Rt. 843.61

Sta. 550+36.91
30"x78' RCP
D.A.=10 A-H
Remove and Reinstall 8 LF x 30" RCP, RT.
Extend X and X
With XX" XXX
F.L. = Lt. XXX.XX
Rt. 852.35

Fremont TWP.
T-82N R-3W
SEC. 27

Fremont TWP.
T-82N R-3W
SEC. 26

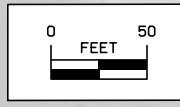
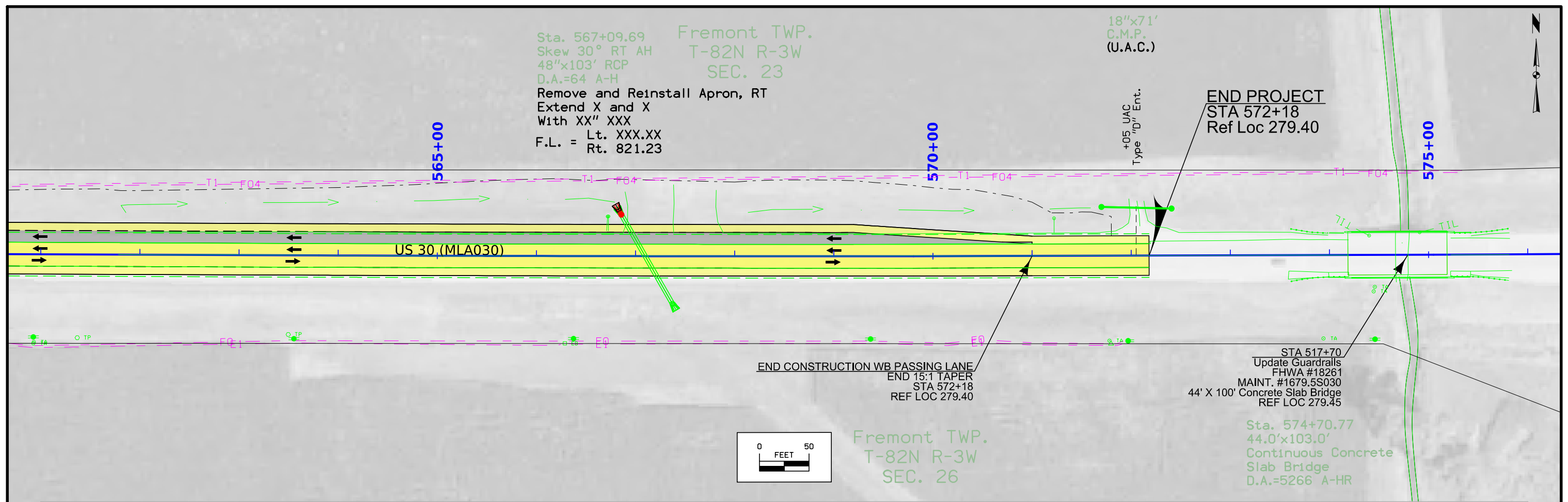


FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D35
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Sta. 567+09.69 Fremont TWP.
 Skew 30° RT AH T-82N R-3W
 48"x103' RCP SEC. 23
 D.A.=64 A-H
 Remove and Reinstall Apron, RT
 Extend X and X
 With XX" XXX
 F.L. = Lt. XXX.XX
 Rt. 821.23

18"x71'
 C.M.P.
 (U.A.C.)

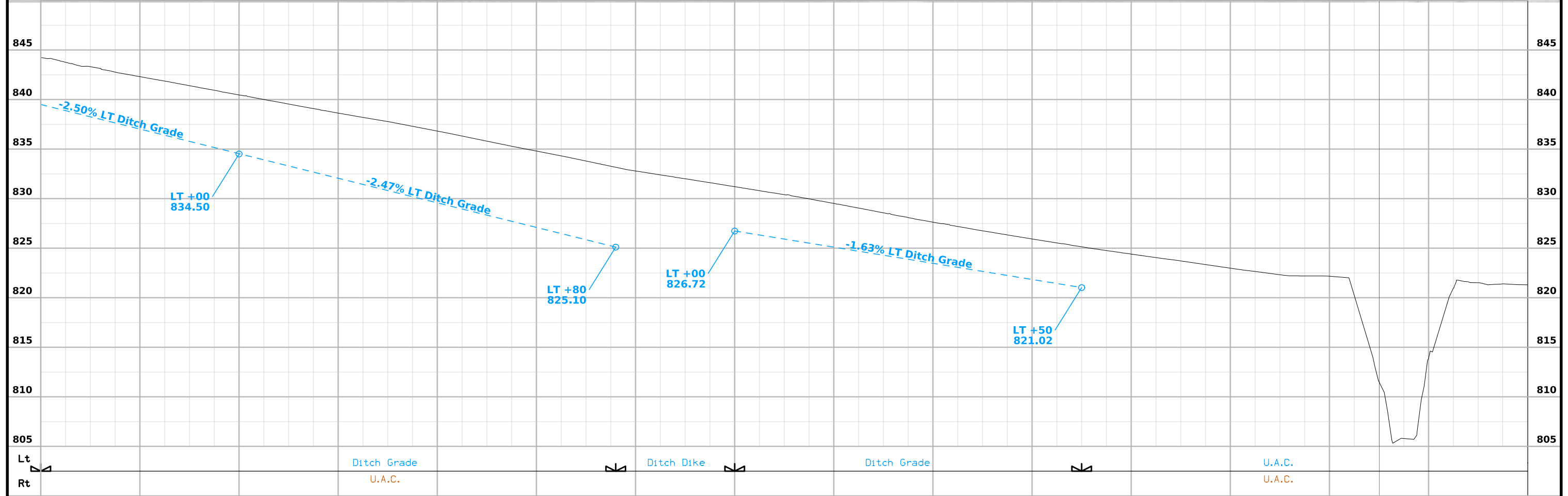
END PROJECT
 STA 572+18
 Ref Loc 279.40



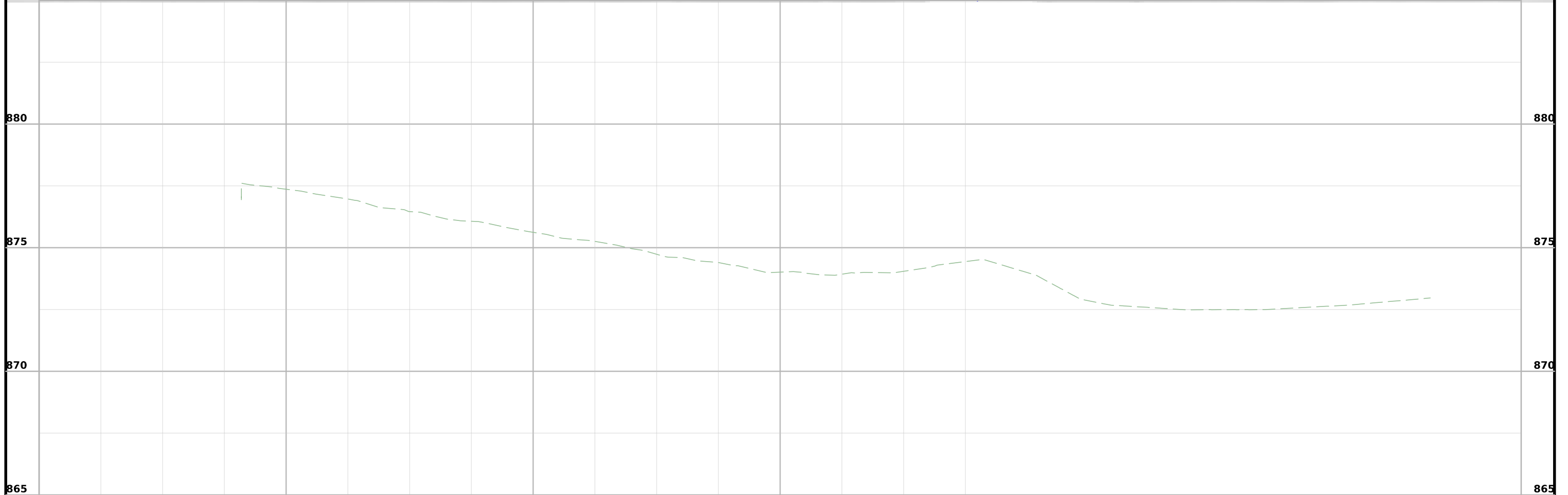
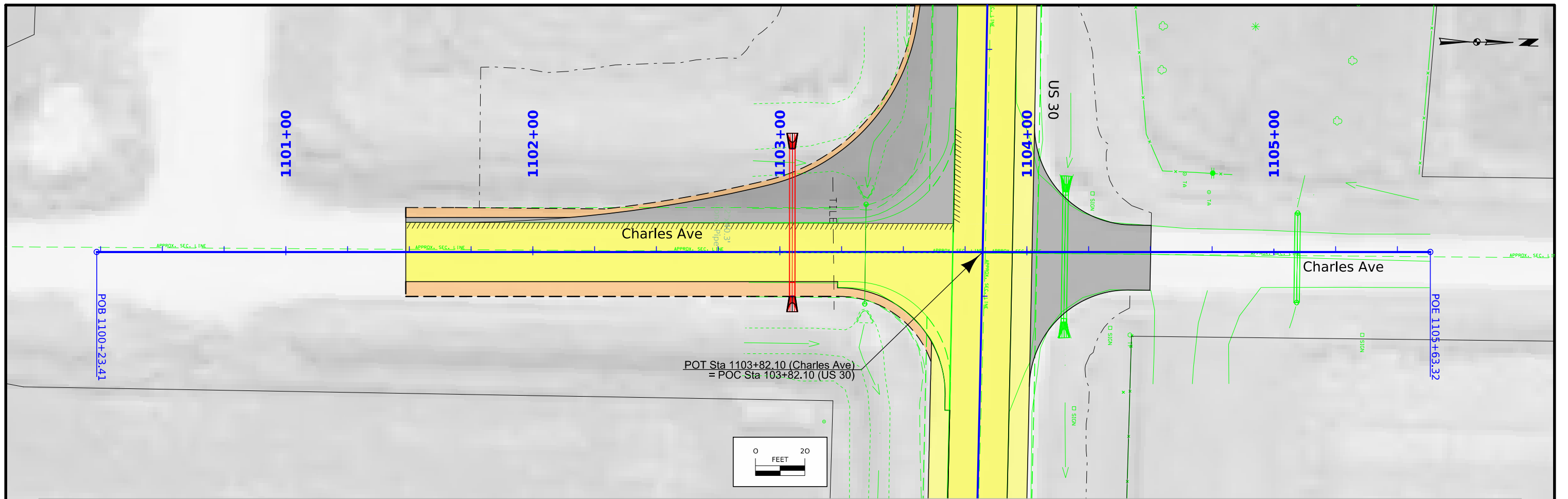
Fremont TWP.
 T-82N R-3W
 SEC. 26

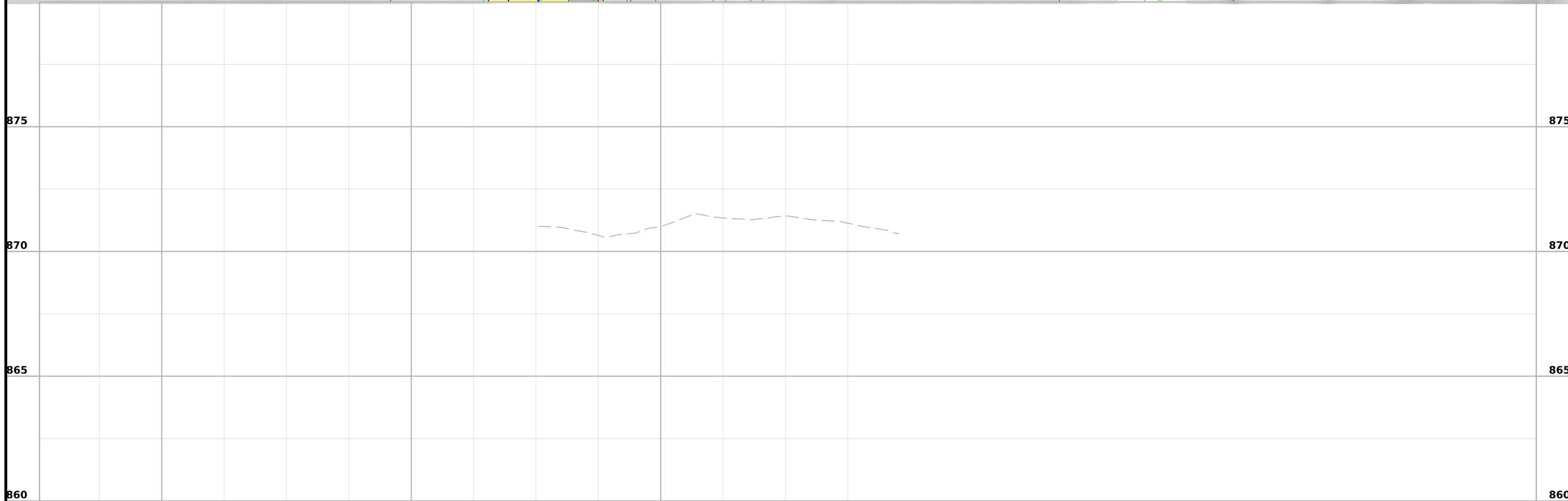
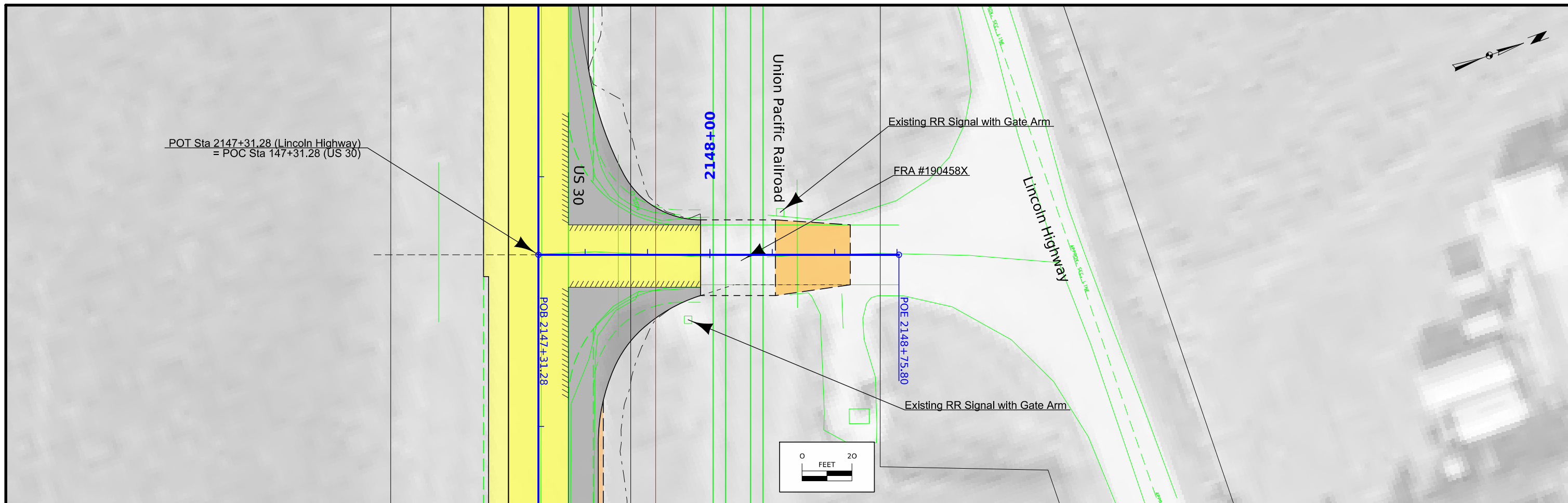
STA 517+70
 Update Guardrails
 FHWA #18261
 MAINT. #1679.5S030
 44' X 100' Concrete Slab Bridge
 REF LOC 279.45

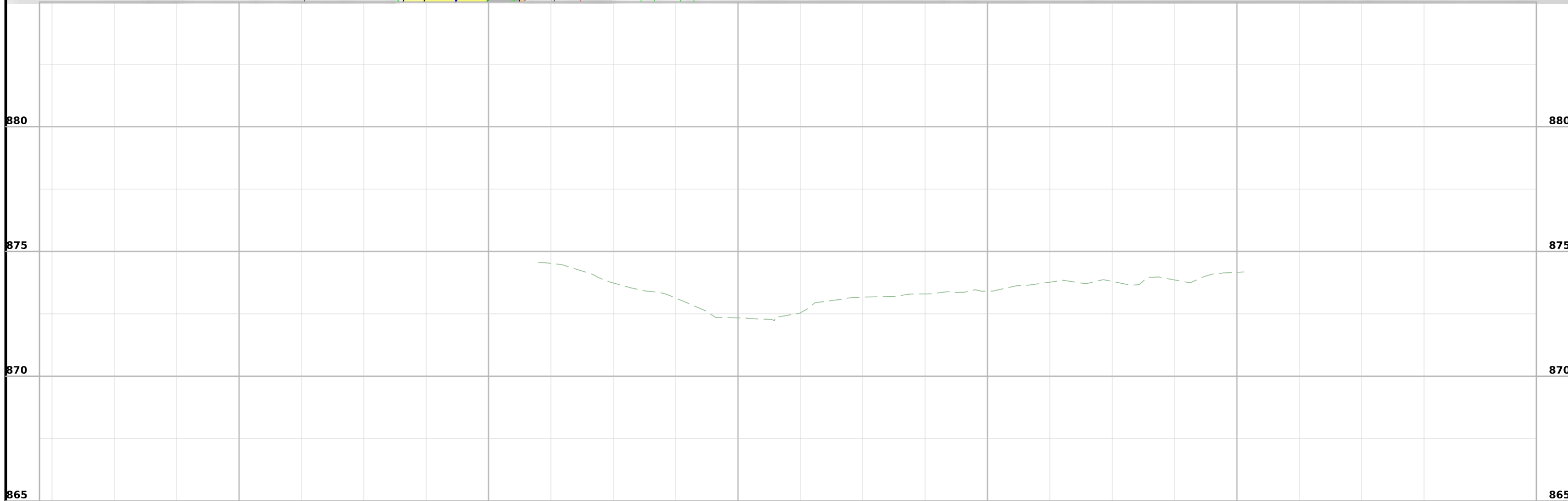
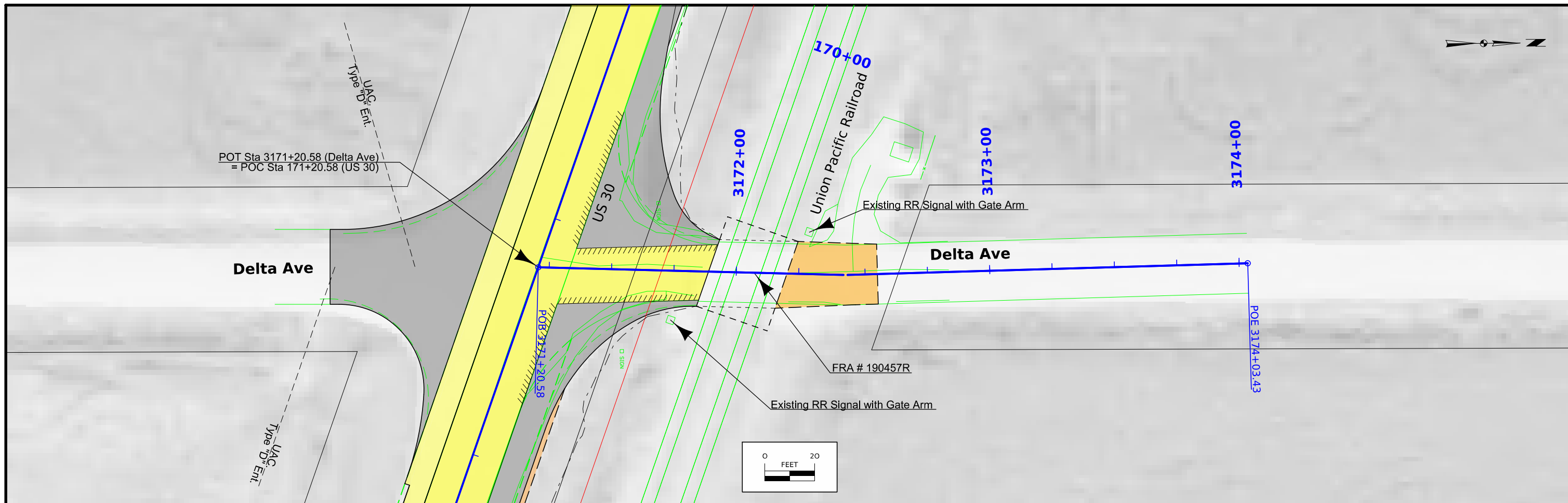
Sta. 574+70.77
 44.0'x103.0'
 Continuous Concrete
 Slab Bridge
 D.A.=5266 A-HR



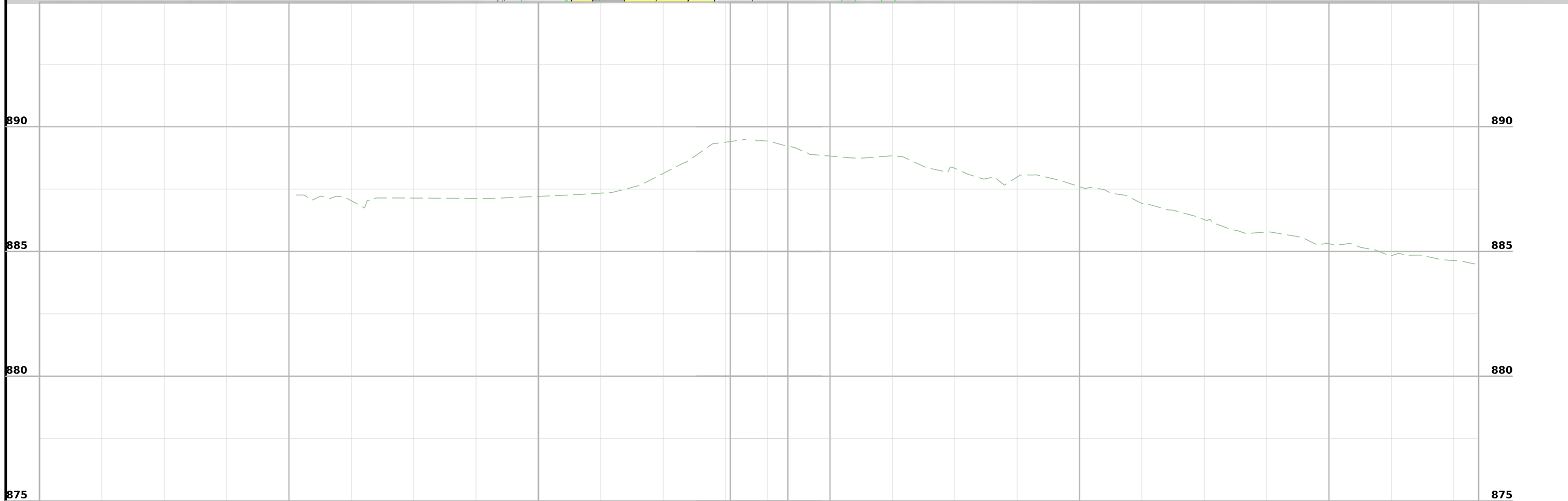
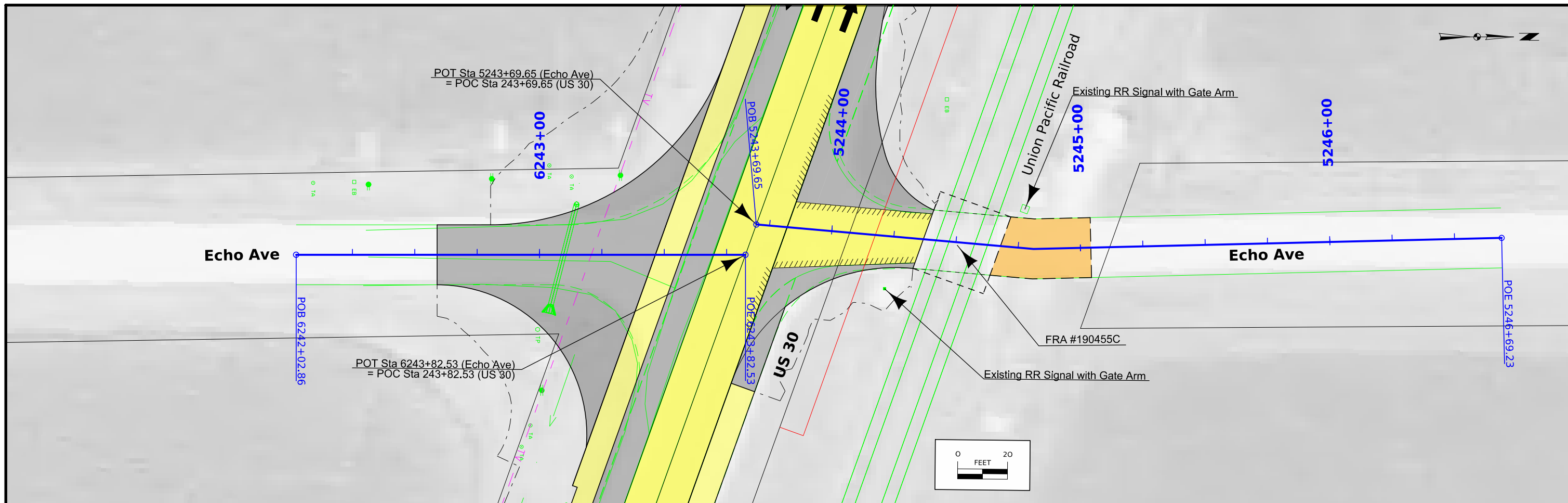
FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	D36
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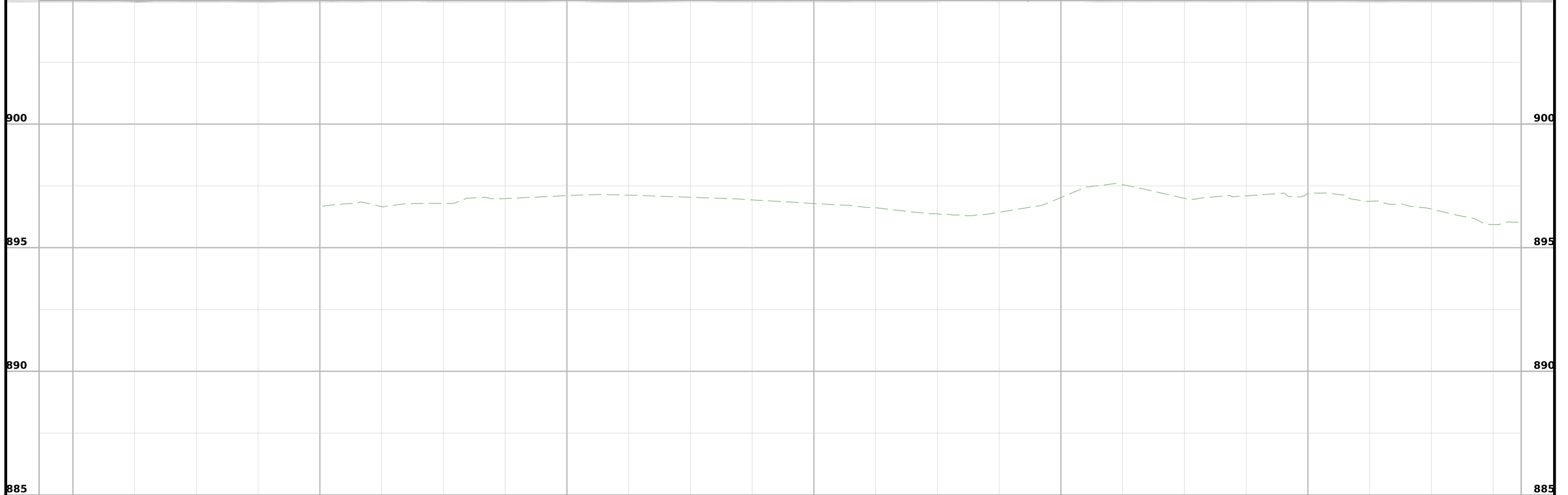
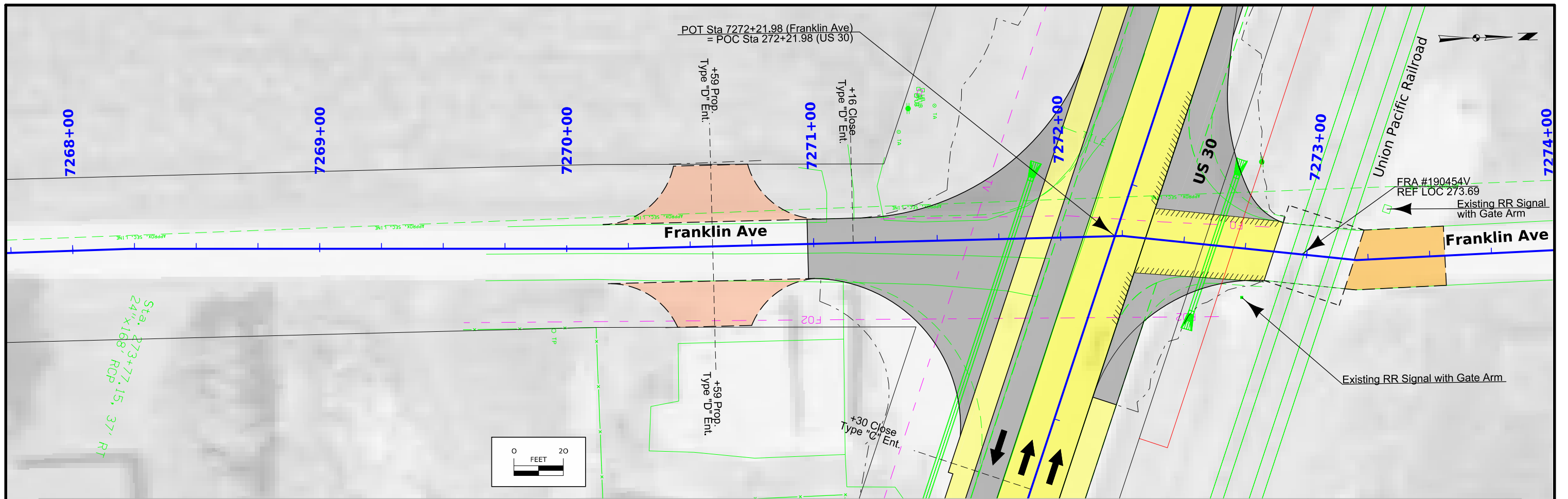




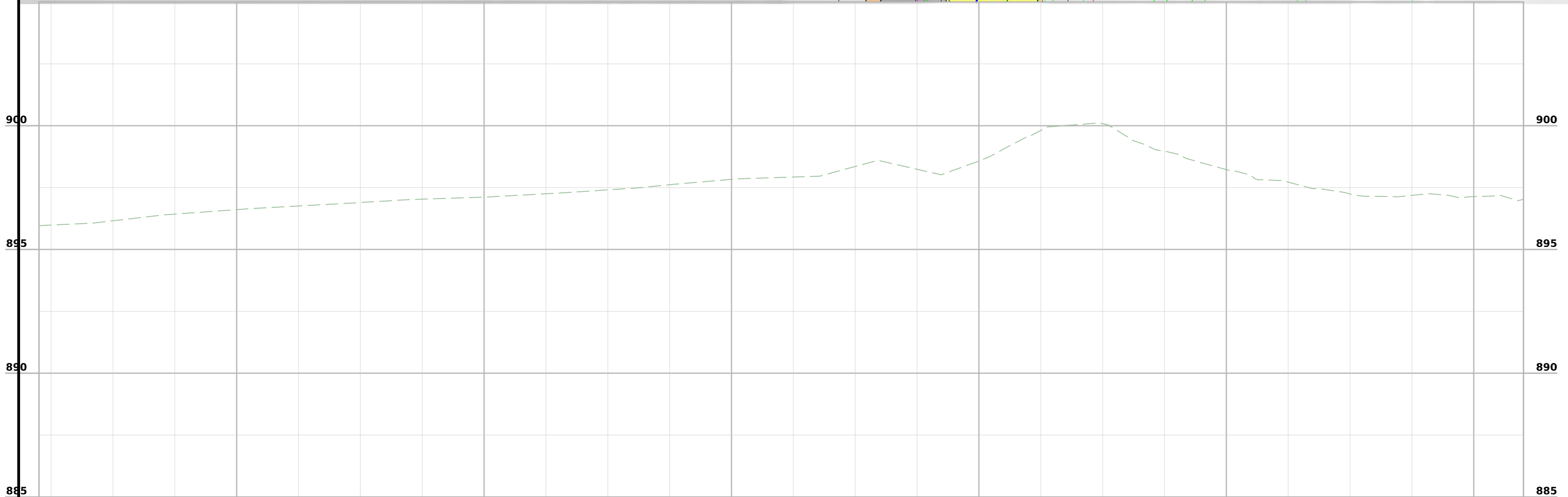
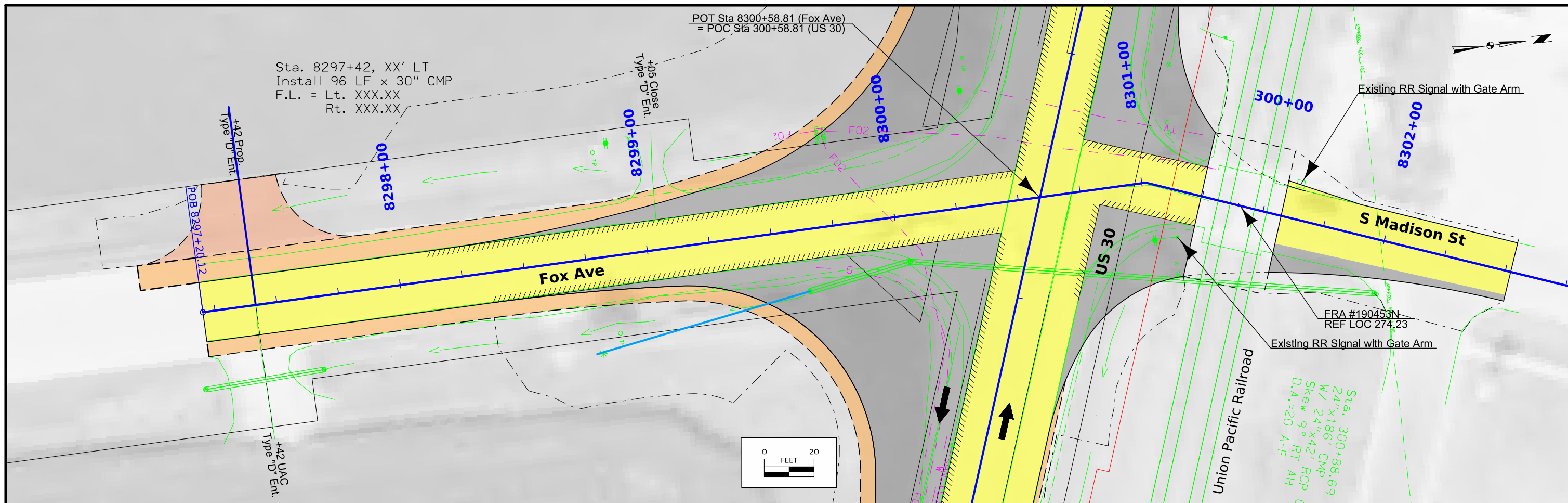
FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	E3
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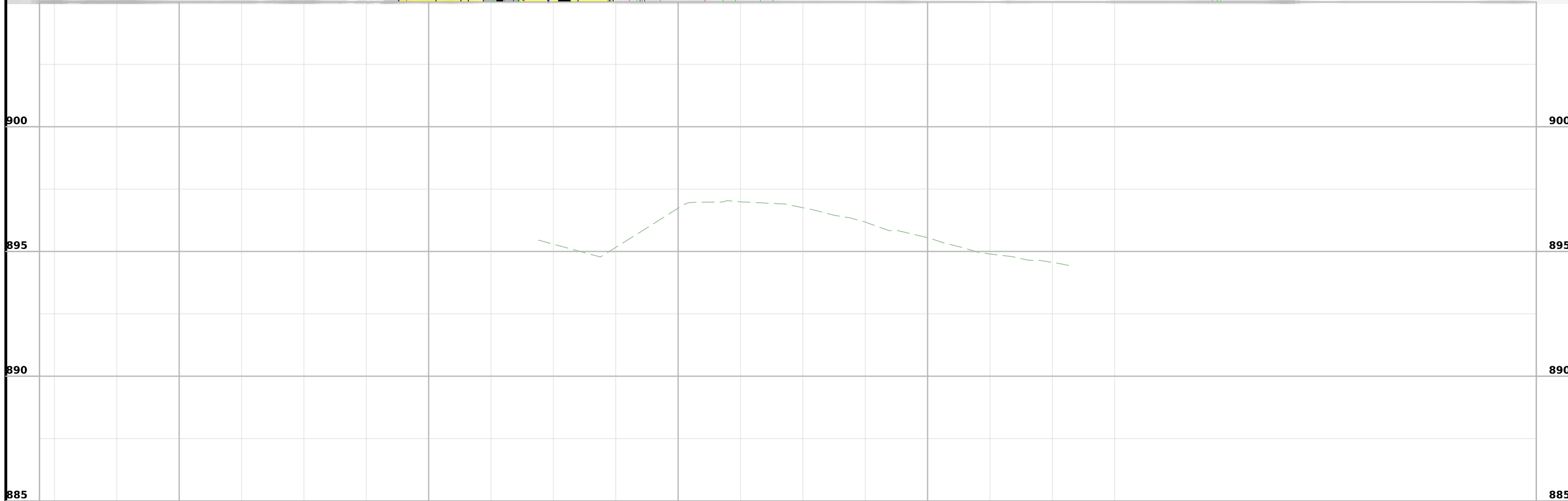
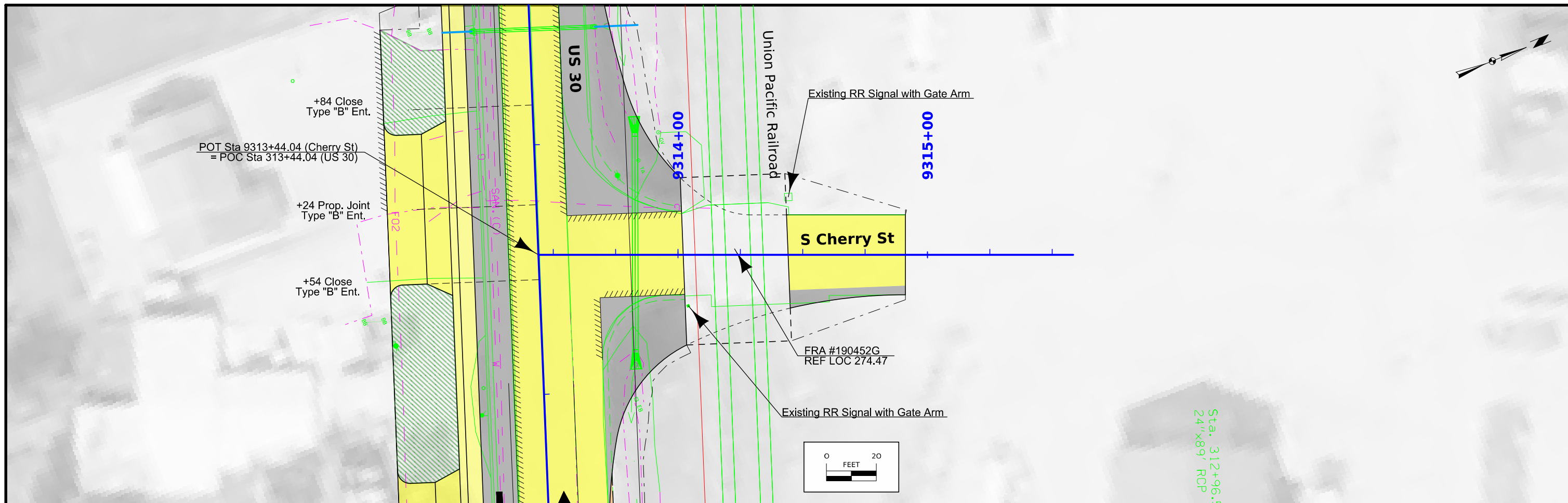


6241+00	6242+00	6243+00	5244+00	5245+00	5246+00	875
FILE NO.	ENGLISH	DESIGN TEAM	CEDAR COUNTY	PROJECT NUMBER	SHEET NUMBER	
		HOLST / BAHR / JACKSON		NHSX-030-8(53)--3H-16	E4	

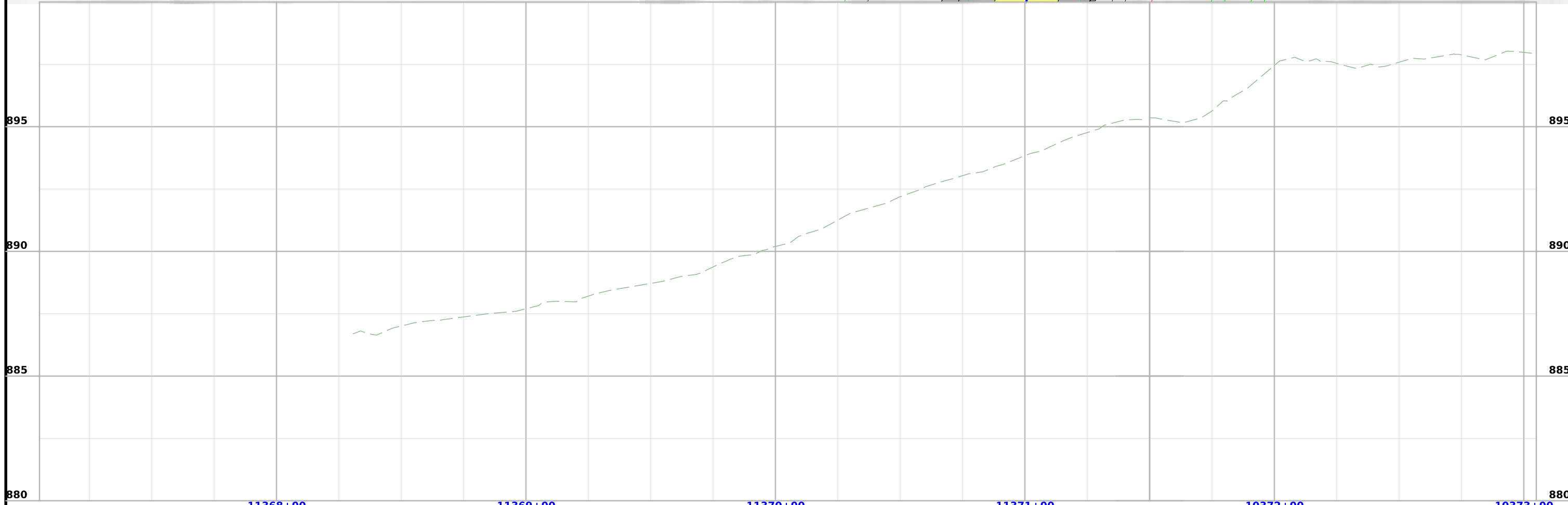
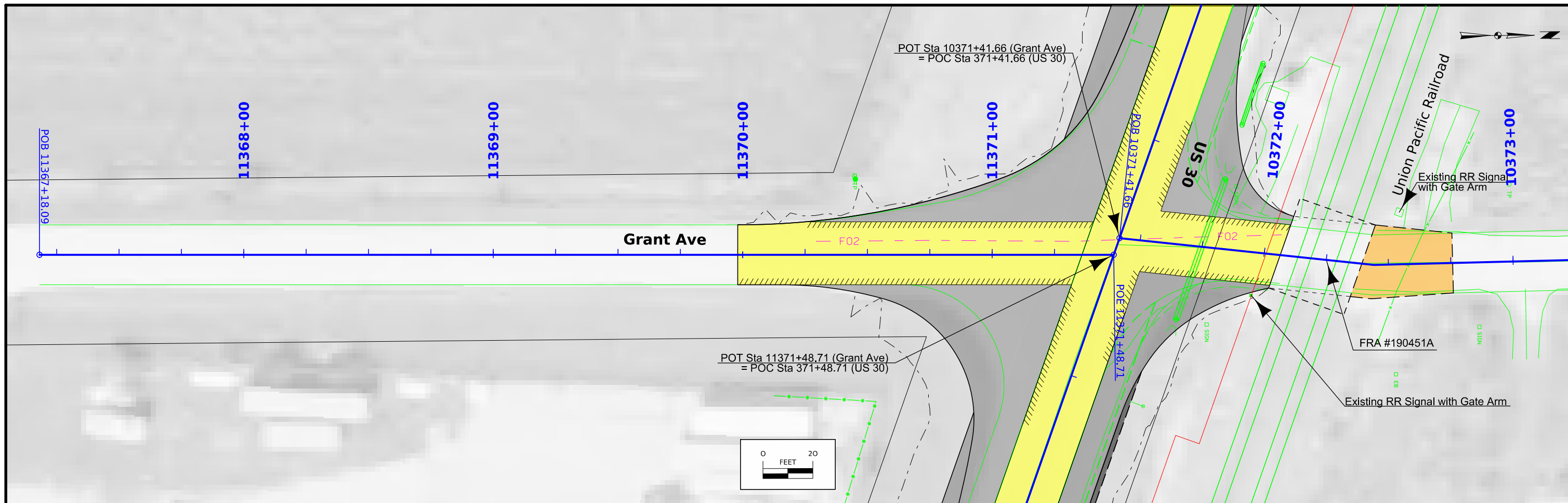


7268+00	7269+00	7270+00	7271+00	7272+00	7273+00
FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER
			NHSX-030-8(53)--3H-16		SHEET NUMBER
					E5

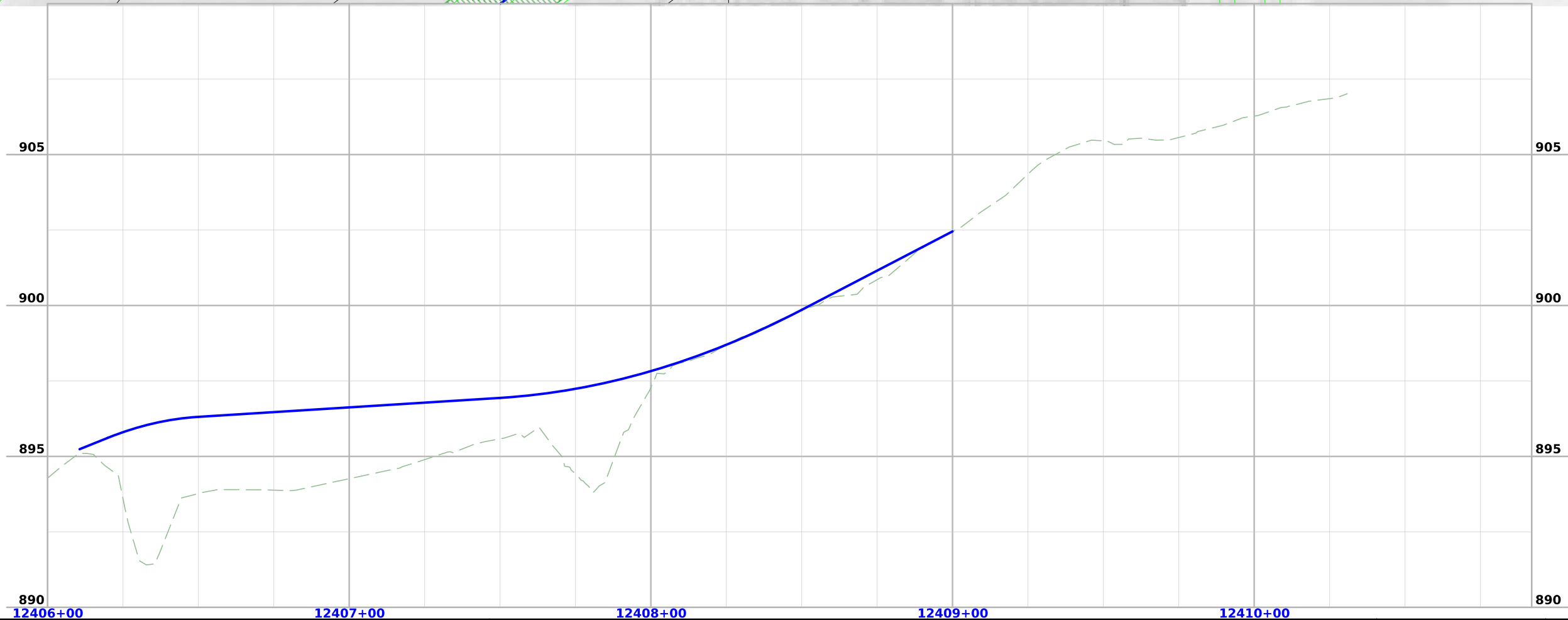
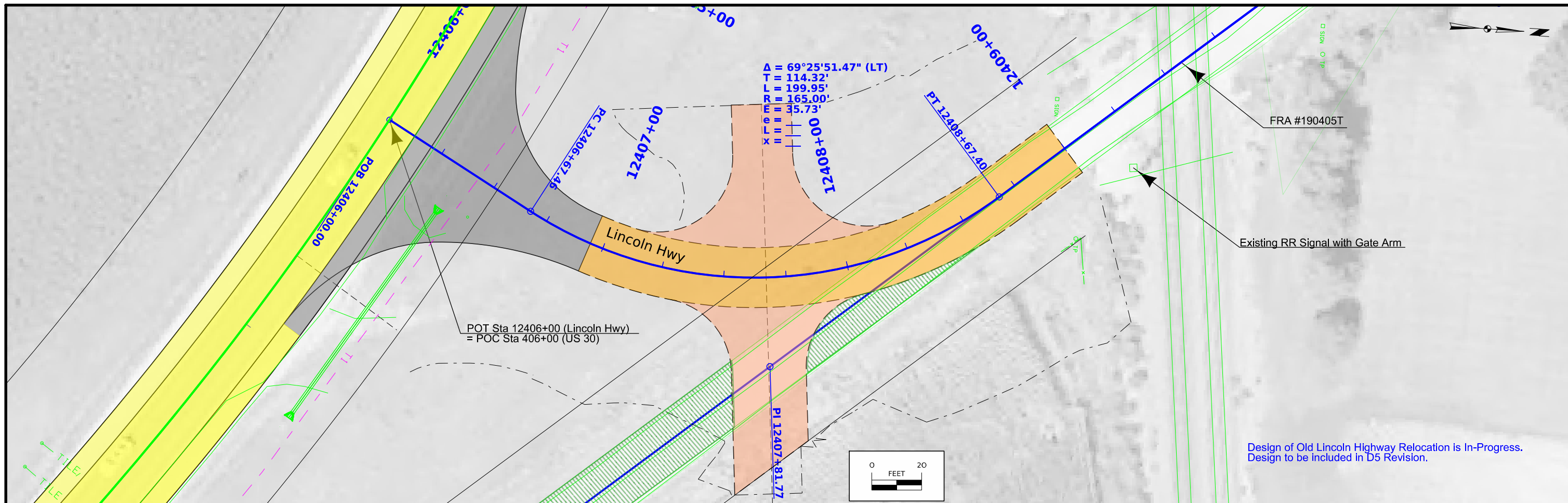




8312+00	8313+00	8314+00	8315+00	FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	E7
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FILE NO.	ENGLISH	DESIGN TEAM	HOLST / BAHR / JACKSON	CEDAR COUNTY	PROJECT NUMBER	NHSX-030-8(53)--3H-16	SHEET NUMBER	E8
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Survey Information

SURVEY INDEX

County: Cedar
PIN: 21-16-030-020
Project Number: NH SX-030-8(53)--3H-16
Location: 13 Locations along US 30 starting 4.3 miles west of
Mechanicsville to 0.5 miles west of Stanwood, Cedar County
Type of Work: HMA Resurfacing
Project Directory: 1603002021

Survey Personnel

Jeremy Leemon Survey Project Manager
Chris Ries Assistant Survey Project Manager
CJ Beckman Instrument
Jacob Powers Instrument

Date(s) of Survey

Begin Date 10/11/2022
End Date 5/31/2023

General Information

Measurement units for this survey are US survey feet. This survey is a full field DTM survey of 13 locations along US 30 in Cedar County, starting 4.3 miles west of Mechanicsville to 0.5 miles west of Stanwood.

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 four-hour static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations. A site calibration was then performed from the post processed control points. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NA D83(2011) EPOCH 2010.00
VERTICAL DATUM: NAVD88
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 10
GEOID MODEL: 18

Alignment Information

The horizontal alignment for U.S. Hwy 30 (SURMLA030) this survey is a retrace of As-built Plans No. FN-57. Survey stationing was equated to the plan PT at Sta. 445+21.1 and run back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PT Sta. 80+43.3 As-built Plans Project No. FN-57
Survey POT Sta. 80+50.31

PI Sta. 103+75.5 As-built Plans Project No. FN-57
Survey PI Sta. 103+82.51

PI Sta. 116+75.3 As-built Plans Project No. FN-57
Survey PI Sta. 116+83.53

PI Sta. 188+11.8 As-built Plans Project No. FN-57
Survey PI Sta. 188+17.18

PT Sta. 397+18.4 As-built Plans Project No. FN-57
Survey PT Sta. 397+20.05

PT Sta. 445+21.1 As-built Plans Project No. FN-57
Survey PT Sta. 445+21.10

PI Sta. 488+77.9 As-built Plans Project No. FN-57
Survey PI Sta. 488+76.06

PI Sta. 508+41.4 As-built Plans Project No. FN-57
Survey PI Sta. 508+38.73

PI Sta. 524+76.0 As-built Plans Project No. FN-57
Survey PI Sta. 524+70.99

PI Sta. 550+70.6 As-built Plans Project No. FN-57
Survey PI Sta. 550+64.93

PT Sta. 579+65.0 As-built Plans Project No. FN-57
Survey PT Sta. 579+58.24

The horizontal alignment for U.S. Hwy 30 (SURMLB030) this survey is a retrace of Grading Plans Project No. NHSX-030-7(189)—3H-57. Survey stationing was equated to the plan PC at Sta. 903+60.89 and run ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PC Sta. 903+60.89 As-built Plans Project No. NHSX-030-7(189)—3H-57
Survey PC Sta. 903+60.89

PT Sta. 932+23.89 As-built Plans Project No. NHSX-030-7(189)—3H-57
Survey PT Sta. 932+23.89

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00 - 1a. RCS Zone 10

VERT. DATUM: NAVD88 - Geoid Model 18

Coordinate listing from next sheet will be used with 1aRTN for monument recovery. No other reference ties are given.

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00 - 1a. RCS Zone 10

VERT. DATUM: NAVD88 - Geoid Model 18

Coordinate listing from next sheet will be used with 1aRTN 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 10 (U.S. Survey Foot)
 VERT. DATUM: NAVD88
 Geoid Model: 18

Point Name	Northing	Easting	Elevation	Feature Definition-Description
112	8031277.21	20589197.79	865.24	CP Set 5/8" x 48" Rebar W/ Cap 6" Deep
111	8031145.88	20592541.17	871.27	CP Set 5/8" x 48" Rebar W/ Cap 6" Deep
109	8028606.07	20602893.99	870.72	CP SET 1000MM FENO MON. W/ BRASS CAP
102	8021792.84	20602994.00	892.51	CP Set 5/8" x 48" Rebar W/ Cap 6" Deep
104	8028103.71	20610443.80	903.03	CP Set 5/8" x 48" Rebar W/ Cap 6" Deep
103	8022649.43	20610912.02	908.69	CP Set 5/8" x 48" Rebar W/ Cap 6" Deep
502	8022266.53	20621541.14	891.14	BM Fd IHC Rebar on NE InHdwl
106	8017739.58	20624228.61	885.31	CP Set 5/8" x 48" Rebar W/ Cap 6" Deep
105	8023493.94	20624238.74	896.32	CP Set 5/8" x 48" Rebar W/ Cap 6" Deep
107	8025800.58	20637394.24	827.61	CP Set 5/8" x 48" Rebar W/ Cap 6" Deep
110	8020372.73	20637509.34	816.68	CP SET 1000MM FENO MON. W/ BRASS CAP

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	MLA030	80+50.310	8031121.24	20589865.55															
2	MLA030						100+82.526	8031114.88	20591897.76	103+82.510	8031113.94	20592197.74	106+82.483	8031108.63	20592497.68				
4	MLA030						113+83.532	8031096.24	20593198.61	116+83.532	8031090.67	20593498.56	119+83.532	8031085.88	20593798.52				
6	MLA030						138+85.932	8031053.80	20595700.65	141+23.234	8031049.80	20595937.92	143+56.265	8030969.50	20596161.23				
8	MLA030	188+17.180	8029460.03	20600358.99															
9	MLA030	363+71.586	8023519.63	20616877.74															
10	MLA030						374+93.917	8023140.59	20617934.13	386+21.182	8022759.87	20618995.15	397+20.047	8022809.21	20620121.33				
12	MLA030						398+59.336	8022815.30	20620260.49	403+47.744	8022836.67	20620748.43	407+96.498	8022540.56	20621136.84				
14	MLA030						435+97.303	8020842.51	20623364.21	440+75.905	8020551.90	20623744.47	445+21.100	8020548.22	20624223.06				
16	MLA030						479+38.000	8020525.36	20627639.88	482+38.000	8020523.57	20627939.87	485+38.000	8020520.91	20628239.86				
18	MLA030						485+76.056	8020520.41	20628277.92	488+76.056	8020517.24	20628577.90	491+76.056	8020515.56	20628877.90				
20	MLA030	506+38.725	8020507.45	20630340.54															
21	MLA030						521+70.985	8020501.73	20631872.79	524+70.987	8020500.46	20632172.79	527+70.985	8020501.99	20632472.79				
23	MLA030						547+64.917	8020512.20	20634466.70	550+64.924	8020513.90	20634766.70	553+64.917	8020510.73	20635066.69				
25	MLA030						563+80.440	8020500.56	20636082.16	566+80.441	8020497.86	20636382.15	569+80.440	8020496.29	20636682.14				
27	MLA030						575+04.940	8020494.82	20637206.64	577+31.598	8020494.19	20637433.30	579+58.240	8020498.04	20637659.92				
1	MLB030						903+60.890	8030608.67	20584517.47	918+40.463	8031420.56	20585754.38	932+23.890	8031359.13	20587232.68				
2	MLB030	970+00.000	8031202.32	20591005.53															
1	ML030C						963+00.000 R1	8031275.35	20590307.96	965+70.301 R1	8031264.13	20590578.03	968+39.532 R1	8031211.57	20590843.17				
3	ML030C						969+89.532 R1	8031182.40	20590990.31	973+27.547 R1	8031116.68	20591321.87	976+63.472 R1	8031115.62	20591659.89				

SPIRAL OR CIRCULAR CURVE DATA

Name	Location	ΔSCS	Horizontal Alignment Data												Remarks		
			Spiral Data						Curve Data								
			θS	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	ΔC	T	L	R		E	
C1	MLA030												00°50'00.001"	299.984	599.957	41250	1.091
C2	MLA030												00°08'51.153"	300.000	600.000	233000	0.193
C3	MLA030												18°48'42.971"	237.302	470.333	1433	19.522
C4	MLA030												22°14'52.852"	1127.265	2226.130	5733	109.775
C5	MLA030												39°49'38.984"	488.408	937.162	1348	85.740
C6	MLA030												36°56'56.940"	478.601	923.797	1433	77.836
C7	MLA030												00°09'59.953"	300.000	600.000	206281	0.218
C8	MLA030												00°16'59.918"	300.001	600.000	121342	0.371
C9	MLA030												00°31'59.873"	300.002	600.000	64462	0.698
C10	MLA030												00°55'59.726"	300.007	600.000	36836	1.222
C11	MLA030												00°12'59.942"	300.000	600.000	158677	0.284
C12	MLA030												01°07'59.400"	226.657	453.300	22920	1.121
C1	MLB030												35°39'37.421"	1479.573	2863.000	4600	232.094
C1	ML030C												08°49'56.118"	270.301	539.532	3500	10.422
C2	ML030C												11°01'57.215"	338.015	673.941	3500	16.284

SUPERELEVATION DATA

See PV-300 Series

Road Identification	Circular Curve or Spiral Curve Name	Radius FT	Superelevation Data			Standard Road Plan	Section A-A	Section B-B	Section C-C	Section D-D	Section E-E	Section F-F	Case A	Case B	Case C	Case S	Case T	Case U	Remarks
			e	L	x														
			%	FT	FT														

Cedar NHSN-030-8(55)--2R-16
W of Charles Ave E of Lisbon to WCL Stanwood
[1603002021](#)

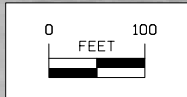
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Route US 30

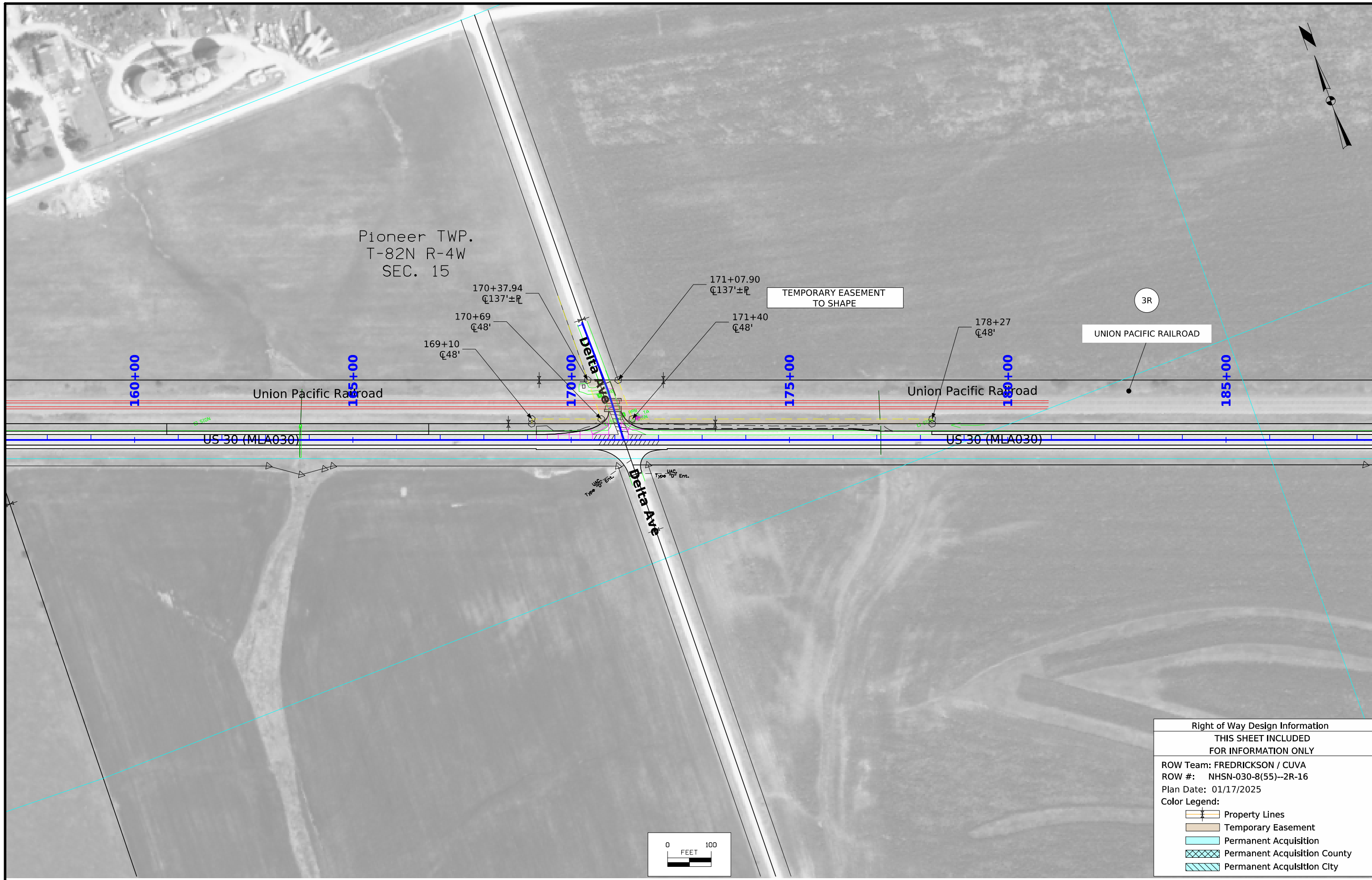
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		Fee	Ease	Fee	Ease	Fee	Ease									
1	David Wendt	1.80 AC														Yes
2	Montz Farms Inc	0.18 AC	0.01 AC		0.07 AC					0.01 AC						
3R	Union Pacific Railroad									2.94 AC						
4	Howard B Secor		0.32 AC													
5	TSNJ Kaufman Farms LLC		0.47 AC													
6	Mary Evans Revocable Trust		0.09 AC													
7	Jane Ellen Fink Revocable Trust		0.43 AC													
8	Matthew G Poduska															
9	John Hall Trailers LLC		0.02 AC							0.01 AC						
11	Alan Steven Weets			77,471.00 SF				6,948.00 SF		7,154.00 SF						
12	Andrew J Oberbreckling			7,750.00 SF						710.00 SF						
13	Shawn M Walsh			2,652.00 SF						2,907.00 SF			Yes			
14	Vicki Eaton Jones			3,699.00 SF						1,539.00 SF						
15	Bridge Community Bank			7,402.00 SF						222.00 SF						
16	SLM LLC									902.00 SF						
17	William Raper									2,457.00 SF						
18	Thomas G Poduska			30,814.00 SF						2,220.00 SF						
19	Ashley Bonner		0.46 AC													
20	Shon O Connelly		0.01 AC							0.02 AC						
21	A Steven Weets									0.01 AC						
22	Richard C Showalter		1.51 AC							0.11 AC						
23	Noah L Coppess									0.06 AC						
24	RMPJC LLC		0.14 AC							0.01 AC						
25	Butz-Hill Exports Inc									0.10 AC						
26	Von Behren Family Living Trust			26.00 SF												
27	Niehaus Family Farms LLC									0.08 AC						

26 Parcels

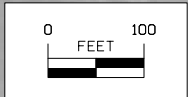
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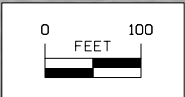
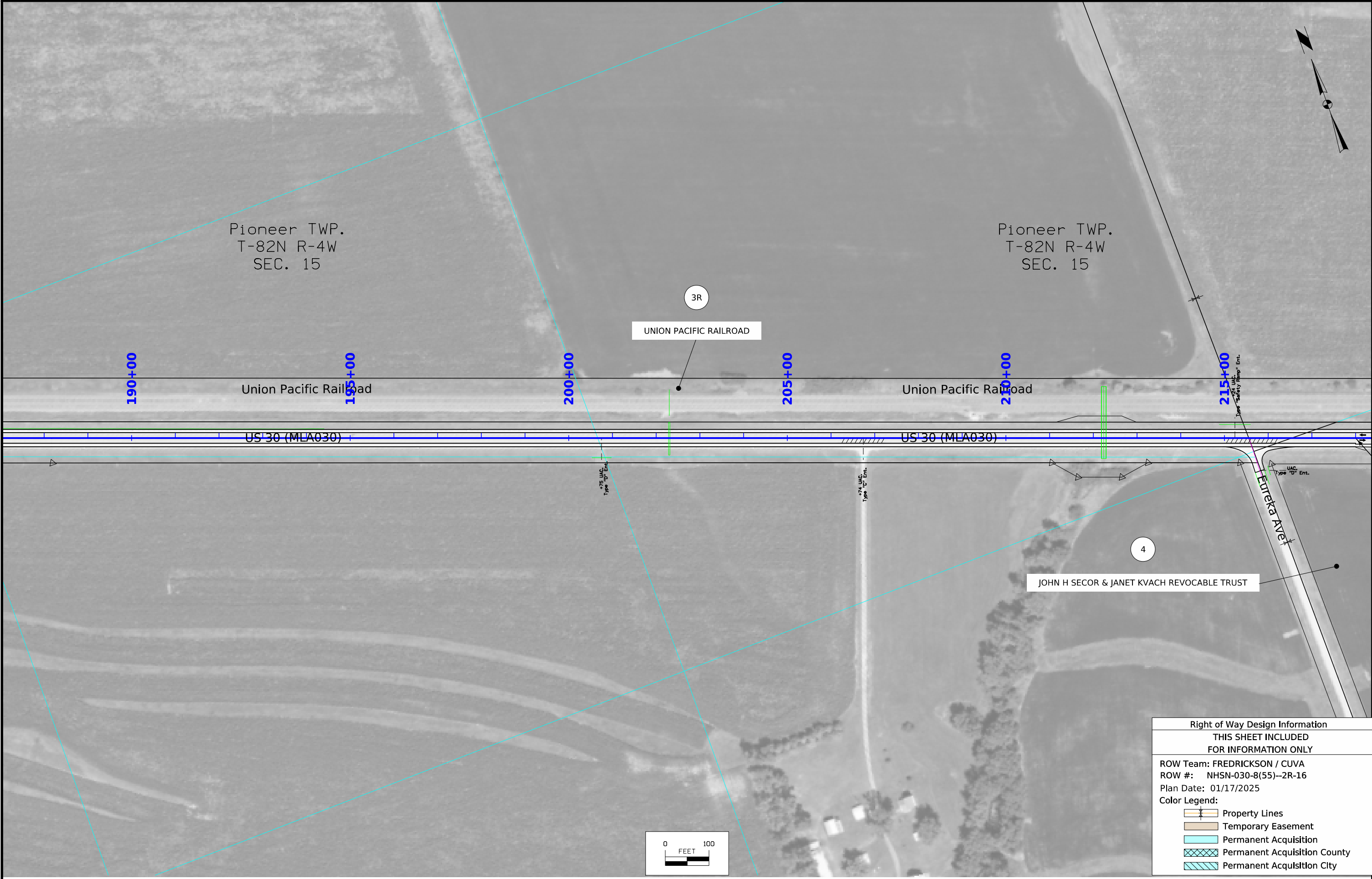


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THIS SHEET INCLUDED FOR INFORMATION ONLY	
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ROW #: NHSN-030-8(55)--2R-16	
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	Permanent Acquisition County
	Permanent Acquisition City

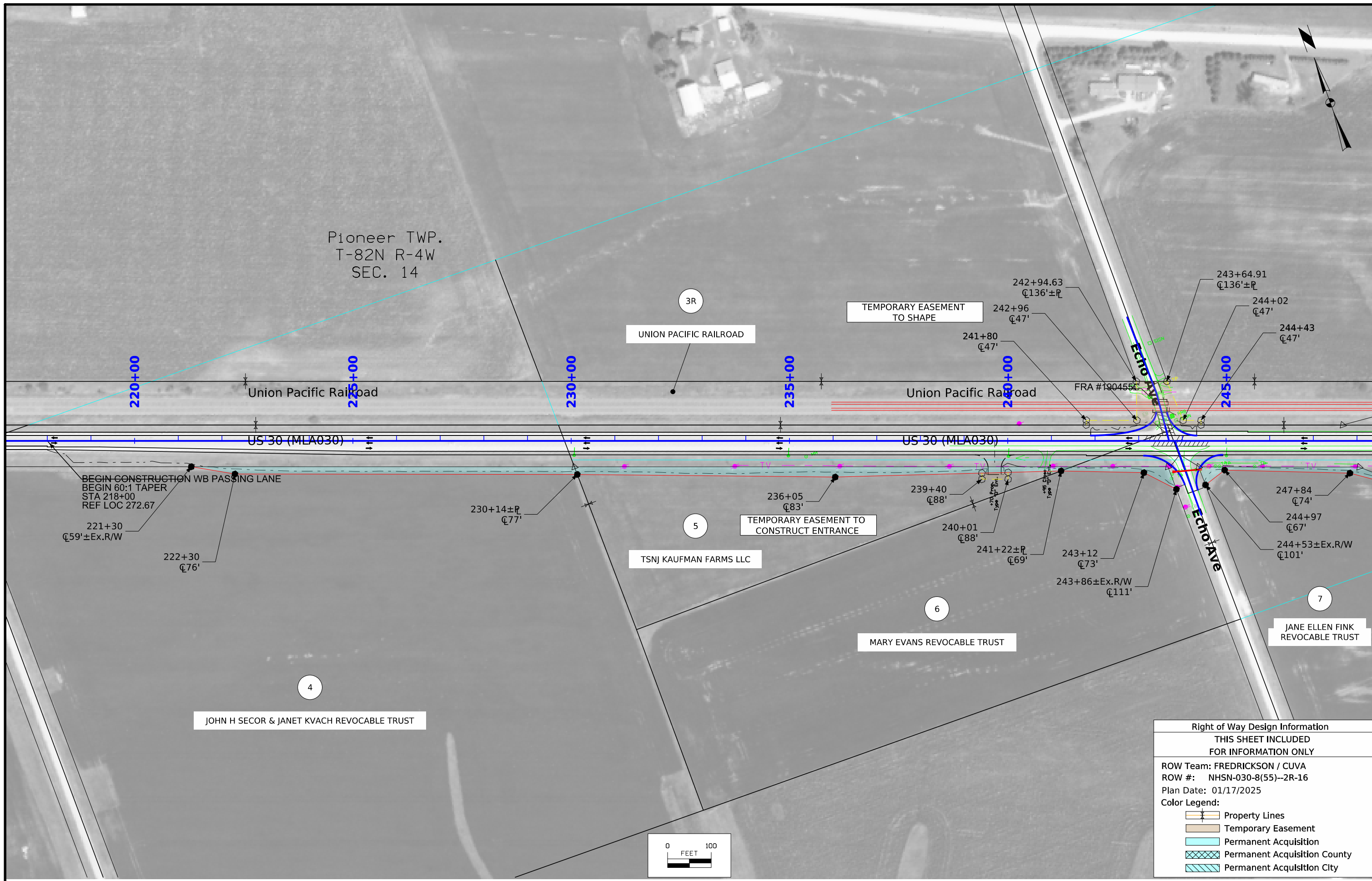


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Pioneer TWP.
T-82N R-4W
SEC. 14

UNION PACIFIC RAILROAD

TEMPORARY EASEMENT
TO SHAPE

TEMPORARY EASEMENT
TO CONSTRUCT ENTRANCE

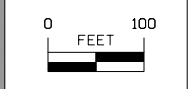
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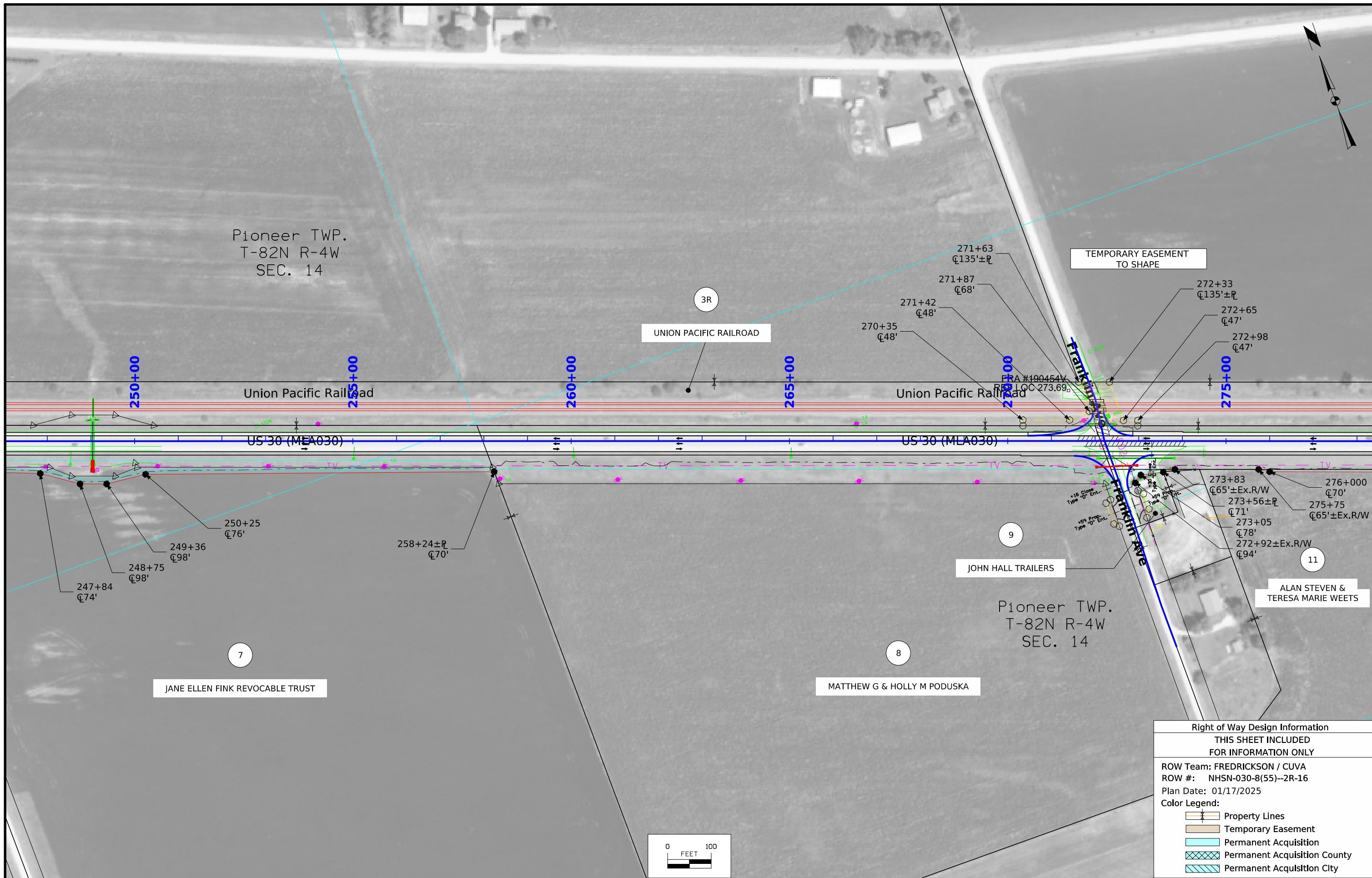
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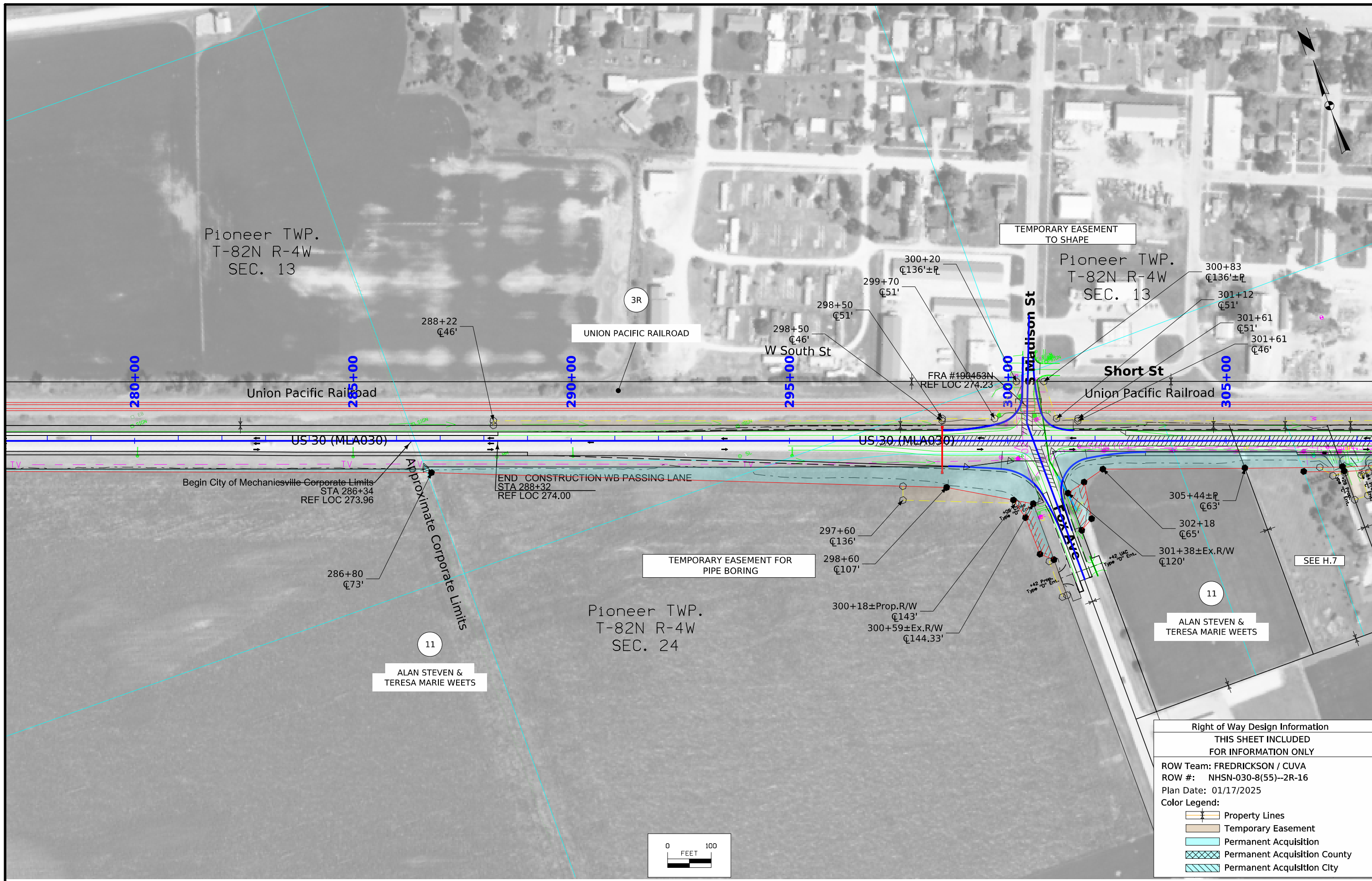
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JANE ELLEN FINK
REVOCABLE TRUST

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Pioneer TWP.
T-82N R-4W
SEC. 13

Pioneer TWP.
T-82N R-4W
SEC. 13

Pioneer TWP.
T-82N R-4W
SEC. 24

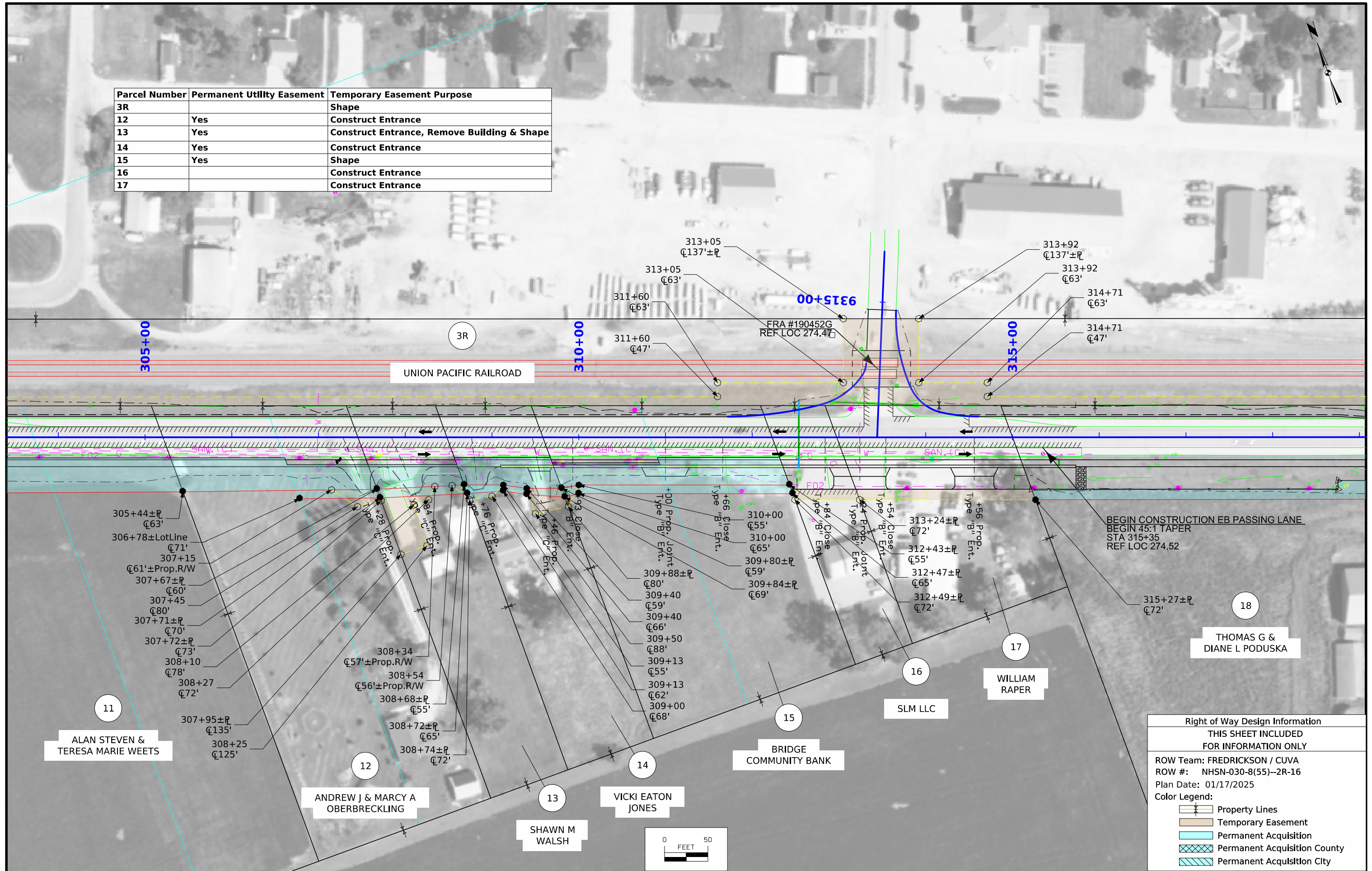
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STA 286+34
REF LOC 273.96

END CONSTRUCTION WB PASSING LANE
STA 288+32
REF LOC 274.00

Right of Way Design Information	
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	Permanent Acquisition County
	Permanent Acquisition City

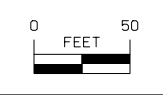
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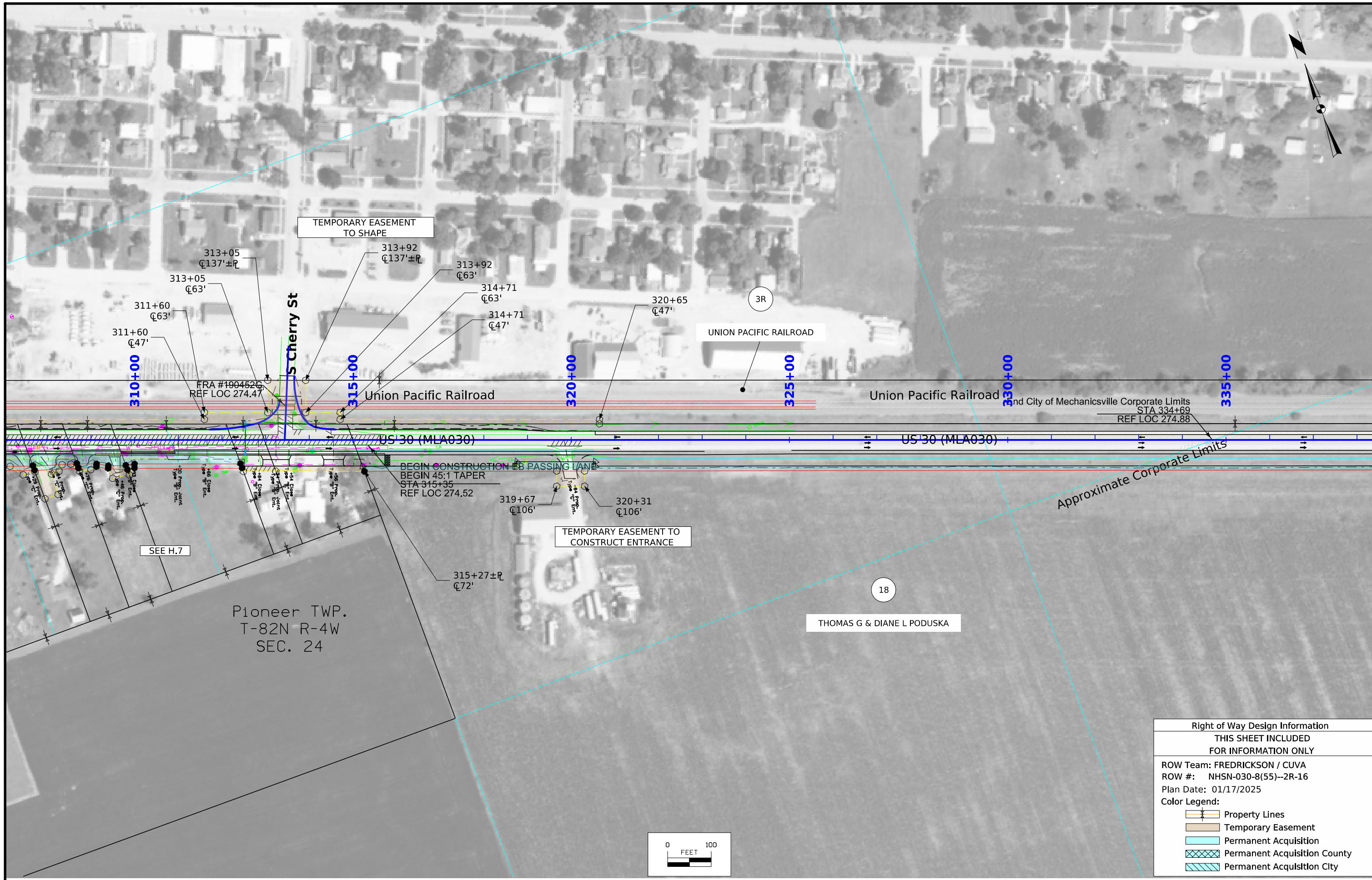
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3R		Shape
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13	Yes	Construct Entrance, Remove Building & Shape
14	Yes	Construct Entrance
15	Yes	Shape
16		Construct Entrance
17		Construct Entrance



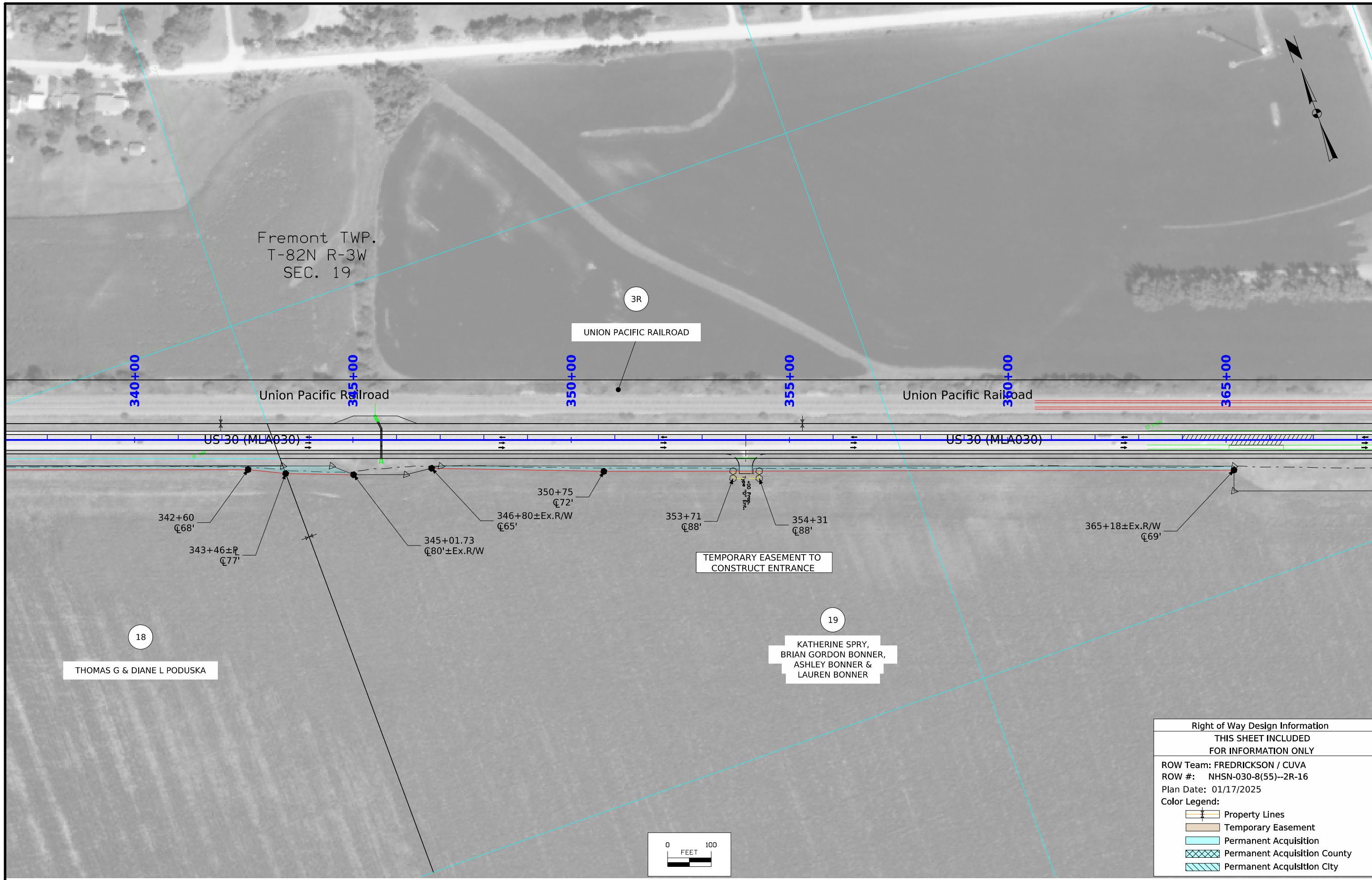
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 BEGIN 45:1 TAPER
 STA 315+35
 REF LOC 274.52

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Fremont TWP.
T-82N R-3W
SEC. 19

UNION PACIFIC RAILROAD

340+00

345+00

350+00

355+00

360+00

365+00

Union Pacific Railroad

Union Pacific Railroad

US 30 (MLA030)

US 30 (MLA030)

342+60
±68'

343+46±P
±77'

345+01.73
±80'±Ex.R/W

346+80±Ex.R/W
±65'

350+75
±72'

353+71
±88'

354+31
±88'

365+18±Ex.R/W
±69'

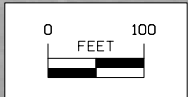
TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

18

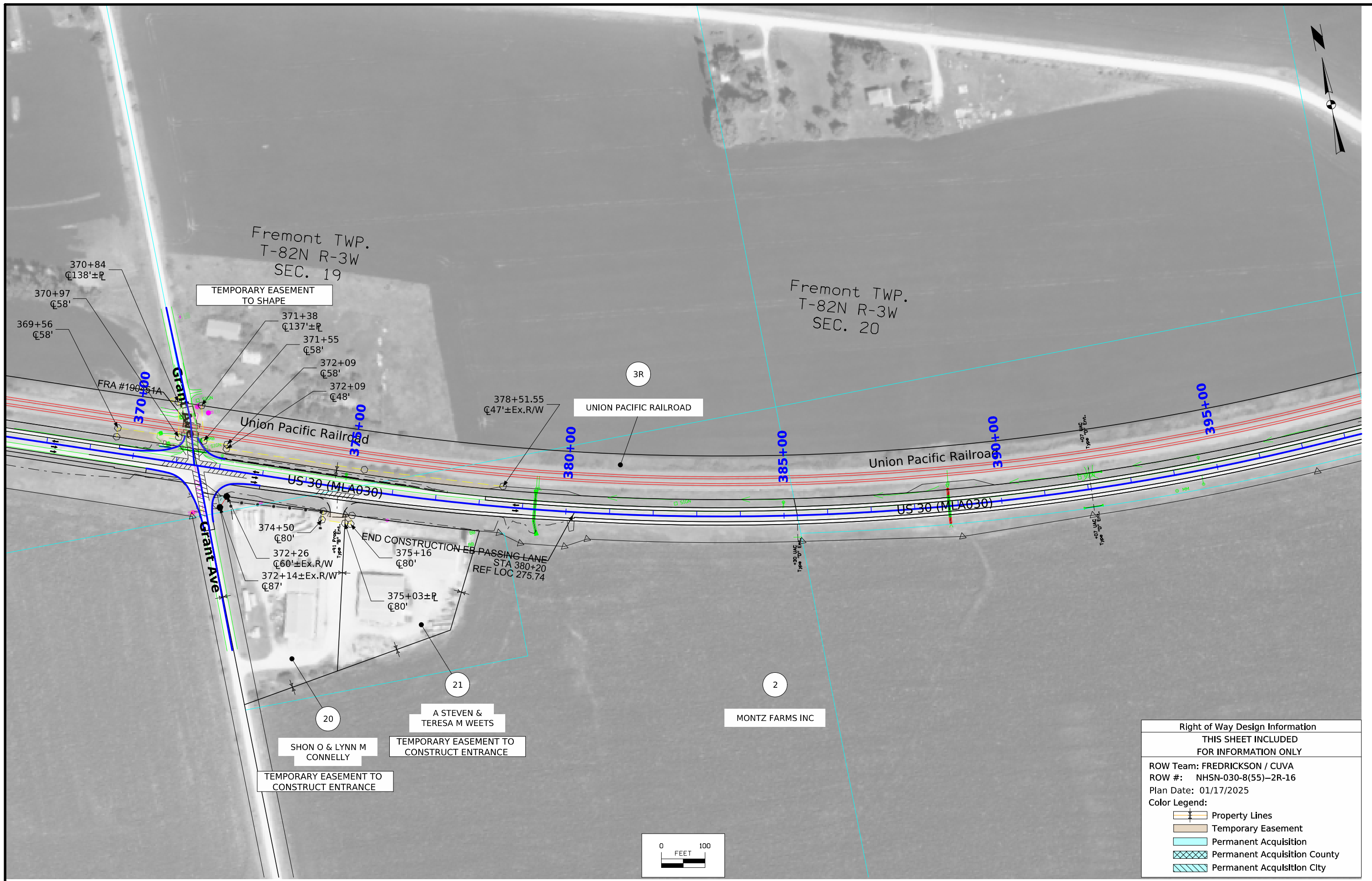
THOMAS G & DIANE L PODUSKA

19

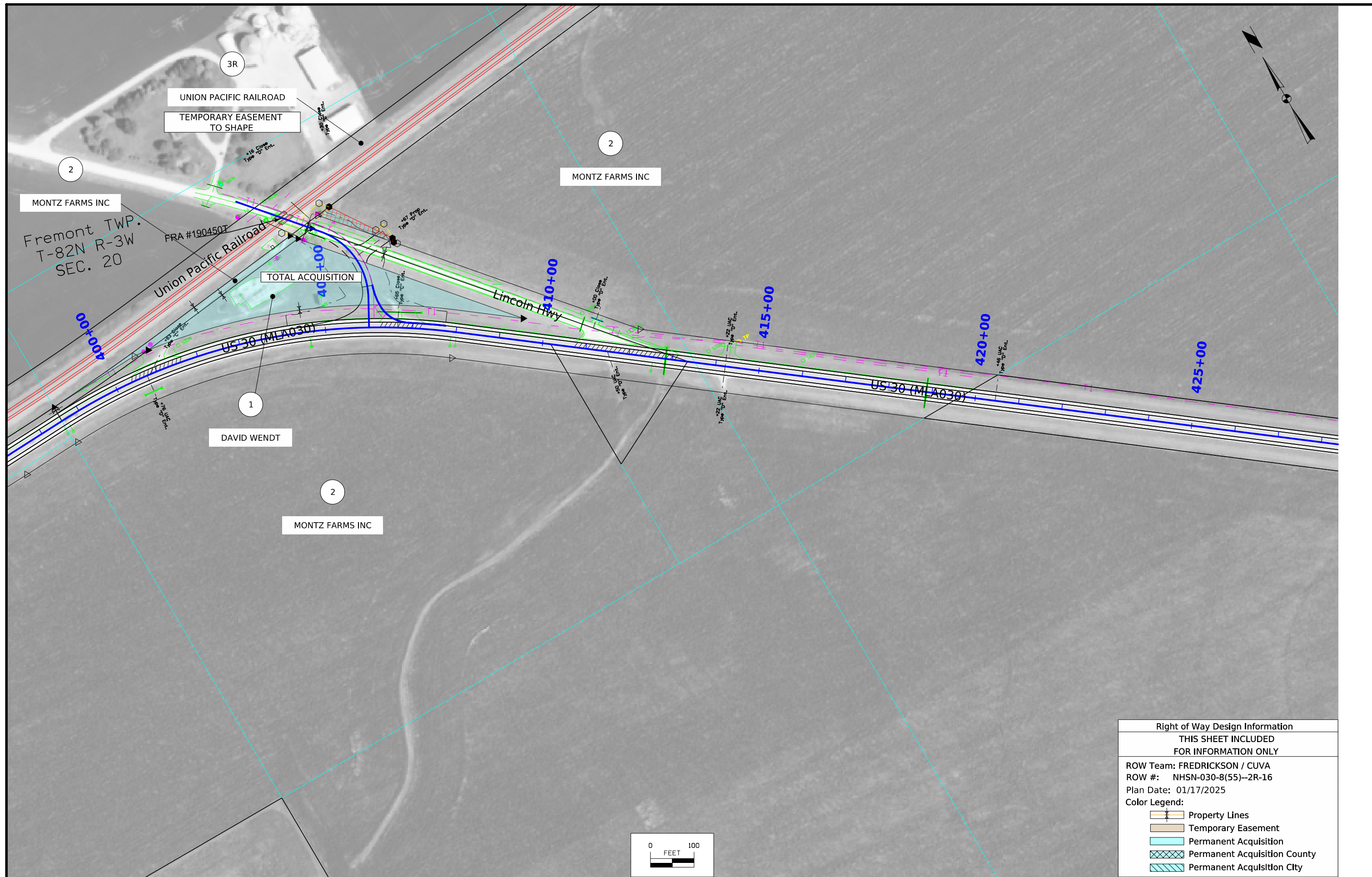
KATHERINE SPRY,
BRIAN GORDON BONNER,
ASHLEY BONNER &
LAUREN BONNER



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UNION PACIFIC RAILROAD
 TEMPORARY EASEMENT
 TO SHAPE

MONTZ FARMS INC
 Fremont TWP.
 T-82N R-3W
 SEC. 20

MONTZ FARMS INC

DAVID WENDT

MONTZ FARMS INC

TOTAL ACQUISITION

Union Pacific Railroad
 FRA #1904507

Lincoln Hwy

US 30 (MLA030)

US 30 (MLA030)

425+00

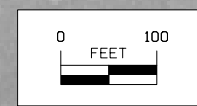
420+00

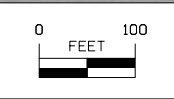
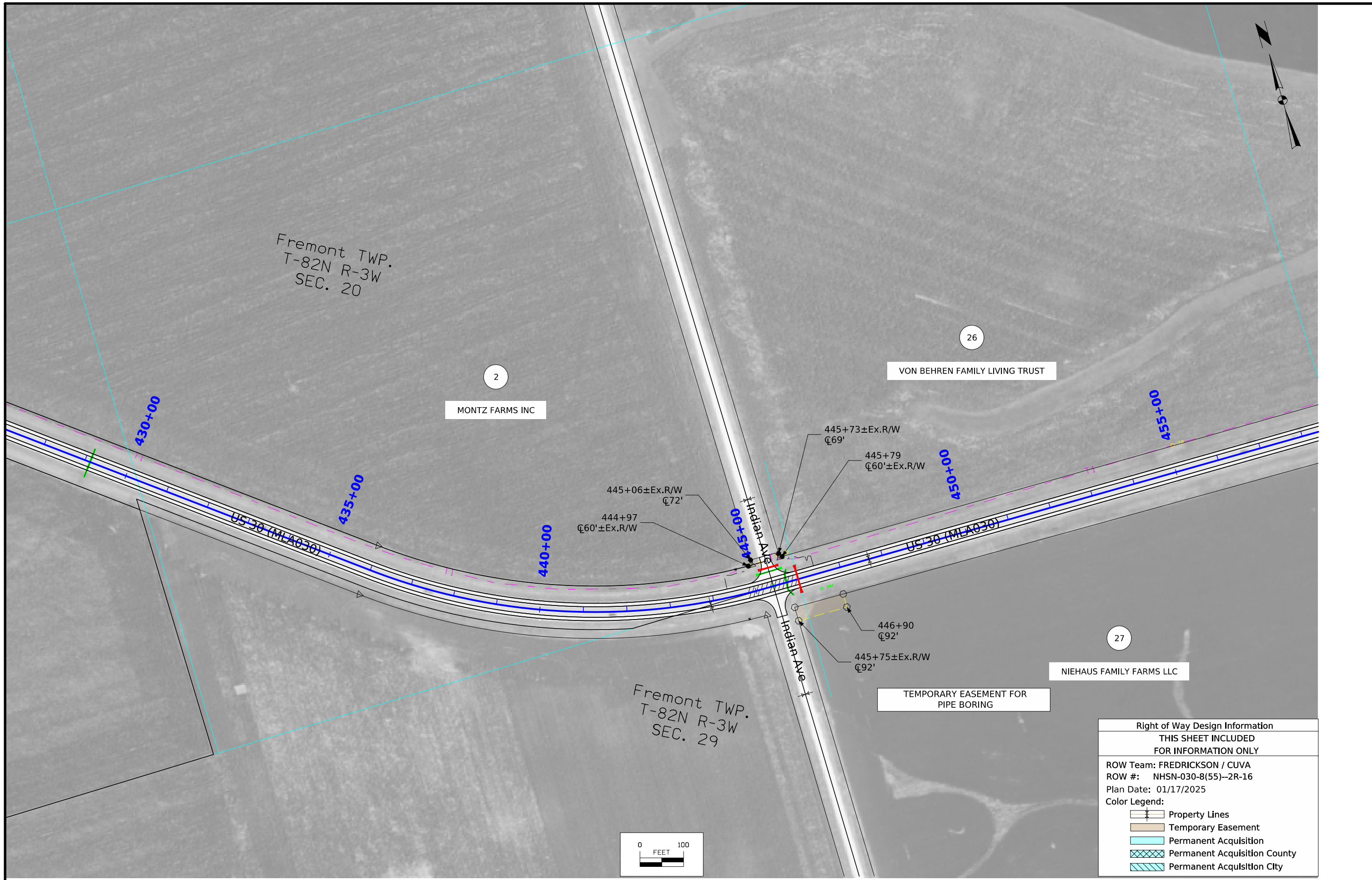
415+00

410+00

400+00

Right of Way Design Information	
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ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-030-8(55)--2R-16	
Plan Date: 01/17/2025	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City





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	Permanent Acquisition City



Fremont TWP.
T-82N R-3W
SEC. 21

Fremont TWP.
T-82N R-3W
SEC. 22

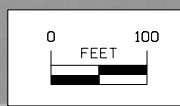
Fremont TWP.
T-82N R-3W
SEC. 28

Fremont TWP.
T-82N R-3W
SEC. 27

22
SHOWALTER FAMILY LLC &
RICHARD C SHOWALTER
TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

BEGIN CONSTRUCTION WB PASSING LANE
BEGIN 60:1 TAPER
STA 509+00
REF LOC 278.20

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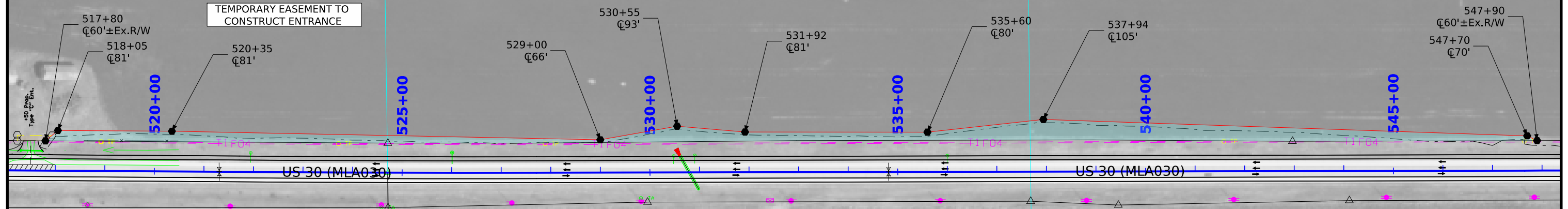
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SHOWALTER FAMILY LLC &
RICHARD C SHOWALTER

Fremont TWP.
T-82N R-3W
SEC. 22

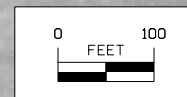
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T-82N R-3W
SEC. 22

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

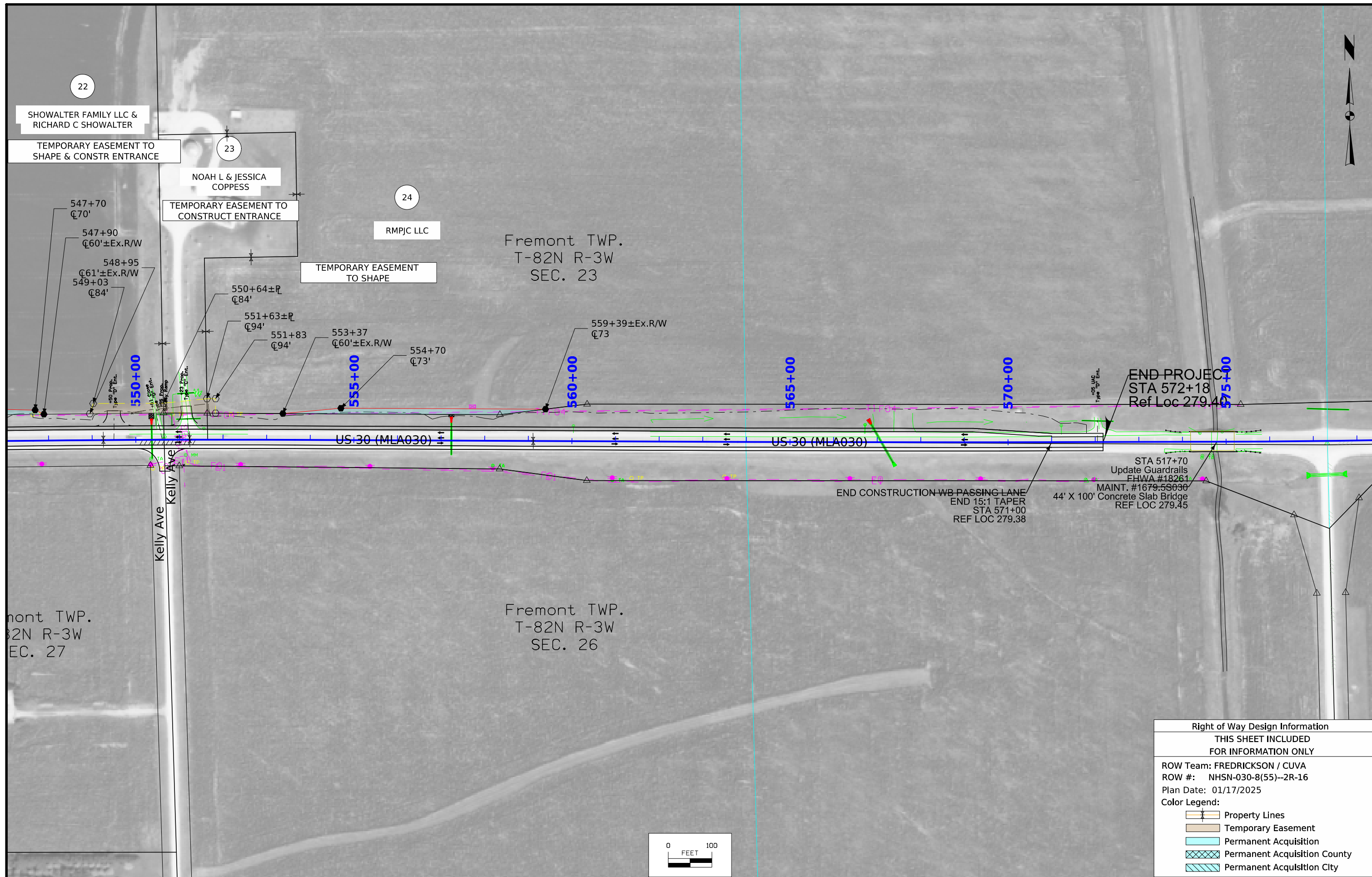


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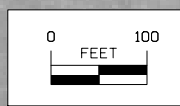
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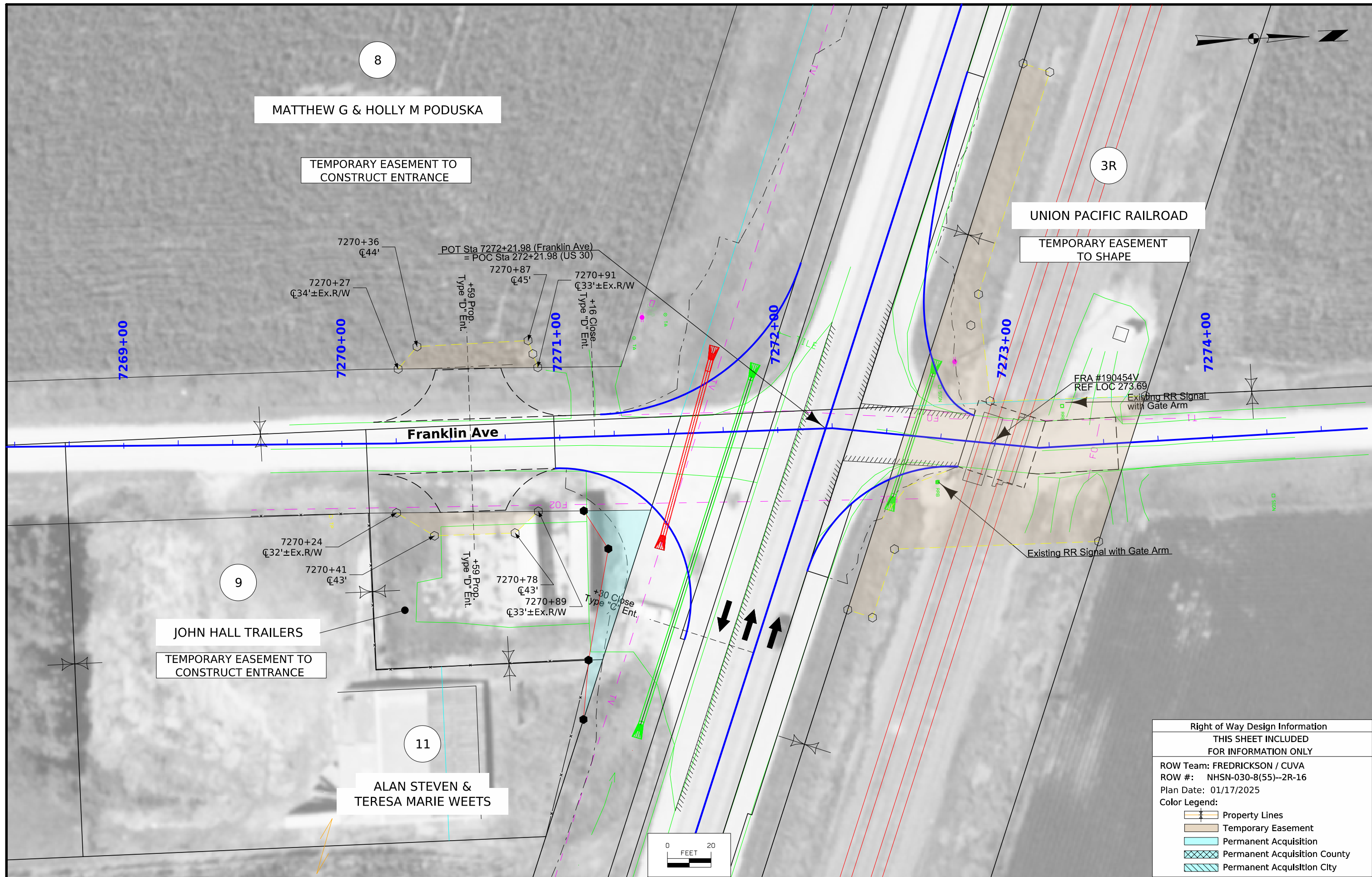


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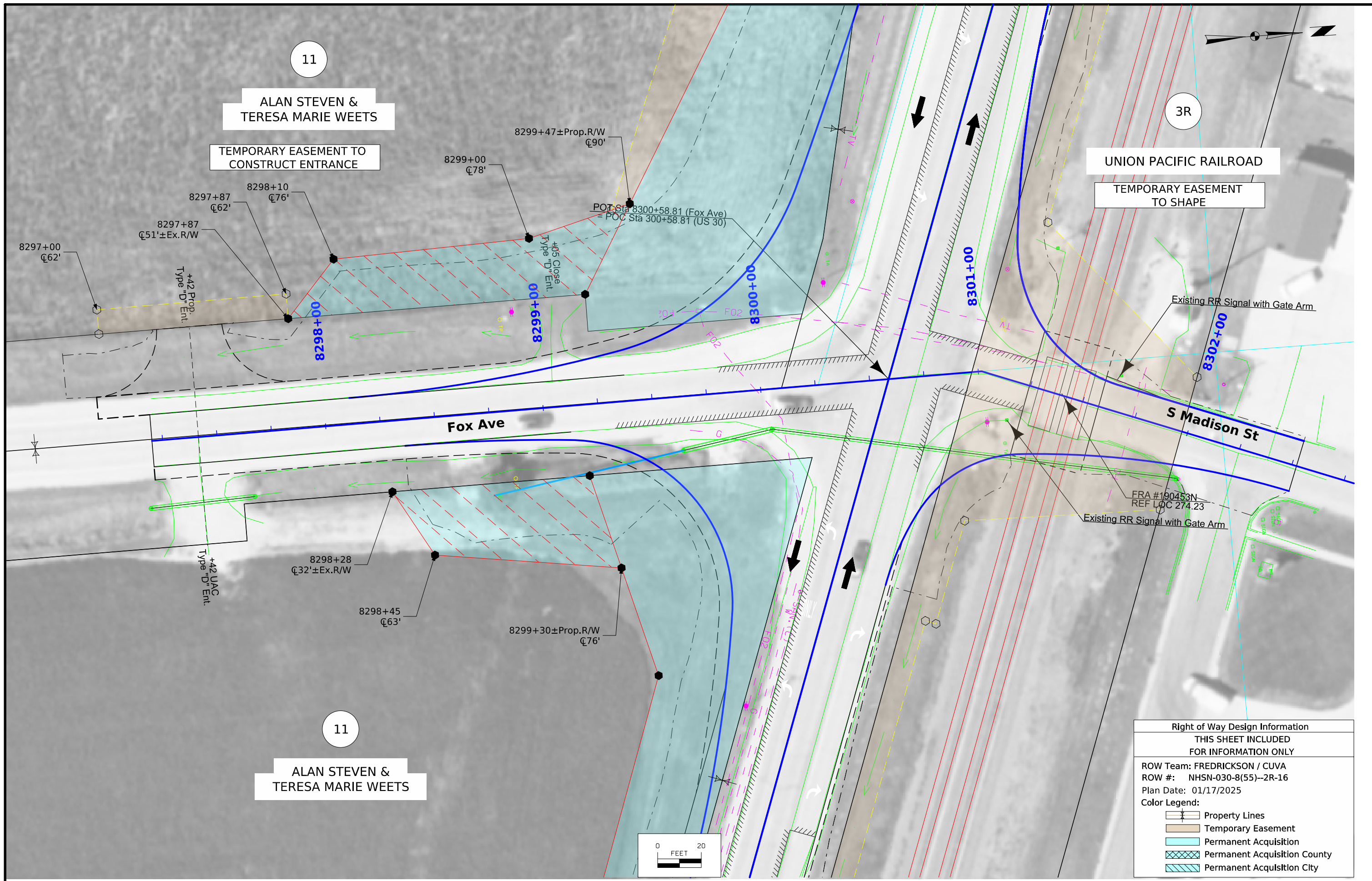
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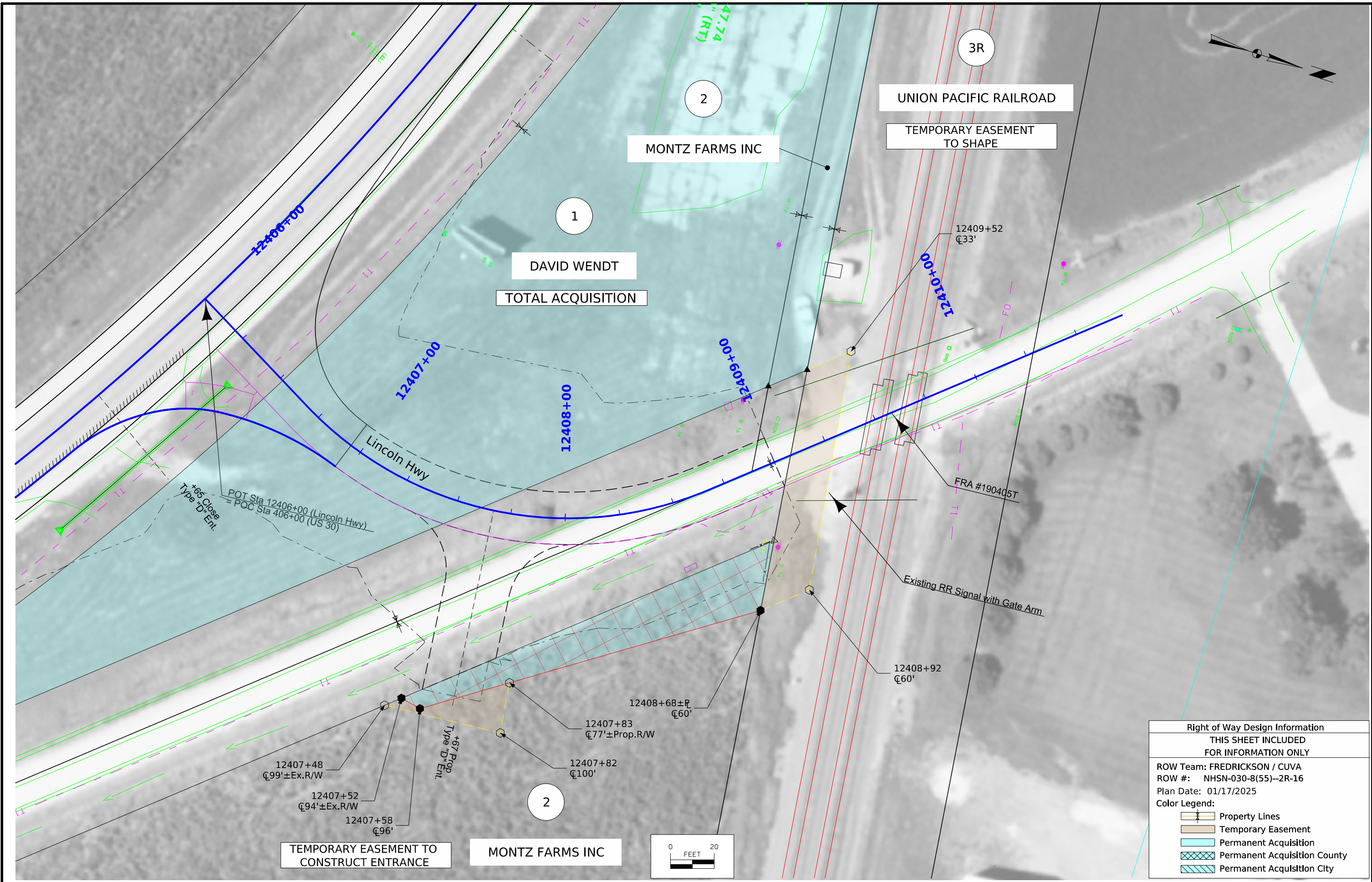




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108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. Through traffic on US 30 shall be maintained at all times.
2. Access to all properties shall be maintained at all times.
3. The following Special Events are expected to take place in the vicinity of this project:
 - a. TBD

NOTE: The Contractor shall be responsible for contacting City officials prior to the events to confirm dates and plan not to work those dates. The Contractor shall allow normal traffic operations within the City during the duration of the Special Events.
4. The detail on J.2 is the Traffic Control Plan for Centerline Rumble Strip installation on HMA surfaces. Pavement markings shall be replaced within 48 hours of removal.
5. If necessary to complete sideroad pavement replacement; lane closures and street closures shall be in accordance with TC-213, TC-251, and TC-252. Safety Closures or Type III barricades placed to protect work area will not be counted or paid for separately.

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 Anticipated	

108-25
10-21-14

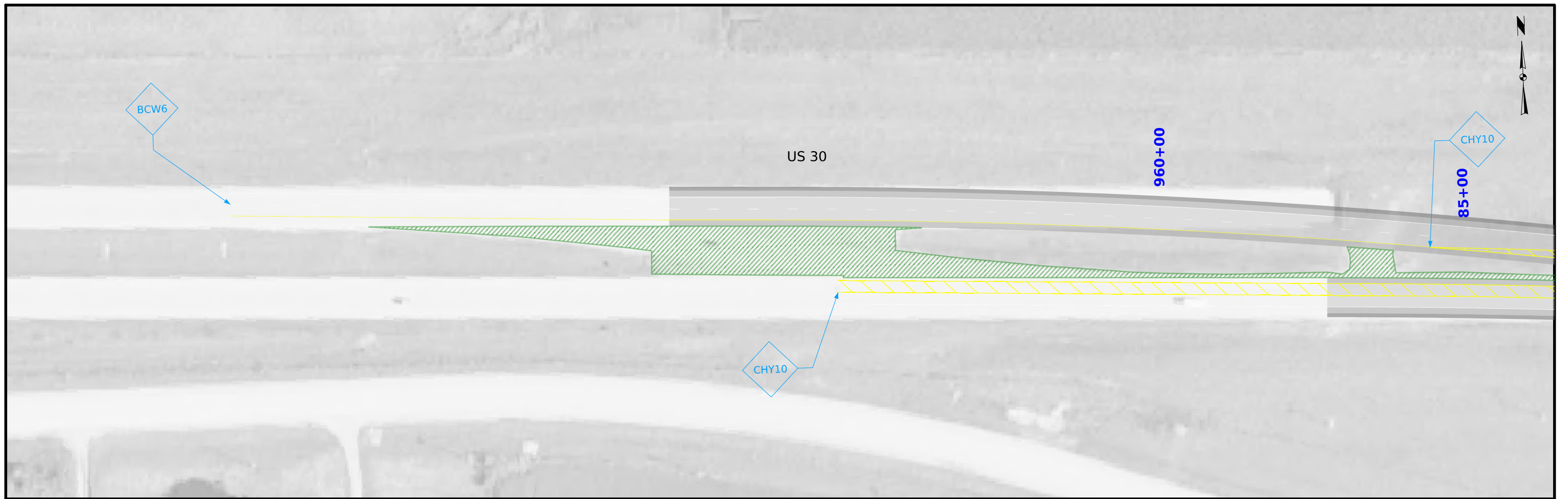
511 TRAVEL RESTRICTIONS

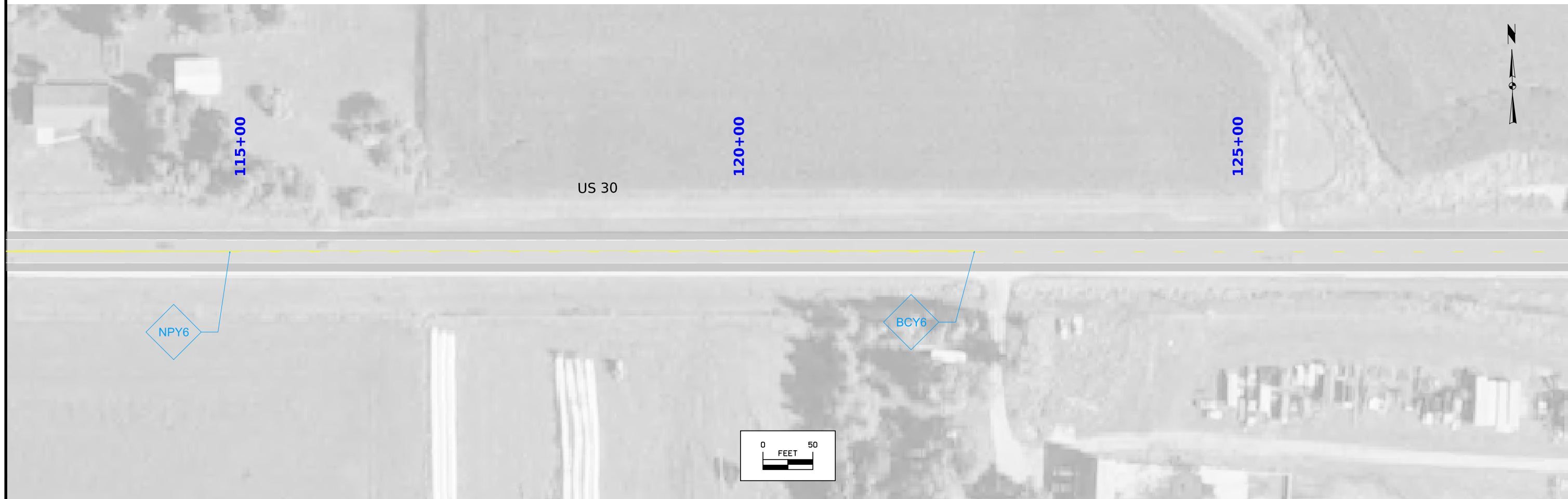
Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
US 30	BOTH	Cedar	W of Charles Ave E of Lisbon to WCL Stanwood		Traffic Control Device		Horizontal	N/A	12'	11'	N/A	(1)
(1) Restriction is during paving operations.												

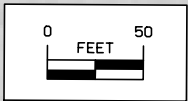
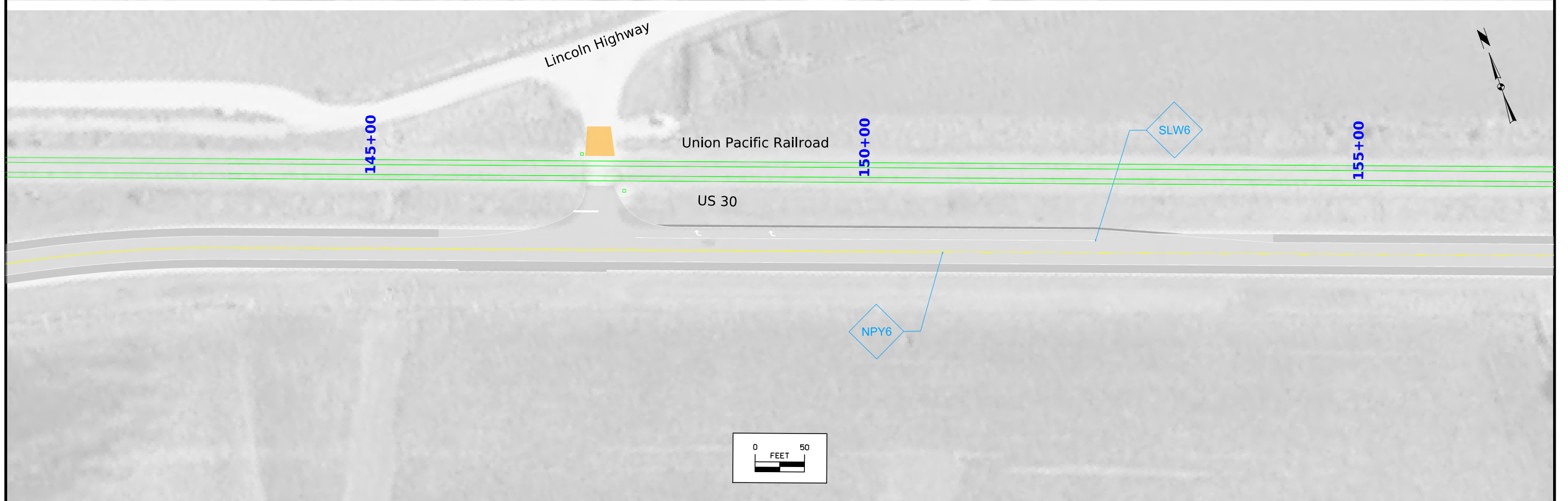
108-26A
08-01-08

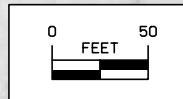
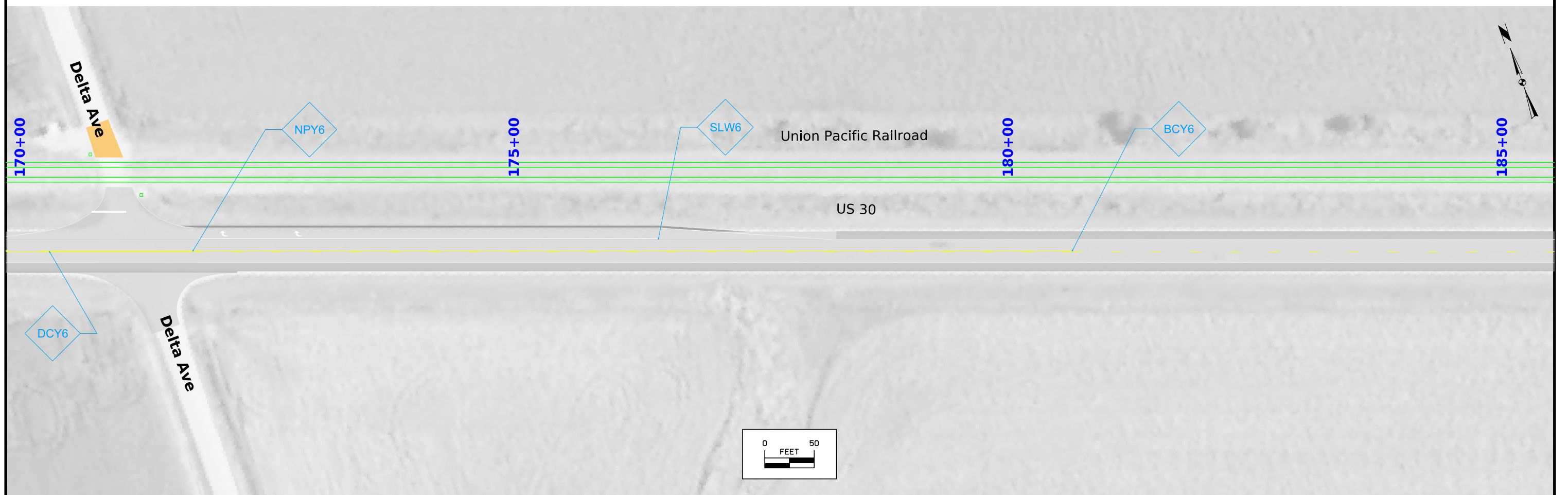
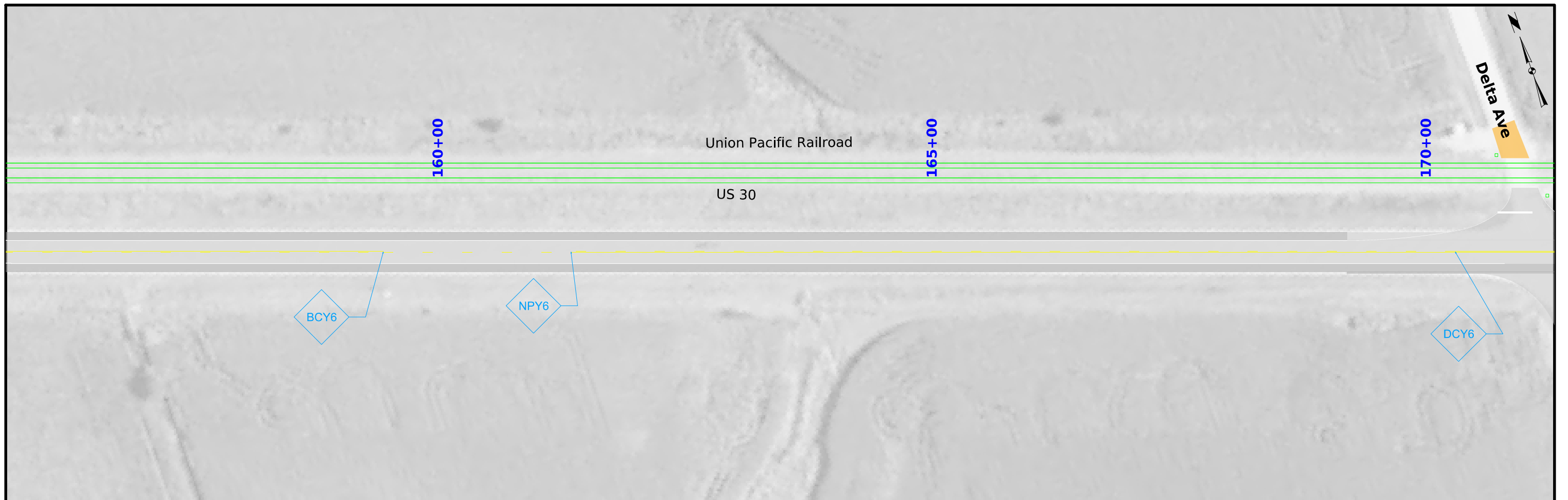
STAGING NOTES

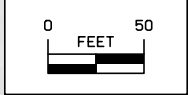
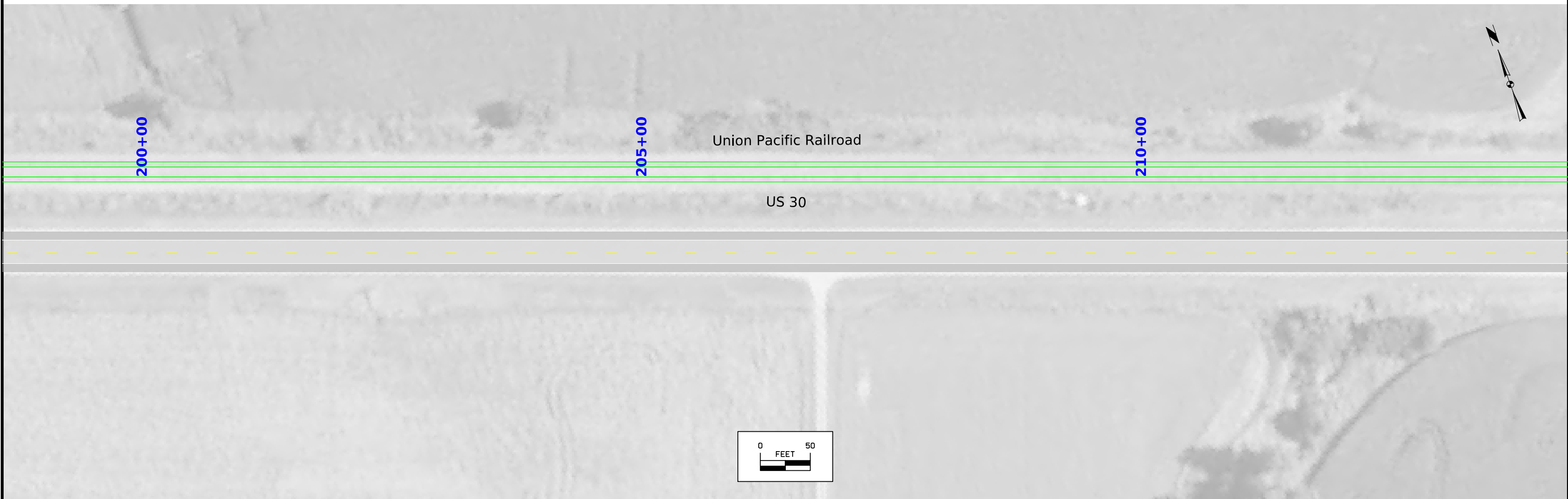
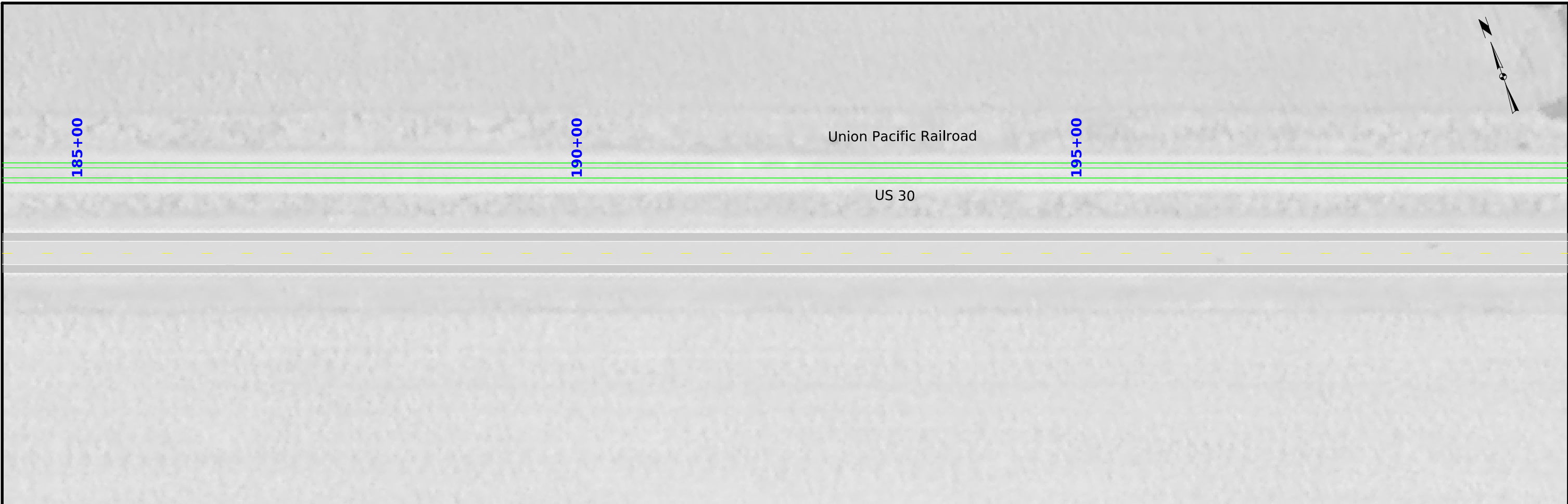
- General Notes:
1. Patching shall be performed prior to other work on this project.
 2. Pavement Markings shall be placed on each drivable surface as construction progresses.

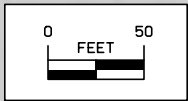
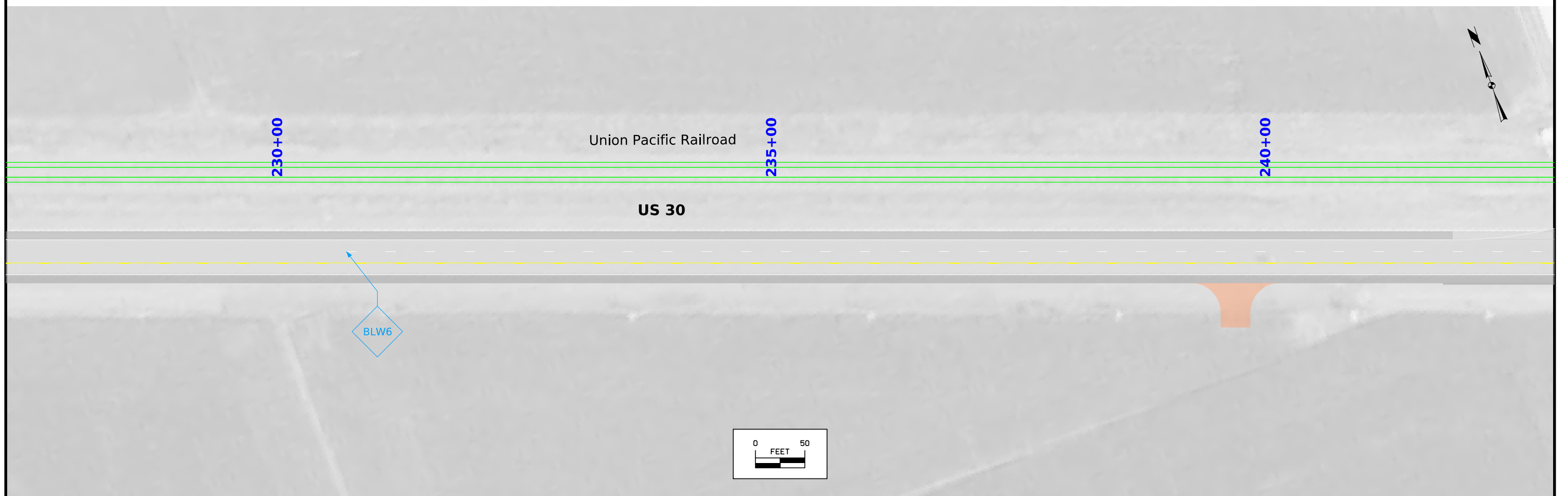
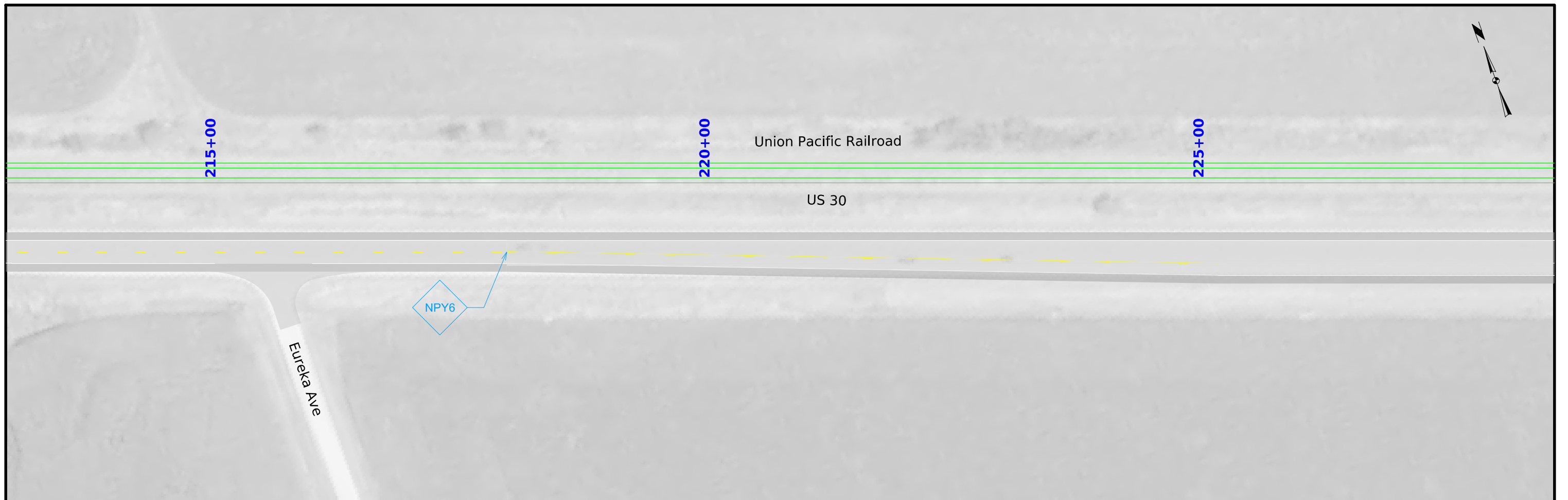


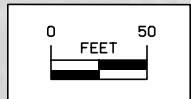
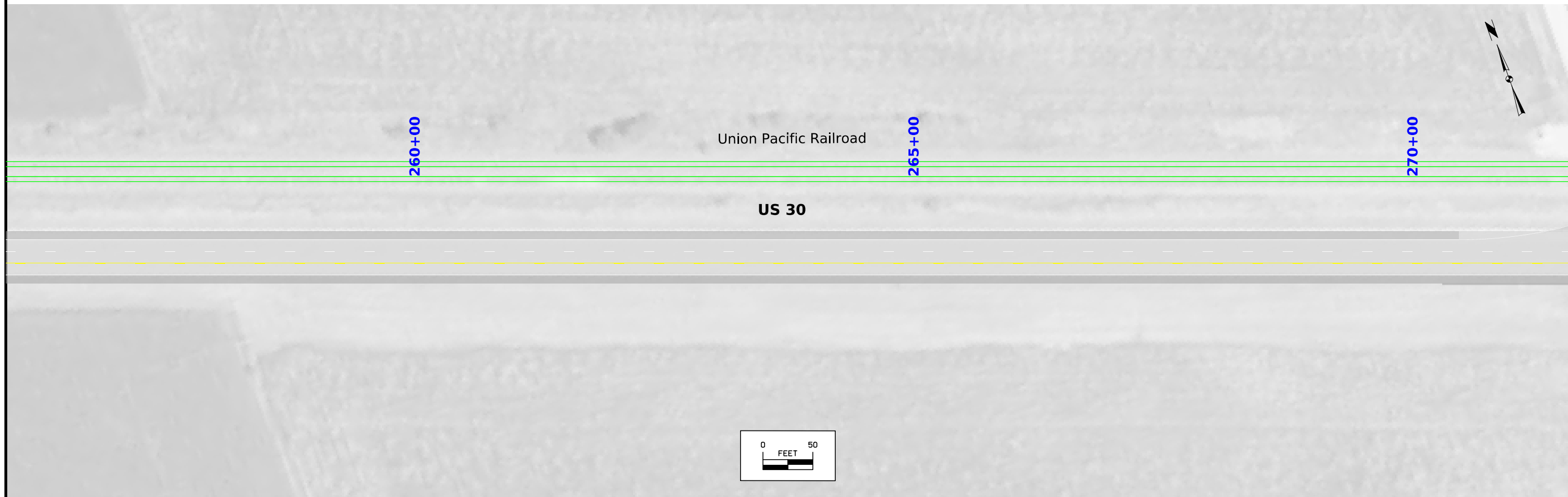
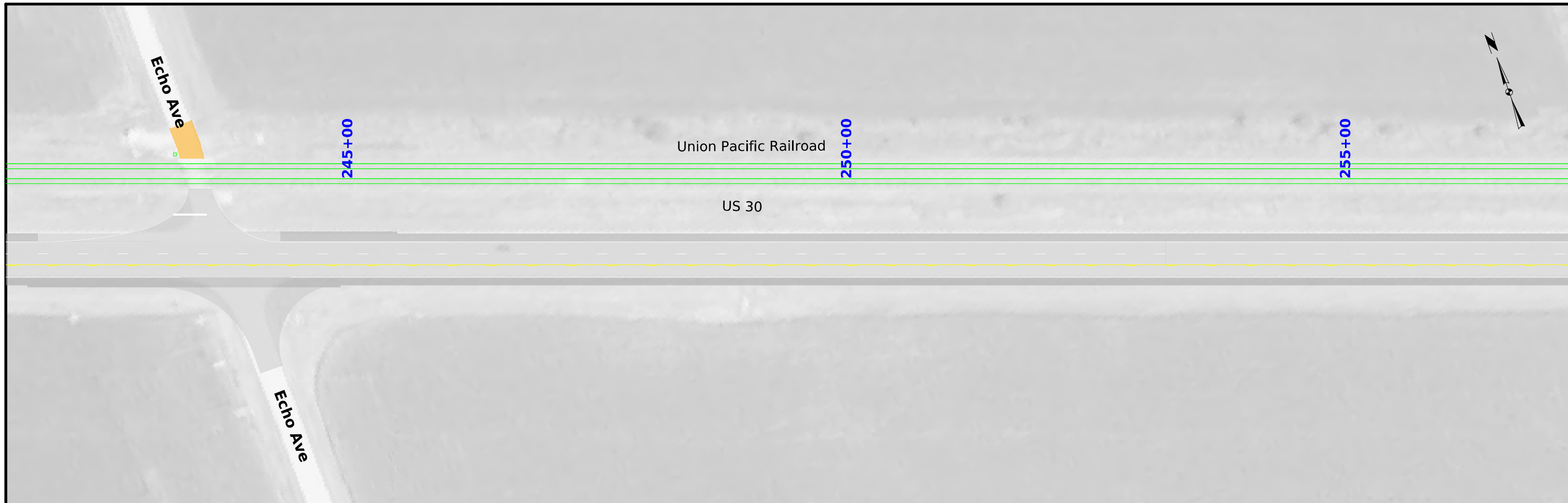


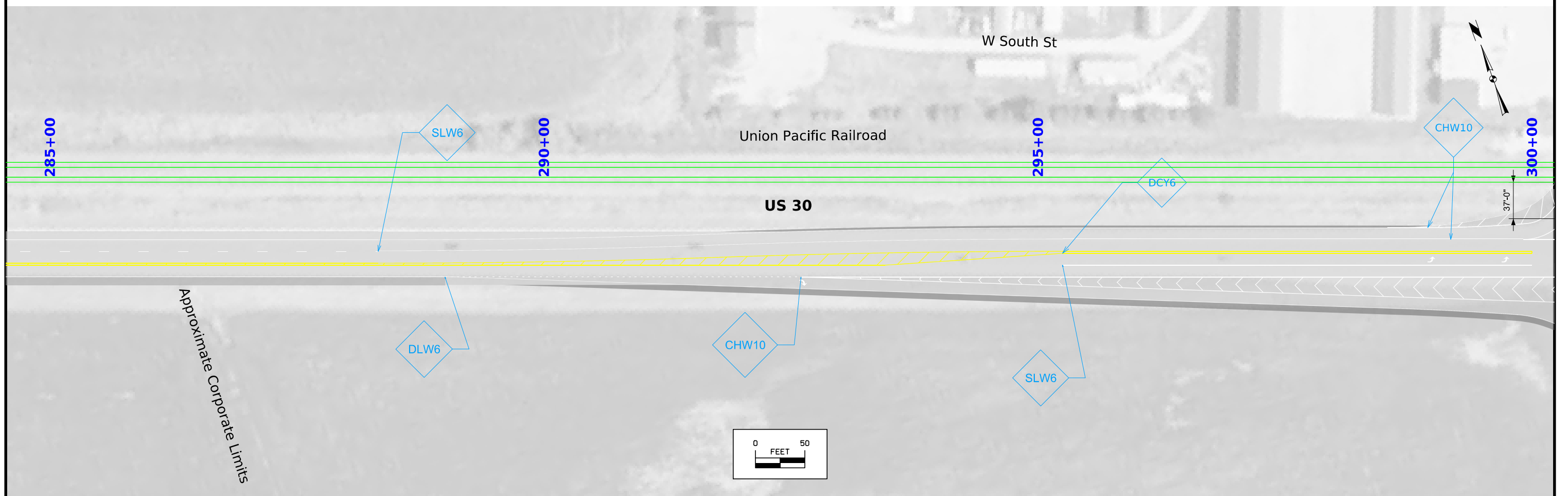
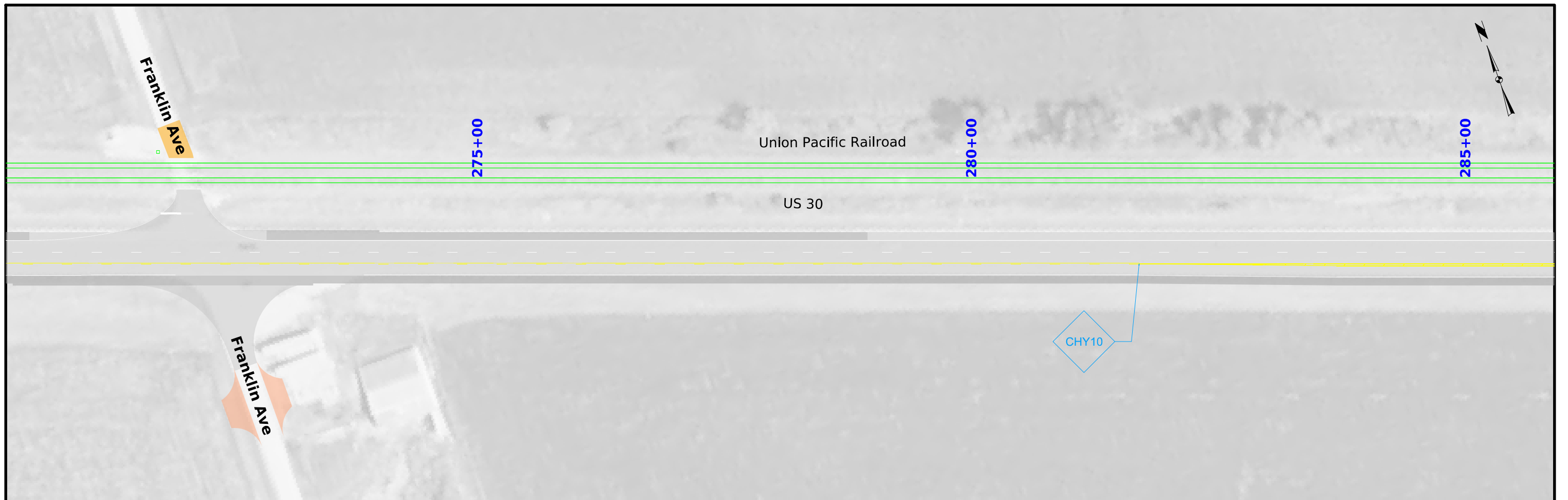


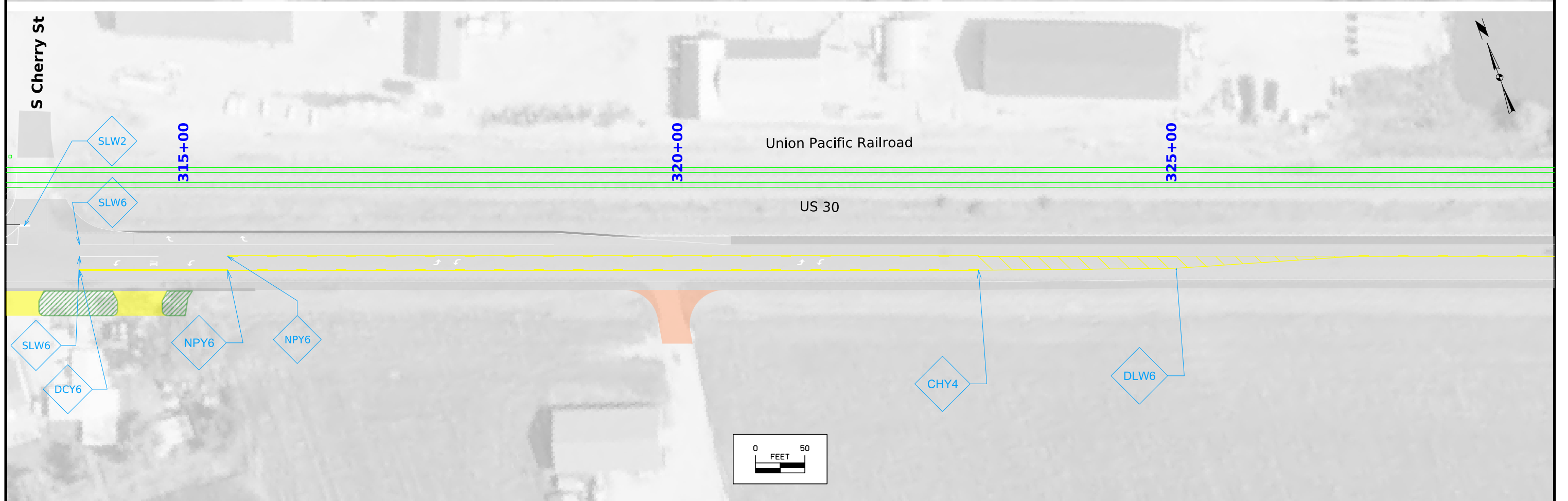
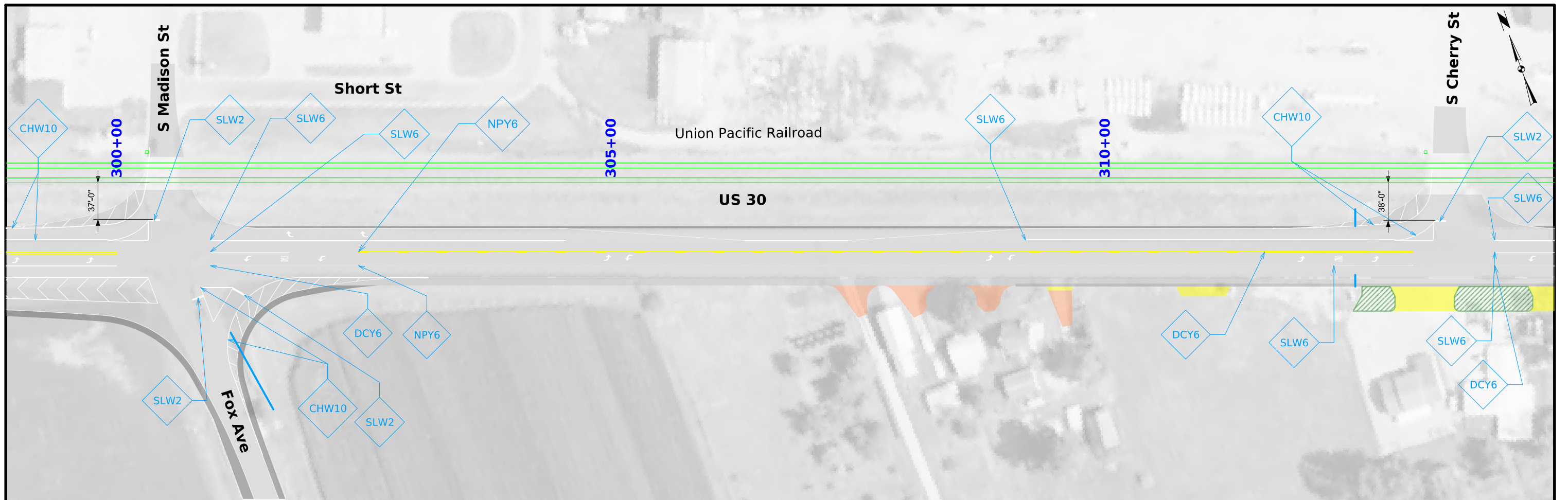


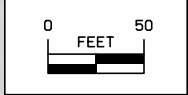
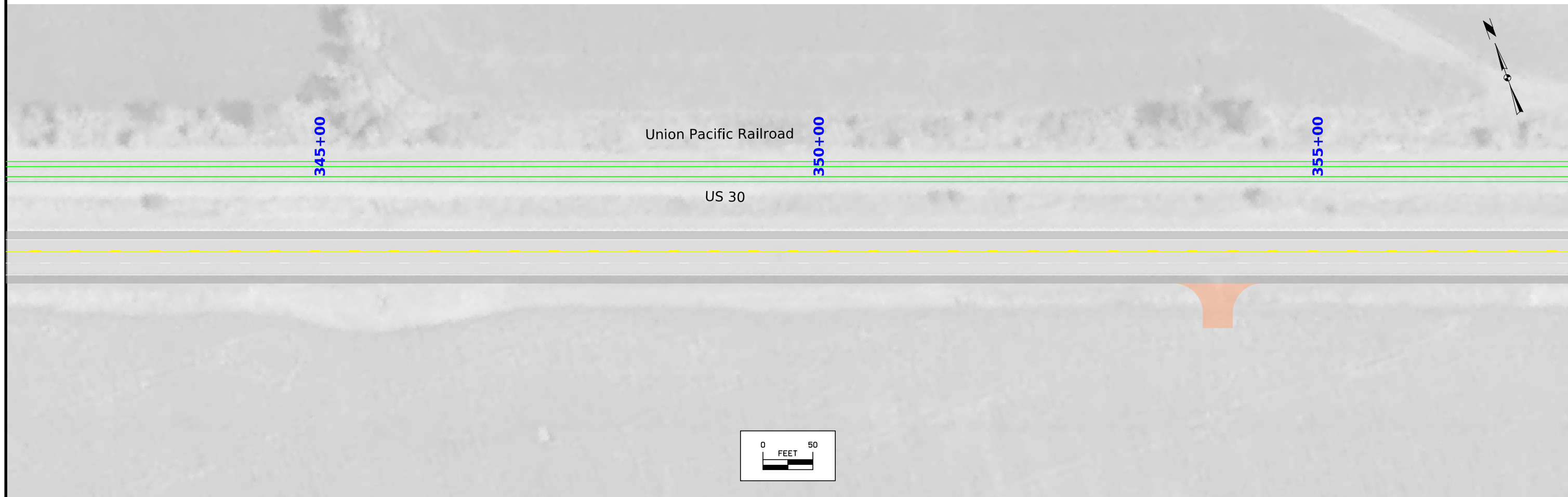
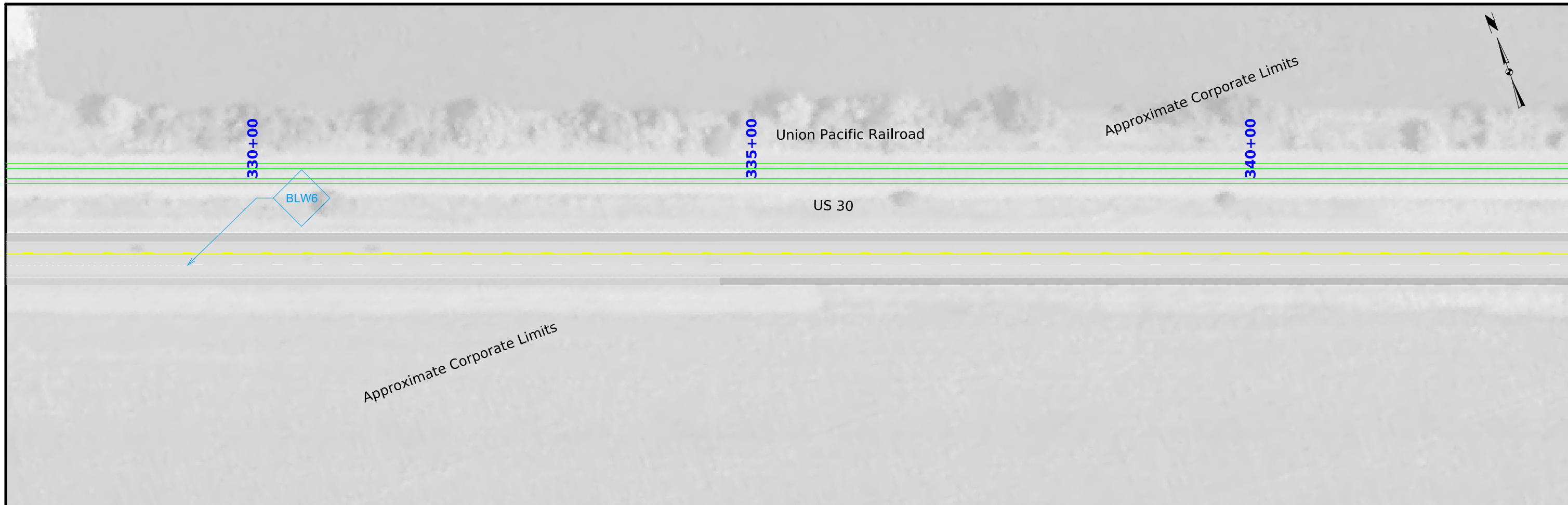


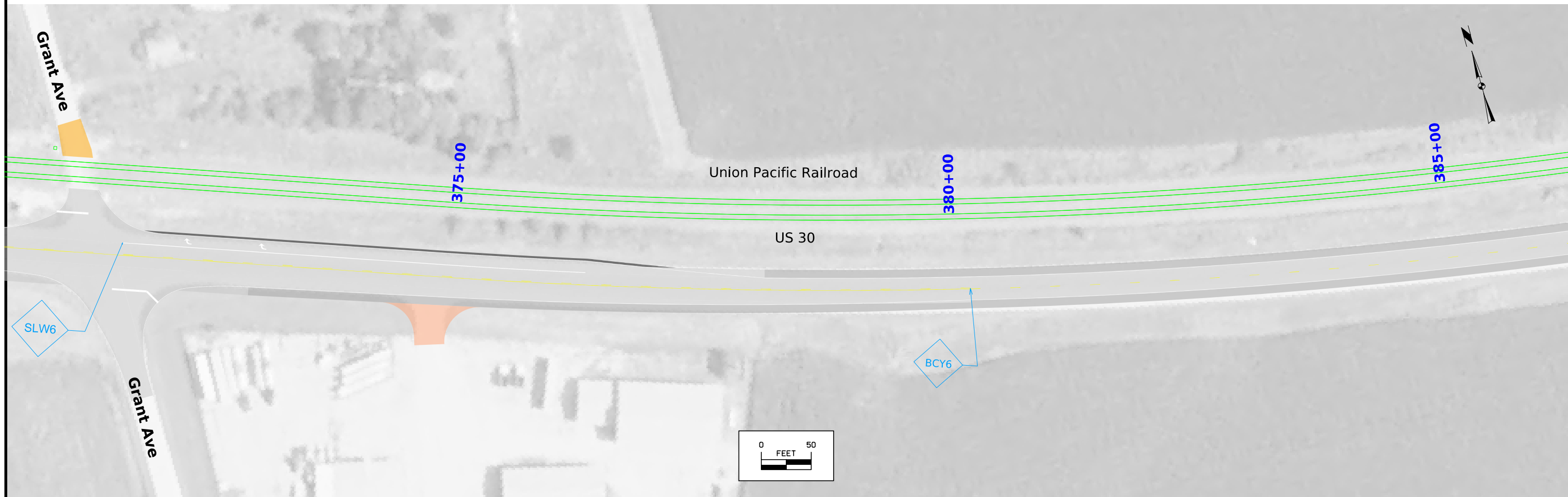
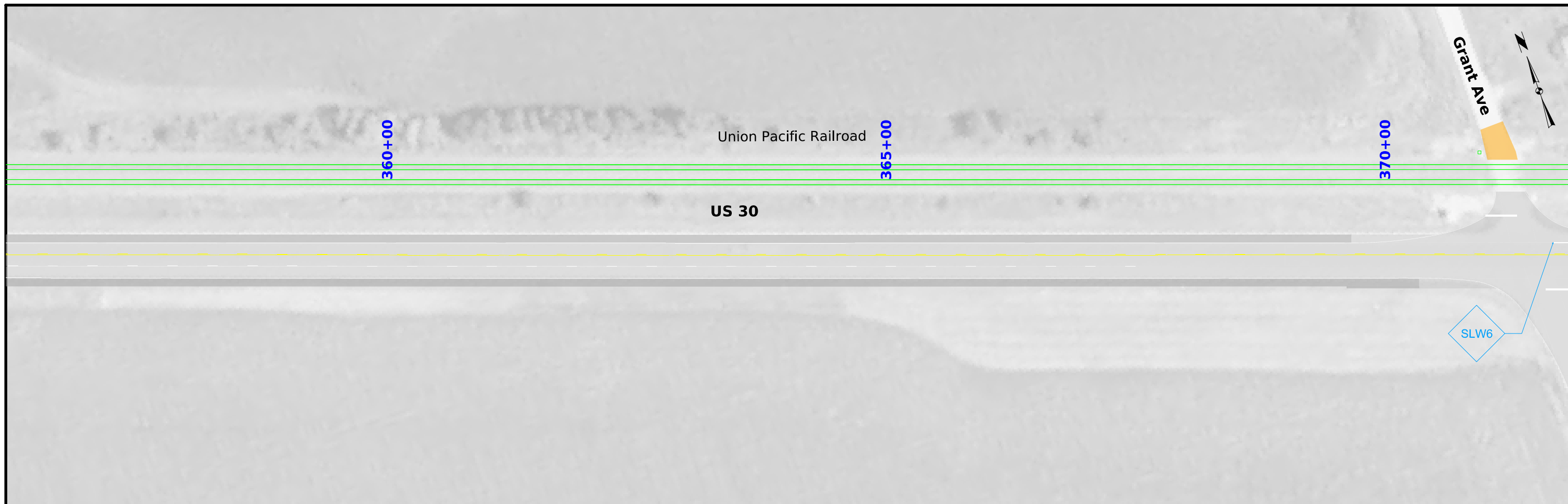


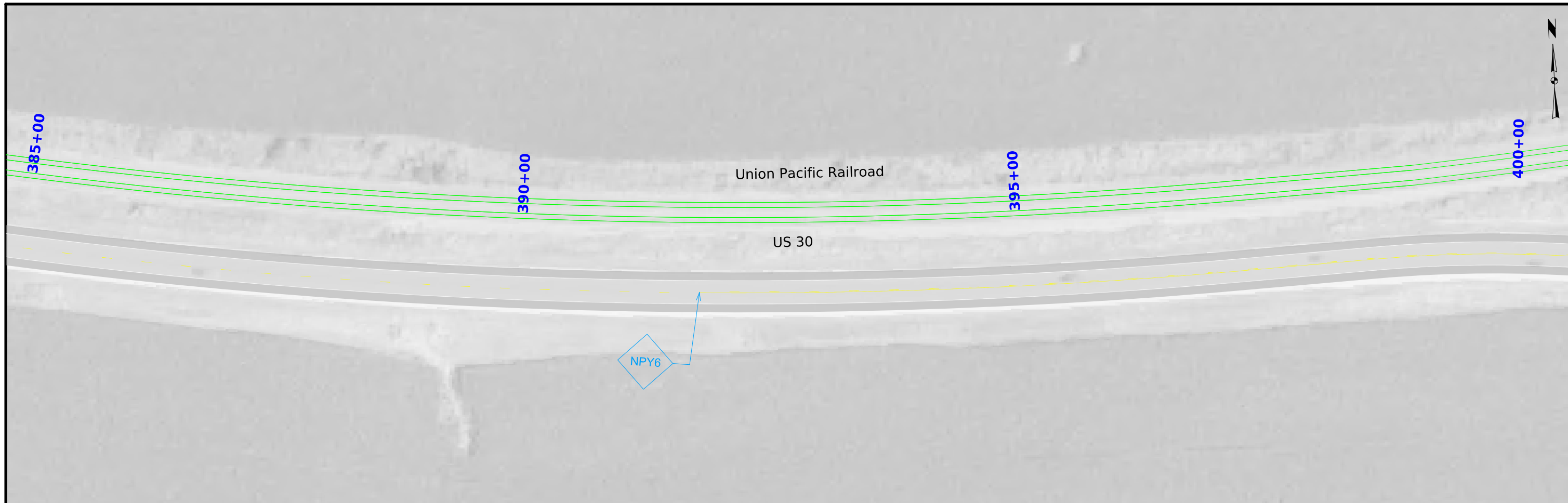




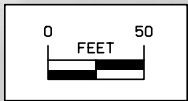
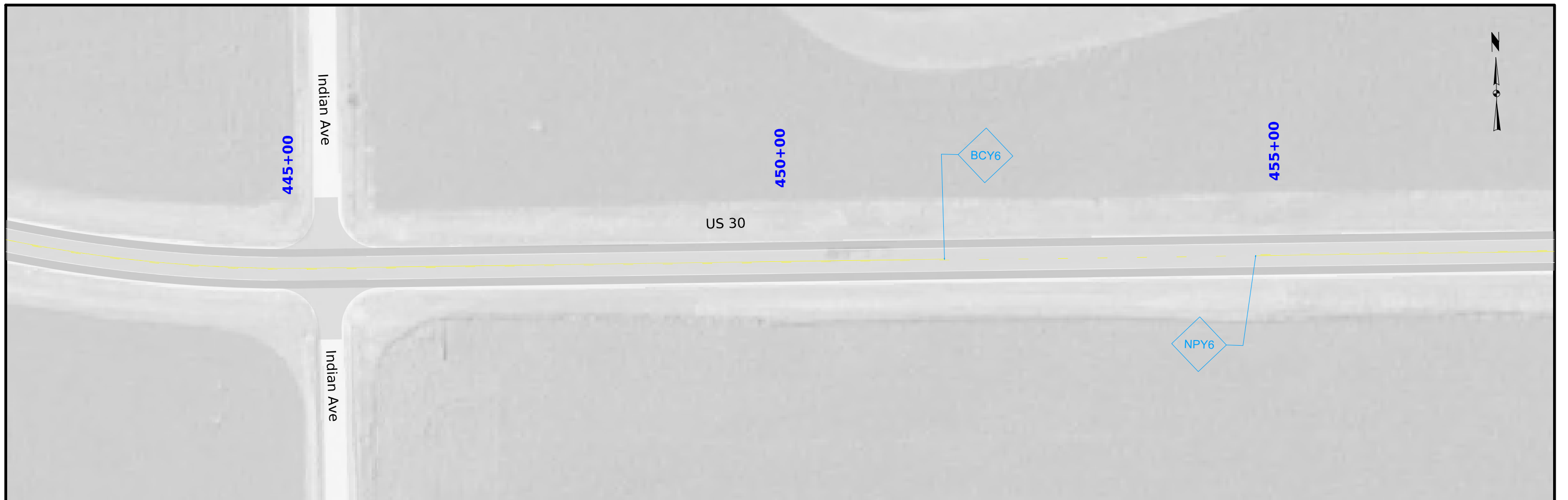


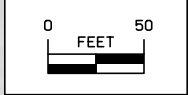




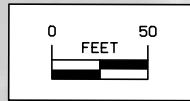
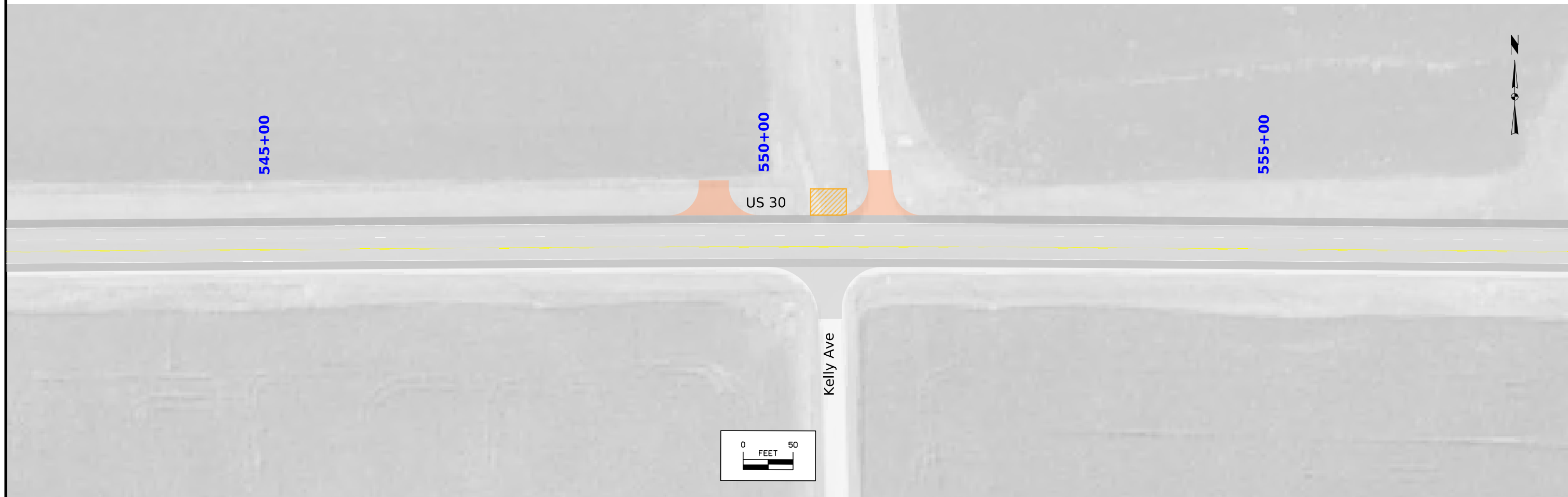
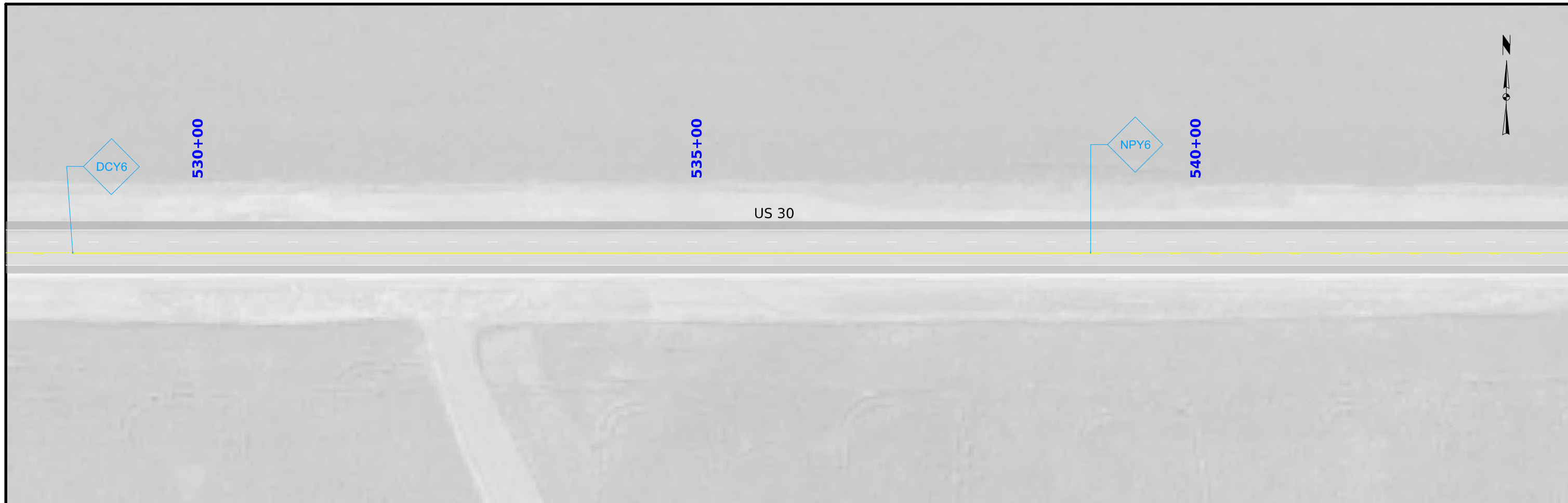


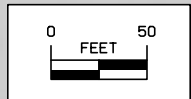
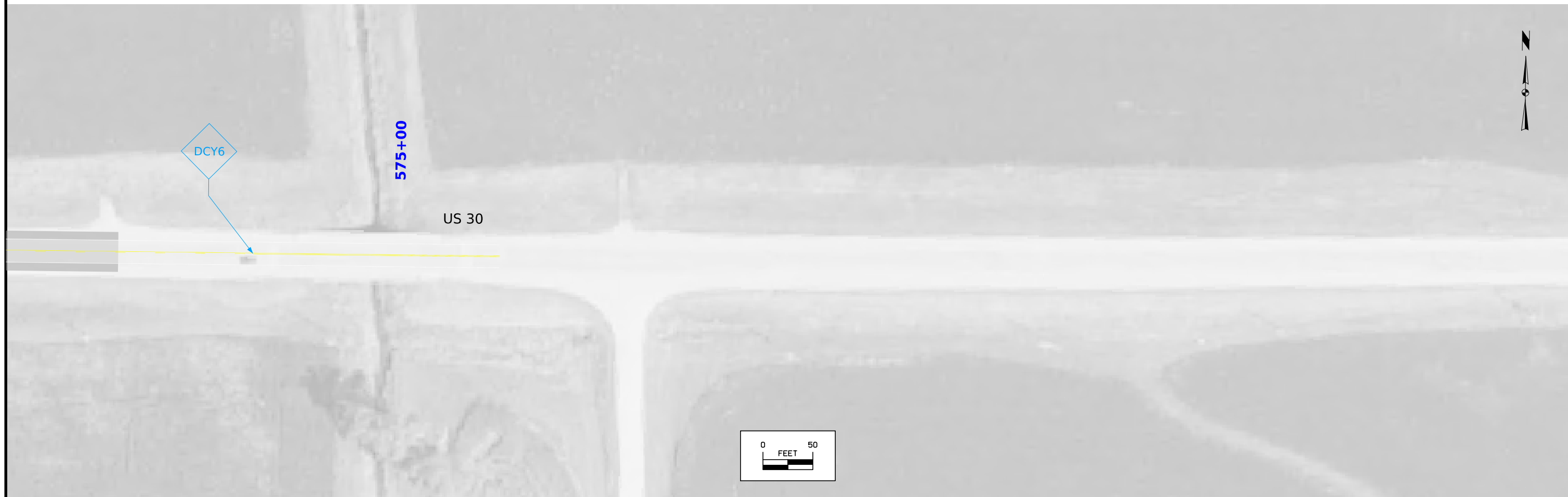
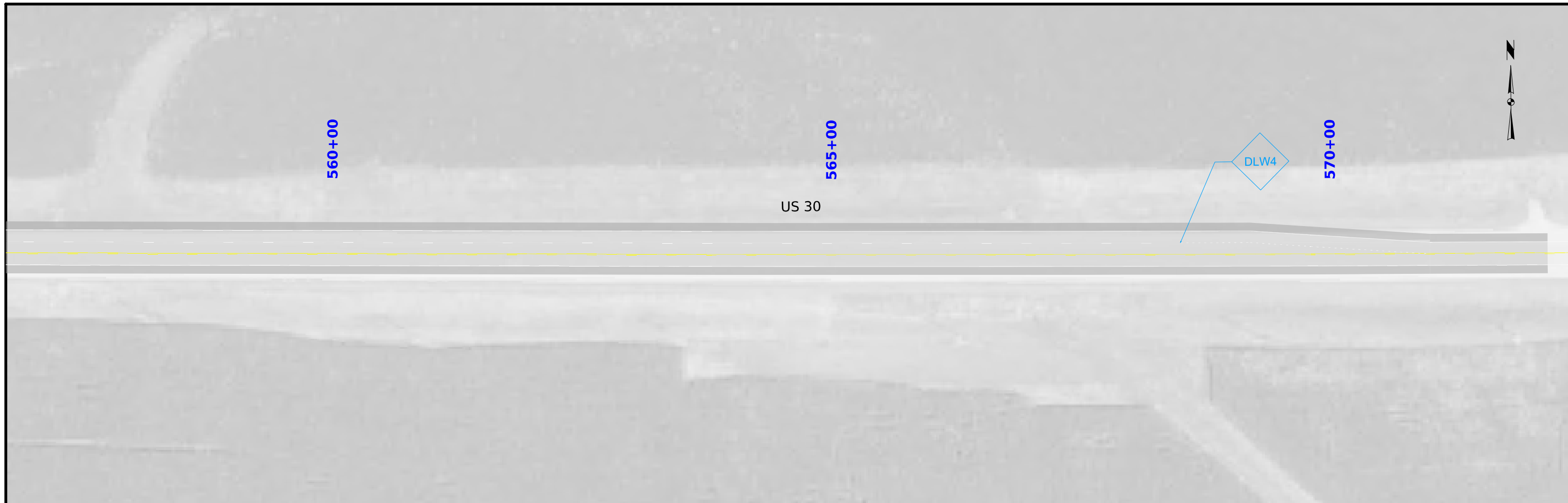


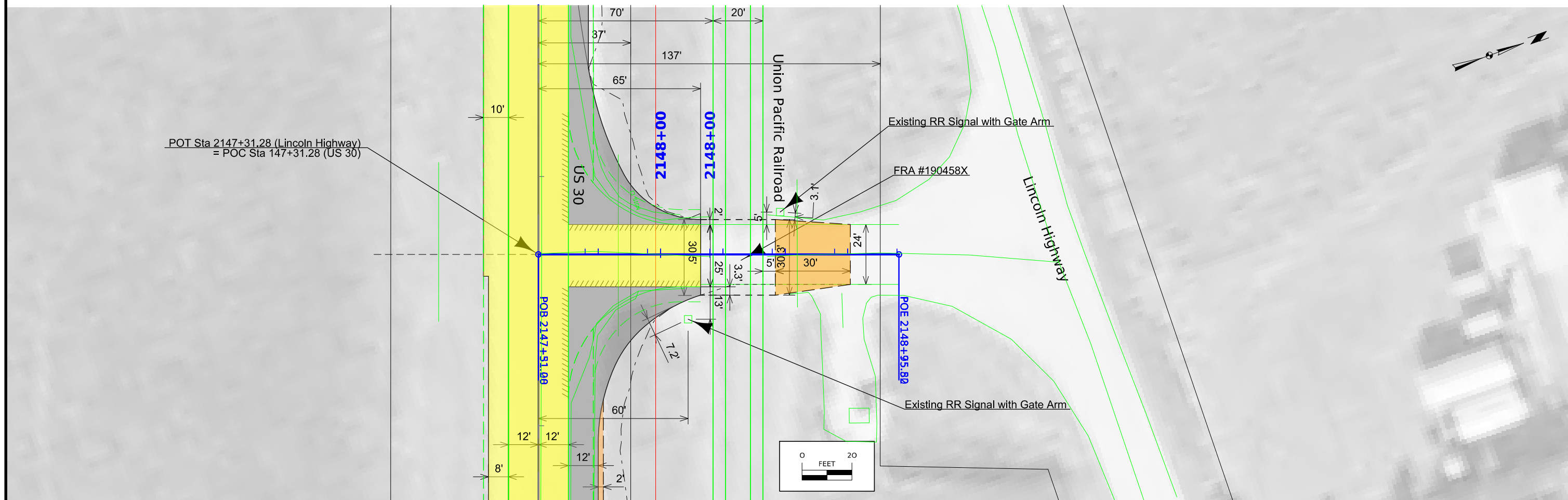
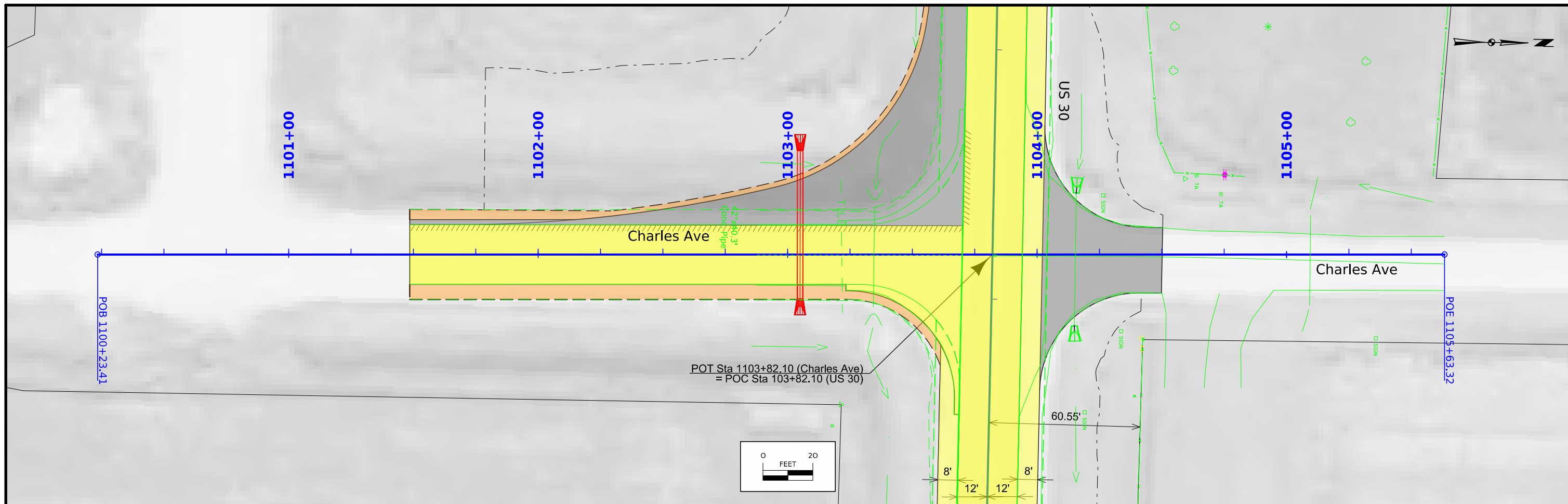


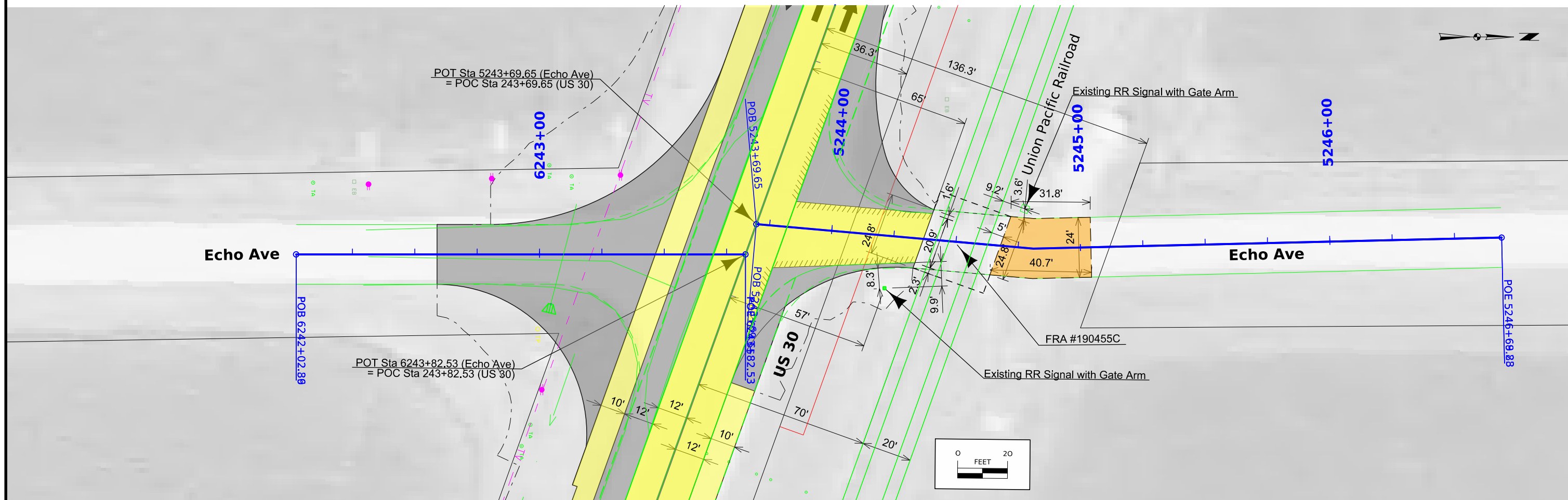
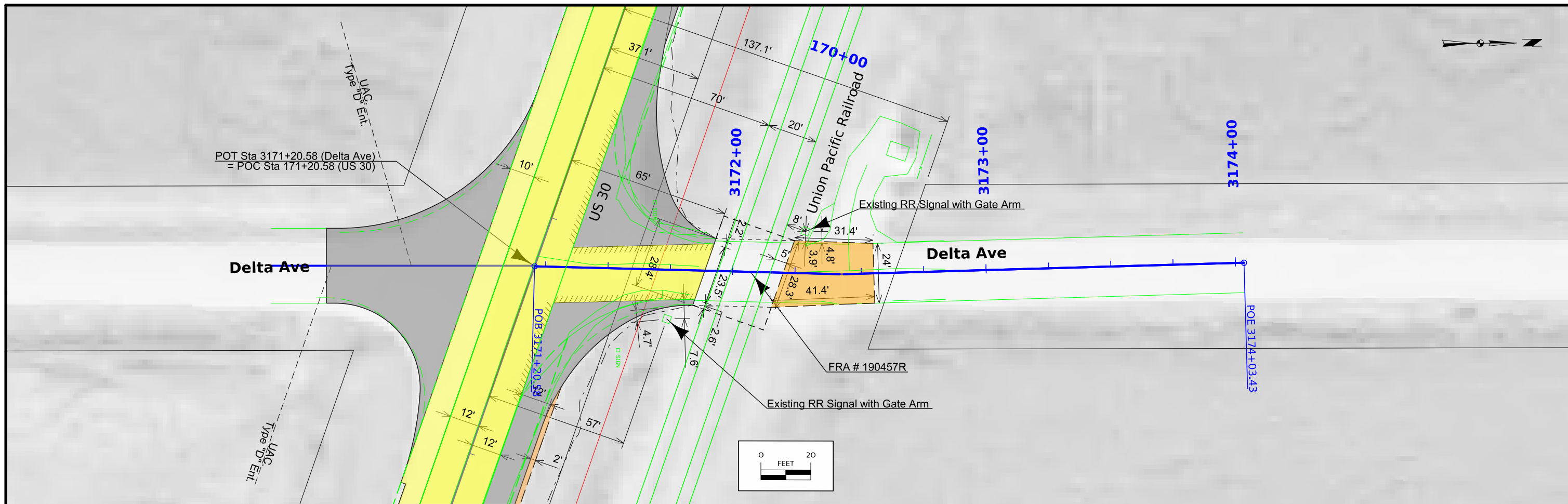


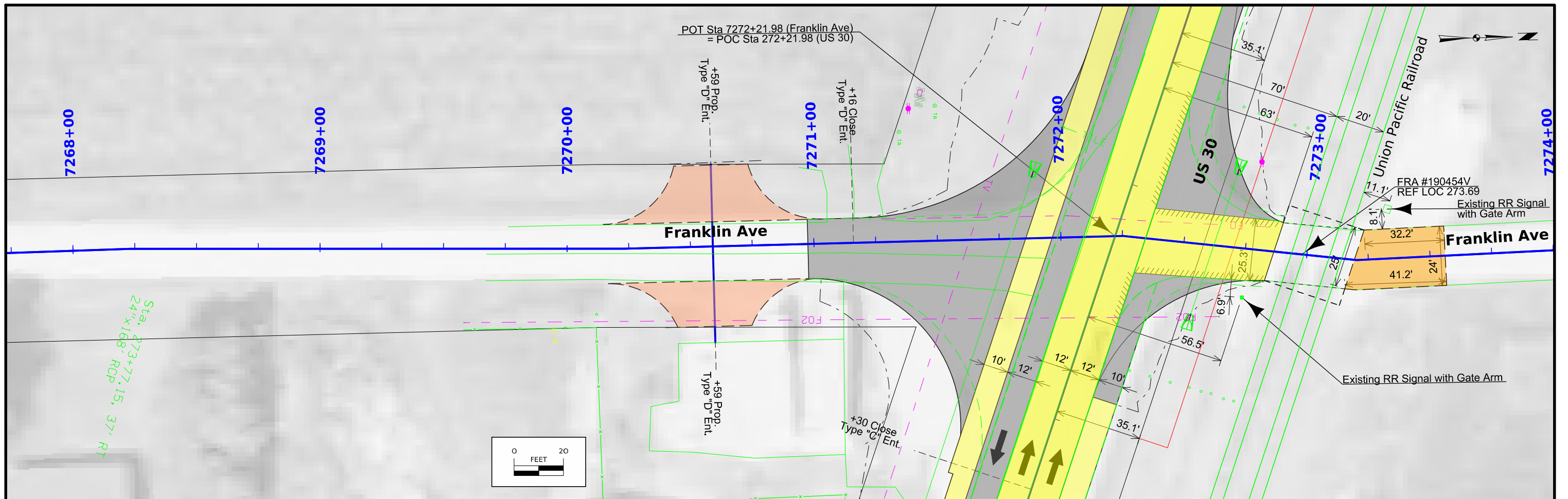


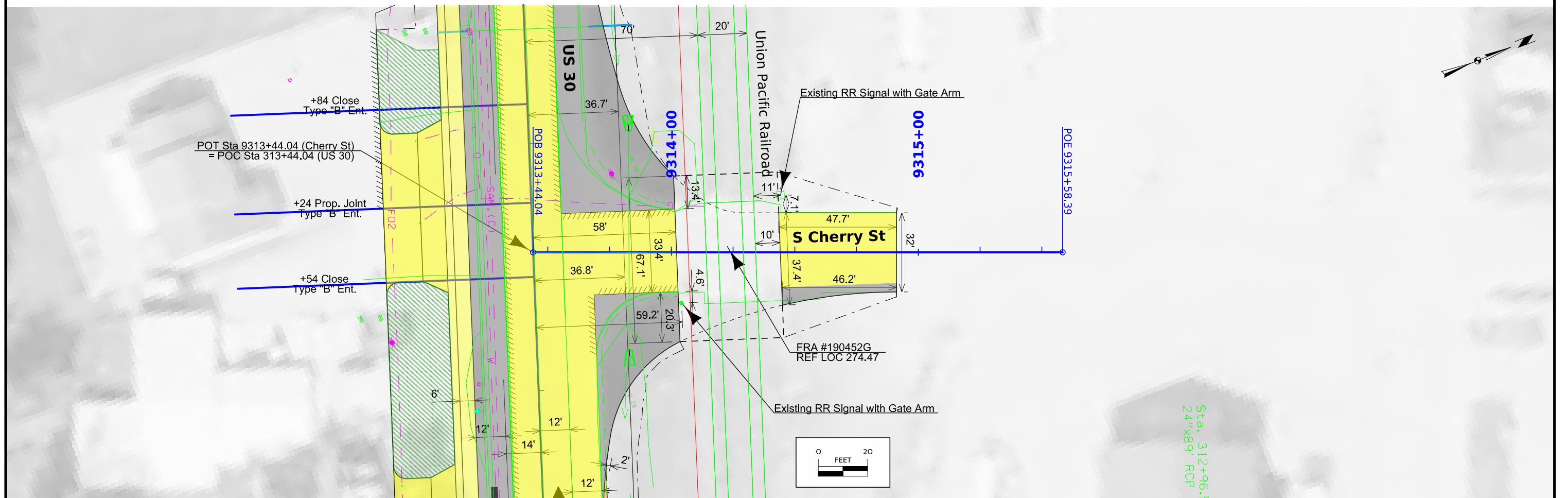
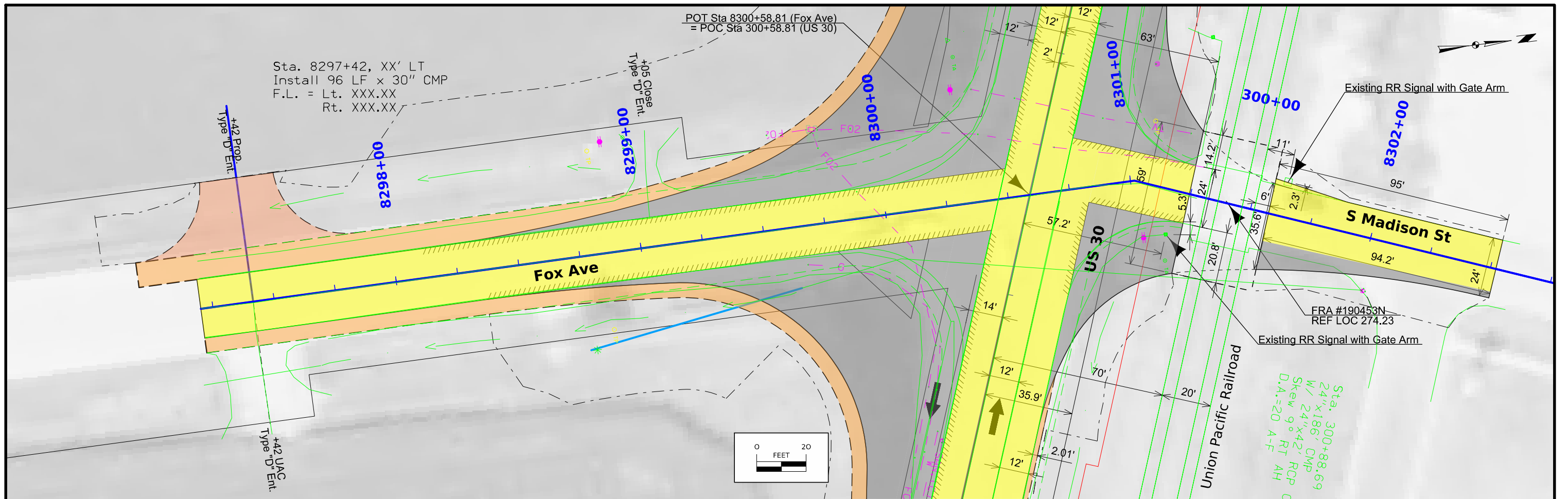


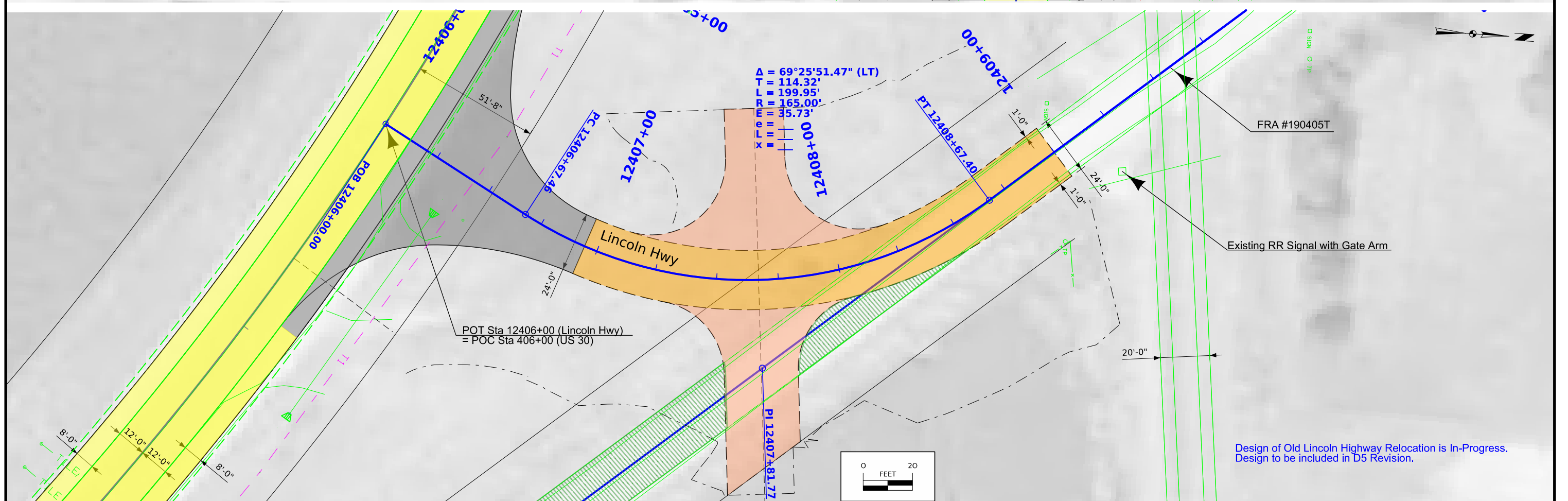
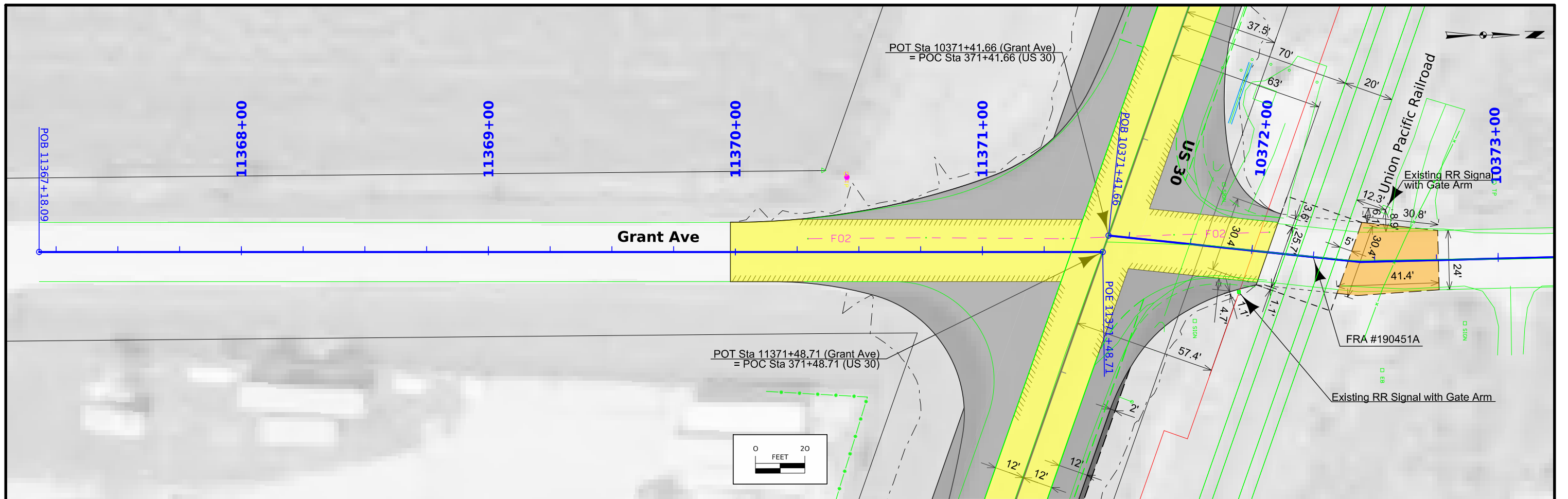




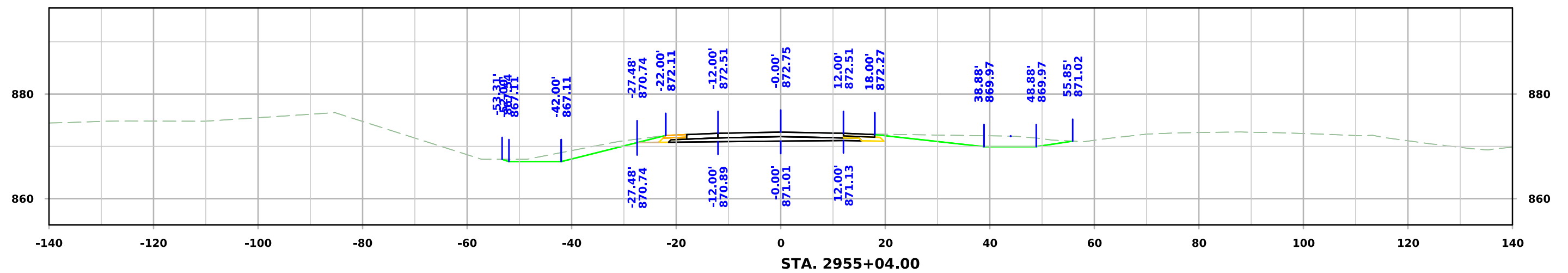
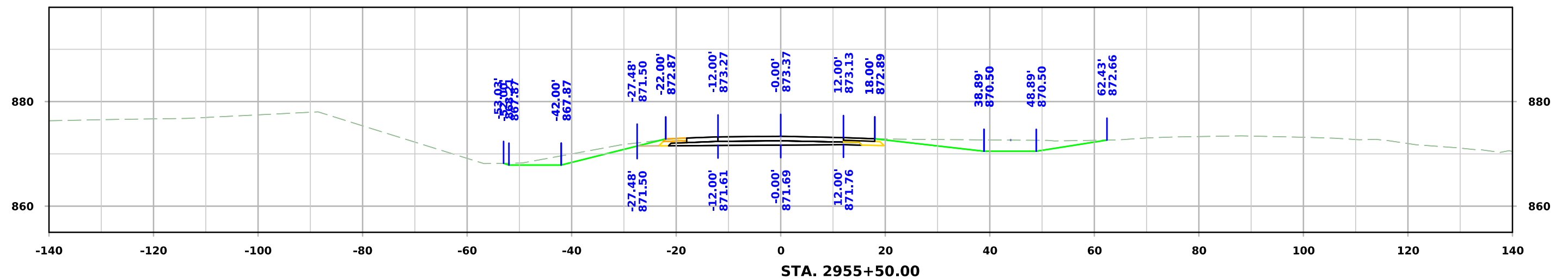
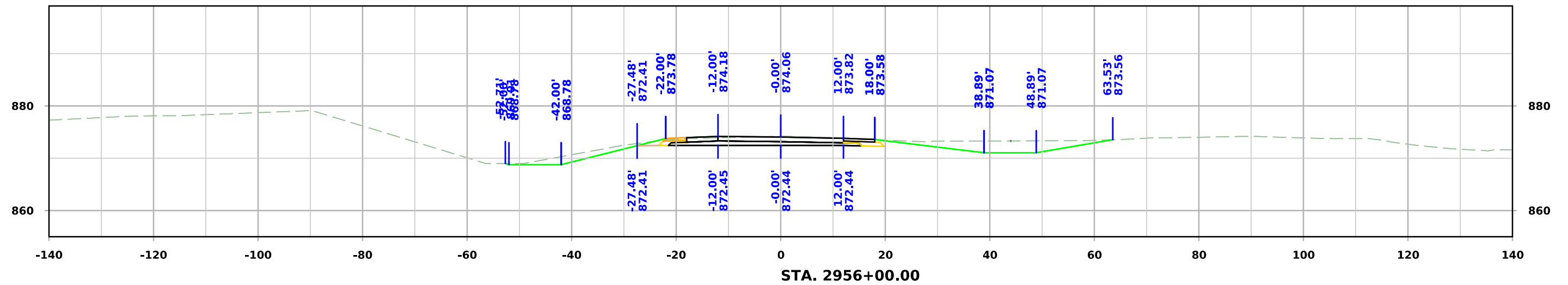


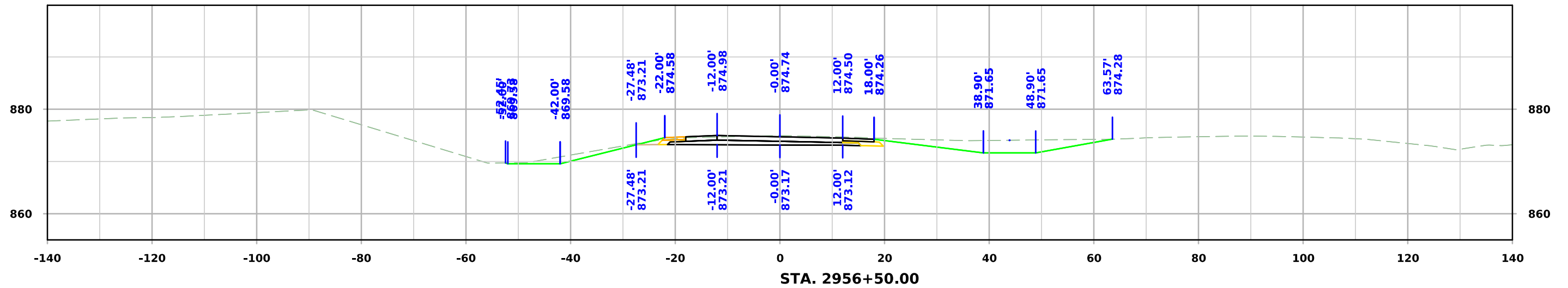
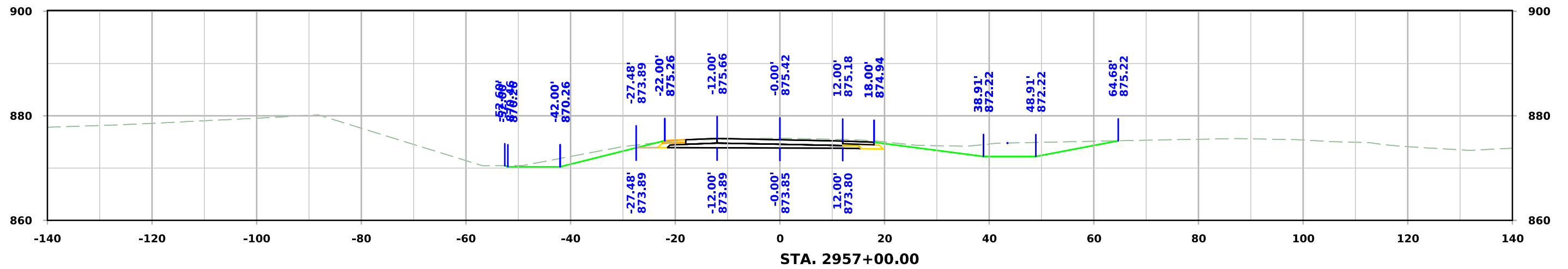
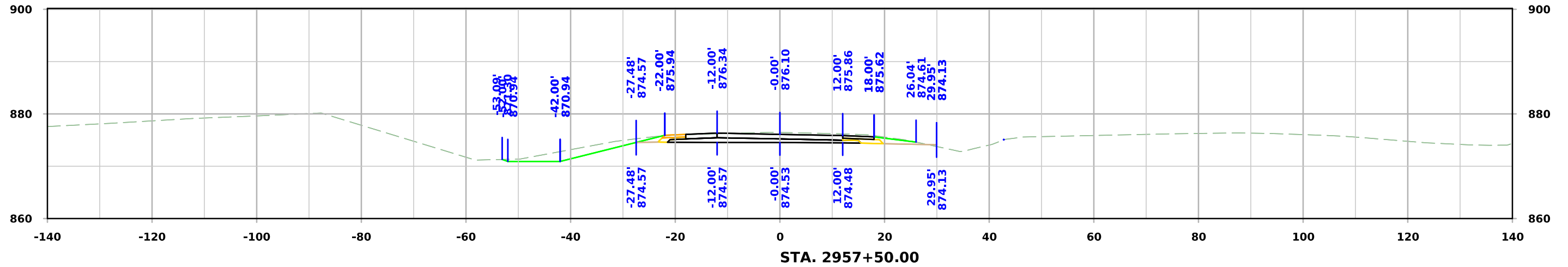


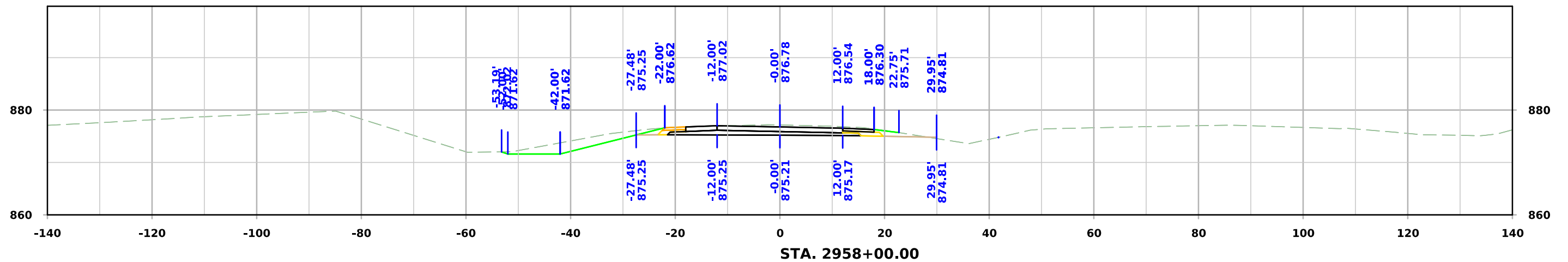
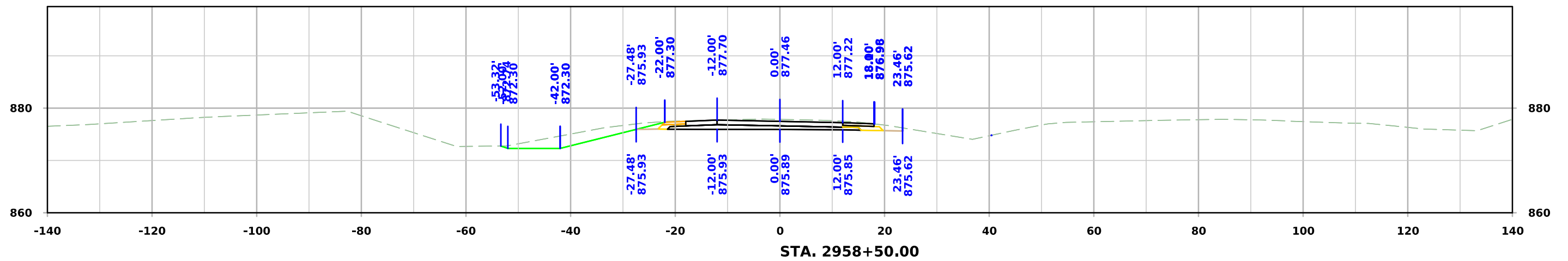
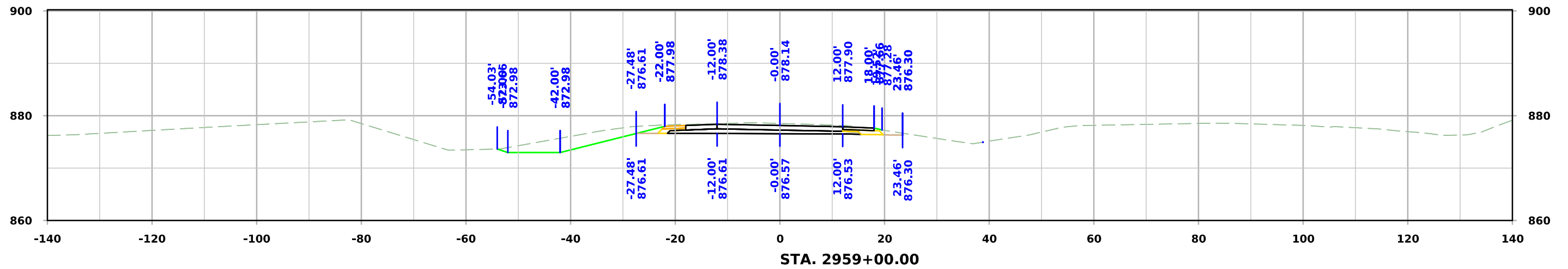


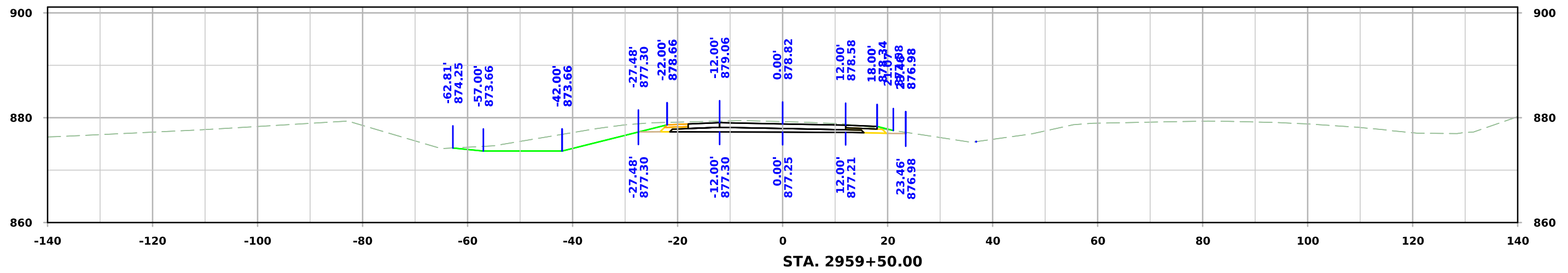
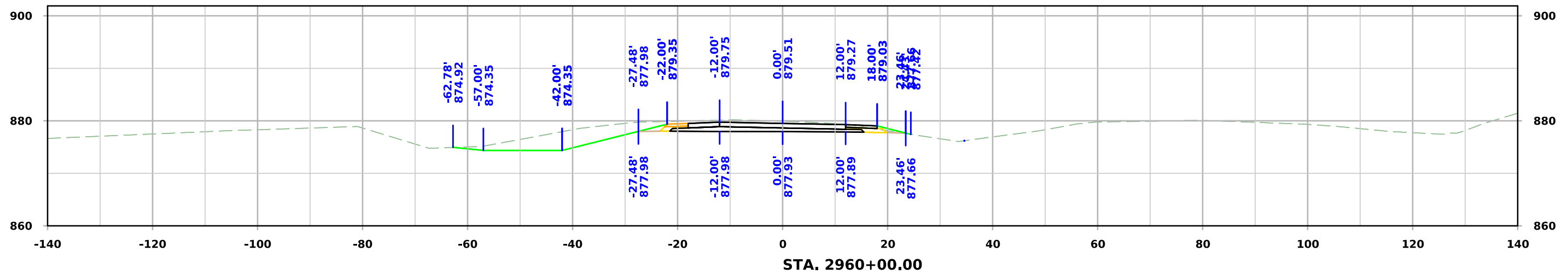
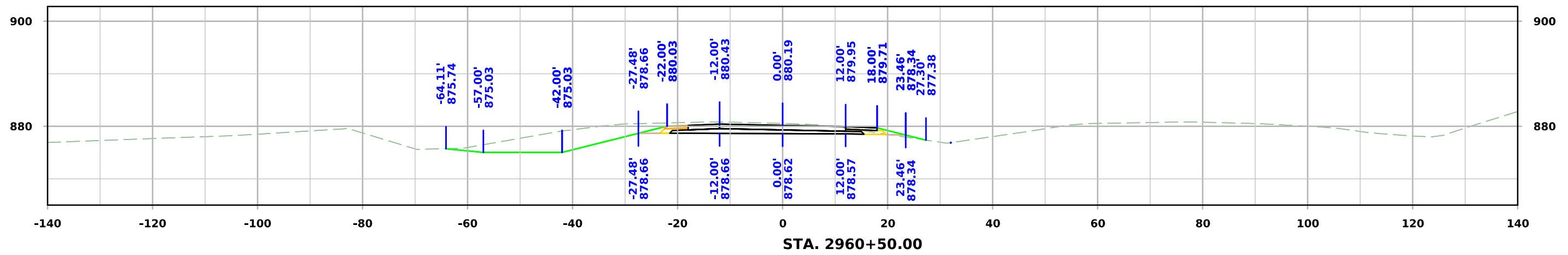


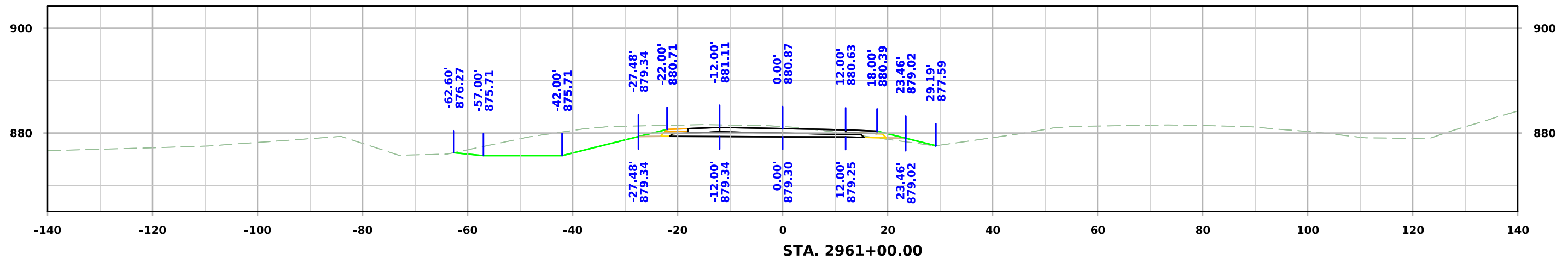
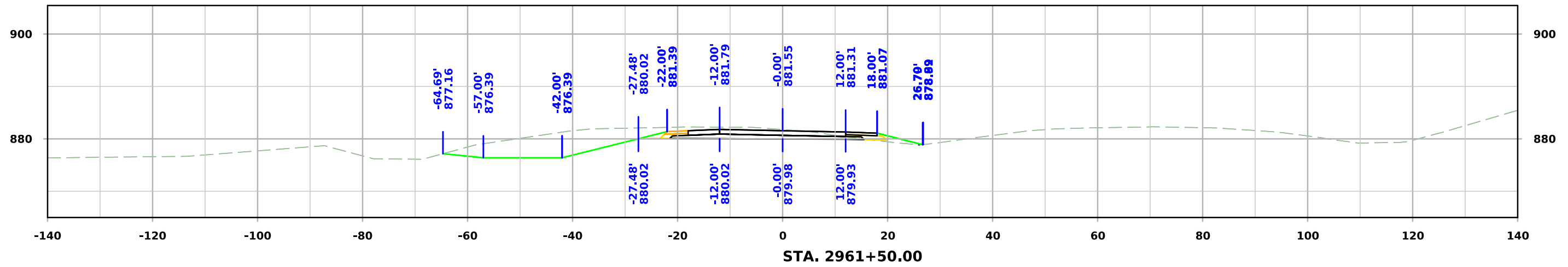
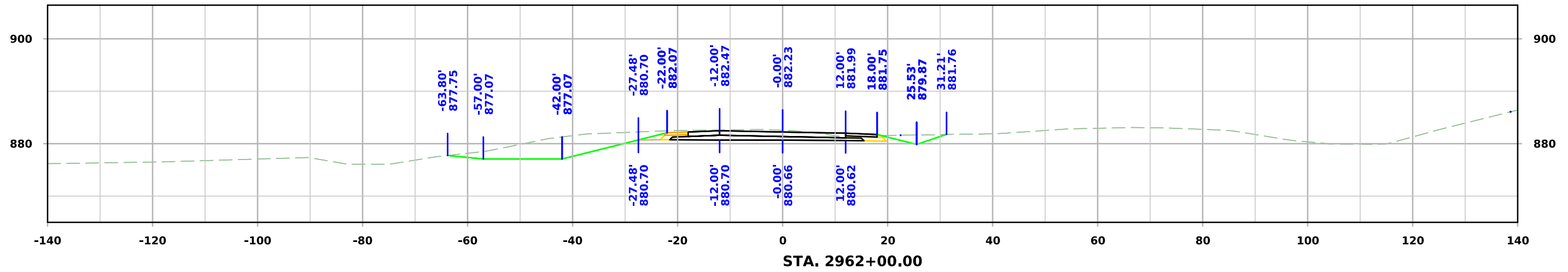
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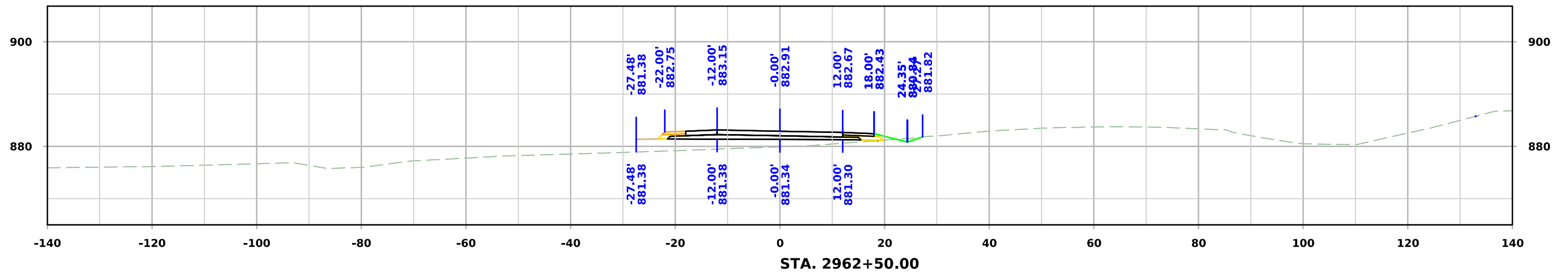
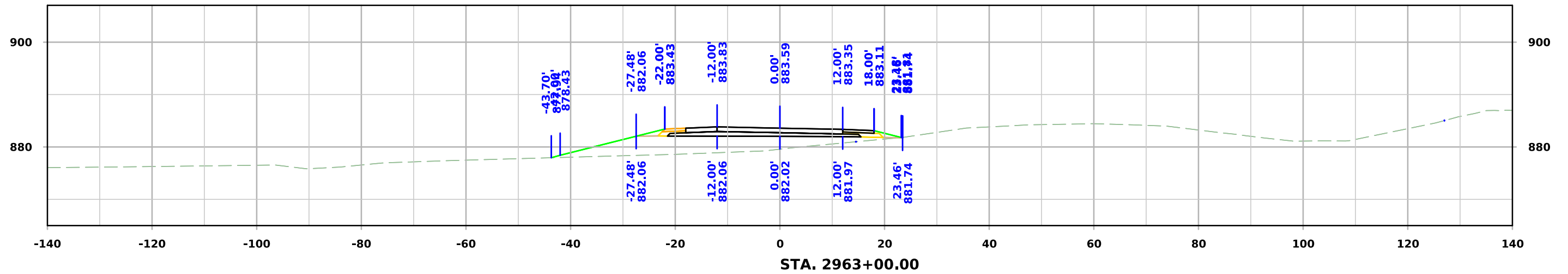
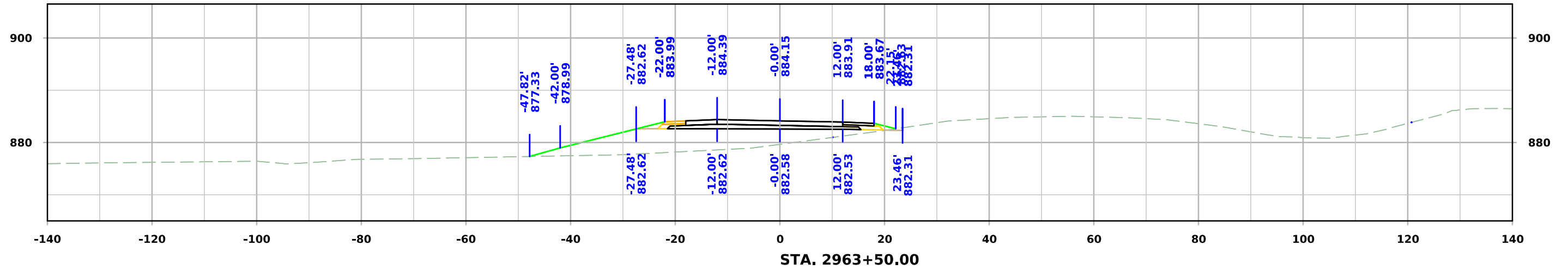


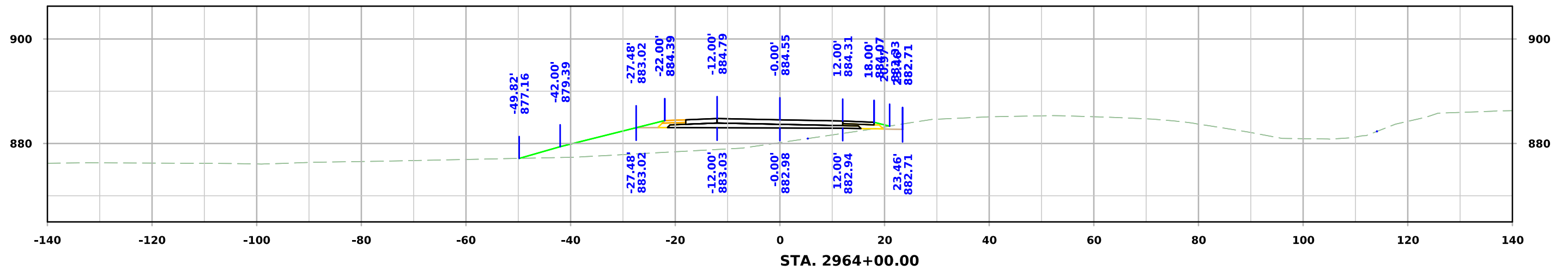
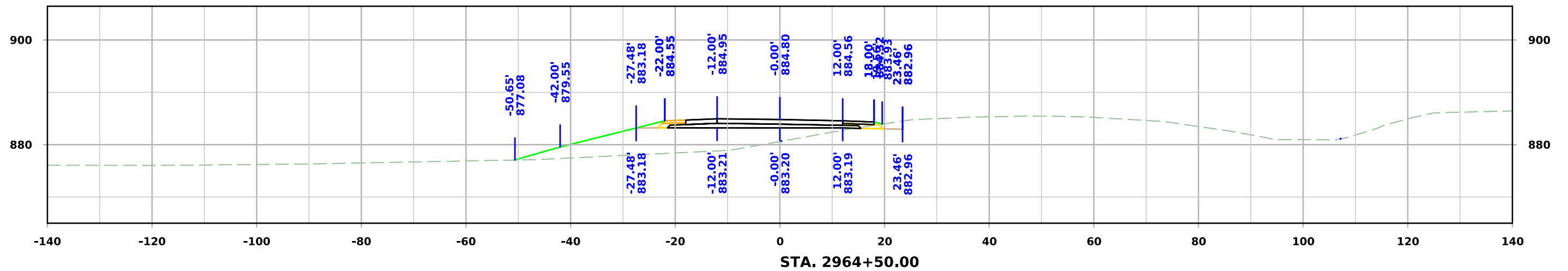
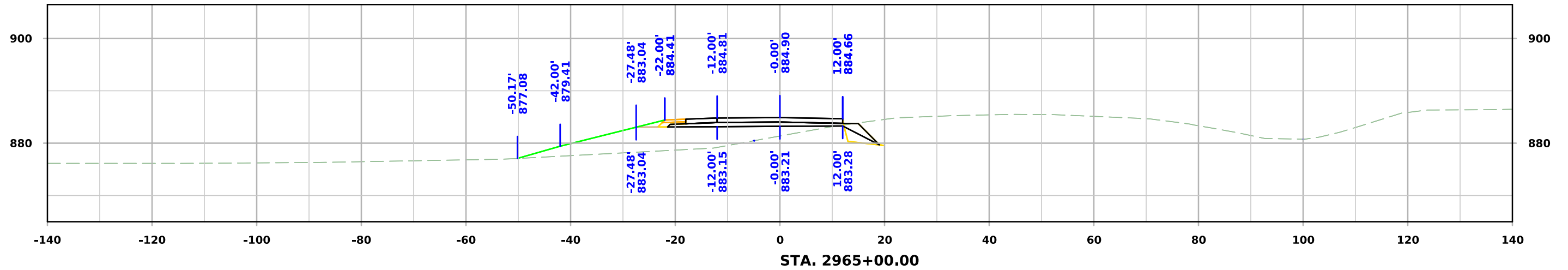


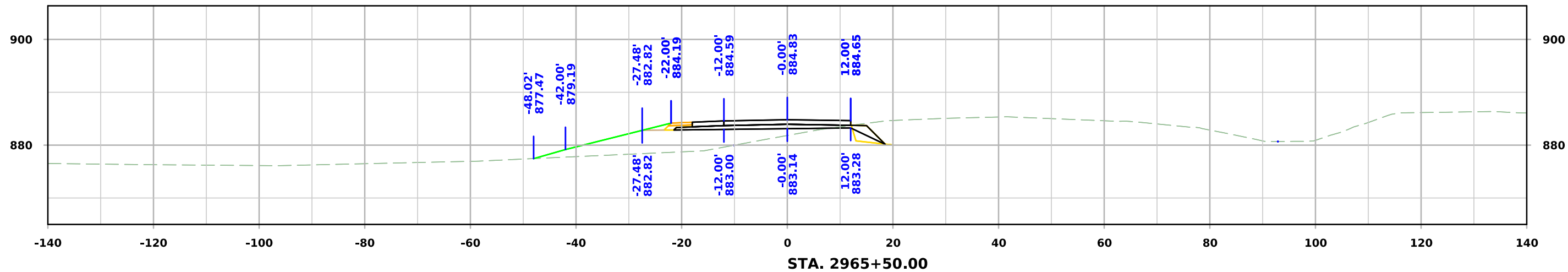
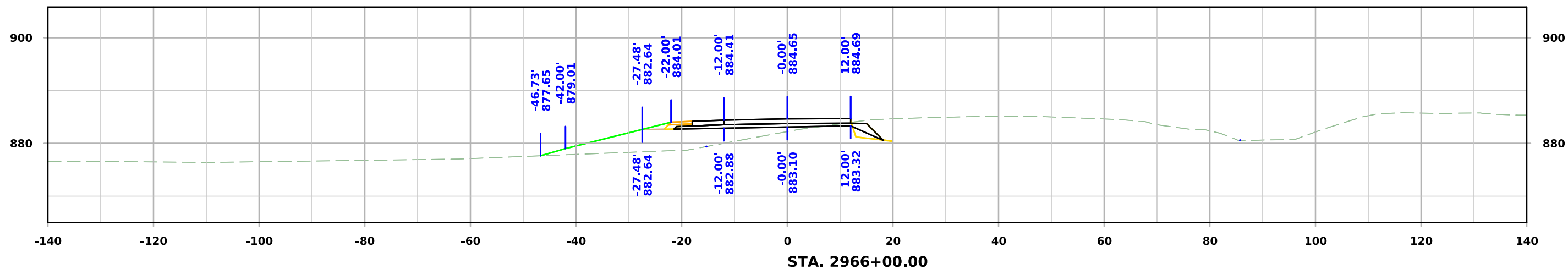
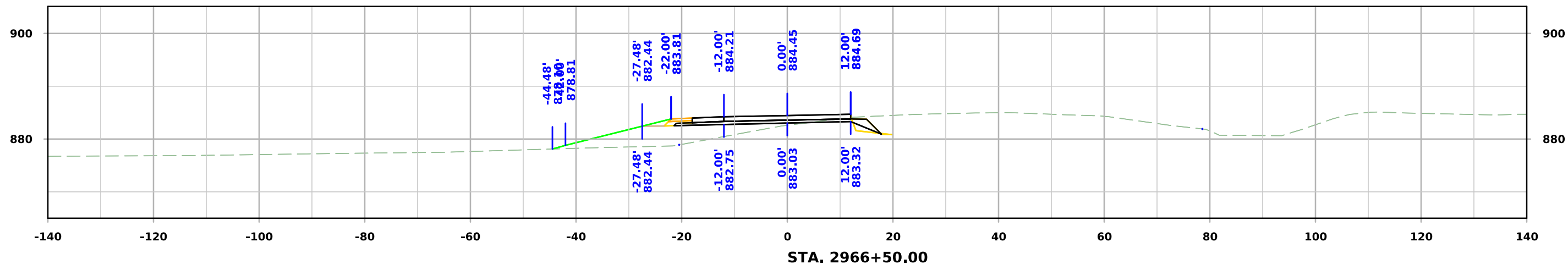


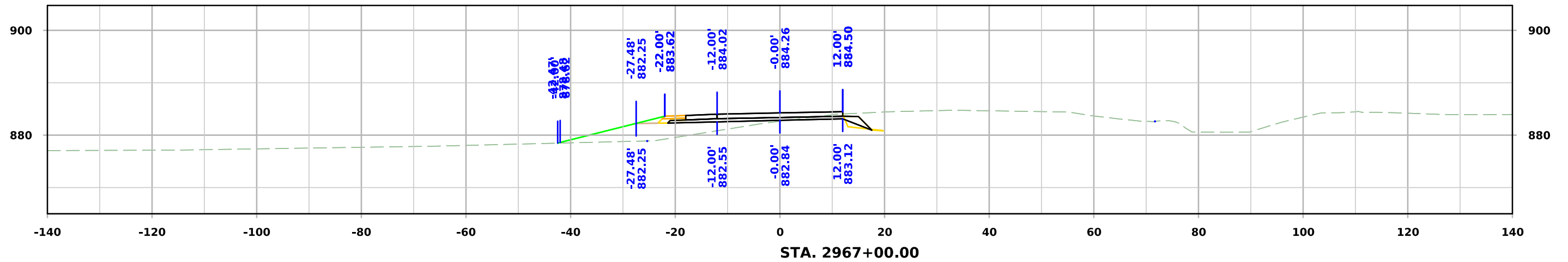
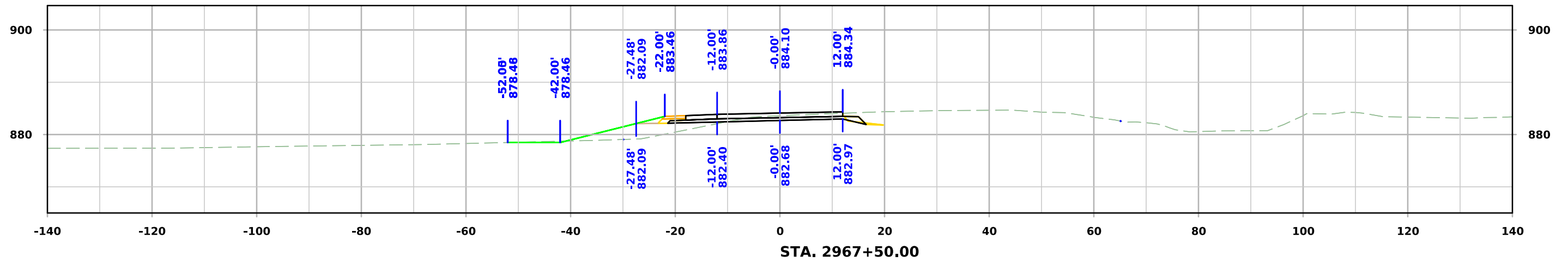
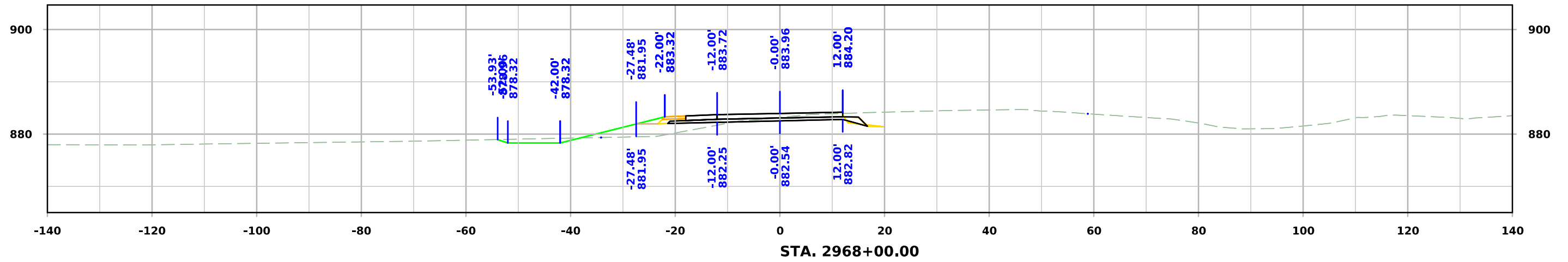


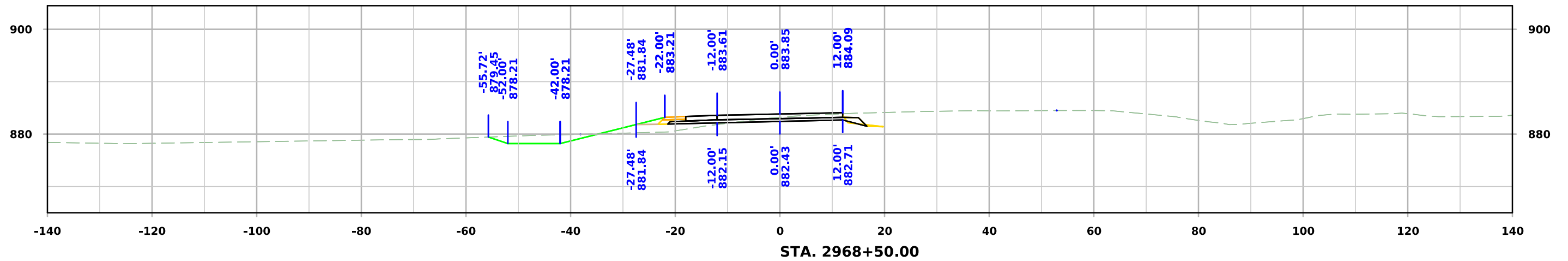
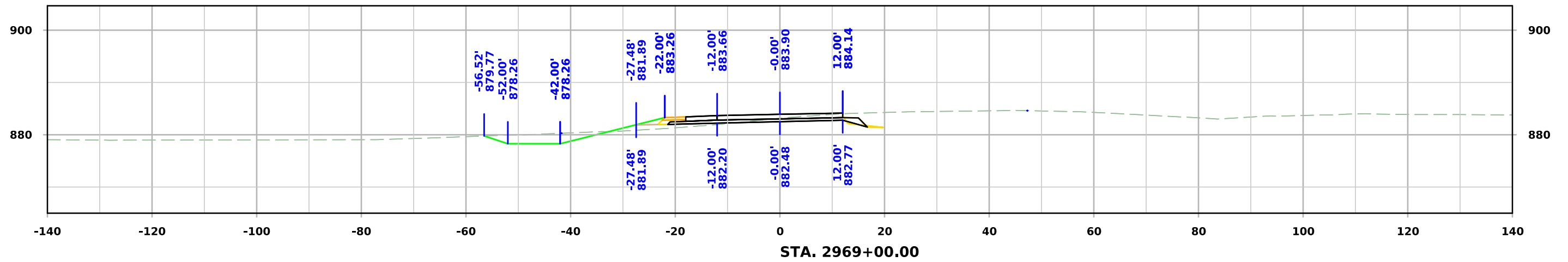
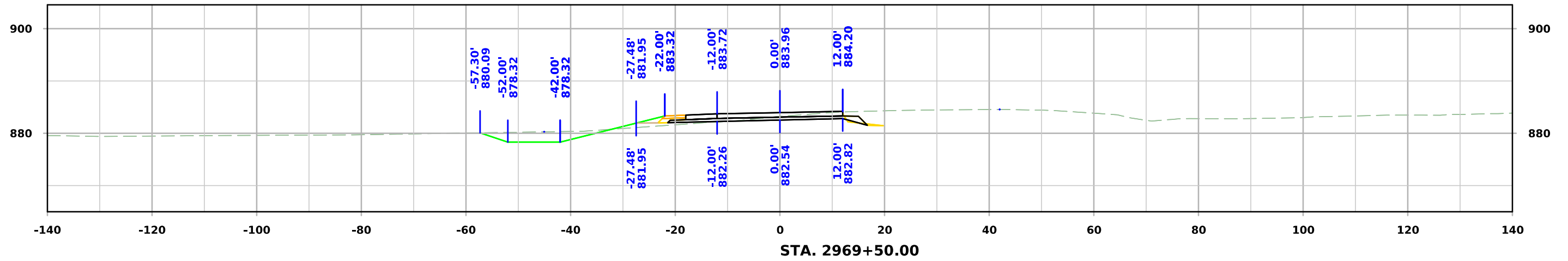


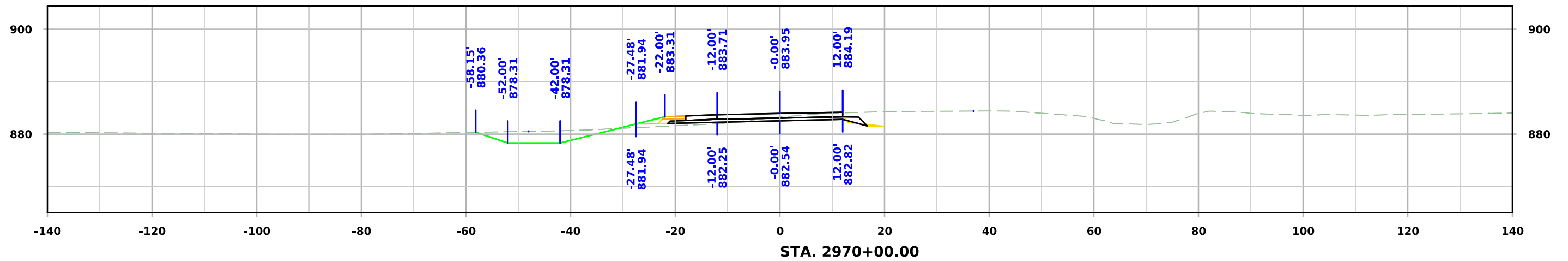
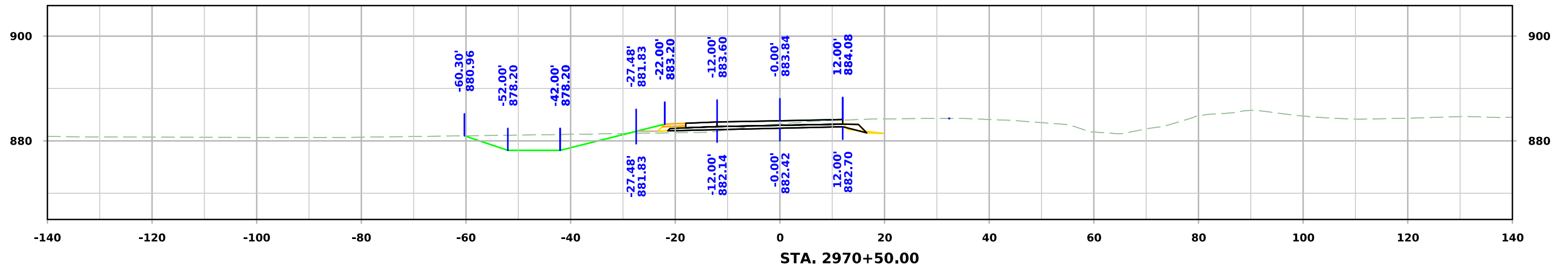
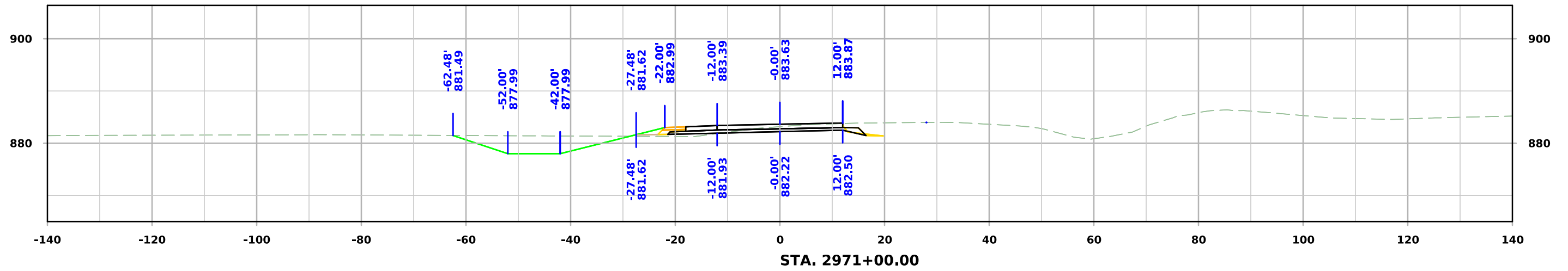


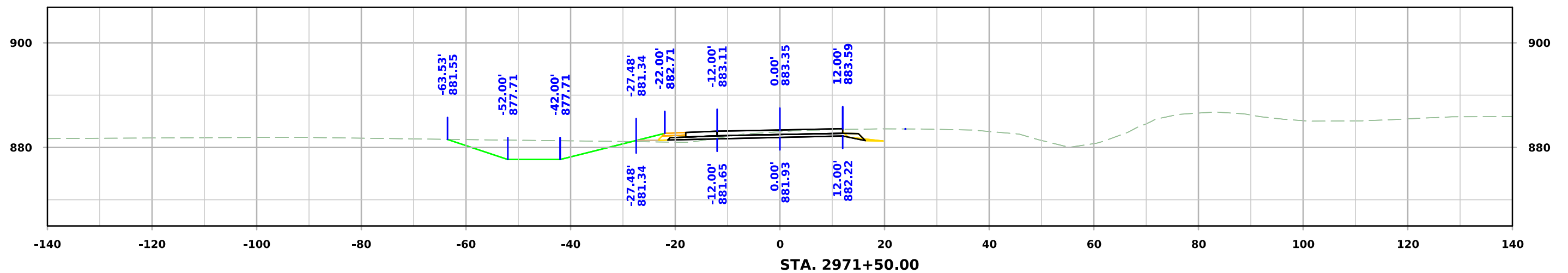
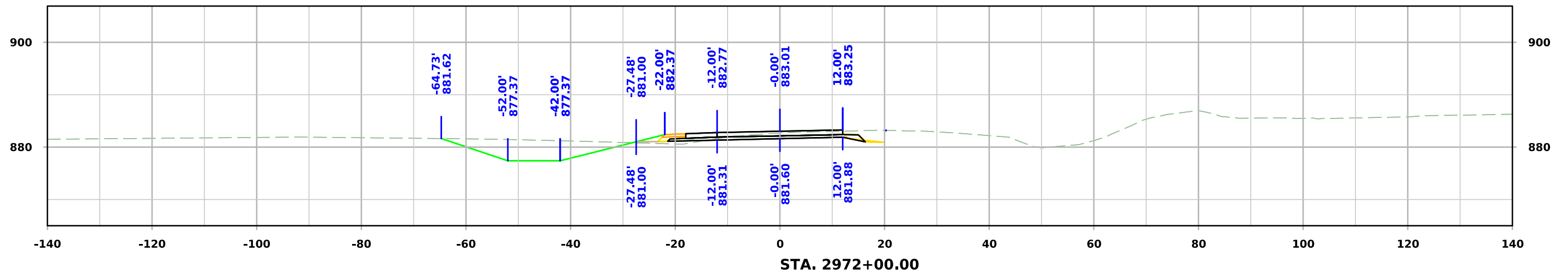
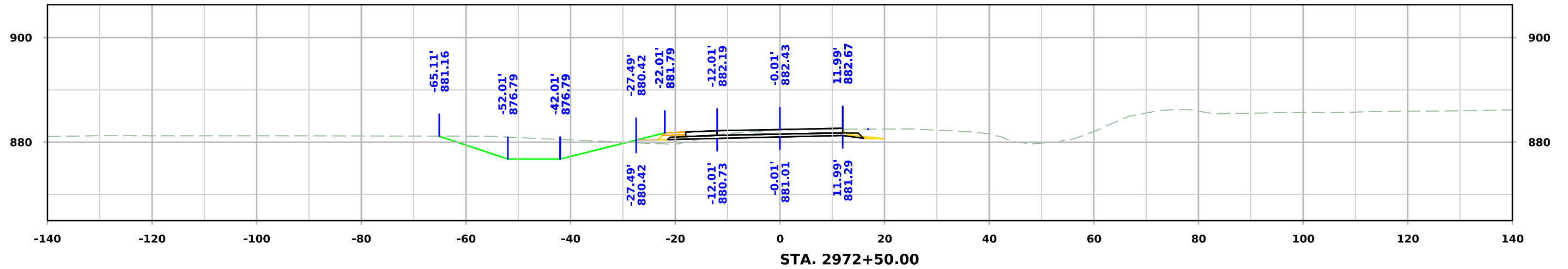


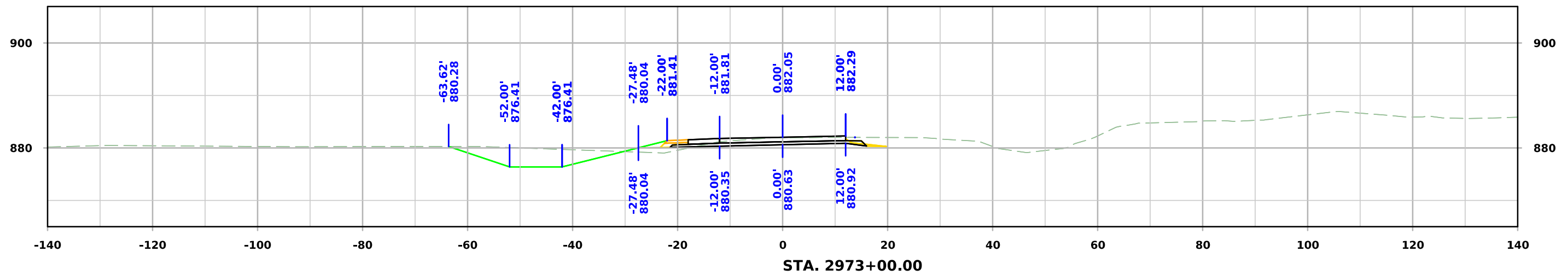
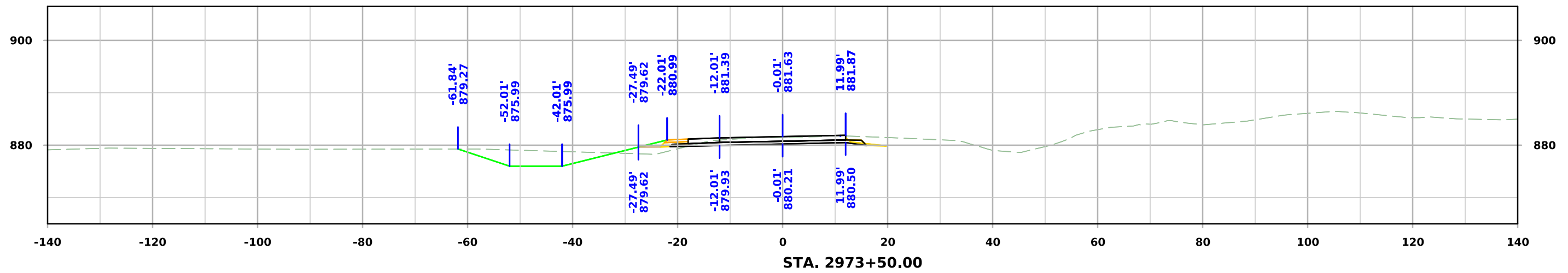
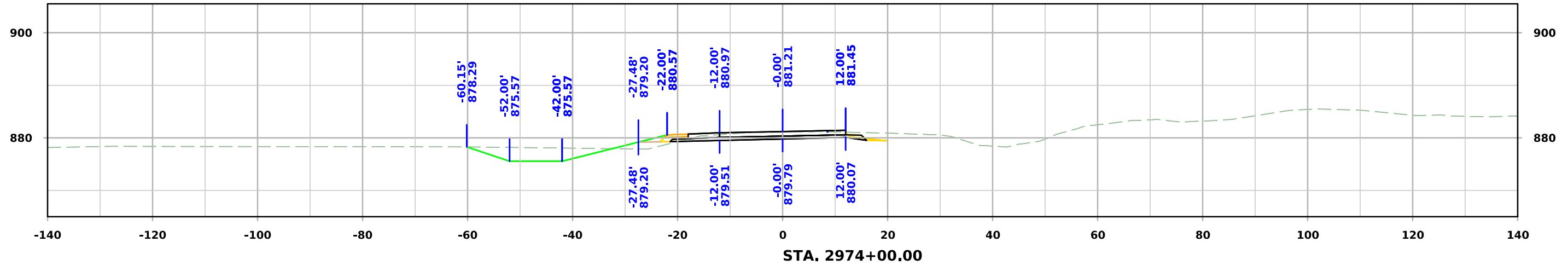


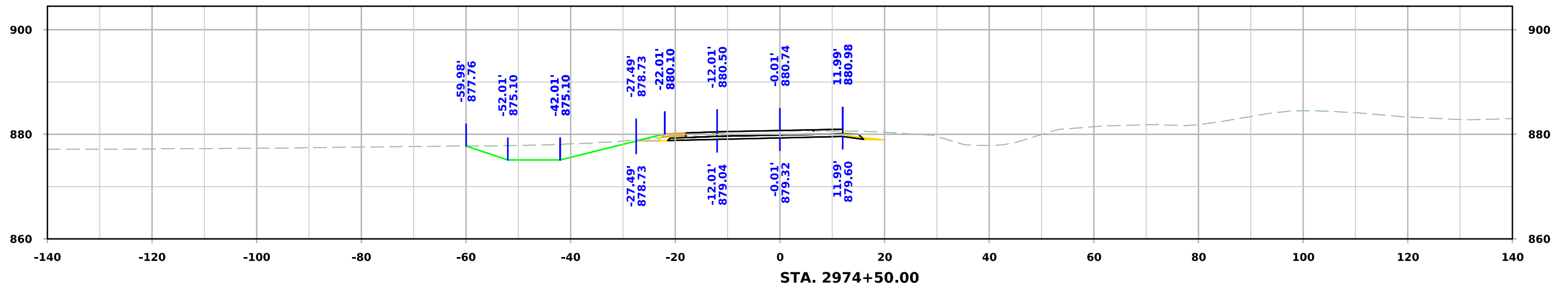
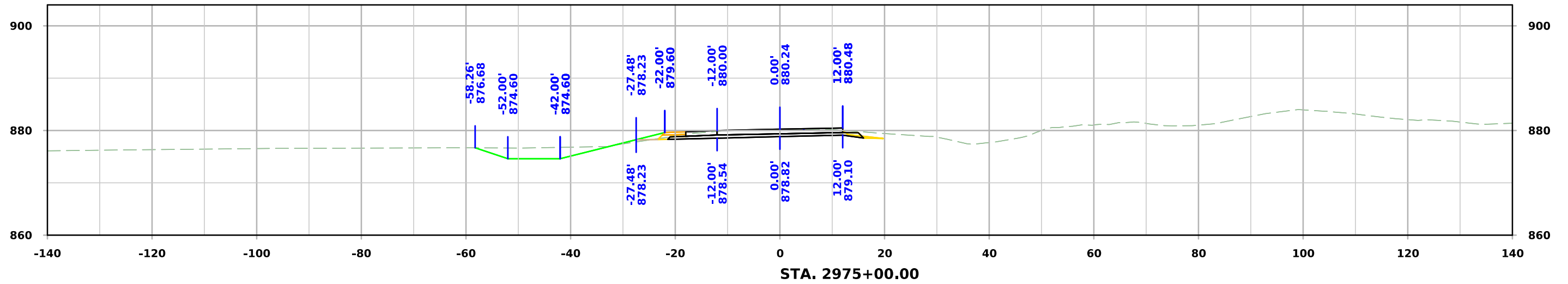
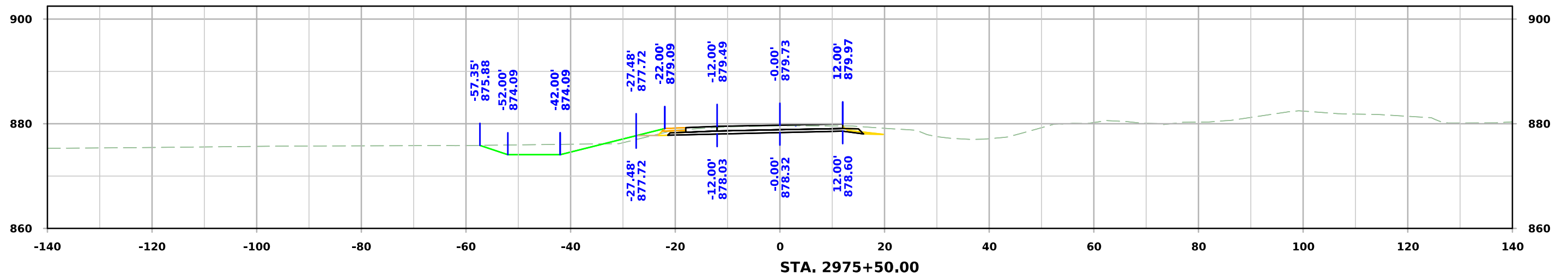


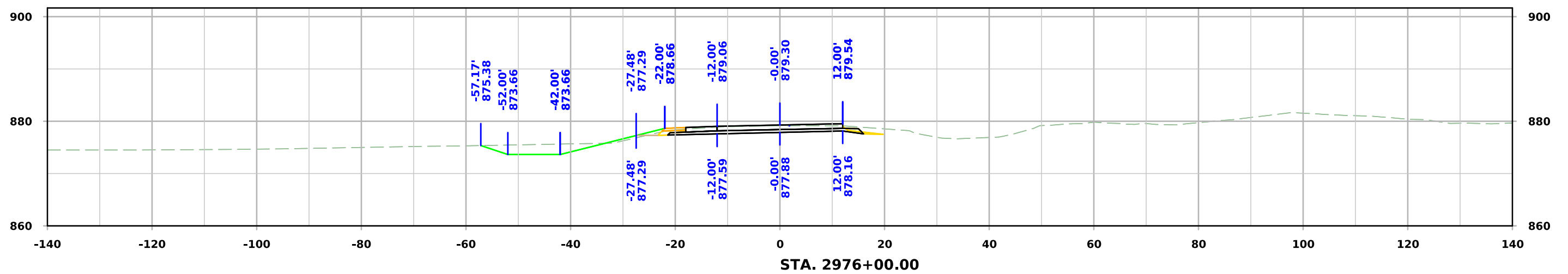
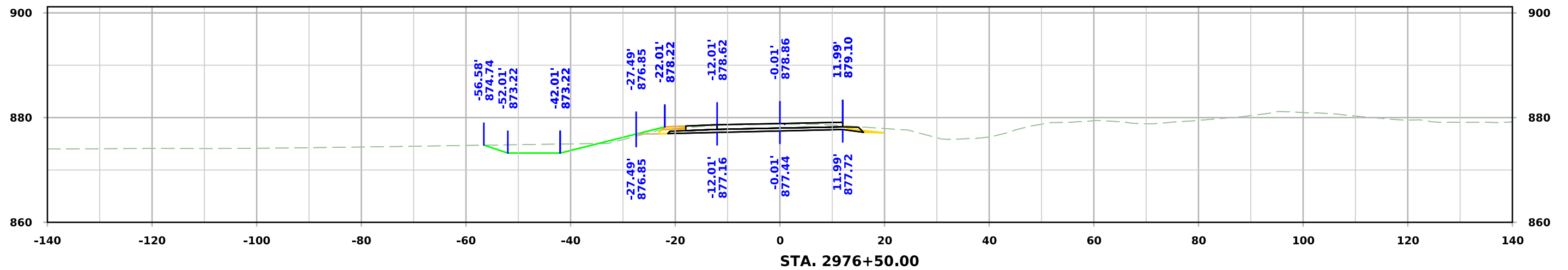
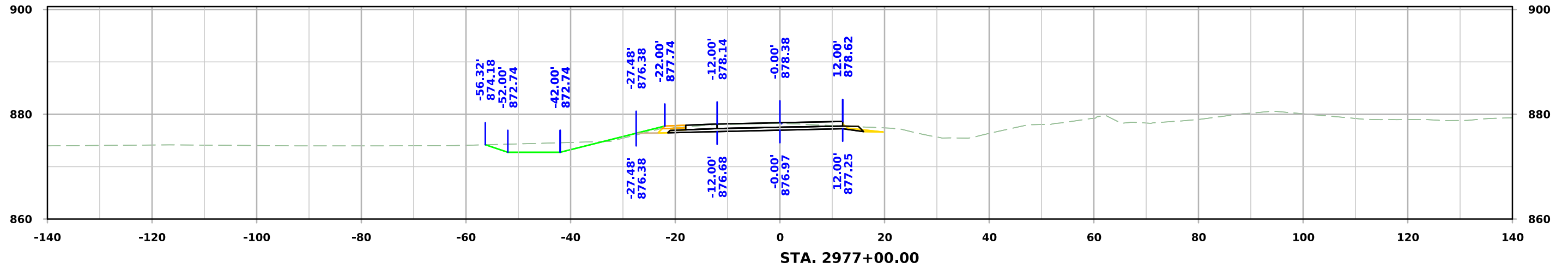


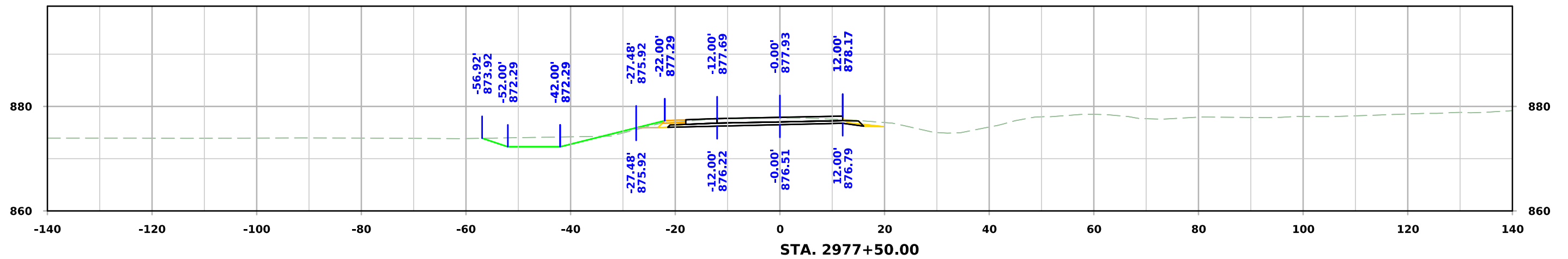
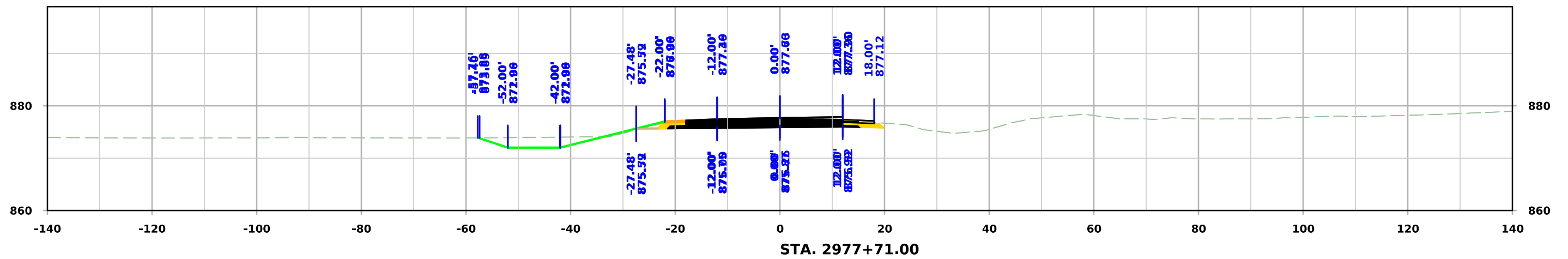




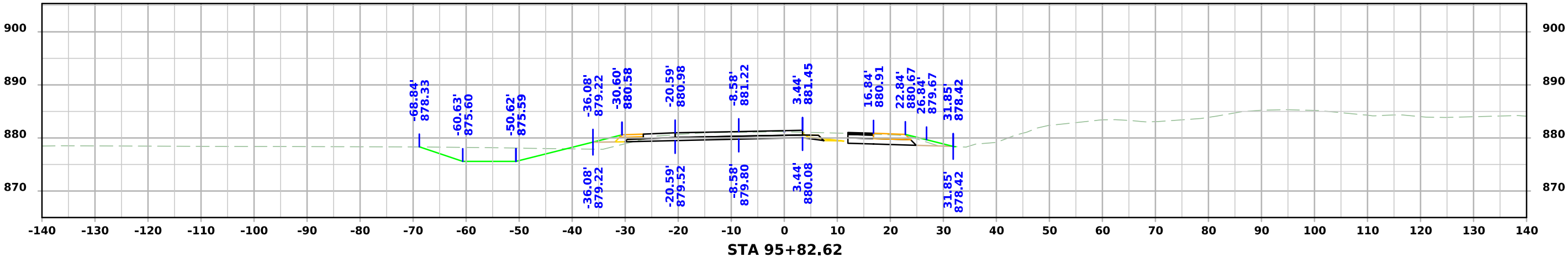
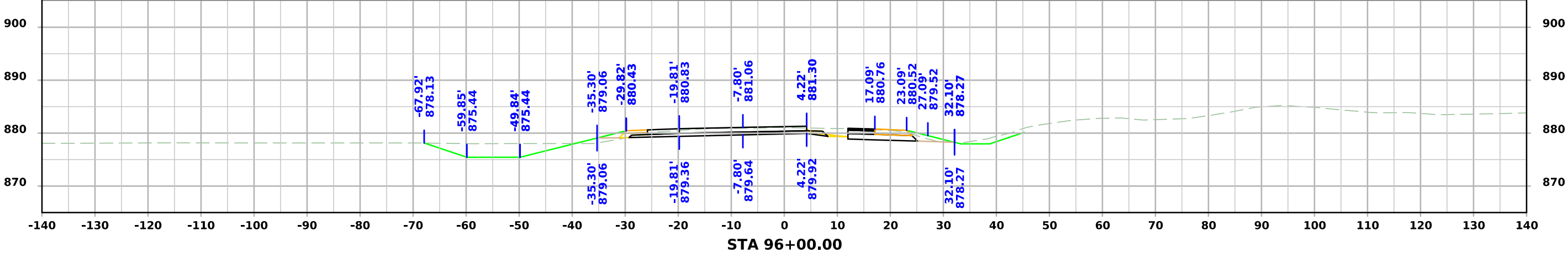
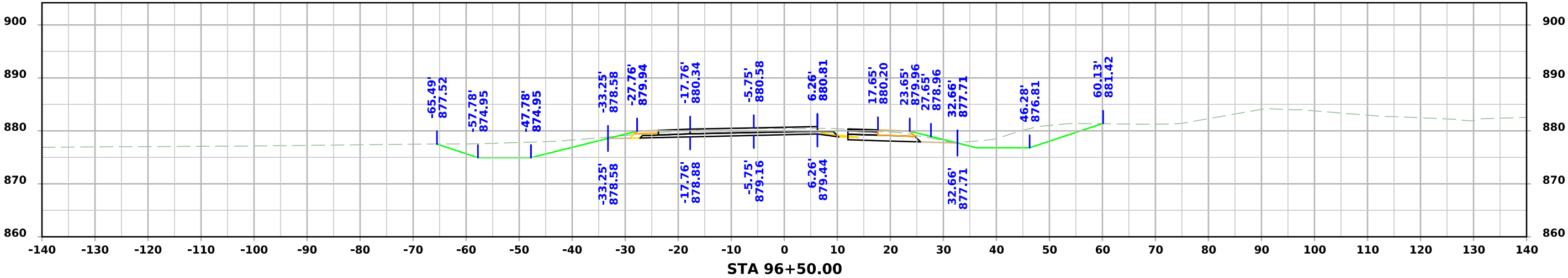


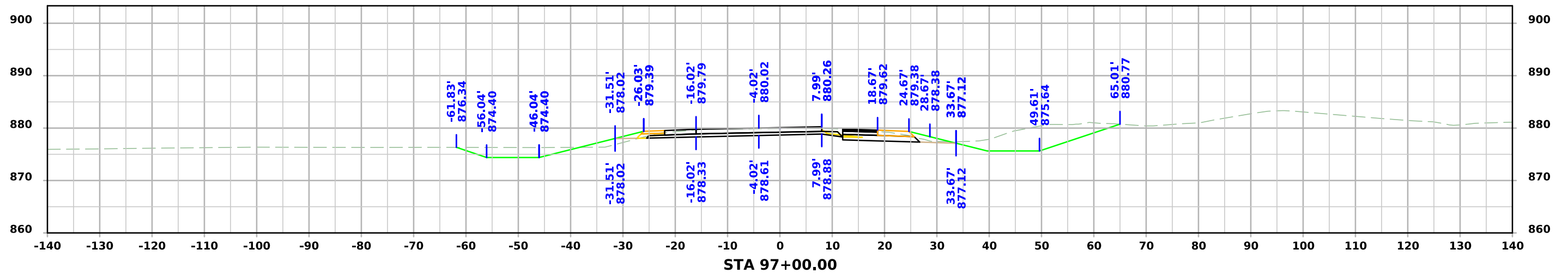
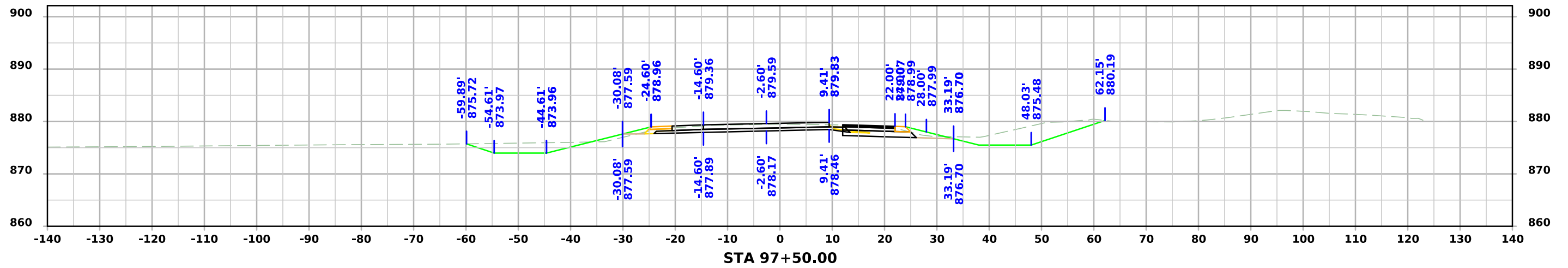
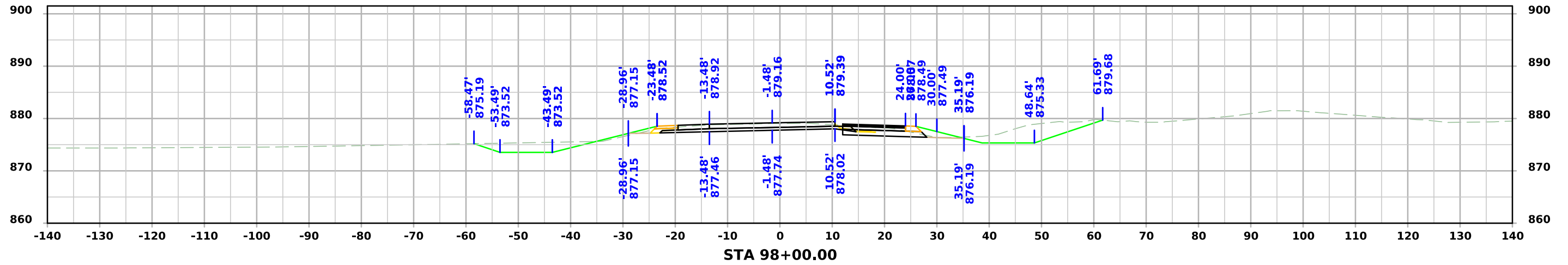


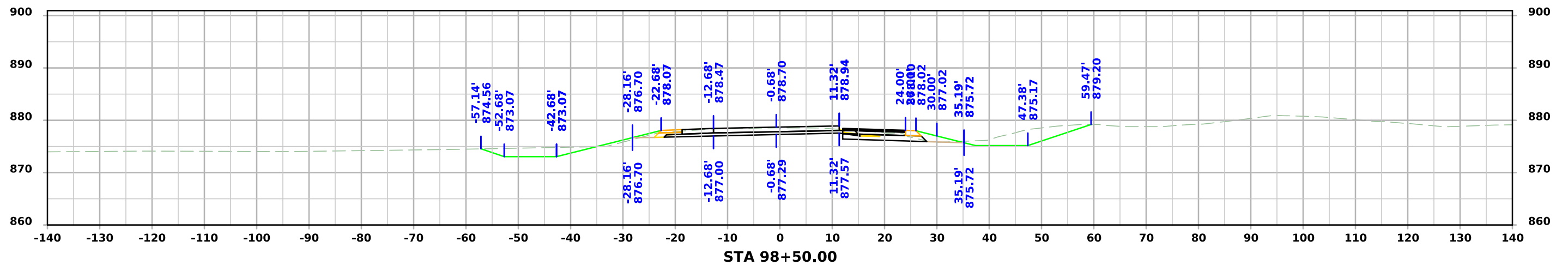
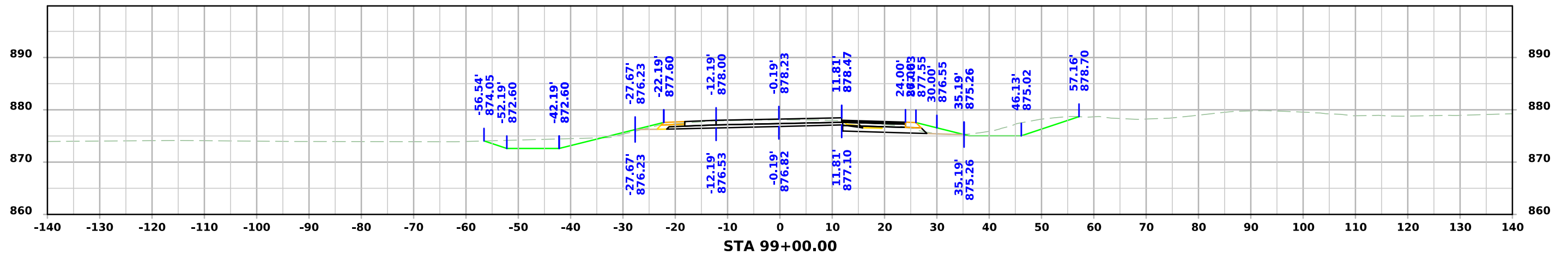
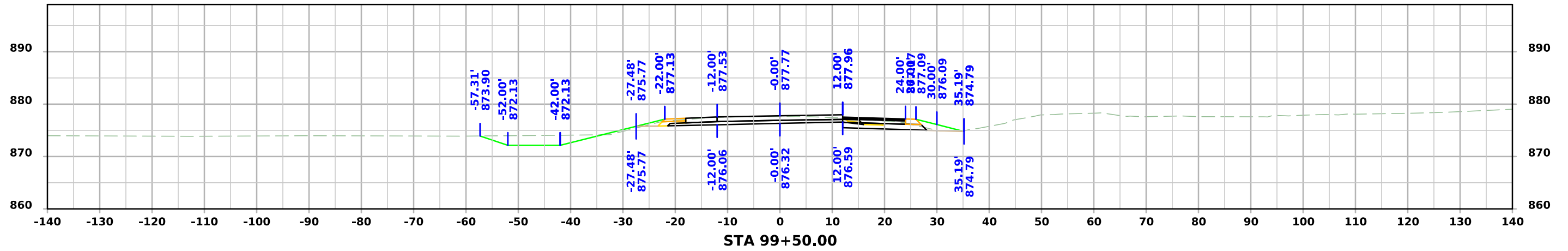


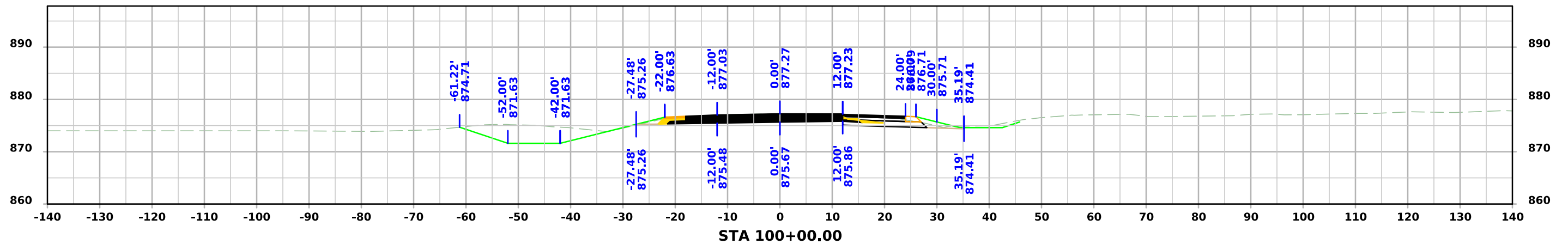
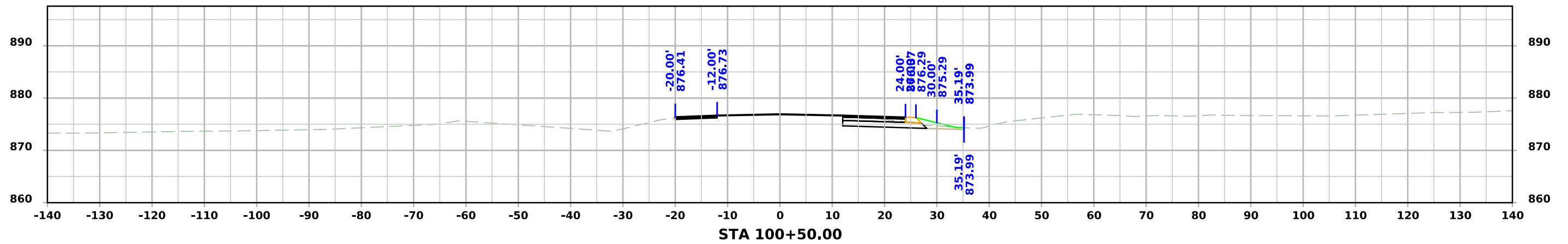
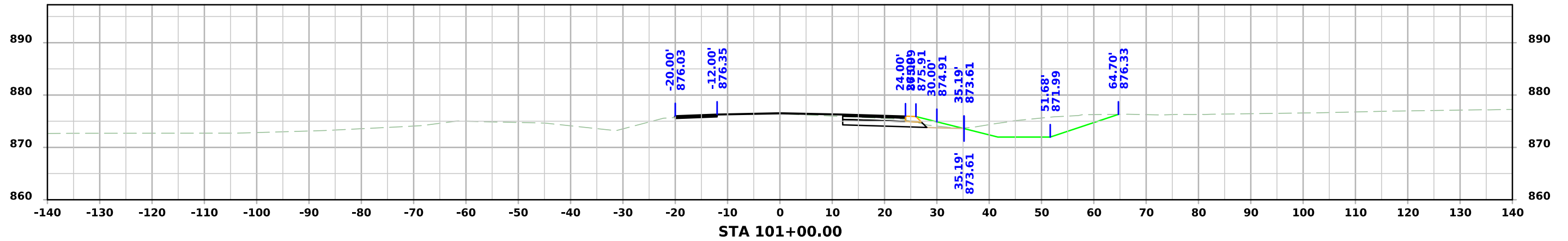


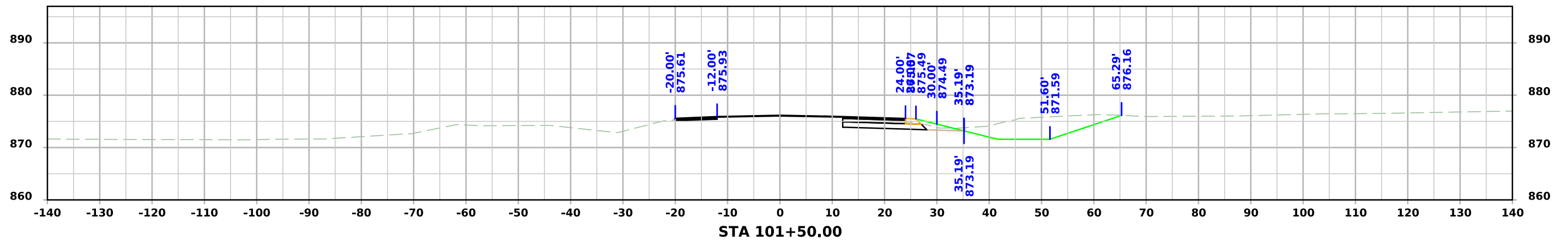
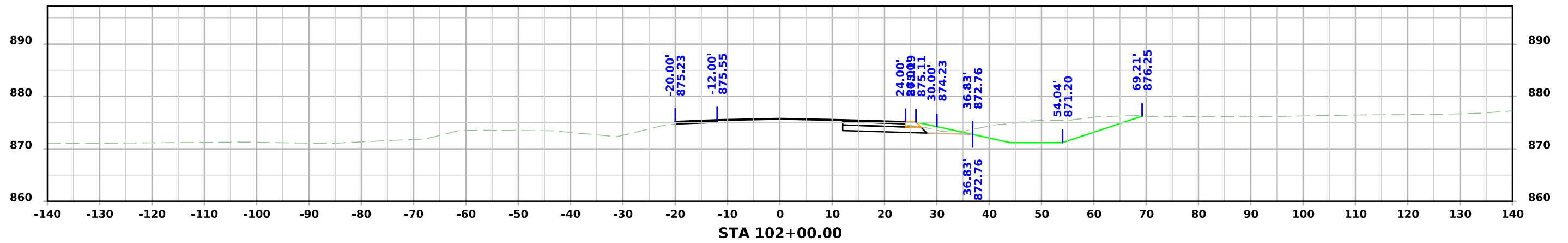
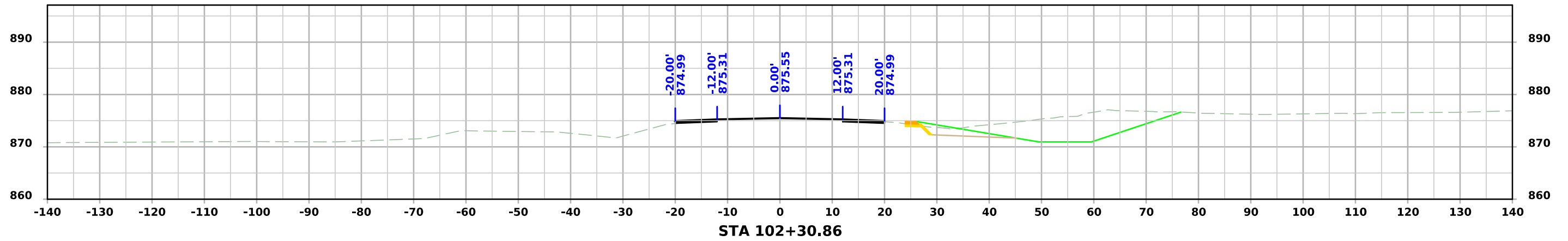
ML - US 30 EB RTL at Charles Ave



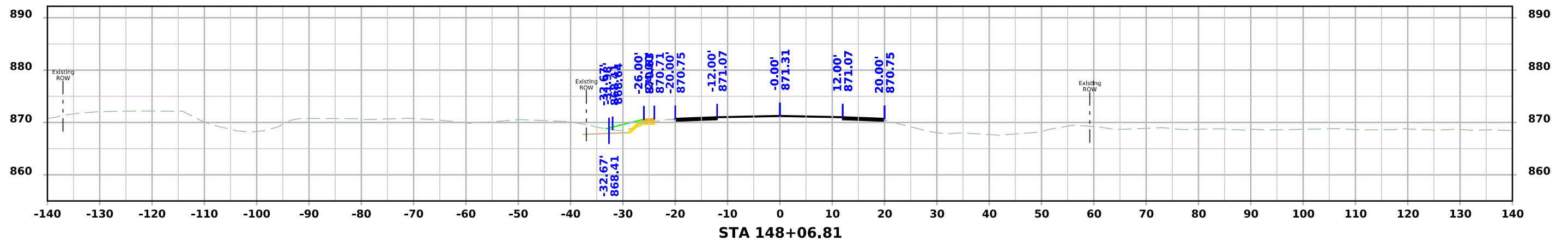
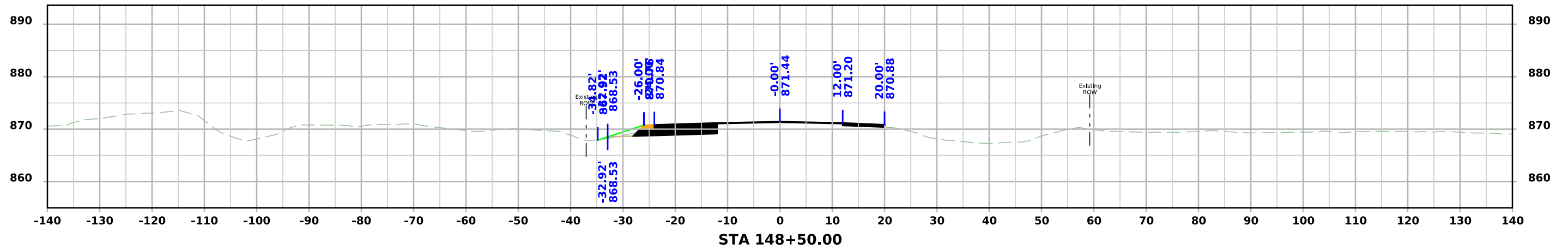
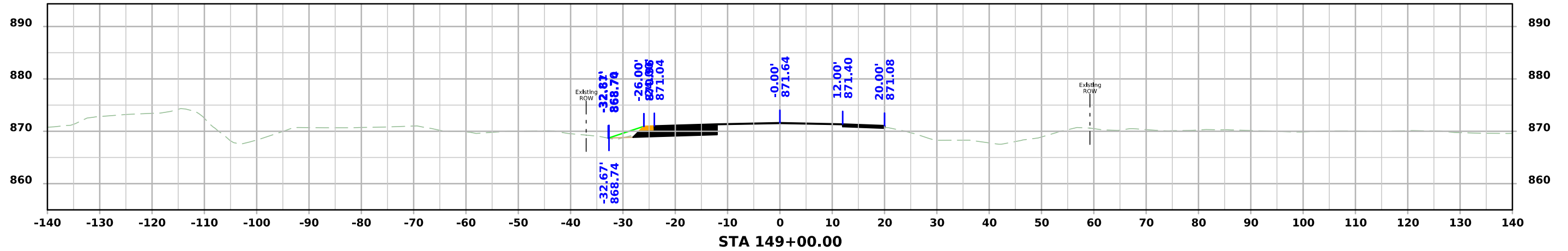


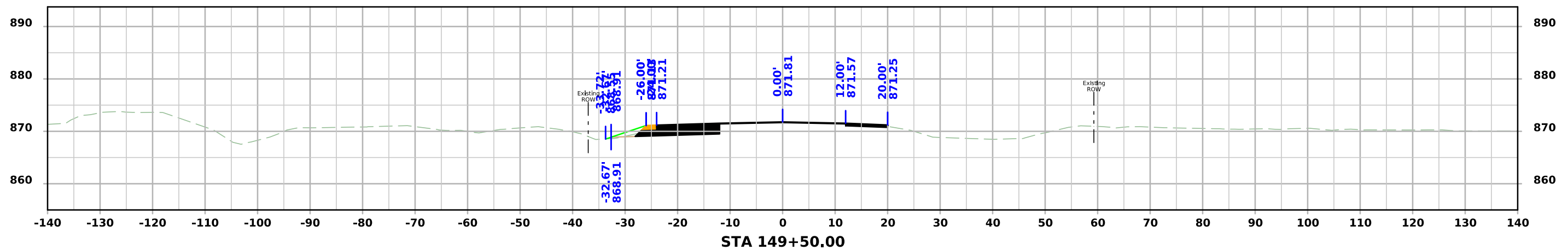
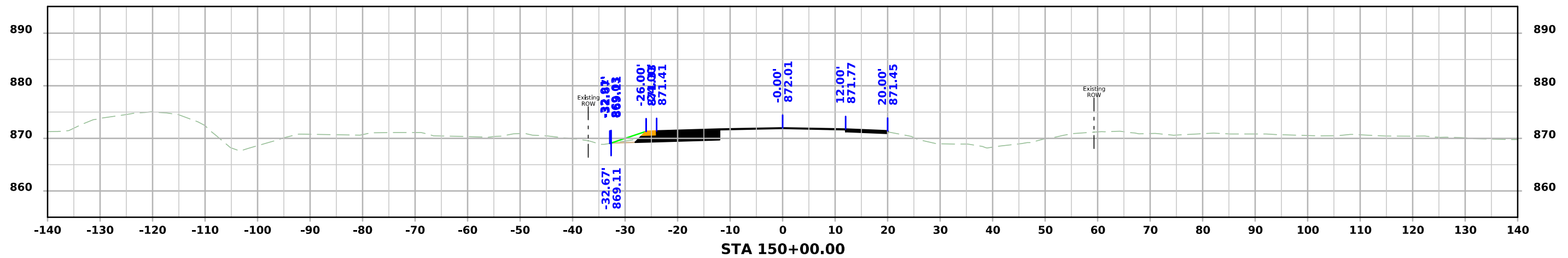
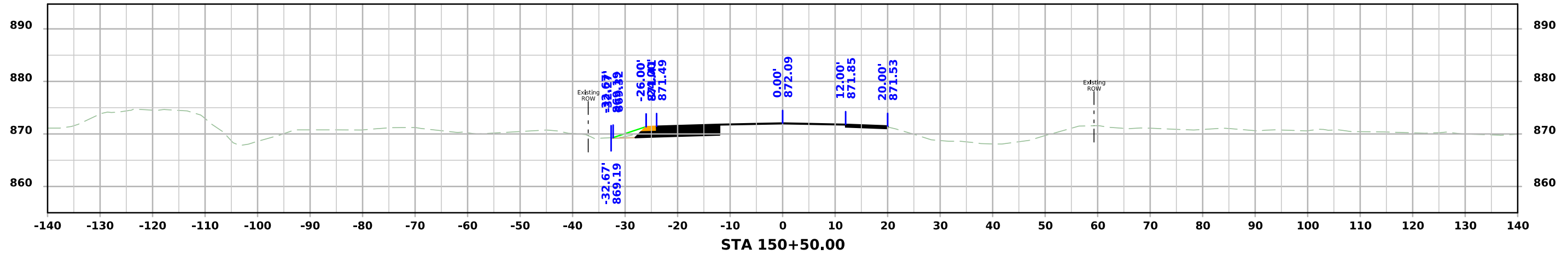


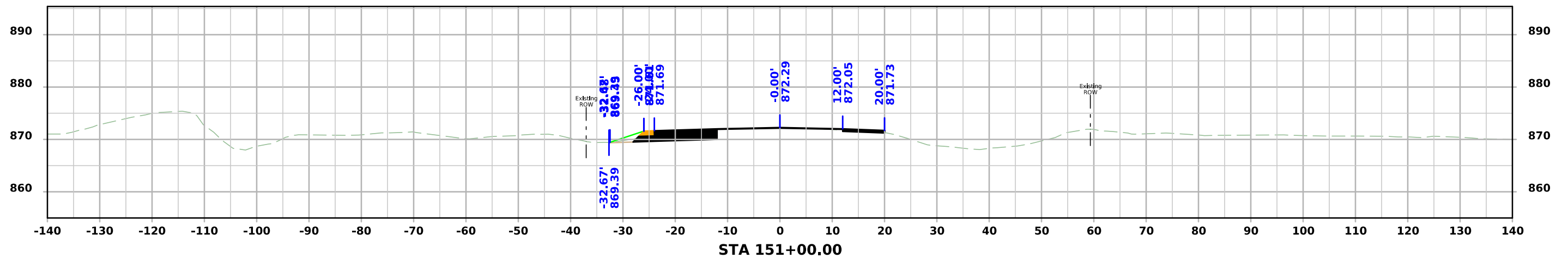
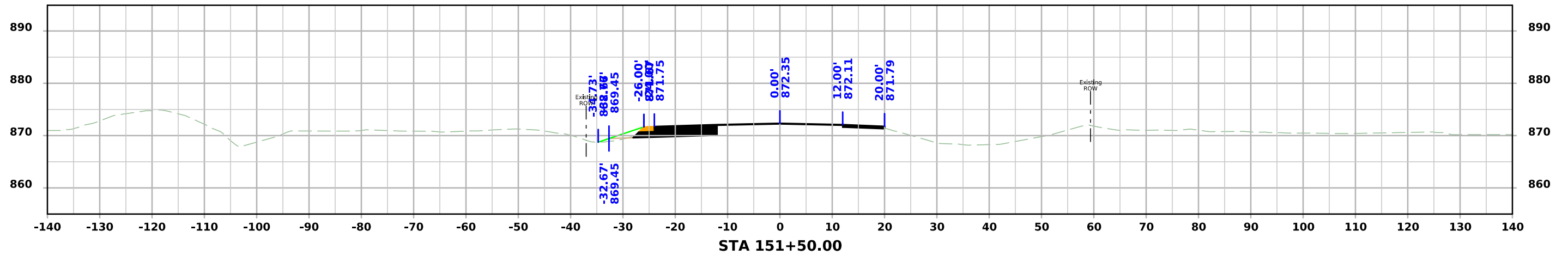
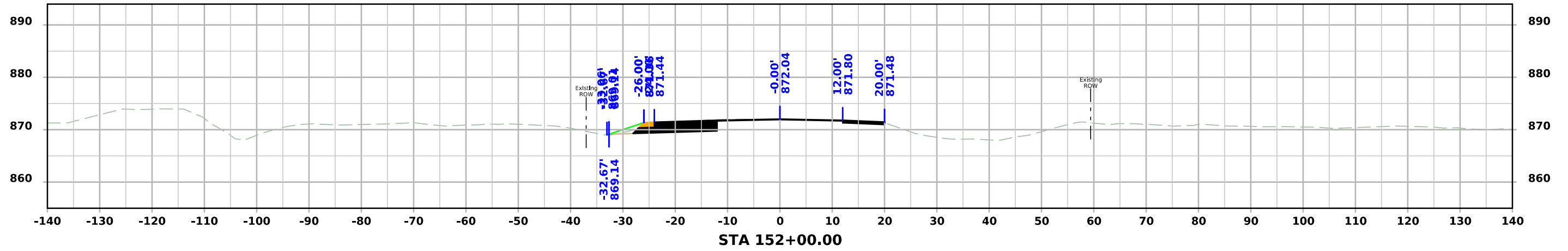


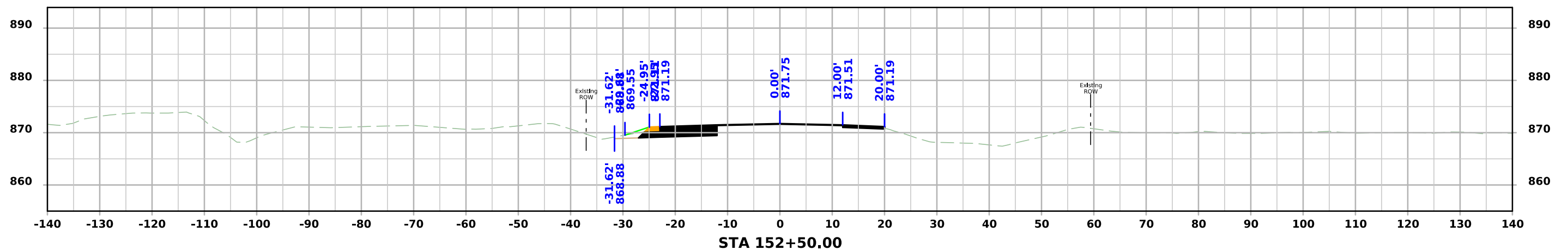
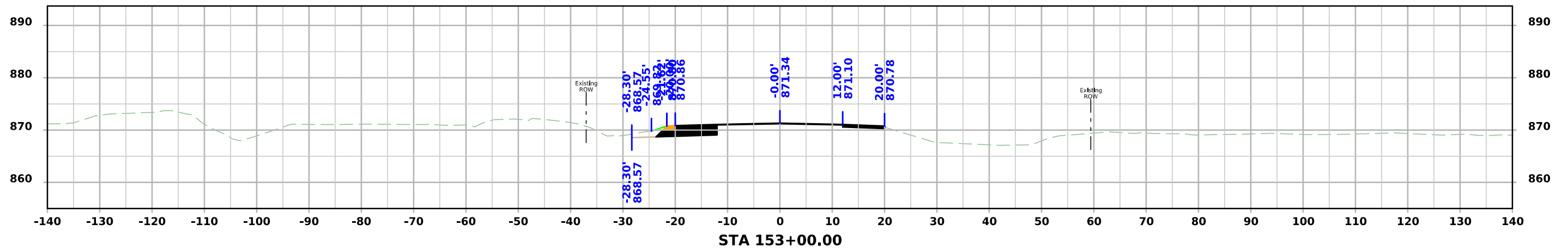
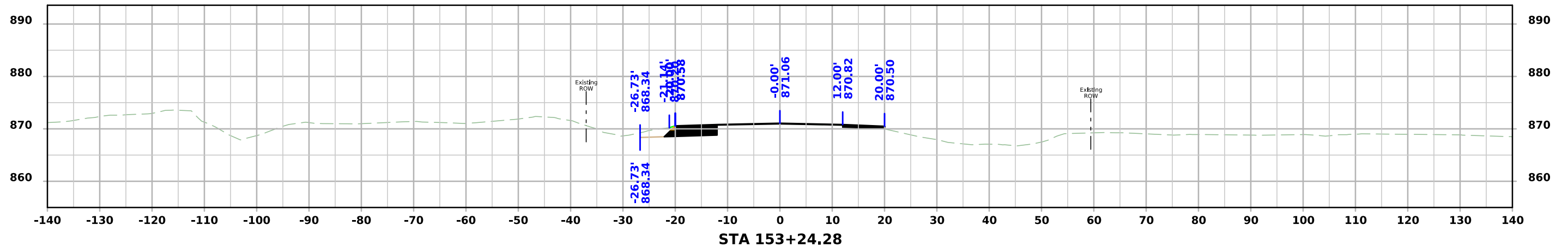


ML - US 30 WB RTL at Lincoln Hwy

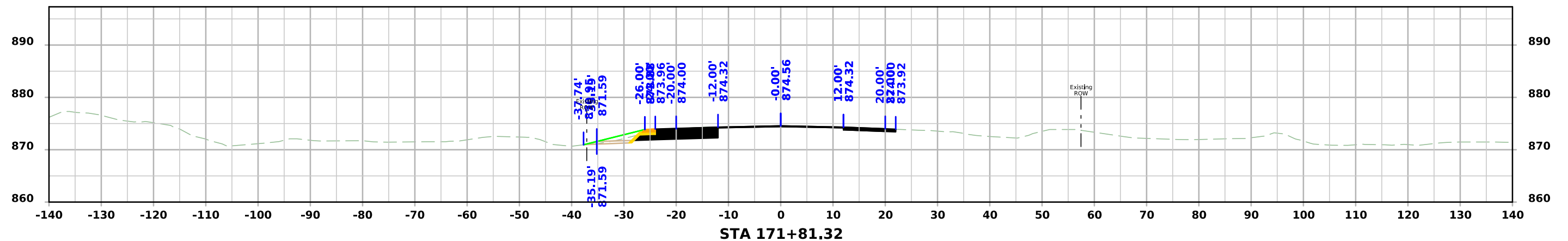
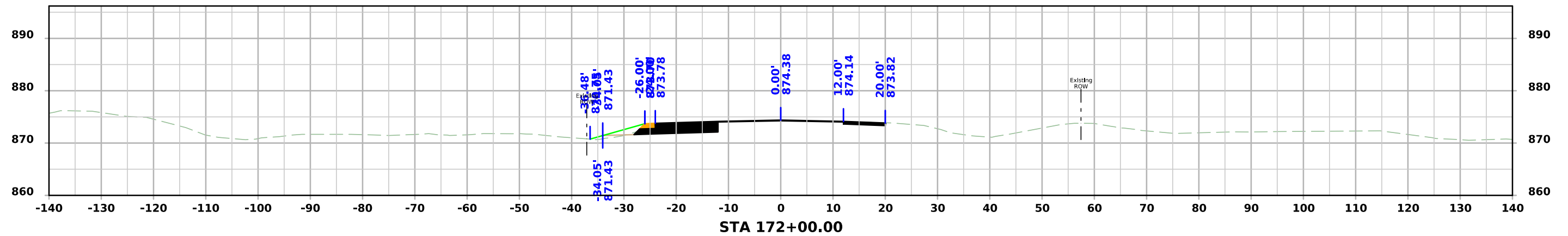
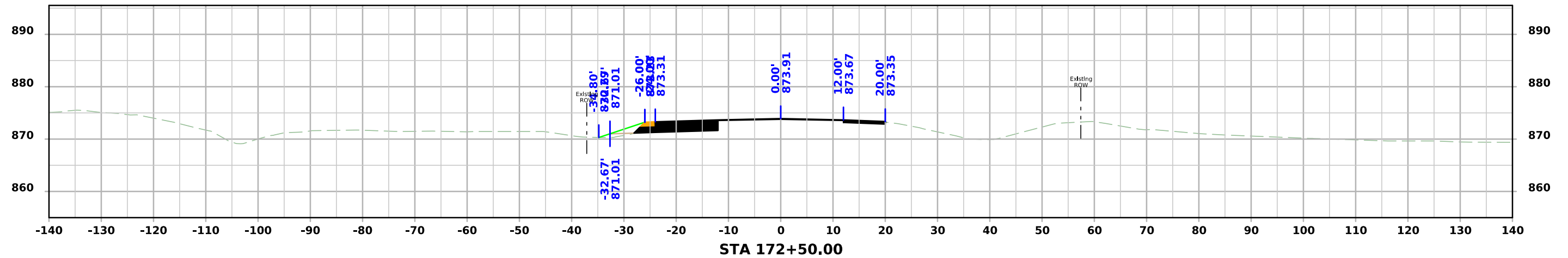


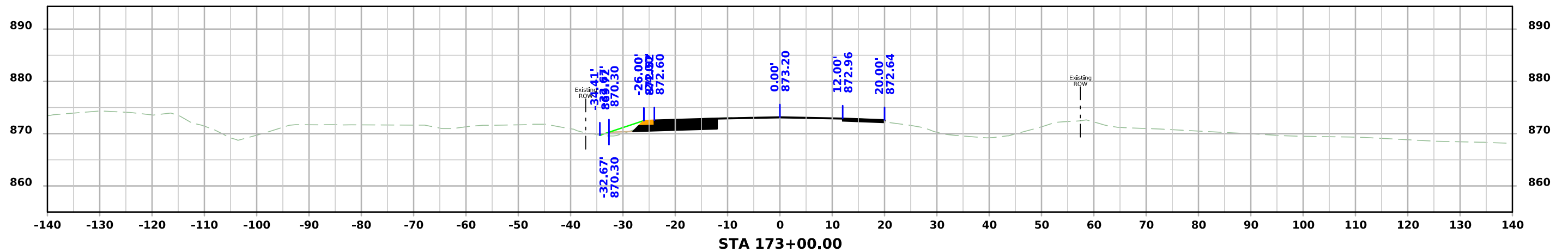
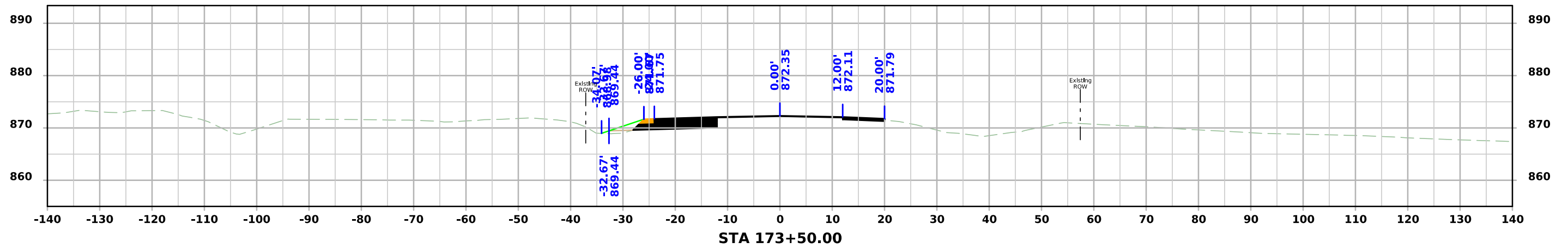
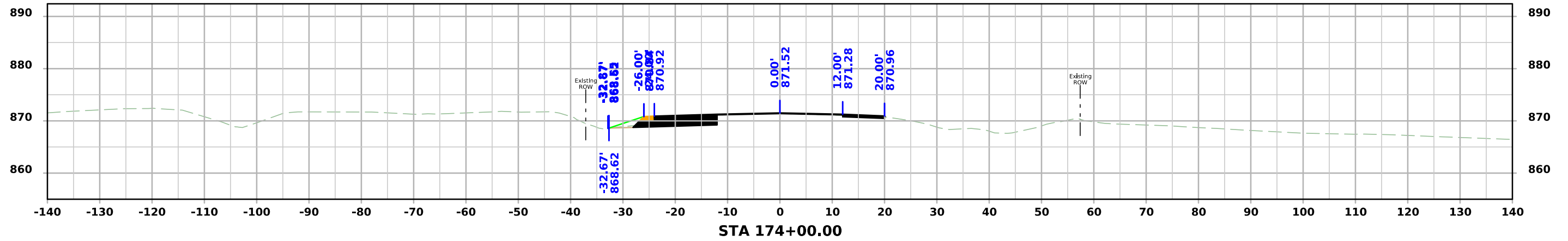


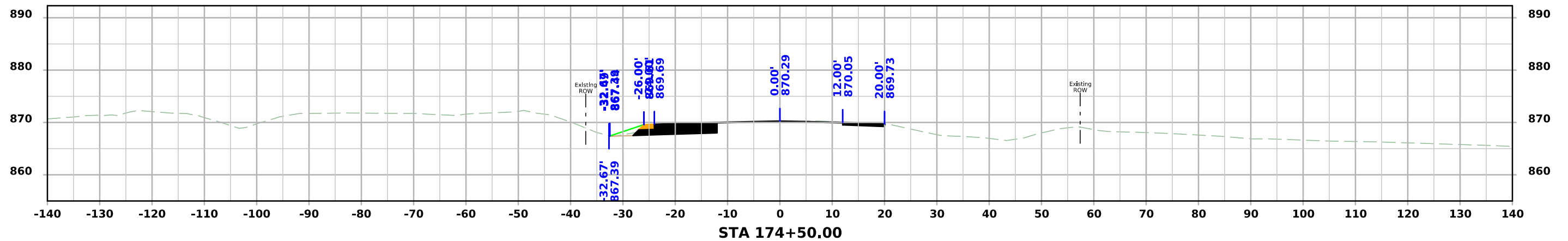
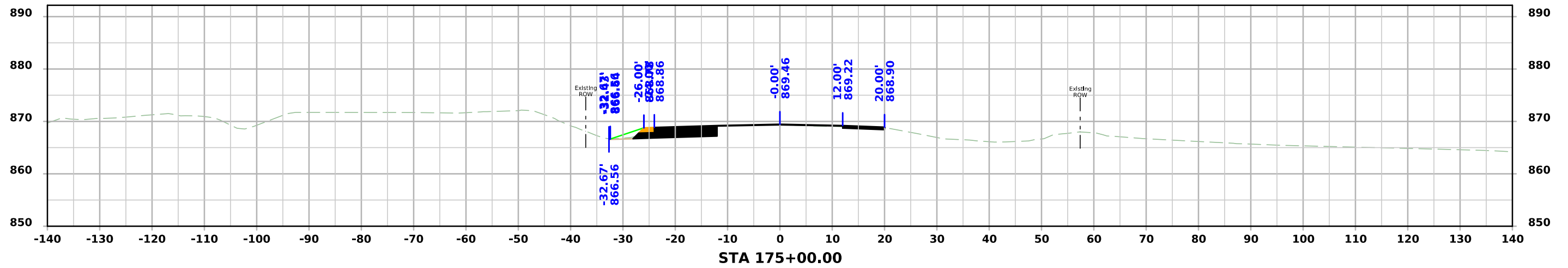
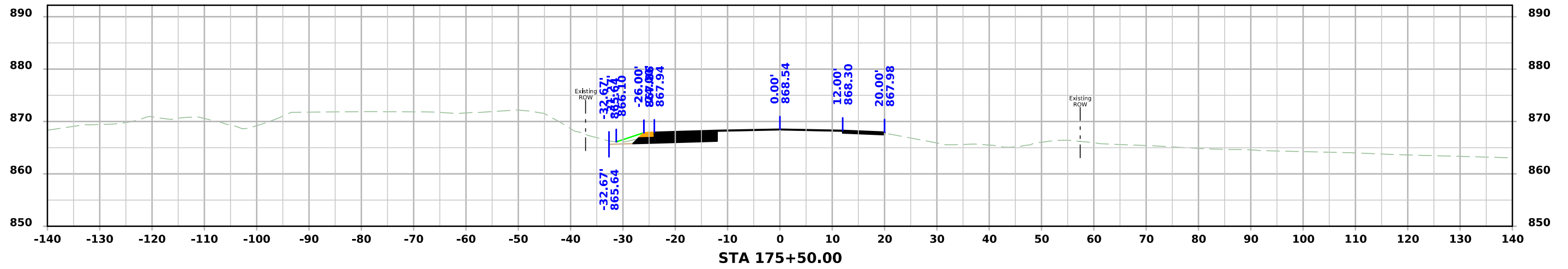


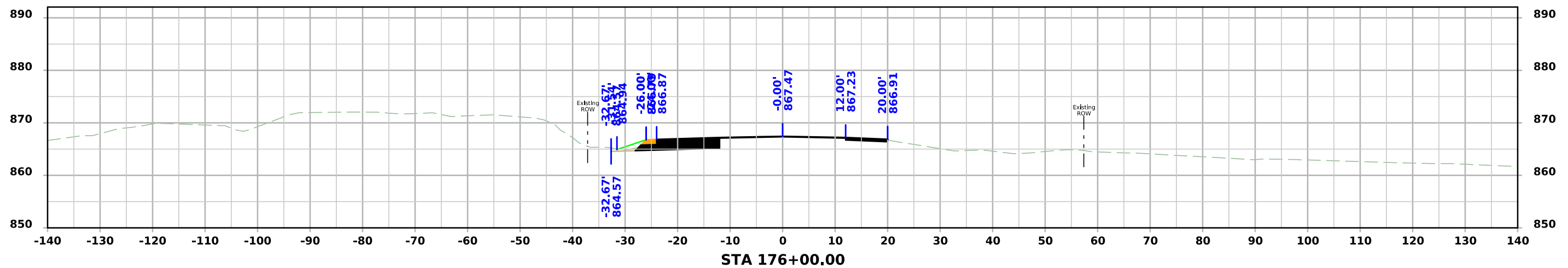
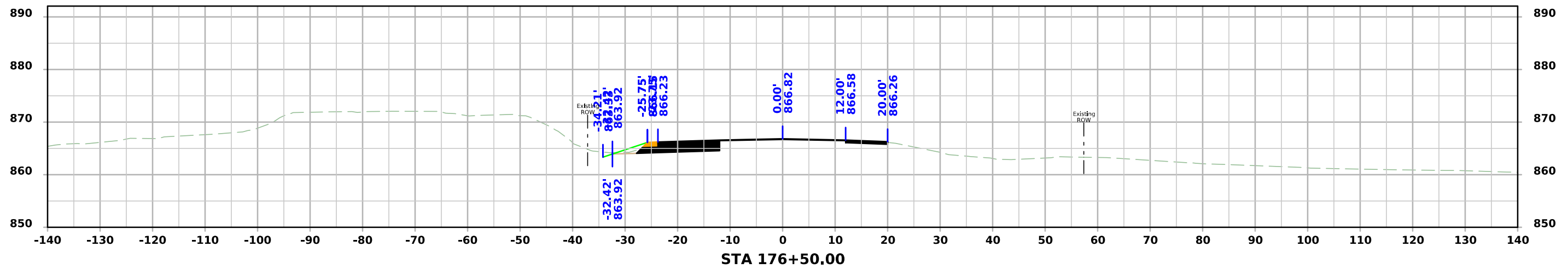
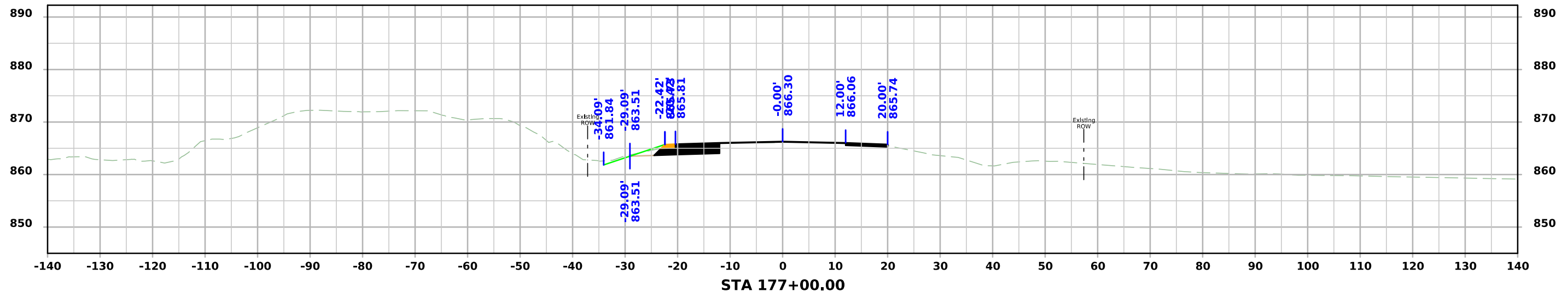


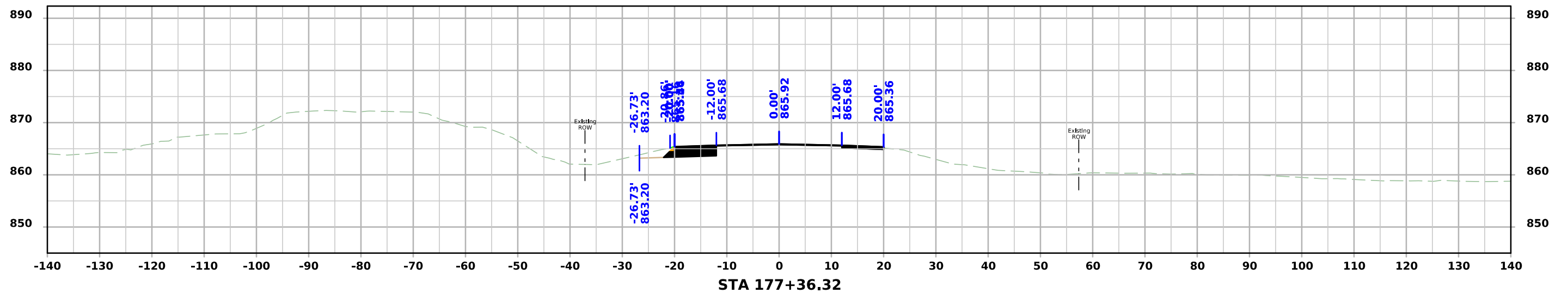
ML - US 30 WB RTL at Delta Ave





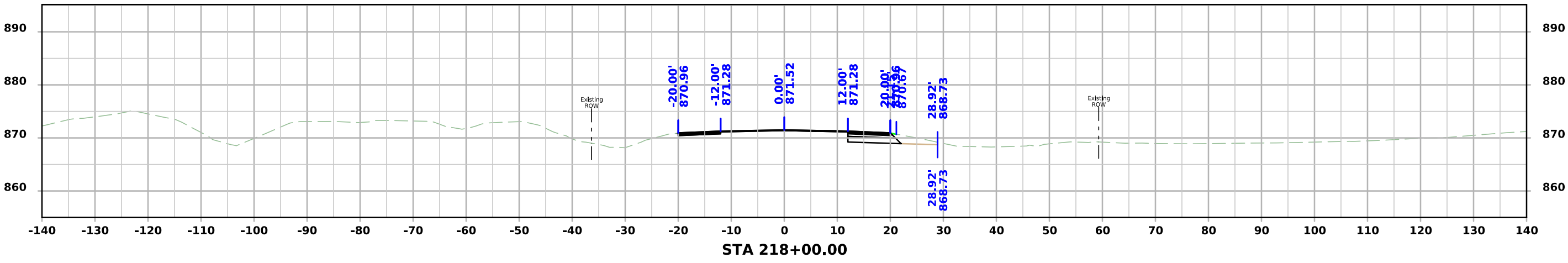
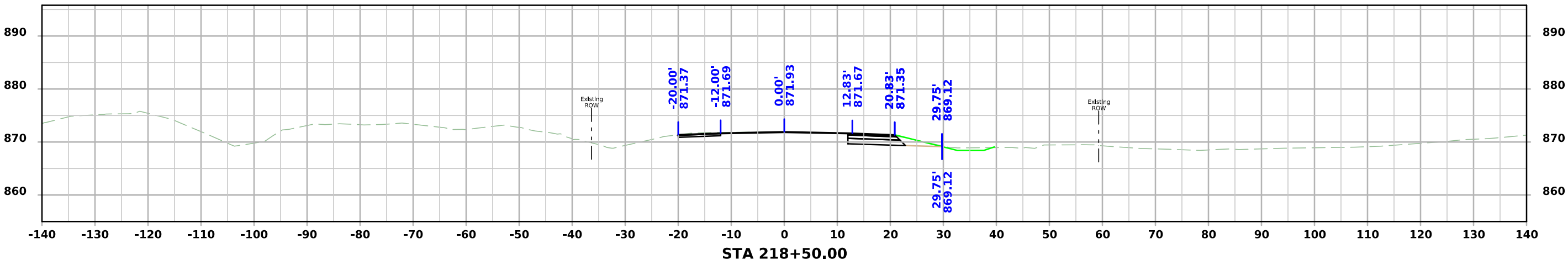
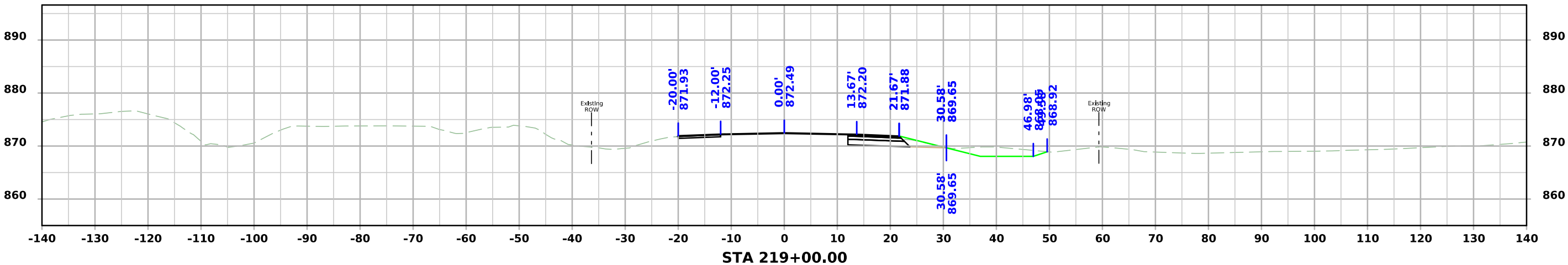


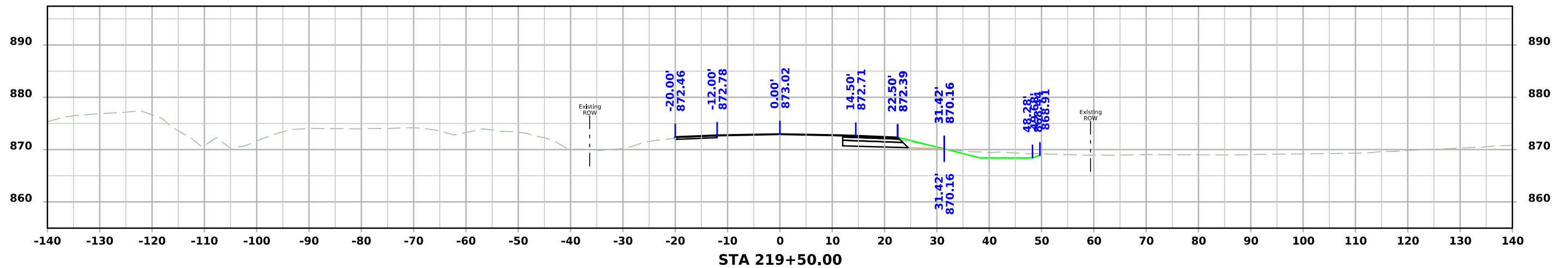
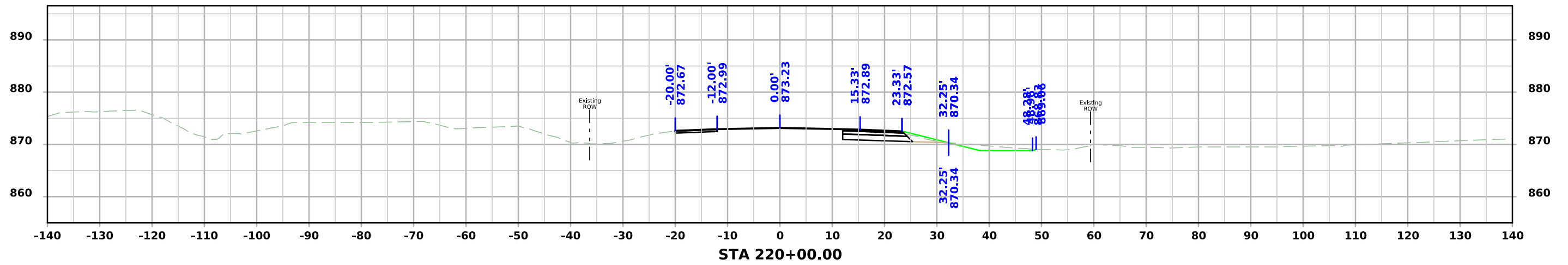
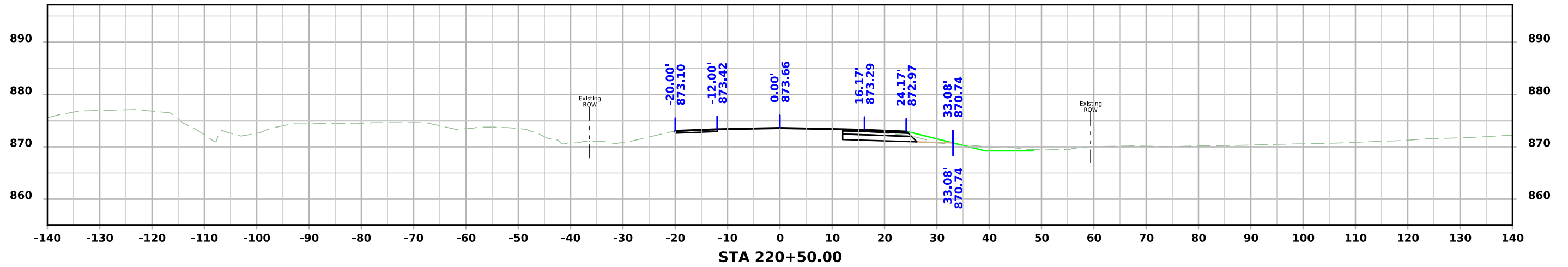


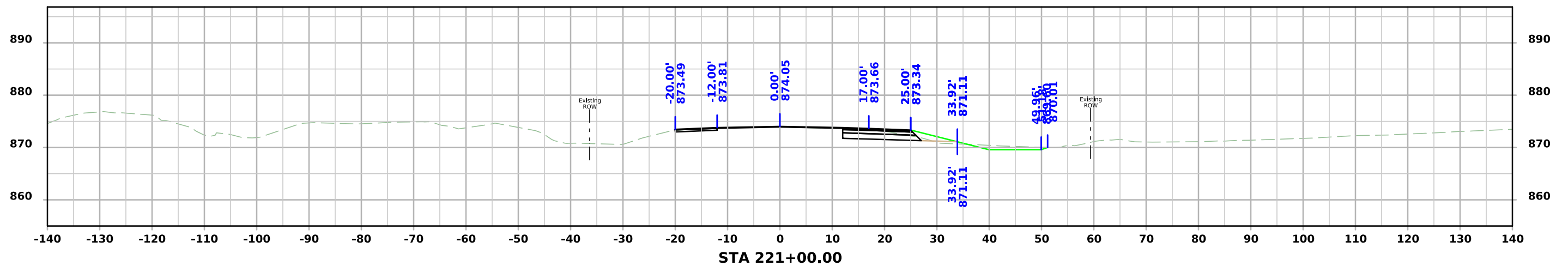
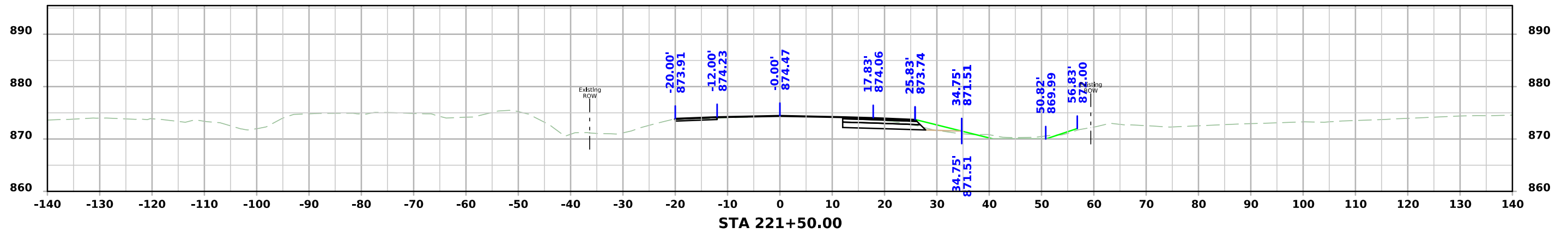
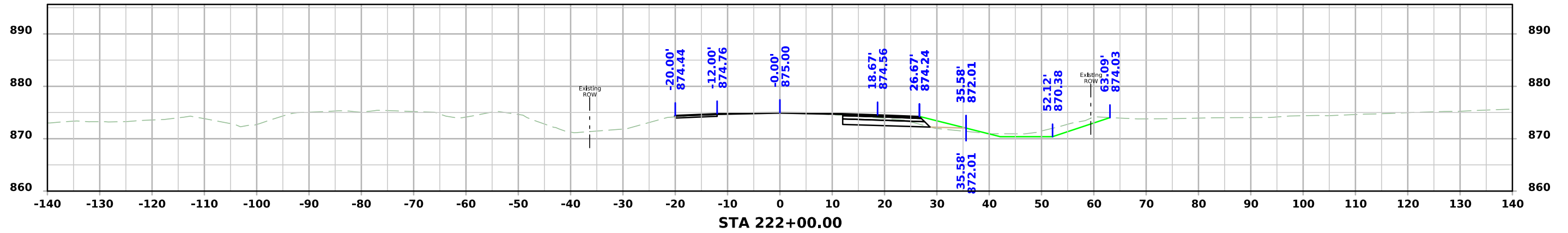


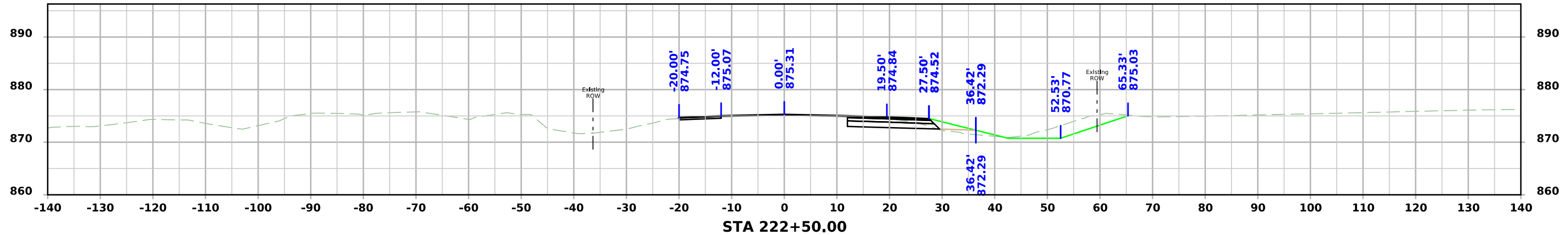
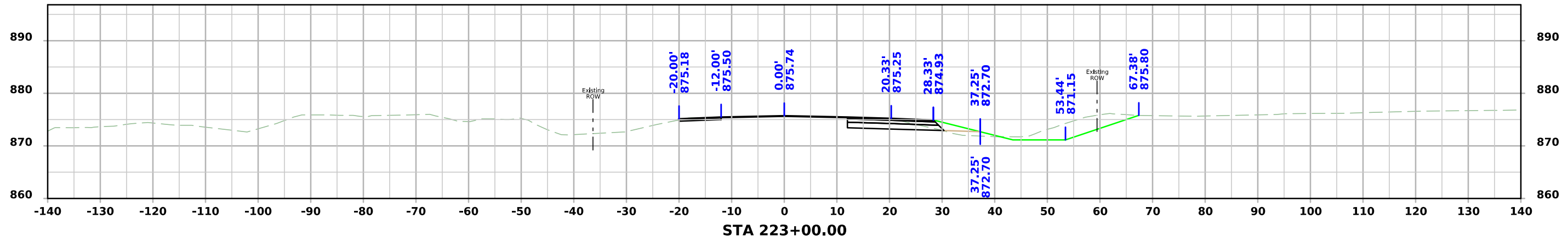
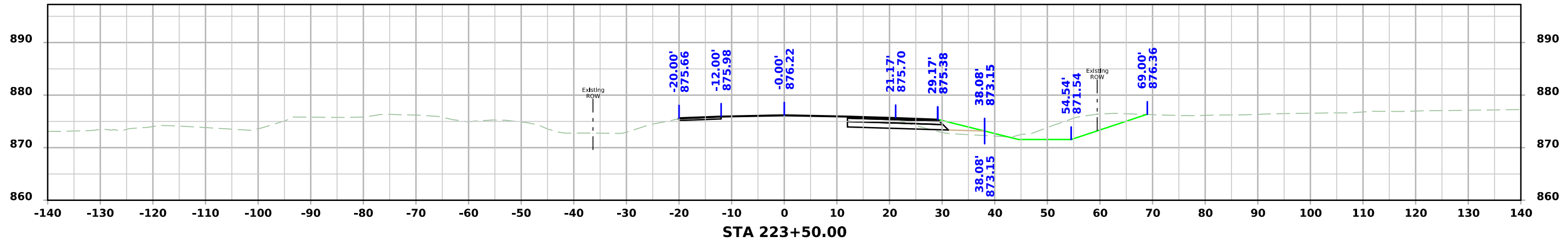
STA 177+36.32

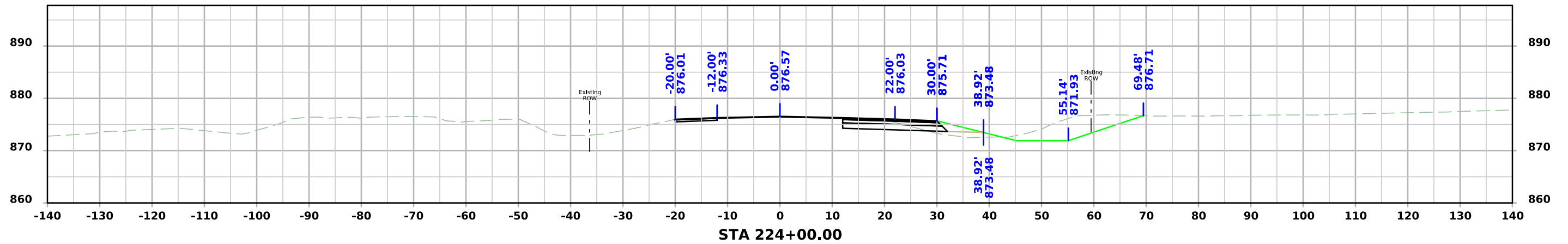
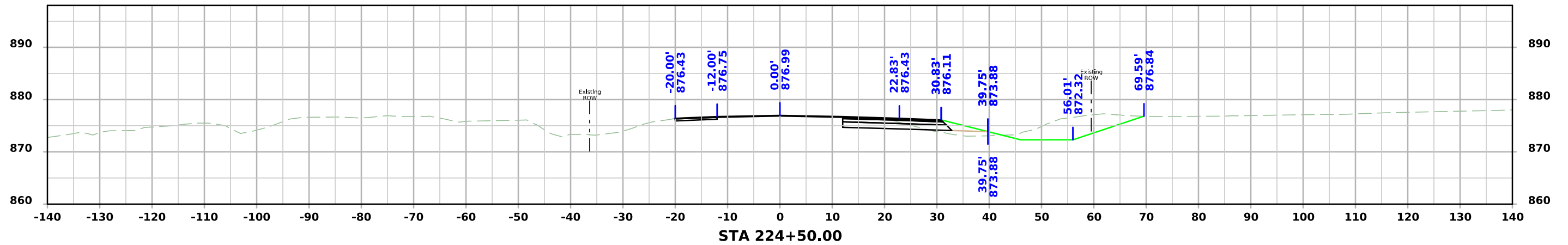
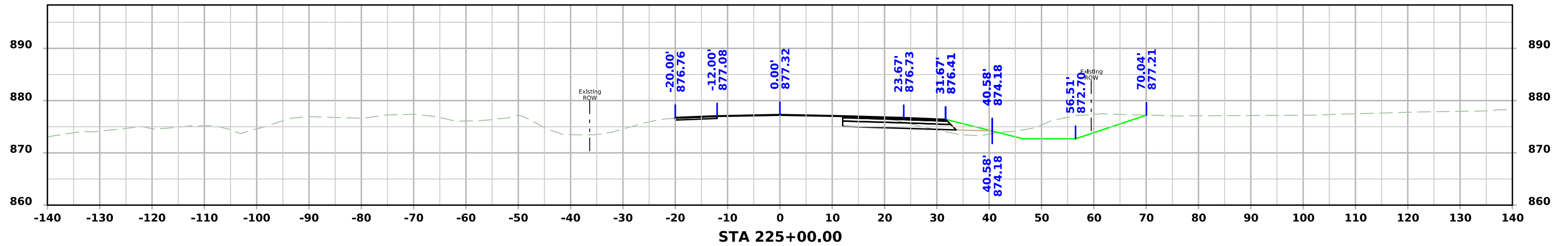
ML - US 30 WB Passing Lane

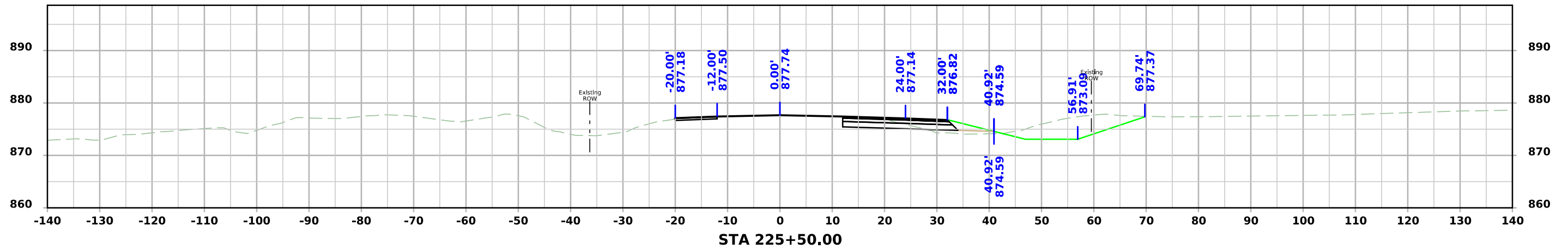
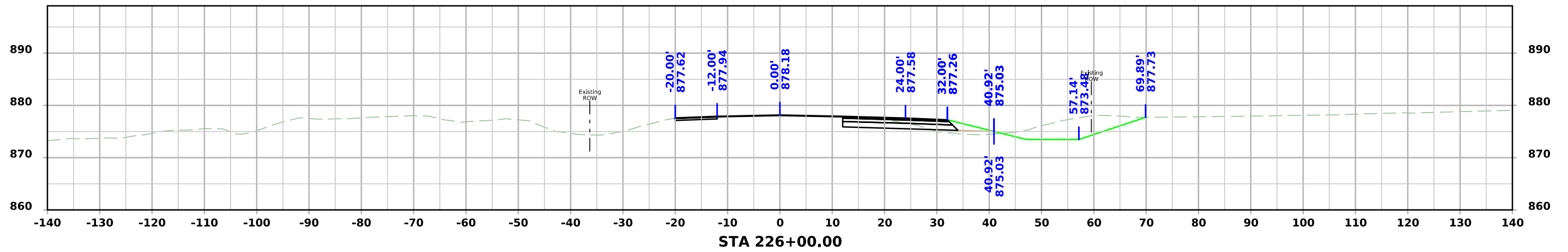
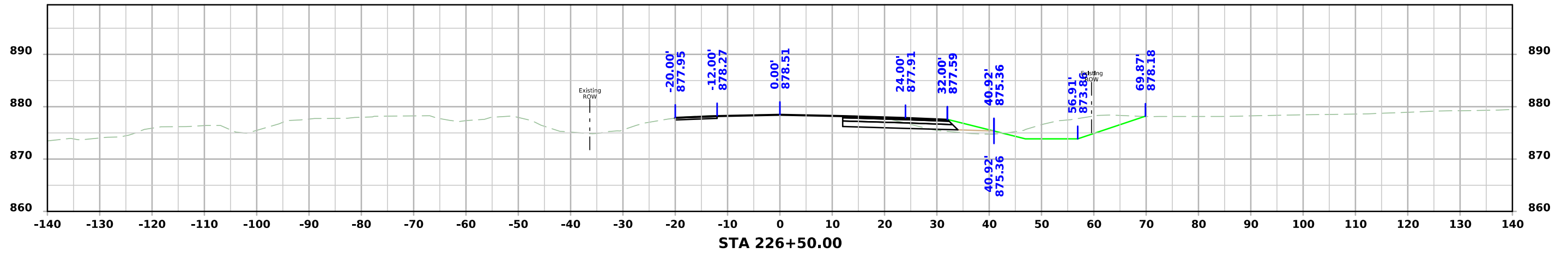


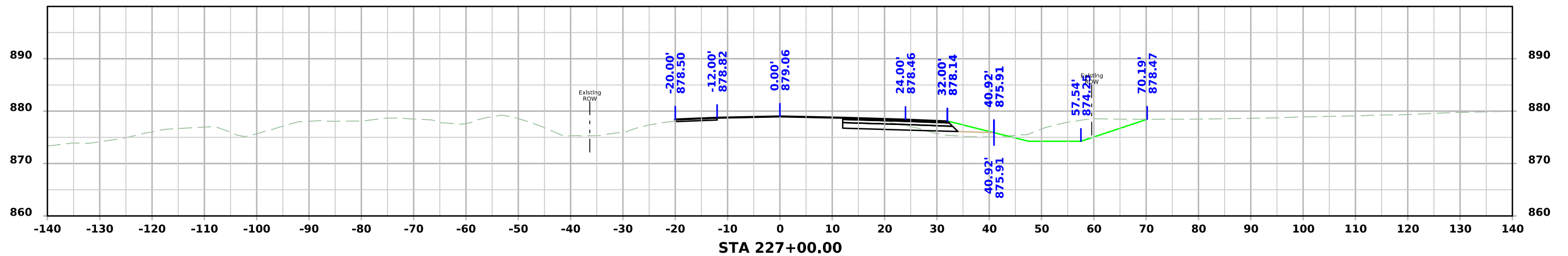
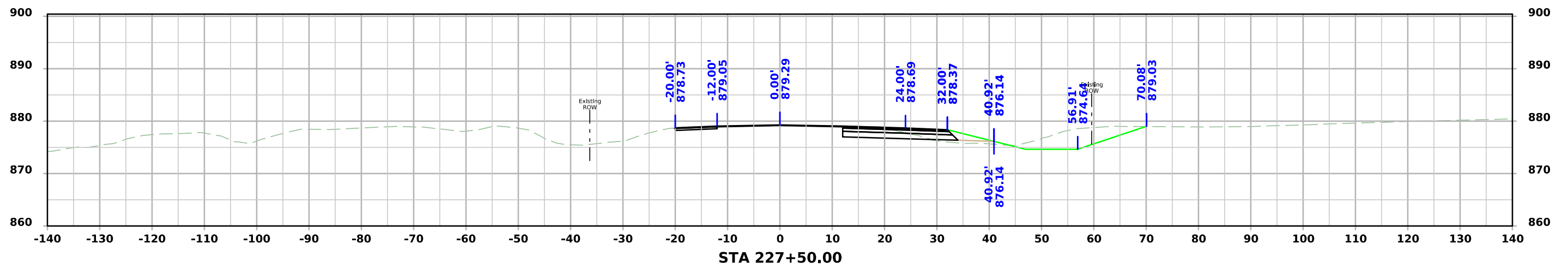
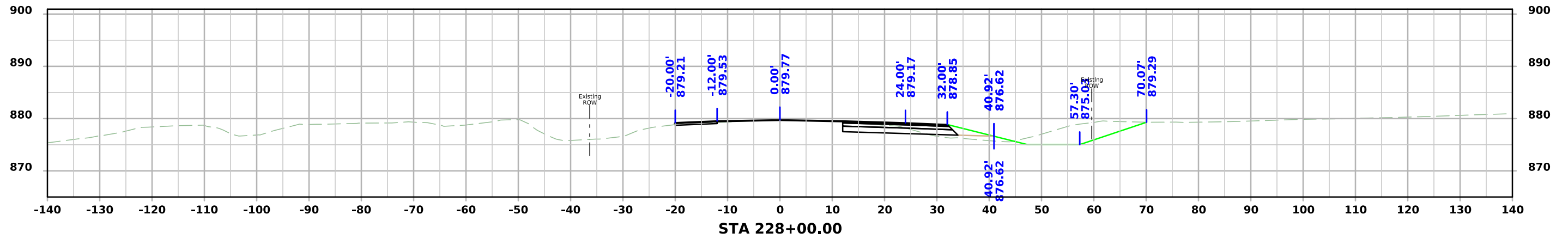


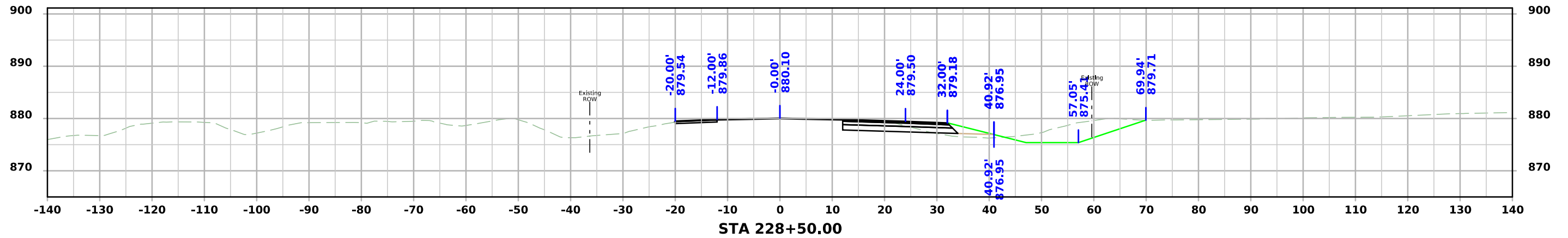
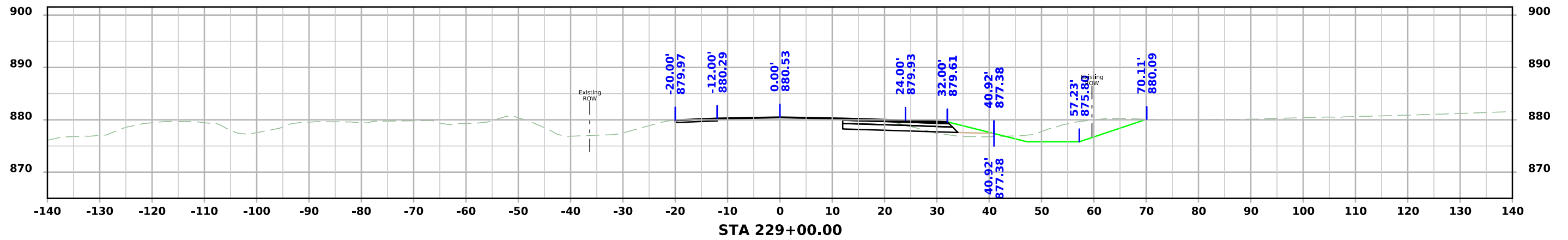
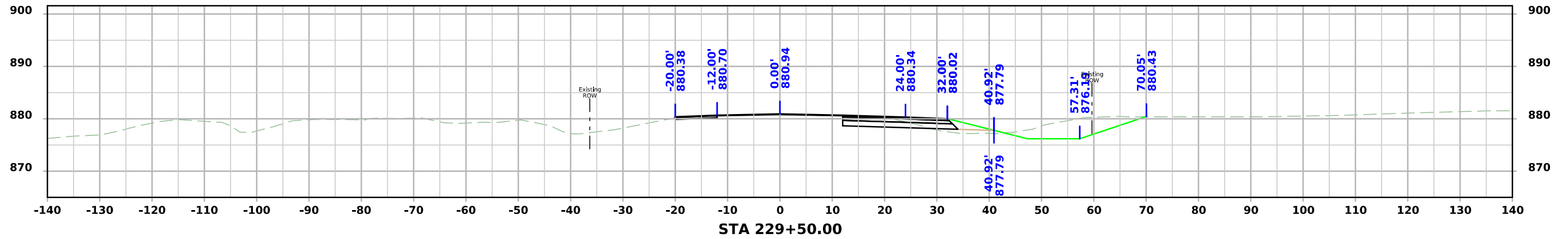


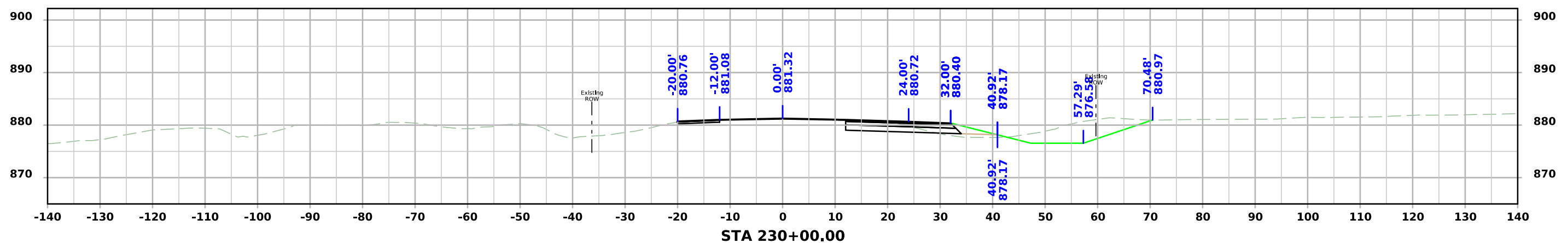
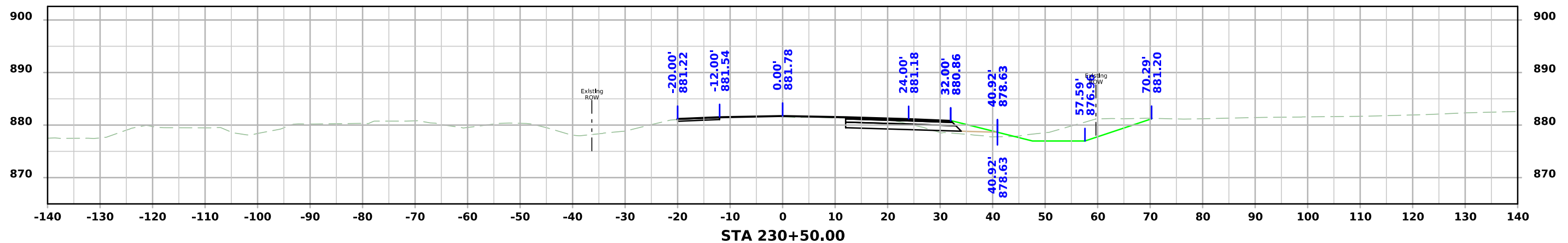
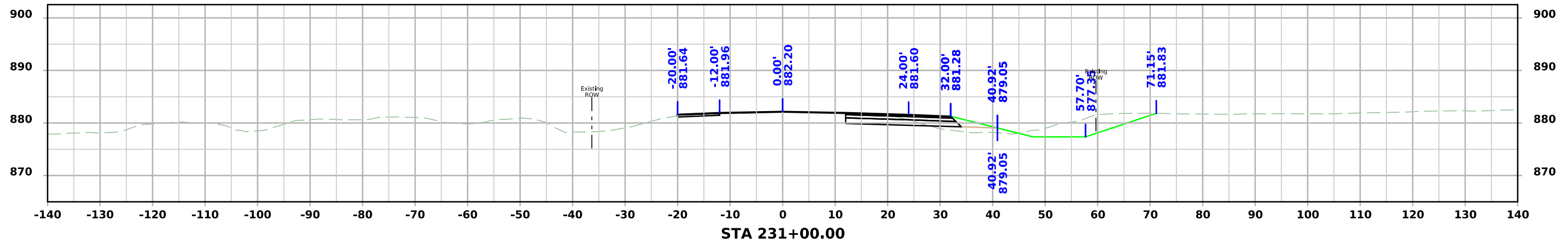


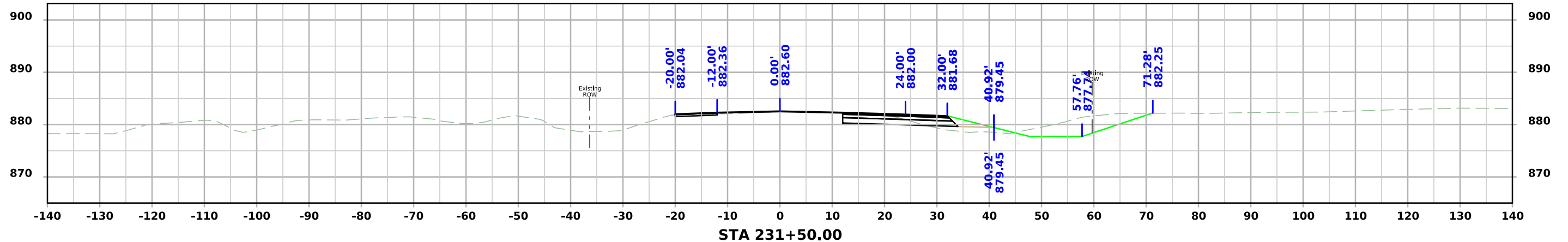
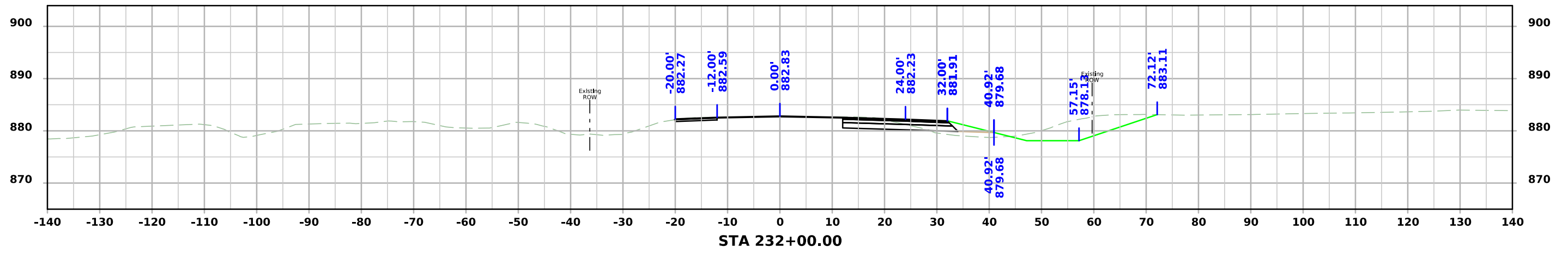
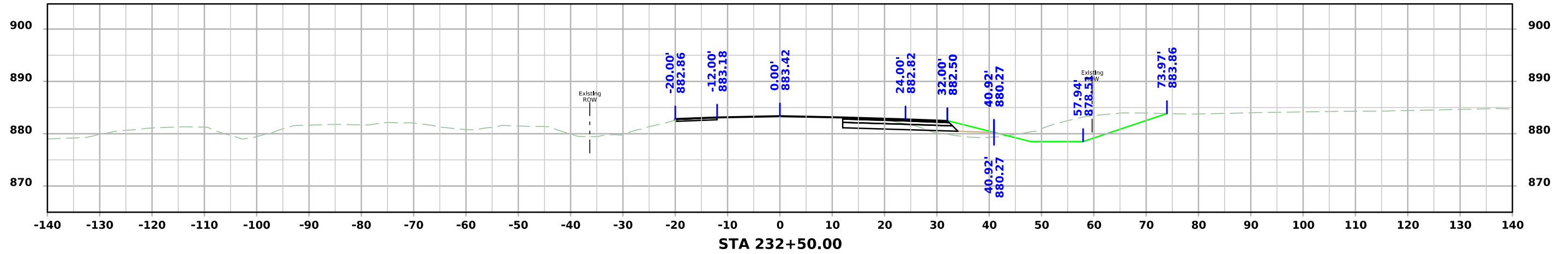


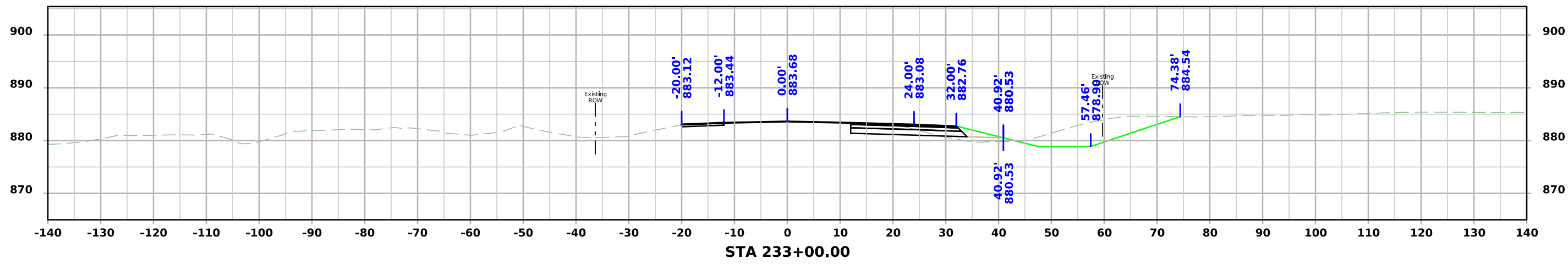
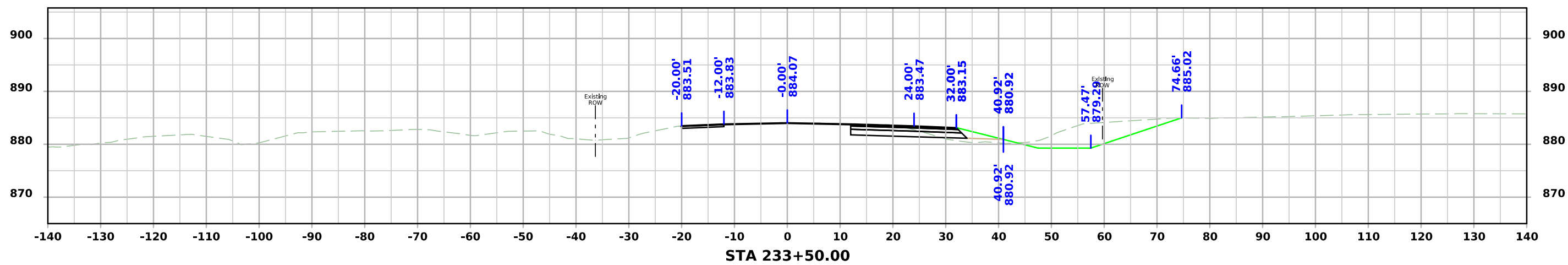
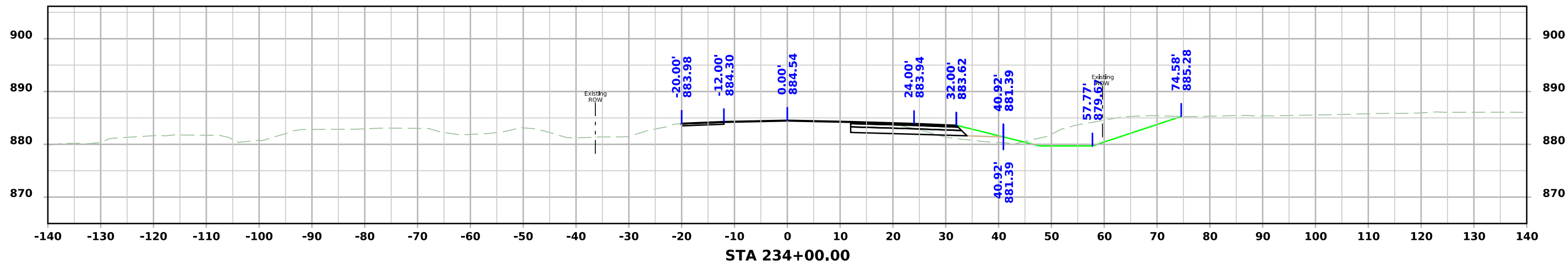


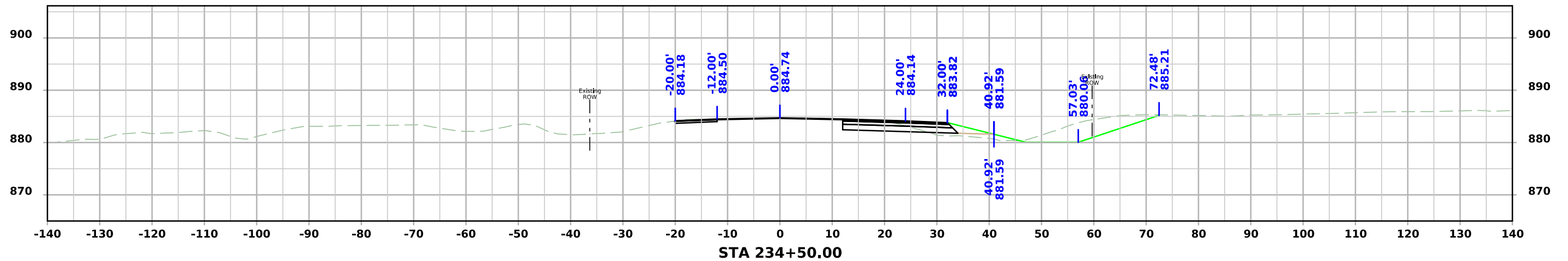
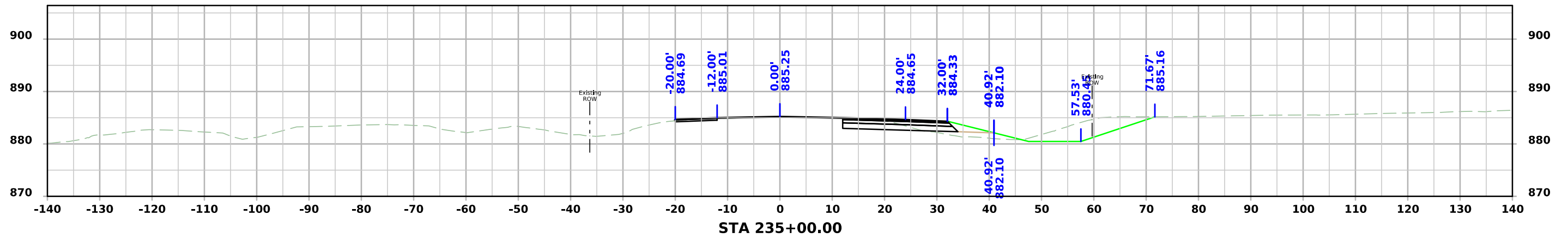
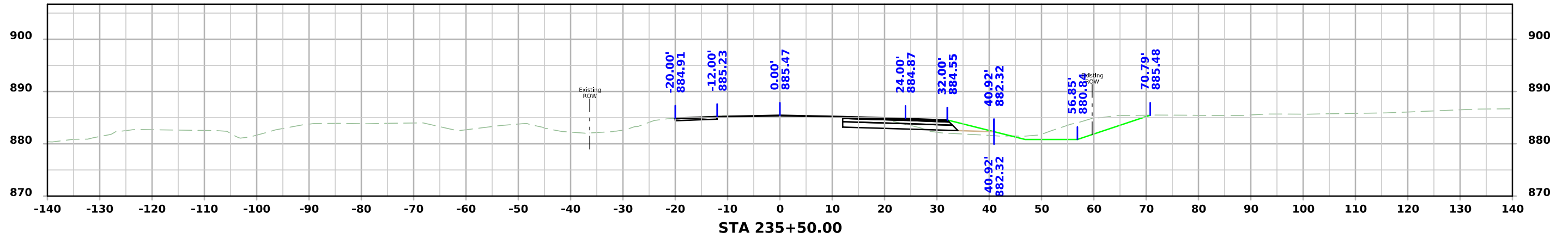


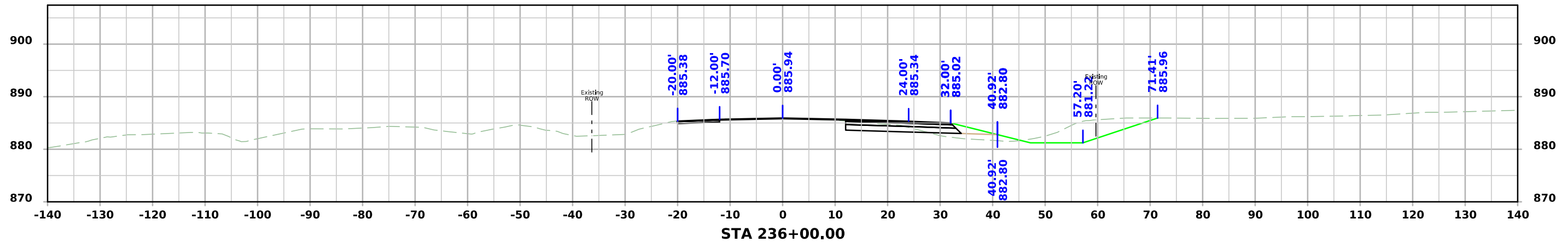
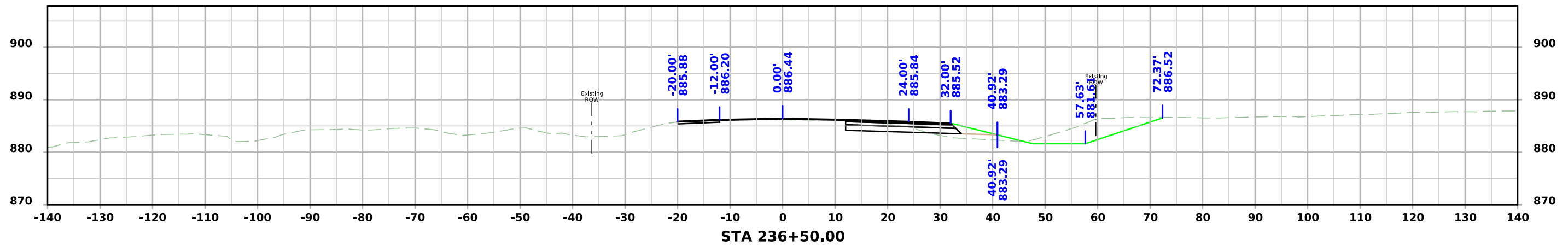
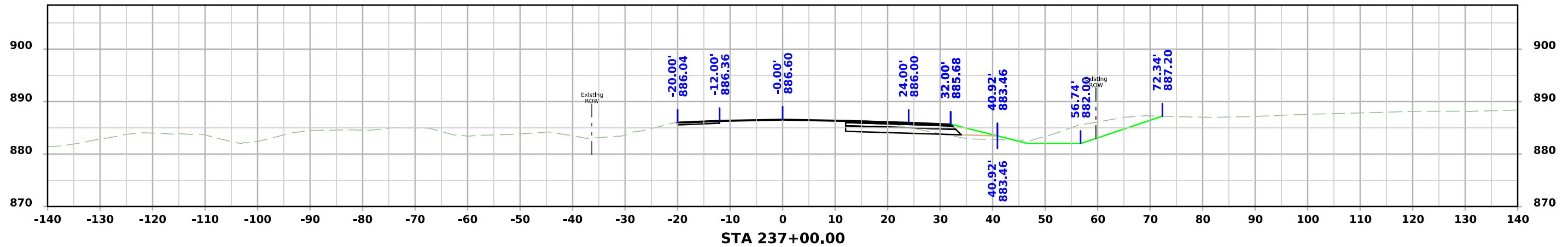


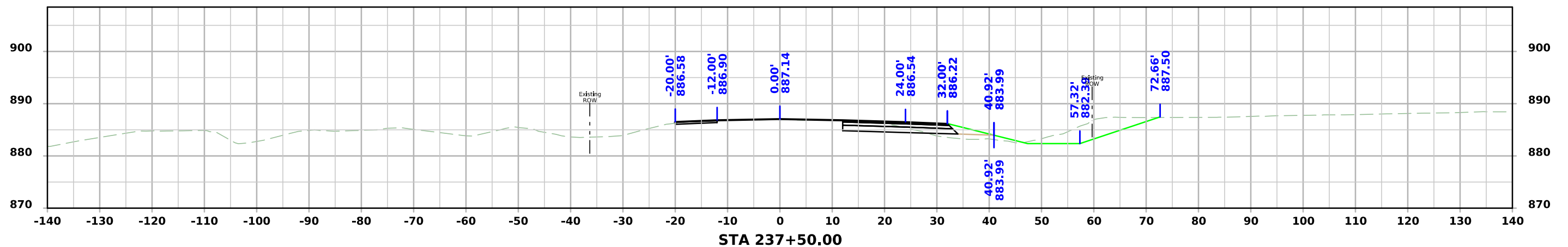
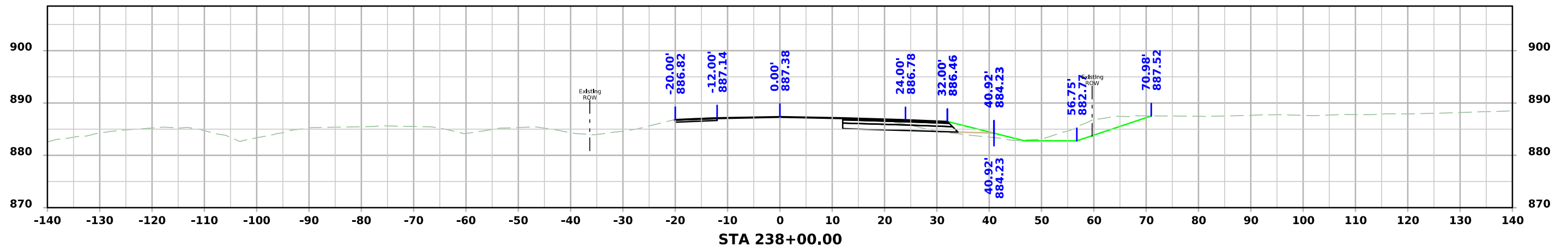
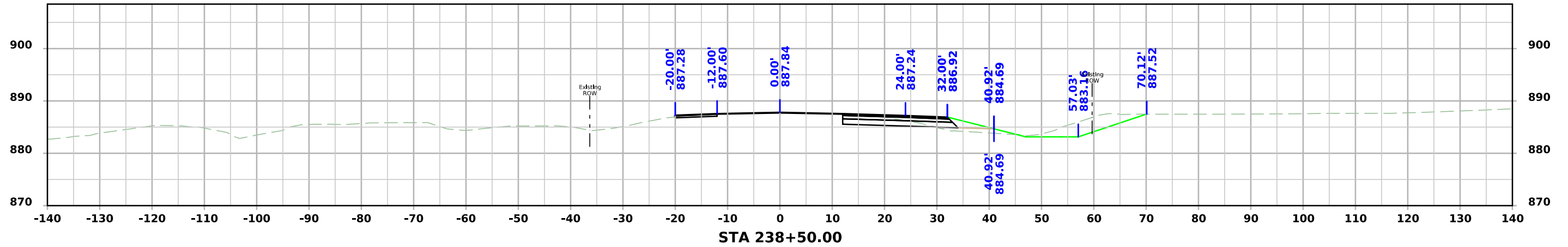


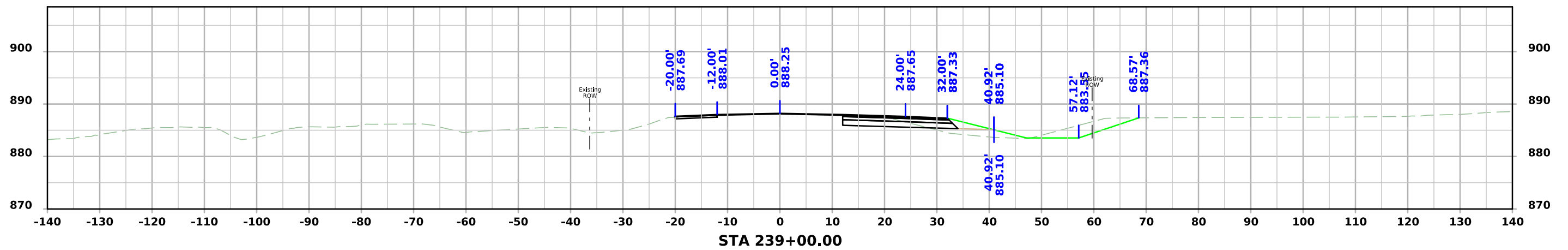
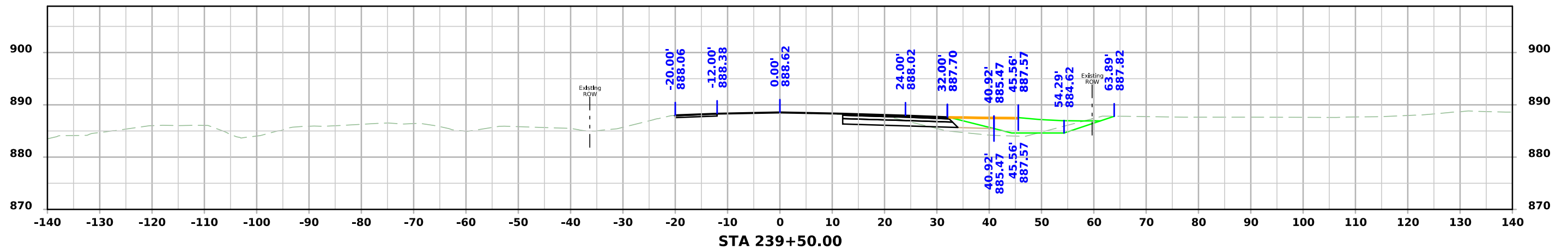
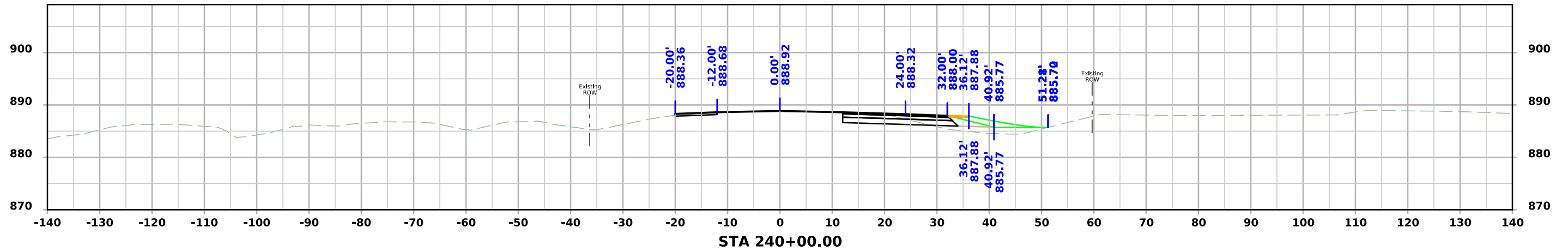


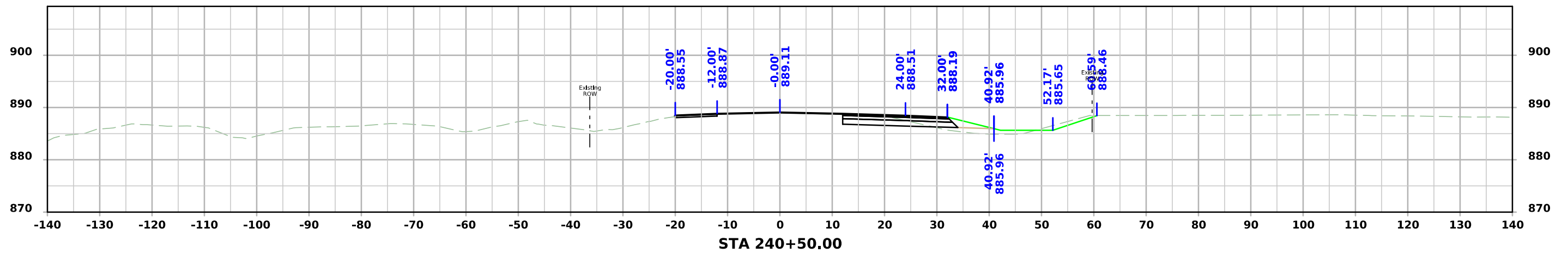
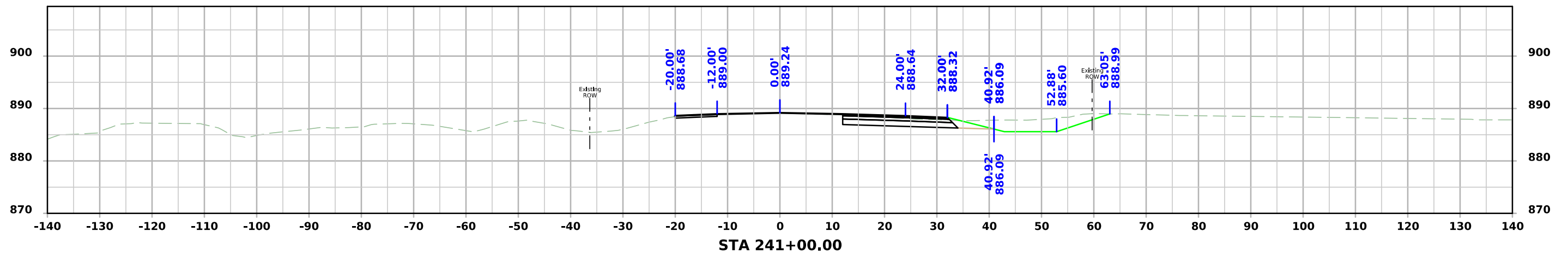
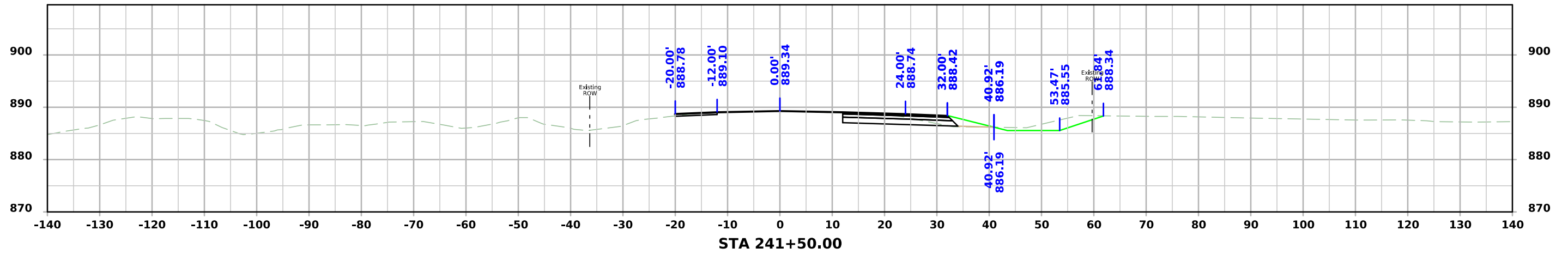


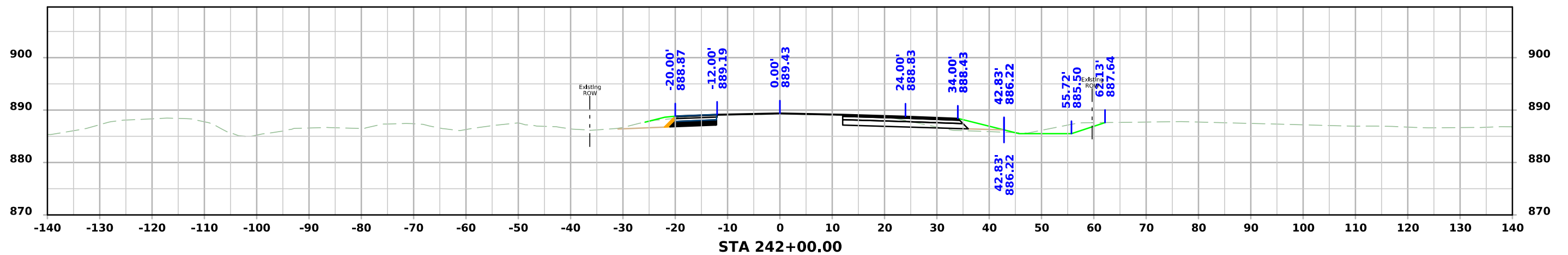
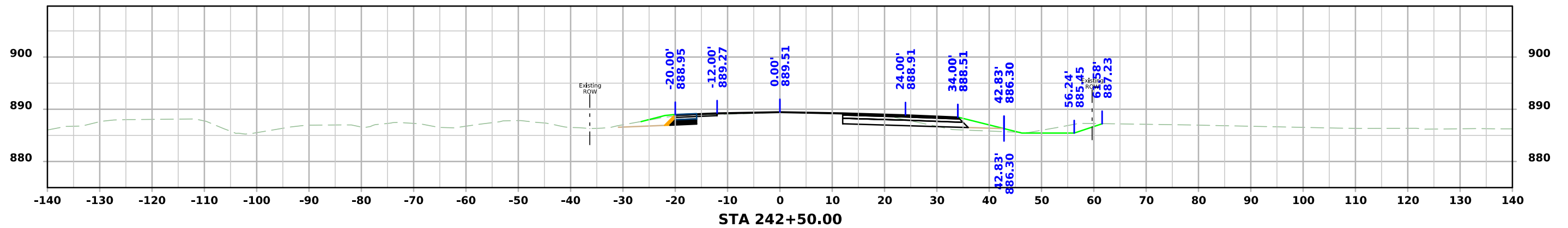
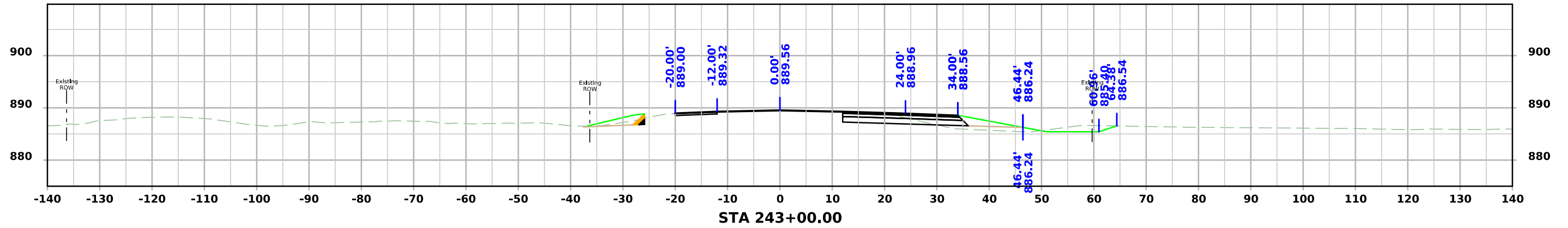


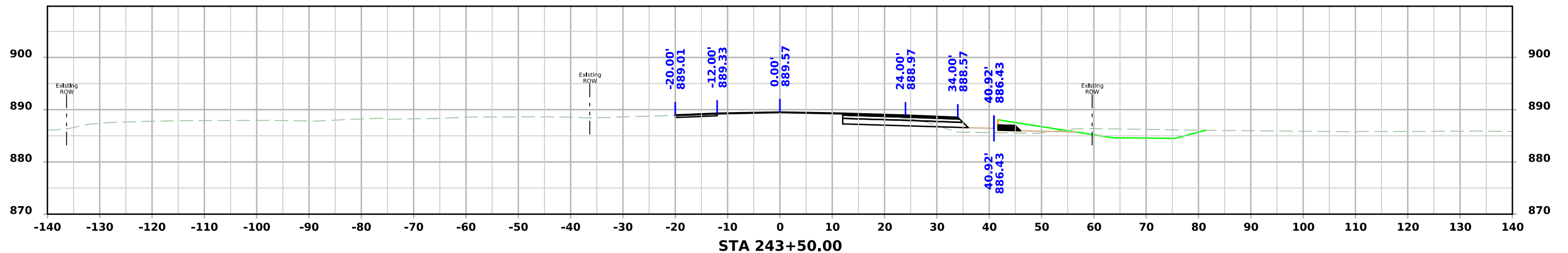
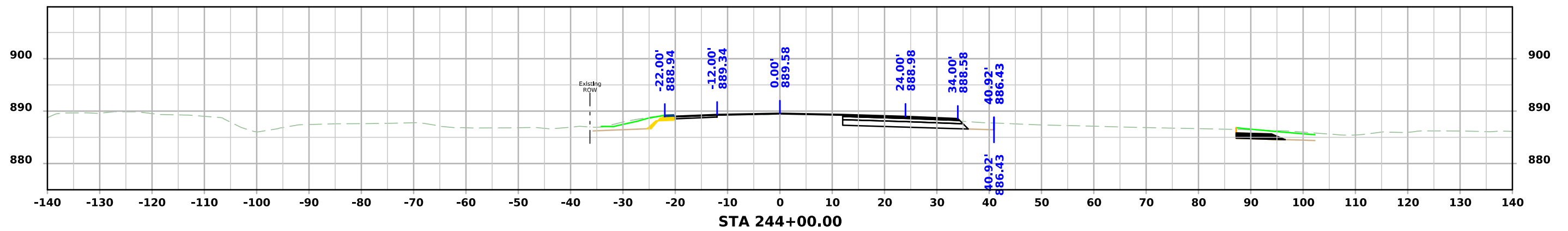
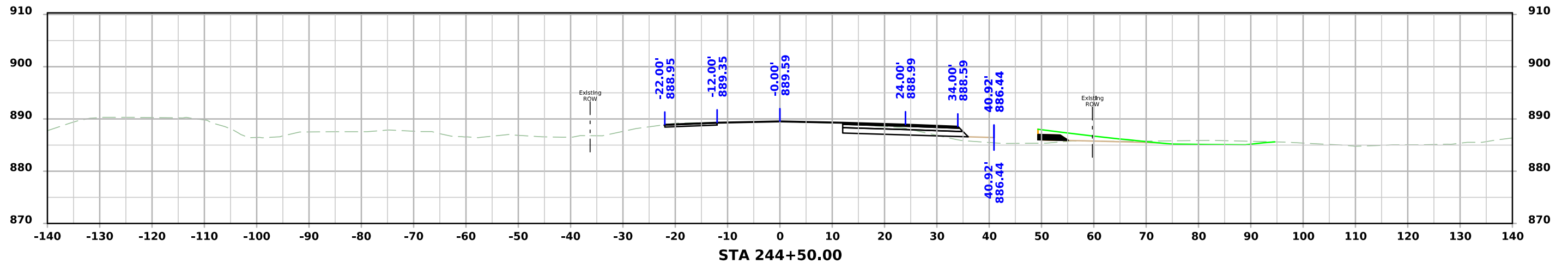


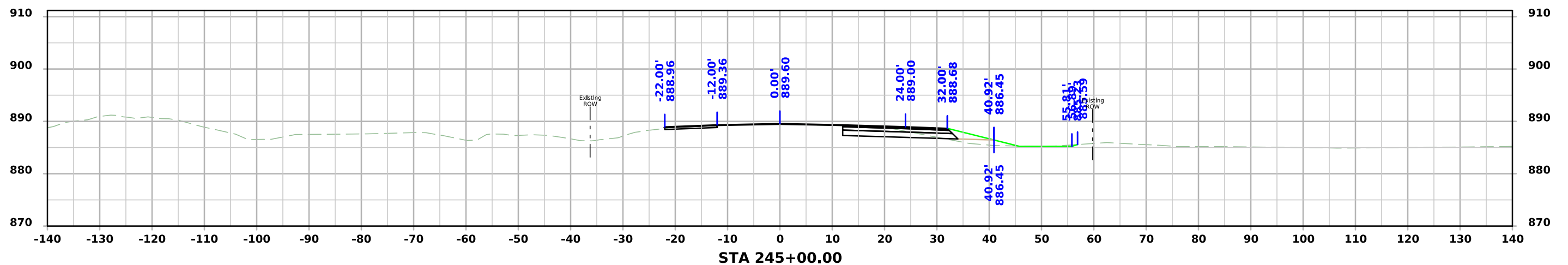
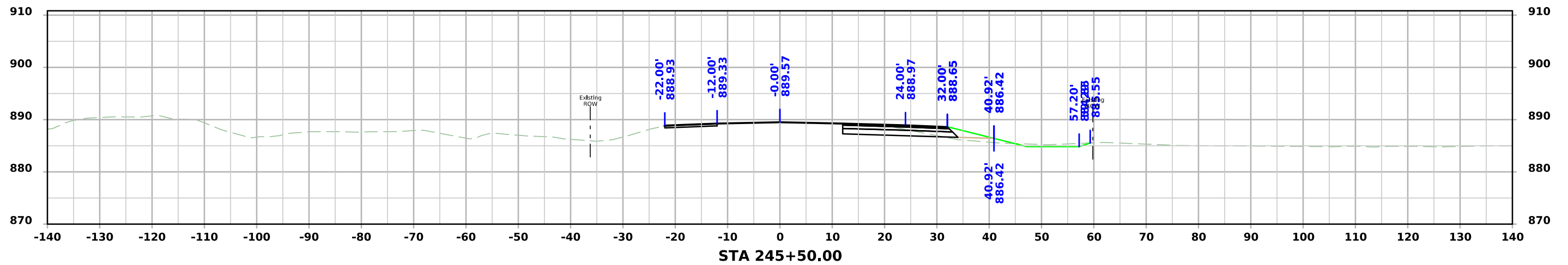
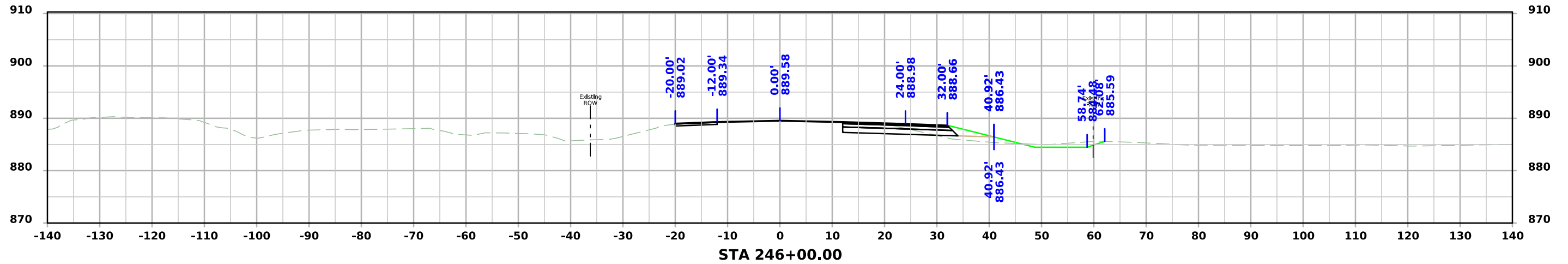


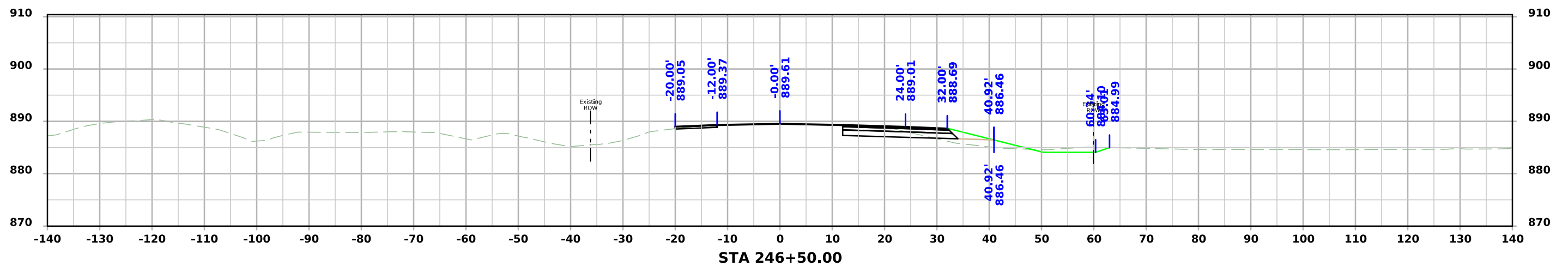
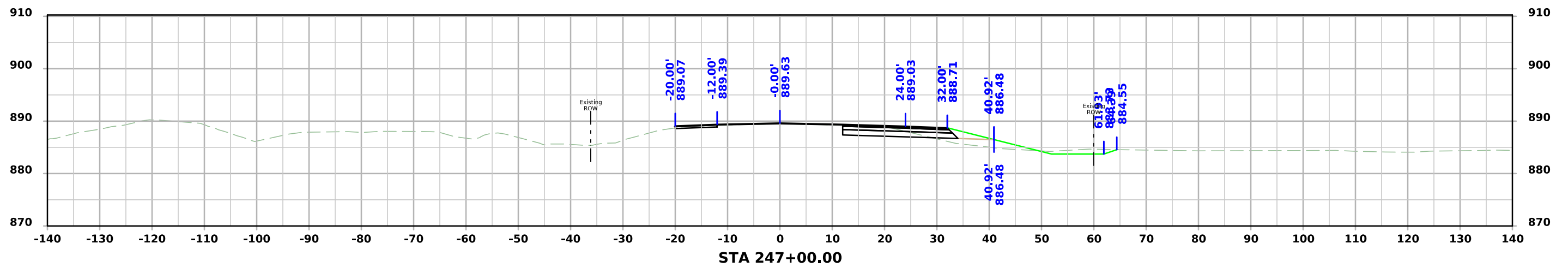
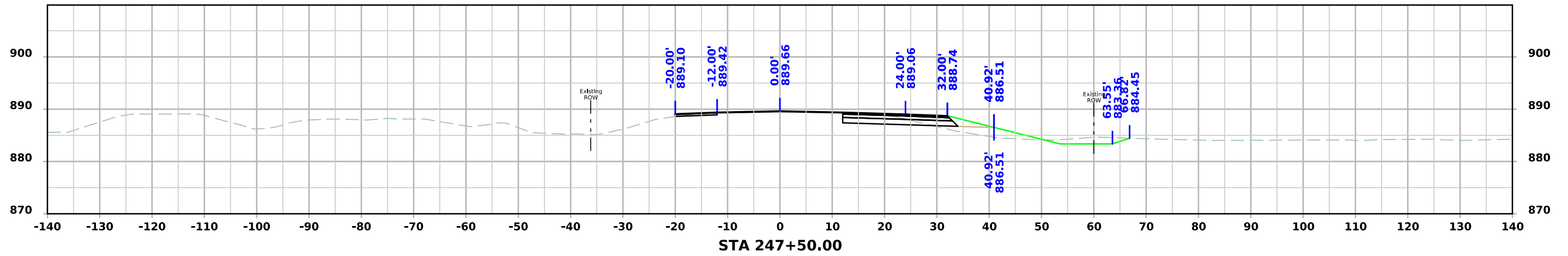


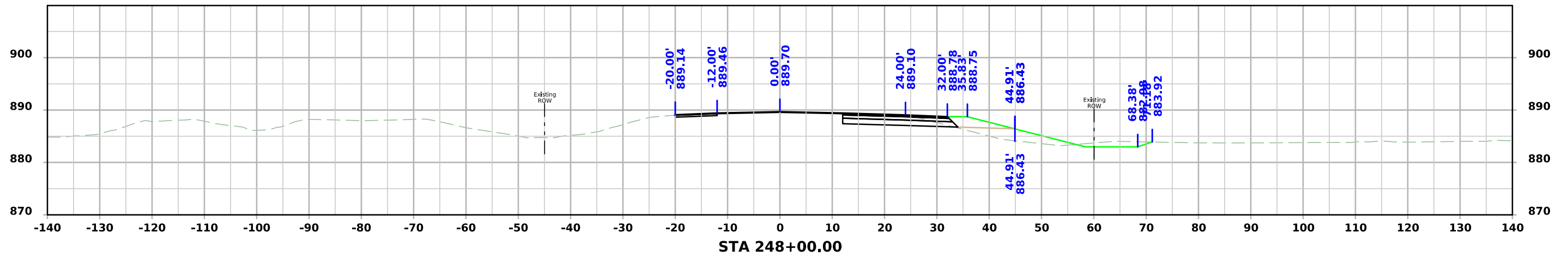
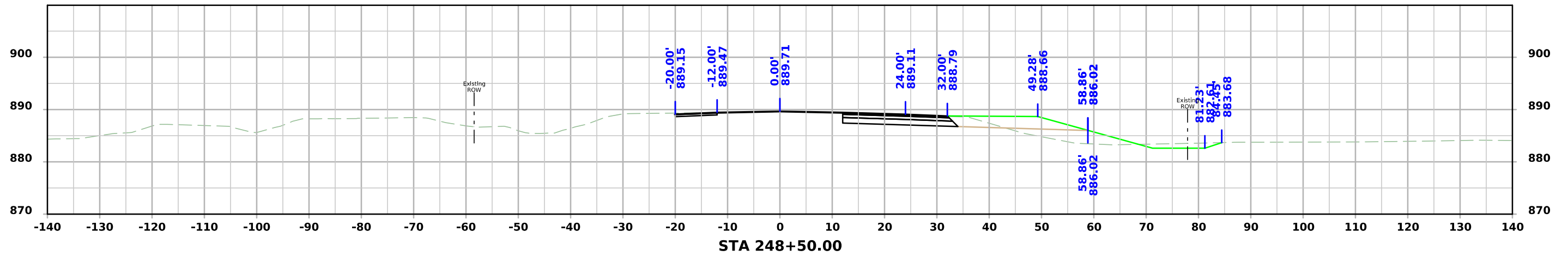
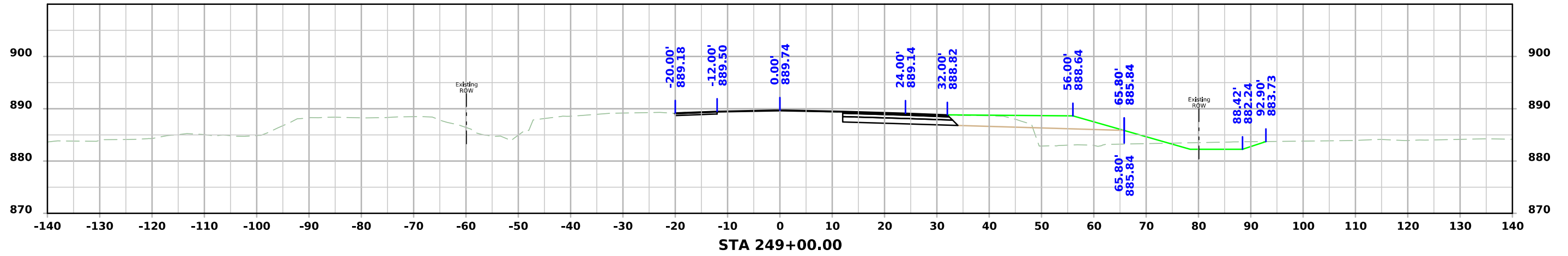


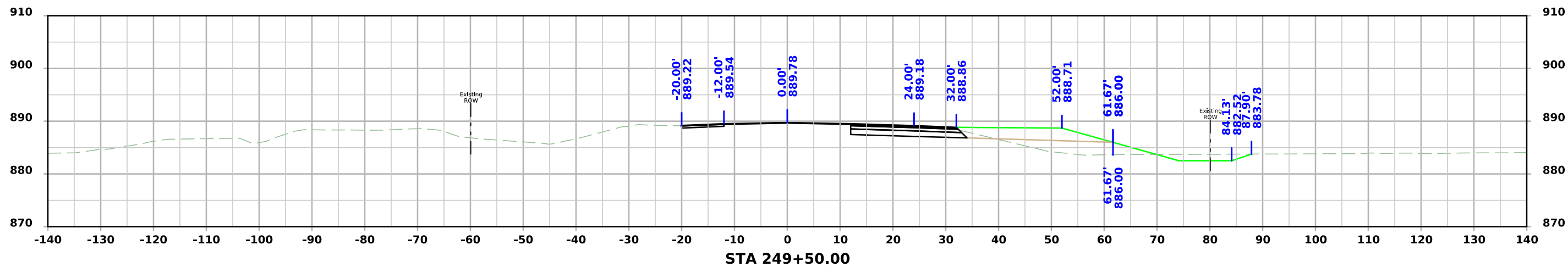
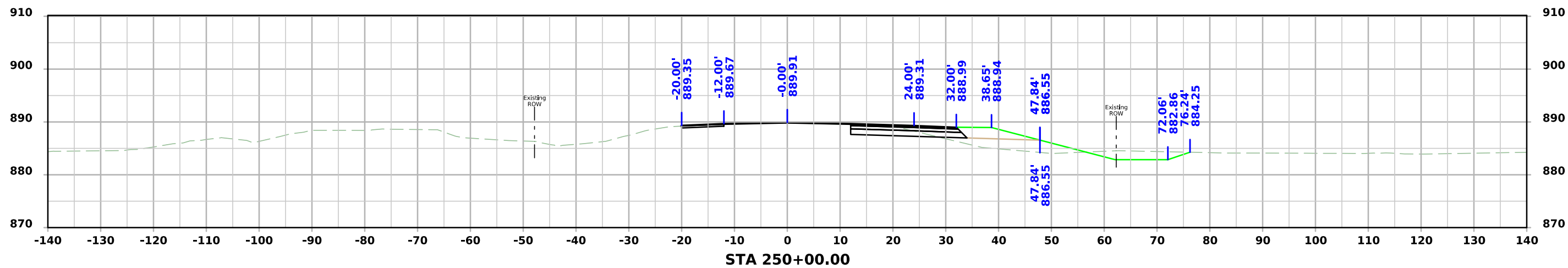
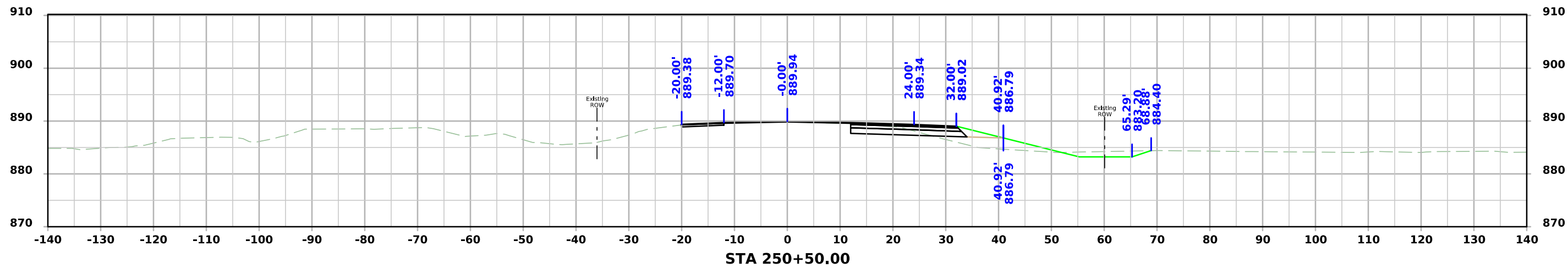


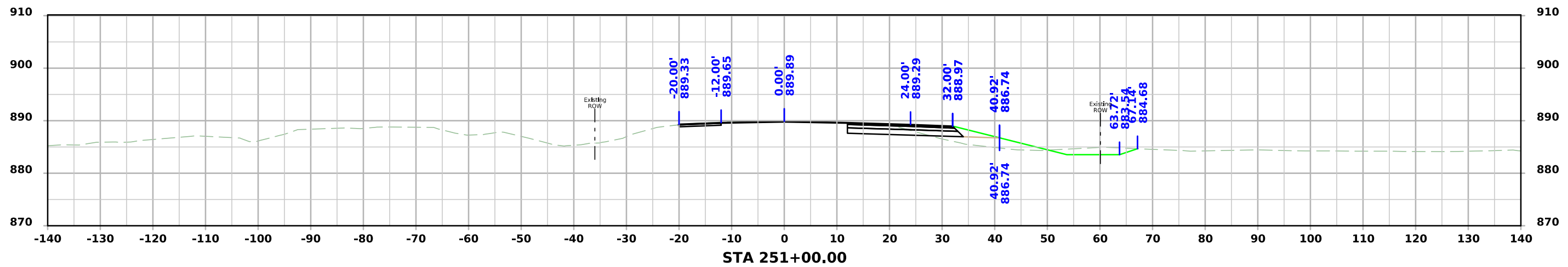
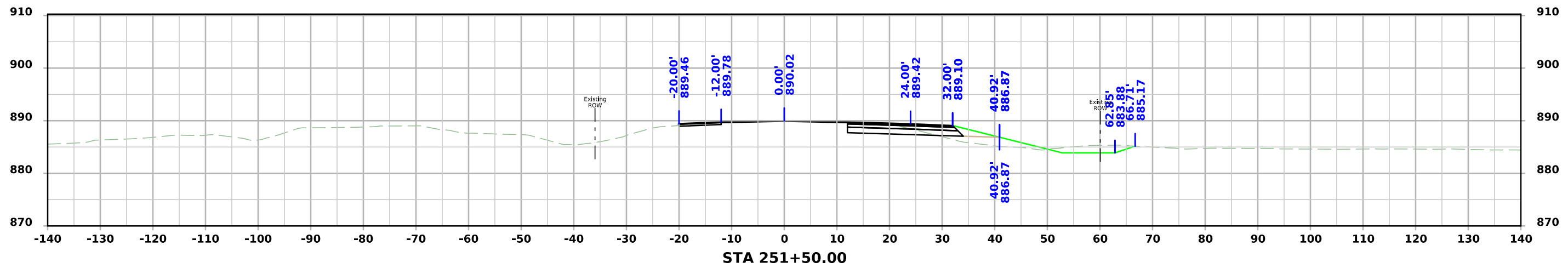
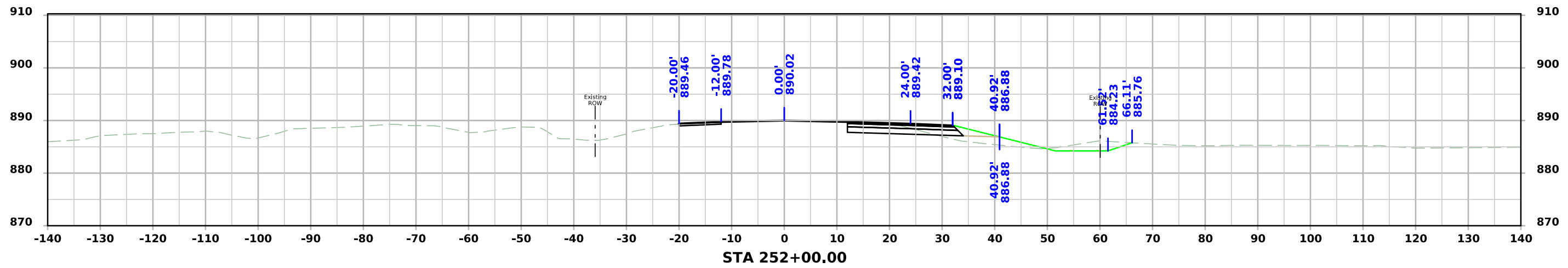


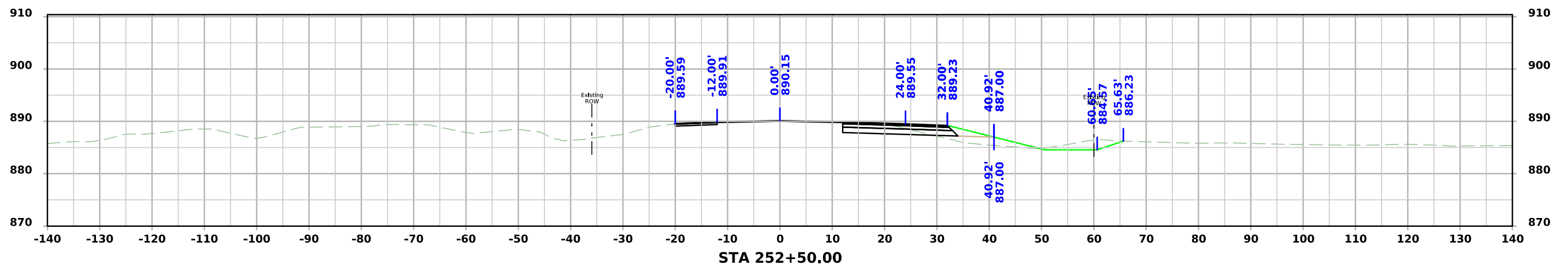
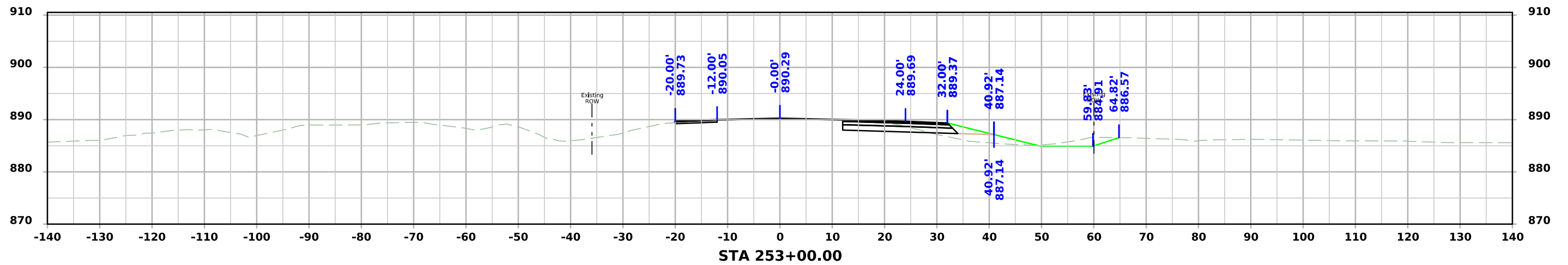
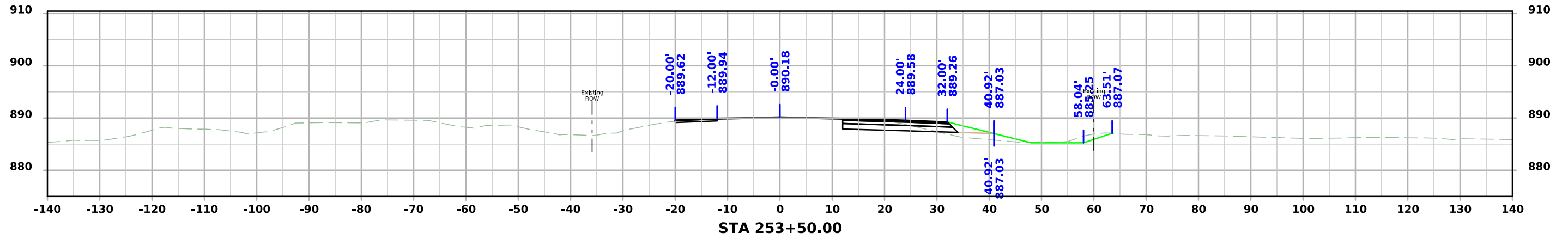


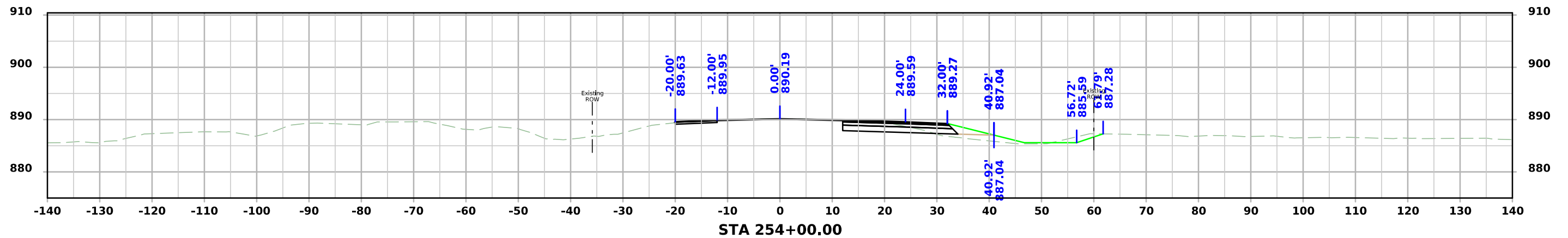
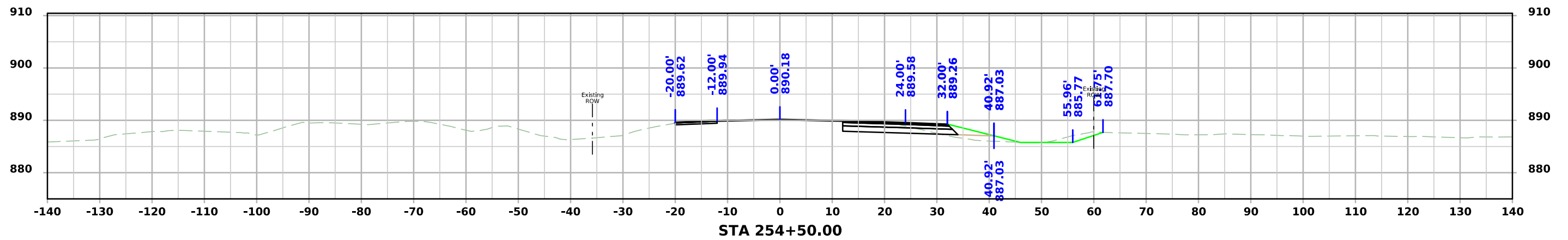
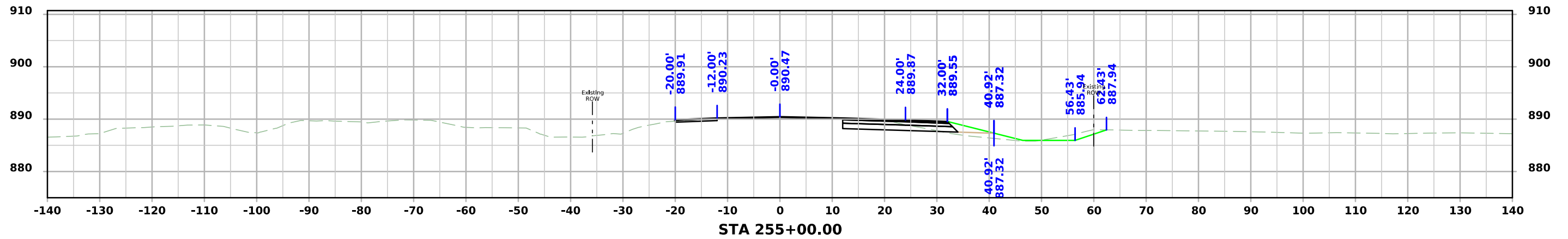


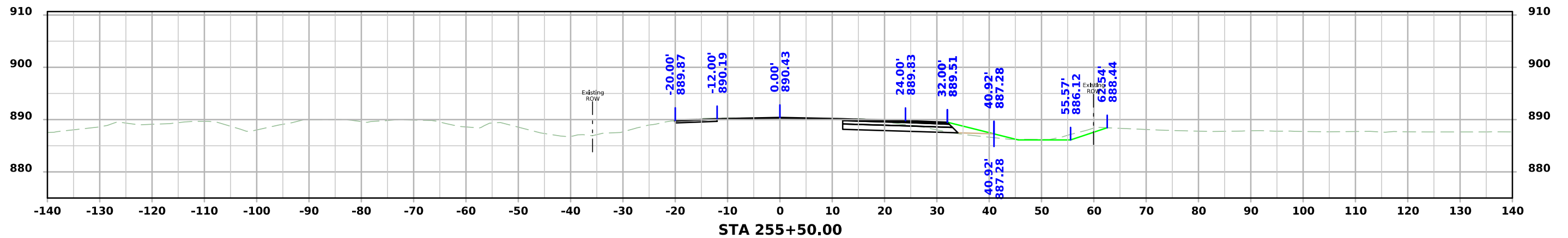
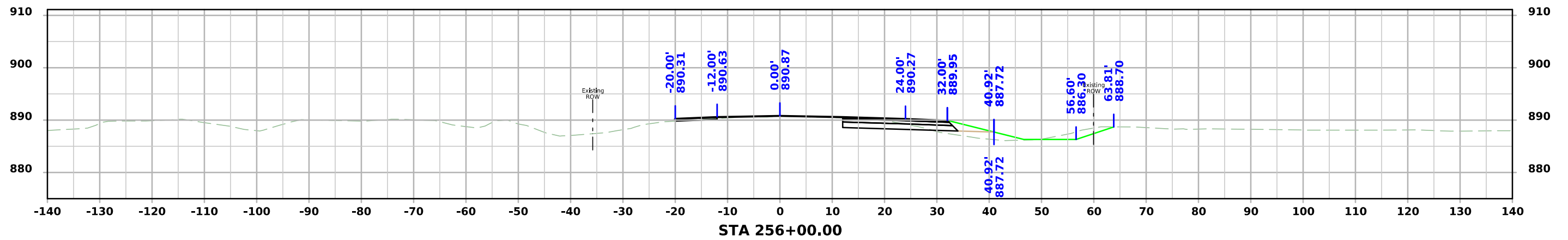
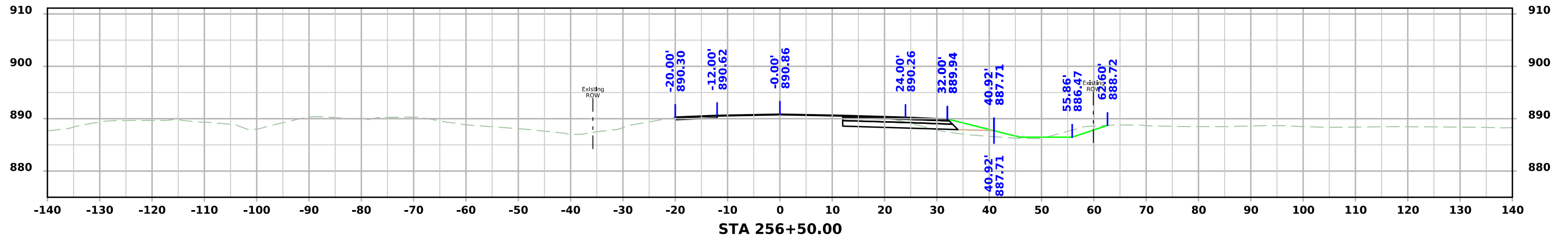


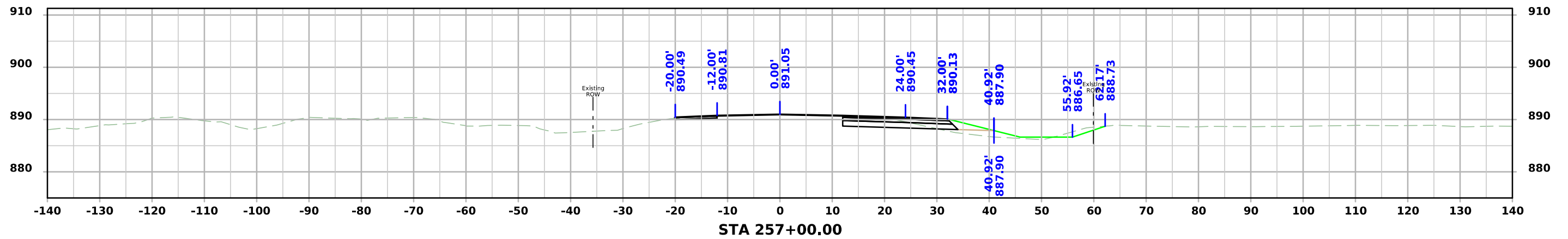
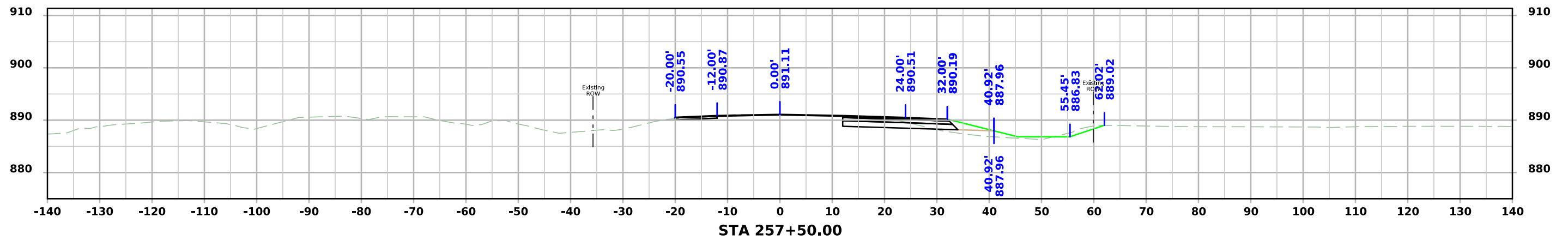
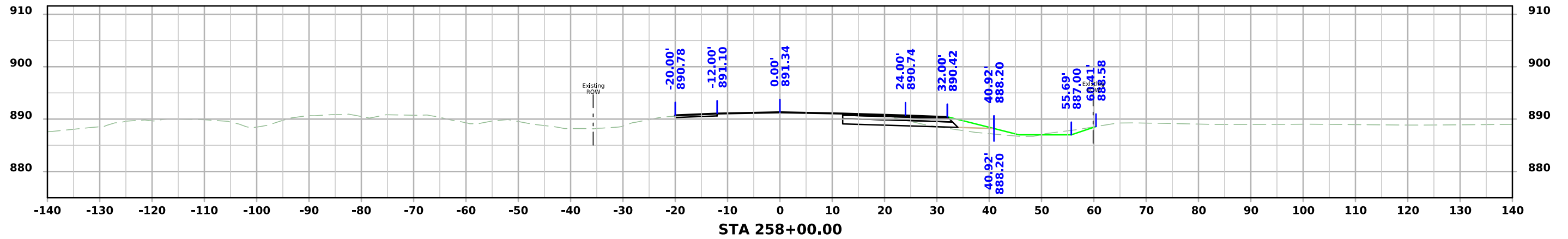


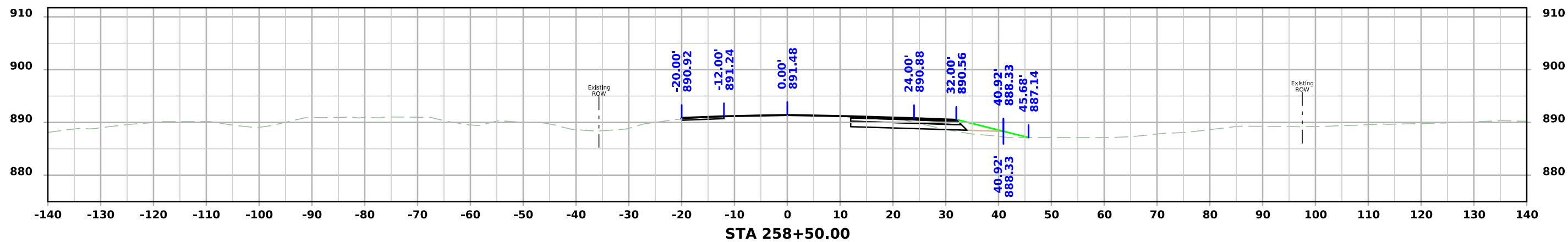
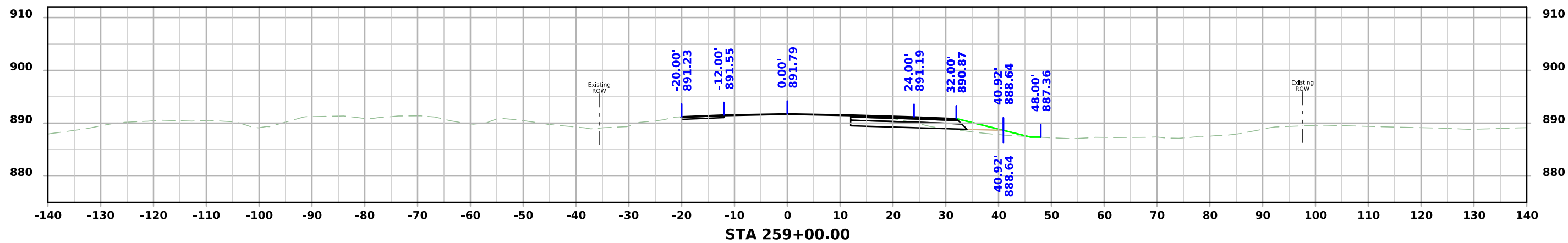
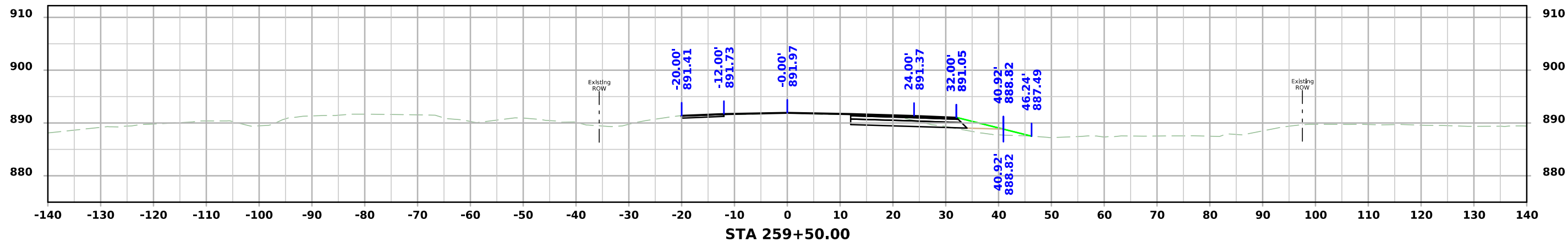


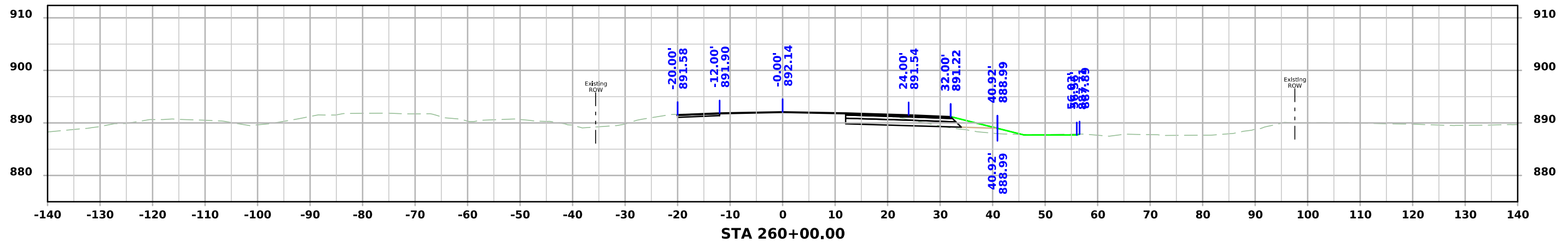
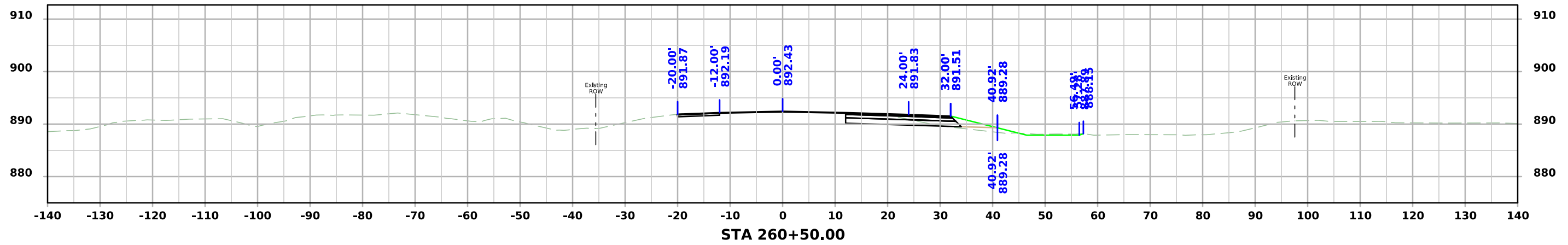
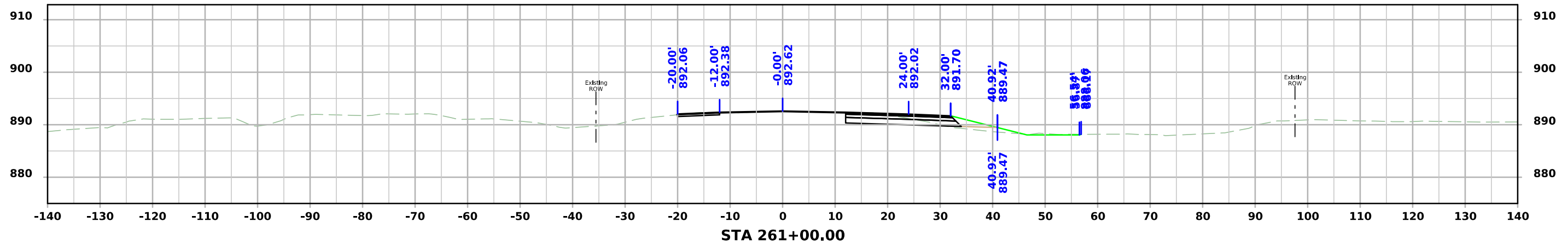


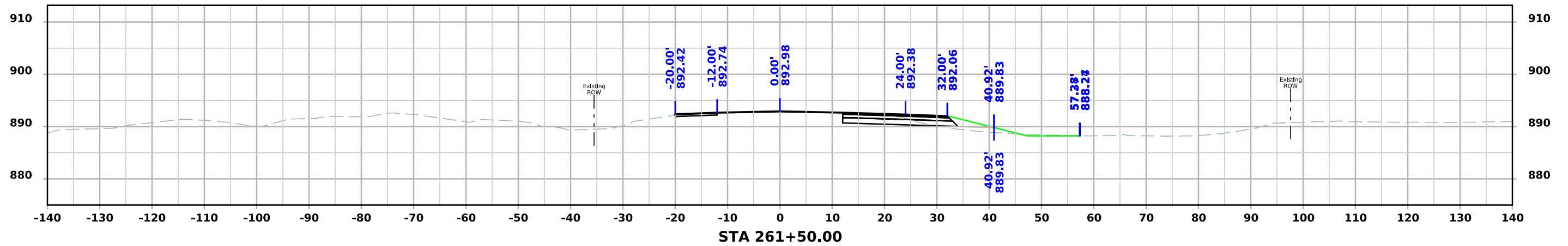
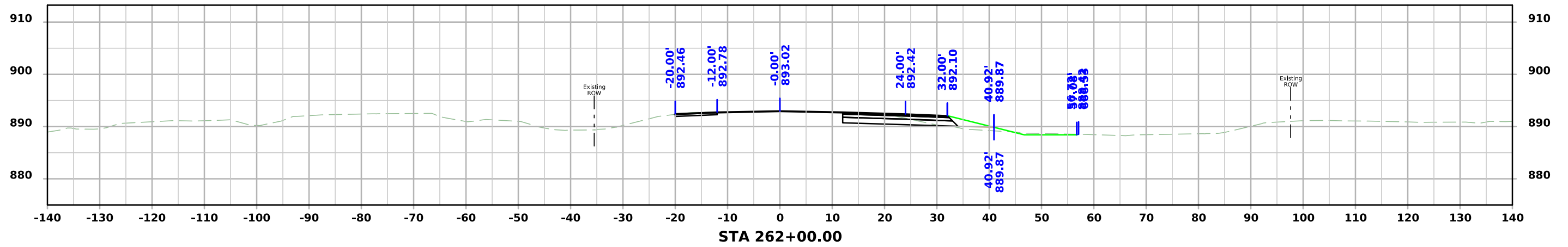
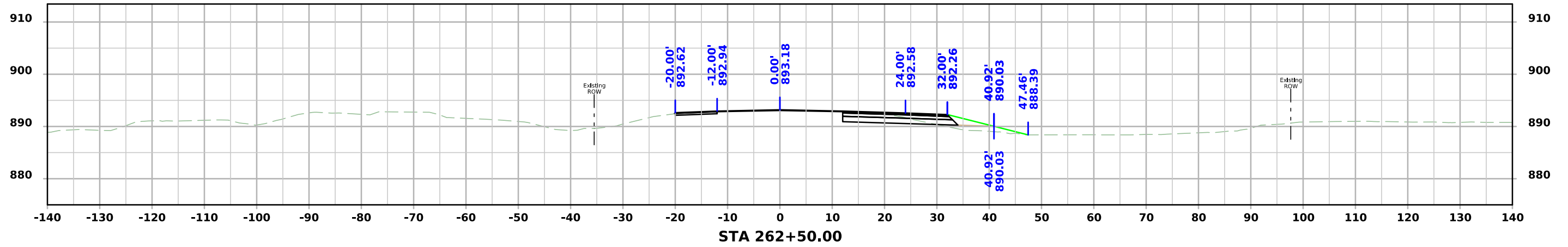


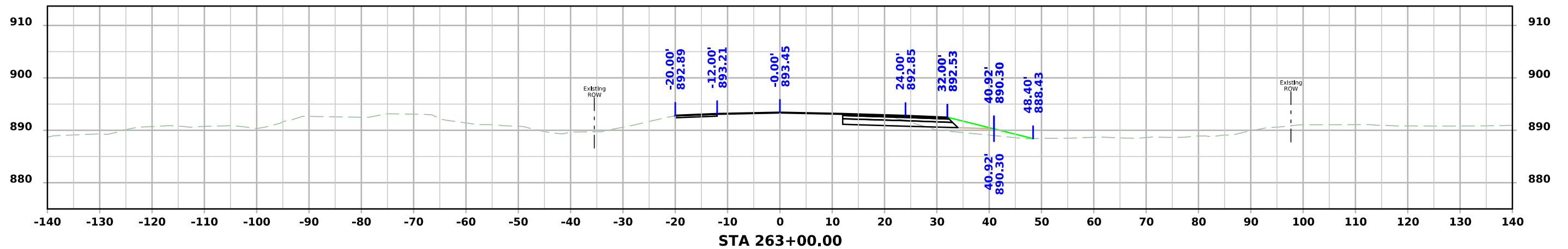
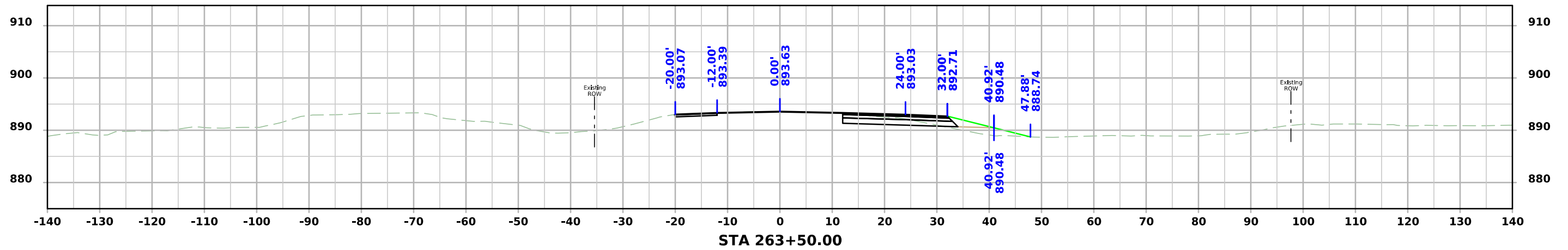
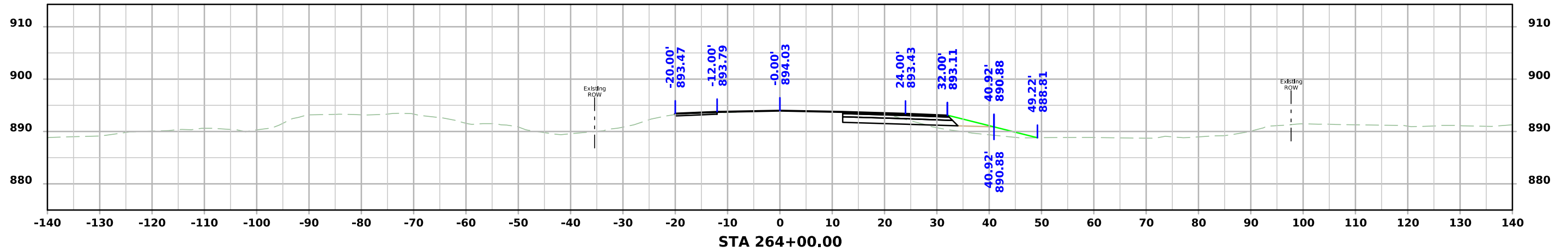


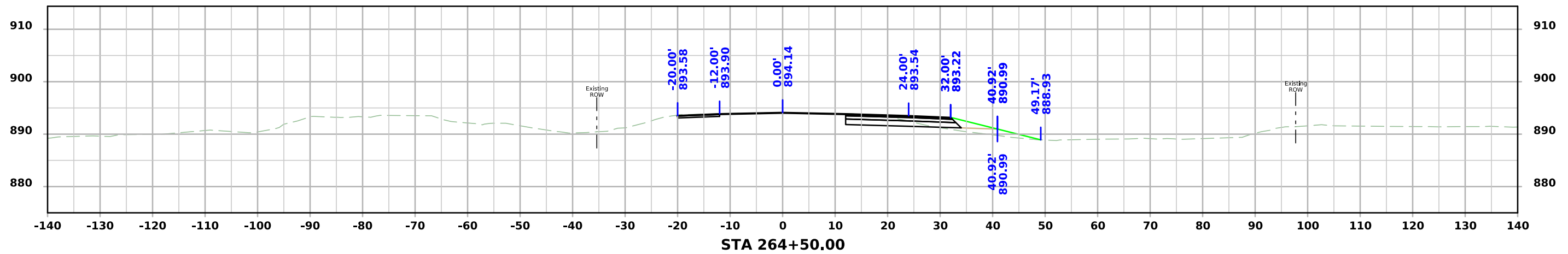
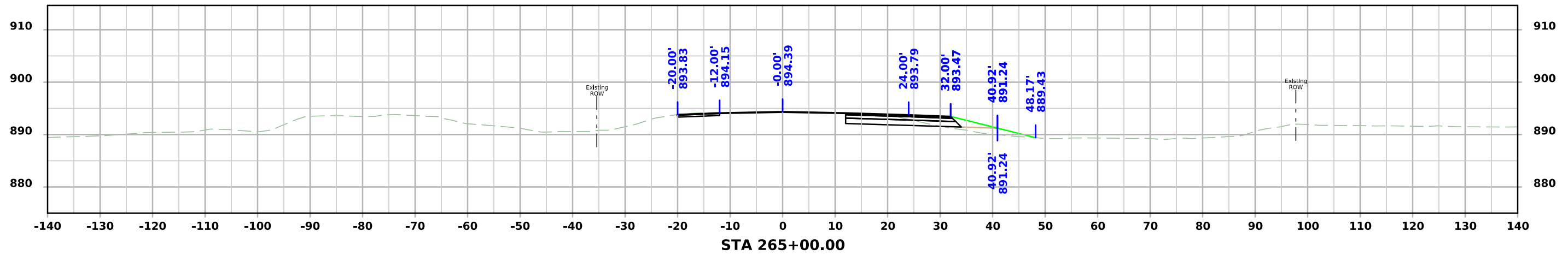
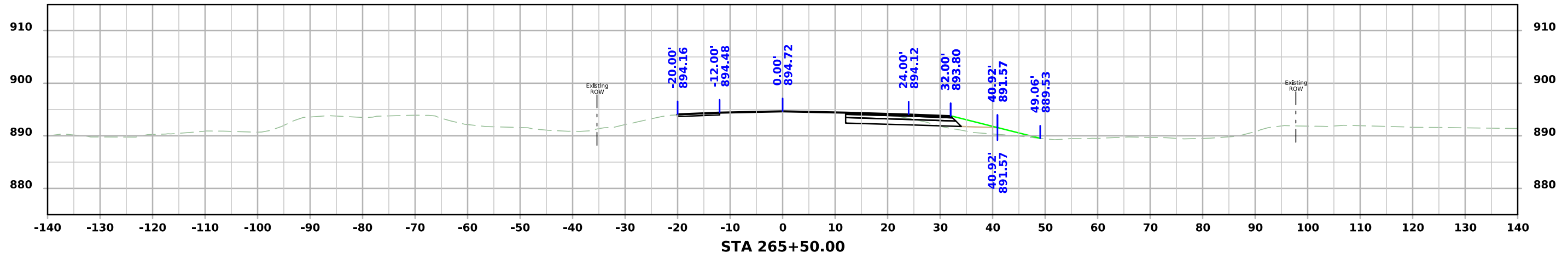


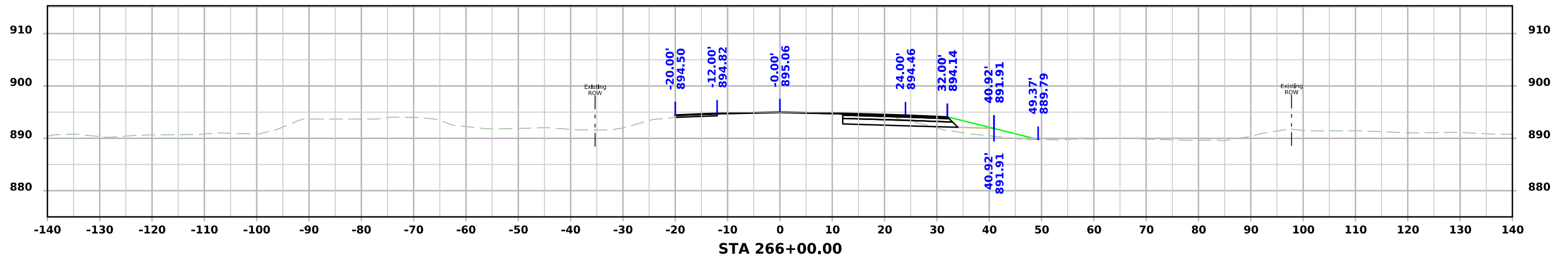
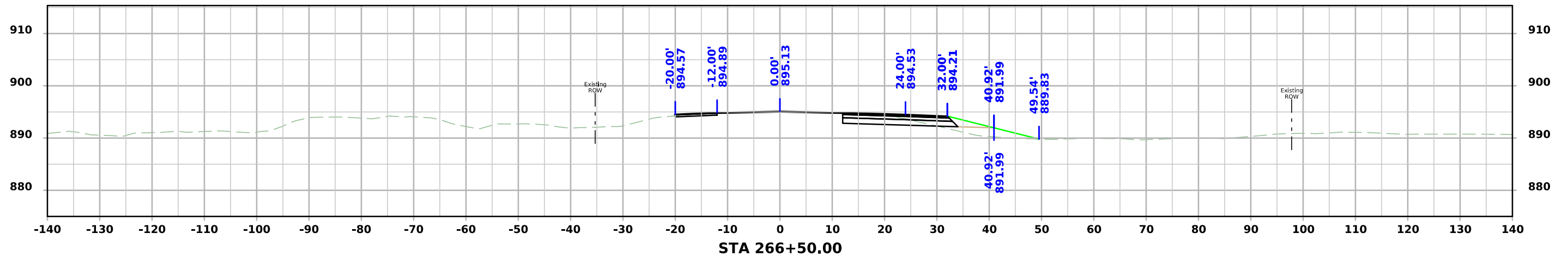
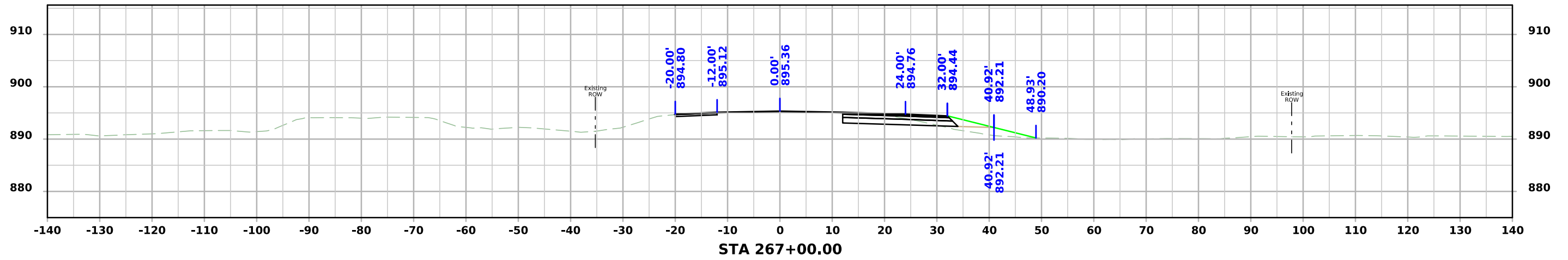


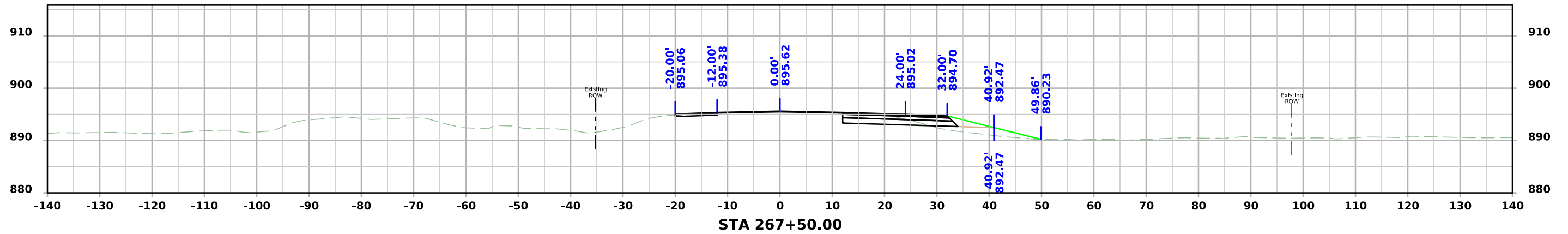
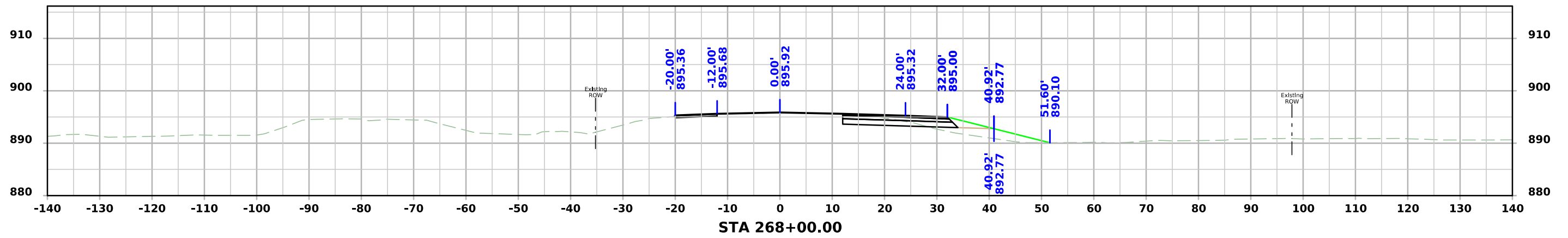
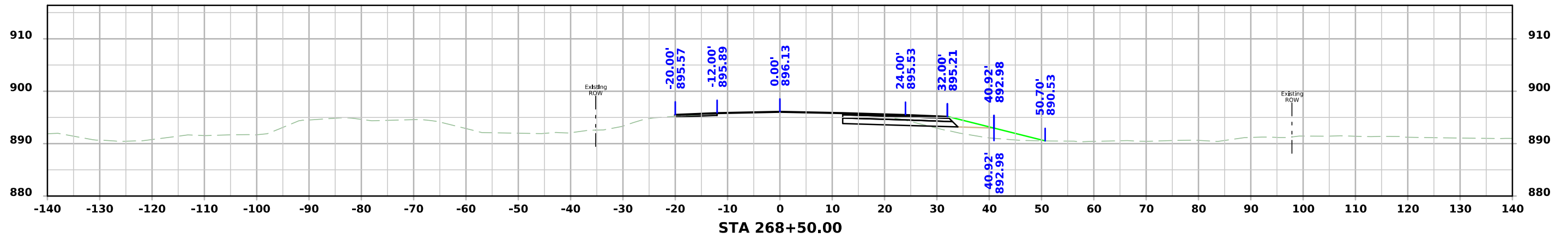


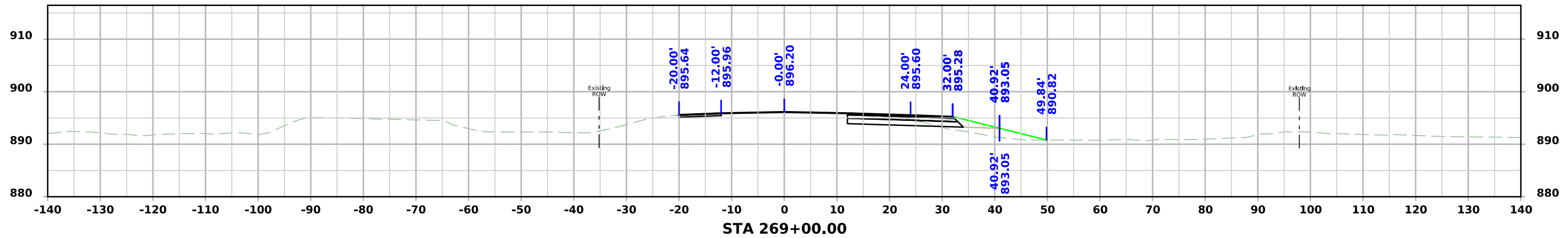
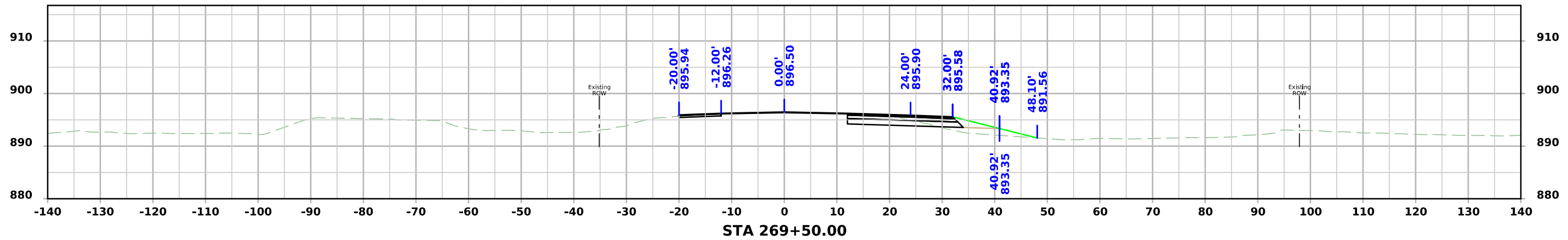
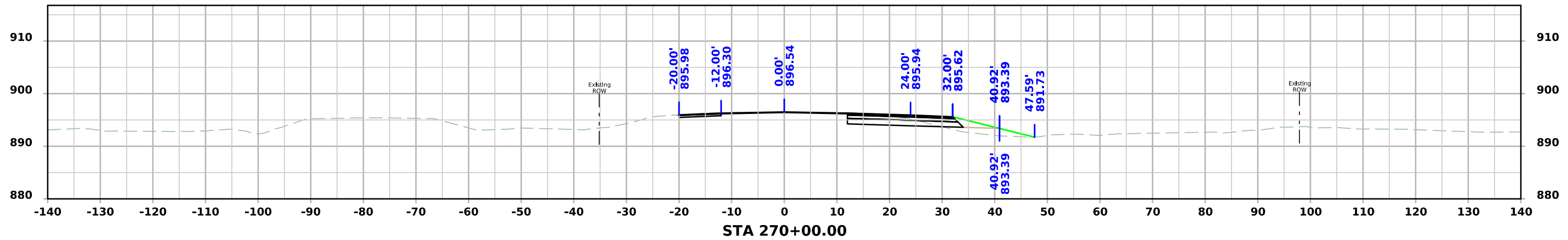


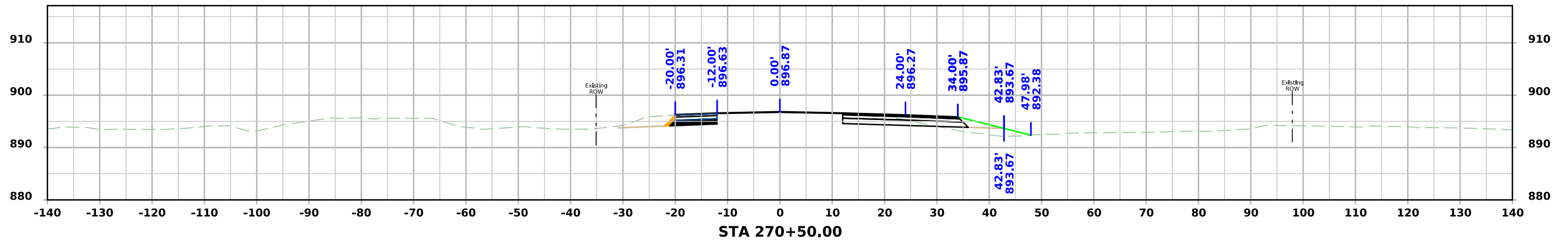
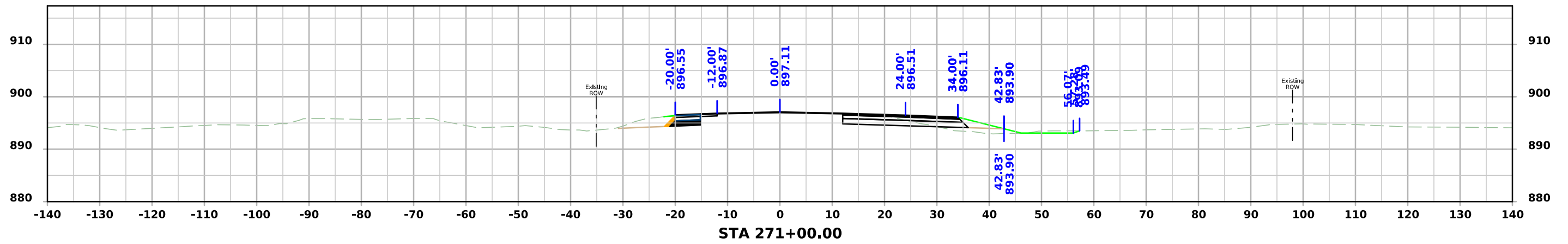
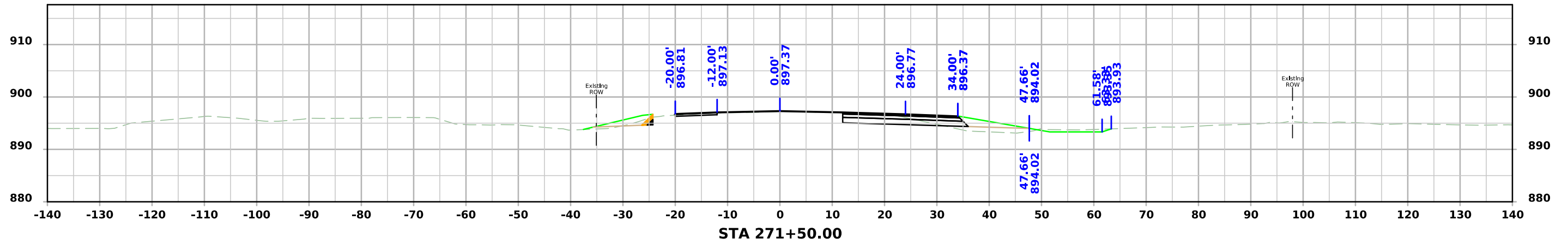


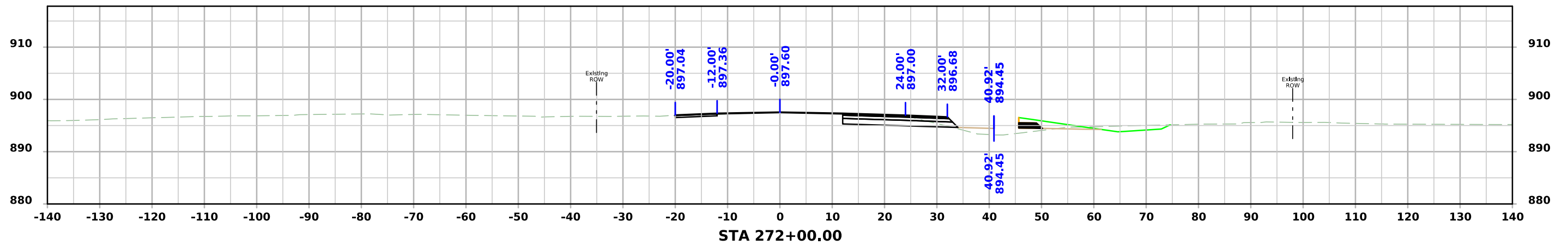
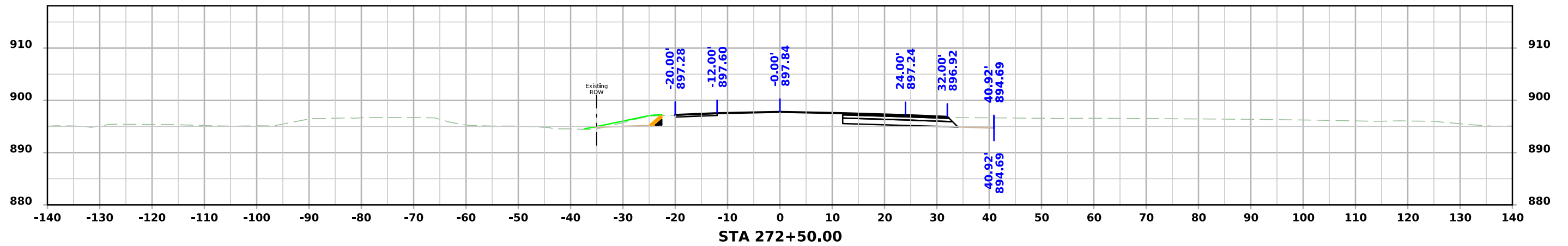
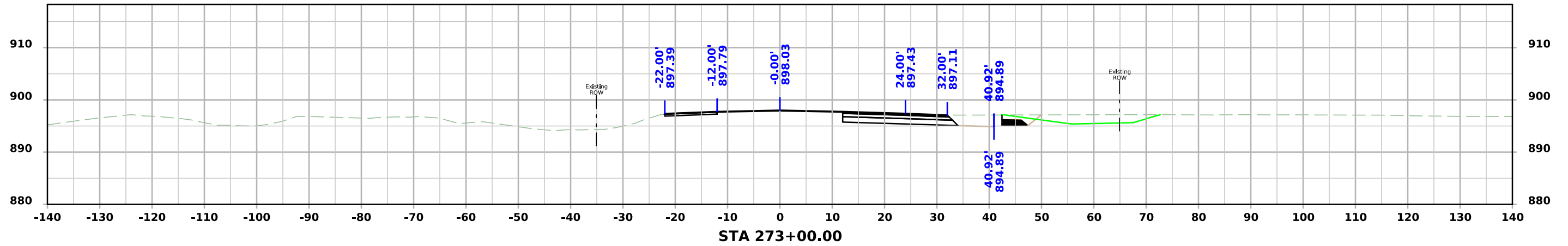


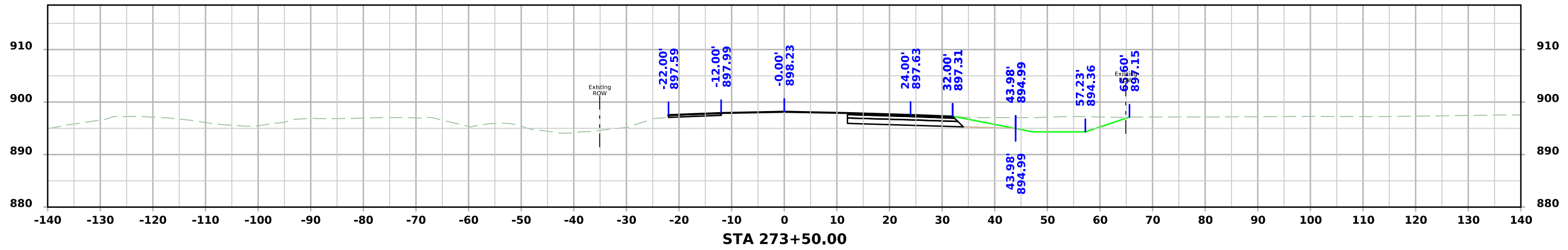
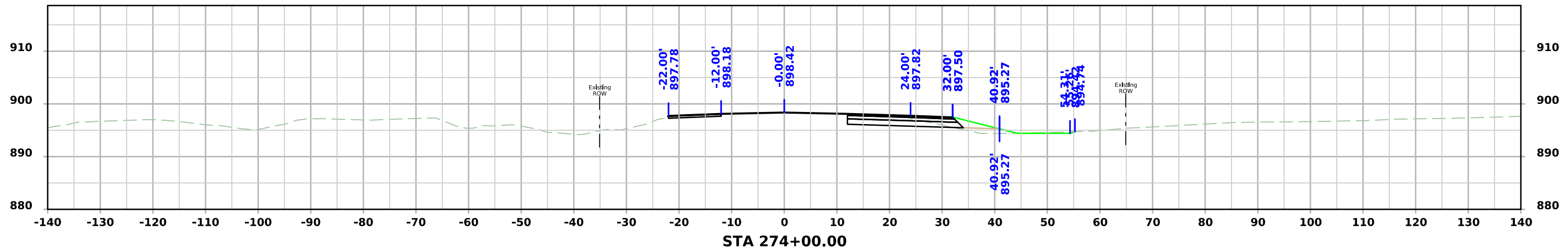
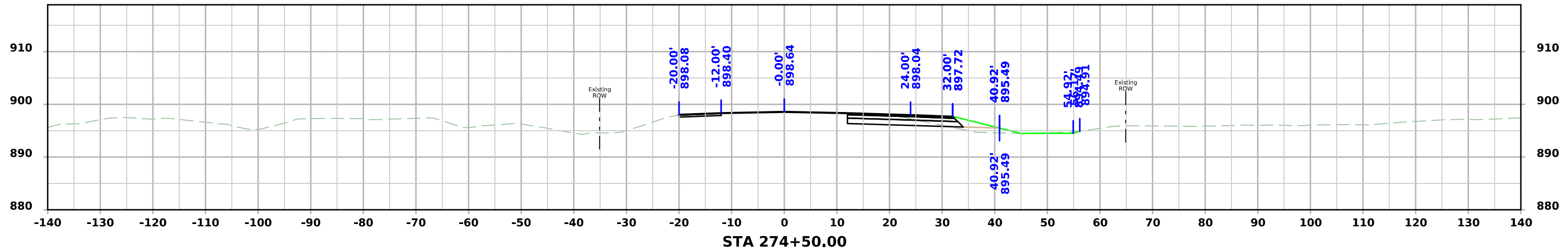


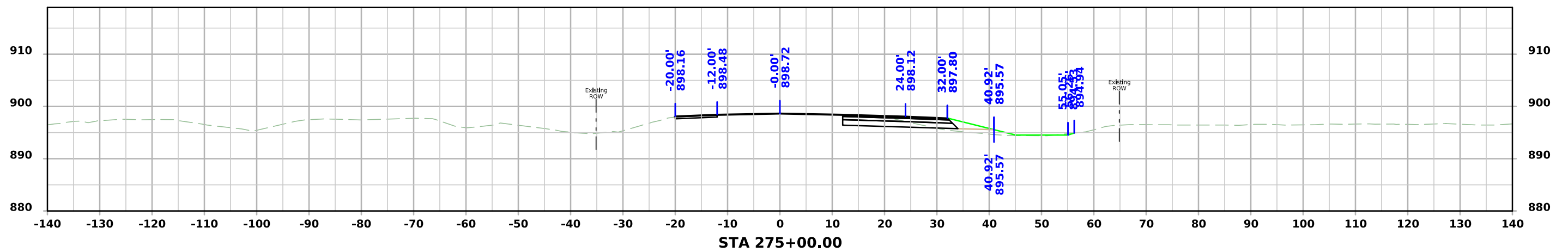
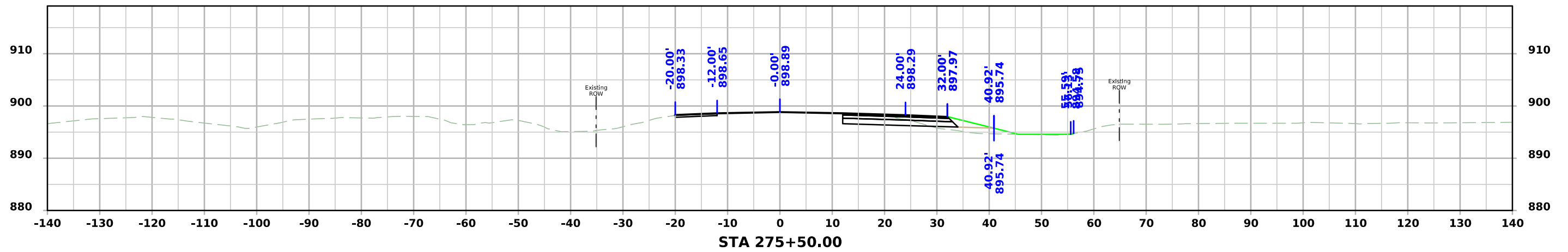
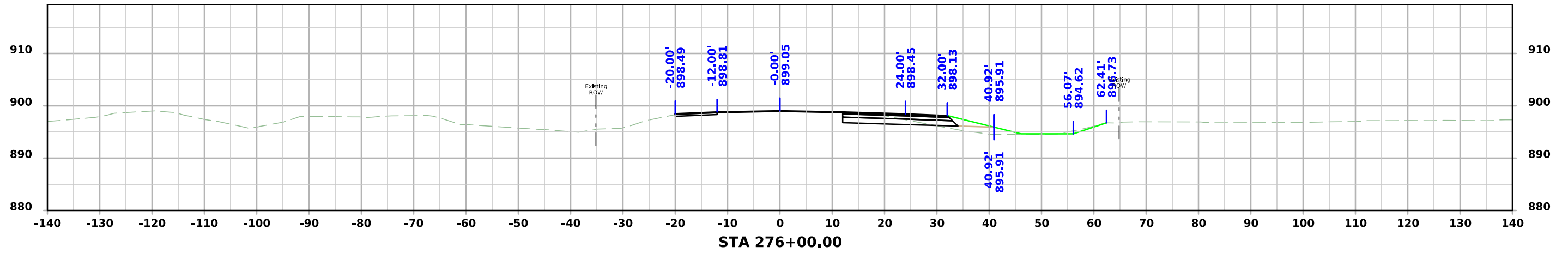


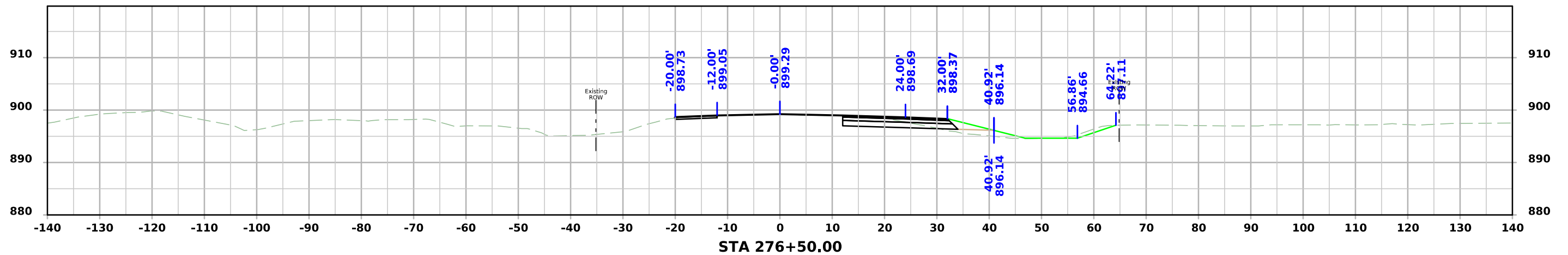
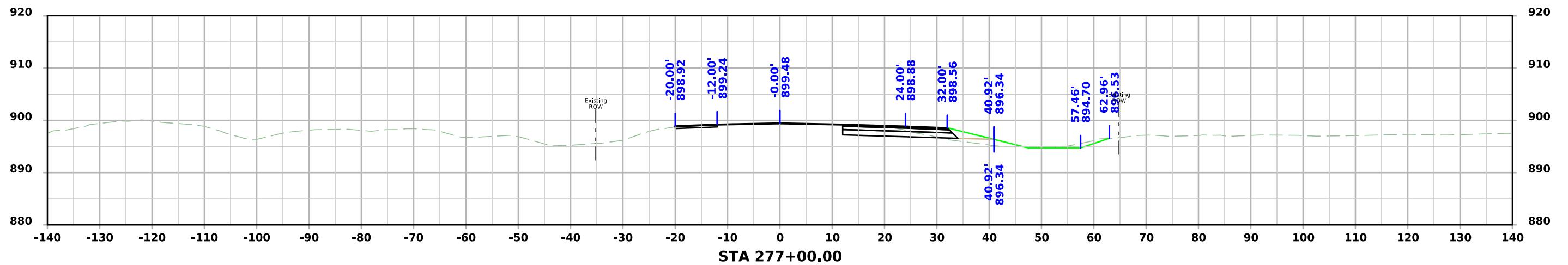
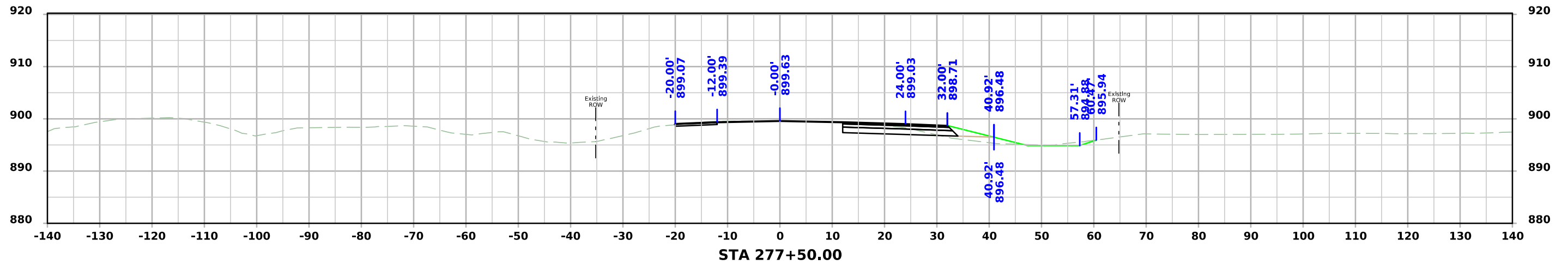


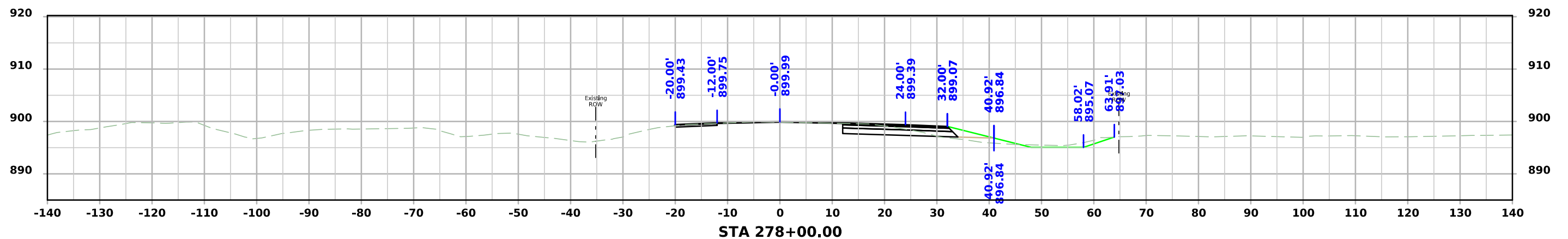
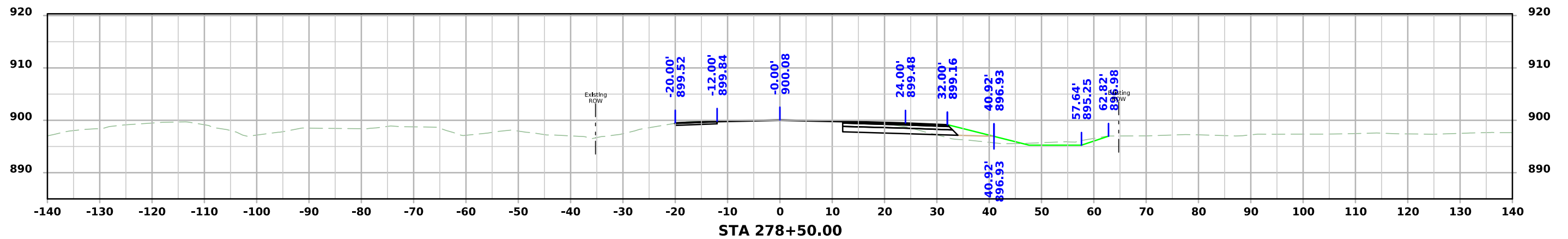
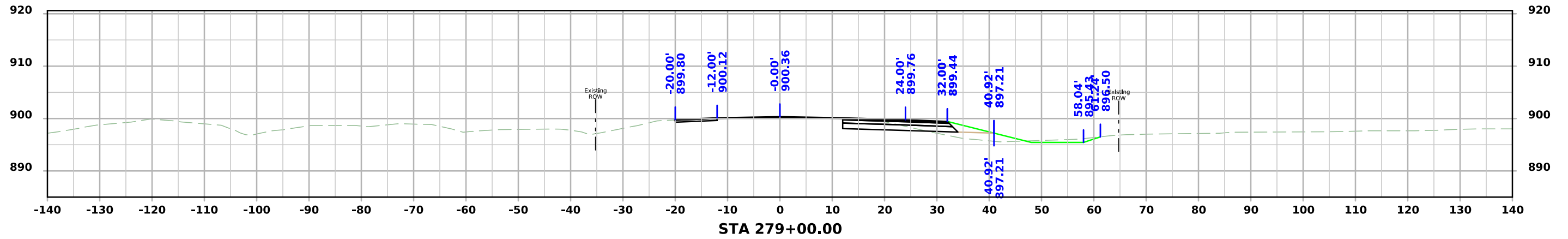


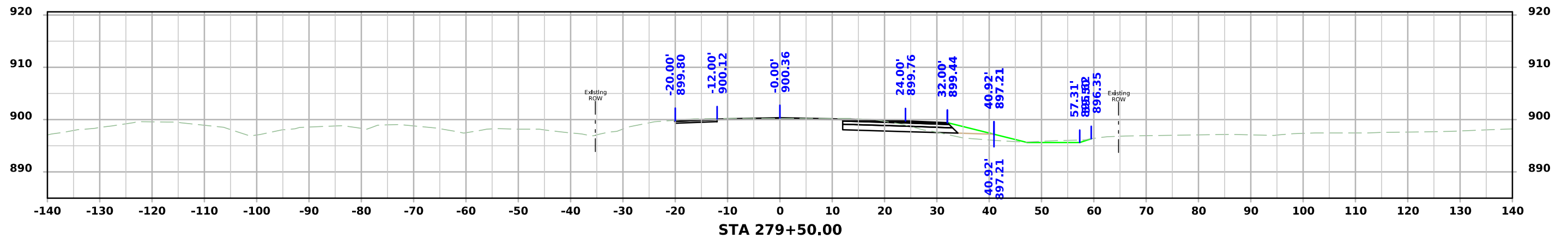
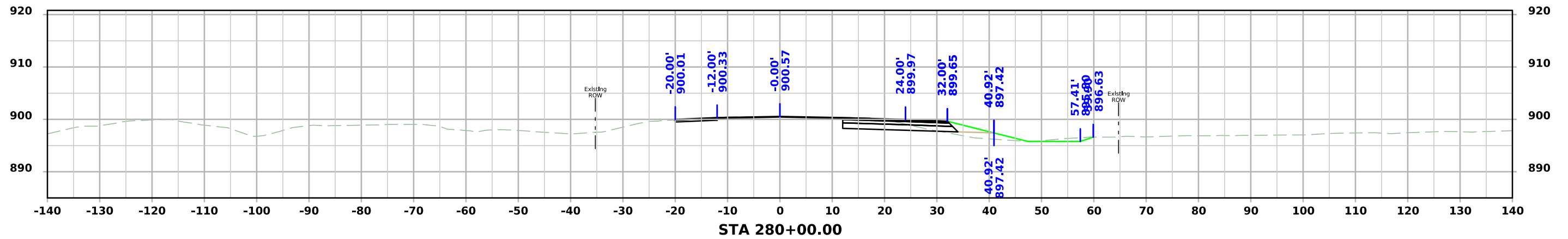
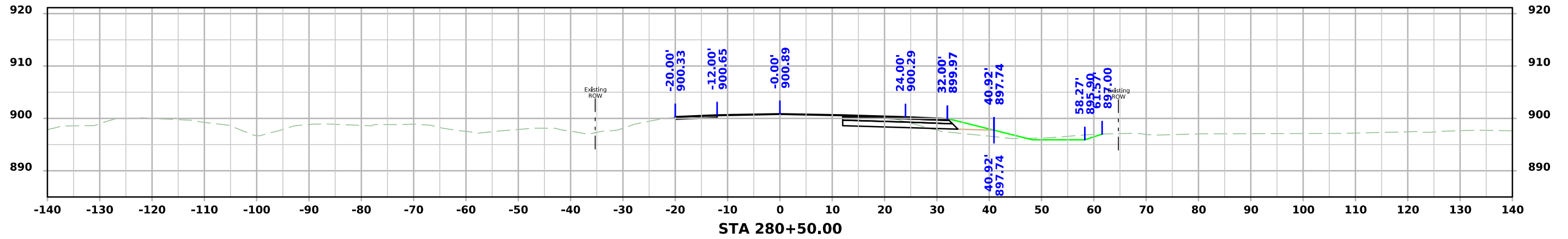


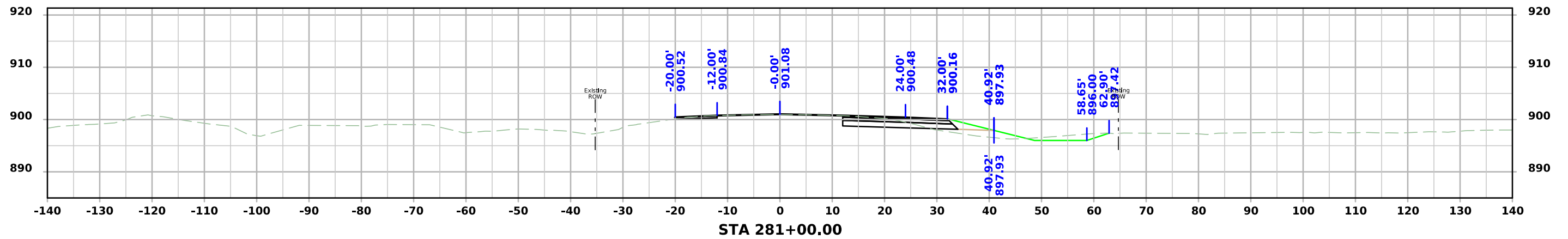
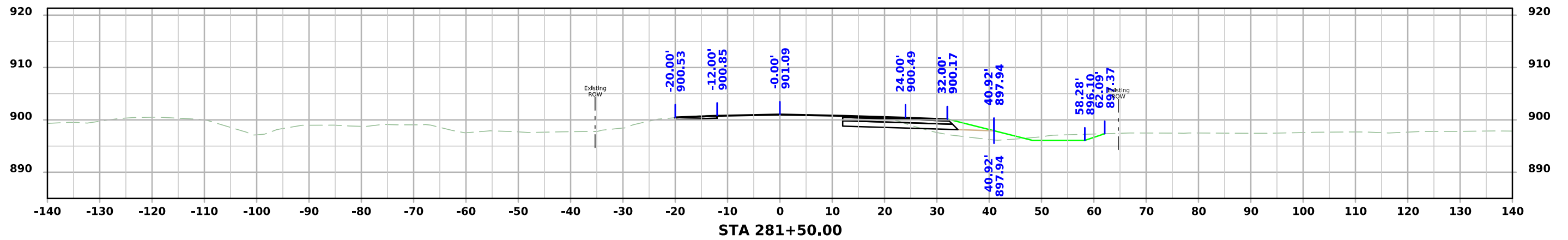
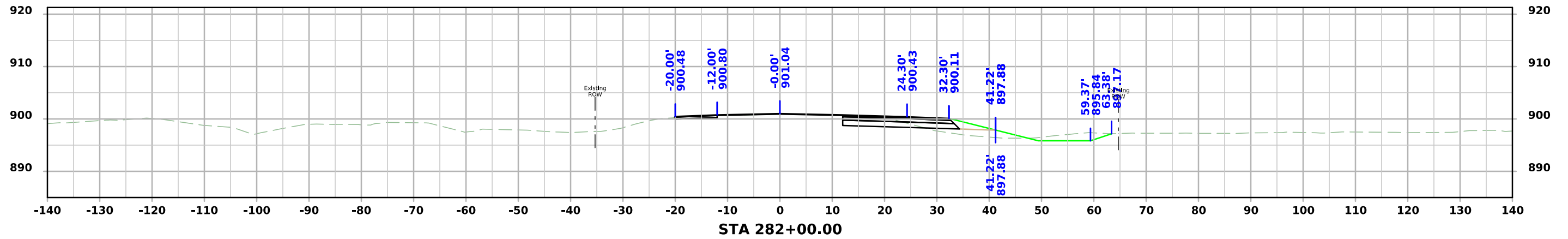


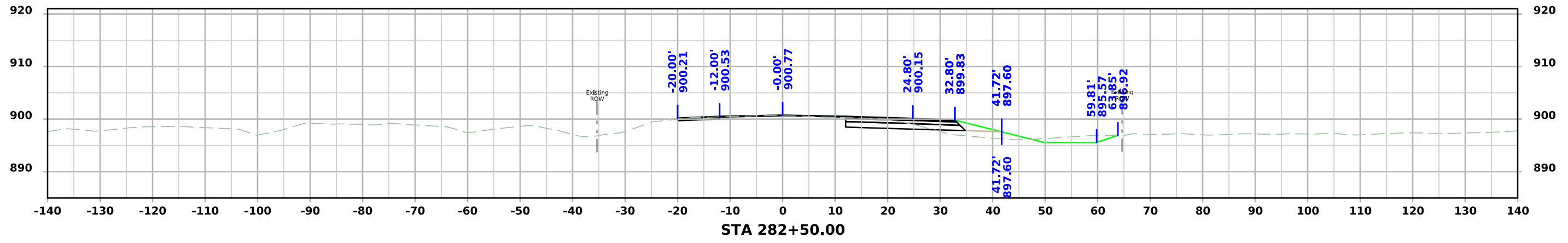
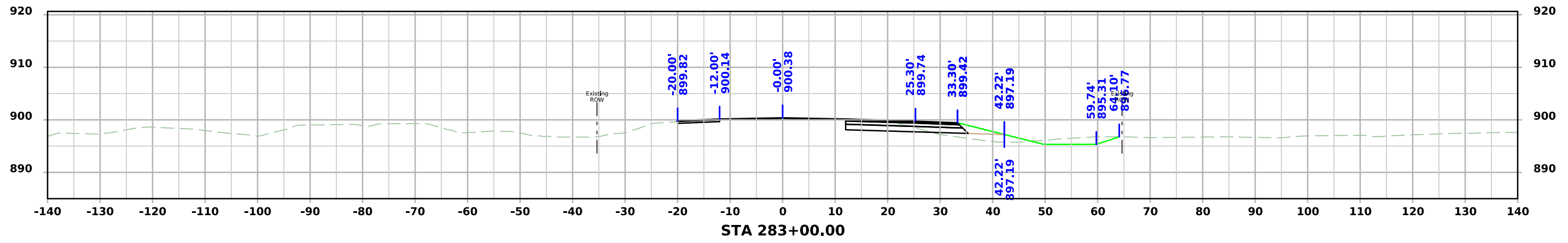
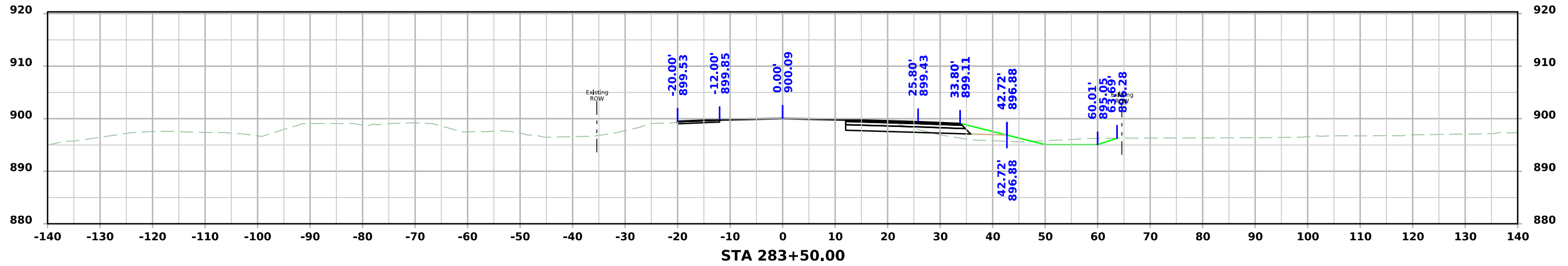


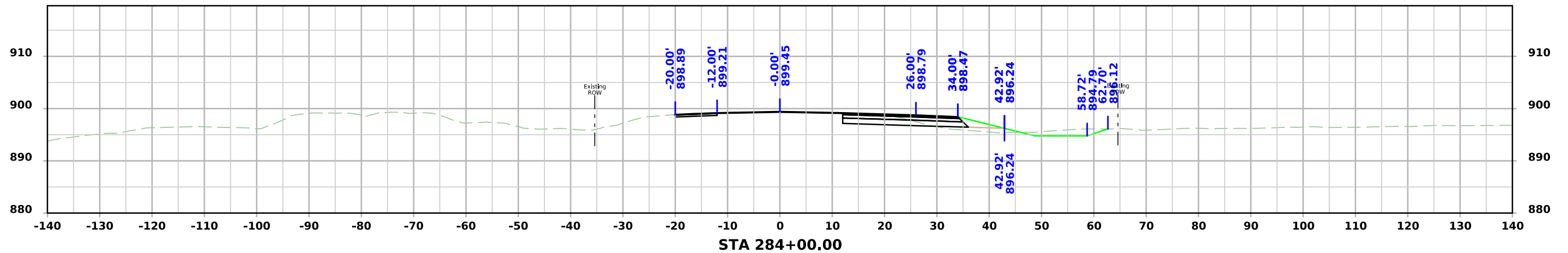
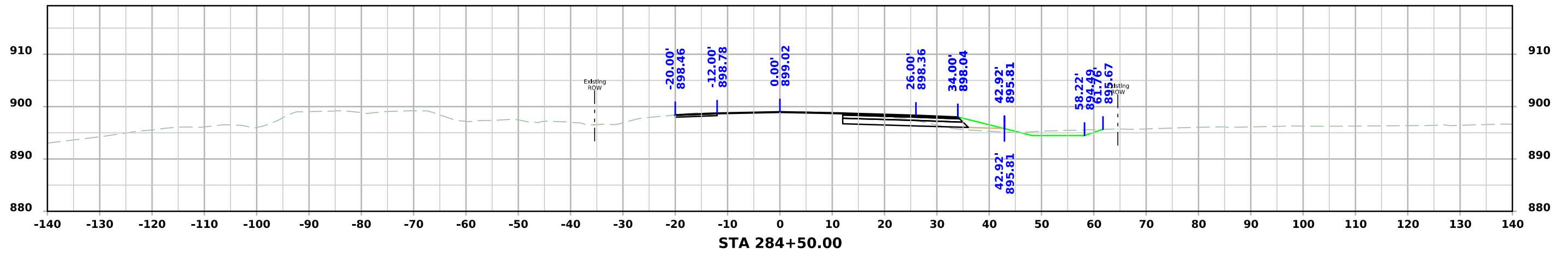
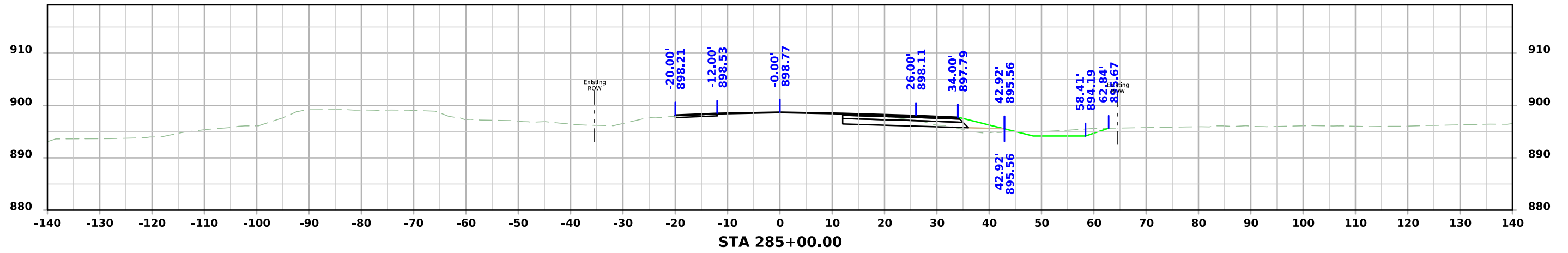


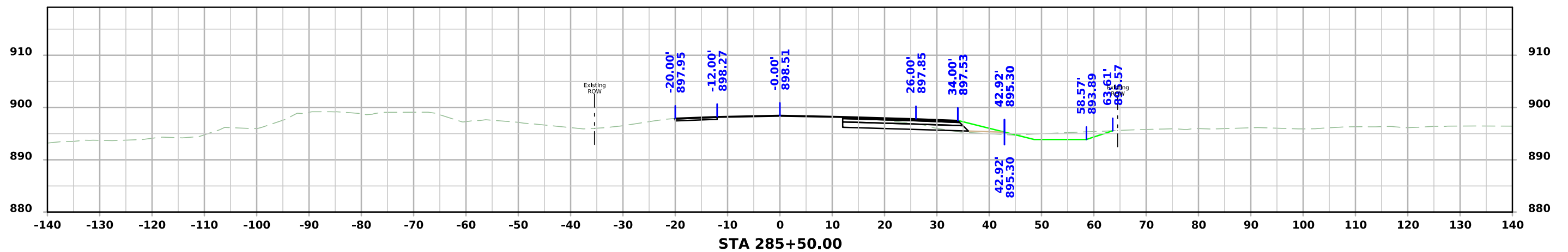
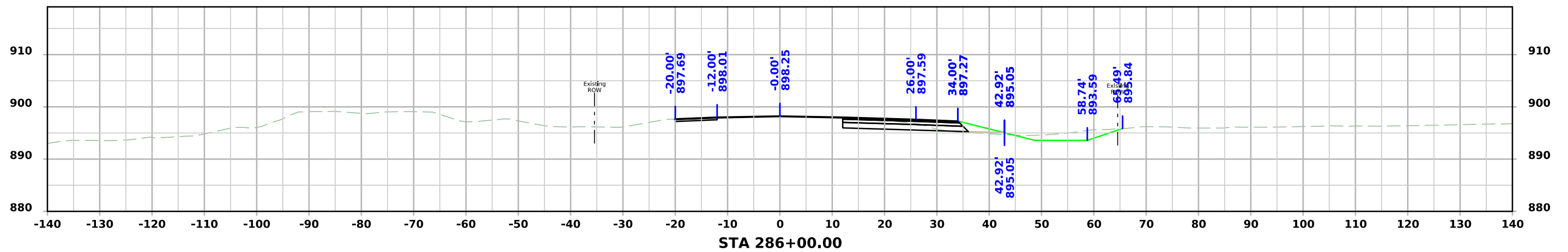
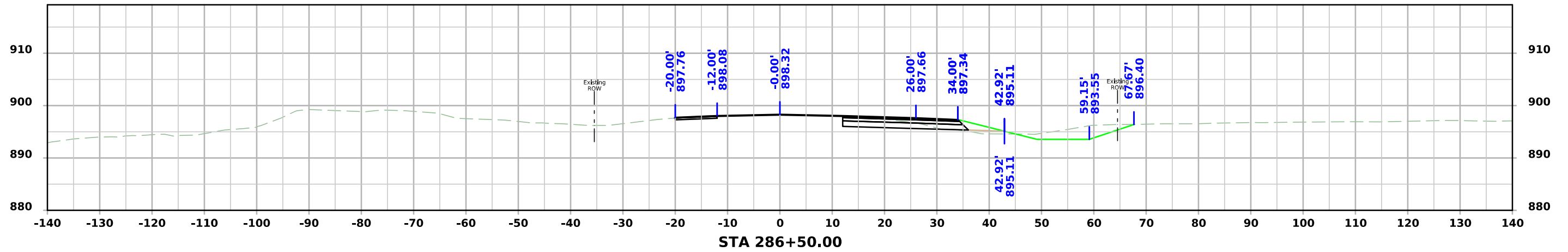


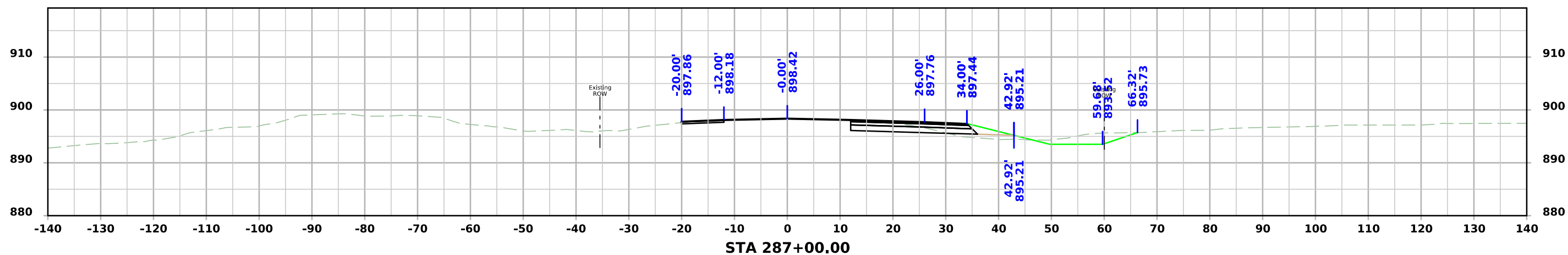
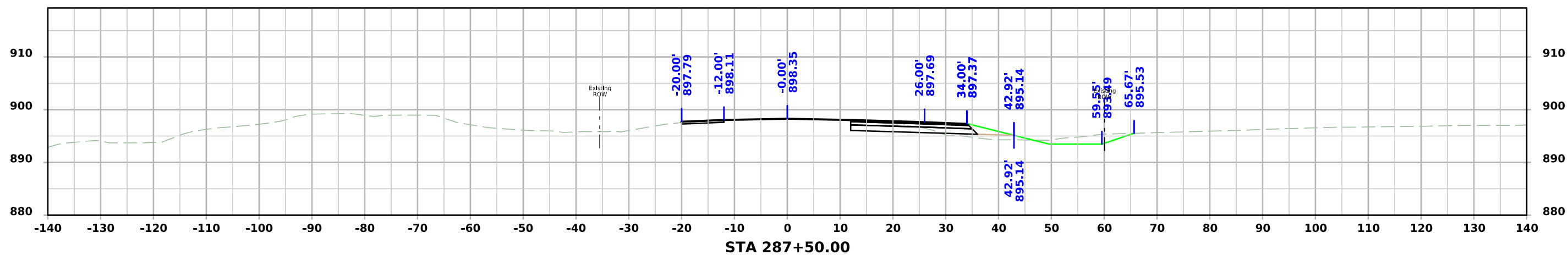
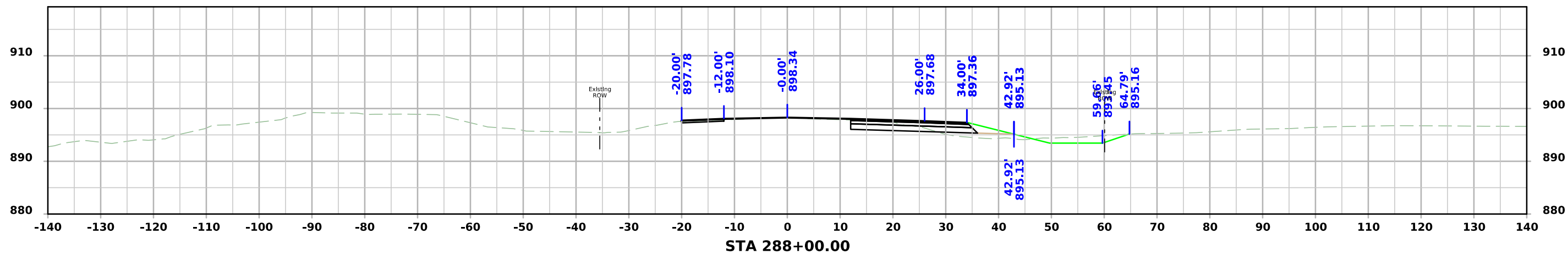


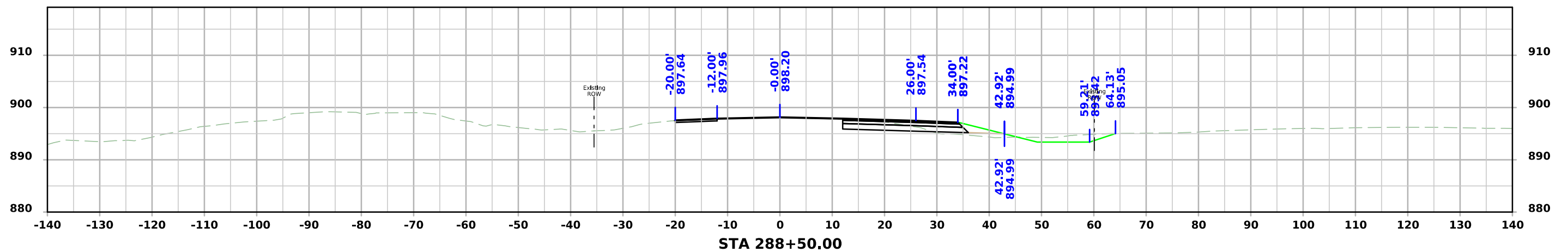
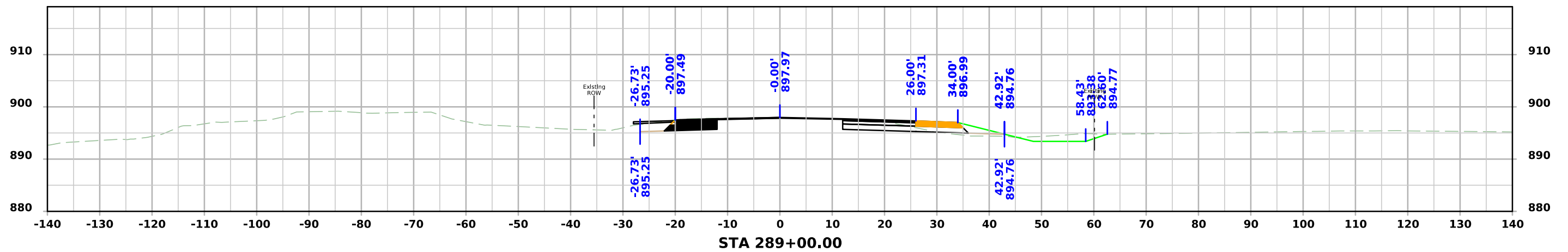
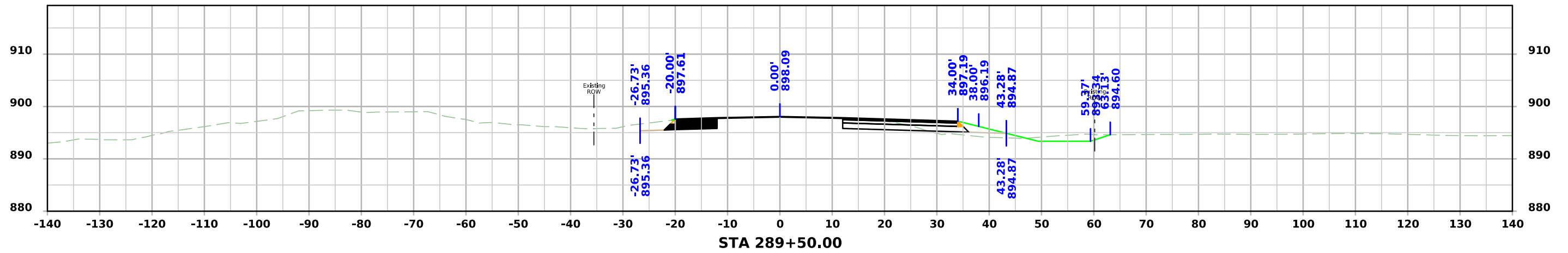


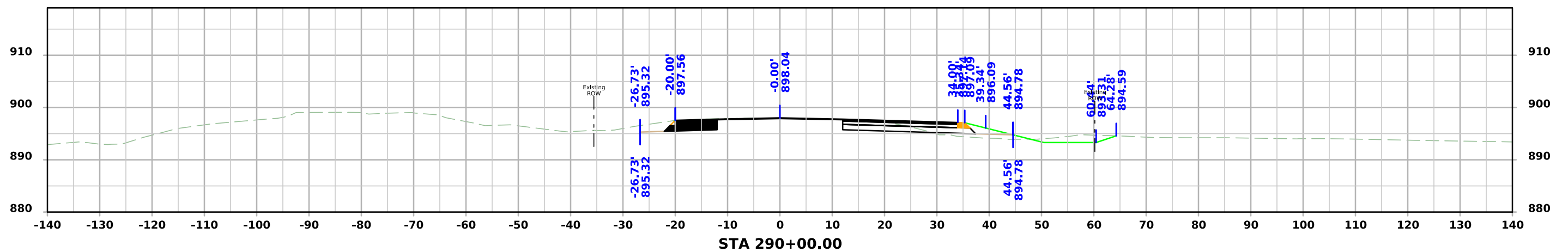
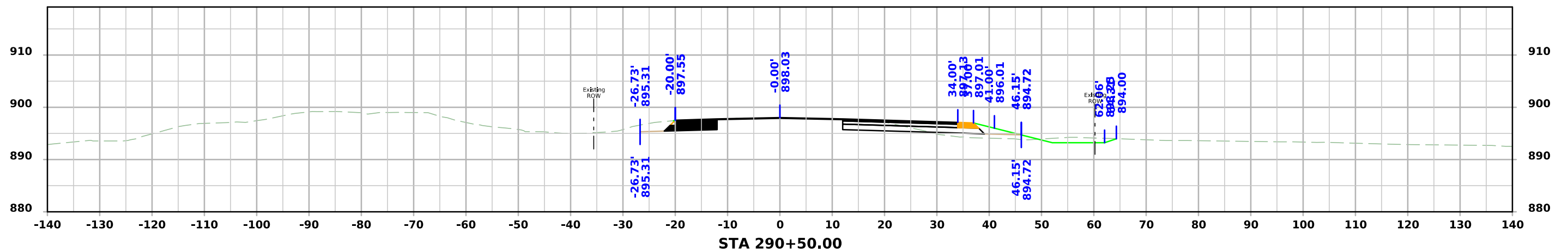
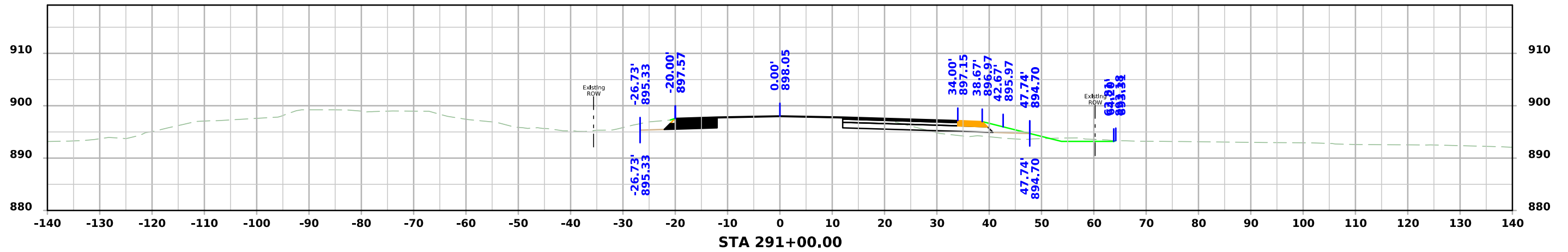


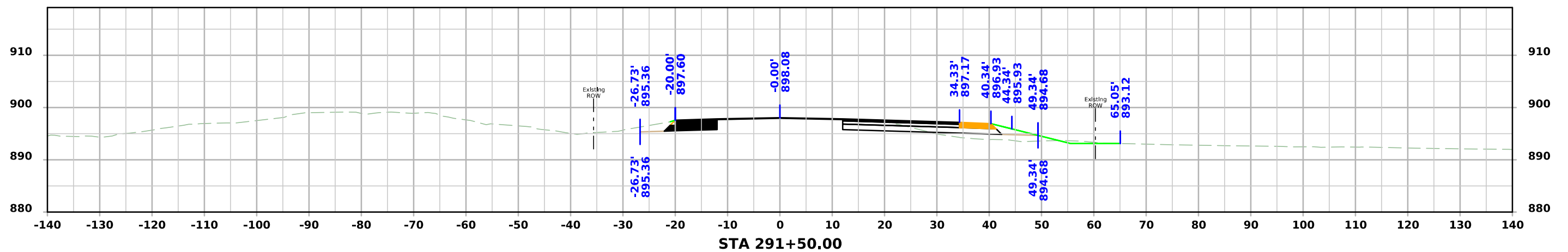
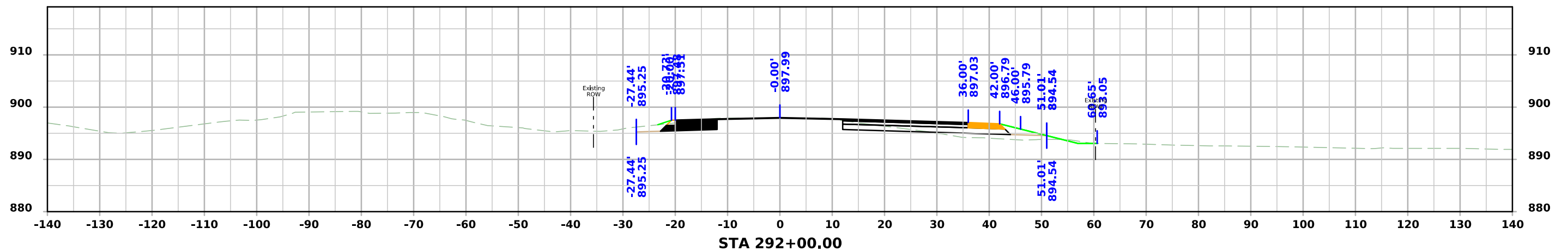
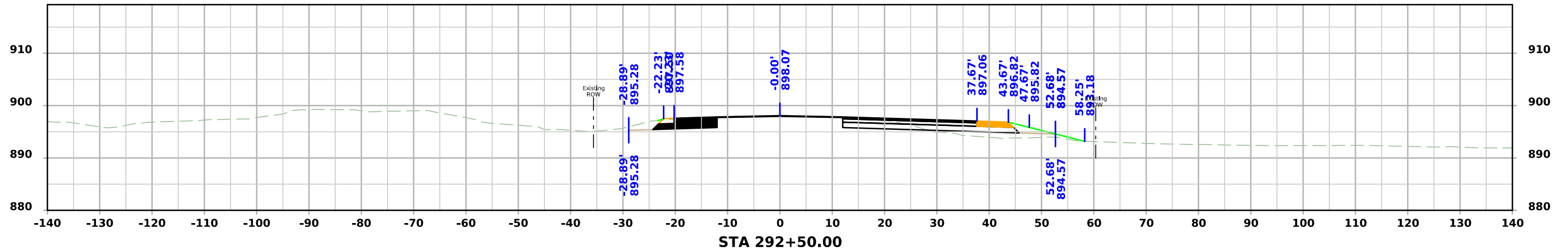


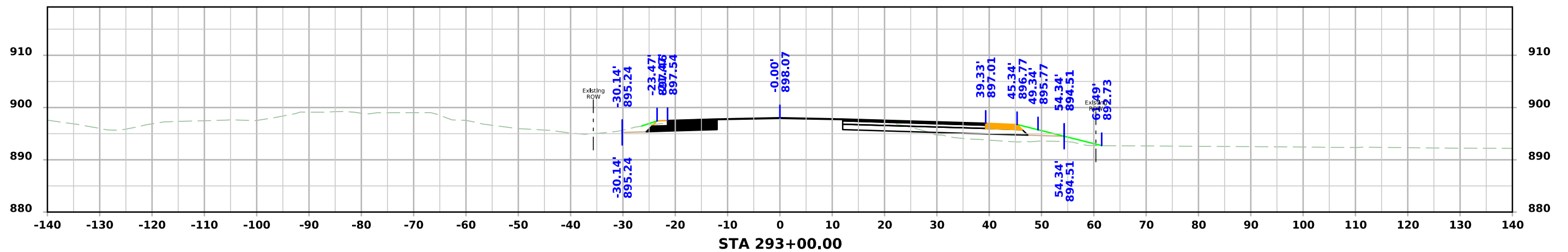
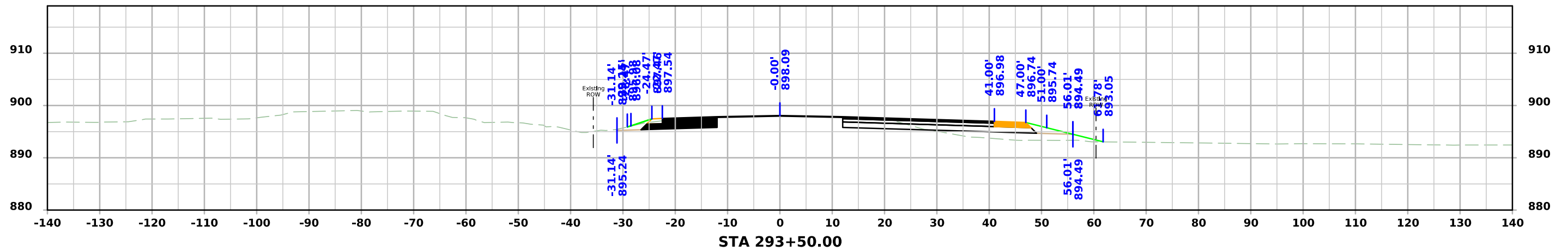
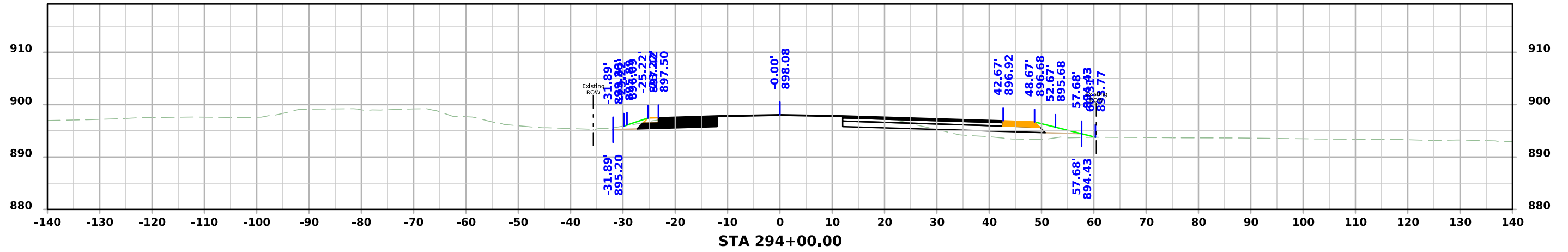


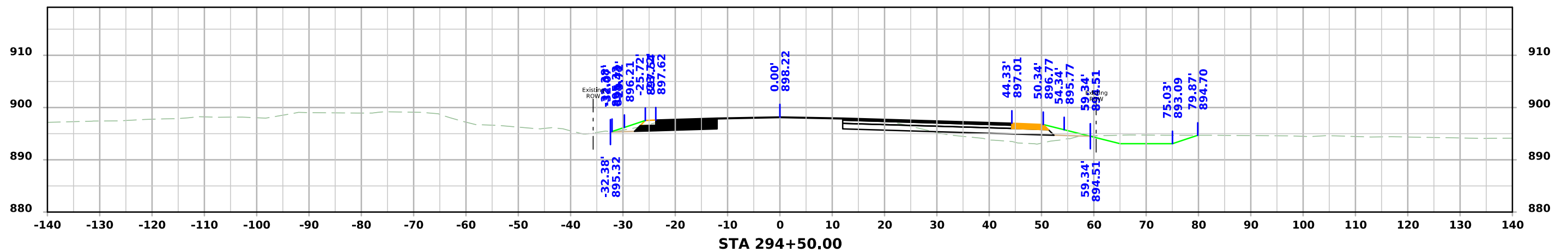
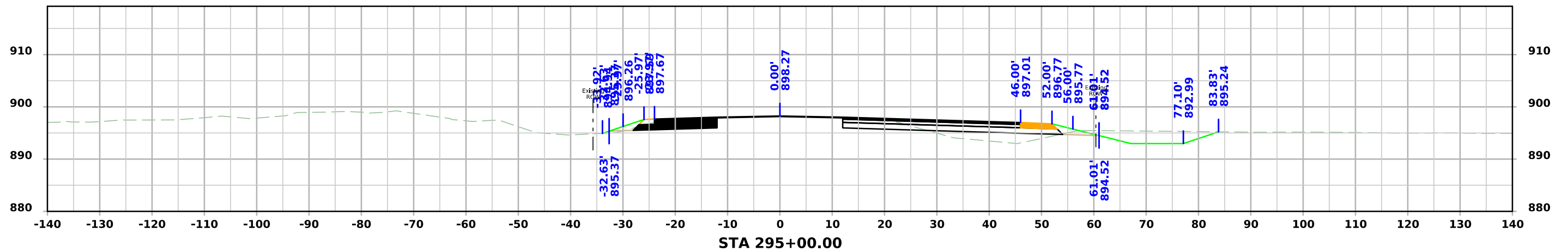
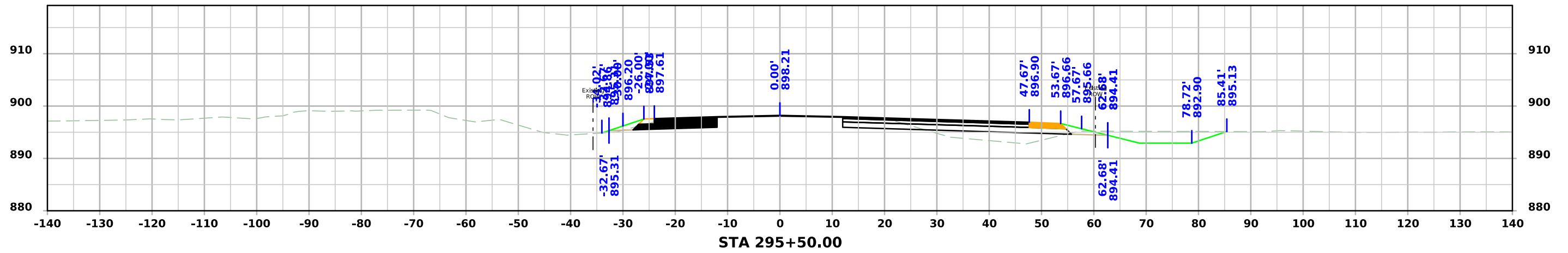


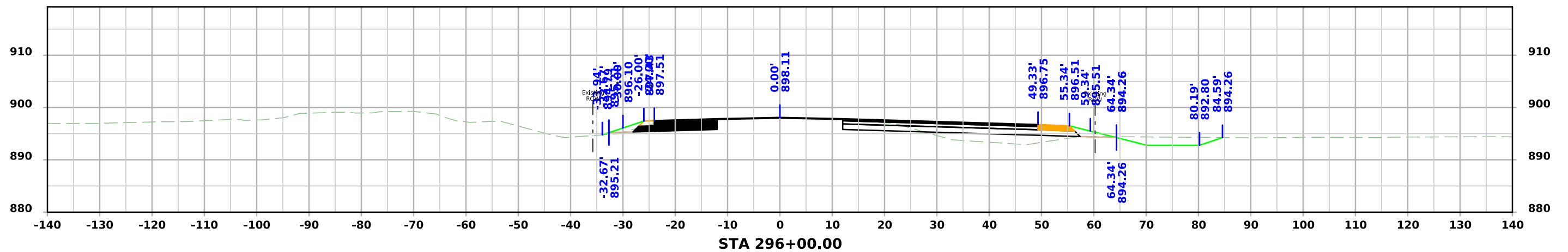
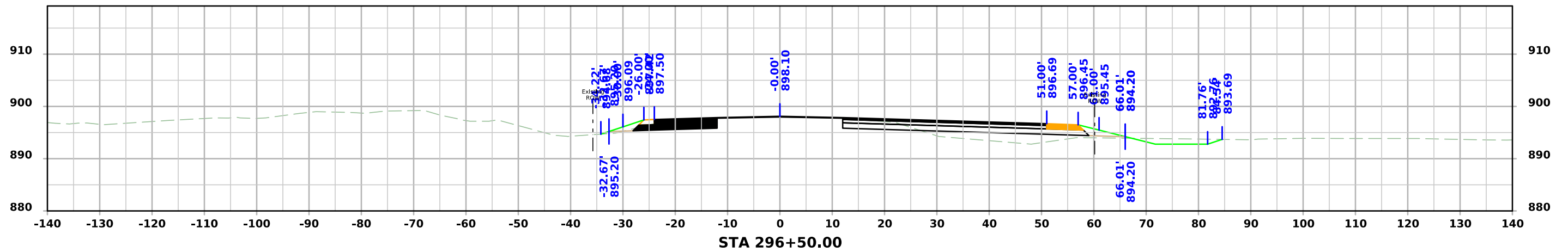
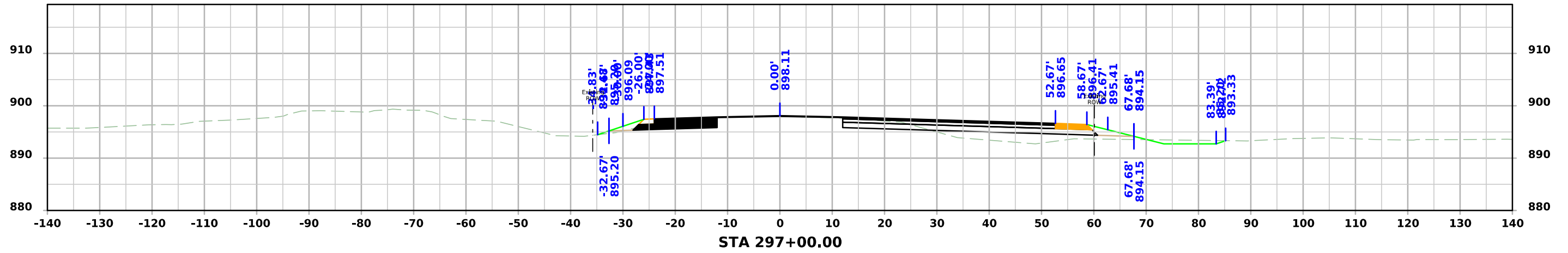


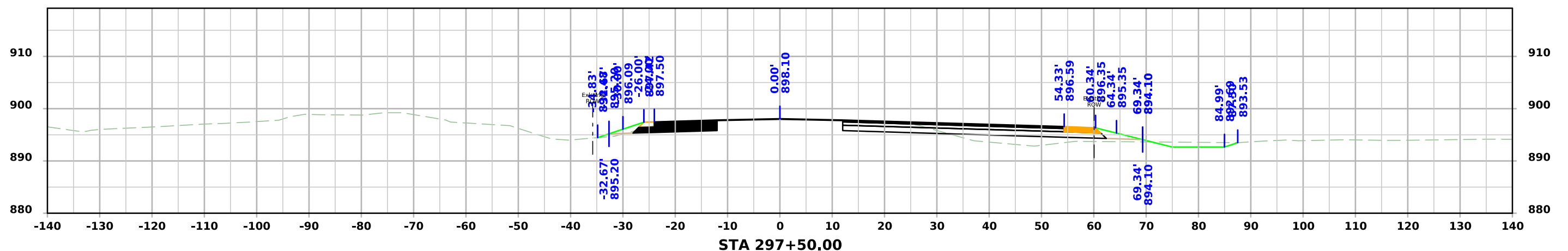
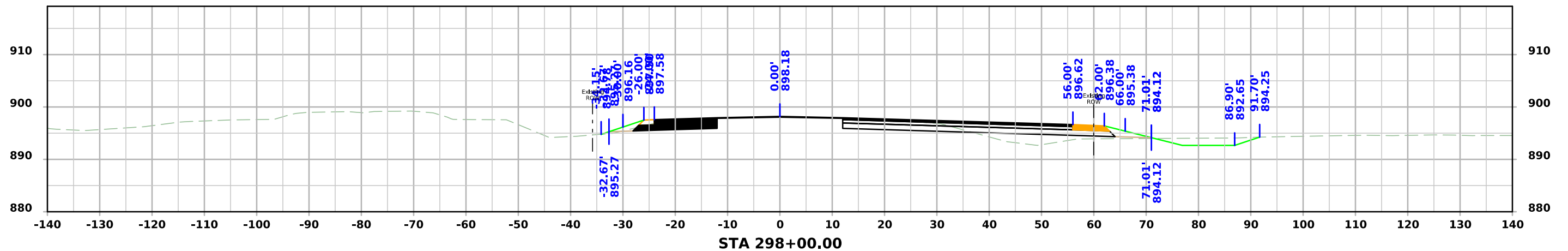
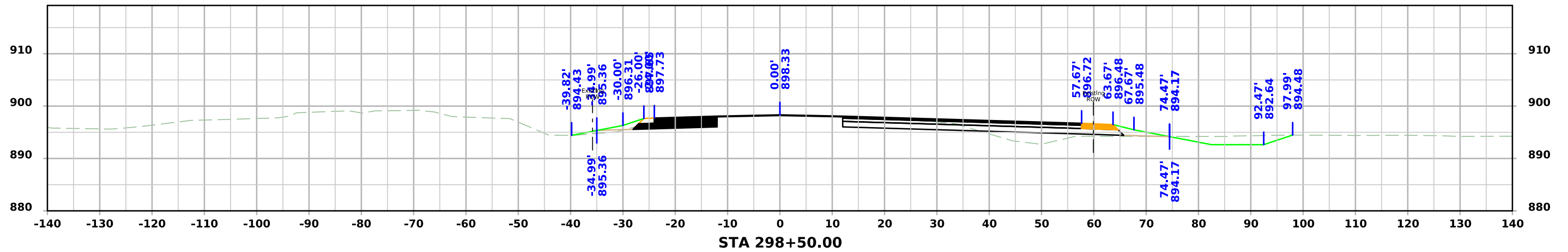


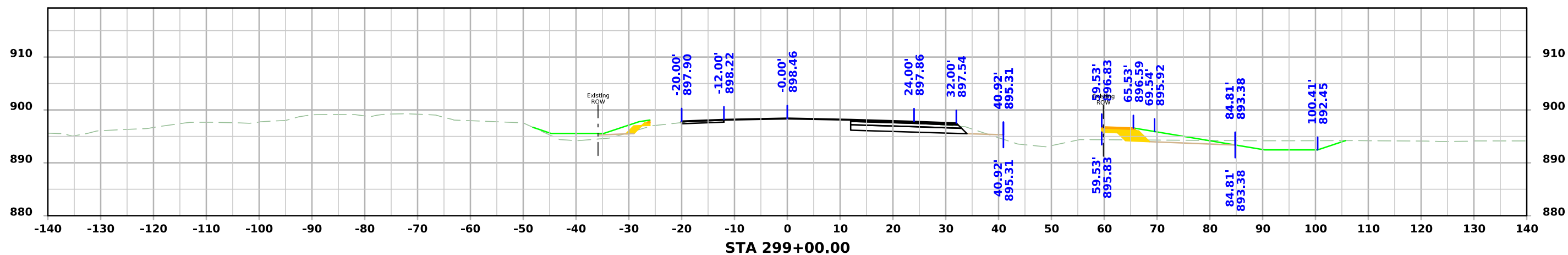
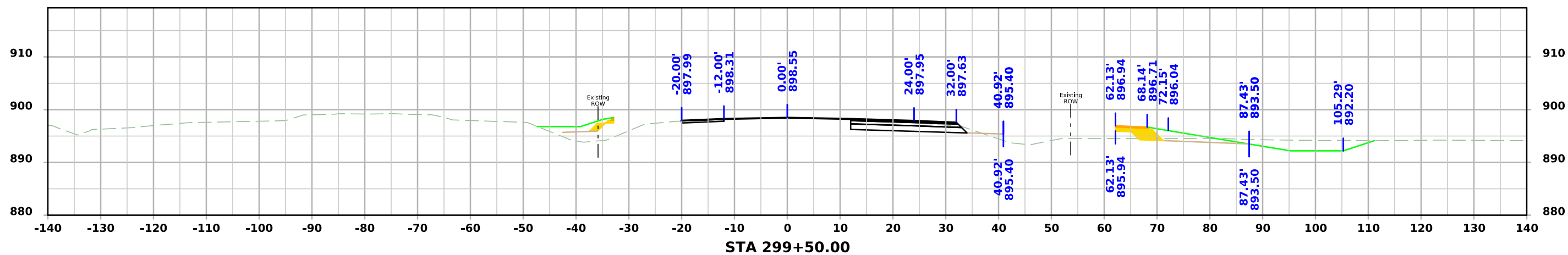
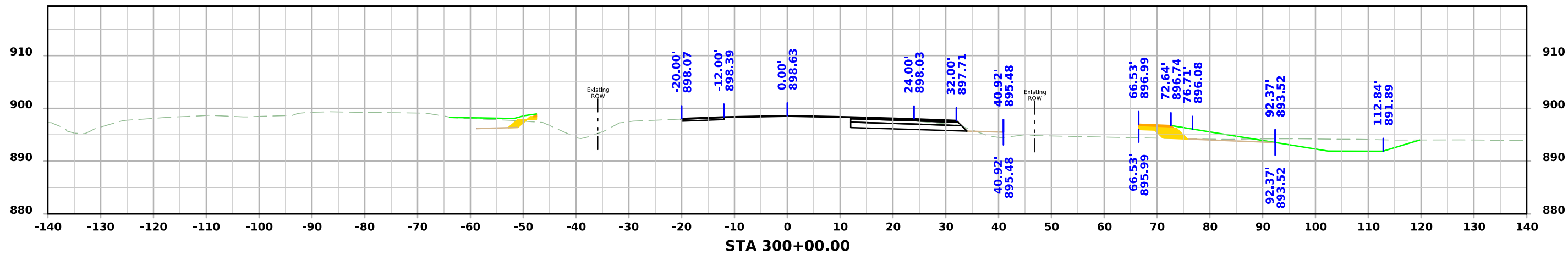


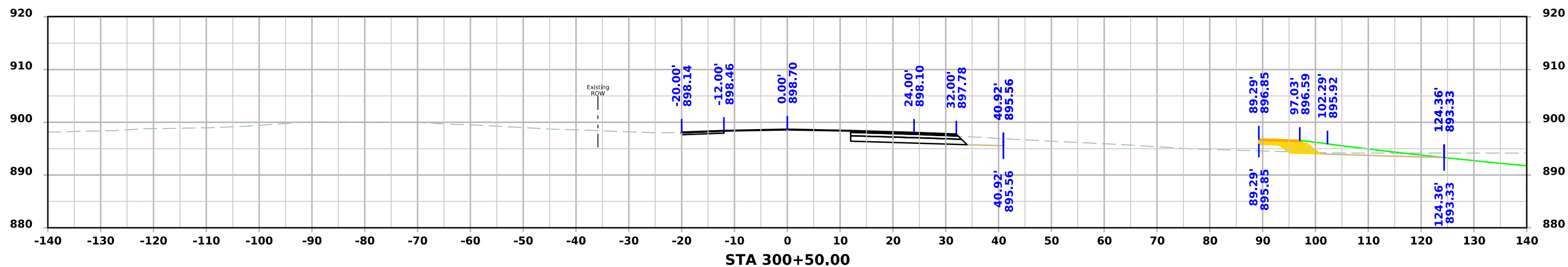
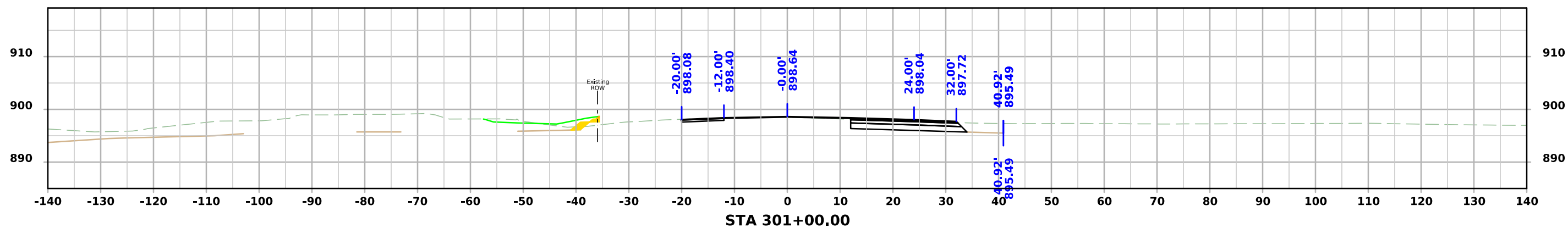
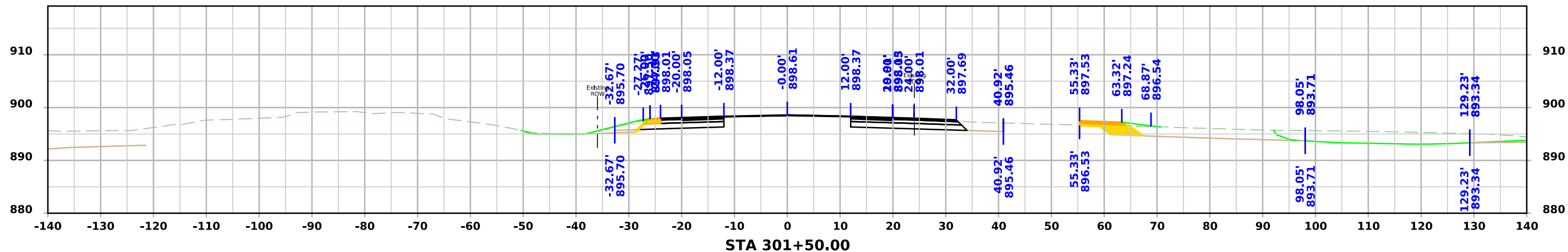


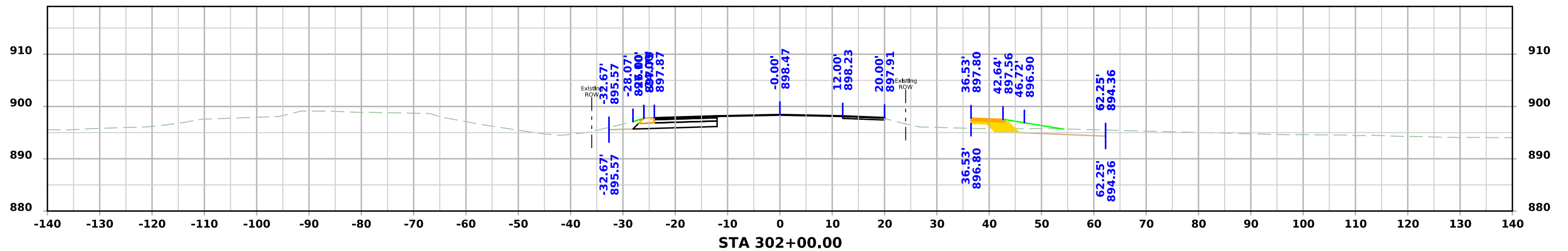
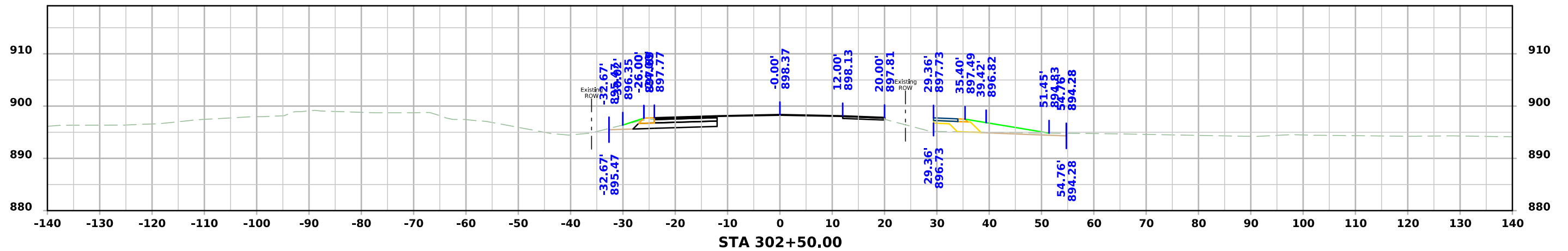
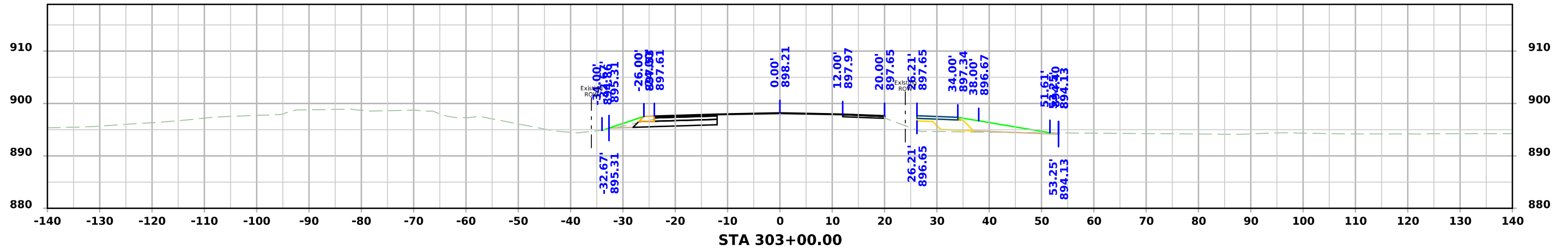




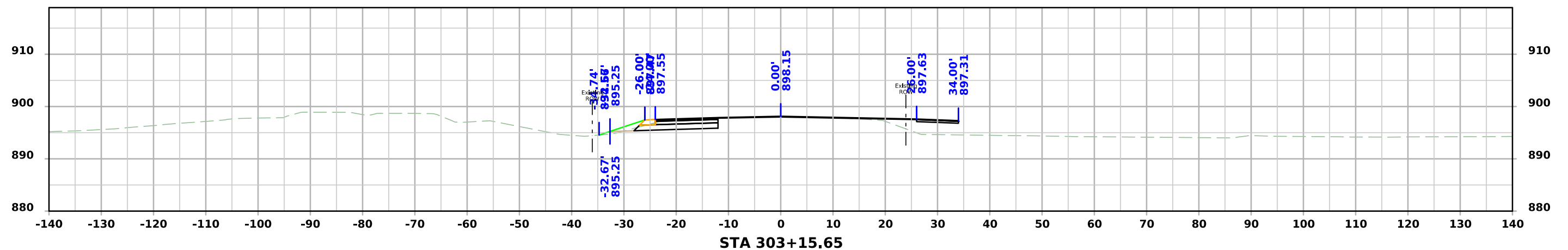
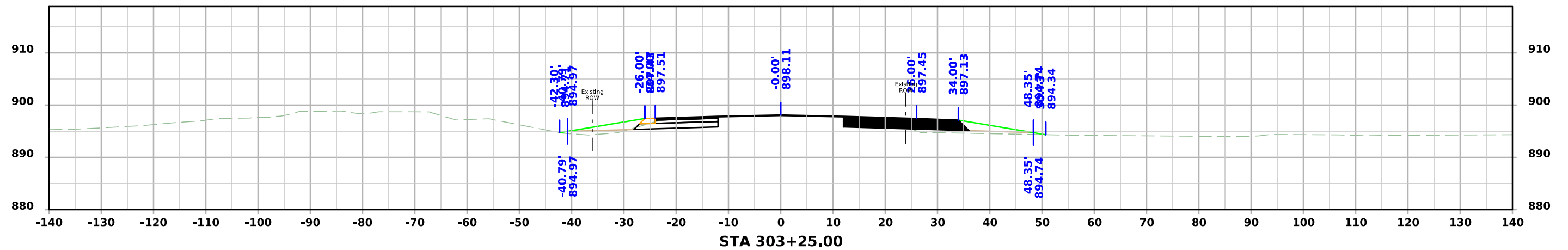
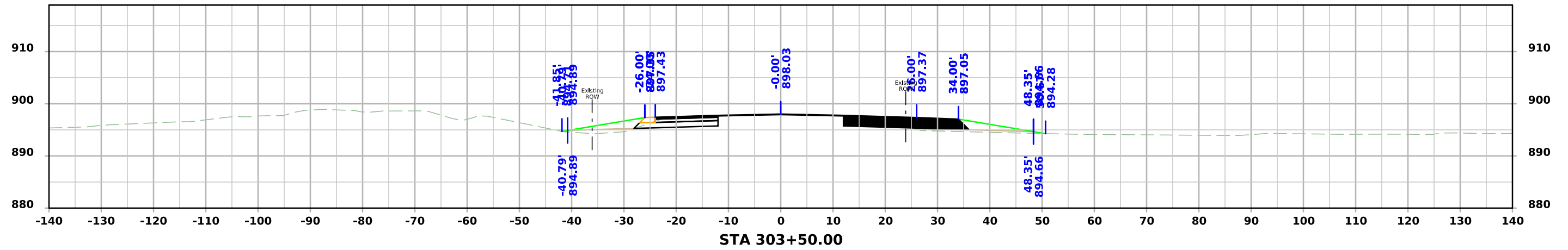


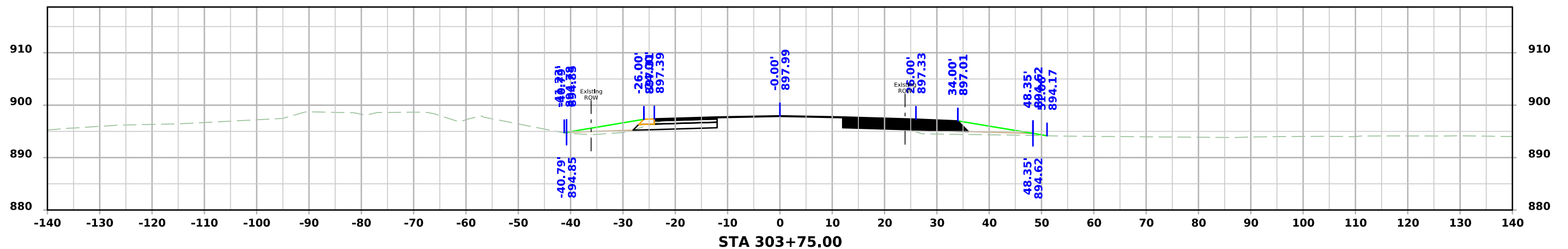
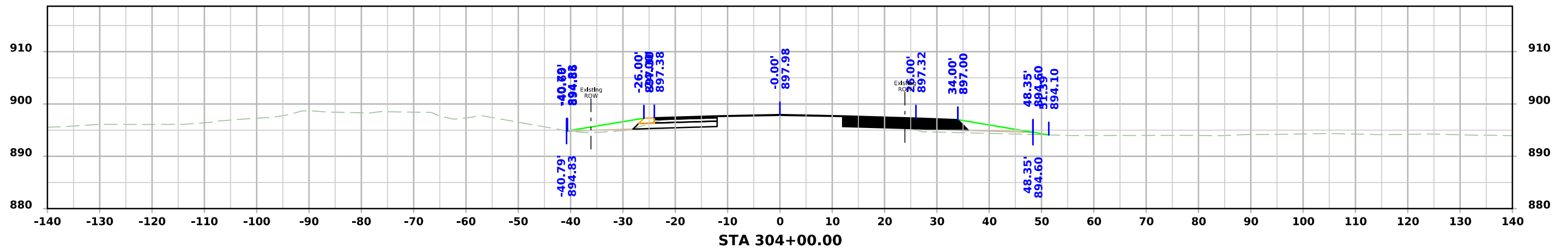
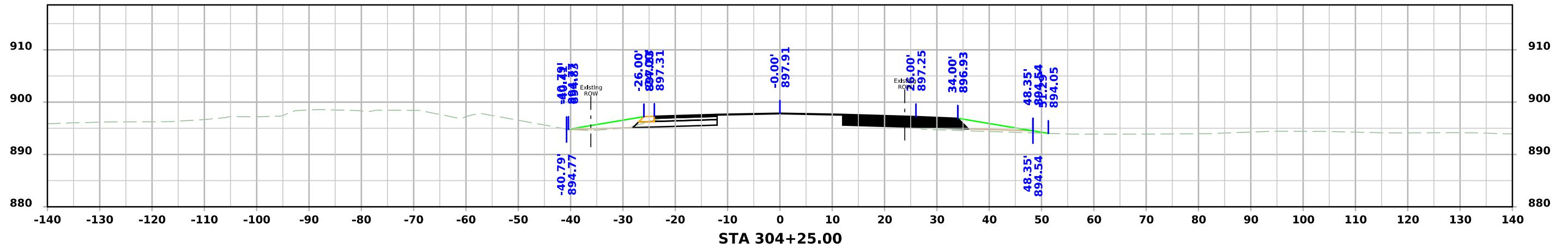


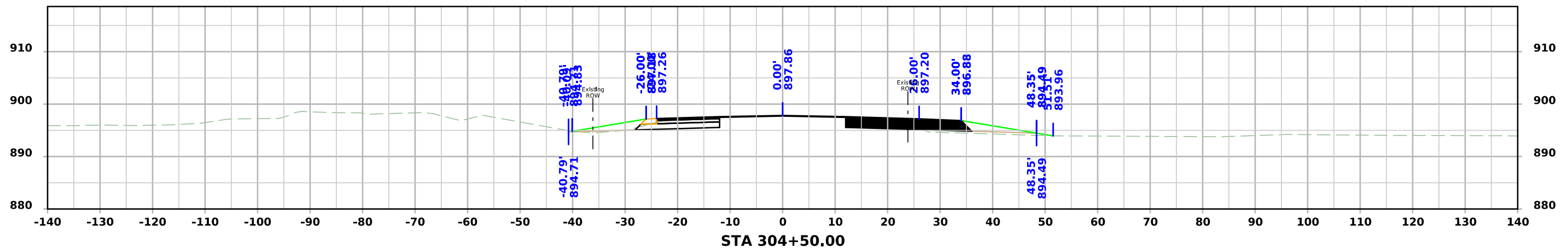
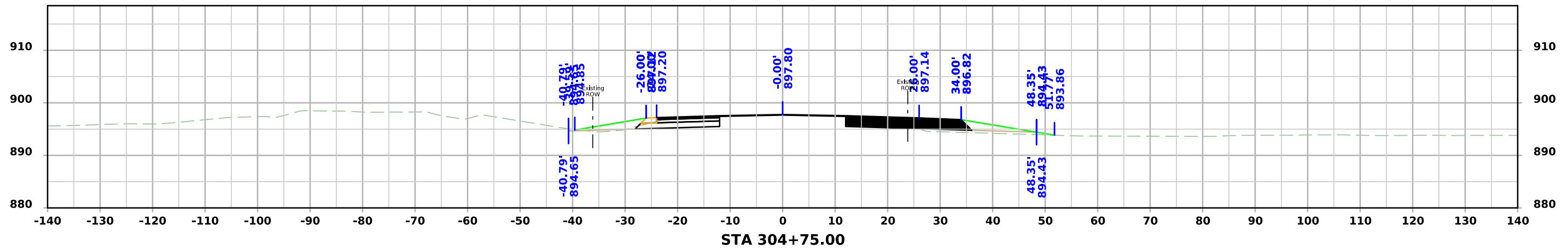
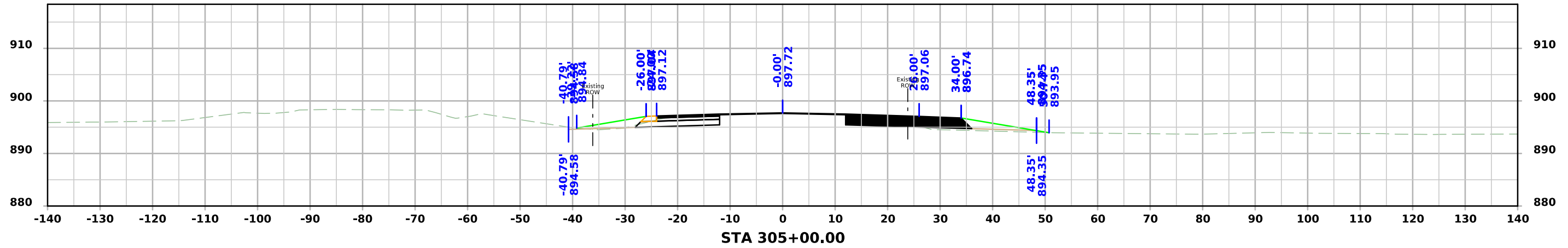


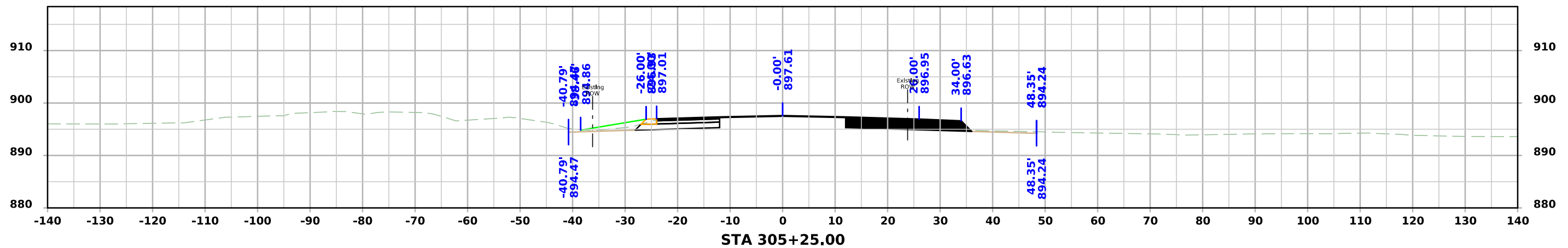
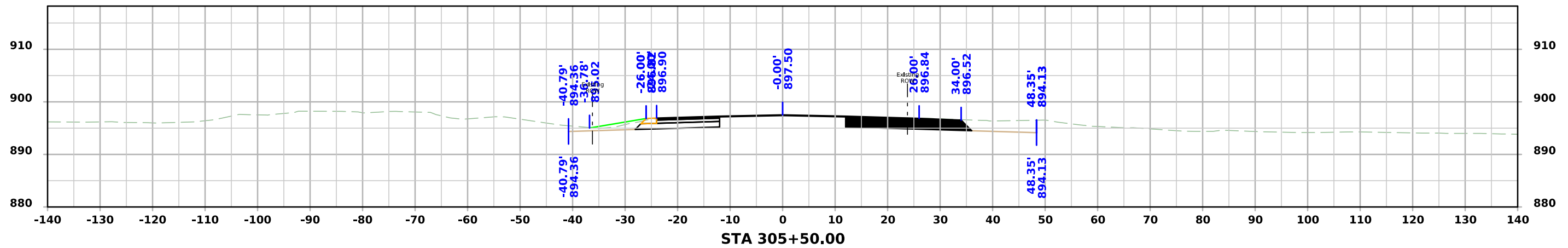
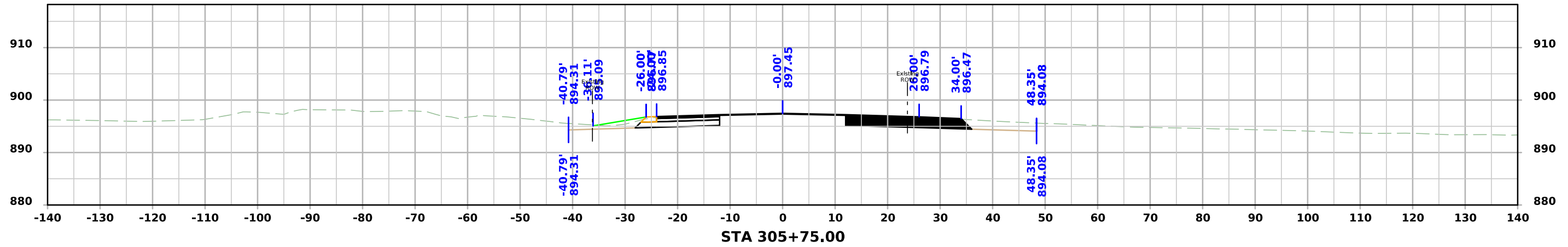


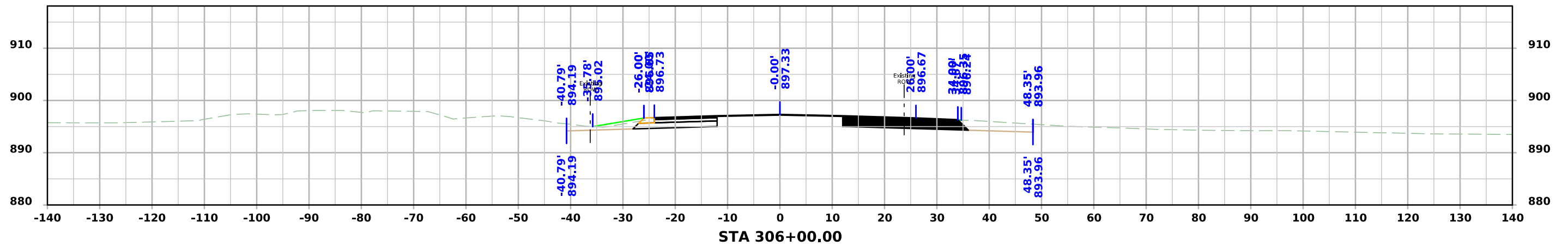
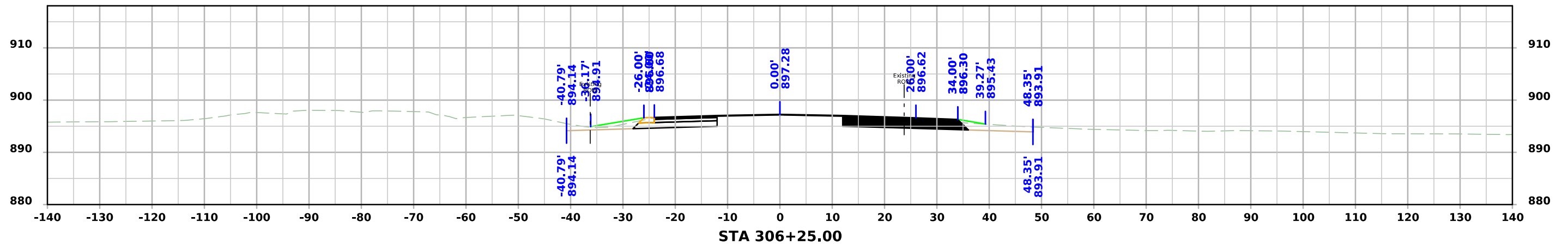
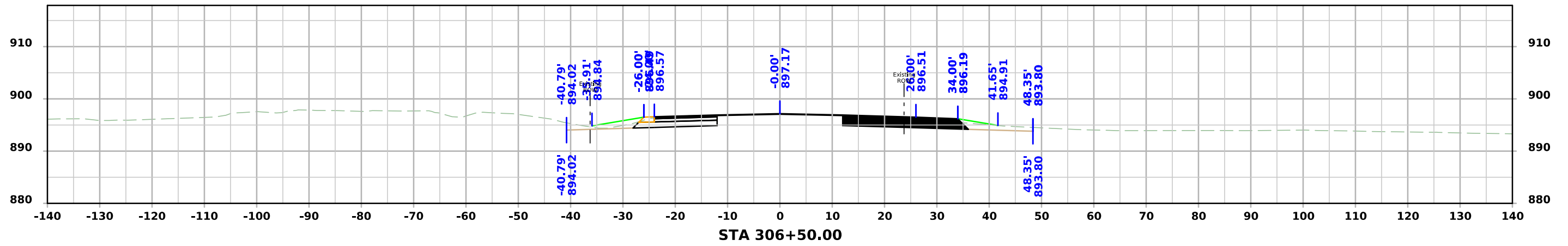
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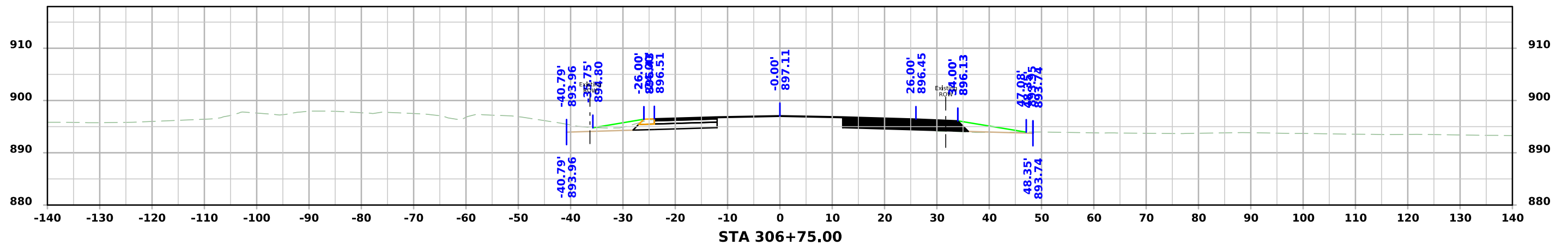
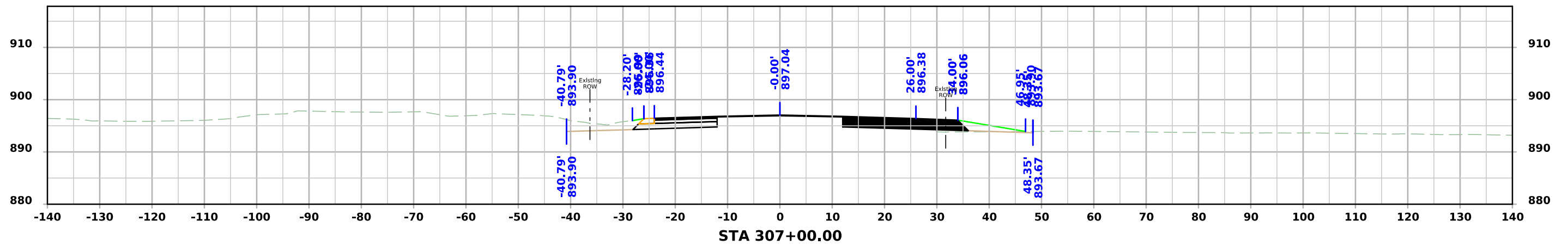
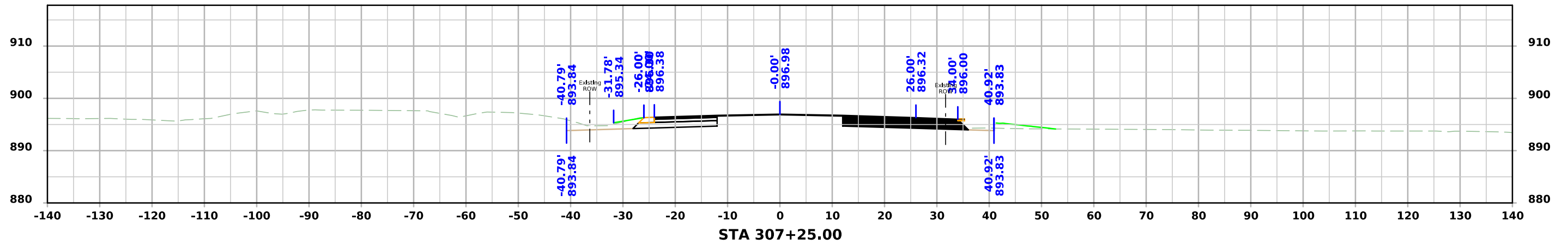


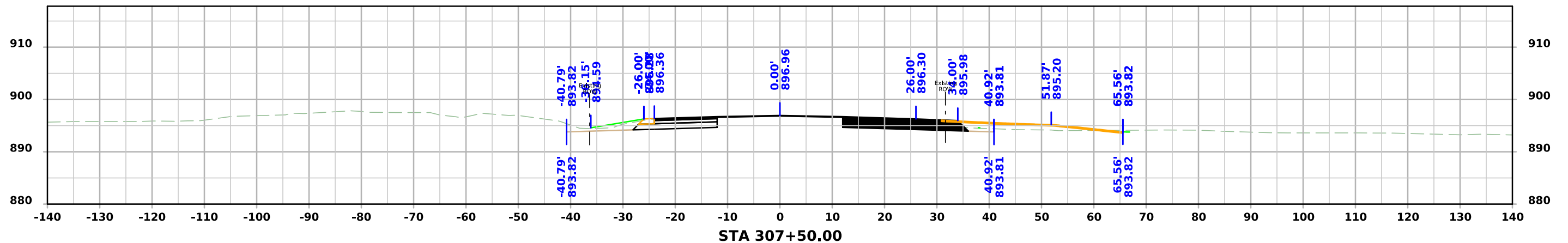
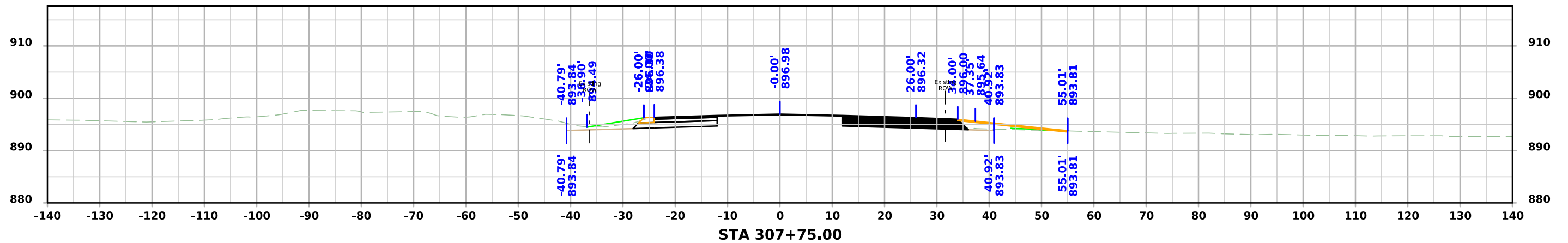
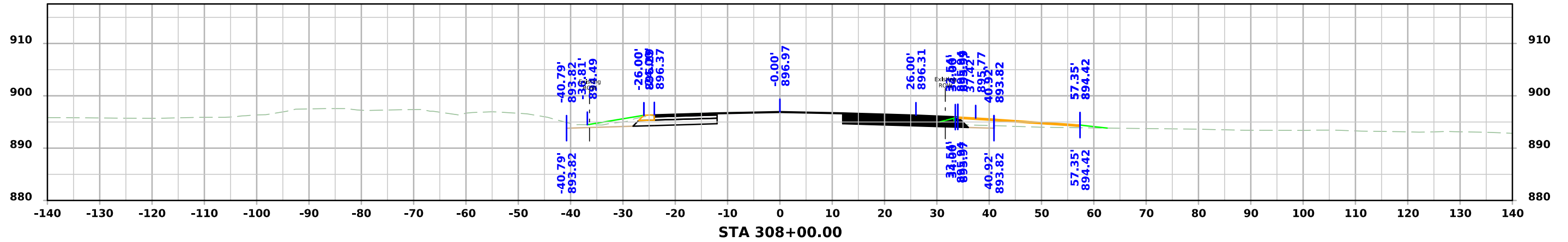


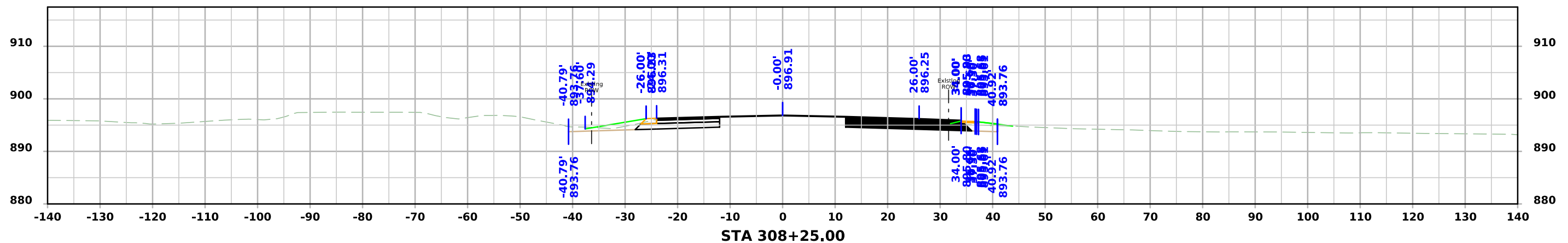
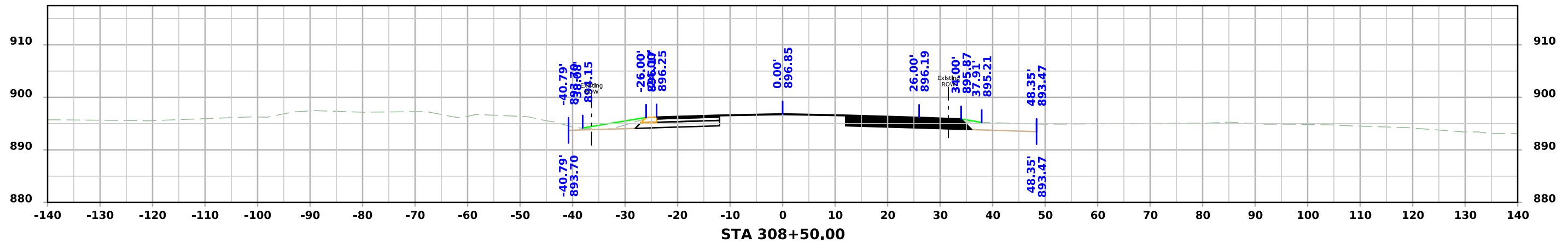
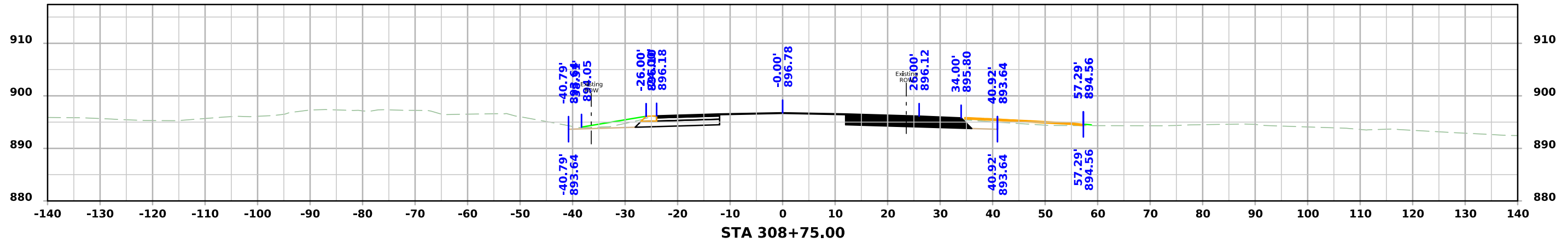


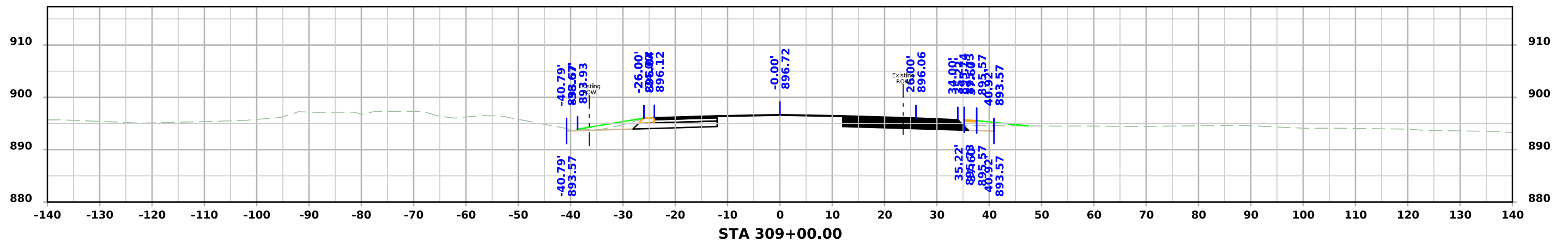
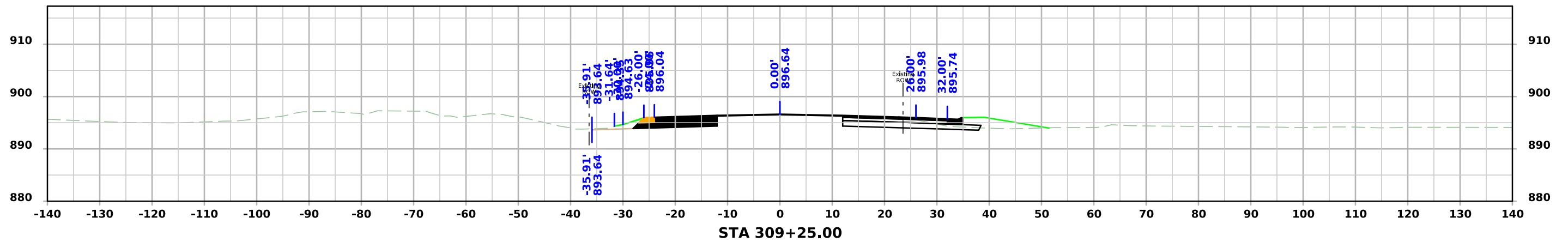
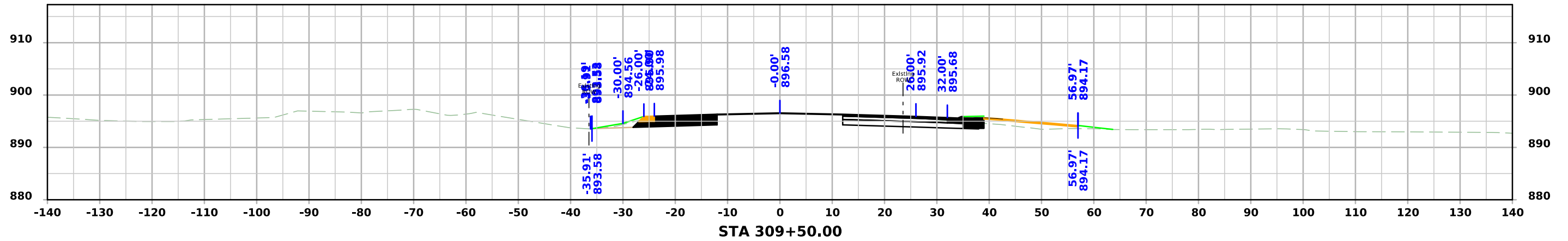


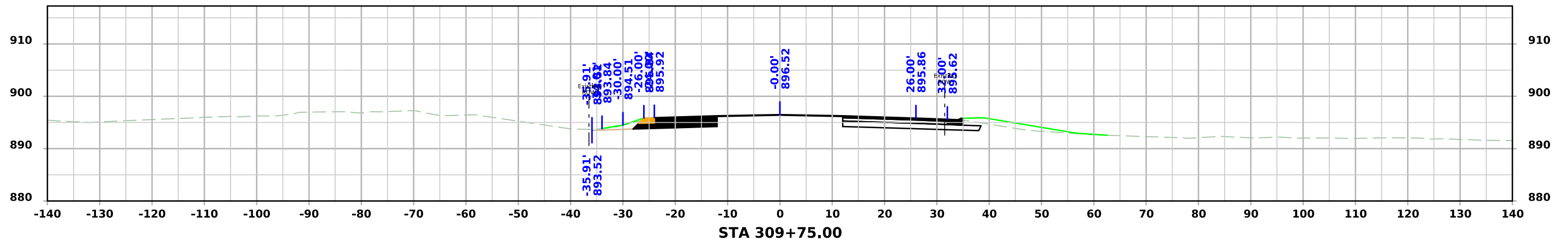
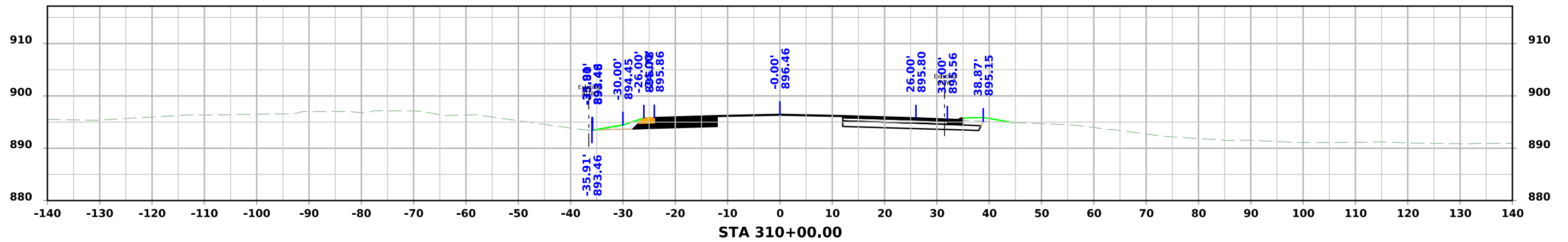
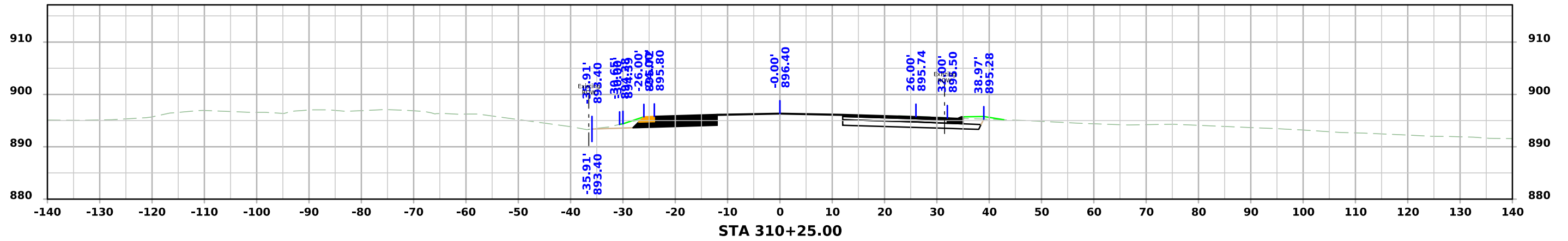


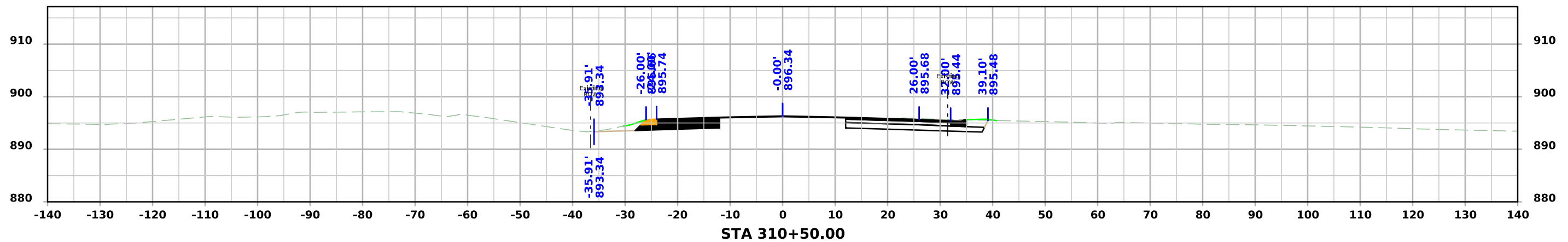
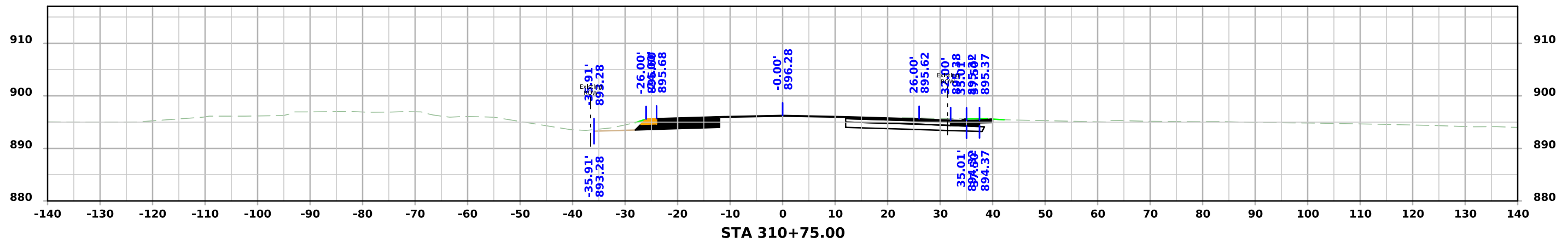
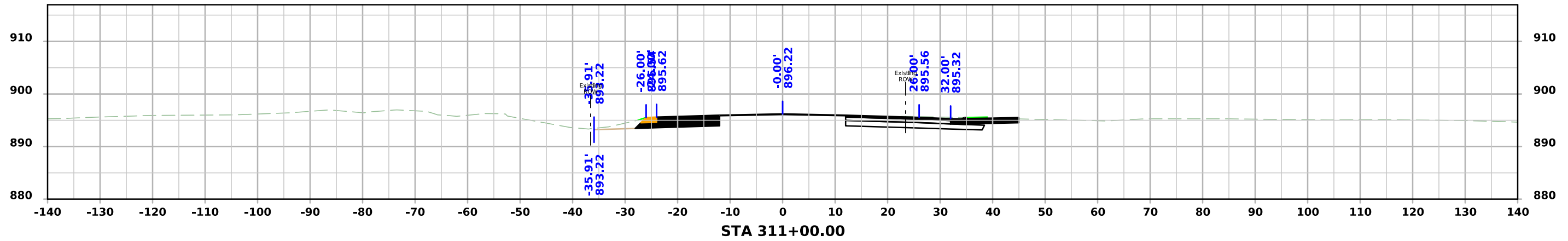


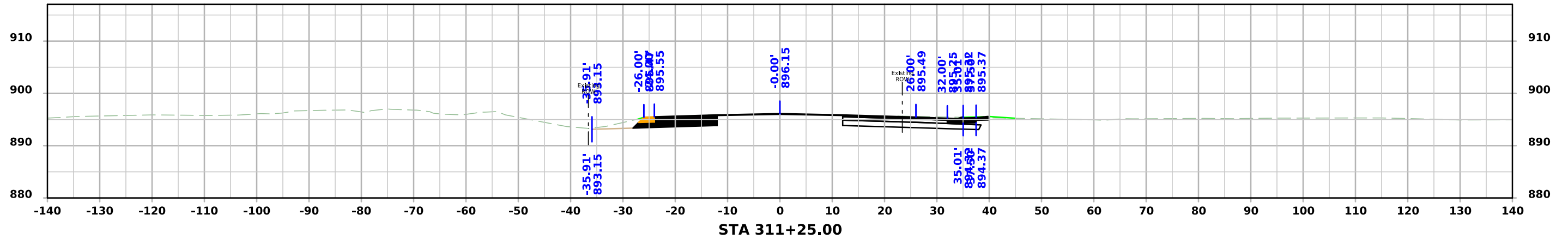
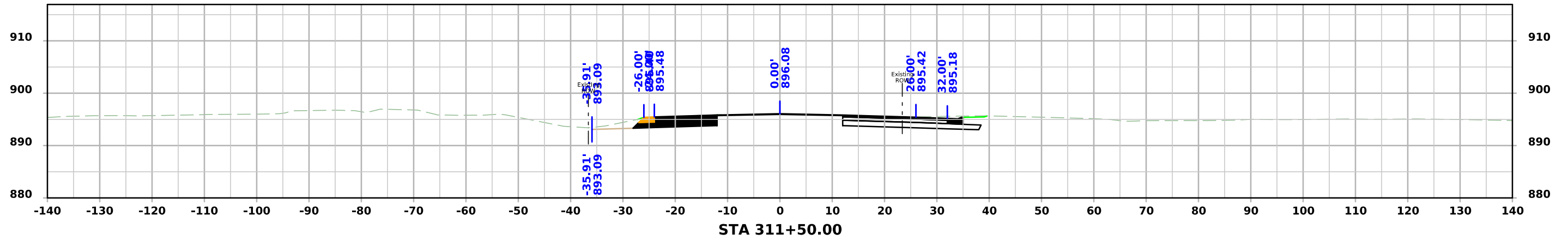
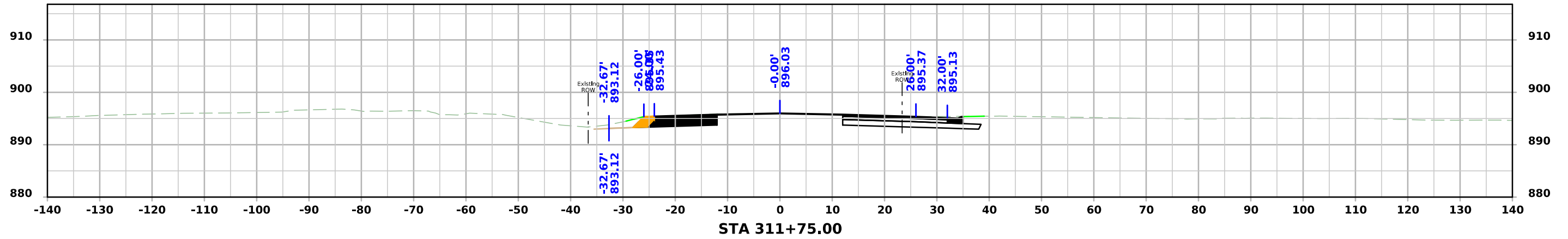


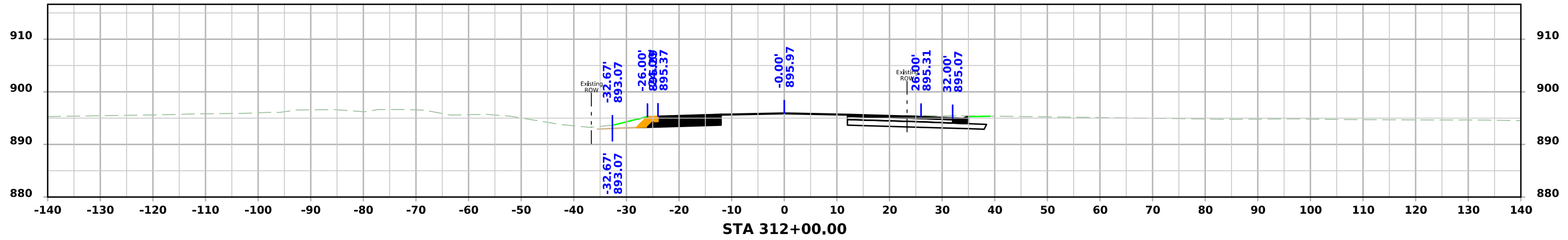
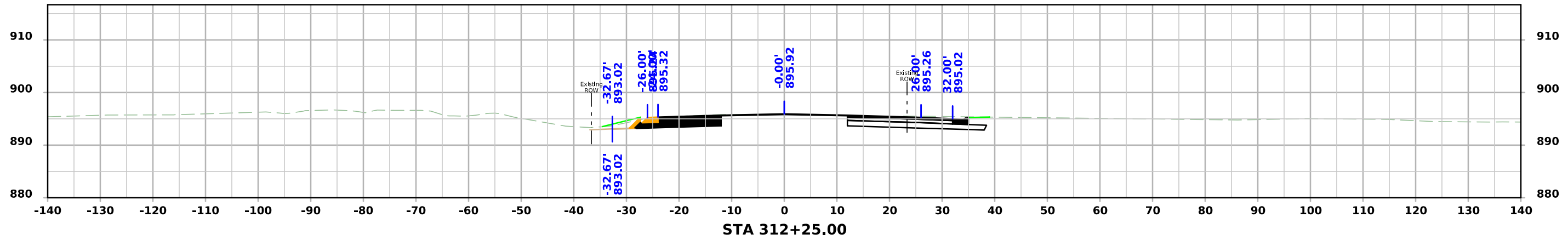
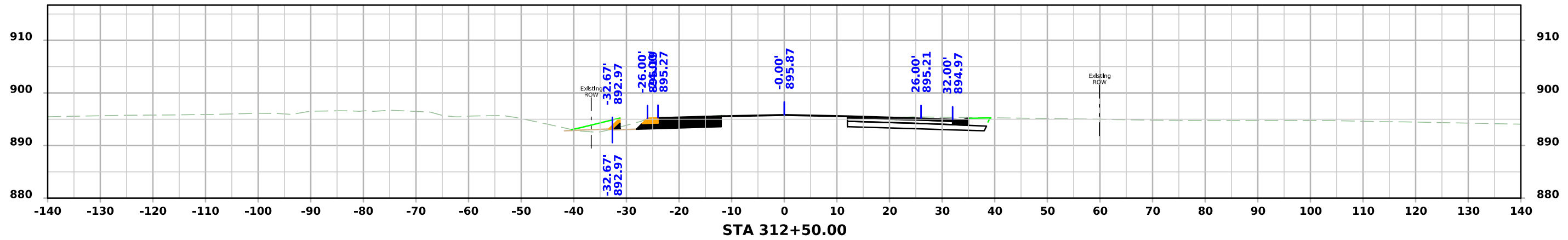


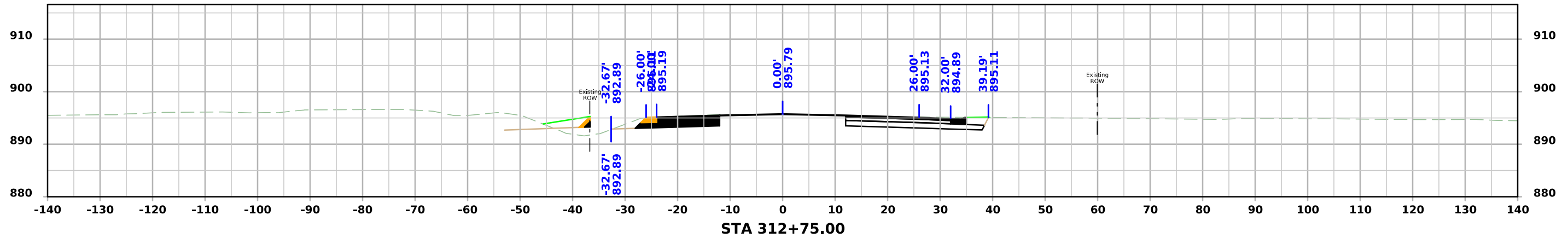
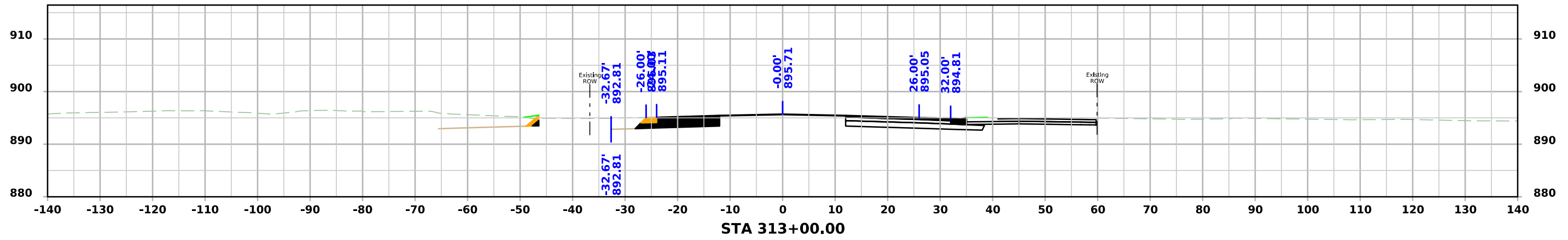
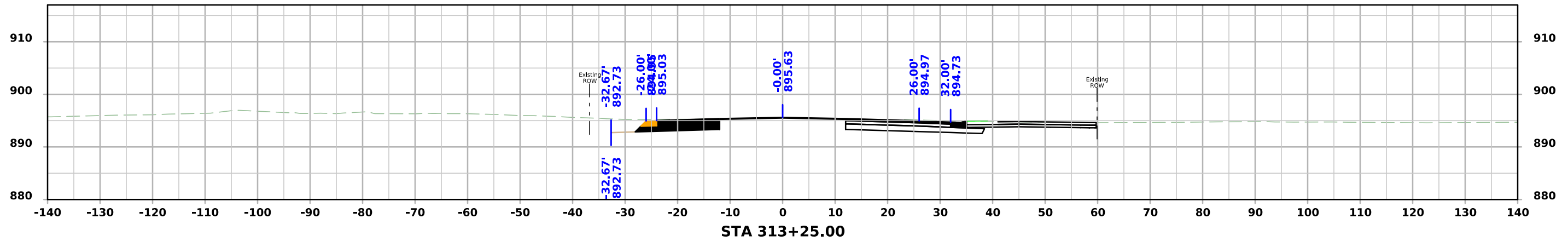


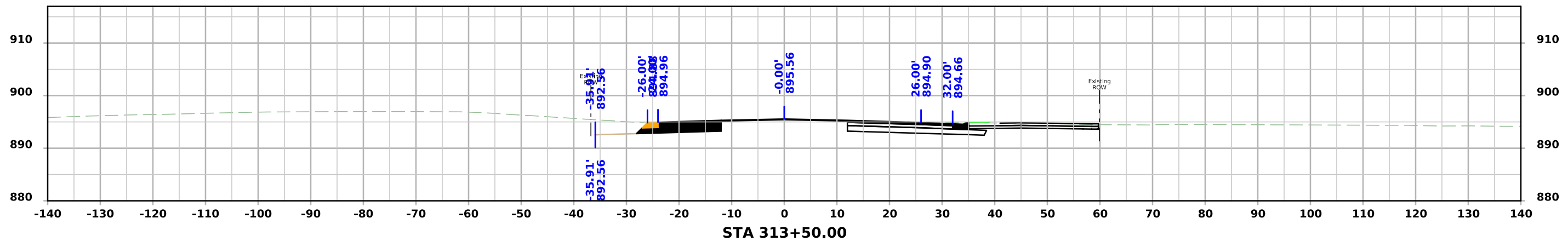
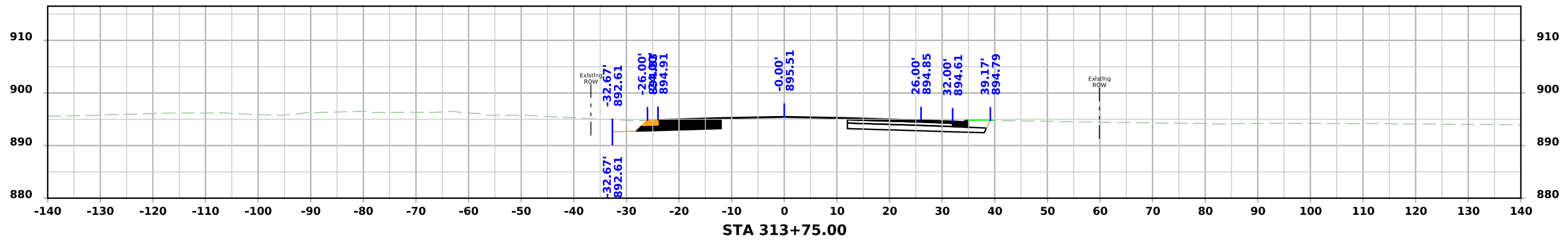
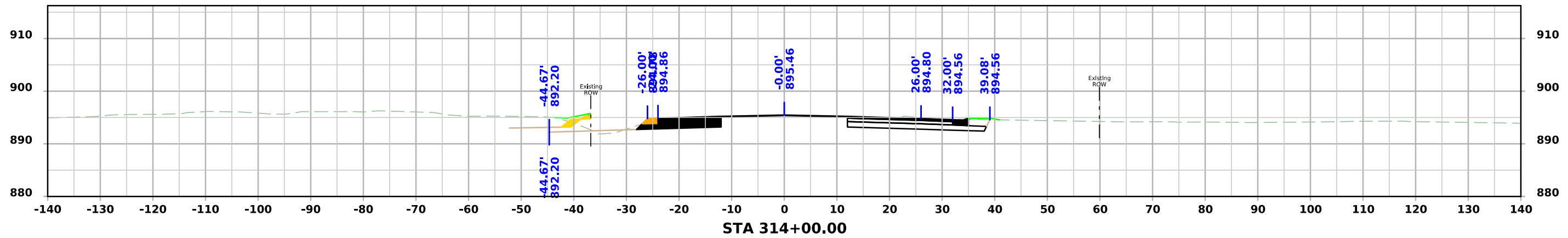


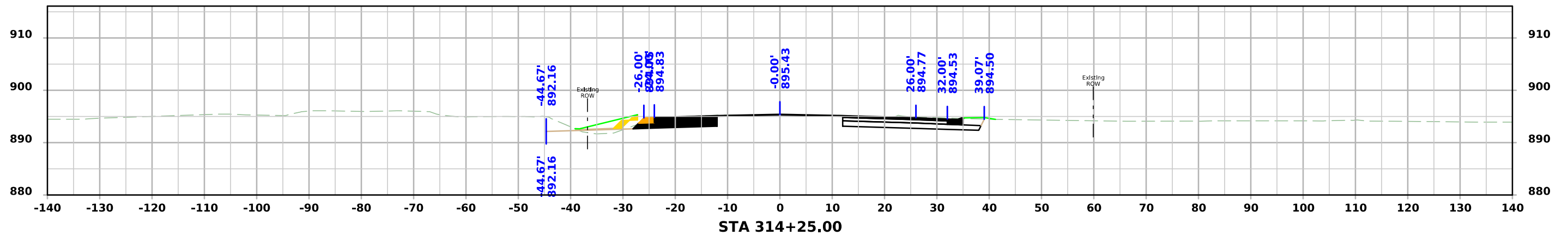
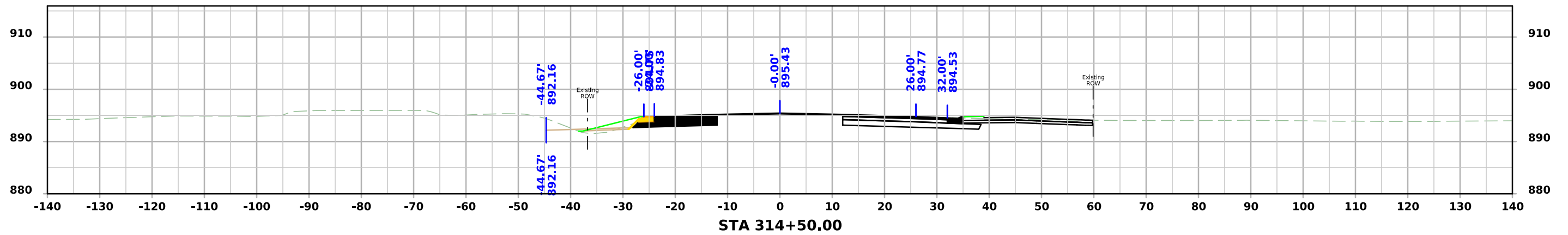
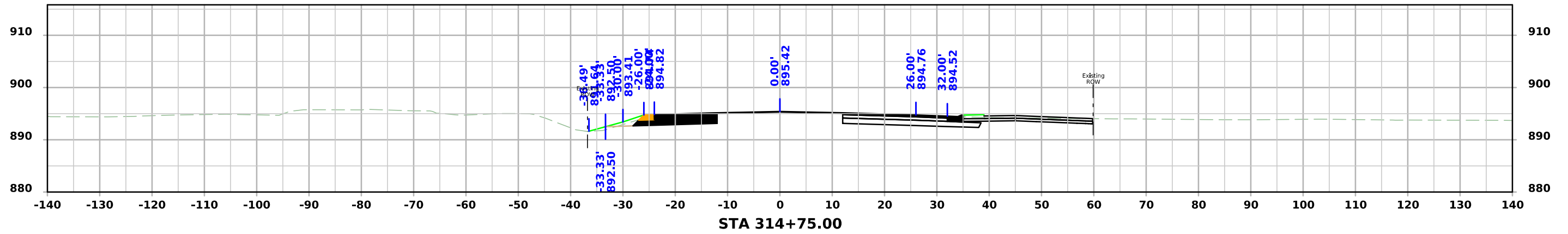


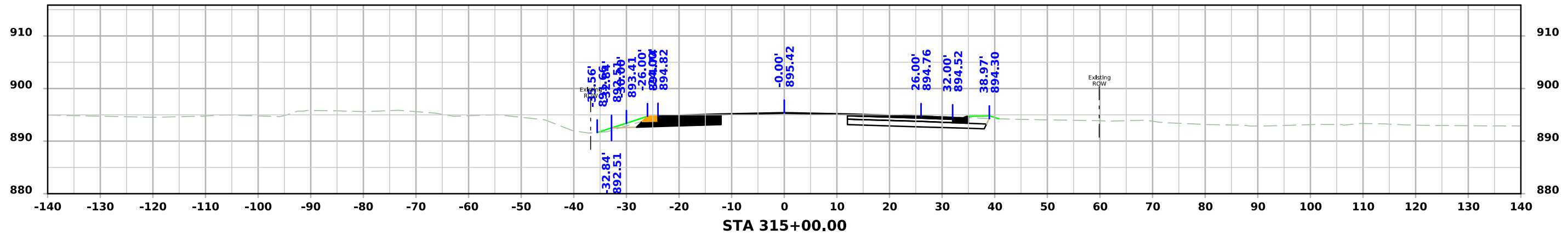
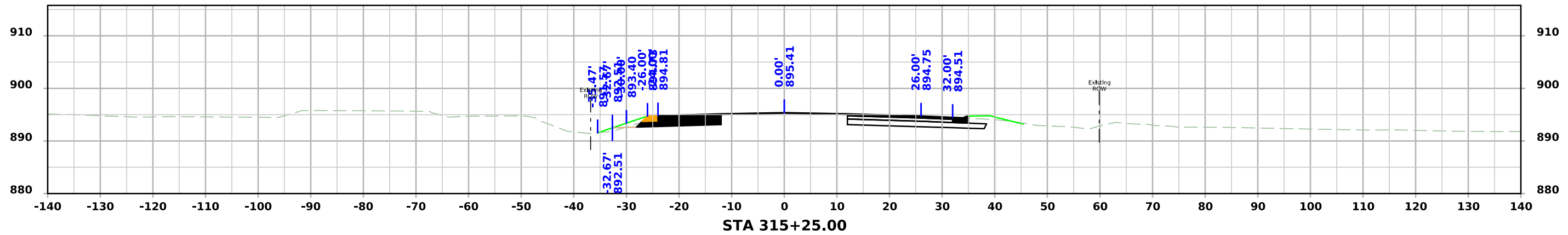
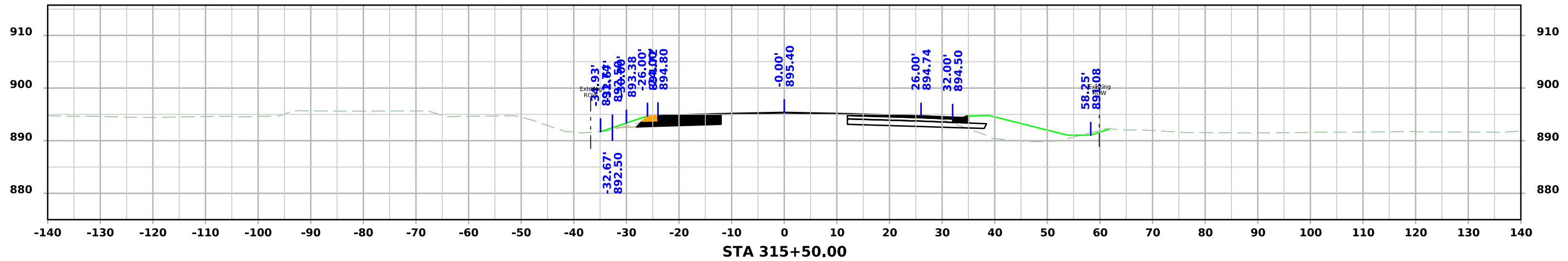


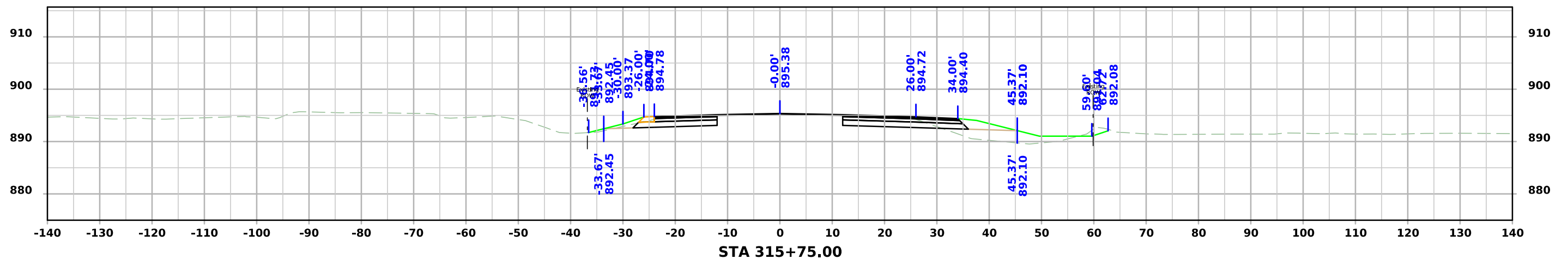
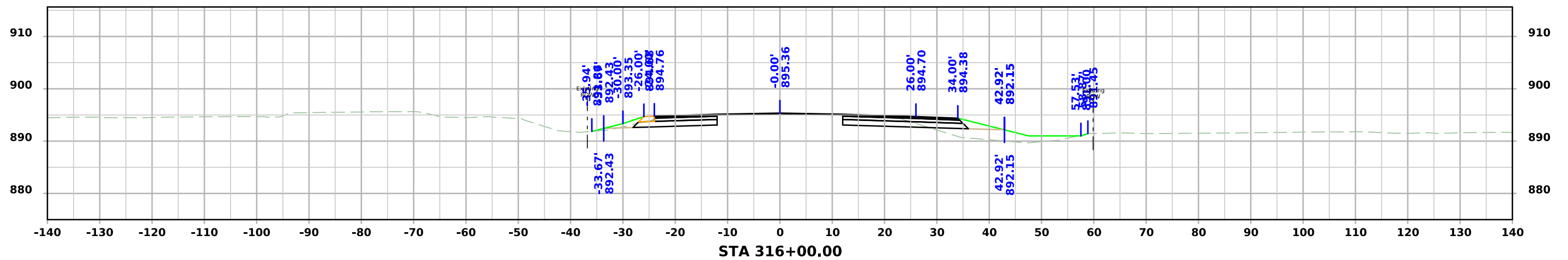
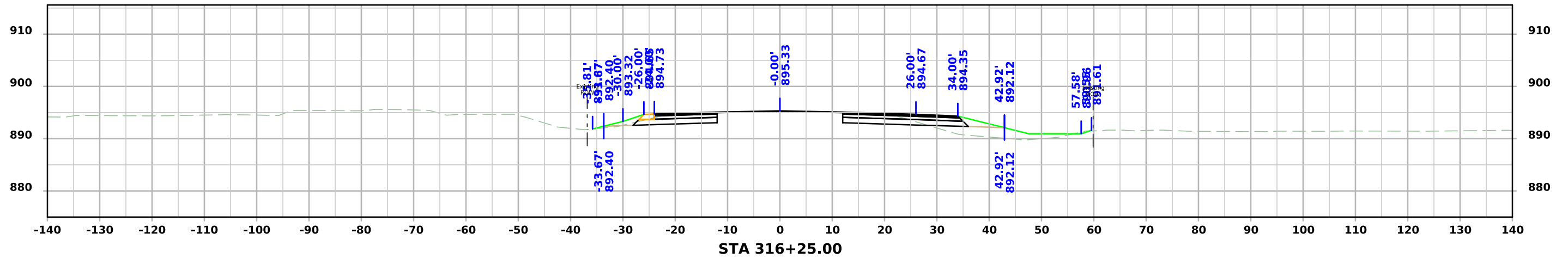


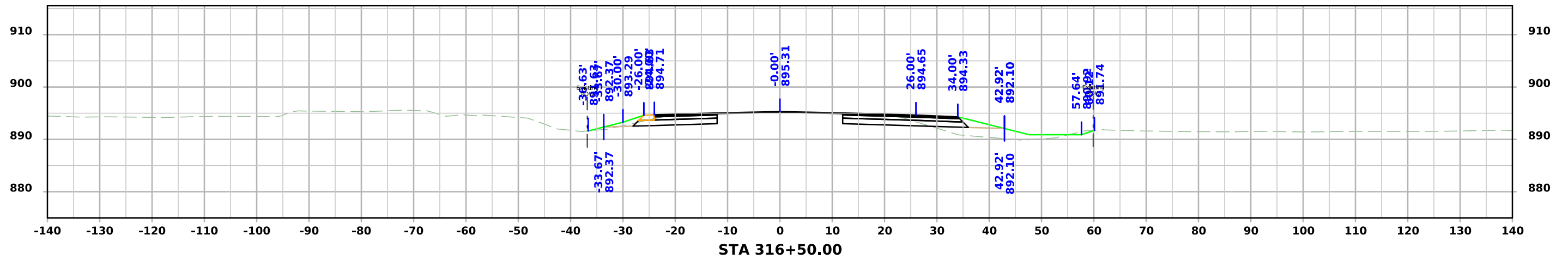
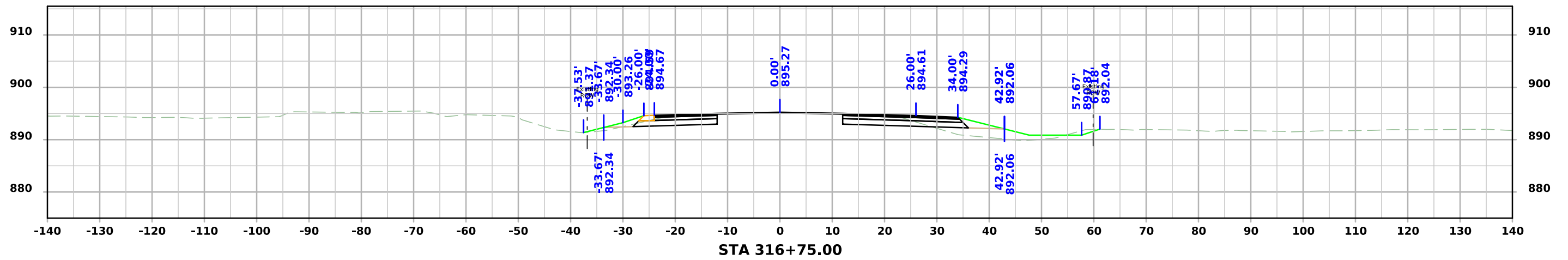
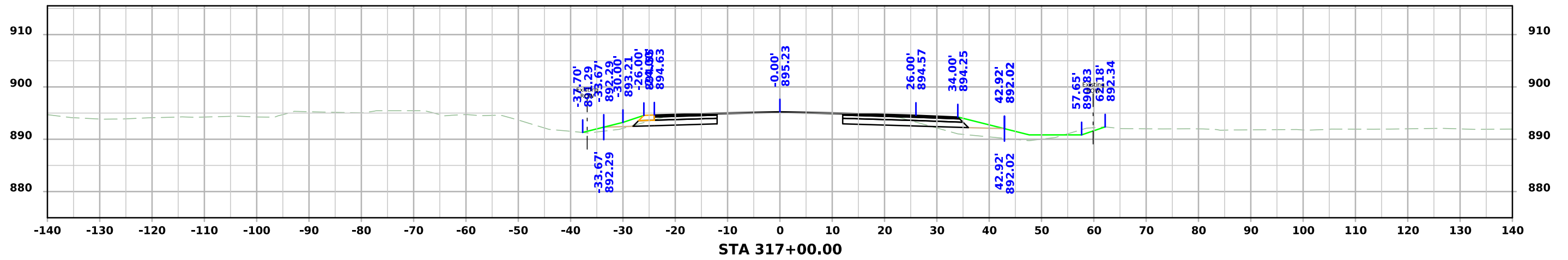


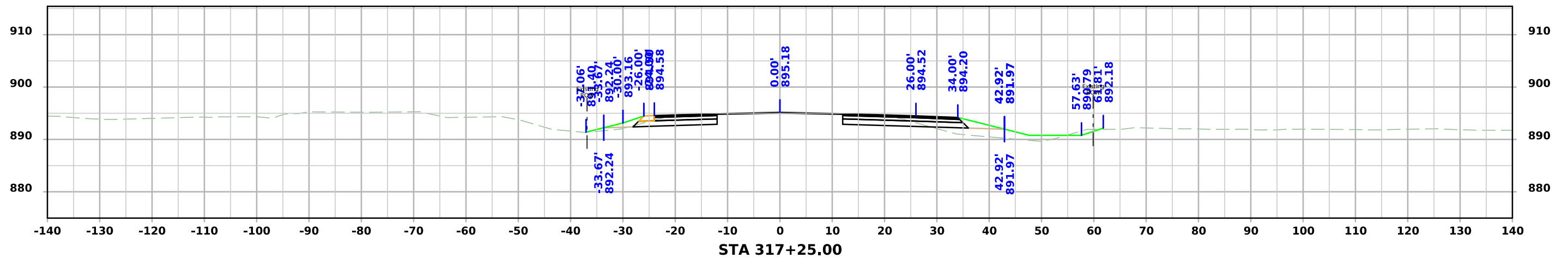
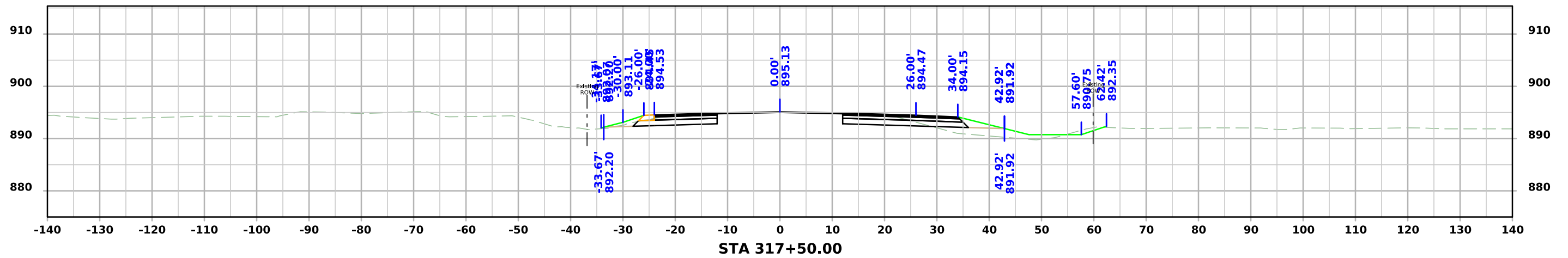
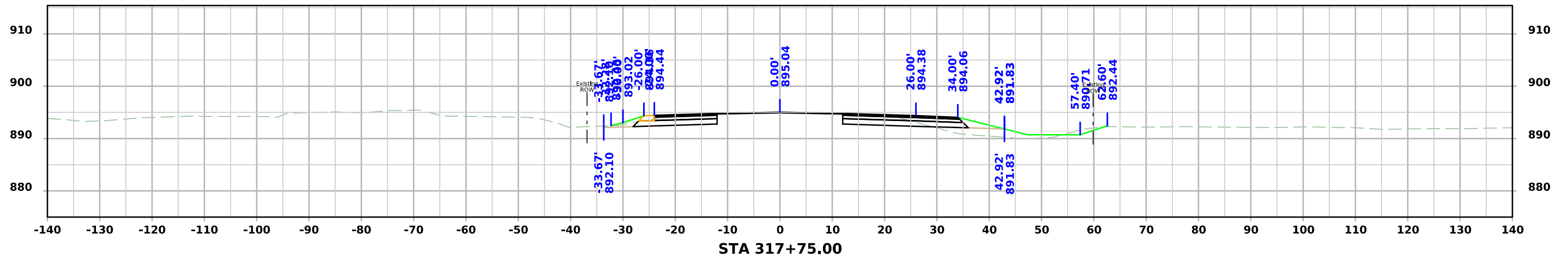


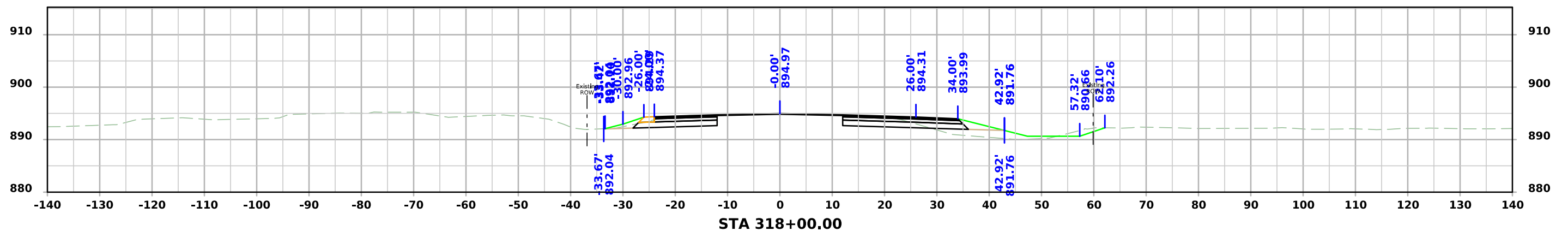
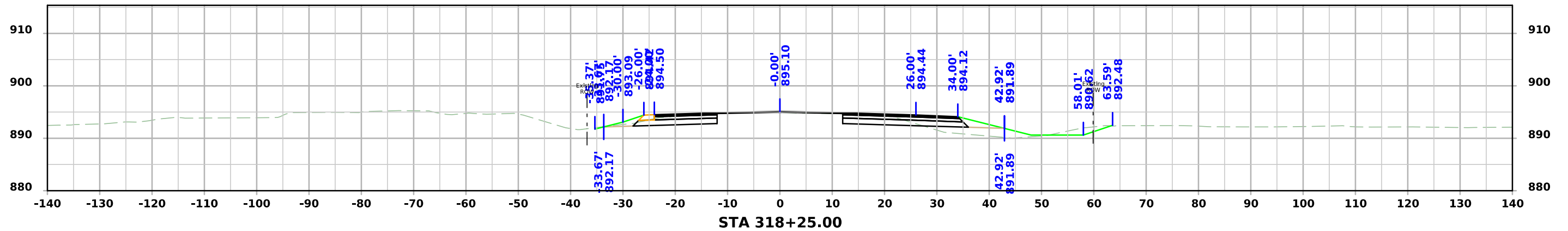
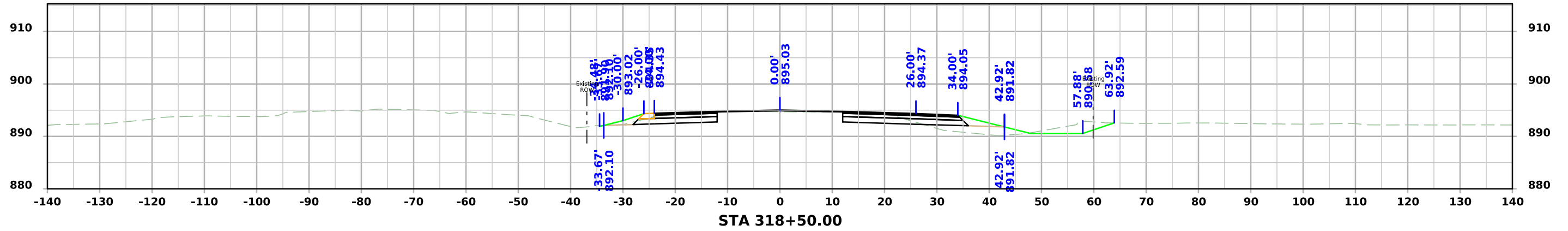


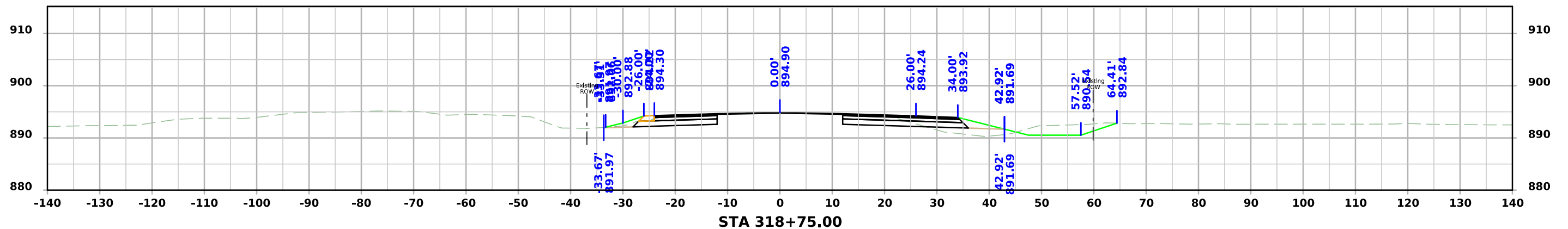
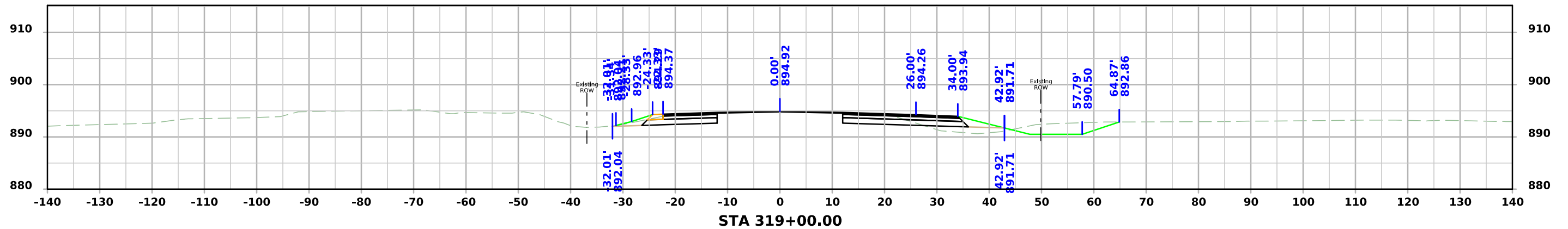
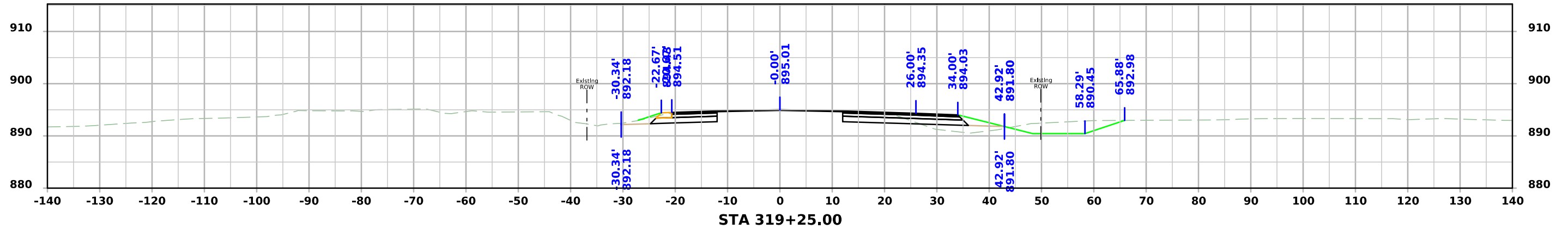


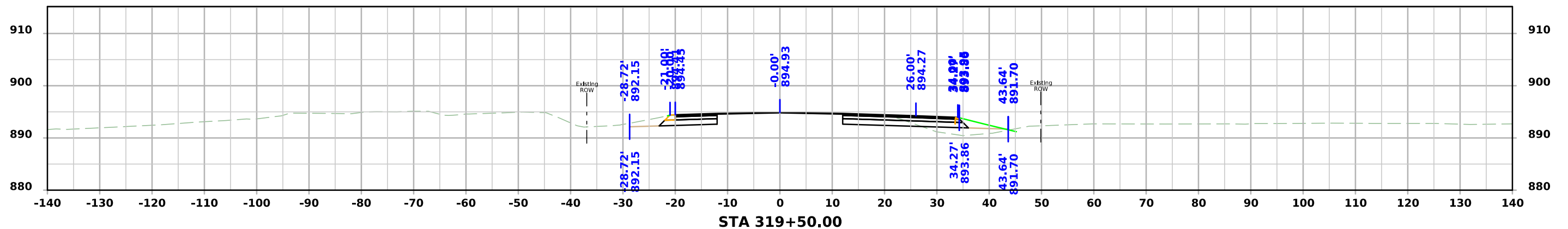
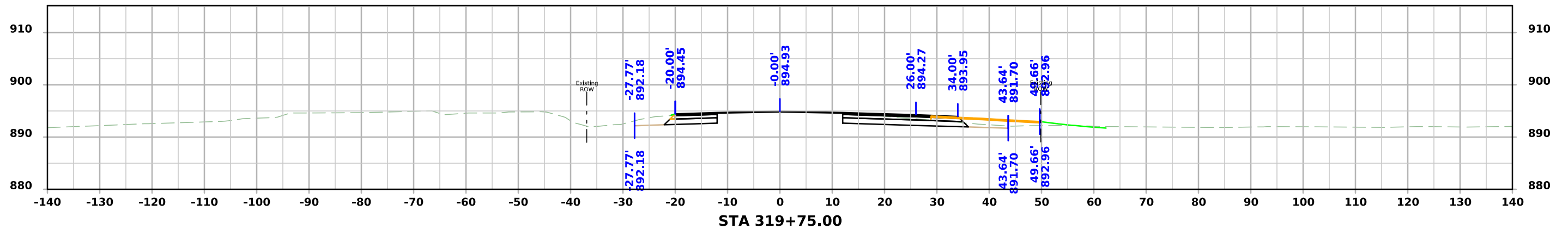
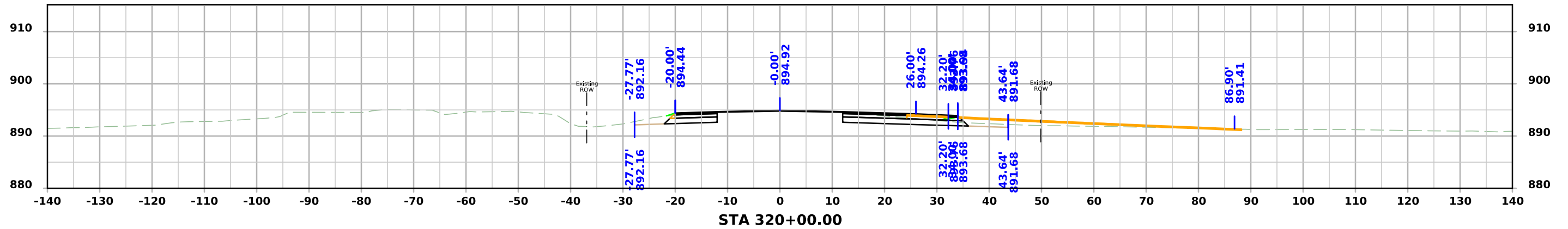


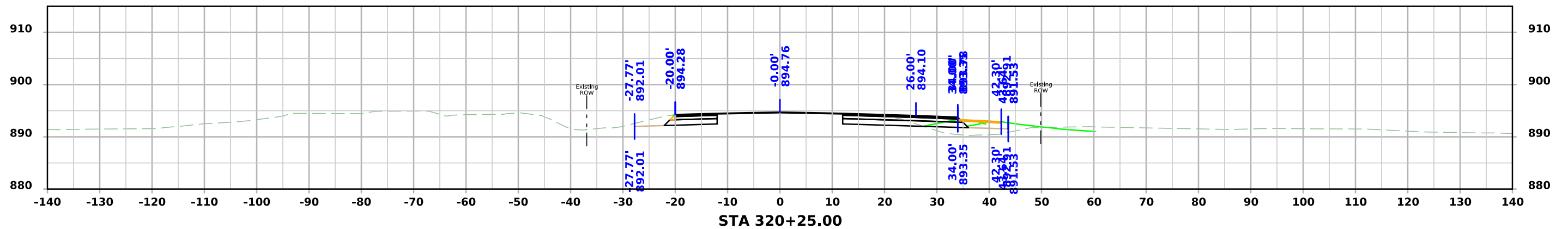
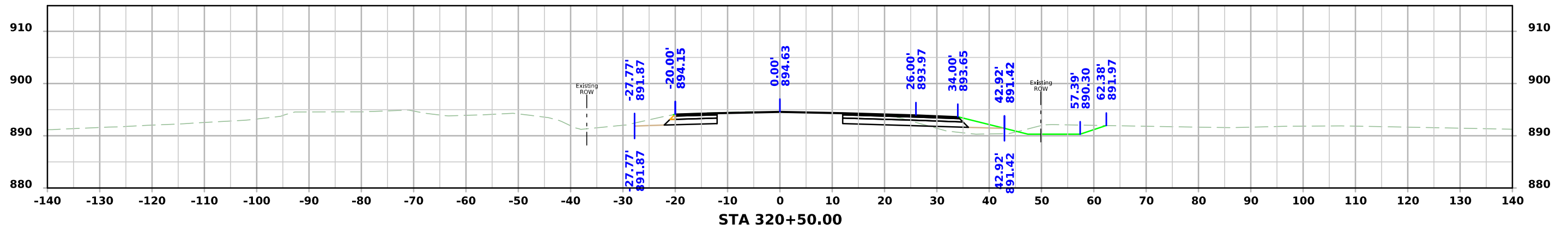




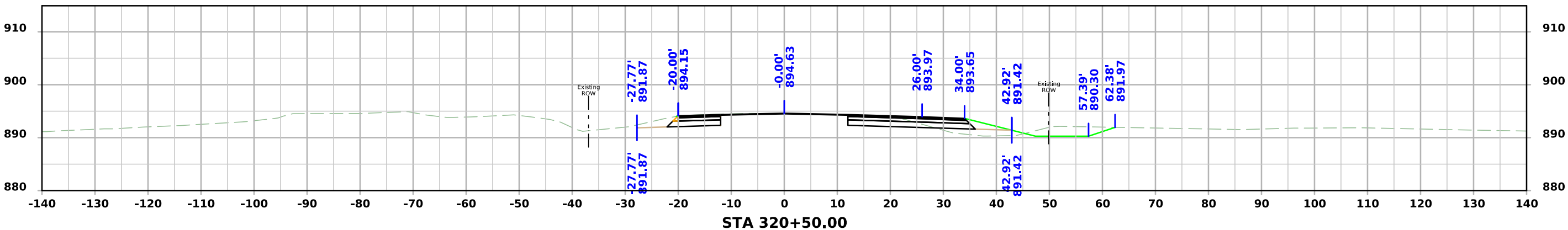
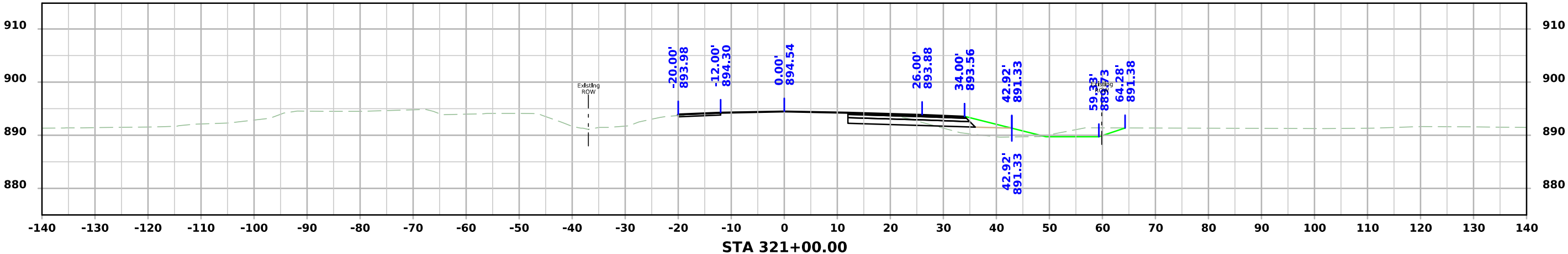
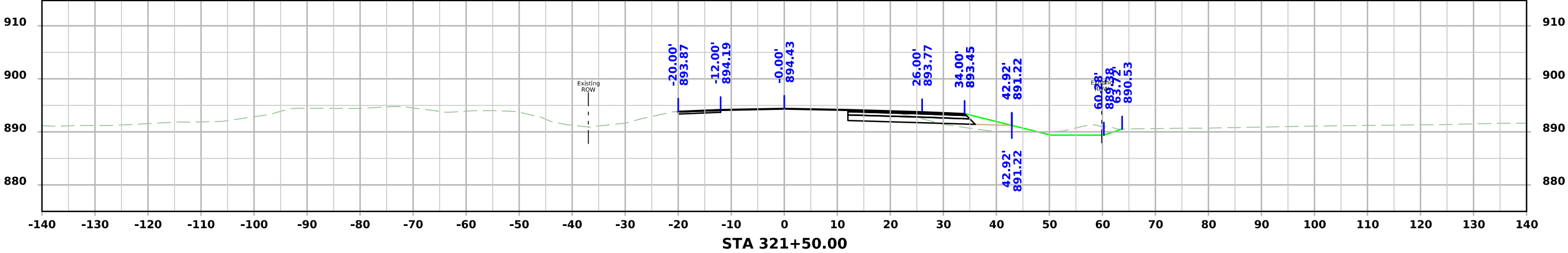


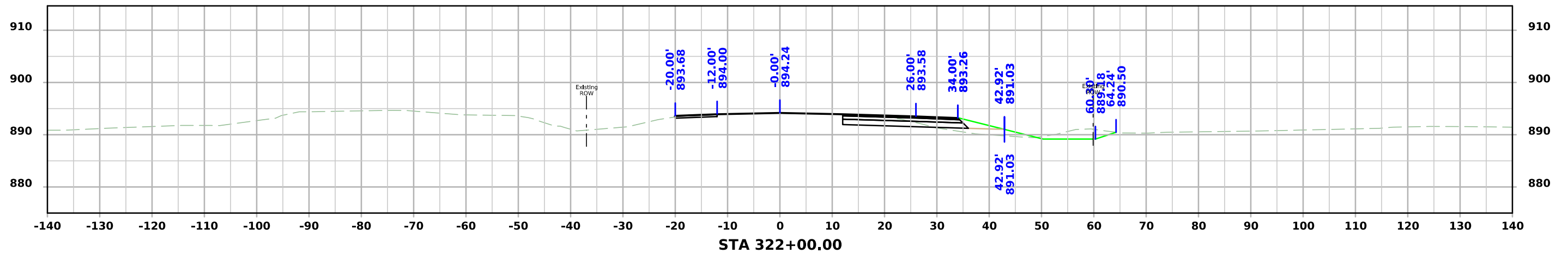
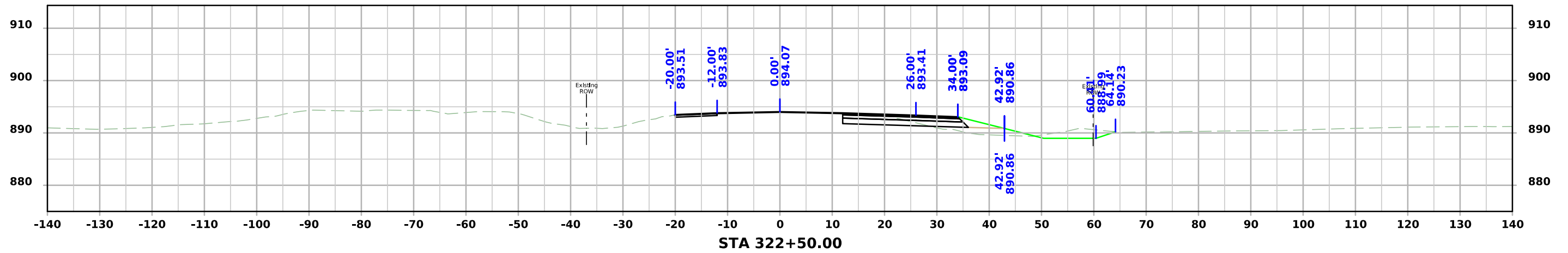
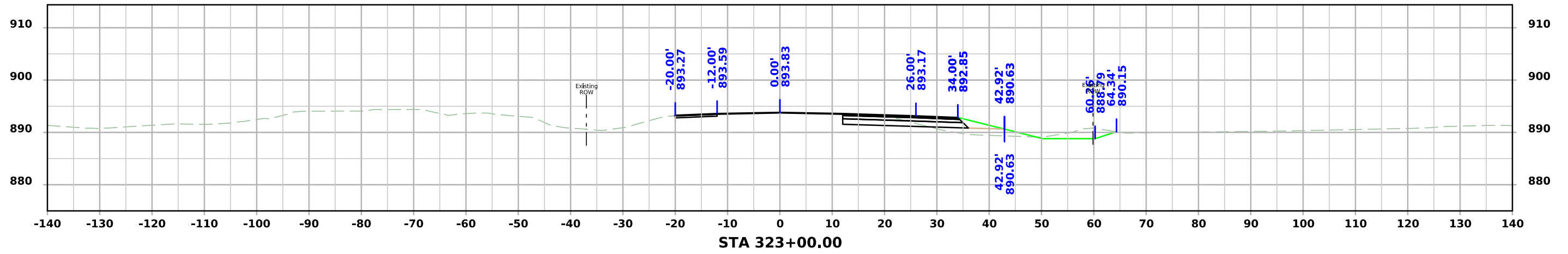


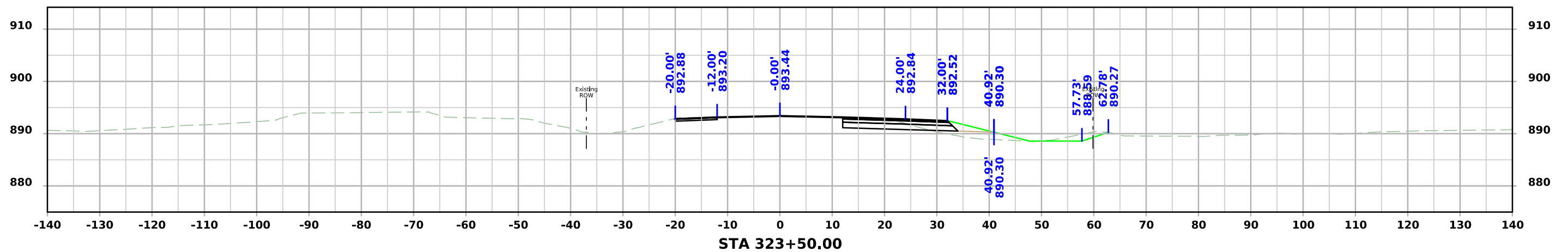
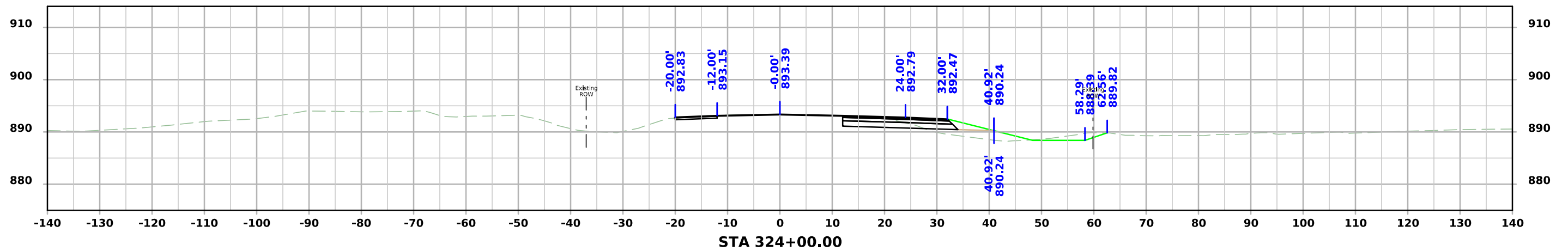
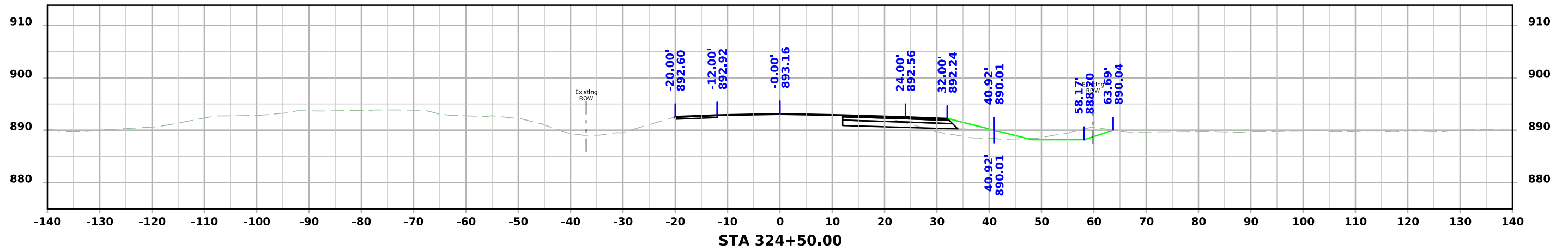


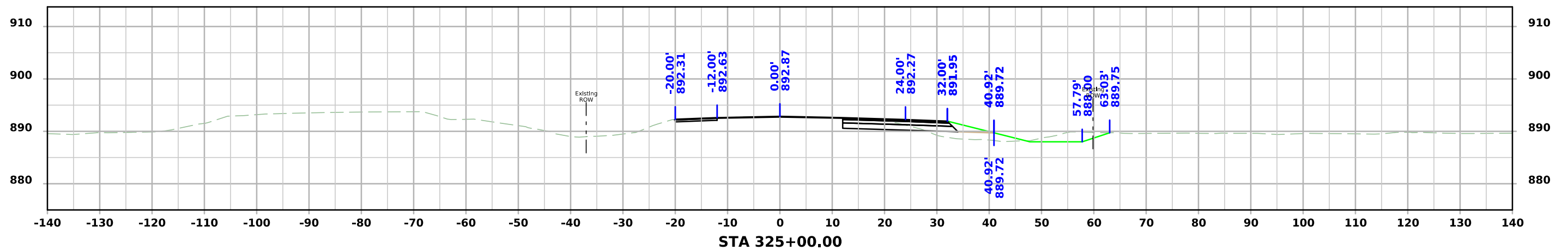
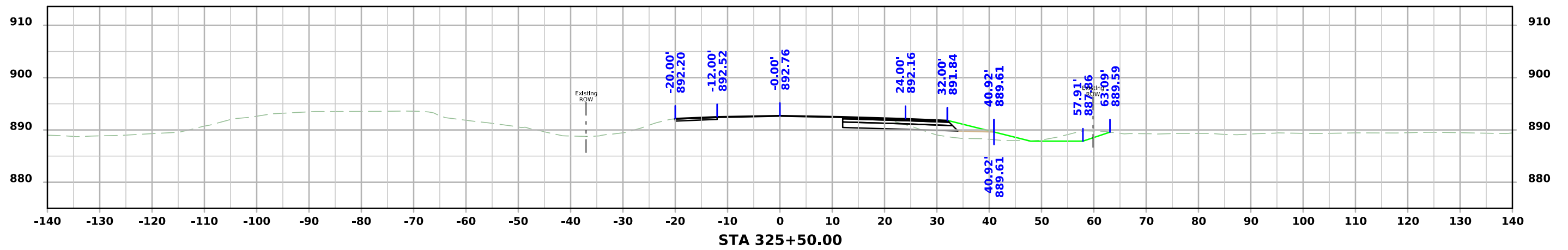
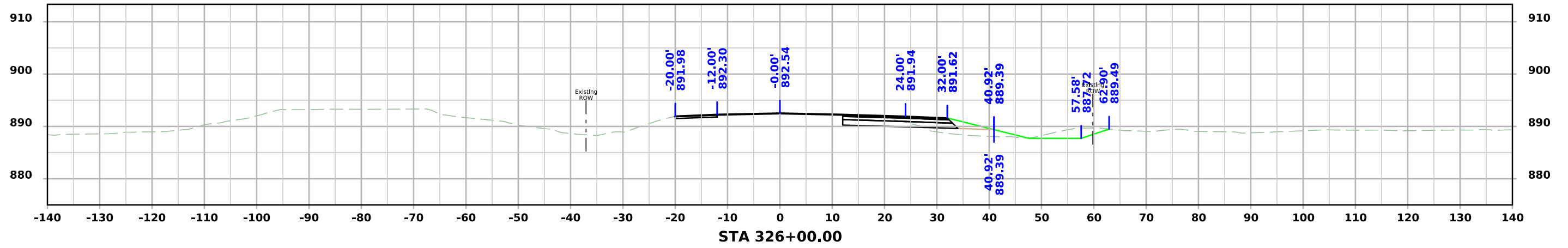


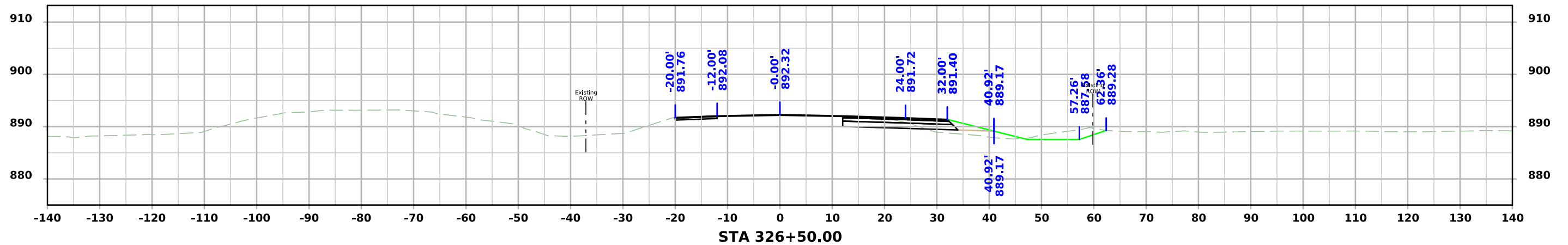
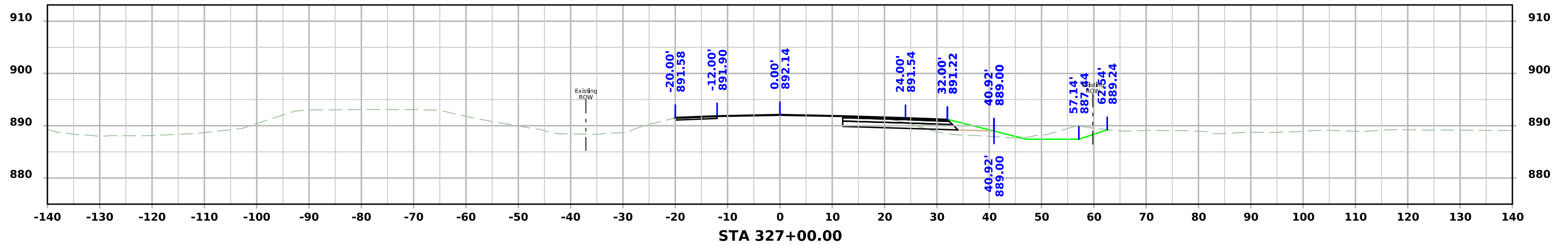
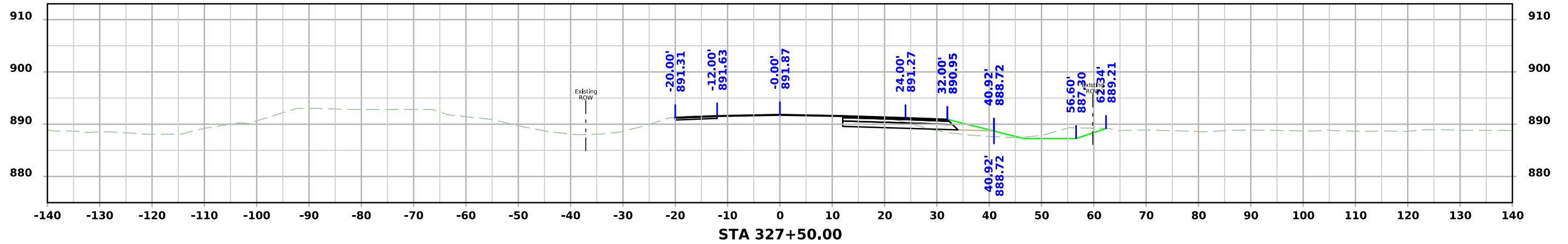
ML - US 30 EB Passing Lane

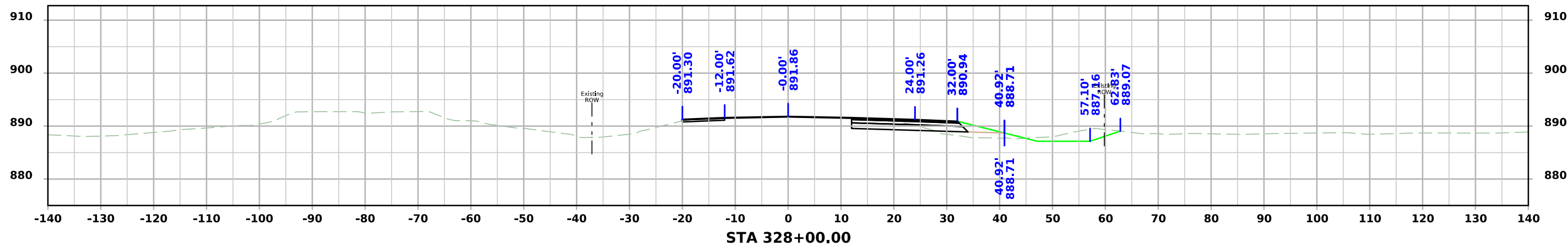
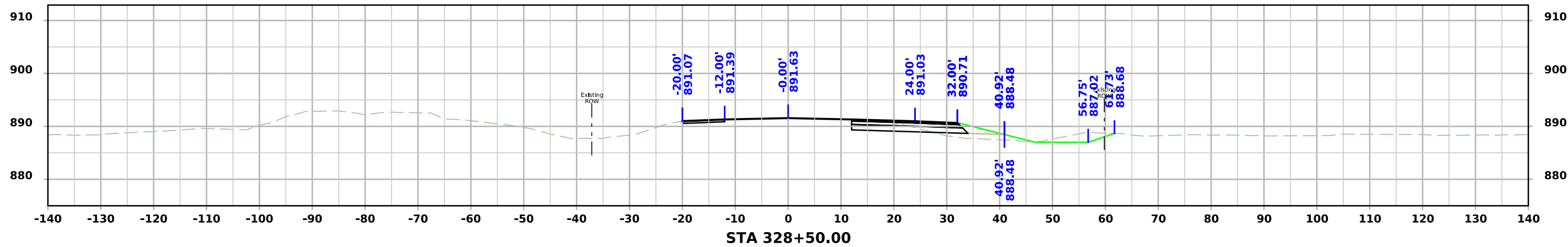
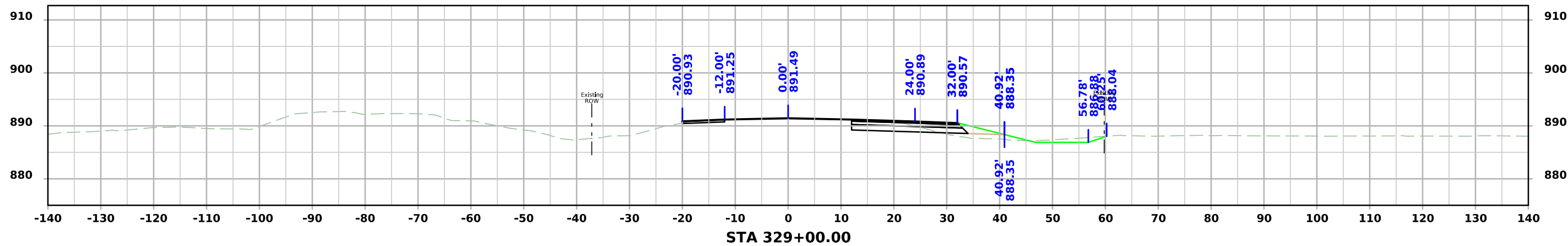


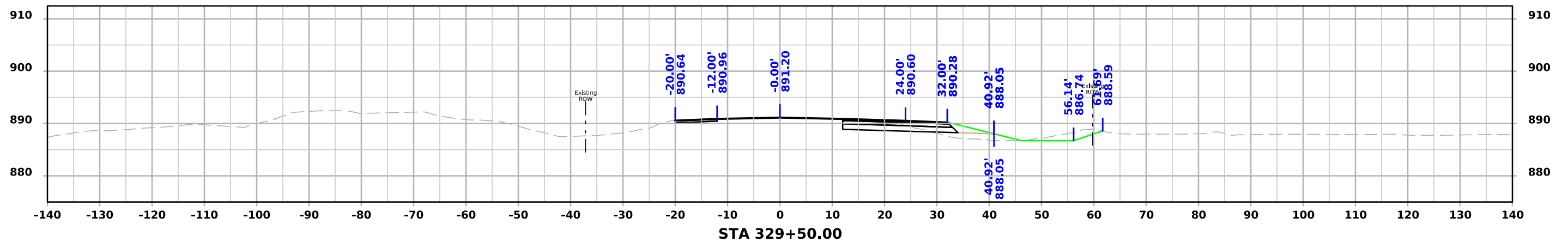
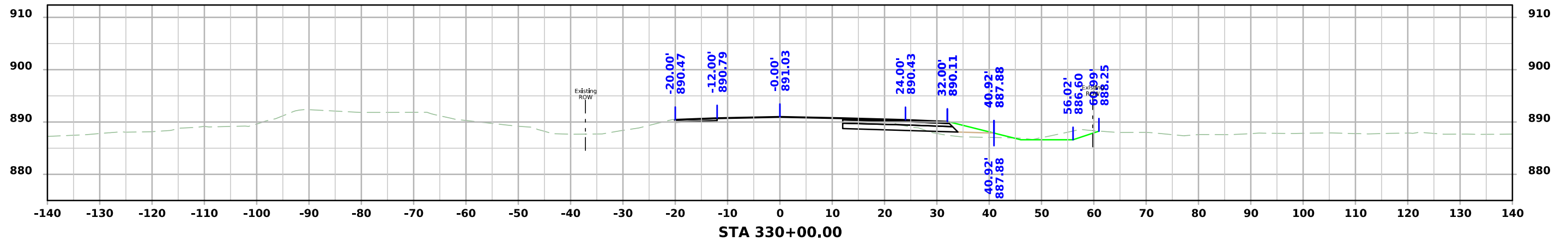
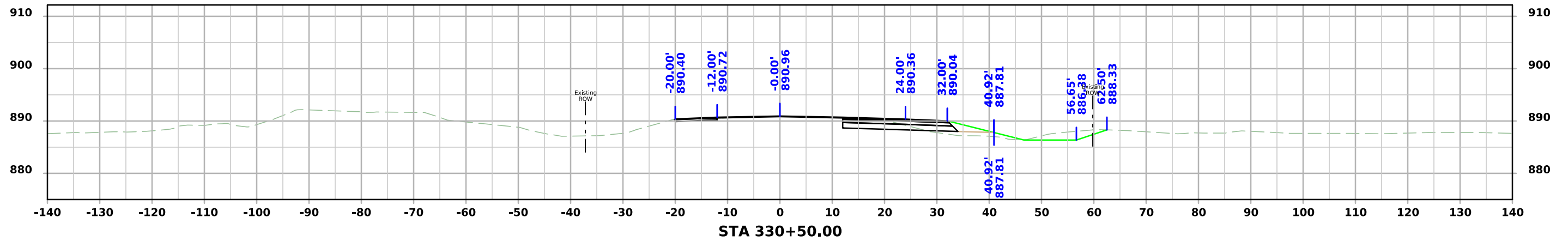


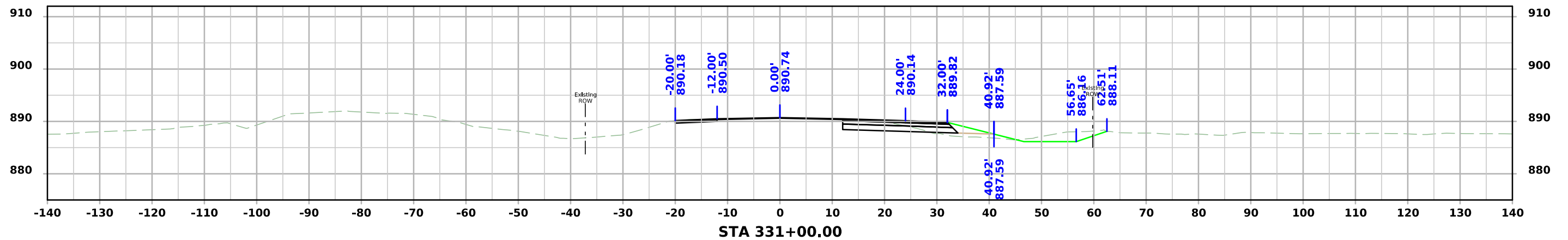
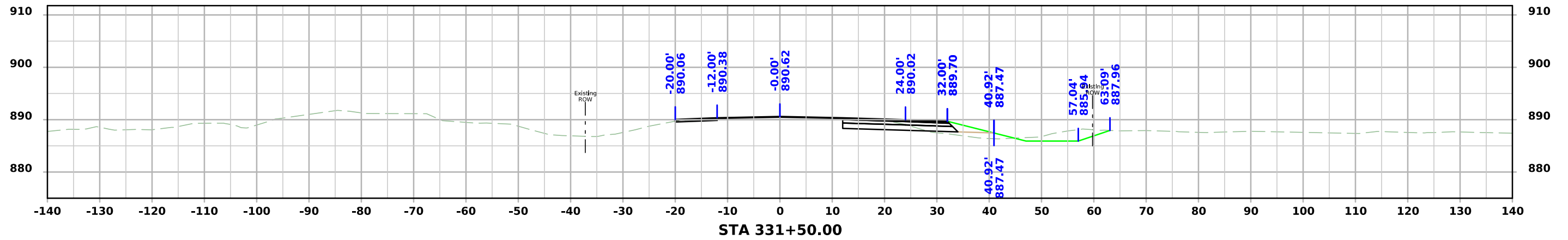
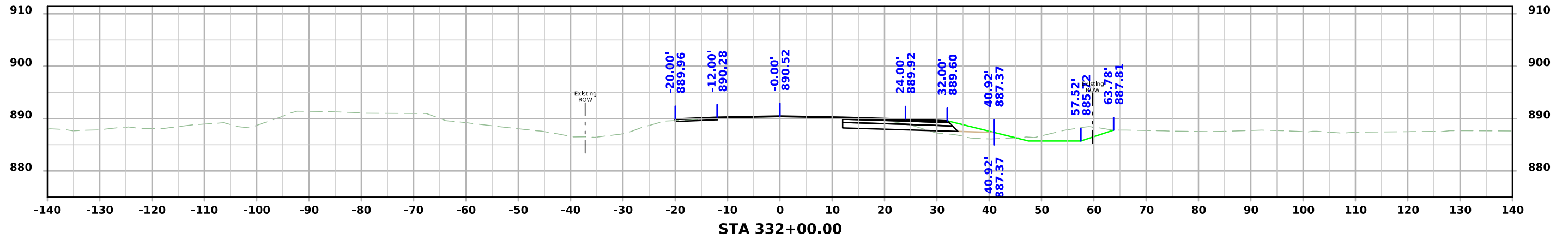


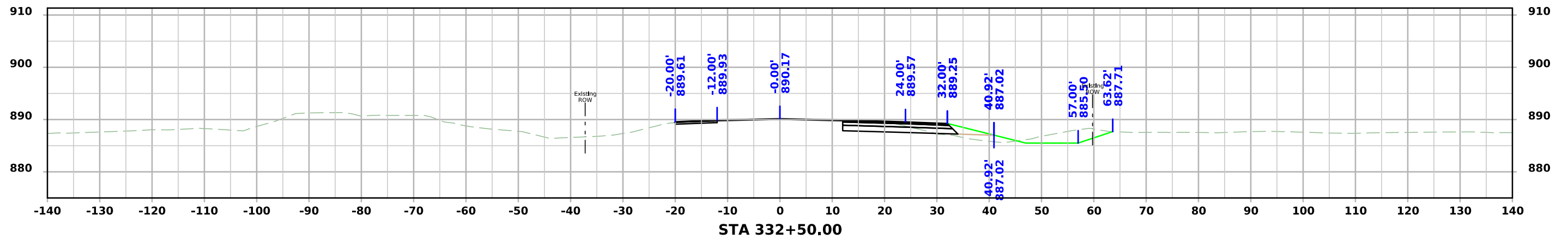
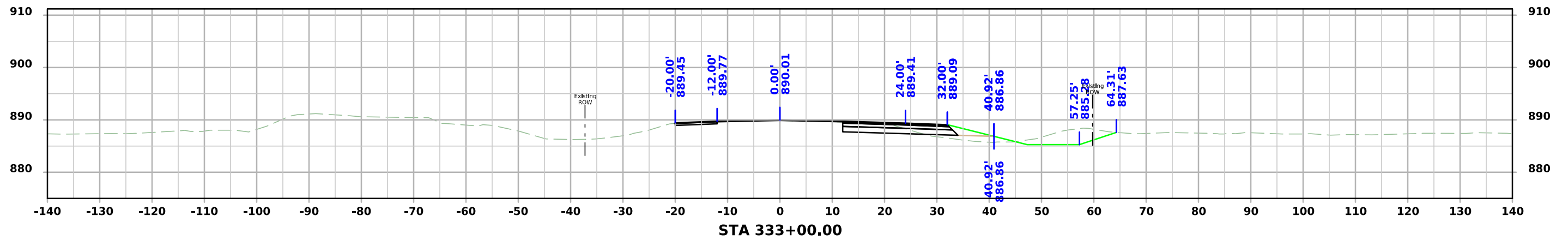
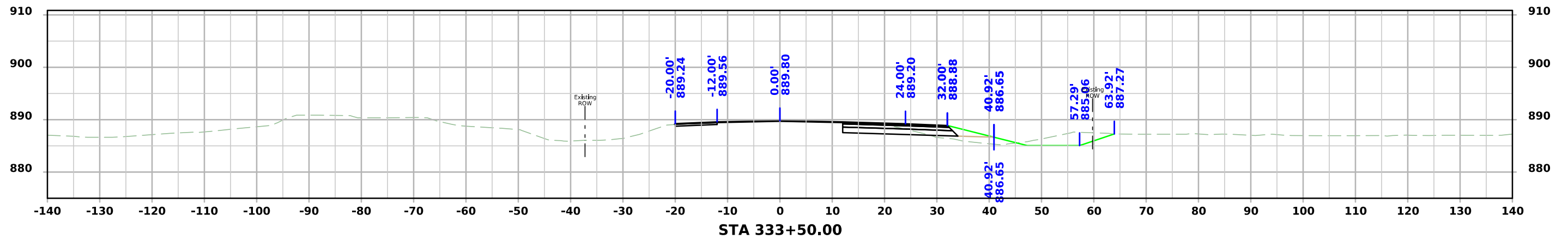


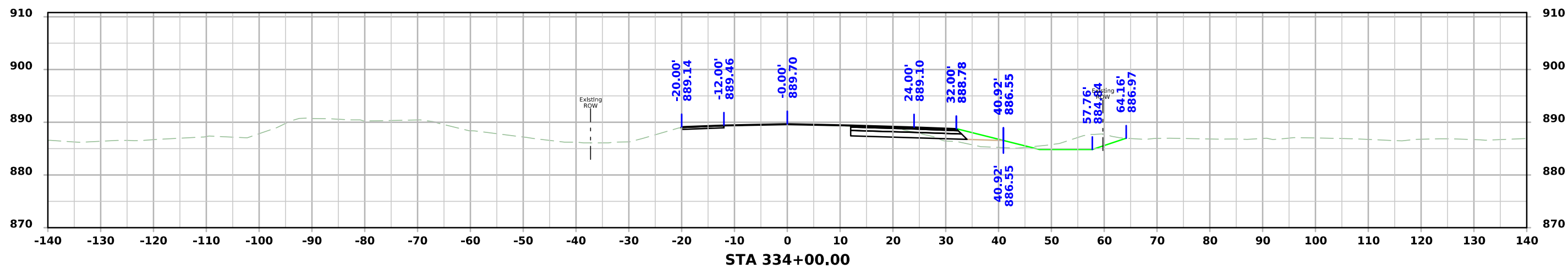
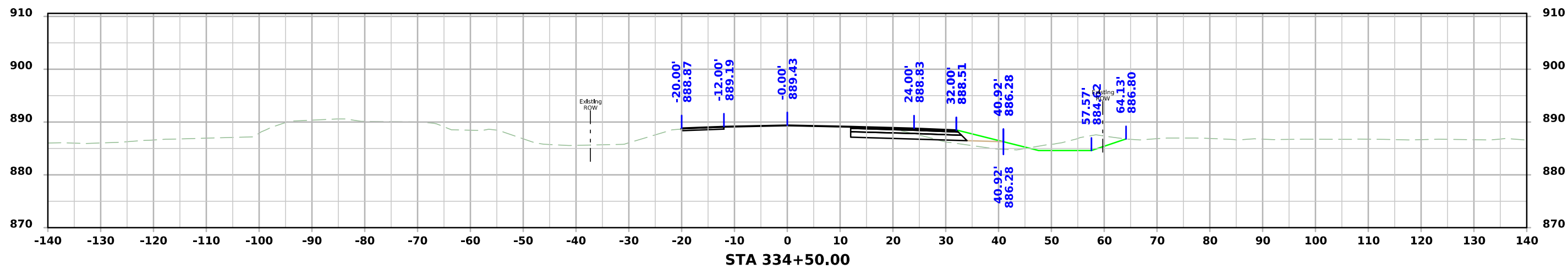
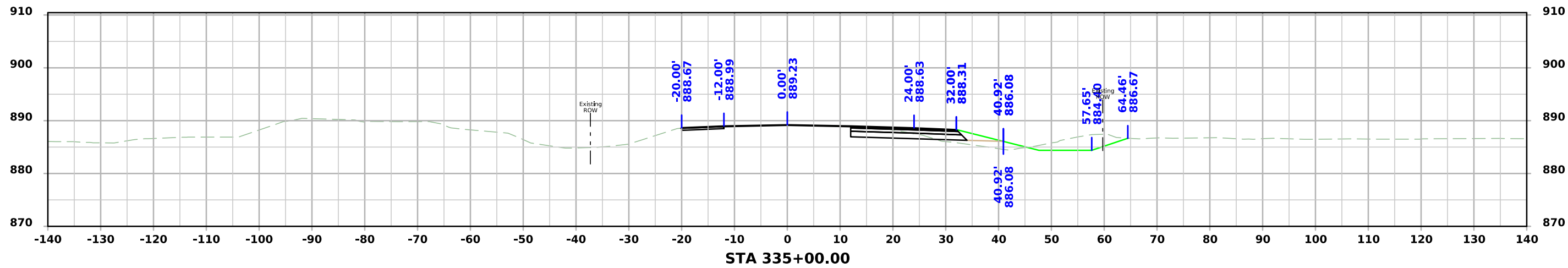


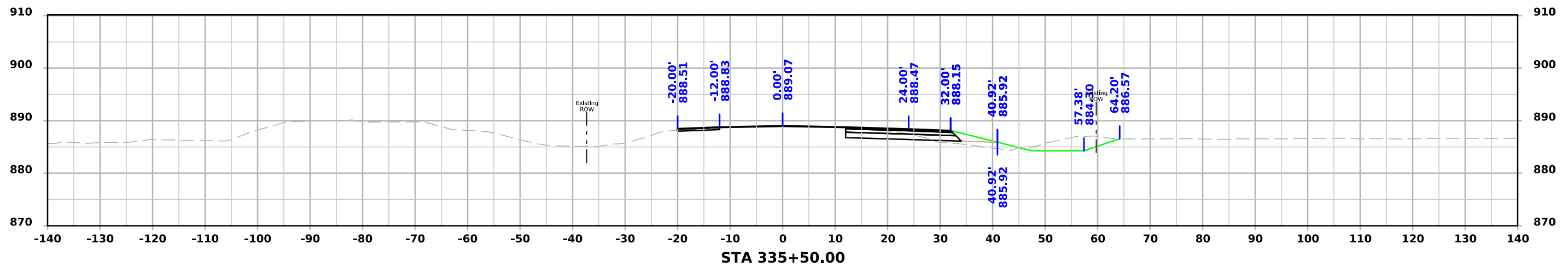
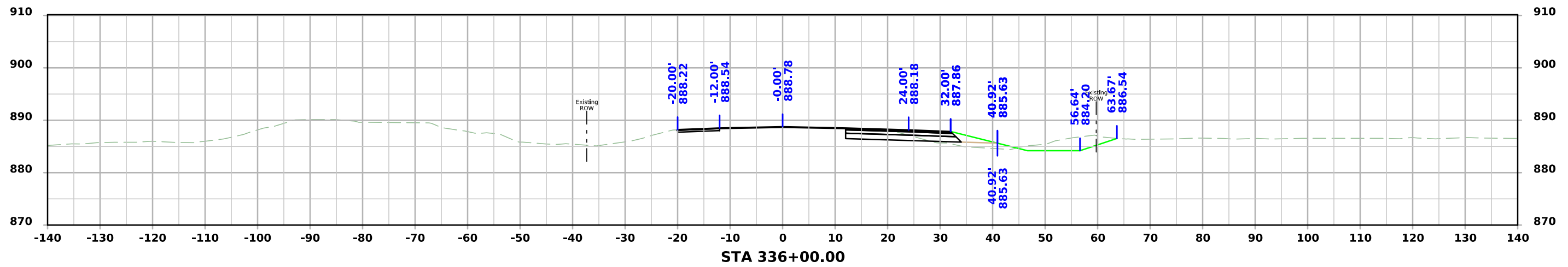
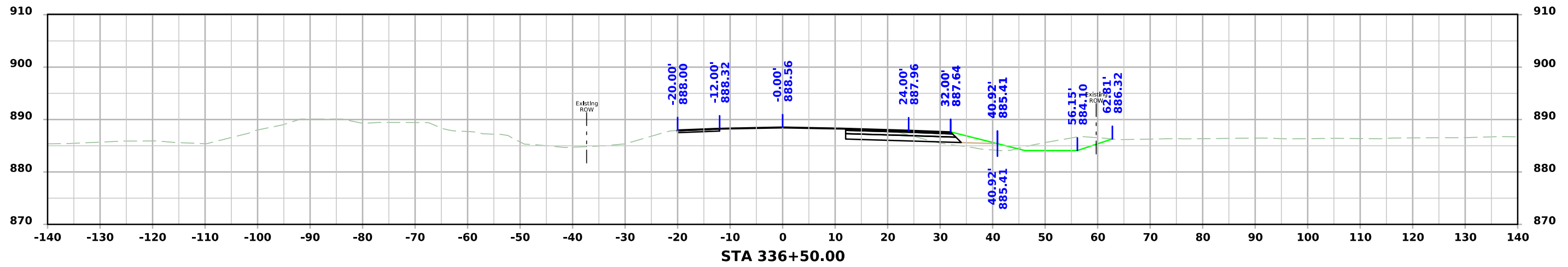


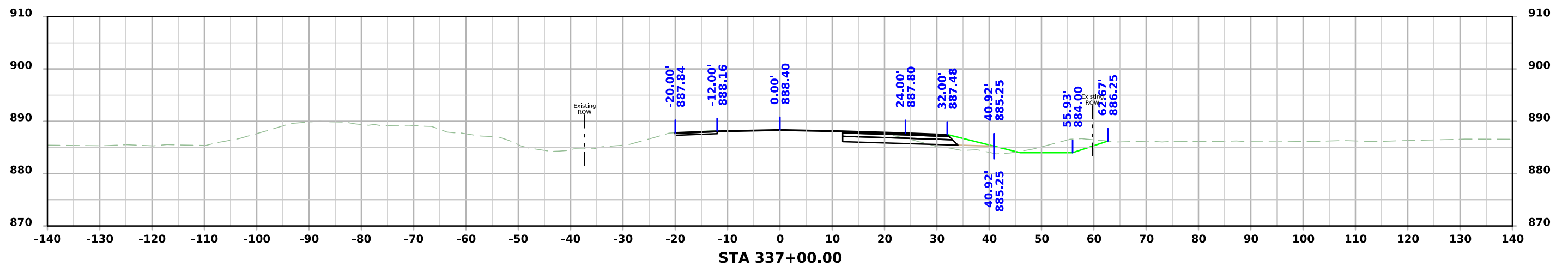
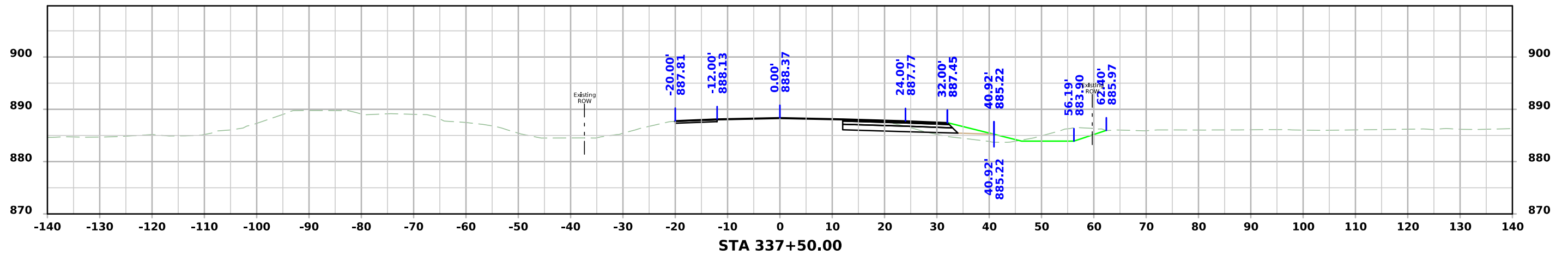
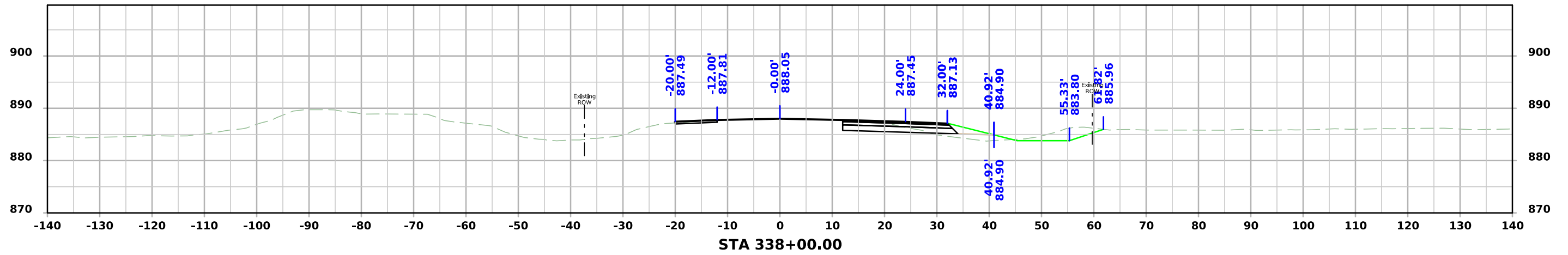


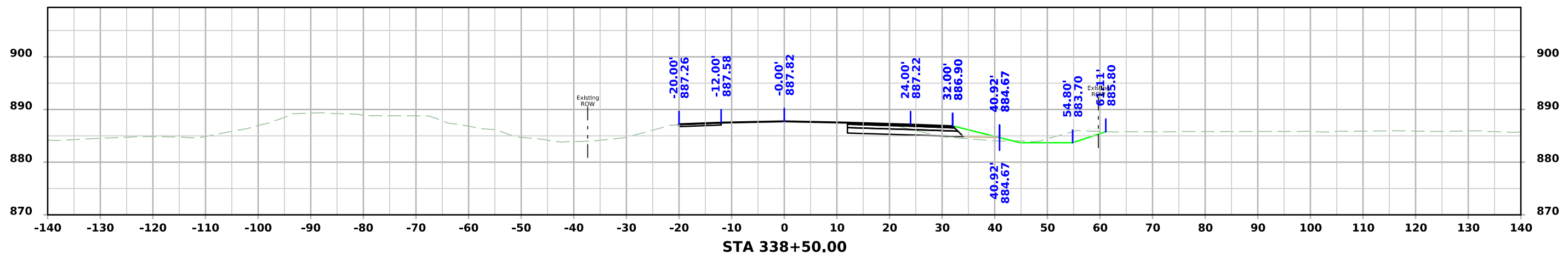
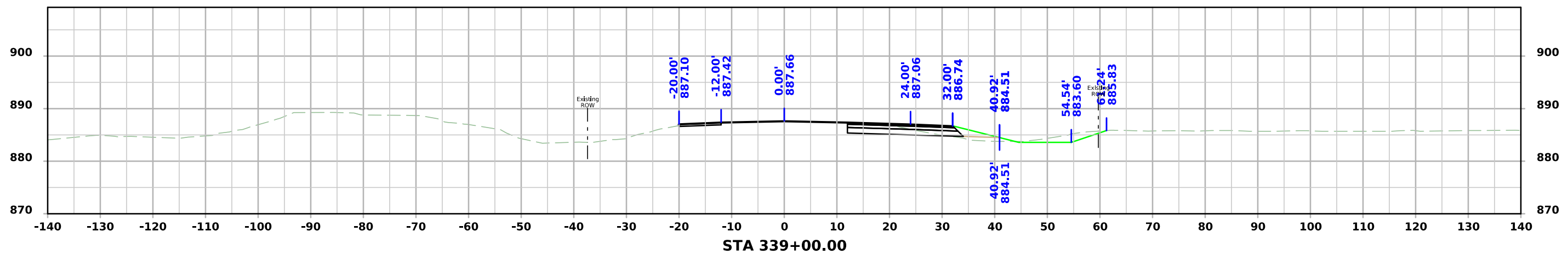
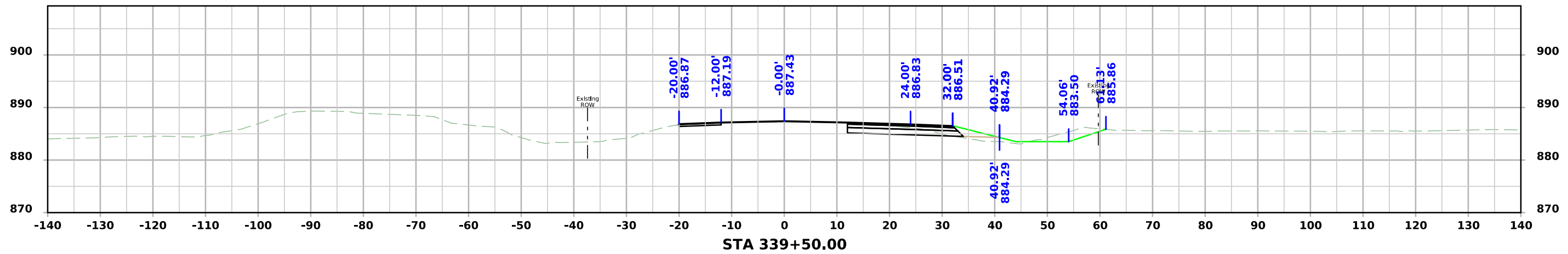


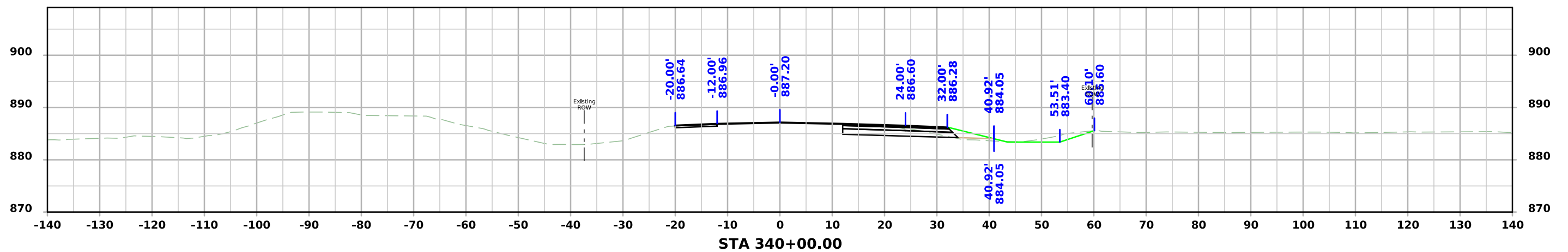
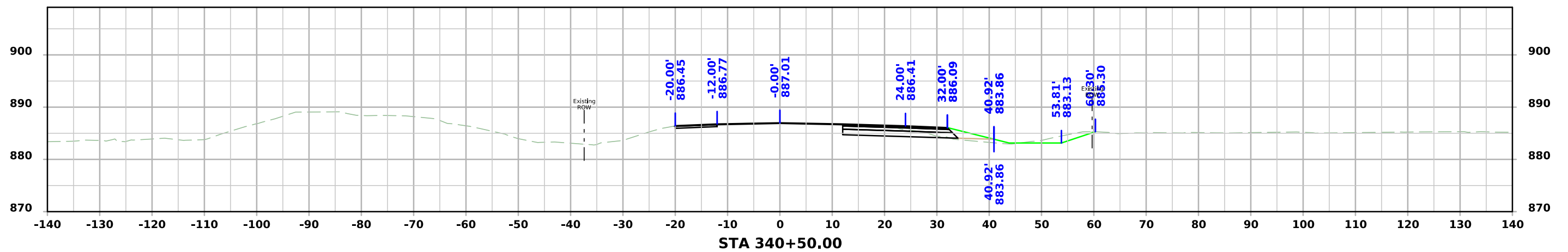
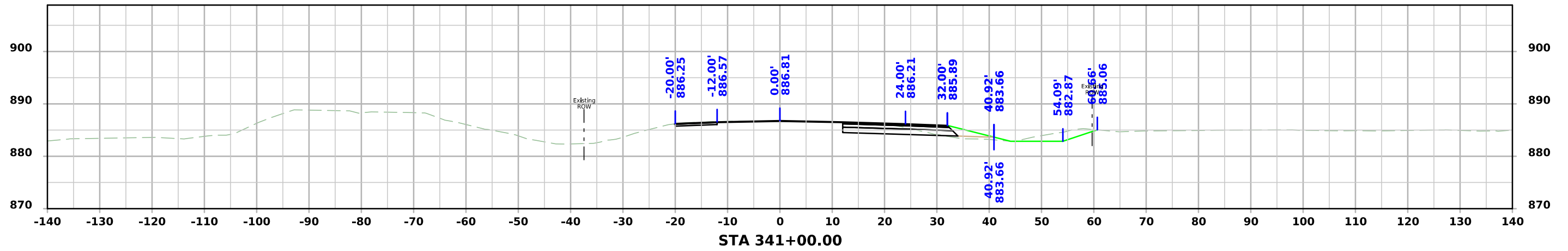


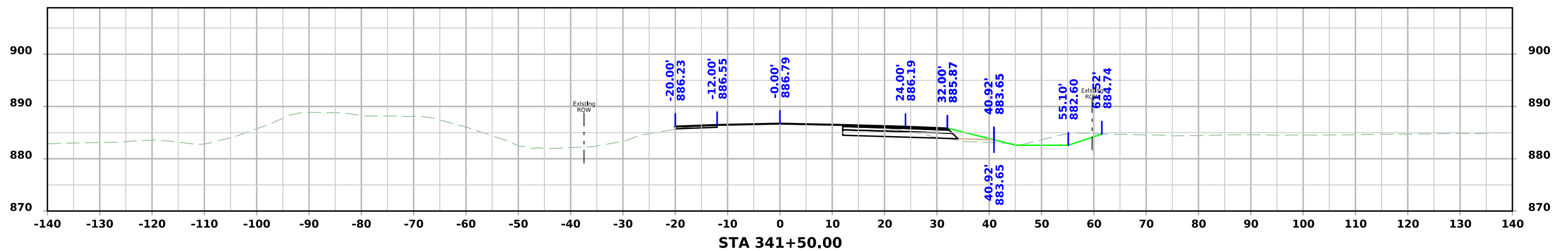
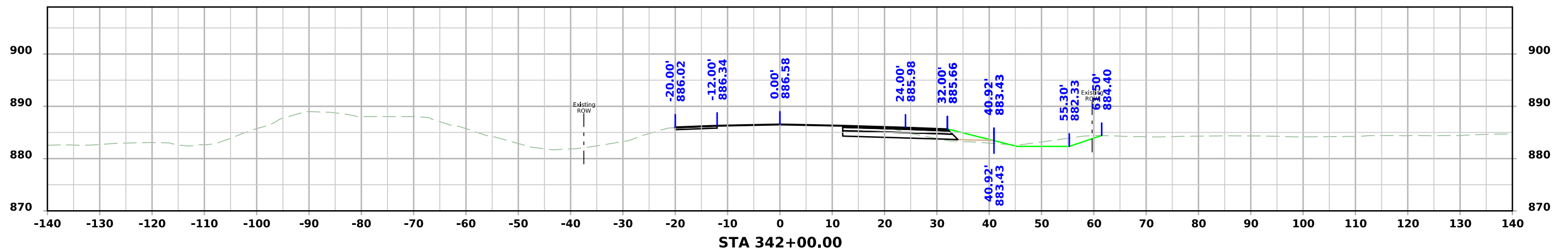
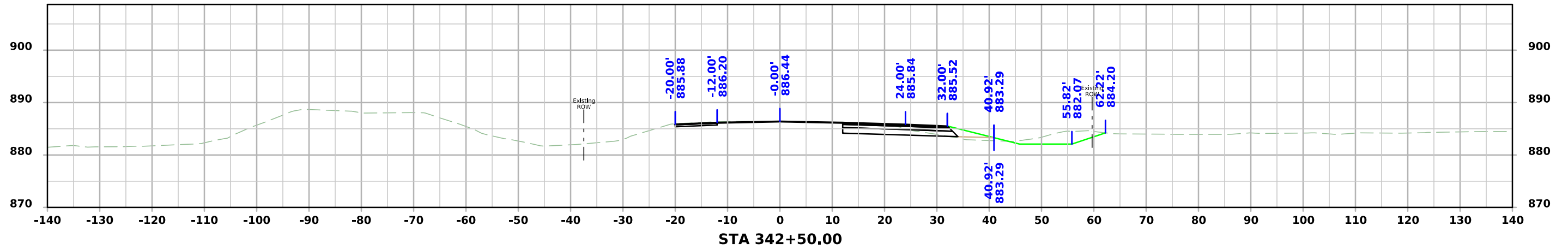


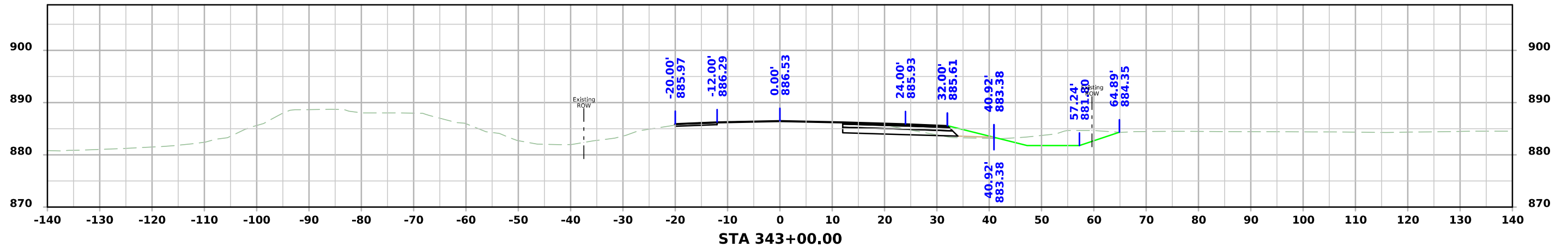
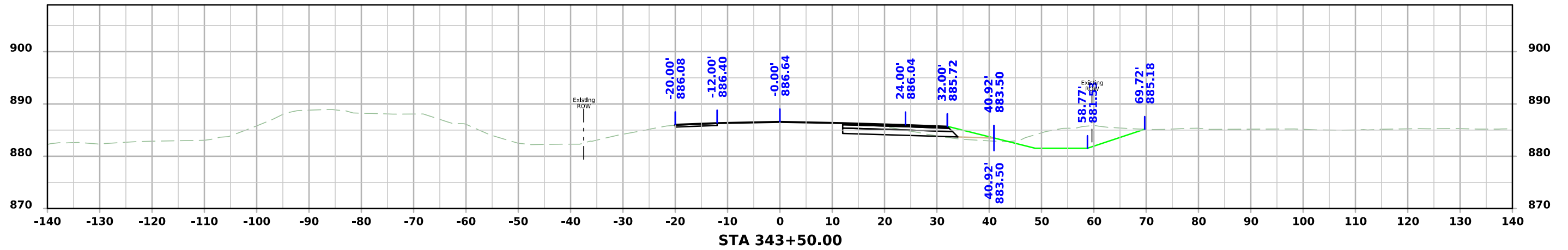
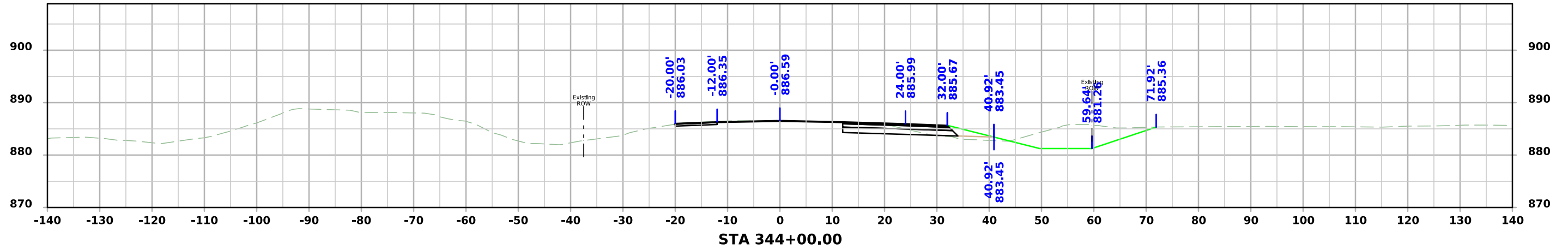


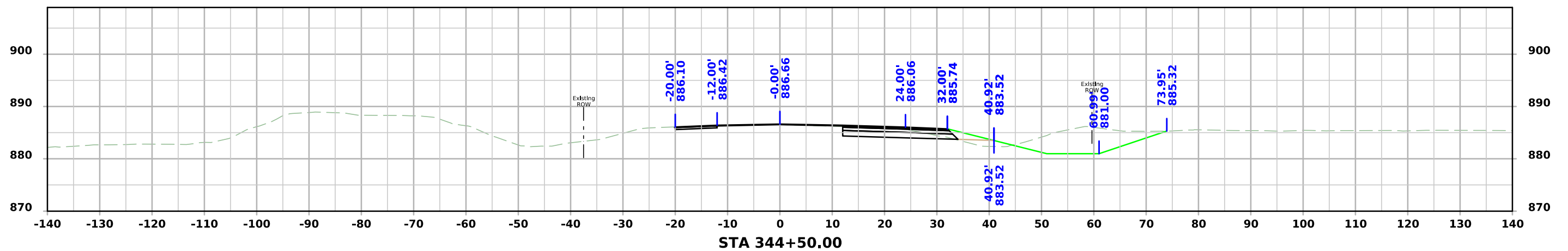
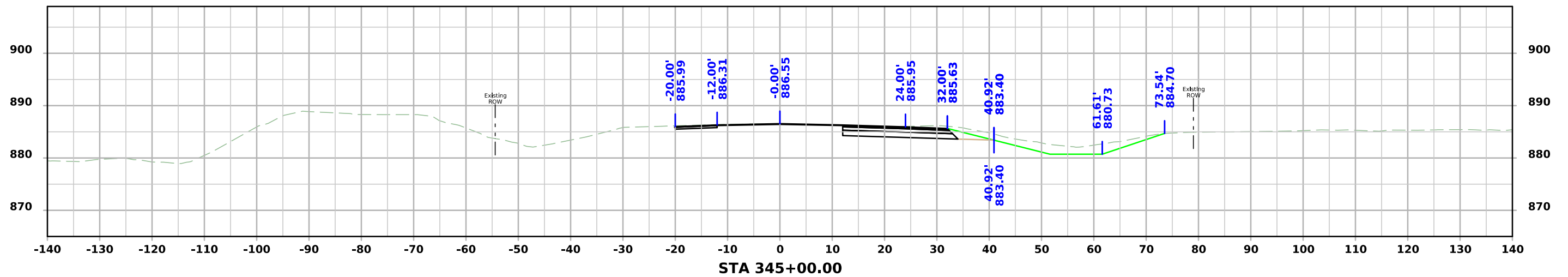
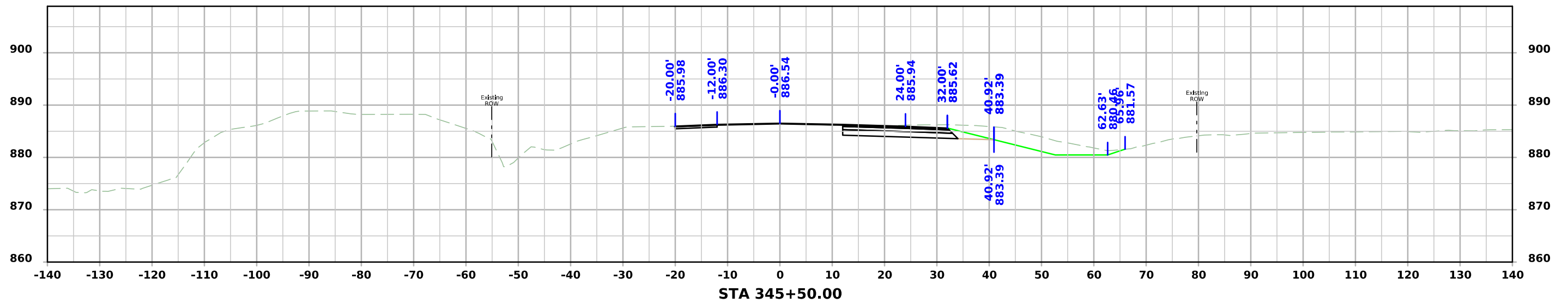


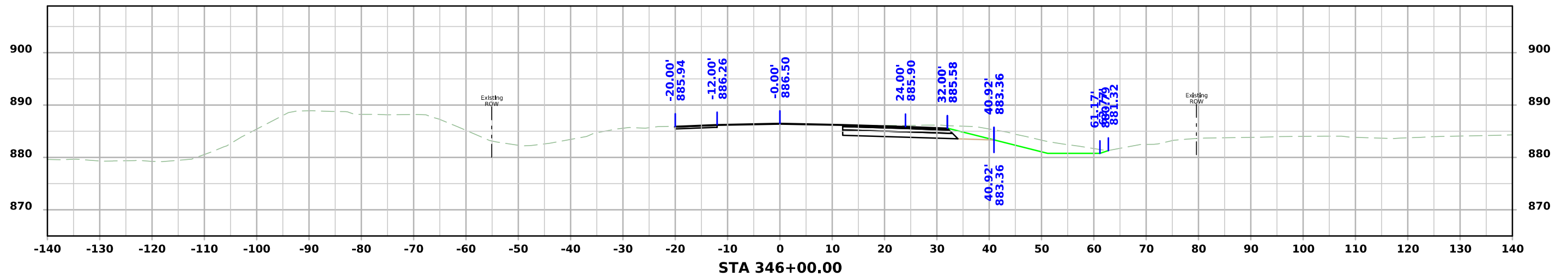
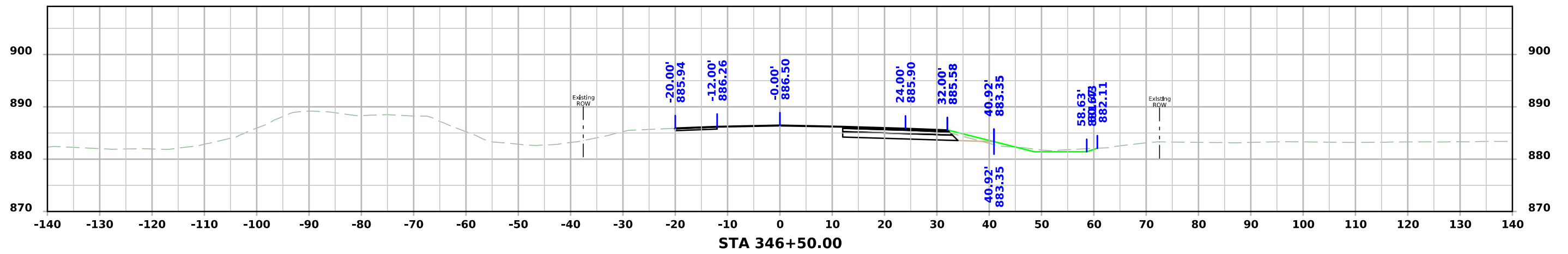
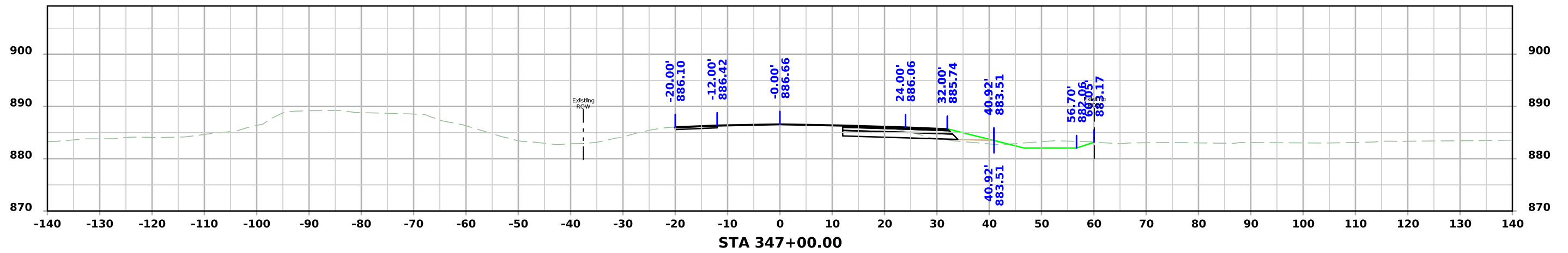


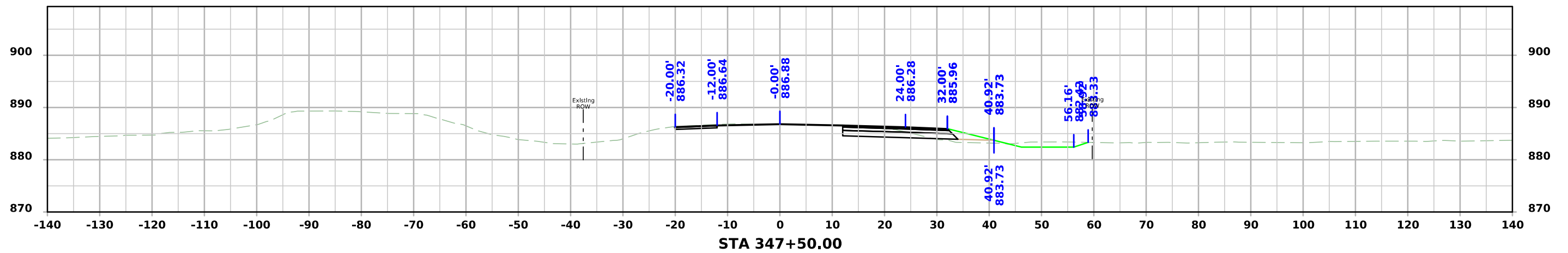
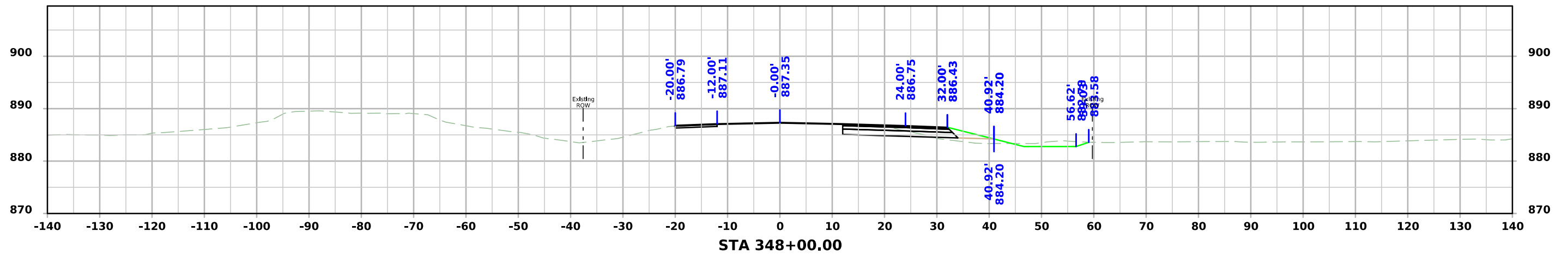
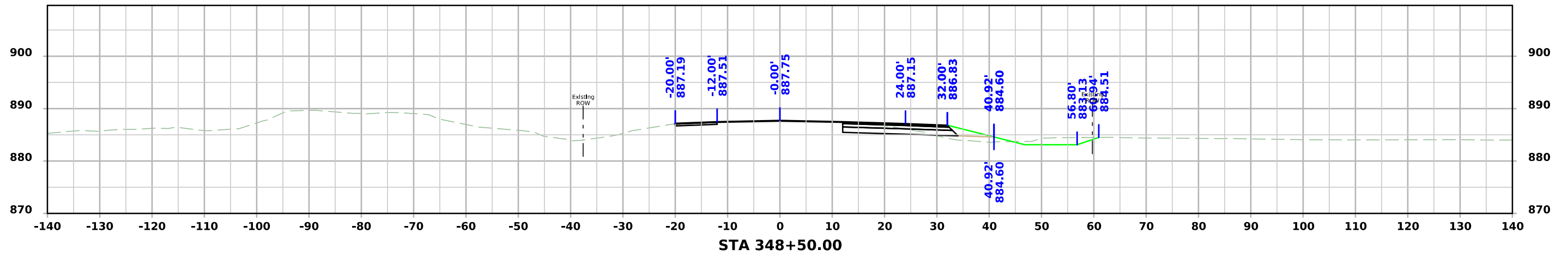


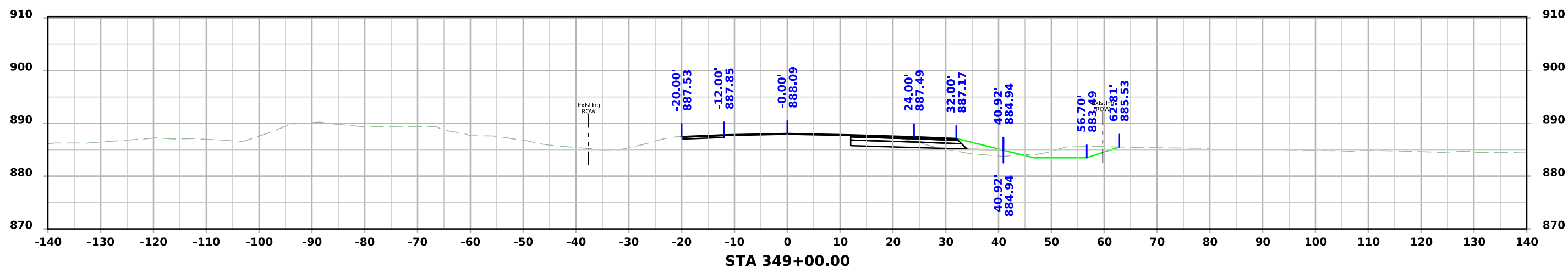
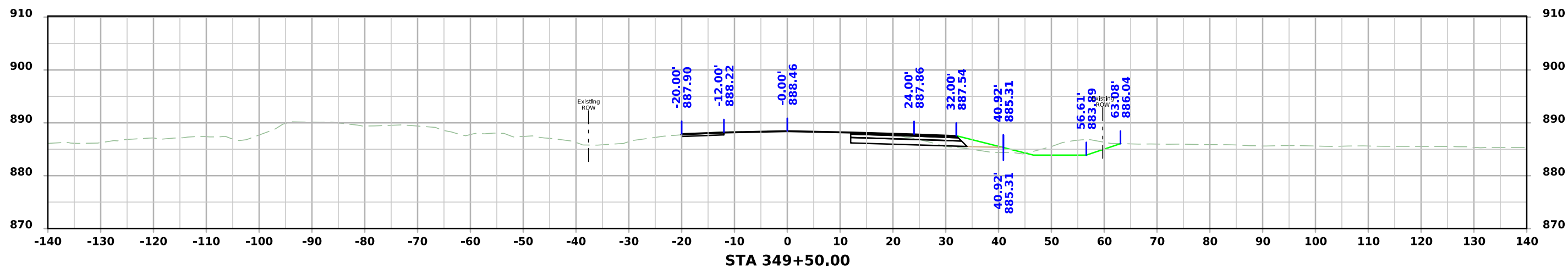
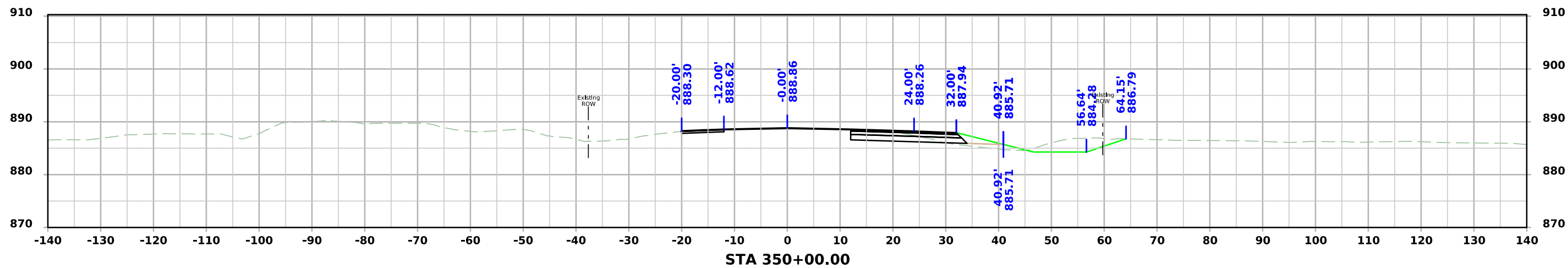


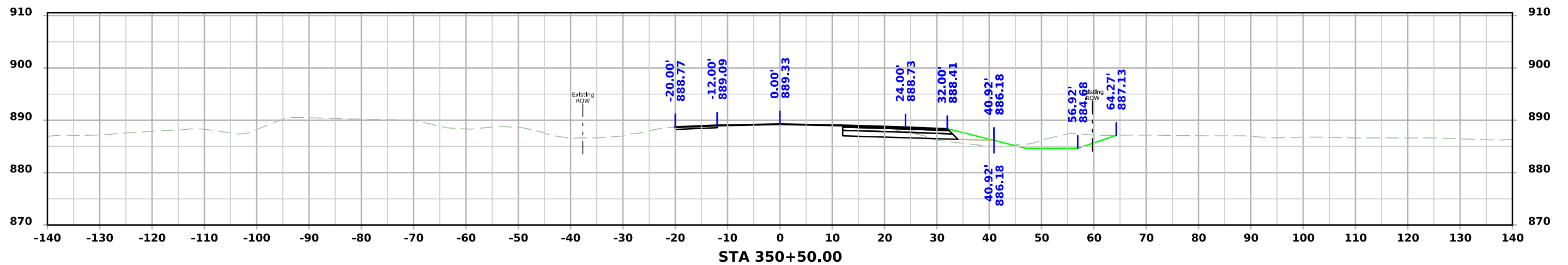
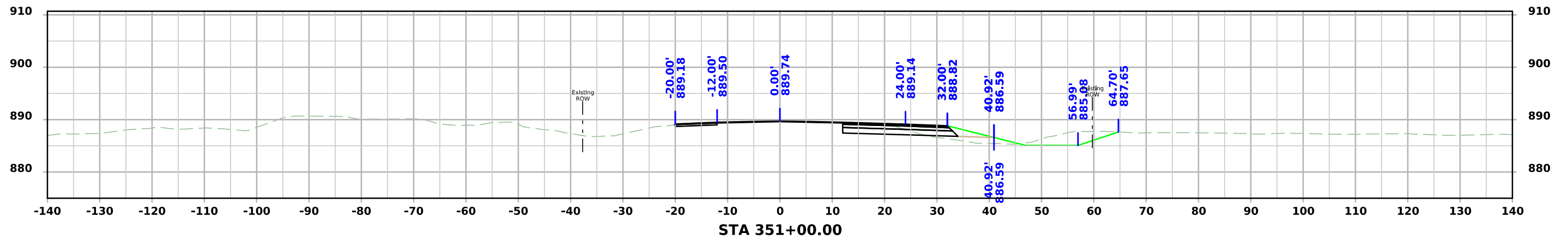
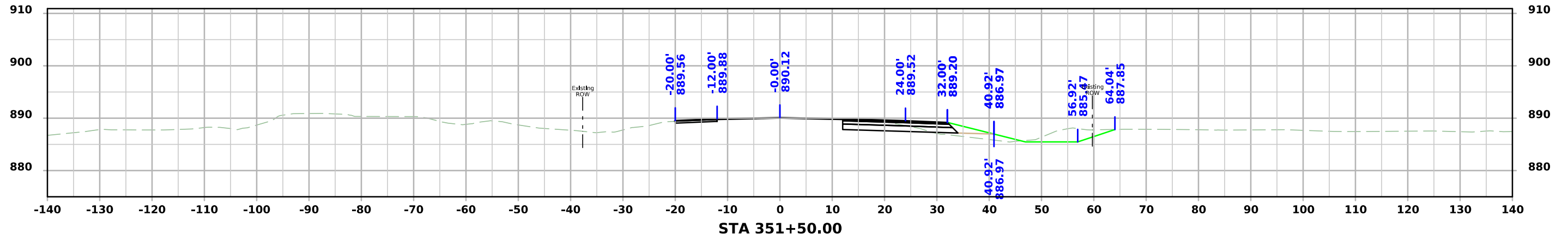


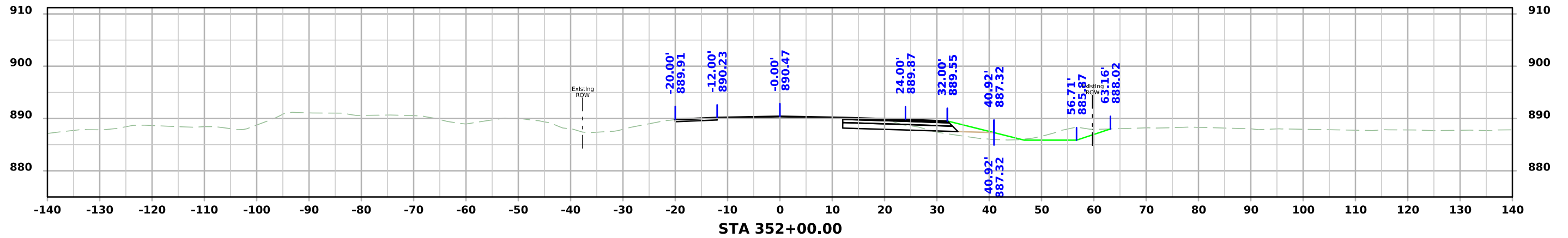
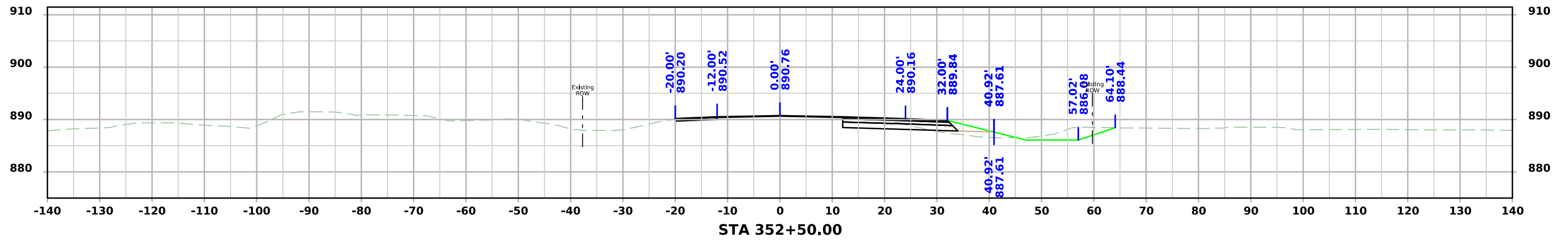
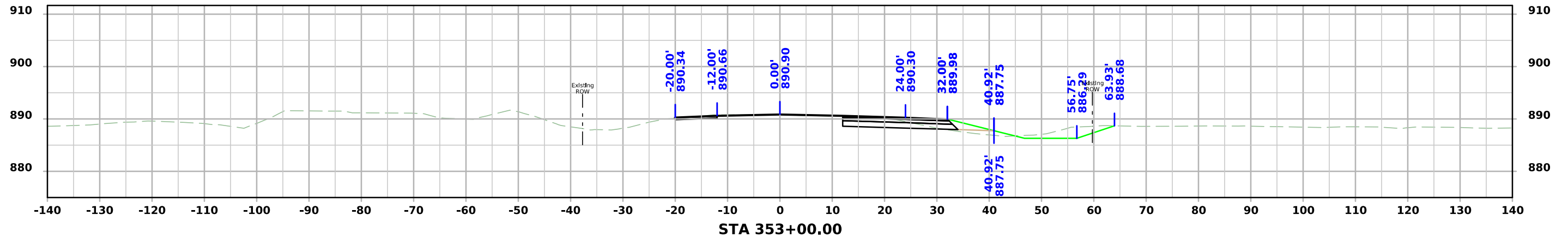


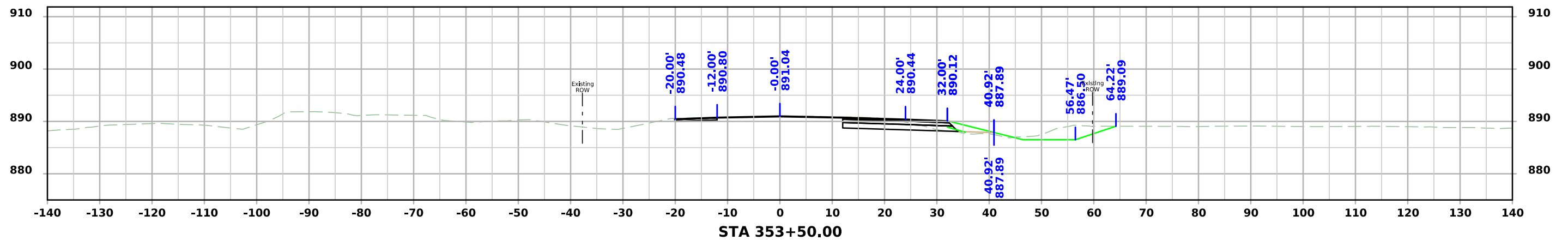
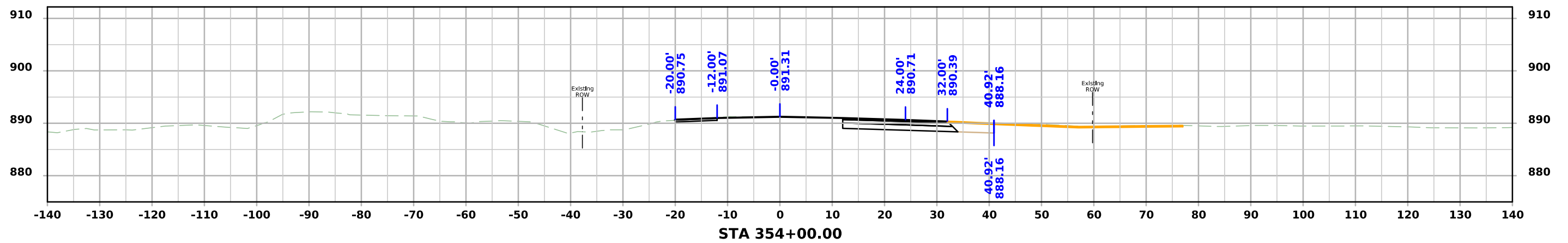
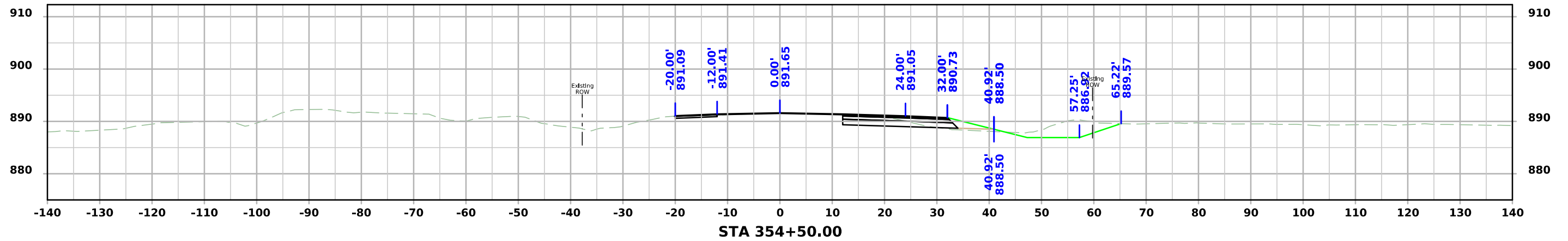


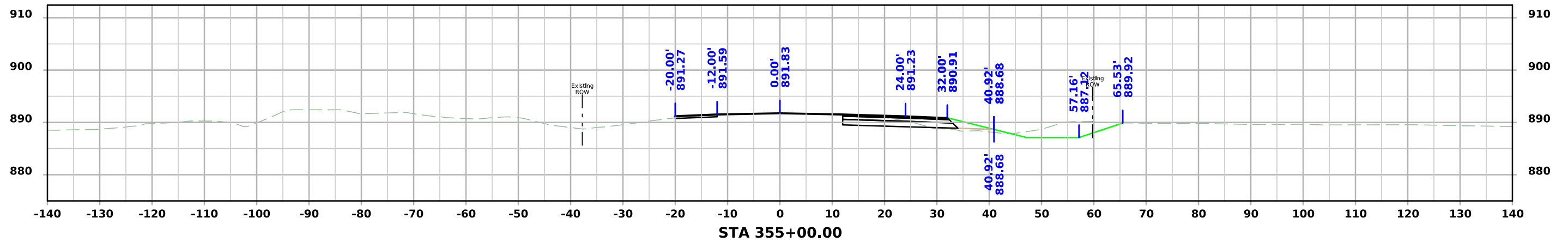
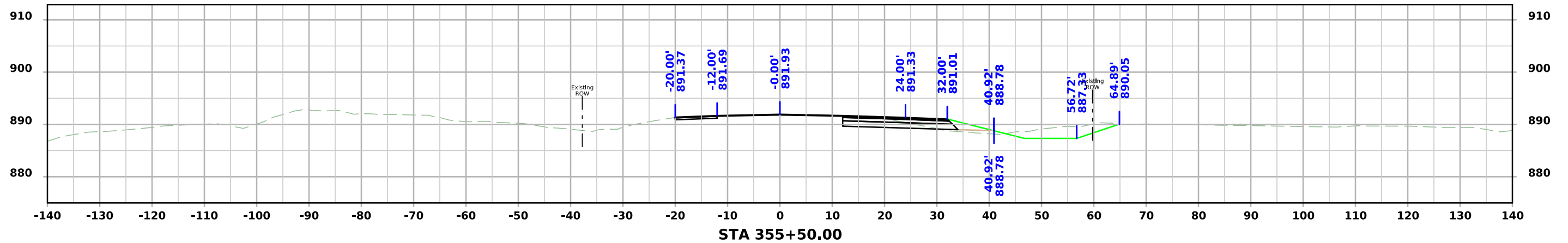
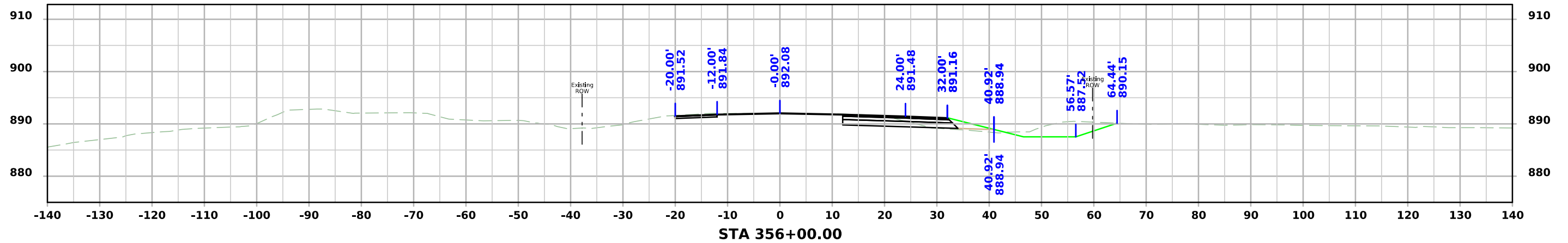


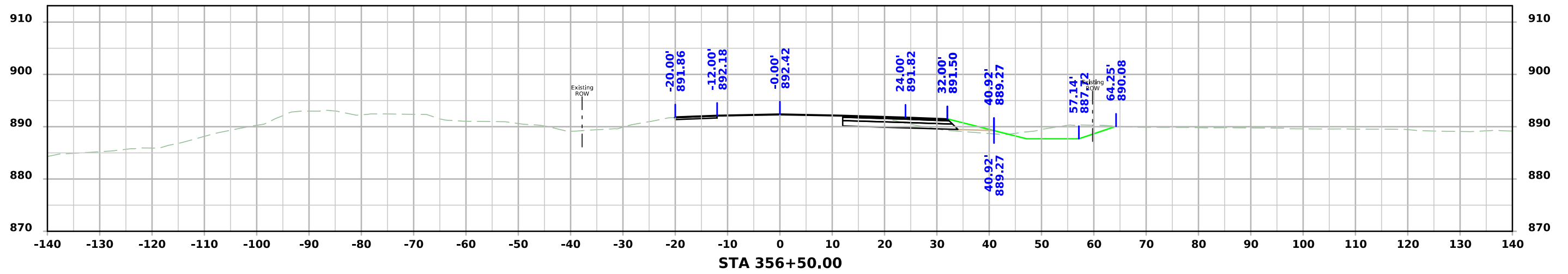
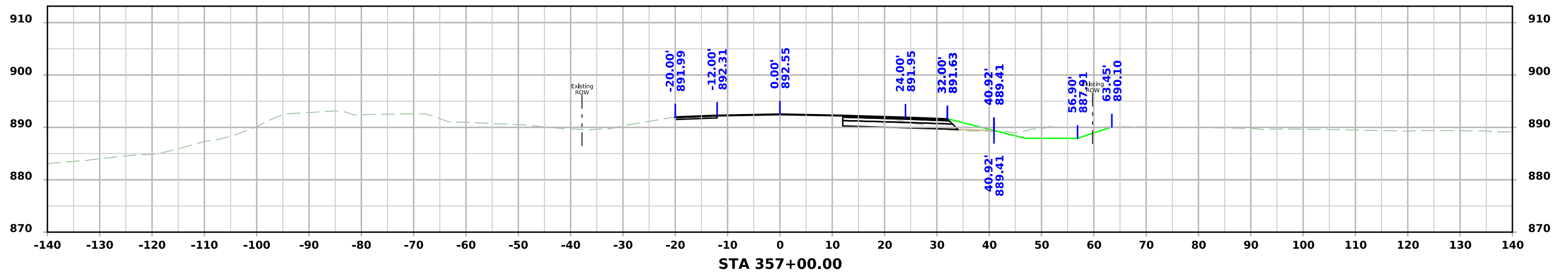
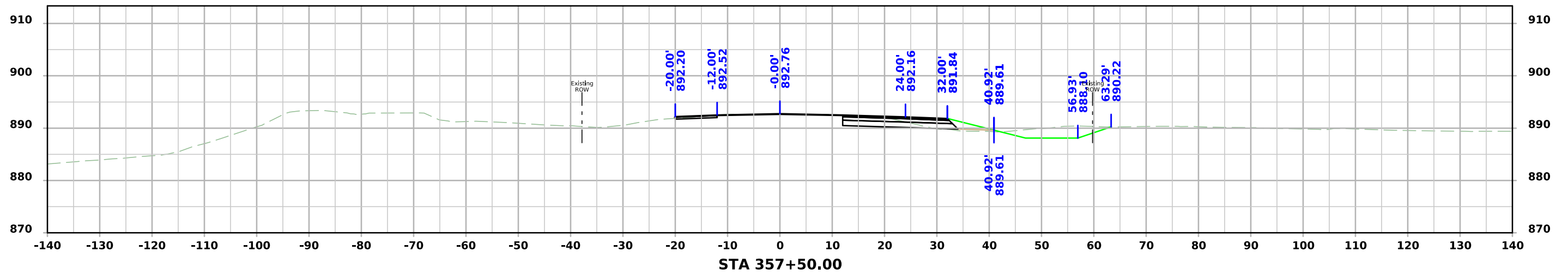


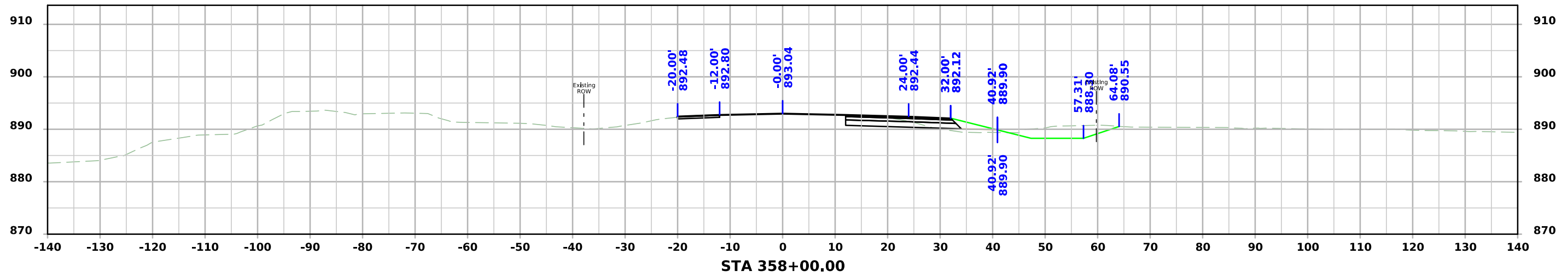
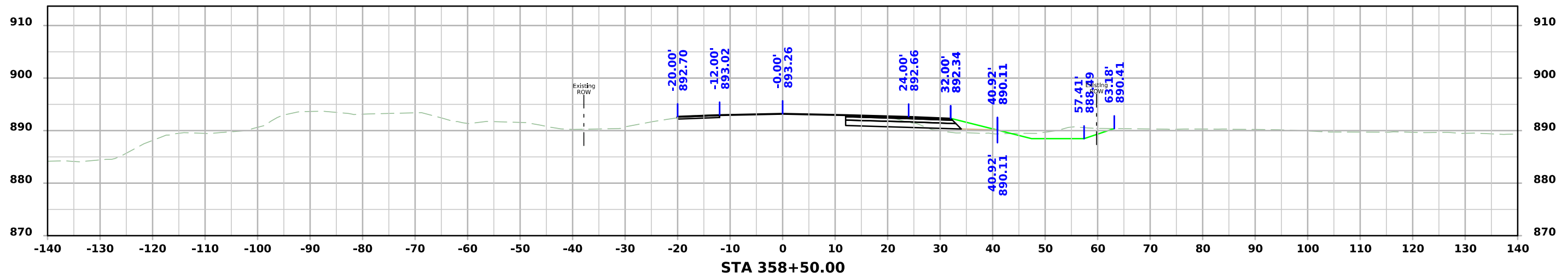
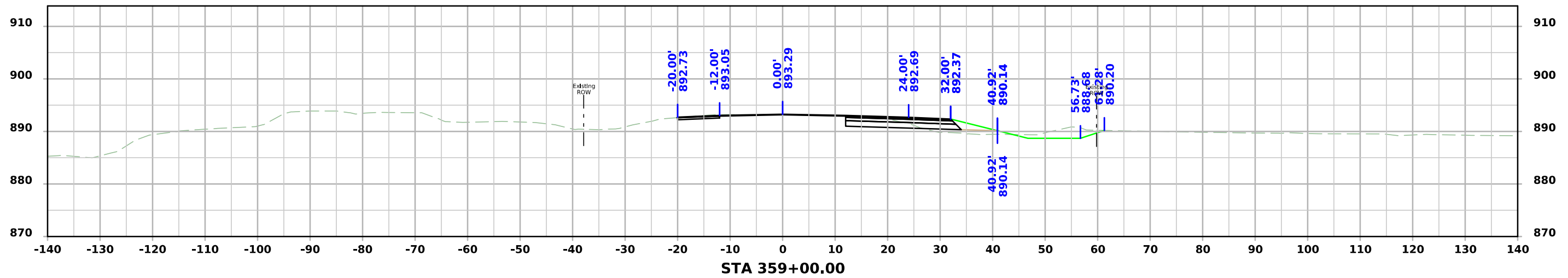


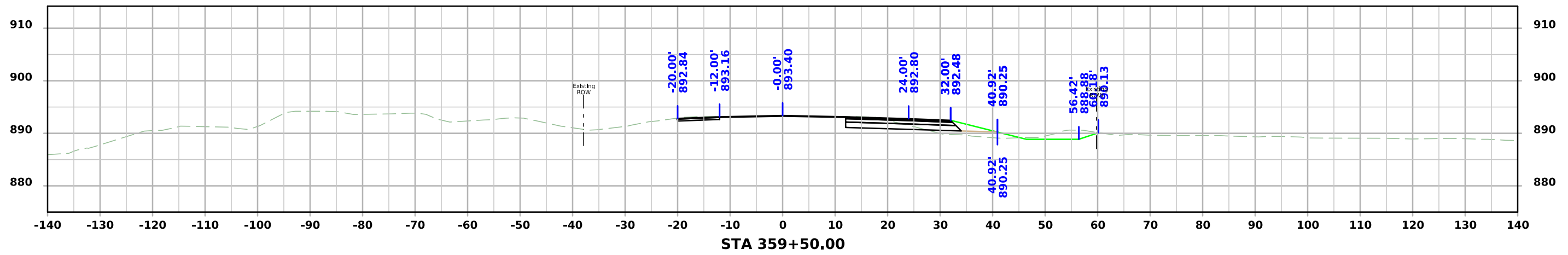
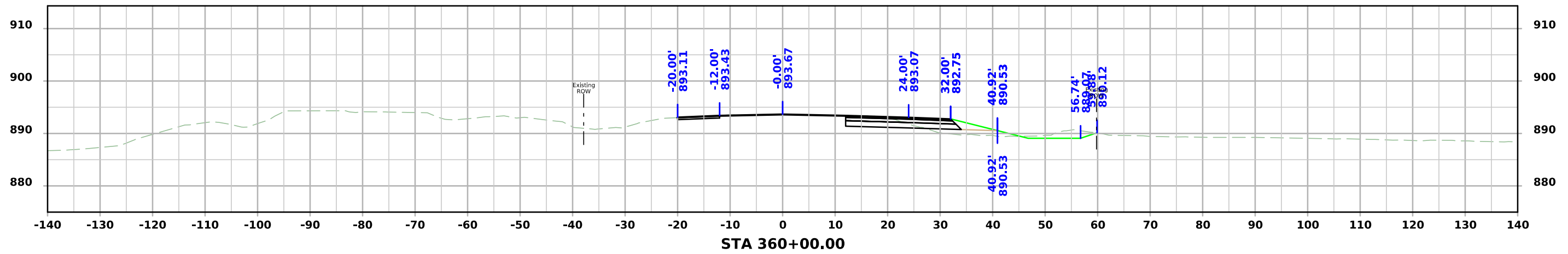
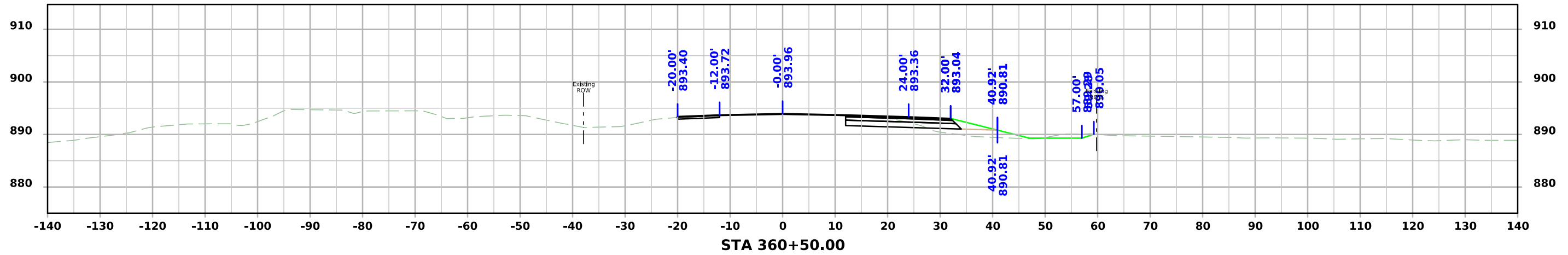


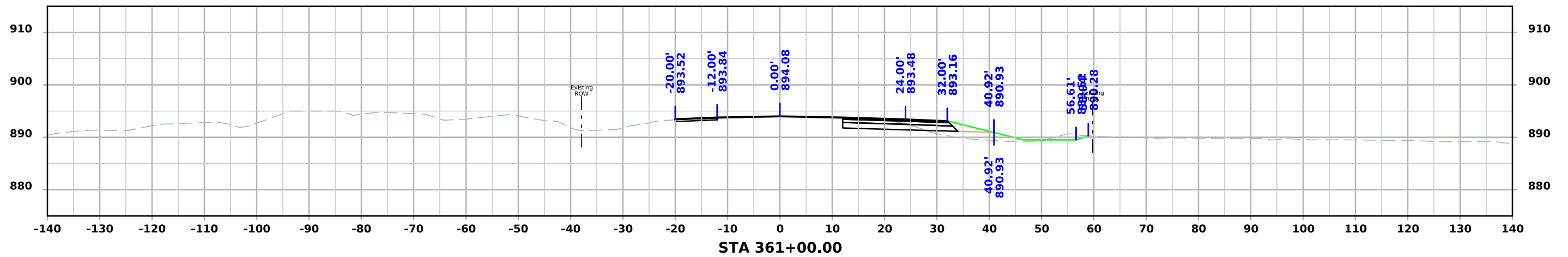
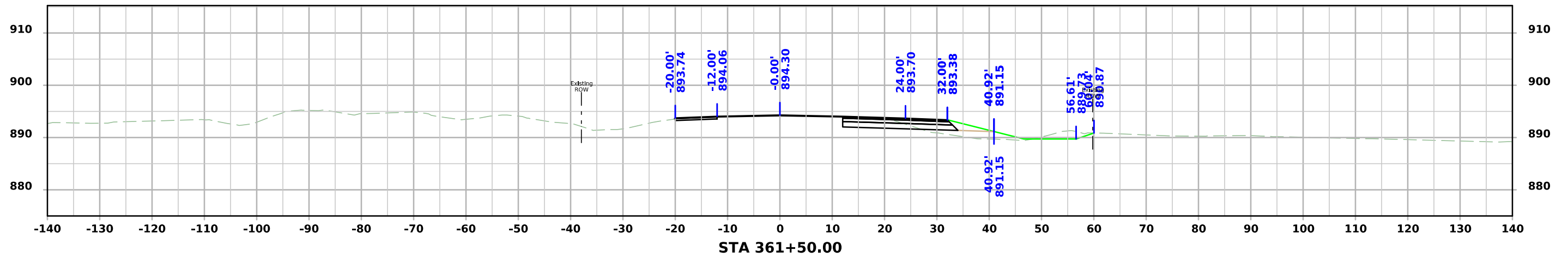
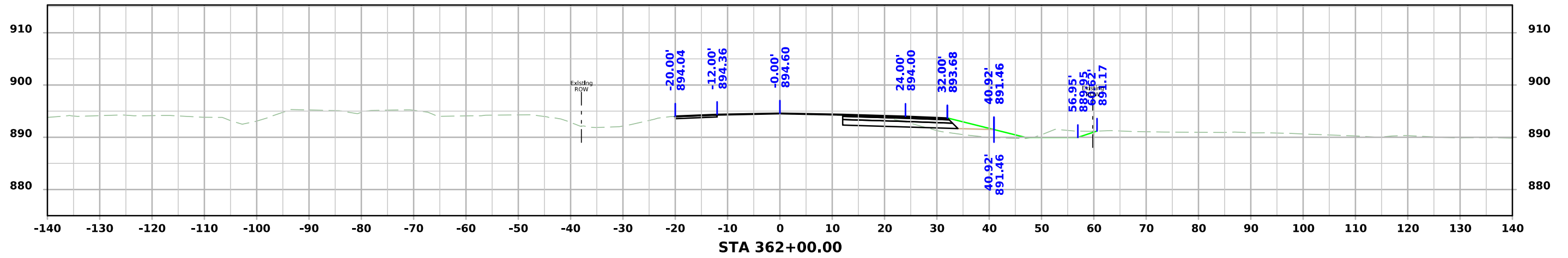


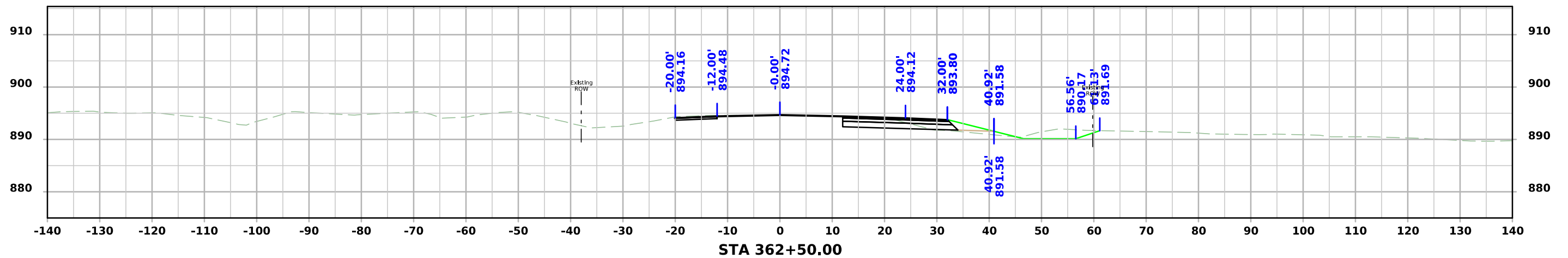
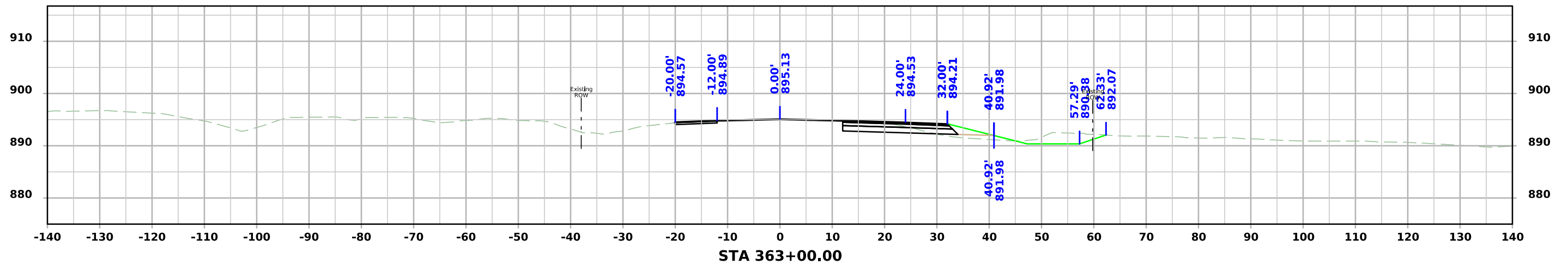
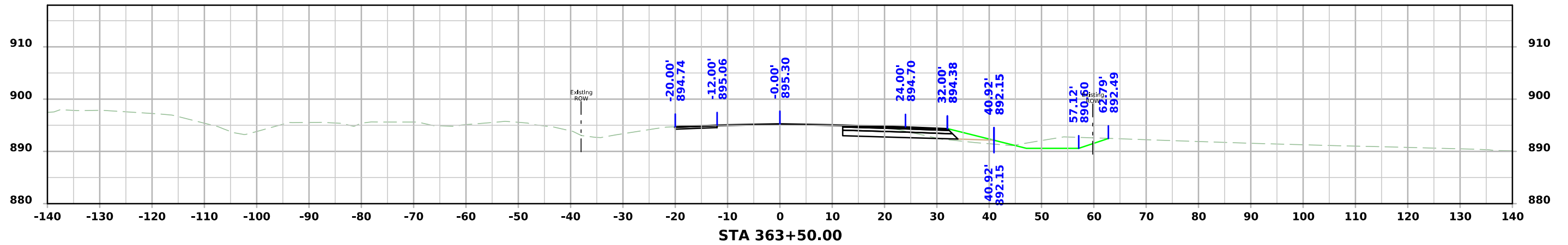


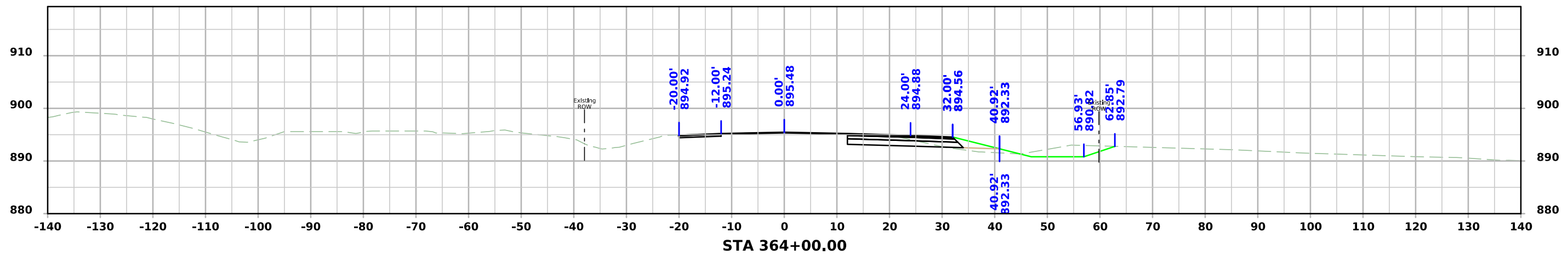
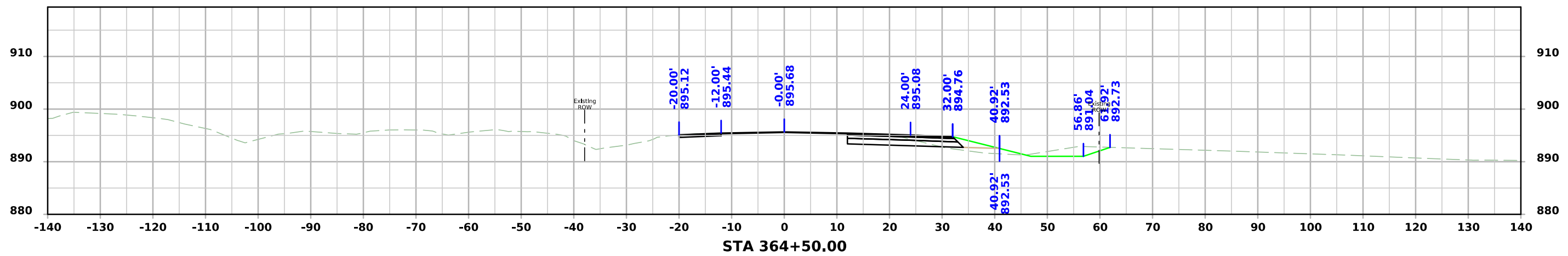
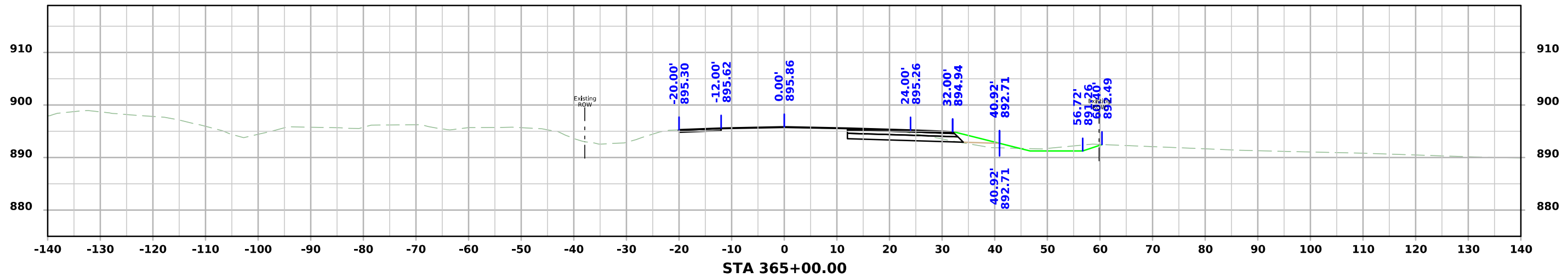


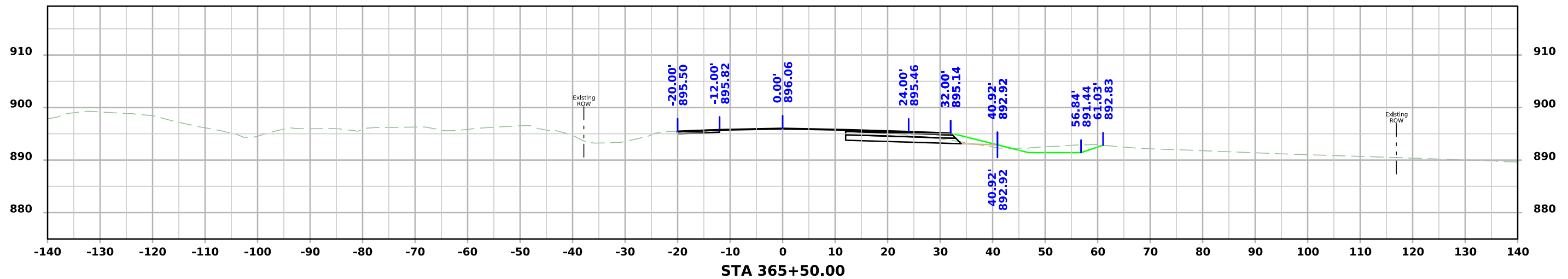
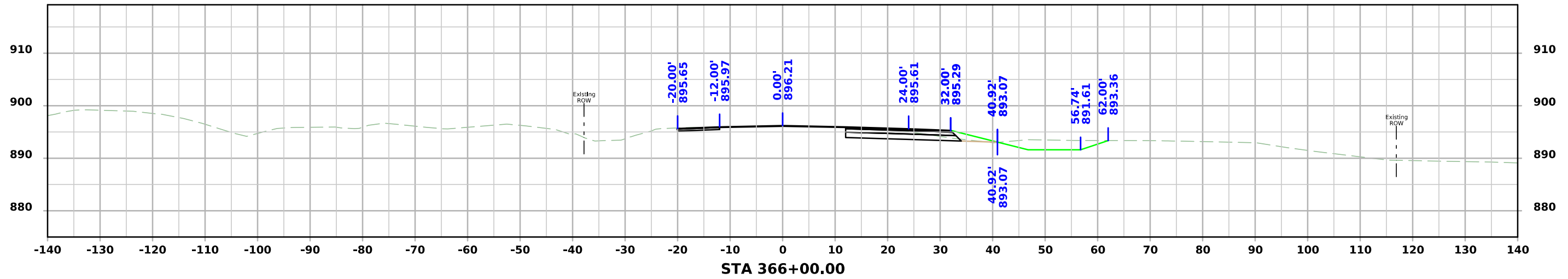
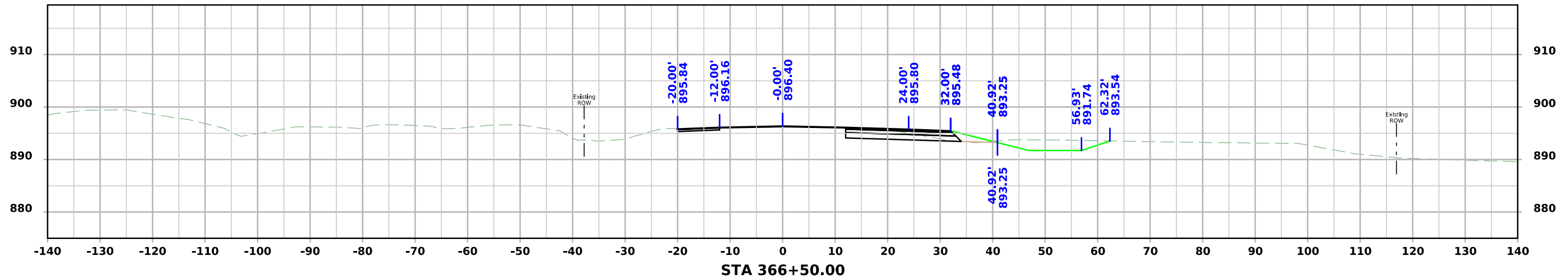


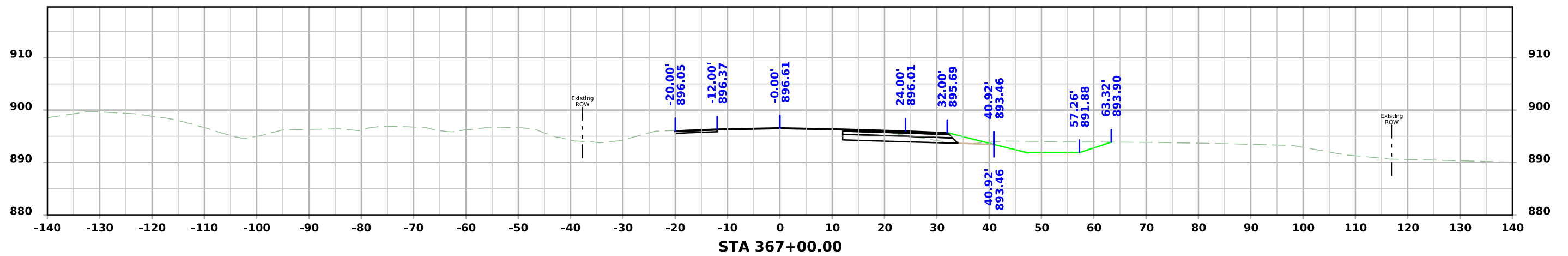
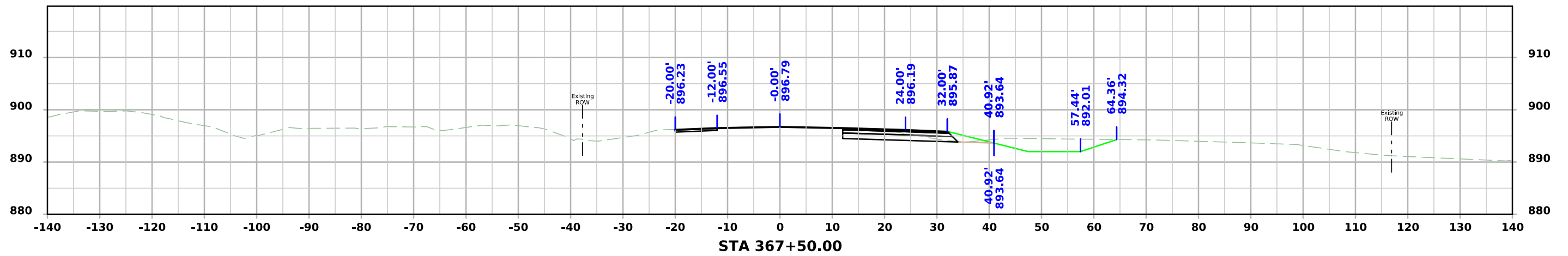
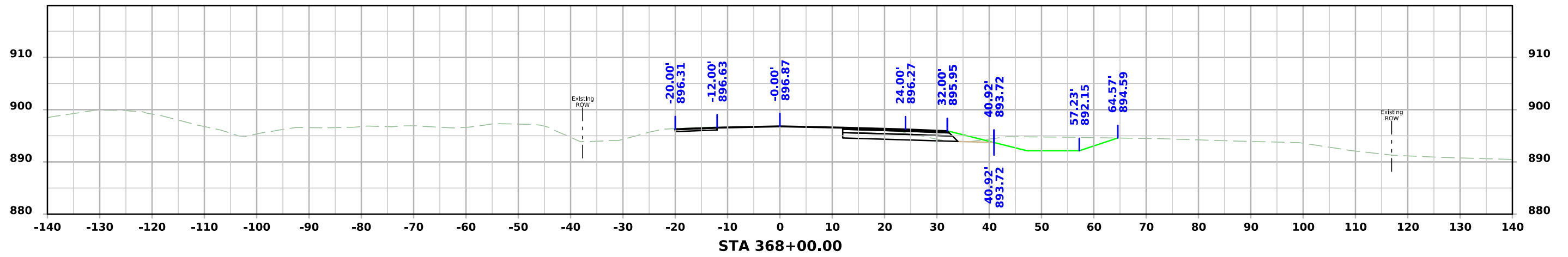


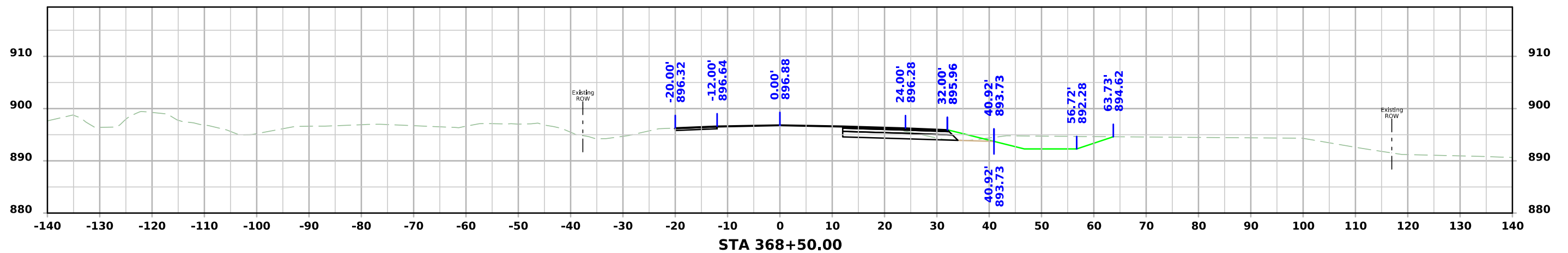
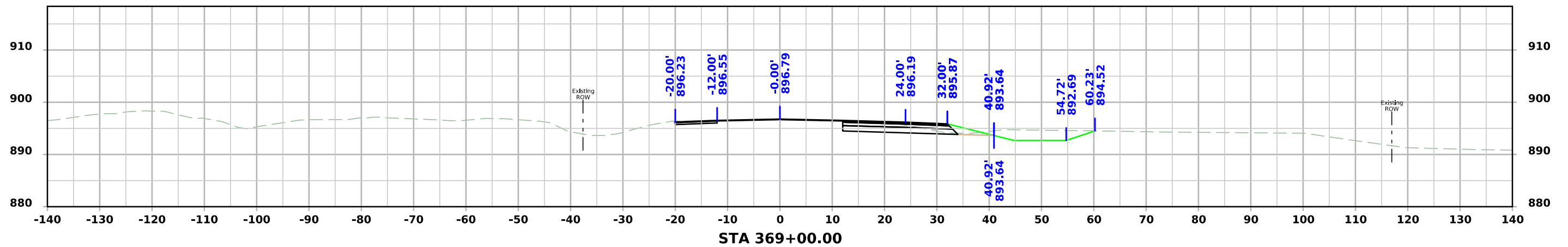
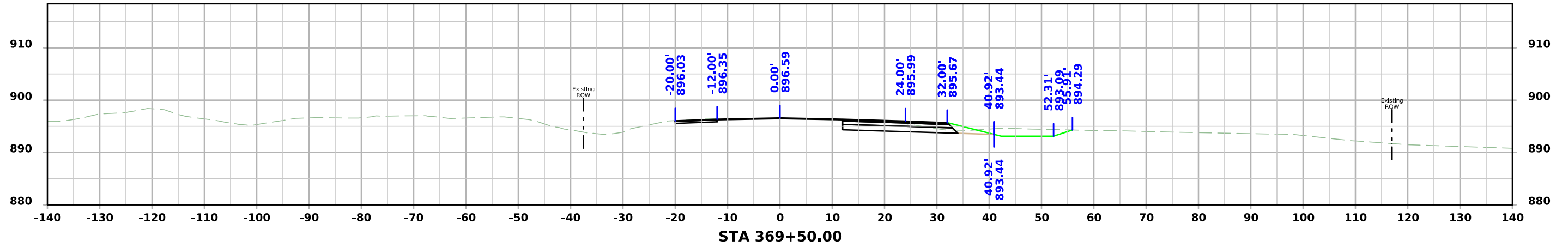


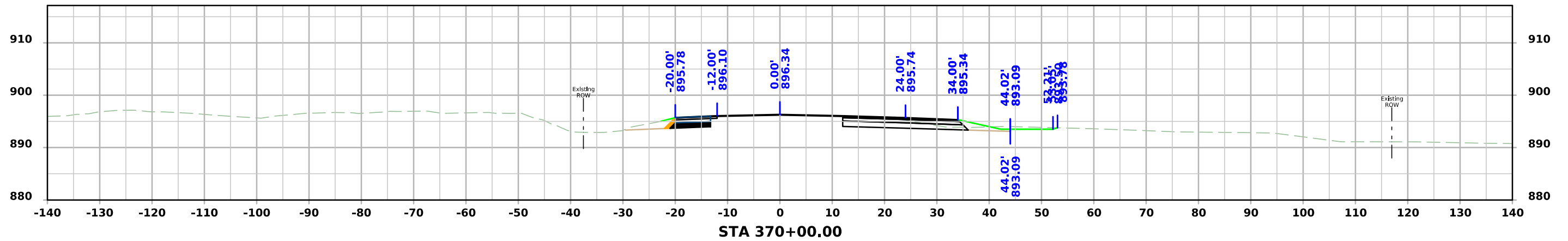
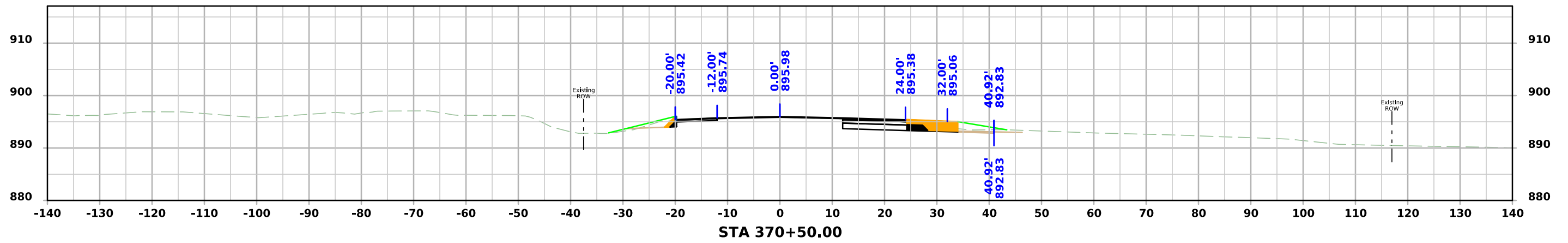
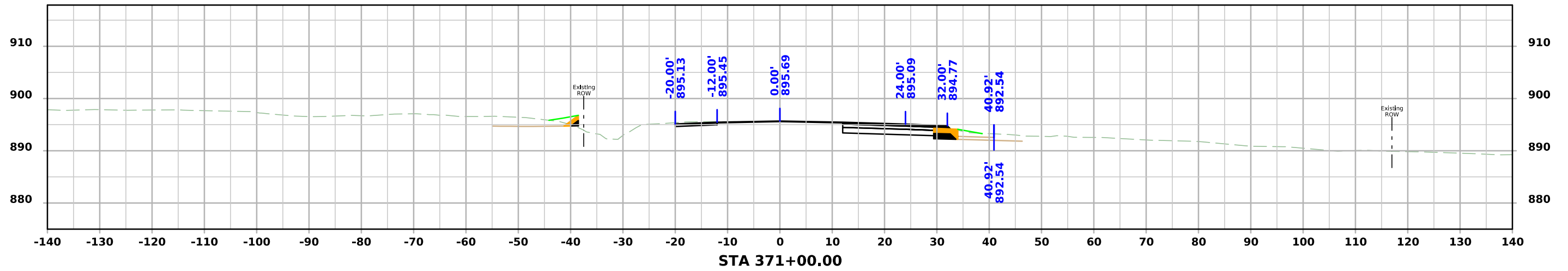


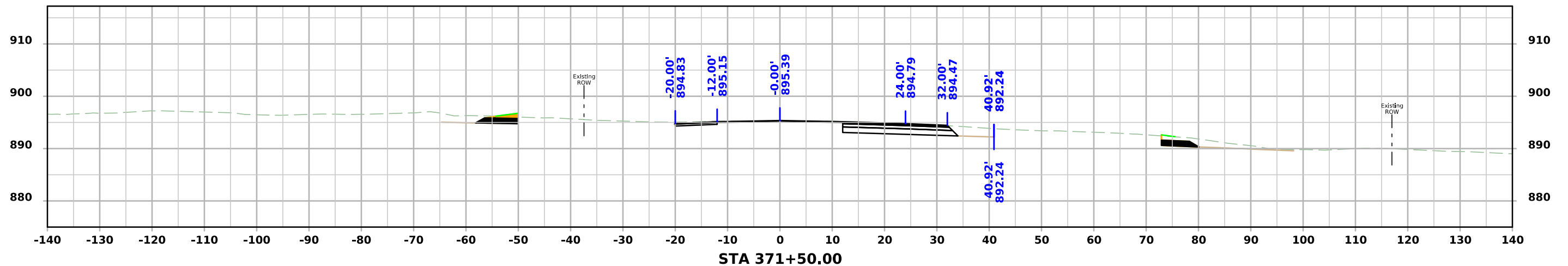
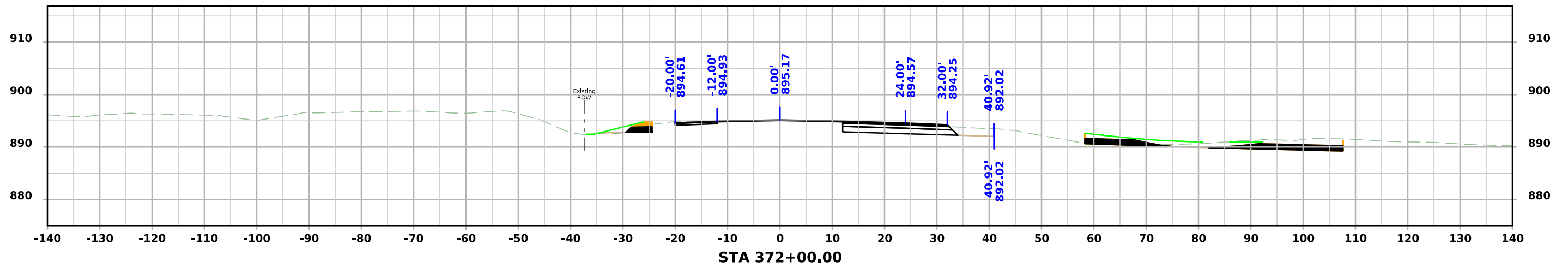
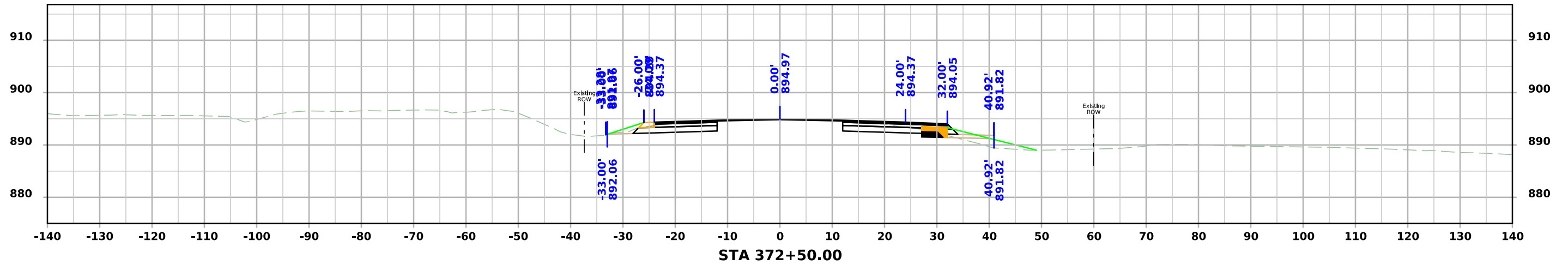


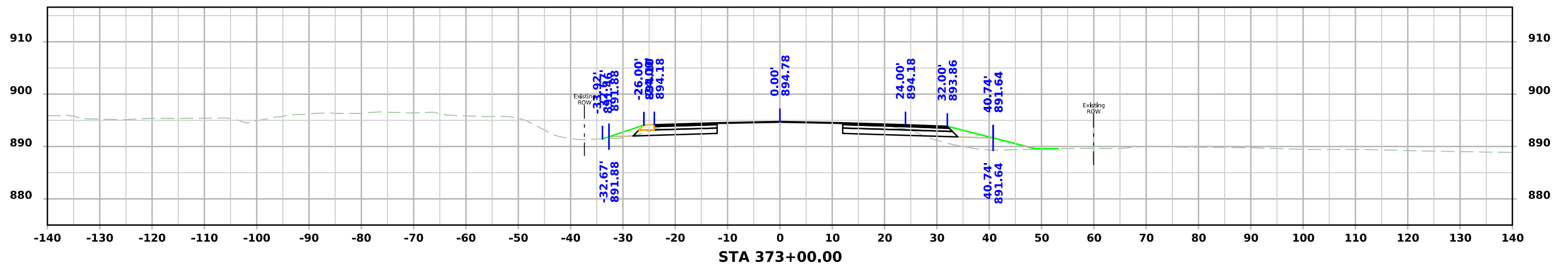
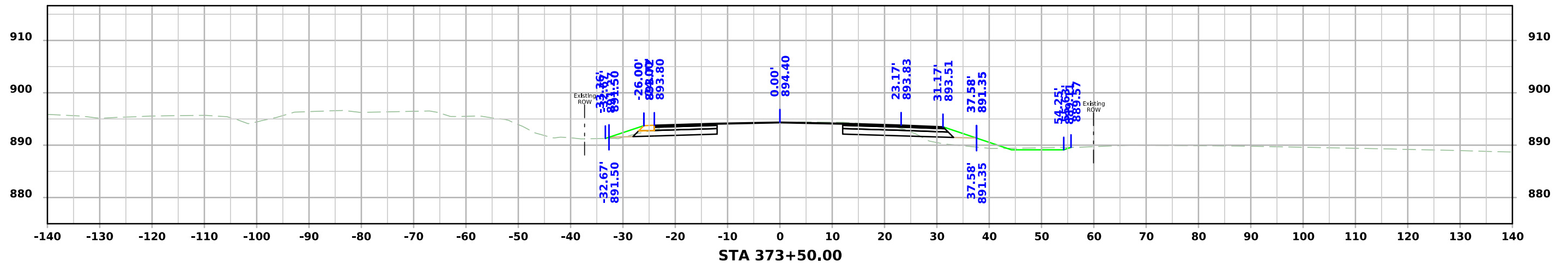
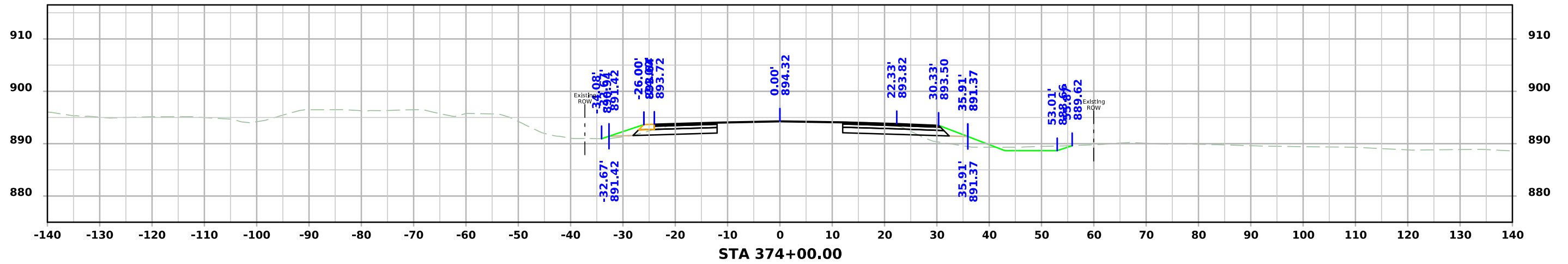


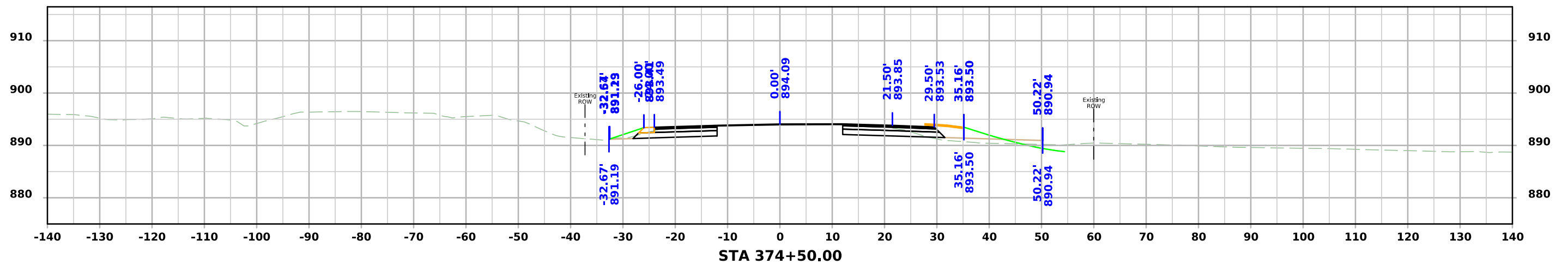
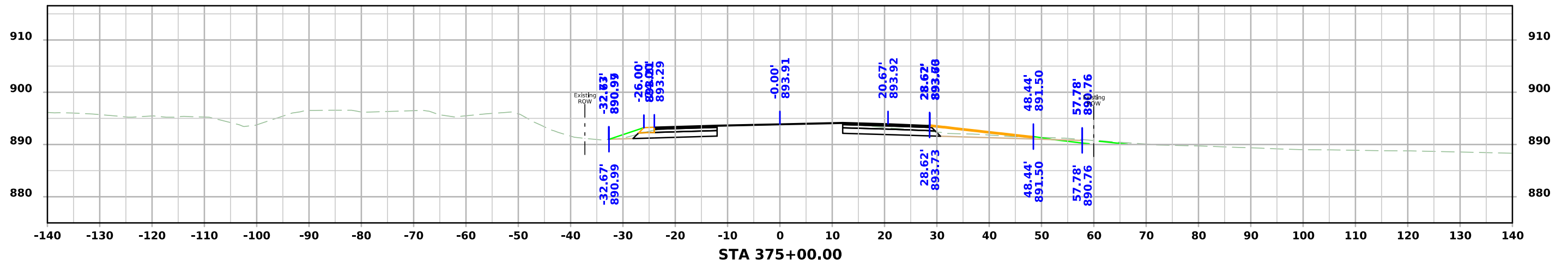
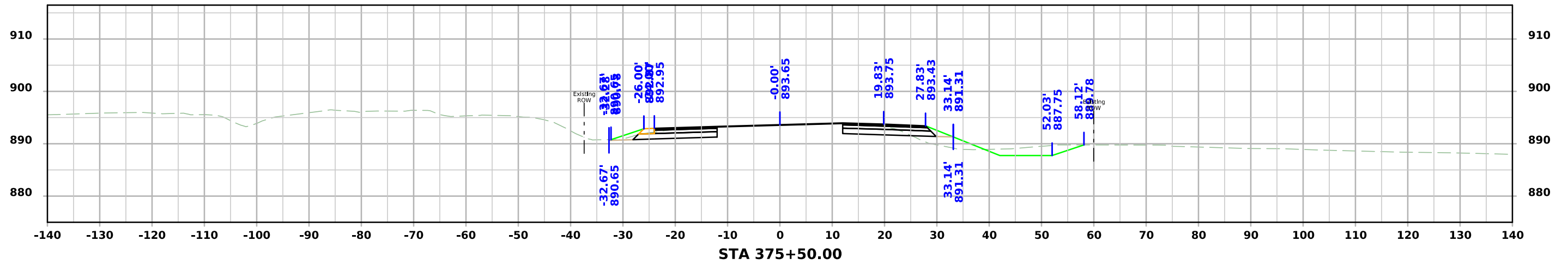


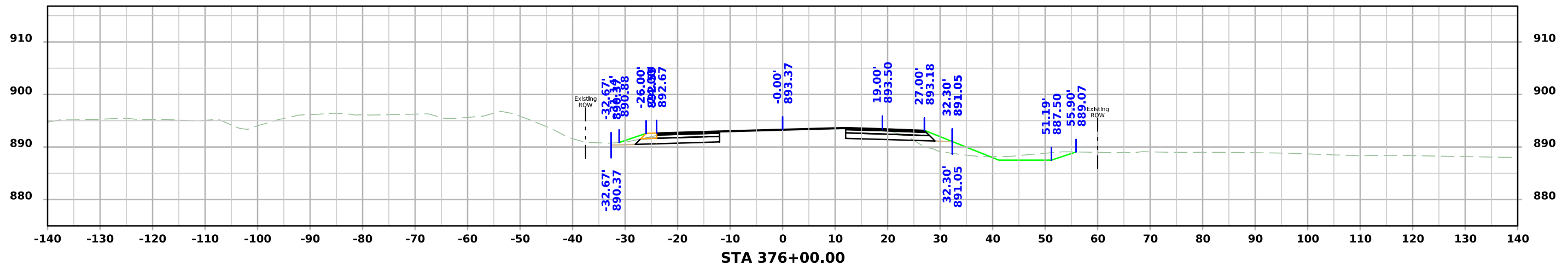
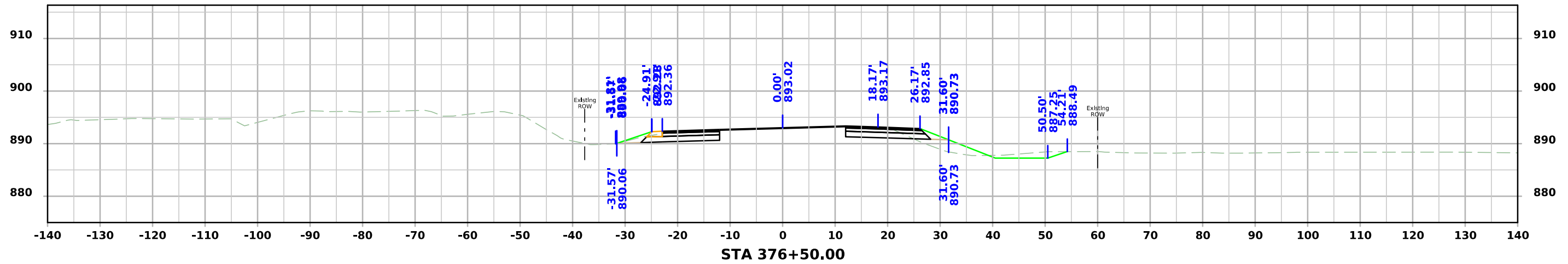
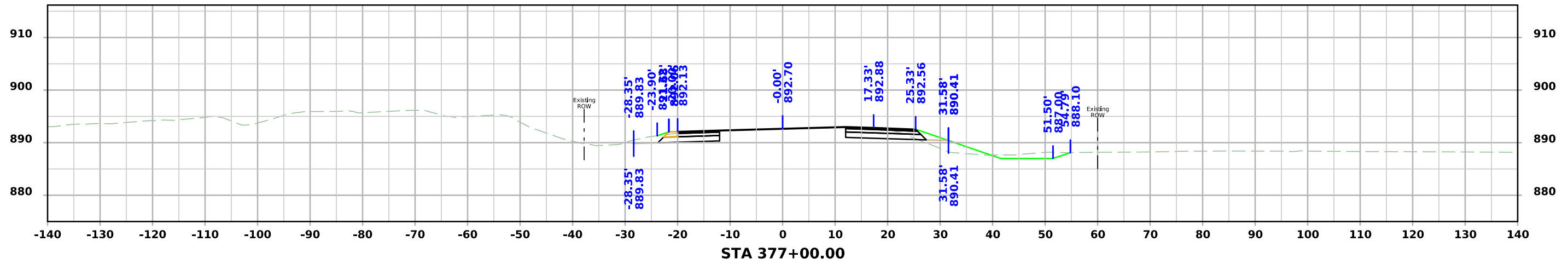


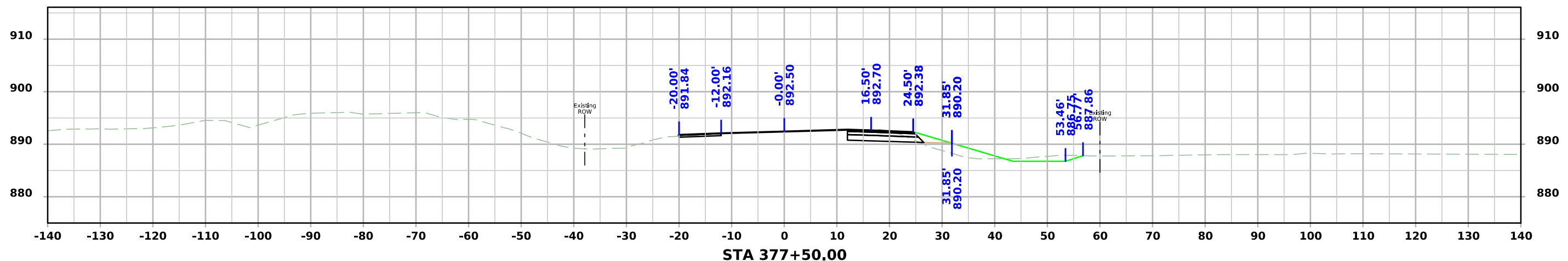
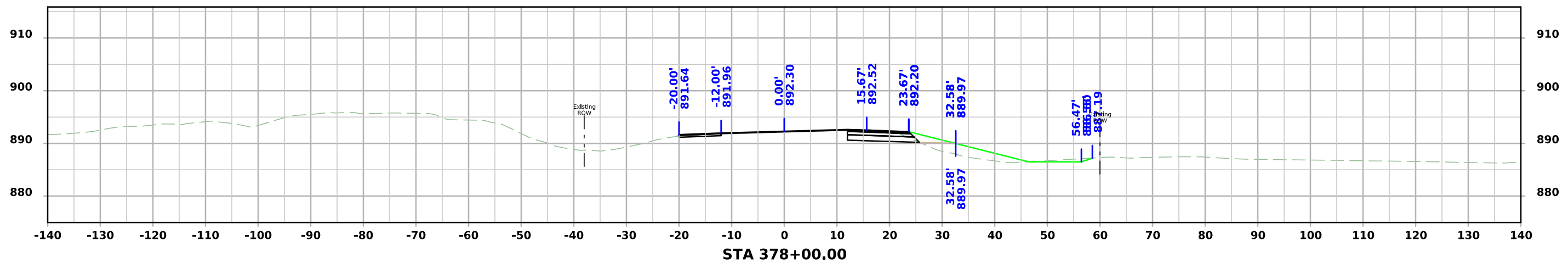
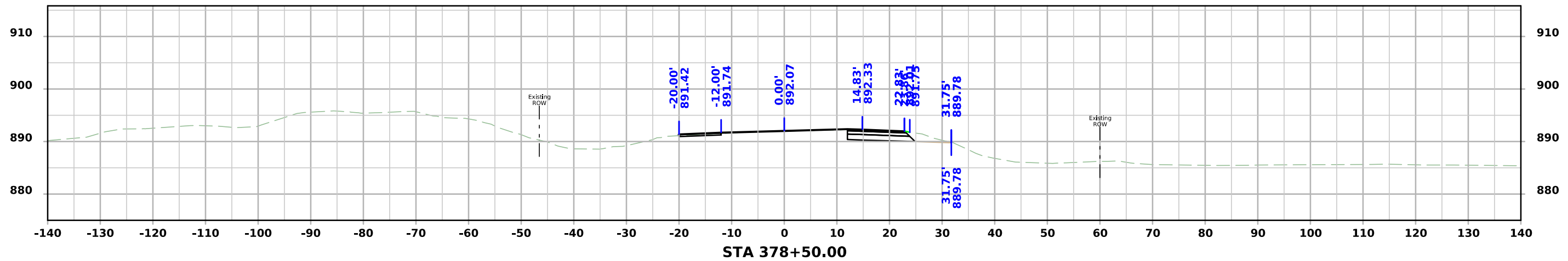


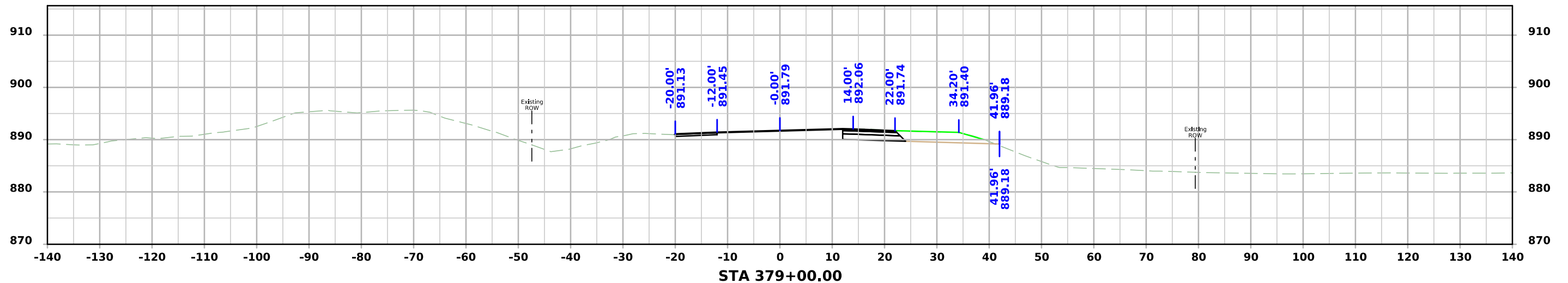
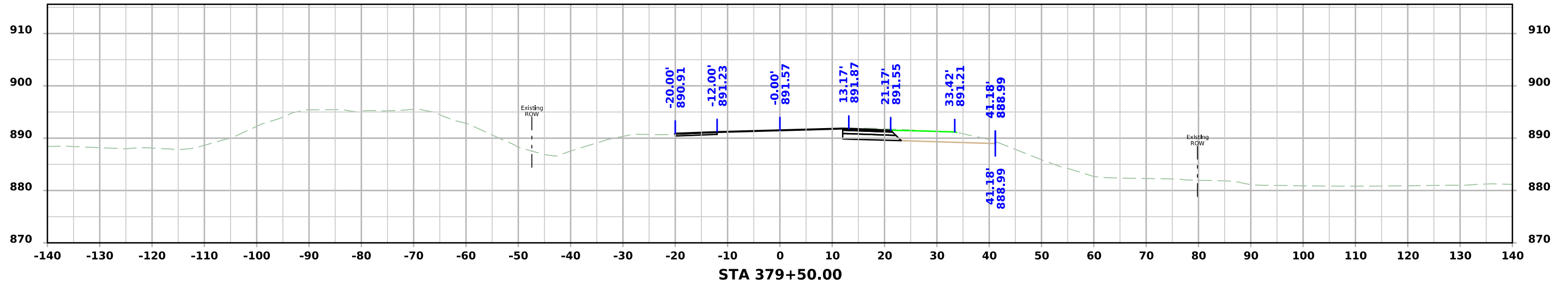
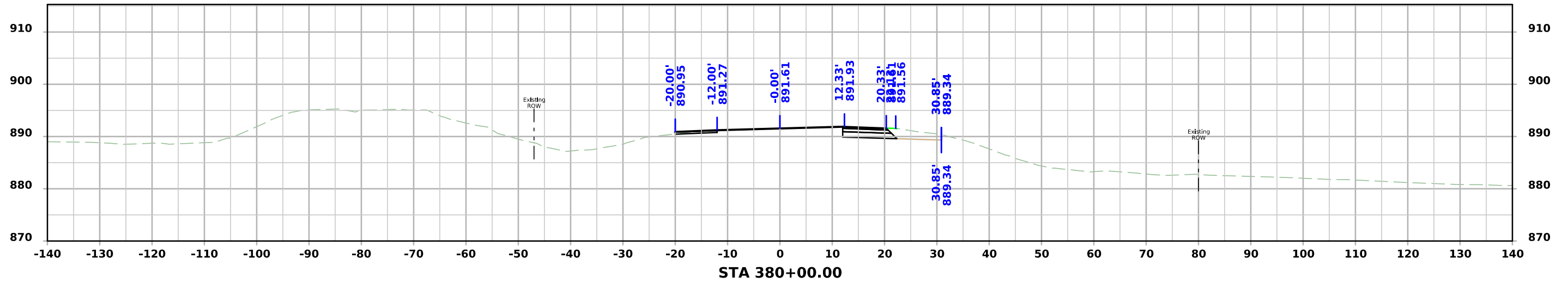


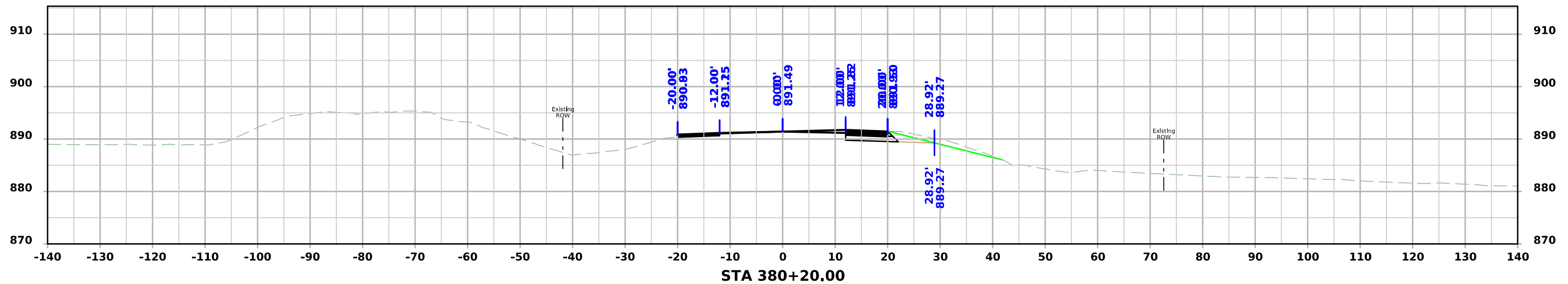












ML - US 30 WB Passing Lane

