PCC Pavement - Grade and New / PCC Overlay
NHSX-034-6(114)--3H-68

LETTING DATE **02/16/2027**

MONROE COUNTY

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IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

MONROE COUNTY

PCC Pavement - Grade and New / PCC Overlay

0.2 mi E of 520th Ave to 0.1 mi E of 642nd Ave
0.2 mi E of 520th Ave to 0.3 mi E of 560th Ave

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

IOWA ONE CALL
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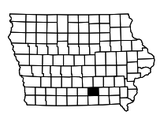
www.iowaonecall.com
811 Know what's below. Call before you dig.

REVISIONS

	TOTAL
	..
PROJECT IDENTIFICATION NUMBER	
25-68-034-040	
PROJECT NUMBER	
NHSX-034-6(114)--3H-68	
R.O.W. PROJECT NUMBER	
NHSN-034-6(116)--2R-68	

PROJECT EVENT DATES

D–2	–	01–30–2026
D–3	–	01–30–2026
D–5	–	01–30–2026
DM5	–	10–27–2026
D–7	–	12–01–2026



DESIGN DATA RURAL			
2026	AADT	2,367	V.P.D.
2046	AADT	2,470	V.P.D.
2046	DHV	260	V.P.H.
TRUCKS		24	%
Total Design ESALs		1.98 Million	

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

PRELIMINARY PLANS

Subject to change by final design.

D02/03/05 - Date: 02-13-2026

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER A.1

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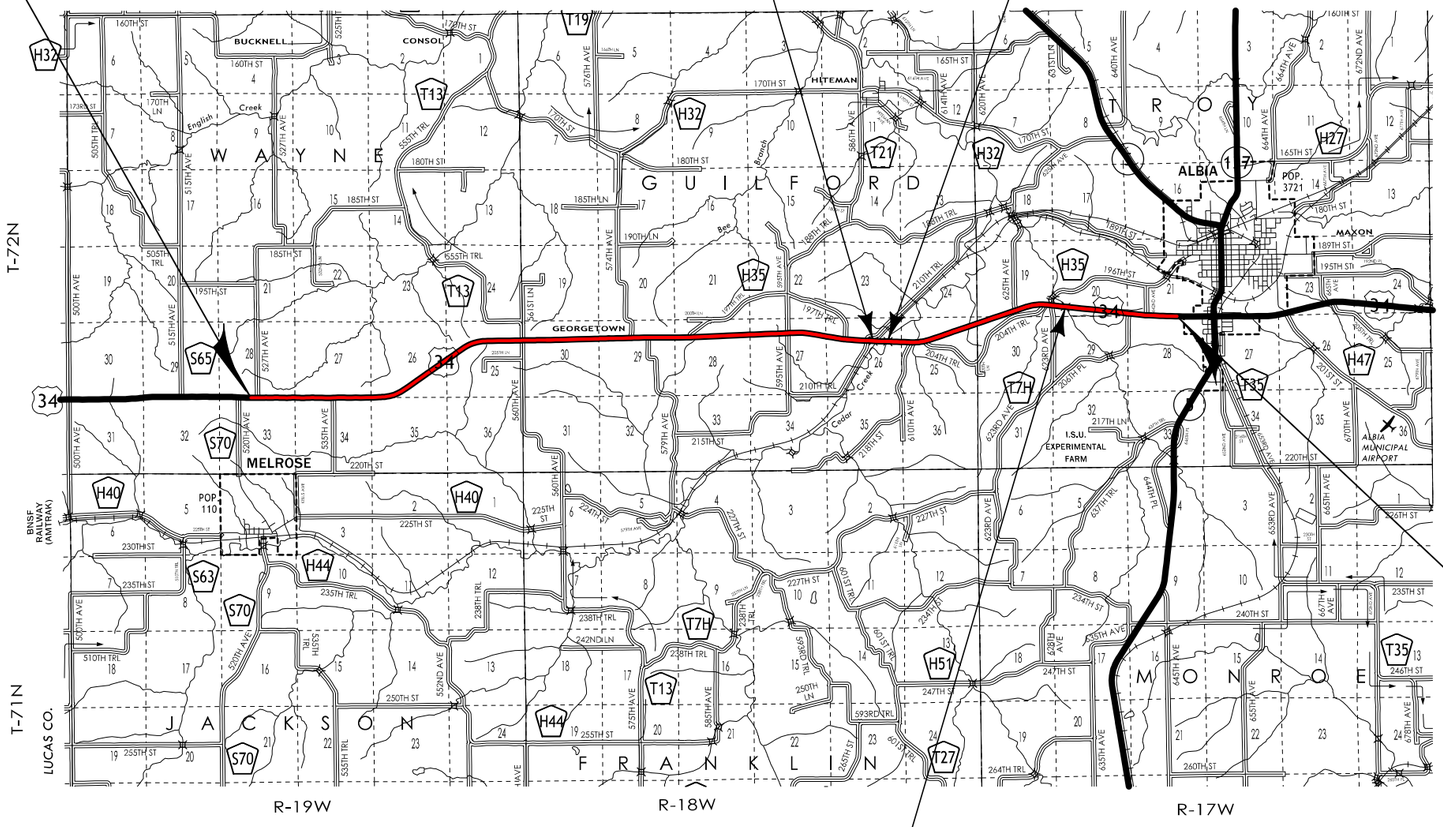
BEGIN PROJECT
STA. 138+50
REF. LOC. 154.86

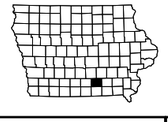
FHWA #37380
MAINT #6863.2S0342
193' x 30' Continuous I-Beam Bridge

FHWA #37390
MAINT #6863.4S034
208'-0" x 30' PPCB
FY '27 BRF-034-6(108)--38-68
Bridge Deck Replacement



END PROJECT
STA. 790+83.29
REF. LOC. 167.18

FHWA #37400
MAINT #6865.8S034
150'-0" x 30' PPCB
FY '27 BRF-034-6(104)--38-68
Bridge Replacement 185' x 44' PPCB



LOCATION MAP SCALE
0 1 2 3
Miles

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER A.2

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IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE: District 5

ATTENTION: Bob Younie

FROM: William McNamara

BUREAU: Design, Road One

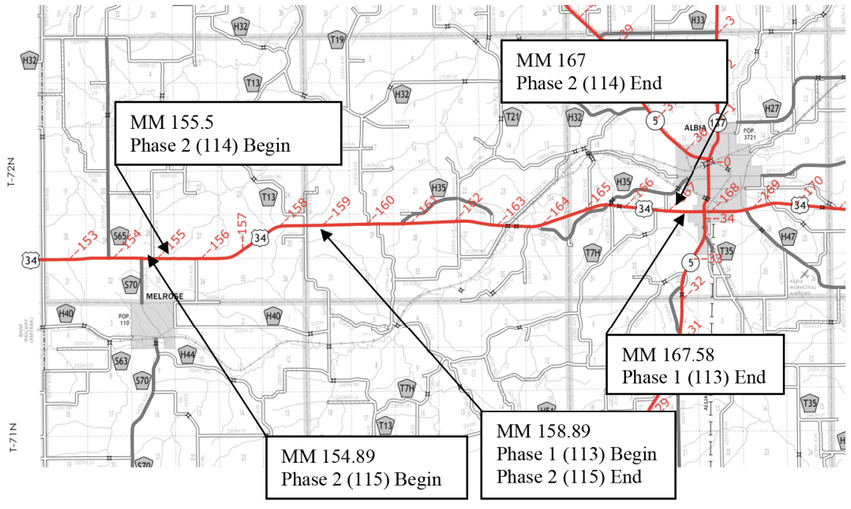
DATE: March 11, 2025

PROJECT: Monroe County
Phase One NHSX-034-6(113)--3H-68
25-68-034-030
Phase Two NHSX-034-6(114)--3H-68
NHSX-034-6(115)--3H-68
ROW NHSN-034-6(116)--2R-68
25-68-034-040

SUBJECT: FY 2026 / 2027 - 3R Project Concept - **FINAL**

Project Location:
Phase One (113) - 0.3 mi E of 550th Ave to 0.3 mi W of IA 5

Phase Two (114) - 0.2 mi E of 520th Ave to 0.1 mi E of 642nd Ave
(115) - 0.2 mi E of 520th Ave to 0.3 mi E of 560th Ave
(116) - 0.2 mi E of 520th Ave to 0.1 mi E of 642nd Ave



The project considered was:
1. (113)(115) 2” Milling followed by a 6” PCC Overlay with Fiber Reinforcement.
2. (114) Super Two PCC Pavement of 9.5” on 12” Modified Subbase.

PROJECT DATA
ROUTE: US 34 From JCT CO RD S70 TO WEST LIMITS OF ALBIA
LENGTH: 12.73 miles (*total length, not by phase*)
PLANNING CLASSIFICATION: 2 - CIN, Commercial Industrial Network
MAINTENANCE SERVICE LEVEL: B
TRAFFIC: 2026 --- 2,400 ADT with 24% trucks
2046 --- 2,500 ADT with 24% trucks

	LOCATION	SECTION LENGTH	ESTIMATED 2026 ADT	2026 PERCENT TRUCKS	ESTIMATED 2046 ADT	ESTIMATED 2046 DHV	2046 PERCENT TRUCKS
1	JUNCTION CO RD S70	2.24	2159	26%	2253	233	26%
2	EAST JUNCTION CO RD H35	11.04	2270	25%	2368	245	25%
3	WEST LIMITS OF ALBIA	1.75	3248	18%	3389	350	18%
	TOTAL LENGTH APPROX. AVERAGE FOR THE TOTAL PROJECT	15.03	2400	24%	2500	260	24%

PRESENT PAVEMENT SURFACE: HMA on PCC Composite
PRESENT PAVEMENT WIDTH: 24 ft.
PRESENT SHOULDER WIDTH: 10 ft. (2 ft. HMA + 8 ft. Granular)
NHS Route? Yes

NOTE: For PMIS Quick Look Data Sheet see ending pages.

PAVEMENT HISTORY:
As-Builts ProjectWise Link

MP 154.89 to 158.9.
Original Pavement: 24 ft. wide, 9 in thick PCC (RH-14, 1961 parabolic crown).** **[FN-240]**
YEAR RECONSTRUCTED: 1964
RESURFACED: 1968 with 2.75 in. of Asphaltic Concrete Binder Course and 0.75 in. of Asphaltic Concrete Surface Course. (STA. 279+00 to 293+50 and STA. 313+25 to 348+50) **[FN-34-6(7)--21-68]**
RESURFACED: 1984 with 1.5 in. Type B ACC Binder Course and 1.5 in Type A ACC Surface Course (STA. 138+61.4 to 279+00 and STA. 293+50 to 313+25); with 1 in Pavement Scarification and 2 in Type A ACC Surface Course (STA. 279+00 to 293+50 and STA. 313+25 to 348+50) **[FN-34-6(27)--21-59]**
RESURFACED & WIDENED: 2003, to 28 ft with 7 in. Base Widening topped with 2 in. HMA Intermediate Course and 1.5 in. HMA Surface Course. Mainline milling of 2 in. prior to resurfacing. **[NHSX-34-6(65)--3H-68]**

STA. 279+00 to 293+50 and STA. 313+25 to 348+50 had PCC widening of 3’ on the LT and RT in the 1964 plan set. Original Pavement: 18 ft. wide, PC7, from 1927. **[PRP#554].

MP 158.9 to 167.58.
Original Pavement: 24 ft. wide, 10 in thick PCC (RH-14, 1961 parabolic crown).*** **[FN-FGN-1027 / FN-FGN-1027(12)]**
YEAR RECONSTRUCTED 1964/5
RESURFACED: 1968 with 2.75 in. of Asphaltic Concrete Binder Course and 0.75 in. of Asphaltic Concrete Surface Course. (STA. 428+50 to 443+50) **[FN-34-6(7)--21-68]**
RESURFACED: 1983 with 1.5 in. Type B ACC Binder Course and 1.5 in. Type A ACC Surface Course. **[EACF-34-6(28)--2K-68]**
RESURFACED & WIDENED: 2003, to 28 ft with 7 in. Base Widening topped with 2 in. HMA Intermediate Course and 1.5 in. HMA Surface Course. Mainline milling of 2 in. prior to resurfacing. **[NHSX-34-6(65)--3H-68]**

***STA. 428+50 to 443+50 had PCC Widening of 3' on the LT and RT in the 1965 plan set. Original Pavement: 18 ft. wide, PC7, from 1927. **[PRP#554]**.

EXISTING CONDITIONS AND CAUSES OF DISTRESS:
The existing pavement is a composite pavement of PCC resurfaced with HMA. A section(s) of the pavement is the original 1920's PC7 18' width pavement which had 1965 PC Widening to 24' pavement with later HMA Resurfacings and 2003 HMA Widening for 2' paved shoulders. Most of the pavement was constructed in 1965 with 9" thick PCC and 10" thick PCC with later HMA Resurfacings and 2003 HMA Widening for 2' paved shoulders. The existing granular shoulder is 8' in width.

The existing pavement is exhibiting reflective cracking of the PCC joints through the HMA. Additionally, the HMA surface is oxidizing. Previous projects have included patching and PCC patches are visible within the oldest sections of roadway.

Shoulder rumble strips are present; however, the current pavement lacks centerline rumbles.

SAFETY CONSIDERATION:
Foreslopes were flattened in the 2003 project and are acceptable. Foreslope flattening will not be included with this project. Page C.03 of the 2003 project NHSX-34-6(65)--3H-68 includes a SSF-1 Tabulation for Sideslope Flattening and Drainage Structures by Road Contractor (Sideroads and Entrances).

There are 3 bridges located within the project limits. They are as follows.

Bridge Number 6863.2S034, FHWA Number 37380, a 193'-0 x 30'-0 Continuous I-Beam Bridge OVER BNSF RR located 4.6 MI. W OF JCT. IA 5. The Bridge was constructed in 1964. **[STA. 583+37.00]**
Bid Letting Date 03/21/2023, Completed Bridge Deck Overlay.

Bridge Number 6863.4S034, FHWA Number 37390, a 208'-0 x 30'-0 PPCB Bridge OVER CEDAR CREEK located 4.4 MI. W OF JCT. IA 5. The Bridge was constructed in 1964. **[STA. 593+15.00]**
Bid Letting Date 11/17/2026, 22-68-034-010, BRF-034-6(108)--38-68, Work Code 2506-Reconstruction - Bridge Deck Replacement

Bridge Number 6865.8S034, FHWA Number 37400, a 154'-0 x 30'-0 Continuous I-Beam Bridge OVER COAL CREEK located 2.0 MI. W OF JCT. IA 5. The Bridge was constructed in 1964. **[STA. 722+40.00]**
Bid Letting Date 11/17/2026, 21-68-034-030, BRF-034-6(104)--38-68, Work Code 2023-Bridge Replacement-PPCB ; Future FHWA Number 37401

Tie-ins along mainline shall occur without affecting the current or future guardrail layouts for bridges. The tie-in will consist of full depth replacement. The full depth replacement for a 4" raise in profile elevation will consist of 9.5" PCC on 12" of Modified Subbase.

There are 4 instances of cable guardrail on the project all of which occur within the vicinity of a slide repair (not all slide repairs had cable guardrail treatments). Existing cable guardrail should be removed and reinstalled due to the increase in roadway profile elevation.

Culvert information is to be provided by field maintenance. A dip in the existing pavement near MP 165 slide repair need to be addressed.

A Super Two study has recommended improvements of new signs for Horse-Drawn Vehicles (MUTCD Sign Designation W11-14) and two locations of investigation for resiliency. Three locations of offset right turn lanes along with five locations of passing lanes were recommended. These safety improvements will be developed with Phase Two (114) of the project.

Shoulder and Centerline rumble strips will be constructed with this project.

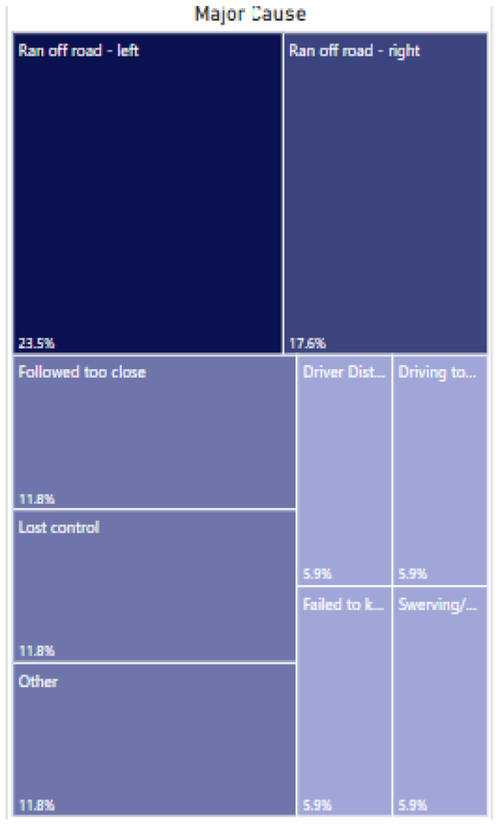
During the five-year period from 2019 through 2024, there were 46 crashes within the project limits. Of these crashes 1 was fatal, 2 were minor injury, 8 were possible injury, and 35 were property damage only. (pcr.iowadot.gov)

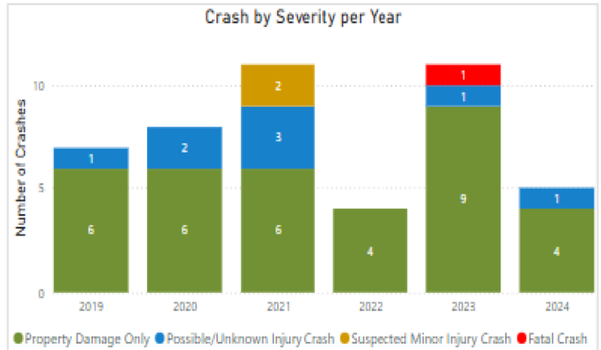
2019-2024 Crash Data

Crash Frequency/Severity Data						
Segment/Intersection	Total	Fatal (K)	Major Injury (A)	Minor Injury (B)	Possible Injury (C)	Property Damage Only (O)
Co Rd S70 to WCL Albia	46	1	0	2	8	35

Potential for Crash Reduction (PCR) Tool Data					
	Segment/Intersection	PCR-All Level	PCR-All Crashes Category Rank	PCR-Severe Level	PCR-Severe Crashes Category Rank
1	Co Rd S70 east to 0.5 MI W of Co Rd T19	Negligible	12,511 out of 14,405	Negligible	13,647 out of 14,405
2	0.5 MI W of Co Rd T19 to 0.6 MI E of 204th Trail	Negligible	1,350 out of 14,405	Negligible	12,509 out of 14,405
3	0.6 MI E of 204th Trail to Co Rd T7H	Medium	236 out of 14,405	Negligible	98 out of 14,405
4	Co Rd T7H to Albia WCL	Negligible	13,921 out of 14,405	Negligible	13,614 out of 14,405
-	All Intersections	Negligible	-	Negligible	-

* Category - Undivided [1 or 2] lanes - High Speed - Paved





The two largest contributors to crashes (excluding animal crashes) are Ran off road - left and Ran off road -right. Widening the shoulders from the existing 2' to the proposed 4' may help with reducing the crash rate and be consistent with other NHS Route shoulder treatements.

FEASIBLE ALTERNATES:

Subdrain coverage from the 2003 HMA Pavement Widening project NHSX-34-6(65)--3H-68 was for Stations 146+00 to 785+00 with gapping. Total LF of 32,178.38 feet installed with a previously installed amount of 6,724 from the 1983 resurfacing project. Coverage is for one side (alternating) of the road. Potential subdrain will be investigated from STA. 785+00 to the end of the project. Subdrain will not be installed where subdrain is already installed.

The Detour route shall consist of IA 14, County Road G76, and IA 5.

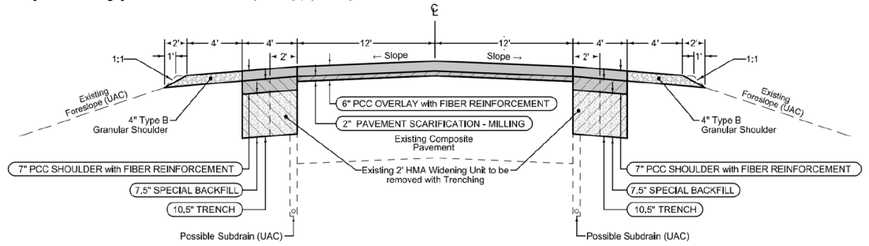
Access must be maintained at all times to the Welcome Home Soldier Monument on the West Side of Albia. This is a potential 4F site and access is required to be maintained at these locations.

ALTERNATIVE 1: This alternative includes a 24' width treatment (2" Milling followed by a 6" PCC Overlay with fiber reinforcement). The previous 2' wide HMA Base Widening Units will be removed (incidental to trenching for PCC Shoulder) and 4' wide by 7" thick PCC Paved Shoulders with fiber reinforcement over 7.5" thick special backfill will be constructed. The resulting profile elevation of the roadway would be raised by 4". The additional Granular Shoulder will be 4" thick by 6' wide with the last 2' tying into existing foreslope. Phase One (113) will be from MP 158.89 to MP 167.58. Phase Two (115) will be from MP 154.86 to 158.89. Traffic will be maintained by Detour.

Super Two improvements, Phase Two (114), will be from MP 155.5 to 162.6 and consist of 9.5" PCC Pavement on 12" Modified Subbase for the proposed Passing Lanes and Offset Right Turn Lanes. The Shoulders will be 4' full depth paved and 2' granular. Passing lanes identified are EB#9 from MP 155.5 to 156.2, EB#10 from MP 160.3 to 161.1, EB#11 from MP 166.2 to 167.0, WB#11 from MP 156.9 to 157.6, and WB#12 from MP 161.6 to 162.6. The three Offset Right Turn Lanes were proposed at US 34 WB to 197th Trail, US 34 EB at 204th Trail, and US 34 WB at 196th Street / 623rd Avenue.

The cost of this alternative for Phase One (113) is **$8,230,000**.
The cost of this alternative for Phase Two (114) is **$7,500,000****.
The cost of this alternative for Phase Two (115) is **$3,970,000**.

Proposed Typical Section (113),(115):



RECOMMENDATIONS:
The recommended method of rehabilitation for this project is Alternative 1 with a 24' width treatment (2" Milling followed by a 6" PCC Overlay with fiber reinforcement). The previous 2' wide HMA Base Widening Units will be removed (incidental to trenching for PCC Shoulder) and 4' wide by 7" thick PCC Paved Shoulders with fiber reinforcement over 7.5" thick special backfill will be constructed. The resulting profile elevation of the roadway would be raised by 4". The additional Granular Shoulder will be 4" thick by 6' wide with the last 2' tying into existing foreslope.

Right of way is not required for Phase 1. Right of way may be needed for Phase 2 pending Super Two improvements.

ESTIMATED COST:
(113) - PCC Overlay

Special Backfill	$230,588
Excavation, Class 13, Waste	$157,305
Modified Subbase	$94,815
Granular Shoulders, Type B	$361,715
Pavement Scarification	$359,794
Portland Cement Concrete Overlay, QM-C, Furnish Only	$3,302,687
Portland Cement Concrete Overlay, QM-C, Placement Only	$711,410
Removal of Pavement	$227,556
Painted Pavement Markings, Waterborne or Solvent-Based	$28,356
Grooves Cut for Pavement Markings	$44,296
Milled Shoulder Rumble Strips, PCC Surface	$51,830
Milled Centerline Rumble Strips, PCC Surface	$29,324
('Pounds' Item) Synthetic Macro-Fibers for PCC Overlay	$541,185
Subtotal:	**$6,140,861**
Contingency, 34%	$2,087,893
(113) Total:	**$8,228,754**

(114) - PCC Pavement - Grade and New

Excavation, Class 10, Roadway and Borrow	$145,004
Excavation, Class 10, Waste	$216,217
Modified Subbase	$662,868
Granular Shoulders, Type B	$74,172
Paved Shoulder, P.C. Concrete, 9.5 IN.	$601,300
Shoulder Construction, Earth	$55,407
Standard or Slip Form Portland Cement Concrete Pavement, Class C, Class 3 Durability, 9.5 IN.	$2,412,940
Culvert, Concrete Roadway Pipe, 54 IN. Dia.	$296,320
Painted Pavement Markings, Waterborne or Solvent-Based	$10,518
Grooves Cut for Pavement Markings	$13,505
Milled Shoulder Rumble Strips, PCC Surface	$13,607
Subtotal:	**$4,501,854**
Contingency, **	$**
(114) Total:	**$7,500,000****

****Pending further coordination and discussion.**

(115) - PCC Overlay

Special Backfill	$136,714
Excavation, Class 13, Waste	$76,027
Modified Subbase	$23,704
Granular Shoulders, Type B	$152,096
Pavement Scarification	$173,404
Portland Cement Concrete Overlay, QM-C, Furnish Only	$1,635,385
Portland Cement Concrete Overlay, QM-C, Placement Only	$352,676
Removal of Pavement	$56,890
Painted Pavement Markings, Waterborne or Solvent-Based	$13,183
Grooves Cut for Pavement Markings	$20,594
Milled Shoulder Rumble Strips, PCC Surface	$24,097
Milled Centerline Rumble Strips, PCC Surface	$13,634
('Pounds' Item) Synthetic Macro-Fibers for PCC Overlay	$282,536
Subtotal:	**$2,960,935**
Contingency, 34%	$1,006,718
(115) Total:	**$3,967,653**

FUNDS PROGRAMMED:
This proposed 3R project is not yet in the current program. It has been identified by the District 5 office for construction in FY 2026 as Phase One (113) and FY 2027 as Phase Two (114)(115)(116).

Phase One (113) Event Dates:

ID	Task ID	Task Code	Project Phase	Duration	Start	Finish
1	1	D00	NHSX-034-6(113)--3H-68	36 days	12/06/2024	01/24/2025
2	2	TE0	NHSX-034-6(113)--3H-68	26 days	01/24/2025	02/28/2025
3	3	U00	NHSX-034-6(113)--3H-68	26 days	01/24/2025	02/28/2025
4	4	W00	NHSX-034-6(113)--3H-68	26 days	01/24/2025	02/28/2025
5	5	A01	NHSX-034-6(113)--3H-68	1 day	06/10/2025	06/10/2025
6	6	D02	NHSX-034-6(113)--3H-68	56 days	04/04/2025	06/20/2025
7	7	H00	NHSX-034-6(113)--3H-68	26 days	06/20/2025	07/25/2025
8	8	H06	NHSX-034-6(113)--3H-68	1 day	07/25/2025	07/25/2025
9	9	NE10	NHSX-034-6(113)--3H-68	146 days	01/24/2025	08/15/2025
10	10	DM5	NHSX-034-6(113)--3H-68	1 day	09/30/2025	09/30/2025
11	11	D07	NHSX-034-6(113)--3H-68	63 days	08/08/2025	11/04/2025
12	12	L02	NHSX-034-6(113)--3H-68	1 day	01/21/2026	01/21/2026
13	13	C02	NHSX-034-6(113)--3H-68	217 days	01/22/2026	11/20/2026

Phase Two (114)(115)(116) Event Dates:

ID	Task ID	Task Code	Project Phase	Duration	Start	Finish
1	1	D00	NHSX-034-6(114)--3H-68	26 days	01/31/2025	03/07/2025
2	2	D01	NHSX-034-6(114)--3H-68	46 days	01/31/2025	04/04/2025
3	3	TE0	NHSX-034-6(114)--3H-68	21 days	03/07/2025	04/04/2025
4	4	U00	NHSX-034-6(114)--3H-68	21 days	03/07/2025	04/04/2025
5	5	W00	NHSX-034-6(114)--3H-68	21 days	03/07/2025	04/04/2025
6	6	T01	NHSN-034-6(116)--2R-68	51 days	03/07/2025	05/16/2025
7	7	D02	NHSX-034-6(114)--3H-68	66 days	03/07/2025	06/06/2025
8	8	A01	NHSX-034-6(114)--3H-68	1 day	06/10/2025	06/10/2025
9	9	D03	NHSX-034-6(114)--3H-68	81 days	03/07/2025	06/27/2025
10	10	H00	NHSX-034-6(114)--3H-68	91 days	03/07/2025	07/11/2025
11	11	H06	NHSX-034-6(114)--3H-68	1 day	07/11/2025	07/11/2025
12	12	W01	NHSX-034-6(114)--3H-68	26 days	06/06/2025	07/11/2025
13	13	NE10	NHSX-034-6(114)--3H-68	101 days	03/07/2025	07/25/2025
14	14	B02	NHSX-034-6(114)--3H-68	46 days	06/27/2025	08/29/2025
15	15	D05	NHSX-034-6(114)--3H-68	141 days	03/07/2025	09/19/2025
16	16	U02	NHSX-034-6(114)--3H-68	86 days	06/06/2025	10/03/2025
17	17	F03	NHSX-034-6(114)--3H-68	26 days	09/19/2025	10/24/2025
18	18	R01	NHSN-034-6(116)--2R-68	46 days	09/19/2025	11/21/2025
19	19	R00	NHSN-034-6(116)--2R-68	46 days	09/19/2025	11/21/2025
20	20	P10	NHSX-034-6(114)--3H-68	1 day	12/19/2025	12/19/2025
21	21	T02	NHSN-034-6(116)--2R-68	51 days	11/21/2025	01/30/2026
22	22	U03	NHSX-034-6(114)--3H-68	86 days	11/21/2025	03/20/2026
23	23	R02	NHSN-034-6(116)--2R-68	61 days	01/30/2026	04/24/2026
24	24	U04	NHSX-034-6(114)--3H-68	45 days	04/03/2026	06/04/2026
25	25	R03	NHSN-034-6(116)--2R-68	66 days	04/24/2026	07/24/2026
26	26	U06	NHSX-034-6(114)--3H-68	46 days	07/01/2026	09/02/2026
27	27	P08	NHSX-034-6(114)--3H-68	1 day	10/16/2026	10/16/2026
28	28	DM5	NHSX-034-6(114)--3H-68	1 day	10/27/2026	10/27/2026

Phase Two (114)(115)(116) Event Dates Continued:

ID	Task ID	Task Code	Project Phase	Duration	Start	Finish
29	29	R04	NHSN-034-6(116)--2R-68	136 days	07/24/2026	01/29/2027
30	30	R10	NHSX-034-6(114)--3H-68	1 day	01/29/2027	01/29/2027
31	31	U07	NHSX-034-6(114)--3H-68	18 days	11/06/2026	12/01/2026
32	32	U10	NHSX-034-6(114)--3H-68	1 day	12/01/2026	12/01/2026
33	33	D07	NHSX-034-6(114)--3H-68	128 days	06/05/2026	12/01/2026
34	34	L02	NHSX-034-6(114)--3H-68	1 day	02/16/2027	02/16/2027
35	35	C02	NHSX-034-6(114)--3H-68	198 days	02/17/2027	11/19/2027
36	36	D07	NHSX-034-6(115)--3H-68	128 days	06/05/2026	12/01/2026
37	37	L02	NHSX-034-6(115)--3H-68	1 day	02/16/2027	02/16/2027
38	38	C02	NHSX-034-6(115)--3H-68	198 days	02/17/2027	11/19/2027

DISTRICT 5
PAVEMENT MANAGEMENT INFORMATION SYSTEM
QUICK LOOK DATA REPORT

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Thursday, April 11 2024

HS	RTE	BEGIN MILEPOST	END MILEPOST	SURF	DIR	LEV	MLV	PAVT TYPE	COUNTY	PCI 23	PCI 22	PCI 21	PCI 20	PCI 19	AVE STR	80% STR	AVE K	RUT DEP	FLT	IRI	FR	CON YEAR	RES YEAR	WID	ADT	TRUCKS	% TR
US	34	117.57	127.65	65	1	2	B	3	CLARK (20)	67	67	66	66		7	5	194	0.15	0	77	56	1967	1990	25	3,356	618	18
									From ECL Osceola East To Clarke/Lucas Co Line																		
US	34	127.65	132.37	65	1	2	B	3	LUCAS (59)	80	80	81	81		9	7	210	0.15	0	69	56	1965	2012	30	3,130	600	19
									From Clarke/Lucas Co Line East to 0.2 Mi E of W JCT US 65																		
US	34	132.37	133.26	65	1	2	B	3	LUCAS (59)	77	77	77	77		8	5	185	0.18	0	62	50	1929	2012	29	3,513	647	18
									From 0.2 Mi E of E JCT US 65 East to 0.1 Mi E of ECL Luca																		
US	34	133.26	134.33	65	1	2	B	3	LUCAS (59)	39	39	44	44					0	0	70		1957	2023	24	3,390	585	17
									From 0.1 Mi E to 1.1 Mi E of ECL Lucas																		
US	34	134.33	134.94	65	1	2	B	3	LUCAS (59)	55	55	60	60					0	0	70		1957	2023	24	3,390	585	17
									From 1.1 Mi to 1.7 Mi E of ECL Lucas																		
US	34	134.94	137.97	65	1	2	B	3	LUCAS (59)	53	53	60	60					0	0	70		1985	2023	27	3,390	585	17
									From 1.7 Mi E of ECL Lucas East to 0.2 Mi W of JCT Co S23																		
US	34	137.97	139.56	65	1	2	B	3	LUCAS (59)	69	69	74	74		7	6	190	0.16	0.009	99	48	1929	2004	25	3,977	585	15
									From 0.2 Mi W of JCT Co S23 East to 0.4 Mi W of Court Ave.																		
US	34	139.56	143.20	65	1	2	B	3	LUCAS (59)	67	67	73	73		8	7	198	0.16	0.005	115	50	1961	2004	30	3,141	542	17
									From 0.4 Mi W of Court Ave (Chariton) East to Lake Ellis																		
US	34	143.20	146.98	65	1	2	B	3	LUCAS (59)	76	76	79	79		8	5	169	0.18	0	95	51	1958	2004	25	3,140	574	18
									From Lake Ellis East to 0.5 Mi W of JCT US 34/IA 97																		
US	34	146.98	149.72	65	1	2	B	3	LUCAS (59)	73	73	78	78		5	3	140	0.15	0	109	57	1929	2004	26	2,680	574	22
									0.5 Mi W of JCT IA 97 E to 0.3 Mi E of Sand Bank Corner Rd																		
US	34	149.72	152.46	74	1	2	B	1	LUCAS (59)	78	78	78	78		7	6	143	0.07	0.0325	125	61	1991		27	2,180	574	26
									0.3 Mi E of Sand Bank Corner Rd E to Lucas/Monroe Co Line																		
US	34	152.46	154.89	74	1	2	B	1	MONROE (68)	74	74	75	75		7	5	151	0.07	0.034	127	60	1991		29	2,217	574	26
									From Lucas/Monroe Co Line East to 0.2 Mi E of JCT IA 68																		
US	34	154.89	158.90	65	1	2	B	3	MONROE (68)	65	65	65	65		8	6	185	0.13	0	117	58	1964	2003	28	2,290	574	25
									From 0.2 Mi E of JCT IA 68 East to 0.3 Mi E of JCT Co T13																		

PCI for all years shown is calculated using the PCI-2.3 formula
Please report any data errors to Jason.Omundson@iowadot.us

DISTRICT 5
PAVEMENT MANAGEMENT INFORMATION SYSTEM
QUICK LOOK DATA REPORT

Page: 34
Thursday, April 11 2024

HS	RTE	BEGIN MILEPOST	END MILEPOST	SURF	DIR	LEV	MLV	PAVT TYPE	COUNTY	PCI 23	PCI 22	PCI 21	PCI 20	PCI 19	AVE STR	80% STR	AVE K	RUT DEP	FLT	IRI	FR	CON YEAR	RES YEAR	WID	ADT	TRUCKS	% TR
US	34	154.90	167.70	65	1	2	B	3	MONROE (68)	66	66	66	66		10	8	214	0.14	0	99	56	1964	2003	28	2,953	574	19
									From 0.3 Mi E of JCT Co T13 East to South C St (Albia)																		
US	34	167.70	168.07	76	1	2	B	3	MONROE (68)	79					7	5	204	0.12	0.04	118	64	1964	2003	45	3,885	587	15
									From 0.05mi W INT C St South east to 0.01mi W INT Florence																		
US	34	168.07	168.77	65	1	2	B	3	MONROE (68)	61	56	59	59					0.09	0.0035	44	51	1962	2022	24	3,453	599	17
									From 0.01 Mi W of Florence St. East to Co H47/South 13th (																		
US	34	168.77	171.13	65	1	2	B	3	MONROE (68)	61	57	60	60					0.09	0	36	55	1962	2022	30	3,543	599	17
									From Co H47/South 13th (Albia) East to 1.7 Mi W of Co T41																		
US	34	171.13	172.32	65	1	2	B	3	MONROE (68)	63	64	67	67					0.08	0	43	56	1962	2022	31	3,980	599	15
									From 1.7 Mi W to 0.5 Mi W of JCT US 34/Co T41																		
US	34	172.32	174.16	65	1	2	B	3	MONROE (68)	63	65	67	67					0.09	0	43	60	1962	2022	30	3,980	599	15
									From 0.5 Mi W of JCT US 34/Co T41 East to 0.2 Mi W of T55																		
US	34	174.16	176.82	65	1	2	B	3	MONROE (68)	63	70	68	68					0.09	0	32	60	1962	2022	29	4,165	599	14
									From 0.2 Mi W of Co T55 East to Monroe/Wapello Co Line																		
US	34	176.82	181.49	65	1	2	B	3	WAPELLO (90)	87	87	89	89		9	8	204	0.16	0	56	61	1962	2013	28	4,350	599	14
									From Monroe/Wapello Co Line East To JCT US 34/Soo Line RR																		
US	34	181.49	186.54	65	1	2	B	3	WAPELLO (90)	90	90	92	92		9	8	221	0.15	0	50	56	1962	2013	28	5,500	496	9
									From JCT US 34/Soo Line RR East To WCL Ottumwa																		
US	34	186.54	187.37	65	1	2	B	3	WAPELLO (90)	69	69	67	67		7	4	153	0.27	0.0035	124	42	1962	1990	33	8,780	428	5
									From JCT US 34/Soo Line RR East To WCL Ottumwa																		
US	34	187.37	188.79	74	1	2	B	1	WAPELLO (90)	14	14	15	15		5	3	148	0.14	0.152	215	35	1998		25	6,210	727	12
									From WCL Ottumwa East To Jct US34/US63 Ottumwa																		
US	34	188.79	189.74	74	1	2	B	1	WAPELLO (90)	30	30	31	31		4	3	106	0.18	0.085	227	46	1966		21	4,913	889	18
									From Jct US34/US63 Ottmwa E To West side of Roundabout																		
US	34	189.74	191.10	92	1	2	B	3	WAPELLO (90)	55	55	54	54		8	6	172	0.19	0.018	194	45	1967	1995	20	4,295	835	19
									From West side of Roundabt To 0.1mi S of JCT US34/Roemer																		

PCI for all years shown is calculated using the PCI-2.3 formula
Please report any data errors to Jason.Omundson@iowadot.us

PROJECT IMPACTS:

Design Impact	Assistance Requested (Y/N)	Remarks
ADA:	N	
Agreements/Notification Letters:	TBD	Pending Reply
Bridges and Structures:	Y	RCB/RCP Extensions
Consultant:	N	
Contracts:	N	
Design/Methods:	Y	Design
Location and Environment:	Y	Clearing and Grubbing likely
Maintenance:	Y	Culvert Repair / Patching
Project Management:	TBD	RCE Decision
Railroad:	N	
RCE:	Y	
Right of Way:	Y	Phase Two, (116)
Soils:	Y	Possible Subdrain, Passing Lane Subgrade Analysis
Survey/Photogrammetry:	Y	Survey has been requested for Super Two
Systems Planning:	N	
Traffic and Safety:	Y	Signage
Utilities:	TBD	Potential Impacts
Other:		

cc:

C. Purcell	J. E. Bartholomew	K. D. Nicholson
M. Dell	J. S. Nelson	M. Nop
M. A. Swenson	D. E. Sprengeler	C. C. Poole
S. Majors	A. Poole	K. Brink
D. L. Newell	B. Bradley	J. W. Laaser-Webb
W. A. Sorenson	E. C. Wright	M. E. Ross
A. A. Welch	J. Harris	M. Van Dyke
B. Hofer	G. Karssen	B. E. Azeltine
H. Naraghi	S. Anderson	D. Stokes
		R. Harris
M. Todsen	B. Dolan	T. Lovan
M. Solberg	T. Gustafson	D. Dudley
L. Armstrong	B. Smith	J. Ridlen
C. Brakke	A. Buss	D. Zeimen
S. McElmeel	D. Bielser	B. Beavers
B. Lauderman	H. Torres-Cacho	J. Garton
J. Woodcock	B. M. Clancy	B. Porter
P. Leanos	J. Klein	T. Wilson (FHWA)
J. Bahr	J. Holst	Program.Delivery-IA@dot.gov

Roadway				
PIN Number	25-68-034-40		**Submittal Date**	02/13/26
Project Number	NHSX-034-6(114)--3H-68			**Approval Date**
District	District 5	**Assistant District Engineer**	Steven McElmeel	
County	MONROE		**or**	
Route	US 34	**Office Director**		
Location	0.2 mi E of 520th Ave to 0.1 mi E of 642nd Ave			
Work Type	1013 - PCC Pavement - Grade and New			
Segment Manager	Kyle Schrock			
Designer	Jonathan Bahr			

Design Manual Section 1C-1
Last Updated: 04-29-19

Rural Two-Lane Highways (Rural Arterials)

Design Element		Preferred	Acceptable	Project Values
Design speed (mph)		60	50	55 posted
Maximum superelevation rate (Refer to Section 2A-2)		6%	8%	5.6% (note 1)
Design lane width (ft)		12	12	12
Full depth paved width (ft)		12	12	12
Right turn lane (ft)		12	10	12 (note2)
Climbing Lane (ft)		12	12	12 (note3)
Left turn lane (ft)		12	10	NA
Pavement cross-slope (on tangent sections)	Through lanes	2%	1.5% minimum, 2% maximum	2% (note 4)
	Auxiliary and turn lanes	3%	3% maximum	3% (note 5)
	Crown break at centerline	4%	4% maximum	NA / 4%
Shoulder cross-slope (on tangent sections)		4%	Shoulder cross-slope cannot be less than the adjacent lane, 6% max for paved or granular shoulders, 8% max for earth shoulders	2%
Curb type (Refer to Section 3C-2)	Design speed = 50 or 55 mph	6-inch sloped	6-inch standard	NA
	Design speed ≥ 60 mph	4-inch sloped	6-inch sloped	NA
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	3:1	4:1 & 3:1 (note 6)
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	3.5:1 & 3:1
	Curbed roadways	2%	not steeper than 3:1	NA
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1	3:1 (note 6)
Transverse Slopes	w/ drainage structures	8:1	6:1	unspecified (note 7)
	w/o drainage structures	10:1	6:1	unspecified (note 7)
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--	5 x 10 (note 8)
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	NA
	Bridge length > 200 ft	design lane widths + effective shoulder widths	design lane width + 4' right and left of the design lane widths	NA
Bridge width—existing*		design lane widths + no less than 2 ft left and right	design lane widths + 2 ft. offset left and right	30
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16	NA
	Over non-primary	16.5 at interchange locations, 15 at all other locations	14	NA
	Over railroad	23.3	23.3	NA
	Sign trusses and pedestrian bridges	17.5	17	NA
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	
Level of Service		B	B	B

*FHWA notification via email is required if acceptable critera is not met on the NHS system (No formal design exeption is required)

Note 1: 1964 FN-240 shows Tab. 101-1 with a largest value of 0.056 (5.6%). 1965 FN-FGN-1027 shows superelevation datat with a largest value of 0.035 (3.5%).

Note 2: Offset Right Turn Lanes.

Note 3: Passing Lanes.

Note 4: 1964 FN-240 and 1965 FN-FGN-1027 showed a parabolic cross slope. Later resurfacings noted minimum finished slope of 2%.

Note 5: Passing Lanes and Offset Right Turn Lanes.

Note 6: Existing conditions by 1964 FN-240 and 1965 FN-FGN-1027 both show generally 3:1 foreslope and 2.5:1 backslope where noted. Proposed conditions for passing lanes and offset right turn lanes consist of 4:1 except where specific areas may have 3:1 based on ROW and Drainage conditions.

Note 7: 2003 NHSX-34-6(65)--3H-68 SSF-1 indicates sideslope flattening occurred but does not specify the standard slope.

Note 8: Proposed conditions are 5 x 10, specific areas may have ditch grades or narrower ditch bottoms based on ROW and Drainage conditions. The existing conditions for the PCC Overlay may be found with the 1965 FN-FGN-1027 detail 4001 which shows a table with 'normal design for uniform ditch and backslope', with a 5' ditch showing regularly in the profile view but not exclusively.

Design year ADT =	2,470

Design Manual Section 1C-1
Last Updated: 04-29-19

Effective Shoulder Width and Type for Two-Lane Highways

Preferred (values shown in feet)			Acceptable (values shown in feet)			Project Values
	Rural Roadways	Urban Roadways		Rural Roadways	Urban Roadways	
Turn lanes with shoulders	6	6	Turn lanes with shoulders	6	0	6 (note 9)
Turn lanes with curbs	6	See Section 3C-2	Turn lanes with curbs	6	0	NA
	Effective Shoulder Width	Paved Width		Effective Shoulder Width	Paved Width	
Climbing Lanes	6	4	Climbing Lanes	4	0	6 (Note 10)
Two-Lane Highways	Effective Shoulder Width	Paved Width	Two-Lane Highways	Effective Shoulder Width	Paved Width	
Routes where bicycles are to be accommodated	10	10	Design year ADT > 2000 vpd	8	0*	8' (4' paved, 4' Granular)
On roadways approaching urban areas (due to increased bike traffic)	10	10				
On all curves with a superelevation rate of 7.0% or greater	10	10				
On roadways with design year ADT > 5000	10	6	Design year ADT between 400 - 2000 vpd	6	0*	
On all other NHS	10	6				
On non-NHS routes with design year ADT > 3000	10	6	Design year ADT < 400 vpd	4	0*	
On non-NHS routes with design year ADT < 3000	8	0*				

*Requires safety edge-Refer to Section 3C-6

Curbs should be located beyond the outer edge of the effective shoulder width in rural areas

Refer to Section 3C-2 for curb offsets in urban areas

Notes:

Note 9: Offset Right Turn Lanes.

Note 10: Passing Lanes.

G_2_Grade
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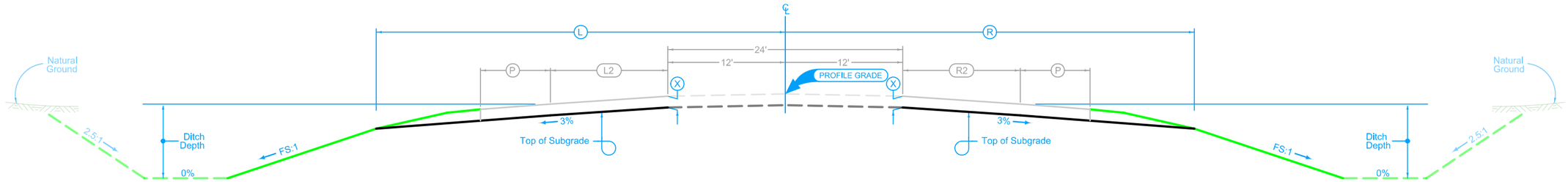


PASSING LANE GRADING

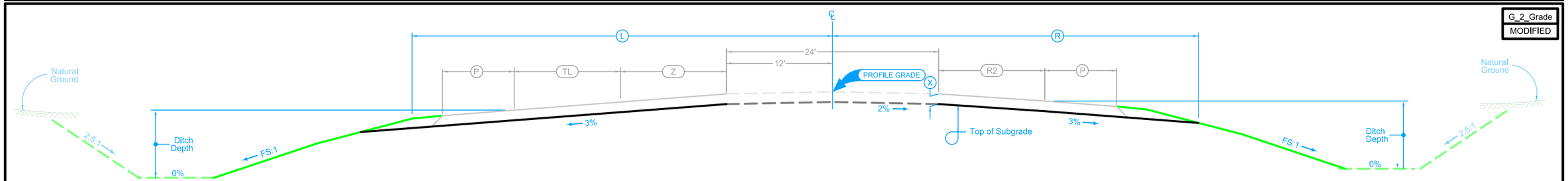
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

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

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(L2) Feet	(X) Inches	FS
U.S. 34	XX+XX	XX+XX	31.65-43.65	0-12	9.5	4
U.S. 34	XX+XX	XX+XX	43.65	12	9.5	4
U.S. 34	XX+XX	XX+XX	43.65-31.65	12-0	9.5	4

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R2) Feet	(X) Inches	FS
U.S. 34	XX+XX	XX+XX	31.65-43.65	0-12	9.5	4
U.S. 34	XX+XX	XX+XX	43.65	12	9.5	4
U.S. 34	XX+XX	XX+XX	43.65-31.65	12-0	9.5	4

G_2_Grade
MODIFIED



TURNING LANE AND PASSING LANE GRADING

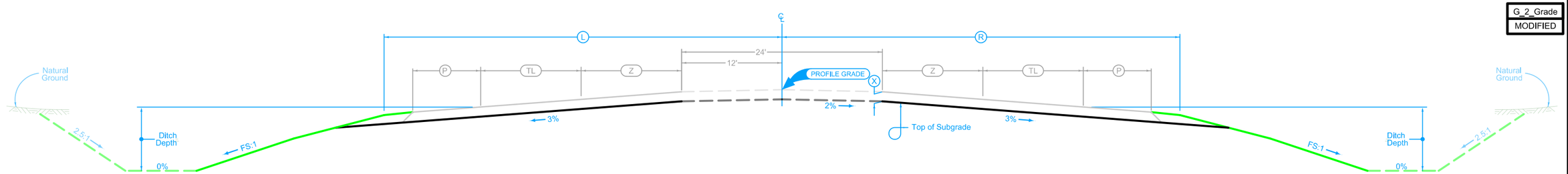
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

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

LOCATION			DIMENSIONS					REMARKS
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(TL) Feet	(Z) Inches	(X) Inches	FS	
U.S. 34	XX+XX	XX+XX	VAR.	VAR.	VAR.	10.5	4	
U.S. 34	XX+XX	XX+XX	55.65	12	20.2-0	10.5	4	
U.S. 34	XX+XX	XX+XX	55.65-43.65	12-0	0	10.5	4	

LOCATION			DIMENSIONS				REMARKS
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R2) Feet	(X) Inches	FS	
U.S. 34	XX+XX	XX+XX	43.65-55.65	0-12	10.5	4	
U.S. 34	XX+XX	XX+XX	55.65	12	10.5	4	
U.S. 34	XX+XX	XX+XX	55.65-43.65	12-0	10.5	4	

G_2_Grade
MODIFIED



TURNING LANE AND PASSING LANE GRADING

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

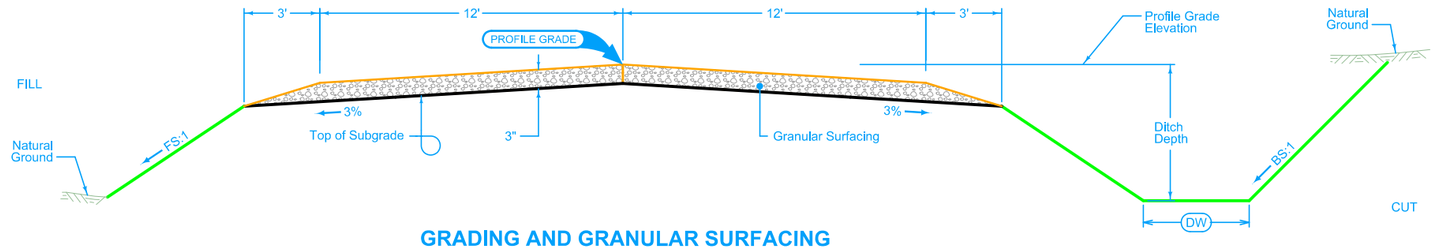
See plan & profile sheets and cross sections for additional details of ditches and backslopes.

LOCATION			DIMENSIONS					REMARKS
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(TL) Feet	(Z) Inches	(X) Inches	FS	
U.S. 34	XX+XX	XX+XX	VAR.	VAR.	VAR.	10.5	4	
U.S. 34	XX+XX	XX+XX	55.65	12	20.2-0	10.5	4	
U.S. 34	XX+XX	XX+XX	55.65-43.65	12-0	0	10.5	4	

LOCATION			DIMENSIONS					REMARKS
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(TL) Feet	(Z) Inches	(X) Inches	FS	
U.S. 34	XX+XX	XX+XX	43.65-55.65	0-12	0	10.5	4	
U.S. 34	XX+XX	XX+XX	55.65	12	0-20.2	10.5	4	
U.S. 34	XX+XX	XX+XX	VAR.	VAR.	VAR.	10.5	4	

LOCATION			DIMENSIONS		
ROAD IDENTIFICATION	STATION TO STATION		FS	BS	(DW) Feet
SR535	x	x	X:X	X:X	Vari.
SR595	x	x	X:X	X:X	Vari.
SR206	x	x	X:X	X:X	Vari.

G_2_GradeGran
10-17-17



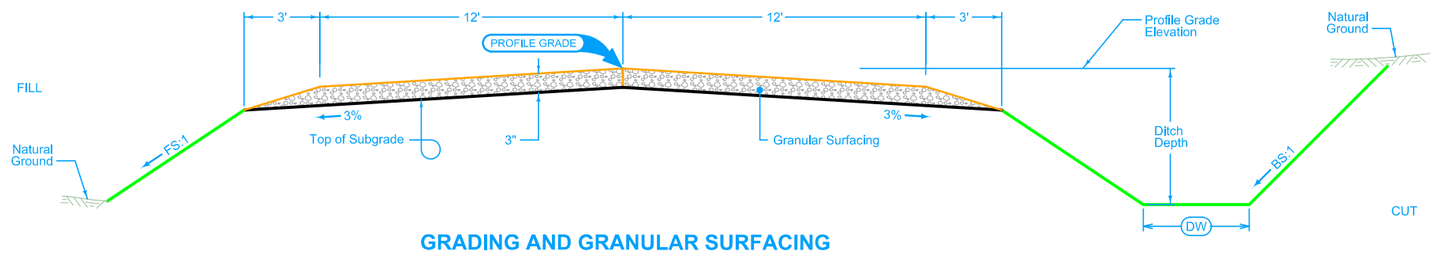
GRADING AND GRANULAR SURFACING
20' Width

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.

LOCATION			DIMENSIONS		
ROAD IDENTIFICATION	STATION TO STATION		FS	BS	(DW) Feet

G_2_GradeGran
10-17-17



GRADING AND GRANULAR SURFACING
24' Width

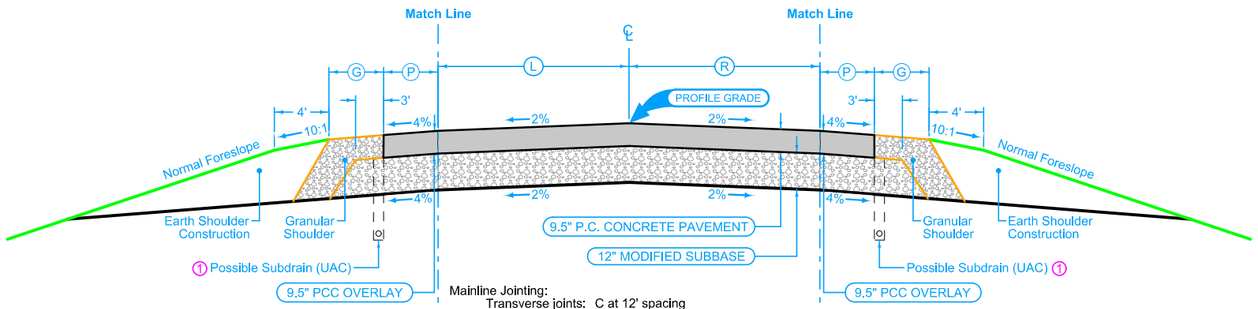
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

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

Full Depth PCC Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

		2_C_FullPCC_ Modified		
STATION TO STATION		(P) Feet	(G) Feet	Remarks
138+50	140+50	4	4	



Mainline Jointing:
Transverse joints: C at 12' spacing
Longitudinal joint: X

		2P_ Modified		
STATION TO STATION		(L) Feet	(R) Feet	Remarks
138+50	140+50	12	12	

Full Depth PCC Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

		2_C_FullPCC_ Modified		
STATION TO STATION		(P) Feet	(G) Feet	Remarks
138+50	140+50	4	4	

General Notes:

1. Stationing on typical sections does not include gapping for paved sideroads and paved entrances. Refer to Details.
2. See Tab 100-24 for Pavement quantities.
3. See Tab 112-9 for Granular Shoulder quantities.

(1) UAC existing subdrain. All existing subdrain shall remain functional at all times (do not plug or crush).

US 34 - PCC Full Depth Tie-in to Existing Profile Elevation

Proposed
Partial Depth PCC Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

STATION TO STATION		(P) Feet	(G) Feet	Remarks
140+50	213+72.09 (E1)	4	4	
213+75.66 (E1)	222+59.09 (E2)	4	4	
222+55.66 (E2)	227+11.68 (E3)	4	4	
227+04.77 (E3)	245+95.40 (E4)	4	4	
245+95.60 (E4)	247+16.39	4	4	
288+03	293+42.37 (E6)	4	4	
293+47.06 (E6)	312+95.67 (E7)	4	4	
313+16.34 (E7)	351+45	4	4	

3R_Shldr_C_Milling_Modified

Station Equation: (E1) 213+72.09 (BK) = 213+75.66 (AH)
(E2) 222+59.09 (BK) = 222+55.66 (AH)
(E3) 227+11.68 (BK) = 227+04.77 (AH)
(E4) 245+95.40 (BK) = 245+95.40 (AH)
(E6) 293+42.37 (BK) = 293+47.06 (AH)
(E7) 312+95.67 (BK) = 313+16.34 (AH)

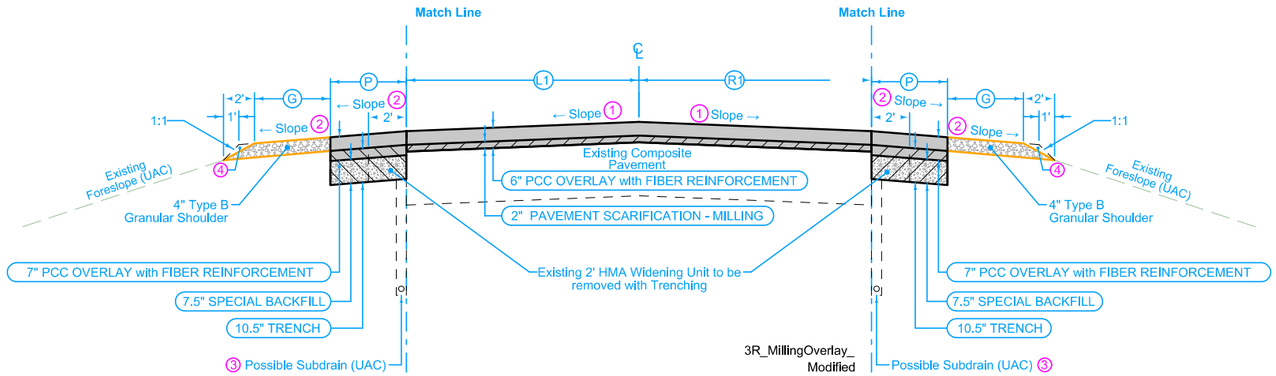
Proposed
Full Depth PCC Passing Lane and Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

STATION TO STATION		(L2) Feet	(P) Feet	(G) Feet	Remarks
247+16.39	248+19.95	0-2	4	4-2	
248+19.95	254+20	2-12	4	2	
254+20	281+15.94 (E5)	12	4	2	
281+18 (E5)	286+22	12	4	2	
286+22	287+72.26	12-2	4	2	
287+72.26	288+03	2-0	4	2-4	

2_C_FullPCC_Modified

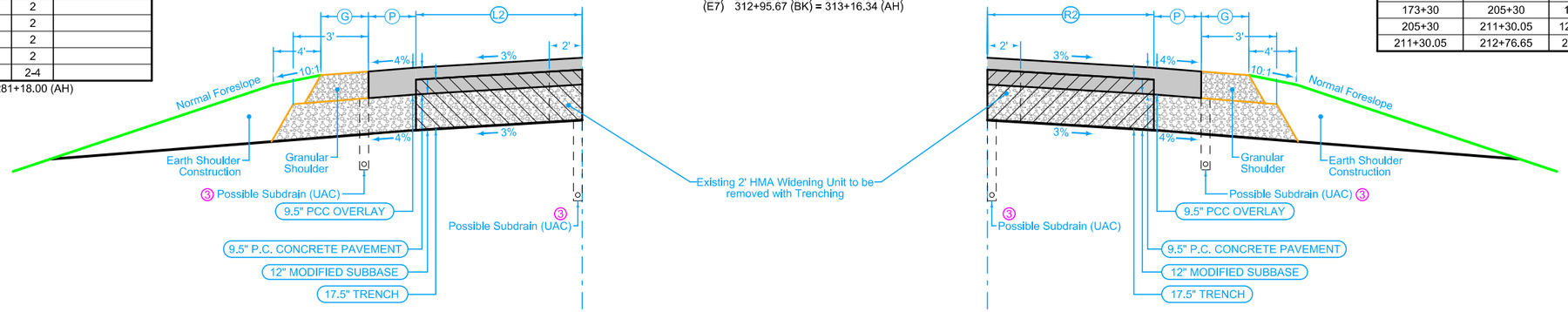
Station Equation: (E5) 281+15.94 (BK) = 281+18.00 (AH)



Mainline Jointing:
Transverse joints: CD at 12' spacing
Longitudinal joint: X

STATION TO STATION		(L1) Feet	(R1) Feet	Remarks
140+50	213+72.09 (E1)	12	12	
213+75.66 (E1)	222+59.09 (E2)	12	12	
222+55.66 (E2)	227+11.68 (E3)	12	12	
227+04.77 (E3)	245+95.40 (E4)	12	12	
245+95.60 (E4)	281+15.94 (E5)	12	12	
281+18.00 (E5)	293+42.37 (E6)	12	12	
293+47.06 (E6)	312+95.67 (E7)	12	12	
313+16.34 (E7)	351+45	12	12	

Station Equation: (E1) 213+72.09 (BK) = 213+75.66 (AH)
(E2) 222+59.09 (BK) = 222+55.66 (AH)
(E3) 227+11.68 (BK) = 227+04.77 (AH)
(E4) 245+95.40 (BK) = 245+95.40 (AH)
(E5) 281+15.94 (BK) = 281+18.00 (AH)
(E6) 293+42.37 (BK) = 293+47.06 (AH)
(E7) 312+95.67 (BK) = 313+16.34 (AH)



Proposed
Partial Depth PCC Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

STATION TO STATION		(P) Feet	(G) Feet	Remarks
140+50	171+43.52	4	4	
212+76.65	213+72.09 (E1)	4	4	
213+75.66 (E1)	222+59.09 (E2)	4	4	
222+55.66 (E2)	227+11.68 (E3)	4	4	
227+04.77 (E3)	245+95.40 (E4)	4	4	
245+95.60 (E4)	281+15.94 (E5)	4	4	
281+18.00 (E5)	293+42.37 (E6)	4	4	
293+47.06 (E6)	312+95.67 (E7)	4	4	
313+16.34 (E7)	351+45	4	4	

3R_Shldr_C_Milling_Modified

Station Equation: (E1) 213+72.09 (BK) = 213+75.66 (AH)
(E2) 222+59.09 (BK) = 222+55.66 (AH)
(E3) 227+11.68 (BK) = 227+04.77 (AH)
(E4) 245+95.40 (BK) = 245+95.40 (AH)
(E5) 281+15.94 (BK) = 281+18.00 (AH)
(E6) 293+42.37 (BK) = 293+47.06 (AH)
(E7) 312+95.67 (BK) = 313+16.34 (AH)

Proposed
Full Depth PCC Passing Lane and Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

STATION TO STATION		(R2) Feet	(P) Feet	(G) Feet	Remarks
171+43.52	171+79.80	0-2	4	4-2	
171+79.80	173+30	2-12	4	2	
173+30	205+30	12	4	2	
205+30	211+30.05	12-2	4	2	
211+30.05	212+76.65	2-0	4	2-4	

2_C_FullPCC_Modified

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 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).
4. Place and compact material to the dashed lines; then blade and shape to foreslope that portion above the solid line in the outer 2 ft and roll with loaded truck tire.

General Notes:

1. Stationing on typical sections does not include gapping for paved sideroads and paved entrances. Refer to Details.
2. See Tab 100-24 for Pavement quantities.
3. See Tab 112-9 for Granular Shoulder quantities.

US 34 - PCC Full Depth and Combination Shoulder for Passing Lanes

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER B.4

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Existing
PCC Combination Shoulder

STATION TO STATION		(P) Feet	(G) Feet	Remarks
428+00	448+44.33 (E11)	4	4	
448+45.20 (E11)	453+88	4	4	
464+41.42	469+32.81	4	4	
749+45.48	776+10.16 (E20)	4	4	
776+24.90 (E20)	782+75.20 (E21)	4	4	
782+74.90 (E21)	790+83.29	4	4	

3R_Shldr_C_Milling_Modified

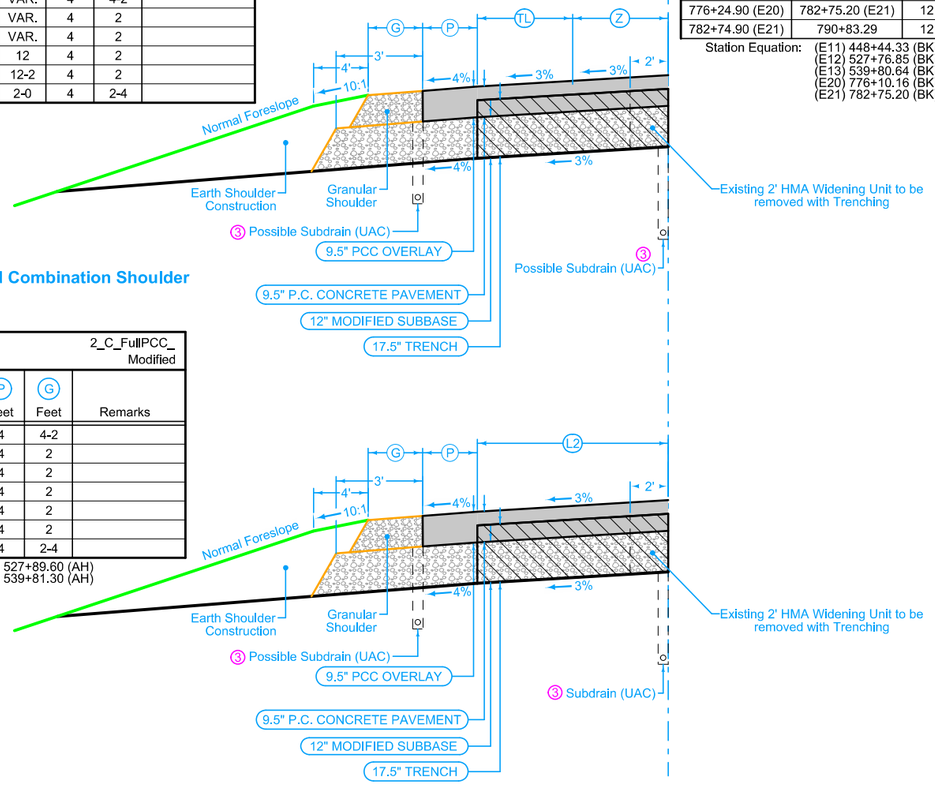
Station Equation: (E11) 448+44.33 (BK) = 448+45.20 (AH)
(E20) 776+10.16 (BK) = 776+24.90 (AH)
(E21) 782+75.20 (BK) = 782+74.90 (AH)

Proposed
Full Depth PCC Turning Lane and Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

STATION TO STATION		(Z) Feet	(TL) Feet	(P) Feet	(G) Feet	Remarks
453+88	454+04.54	VAR.	VAR.	4	4-2	
454+04.54	454+71.05	VAR.	VAR.	4	2	
454+71.05	455+24.65	20.84-18.49	VAR.	4	2	
455+24.65	460+81.22	18.49-0	12	4	2	
460+81.22	463+81.52	0	12-2	4	2	
463+81.52	464+41.42	0	2-0	4	2-4	

2_C_FullPCC_Modified



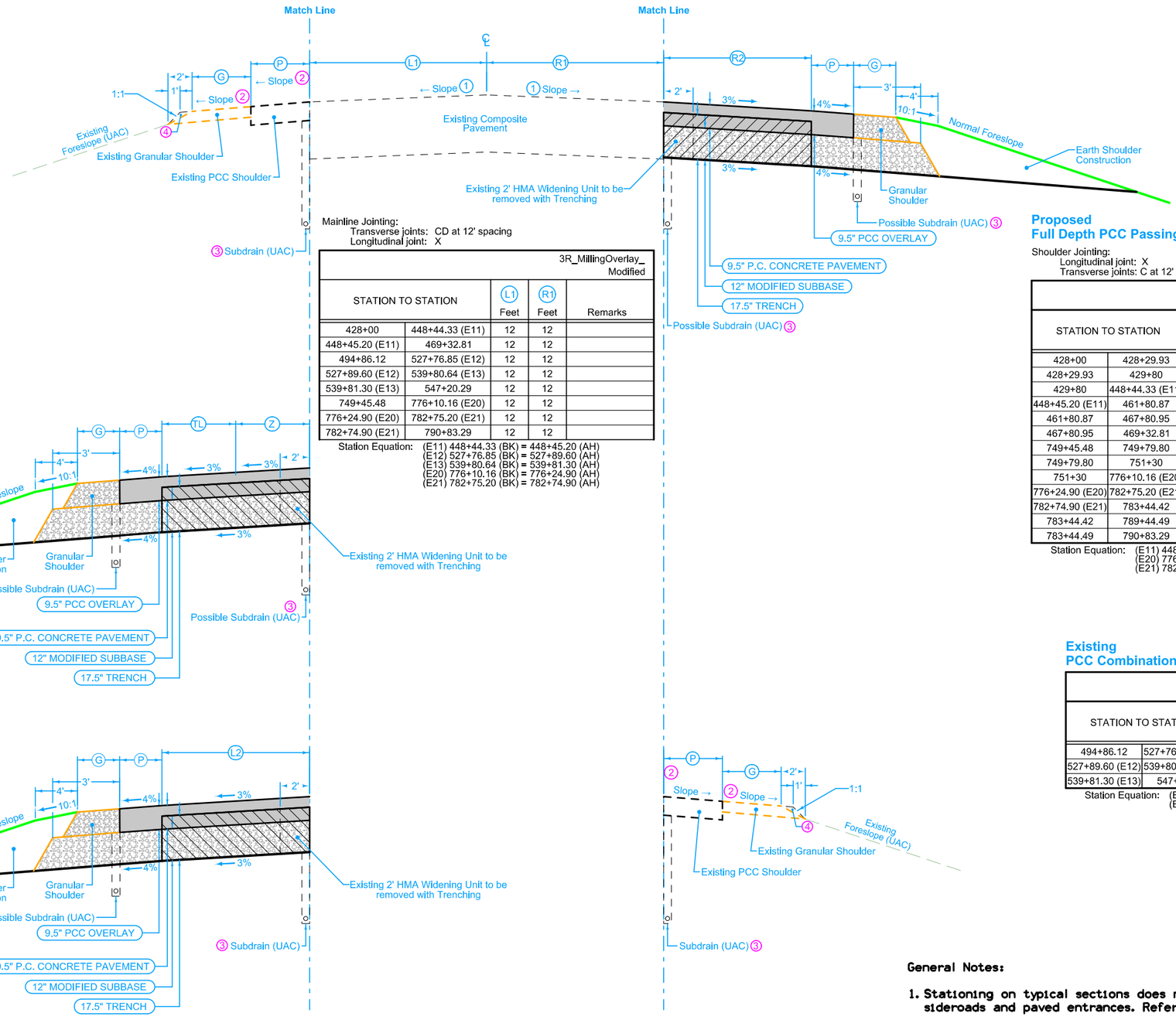
Proposed
Full Depth PCC Passing Lane and Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

STATION TO STATION		(L2) Feet	(P) Feet	(G) Feet	Remarks
494+86.12	496+19.95	0-2	4	4-2	
496+19.95	502+20	2-12	4	2	
502+20	527+76.85 (E12)	12	4	2	
527+89.60 (E12)	539+80.64 (E13)	12	4	2	
539+81.30 (E13)	545+33.41	12	4	2	
545+33.41	546+83.61	12-2	4	2	
546+83.61	547+20.29	2-0	4	4-2	

2_C_FullPCC_Modified

Station Equation: (E12) 527+76.85 (BK) = 527+89.60 (AH)
(E13) 539+80.64 (BK) = 539+81.30 (AH)



Mainline Jointing:
Transverse joints: CD at 12' spacing
Longitudinal joint: X

STATION TO STATION		(L1) Feet	(R1) Feet	Remarks
428+00	448+44.33 (E11)	12	12	
448+45.20 (E11)	469+32.81	12	12	
494+86.12	527+76.85 (E12)	12	12	
527+89.60 (E12)	539+80.64 (E13)	12	12	
539+81.30 (E13)	547+20.29	12	12	
749+45.48	776+10.16 (E20)	12	12	
776+24.90 (E20)	782+75.20 (E21)	12	12	
782+74.90 (E21)	790+83.29	12	12	

3R_MillingOverlay_Modified

Station Equation: (E11) 448+44.33 (BK) = 448+45.20 (AH)
(E12) 527+76.85 (BK) = 527+89.60 (AH)
(E13) 539+80.64 (BK) = 539+81.30 (AH)
(E20) 776+10.16 (BK) = 776+24.90 (AH)
(E21) 782+75.20 (BK) = 782+74.90 (AH)

Proposed
Full Depth PCC Passing Lane and Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

STATION TO STATION		(R2) Feet	(P) Feet	(G) Feet	Remarks
428+00	428+29.93	0-2	4	4-2	
428+29.93	429+80	2-12	4	2	
429+80	448+44.33 (E11)	12	4	2	
448+45.20 (E11)	461+80.87	12	4	2	
461+80.87	467+80.95	12-2	4	2	
467+80.95	469+32.81	2-0	4	2-4	
749+45.48	749+79.80	0-2	4	4-2	
749+79.80	751+30	2-12	4	2	
751+30	776+10.16 (E20)	12	4	2	
776+24.90 (E20)	782+75.20 (E21)	12	4	2	
782+74.90 (E21)	783+44.42	12	4	2	
783+44.42	789+44.49	12-2	4	2	
783+44.49	790+83.29	2-0	4	4-2	

2_C_FullPCC_Modified

Station Equation: (E11) 448+44.33 (BK) = 448+45.20 (AH)
(E20) 776+10.16 (BK) = 776+24.90 (AH)
(E21) 782+75.20 (BK) = 782+74.90 (AH)

Existing
PCC Combination Shoulder

STATION TO STATION		(P) Feet	(G) Feet	Remarks
494+86.12	527+76.85 (E12)	4	4	
527+89.60 (E12)	539+80.64 (E13)	4	4	
539+81.30 (E13)	547+20.29	4	4	

3R_Shldr_C_Milling_Modified

Station Equation: (E12) 527+76.85 (BK) = 527+89.60 (AH)
(E13) 539+80.64 (BK) = 539+81.30 (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 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).

④ Place and compact material to the dashed lines; then blade and shape to foreslope that portion above the solid line in the outer 2 ft and roll with loaded truck tire.

General Notes:

1. Stationing on typical sections does not include gapping for paved sideroads and paved entrances. Refer to Details.
2. See Tab 100-24 for Pavement quantities.
3. See Tab 112-9 for Granular Shoulder quantities.

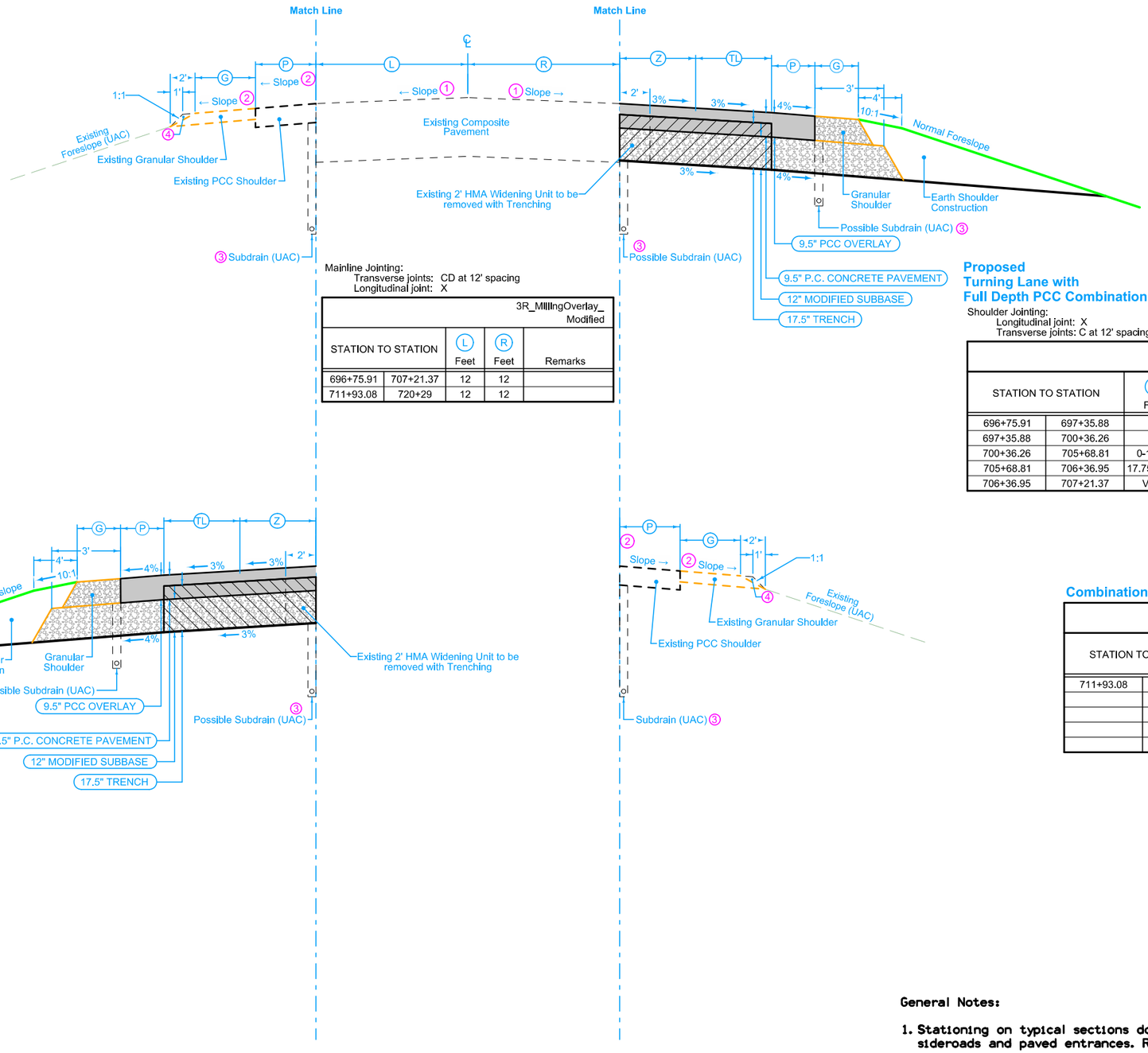
US 34 - PCC Full Depth and Combination Shoulder for Passing Lanes and Offset Right Turn Lanes Tie-In to Existing Profile Elevation

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER B.5

Combination Shoulder

STATION TO STATION		(P) Feet	(G) Feet	Remarks
696+75.91	707+21.37	4	4	

3R_Shldr_C_Milling_Modified



Mainline Jointing:
Transverse joints: CD at 12' spacing
Longitudinal joint: X

3R_MIllIngOverlay_Modified

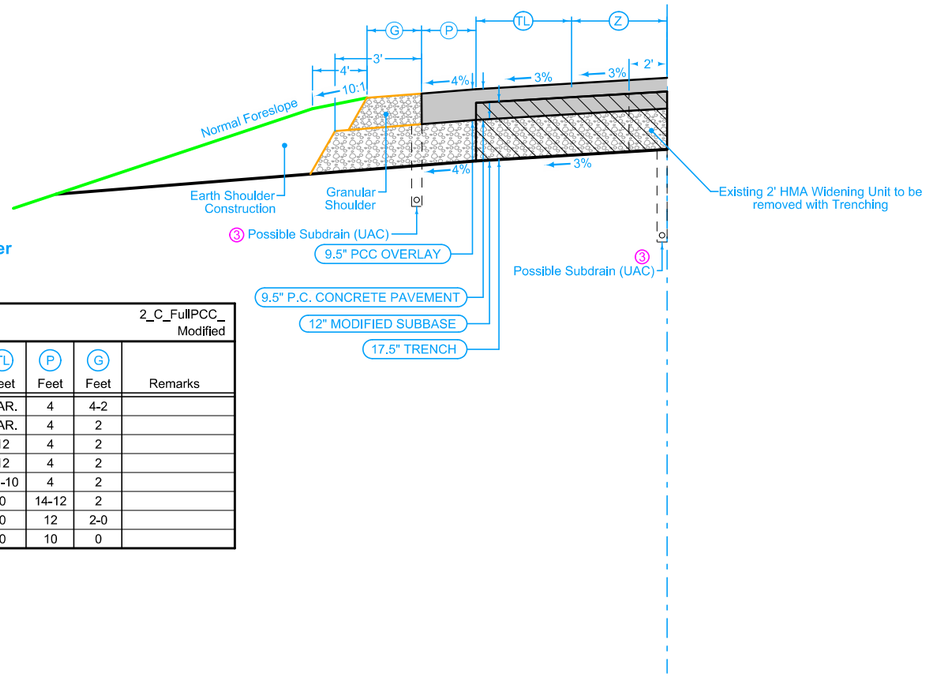
STATION TO STATION		(L) Feet	(R) Feet	Remarks
696+75.91	707+21.37	12	12	
711+93.08	720+29	12	12	

Proposed Turning Lane with Full Depth PCC Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

2_C_FullPCC_Modified

STATION TO STATION		(Z) Feet	(TL) Feet	(P) Feet	(G) Feet	Remarks
696+75.91	697+35.88	0	0-2	4	4-2	
697+35.88	700+36.26	0	2-12	4	2	
700+36.26	705+68.81	0-17.75	12	4	2	
705+68.81	706+36.95	17.75-20.04	VAR.	4	2	
706+36.95	707+21.37	VAR.	VAR.	4	2	



Proposed Turning Lane with Full Depth PCC Combination Shoulder

Shoulder Jointing:
Longitudinal joint: X
Transverse joints: C at 12' spacing

2_C_FullPCC_Modified

STATION TO STATION		(Z) Feet	(TL) Feet	(P) Feet	(G) Feet	Remarks
711+93.08	712+06.94	VAR.	VAR.	4	4-2	
712+06.94	712+79.46	VAR.	VAR.	4	2	
712+79.46	713+14.74	18.99-17.80	12	4	2	
713+14.74	718+48.80	17.80-0	12	4	2	
718+48.80	718+79	0	12-10	4	2	
718+79	719+09.13	0	0	14-12	2	
719+09.13	719+39.13	0	0	12	2-0	
719+39.13	720+29	0	0	10	0	

Combination Shoulder

STATION TO STATION		(P) Feet	(G) Feet	Remarks
711+93.08	720+29	4	4	

3R_Shldr_C_Milling_Modified

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 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).
4. Place and compact material to the dashed lines; then blade and shape to foreslope that portion above the solid line in the outer 2 ft and roll with loaded truck tire.

General Notes:

1. Stationing on typical sections does not include gapping for paved sideroads and paved entrances. Refer to Details.
2. See Tab 100-24 for Pavement quantities.
3. See Tab 112-9 for Granular Shoulder quantities.

US 34 - PCC Full Depth and Combination Shoulder for Passing Lanes Tie-In to Existing Profile Elevation

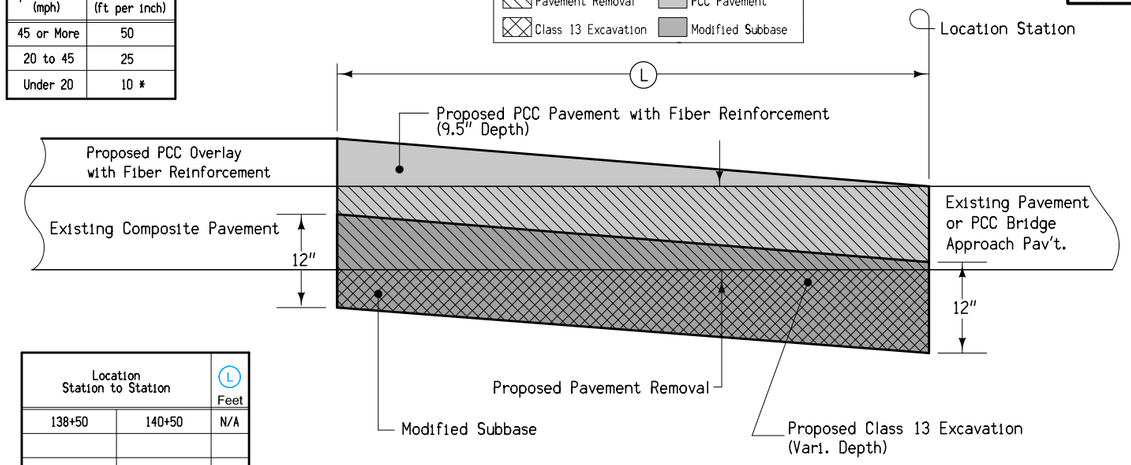
Posted Speed Limit (mph)	Runout Ratio (ft per inch)
45 or More	50
20 to 45	25
Under 20	10 *

* Based on turning maneuvers at side roads and intersections.

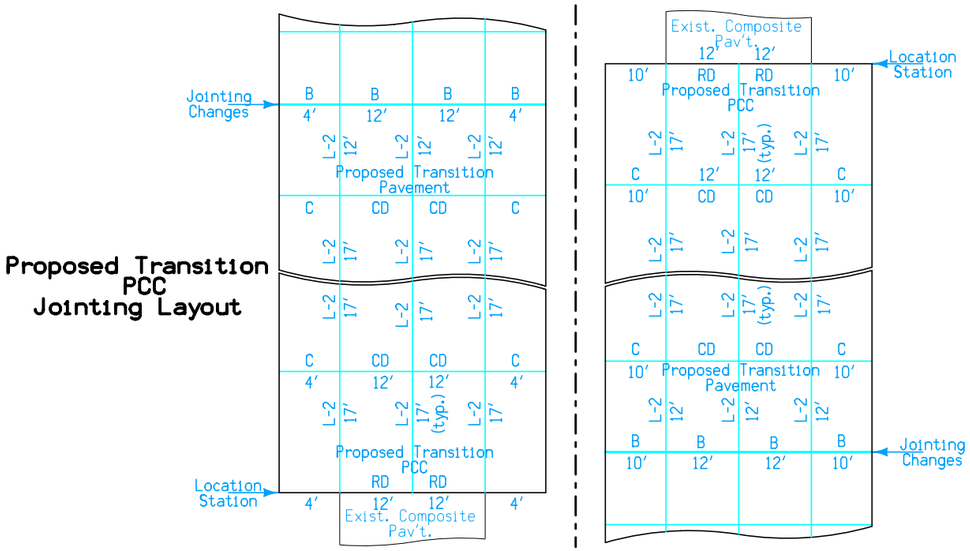
PATTERN KEY

Pavement Removal	PCC Pavement
Class 13 Excavation	Modified Subbase

ML-PCC
Special



Location Station to Station		L Feet
138+50	140+50	N/A



Proposed Transition PCC Jointing Layout

US 34 - PCC FULL DEPTH TIE-IN
TO EXISTING PROFILE ELEVATION
PCC PAVEMENT TRANSITION
FROM PCC OVERLAY
TO EXISTING PAVEMENT

General Notes:

1. See Tab 100-24 for Pavement quantities.
2. See Tab 110-1 for Pavement Removal quantities.

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
- WH Water Hydrant (Rural)
- ST Septic Tank
- C Cistern
- LP L.P. Gas Tank (No Footing)
- UST Underground Storage Tank
- Latrine
- Satellite TV Dish
- WHU Water Hook Up
- RT Radio Tower
- TA Tower Anchor
- Guardrail (Beam or Cable)
- GP Guard Post (one or two)
- Guard Post (over two)
- FP Filler Pipe
- GV Gas Valve
- WV Water Valve
- SL Speed Limit Sign
- MM Mile Marker Post
- SIGN Sign
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box
- EB Electric Box

UTILITY LEGEND

FO

FO1D, ICN - Quality D
David Augspurger, Sr Telecom Specialist \| OSP Lead
400 East 14th Street Des Moines, IA, 50319
ph: 515-725-4604 cell: 515-229-2013
david.augspurger@icn.state.ia.us

FO2

FO2D, Windstream - Quality D
Dan Hogan, Engineering Manager - IA
1614 230th St Manchester, IA, 52057
ph: 5639202428 cell: 5639202428
Dan.Hogan@windstream.com

PPA, Alliant Energy
Billie Reid, Real Estate and ROW Representative II
200 1st St SE Cedar Rapids, IA, 52401
ph: 3197863703
billiereid@alliantenergy.com

T1

TL1D, Windstream - Quality D
Dan Hogan, Engineering Manager - IA
1614 230th St Manchester, IA, 52057
ph: 5639202428 cell: 5639202428
Dan.Hogan@windstream.com

W

WL1D, Rathbun Rural Water - Quality D
Kelly Carel, West Distribution Superintendent
16166 Hwy J-29 Centerville, IA, 52544
ph: 614-647-2416 cell: 641-777-0925
kcarel@rrwa.net

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.		
Green	(2)	Existing Topographic Features and Labels	
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)	Existing Utilities	
SHADING	**Design Color No.**		**Transparency**
Pink, Dark	(13)	Temporary Pavement Shading	50%
Yellow	(4)	Proposed Pavement Shading	50%
Orange	(6)	Proposed Granular Shading	50%
Orange	(70)	Proposed Shoulder Granular Shading	50%
Yellow	(68)	Proposed Shoulder Paved Full Depth Shading	50%
Yellow	(132)	Proposed Shoulder Paved Partial Depth Shading	50%
Brown, Light	(236)	Grading Shading	50%
Orange, Light	(134)	Proposed Granular Entrance Shading	50%
Yellow	(220)	Proposed Paved Entrance Shading	50%
Tan	(8)	Proposed Sidewalk Shading	50%
Blue, Light	(230)	Proposed Sidewalk Landing Shading	50%
Pink	(11)	Proposed Sidewalk Ramp Shading	50%
Red	(3)	Proposed Structure Shading	50%
Red	(3)	Delineates Restricted Areas	0%

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

RIGHT-OF-WAY LEGEND

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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.1

11:48:58 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\LGD_68034114Z12.dgn

Wayne TWP.
T-72N R-19W
SEC. 28

527th Ave

US 34

140+00

145+00

150+00

155+00

160+00

Sta. 154+79.4
54"x 183.4' RCP
D.A.=51 A-H
(U.A.C.)

APPROX. SEC. LINE

BEGIN PROJECT
BEGIN PCC OVERLAY
STA 138+50
REF LOC 154.86

0 100
FEET

Wayne TWP.
T-72N R-19W
SEC. 33

This Sheet
For Information Only

1020
1010
1000
990
980
970
960
950
940
930

130+00 135+00 140+00 145+00 150+00 155+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.2	

11:49:09 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Wayne TWP.
T-72N R-19W
SEC. 28

Wayne TWP.
T-72N R-19W
SEC. 27

END 15:1 TAPER / BEGIN EB PASSING LANE
STA 173+30
REF LOC 155.52

160+00 165+00 170+00 175+00 180+00 185+00 190+00

Sta. 167+40
54"x144.6' RCP
D.A.=45 A-H
(U.A.C.)

US 34

Sta. 179+69.9
54"x169.4' RCP
D.A.=14 A-H
(TBD)

APPROX. SEC. LINE

24"x98.7'
Conc. Pipe
(U.A.C.)

18"x106.1'
Conc. Pipe
(TBD)

Sect. No. 33

Sect. No. 34

BEGIN CONSTRUCTING EB PASSING LANE
BEGIN 15:1 TAPER
STA 171+43.52
REF LOC 155.50

0 100
FEET

Wayne TWP.
T-72N R-19W
SEC. 33

Wayne TWP.
T-72N R-19W
SEC. 34

This Sheet
For Information Only

1010 1000 990 980 970 960 950 940 930 920

+0.51% RT Ditch Grade
-2.09% RT Ditch Grade
RT +44 962.97
RT +75 963.13
RT +50 961.56

-0.21% RT Ditch Grade
RT +40 960.14
RT +69 959.87

-0.54% RT Ditch Grade
+0.30% RT Ditch Grade
RT +50 952.59
RT +70 952.49
RT +10 953.81

160+00 165+00 170+00 175+00 180+00 185+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.3

11:49:12 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Wayne TWP.
T-72N R-19W
SEC. 27

190+00 | 195+00 | 200+00 | 205+00 | 210+00 | 215+00 | 220+00

Sta. 197+35.4
54"x121.2' RCP
D.A.=13 A-H
(TBD)

US 34

EQUATION:
STA 213+72.09 (BK)
= STA 213+75.66 (AH)

Sect. No. 27

Sta. 217+97.6
30"x137.5' RCP
D.A.=6 A-R
(U.A.C.)

APPROX. SEC. LINE

SIGN

WV

535th Ave

18"x32.9'
Conc. Pipe
(TBD)

END EB PASSING LANE
BEGIN 60:1 TAPER
STA 205+30
REF LOC 156.11

18"x88.1'
Conc. Pipe
(TBD)

END CONSTRUCTION EB PASSING LANE
END 60:1 TAPER
STA 212+75.65
REF LOC 156.26

0 100
FEET

Wayne TWP.
T-72N R-19W
SEC. 34

This Sheet
For Information Only

1030 | 1020 | 1010 | 1000 | 990 | 980 | 970 | 960 | 950 | 940

-3.21% RT Ditch Grade

+2.81% RT Ditch Grade

RT +15
980.95

RT +35
977.09

RT +80
989.57

190+00 | 195+00 | 200+00 | 205+00 | 210+00 | 215+00 | 220+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.4

11:49:16 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Wayne TWP.
T-72N R-19W
SEC. 27

Wayne TWP.
T-72N R-19W
SEC. 26

Wayne TWP.
T-72N R-19W
SEC. 35

Sect. No. 27

Sect. No. 34

Sect. No. 35

APPROX. SEC. LINE

220+00

225+00

230+00

235+00

240+00

245+00

250+00

EQUATION:
STA 222+59.09 (BK)
= STA 222+55.66 (AH)

EQUATION:
STA 227+11.68 (BK)
= STA 227+04.77 (AH)

US 34

Sta. 233+15
24"x106.8' RCP
D.A.=5 Ac. H
(U.A.C.)

24"x81.3'
Conc. Pipe
(U.A.C.)

18"x76.1'
Conc. Pipe
(U.A.C.)

BEGIN CONSTRUCTION WB PASSING LANE
BEGIN 60:1 TAPER
STA 247+16.39
REF LOC 156.90

EQUATION:
STA 245+95.40 (BK)
= STA 245+95.60 (AH)

0 100
FEET

This Sheet
For Information Only

1020
1010
1000
990
980
970
960
950
940
930

225+00 230+00 235+00 240+00 245+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.5	

11:49:20 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Wayne TWP.
T-72N R-19W
SEC. 26

END 60:1 TAPER / BEGIN WB PASSING LANE
STA 254+20
REF LOC 157.05

250+00 255+00 260+00 265+00 270+00 275+00 280+00

US 34

18"x99.4'
Conc. Pipe
(TBD)

Sta. 262+18.2
30"x106.2' RCP
D.A.=4 A-R
(TBD)

Sta. 270+86.6
4'x3'x158.8' RCB
D.A.=43 A-H
(TBD)

18"x77.3'
Conc. Pipe
(TBD)

Sta. 278+22.3
30"x74.5' RCP
D.A.=3 A-H
(TBD)

0 100
FEET

Wayne TWP.
T-72N R-19W
SEC. 25

This Sheet
For Information Only

1010 1000 990 980 970 960 950 940 930 920

-3.05% LT Ditch Grade
+2.86% LT Ditch Grade
LT +50 975.16
LT +18 970.03
LT +50 973.81

-0.40% LT Ditch Grade
+2.16% LT Ditch Grade
LT +50 950.54
LT +87 950.39
LT +50 951.76

+1.16% LT Ditch Grade
LT +22 975.92
LT +00 976.82

250+00 255+00 260+00 265+00 270+00 275+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.6

11:49:24 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

END WB PASSING LANE / BEGIN 15:1 TAPER
STA 286+22
REF LOC 157.65

END CONSTRUCTION WB PASSING LANE
END 15:1 TAPER
STA 288+03
REF LOC 157.68

Wayne TWP.
T-72N R-19W
SEC. 25

Sect. No. 26

Sect. No. 25

280+00

285+00

290+00

295+00

300+00

305+00

310+00

US 34

18"x76.6'
Conc. Pipe
(U.A.C.)

Sta. 297+37.5
Skew 5° RT AH
2'x2'x79.6' RCB
D.A.=1 A-R
(U.A.C.)

EQUATION:
STA 293+42.37 (BK)
=
STA 293+47.06 (AH)

Sta. 285+32.7
4'x3'x50.2' RCB
D.A.=3 A-H
(TBD)

EQUATION:
STA 281+15.94 (BK)
=
STA 281+18.00 (AH)

Wayne TWP.
T-72N R-19W
SEC. 25

0 100
FEET

This Sheet
For Information Only

+1.08% LT Ditch Grade

LT +33
980.74

LT +00
983.63

1020
1010
1000
990
980
970
960
950
940
930

280+00 285+00 290+00 295+00 300+00 305+00 310+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.7

11:49:27 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Wayne TWP.
T-72N R-19W
SEC. 25

310+00
315+00
320+00
325+00
330+00
335+00
340+00

US 34

555th Trail

560th Ave

EQUATION:
STA 312+95.67 (BK)
=
STA 313+16.34 (AH)

0 100
FEET

This Sheet
For Information Only

1020
1010
1000
990
980
970
960
950
940
930

315+00 320+00 325+00 330+00 335+00 340+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.8	

11:49:31 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Guilford TWP.
T-72N R-18W
SEC. 30

340+00 345+00 350+00 355+00 360+00 370+00

US 34

END PCC OVERLAY
STA 351+45
REF LOC 158.89

EQUATION:
STA 364+90.85 (BK)
= STA 365+17.80 (AH)

0 100
FEET

This Sheet
For Information Only

1010 1000 990 980 970 960 950 940 930 920

345+00 350+00 355+00 360+00 370+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.9	

11:49:34 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Guilford TWP.
T-72N R-18W
SEC. 30

GuilfordTWP.
T-72N R-18W
SEC. 28

420+00 425+00 430+00 435+00 440+00 445+00 450+00

Sta. 436+52.5
30"x83.7' RCP
D.A.=7 A-R
(TBD)

Sta. 443+24.5
30"x91.8' RCP
D.A.=7 A-R
(TBD)

US 34

579th Ave

END 15:1 TAPER / BEGIN EB PASSING LANE
STA 429+80
REF LOC 160.35

BEGIN CONSTRUCTING EB PASSING LANE
BEGIN 15:1 TAPER
STA 428+00
REF LOC 160.33

EQUATION:
STA 448+44.33 (BK)
= STA 448+45.20 (AH)

18"x84.2'
Conc. Pipe
(TBD)

0 100
FEET

This Sheet
For Information Only

1010 1000 990 980 970 960 950 940 930 920

-1.64% RT Ditch Grade
RT +00 977.97
RT +00 976.33

-1.45% RT Ditch Grade
+0.30% RT Ditch Grade
RT +00 969.65
RT +52 968.88
RT +53 969.19

-3.98% RT Ditch Grade
+3.02% RT Ditch Grade
RT +50 964.39
RT +24 961.42
RT +23 964.39

425+00 430+00 435+00 440+00 445+00 450+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.10

11:49:37 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

GuilfordTWP.
T-72N R-18W
SEC. 28

197th Trail

BEGIN WB OFFSET RIGHT TURN LANE
STA 453+88

450+00

455+00

460+00

Sta. 460+08.2
Skew 40° LT AH
30"x110.7' RCP
D.A.=5 A-R
(TBD)

END WB OFFSET RIGHT TURN LANE
STA 464+41.42

465+00

US 34

470+00

18"x73'
Conc. Pipe
(U.A.C.)

Sta. 473+24.9
Skew 18° LT AH
30"x75.8' RCP
D.A.=8 A-R
(U.A.C.)

475+00

18"x93.1'
Conc. Pipe
(U.A.C.)

Sta. 478+81
24"x77.5' RCP
D.A.=8 A-H
(U.A.C.)

480+00

18"x84.2'
Conc. Pipe
(TBD)

Sta. 456+51.3
30"x86' RCP
D.A.=3 A-R
(TBD)

18"x96.7'
Conc. Pipe
(TBD)

END EB PASSING LANE
BEGIN 60:1 TAPER
STA 461+80.87
REF LOC 160.97

END CONSTRUCTION EB PASSING LANE
END 60:1 TAPER
STA 469+32.81
REF LOC 161.11

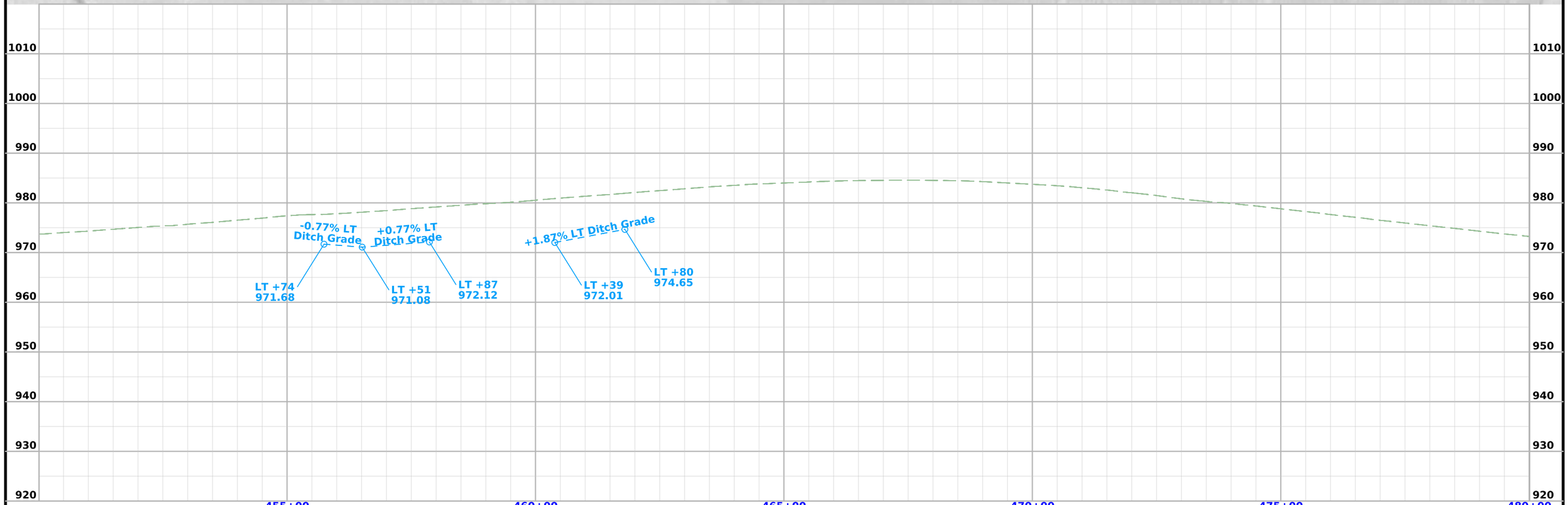
18"x72.5'
Conc. Pipe
(U.A.C.)

18"x76.2'
Conc. Pipe
(U.A.C.)

Sta. 480+49
24"x90' RCP
D.A.=8 A-H
(U.A.C.)

0 100
FEET

This Sheet
For Information Only



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.11

11:49:41 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Guilford TWP.
T-72N R-18W
SEC. 28

Guilford TWP.
T-72N R-18W
SEC. 27

BEGIN CONSTRUCTION WB PASSING LANE
BEGIN 60:1 TAPER
STA 494+86.12
REF LOC 161.59

BEGIN WB PASSING LANE
END 60:1 TAPER
STA 502+19.97
REF LOC 161.73

495+00 500+00 505+00 510+00 515+00 520+00

??"x??'
Conc. Pipe
(TBD)

US 34

Sta. 504+94.6
24"x97.6' RCP
D.A.=6 A-H
(TBD)

Sta. 508+81.1
24"x105.1' RCP
D.A.=3 A-H
(TBD)

Sta. 516+94.2
Skew 10° RT AH
6'x6'x194.8' RCB
D.A.=15 A-H
(TBD)

24"x44.2'
Conc. Pipe
(TBD)

595th Ave

595th Ave

0 100
FEET

This Sheet
For Information Only

960 950 940 930 920 910 900 890 880 870

-2.01% RT Ditch Grade
RT +86
953.01
RT +86
951.00

-2.83% LT Ditch Grade
LT +52
930.98
LT +95
929.77

-4.83% LT Ditch Grade
LT +81
920.92
LT +81
916.09

495+00 500+00 505+00 510+00 515+00 520+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.12

11:49:45 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Guilford TWP.
T-72N R-18W
SEC. 27

Guilford TWP.
T-72N R-18W
SEC. 26

END WB PASSING LANE / BEGIN 15:1 TAPER
STA 545+33.41
REF LOC 162.55

525+00 530+00 535+00 540+00 545+00 550+00

US 34

FO

18"x78.8'
Conc. Pipe
(TBD)

18"x80.6'
Conc. Pipe
(TBD)

Sta. 528+02.5
Skew 30 LT AH
36"x115.8' RCP
D.A.=7 A-H
(TBD)

EQUATION:
STA 527+76.85 (BK)
= STA 527+89.60 (AH)

Sta. 535+52.2
30"x135.5' RCP
D.A.=7 A-H
(TBD)

EQUATION:
STA 539+80.64 (BK)
= STA 539+81.30 (AH)

END CONSTRUCTING WB PASSING LANE
END 15:1 TAPER
STA 547+20.29
REF LOC 162.58

Sta. 549+70.8
2'x3'x141.5' RCB
D.A.=7 A-H
(TBD)

595th Ave

0 100
FEET

This Sheet
For Information Only

930 920 910 900 890 880 870 860 850 840

-6.00% LT Ditch Grade
+2.55% LT Ditch Grade

LT +24
895.94

LT +15
891.26

LT +73
892.72

-5.09% LT Ditch Grade
+3.11% LT Ditch Grade

LT +70
912.39

LT +52
903.13

LT +99
904.59

525+00 530+00 535+00 540+00 545+00 550+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.13

11:49:49 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Troy TWP.
T-72N R-17W
SEC. 19

Sta. 701+68.1
24"x66' RCP
D.A.=5 A-H
(TBD)

Sta. 706+03.1
24"x86' RCP
D.A.=3 A-H
(TBD)

EQUATION:
STA 710+40.15 (BK) =
STA 710+52.33 (AH)

695+00
700+00
705+00
710+00
715+00
720+00
725+00

US 34

196th St

Coal Creek

Sta. 698+78.2
Skew 30° RT AH
4'x4'x91.4' RCB
D.A.=46 A-H
(TBD)

204th Trail

Sta. 710+60.1
Skew 30° LT AH
8'x10'x115.3' TWIN RCB
D.A.=1215 A-H
(TBD)

Cty Rd T7H / 623rd Ave

Sta. 713+17.8
24"x85.5' RCP
D.A.= 6 A-H
(TBD)

STA 722+40
Refer to Project BRF-034-6(104)--38-68 (By Others)
Bridge Replacement
FHWA #37401 (new) / #37400 (old)
MAINT. #6865.8S034
New 199'-0" X 44'-0" PPCB Bridge to
Replace Existing 150'-0" X 30'-0" Continuous I-Beam Bridge
REF. LOC. 163.46

Coal Creek

0 100
FEET

This Sheet
For Information Only

+3.47% LT Ditch Grade
LT +18
809.92
LT +88
812.35
-0.21% LT Ditch Grade
LT +39
803.86
LT +29
803.04

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.14

11:49:52 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D02.dgn

Troy TWP.
T-72N R-17W
SEC. 20

Troy TWP.
T-72N R-17W
SEC. 21

745+00 750+00 755+00 760+00 765+00 770+00 775+00

Sta. 754+17.9
Skew 30° LT AH
5'x5'x209.3' RCB
D.A.=30 A-H
(TBD)

Sta. 765+17.5
Skew 20° RT AH
24"x121.8' RCP
D.A.=6 A-H
(TBD)

Sta. 770+37.5
Skew 30° RT AH
24"x121.8' RCP
D.A.=4 A-R
(TBD)

US 34

206th Pl

F02

APPROX. SEC. LINE

BEGIN CONSTRUCTING EB PASSING LANE
BEGIN 15:1 TAPER
STA 749+45.48
REF LOC 166.40

END 15:1 TAPER / BEGIN EB PASSING LANE
STA 751+30
REF LOC 166.24

Sect. No. 29 Sect. No. 28

0 100
FEET

This Sheet
For Information Only

+9.60% RT Ditch Grade
+5.93% RT Ditch Grade
RT +00
850.00
RT +50
858.90

-0.94% RT Ditch Grade
+0.60% RT Ditch Grade
RT +58
909.46
RT +38
908.71
RT +00
909.08

920 910 900 890 880 870 860 850 840 830

960 950 940 930 920 910 900 890 880 870

745+00 750+00 755+00 760+00 765+00 770+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.15

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642nd Ave

Troy TWP.
T-72N R-17W
SEC. 21

EQUATION:
STA 776+10.16 (BK)
=
STA 776+24.90 (AH)

EQUATION:
STA 782+75.20 (BK)
=
STA 782+74.90 (AH)

775+00 780+00 785+00 790+00 795+00 800+00

US 34

Sta. 778+01.2
24"x78.8' RCP
D.A.=3 A-R
(TBD)

18"x73.1'
Conc. Pipe
(TBD)

Sta. 785+20.8
30"x140.6' RCP
D.A.=8 A-R
(TBD)

Sta. 788+60.1
2'x3'x167.1' RCB
D.A.=10 A-R
(TBD)

END EB PASSING LANE
BEGIN 60:1 TAPER
STA 783+44.42
REF LOC 167.05

END PROJECT
STA 790+83.29
REF LOC 167.18

END CONSTRUCTION EB PASSING LANE
END 60:1 TAPER
STA 790+83.29
REF LOC 167.18

0 100
FEET

This Sheet
For Information Only

980 970 960 950 940 930 920 910 900 890

+1.99% RT Ditch Grade
RT +01
928.66
RT +69
930.00

-16.63%
RT DG
+1.06%
RT DG
RT +10
913.56
RT +21
911.77
RT +89
912.49

-62.82%
RT DG
+48.63%
RT DG
RT +36
914.24
RT +02
919.44
RT +60
899.15

775+00 780+00 785+00 790+00 795+00 800+00 805+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.16

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FED. ROAD DIST. NO.	STATE	FN NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		240		11	125

Property Owners
R- Patrick & Mary A. Judge
S- Michael J. Heffron
T- William R Judge Jr.
U- John P. & Agnes G. Heffron
V- Patrick J. Judge

B.M. No. 37
EL. 968.12

B.M. No. 38
EL. 965.68

GUILFORD TWP.
T72N R18W
SEC. 30

B.M. No. 39
EL. 981.58

Ref. to P.C. Sta. 365+17.8
Nail in Tel. Pole
Nail in fe. Post
℄ U.S. Hwy. No. 34
"X" in ℄ Pav't.
Nail in P. Pole

Ref. to P.I. Sta. 368+35.7
Nail in Tel. Pole
Nail in P. Pole
Nail in Cor. Post
Set ½" ℄ Pipe
Survey

Sta. 348+50.00
Stop Widening, Resurfacing & Shouldering
Resume Reconstruction

Curve Data
Δ = 0°22'15" Lt.
D = 0° 03' 30"
T = 317.9'
L = 635.7'
E = 0.5'
R = 98,226.9'

P.I. Sta. 368+35.7
Δ = 0°22'15" Lt.

Prop. Road Closure Barricade
(U.S. No. 34 18' P.C. Conc.)

Equation:
P.O.T. Sta. 364+91.9
= P.C. Sta. 365+17.8
Mon. 1962 Survey

P.C. Sta. 365+17.8
R.O.W. Marker

12" X 18' Corr. Pipe

P.T. Sta. 371+53.5
Prop. Dike

Close
Field Ent. Not Used
Close
Field Ent.
Close
Shed
Shed
Shed
Shed
Shed
Brooden Ho.
Chick Ho.
Garden
Farm Ent.
Well
House
Cistern
Bin
Bin
Barn
Cult.
Cult.

+46-33' Lt. R.O.W. Rails
+53-33' Lt. R.O.W. Rail
+27-33' Rt. R.O.W. Rail
+22-33' & 40' Rt. R.O.W. Rails

R.W. & C.A.
R.W. & C.A.
R.W. & C.A.

18" Conc.
12" X 16' Corr. Pipe

Prop. Intercepting Ditch
Match Line
Sta. 345+00

Sta. 352+77.5
2'X2'X42.2 R.C.B.
D.A. = 4 Ac. R.
Extend With 30" RF-1
W/Stub Flume
Lt. 961.50
FL. Rt. 968.0
Flume 950.0

Sta. 357+93.8
2'X2'X53.8' R.C.B.
D.A. = 4 Ac. R.
Extend with 30" RF-1
Stub Flume
Lt. 953.0
FL. Rt. 965.50
Flume 938.0

Borrow "B"

Prop. Field Ent.

Approx. ¼ Sec. Line

Sta. 372+00
D.A. = 4 Ac.
24" RF-1

STA. 370+00
END PROJECT
GRADE & PAVE.

LEGEND:
N.W. Bell Tel. Co.
United Tel. Co. of Iowa
Iowa Southern Utilities

0 50 100
Scale

C = 2209
Unsuitable C = 153
From Sta. 340± (Rt.) = 13306
From Sta. 335± (Lt.) = 2098
Unsuitable from Sta. 340± (Rt.) = 4659
Broken Concrete
From Sta. 349± = 100
From Sta. 365± = 378
22,903

F + Shrink = 23,574

C = 8177
Unsuitable C = 1312
9489

F + Shrink = 9489

From Borrow "B" - 671

+50
Tie in 3" High
E.L. 977.42

+0.305%
-1.01%
+1.0% Rt. Ditch Grade
600' V.C.

+00 969.60
+00 971.60
+00 982.99

FL. Rt. 964.2 Lt. 961.8
FL. Rt. 962.0 Lt. 954.1

Treatment No. 9
2½:1 Lt. Foreslope

	Lt.	Rt.
	No Ditch 5' Ditch	3' Ditch Vari. Ditch 5' Ditch
	No Ditch	No Ditch Ditch Grade
	No Ditch	5' Ditch 5' Ditch

345 350 355 360 370

+74.1 82.07 82.14 82.19 82.24 82.27 82.28 82.28 82.28 82.24 82.21 82.15 82.08 82.00 81.91 81.80 81.68 81.54 81.40 81.23 81.05 80.86 80.66 80.44 80.20 79.96

980 970 960 950

SINGLE PLAN AND PROFILE — DOTTED
H. A. WORKS CO. - MINNEAPOLIS - ST. PAUL - DULUTH

Monroe Co. FN State Proj. No. 240 Sheet No. 11 of Sheets

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This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.17

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FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IOWA		1963	6	244

F-FG-1027(12)

GUILFORD TWP.
T-72N R-18W

Ref to PC Sta 365+17.8

Ref to PI Sta 368+35.7

Ref to PT Sta 371+53.6

Ref to POT Sta 376+64

Set to POT Sta 385+00

Curve Data
Δ = 0°22'15" Lt
D = 0°03'30"
T = 317.9'
L = 635.1'
E = 05'
R = 98,226.9'

N

SEC. 30

(US #34 18' PCC)

WILLIAM P. JUDGE, JR.

PATRICK J JUDGE

Existing Farm Dam To remain

Pond

ENCR.

ENCR.

ENCR.

2-18" Corr. Pipe

PI Sta 368+35.7
Δ = 0°22'15" Lt

ROW Marker

PC Sta 365+17.8

PT Sta 371+53.6

POT Sta 376+64

2+65-Dike

R.O.W. & C.A.Z

R.O.W. & C.A.Z

R.O.W. & C.A.Z

12"-16" Corr. Pipe

Well

Cistern

Misc.

Shed

Bin

Barn

Cult.

JOHN P & AGNES G. HEFFRON

PATRICK J. JUDGE

Approx. ¼ Sec. Line

Sta. 370+00.00
Begin Project

Sta. 372+00
D.A. = 4 Ac.
Install 24" F-1
at Sta. 372+00
Lt. 972.5
F.L. Rt. 961.6

D.A. = 8 Ac.
Culv. Contr. to install
30" F-1 & Stub Flume
at Sta. 381+80, Skew 30°
Lt. 960.0
F.L. Rt 952.0
Flume 936.9

Sta. 385+15
D.A. = 16 Ac.
Culv. Contr. to install
36" F-1 & Stub Flume
at Sta. 387+36
Lt. 945.0
F.L. Rt. 940.0
Flume 925.0

Station 369+93 to Station 439+22
Acc'd from Patrick J. Judge
Date Sept. 4, 1963
Consideration Condemnation
by H. A. Rodgers
Recorded in Book 140 Page 178.82
OFFICE OF COUNTY RECORDER

LEGEND

- Ø United Telephone Co. of Iowa
- Ø Telegraph-C.B.&Q. R.R.
- ■ Northwestern Bell
- Ø Albia Light & Railway Co.
- Ø Chariton Valley Elec. Co-op.
- ■ Iowa Southern Utility Co.

Bench Marks:
#1 - Sta 368+20, Iron pin in S. Hdwl. RCB — El. 965.24
#2 - Sta 366+10, 60d Spk. in E pole, 28' Rt. — El. 981.81
#3 - Sta 372+30, 60d Spk. in E pole, 164' Rt. — El. 963.95
#4 - Sta 382+13, 60d Spk. in 20" Elm, 36' Rt. — El. 982.92
#5 - Sta 387+31, 60d Spk. in twin Elm, 140' Rt. — El. 994.89

PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO. 3434
BY
DATE
3-1-62
3-15-63
AT WAY CHECKED

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO. 3428
BY
DATE
3-15-63
3-19-63
AT WAY CHECKED
STRUCTURE NOTATIONS OK'D

C = (3559 + 471i) = 4030
F = (4684 - 1325) + 20% = 4030

C = (23,598 + 2946) = 26,544
F = (24,802 - 2702) + 20% = 26,544

Bench Marks:
#3 (LT) Sta 368+90, 18" 65° RR Spk. in W. Root 13" Maple — Elev. 981.50
#4 (RT) Sta 382+69 87.36' Inc. BM Hdwl. 9"x6" Flume — El. 938.38
#5 (LT) Sta 387+34 Inc. BM Rt Hdwl 9"x3" Stub Flume — El. 944.31

Proposed Future Improvement
+100
982.99
+0.50%
V.C. = 600'
-1.01%
961.0
+0.80% Lt. Ditch Grade
961.8
979.96
Prop. 2½:1 Rt. Foreslope
Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Lt. Foreslope

Clay Pan				Gumbotil & Clay Pan						Gumbotil & Clay Pan			Gumbotil	
19	259	343	176	54	393	1183	1695	1731	1626	1208	443	485	995	509	593	618

Vari. No Prop. Rt Ditch
Prop. Lt. Ditch 5' Prop. Rt Ditch 5'
No Ditch Vari. No Prop. Rt. Ditch
See Grade Above
Prop. Lt Ditch 5' Prop. Rt Ditch 5'
No Prop Lt Ditch No Prop. Rt. Ditch
Prop Lt Ditch 5' Prop Rt No Ditch 5' Ditch

Sta	Elev
360	976.17
365	973.53
370	969.60
375	965.03
380	960.42
385	955.80
390	951.19

360 365 370 375 380 385 390
980 970 960 950 940 930

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On ABEW-WRIGHT Tracing Cloth

PLATE I PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

DESIGN MONROE COUNTY

Printed in U.S.A.

This Sheet
For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.18

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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA		1963	7	244

F-FG-1027(12)

GUILFORD TWP. T-72N R-18W

Ref to P.O.T. Sta. 391+60.1 Cut X" in Pavt.

~~Ref to P.O.T. Sta. 396+60~~

Station Left to Station 12 & 12
Acq'd from Mike J. O'Neill et ux
Date May 27, 1963
Consideration 100.00
by Warranty Deed
Recorded in Book 137 Page 427
OFFICE OF COUNTY RECORDER

Ref to P.O.T. Sta 411+30 Cut X" in Pavt.

GEORGETOWN (Unincorp.)

Ref to POT Sta 417+65.5 (Survey)

Station 410+63 to Station 410+63
Acq'd from John Edward Cady
Date Aug. 27, 1963
Consideration 175.00
by Warranty Deed
Recorded in Book 137 Page 440
OFFICE OF COUNTY RECORDER

Station 417+47 to Station 417+71
Acq'd from St. Patrick Church of Georgetown
Date May 29, 1963
Consideration 0.785.00
by Warranty Deed
Recorded in Book 137 Page 439
OFFICE OF COUNTY RECORDER

SEC. 30 — SEC. 29

PATRICK J. JUDGE

+00-ROW-Rail — +00-ROW&Rail — +00-ROW&Rail — +00-ROW&

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA		1963	8	244

F-FG-1027(12)

8

GUILFORD TWP. T-72N R-18W

Sta. 422+00 to Sta. 455+00
Stage Construction – See Cross Sections

N

Ref. to P.I. Sta. 421+70.0 (Survey)
+3 STAKE
+2 STAKE
TAN-SURVEY
SET ½ ø PIPE
+1.2 STAKE

Ref. to P.I. Sta. 421+27.2 (Off Reloc.)
Cut "X" in Part.
FENCE POST
FENCE POST
TELE. POLE
TAN-OFF RELOC
SET IRON PIN

Ref. to P.I. Sta. 445+38 (Survey)
NAIL IN TELE POLE
NAIL IN TREE ROOT
SURVEY
NAIL IN PAVE
NAIL IN A POLE

Station 417+91 to Station 437+64.8 Rd Lt.
Acq'd from John F. Lynch
Date Sept. 9, 1963
Consideration $1,750.00
by Condemnation
Recorded in Book 140 Page 1 to 57
OFFICE OF COUNTY RECORDER

Station 437+64.8 to Station 442+22.6
Acq'd from Michael P. Kelleher
Date Feb. 6, 1963
Consideration 180.00
by Warranty Deed
Recorded in Book 137 Page 226
OFFICE OF COUNTY RECORDER

Station 442+22.6 to Station 450+77
Acq'd from Leo David & Grace Flattery
Date Jan. 30, 1963
Consideration 10.00
by Warranty Deed
Recorded in Book Page
OFFICE OF COUNTY RECORDER

SEC. 29 — JOHN F. LYNCH — SEC. 29 — JOHN P. HEFFERON (See Sheet No. 9) — SEC. 28 — MICHAEL P. KELLEHER — JOHN E. MALONE — LEO DAVID FLATTERY — SEC. 28

420 425 430 435 440 445 450

U.S. #34 — 100' R/W Rail — 150' R/W Rail — 75' - 100' R/W Rail — 195' Control R/W — 75' R/W Rail — 100' R/W Rail — 100' R/W Rail — 100

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA		1963	9	244

F-FG-1027(12)

D

Ref. to P.I. Sta. 451+81.9 (Off. Reloc.) Cut "X" in Pavt.

Ref. to P.I. Sta. 451+79.5 (Survey)

Ref. to P.T. Sta. 455+13.5 (Survey)

Ref. to P.O.T. Sta. 464+10 Cut "X" in Pavt.

Ref. to P.O.T. Sta. 475+58.6 Cut "X" in Pavt.

GUILFORD TWP.
T-72N R-18W

N

Office Reloc. Curve Data
Δ = 2°14'40"
D = 0°20'
T = 336.7'
L = 673.4'
E = 3.30'
R = 17,188.7

~~Survey Curve Data~~
~~Δ = 2°16' Lt.~~
~~D = 0°20'~~
~~T = 340.0'~~
~~L = 680.0'~~
~~E = 3.4'~~
~~R = 17,180.7'~~

Sta. 456+00 = ℄ 330.5' ROW Rail for Details of Side Rd See Sheet No. 23

Sta. 456+00 = ℄ 251.1 ROW Rail

JOHN E. MALONE

Prop. Fld Ent. (Use as dike)

SEC. 28

JOHN P. HEFFRON

Ann FRANCIS L. HEFFRON

+00 ROW Rail

+40 ROW Rail

+40 Sec. Fld Ent.

+80 ROW Rail

+80 Sec. Fld Ent.

+00 ROW Rail

450 455 460 465 470 475 480

ROW Mon. Lt.

+085 ROW Rail

Clear 0.5'

Prop. Side Rd.

℄ US #34

℄ 75'

℄ 85'

℄ 65'

℄ 135'

℄ 125'

50'

P.I. Sta. 451+81.9
Δ = 2°14'40"
(Off. Reloc.)

~~P.I. Sta. 451+73.5~~
~~Δ = 2°16' Lt.~~
~~(Survey)~~

R.O.W. & C.A. 7

Cult.

~~24"x17' Steel Pipe~~

~~Prop.~~ Frm. Ent.

P.O.T. Sta. 464+10 Cut "X" in Pavt.

~~Sta. 456+75~~
D.A. = 3 Ac.
Install a 24" F-1 at Sta. 456+50
F.L. Lt. 970.0
Rt. 965.0

~~Sta. 460+08~~
D.A. = 9+2 Ac.
Install a 30" F-1 at Sta. 460+08 Skew 40°
F.L. Lt. 971.5
Rt. 962.5

Sta. 465+00
D.A. = 2 Ac.
Carry Back

~~Sta. 473+25~~
D.A. = 11 Ac.
Install a 30" F-1 at Sta. 473+25, Skew 15°
F.L. Lt. 969.0
Rt. 973.5

~~Sta. 478+82~~
D.A. = 1 Ac.
Install a 24" F-1 at Sta. 478+82
Lt. 965.0
Rt. 963.0

Sta. 479+30
D.A. = 3 Ac.
Carry Ahead

18"x32' Conc. Pipe

18"x36' Conc. Pipe

~~Incl. Dike~~

LEO DAVID FLATTERY

JOHN E. MALONE

JOHN P. HEFFRON

~~Ann FRANCIS L. HEFFRON~~

~~Station 464+10 to Station 470+06.6~~
~~Acre's Iowa Monroe~~ ~~Part of S.E. 1/4 of Sec. 28 T. 72 N. R. 18 W.~~
~~Date Sept. 8, 1962~~
~~Consideration $ 330.00~~
~~by Schroder and Lloyd~~
~~Recorded in Book 160 Page 167~~
OFFICE OF COUNTY RECORDER

BMa 16(A) Sta 478+25 Lt 250' RR Spk in 3.W. Root 60" Elm El. 960.81

Bench Marks
#15 - Sta. 460+23 - 60d spk in top 8" stump, 145' Rt. — El. 976.05
~~#16 - Sta. 478+00 - 60d spk in top 6" stump, 81' Rt. — El. 967.15~~

C = (5908 + 607) = 6515
Haul from Side Rd. Lt. Sta. 454+50 = 2618
9133
F = (9417 - 1806) + 20% = 9133

C = (2867 + 1343) = 4210

F = (6193 - 2685) + 20% = 4210

C = (11,377 + 2320) = 13,697

F = (13,563 - 8148) + 20% = 13,697

Stage II Stage I (Grading) (Paving)

+50 ℄ Prop. Side Rd.

Stage II (Paving)

Stage I (Grading)

+00 995.55

+0.69 %

V.C. = 800'

-1.09 %

970.5

+0.40% Lt. Ditch Grade

971.5

+3.70% Rt. Ditch Grade

969.0

963.5

-1.00% Rt. Ditch Grade

980 970 960 950

Prop. 2½:1 Lt. Foreslope

~~Prop.~~ 2½:1 Rt. Foreslope

Clay Pan

374 494 631 626 656 252 50 56 24 48 30 6 41 109 202 417 643 546 193 33 463 959 937 407

~~Prop.~~ Lt. Ditch 5'
~~Prop.~~ Rt. Ditch 5'

Road Vari. Wd. ~~Prop.~~ Lt. Ditch
No ~~Prop.~~ Rt. Ditch

See Grade Above No ~~Prop.~~ Lt. Ditch
See Grade Above ~~Prop.~~ Rt. Ditch 5'

No Ditch

~~Prop.~~ Lt. Ditch 5'
~~Prop.~~ Rt. Ditch 5'

No Lt. Ditch
No Vari. Ditch

~~Prop.~~ Lt. Ditch 5'
~~Prop.~~ Rt. Ditch 3'

No Ditch See Grade Above

973.13 982.96 983.11 981.55 982.37 983.49 983.58 983.66 983.13 981.82 983.85 983.86 983.84 983.84 983.81 983.77 983.71 983.64 983.56 983.46 983.35 983.22 983.08 982.93 982.76 982.58 982.38 982.17 981.95 981.71 981.46 981.19 972.47

450 455 460 465 470 475 480

PLATE I PLAN-PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

DESIGN MONROE COUNTY PROJECT F-FG-1027(12) SHEET NO 9

Printed in U.S.A. On ABR/WRIGHT Tracing Cloth

PLAN — SURVEYED — PLOTTED — CHECKED — NOTE BOOK — NO 3434 — R/W PLOTTED — CHECKED — R/W CHECKED — BY Ad JLE — DATE 8-9-62

PROFILE — SURVEYED — PLOTTED — CHECKED — NOTE BOOK — NO 2320 — B.M.'s NOTED — STRUCTURE NOTATIONS CHKD — BY RS GHG — DATE 3-8-63 4-2-63

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.21

11:50:17 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D17.dgn

FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IOWA		1963	10	244

F—FG -1027(12)

GUILFORD TWP.
T-72N R-18W

Ref. to POT Sta 484+11.7

Ref. to POT Sta 496+19.4 Cut "X" in Vault

Ref. to POT Sta 507+14.8

N

SEC. 28 — Ann ~~FRANCIS~~ L. HEFFRON

SEC. 27 — JOHN J. CRALL

R.O.W. & C.A.T.

Post

U.S.G.S. B.M.

~~Prop. Ditch~~

Prop. Int. Ditch

~~Prop.~~ Dike

~~Prop.~~ Fld. Ent.

18"x 36' Conc. Pipe

POT Sta 507+14.8

POT Sta 496+19.4 Cut "X" in Vault

Station 476+75.6 to Station 523+12.3
Acq'd from John J. Crall
Date Sept. 5, 1963
Consideration G.G.P.C.
by Condemnation
Recorded in Book 140 Page 53
OFFICE OF COUNTY RECORDER

Station 477+06.6 to Station 476+76.5 Rt. of C.L.
Acq'd from Ann Heffron
Date Sept. 5, 1963
Consideration $350.00
by Condemnation
Recorded in Book 140 Page 1 to 51
OFFICE OF COUNTY RECORDER

~~Sta. 481+05~~
D.A. = 3+3 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 480+50
FL Lt. 958.0
Rt. 961.5
Flume 930.0

~~Sta. 487+56~~
D.A. = 5 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 488+45, Skew 30°
FL. Lt. 938.9
Rt. 956.0
Flume 920.0

~~Sta. 504+72~~
D.A. = 4 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 505+00
F.L. Lt. 929.0
Rt. 919.0
Flume 901.0

~~Sta. 508+80~~
D.A. = 4 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 508+85
Lt. 915.0
F.L. Rt. 903.0
Flume 891.0

Bench Marks: #19 (W) STD 498+00 LT 290' RR SPK IN 36" OAK STUMP El. 981.95
~~#21 - STD 497+41 600' SPK IN 28" STUMP, 33' Lt. El. 961.60~~
~~#18 - STD 508+31 600' SPK IN 10" STUMP, 126' Rt. El. 919.30~~

F = (81,923 - 33387) + 20% = 93,743
Use for Sand Backfill - Sta. 535 - 536 = 892
Use for Sand Backfill - Sta. 581 - 595 = 2039
Use for Sand Backfill - Sta. 563 - 564 = 547
97,201

C = (19,384 + 3152.) = 22,536

F = (21,589 - 2808) + 20% = 22,536

C = (89,895 + 7306) = 97,201

+100% Rt. Ditch Grade 961.5

+0.50% Rt. Ditch Grade

962.0

960.4

-1.09 %

1360' Lt. Ditch Grade

930.8

+100 948.49

V.C. = 800'

937.9

1320' Rt. Ditch Grade

930.1

1596'

~~Prop.~~ 2½:1 Lt. Foreslope

~~Prop.~~ 2½:1 Rt. Foreslope

Gum & Clay Pan: 187 187

Clay Pan: 144 552 815 463 56

Gumbotil & Clay Pan: 117 445 759 877 1561 1919 1141 865 1087 889 810 563 88

~~Prop.~~ 2½:1 Lt. Foreslope

~~Prop.~~ 2½:1 Rt. Foreslope

~~Prop.~~ Climbing Lane Lt.

300' Taper

300' Taper

No ~~Prop.~~ Lt. Ditch — See Grade Above Vari.

~~Prop.~~ Lt. Ditch 5'

~~Prop.~~ Rt. Ditch 5'

See Ditch Grade Above Vari. — No Ditch

No ~~Prop.~~ Lt. Ditch — Vari.

~~Prop.~~ Rt. Ditch 5'

No Ditch

~~Prop.~~ Lt. Ditch 5'

~~Prop.~~ Rt. Ditch 5'

No Ditch — ~~Prop.~~ Rt. Ditch 5'

See Grade Above Vari. — No Ditch

~~Prop.~~ Lt. Ditch 5'

~~Prop.~~ Rt. Ditch 5'

Vari. — ~~Prop.~~ Lt. Ditch 5'

No Ditch — ~~Prop.~~ Rt. Ditch 5'

952.85 952.57 952.26 951.98 951.27 950.81 950.39 949.96 949.49 949.01 948.50 947.97 947.41 946.84 946.24 945.62 944.98 944.31 943.63 942.92 942.18 941.43 940.65 939.85 939.03 938.19 937.32 936.43 935.52 934.59 933.63 932.65 931.64 930.61

912.47 918.87

480 485 490 495 500 505 510

970 960 950 940 930 920 910

PLATE 1 PLAN - PROFILE B P R STANDARD
EDEN SHTEIN CO. CHICAGO - NEW YORK

Printed in U.S.A. On ABWRIGHT Tracing Cloth

DESIGN MONROE COUNTY PROJECT F-FG-1027(12) SHEET No. 10

PLAN — SURVEYED: A.J. 3-13-62; PLOTTED: Kn 3-26-62; NOTE BOOK: ; AS BUILT CHECKED: ; NO. 3432

PROFILE — SURVEYED: ; PLOTTED: EHS; GRADES CHECKED: ; AS BUILT: ; NO. 3432; STRUCTURE NO(S) AT THIS CNTR)

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.22

11:50:18 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D17.dgn

FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IOWA		1963	10	244

F—FG -1027(12)

GUILFORD TWP.
T-72N R-18W

Ref. to POT Sta 484+11.7

Ref. to POT Sta 496+19.4 Cut "X" in Vault

Ref. to POT Sta 507+14.8

N

SEC. 28 — Ann ~~FRANCIS~~ L. HEFFRON

SEC. 27 — JOHN J. CRALL

Station 476+75.6 to Station 523+12.3
Acq'd from John J. Crall
Date Sept. 5, 1963
Consideration G.G.P.C.
by Condemnation
Recorded in Book 140 Page 53
OFFICE OF COUNTY RECORDER

Station 477+06.6 to Station 476+76.5 Rt. of ℄
Acq'd from Ann Heffron
Date Sept. 5, 1963
Consideration $350.00
by Condemnation
Recorded in Book 140 Page 1 to 51
OFFICE OF COUNTY RECORDER

~~Sta. 481+05~~
D.A. = 3+3 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 480+50
FL Lt. 958.0
Rt. 961.5
Flume 930.0

~~Sta. 487+56~~
D.A. = 5 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 488+45, Skew 30°
FL. Lt. 938.9
Rt. 956.0
Flume 920.0

~~Sta. 504+72~~
D.A. = 4 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 505+00
F.L. Lt. 929.0
Rt. 919.0
Flume 901.0

~~Sta. 508+80~~
D.A. = 4 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 508+85
Lt. 915.0
F.L. Rt. 903.0
Flume 891.0

Bench Marks: #17 (W) STD 498+00 LT 290' RR SPK IN 36" OAK STUMP El. 981.95
~~#71 - STD 497+41, 600' SPK IN 28" STUMP, 35' Lt. El. 961.60~~
~~#78 - STD 508+31, 600' SPK IN 10" STUMP, 125' Rt. El. 919.30~~

F = (81,923 - 33387) + 20% = 93,743
Use for Sand Backfill - Sta. 535 - 536 = 892
Use for Sand Backfill - Sta. 581 - 595 = 2039
Use for Sand Backfill - Sta. 563 - 564 = 547
97,201

C = (19,384 + 3152.) = 22,536

F = (21,589 - 2808) + 20% = 22,536

C = (89,895 + 7906) = 97,201

-1.09 %

-1.36 %

V.C. = 800'

Prop. Int. Ditch

Dike

Prop. 2½:1 Lt. Foreslope

Prop. 2¼:1 Rt. Foreslope

Gumbotil & Clay Pan
187 187 144 552 815 463 56 117 445 759 877 1561 1919 1141 865 1087 889 810 563 88

Prop. Climbing Lane Lt.

300' Taper

Prop. Lt. Ditch 5'

Prop. Rt. Ditch 5'

No Ditch

See Grade Above Vari.

PLAN — SURVEYED, PLOTTED, NOTE BOOK, AS BUILT CHECKED — DATE 3-13-62, 3-26-62 — BY KJ, KJS

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, NOTE BOOK, STRUCTURE NOTATING CHKD — DATE 3-14-63, 4-2-63 — BY KJ, EHS

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PLATE 1 PLAN - PROFILE B P R STANDARD EGBERT DIETZGEN CO. CHICAGO - NEW YORK

Printed in U.S.A. On ABWRIGHT Tracing Cloth

DESIGN MONROE COUNTY PROJECT F-FG-1027(12) SHEET No. 10

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.23

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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA	F-FG 1027(12)	1963	11	244

GUILFORD TWP. T-72 N R-18 W

N

SEC. 27

Ref. to P.C. Sta. 527+89.6 Cut "X" in Pavt.

Ref. to P.O.T. Sta. 511+29.9 Cut "X" in Pavt.

Ref. to P.O.T. Sta. 522+79.1

Ref. to P.O.T. Sta. 523+48.6

Ref. to P.O.T. Sta. 524+28.0

Ref. to P.O.T. Sta. 532+85.6

Ref. to P.O.T. Sta. 534+26.8 (16.8 Ahead of P.I.)

Encr. JOHN J. CRALL

See Sheet No. 24 for Details of Side Road

Timber

Prop. Int. Ditch

Past.

JAMES F. McCARTY

R.O.W. & C.A. 7

Cult.

P.I. Sta. 533+87.6
Δ = 11°55' Rt.

Cut "X" in Pavt.

Borrow Area "B"

Road Contr. built ~~to Build~~
Sod Flume - Lt.
Sta. 539+75
T Stagares of sod

Prop. Int. Ditch

Inlet Sta. 515+00 - 65' Rt.
Install 24" CMP
Letdown

Sta. 517+85.9
D.A. = 331 Ac.
G.W. Contr. to build
10'x6' tapered to
6'x6' RCB & Flume
at Sta. 517+00, Skew 10°
Lt. 855.0
F.L. Rt. 848.5
Basin 836.0

Sta. 528+00, Skew 30°
D.A. = 12 Ac.
Install 36" F-1
at Sta. 528+00, Skew 30°
Lt. 891.0
F.L. Rt. 885.0

Curve Data
Δ = 11°55' Rt
D = 1°00'
T = 598.0'
L = 1191.7'
E = 31.1'
R = 5729.6'

Sta. 535+50
D.A. = 8 Ac.
Install 30" F-1
at Sta. 535+50
Lt. 903.5
F.L. Rt. 894.5

Sta. 539+30
D.A. = 2 Ac.
Carry ahead

Bench Marks

BM# 19 (A)	Sta. 517+00 3" NC BM IN LT. Hdwl. 6'x10' RCB	El. 862.72
# 20 (A)	Sta. 532+00 LT. 150' RR SPK IN S. side 36" Elm	El. 879.17
# 21 (A)	Sta. 538+11 LT. 130' Steely in N.E. side Fe. Post	El. 900.78
#19	Sta. 504+32, 60° spk. in 28" Elm tree, 62' Rt.	El. 861.66
#20	Sta. 528+31, 60° spk. in 24" Elm tree, 64' Lt.	El. 882.36
#21	Sta. 538+11, Cut Cr. in 4" stump, 10' Rt.	El. 880.96
#22	Sta. 535+00, 60° spk. in 8" stump, 10' Rt.	El. 895.06

C = (69,694 + 30.10) = 72,704
Haul from Side Rd. Lt. & Rt. Sta. 523 + 12.3 = 10,101
Borrow "B" = 3243
86,068

Use for Treatment: F = (54,905 - 2955) + 20% = 62,340
Use for Treatment: Sta. 370+00 - 380+00 = 4477
Use for Treatment: Sta. 390+00 - 412+50 = 14,951
Use for Treatment: Sta. 412+50 - 423+00 = 8,700
86,068

Use for Treatment: F = (14,649 - 1486 - 852) + 20% = 19,834
Use for Treatment: Sta. 494+00 - 496+50 = 12,343
Use for Treatment: Sta. 498+50 - 499+00 = 1200
Sand (Clay) for Stage II = 2953
4,153

C = (30,156 + 1225) = 31,381

Prop. Berm on Lt. & Rt. For Details See Sheet No. 31-D & Cross Sections

V.C. = 900'

-3.96%

-3.09% Rt. Ditch Grade

884.0

900.0

+00
881.17

+2.36%

V.C. = 1200'

930.73

Gumbo Fill
350 350

Prop. Selected Sand Backfill. For Details See Sheet No. 31-D & Cross Sections

Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Rt. Foreslope
Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Rt. Foreslope
Prop. 2½:1 Rt. Foreslope
Prop. Climbing Lane Lt.
Prop. 3:1 Lt. Backslope
Prop. 3:1 Rt. Backslope

300' Taper

Prop. Lt. Ditch 5'
Prop. Rt. Ditch 5'
See Grade Above Letdown
No Prop. Lt. Ditch
No Prop. Rt. Ditch
5' Ditch Road
5' Ditch Road
Prop. Lt. Ditch 5'
Prop. Rt. Ditch 5'
Vari.
No Ditch
No Prop. Rt. Ditch
Prop. Lt. Ditch 5'
Prop. Rt. Ditch 5'
No Prop. Lt. Ditch
No Prop. Rt. Ditch
Prop. Lt. Ditch 5'
5' Ditch

Prop. Side Rd. +12.3 @ Sta. 523

916.81 894.99 898.02 897.10 896.22 895.33 894.59 893.84 893.14 892.47 891.86 891.48 890.76 890.27 889.93 889.43 889.08 888.77 888.50 888.28 888.10 887.97 887.88 887.83 887.83 887.87 887.96 888.08 888.16 888.47 888.74 889.04 889.39 889.78 890.22 890.70 891.22 891.79 916.57 917.14 917.68 918.19 918.66 919.09 919.49 919.86 920.20 920.50 920.76 920.99 921.18 921.35 921.49 921.58 921.64 921.65 921.61 921.54 921.43 921.28 921.10 920.88

910 910 910

930 920 910 900 890 880 890 900 910 920 930 940

860 850 840

510 515 520 525 530 535 540

D.24

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PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO NEW YORK

Printed in U.S.A. On ARKWRIGHT Tracing Cloth

DESIGN MONROE COUNTY PROJECT F-FG-1027(12) SHEET NO. 11

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.24

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FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IOWA		1963	12	244

F-FG-1027 (12)

GUILFORD TWP.
T-72 N. - R-18 W

Ref. to P.O.T. Sta 542+73.8 Cut X in Pavt.

Ref. to POT Sta 549+11.3

Ref. to POT Sta 553+37.6

Ref. to PC Sta 558+54.6 Cut X in Pavt, also short Steel Spk. in Pavt. joint

Ref. to PT Sta 566+05.7

Station 542+68.3 to Station 549+54.6 Rt. Ct.
Acq'd from Homer Clark
Date June 17, 1963
Consideration 23,000
by Warranty Deed
Recorded in Book 137 Page 244
OFFICE OF COUNTY RECORDER

Station 549+54.6 to Station 561+28.9 Rt. Ct.
Acq'd from Homer Clark
Date July 31, 1963
Consideration 1,000
by Warranty Deed
Recorded in Book 137 Page 467
OFFICE OF COUNTY RECORDER

Station 522+12.3 to Station 542+80.8 Rt. Ct.
Acq'd from James F. McCarty
Date Sept. 5, 1963
Consideration 6,350
by Condemnation
Recorded in Book 140 Page 59
OFFICE OF COUNTY RECORDER

N

SEC. 27 | SEC. 26

Curve Data
- Δ = 7°30' Lt.
- D = 0°30'
- T = 751.1'
- L = 1500.0'
- E = 24.6'
- R = 11,459.2

P.I. Sta 566+05.7
Δ = 7°30' Lt

Prop. Intercepting Ditch

Prop. Channel Change

Prop. 6" Perf. CMP Drains & Porous Backfill. For Details See Sheet No. 31-E & Cross Sections

Prop. 6" Perf. CMP Drains & Porous Backfill. For Details See Sheet No. 31-F & Cross Sections

Prop. Berm on Lt. & Rt. For Details See Sheet No. 31-F & Cross Sections

Prop. Benches & Selected Sand Backfill. For Details See Sheet No. 31-E & Cross Sections

Prop. Benches & Selected Sand Backfill. For Details See Sheet No. 31-F & Cross Sections

ENCROACHMENT

Permanent Encroachment Recorded Book 137 Page 246

ENCR. Sta. 569+29 D.A. = 1.5 Ac. Carry ahead

Inlet Sta. 547+70 - 48' Lt. Installed 24" CMP Letdown

Sta. 548+81 D.A. = 6 Ac. Inlet Sta. 549+00 - 60' Rt. Installed 24" CMP Letdown

Inlet Sta. 550+00 - 120' Lt. Install 42" CMP Letdown

Sta. 550+38 D.A. = 2+6 Ac. Culv. Contr. to built 2'x3' RCB at Sta. 549+70 F.L. Lt. 860.0 Rt. 875.0

Sta. 551+90 D.A. = 1 Ac. Carry ahead

Sta. 553+76 D.A. = 1 Ac. Carry ahead

Inlet Sta. 555+00 - 70' Rt. Installed 24" CMP Letdown

Inlet Sta. 556+50 - 100' Rt. Installed 24" CMP Letdown

D.A. = 137 + 2 Ac. - built
Culv. Contr. ~~to build~~ 6'x6' tapered to 4'x5' RCB & Flume at Sta. 559+50, skew 30°
F.L. Lt. 822.0 Rt. 813.0
Basin 806.0

D.A. = 6+1.5 Ac. Culv. Contr. to install 30" CMP backslope letdown Backslope 857.5 Lt. Side Ditch 840.9 Rt. 835.0 Flume 820.0
F.L.

Bench Marks:
- #23 — Sta. 542+80.8, 60' Rt. spk. in 24" stump. 105.4' ± — El. 935.67
- #24 — Sta. 553+00, 70' Rt. spk. in 6" tree. 105' Lt. — El. 931.59
- #25 — Sta. 569+45, 6' Lt. side RR R/W spk. in 36" elm. 105' Lt. — El. 917.56

Bm # 23(A) Sta 542+73 & "X" on ℄ Pav. El. 916.29
" 23(B) Sta 549+70 3'HC Bm at Hdwl. 2'x3' RCB El. 879.91
" 24(A) Sta 539+30 3'HC Bm at Hdwl. 6'x6' RCB El. 839.94

Short Steel Spk. in center of old pavt.

Meadow | Timber & Brush | Cult | Timber Pasture | Pond | Pasture

JAMES F. McCARTY | HOMER CLARK

Area "C" Borrow

For Side Road Conn. See Sheet 28B

Stage II (Clay)

Stage I (Gravel)

330'± to ℄ Runwy.

Varies

20'

TYPICAL CHANNEL CHANGE
Sta. 560+50 to Sta. 567+00 - Rt.

PROFILE

C.I. 10 = (80,418 + 1877 + 1041) = 83,336
C.I. 12 = 358
83,694

F = (36,582 - 2266 - 1173) + 20% = 42,527

Use for Treatment - Sta. 481+50 - 496+00 = 5018
Use for Treatment - Sta. 496+00 - 511+00 = 7960
Use for Treatment - Sta. 511+00 - 523+50 = 6065
Use for Treatment - Sta. 523+50 - 530+00 = 2576
Use for Treatment - Sta. 530+00 - 553+00 = 9551
Use for Treatment - Sta. 553+00 - 564+50 = 5090
Use for Treatment - Sta. 568+50 - 570+00 = 488
Save (Clay) for Stage II = 4211
83,694

C.I. 10 = (10,147 + 140 + 4435) = 14,722
C.I. 12 = (14,544 + 735 + 4682) = 19,961
Channel Change = 34,683
Borrow "C" = 179,792
217,075

F = (178,901 - 5021 + 7016) + 20% = 217,075

C.I. 10 = (6695 + 163) = 6858
C.I. 12 = (1272 + 64) = 1336
8194

+00 930.73

Gumbotil: 1589 | 4678 | 4394 | 2107 | 1091 | 400 | 111

Gumbotil: 74 | 122 | 48

VC = 1200'

-4.20%

-4.20%

-0.82%

Prop. 3:1 Lt. Backslope
Prop. 3:1 Rt. Backslope

Prop. Climbing Lane, Lt.

Prop. 2½:1 Rt. Foreslope

Prop. 2½:1 Lt. Foreslope

Prop. 6½:1 Rt. Foreslope

300' Taper

-1.0% Rt. Ditch Grade

-1.54% Rt. Ditch Grade

-0.5% Lt. Ditch Grade

-2.0% Rt. Ditch Grade

886.5

883.5

+85 838.0

837.0

822.5

818.5

823.25

821.3

Letdown

See Grade Below

See Grade Above

Prop. Lt. Ditch 5'
Prop. Rt. Ditch 5'
No Ditch

Prop. Lt. Ditch 5'
No Prop. Rt. Ditch

No Prop. Lt. Ditch
Prop. Rt. Ditch 5'

No Prop. Lt. Ditch
Prop. Rt. Ditch 5'
No Ditch

920.89 | 920.64 | 920.36 | 920.05 | 919.70 | 919.31 | 918.89 | 918.44 | 917.96 | 917.44 | 916.88 | 916.29 | 915.67 | 915.01 | 914.32 | 913.60 | 912.84 | 912.04 | 911.21 | 910.35 | 909.46 | 908.53 | 907.56 | 906.56 | 905.53

867.73 | 866.70 | 865.70 | 864.74 | 863.81 | 862.92 | 862.06 | 861.24 | 860.46 | 859.71 | 858.99 | 858.31 | 857.67 | 857.05 | 856.48 | 855.94 | 855.44 | 854.97 | 854.53 | 854.13 | 853.77 | 853.44 | 853.15 | 852.89 | 852.67

845.69

540 | 545 | 550 | 555 | 560 | 565 | 570

950 | 940 | 930 | 920 | 910 | 900 | 890 | 880 | 870

870 | 860 | 850 | 840 | 830 | 820

Stage I

PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

DESIGN | MONROE COUNTY | PROJECT F-FG-1027 (12) | SHEET No. 12

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This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.25

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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA	F-FG-1027(12)	1963	13	24-4

GUILFORD TWP.
T-72N. R-18W

Sta. 569+33 to Sta. 582+00 Grading was done by Stage II (Paving) Contr. except as shown on Cross Sections

Sta. 583+00 to Sta. 592+10 Stage Construction - See Gross Sections

For Details of Side Rd. See Sheet No. 24

For Details of Wing Dikes See Sheet No. 45

Sta. 574+25.00
Stop Div. 1
Begin Div. 2

Sta. 592+11.03
End Div. 2
Resume Div. 1

Station 592+11.03 to Station 619+96
Acq'd from Bernard C. Morris, et al. Rt of Ct.
Date Sept. 18, 1963
Consideration $9,200
by Warranty Deed
Recorded in Book 137 Page 531
OFFICE OF COUNTY RECORDER

Bernard C. Morris
Clifford H. Morris
Harold U. Morris

Homer Clark

State of Iowa

Cult.

Pasture

Timber

Creek

Bank

Water

Fence

Prop. Prop. Joint Fld. Ent. (Dry)

Prop. Wing Dike

Prop. Ditch Contr.

Prop. Int. (Paving) By Stage II

Prop. Lt. Ditch 5'

Prop. Rt. Ditch 5'

No Prop. Lt. Ditch

No Ditch Road

No Prop. Rt. Ditch

BRIDGE

Sta. 582+64 = 100' Rt.
68'×20' Wood Trestle Bridge with Plate Girder Center Span over C.B.&Q. R.R. (2 tracks)
To be removed by others
Bridge Contr. to be built
190'×30' Cont. I-Beam Bridge @ Sta. 583+37.0, Skew 37°19'

Sta. 593+29.82 = 100' Rt.
120'×20' High Truss Bridge To be removed by others
D.A. = 102 Sq. miles
Bridge Contr. to be built
205'×30' Prestressed Conc. Beam Bridge @ Sta. 593+15.0, Skew 15°

Bench Marks:
- Sta. 574+25, 11' Lt. Spk. in Elm, 14" Diam., 110' Lt. El. 829.34
- Sta. 586+15, 10' Lt. Spk. in Elm, 20" Lt. El. 799.08
- Sta. 593+35, 11' Rt. Bolt Wing Wall, 110' Lt. El. 804.55

Bm "A" 27 (L) 1.4' E of N.W. wing wall Br. Dia. 462 El. 883.25
" 28 (R) 3.4' S & 0.8' E of S.W. Wing wall El. 816.79
" 28 (L) 3.4' S & 1.8' E of N.E. wing wall El. 812.58

Stage I (Grading) / Stage II (Paving)

Haul from Sta. 570.5 = 6196
F = (5834 - 171) + 20% = 6196

F = (19,14 - 249) + 20% = 19,98
Haul to Sta. 582+ = 6196
8194

C = (16,440 + 1447) = 17,887
F = (30 - 30) + 20% = 0
Haul to Side Rd Lt & Rt Sta 578+61.5 = 5044
Haul to Sta. 580+ = 6961
Use for Tread Sta. 570+00 - 582+82 = 5282
17,887

C = (13,243 + 306) = 13,549
Haul from Sta. 572+ = 6,961
20,510

F = (19,940 - 2848) + 20% = 20,510

From Borrow "D" = 30,486
F = (23932 - 481) + 30% = 30,486

C = 13,287

F = (10,841 - 620) + 30% = 13,287

From Borrow "D" = 4363
F = (2266) + 30% = 2946
Wing Dike = (1090) + 30% = 1417
4363

Haul from Side Rd. Rt. Sta. 618+82.2 = 6410
From Borrow "C" = 43,386
49,797
F = (40,981 - 8076) + 30% = 49,797

Haul from Side Rd. Rt. Sta. 609+42.7 = 43,242
From Borrow "D" = 7918 = 6440
51,597

Stage II

Stage I

-0.82%

-2.12%

-0.92%

+00 833.82

Equation +44.4 (Back) = +55.8 (Ahead)

Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Rt. Foreslope

Prop. Selected Sand Backfill For Details See Sheet No. 31-H & Cross Sections

V.C. = 400

High Rail El. 807.12

Ext. H.W. 805.3

+75 806.68

796.0

0.2% Lt. Ditch Grade

Stream Bed El. 784.8 Revised Sept. 24, 1963

Clay Pan
135 246 111

Sta.	Elevation
570	845.29
575	842.38
580	835.46 / 835.24 / 835.01 / 834.75 / 834.63 / 834.18 / 833.86 / 833.52 / 833.17 / 832.79 / 832.39 / 831.97 / 831.53 / 831.07 / 830.52 / 830.08 / 829.56
585	
590	
595	812.00 / 811.49 / 811.01 / 810.58 / 810.18 / 809.82 / 809.49 / 809.21 / 808.96 / 808.76 / 808.58 / 808.45 / 808.36 / 808.30 / 808.29 / 808.31 / 808.36 / 808.46 / 808.60 / 808.77 / 808.98 / 809.67
600	

PLATE 1 PLAN-PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

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DESIGN MONROE COUNTY PROJECT F-FG-1027(12) SHEET No. 13

This Sheet For Information Only

D.26

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.26

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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA		1963	14	244

F-FG-1027(12)

GUILFORD TWP.
T-72N R-18W

SEC. 26 | SEC. 25

Ref. to P.I. Sta. 611+19 Set Iron Pin

BERNARD C. MORRIS
CLIFFORD H. MORRIS
HAROLD U. MORRIS

EARNEST & IRENE MANLEY

Station 608+83.4 to Station 642+69
Acq'd from Ernest & Irene Manley
Date May 15, 1963
Consideration $1.50
by Warranty Deed
Recorded in Book 137 Page 230
OFFICE OF COUNTY RECORDER

Curve Data
Δ = 20°57' Lt.
D = 1°
Ds = 1°01'37"
Ls = 150.00'
Ts = 118.39'
Es = 4.47
P = 0.25'
K = 75.00
Xc = 149.99'
Yc = 0.98'
LT = 100.00
ST = 50.00
Lc = 1241.11'

Curve Data
Δ = 18°37' Lt.
D = 1°30'
T = 626.07'
L = 1241.11'
E = 50.97
R = 3819.7'

EQUATION

Underground Telephone Cable of United Telephone Co.

Prop Channel Change
Timber Pasture

Cult. | Timber & Brush | Pasture | Hse. | Fm. Ent.

R.O.W. & C.A.F.

P.O.T. Sta. 608+83.5 (Back of S.T.)
P.O.T. Sta. 608+94.9
P.O.T. Sta. 627+82.4
P.O.T. (4788' Back of S.T.)

Sec. Line | Approx. Sec. Line

Prop. Side Rd. | Prop. Co. Rd. 24' Earth Side | Prop. Dike | Prop. Int. Ditch | Prop. Perf. C.M.P. Drain & Porous Backfill. For Details see Sheet No. 31-I & Cross Sections

Clif Ram Fisher, Marvin & Catherine Bickel

For Details of Side Rd. See Sheet No. 25.

See Superseded Sheet For Borrow

Sta. 608+64
D.A. = 25 A.C.
Carry back

Sta. 611+16
D.A. = 632+6 Ac.
Culv. Contr. to build 10'x10' RCB @ Sta. 612+90.3 skew 30° Lt.
Flow Line Rt. 797.5
Flow Line Rt. 800.0

Inlet Sta. 613+00 - 53' Rt.
Install 24" CMP Letdown

Sta. 616+00
D.A. = 4 Ac.
Carry back

Sta. 616+00 to Sta. 619+50
Stage Construction - See Cross Sections

Sta. 619+00
D.A. = 2 Ac.
Carry back

Sta. 622+00
D.A. = 5+5 Ac.
Culv. Contr. to install 30" F.I. & Stub Flume at Sta. 622+00
Lt. Flow Line 838.0
Flow Line Rt. 841.5
Flume 830.0

Sta. 626+19
D.A. = 5 Ac.
Inlet Sta. 626+50 Rt.
Install 24" CMP
backslope intown with 30" CMP in Rt. ditch

Bench Marks:
#29 (a) Sta. 612+90 1' W. Brn. Rt. Hdwl. 10'x10' RCB — El. 811.42
#31 (a) Sta. 629+68, 134' Rt. RR Spk. N. Road 20" Walnut — El. 870.12
#29 — Sta. 611+30, R.R. spk. in 10" Elm — El. 845.70
#30 — Sta. 626+19.5 Iron pin in 14" Hdwl. 2'x2' RCB, 595' Rt. — El. 861.21
#31 — Sta. 630+35, R.R. spk. in 12" Elm, 95' Rt. — El. 860.13

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
CHECKED
R/W CHECKED
STRUCTURE NO. (IF ANY) CHECKED
BY: SMH SMH
DATE: 3-14-62 3-22-62

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
CHECKED
R/W CHECKED
STRUCTURE NO. (IF ANY) CHECKED
BY: KSN
DATE: 9-22-62

F = (44,905 - 4401 - 1404) + 30% = 50,830
Wing Dike = (590) + 30% = 767
51,597

C = (6876 + 92 + 134) = 7,102
Haul from Sta. 627 = = 35,865
Haul from Sta. 642 = = 19,014
Channel Change = = 6500
68,481

F = (56,312 + 721 - 4756) + 30% = 67,181
Use for Dike & Old Channel Fill = 1300
68,481
*From Channel Change

C = (3238 + 531) = 3769
F = (3628 - 487) + 20% = 3769

Cl. 10 = (31,800 + 275 + 1085) = 33,163
Cl. 12 = (5138 + 834) = 5972
39,135

F = (3937 + 329 - 1540) + 20% = 3270
Haul to Sta. 610+ = 35,865
39,135

Station 584+68.8 to Station 624+62.8
Acq'd from Standard Oil Co.
Date April 10, 1963
Consideration $100.00
by Warranty Deed
Recorded in Book 137 Page 237
OFFICE OF COUNTY RECORDER

Station 624+62.8 to Station 644+69
Acq'd from Marvin & Catherine Bickel
Date May 15, 1963
Consideration $1.00
by Warranty Deed
Recorded in Book 137 Page 238
OFFICE OF COUNTY RECORDER

TYPICAL CHANNEL CHANGE
Sta. 612+90 Lt. & Rt.

Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Rt. Foreslope
See Grade Below
No Prop. Rt. Ditch
Prop. Side Rd.
No Ditch
Road
No Ditch
See Grade Below
Prop. Temp. Connection Stage I
Prop. Climbing Lane Rt.
300' Taper
Prop. Lt. Ditch 5'
Prop. Rt. Ditch 5'
No Ditch
Gumbo Rt

+0.92% | -0.92% Lt. Ditch Grade | -1.25% Rt. Ditch Grade | +4.42% Rt. Ditch Grade | +2.92%

V.C. = 400'
828.56 (Subgrade)
825.9
822.09
811.2
809.0
802.25
800.0
798.5
793.2

Stage II (Paving)
Stage I (Grading)
Stage I
Stage II

+24.62 (Back) = +69.59 (Ahead) EQUATION

256 | 413 | 244 | 893 | 1870 | 2593 | 2881 | 1691 | 417 | 89

Approx. 2½:1 Lt. Foreslope

Revised Sept. 24, 1963

600 | 605 | 610 | 615 | 620 | 625 | 630

PLATE 1 PLAN - PROFILE B P R STANDARD
CHERRY-BURRELL CO. CHICAGO - NEW YORK

DESIGN MONROE COUNTY PROJECT F-FG-1027(12) SHEET No. 14

D-2

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.27

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15

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA		1963	15	244

F-FG 1027(12)

GUILFORD TWP. T-72N R-18W

TROY TWP. T-72N R-17W

Sec Cor. ∠

SEC. 25

SEC. 30

N

Ref. to P.O.T. Sta. 635+58.3
"NAIL IN PC POST
L.O. STAKE
SET ¼ & PIPE
S60.0'
W
E
S80.0'
"X" NAIL IN P POLE

Ref. to P.O.T. Sta. 642+37.2
Cut "X" in Pavt.
L.O. STAKE
SURVEY
SET ¼ PIPE

Ref. to P.O.T. Sta. 647+65.1
"NAIL IN 6" ELM
SET ¼ PIPE

Ref. to P.O.T. Sta. 654+64.8
Cut "X" in Pavt.
"NAIL IN 24" OAK
"NAIL IN 8" TWIN OAK
"NAIL IN 8" OAK
SET ¼ PIPE
"NAIL IN 8" OAK

Station 636+62.7 to Station 642+37.2
Acq'd from Ernest & Kirsten Manley
Date May 15, 1963
Consideration 4,625.00
by Warranty Deed
Recorded in Book 137 Page 228
OFFICE OF COUNTY RECORDER

Station 644+28.3 to Station 647+98.2 ℄ Lt.
Acq'd from Hugh W. Cundy
Date Feb. 21, 1963
Consideration 3,222.00
by Warranty Deed
Recorded in Book 137 Page 202
OFFICE OF COUNTY RECORDER

ERNEST & IRENE MANLEY

R.O.W. & C.A.7

Post

BORROW AREA "E"

Timber

Prop. Dike

Prop. Int. Ditch

Prop. 18"x38" Conc. Pipe

Prop. 78"x54" Conc. Pipe

P.O.T. Sta. 642+37.2 Cut "X" in Pavt.

P.O.T. Sta. 654+64.8 Cut "X" in Pavt.

P.O.T. Sta. 635+58.3

ENCR.

JW LUNDY

TWP. Line

+39-Dike

+32-Dike

+36 Dike

+65 Prop. Dike

+00-ROW Rail

+45-ROW Rail

+53 ℄-ROW Rail

+25 ROW Rail

+20 ℄ ROW Rail

+20 ℄ Rail

+20 ℄ Prop. Dike

+20 ℄ Prop. Int. Ditch

+20 ℄ Prop. 6.00' ROW Rail

+20 ℄ Prop. 78"x54" Conc. Pipe

+20 ℄ Prop. 18"x38" Conc. Pipe

+20 ℄ Prop. 42" Conc. Pipe

+20 ℄ Prop. 78"x54" Conc. Pipe

+20 ℄ Prop. 42" Conc. Pipe

+20 ℄ Prop. 18"x38

FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
8	IOWA	F-FG 1027(12)	1963	16	244

Station 671+88.8 to Station Center 701.8
Acq'd from Lloyd & Evelyn Meyers
Date March 4, 1963
Consideration $ 1.00
by Warranty Deed
Recorded in Book 127 Page 166
OFFICE OF COUNTY RECORDER

TROY TWP.
T-72N R-17W

SEC. 19

SEC. 30

Ref to POT Sta 661+50.8 Cut "X" in Pavt.

Ref to POT Sta 670+08.8 Cut "X" in Pavt.

Ref to POT Sta 682+52.3 Cut "X" in Pavt.

Ref to POT Sta 685+05.4

For Details of Side Rd See Sheet No. 26

Temporary Connection See Sheet No. 26

P.O.T. Sta. 661+50.8 Cut "X" in Pavt.

P.O.T. Sta. 670+08.8 Cut "X" in Pavt.

P.O.T. Sta. 682+52.3 Cut "X" in Pavt.

J.W. LUNDY

C.J. & SADIE ROWLEY

HUGH & ORPHA MEYERS

GENE A. & CATHERINE O'CONNER

Sta 666+15 D.A. = 17 Ac. Culv. Contr. to built 3'x3' RCB & Stub Flume at Sta. 666+15, skew 20° Lt. 870.0 F.L. Rt. 880.0 Flume 860.0

Station 667+13 to Station 671+88.8
Acq'd from Carl & Nellie Crawford, et al
Date Feb. 14, 1963
Consideration $ 200.00
by Warranty Deed
Recorded in Book 127 Page 165
OFFICE OF COUNTY RECORDER

Sta 675+33 D.A. = 11 Ac. Culv. Contr. to built 2'x3' RCB & Stub Flume at Sta. 675+30, skew 5° F.L. Lt. 863.5 F.L. Rt. 875.0 Flume 851.0

Inlet Sta. 676+46-130 Lt Install 24" CMP Letdown

Inlet Sta. 677+43-115 Lt Install 24" CMP Letdown

Sta 677+90 D.A. = 8 Ac. Culv. Contr. to built 2'x3' RCB & Stub Flume at Sta. 677+40, skew 45° F.L. Lt. 866.0 F.L. Rt. 887.5 Flume 852.0

Sta. 685+40 D.A. = 1 Ac. Carry ahead

Sta. 685+75 D.A. = 3 Ac. Install 24" F-1 at Sta. 685+15, skew 30° Lt. 887.0 Fl. Rt. 888.5

Sta. 687+36 D.A. = 3 Ac. Carry ahead

Inlet Sta. 688+75 - 88' Lt Install 24" CMP Letdown

BM # 36(B) Sta 666+15 Inc. BM RT Hdwl 3'x3' RCB El. 883.90
37(B) Sta 675+30 Inc BM RT Hdwl 3'x3' RCB El. 879.06

Bench Marks:
36 - Sta. 666+27.5, R.R. Spk. in 36" Elm, 73' Rt. — El. 875.88
37 - Sta. 674+86.5, R.R. Spk. in root 38" Elm, 102' Rt. — El. 875.11
38 - Sta. 686+42, R.R. Spk. in 12" Hickory, 180' Rt. — El. 908.81 ~~El. 909.01~~

PLAN — SURVEYED, PLOTTED, DRAWN, TRACED, CHECKED, STRUCTURE WORK MAPS ON KD — DATE 3-22-63, 4-30-63 — BY SC, K-MS — NOTE BOOK 3145, 3152 — NO. 2435

PROFILE — SURVEYED, PLOTTED, DRAWN, TRACED, CHECKED, STRUCTURE WORK MAPS ON KD — DATE 3-26-63, 6-2-63 — BY SC, K-MS — NOTE BOOK 3145, 3152 — NO. 2435

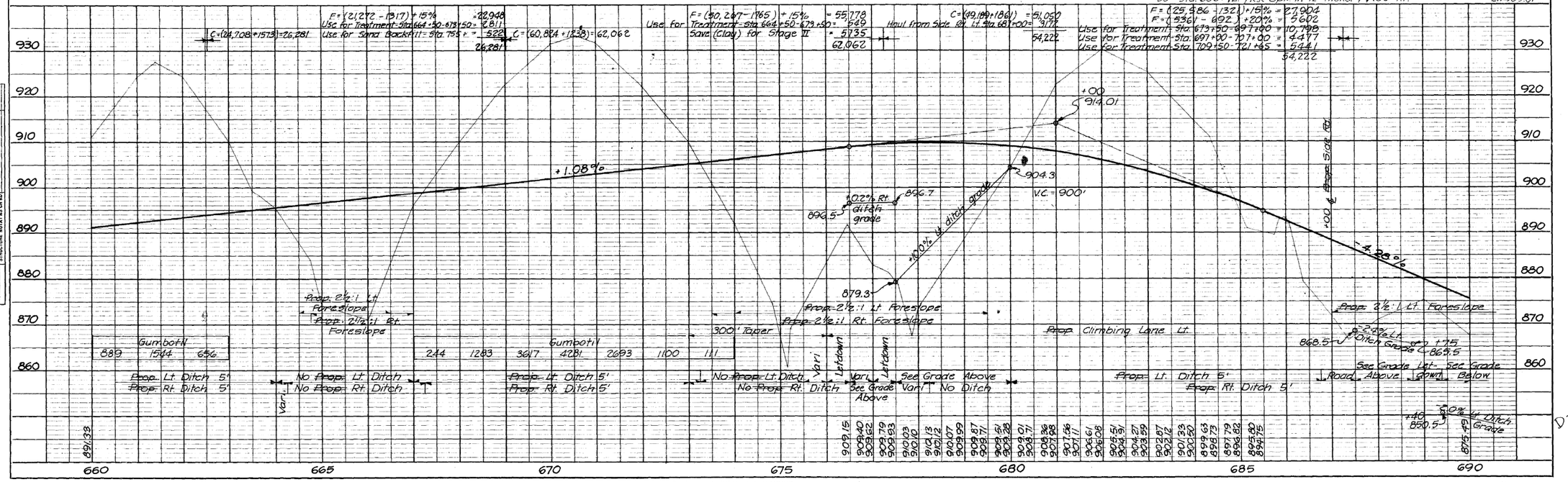

PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

DESIGN MONROE COUNTY PROJECT F-FG 1027(12) SHEET No. 16

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.29

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FED ROAD DST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA		1963	17	244

F-FG-1027(12)

TROY TWP.
T72-N R-17W

Ref. to P.I. Sta. 701+50
1" ⌀ PIPE
TANGENT
NAIL IN 24" DBL.
NAIL IN 2" TWIN ELM
NAIL IN 8" MINORITY
NAIL IN 8" OAK

Inlet Sta. 692+72 -118' Lt.
Install 48" CMP
Letdown

SEC. 19

GENE A. & CATHERINE O'CONNER

P.I. Sta. 701+50
Δ = 24° 48' Rt.

R.O.W. & C.A.7

Special Ditch with Berm

Prop. Dike

Prop. Side Rd.

Prop. Climbing Lane Lt.

Prop. Channel Change

SEC. 20

Cool Creek

MARY ELLEN ANDERSON

Timber

Prop. Ditch

Ind. Ditch

Borrow "F"

Approx. Sec. Line Borrow Area

Sta. 691+00
D.A. = 5+3 Ac.
Install 30" F-1
at Sta. 691+40, skew 30°
Lt. 845.4
F.L. Rt. 860.0

Sta. 695+68
D.A. = 41 Ac.
Carry ahead

Sta. 698+55
D.A. = 5+41 Ac.
Culv. Contr. to be built
4'x4' RCB & Stub Flume
at Sta. 698+75, skew 30°
Lt. 827.0
F.L. Rt. 825.0
Flume 810.0

Inlet Sta. 698+40-75' Rt.
Install 24" CMP
Letdown

Station 698+75 to Station ... Acq'd from Gene A. & Catherine O'Connell
Date May 21, 1963
Consideration $1.00
by Warranty Deed
Recorded in Book 137 Page 240
OFFICE OF COUNTY RECORDER

Curve Data
Δ = 24° 48' Rt.
Dc = 1° 30'
θs = 1° 07½'
Ls = 150.00'
Ts = 914.87'
Es = 91.49'
e = 0.25'
Ls = 75.00'
Xc = 149.99'
Yc = 0.98'
LT = 100.00'
ST = 50.00'
Lc = 1503.33'

Δ = 22° 39" Rt.
D = 1° 30'
T = 761.52'
L = 1503.33'
E = 75.17'
R = 3819.71

Sta. 701+65
D.A. = 5 Ac.
Culv. Contr. to
Install 24" F-1 & Stub flume at
Sta. 701+65
Lt. 823.0
F.L. Rt. 821.0
Flume 815.0

Sta. 706+00
D.A. = 3 Ac.
Install 24" F-1
at Sta. 706+00
Lt. 816.5
F.L. Rt. 813.0

Sta. 710+50
D.A. = 1215 Ac.
Culv. Contr. to built
Twin 8'x10' RCB
at Sta. 710+60, skew 30°
Lt. 795.5
F.L. Rt. 796.5

Sta. 713+34
D.A. = 6 Ac.
Culv. Contr. to installed
24" F-1 & Stub Flume
at Sta. 713+30
Lt. 810.5
F.L. Rt. 812.5
Flume 802.0

Station 713+34 to Station ... Acq'd from Mary Ellen Anderson
Date May 20, 1963
Consideration ...
by ... Deed
Recorded in Book ... Page ...
OFFICE OF COUNTY RECORDER

Sta. 703+40 - Rt. 425.6
5'x5'x80' RCB

Bm# 39 (a) Sta 698+75 INC 8m LT Howl 4'x4' RCB El. 832.02

Bench Marks:
#39 - Sta. 697+13, R.R. Spk. in top 8" stump, 142' Rt. El. 849.27
#40 - Sta. 712+10, "L" cut in conc. wheelguard S.W. cor. bridge, 258' Lt. El. 808.25
#41 - Sta. 717+00, R.R. Spk. in 10" Elm, 268' Lt. El. 802.06

For Details of Side Rd. See Sheet No. 27

See S.A. Sheet

Stage I (Grading)
C = (18,155 + 134) = 18,289
Haul from Side Rd. Rt. Sta. 712+70 = 33,841
From Borrow "E" = 13,479
59,609
F = (54,553 - 4878) + 20% = 59,609

C = (2745 + 654) = 3400
F = (4718 - 1884) + 20% = 3400

C = (590 + 85) = 675
Haul from Side Rd. Rt. Sta. 712+70 = 21,940
22,615
F = (20,975 - 2129) + 20% = 22,615

C = (27,344 + 1240) = 28,584
From Borrow "E" = 2011
30,595
F = (27,801 - 23,06) + 20% = 30,595

Stage II (Paving)
C = 276
From Borrow "F" = 7190
7466
F = (7240 - 1018) + 20% = 7466

Stage II (Paving)

-4.29%
-6.2% Rt. ditch grade
-20% Lt. Ditch Grade
-1.0% Lt. ditch grade
-1.0% Rt. ditch grade
+0.4% Lt. ditch grade
-0.56%
+0.24%
-0.8% Lt. ditch grade
-4.0% Lt. ditch grade
-3.0% Rt. ditch grade
-0.2%

TYPICAL SECTION OF SPECIAL DITCH
Sta. 693+40 to Sta. 698+00 — Lt.
V.C. = 800'

Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Lt. Foreslope with 10' Berm
Prop. 2½:1 Rt. Foreslope
Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Rt. Foreslope
V.C. = 400'
300' Taper
Letdown
See Grade Above
No Ditch Vari.
No Prop. Rt. Ditch
Prop. Lt. Ditch 5' Vari.
Prop. Rt. Ditch 5'
No Road Ditch
Prop. Lt. Ditch 5' Vari.
No Prop. Lt. Ditch
Prop. Side Rd.
Stage II
Grade
Ditch grade

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PLATE 1 PLAN-PROFILE & P R STANDARD
EUGENE DIETZGEN CO. CHICAGO · NEW YORK

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DESIGN MONROE COUNTY PROJECT F-FG-1027(12) SHEET NO. 17

This Sheet
For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.30

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FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA		1963	18	244

F—FG 1027 (12)

TROY TWP.
T-72N R-17W

Station 726+49 to Station 856+77
Acre's from Jennie V. Wentworth et al. - Bl & Ch.
Date Sept. 5, 1963
Consideration $ 1.00
by Condemnation
Recorded in Book 140 Page 57
OFFICE OF COUNTY RECORDER

~~Ref. to P.O.T. Sta. 720+31.7~~

~~Ref. to P.O.T. Sta. 726+90.7 - Cut "X" in Pavt.~~

~~Ref. to P.O.T. Sta. 746+61.8~~

MARY ELLEN ANDERSON

ED WENTWORTH & JENNIE

SEC. 20

~~Prop.~~ Channel Change
~~By Bridge Contr.~~

~~Prop.~~ Wing Dike

~~Prop.~~ Dike

~~Prop.~~ 6" Perf. CMP Drain & Porous Backfill For Details See Sheet No. 31-N & Cross Sections

~~Prop.~~ Int. Ditch

~~Prop.~~ Dike to close terrace

Overflow

Timber

Coal Creek

Terrace

Encr.

Cult

R.O.W. & C.A.

~~Prop.~~ Fld. Ent. (Drv.)

~~Prop.~~ Fld. Ent. (Drv.)

P.O.T. Sta. 726+90.7 Cut "X" in Pavt.

P.O.T. Sta. 720+31.7

P.O.T. Sta. 746+61.8

Sta. 725+80
D.A. = 13.5 sq. miles
Bridge Contr. to build 150' x 30' Cont. I-Beam Bridge @ Sta. 722+40, Skew 30°

For Details of Wing Dike See Sheet No. 45

SEC. 20

Sta. 734+36
D.A. = 61+7 Ac.
~~Gale Contr. to build~~ 4'x5' RCB at Sta. 734+36
Lt. 809.5
F.L. Rt. 807.5

Sta. 738+80
D.A. = 7 Ac.
Carry back

Sta. 740+28
D.A. = 11+1 Ac.
~~Gale Contr. to install~~ 36" F-1 & Stub Flume at Sta. 740+35, Skew 30°
Lt. 828.5
FL Rt. 823.0
Flume 815.0

Sta. 744+75
D.A. = 1 Ac
Carry back

Sta. 749+29
D.A. = 7 Ac.
~~Install~~ 30" F-1 & 30" CMP backslope letdown at Sta. 749+29
Backslope 867.2
F.L. Lt. Side Ditch 854.0
Rt. 851.9

Bm's 42 (B) STA. 721+65 IHC Bm in N.W. Wing Wall El. 816.93
43 (B) Sta. 740+85 cut "X" in Hdwl of Flume El. 827.31

Bench Marks
~~42 — Sta. 726+21 R.R. Spk. in 30" Ash, not level~~ El. 806.31
~~43 — Sta. 730+16 R.R. Spk. in 30" Elm, 119 Rt.~~ El. 824.22

Channel Change = 12,850
From Borrow "F" = 20,500
33,350

F = (24,408 - 2092) + 30% = 29010
Wing, Dike = (800) + 30% = 2340
Use for Dike & Old Channel Fill = 2000
33,350
* From Channel Change

Cl. 10 = (29,397 + 215 + 880) = 30,492
Cl. 12 = (2194 + 366) = 2560
33,052

F = (25,033 + 285 - 4945) + 30% = 24,447
Use for Treatment Sta. 723+15 - 742+50 = 8605
33,052

TYPICAL CHANNEL CHANGE
Sta. 722+40 Lt. & Rt. — Coal Creek

TYPICAL CHANNEL CHANGE
STA. 723+50 TO STA. 727+50-RT.

~~Prop.~~ 2½:1 Lt. Foreslope
~~Prop.~~ 2½:1 Rt. Foreslope

~~Prop.~~ 3:1 Lt. Backslope
~~Prop.~~ 3:1 Rt. Backslope

+0.24%
+2.80%
V.C. = 500'
300' Taper

No Prop. Lt. Ditch
See Grade Below
-0.2% Rt. Ditch Grade

No ~~Prop.~~ Lt. Ditch
No ~~Prop.~~ Rt. Ditch

Prop. Rt. Ditch 5'
No Ditch

~~Prop.~~ Lt. Ditch 5'
~~Prop.~~ Rt. Ditch 5'

Stream Bed El. 795.2

816.05 800.3 819.25 819.17 819.25 819.35 819.49 819.67 819.87 820.11 820.37 820.67 821.01 821.37 821.77 822.19 822.65 823.15 823.67 824.23 824.81 825.43 826.09 826.77 860.37

+50 819.77

Vari.

PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

DESIGN MONROE COUNTY PROJECT F—FG -1027(12) SHEET No. 18.

Printed in U.S.A. On ARKWRIGHT Tracing Cloth

This Sheet For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.31

11:50:32 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D17.dgn

FED ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IOWA		1963	19	244

F-FG -1027(12) ~~Survey~~

TROY TWP.
T-72N R-17W

Ref. to P.O.T. Sta. 762+97.0 Cut X in Vault

Ref. to Pt. Sta. 776+45 Set ½" Pipe

Ref. to P.I. Sta. 779+50 Cut X in Vault

~~Station 762+27.7 to Station 766+27.8 Rt & Lt~~
Acq'd from August H. & Josie M. Richerodt
Date April 30, 1963
Consideration $ 650.00
by Abstract & Deed
Recorded in Book 132 Page 243
OFFICE OF COUNTY RECORDER

~~Station 766+28 to Station 777+28 Lt~~
Acq'd from Walter N. Dicks
Date ~~Feb. 6, 1963~~
Consideration ~~$50~~
by Warranty Deed
Recorded in Book 132 Page 246
OFFICE OF COUNTY RECORDER

Off Reloc. Curve Data
Δ = 4°07' Lt.
D = 0°38'
T = 325.1'
L = 650.0'
E = 5.84'
R = 9,046.7'

~~Curve Data~~
~~Δ = 4°55'30" Lt~~
~~D = 0°45'~~
~~T = 328.5'~~
~~L = 656.7'~~
~~E = 7.06~~
~~R = 7639.4~~

For Details of Side Rd. See Sheet No. 28

SEC. 20 | SEC. 21 | SEC. 29 | SEC. 28

Ed Wentworth & Jennie Peppint Ditch

August H. & Josie M. Richerodt

R.O.W. & C.A.7

ENCROACHMENT

Timber

Walter N. Dicks

Joe E. Hoover

Darl D. Beal

U.G. Tel. Junction Box

Underground Cable United Telephone Co. of Iowa

P.I. Sta. 779+50 Δ = 4°07' Lt. (Off Reloc.)

Prop. Intercepting Ditch

Prop. Dike

Prop. Side Rd.

Prop. Ditch

Approx. Sec. Line

Approx. Sec. Cor.

NE. Cor. Sec. 29-72-17 Conc. Mon. Flush To Ground

Prop. Field Entr. Sta. 765+55

Prop. Borrow Area "G"

~~24"x30" Conc. Pipe with Conc. Hdwls. to be removed~~

Prop. 10'x40' Conc. Pipe

Prop. Dike Sta. 762+97.0 Cut X in Vault

Inlet Sta. 754+12.7 - 110' Lt.
- Install 36" CMP Letdown

Sta. 753+73
D.A. = 172 Ac.
~~Calc. Contr. to build~~
8'x6' tapered to 5'x5' RCB
℄ Flume at Sta. 754+25, Skew 30°
Lt. 842.0
F.L. Rt. 836.5
Basin 824.5

Bench Marks:
#44(B) Sta 753+73 Cut "X" in Ndwl. 6'x6' RCB
#45(B) Sta 764+30 ℄ 130' RR Spk. in S. Side 18" Elm. El. 850.11
#46(B) Sta 771+25 ℄ 184' RR Spk. East Side 16" Elm. El. 870.75

Sta. 765+00
D.A. = 7 Ac.
Inlet Sta. 754+50 - 87.9' Rt.
~~Install~~ 30" CMP Letdown

Sta. 765+30
D.A. = 4+1 Ac.
~~Calc. Contr. to install~~
24" F.I. ℄ Stub Flume at Sta. 765+30, Skew 20°
Lt. 884.0
F.L. Rt. 898.7
Flume 876.1

Sta. 769+00
D.A. = 1 Ac.
Carry back

Sta. 770+35
D.A. = 5 Ac.
~~Calc. Contr. to install~~
24" F.I. ℄ Stub Flume at Sta. 770+50, Skew 30°
Lt. 892.0
F.L. Rt. 907.5
Flume 882.0

~~Station 765+24 to Station 772+21~~
Acq'd from Darl D. Beal
Date ~~Feb. 21, 1963~~
Consideration ~~$175~~
by Warranty Deed
Recorded in Book 137 Page 233
OFFICE OF COUNTY RECORDER

Sta. 778+20
~~"B" Conc. Pipe~~
D.A. = 4 Ac.
~~Install~~ 24" F.I.
~~Sta~~ Sta 778+00
F.L. Lt. 927.0
Rt. 927.8

Bench Marks:
~~#44 Sta 752+50, R.R. spk. in 12" Elm., 32' Lt. — El. 849.21~~
~~#45 Sta 761+64, R.R. spk. in root 36" Elm., 64' Lt. — El. 892.09~~
~~#46 Sta 770+75, R.R. spk. in Power Pole, 98' Rt. — El. 917.30~~

~~Sta 778+25 (Survey)~~
~~PC Sta 778+39 (Survey)~~
~~P.I. Sta. 779+50 = 45°55'30" Lt.~~ (Survey)

Cl. 10 = (14.2% - 92. + 1150.) = 75,493
Cl. 12 = (12,190 + 588) = 12,787
88,280
F = (80,729 + 61 - 3105 - 919) + 15% = 88,280

C = (80,783 + 181 + 622.6) = 93,190
Haul from Side Rd. Rt. Sta. 766+94.1 = 15,836
Haul from Side Rd. Lt. Sta. 779+25.1 = 345
Borrow "G" = 9,749
119,120

F = (3144 + 113 - 888) + 15% = 3299
F = (68,850 + 518 - 5627) + 25% = 79,801
Use for Treatment - Sta. 748+50 - 783+00 = 14,675
Use for Treatment - Sta. 783+00 - 796+50 = 6044
Use for Treatment - Sta. 796+50 - 825+985 = 16,301
119,120

Unsuitable Br. Blk.
194 | 315 | 181 | 61

300' Taper

+2.80% | -2.80% | +1.32% | +0.29% Lt Ditch Grade | -2.4% Rt. Ditch Grade | -5.5% Rt. Ditch Grade | VC = 400'

Prop. Berm on Rt. For Details See Sheet No. 31-0 & Cross Sections
Prop. Selected Sand Backfill For Details See Sheet No. 31-0 & Cross Sections
Prop. 3:1 Lt. Backslope
Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Rt. Foreslope
Prop. Climbing Lane Rt.
Prop. Lt. Ditch 5' | No Prop. Lt. Ditch | Prop. Rt. Ditch 5' | No Prop. Rt. Ditch
Letdown
See Grade Above
Vari. Prop. Rt. Ditch 5'
Prop. Lt. Ditch 5' Road

| | | |

FED ROAD DIST NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IOWA		1963	20	244

F -FG -1027 (12)

TROY TWP.
T-72N R-17W

SEC. 21

SEC. 28

N

~~Ref. to P.O.T. Sta 787+30 (Survey)~~
~~NAIL IN 12" ELM~~
~~NAIL IN P POST~~
~~NAIL IN R POST~~
~~℄ SURVEY~~
~~℄ OFF RELOC.~~
~~Cor ¼ Pipe~~

Station 772+62.1 to Station 792+21
Acq'd from Joe E. Hoover
Date Feb. 10, 1963
Consideration $00
by Warranty Deed
Recorded in Book 237 Page 235
OFFICE OF COUNTY RECORDER

See Contract For Pending Agreement

Joe E. ~~& Cleo G.~~ Hoover

780 785 790 795 800 805 810

Approx. Sec. Line

R.O.W. ℄ C.A.

℄ Ca. Road

Cult.

Abandoned Cistern

~~P.O.T. Sta. 787+60~~

Post.

DARL D. BEAL

H.L. SIMMONS

W.S. CHESTER

Orchard

BARN

SHEDS

HSE

Fm. Ent.

~~P.O.T. Sta 802+42.0~~

~~℄ Survey~~

~~℄ Office Relocation~~
~~Use on Construction~~

~~P.I. Sta. 805+29.1~~
~~Δ = 2°36'30"~~
~~Start to be Paved~~

+25 ~~Prop.~~ Fld. Ent
Double

P.I. Sta. 803+91.06
Curve Data AS paved
Δ = 2°12' Lt.
D = 0°29'
T = 275.05
L = 550.0
E = 2.6
R = 14,325

+25 Prop. Side Rd. Connection

Garden

JOHN E. & WREATHA SPENCER

Sta. 805+40.00
End Div. 1
Begin Div. 3

CITY OF ALBIA

Off Reloc.
Curve Data
Δ = 2°36'30"
D = 0°24'
T = 326.1'
L = 652.1'
E = 3.7'
R = 14,234.0'

~~Ref. to P.O.T. Sta 805+42.0 (Survey)~~
~~NAIL IN 14" ELM~~
~~NAIL IN P POST~~
~~℄ SURVEY~~
~~FAN OFF RELOC~~

Station 792+21 to Station 805+40
Acq'd from H. L. Simmons
Date May 24, 1963
Consideration $325.00
by Warranty Deed
Recorded in Book 237 Page 256
OFFICE OF COUNTY RECORDER

H.L. SIMMONS

Sta. 785+20 Lt.
~~24"~~ ~~Corr. Pipe~~
D.A. = 5 Ac.
~~Culv. Contr. to install~~
24" F-1 ℄ Stub Flume
at Sta. 785+20
F.L. Lt. 925.0
Rt. 915.2
Flume 903.0

Sta. 789+24 Lt.
~~36"~~ ~~30" Corr. Pipe~~
D.A. = 5+1 Ac.
~~Culv. Contr. to build~~
2'x3' RCB ℄ Stub Flume
at Sta. 788+60
F.L. Lt. 925.0
Rt. 911.0
Flume 895.0

Sta. 792+00
D.A. = 1 Ac.
Carry back

Sta. 797+90 Lt.
~~18"~~ ~~24" Corr. Pipe~~
D.A. = 2 Ac.
~~Install~~ 24" F.I.
at Sta. 798+00
F.L. Lt. 952.0
Rt. 954.5

Bench Marks:
~~#47 - Sta. 780+26, R.R. spk. in Power Pole, 3' Rt. —— El. 945.84~~
~~#48 - Sta. 787+10, R.R. spk. in 12" Elm, 46' Lt. —— El. 922.85~~
#49 - Sta. 805+42, R.R. spk. in 30" Elm, 110' Lt. —— ~~El. 962.85~~ ~~El. 968.01~~

#47 (A) Sta 779+75 1ST 115 FR SPK IN E. Root 42" Elm EL 945.97
#48 (B) Sta 788+60 INC BK OF NEW 2'x3' RCB EL 929.07

C=(7359+870+2545) = 10,774
Haul from Sta. 816 ± = 27,964
38,738

F=(82,343+1165-3681)+30% = 38,738

+1.32%
+1.0% Lt. Ditch Grade
+2.0% Lt. Ditch Grade
+50
970.47
-0.867%
-0.2% Lt. & Rt. Ditch Grade
964.25
963.9
V.C. = 600'
953.0
Fl. Lt. 951.7
Rt. 951.5
935.5
942.0

Prop. Berm on Rt.
For Details See Sheet
No. 31-P & Cross Sections

Unsuitable Br. Blk.
222 437 481 267

Clay Pan
652 1100 793 344

Prop. 2½:1 Lt. Foreslope
Prop. 2½:1 Rt. Foreslope
~~Lt. 914.4~~
~~Rt. 911.9~~
Fl.

Prop. Lt. Ditch 5'
Prop. Rt. Ditch 5'
No Prop. Lt. Ditch
No Prop. Rt. Ditch
See Grade Above
5' Ditch
No Ditch
Prop. Lt. Ditch 5'
Prop. Rt. Ditch 5'

Unsuitable Br. Blk.
221 611 648 543 483 419 522 661 702

Clay Pan
370 700 496 391 274 120 300 526 644

Vert. Varies
See Grade Above
See Grade Above
Prop. Lt. Ditch 5'
Prop. Rt. Ditch 5'

935.49
966.51 966.83 967.12 967.40 967.65 967.87 968.08 968.26 968.42 968.56 968.67 968.76 968.83 968.87 968.90 968.90 968.87 968.83 968.76 968.67 968.55 968.42 968.26 968.07 967.87 967.44

970
960
950
940
930
920
910

780 785 790 795 800 805 810

PLATE 1 PLAN - PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

DESIGN MONROE COUNTY PROJECT F -FG -1027 (12) SHEET No. 20

Printed in U.S.A.
Die ARMWRIGHT Tracing Cloth

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO. 3425
DATE
BY
4-11-63
4-16-63
K.J.S.

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO. 3425
DATE
BY
5-1-63
5-1-63
K.J.S.
CHECKED
BM.= NOTED.
STRUCTURE NO(S) 49-0-10

This Sheet
For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.33

11:50:35 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D17.dgn

FED ROAD DIST. NO	STATE	PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IOWA		1963	21	244

F-FG -1027(12)

Ref. to P.I. Sta. 816+86.7 (Survey)
NAIL IN P POLE — 156.3 — 6"ø — NAIL IN P POLE
TAN. LINE — 163.4 — 2 x 2 HUB
SET ½"ϕ PIPE

TROY TWP.
T-72N R-12W

N

SEC. 21

W.S. CHESTER

Cult.

Curve Data
Lt. & Rt. Lanes
Δ = 2°15'
D = 1°00'
T = 112.52
L = 225.0
E = 1.10
R = 5730.0

Curve Data
Lt. & Rt. Lanes
Δ = 2°15'
D = 0°30'
T = 225.04
L = 450.0
E = 2.20
R = 11,460.0

SEC. 22

Approx. Section & Corp. Line

Sec. Cor.

+58 Approx. Sec. & Corp. Line

+60 & Alley

M.H.

8" San. S.

W.V.

+17 & Dr.

+10

+90 & Alley

1½" Water

+13 & Dr.

+52 & Alley

13th Ave.

810

815

820

825

P.I. Sta. 815+68.48
Δ = 2°15'

P.T. Sta. 816+86.96

P.C. Sta. 817+00.0

P.I. Sta. 819+25.04
Δ = 2°15'

P.T. Sta. 821+50.0

+05.58'S
& Close

& Survey

& Lt. Lane

& Rt. Lane

& Office Relocation
~~Dist. on Construction~~
Cult.

R.O.W. & C.A.?

P.I. Sta. 816+86.7
Δ = 1° 48' Lt. (Survey)

Prop. Dike

& 64.2

+30 Future Side Rd. Connection

+53

Sta 816+70 Lt.
18"-26" Corr. Pipe
U.A.C.

Lloyd M. & Sarah Goode

~~Margaret~~

~~De Moss~~

Lloyd M. & Sarah Goode

Alley

STATE OF IOWA

Close

EQUATION STA. 814+55.92 (BACK) = P.C. STA. 814+55.96 (AHEAD)

JOHN E. & WREATHA SPENCER

SEC. 28

SEC. 27

CITY OF ALBIA

Sta. 816+70 Lt.
~~18"×26" Corr. Pipe~~
D.A. ?.9 Ac.
~~Install~~ 30" F-1
at Sta. 816+60
Lt. 955.5
F.L. Rt. 956.5

Station 815+40 to Station 818+50
Ac'd from John E. & Wreatha Spencer
Date Feb. 29, 1963
Consideration 2,200.00
by Warranty Deed
Recorded in Book 130 Page 220
OFFICE OF COUNTY RECORDER

Station Lots 1, 2, 3, 5 & 6 to Station
Ac'd from Lloyd M. & Sarah Goode
Date April 30, 1963
Consideration 2,300.00
by Warranty Deed
Recorded in Book 136 Page 450
OFFICE OF COUNTY RECORDER

Note: Stationing from P.C. Sta. 814+55.96 to P.T. Sta. 821+50 is along ℄ of Lt. & Rt. Lanes. Distance along straight line = 693.88'.

Bench Marks
#50 Sta 815+35 CT 80' Steely in S.E. side Tel. Pole El. 959.70
#51 Sta 823+96 CT 110' Cut "X" S.W. Corn. Sd. W.K. go to house El. 958.93

C = (2,741 + 1249 + 8161) = 31,151
F = (2911 + 1667 + 2128) + 30% = 3185
Haul to Sta. 792 ± = 27,964
31,151

-0.867%

V.C. = 400'

-0.48%

+50
956.59

F.L. Lt 952.9
Rt 953.7

EQUATION +55.96 (AHEAD) = +56.92 (BACK)

Unsuitable Br. Blk.

743 737 757 752 748 728 746 587 378 278 56 84 770 1267 1257 1204 1087 972 561 189

Clay Pan

Prop. Lt. Ditch 5'

No Prop. Lt. Ditch

Prop. Rt. Ditch 5'

967.44 963.47 956.92 956.96 958.32 958.11 957.90 957.70 957.51 957.32 957.13 956.95 956.78 956.62 956.46 956.31 956.16 955.02 955.88 955.75 955.63

965 960 955

810 11 12 13 14 815 16 17 18 19 820 21 22 23 24 825

PLATE 1 PLAN - PROFILE & R & R Sections

PLAN: SURVEYED — PLOTTED — NOTE BOOK — NO. 345 — BY KJ, KJ — DATE 6-11-62, 5-7-62 — CURVE DATA CHECKED — RT. OF WAY CHECKED

PROFILE: SURVEYED — PLOTTED — NOTE BOOK — NO. 345 — BY SL, KJ — DATE 4-23-63, 5-8-63 — GRADE CHECKED — STRUCTURE NO. — STRUCTURE NO. & TYPE OR NO

This Sheet
For Information Only

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER D.34

11:50:37 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_D17.dgn

Wayne TWP.
T-72N R-19W
SEC. 34

Wayne TWP.
T-72N R-19W
SEC. 27

1193+00

1194+00

POT Sta 1194+29.75 (535th Ave.)
= POC Sta 194+29.75 (US 34)

535th Ave

US 34

195+00

POB 1192+36.56

POE 1194+29.75

18"x32.9'
Conc. Pipe
(TBD)

Sta. 197+35.4
54"x121.2' RCP
D.A.=13 A-H
(TBD)

0 50
FEET

535th Ave.

1005
1000
995
990
985
980
975
970
965
960

VPI = +58.17
EL = 991.44
L = 35.00'
K = 26

-3.67%
-5.02%
-5.02%
+1.00%

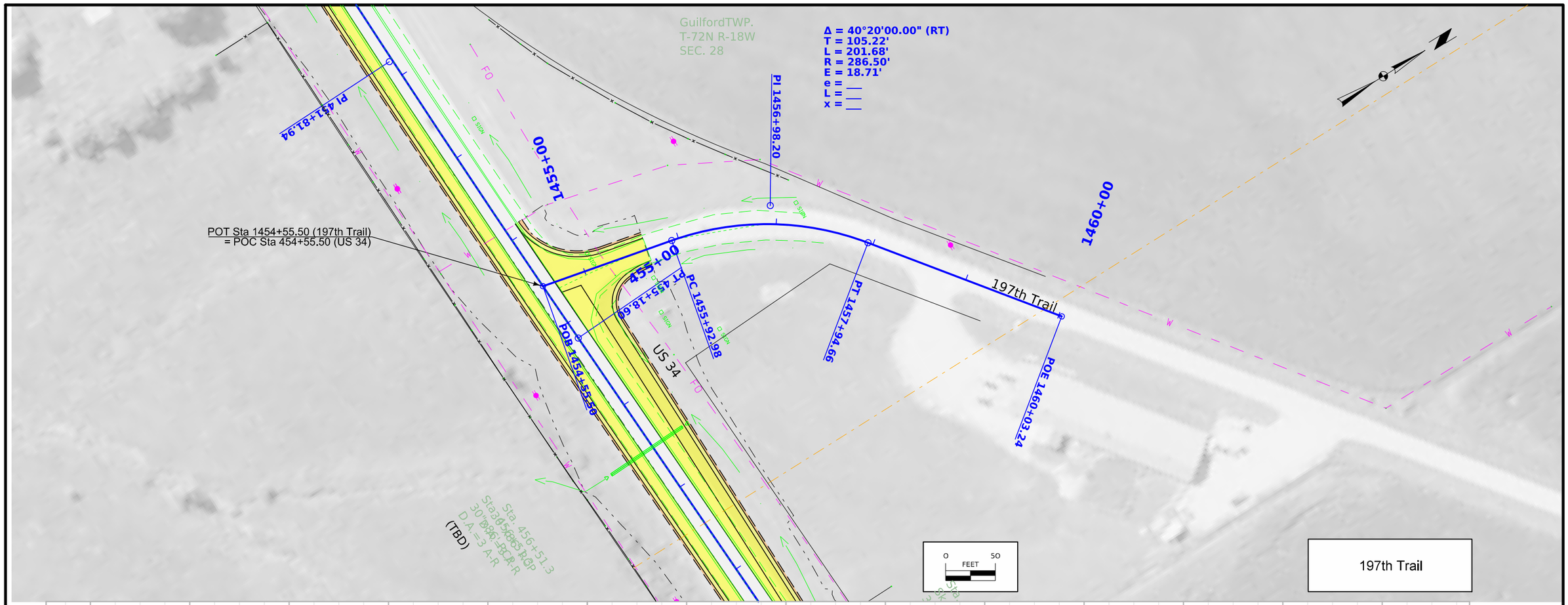
VPI = +39.75
EL = 987.35
L = 120.00'
K = 20

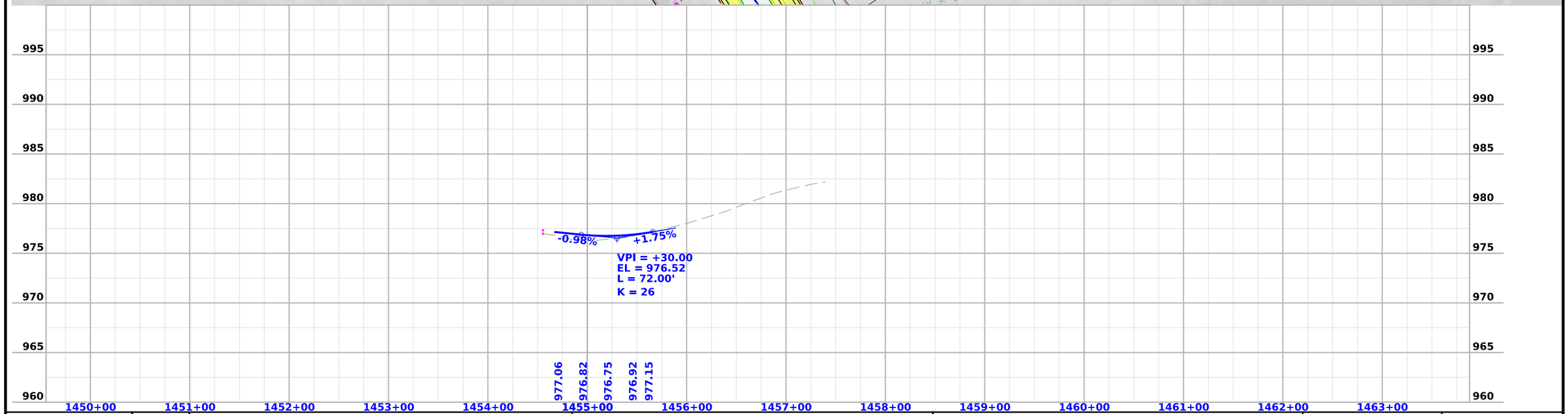
991.73
990.60
989.45
988.60
988.07
987.85
987.95

1187+00 1188+00 1189+00 1190+00 1191+00 1192+00 1193+00 1194+00 1195+00 1196+00 1197+00 1198+00 1199+00 1200+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER E.1

9:10:34 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_E01.dgn





FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER E.2

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Guilford TWP.
T-72N R-18W
SEC. 27

POT Sta 1523+05.89 (595th Ave.)
= POC Sta 523+05.89 (US 34)

595th Ave

595th Ave

1524+00

1525+00

24"x44.2' Conc. Pipe (TBD)

24"x44.2' Conc. Pipe

FO

SIGN

SIGN

POB 1523+05.89

US 34

POE 1525+05.84

525+00

0 50 FEET

595th Ave.

905
900
895
890
885
880
875
870
865
860

1518+00 1519+00 1520+00 1521+00 1522+00 1523+00 1524+00 1525+00 1526+00 1527+00 1528+00 1529+00 1530+00 1531+00

-2.00%

+0.63%

VPI = +65.90
EL = 890.90
L = 55.00'
K = 21

891.50
891.25
891.04
891.12

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER E.3

9:10:52 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_E03.dgn

1700+00

705+00

1705+00

POB 1699+26.63

204th Trail

PC 1703+49.56

PT 1705+39.07

US 34

POE 1706+30.00

POT Sta 1706+50.00 (204th Trail)
= POC Sta 706+50.00 (US 34)

PI 1704+47.93

Δ = 37°54'00.00" (LT)
T = 98.37'
L = 189.51'
R = 286.50'
E = 16.42'
e = ___
L = ___
x = ___

Sta. 706+03.1
24"x86' RCP
D.A.=3 A-H

(TBD)

Sta. 706+03.1
24"x86' RCP
D.A.=3 A-H

Troy TWP.
T-72N R-17W
SEC. 19

Troy TWP.
T-72N R-17W
SEC. 30

0 50
FEET

204th Trail

+0.22%

+3.38%

VPI = +68.83
EL = 819.80
L = 107.42'
K = 34

819.68
819.72
819.94
820.35
820.93
821.71
822.14

835
830
825
820
815
810
805
800
795
790

1699+00 1700+00 1701+00 1702+00 1703+00 1704+00 1705+00 1706+00 1707+00 1708+00 1709+00 1710+00 1711+00 1712+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER E.4

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Troy TWP.
T-72N R-17W
SEC. 19

EQUATION:
STA 710+40.15 (BK)
= STA 710+52.33 (AH)

POT Sta 1712+68.53 (196th St.)
= POC Sta 712+68.53 (US 34)

Cty Rd T7H / 623rd Ave

US 34

196th St

PC 1712+89.24

PT 1714+03.30

POB 1712+68.53

PI 1713+45.09

POE 1715+16.66

1715+00

715+00

Δ = 13°24'10.34" (LT)
T = 58.75'
L = 116.96'
R = 500.00'
E = 3.44'
e = ___
L = ___
x = ___

Troy TWP.
T-72N R-17W
SEC. 20

Coal Creek

Sta 713+17.8
24"x85.5' RCP
D.A. = 6 A-H
(TBD)

0 50
FEET

196th St.

VPI = +31.56
EL = 817.30
L = 68.57'
K = 26

-3.64%

-6.28%

819.16 818.45 817.39 816.09 815.08

835 830 825 820 815 810 805 800 795 790

1707+00 1708+00 1709+00 1710+00 1711+00 1712+00 1713+00 1714+00 1715+00 1716+00 1717+00 1718+00 1719+00 1720+00 1721+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER E.5

9:11:15 AM 2/13/2026 kjackso pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_E05.dgn

Troy TWP.
T-72N R-17W
SEC. 29

Troy TWP.
T-72N R-17W
SEC. 20

Troy TWP.
T-72N R-17W
SEC. 28

Troy TWP.
T-72N R-17W
SEC. 21

765+00

1765+00

1766+00

US 34

206th Pl

POT Sta 1766+79.36 206th Pl.)
= POC Sta 766+79.36 (US 34)

POB 1764+21.58

POE 1766+79.36

Sta 770+37.5
Skew 30° RT AH
24"x121.8' RCP
D.A.=4.4±R
(TBD)

APPROX. SEC. LINE

T1

F02

SIDEWALK

0 50
FEET

206th Pl.

925
920
915
910
905
900
895
890
885
880

-3.33%
+1.00%

VPI = +19.32
EL = 907.55
L = 60.00'
K = 14

908.98
908.24
907.82
907.85

1759+00 1760+00 1761+00 1762+00 1763+00 1764+00 1765+00 1766+00 1767+00 1768+00 1769+00 1770+00 1771+00 1772+00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER E.6

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SURVEY INDEX

County : Monroe
Project Code : 25-68-034-040
Phase Number : NHSX-034-6(114)--3H-68
Location : 0.2 mi E of 520th Ave to 0.1 mi E of 642nd Ave
Work Code : 1013-PCC Pavement - Grade and New
Project Directory : 6803404025

Survey Personnel

Samuel Schilb – Survey Party Chief
Robert Frederickson – Assistant Survey Party Chief
Michael Conley – Assistant Survey Party Chief

Date(s) of Survey

Begin Date	04/01/2025
End Date	08/26/2025

General Information

This survey is for US 34 PCC Pavement - Grade and New. 0.2 mi E of 520th Ave to 0.1 mi E of 642nd Ave. This survey request was for the US Hwy 34 corridor only. This project is a Full Field DTM survey.

Utility Information

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

Project Control

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

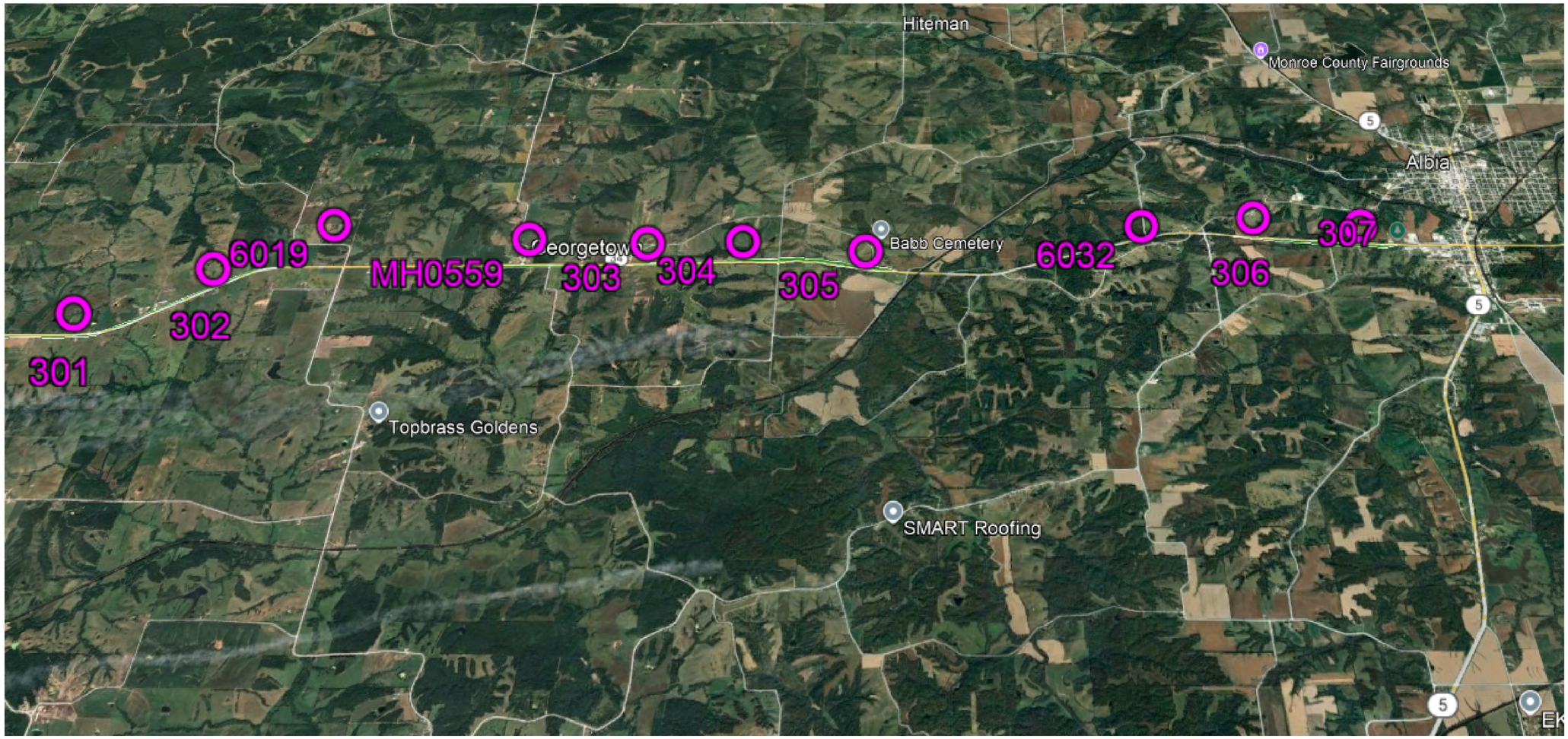
PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 12 (U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The alignment for this project was provided by the District 5 Land Survey office.

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 12 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 12 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code Description
300	6231575.14	22694859.34	971.34	CP SET FENO MON 4IN DEEP
301	6231630.56	22701378.66	992.89	CP SET FENO MON 4" DEEP
302	6234218.02	22706331.33	989.31	CP SET FENO MON 4" DEEP
6019	6236932.75	22710724.44	980.21	CP FND ALUM MON IN CON
MH0559	6236160.53	22719275.2	980.17	CP FND ALUM MON IN CON
303	6235925.55	22724102.72	982.24	CP FND CON MON
304	6236125.17	22728766.48	915.06	CP FND CON MON
305	6235721.92	22733501.82	849.33	CP FND CON MON
6032	6237253.08	22745572.17	930.78	CP FND ALUM MON IN CON
306	6237933.88	22750483.08	817.64	CP SET FENO MON
307	6237369.68	22755047.13	936.26	CP FND CON MON

108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. US 34 will be closed to through traffic and detoured as shown on J Sheets.

2. The Detour shall consist of IA 14, IA 92, and IA 5.

3. Local Access shall be maintained.

108-26A
08-01-08

STAGING NOTES

To Be Determined.

111-01
04-17-12

COORDINATED OPERATIONS

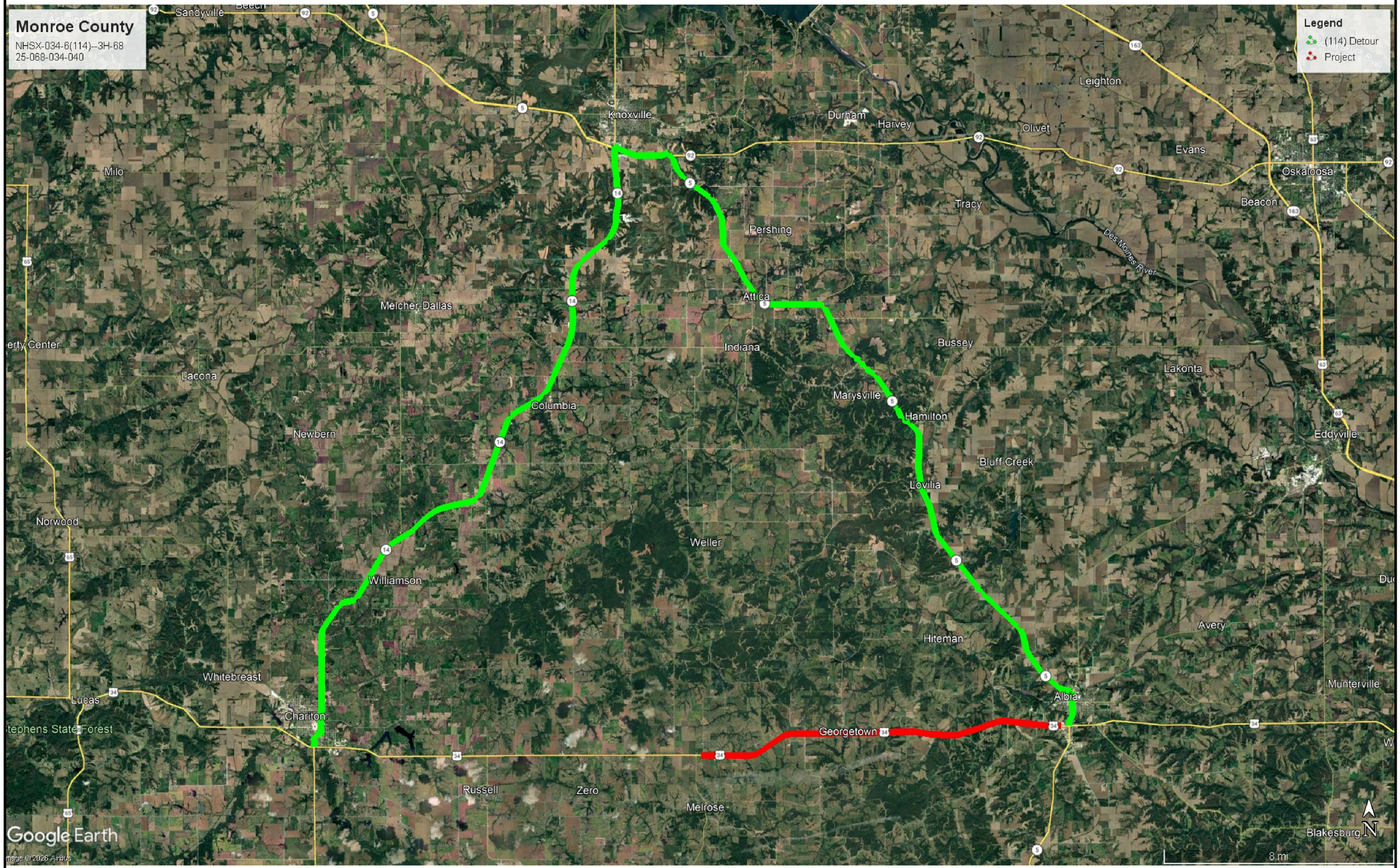
Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
To Be Determined	

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
			None									



FILE NO.	ENGLISH	DESIGN TEAM **SCHROCK/BAHR/MCNAMARA/JACKSON**	**MONROE** COUNTY	PROJECT NUMBER **NHSX-034-6(114)--3H-68**	SHEET NUMBER **J.2**	

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CROSS SECTION VIEW COLOR LEGEND

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

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

NOTES:

Text

NOTES:

Text

CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.1

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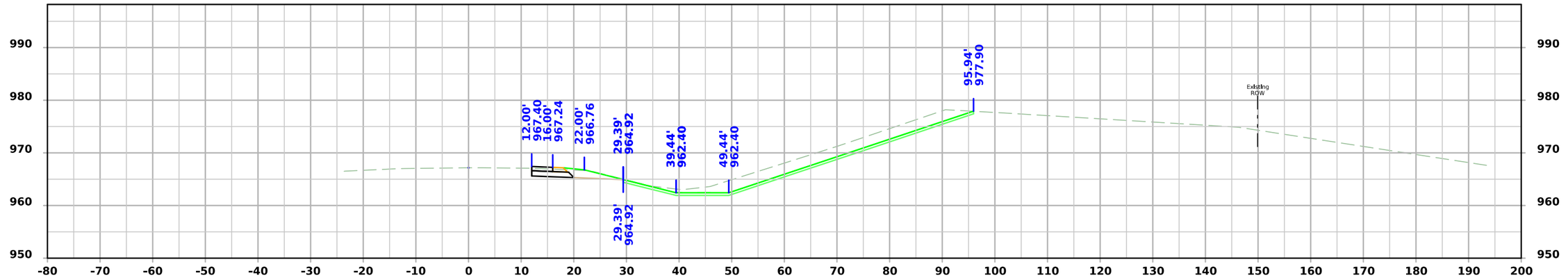
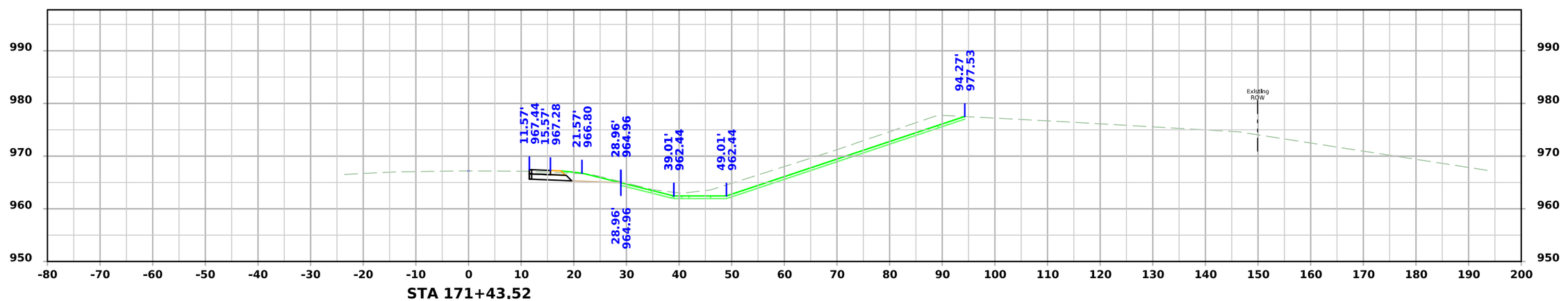
US34



STA 171+50.00



STA 171+43.52

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.2

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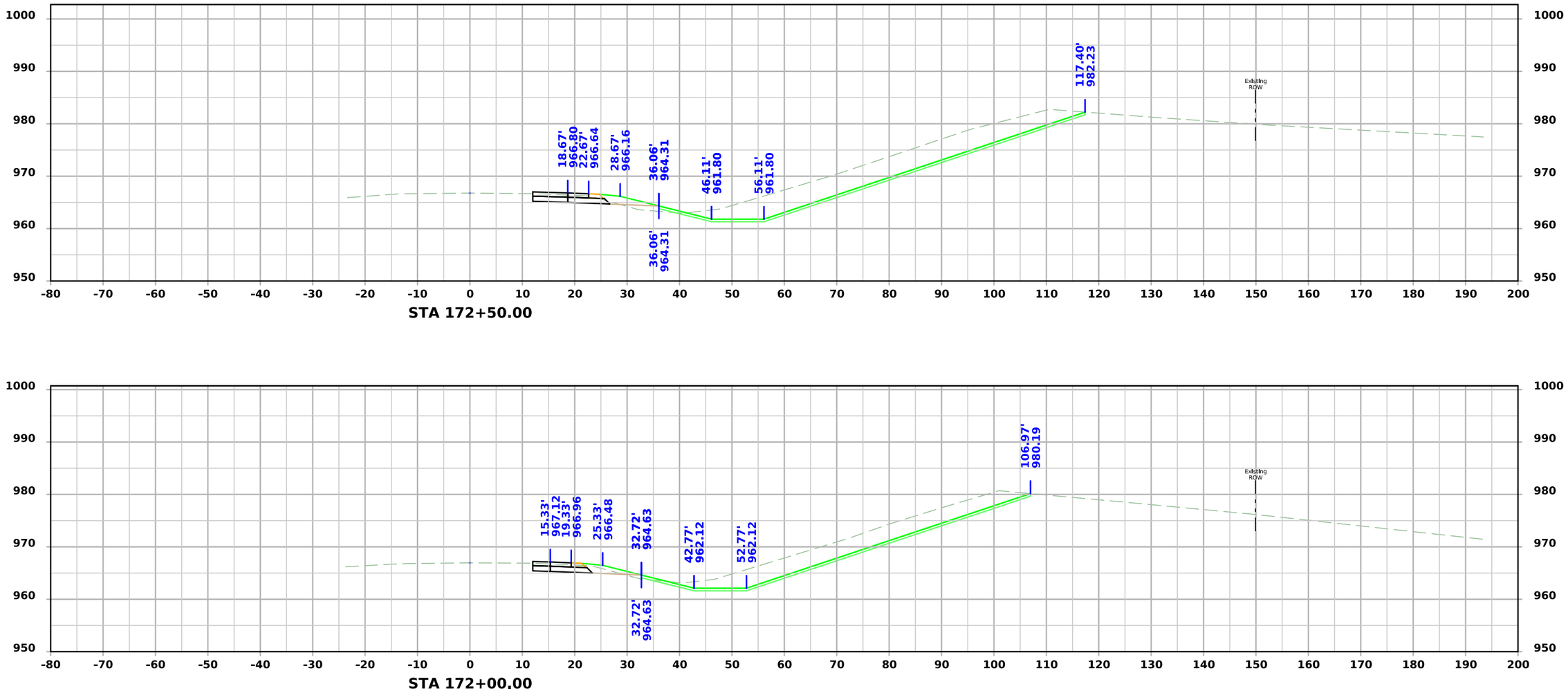
US34



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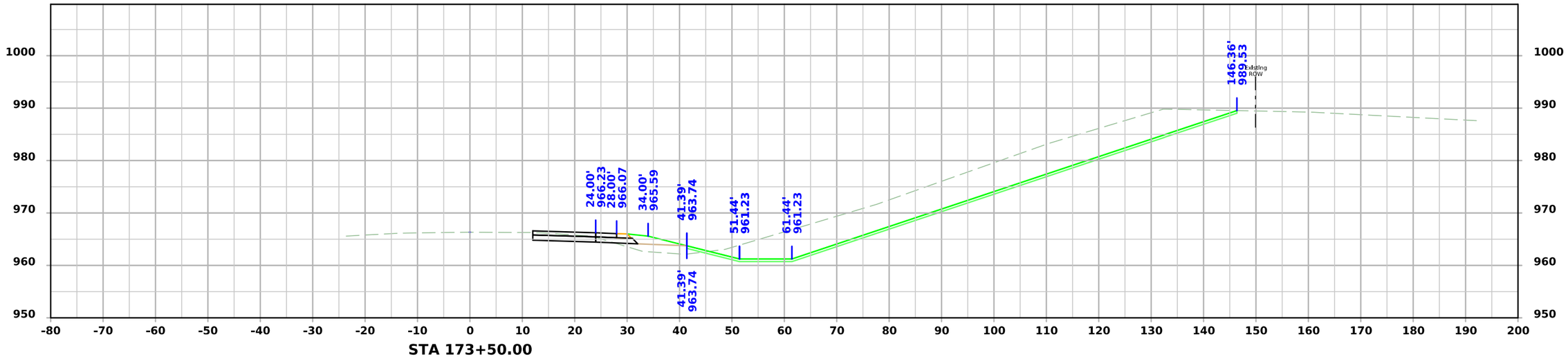
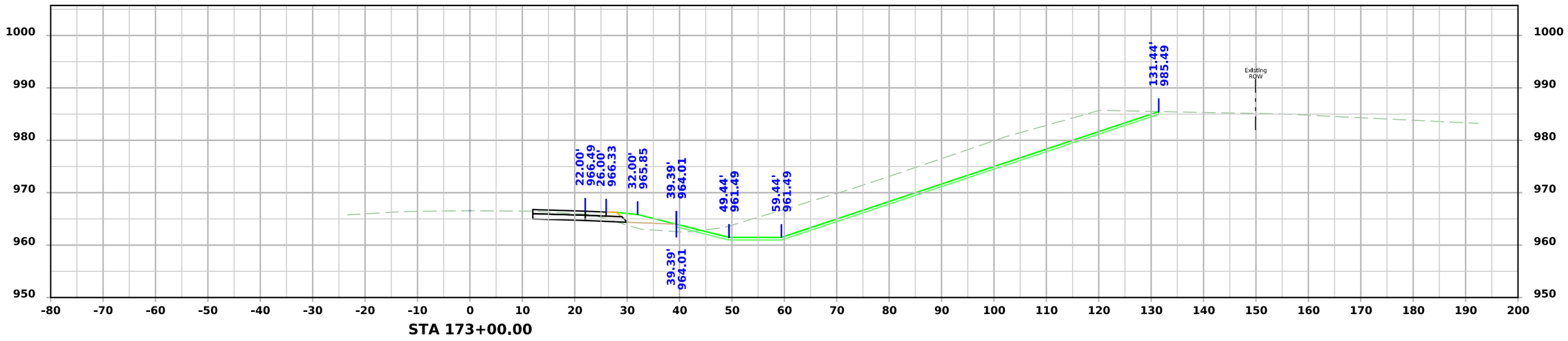
US34



STA 173+50.00



STA 173+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.4

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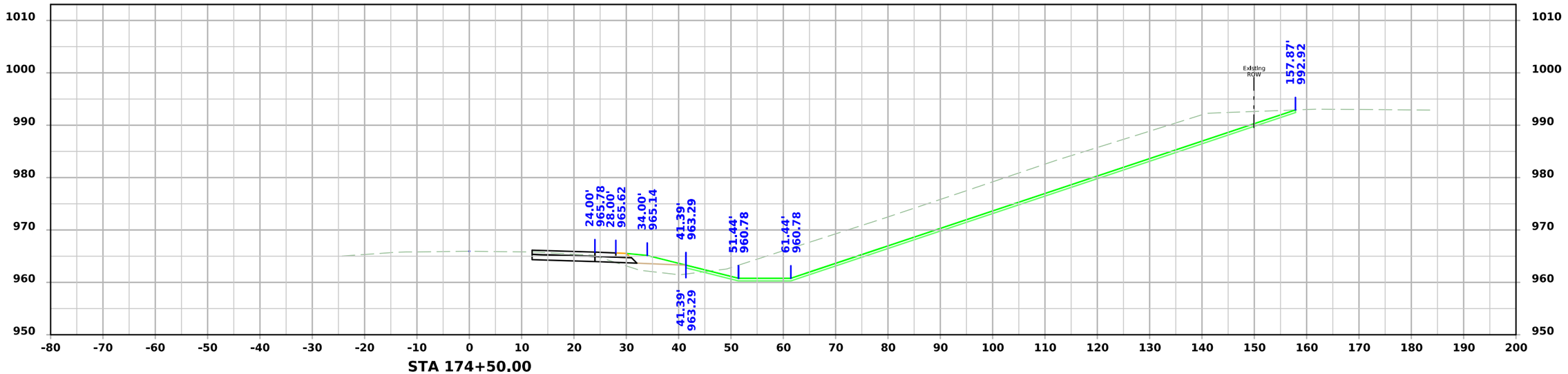
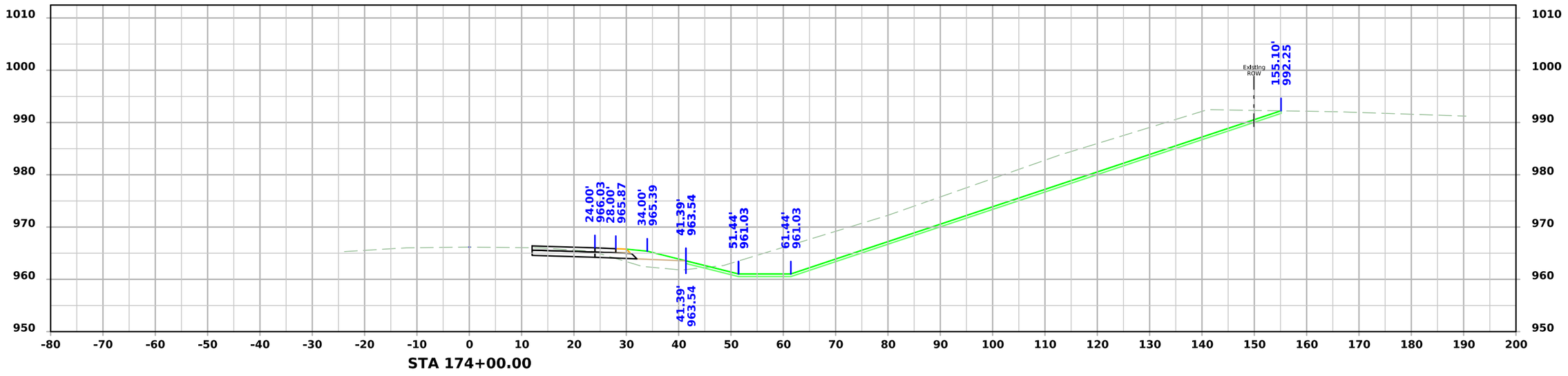
US34



STA 174+50.00



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FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.5

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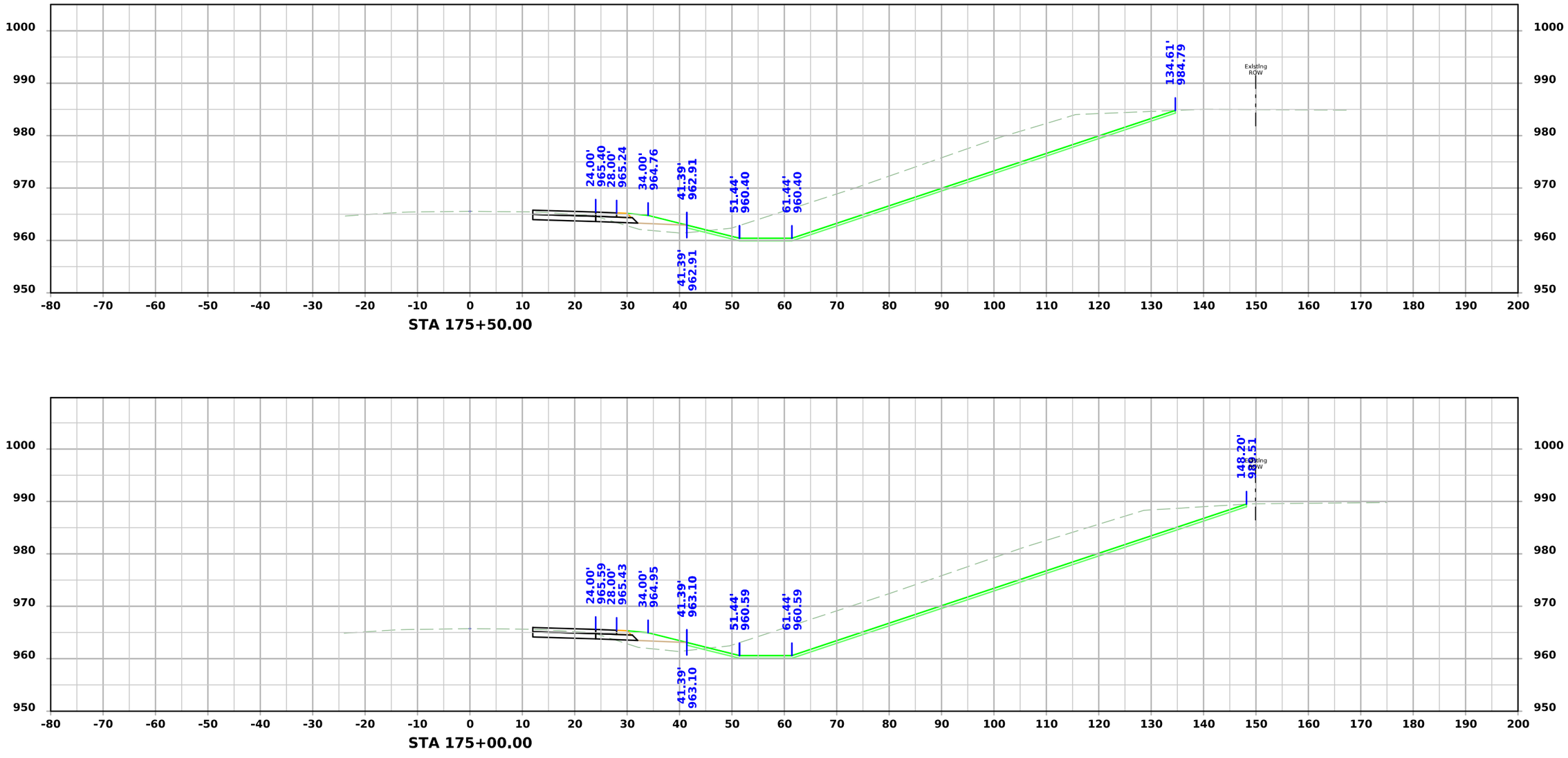
US34



STA 175+50.00

STA 175+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.6

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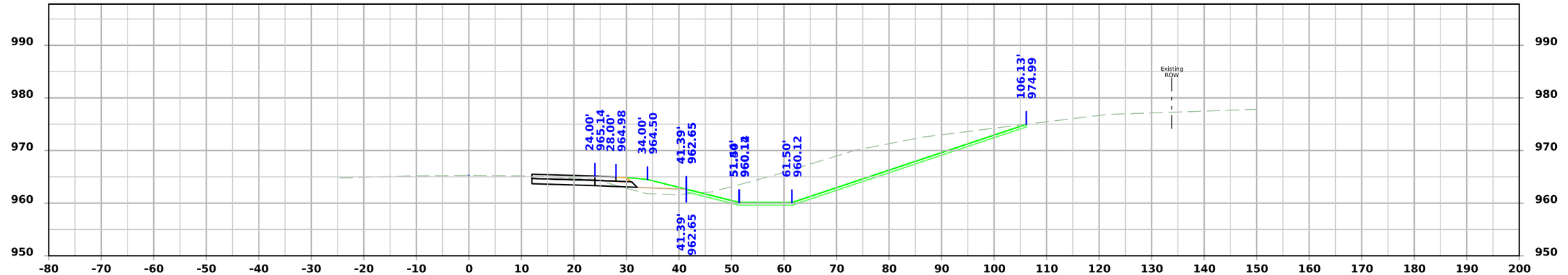
US34



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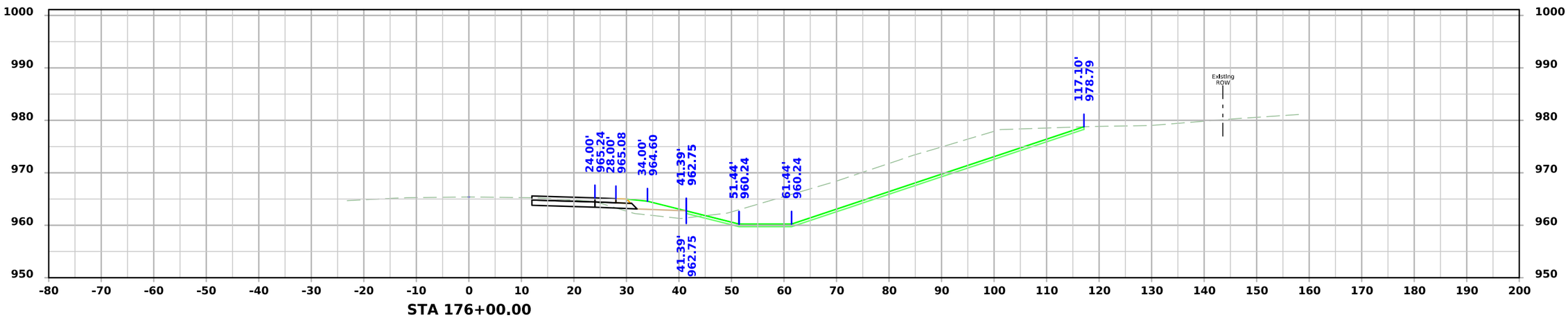

STA 176+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.7	

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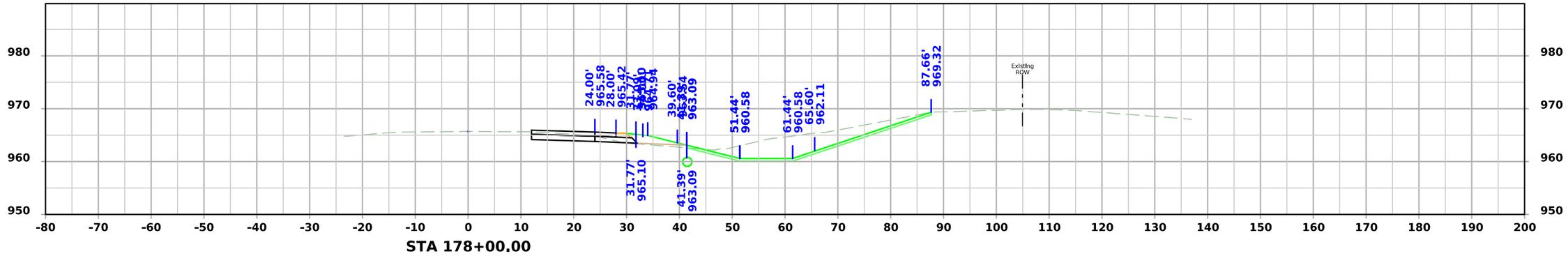
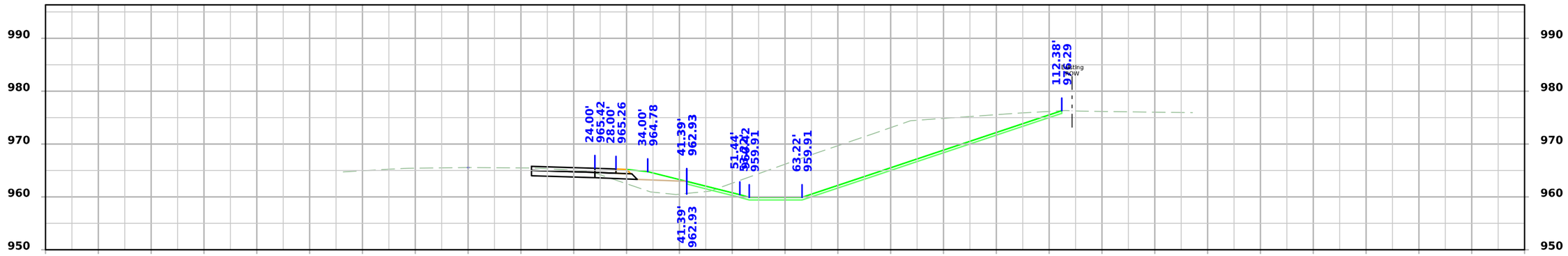
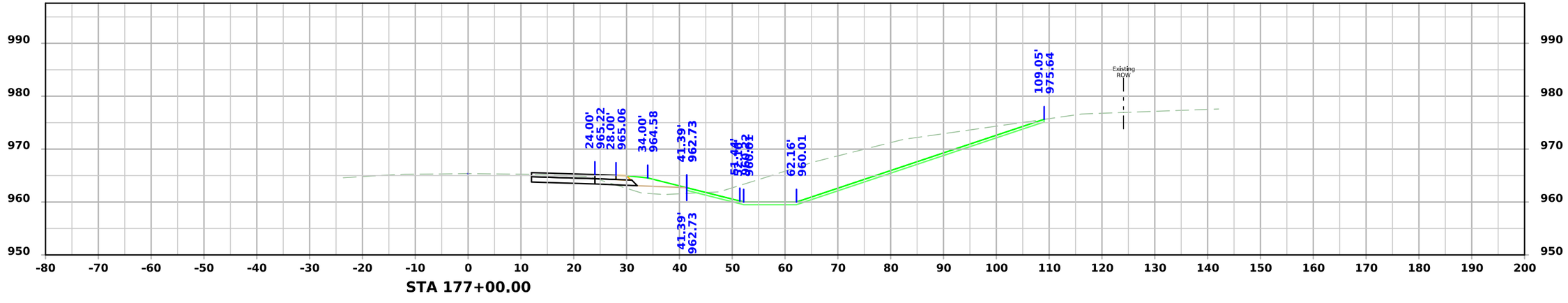
US34



STA 178+00.00



STA 177+50.00



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FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.8

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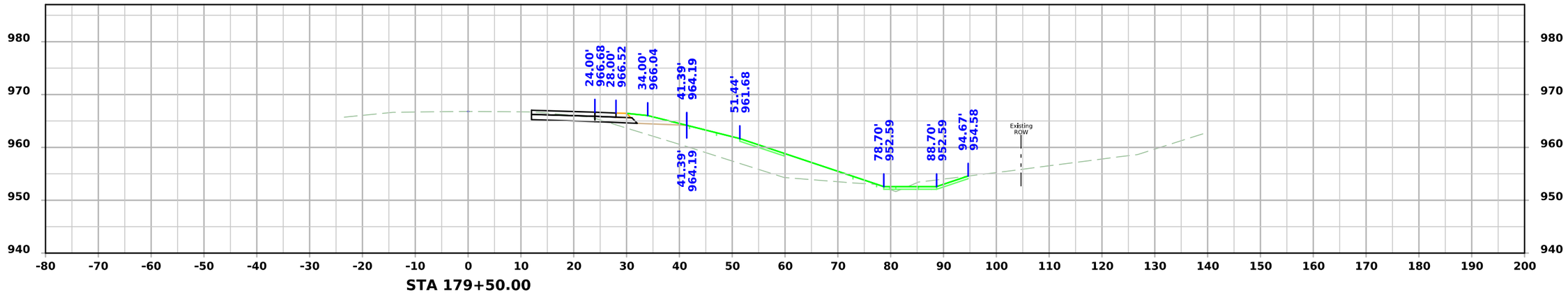
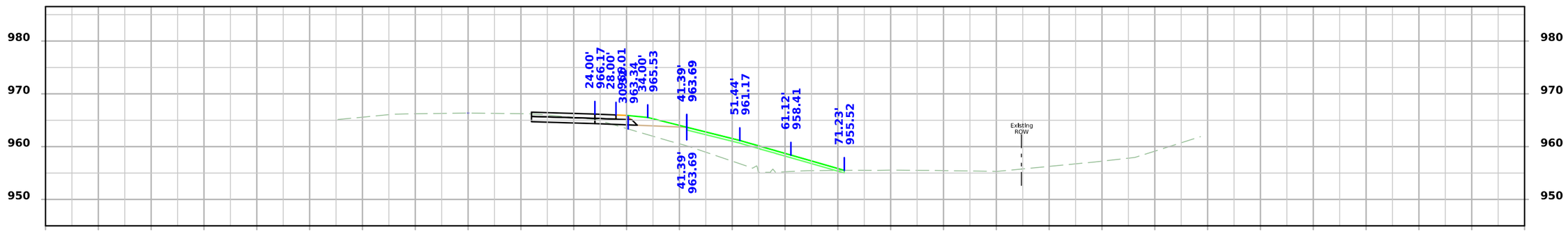
US34



STA 179+50.00



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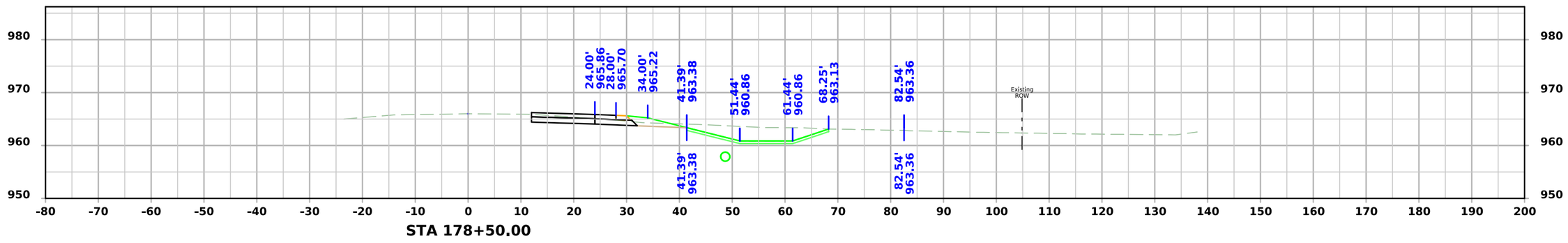
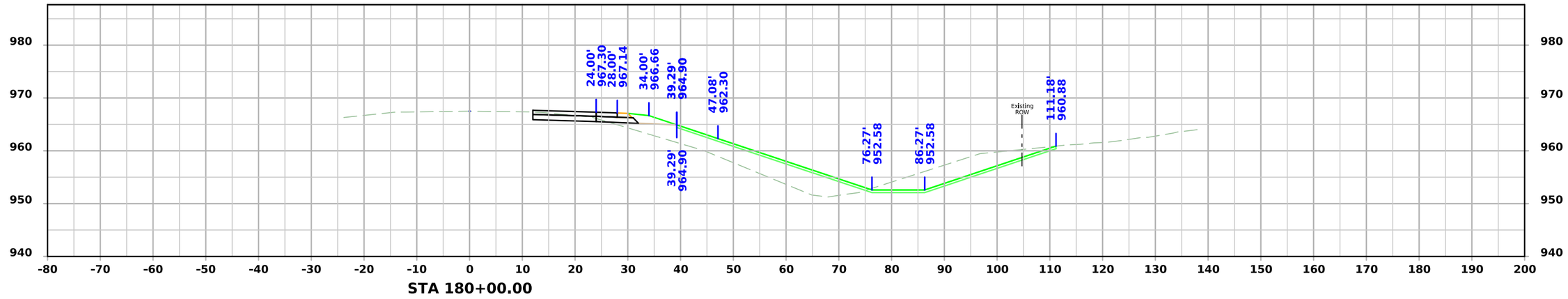


STA 178+50.00

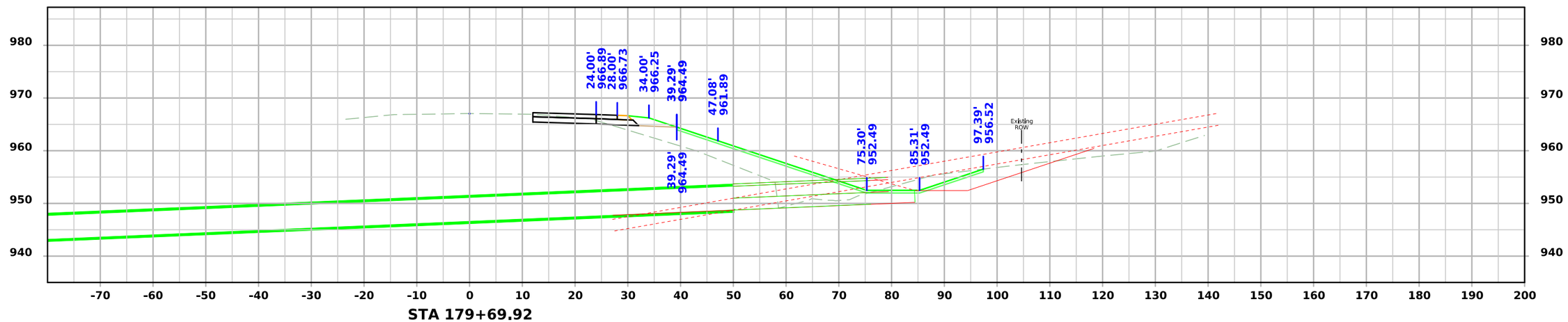
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.9

2:59:12 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



STA 180+00.00

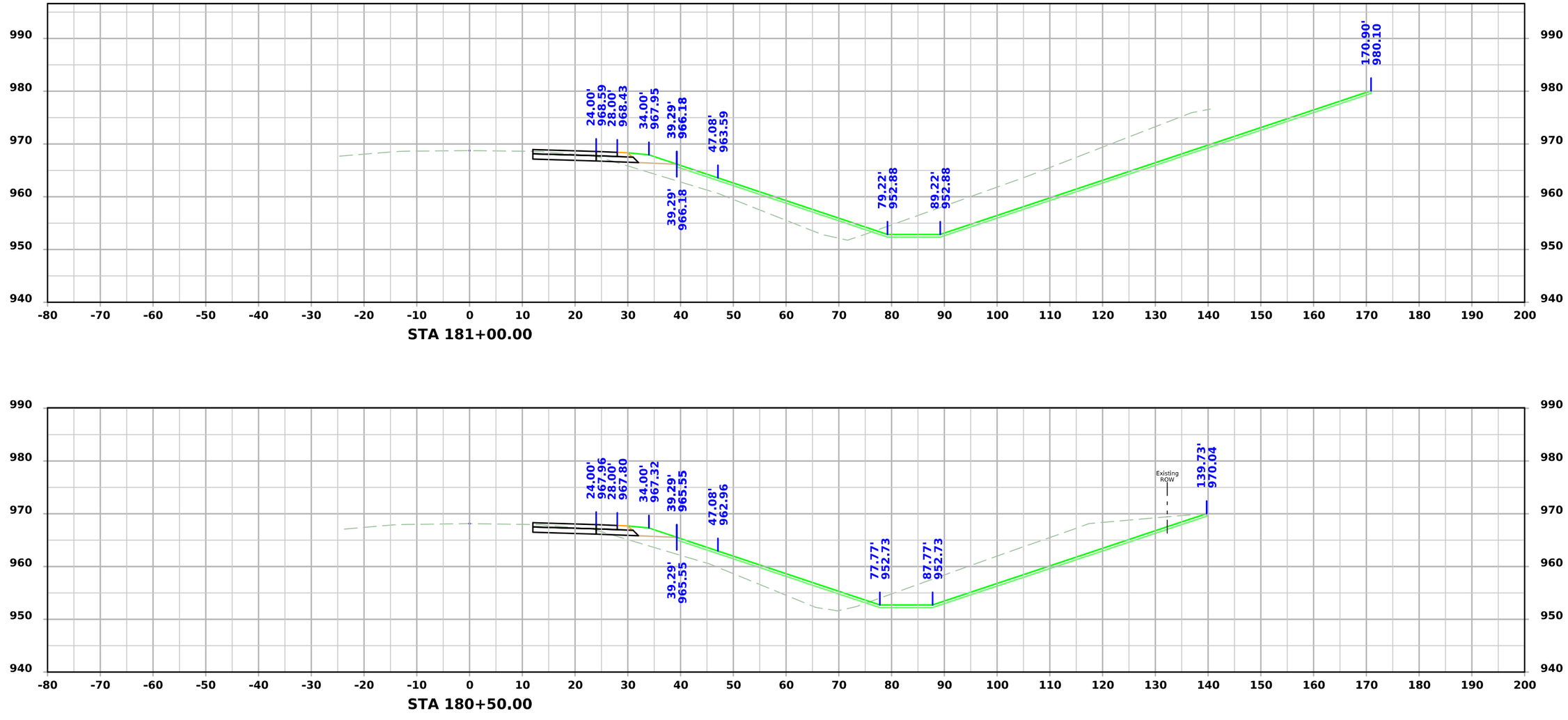


STA 179+69.92

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.10

2:59:17 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



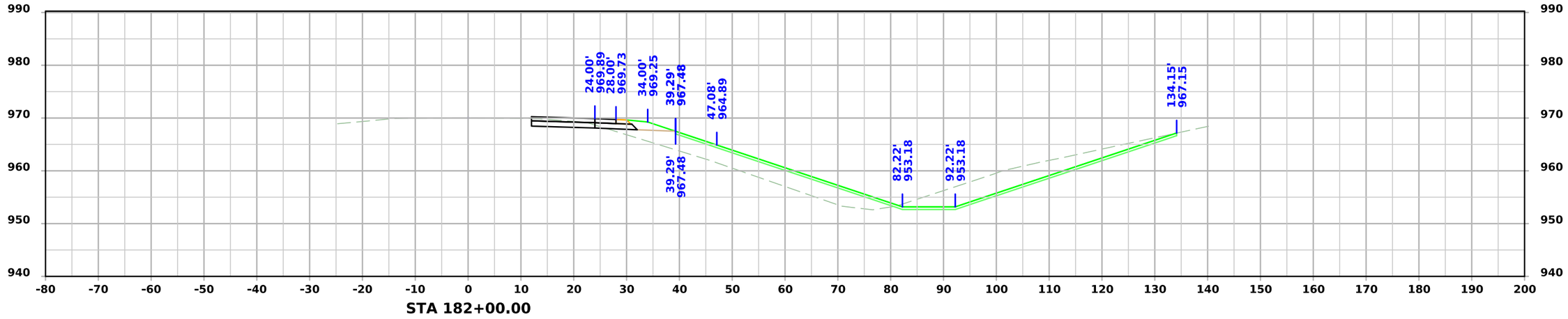
STA 181+00.00

STA 180+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.11

2:59:22 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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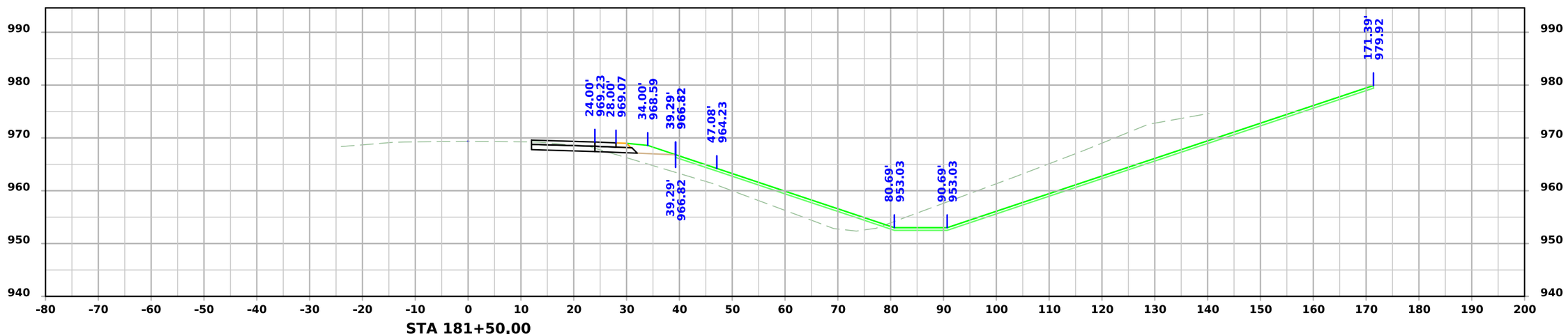
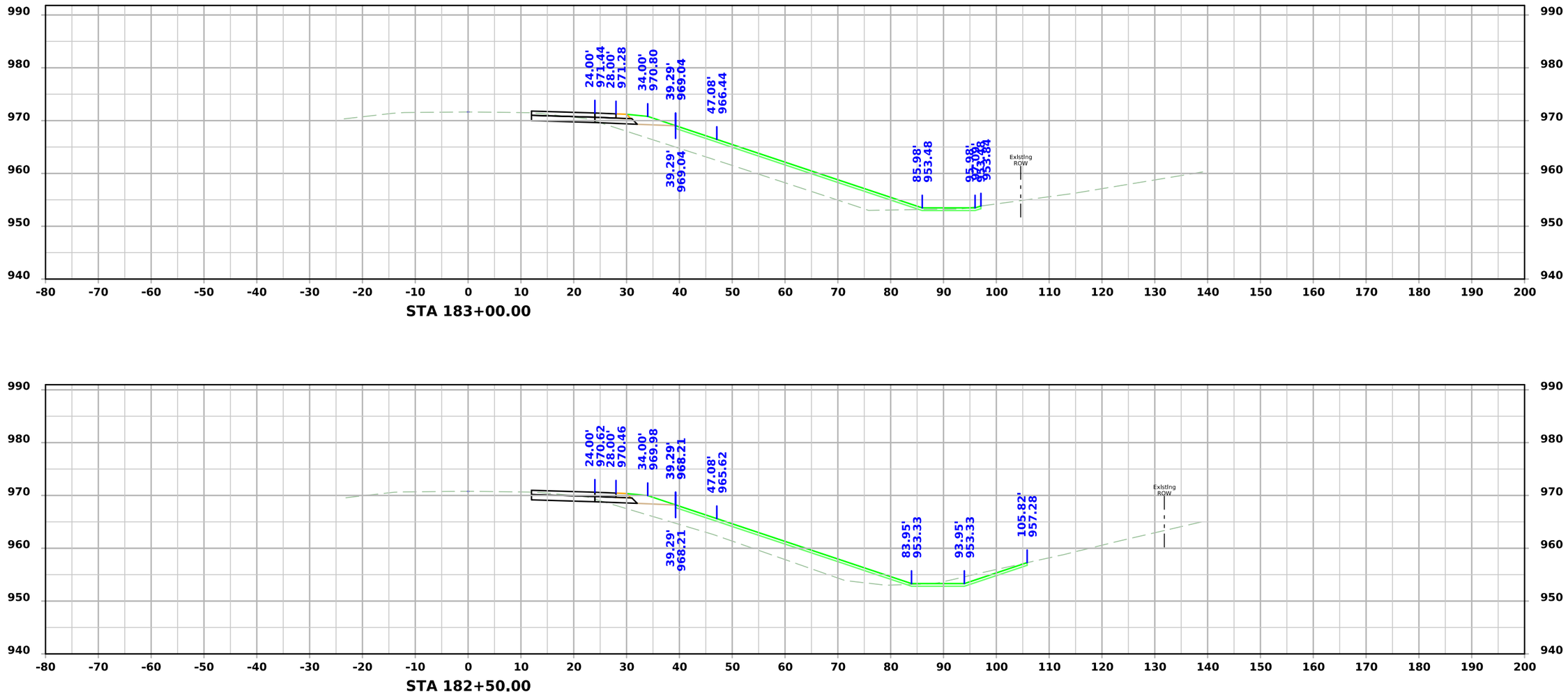


STA 181+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.12

2:59:27 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.13

2:59:32 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

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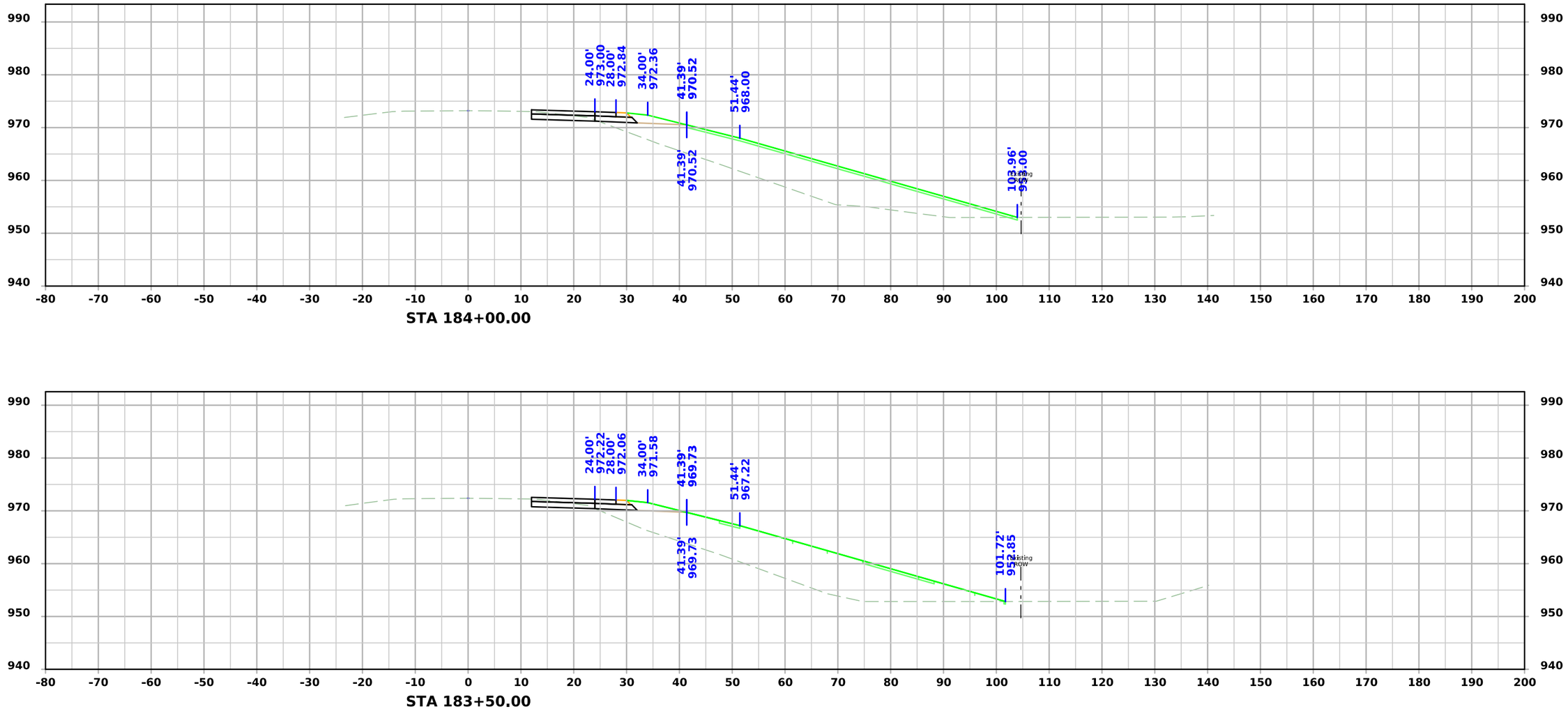
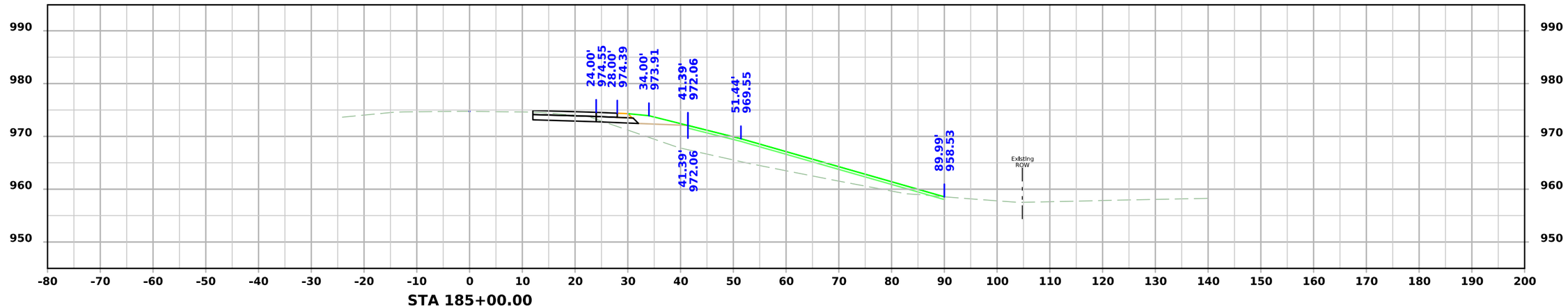


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.14

2:59:37 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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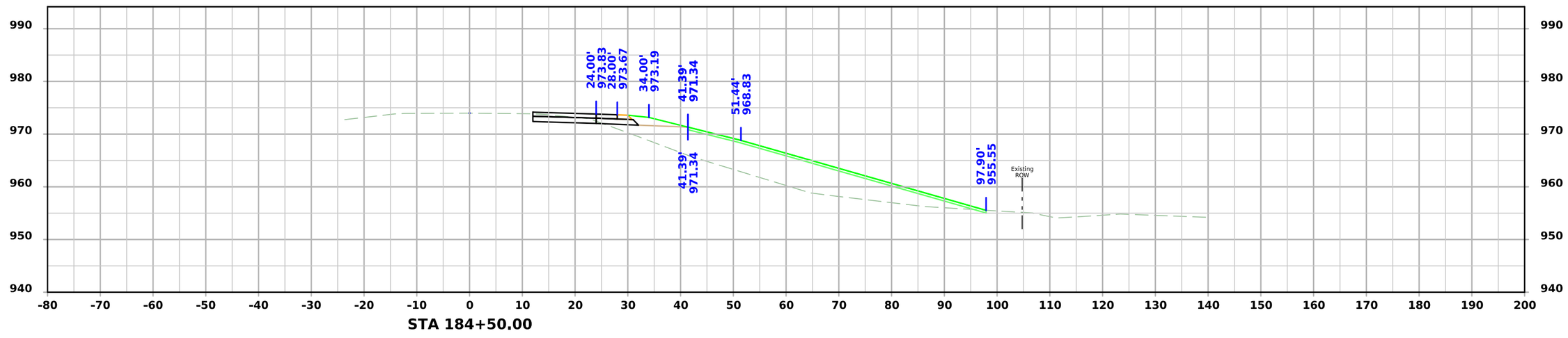
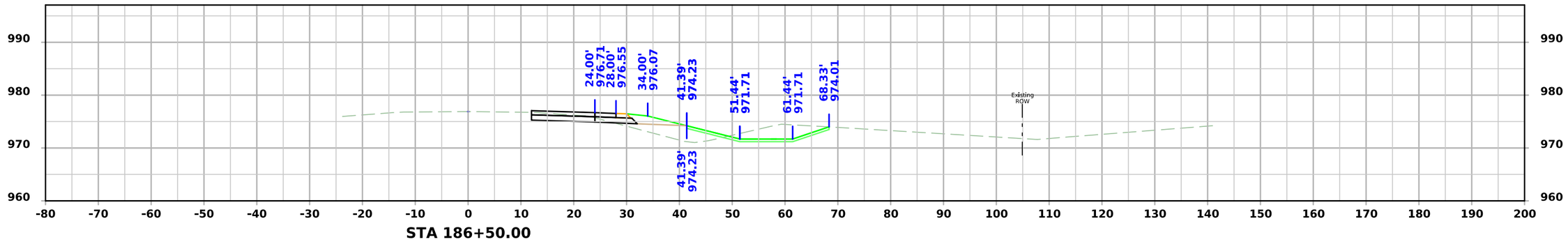


STA 184+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.15

2:59:41 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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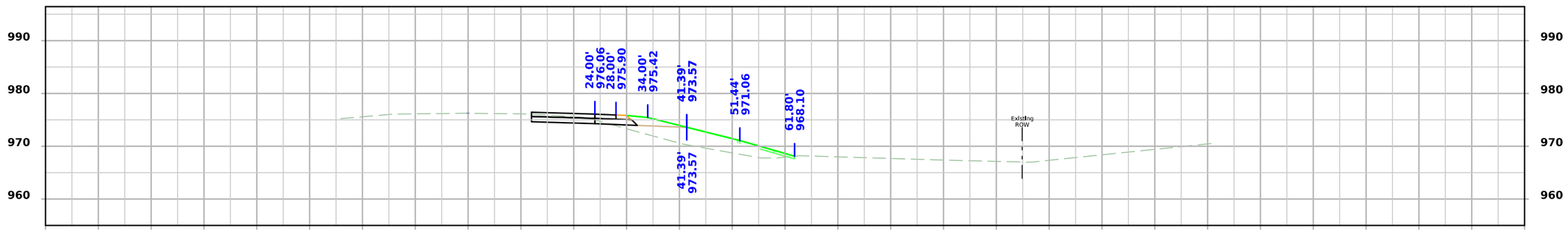

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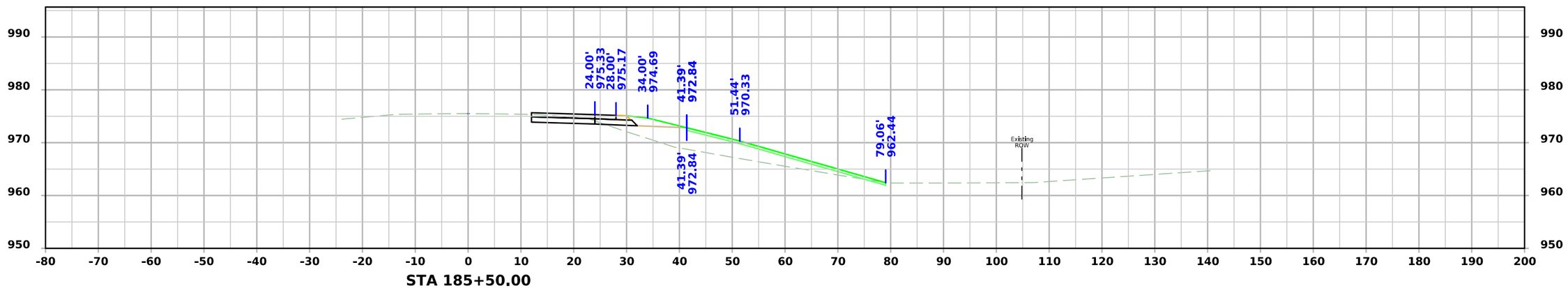

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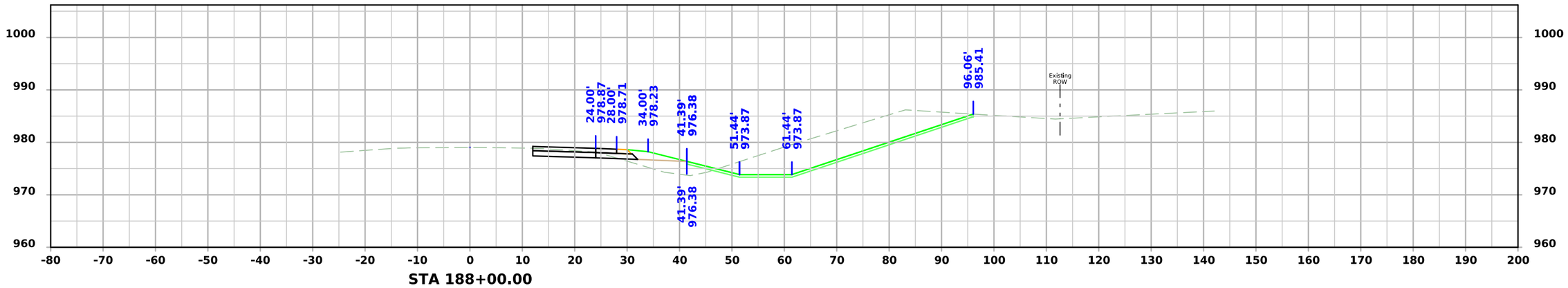
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.16

2:59:47 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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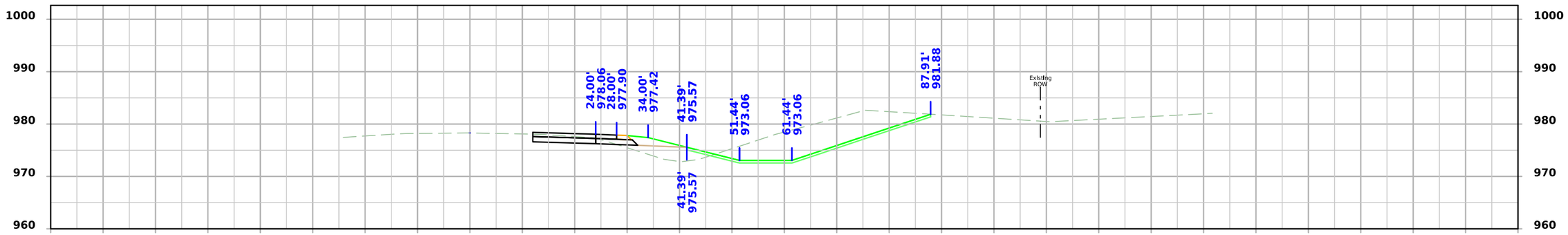

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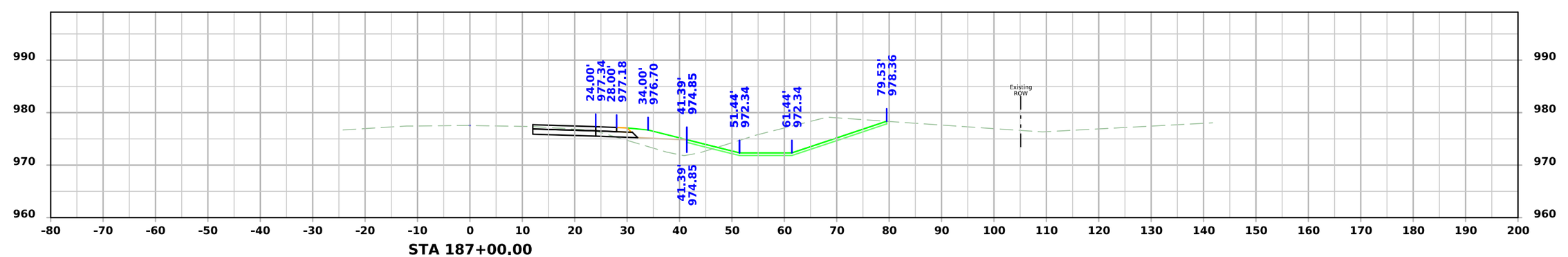

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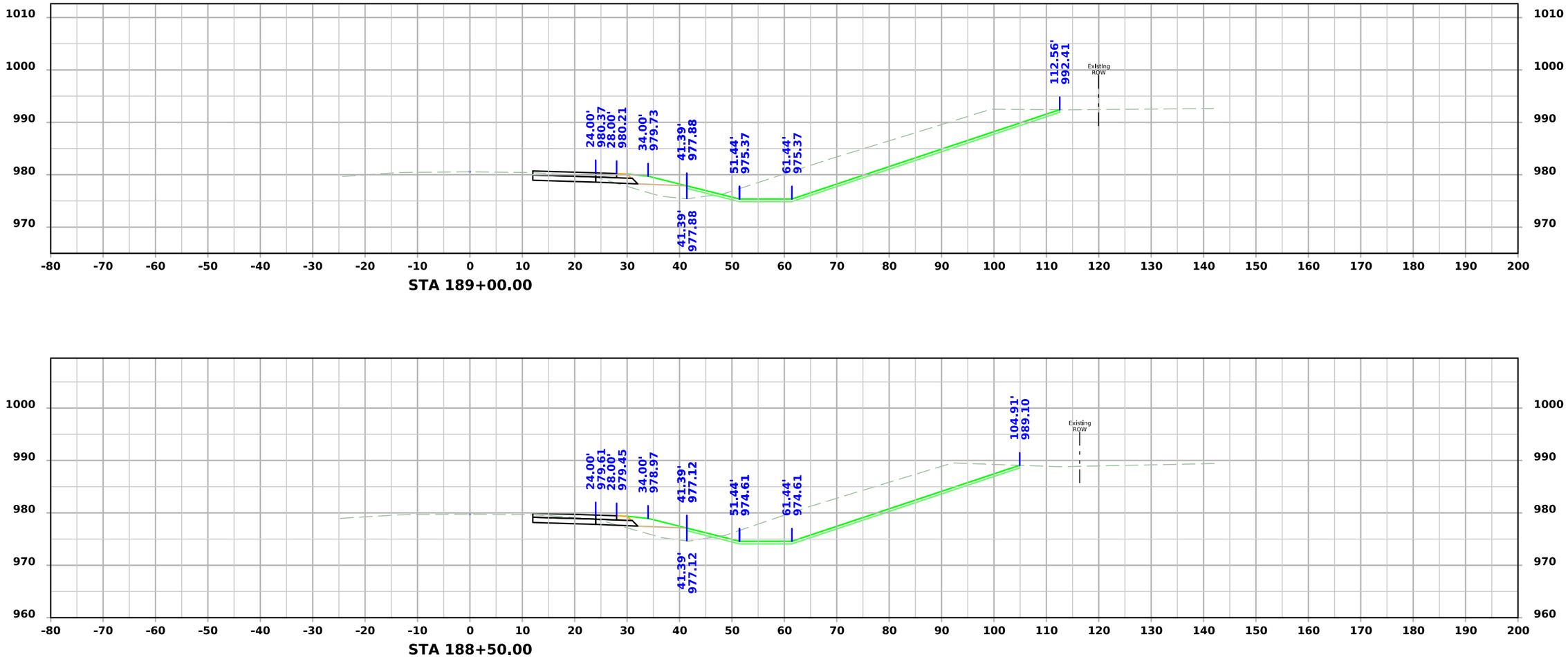
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.17

2:59:53 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

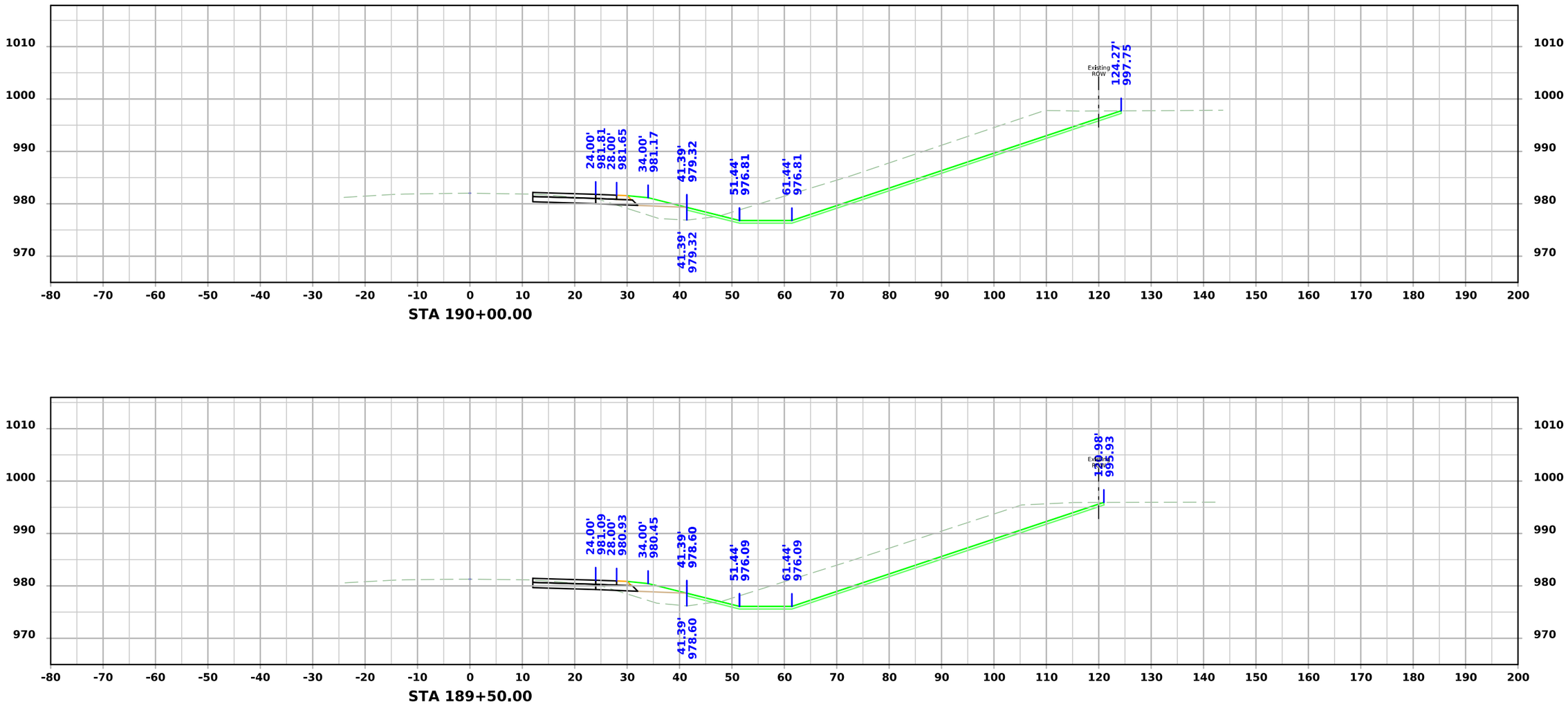
US34



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.18

2:59:59 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

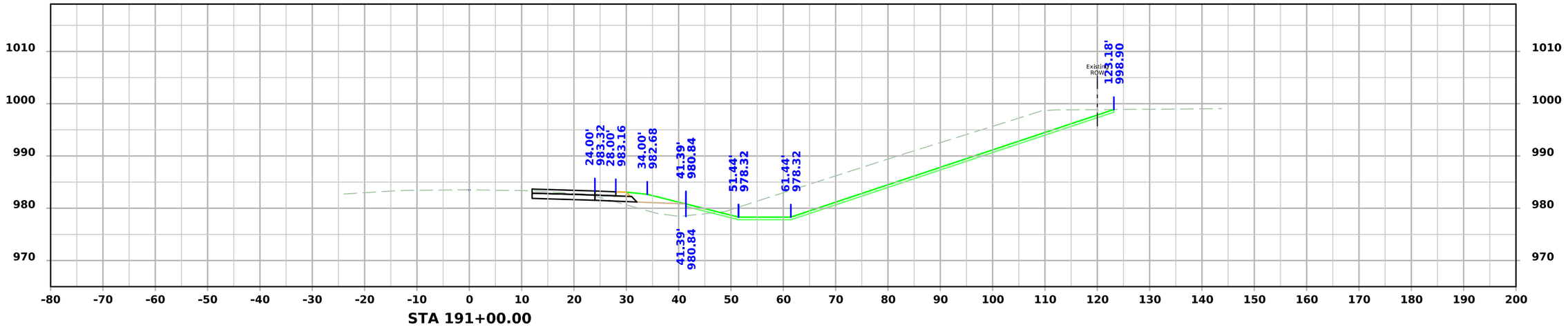
US34



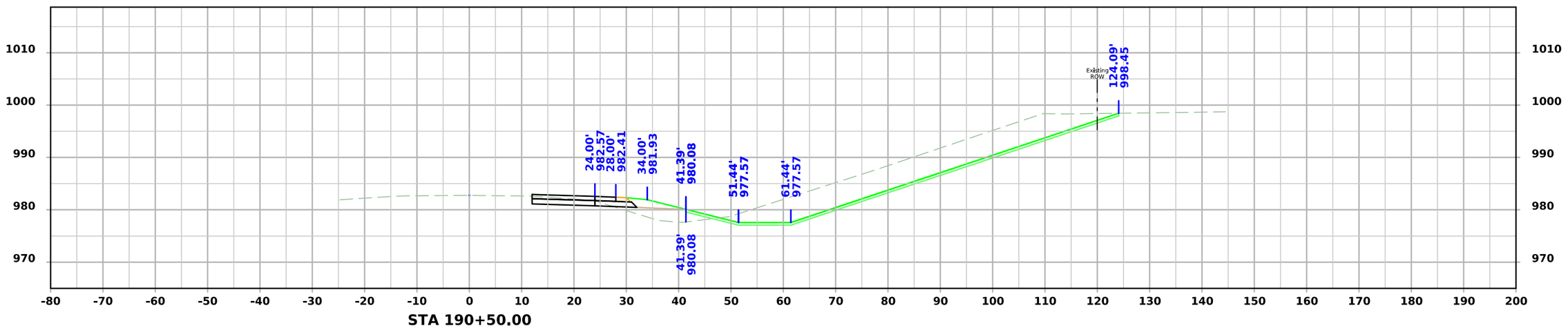
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.19

3:00:05 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



STA 191+00.00



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FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.20

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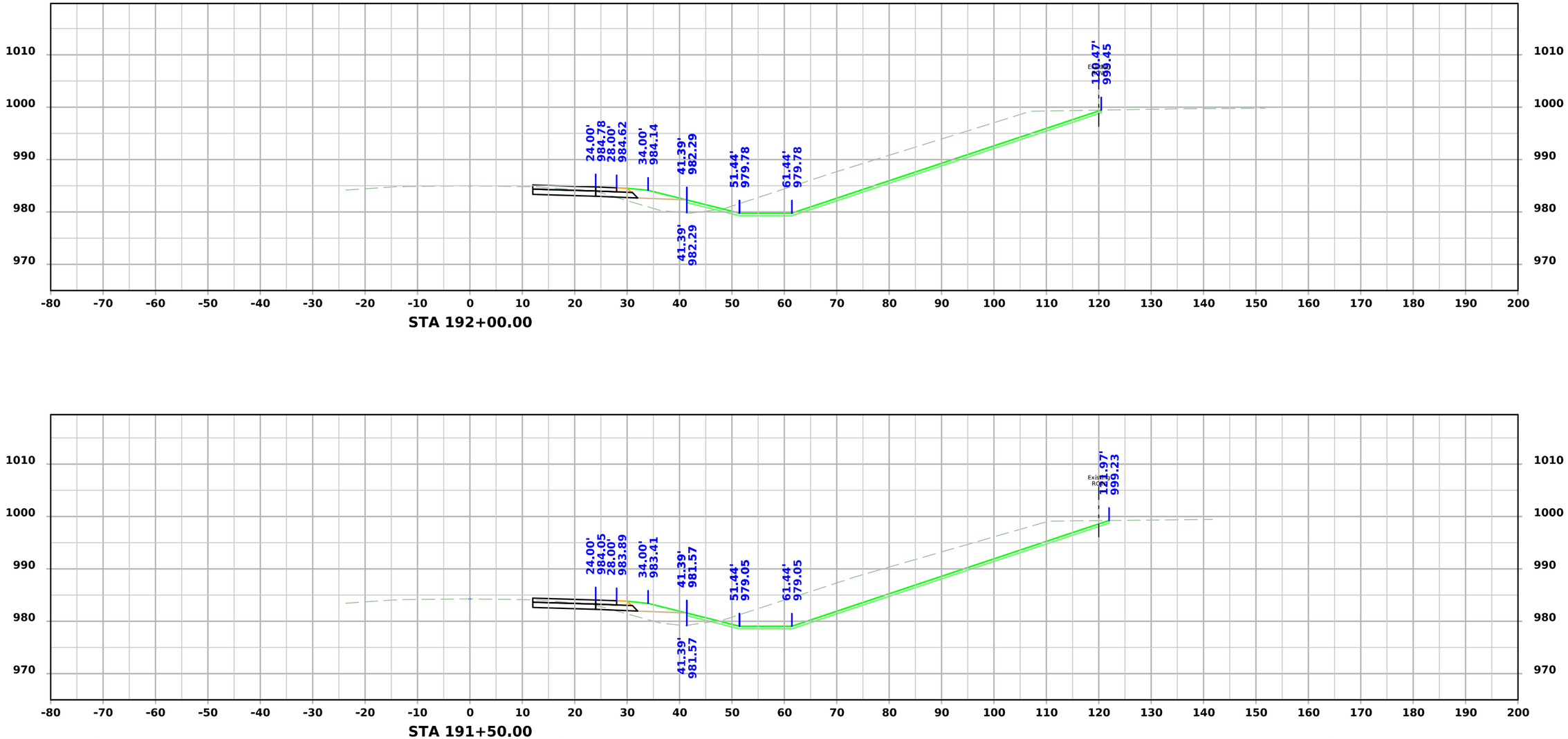
US34



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.21

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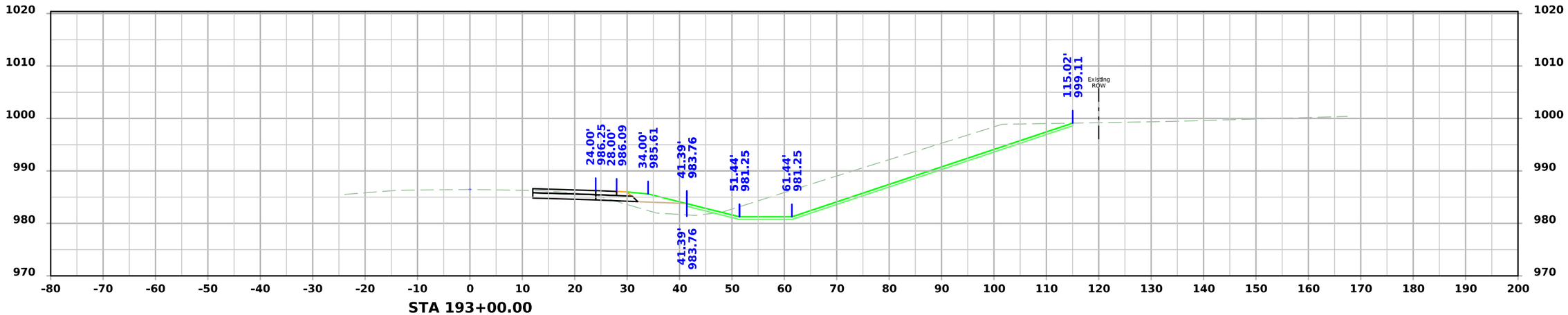
US34



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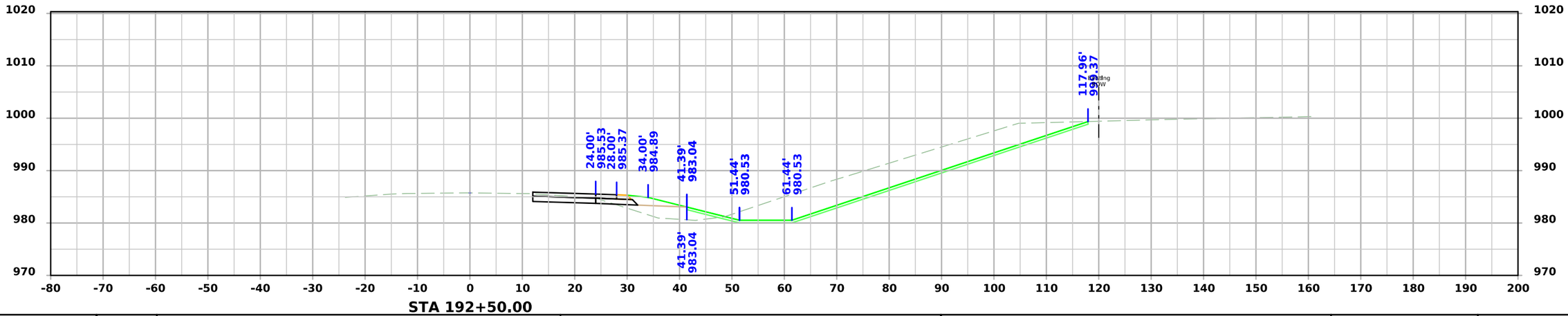

STA 192+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.22	

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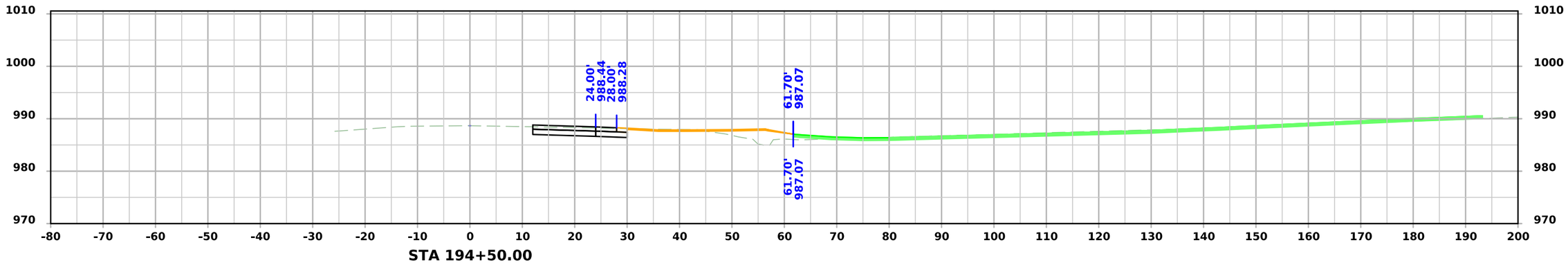
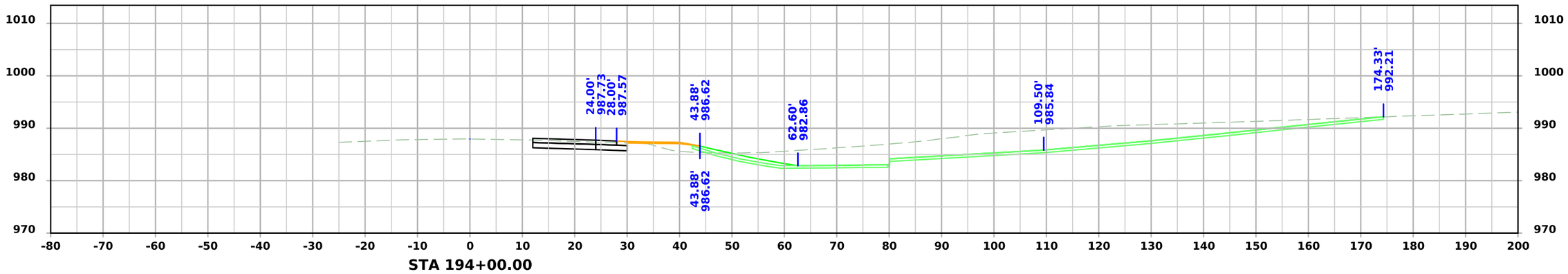
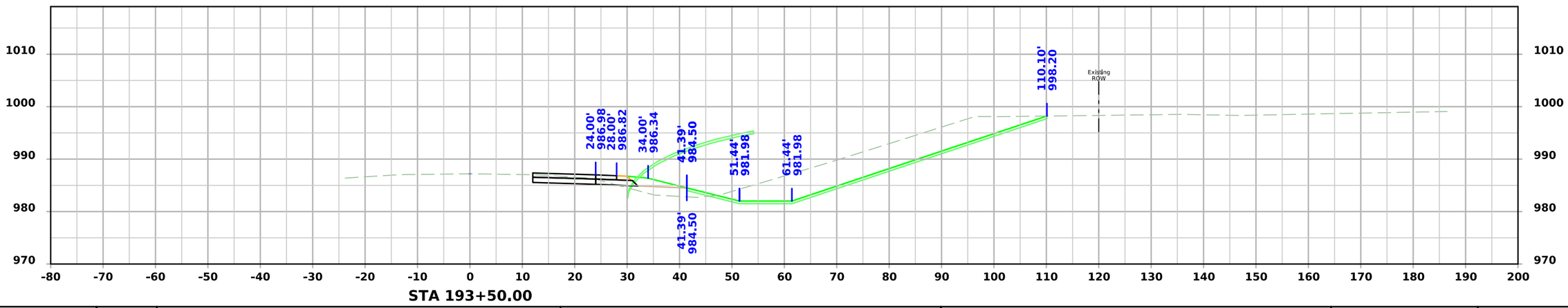
US34



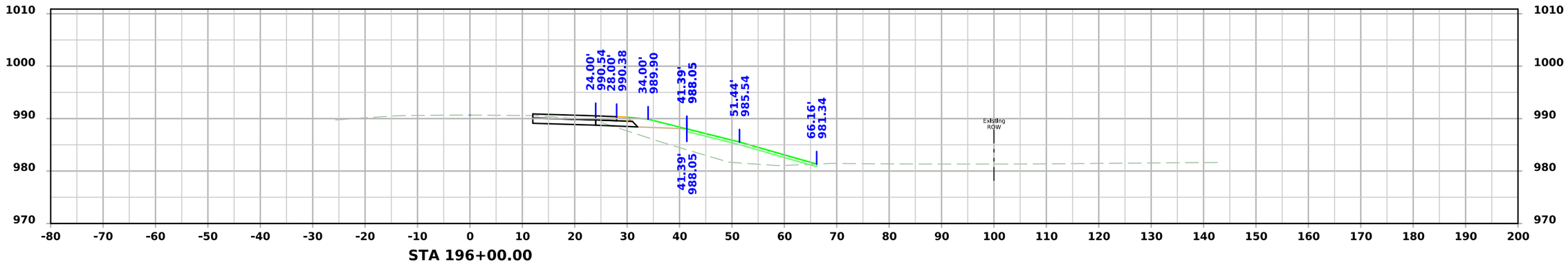




FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.23

3:00:26 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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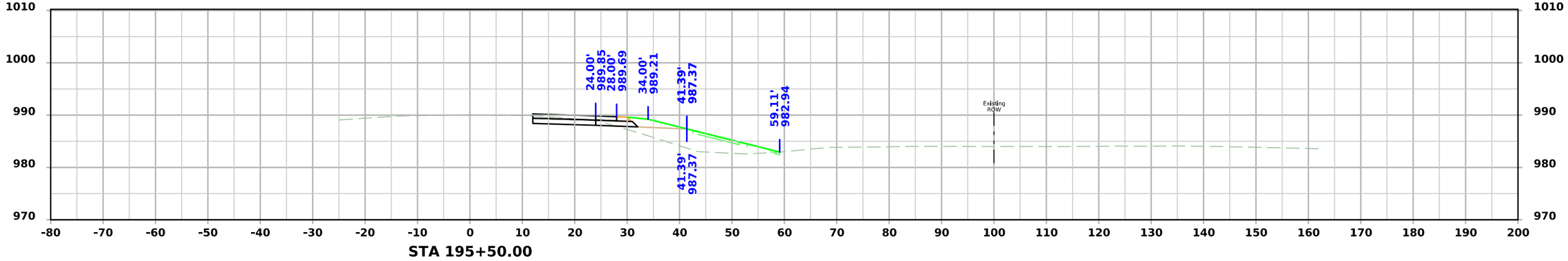

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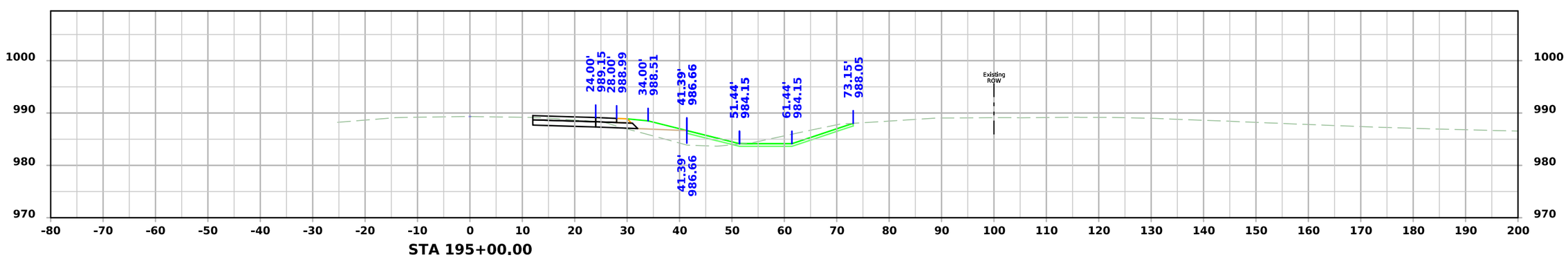
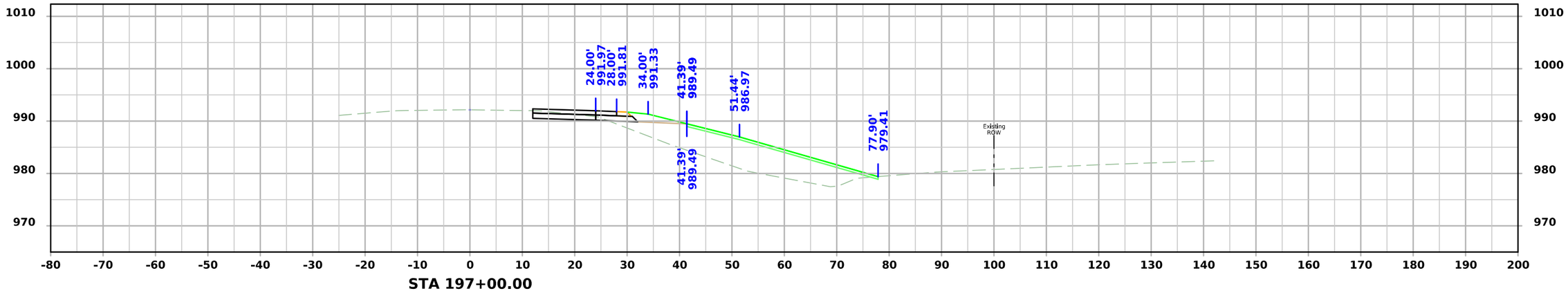


STA 195+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.24

3:00:32 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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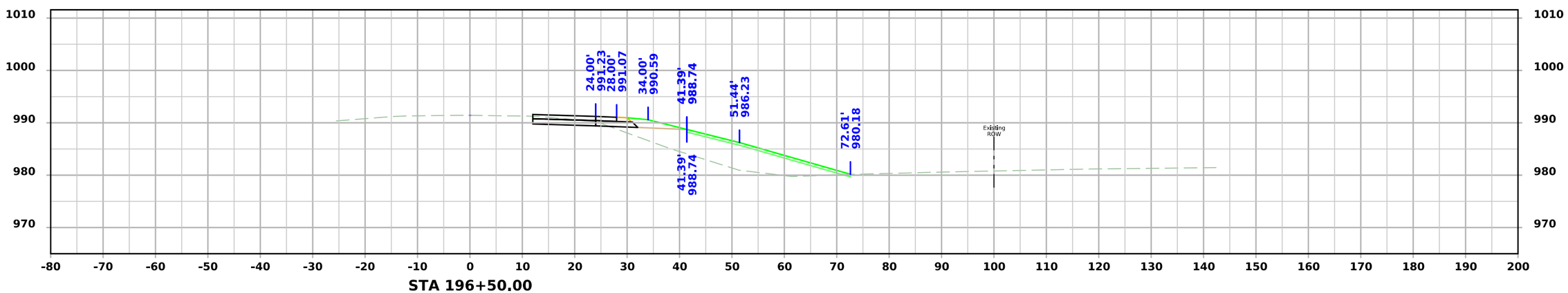
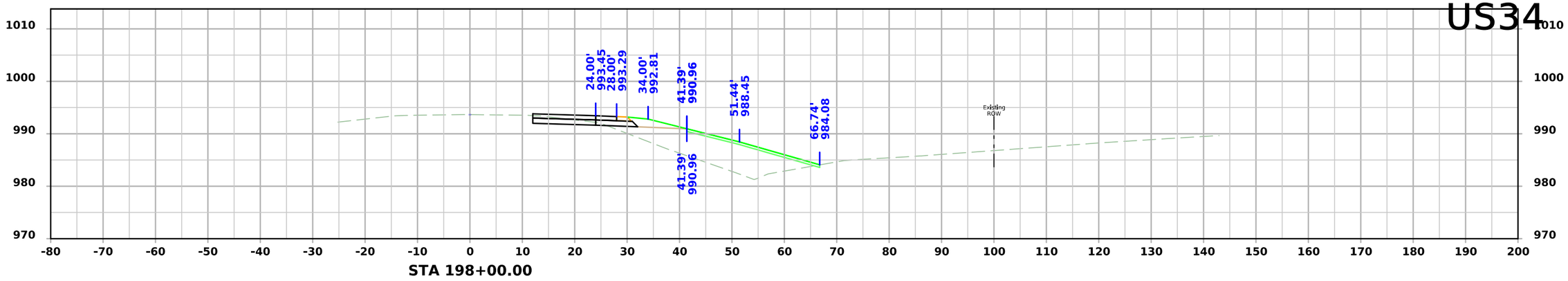


STA 196+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.25

3:00:37 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn



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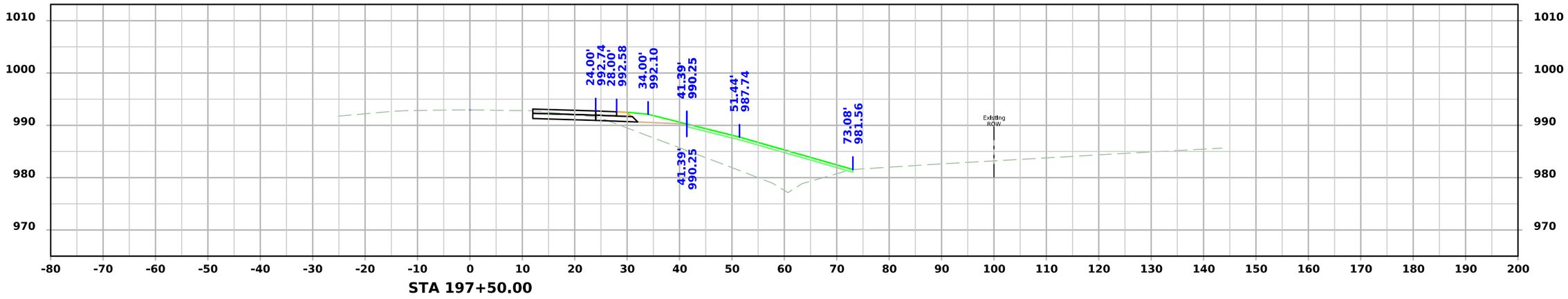

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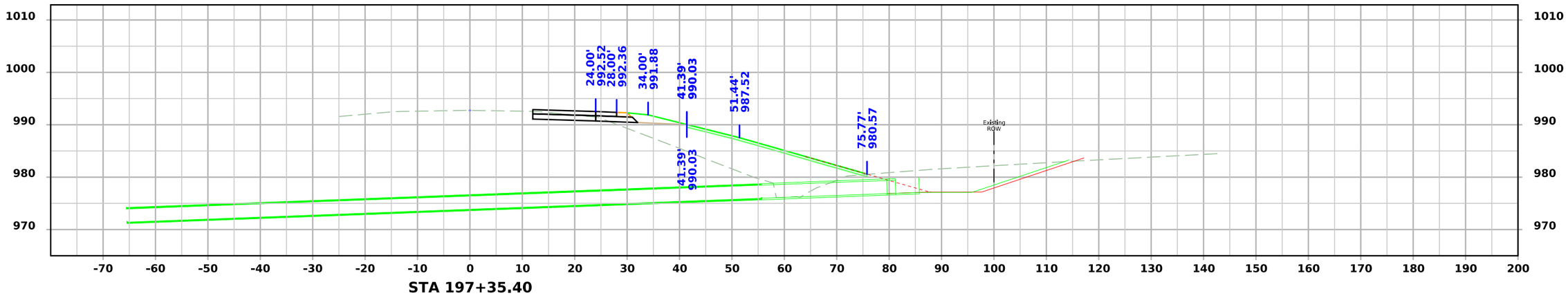

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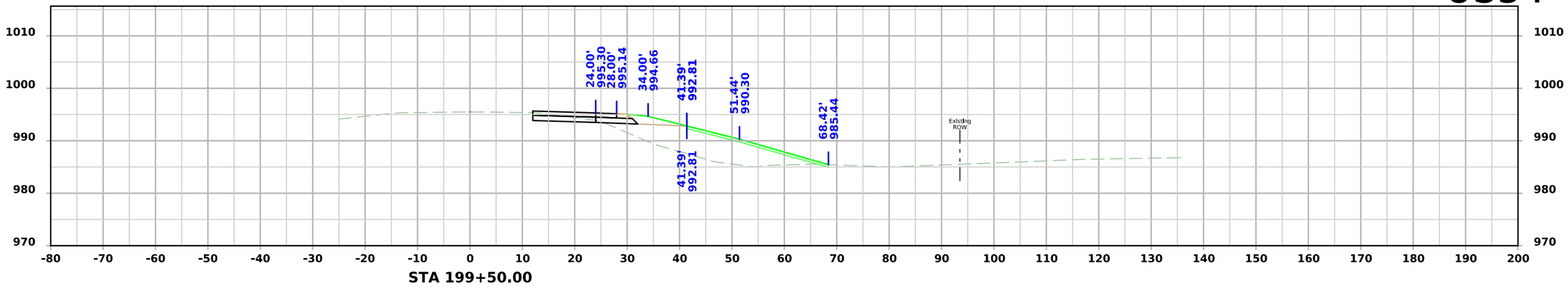
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.26

3:00:43 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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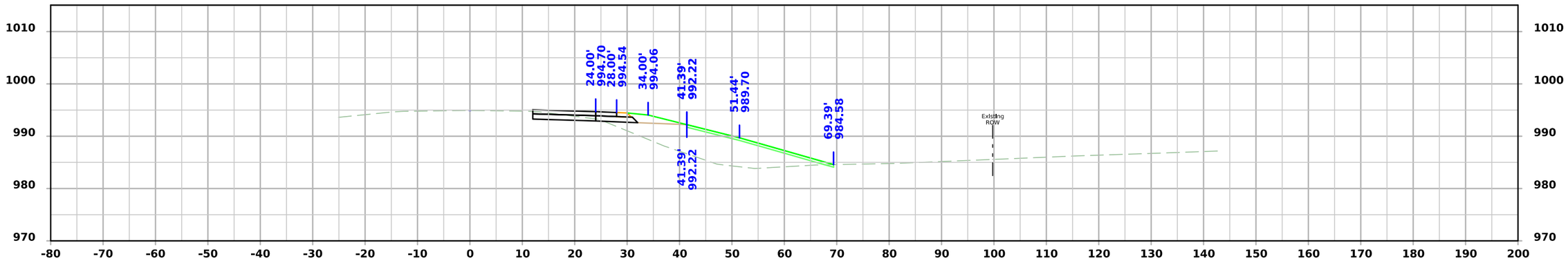
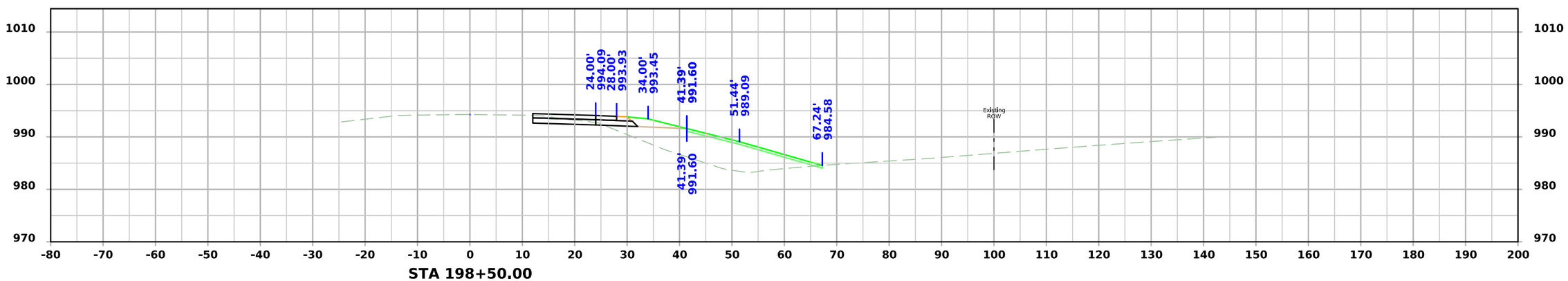


STA 199+00.00

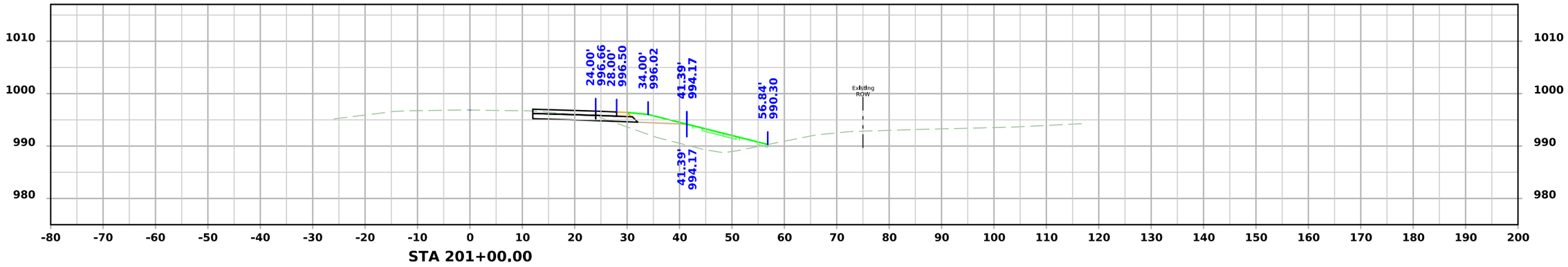


STA 198+50.00

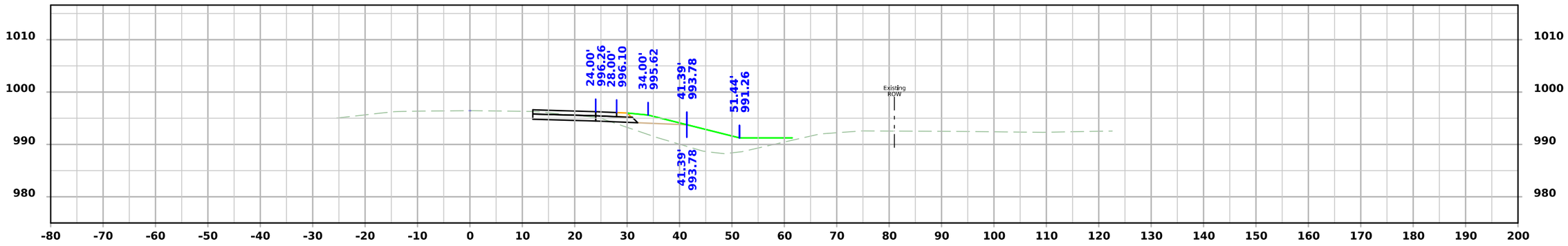
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.27

3:00:49 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

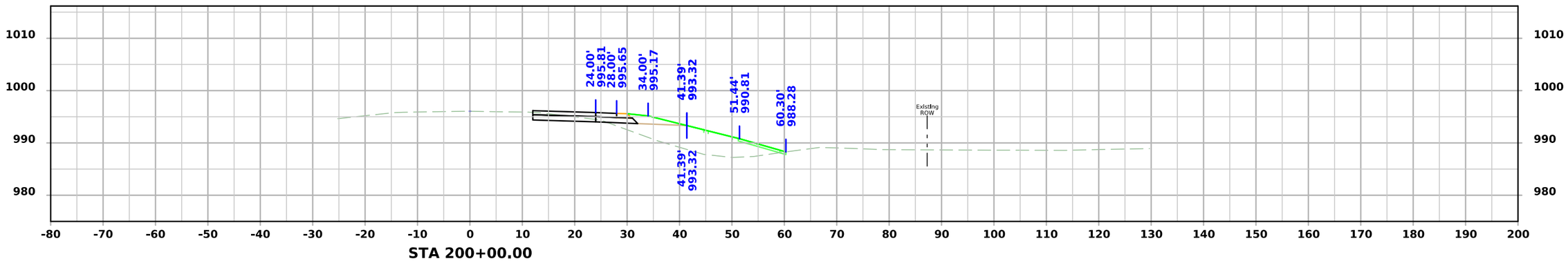
US34



STA 201+00.00



STA 200+50.00

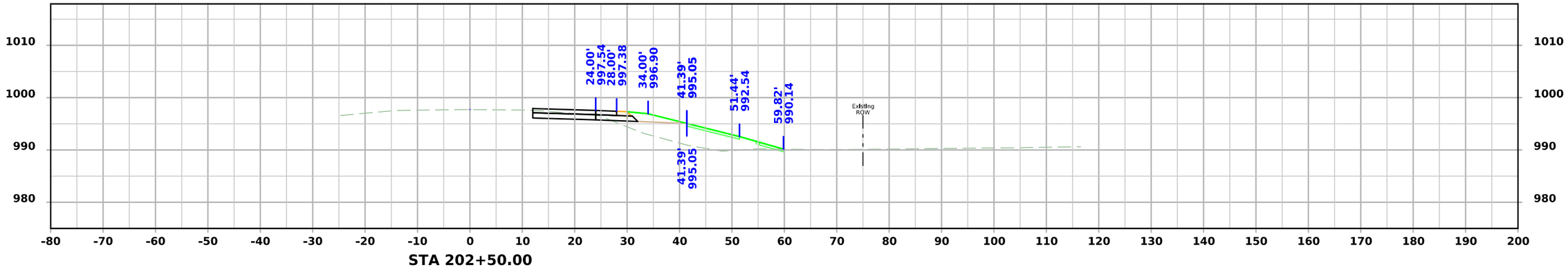


STA 200+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.28	

3:00:55 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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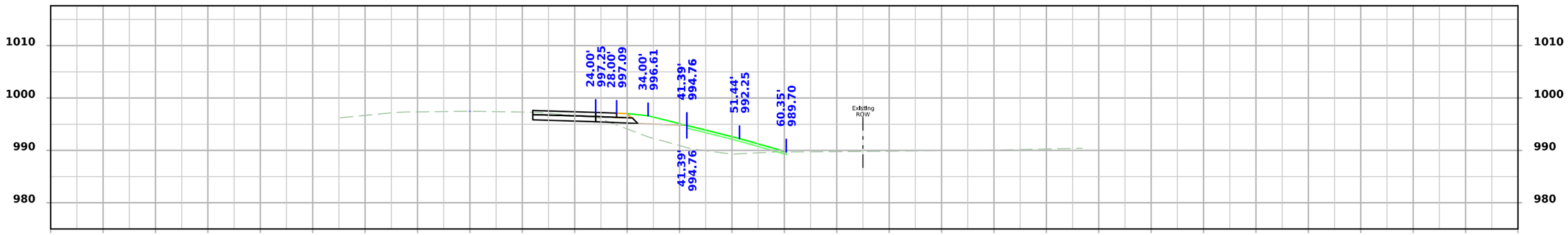
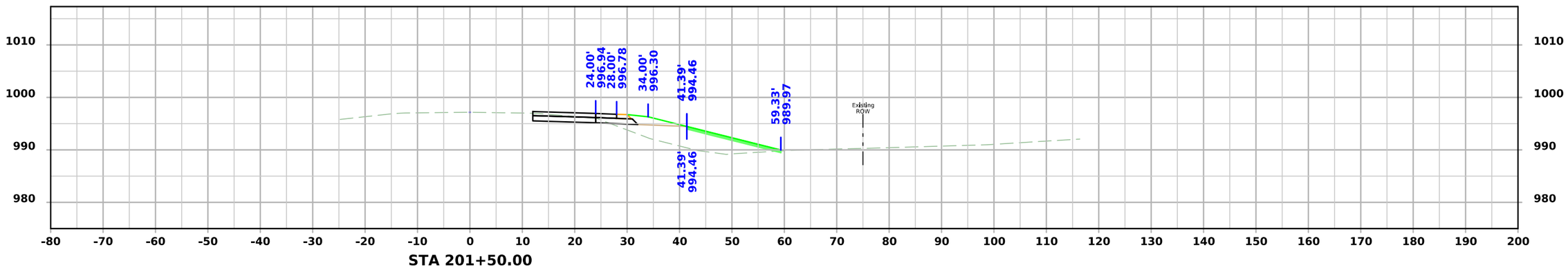


STA 202+00.00

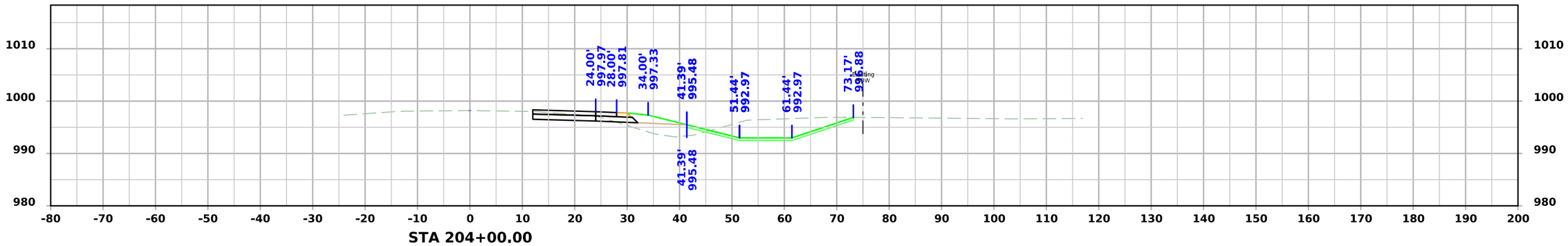


STA 201+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.29

3:01:01 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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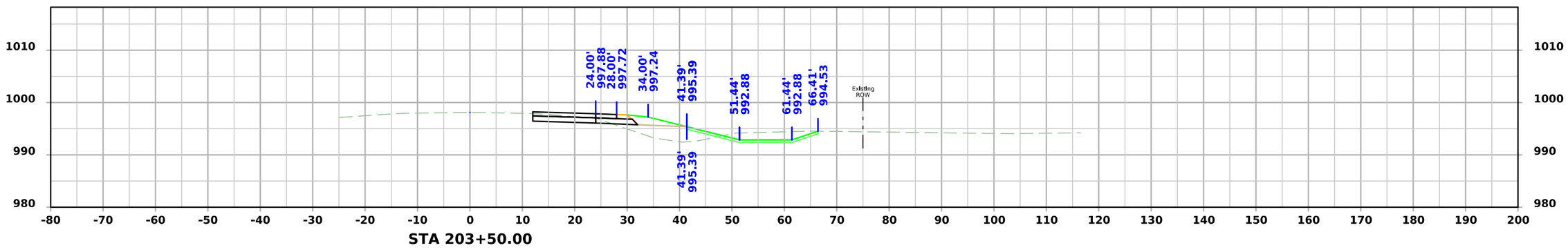

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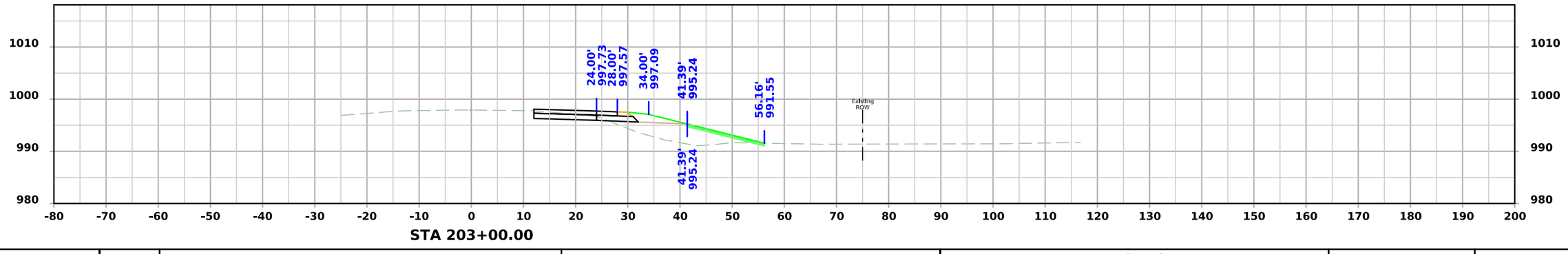
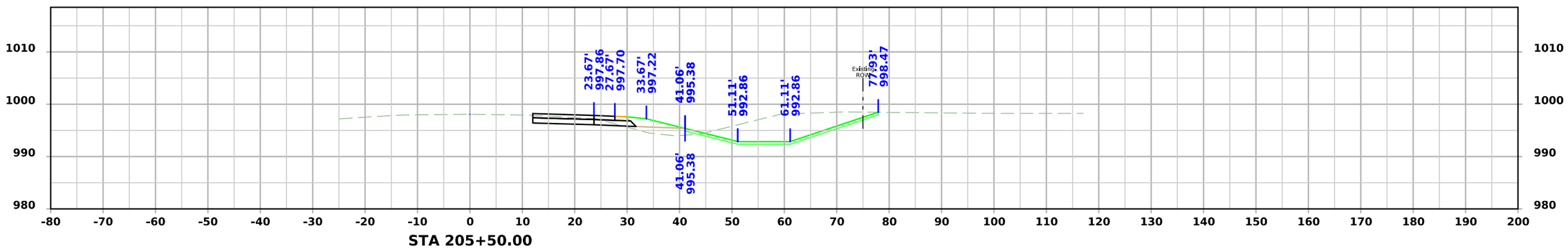


STA 203+00.00

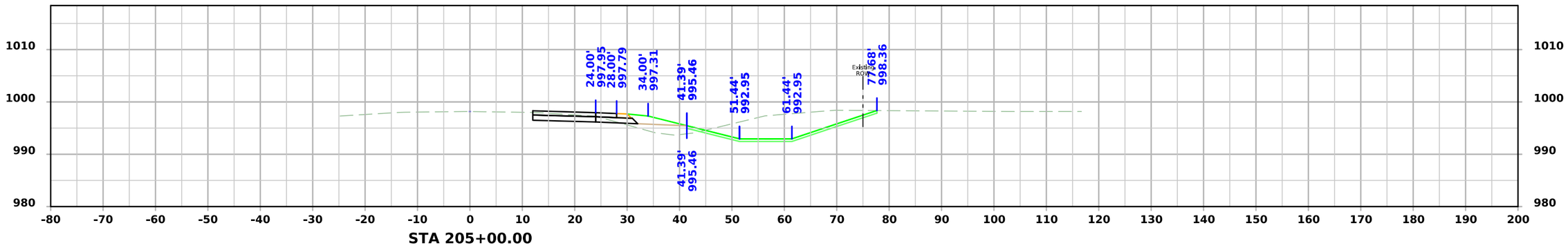
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.30

3:01:07 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



STA 205+50.00



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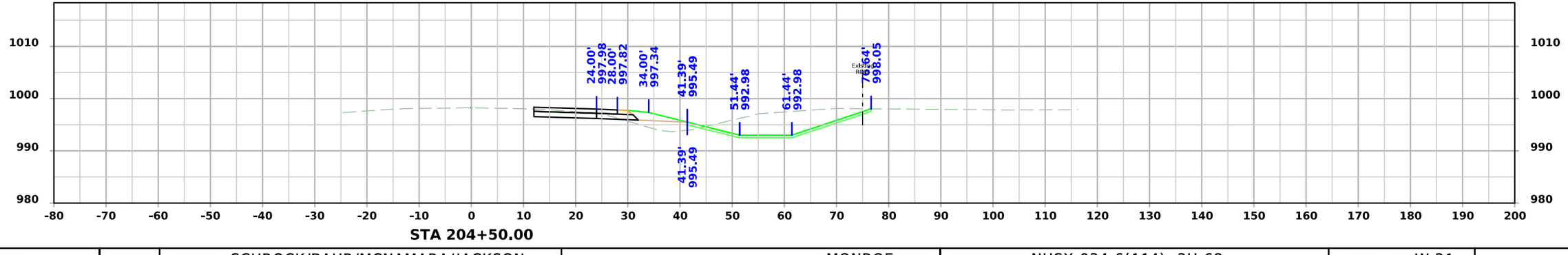
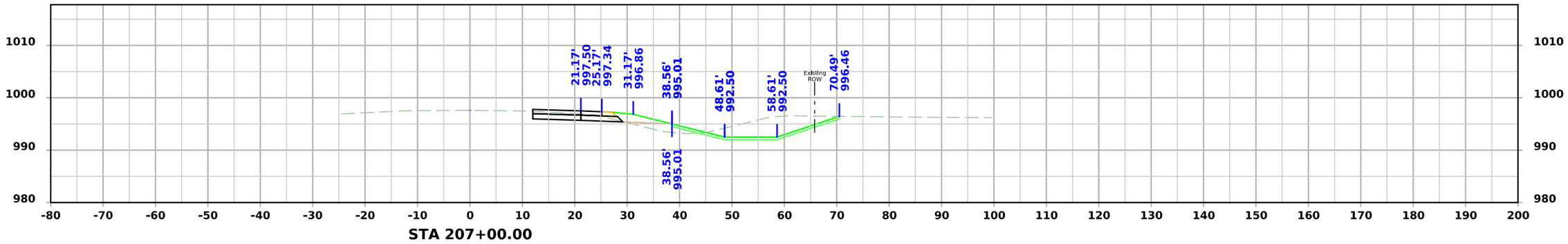


STA 204+50.00

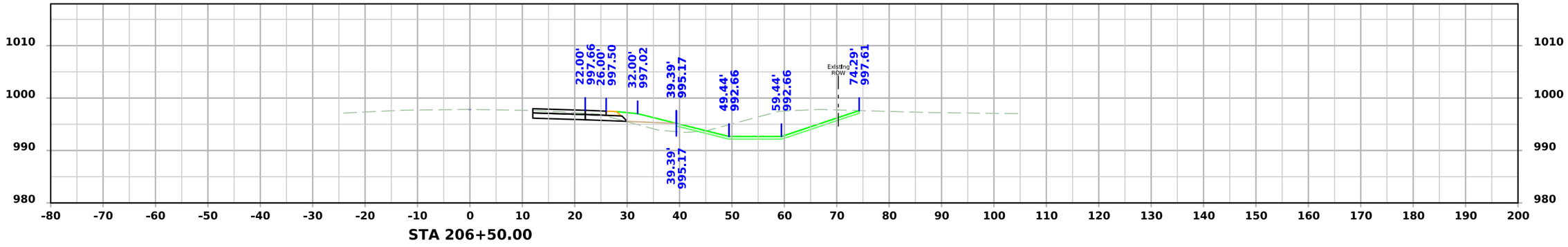
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.31

3:01:14 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



STA 207+00.00



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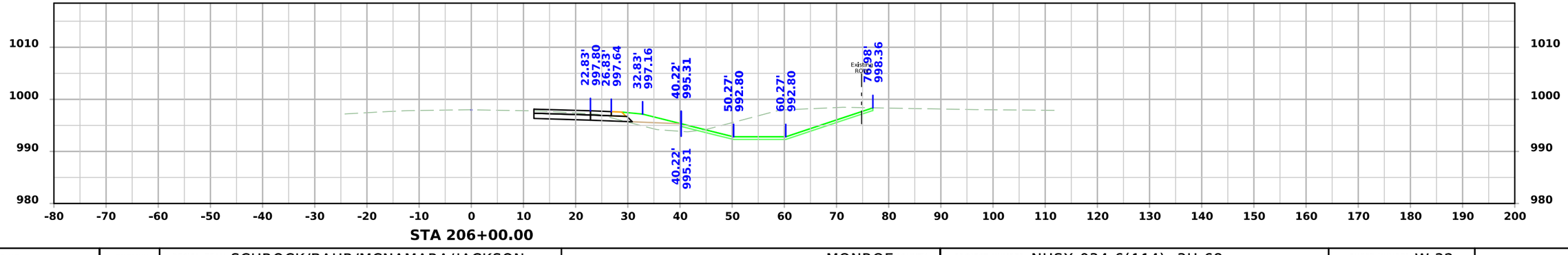
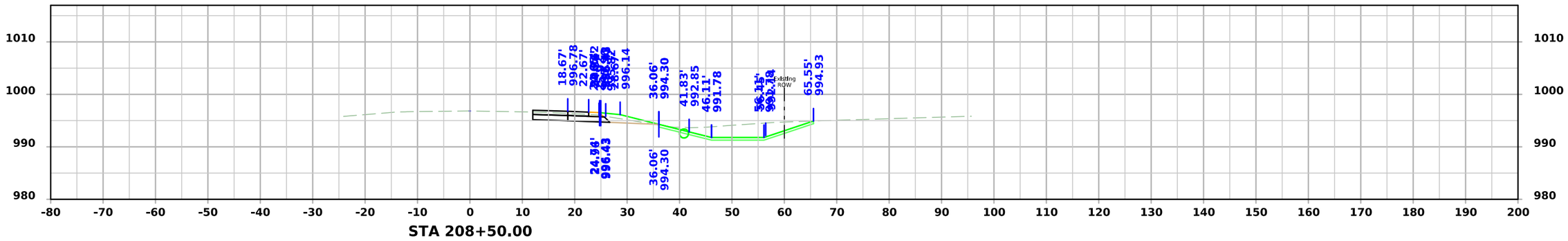


STA 206+00.00

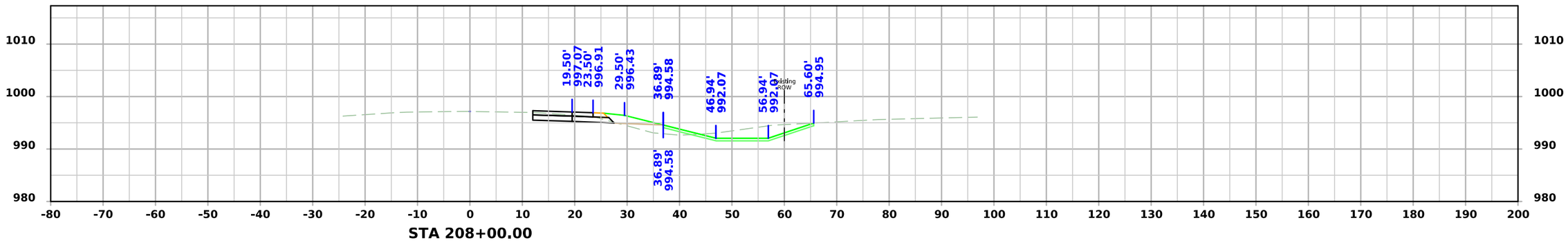
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.32

3:01:20 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



STA 208+50.00



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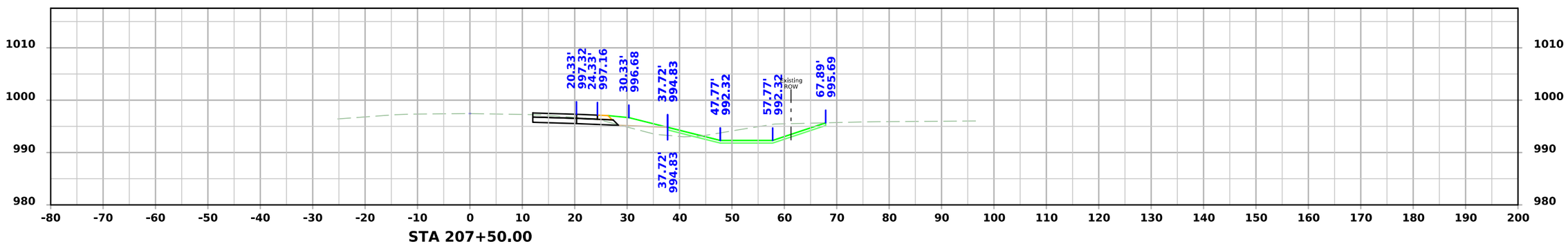
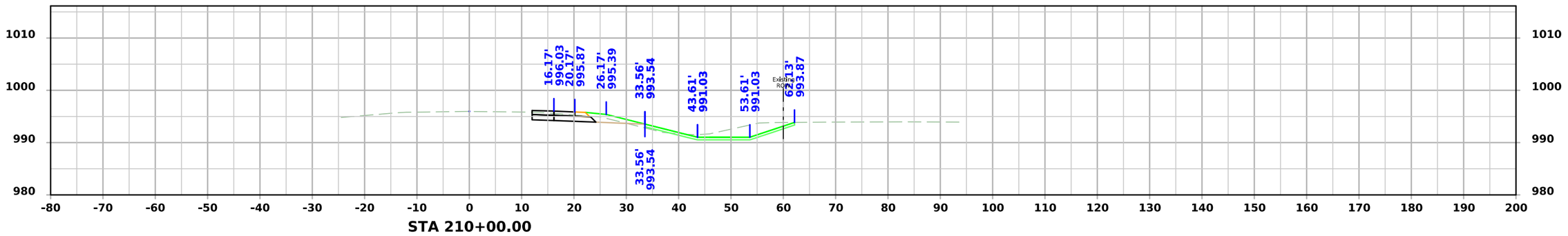


STA 207+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.33

3:01:26 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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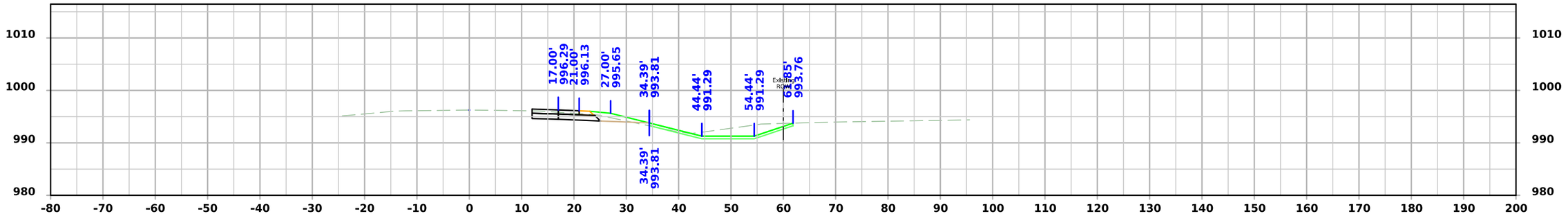

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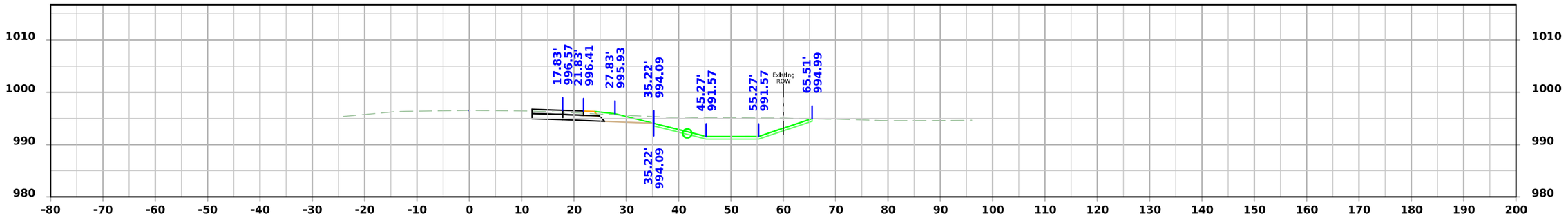
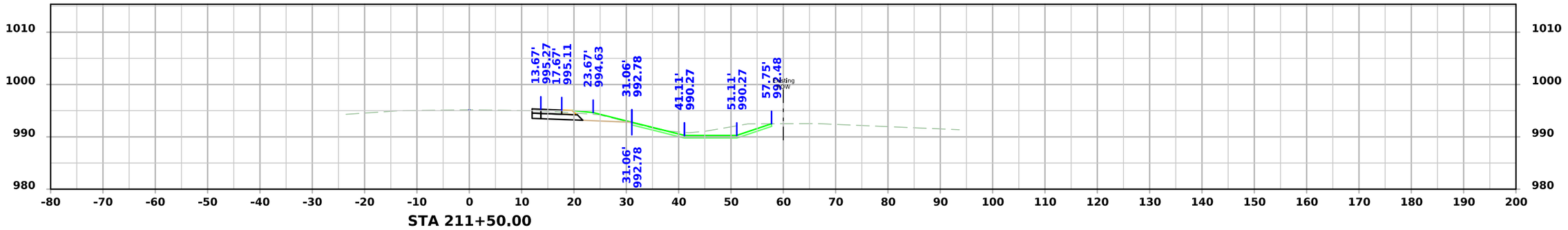


STA 209+00.00

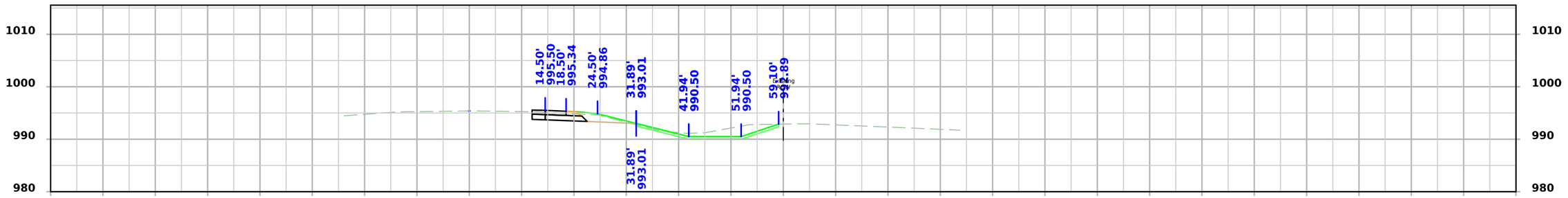
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.34

3:01:33 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



STA 211+50.00



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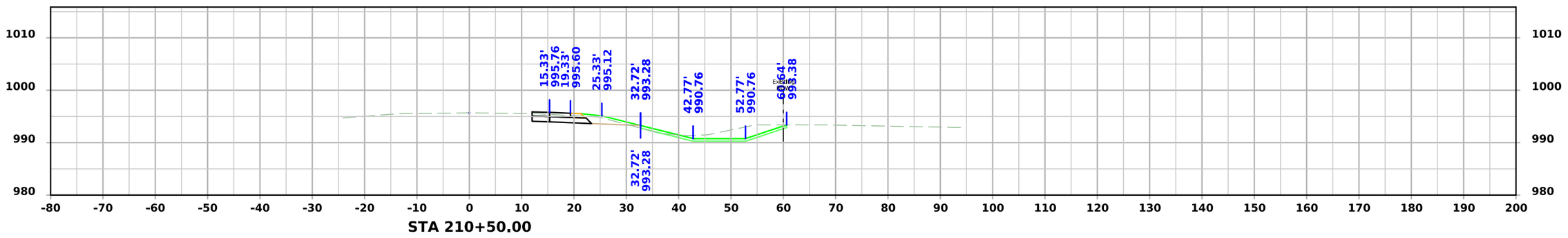
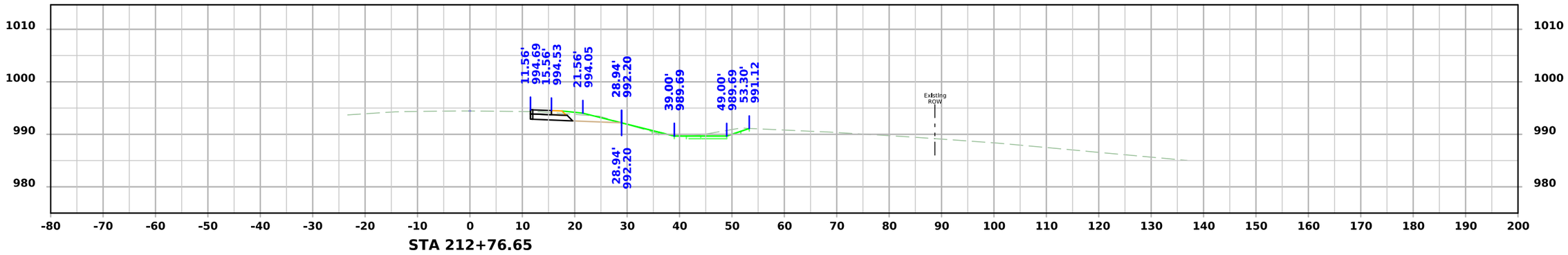


STA 210+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.35

3:01:39 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



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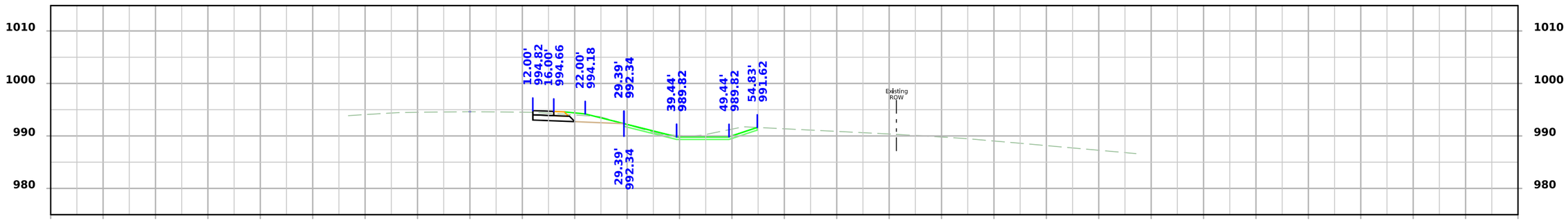

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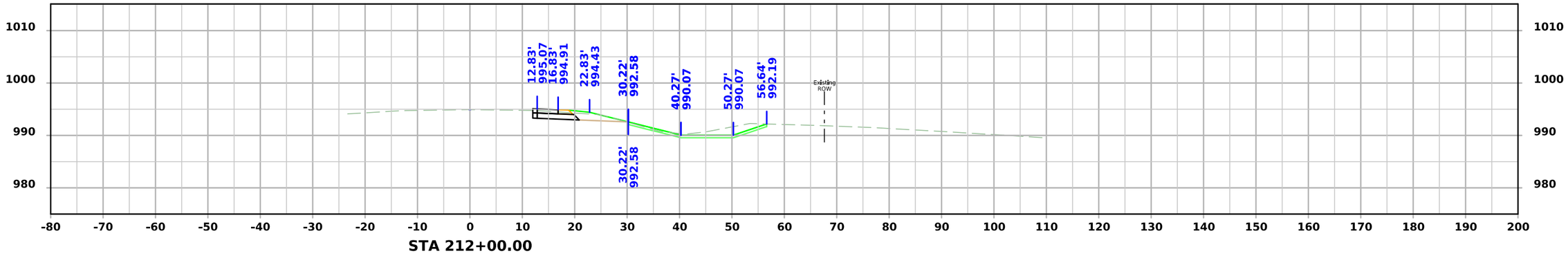
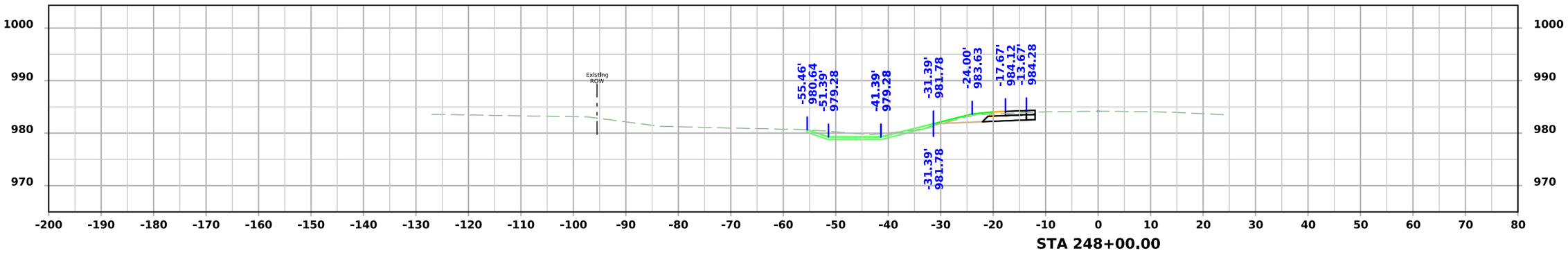


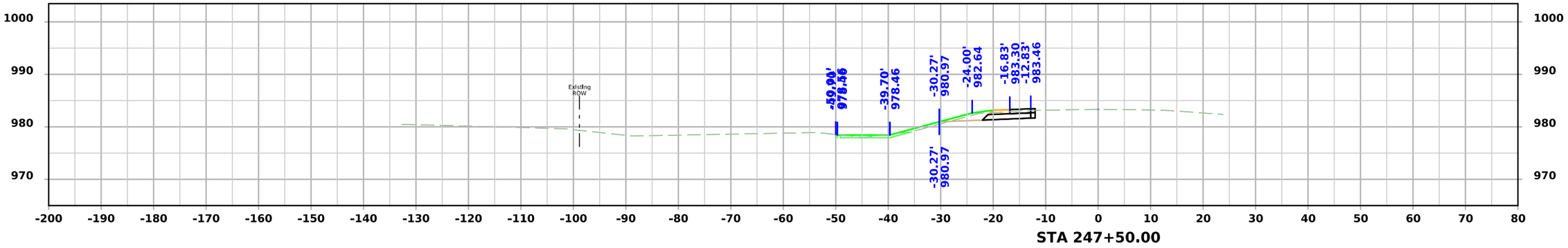
STA 212+00.00

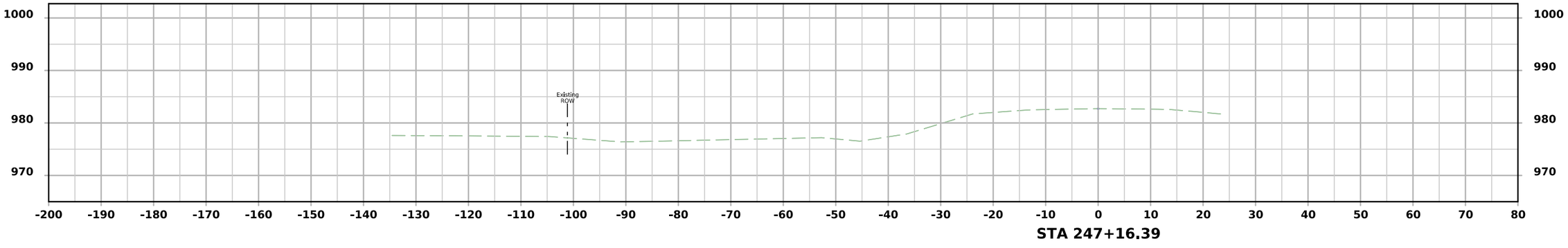
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.36

3:01:44 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W02.dgn

US34



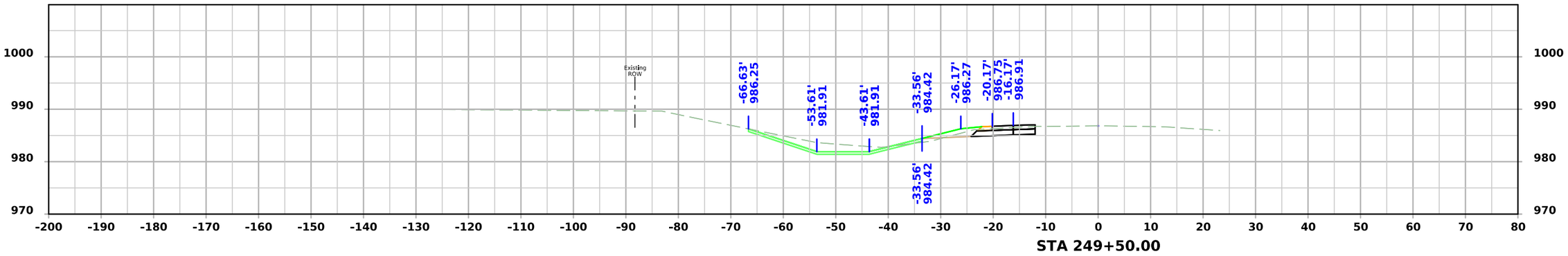




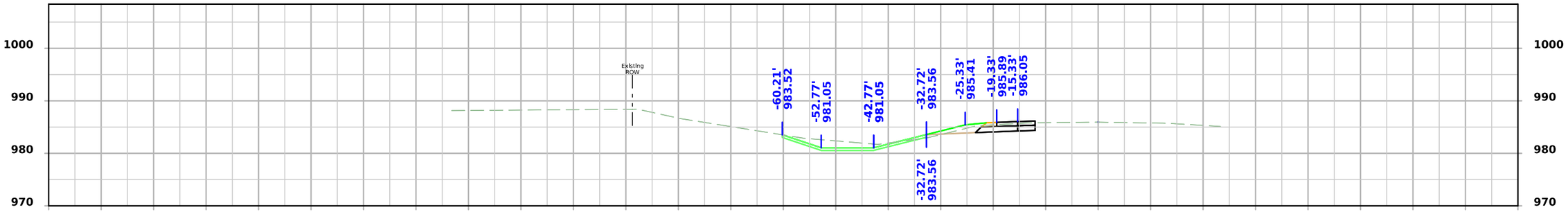
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.37

3:02:11 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

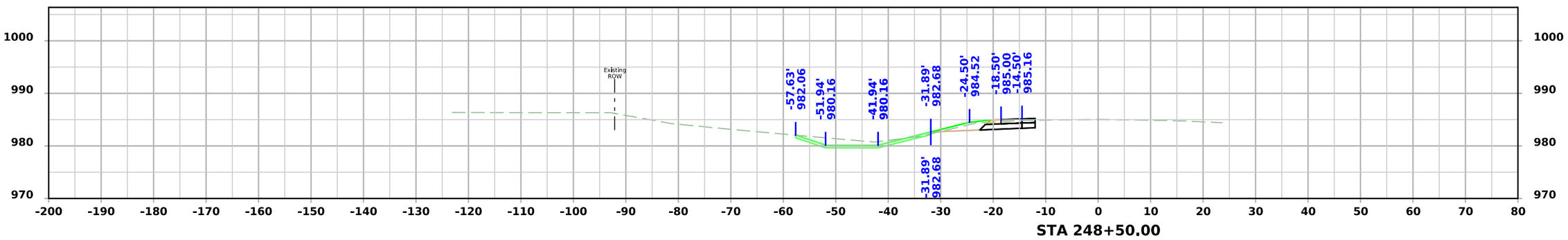
US34



STA 249+50.00



STA 249+00.00

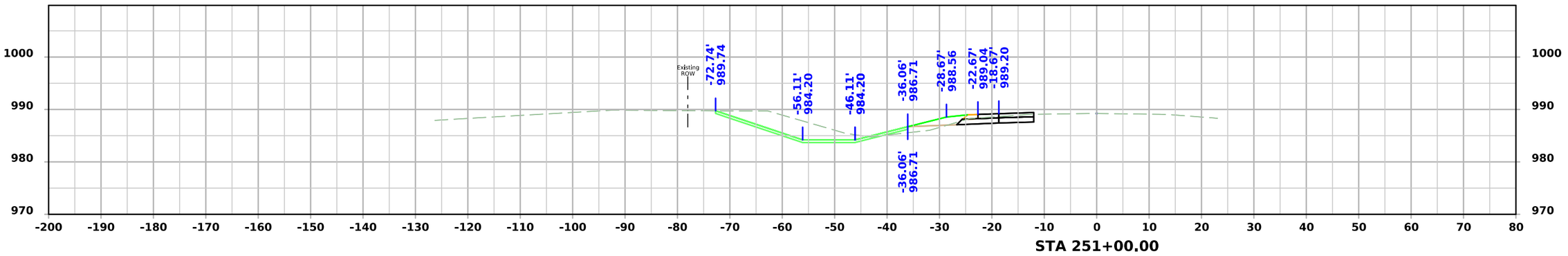


STA 248+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.38

3:02:15 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



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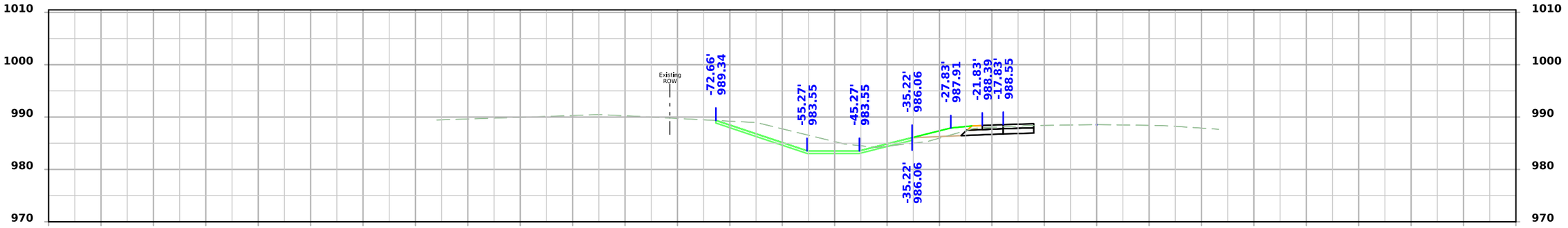
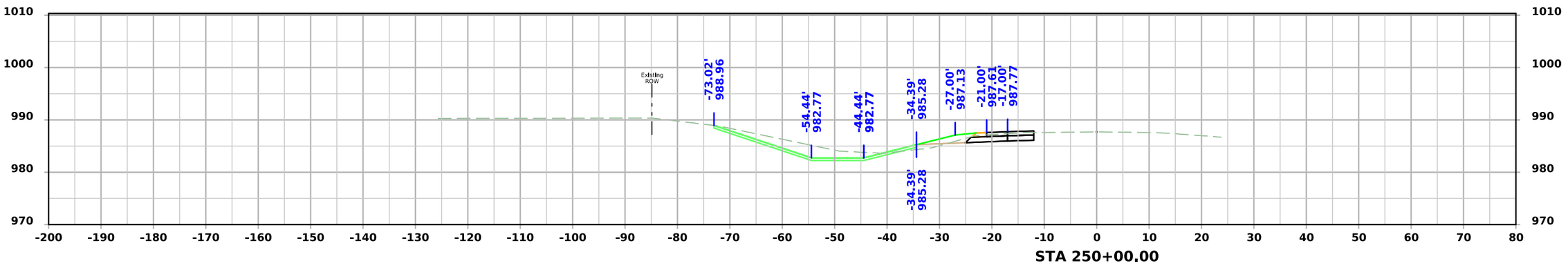


STA 250+50.00

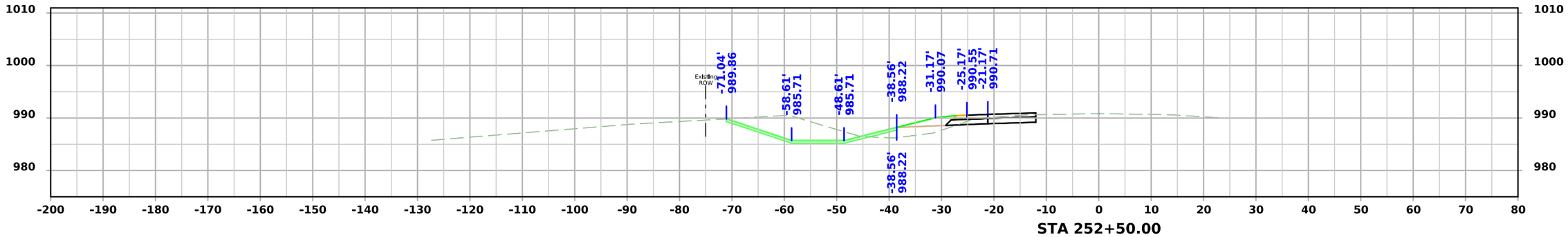


STA 250+00.00

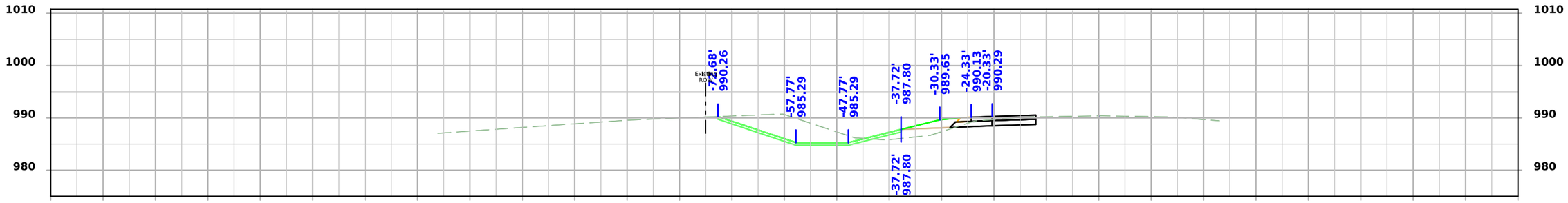
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.39

3:02:19 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

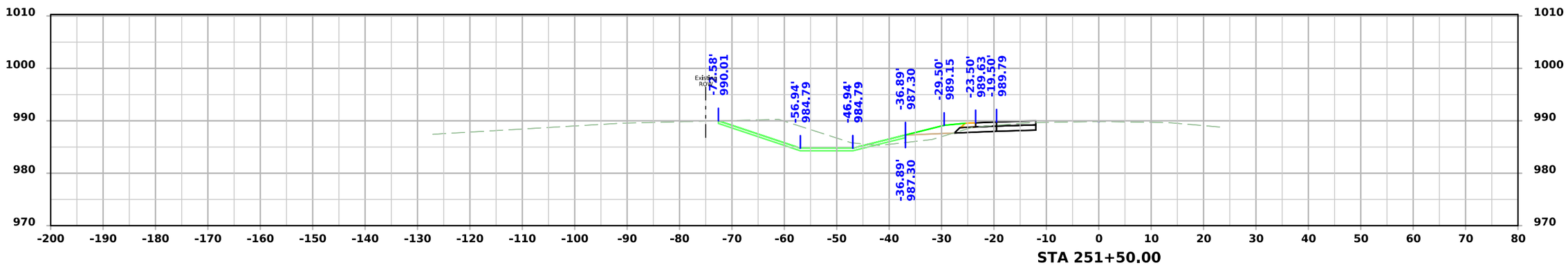
US34



STA 252+50.00



STA 252+00.00

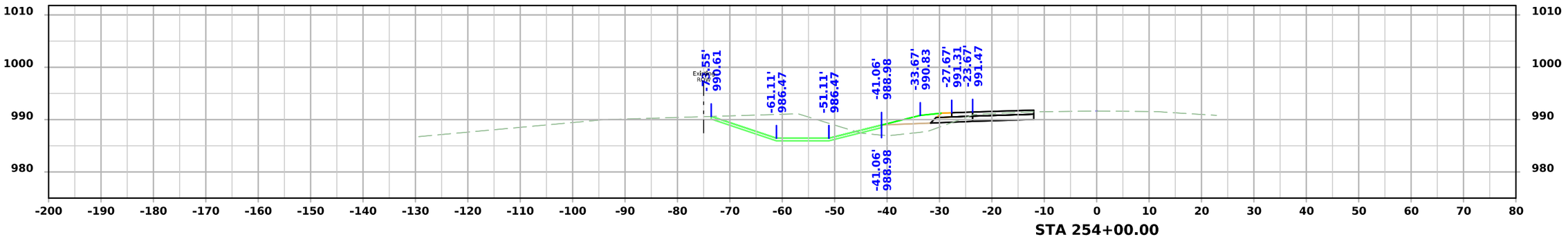


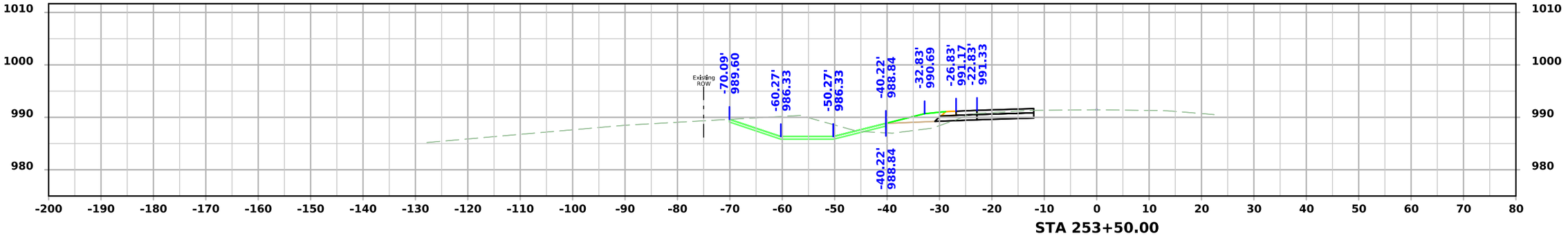
STA 251+50.00

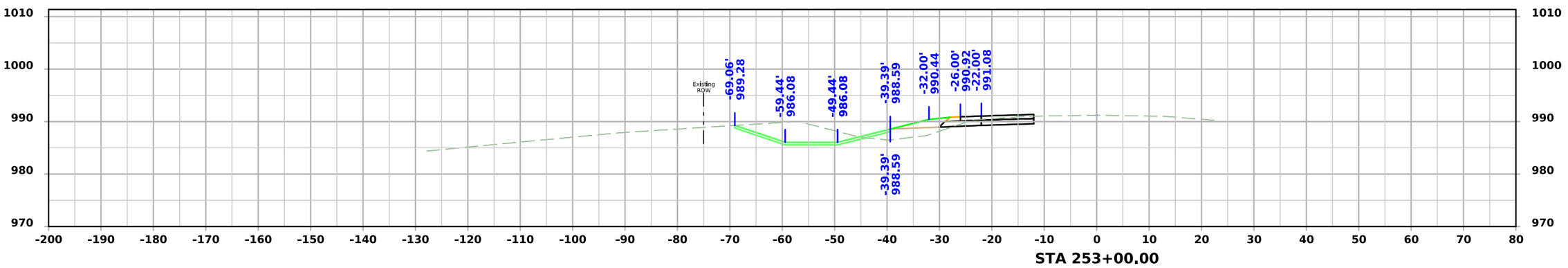
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.40

3:02:23 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



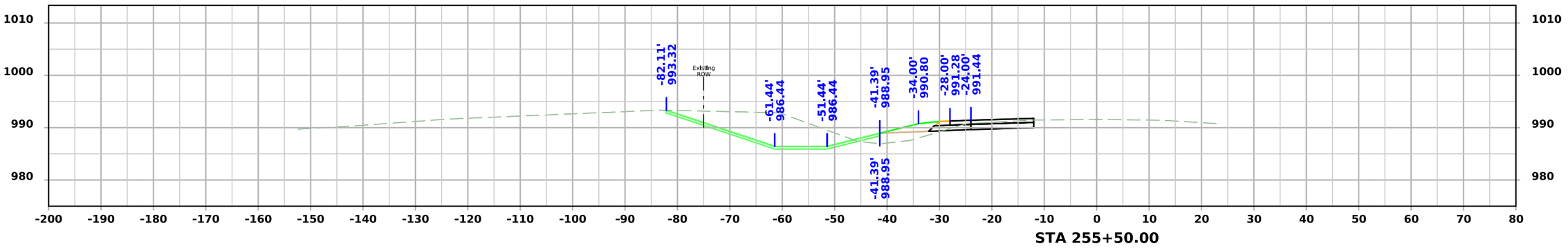




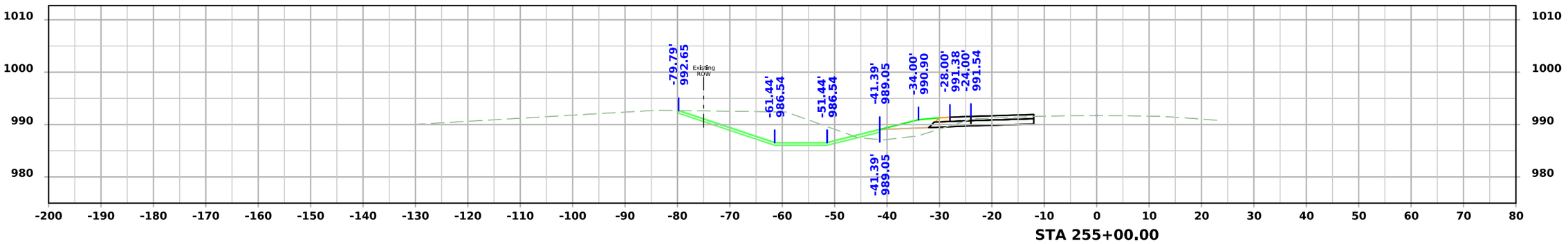
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.41

3:02:28 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

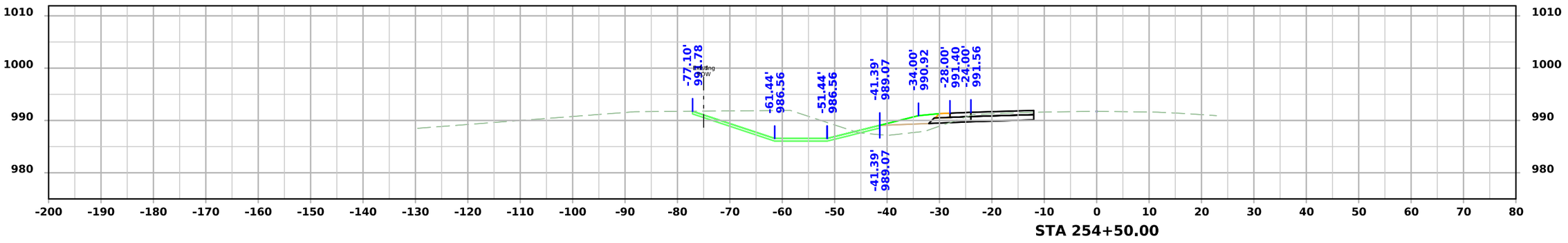
US34



STA 255+50.00



STA 255+00.00

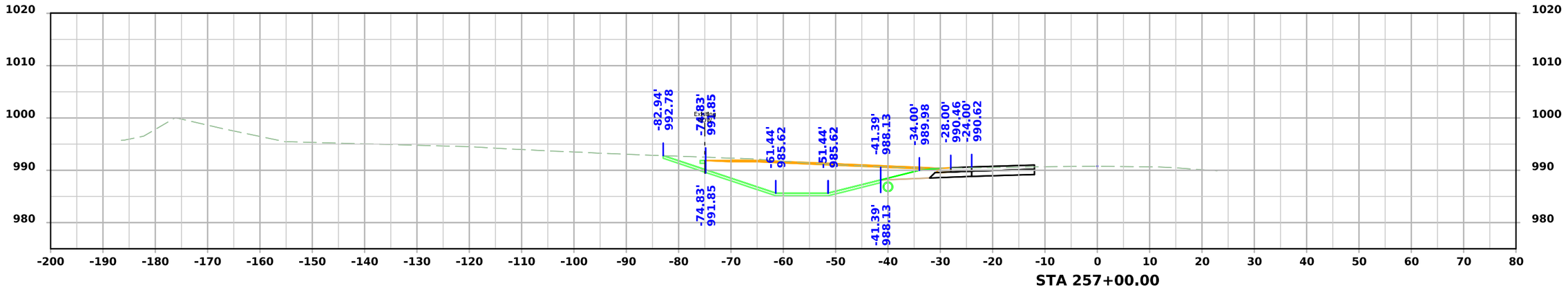


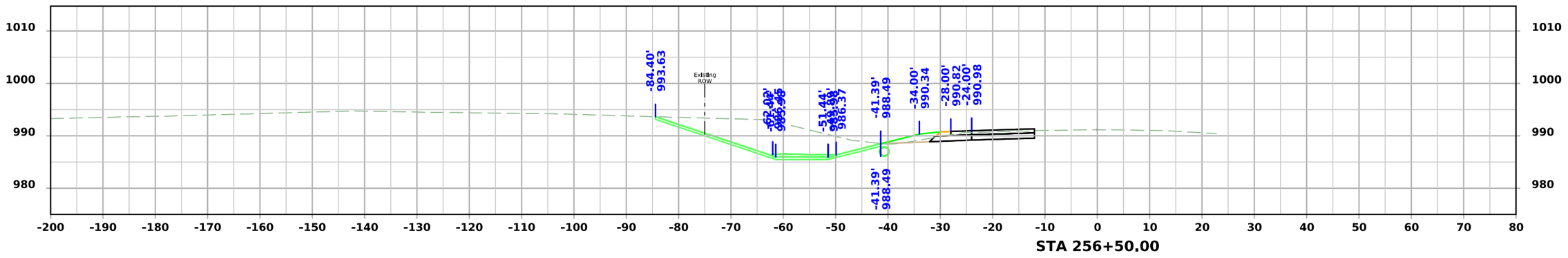
STA 254+50.00

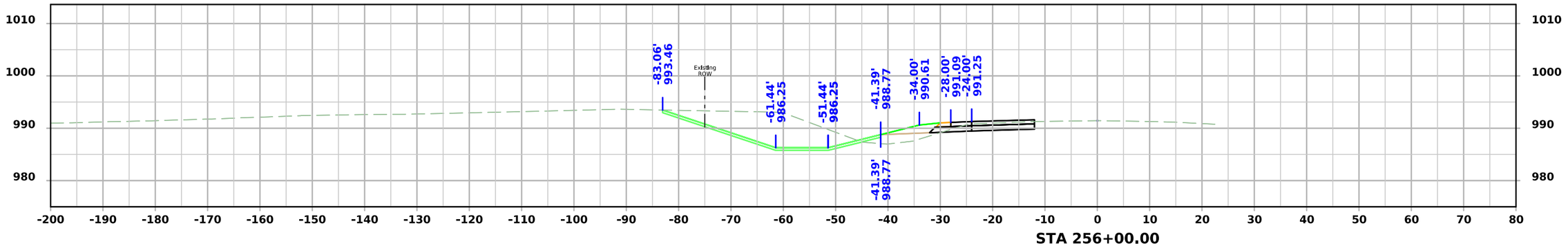
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.42

3:02:32 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



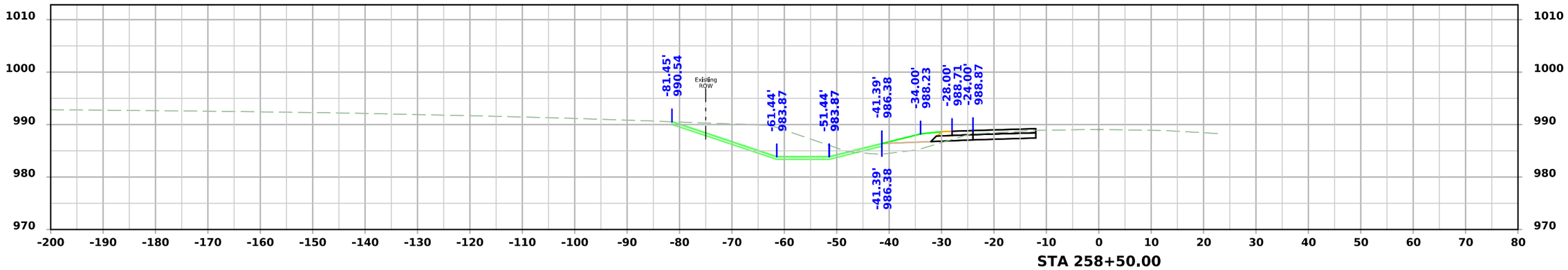




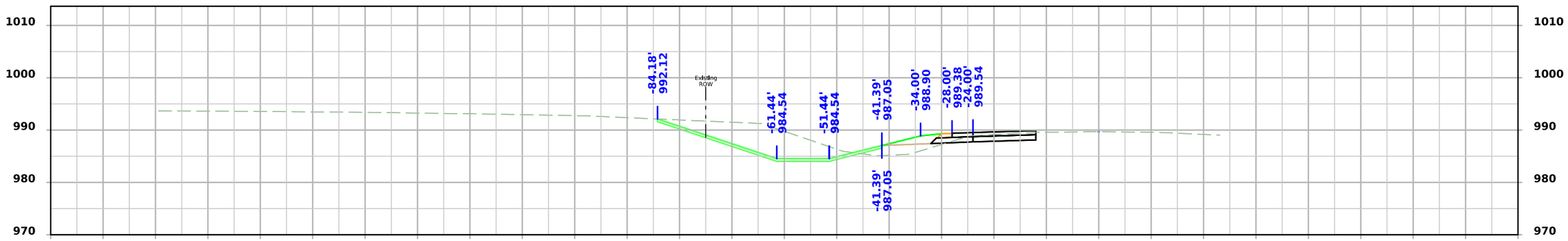
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.43

3:02:36 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

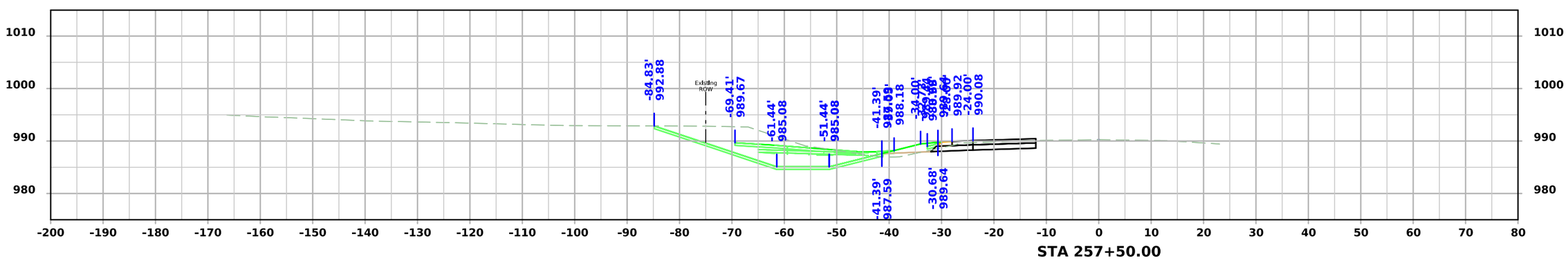
US34



STA 258+50.00



STA 258+00.00

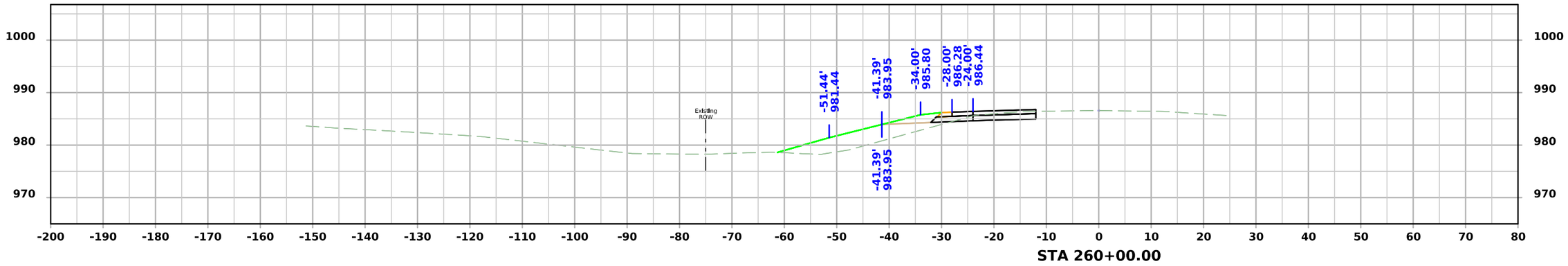


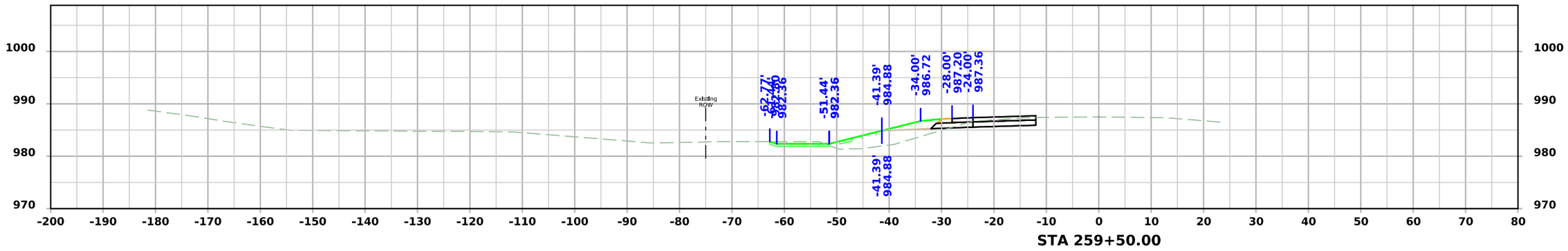
STA 257+50.00

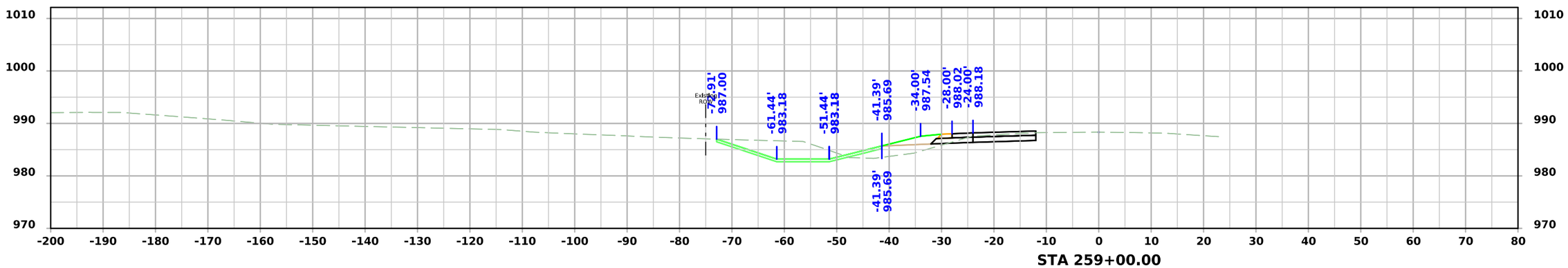
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.44

3:02:40 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



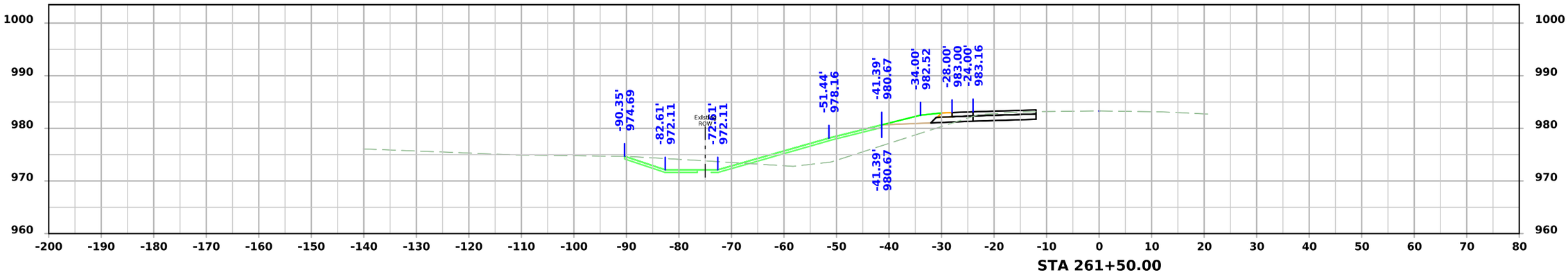




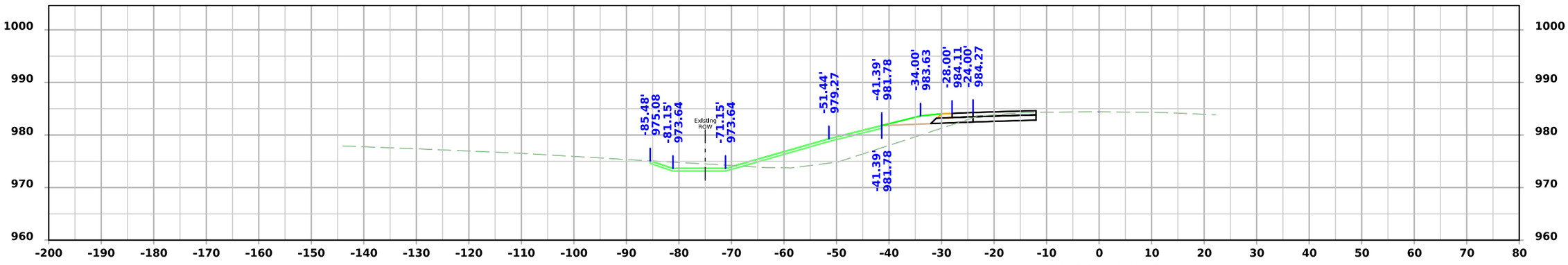
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.45

3:02:45 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

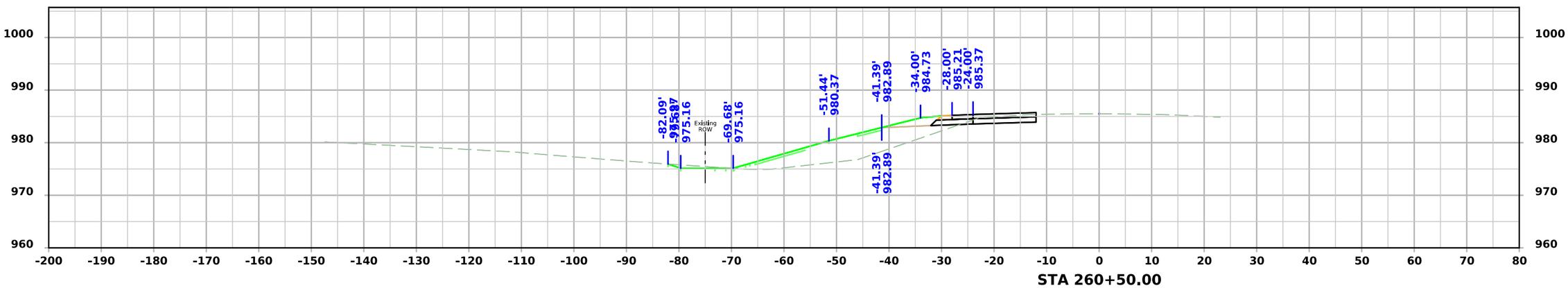
US34



STA 261+50.00



STA 261+00.00

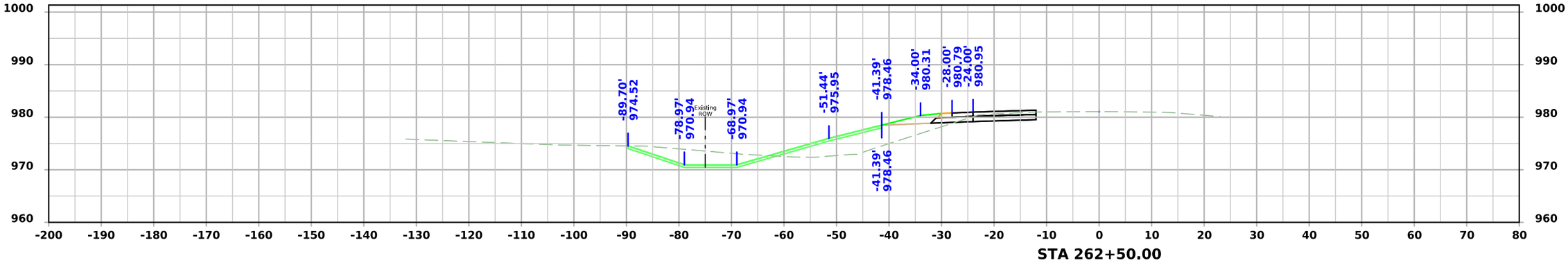


STA 260+50.00

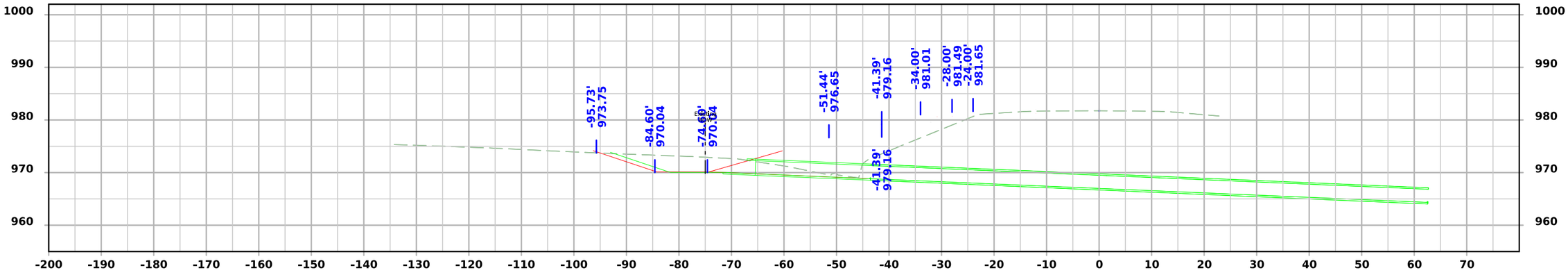
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.46

3:02:49 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

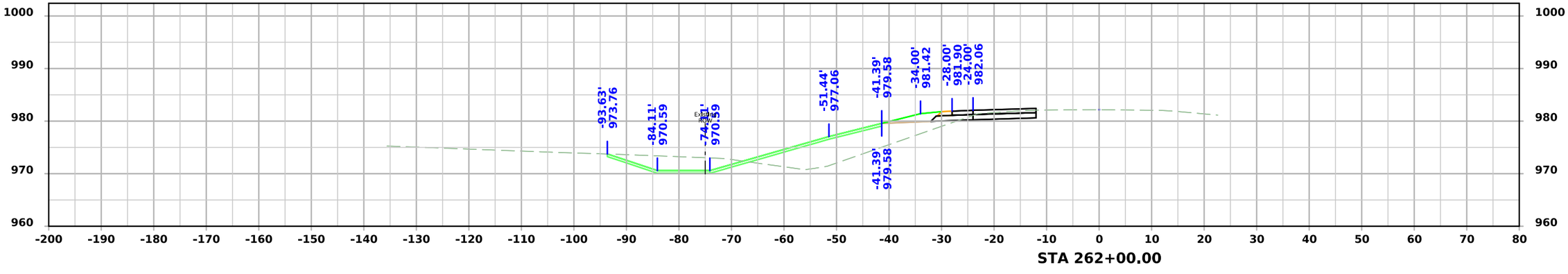
US34



STA 262+50.00



STA 262+18.23

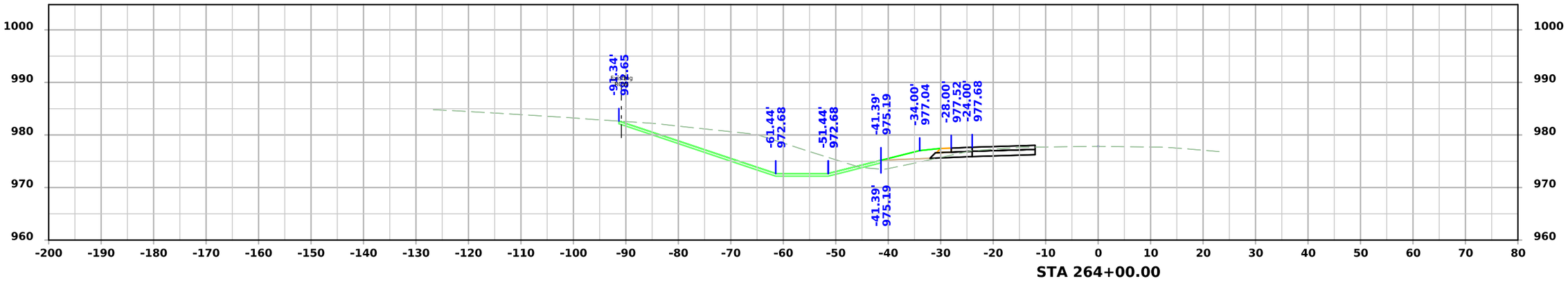


STA 262+00.00

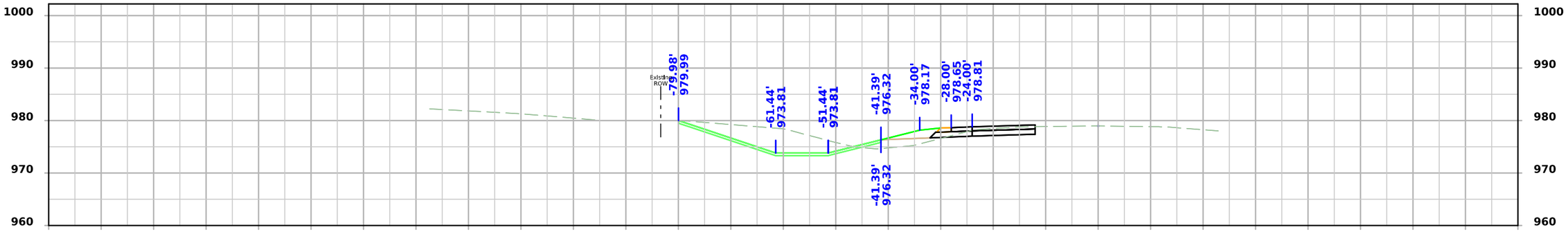
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.47

3:02:53 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

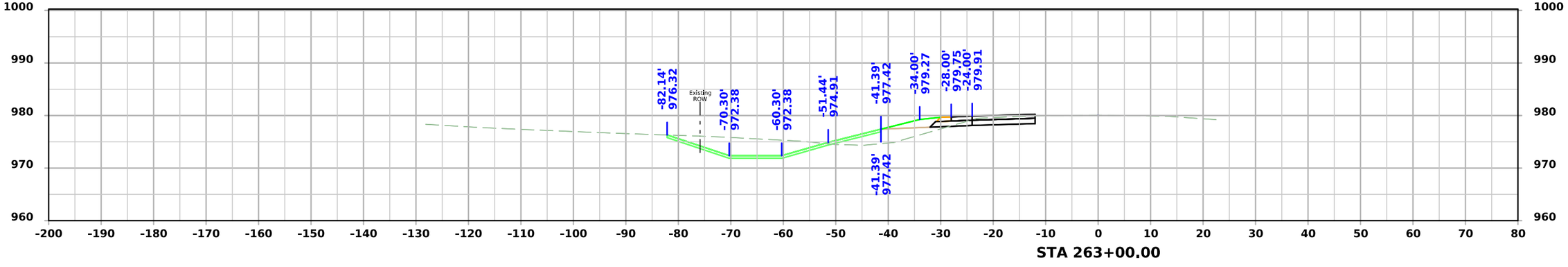
US34



STA 264+00.00



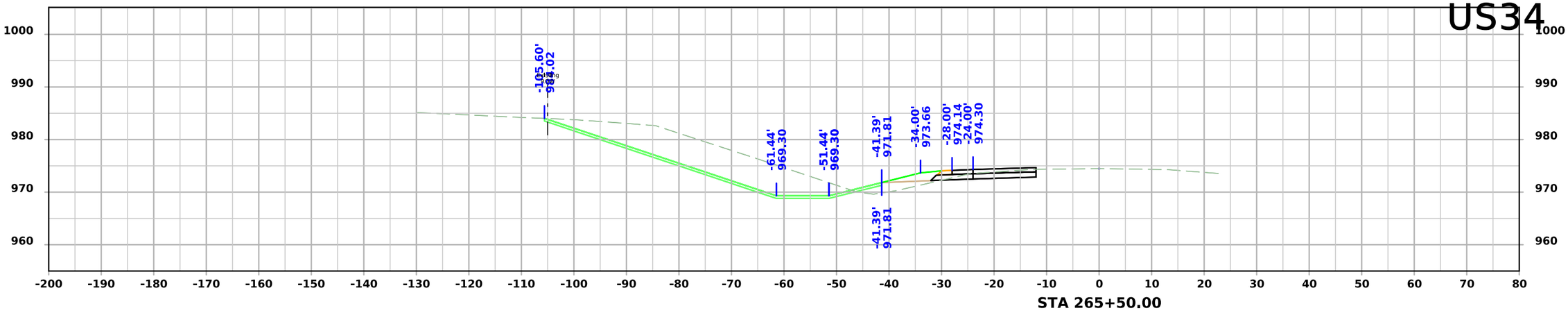
STA 263+50.00

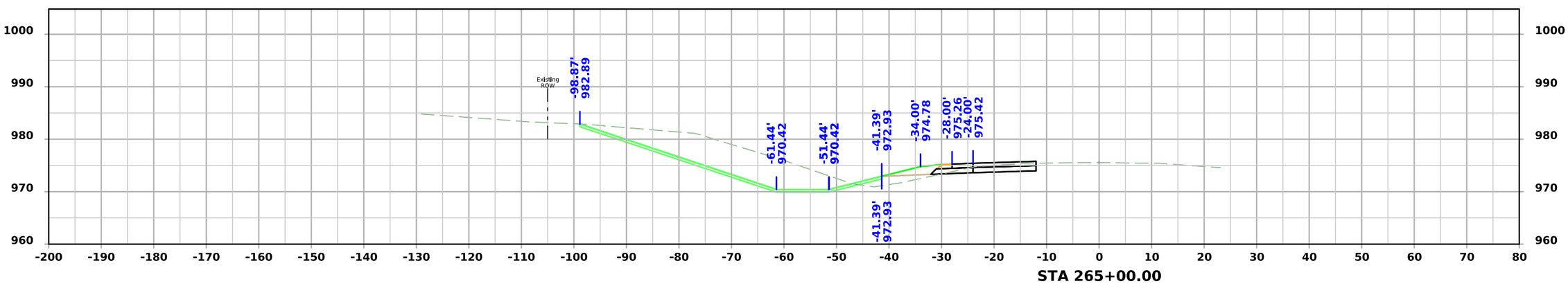


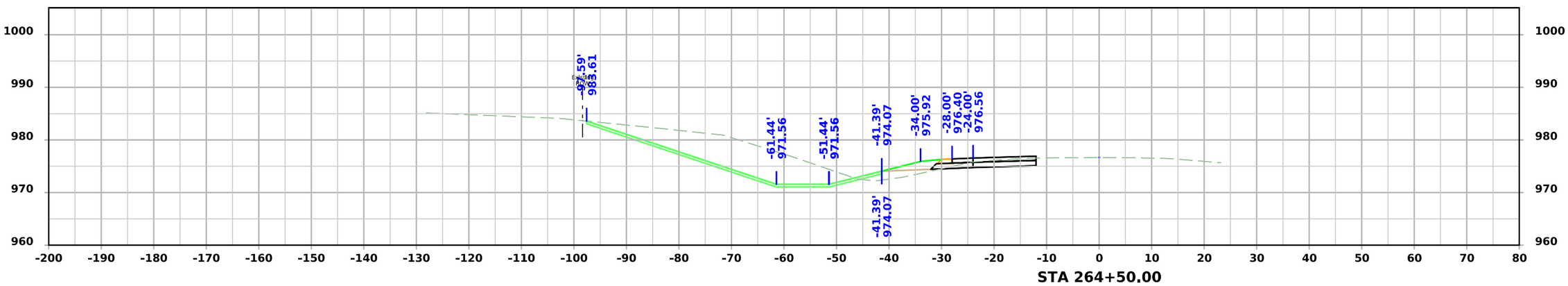
STA 263+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.48

3:02:57 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

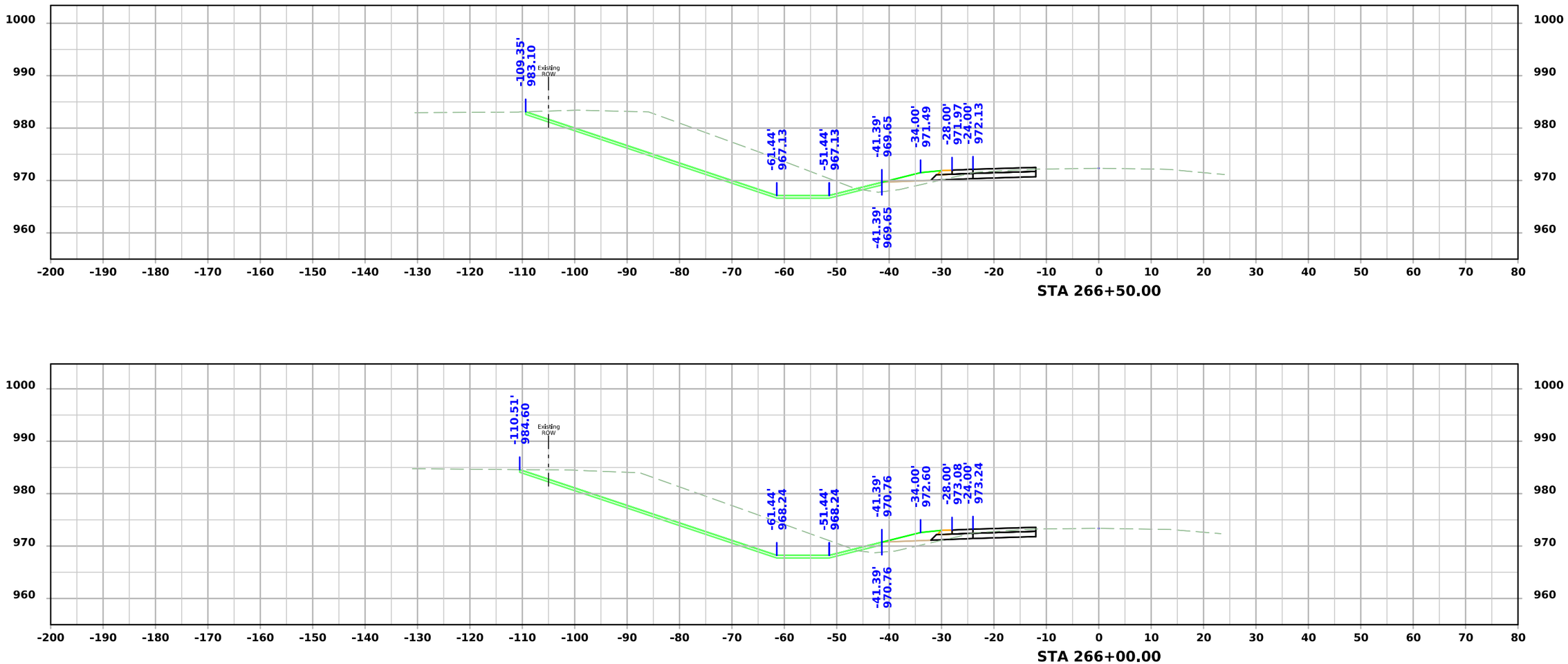






FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.49

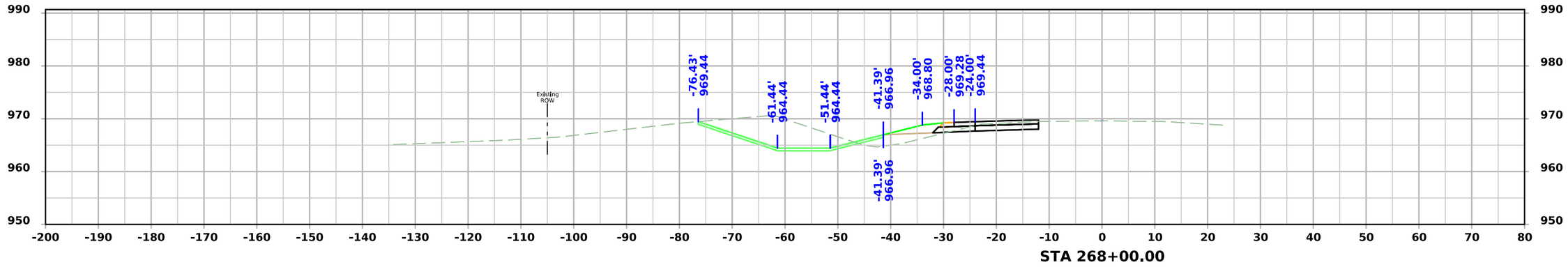
US34

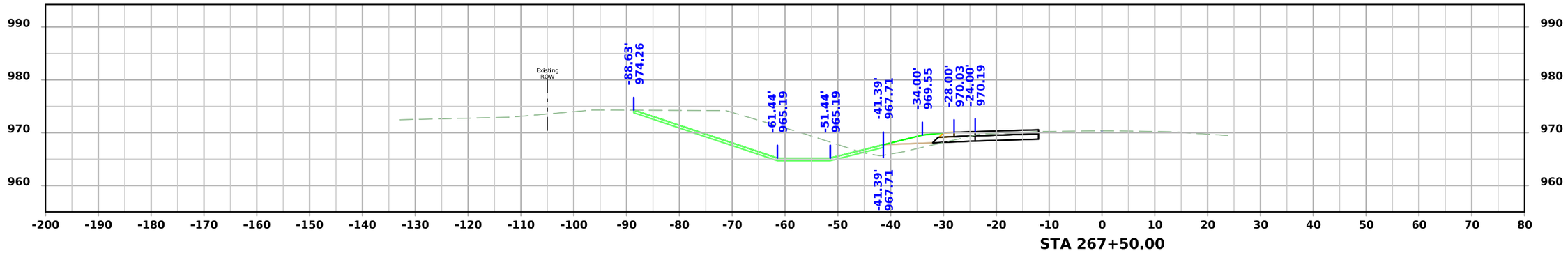


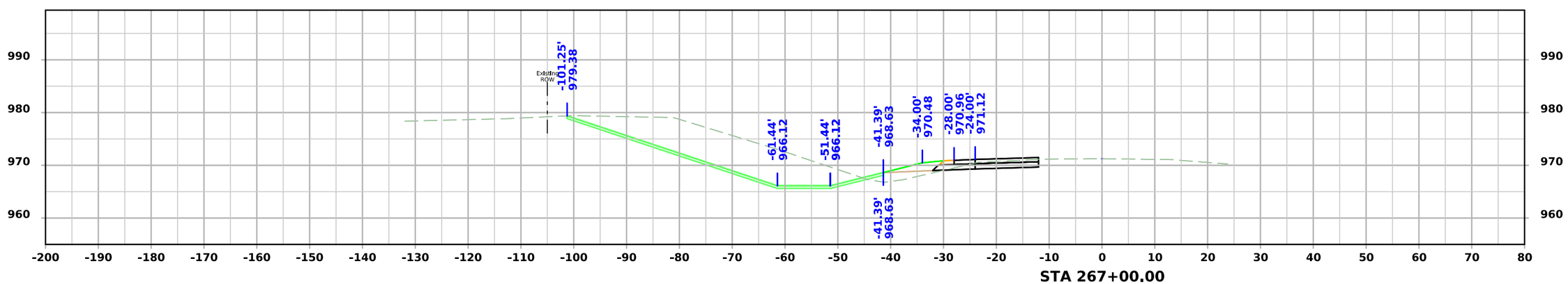
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.50

3:03:05 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



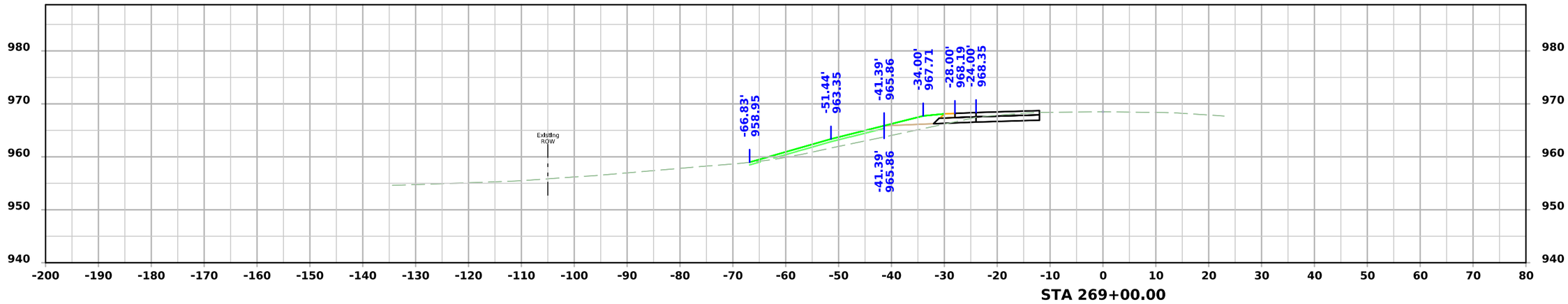




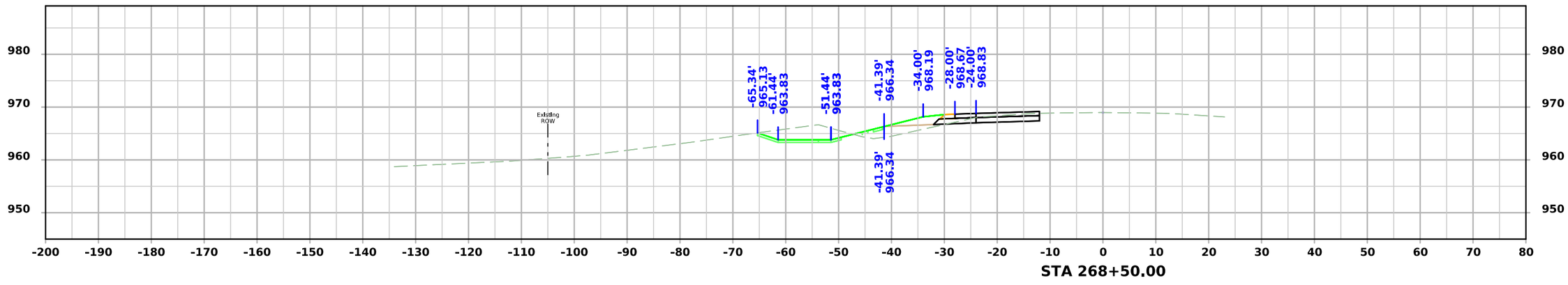
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.51

3:03:09 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



STA 269+00.00

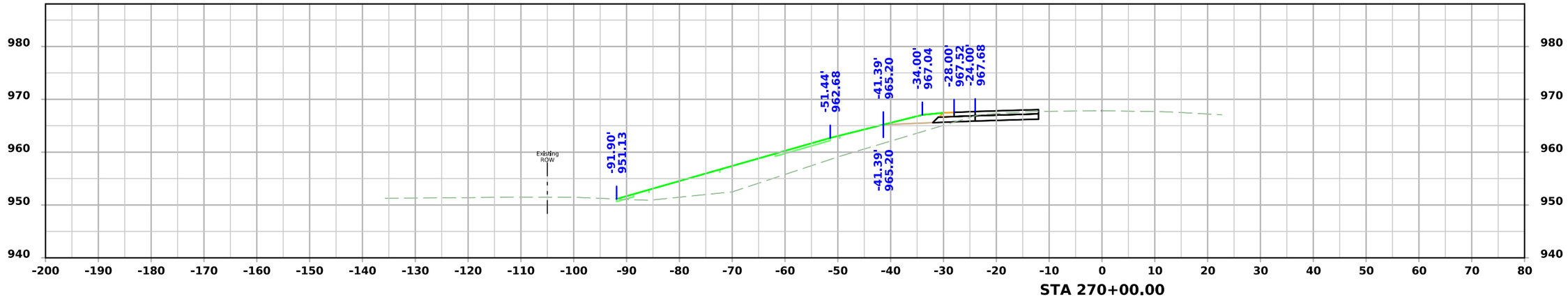


STA 268+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.52

3:03:13 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



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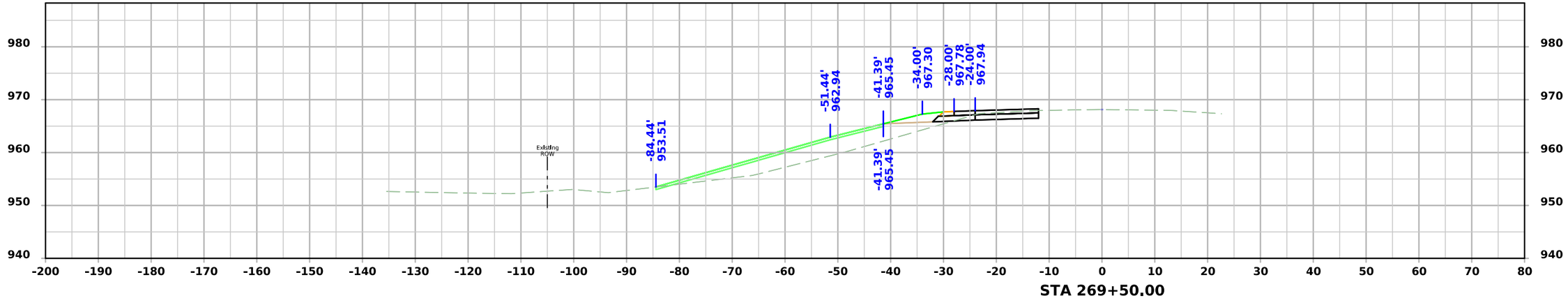
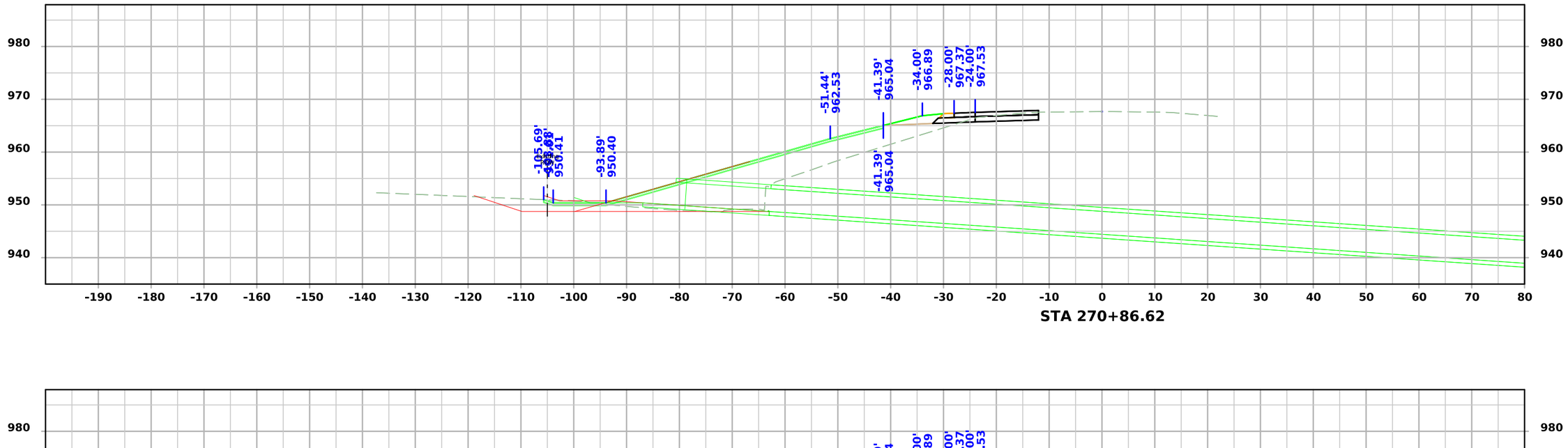


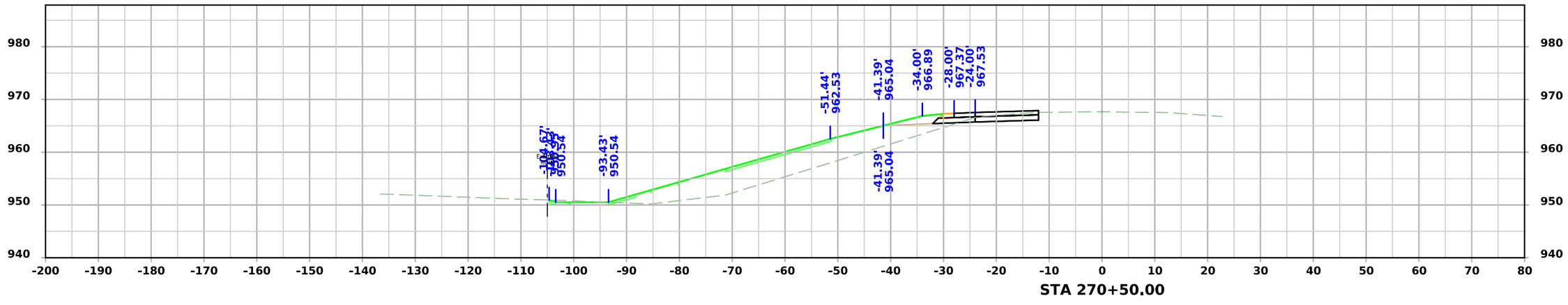
STA 269+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.53

3:03:17 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34

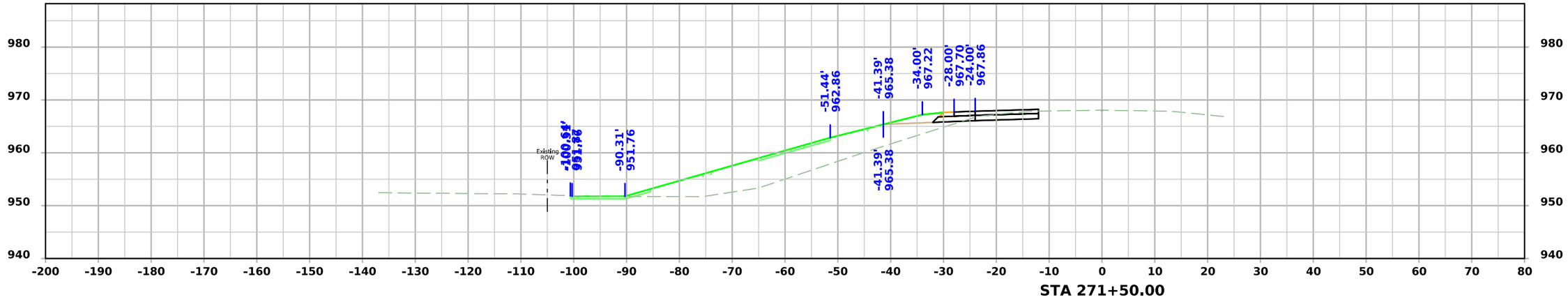




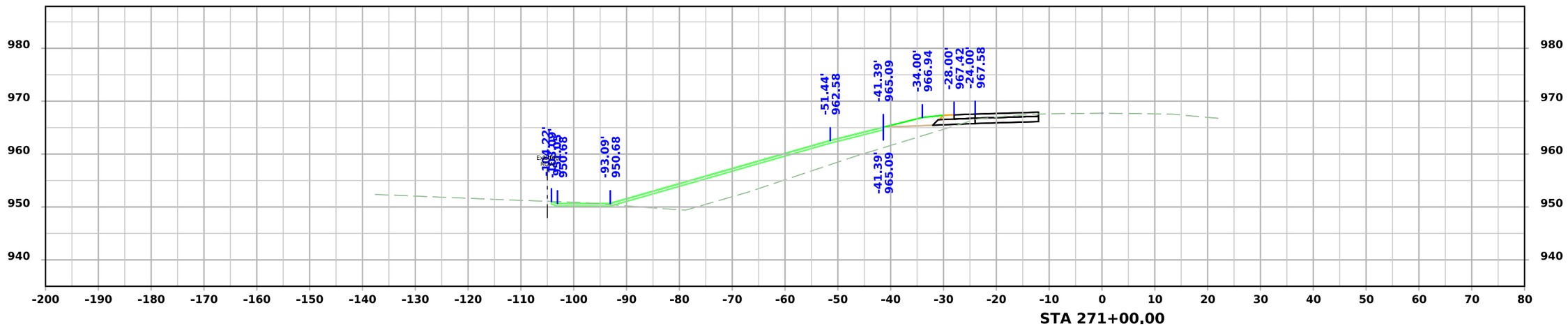
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.54

3:03:21 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



STA 271+50.00

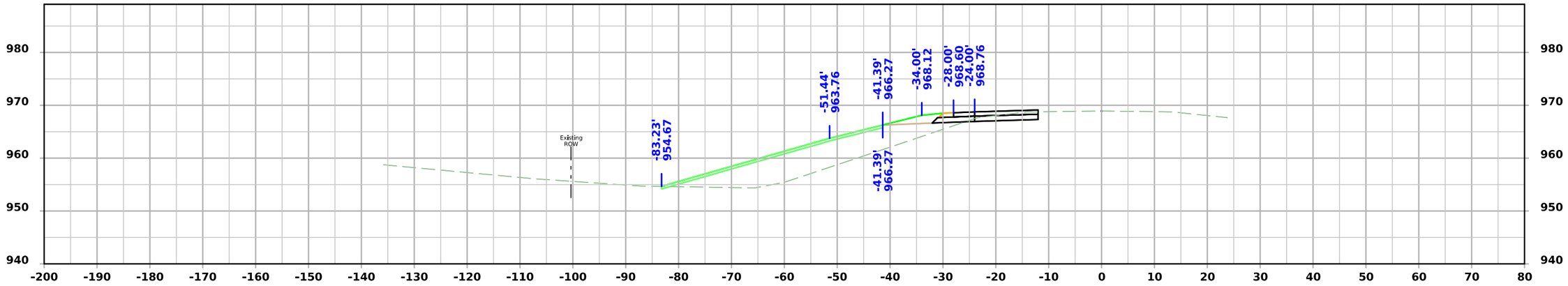


STA 271+00.00

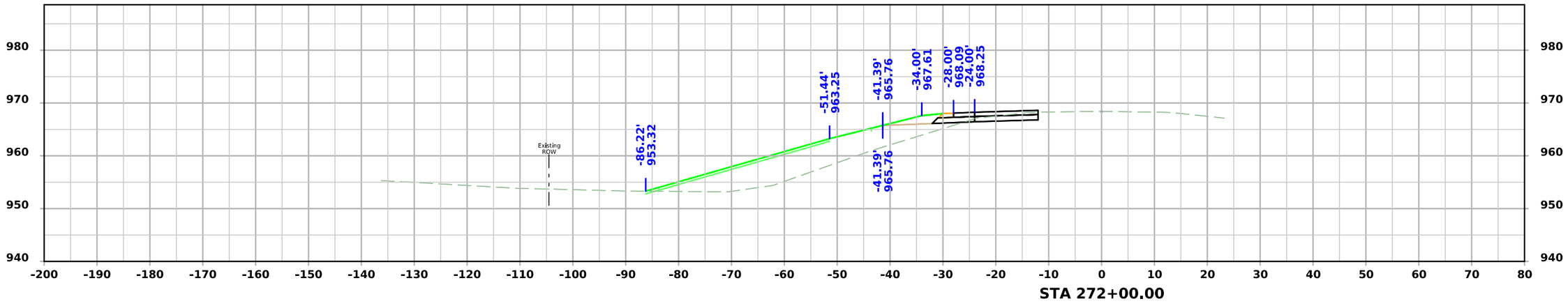
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.55

3:03:24 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



STA 272+50.00

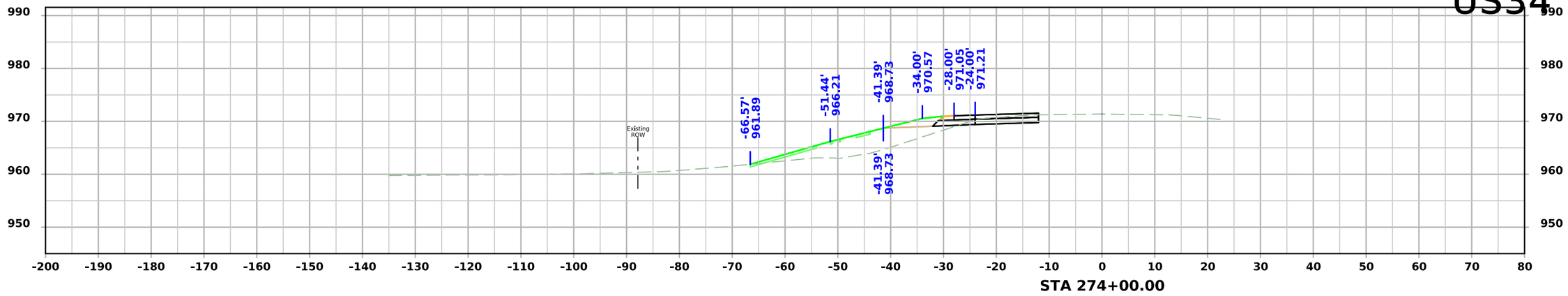


STA 272+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.56

3:03:28 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



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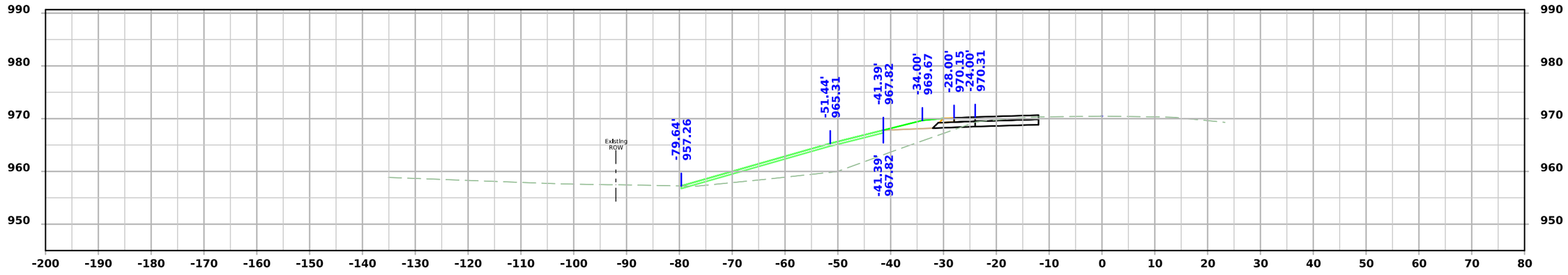
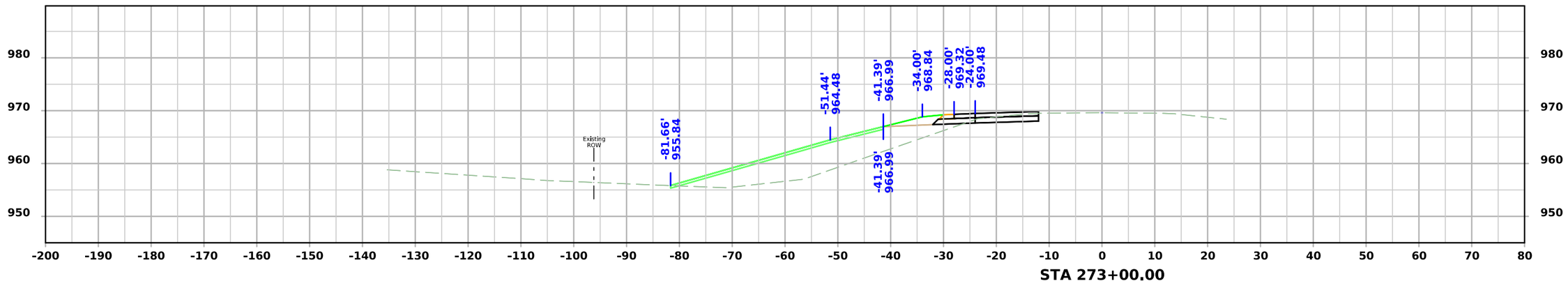


STA 273+50.00

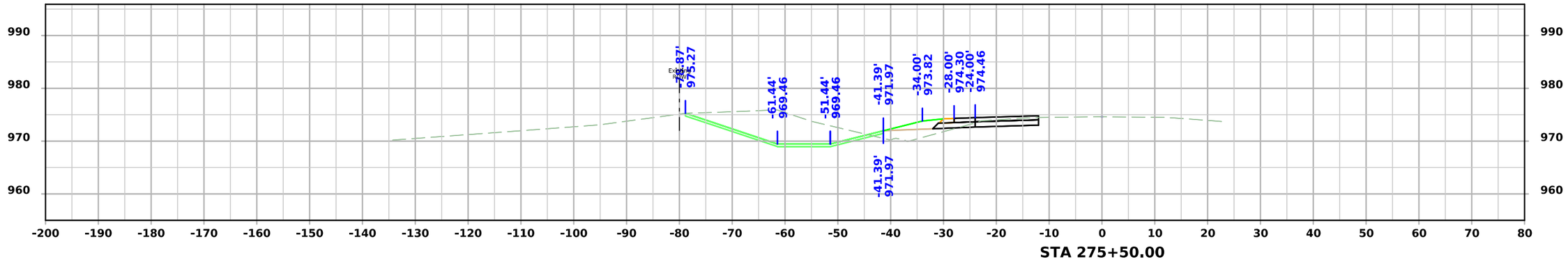


STA 273+00.00

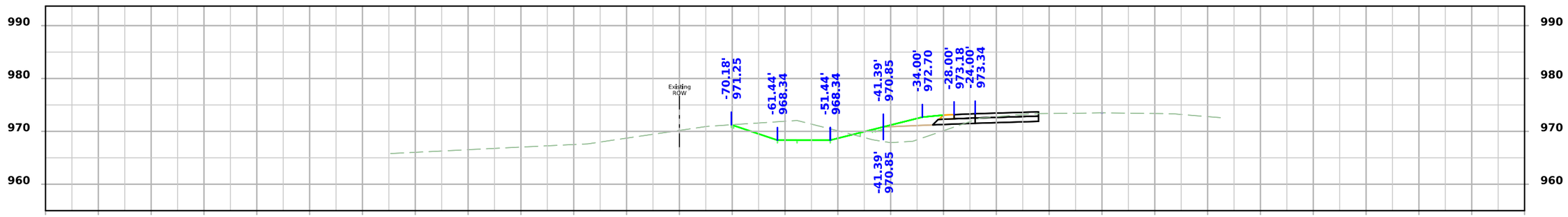
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.57

3:03:33 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

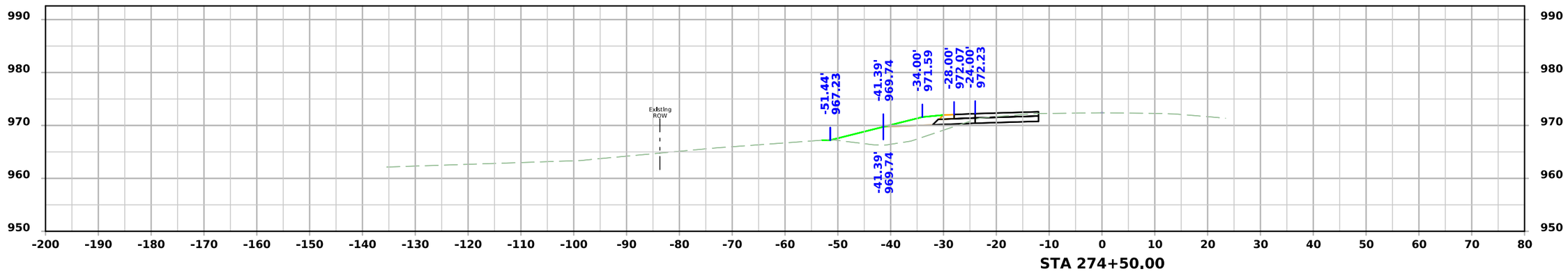
US34



STA 275+50.00



STA 275+00.00

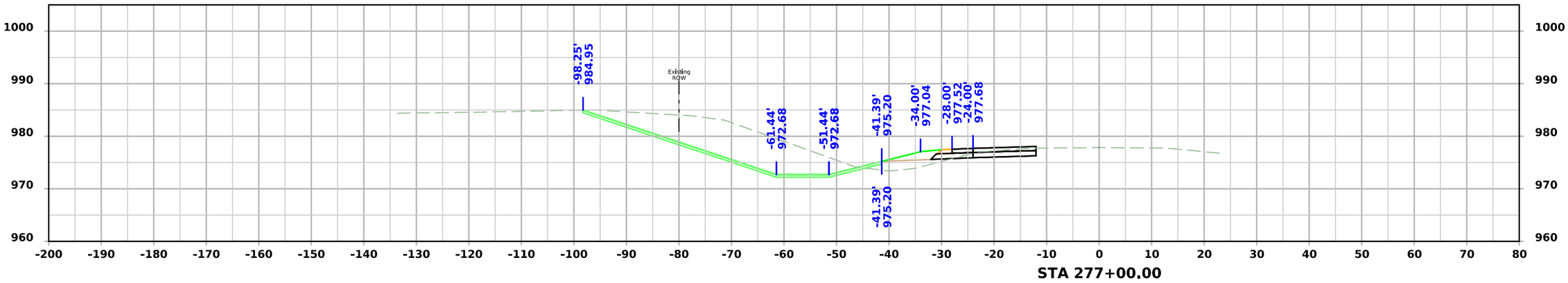


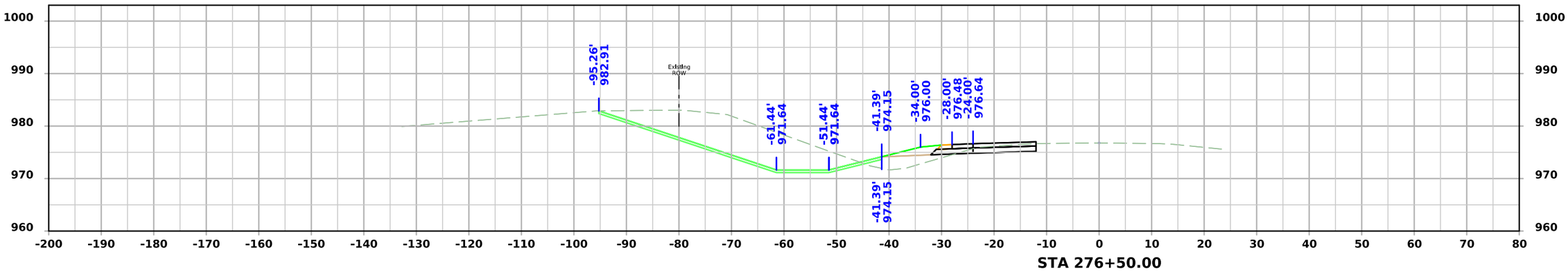
STA 274+50.00

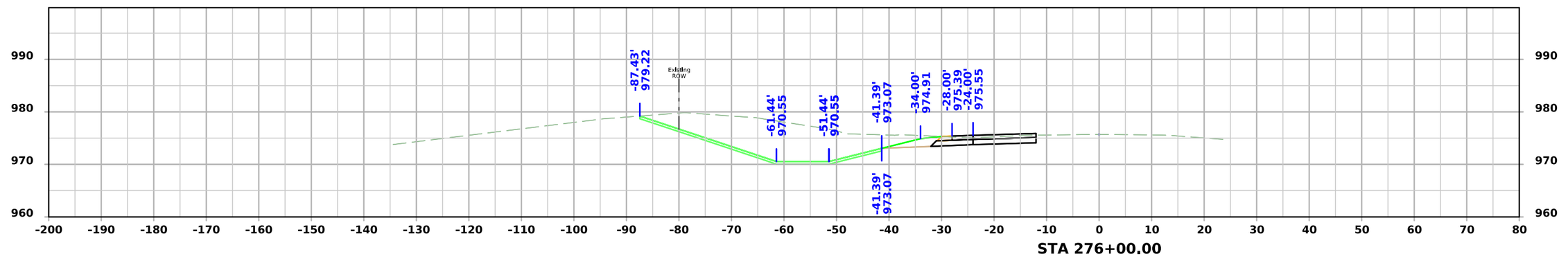
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.58

3:03:37 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



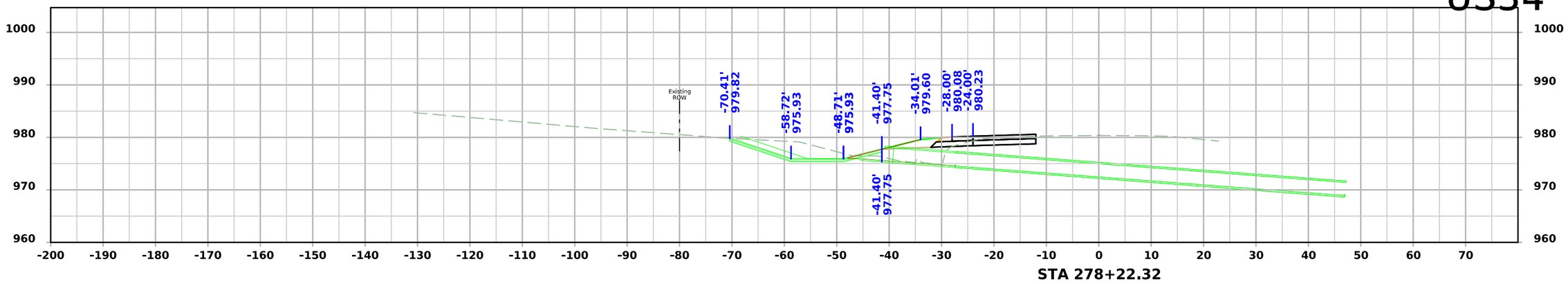


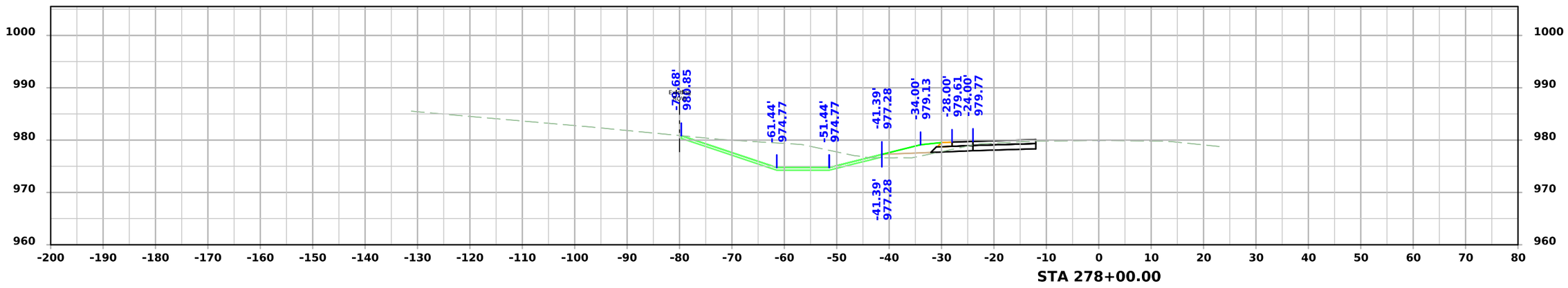


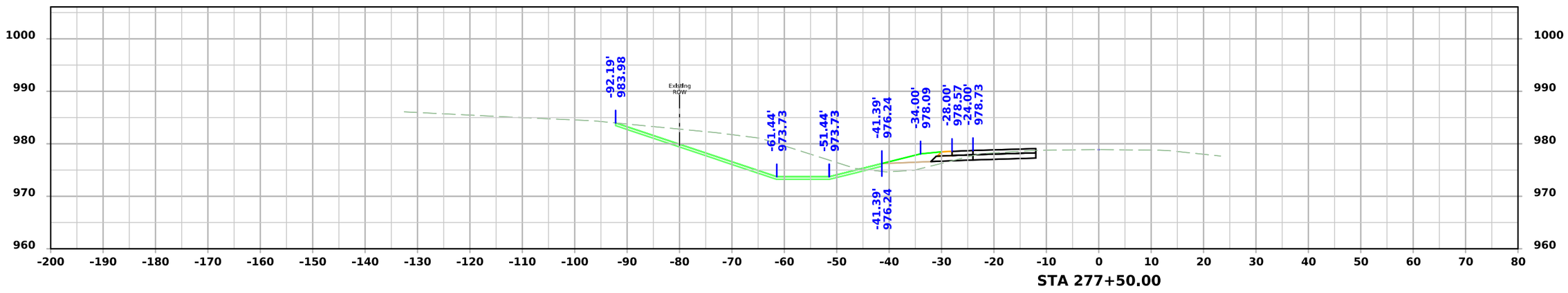
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.59

3:03:41 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



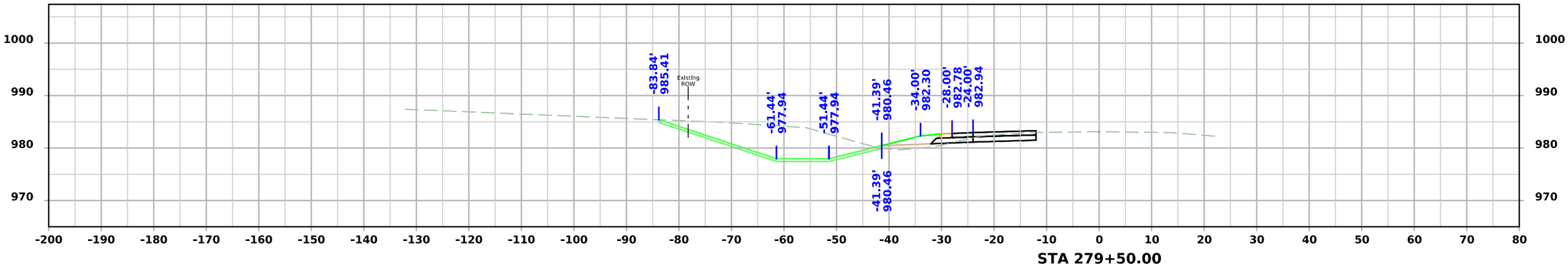


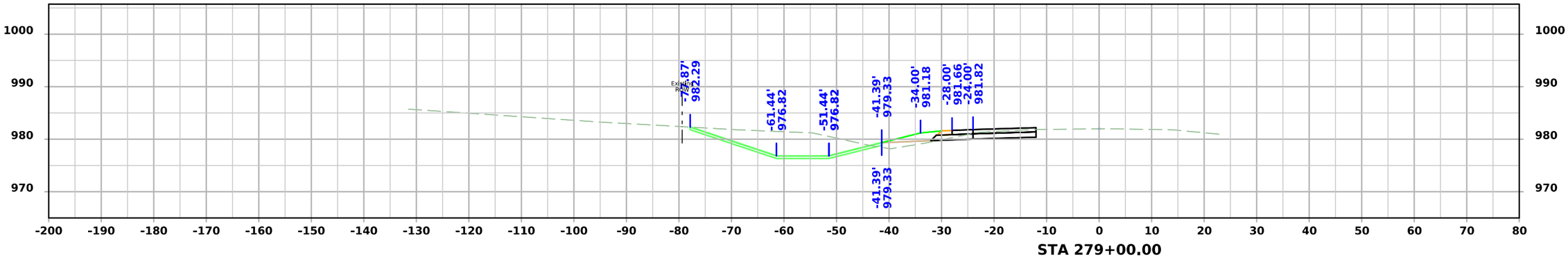


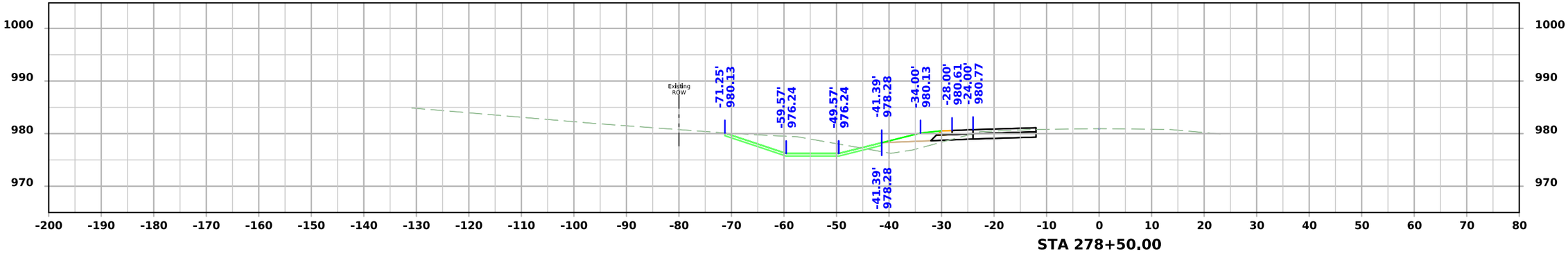
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.60

3:03:46 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



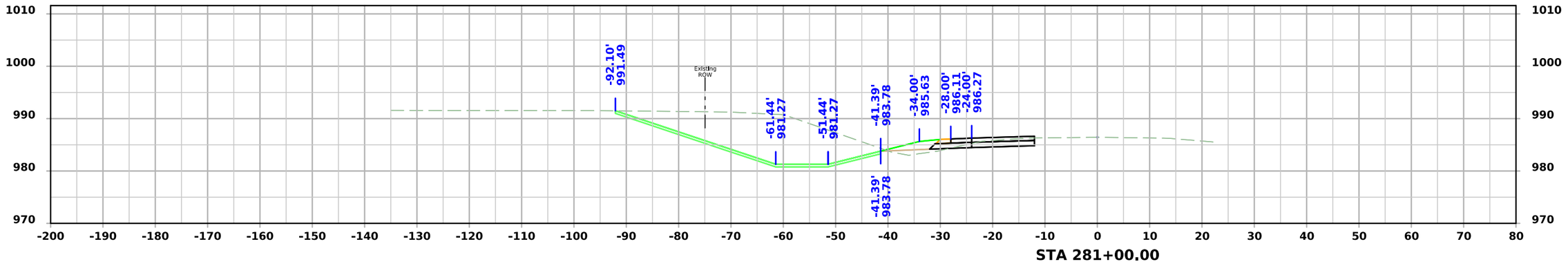


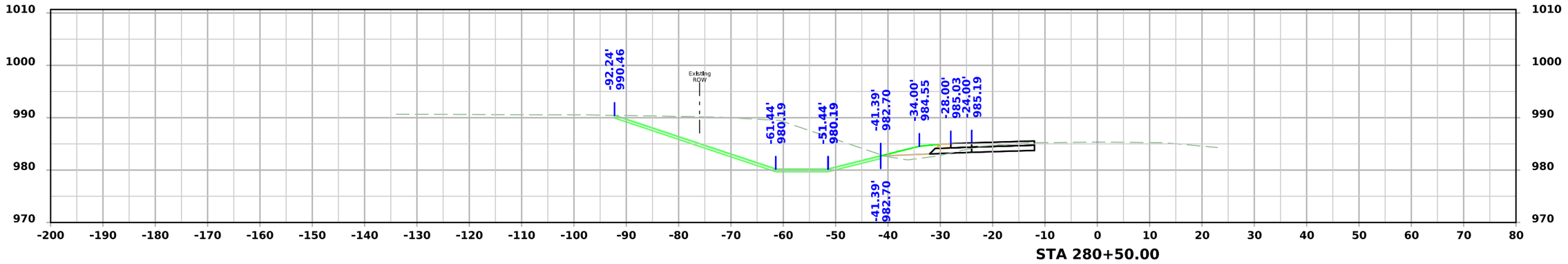


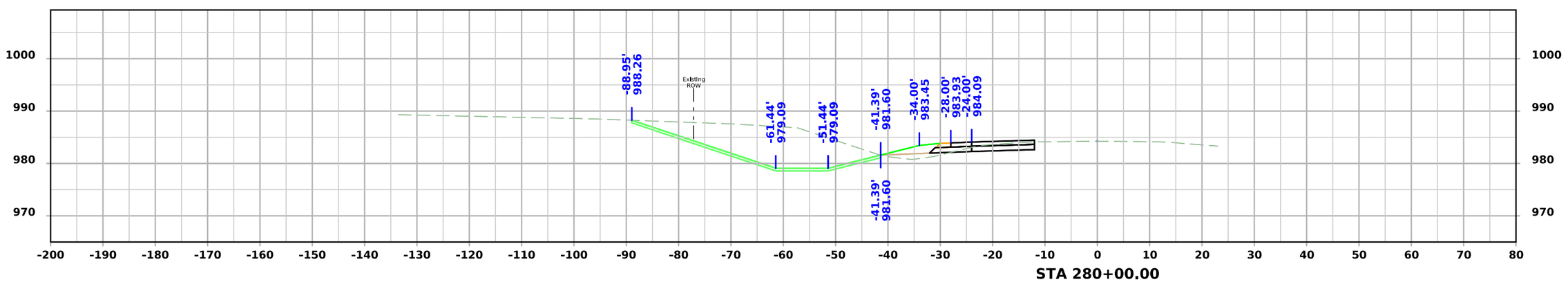
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.61

3:03:50 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



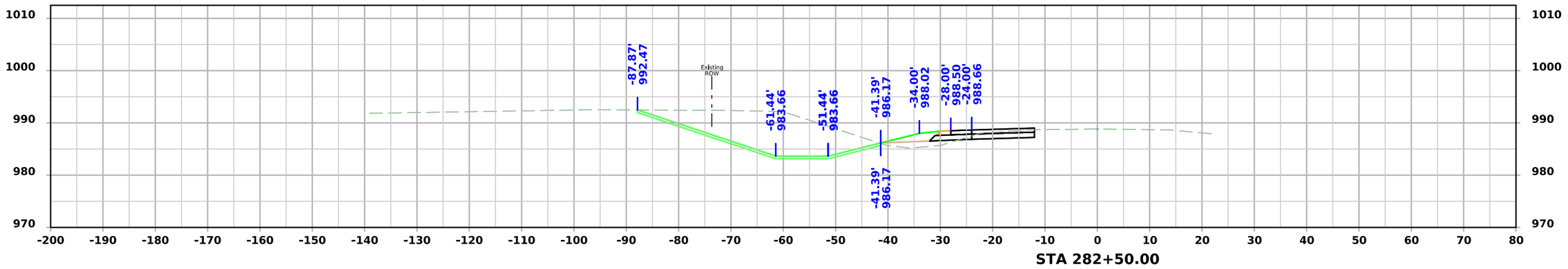


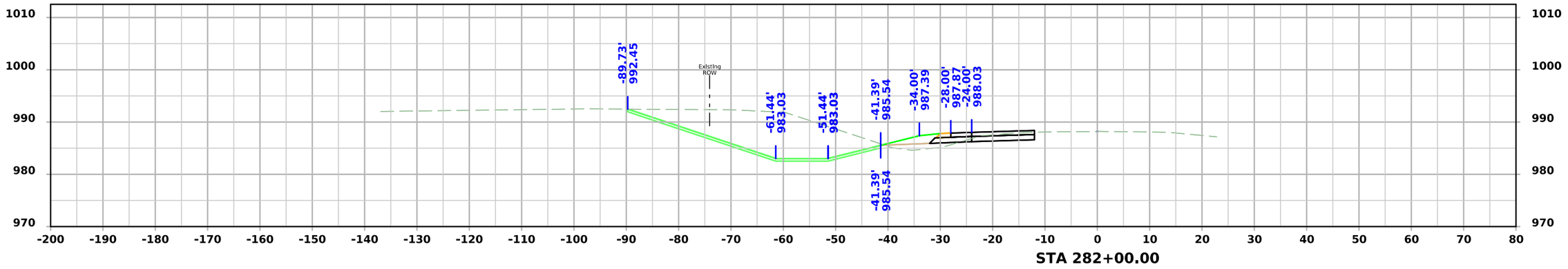


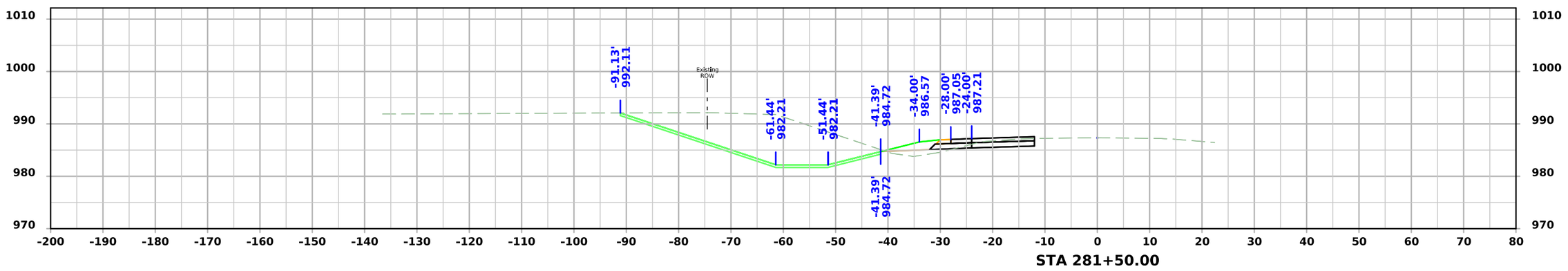
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.62

3:03:54 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



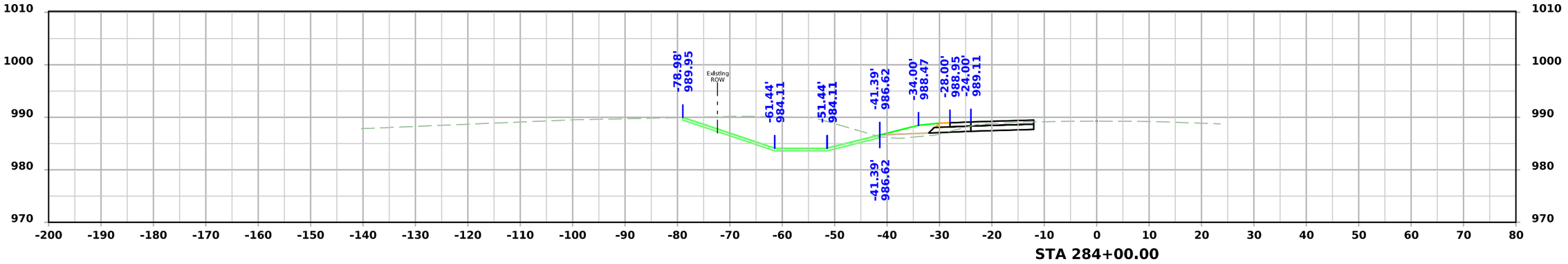


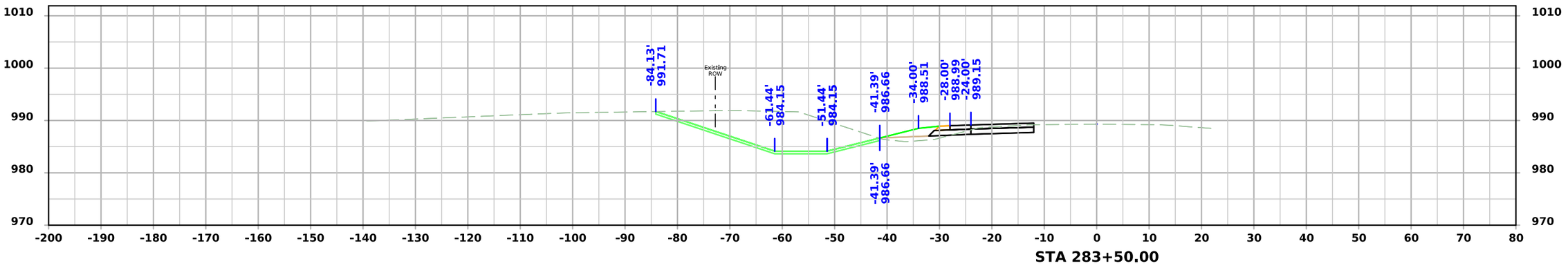


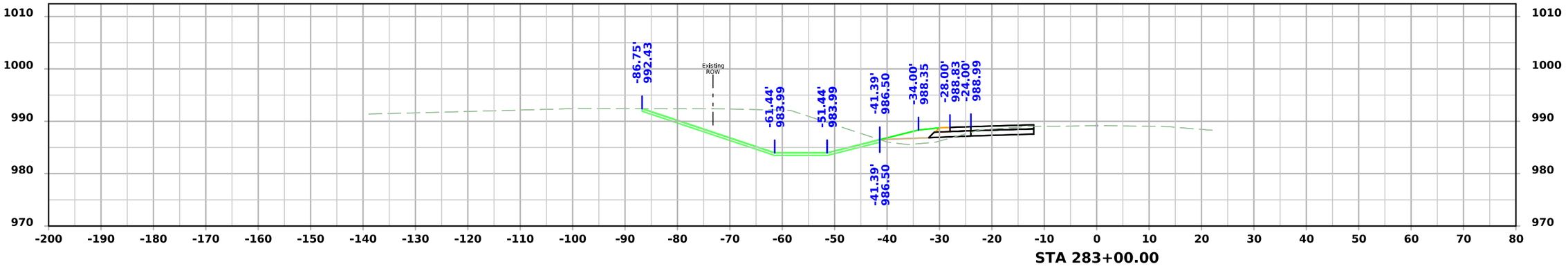
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.63

3:03:58 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



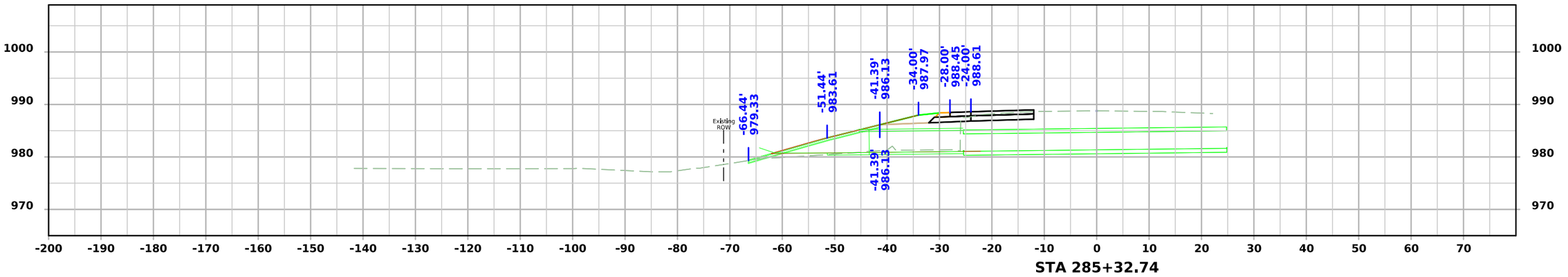




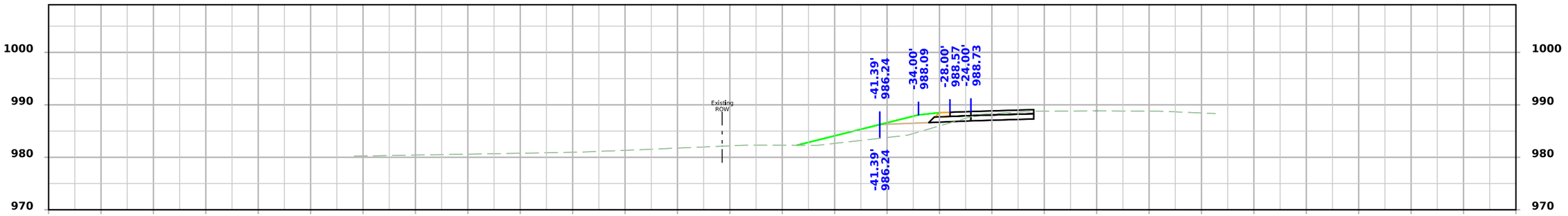
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.64

3:04:03 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

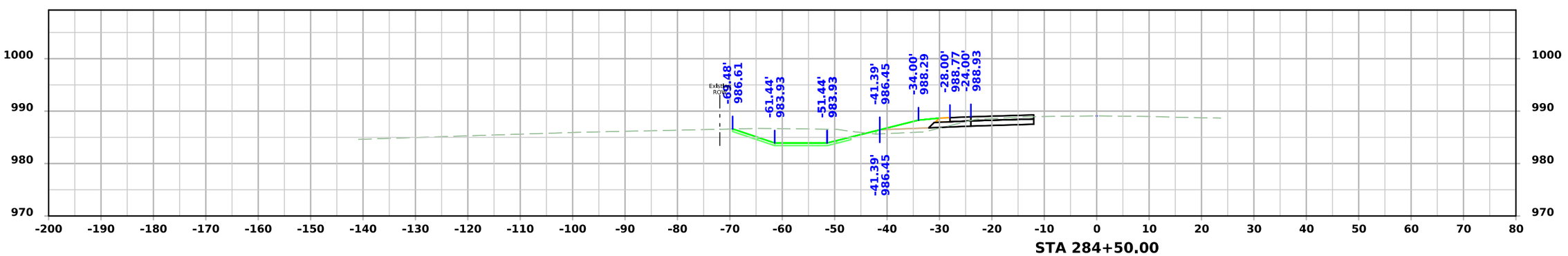
US34



STA 285+32.74



STA 285+00.00

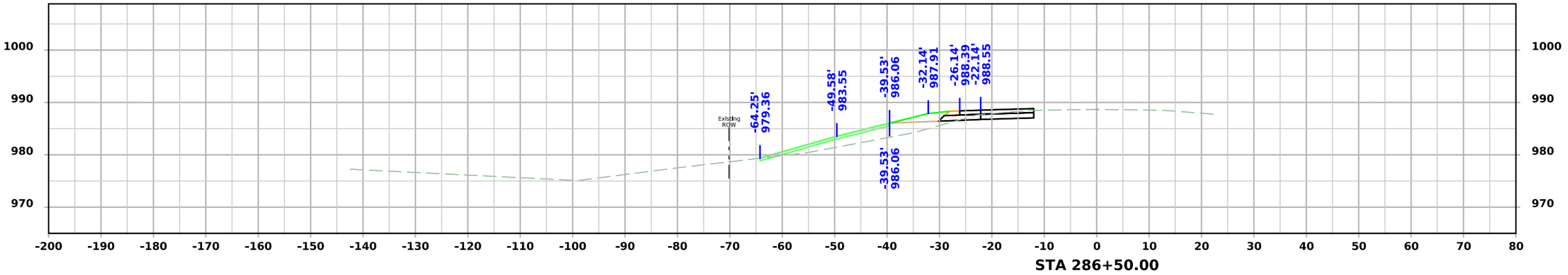


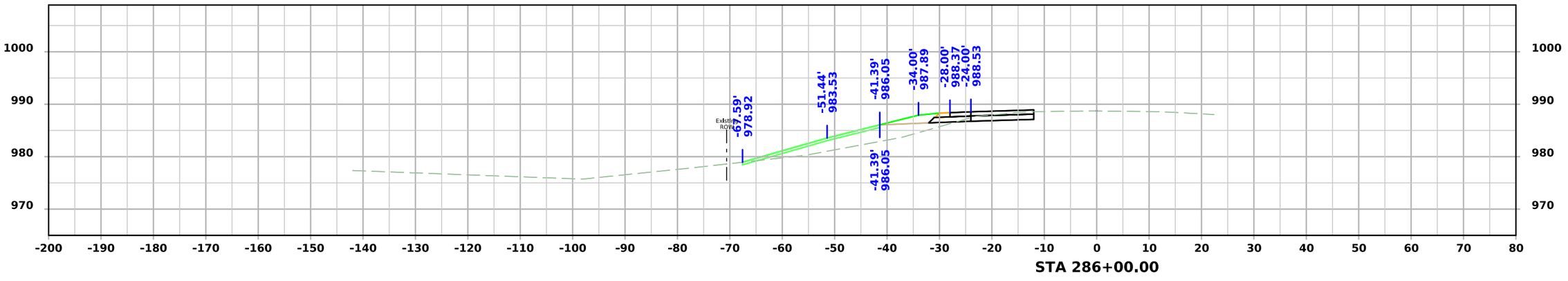
STA 284+50.00

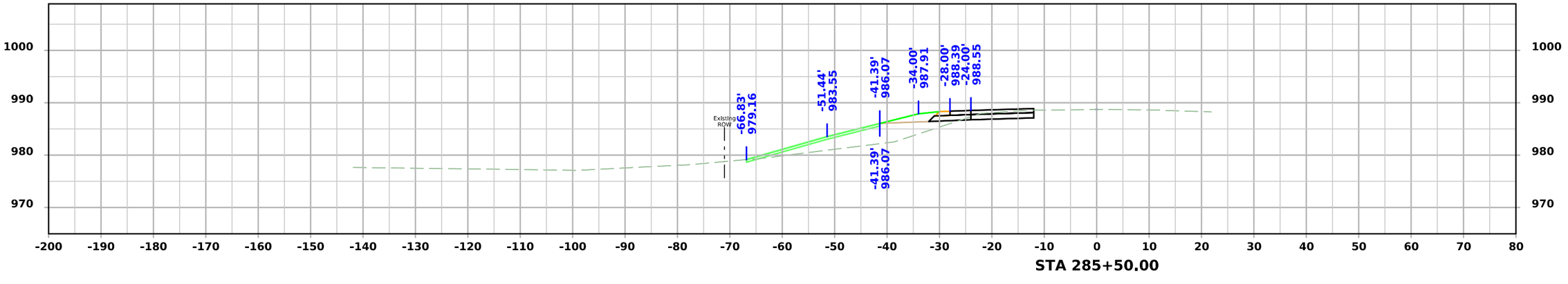
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.65

3:04:07 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



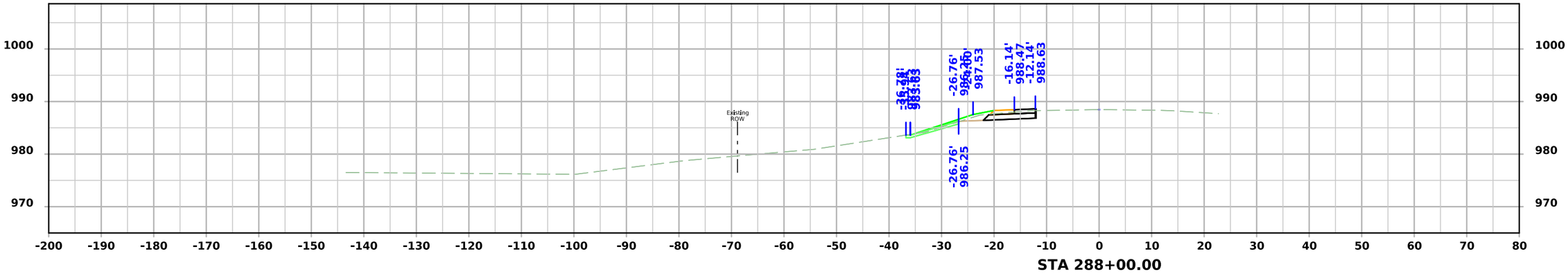


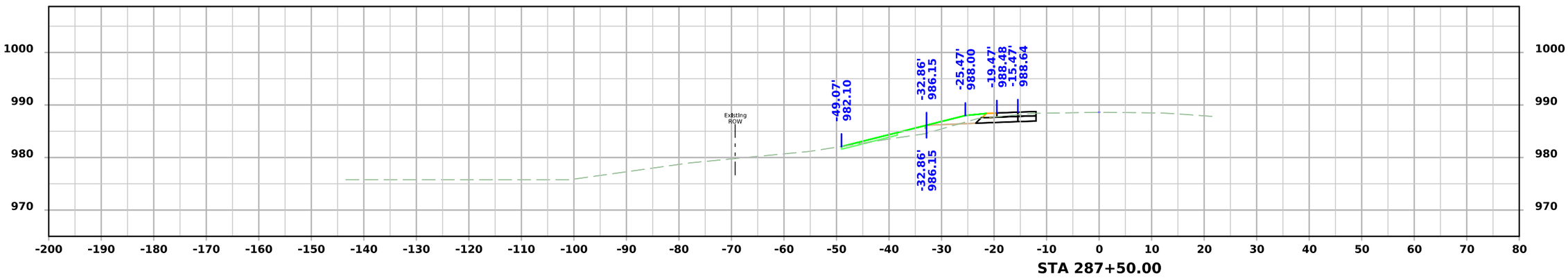


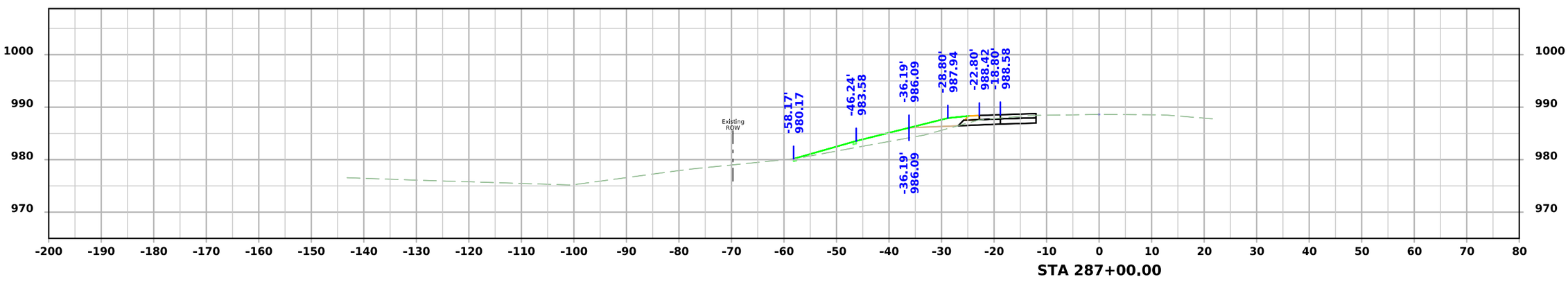
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.66

3:04:11 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

US34



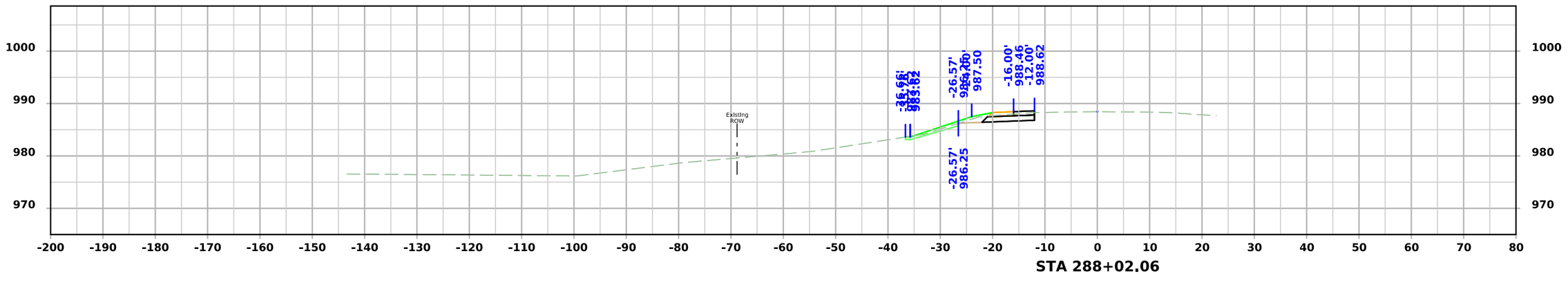




FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.67

3:04:16 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

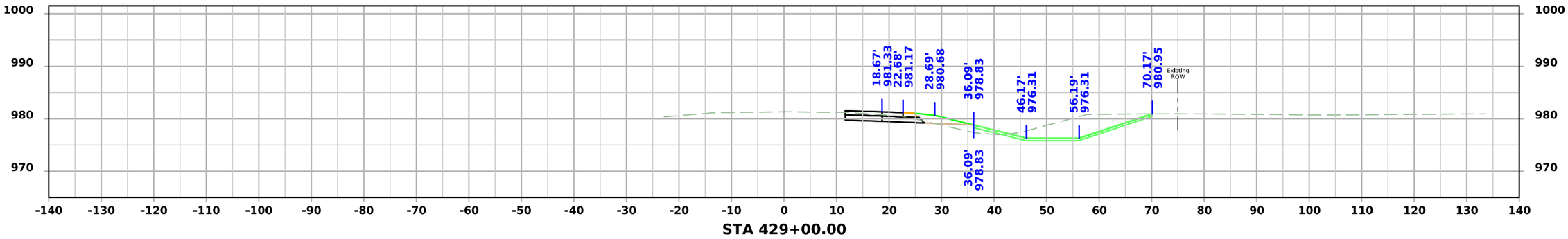
US34



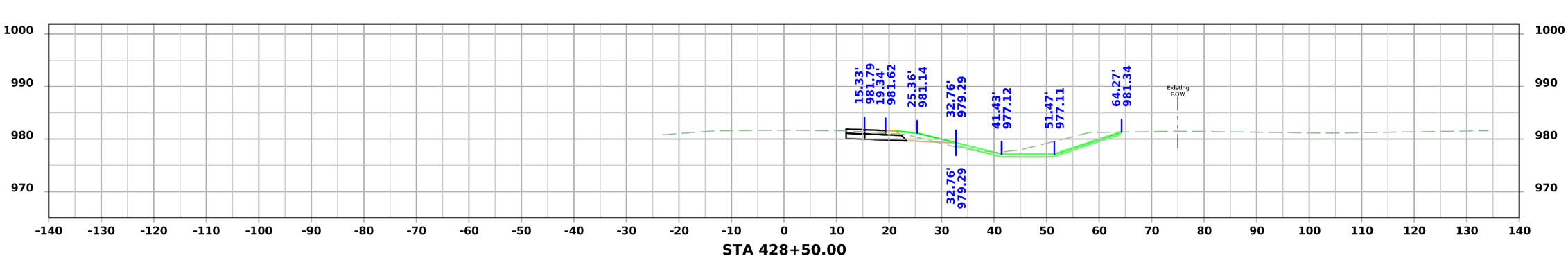
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.68

3:04:19 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W03.dgn

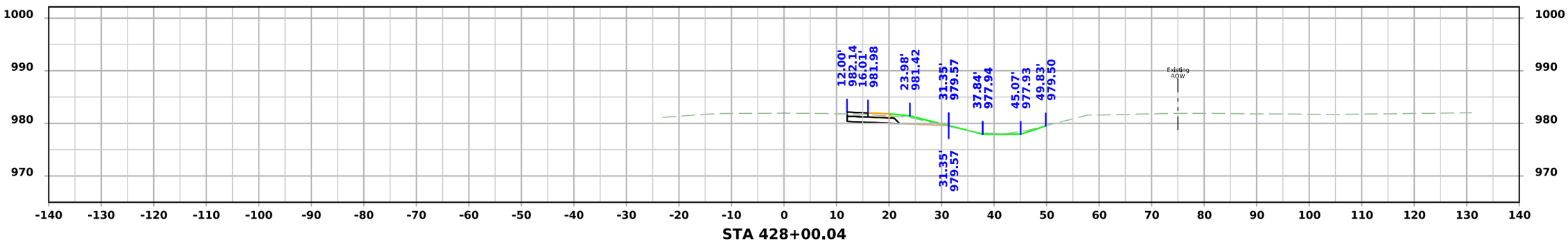
US34



STA 429+00.00



STA 428+50.00

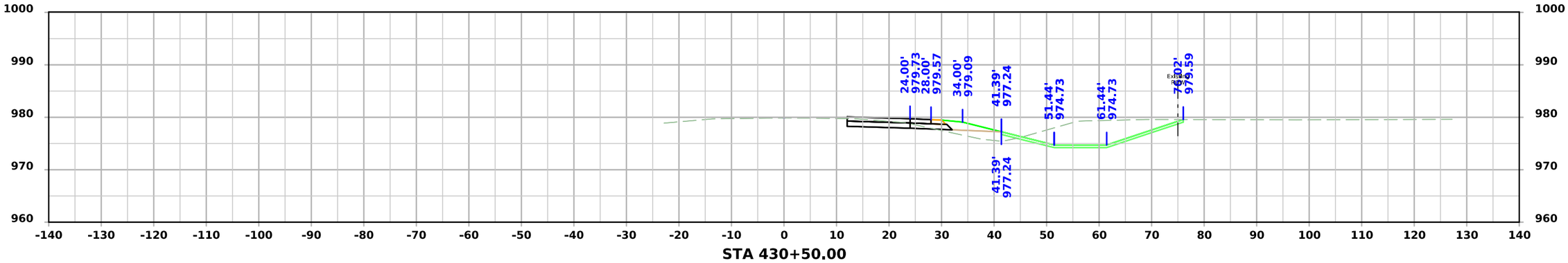


STA 428+00.04

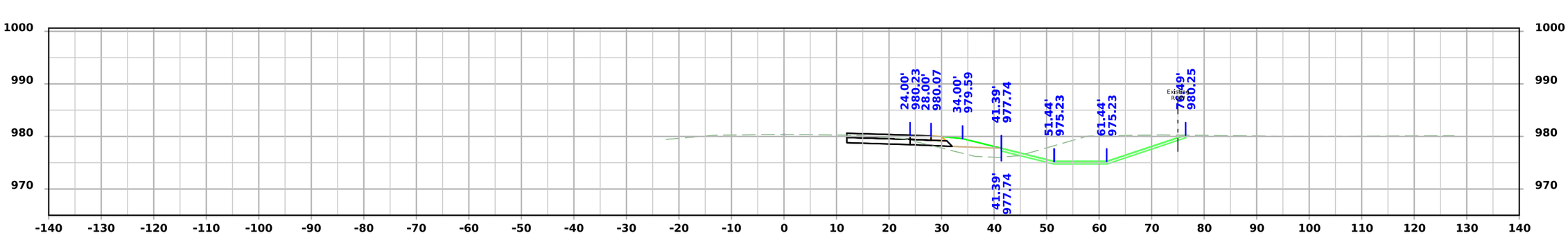
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.69

3:04:37 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

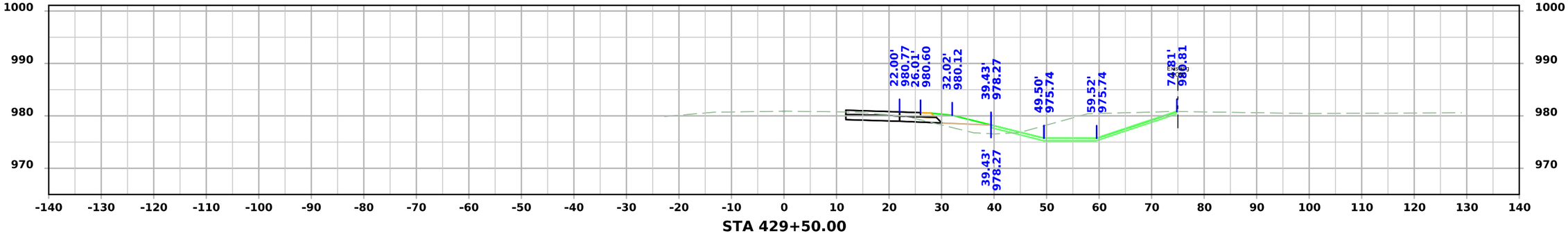
US34



STA 430+50.00



STA 430+00.00

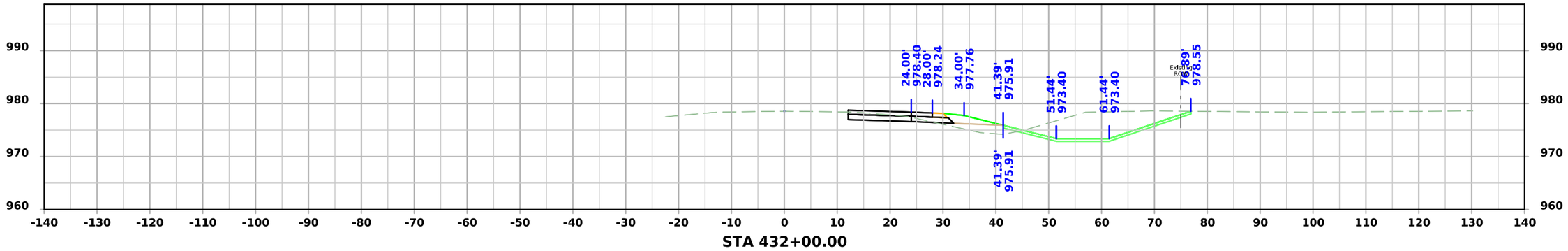


STA 429+50.00

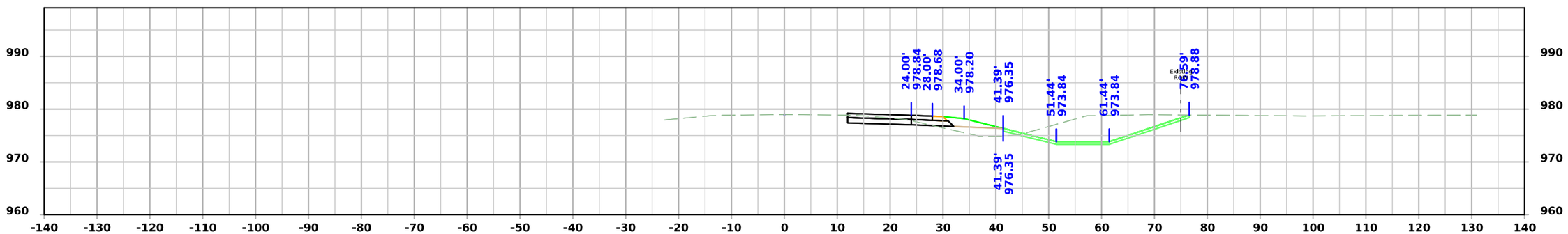
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.70

3:04:42 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

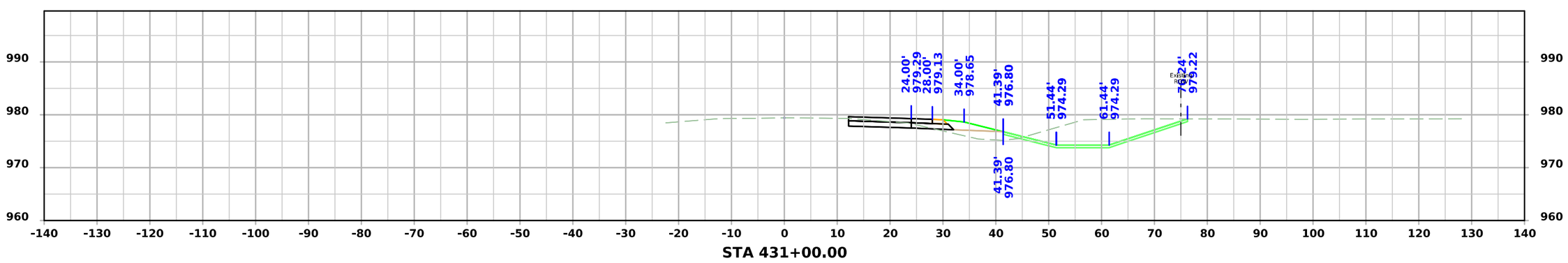
US34



STA 432+00.00



STA 431+50.00

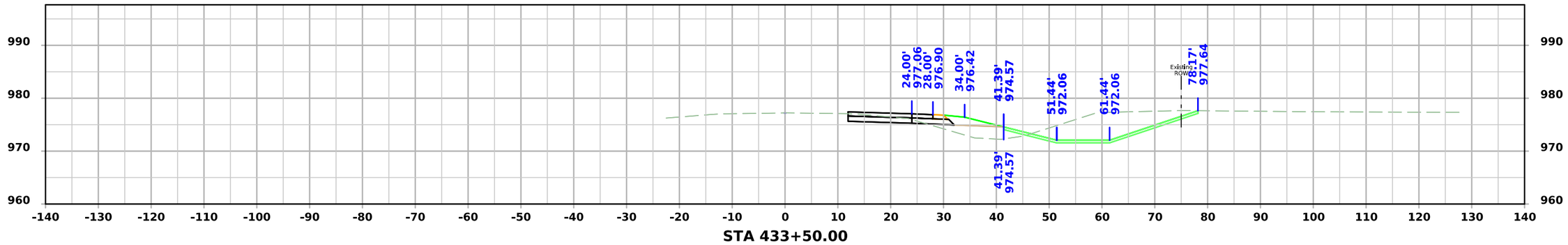


STA 431+00.00

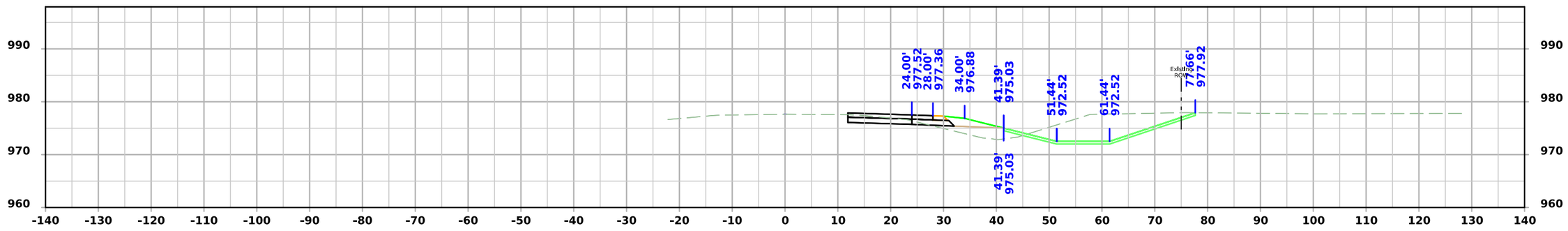
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.71

3:04:46 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

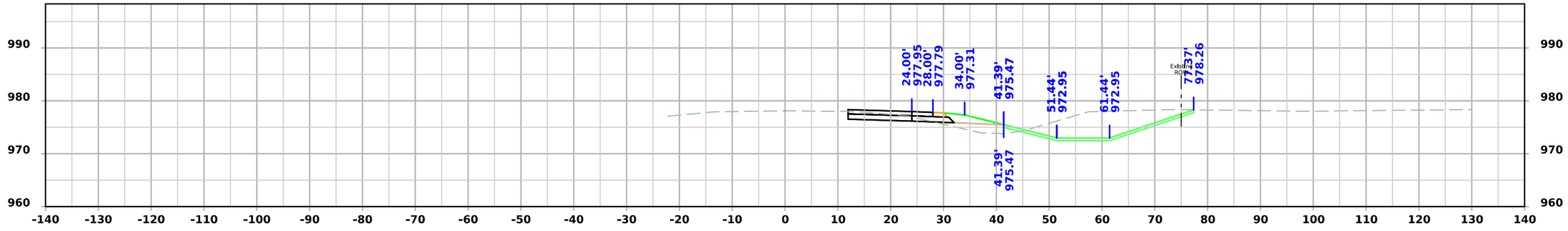
US34



STA 433+50.00



STA 433+00.00

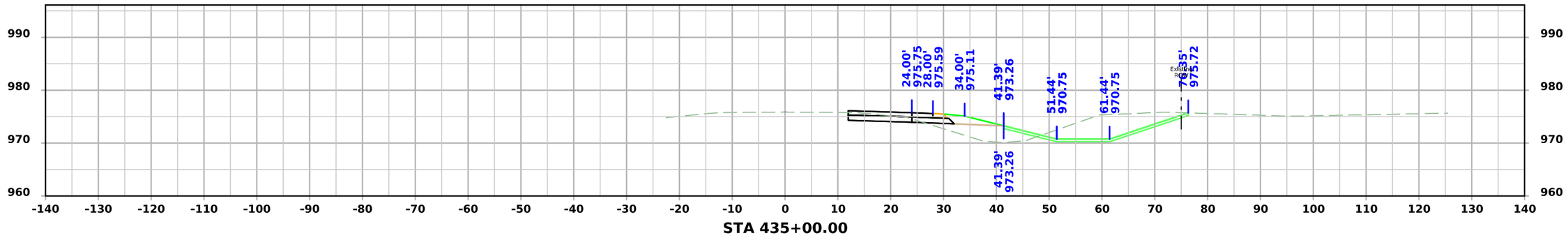


STA 432+50.00

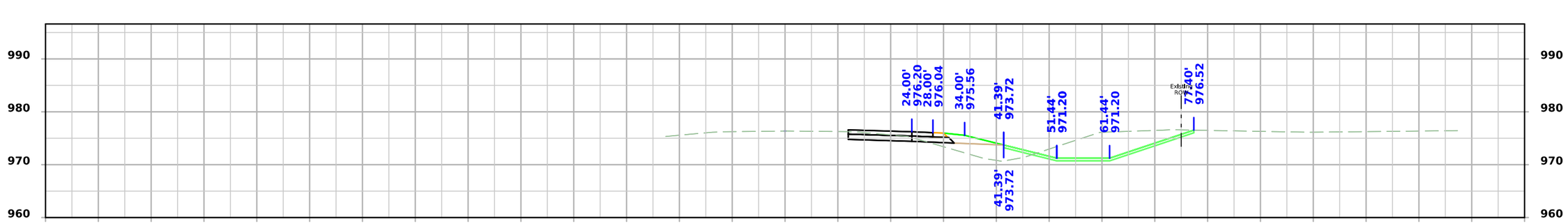
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.72

3:04:51 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

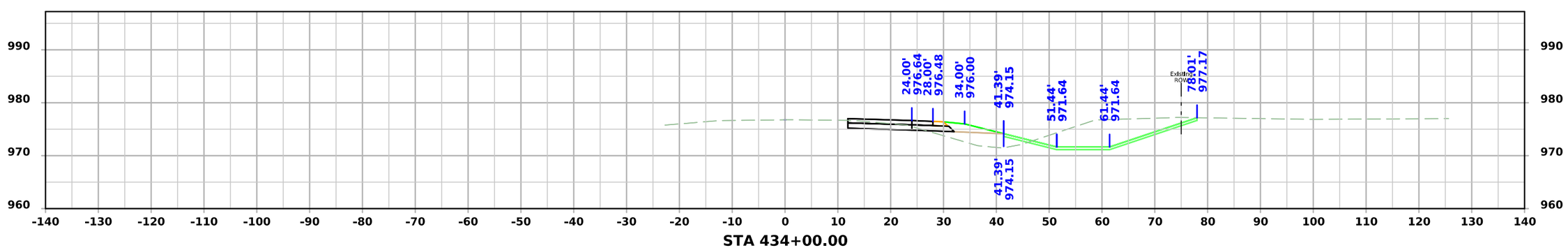
US34



STA 435+00.00



STA 434+50.00

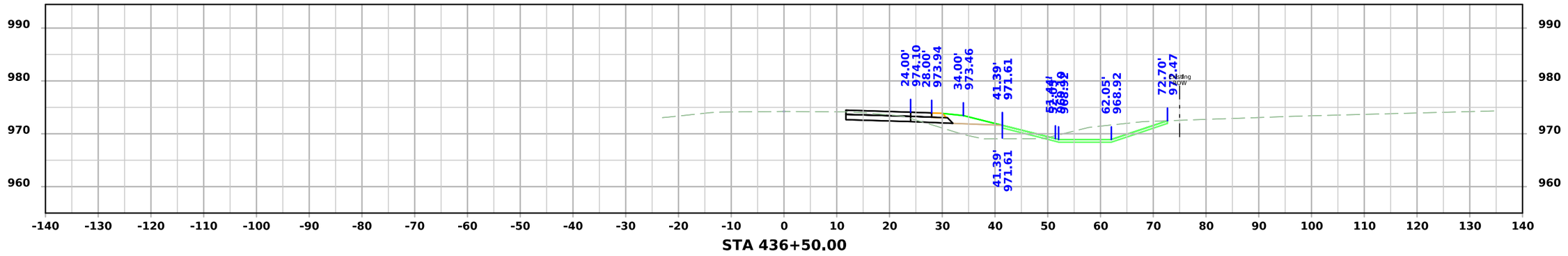


STA 434+00.00

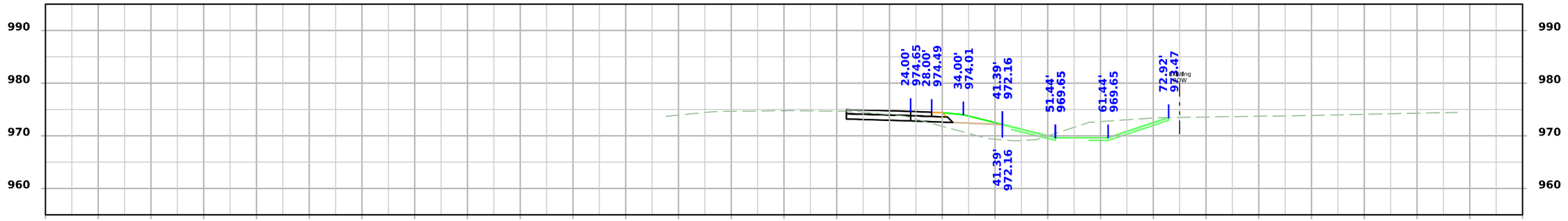
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.73

3:04:56 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

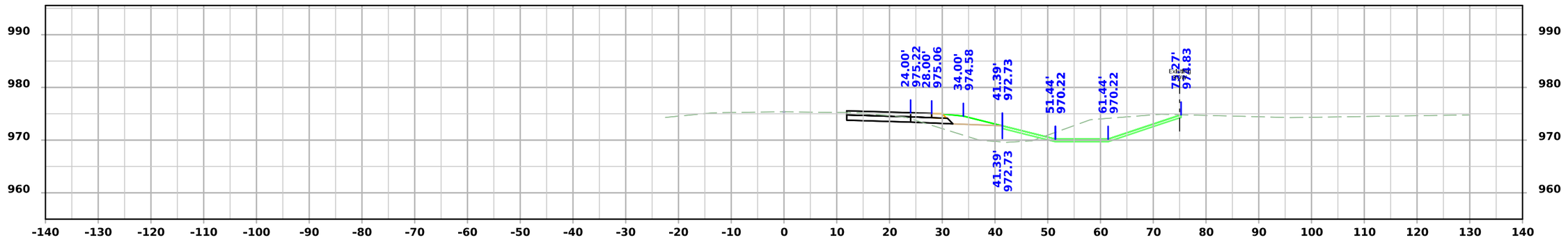
US34



STA 436+50.00



STA 436+00.00

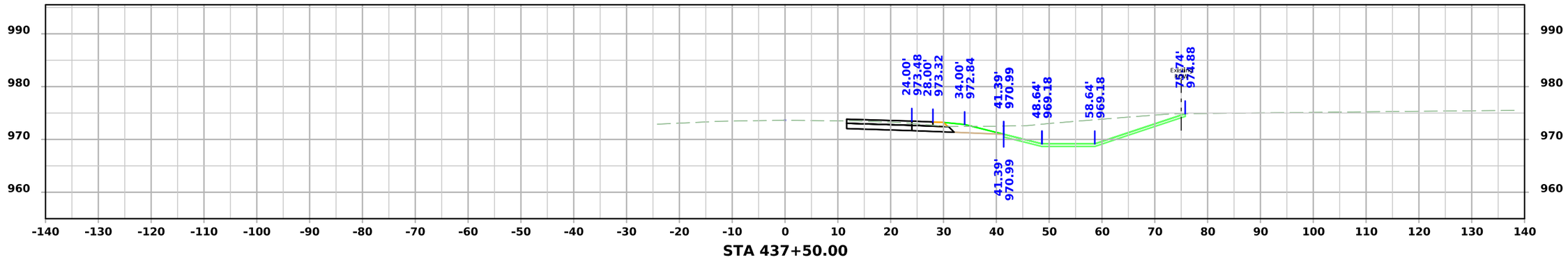


STA 435+50.00

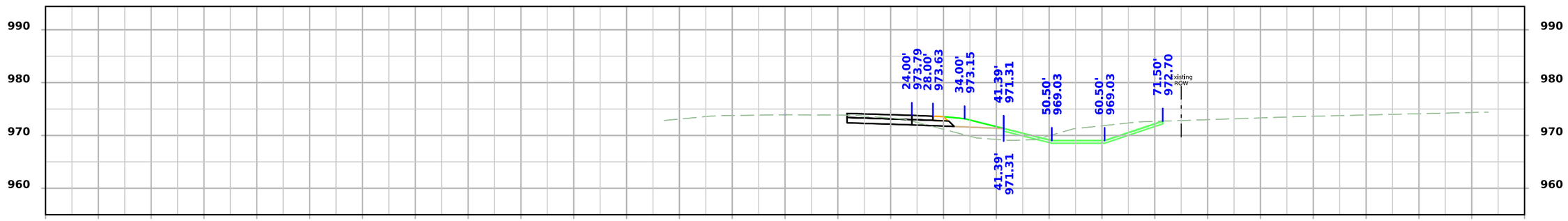
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.74

3:05:02 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

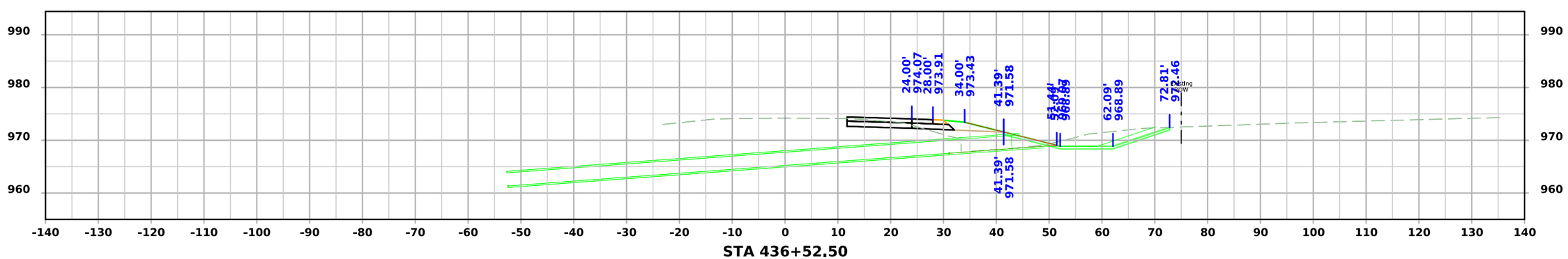
US34



STA 437+50.00



STA 437+00.00

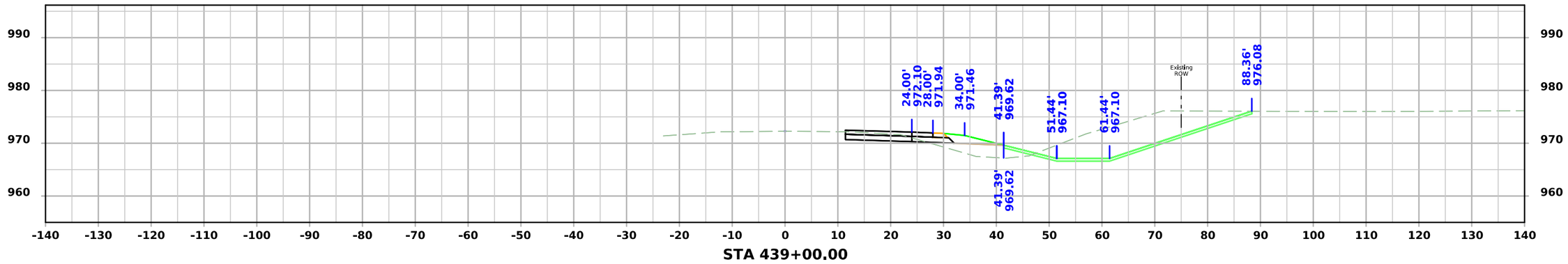


STA 436+52.50

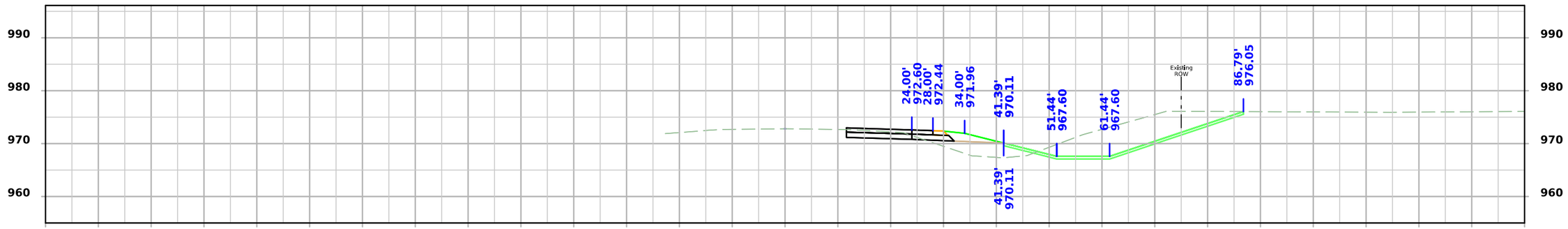
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.75

3:05:06 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

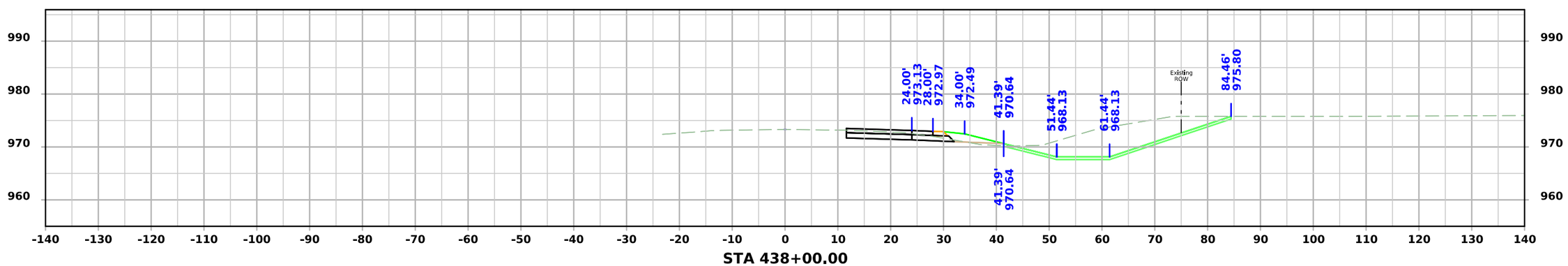
US34



STA 439+00.00



STA 438+50.00

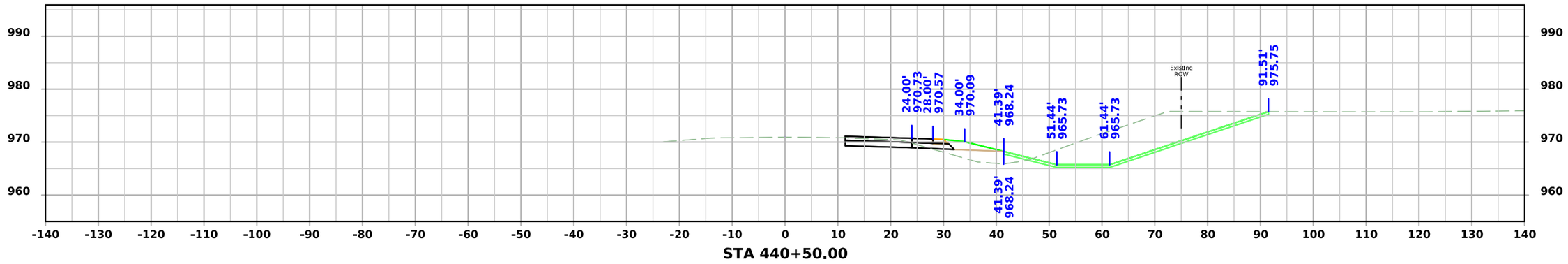


STA 438+00.00

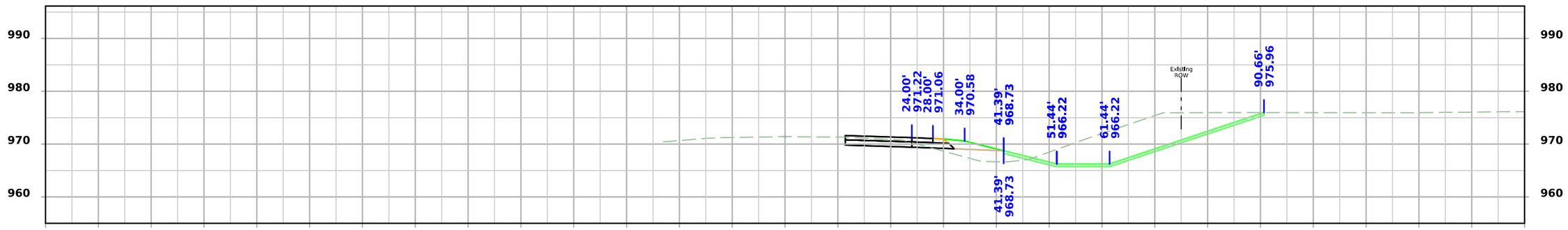
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.76

3:05:11 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

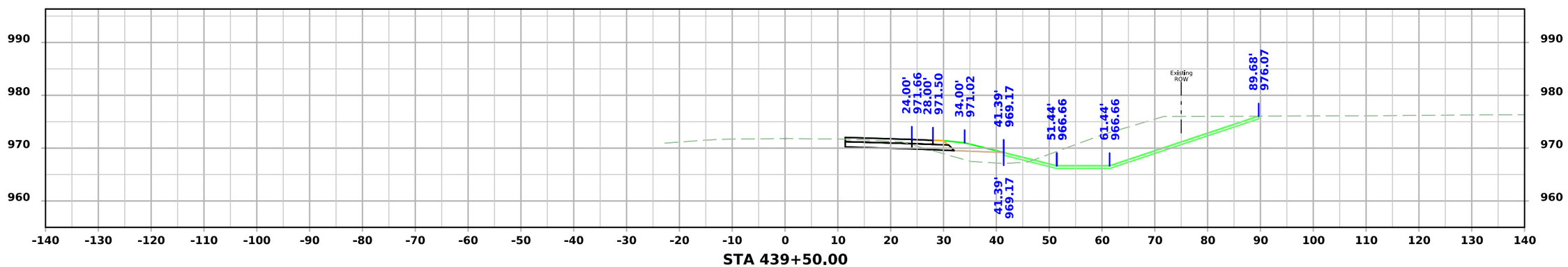
US34



STA 440+50.00



STA 440+00.00

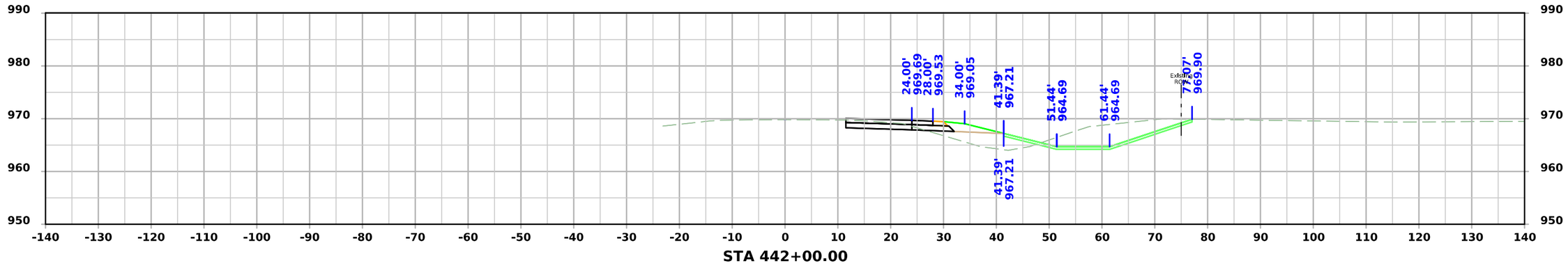


STA 439+50.00

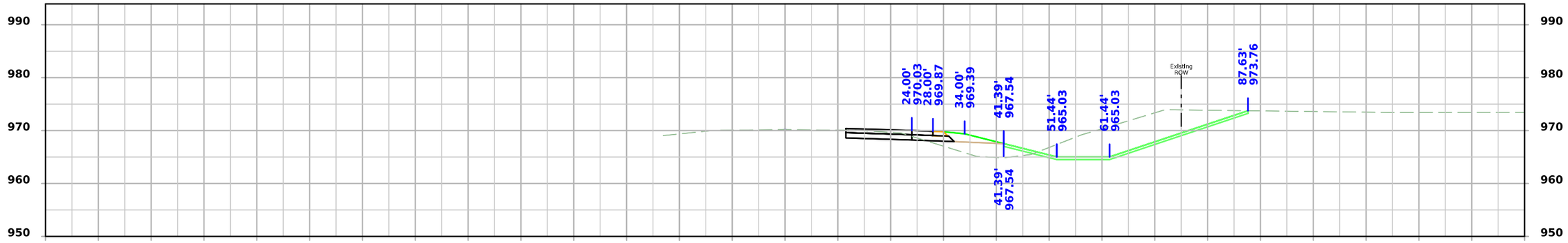
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.77

3:05:15 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

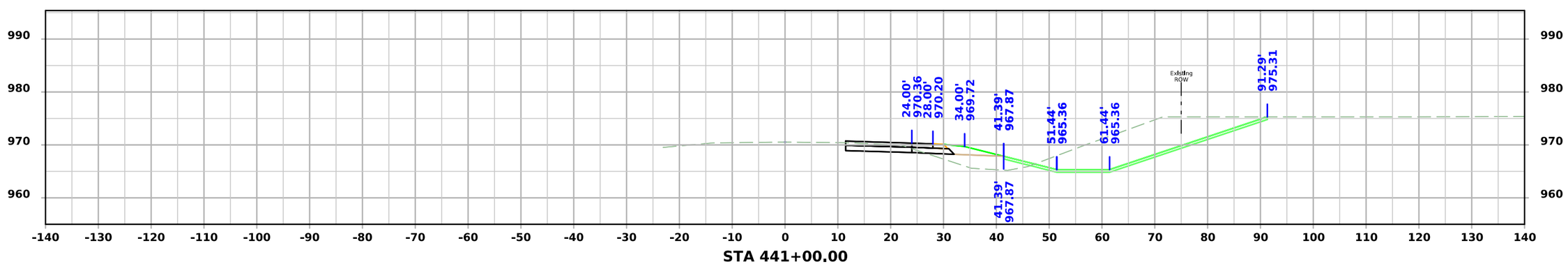
US34



STA 442+00.00



STA 441+50.00

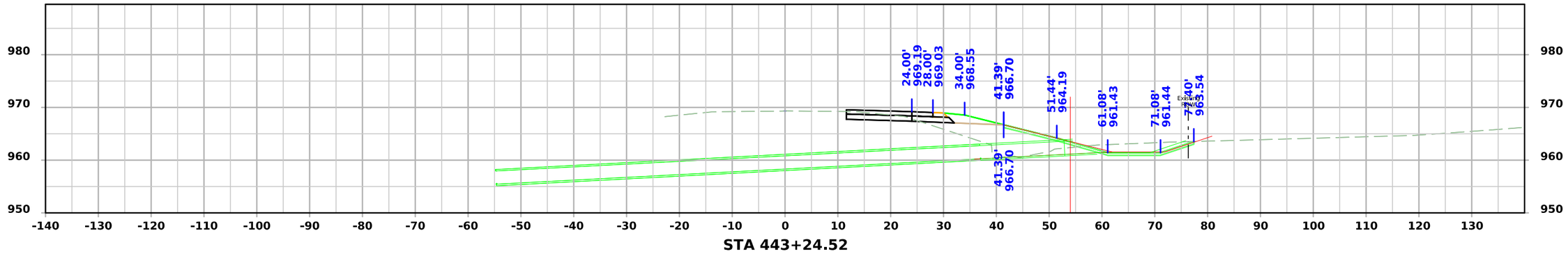


STA 441+00.00

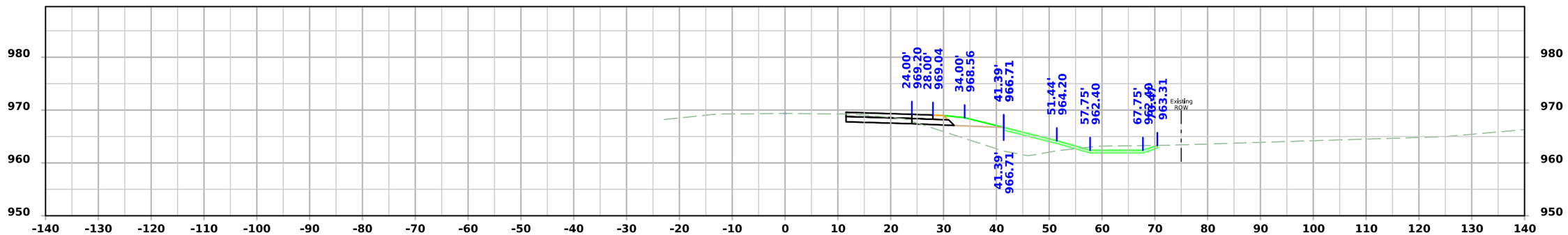
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.78

3:05:20 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

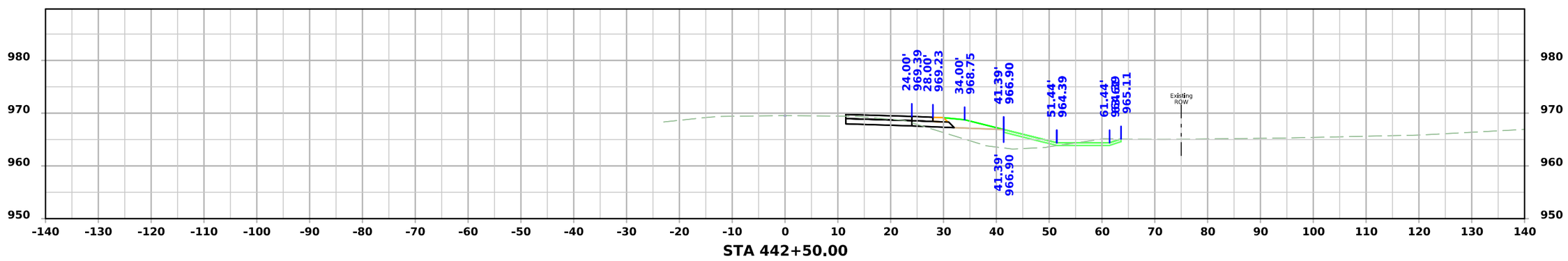
US34



STA 443+24.52



STA 443+00.00

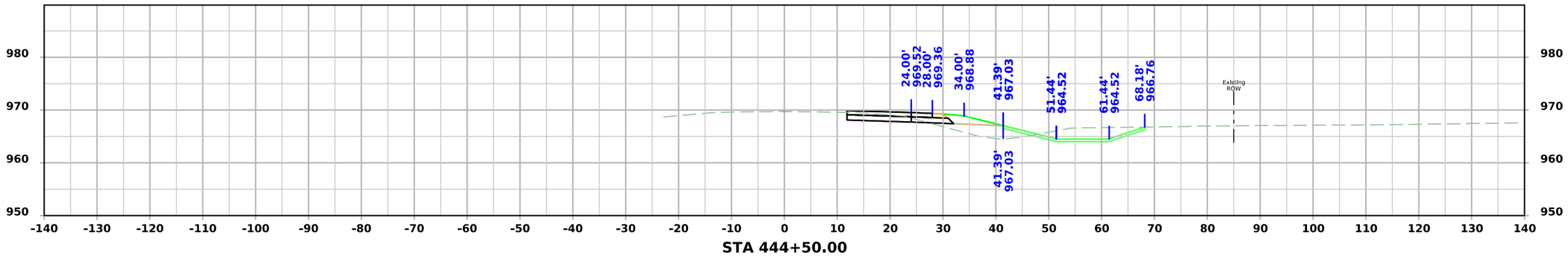


STA 442+50.00

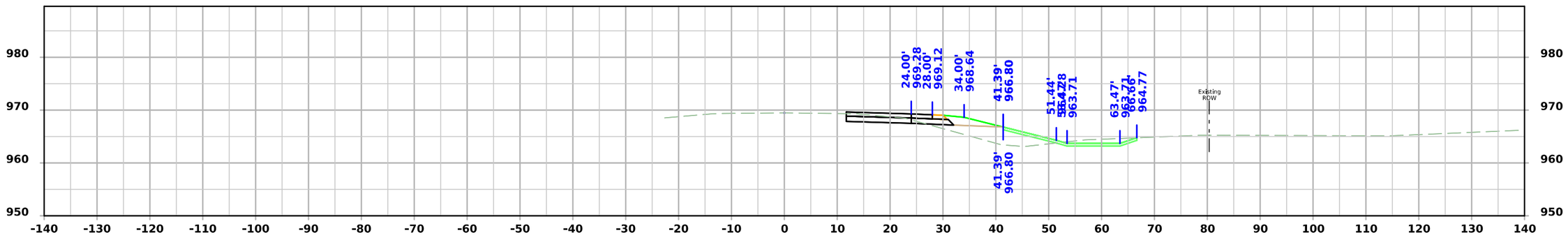
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.79

3:05:24 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

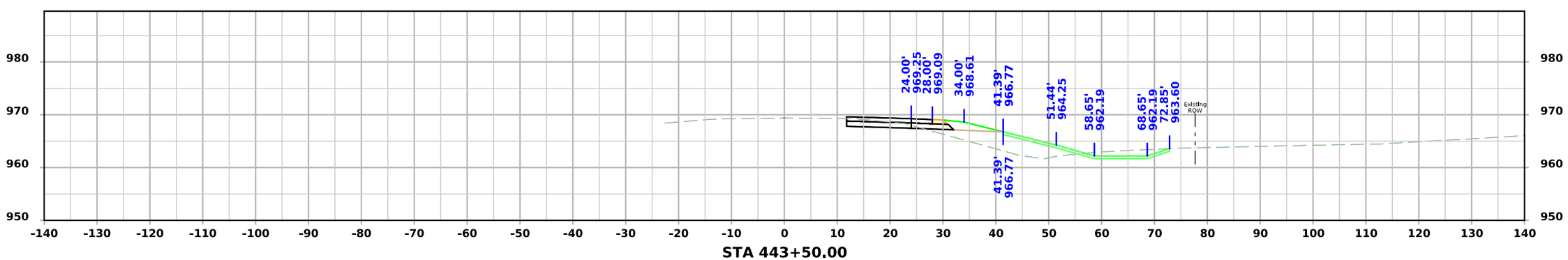
US34



STA 444+50.00



STA 444+00.00

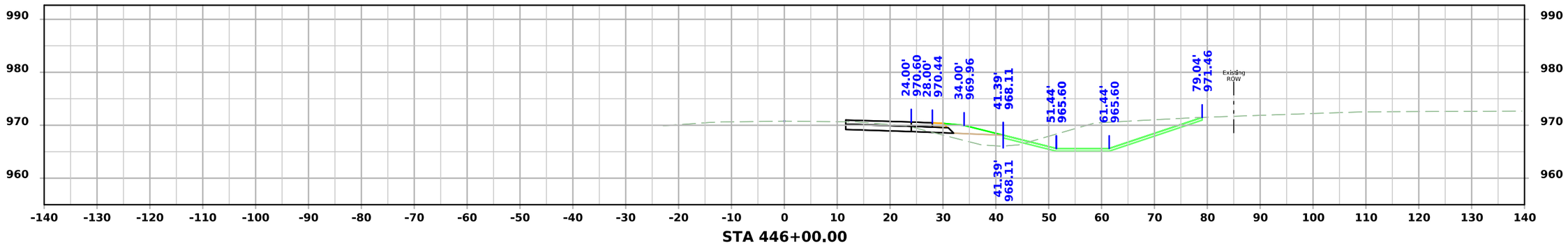


STA 443+50.00

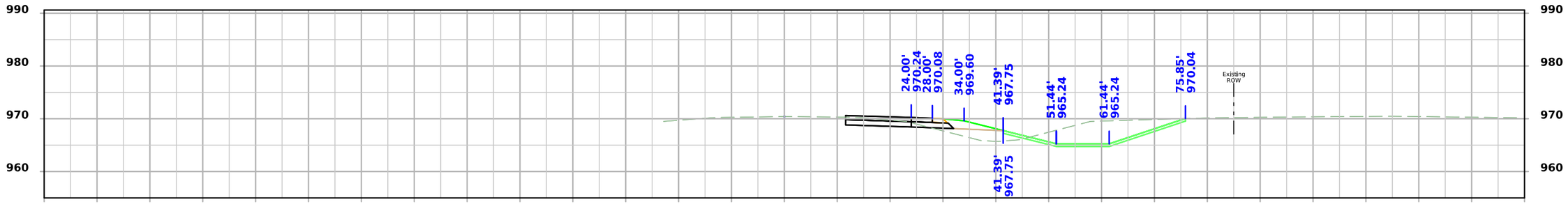
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.80

3:05:28 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

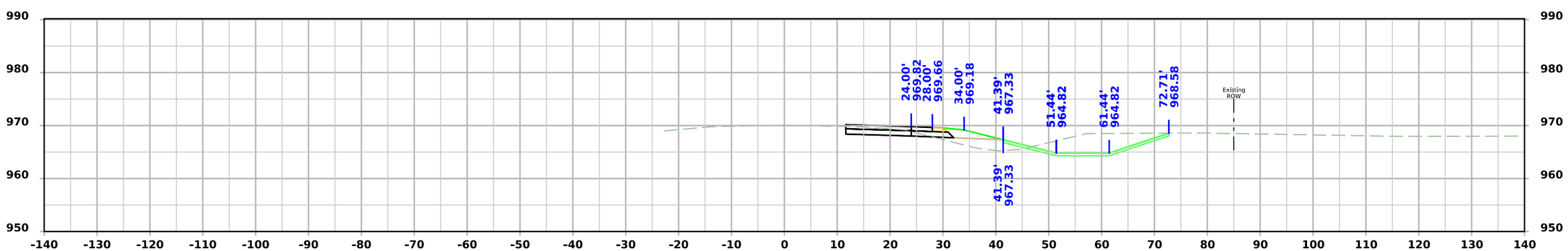
US34



STA 446+00.00



STA 445+50.00

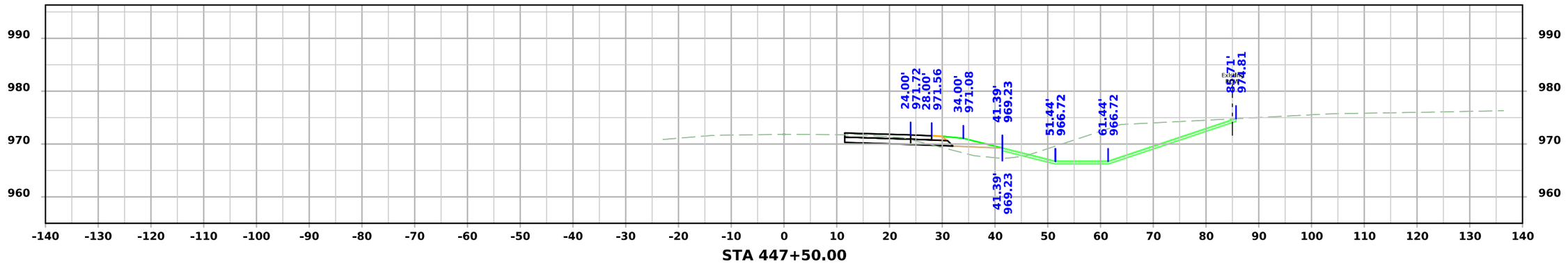


STA 445+00.00

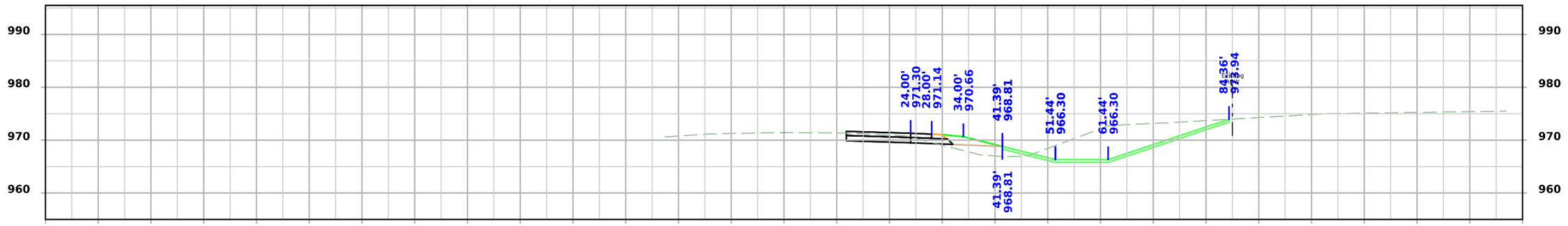
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.81

3:05:33 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

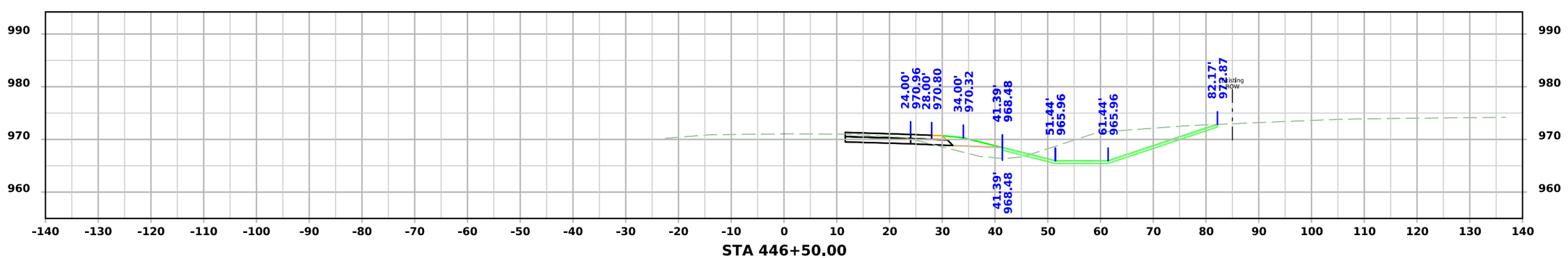
US34



STA 447+50.00



STA 447+00.00

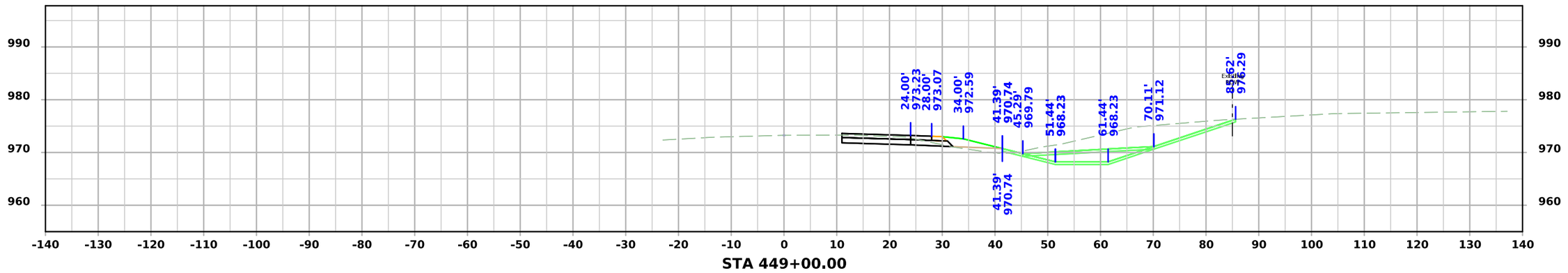


STA 446+50.00

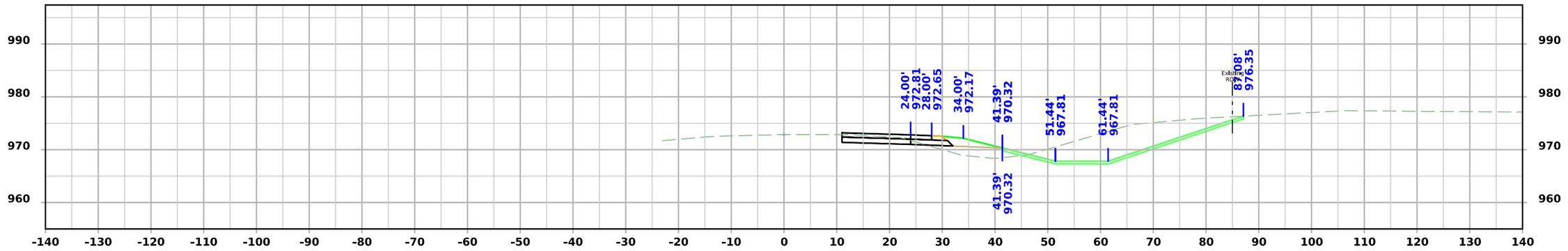
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.82	

3:05:37 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

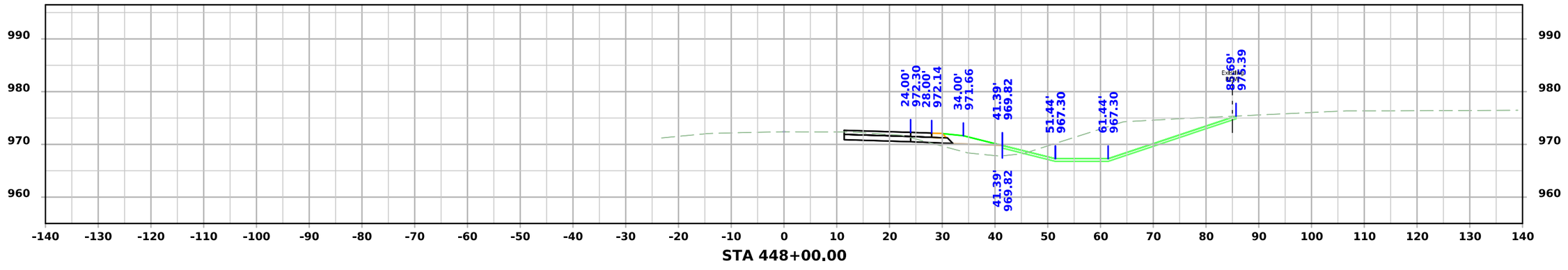
US34



STA 449+00.00



STA 448+50.00

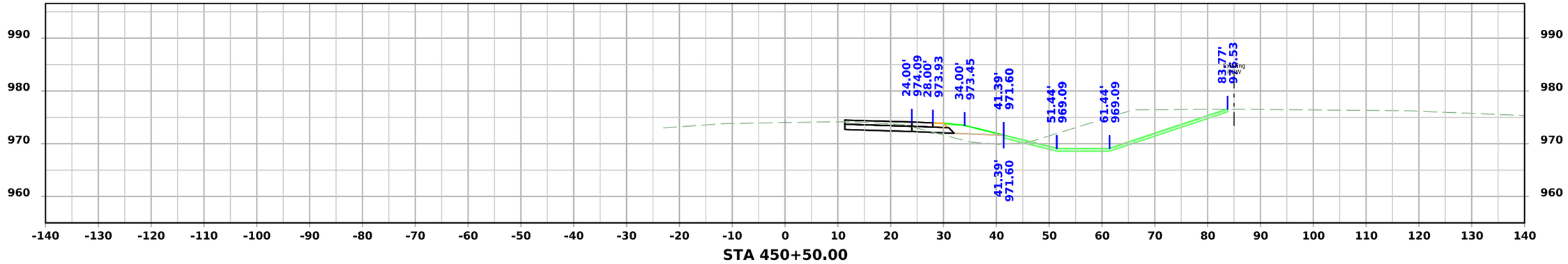


STA 448+00.00

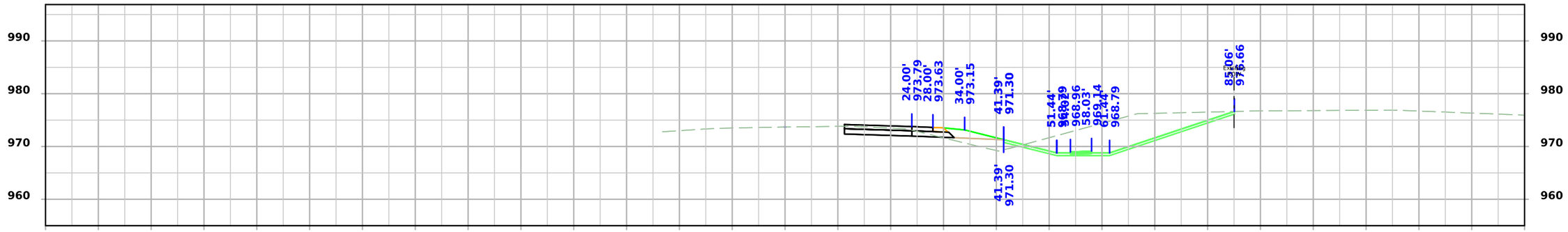
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.83

3:05:42 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

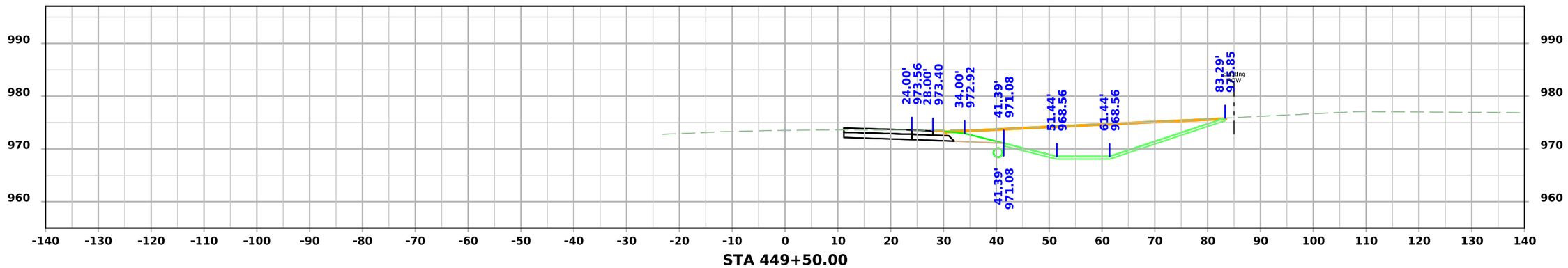
US34



STA 450+50.00



STA 450+00.00

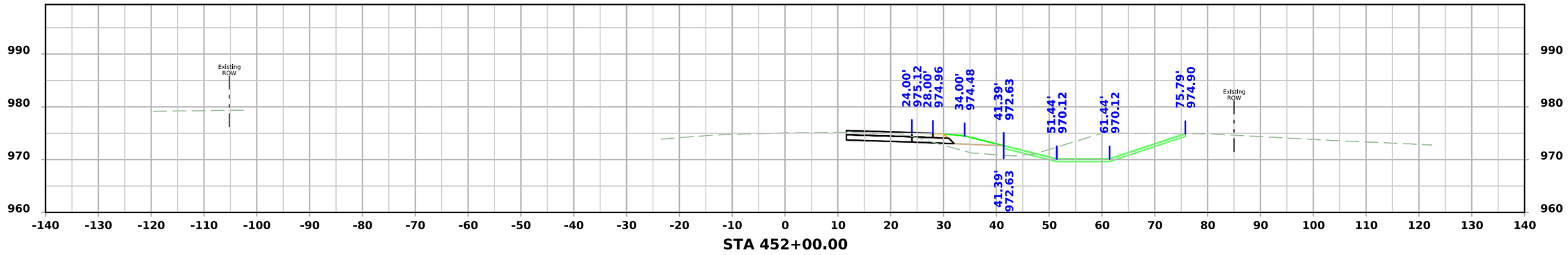


STA 449+50.00

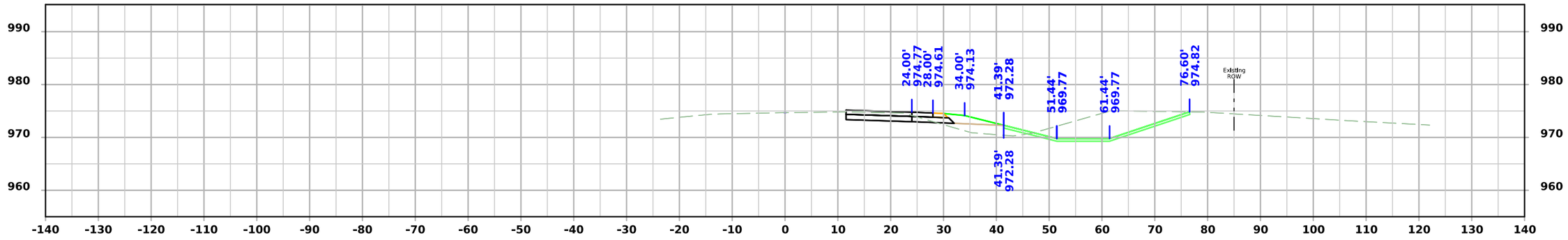
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.84

3:05:47 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

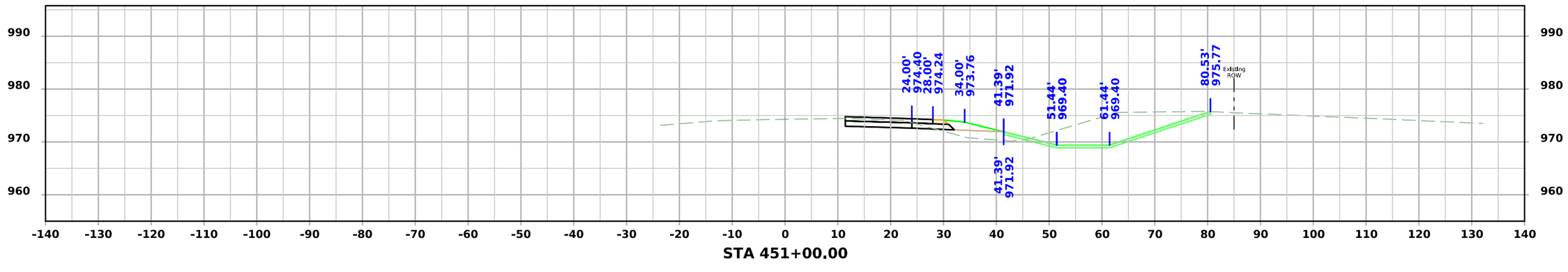
US34



STA 452+00.00



STA 451+50.00

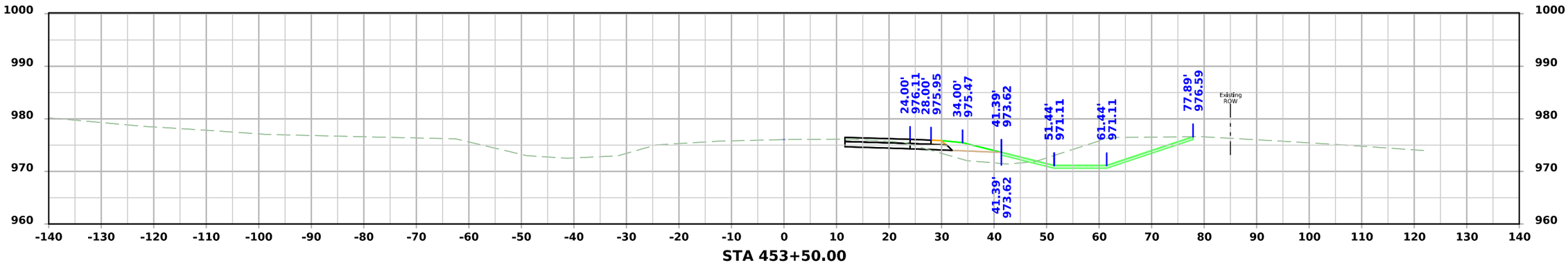


STA 451+00.00

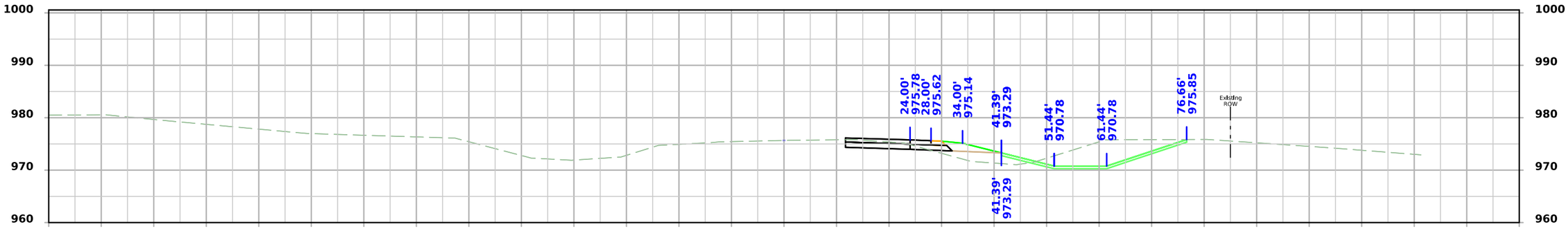
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.85

3:05:52 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

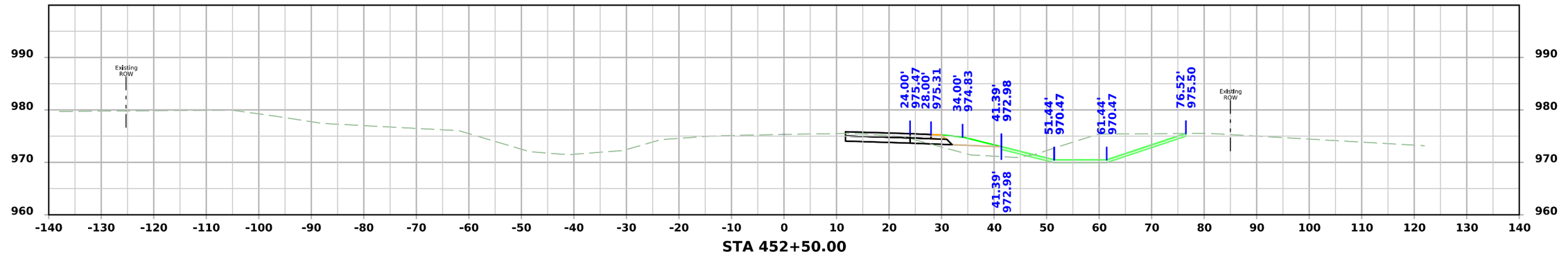
US34



STA 453+50.00



STA 453+00.00

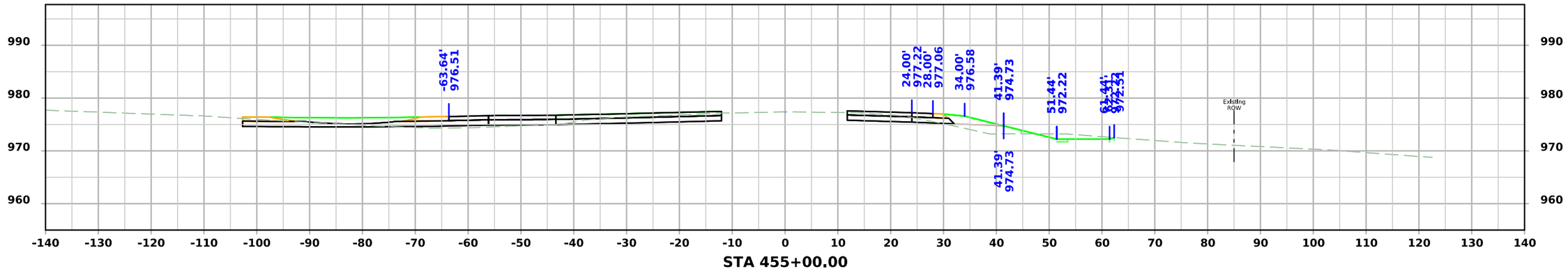


STA 452+50.00

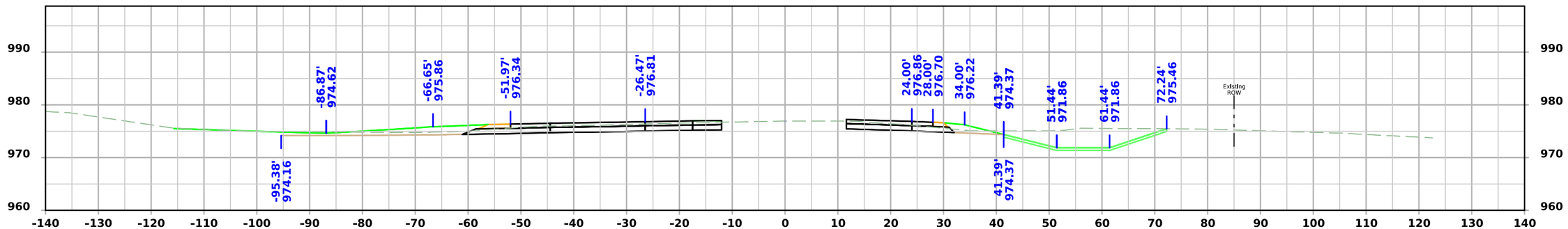
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.86

3:05:57 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

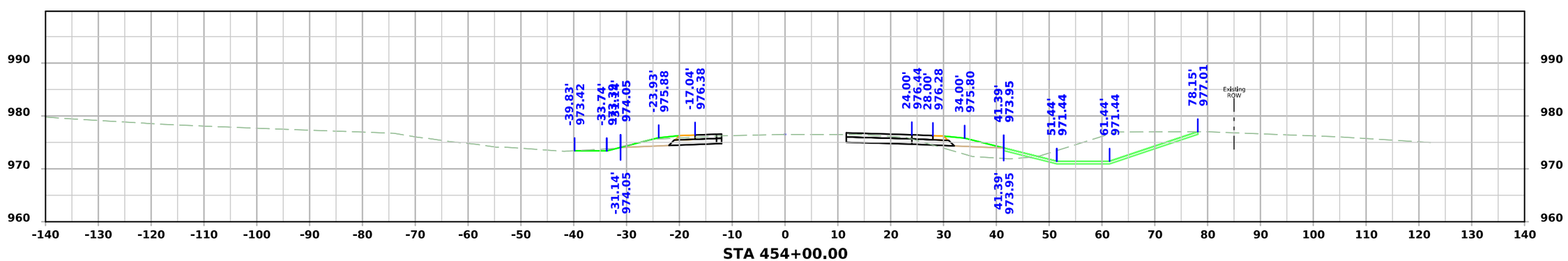
US34



STA 455+00.00



STA 454+50.00

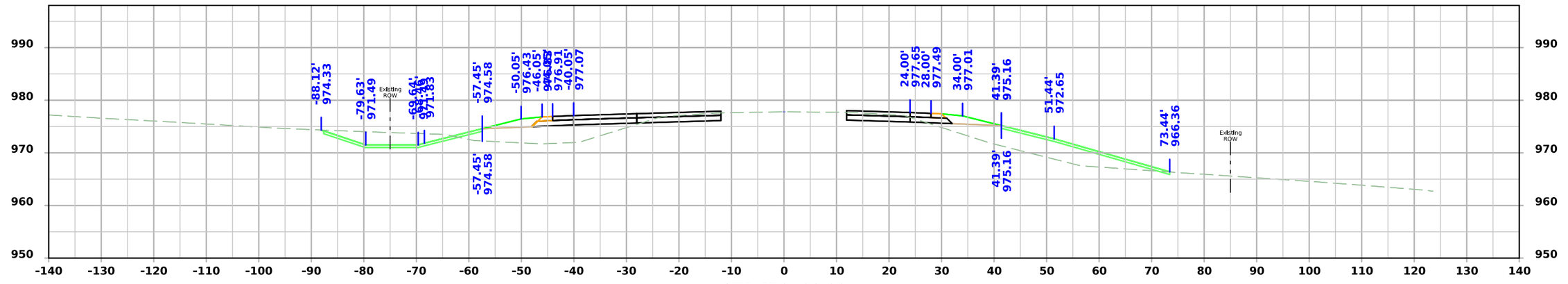


STA 454+00.00

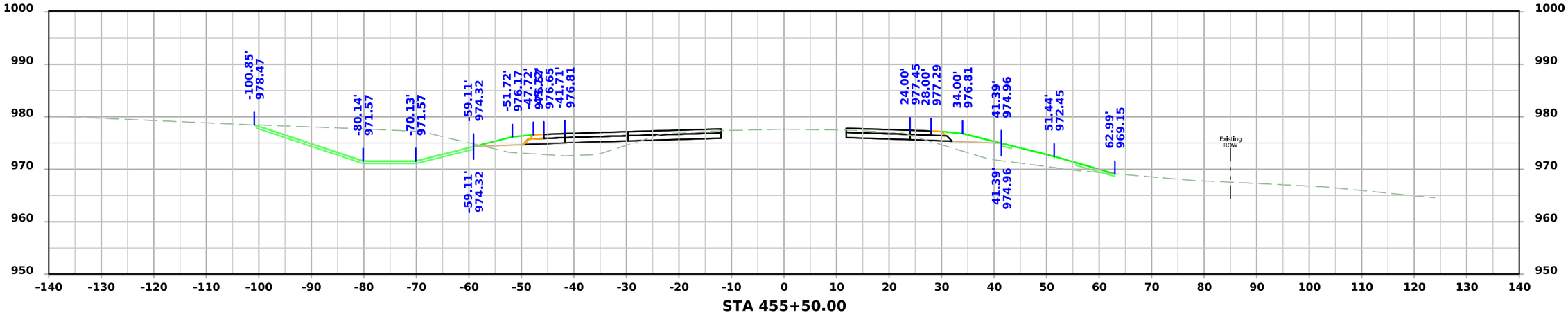
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.87

3:06:02 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

US34



STA 456+00.00

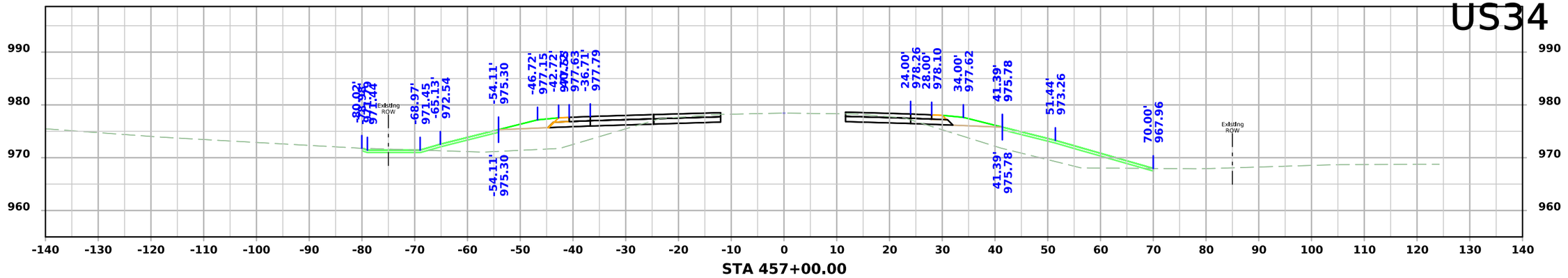


STA 455+50.00

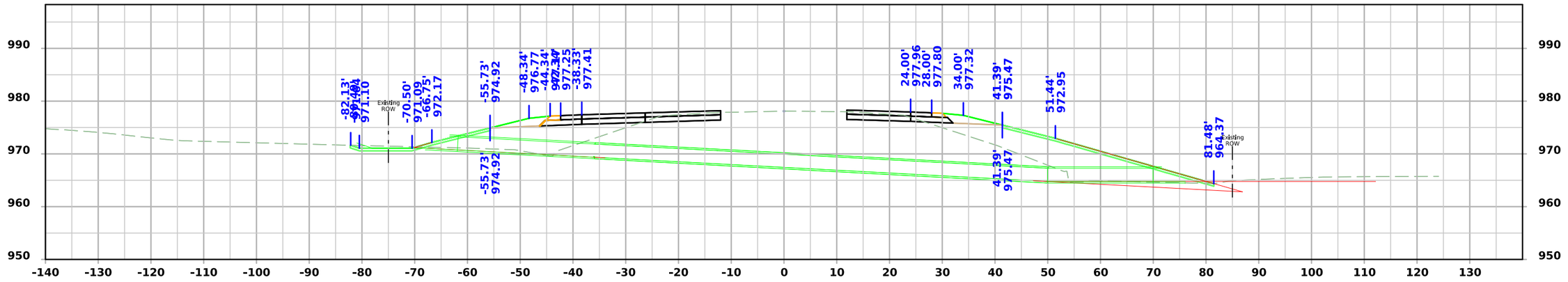
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.88

3:06:07 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

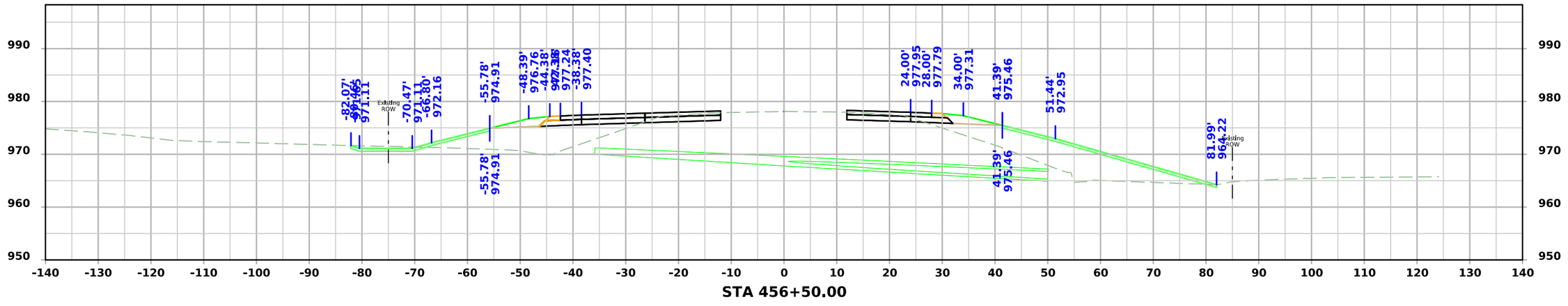
US34



STA 457+00.00



STA 456+51.25

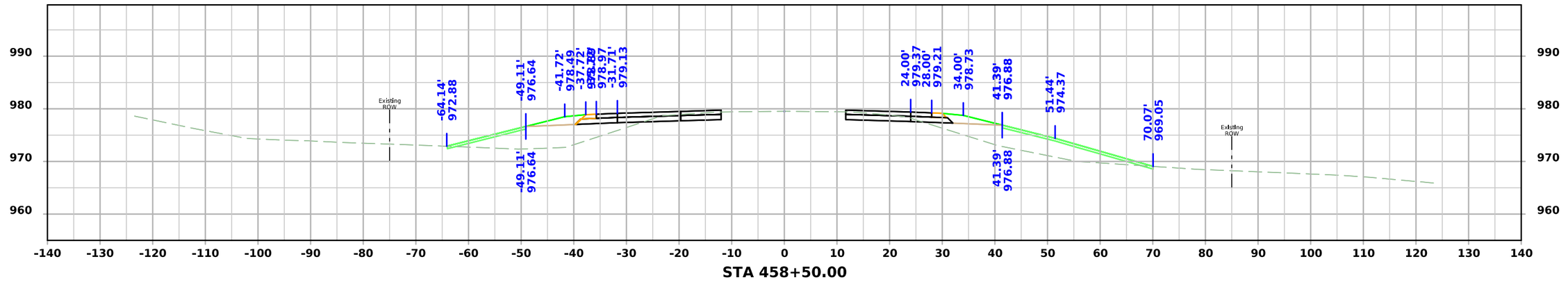


STA 456+50.00

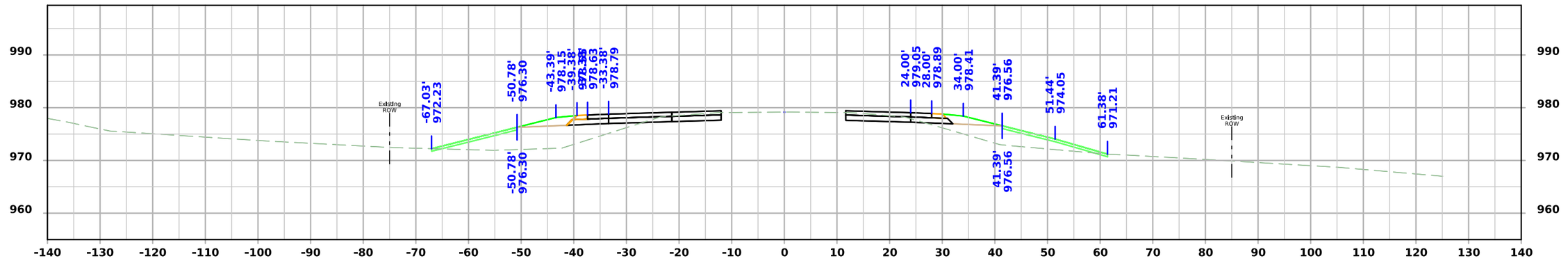
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.89

3:06:13 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

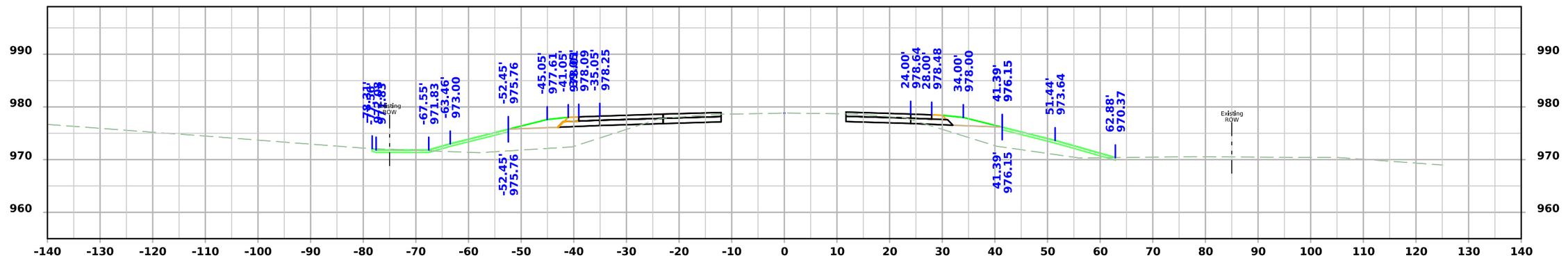
US34



STA 458+50.00



STA 458+00.00

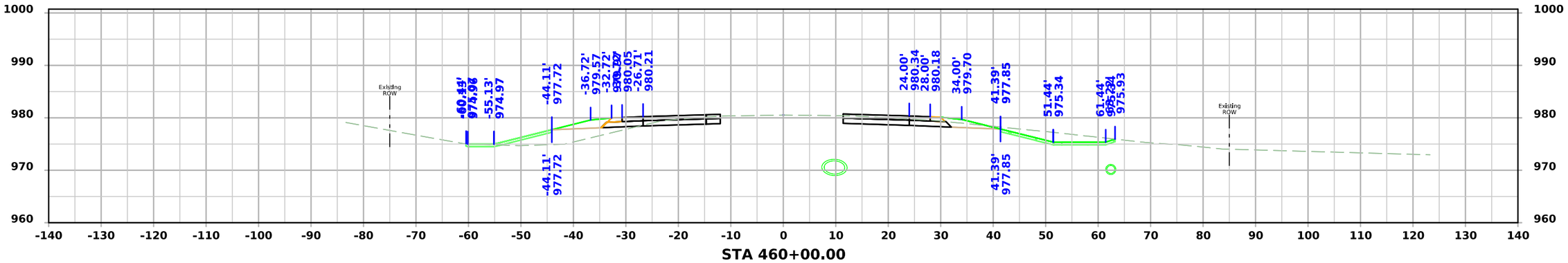


STA 457+50.00

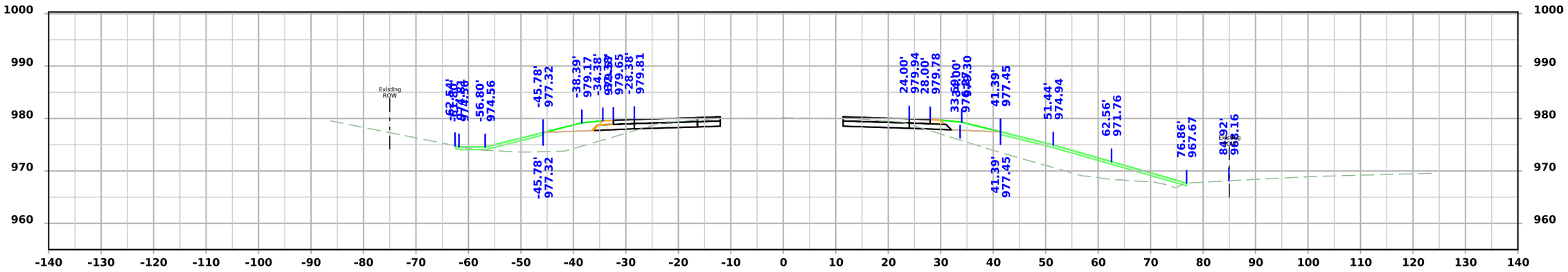
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.90

3:06:18 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

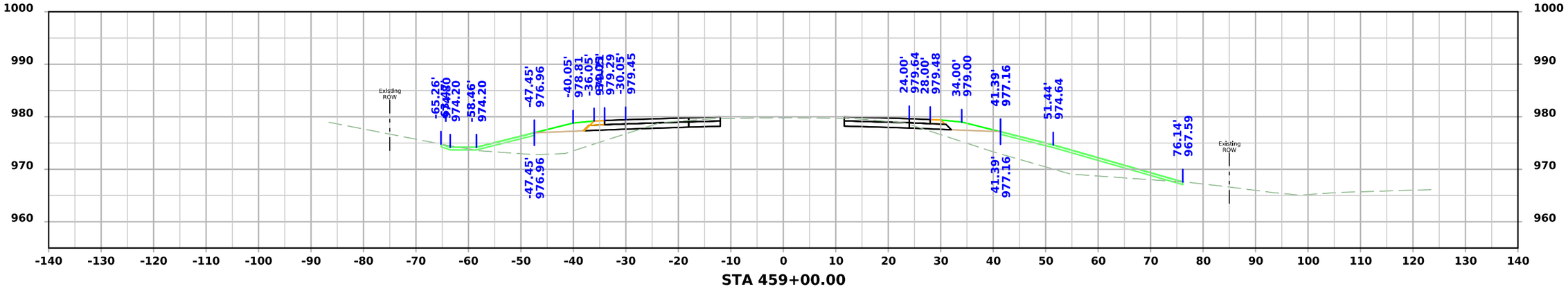
US34



STA 460+00.00



STA 459+50.00



STA 459+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.91

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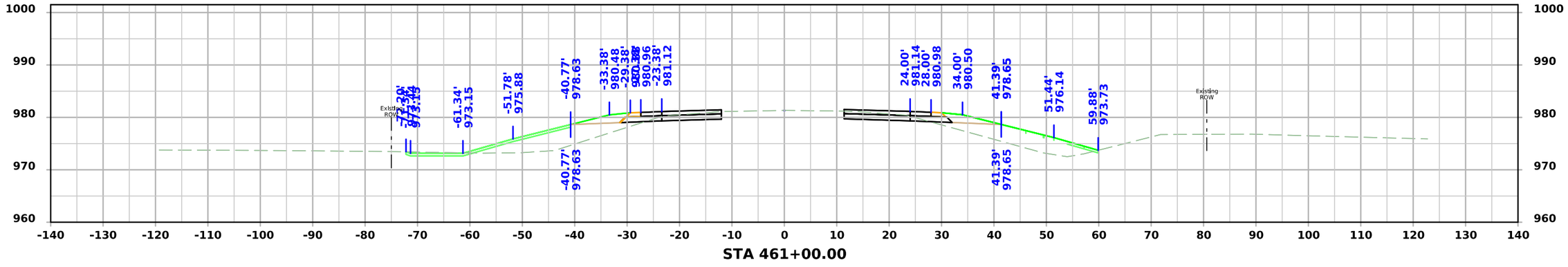
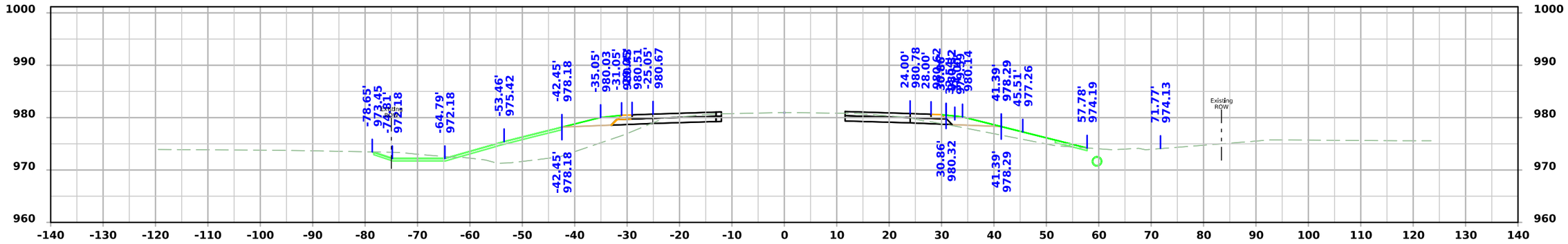
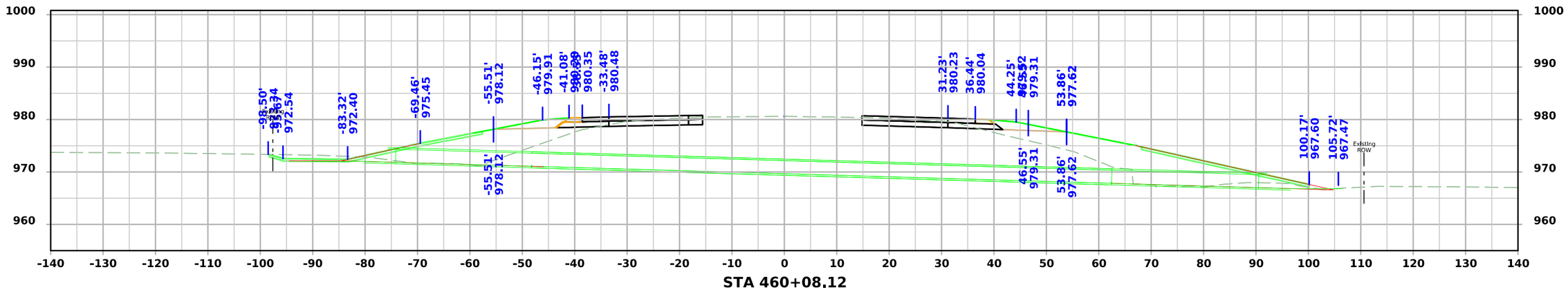
US34



STA 461+00.00



STA 460+50.00



STA 460+08.12

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.92

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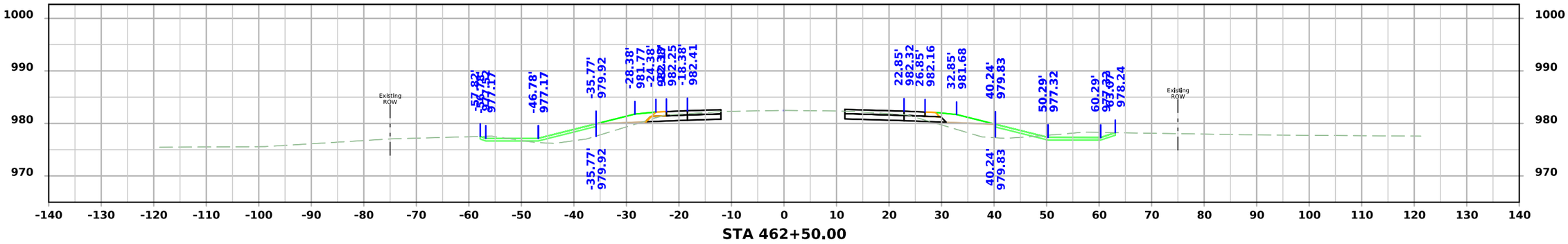
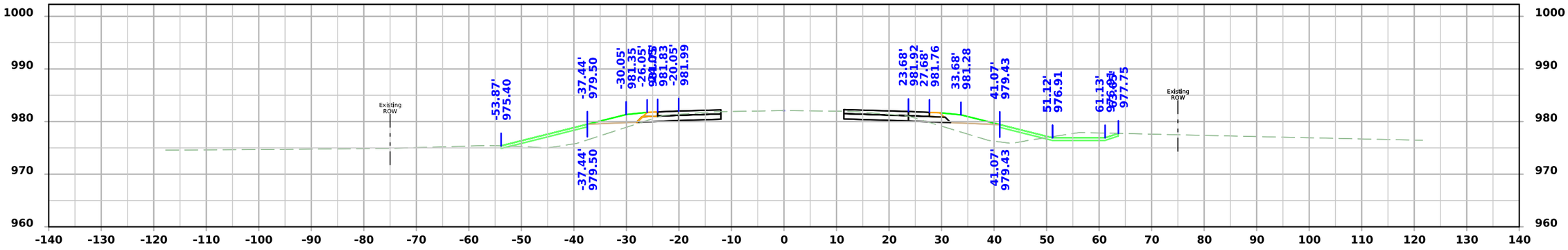
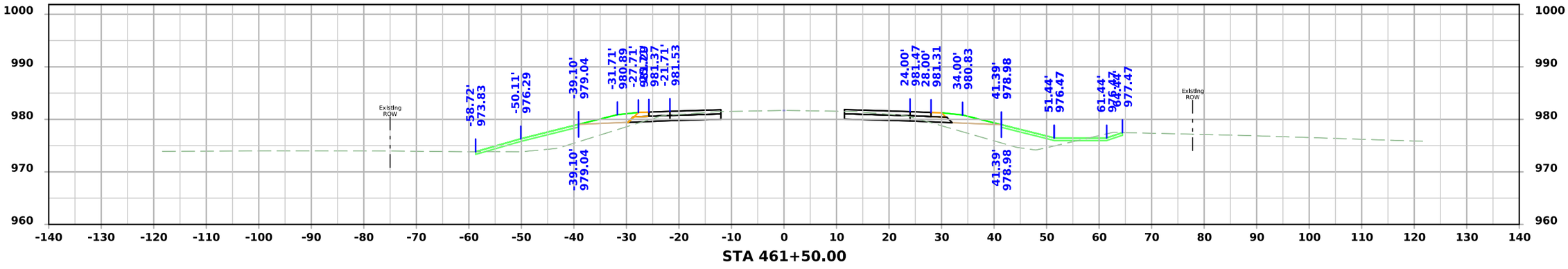
US34



STA 462+50.00



STA 462+00.00



STA 461+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.93

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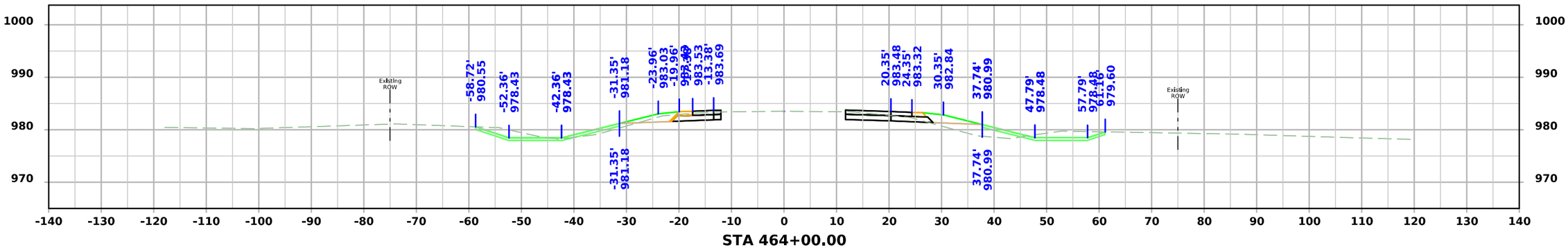
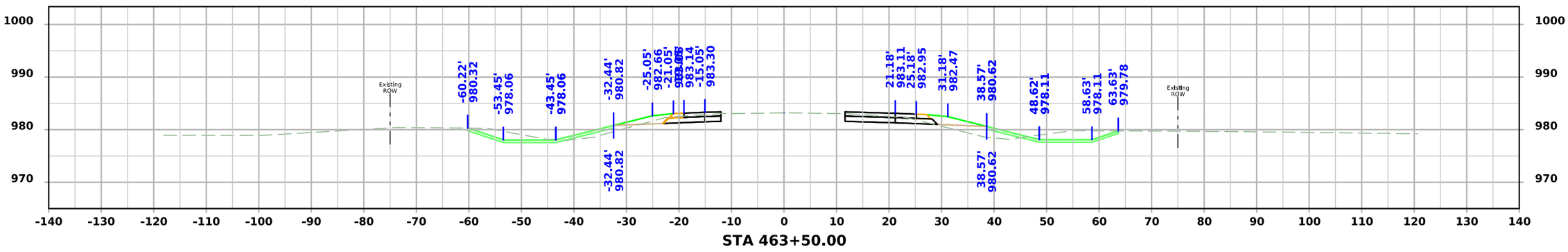
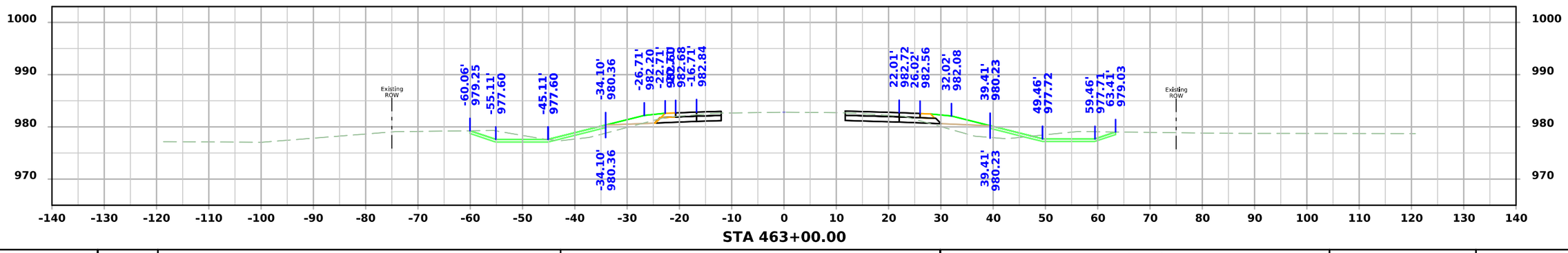
US34



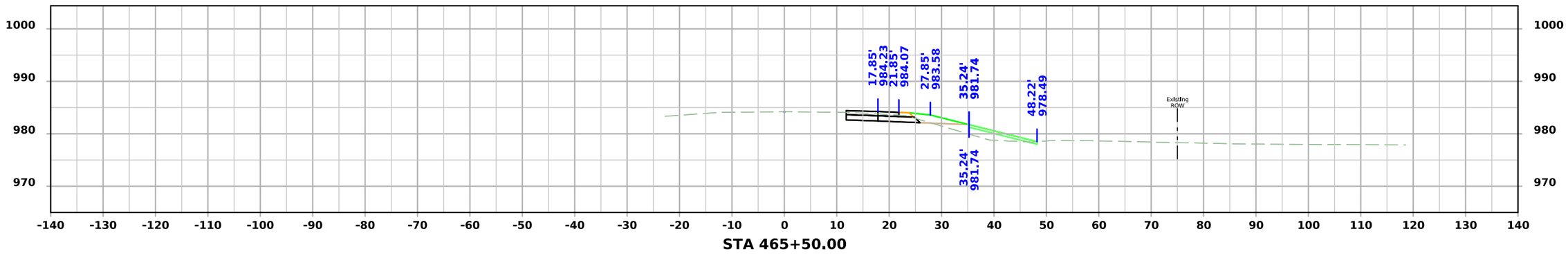




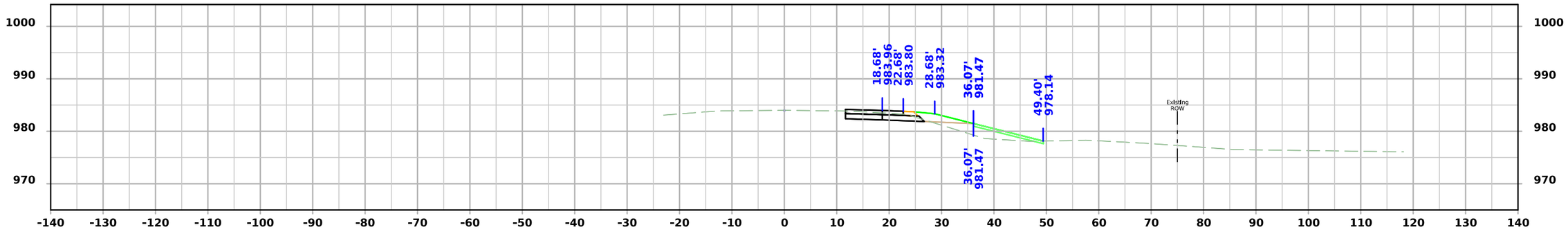
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.94

3:06:37 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

US34



STA 465+50.00



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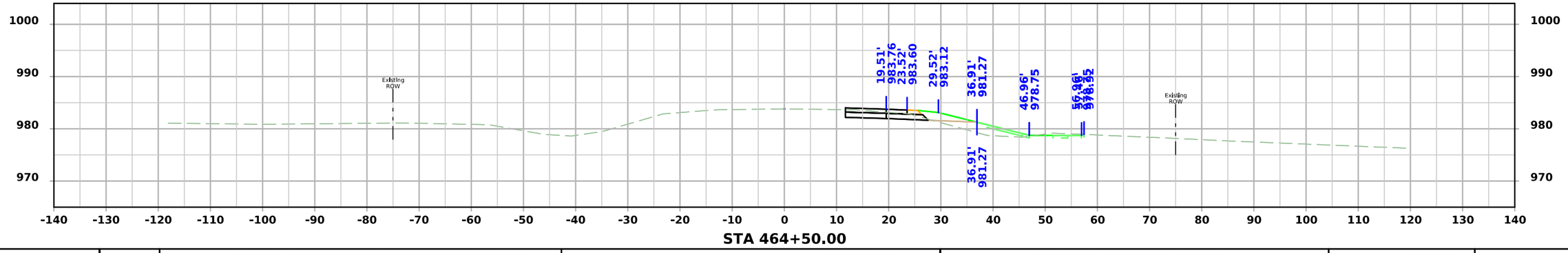
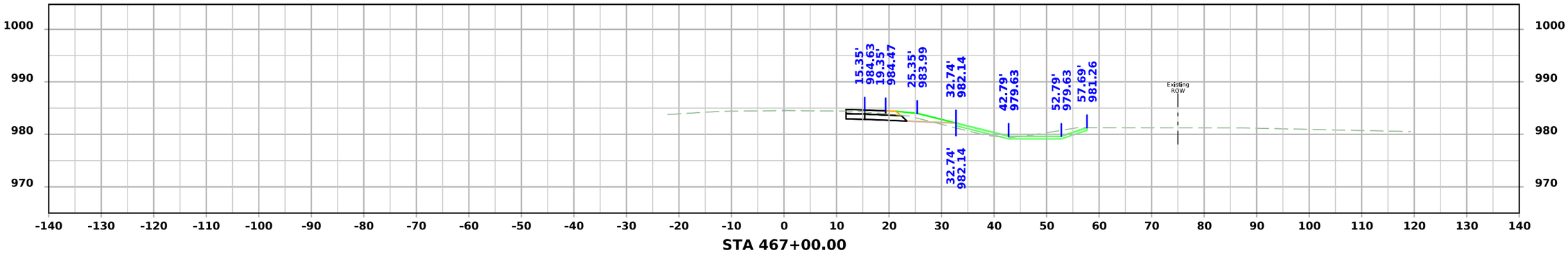


STA 464+50.00

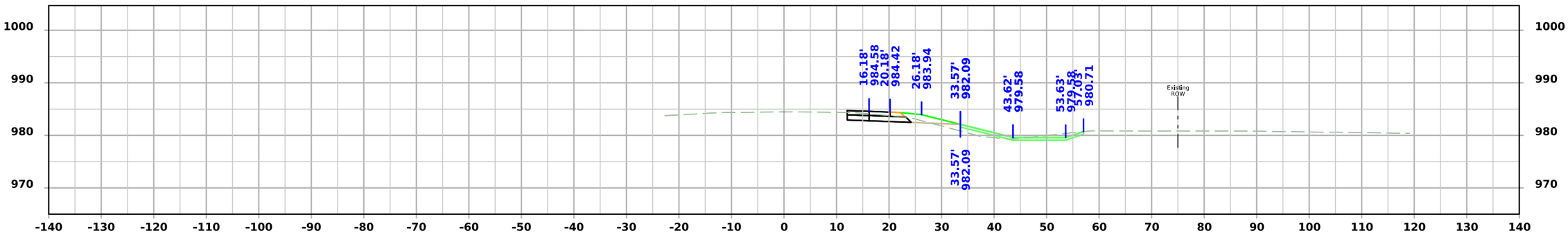
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.95	

3:06:42 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

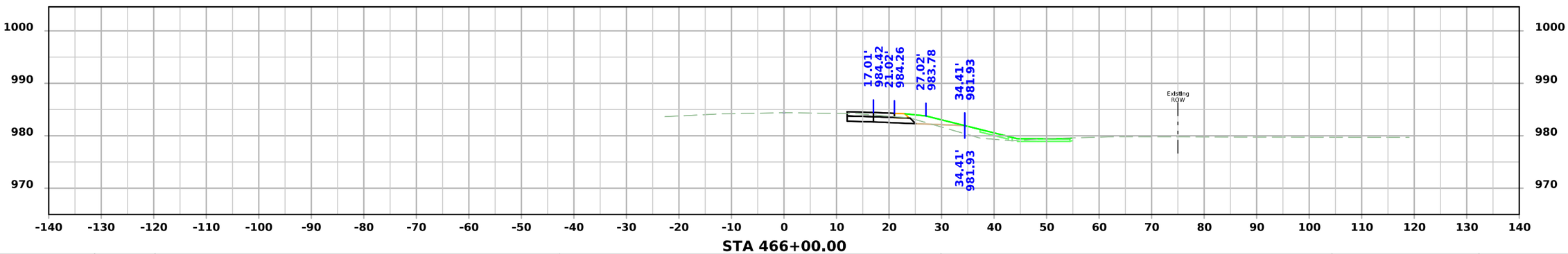
US34



STA 467+00.00



STA 466+50.00



STA 466+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.96

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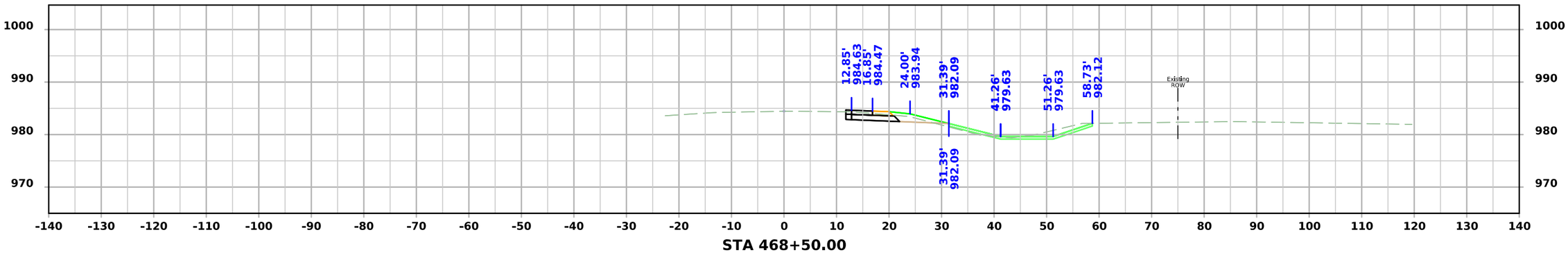
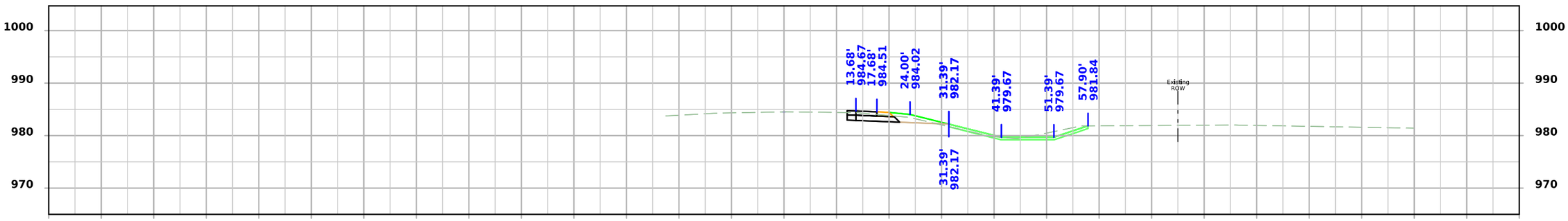
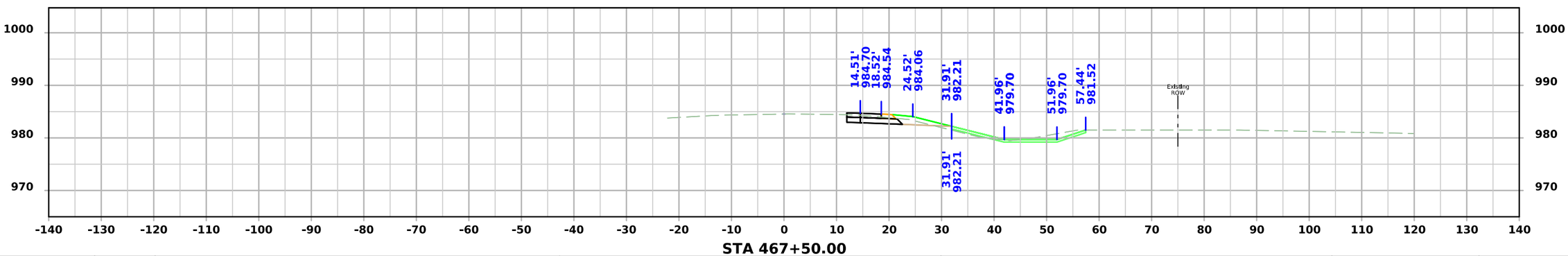
US34



STA 468+50.00



STA 468+00.00

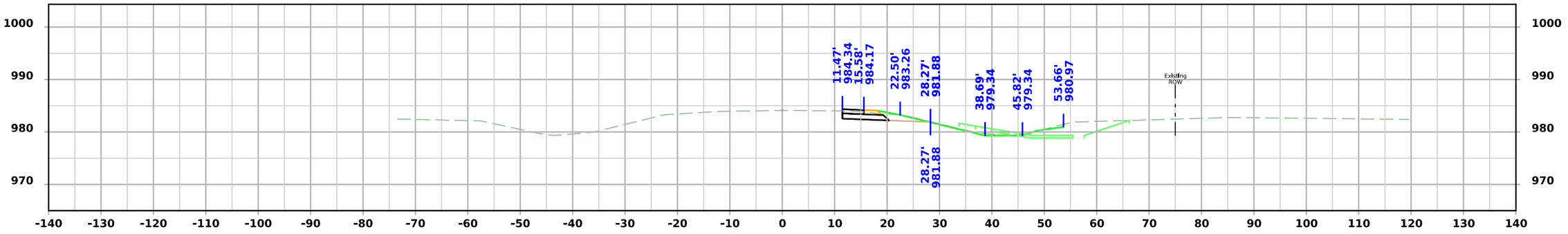


STA 467+50.00

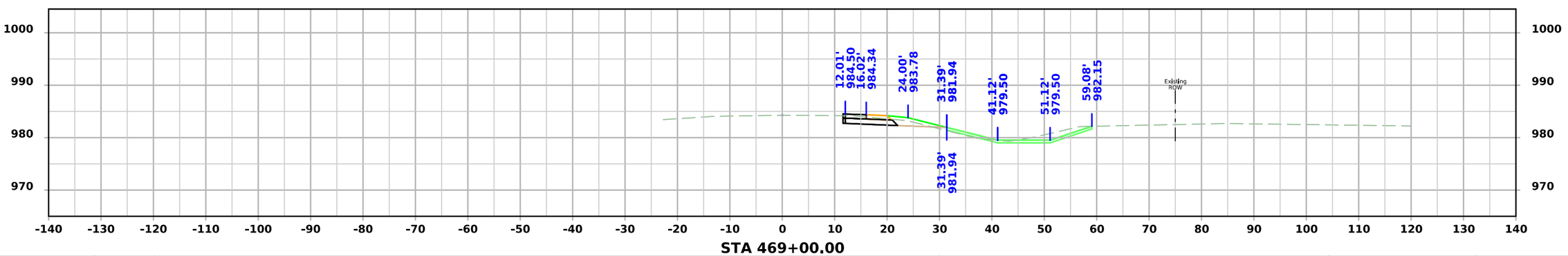
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.97

3:06:51 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

US34



STA 469+32.81

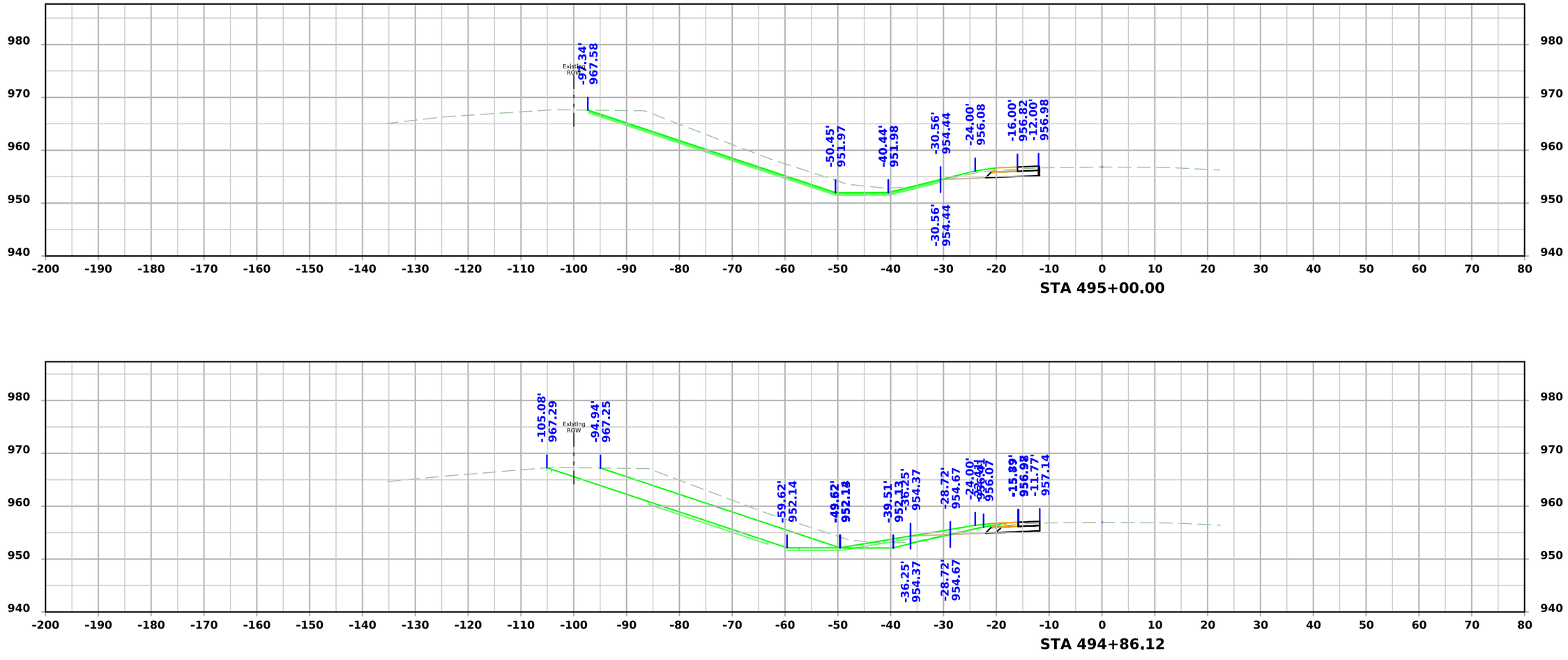


STA 469+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.98

3:06:56 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W04.dgn

US34



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.99

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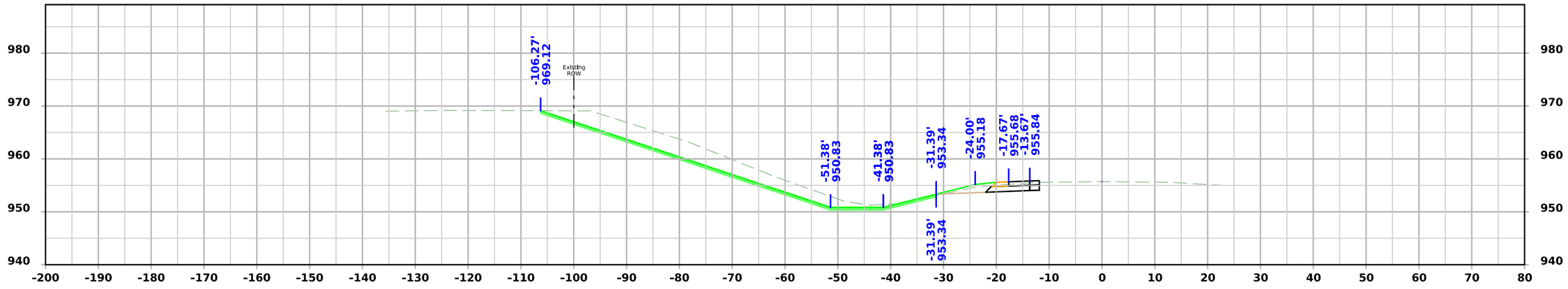
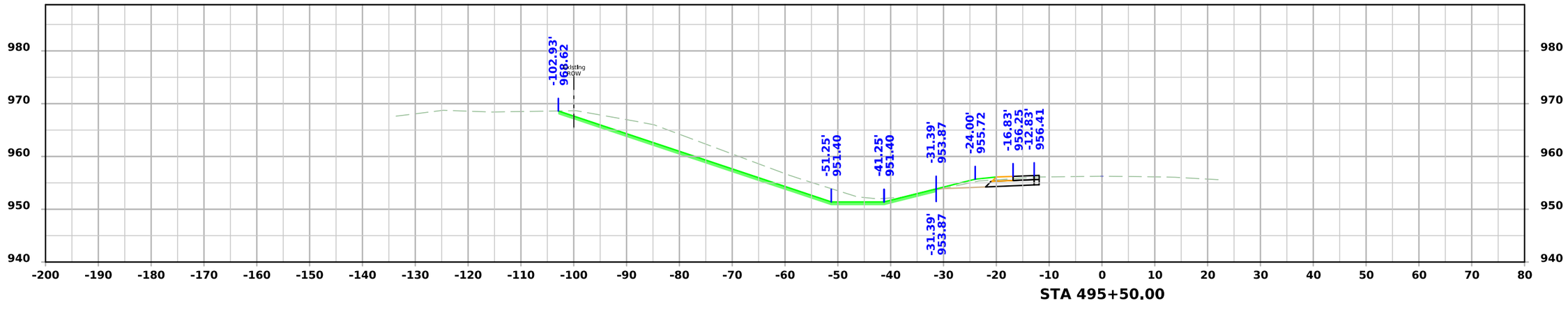
US34



STA 496+00.00



STA 495+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.100

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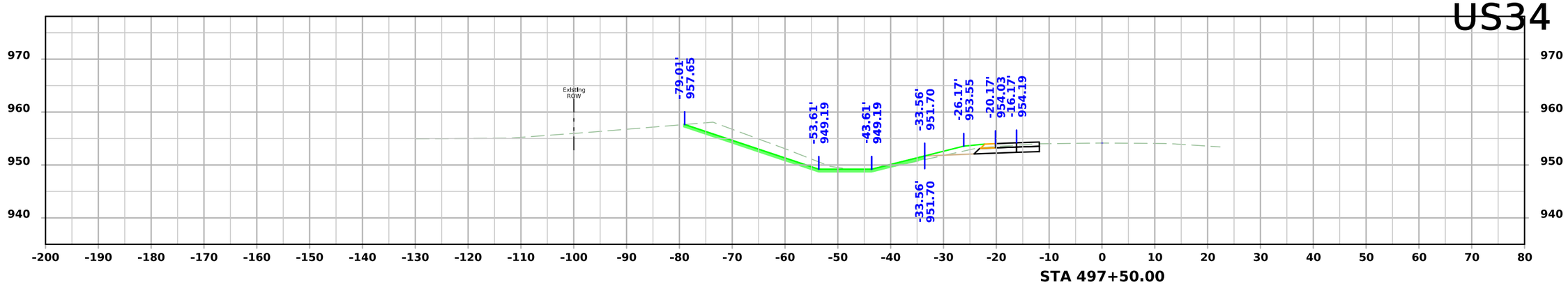
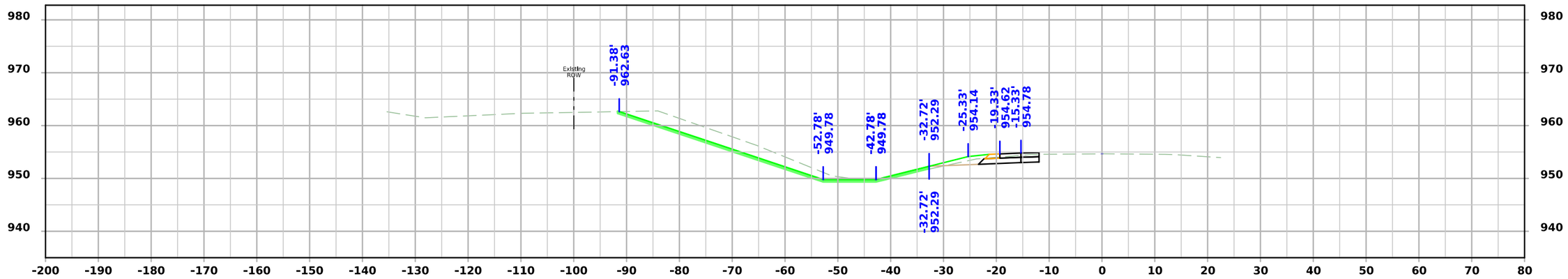
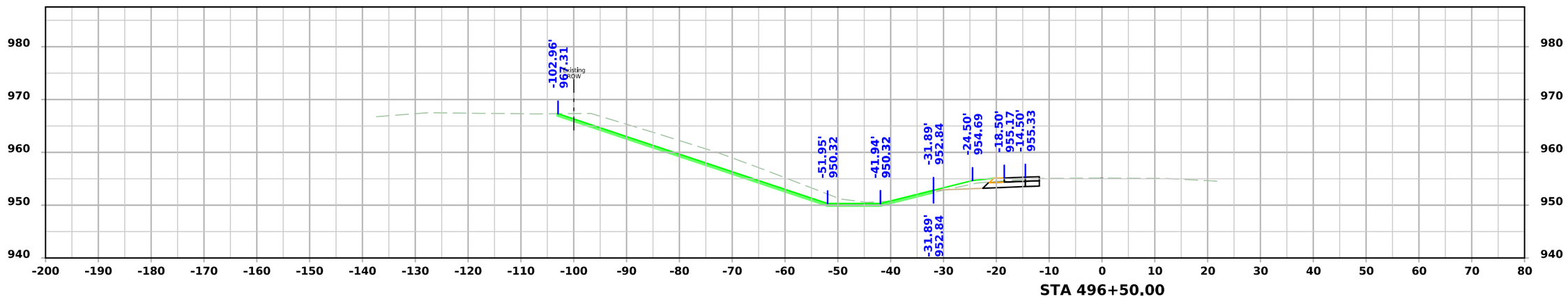
US34



STA 497+50.00



STA 497+00.00

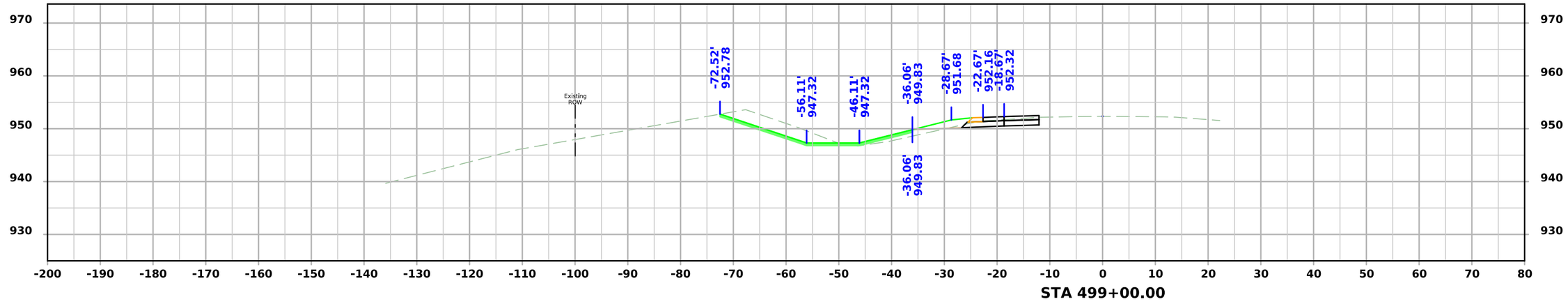


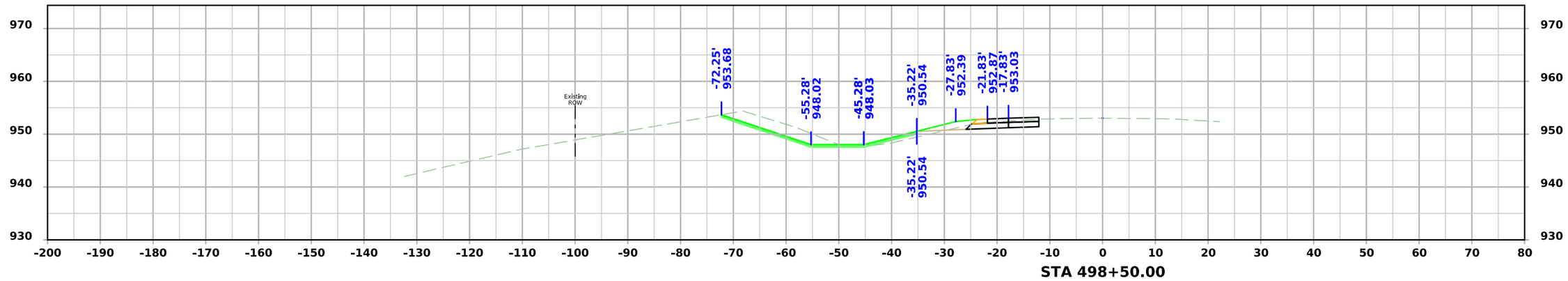
STA 496+50.00

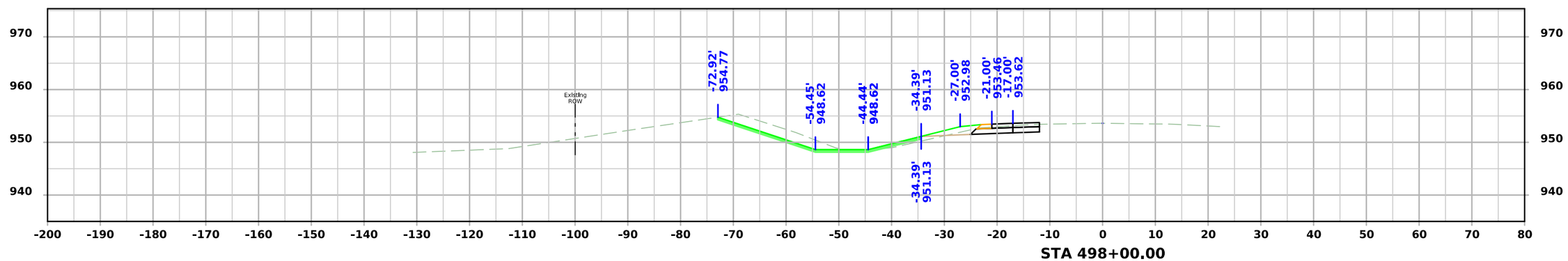
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.101

3:07:24 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



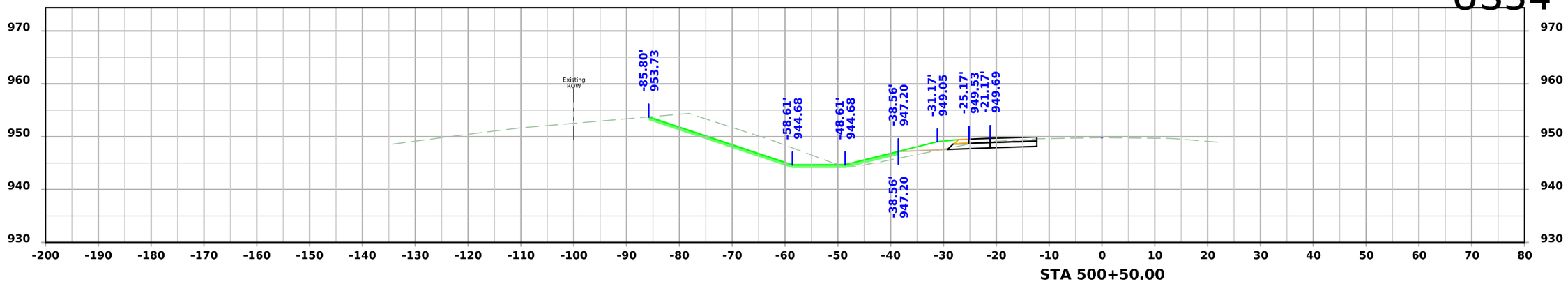


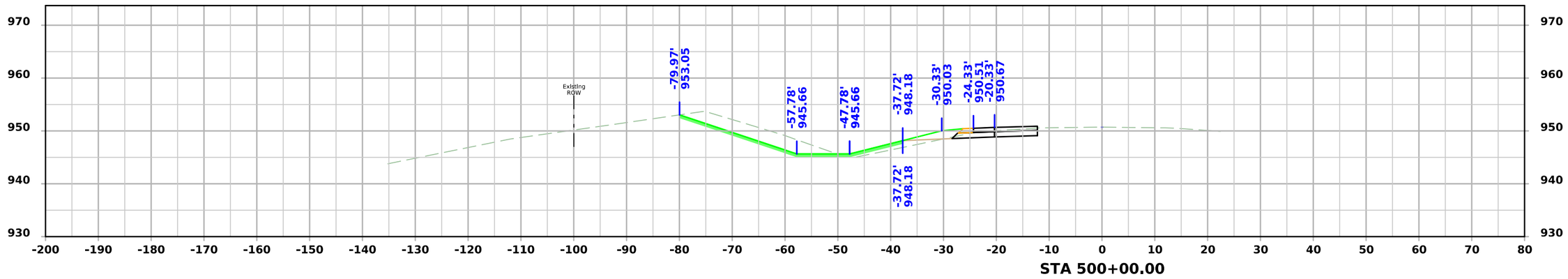


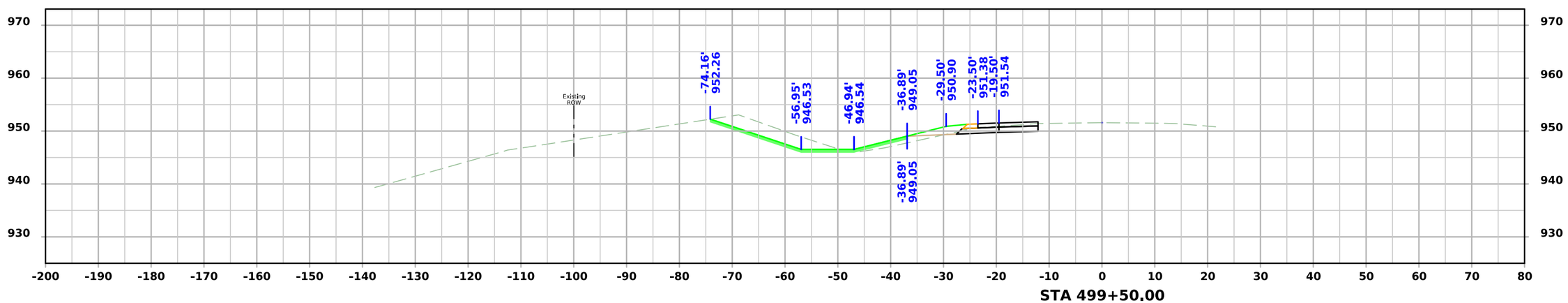
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.102

3:07:32 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



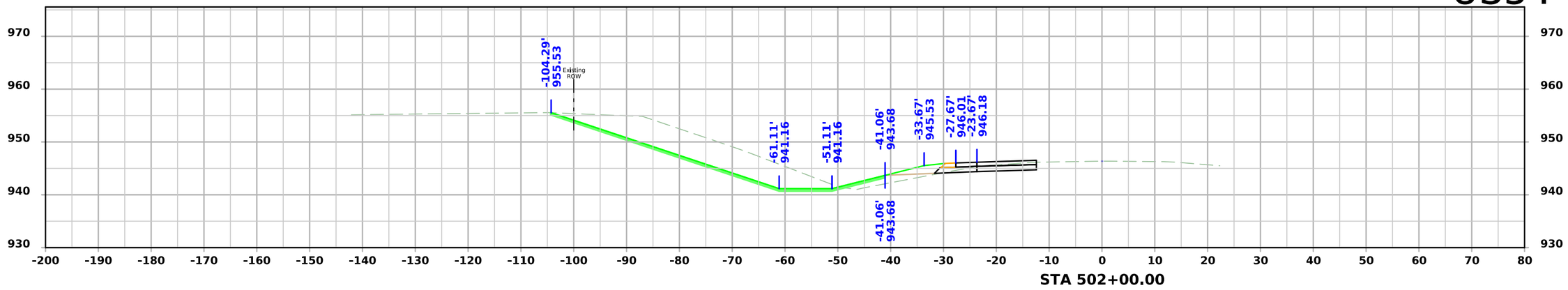


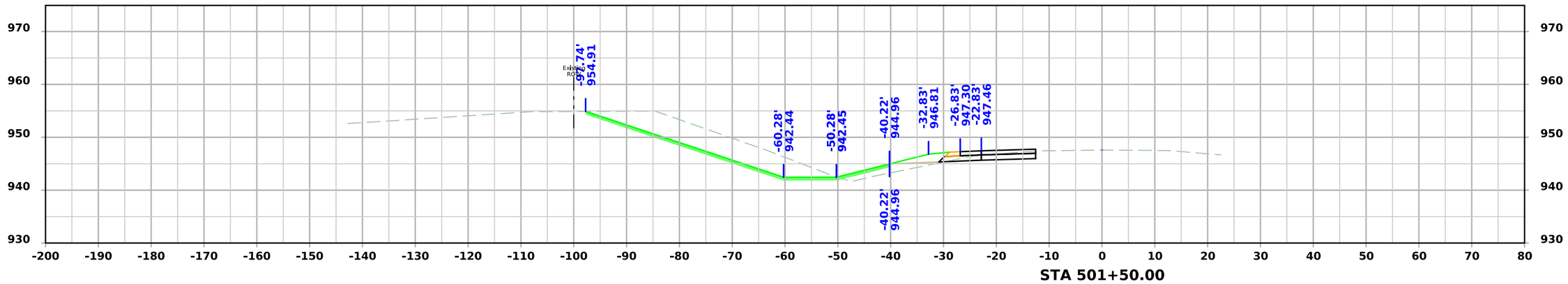


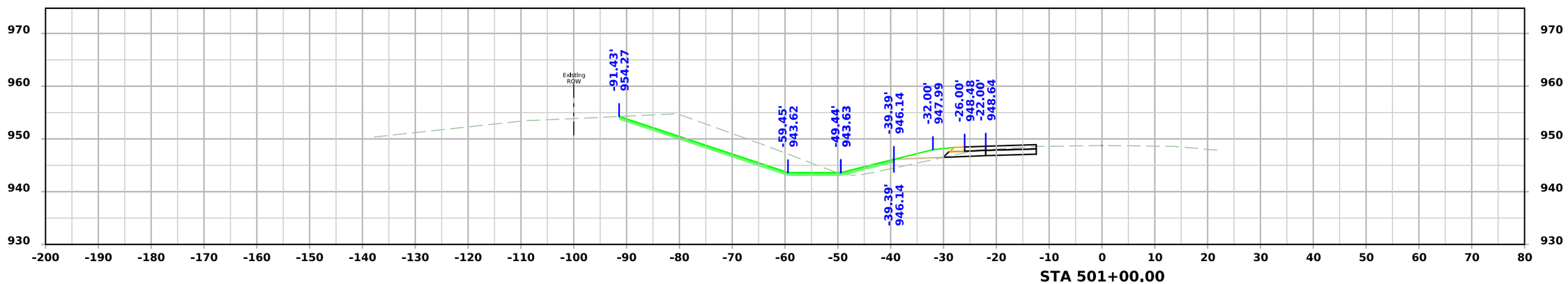
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.103

3:07:39 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34

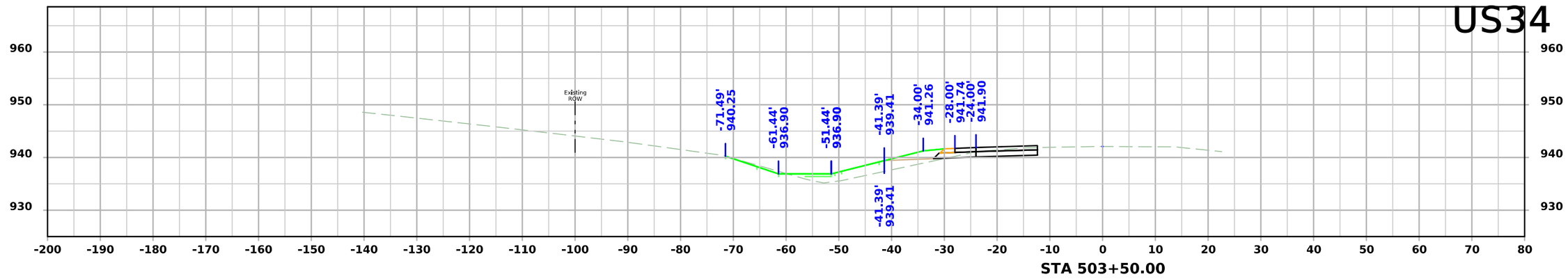


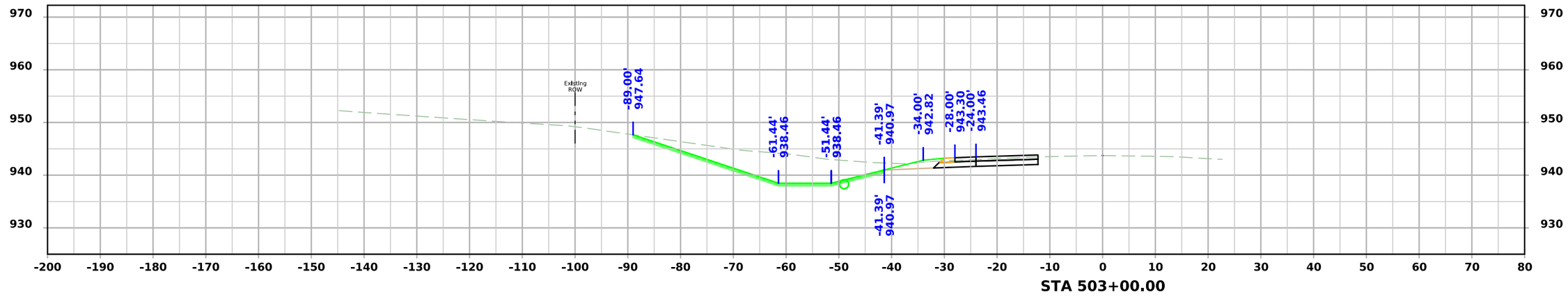


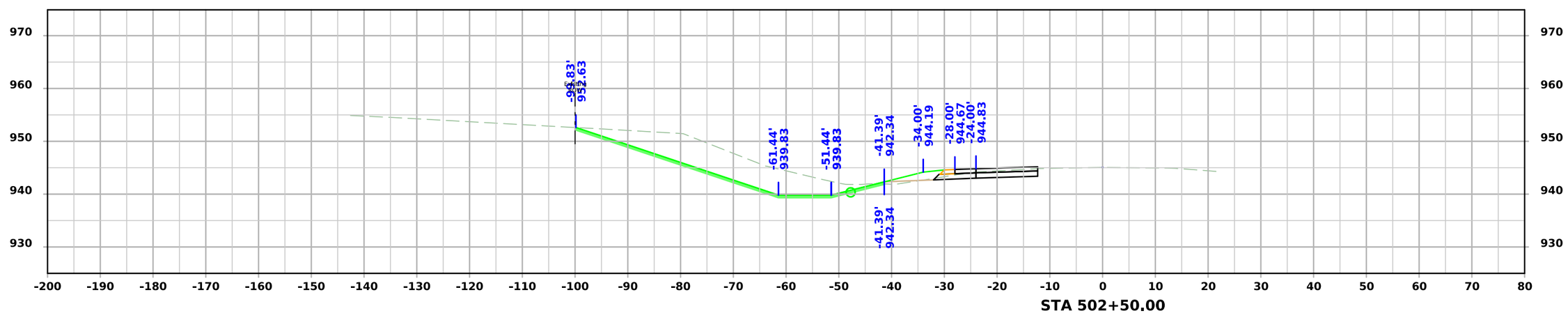


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.104

3:07:47 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn



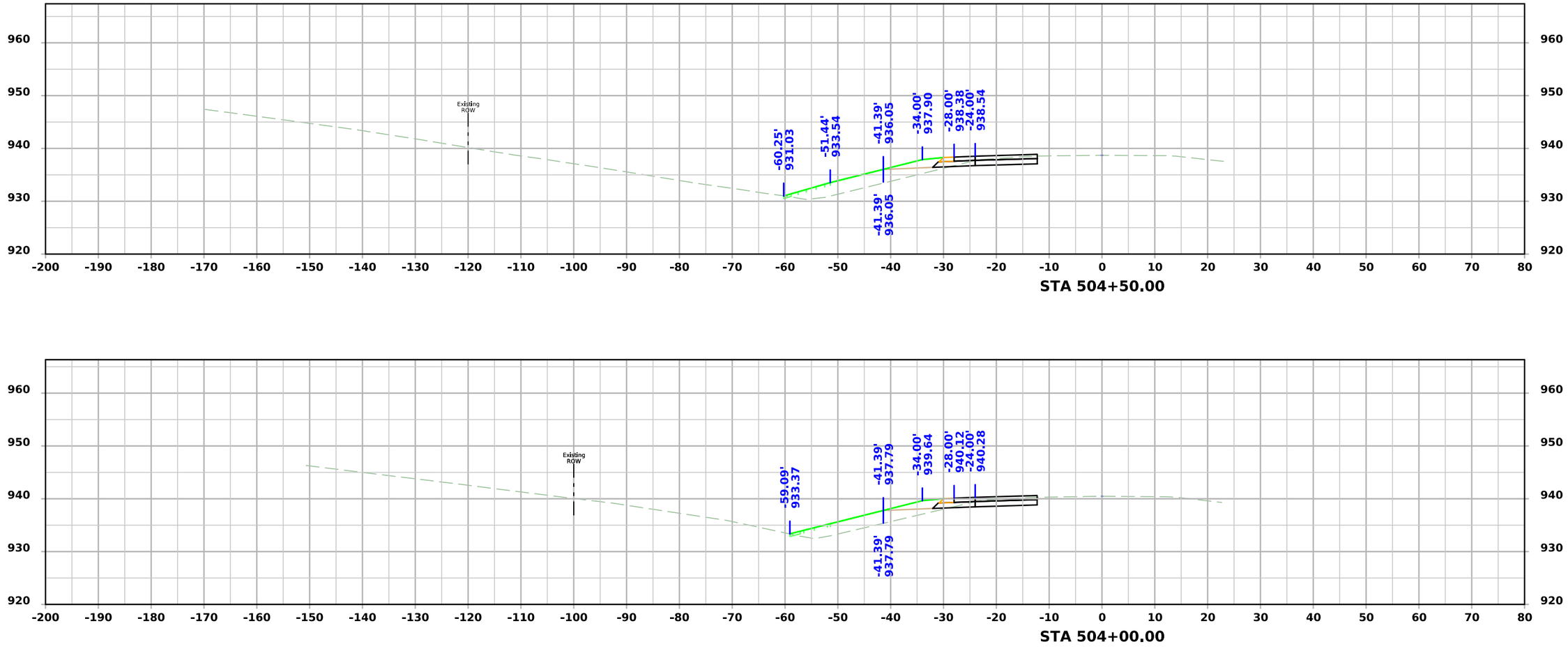




FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.105

3:07:55 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

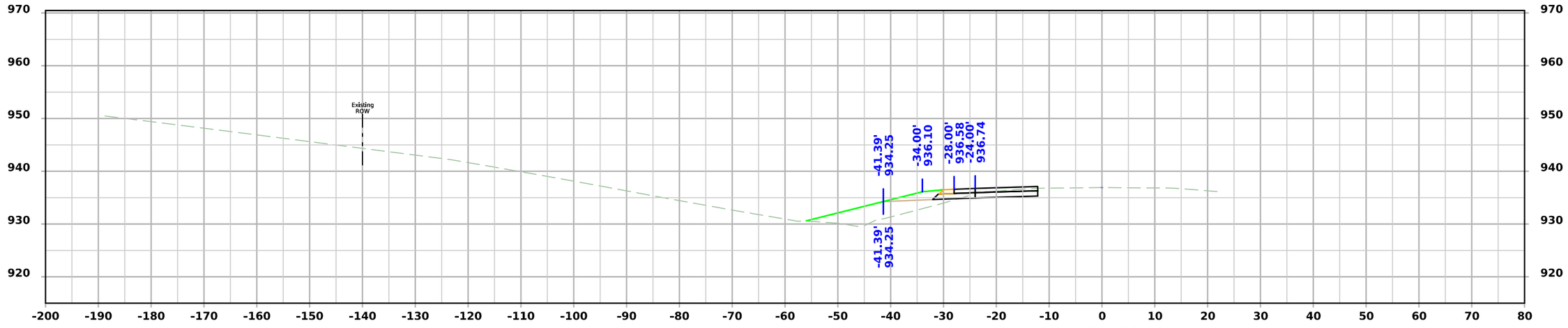
US34



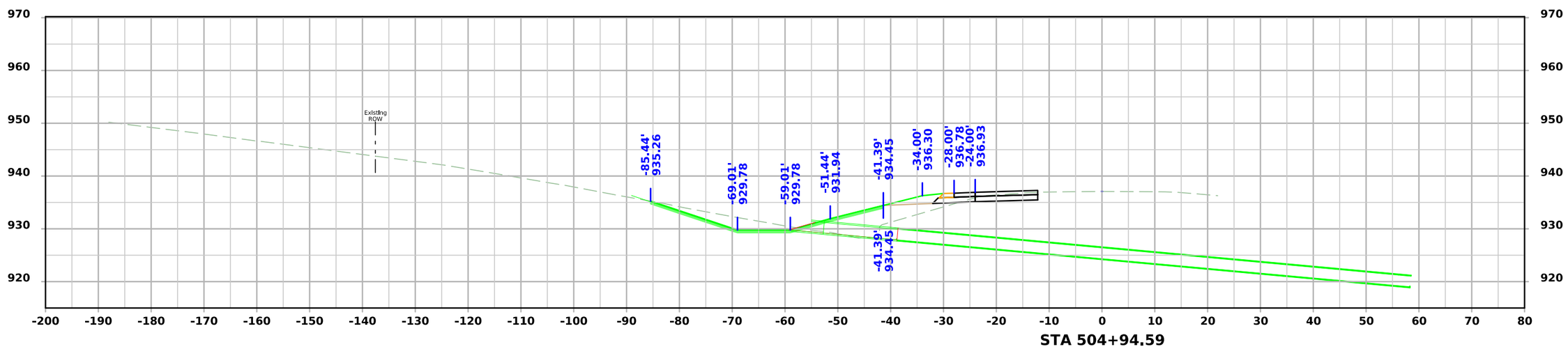
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.106

3:08:02 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 505+00.00

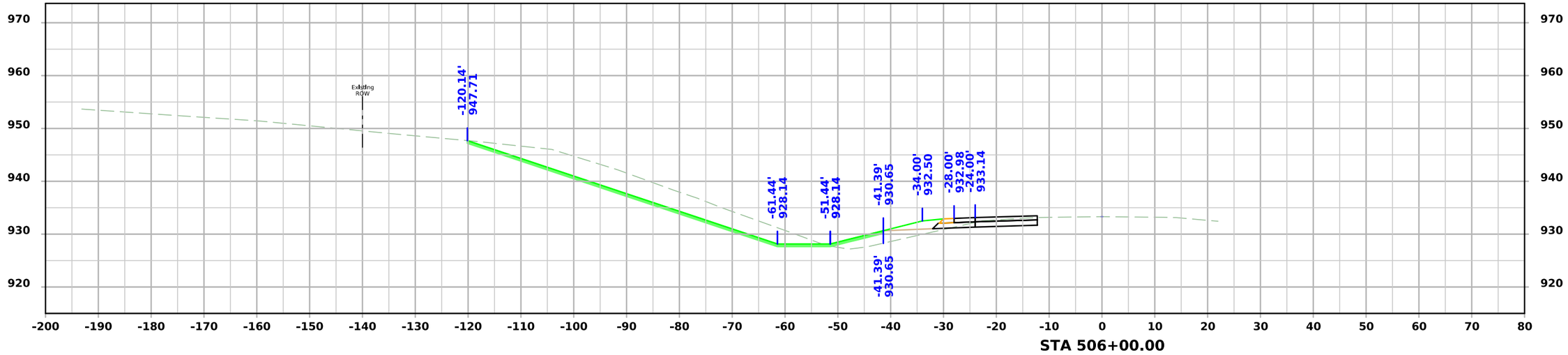


STA 504+94.59

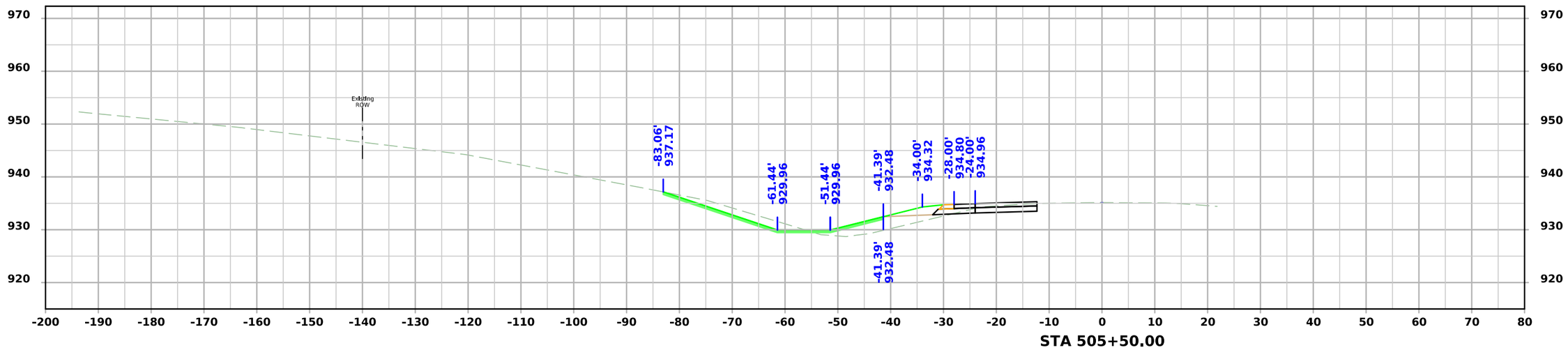
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.107

3:08:08 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 506+00.00

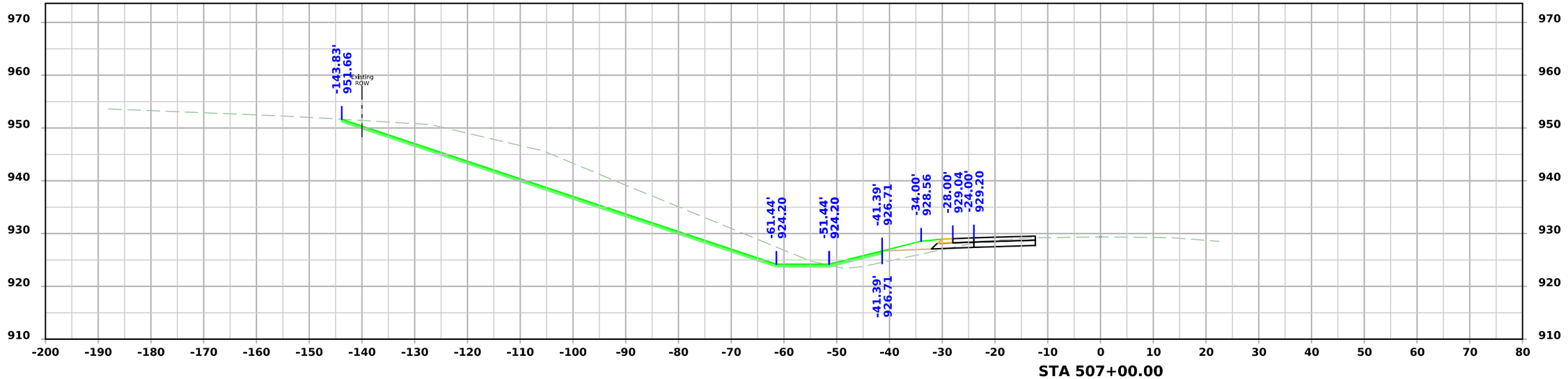


STA 505+50.00

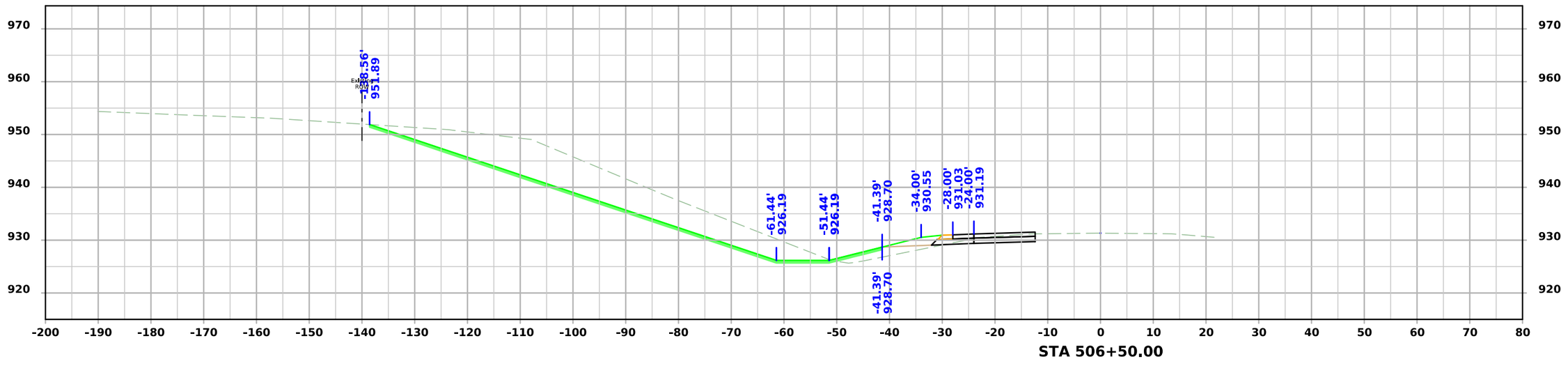
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.108

3:08:14 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 507+00.00

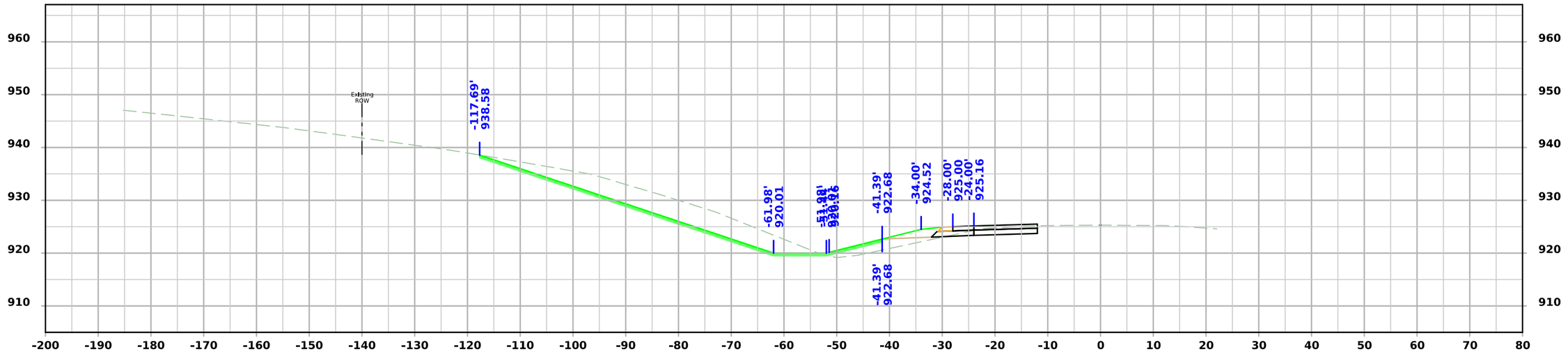


STA 506+50.00

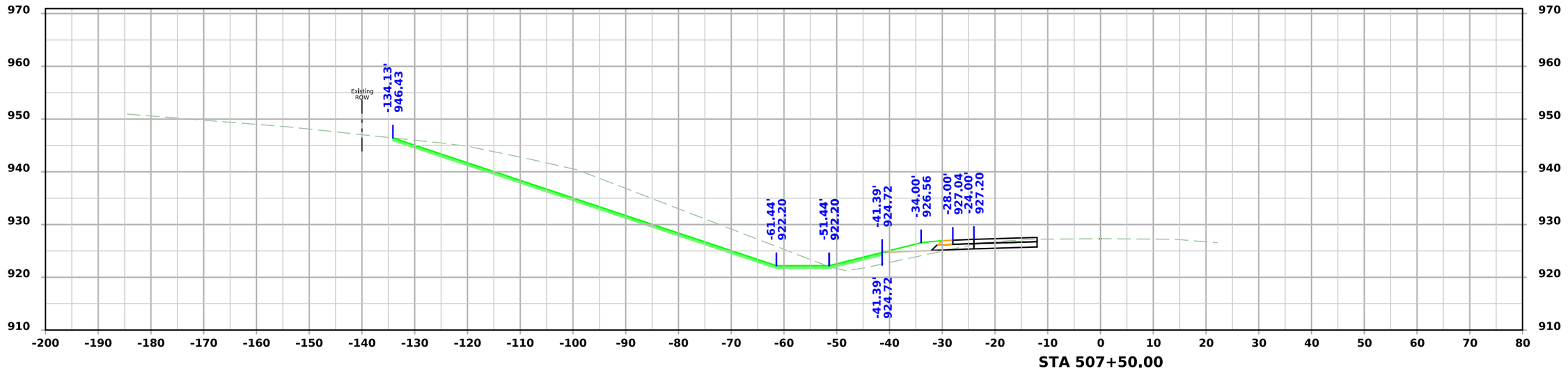
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.109

3:08:20 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 508+00.00

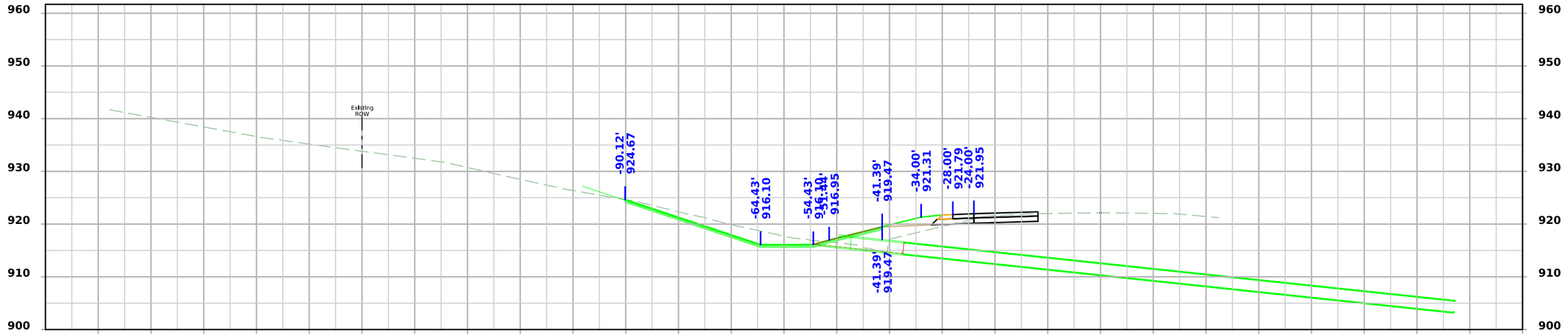


STA 507+50.00

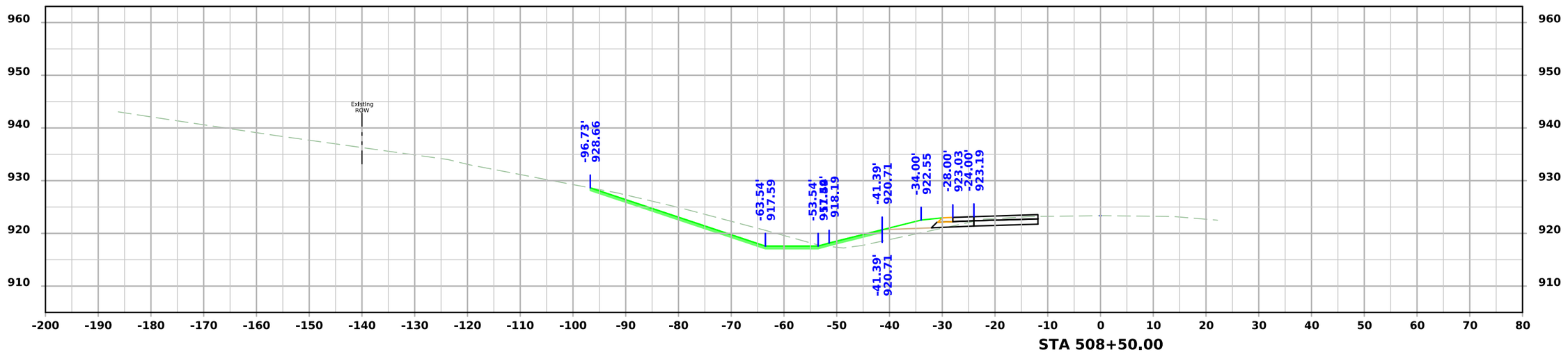
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.110

3:08:26 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 508+81.09

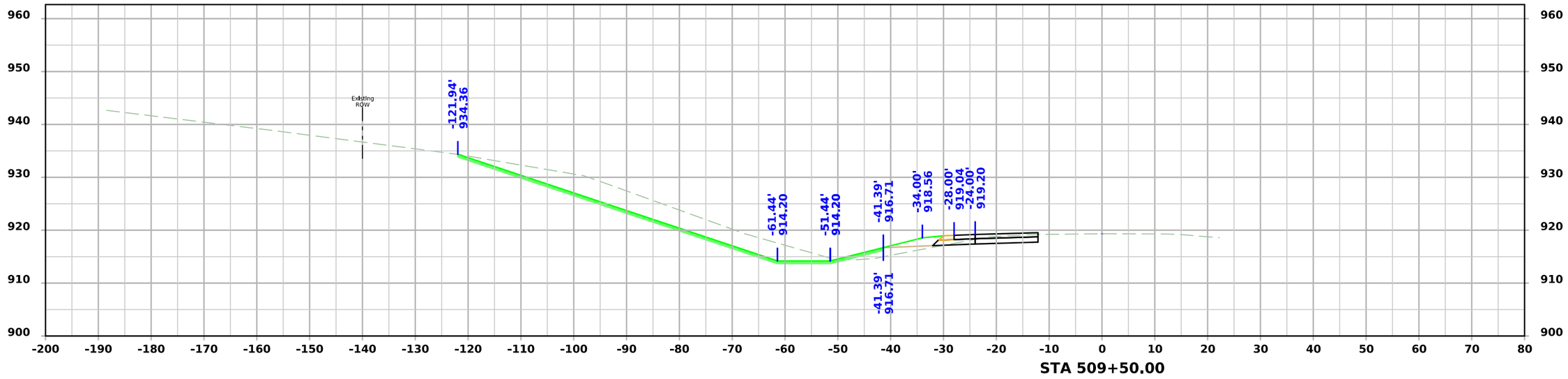


STA 508+50.00

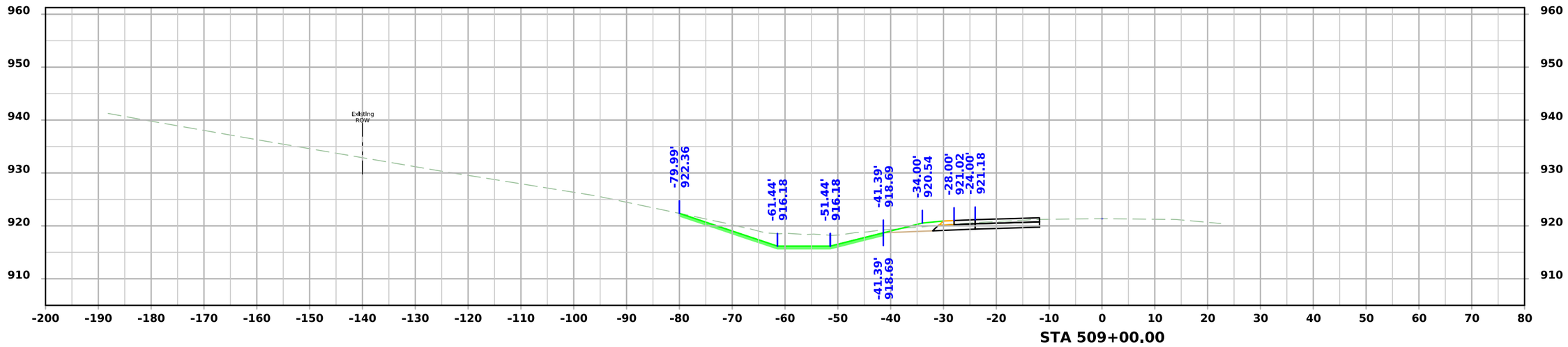
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.111

3:08:32 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 509+50.00

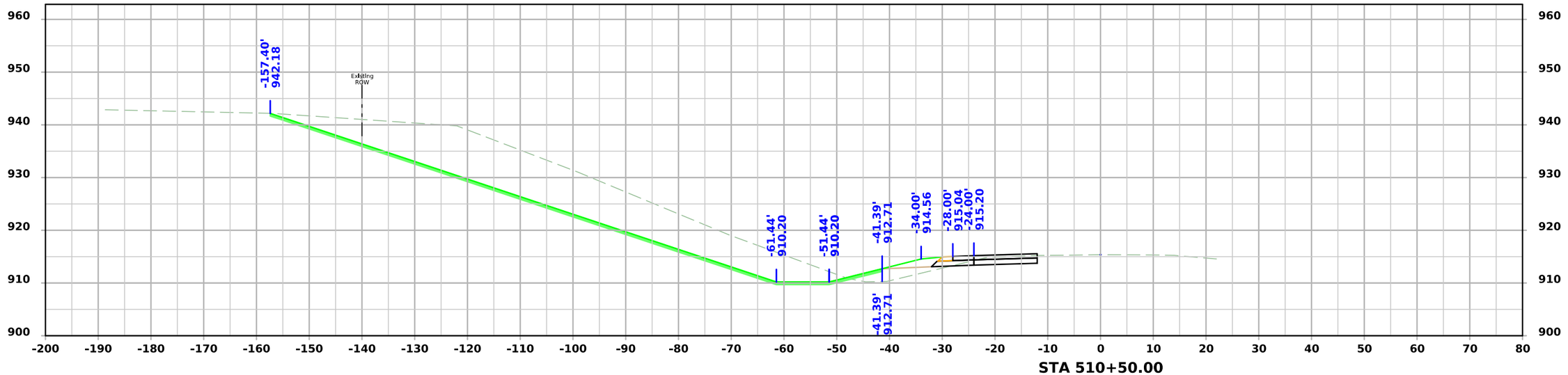


STA 509+00.00

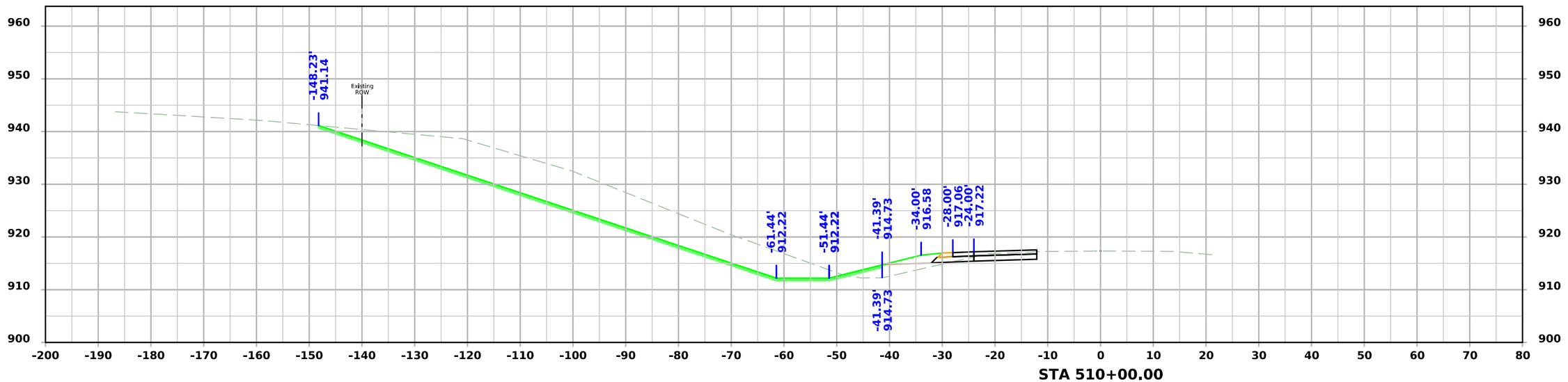
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.112

3:08:38 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 510+50.00

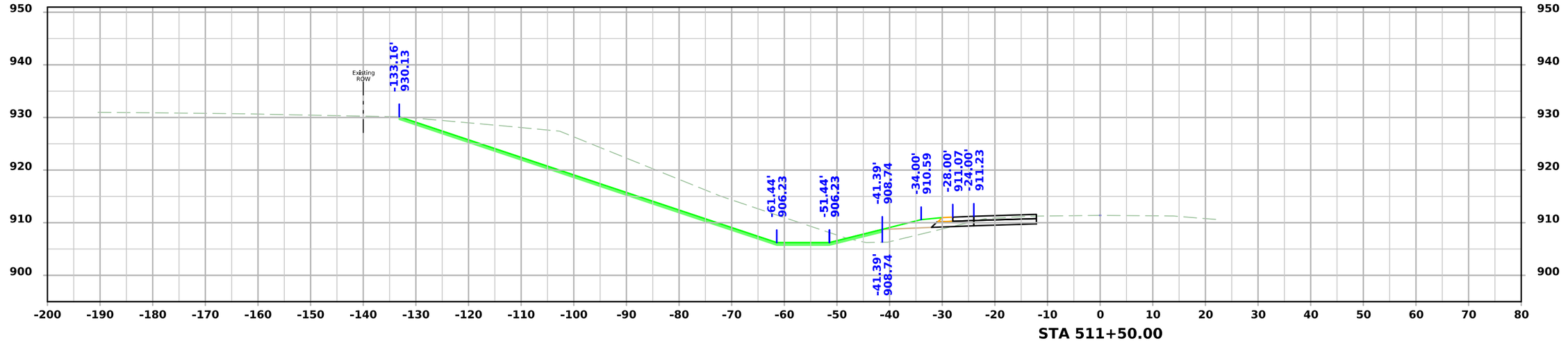


STA 510+00.00

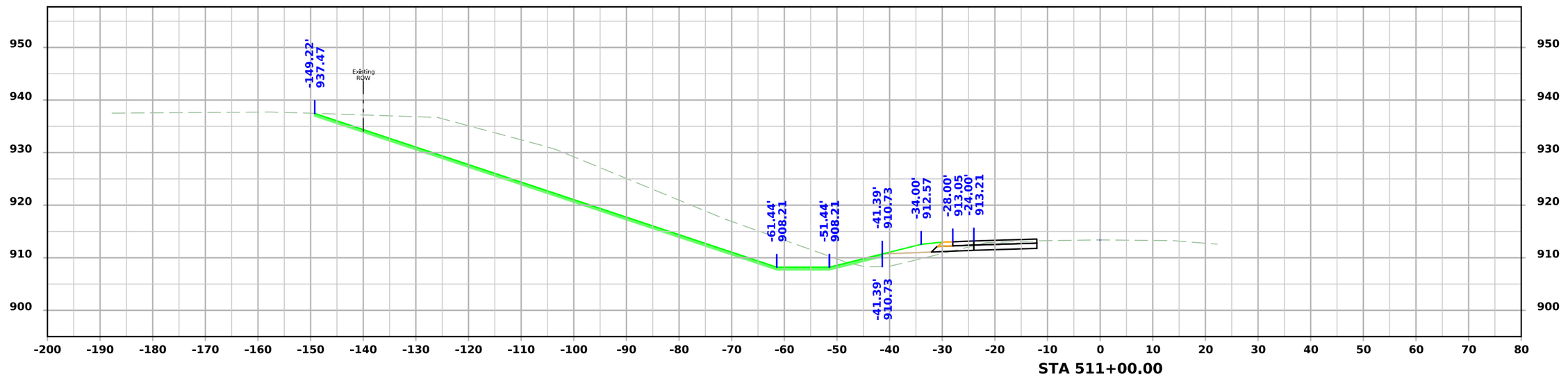
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.113

3:08:44 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



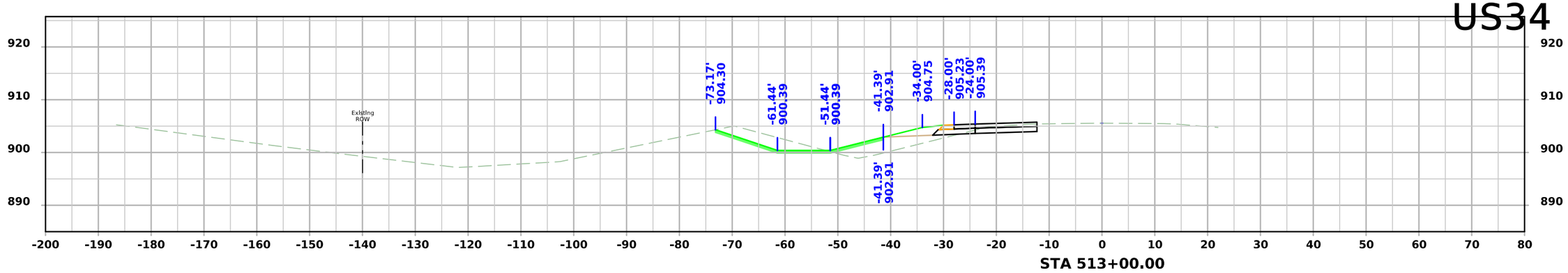
STA 511+50.00

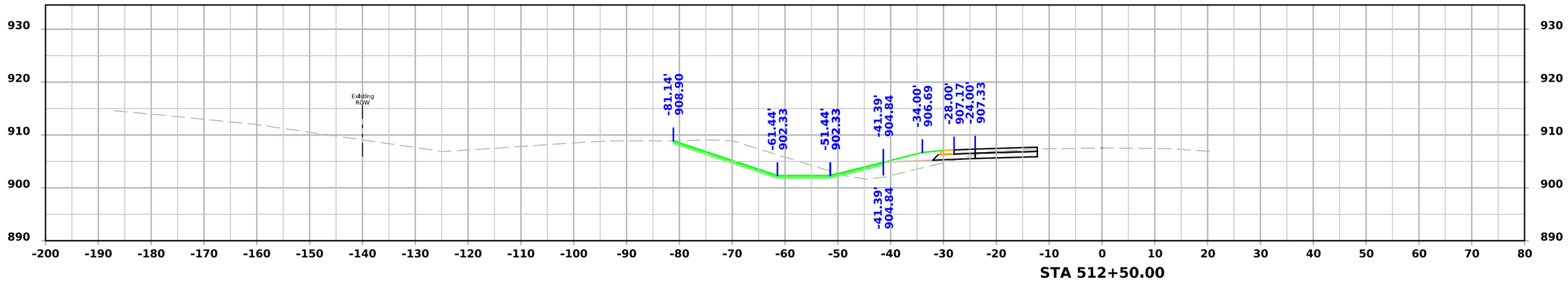


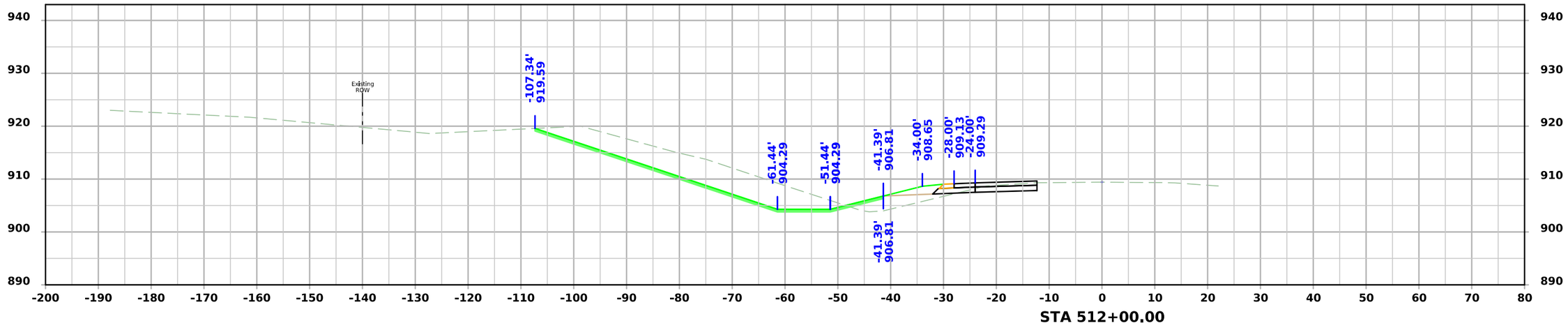
STA 511+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.114

3:08:50 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

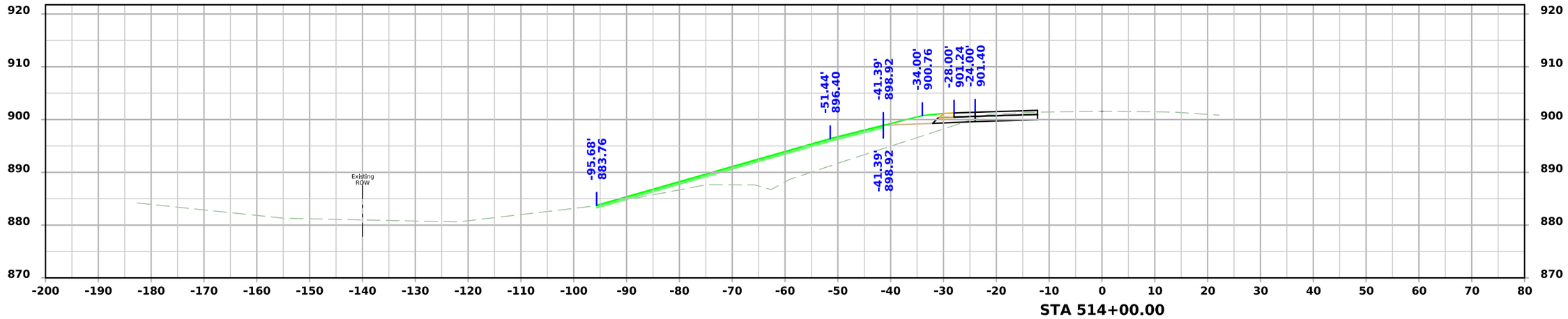


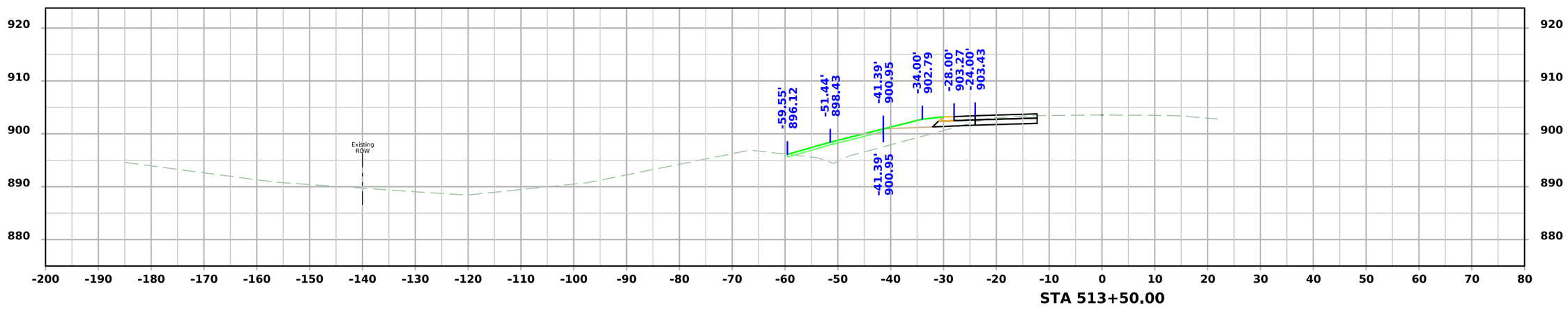




FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.115

US34

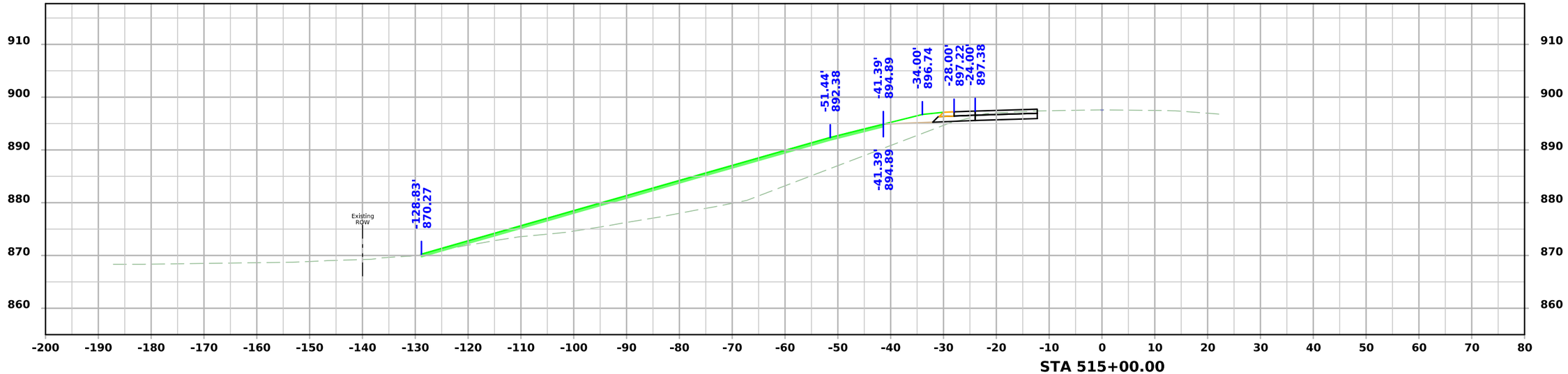




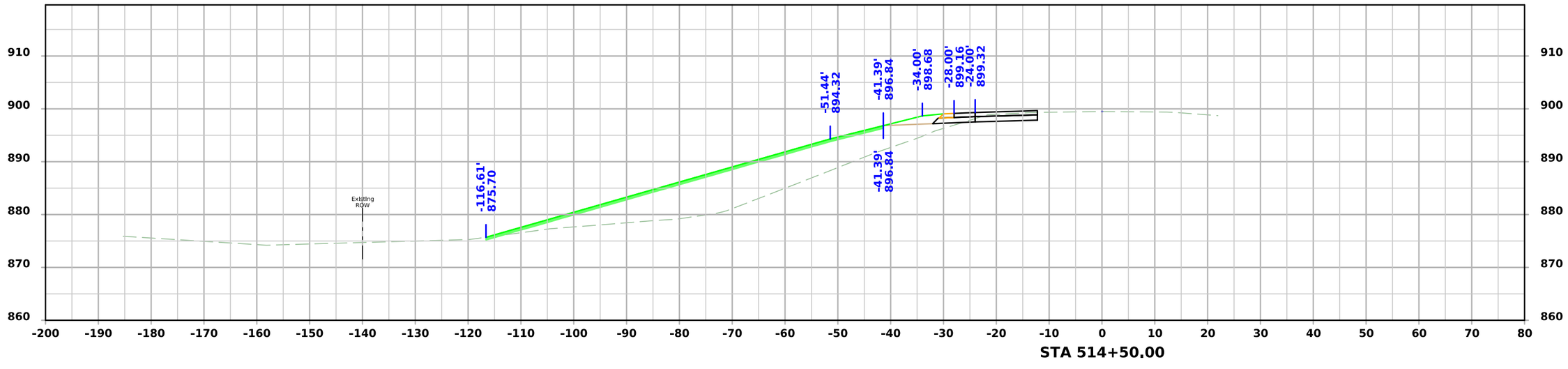
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.116

3:09:05 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 515+00.00

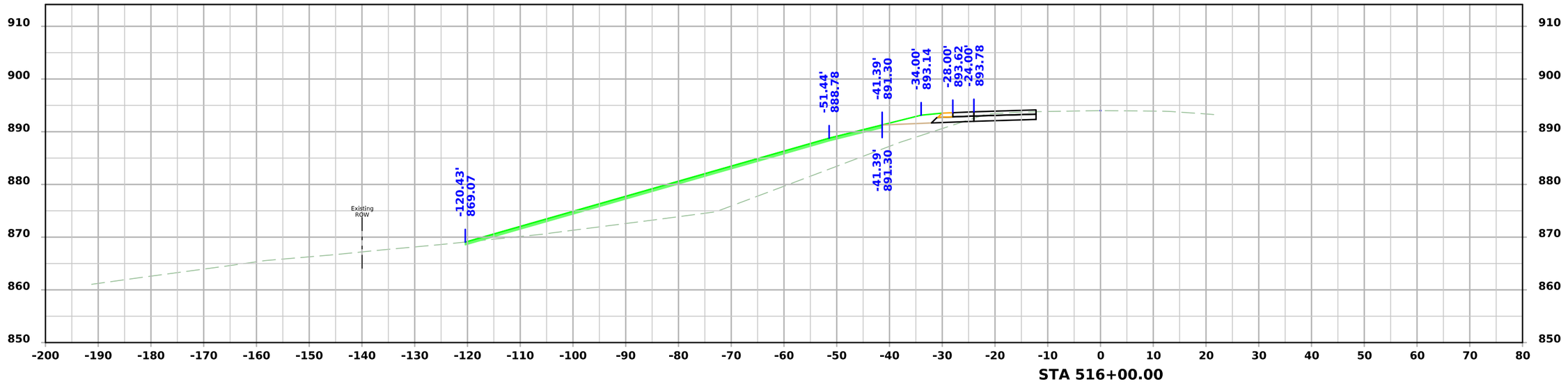


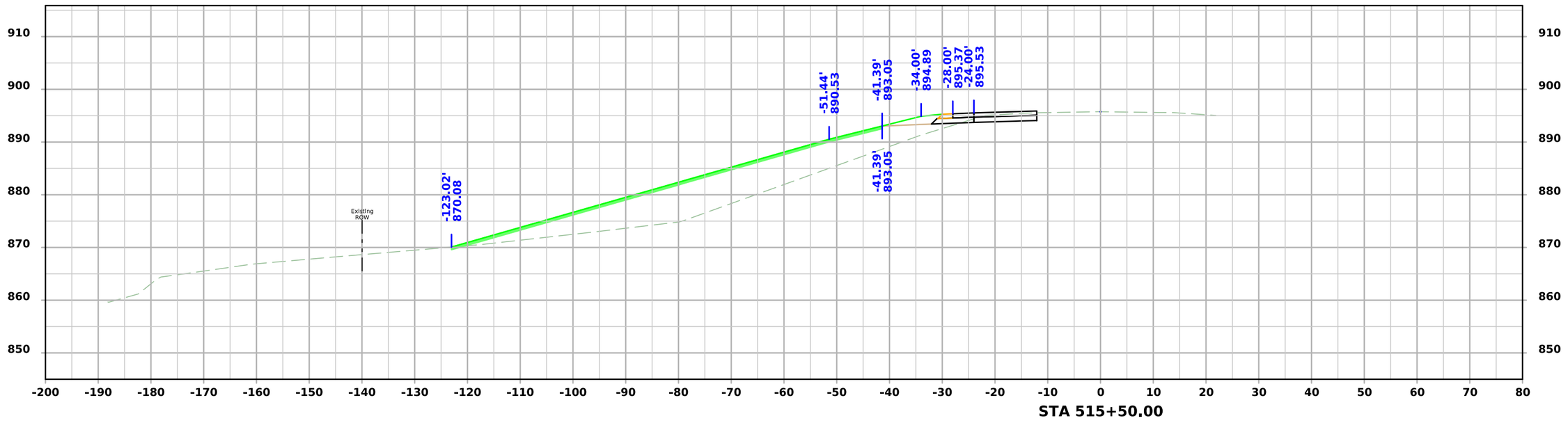
STA 514+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.117

3:09:10 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34

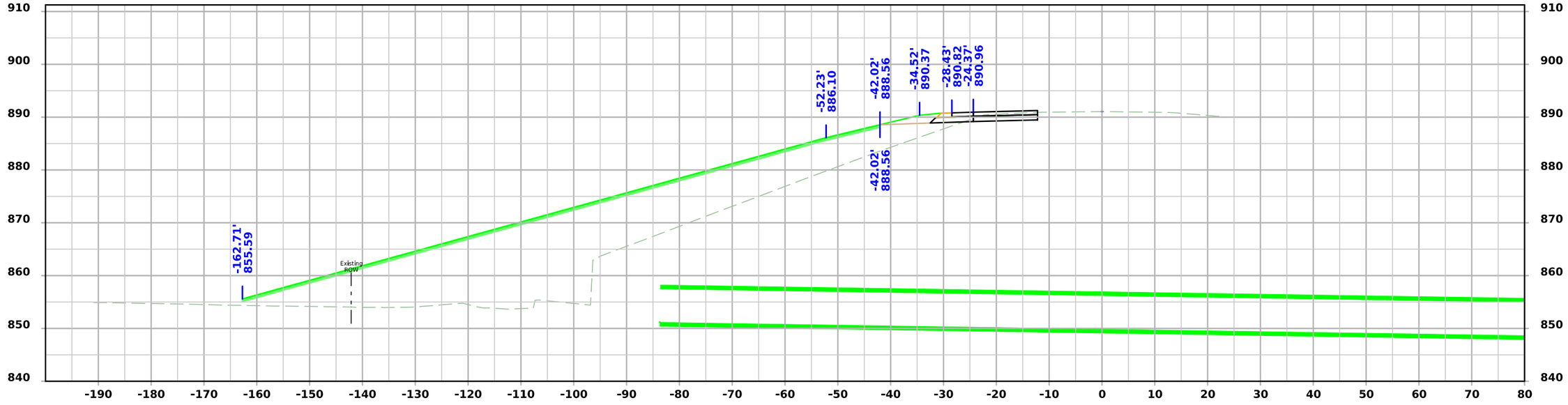


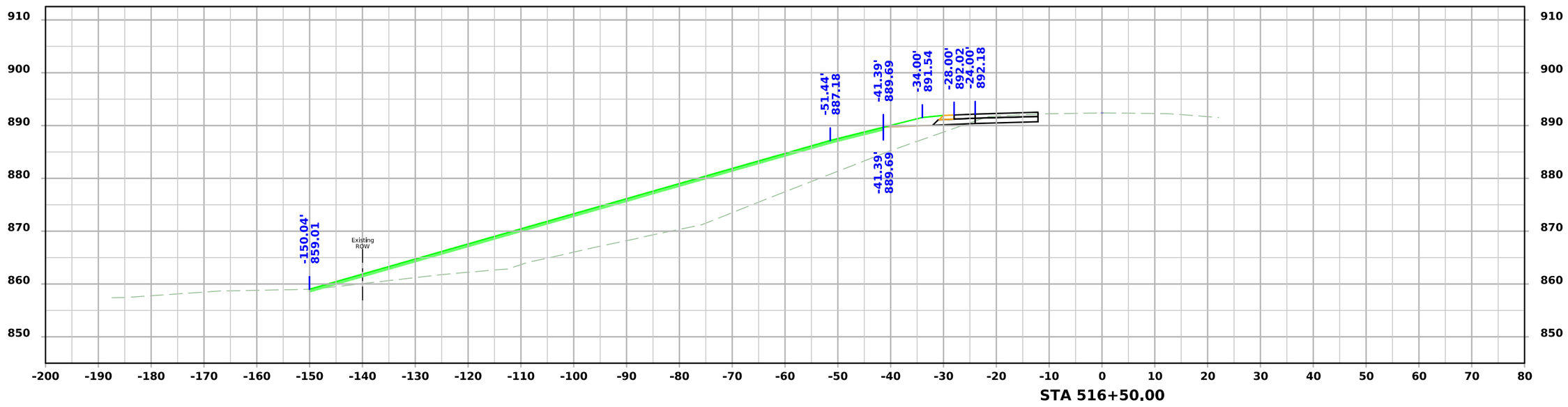


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.118

3:09:16 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34

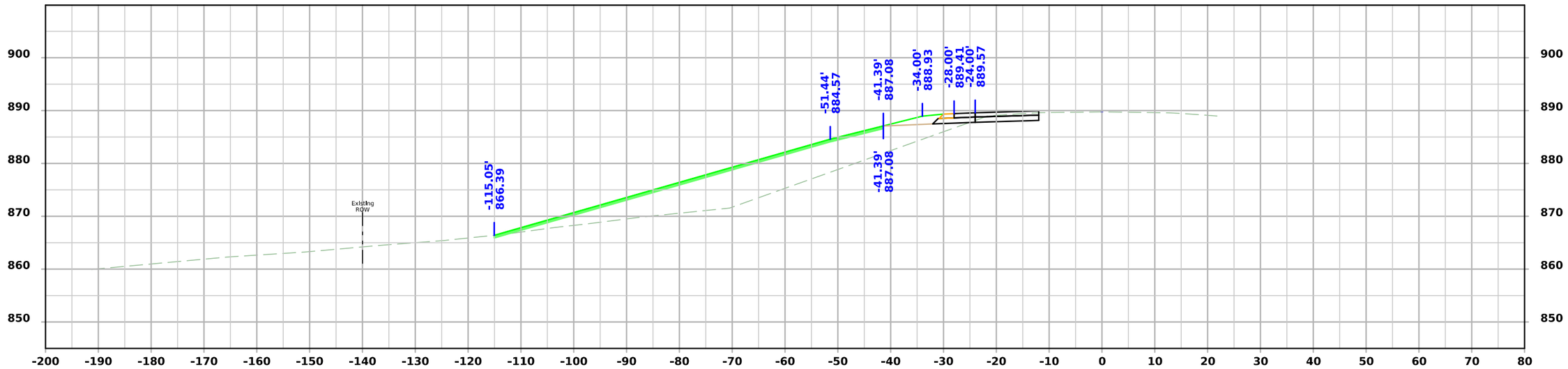




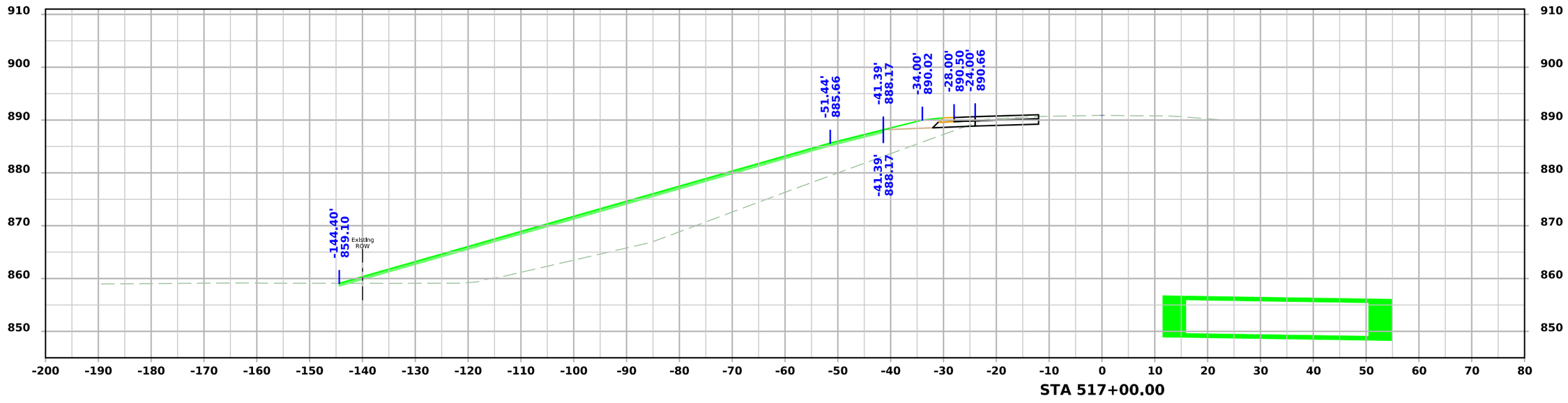
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.119

3:09:21 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 517+50.00

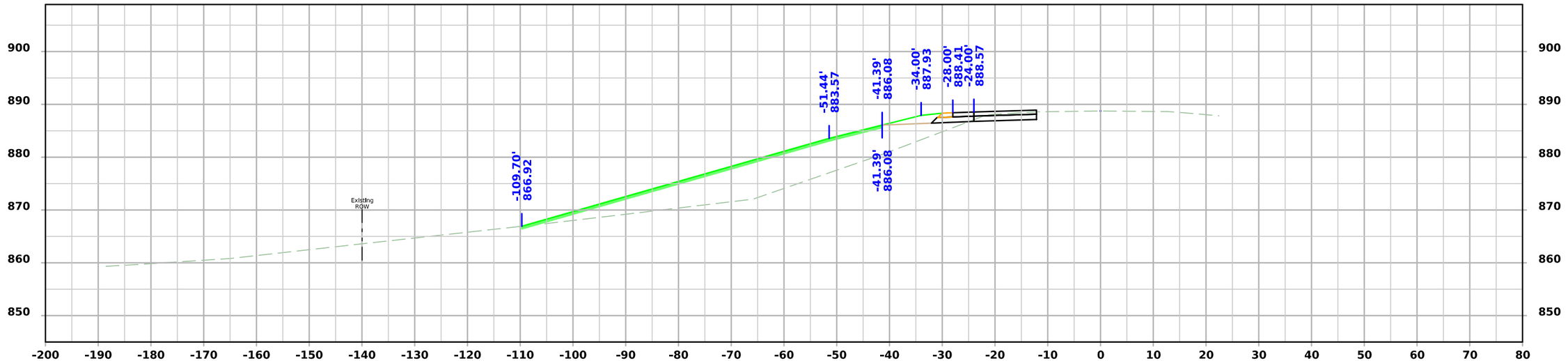


STA 517+00.00

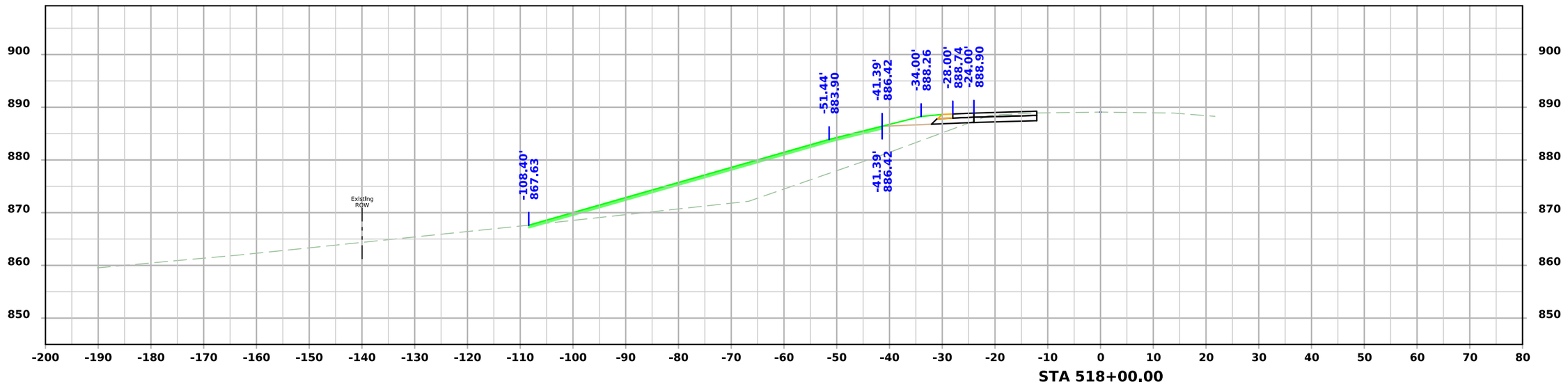
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.120

3:09:27 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 518+50.00

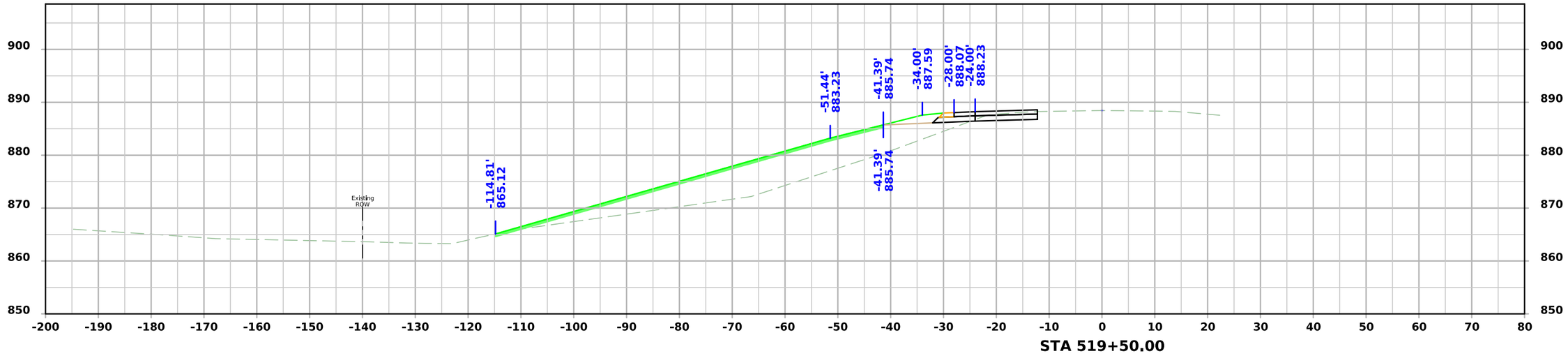


STA 518+00.00

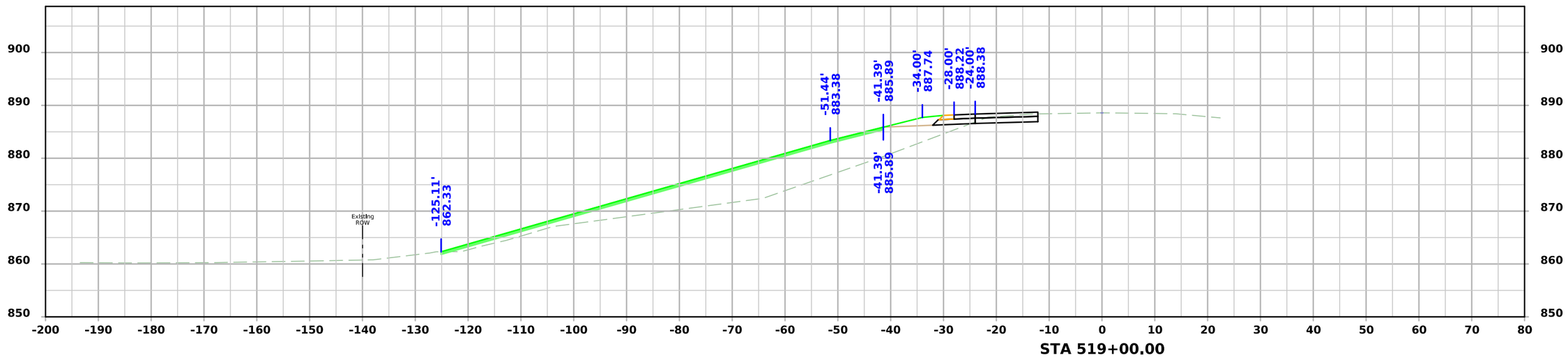
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.121

3:09:33 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 519+50.00

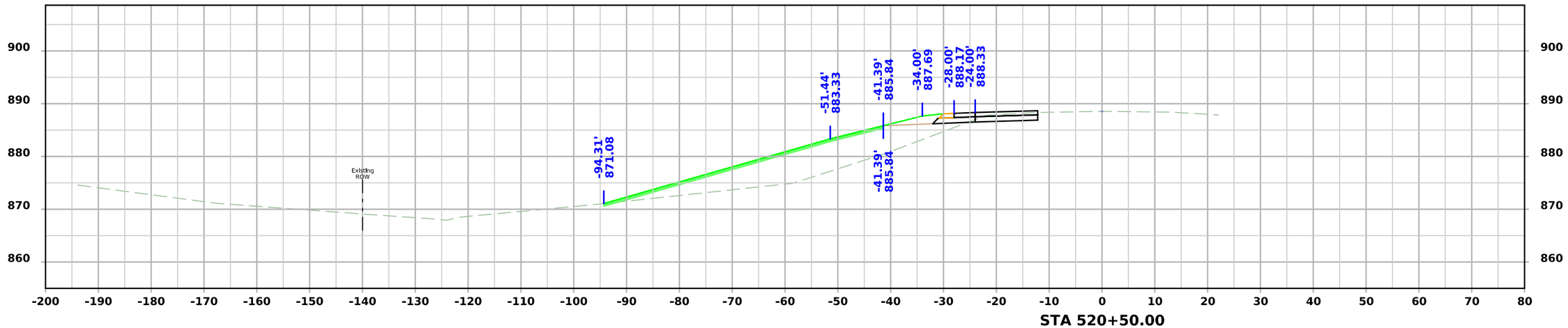


STA 519+00.00

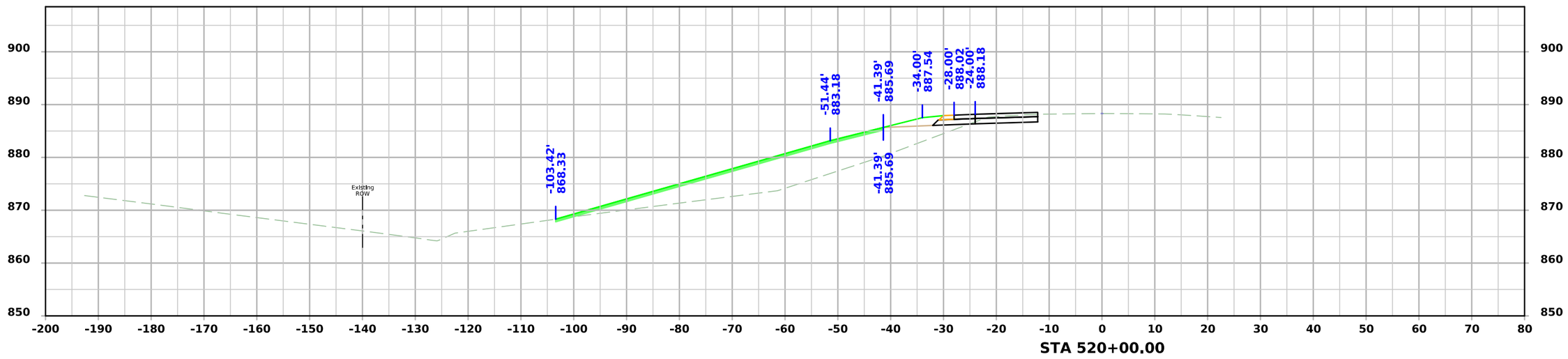
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.122

3:09:39 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



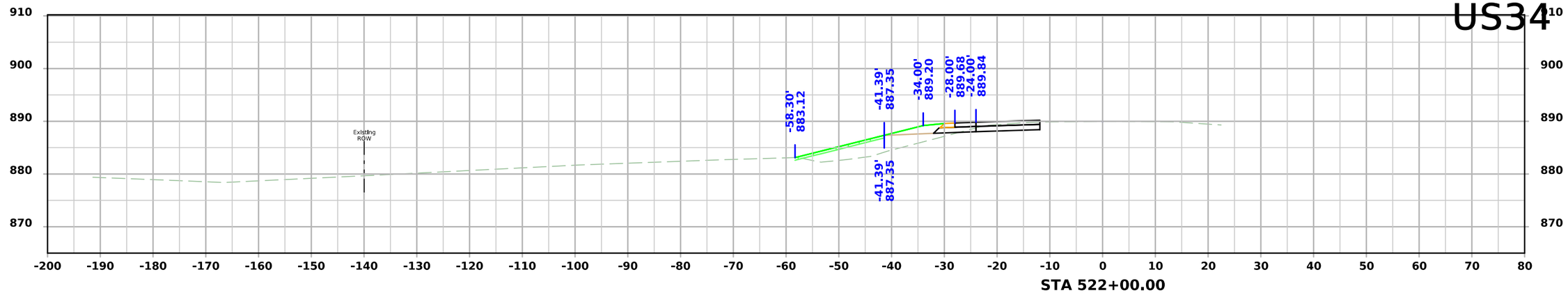
STA 520+50.00

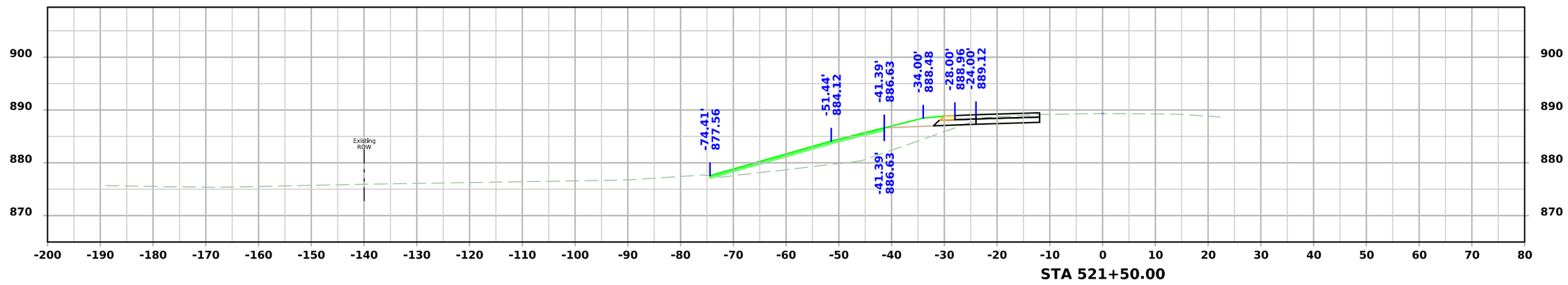


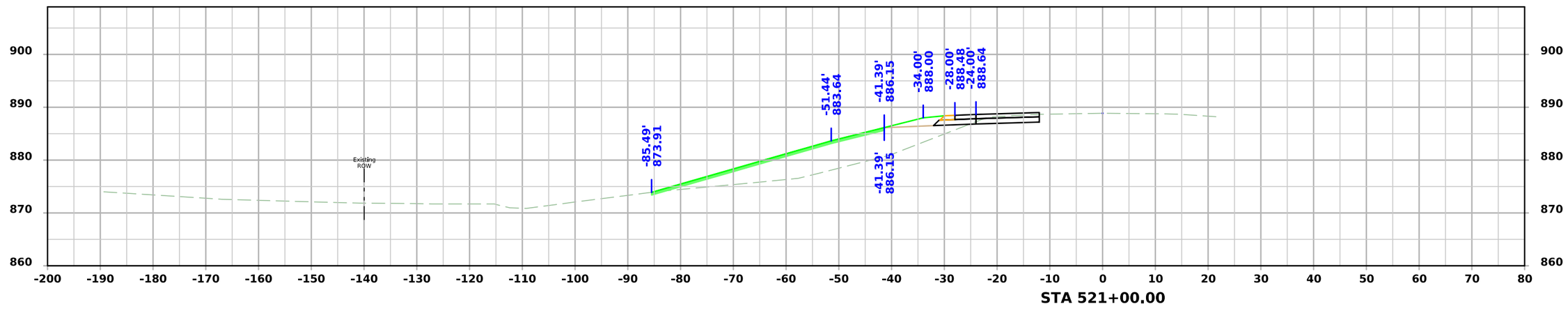
STA 520+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.123

3:09:44 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn



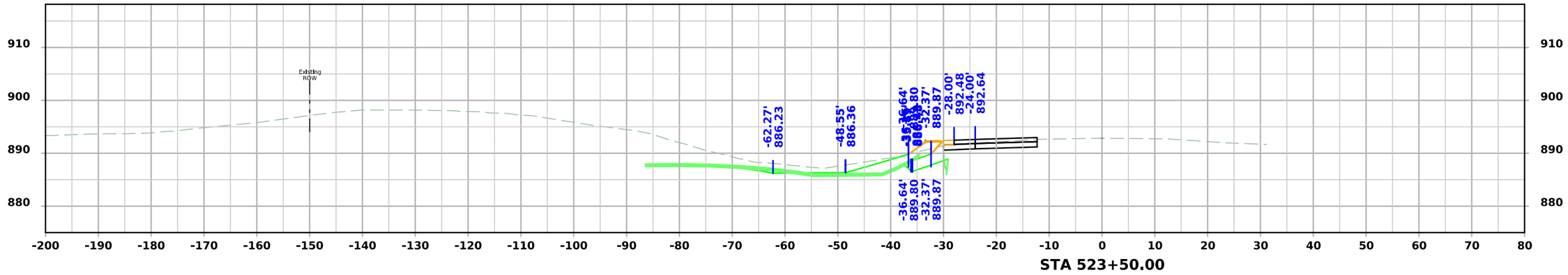


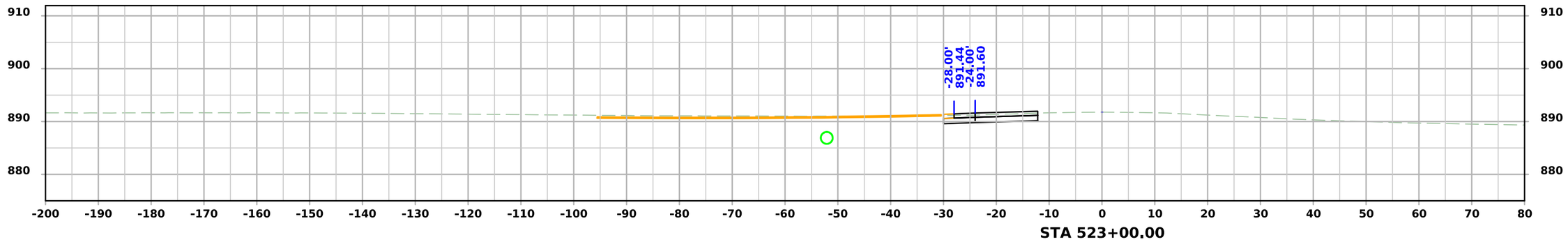


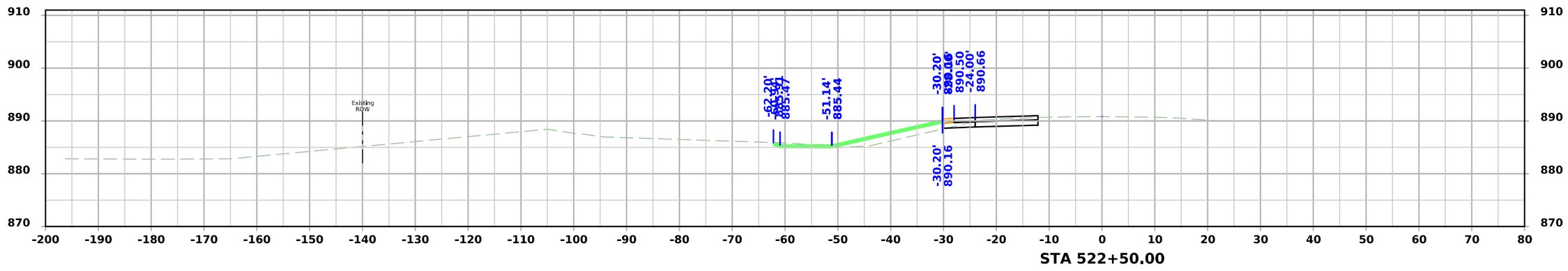
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.124

3:09:51 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



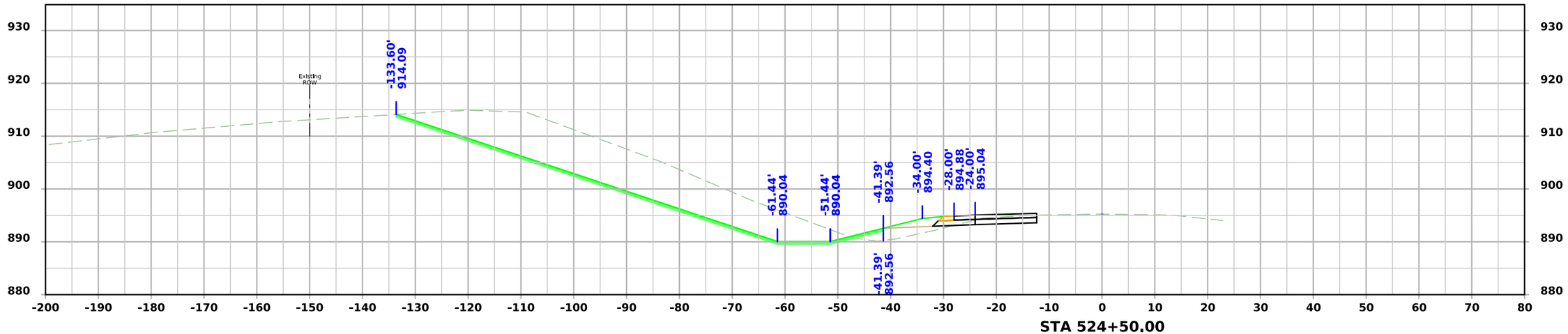


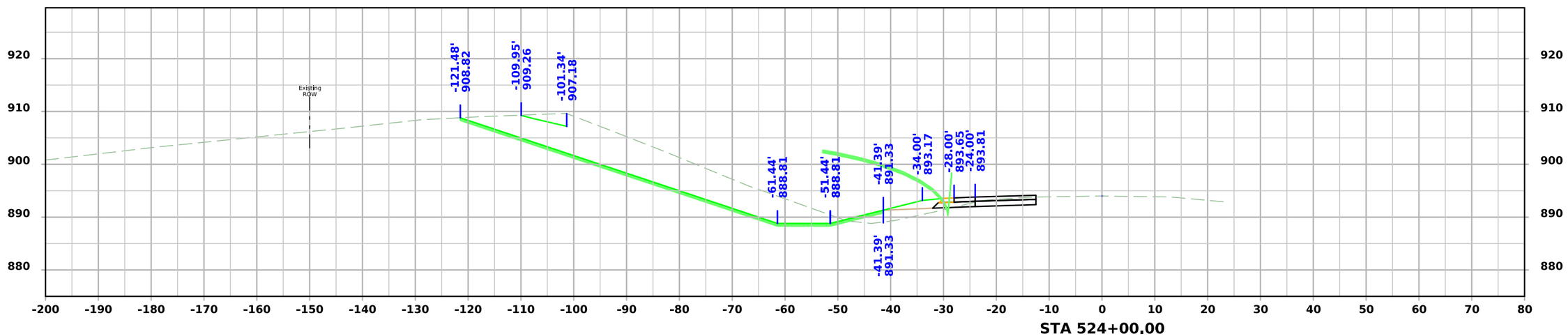


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.125

3:09:58 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34

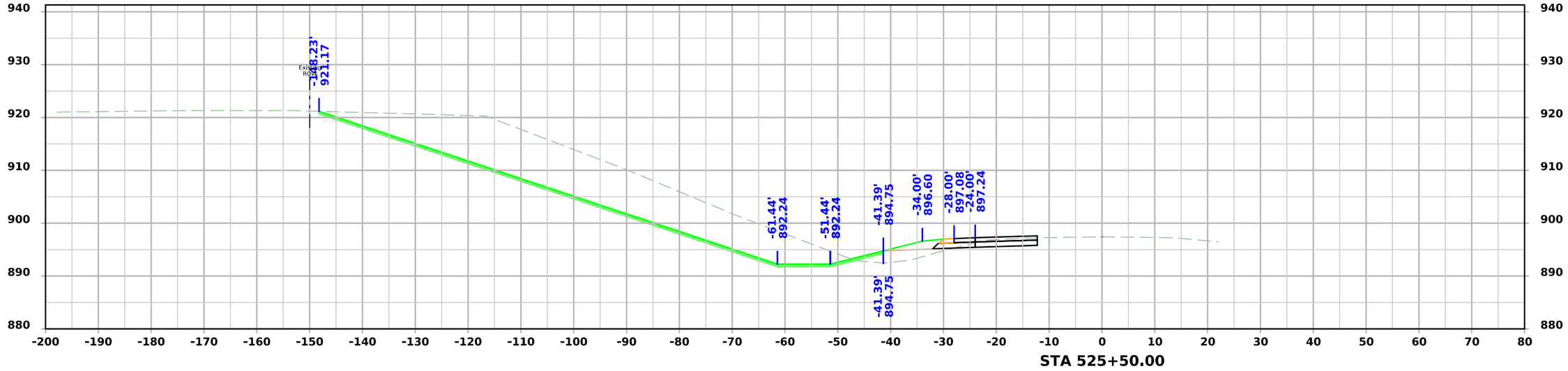




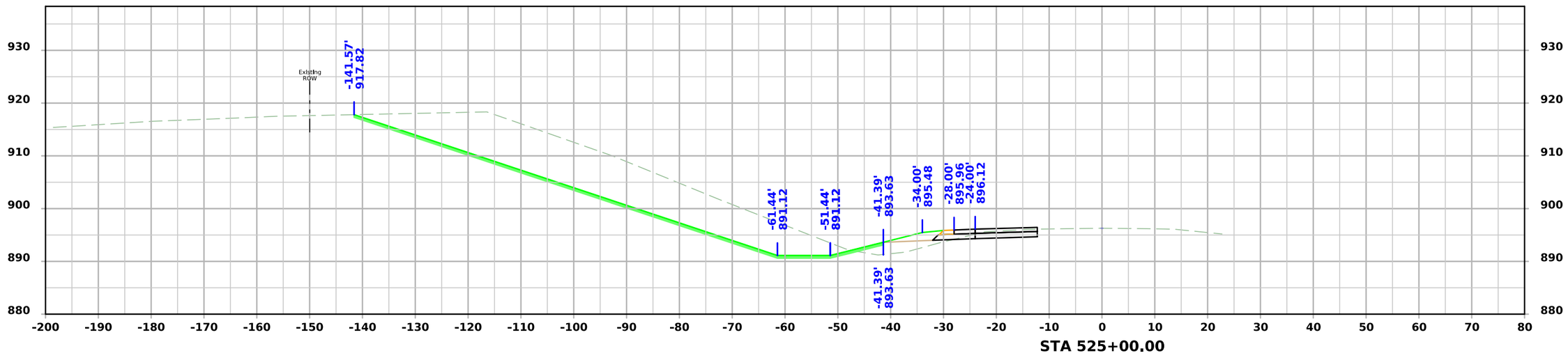
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.126

3:10:05 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 525+50.00

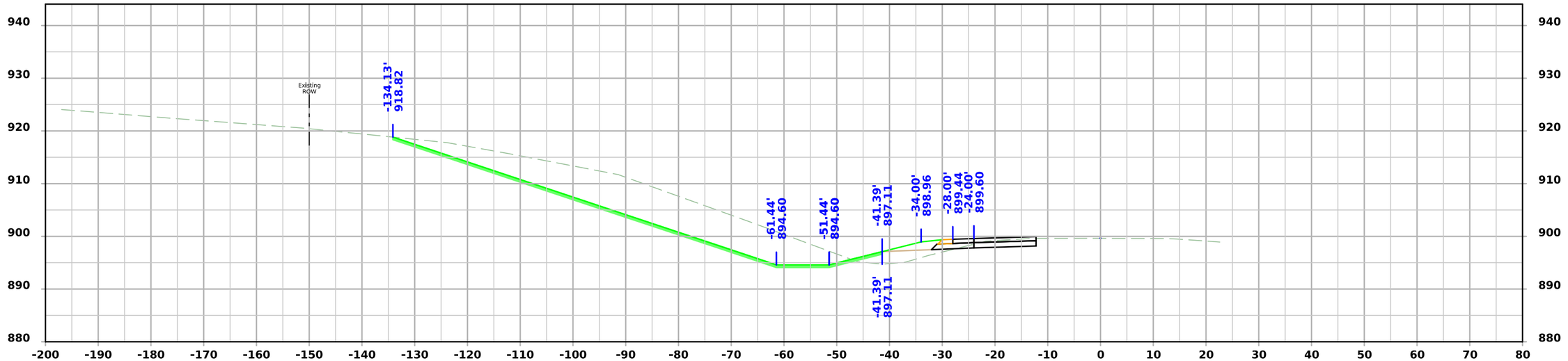


STA 525+00.00

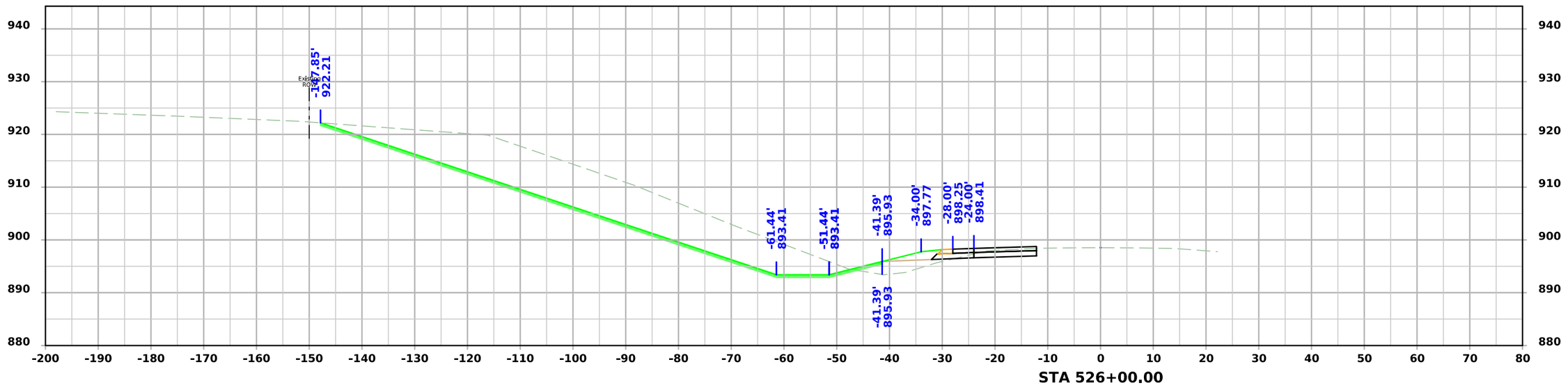
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.127

3:10:10 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 526+50.00

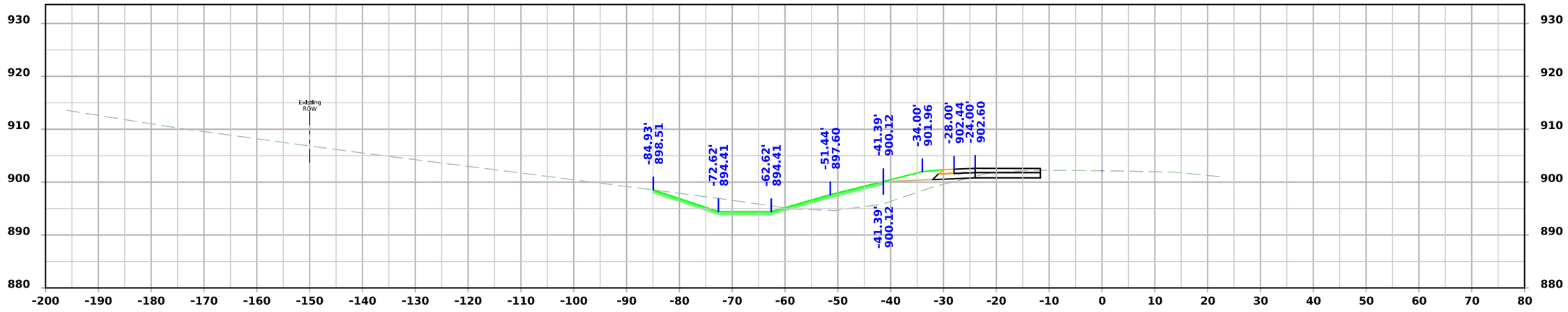


STA 526+00.00

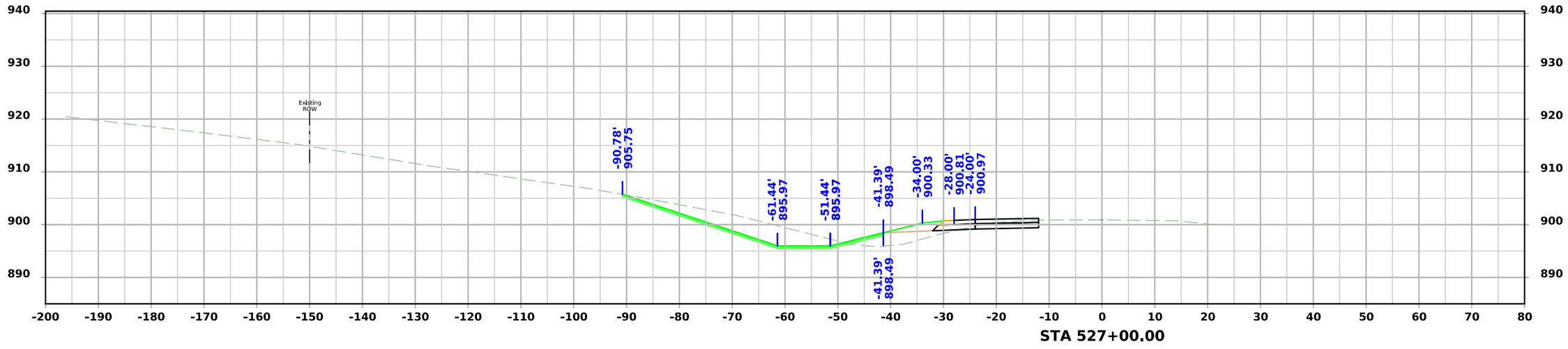
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.128

3:10:16 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 527+50.00

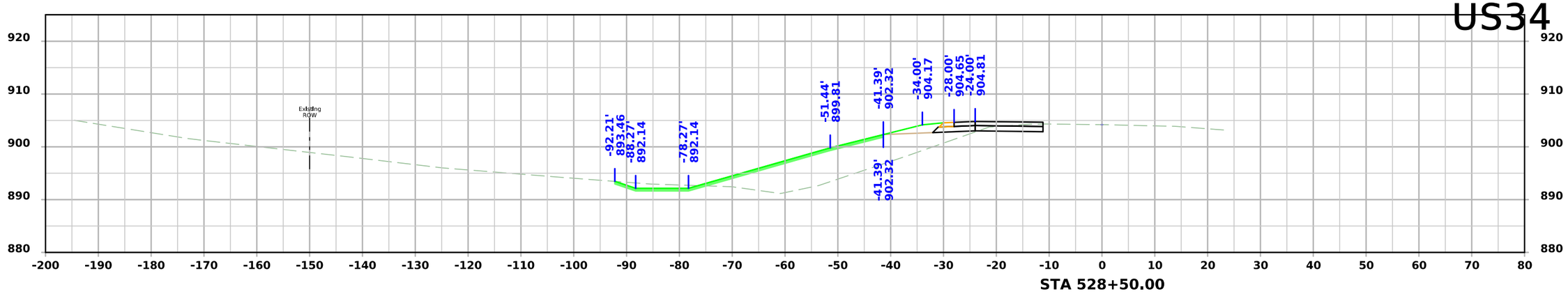


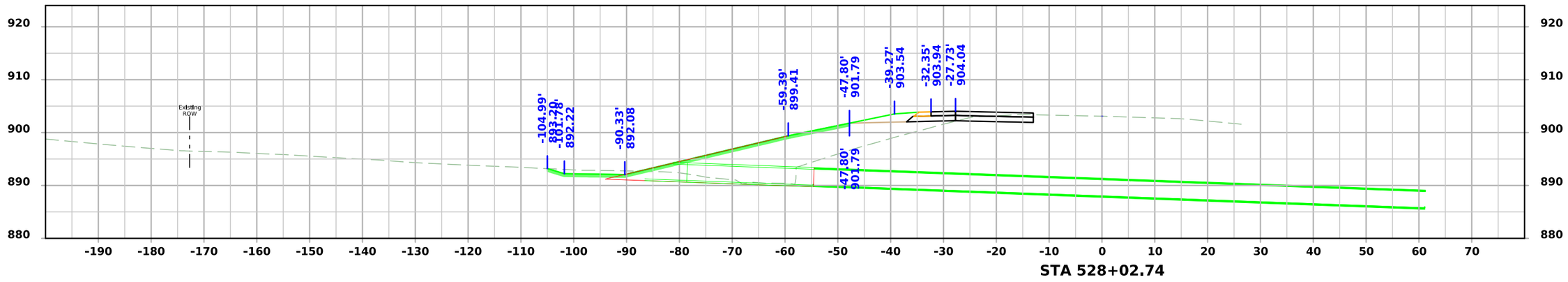
STA 527+00.00

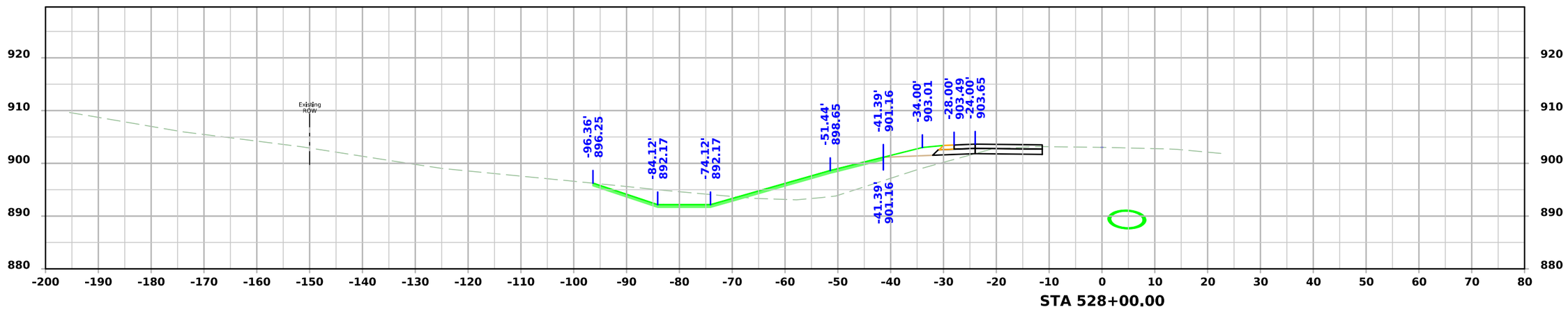
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.129

3:10:21 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



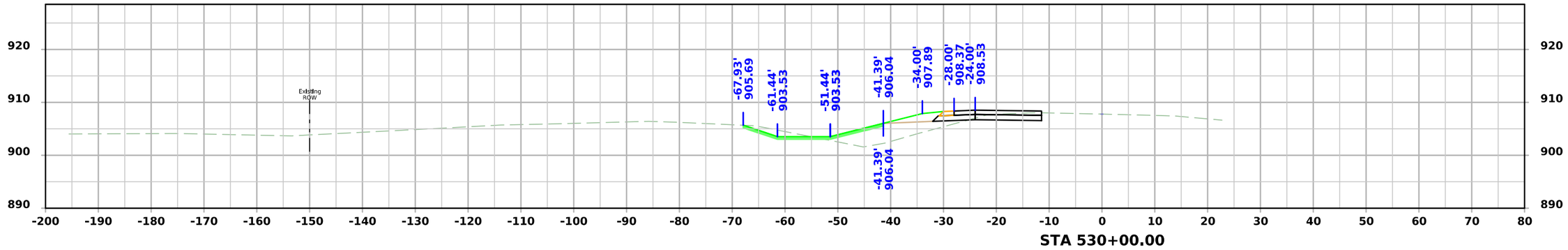


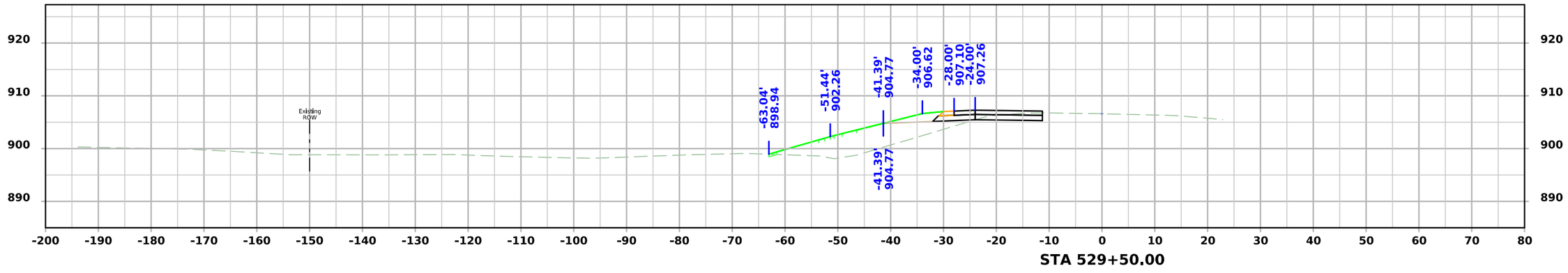


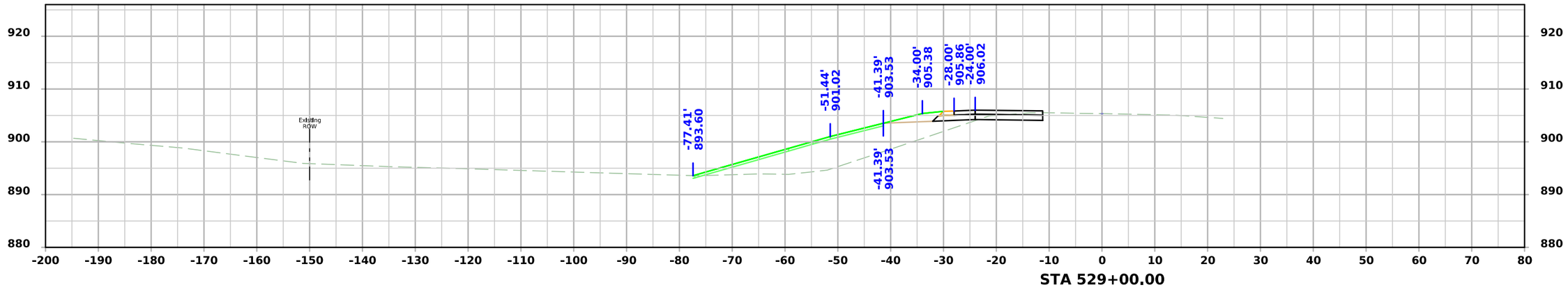
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.130

3:10:27 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



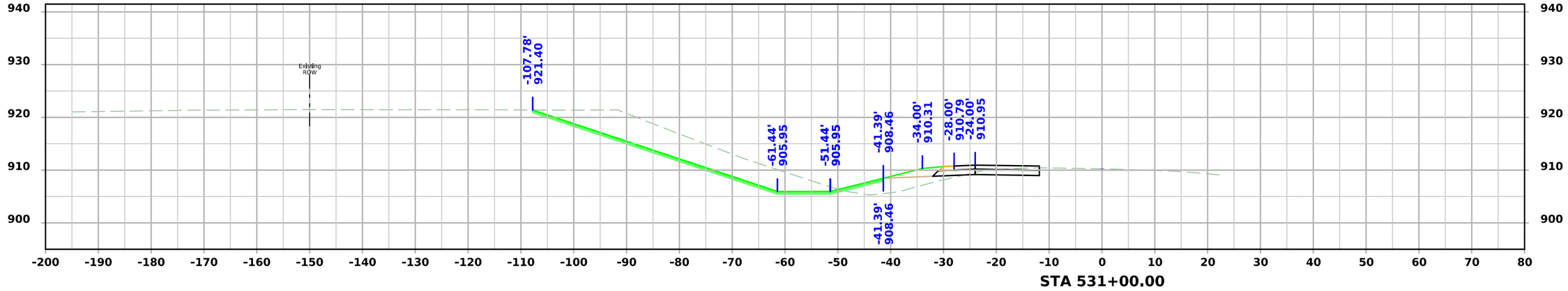




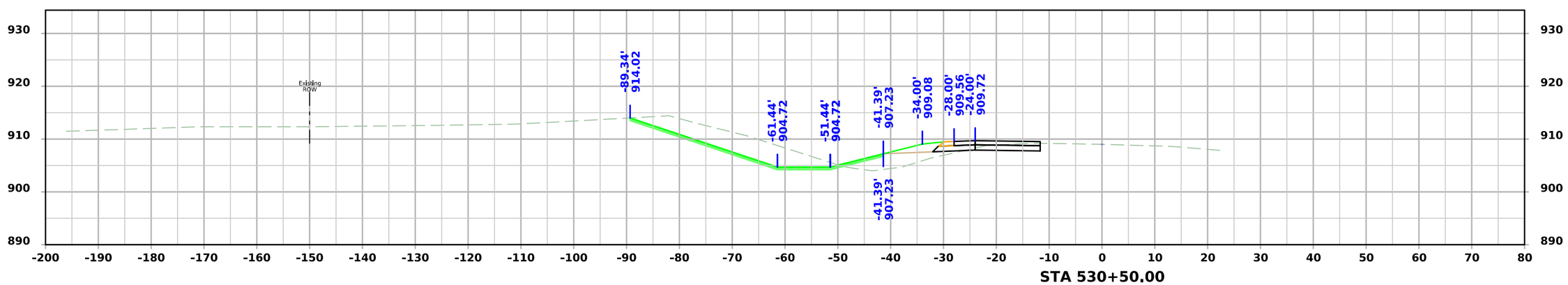
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.131

3:10:34 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 531+00.00

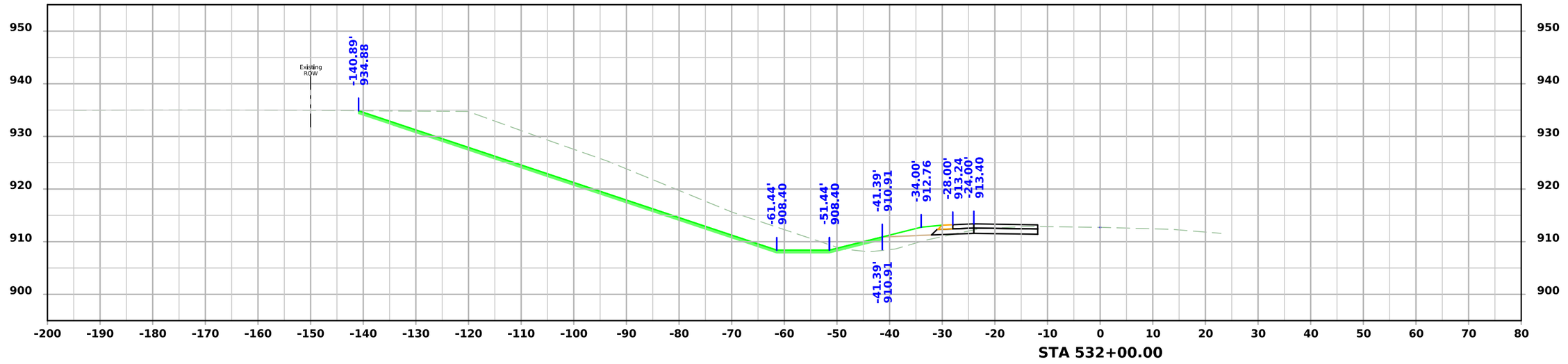


STA 530+50.00

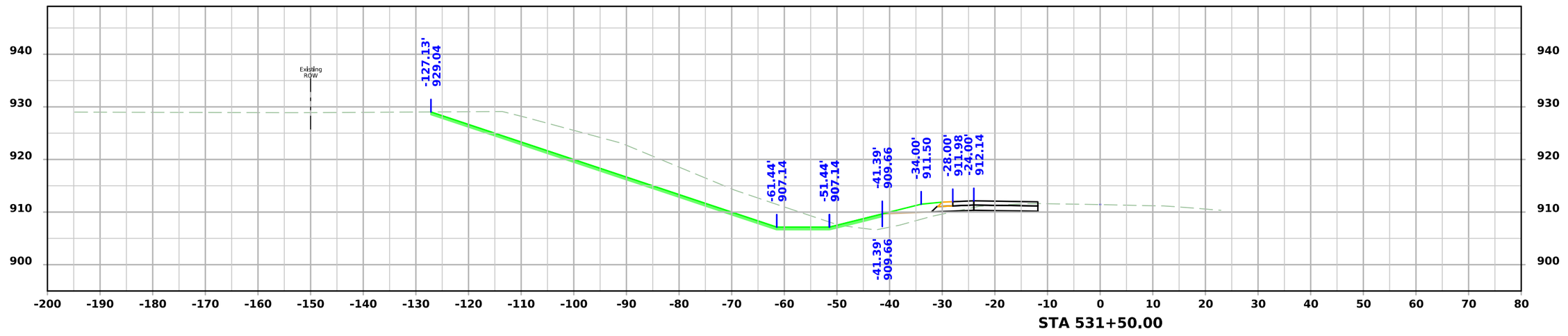
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.132

3:10:41 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 532+00.00

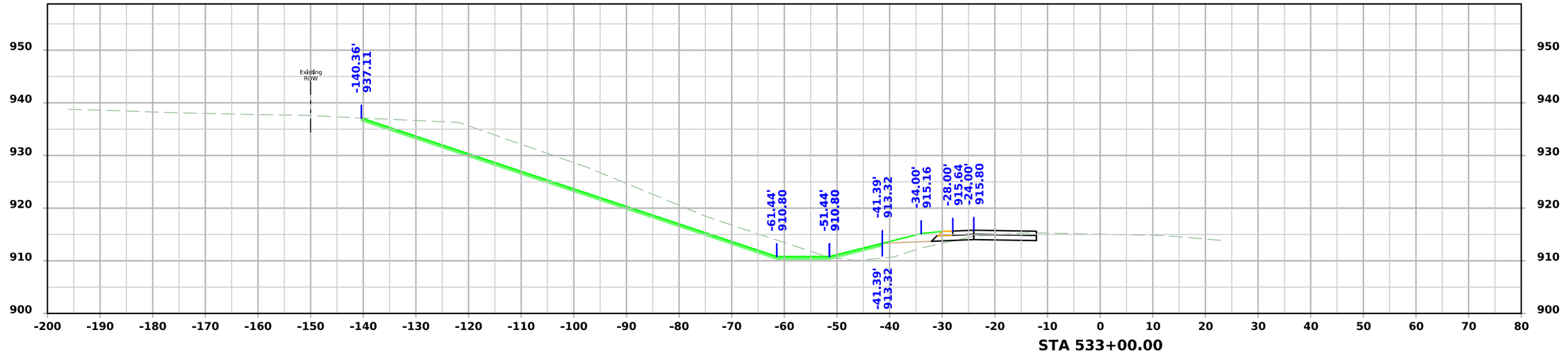


STA 531+50.00

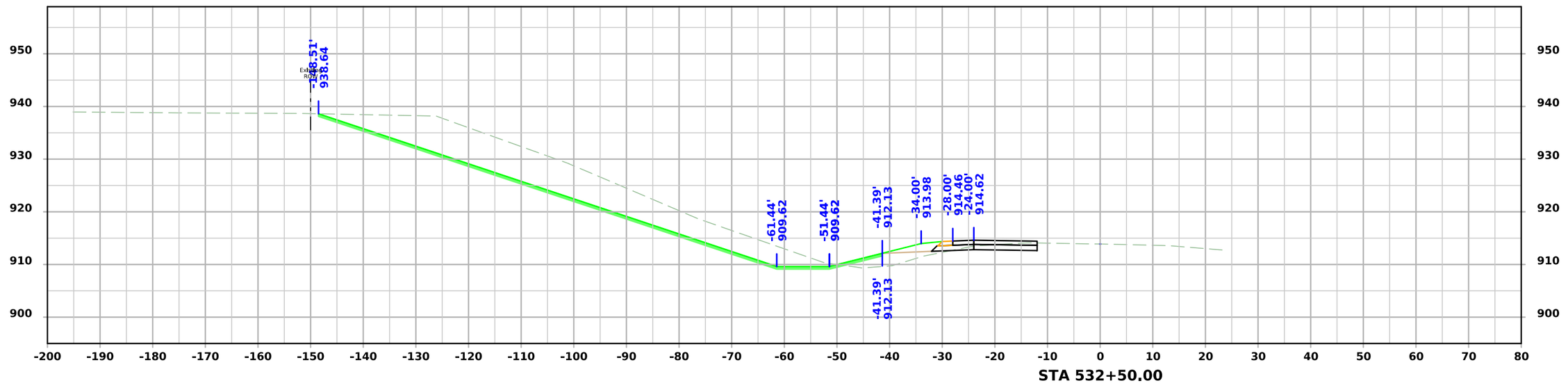
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.133

3:10:46 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 533+00.00

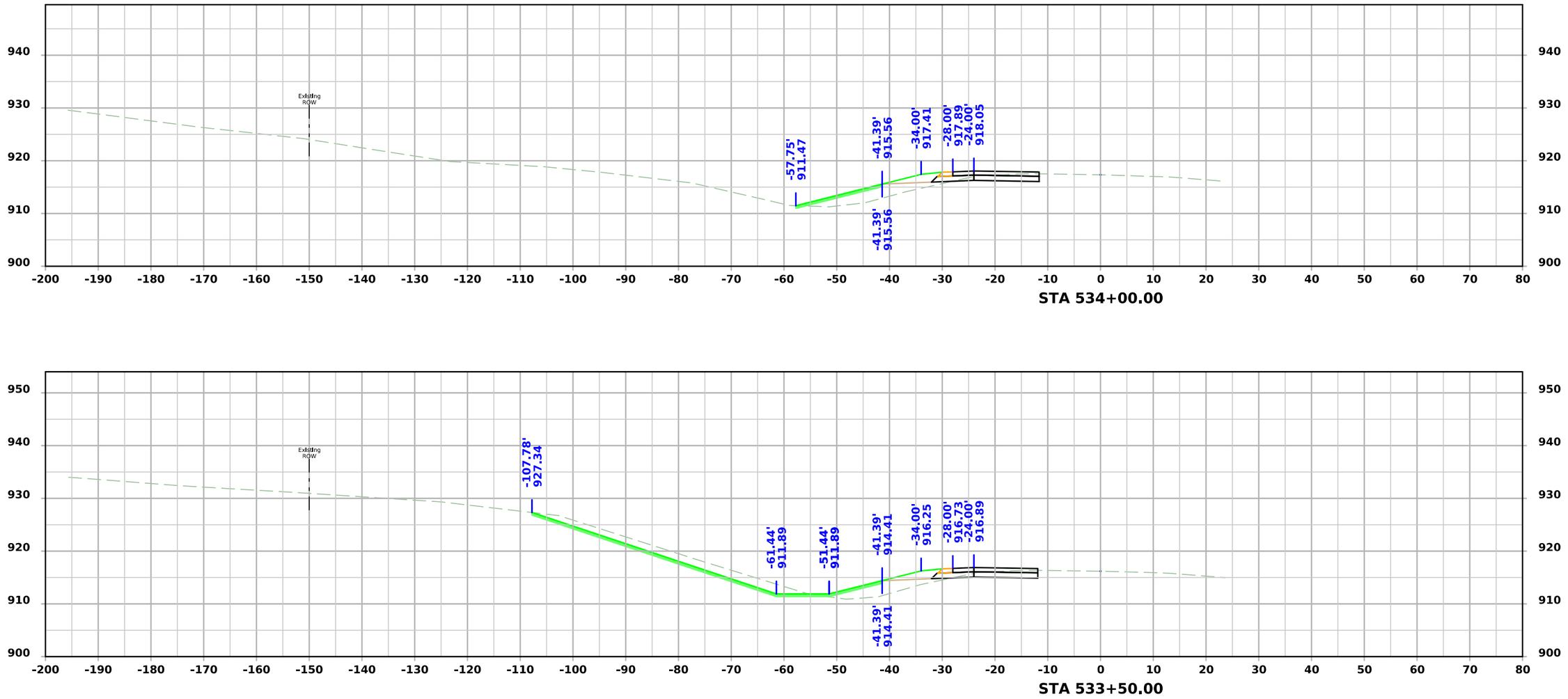


STA 532+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.134

3:10:52 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

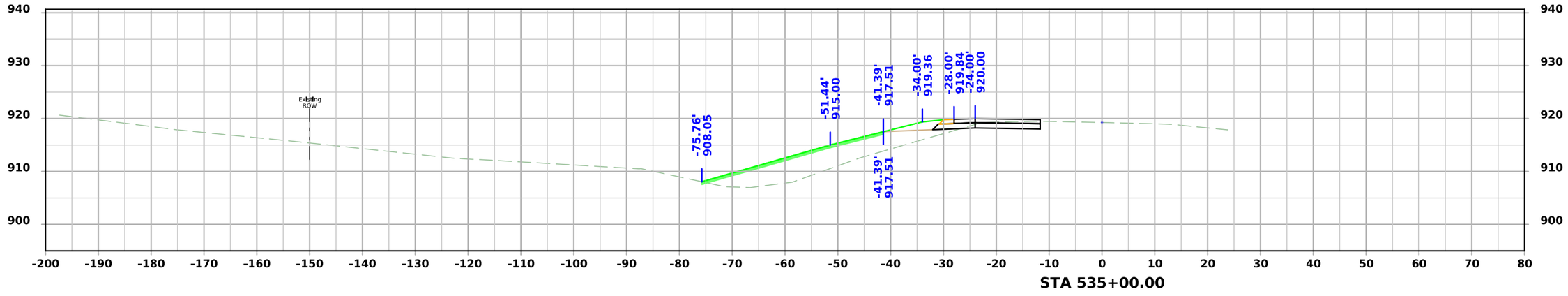
US34



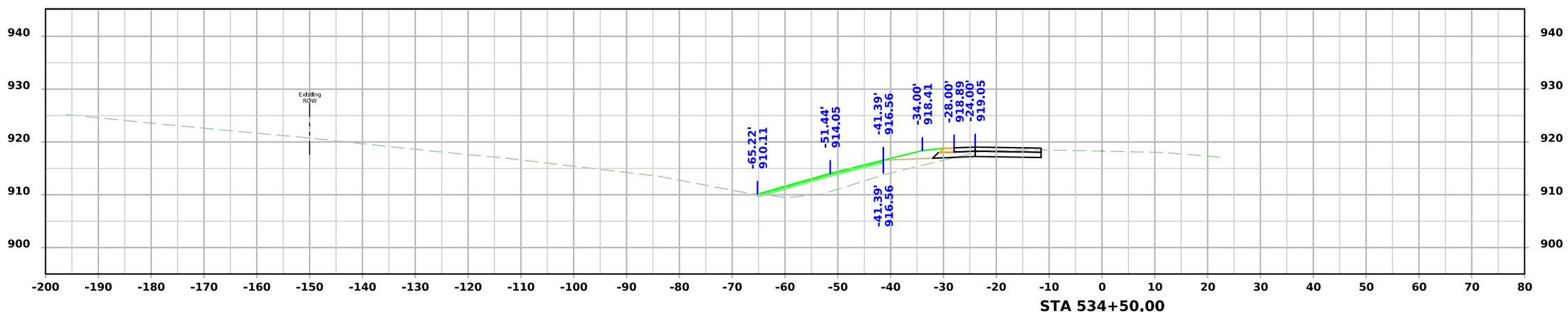
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.135

3:10:58 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 535+00.00

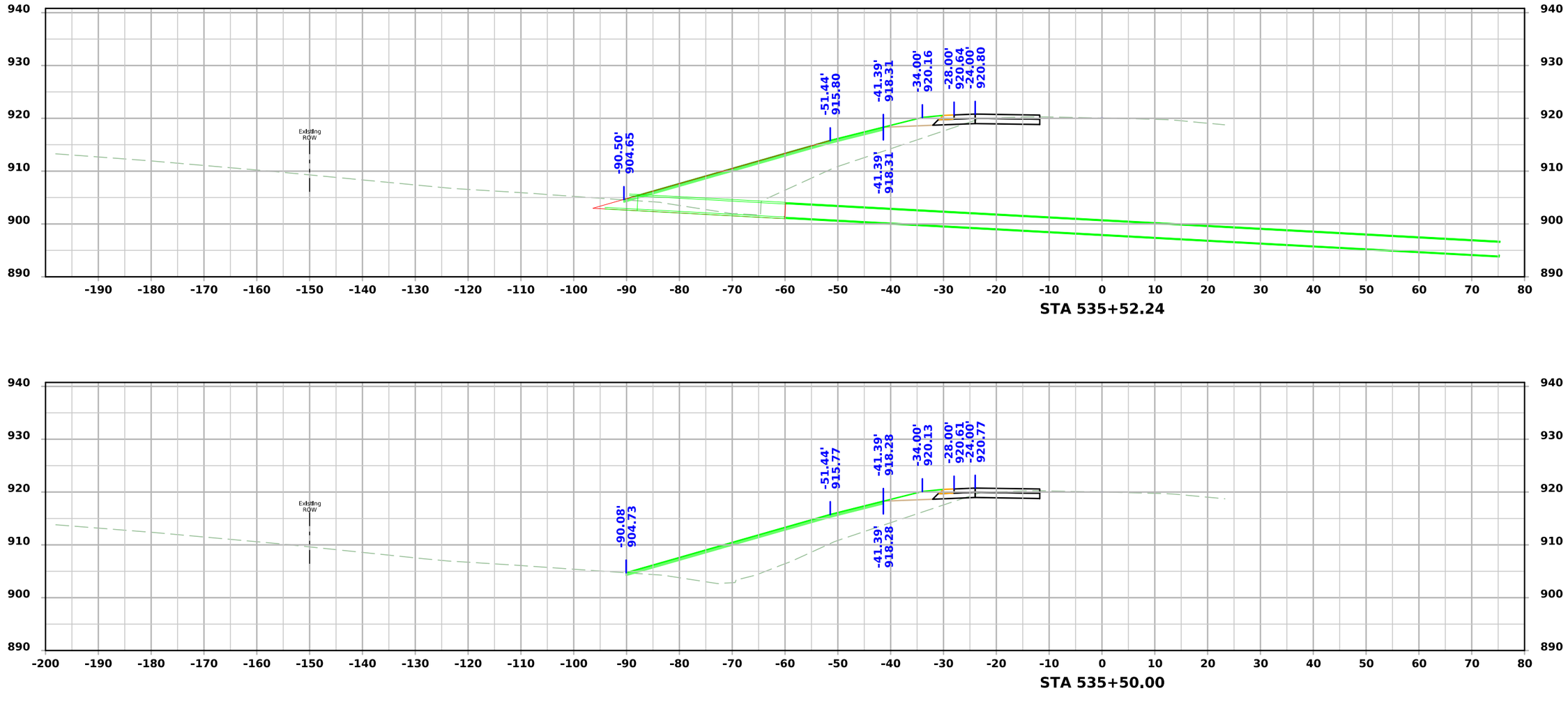


STA 534+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.136

3:11:03 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

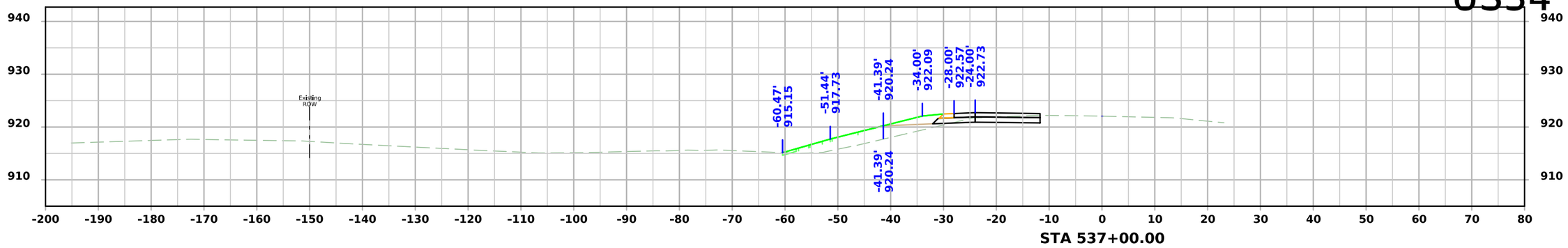
US34

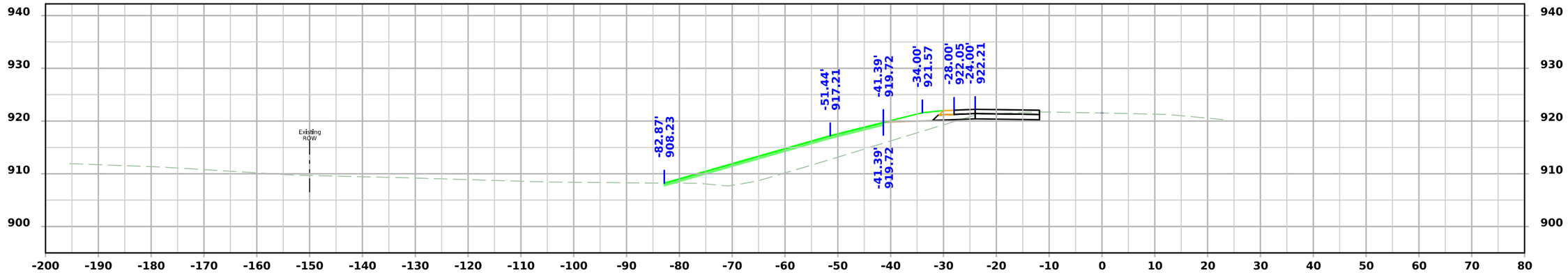


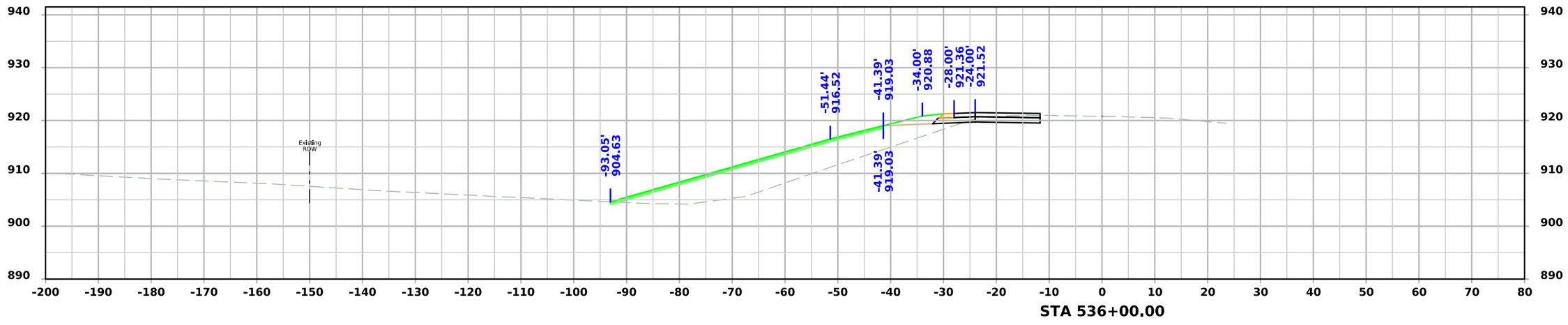
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.137

3:11:09 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



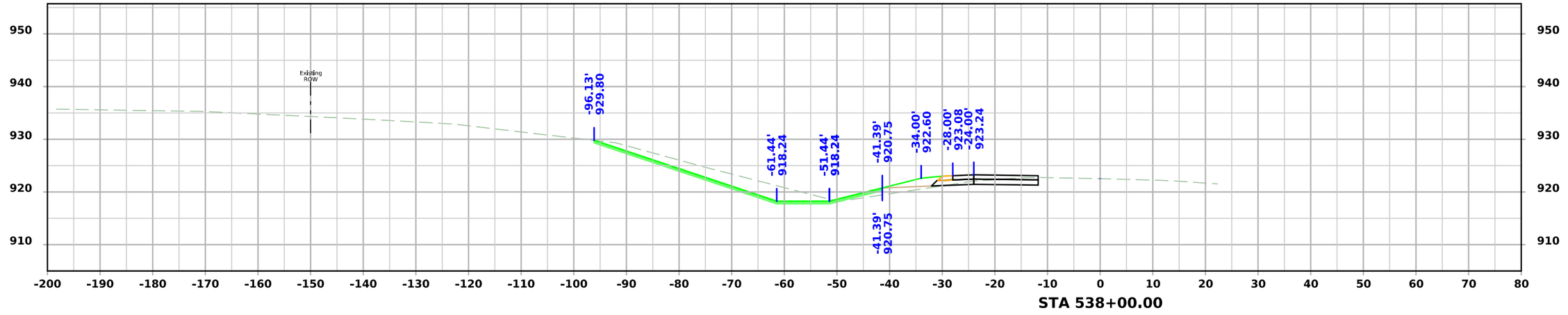


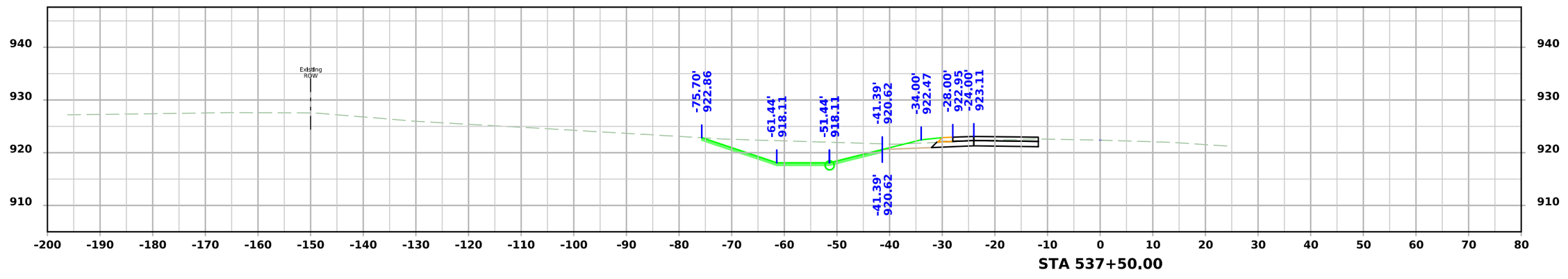


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.138

3:11:16 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34

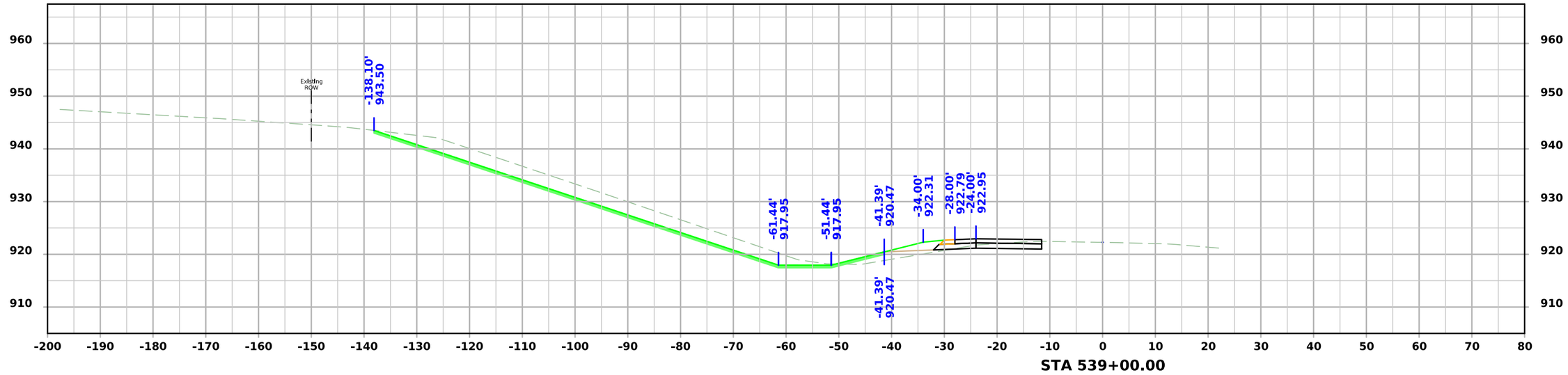


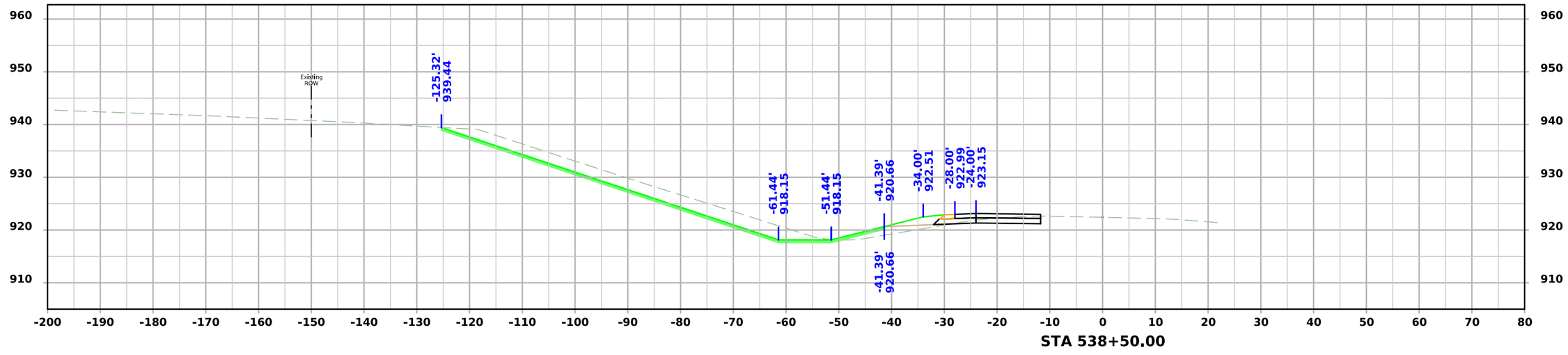


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.139

3:11:22 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34

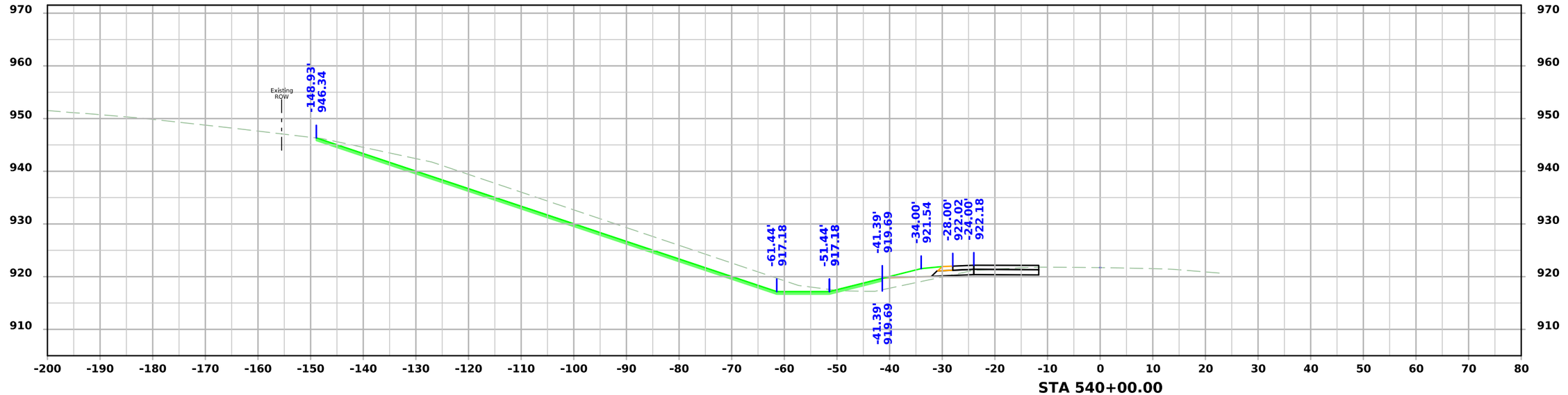




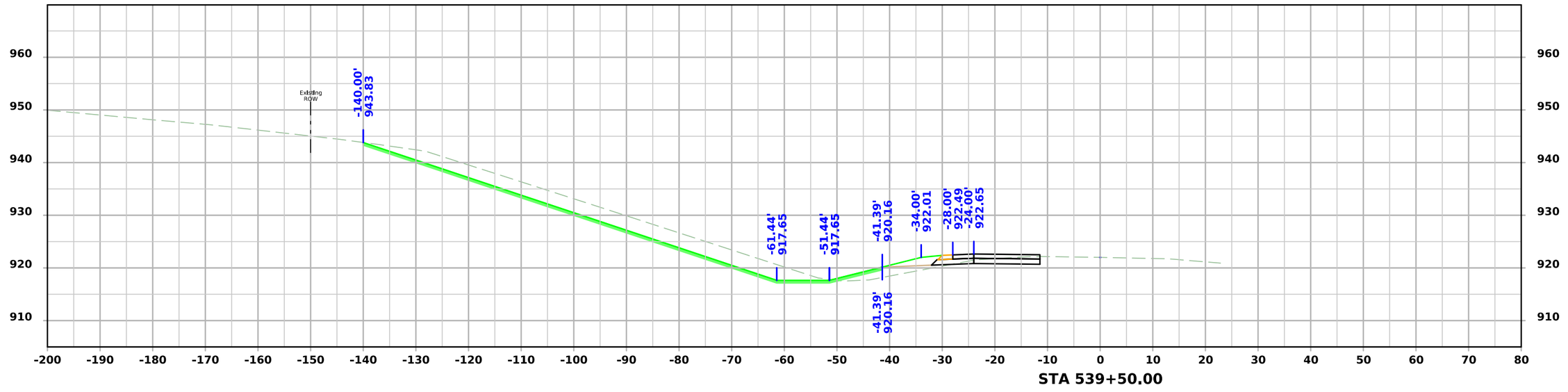
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.140

3:11:28 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 540+00.00

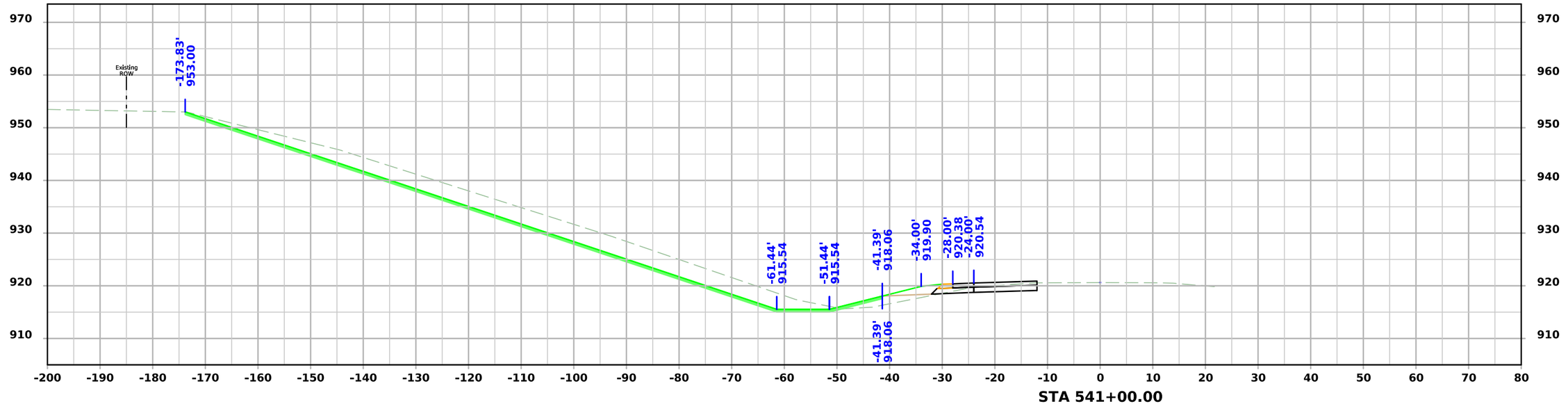


STA 539+50.00

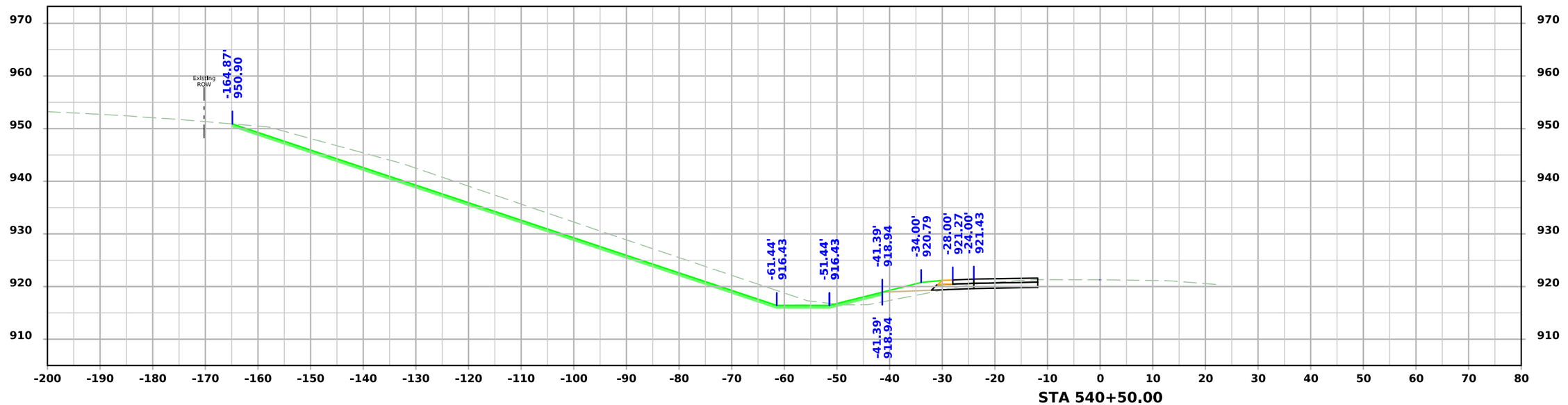
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.141

3:11:33 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 541+00.00

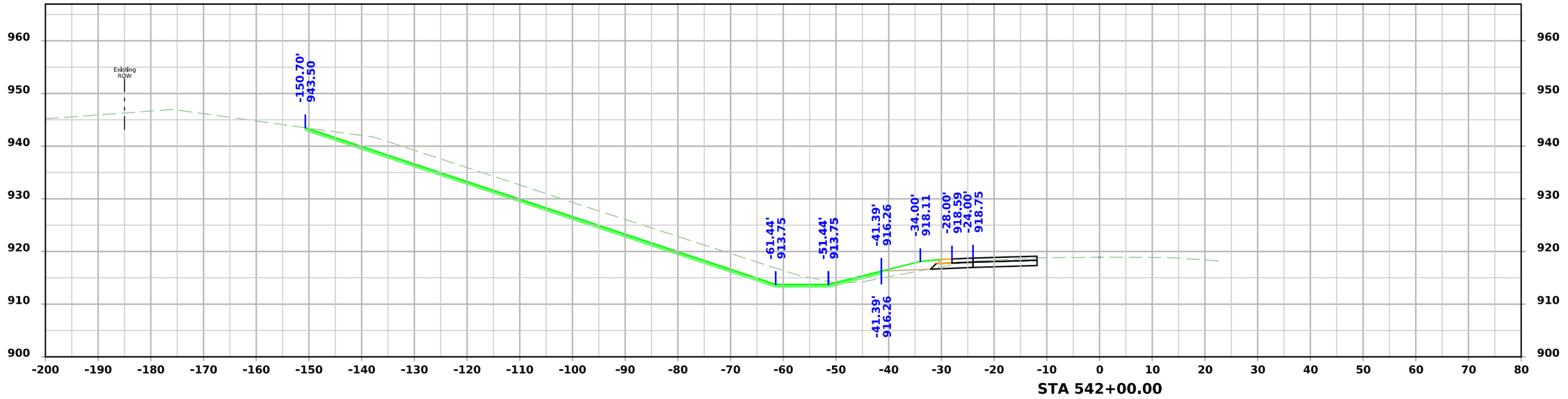


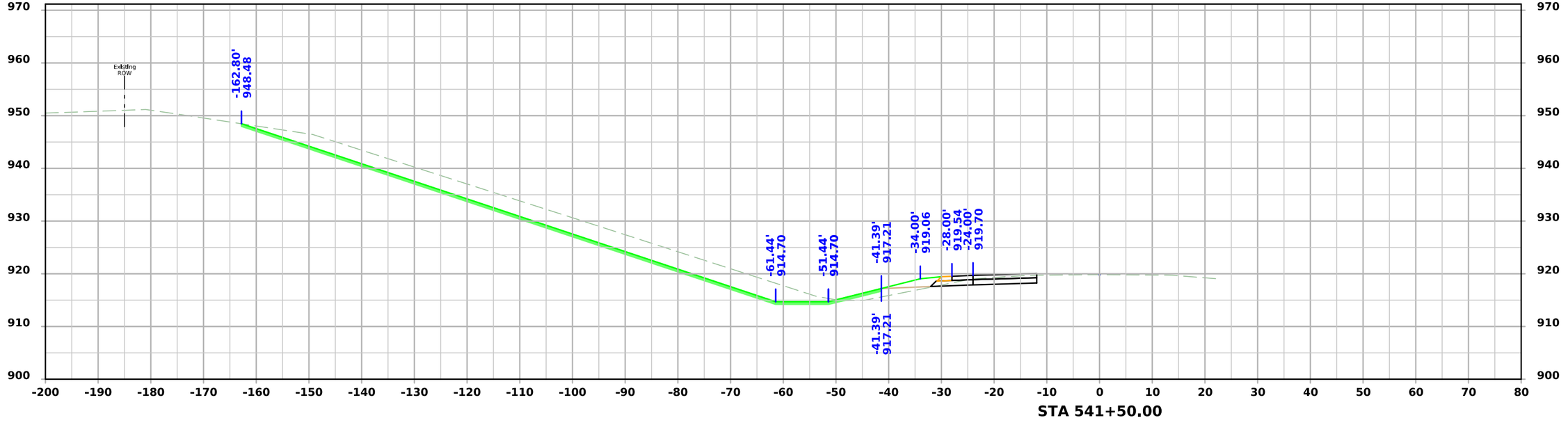
STA 540+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.142

3:11:39 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34

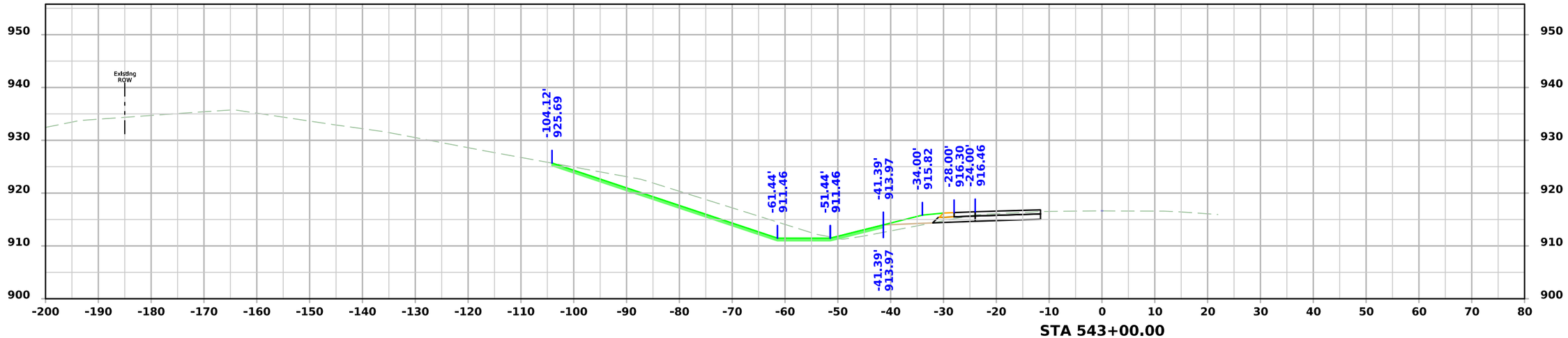




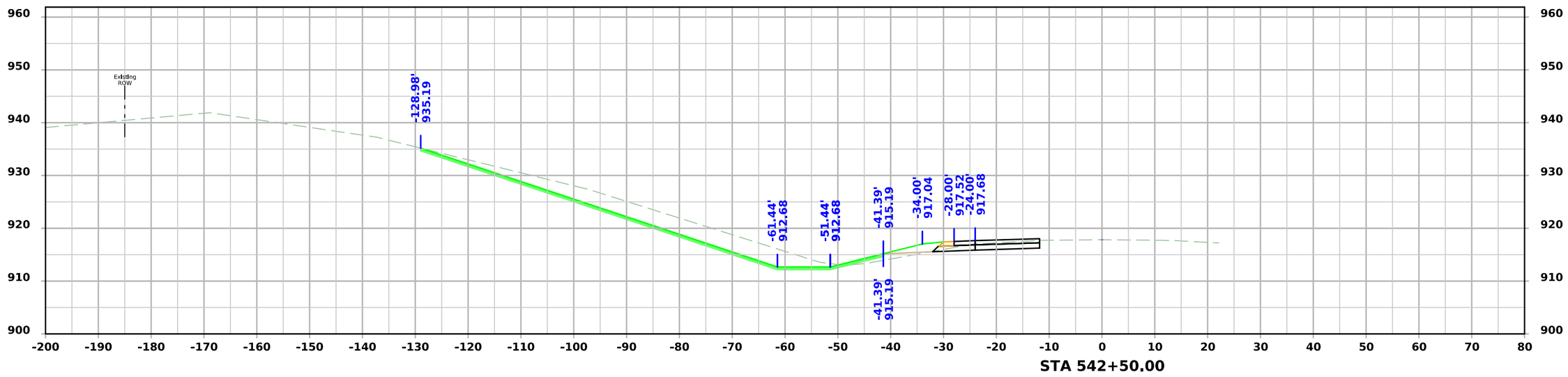
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.143

3:11:45 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 543+00.00

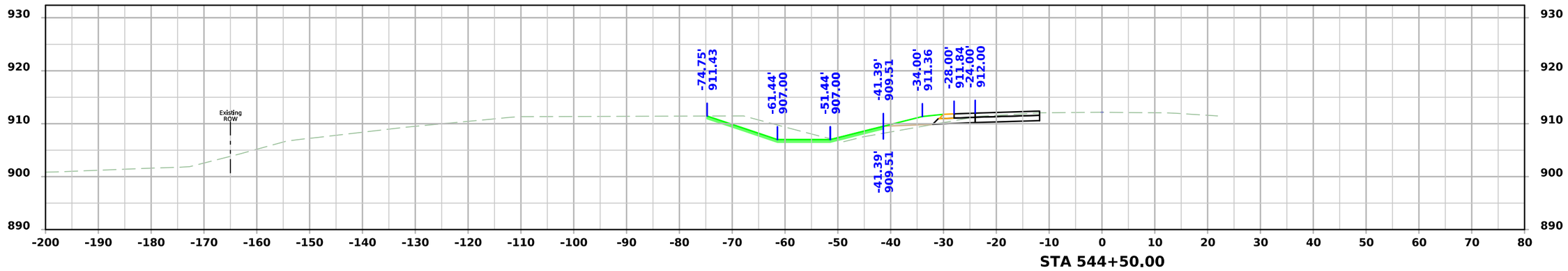


STA 542+50.00

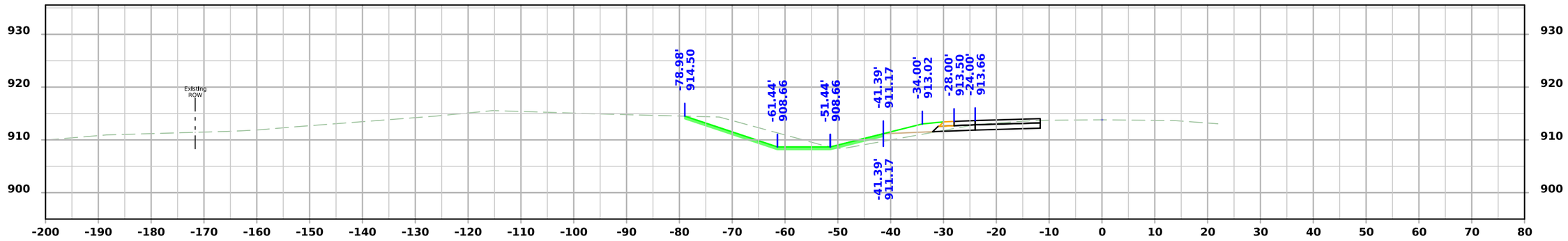
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.144

3:11:51 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

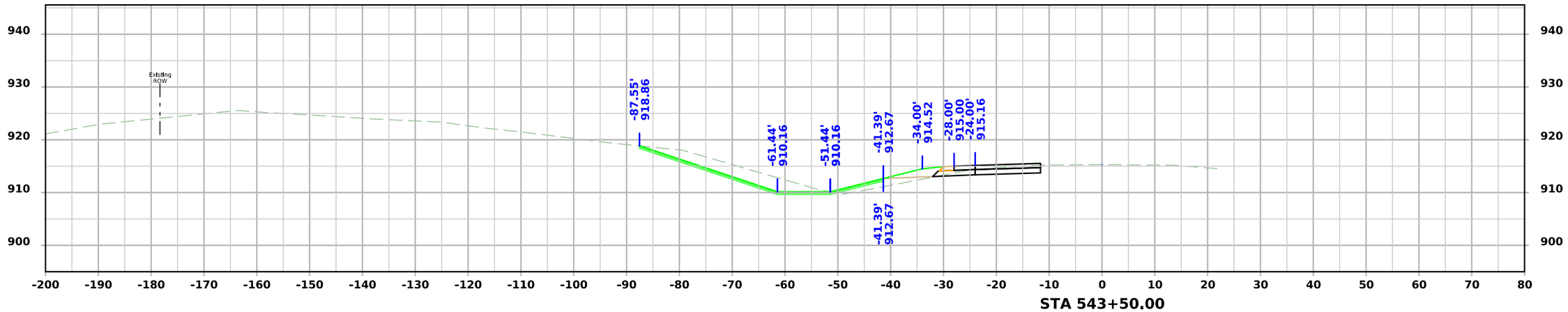
US34



STA 544+50.00



STA 544+00.00

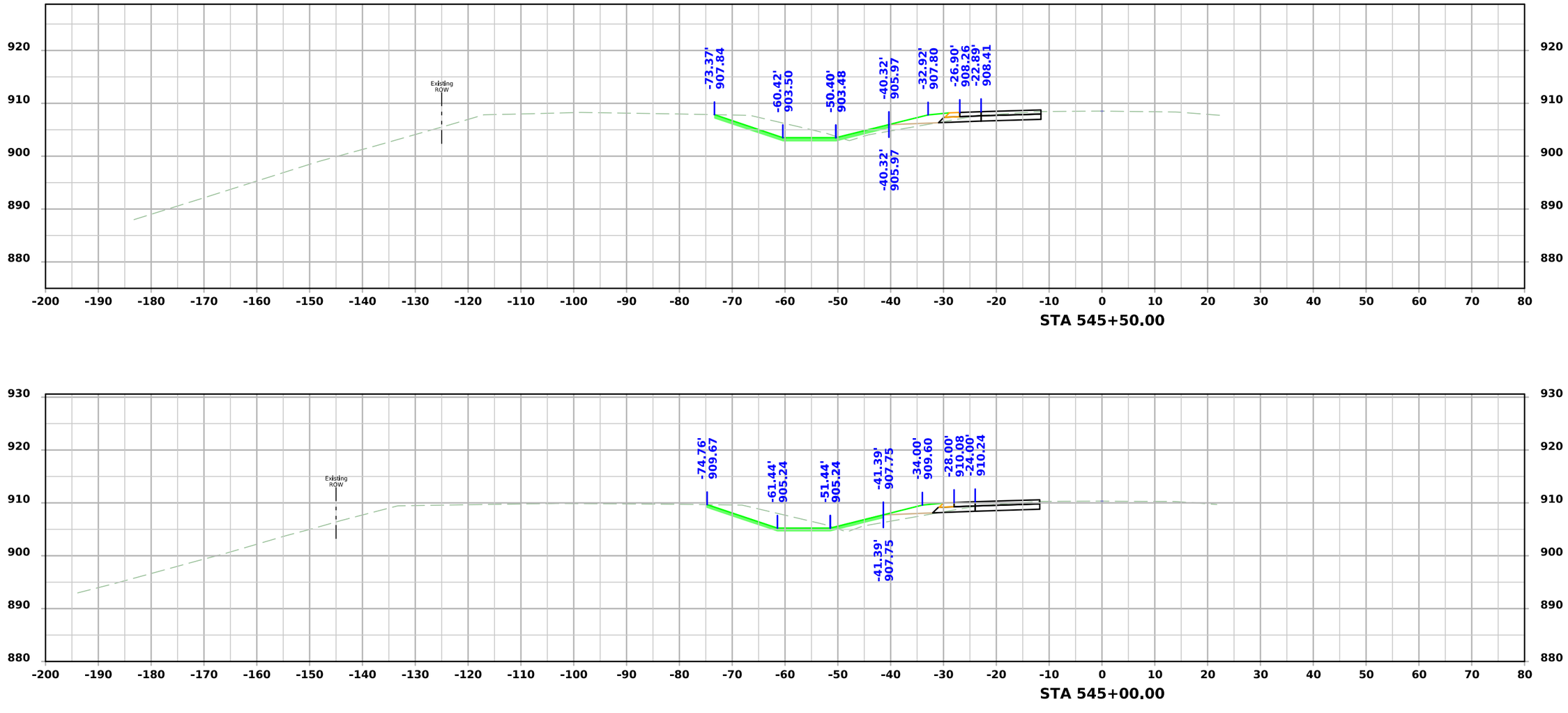


STA 543+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.145

3:11:57 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

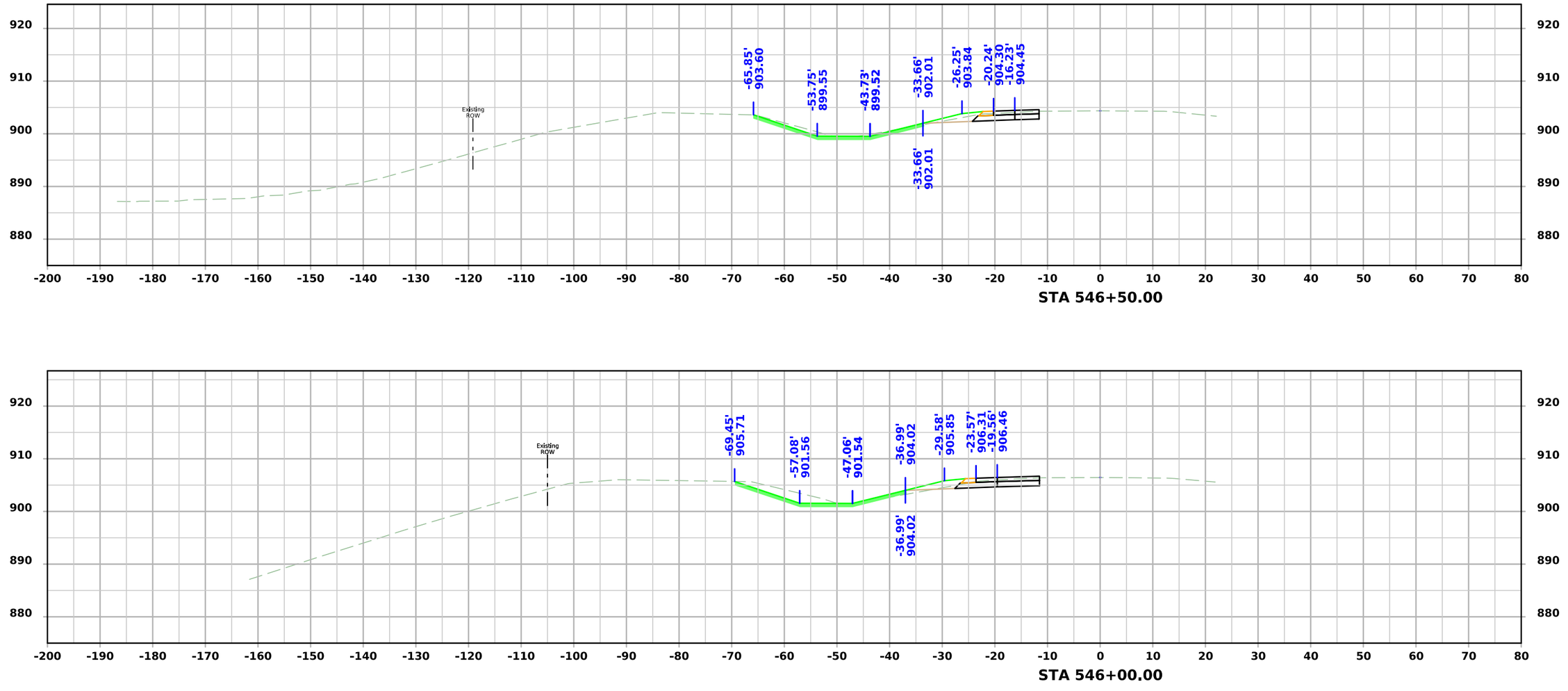
US34



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.146

3:12:04 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

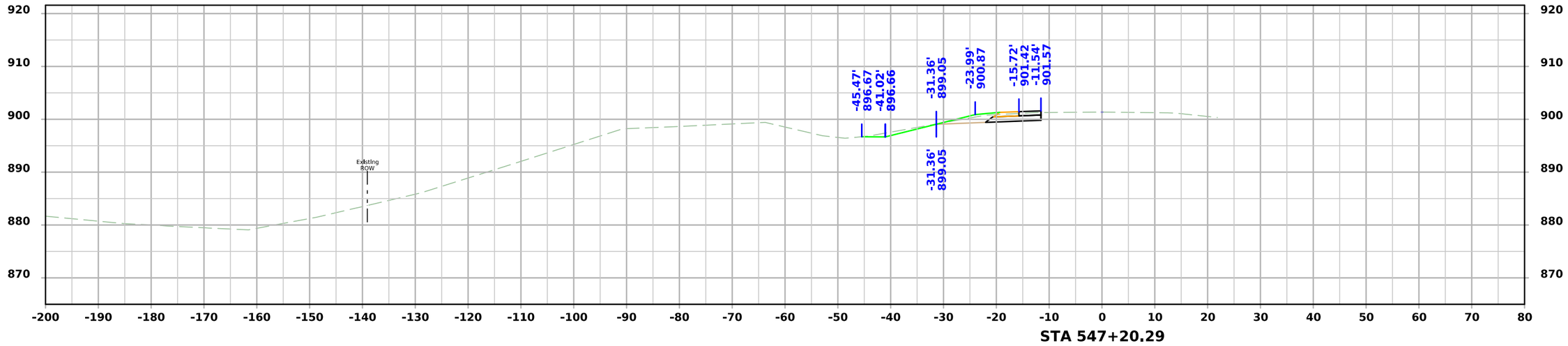
US34



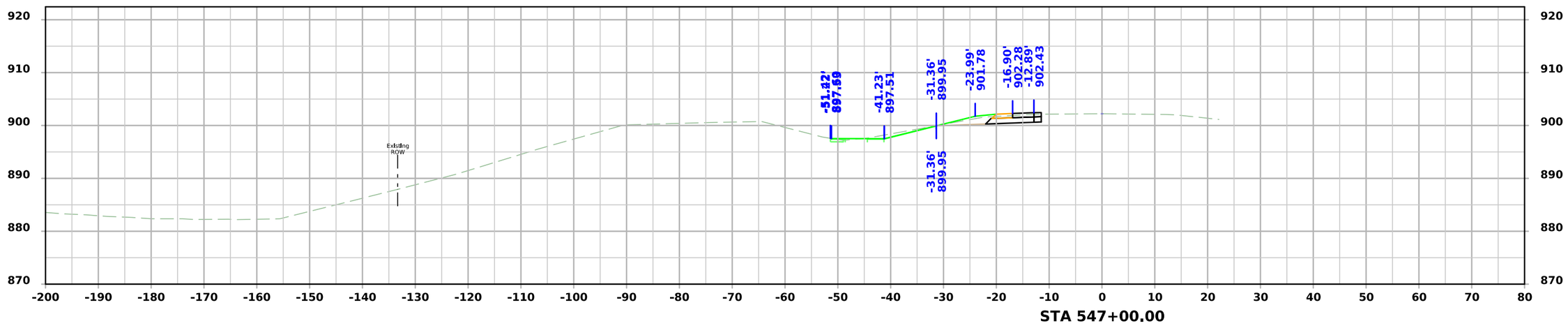
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.147

3:12:09 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 547+20.29

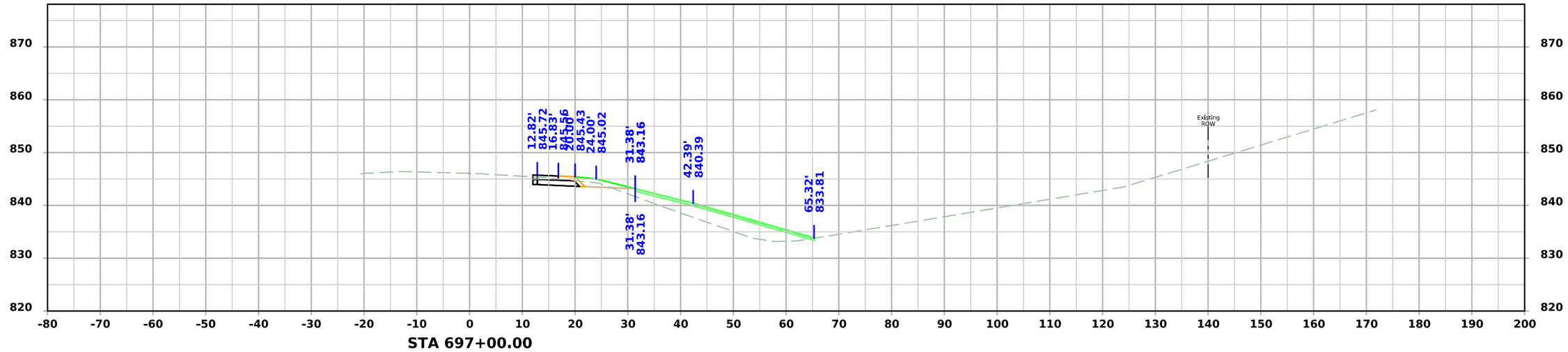


STA 547+00.00

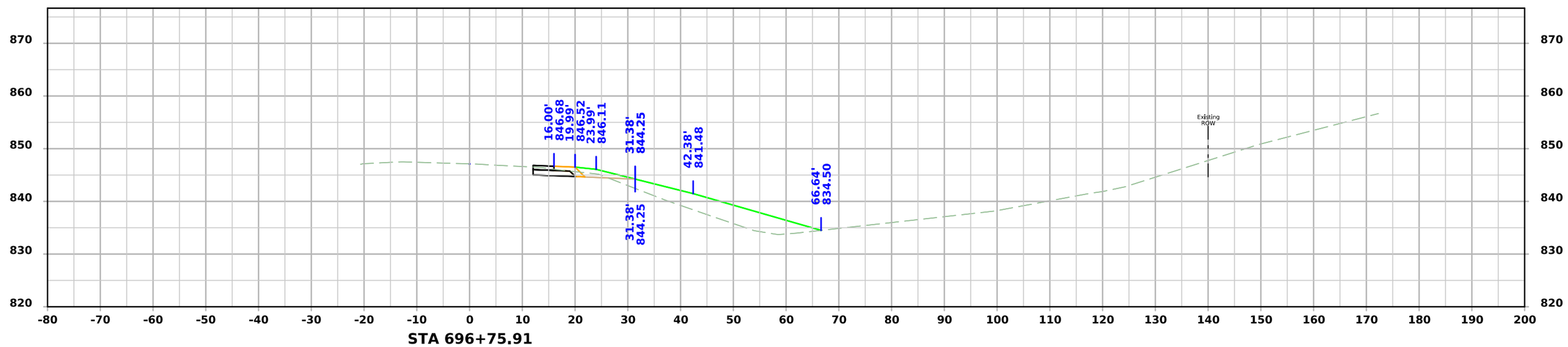
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.148

3:12:15 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W05.dgn

US34



STA 697+00.00

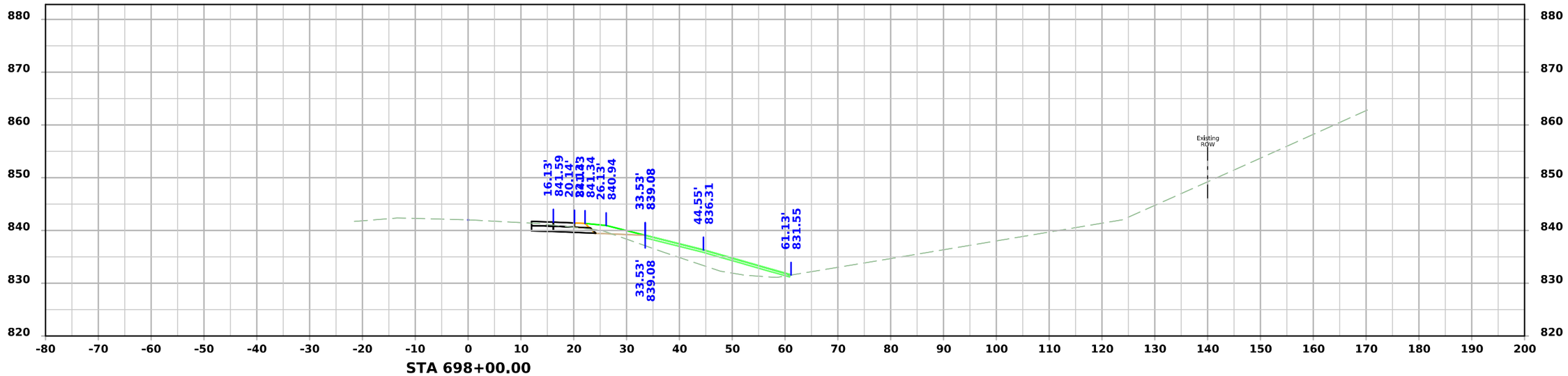


STA 696+75.91

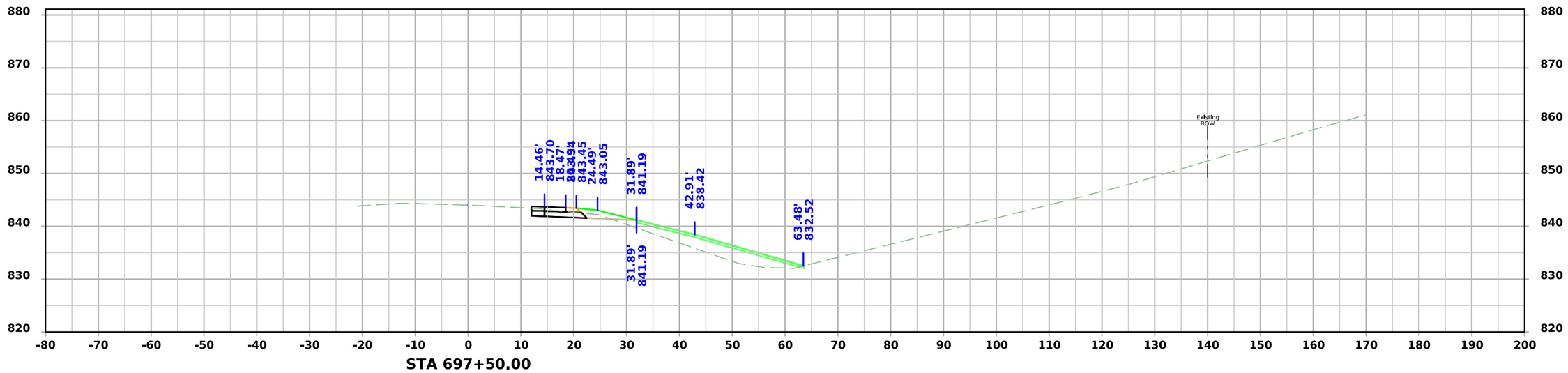
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.149

3:12:43 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

US34



STA 698+00.00

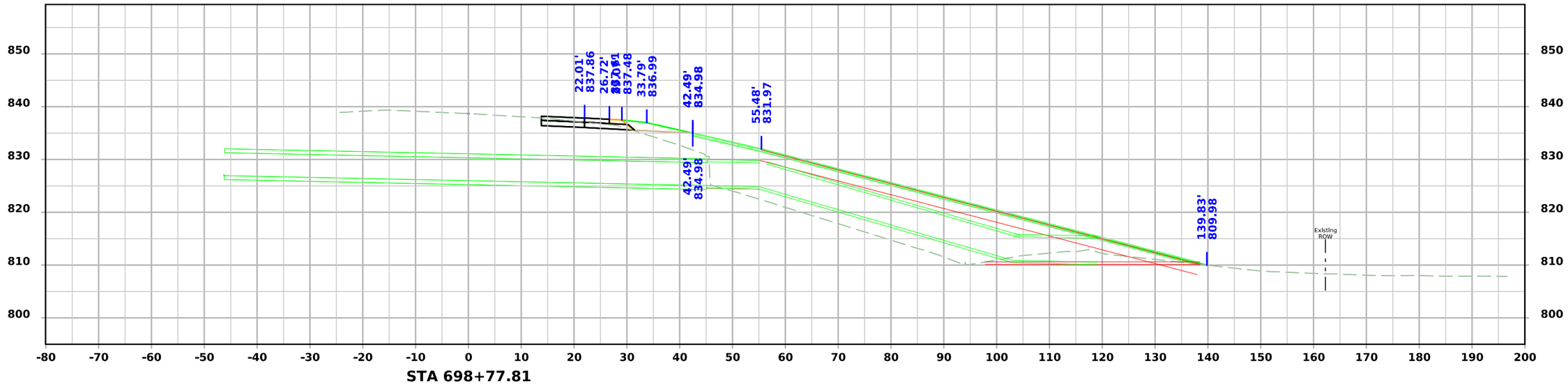


STA 697+50.00

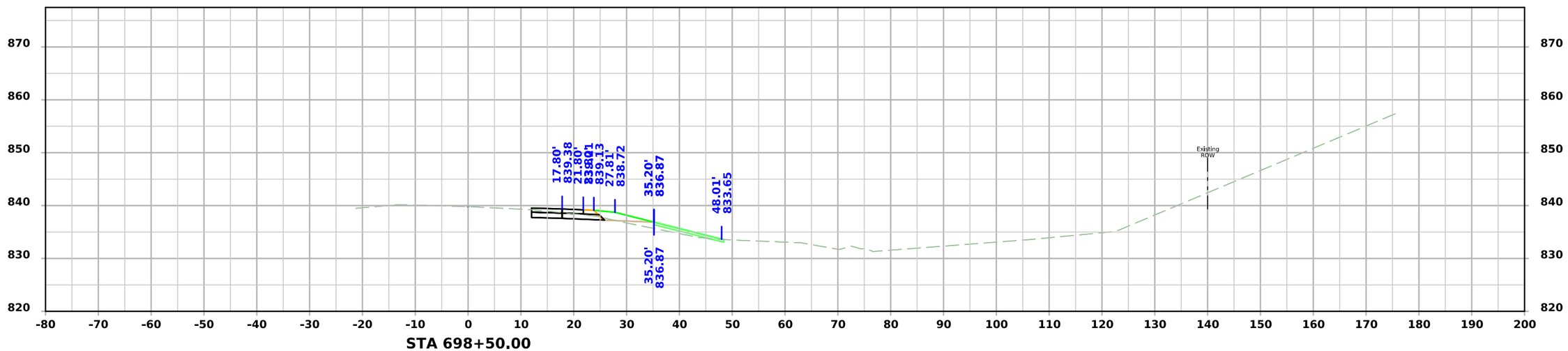
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.150

3:12:49 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

US34



STA 698+77.81

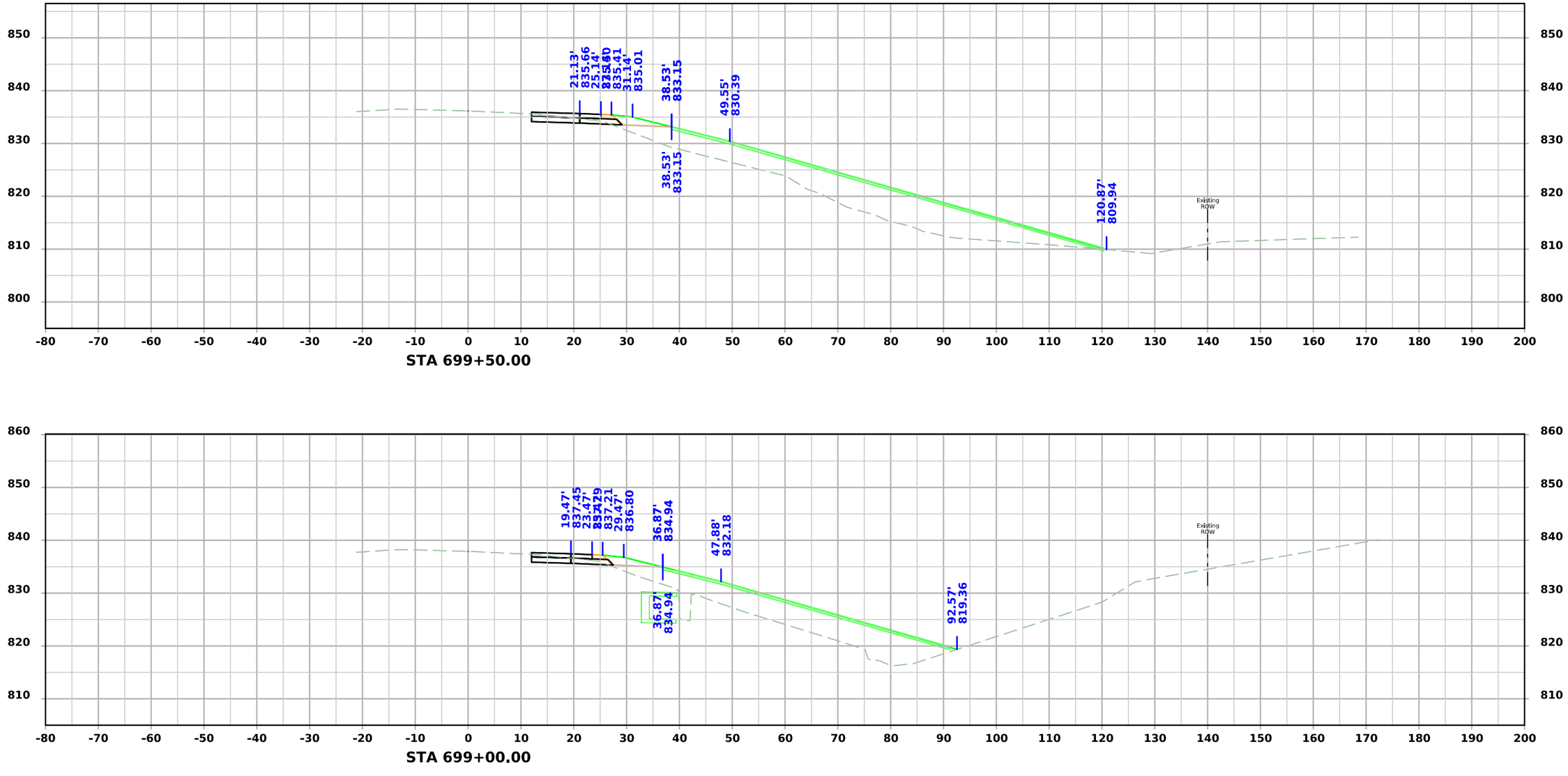


STA 698+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.151

3:12:54 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

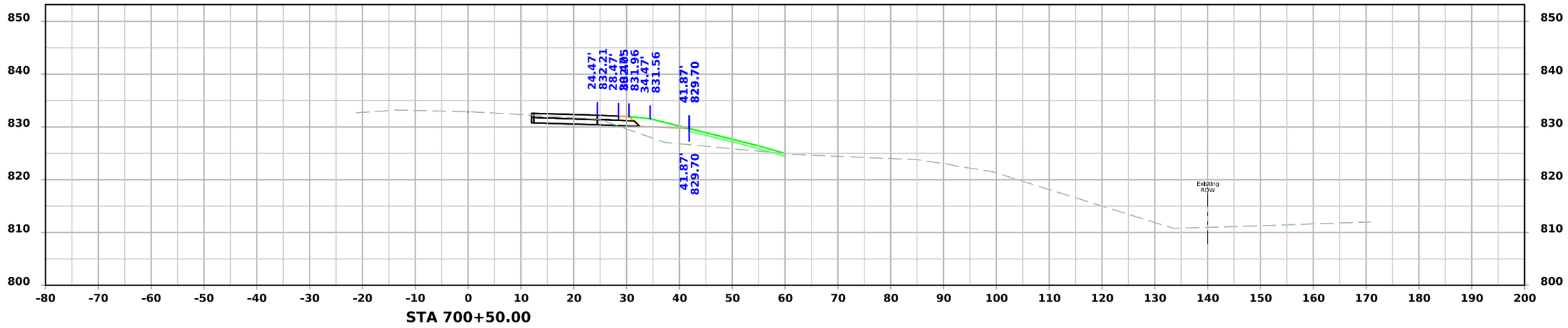
US34



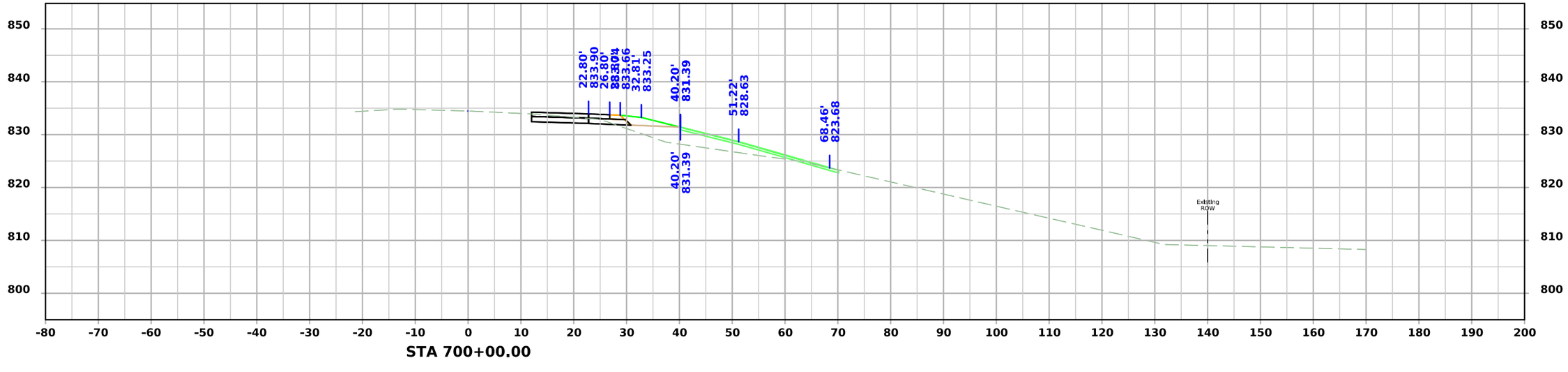
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.152

3:12:59 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

US34



STA 700+50.00

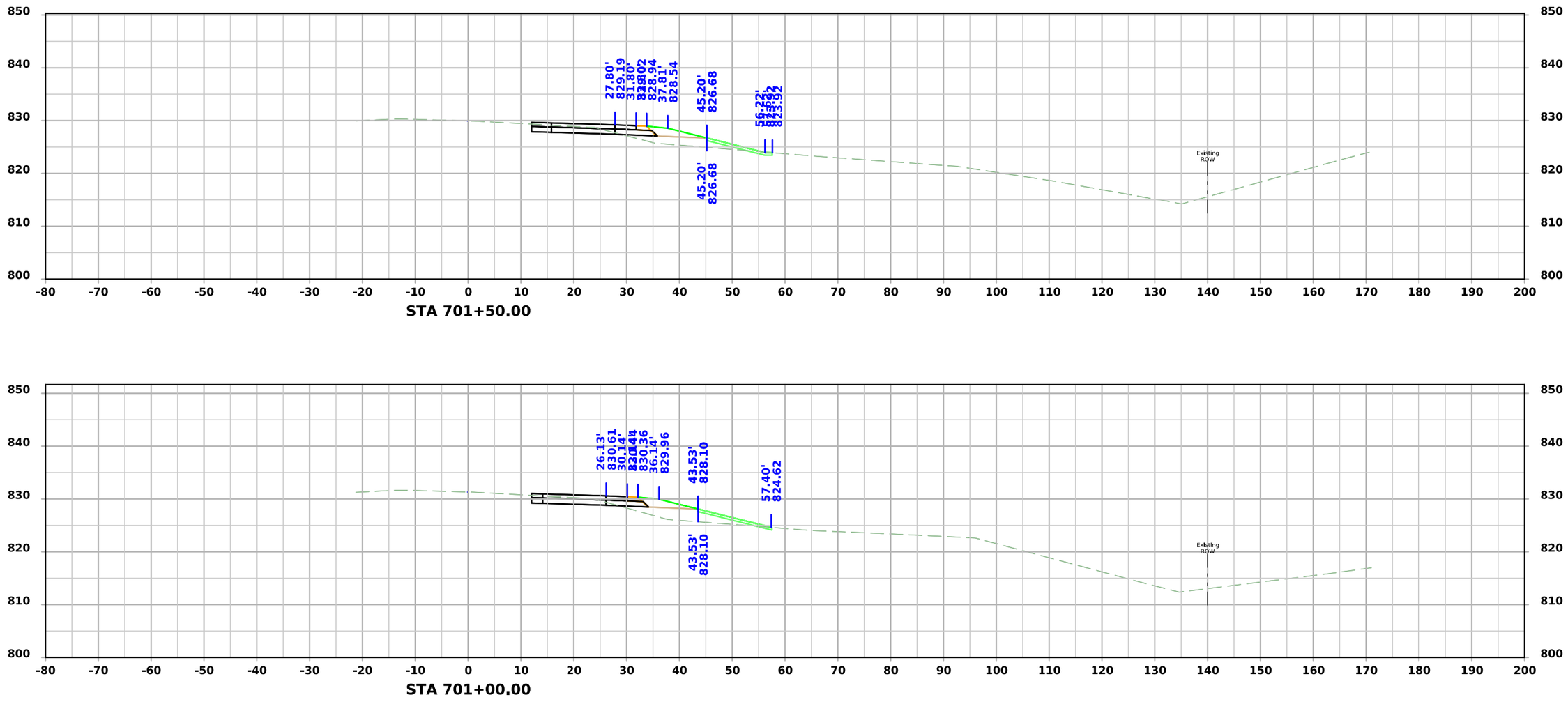


STA 700+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.153

3:13:04 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

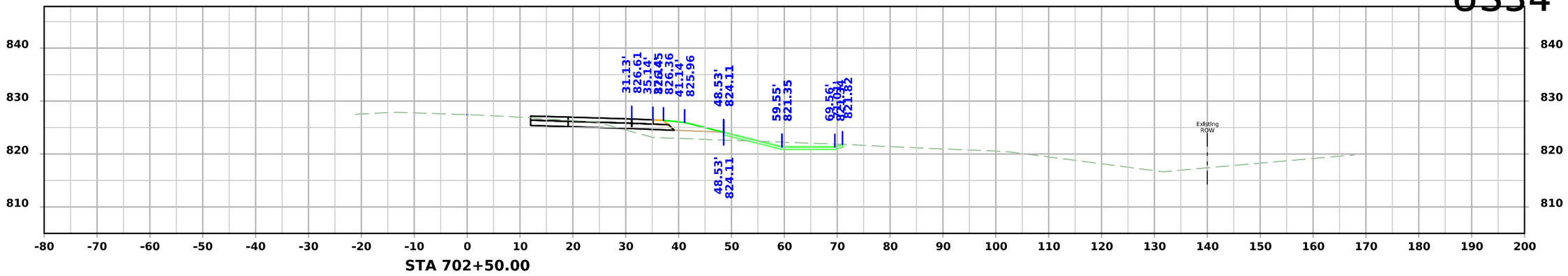
US34



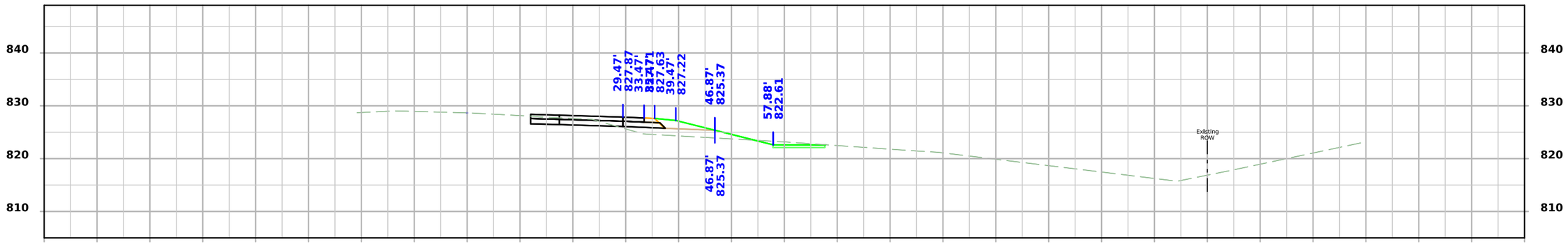
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.154

3:13:09 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

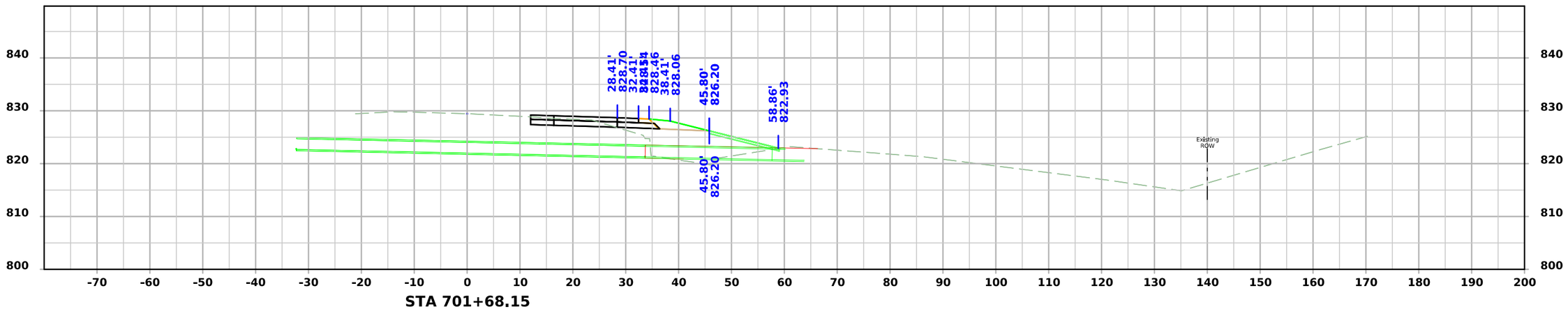
US34



STA 702+50.00



STA 702+00.00

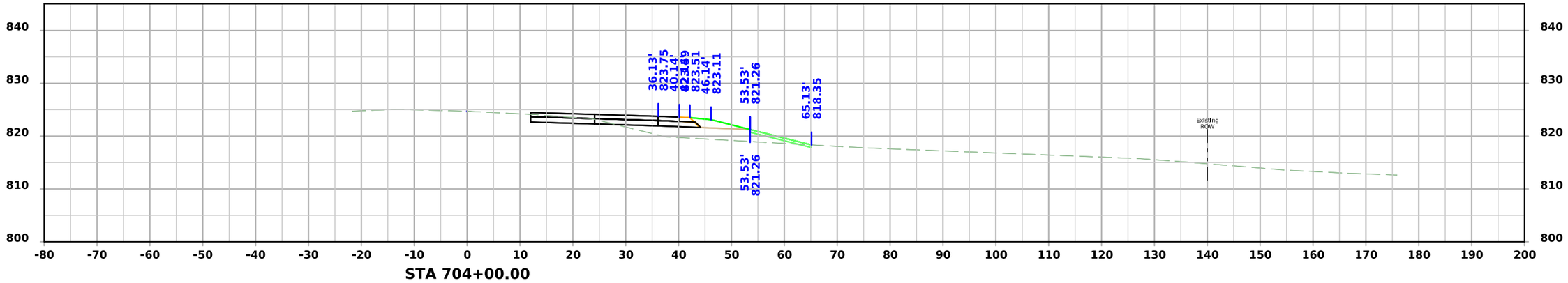


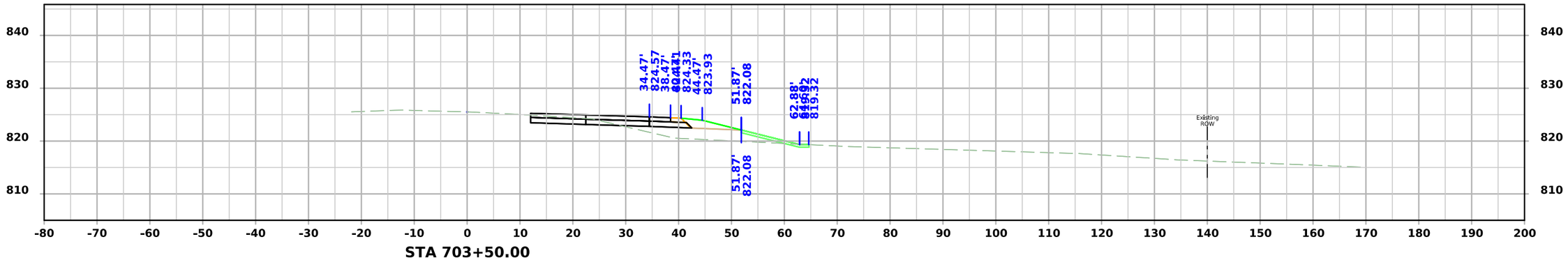
STA 701+68.15

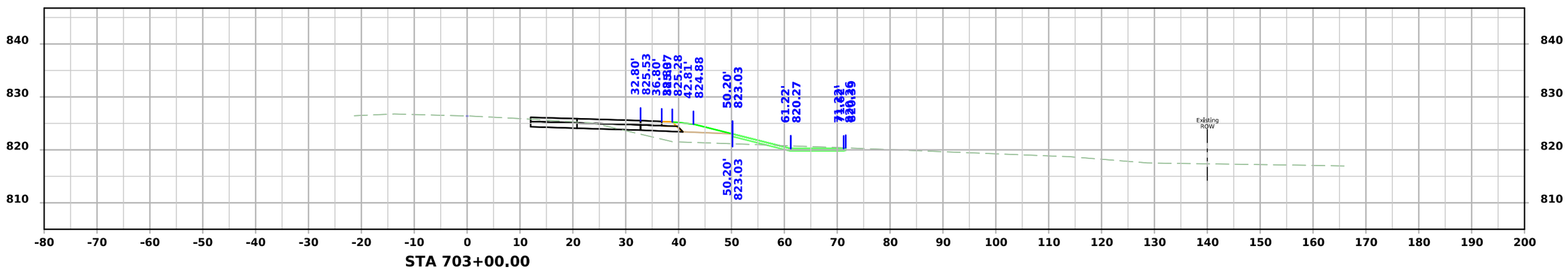
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.155

3:13:15 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

US34



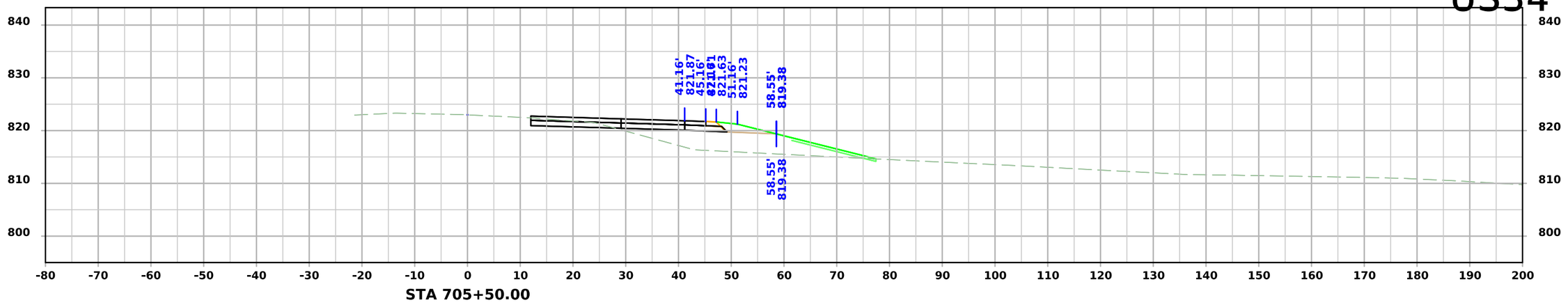


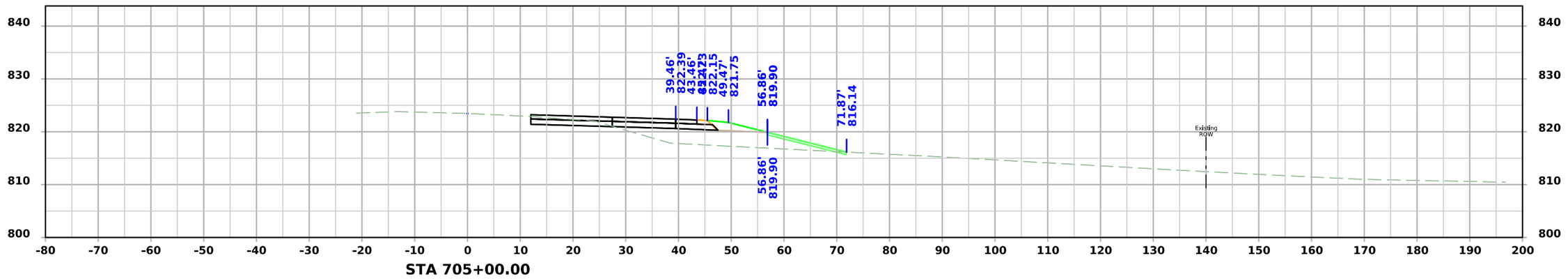


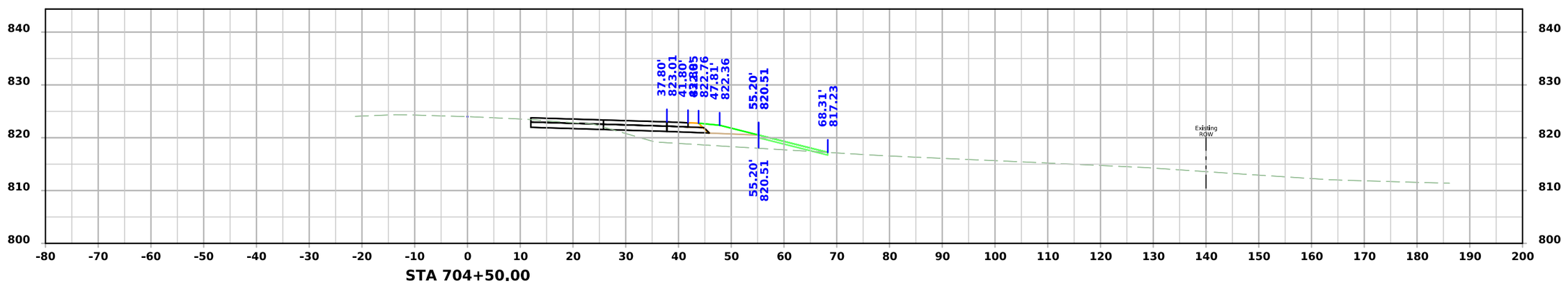
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.156

3:13:20 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

US34



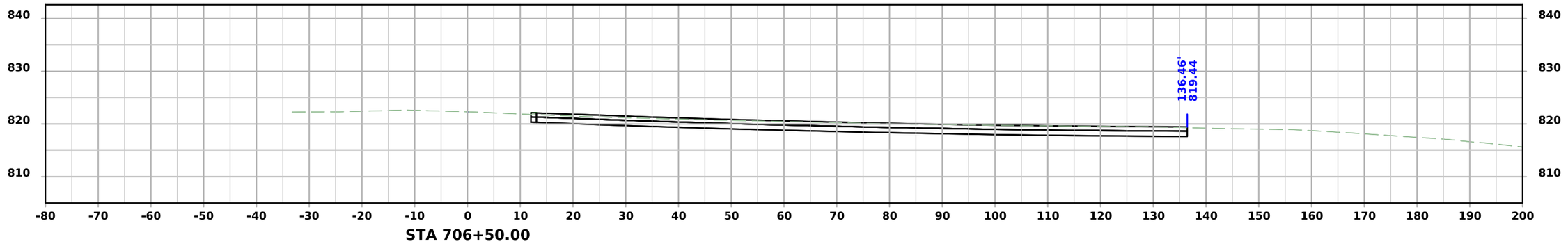




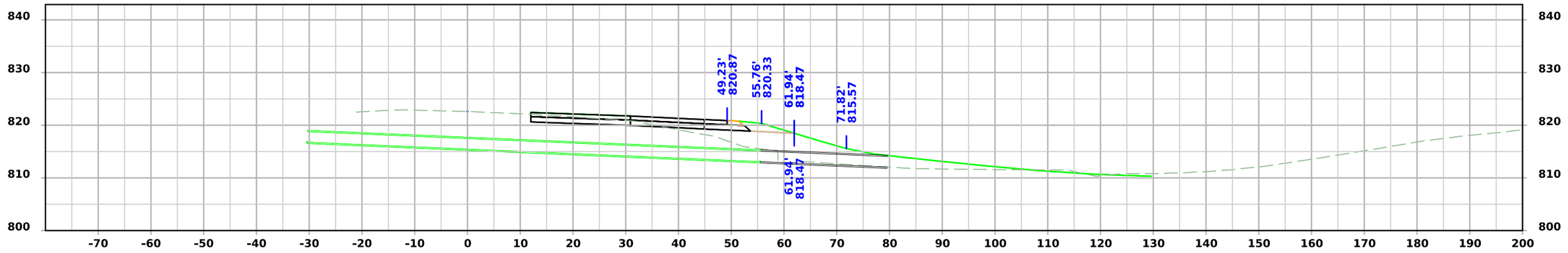
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.157

3:13:26 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

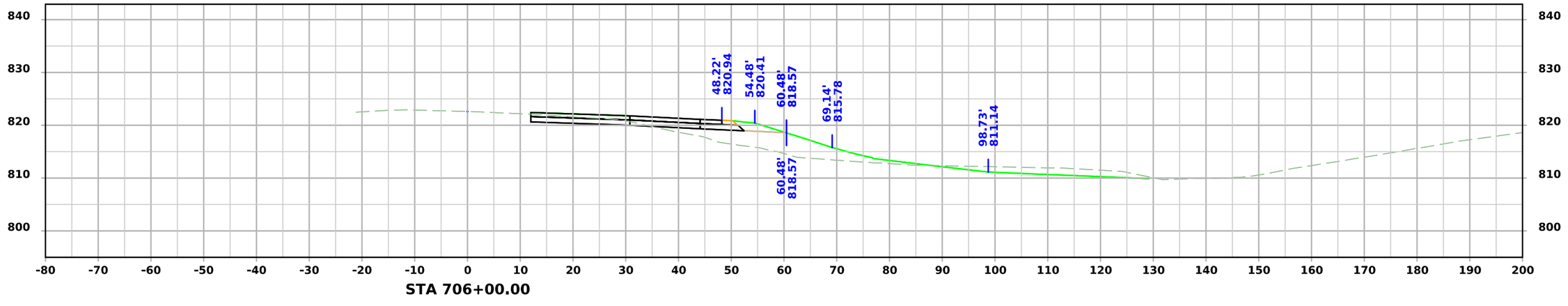
US34



STA 706+50.00



STA 706+03.06

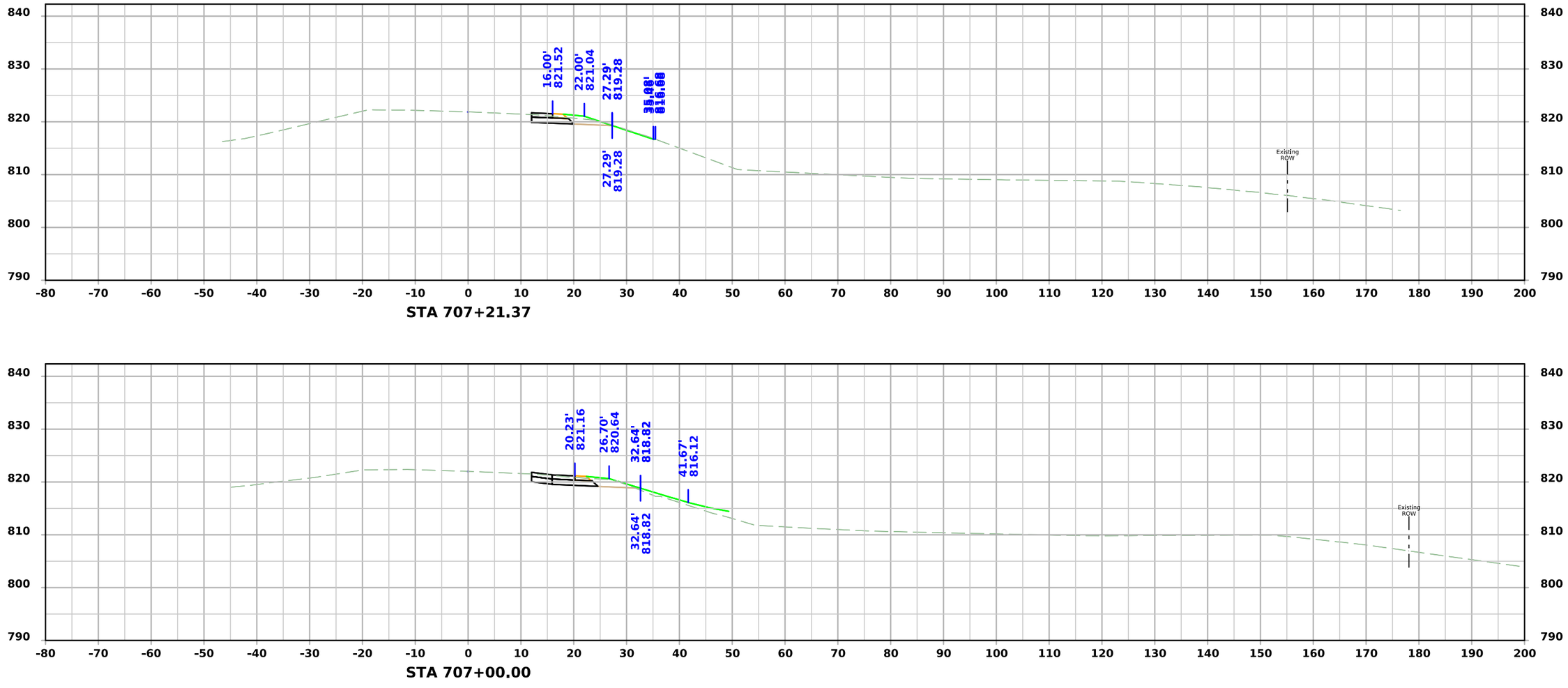


STA 706+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.158

3:13:31 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

US34



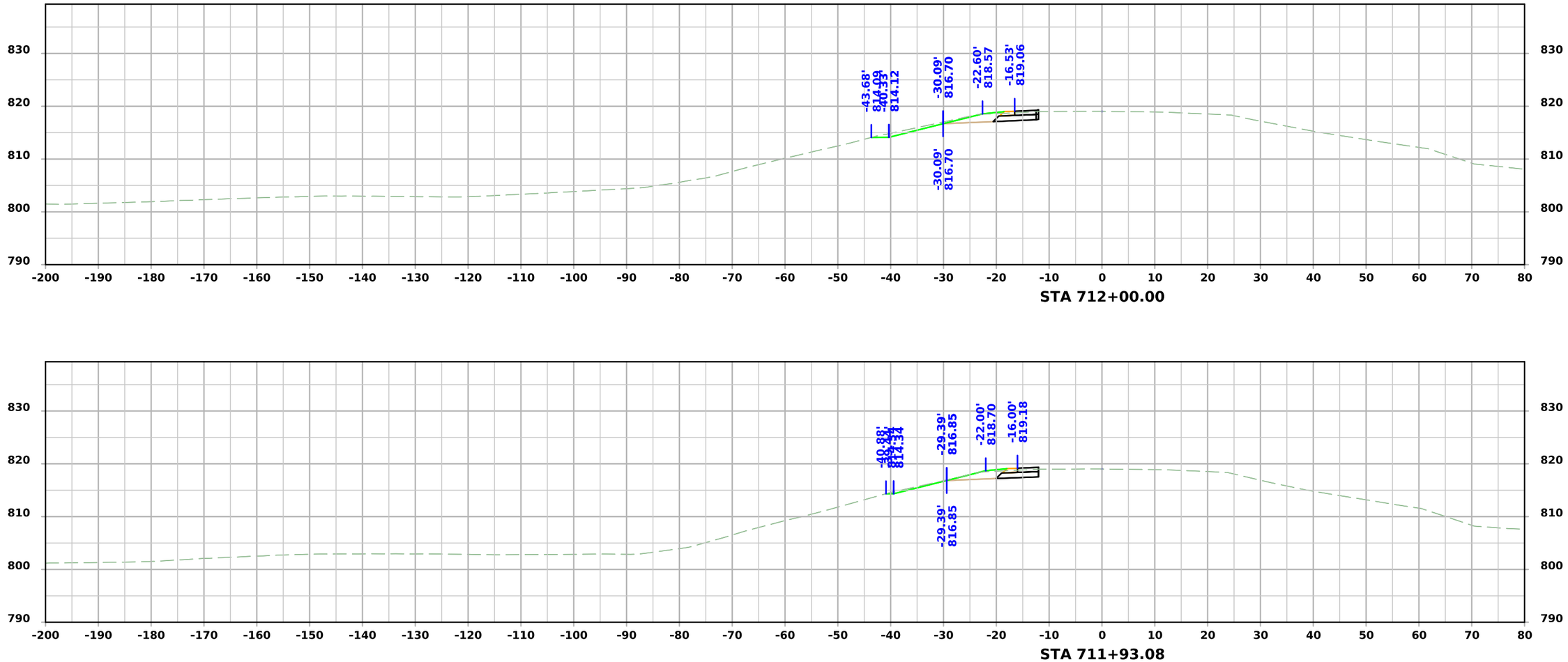
STA 707+21.37

STA 707+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.159

3:13:36 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W06.dgn

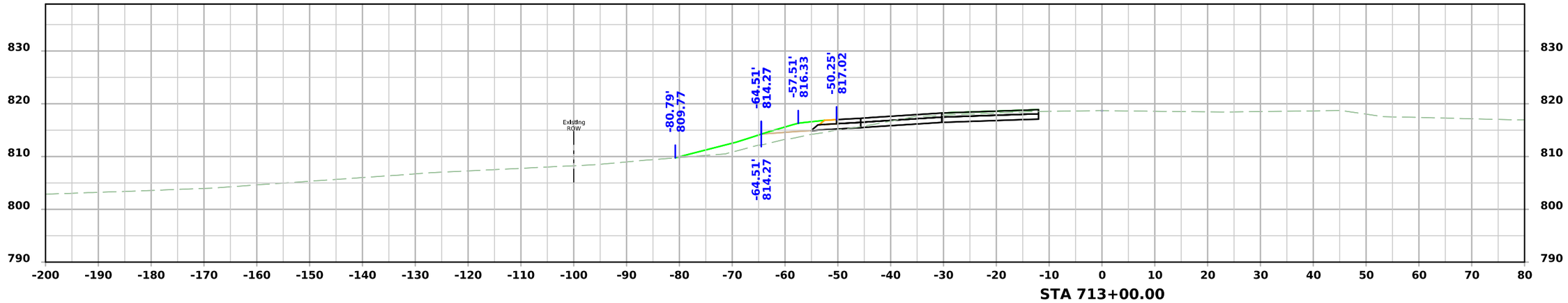
US34

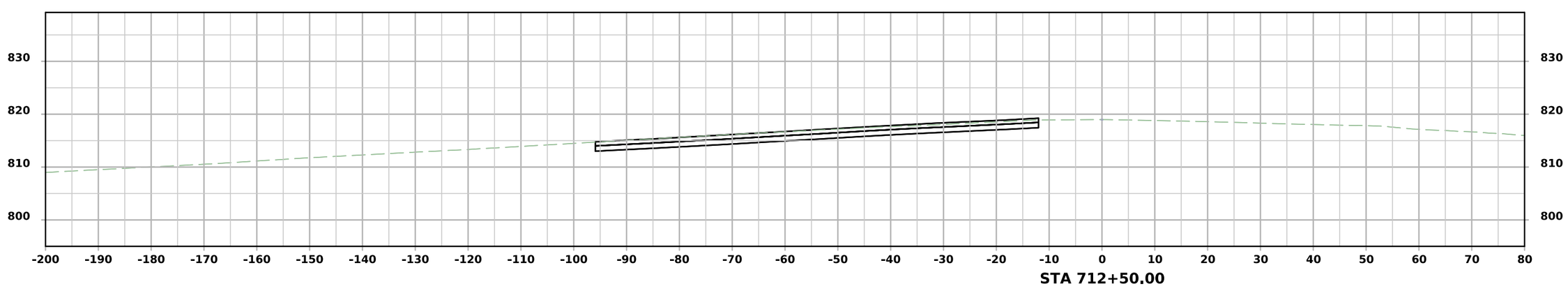


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.160

3:13:58 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn

US34

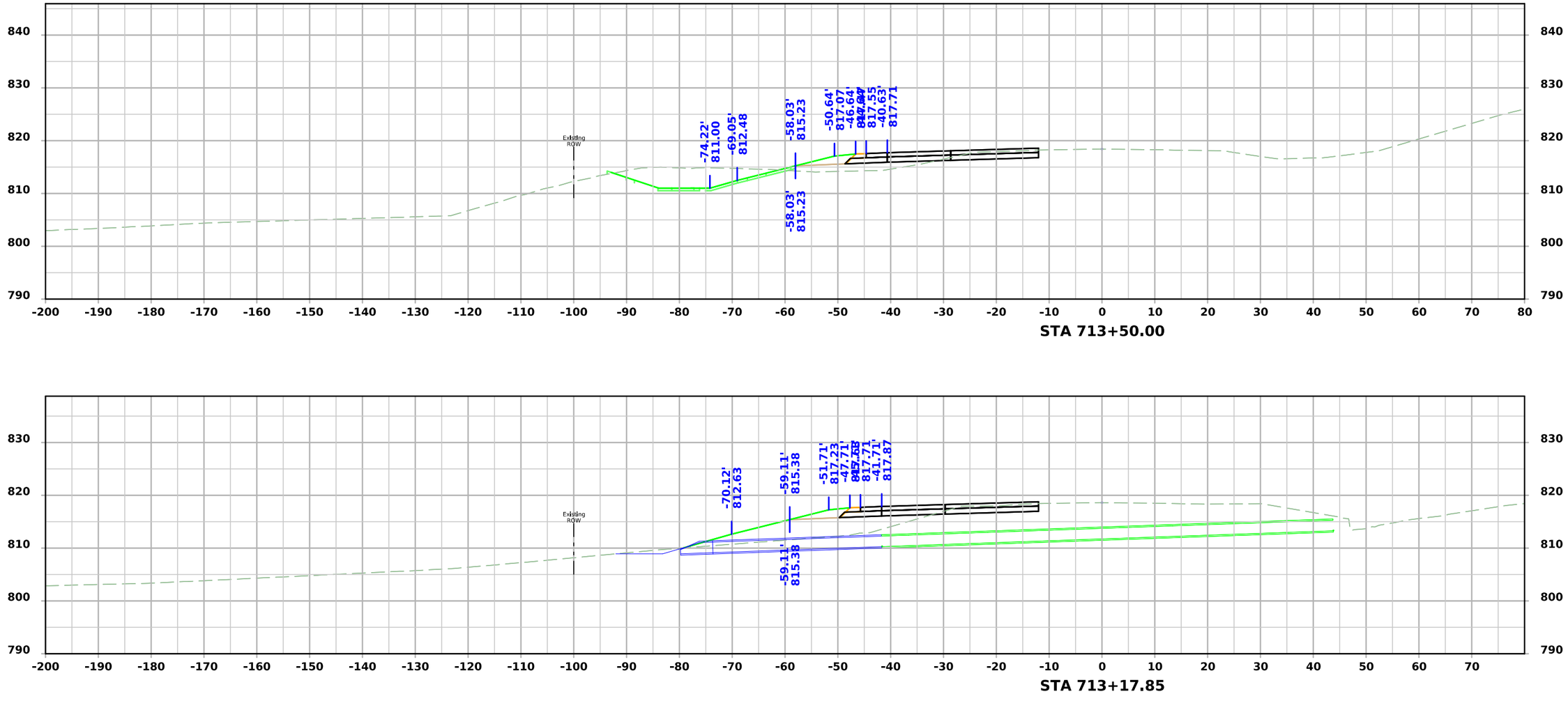




FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.161

3:14:04 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn

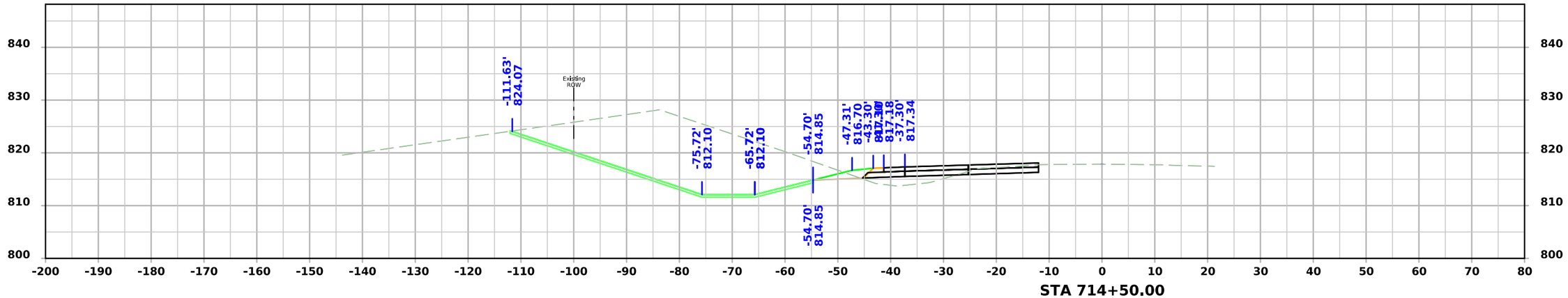
US34

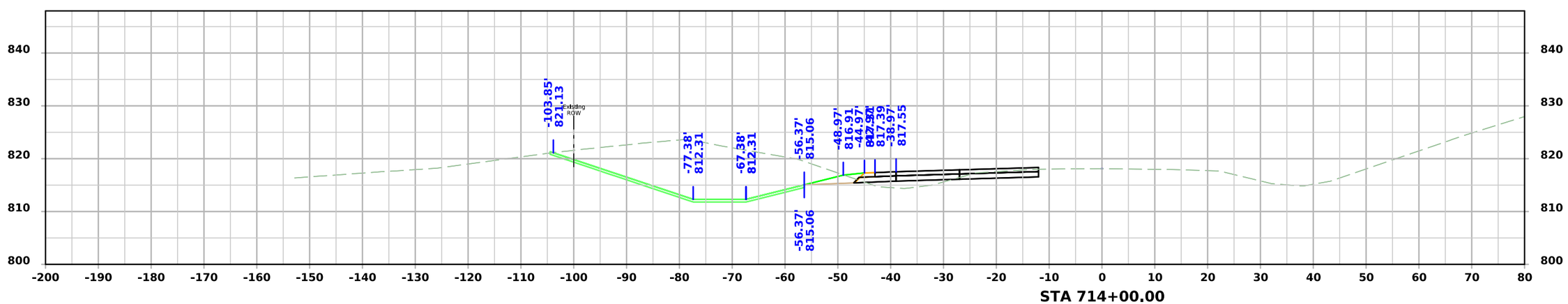


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.162

3:14:09 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn

US34

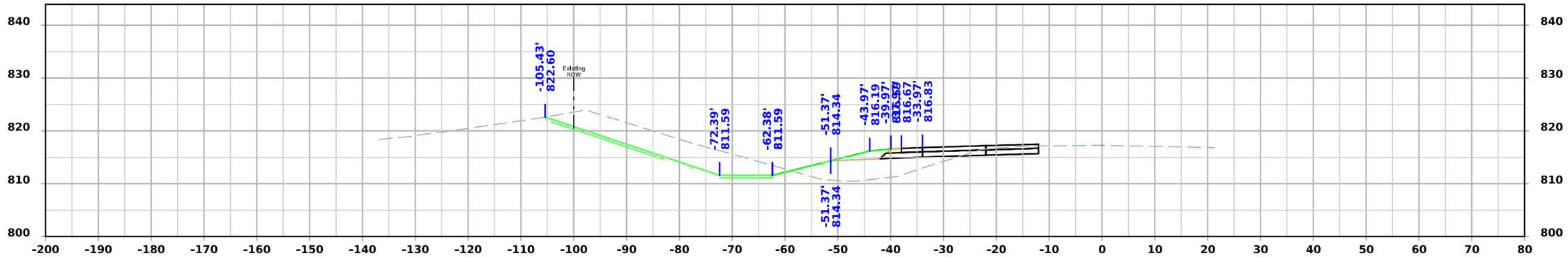




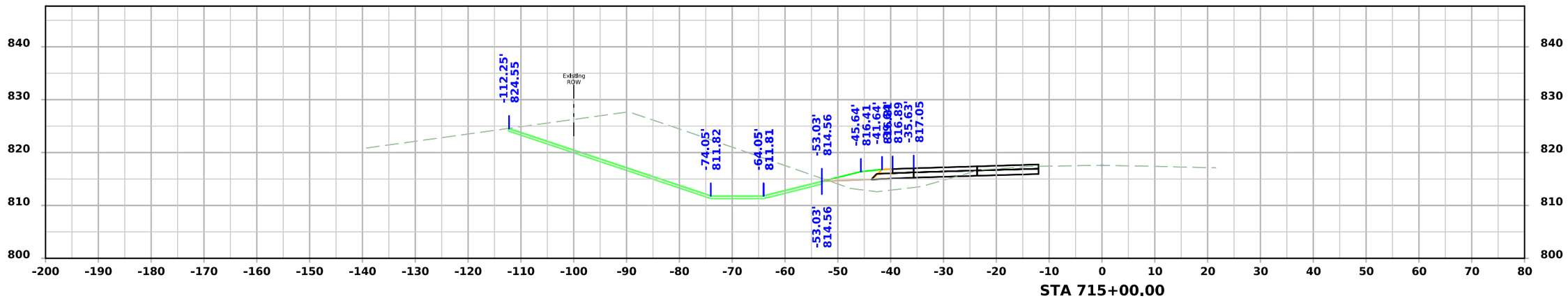
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.163

3:14:15 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn

US34



STA 715+50.00

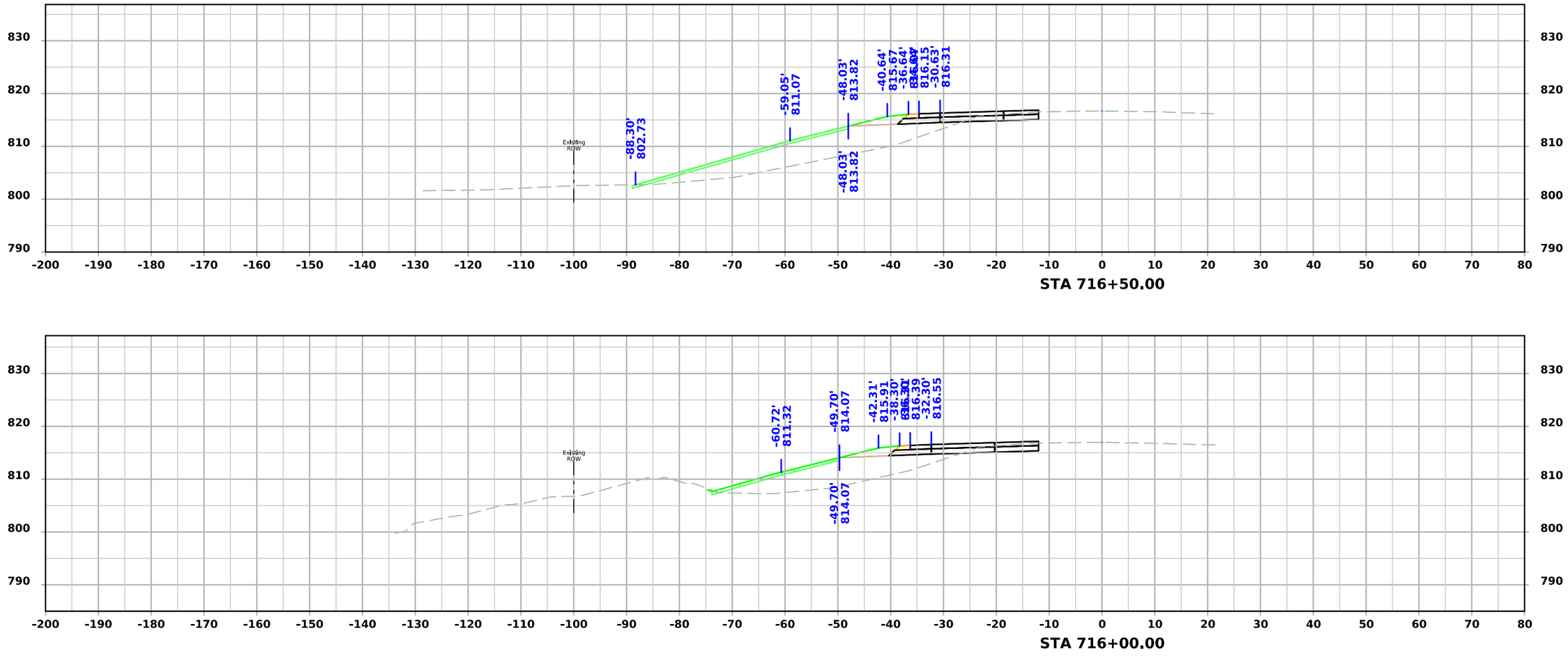


STA 715+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.164

3:14:19 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn

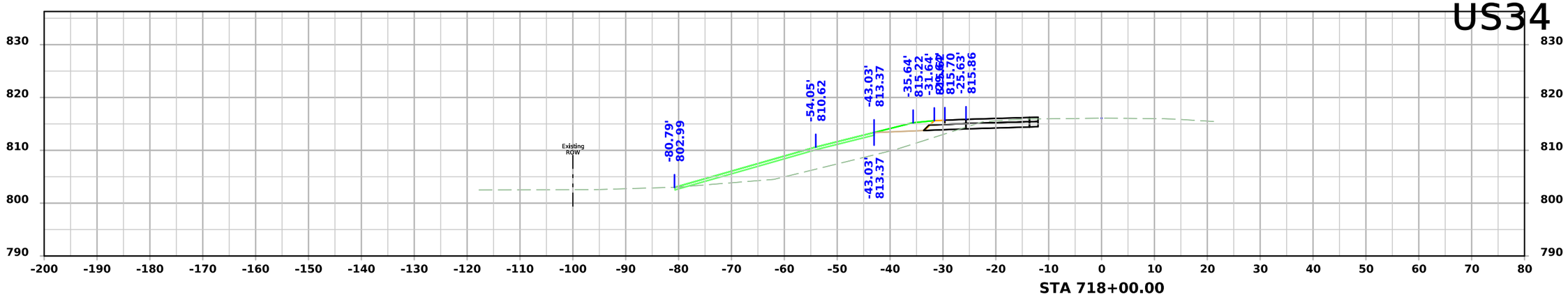
US34

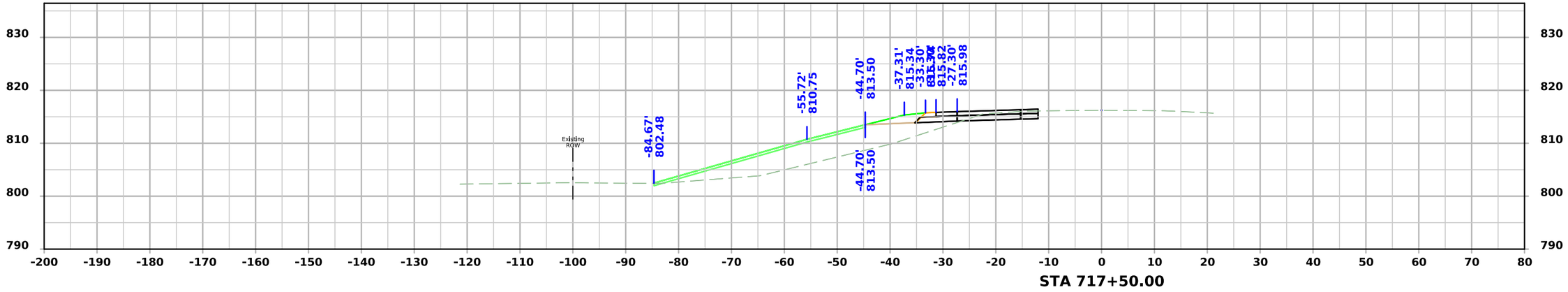


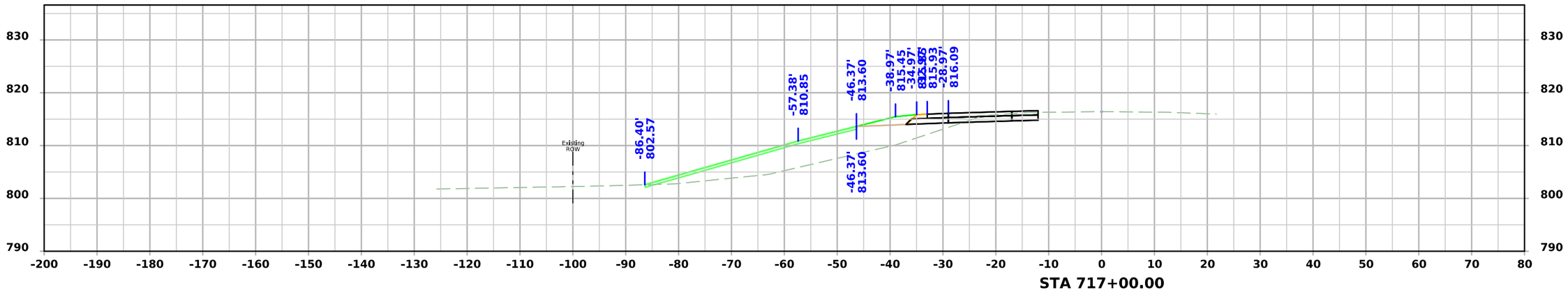
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.165

3:14:24 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn

US34



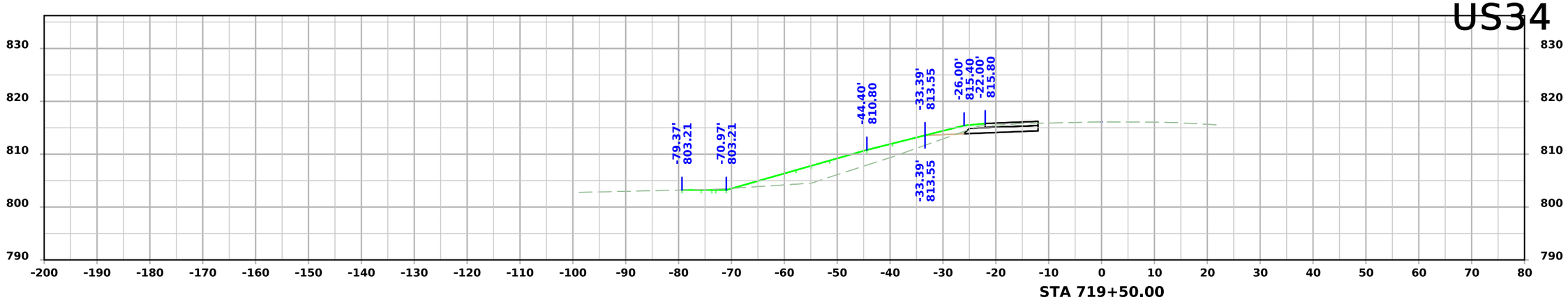


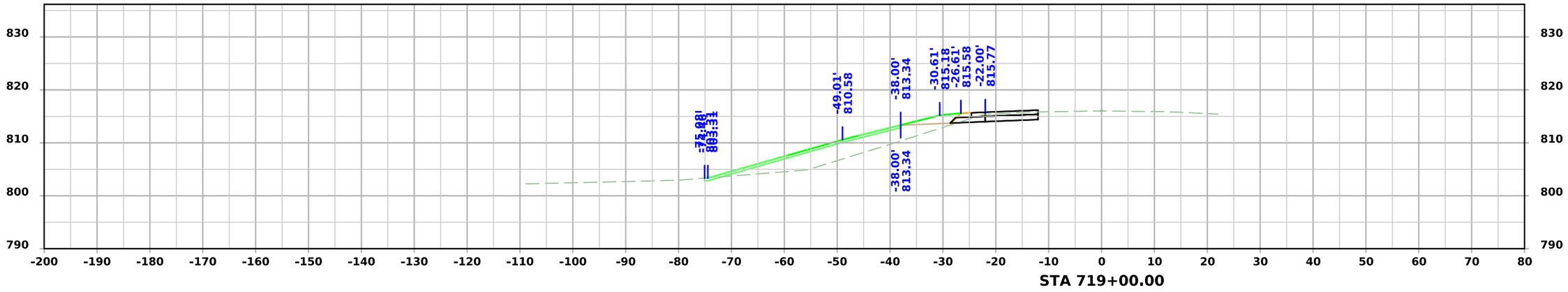


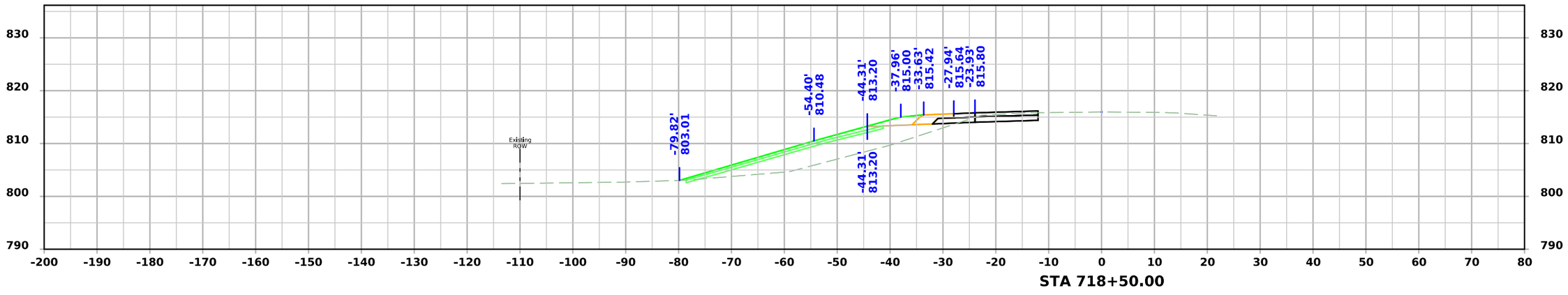
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.166

3:14:29 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn

US34



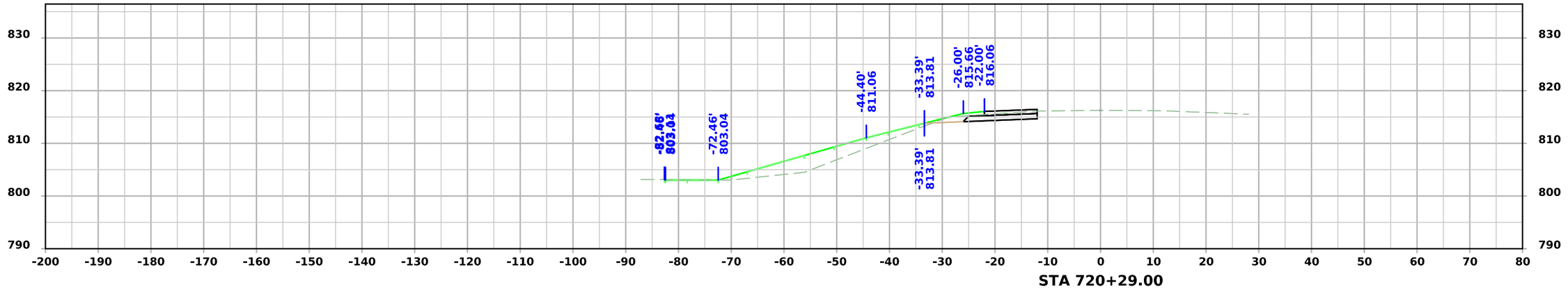




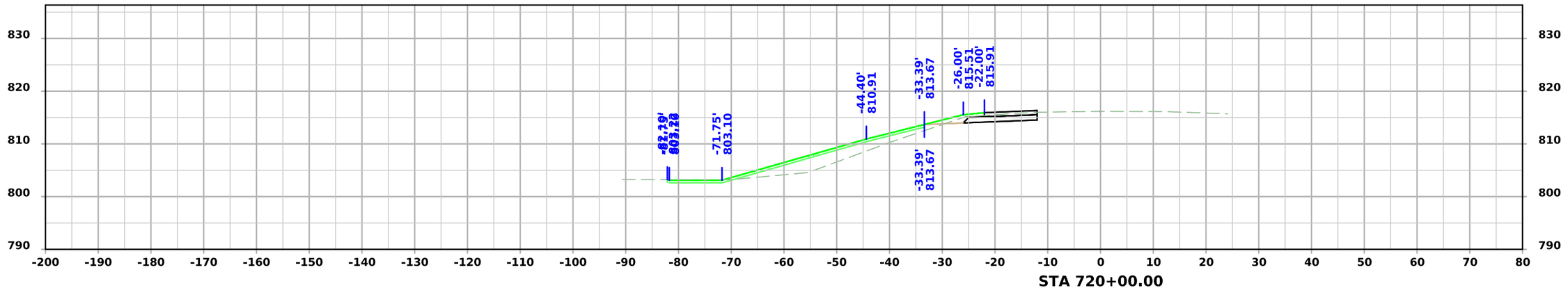
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.167

3:14:34 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn

US34



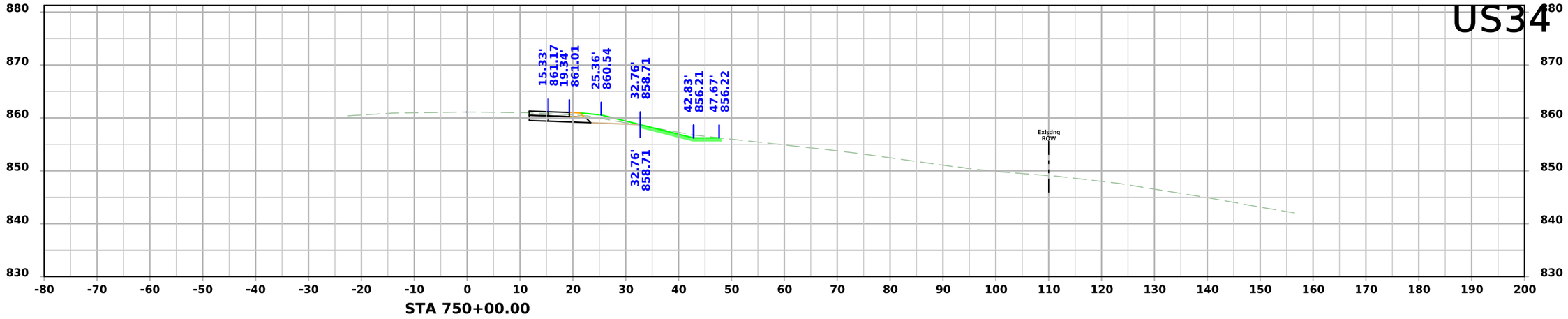
STA 720+29.00



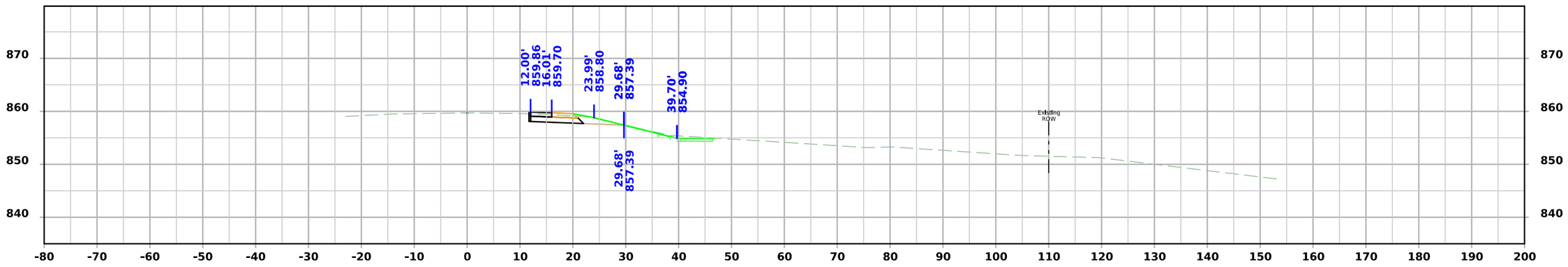
STA 720+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.168

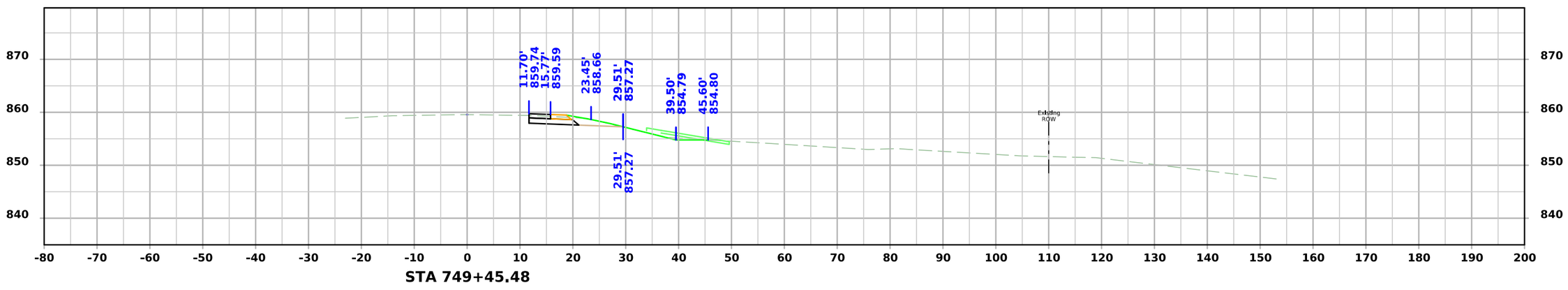
3:14:39 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W07.dgn



STA 750+00.00



STA 749+50.00

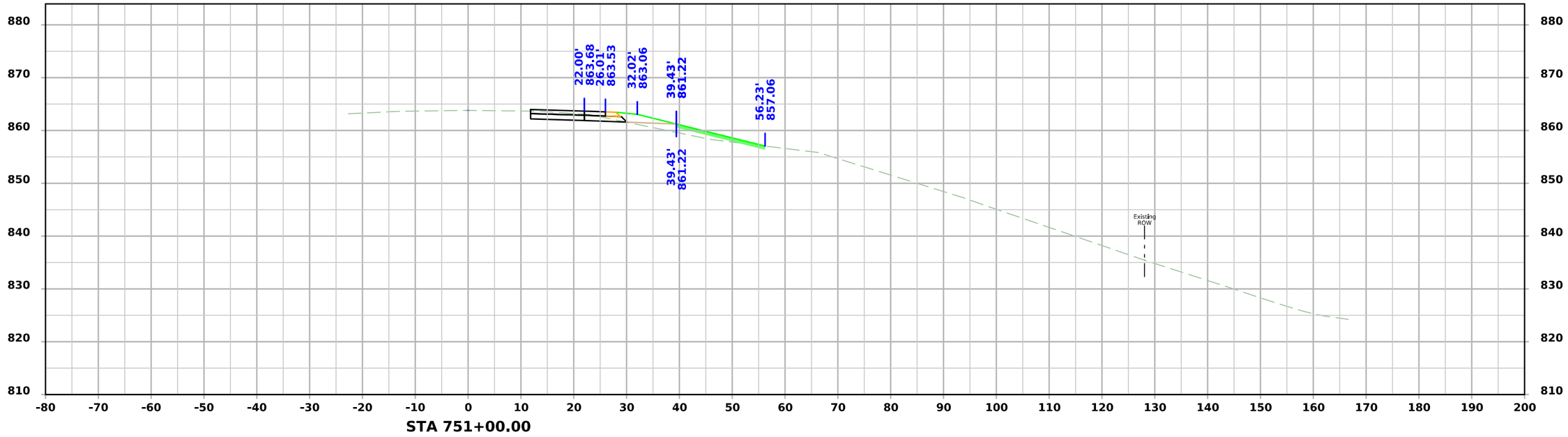


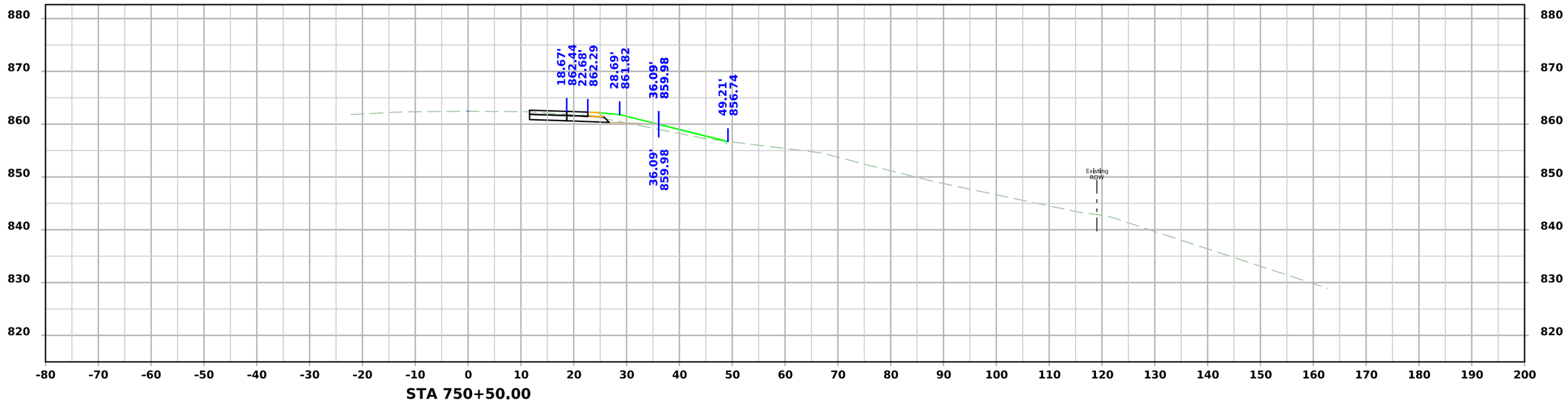
STA 749+45.48

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.169

3:14:59 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34

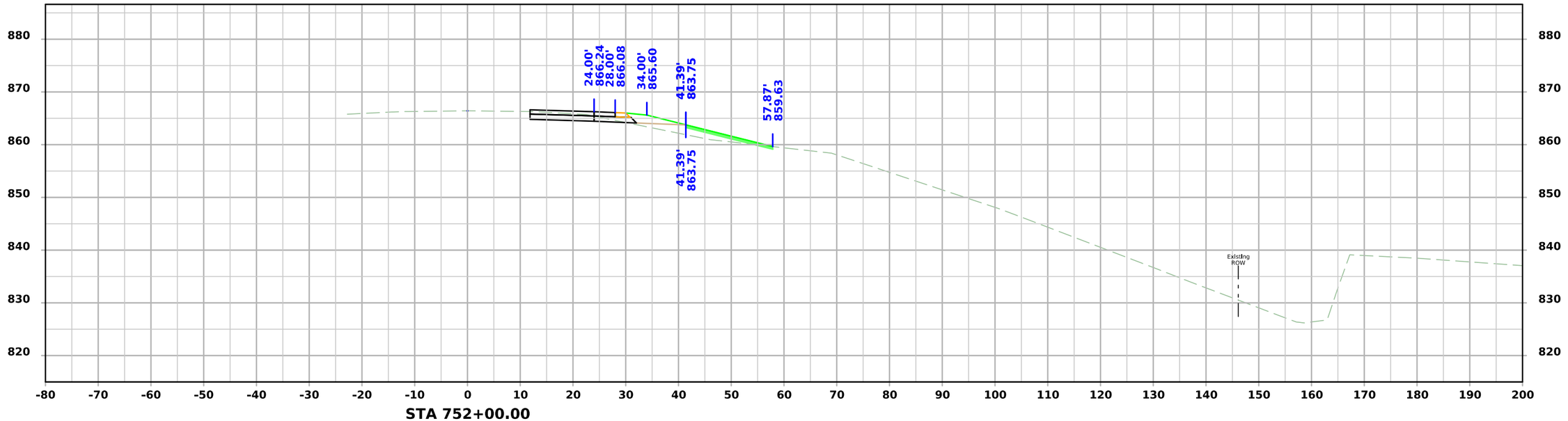




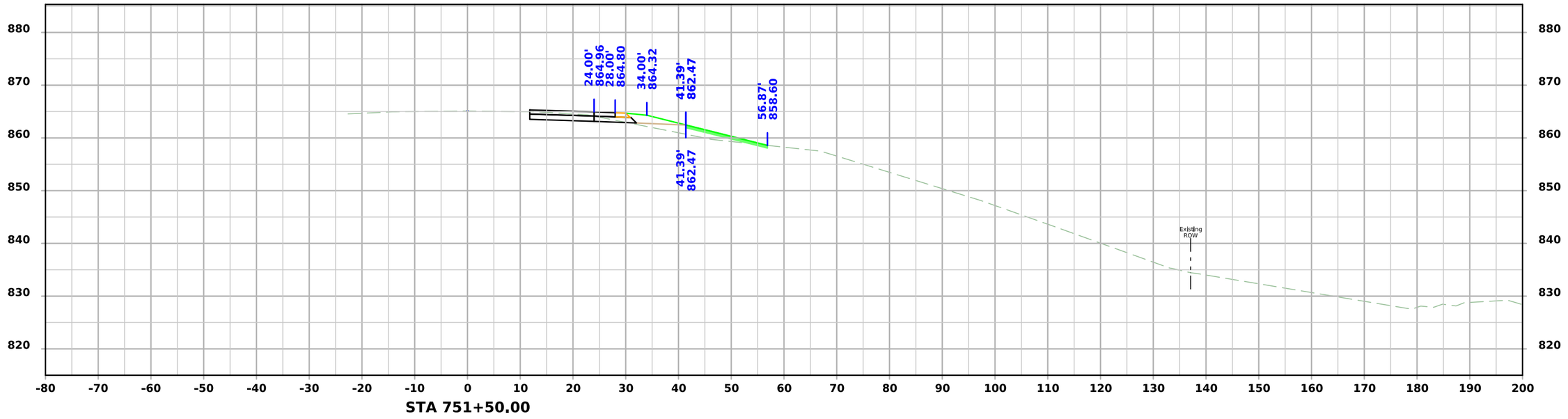
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.170

3:15:11 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 752+00.00

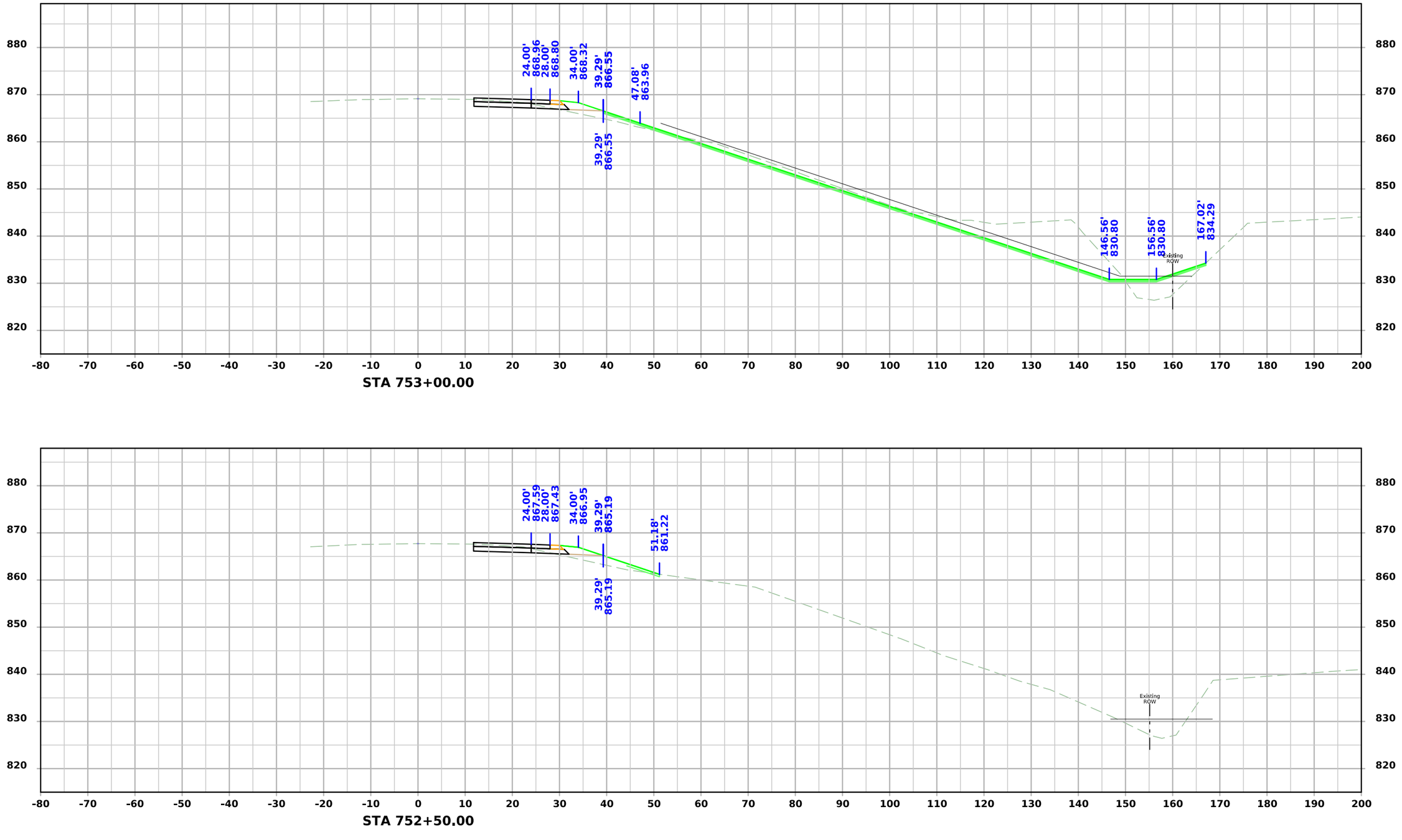


STA 751+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.171

3:15:18 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

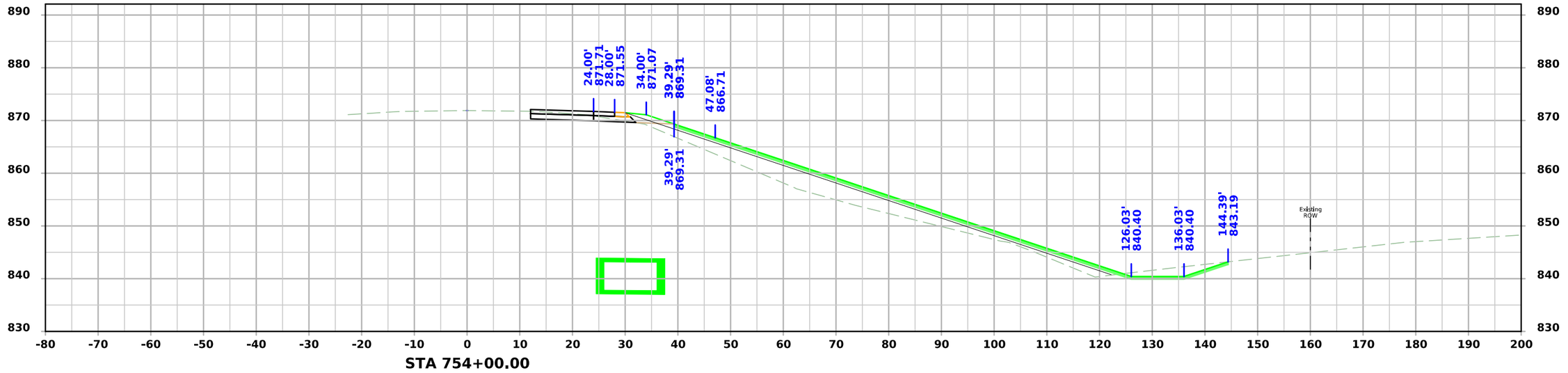
US34



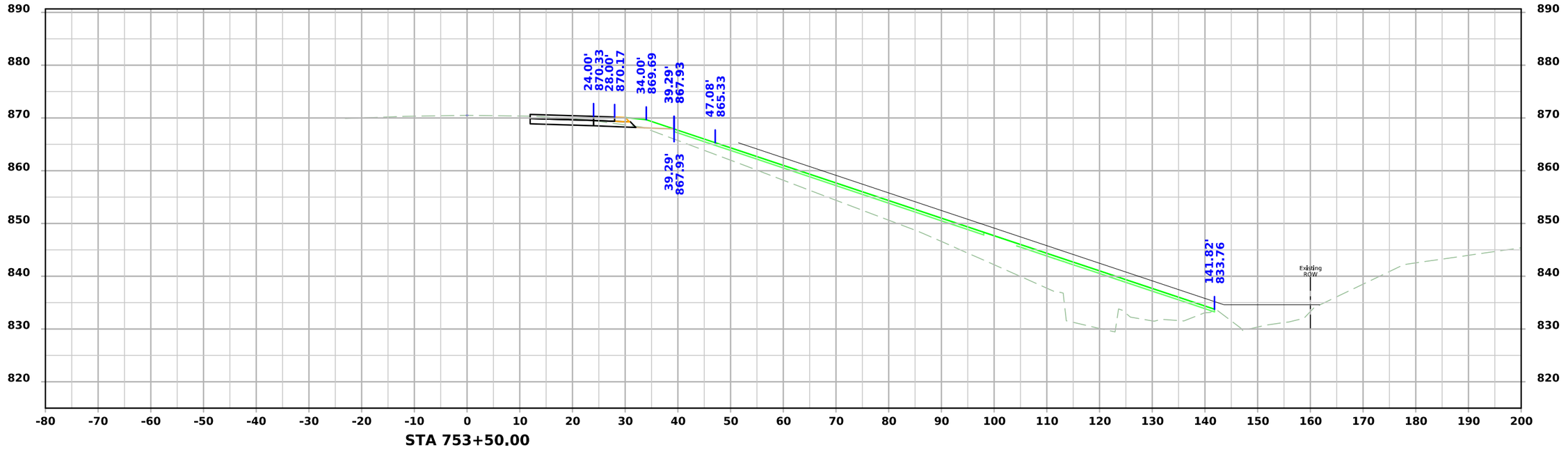
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.172

3:15:24 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 754+00.00

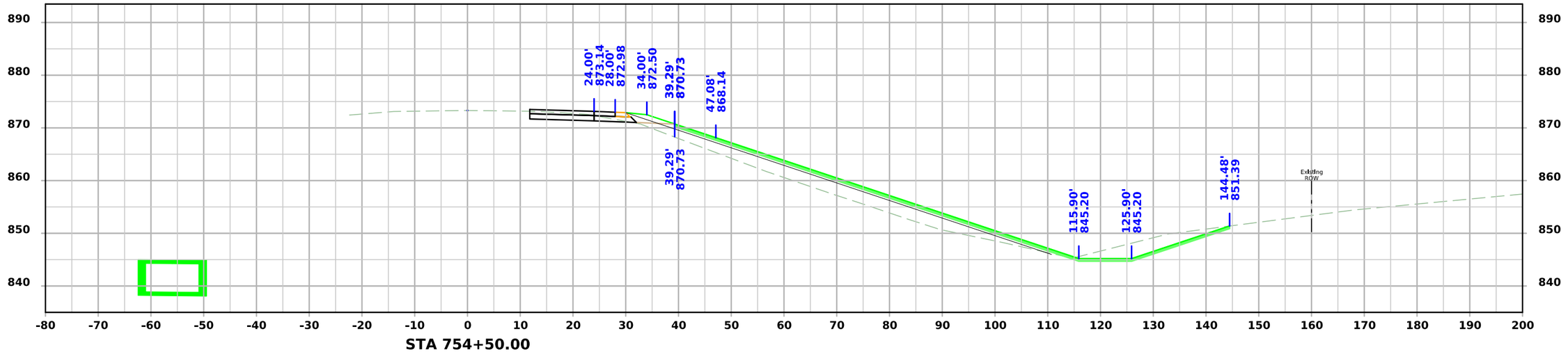


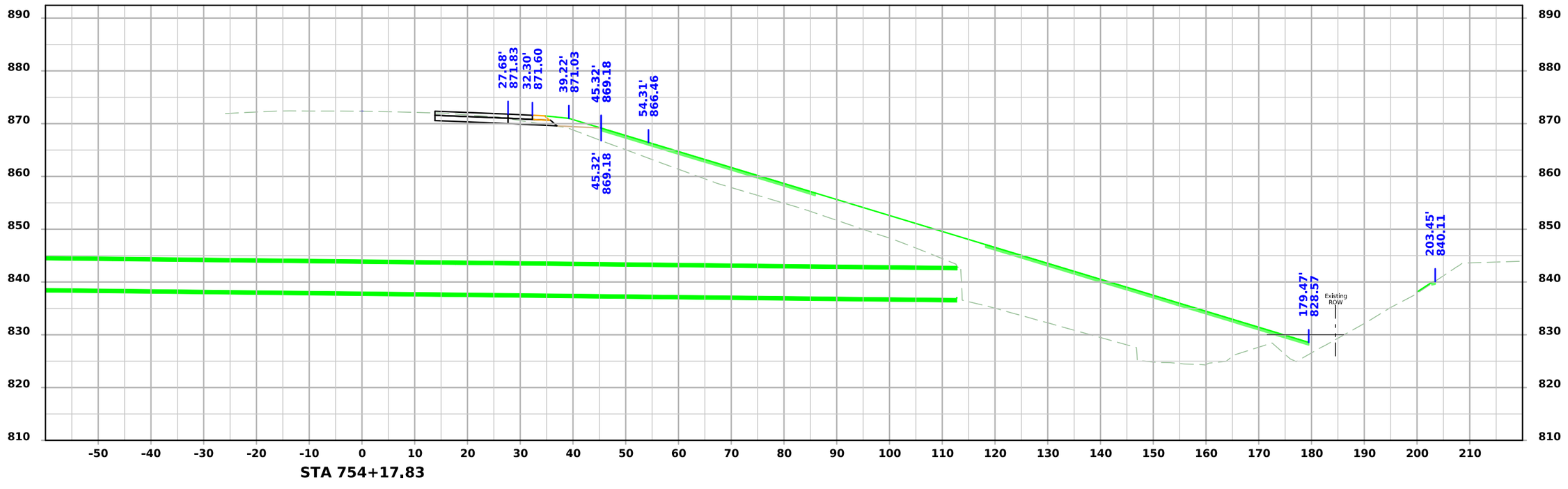
STA 753+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.173

3:15:30 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34

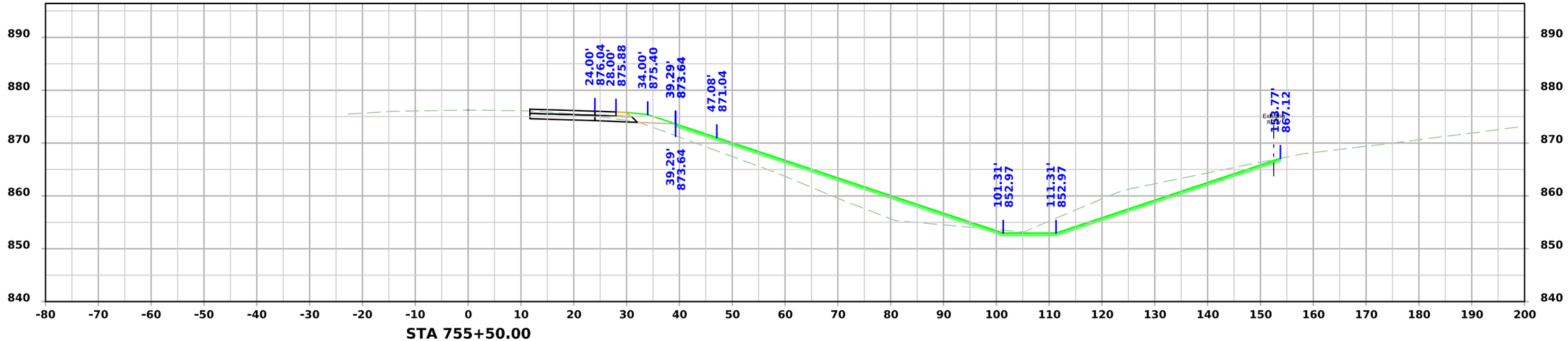




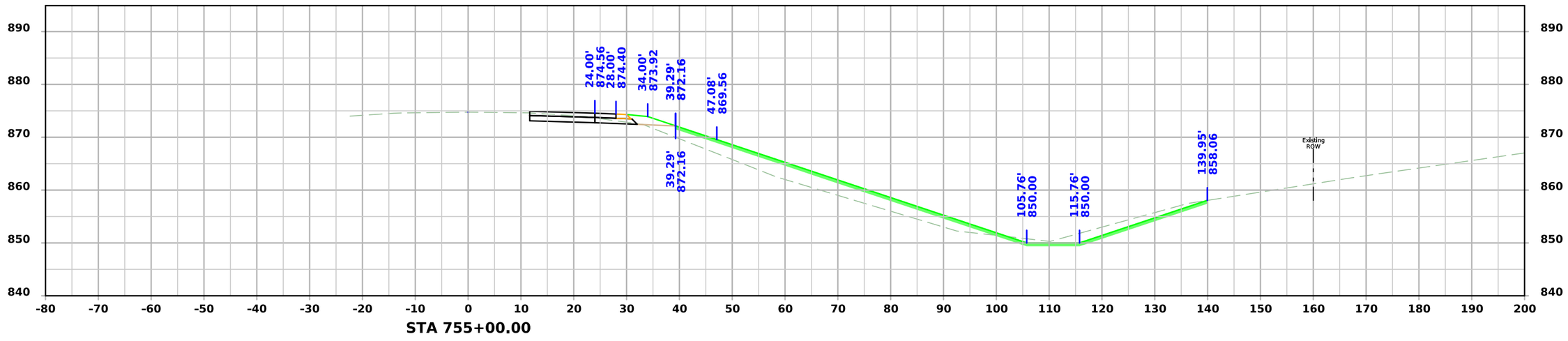
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.174

3:15:37 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 755+50.00

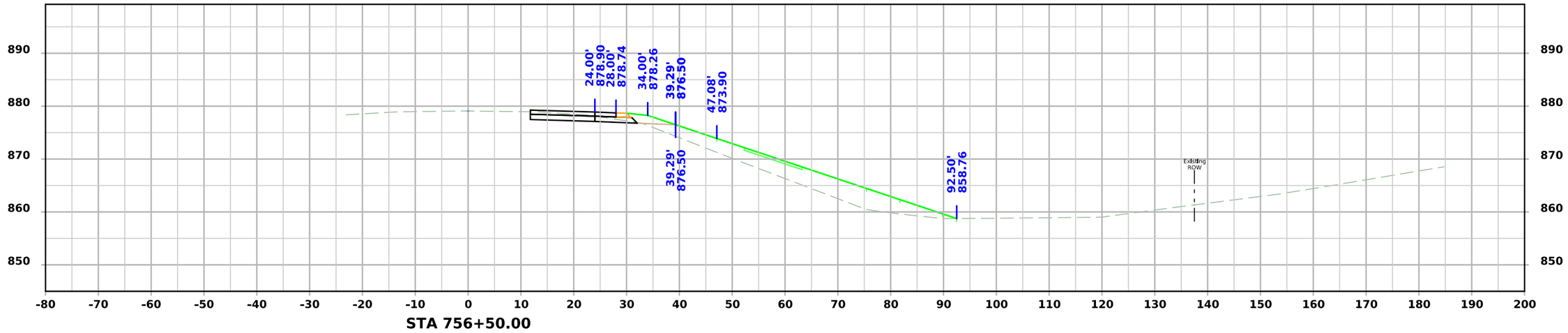


STA 755+00.00

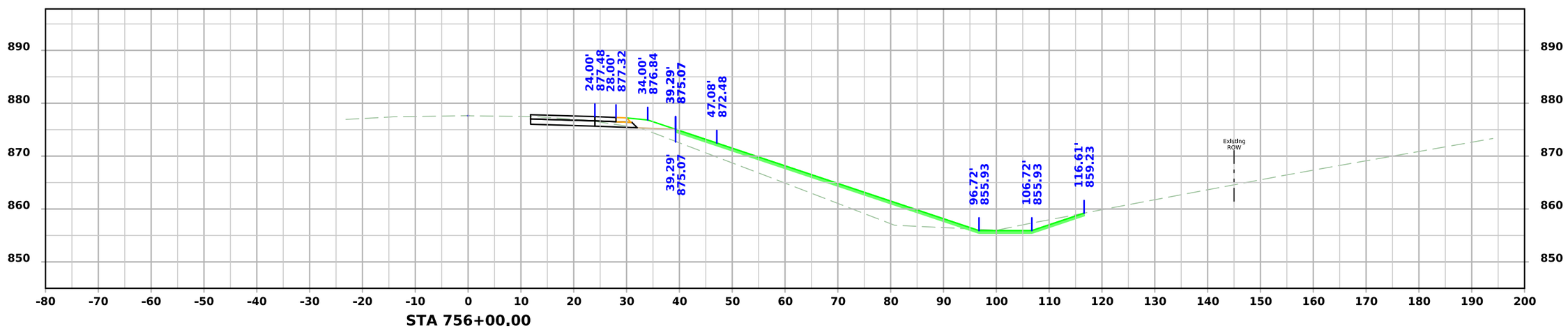
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.175

3:15:44 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 756+50.00

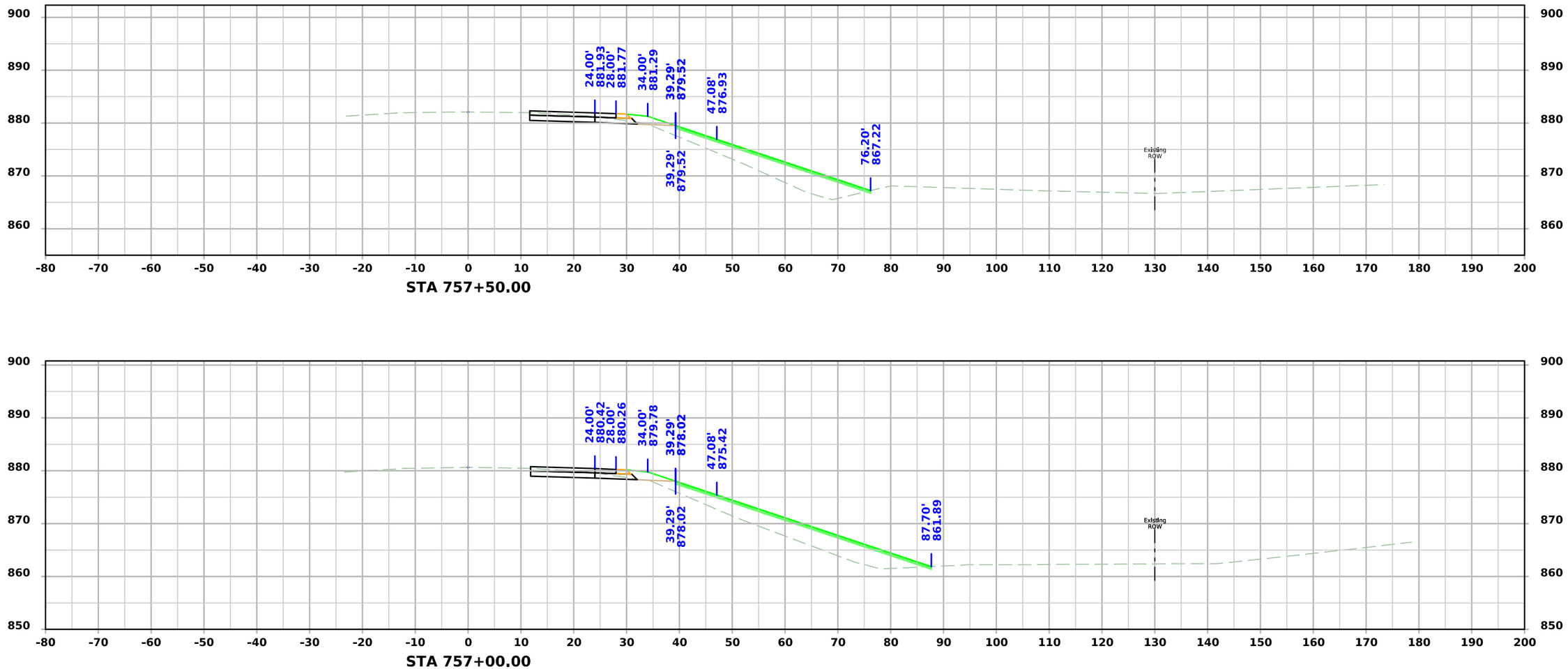


STA 756+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.176

3:15:50 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

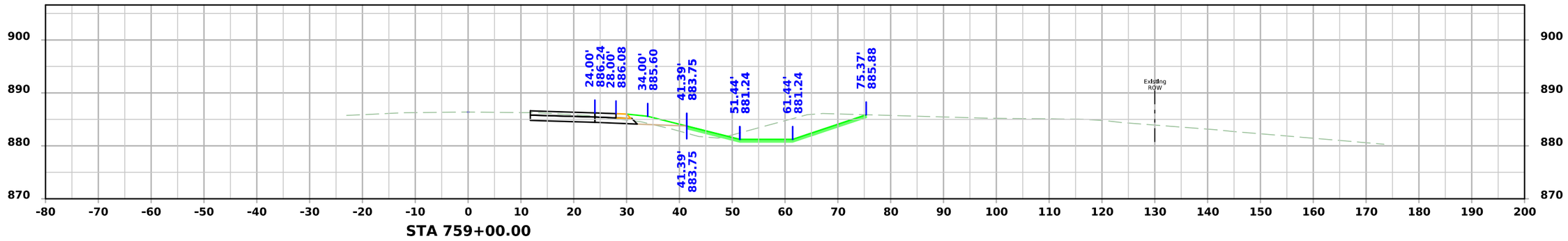
US34



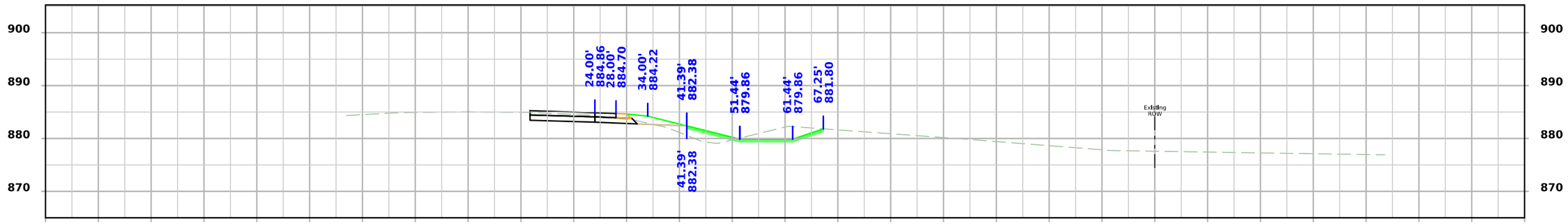
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.177

3:15:57 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

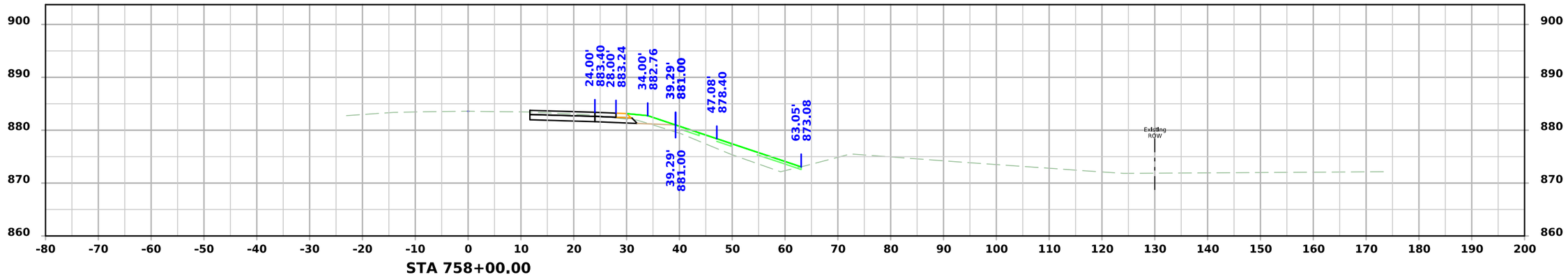
US34



STA 759+00.00



STA 758+50.00

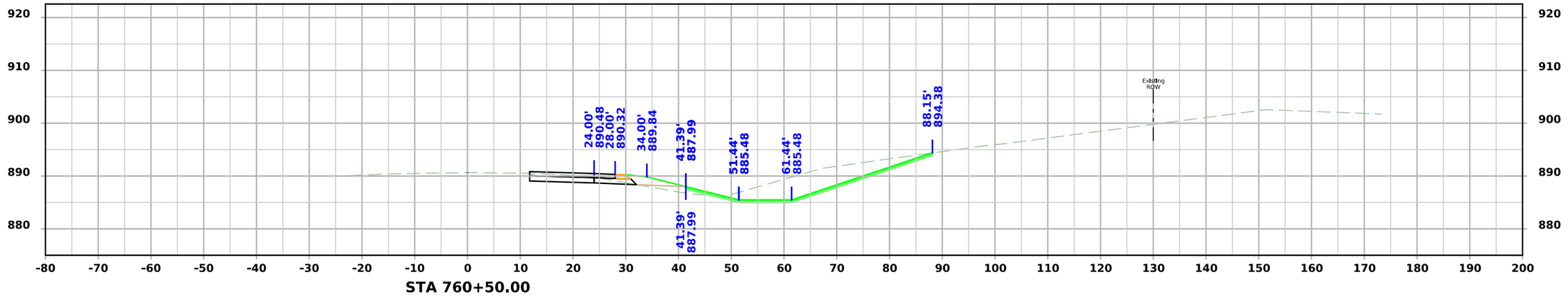


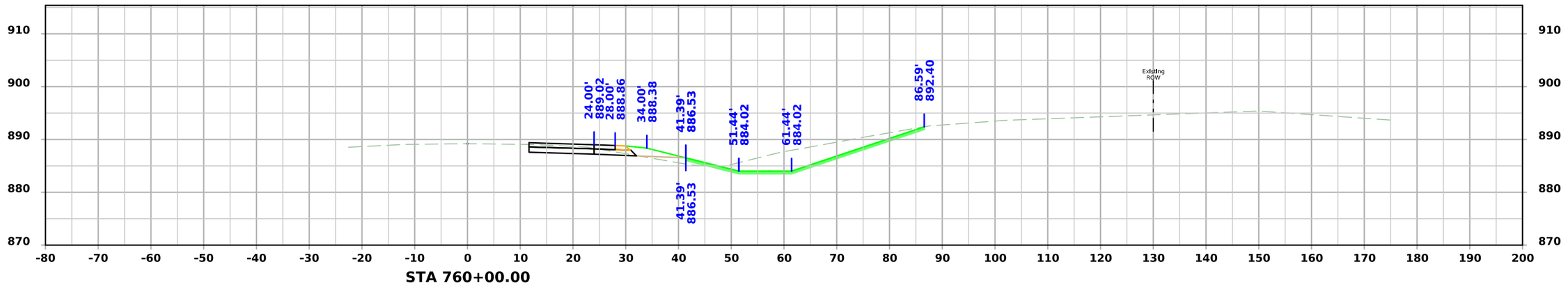
STA 758+00.00

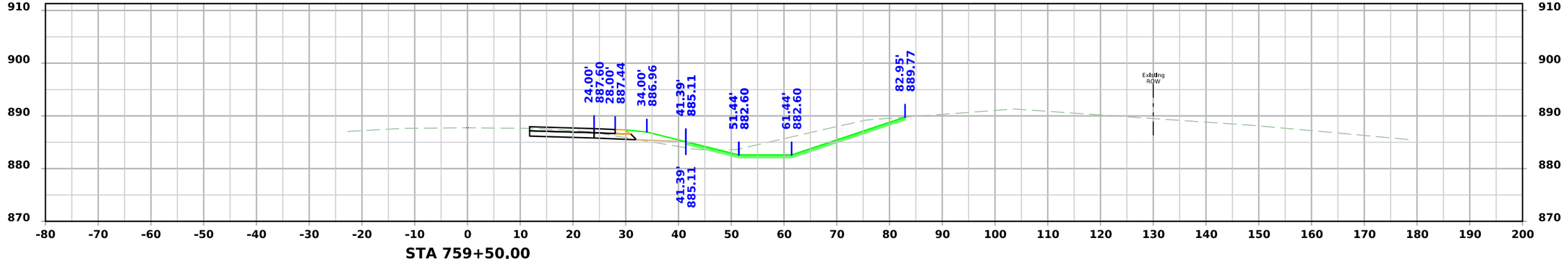
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.178

3:16:05 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



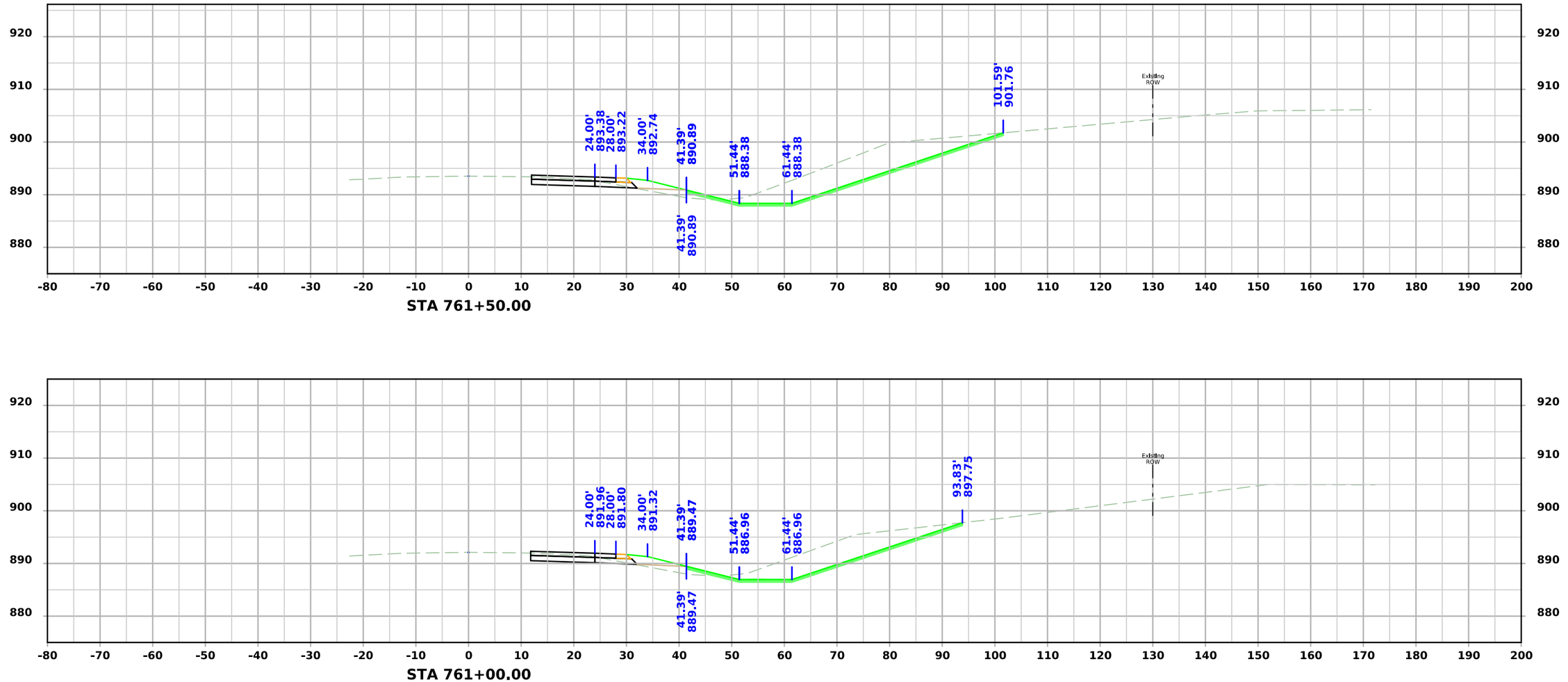




FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.179

3:16:14 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

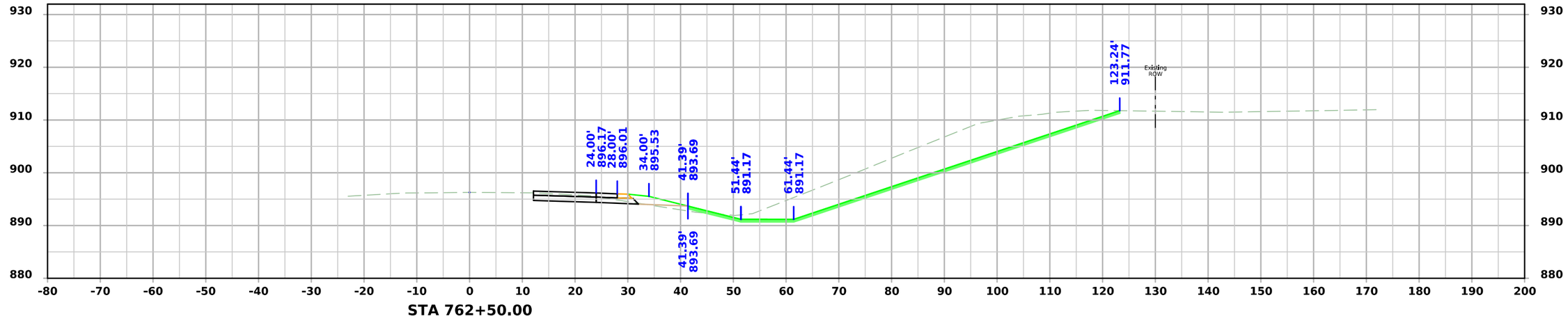
US34



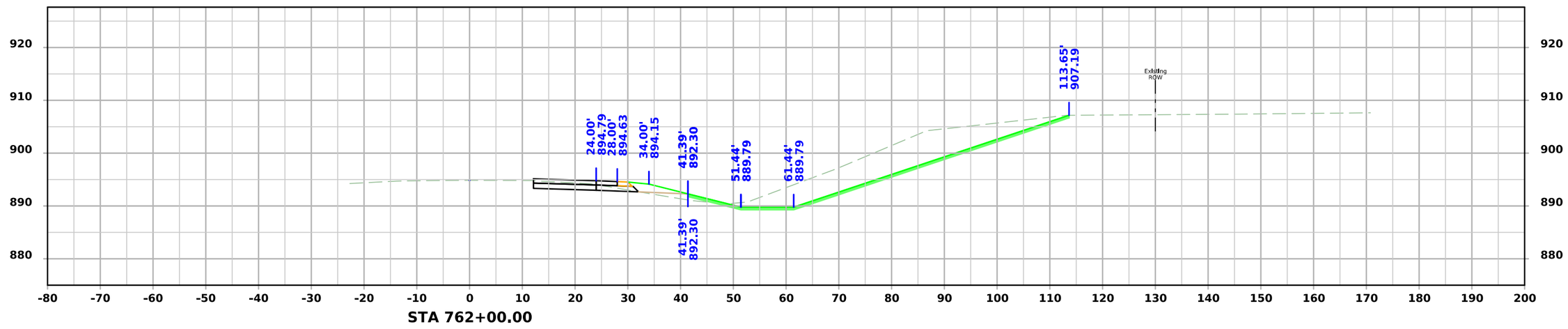
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.180

3:16:23 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 762+50.00

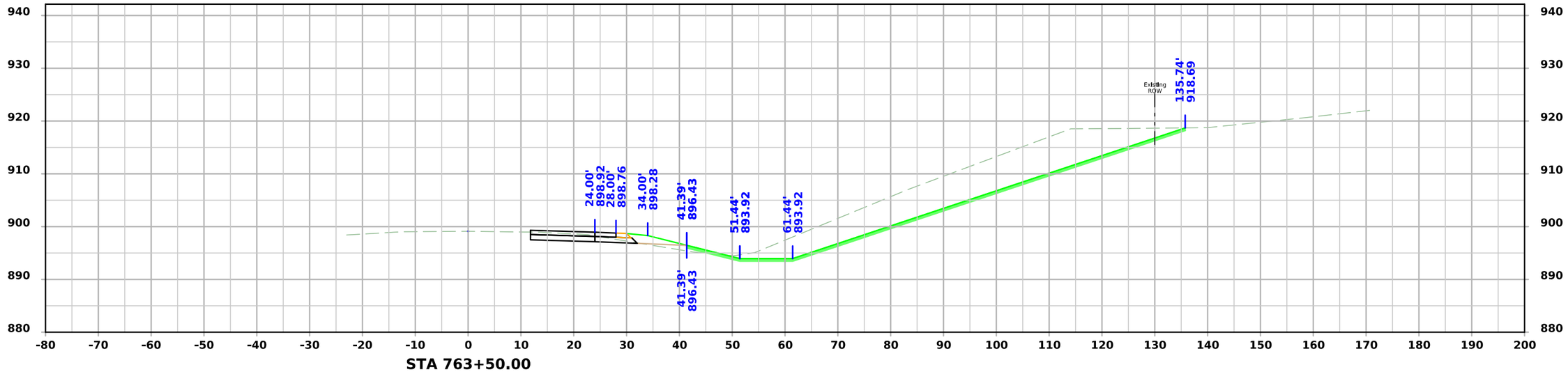


STA 762+00.00

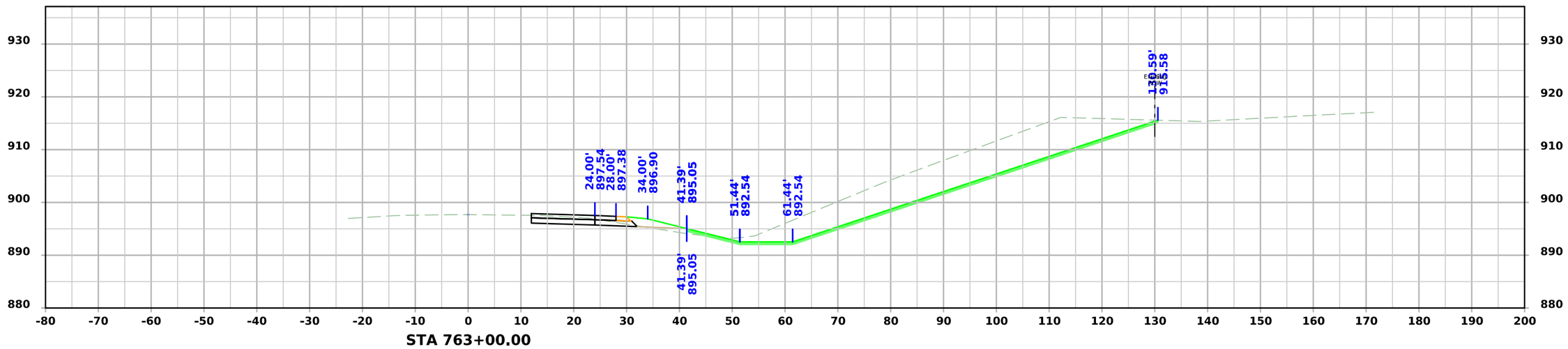
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.181

3:16:29 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 763+50.00

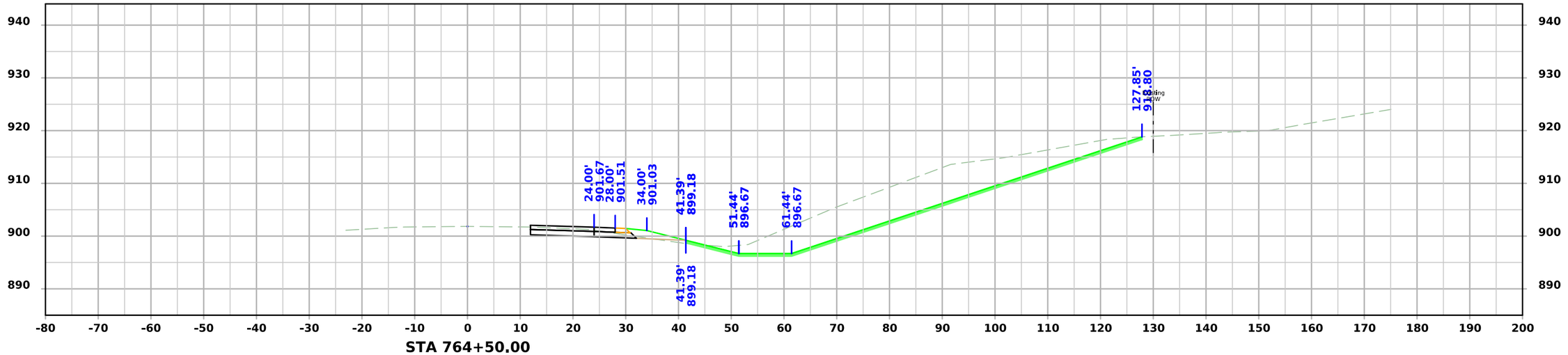


STA 763+00.00

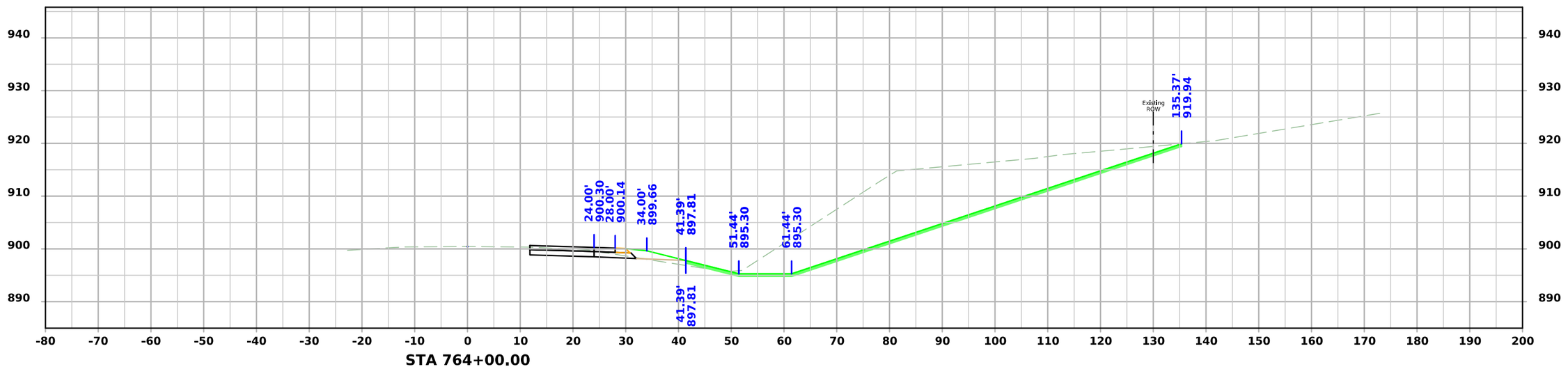
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.182

3:16:36 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 764+50.00

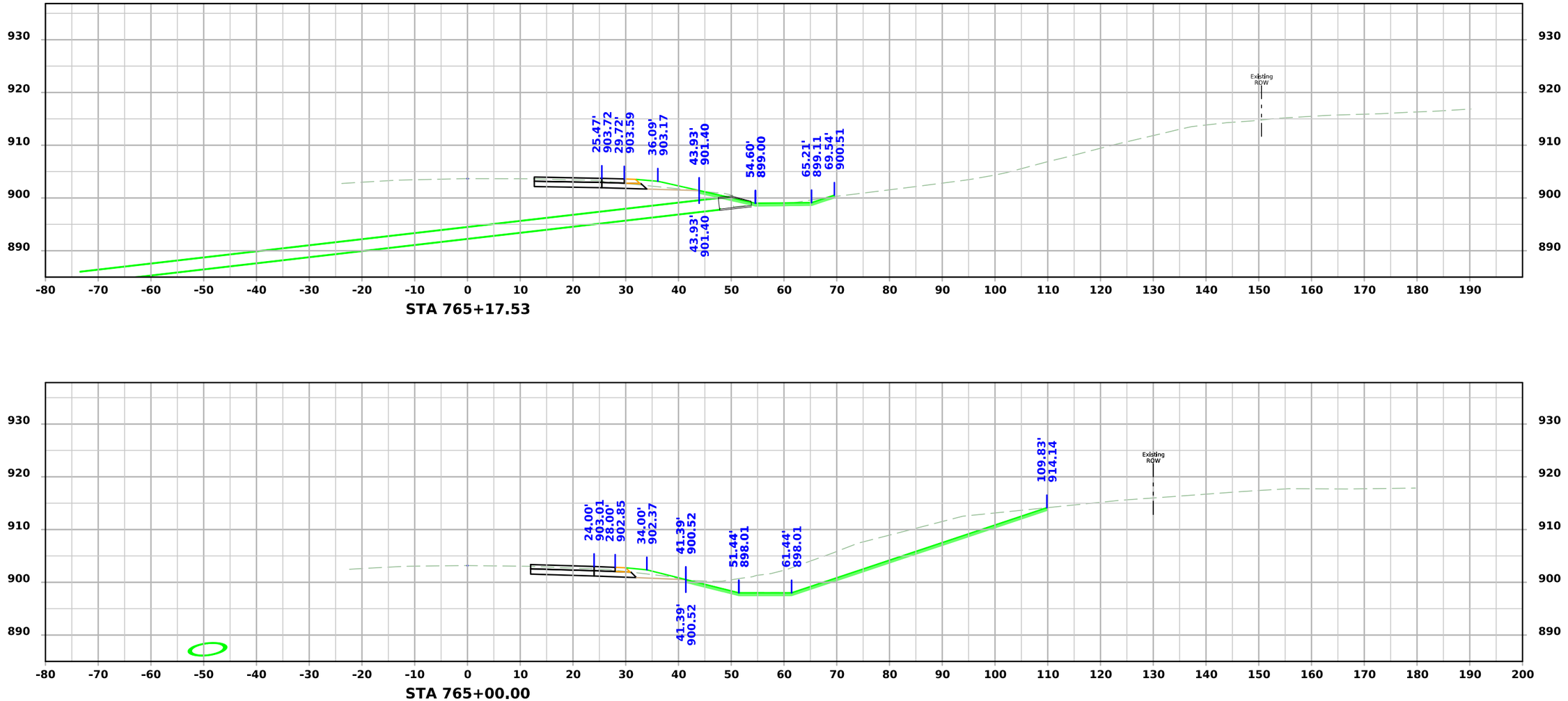


STA 764+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.183

3:16:42 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34

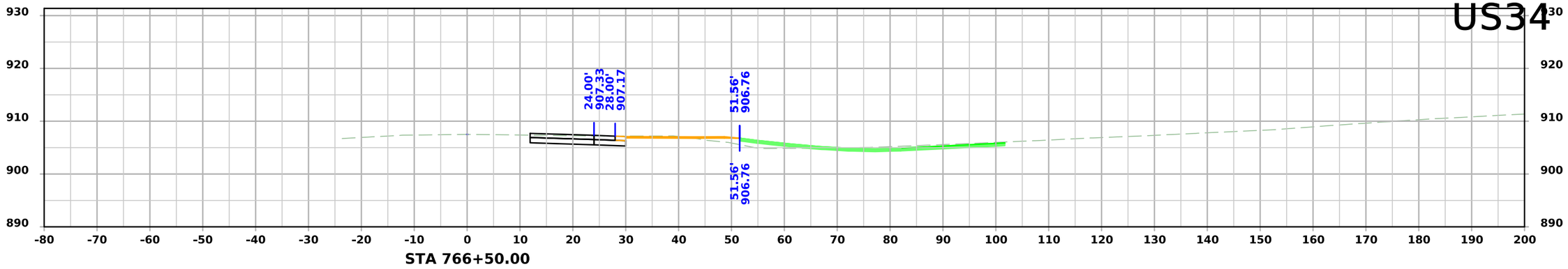


STA 765+17.53

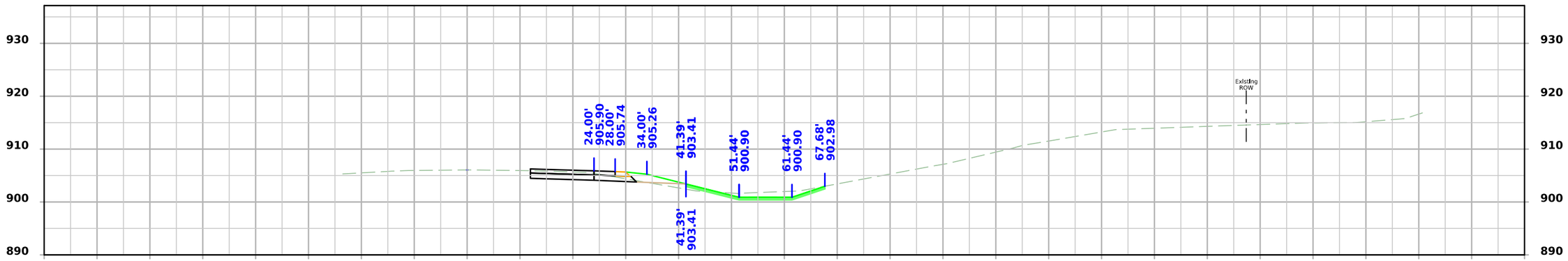
STA 765+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.184

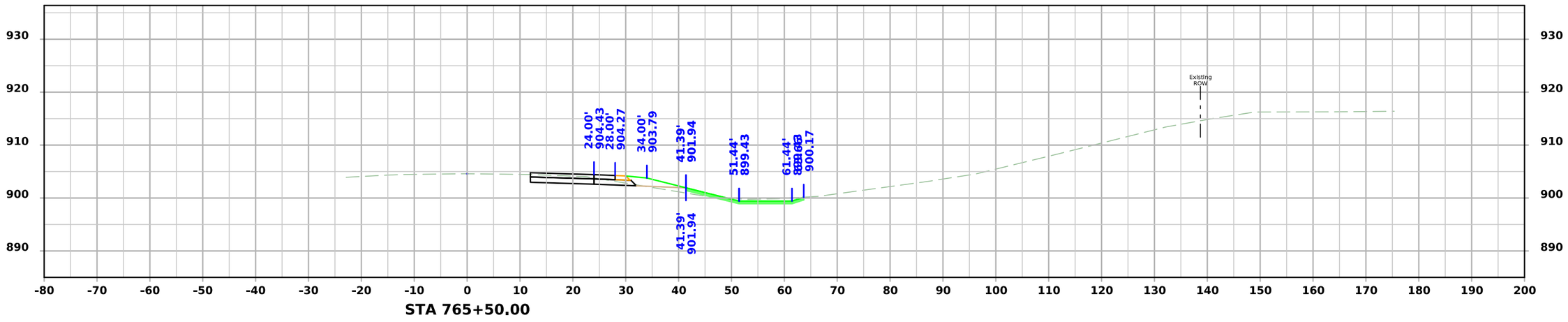
3:16:49 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn



STA 766+50.00



STA 766+00.00

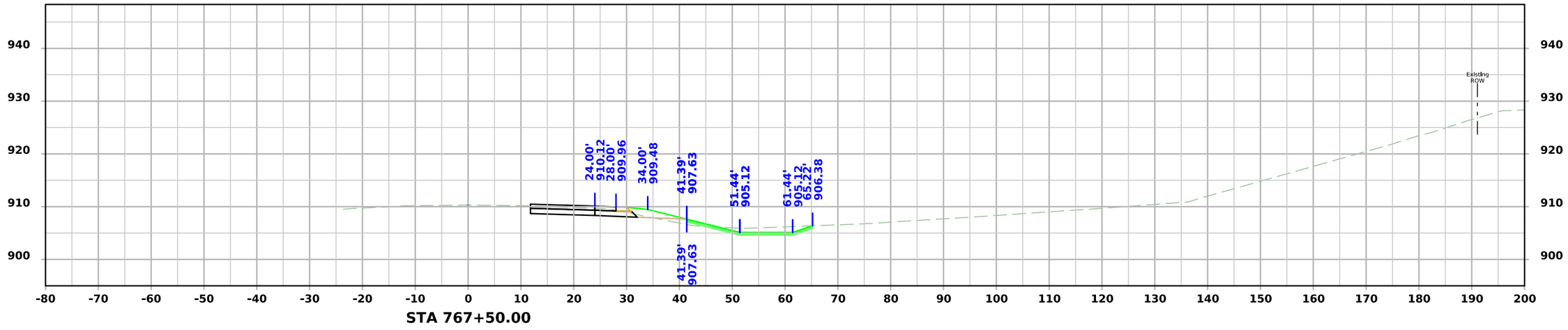


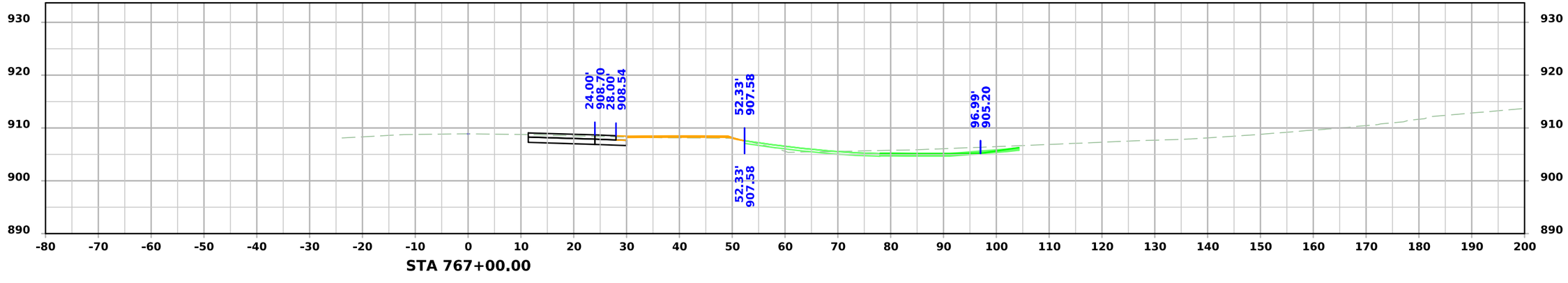
STA 765+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.185

3:16:56 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34

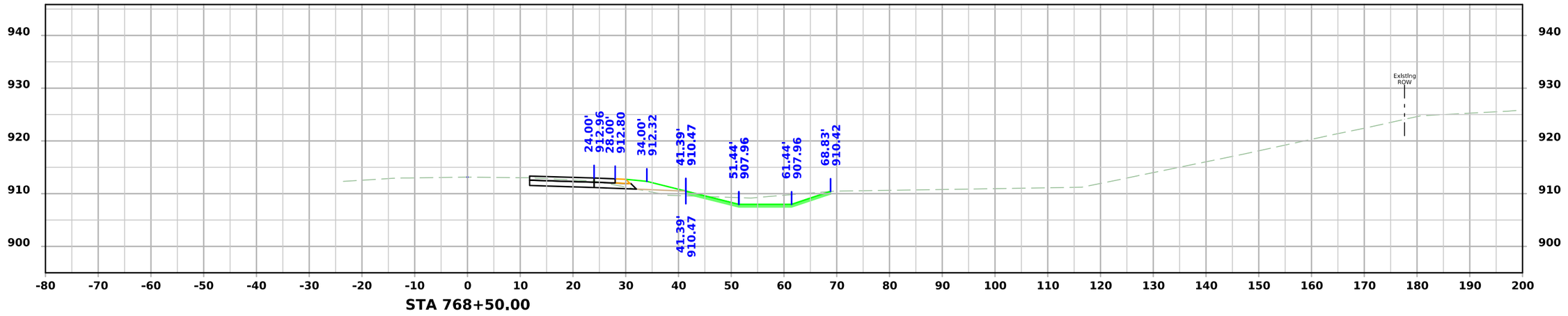




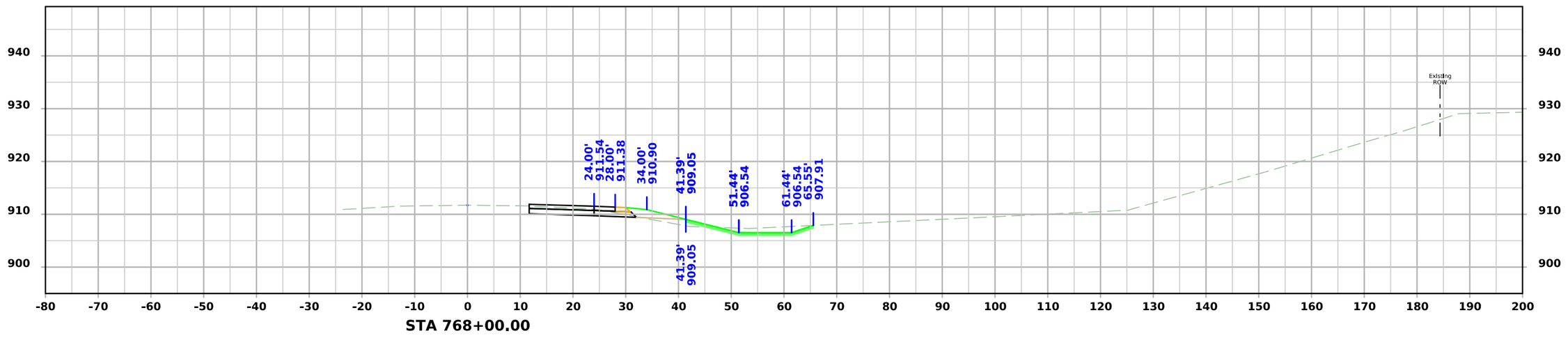
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.186

3:17:03 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 768+50.00

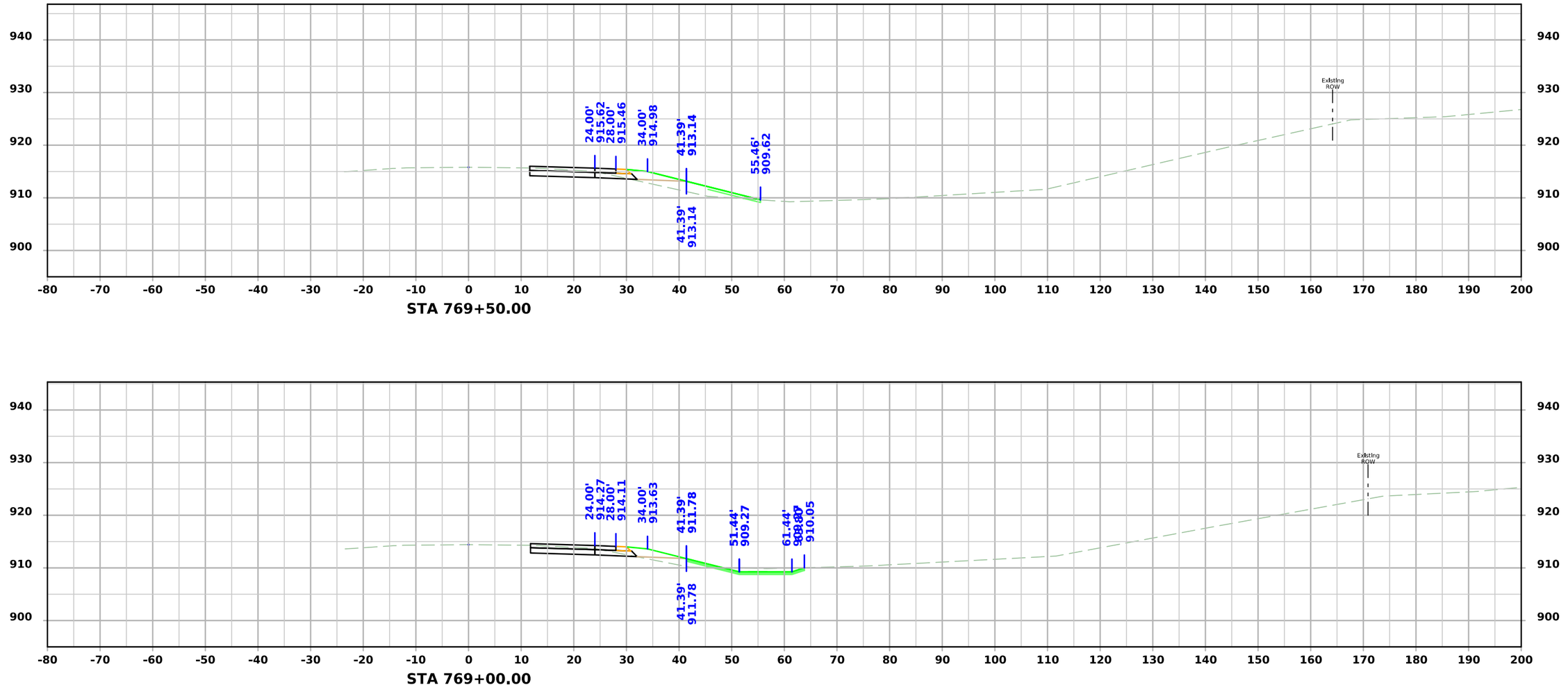


STA 768+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.187

3:17:09 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

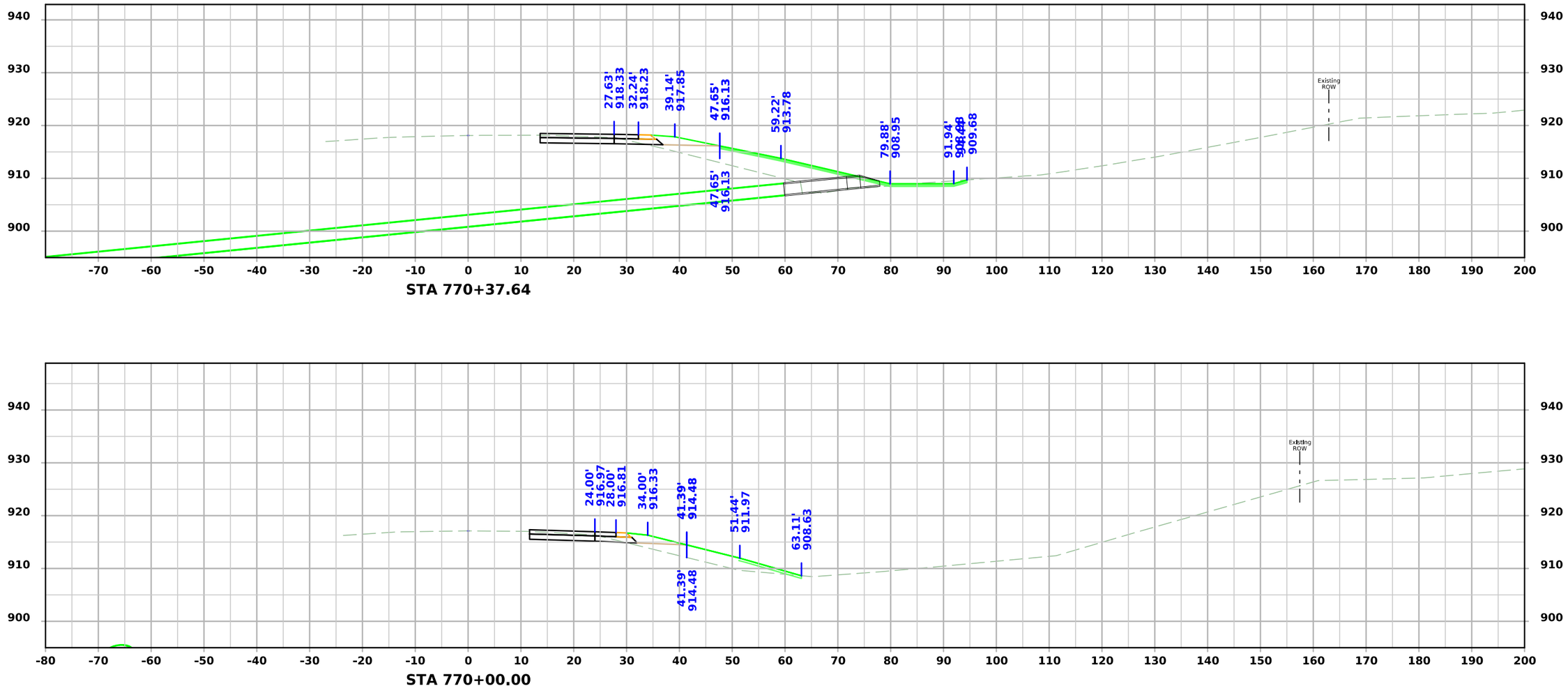
US34



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.188

3:17:16 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

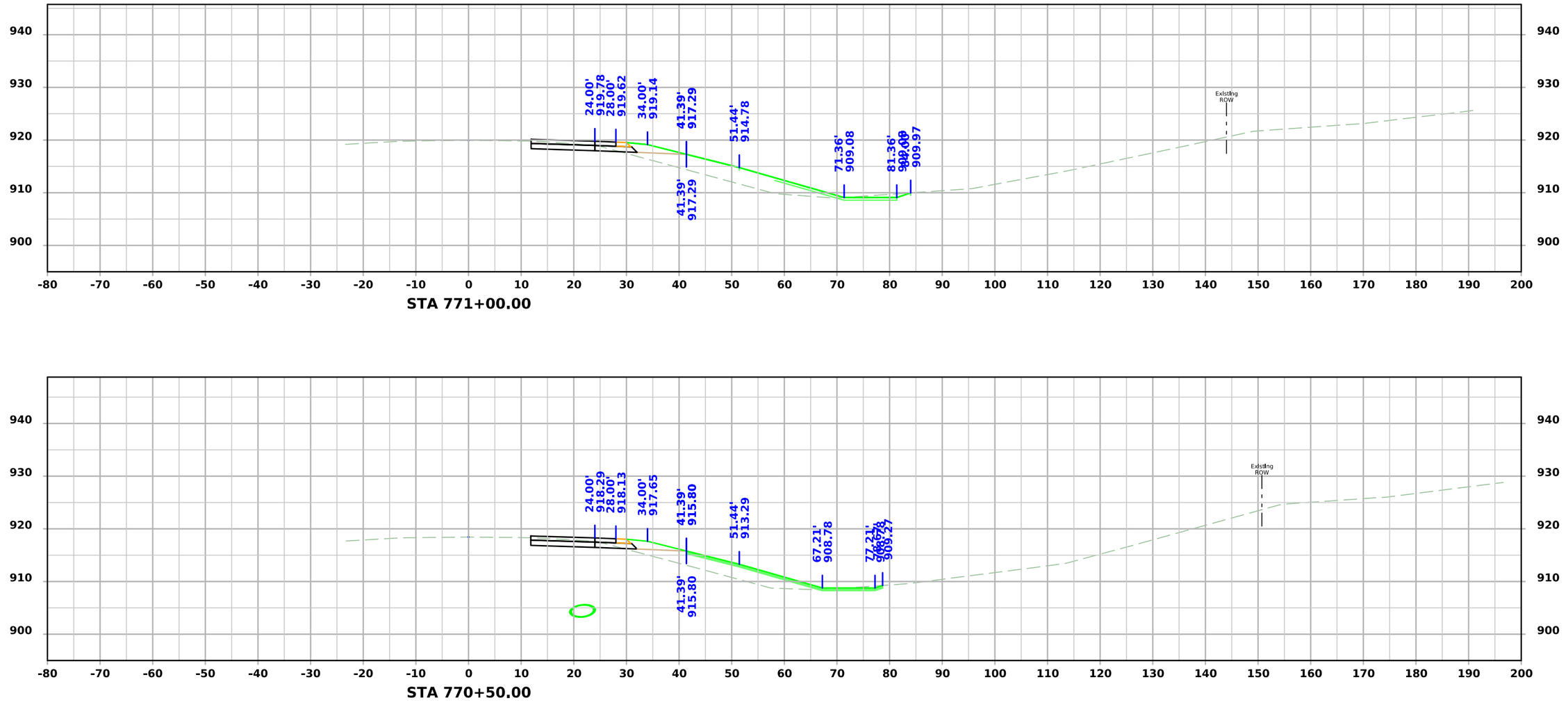
US34



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.189

3:17:23 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

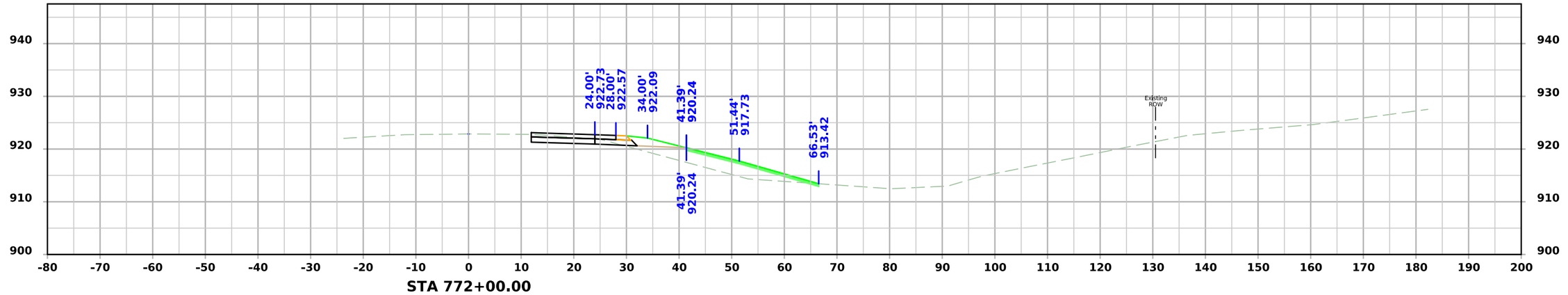
US34



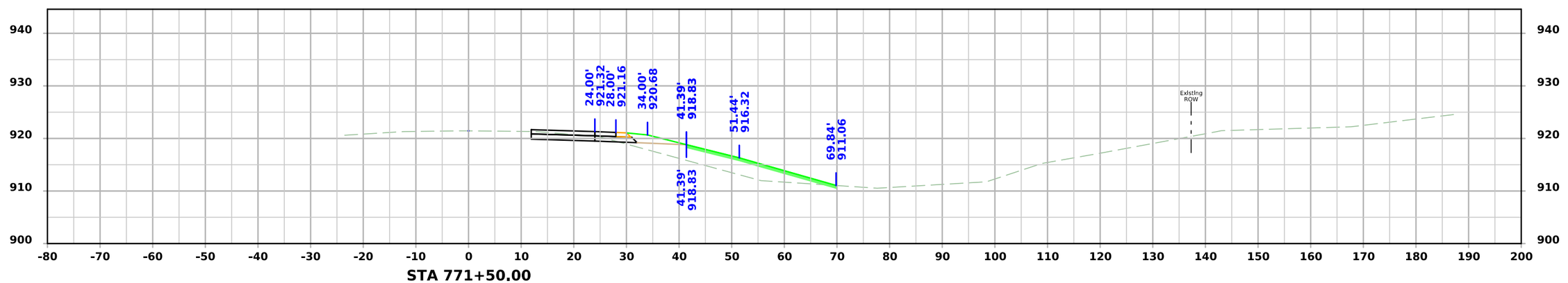
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.190

3:17:29 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 772+00.00

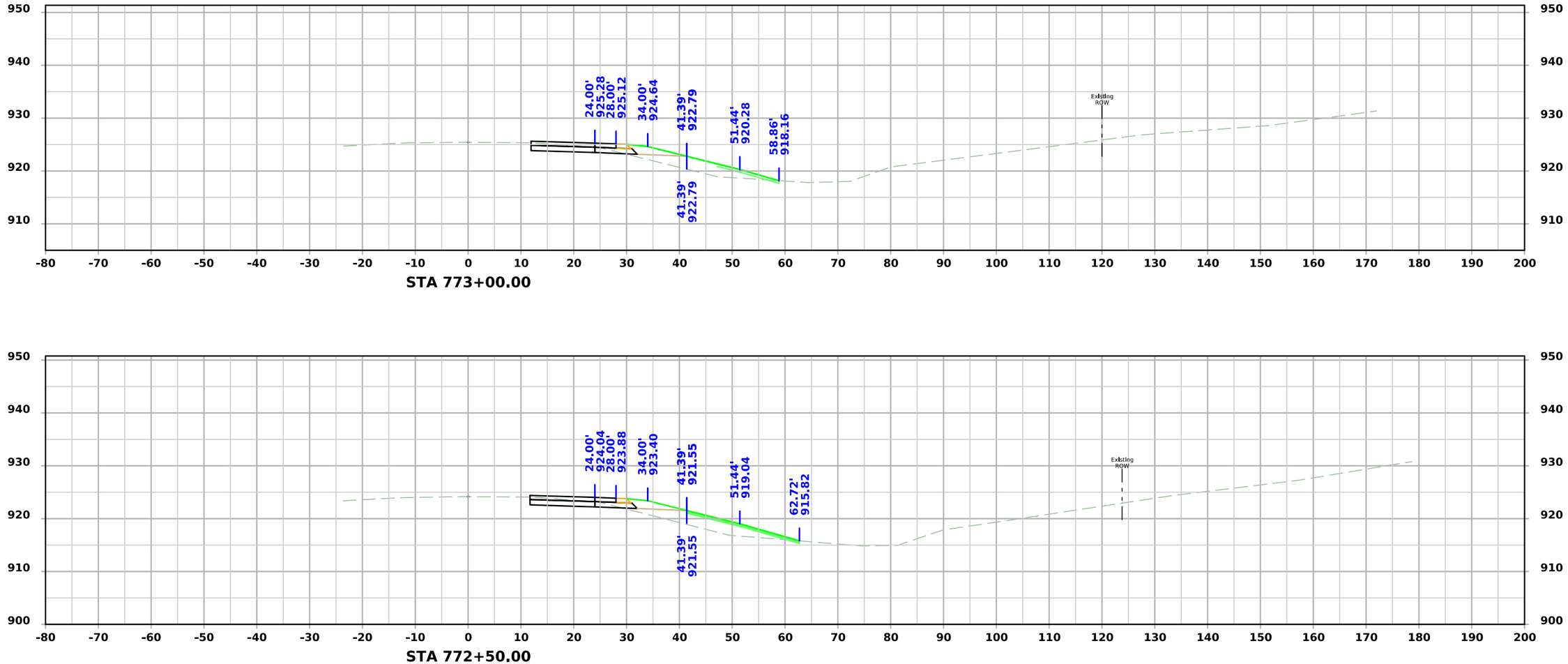


STA 771+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.191

3:17:35 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

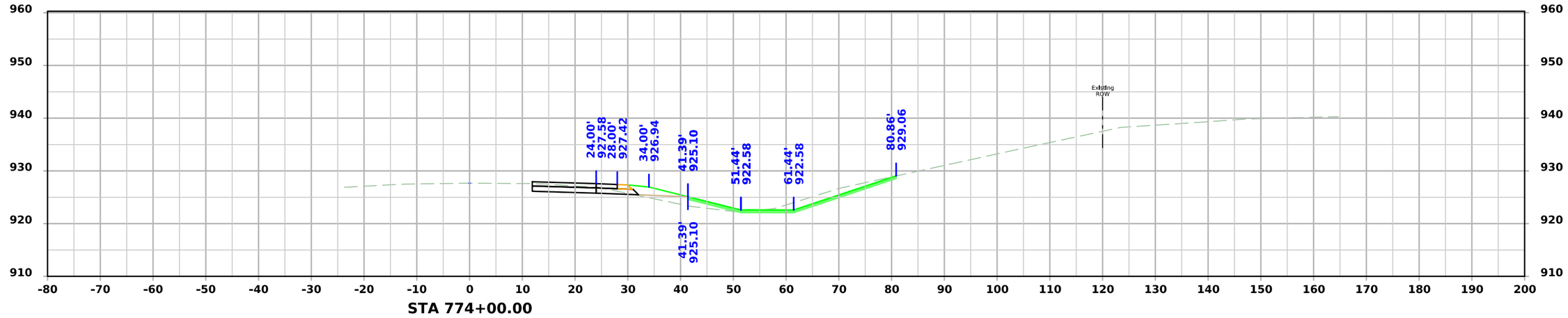
US34



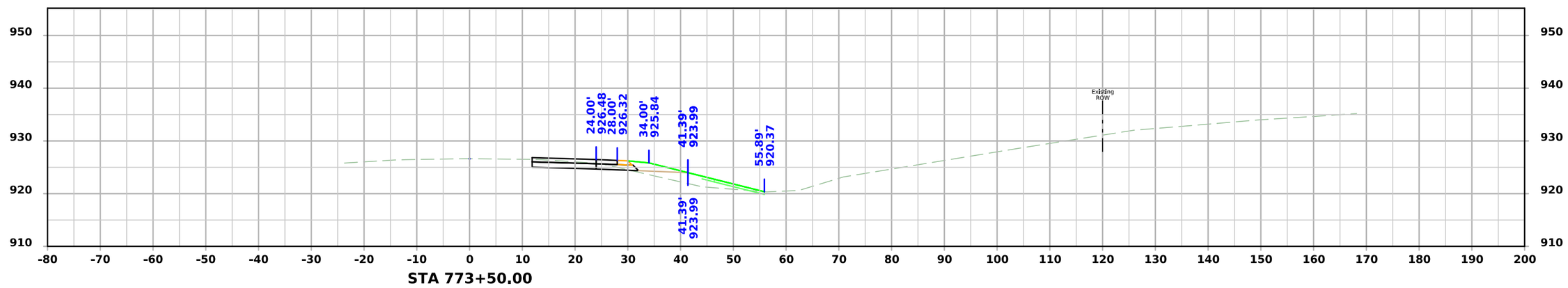
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.192

3:17:41 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 774+00.00

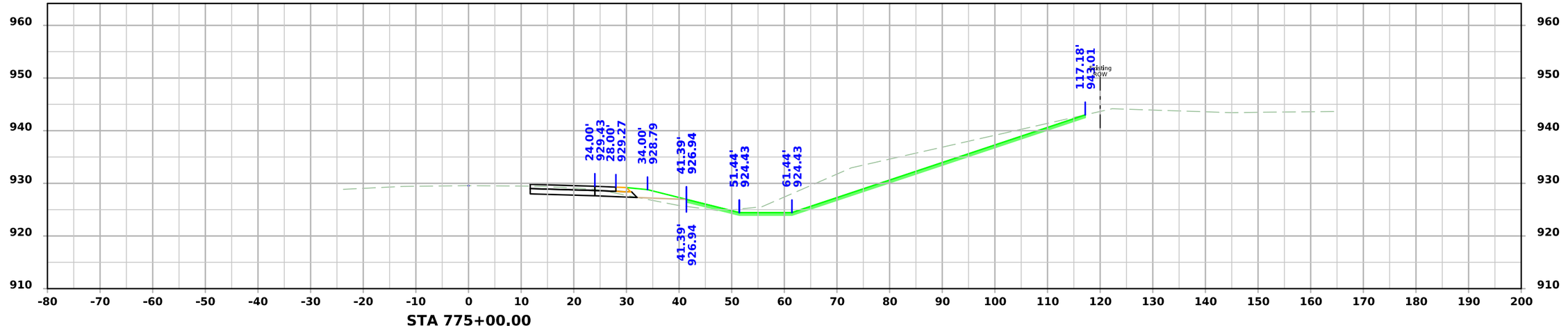


STA 773+50.00

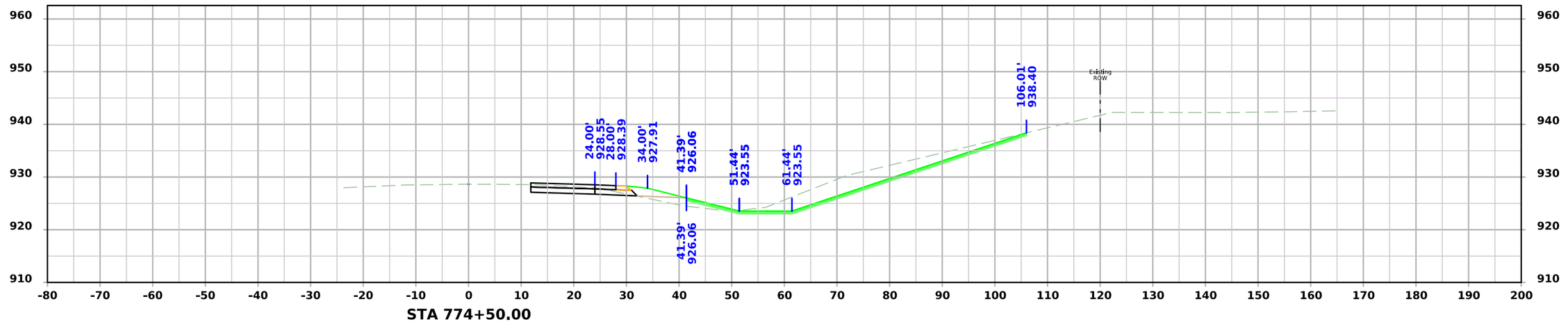
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.193

3:17:48 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 775+00.00

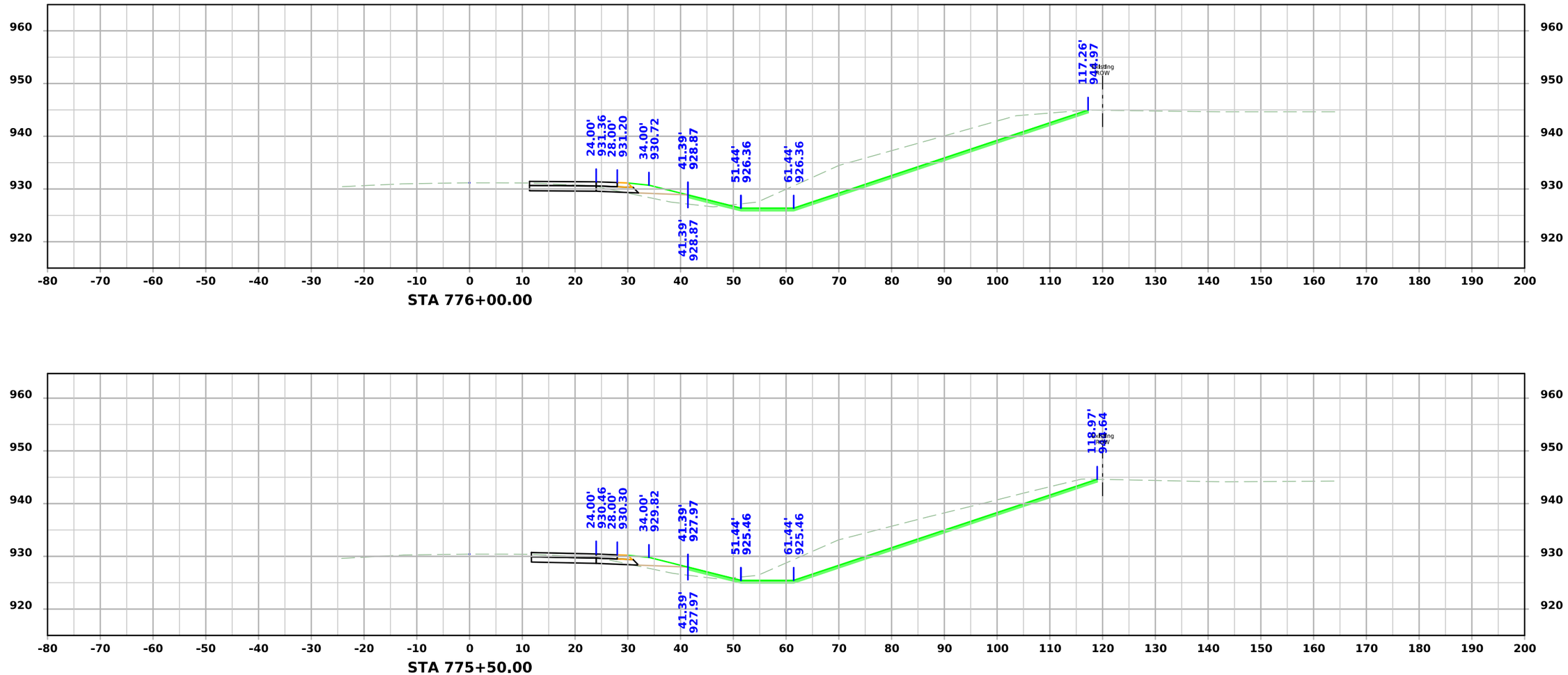


STA 774+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.194

3:17:54 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

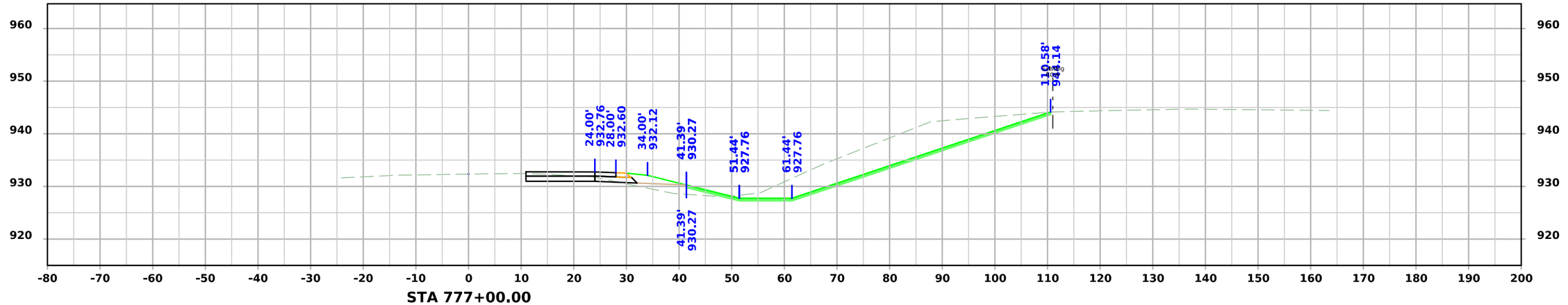
US34

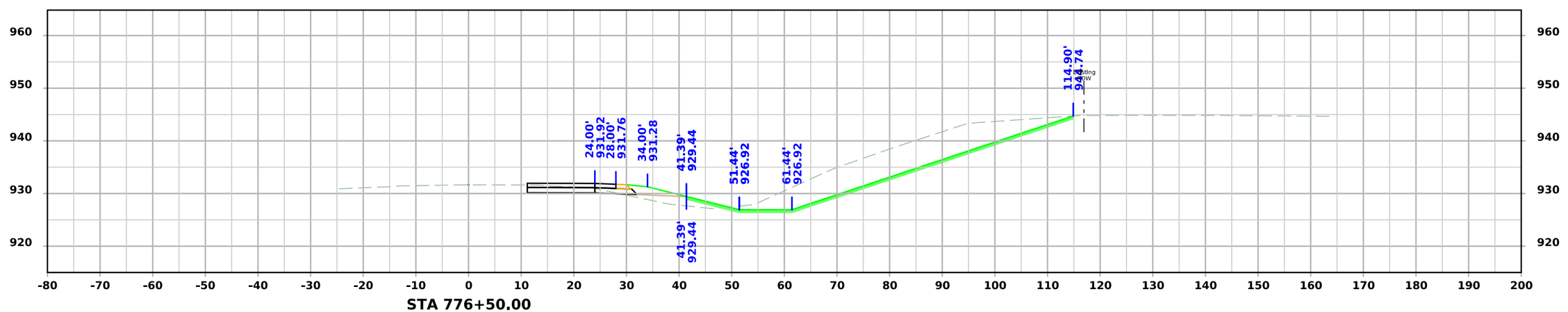


FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.195

3:18:00 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34

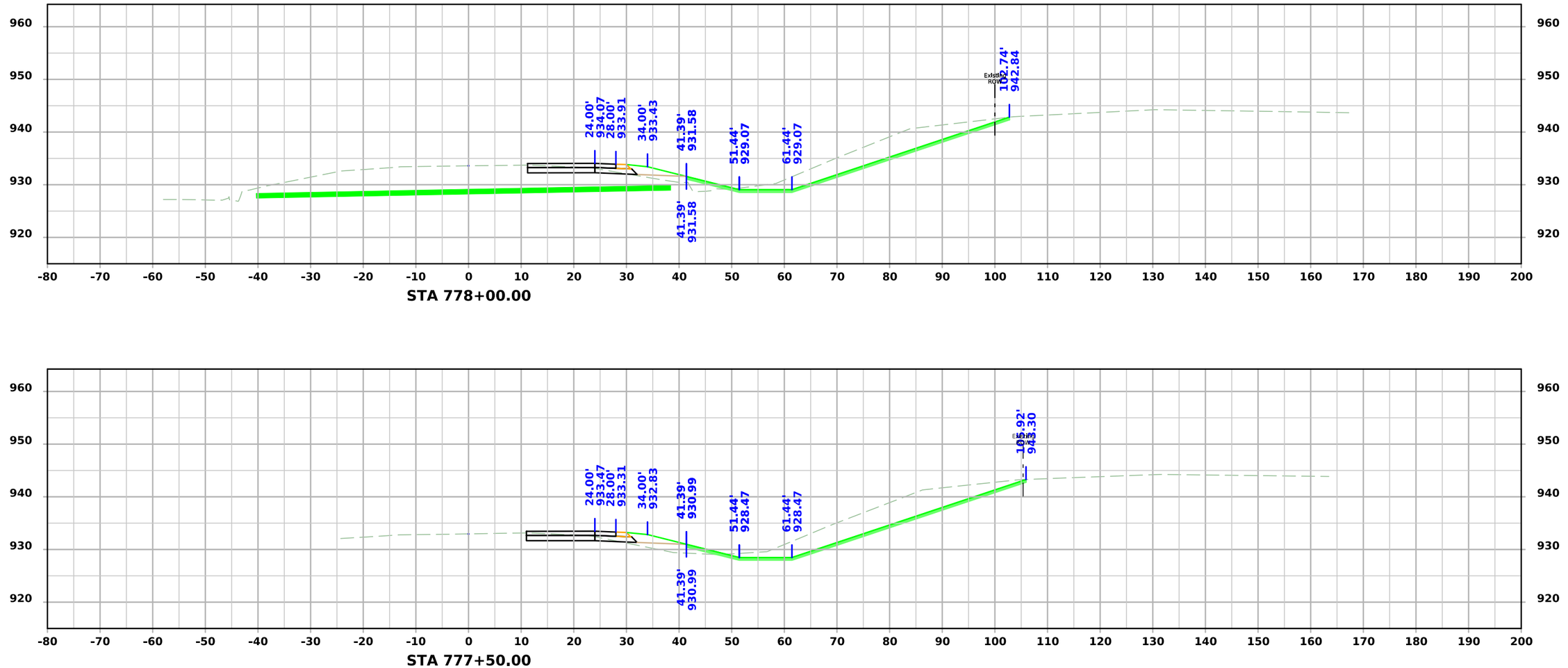




FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.196

3:18:06 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

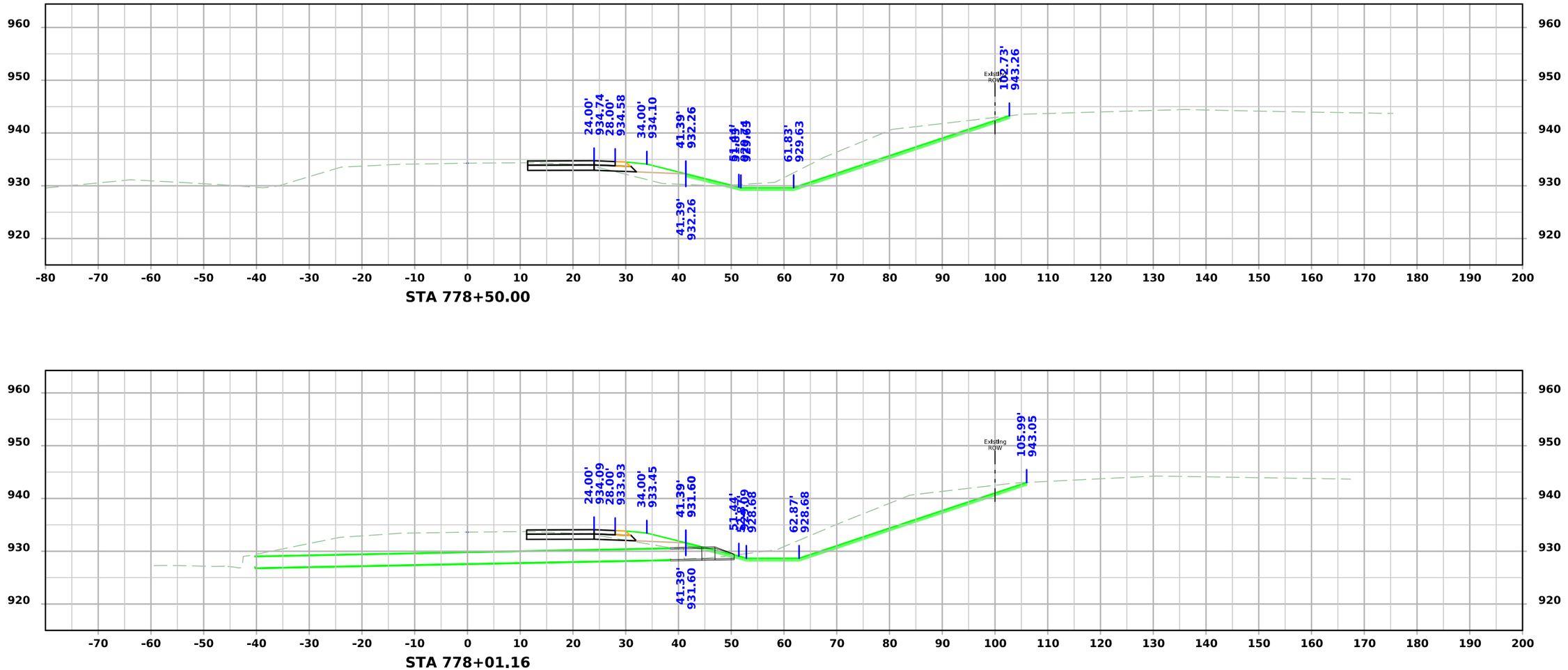
US34



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.197

3:18:12 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



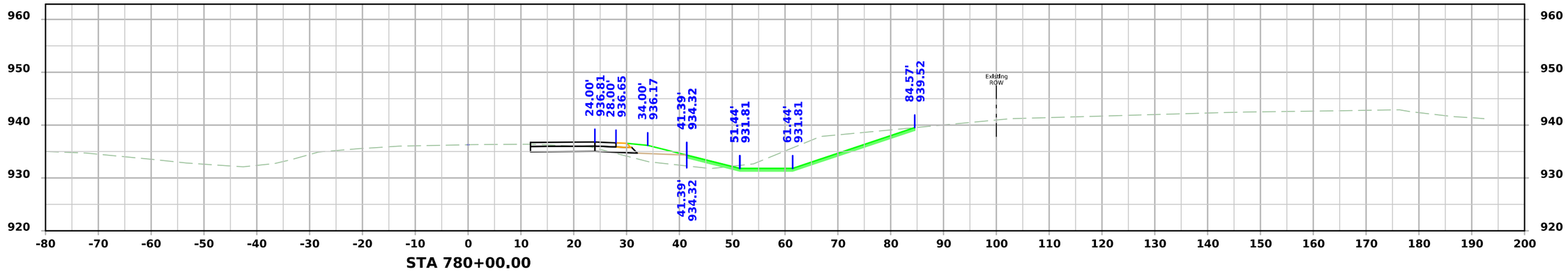
STA 778+50.00

STA 778+01.16

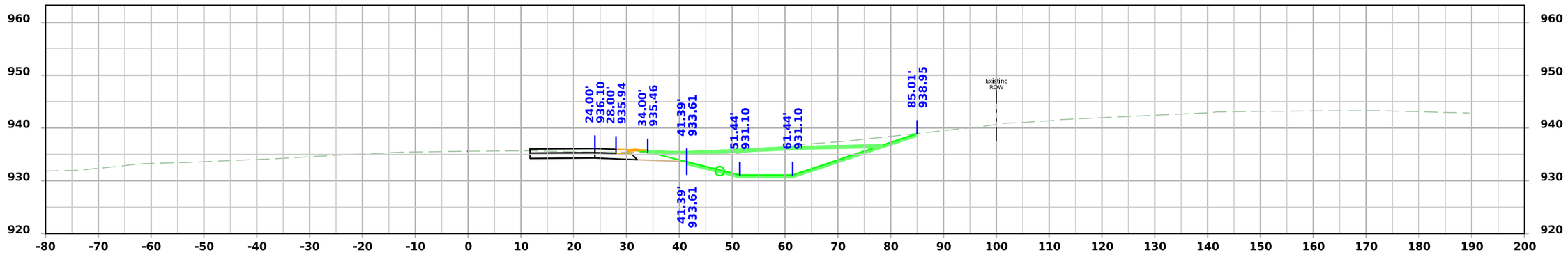
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.198

3:18:19 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

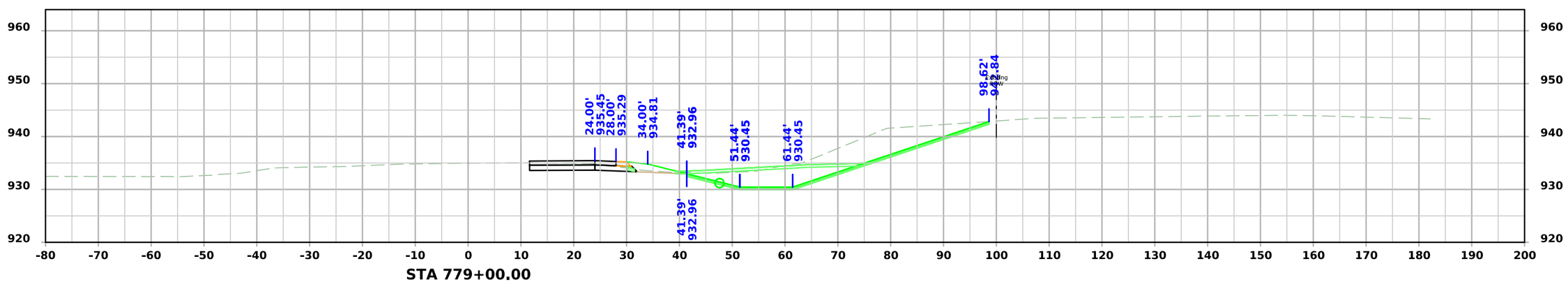
US34



STA 780+00.00



STA 779+50.00

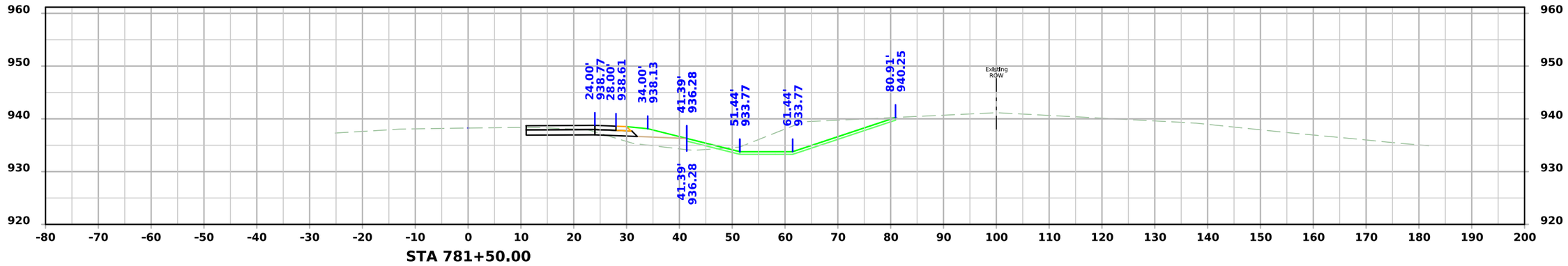


STA 779+00.00

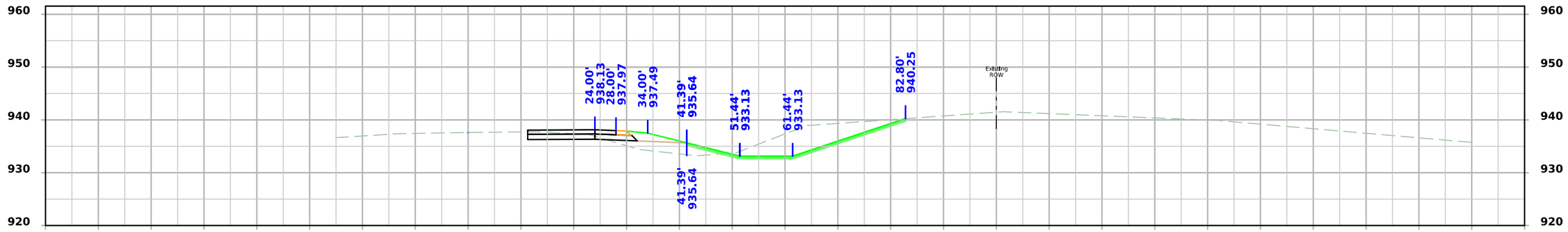
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.199

3:18:25 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

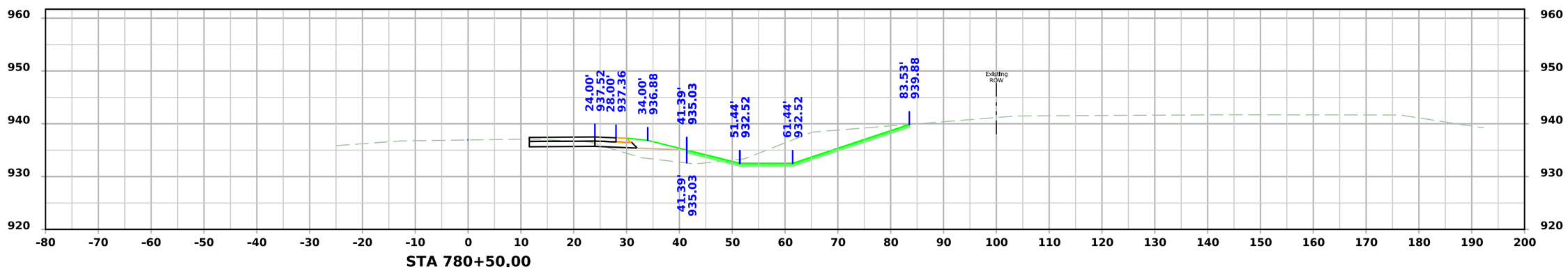
US34



STA 781+50.00



STA 781+00.00

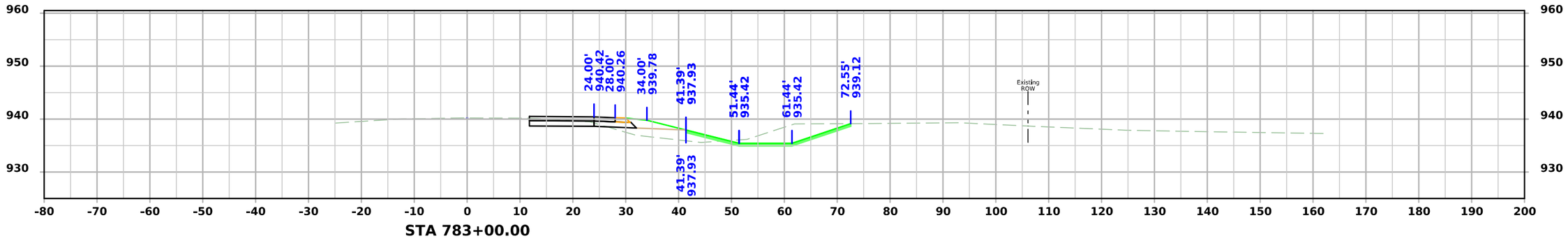


STA 780+50.00

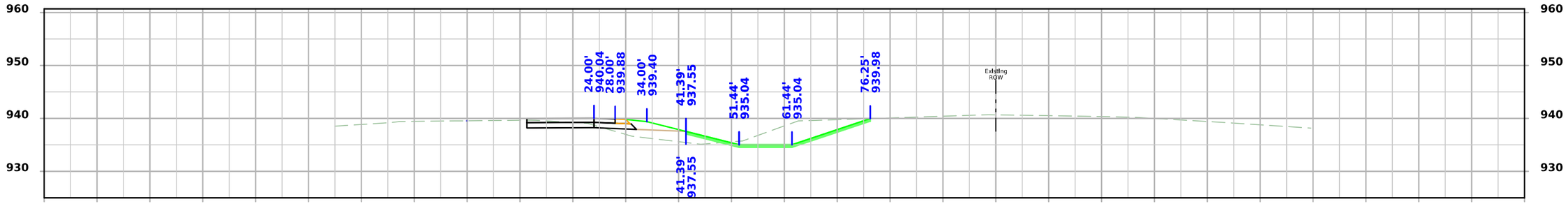
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.200

3:18:33 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

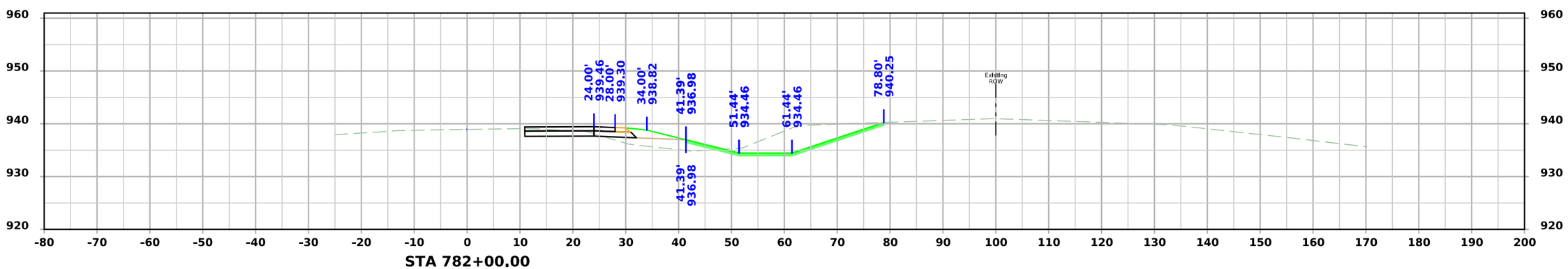
US34



STA 783+00.00



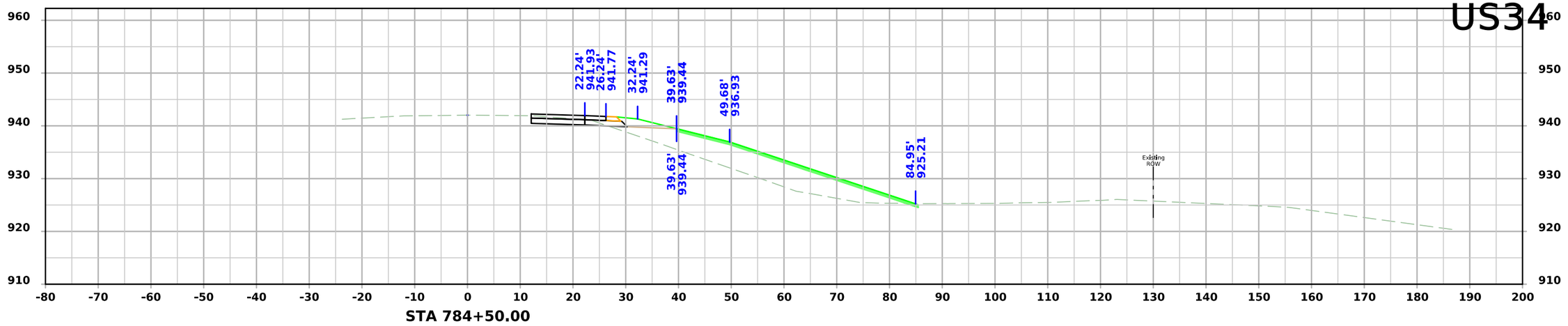
STA 782+50.00



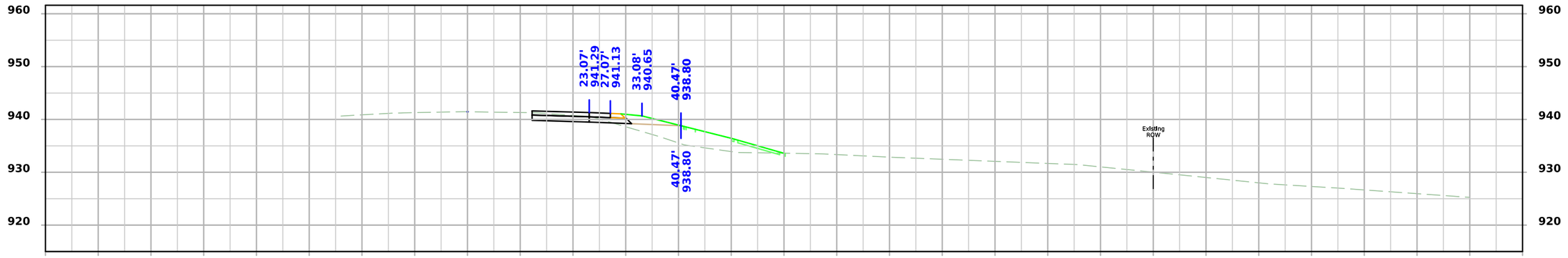
STA 782+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.201

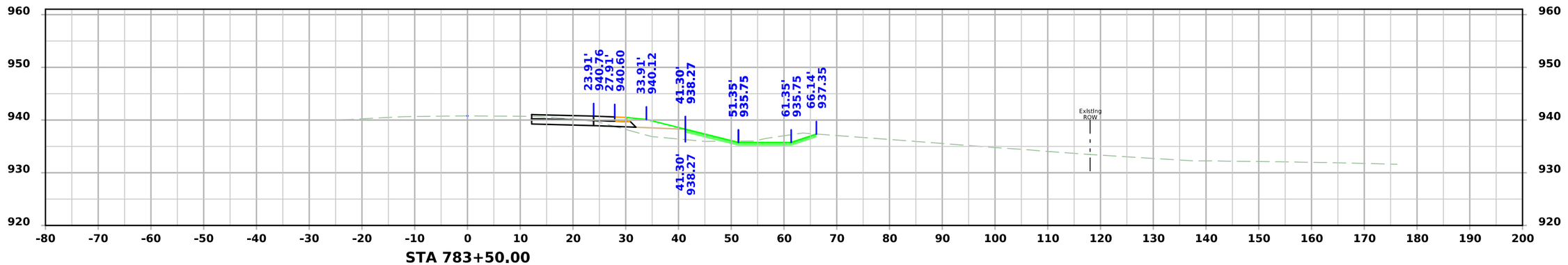
3:18:40 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn



STA 784+50.00



STA 784+00.00

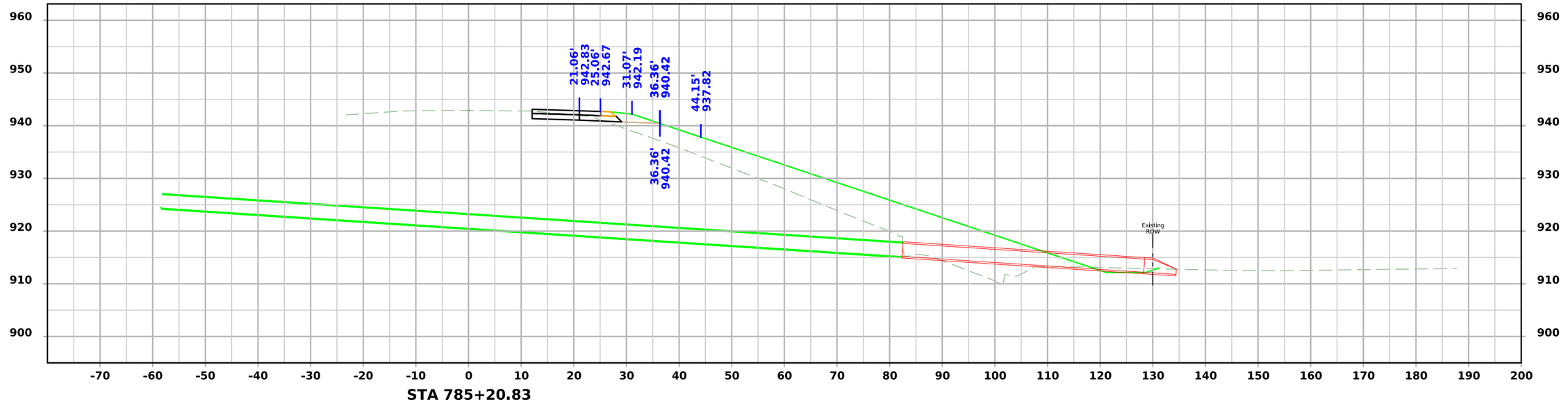


STA 783+50.00

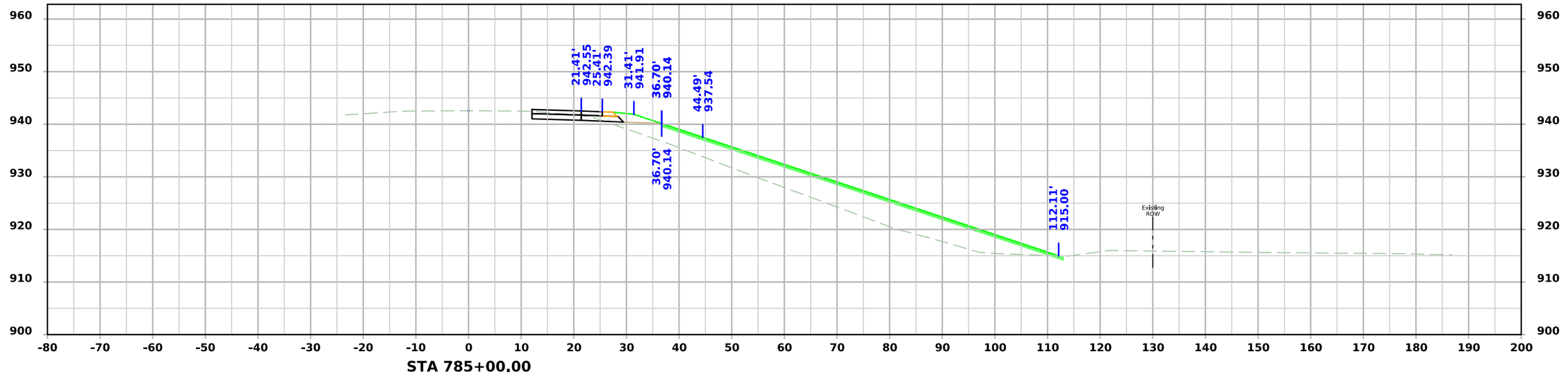
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.202

3:18:47 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 785+20.83

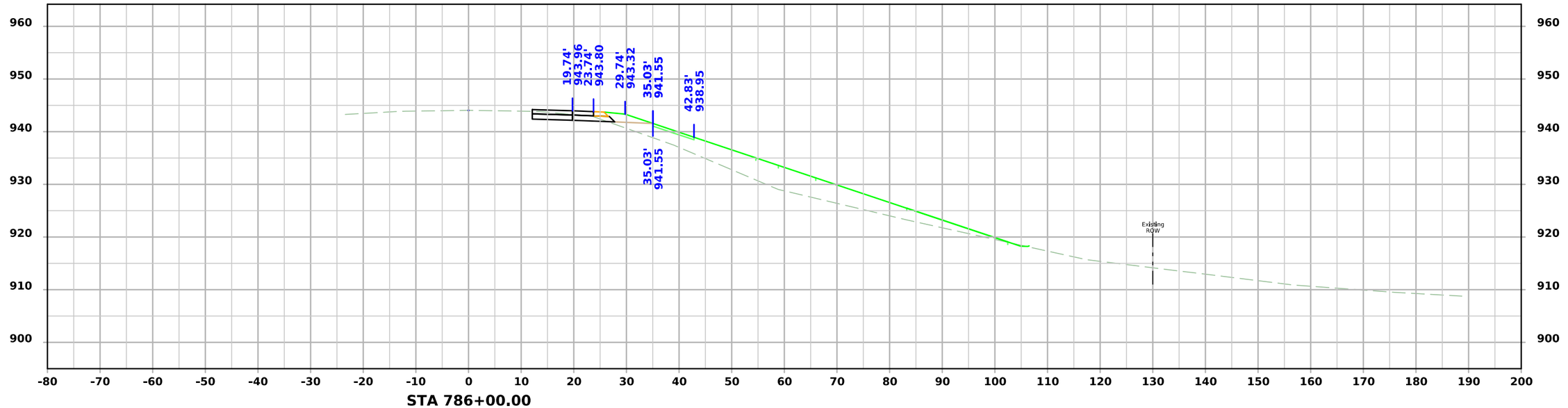


STA 785+00.00

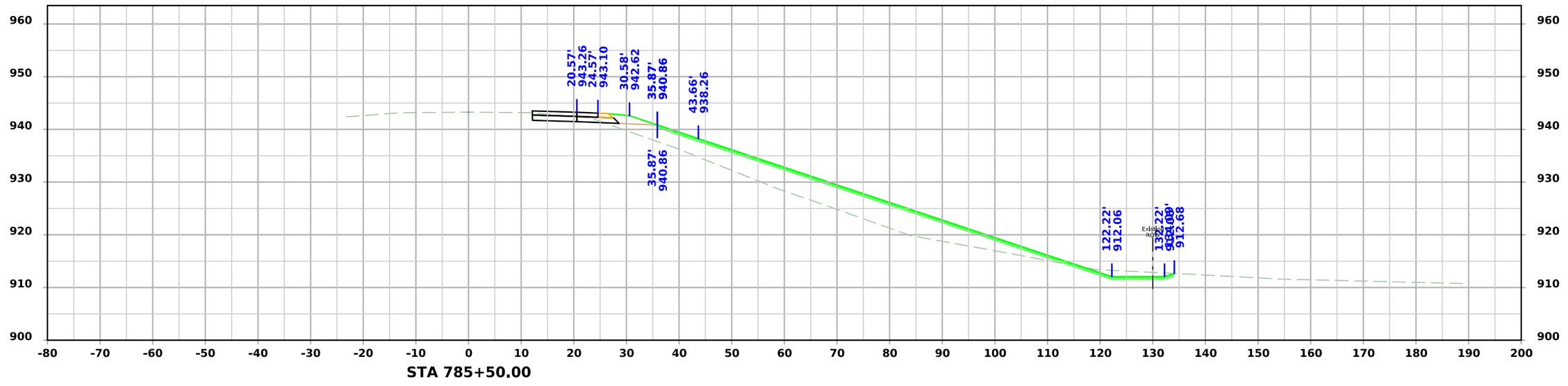
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.203

3:18:54 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 786+00.00

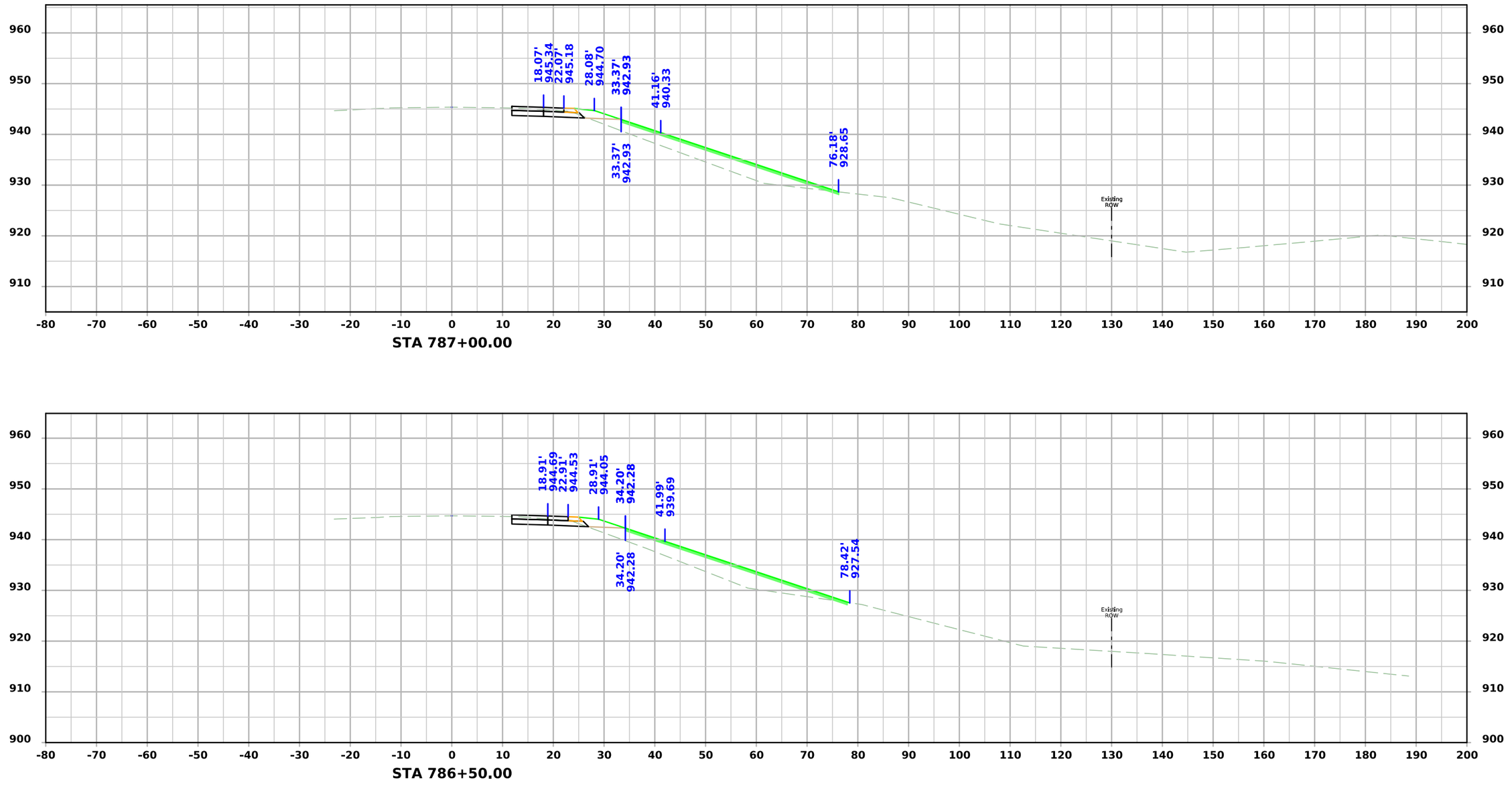


STA 785+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.204

3:19:00 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



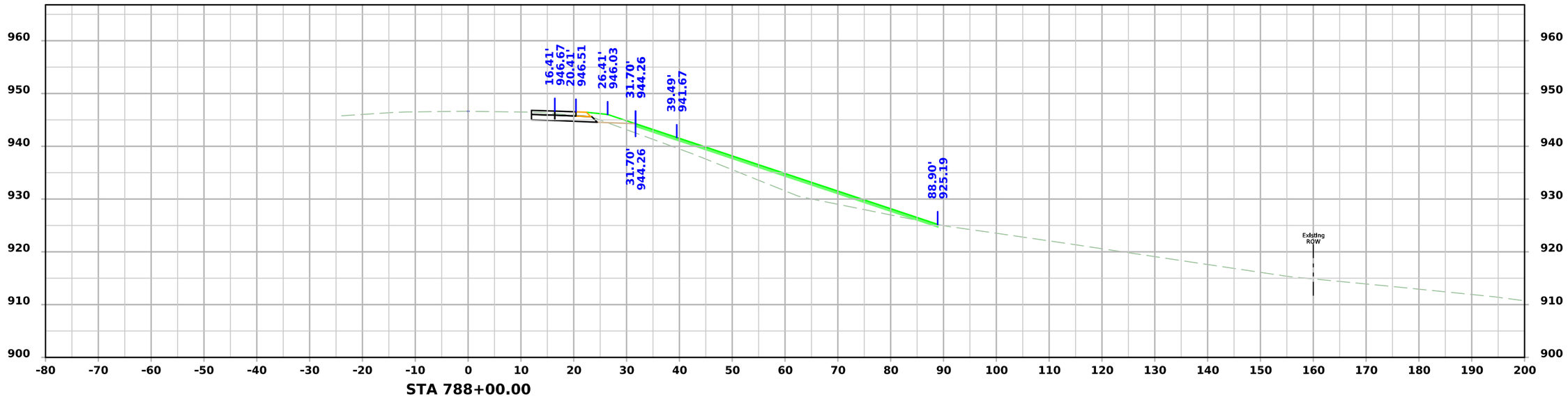
STA 787+00.00

STA 786+50.00

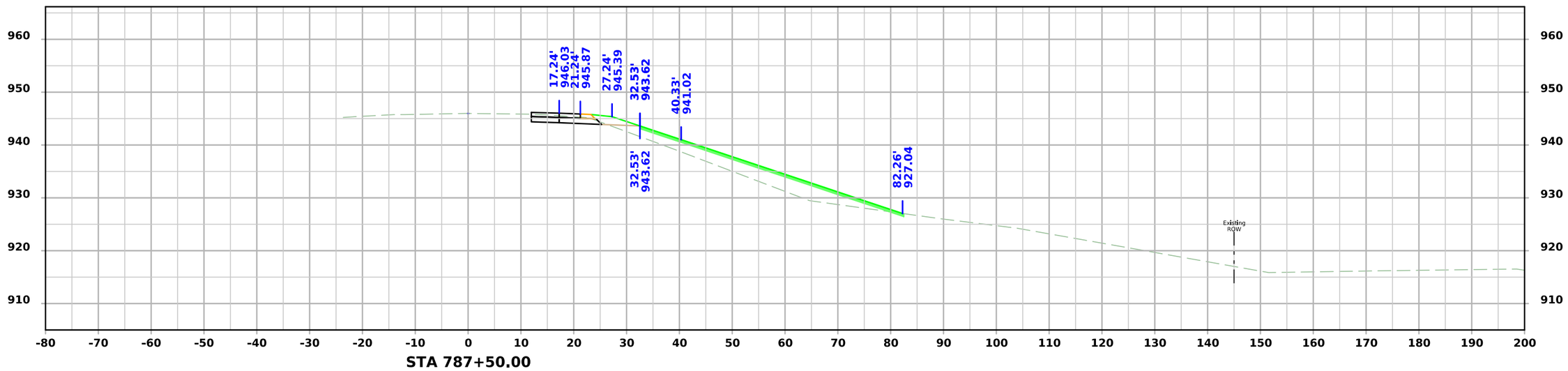
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.205

3:19:06 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 788+00.00

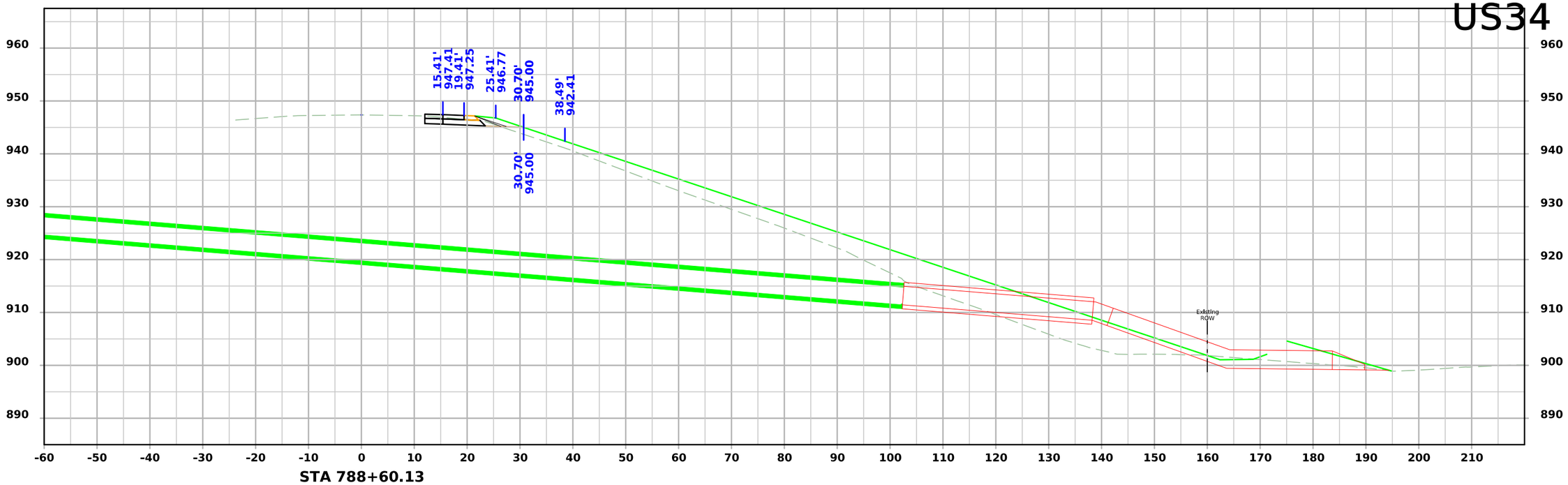


STA 787+50.00

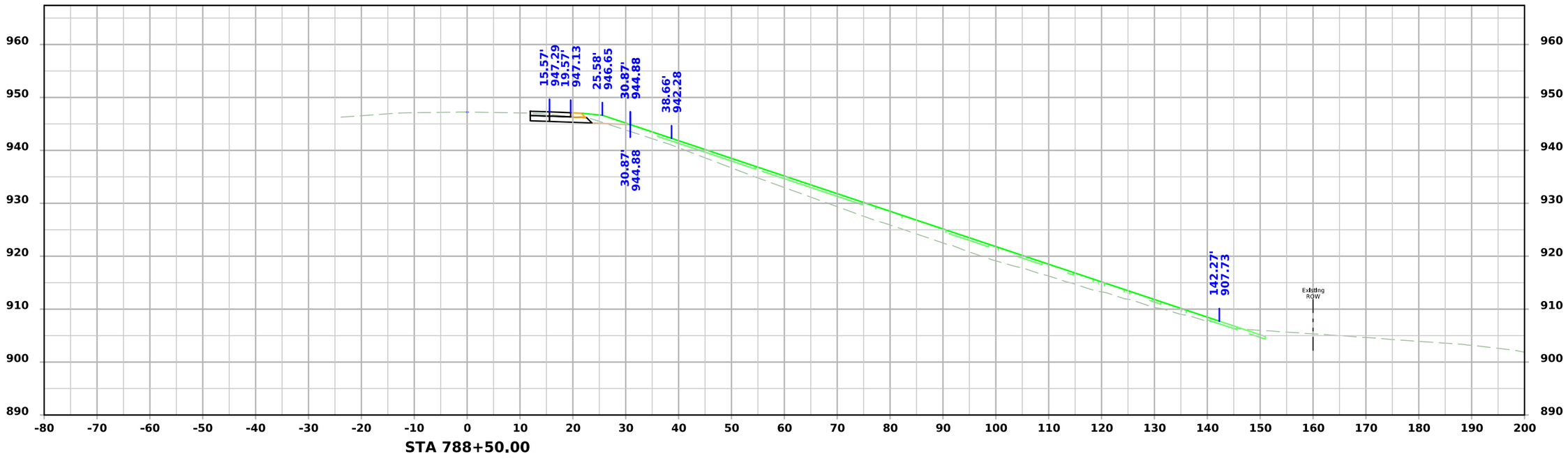
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.206

3:19:12 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 788+60.13

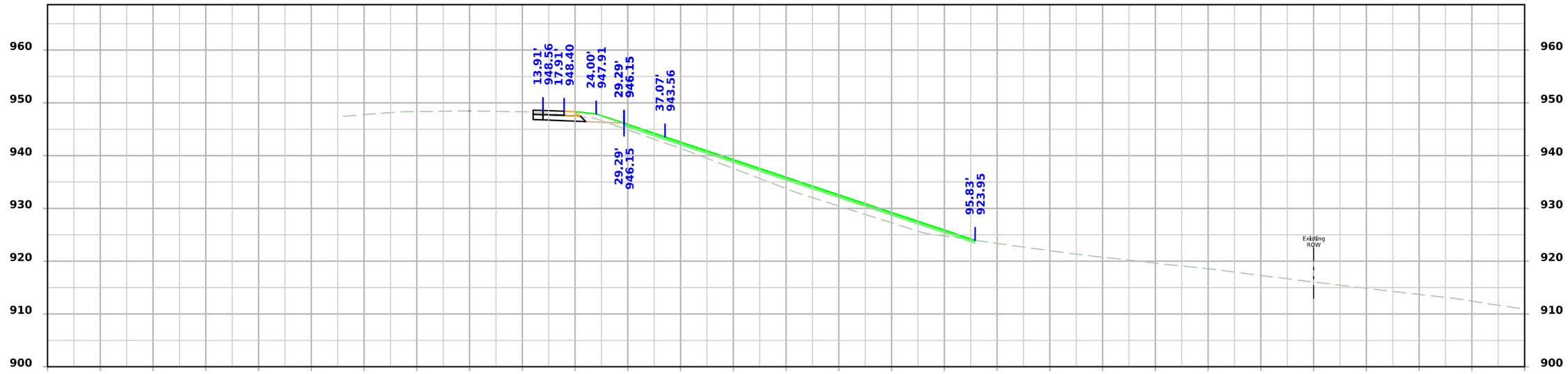


STA 788+50.00

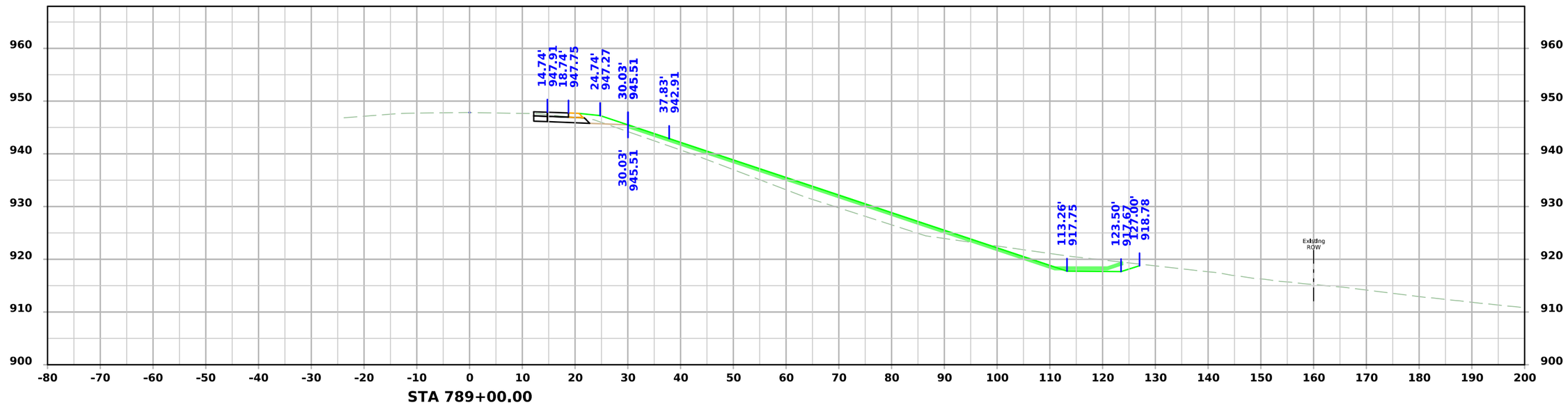
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.207

3:19:17 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 789+50.00

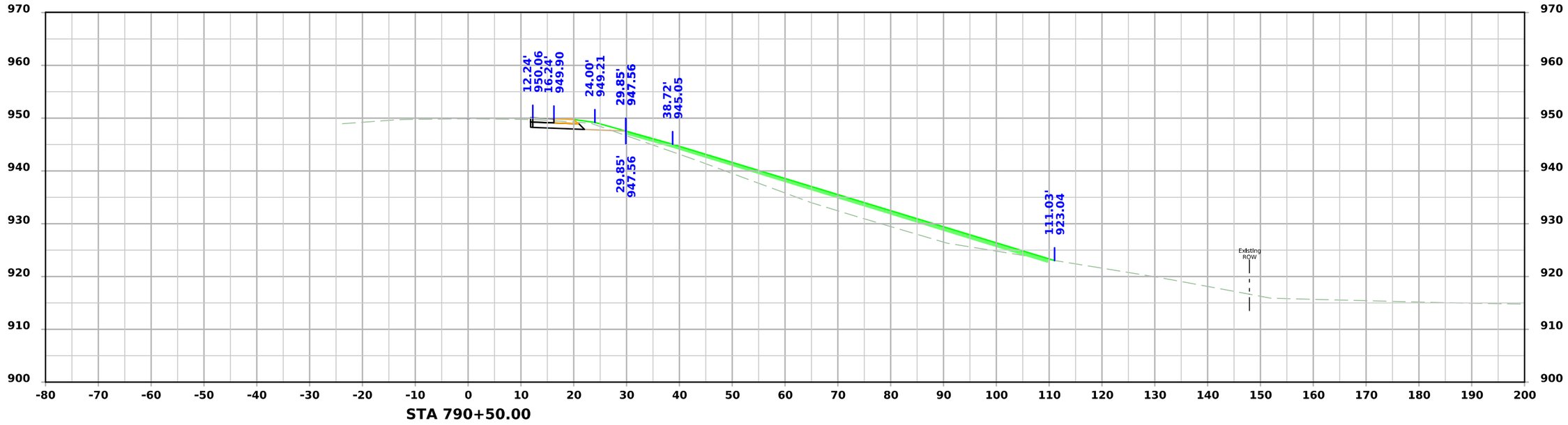


STA 789+00.00

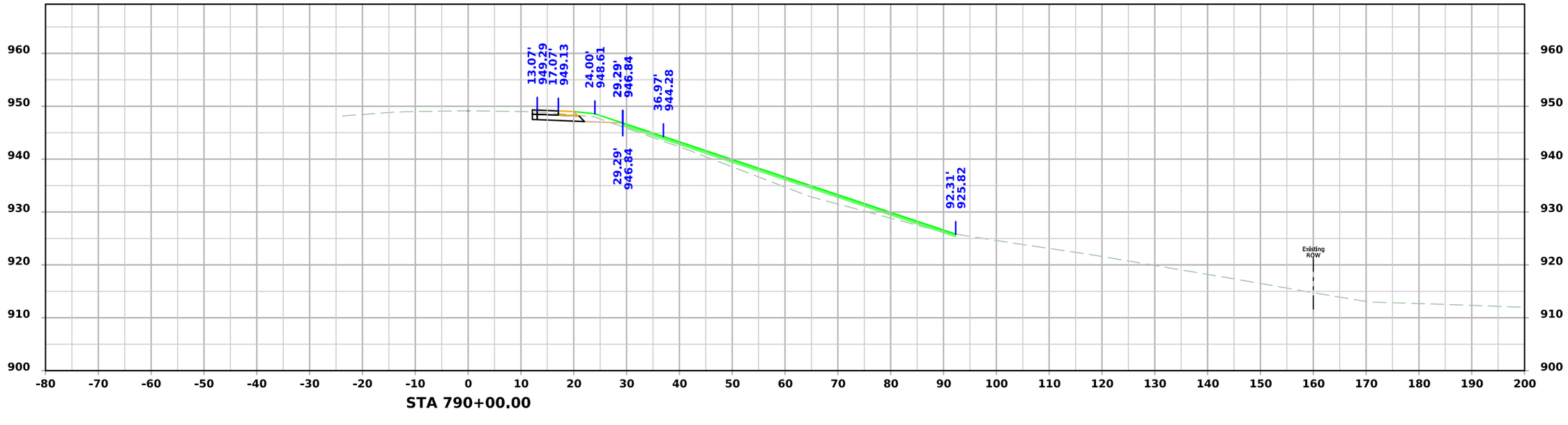
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.208

3:19:24 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

US34



STA 790+50.00

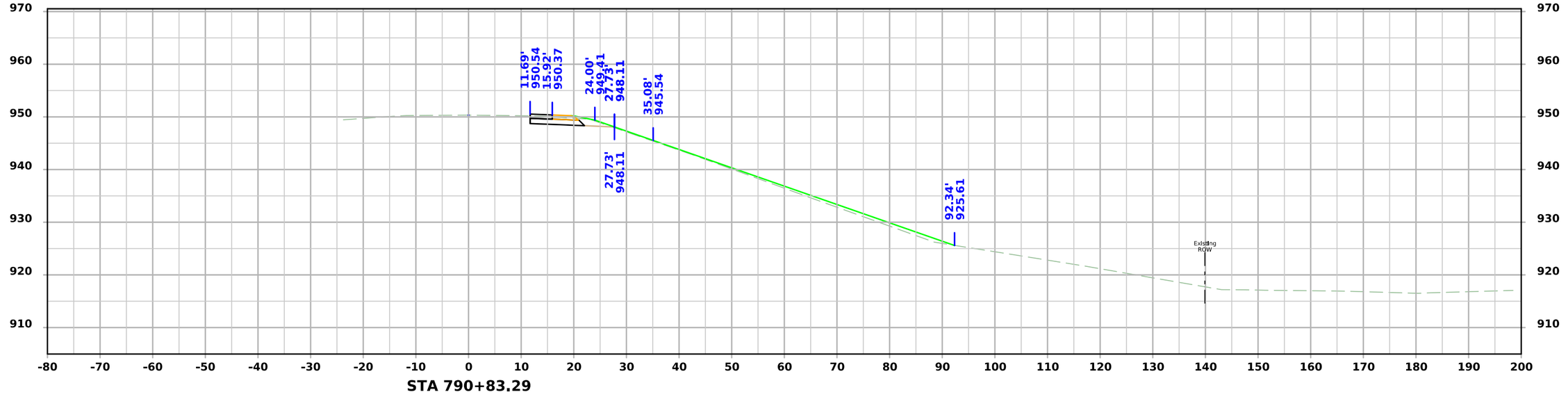


STA 790+00.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.209

3:19:29 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

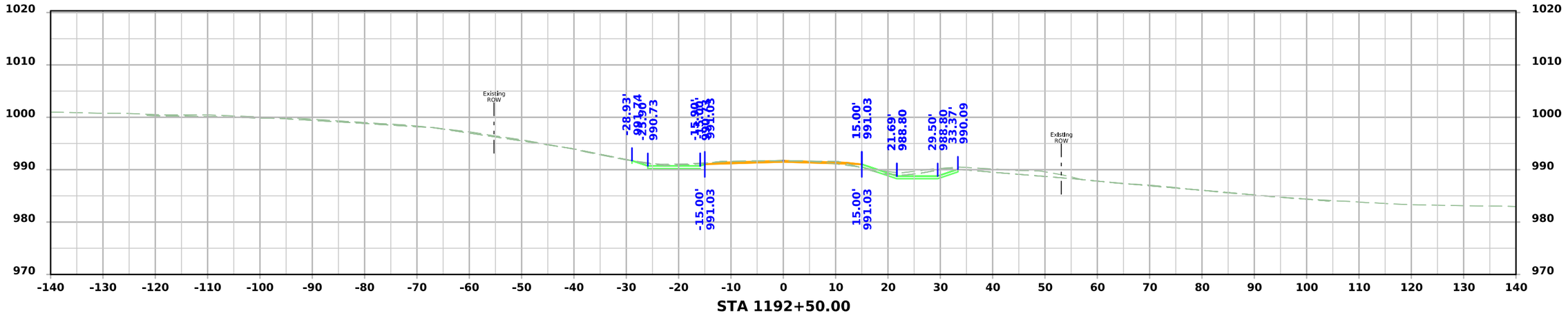
US34



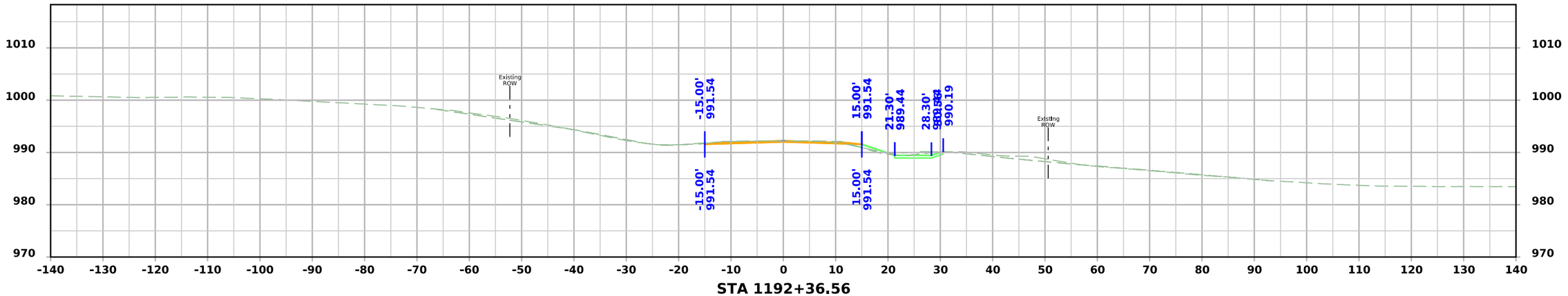
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER W.210

3:19:35 PM 2/13/2026 jacker1 pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_W08.dgn

SR - 535th Avenue



STA 1192+50.00

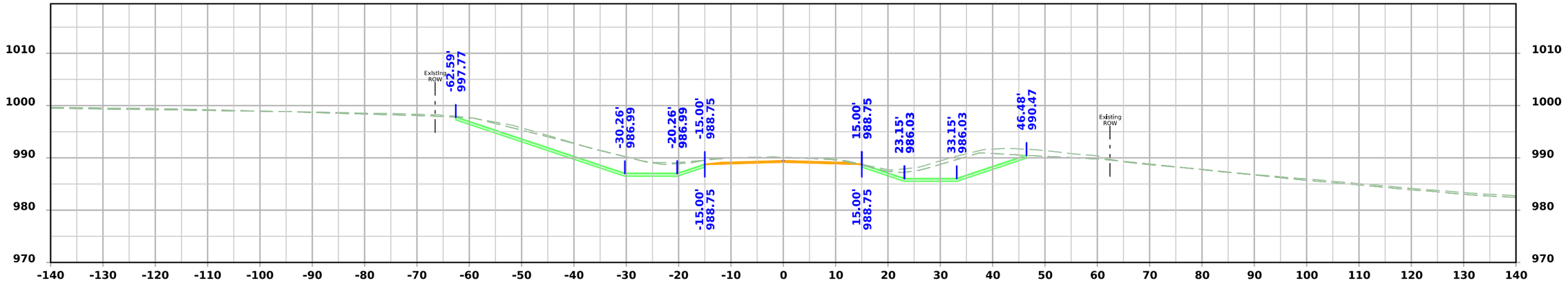


STA 1192+36.56

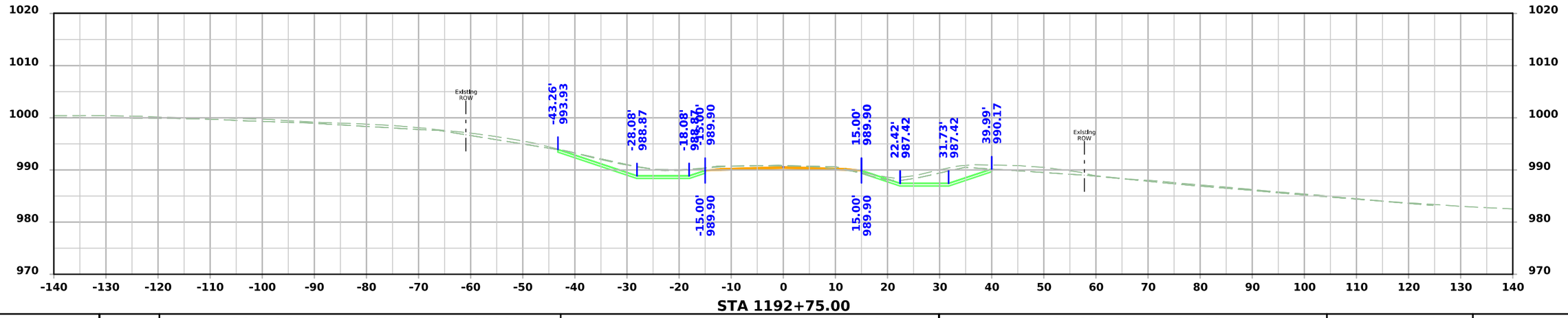
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.1

3:20:11 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X01.dgn

SR - 535th Avenue



STA 1193+00.00

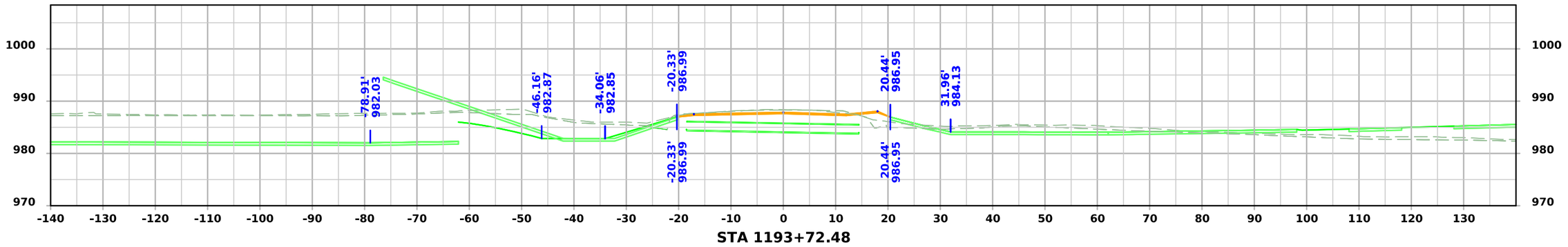


STA 1192+75.00

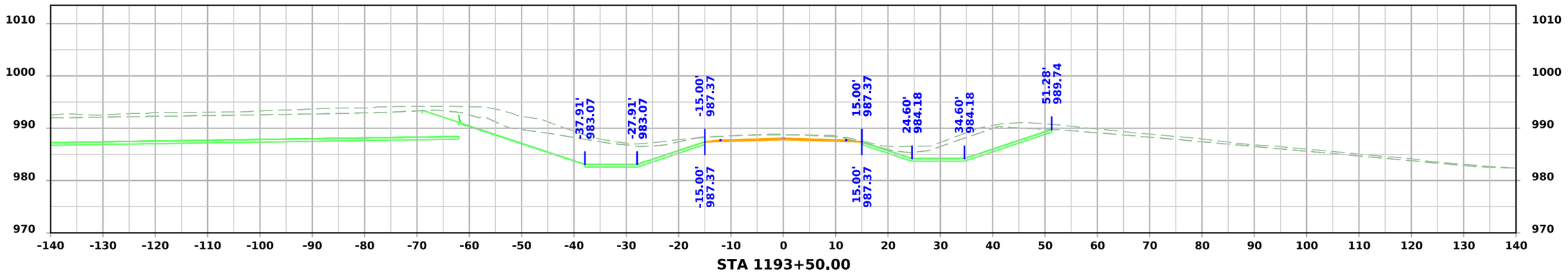
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.2

3:20:14 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X01.dgn

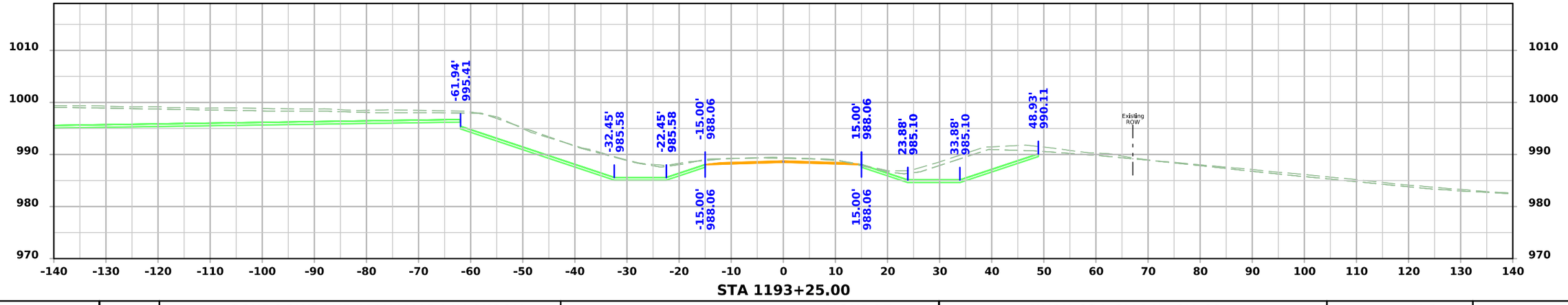
SR - 535th Avenue



STA 1193+72.48



STA 1193+50.00

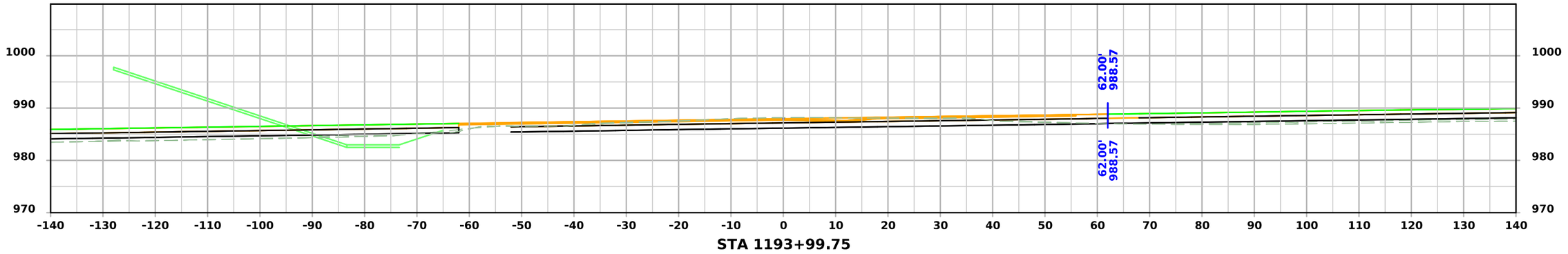


STA 1193+25.00

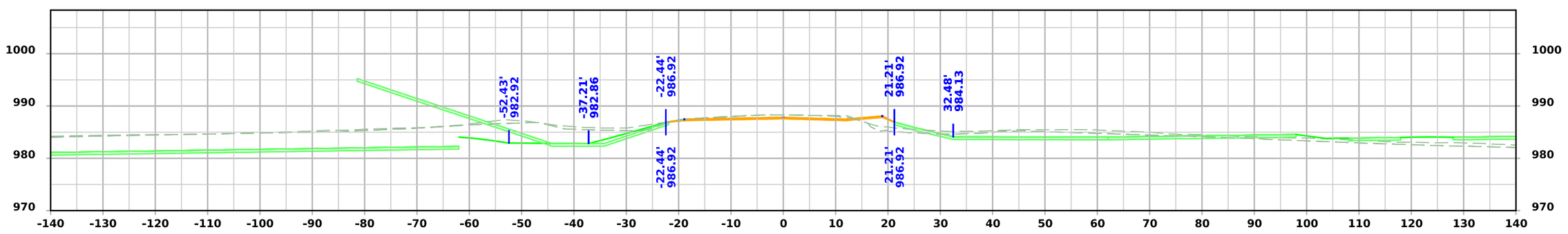
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.3	

3:20:16 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X01.dgn

SR - 535th Avenue



STA 1193+99.75

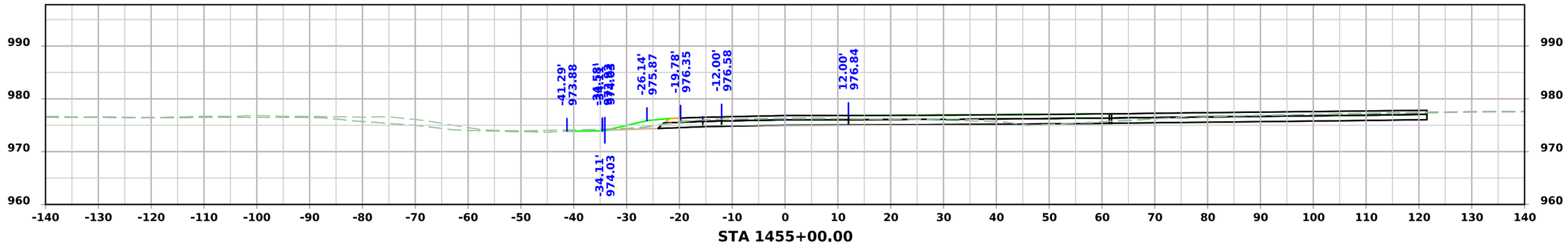


STA 1193+75.00

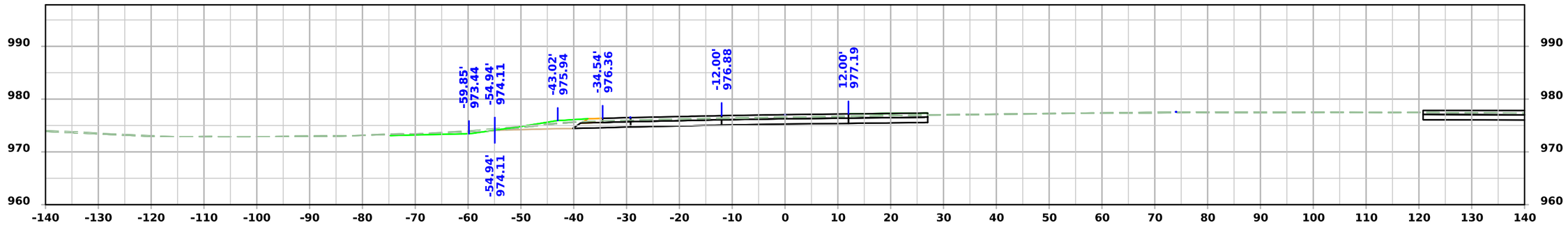
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.4

3:20:18 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X01.dgn

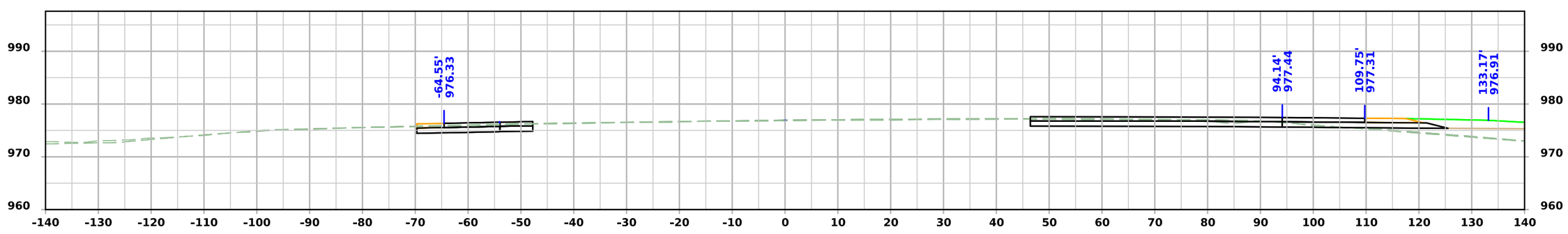
SR - 197th Trail



STA 1455+00.00



STA 1454+75.00

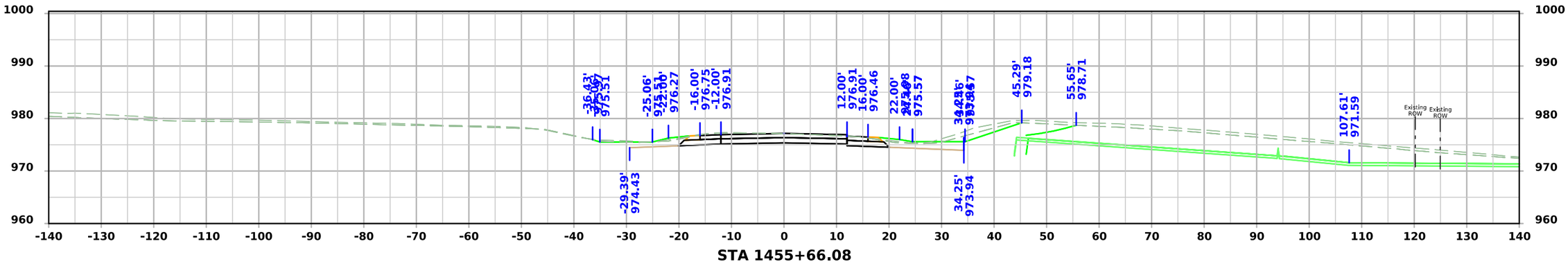


STA 1454+55.50

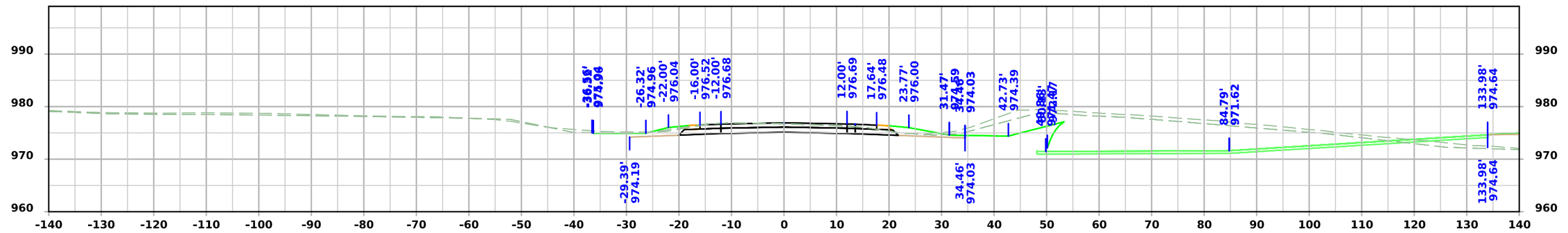
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.5

3:20:26 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X02.dgn

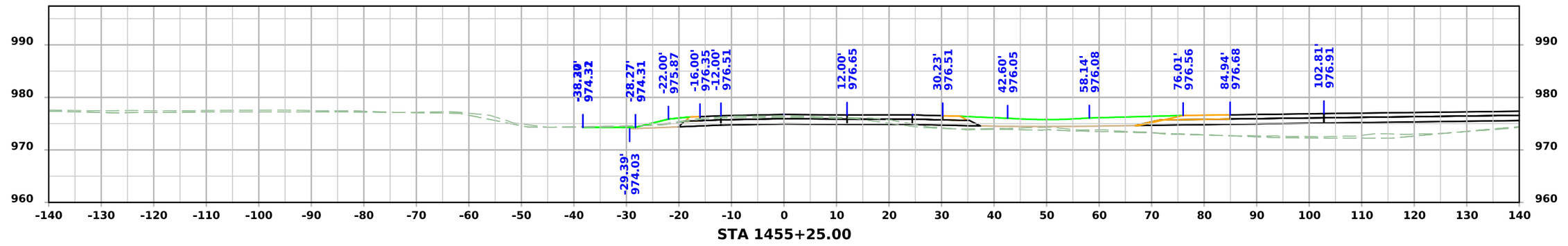
SR - 197th Trail



STA 1455+66.08



STA 1455+50.00

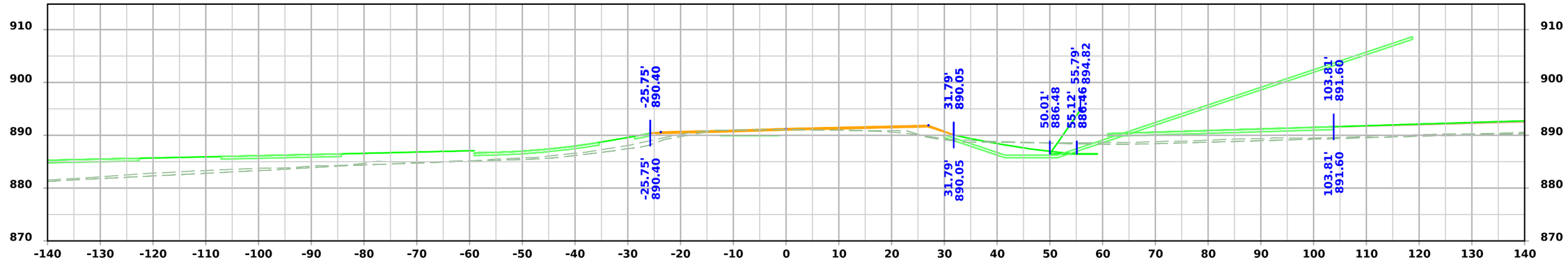


STA 1455+25.00

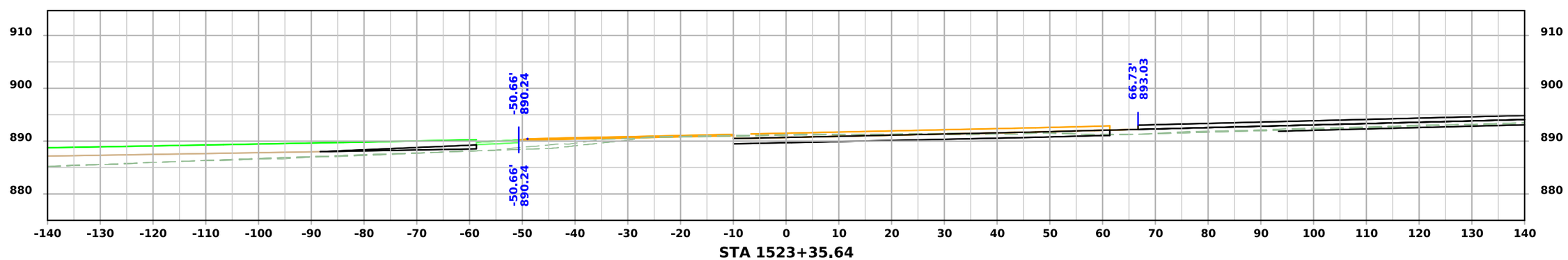
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.6

3:20:29 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X02.dgn

SR - 595th Avenue



STA 1523+50.00

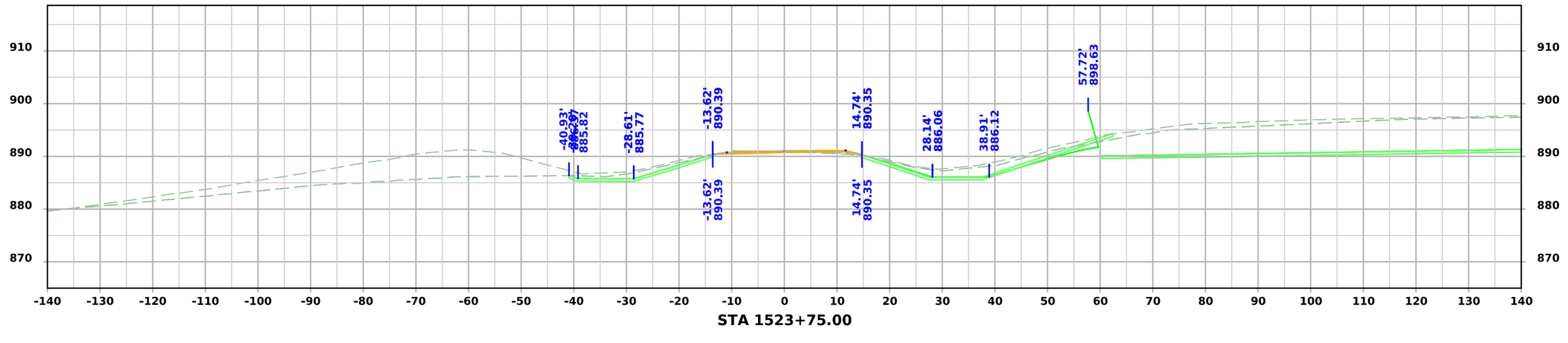


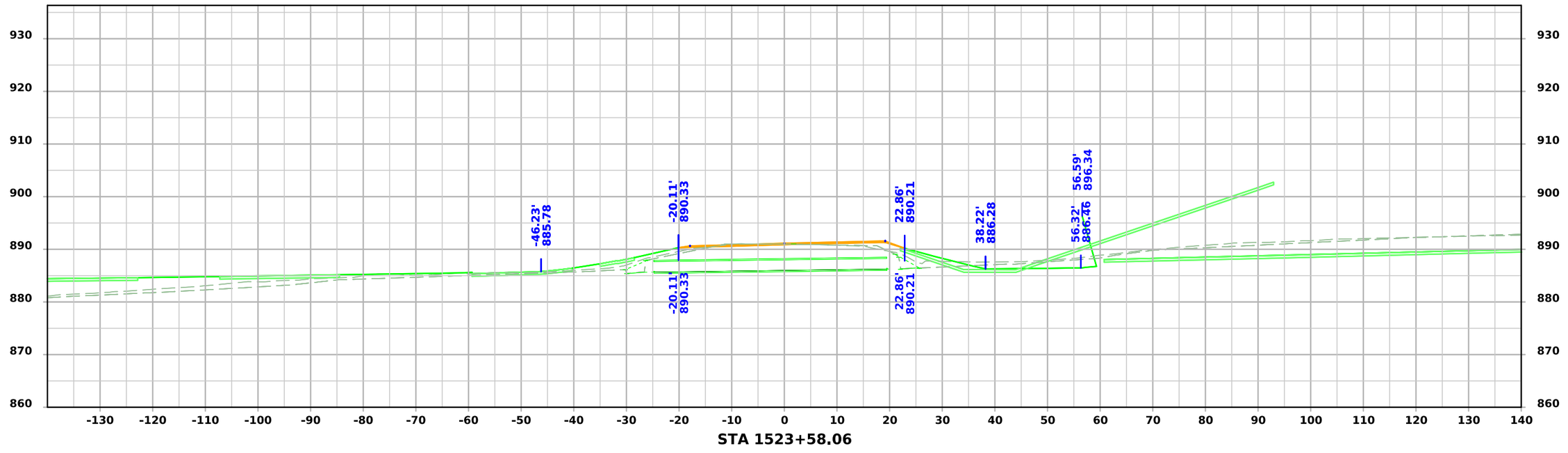
STA 1523+35.64

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.7

3:20:37 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X03.dgn

SR - 595th Avenue

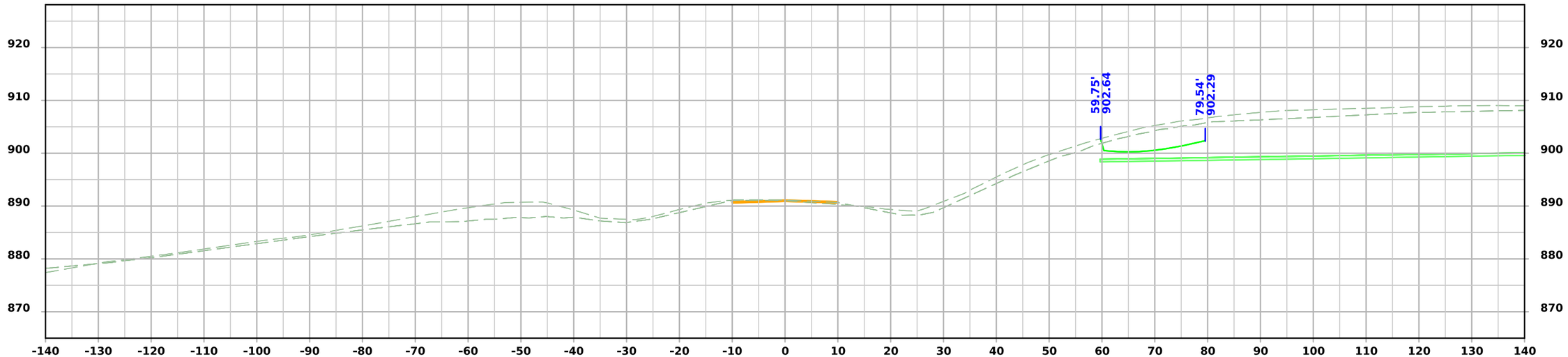




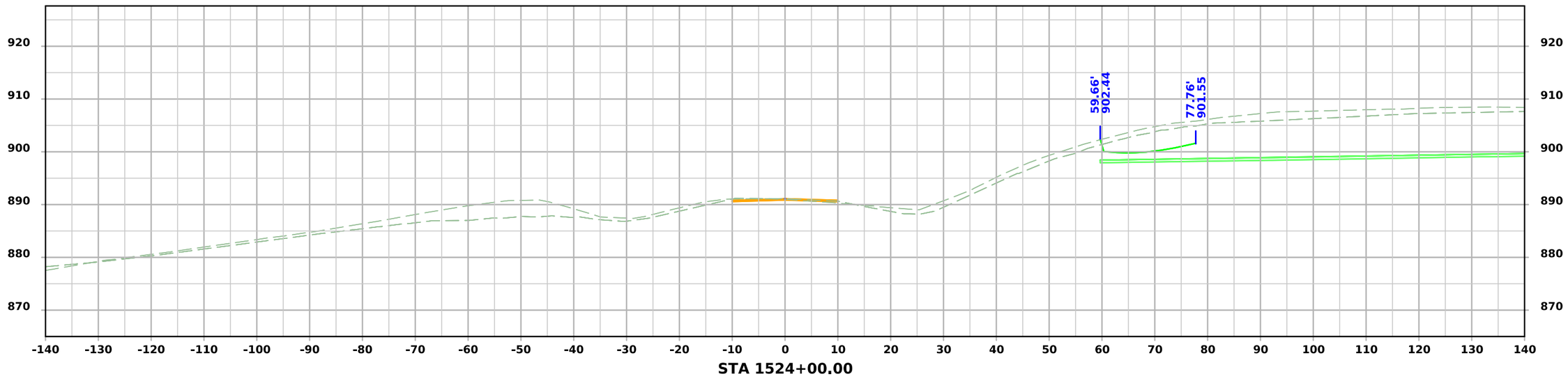
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.8

3:20:39 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X03.dgn

SR - 595th Avenue



STA 1524+01.26

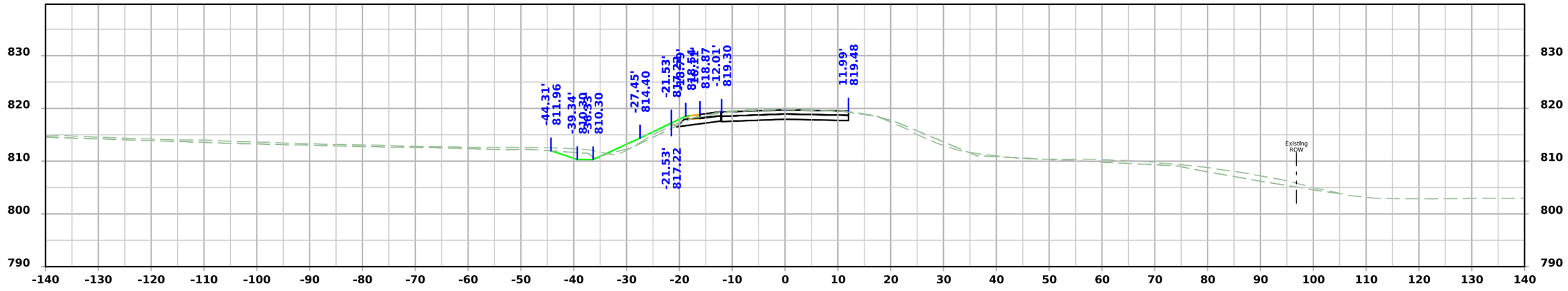


STA 1524+00.00

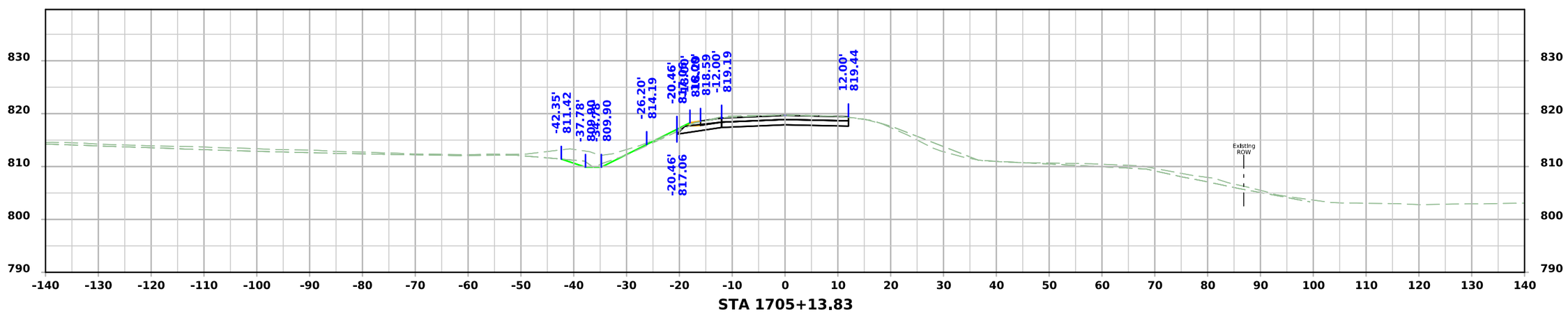
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.9

3:20:41 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X03.dgn

SR - 204th Trail



STA 1705+25.00

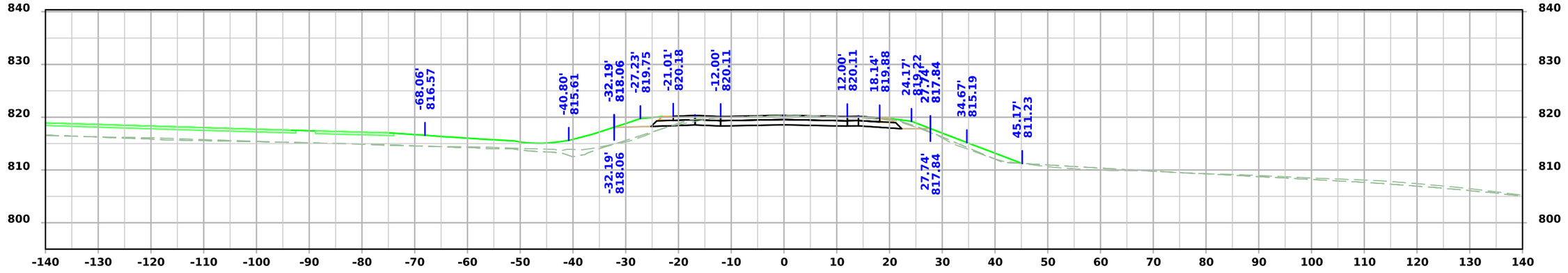


STA 1705+13.83

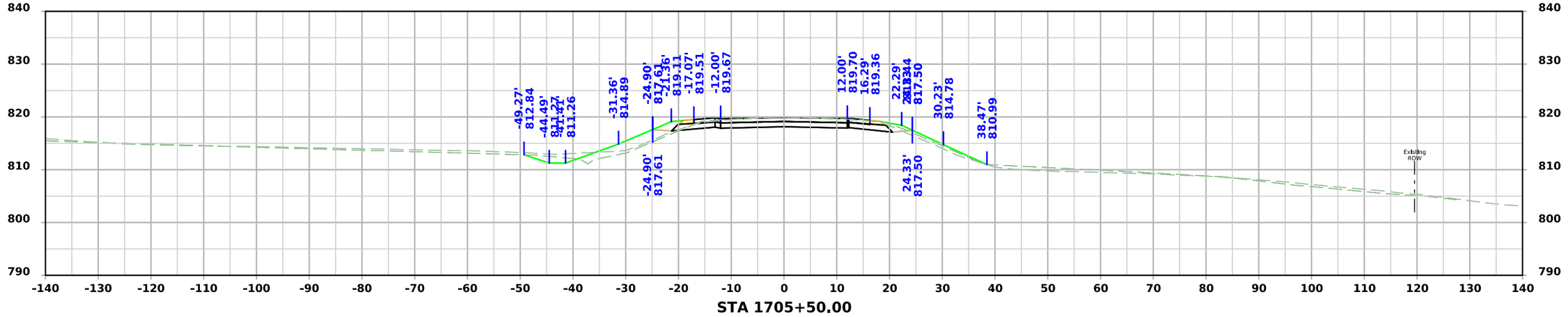
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.10

3:20:52 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X04.dgn

SR - 204th Trail



STA 1705+75.00

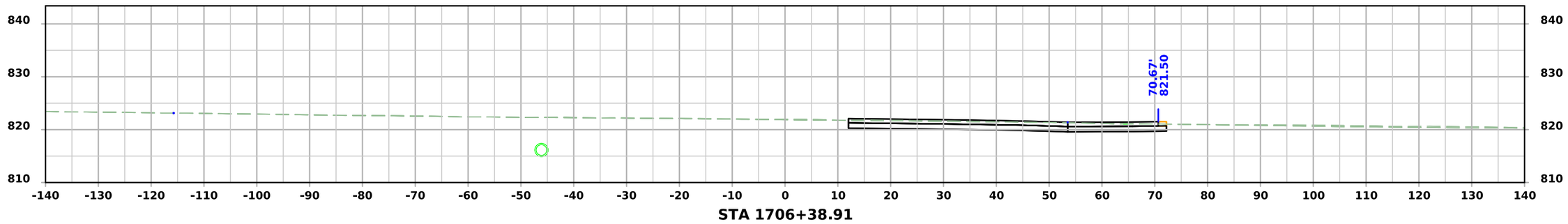


STA 1705+50.00

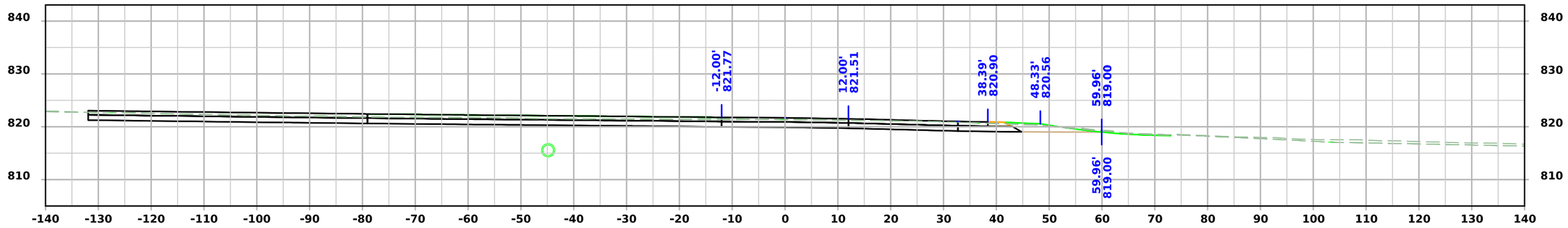
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.11

3:20:54 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X04.dgn

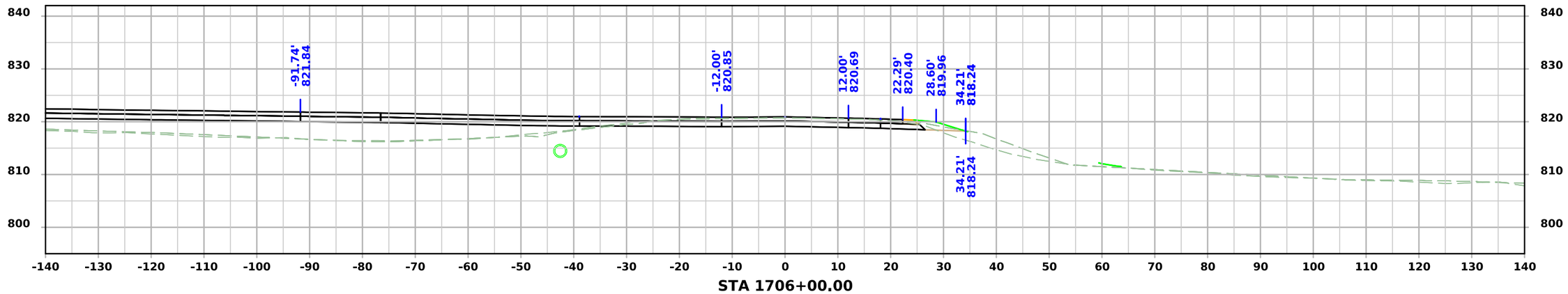
SR - 204th Trail



STA 1706+38.91



STA 1706+25.00

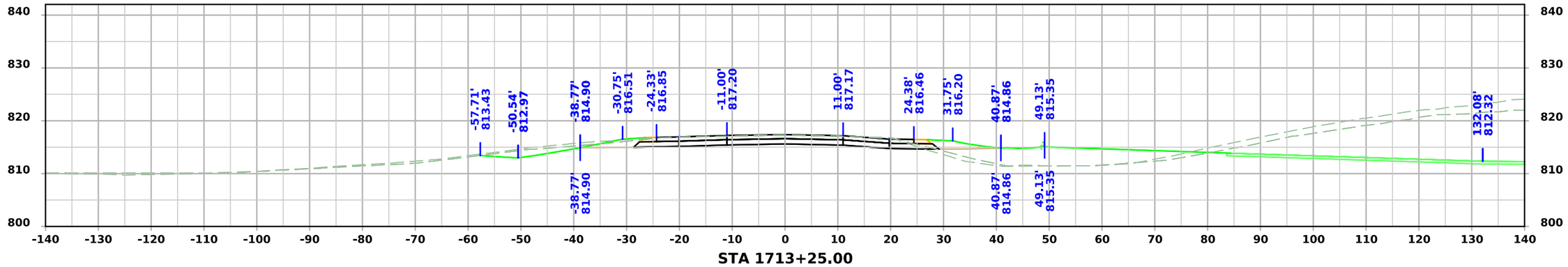


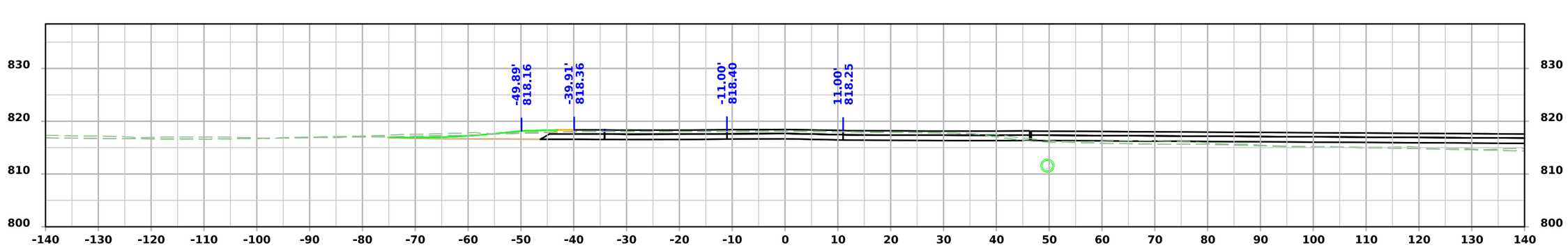
STA 1706+00.00

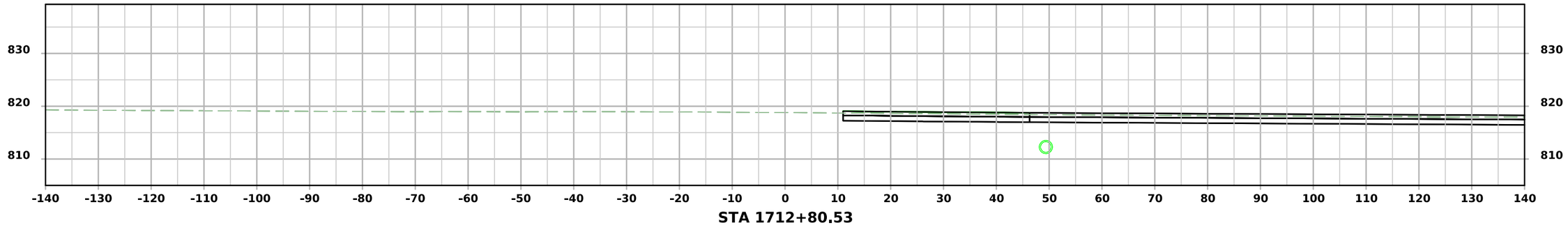
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.12

3:20:57 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X04.dgn

SR - 196th Street



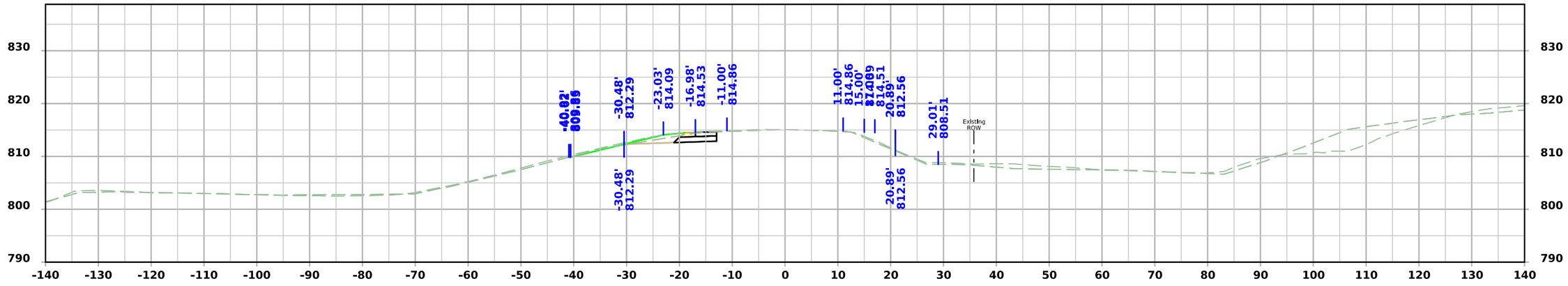




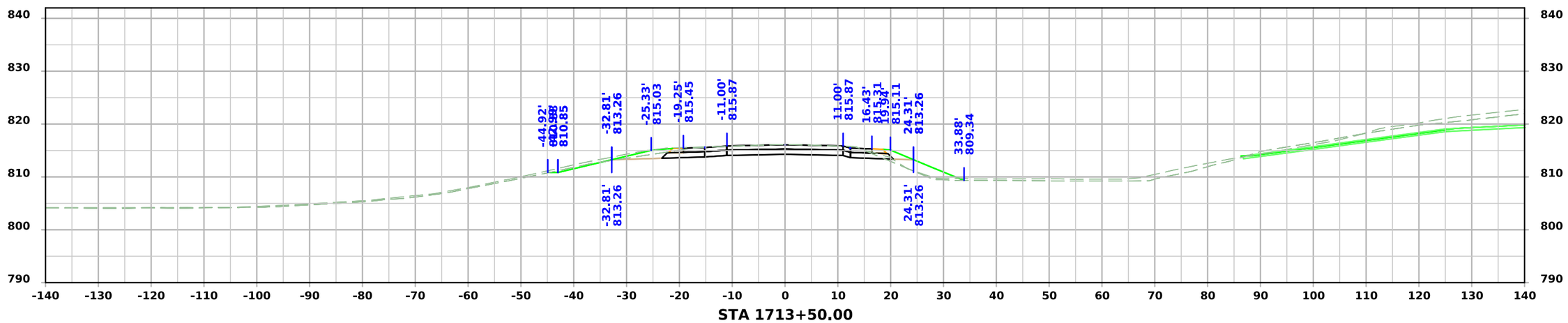
FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.13

3:21:06 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X05.dgn

SR - 196th Street



STA 1713+66.90

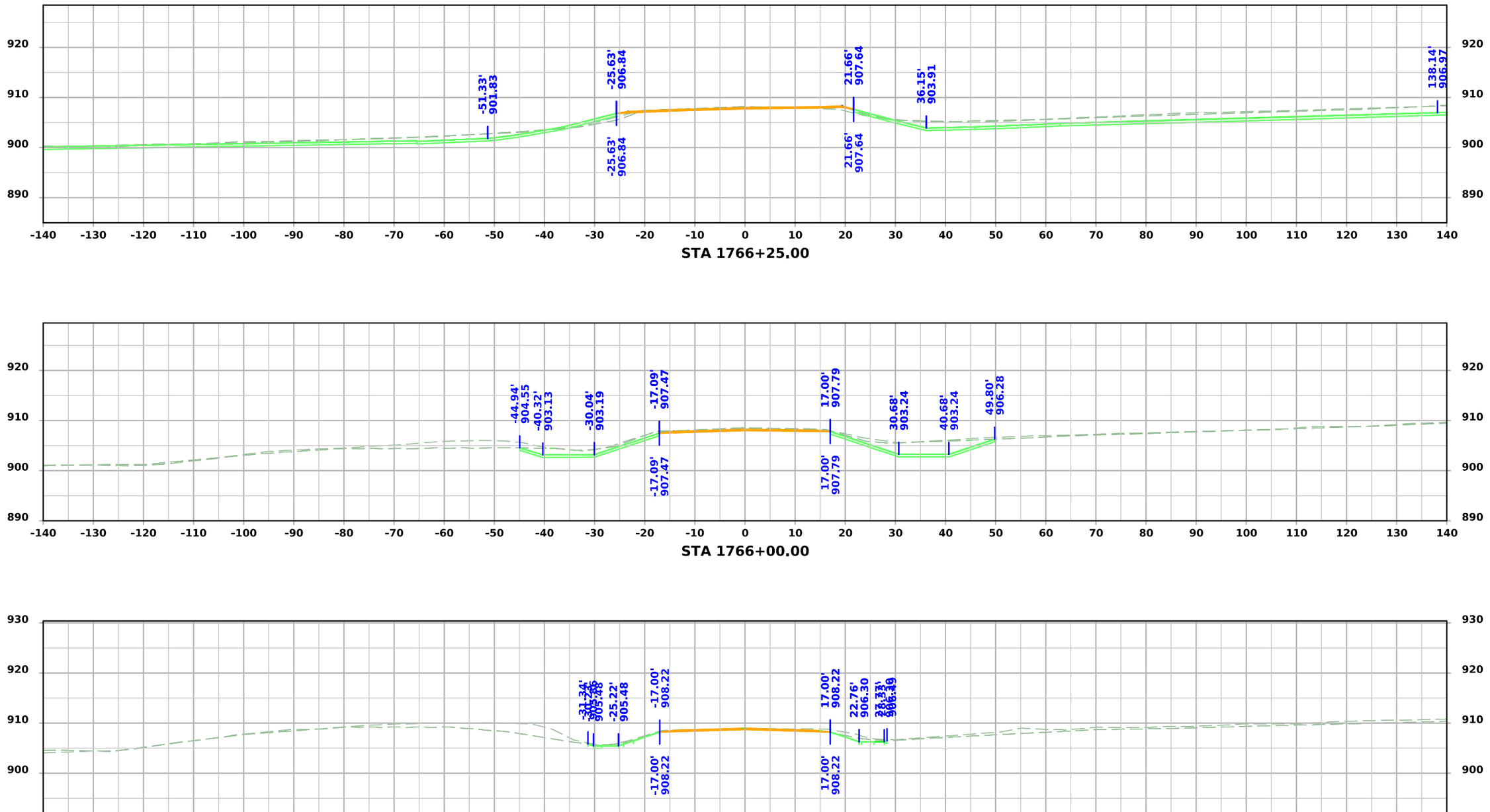


STA 1713+50.00

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.14

3:21:09 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X05.dgn

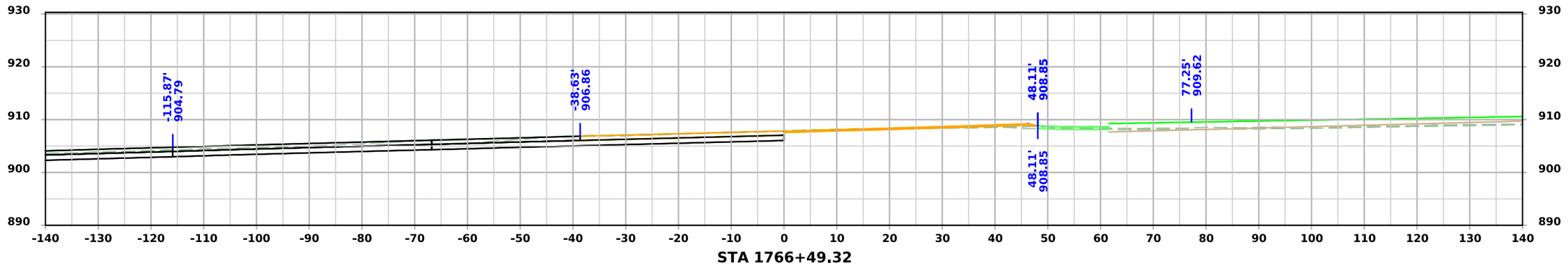
SR - 206th Place



FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.15

3:21:17 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X06.dgn

SR - 206th Place



STA 1766+49.32

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/MCNAMARA/JACKSON	MONROE COUNTY	PROJECT NUMBER NHSX-034-6(114)--3H-68	SHEET NUMBER X.16

3:21:20 PM 2/13/2026 wmcnama pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\6803404025\Design\CADD_Files\Sheet_Files\SHT_68034114Z12_X06.dgn