LETTING DATE
Oct 20, 2026

Unknown Pavement - Grade and Replace
NHSX-059-3(056)--3H-78

POTTAWATTAMIE COUNTY

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 5	Concept
A.6	US 59 Design Criteria
A.7	I-80/US 59 Ramp Design Criteria
B Sheets	**Typical Cross Sections and Details**
B.1 - 9	Typical Cross Sections and Details
D Sheets	**Mainline Plan and Profile Sheets**
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 19	US 59
E Sheets	**Side Road Plan and Profile Sheets**
* E.1	Pershing St.
* E.2	Wood St.
* E.3	N Lavista Heights Rd.
* E.4	Marty Dr.
* E.5	York Rd.
G Sheets	**Survey Sheets**
G.1	Survey Index
G.2	Control Point Vicintiy Map
G.2	Horizontal & Vertical Project Control Coordinate
J Sheets	**Traffic Control and Staging Sheets**
* J.1	Traffic Control Plan
* J.2	Traffic Control and Staging Legend Sheet
* J.3 - 7	Traffic Control and Staging Typical Cross Sections
* JS.1 - 3	Traffic Control and Staging Sheets Stage 1
* JS.4 - 6	Traffic Control and Staging Sheets Stage 2A
* JS.7 - 9	Traffic Control and Staging Sheets Stage 2B
* JS.10 - 12	Traffic Control and Staging Sheets Stage 3A
* JS.13 - 15	Traffic Control and Staging Sheets Stage 3B
* JS.16 - 18	Traffic Control and Staging Sheets Stage 4A
* JS.19 - 21	Traffic Control and Staging Sheets Stage 4B
* JS.22 - 24	Traffic Control and Staging Sheets Stage 5
K Sheets	**Interchange Sheets**
* K.1	I-80 RAMP B Plan and Profile Sheets
* K.2	I-80 RAMP C Plan and Profile Sheets
* K.2	I-80 RAMP D Plan and Profile Sheets
* K.2	I-80 RAMP E Plan and Profile Sheets
W Sheets	**Mainline Cross Sections**
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 64	US 59 Cross Sections
X Sheets	**Side Road Cross Sections**
X.100	Pershing St. Cross Sections
X.200	Wood St. Cross Sections
X.300	N Lavista Heights Rd. Cross Sections
X.400	Marty Dr. Cross Sections
X.500	York Dr. Cross Sections
Y Sheets	**Ramp Cross Sections**
Y.100	Ramp B Cross Sections
Y.200	Ramp C Cross Sections
Y.300	Ramp D Cross Sections
Y.400	Ramp E Cross Sections
Z Sheets	**Entrance Profiles**
Z.100	Entrance 7472L Profile
Z.200	Entrance 8524R Profile

* Color Plan Sheets

IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

POTTAWATTAMIE COUNTY

Unknown Pavement - Grade and Replace

In Avoca, Pershing St to S of Co Rd F66

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

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REVISIONS

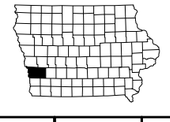
TOTAL
47
PROJECT IDENTIFICATION NUMBER
24-78-059-010
PROJECT NUMBER
NHSX-059-3(056)--3H-78
R.O.W. PROJECT NUMBER

D05: Oct 24, 2025
P09: Mar 04, 2026
DM5: Jun 30, 2026
D08: Aug 04, 2026
L03: Oct 20, 2026

PRELIMINARY PLANS

Subject to change by final design.

D2/3 PLAN - Date: 11-19-2025



DESIGN DATA RURAL

2016	AADT	4830	V.P.D.
2030	AADT	5082	V.P.D.
20 –	DHV	–	V.P.H.
TRUCKS		10	%
Total Design ESALs		–	

INDEX OF SEALS

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

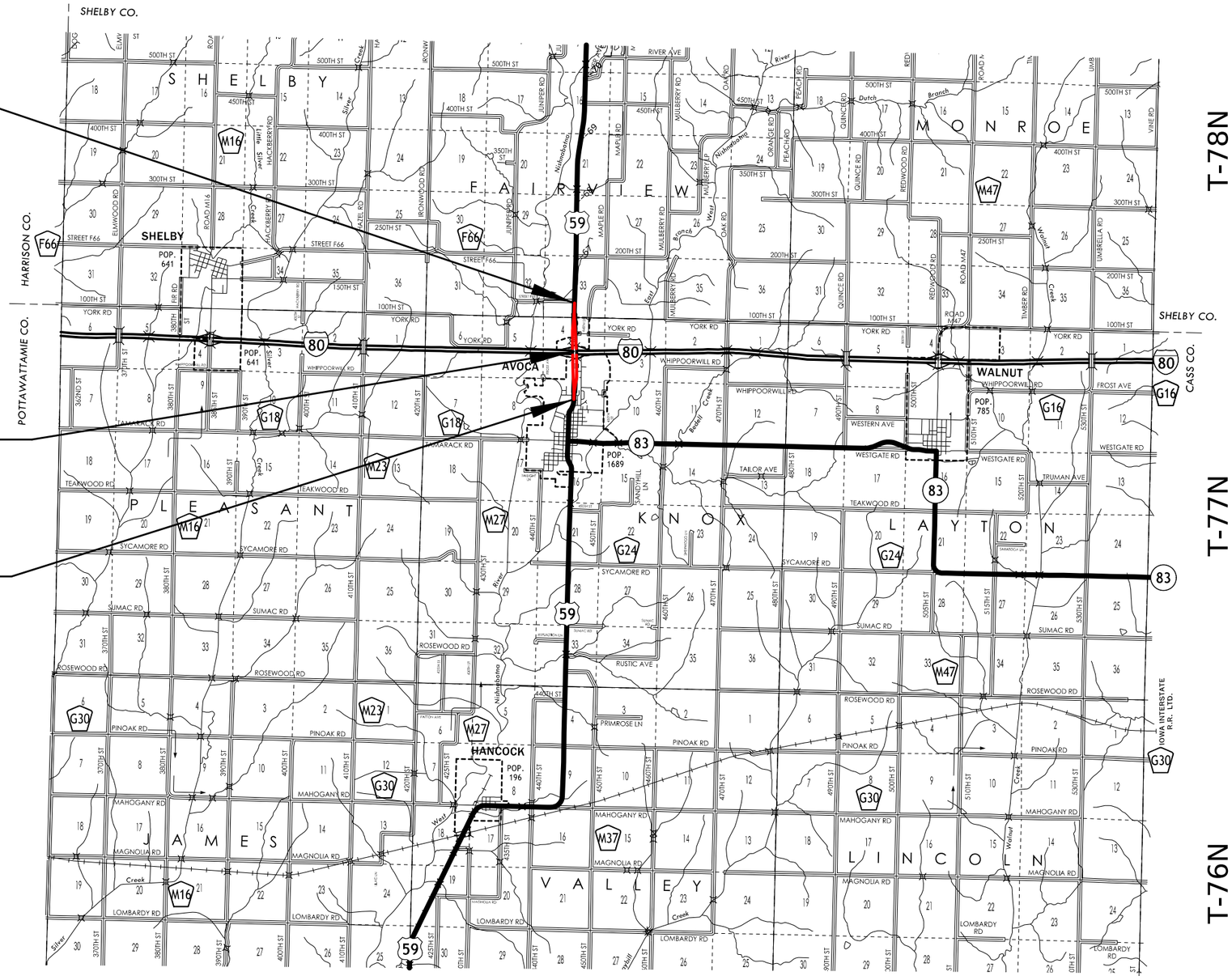
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER A.1

4:41:12 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\A01_78059056Z06.dgn

END CONSTRUCTION
Ref 66.2 MP

BRIDGE OVER I-80(EXST)
FHWA/ASSET #43480 (US 59 SB)
FHWA/ASSET #43470 (US 59 NB)

BEGIN CONSTRUCTION
Ref: 64.7 MP



LOCATION MAP SCALE
0 1 2 3
Miles

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER A.2	

4:41:13 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\A01_78059056Z06.dgn

FINAL PROJECT CONCEPT STATEMENT

U.S. 59
Roadway Improvements

Pottawattamie County
Project Number: NHSX-059-3(56)--3H-78
PIN: 24-78-059-010

Snyder & Associates, Inc.
Cindy Spencer, P.E.
March 4, 2024

I. STUDY AREA

A. Project Description

This project involves reconstruction of pavement on U.S. 59, from Pershing Street in Avoca, north to south of F66 in unincorporated Pottawattamie County. Existing horizontal and vertical geometry will be maintained, and no culvert extensions or foreslope grading changes are anticipated.

B. Project Need and Corrective Work

The roadway was initially paved in 1965 / 1966 with 10 inch PCC and was overlaid in 1997 with 80 mm (3 inches) of asphalt. The pavement is currently in poor condition, with reflective cracking through the HMA and deterioration at joints. The pavement section includes numerous full-depth PCC patches.



U.S. 59, Looking North From Pershing Street



U.S. 59 Looking South from the North End of Project

C. Present Facility

U.S. 59 though the project area is a divided 4-lane rural section, with transitions to a 2-lane rural section at the north and south ends. All lanes are 12 feet wide. The median width is variable, with a maximum width between inside edge of northbound and inside edge of southbound lanes of 50 feet. Ten foot wide granular outside shoulders and six foot wide granular median shoulders are present throughout. There does not appear to be any subbase material present under the mainline pavement. At least one turn lane is known to have one foot of special backfill below it. Subdrains were added as part of a resurfacing project constructed in 1997. Existing roadway foreslopes are 3:1 to 2:1, with no clear zone considerations. Initially, 3:1 foreslopes were constructed in the median. It is not clear if foreslope correction was done with any of the overlay or maintenance projects through the area.

Posted speed varies from 45 mph at the south end, to 50 mph at the I-80 interchange, to 55 mph near the north end of the project. Vertical profile generally meets “acceptable” design criteria, with a 5% grade at the south end of the project. The sag vertical curve at the south end of the project is rated for 50 mph design speed and the crest vertical curve at the north end of the 5% grade meets the criteria for 60 mph design. A -0.84% grade is carried through the I-80 interchange, with a 60 mph design vertical curve at the north end, transitioning to a -6.0% grade at the north end of the project. The 6% grade is greater than the maximum acceptable grade for a 60 mph design rural expressway (4%).

The horizonal alignment of the southbound lane contains horizontal curves with radii of

17,190 feet (no superelevation) and 22,920 feet (no superelevation). Curve radii in the northbound lanes, moving from south to north, are 11,460 feet, 2,865 feet, and 5,730 feet. The northernmost 2 curves are in an area of 55 mph posted speed, and the roadway is transitioning to 2 lanes. Existing superelevation on these curves is not clear based on review of as-built plans; design superelevation using current criteria would correspond with superelevation values of NC (normal crown), 4.6%, and 2.8%, respectively. The tangent between the smaller radius curves is long enough to accommodate superelevation transition.

At the I-80 interchange, median crossings at ramp terminals are directional, and do not allow a direct crossing for traffic wishing to travel straight through from the off ramp to the on ramp in the same direction. This crossing is necessary for snowplows and in case traffic needs to be detoured off I-80 using the ramps. The depressed median areas between directional ramp pavements contain pipe inlets to handle drainage. These pipes can be removed or abandoned if the area between existing median crossings is filled in and the crossing area is enlarged.

D. Traffic Estimates

The 2016 average annual daily traffic on U.S. 59 at the I-80 interchange is 4,830 VPD. Traffic includes the following directional volumes:

- SB U.S. 59 to WB I-80: 1,764 VPD
- SB U.S. 59 to EB I-80: 610 VPD
- WB I-80 Ramp to SB U.S. 59: 337 VPD
- WB I-80 Ramp to NB U.S. 59: 857 VPD
- NB U.S. 59 to WB I-80: 640 VPD
- NB U.S. 59 to EB I-80: 499 VPD
- EB I-80 Ramp to SB U.S. 59: 701 VPD
- EB I-80 Ramp to NB U.S. 59: 1,277 VPD

Truck percentage is 18% immediately north of I-80 and 12% immediately south of I-80.

Estimated 2030 traffic is 5,082 VPD with 10% trucks. Estimated 2050 traffic is 5,899 VPD with 10% trucks.

E. Access Control

Access control rights will not be updated with this project.

II. PROJECT CONCEPT

A. The Project

Proposed roadway geometry generally follows existing roadway geometry, including horizontal and vertical alignment. The ramp terminals will be widened and median crossovers at ramps will be enlarged into a rectangular shape to allow for a straight path

across the median. Existing turn lanes will be replaced throughout the project limits. The proposed roadway consists of two – 12 foot wide lanes in each direction. Outside shoulders will be ten foot wide and inside shoulders will be six foot wide with a 6 inch sloped curb. Outside shoulders will be narrowed to six foot wide adjacent to right turn lanes. All shoulders will be paved to full width. The existing depressed median will be cleared, stripped of topsoil, and filled in with contractor furnished fill material, then replaced with a raised median; all median drain pipes will be either abandoned or removed. The raised median will be paved north of the interchange, and grass covered south of the interchange. It is assumed that outside foreslopes will not be corrected to meet current design standards.

A construction project was recently completed at the bridges over I-80. Bridge approach pavement, guardrail, and shoulders were constructed as part of that project. It is assumed this project will not touch bridge approach pavement and newly placed shoulders adjacent to guardrail will remain. The median between ramp terminals will not be reconstructed. Where proposed paved shoulders are wider than existing paved shoulders, new wider shoulders will be constructed.

Estimates assume 10 inch thick PCC pavement or 11 inch thick HMA pavement, with estimated costs calculated separately for each option. Each option would match existing roadway profile. Shoulders estimated at 8 inches thick for each option. All median shoulders, which will be curbed, are estimated to be PCC regardless of mainline pavement surfacing. 12 inch thick modified subbase with subdrains is assumed beneath the pavement.

B. Estimated Costs

1. PCC Option

Roadway Item	Estimated Cost
Special Backfill	$ 945,452
Embankment-in-place	$ 149,600
Modified Subbase	$ 755,460
Paved Shoulders, 8” PCC	$ 1,799,100
PCC Pavement, Class C, Class 3, 10”	$ 3,936,230
PCC Median, 4”	$ 577,500
Removal of Pavement	$ 447,700
Traffic Control (5%)	$ 430,552
Mobilization (5%)	$ 430,552
Contingency (30%)	$ 2,841,644
Roadway Total	**$12,313,790**

2. HMA Option

Roadway Item	Estimated Cost
Special Backfill	$ 1,013,038
Embankment-in-place	$ 149,600

Modified Subbase	$ 755,460
Paved Shoulders, 8” PCC	$ 604,800
Paved Shoulders, 8” HMA	$ 862,550
PCC Median, 4”	$ 577,500
HMA Base	$ 1,005,380
HMA Intermediate	$ 489,238
HMA Surface	$ 489,238
HMA Binder	$ 1,179,781
Removal of Pavement	$ 447,700
Traffic Control (5%)	$ 378,714
Mobilization (5%)	$ 378,714
Contingency (30%)	$ 2,499,514
Roadway Total	**$10,831,228**

The Design Bureau will likely take a closer look at relative costs between HMA and PCC paving options once preliminary design is complete, and will ultimately make the decision on which option to follow.

C. Detour Analysis and Construction Sequence

U.S. 59 will be reconstructed one half at a time. Head-to-head traffic will use the existing northbound lanes while the southbound are being reconstructed, and vice versa. Gapped / staged paving will be necessary at ramp terminals to keep ramps open to traffic during construction. Sideroad or access tie-ins to U.S. 59 in the project area may be closed during project construction if other access is available, otherwise they will be stage constructed. No detours will be necessary for project construction.

D. ADA Accommodation

No ADA accommodations are present on this potion of U.S. 59.

E. Special Considerations

Several accesses are present within the project area. It is assumed reconstruction of accesses will be necessary to the end of returns. It is not assumed any construction will be necessary at sideroad or ramp tie-ins since U.S. 59 will be rebuilt to the existing elevation and profile grade. Each tie-in will be evaluated during the design phase to determine exact limits of reconstruction. No accesses or sideroads will be permanently closed.

Aside from removal or abandonment of median drain culverts, it is assumed that drainage structures in the project corridor will remain untouched.

Due to the area disturbed by project construction, an NPDES permit will be required for this project. Erosion control measures will be determined during final project design.

No additional right-of-way will be required.

F. Program Status

This project is not listed in the 2024-2028 Iowa Transportation Improvement Program. It is intended for an October 2027 letting. Development estimate for the project is $6,517,000.

Roadway			
PIN Number	24-78-059-010	**Submittal Date**	
Project Number	NHSX-059-3(056)--3H-78		**Approval Date**
District	District 4	**Assistant District Engineer**	Wes Mayberry
County	POTTAWATTAMIE	**or**	
Route	US 59	**Office Director**	
Location	In Avoca, Pershing St to S of Co Rd F66		
Work Type	Unknown Pavement - Grade and Replace		
Segment Manager			
Designer			

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
Maximum superelevation rate (Refer to Section 2A-2)		6%	8%	NA
Design lane width (ft)		12	12	12
Full depth paved width (ft)		12	12	12
Right turn lane (ft)		12	10	12
Climbing Lane (ft)		12	12	NA
Left turn lane (ft)		12	10	12
Pavement cross-slope (on tangent sections)	Through lanes	2%	1.5% minimum, 2% maximum	2%
	Auxiliary and turn lanes	3%	3% maximum	3%
	Crown break at centerline	4%	4% maximum	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	4%
Curb type (Refer to Section 3C-2)	Design speed = 50 or 55 mph	6-inch sloped	6-inch standard	6-inch sloped
	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	UAC
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	UAC
	Curbed roadways	2%	not steeper than 3:1	UAC
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1	NA
Transverse Slopes	w/ drainage structures	8:1	6:1	
	w/o drainage structures	10:1	6:1	
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--	UAC
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	C

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

Roadway Design Speed (mph) = 55

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

Design Criteria for High Speed Roadways

Design Element			Preferred Criteria Design Speed, mph						Acceptable Criteria Design Speed, mph						Project Values
			50	55	60	65	70	75	50	55	60	65	70	75	
Stopping sight distance (ft) (Refer to Section 6D-1)			425	495	570	645	730	820	425	495	570	645	730	820	495
Minimum horizontal curve radius (ft) (Refer to Sections 2A-2 and 2A-3)	Method 5 superelevation and side friction distribution	e_{max} = 6%	833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	UAC
		e_{max} = 8%	--	--	--	--	--	--	758	960	1200	1480	1810	2210	--
Minimum vertical curve length (ft) (Refer to Section 2B-1)			150	165	180	195	210	225	150	165	180	195	210	225	165
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	UAC
	sag vertical curves	roadways without fixed-source lighting	96	115	136	157	181	206	96	115	136	157	181	206	--
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	UAC
Minimum gradient (%)	(Refer to Section 2B-1)		0.5						0.3% with a curb, 0.0% without a curb						UAC
Maximum gradient (%)	(Refer to Section 2B-1)	Urban roadways	4		3				7	6	6	--	--	--	--
		Rural roadways							5	5	4	4	4	4	UAC
		Interstates							5	5	4	4	4	4	--
Clear zone			See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						30

Design year ADT = 5899

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
Turn lanes with curbs	6	See Section 3C-2	Turn lanes with curbs	6	0	6
	Effective Shoulder Width	Paved Width		Effective Shoulder Width	Paved Width	
Climbing Lanes	6	4	Climbing Lanes	4	0	NA
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*	10
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:

US 59 Design Criteria

Roadway			
PIN Number	24-78-059-010	Submittal Date	
Project Number	NHSX-059-3(056)--3H-78		Approval Date
District	District 4	Assistant District Engineer	Wes Mayberry
County	POTTAWATTAMIE	or	
Route	US 59	Office Director	
Location	In Avoca, Pershing St to S of Co Rd F66		
Work Type	Unknown Pavement - Grade and Replace		
Segment Manager			
Designer			

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

Ramps

Design Element		Preferred Values	Acceptable Values	Project Values
Design speed (mph)		See Design Speed for Ramps Table Below	See Design Speed for Ramps Table Below	
Design lane width (ft)				
Turn-lane width (ft)	Interstate ramps	12	12	
	Non-Interstate ramps	12	10	
Pavement cross-slope (on tangent sections)		2%	1.5% minimum, 2% maximum	
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	
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	4:1 for interstates*, 3:1 for other roadways	
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	
	Curbed roadways	2%	not steeper than 3:1	
Bridge width—new**		design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	
Bridge width—existing**		design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16	
	over non-primary	16.5 at interchange locations, 15 at all other locations	14	
	over railroad	23.3	23.3	
	sign truss and pedestrian bridges	17.5	17	
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	

*Design Exception required for ramps on the Interstate system only
**FHWA notification via email is required if acceptable cirteria is not met on the Interstate or NHS systems (No formal design exception required)

Ramp Design Speed (mph) =	

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

Design Criteria for Ramps Based Upon Design Speed

Design Element			Preferred Criteria Design Speed, mph								Acceptable Criteria Design Speed, mph								Project Values
			25	30	35	40	45	50	55	60	25	30	35	40	45	50	55	60	
Stopping sight distance (ft) (Refer to Section 6D-1)			155	200	250	305	360	425	495	570	155	200	250	305	360	425	495	570	
Minimum horizontal curve radius (ft) and superelevation rate (Refer to Sections 2A-2 and 2A-3)	Method 2 superelevation and side friction distribution	e_{max} = 4% max	See Table 10 in Section 2A-3					--	--	--	--								
	Method 5 superelevation and side friction distribution	e_{max} = 6%	144	231	340	485	643	833	1060	1330	144	231	340	485	643	833	1060	1330	
		e_{max} = 8%	--	--	--	--	--	--	--	--	134	214	314	444	587	758	960	1200	
Minimum vertical curve length (ft) (Refer to Section 2B-1)			75	90	105	120	135	150	165	180	75	90	105	120	135	150	165	180	
Minimum Rate of Vertical Curvature (Refer to Section 2B-1)	crest vertical curves		12	19	29	44	61	84	114	151	12	19	29	44	61	84	114	151	
	sag vertical curves	roadways without fixed-source lighting	26	37	49	64	79	96	115	136	26	37	49	64	79	96	115	136	
		roadways with fixed-source lighting	26	37	49	64	79	96	115	136	14	20	27	35	44	54	66	78	
Minimum gradient (%)	(Refer to Section 2B-1)		0.5								0.3% with a curb, 0.0% without a curb								
Maximum gradient (%) on ramps	(Refer to Sections 2B-1)	Upgrades	4								8	7	6	6	5	5	5	5	
		Downgrades									Equal to the maximum upgrade gradient. In special cases, may be 2% greater but in no case greater than 8%								
Clear zone			See "Preferred Clear Zone" table in Section 8A-2								See "Acceptable Clear Zone" table in Section 8A-2								

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

Effective Shoulder Width and Type for Ramps

Design Element		Ramp Type: Preferred Diagonal one lane	Preferred Diagonal two lane	Preferred Loop	Preferred Semi-Directional one lane	Preferred Semi-Directional two lane	Preferred Directional one lane	Preferred Directional two lane	Acceptable Diagonal Radius*> 500 feet* one lane	Acceptable Diagonal Radius*> 500 feet* two lane	Acceptable Loop	Acceptable Semi-Directional Radius > 500 feet* one lane	Acceptable Semi-Directional Radius > 500 feet* two lane	Acceptable Directional Radius > 500 feet one lane	Acceptable Directional Radius > 500 feet two lane	Project Values
Full depth paved width (ft)		16	24	18	16	24	16	24	14	22	17	14	22	14	22	
Design lane width (ft)		16	12	18	16	12	16	12	14	11	17	14	11	14	11	
Paved shoulder width (ft) (in the direction of travel)**	Left	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Right	6	6	6	6	6	8	8	6	6	6	6	6	8	8	
***Granular shoulder width (ft) (in the direction of travel)	Left	4	-	-	-	-	-	-	4	-	-	-	-	-	-	
	Right	6	-	-	-	-	-	-	6	-	-	-	-	-	-	
Curb type	Interstate	4-inch sloped							4-inch sloped							
	Non-Interstate	4-inch sloped							6-inch sloped							

*For radii less than 500 feet, refer to design widths of pavement for turning roadways in A Policy on Geometric Design of Highways and Streets
**Left and right shoulders widths may be reversed if needed to provide additional sight distance
***Non-Interstate interchanges only

Notes:

Ramp Design Speed (mph) =	

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

Design Speed for Ramps

Design Element	Ramp Type: Preferred All curves near free flow terminals	Preferred Diagonal Curves near at-grade terminals	Preferred Loop	Preferred Semi-Directional	Preferred Directional	Acceptable All curves near free flow terminals	Acceptable Diagonal Curves near at-grade terminals	Acceptable Loop	Acceptable Semi-Directional	Acceptable Directional	Project Values
Design speed (mph)	60	40	30	50	60	50	35	25	40	40	
Maximum superelevation rate (Refer to Section 2A-2 for details)	6%	4%	6%			8%					

I-80/US 59 Ramp Design Criteria

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER A.7	

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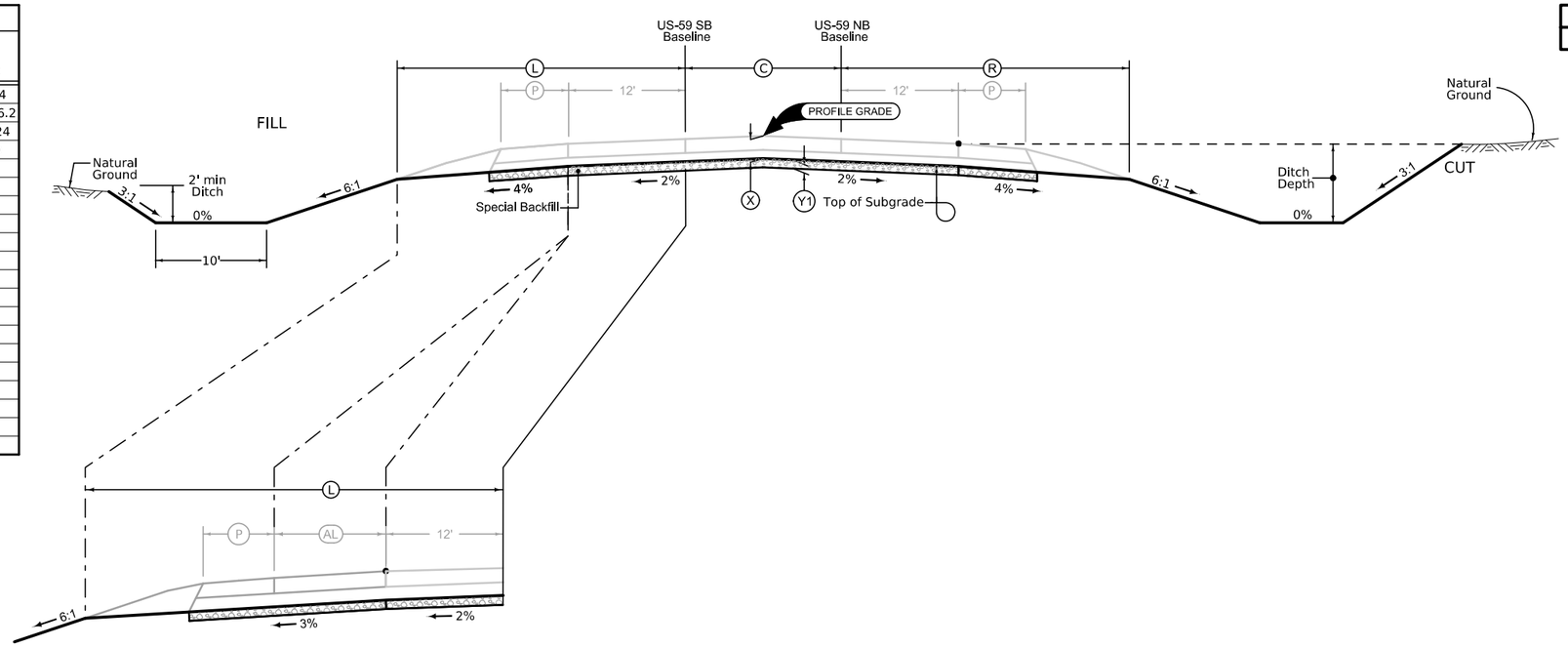
LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		Ⓛ Feet	Ⓡ Feet	Ⓧ Inches	Ⓒ Feet
US 59 (NB Stationing)	8471+35.75	8475+16.49	38.56	X	22	0-11.4
US 59 (NB Stationing)	8475+16.49	8476+79.19	-	X	22	11.4-16.2
US 59 (NB Stationing)	8476+79.19	8479+35.10	See Aux.	X	22	16.2-24
US 59 (NB Stationing)	8545+29.10	8550+54.42	38.56	X	22	24-0

Auxiliary Lane Grading

LOCATION			Ⓛ Feet
ROAD IDENTIFICATION	STATION TO STATION		
US 59 (NB Stationing)	8476+79.19	8478+98.94	X
US 59 (NB Stationing)	8478+98.94	8479+59.10	X



2 LANE GRADING

G_4D_Grade_Aux
MODIFIED

NORTHBOUND LANES GRADING

LOCATION			DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		(R) Feet	(X) Inches	(BW) Feet	(MW/2) Feet	(Y1) Inches
US 59 (NB Stationing)	8485+30.62	8493+39.58	34.58	22	XX	0-20.5	12
US 59 (NB Stationing)	8493+59.64	8501+42.74	34.58	22	XX	21-25	12
US 59 (NB Stationing)	8501+89.74	8508+65.47	34.58	22	XX	25	12
Bridge							
US 59 (NB Stationing)	8518+44.00	8521+35.00	34.58	22	XX	25	12
US 59 (NB Stationing)	8527+67.52	8529+06.11	34.58	22	XX	25-0	12
US 59 (NB Stationing)	8533+17.52	8543+50.54	34.58	22	XX	25-0	12

NORTHBOUND AUXILLARY LANE GRADING

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		(MW/2) Feet	(C/2) Feet	(X) Inches	(Y1) Inches
US 59 (NB Stationing)	8521+35.00	8522+25.00	25	19-14.5	22	12
US 59 (NB Stationing)	8522+25.00	8524+12.81	25	14.5-0	22	12

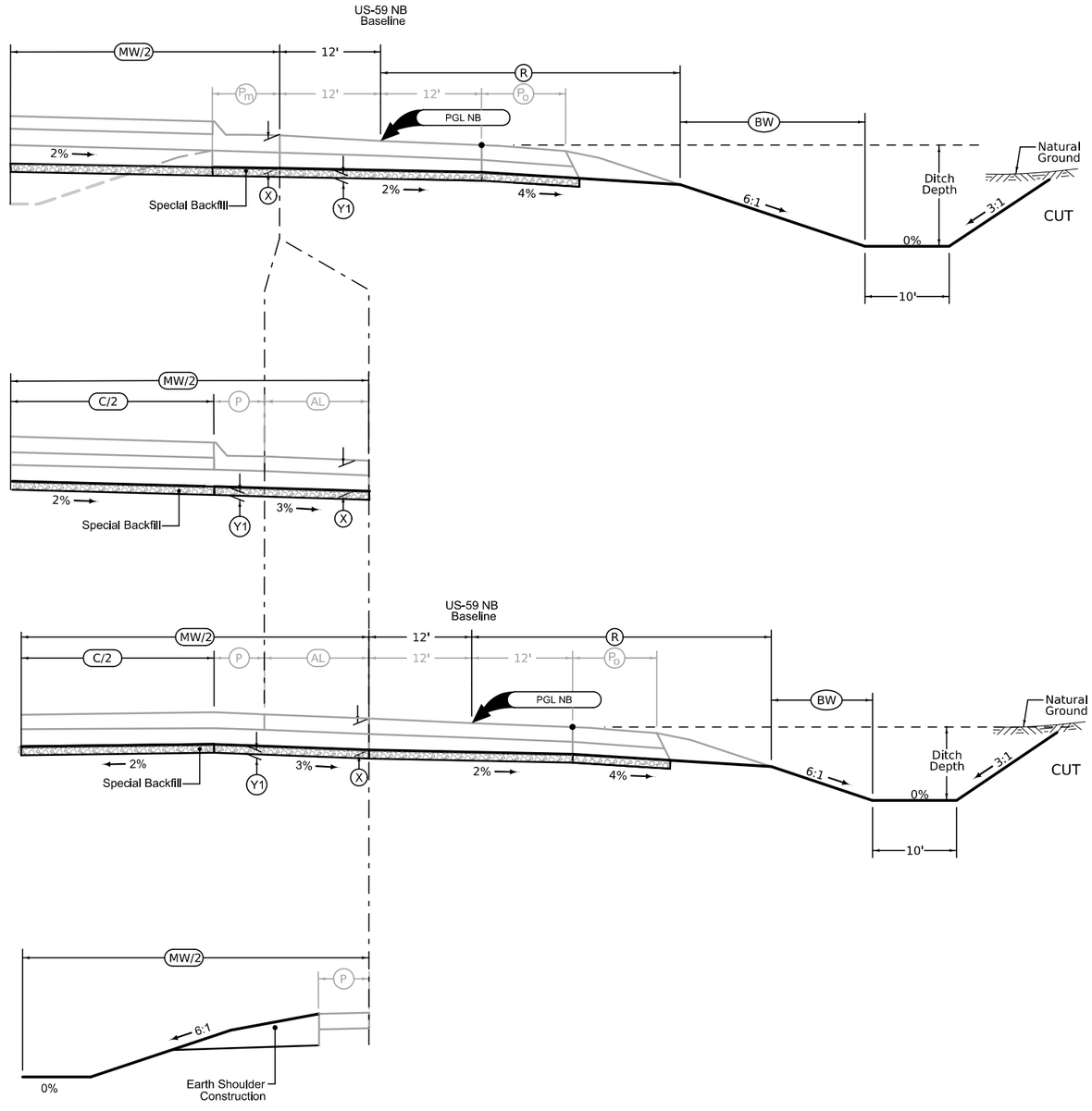
NORTHBOUND GRADING AT CROSSOVER/GORE

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(R) Feet	(X) Inches	(C/2) Feet	(BW) Feet	(MW/2) Feet	(Y1) Inches
US 59 (NB Stationing)	8479+35.10	8485+30.62	X	22	0-3.95	XX	0-8.95	12
US 59 (NB Stationing)	8493+39.58	8493+59.64	X	22	15.7-15.9	XX	20.7-20.9	12
US 59 (NB Stationing)	8501+42.42	8501+89.74	X	22	-	XX	25	12
US 59 (NB Stationing)	8508+65.47	8509+91.84	X	22	-	XX	25	12
Bridge								
US 59 (NB Stationing)	8517+02.80	8518+44.00	X	22	-	XX	25	12
US 59 (NB Stationing)	8524+12.81	8524+94.11	X	22	-	XX	25	12
US 59 (NB Stationing)	8529+06.11	8530+28.45	X	22	-	XX	25	12
US 59 (NB Stationing)	8543+50.54	8545+29.10	X	22	3.8-0	XX	8.8	12

NORTHBOUND GRADING AT DEPRESSED MEDIAN

4_C_ MODIFIED

Direction of Travel	BEGIN STATION	END STATION	(MW/2) Feet
NB	8509+91.84	8511+57.75	25
	Bridge		
NB	8515+11.31	8517+02.80	25



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.

(1) Refer to project plan and cross sections for specific location of foreslope change.

US 59 Northbound Grading

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER B.2

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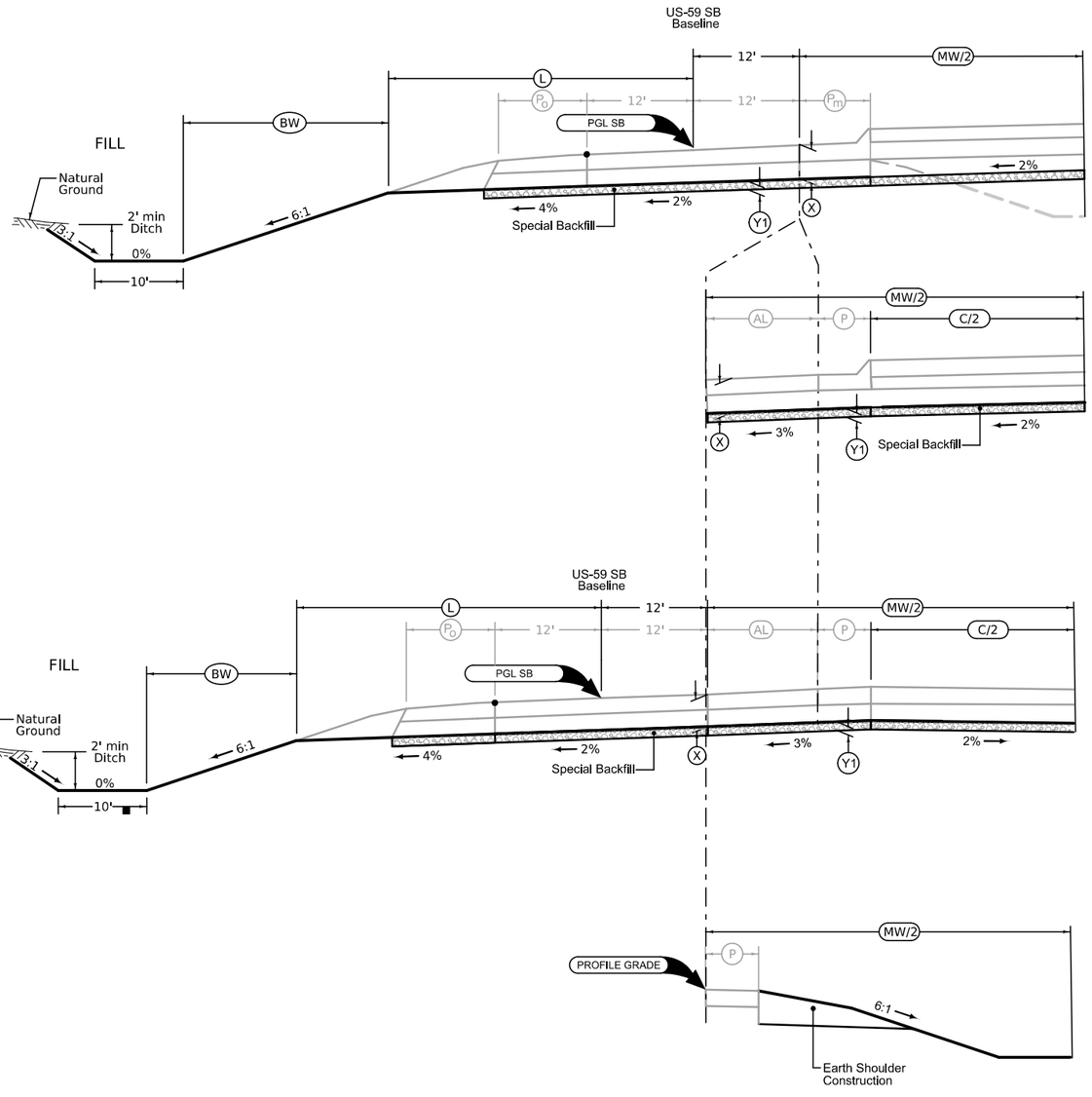
G_4D_Grade_Aux
MODIFIED



SOUTHBOUND LANES GRADING

LOCATION			DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(X) Inches	(BW) Feet	(MW/2) Feet	(Y1) Inches
US 59 (SB Stationing)	7485+30.62	7493+28.76	34.58	22	XX	0-20.5	12
US 59 (SB Stationing)	7493+68.69	7501+38.26	34.58	22	XX	21-25	12
US 59 (SB Stationing)	7501+85.26	7508+52.00	34.58	22	XX	25	12
Bridge							
US 59 (SB Stationing)	7518+39.00	7521+30.85	34.58	22	XX	25	12
US 59 (SB Stationing)	7527+65.00	7529+03.59	34.58	22	XX	25-0	12
US 59 (SB Stationing)	7533+15.00	7543+45.33	34.58	22	XX	25-0	12

SOUTHBOUND AUXILLARY LANE GRADING

LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		(MW/2) Feet	(C/2) Feet	(X) Inches	(Y1) Inches
US 59 (SB Stationing)	7524+91.00	7526+75.00	25	0-14.5	22	12
US 59 (SB Stationing)	7526+75.00	7527+64.90	25	14.5-19	22	12
US 59 (SB Stationing)	7530+25.92	7532+24.95	25	0-14.5	22	12
US 59 (SB Stationing)	7532+24.95	7533+14.95	25	14.5-19	22	12

SOUTHBOUND GRADING AT CROSSOVER/GORE

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(X) Inches	(C/2) Feet	(BW) Feet	(MW/2) Feet	(Y1) Inches
US 59 (SB Stationing)	7479+35.10	7485+30.62	X	22	0-3.95	XX	0-8.95	12
US 59 (SB Stationing)	7493+28.76	7493+68.69	X	22	15.7-15.9	XX	20.7-20.9	12
US 59 (SB Stationing)	7501+38.26	7501+85.26	X	22	-	XX	25	12
US 59 (SB Stationing)	7508+52.00	7509+87.38	X	22	-	XX	25	12
Bridge								
US 59 (SB Stationing)	7516+98.34	7518+39.00	X	22	-	XX	25	12
US 59 (SB Stationing)	7524+09.24	7524+91.00	X	22	-	XX	25	12
US 59 (SB Stationing)	7529+03.59	7530+25.92	X	22	-	XX	25	12
US 59 (SB Stationing)	7543+45.33	7545+24.39	X	22	3.8-0	XX	8.8	12

SOUTHBOUND GRADING AT DEPRESSED MEDIAN

4_C_
MODIFIED

Direction of Travel	BEGIN STATION	END STATION	(MW/2) Feet
SB	7509+87.38	7511+50.00	25
	Bridge		
SB	7515+20.71	7516+98.34	25

US 59 Southbound Grading

(1) Refer to project plan and cross sections for specific location of foreslope change.

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER B.3

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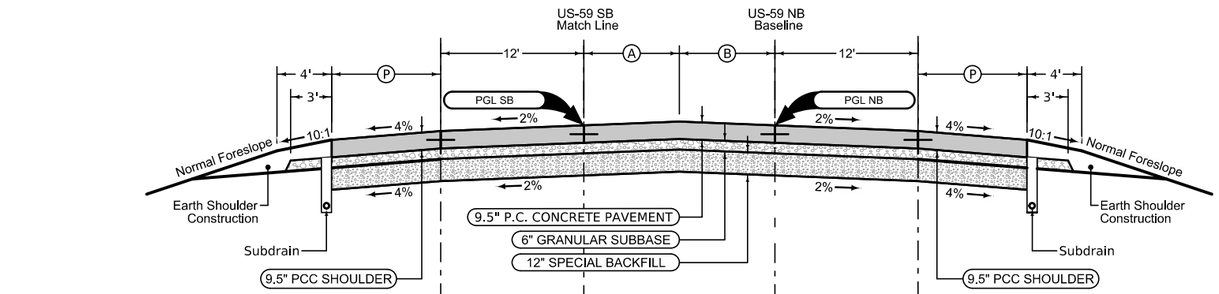
Full Depth PCC Shoulder

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

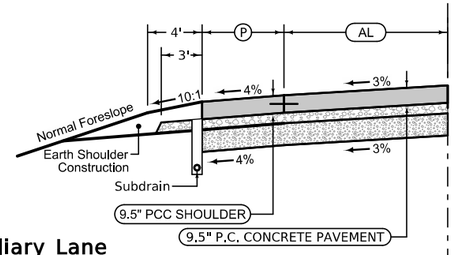
2_P_FullPCC_ 04-15-25		
STATION TO STATION		(P) Feet
8471+35.10	8471+49.33	10
8472+93.27	8475+16.25	10
8480+49.05	8485+34.59	10
Bridge and Approach		
8543+46.55	8551+48.29	10



Full Depth PCC Shoulder

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

2_P_FullPCC_ 04-15-25		
STATION TO STATION		(P) Feet
8471+35.75	8471+70.84	10
8472+48.85	8475+63.00	10
8476+81.00	8485+34.50	10
Bridge and Approach		
8543+46.55	8551+48.29	10



Auxiliary Lane
Full Depth Shoulder

Shoulder Jointing:
Longitudinal joint: L-2
Transverse joints: C at 17' spacing

Auxiliary Lane

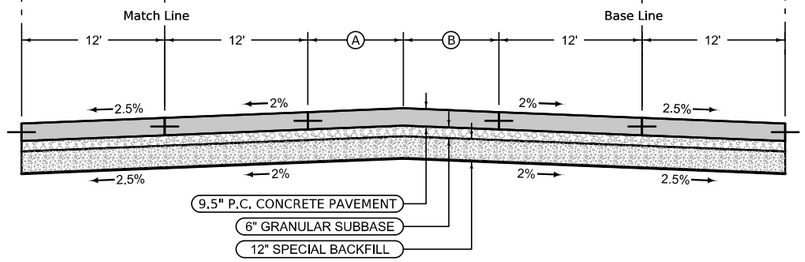
Longitudinal joint: L or BT
Transverse joint: Match Mainline

2_AL_Shldr_FullPCC_ 04-15-25	2_AuxLane_PCC_ 04-15-25		
(P) Feet	STATION TO STATION		(AL) Feet
6	8477+22.39	8478+98.94	12
6	8478+98.94	8479+59.09	12-6
6-4	8479+59.09	8480+49.05	6

Section shown in the direction of stationing.

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

2P_TWLTL_ Modified			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
8471+35.75	8479+35.10	0-12	0-12
8545+29.10	8550+54.42	12-0	12-0
8550+54.42	8551+48.29	0	0

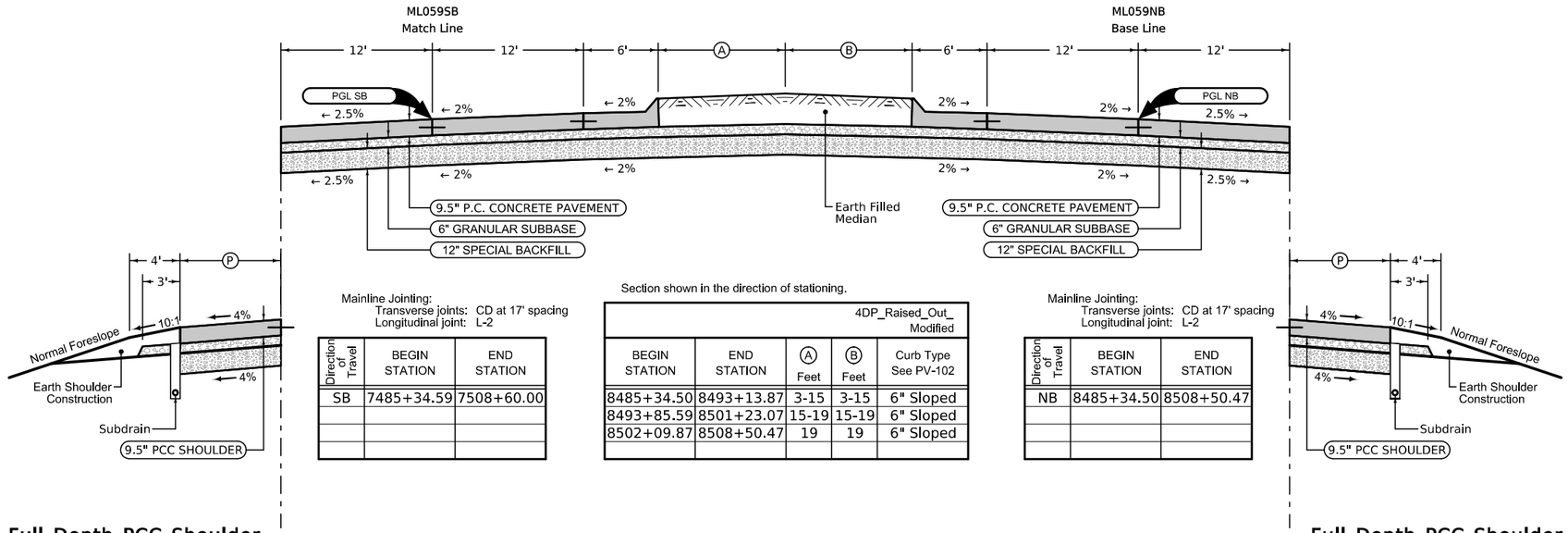


Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

4P_TWLTL_ Modified			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
8479+35.10	8485+34.50	0-9	0-9
8543+46.55	8545+29.10	9-0	9-0

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

US 59



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

Direction of Travel	BEGIN STATION	END STATION
SB	7485+34.59	7508+60.00

Section shown in the direction of stationing.

4DP_Raised_Out_ Modified

BEGIN STATION	END STATION	A Feet	B Feet	Curb Type See PV-102
8485+34.50	8493+13.87	3-15	3-15	6" Sloped
8493+85.59	8501+23.07	15-19	15-19	6" Sloped
8502+09.87	8508+50.47	19	19	6" Sloped

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

Direction of Travel	BEGIN STATION	END STATION
NB	8485+34.50	8508+50.47

Full Depth PCC Shoulder

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

4_P_FullPCC_ 04-15-25

Direction of Travel	BEGIN STATION	END STATION	P Feet
SB	7485+34.50	7507+15.70	10

Full Depth PCC Shoulder

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

4_P_FullPCC_ 04-15-25

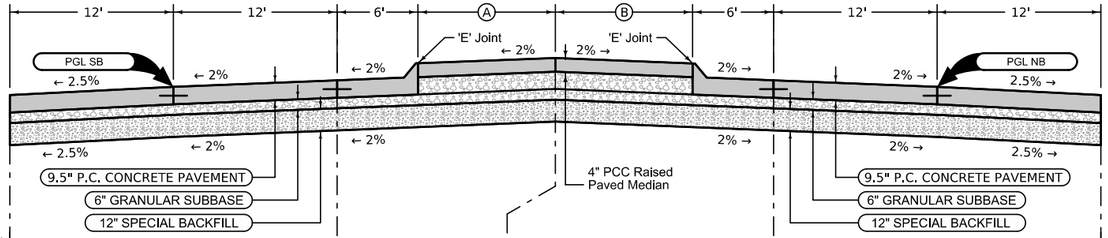
Direction of Travel	BEGIN STATION	END STATION	P Feet
NB	8485+34.50	8501+18.53	10
NB	8502+16.53	8507+00.00	10

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

US 59 South of I-80

ML059SB
Match Line

ML059NB
Base Line



Section shown in the direction of stationing.

4DP_Raised_Out_
04-21-20

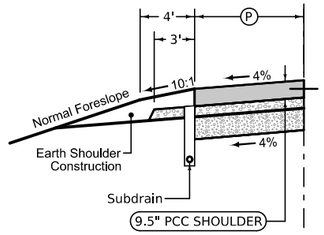
BEGIN STATION	END STATION	A Feet	B Feet	Curb Type See PV-102
8518+50.00	8521+35.00	19	19	6" Sloped
8527+67.52	8528+30.00	19	19	6" Sloped
8533+17.52	8543+46.55	19-3	19-3	6" Sloped

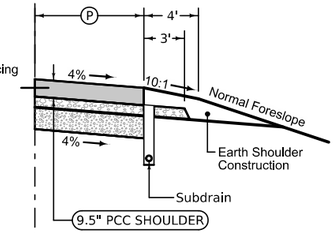
Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

Direction of Travel	BEGIN STATION	END STATION
SB	7518+45.00	7543+41.33

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

Direction of Travel	BEGIN STATION	END STATION
NB	8518+50.00	8543+46.55





Full Depth PCC Shoulder

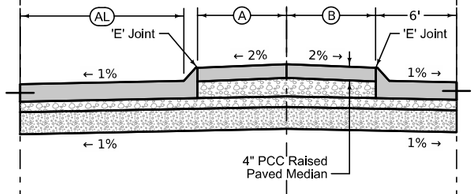
Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 17' spacing

4_P_FullPCC_
04-15-25

Direction of Travel	BEGIN STATION	END STATION	P Feet
SB	7519+34.09	7523+29.79	10
SB	7525+42.87	7543+41.33	10



BEGIN STATION	END STATION	A Feet	B Feet	AL Feet	Curb Type See PV-102
8521+35.00	8522+25.00	19-14.5	19-14.5	5-14	6" Sloped
8522+25.00	8523+75.00	14.5	14.5	14	6" Sloped



BEGIN STATION	END STATION	A Feet	B Feet	AL Feet	Curb Type See PV-102
8525+28.00	8526+77.52	14.5	14.5	14	6" Sloped
8526+77.52	8527+67.52	14.5-19	14.5-19	14-5	6" Sloped
8530+77.52	8532+27.52	14.5	14.5	14	6" Sloped
8532+27.52	8533+17.42	14.5-19	14.5-19	14-5	6" Sloped

Full Depth PCC Shoulder

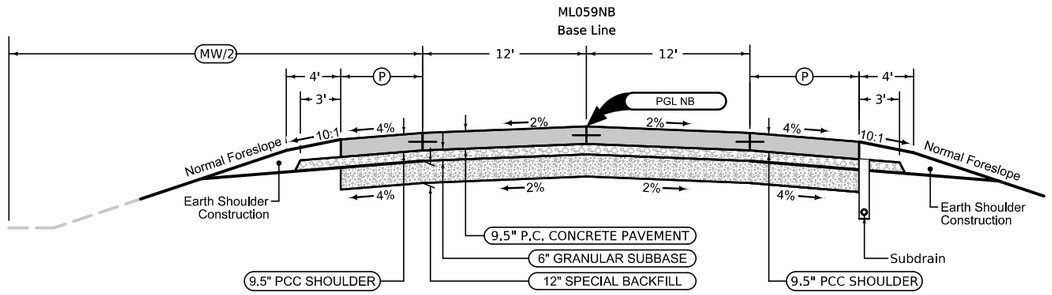
Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 17' spacing

4_P_FullPCC_
04-15-25

Direction of Travel	BEGIN STATION	END STATION	P Feet
NB	8520+25.00	8523+61.18	10
NB	8525+51.62	8528+18.17	10
NB	8531+10.24	8543+46.55	10

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

US 59 North of I-80



Full Depth PCC Shoulder

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

4_P_FullPCC_ 04-15-25		
BEGIN STATION	END STATION	(P) Feet
-	-	-
Bridge and Approach		
8515+17.44	8516+21.51	10

Section shown in the direction of stationing.
US 59 (NB Stationing)

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

4DP_ 04-21-20		
BEGIN STATION	END STATION	(MW) Feet
8508+50.47	8511+57.75	50
Bridge and Approach		
8515+17.44	8518+50.00	50

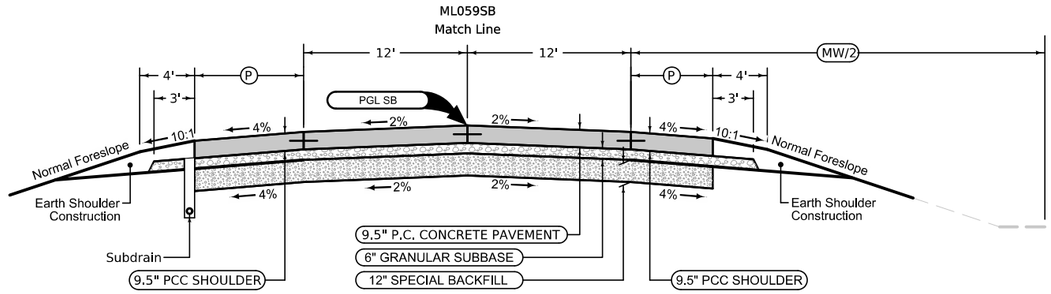
Full Depth PCC Shoulder

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

4_P_FullPCC_ 04-15-25		
BEGIN STATION	END STATION	(P) Feet
8510+01.79	8510+21.13	10
Bridge and Approach		
8515+17.44	8517+09.25	10

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

US 59 Northbound
Between Ramps



Section shown in the direction of stationing.

Full Depth PCC Shoulder

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

4_P_FullPCC_ 04-15-25		
BEGIN STATION	END STATION	(P) Feet
7509+73.71	7511+50.50	10
Bridge and Approach		
7516+56.80	7517+07.01	10

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

4DP_ 04-21-20		
BEGIN STATION	END STATION	(MW) Feet
7508+46.00	7511+50.50	50
Bridge and Approach		
7515+20.74	7518+45.00	50

Full Depth PCC Shoulder

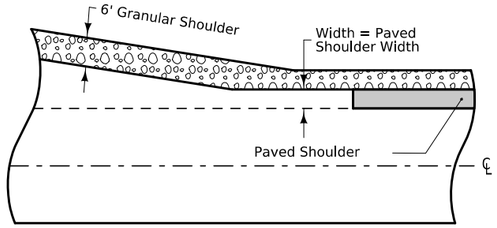
Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 17' spacing

4_P_FullPCC_ 04-15-25		
BEGIN STATION	END STATION	(P) Feet
7509+92.39	7511+50.50	10
Bridge and Approach		
7516+55.46	7516+93.32	10

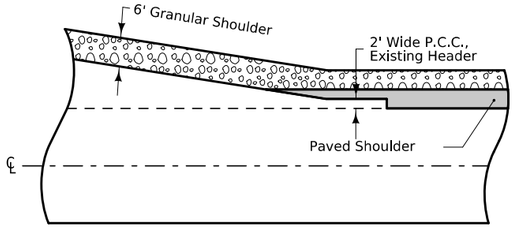
See Tab 100-24 for pavement quantities.
See Tab 112-9 for shoulder quantities.

US 59 Southbound
Between Ramps

7154A
10-20-09



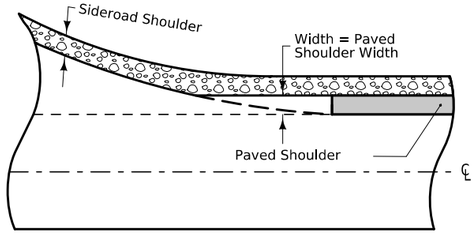
With Newly Constructed Turn Lanes



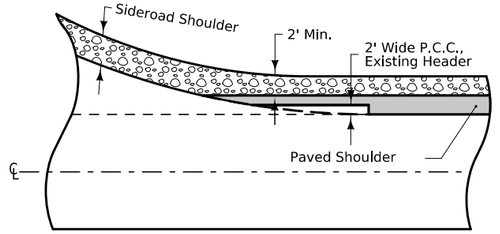
At UAC Turn Lanes

PAVED SHOULDER DETAIL AT TURN LANES

7154B
10-19-21



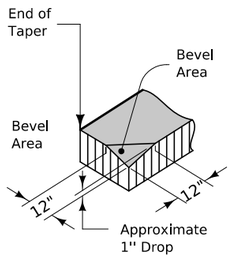
With Newly Constructed Returns



At UAC Returns

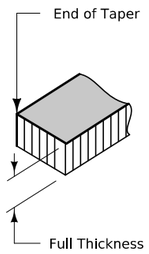
PAVED SHOULDER DETAIL AT RETURNS

7101
10-19-10



DETAIL 'A'

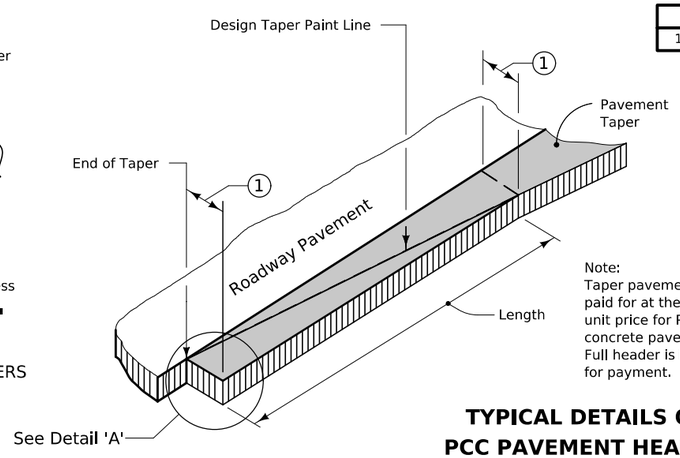
FOR
GRANULAR SHOULDERS



DETAIL 'A'

FOR
PAVED SHOULDERS

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



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

TYPICAL DETAILS OF PCC PAVEMENT HEADER

SURVEY SYMBOLS

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- Grave
- Cave
- Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Existing Utility Access (Manhole)
- Fire Hydrant
- 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

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

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

W2	Avoca, City of
SAN.	Avoca, City of
E2	Avoca, City of
FO3	Centurylink
FO	Farmers Mutual Telephone
FO6	ICN
E1	MidAmerican-Electric
G	MidAmerican-Gas
W	Regional Water Inc
FO4	Mediacom Cable
FO2	Windstream Communications
FO5	Marne Elk Horn Walnut Telephone Company
Not Marked	Iowa DOT Electric

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

RIGHT-OF-WAY LEGEND

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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.1

2:57:43 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\LGD_78059056Z06.dgn

Knox TWP.
T-77N R-39W
SEC. 09

STA 7471+35.75 (ML059SB)
BEGIN CONSTRUCTION

STA 8471+35.00 (ML059NB)
BEGIN CONSTRUCTION

POB 7471+35.75

UAC
30"x53'
Conc. Pipe

Entrance

UAC
Sta. 8472+65.4
30"x55' RCP
W/ 36" x 20ft HDPE Ext.
D.A.=64 A-H Plan

7475+00

Wood St.

UAC

POT STA 7476+34.00 (ML059SB)
= POT STA 2476+20.00 (SRWOODWEST)

UAC
Sta. 7476+33.3
65.7 LT
24"x106' CMP

7480+00

59

UAC
12"x57'
Conc. Pipe

PT 8471+34.40

Pershing St.

UAC
Sta. 8472+10.7
37.9 RT
24"x69' CMP

8470+00

8475+00

Wood St.

UAC
Sta. 8476+23.4
46.1 RT
24"x57' CMP

POT STA 8476+23.00 (ML059NB)
= POT STA 276+37.00 (SRWOODEAST)

8480+00

Δ = 32°45'29.15" (LT)
T = 430.59'
L = 837.59'
R = 1465.00'
E = 61.97'
e = ___
L = ___
x = ___

POT STA 8472+10.50 (ML059NB)
= POT STA 172+00.00 (SRPERSHING)

N Cherry St.

Existing ROW Shown
For Information Only

0 50
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.2	

2:59:30 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\D02_78059056Z06.dgn

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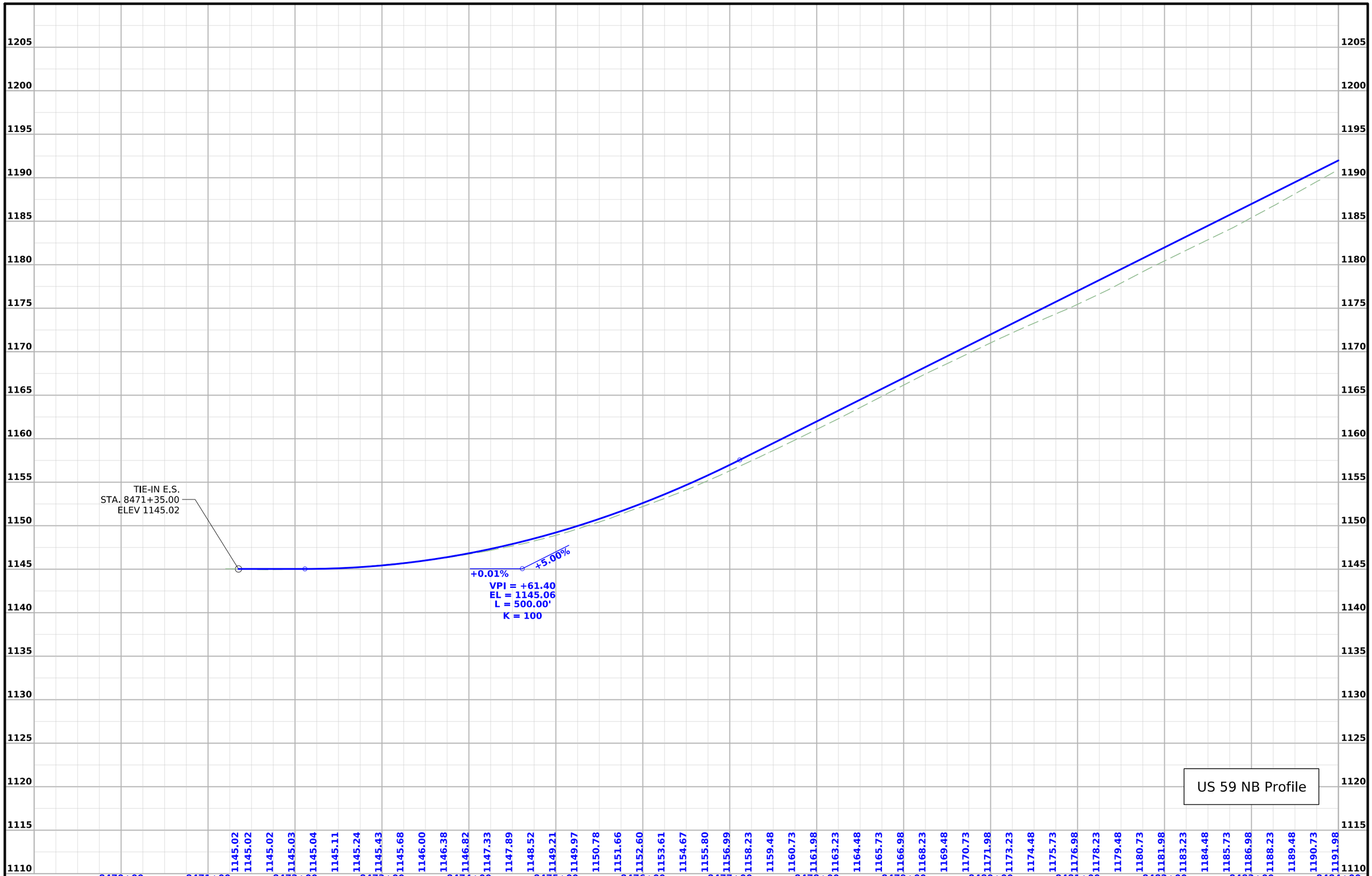

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.3

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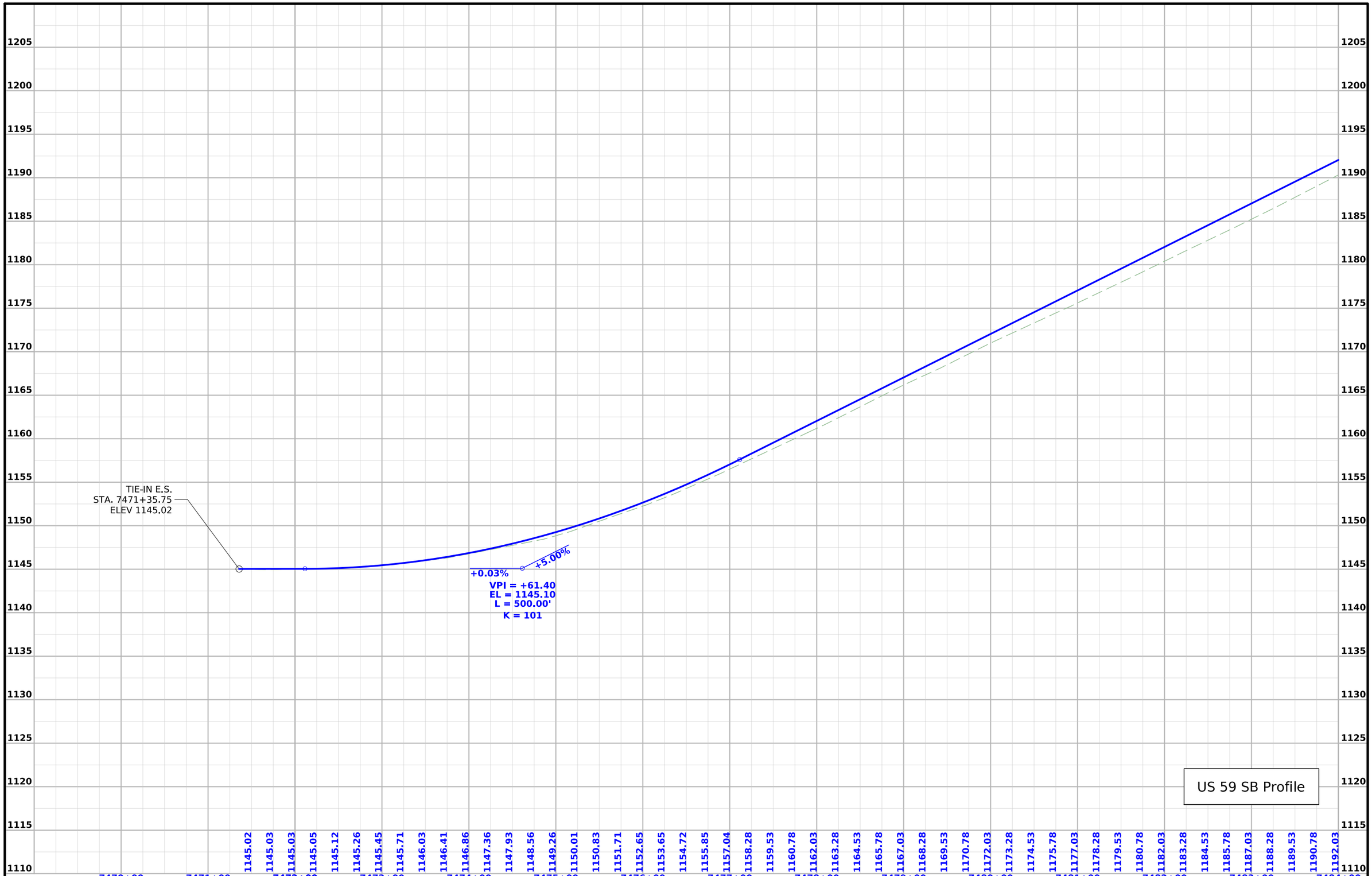

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.4

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Knox TWP.
T-77N R-39W
SEC. 09

Knox TWP.
T-77N R-39W
SEC. 04

Δ = 02°50'19.62" (LT)
T = 427.49'
L = 854.80'
R = 17252.57'
E = 5.30'
e = ___
L = ___
x = ___

7485+00

7490+00

PC 7491+72.72

7495+00

PI 7496+00.21

UAC
Sta. 8488+04.1
24"x122' RCP
D.A.=5.0 A-H Plan

UAC
24"x49'
C.M.P.

Entrance

59

59

UAC
Sta. 8486+74.1
12"x51' RCP
D.A.=Median

8485+00

8490+00

PC 8491+44.45

UAC
Sta. 8492+04.2
30"x141' RCP
D.A.=10.0 A-H Plan

Remove/Abandon
Sta. 8494+03.4
24"x47' RCP
D.A.=MEDIAN

8495+00

PI 8496+02.34

N Lavista Heights Rd

Δ = 04°33'32.09" (LT)
T = 457.88'
L = 915.29'
R = 11503.17'
E = 9.11'
e = ___
L = ___
x = ___

Existing ROW Shown
For Information Only

0 50
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.5

2:59:35 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\D02_78059056Z06.dgn

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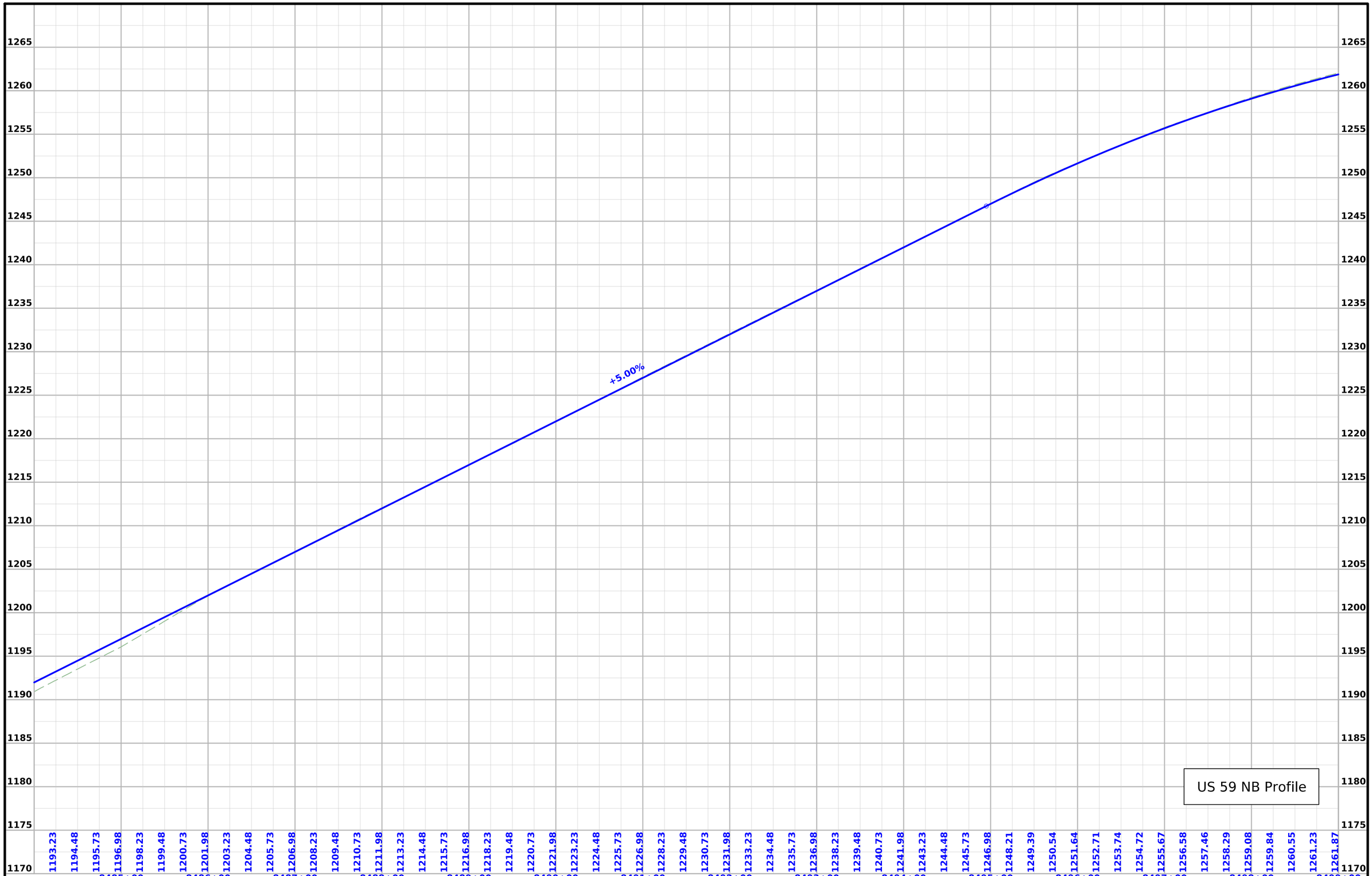

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.6	

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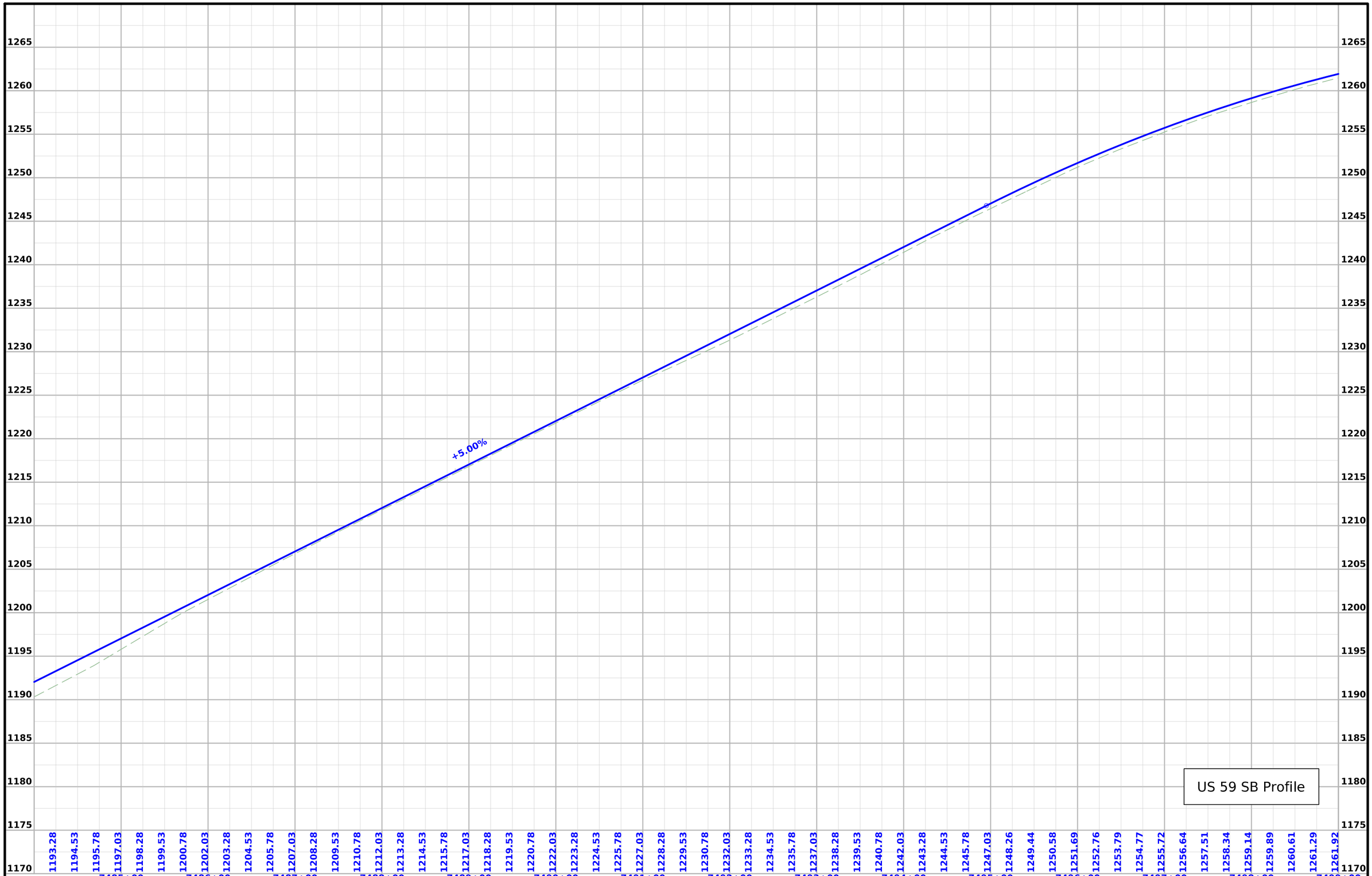

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.7

2:59:37 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\D02_78059056Z06.dgn

Knox TWP.
T-77N R-39W
SEC. 04

7500+00

PT 7500+27.52

UAC
18"x25'
C.M.P.

POT STA 7501+63.00 (ML059SB)
= POT STA 301+60.00 (SRLAVISTA)

UAC
Entrance

UAC
Sta. 8504+36.7
30"x166' RCP
D.A.=8.0 A-H Plan

7505+00

POT STA 7507+50.00, 12.00' LT (ML059SB)
= POT STA 2655+32.01 (RMP059B)

Remove/Abandon
Sta. 7508+60.7
24"x49' RCP
D.A.=Median

Ramp B

7510+00

STA 7511+50 (ML059SB)
STOP CONSTRUCTION

59

8500+00

PT 8500+59.74

POT STA 8501+67.53 (ML059NB)
= POT STA 302+34.05 (SRLAVISTA)

N Lavista Heights Rd

8505+00

POT STA 8507+00.00, 12.00' RT (ML059NB)
= POT STA 4652+43.86 (RMP059D)

Remove/Abandon
Sta. 8509+43.4
18"x65' RCP
D.A.=Median

Ramp D

8510+00

STA 8511+58 (ML059NB)
STOP CONSTRUCTION

Existing ROW Shown
For Information Only

0 50
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.8	

2:59:43 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\D02_78059056Z06.dgn

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VPI = +63.60
EL = 1270.16
L = 937.00'
K = 160

+5.00%

-0.85%

-0.88%

1295 1290 1285 1280 1275 1270 1265 1260 1255 1250 1245 1240 1235 1230 1225 1220 1215 1210 1205 1200

1261.87 1262.47 1263.02 1263.54 1264.03 1264.47 1264.87 1265.24 1265.56 1265.85 1266.10 1266.30 1266.47 1266.60 1266.69 1266.75 1266.76 1266.73 1266.67 1266.56 1266.42 1266.24 1266.03 1265.82 1265.60 1265.39 1265.18 1264.96 1264.75 1264.54 1264.33 1264.11 1263.90 1263.69 1263.48 1263.26 1263.05 1262.84 1262.63 1262.41 1262.20 1261.99 1261.78 1261.56 1261.35 1261.14 1260.92 1260.71 1260.50 1260.29 1260.07 1259.86 1259.64 1259.42 1259.20 1258.98 1258.76 1258.54 1258.32 1258.11 1257.89

8499+00 8500+00 8501+00 8502+00 8503+00 8504+00 8505+00 8506+00 8507+00 8508+00 8509+00 8510+00 8511+00 8512+00 8513+00 8514+00

US 59 NB Profile

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.9

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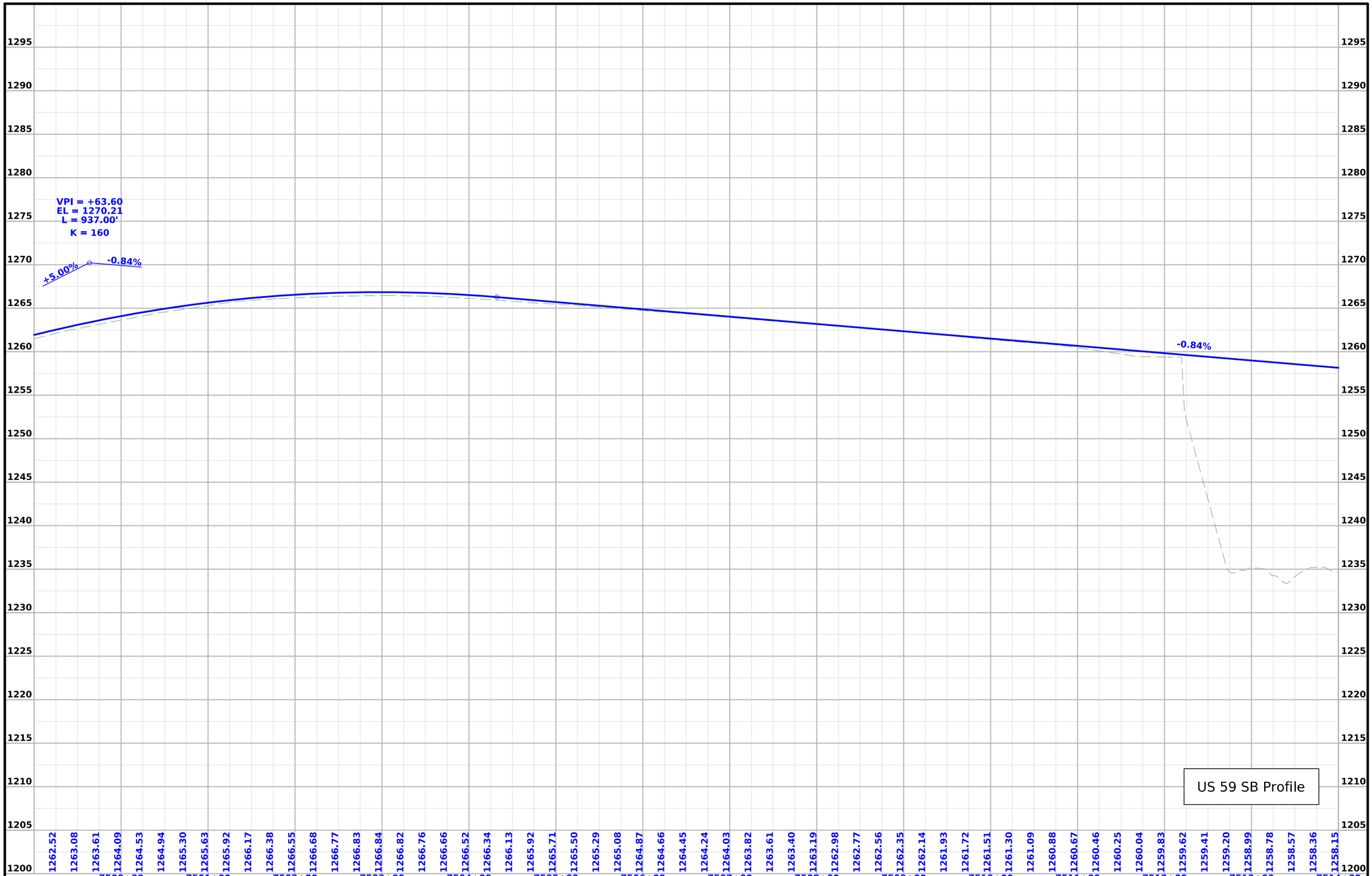

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.10

2:59:45 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\D02_78059056Z06.dgn

Knox TWP.
T-77N R-39W
SEC. 04

UAC
Sta. 8525+00.0
4'x5'x74.8' RCB
W/ 4'x5'x129.3' Inet Ext.,
4'x5'x82' Outlet Ext., and
60"x 180' RCP Outlet Ext.
(Best fit using Plan Stationing
and Elevations)
D.A.=50.0 A-H

UAC
15"x203'
Conc. Pipe

7515+00

STA 7515+21 (ML059SB)
RESUME CONSTRUCTION

Ramp C

7520+00

POT STA 7519+25.00, 12.00' LT (ML059SB)
= POT STA 3654+71.61 (RMP059C)

PC 7520+59.95

Δ = 01°30'32.79" (RT)
T = 307.06'
L = 614.09'
R = 23314.80'
E = 2.02'
e = ___
L = ___
x = ___

PI 7523+73.01

7525+00

POT STA 7524+58.00 (ML059SB)
= POT STA 1+51.45 (SRMARTY)

PT 7526+74.04

Entrance

Remove/Abandon
18"x135'
C.M.P.

Remove/Abandon
18"x218'
C.M.P.

59

UAC
Sta. 8516+39.7
24"x46' RCP
D.A.=Median

Remove/Abandon
Sta. 8517+69.4
24"x46' RCP
D.A.=Median

8515+00

STA 8515+17 (ML059NB)
RESUME CONSTRUCTION

Ramp E

8520+00

PC 8520+64.43

POT STA 8520+25.00, 12.00' RT (ML059NB)
= POT STA 5651+83.77 (RMP059E)

PI 8523+70.51

Entrance

UAC
24"x110'
Conc. Pipe

8525+00

Remove/Abandon
Sta. 8525+12.9
24"x103' RCP
D.A.=Median

UAC
36"x46'
Conc. Pipe

PT 8526+76.56

Δ = 01°30'32.79" (RT)
T = 306.09'
L = 612.14'
R = 23240.80'
E = 2.02'
e = ___
L = ___
x = ___

UAC
Entrance

Existing ROW Shown
For Information Only

0 50
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.11

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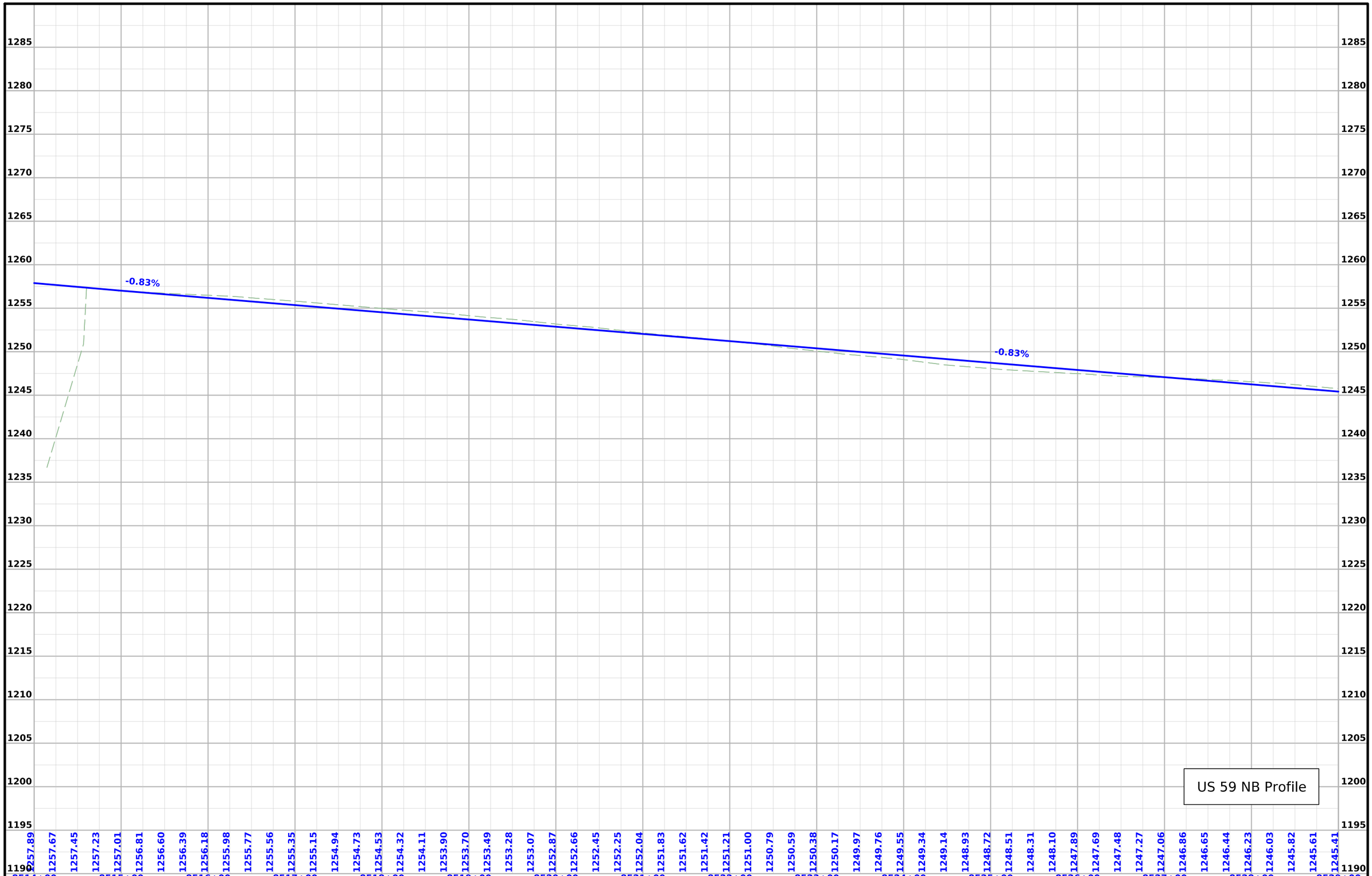
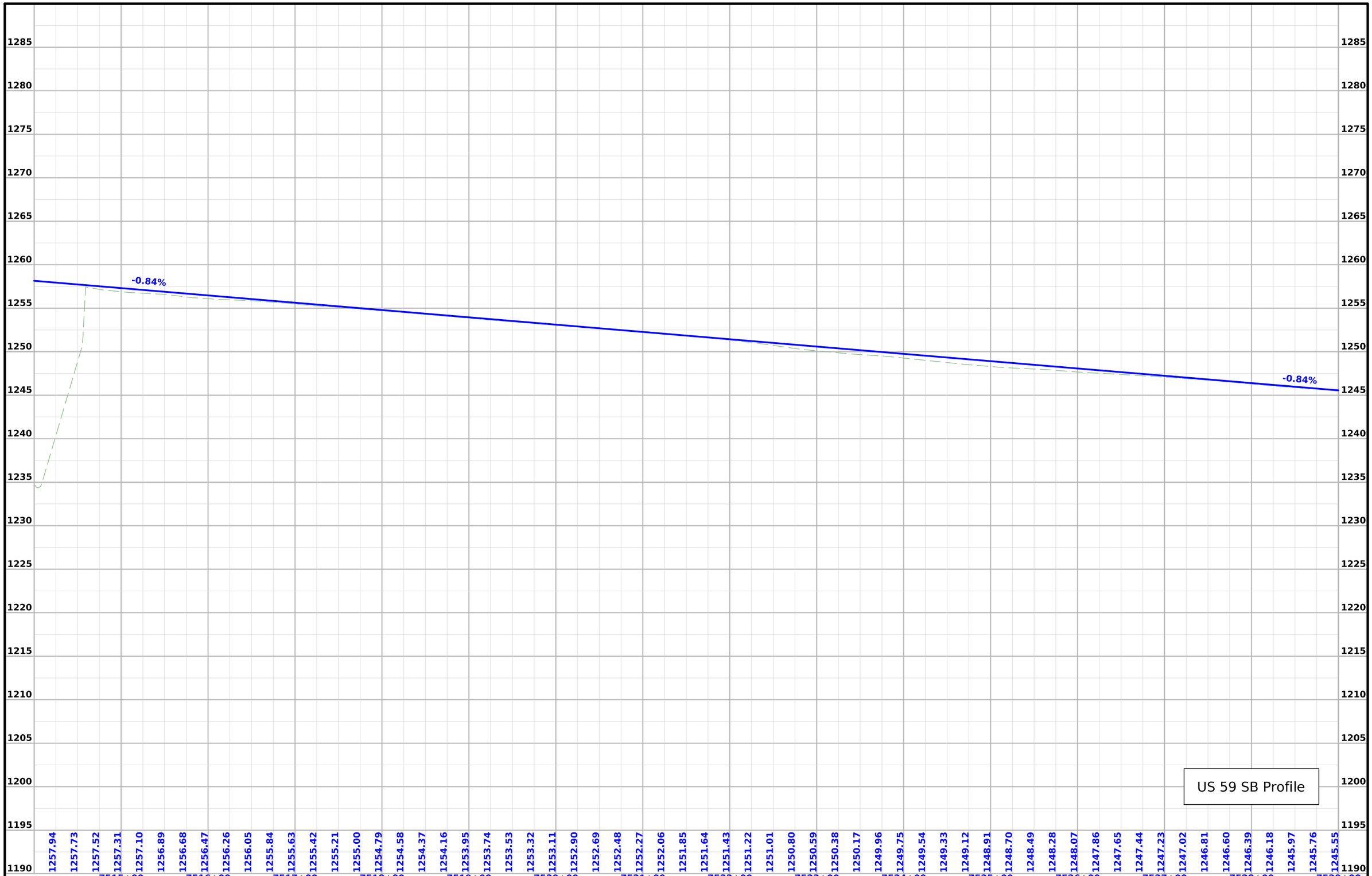


FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.12

2:59:53 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\D02_78059056Z06.dgn



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.13

2:59:54 PM 11/18/2025 emcdona pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\D02_78059056Z06.dgn

Knox TWP.
T-77N R-39W
SEC. 04

POT STA 7529+71.39 (ML059SB)
= POT STA 0+06.48 (SRYORK)

7530+00

Entrance

UAC
Sta.
8531+35.9
42"x229' RCP
D.A.=14 A-VH

UAC
24"x42'
C.M.P.

7535+00

7540+00

PC 7540+25.17

Δ = 01°35'21.22" (RT)
T = 300.03'
L = 600.02'
R = 21632.39'
E = 2.08'
e = ___
L = ___
x = ___

PI 7543+25.20

Remove/Abandon
Sta. 8542+04.7
24"x47' RCP
D.A.=Median

Remove/Abandon
18"x218'
C.M.P.

59

59

59

York Rd.

8530+00

POT STA 8529+72.25 (ML059NB)
= POT STA 0+80.50 (SRYORK)

8535+00

PC 8538+82.45

8540+00

PI 8540+10.59

PT 8541+38.56

PC 8543+90.57

Δ = 05°04'55.32" (LT)
T = 128.14'
L = 256.10'
R = 2887.37'
E = 2.84'
e = ___
L = ___
x = ___

Existing ROW Shown
For Information Only

0 50
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.14	

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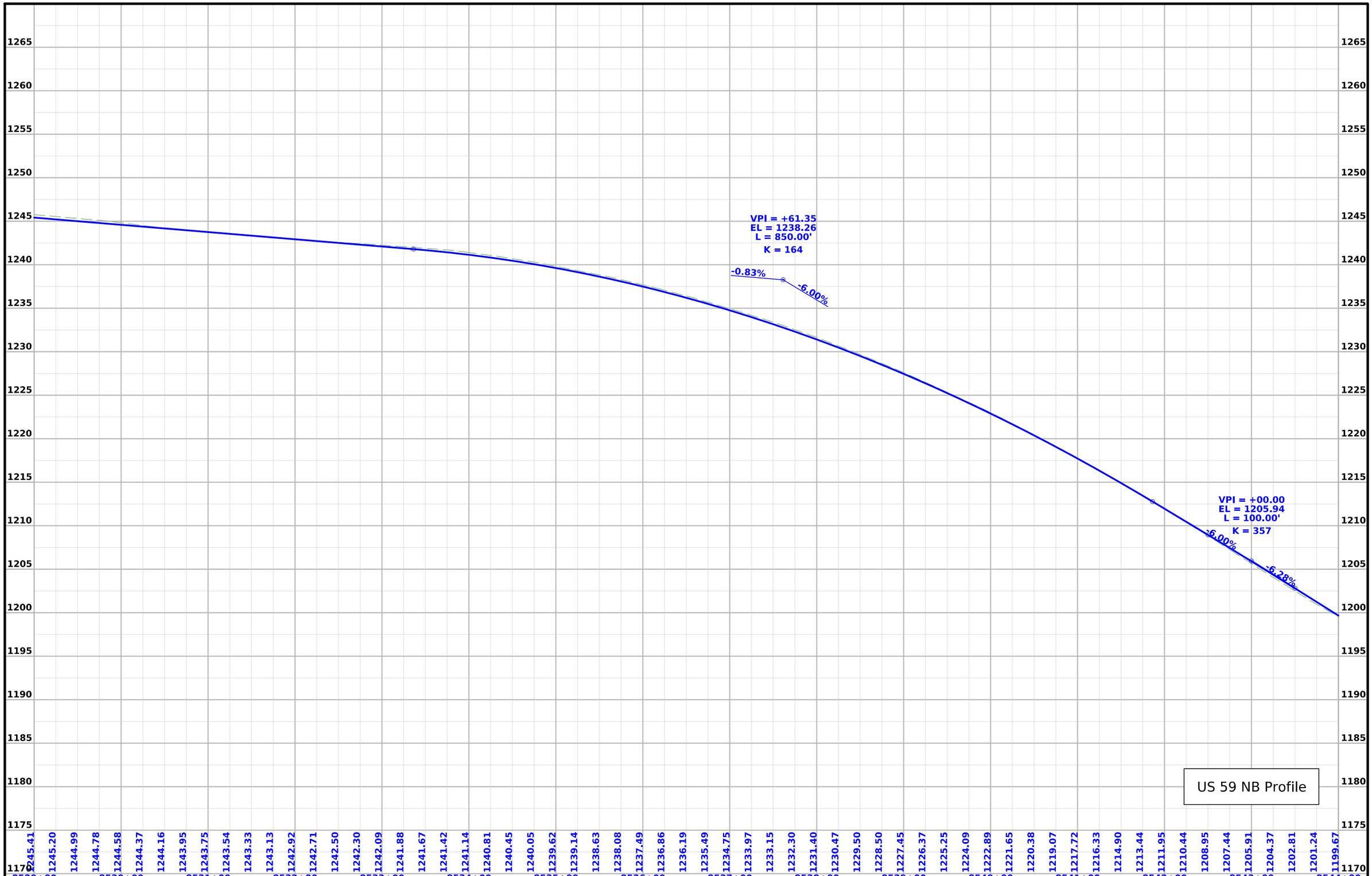

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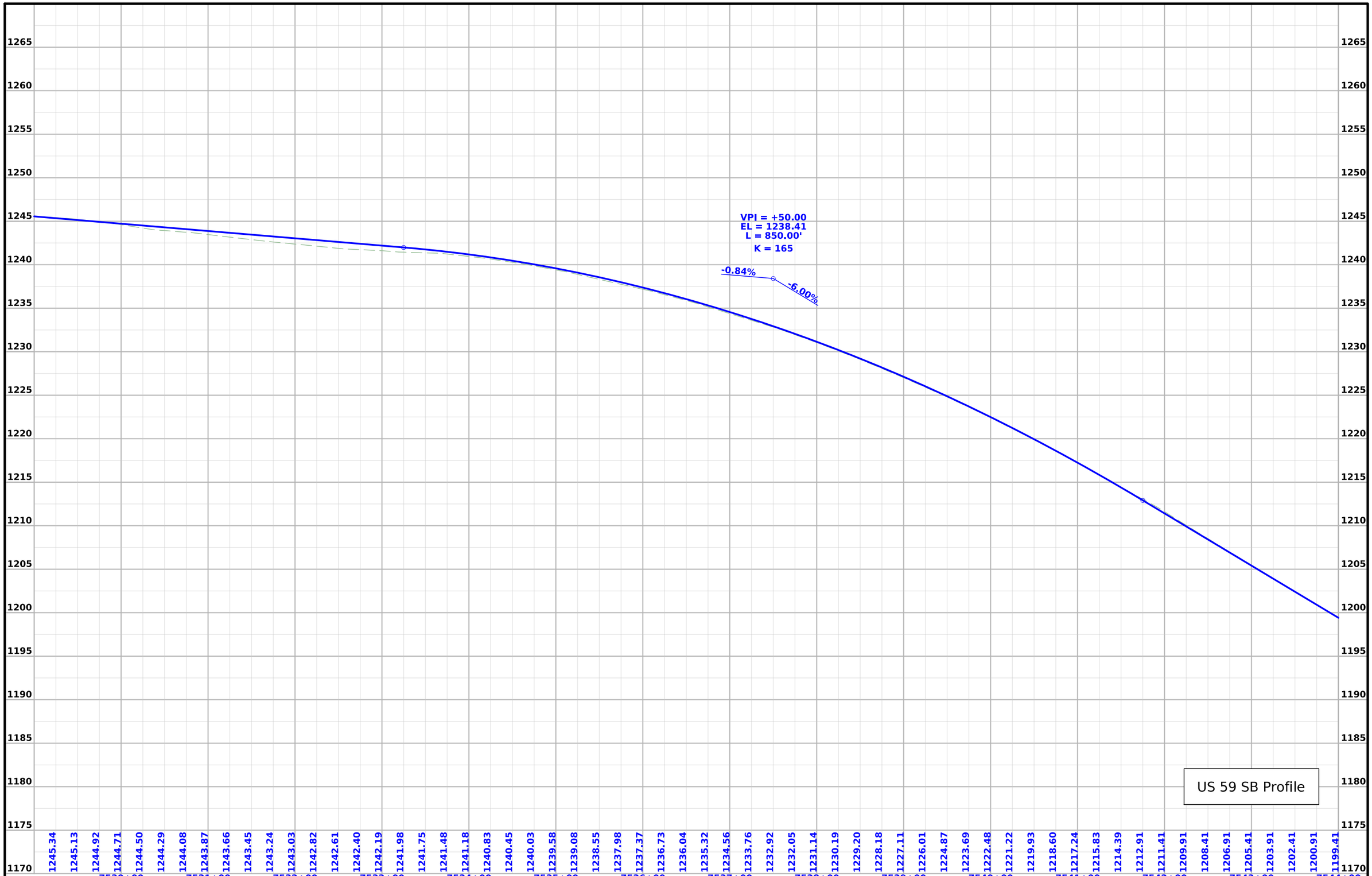

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.16

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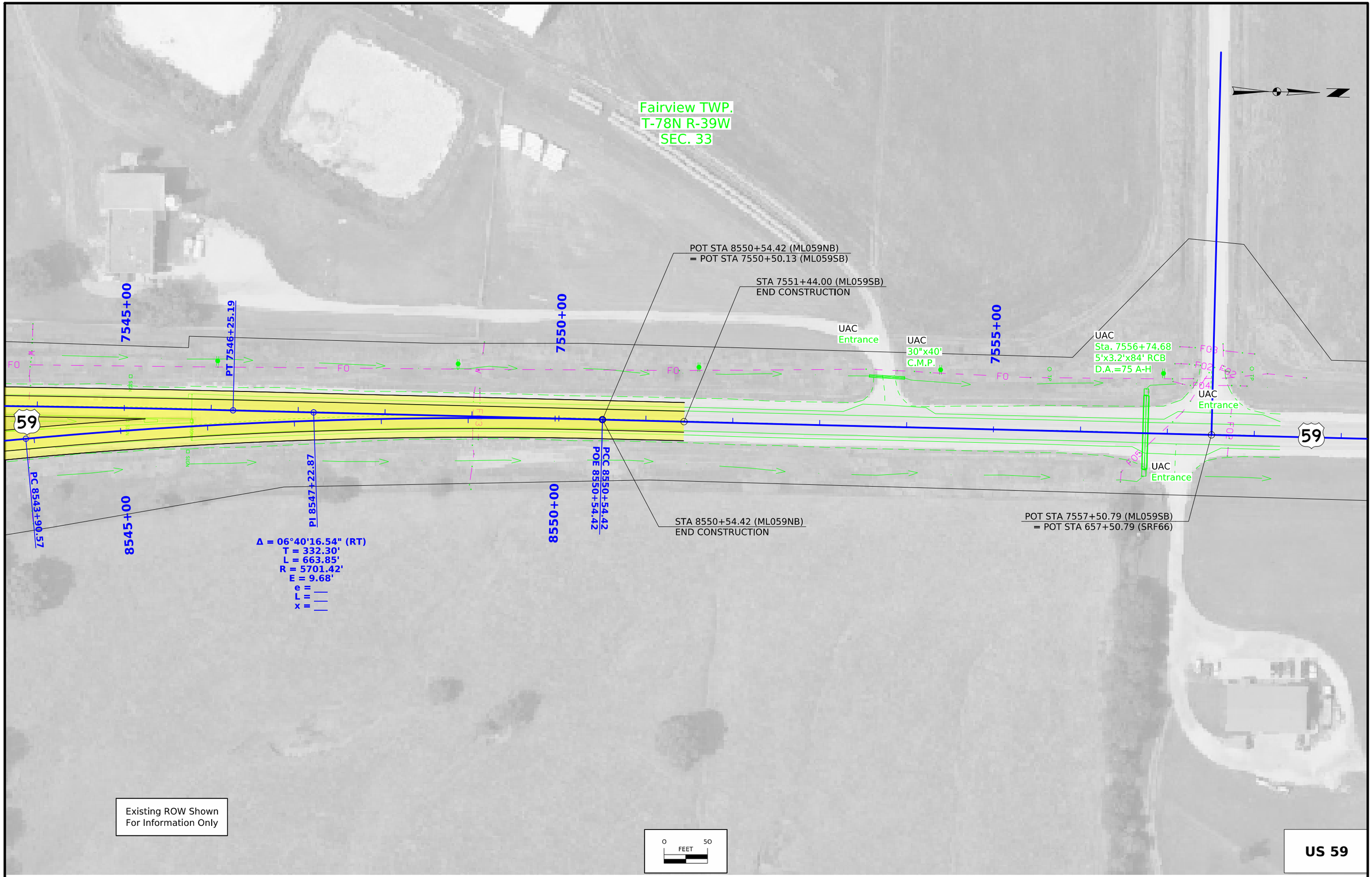

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.17	

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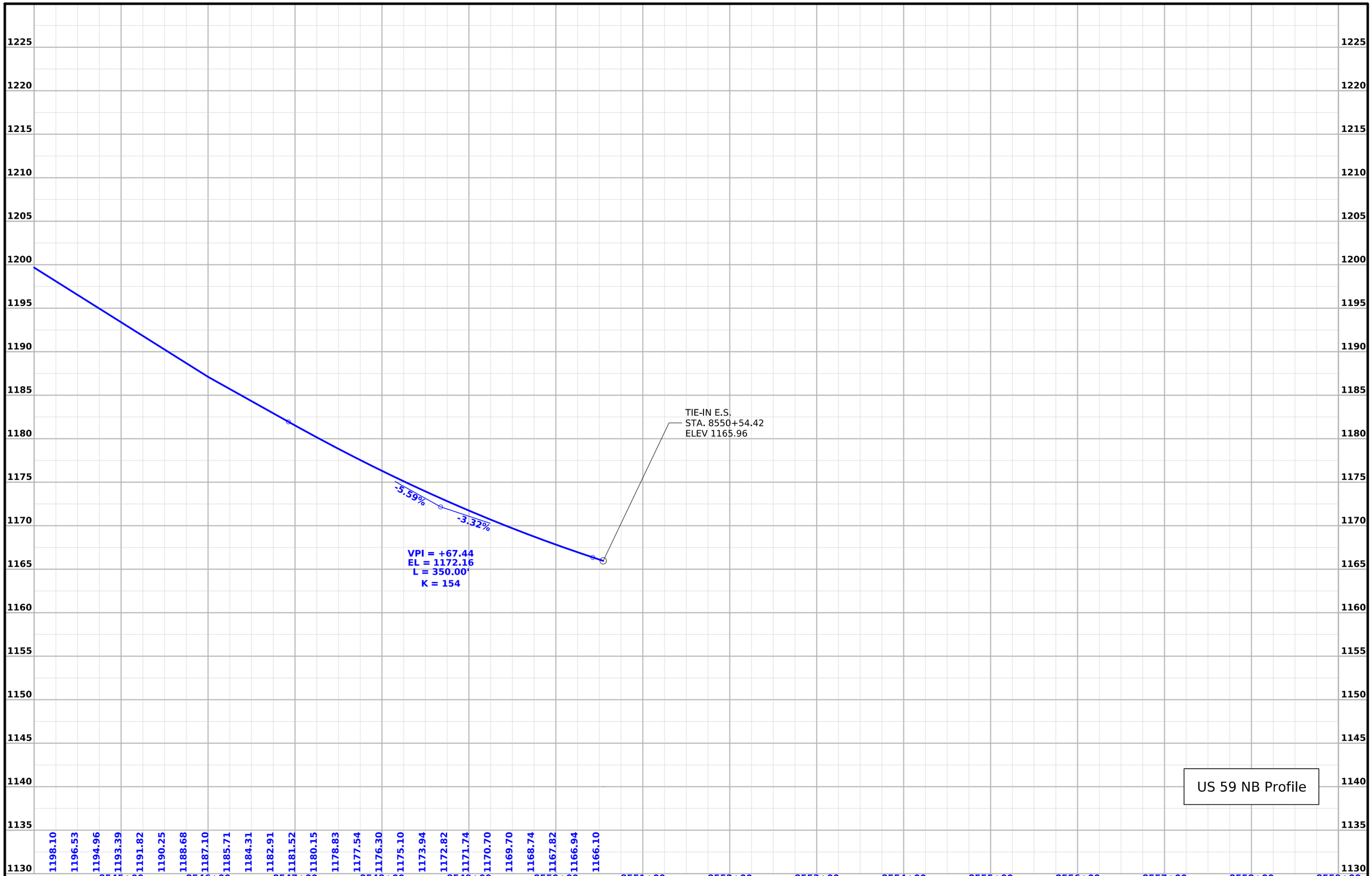

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER D.18

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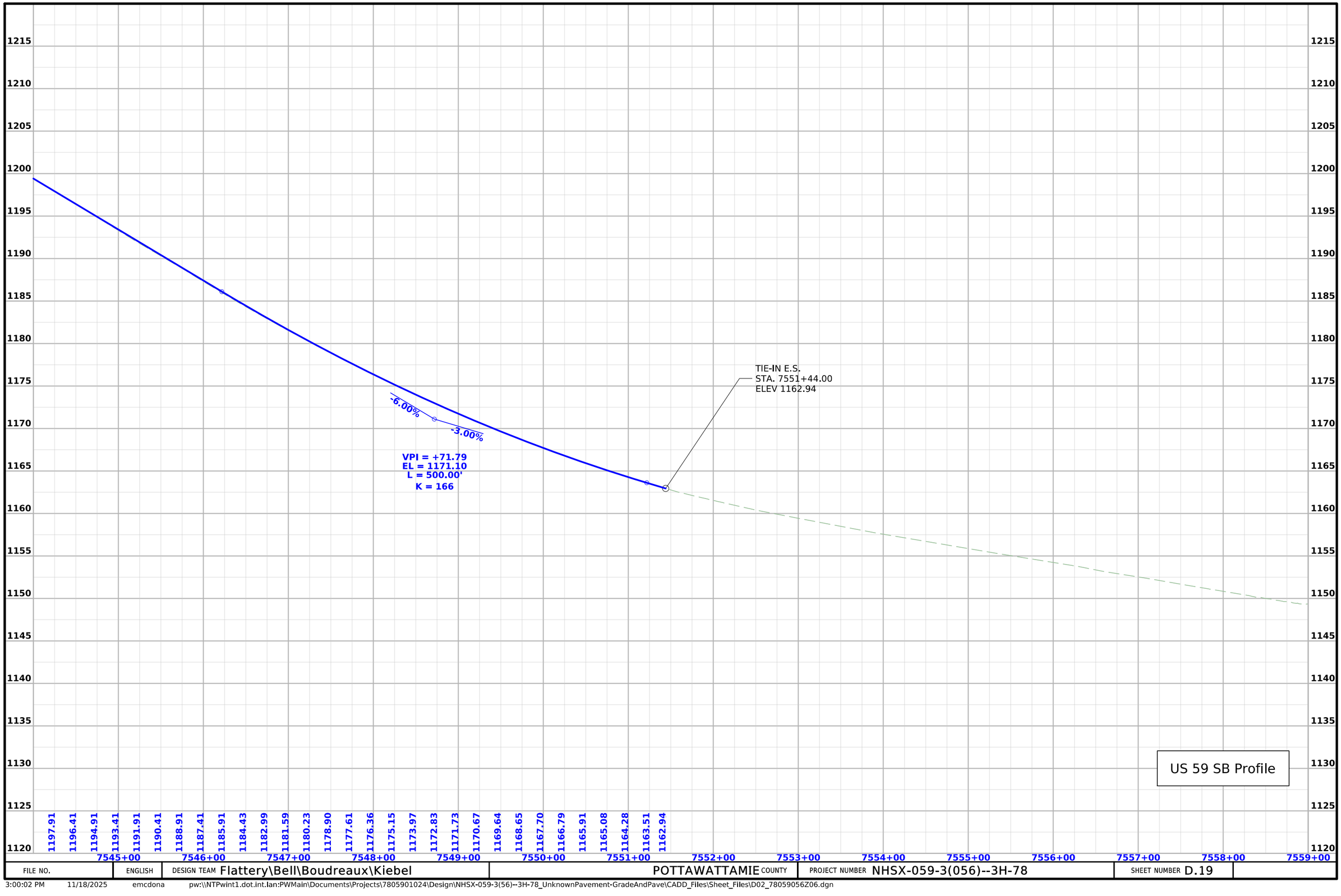

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Knox TWP.
T-77N R-39W
SEC. 09

59

UAC
Sta. 8472+10.7
37.9 RT
24"x69' CMP

Δ = 01°15'48.38" (LT)
T = 16.54'
L = 33.08'
R = 1500.00'
E = 0.09'
e =
L =
x =

PC 172+36.94

PT 172+70.02

173+00

172+00

+22 Type 'C' Ent

Pershing St.

POB 172+00.00

PI 172+53.48

POE 173+04.73

POT STA 8472+10.50 (ML059NB)
= POT STA 172+00.00 (SRPERSHING)

STA 172+12.00 (SRPERSHING)
BEGIN CONSTRUCTION

UAC
12"x57'
Conc. Pipe

STA 172+50.00 (SRPERSHING)
END CONSTRUCTION

Existing ROW Shown
For Information Only

0 20
FEET

Pershing St.

VPI = +36.22
EL = 1145.07
L = 10.00'
K = 7

-0.50%
+1.50%
+1.50%
+0.10%

VPI = +22.00
EL = 1144.86
L = 15.00'
K = 7

1144.91
1144.92
1145.08

1150
1145
1140
1135

170+00
171+00
172+00
173+00
174+00
175+00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER E.1	

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STA 2474+89.53 (SRWOODWEST)
END CONSTRUCTION

UAC

UAC
Sta. 7476+33.3
65.7 LT
24"x106' CMP

2475+00

PI 2475+15.21

2476+00

59

STA 2476+08.00 (SRWOODWEST)
BEGIN CONSTRUCTION

POT STA 7476+34.00 (ML059SB)
= POT STA 2476+20.00 (SRWOODWEST)

Knox TWP.
T-77N R-39W
SEC. 09

277+00

STA 277+05.00 (SRWOODEAST)
END CONSTRUCTION

Wood St.

Wood St.

POB 2474+16.01

PC 2474+76.45

Δ = 02°13'13.71" (RT)
T = 38.76'
L = 77.51'
R = 2000.00'
E = 0.38'
e = ___
L = ___
x = ___

PT 2475+53.96

POE 2476+20.00

POB 276+37.00

POE 277+37.00

STA 276+49.00 (SRWOODEAST)
BEGIN CONSTRUCTION

POT STA 8476+23.00 (ML059NB)
= POT STA 276+37.00 (SRWOODEAST)

Existing ROW Shown
For Information Only

0 20
FEET

Wood St.

VPI = +88.00
EL = 1153.39
L = 20.00'
K = 23

+2.86%

+2.00%

-2.02%

-0.31%

VPI = +74.26
EL = 1152.77
L = 25.00'
K = 15

1155
1150
1145
1140

1150.57 1150.87 1151.59 1152.30 1153.02 1153.63 1153.26 1152.82 1152.70

2474+00 2475+00 2476+00 277+00 278+00 279+00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER E.2	

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Knox TWP.
T-77N R-39W
SEC. 04

59

59

302+00

303+00

8502+00

8501+00

UAC
Entrance

+63 Type 'C' Ent

UAC
18"x25'
C.M.P.

N Lavista Heights Rd.

POB 301+60.00

POB 303+84.00

POT STA 7501+63.00 (ML059SB)
= POT STA 301+60.00 (SRLAVISTA)

STA 302+76.00 (SRLAVISTA)
END CONSTRUCTION

STA 302+46.00 (SRLAVISTA)
BEGIN CONSTRUCTION

POT STA 8501+67.53 (ML059NB)
= POT STA 302+34.00 (SRLAVISTA)

Existing ROW Shown
For Information Only

0 20
FEET

N

N Lavista

-0.50%

+2.18%

VPI = +51.88
EL = 1265.98
L = 10.00'
K = 4

1266.01
1266.00

1270
1265
1260
1255

300+00
301+00
302+00
303+00
304+00
305+00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER E.3	

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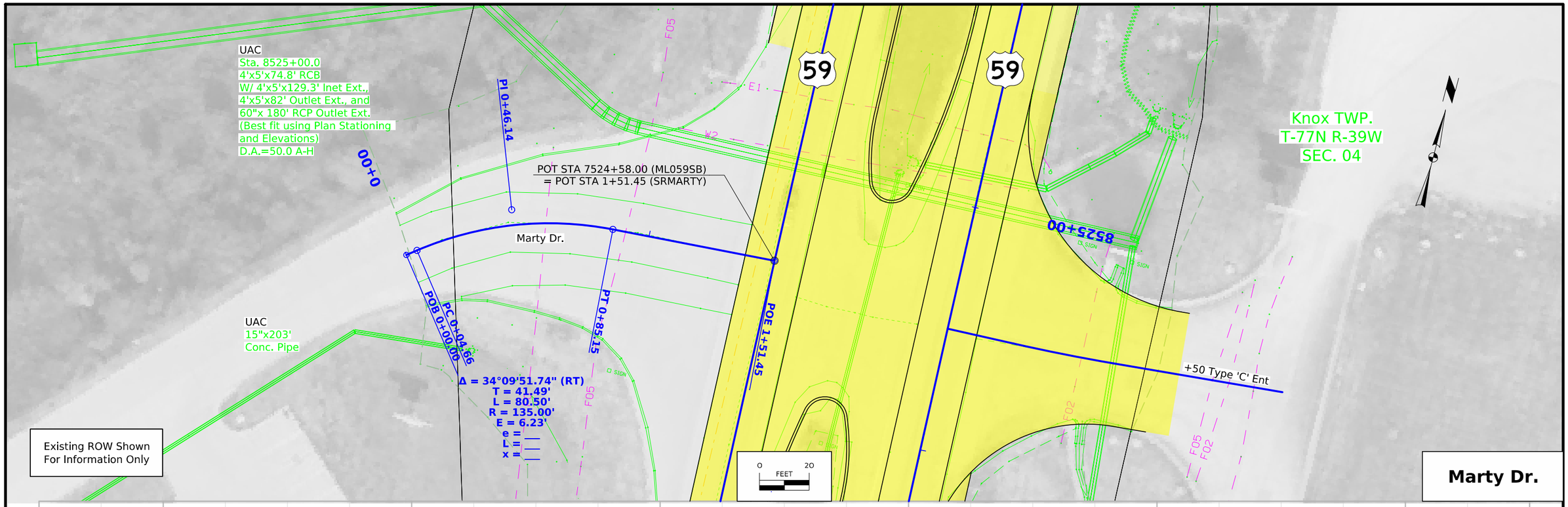

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER E.4	

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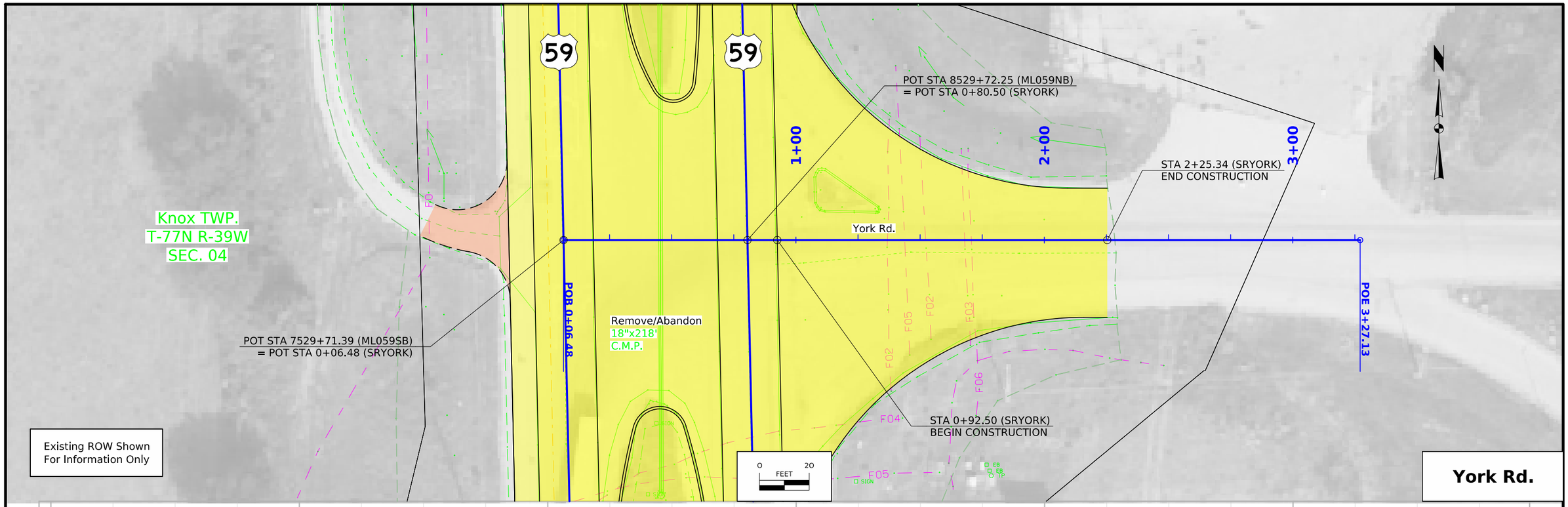

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER E.5	

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Plan-1 - Profile 1

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SURVEY INDEX

County : Pottawattamie
Project Code : 24-78-059-010
Phase Number : NHSX-059-3(056)--3H-78
Location : In Avoca, Pershing St to S of Co Rd F66
Work Code : 1034-Unknown Pavement - Grade and Replace
Project Directory : 7805901024

Survey Personnel

Paul Harry – Survey Party Chief
Jason Arn – Survey Party Chief
Robert Fredrickson – Assistant Survey Party Chief

Date(s) of Survey

Begin Date	03/24/2025
End Date	05/08/2025

General Information

This survey is for reconstruction of pavement on U.S. 59, from Pershing Street in Avoca, north to south of F66. 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

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Three five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values. Coordinate values for control point 832025 were determined by two five-minute observations using Base-Rover from control point 78512 and used in a weighted average. For additional details of the control survey, contact the Preliminary Survey department.

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

Alignment Information

The horizontal alignment for U.S. Hwy 59 this survey was provided by the District 4 ROW 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 06 (U.S. Survey Foot)
VERT. DATUM: NAVD88 - Geoid Model: 2018u3
Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 06 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code Description
C147	7041188.71	16608611.73	1129.27	CP FD NGS MON AS DESCRIBED
R146	7046604.10	16607193.85	1137.87	CP FD NGS MON AS DESCRIBED
F150RESET	7054938.78	16608734.38	1257.61	CP FD NGS MON AS DESCRIBED
78512	7056476.85	16609914.76	1278.18	CP FD POTT COUNTY MON AS DESCRIBED
832025	7059044.70	16603781.01	1152.66	CP SET FENO MON W/ IOWA DOT BRASS CAP

108-23A
08-01-08

TRAFFIC CONTROL PLAN

US 59 traffic will be maintained at all times during construction.

US 59 traffic shall be head to head on the northbound lanes during Stages 2 and 2A.

US 59 traffic shall be head to head on the southbound lanes during Stages 3 and 3A.

108-25
10-21-14

511 TRAVEL RESTRICTIONS

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

108-26A
08-01-08

STAGING NOTES

Stage 1:
Traffic:
All lanes of traffic to remain open during construction of temporary pavement.

Construction:
Set up temporary traffic control devices on US 59 for the duration of the project.
Construct temporary pavement on the northbound lanes from Sta. 8467+75.01 to Sta. 8488+89.62 with 15:1 tapers and 30' headers at each end.
Construct temporary pavement from Sta. 8541+69.63 to the end of the northbound alignment (Sta. 8550+54.42), and from the end of the northbound alignment to Sta. 7554+99.00 on the southbound alignment with 15:1 tapers and 30' headers at each end.

Stage 2:
Traffic:
Shift northbound and southbound traffic onto Stage 1 temporary pavement with one lane in each direction.
SRWoodWest and ENT7472L to be closed to traffic during construction.
SRMarty traffic shall be restricted to right-in right-out.

Construction:
Construct temporary pavement on the southbound lanes from Sta. 7467+75.00 to Sta. 7481+40.10 with 15:1 tapers and 30' headers at each end.
Construct temporary pavement from Sta. 7544+19.39 to Sta. 7554+99.00 with 15:1 tapers and 30' headers at each end.
Construct US 59 SB pavement from Sta. 7471+35.75 to Sta. 7551+44.00, with gaps at the bridge over I-80 and its approaches, ramp crossings, and SRMarty.

Stage 2A:
Traffic:
Maintain head to head traffic on Stage 1 temporary pavement and existing northbound lanes.

Construction:
Construct new pavement in the gapped areas at ramp crossings and SRMarty.

Stage 3:
Traffic:
Shift traffic from onto Stage 2 temporary pavement and new southbound lanes.
SRWoodWest and ENT7472L to be opened to traffic.
SRPershing, SRWoodEast, and SRLavista to be closed to traffic during construction.
Vehicle and truck traffic entering the gas station via ENT8524R and SRYork shall be restricted to right-in right-out.

Construction:
Construct temporary pavement on the southbound lanes from Sta. 7467+75.00 to Sta. 7481+40.10 with 15:1 tapers and 30' headers at each end.
Construct temporary pavement from Sta. 7544+19.39 to Sta. 7554+99.00 with 15:1 tapers and 30' headers at each end.
Construct US 59 SB pavement from Sta. 7471+35.75 to Sta. 7551+44.00, with gaps at the bridge over I-80 and its approaches, ramp crossings, ENT8524R, and SRYork.
Remove Stage 1 temporary pavement.

Stage 3A:
Traffic:
Maintain head to head traffic on Stage 2 temporary pavement and new southbound lanes.

Construction:

108-26A
08-01-08

STAGING NOTES

Construct new pavement in the gapped areas at ramp crossings, ENT8524R, and SRYork.

Stage 4:
Traffic:
Remove all temporary traffic control devices on US 59.
All lanes of Us 59 to be opened to traffic.
All entrances and side roads to be opened to traffic.

Construction:
Remove Stage 2 temporary pavement.

111-01
04-17-12

COORDINATED OPERATIONS

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

Project	Type of Work
None provided	

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

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

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

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Magenta	(5)	Pavement Marking Call Outs
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Yellow	(4)	Pavement Markings, Yellow
Off White	(254)	Pavement Markings, White
Violet	(15)	Temporary barrier rail, Unpinned
Flush Orange	(228)	Temporary barrier rail, Pinned
SHADING	**Design Color No.**	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Orange	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

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

●	Channelizing Device		Crash Cushion (Temp or Perm)
✕	Drum		Traffic Signal
◘	Temporary Lane Separator		Flagger
◆	Tubular Marker		Temporary Floodlighting
♦	Channelizer Marker		Traffic Sign
△	Concrete Barrier Marker		Type III Barricade
⊰	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout	1	Lane Identification

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

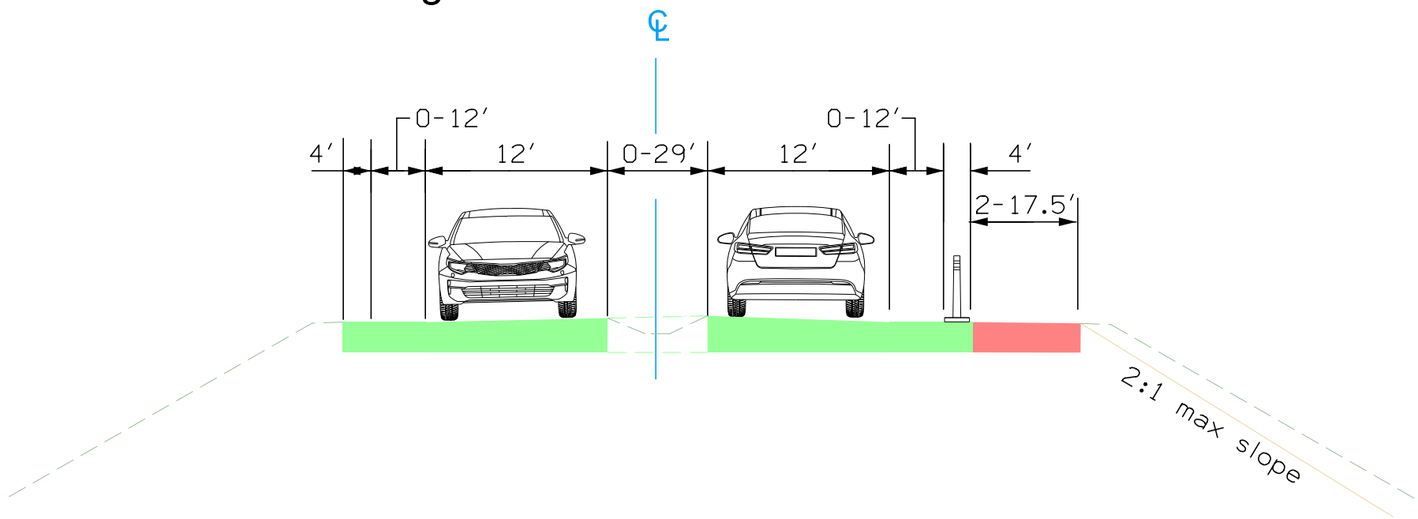
TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

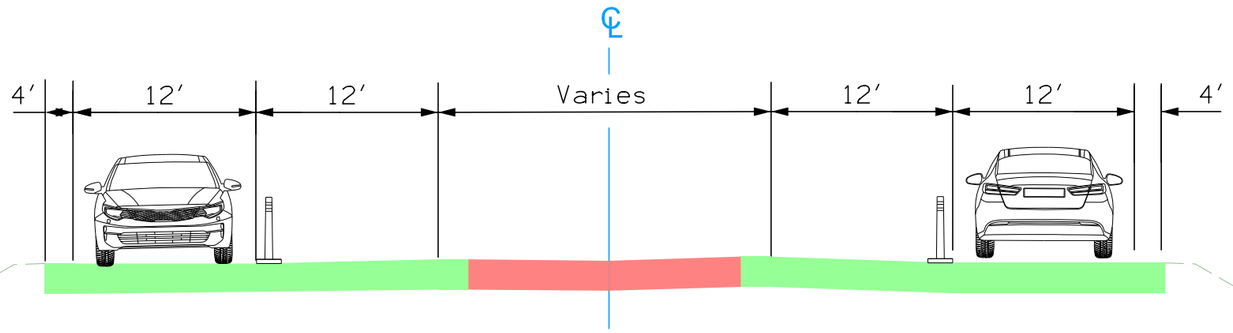
Stage 1

Sta. 8467+55.00 to Sta. 8489+09.62
(NB Stationing)

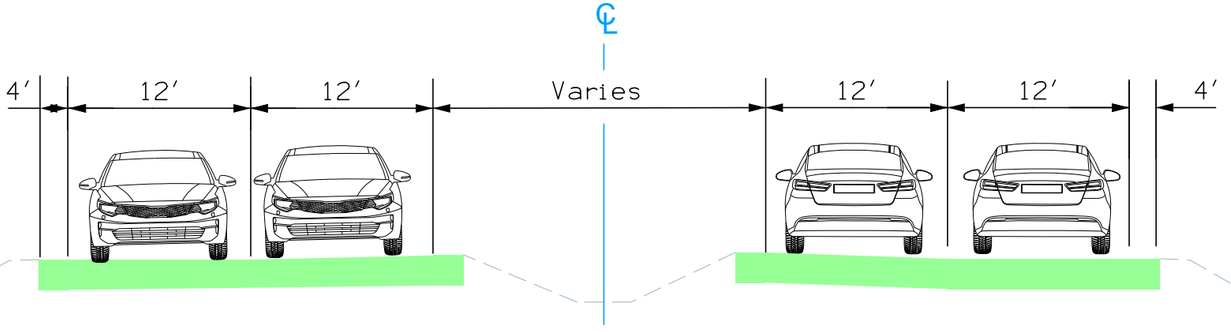
Sta. 8541+04.10 to Sta. 7555+69.00
(Sta. Eq.: BK 8550+54.42 NB: AH 7550+50.13 SB)



Sta. 8506+15.48 to Sta. 8509+76.85
Sta. 8517+11.27 to Sta. 8519+67.77
Sta. 8522+33.62 to Sta. 8526+55.00



Sta. 8489+09.62 to Sta. 8506+15.48
Sta. 8509+76.85 to Sta. 8517+11.27
Sta. 8519+67.77 to Sta. 8522+33.62
Sta. 8526+55.00 to Sta. 8541+04.10



FILE NO.	ENGLISH	DESIGN TEAM **Flattery\Bell\Boudreaux\Kiebel**	**POTTAWATTAMIE** COUNTY	PROJECT NUMBER **NHSX-059-3(056)--3H-78**	SHEET NUMBER **J.3**

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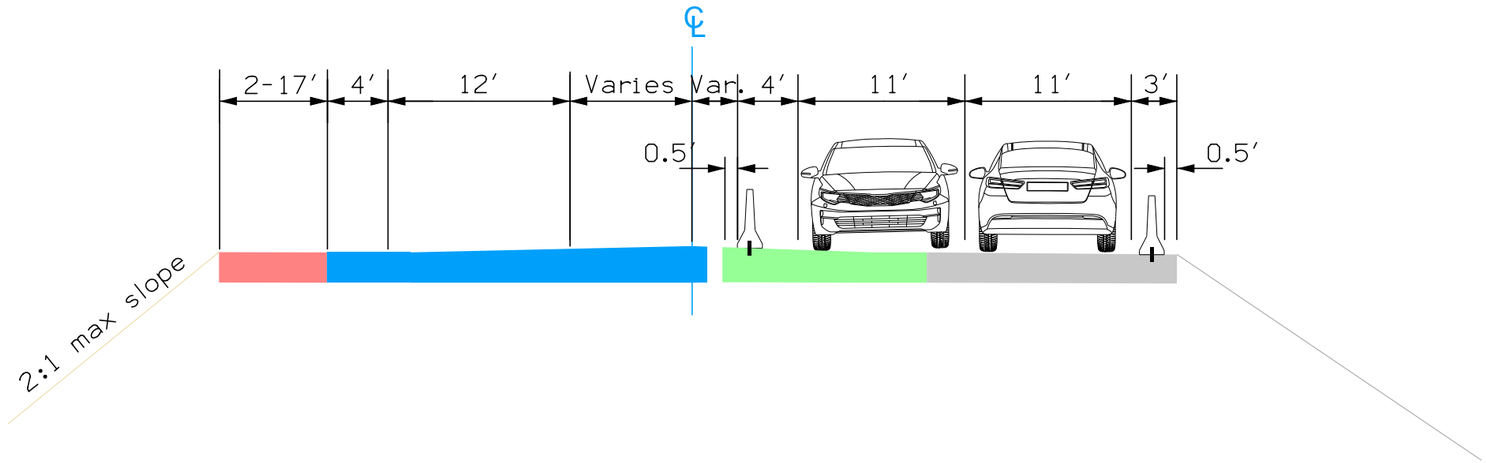
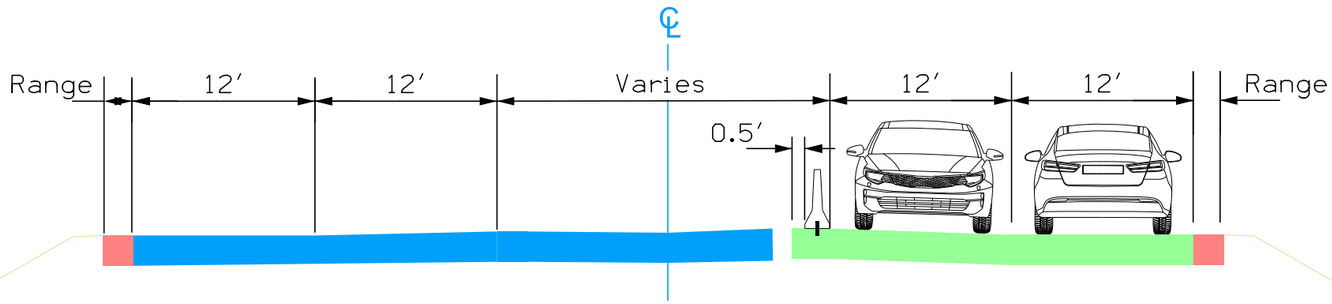
Stage 2

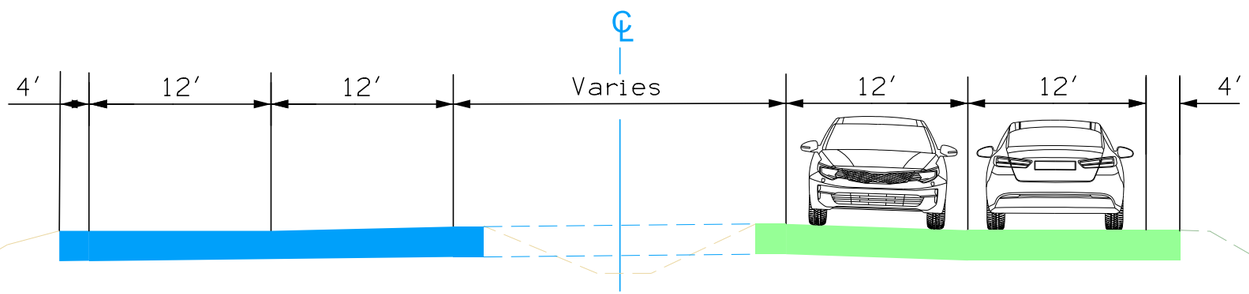
Sta. 8470+55.59 to Sta. 8487+93.24
Sta. 8542+36.34 to Sta. 7554+94.26
(Sta. Eq.: BK 8550+54.42: AH 7550+50.13)



Sta. 8515+96.66 to Sta. 8517+71.66
Sta. 8528+72.44 to Sta. 8530+72.44



Sta. 8487+92.84 to Sta. 8515+96.66
Sta. 8517+71.66 to Sta. 8528+72.44
Sta. 8530+72.44 to Sta. 8542+36.34



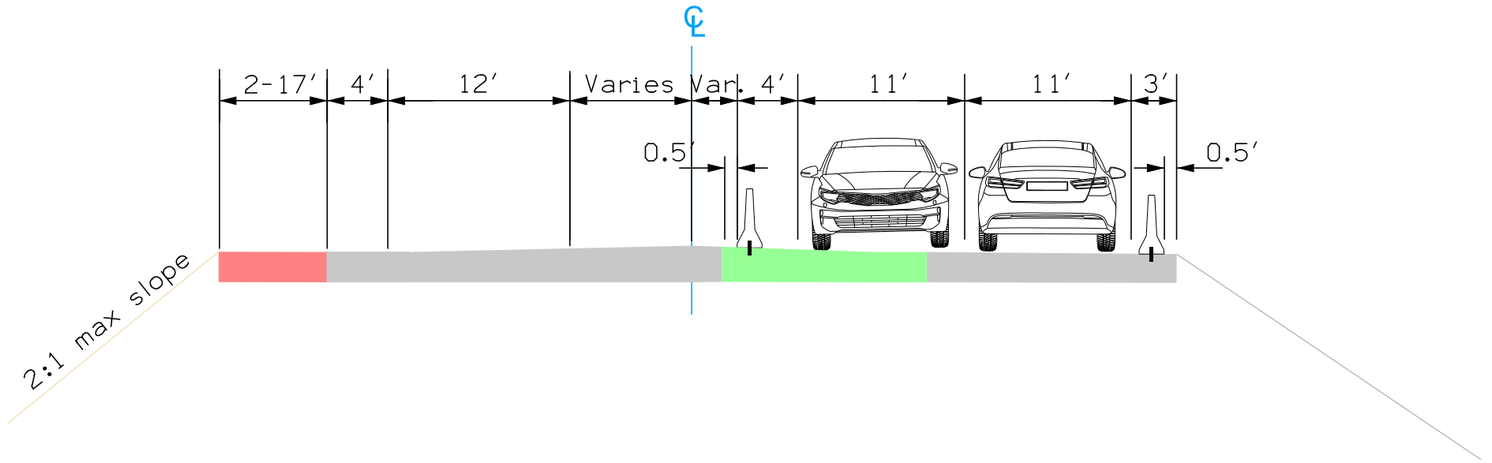
FILE NO.	ENGLISH	DESIGN TEAM **Flattery\Bell\Boudreaux\Kiebel**	**POTTAWATTAMIE** COUNTY	PROJECT NUMBER **NHSX-059-3(056)--3H-78**	SHEET NUMBER **J.4**

4:24:54 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\J03_78059056Z06.dgn

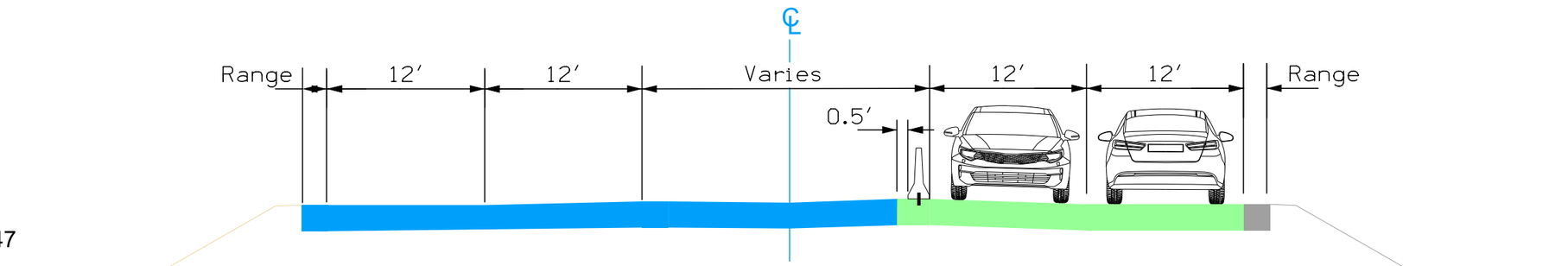
Stage 2A

Sta. 8470+55.59 to Sta. 8487+93.24

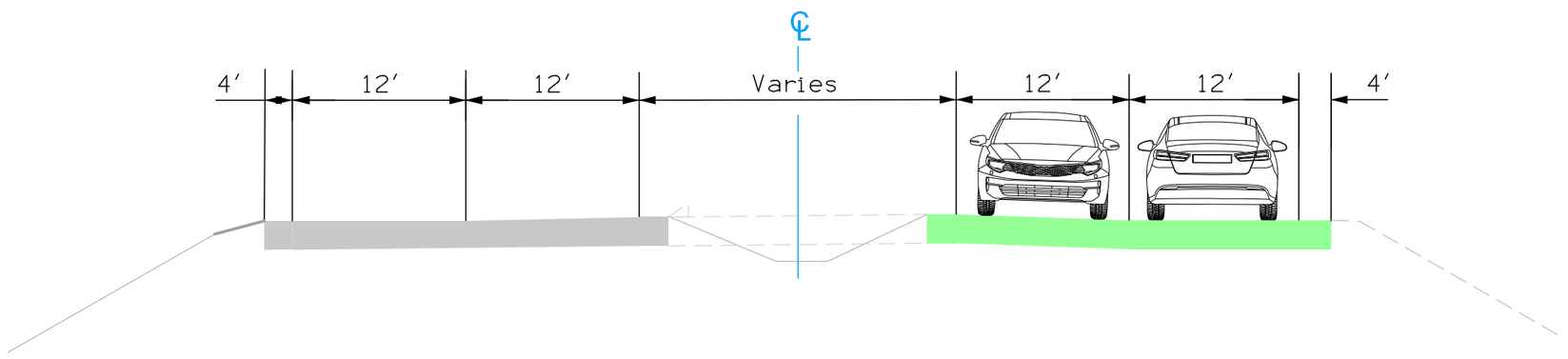
Sta. 8542+36.34 to Sta. 7554+94.26
(Sta. Eq.: BK 8550+54.42: AH 7550+50.13)



Sta. 8509+30.47 to Sta. 8510+80.47



Sta. 8487+92.84 to Sta. 8509+30.47
Sta. 8510+80.47 to Sta. 8542+36.34



FILE NO.	ENGLISH	DESIGN TEAM **Flattery\Bell\Boudreaux\Kiebel**	**POTTAWATTAMIE** COUNTY	PROJECT NUMBER **NHSX-059-3(056)--3H-78**	SHEET NUMBER **J.5**

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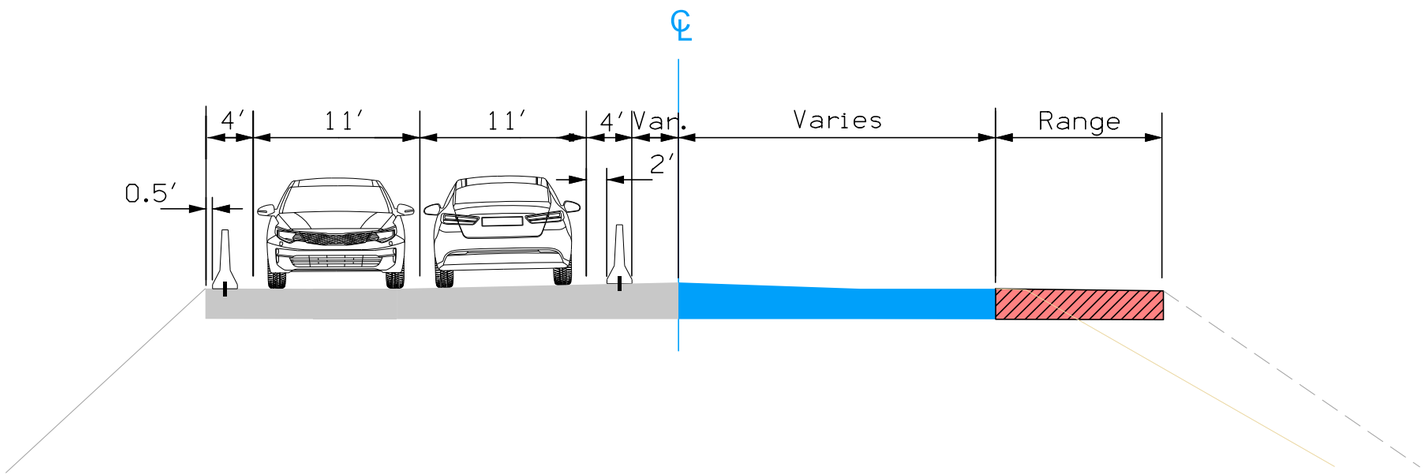
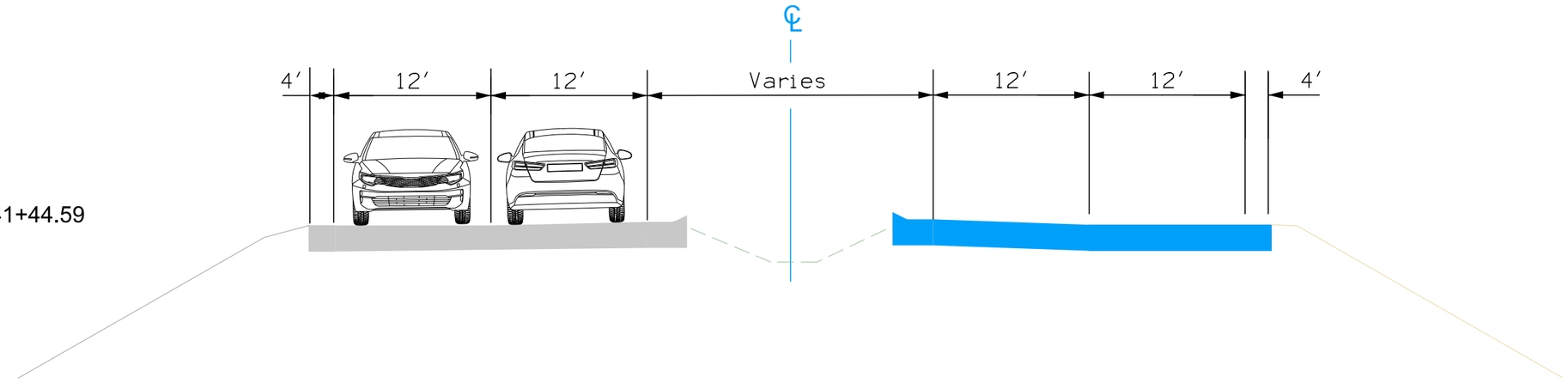
Stage 3

Sta. 8470+18.22 to Sta. 8485+25.35

Sta. 8541+44.59 to Sta. 7553+55.21
(Sta. Eq.: BK 8550+54.42: AH 7550+50.13)



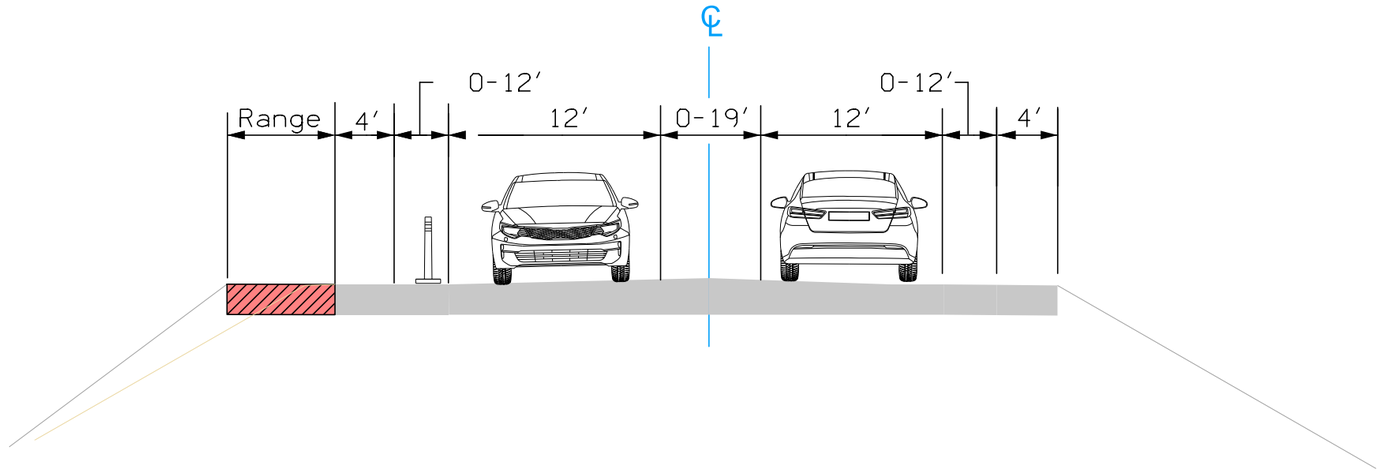
Sta. 8485+25.35 to Sta. 8541+44.59



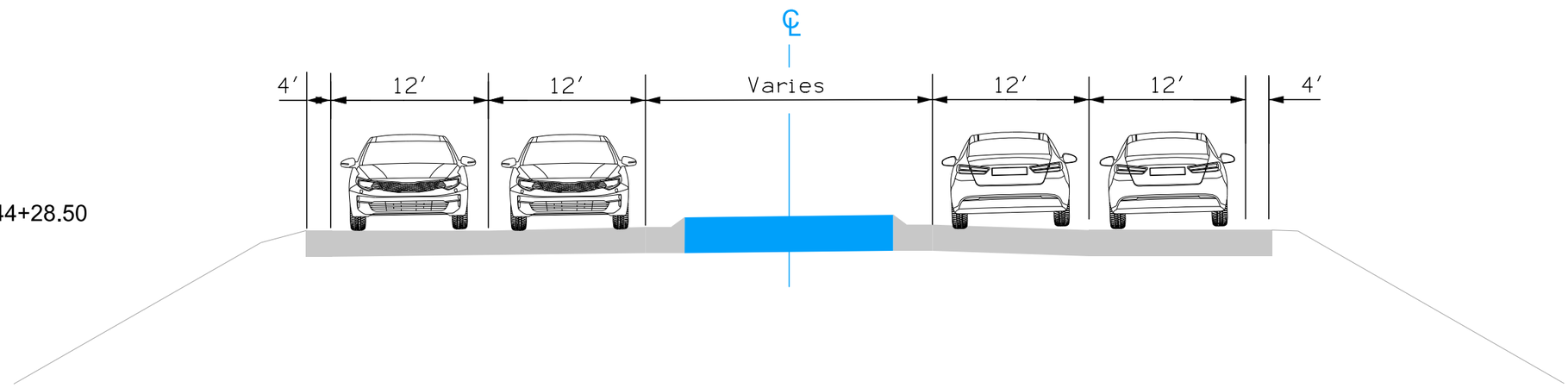
Stage 4

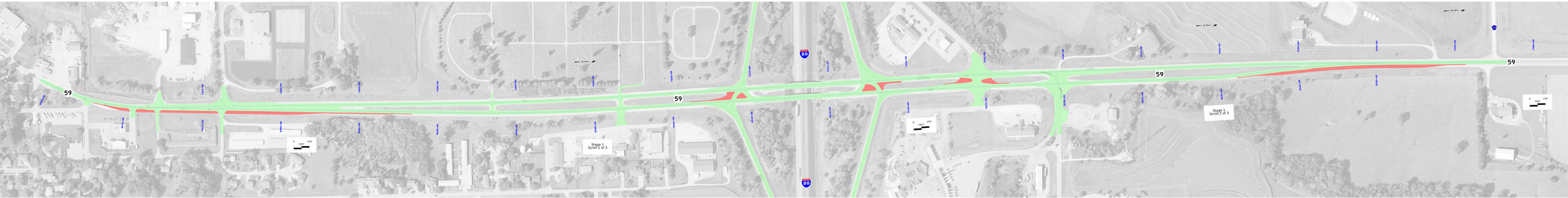
Sta. 8467+75.00 to Sta. 8485+30.62

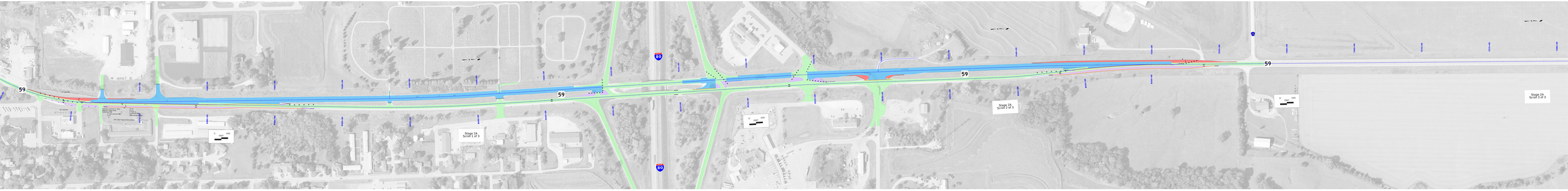
Sta. 8544+28.50 to Sta. 7554+99.00
(Sta. Eq.: BK 8550+54.42: AH 7550+50.13)



Sta. 8481+39.00 to Sta. 8544+28.50



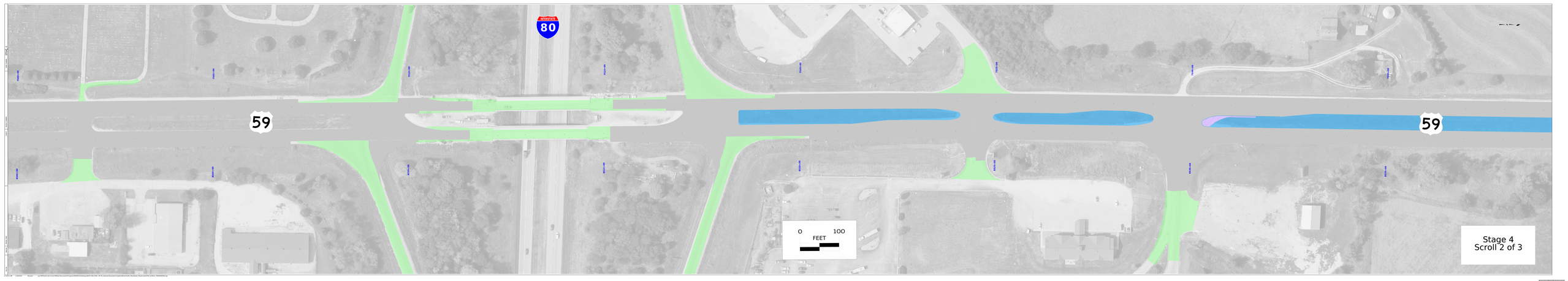

59
80
59
80
59
59
Stage 1
Scroll 1 of 3
Stage 1
Scroll 2 of 3

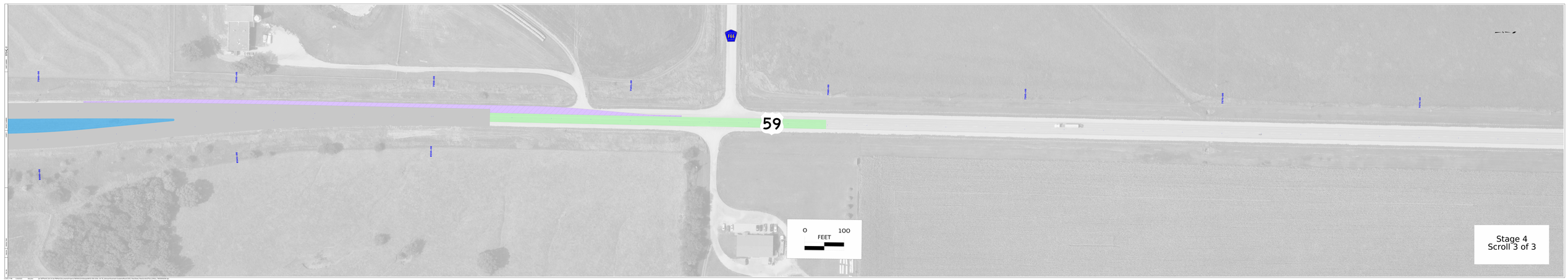

59
59
59
59
I-10
I-10
Stage 2A
Scroll 1 of 3
Stage 2A
Scroll 2 of 3
Stage 2A
Scroll 3 of 3
0 100
0 100
0 100



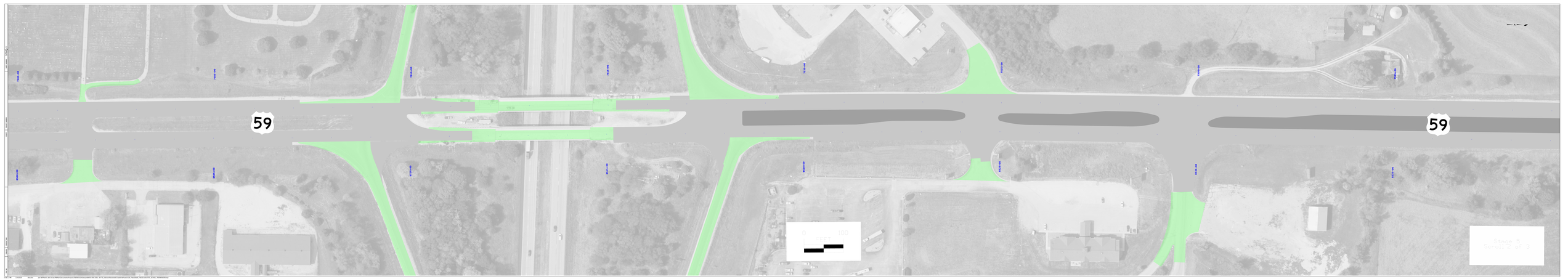



59
0
100
FEET
Stage 4
Scroll 1 of 3


INTERSTATE
80
59
59
0
FEET
100
Stage 4
Scroll 2 of 3

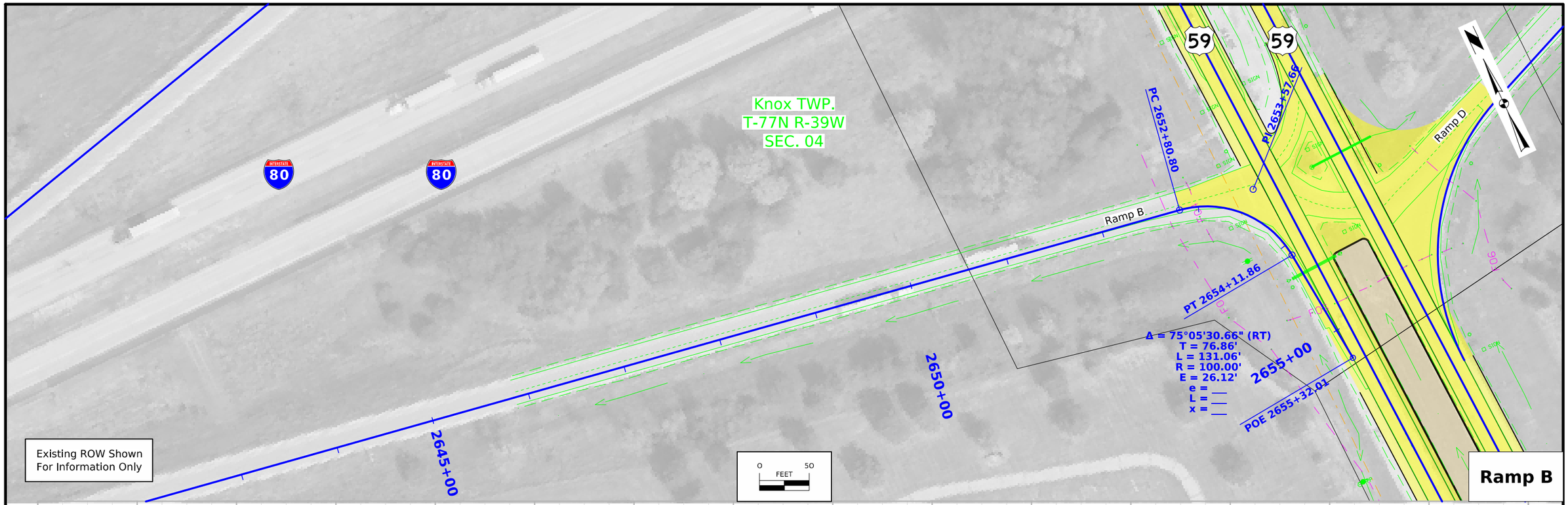

59
F16
0
100
FEET
Stage 4
Scroll 3 of 3


59


59
59
0
100
FEET
Sheet 3
Section 3 of 3



59
0
100
FEET
Sheet 5
Sheet 3 of 3



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER K.1

1:10:13 PM 11/19/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\K01_78059056Z06.dgn

© 2025 Microsoft Corporation © 2025 Maxar ©CNES (2025) Distribution Airbus DS

Δ = 12°06'45.39" (LT)
T = 121.59'
L = 242.27'
R = 1146.00'
E = 6.43'
e = ___
L = ___
x = ___

PI 3640+47.01

PT 3641+67.69

3645+00

Knox TWP.
T-77N R-39W
SEC. 04

3650+00

Δ = 78°31'22.32" (LT)
T = 188.85'
L = 316.65'
R = 231.05'
E = 67.36'
e = ___
L = ___
x = ___

PCC 3654+71.61

POE 3654+71.61

PC 3651+54.96

PI 3653+43.81

Ramp C

Ramp E

59

59

80

80

Existing ROW Shown
For Information Only

0 50
FEET

Ramp C

VPI = +45.00
EL = 1251.66
L = 300.00'
K = 63

+5.56%

+0.80%

VPI = +20.00
EL = 1253.86
L = 82.00'
K = 53

+0.80%

-0.76%

1265 1260 1255 1250 1245 1240 1235 1230 1225 1220

1238.04 1239.43 1240.82 1242.21 1243.60 1244.92 1246.14 1247.26 1248.29 1249.21 1250.03 1250.76 1251.39 1251.91 1252.34 1252.67 1252.90 1253.10 1253.30 1253.50 1253.66 1253.70 1253.62

3642+00 3643+00 3644+00 3645+00 3646+00 3647+00 3648+00 3649+00 3650+00 3651+00 3652+00 3653+00 3654+00 3655+00 3656+00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER K.2

1:10:22 PM 11/19/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\K02_78059056Z06.dgn

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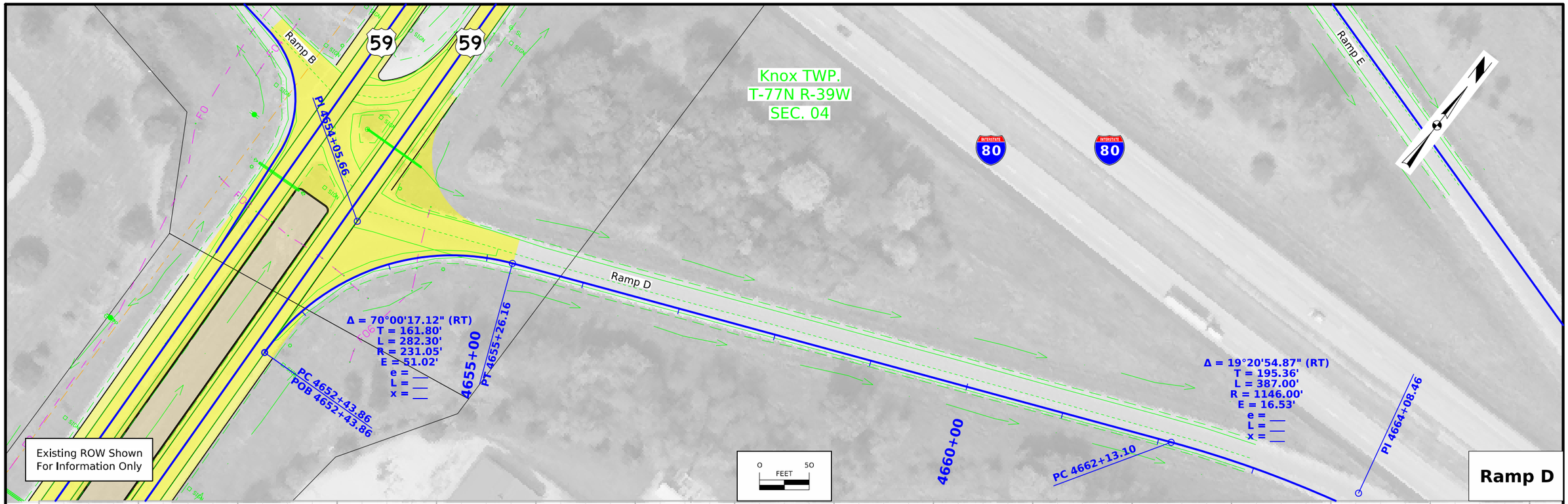

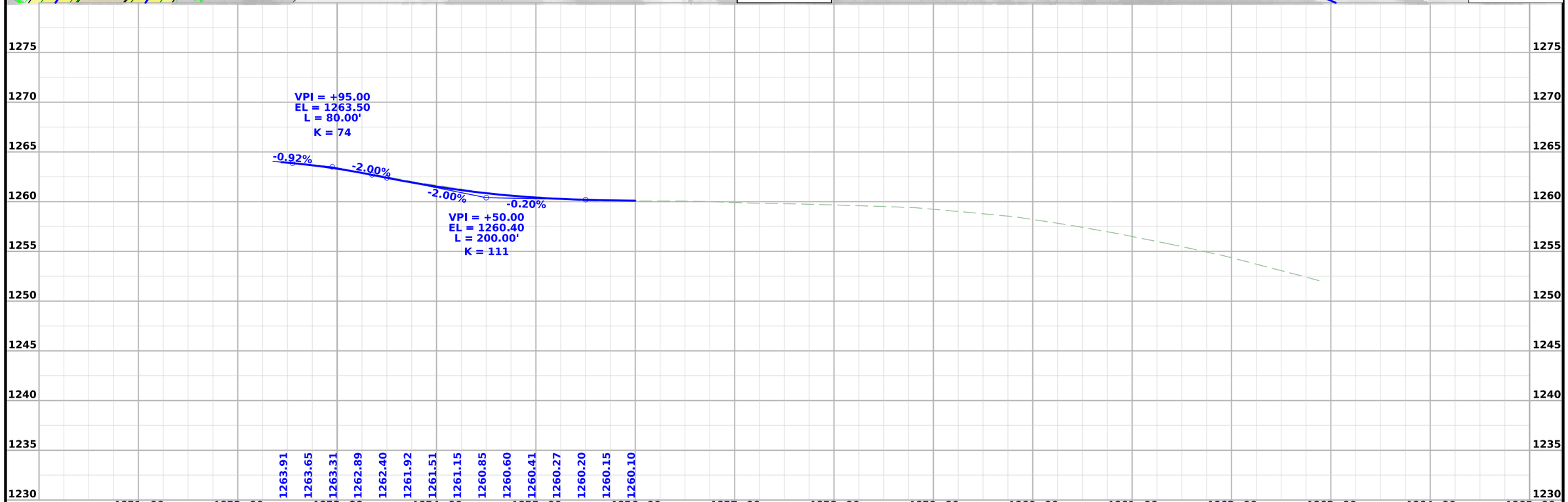

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER K.3	

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Knox TWP.
T-77N R-39W
SEC. 04

59
59

POB 5651+83.77

Δ = 67°59'34.45" (LT)
T = 67.44'
L = 118.67'
R = 100.00'
E = 20.62'
e = ___
L = ___
x = ___

PC 5653+03.92

Ramp E

PT 5654+22.59

PVI 5653+71.36

Ramp C

5655+00

5660+00

PC 5665+28.03

5665+00

80
80

Existing ROW Shown
For Information Only

0 50
FEET

Ramp E

VPI = +05.00
EL = 1253.57
L = 80.00'
K = 127

+0.76%
+0.13%
+0.13%
+1.20%

VPI = +60.00
EL = 1253.78
L = 120.00'
K = 112

1265
1260
1255
1250
1245
1240
1235
1230
1225
1220

1252.78 1252.97 1253.16 1253.34 1253.49 1253.59 1253.63 1253.67 1253.70 1253.76 1253.88 1254.05 1254.27 1254.56 1254.86 1255.16 1255.24

5650+00 5651+00 5652+00 5653+00 5654+00 5655+00 5656+00 5657+00 5658+00 5659+00 5660+00 5661+00 5662+00 5663+00 5664+00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER K.4

1:10:37 PM 11/19/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\K04_78059056Z06.dgn

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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

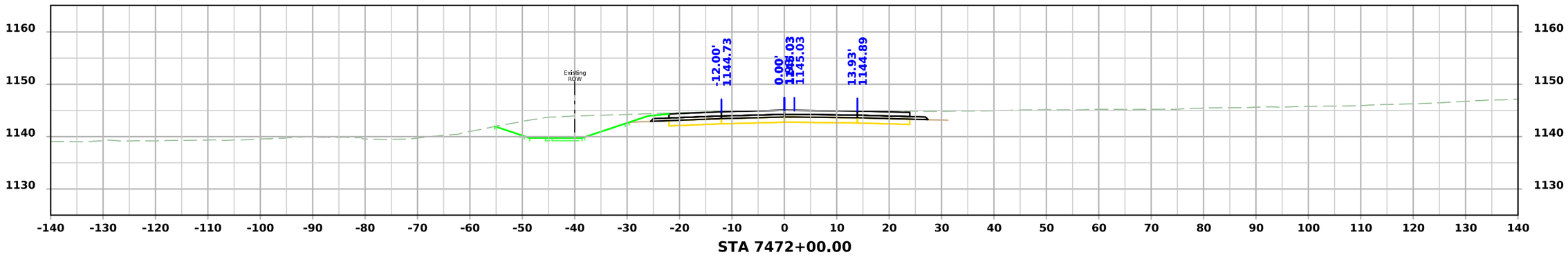
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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

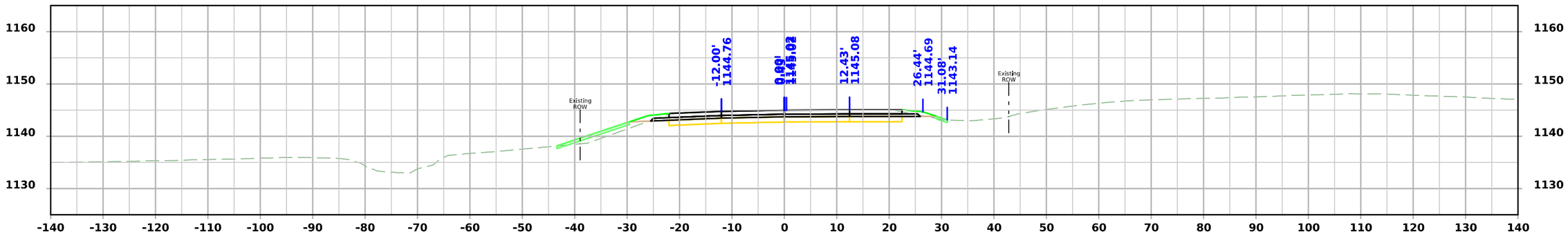
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.1

4:06:36 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Sheet_Files\LGD_78059056Z06.dgn

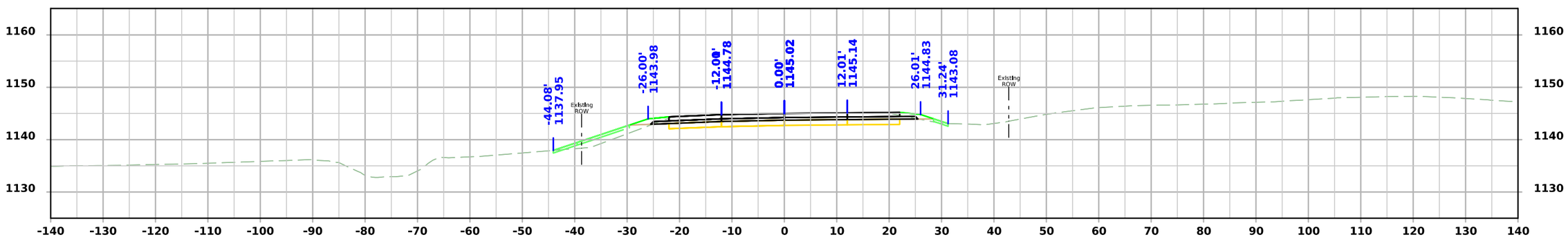
ML - US59



STA 7472+00.00



STA 7471+50.00

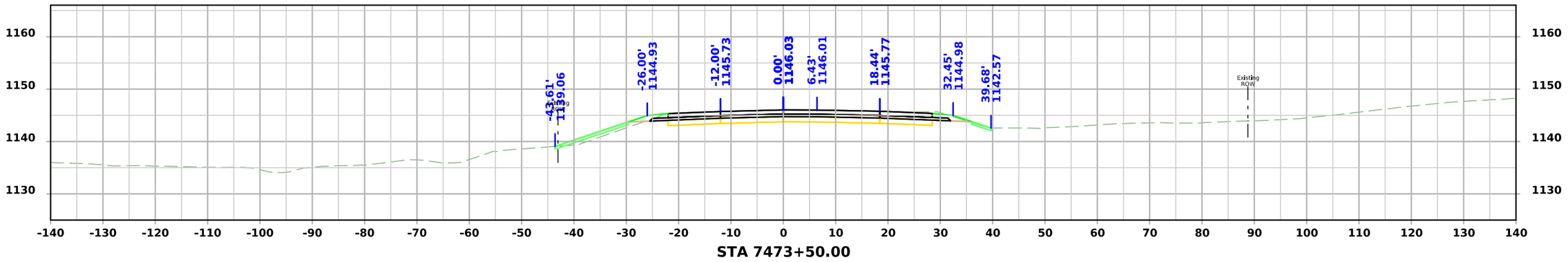


STA 7471+35.75

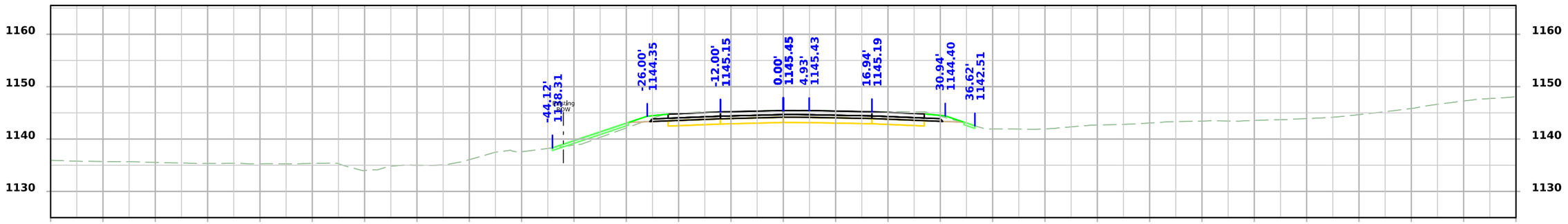
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.2

4:07:16 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

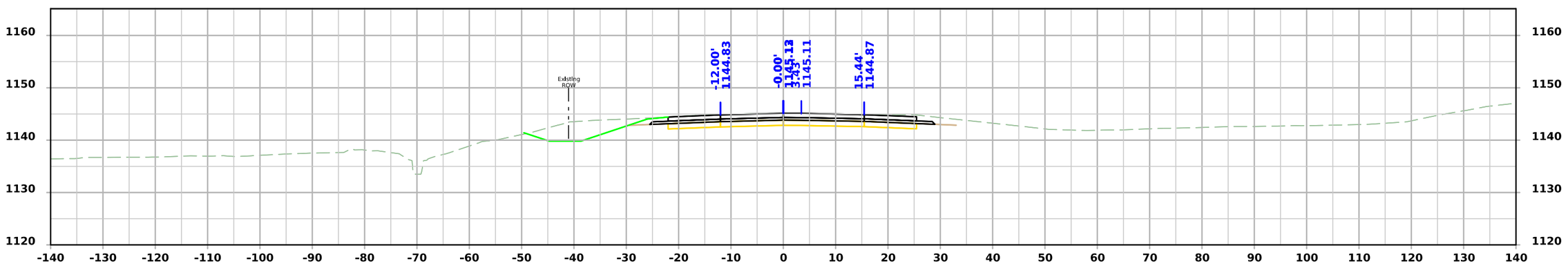
ML - US59



STA 7473+50.00



STA 7473+00.00



STA 7472+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.3

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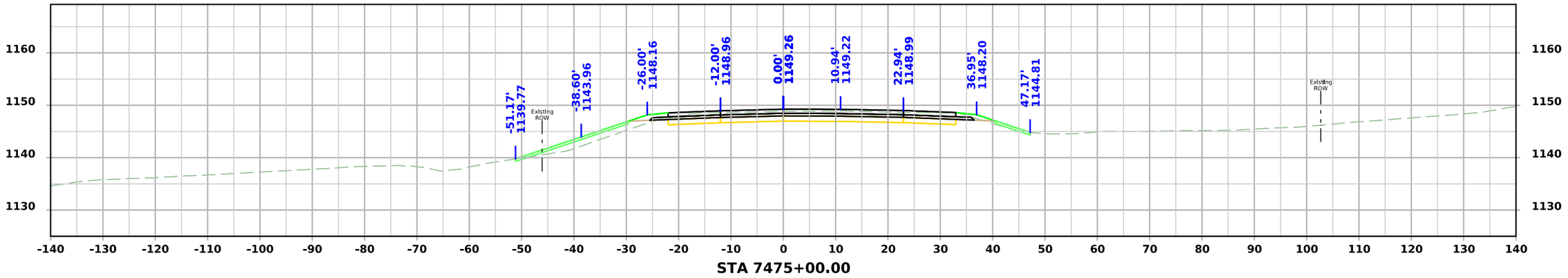
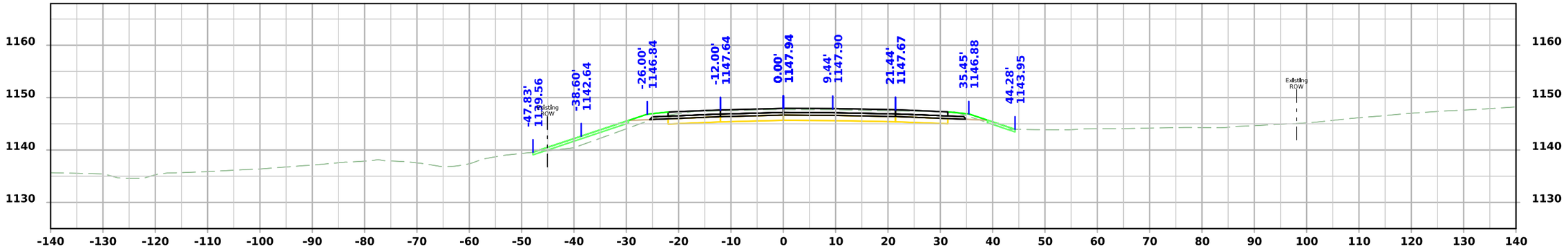
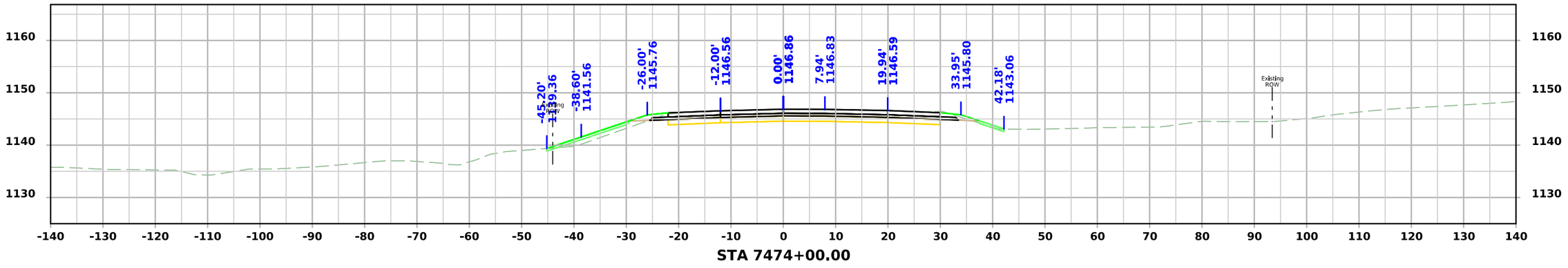
ML - US59



STA 7475+00.00



STA 7474+50.00



STA 7474+00.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.4

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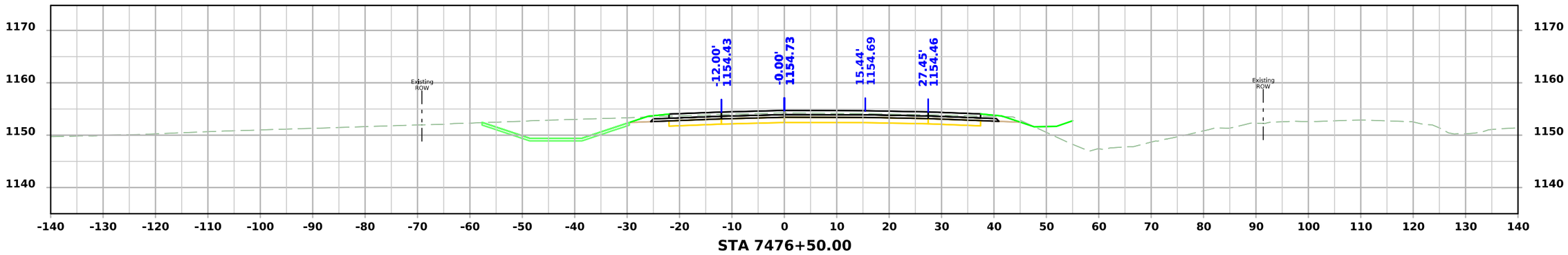
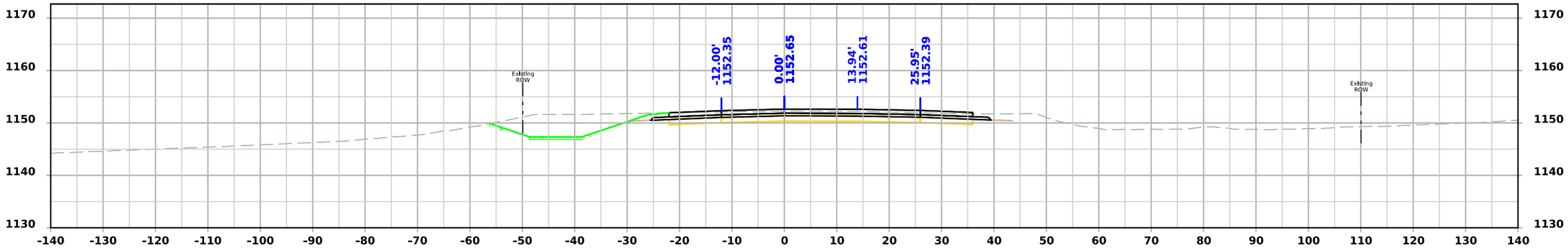
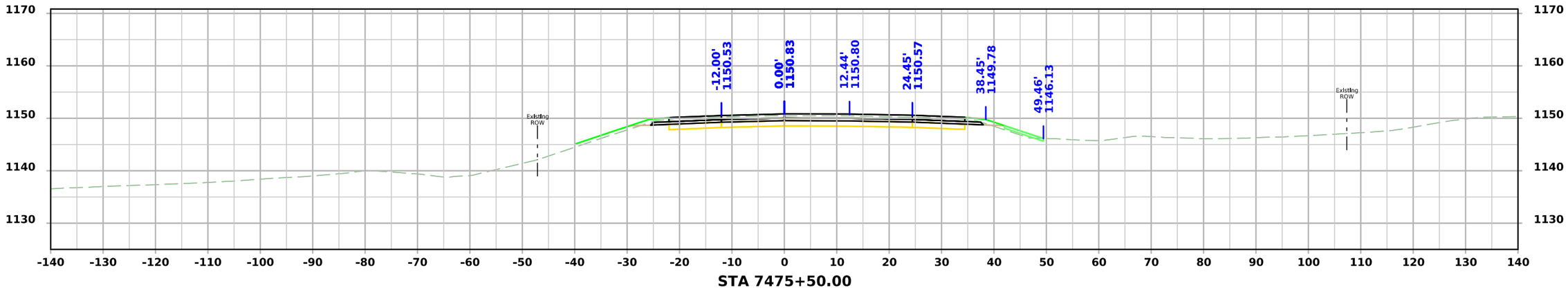
ML - US59



STA 7476+50.00



STA 7476+00.00

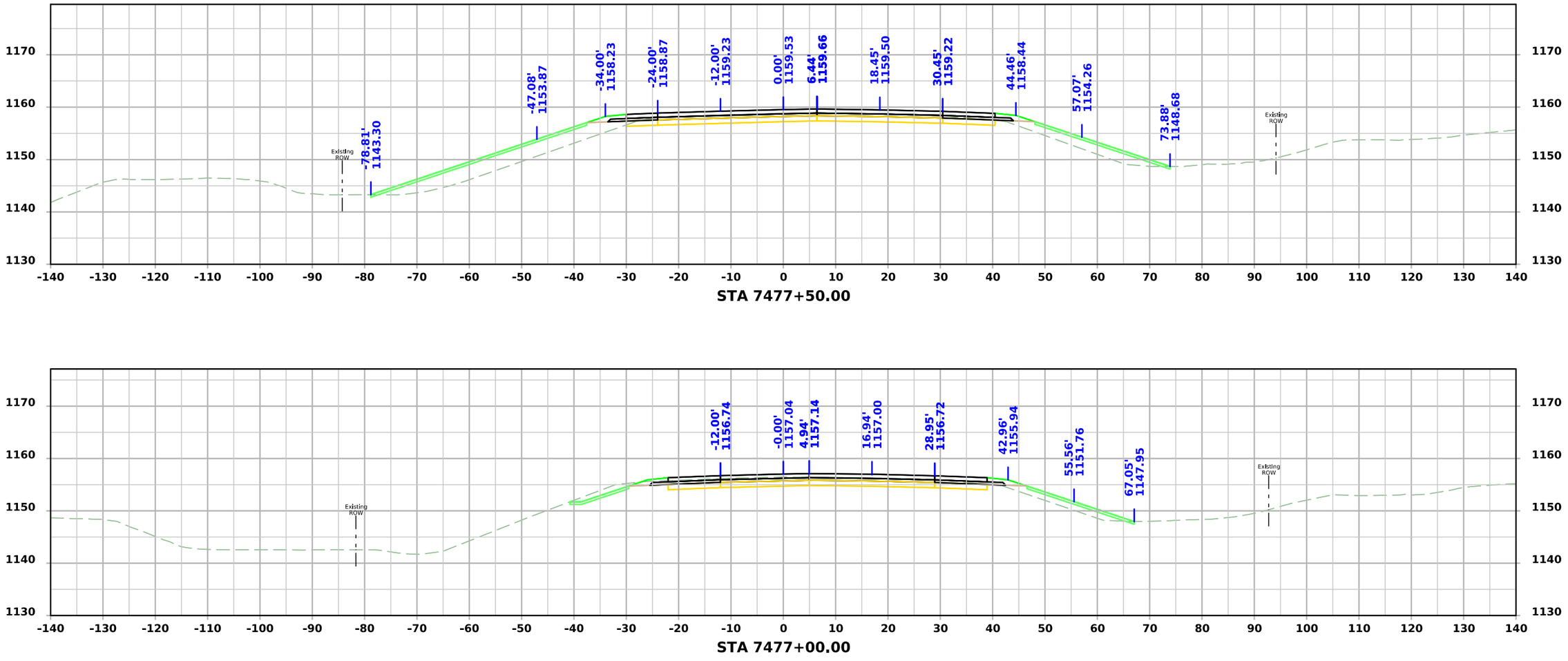


STA 7475+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.5	

4:07:19 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

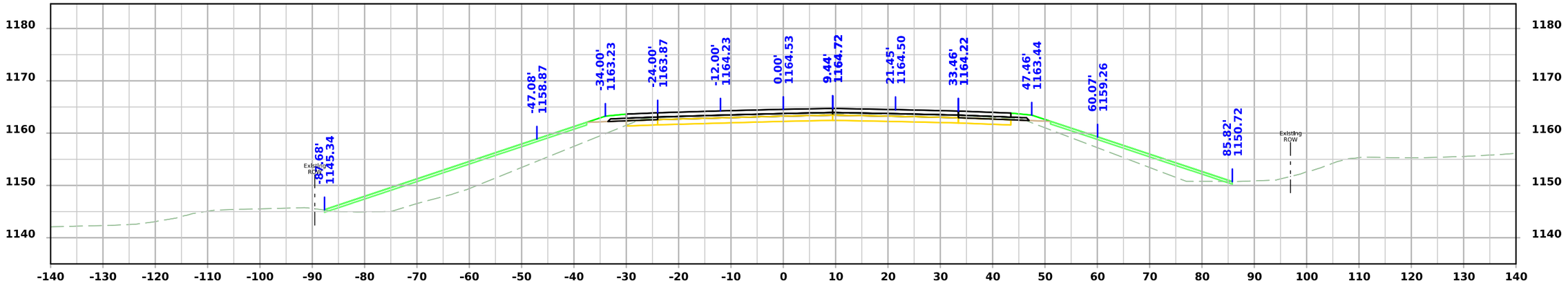
ML - US59



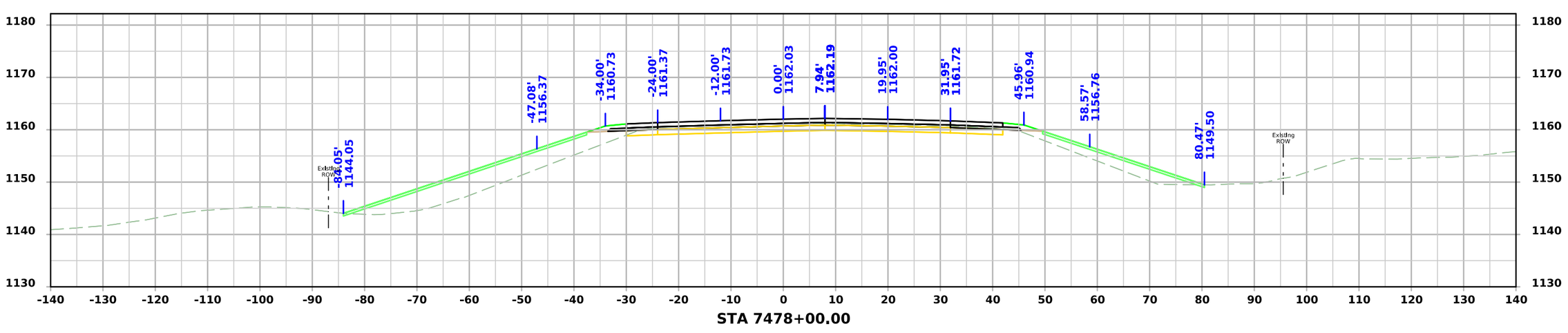
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.6	

4:07:20 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7478+50.00

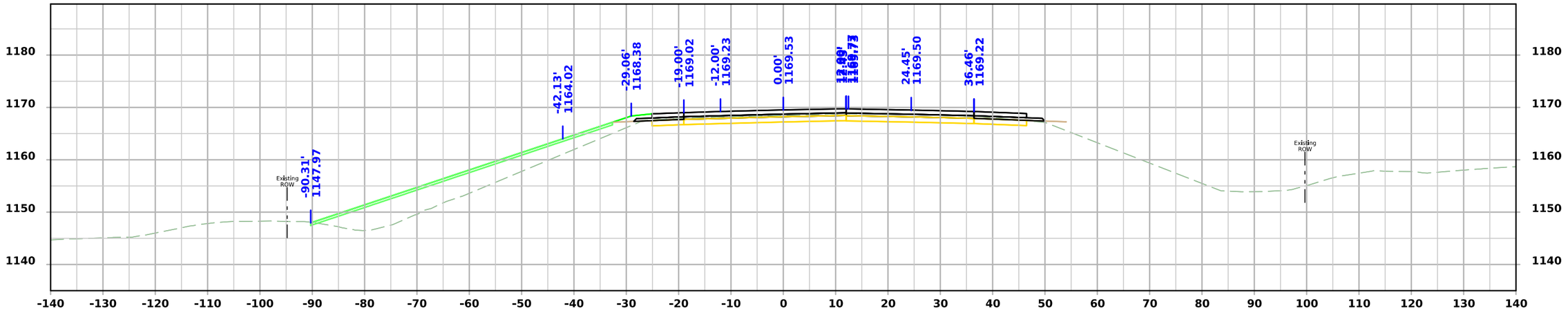


STA 7478+00.00

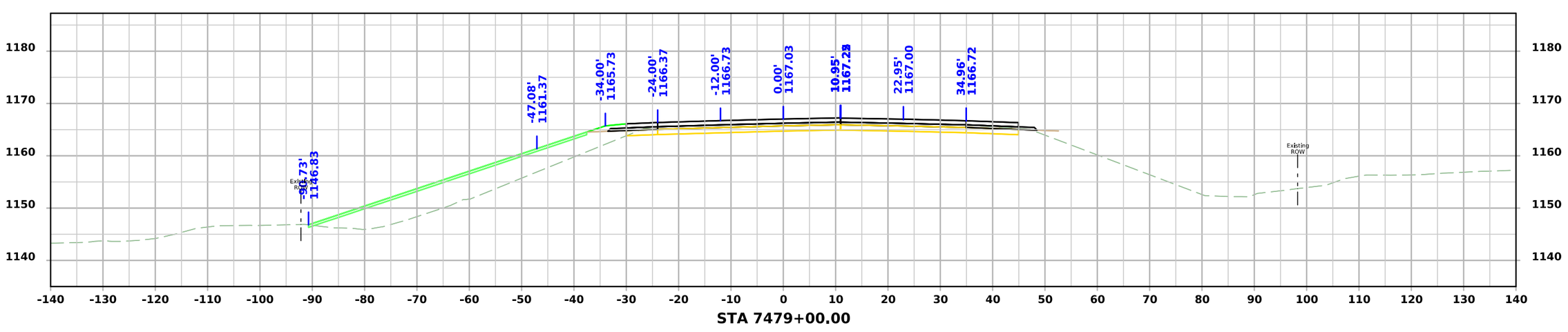
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.7

4:07:21 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7479+50.00

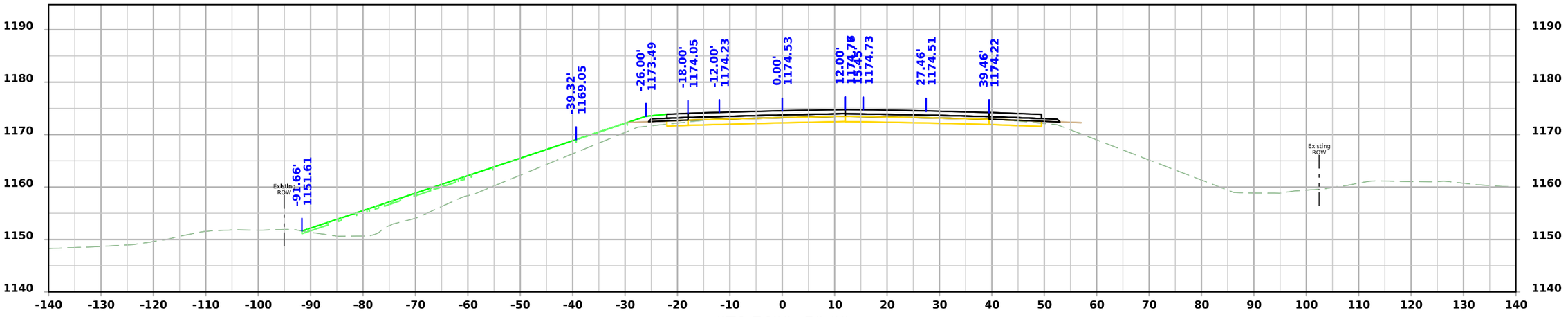


STA 7479+00.00

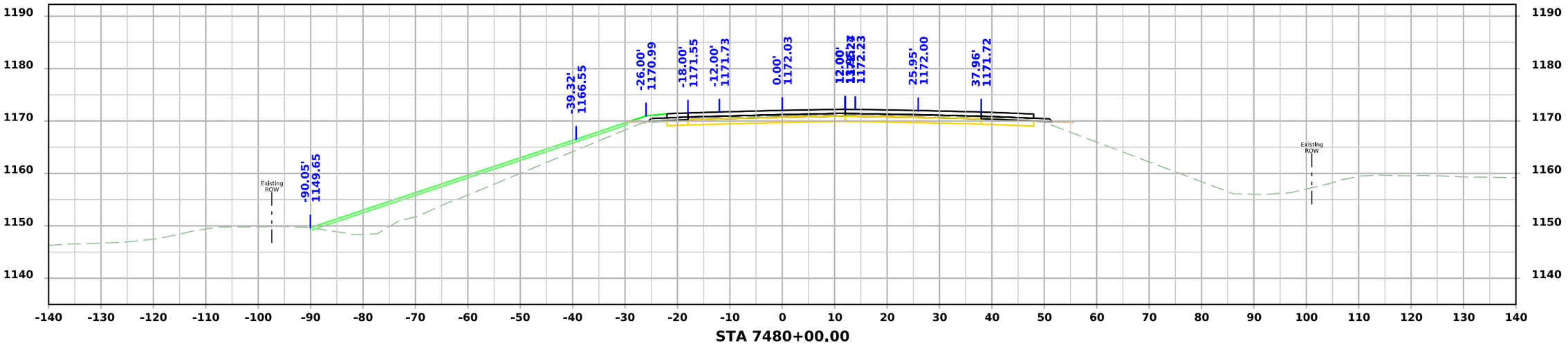
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.8

4:07:21 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7480+50.00

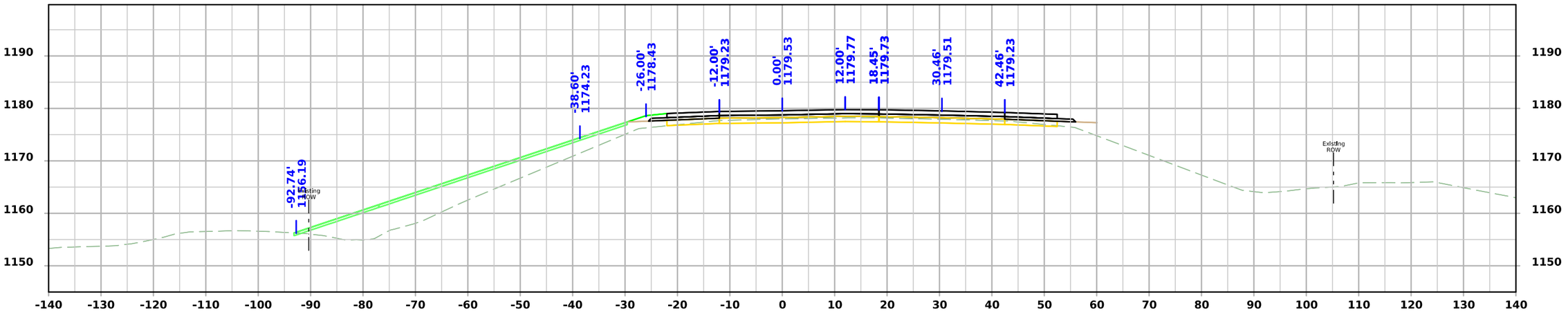


STA 7480+00.00

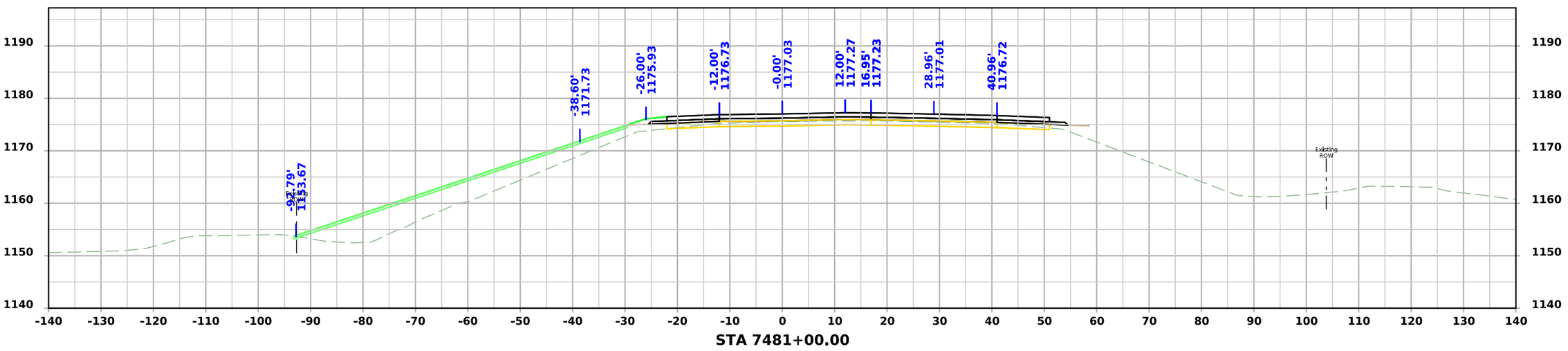
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.9

4:07:22 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7481+50.00

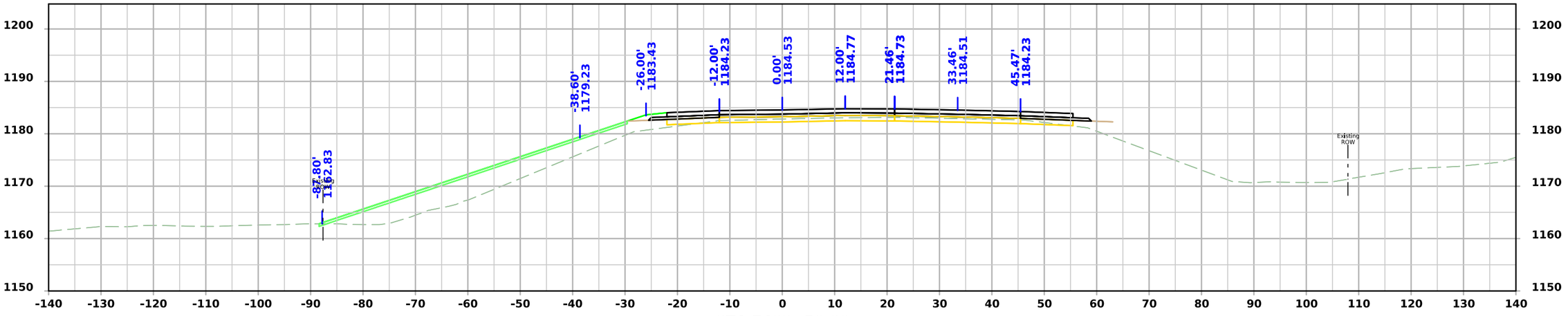


STA 7481+00.00

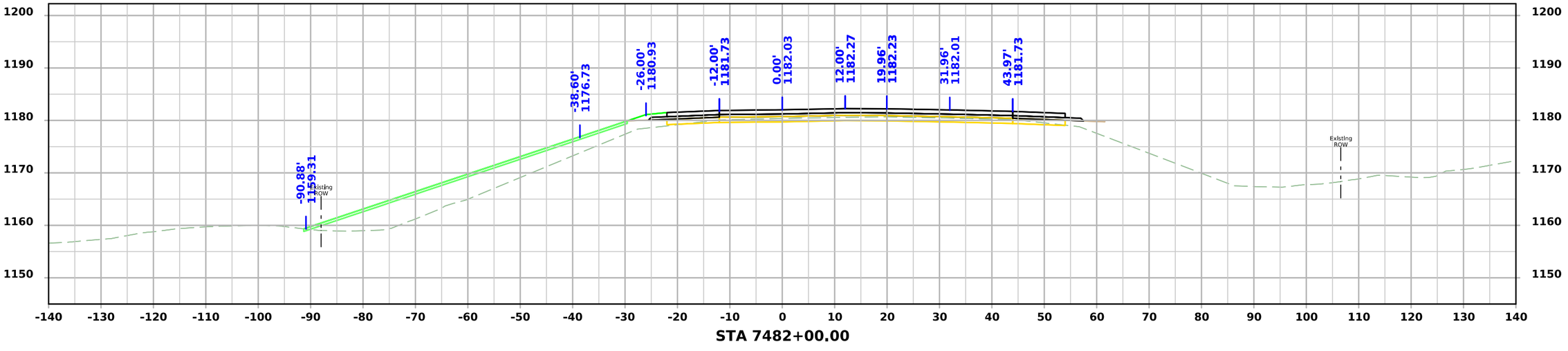
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.10

4:07:23 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7482+50.00

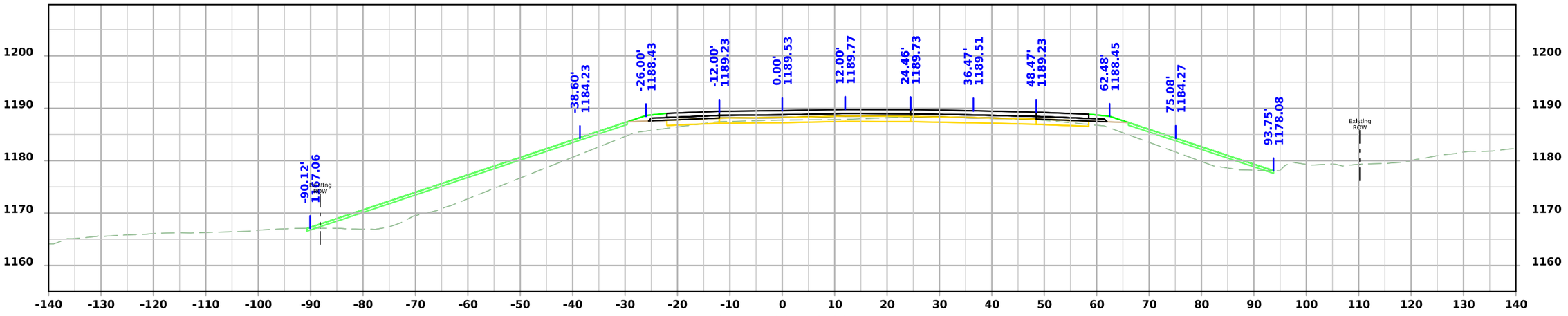


STA 7482+00.00

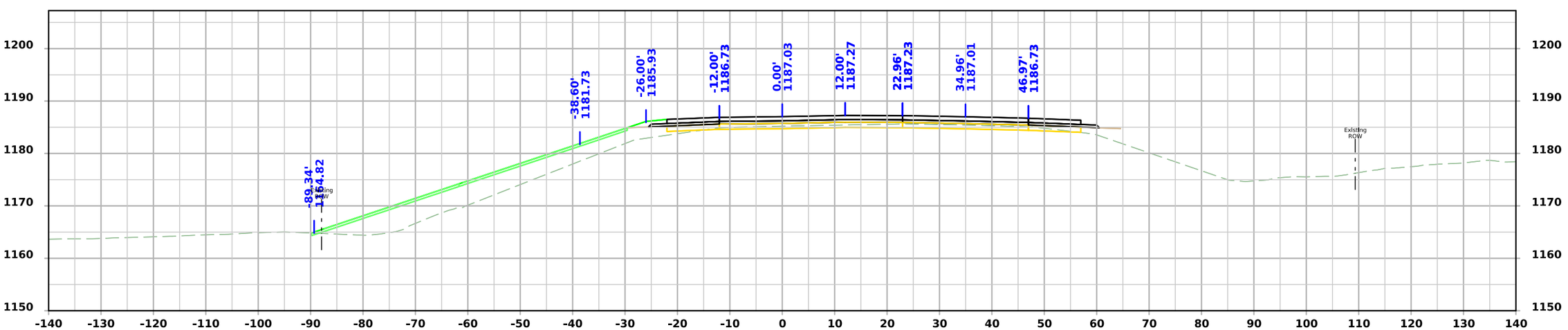
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.11

4:07:24 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7483+50.00

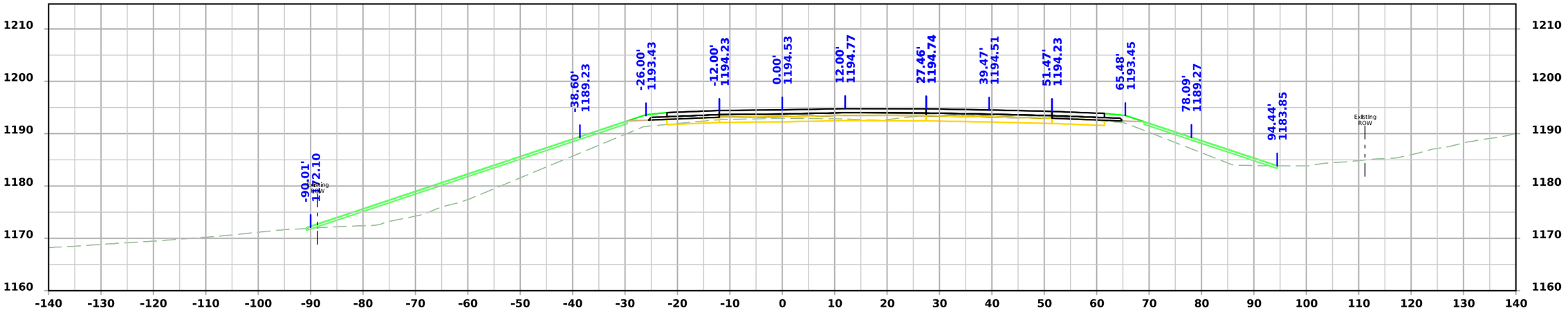


STA 7483+00.00

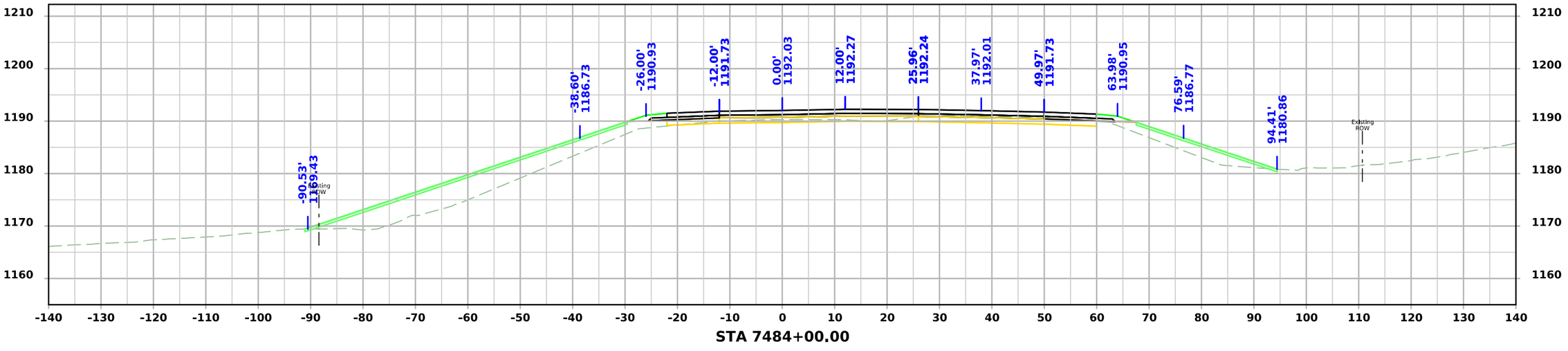
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.12

4:07:25 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7484+50.00

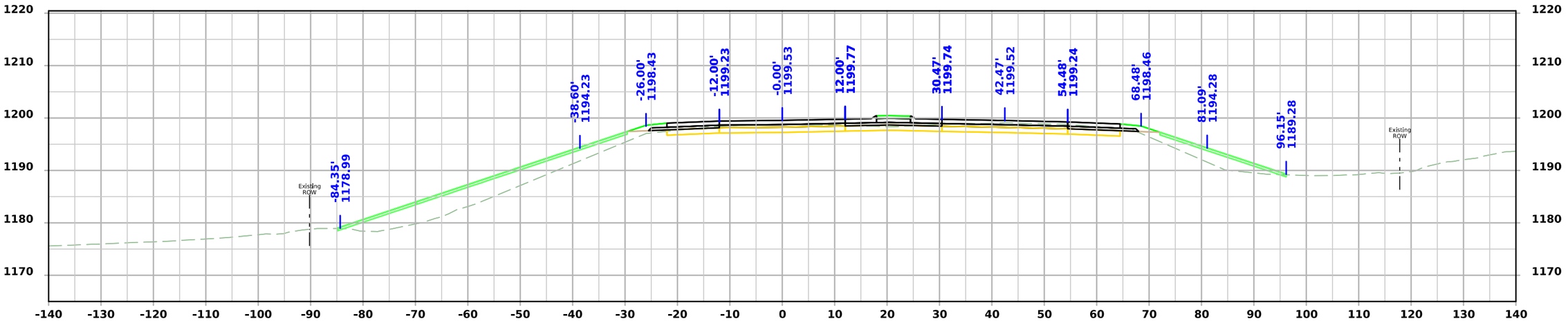


STA 7484+00.00

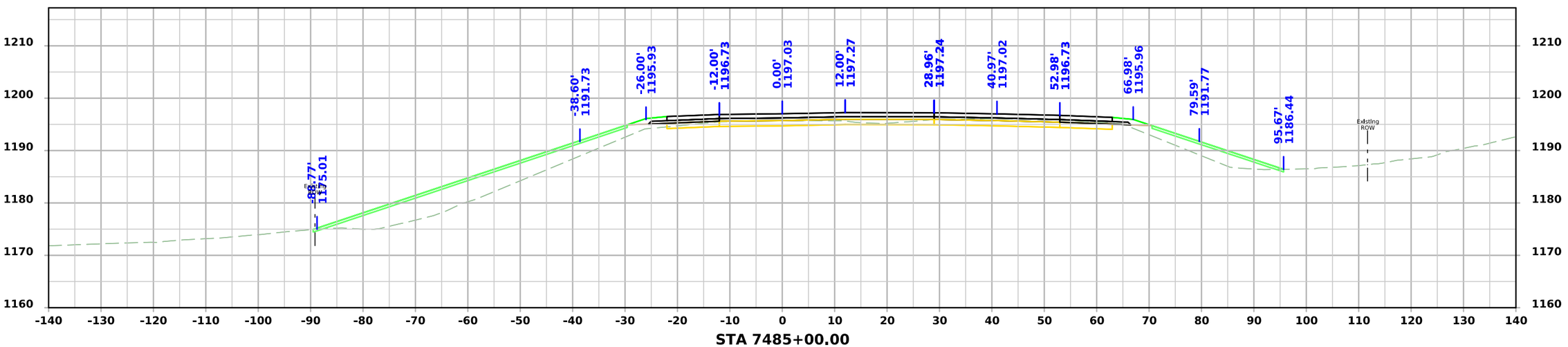
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.13

4:07:26 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7485+50.00

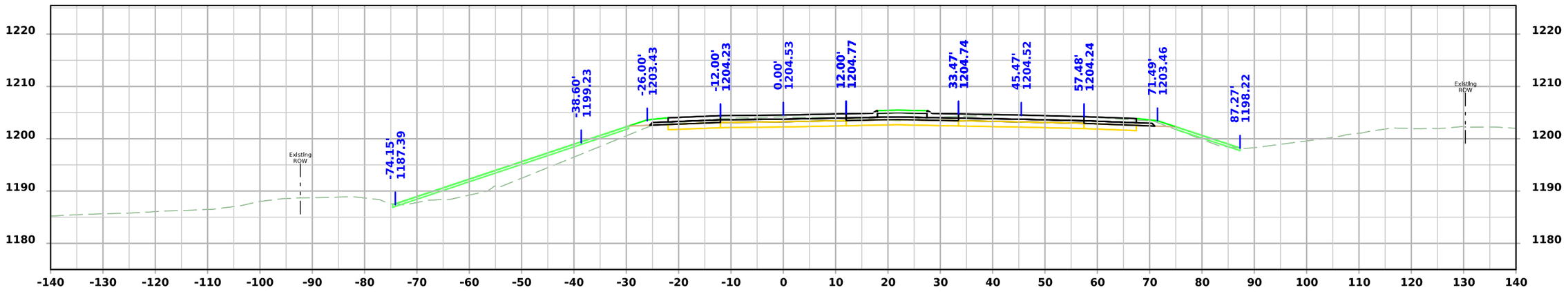


STA 7485+00.00

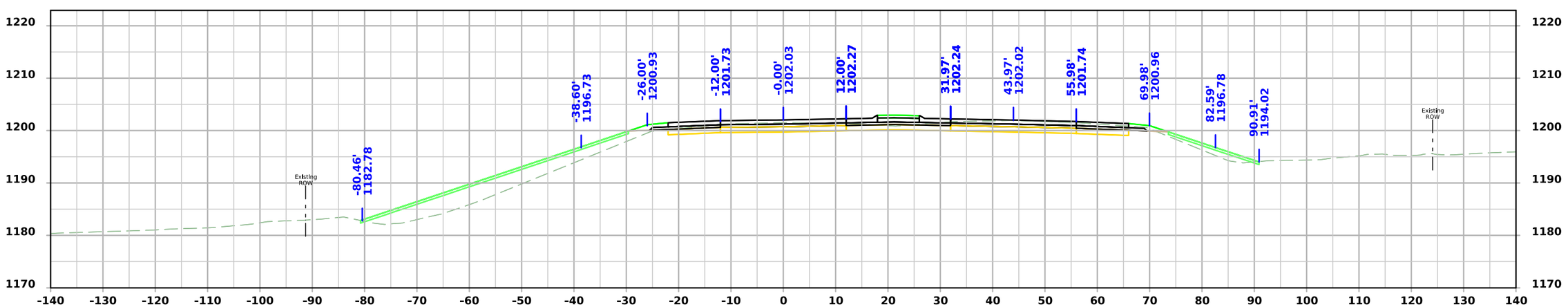
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.14

4:07:26 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7486+50.00

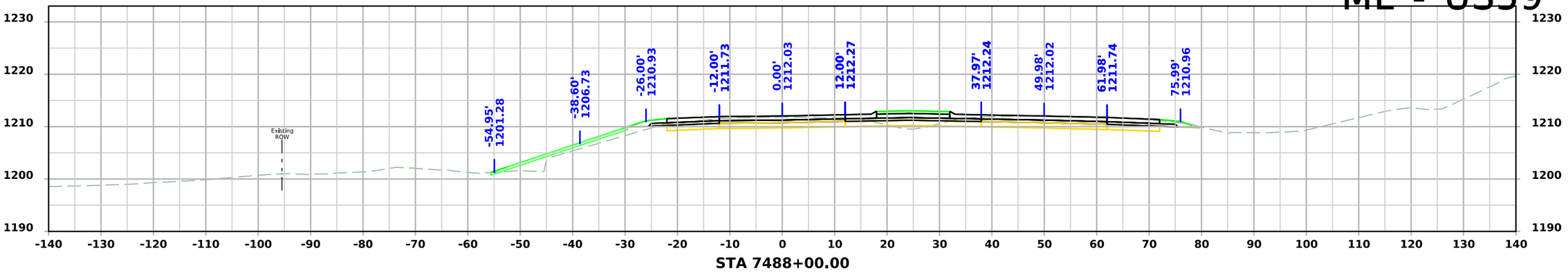


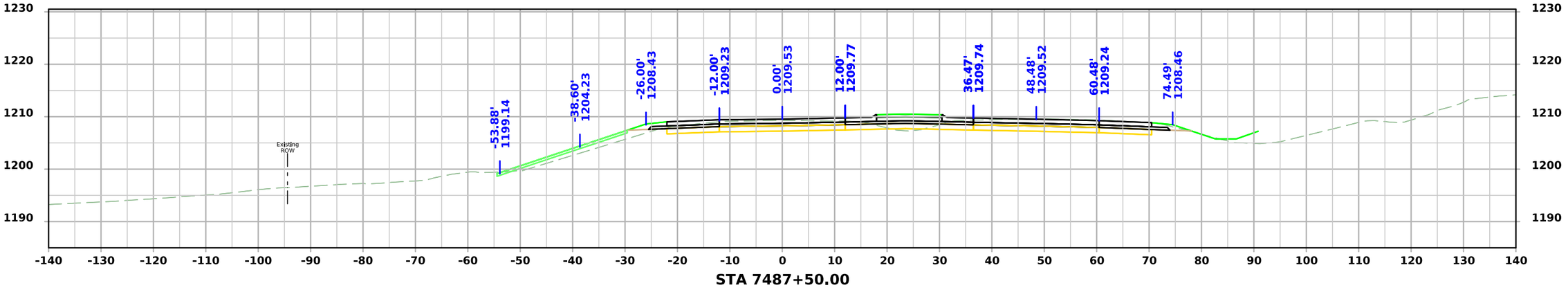
STA 7486+00.00

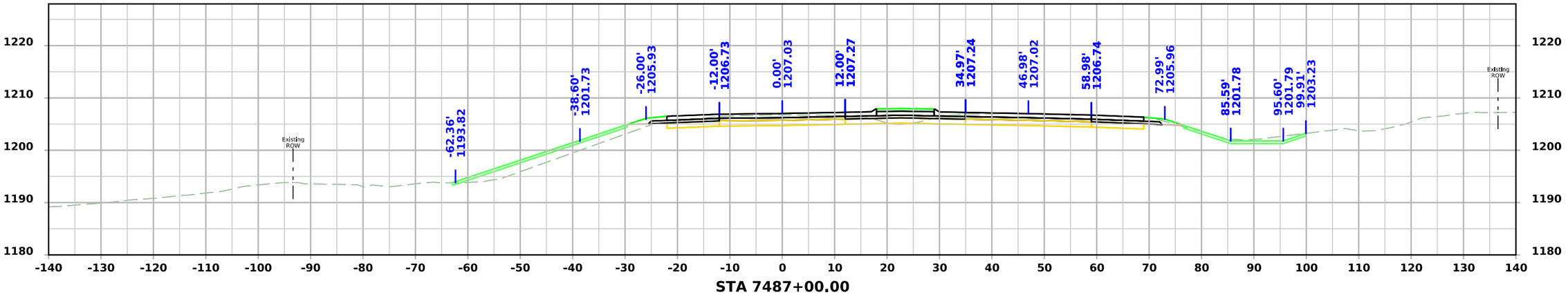
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.15

4:07:27 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



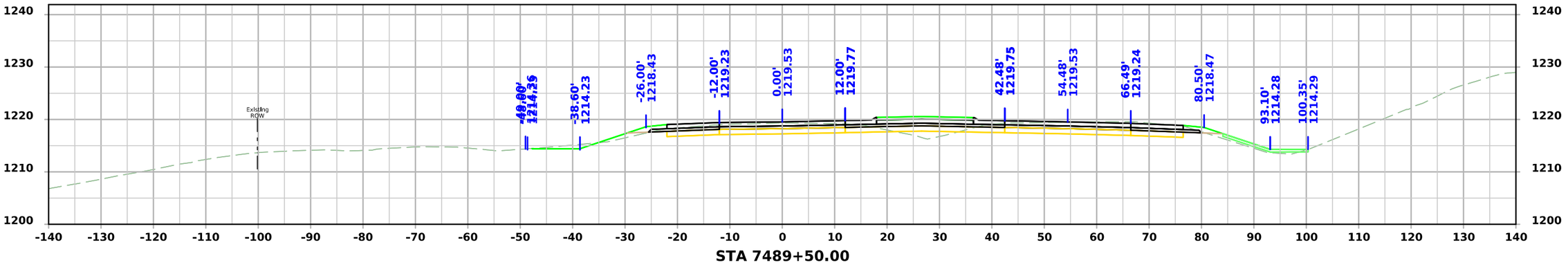




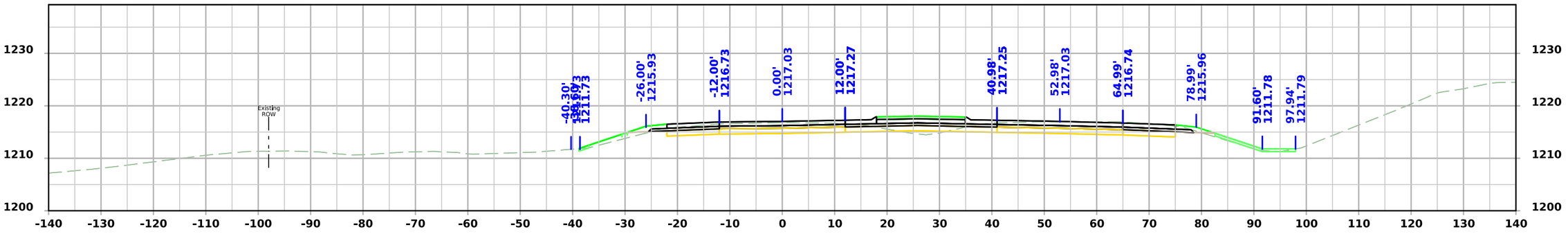
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.16

4:07:28 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

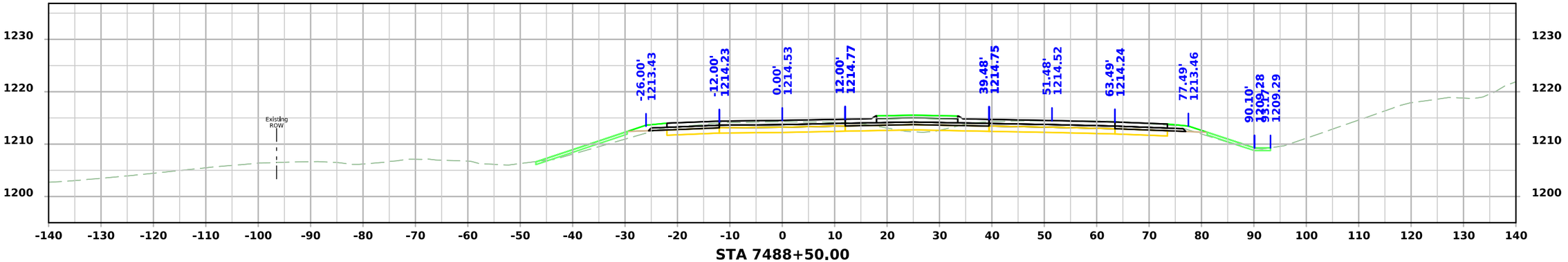
ML - US59



STA 7489+50.00



STA 7489+00.00

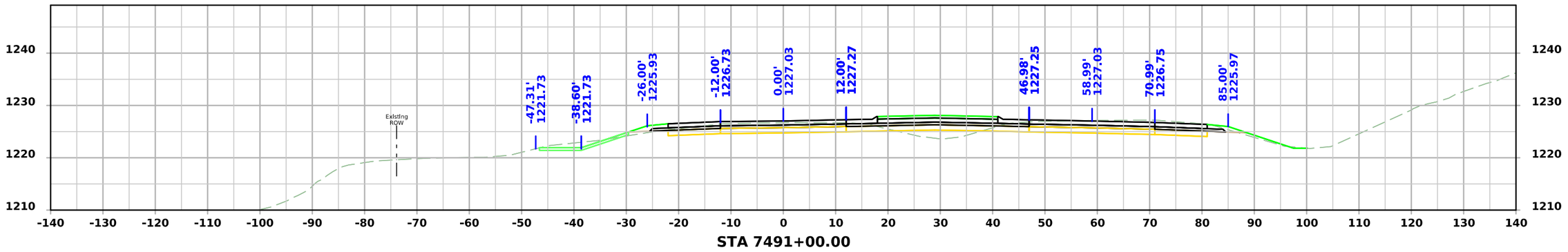


STA 7488+50.00

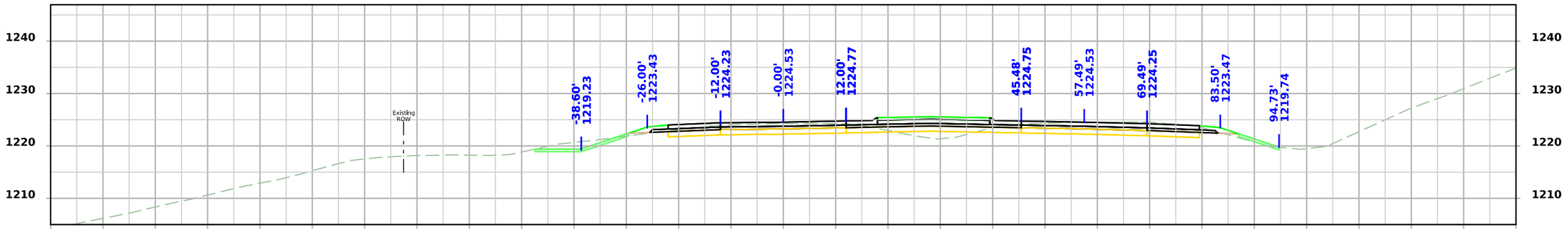
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.17

4:07:30 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

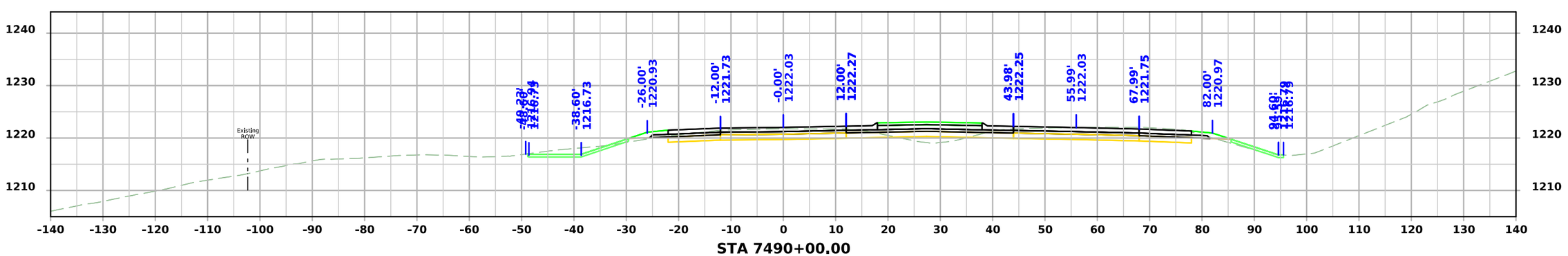
ML - US59



STA 7491+00.00



STA 7490+50.00

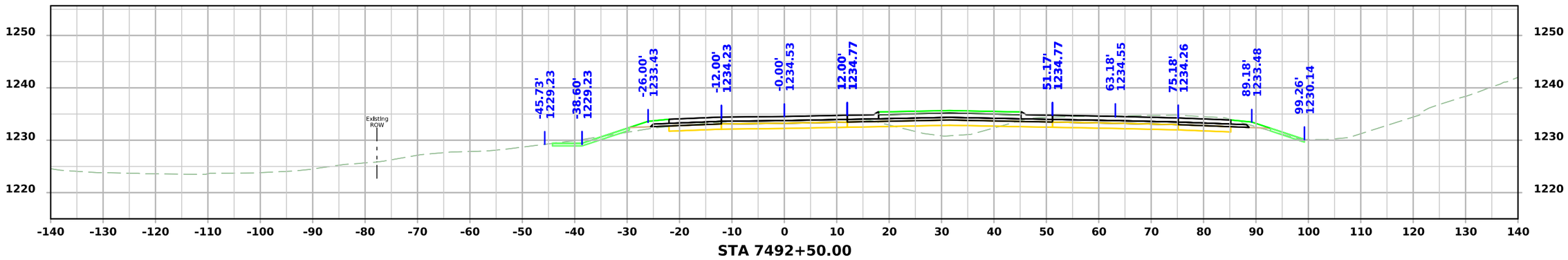


STA 7490+00.00

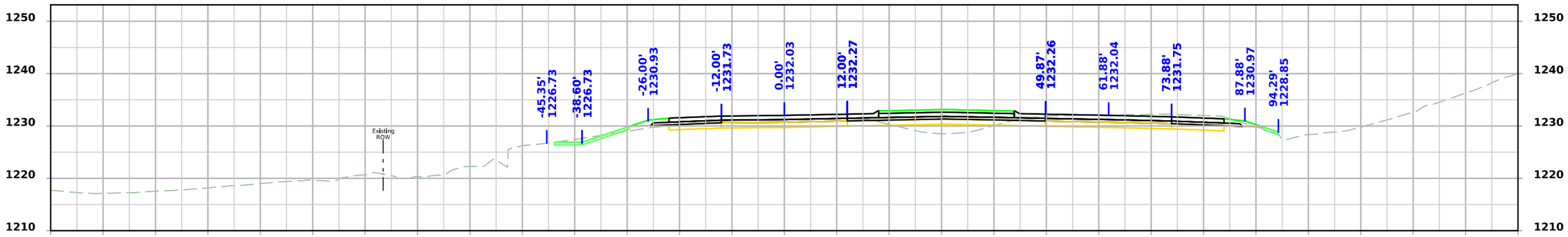
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.18	

4:07:31 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

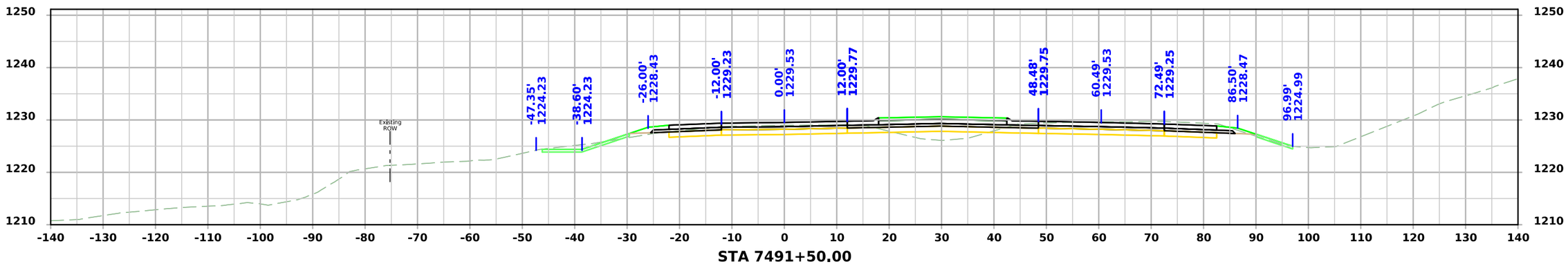
ML - US59



STA 7492+50.00



STA 7492+00.00



STA 7491+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.19	

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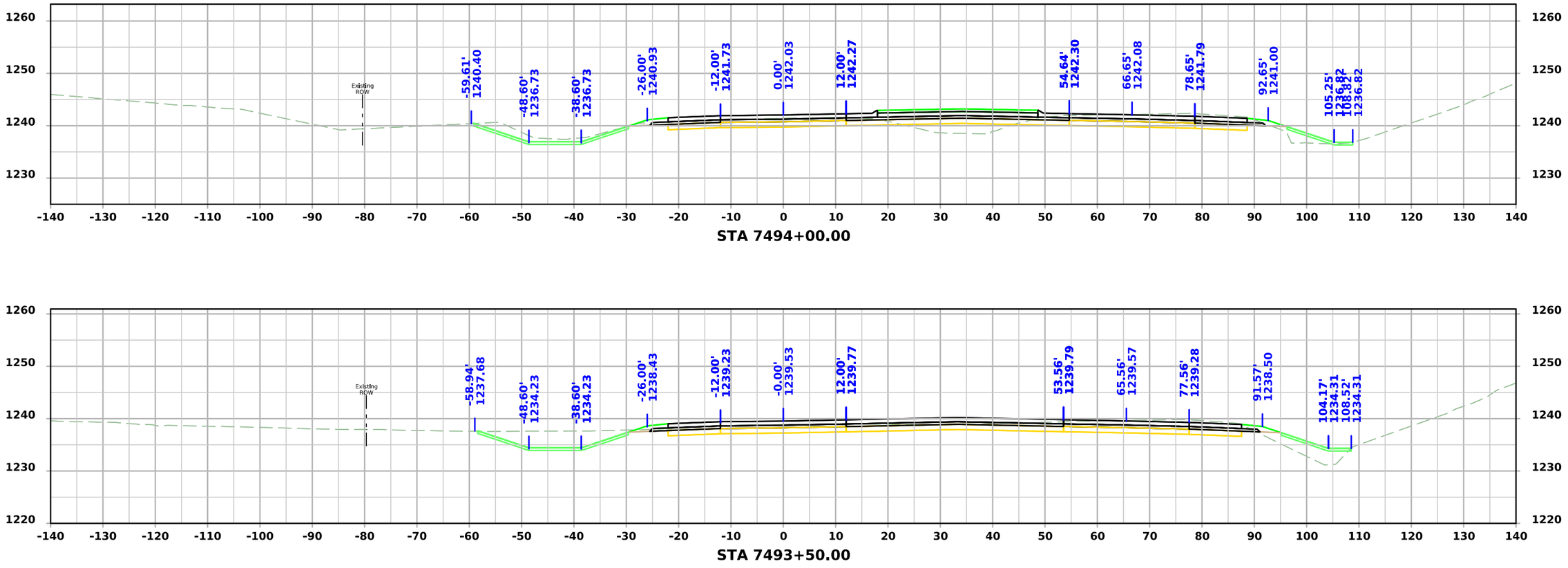
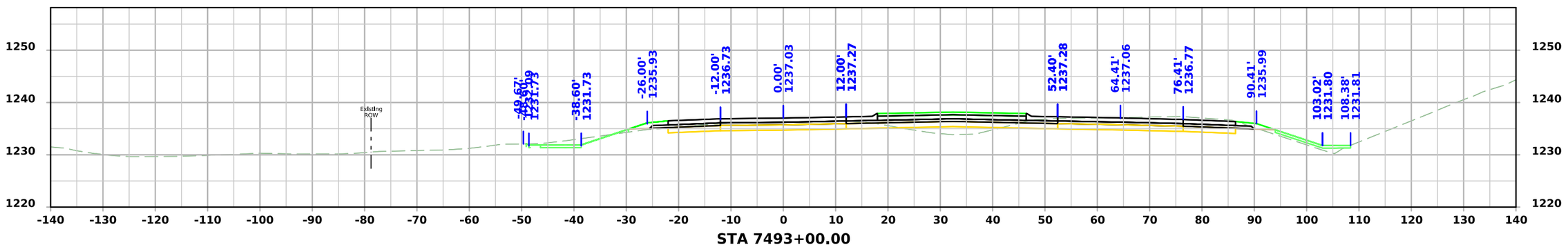
ML - US59



STA 7494+00.00

STA 7493+50.00

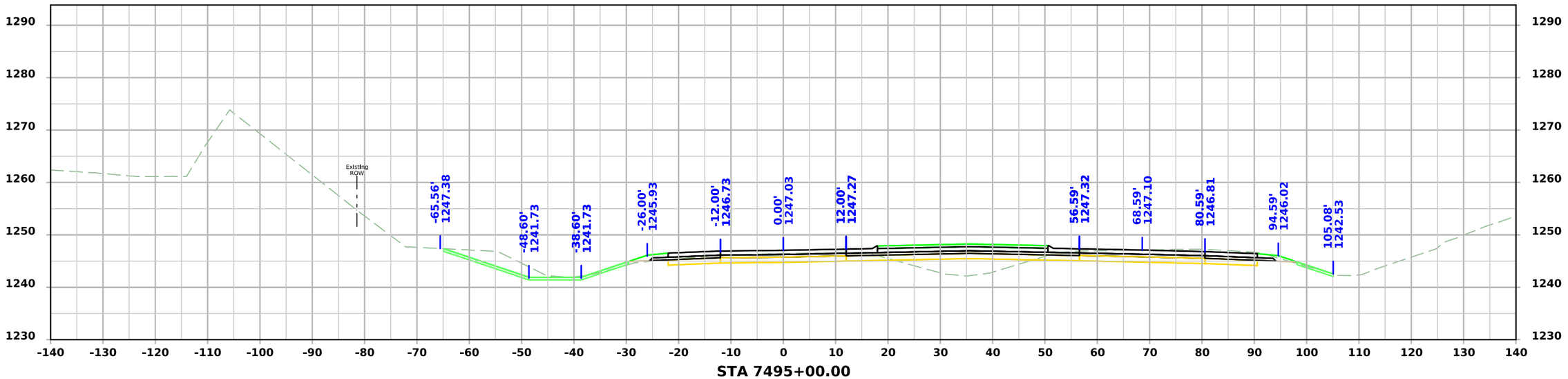


STA 7493+00.00

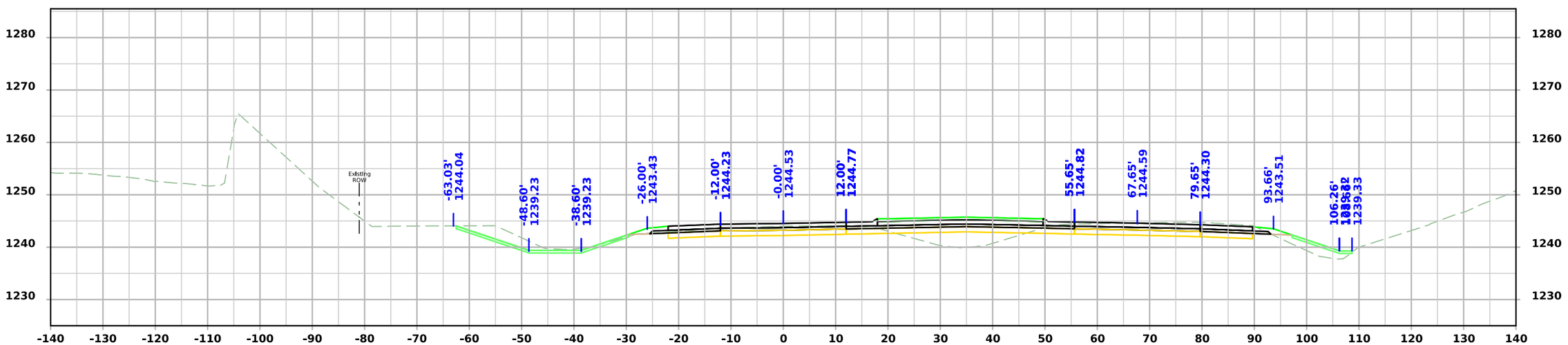
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.20

4:07:34 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7495+00.00



STA 7494+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.21

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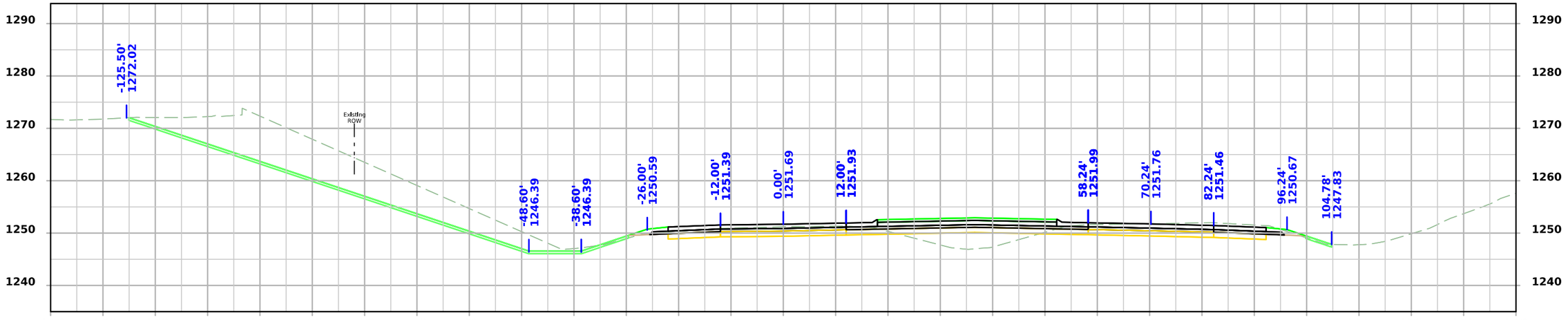
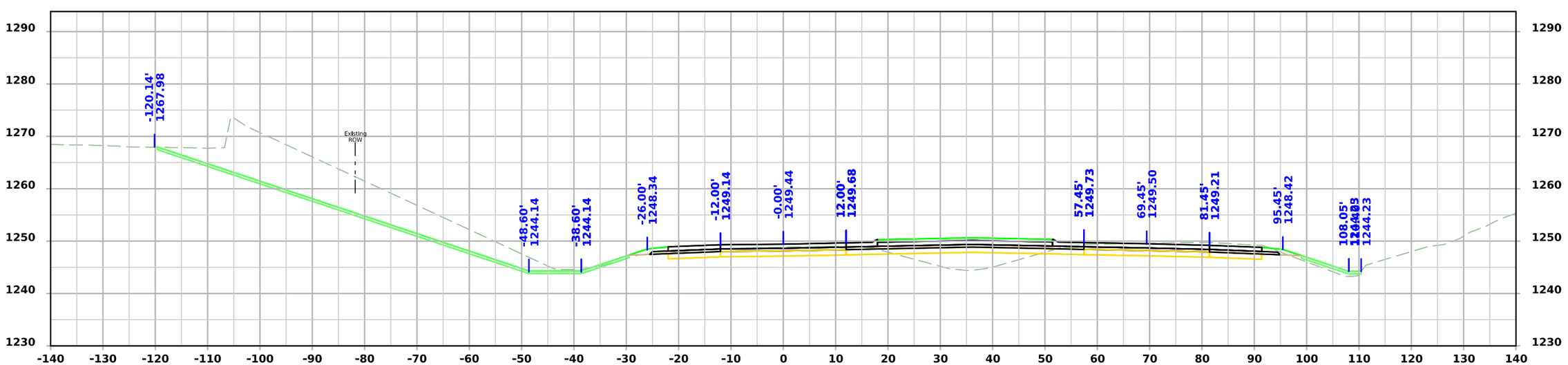
ML - US59



STA 7496+00.00

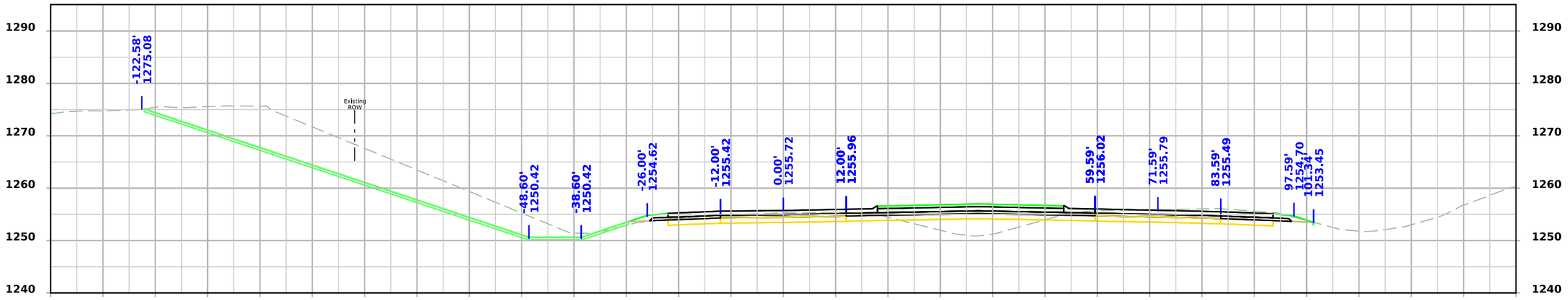


STA 7495+50.00

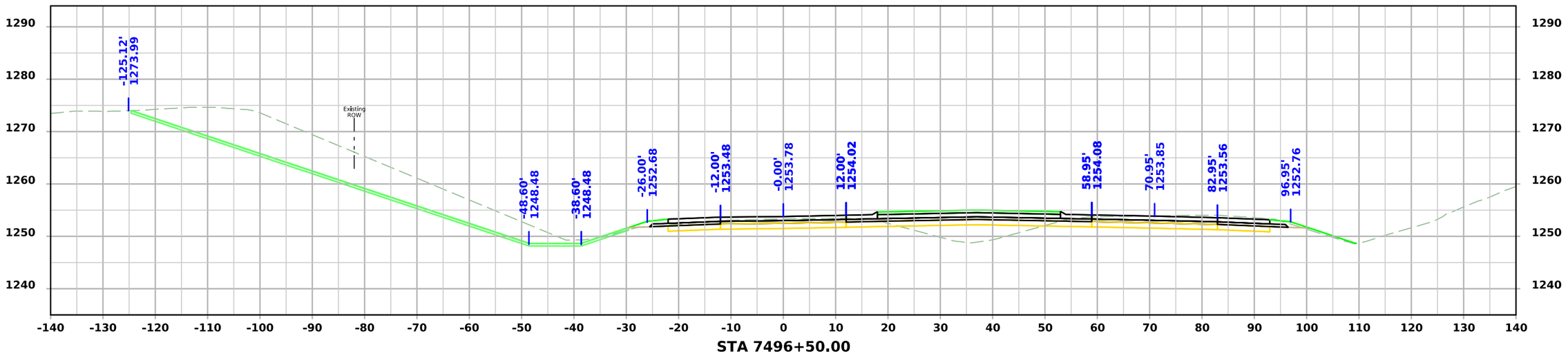
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.22

4:07:36 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7497+00.00

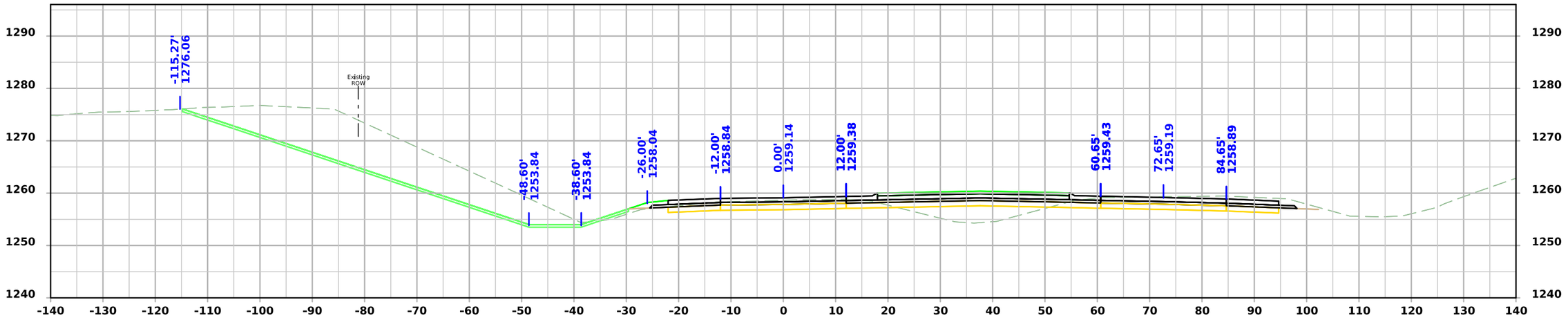


STA 7496+50.00

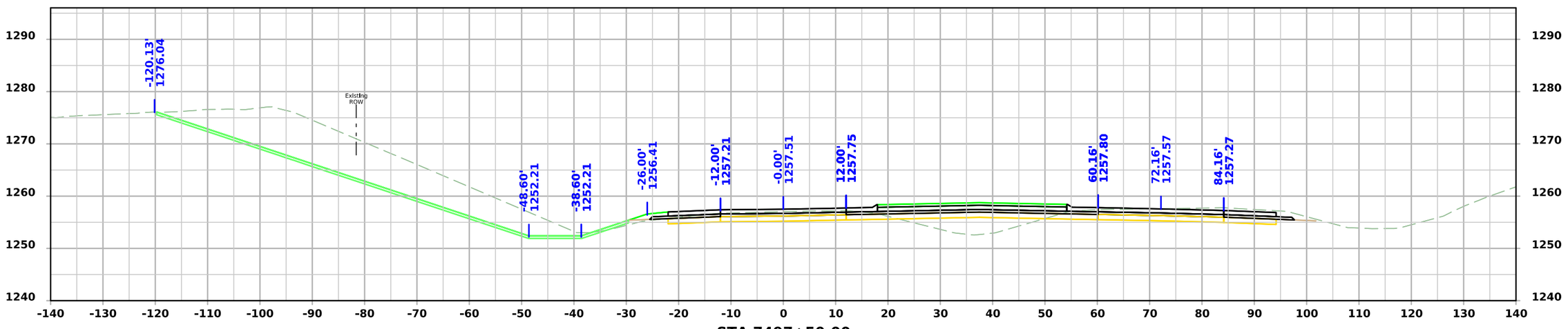
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.23

4:07:37 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7498+00.00

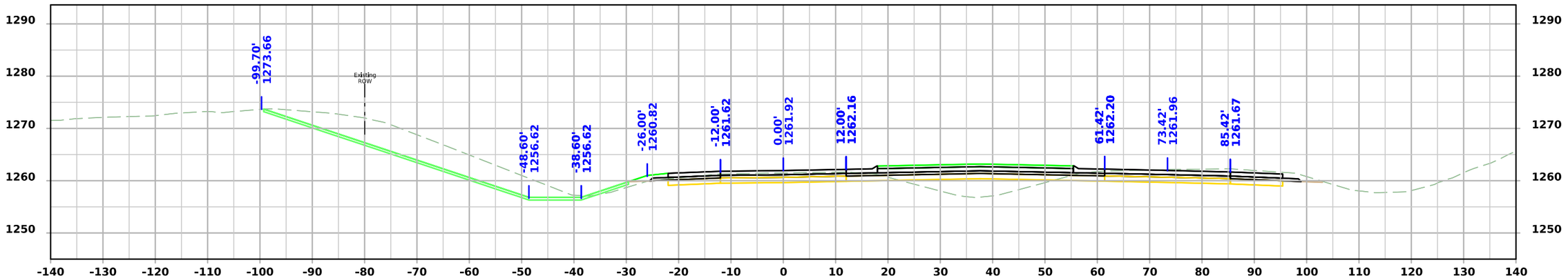


STA 7497+50.00

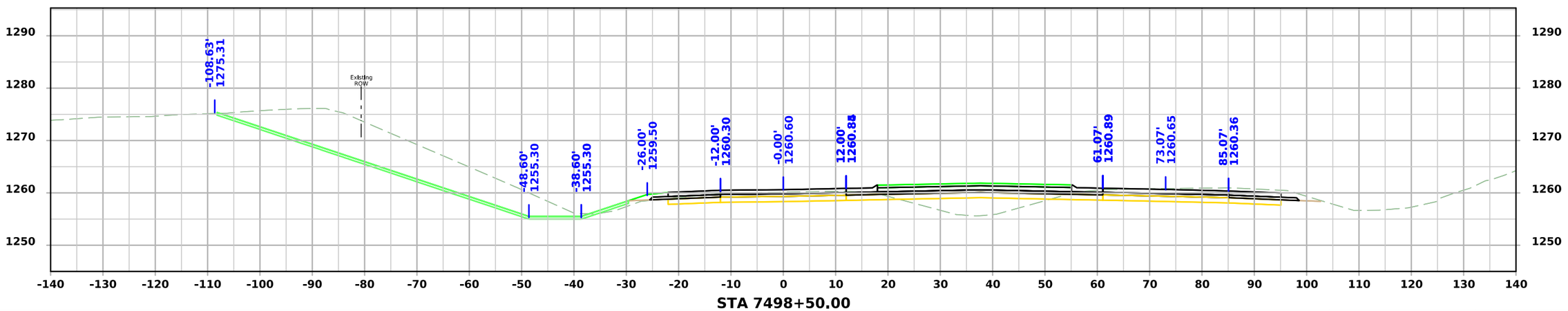
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.24

4:07:38 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7499+00.00

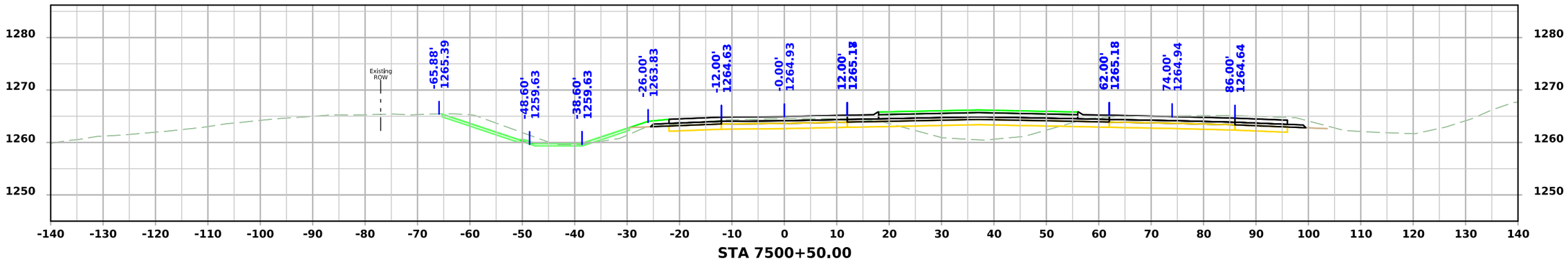


STA 7498+50.00

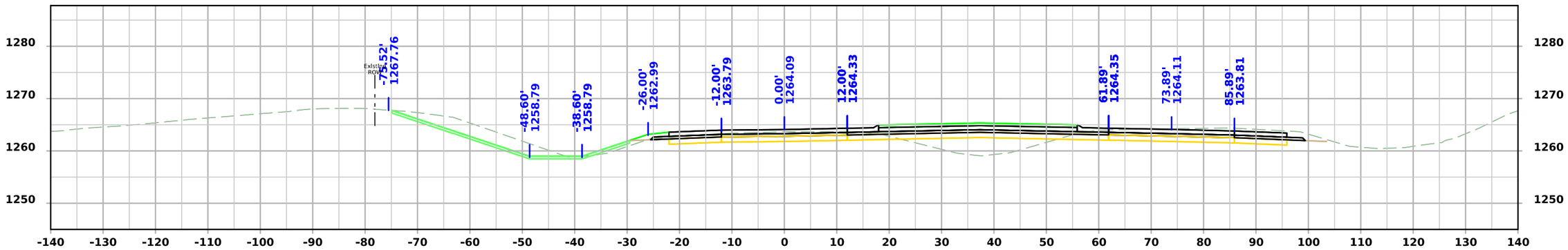
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.25

4:07:39 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

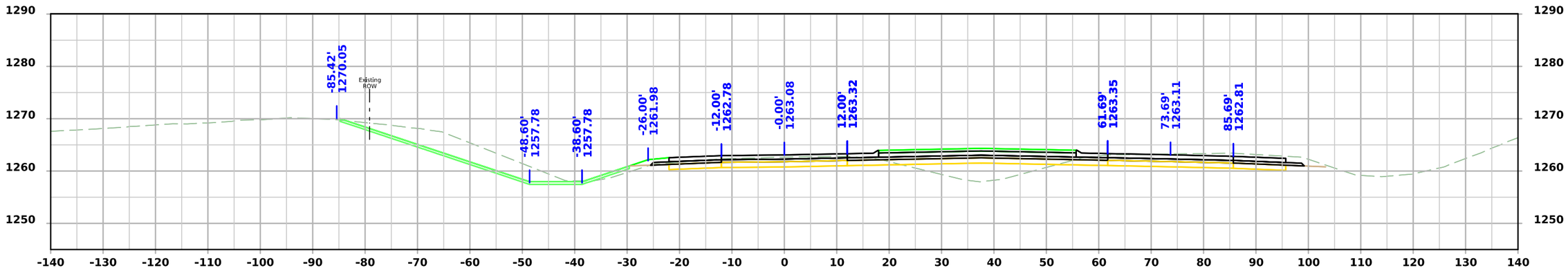
ML - US59



STA 7500+50.00



STA 7500+00.00

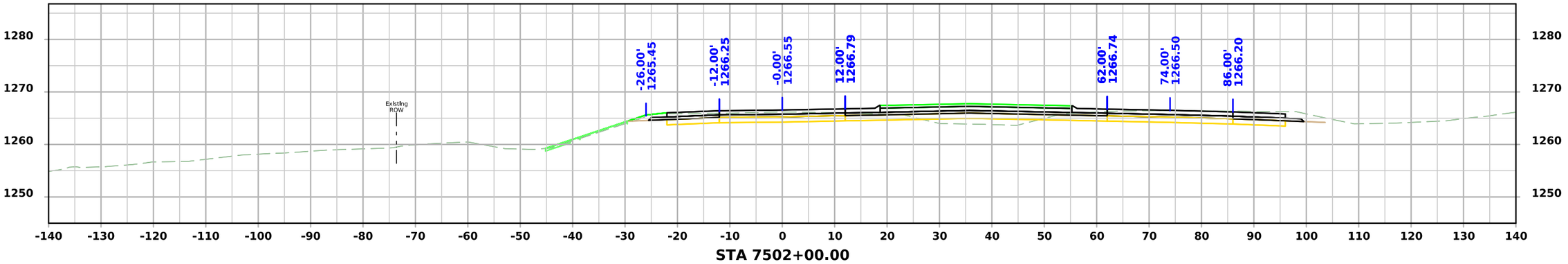


STA 7499+50.00

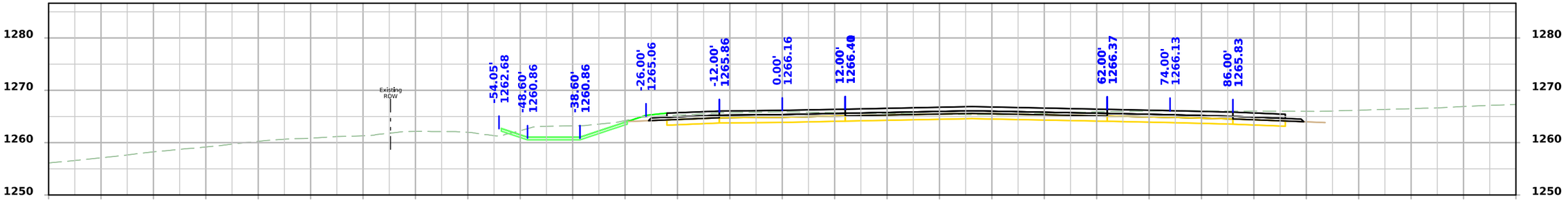
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.26

4:07:40 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

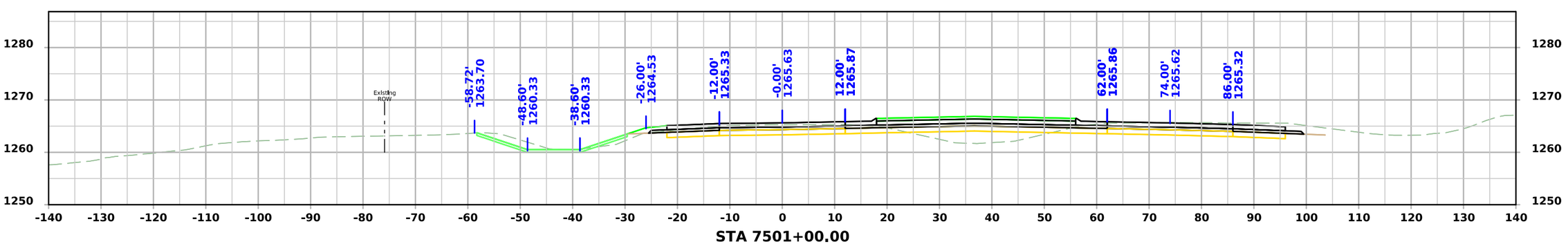
ML - US59



STA 7502+00.00



STA 7501+50.00

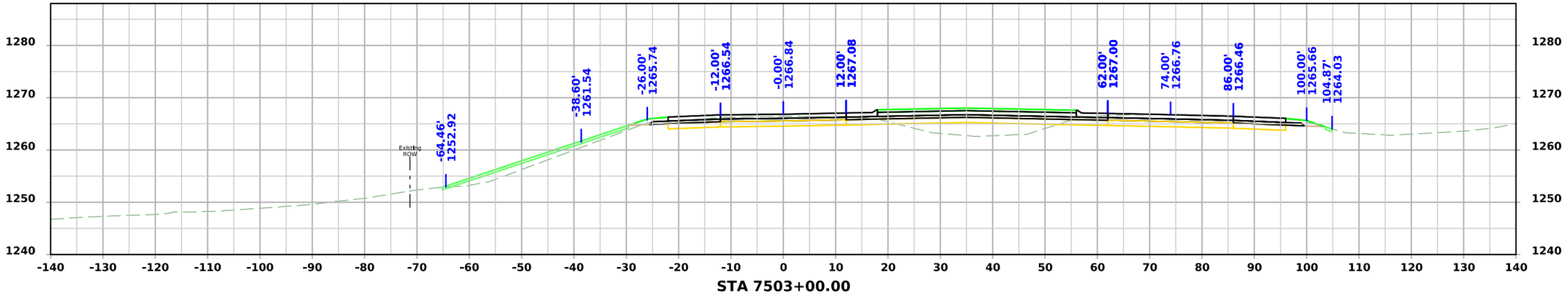


STA 7501+00.00

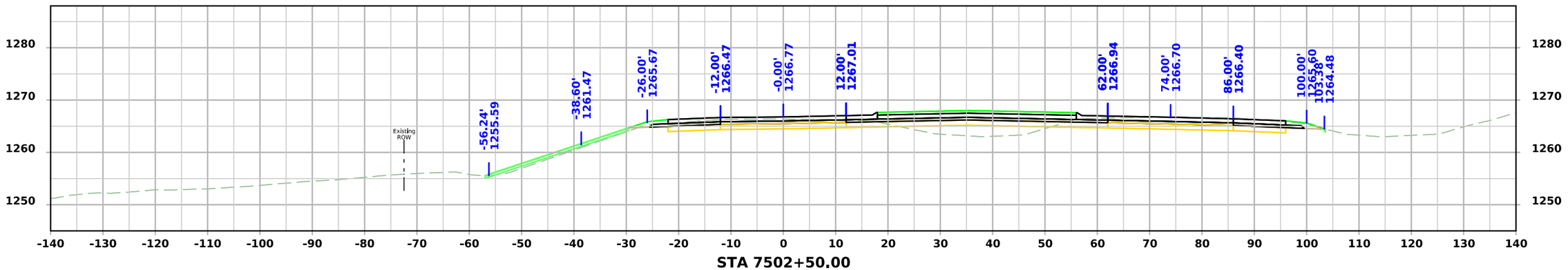
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.27

4:07:42 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7503+00.00

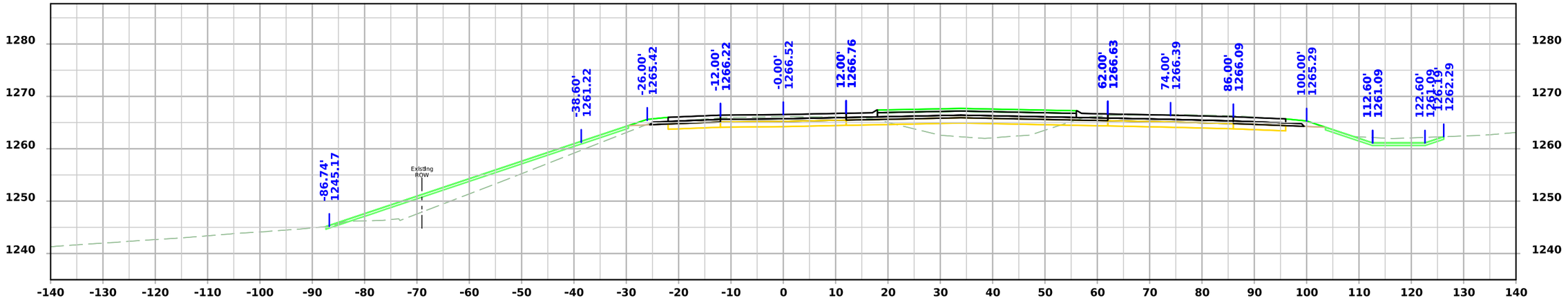


STA 7502+50.00

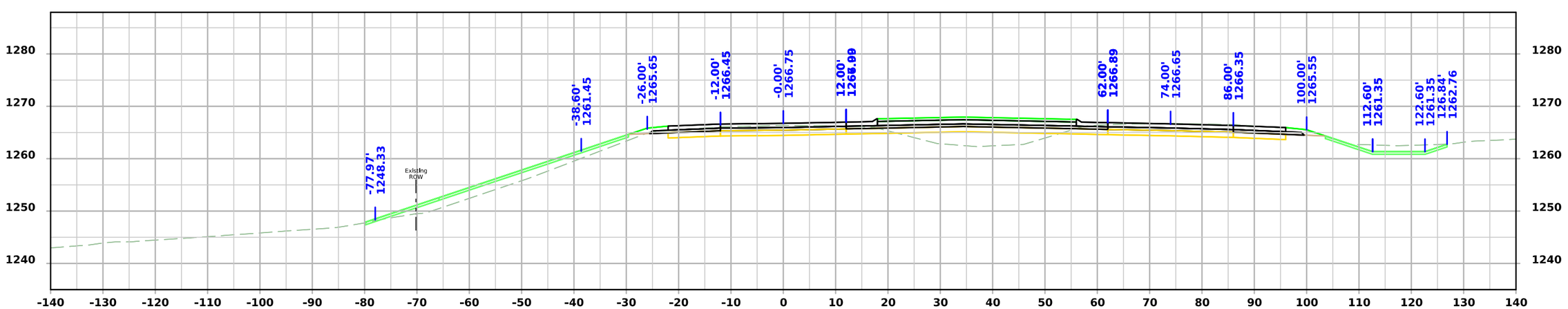
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.28

4:07:43 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7504+00.00

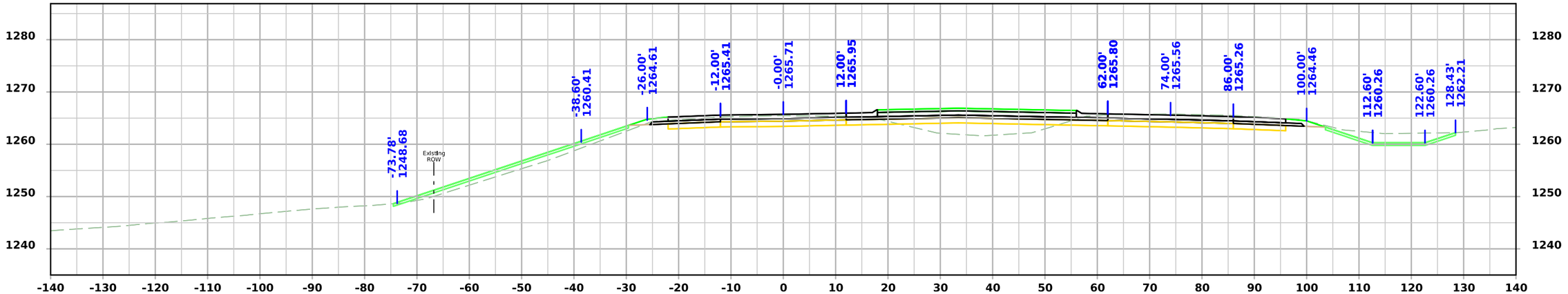


STA 7503+50.00

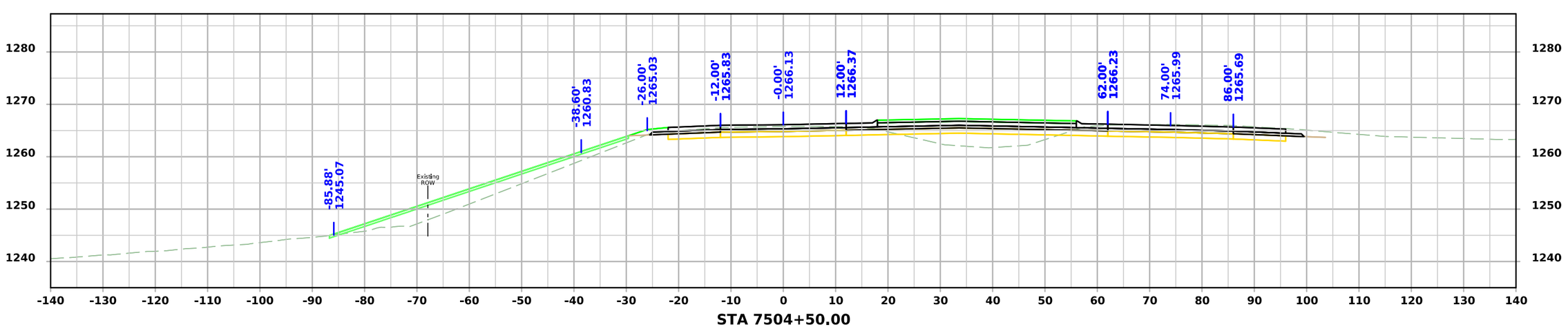
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.29

4:07:44 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7505+00.00

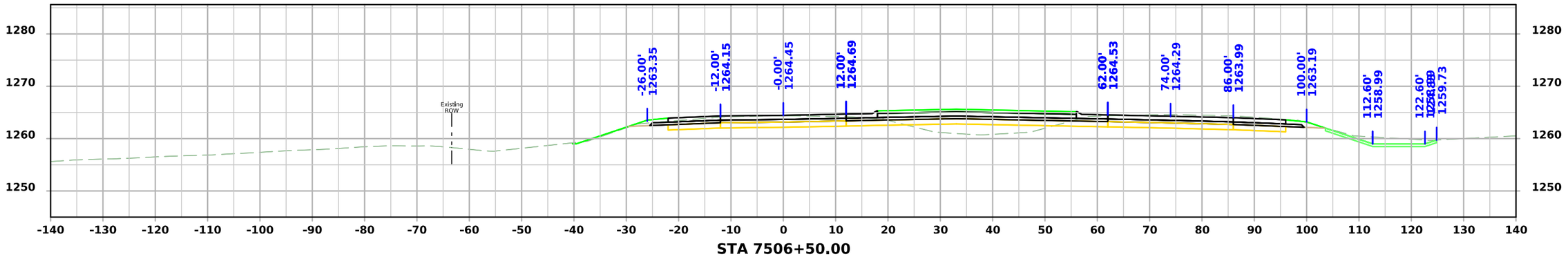


STA 7504+50.00

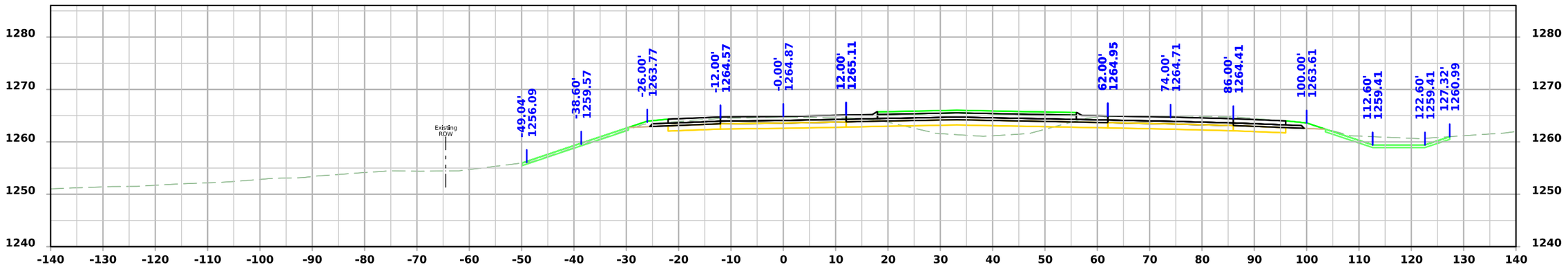
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.30

4:07:45 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

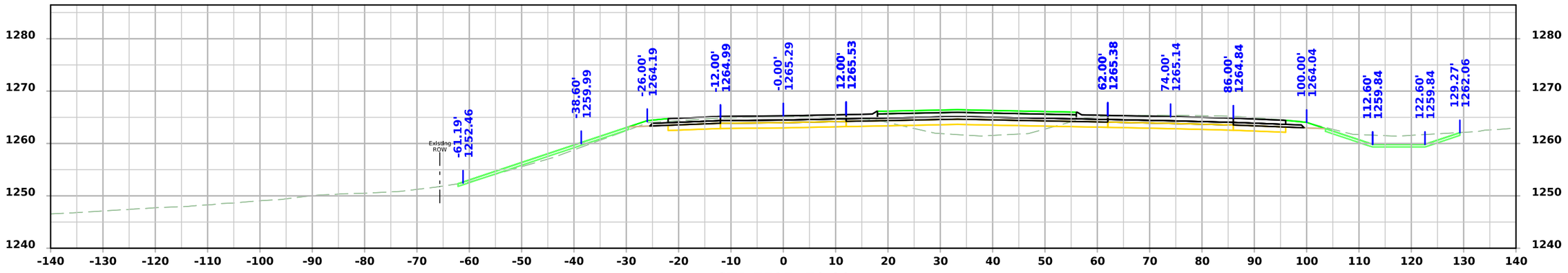
ML - US59



STA 7506+50.00



STA 7506+00.00

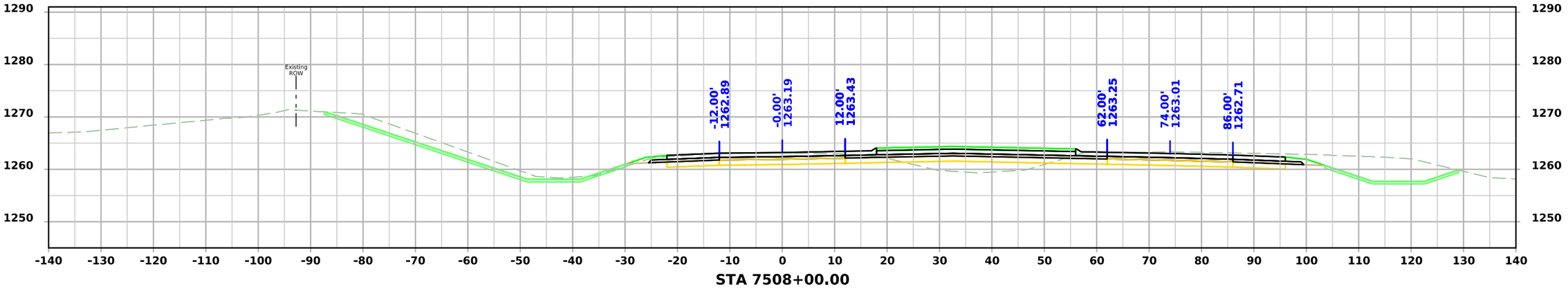


STA 7505+50.00

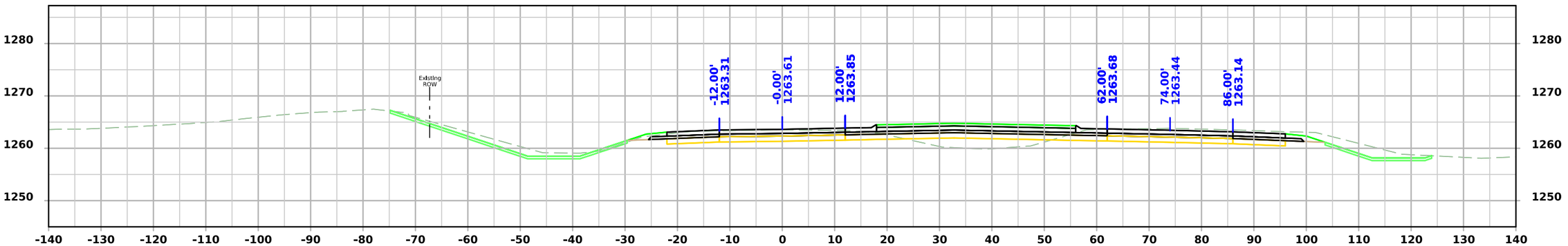
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.31

4:07:46 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

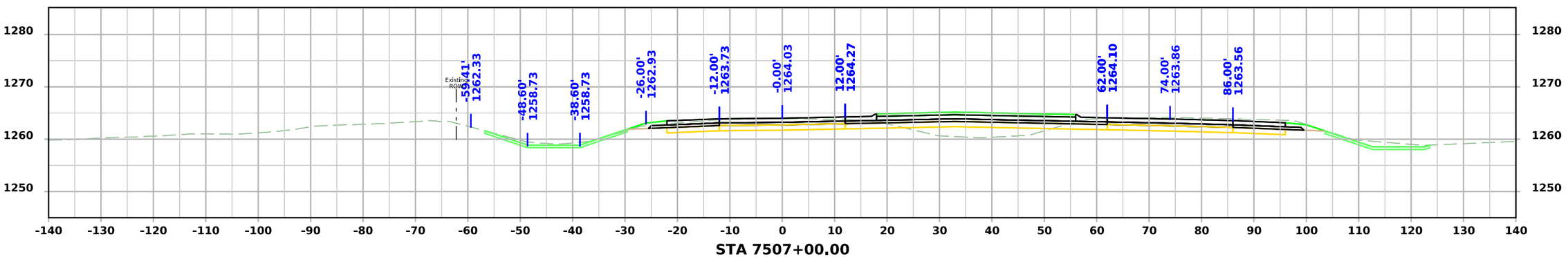
ML - US59



STA 7508+00.00



STA 7507+50.00

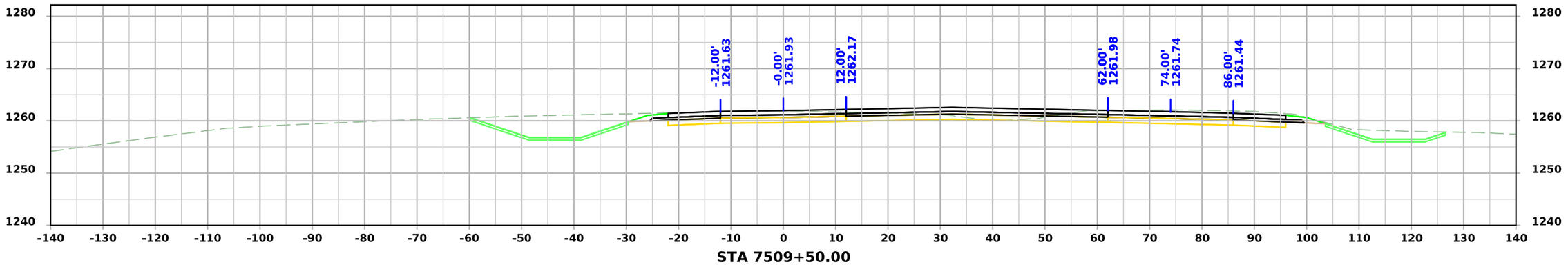


STA 7507+00.00

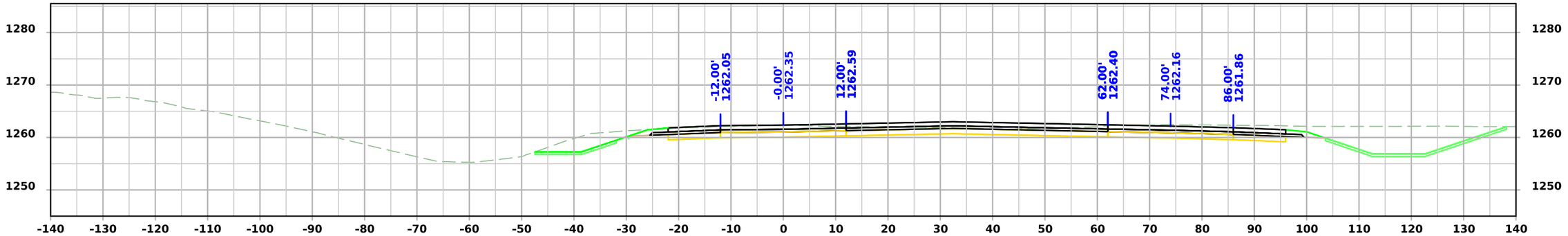
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.32

4:07:48 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

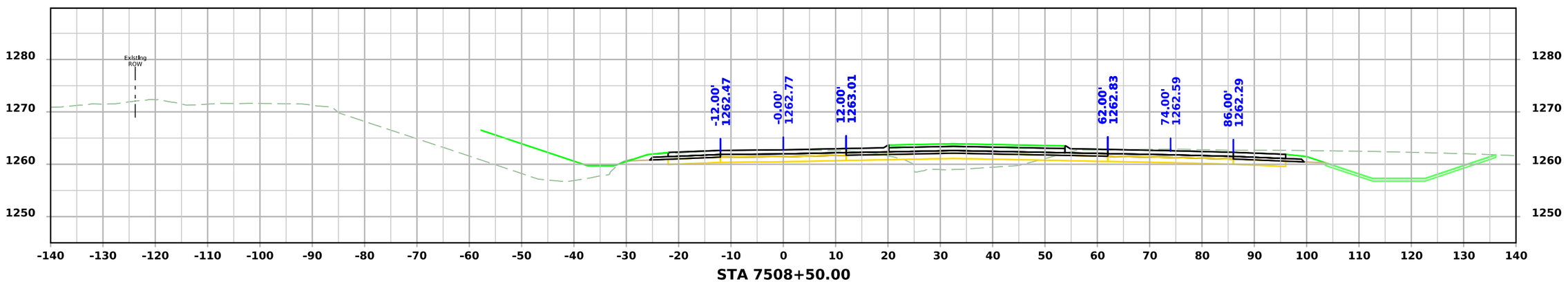
ML - US59



STA 7509+50.00



STA 7509+00.00

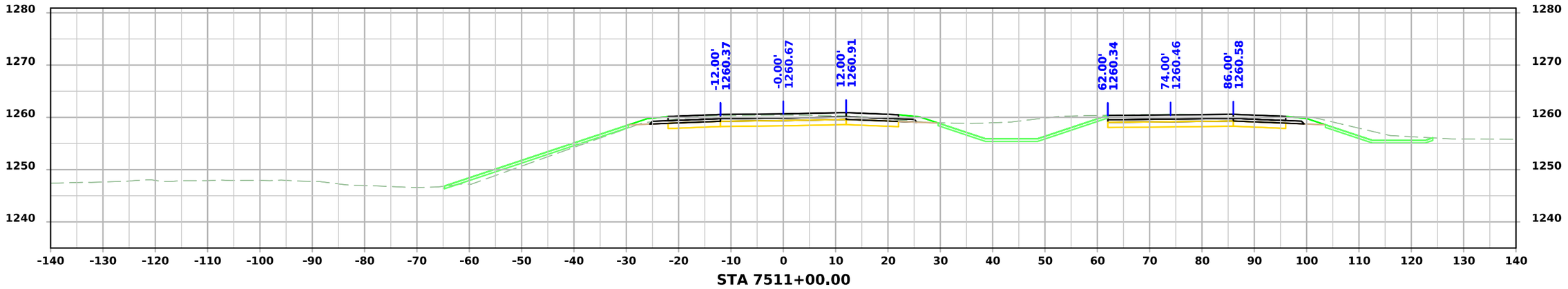


STA 7508+50.00

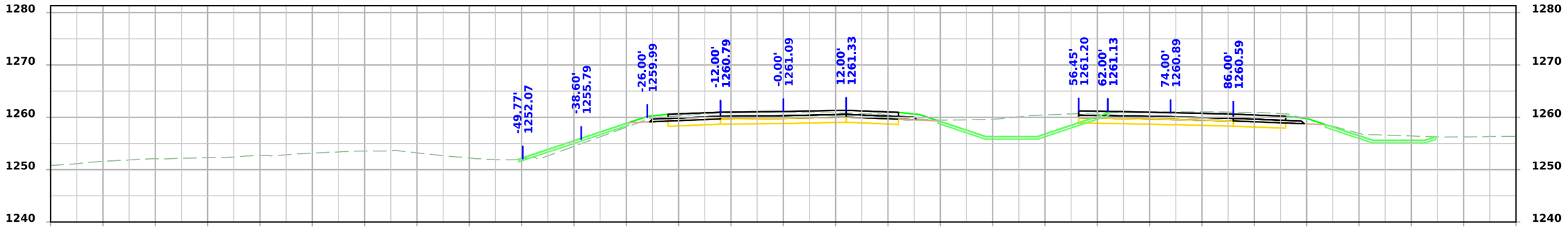
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.33

4:07:49 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

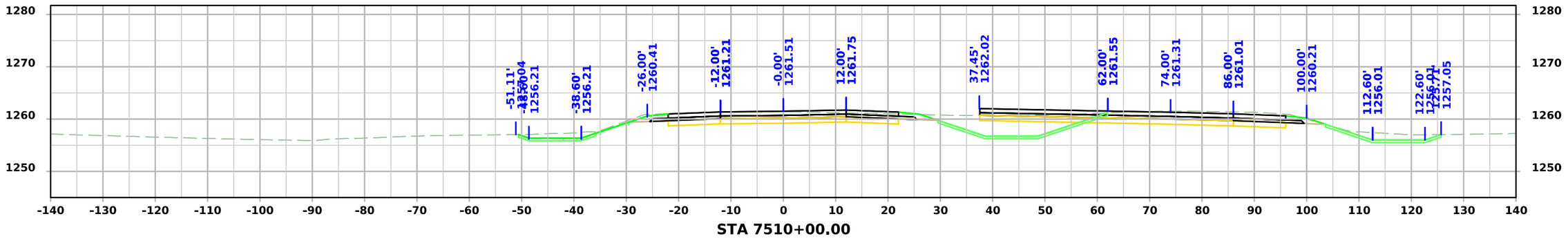
ML - US59



STA 7511+00.00



STA 7510+50.00

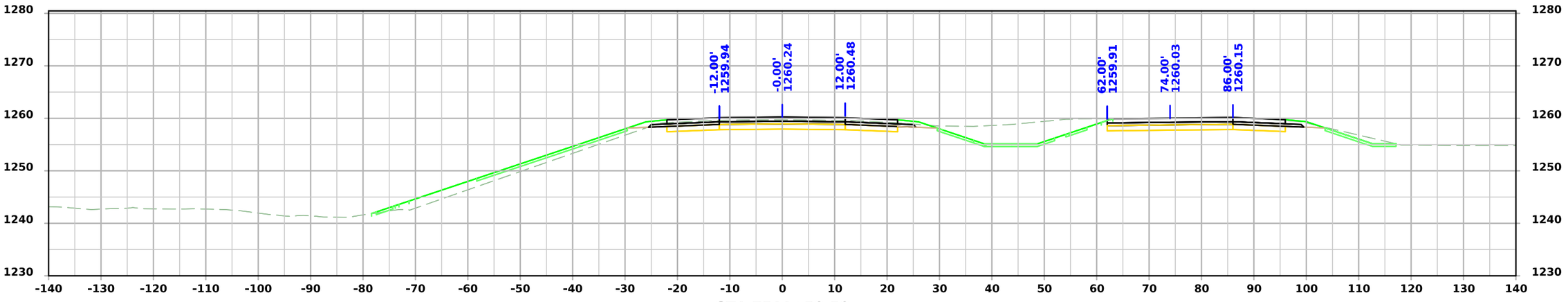


STA 7510+00.00

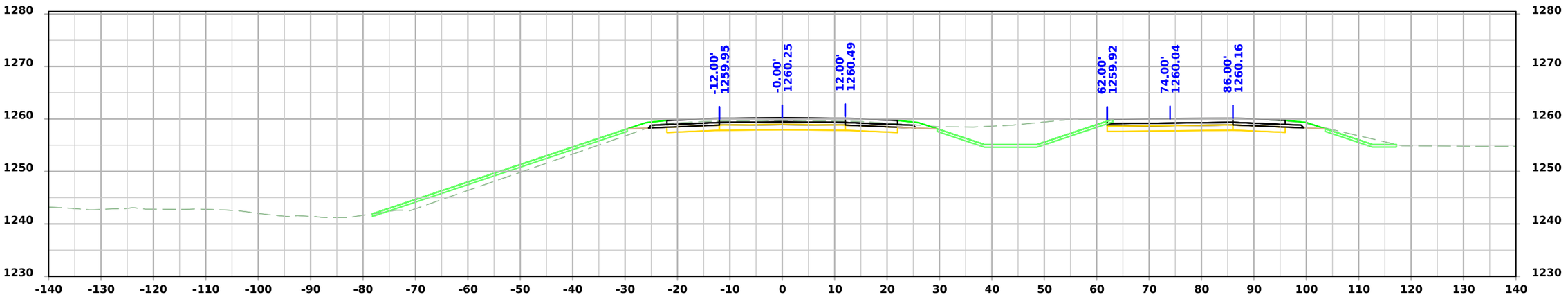
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.34

4:07:50 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7511+50.50

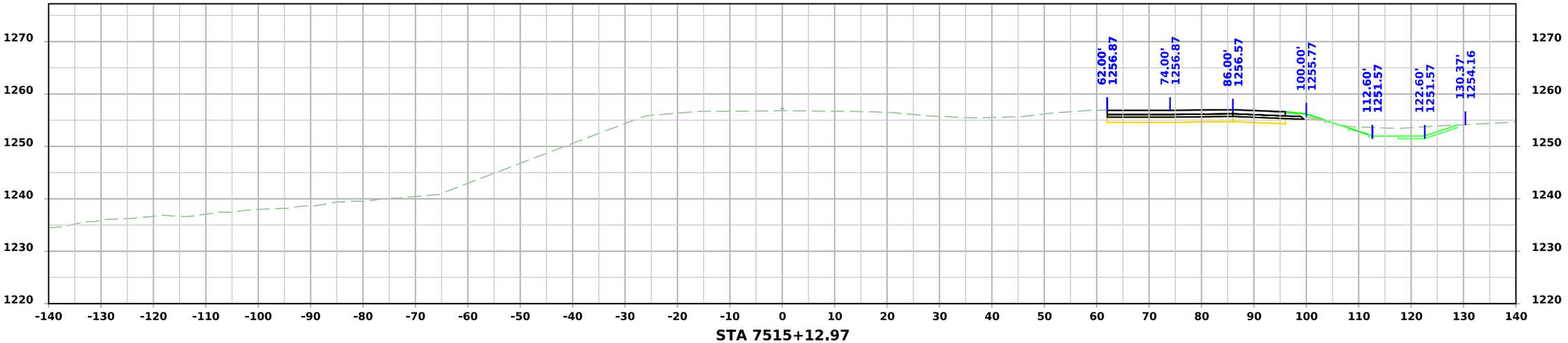


STA 7511+50.00

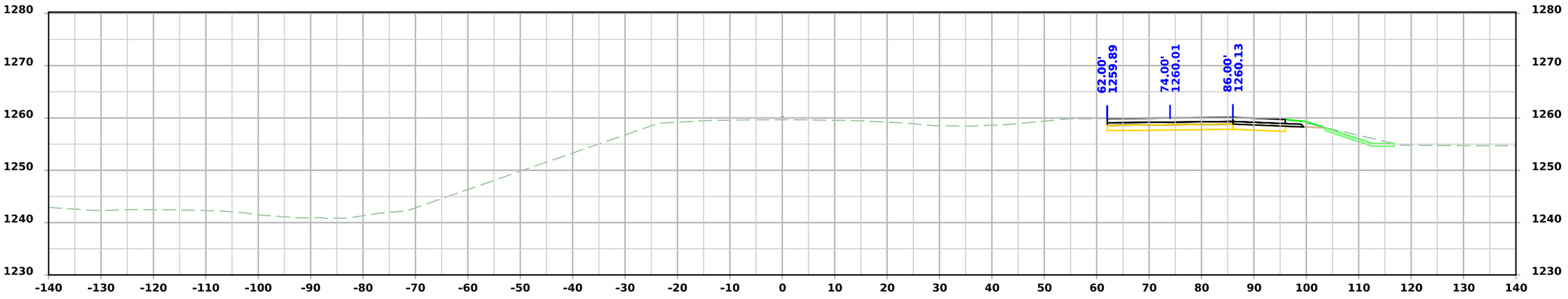
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.35

4:07:51 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7515+12.97

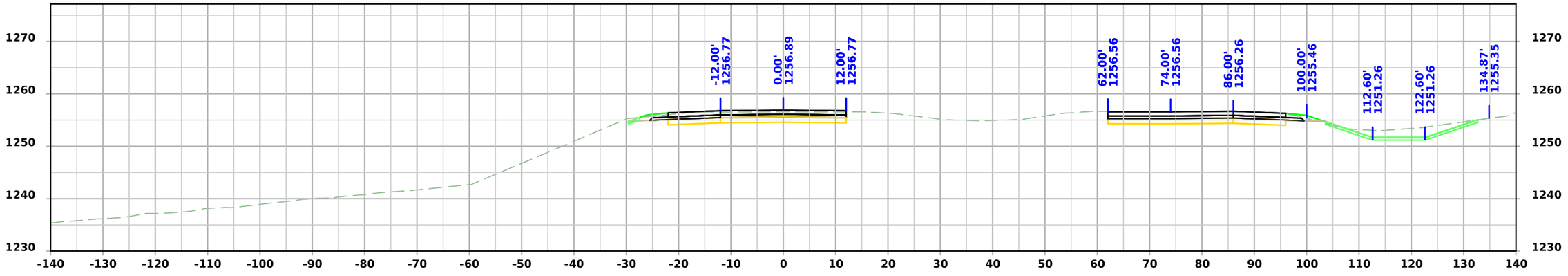


STA 7511+53.28

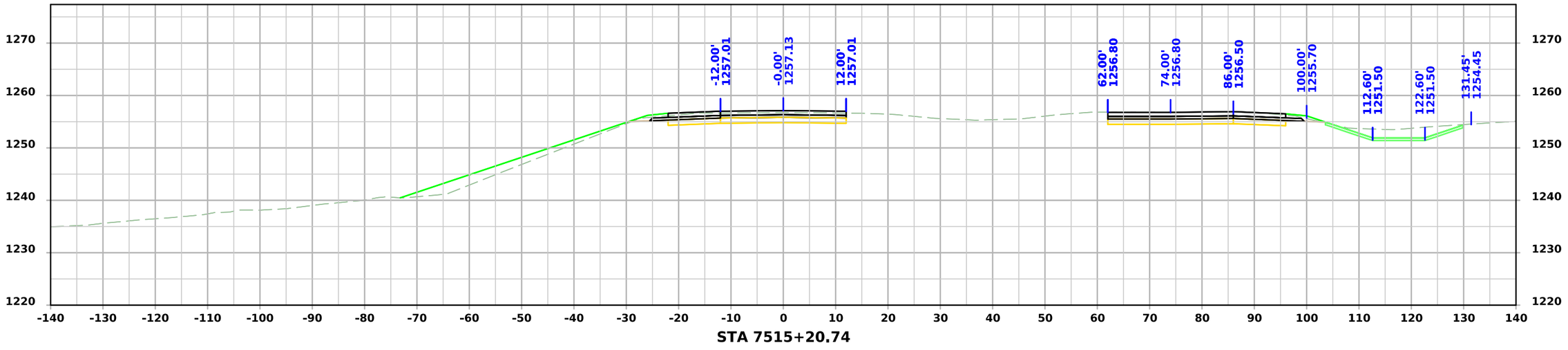
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.36

4:07:52 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7515+50.00

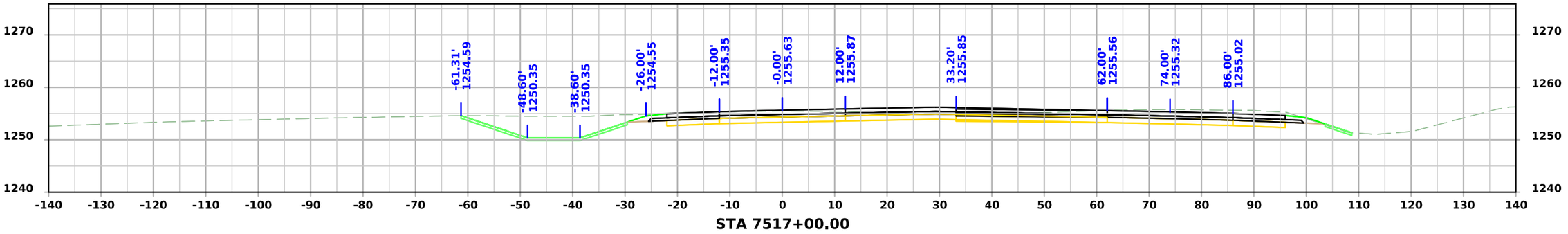


STA 7515+20.74

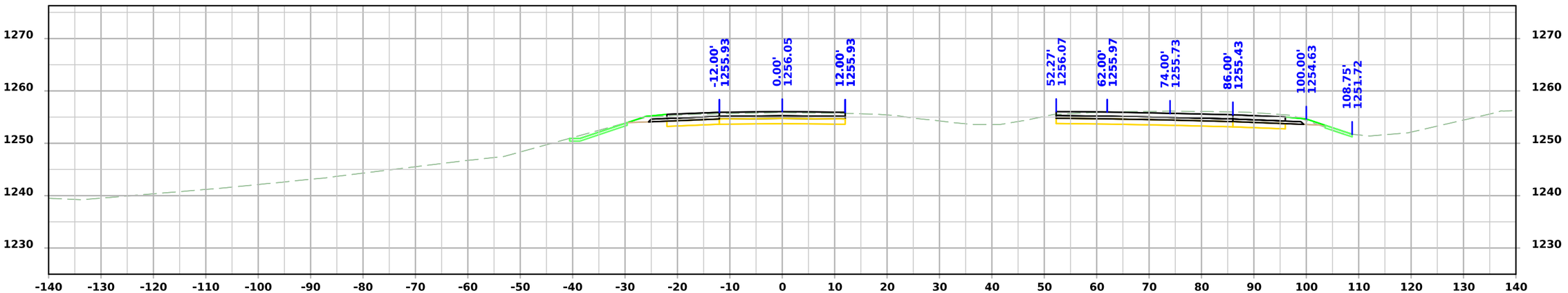
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.37

4:07:53 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

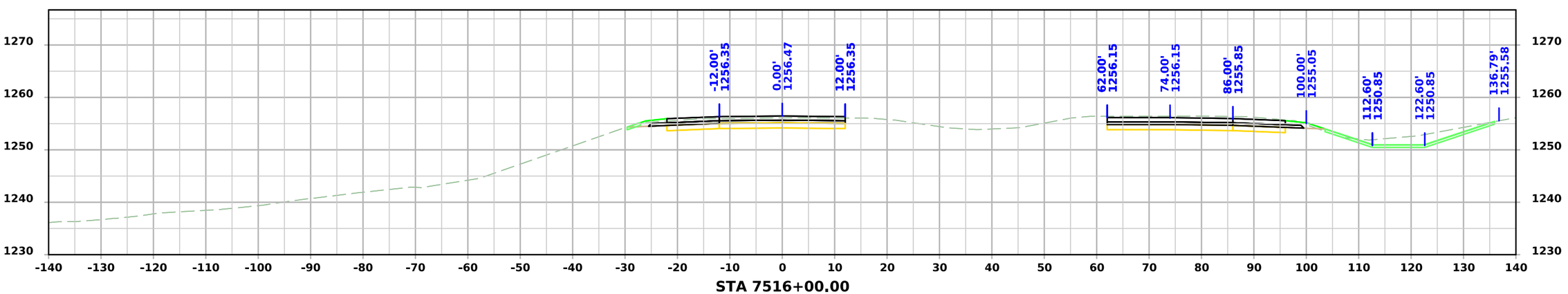
ML - US59



STA 7517+00.00



STA 7516+50.00

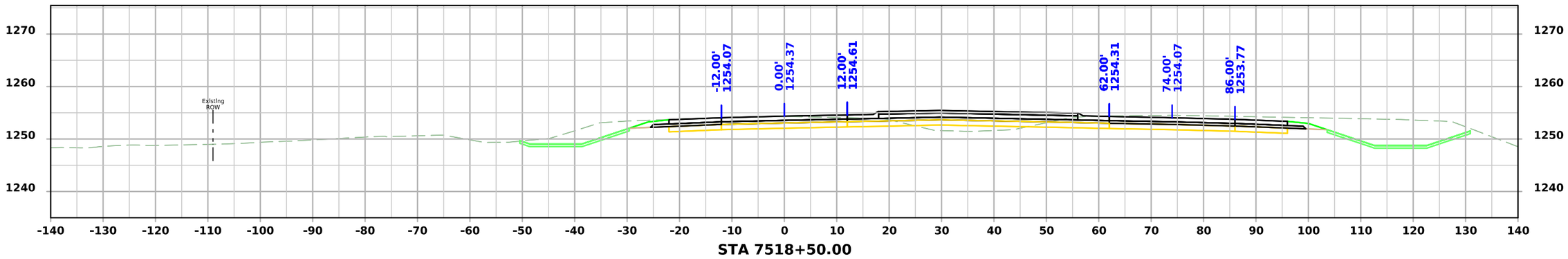


STA 7516+00.00

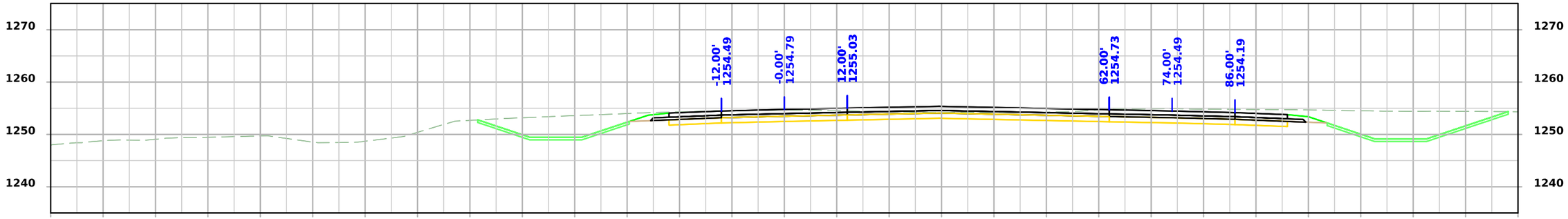
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.38

4:07:54 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

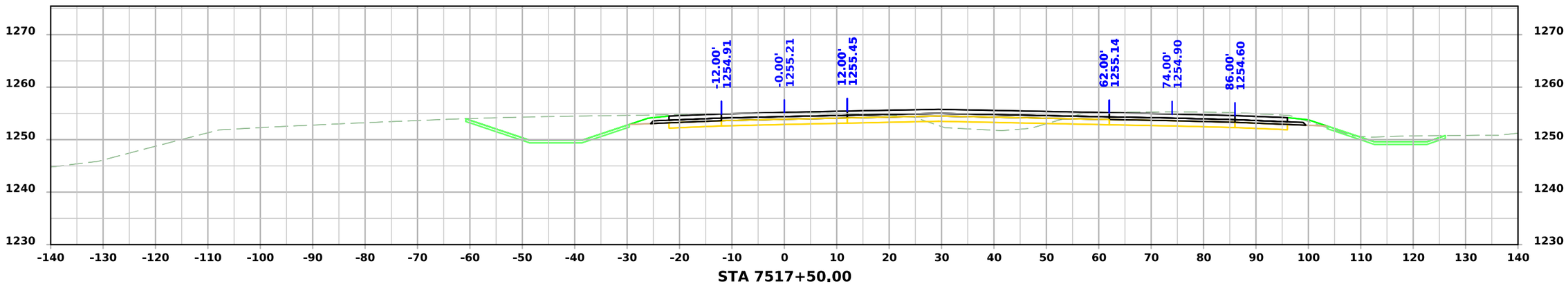
ML - US59



STA 7518+50.00



STA 7518+00.00

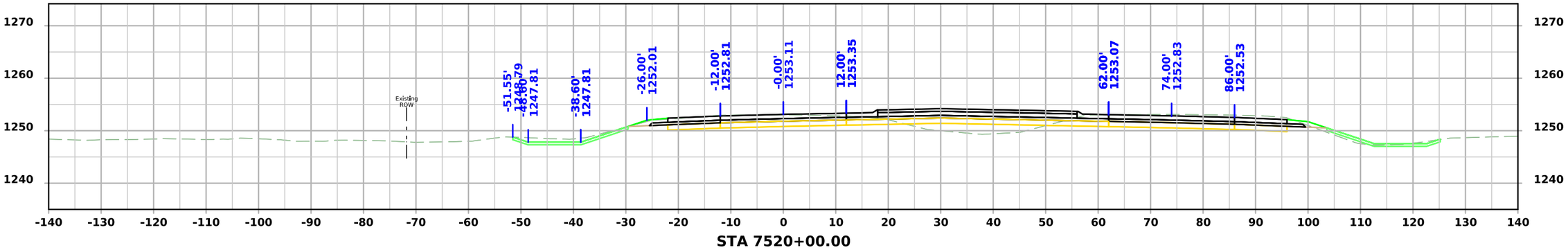


STA 7517+50.00

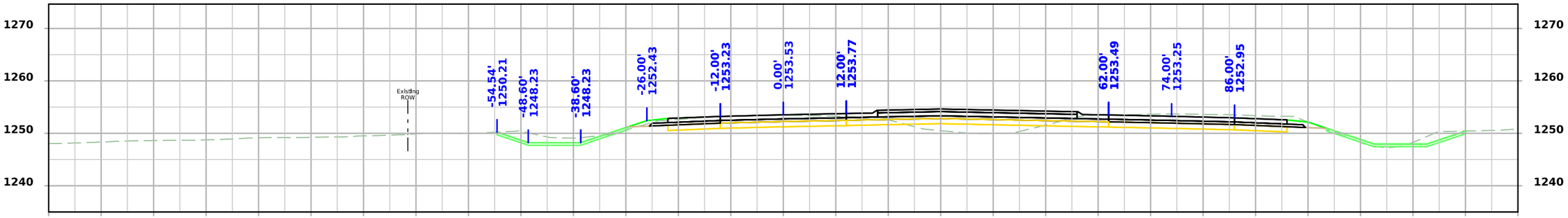
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.39	

4:07:55 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

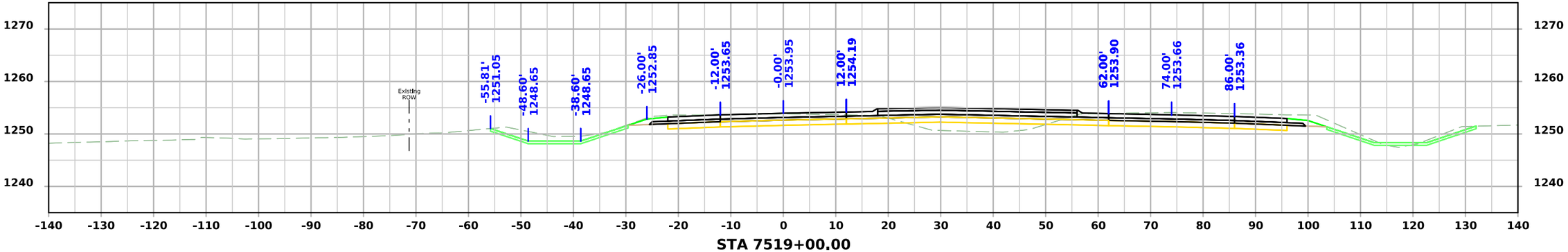
ML - US59



STA 7520+00.00



STA 7519+50.00

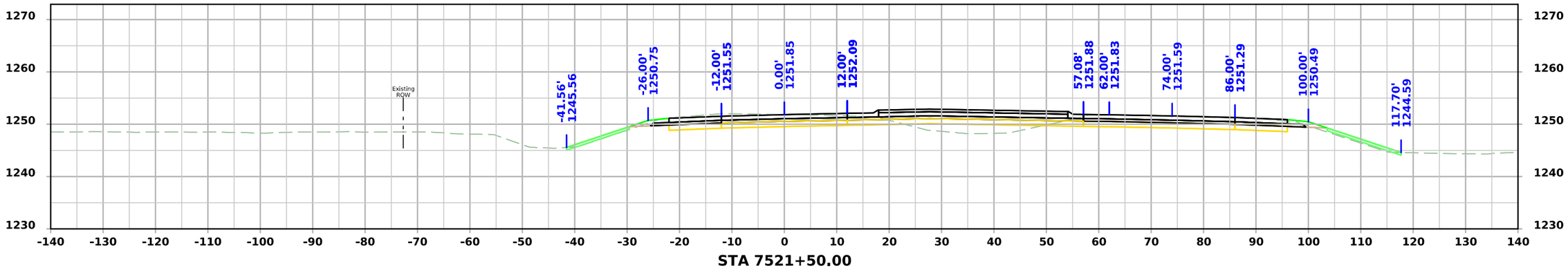


STA 7519+00.00

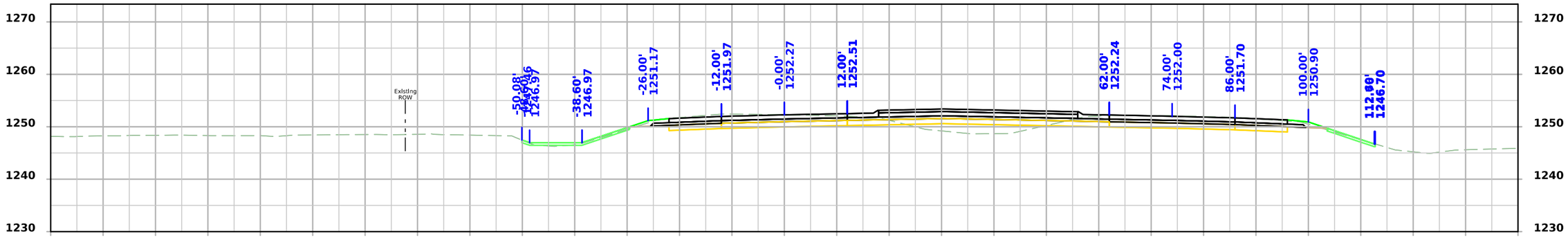
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.40

4:07:56 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

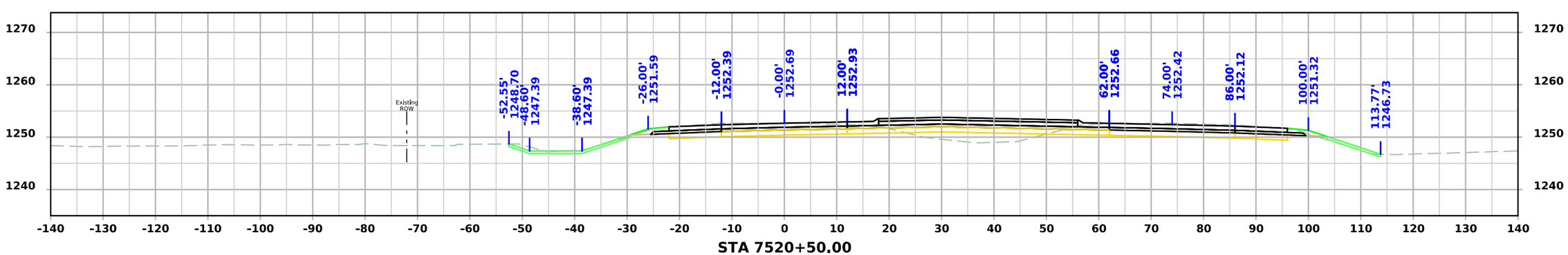
ML - US59



STA 7521+50.00



STA 7521+00.00

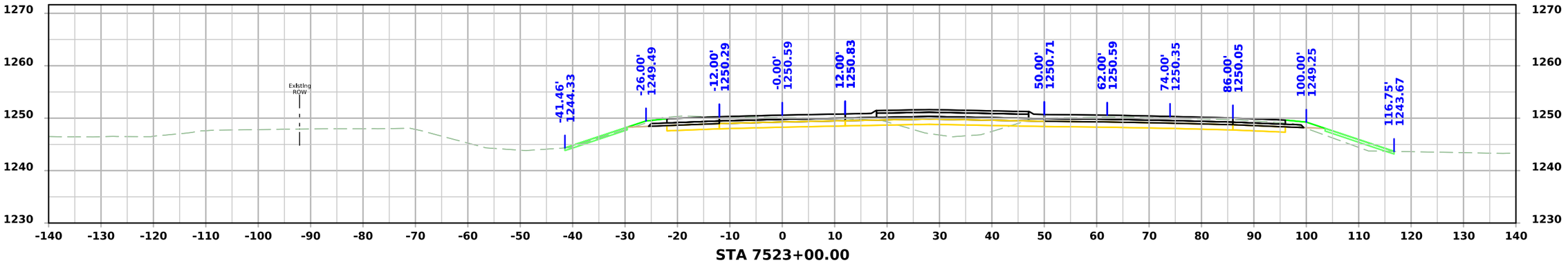


STA 7520+50.00

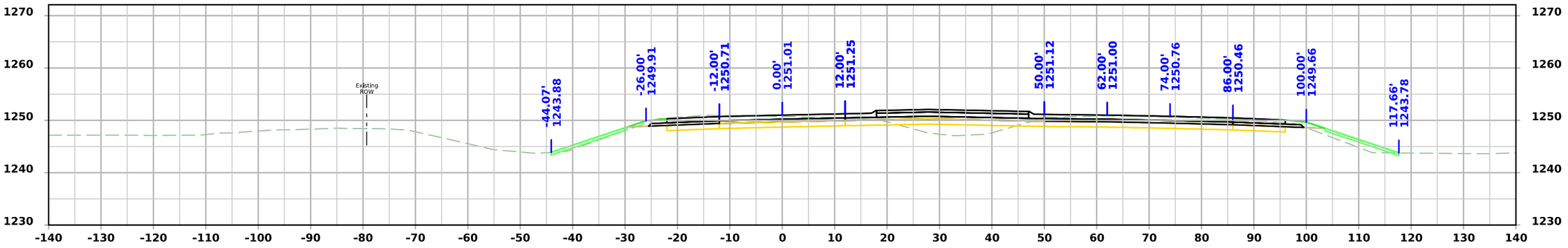
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.41	

4:07:58 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

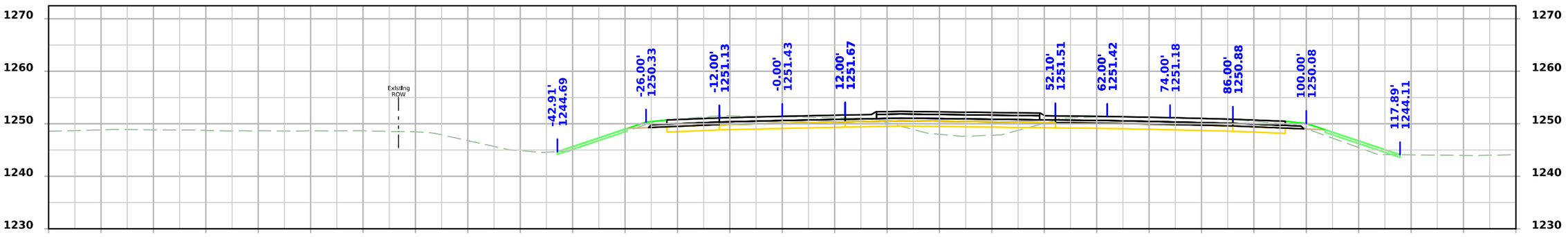
ML - US59



STA 7523+00.00



STA 7522+50.00

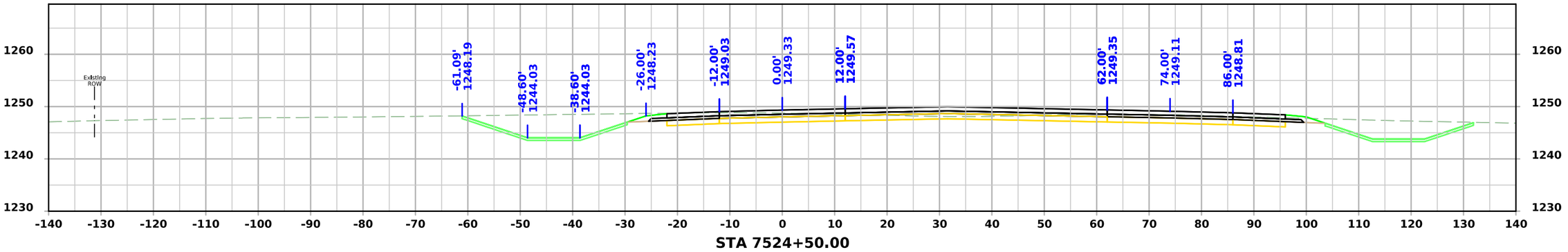


STA 7522+00.00

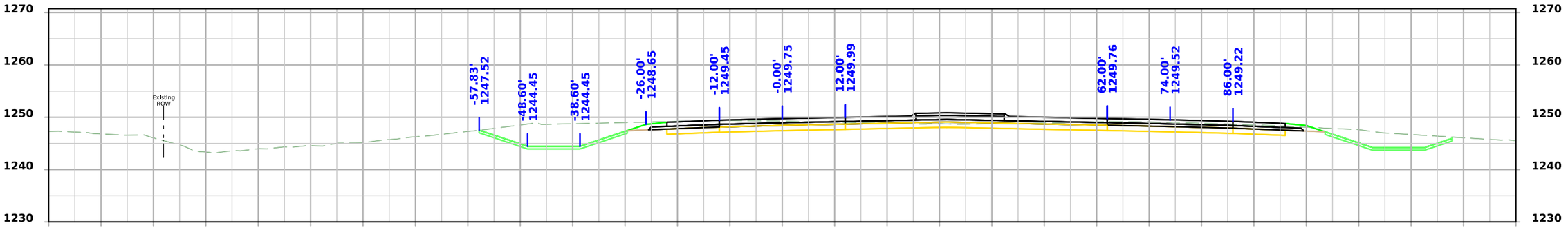
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.42

4:07:59 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

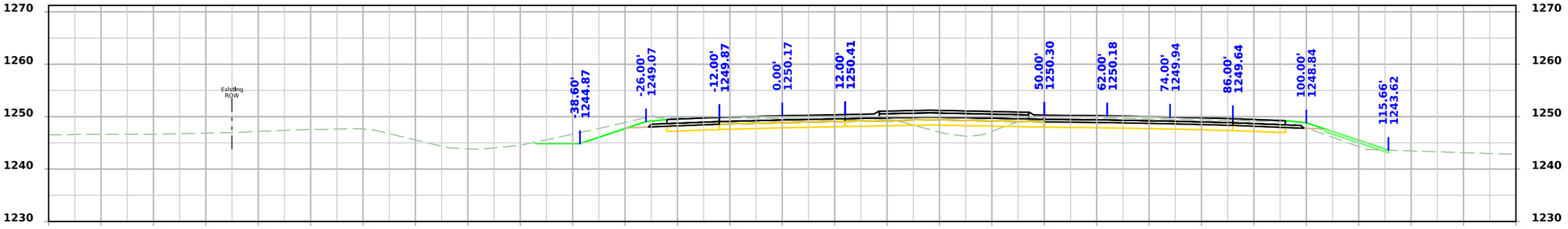
ML - US59



STA 7524+50.00



STA 7524+00.00

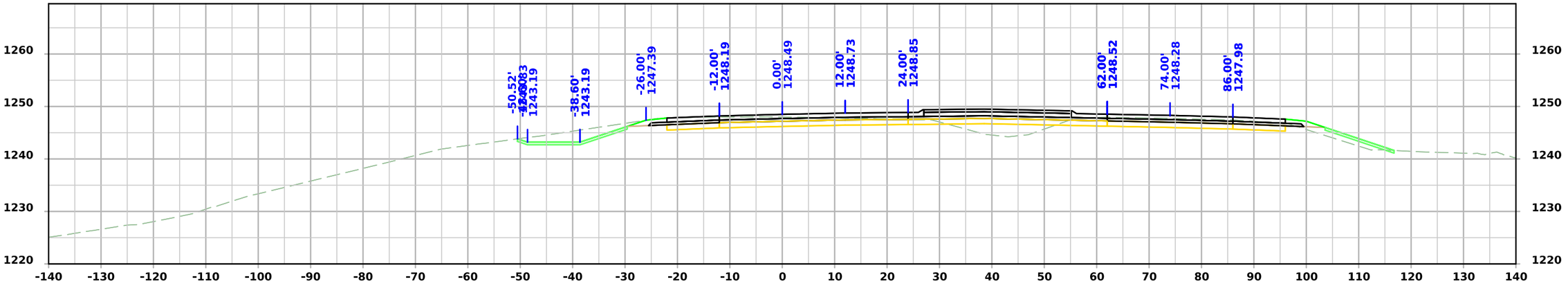


STA 7523+50.00

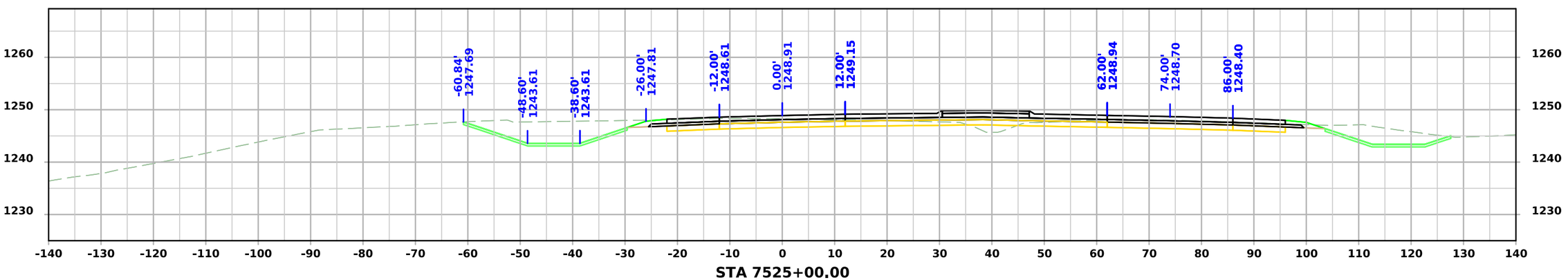
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.43

4:08:00 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7525+50.00

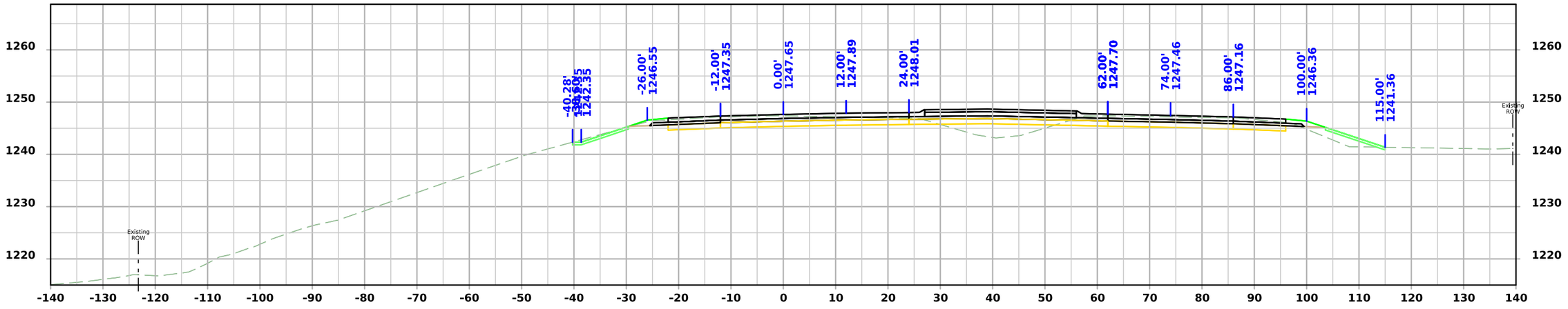


STA 7525+00.00

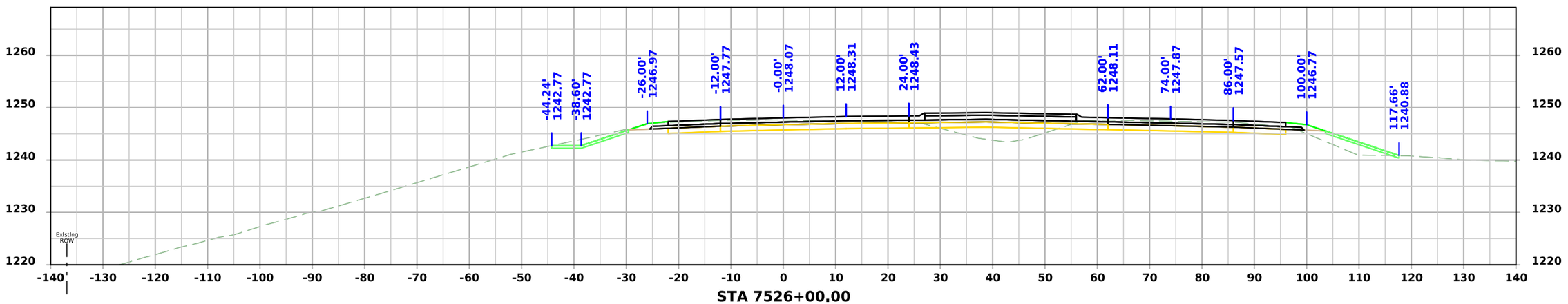
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.44

4:08:01 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7526+50.00

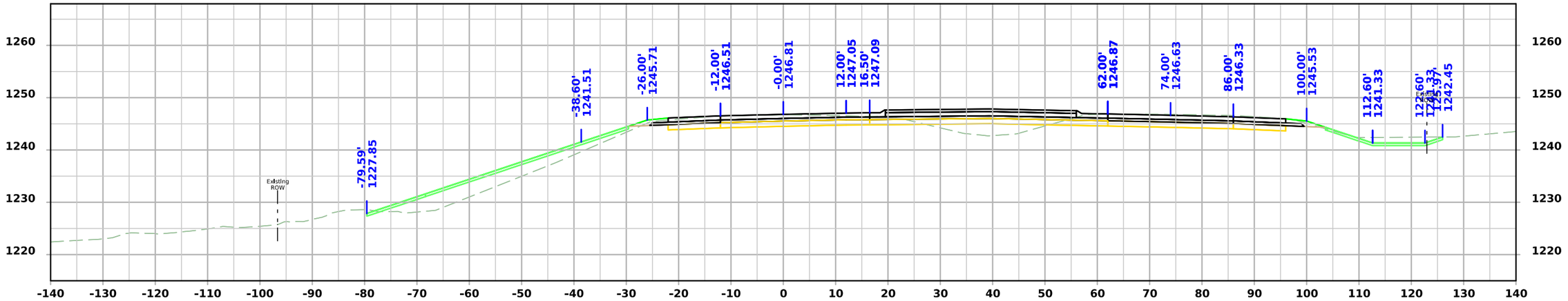


STA 7526+00.00

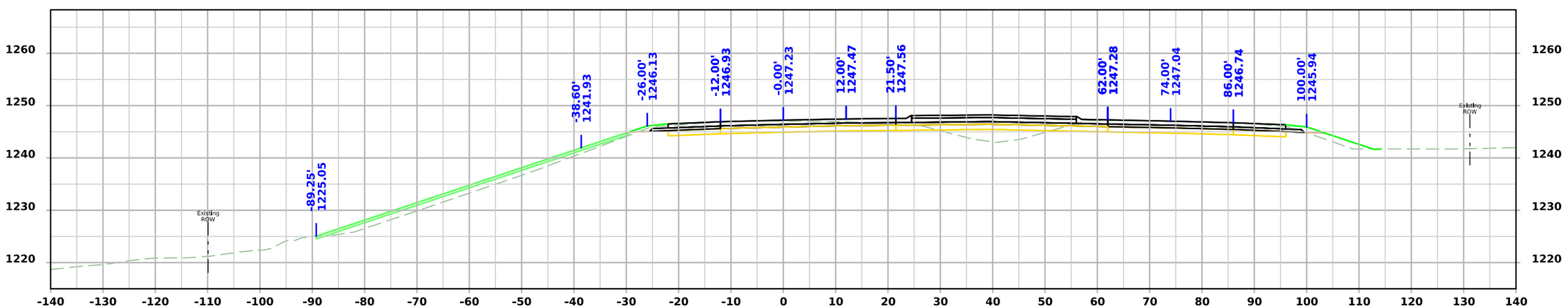
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.45

4:08:02 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7527+50.00

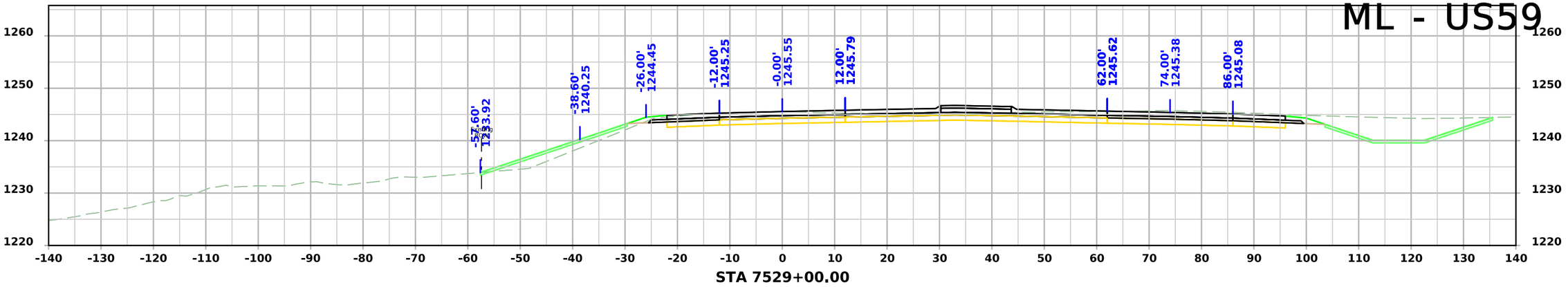


STA 7527+00.00

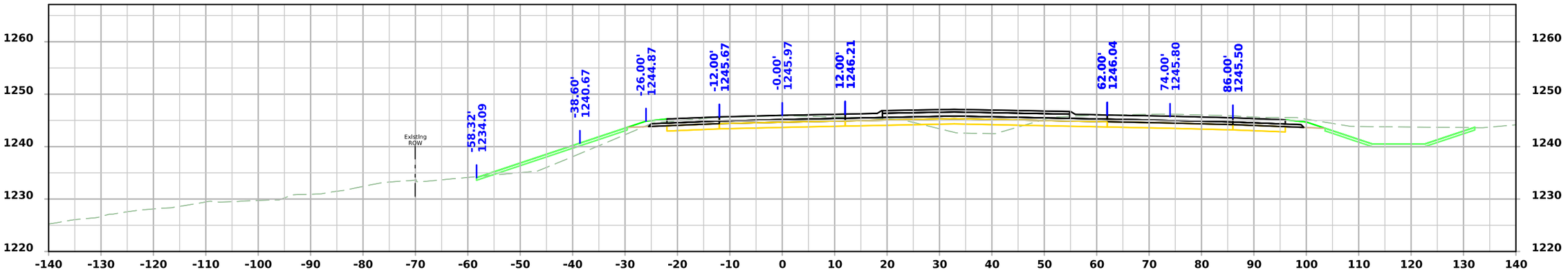
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.46

4:08:03 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

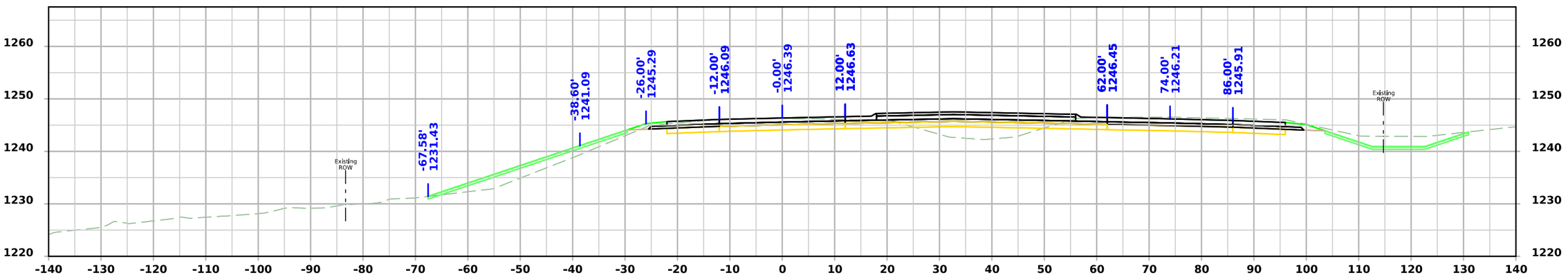
ML - US59



STA 7529+00.00



STA 7528+50.00

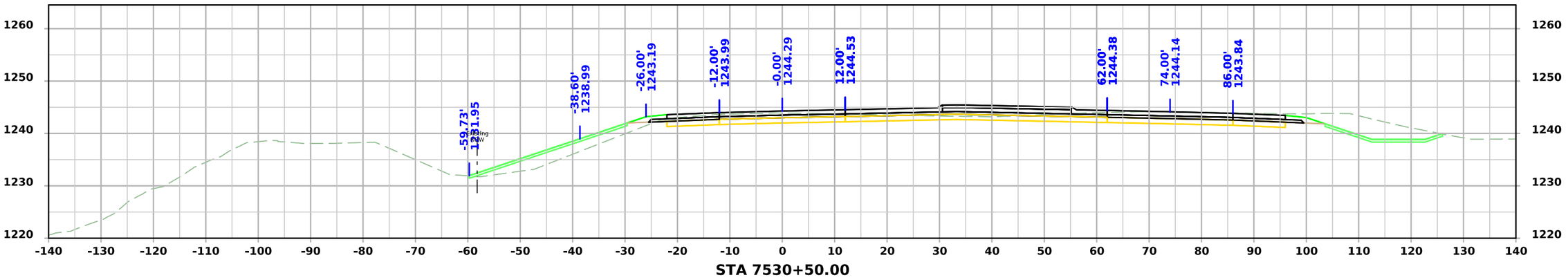


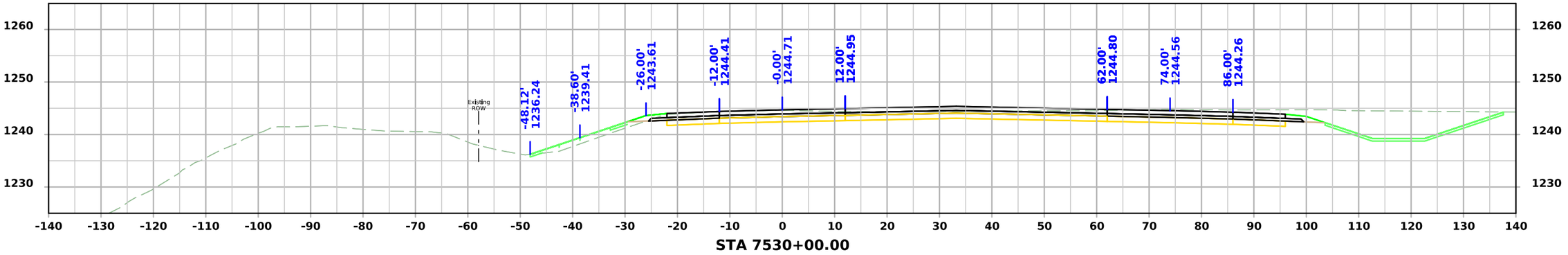
STA 7528+00.00

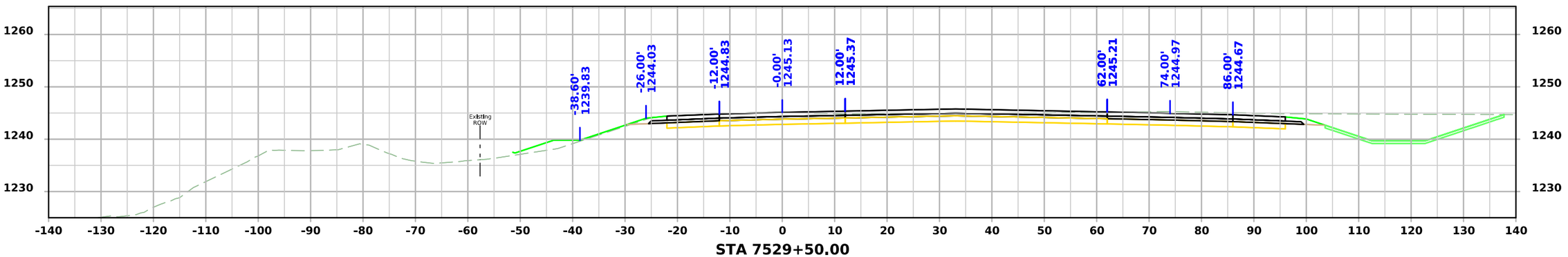
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.47

4:08:04 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



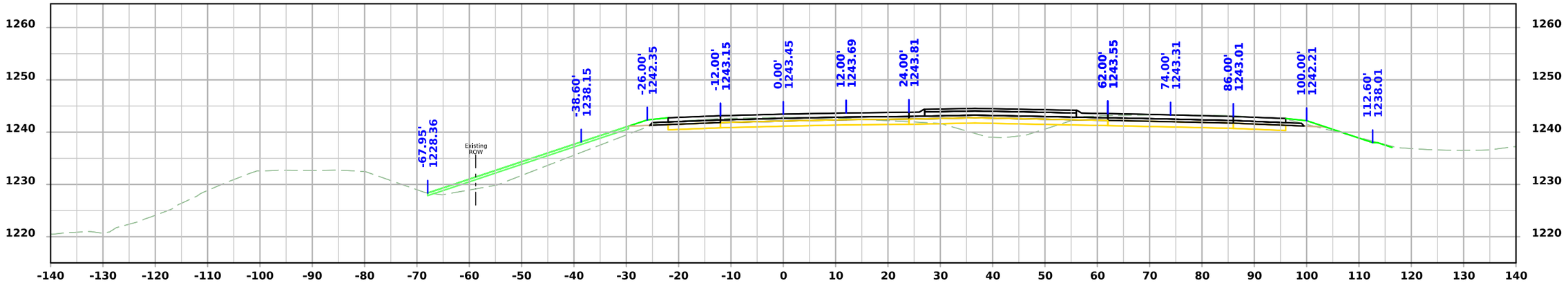




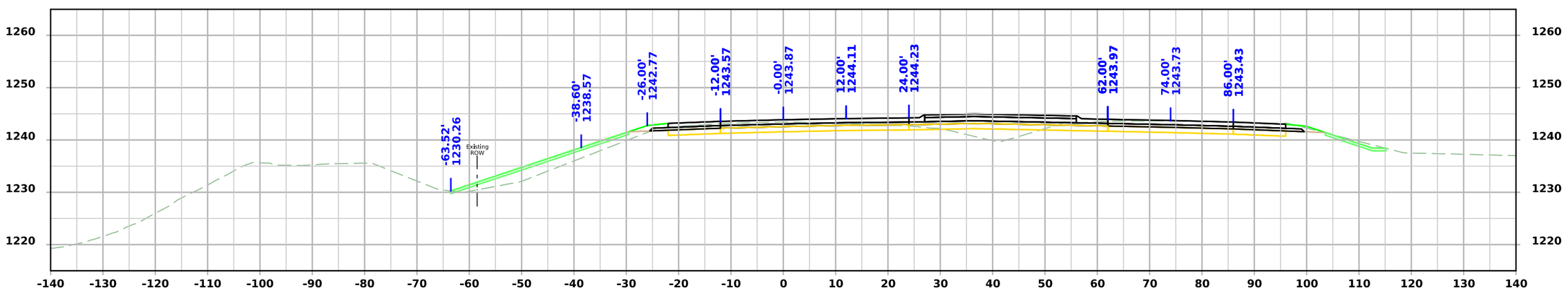
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.48

4:08:06 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7531+50.00

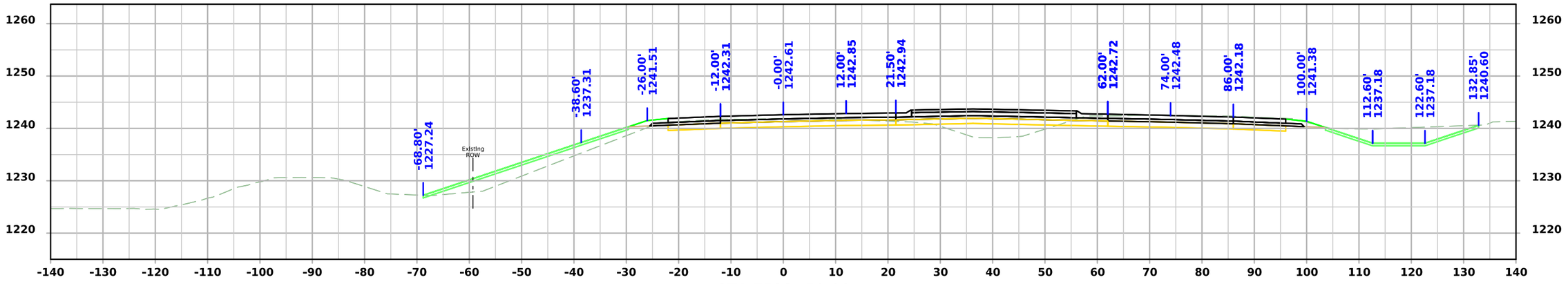


STA 7531+00.00

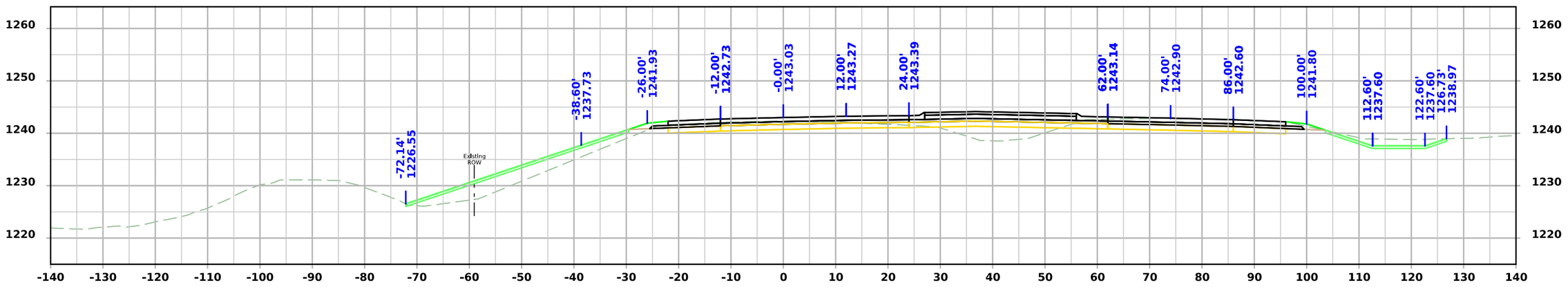
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.49

4:08:07 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7532+50.00

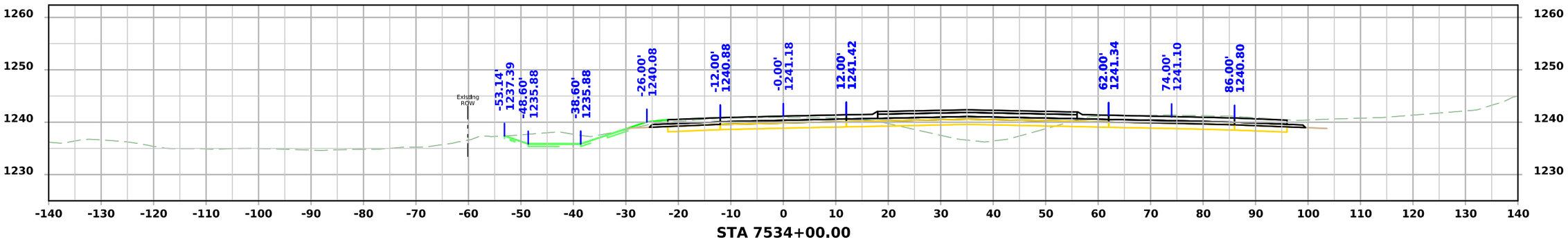


STA 7532+00.00

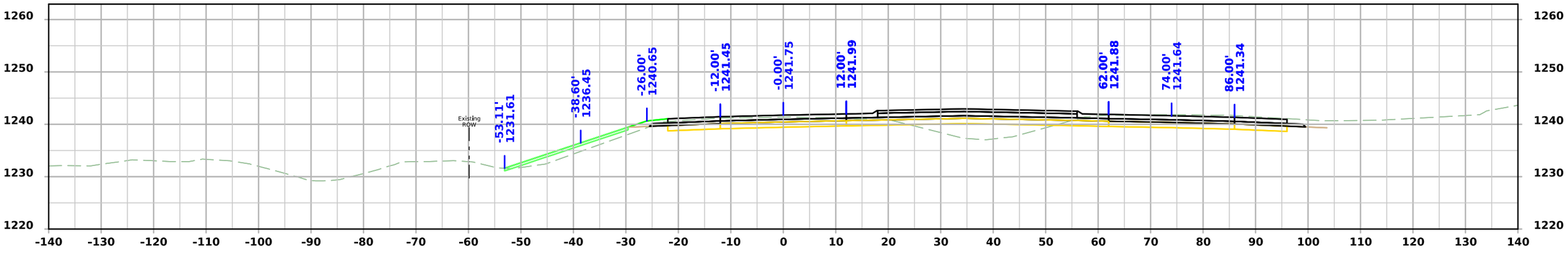
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.50

4:08:08 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

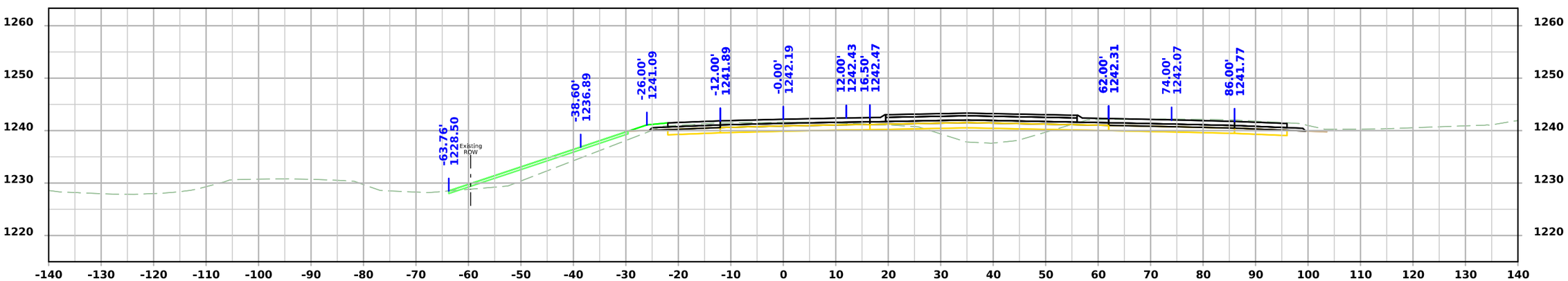
ML - US59



STA 7534+00.00



STA 7533+50.00

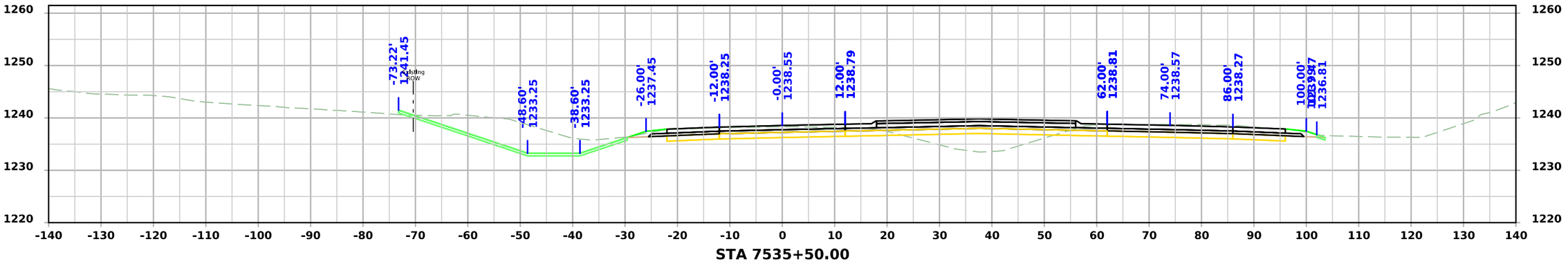


STA 7533+00.00

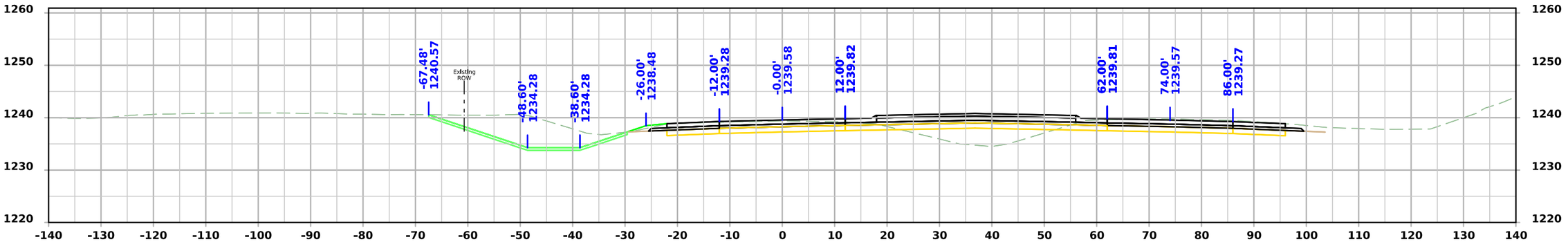
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.51

4:08:09 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

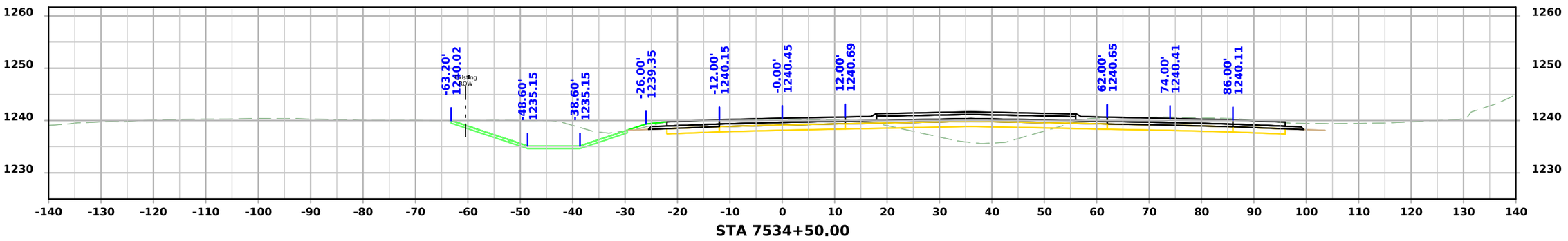
ML - US59



STA 7535+50.00



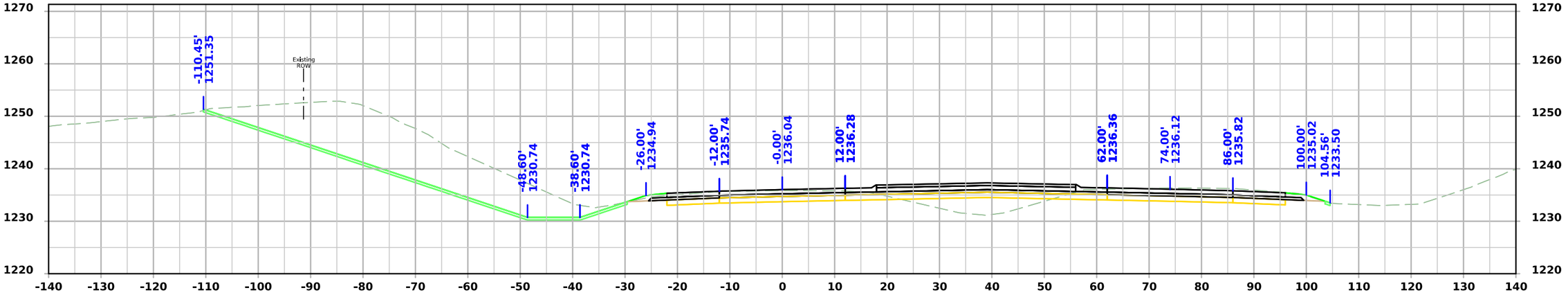
STA 7535+00.00



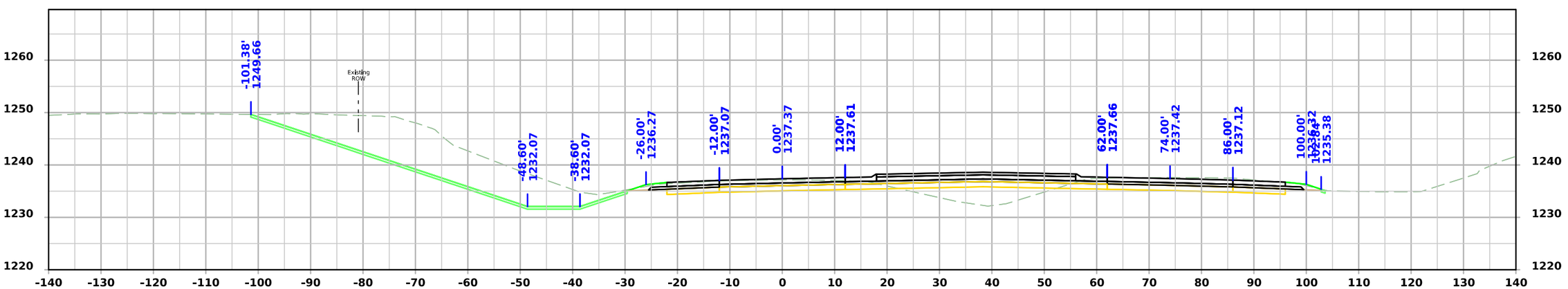
STA 7534+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.52	

ML - US59



STA 7536+50.00

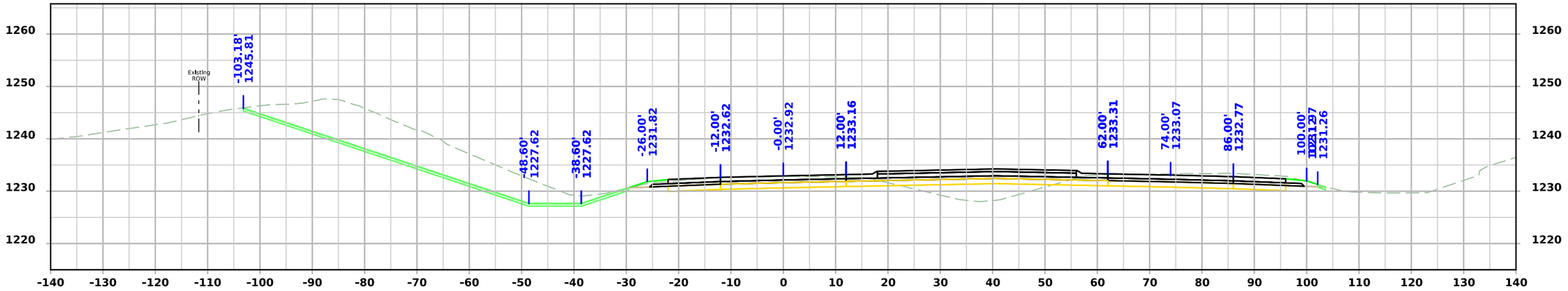


STA 7536+00.00

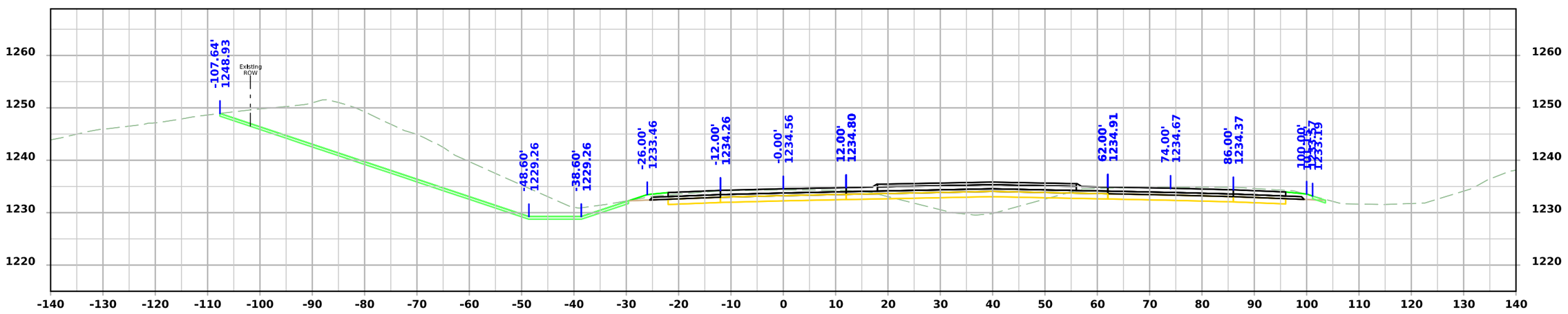
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.53

4:08:12 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7537+50.00

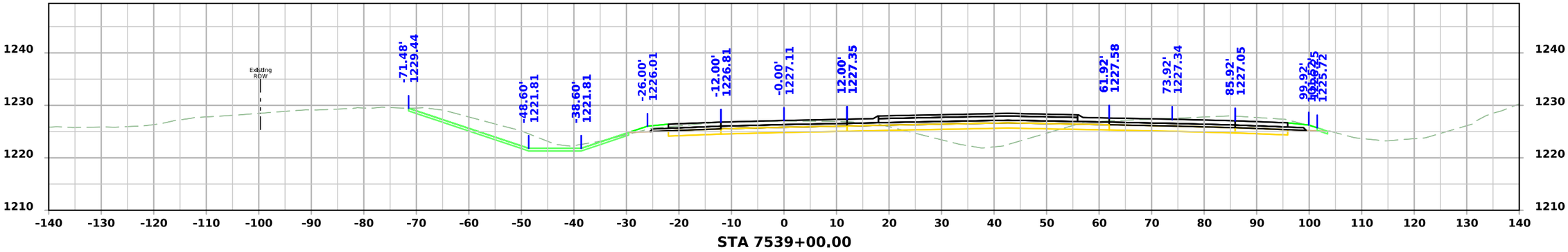


STA 7537+00.00

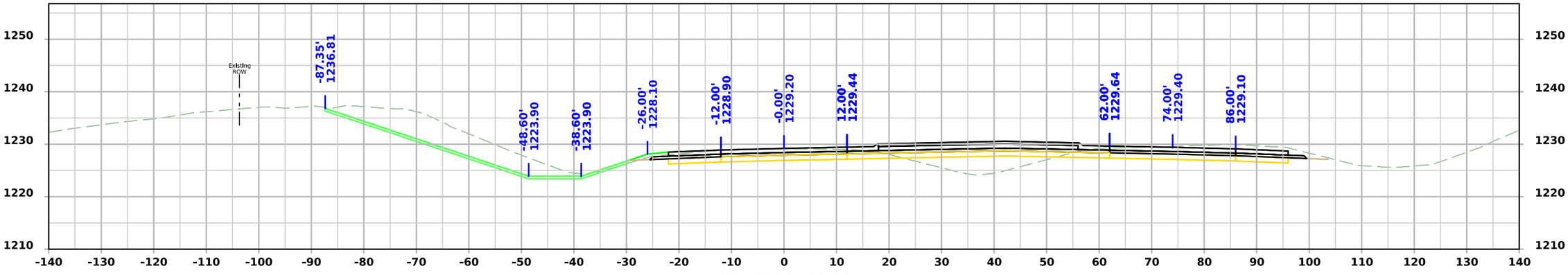
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.54

4:08:13 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

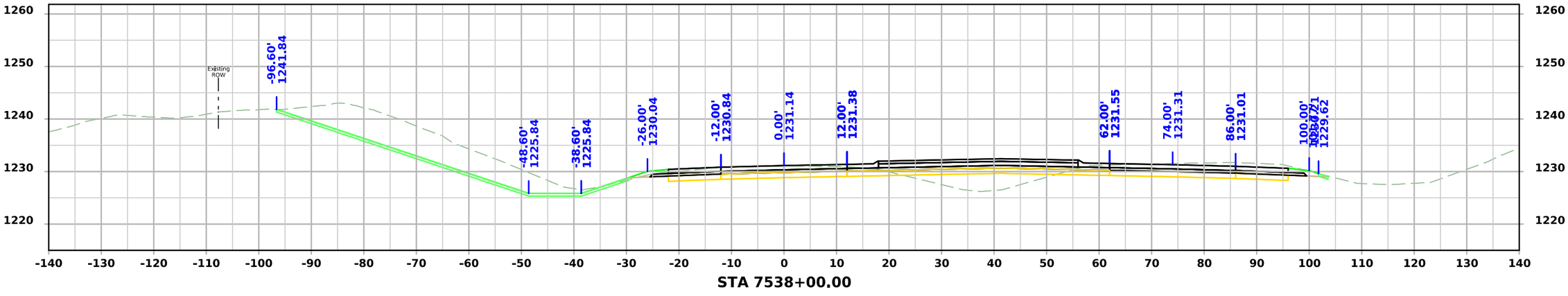
ML - US59



STA 7539+00.00



STA 7538+50.00

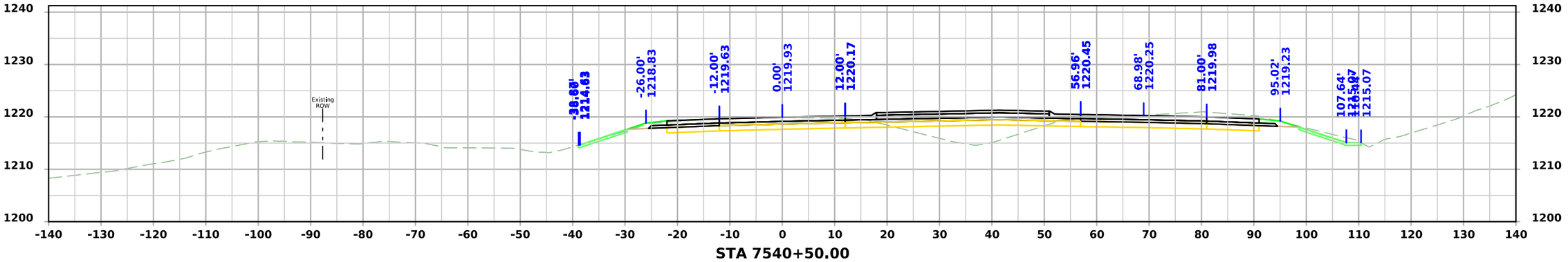


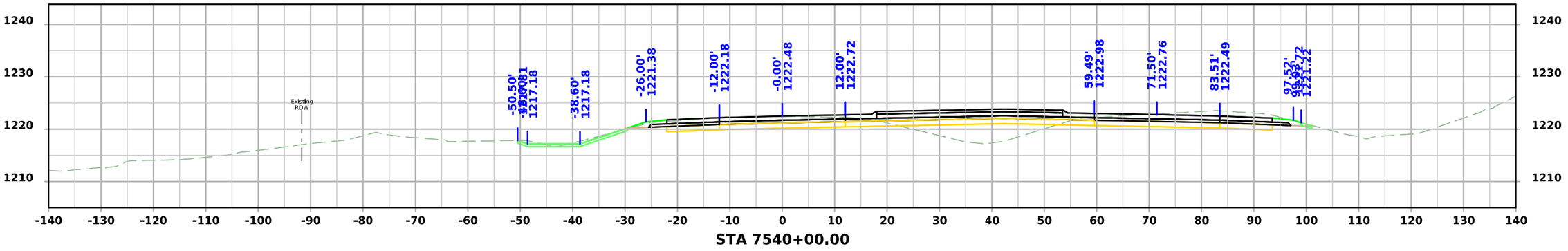
STA 7538+00.00

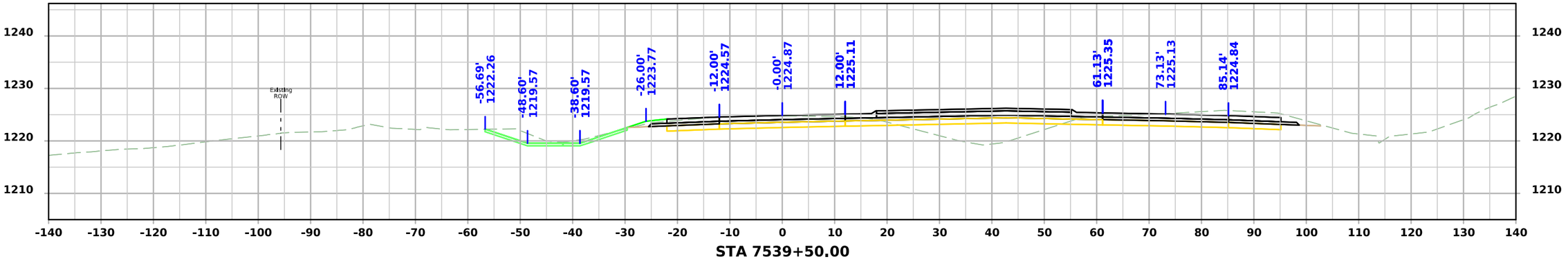
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.55

4:08:14 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



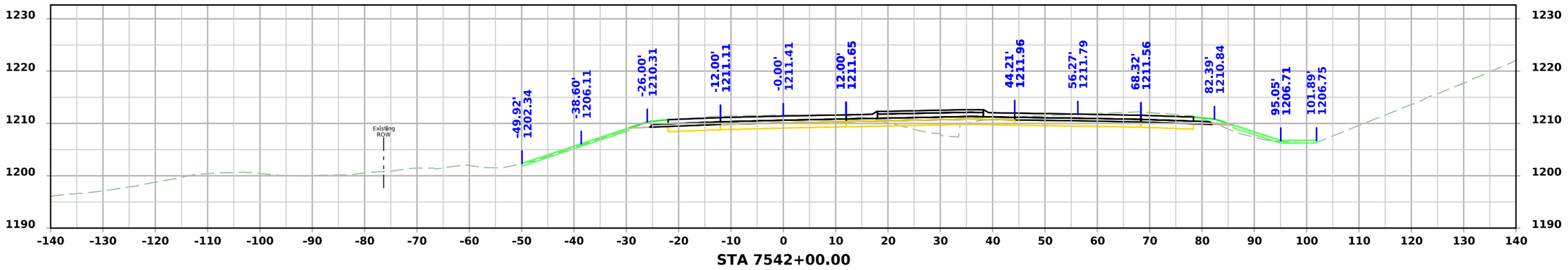




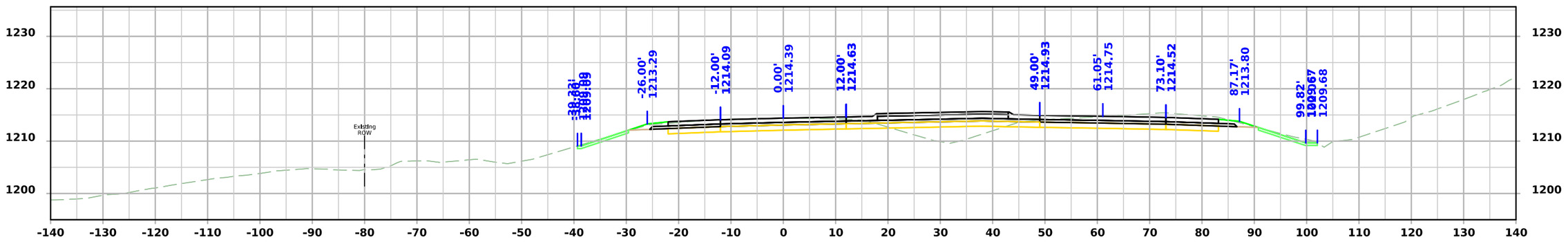
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.56

4:08:15 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

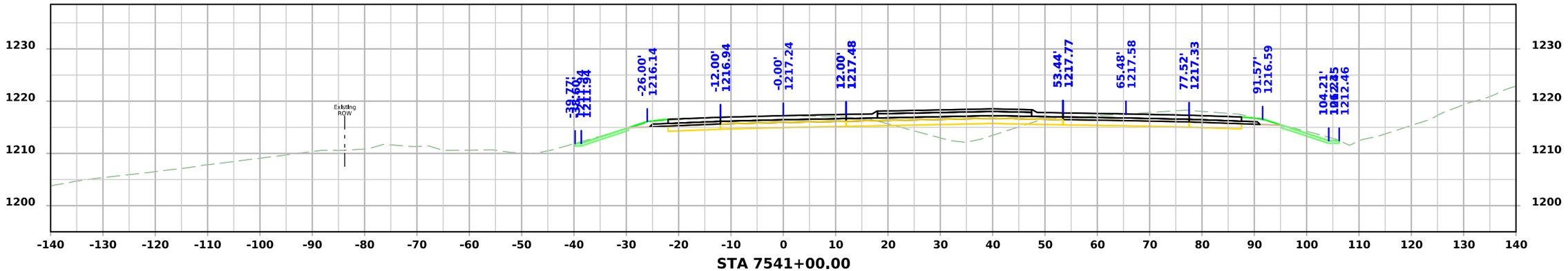
ML - US59



STA 7542+00.00



STA 7541+50.00

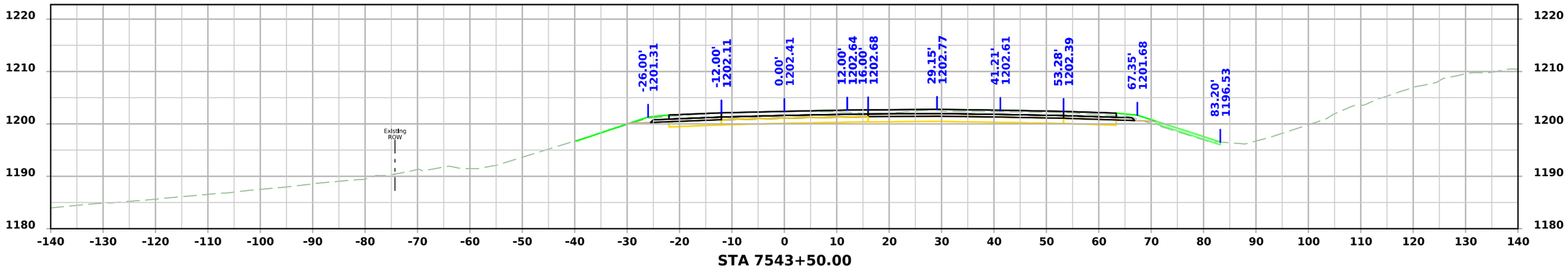


STA 7541+00.00

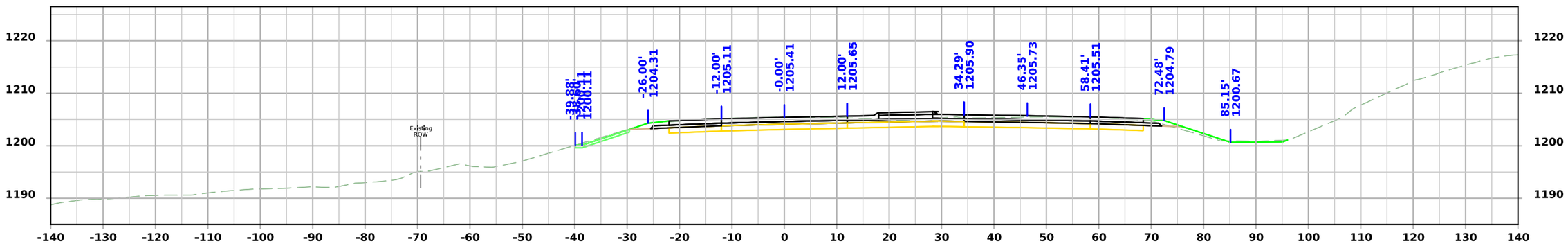
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.57	

4:08:16 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

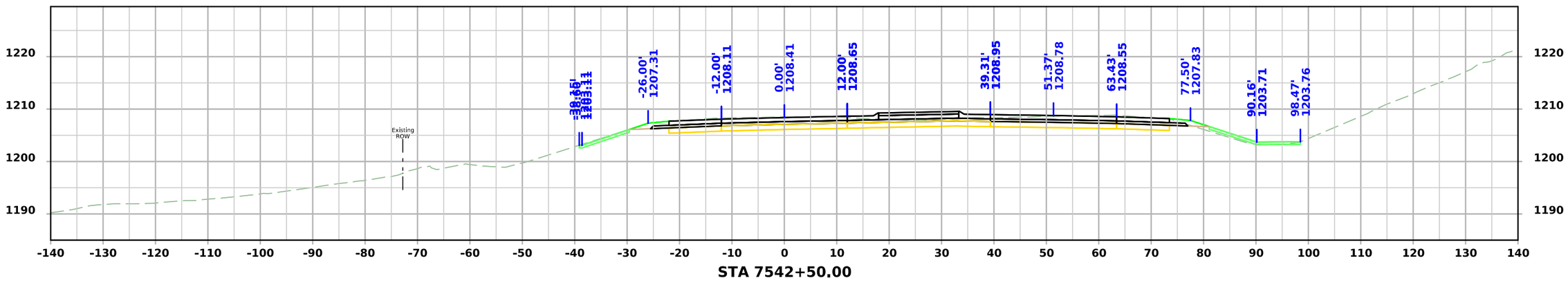
ML - US59



STA 7543+50.00



STA 7543+00.00

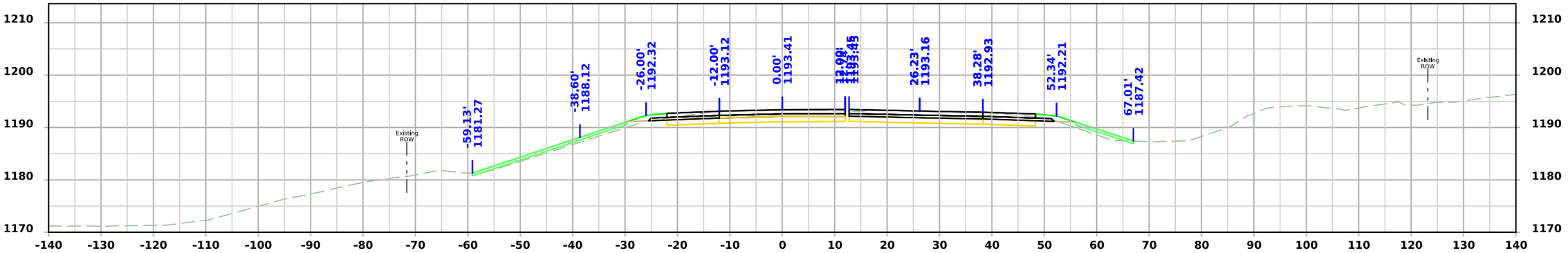


STA 7542+50.00

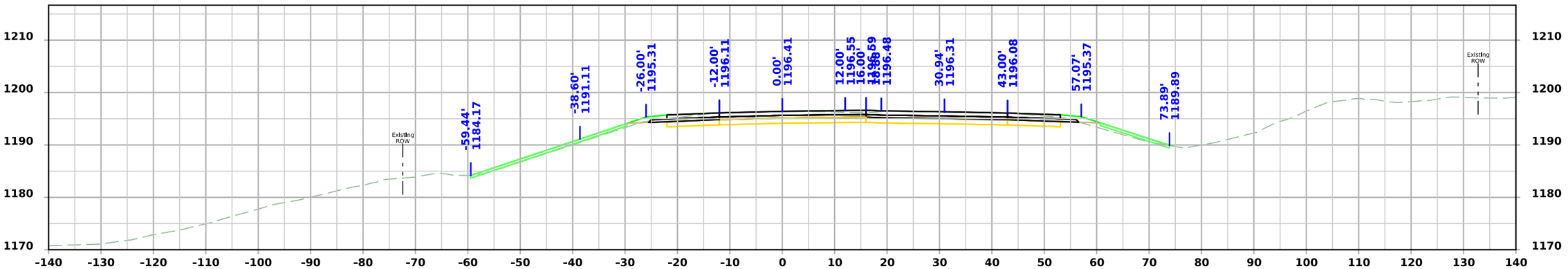
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.58	

4:08:18 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

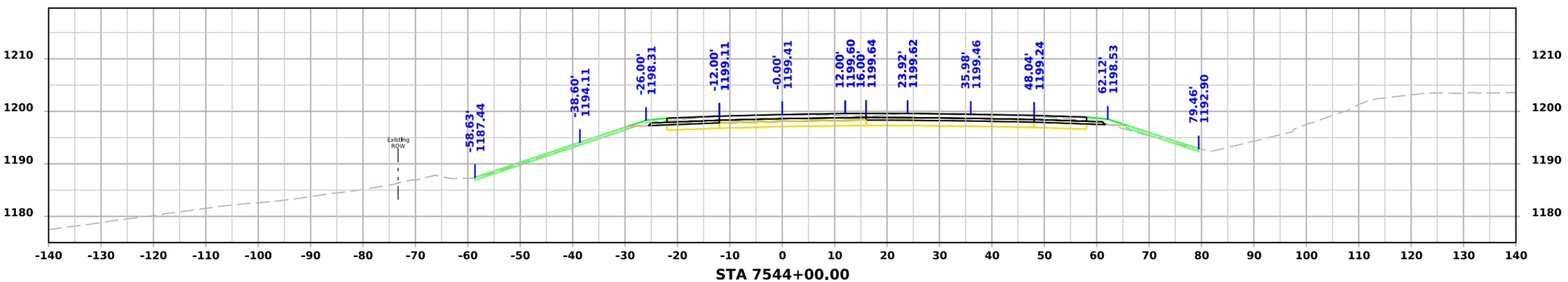
ML - US59



STA 7545+00.00



STA 7544+50.00

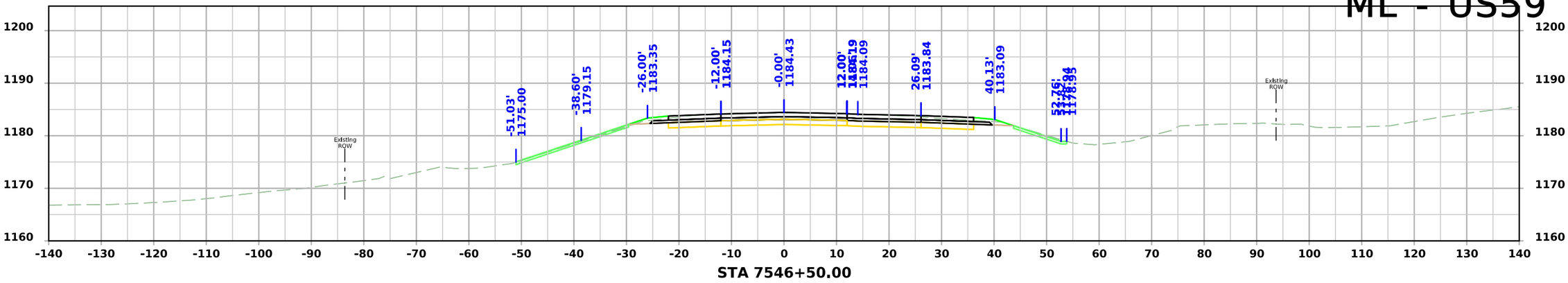


STA 7544+00.00

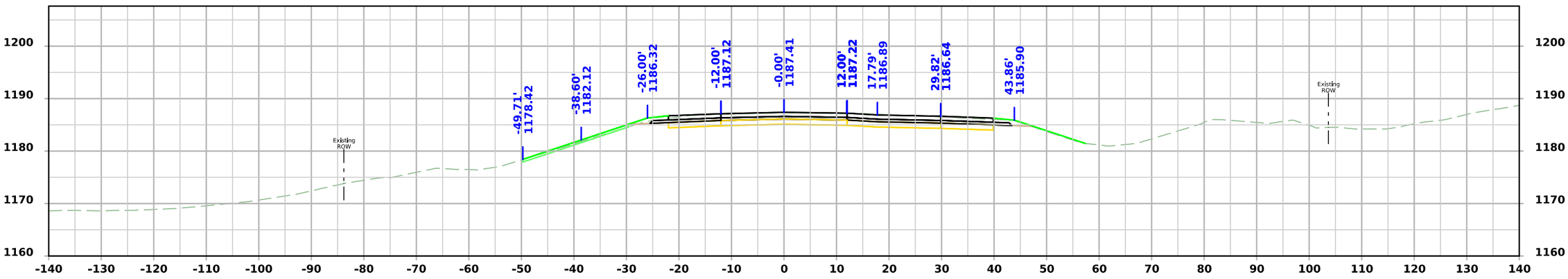
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.59

4:08:19 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

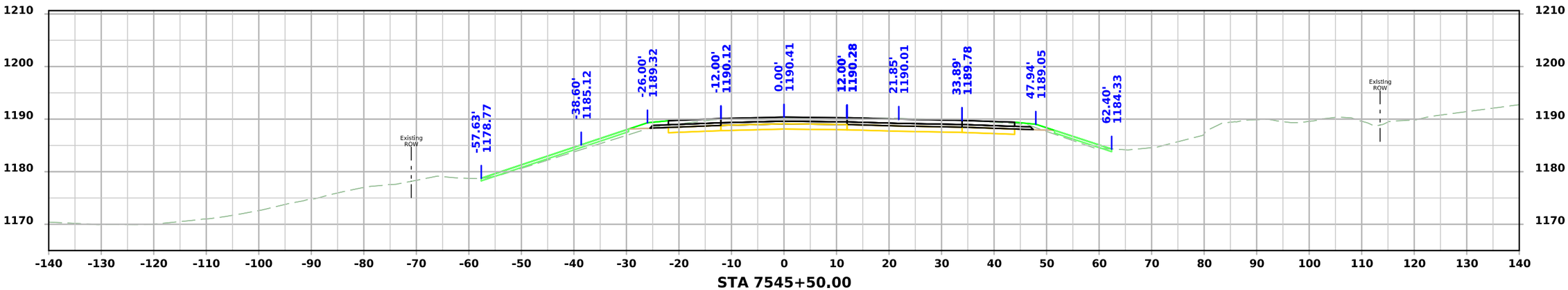
ML - US59



STA 7546+50.00



STA 7546+00.00

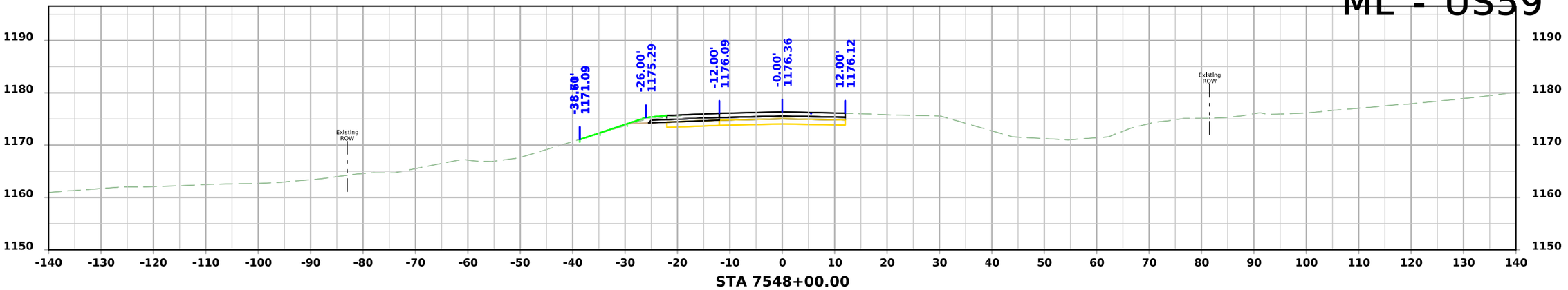


STA 7545+50.00

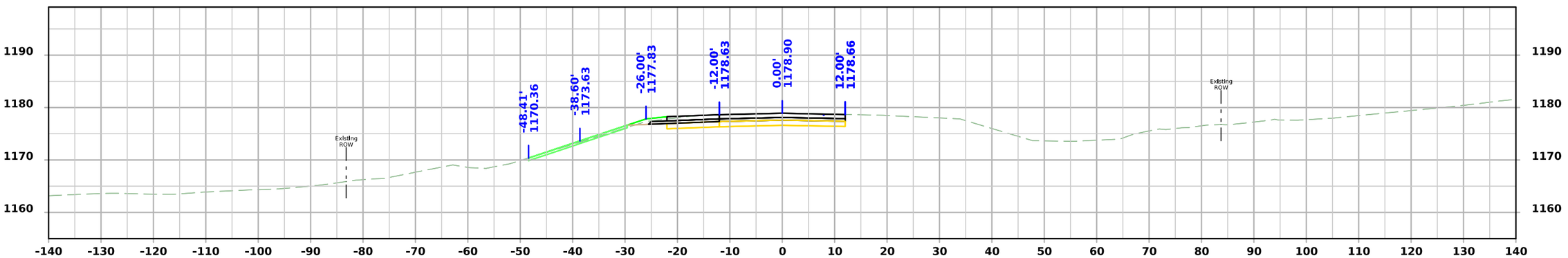
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.60	

4:08:20 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

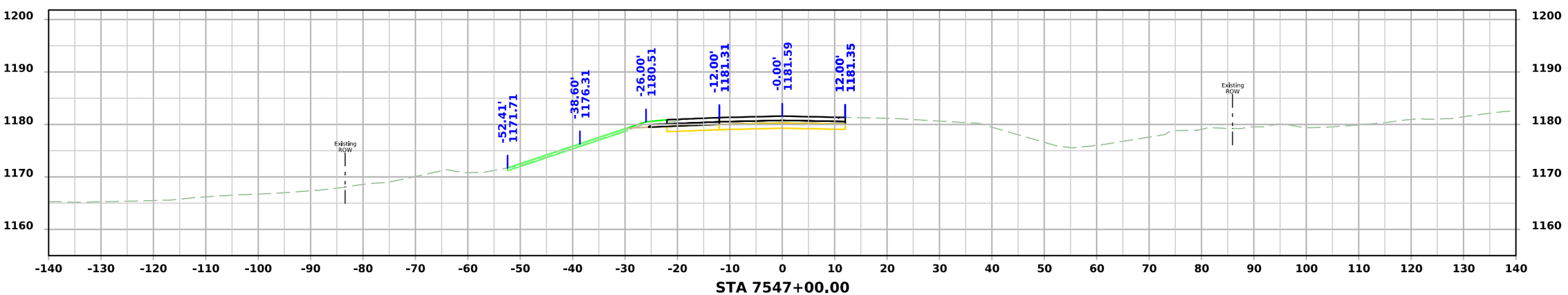
ML - US59



STA 7548+00.00



STA 7547+50.00

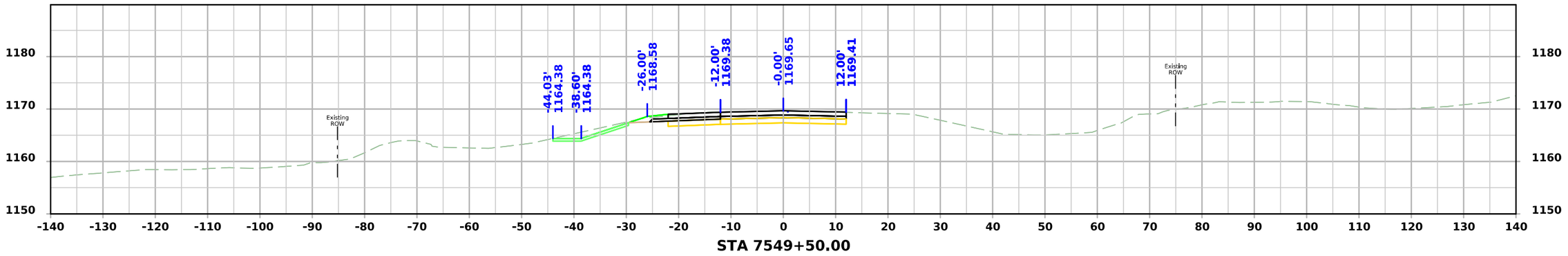


STA 7547+00.00

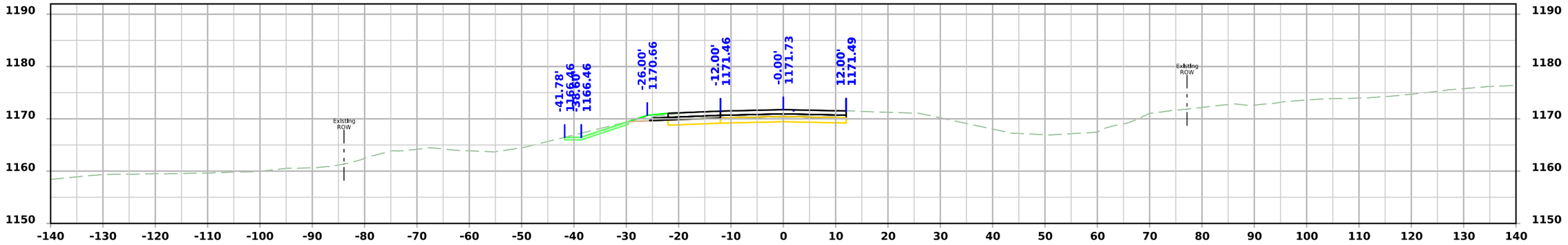
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.61

4:08:21 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

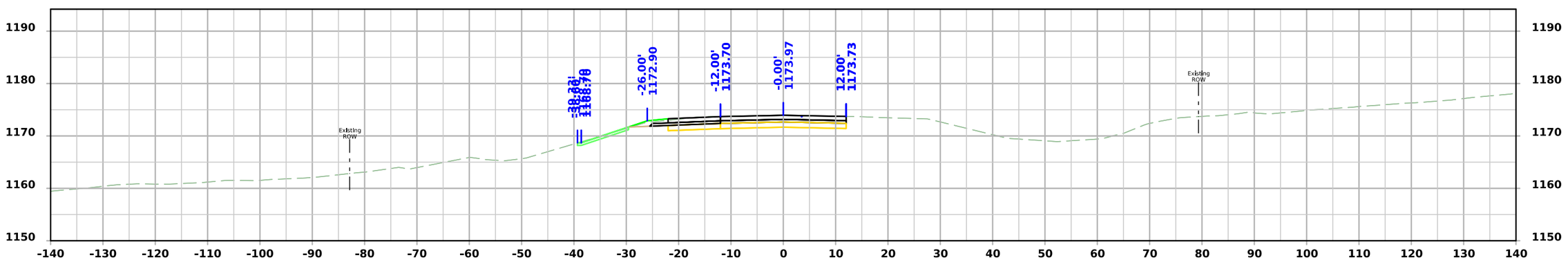
ML - US59



STA 7549+50.00



STA 7549+00.00

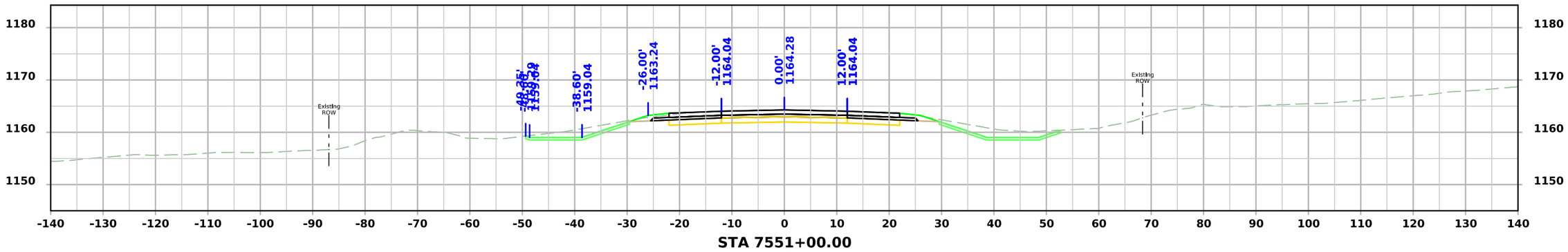


STA 7548+50.00

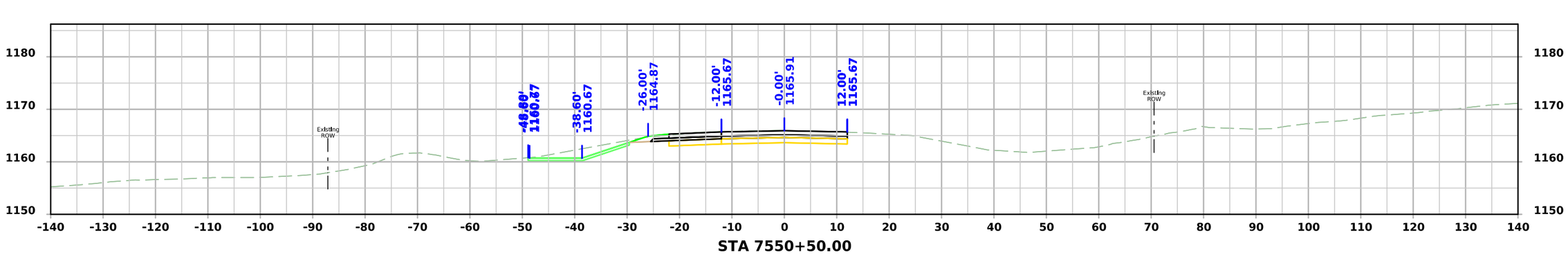
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.62	

4:08:22 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

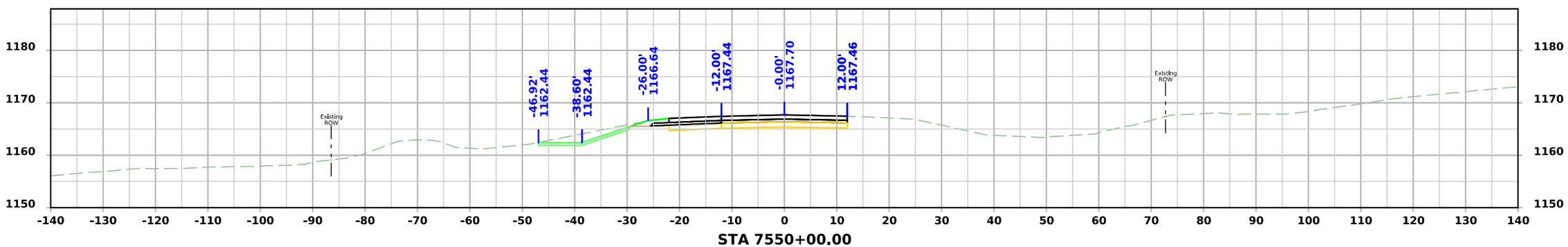
ML - US59



STA 7551+00.00



STA 7550+50.00

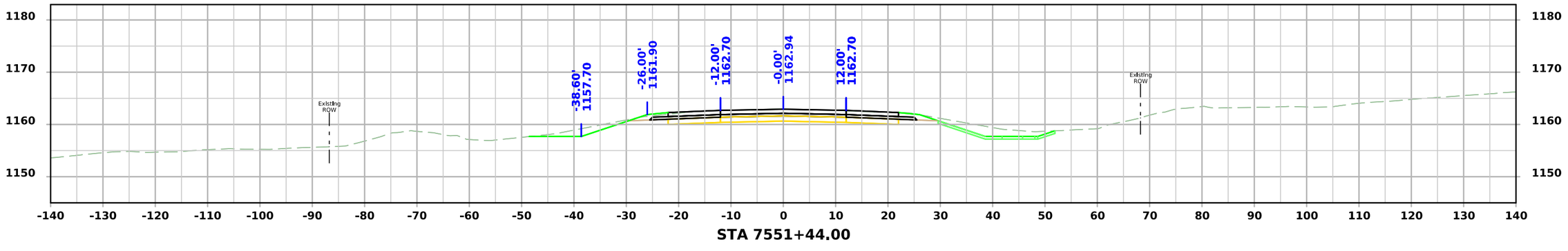


STA 7550+00.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.63

4:08:23 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn

ML - US59



STA 7551+44.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Boudreaux\Kiebel	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(056)--3H-78	SHEET NUMBER W.64

4:08:24 PM 11/18/2025 nboudre pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7805901024\Design\NHSX-059-3(56)--3H-78_UnknownPavement-GradeAndPave\CADD_Files\Cross_Sections\W01_78059056Z06.dgn