

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
A.3	Design Criteria
B Sheets	Typical Cross Sections and Details
B.1 - 2	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 8	U.S. 59
E Sheets	Side Road Plan and Profile Sheets
* E.1	W. Lyon Street
* E.2	W. High Street
* E.3	W. Crocker Street
* E.4	W. Wool Street
* E.5	W. Taylor Street
* E.6	W. Thomas Street
* E.7	W. Kearney Street
* E.8	W. Baker Street
* E.9	W. Curtis Street
* E.10	W. Mill Street
* E.11	E. Wilson Street
* E.12	Pershing Street
G Sheets	Survey Sheets
G.1 - 2	Reference Ties and Bench Marks
G.3	Horizontal Control Tab. & Super for all Alignments
J Sheets	Traffic Control and Staging Sheets
* J.1 - 4	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.5 - 11	Staging Sheets
W Sheets	Mainline Cross Sections
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 75	Mainline Cross Sections
X Sheets	Side Road Cross Sections
X.1 - 36	Side Road Cross Sections
	* Color Plan Sheets



PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

POTTAWATTAMIE COUNTY

PCC PAVEMENT - GRADE AND REPLACE

US 59 IN AVOCA

FROM LYON STREET NORTH TO PERSHING STREET

Location

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



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

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN-Date: 10/24/25

T-77N

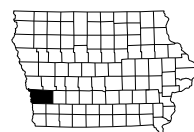
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CONSTRUCTION

BEGIN
CONSTRUCTION

59

83

LOCATION MAP SCALE

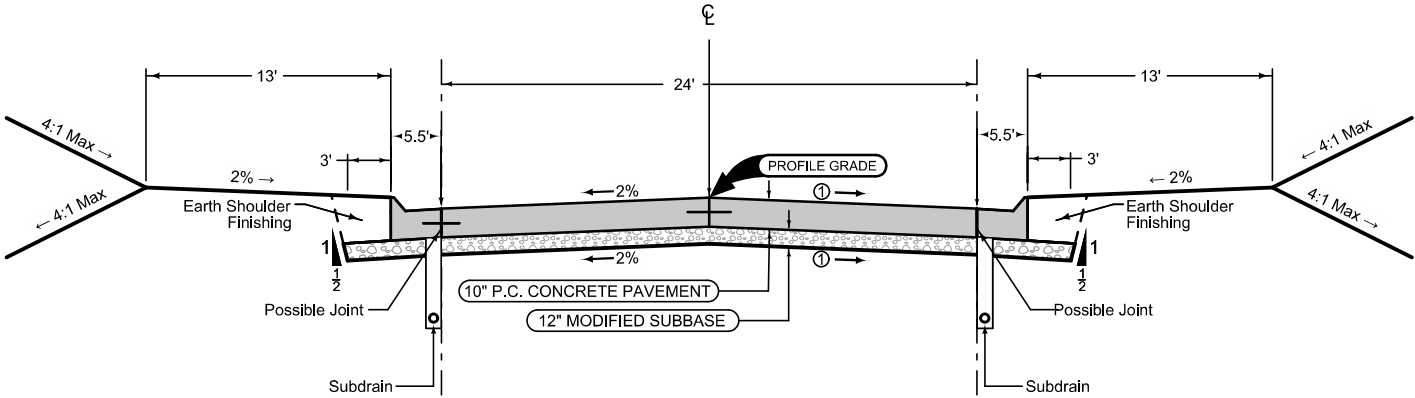


Curbed Shoulder - No Sidewalk

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

Single pour: L-2
Staged: KT-2
Transverse: C st 17' spacing

2_Curb_04-21-20		
	STATION TO STATION	Curbe Type See PV-102
No Sidewalk	39+94.58 - 43+77.87	



Curbed Shoulder - No Sidewalk

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

Single pour: L-2
Staged: KT-2
Transverse: C st 17' spacing

2_Curb_04-21-20		
	STATION TO STATION	Curbe Type See PV-102
No Sidewalk	38+08.11 - 42+88.60	

Curbed Shoulder With Sidewalk

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

Single pour: L-2
Staged: KT-2
Transverse: C st 17' spacing

2_Curb_04-21-20			
	STATION TO STATION	Curbe Type See PV-102	⑥ ft
With Sidewalk	10+52.34 - 10+97.88		3.5
	10+97.88 - 39+94.58		5.5

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

2P_04-21-20	
STATION TO STATION	
10+52.34	50+76.26

Curbed Shoulder With Sidewalk

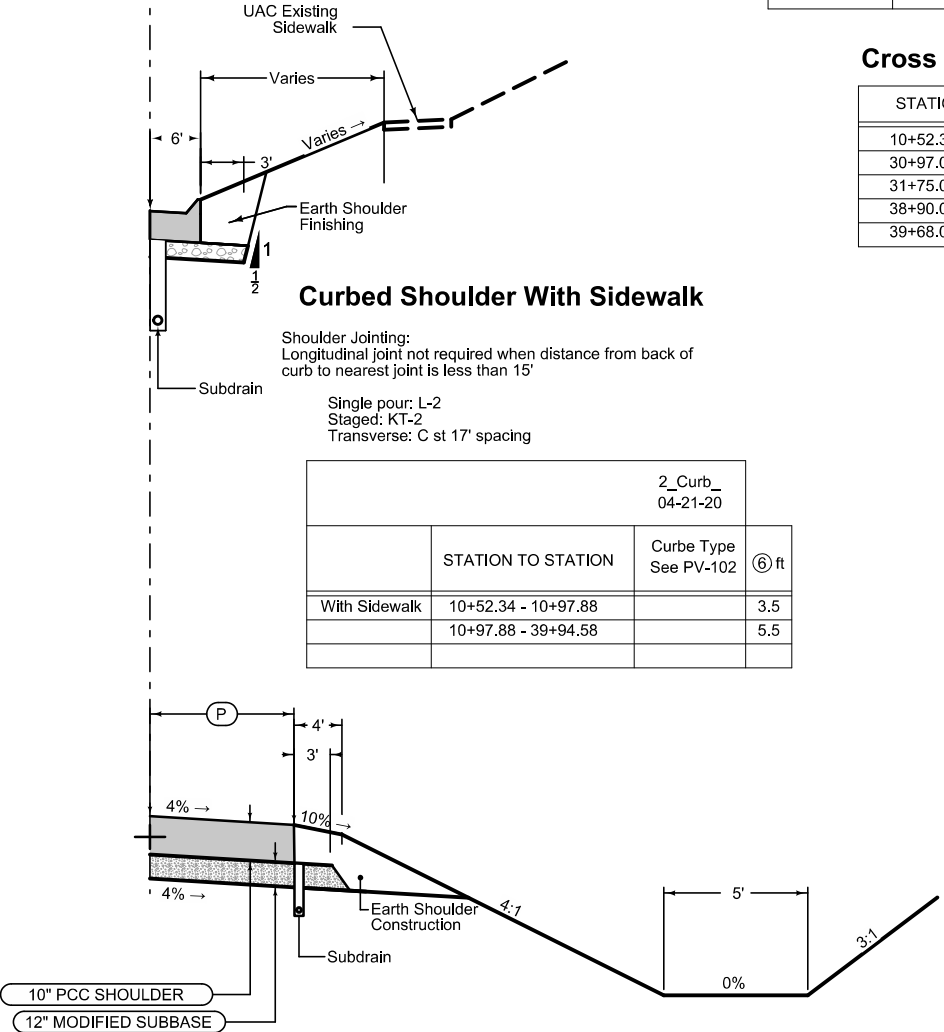
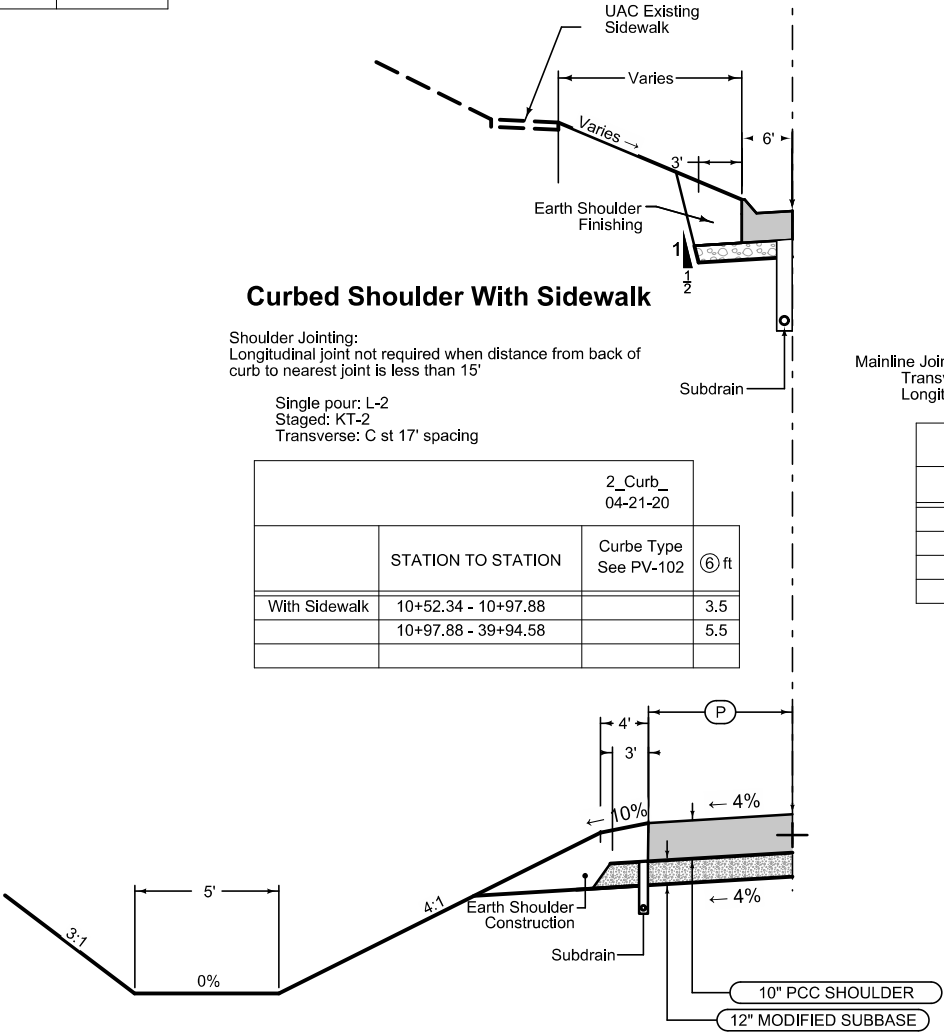
Shoulder Jointing:
Longitudinal joint not required when distance from back of
curb to nearest joint is less than 15'

Single pour: L-2
Staged: KT-2
Transverse: C st 17' spacing

2_Curb_04-21-20			
	STATION TO STATION	Curbe Type See PV-102	⑥ ft
With Sidewalk	10+52.34 - 10+97.88		3.5
	10+97.88 - 39+94.58		5.5

Cross Slope Transition

STATION TO STATION		①	①
10+52.34	30+97.00	-2%	-2%
30+97.00	31+75.00	Trans	+2%
31+75.00	38+90.00	+2%	+2%
38+90.00	39+68.00	Trans	-2%
39+68.00	50+76.26	-2%	-2%



Full Depth PCC Shoulder

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

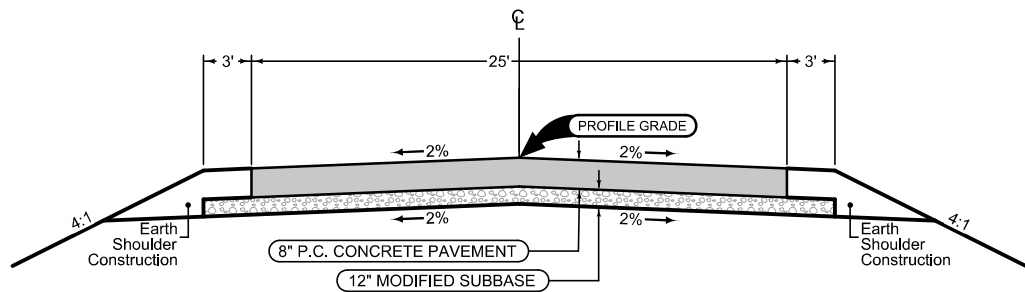
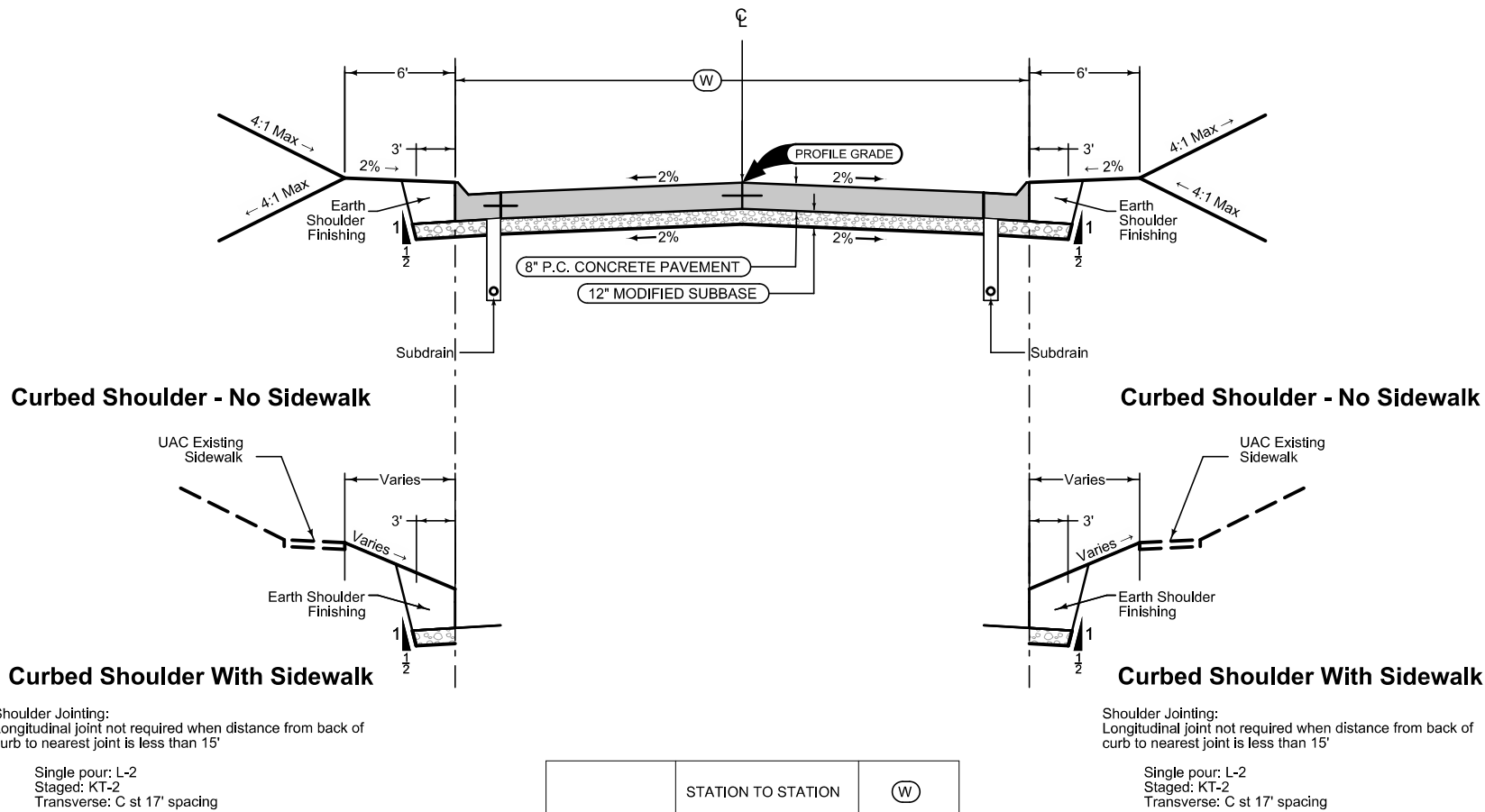
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STATION TO STATION	⑥ Feet
43+77.87 - 50+76.26	10

Full Depth PCC Shoulder

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

2_P_FullPCC_04-20-21	
STATION TO STATION	⑥ Feet
42+88.60 - 50+76.26	10

MAINLINE PAVING
U.S. 59 - Avoca



Pershing Street - Sta 1300+00.00 to 1300+42.67

SIDE ROAD PAVING

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

	Septic Tank
	Cistern
	L.P. Gas Tank (No Footing)
	Underground Storage Tank
	Latrine
	Satellite TV Dish
	Water Hook Up
	Radio Tower
	Tower Anchor
	Guardrail (Beam or Cable)
	Guard Post (one or two)
	Guard Post (over two)
	Filler Pipe
	Gas Valve
	Water Valve
	Speed Limit Sign
	Mile Marker Post
	Sign
	Traffic Signal Control Box
	Rail Road Signal Control Box
	Telephone Switch Box
	Electric Box

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%

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

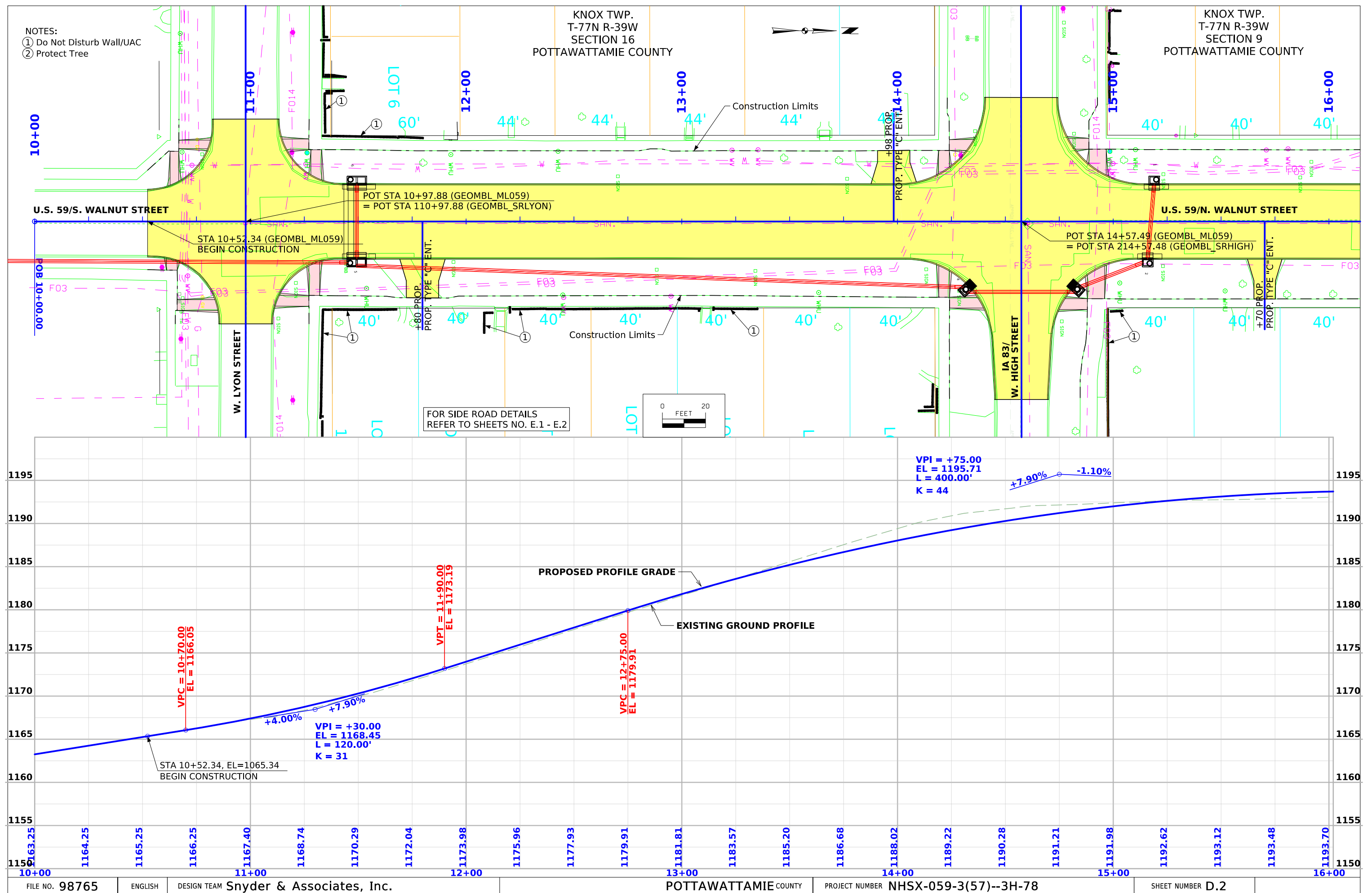
LEFT-OF-WAY LEGEND

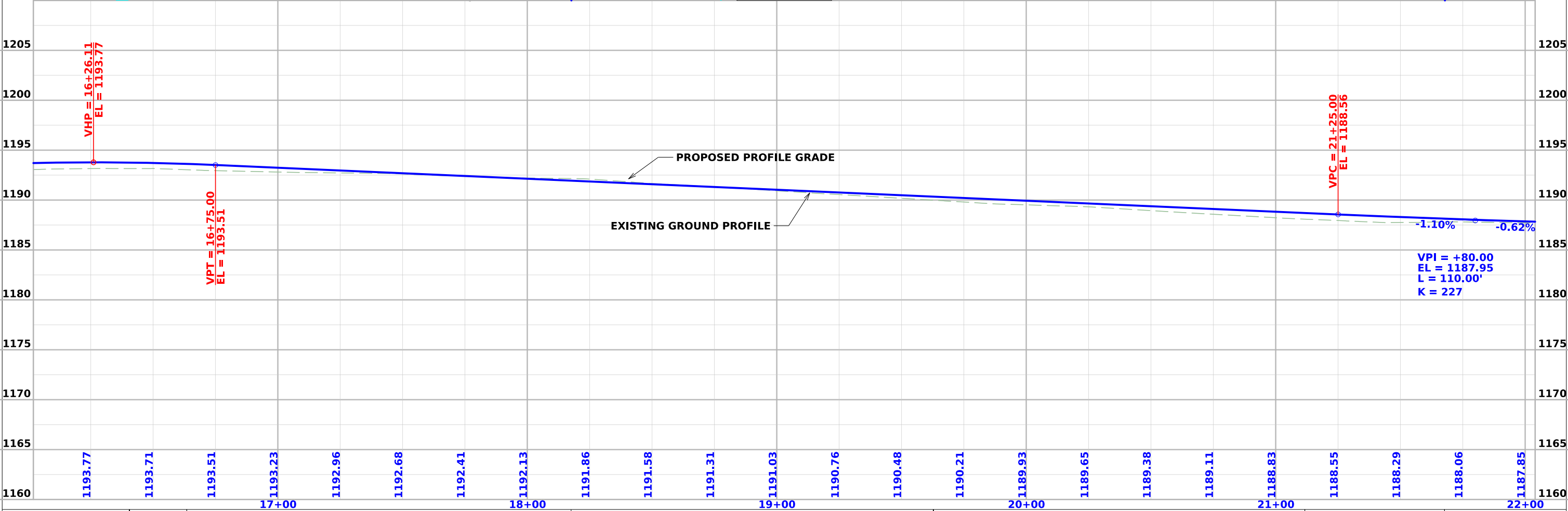
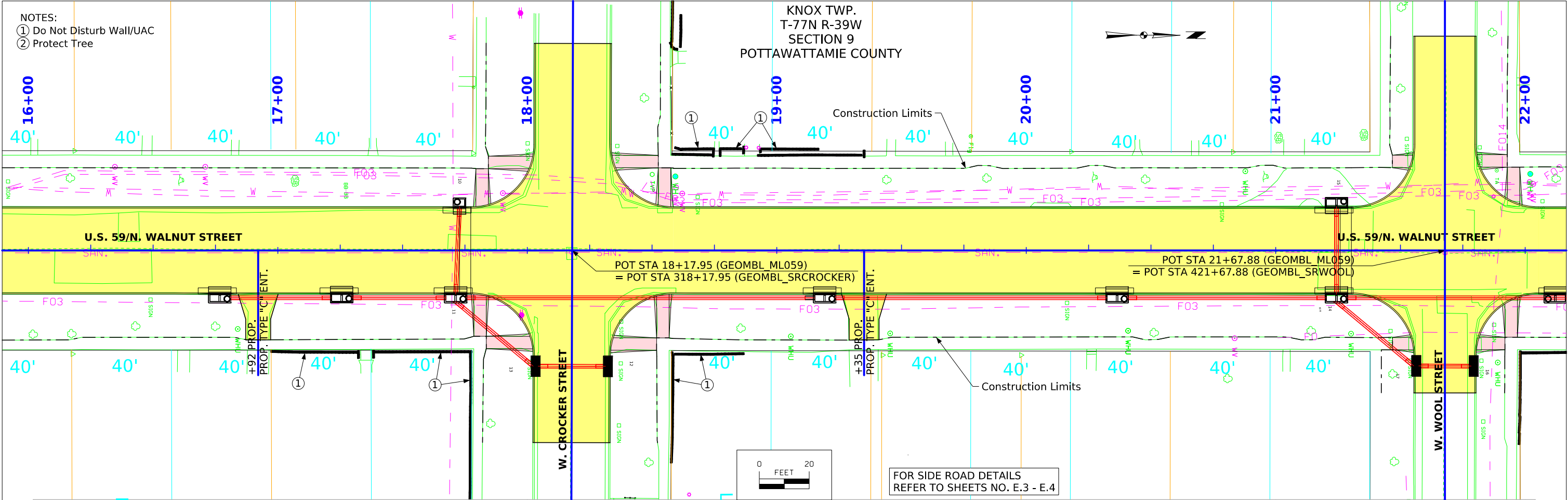
	Reference Point
	Station
	Section Corner
	Ground Line Intercept
	Saw Cut
	Guardrail
	Trench Drain
	HighTension Cable Guardrail
	Sheet Pile
	Pavement Removal
	Clearing & Grubbing Area

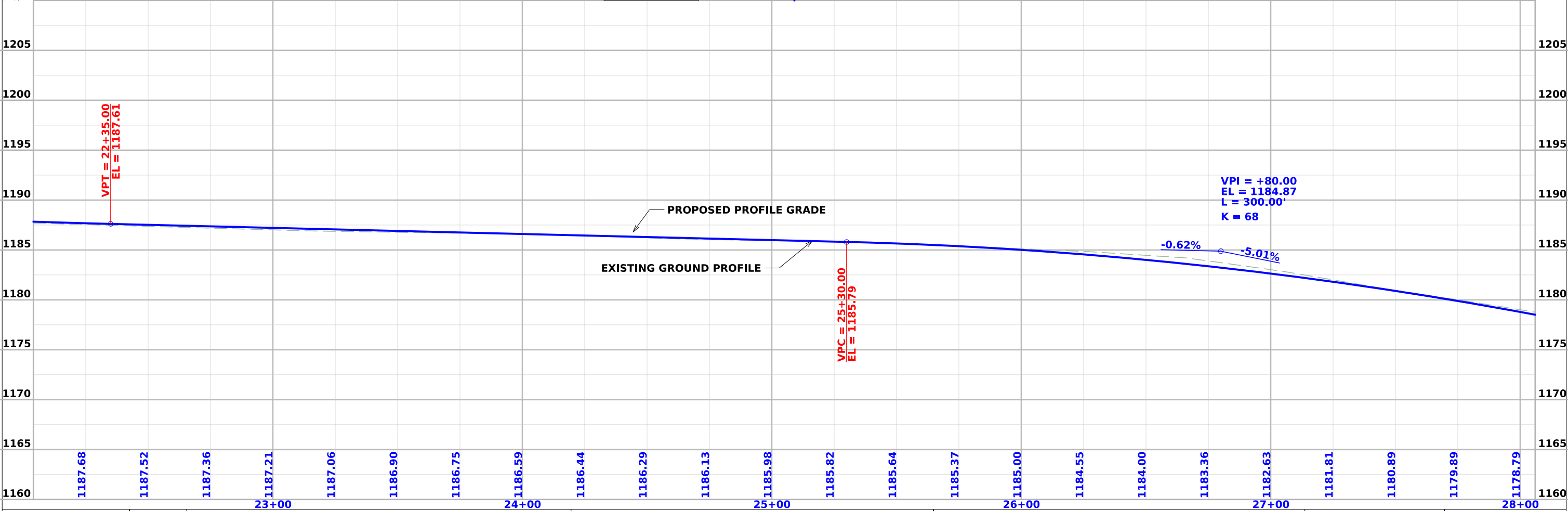
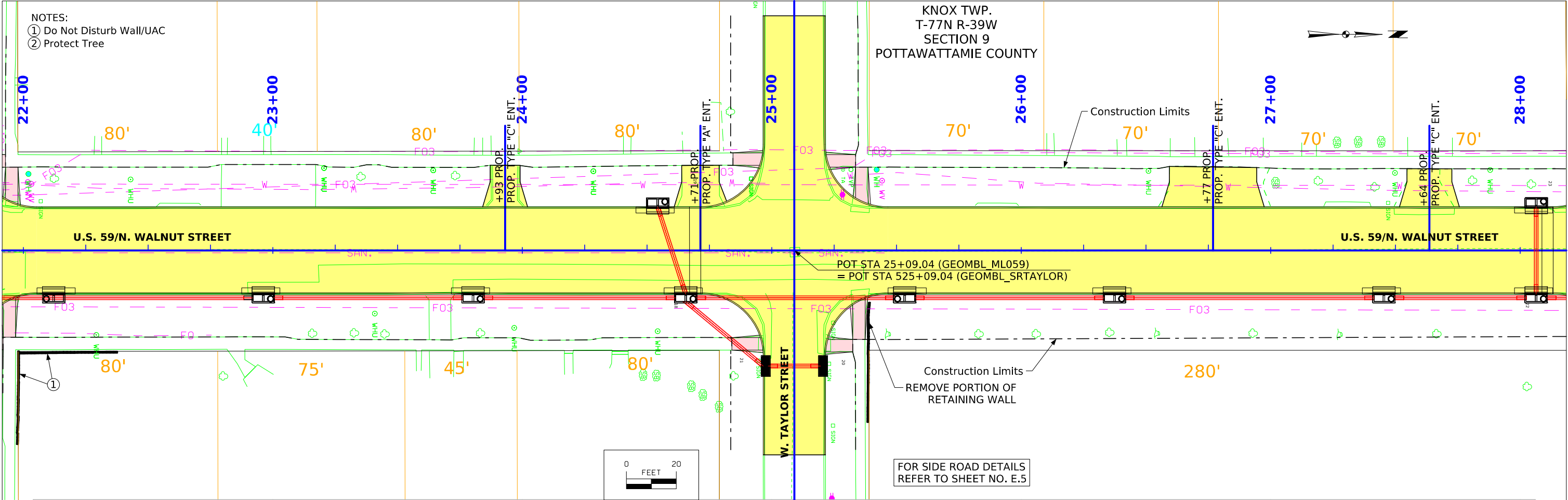
RIGHT-OF-WAY LEGEND

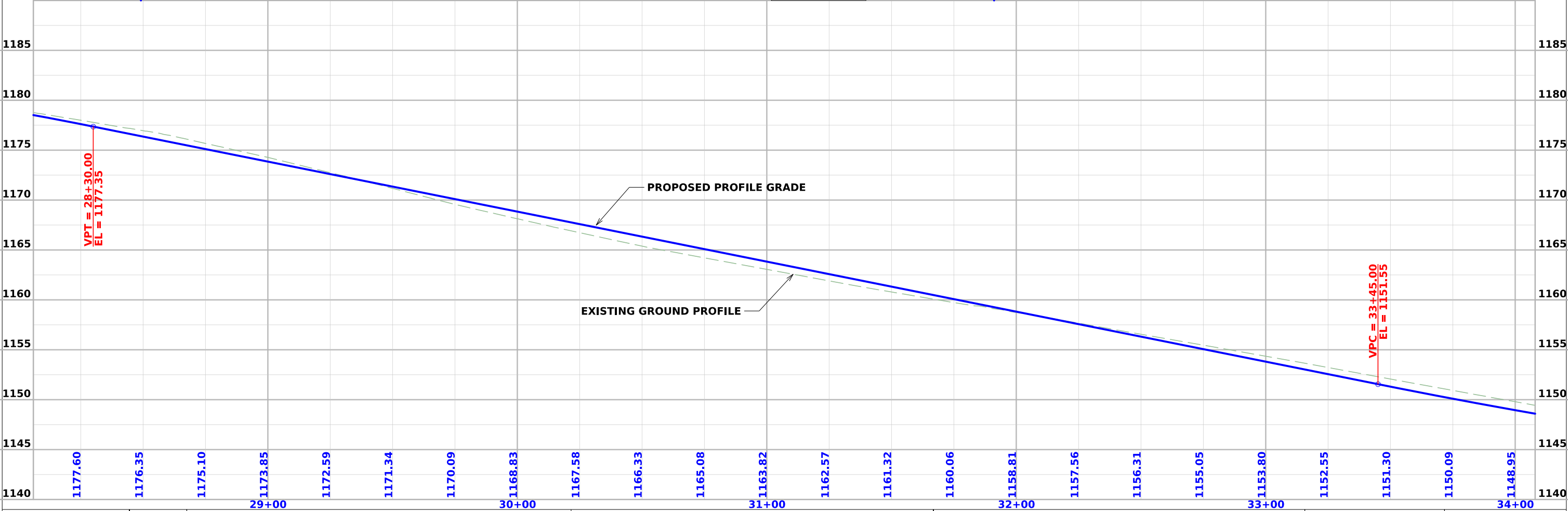
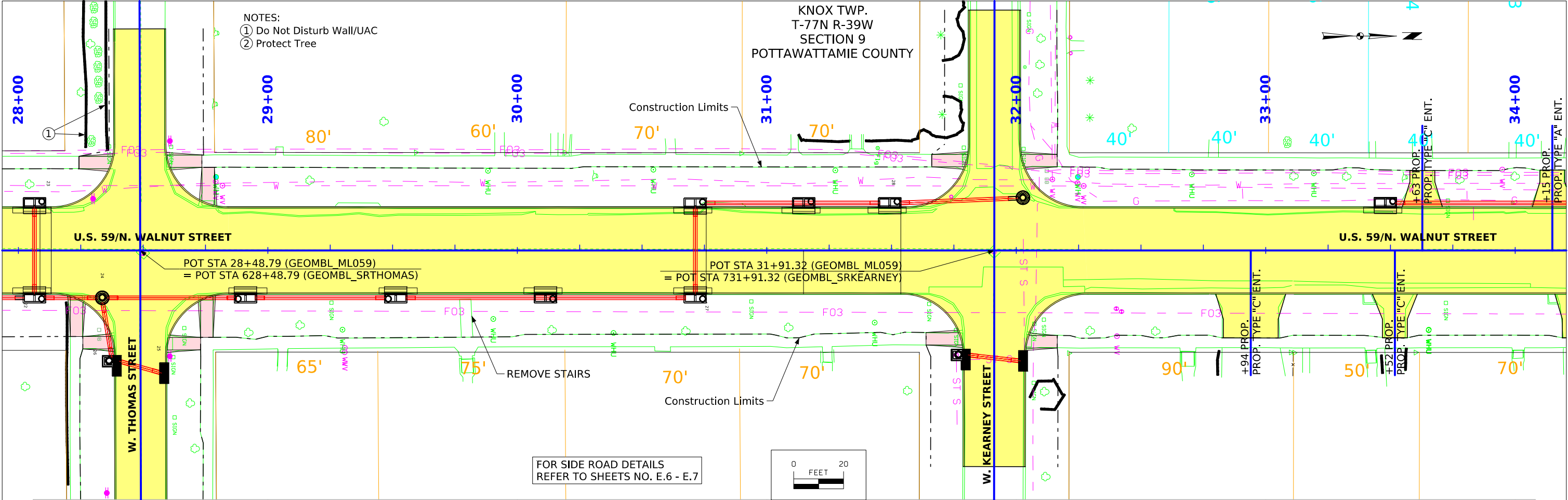
	Proposed Right-of-Way Symbol
	Proposed Right-of-Way Line
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary) Symbol
	Easement (Temporary) Line
	Easement
	Access Control
	Property Line Symbol
	Property Line

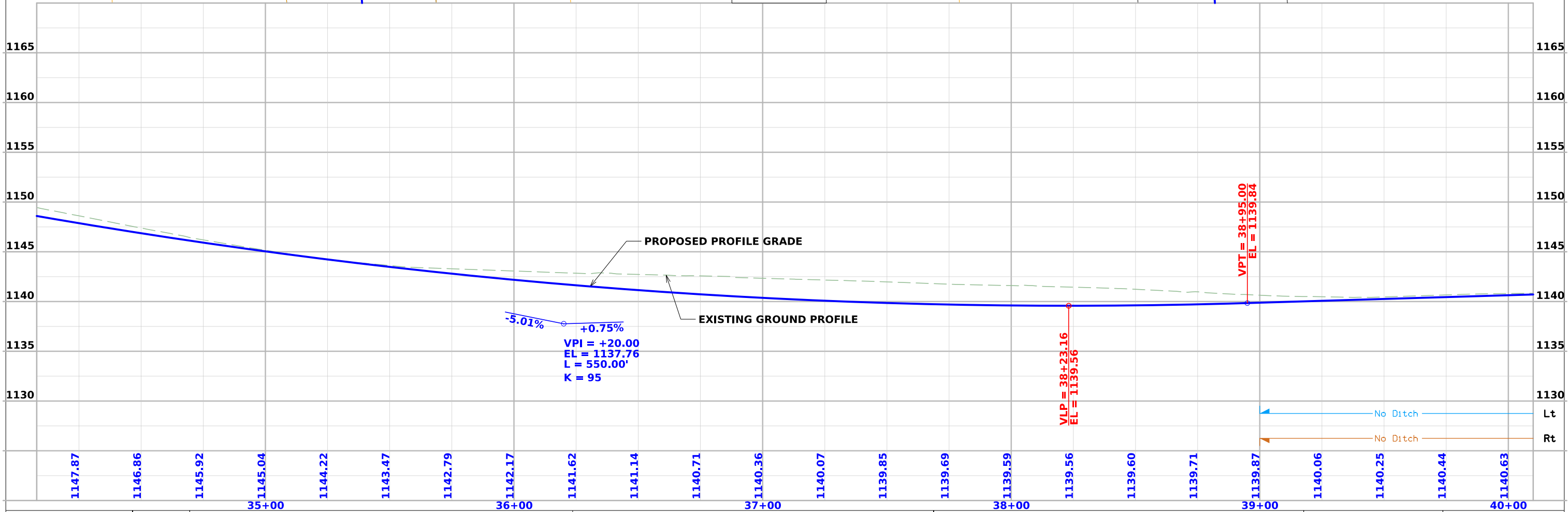
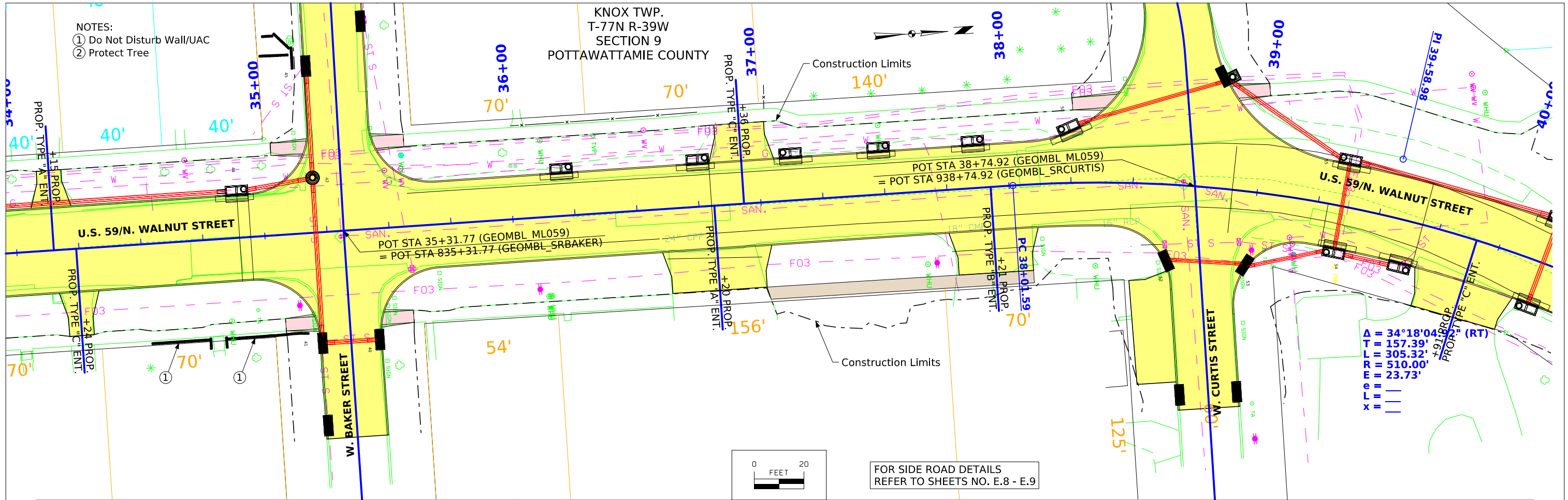
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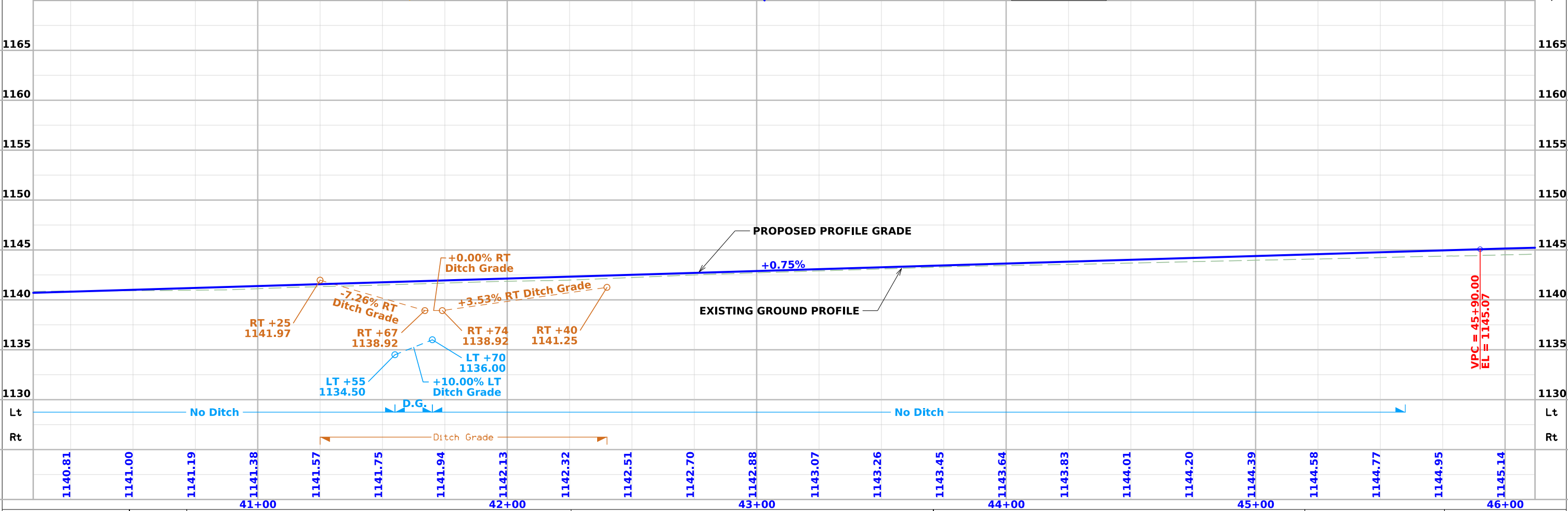
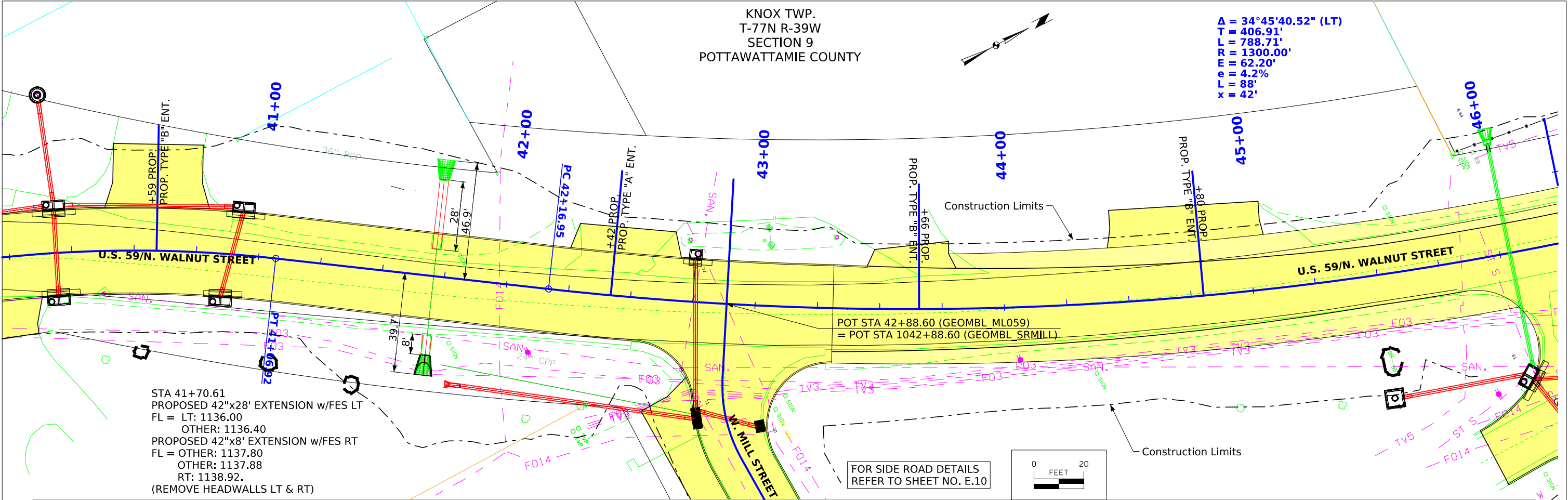






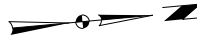




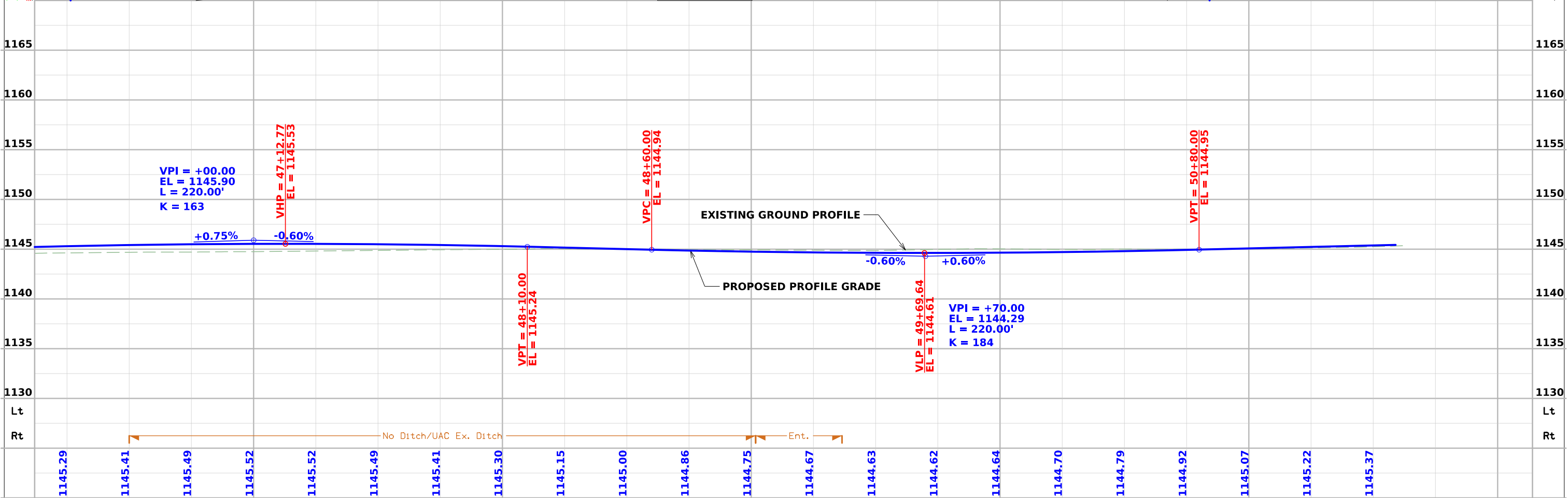
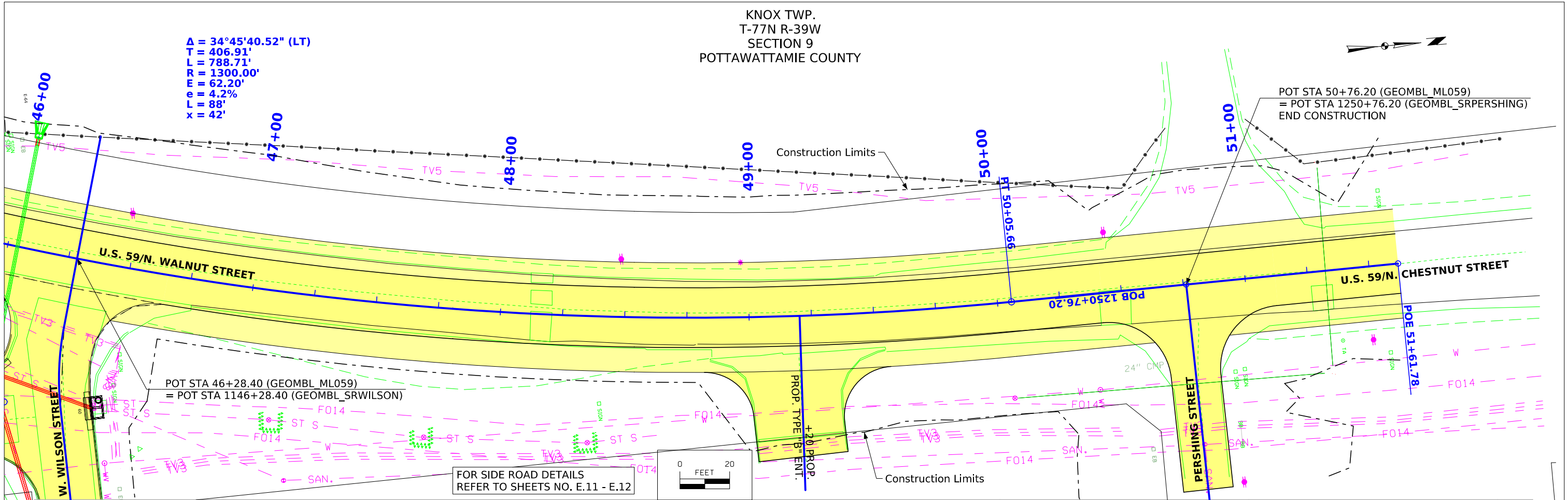


KNOX TWP.
T-77N R-39W
SECTION 9
POTTAWATTAMIE COUNTY

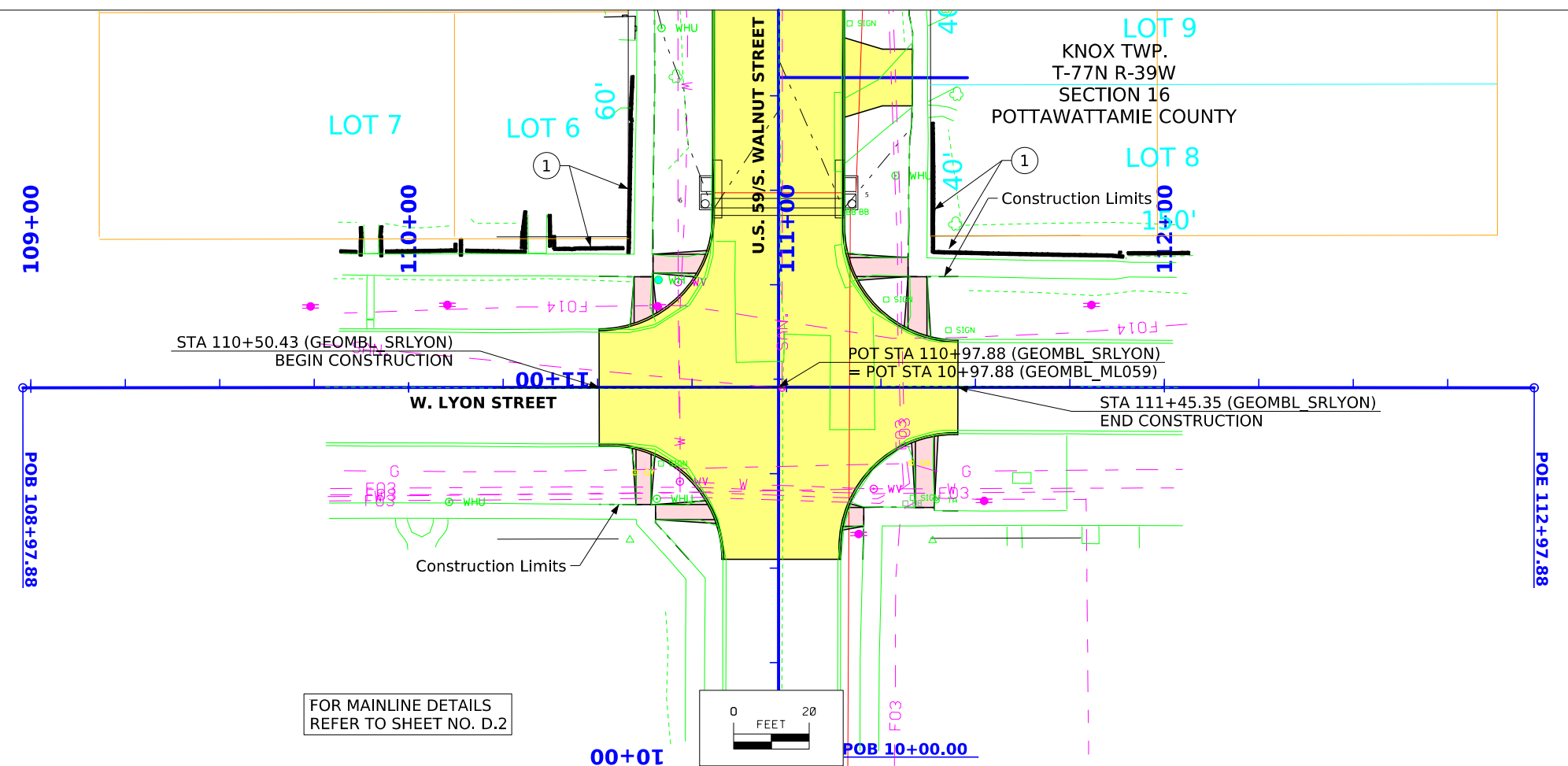
$\Delta = 34^{\circ}45'40.52''$ (LT)
T = 406.91'
L = 788.71'
R = 1300.00'
E = 62.20'
e = 4.2%
L = 88'
x = 42'



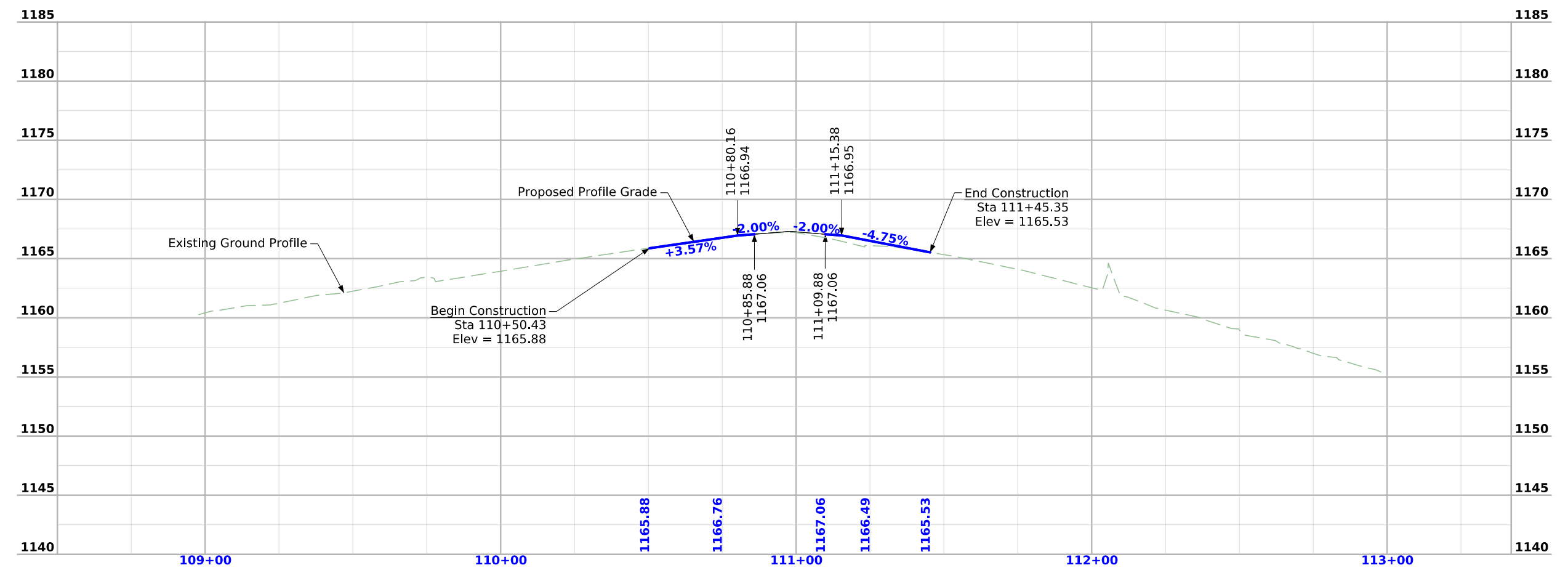
POT STA 50+76.20 (GEOMBL ML059)
= POT STA 1250+76.20 (GEOMBL_SRPERSHING)
END CONSTRUCTION

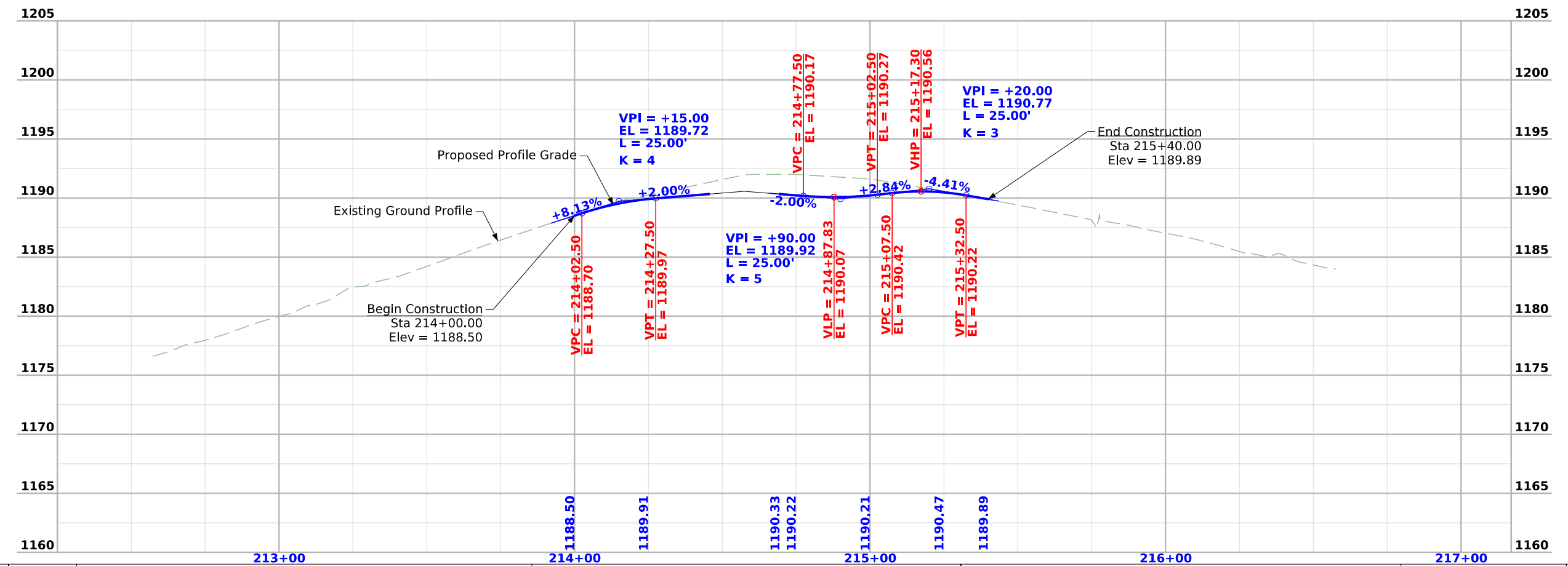
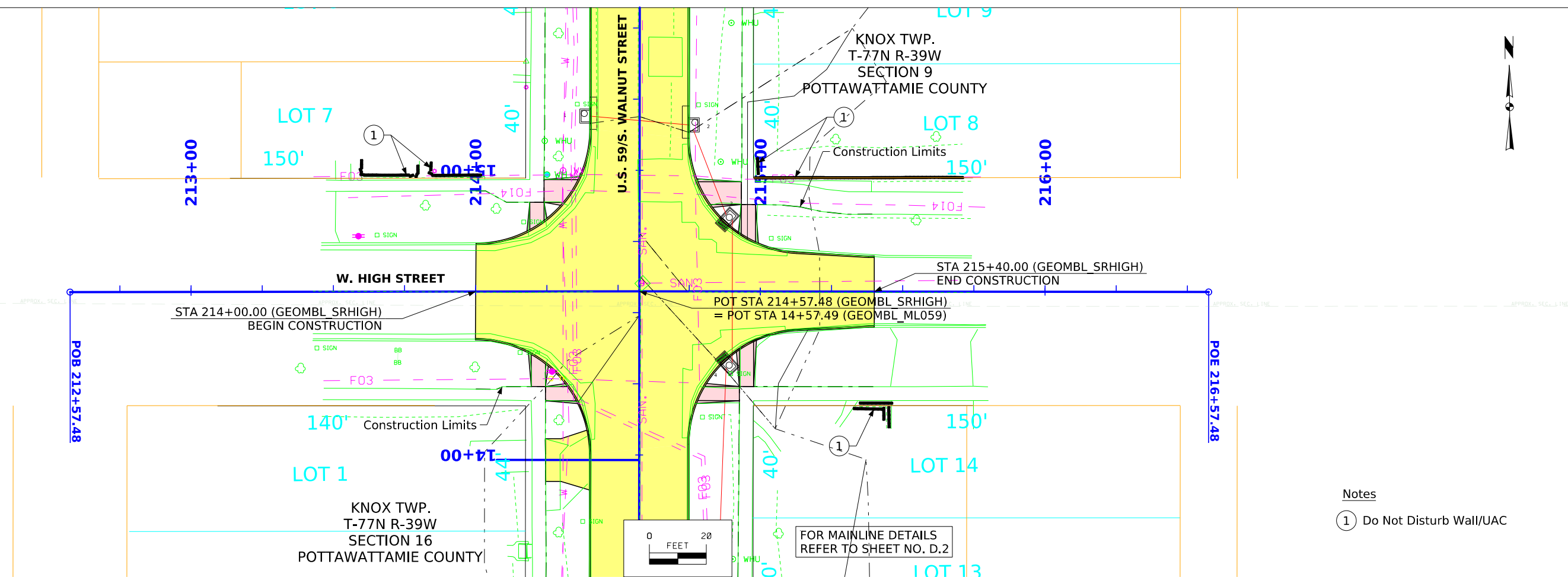


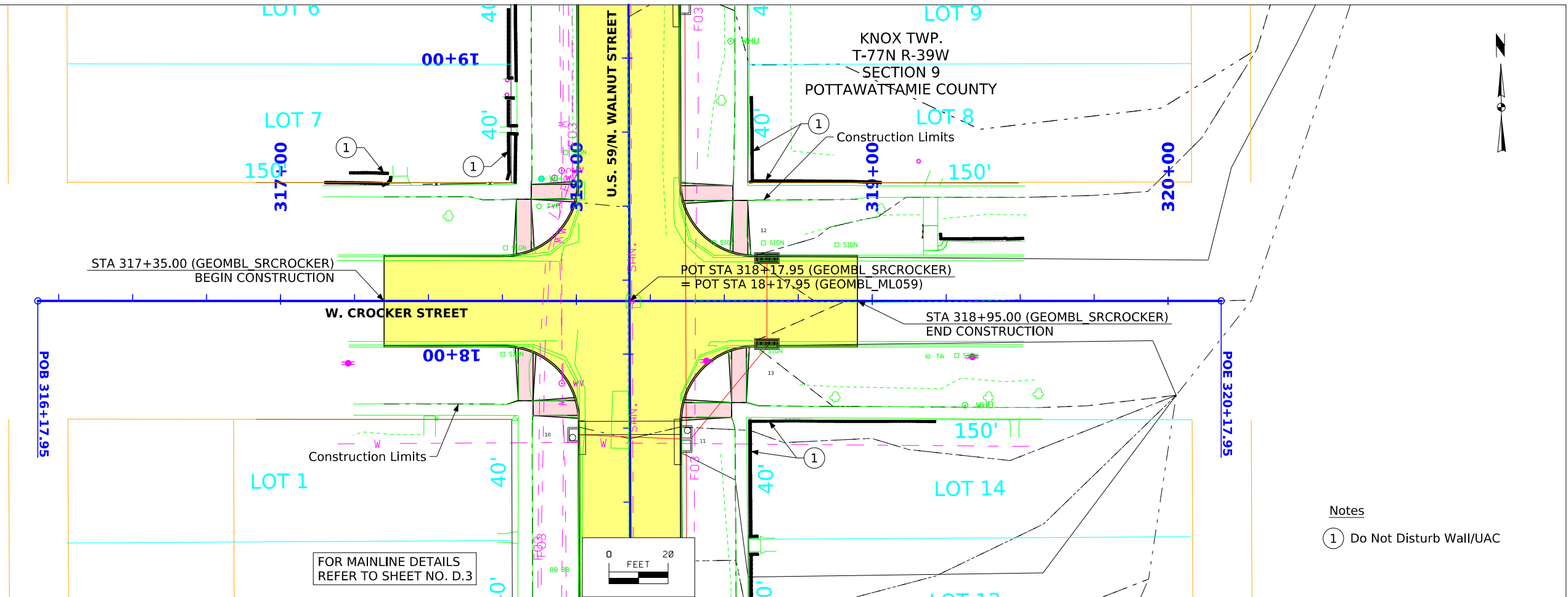
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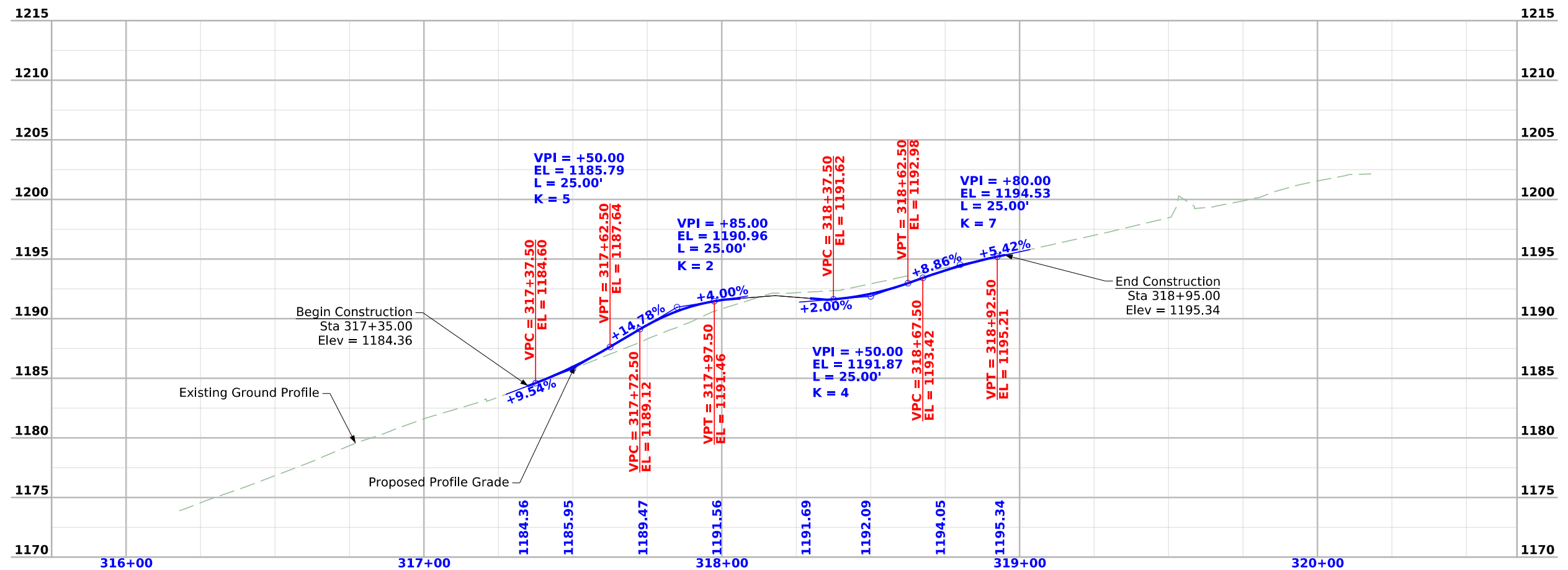
- Notes
- ① Do Not Disturb Wall/UAC

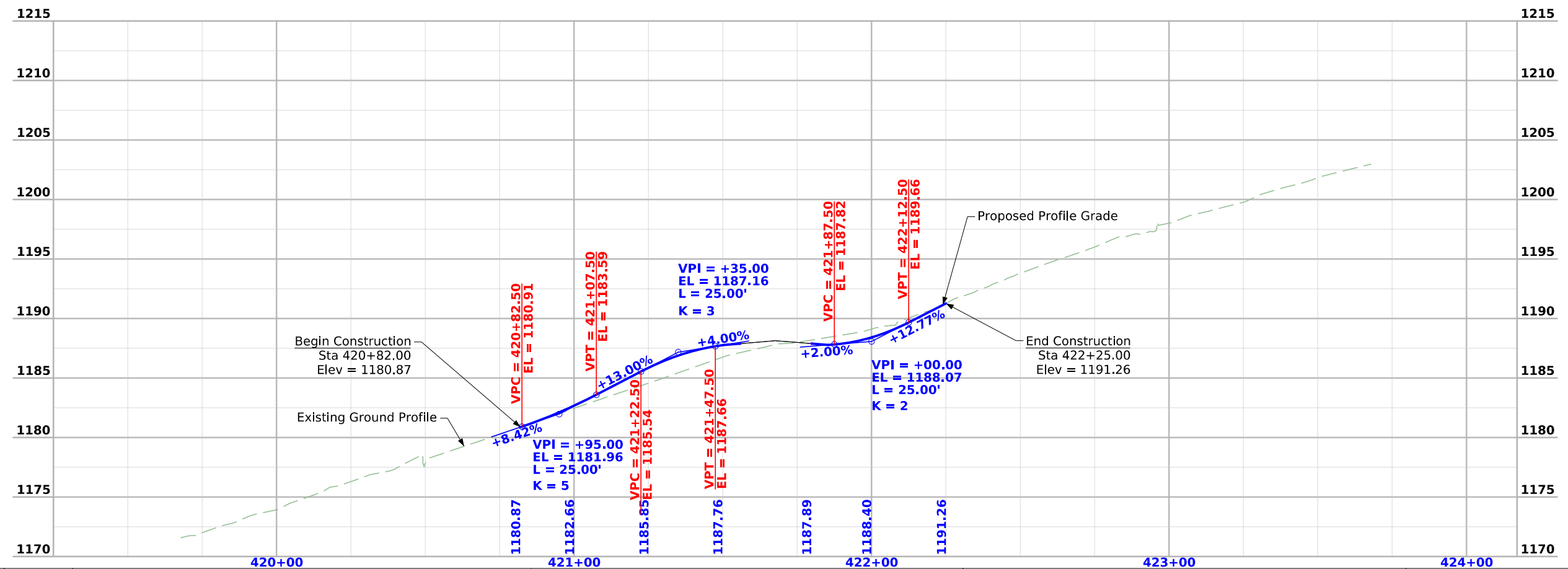
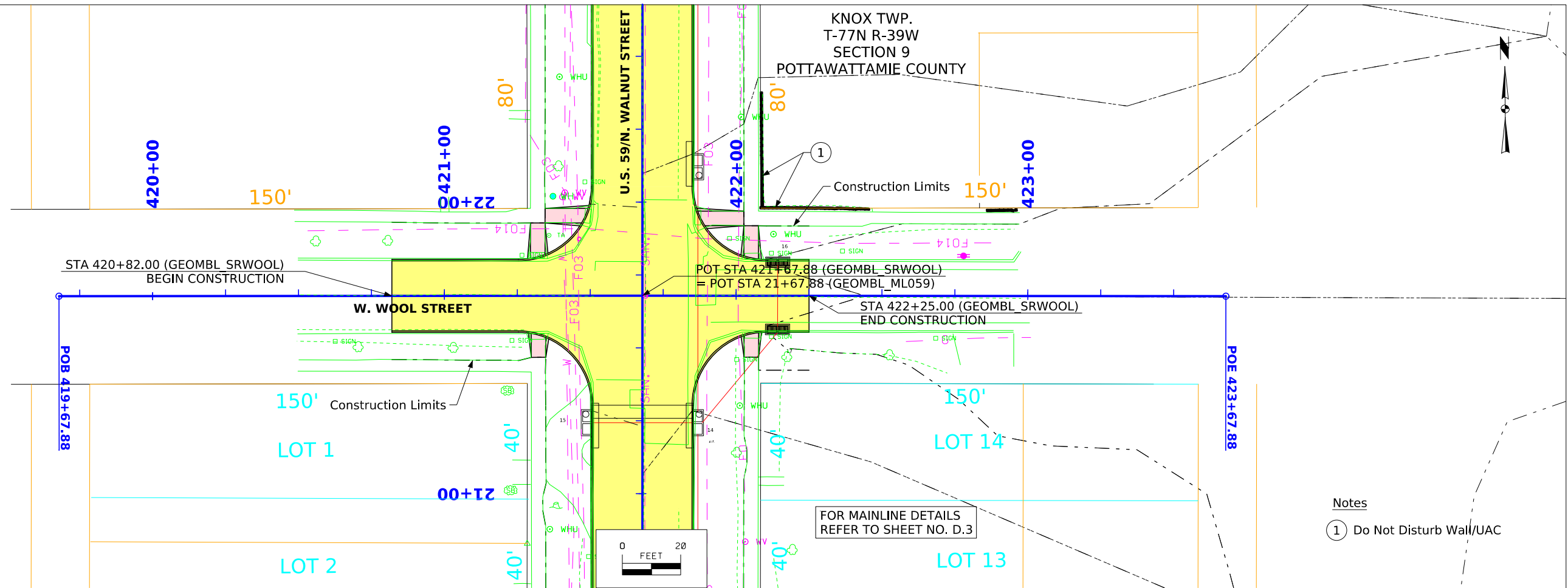


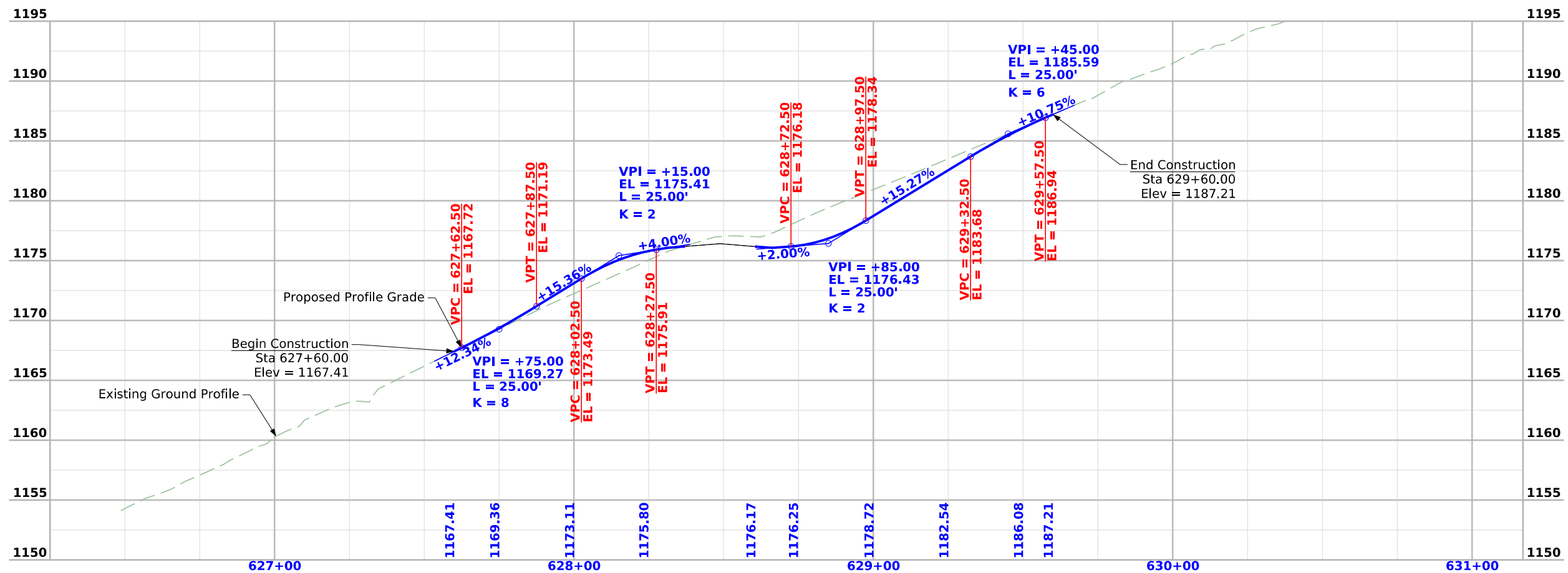
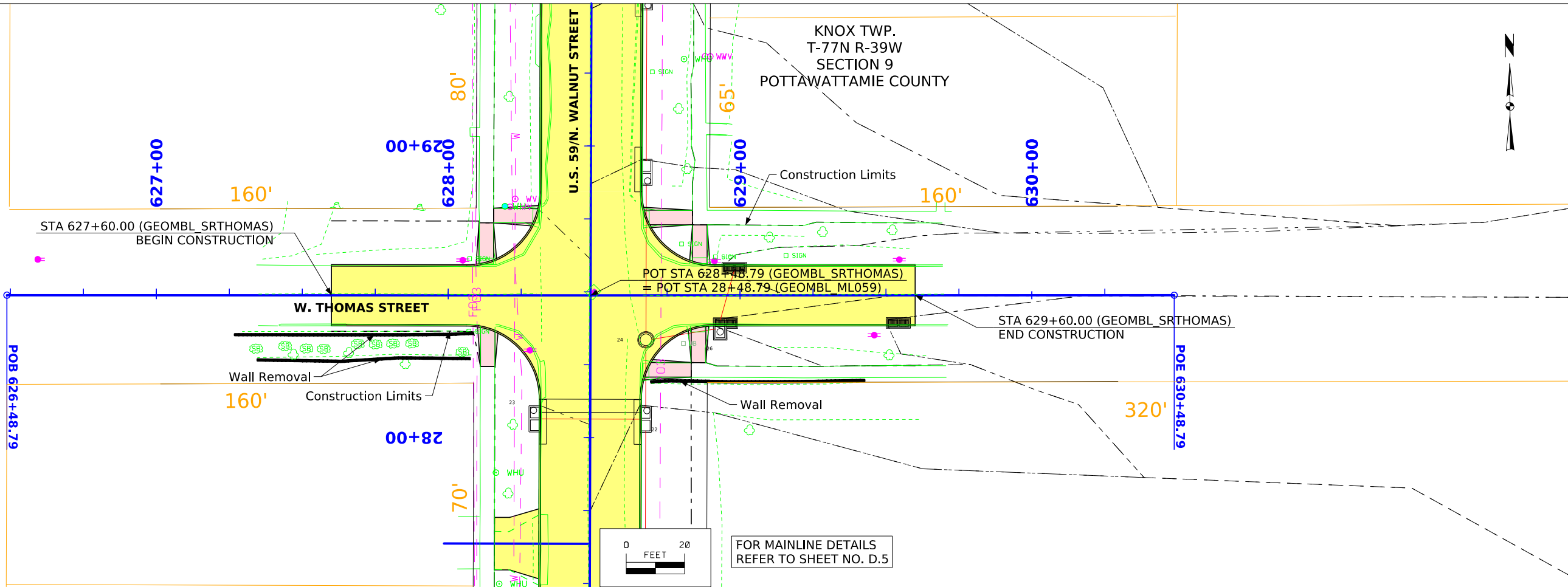


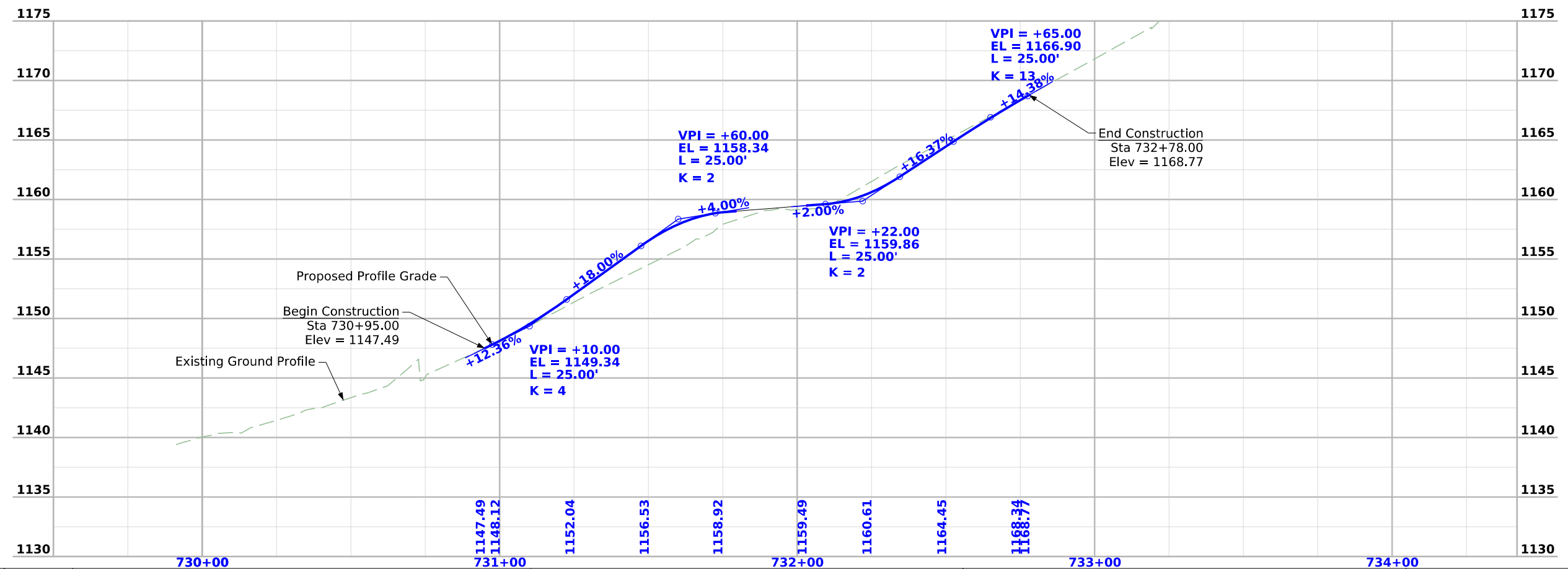
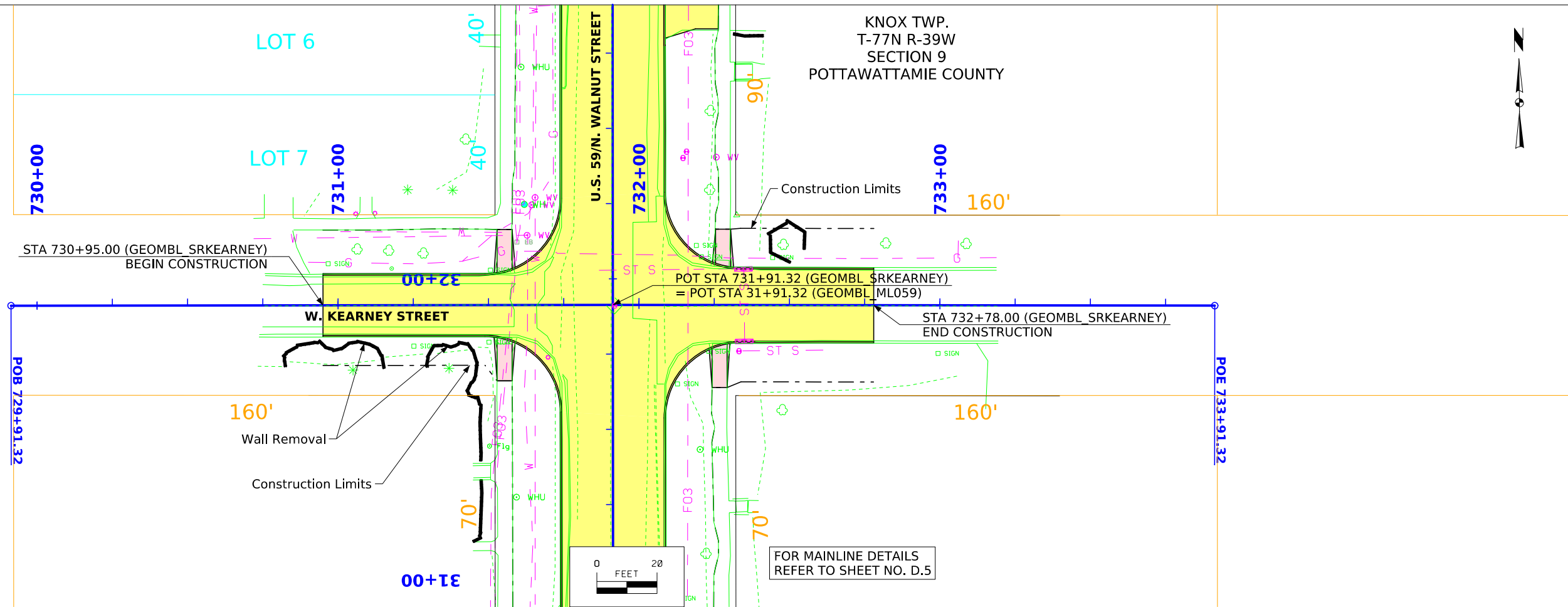


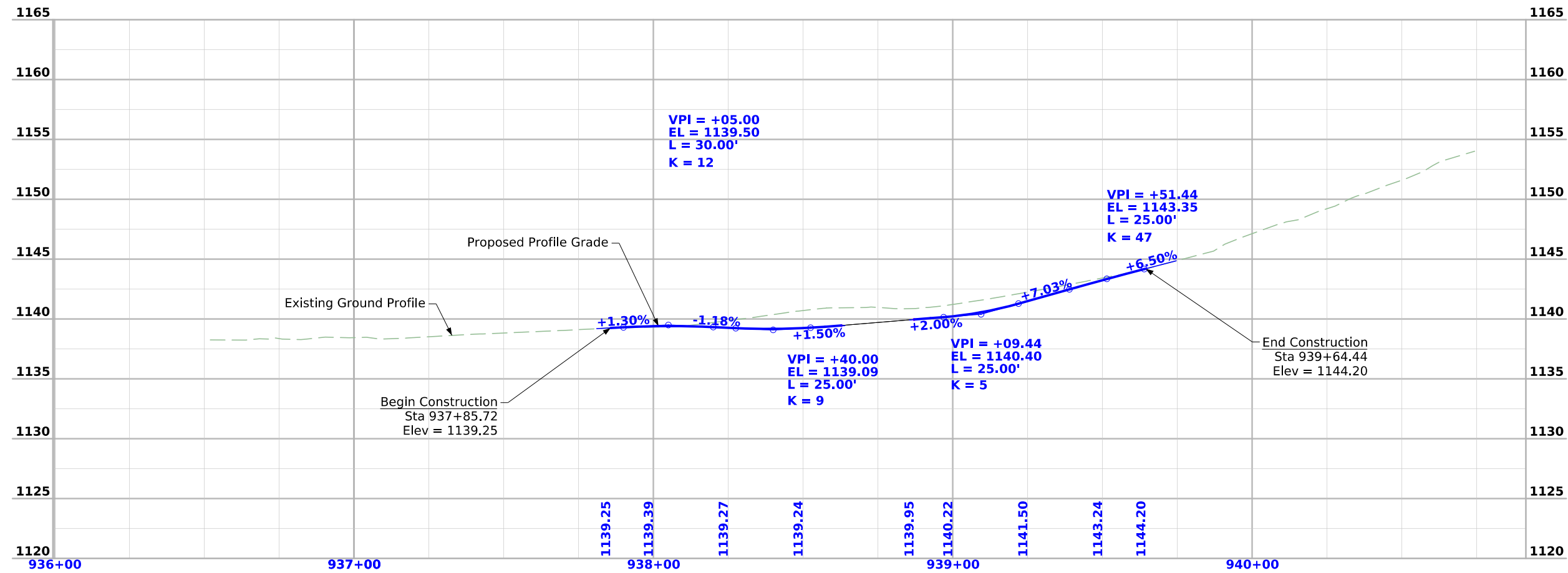
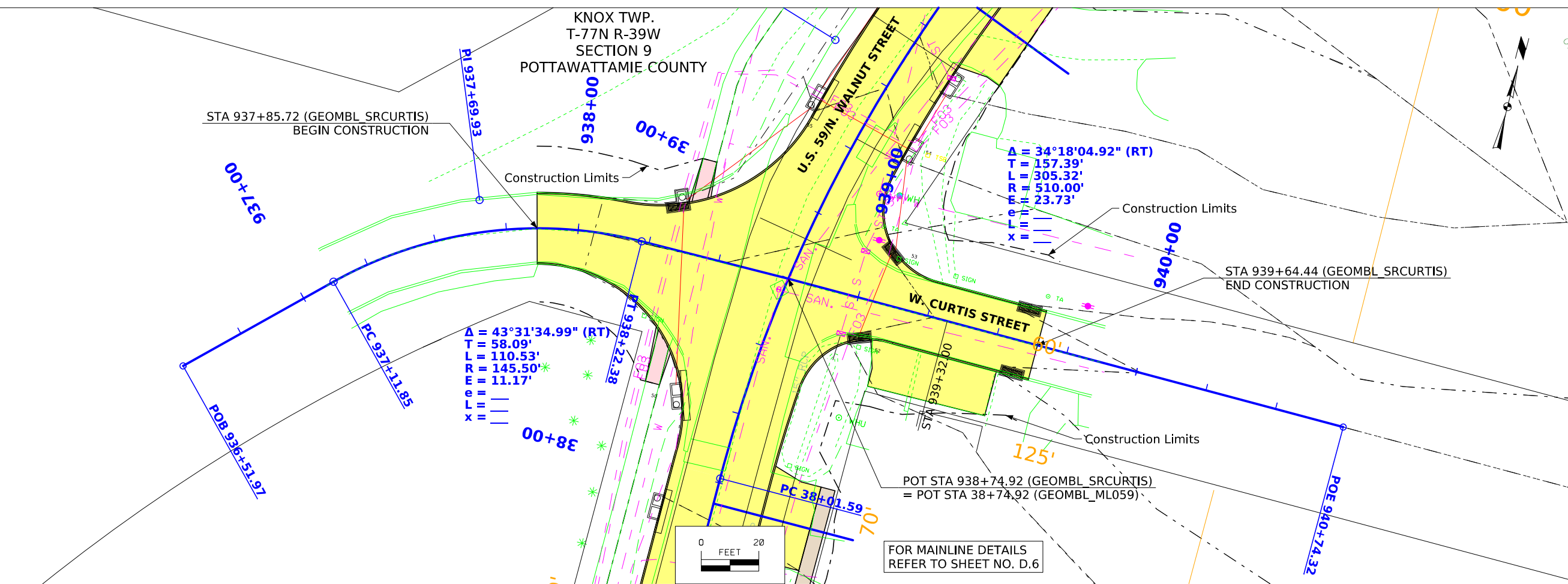
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- ① Do Not Disturb Wall/UAC

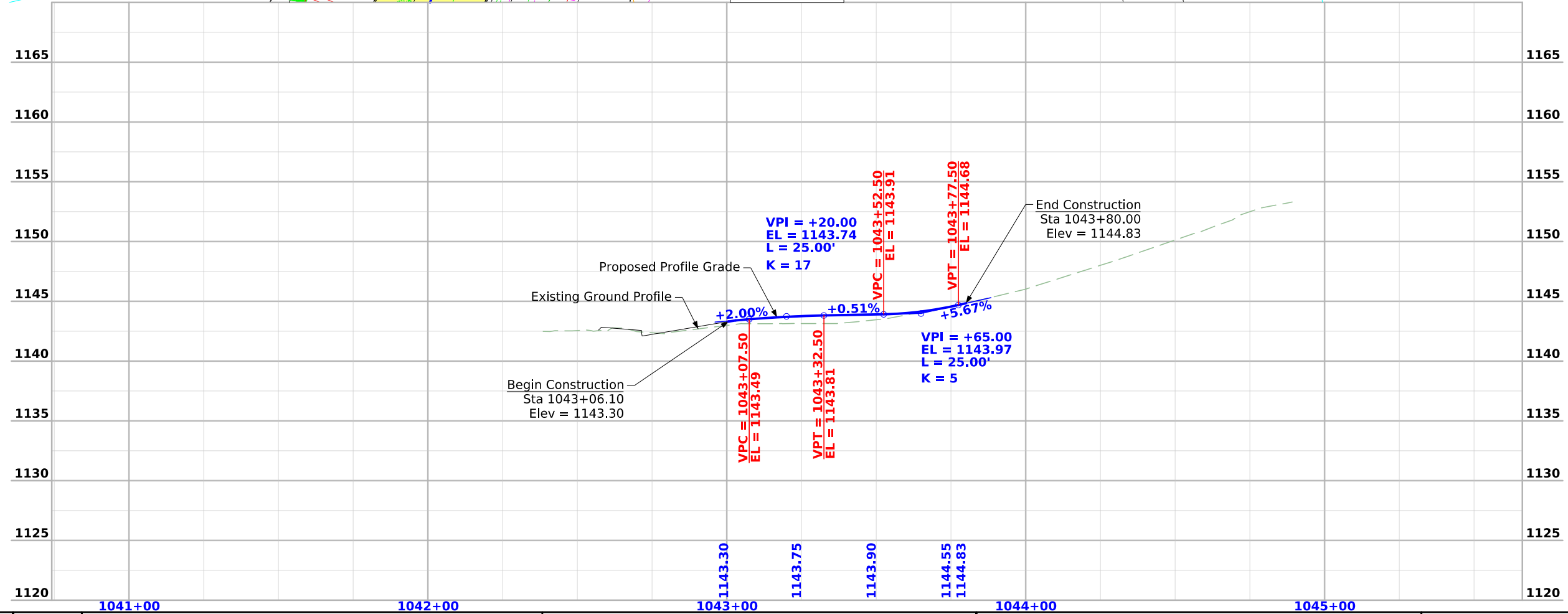
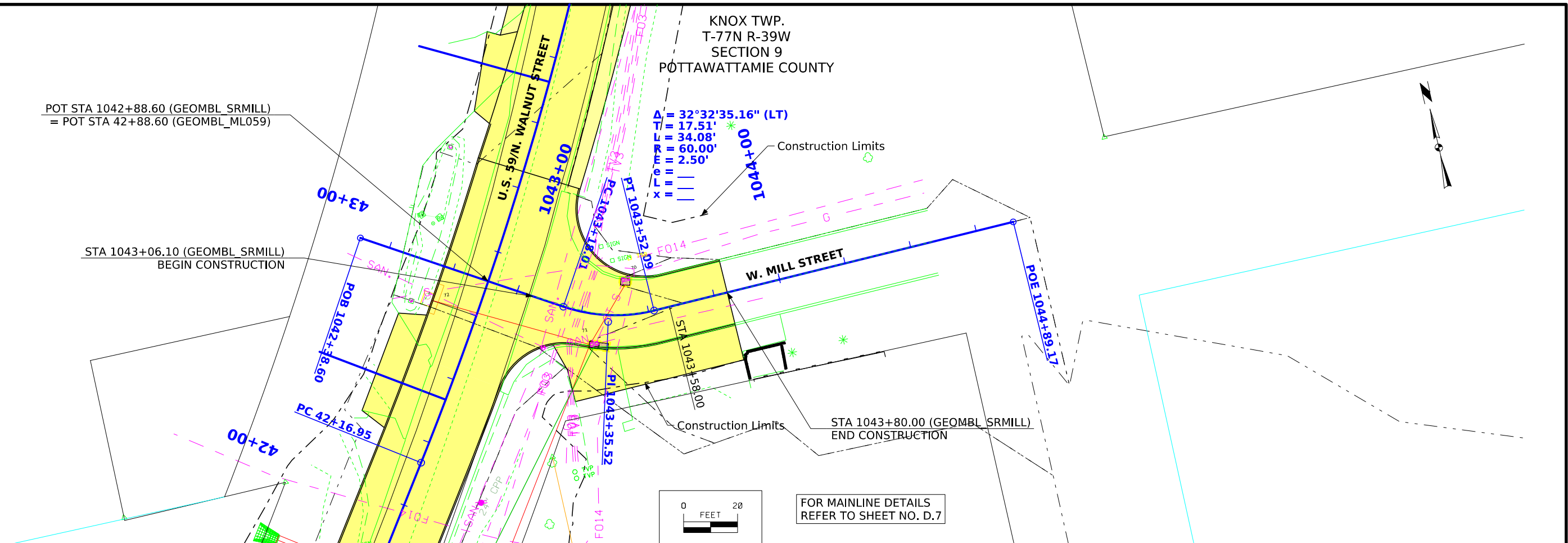


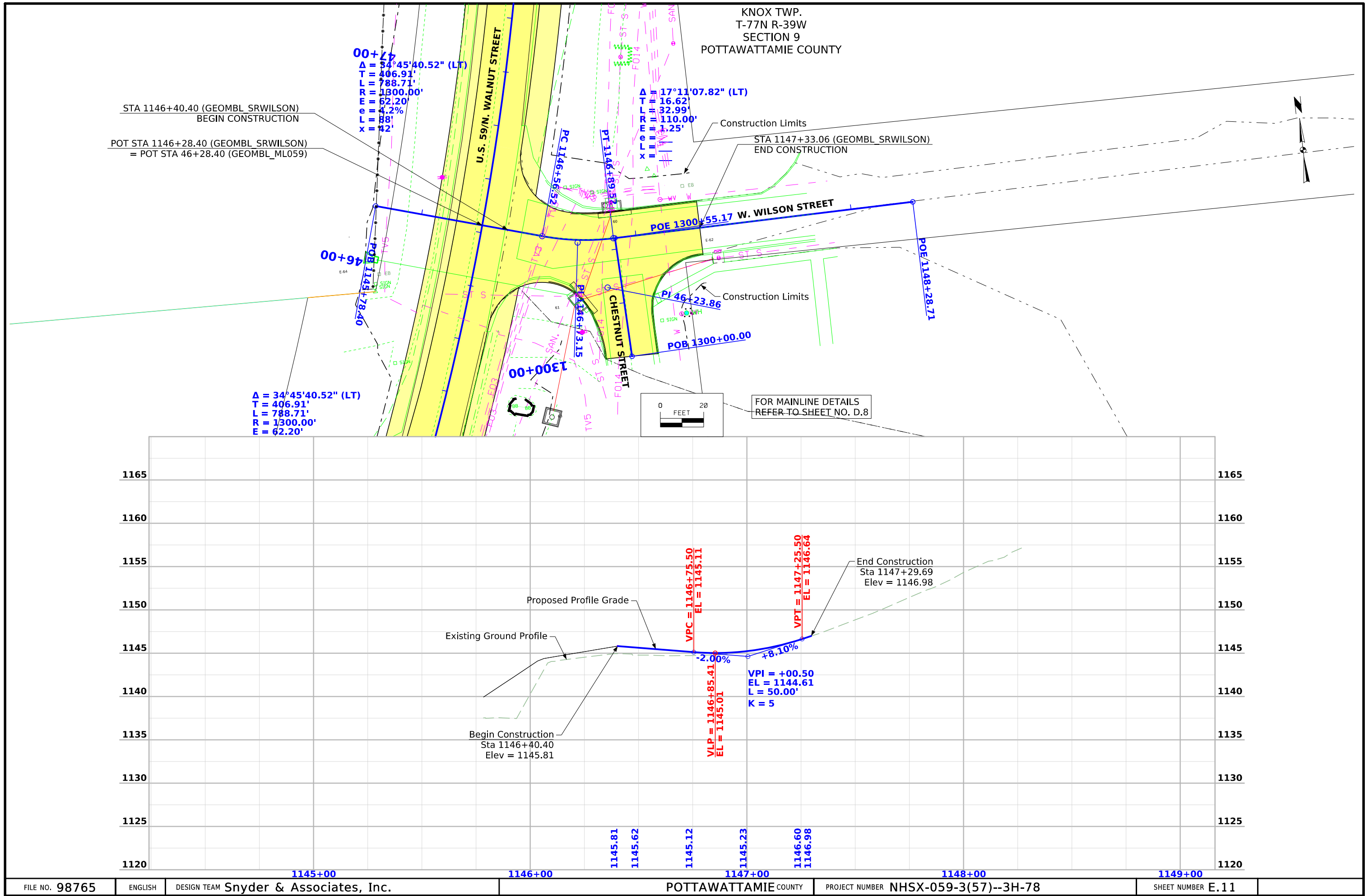












Survey Information

SURVEY INDEX

County : Pottawattamie
Project Code : 24-78-059-020
Phase Number : NHSX-059-3(057)--3H-78
Location : In Avoca, High St to Pershing St
Work Code : 1014-PCC Pavement - Grade and Replace
Project Directory : 7805902024

Survey Personnel

Adam Caterich – Survey Party Chief
Brian Leonard – Survey Party Chief
Jeff Pavelka – Survey Party Chief
Sam Blaisdell – Survey Office Technician

Date(s) of Survey

Begin Date 05/19/2025
End Date 05/28/2025

General Information

This survey is for US Hwy 59 in Avoca from High Street to Pershing Street. This survey request was for the US Hwy 59 corridor only. This project is a Full Field DTM survey.

Utility Information

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

Project Control

Measurement units for this survey are US survey feet. Project coordinate system is relative to the Iowa Regional Coordinate System, Zone 6. Horizontal control originated from project NHSX-059-3(057)—3H-78, SAP 925.7. Verification checks were observed on 832025, 78512, C147, F150RESET and R146 using laRTN with multiple observations with appropriate time spans in between. Positions were within tolerance and published coordinates and elevations were accepted.

Additional project primary control (FENO1, FENO2 and FENO3) were set for this project using nearby Iowa Real Time Network reference stations to obtain horizontal and vertical control positions. 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.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (laRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 06
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3 or 2018u2

Alignment Information

The horizontal alignment for U.S. Hwy 59 this survey is a retrace of As-built Plans No. (RRP-59-3(18)--48-78) and (FN 544). Survey stationing was equated to the plan PC at Sta. 646+07.14 and carried back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

P.C. STA. 646+07.14 (RRP-59-3(18)--48-78)
Survey P.C. STA 646+07.14

P.I. STA. 648+81 (RRP-59-3(18)--48-78)
P.I. STA. 587+26.70 (FN 544)
Survey P.I. STA 648+81.00

P.T. STA. 651+40.55 (RRP-59-3(18)--48-78)
P.T. STA. 584+78.3 (FN 544)
Survey P.T. STA 651+40.54

P.I. STA. 607+01.6 (FN 544)
Survey P.I. STA. 671+15.45

P.I. STA. 610+97.1 (FN 544)
Survey P.I. STA. 675+10.95

Survey P.C. STA 688+02.11

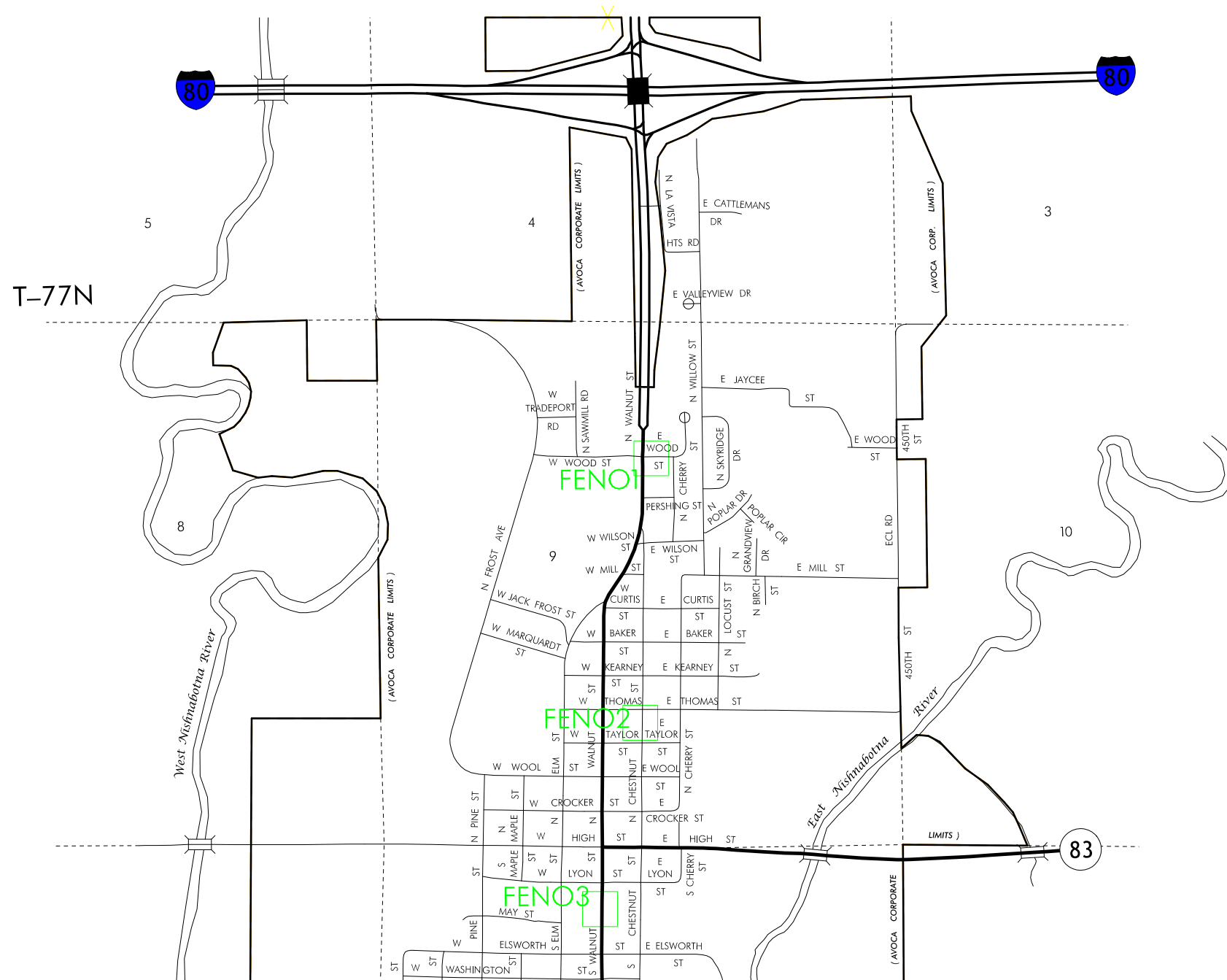
Survey P.T. STA 690+10.10

Survey P.C. STA 691+29.37

Survey P.T. STA 700+10.95

P.O.E. STA. 625+19.2 (FN 544)
Survey P.O.E. STA 702+10.95

CONTROL POINT VICINITY MAP



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: 18

Point Name	Northing	Easting	Ellevation	Code-Description
FENO1	7051088.48	16608845.28	1150.83	FENO SET FENO MONUMENT //+/-5FT SOUTH OF WOOD STREET //+/-2FT NORTH OF MANHOLE //+/-35FT EAST OF US 59// ACROSS FROM BOOK NOW STORAGE ENTRANCE
FENO2	7048411.73	16608732.69	1213.01	FENO SET FENO MONUMENT //+/-5FT WEST OF CHESNUT STREET //+/-200FT SOUTH OF THOMAS STREET //+/-350FT EAST OF US 59//ACROSS FROM HOUSE 409
FENO3	7046526.83	16608326.22	1154.75	FENO SET FENO MONUMENT //+/-5FT WEST OF US 59//+/-5FT SOUTH OF STORM STRUCTURE //+/-250FT SOUTH OF LYON STREET

1:51:12 PM

10/23/2025

sgtheis

pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7805902024\Design\CADD_Files\Sheet_Files\SHT_78059057Z06_G01.dgn

TRAFFIC CONTROL PLAN

1. TRAFFIC CONTROL ON THIS PROJECT SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR THE STREETS AND HIGHWAYS AS ADOPTED BY THE IOWA DEPARTMENT OF TRANSPORTATION PER 761 OF THE IOWA ADMINISTRATIVE CODE (IAC) CHAPTER 130.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, CLEANED AND REMOVED BY THE CONTRACTOR. ALL TRAFFIC CONTROL WILL REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL CHECK TRAFFIC CONTROL DEVICES DAILY AND REPAIR OR REPLACE DAMAGED OR MISALIGNED DEVICES PROMPTLY.
3. THE CONTRACTOR SHALL PROVIDE, PRIOR TO THE START OF CONSTRUCTION, THE NAME AND 24-HOUR PHONE NUMBER OF THE CONTRACTOR'S REPRESENTATIVE IN CHARGE OF TRAFFIC CONTROL. PROMPT RESPONSE TO TRAFFIC CONTROL RELATED ITEMS IS REQUIRED.
4. PROPOSED CHANGES IN THE TRAFFIC CONTROL PLAN SHALL BE REVIEWED WITH THE OWNER AND ENGINEER AT LEAST 5 BUSINESS DAYS BEFORE CHANGES ARE MADE IN THE FIELD.
5. ACCESS TO LOCAL RESIDENTIAL PROPERTIES AND BUSINESSES ALONG THE PROJECT CORRIDOR WILL BE MAINTAINED THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL NOTIFY PROPERTY OWNERS OF ANY TEMPORARY CLOSURES AT LEAST TWO WEEKS PRIOR TO CLOSURE.
6. CONTRACTOR SHALL NOTIFY IMPACTED PROPERTY OWNERS AT LEAST TWO WEEKS PRIOR TO BEGINNING CONSTRUCTION. PROVIDE DOOR HANGERS TO NOTIFY PROPERTY OWNERS. THIS WORK IS CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL BID ITEM.
7. THE CONTRACTOR SHALL MAINTAIN CLEAN PAVEMENT IN AND OUT OF THE WORK AREA AT ALL TIMES.
8. THE CONTRACTOR WILL BE RESPONSIBLE FOR SECURING A SAFE STORAGE AREA FOR EQUIPMENT AND MATERIALS TO BE USED ON THE PROJECT.
9. ROAD CLOSURES SHALL BE IN GENERAL CONFORMANCE WITH IOWA DOT STANDARD ROAD PLAN TC-252.
10. LANE CLOSURES SHALL BE IN GENERAL CONFORMANCE WITH IOWA DOT STANDARD ROAD PLANS TC-216 AND TC-217.
11. REFER TO OTHER J SHEETS FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.

108_26A 8/15/22 STAGING NOTES 1A. Curtis Street Intersection from Station 36+93.20 to Station 40+59.00 - Maintain traffic in the east lane of U.S. 59 using temporary signals per TC-216. - Construct westernmost 17.5' of PCC pavement on U.S. 59. - Construct the west leg of Curtis Street and associated curb ramps. - Construct half of existing driveways along U.S. 59, maintaining the remaining half for property access at all times. - Construct storm sewer and intakes within staging limits. 1B. Curtis Street Intersection from Station 36+81.20 to Station 39+90.60 - Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-216. - Construct easternmost 17.5' of PCC pavement on U.S. 59., including the east leg of Curtis Street. - Reconstruct half of existing driveways at station 36+81.20 and station 39+90.60 along U.S. 59, maintaining the remaining half for property access at all times. Construct remaining driveways in full. - Construct storm sewer and intakes within staging limits. 1C. North of Baker Street Intersection from Station 35+70.00 to Station 36+93.20 - Close road per TC-252. - Construct full width of U.S. 59 PCC pavement. - Reconstruct southern half of existing driveways at station 36+81.20 and station 36+93.20, maintaining the northern halves for property access at all times. - Construct storm sewer and intakes within staging limits. 1D. Mill Street Intersection from Station 39+90.60 to Station 43+31.19 - Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-216. - Construct easternmost 17.5' of PCC pavement on U.S. 59. - Construct the Mill Street approach, excluding the eastern half of the existing driveway and the abutting south lane pavement. Reconstruct the western half of the existing driveway on Mill Street. - Reconstruct the northern half of the existing driveway at station 39+90.60 along U.S. 59, maintaining the southern half for property access at all times. - Construct storm sewer and intakes within staging limits. - Construct U.S. 59 Culvert extension at station 41+70.68, RT. 1E. Mill Street Driveway - Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-216. - Reconstruct eastern half of the existing driveway and the abutting south lane pavement on Mill Street. - Allow property access on the western half of the driveway at all times. 1F. Mill Street Intersection from Station 40+59.00 to Station 44+00.00 - Maintain traffic in the east lane of U.S. 59 using temporary signals per TC-216. - Construct westernmost 17.5' of PCC pavement on U.S. 59. - Reconstruct the northern half of the existing driveway at station 40+59.00 along U.S. 59, maintaining the southern half for property access at all times. - Construct remaining driveways in full. - Construct storm sewer and intakes within staging limits. - Construct U.S. 59 Culvert extension at station 41+70.58, LT. 2A. North of Kearney Street to Baker Street Intersection, Station 32+26.80 to Station 35+70.00 - Maintain traffic in the east lane of U.S. 59 using temporary signals per TC-216. - Construct westernmost 17.5' of PCC pavement on U.S. 59. - Construct the west leg of Baker Street and associated curb ramps, excluding the western half of the existing driveway and the abutting south lane pavement. Reconstruct the eastern half of the existing driveway on Baker Street. - Driveways at station 33+62.80 and station 34+14.90 are to remain open at all times to maintain property access. - Construct storm sewer and intakes within staging limits. 2B. Baker Street and U.S. 59 Driveways - Maintain traffic in the east lane of U.S. 59 using temporary signals per TC-216. - Use temporary granular material to maintain access to properties along U.S. 59 while driveways are reconstructed. - Reconstruct driveways and abutting west lane pavement at station 33+62.80 and station 34+14.90 along U.S. 59. - Reconstruct western half of the existing driveway and the abutting south lane pavement on Baker Street. 2C. North of Kearney Street to Baker Street Intersection, Station 32+26.80 to Station 35+70.00 - Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-216. - Construct easternmost 17.5' of PCC pavement on U.S. 59.				108_26A 8/15/22 STAGING NOTES - Construct the east leg of Baker Street and associated curb ramps. - Reconstruct the southern half of the existing driveway at station 32+94.00 along U.S. 59, maintaining the northern half for property access at all times. - Driveways at station 33+51.80 and station 34+23.90 are to remain open at all times to maintain property access. - Construct storm sewer and intakes within staging limits. 2D. U.S. 59 Driveways - Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-216. - Reconstruct the northern half of the existing driveway at station 32+94.00 and abutting east lane pavement along U.S. 59, maintaining the southern half for property access at all times. - Use temporary granular material to maintain access to properties along U.S. 59 while driveways are reconstructed. - Reconstruct driveways and abutting east lane pavement at station 33+51.80 and station 34+23.90 along U.S. 59. 3A. North of Taylor Street to Kearney Street Intersection, Station 25+46.52 to Station 32+26.80 - Close road per TC-252. - Construct full width of U.S. 59 PCC pavement. - Reconstruct driveways at station 26+76.90 and station 27+63.60 along U.S. 59. - Construct east leg of Thomas Street and associated curb ramps. - Construct west leg of Kearney Street and associated curb ramps. - Construct storm sewer and intakes within staging limits. 3B. Thomas Street West Approach and Kearney Street East Approach - Close Thomas Street and Kearney Street per TC-252. Maintain traffic on U.S. 59. - Construct west leg of Thomas Street and associated curb ramps. - Construct east leg of Kearney Street and associated curb ramps. - Construct storm sewer and intakes within staging limits. 3C. North of Wool Street to Taylor Street Intersection, Station 22+05.35 to Station 25+46.52 - Close road per TC-252. - Construct full width of U.S. 59 PCC pavement. - Reconstruct driveways at station 23+93.10 and station 24+71.40 along U.S. 59. - Construct east leg of Taylor Street and associated curb ramps. - Construct west leg of Taylor Street and associated curb ramps. - Construct storm sewer and intakes within staging limits. 3D. North of Crocker Street to Wool Street Intersection, Station 18+58.61 to Station 22+05.35 - Close road per TC-252. - Construct full width of U.S. 59 PCC pavement. - Reconstruct driveway at station 19+35.00 along U.S. 59. - Construct east leg of Wool Street and associated curb ramps. - Construct west leg of Wool Street and associated curb ramps. - Construct storm sewer and intakes within staging limits. 3E. North of High Street to Crocker Street Intersection, Station 15+78.20 to Station 18+58.61 - Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-216. - Construct easternmost 17.5' of PCC pavement on U.S. 59. - Construct the east leg of Crocker Street and associated curb ramps. - Driveways at station 15+70.20 and station 16+92.10 are to remain open at all times to maintain property access. - Construct storm sewer and intakes within staging limits. 3F. U.S. 59 Driveway, Station 16+92.10 - Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-216. - Use temporary granular material to maintain access to property along U.S. 59 while driveways are reconstructed. - Reconstruct driveway and abutting east lane pavement. 3G. North of High Street to Crocker Street Intersection, Station 15+78.20 to Station 18+58.61 - Maintain traffic in the east lane of U.S. 59 using temporary signals per TC-216. - Construct westernmost 17.5' of PCC pavement on U.S. 59. - Construct the west leg of Crocker Street and associated curb ramps. - Construct storm sewer and intakes within staging limits. 4A. Lyon Street intersection to North of High Street, Station 10+52.34 to Station 10+78.20						
FILE NO.	ENGLISH	DESIGN TEAM	Snvder & Associates		POTTAWATTAMIE COUNTY	PROJECT NUMBER	NHSX-059-3(57)--3H-78		SHEET NUMBER	J.2

STAGING NOTES

- Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-217.
- Construct easternmost 17.5' of PCC pavement on U.S. 59.
- Reconstruct driveways at station 11+79.80 and station 15+70.20 along U.S. 59.
- Use temporary granular material to maintain access to property along U.S. 59 while driveways are reconstructed.
- Construct the east leg of Lyon Street and associated curb ramps.
- Construct the east leg of High Street and associated curb ramps.
- Construct storm sewer and intakes within staging limits.

4B. Lyon Street intersection to North of High Street, Station 10+52.34 to Station 10+78.20

- Maintain traffic in the east lane of U.S. 59 using temporary signals per TC-217.
- Construct westernmost 17.5' of PCC pavement on U.S. 59.
- Reconstruct driveway at station 13+98.20 along U.S. 59.
- Construct the west leg of Lyon Street and associated curb ramps.
- Construct the west leg of High Street and associated curb ramps.
- Construct storm sewer and intakes within staging limits.

5A. North of Mill Street to Pershing Street, Station 43+31.19 to Station 51+61.78

- Maintain traffic in the west lane of U.S. 59 using temporary signals per TC-217.
- Construct easternmost 17.5' of PCC pavement on U.S. 59.
- Reconstruct entrance at station 49+20.30 along U.S. 59.
- Construct the east leg of Wilson Street.
- Construct the Pershing Street approach.
- Construct storm sewer and intakes within staging limits.

5B. North of Mill Street to Pershing Street, Station 44+00.00 to Station 51+61.78

- Maintain traffic in the east lane of U.S. 59 using temporary signals per TC-217.
- Construct westernmost 17.5' of PCC pavement on U.S. 59.
- Construct entrance at station 44+80.00 along U.S. 59.

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS		
SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

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

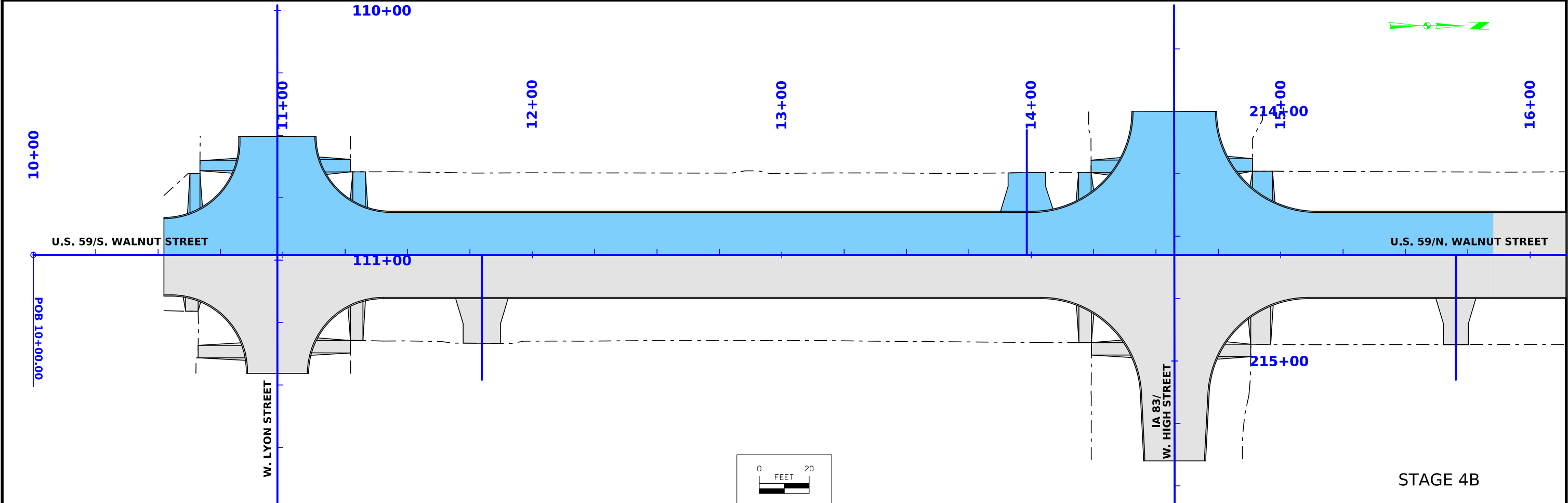
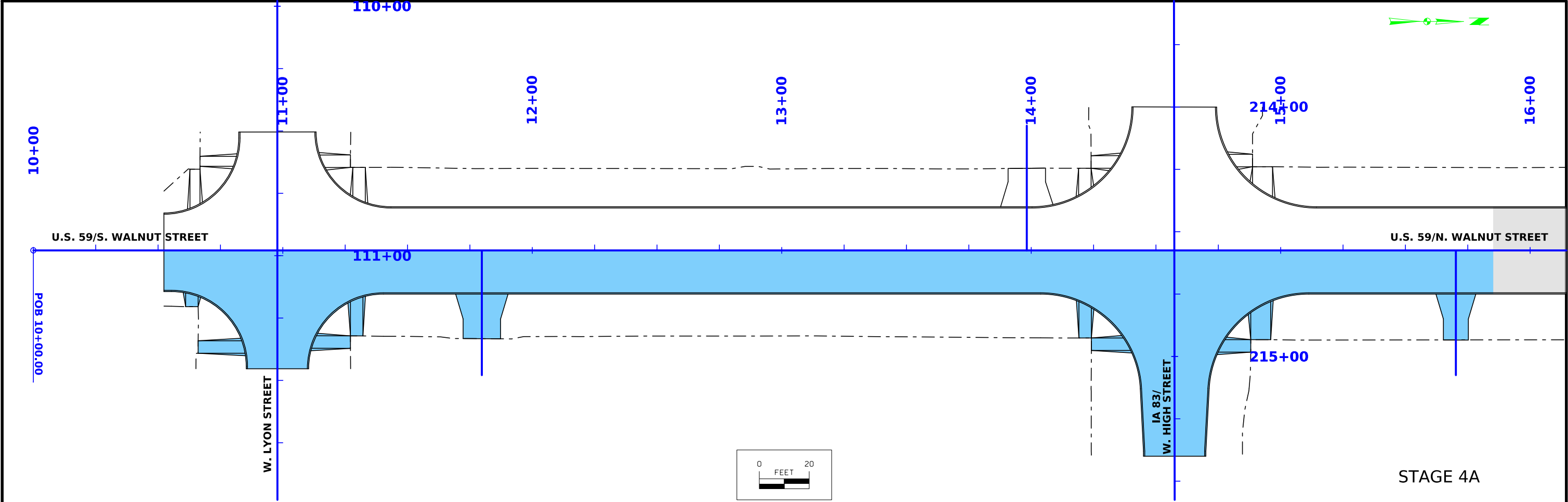
SHADING	Design Color No.		
Green, Light	(225)	Existing Pavement Shading	
Gray, Light	(48)	Previously Constructed Pavement Shading	
Orange	(6)	Proposed Granular Surface Shading	
Gray, Med	(80)	Previously Constructed Granular Surface Shading	
Blue, Light	(230)	Proposed Pavement Shading	
Pink, Dark	(13)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

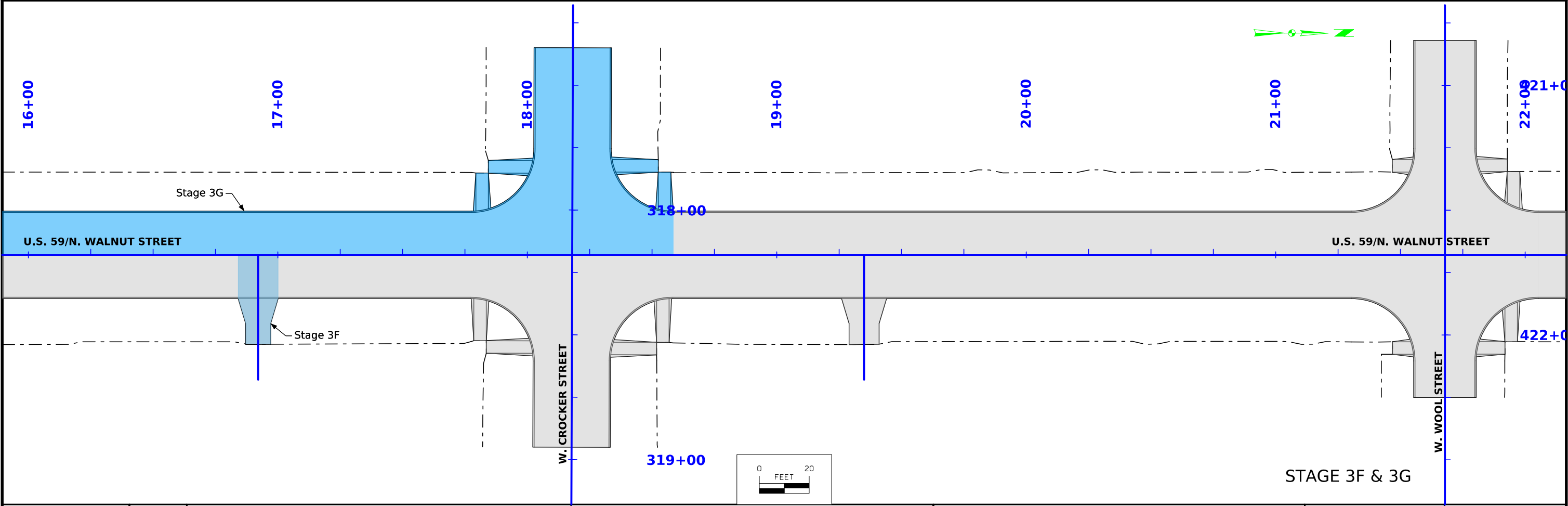
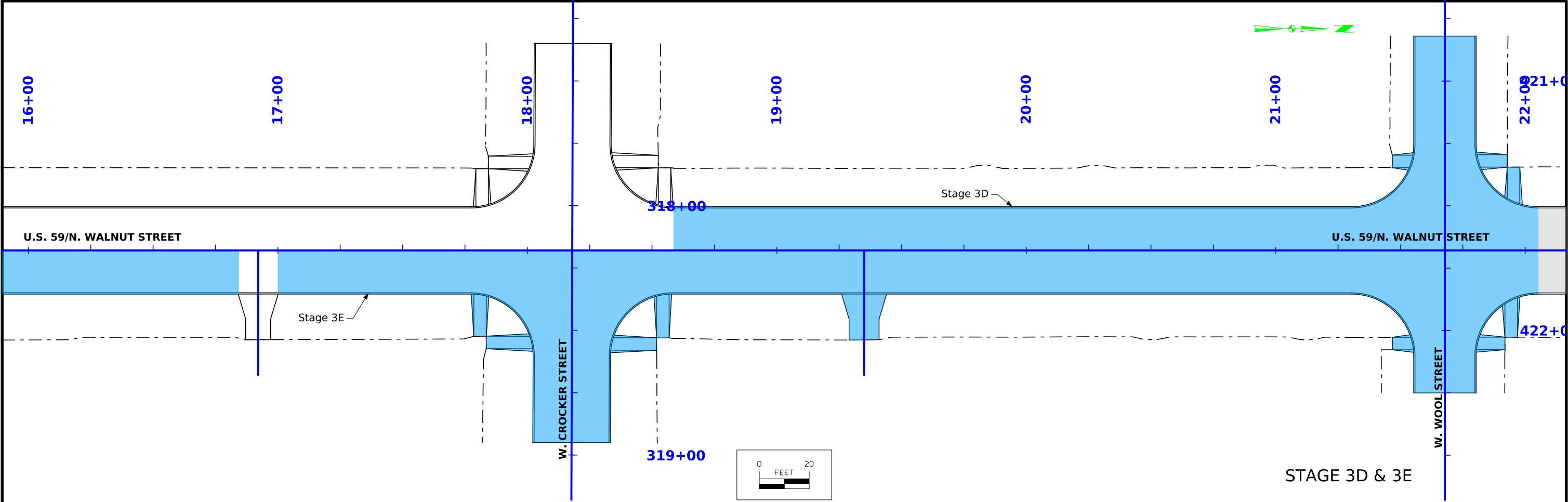
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout		Lane Identification

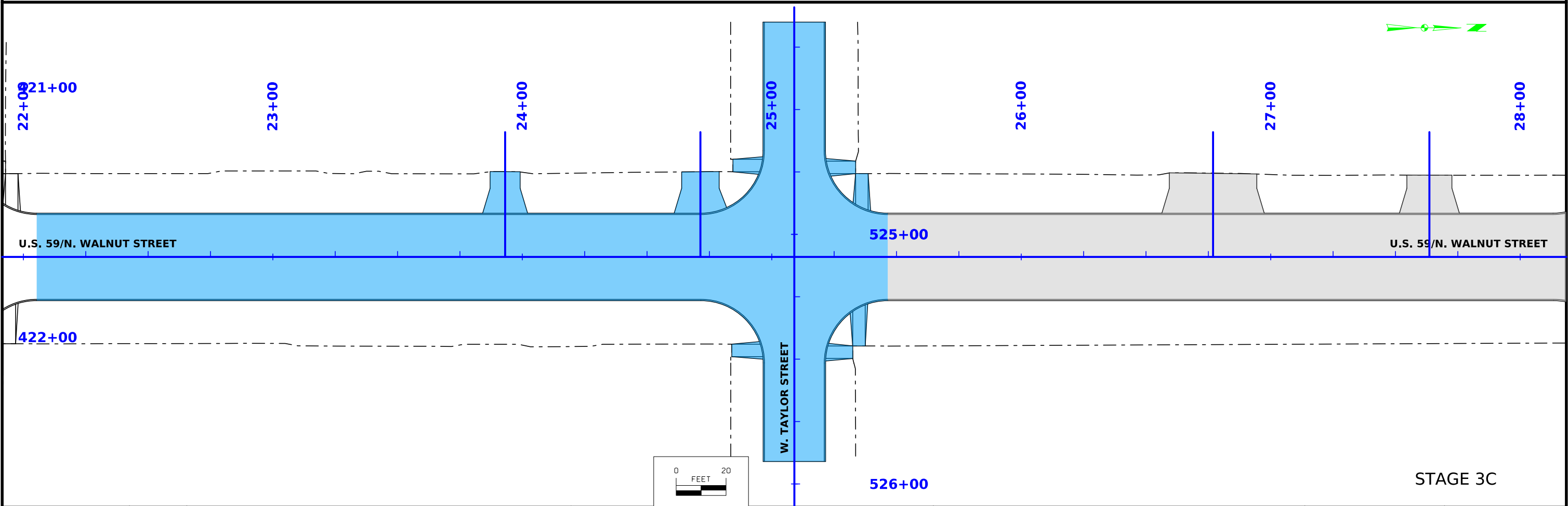
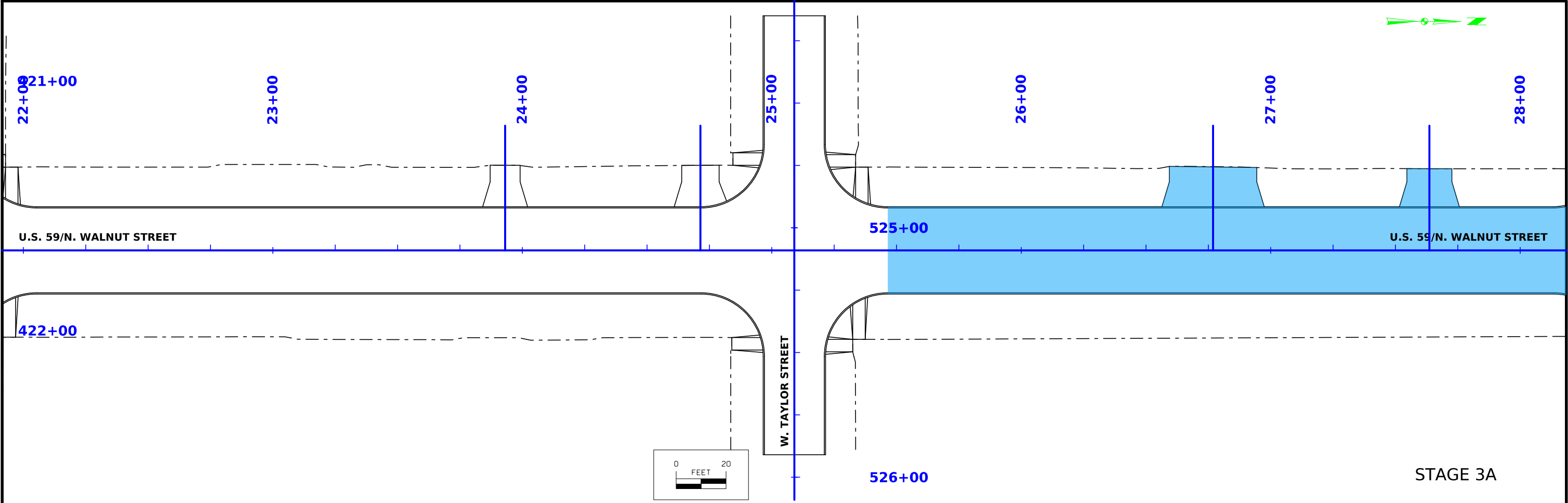
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

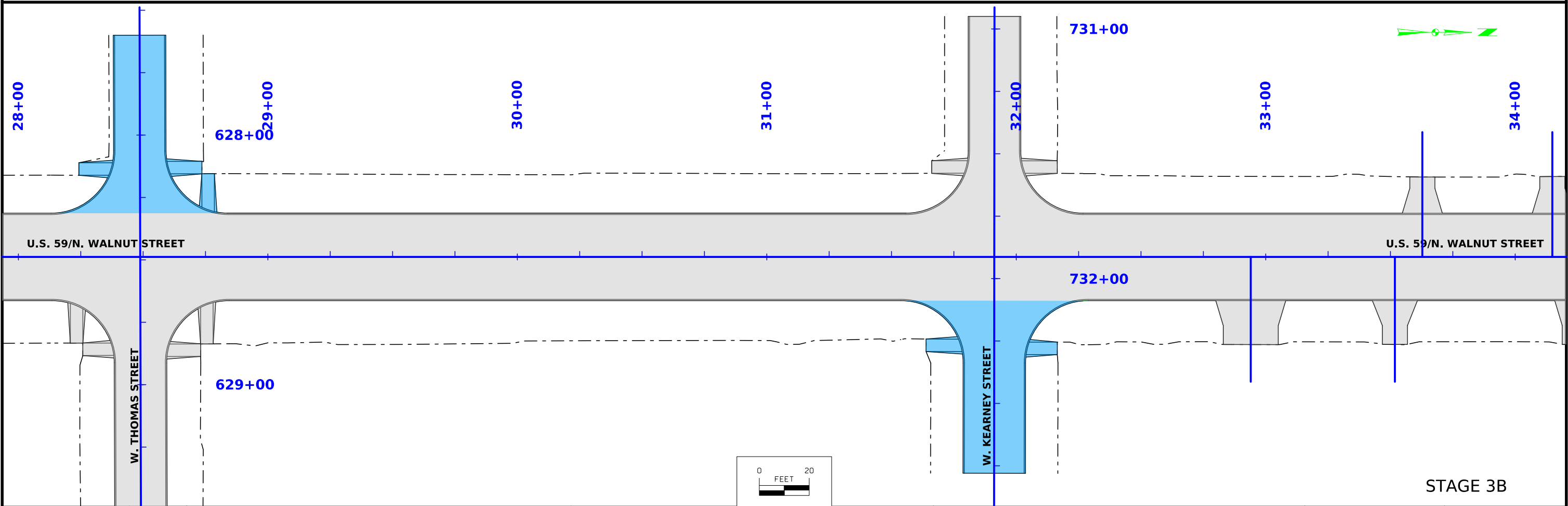
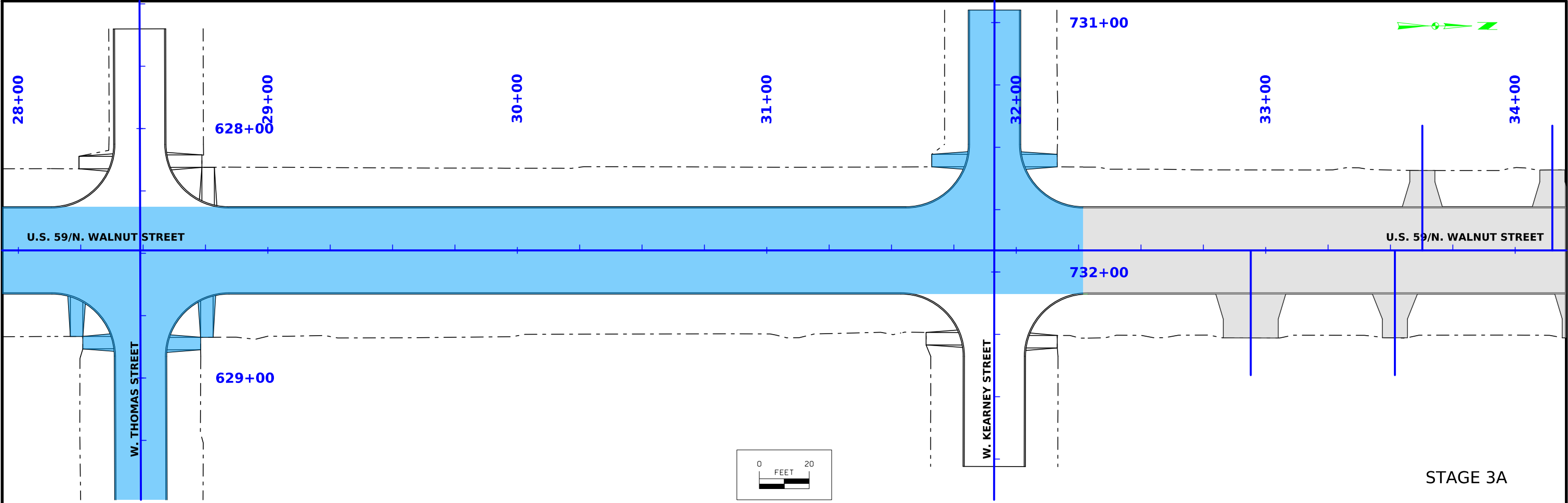
TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES J)

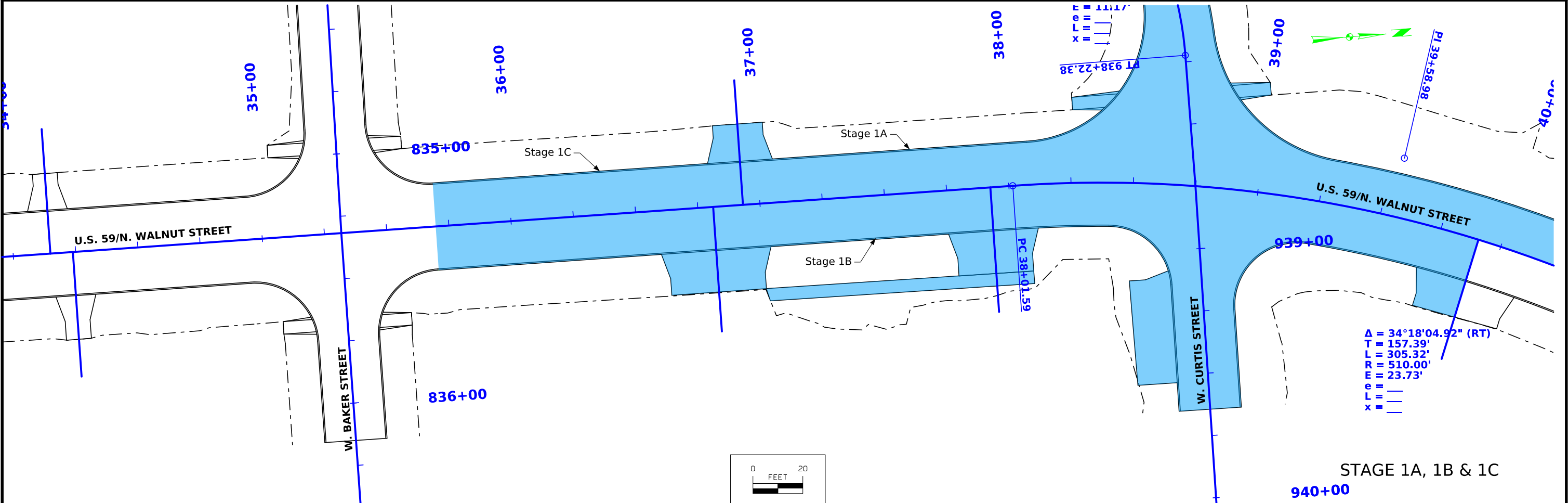
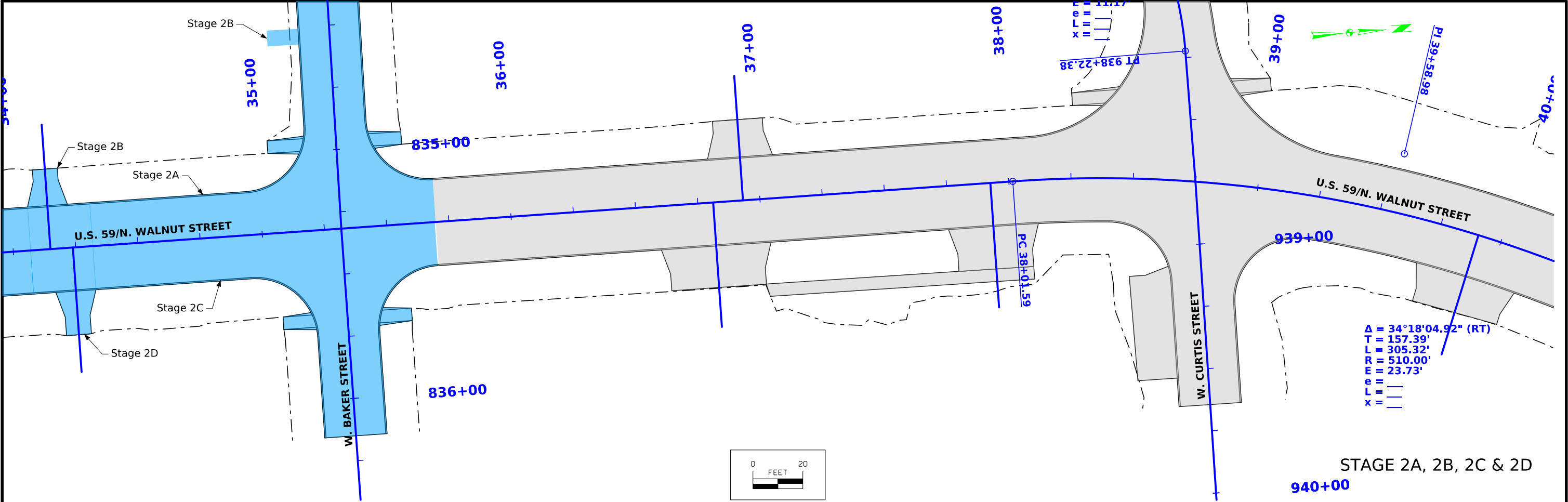


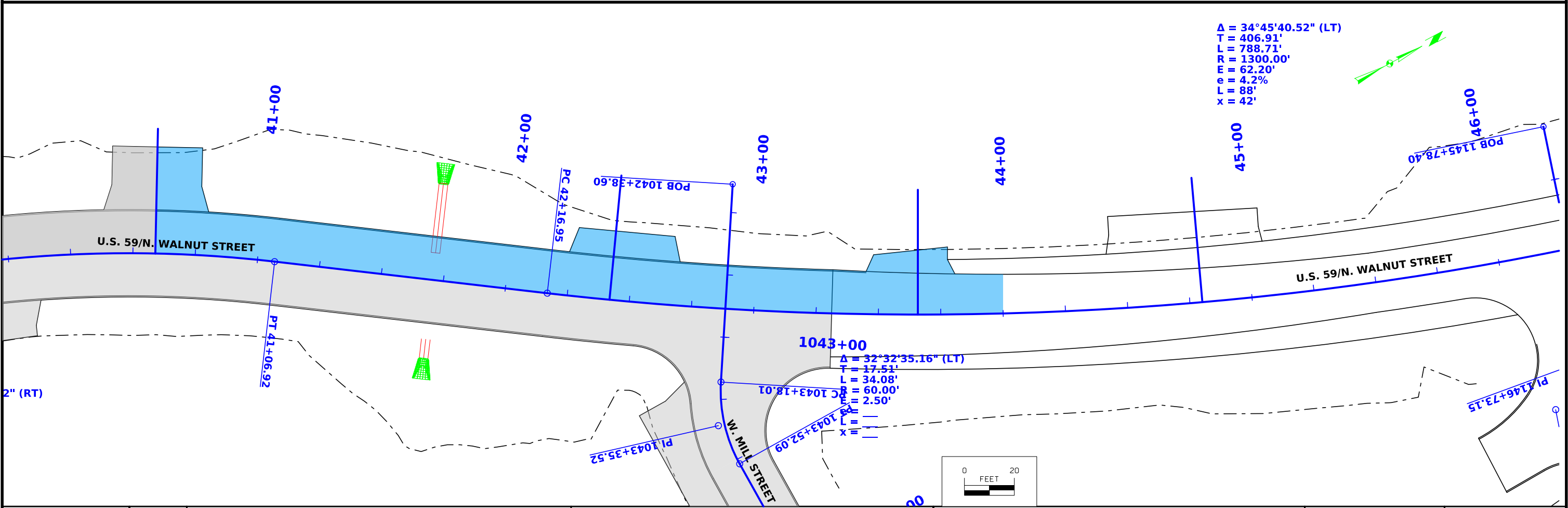
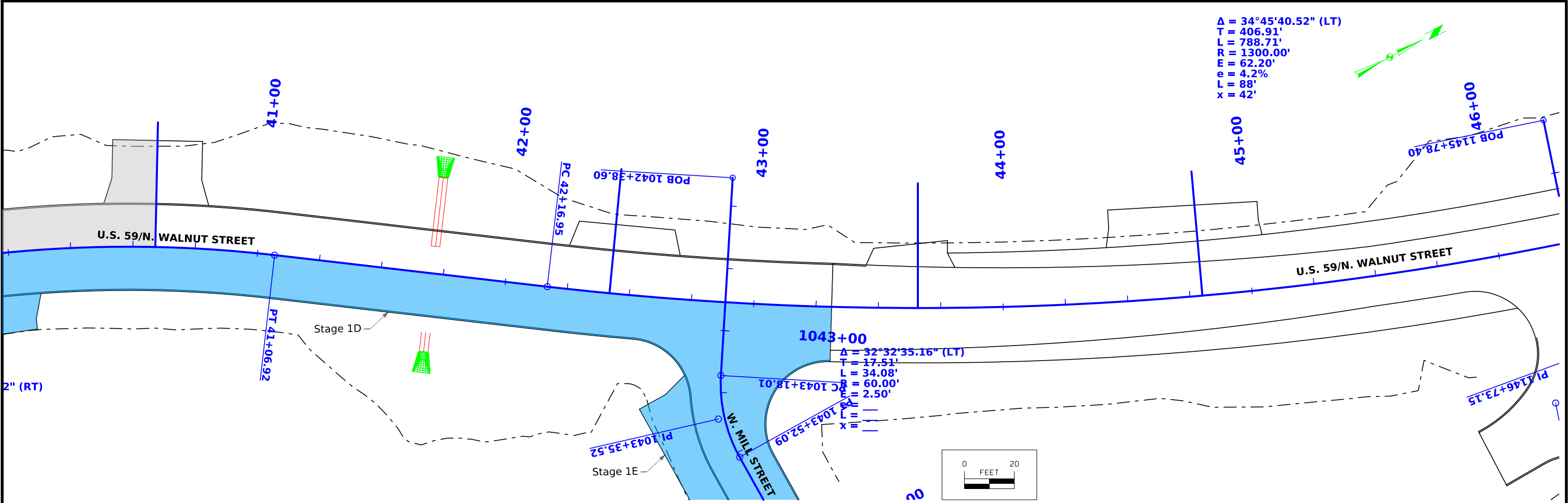






FILE NO. 98765	ENGLISH	DESIGN TEAM Snyder & Associates, Inc.	POTTAWATTAMIE COUNTY	PROJECT NUMBER NHSX-059-3(57)--3H-78	SHEET NUMBER J.8
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CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Grading	
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
(8)	Revetment Class A	Substrata	
(6)	Revetment Class B	(128)	Boulder
(62)	Revetment Class C	(209)	Boulder Removed
(188)	Revetment Class D	(48)	Broken Weathered
(28)	Revetment Class E	(210)	Broken Weathered Removed
(12)	Shoulder Special Backfill	(3)	Core Out
(12)	Special Backfill	(115)	Core Out Remove Only
(20)	Subbase	(195)	Core Out Remove and Replace
(20)	Subbase Lower	(203)	Existing Pavement
(20)	Subbase Upper	(184)	Existing Pavement Remove Only
(118)	Subgrade Treatment	(200)	Existing Pavement Remove and Replace
Asphalt		(6)	Loam
(207)	HMA Base Course	(211)	Loam Removed
(207)	HMA Interim Course	(80)	Rock
(207)	HMA Surface Course	(212)	Rock Removed
Bridge		(4)	Select Sand
(0)	Bridge	(214)	Select Sand Removed
Concrete		(3)	Shale
(0)	Barrier Concrete	(215)	Shale Removed
(0)	Barrier Concrete Footing	(10)	Topsoil
(0)	Curb Gutter	(2)	Topsoil Remove Only
(48)	Flowable Mortar	(4)	Topsoil Remove and Replace
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(216)	Unsuitable Type A Removed
Existing		(13)	Unsuitable Type B
(0)	Existing Pavement	(217)	Unsuitable Type B Removed
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(218)	Unsuitable Type C Removed
(0)	Shoulder PCC	(3)	Waste
(6)	Shoulder Granular	(219)	Waste Removed
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		

NOTES:

Text

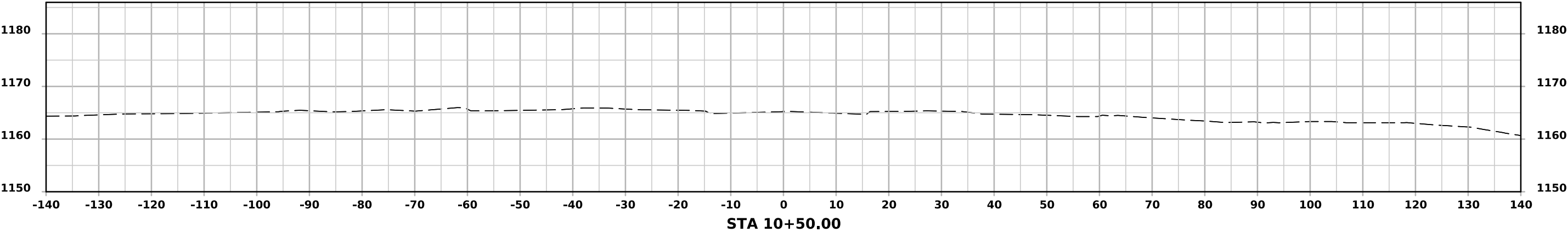
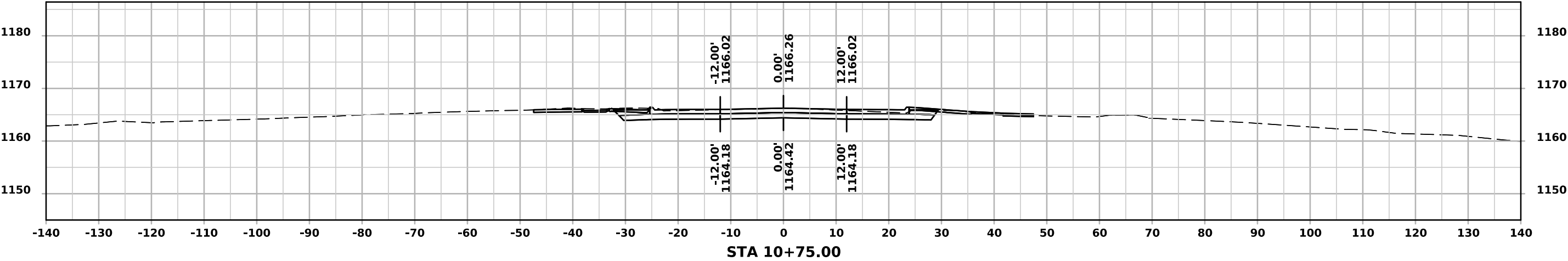
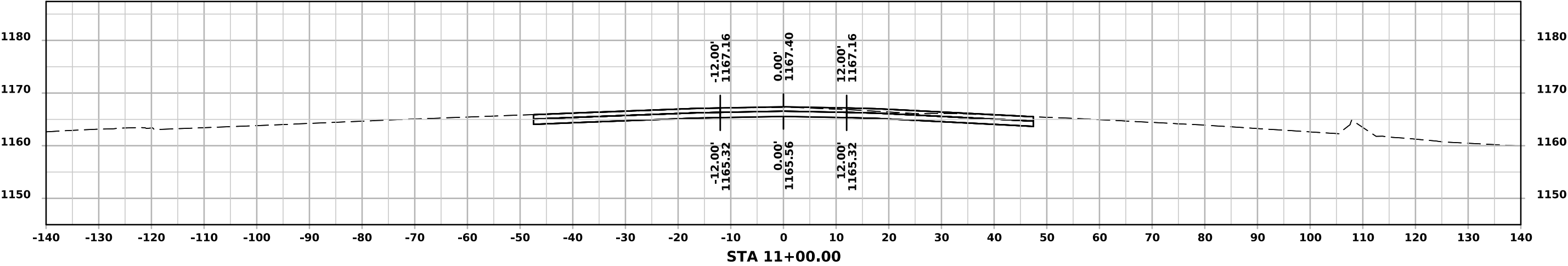
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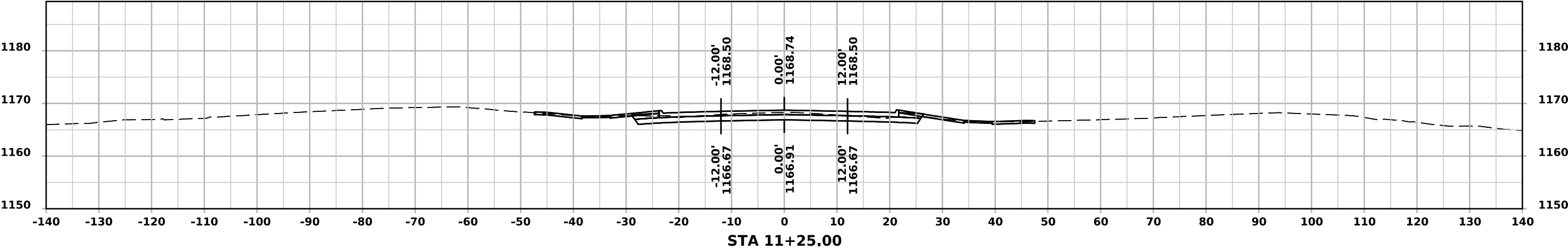
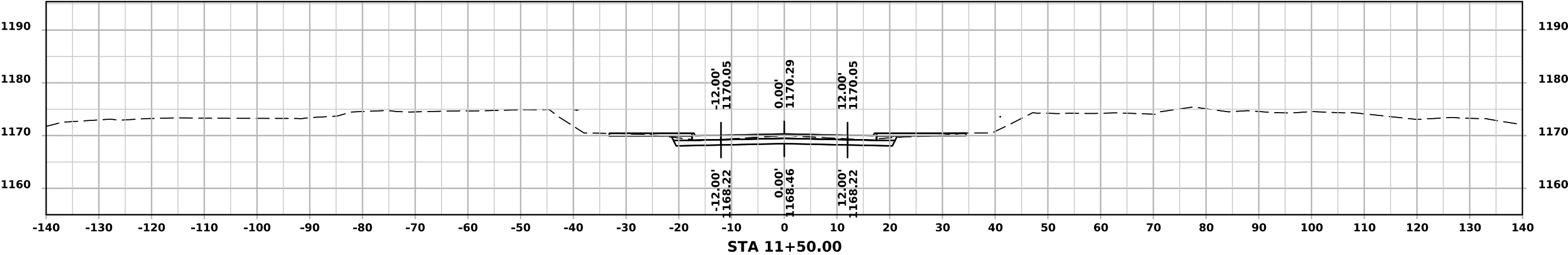
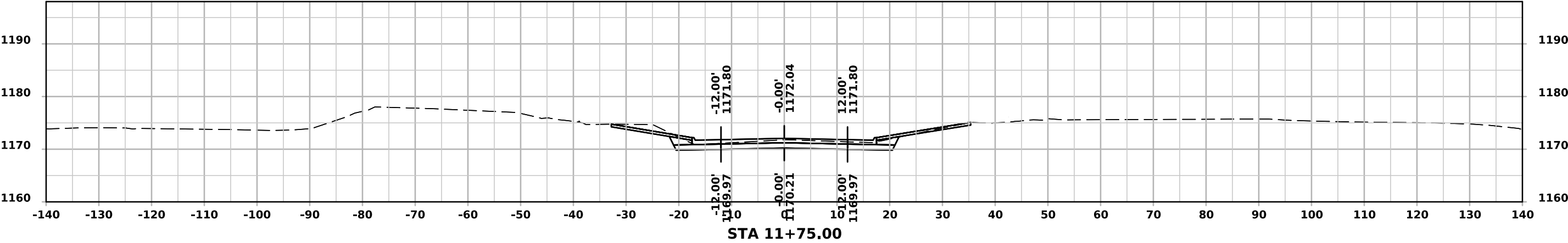
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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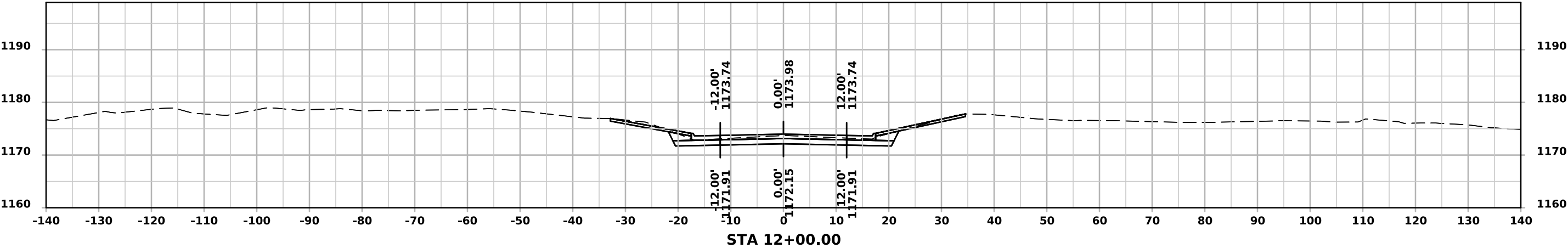
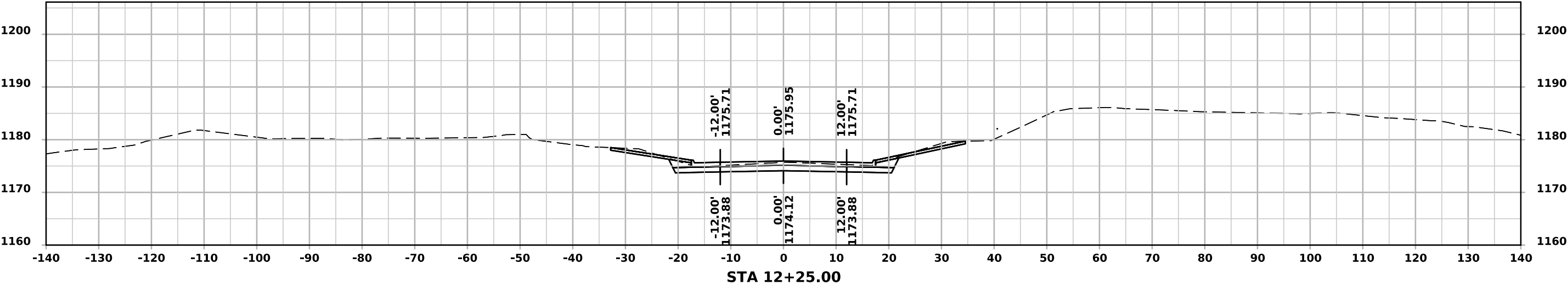
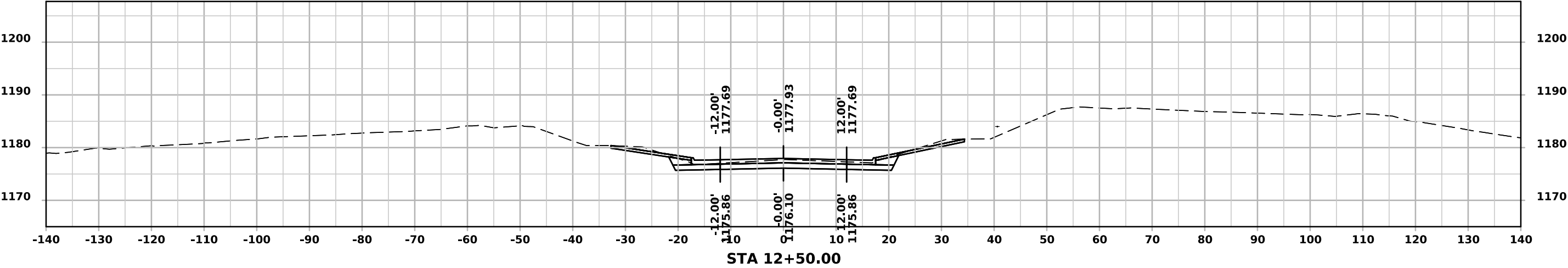
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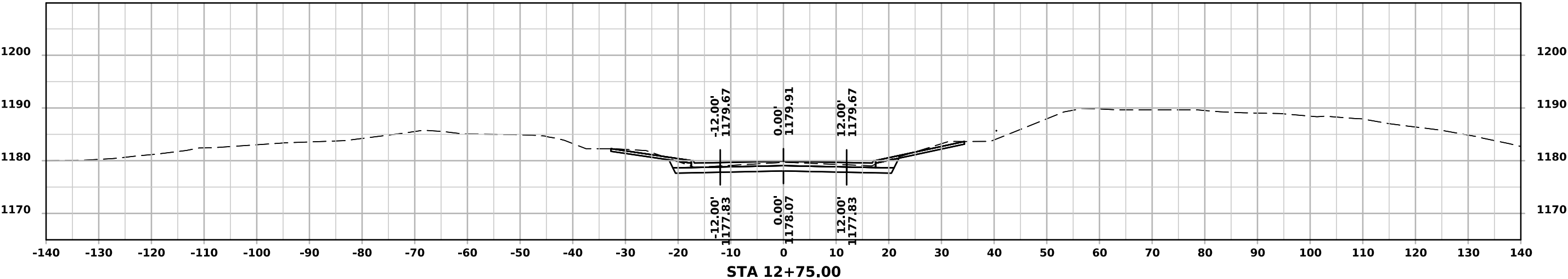
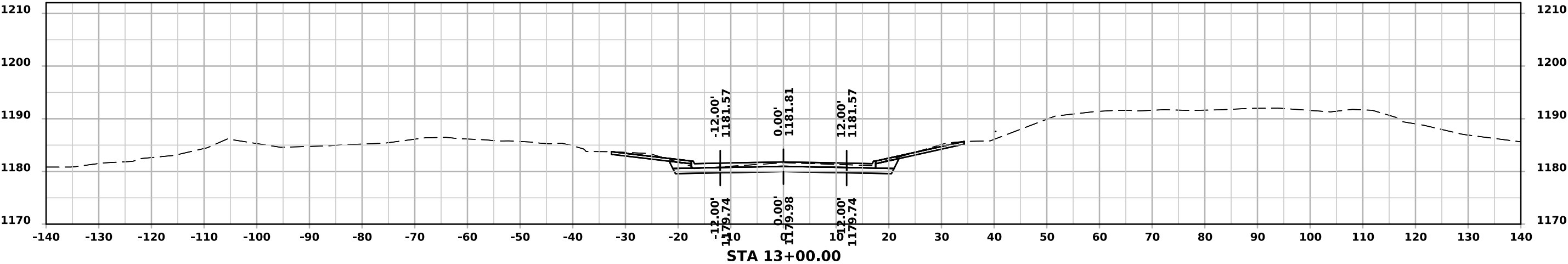
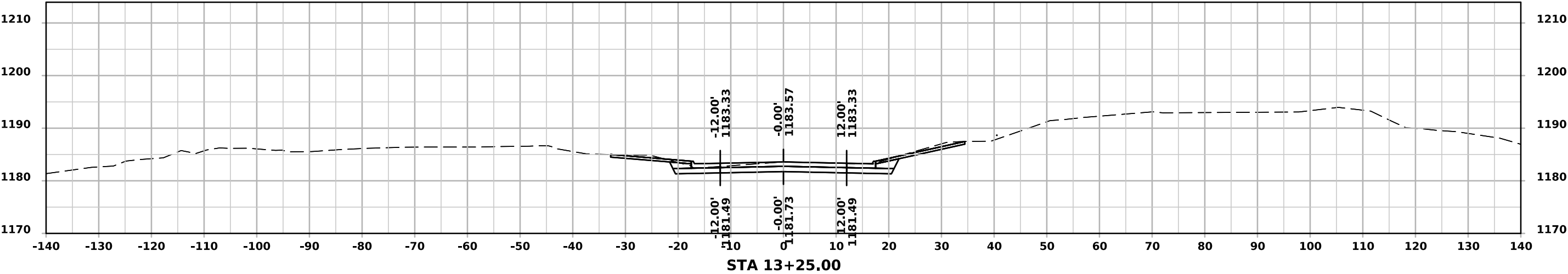
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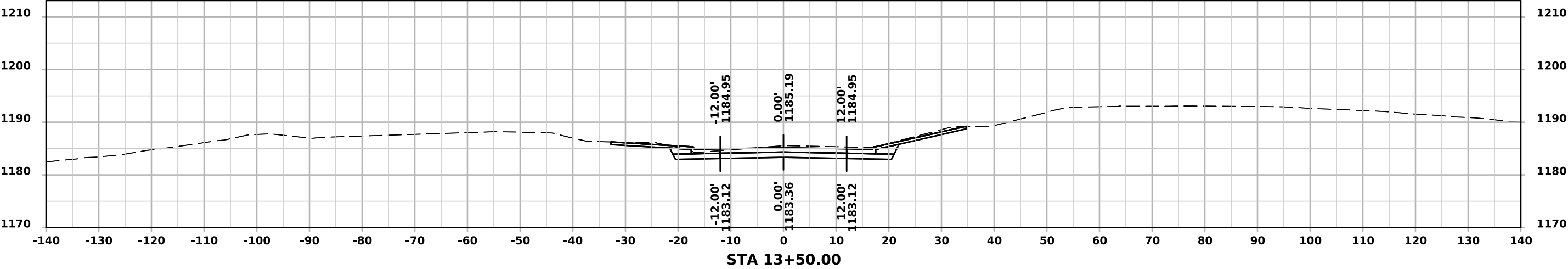
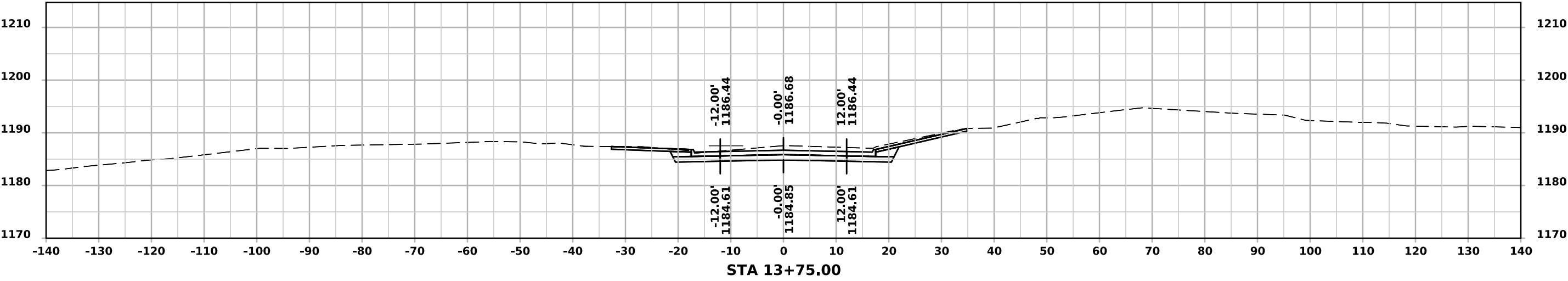
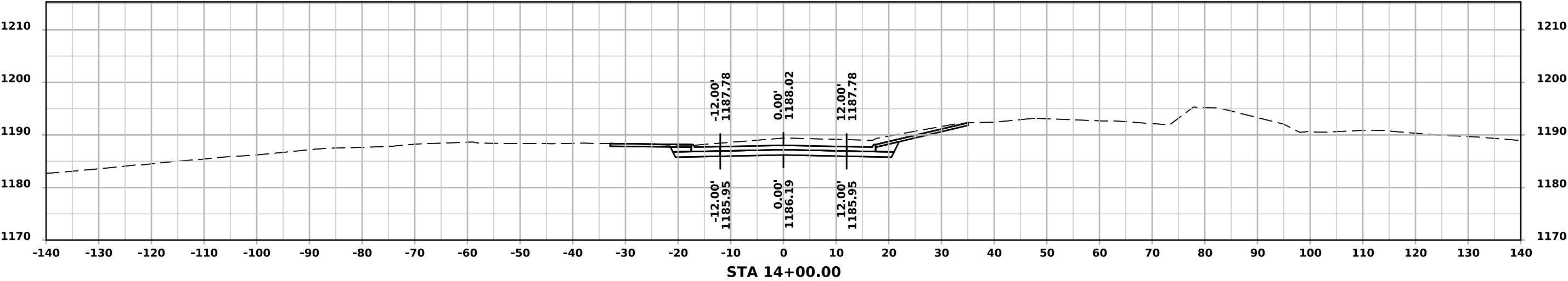
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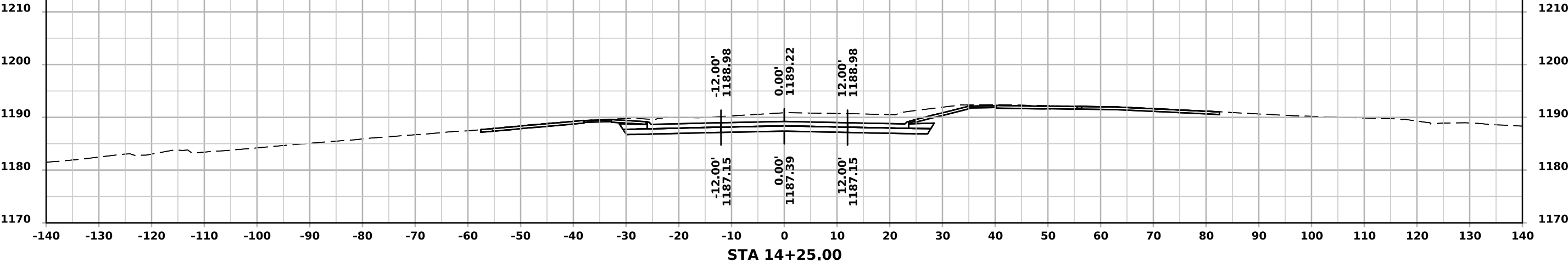
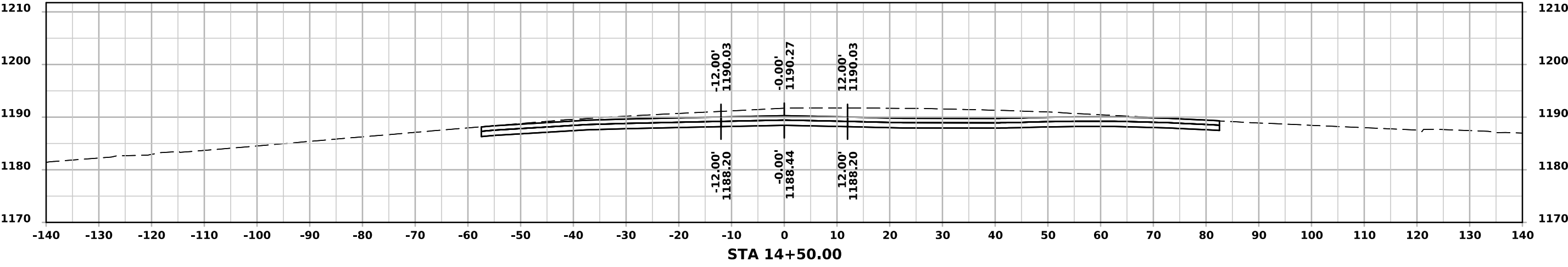
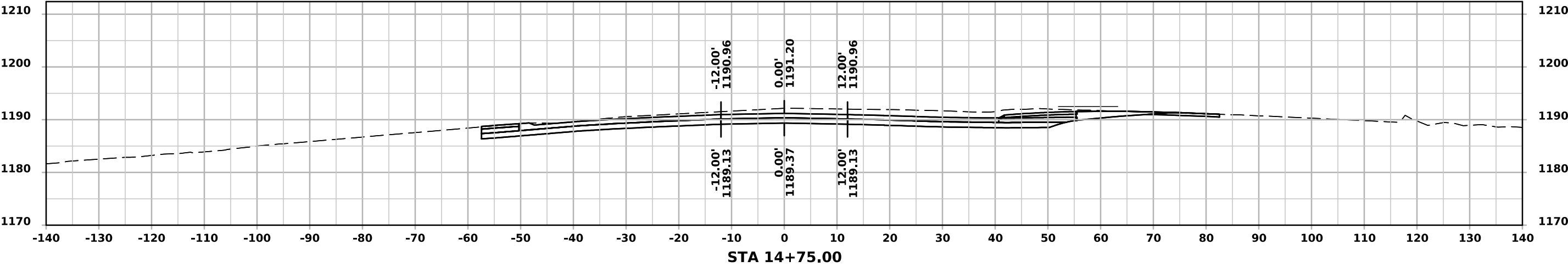
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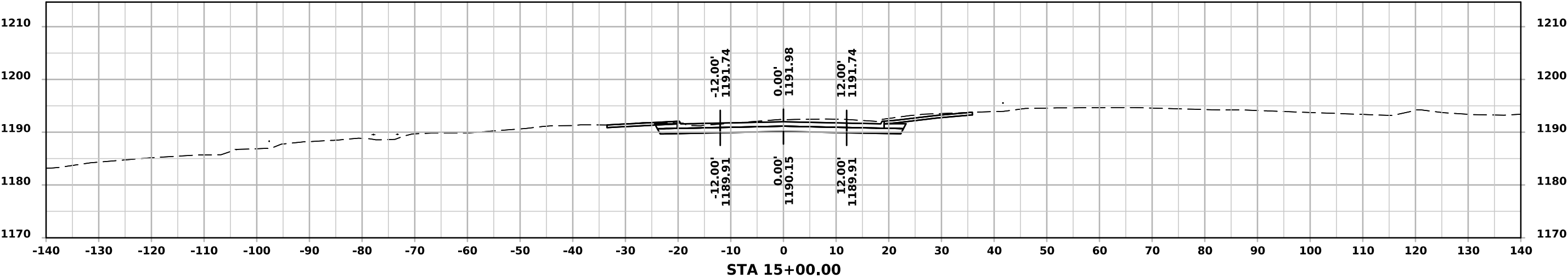
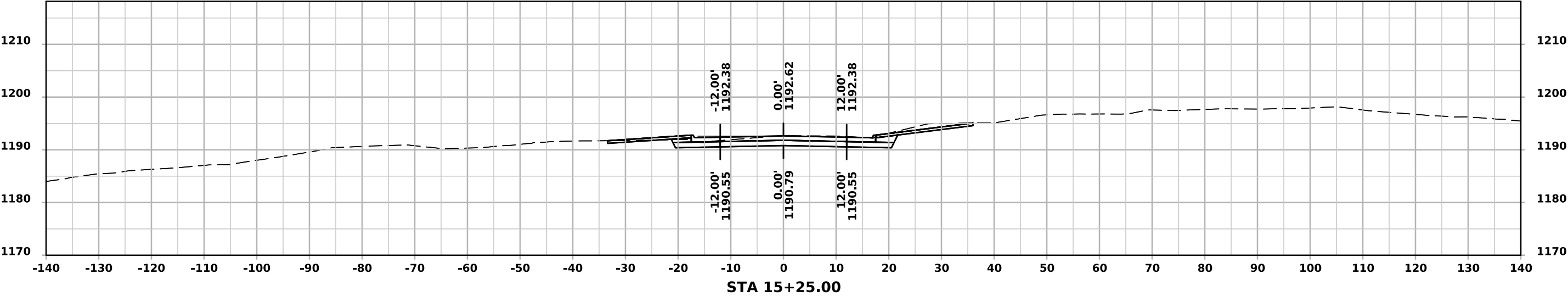
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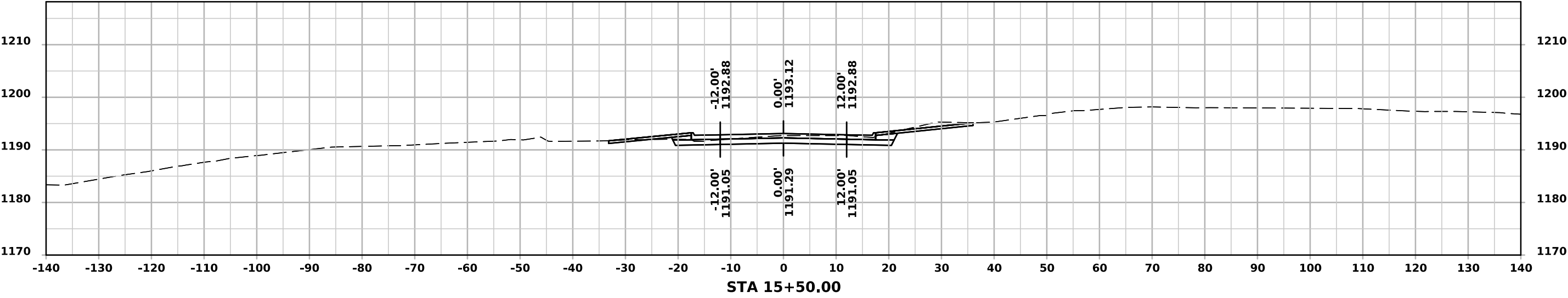
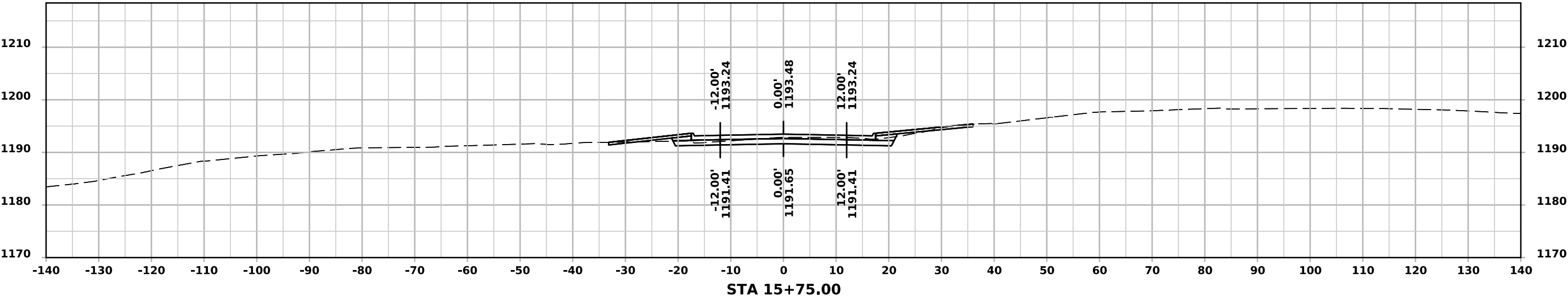
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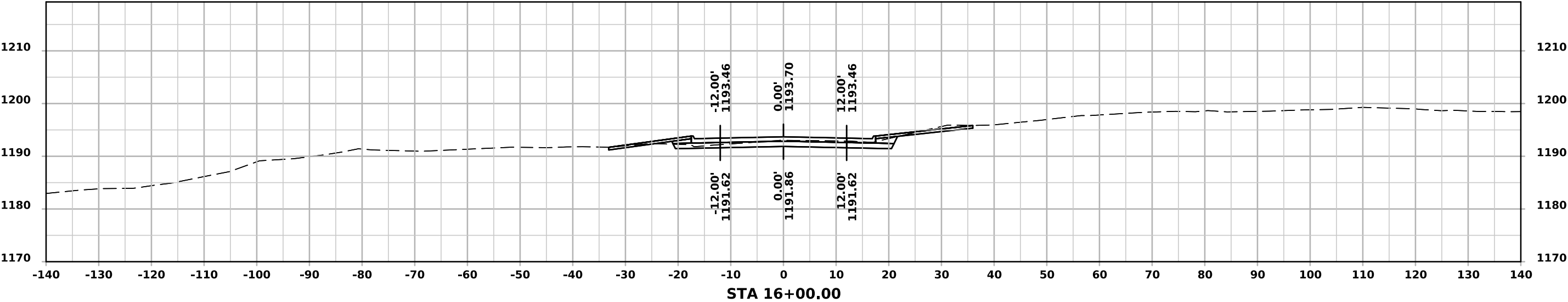
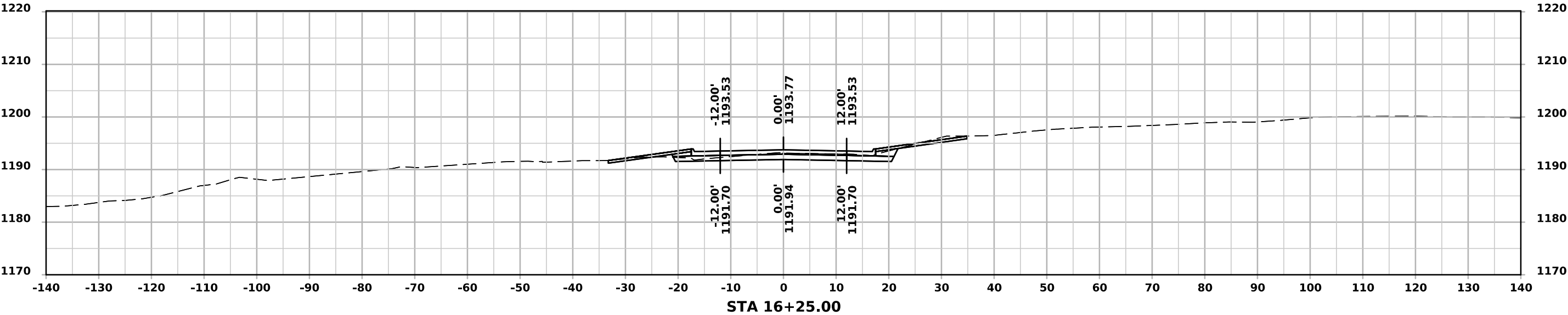
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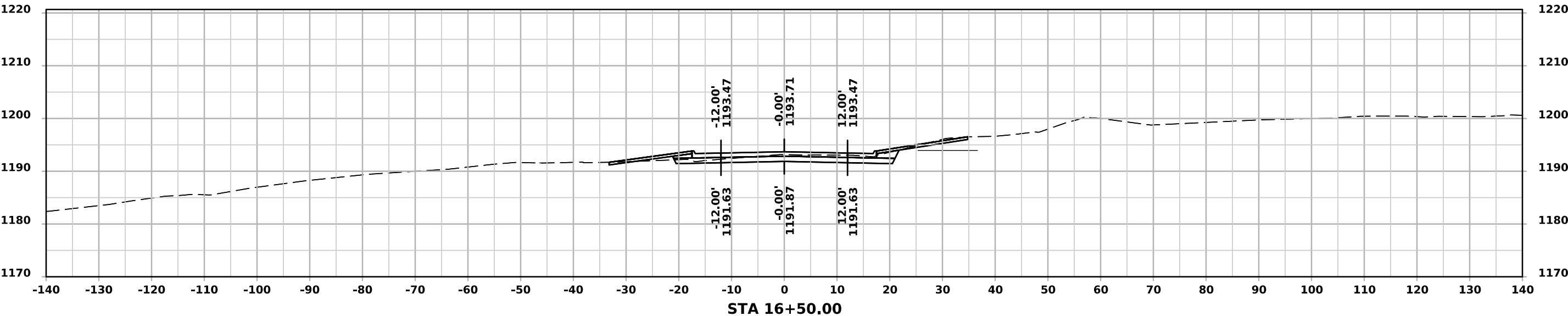
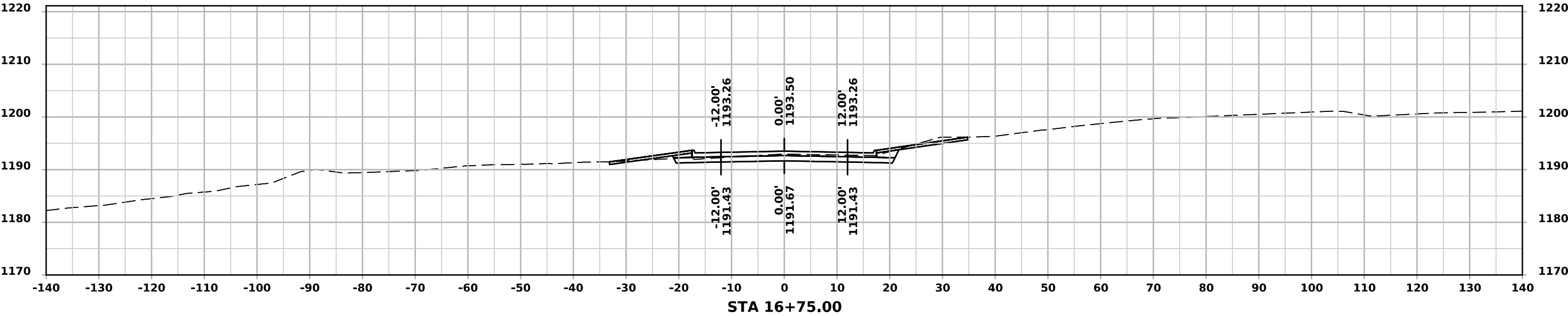
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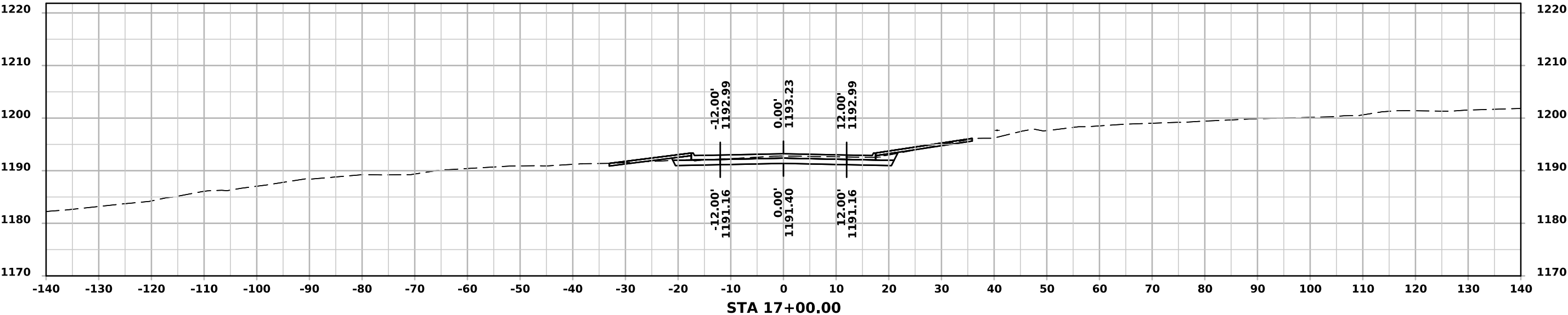
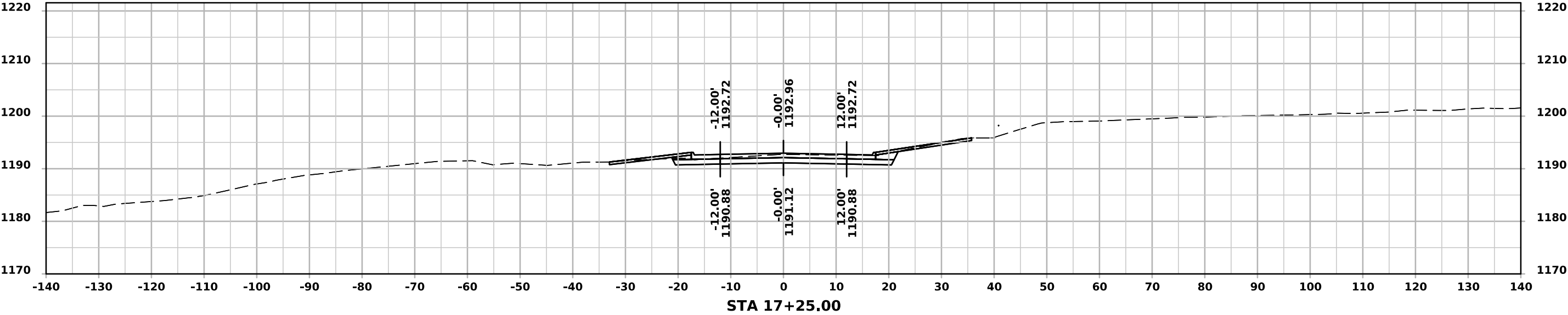
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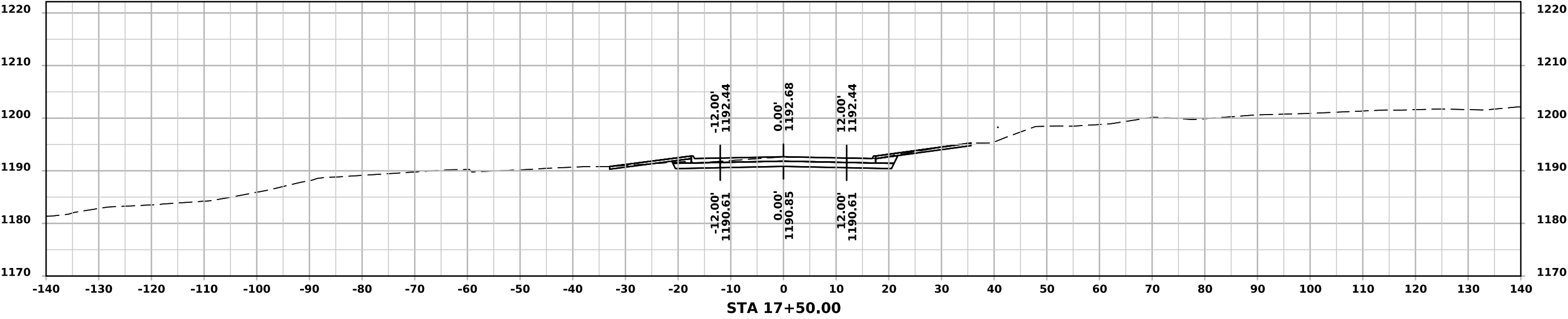
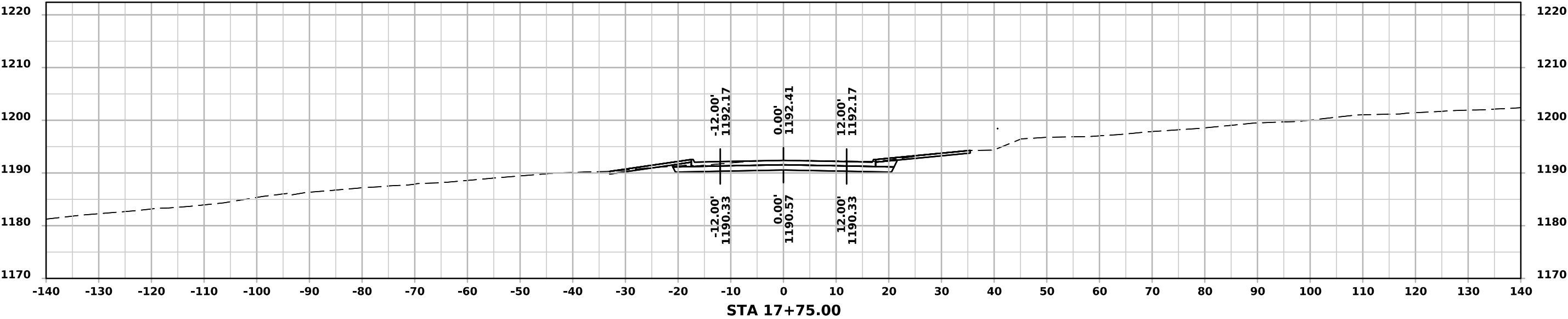
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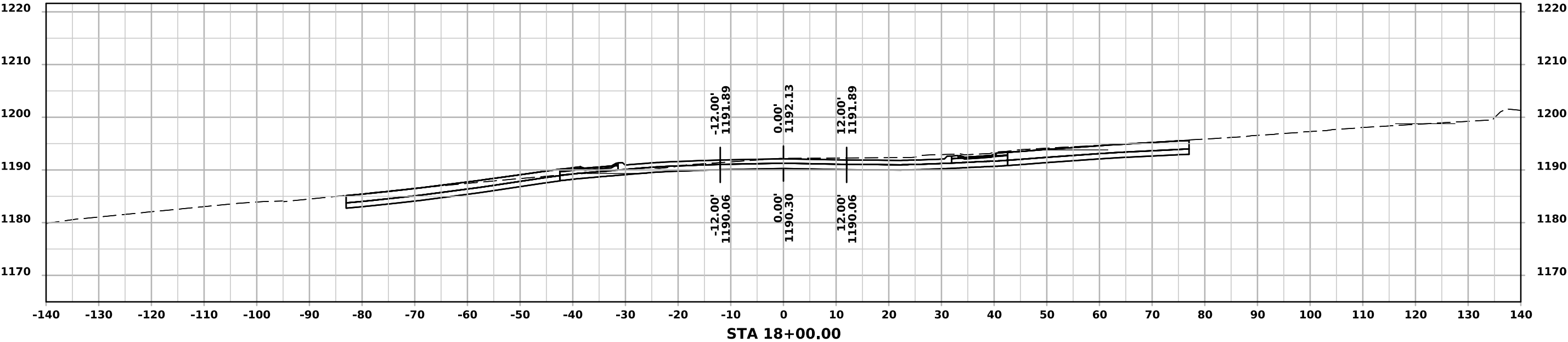
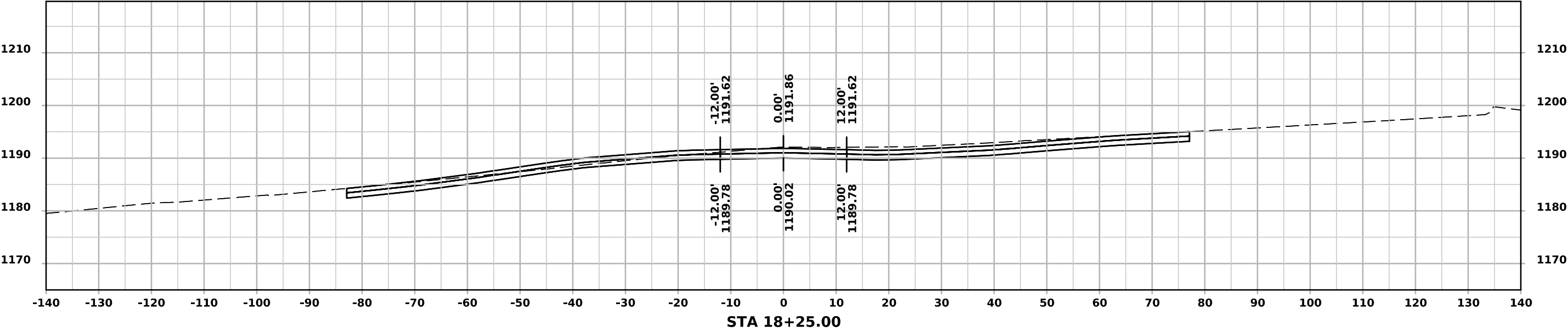
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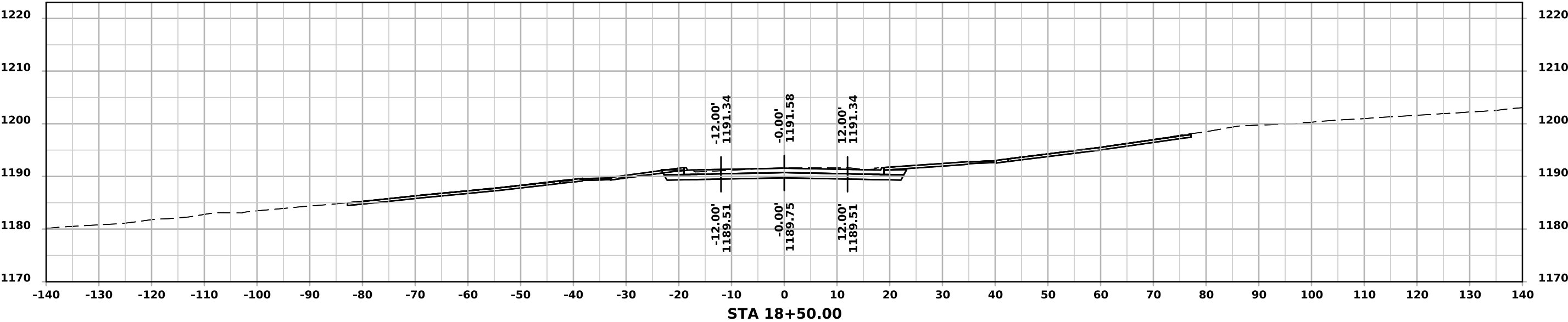
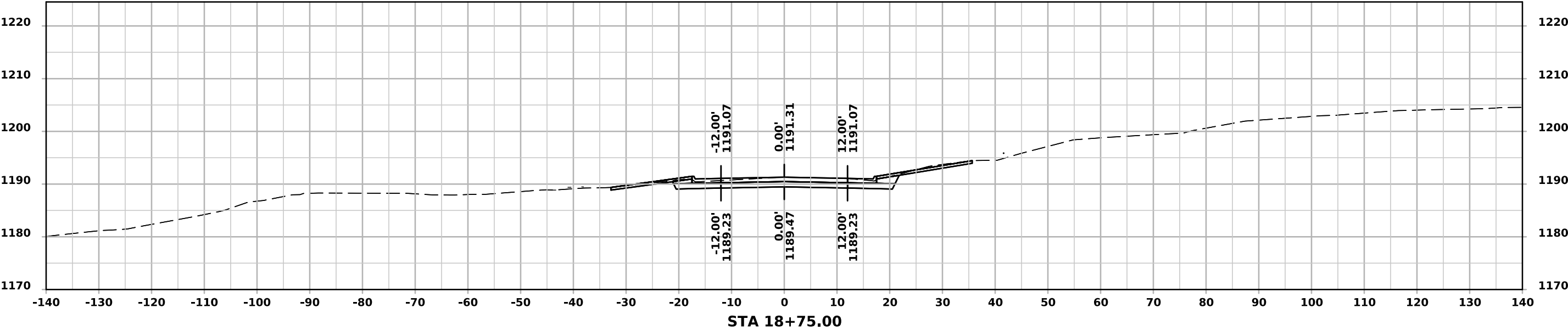
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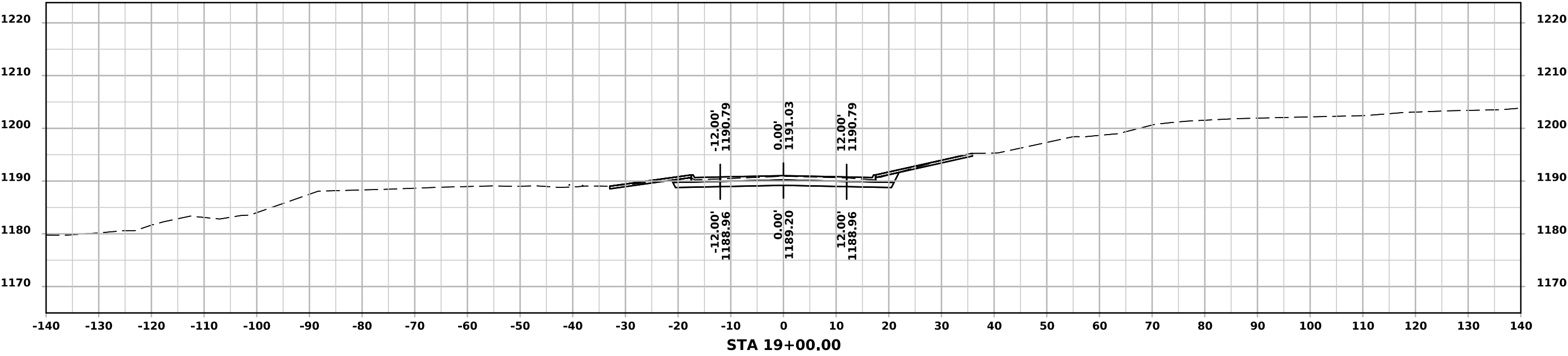
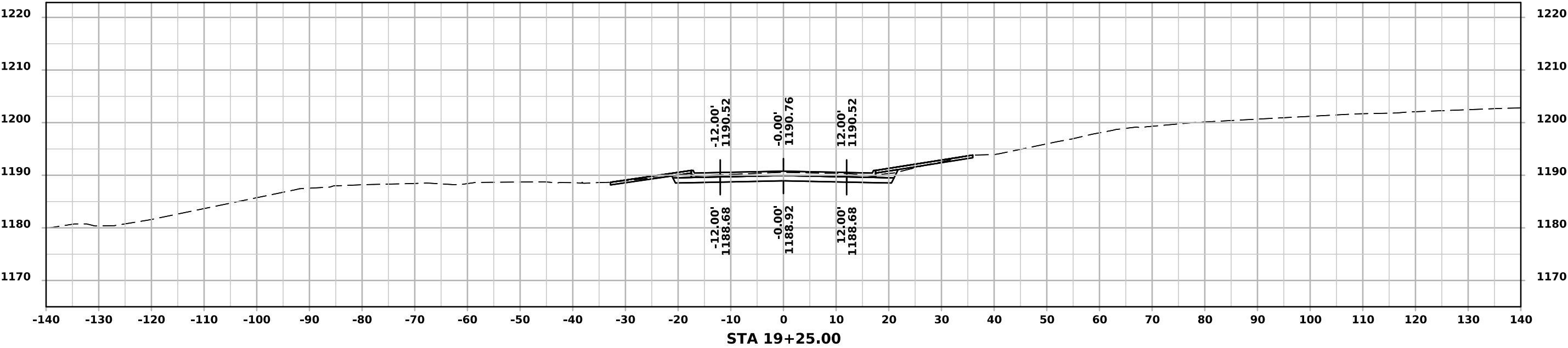
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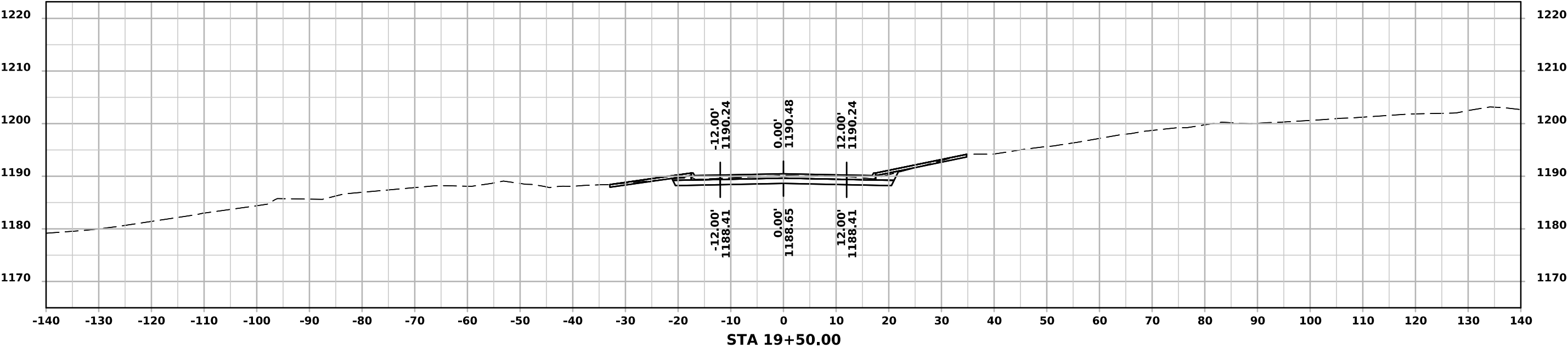
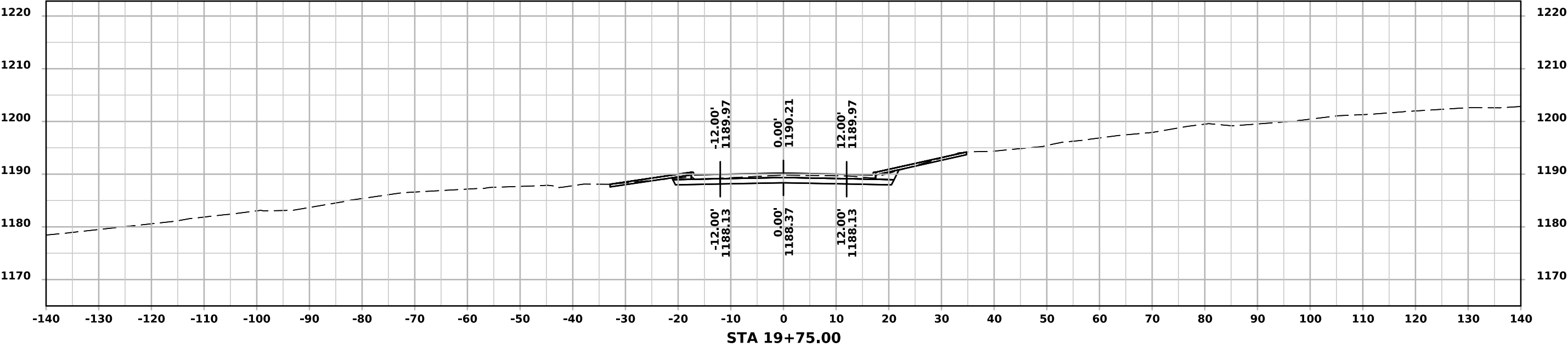
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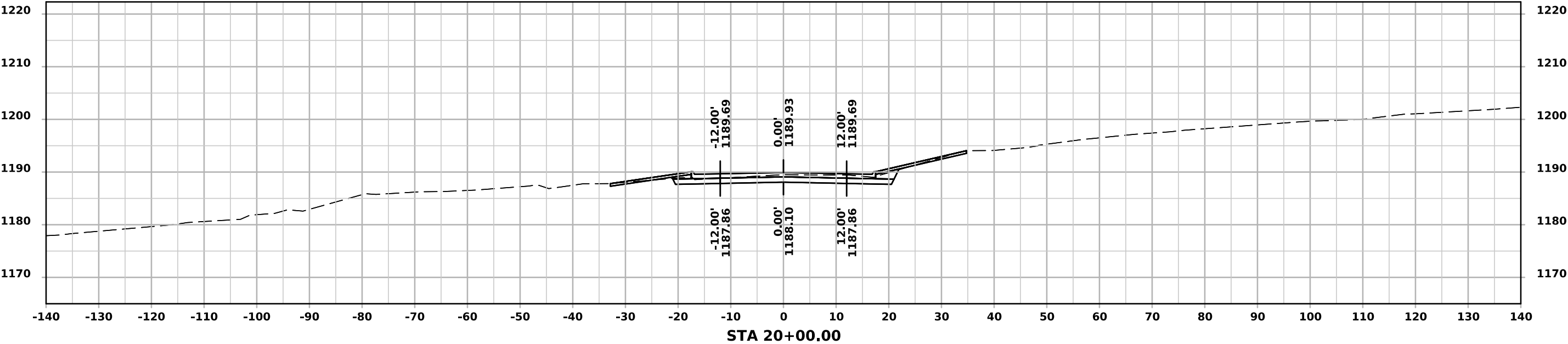
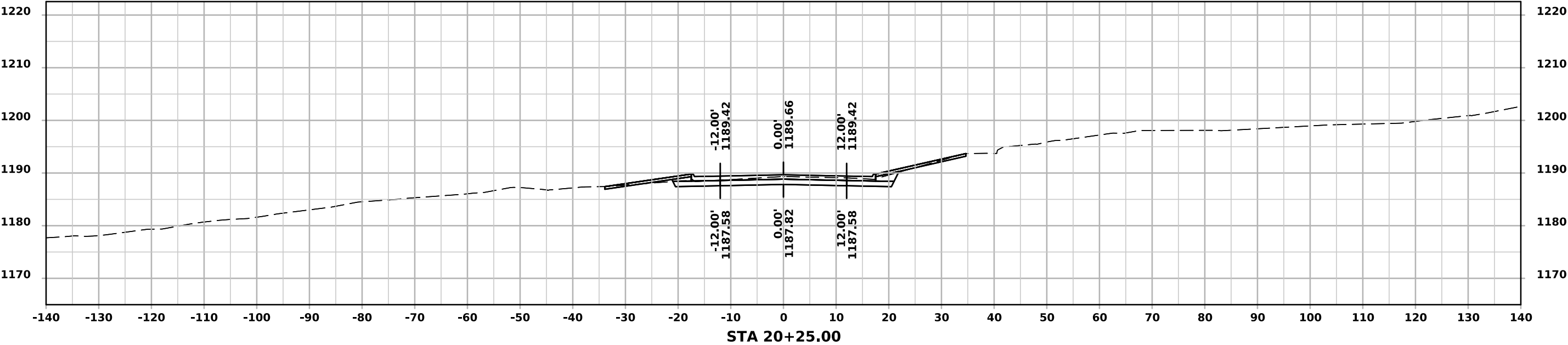
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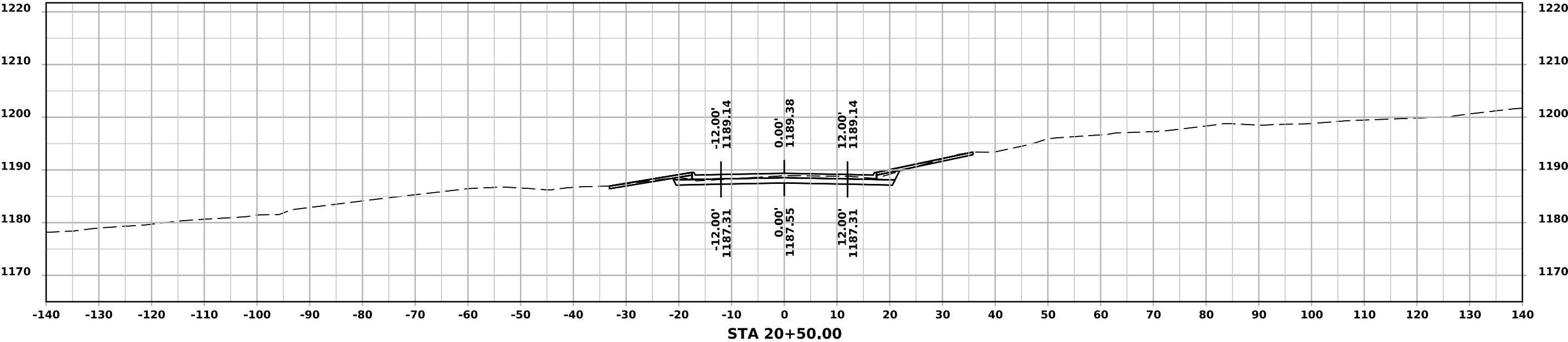
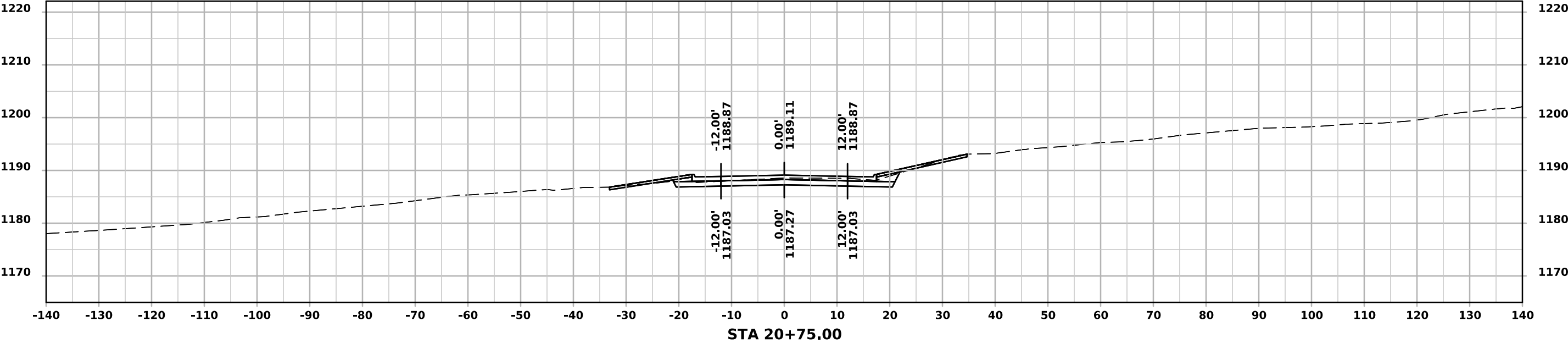
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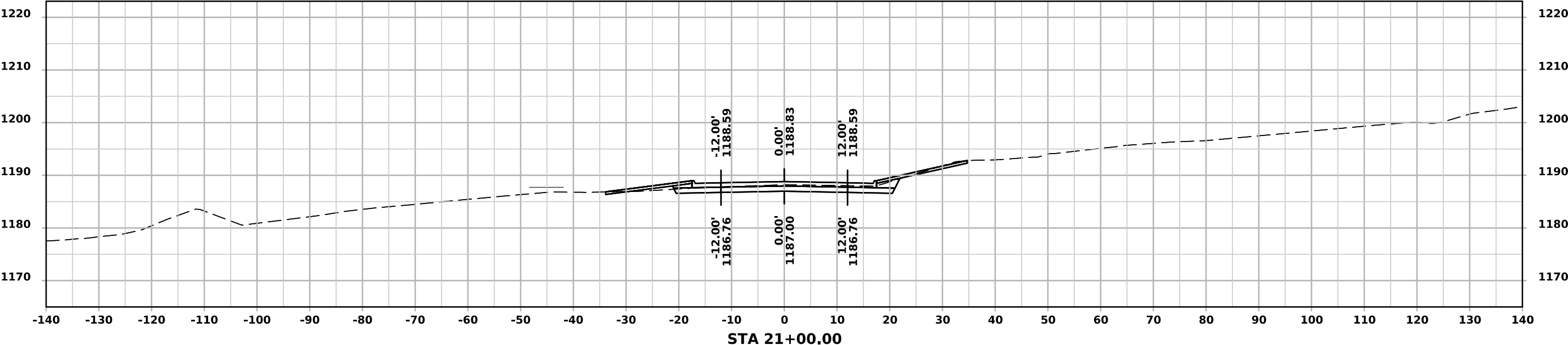
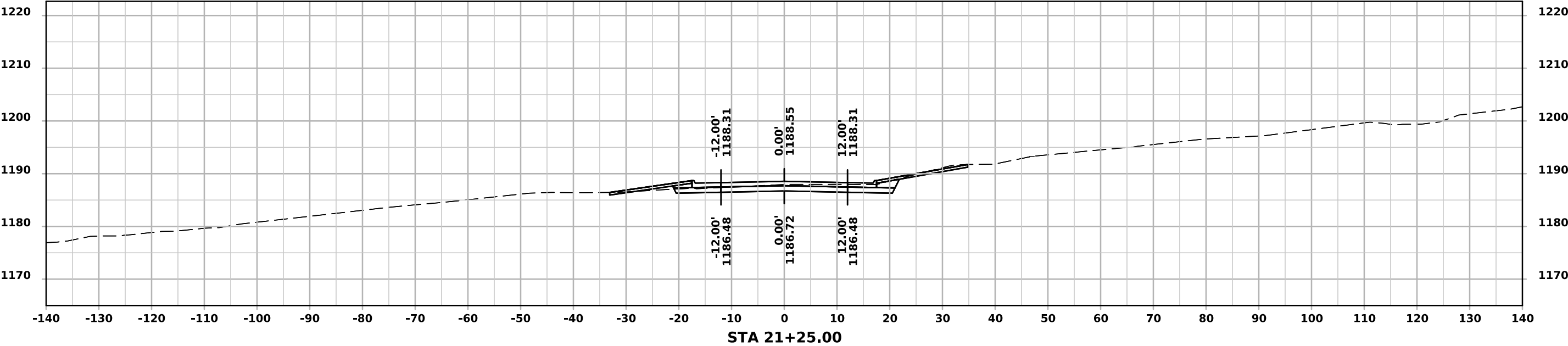
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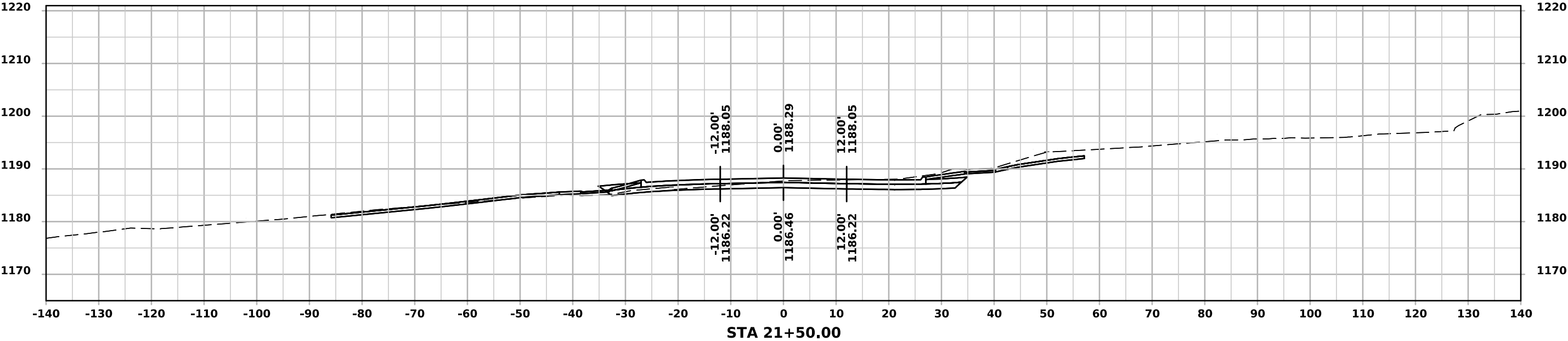
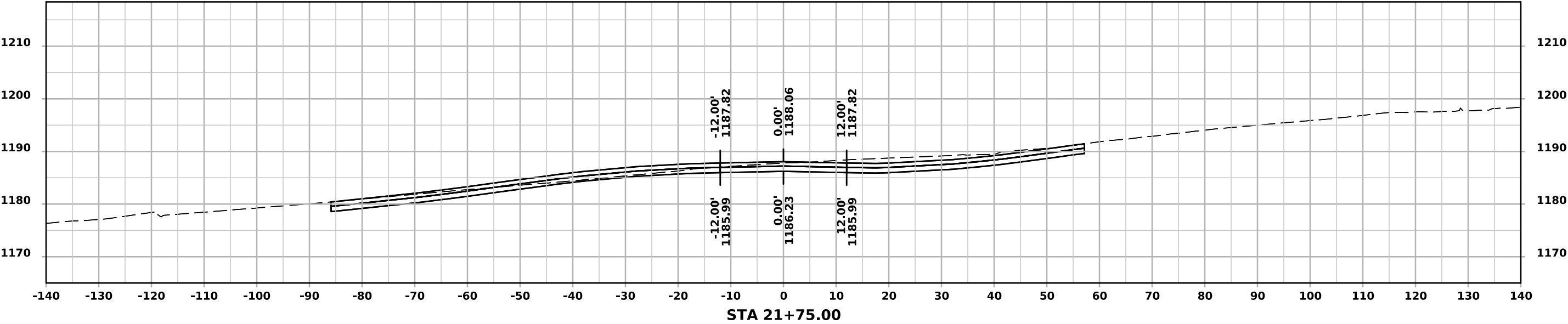
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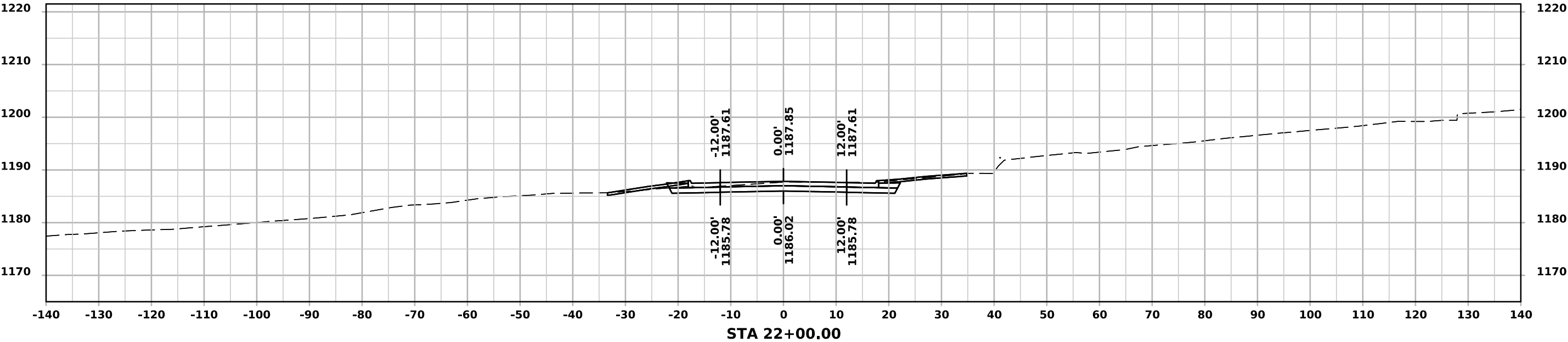
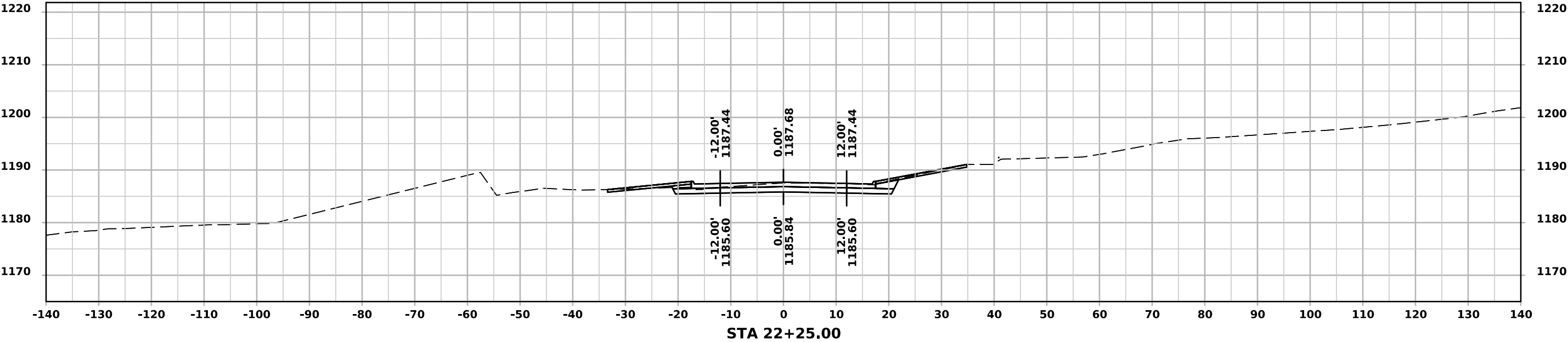
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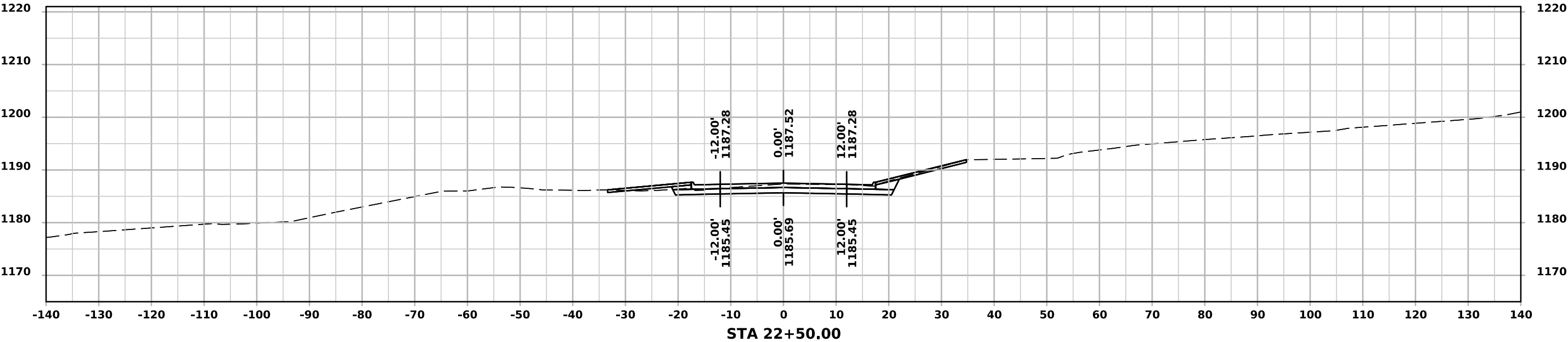
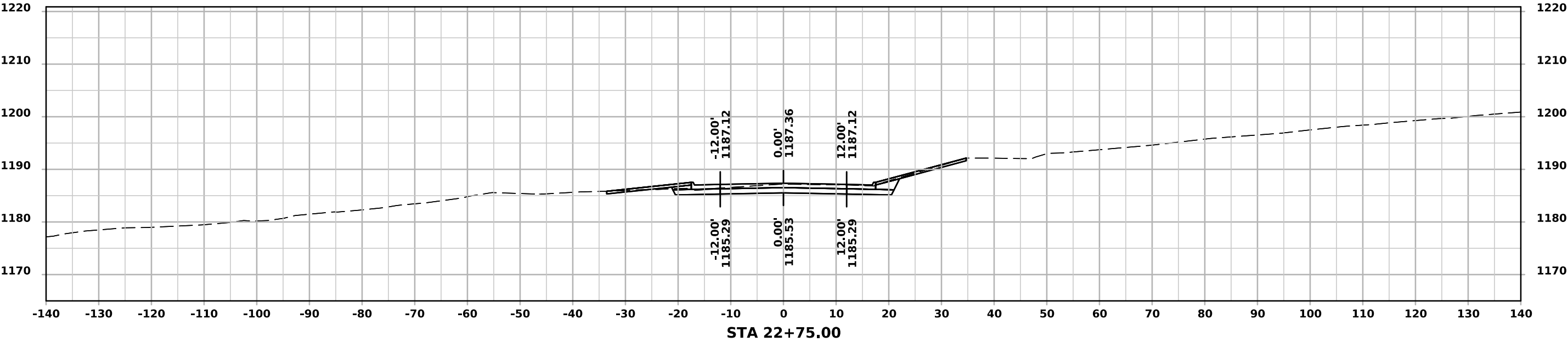
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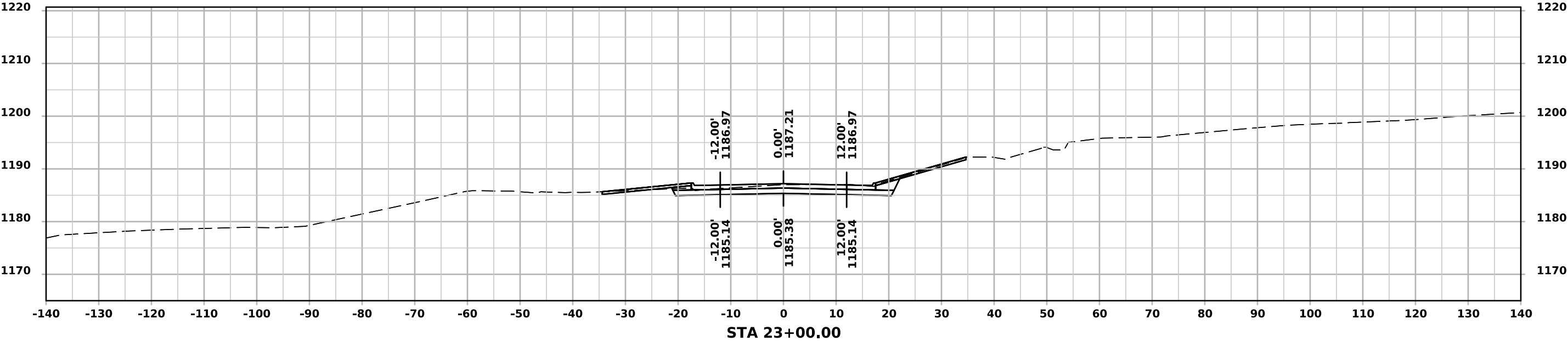
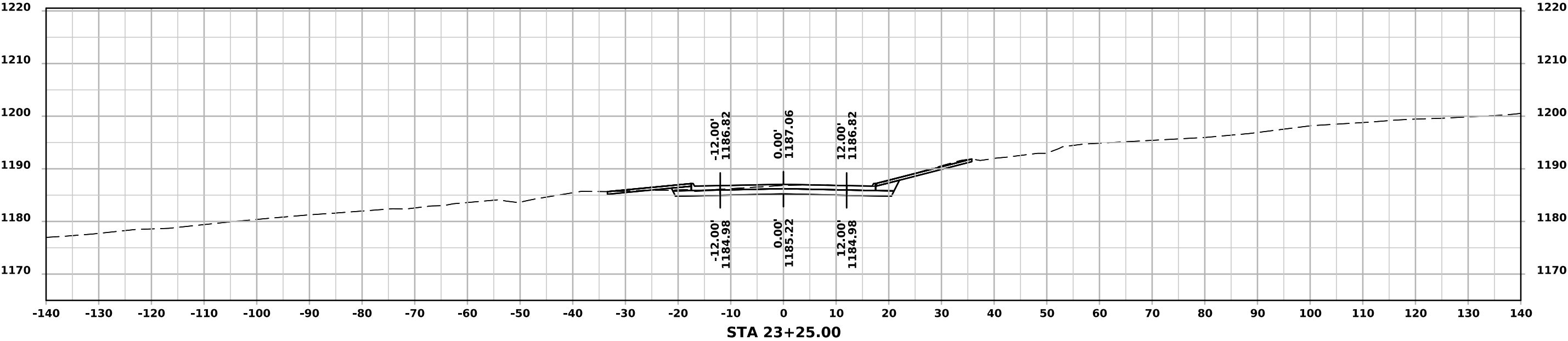
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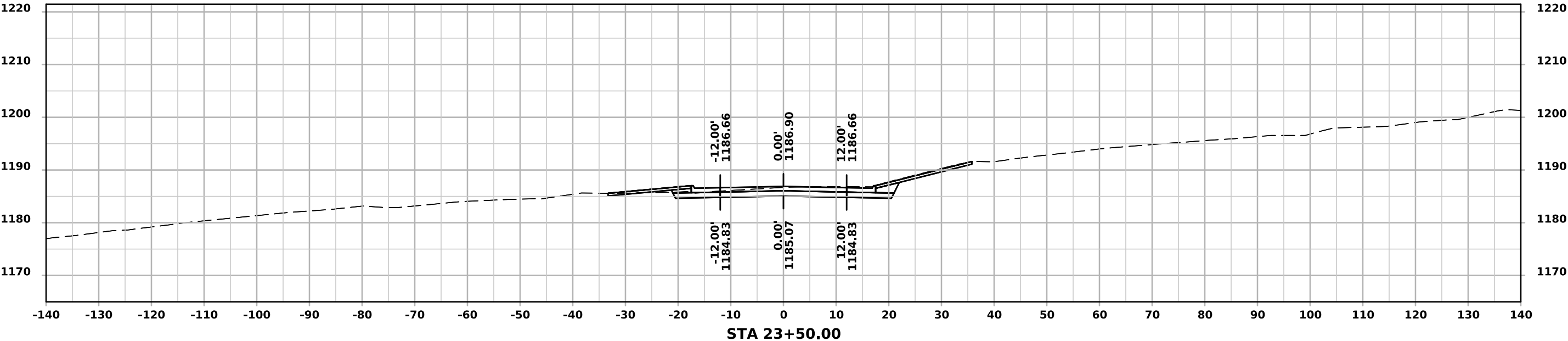
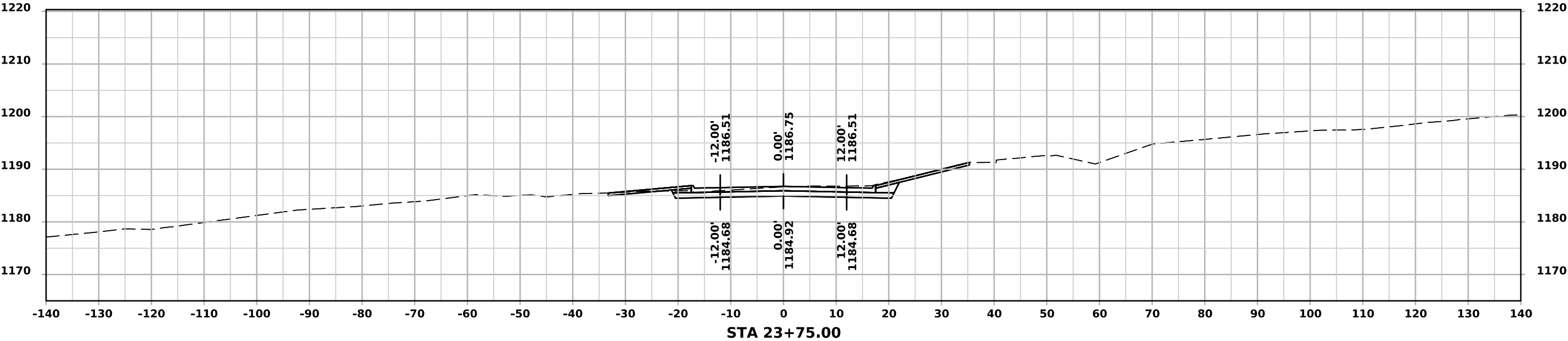
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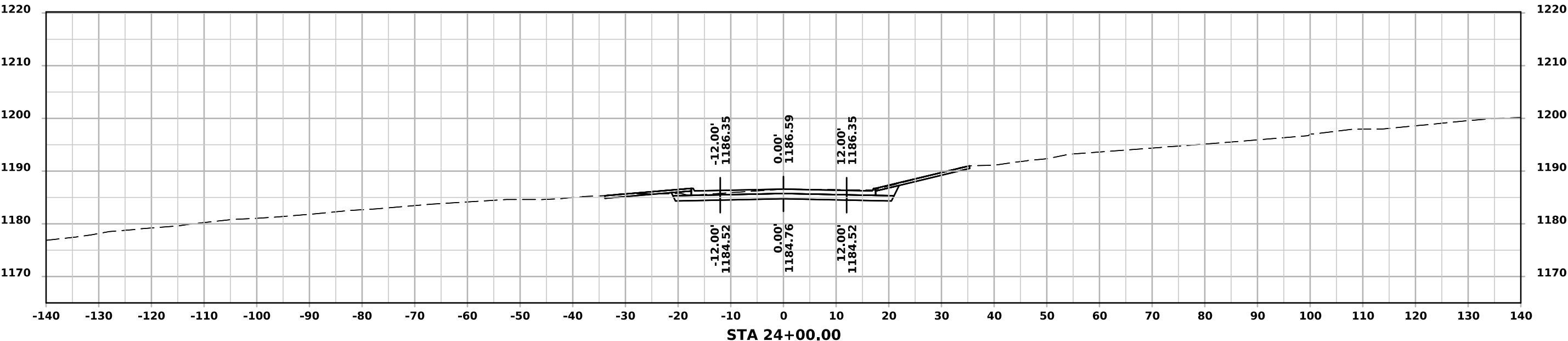
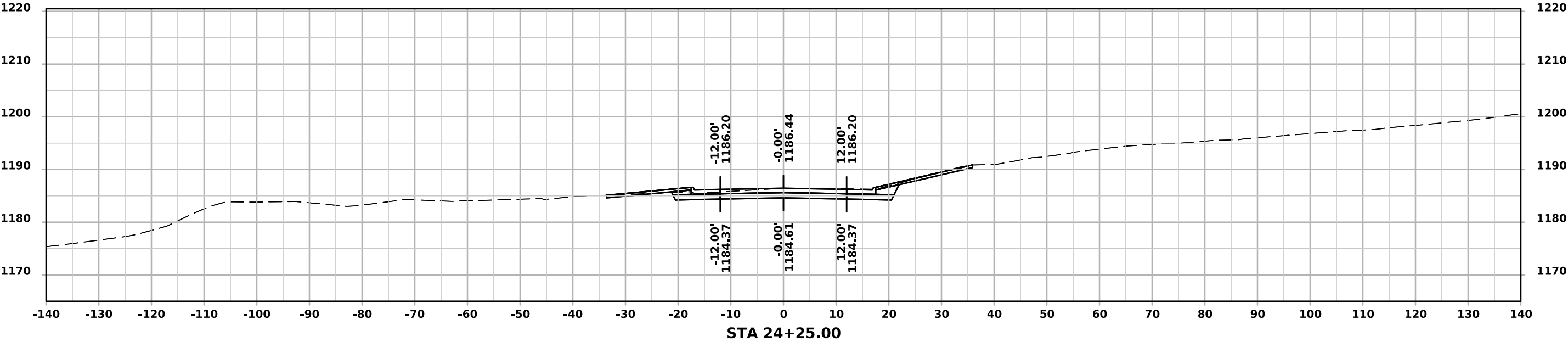
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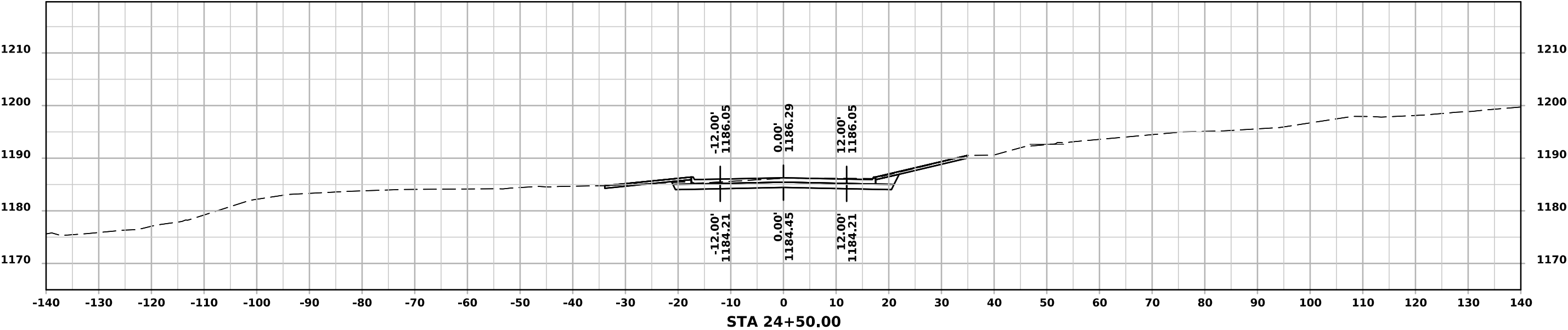
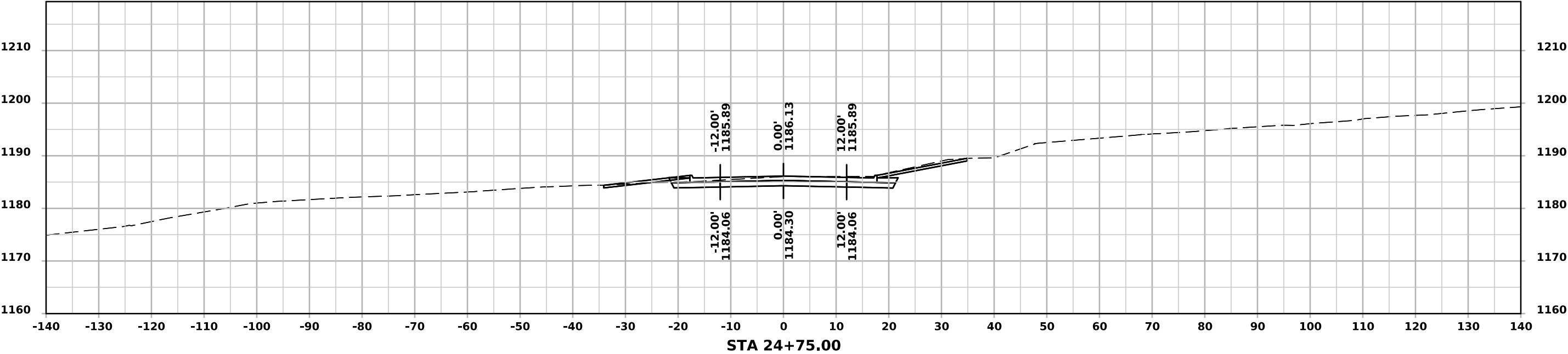
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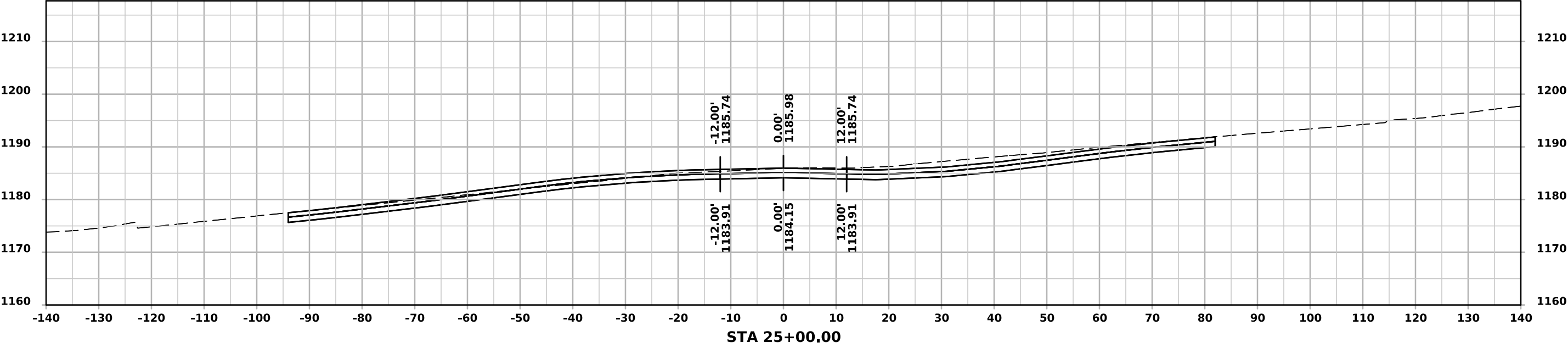
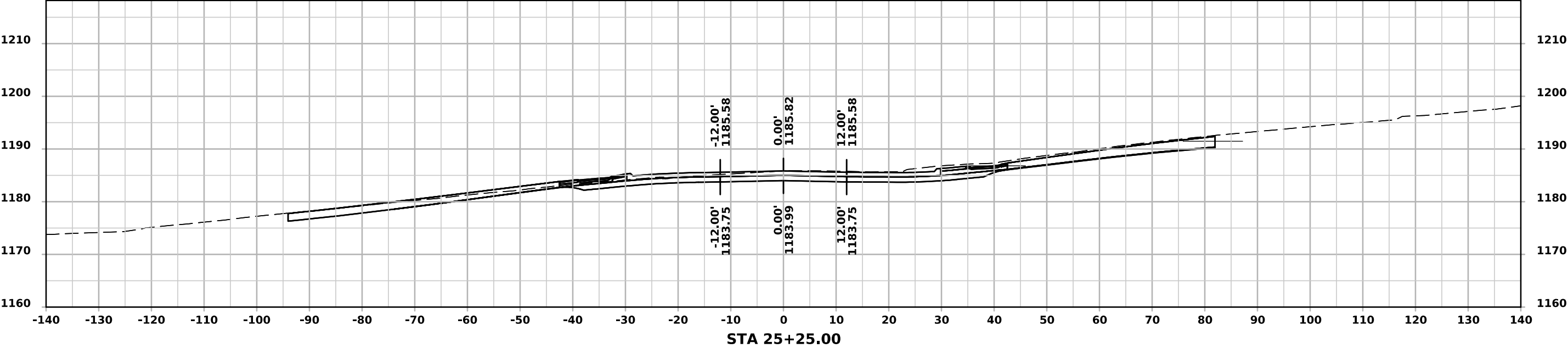
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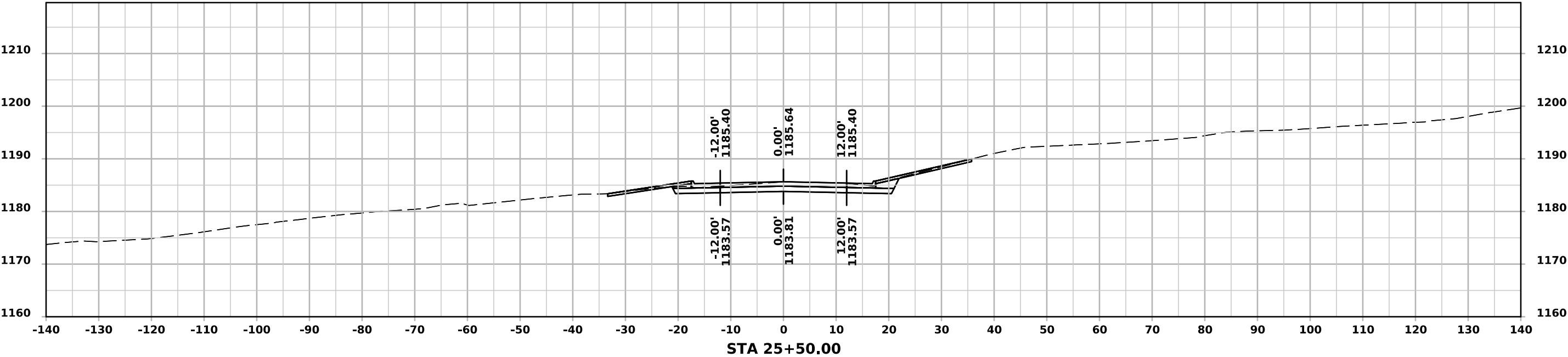
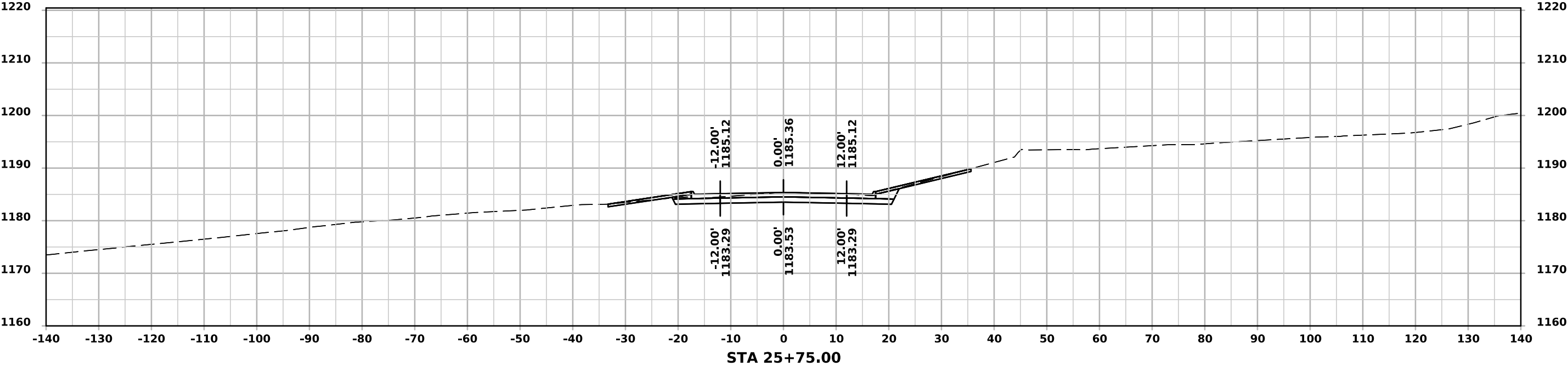
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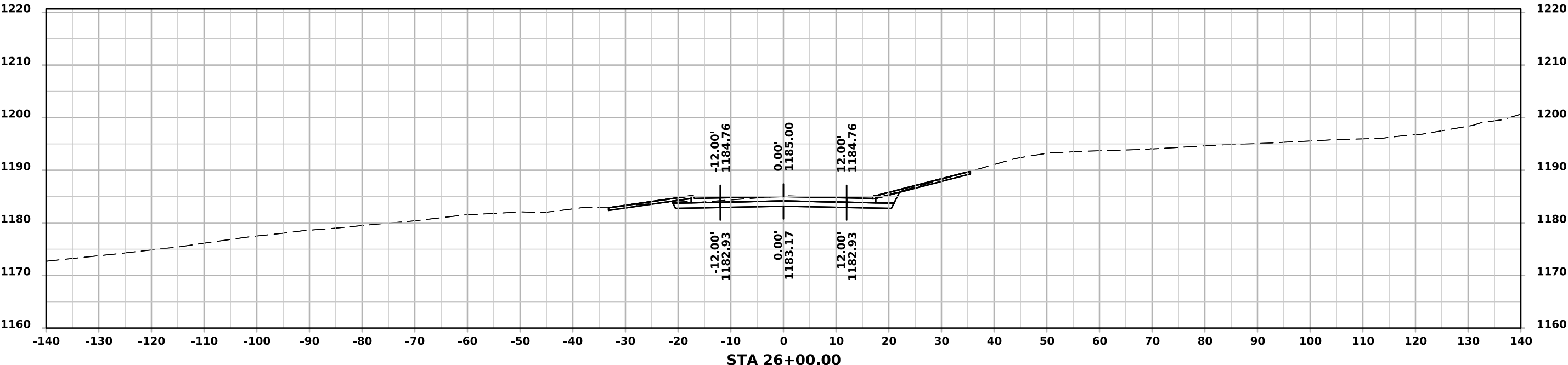
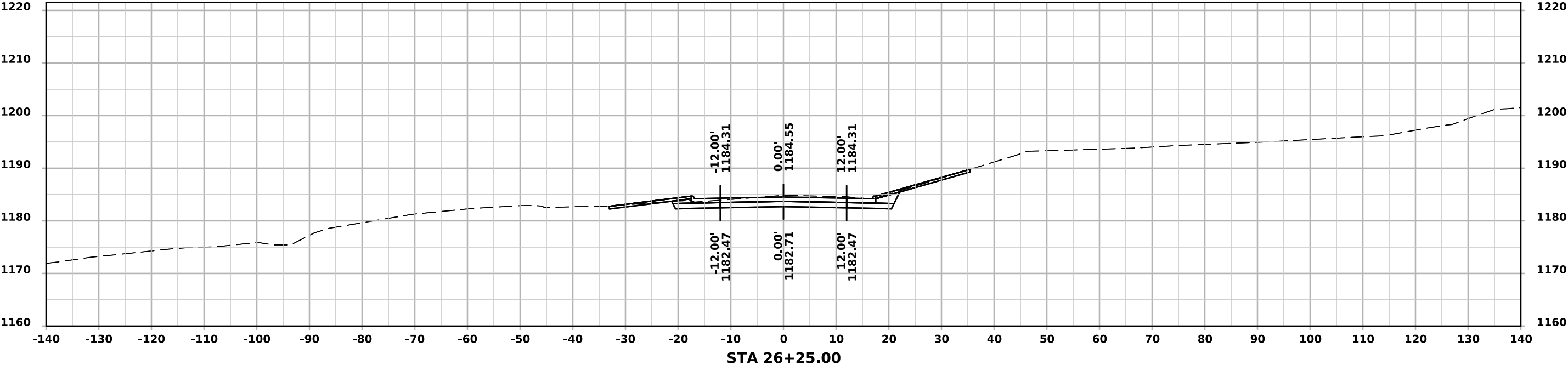
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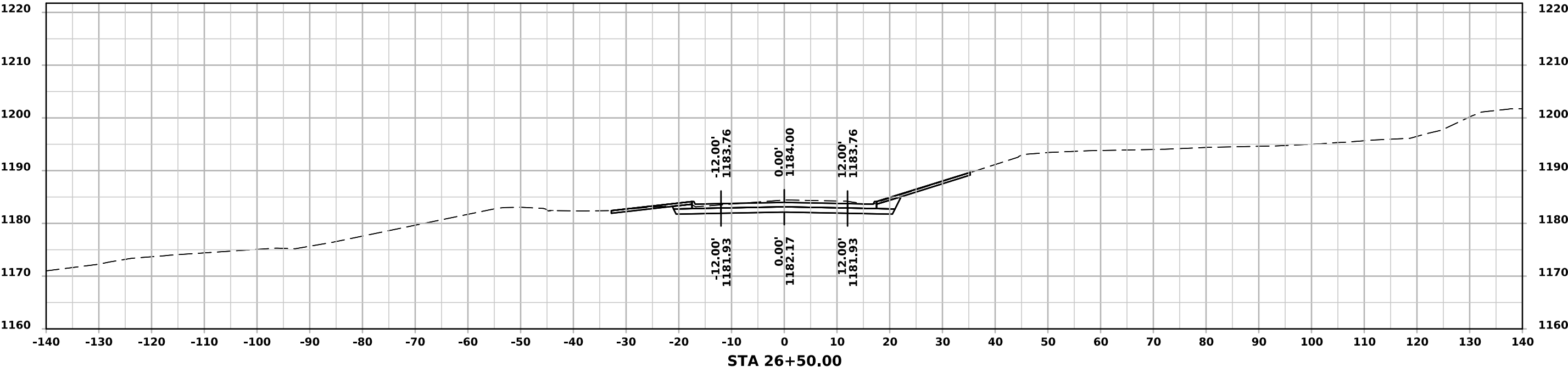
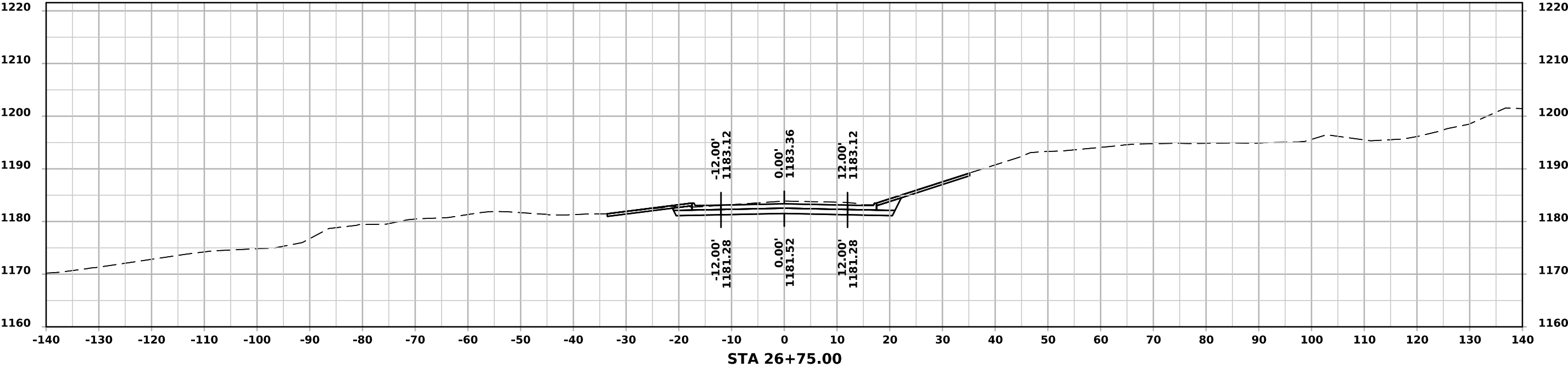
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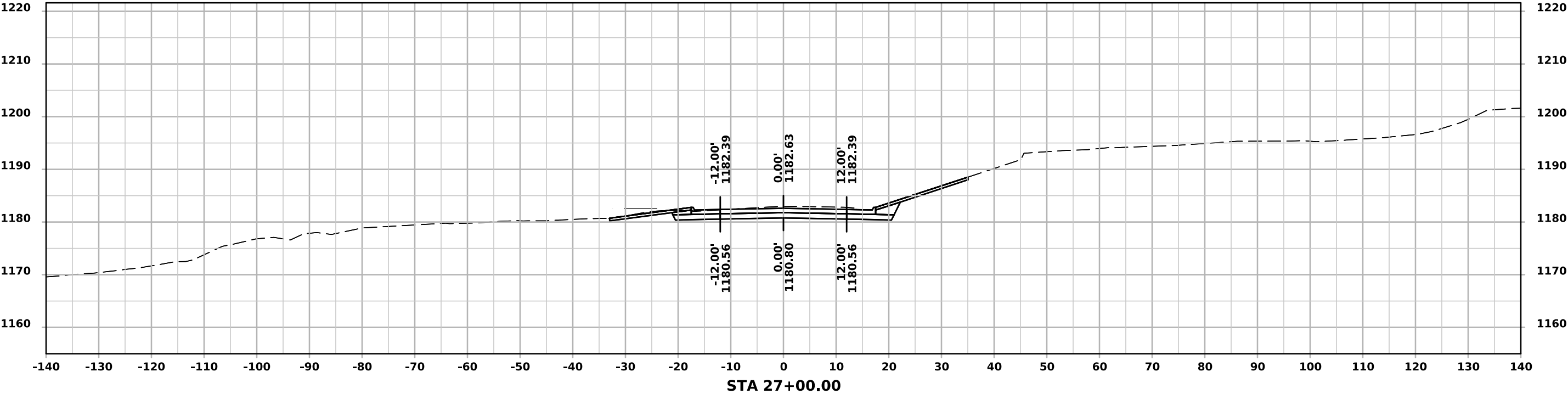
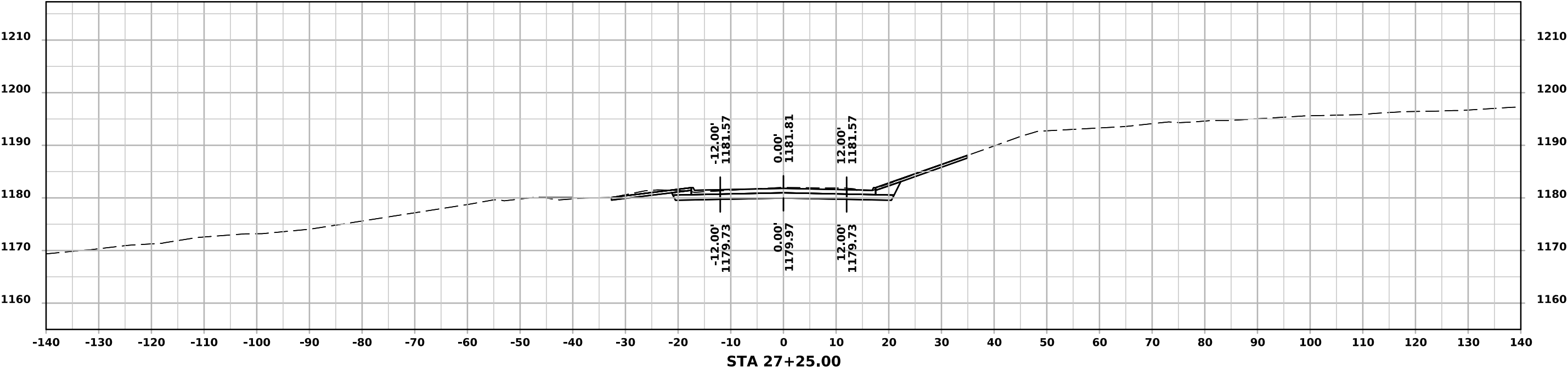
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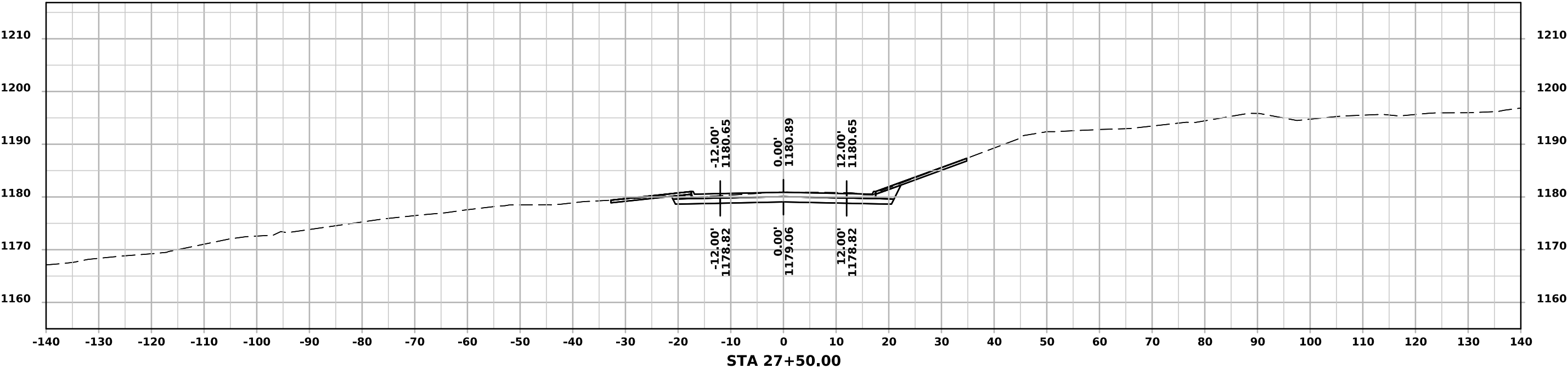
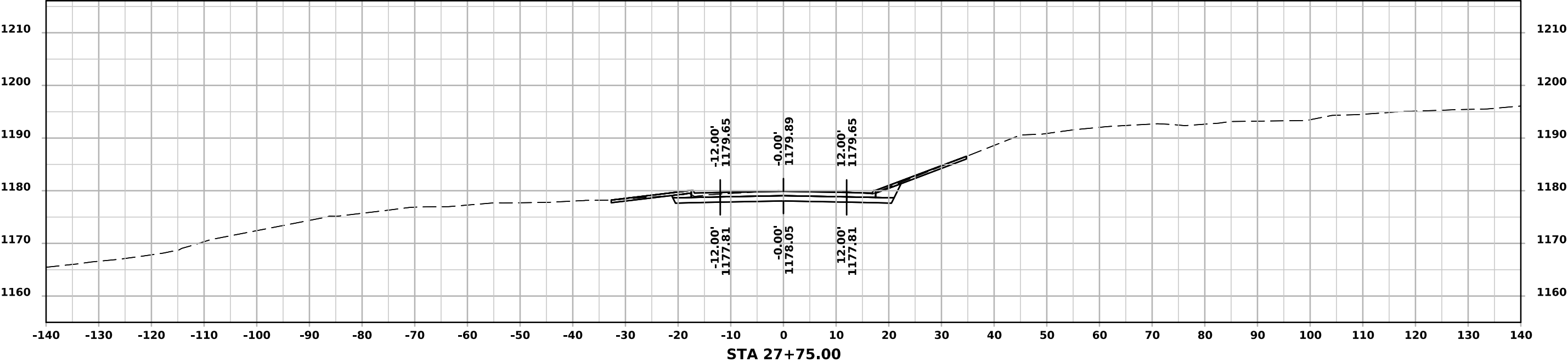
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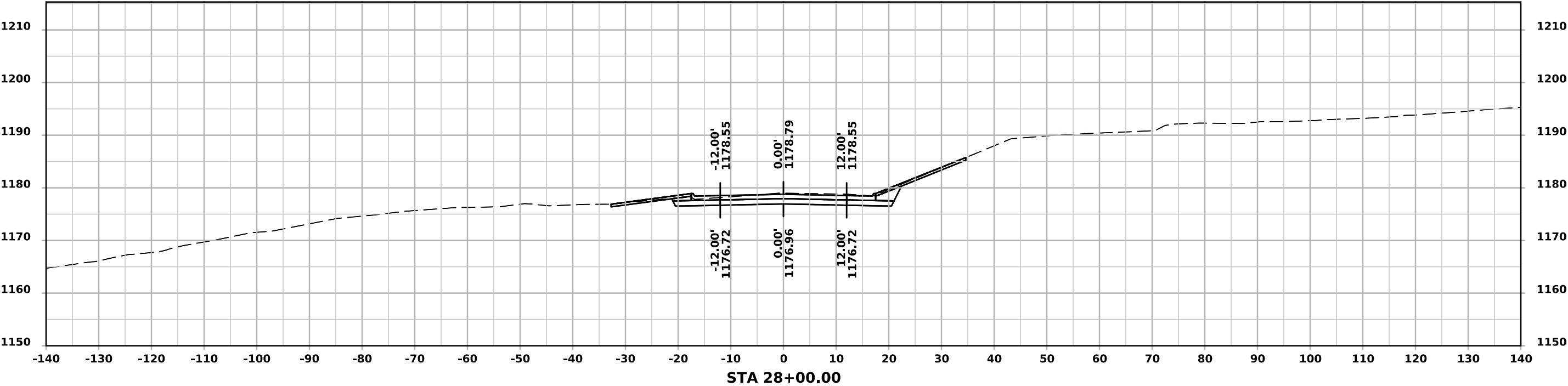
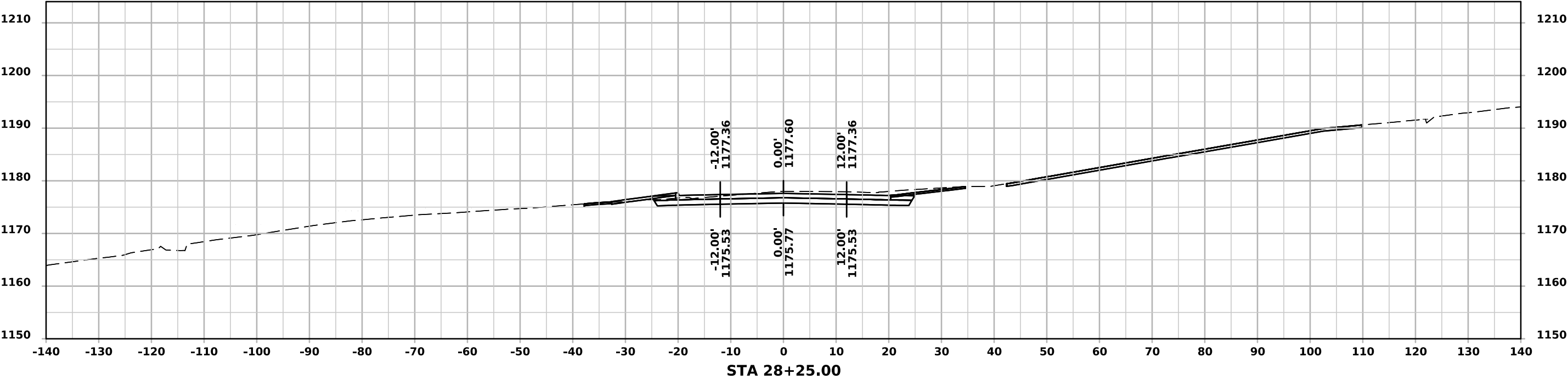
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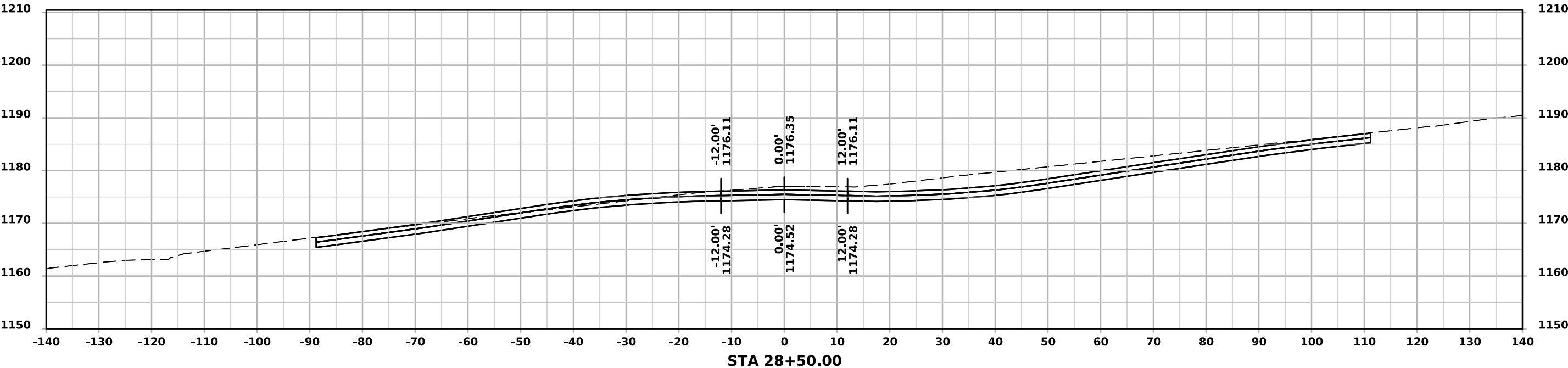
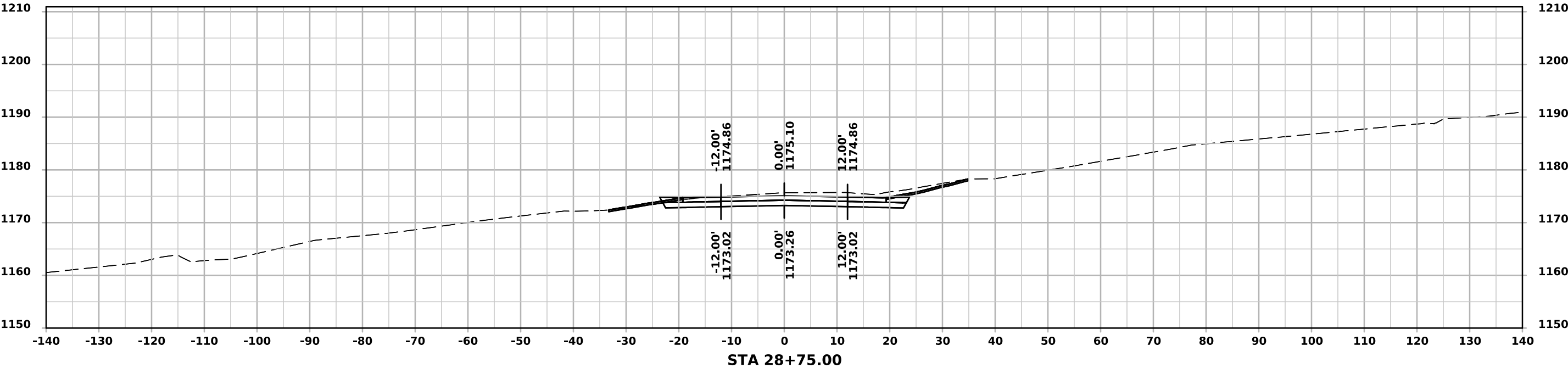
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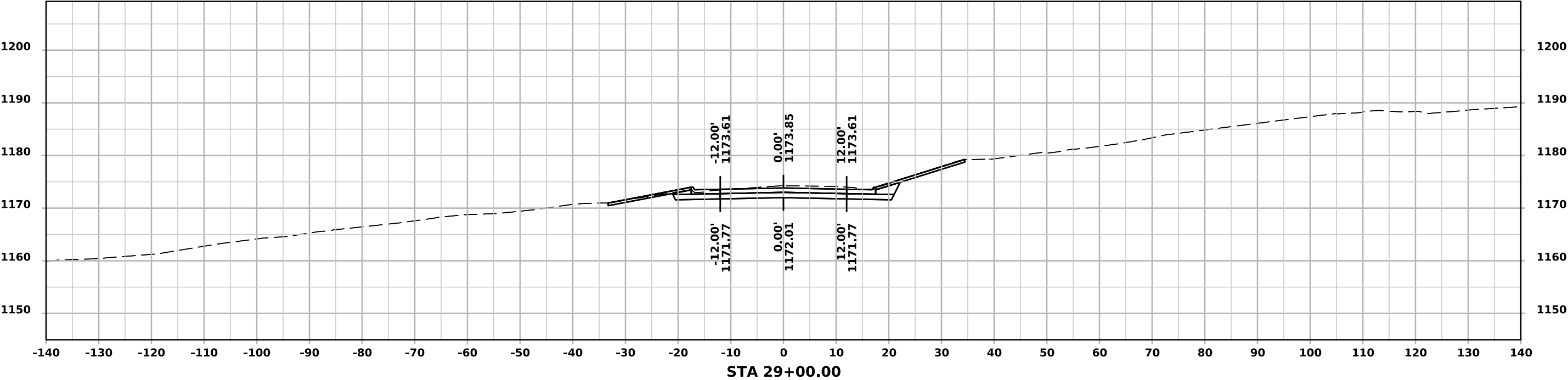
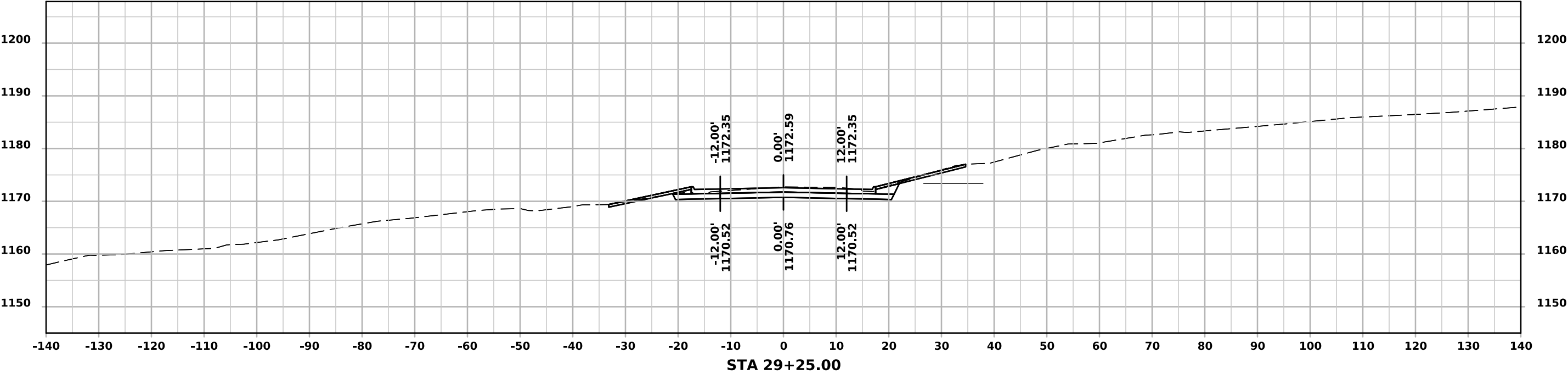
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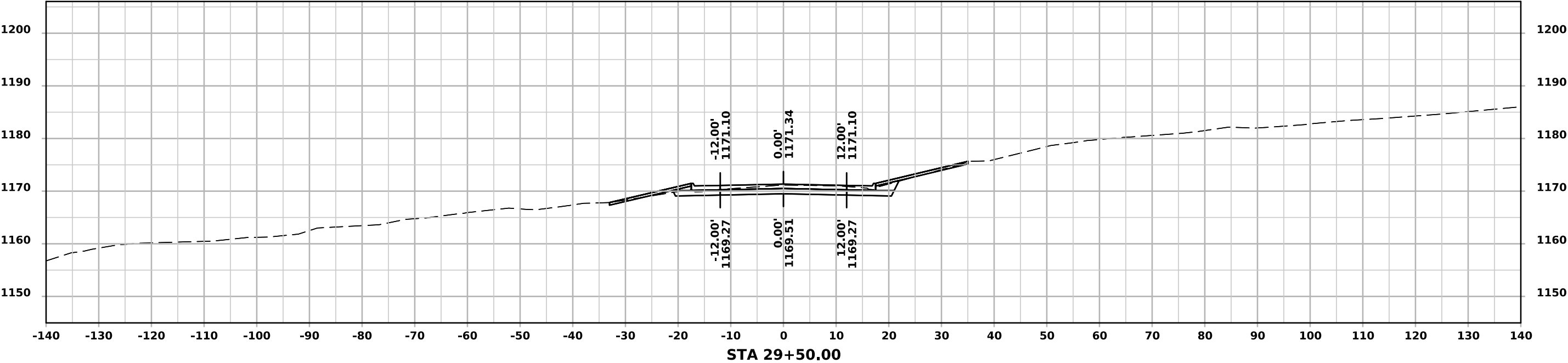
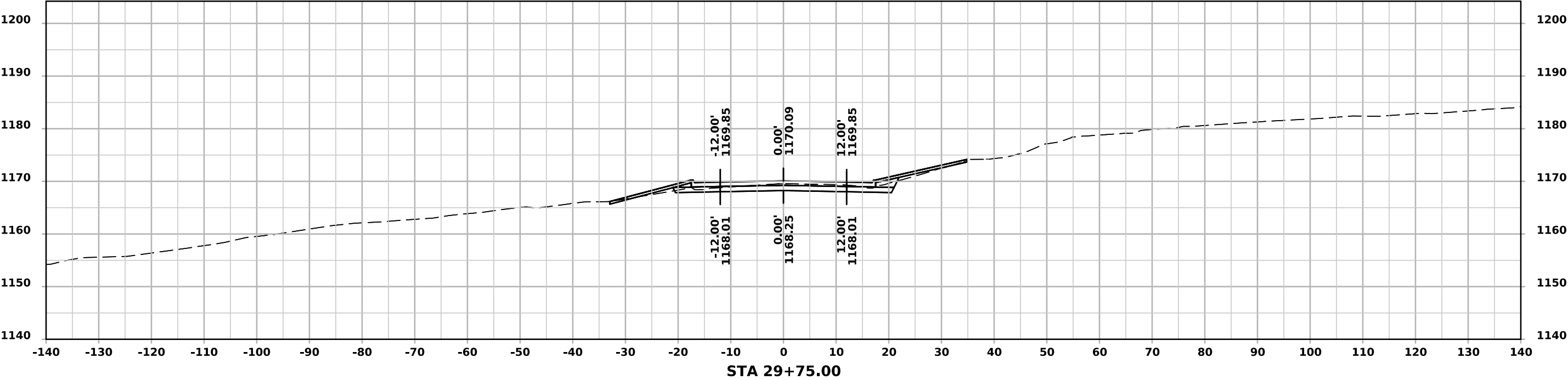
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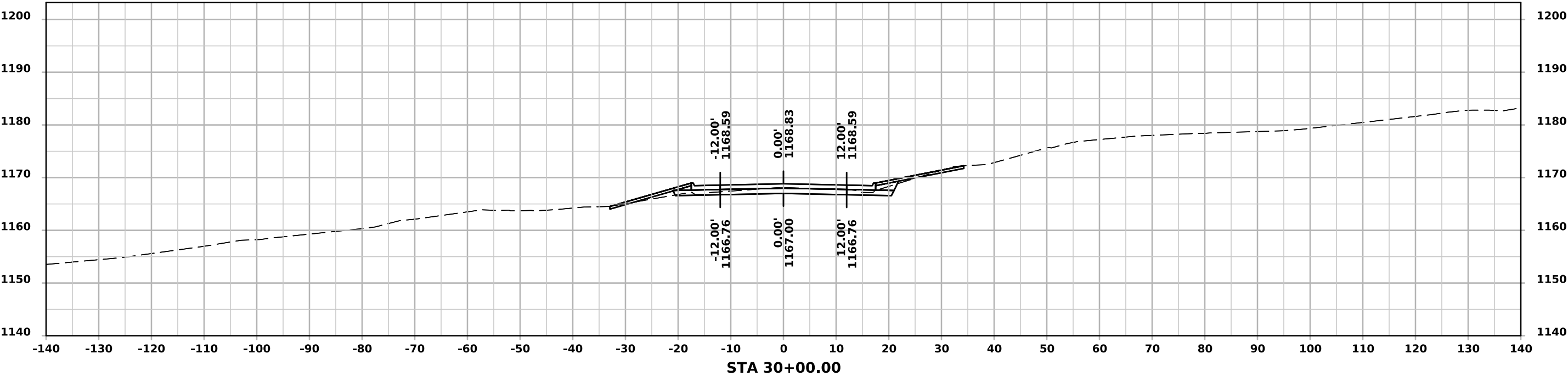
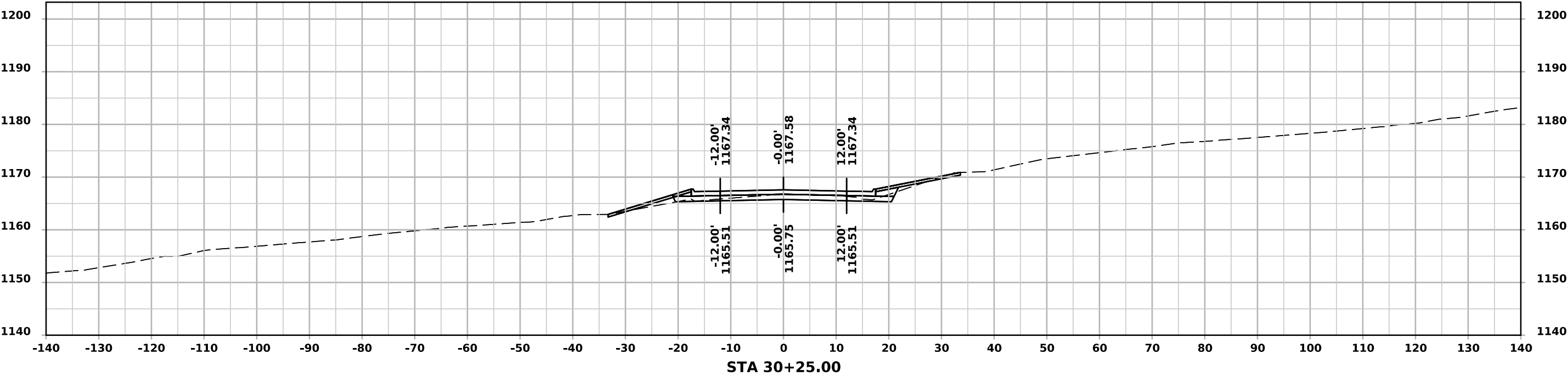
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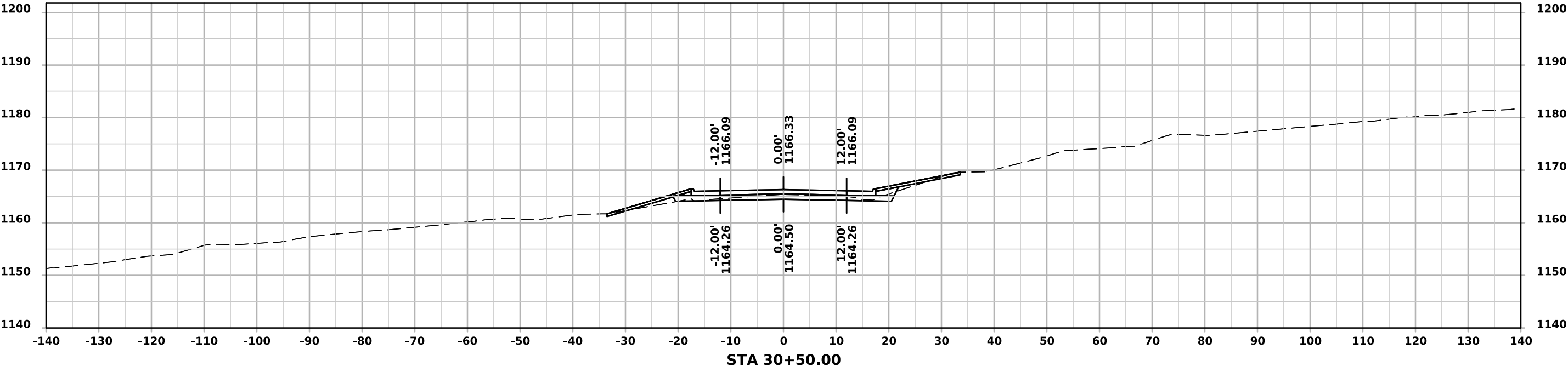
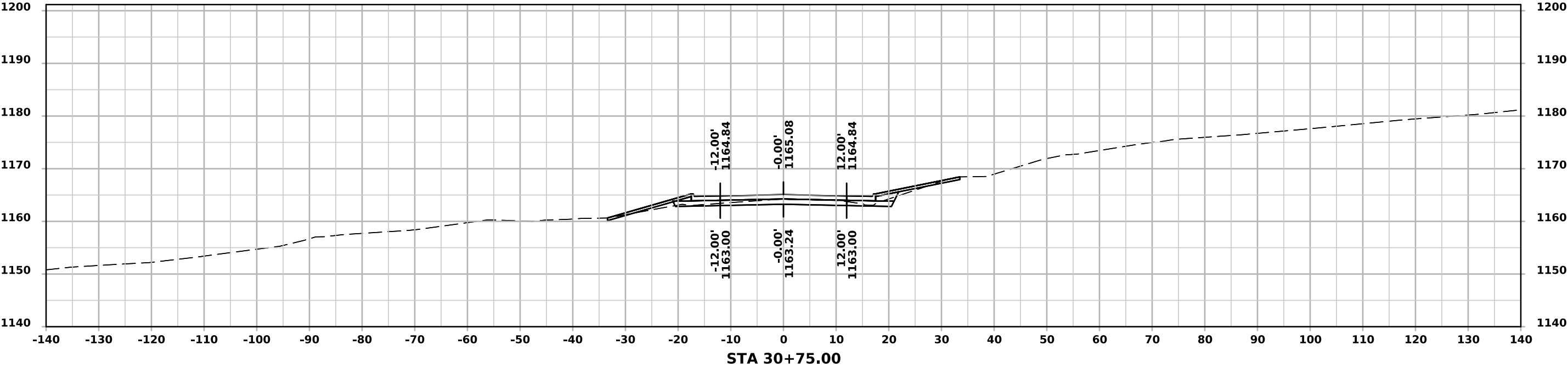
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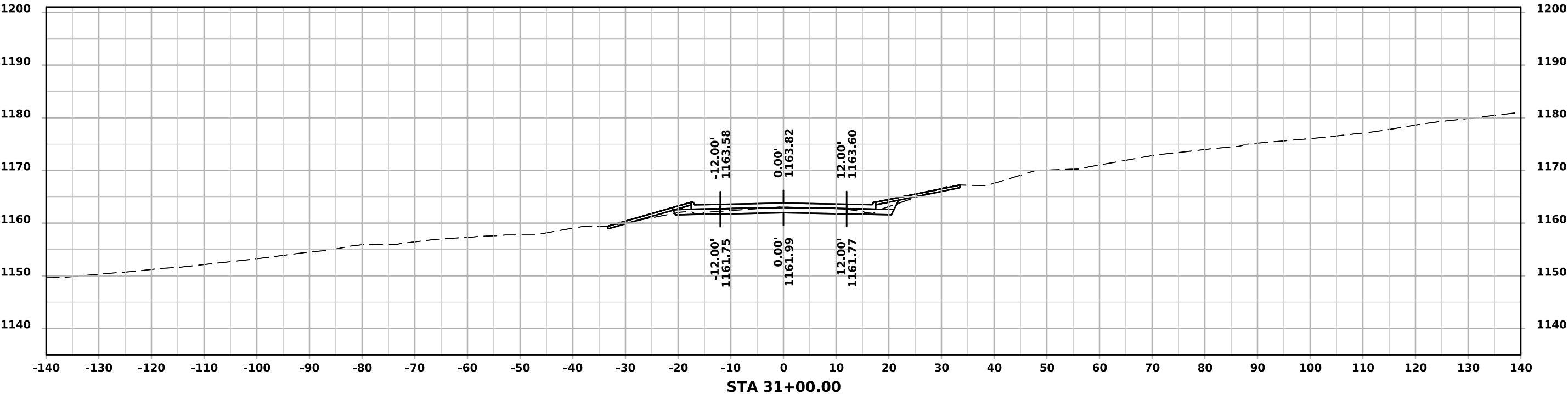
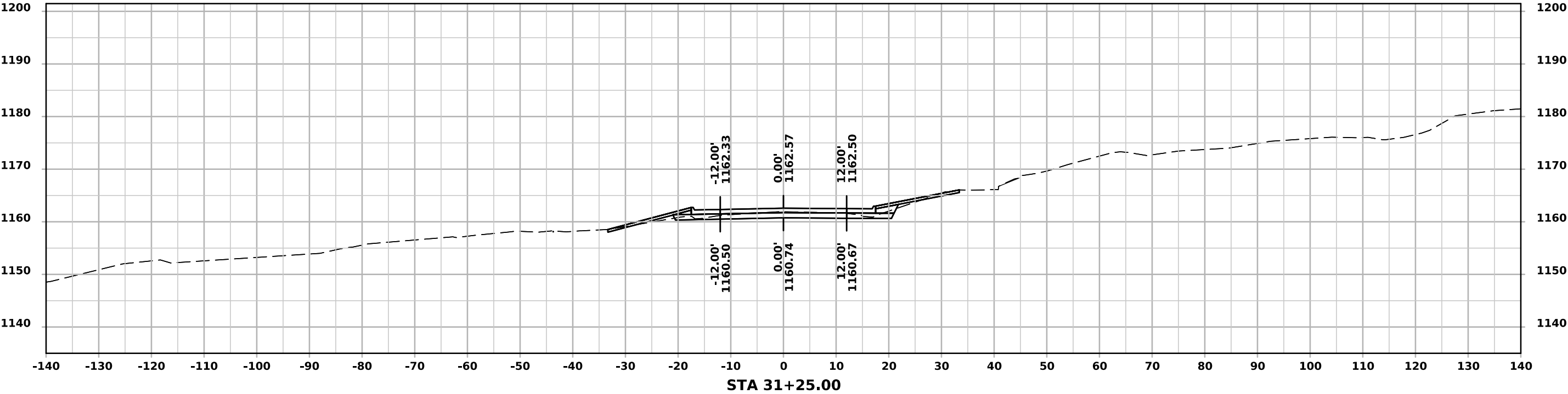
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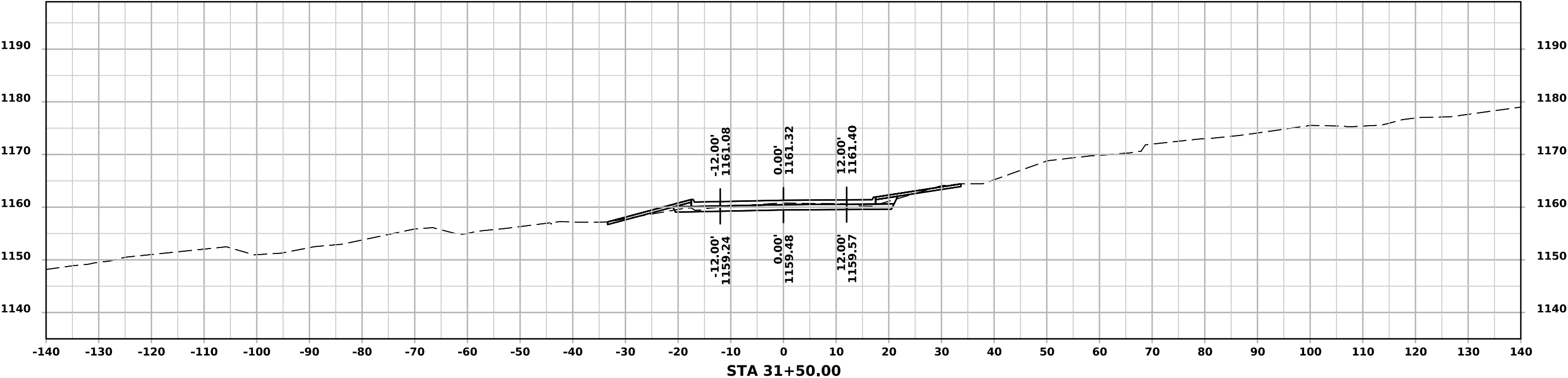
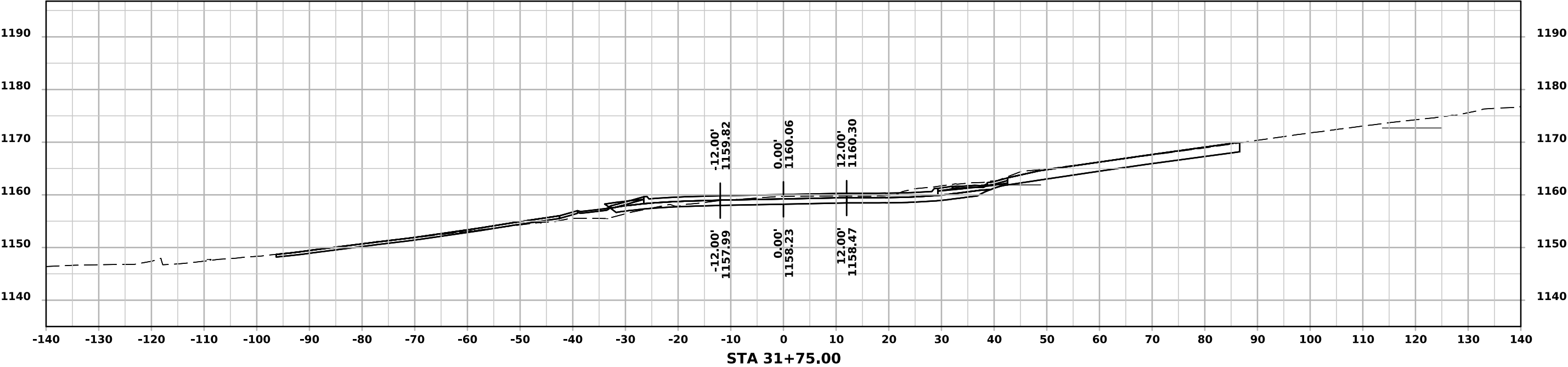
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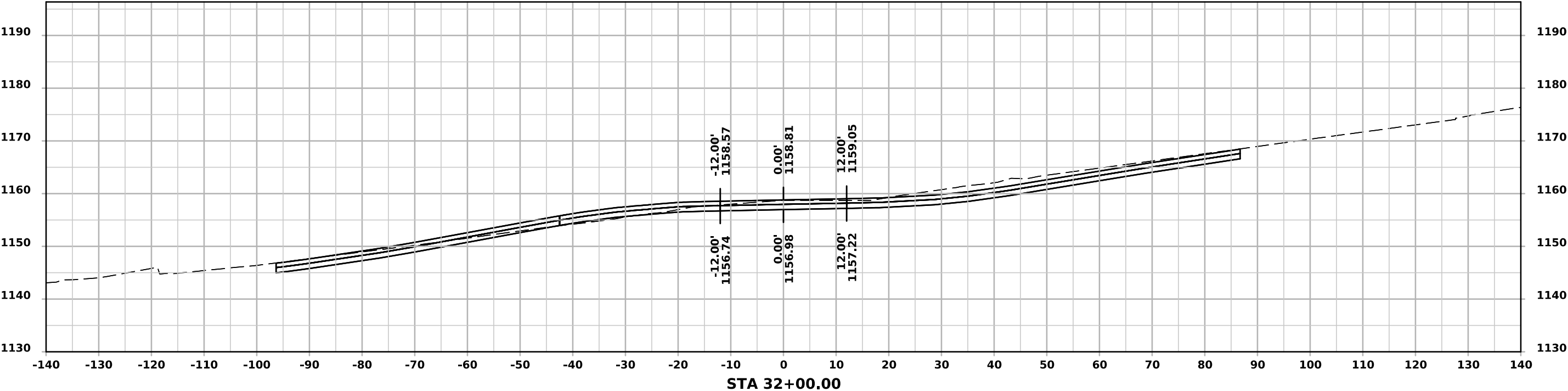
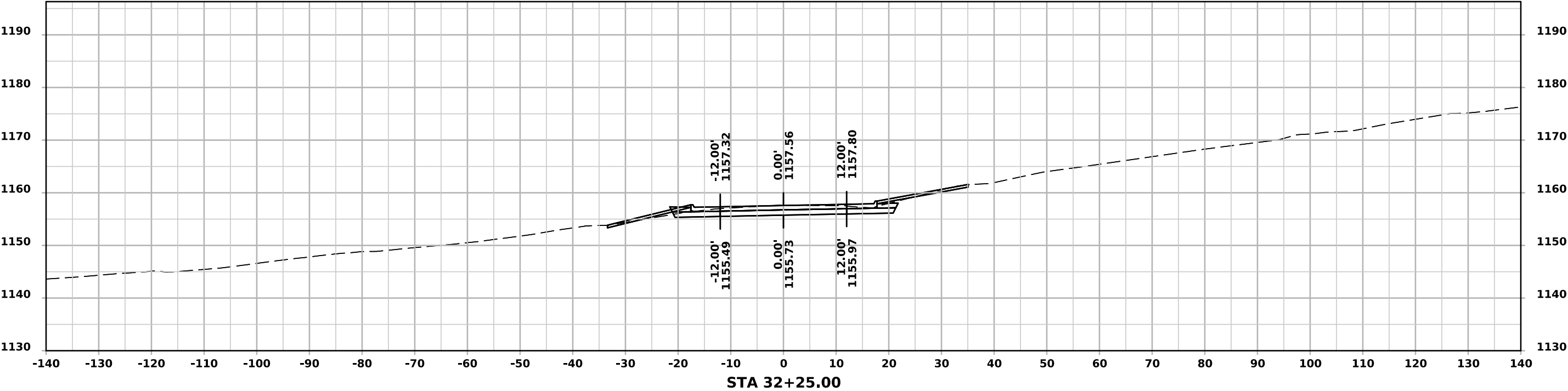
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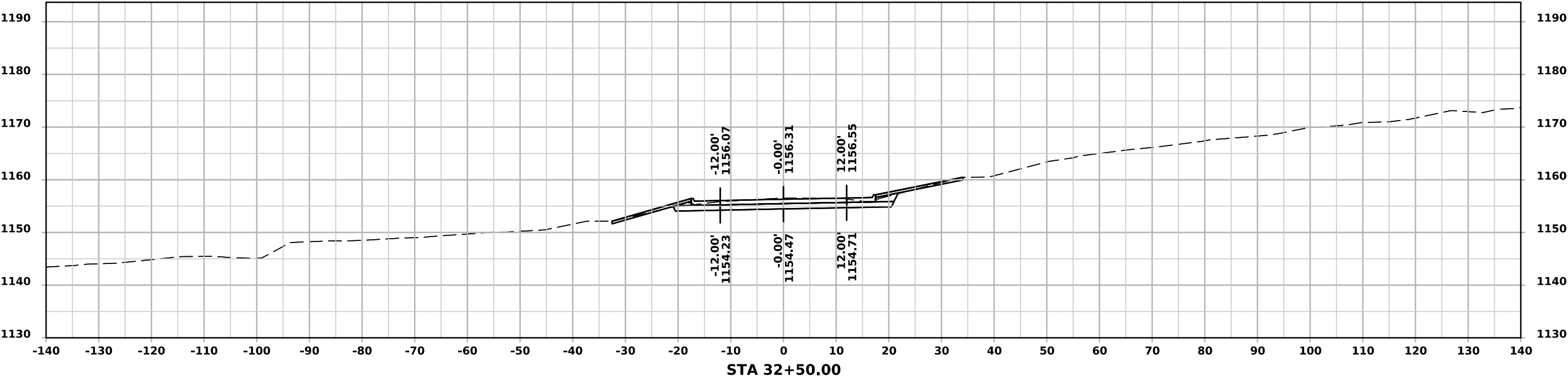
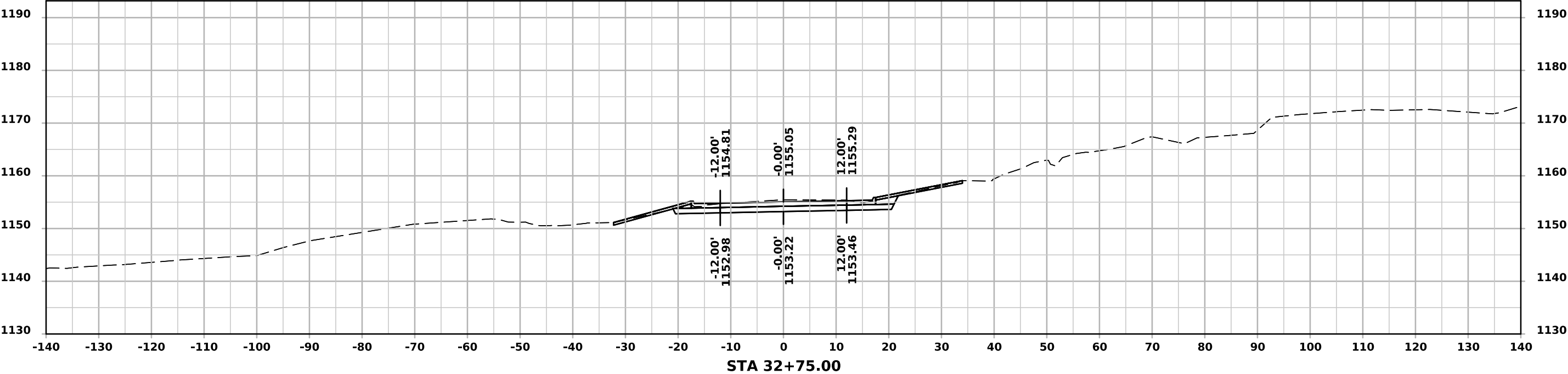
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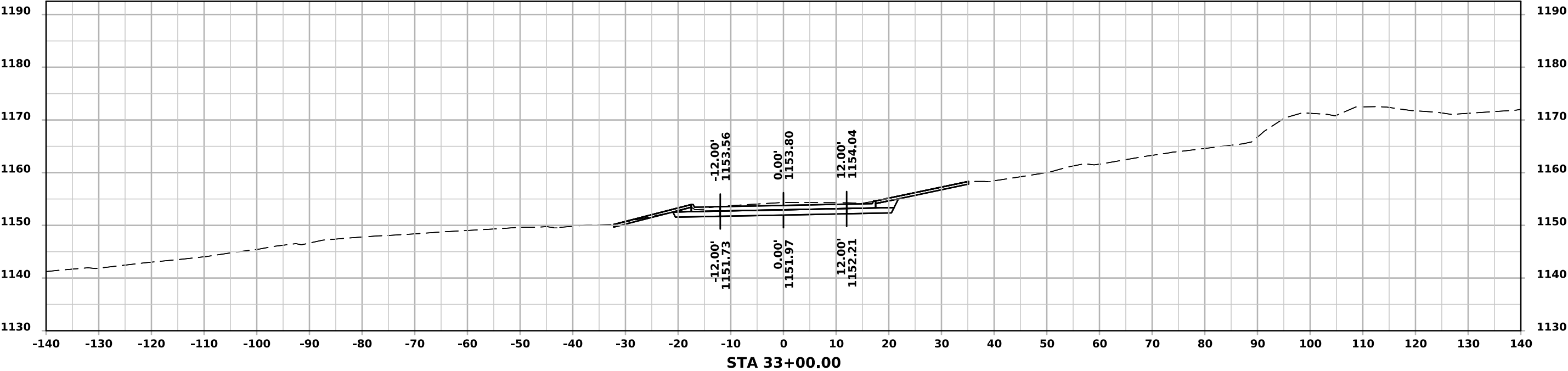
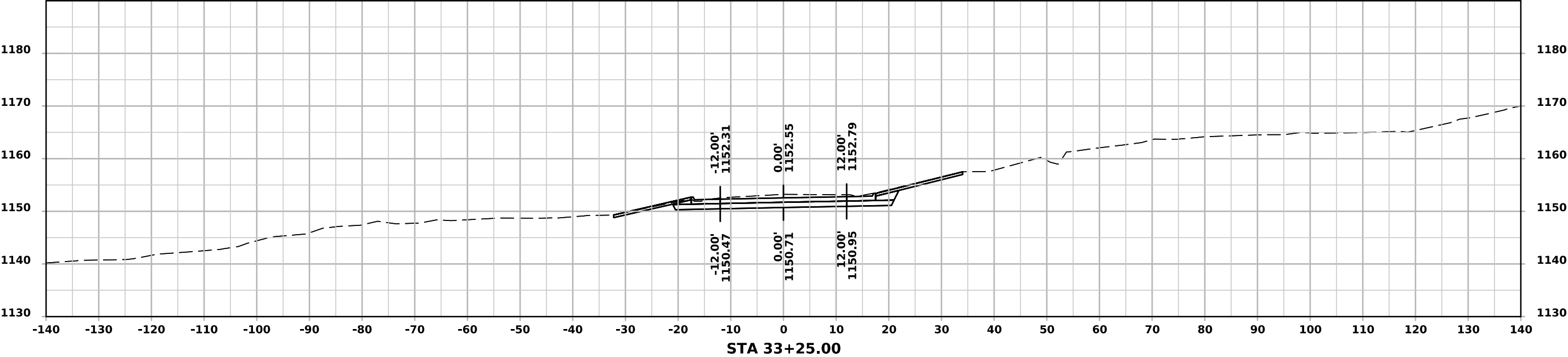
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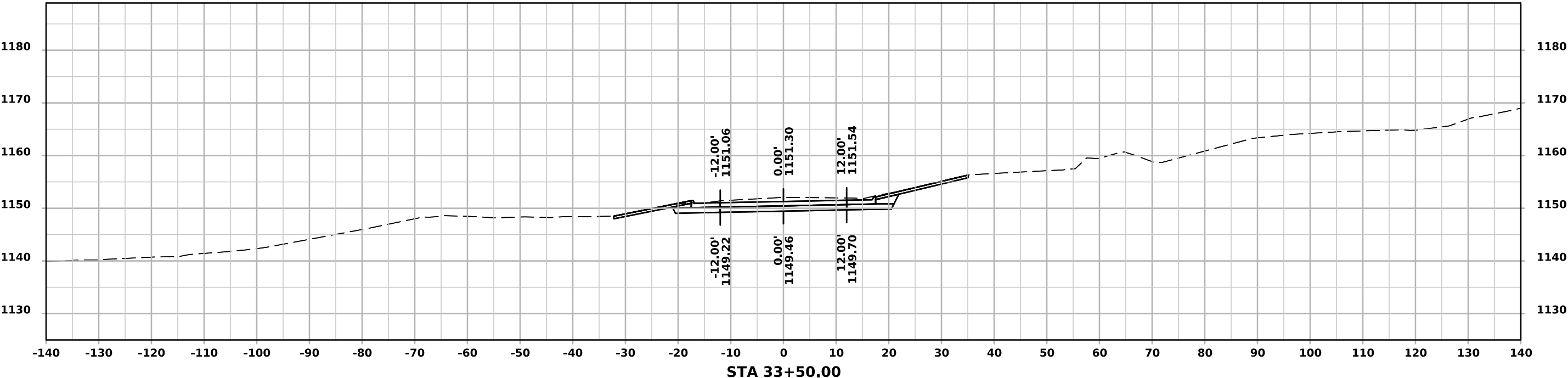
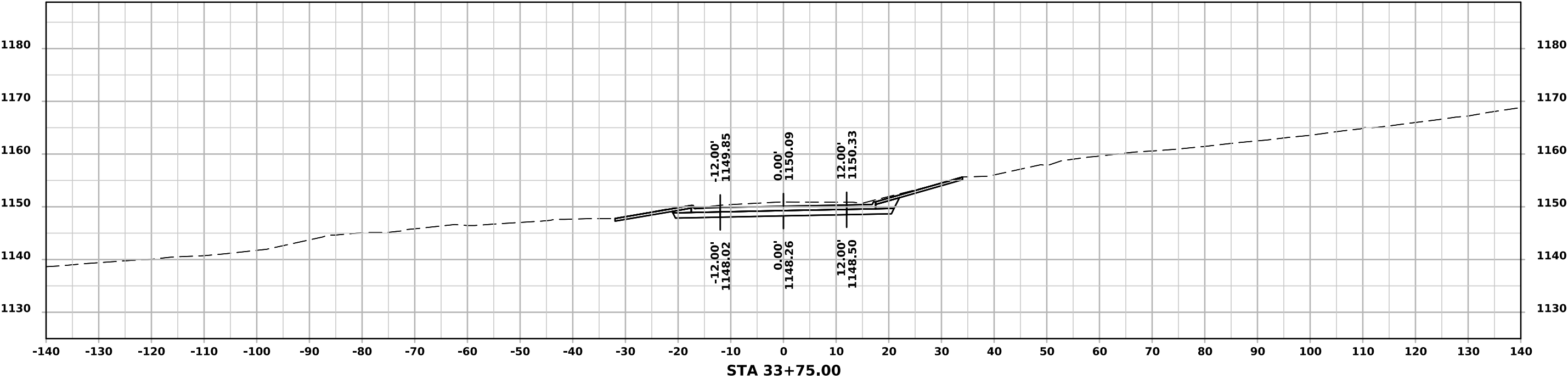
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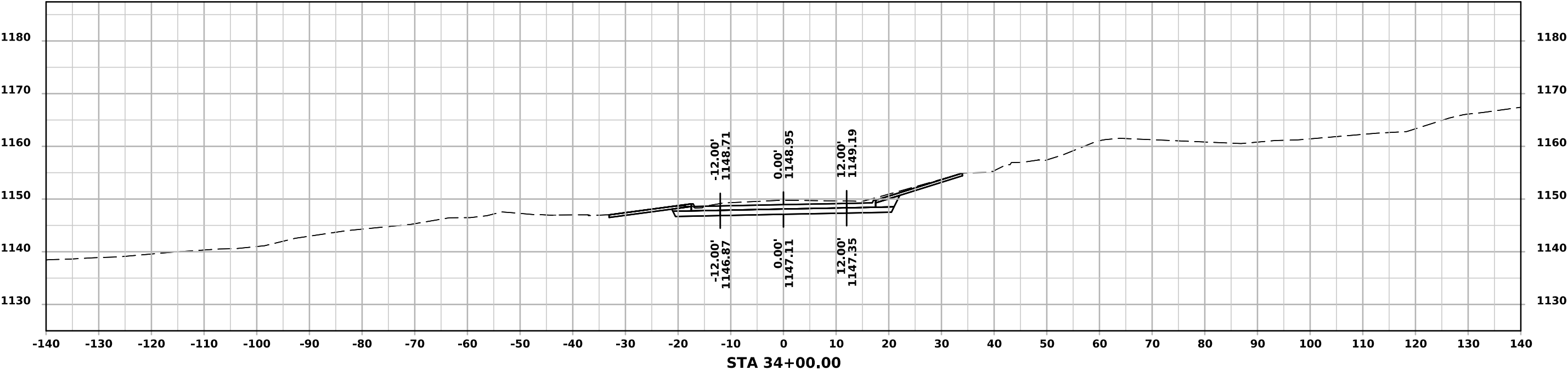
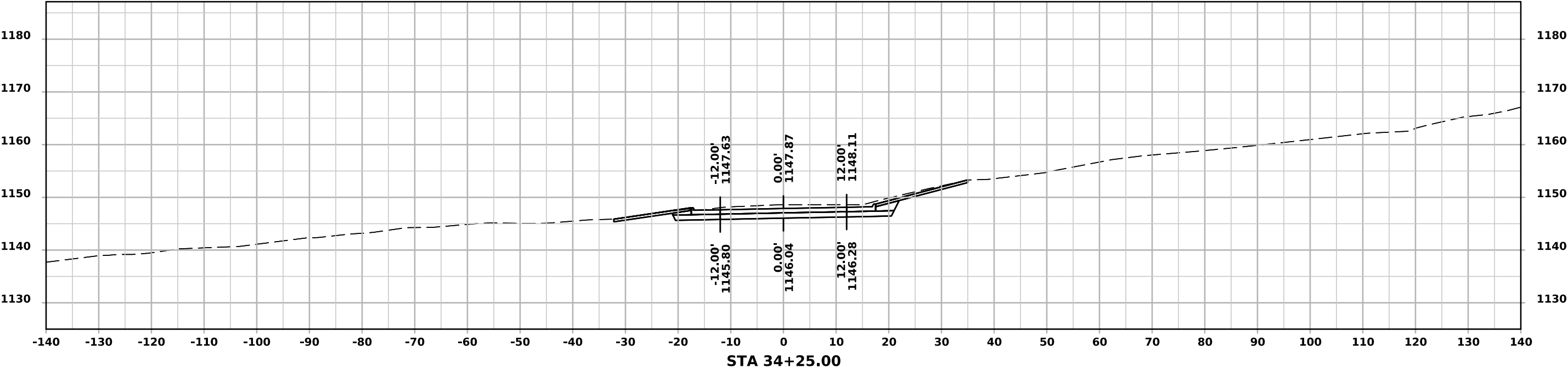
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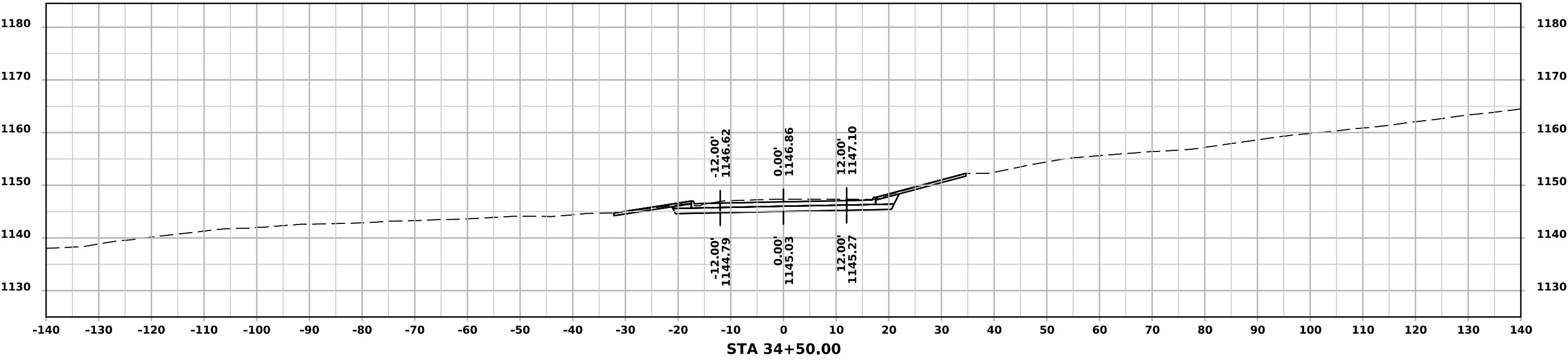
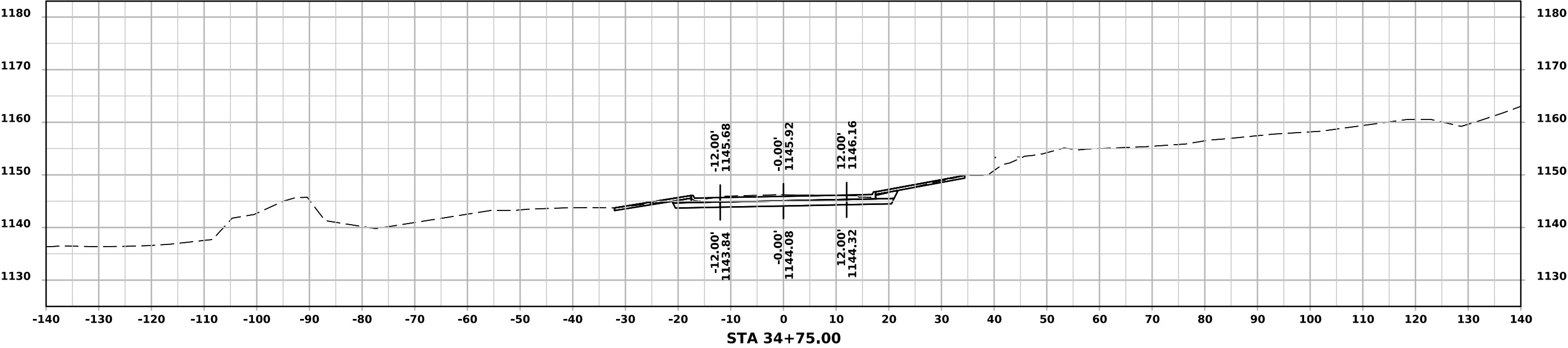
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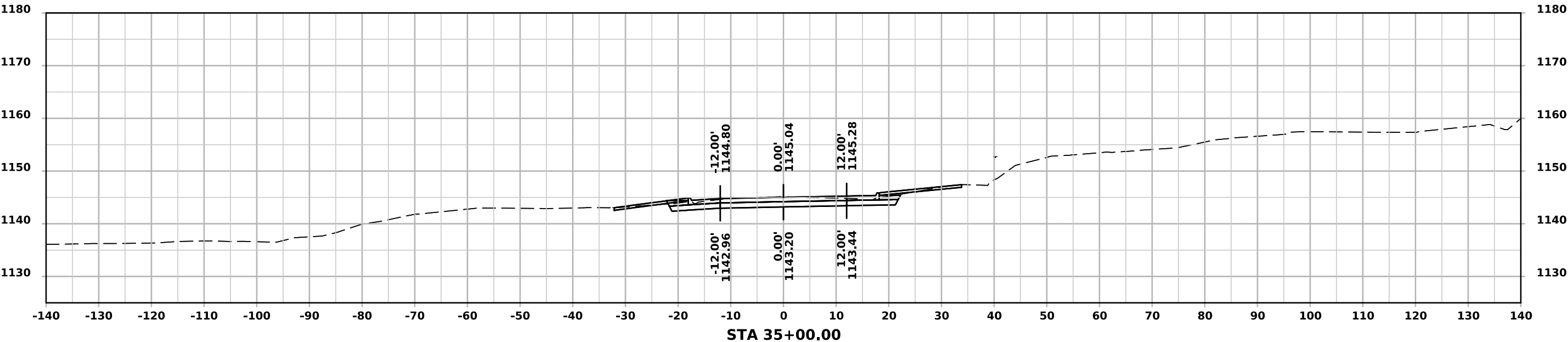
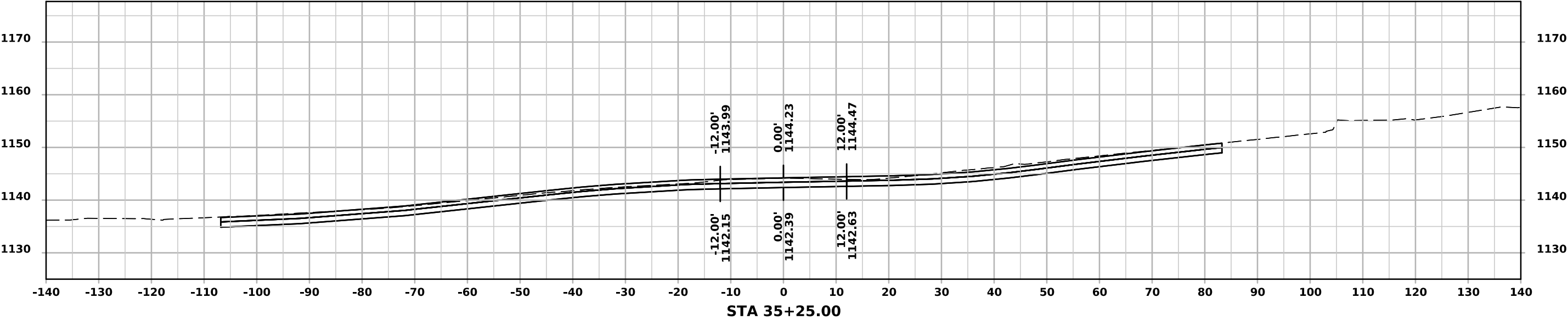
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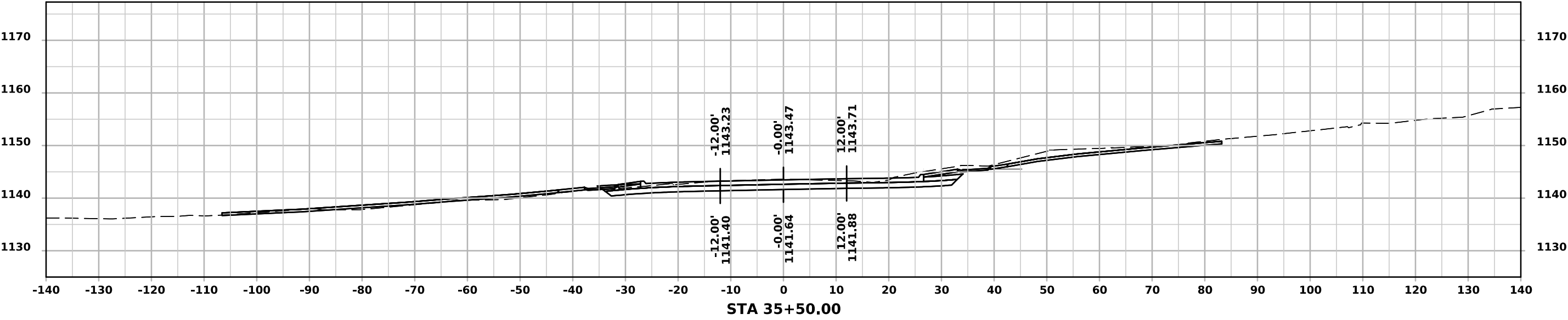
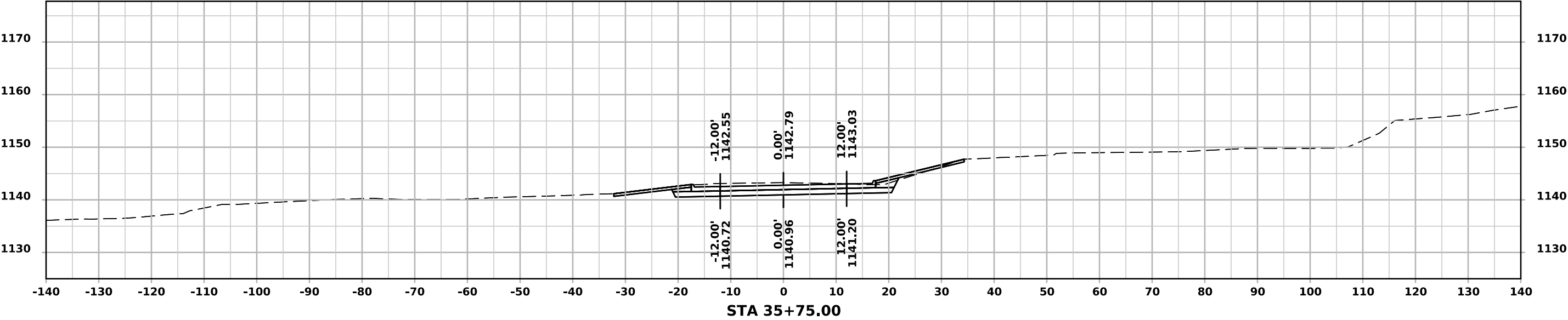
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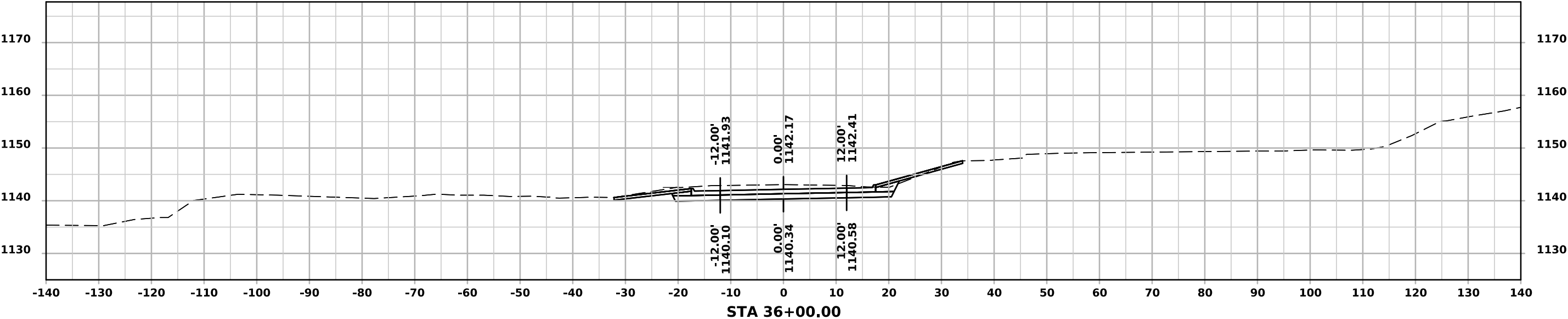
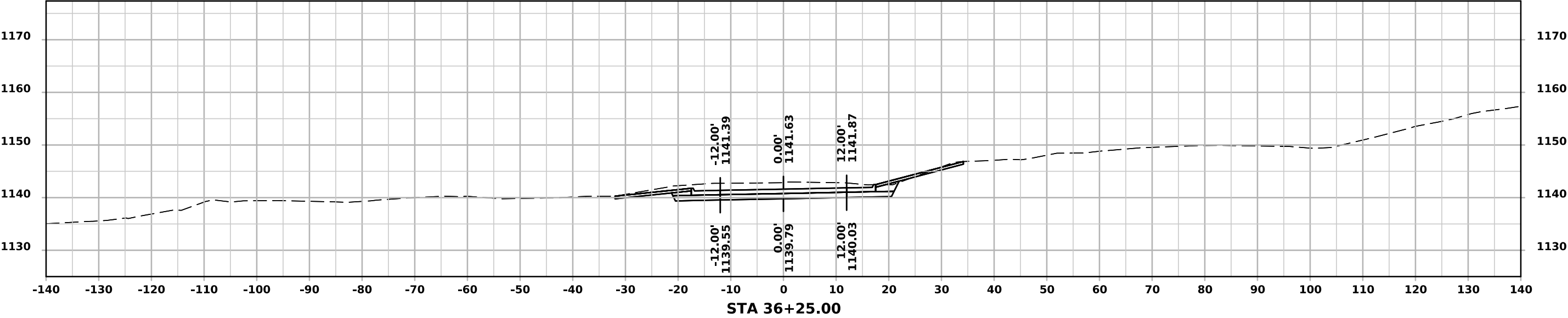
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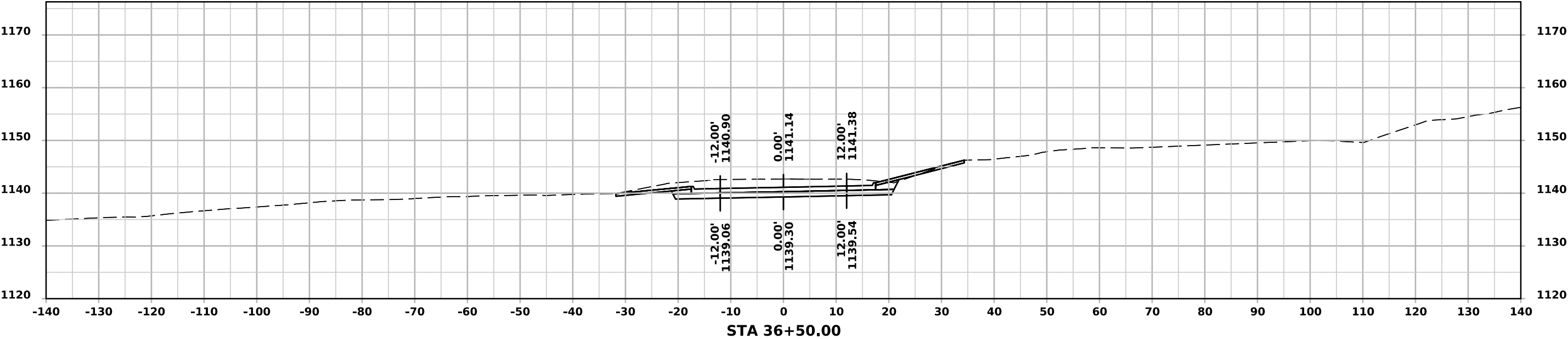
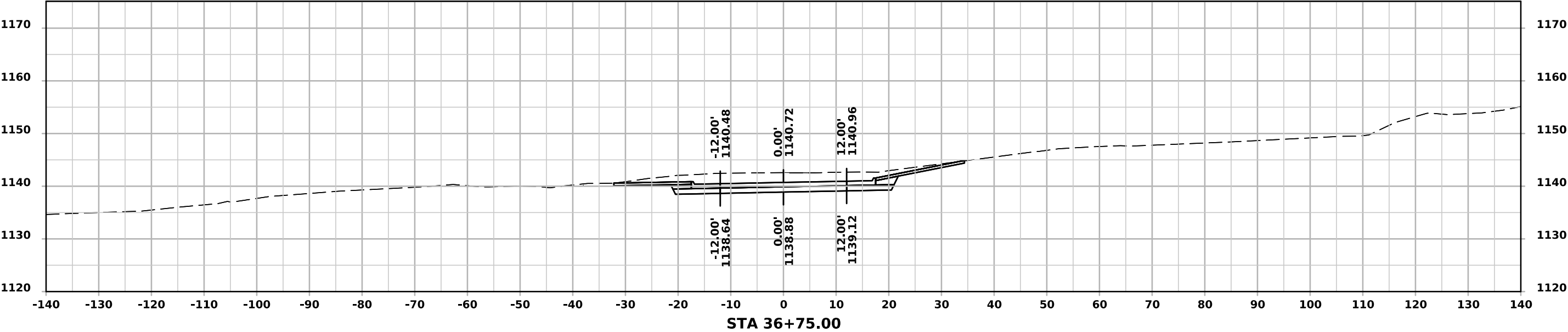
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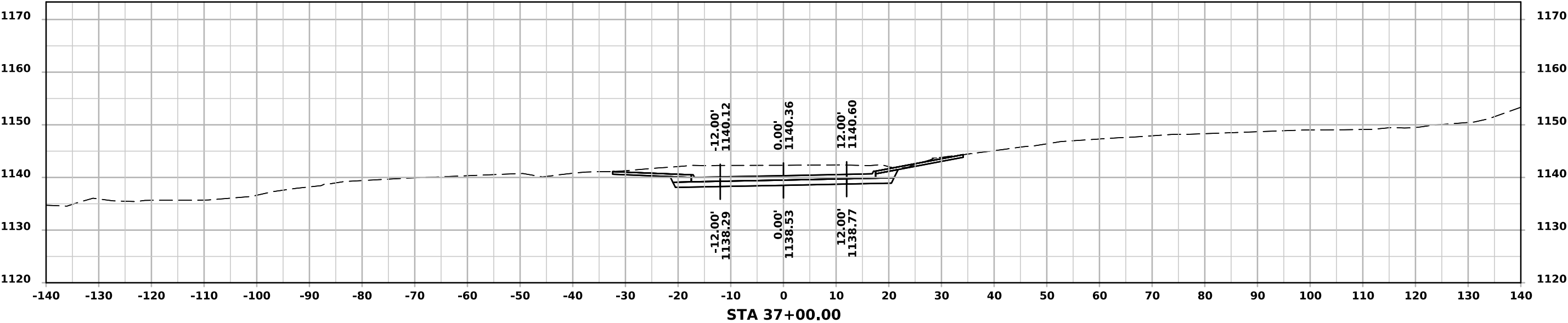
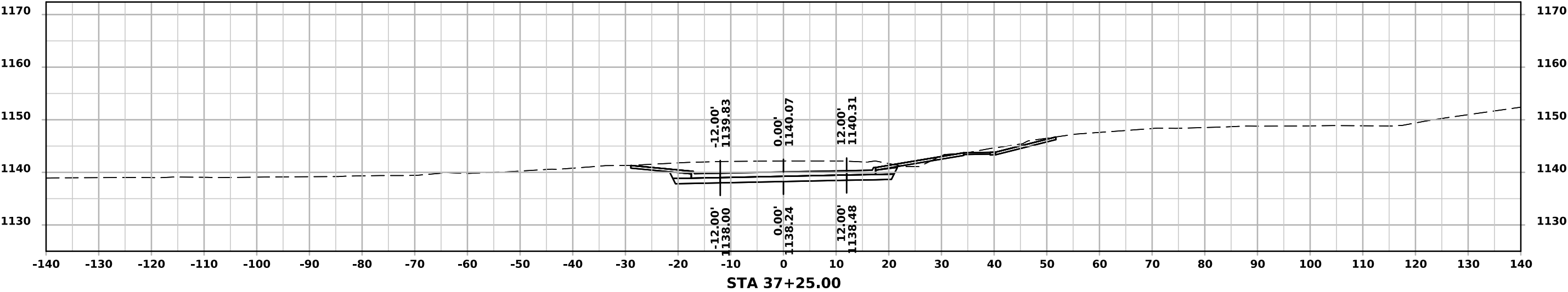
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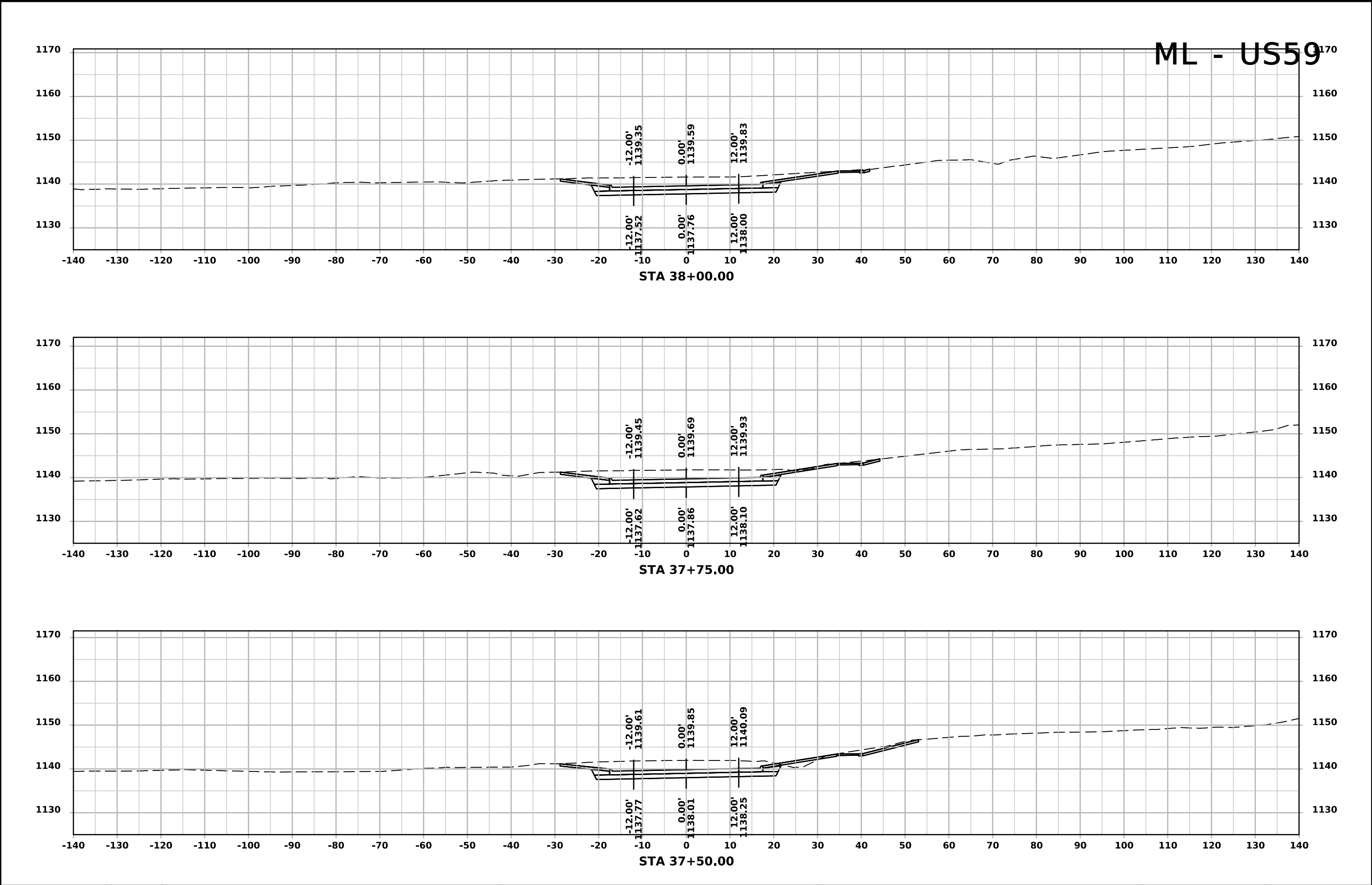


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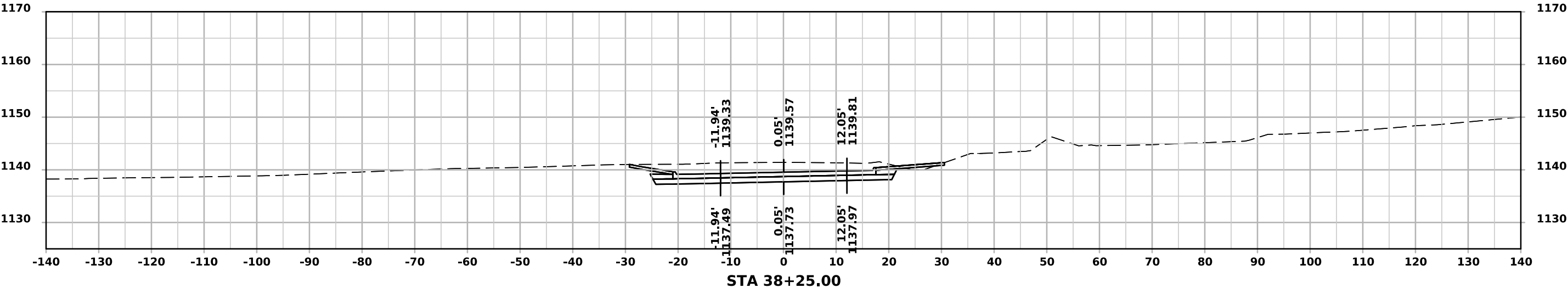
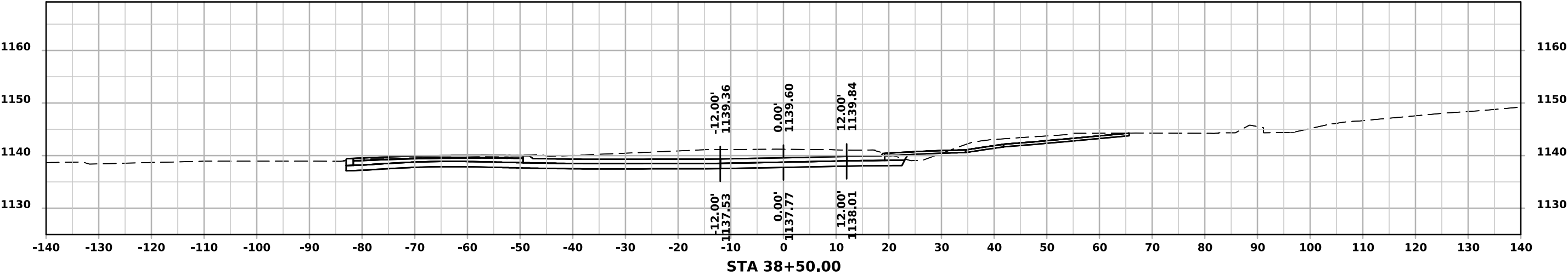
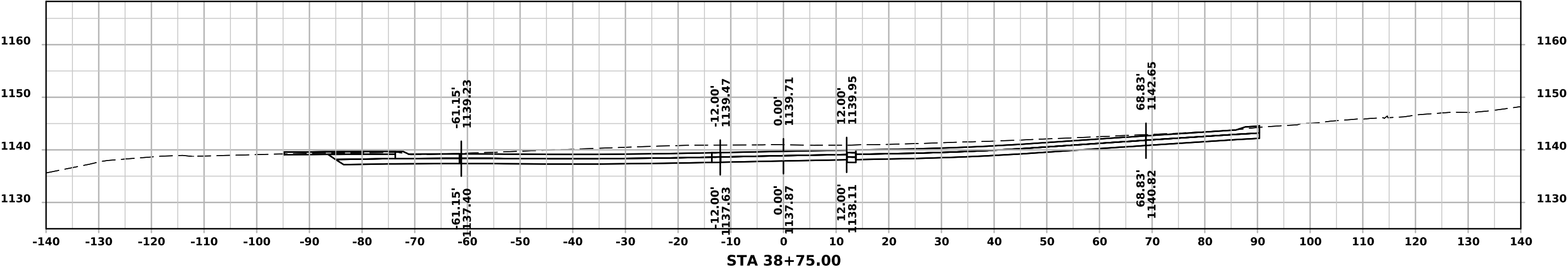


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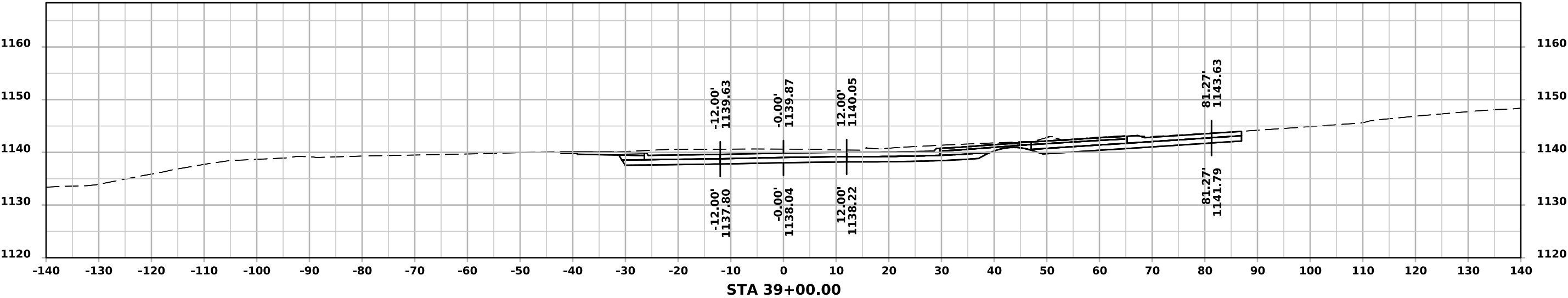
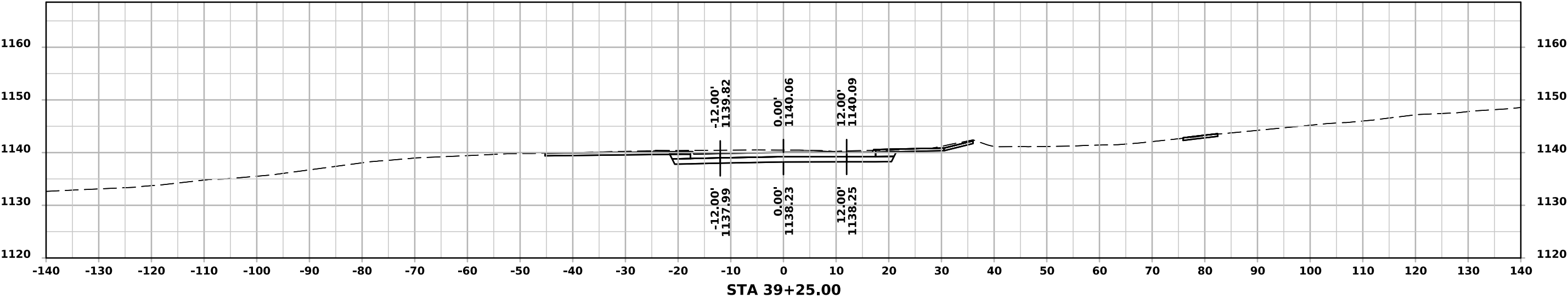




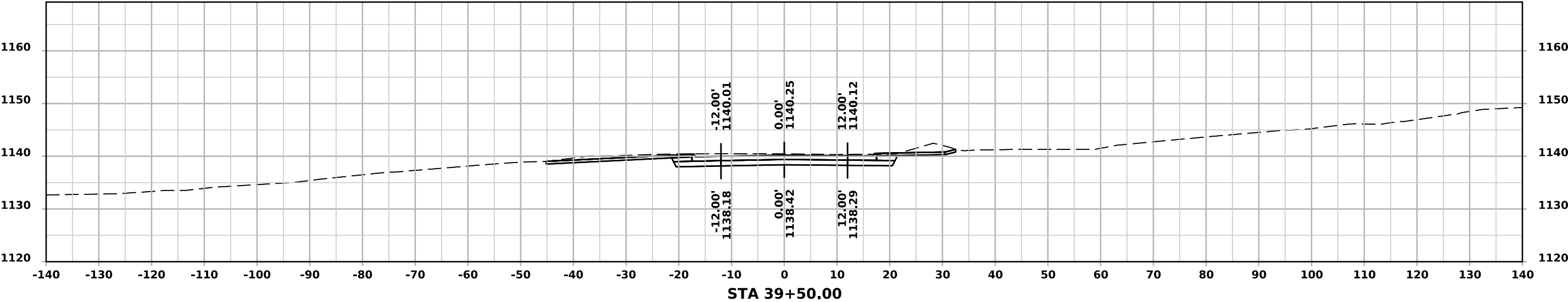
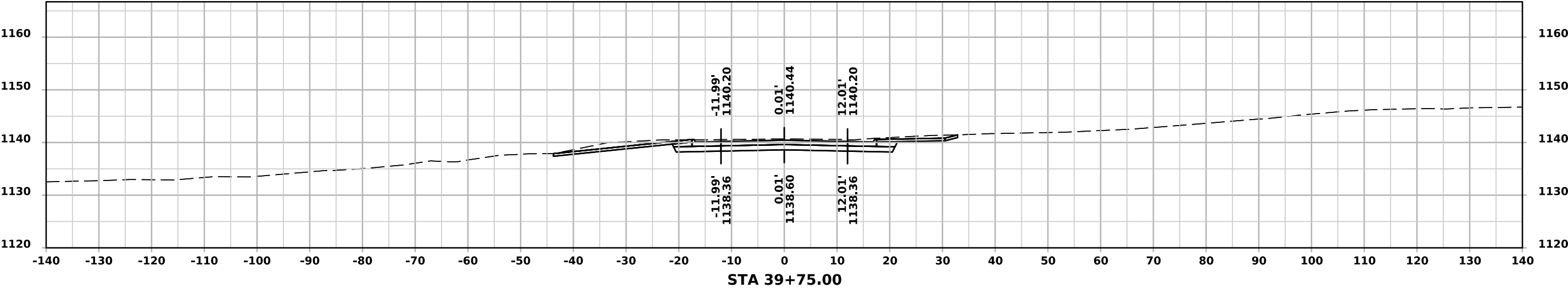
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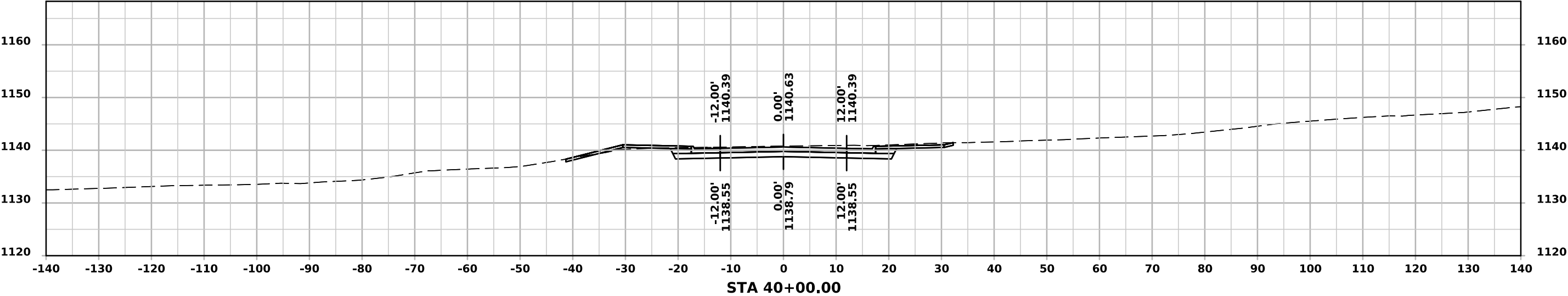
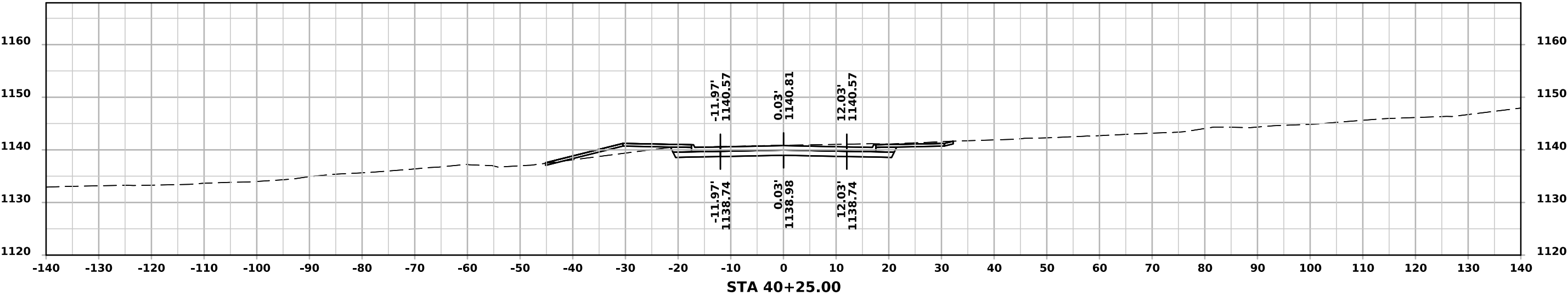
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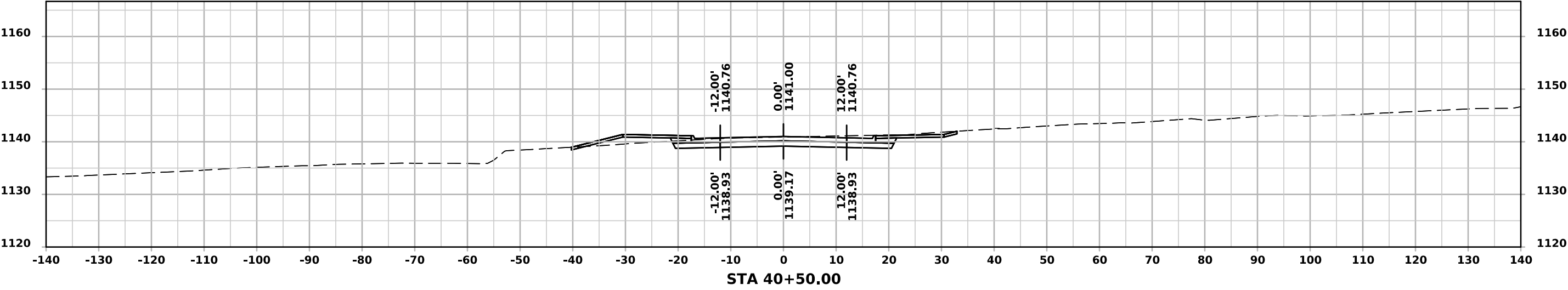
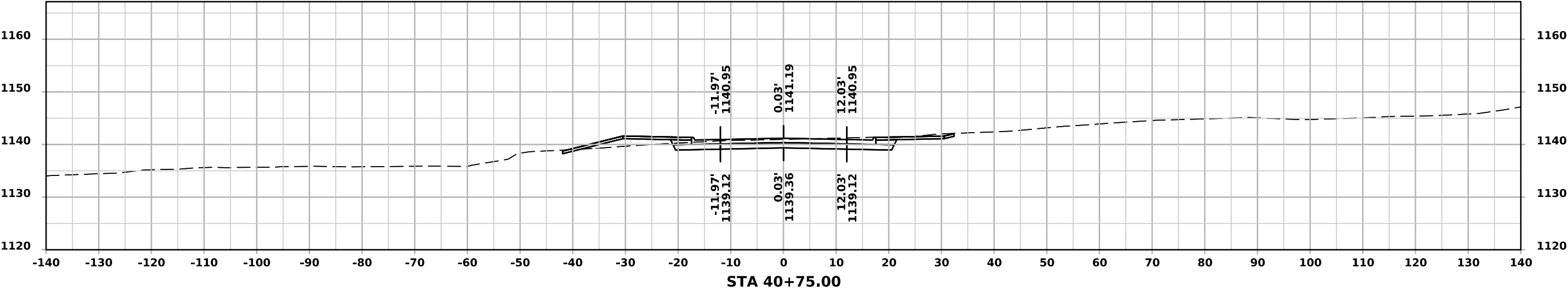
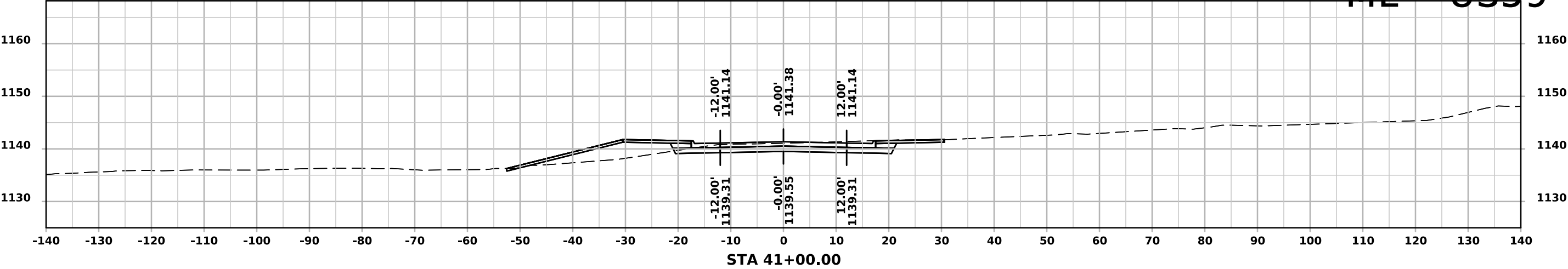
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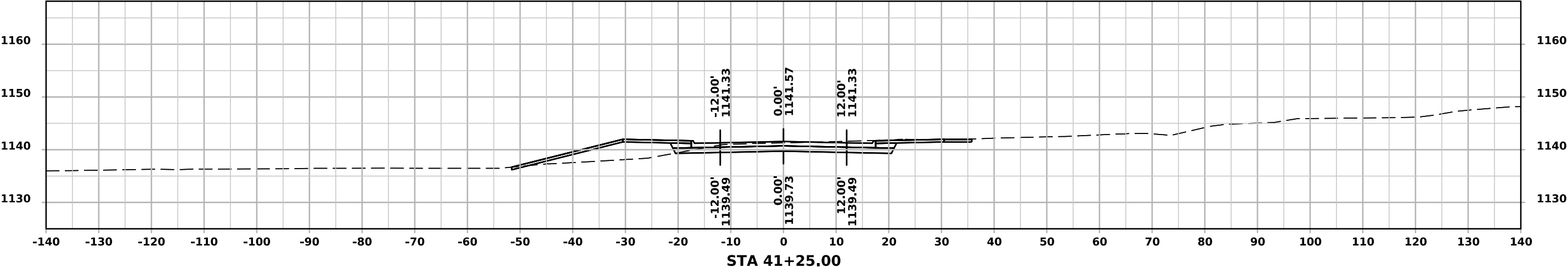
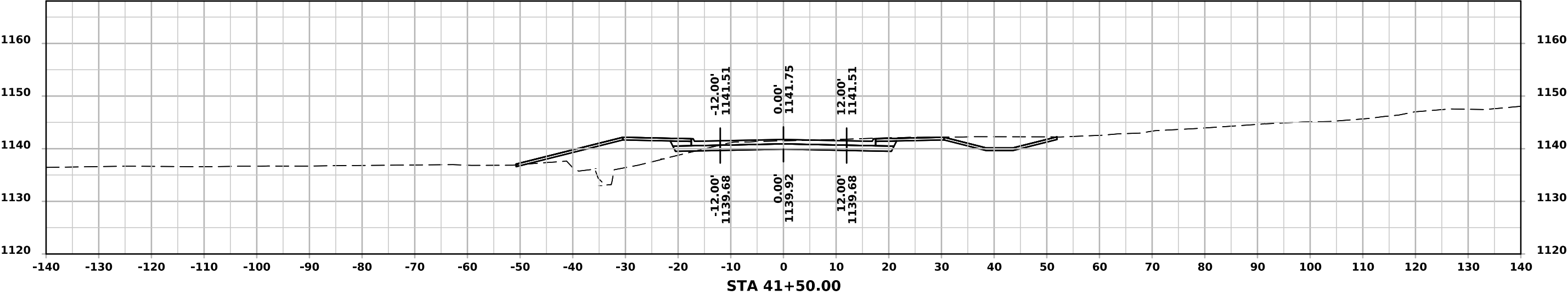
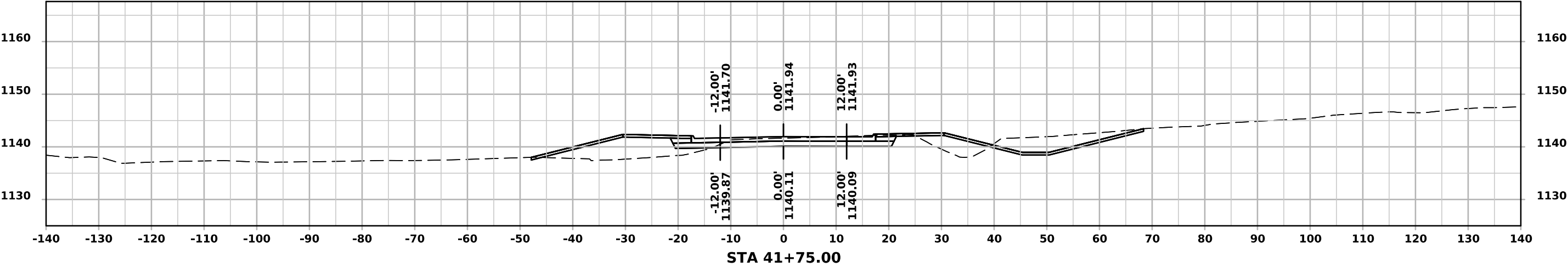
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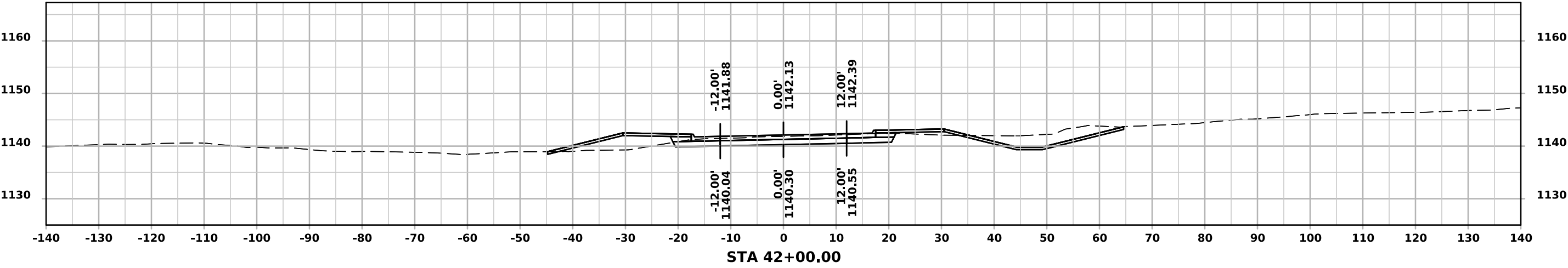
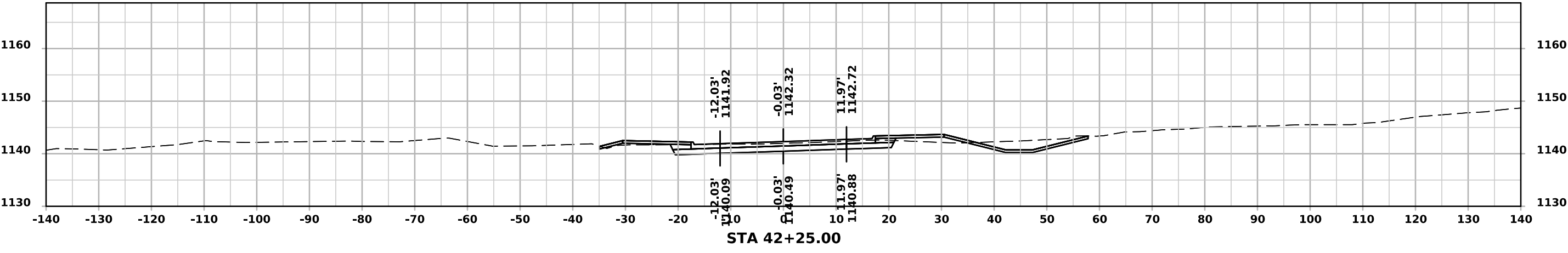
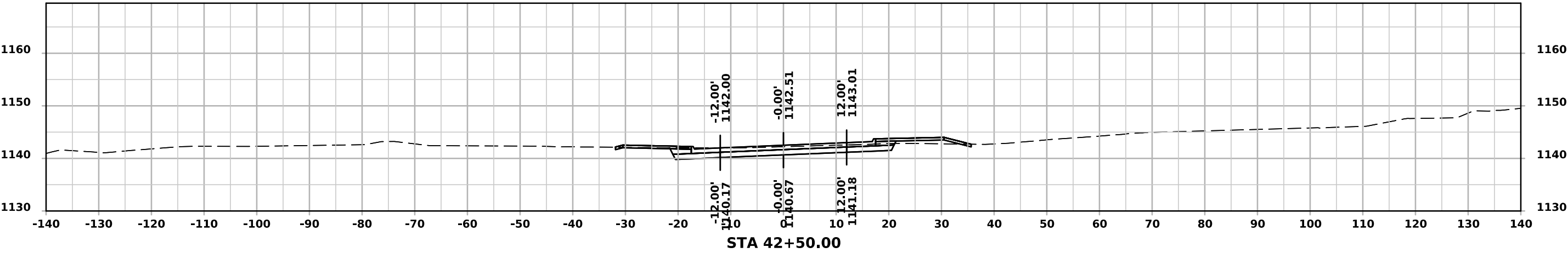
ML - US59



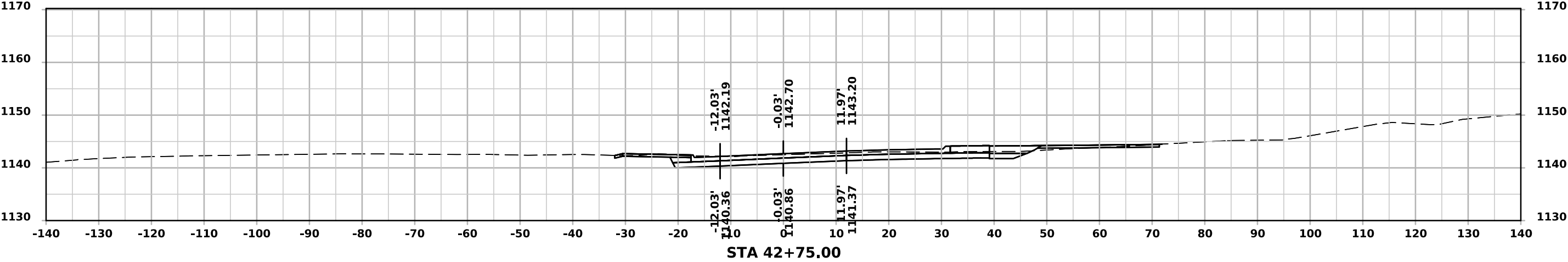
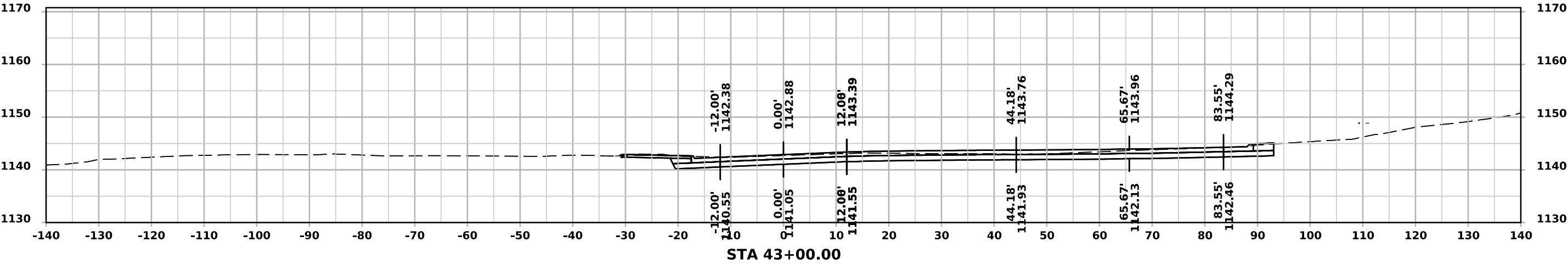
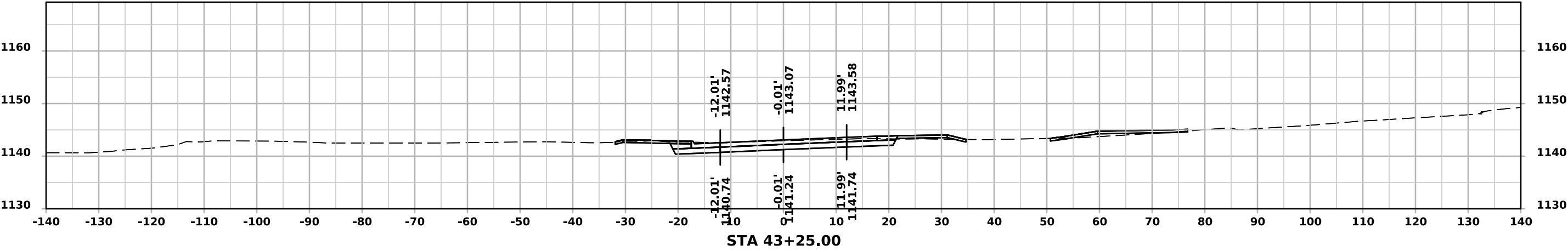
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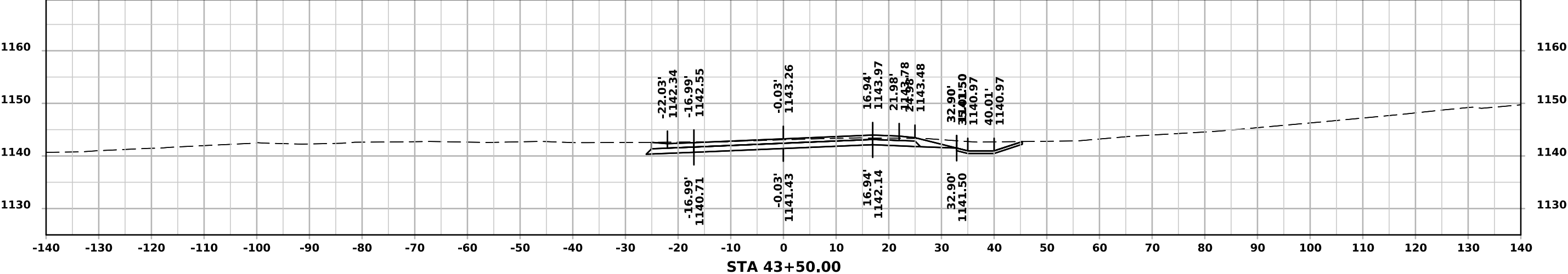
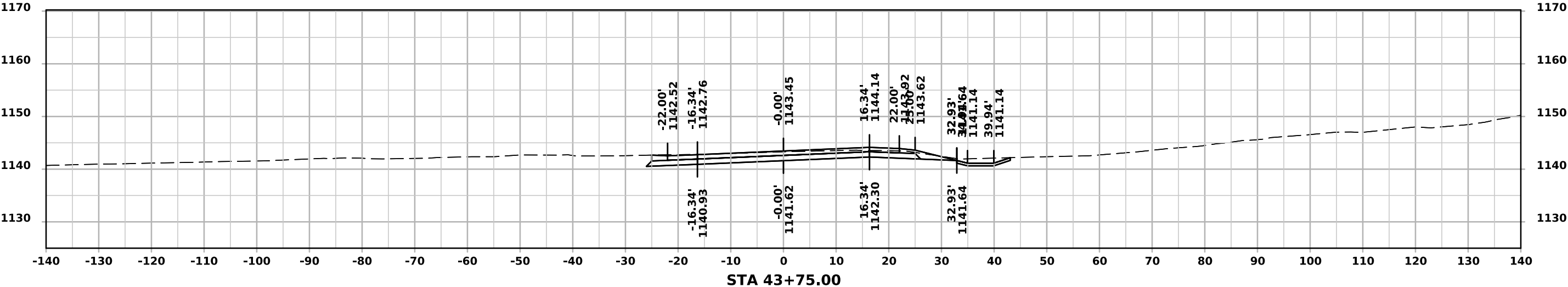
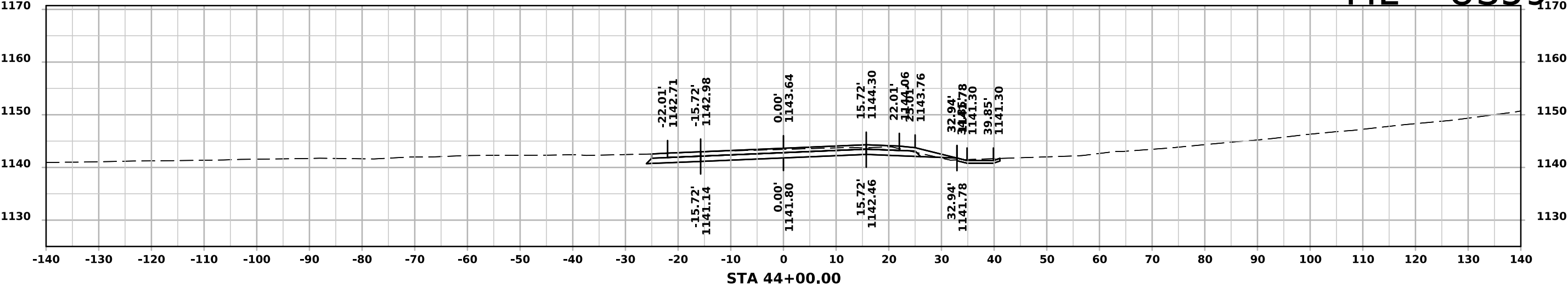
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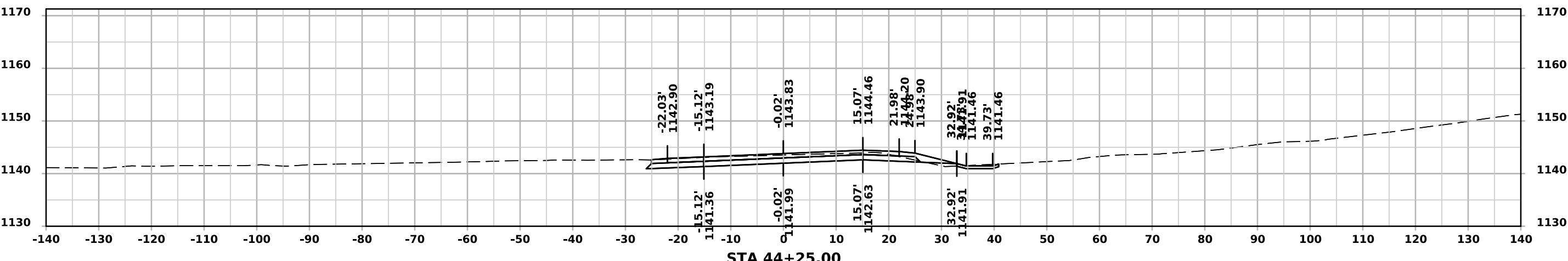
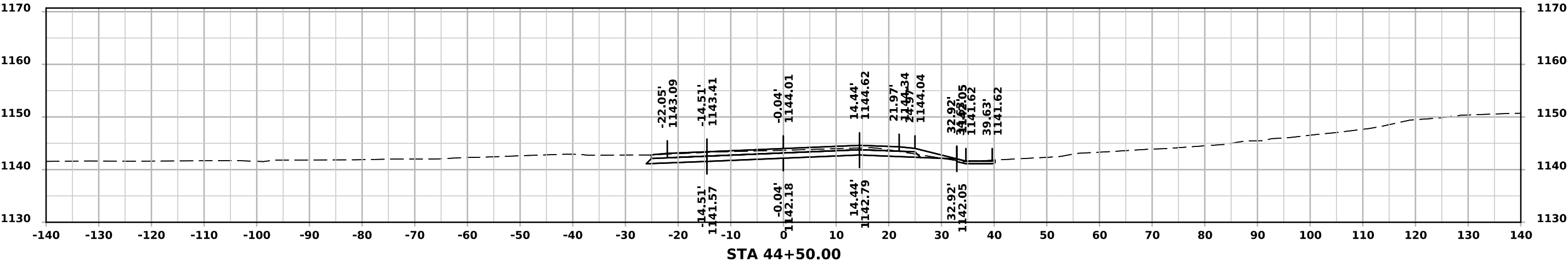
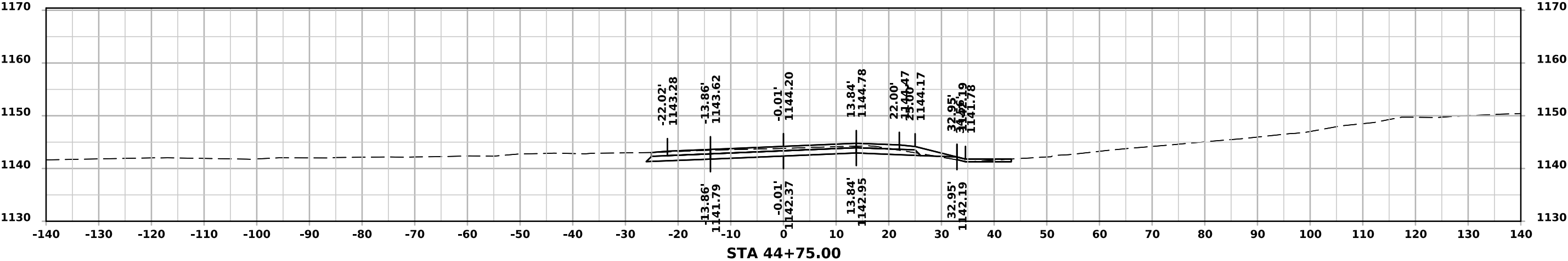
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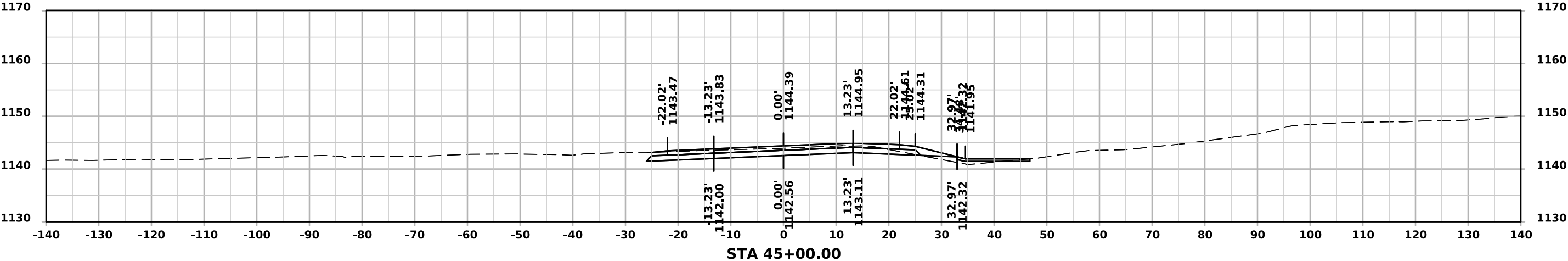
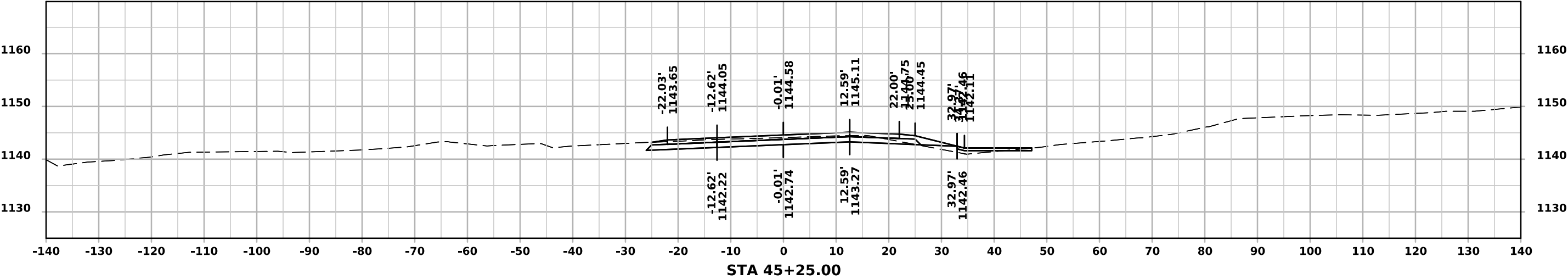
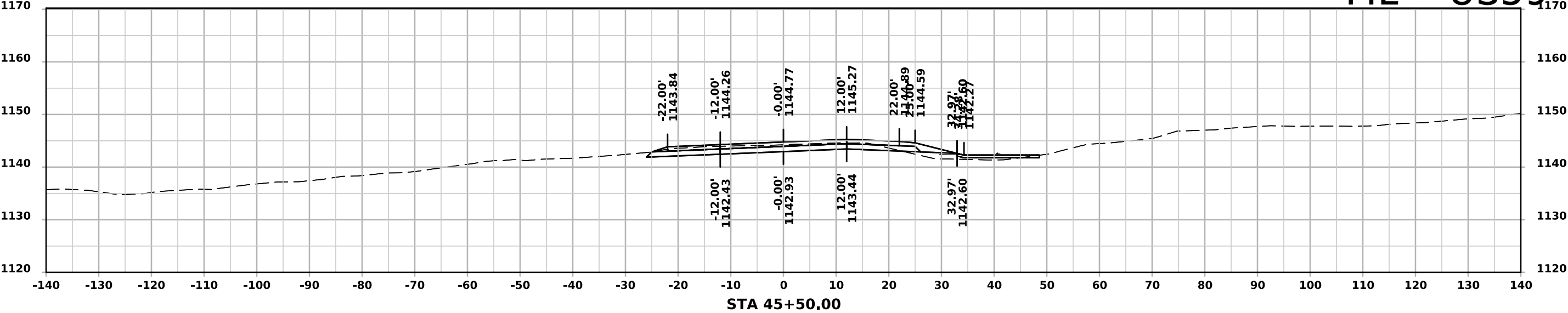
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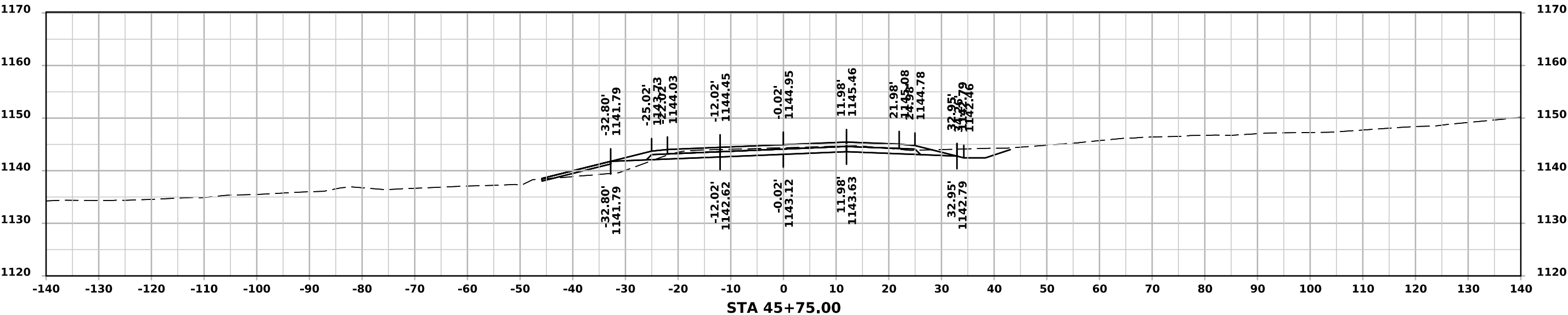
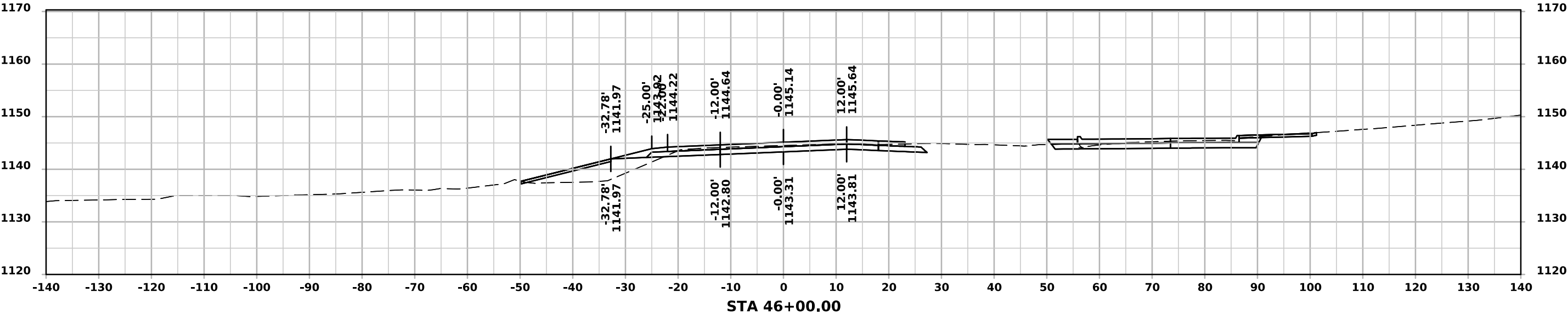
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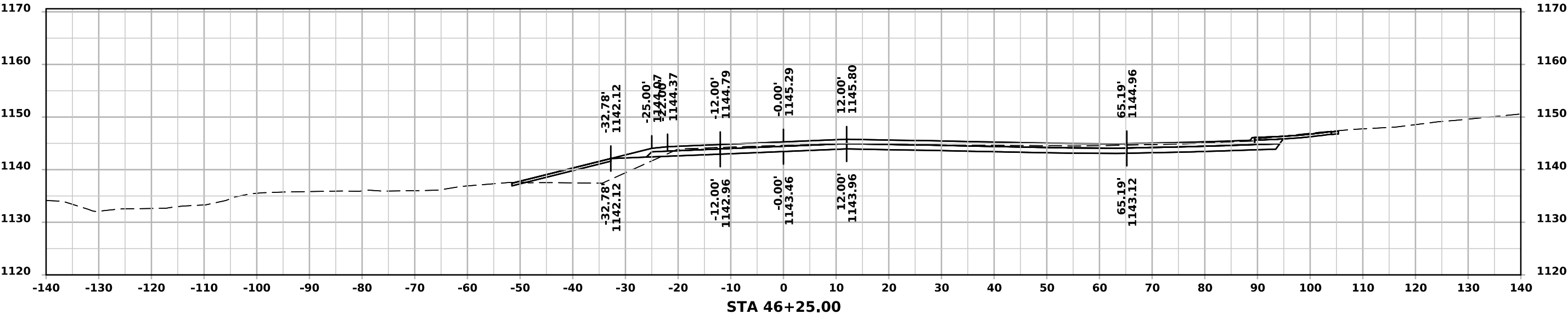
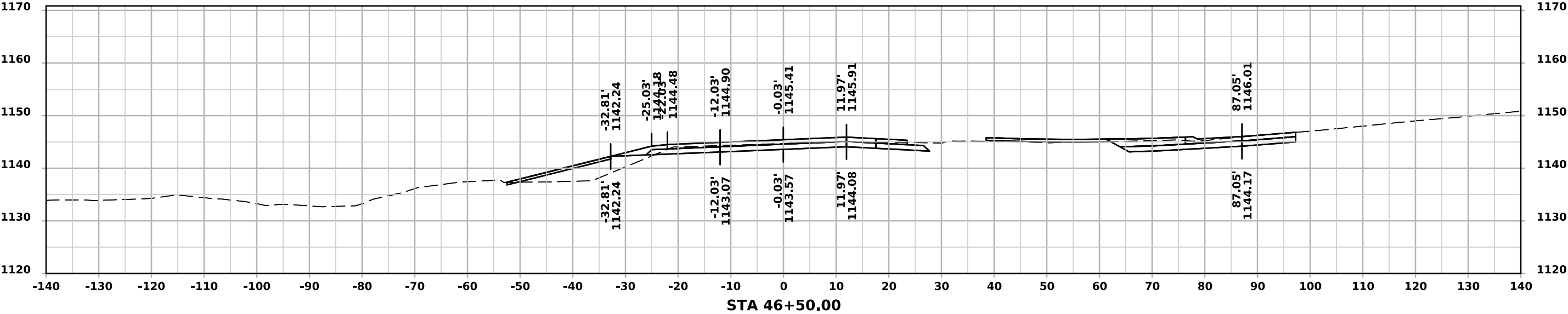
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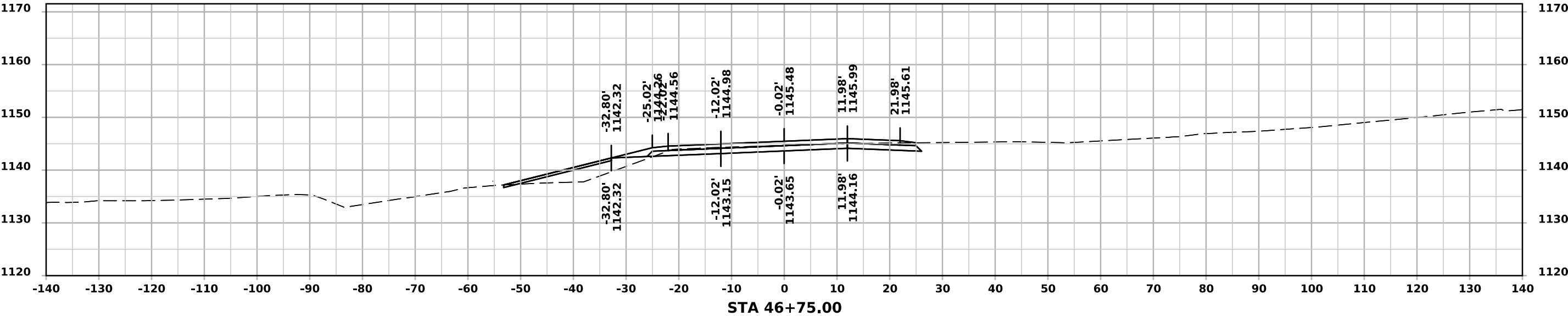
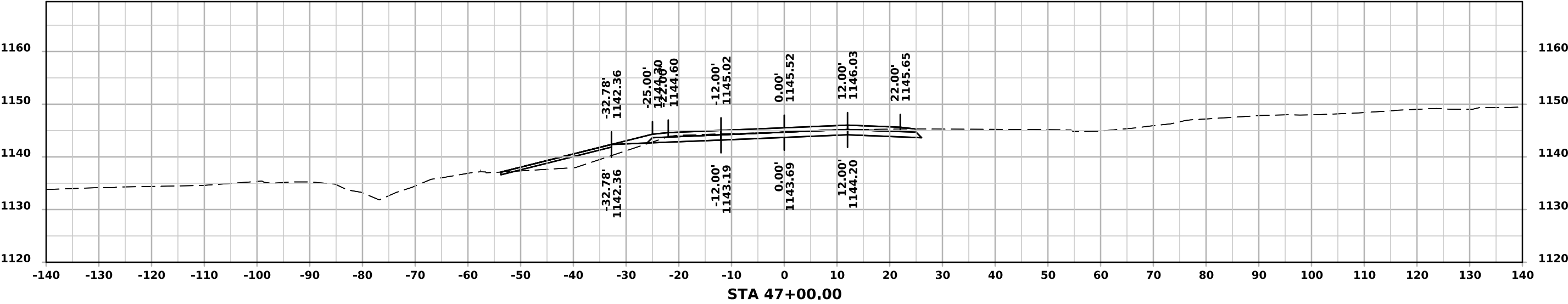
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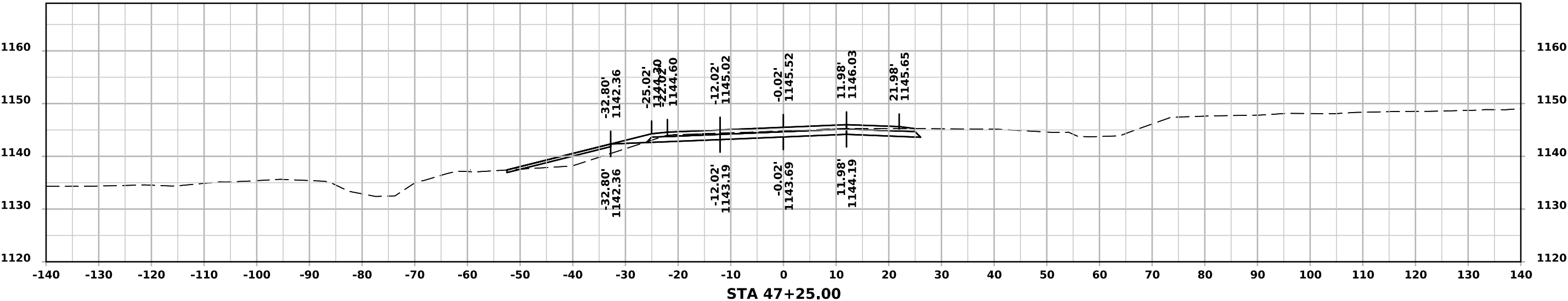
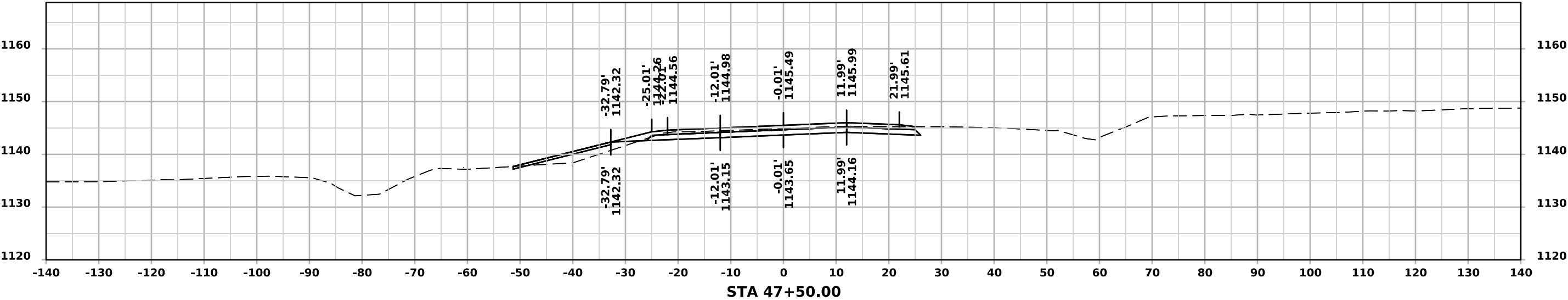
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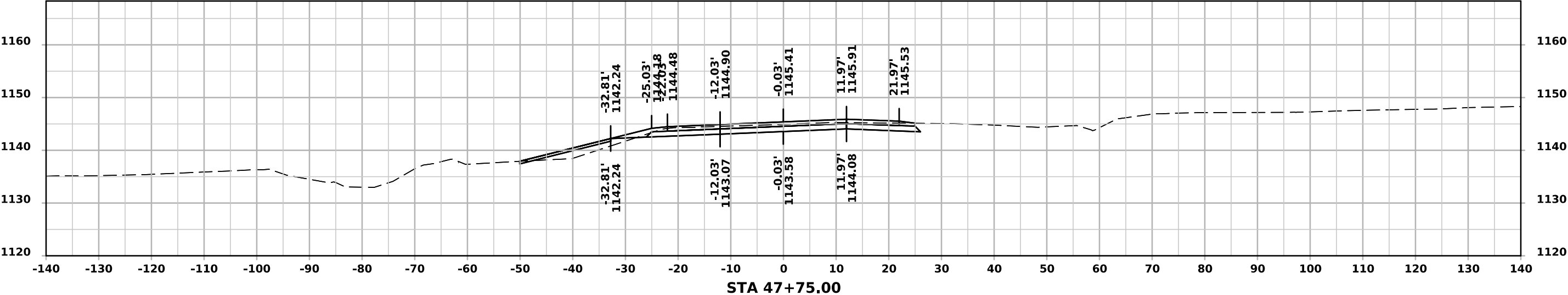
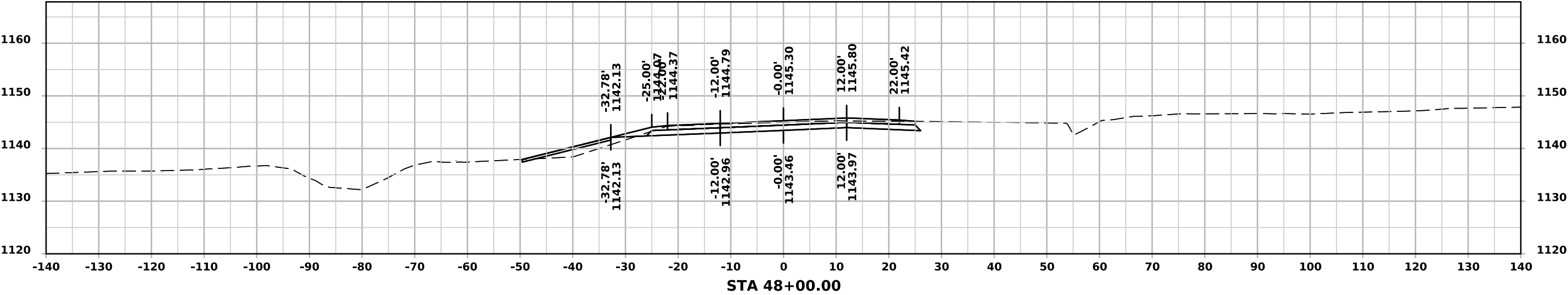
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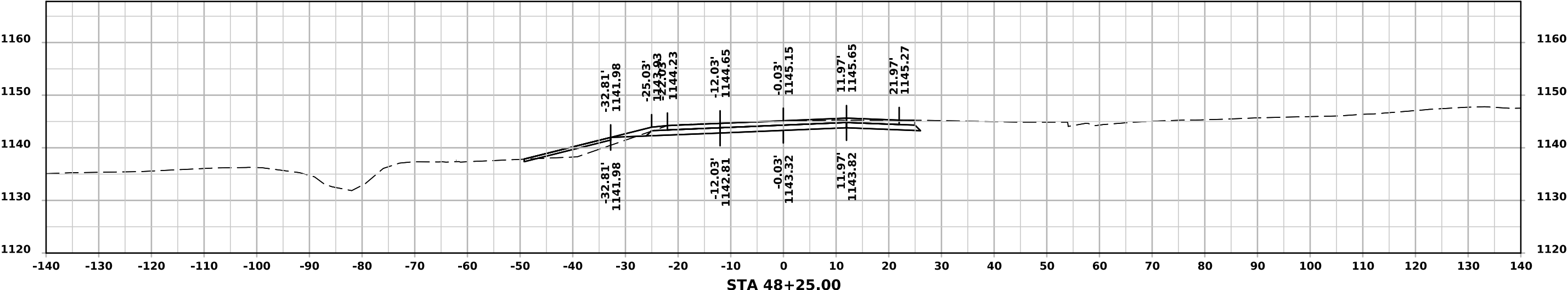
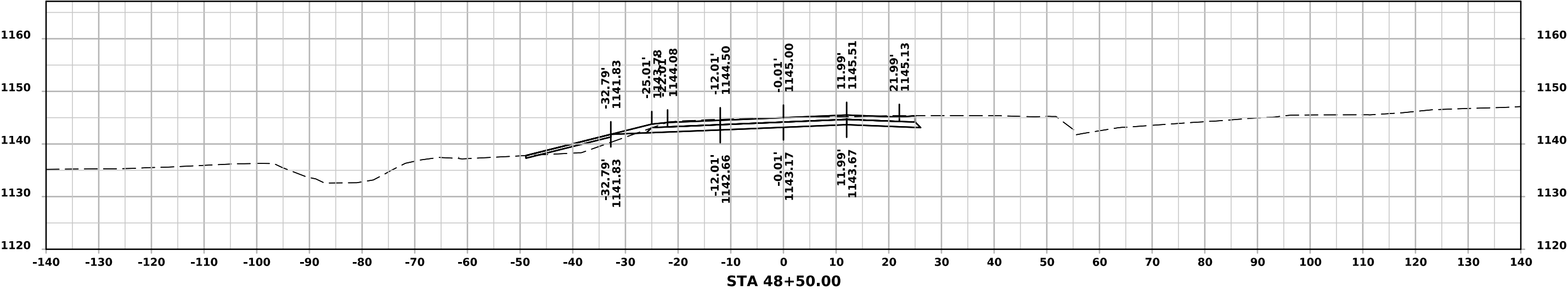
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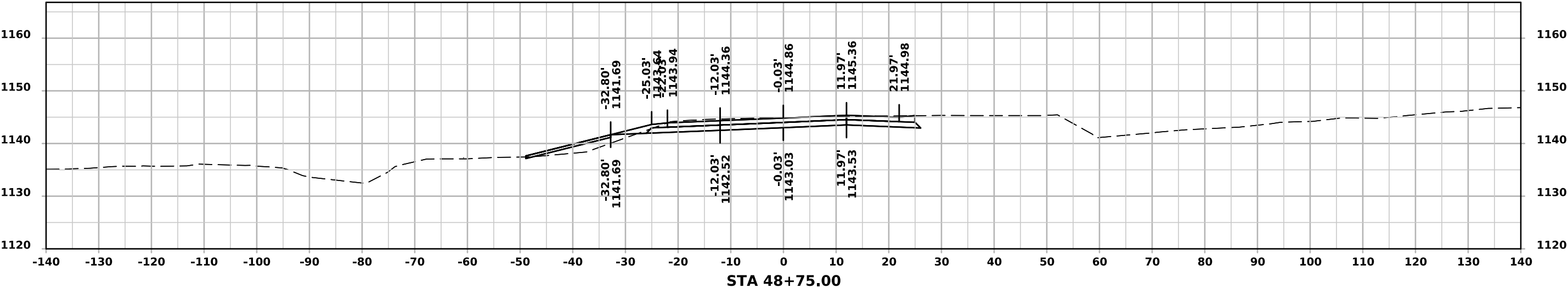
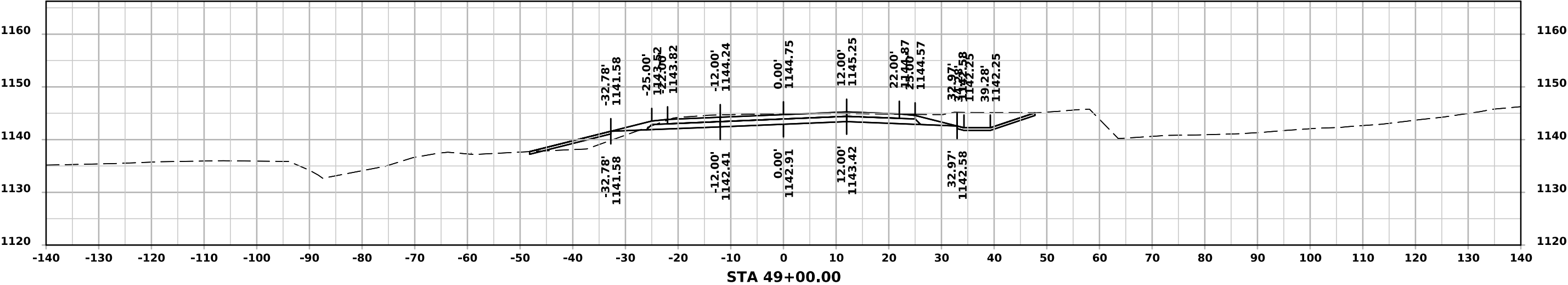
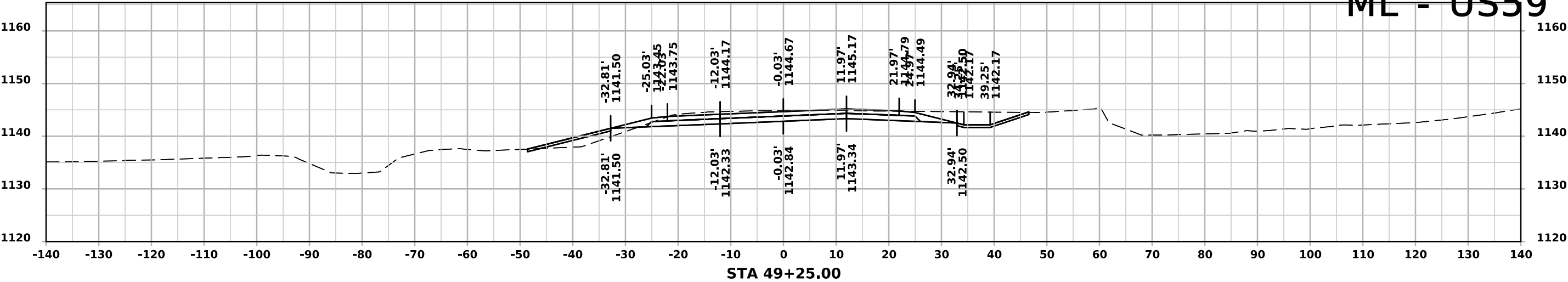
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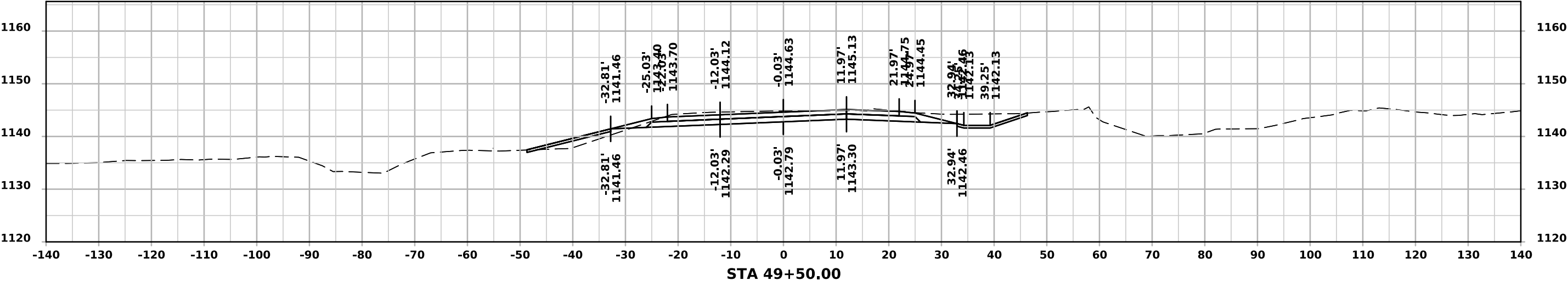
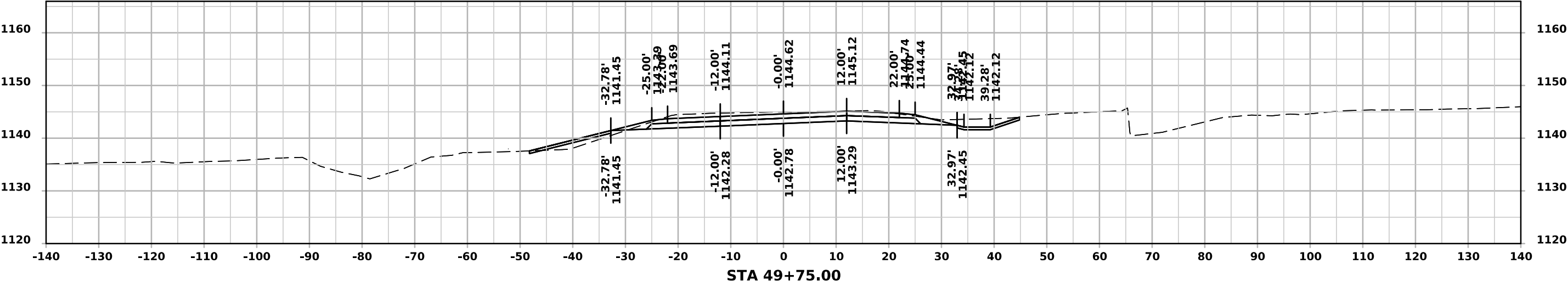
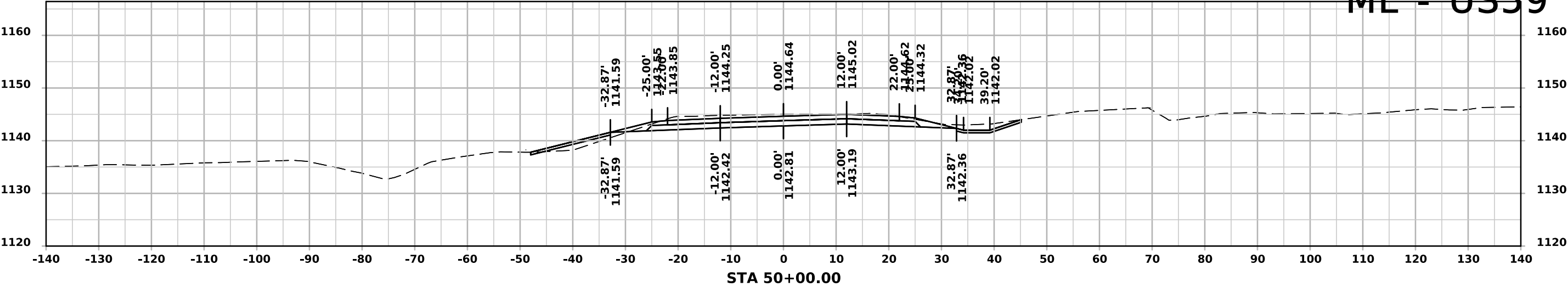
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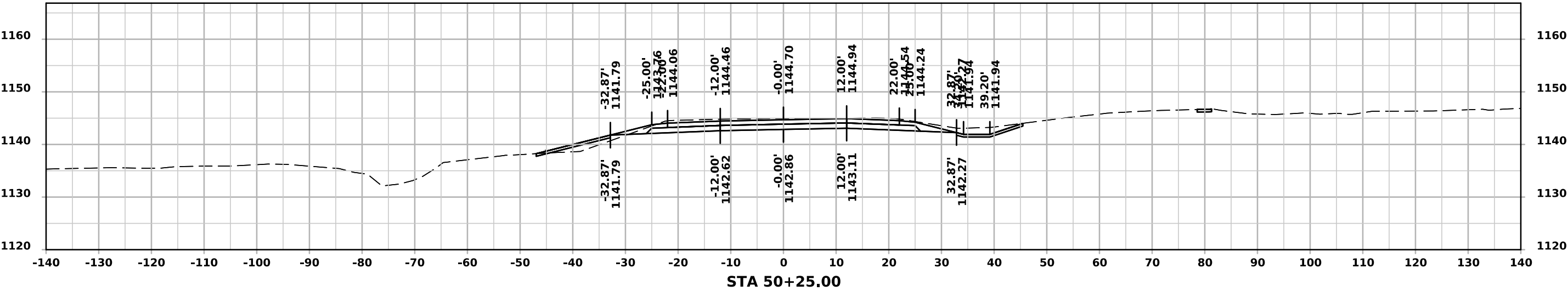
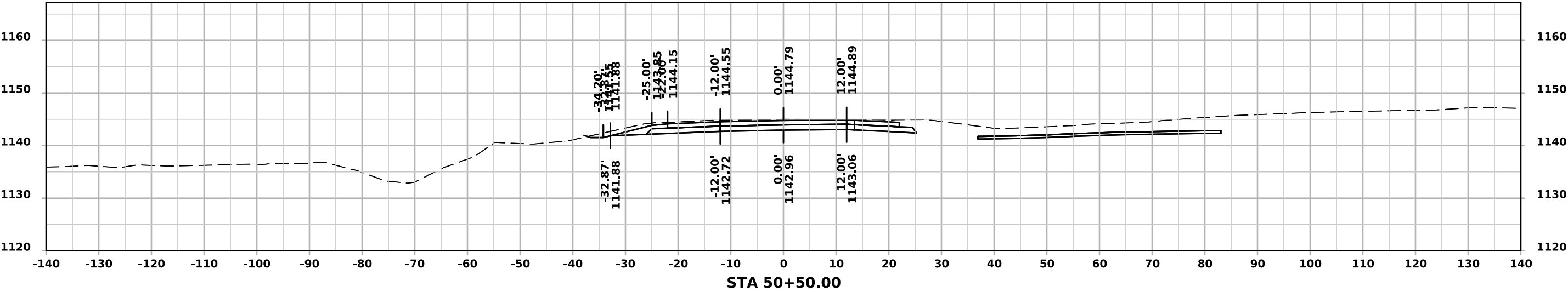
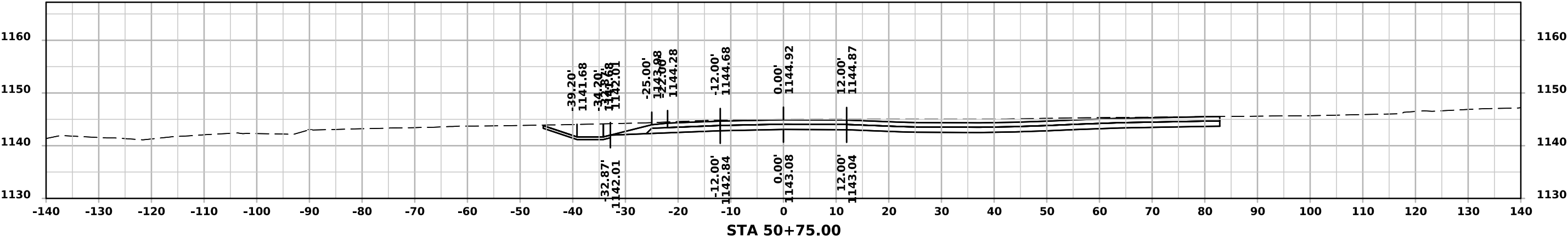
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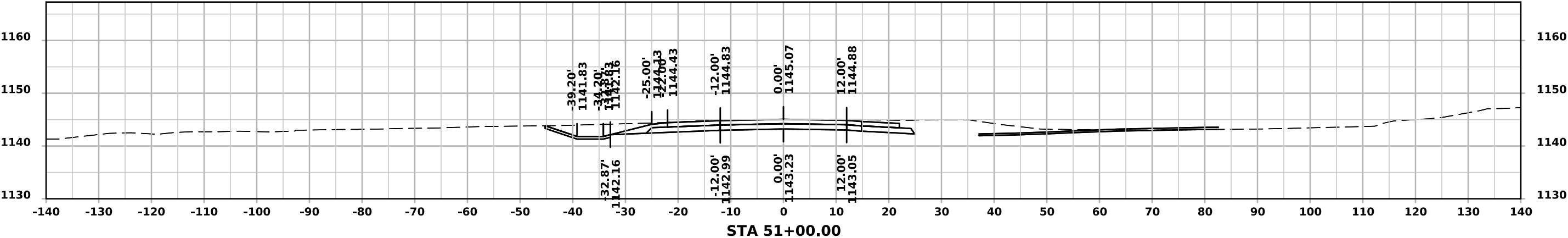
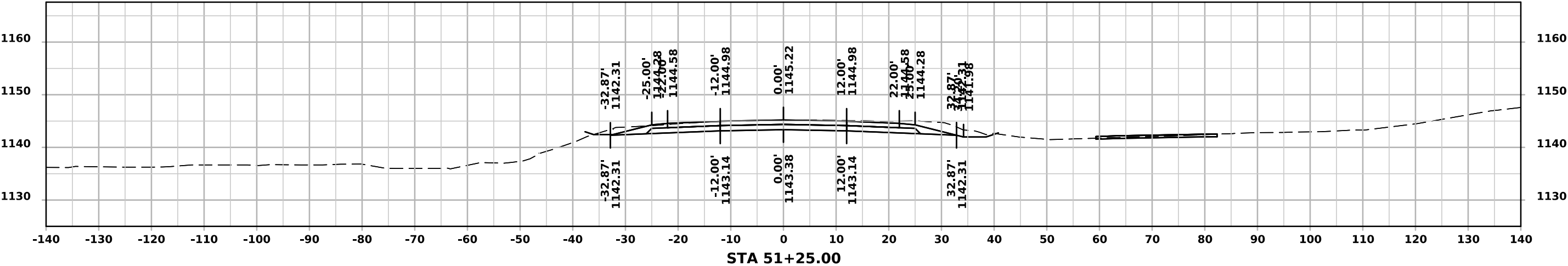
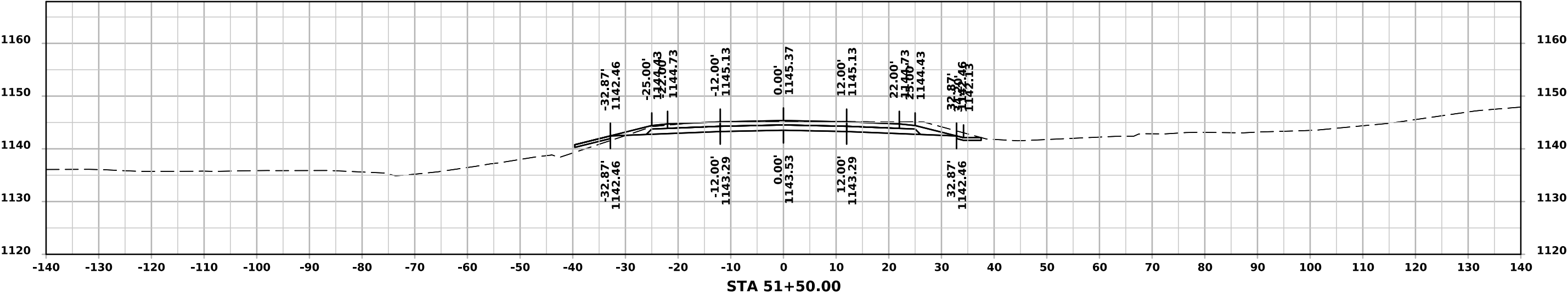
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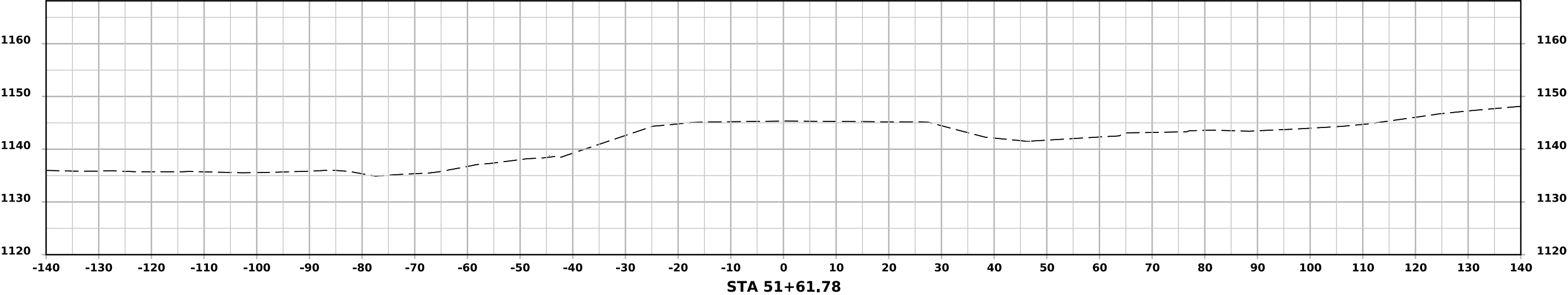
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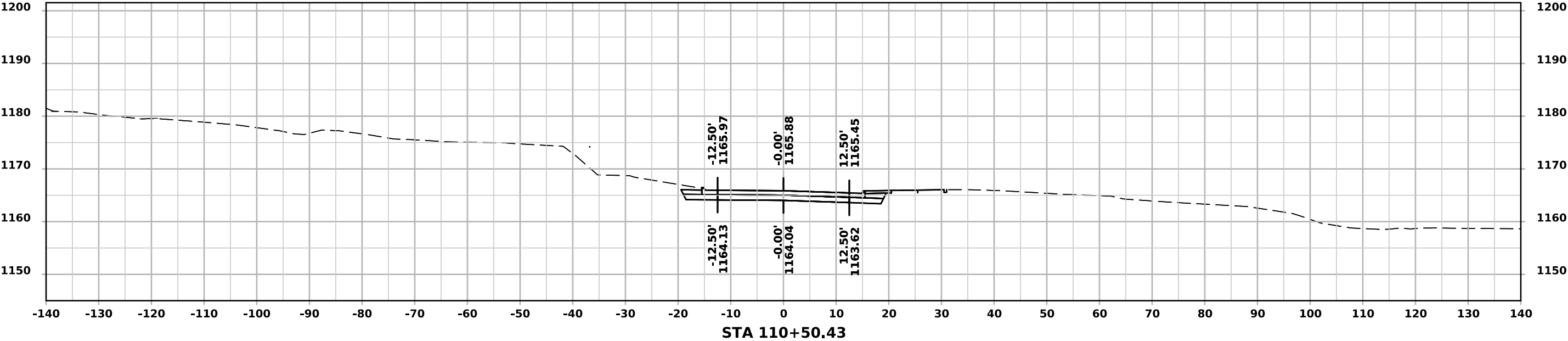
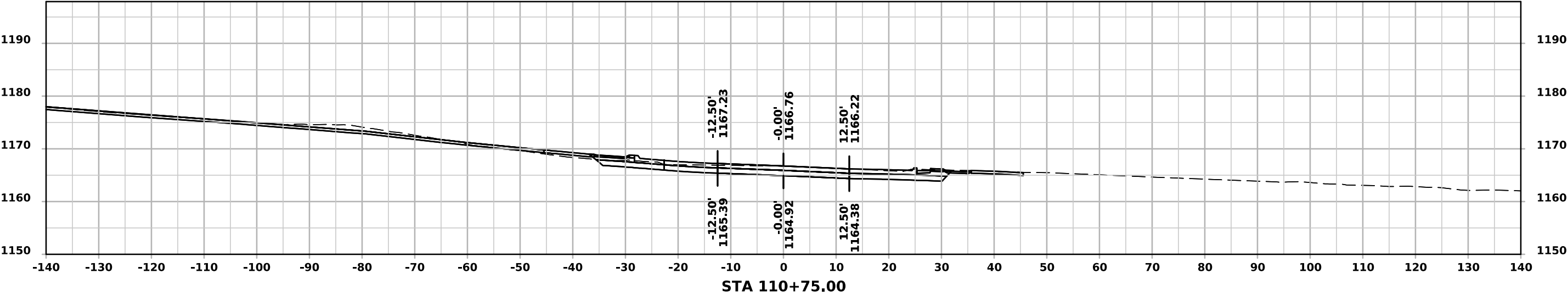
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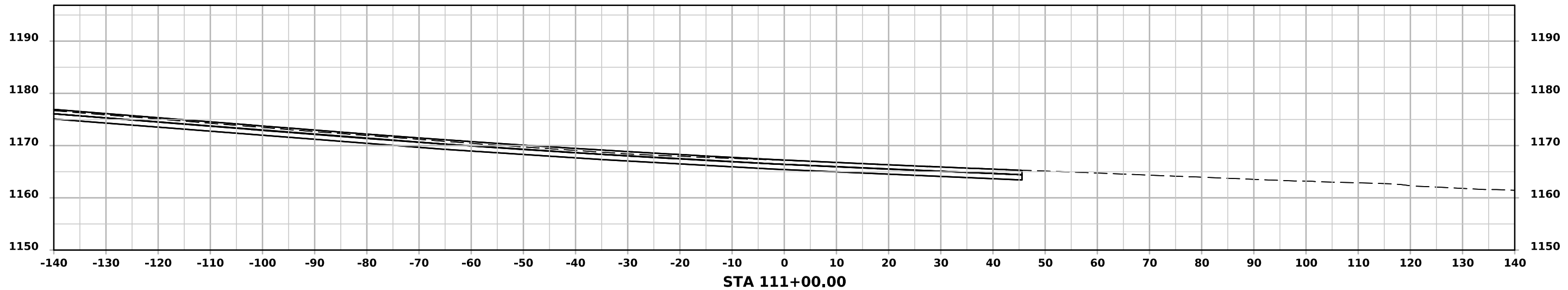
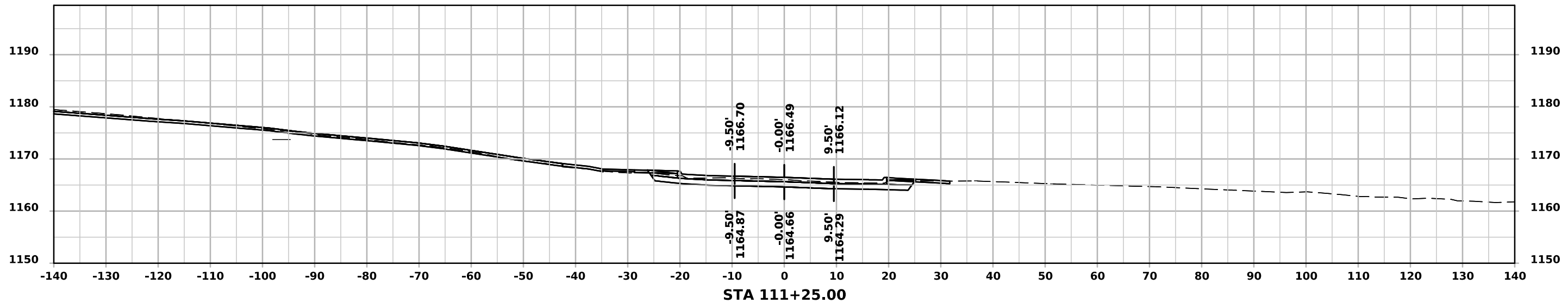
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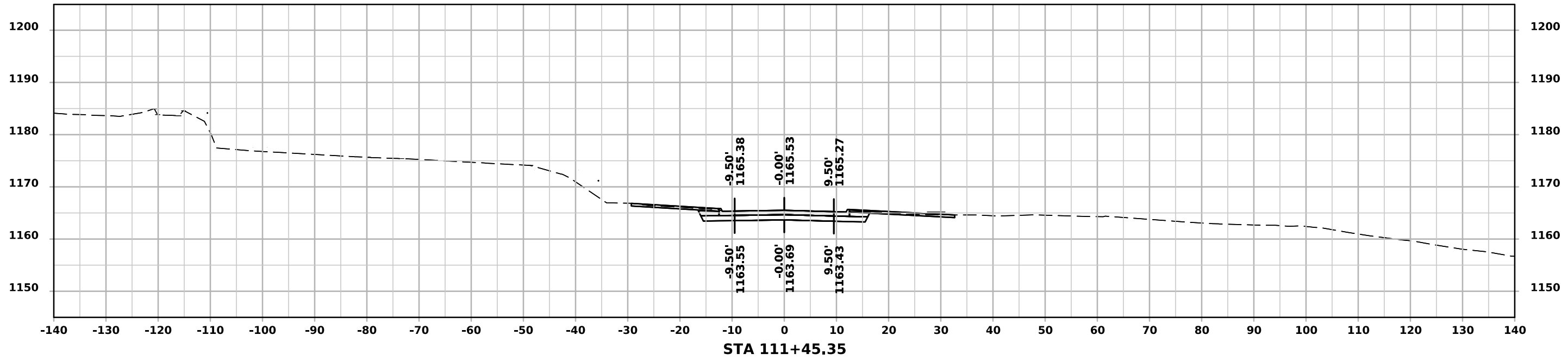
Lyon Street



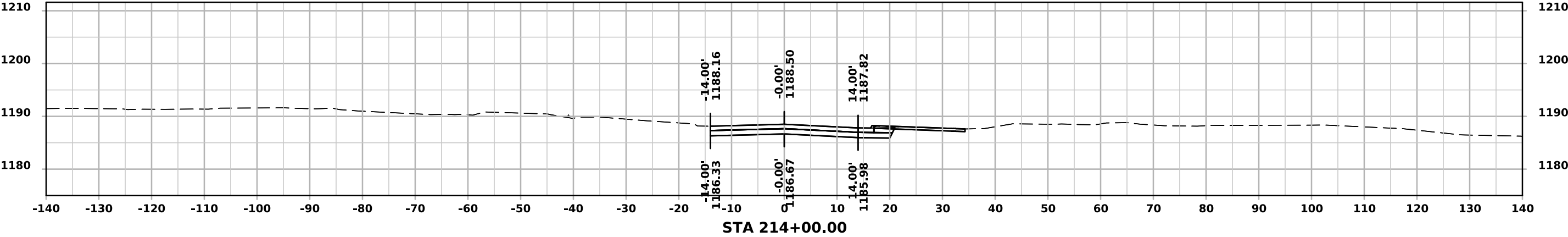
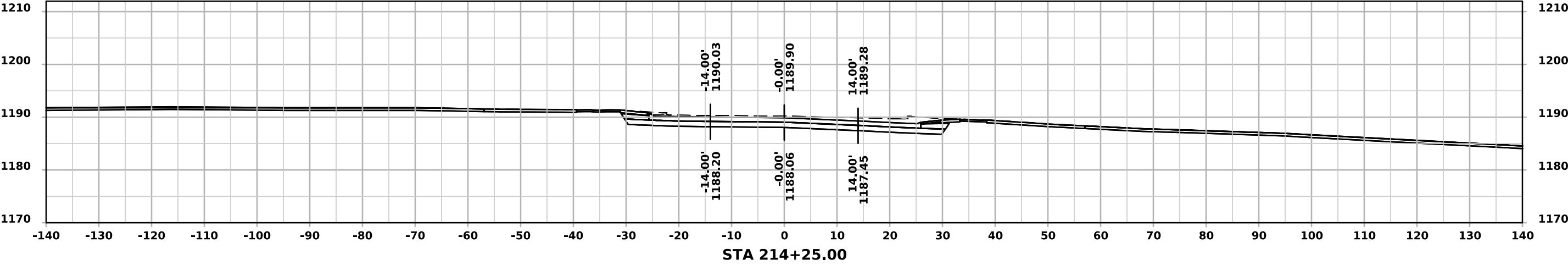
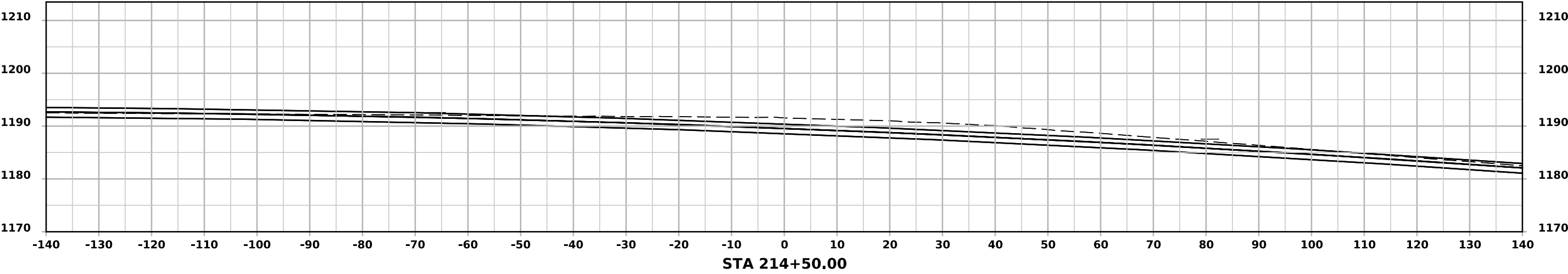
Lyon Street



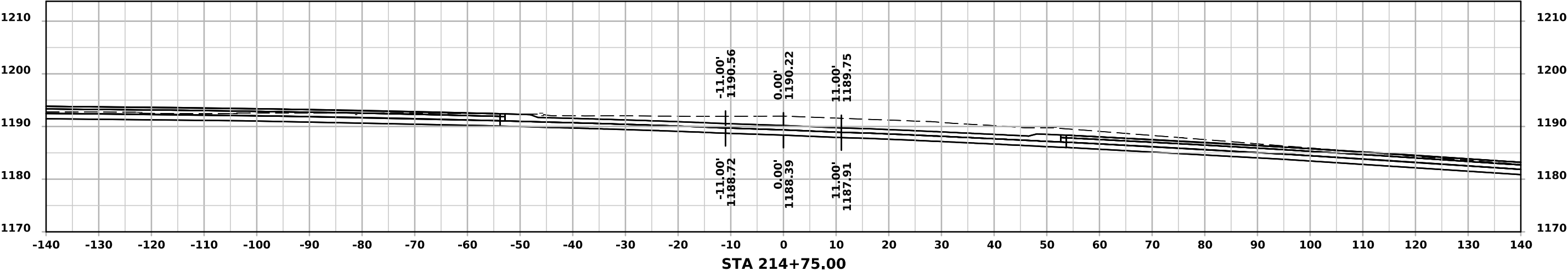
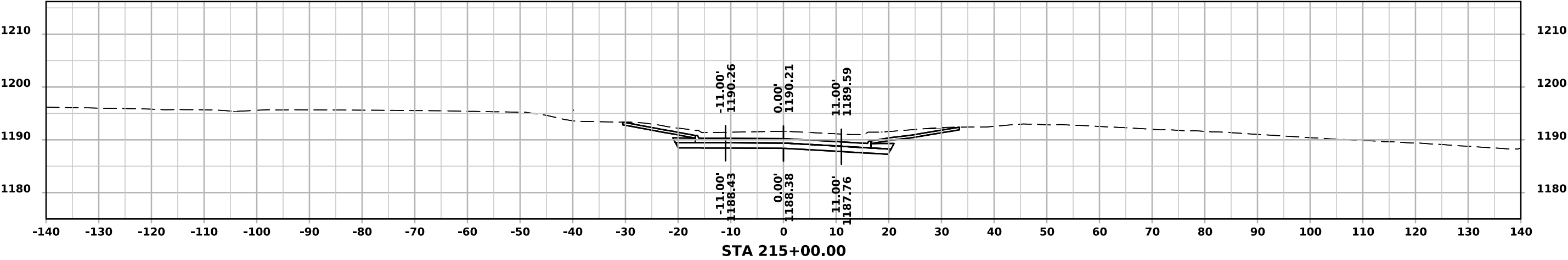
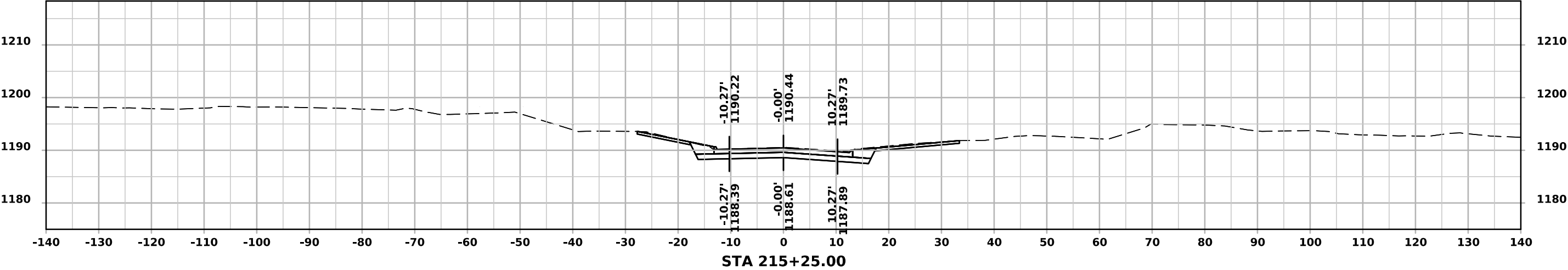
Lyon Street



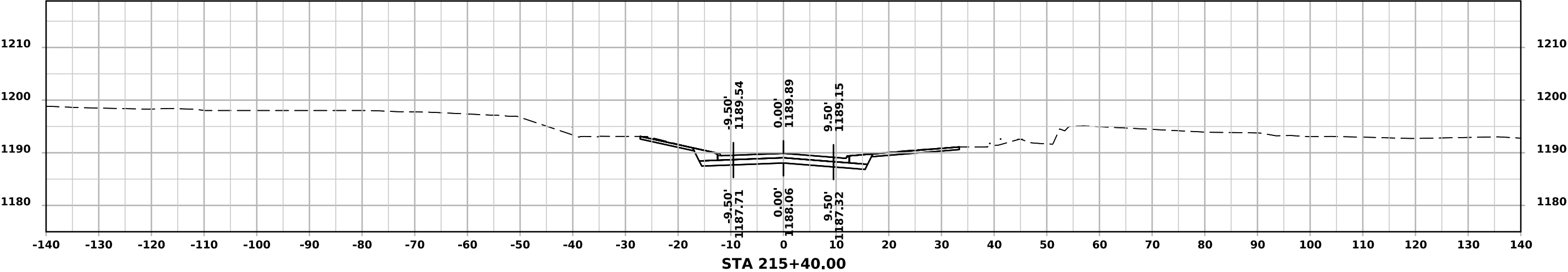
High Street



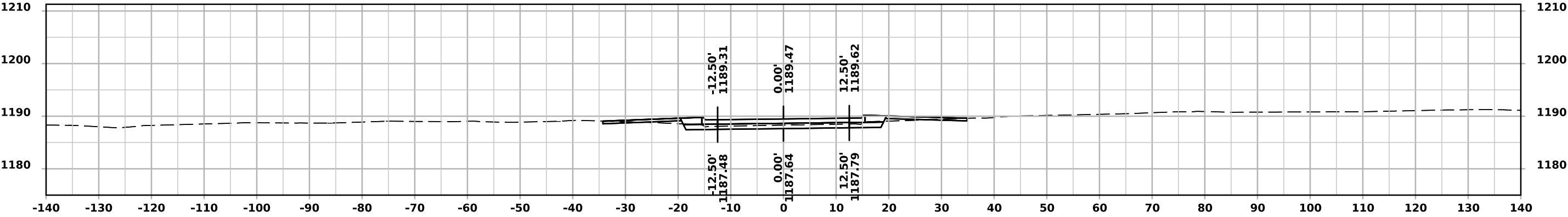
High Street



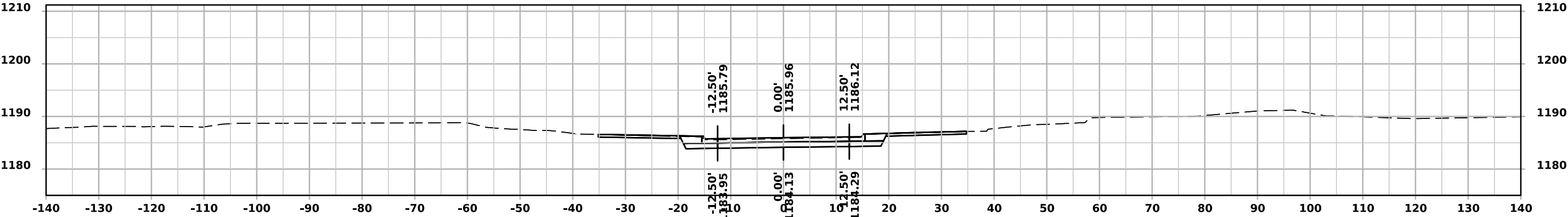
High Street



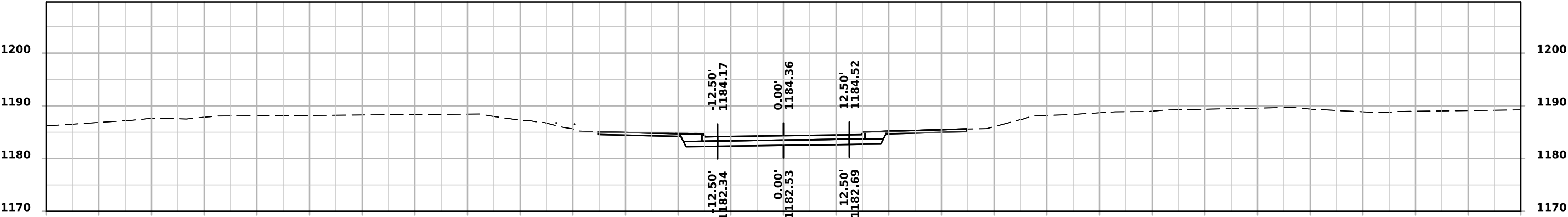
Crocker Street



STA 317+75.00

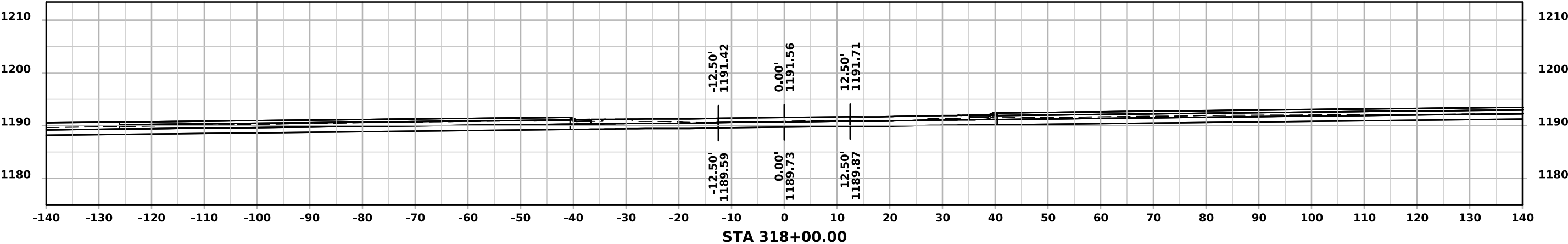
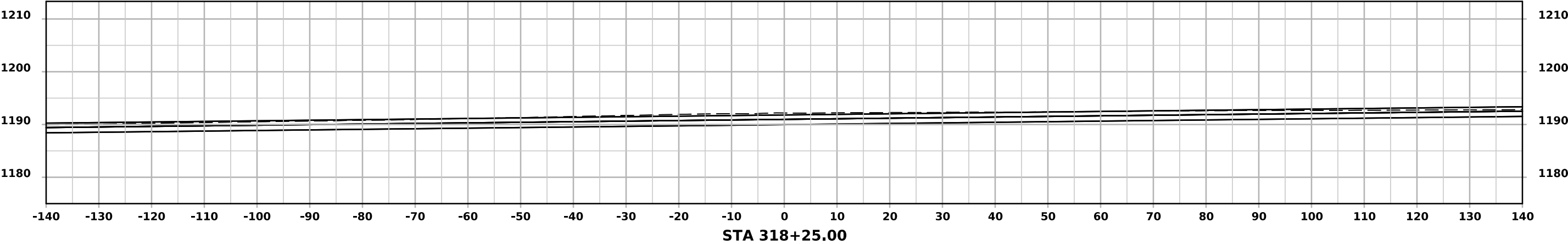
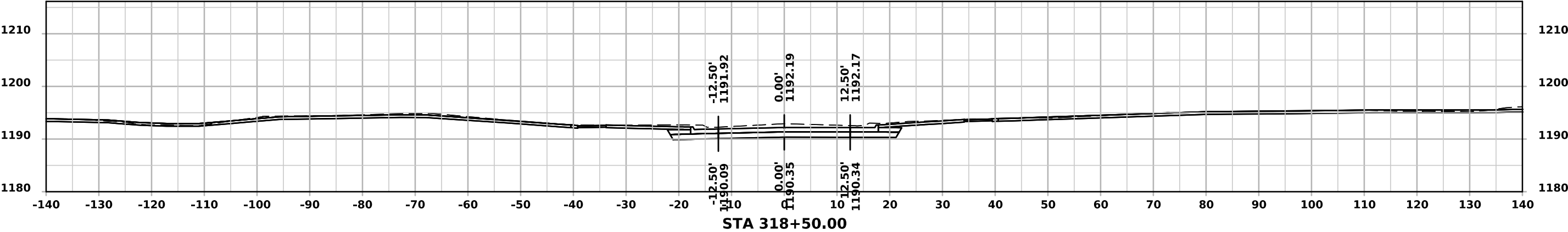


STA 317+50.00

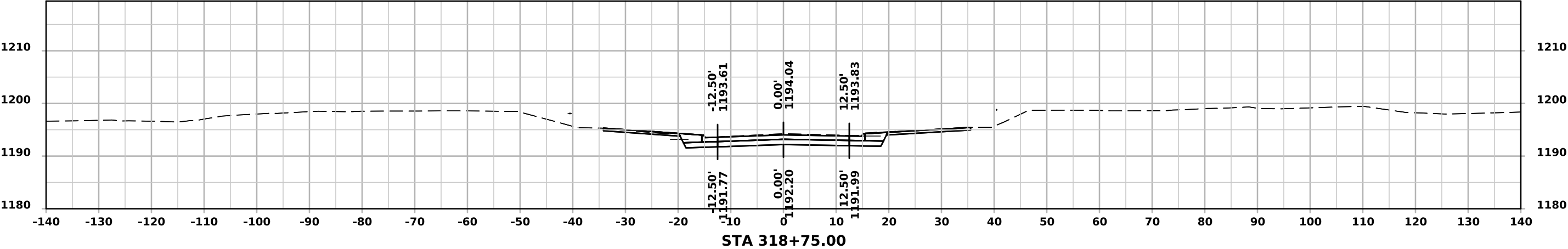
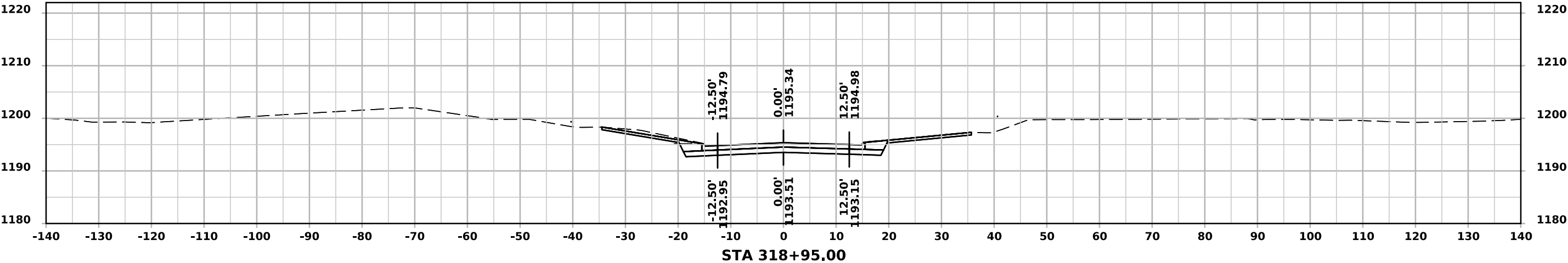


STA 317+35.00

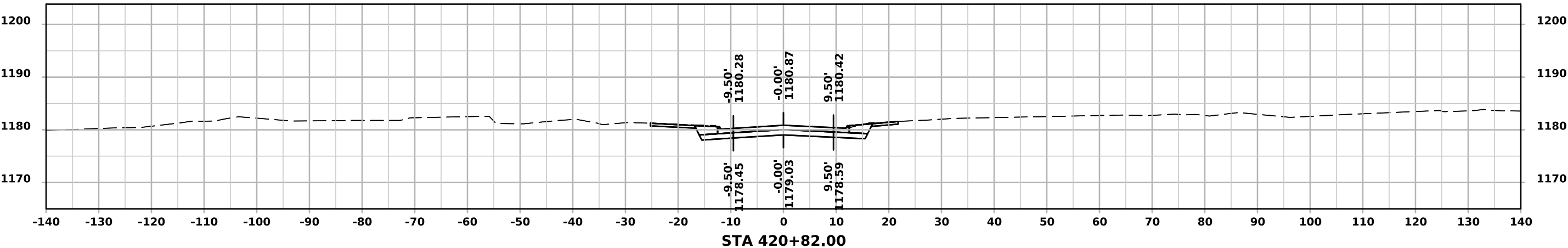
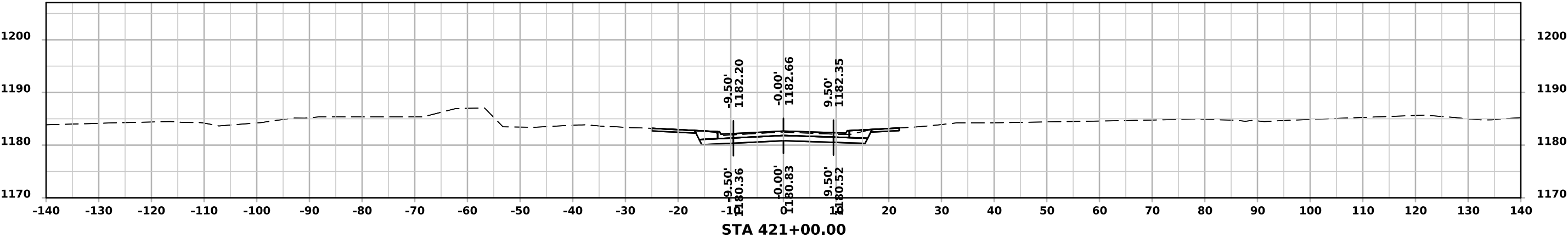
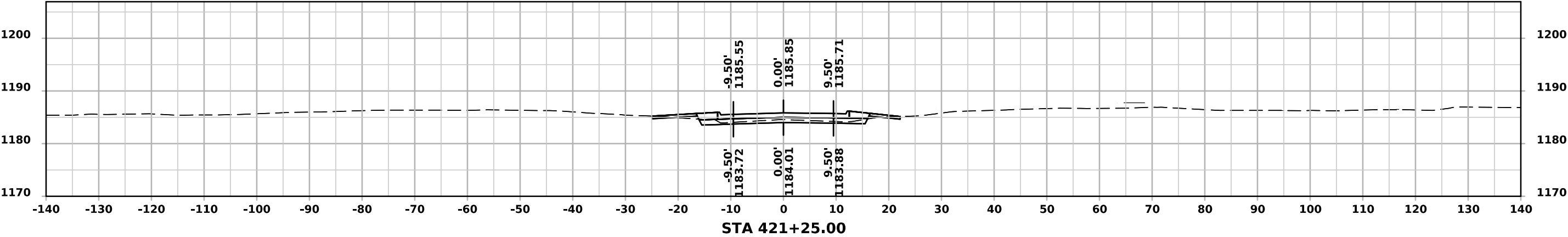
Crocker Street



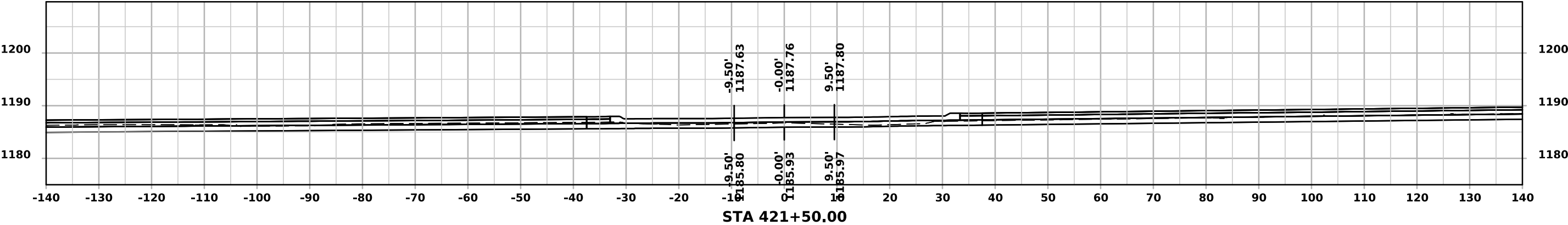
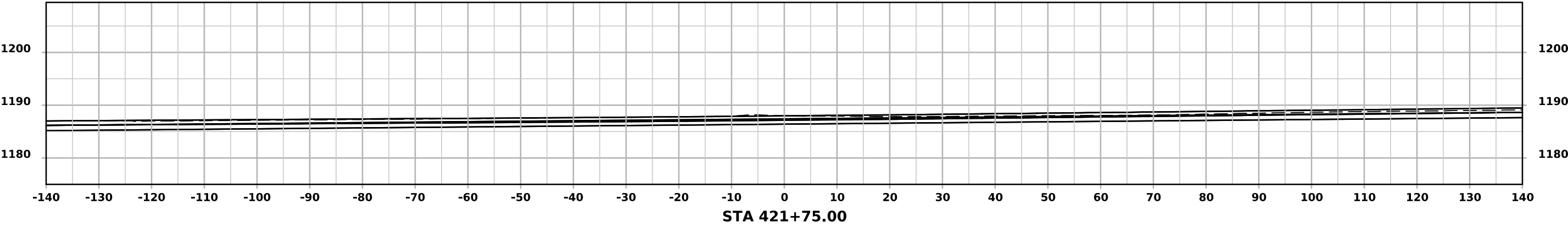
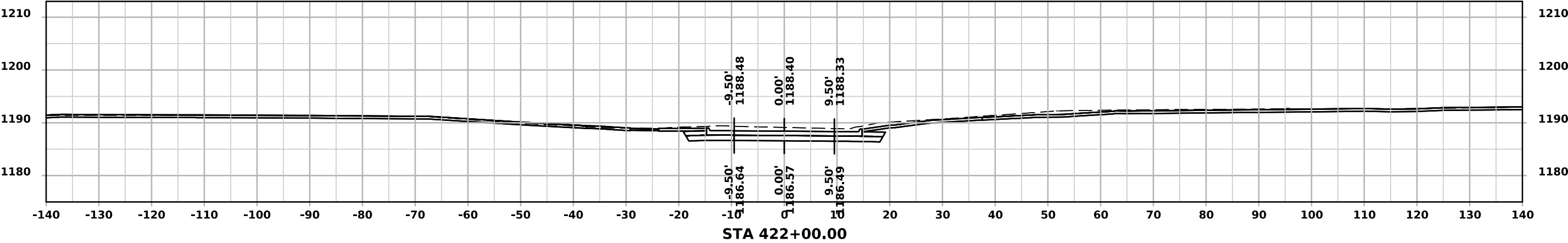
Crocker Street



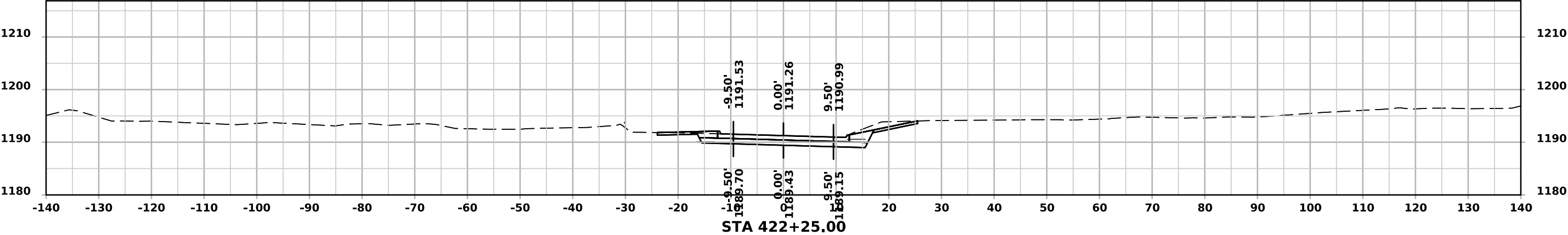
Wool Street



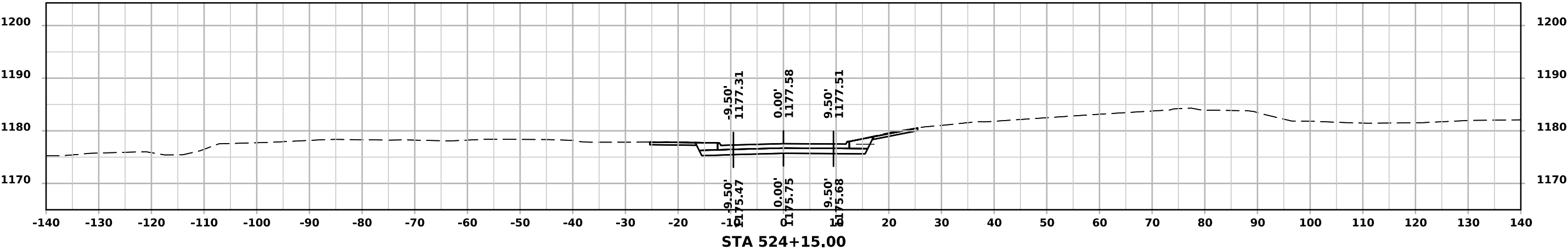
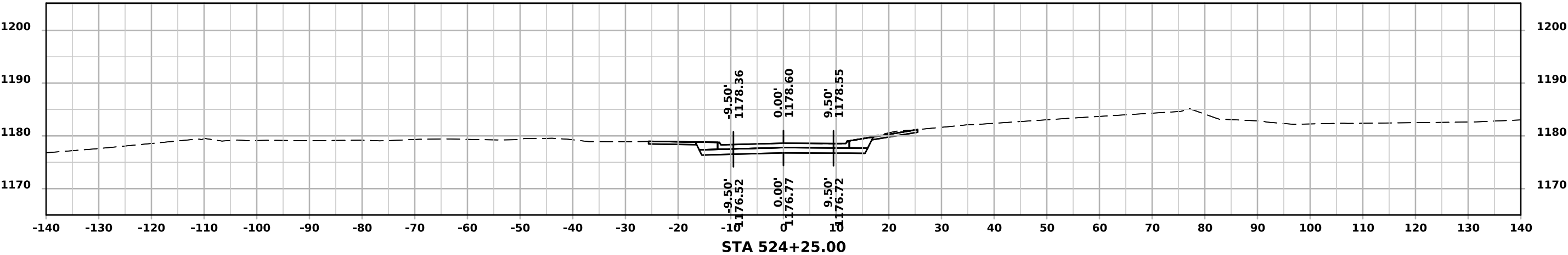
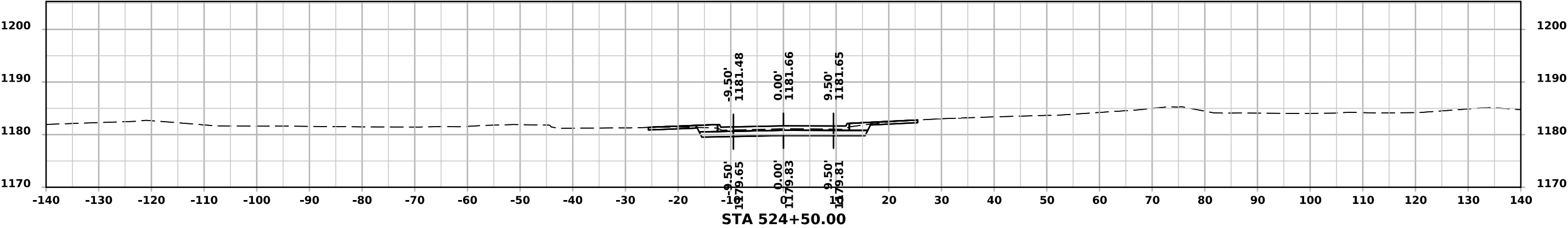
Wool Street



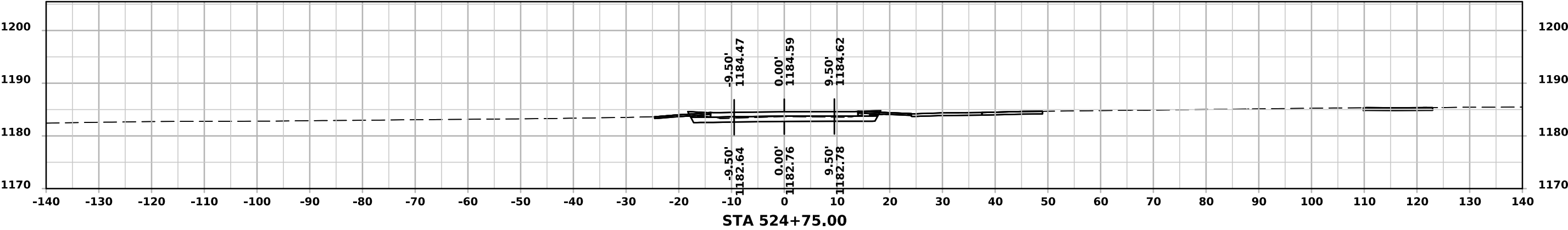
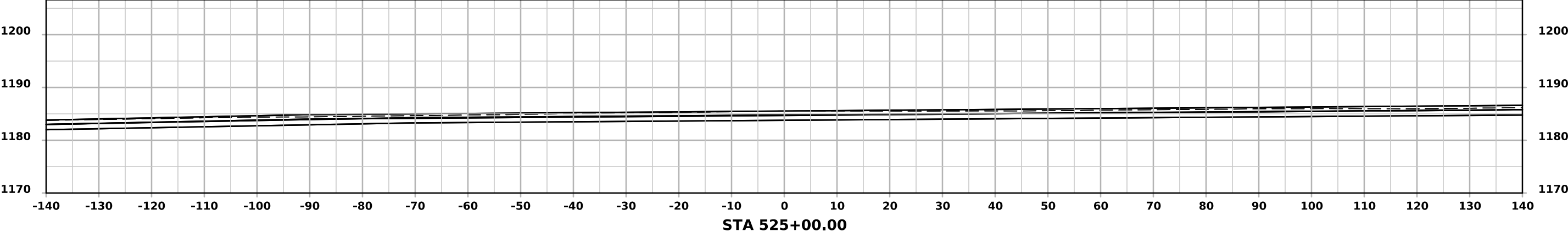
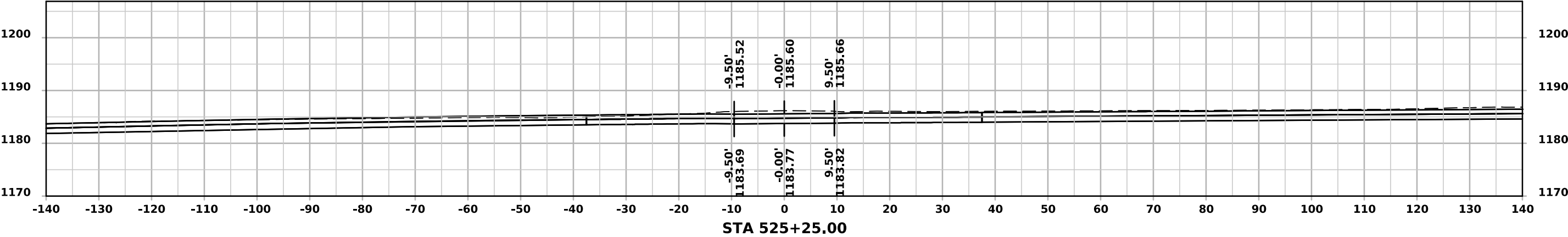
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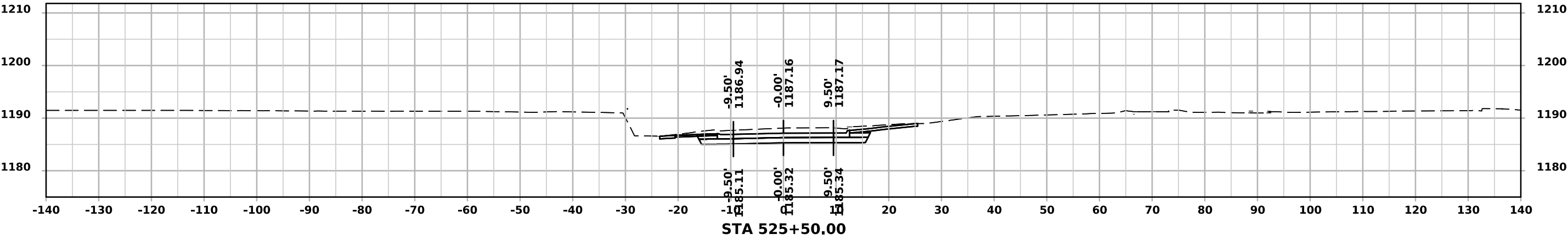
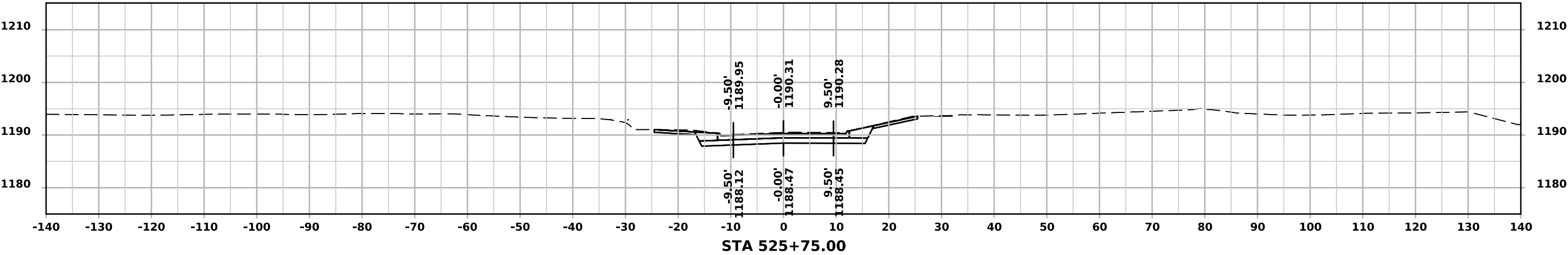
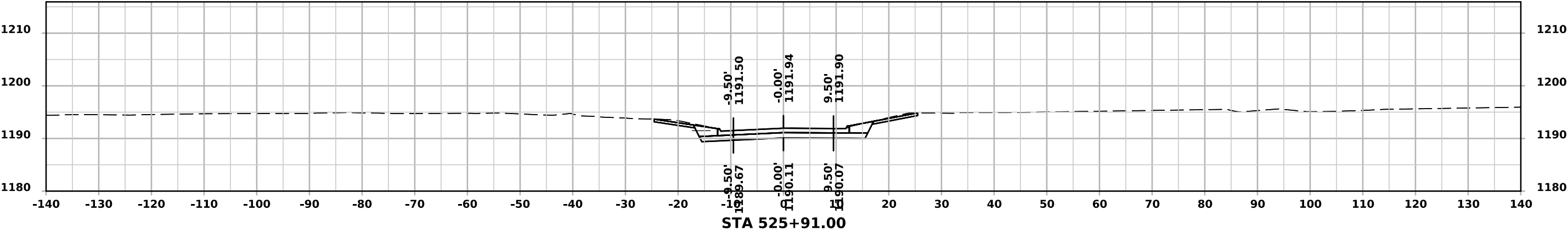
Taylor Street



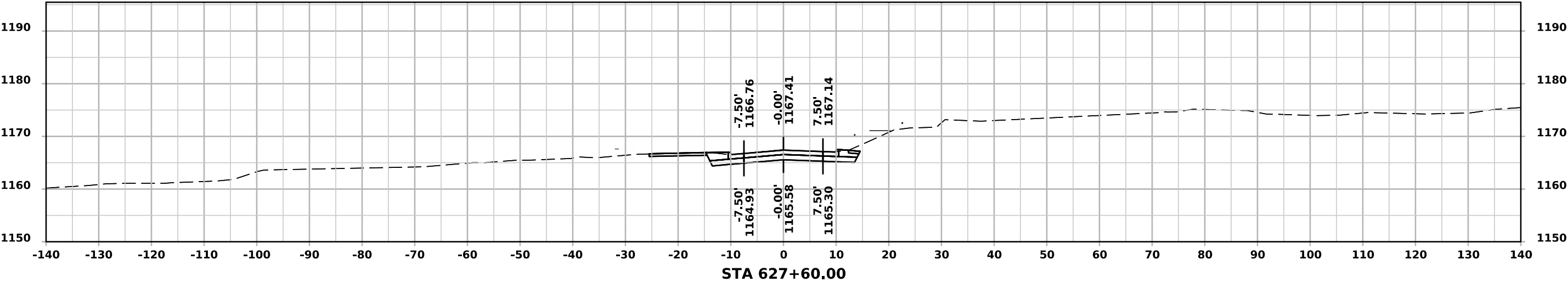
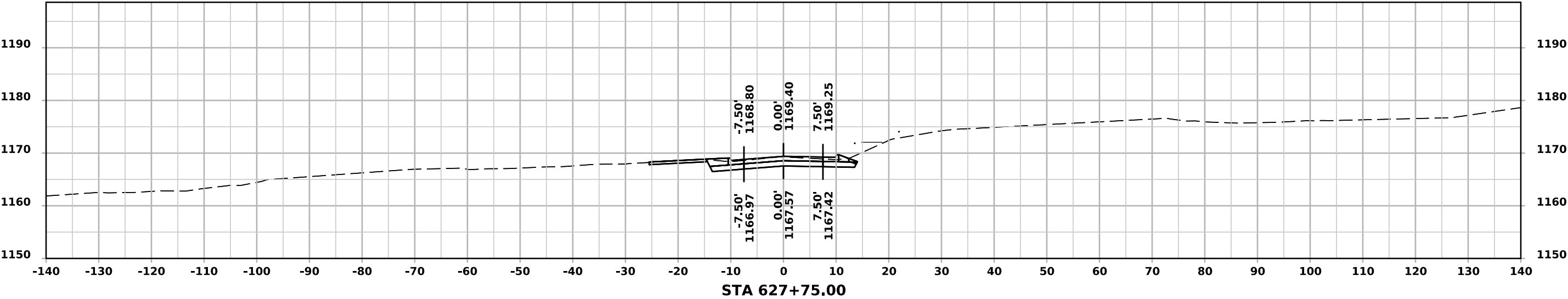
Taylor Street



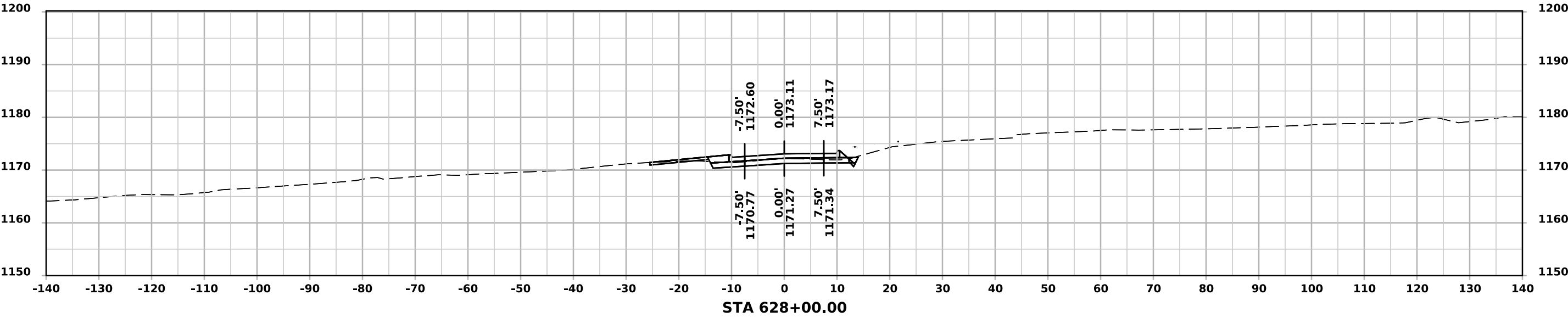
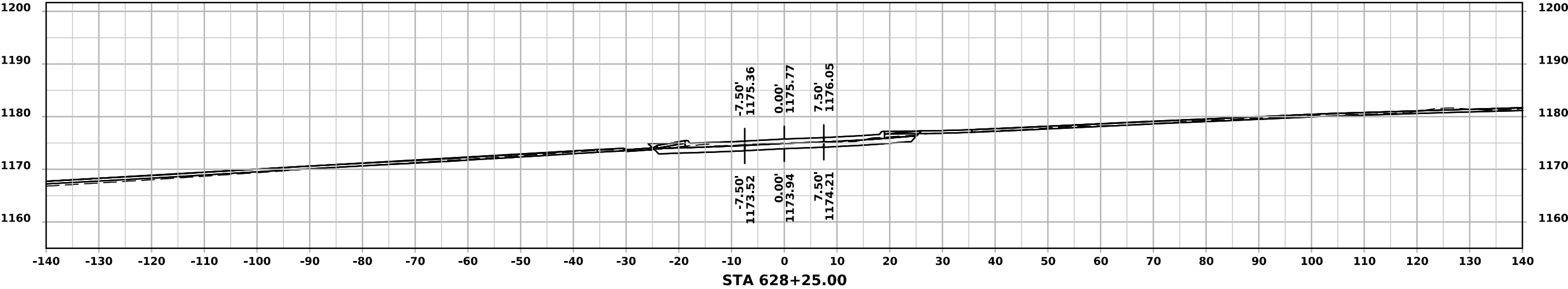
Taylor Street



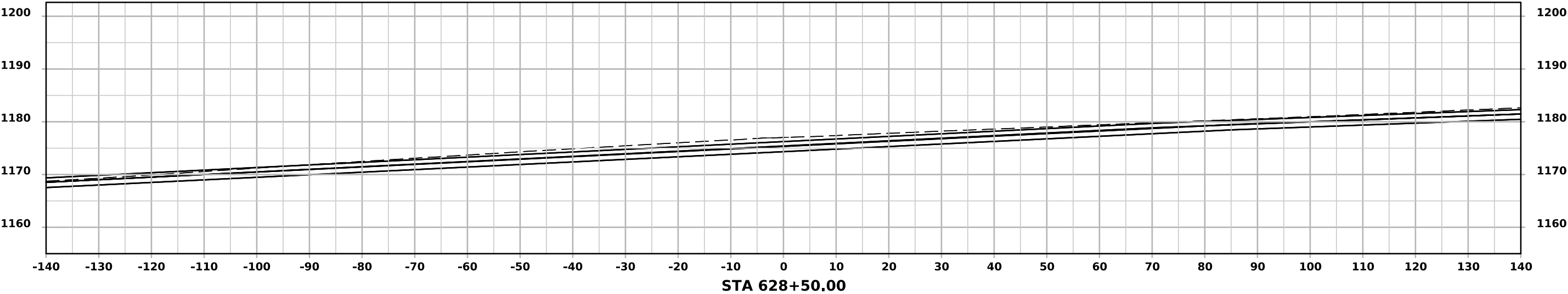
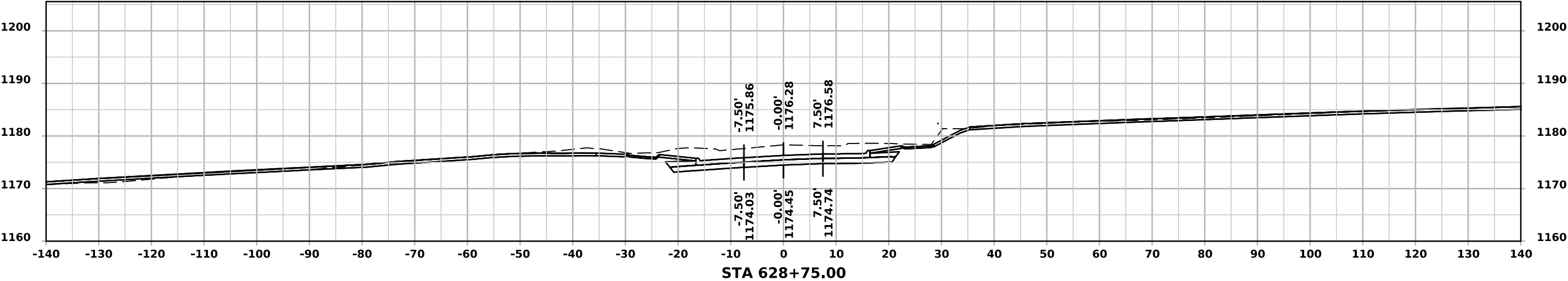
Thomas Street



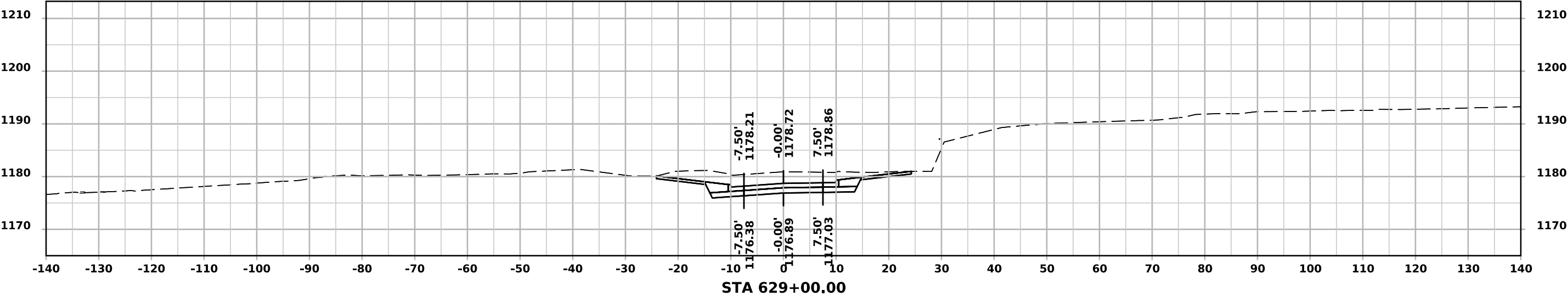
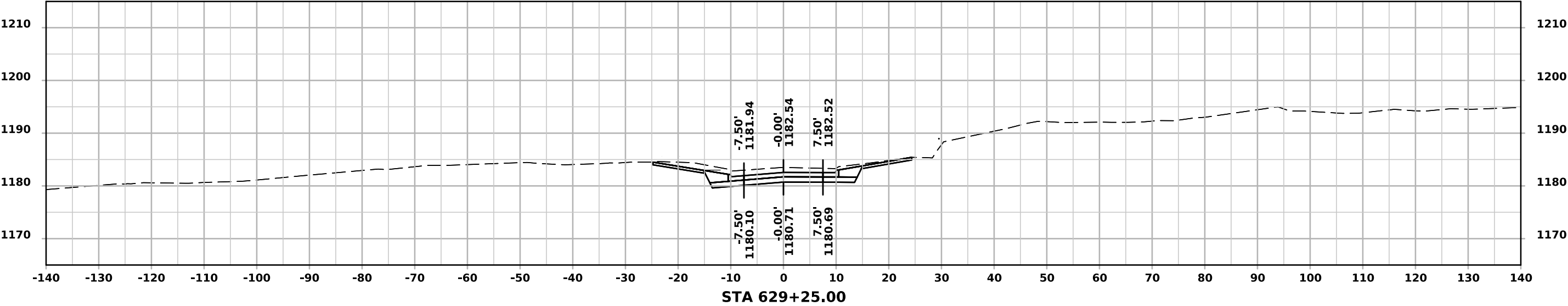
Thomas Street



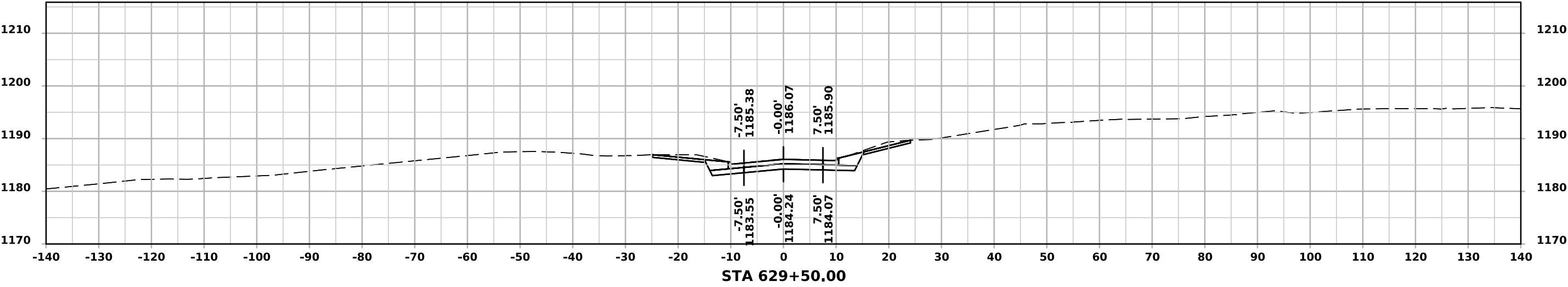
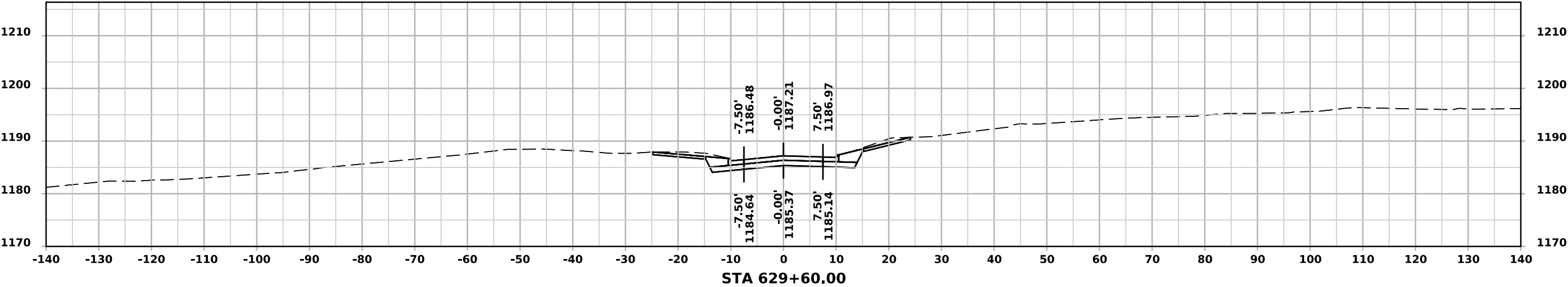
Thomas Street



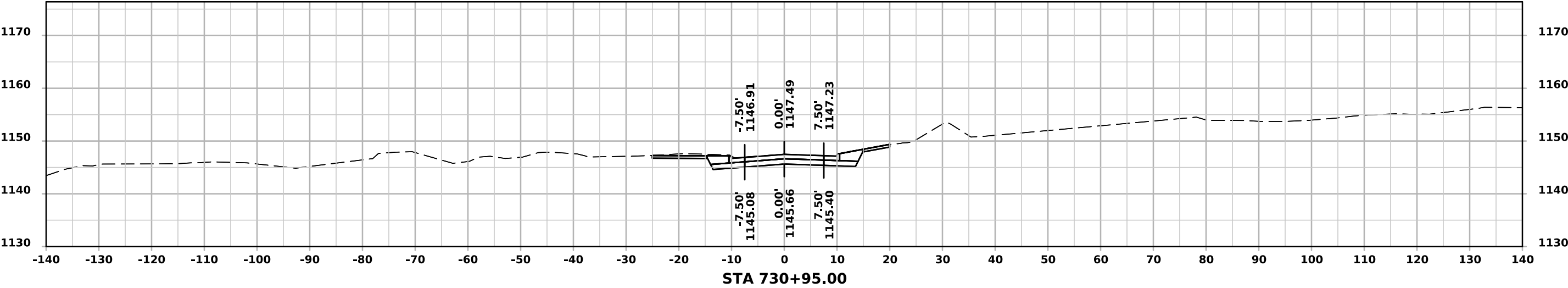
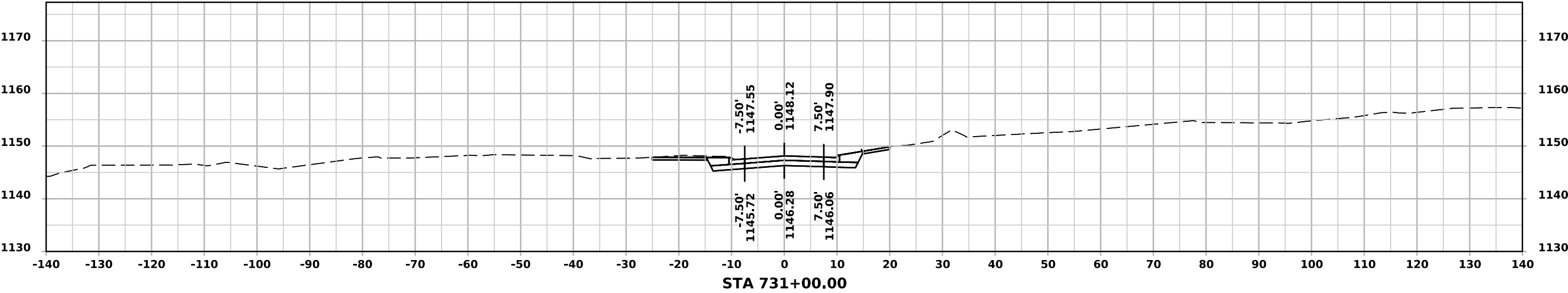
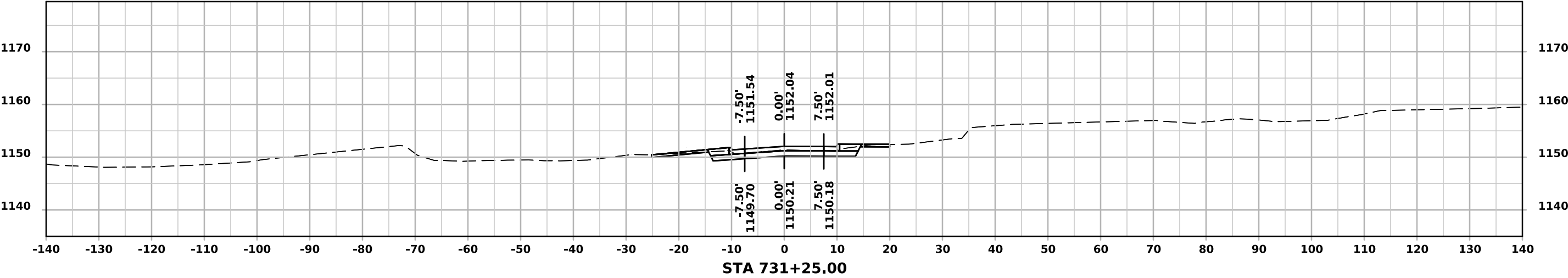
Thomas Street



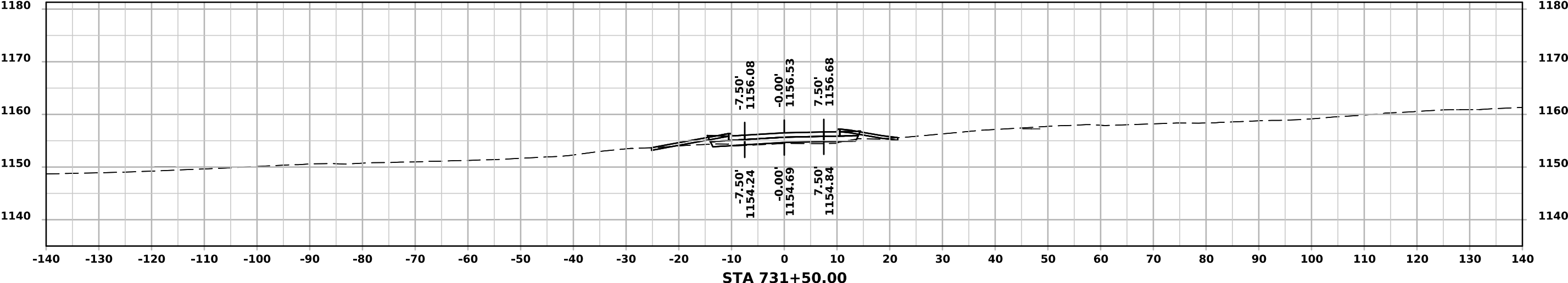
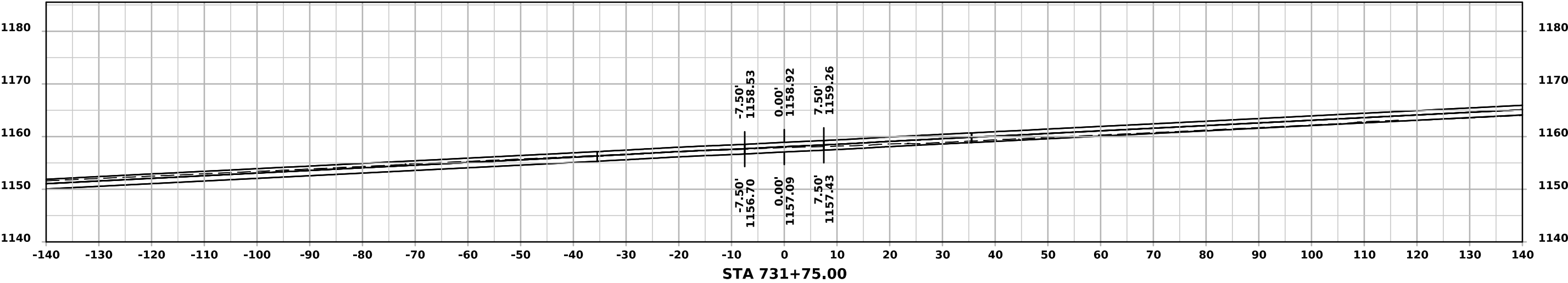
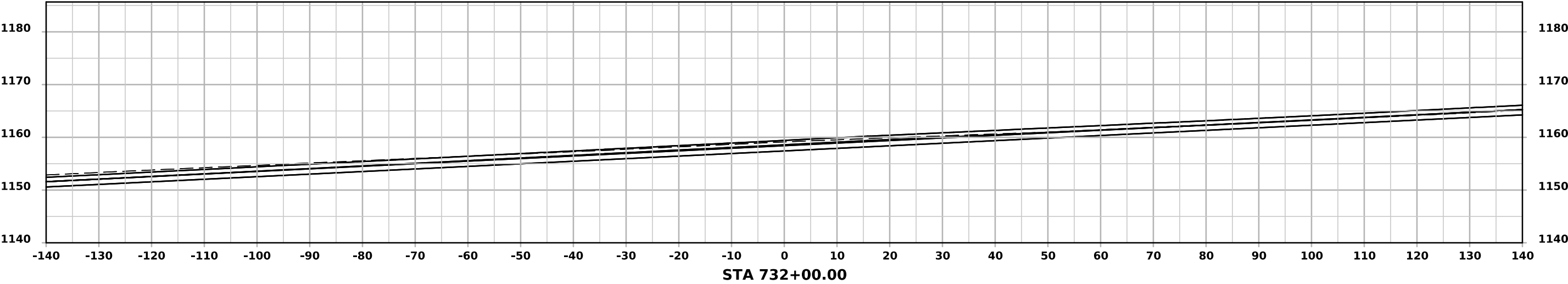
Thomas Street



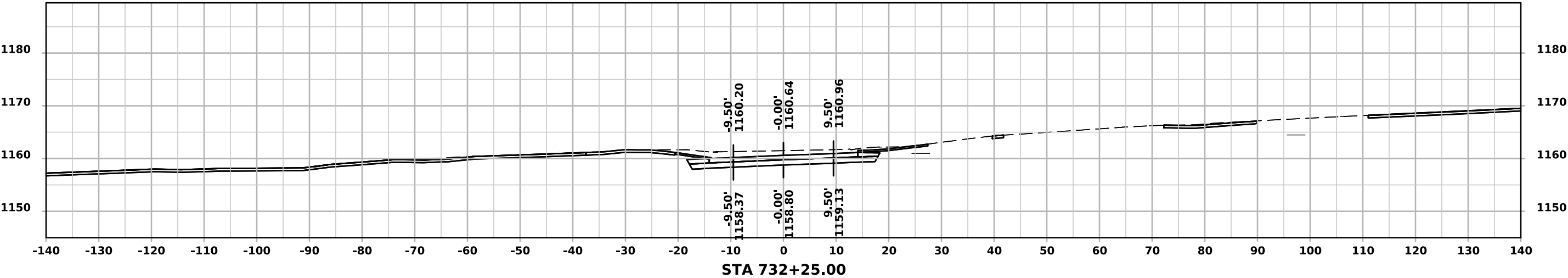
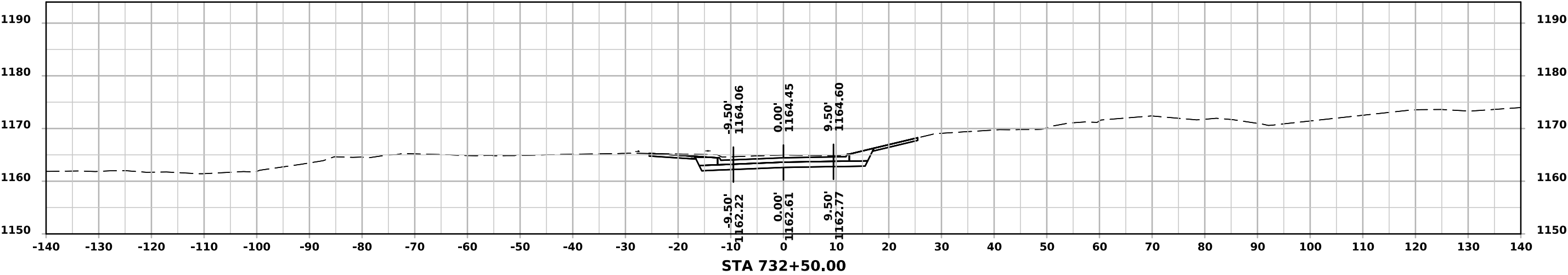
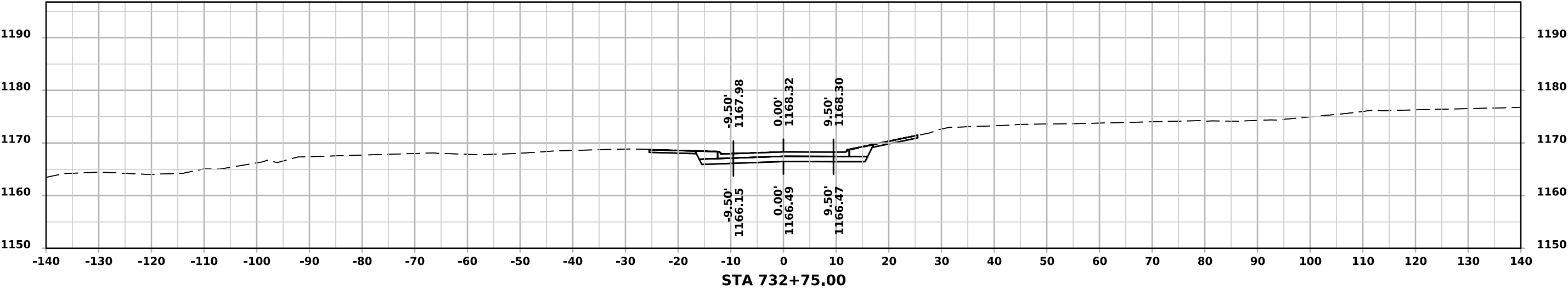
Kearney Street



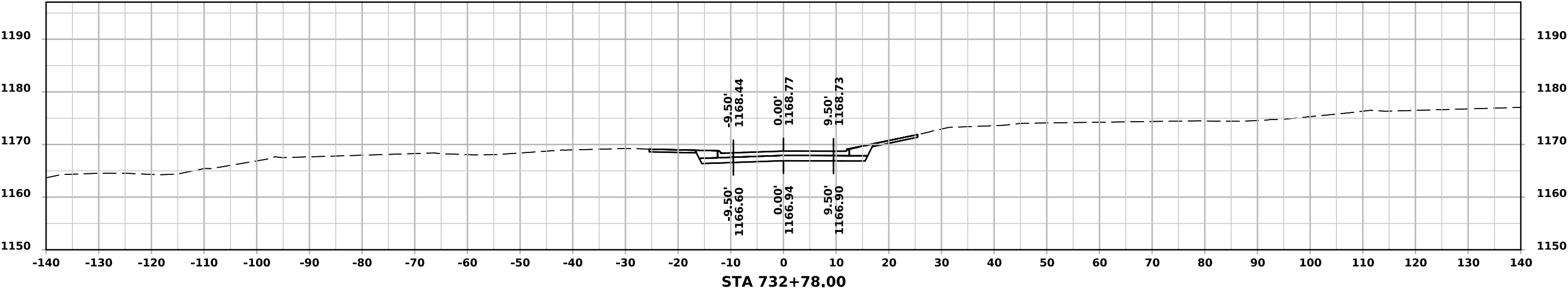
Kearney Street



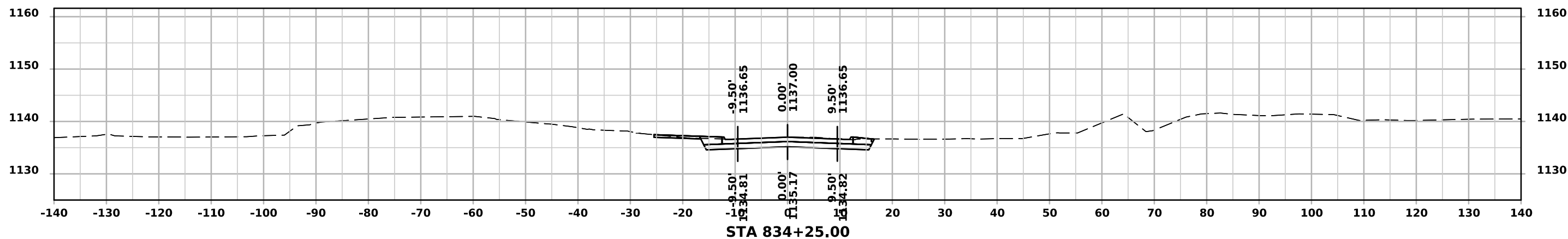
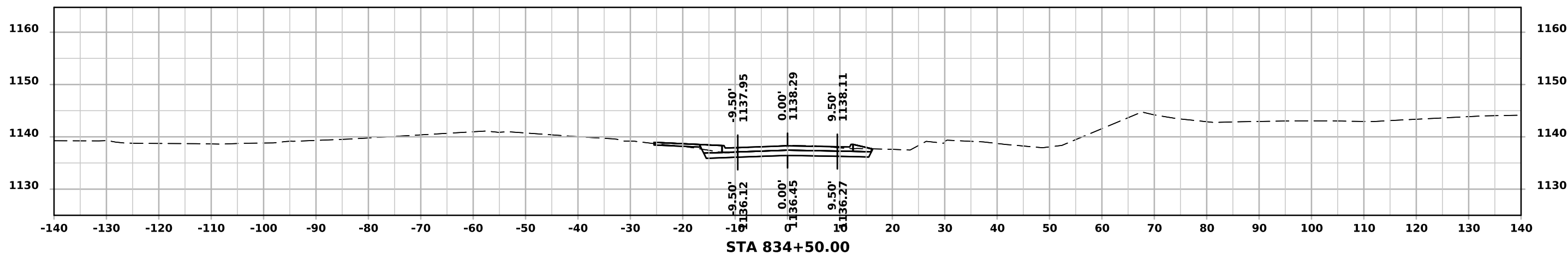
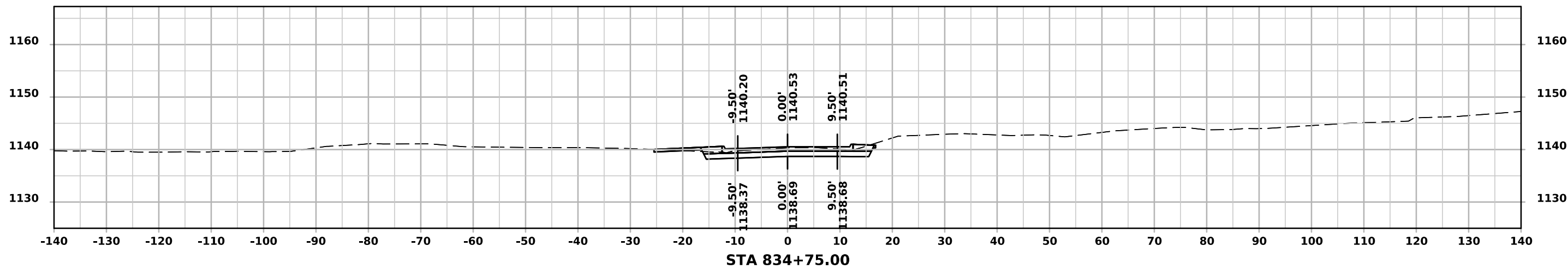
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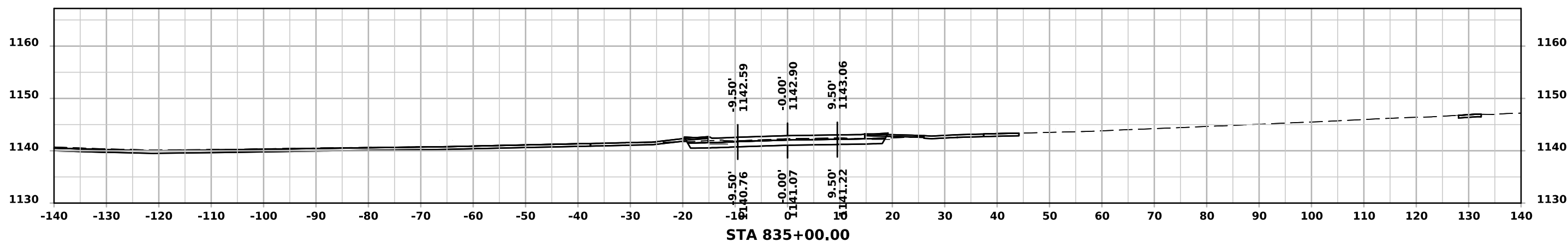
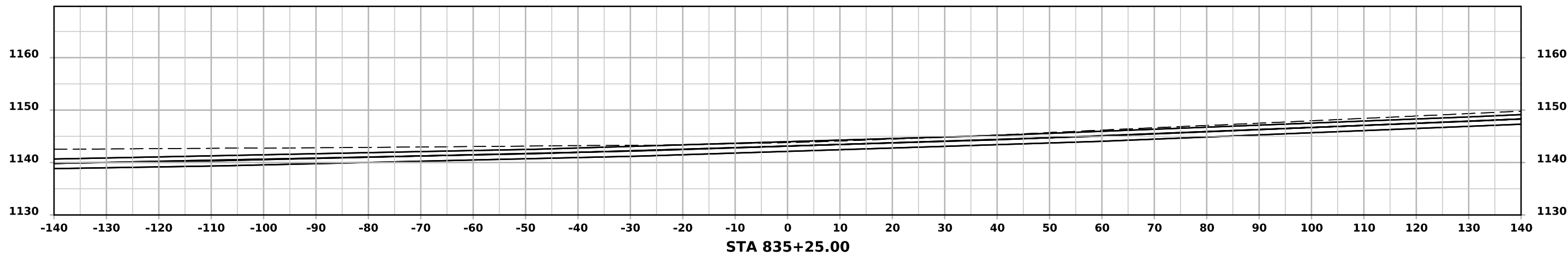
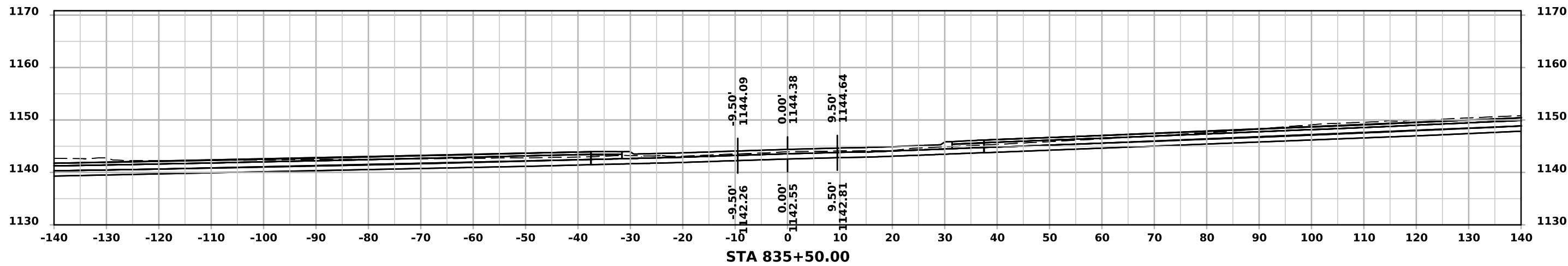
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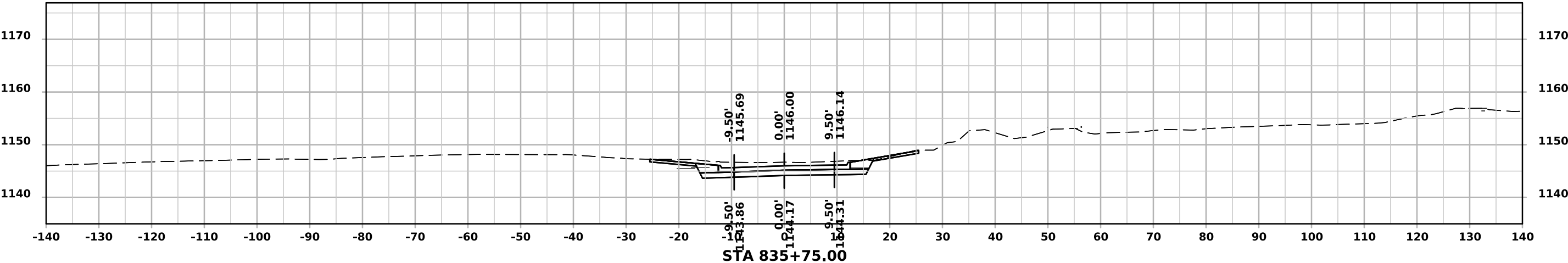
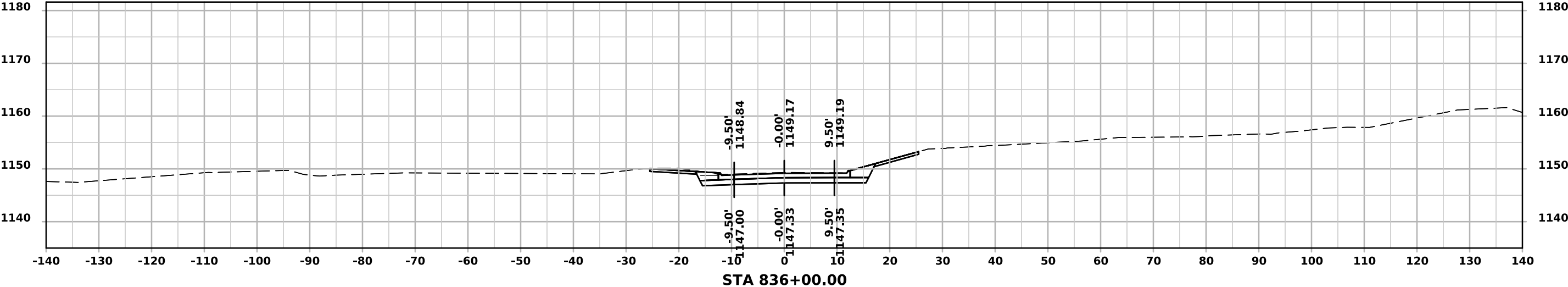
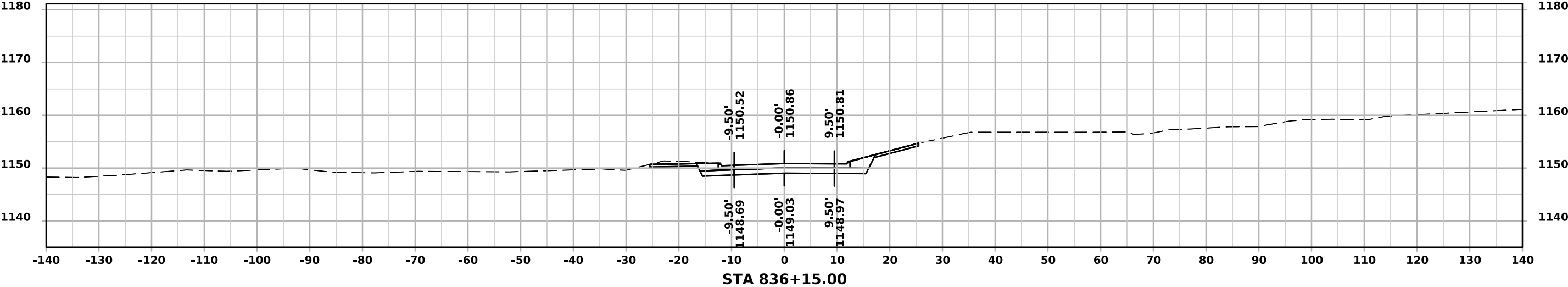
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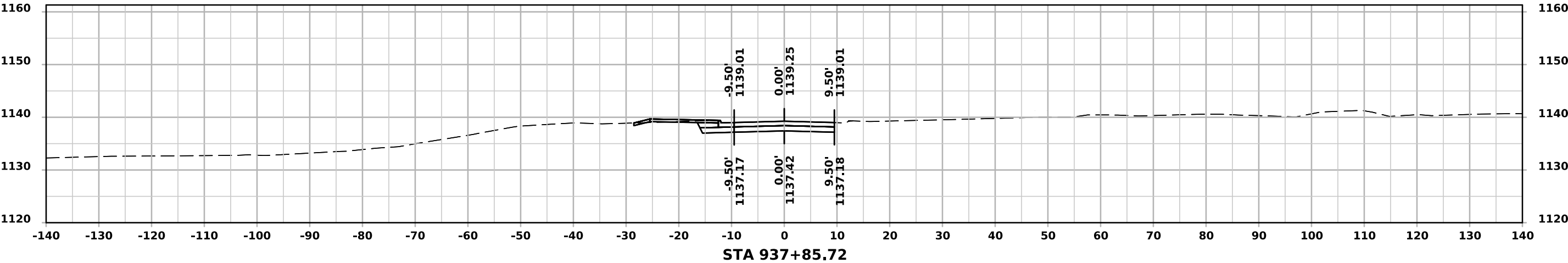
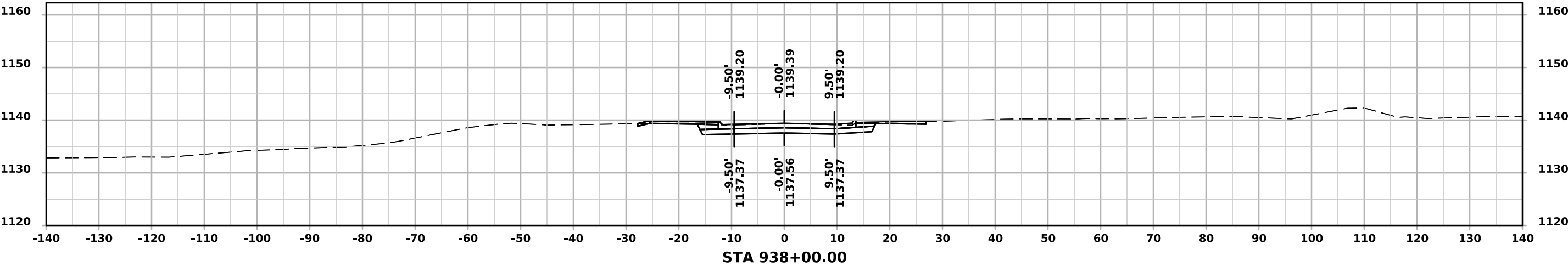
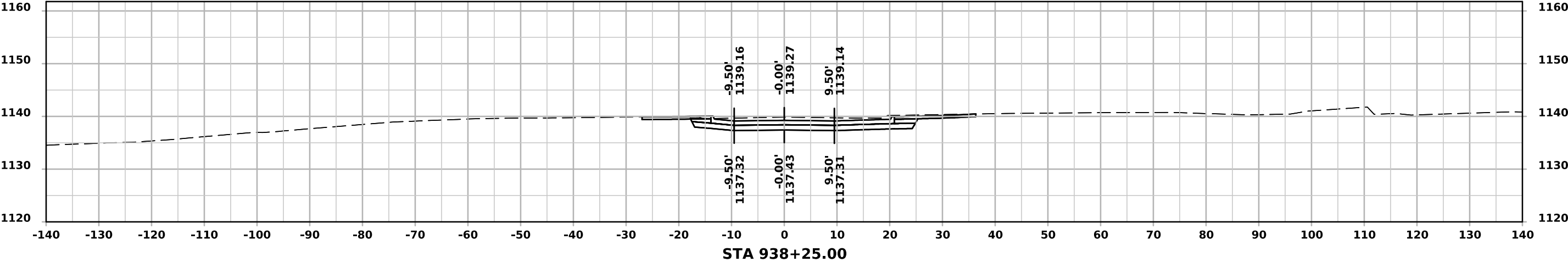
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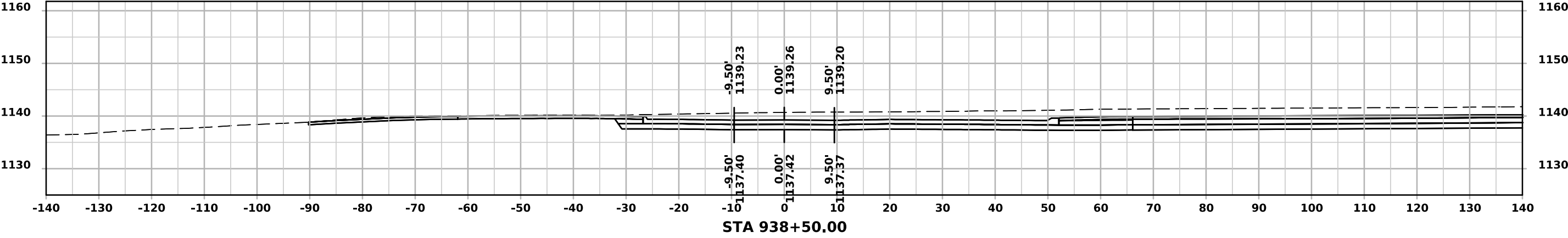
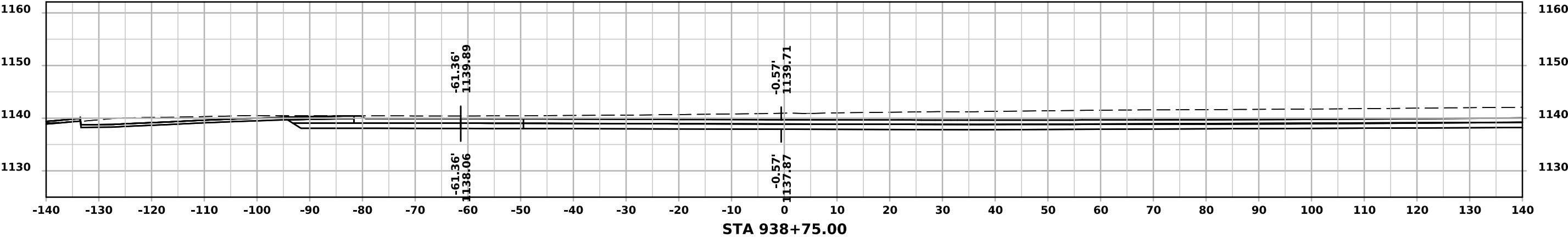
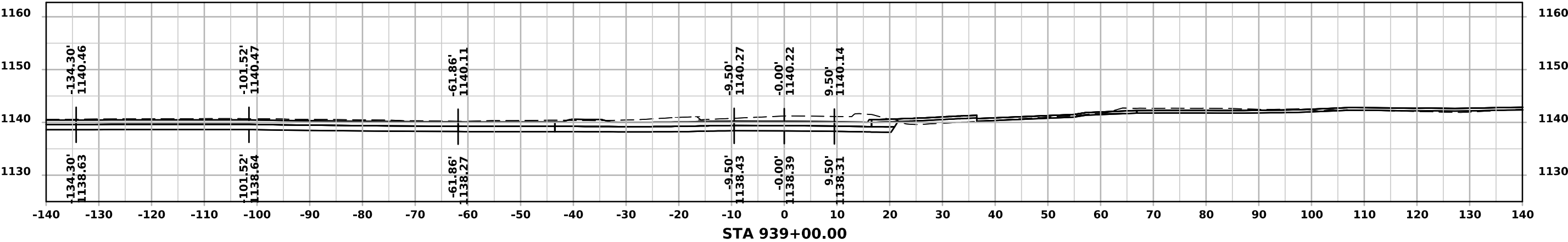
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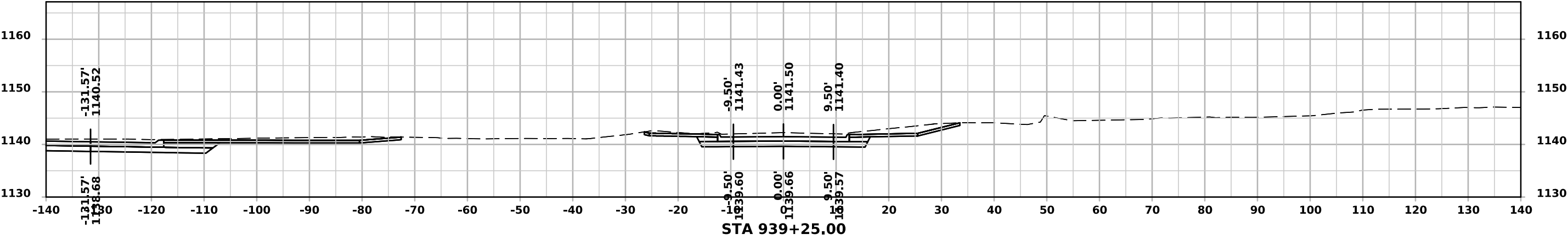
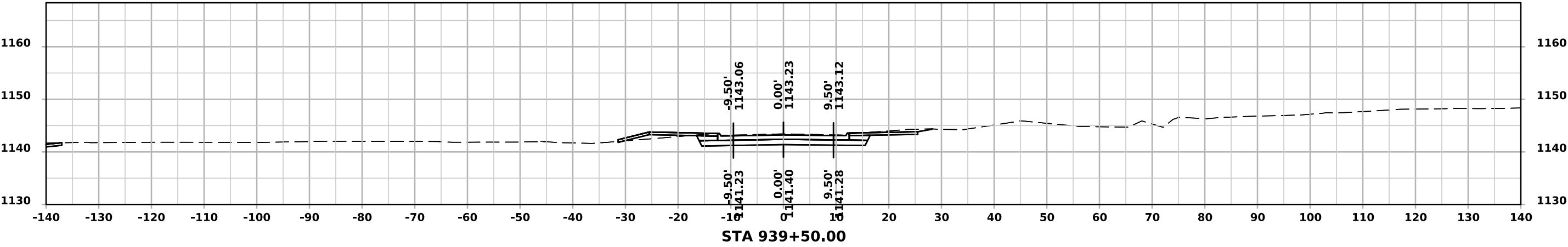
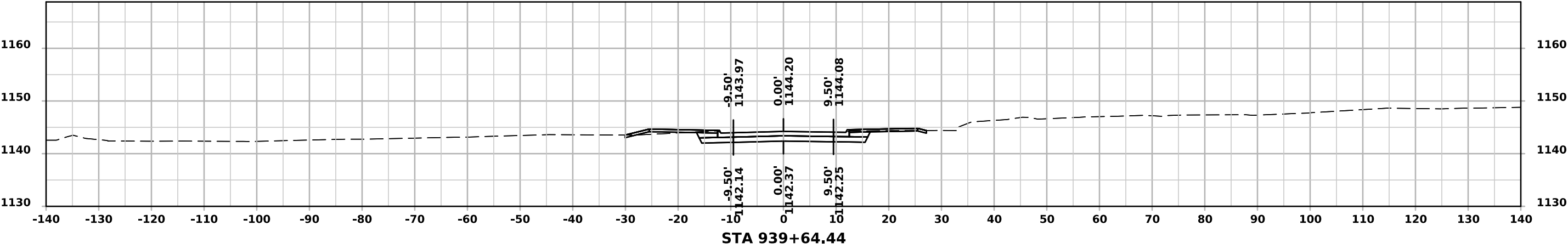
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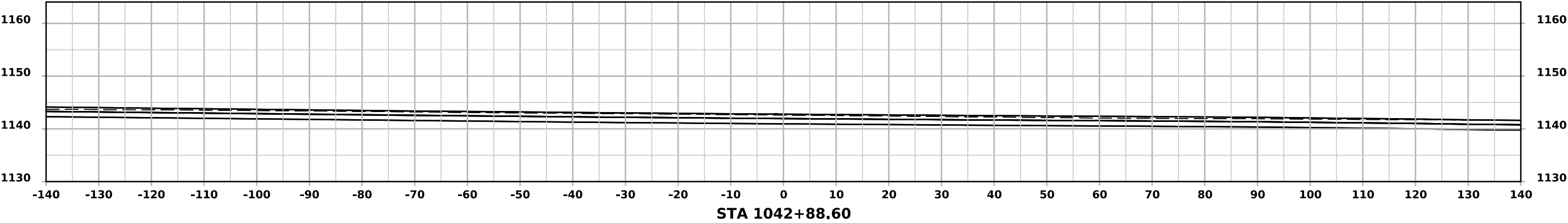
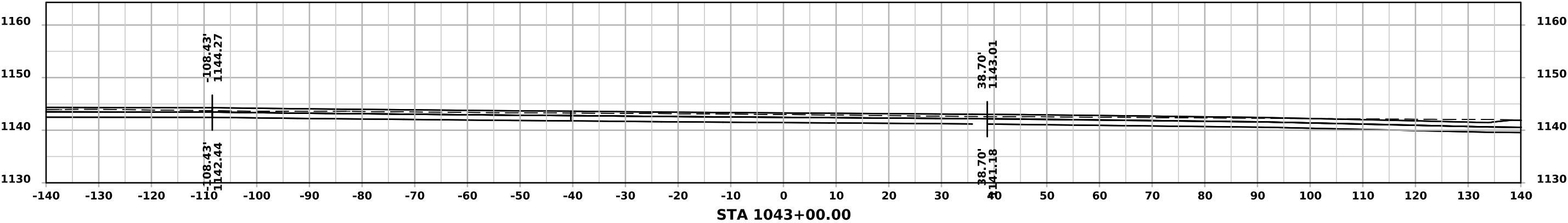
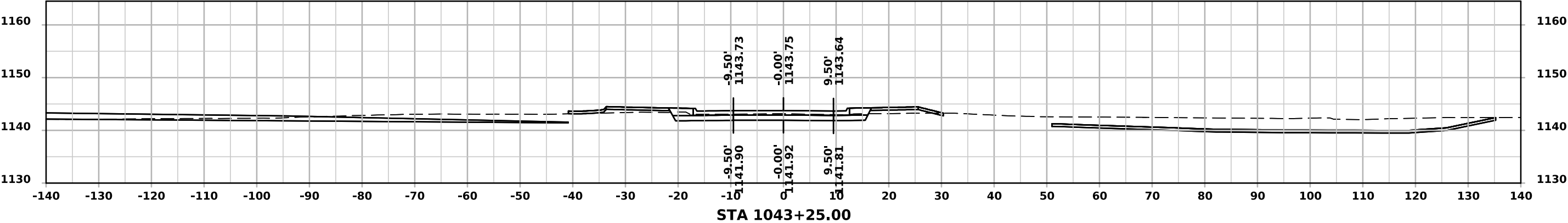
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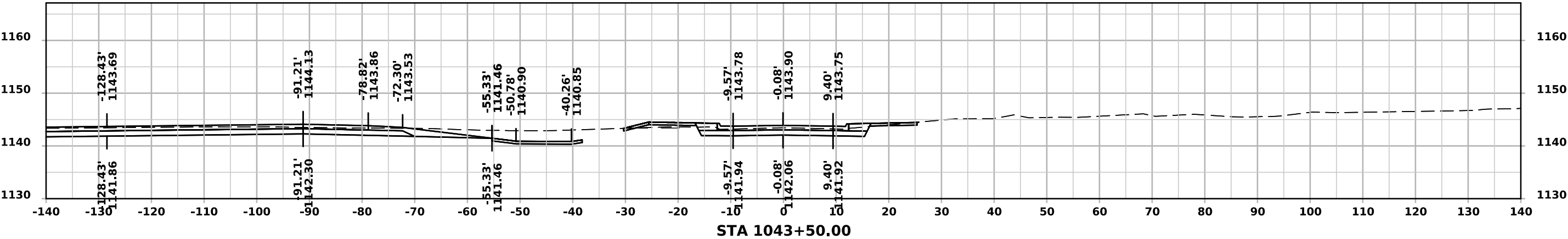
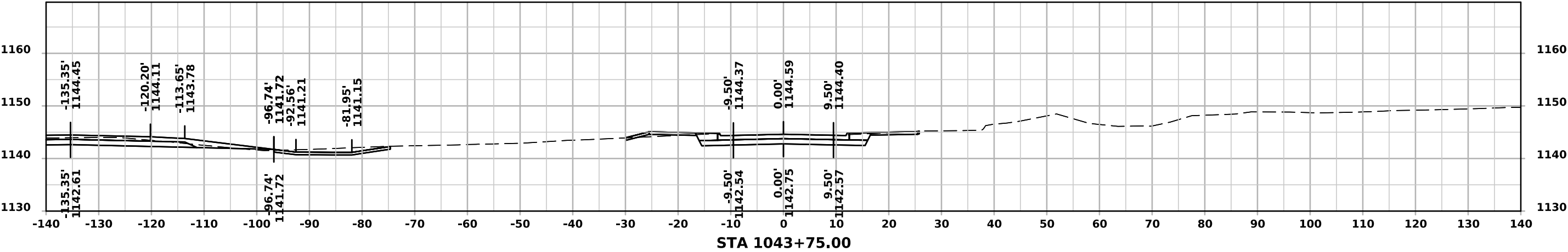
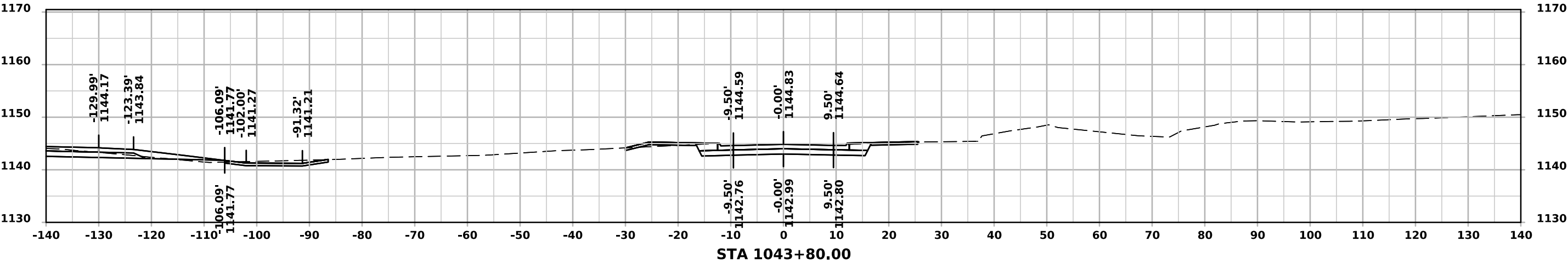
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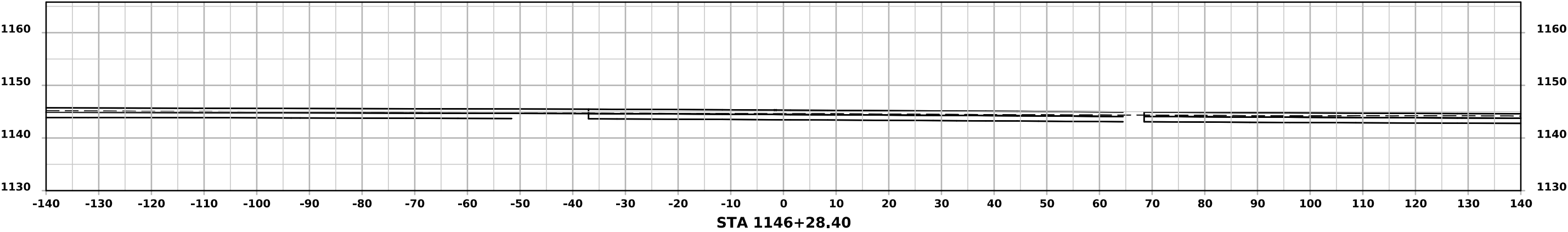
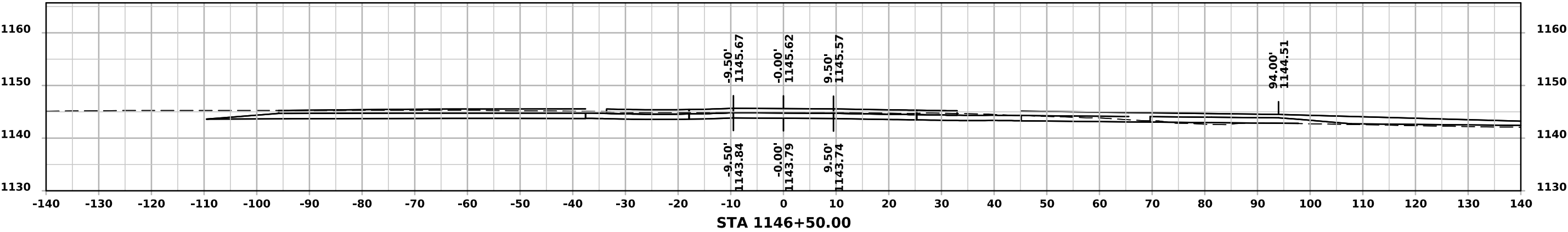
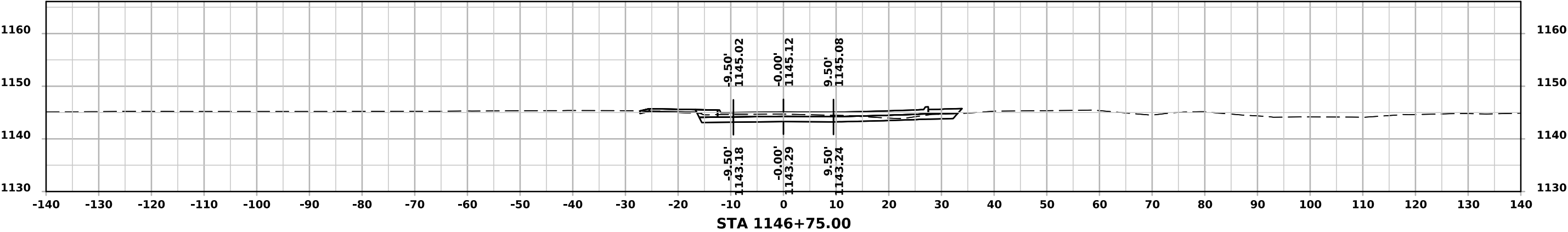
Mill Street



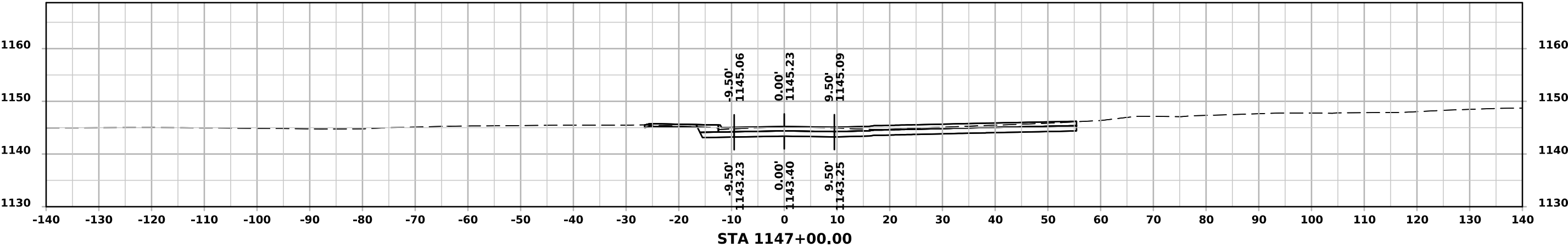
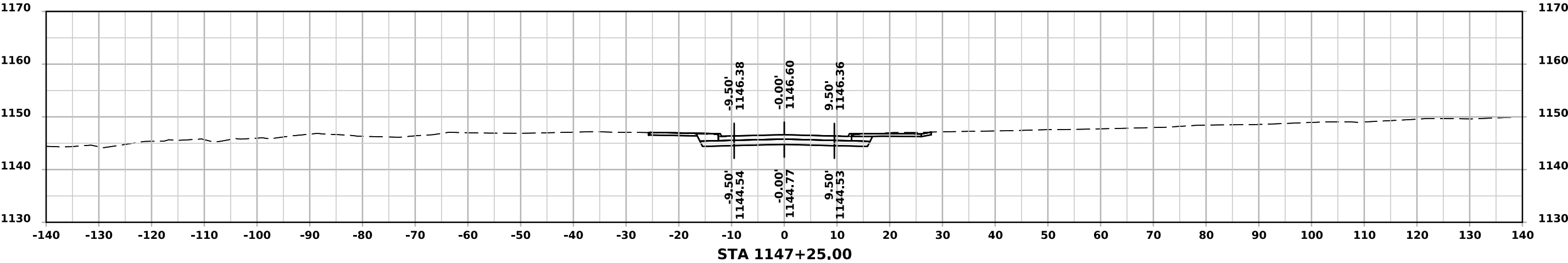
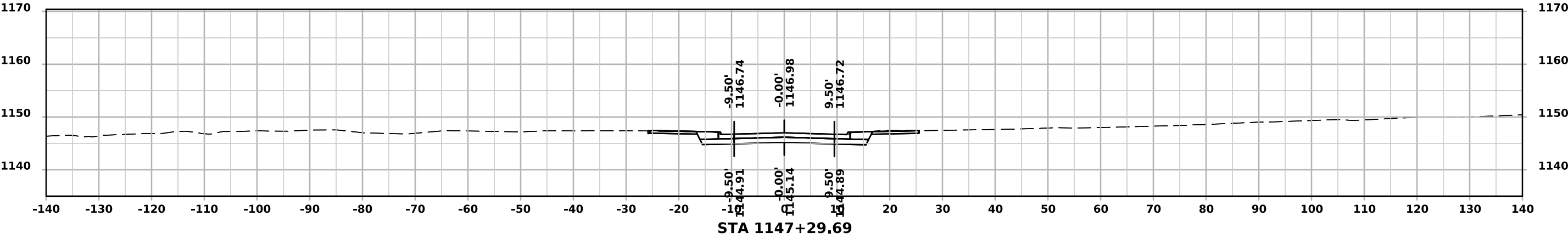
Mill Street



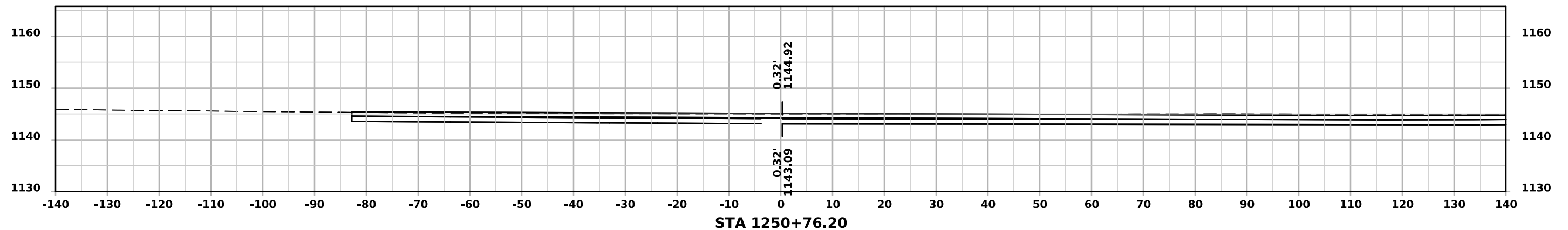
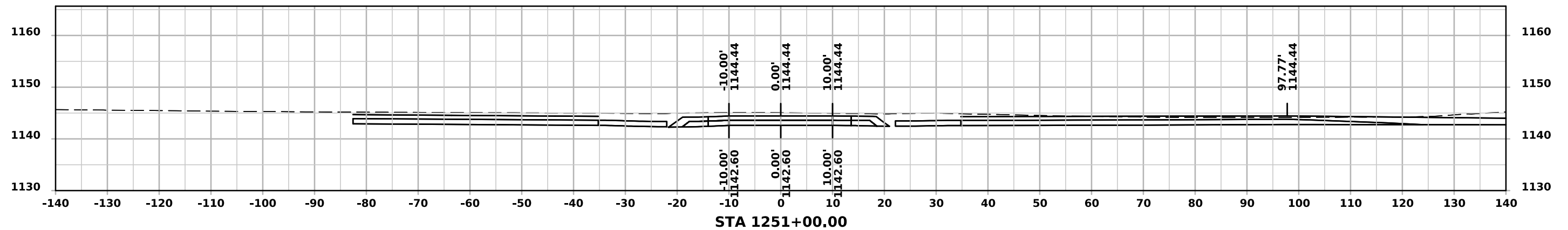
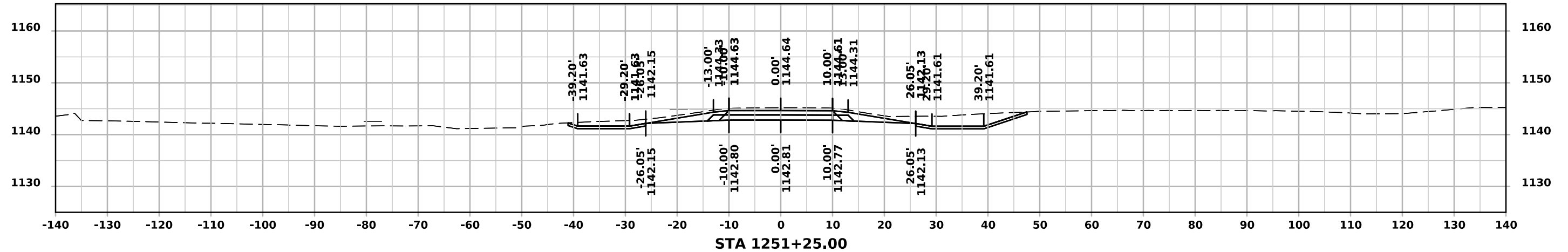
Wilson Street



Wilson Street



Pershing Street



Pershing Street

