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<-- H 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

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.

D5 PLAN-Date: 3/20/26

REVISIONS

TOTAL

165

PROJECT IDENTIFICATION NUMBER

24-78-059-020

PROJECT NUMBER

NHSX-059-3(57)--3H-78

R.O.W. PROJECT NUMBER

NHSN-059-3(62)--2R-78

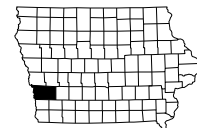
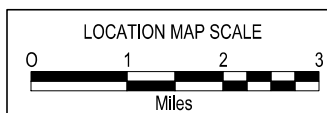
T-77N

END
CONSTRUCTION
STA. 50+03.00

BEGIN
CONSTRUCTION
STA. 10+52.34

59

83



Roadway	U.S. 59	
PIN Number	24-78-059-020	
Project Number	NHSX-059-3(57)--3H-78	
District	District 4	Assistant District Engineer Wes Mayberry
County	POTTAWATTAMIE	or
Route	U.S. 59	Office Director
Location	From Lyon Street to Pershing Street In Avoca	
Work Type	PCC Pavement - Replace	
Segment Manager Designer	Cindy Spencer, P.E.	

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

Urban Two-Lane Roadways (Urban Arterials)

Design Element	Preferred		Acceptable Criteria		Project Values
	The anticipated posted speed limit				
Design speed (mph)			30		35 / 40
Maximum superelevation rate (Refer to Section 2A-2)		4%	6%		0
Design lane width (ft)		12	11		12
Curb and Gutter Width (ft)		3	2		5.5
Full depth paved width (ft)		Design lane width + curb and gutter unit or 14 feet for roadways with shoulders	Match design lane width		35
Right turn lane (ft)		12	10		N/A
Left turn lane (ft)	With raised or painted median With depressed median	12 ft + median 12	10 ft + median 10		N/A
Two-way left turn lane		14	11		N/A
Parking lane width (ft)		10	7		N/A
Pavement cross-slope (on tangent sections)	Through lanes Auxiliary and turn lanes Crown break at centerline	2% 3% 4%	1.5% minimum, 2% maximum 3% maximum 4% maximum		2% N/A 4%
Shoulder cross-slope (on tangent sections)	Shoulders Curb and gutter units Parking lanes	4% Match pavement cross-slope 1% greater than pavement cross-slope	Shoulder cross-slope cannot be less than the adjacent lane. 6% max for paved or granular shoulders, 8% max for earth shoulders		2% 2% 6" standard
Curb type (See Section 3C-2)	Design speed ≤ 45 mph Adjacent to shoulder (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	6-inch standard 10:1 for 4' then 6:1	3:1		
Foreslope		3.5:1	3:1		
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)	Curbed roadways	2%	not steeper than 3:1		
Traverse Slopes	w/ drainage structures w/o drainage structures	8:1 10:1	2.5:1		4:1 (urban)
Ditches (See Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--		5x10
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths (curbed or uncurbed) or design lane width + 3 ft each side (curbed) which ever is greater	design lane widths + effective shoulder widths or curb-to-curb width in curb and gutter section**		N/A
	Bridge length > 200 ft	design lane width + 3 ft each side (curbed) which ever is greater	design lane widths + 4 ft offset each side for roadways with shoulders or curb-to-curb width in curb and gutter section**		N/A
Bridge width—existing*	Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	design lane widths + no less than 2 ft left and right 16.5 16.5 at interchange locations, 15 at all other locations	design lane widths + 2 ft left and right		N/A
		Over primary Over non-primary Over railroad Sign trusses and pedestrian bridges			N/A
Structural Capacity		17.5	17		
Level of Service	Contact Office of Bridges and Structures	C	Contact Office of Bridges and Structures		N/A
*FHWA notification via email is required if acceptable criteria is not met on the NHS system (No formal design exception is required)					
** If travel lanes are less than 12 ft wide contact the Methods Section for assistance.					

Design year ADT =

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

Effective Shoulder Width and Type for Two-Lane Highways

Design Element	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			
Turn lanes with curbs	6	See Section 3C-2		Turn lanes with curbs	6	0			
Climbing Lanes	Effective Shoulder Width	Paved Width			Effective Shoulder Width	Paved Width			
	6	4		Climbing Lanes	4	0			
Two-Lane Highways	Effective Shoulder Width	Paved Width		Two-Lane Highways	Effective Shoulder Width	Paved Width			
	10	10							
Routes where bicycles are to be accommodated	10	10		Design year ADT > 2000 vpd	8	0*			
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							
On non-NHS routes with design year ADT < 3000	8	0*		Design year ADT < 400 vpd	4	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:

30 mph posted speed (35 mph design) north of Mill St., 35 mph posted (40 mph design) Mill Street to Wood Street

No superelevation proposed on curbed roadway. Use SUDAS design criteria (Section 5C-1) for horizontal curves.

See final concept dated 3-4-2024. Proposed roadway width matches existing / preferred per discussions with City.

Roadway Design Speed (mph) = 35 / 40

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

Design Criteria for Low Speed Roadways

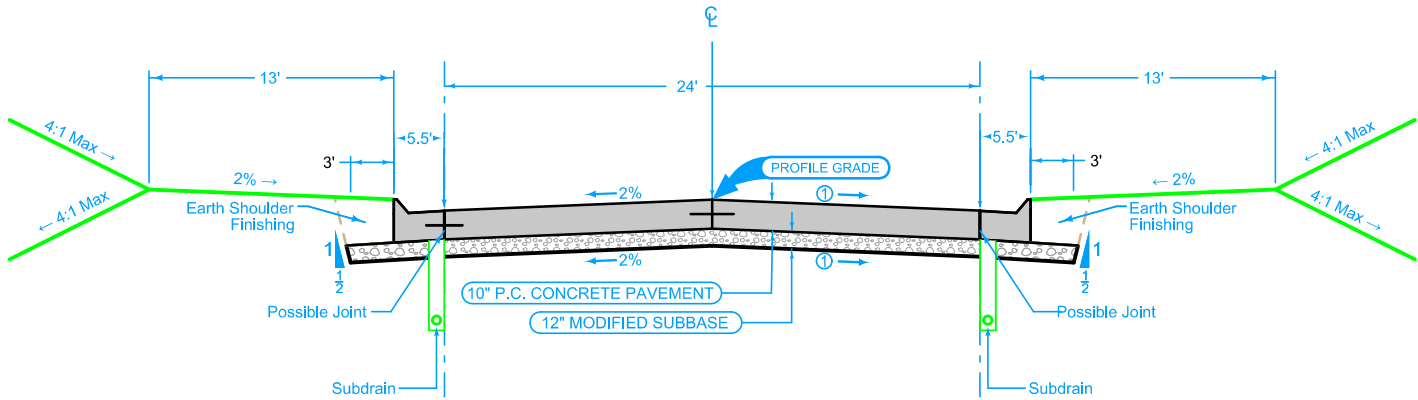
Design Element	Preferred Criteria					Acceptable Criteria					Project Values
	Design Speed, mph					Design Speed, mph					
	25	30	35	40	45	25	30	35	40	45	
Stopping sight distance (ft) (Refer to Section 6D-1)											
Minimum horizontal curve radius (ft) and superelevation rate (Refer to Sections 2A-2 and 2A-3)	No super (urban Roadway)					e = 0					250 / 305
	Method 5 superelevation and side friction distribution					e _{max} = 6%					
						e _{max} = 8%					
Minimum vertical curve length (ft) (Refer to Section 2B-1)											
Minimum rate of vertical curvature (K)	crest vertical curves					roadways without fixed source lighting					29 / 44
	sag vertical curves					roadways with fixed source lighting					
	(Refer to Section 2B-1)										
Minimum gradient (%) (Refer to Section 2B-1)											
0.5											
0.3% with a curb, 0.0% without a curb											
Urban roadways											
Maximum gradient (%) (Refer to Section 2B-1)											
5											
8											
Rural roadways											
Clear zone											
See "Preferred Clear Zone" table in Section 8A-2											
See "Acceptable Clear Zone" table in Section 8A-2											
6											
13											

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
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
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	Ⓢ ft
10+52.34 - 10+97.88		3.0
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+03.00

Curbed Shoulder With Sidewalk

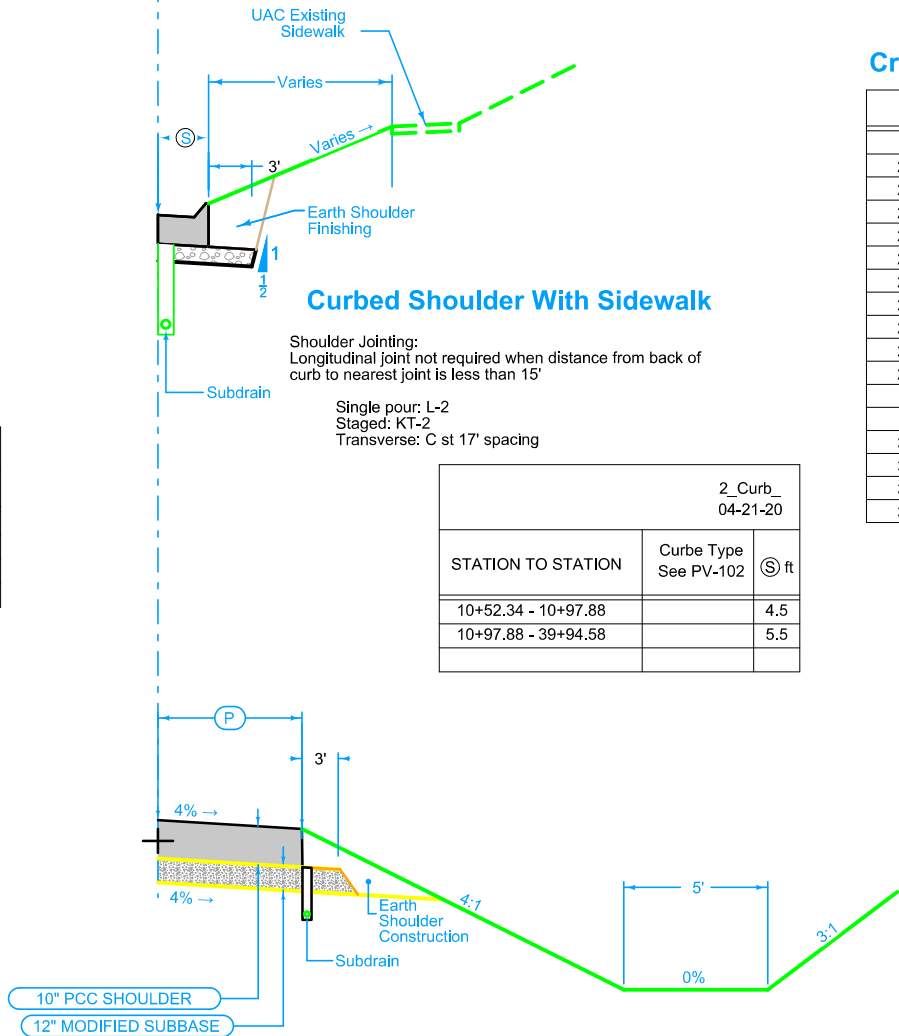
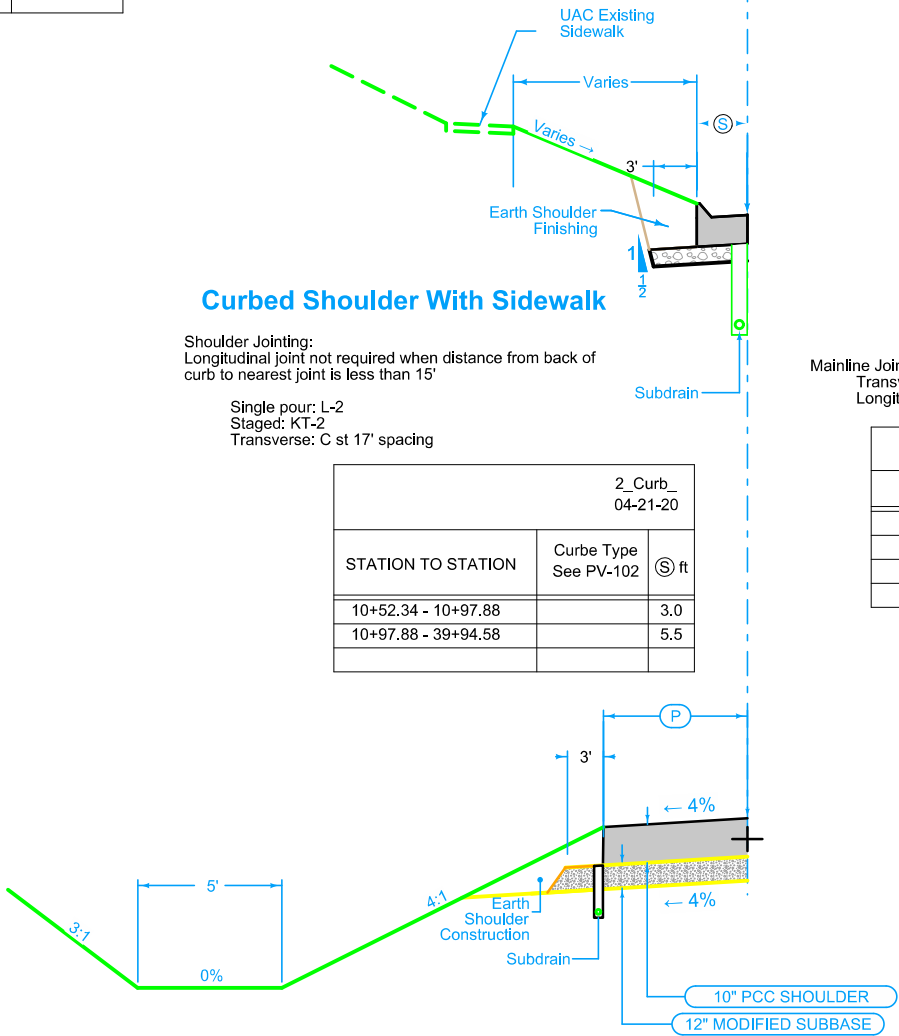
Shoulder Jointing:
Longitudinal joint not required when distance from back of
curb to nearest joint is less than 15'

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	Ⓢ ft
10+52.34 - 10+97.88		4.5
10+97.88 - 39+94.58		5.5

Cross Slope Transition

STATION TO STATION		①
10+52.34	20+52.35	-2%
20+52.35	21+30.35	Trans
21+30.35	22+05.35	+2%
22+05.35	22+83.35	Trans
22+83.35	23+93.55	-2%
23+93.55	24+71.55	Trans
24+71.55	25+46.54	+2%
25+46.54	26+24.54	Trans
26+24.54	27+35.19	-2%
27+35.19	28+13.19	Trans
28+13.19	28+84.31	+2%
28+84.31	29+62.31	Trans
29+62.31	30+75.74	-2%
30+75.74	31+53.74	Trans
31+53.74	38+90.00	+2%
38+90.00	39+68.00	Trans
39+68.00	41+13.35	-2%



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	Ⓟ Feet
43+77.87 - 50+03.00	10

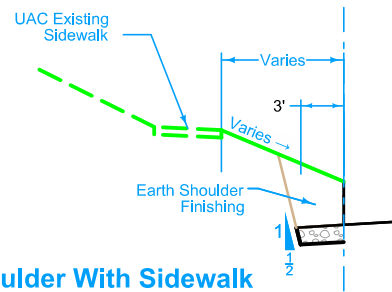
Full Depth PCC Shoulder

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	Ⓟ Feet
42+88.60 - 50+03.00	10

MAINLINE PAVING
U.S. 59 - Avoca

Curbed Shoulder - No Sidewalk

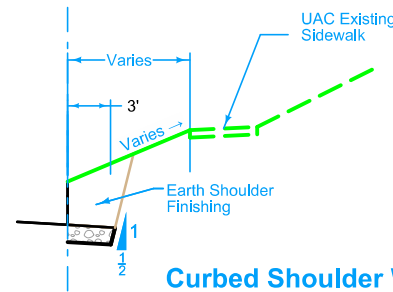


Curbed Shoulder With Sidewalk

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

Curbed Shoulder - No Sidewalk



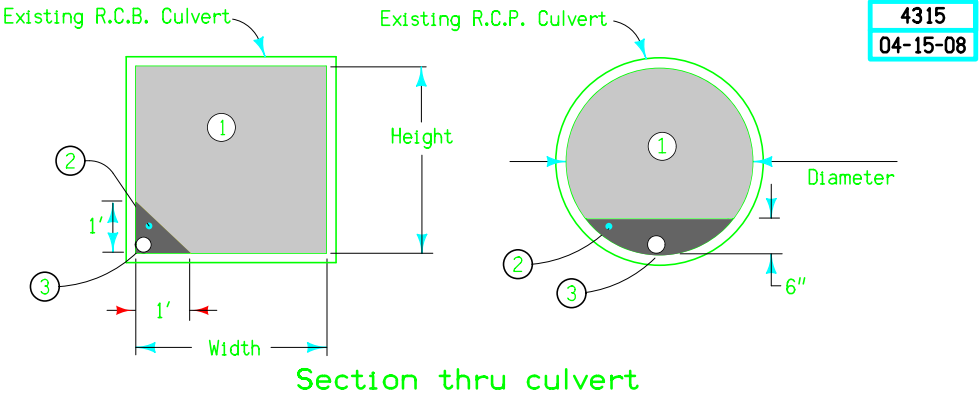
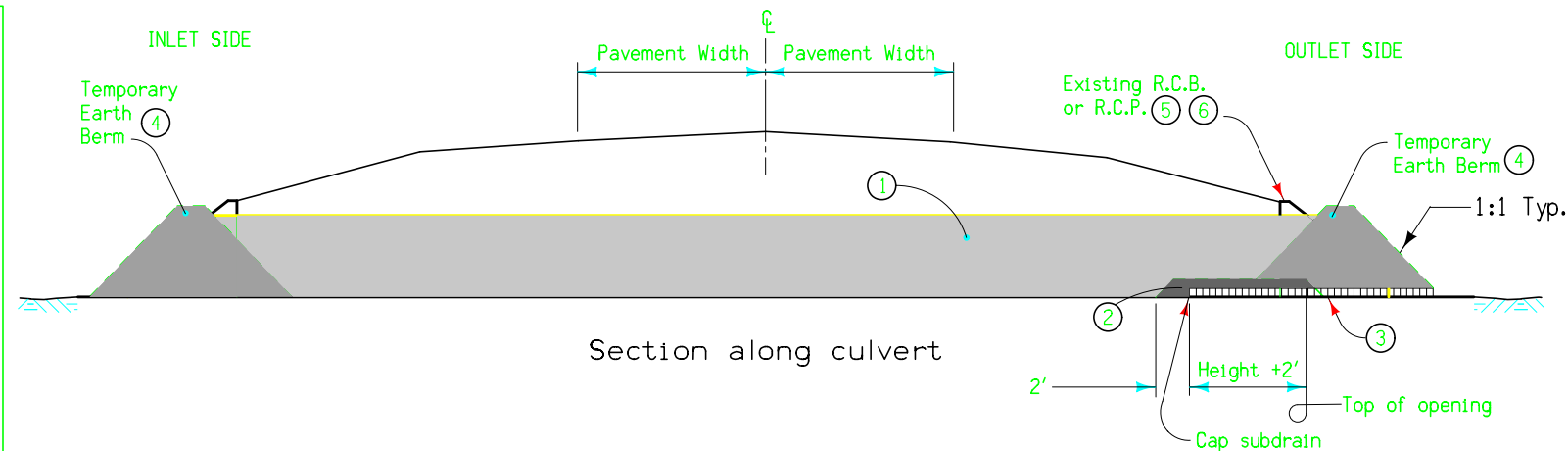
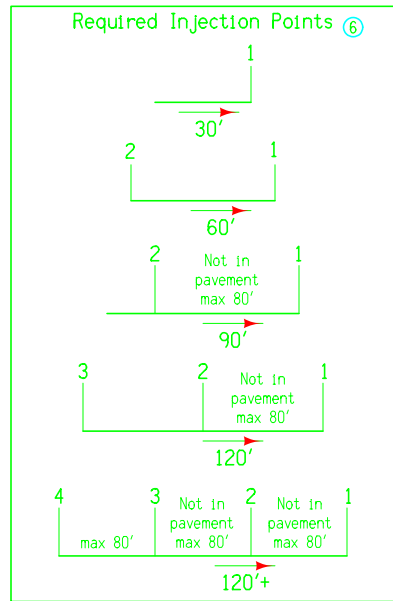
Curbed Shoulder With Sidewalk

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

	STATION TO STATION	(W)
W. Lyon Street	110+50.43 - 110+80.38	31
	111+15.38 - 111+45.35	25
W. High Street	214+00.00 - 214+39.98	34
	214+74.98 - 215+40.00	25
W. Crocker Street	317+35.00 - 318+95.00	31
W. Wool Street	420+82.00 - 422+25.00	25
W. Taylor Street	524+15.00 - 525+91.00	25
W. Thomas Street	627+60.00 - 629+60.00	21
W. Kearney Street	730+88.00 - 731+73.82	21
	732+08.82 - 732+78.00	25
W. Baker Street	834+25.00 - 836+15.00	25
W. Curtis Street	937+85.72 - 939+64.44	25
W. Mill Street	1043+06.10 - 1043+80.00	25
W. Wilson Street	1146+40.40 - 1147+29.69	25
N. Chestnut Street	1300+00.00 - 1300+42.69	25

SIDE ROAD PAVING

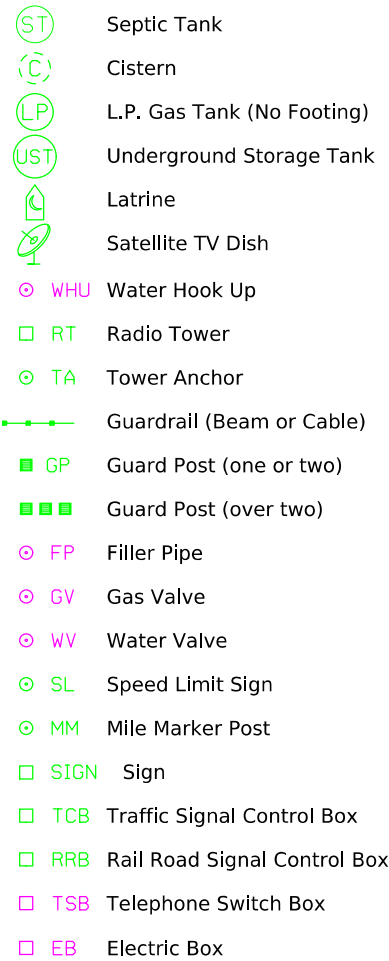


- ① Flowable Mortar.
- ② Granular Backfill.
- ③ 4" subdrain at flowline elevation of culvert shall be extended into the culvert a distance of 2' plus the height of the culvert. Granular Backfill covers subdrain and extends an additional 2'. Subdrain and granular backfill are incidental to flowable mortar.
- ④ Ends of culvert shall be plugged sufficiently to retain flowable mortar. Temporary earth berms are incidental to flowable mortar.
- ⑤ Removal of headwalls may be required.
- ⑥ Outlet shall be filled first. See injection point detail for additional information.

DETAILS OF CULVERT ABANDONMENT WITH FLOWABLE MORTAR
(Rectangular structures less than 8' in either height or width.
Circular structures less than 10' Dia.)

4315
04-15-08

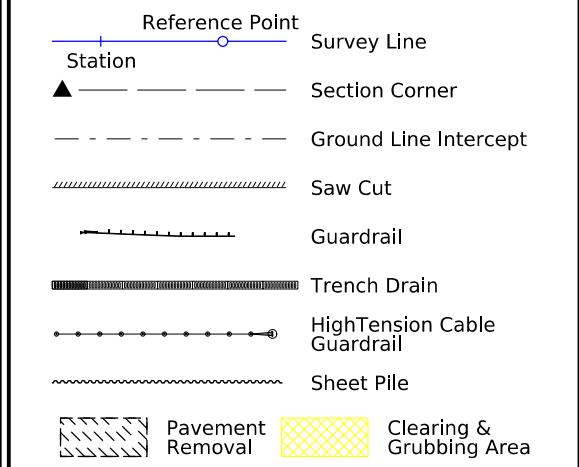
	Interstate Highway Symbol
	U.S. Highway Symbol
	Iowa Highway Symbol
	County Road Highway Symbol
	Evergreen Tree
	Deciduous Tree
	Fruit Tree
	Shrub (Bushes)
	Timber
	Hedge
	Stump
	Swamp
	Rock Outcrop
	Broken Concrete
	Revetment (Rip Rap)
	Cemetery
	Grave
	Cave
	Sink Hole
	Board Fence
	Chain Link or Security 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)



UTILITY INFORMATION		
COMPANY (QUALITY)	SYMBOL	REMARK
CITY OF AVOCA	AVO	W, SAN, ST
FARMERS MUTUAL TELE	FM6	FO15, TV5
MIDAMER-ELEC	M10E	
MIDAMER-GAS	M10G	G
IOWA DOT	SW3	
MEDIACOM CABLE	T16	
MEDIACOM CABLE	TC6	
WINDSTREAM COMM	WINIA	FO3
WALNUT TELE CO., INC.	WNT	FO14

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%

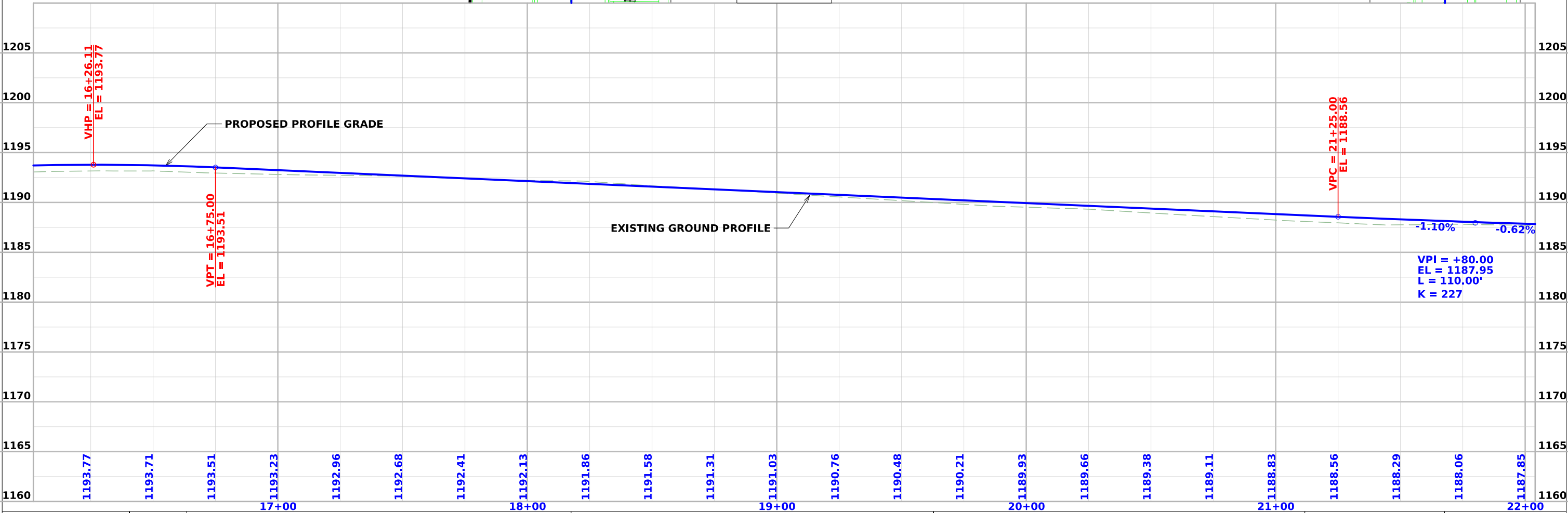
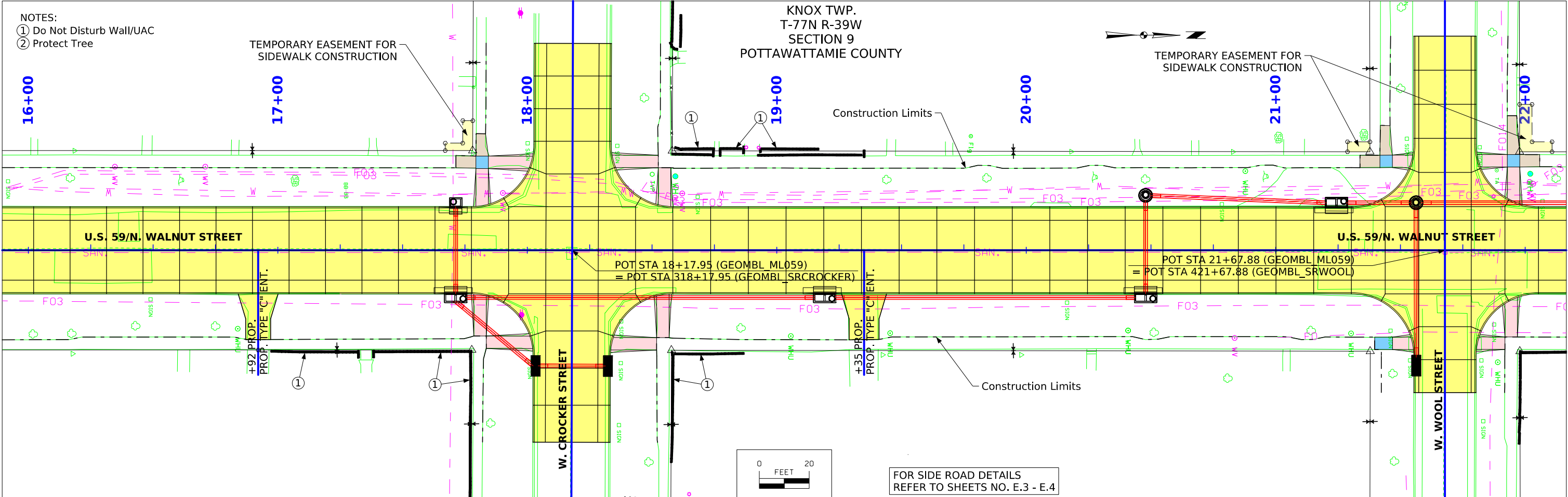
LINEWORK	Design Color No.	
Green	(10)	Existing Ground Line Profile
Blue	(1)	Proposed Profile and Annotation
Magenta	(5)	Existing Utilities
Blue, Light	(230)	Proposed Ditch Grades, Left
Black	(0)	Proposed Ditch Grades, Median
Rust	(14)	Proposed Ditch Grades, Right

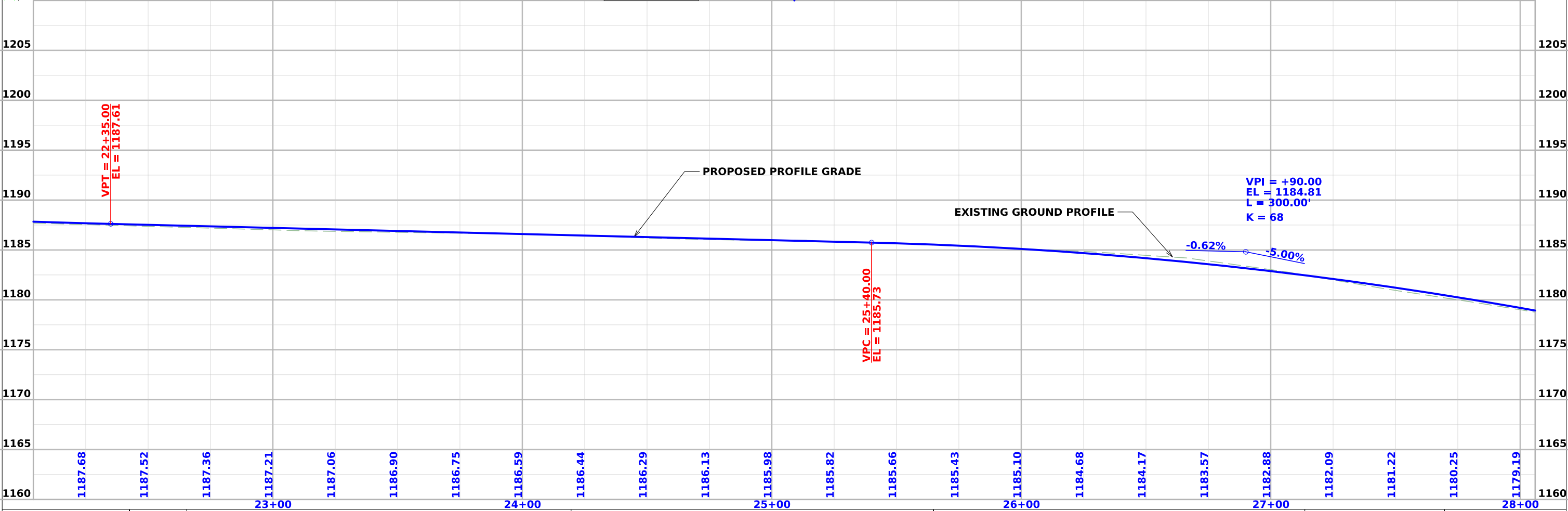
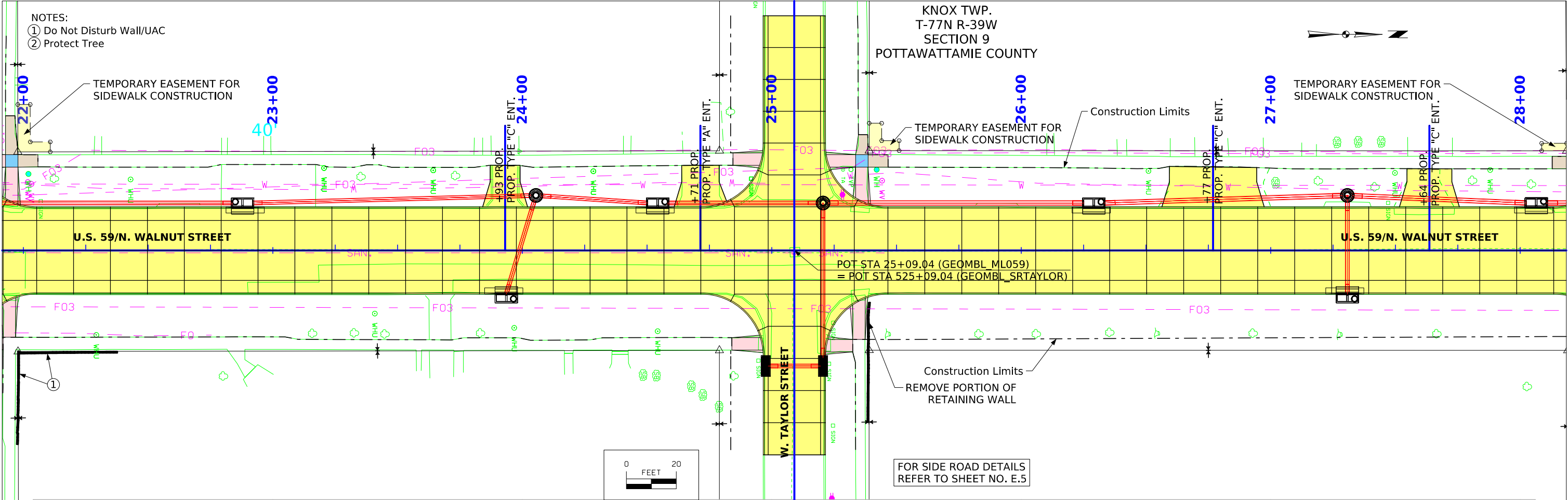


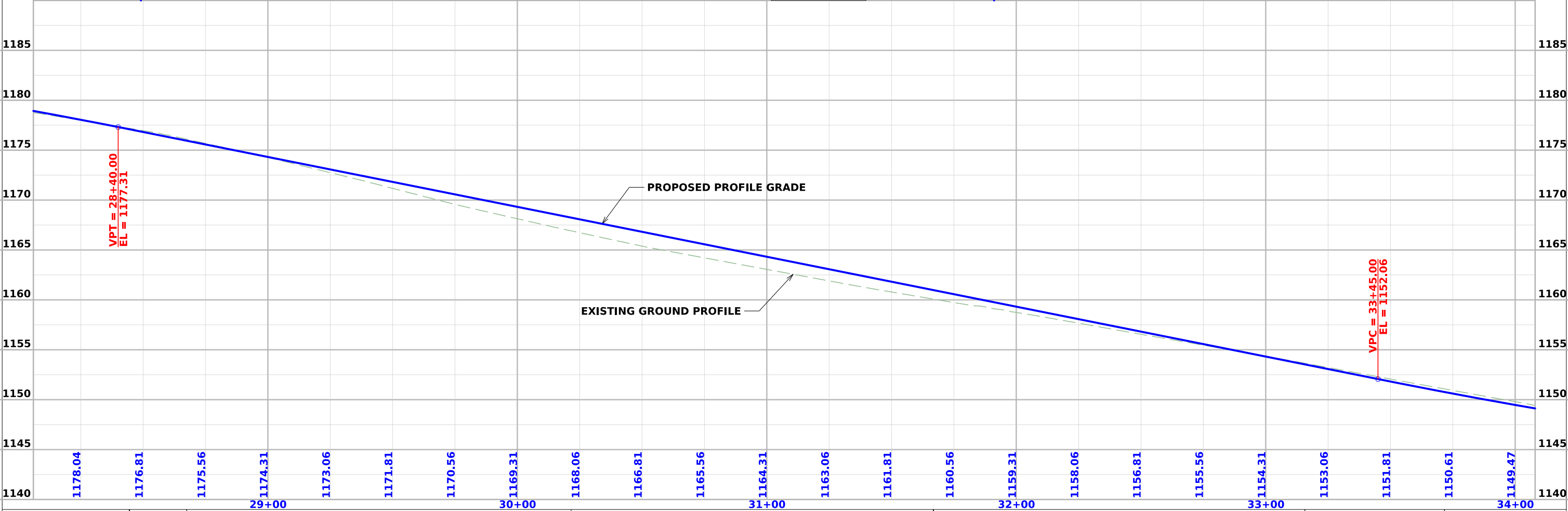
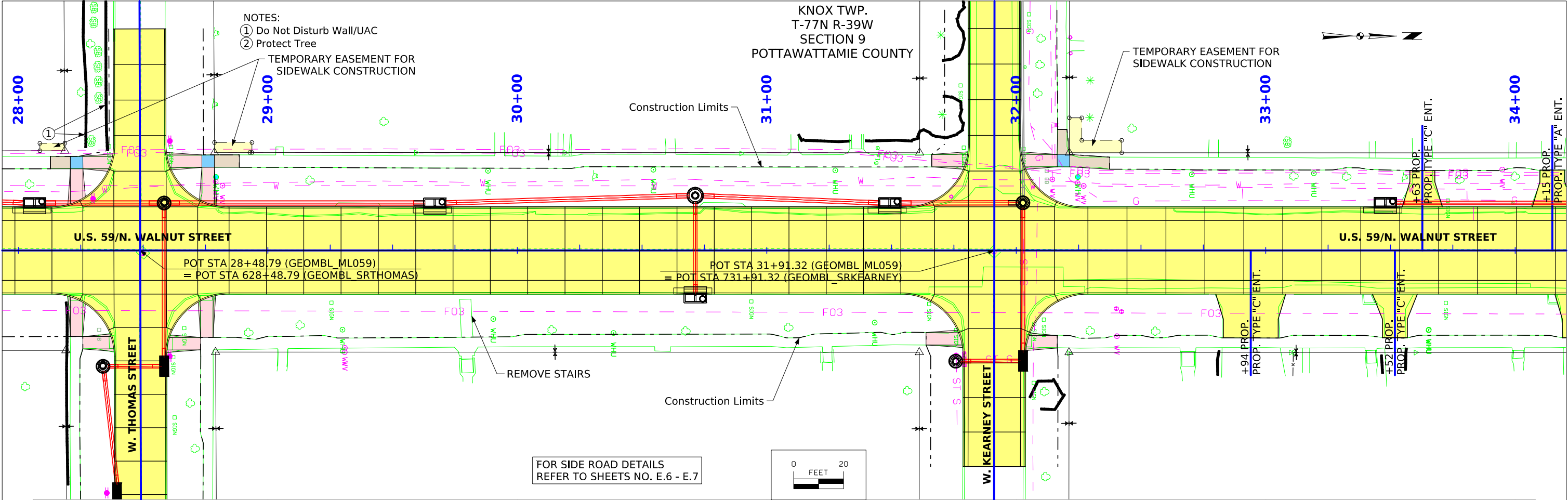
- Proposed Right-of-Way Symbol
- Proposed Right-of-Way Line
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary) Symbol
- Easement (Temporary) Line
- Easement
- Access Control
- Property Line Symbol
- Property Line

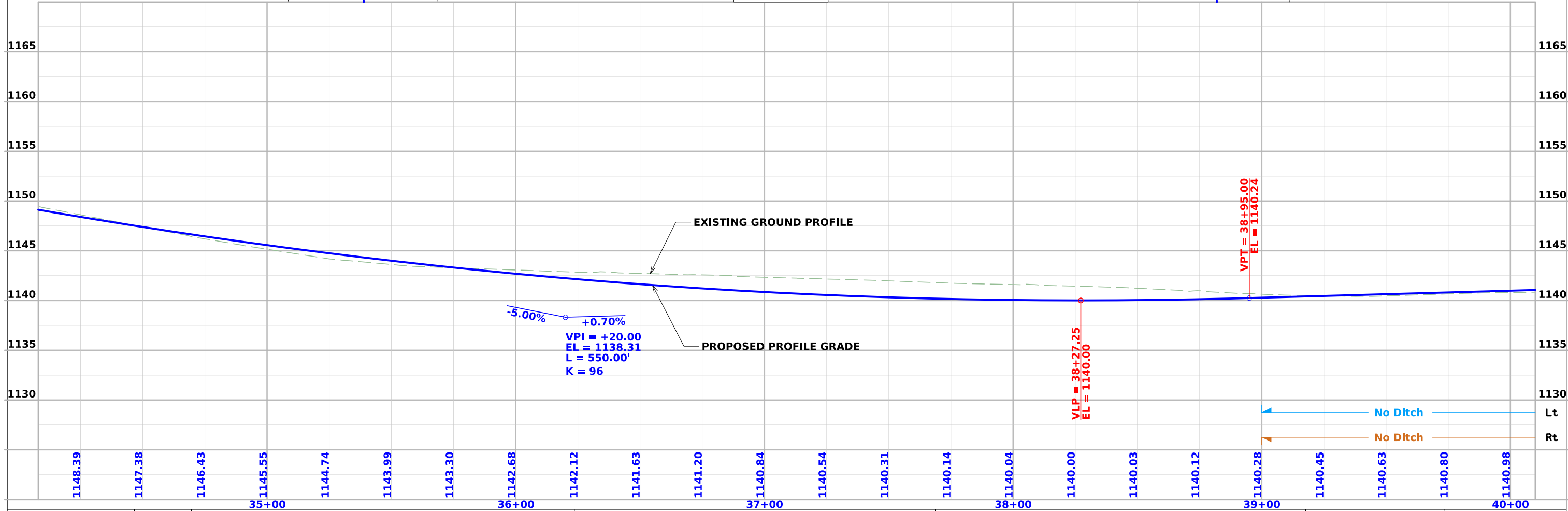
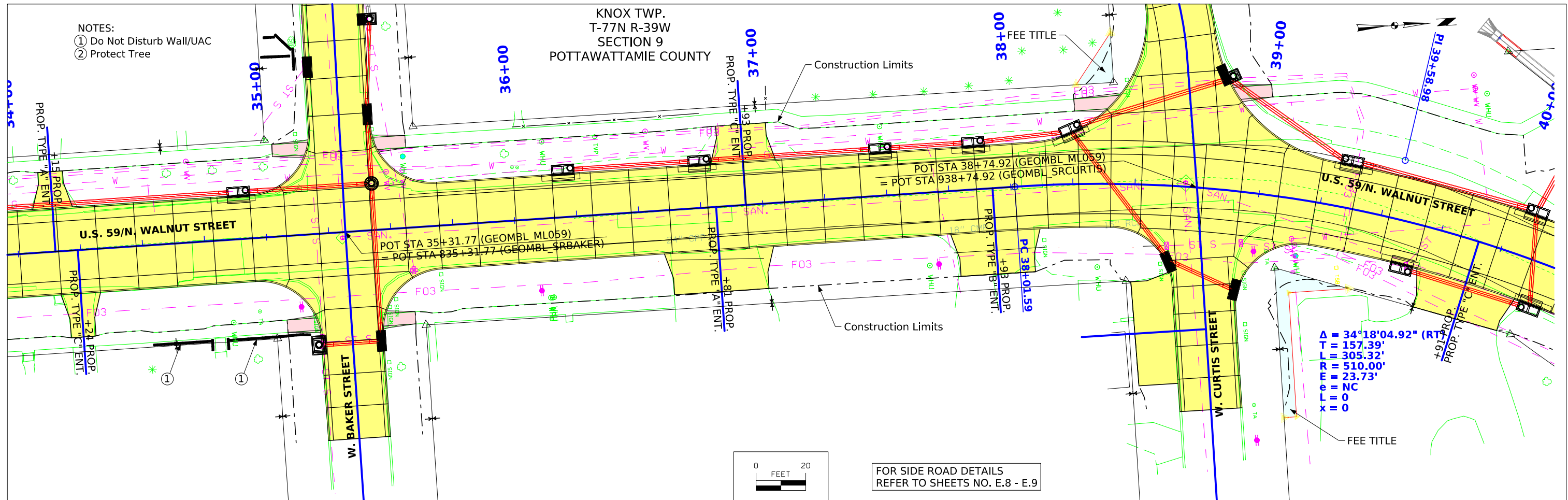
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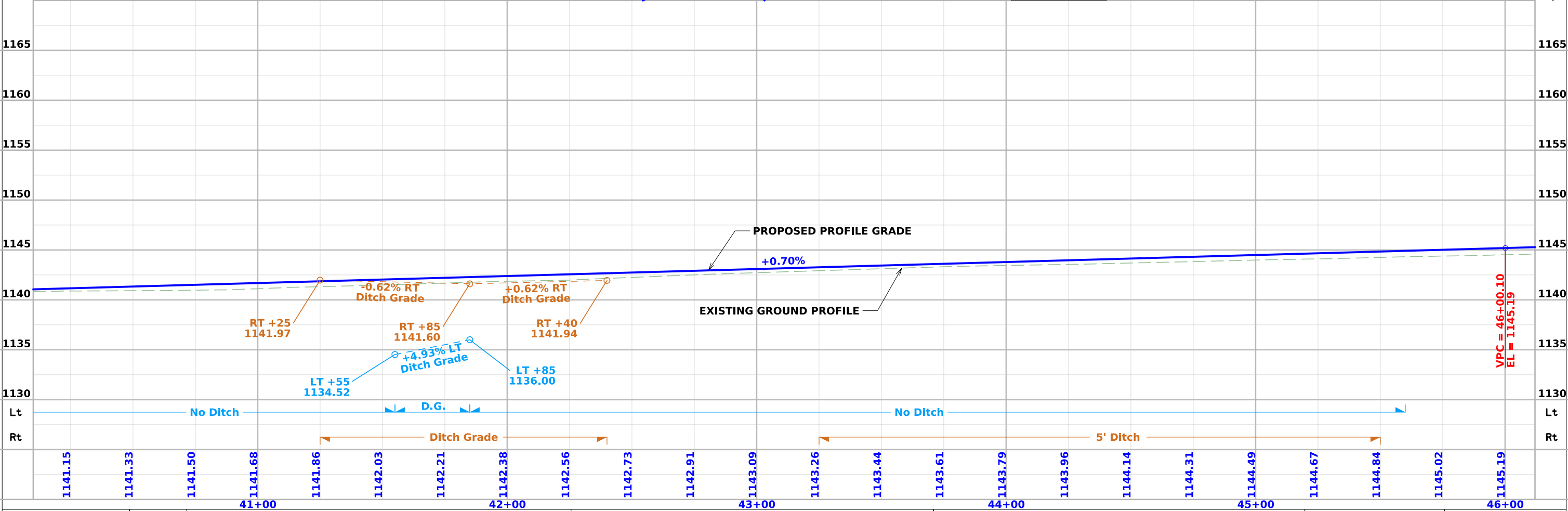
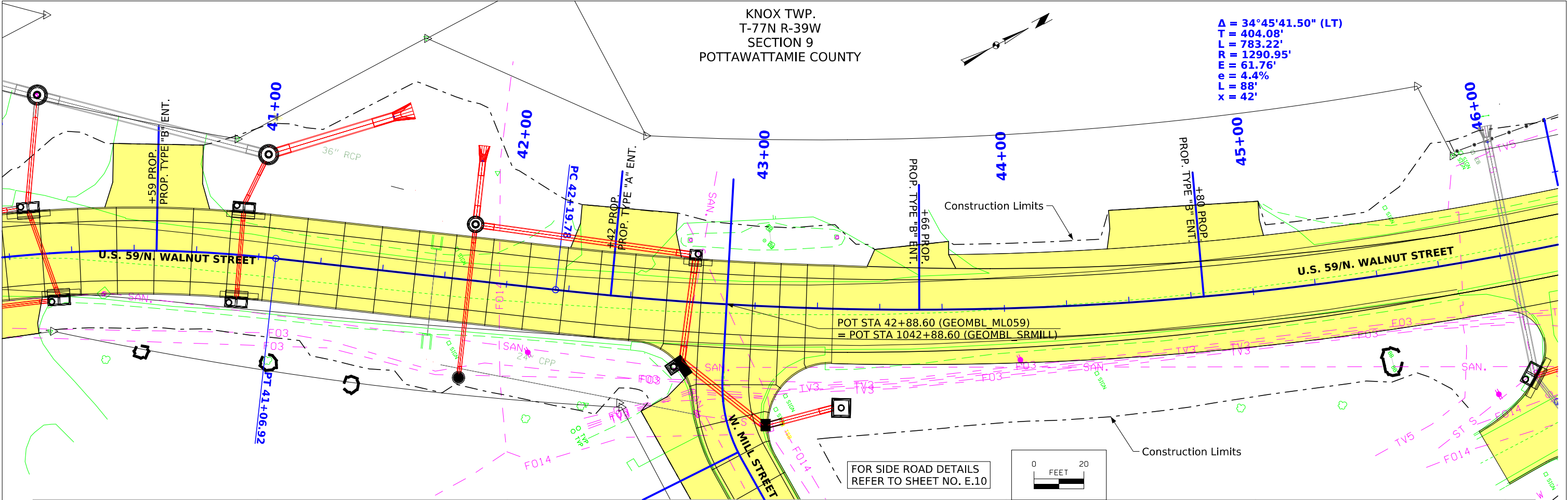
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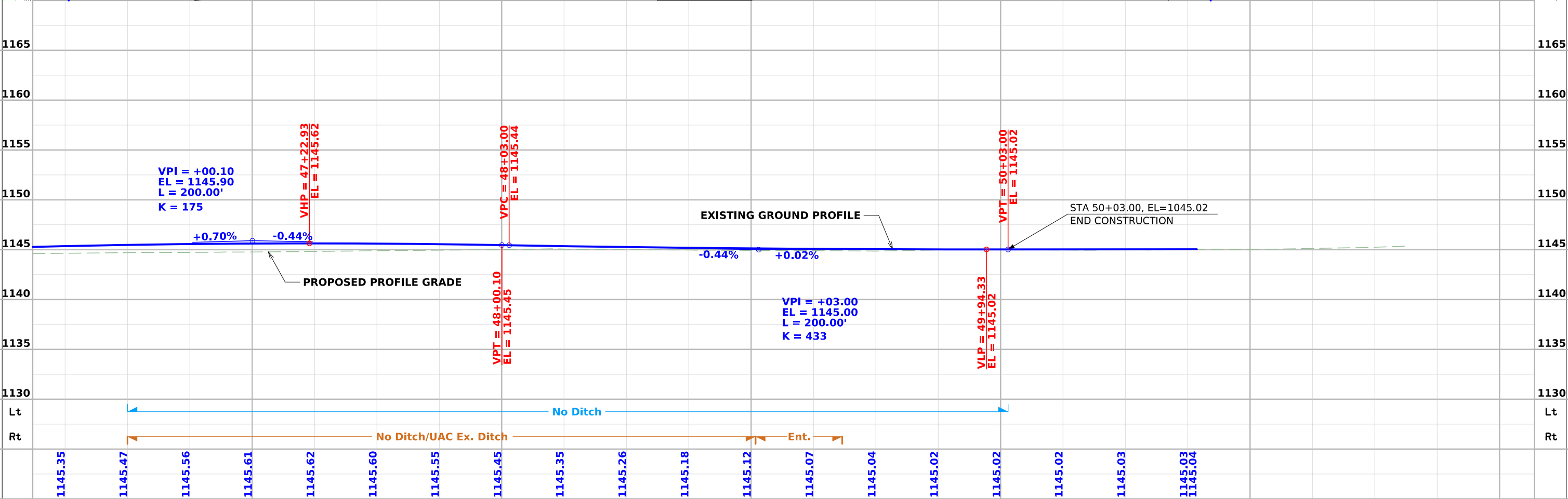
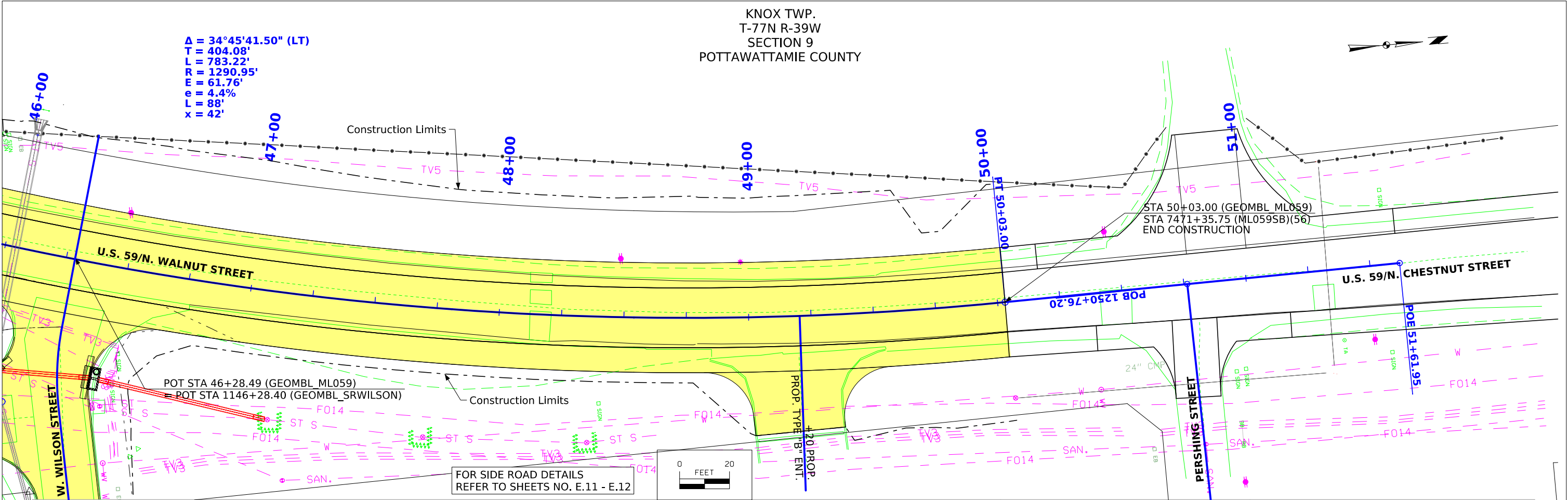




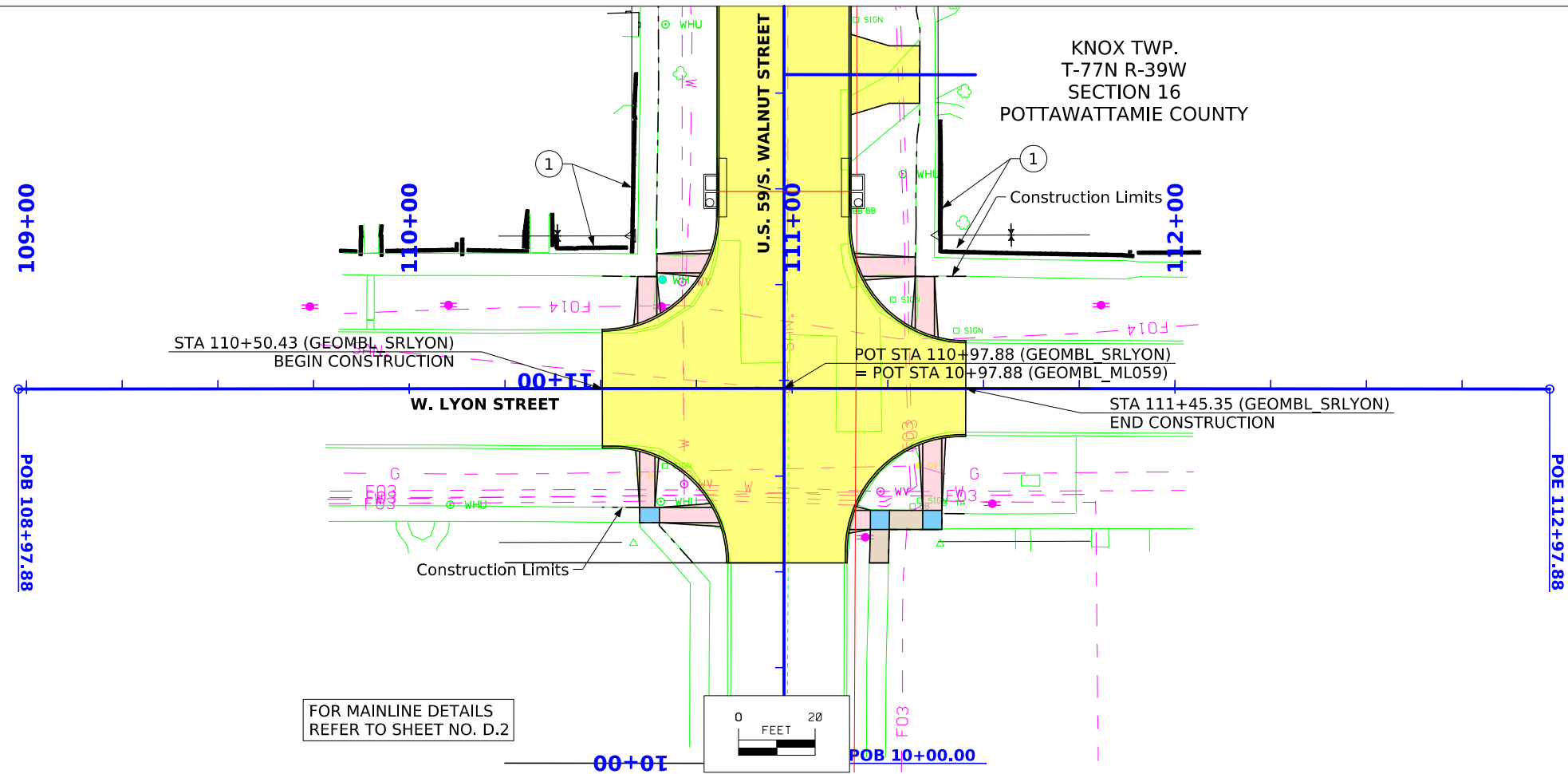




KNOX TWP.
T-77N R-39W
SECTION 9
POTTAWATTAMIE COUNTY

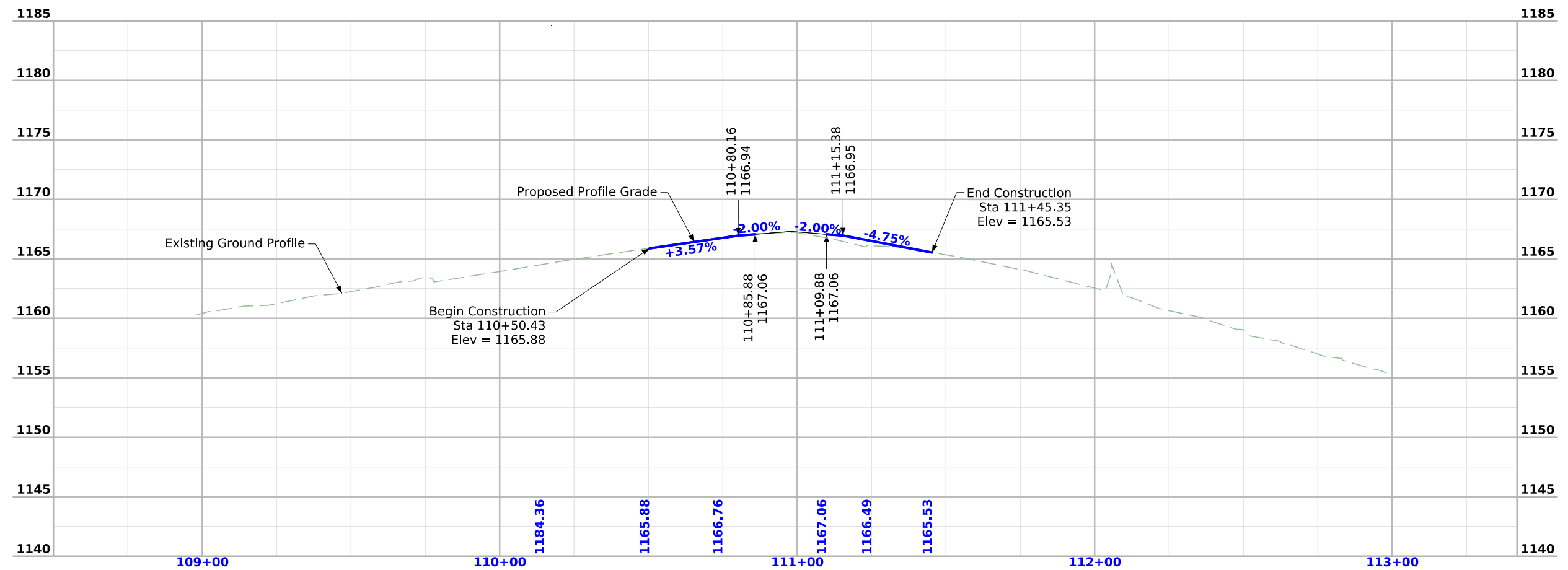


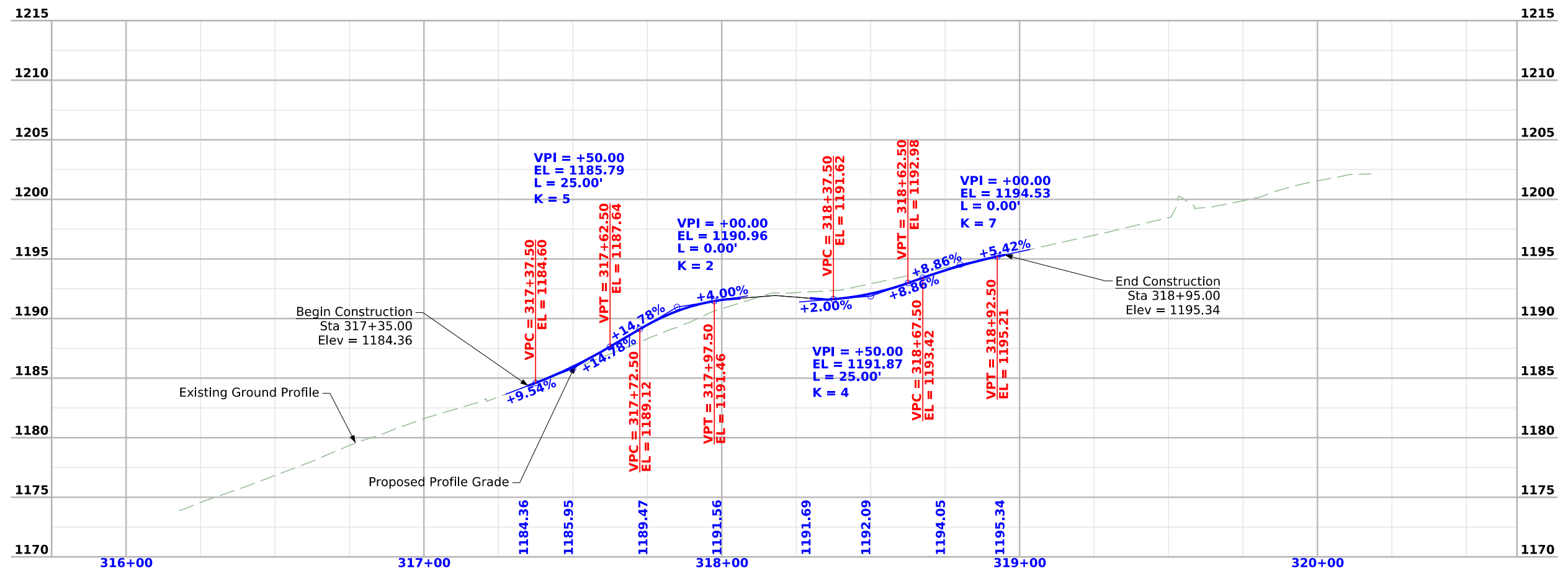
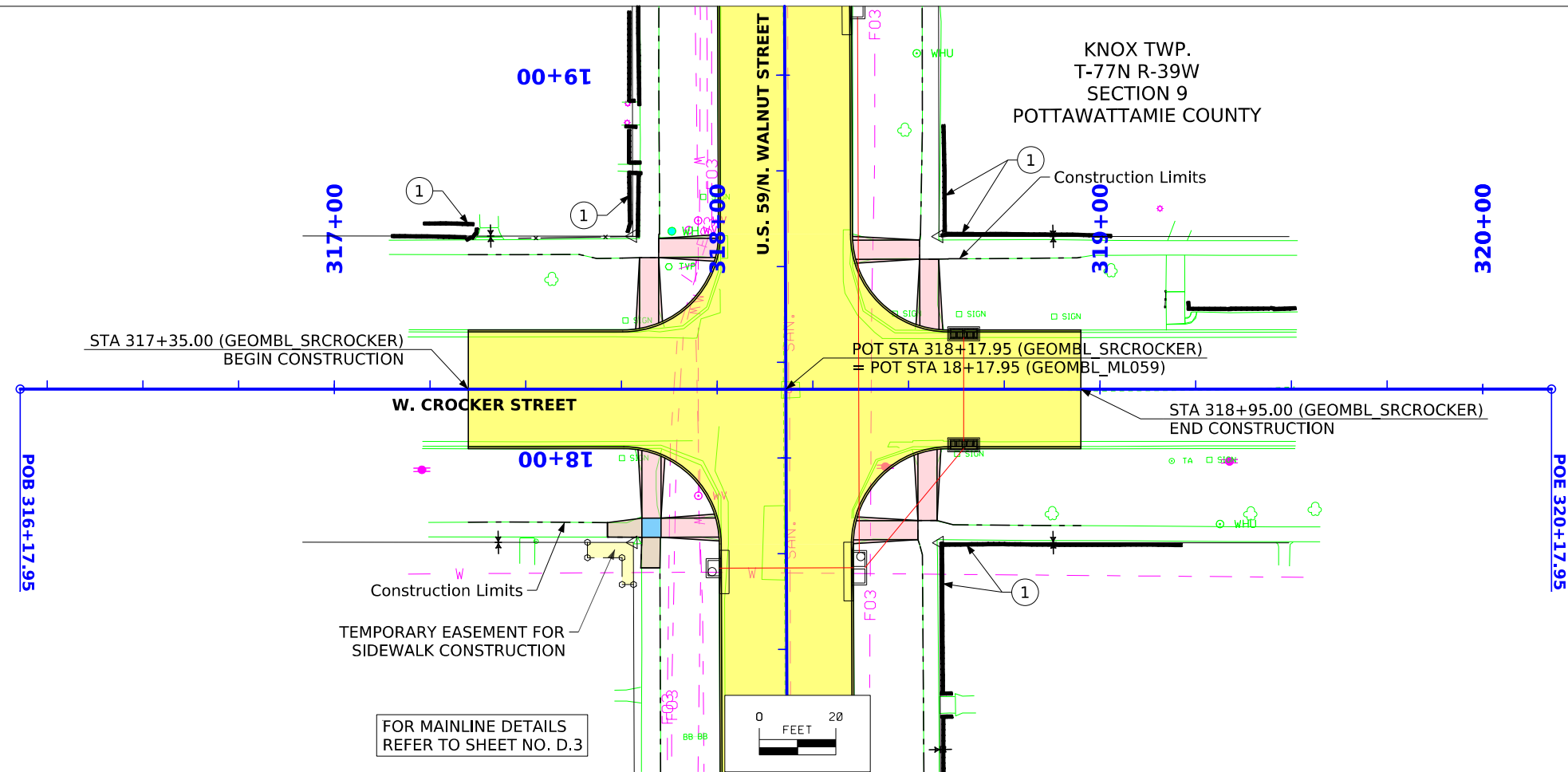
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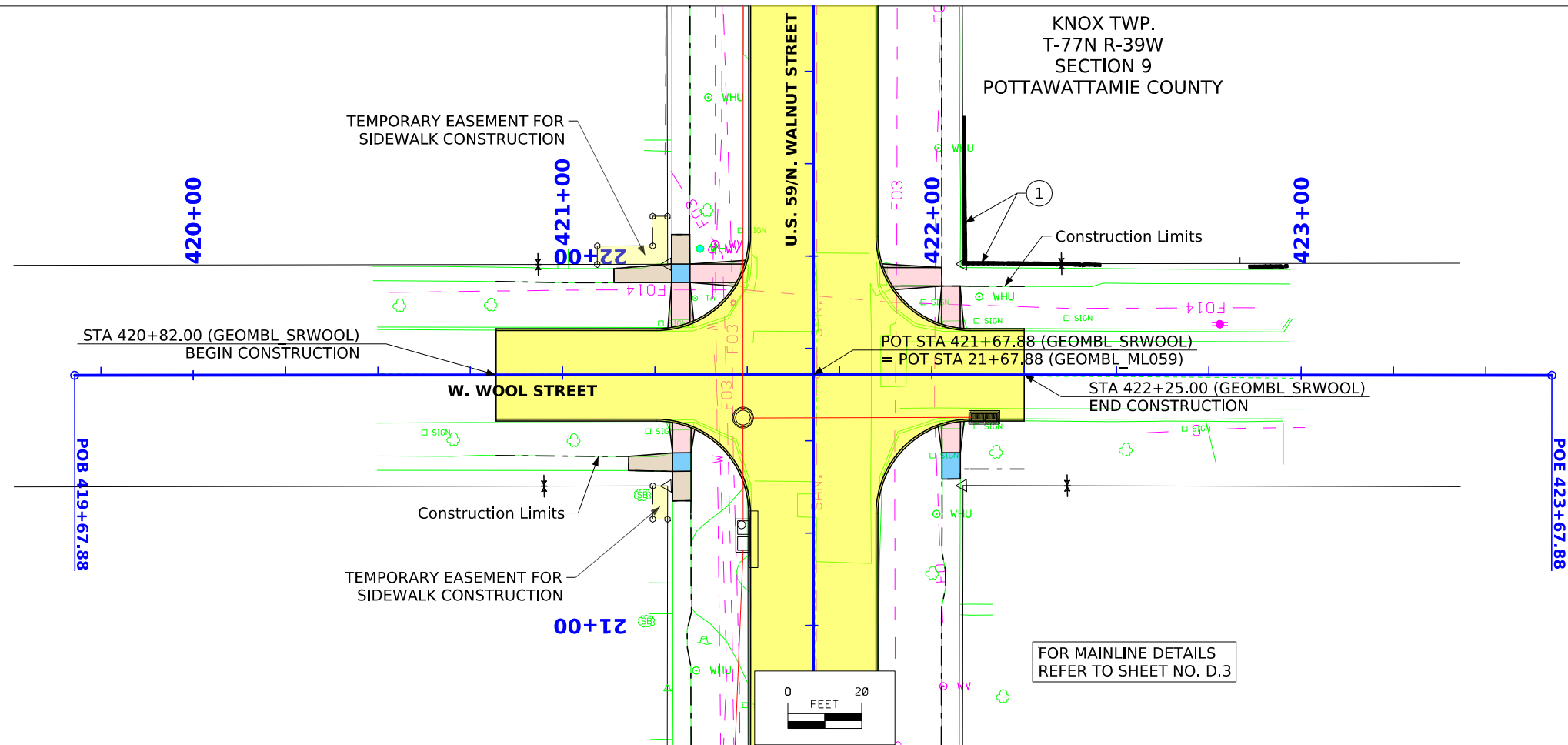


Notes

- ① Do Not Disturb Wall/UAC

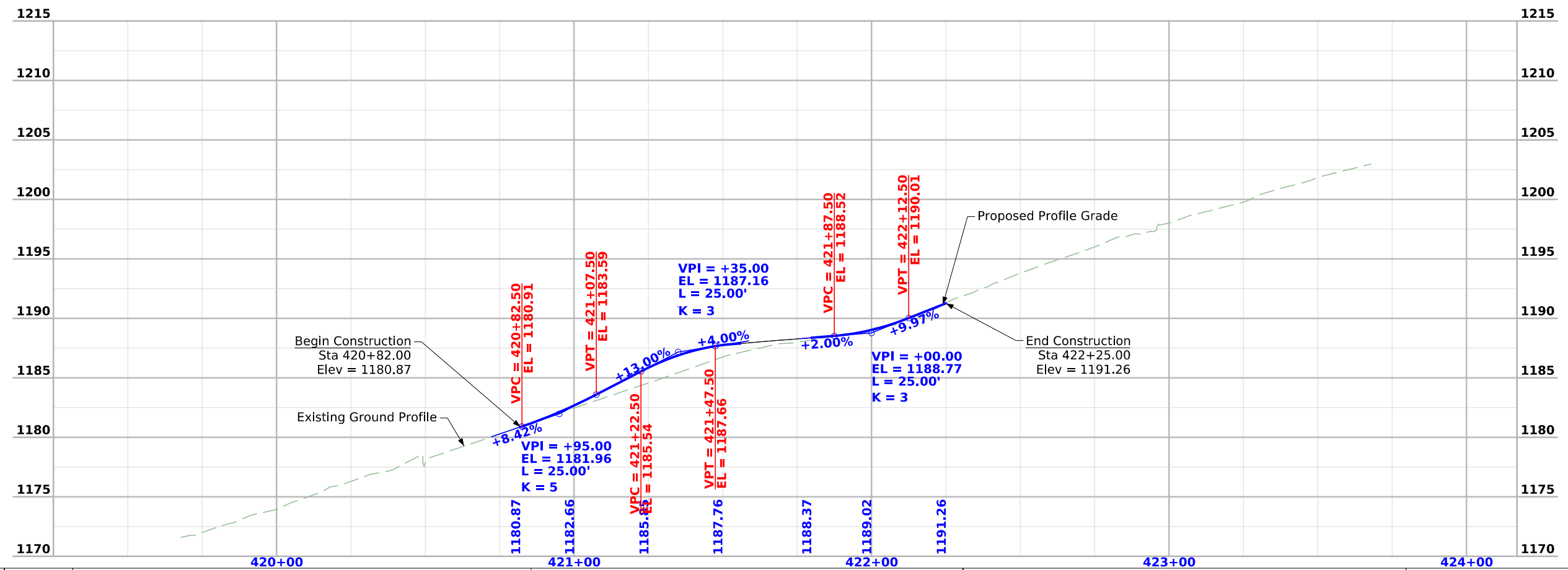


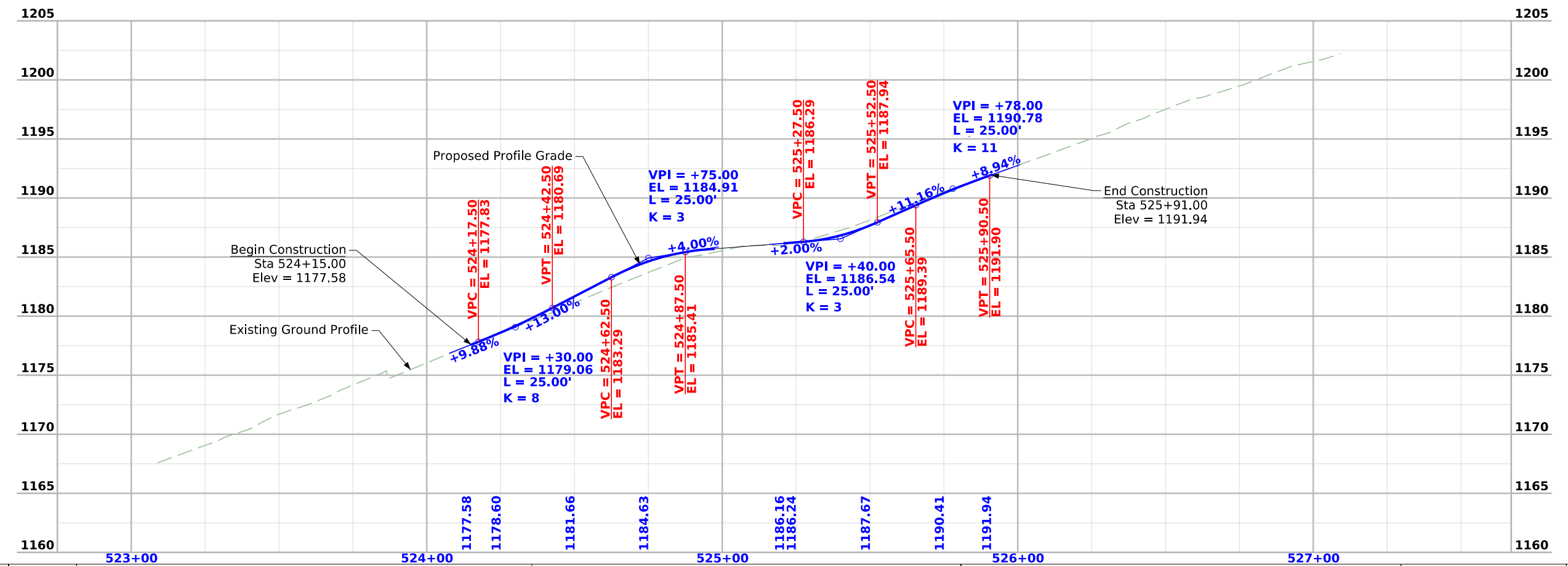
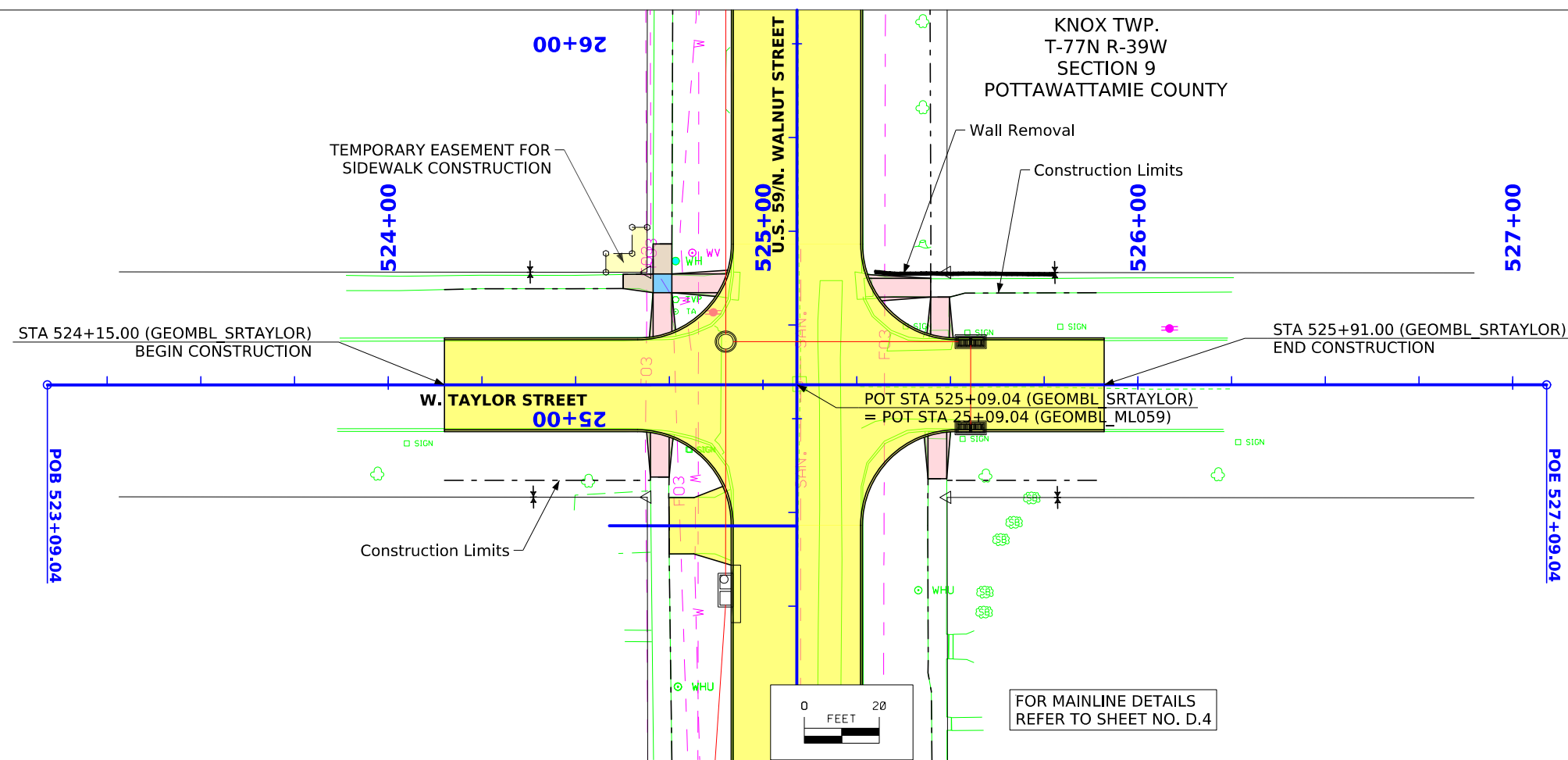


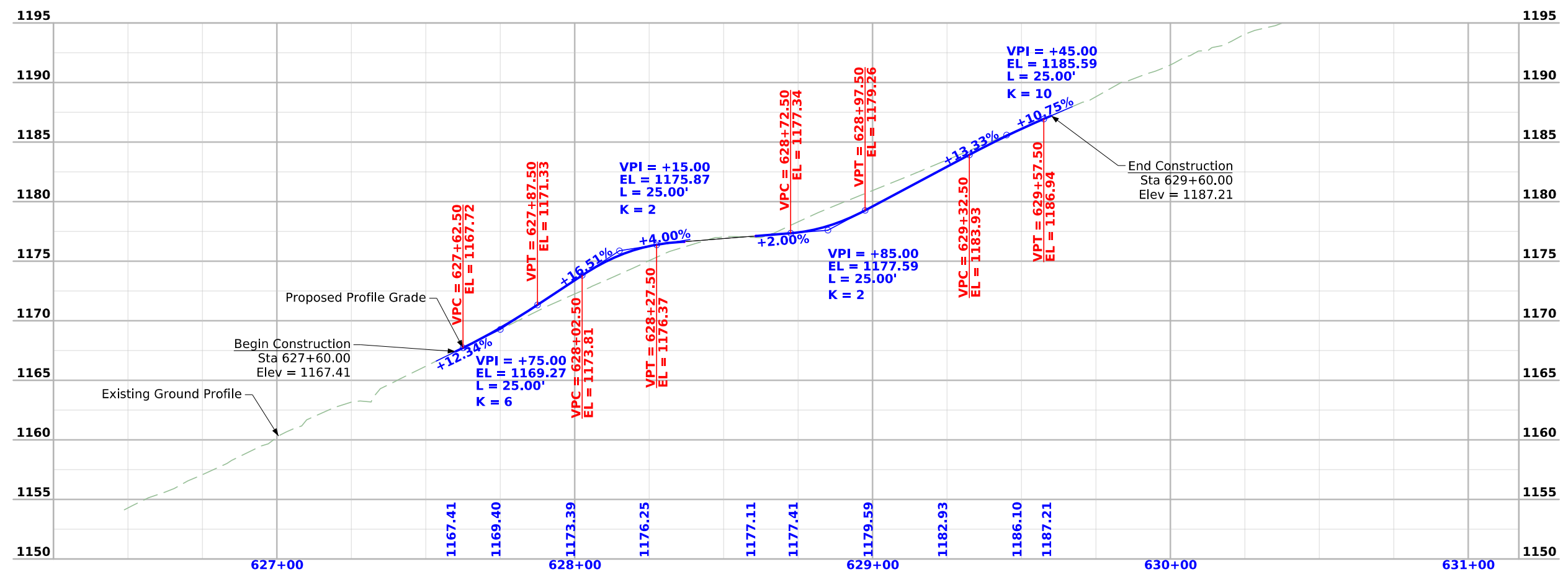
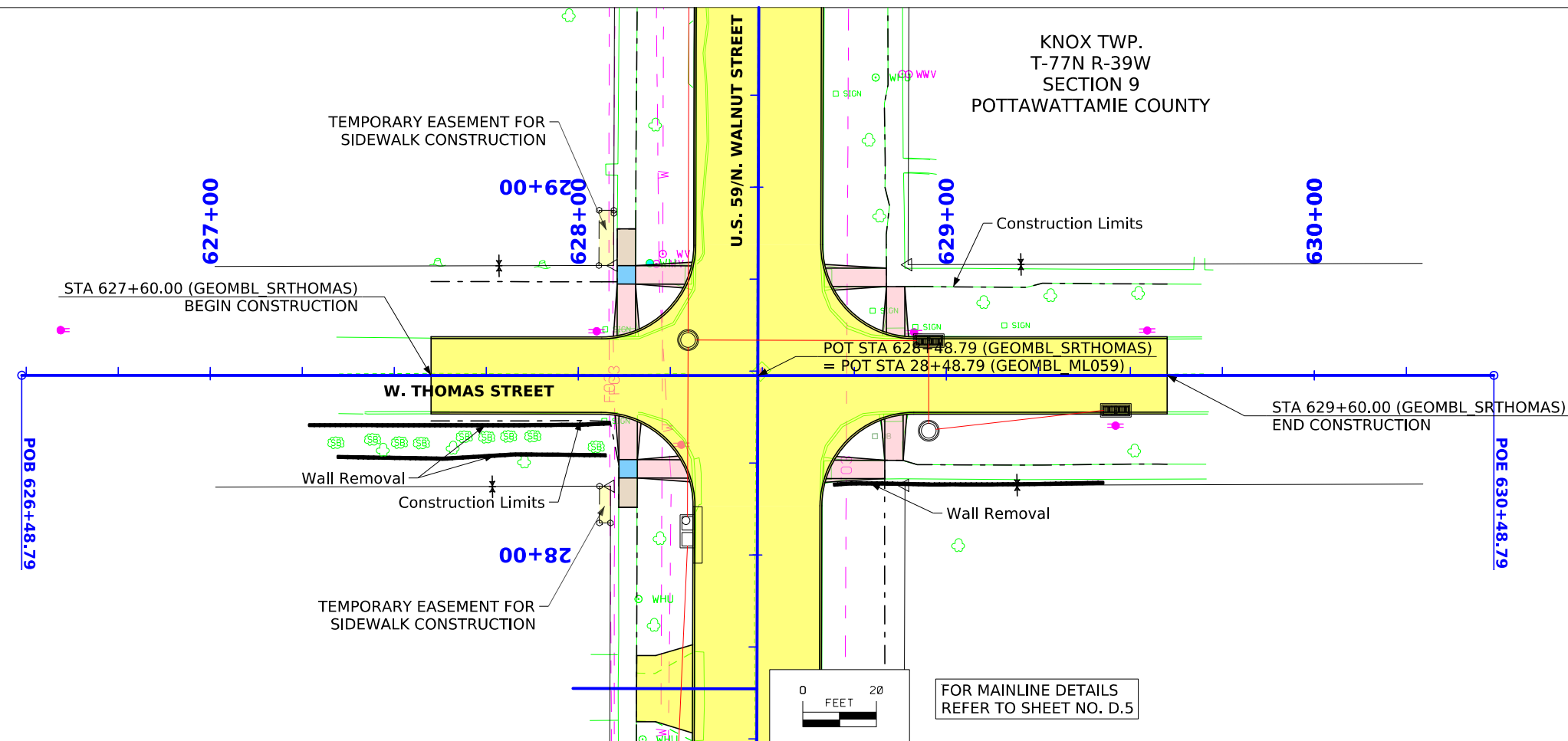


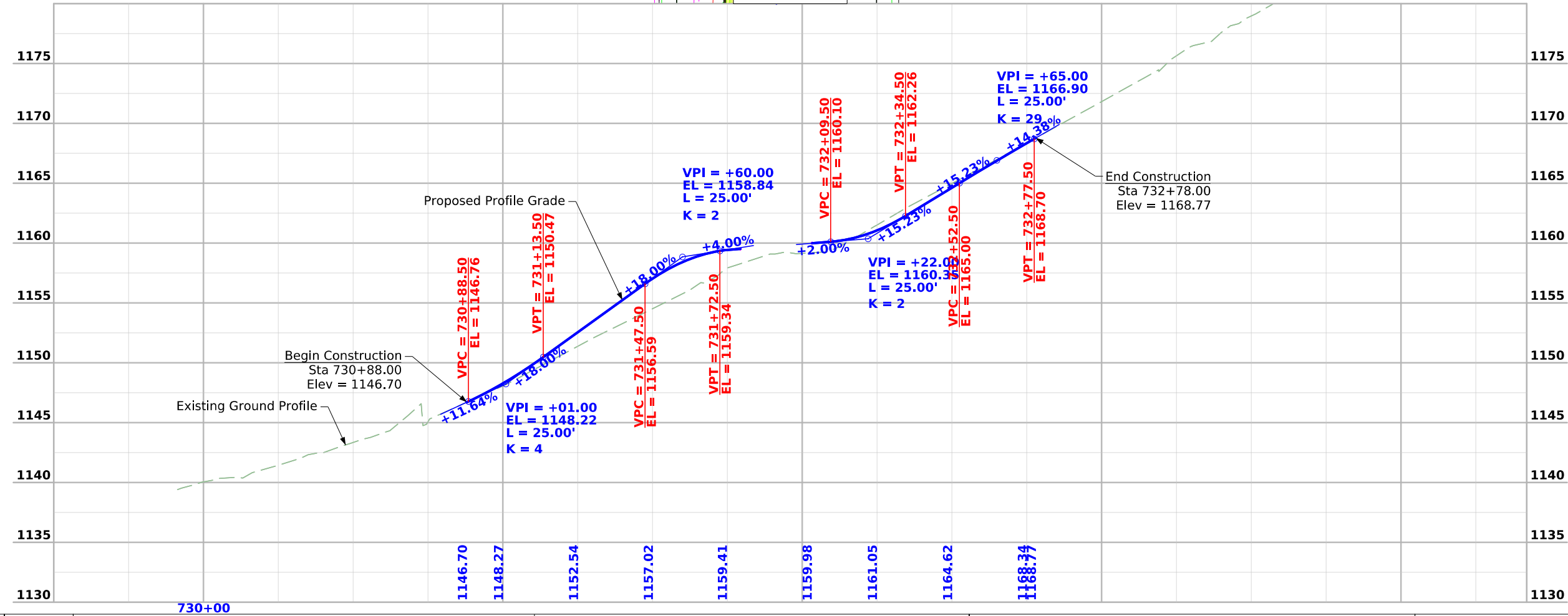
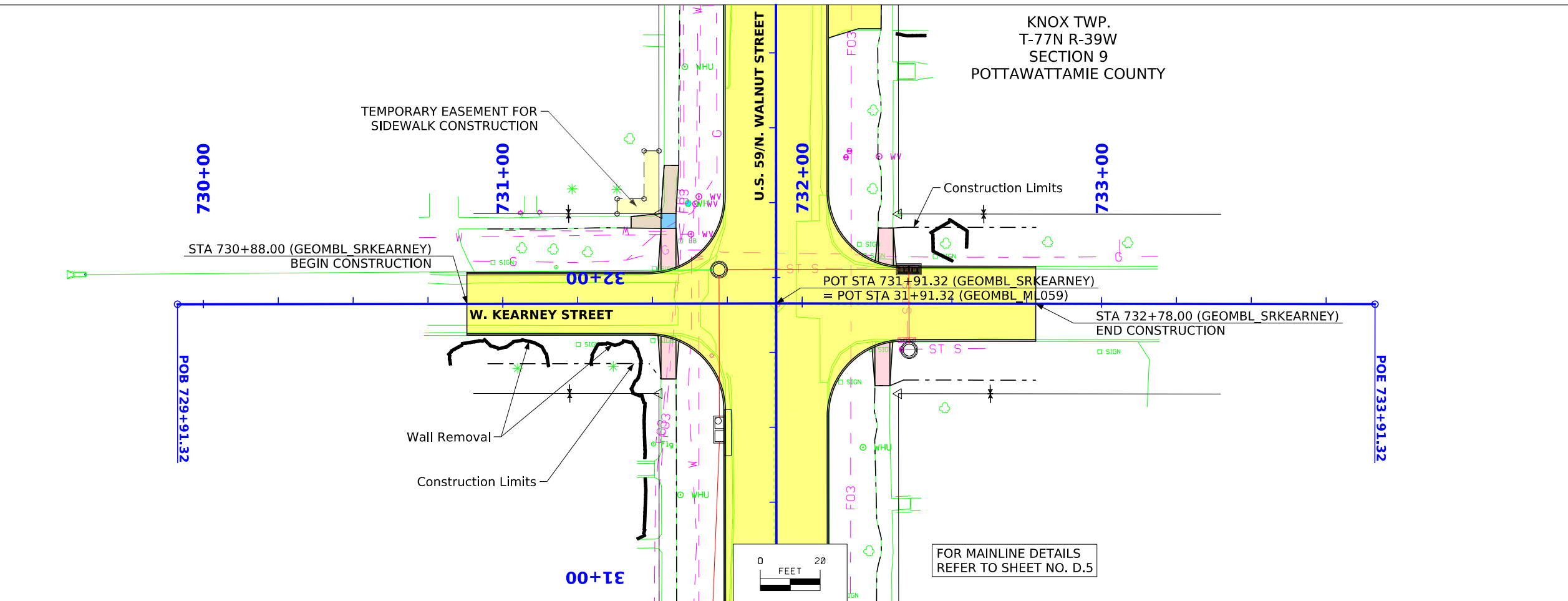
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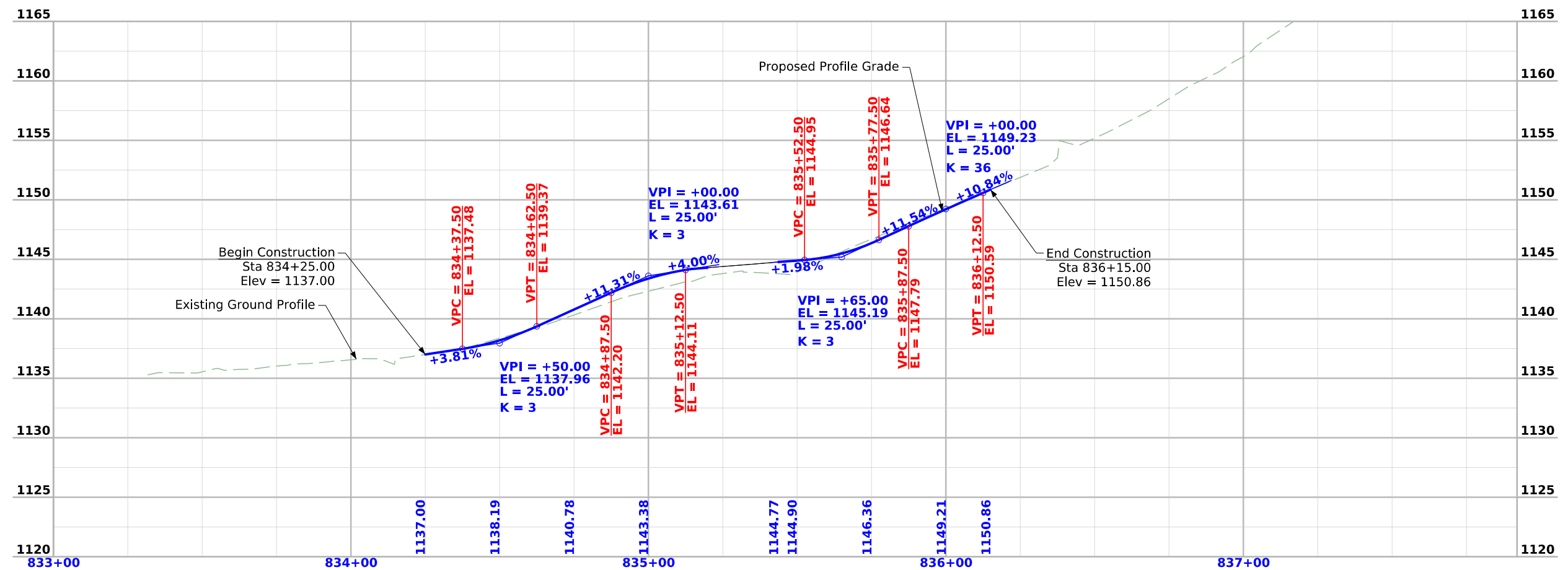
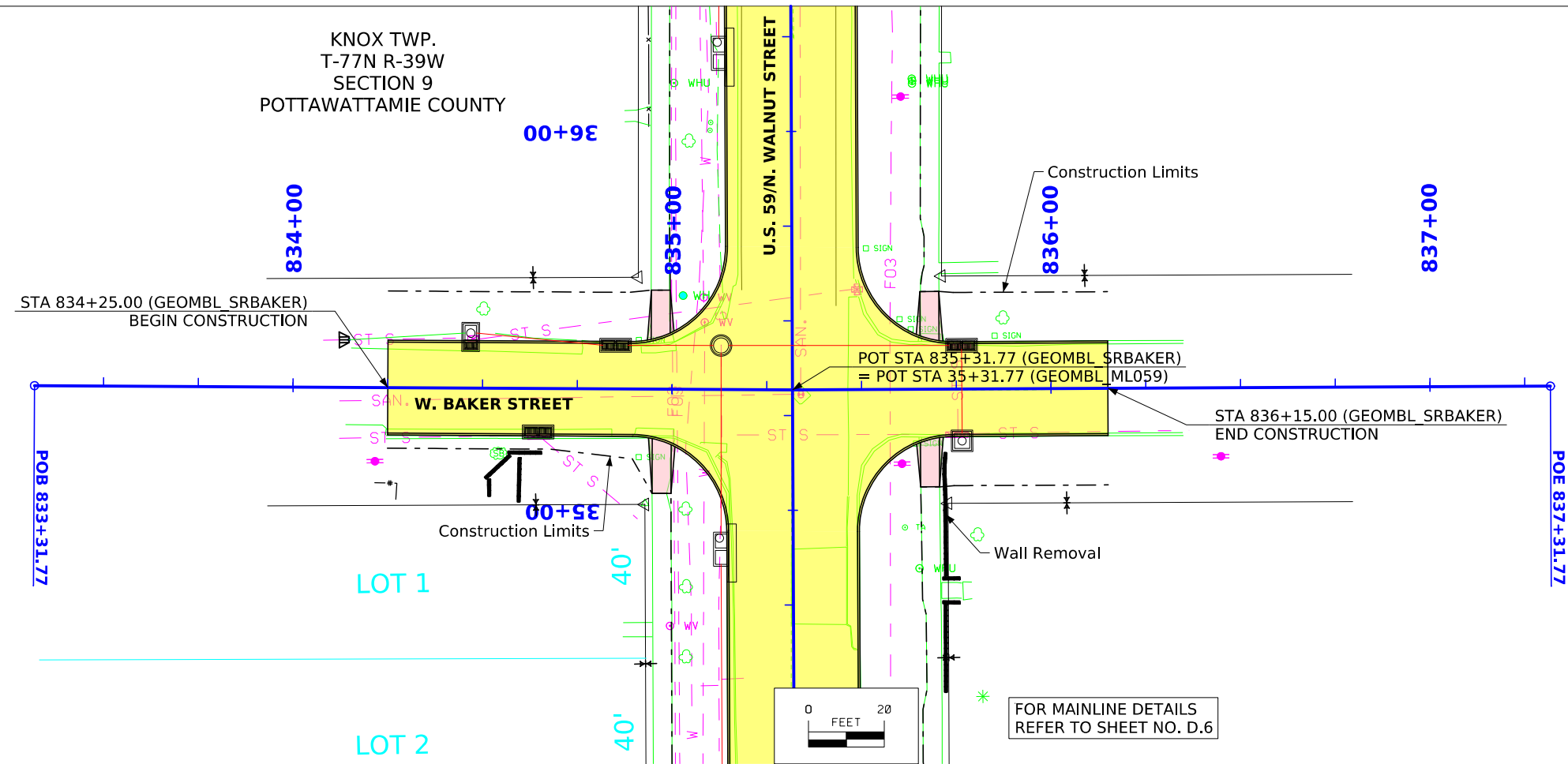
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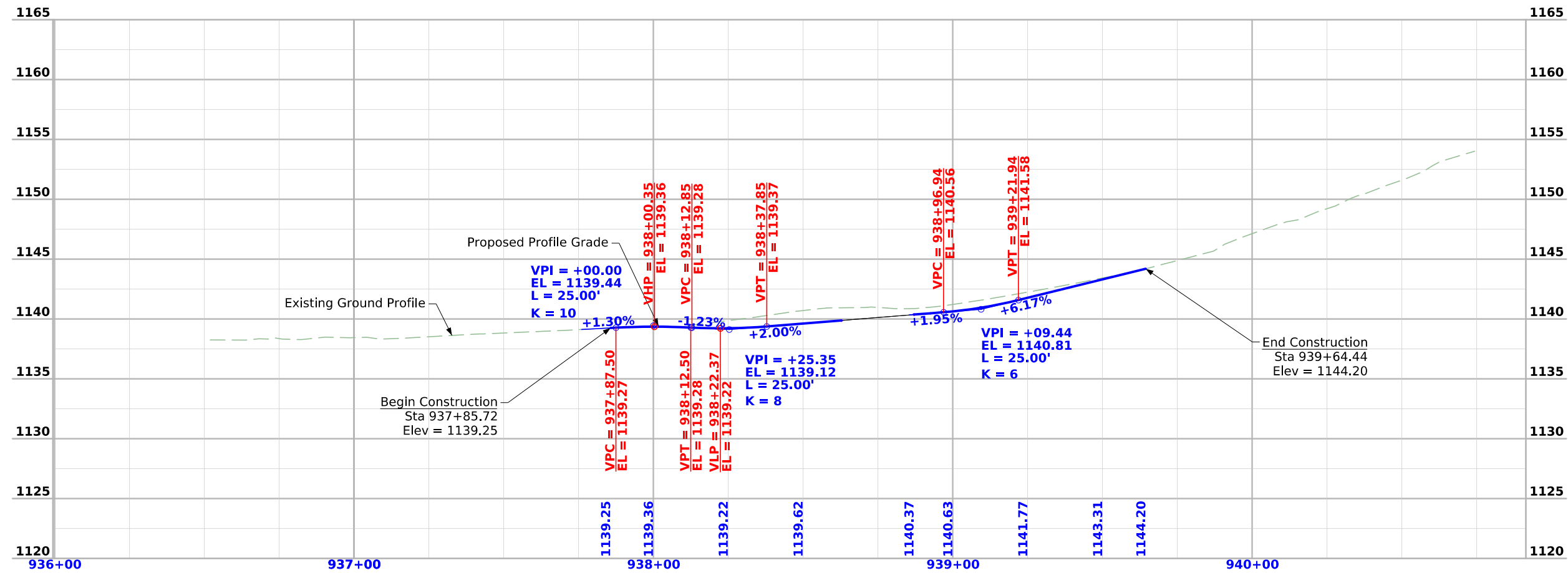
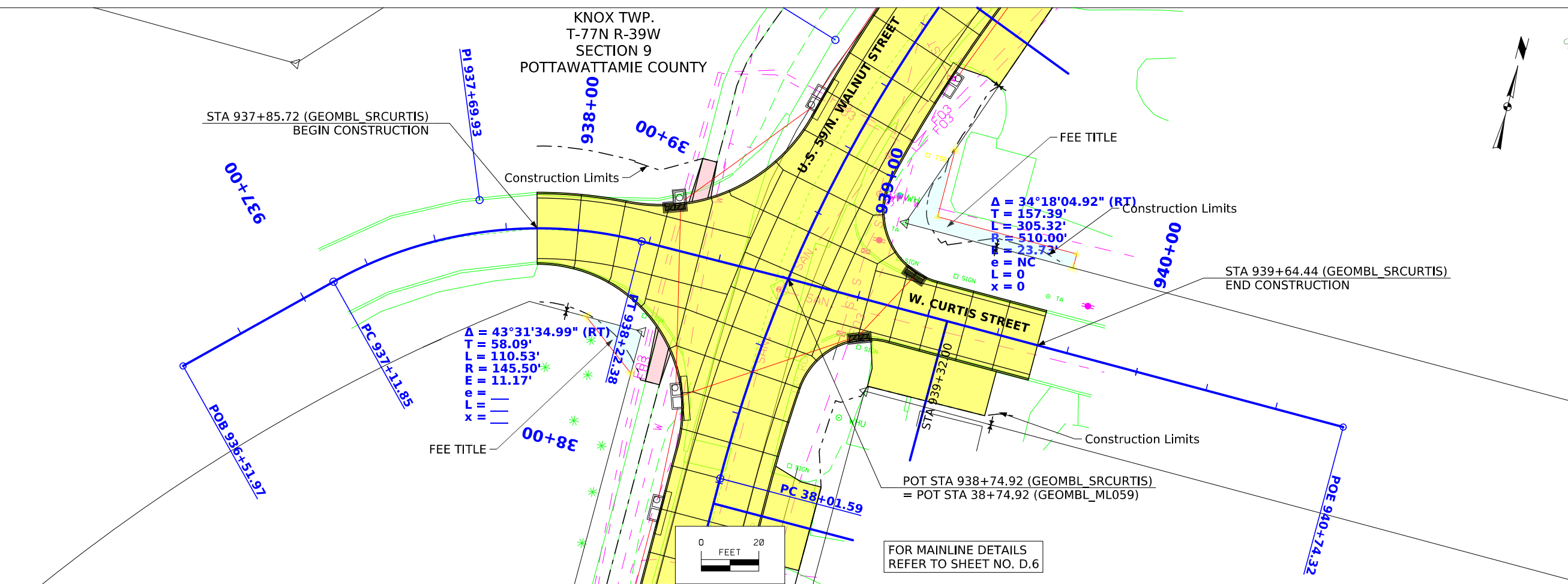












POT STA 1042+88.60 (GEOMBL SRMILL)
= POT STA 42+88.60 (GEOMBL_ML059)

STA 1043+06.10 (GEOMBL SRMILL)
BEGIN CONSTRUCTION

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

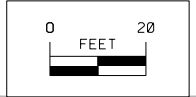
$\Delta = 32^\circ 32' 35.16''$ (LT)
 $TL = 17.51'$
 $LL = 34.08'$
 $RL = 60.00'$
 $RE = 2.50'$
 $XC = 0.00'$

Construction Limits

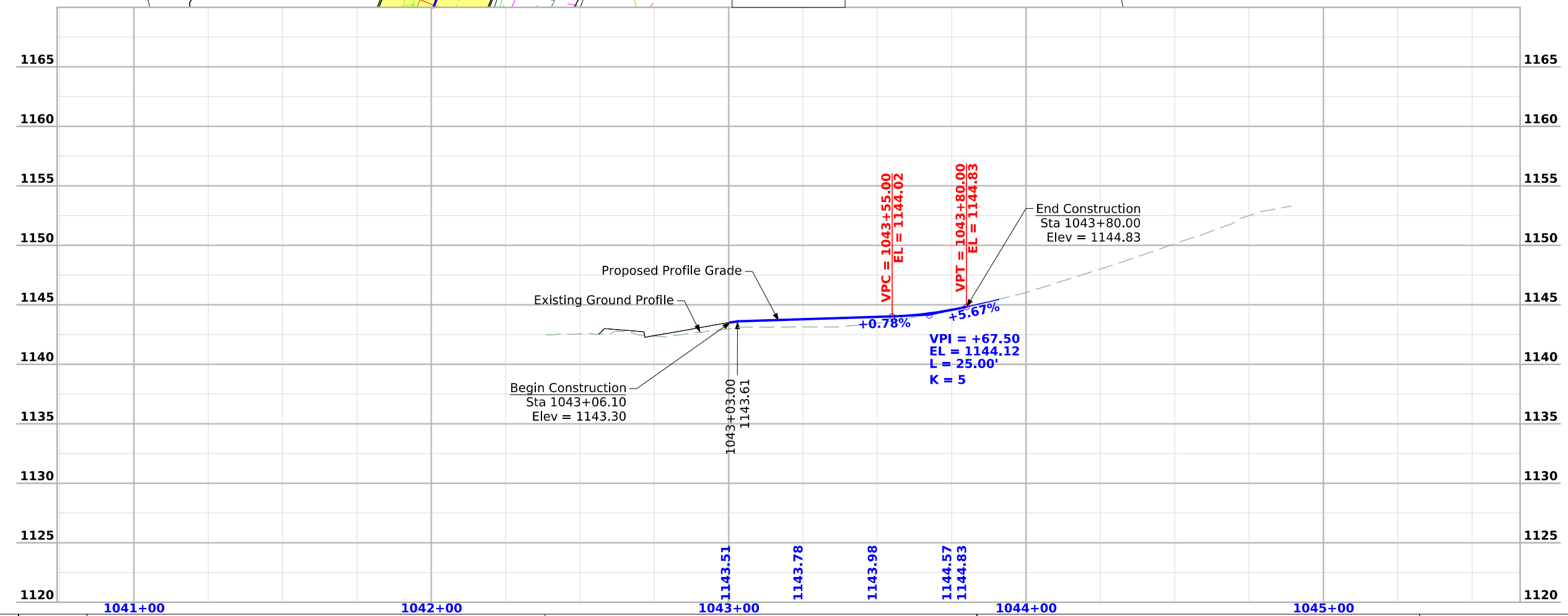
W. MILL STREET

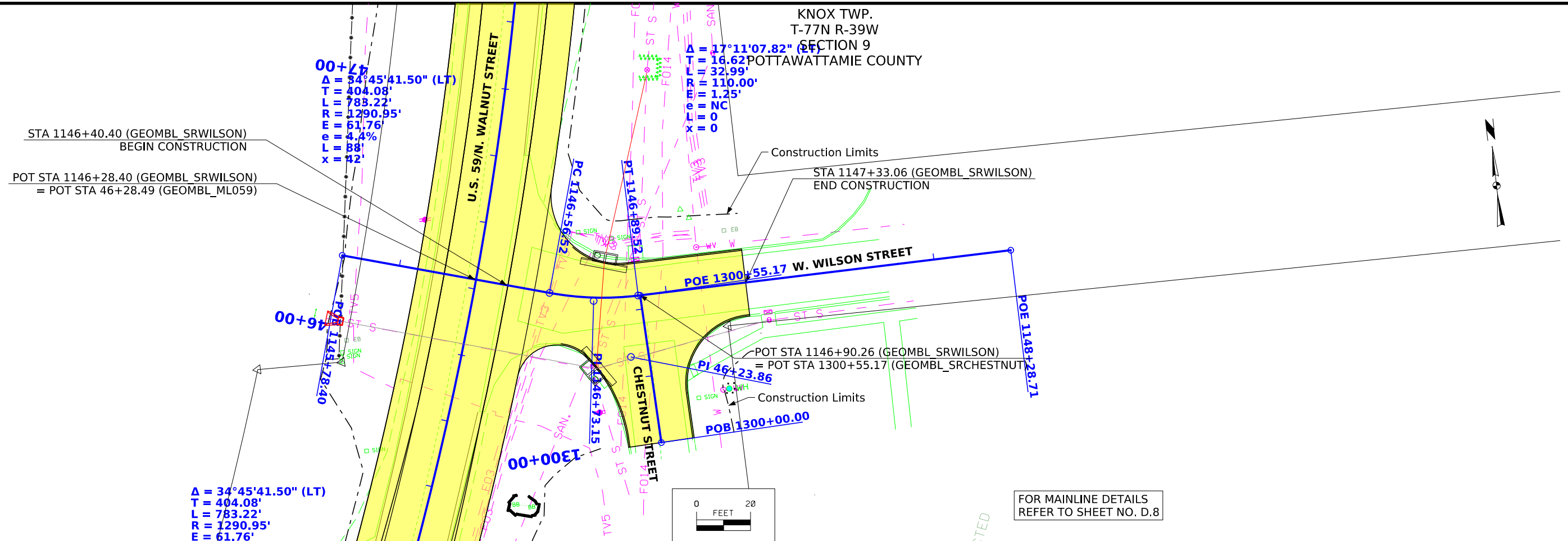
Construction Limits

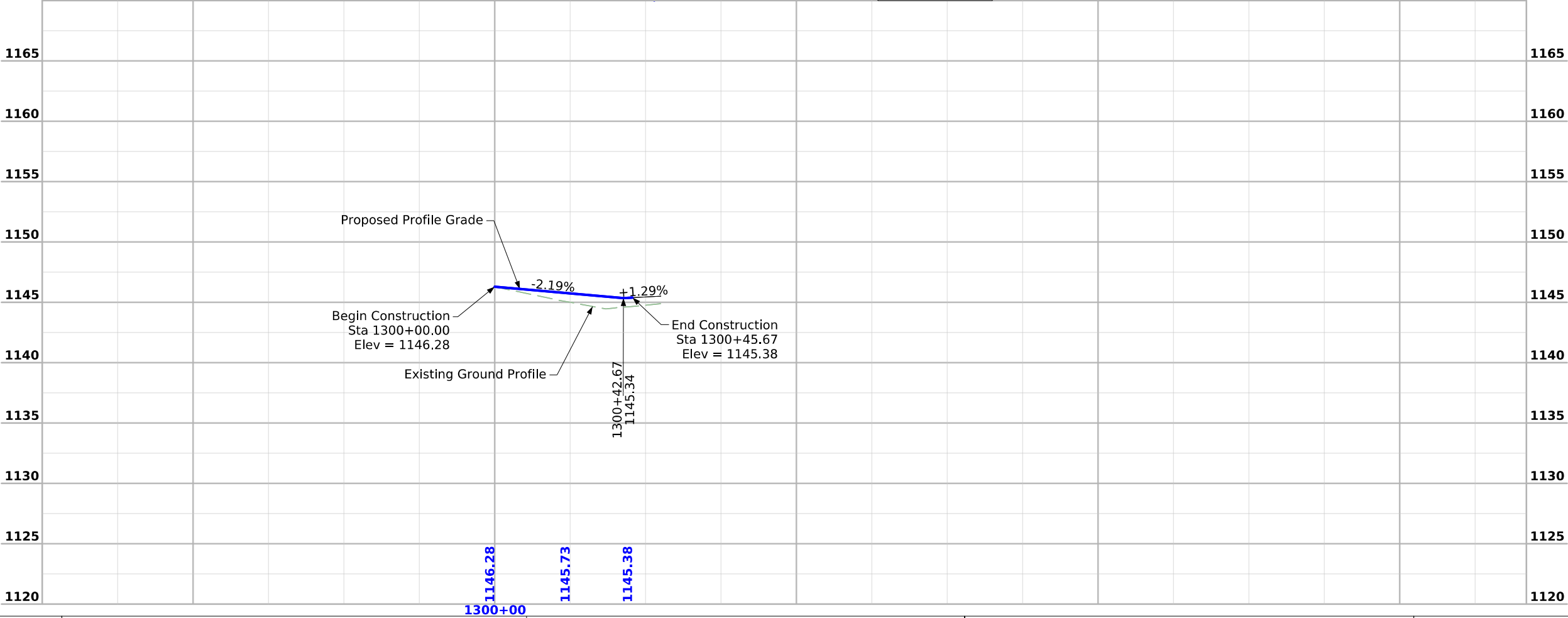
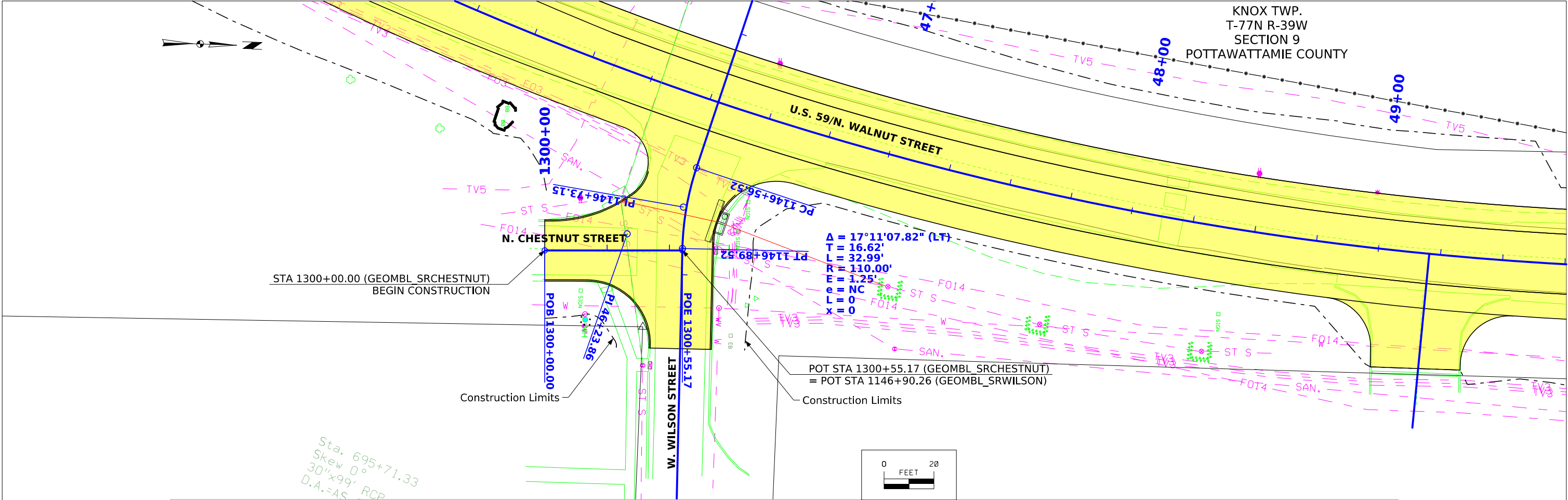
STA 1043+80.00 (GEOMBL SRMILL)
END CONSTRUCTION



FOR MAINLINE DETAILS
REFER TO SHEET NO. D.7







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

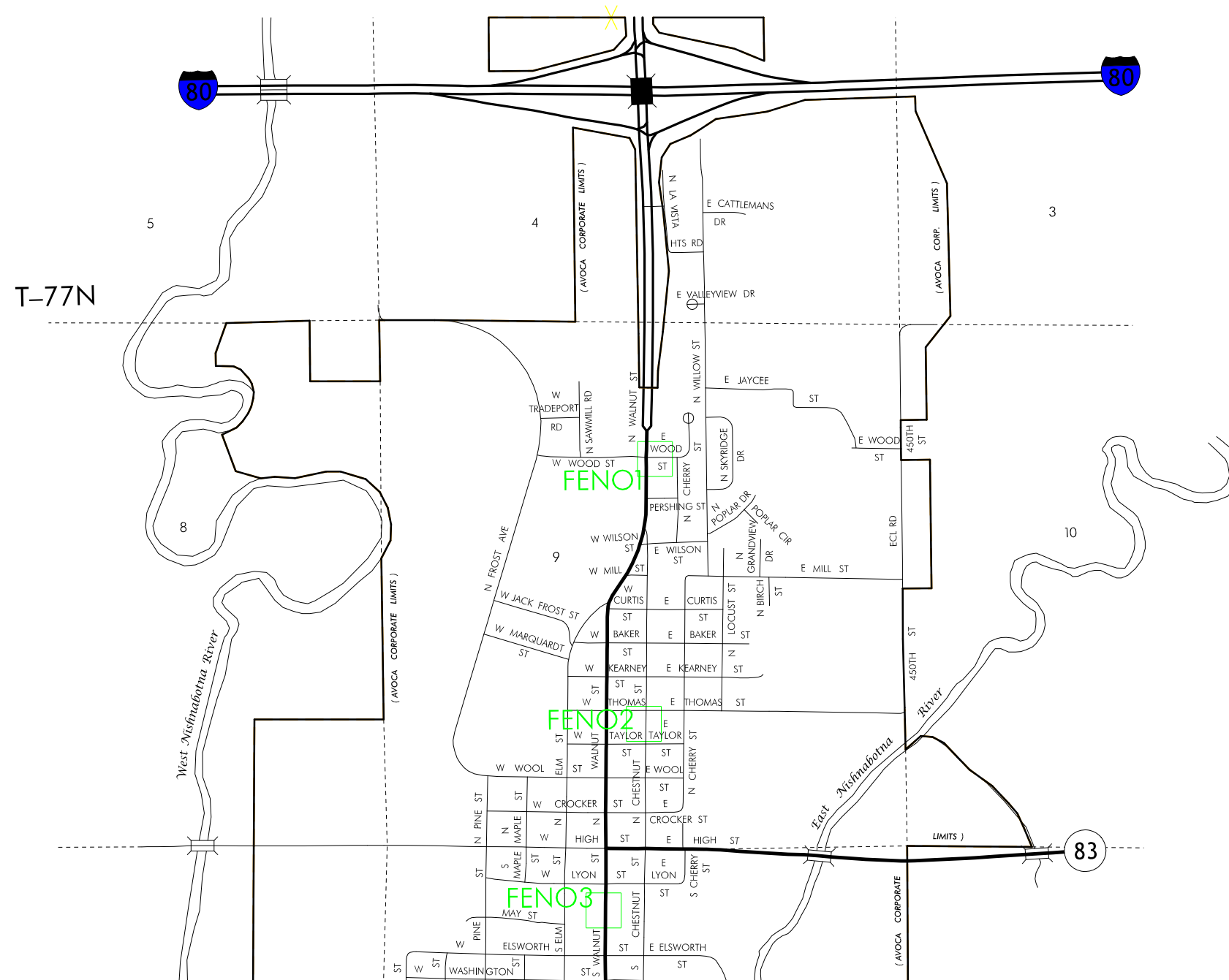
Survey P.C. STA 691+29.37

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

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: 18

Coordinate listing from next sheet will be used with laRTN 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: 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

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

In Avoca, Lyon St to Pershing St

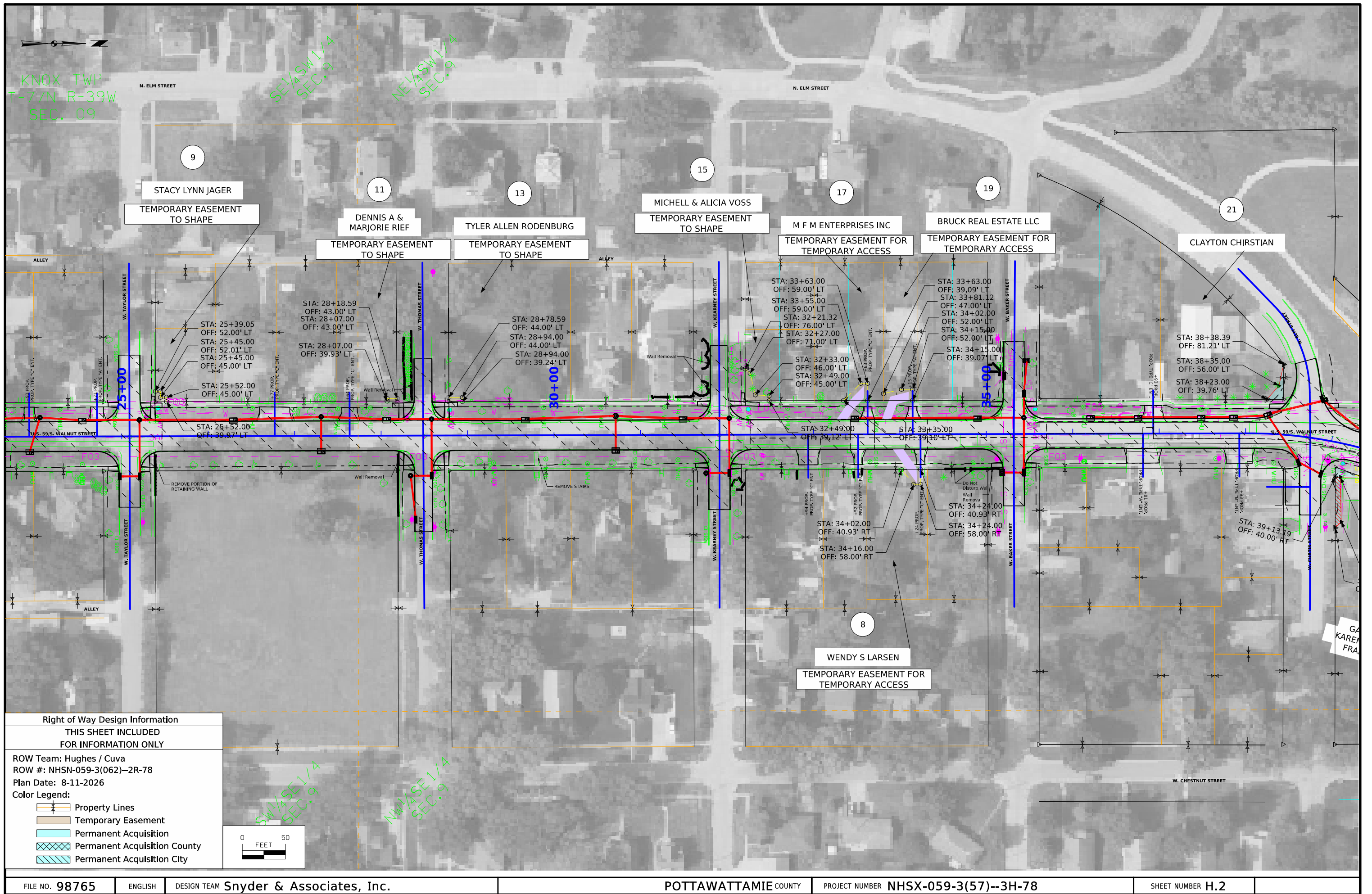
7805902024

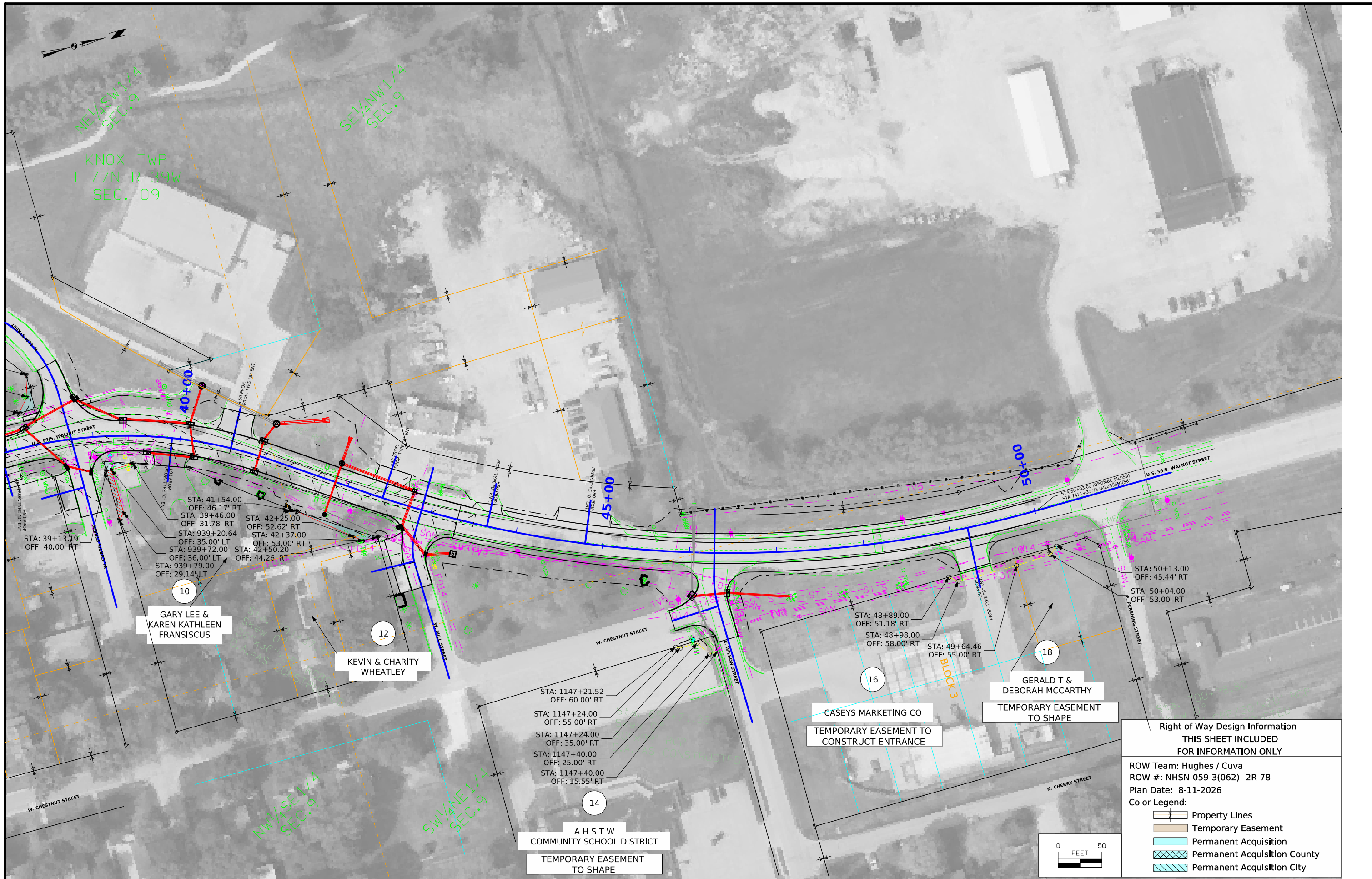
Route US 59

		State			County			City										
Parcel No	Owner Name	Fee	Hwy Ease	Other Ease	Fee	Hwy Ease	Other Ease	Fee	Hwy Ease	Other Ease	Excess	Temp Ease	Mitigation	Utility Ease	Relocation	TE Only	A/C Only	Total Acq
1	Bill Osbahr Properties LLC											44 SF				Yes		
2	Michael J Schueman											112 SF				Yes		
3	A Cut Above Painting LLC											82 SF				Yes		
4	Debra M Winter											607 SF				Yes		
5	Larry Petersen											35 SF				Yes		
6	Kirkley Lee Thompson JR											495 SF				Yes		
7	Rosalie J Krohn Life Estate											131 SF				Yes		
8	Wendy S Larsen											256 SF				Yes		
9	Stacy Lynn Jager											107 SF				Yes		
10	Gary Lee Fransiscus	473 SF						350 SF										
11	Dennis A Rief															Yes		
12	Kevi Wheatley	111 SF																
13	Tyler Allen Rodenburg											73 SF				Yes		
14	A H S T W Community School District											344 SF				Yes		
15	Michell Voss											414 SF				Yes		
16	Caseys Marketing Co											602 SF				Yes		
17	M F M Enterprises Inc											358 SF				Yes		
18	Gerald T McCarthy											369 SF				Yes		
19	Bruck Real Estate LLC											386 SF				Yes		
21	Clayton Christian	261 SF																

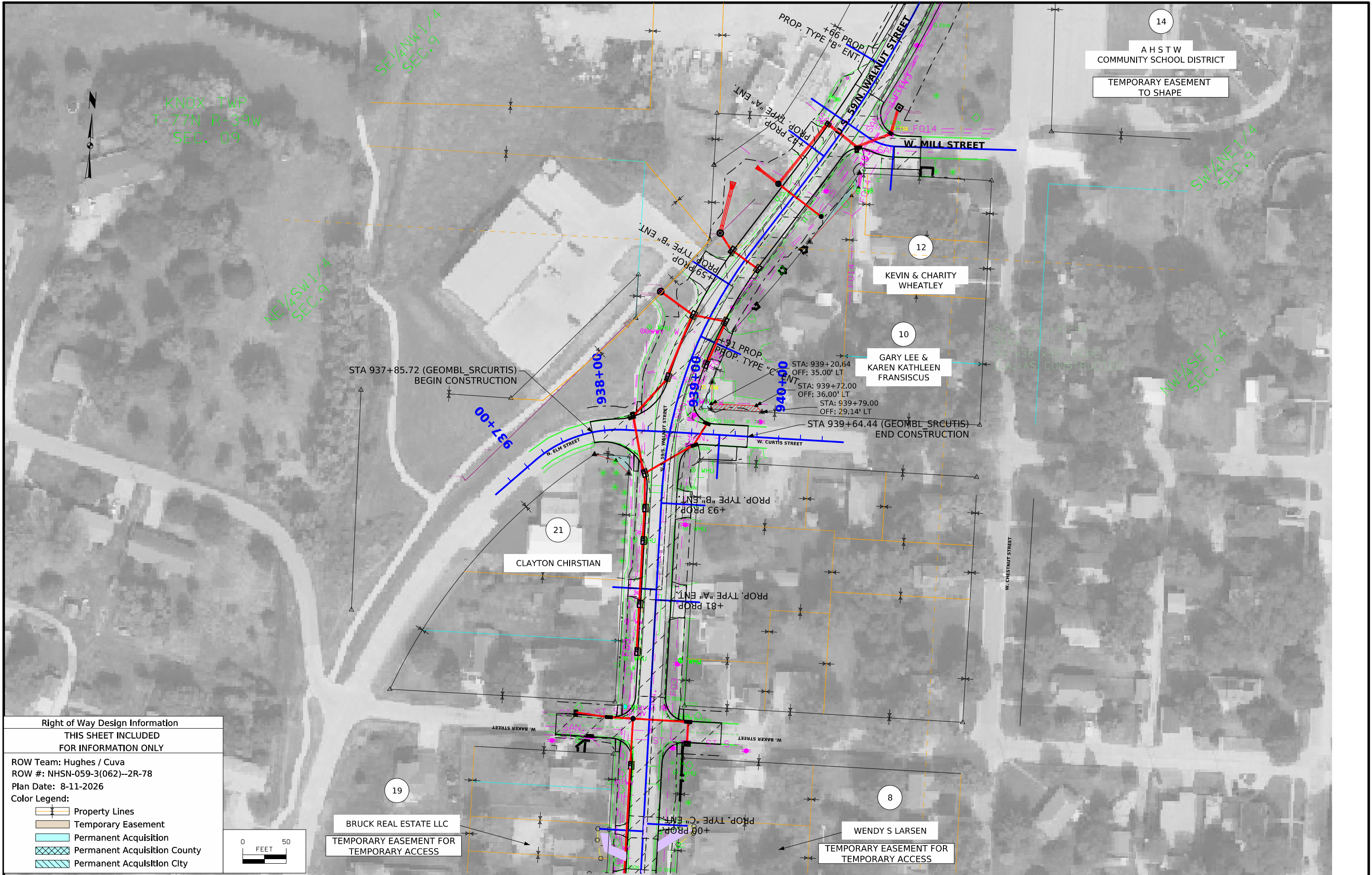
20 Parcels







Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Hughes / Cuva	
ROW #: NHSN-059-3(062)--2R-78	
Plan Date: 8-11-2026	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



Right of Way Design Information

THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Hughes / Cuva
ROW #: NHSN-059-3(062)--2R-78
Plan Date: 8-11-2026
Color Legend:

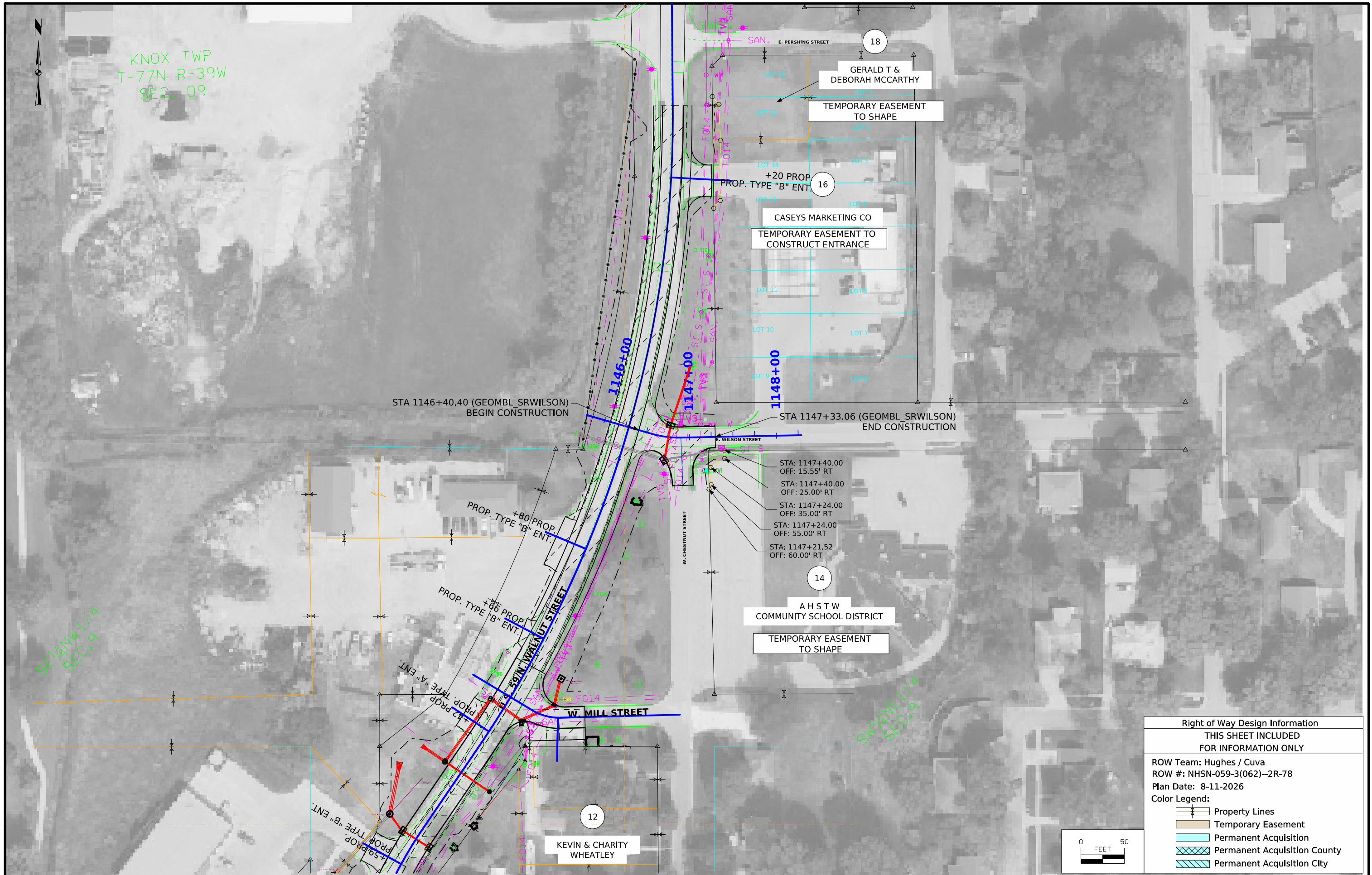
Property Lines

Temporary Easement

0

50

FEET



108_23A
8/15/22

TRAFFIC CONTROL PLAN

1. 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.
2. 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.
3. THE CONTRACTOR SHALL MAINTAIN CLEAN PAVEMENT IN AND OUT OF THE WORK AREA AT ALL TIMES.
4. ROAD CLOSURES SHALL BE IN GENERAL CONFORMANCE WITH IOWA DOT STANDARD ROAD PLAN TC-252.
5. LANE CLOSURES WHILE MAINTAINING THROUGH TRAFFIC SHALL BE IN GENERAL CONFORMANCE WITH IOWA DOT STANDARD ROAD PLAN TC-217.
6. REFER TO OTHER J SHEETS FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.

108_26A 8/15/22 STAGING NOTES U.S. 59 from High Street to the end of project will be closed to through traffic during staged construction. Through traffic will be maintained between the BOP and High Street. Local traffic will utilize existing pavement as noted. Stage 1A - 3G will need to be constructed consecutively to maintain drainage. Stages can be combined or stage boundaries revised with the approval of the Engineer, so long as individual property access can be maintained during construction. Stages 4A-4C will need to be constructed consecutively. Stage 1A: Construct U.S. 59 from Station 36+93.20 to Station 40+59.00 and Curtis Street west of the U.S. 59 Intersection. - Use granular material to widen east side of pavement for use by local traffic as necessary. - Curtis Street will be closed to through traffic. - Construct westernmost 17.5' of PCC pavement on U.S. 59. - Construct the west leg of Curtis Street and associated sidewalk 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. Stage 1B: Construct U.S. 59 from Station 36+81.20 to Station 39+90.60 and Curtis Street east of the U.S. 59 Intersection. - Local traffic to use pavement constructed with Stage 1A. - Curtis Street will be closed to through traffic. - Construct easternmost 17.5' of PCC pavement on U.S. 59. - Construct 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. Stage 2A / 2B: Construct U.S. 59 from Station 32+26.80 to Station 36+93.20 and Baker Street west of the U.S. 59 Intersection, - Local traffic will utilize the easternmost 11' of existing pavement. - Baker Street will be closed to through traffic. - 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 roadway pavement. Reconstruct the eastern half of the existing driveway on Baker Street. - Gap paving to allow driveways at Sta. 33+62.80 and Sta. 34+14.90 to remain open to the greatest extent possible during construction. Use granular surfacing to accommodate residents during driveway pavement construction. - Construct storm sewer and intakes within staging limits. Stage 2C / 2D: Construct U.S. 59 from Station 32+26.80 to Station 36+81.20, and Baker Street east of the U.S. 59 Intersection. - Local traffic will utilize pavement constructed during Stage 2A/2B. - Baker Street will be closed to through traffic. - Construct easternmost 17.5' of PCC pavement on U.S. 59. - 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. - Gap paving to allow driveways at Sta. 33+51.80 and Sta. 34+23.90 to remain open to the greatest extent possible during construction. Use granular surfacing to accommodate residents during driveway pavement construction. - Construct storm sewer and intakes within staging limits. Stage 3A: Construct U.S. 59 from Station 25+46.52 to Station 32+26.80, and Taylor Street and Kearney Street Intersections west of U.S. 59. - No local traffic will be allowed during this stage of construction. - Kearney and Baker Streets will be closed. - Construct full width of U.S. 59 PCC pavement. - Reconstruct driveways at Sta. 26+76.90 and Sta. 27+63.60 on U.S. 59. - Construct both legs of Thomas Street and associated curb ramps.				108_26A 8/15/22 STAGING NOTES - Construct west leg of Kearney Street and associated curb ramps. - Construct storm sewer and intakes within staging limits. Stage 3B: Construct Thomas Street and Kearney Street East of U.S. 59 - No local traffic will be allowed during construction. - Kearney and Baker Streets will be closed. - Construct east 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. Stage 3C: Construct U.S 59 from Station 22+05.35 to Station 25+46.52 and Taylor Street. - No local traffic will be allowed during construction. - Taylor Street will be closed. - Construct full width of U.S. 59 PCC pavement. - Reconstruct driveways at Sta. 23+93.10 and Sta. 24+71.40 along U.S. 59. - Taylor Street and associated curb ramps. - Construct storm sewer and intakes within staging limits. Stage 3D: Construct U.S. 59 from Station 18+58.61 to Station 22+05.35 and Wool Street. - No local traffic will be allowed during construction. - Wool Street will be closed. - Construct full width of U.S. 59 PCC pavement. - Reconstruct driveway at Sta. 19+35.00. - Construct Wool Street and associated curb ramps. - Construct storm sewer and intakes within staging limits. Stage 3E / 3F: Construct U.S. 59 from Station 15+78.20 to Station 18+58.61 and Crocker Street east of U.S. 59 - Local traffic will utilize the westernmost 11' of existing pavement. - Crocker Street will be closed to traffic. - Construct easternmost 17.5' of PCC pavement on U.S. 59. - Construct the east leg of Crocker Street and associated curb ramps. - Gap paving to allow driveway at Sta. 16+92.10 to remain open to the greatest extent possible during construction. Use granular surfacing to accommodate residents during driveway pavement construction. - Construct storm sewer and intakes within staging limits. Stage 3G: Construct U.S. 59 from Station 15+78.20 to Station 18+58.61 and Crocker Street west of U.S. 59 - Local traffic will utilize the easternmost 11' of existing pavement. - Crocker Street will be closed to traffic. - 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. Stage 4A. Construct U.S. 59 from BOP to CL High Street, and Lyon Street east of U.S. 59. - Maintain a single lane of traffic in the west lane of U.S. 59 using temporary signals per TC-217. - Maintain a single lane of traffic on IA 83 / High Street utilizing the same temporary signal setup and on U.S. 59. Phase signals to maintain traffic. - Construct easternmost 17.5' of PCC pavement on U.S. 59. - Construct Lyon Street east of U.S. 59 and associated curb ramps. - Construct EB High Street east of U.S. 59 and associated curb ramps. - Reconstruct driveway at Sta. 11+79.80. - Use temporary granular material to maintain access to property along U.S. 59 while driveway is reconstructed. - Construct storm sewer and intakes within staging limits. Stage 4B: Construct both lanes of U.S. 59 from centerline High Street to Sta. 15+78.20, and WB High Street. - Maintain a single lane of traffic on U.S. 59 on the west lane / existing pavement using temporary signals per TC-217. - Maintain a single lane of traffic on IA 83 / High Street utilizing the same temporary signal setup and on U.S. 59. Phase signals to maintain traffic. - Construct full width PCC pavement on U.S. 59. - Construct WB High Street through the project area and associated curb ramps. - Reconstruct driveway at Sta. 15+70 RT. Use temporary granular material to maintain access to property along U.S. 59 while driveway is reconstructed.						
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates		POTTAWATTAMIE COUNTY	PROJECT NUMBER	NHSX-059-3(57)--3H-78		SHEET NUMBER	J.2

STAGING NOTES

- Construct storm sewer and intakes within staging limits.

Stage 4C: Construct U.S. 59 from BOP to CL High Street, and Lyon Street west of U.S. 59.

- Maintain a single lane of traffic in the east lane of U.S. 59 using temporary signals per TC-217.
- Maintain a single lane of traffic on IA 83 / High Street utilizing the same temporary signal setup and on U.S. 59. Phase signals to maintain traffic.
- Construct westernmost 17.5' of PCC pavement on U.S. 59.
- Construct Lyon Street west of U.S. 59 and associated curb ramps.
- Construct EB High Street west of U.S. 59 and associated curb ramps.
- Construct storm sewer and intakes within staging limits.

Stage 5 / 5A: Construct U.S. 59 from Station 39+90.60 to Station 43+50 and Mill Street

- Dollar General access is from south via portion of driveway constructed with Stage 1A.
- Construct entire width of U.S. 59 through area.
- Construct Mill Street Stage construct driveway (half at a time) to maintain access during construction.
- 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 storm sewer and intakes within the staging limits.

Stage 6A: Construct U.S. 59 from Station 43+31.19 to Station 50+03.00, and Wilson and Chesnut Streets.

- Use granular material to widen west side of pavement for use by local traffic as necessary.
- Casey's access is from existing entrance off Wilson Street. Wilson Street will be closed west of the Casey's access.
- Chesnut Street will be closed.
- Construct easternmost 8' of PCC pavement and PCC shoulders on U.S. 59.
- Reconstruct entrance at Sta. 49+20.30.
- Construct Wilson Street and Chesnut Street.
- Construct storm sewer and intakes within staging limits.

Stage 6B: Construct U.S. 59 from Station 44+00.00 to Station 50+03.00

- Local traffic will utilize pavement constructed during Stage 6A.
- Construct westernmost 16' of PCC pavement and PCC shoulders 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

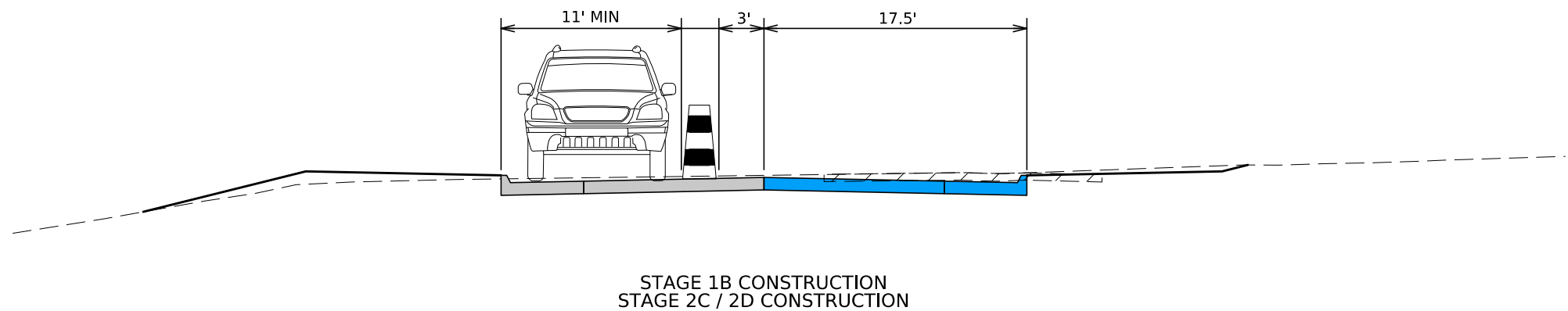
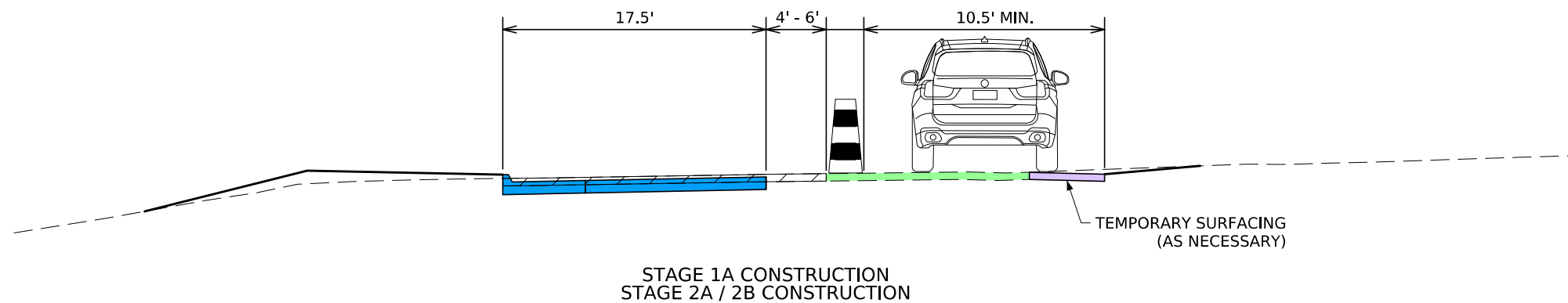
PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
LINEWORK	Design Color No.		
Green	(2)	Existing Topographic Features and Labels	
Magenta	(5)	Pavement Marking Call Outs	
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Yellow	(4)	Pavement Markings, Yellow	
Off 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	

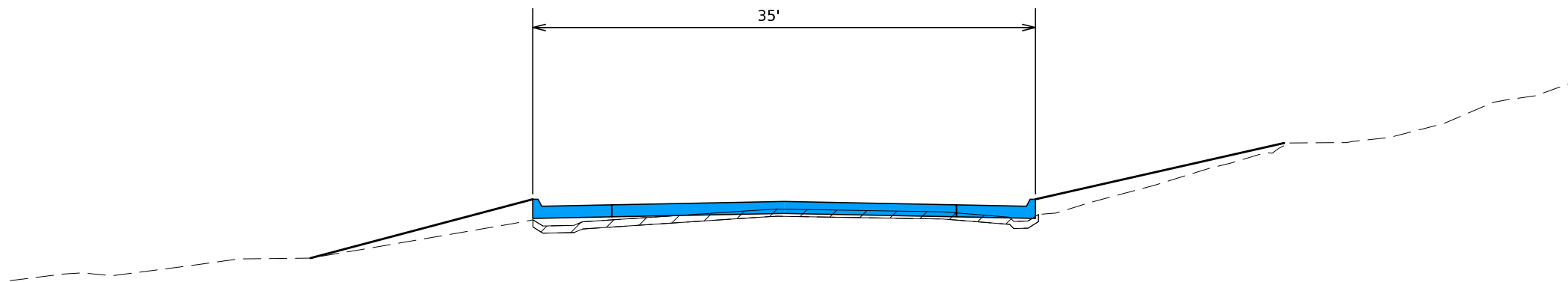
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	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.

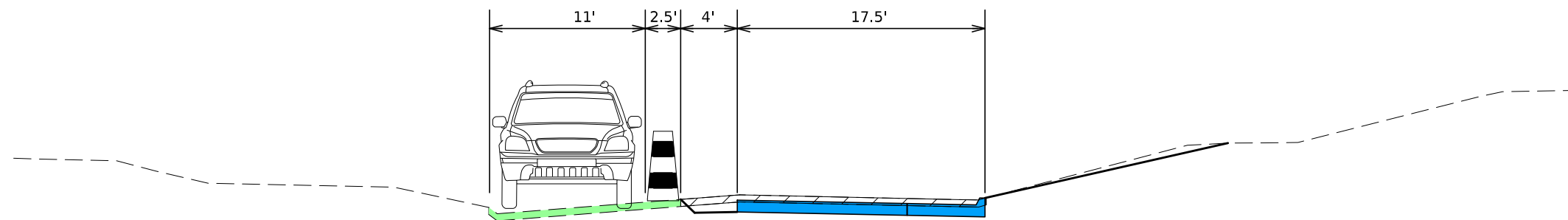
TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES J)

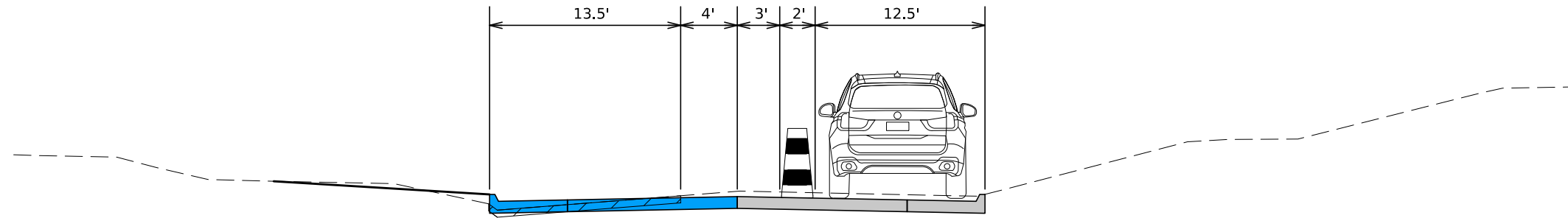




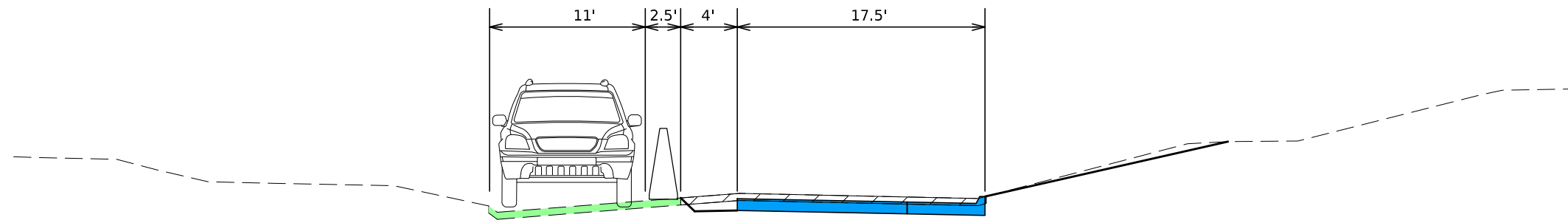
STAGE 3A / 4B CONSTRUCTION



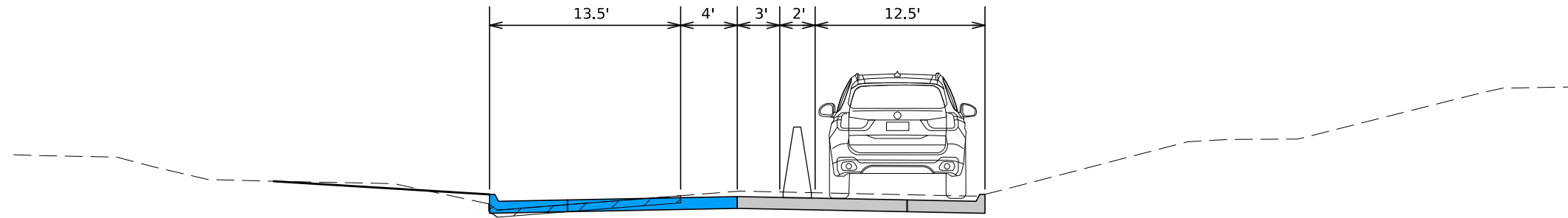
STAGE 3B / 3C CONSTRUCTION



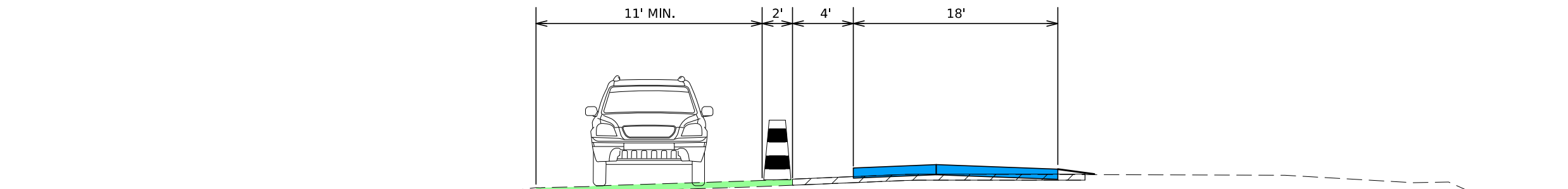
STAGE 3D CONSTRUCTION



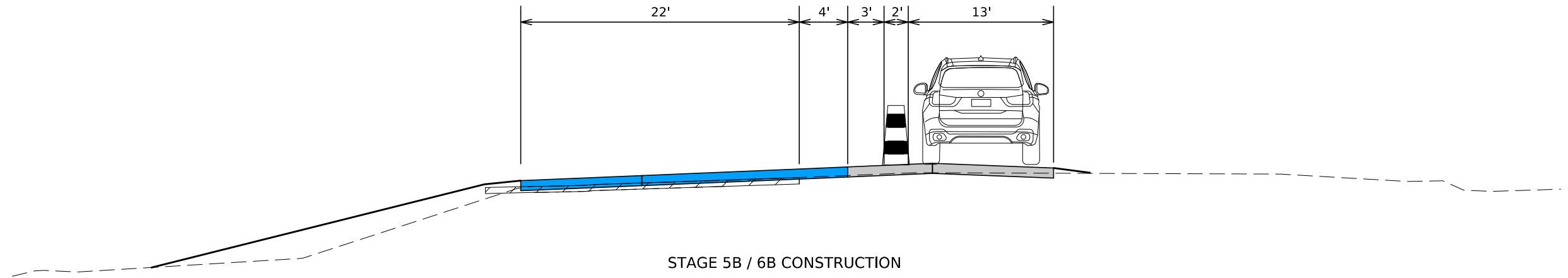
STAGE 4A CONSTRUCTION

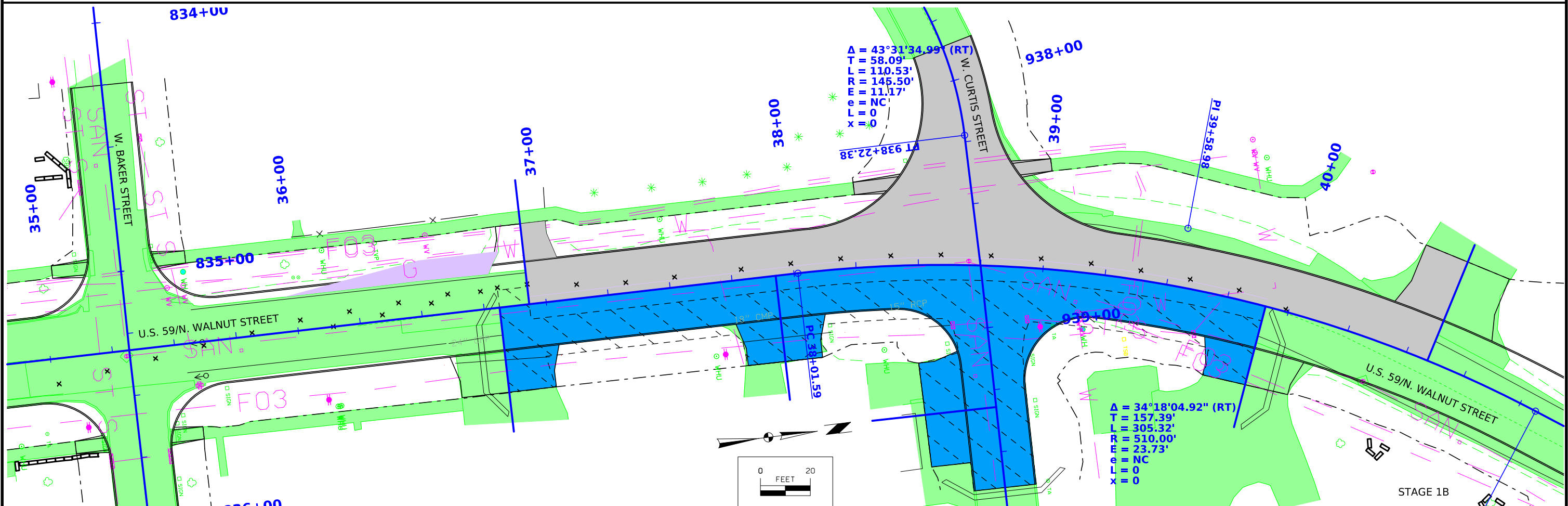
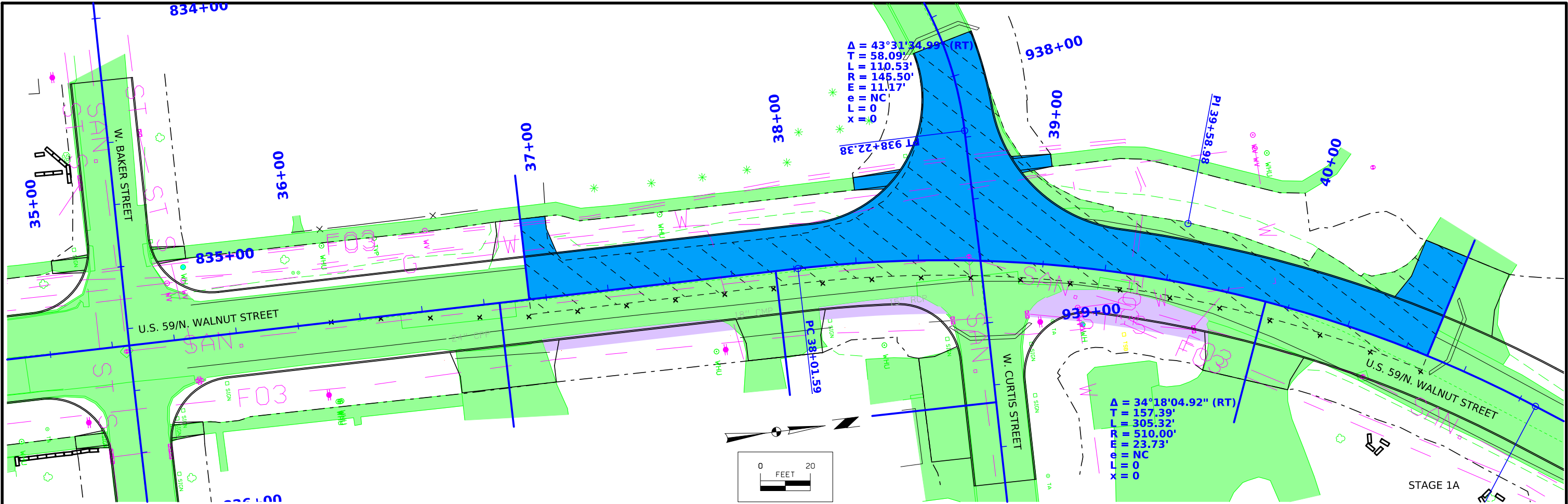


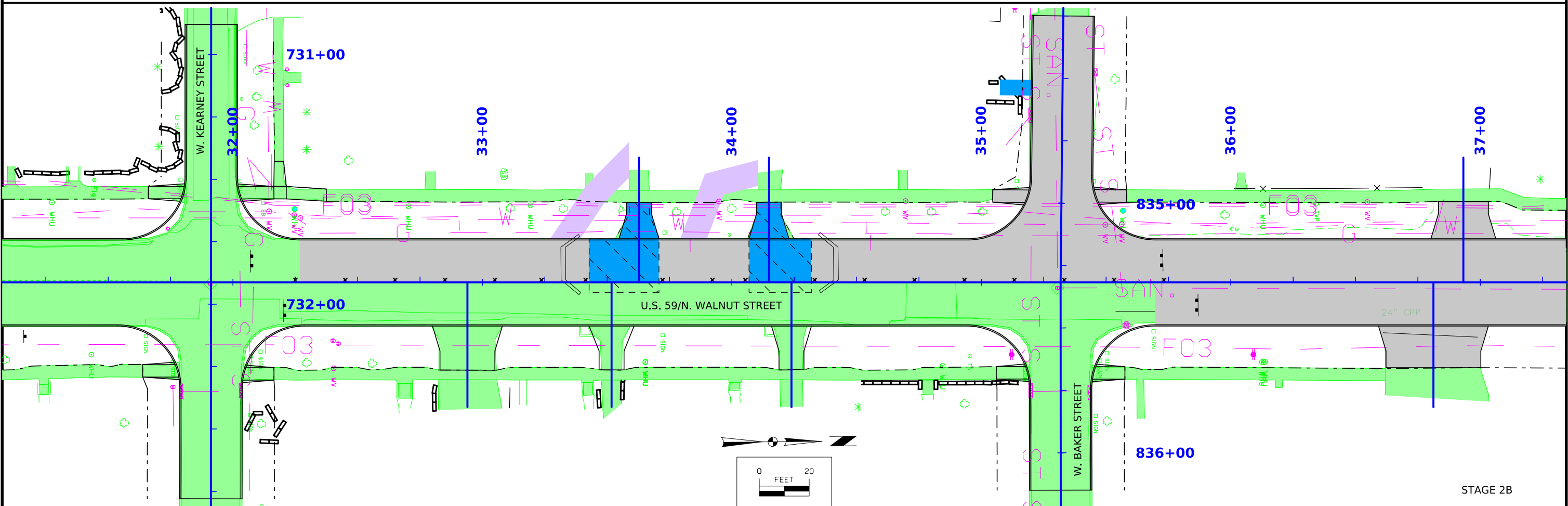
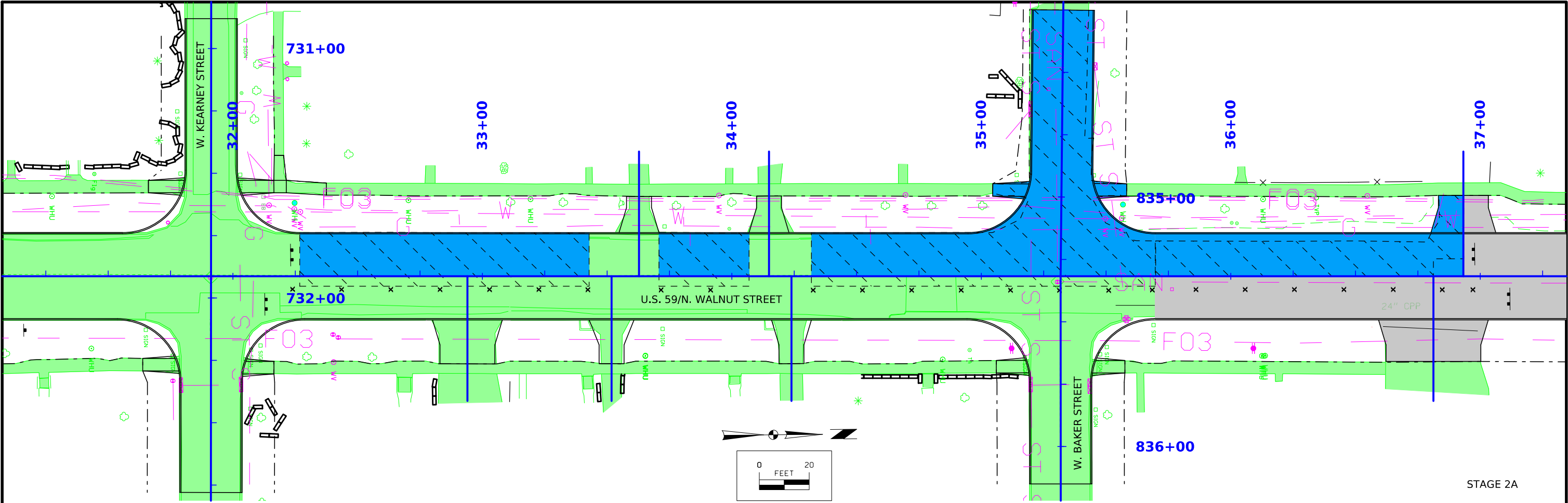
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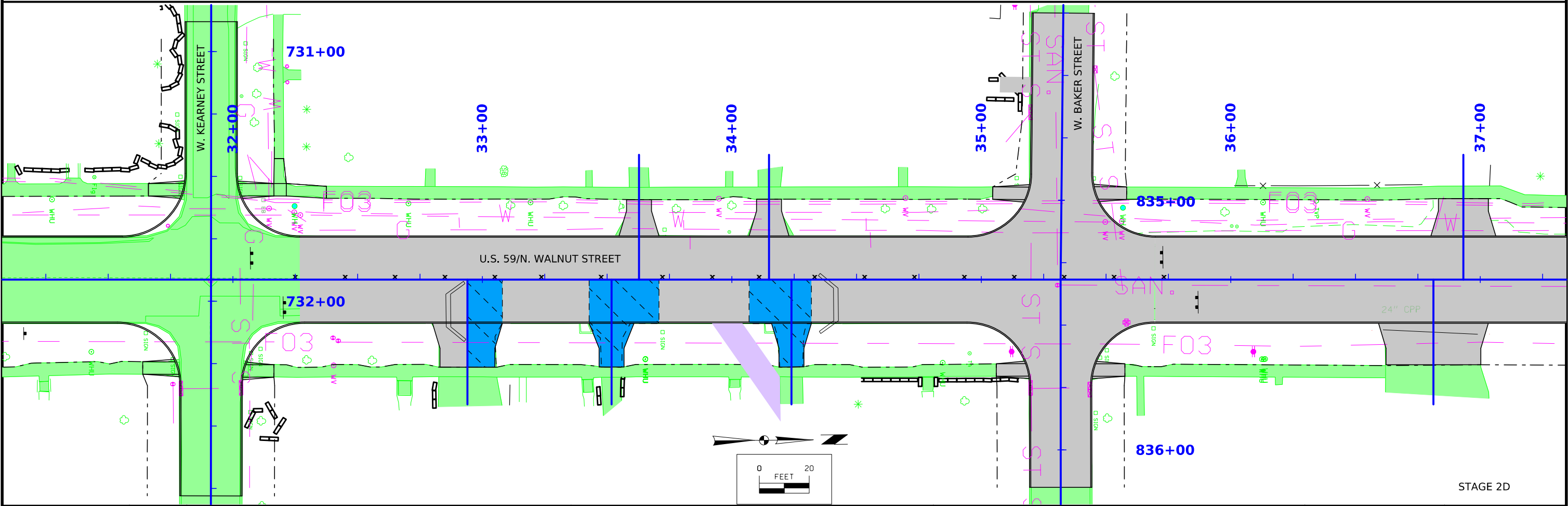
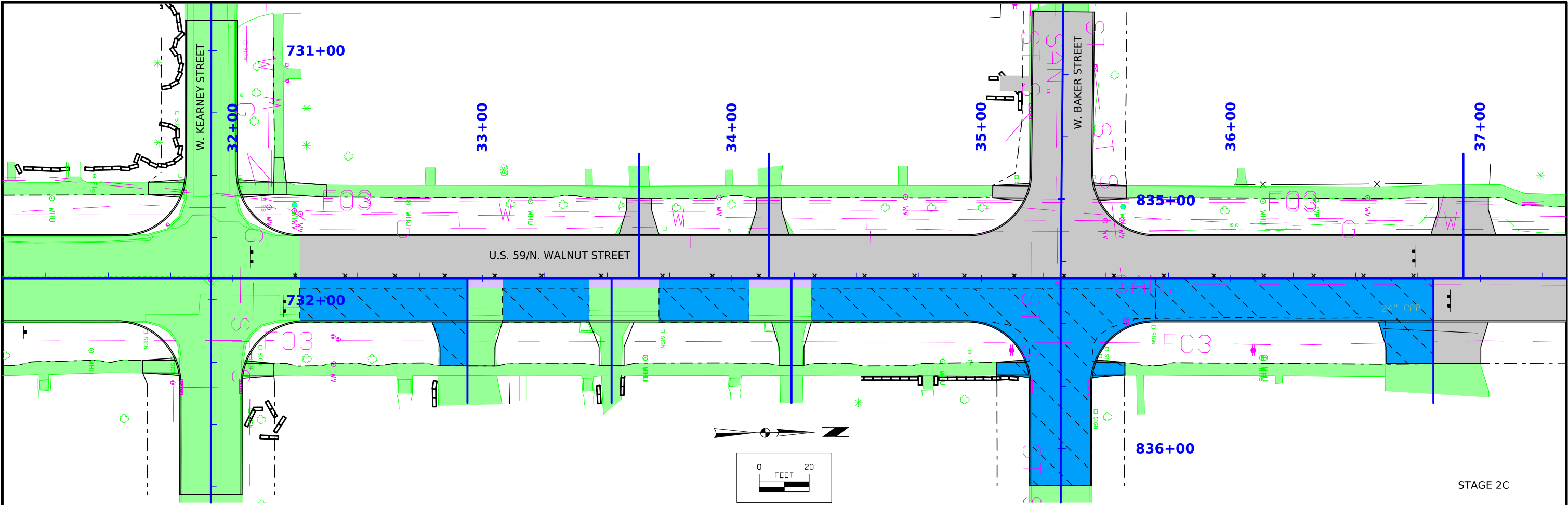
STAGE 5A / 6A CONSTRUCTION



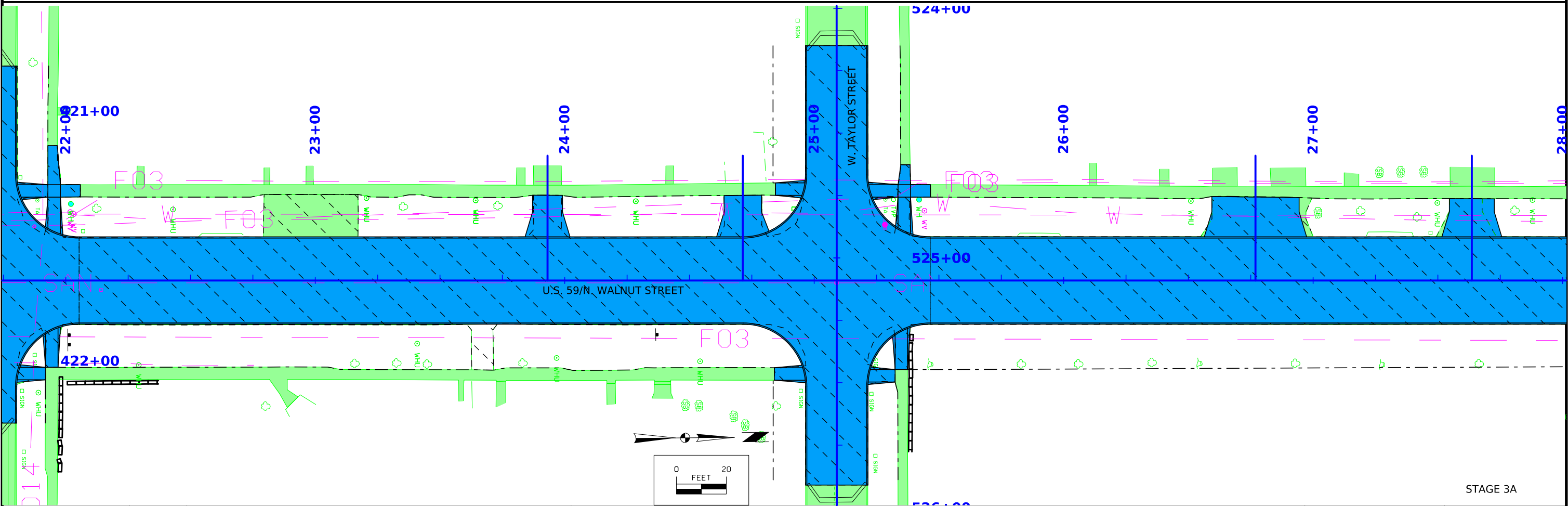
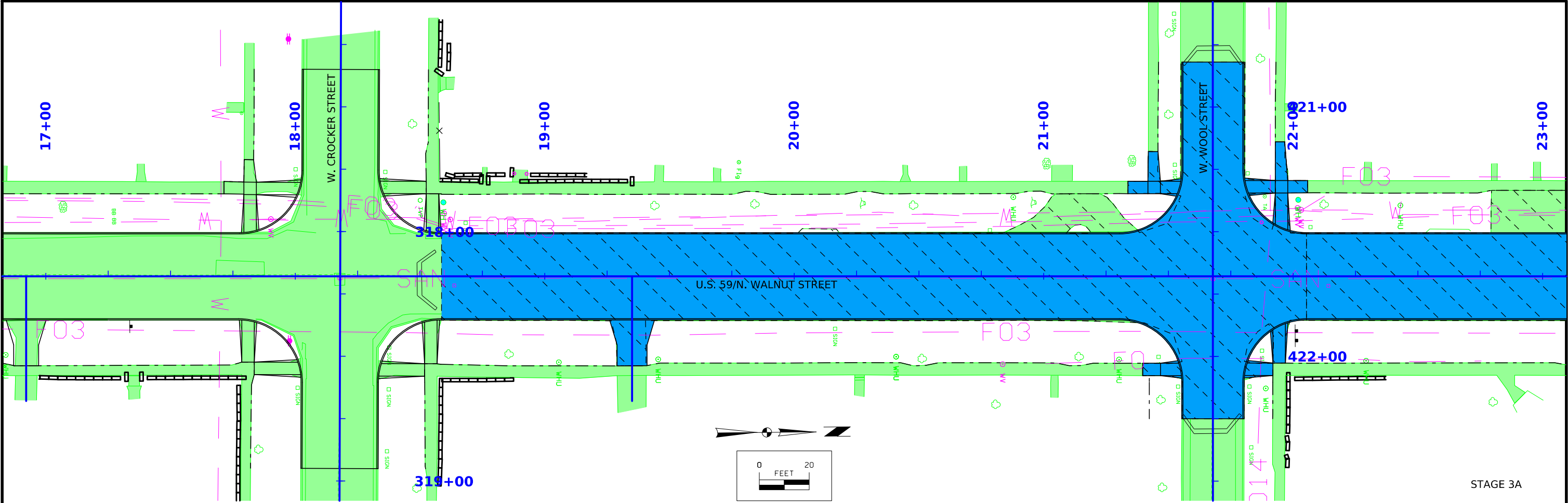




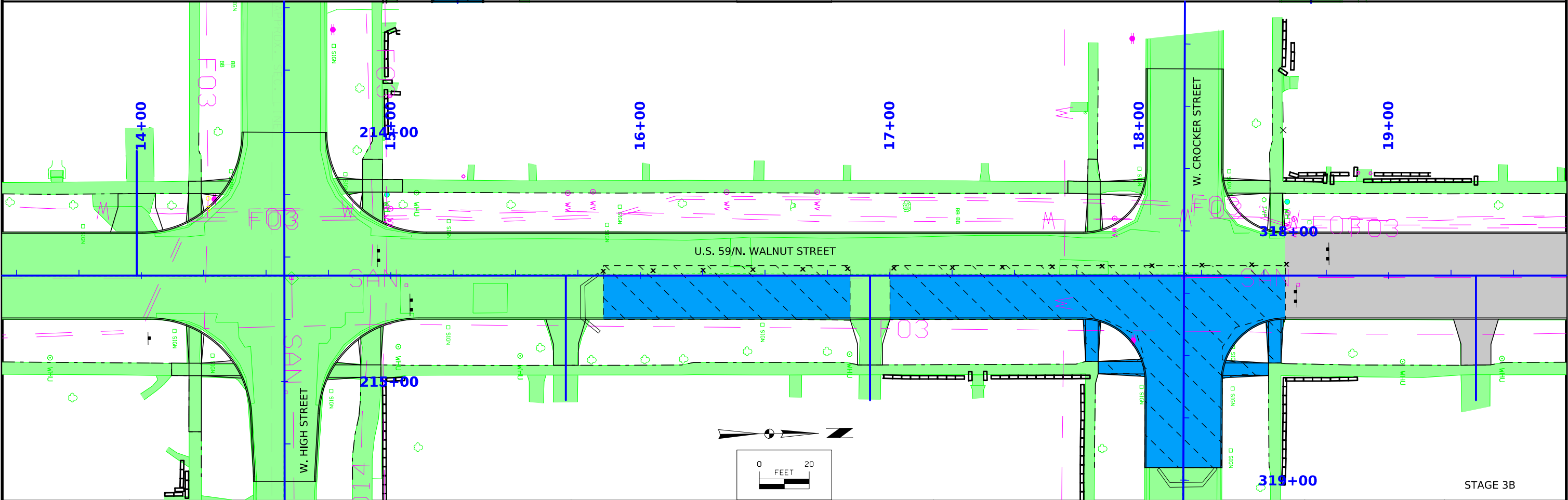
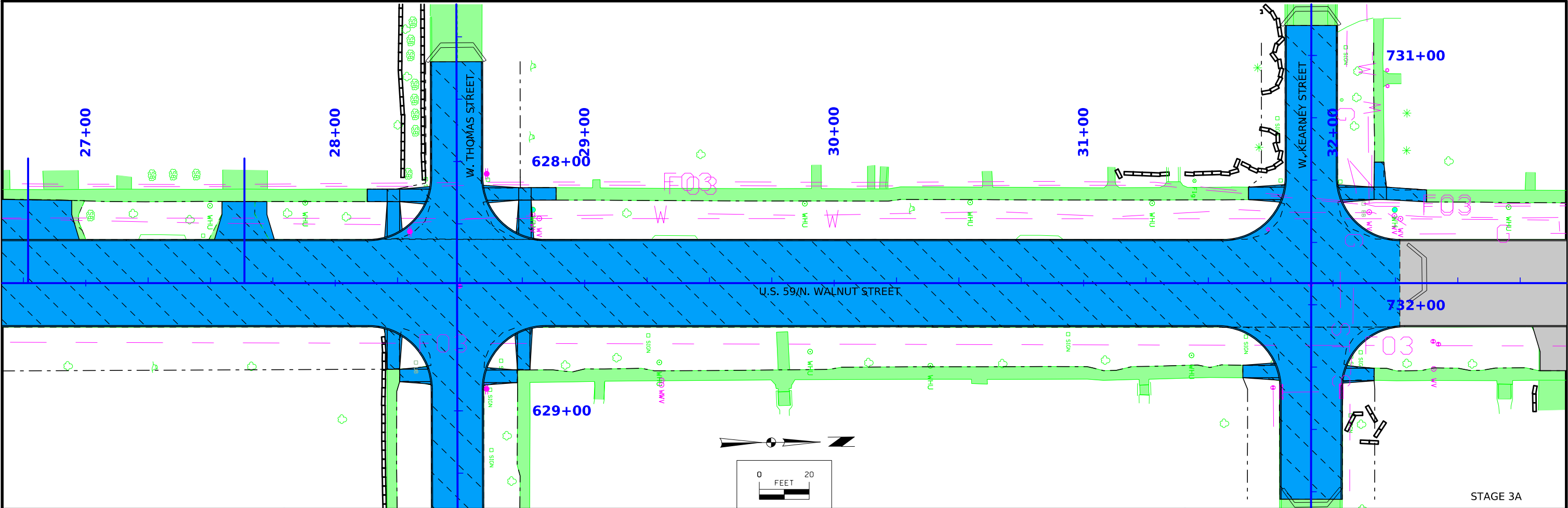
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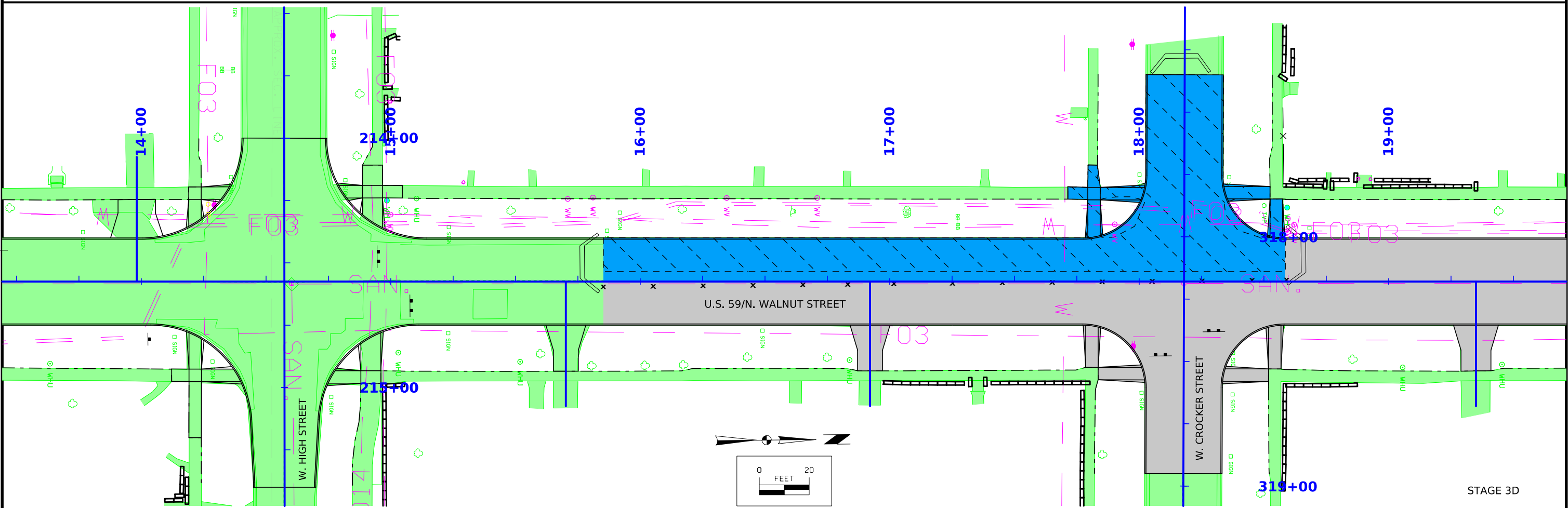
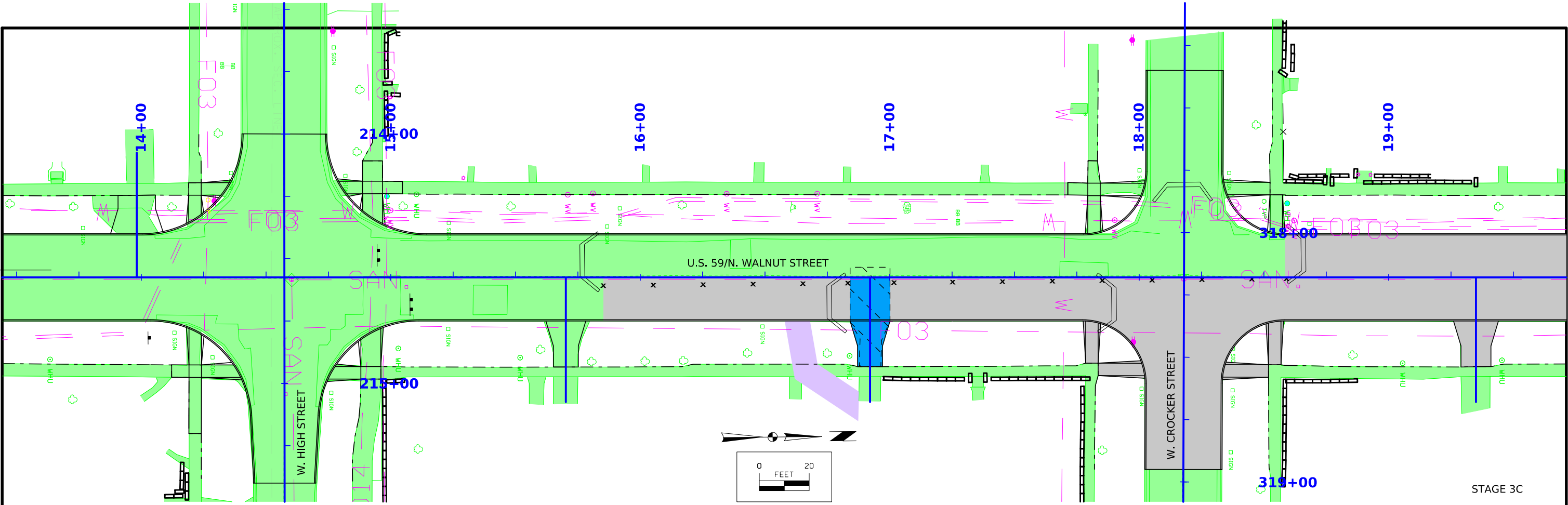
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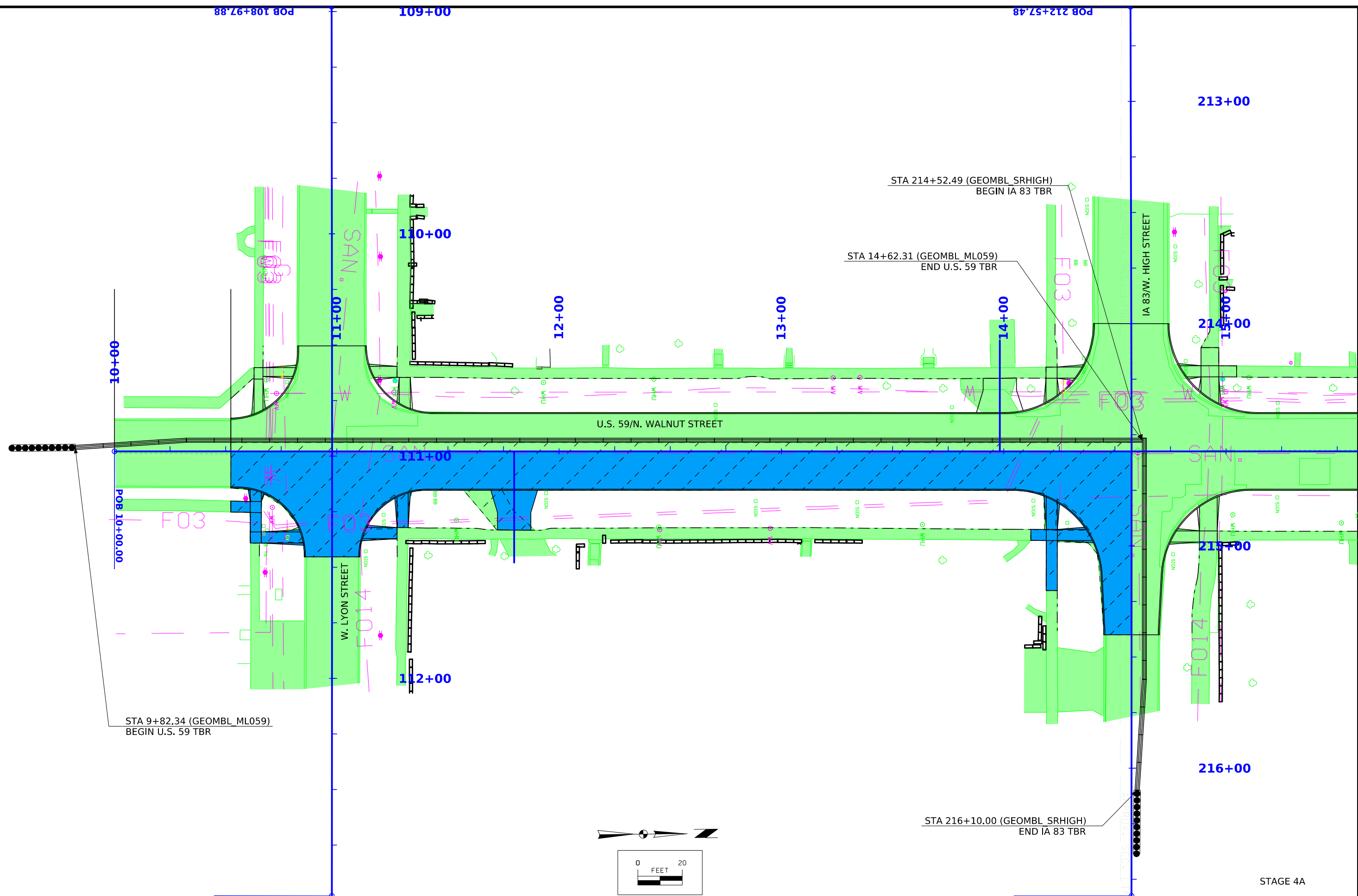
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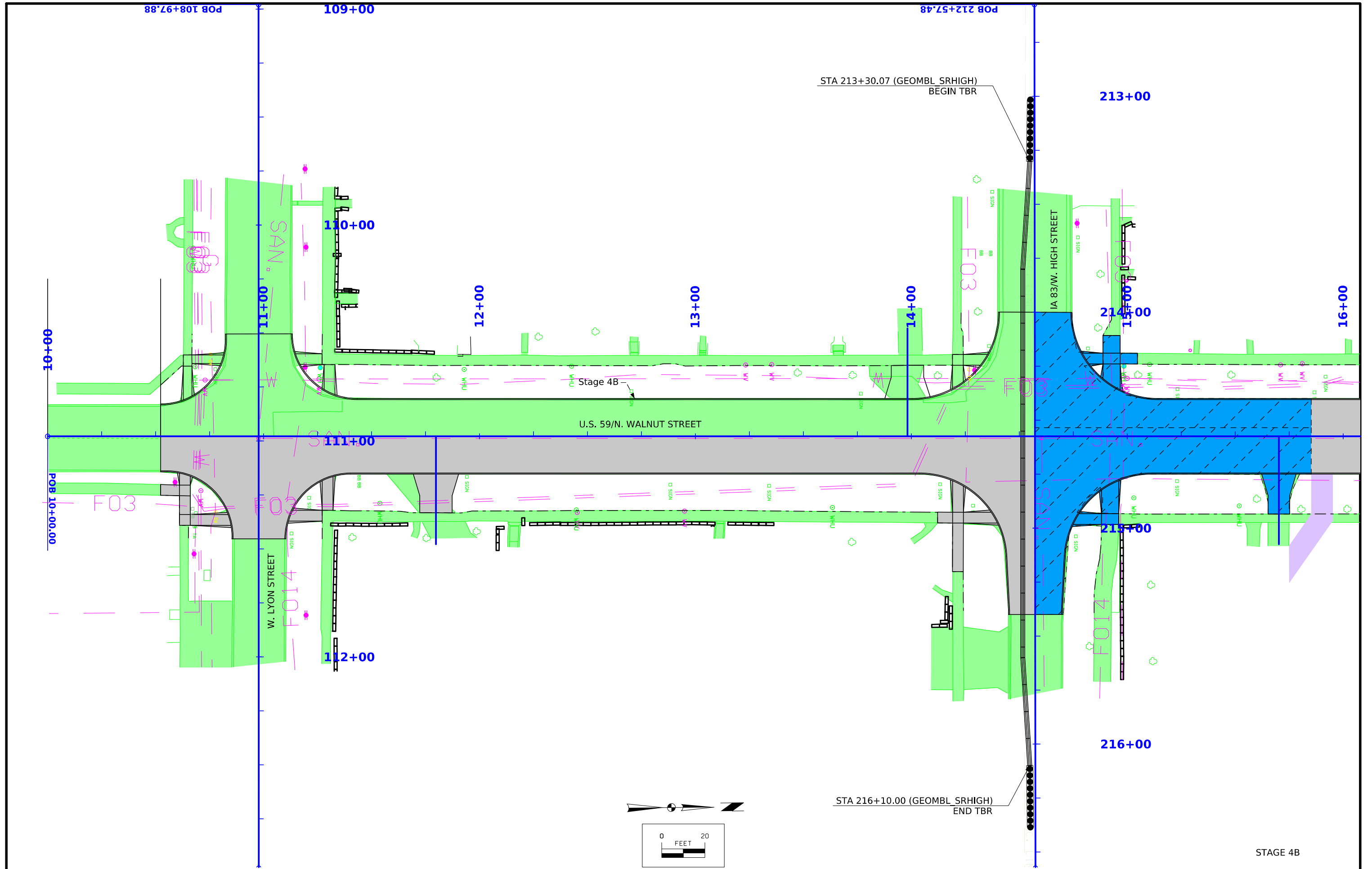
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4A - Plan 13



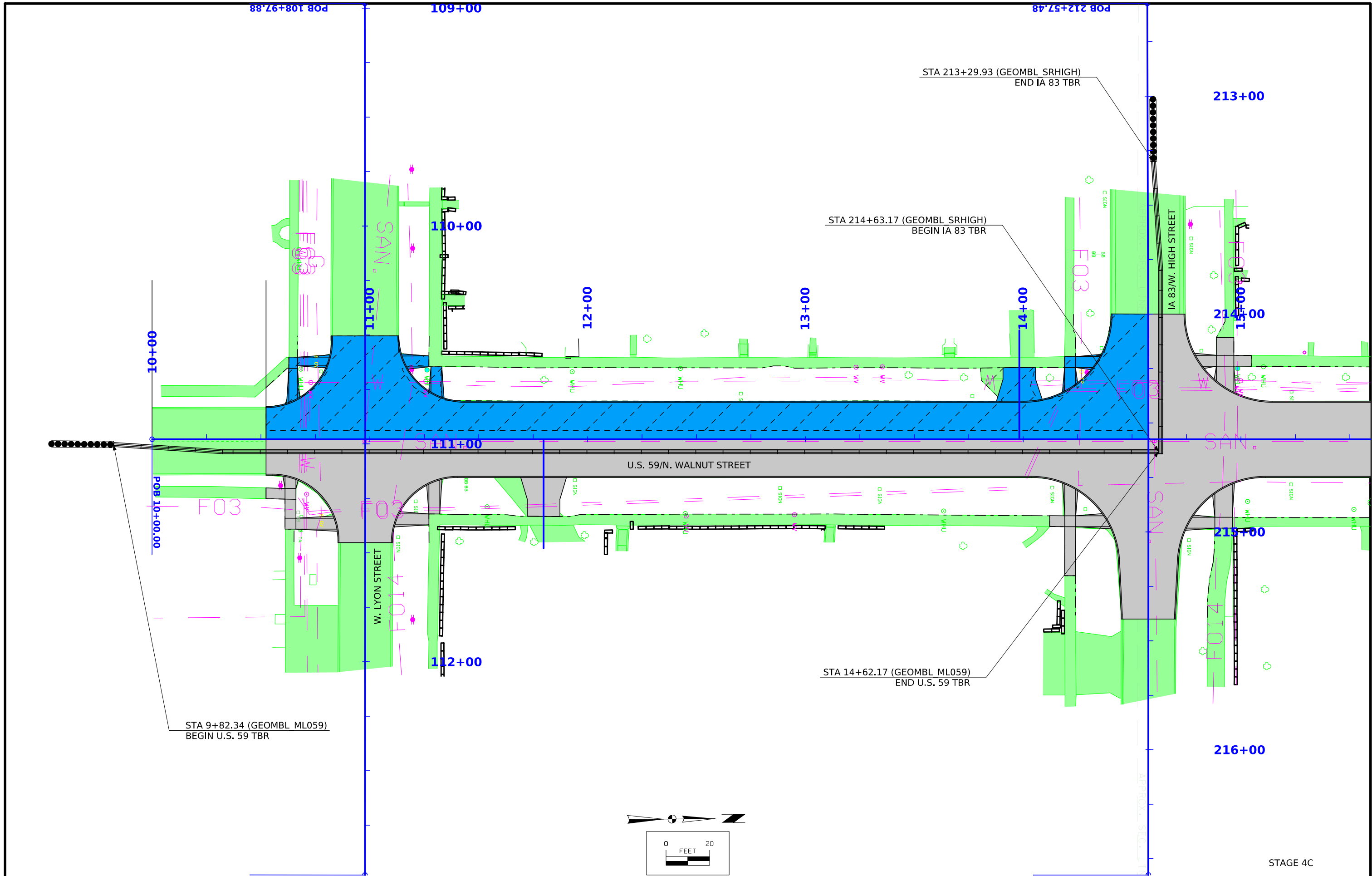
4B - Plan 14

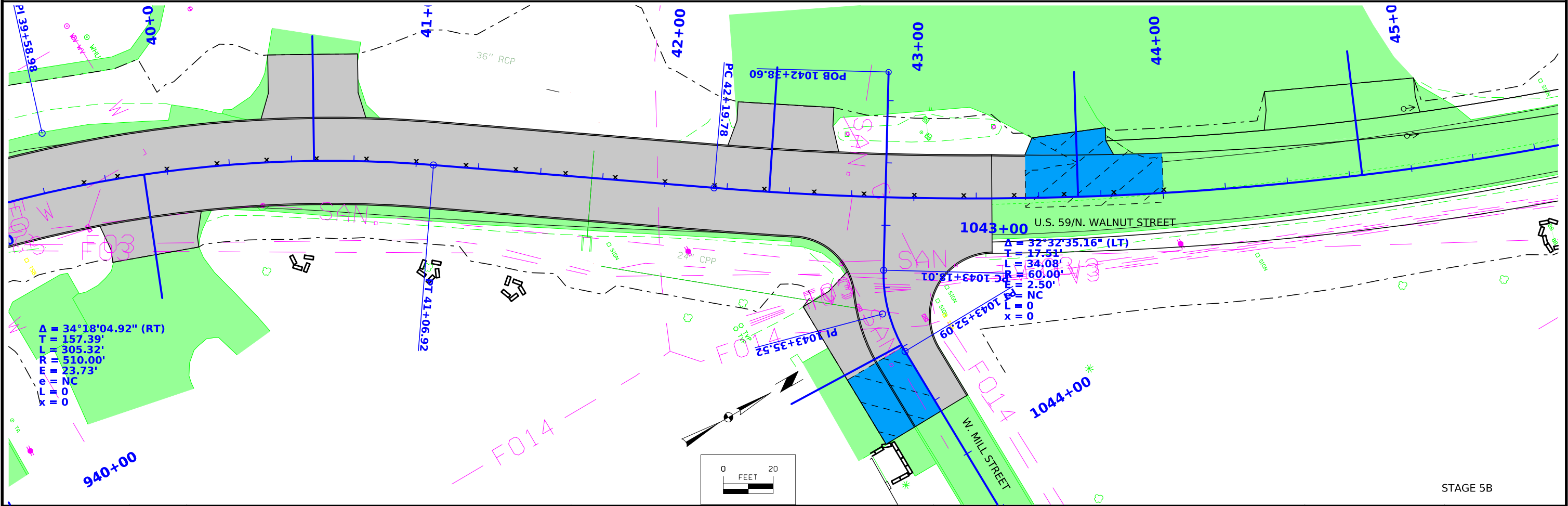
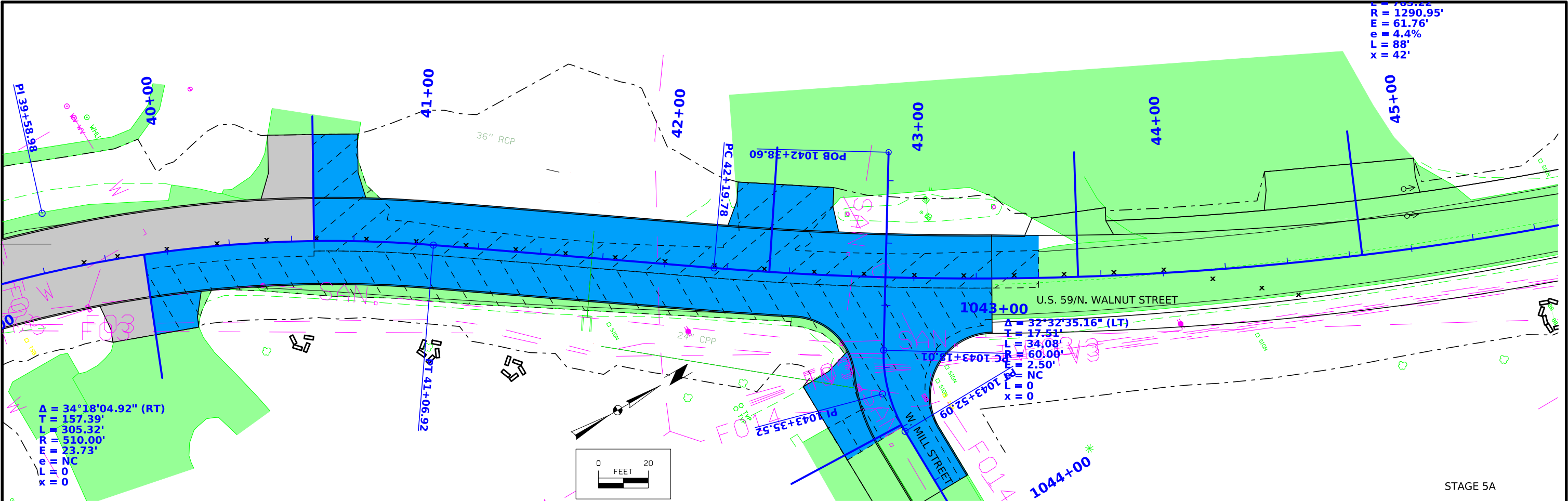


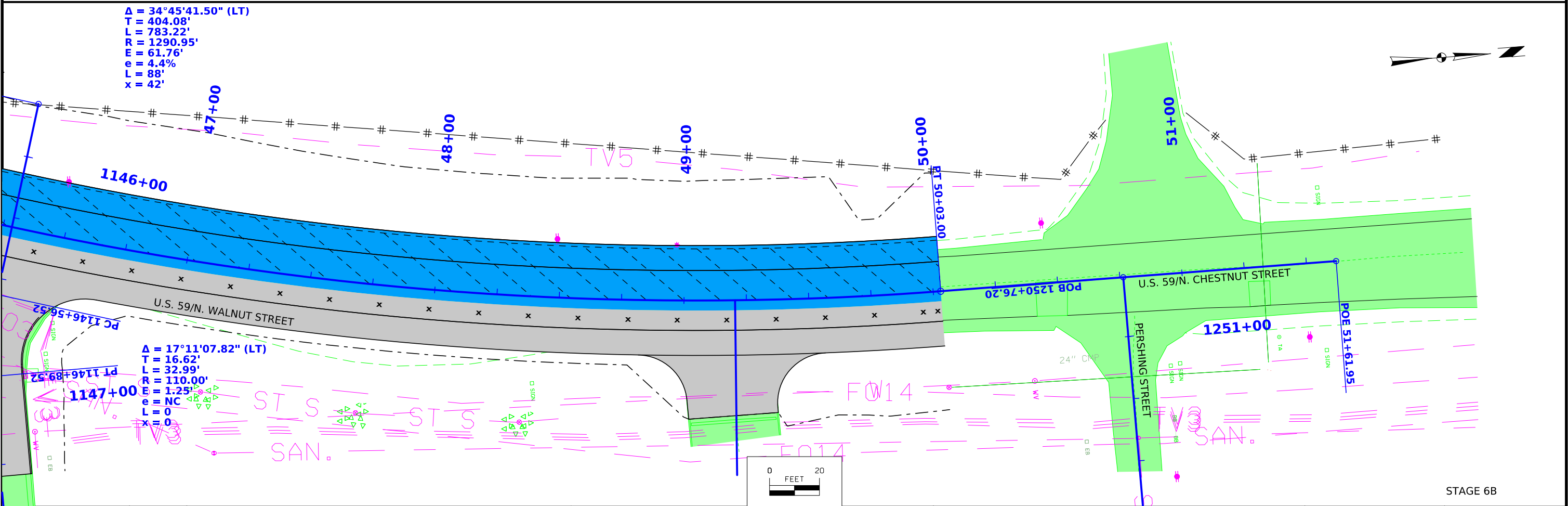
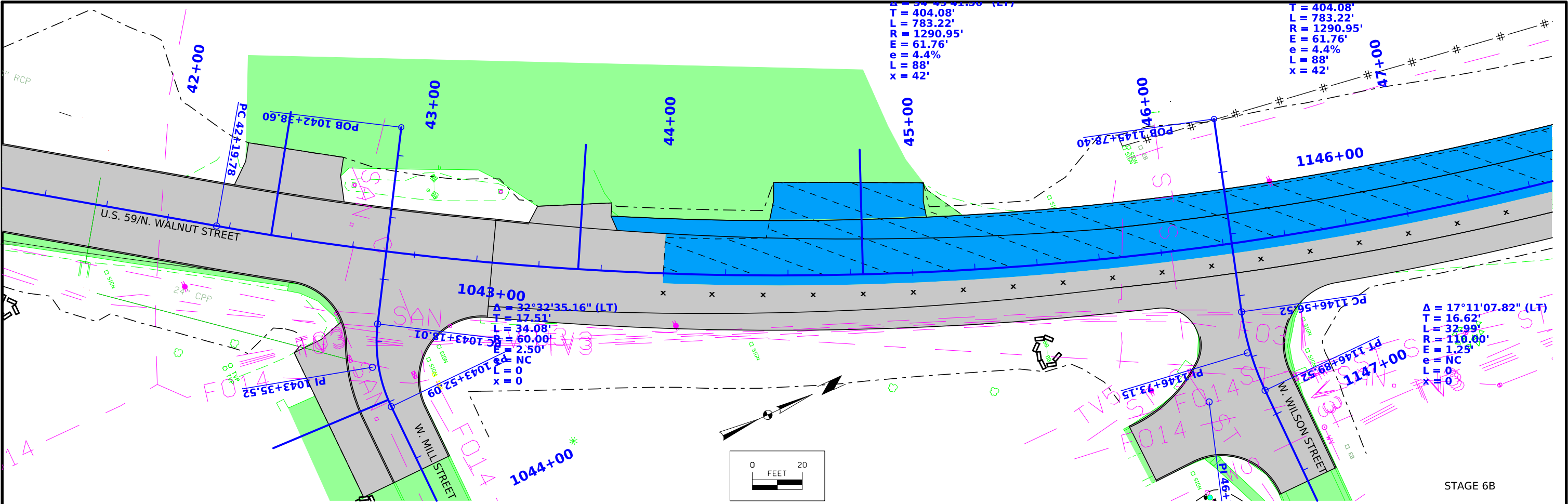
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4C - Plan 15







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

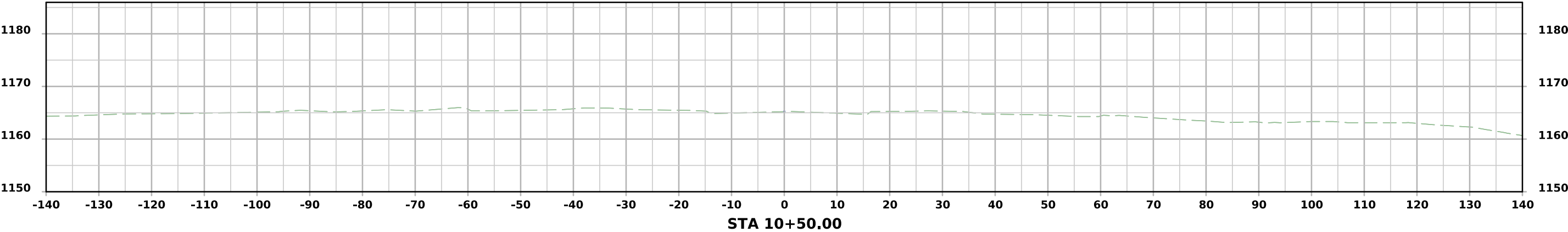
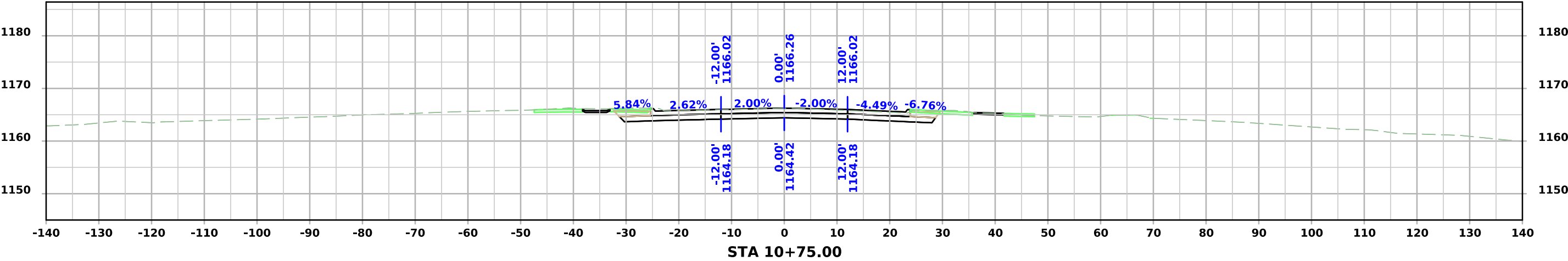
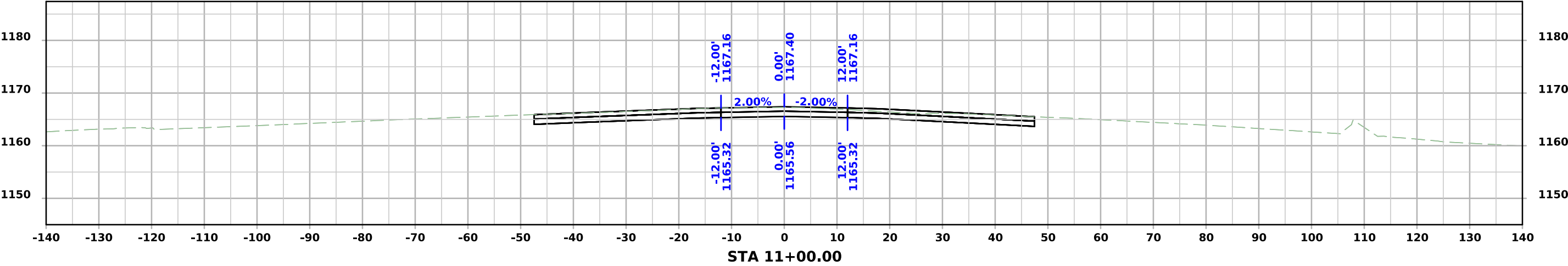
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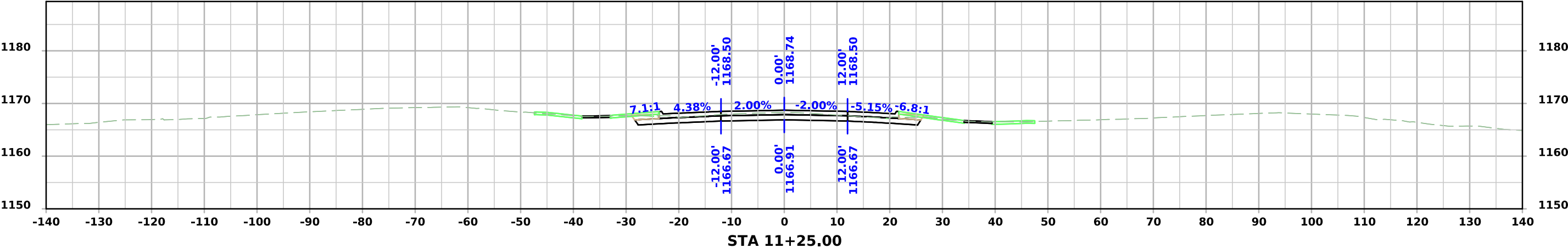
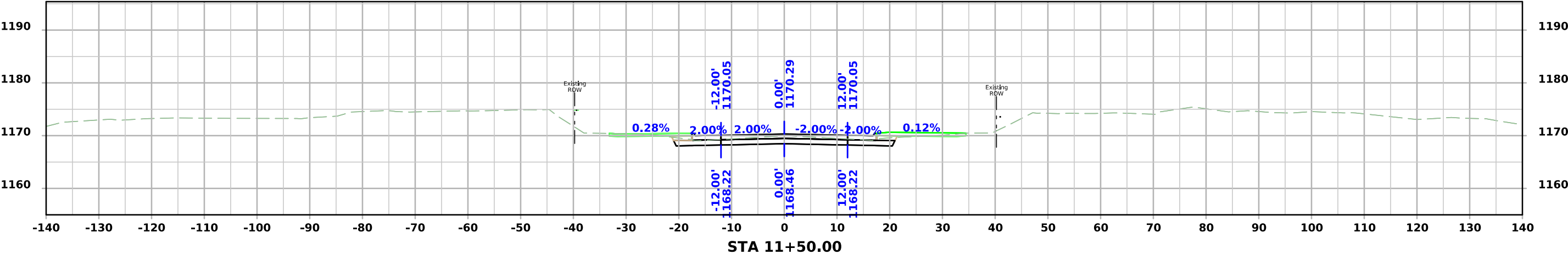
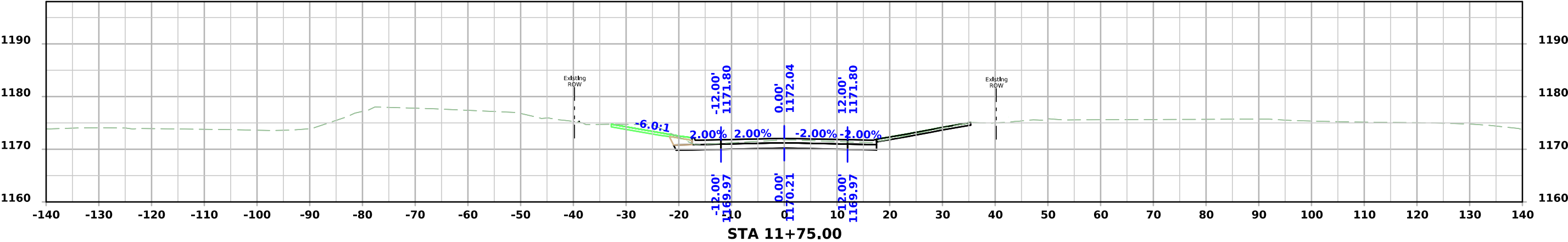
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LEGEND AND INFORMATION SHEET

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

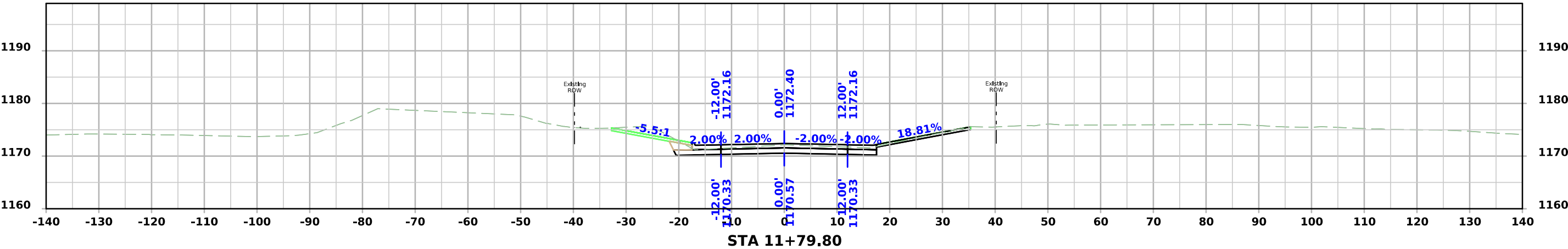
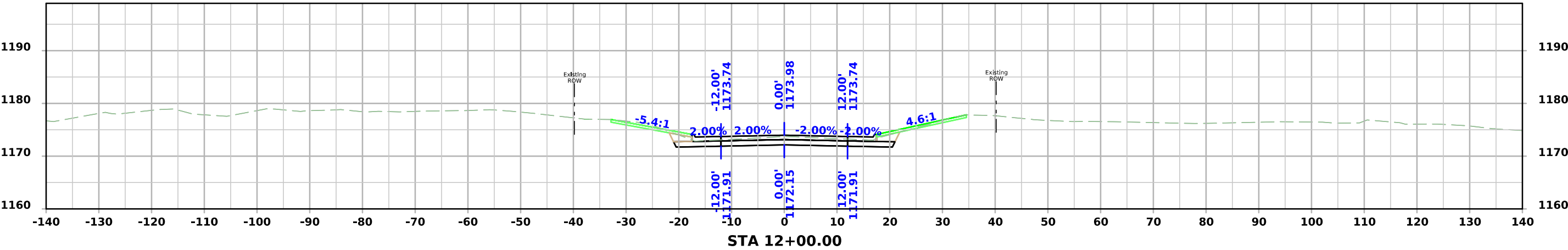
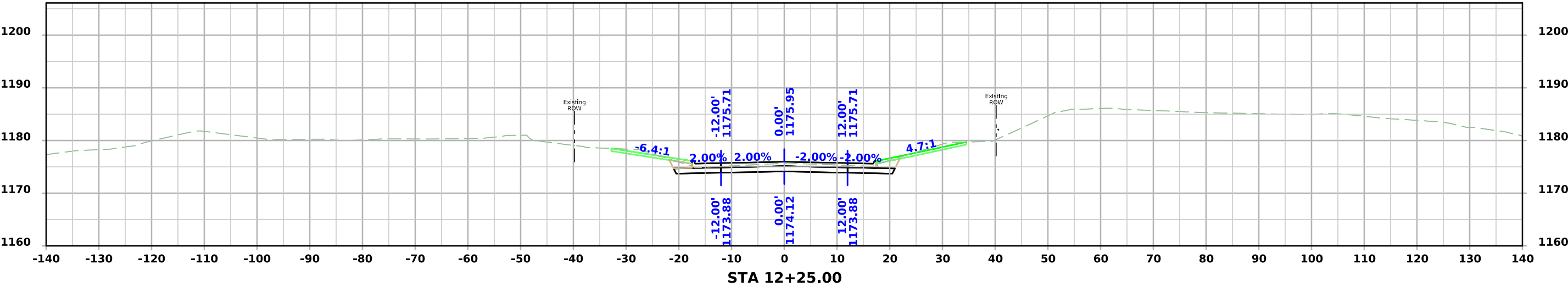
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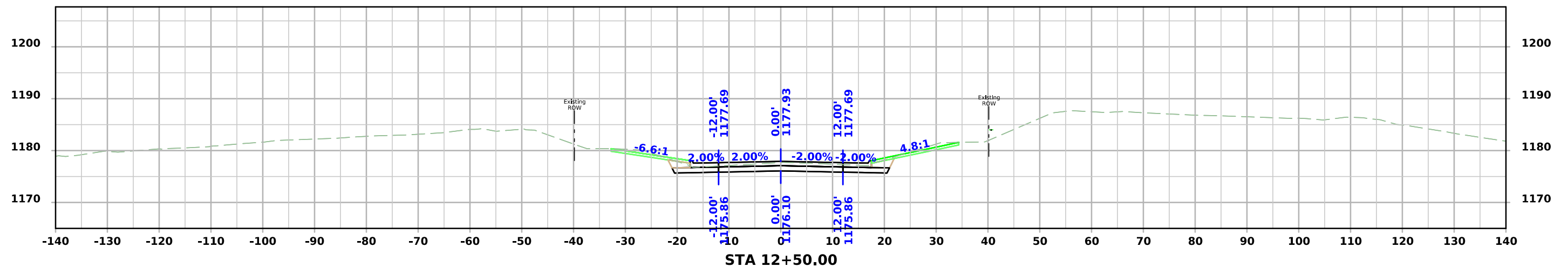
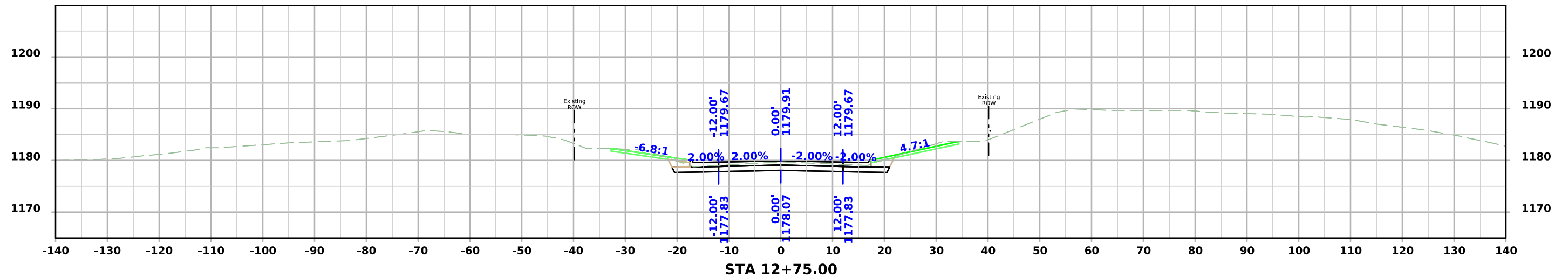
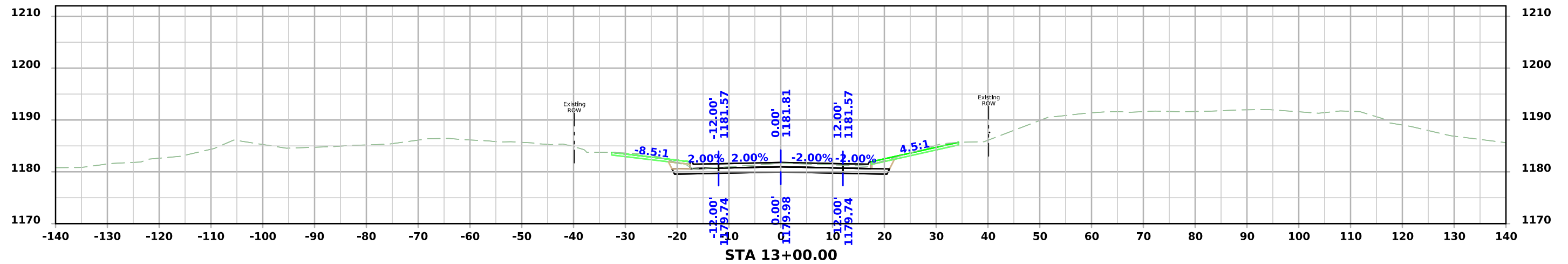
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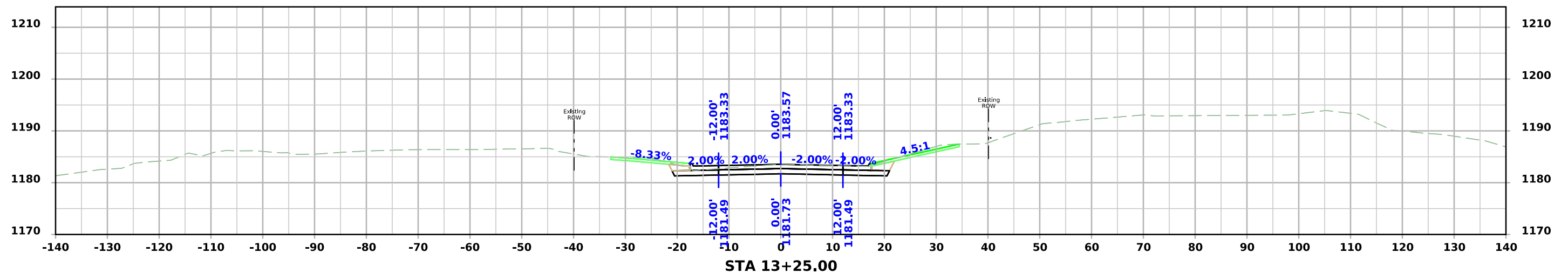
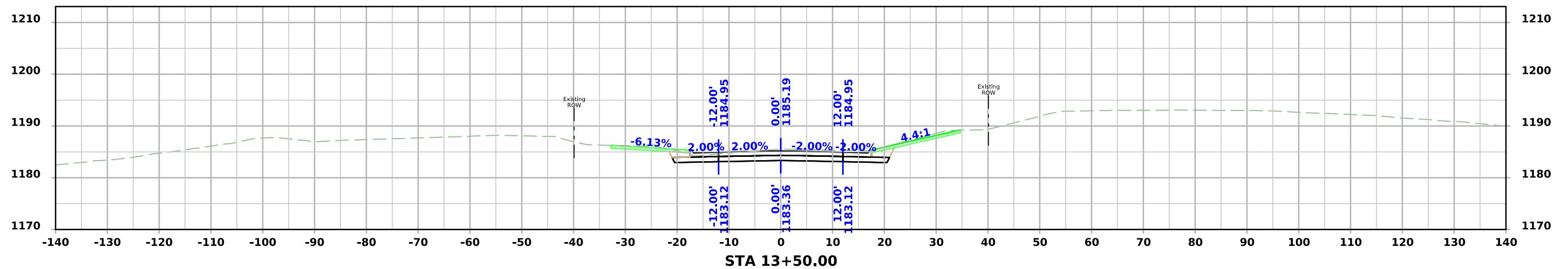
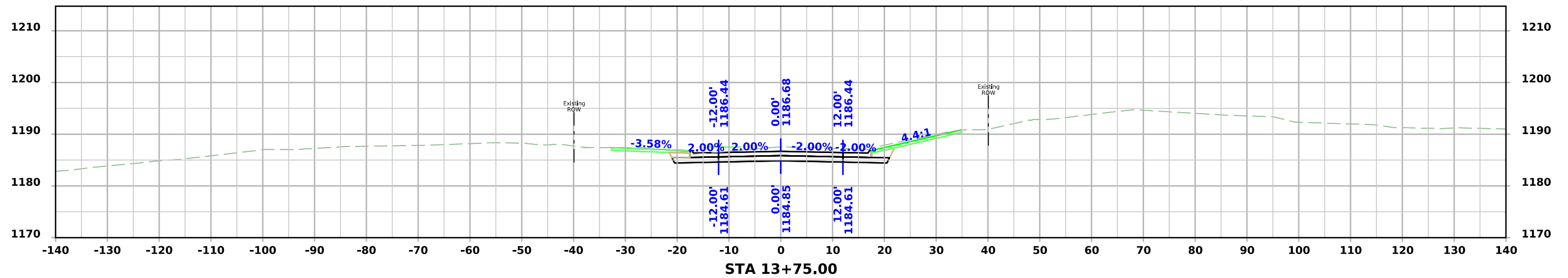
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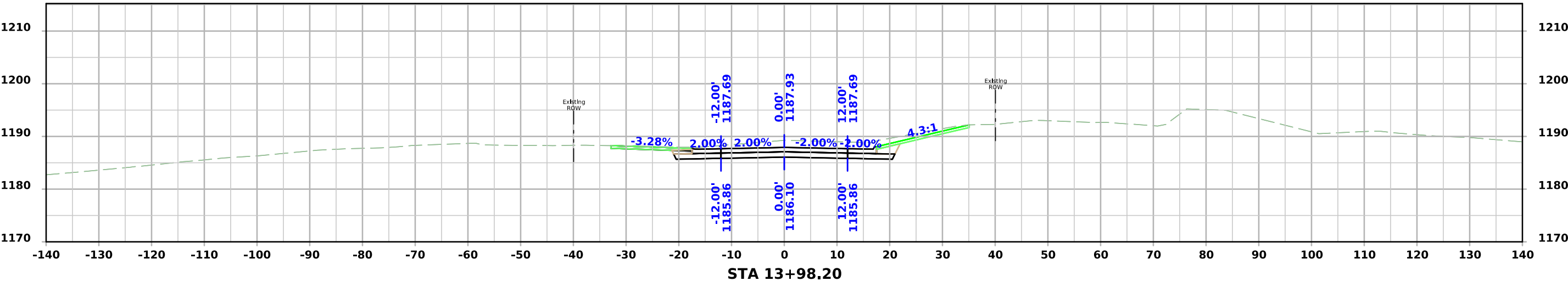
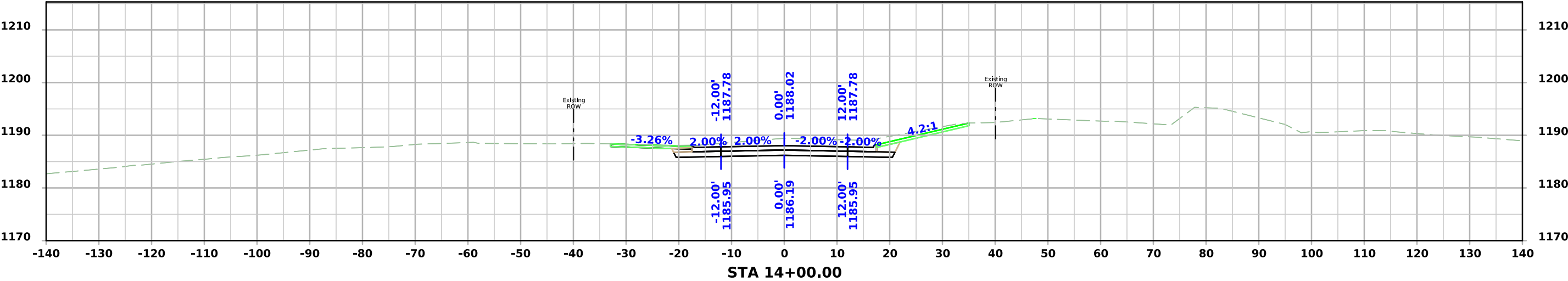
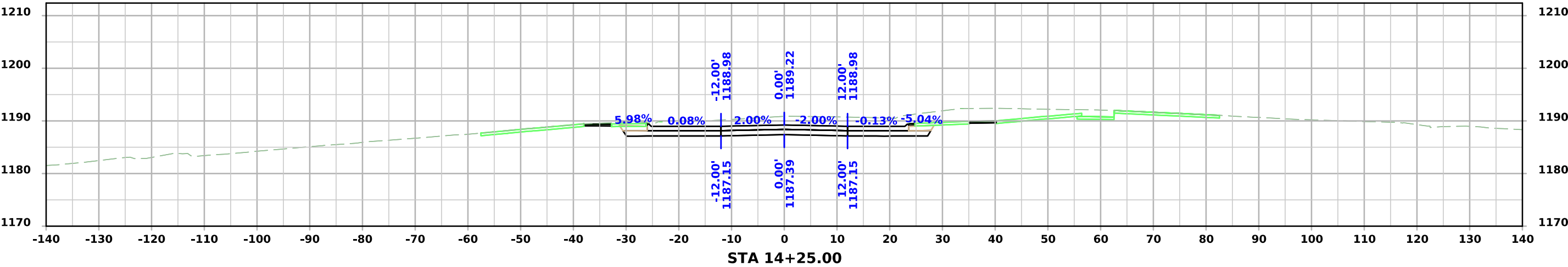
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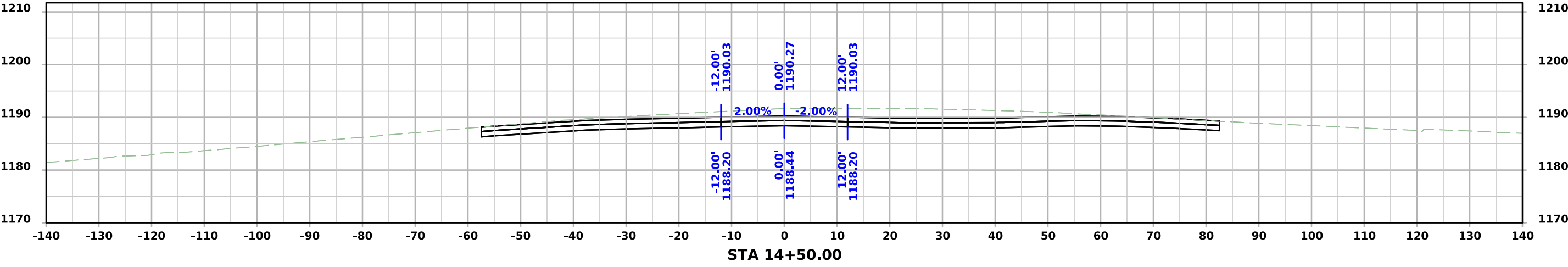
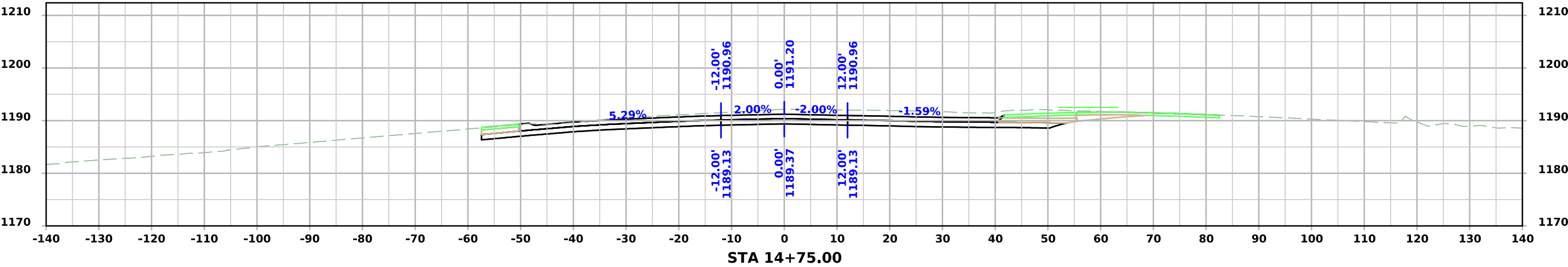
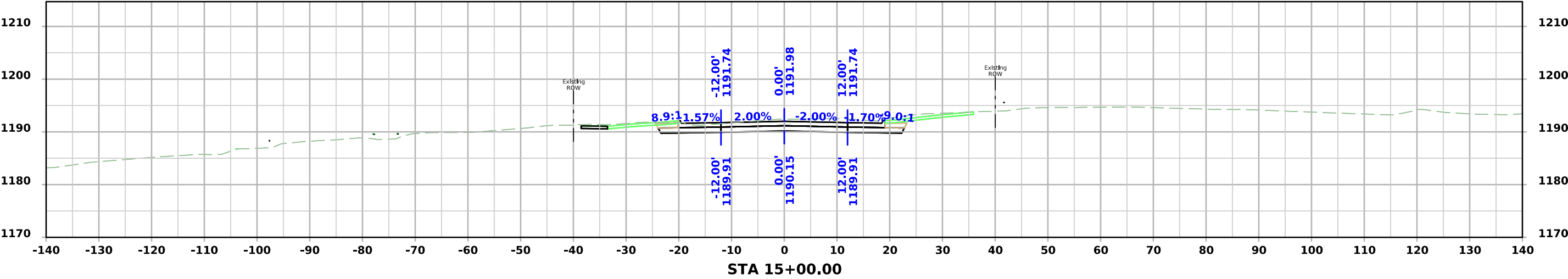
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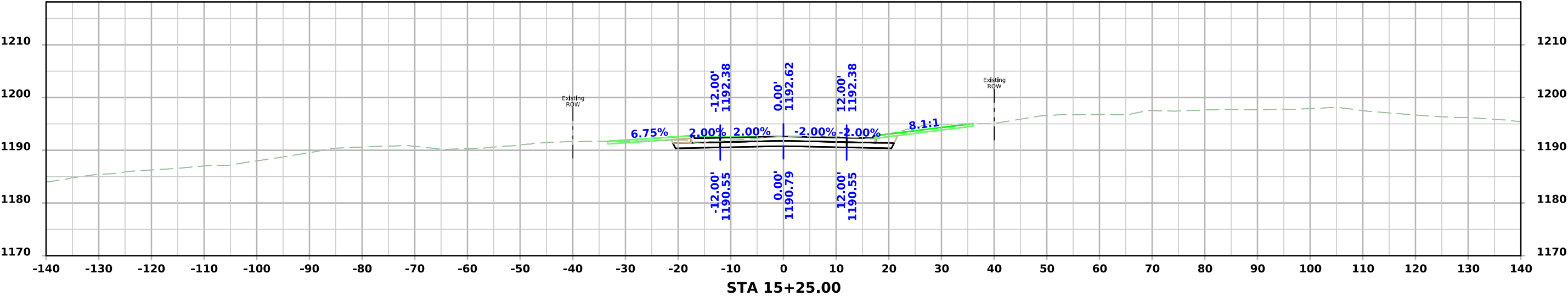
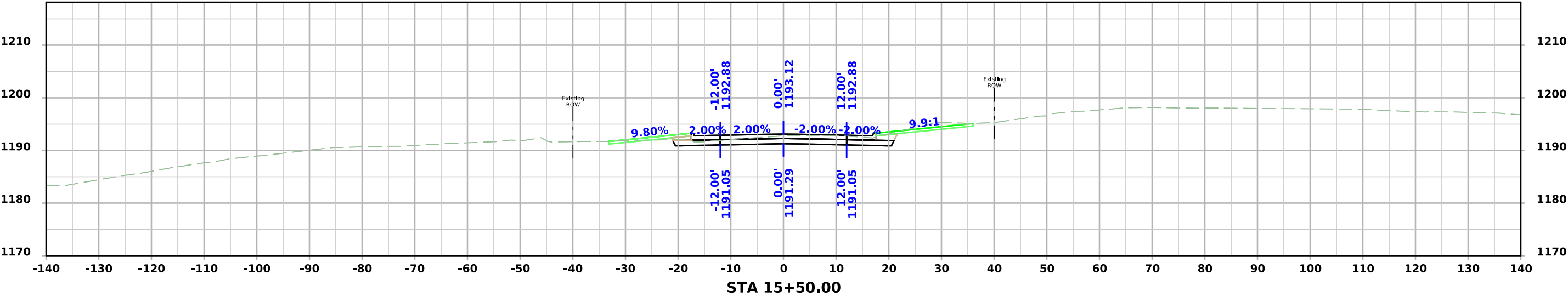
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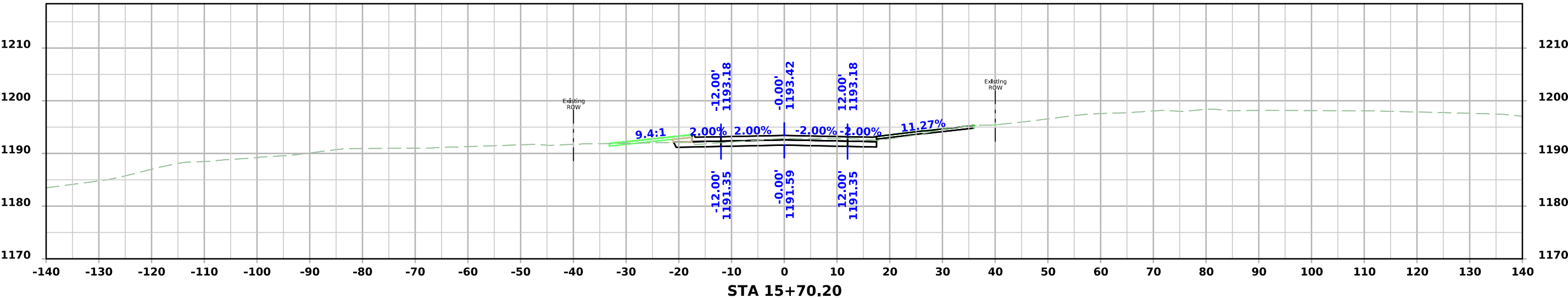
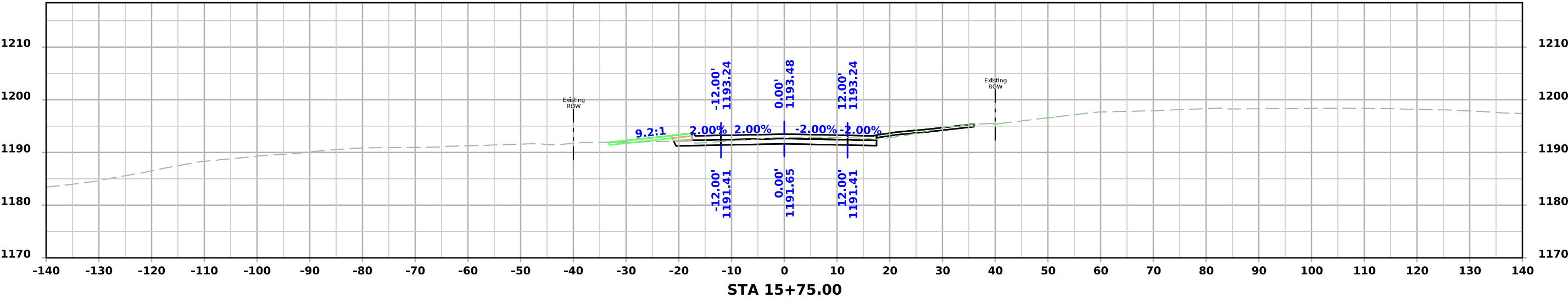
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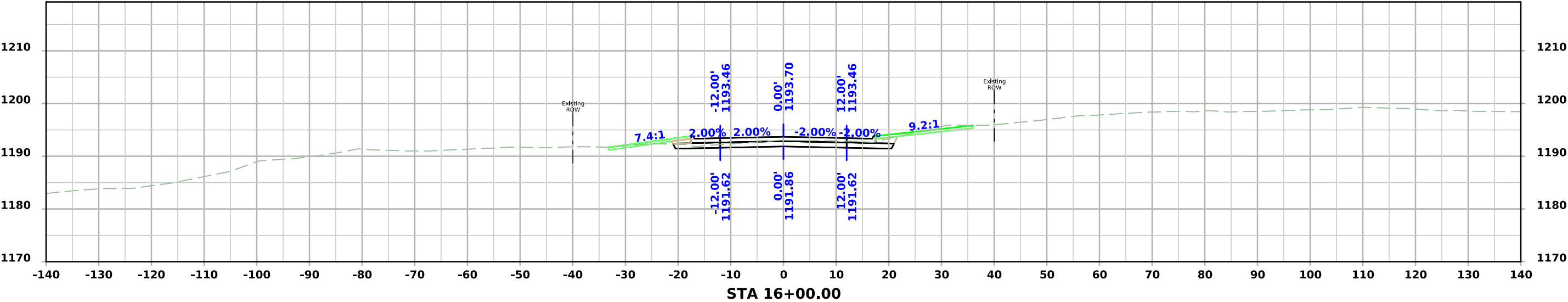
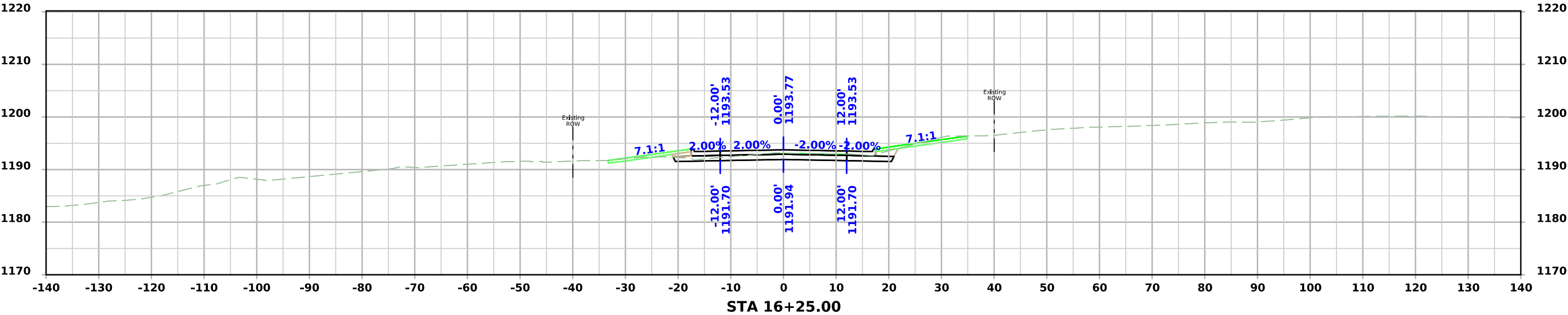
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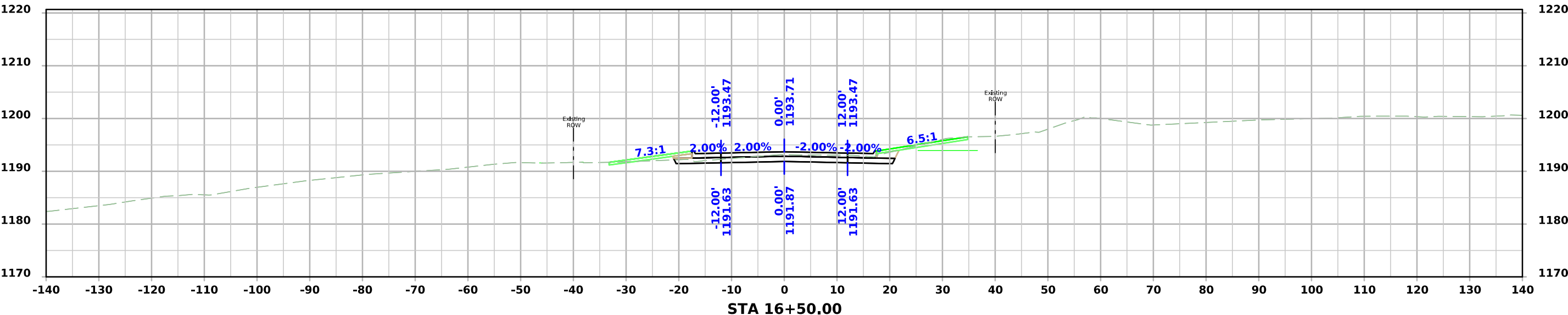
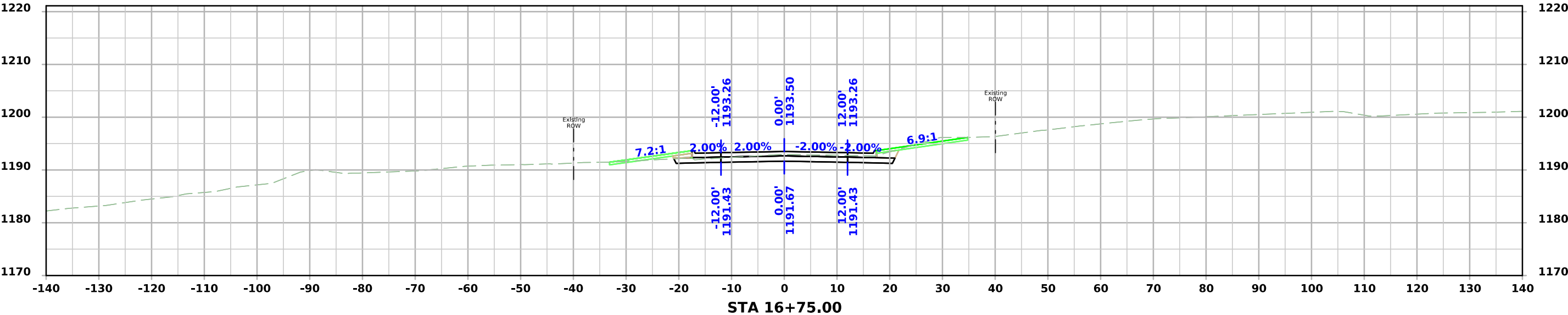
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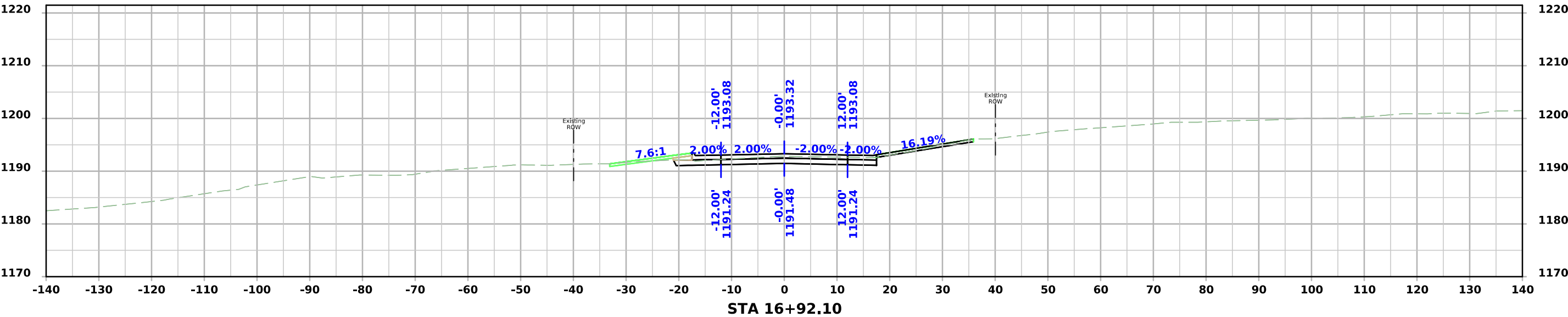
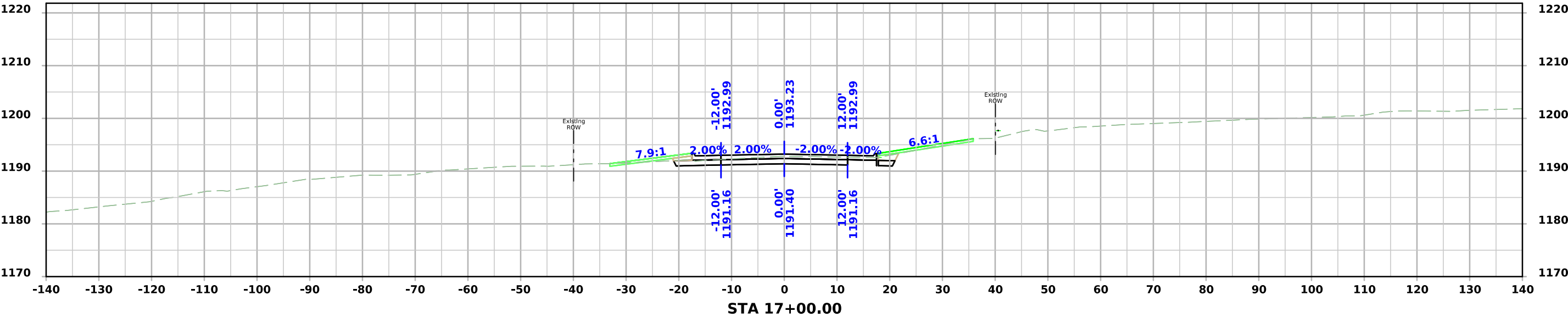
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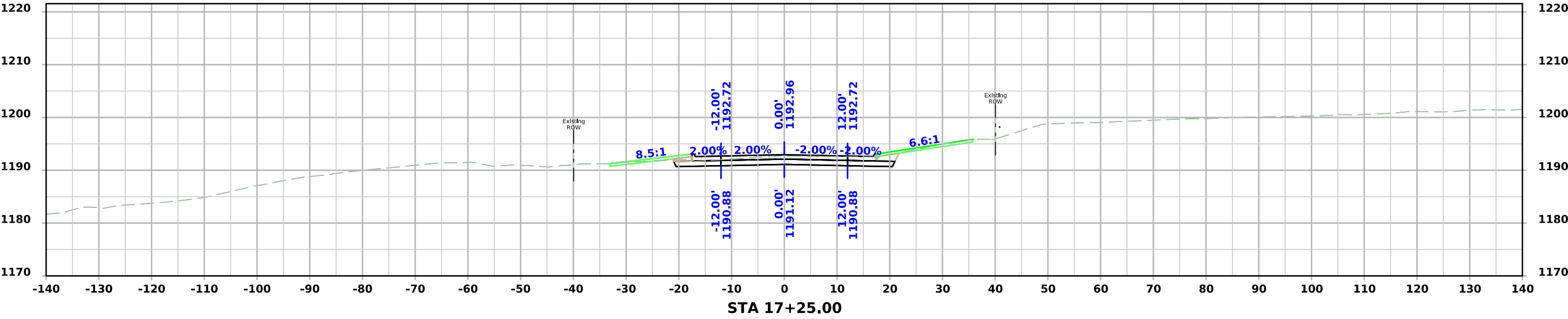
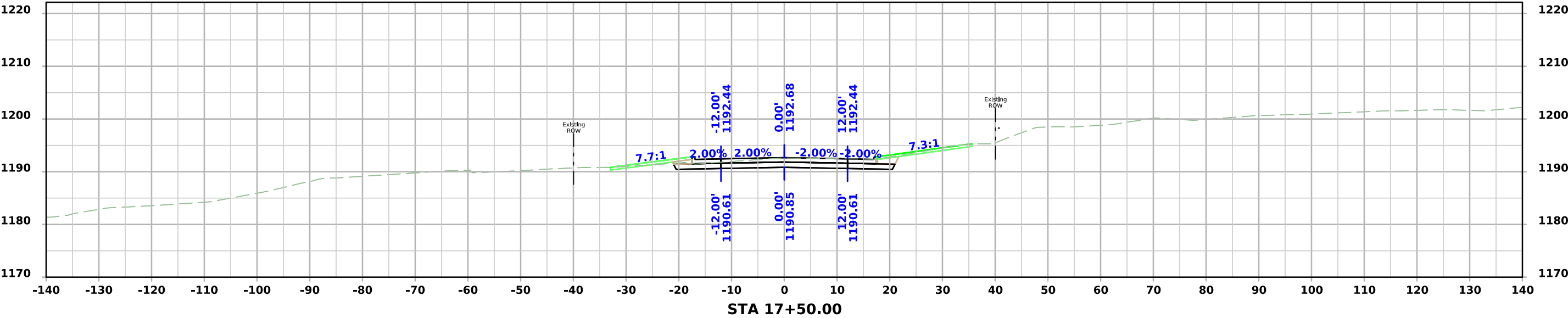
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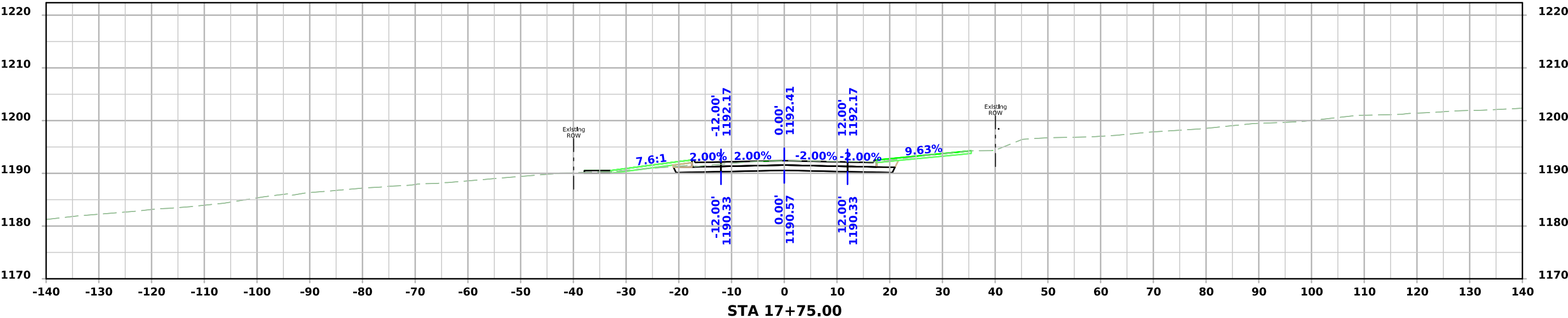
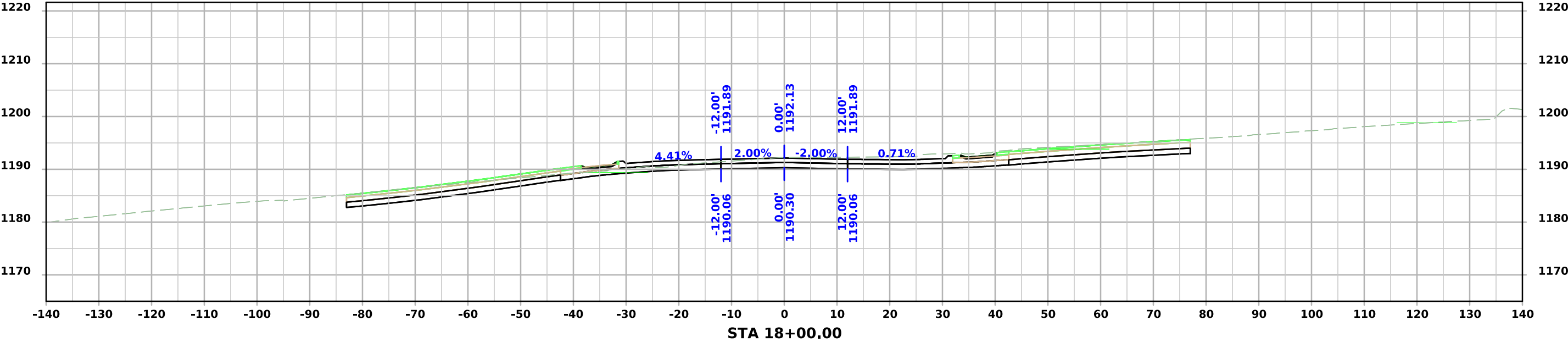
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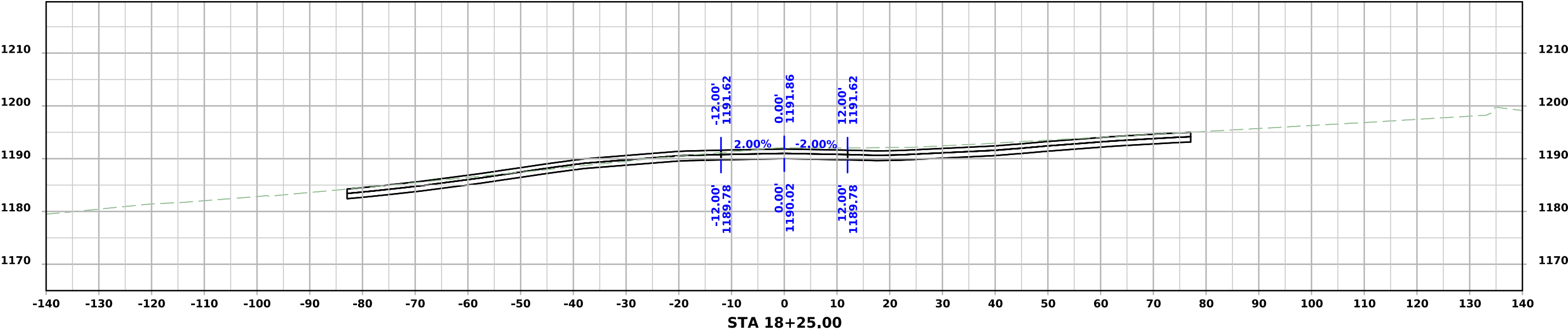
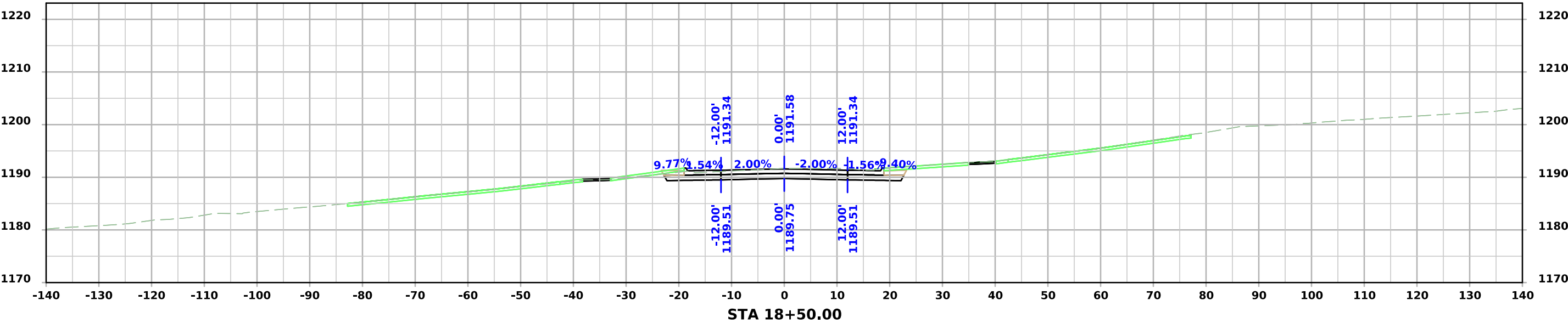
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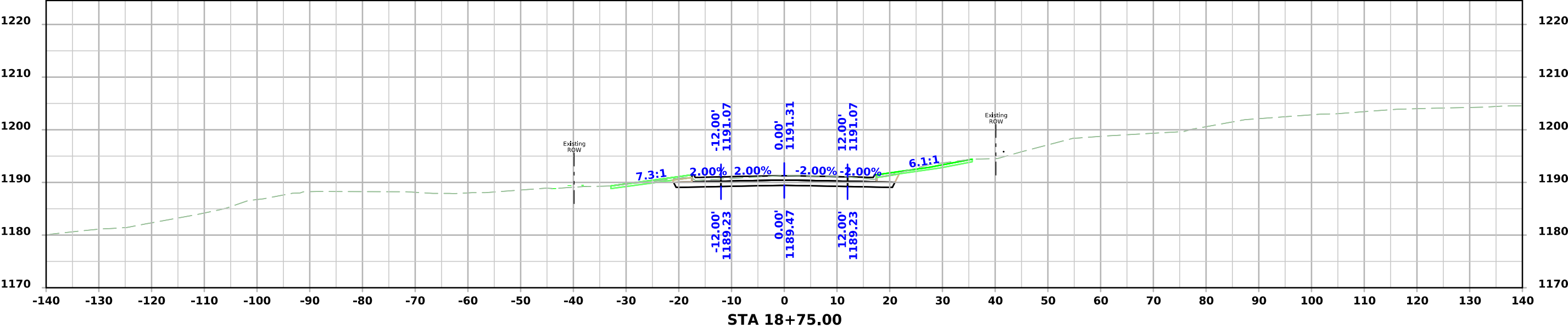
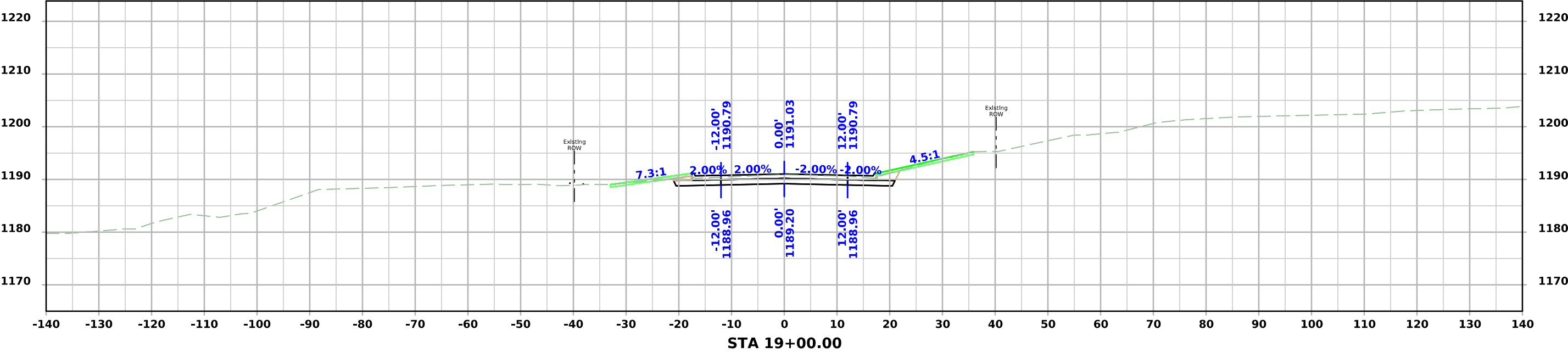
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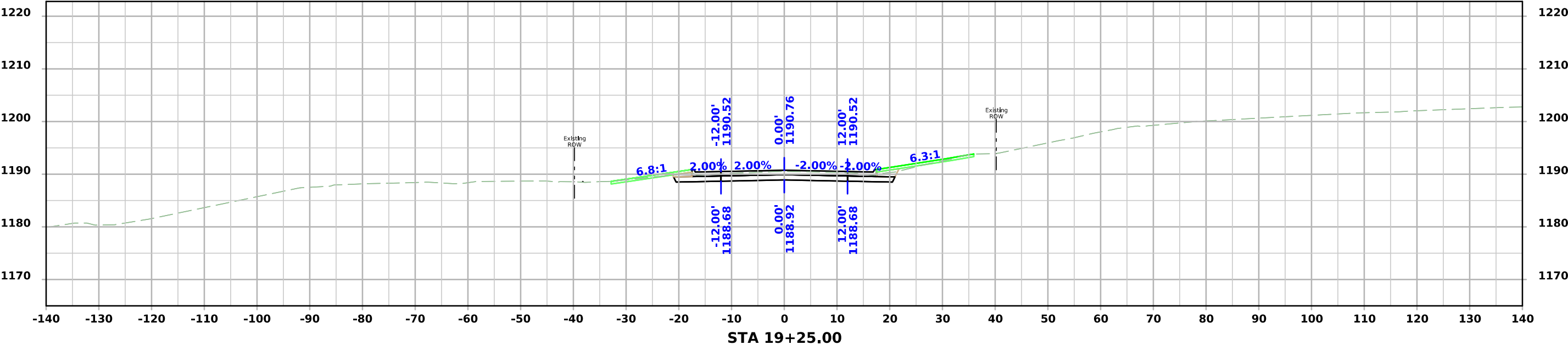
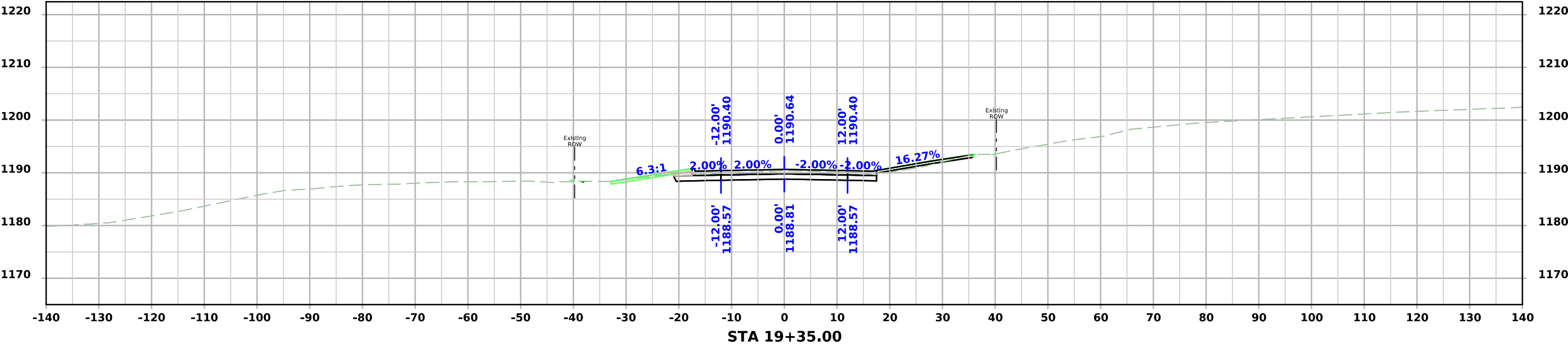
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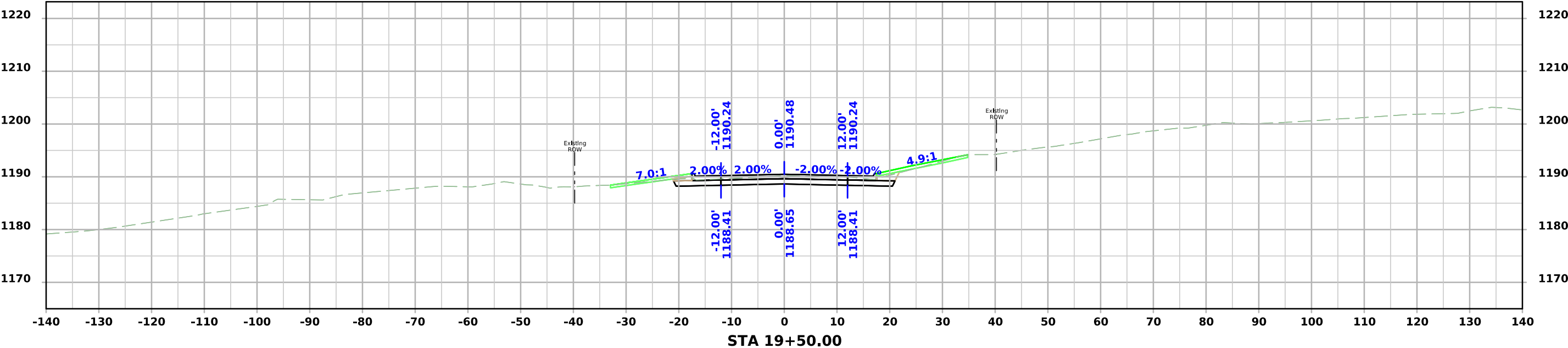
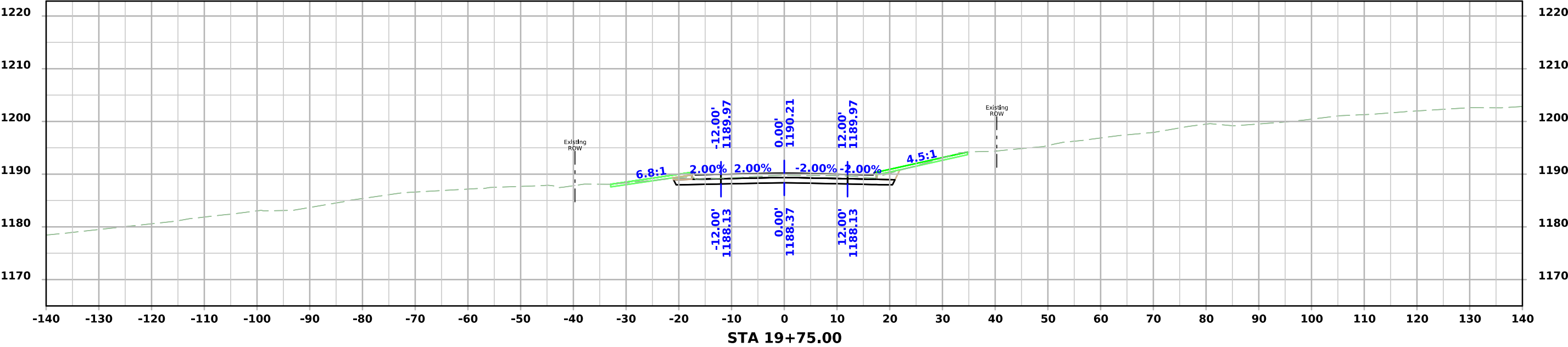
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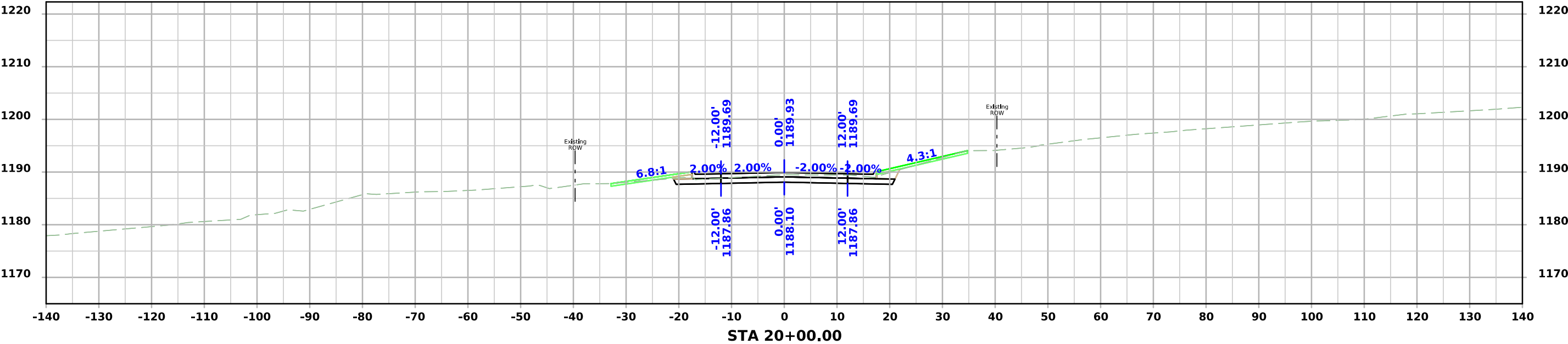
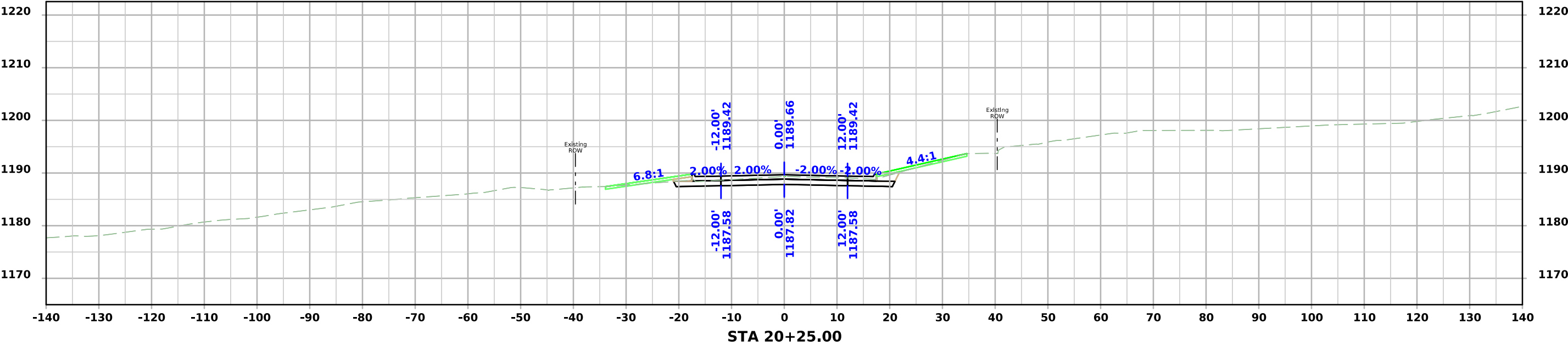
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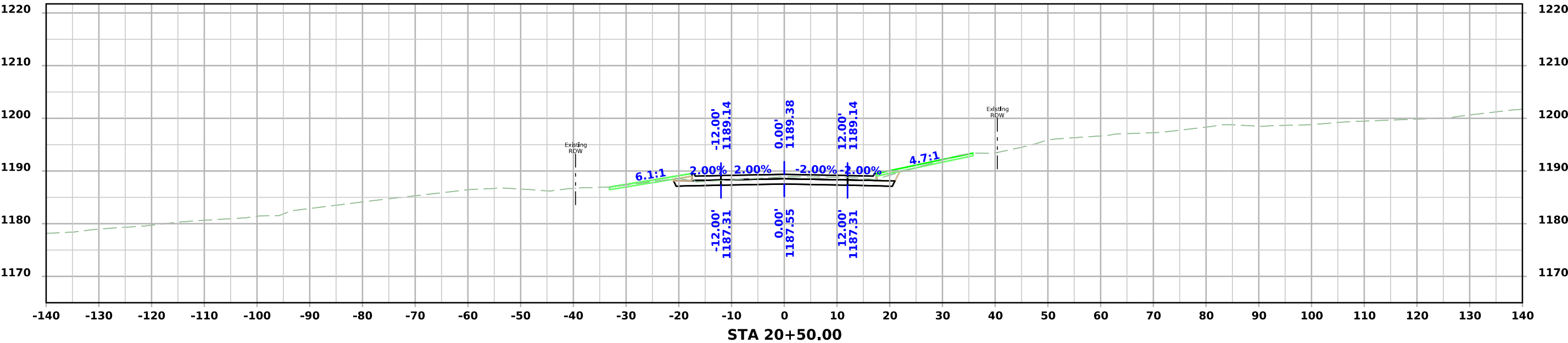
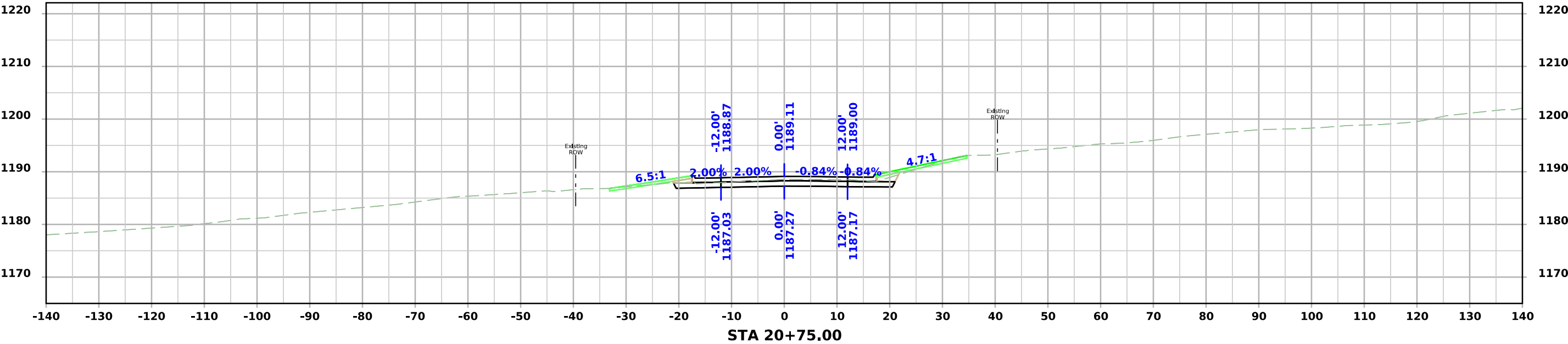
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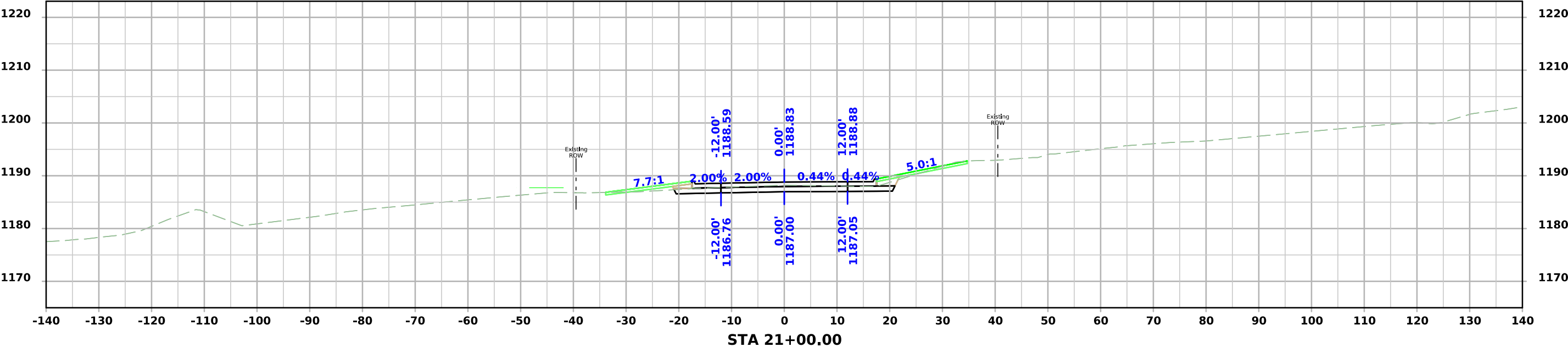
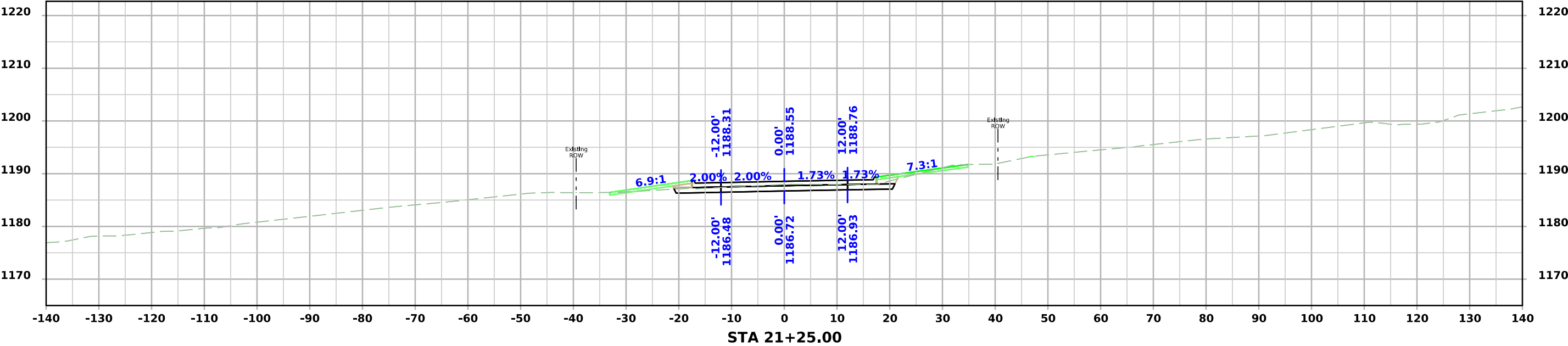
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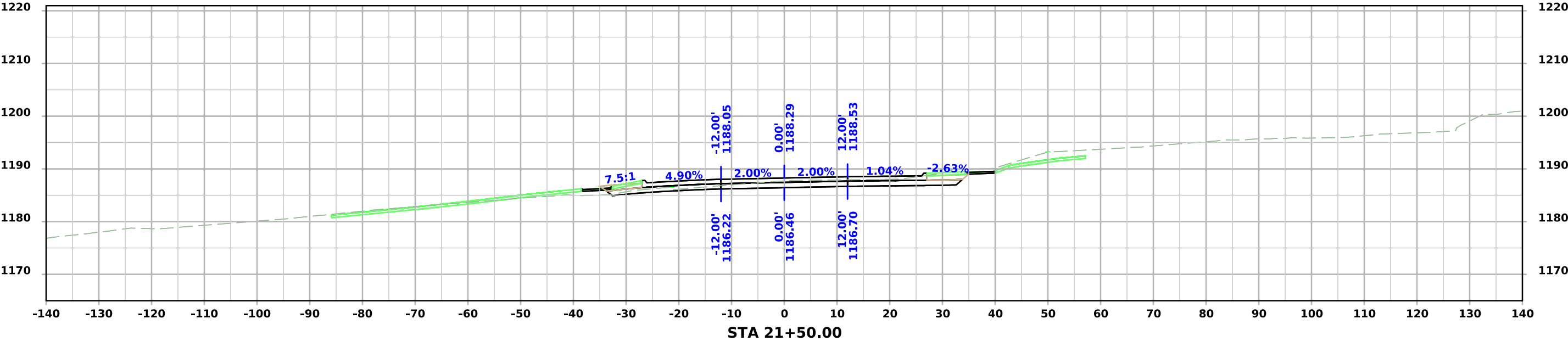
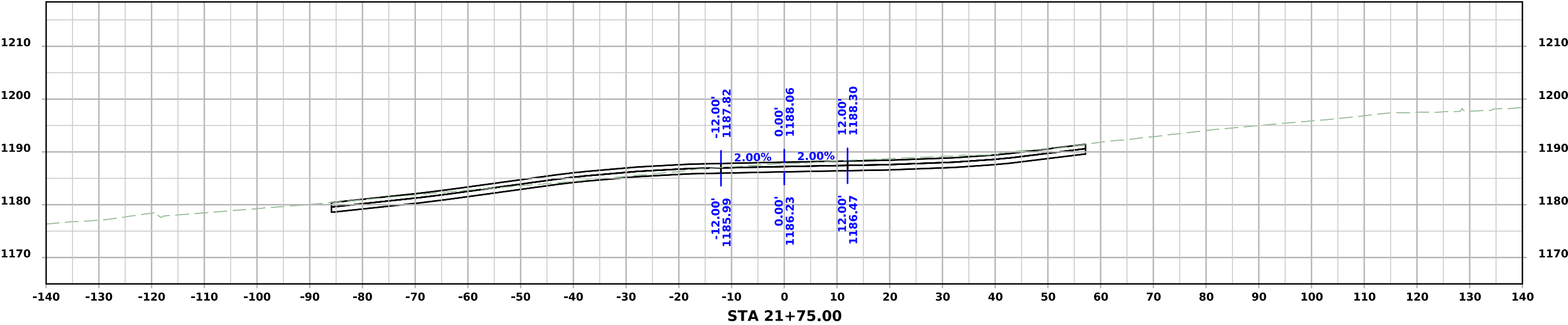
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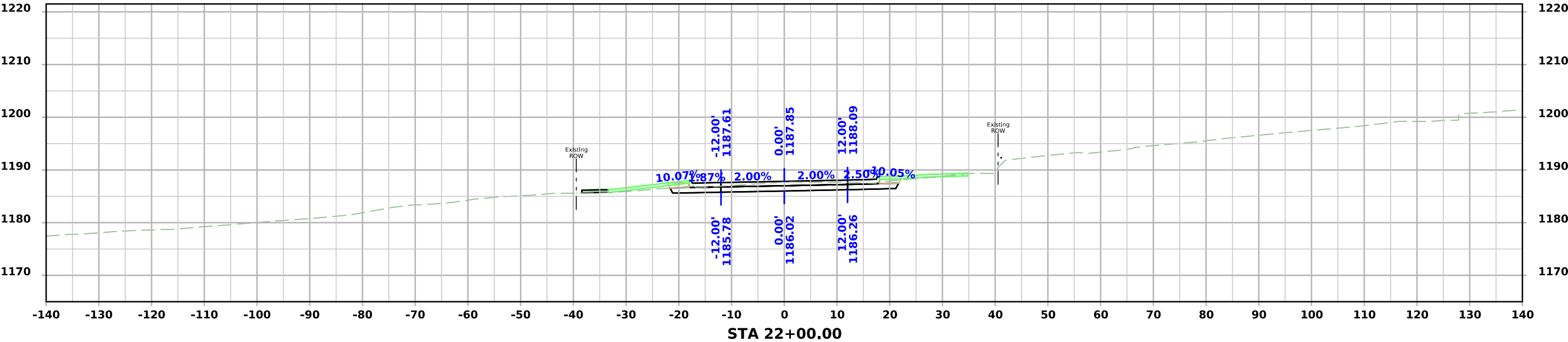
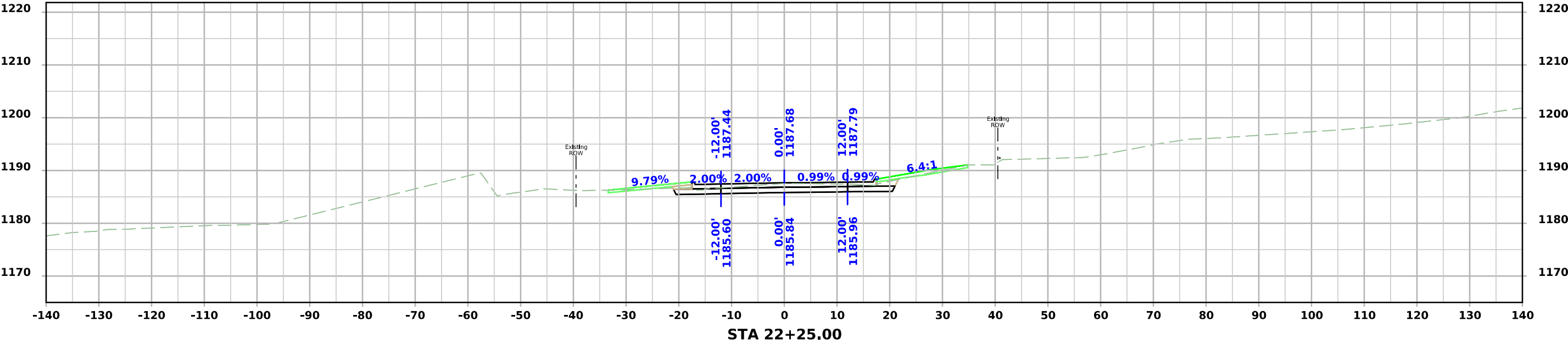
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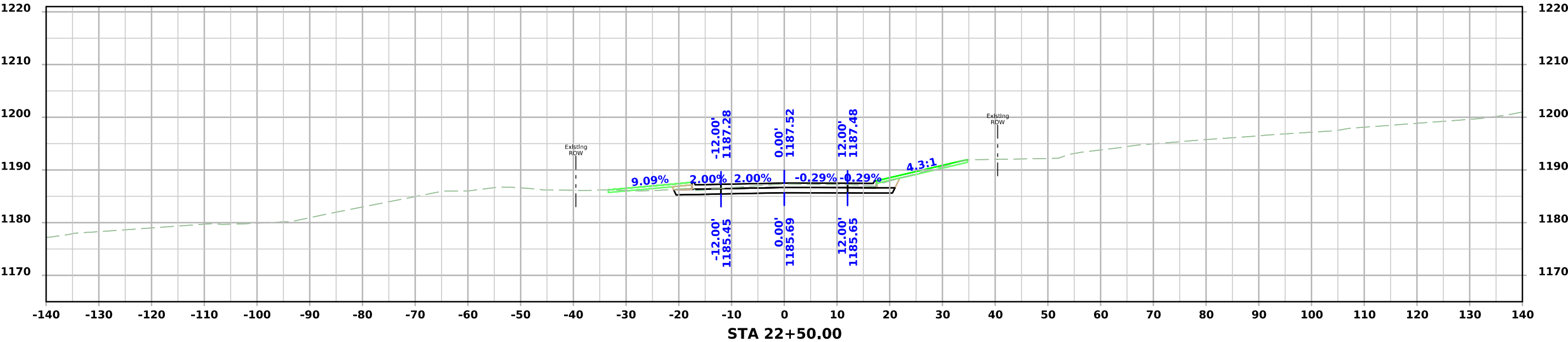
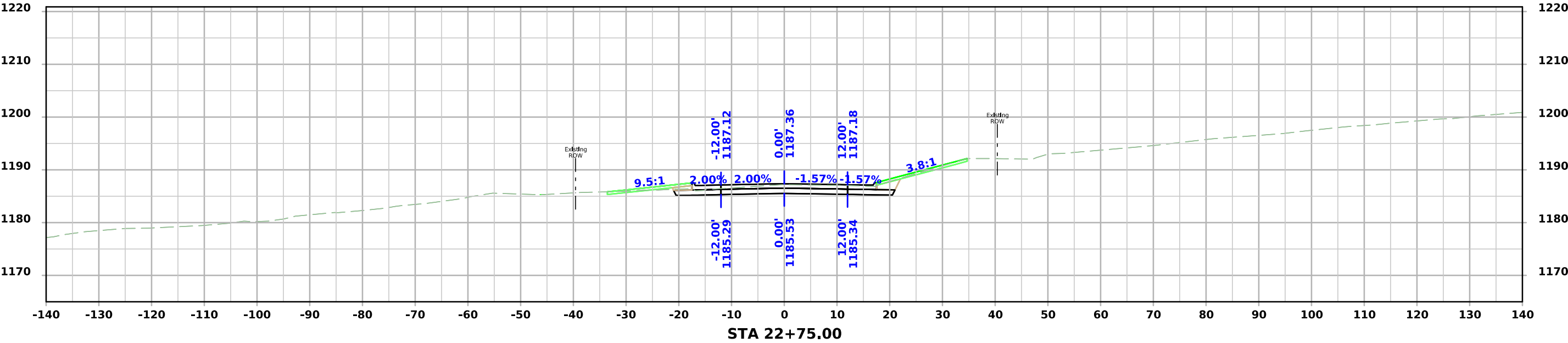
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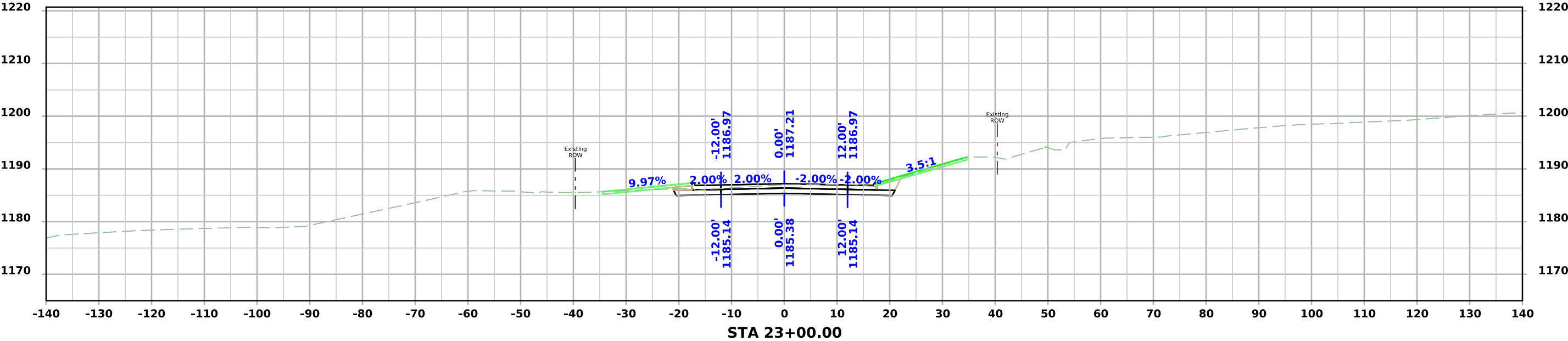
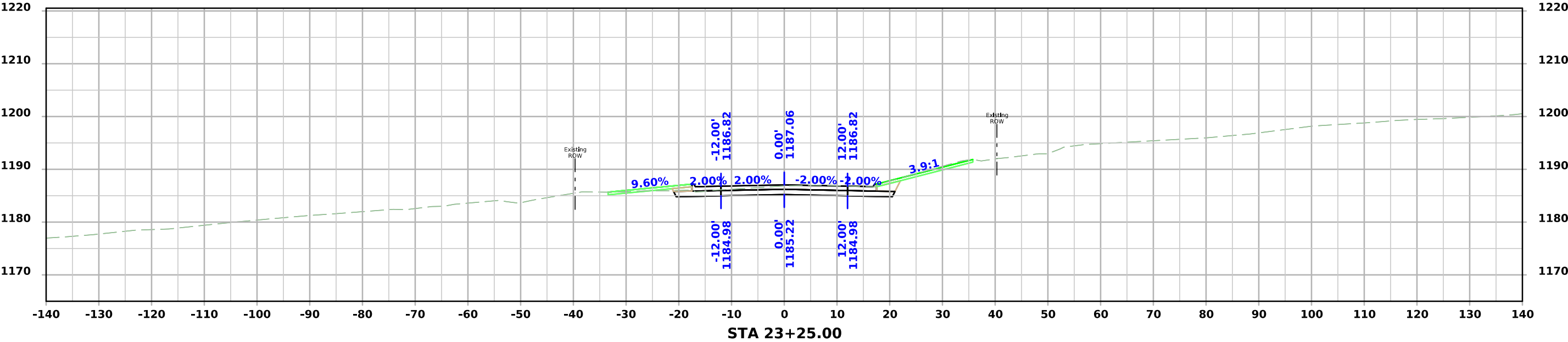
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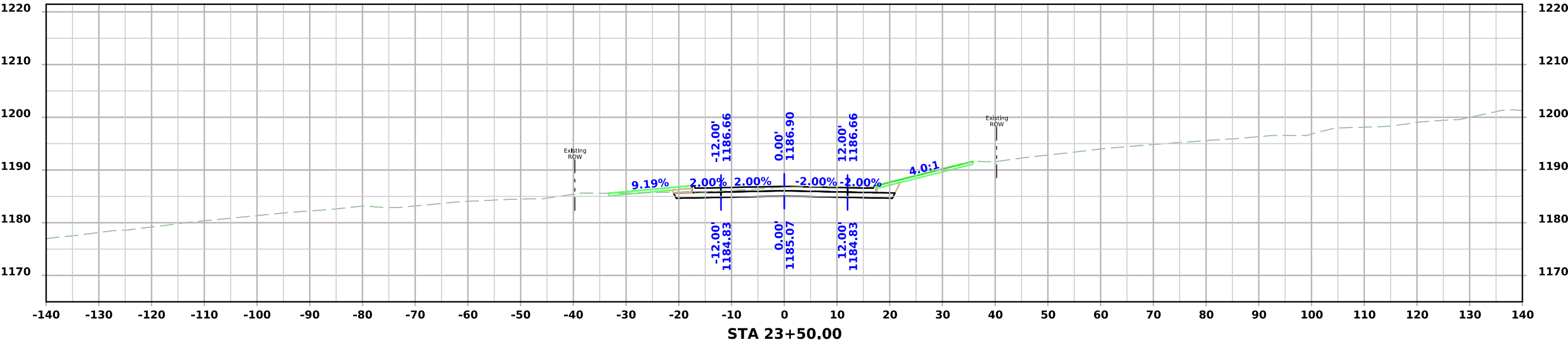
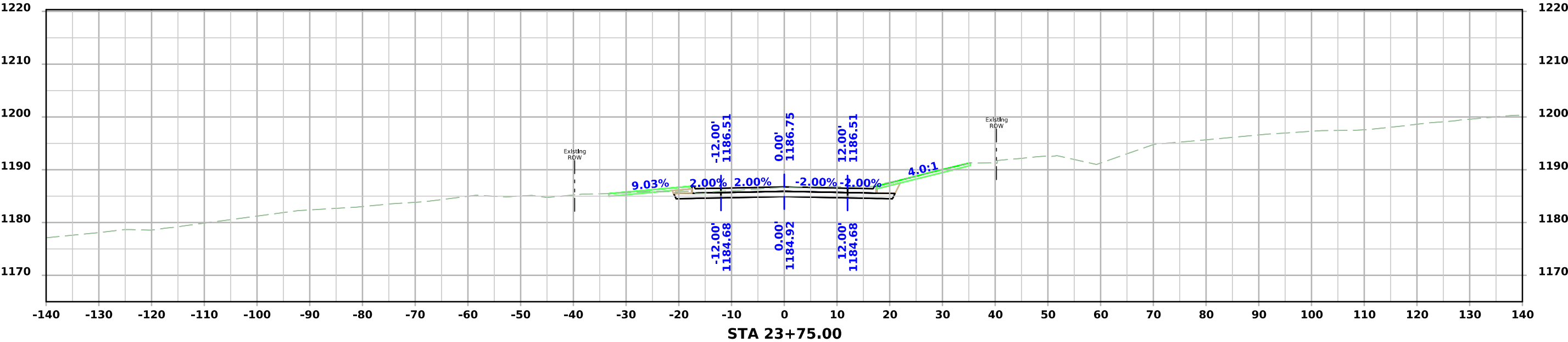
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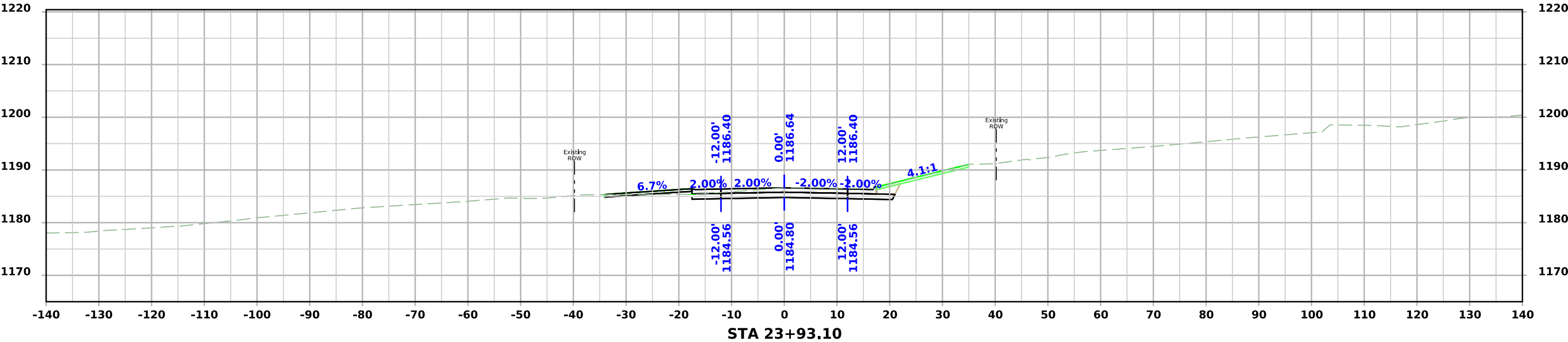
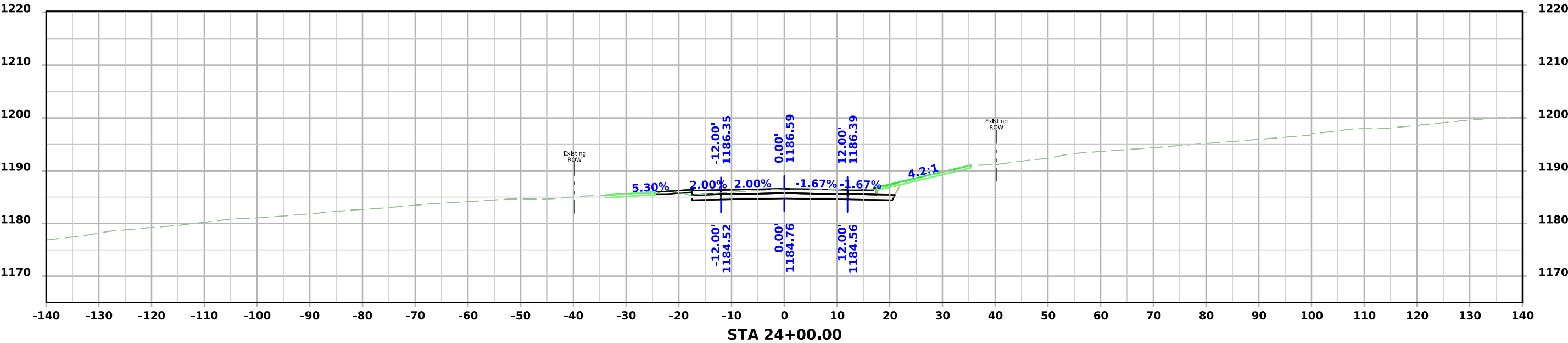
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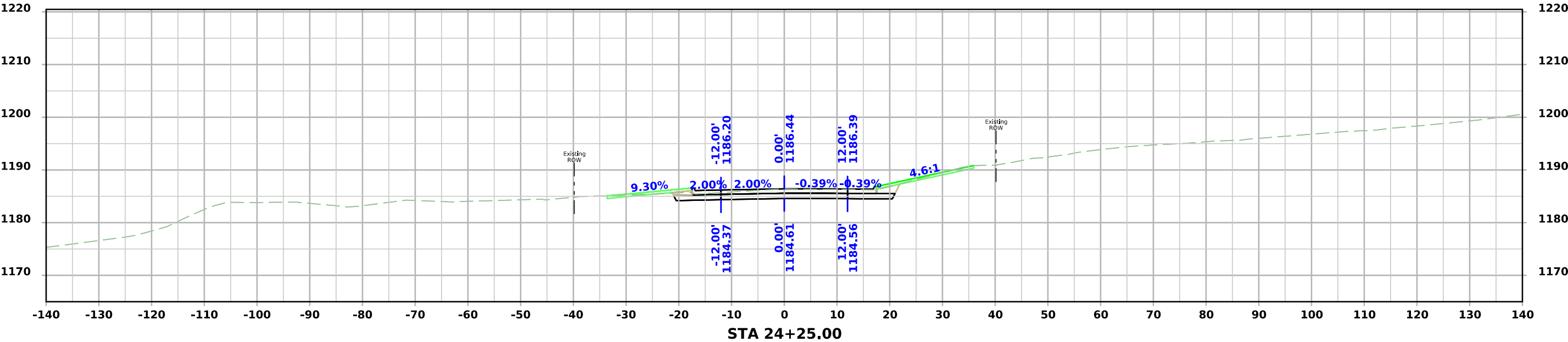
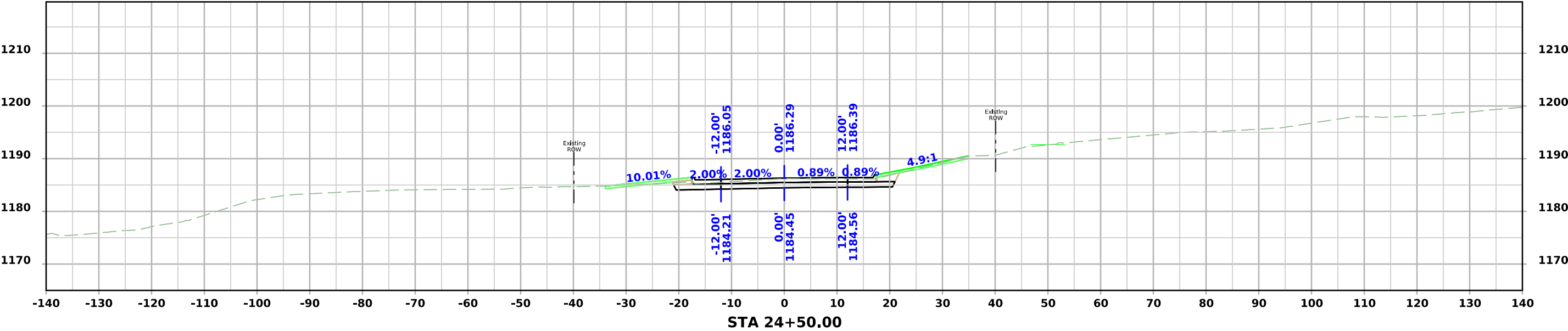
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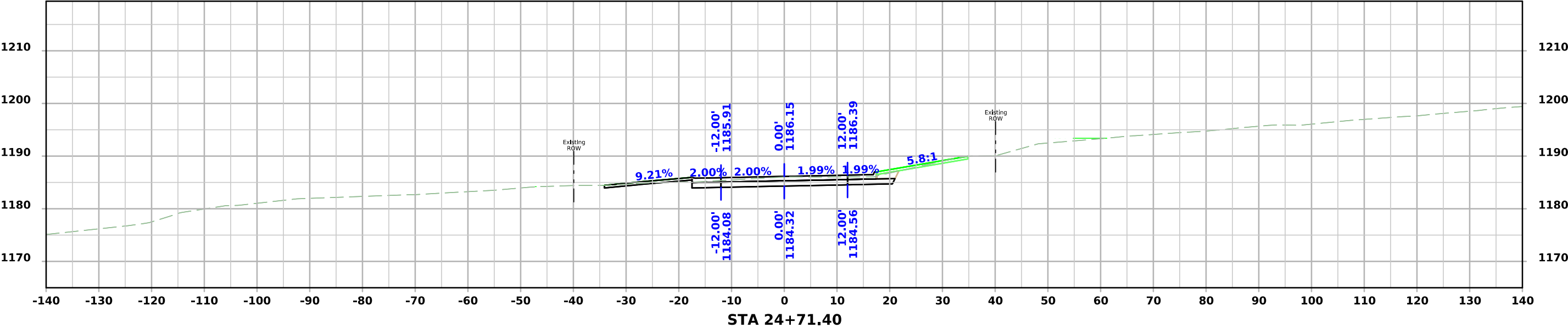
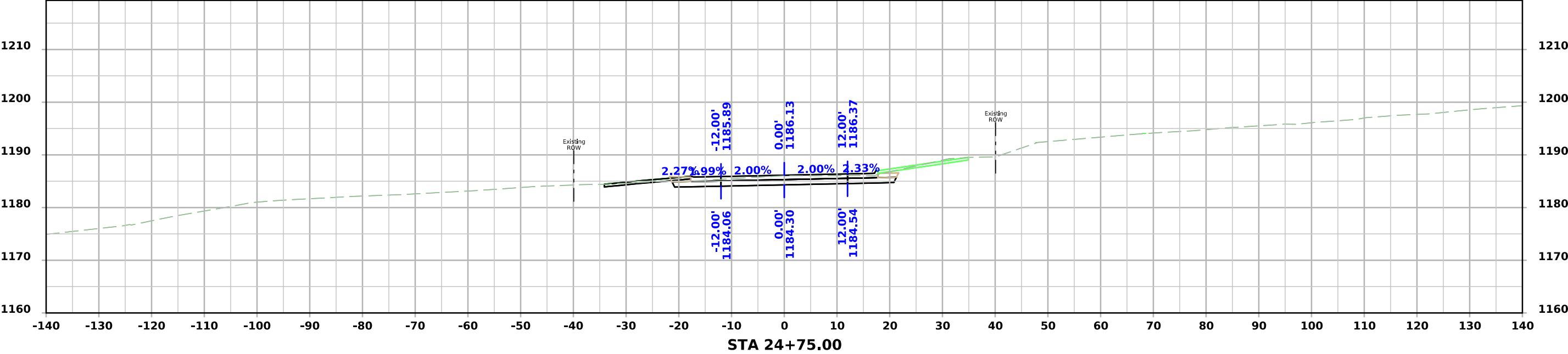
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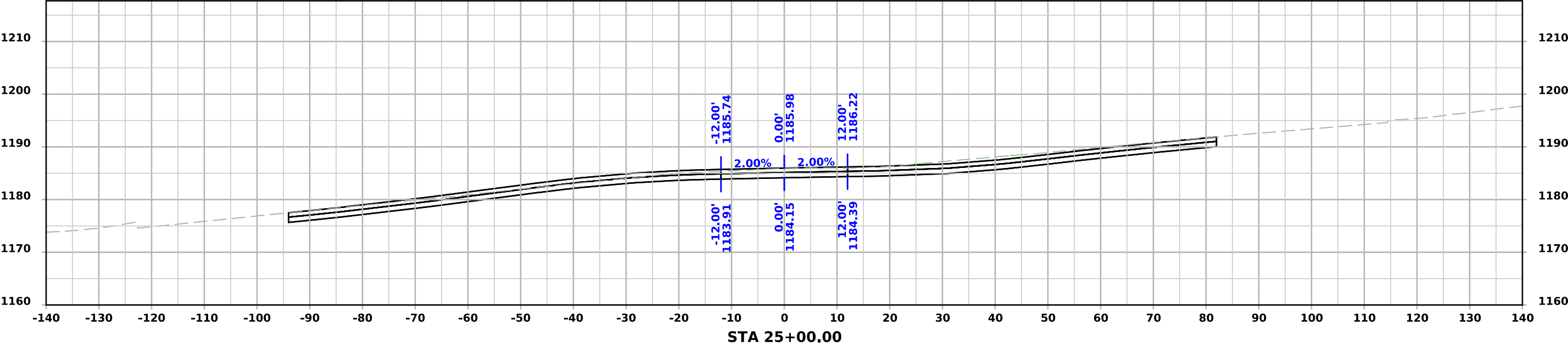
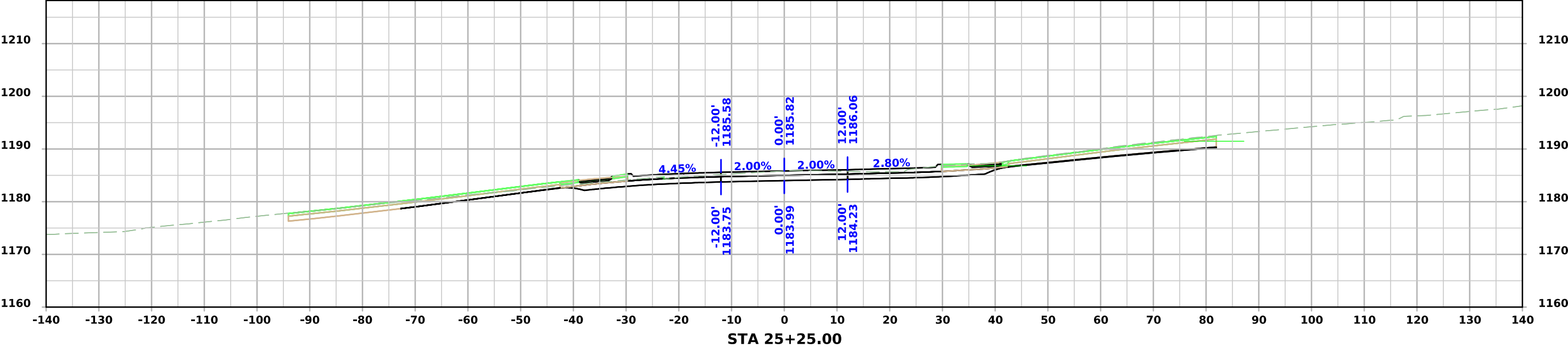
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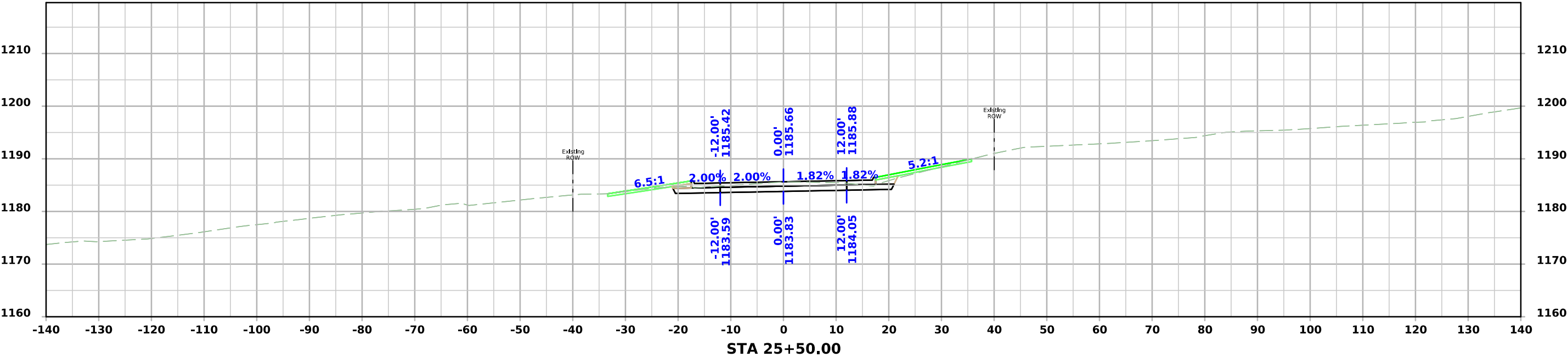
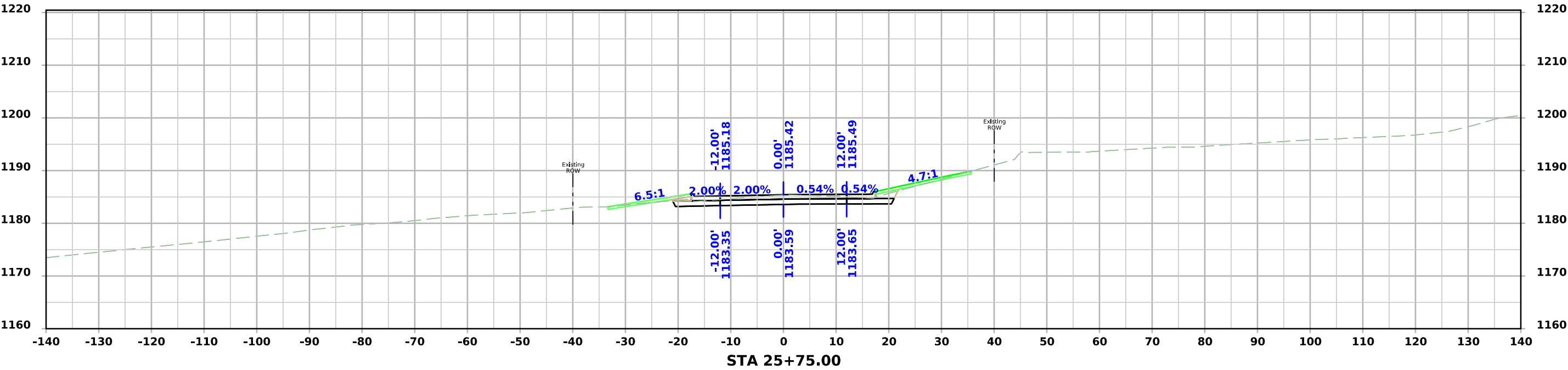
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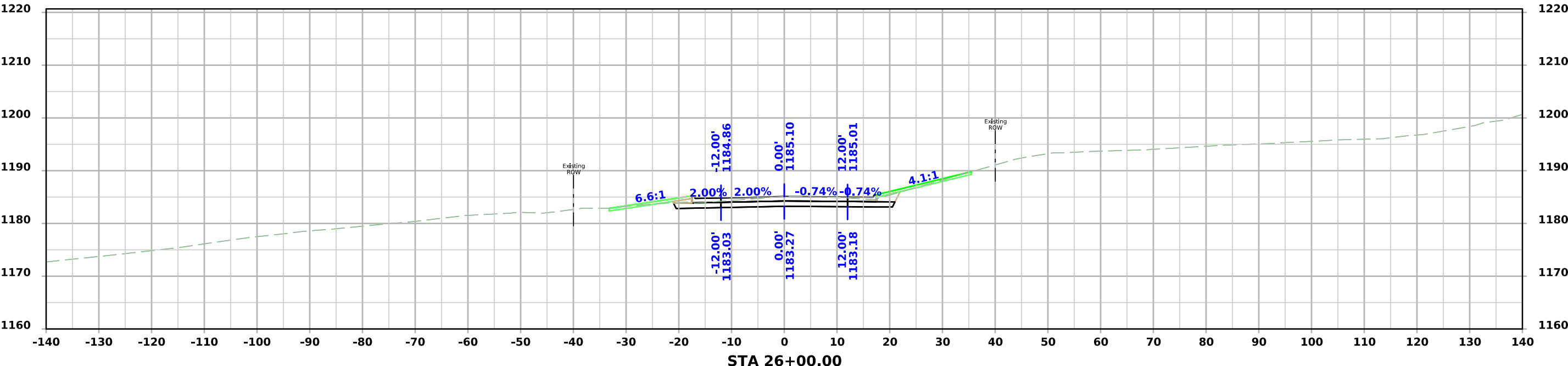
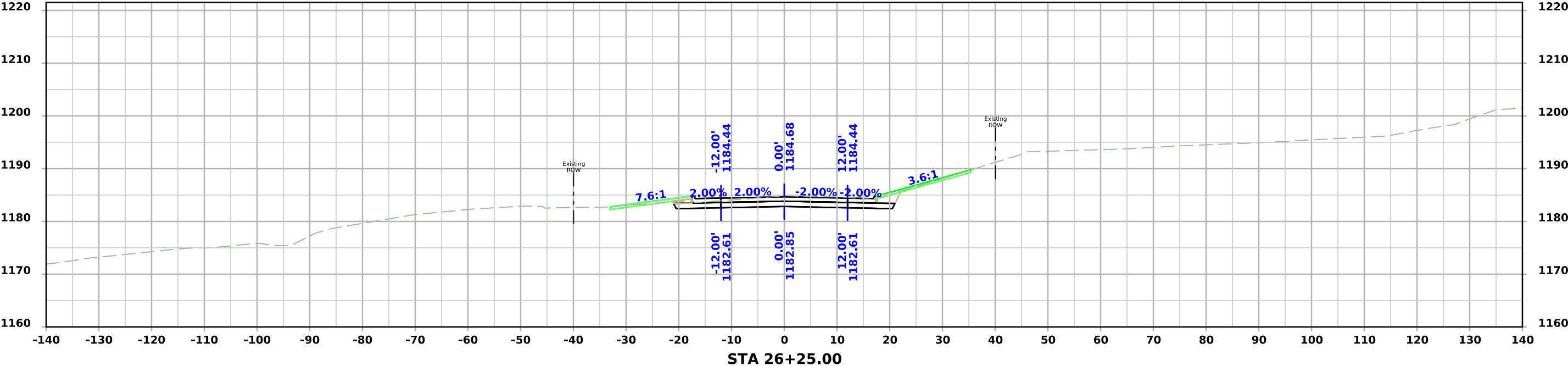
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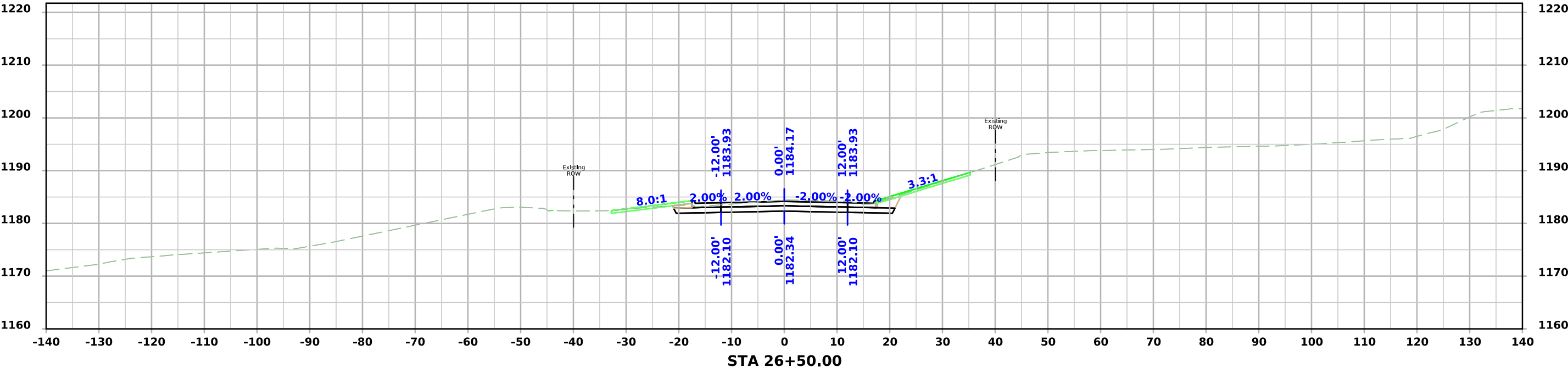
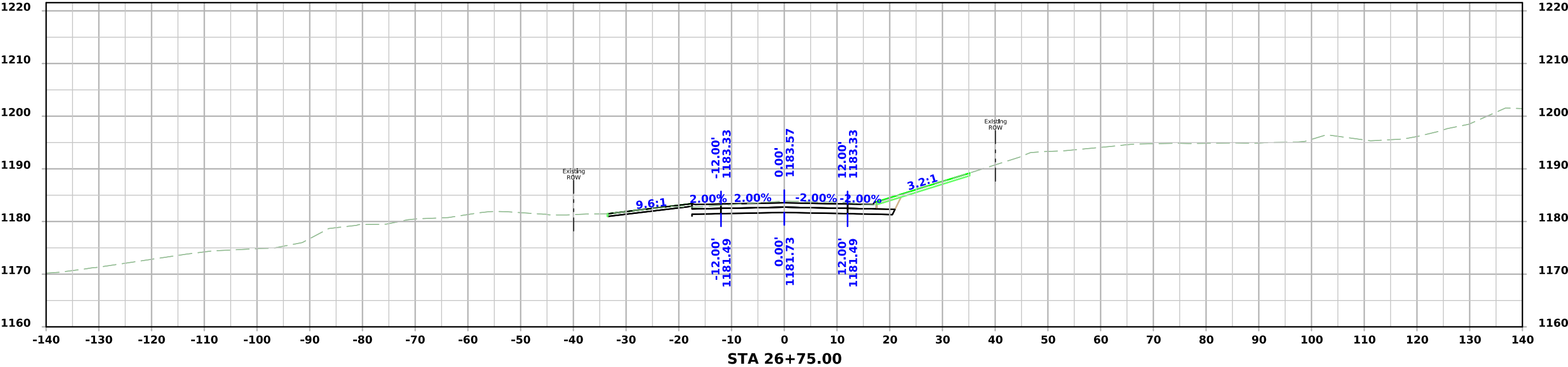
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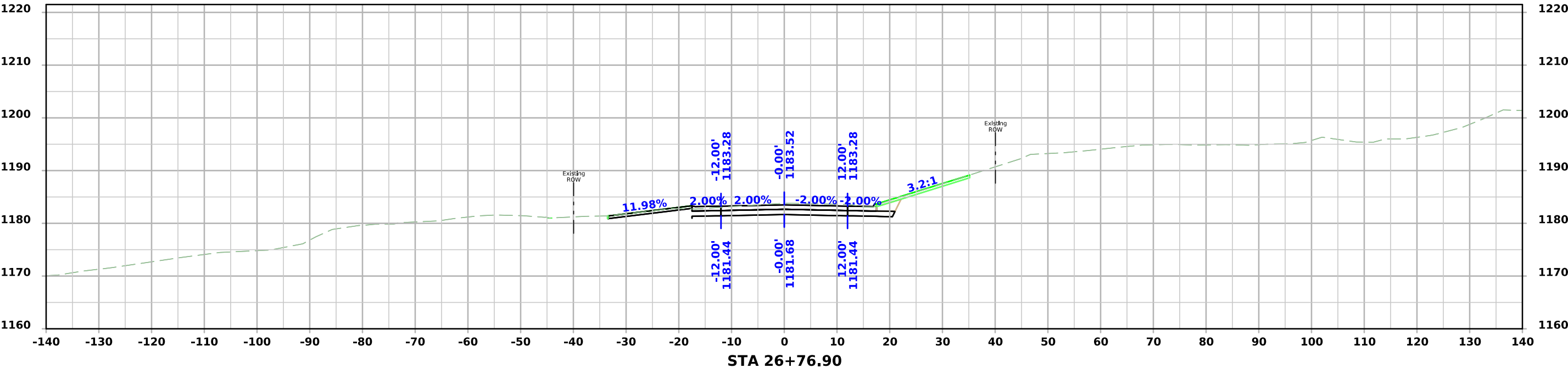
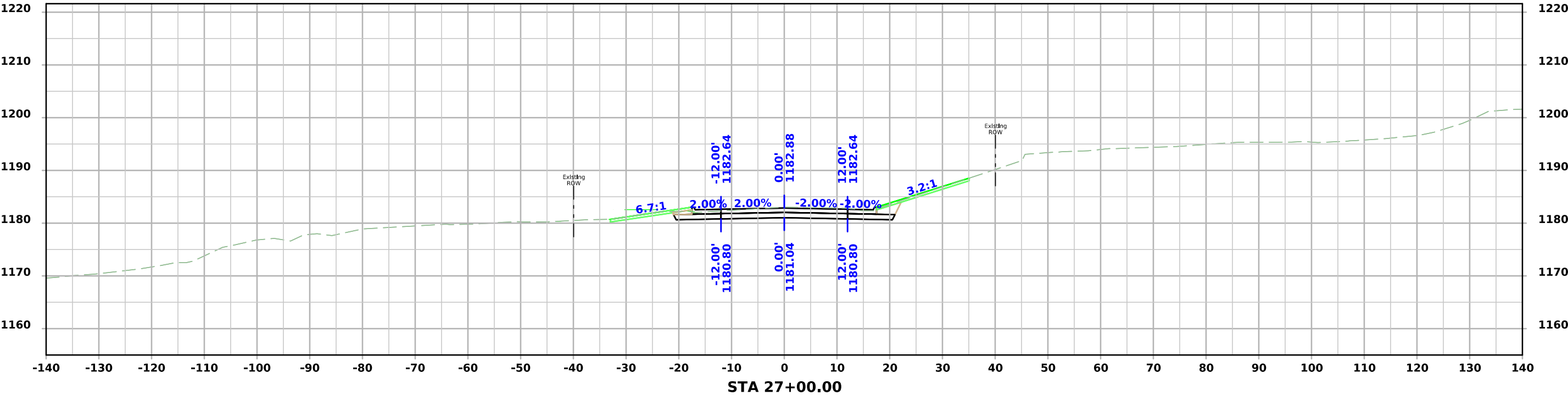
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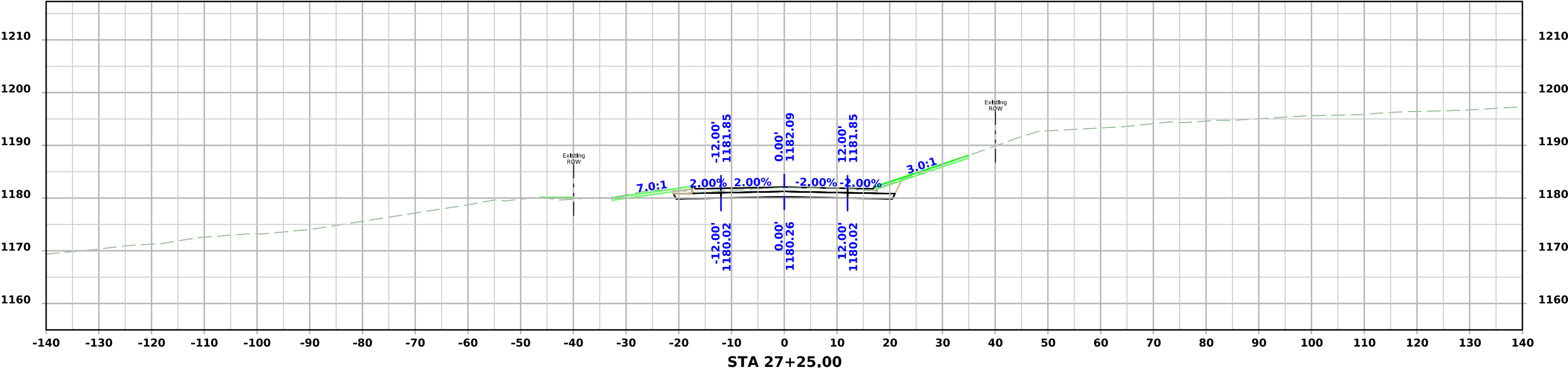
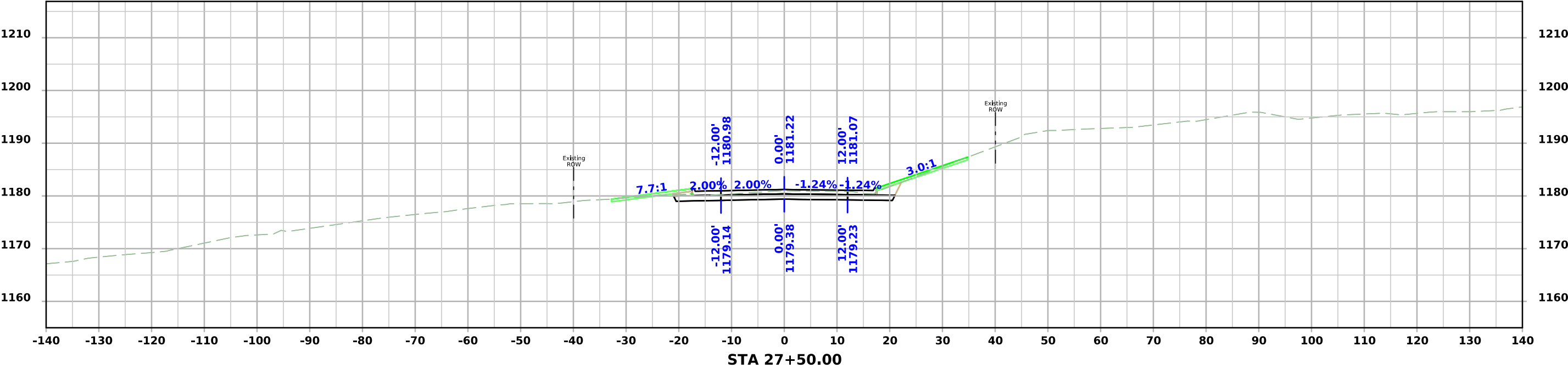
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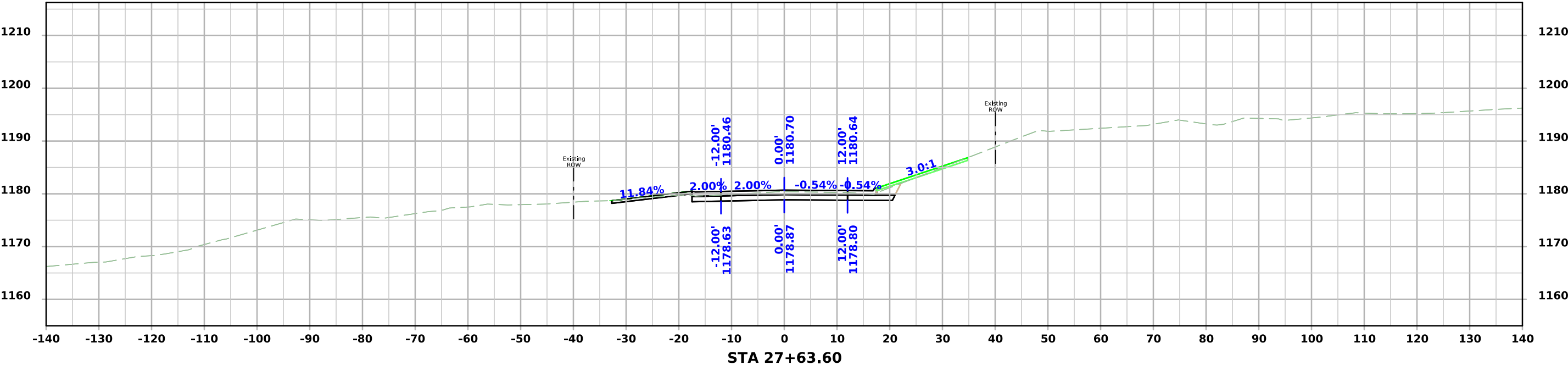
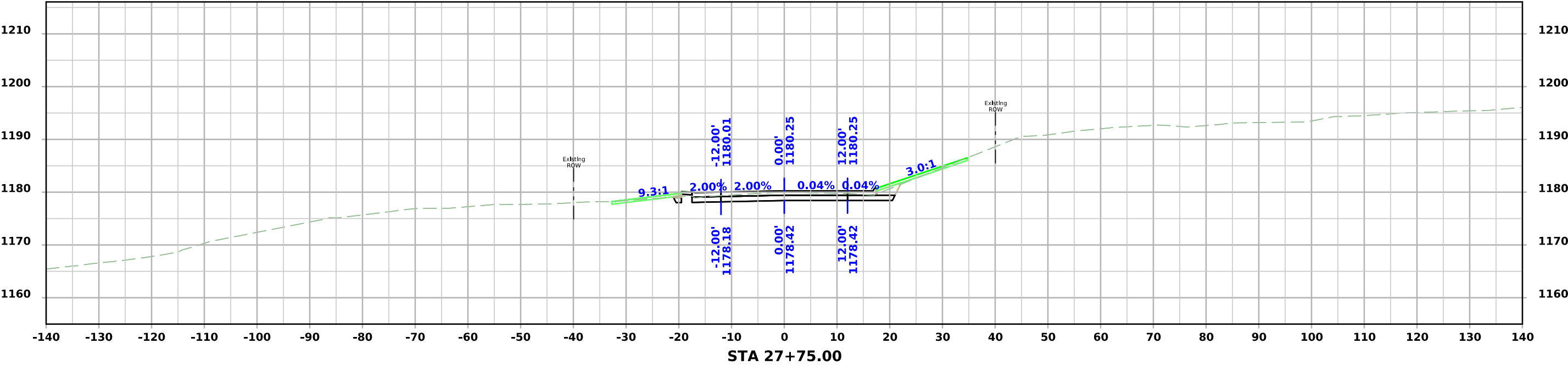
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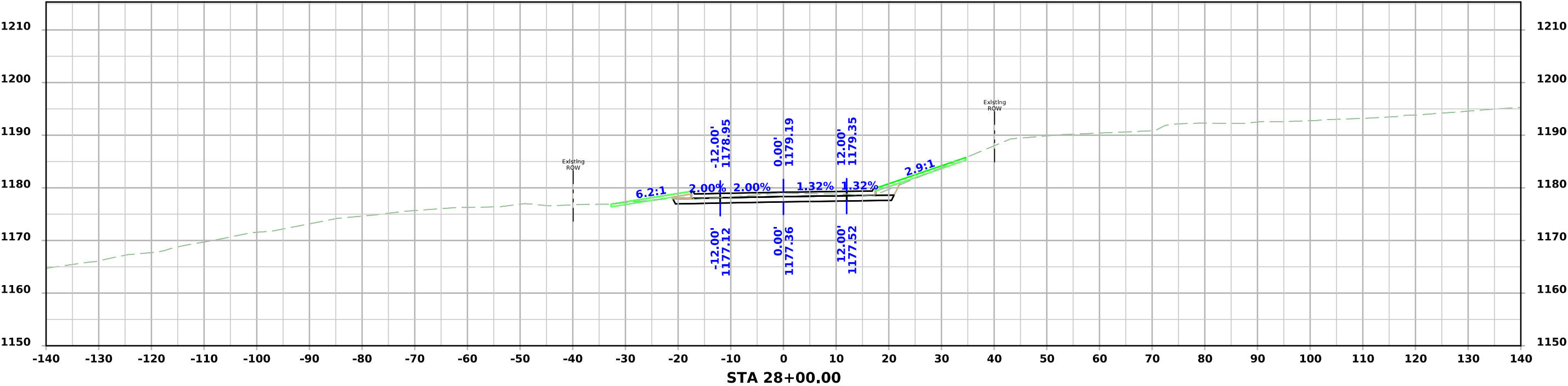
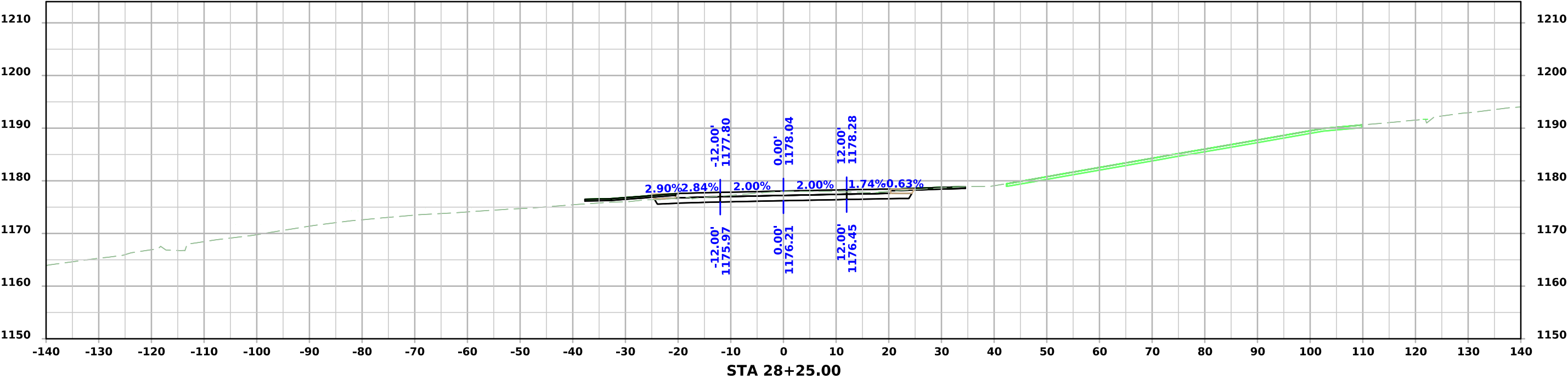
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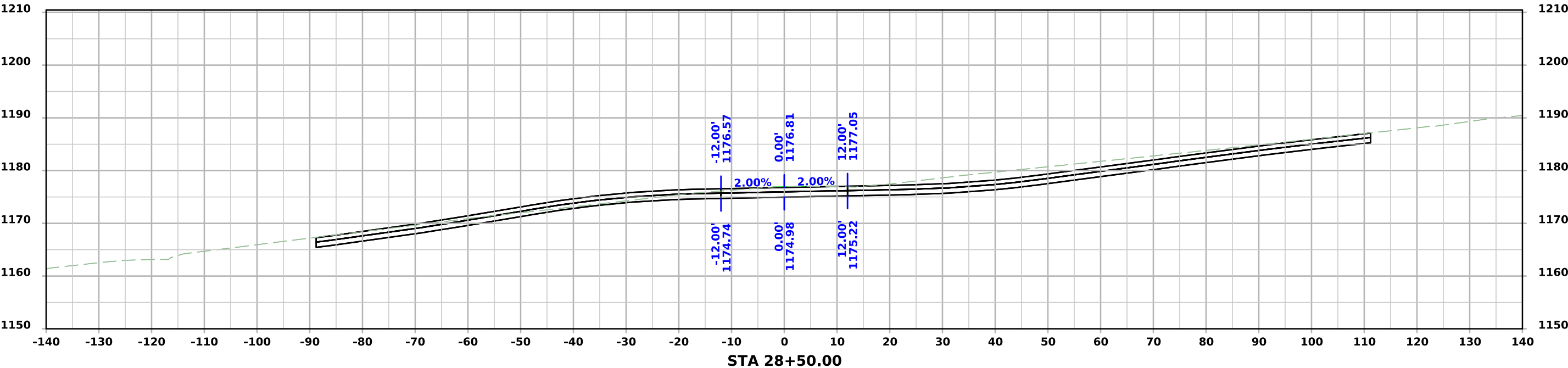
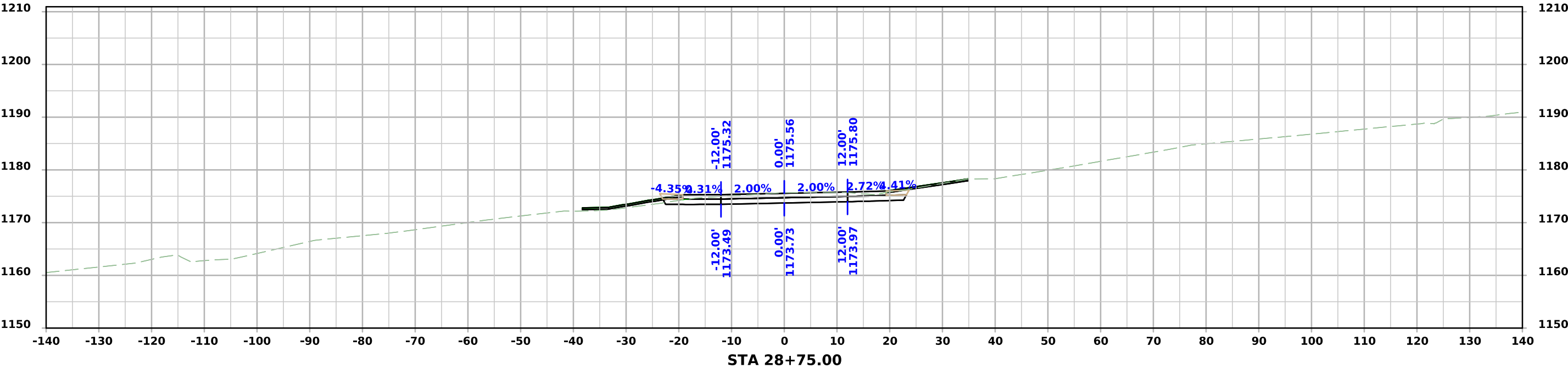
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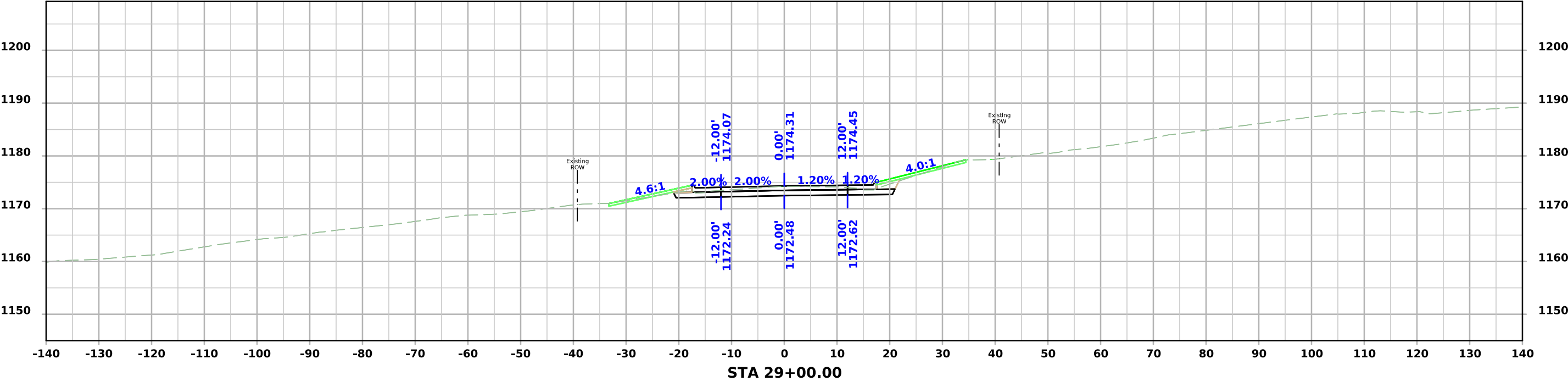
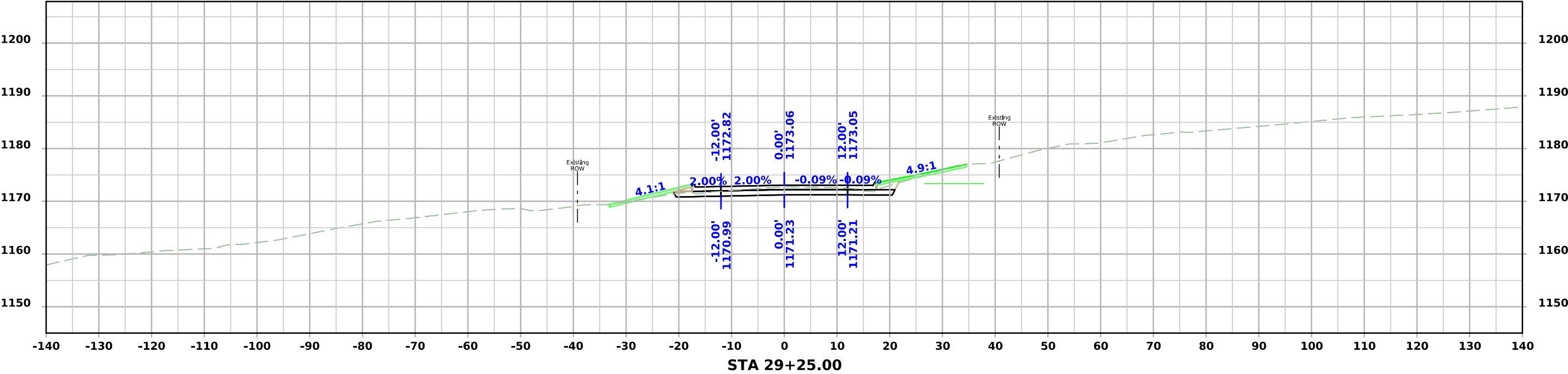
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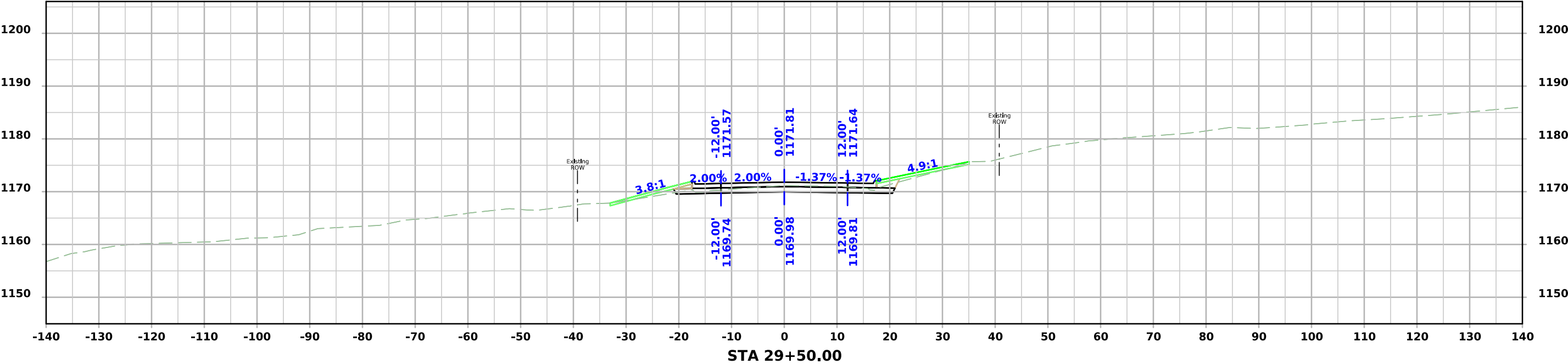
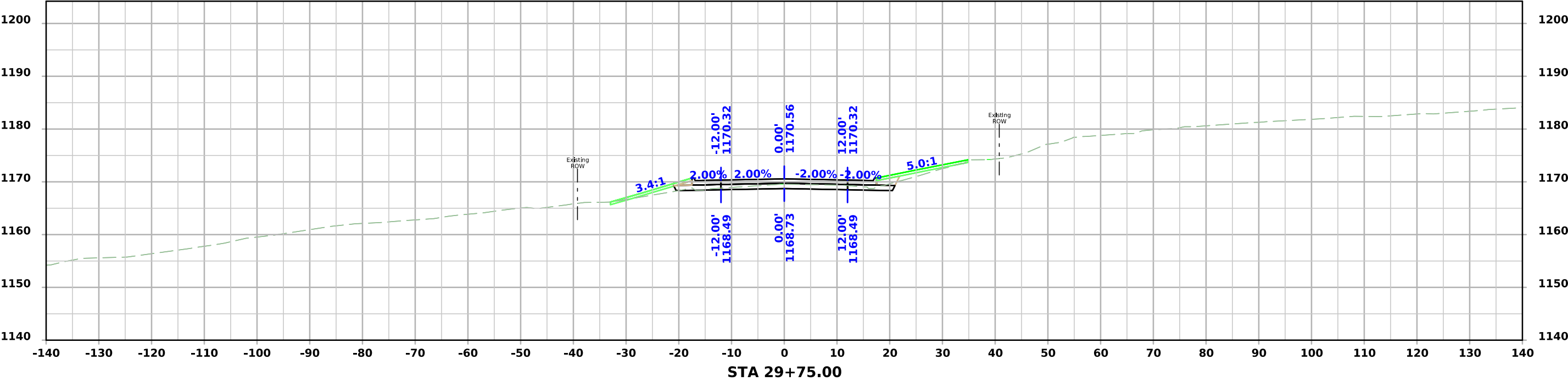
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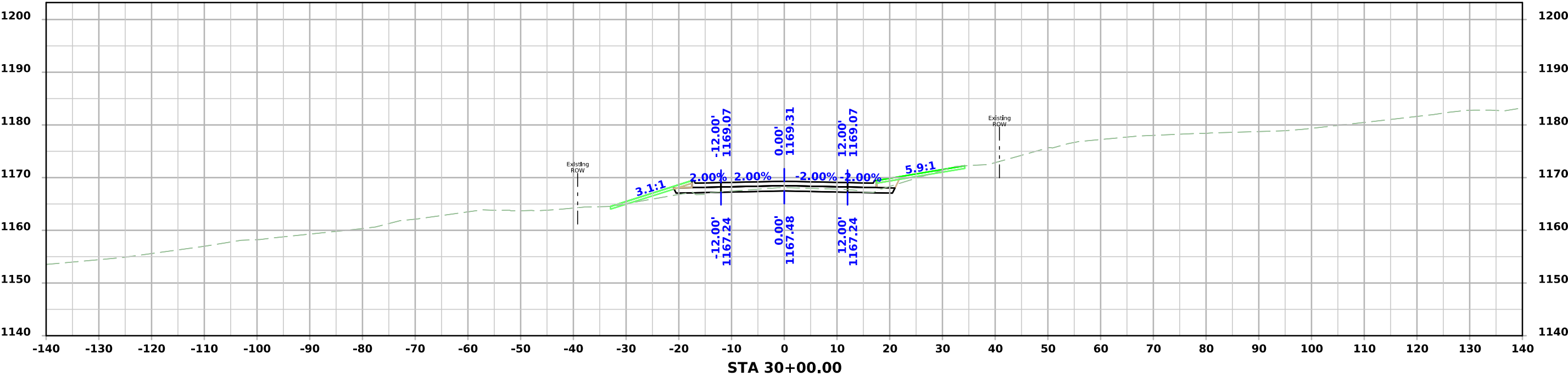
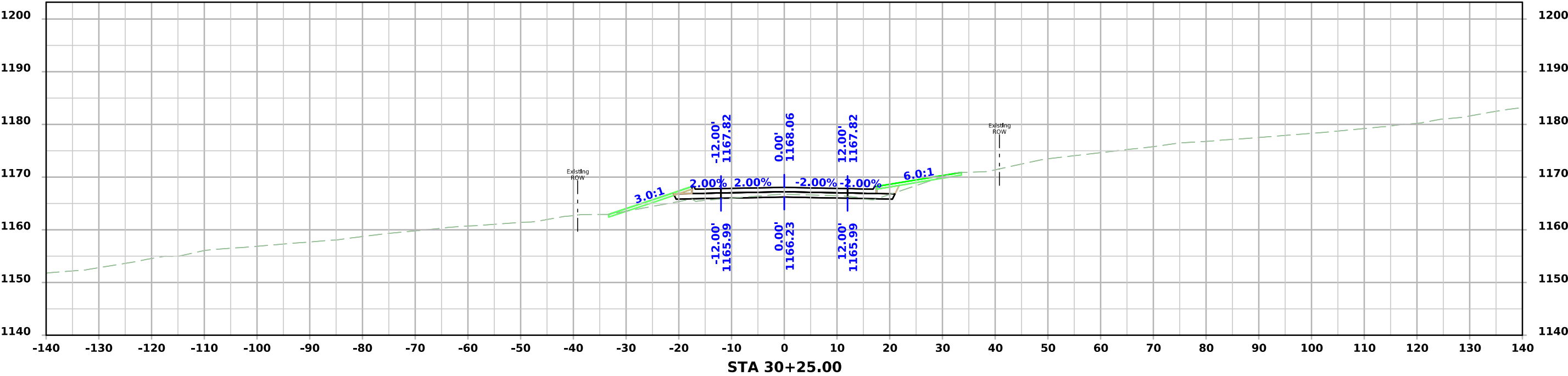
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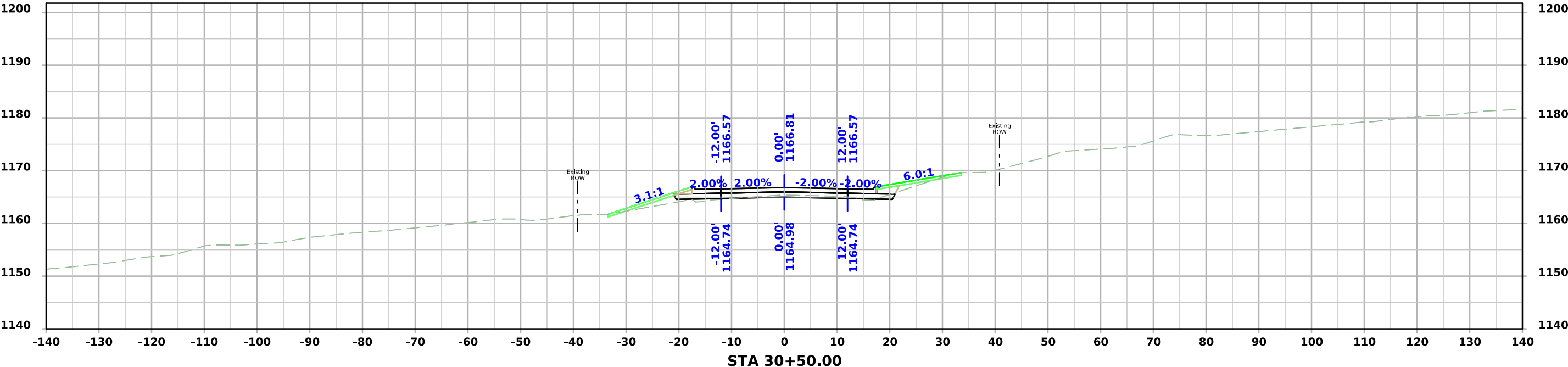
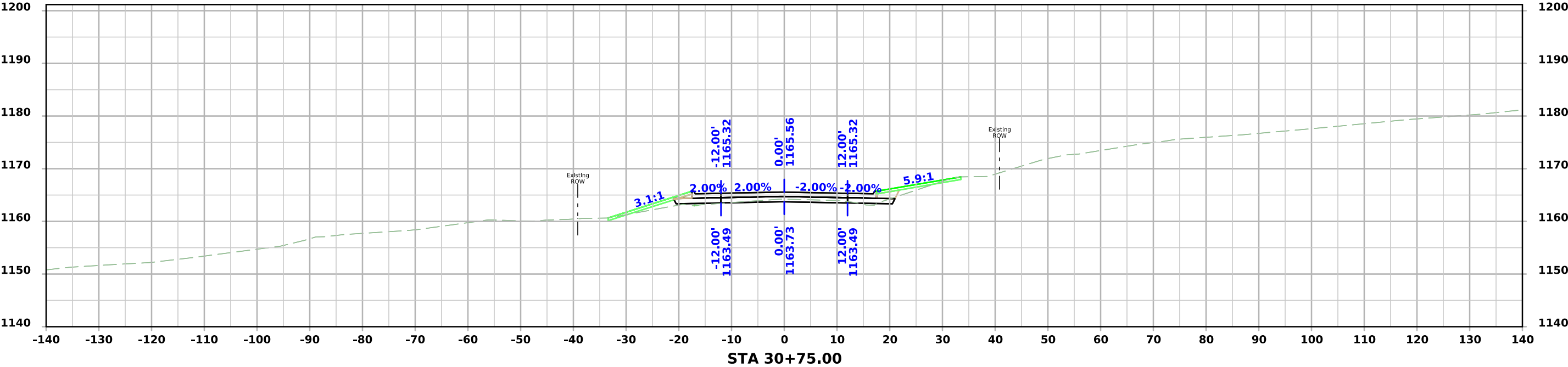
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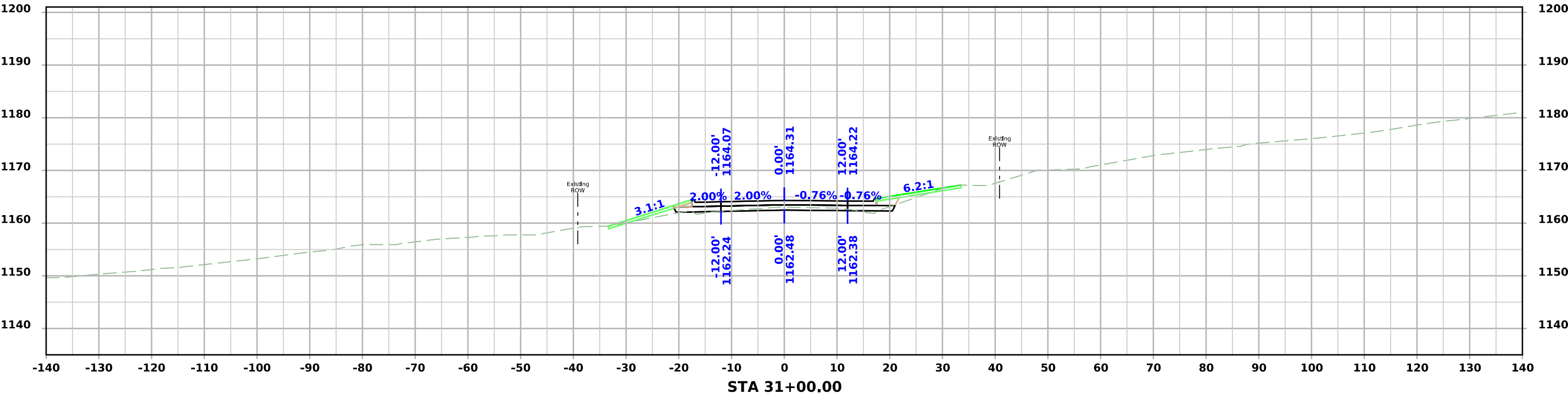
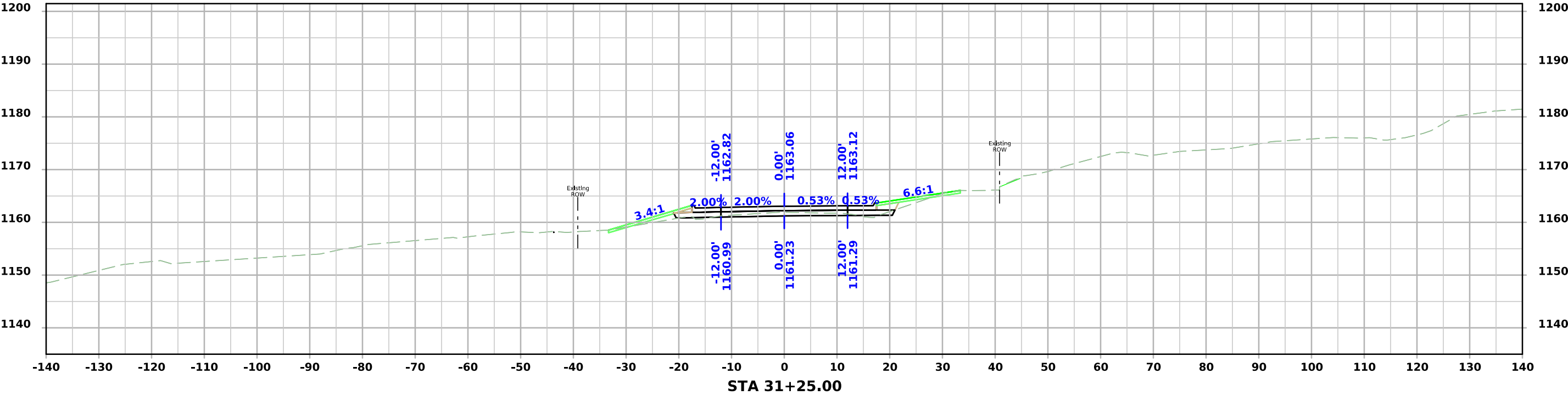
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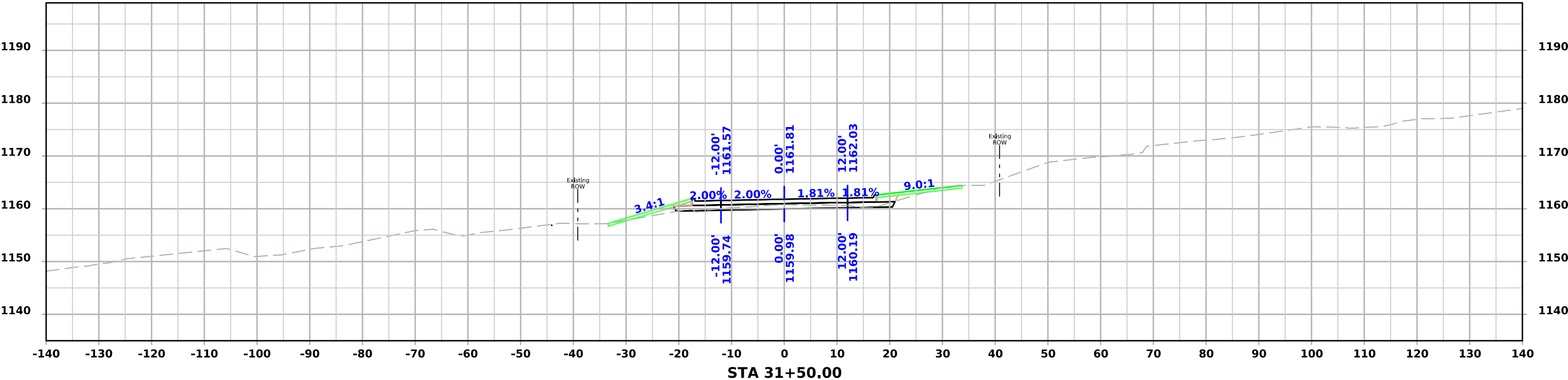
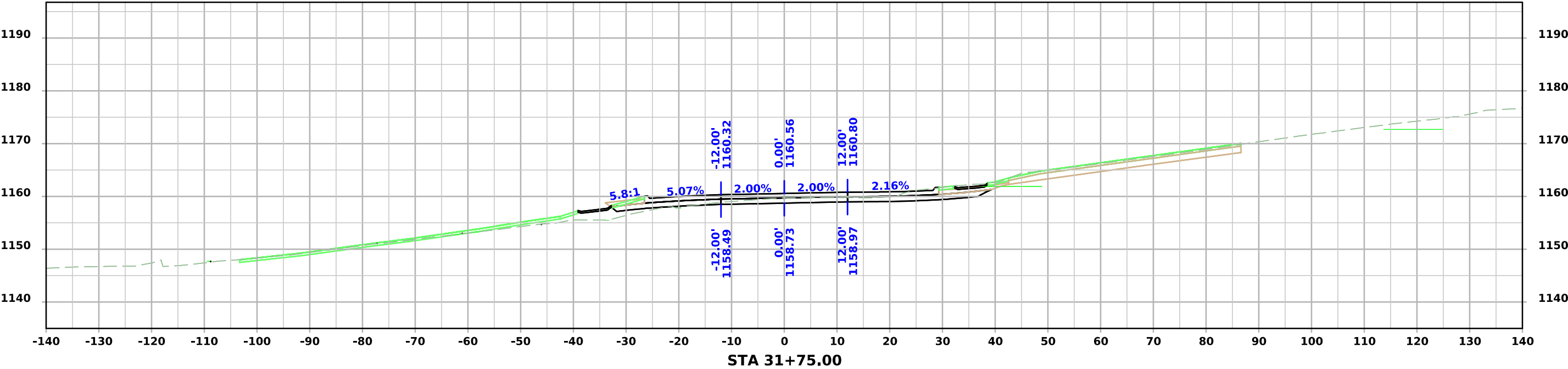
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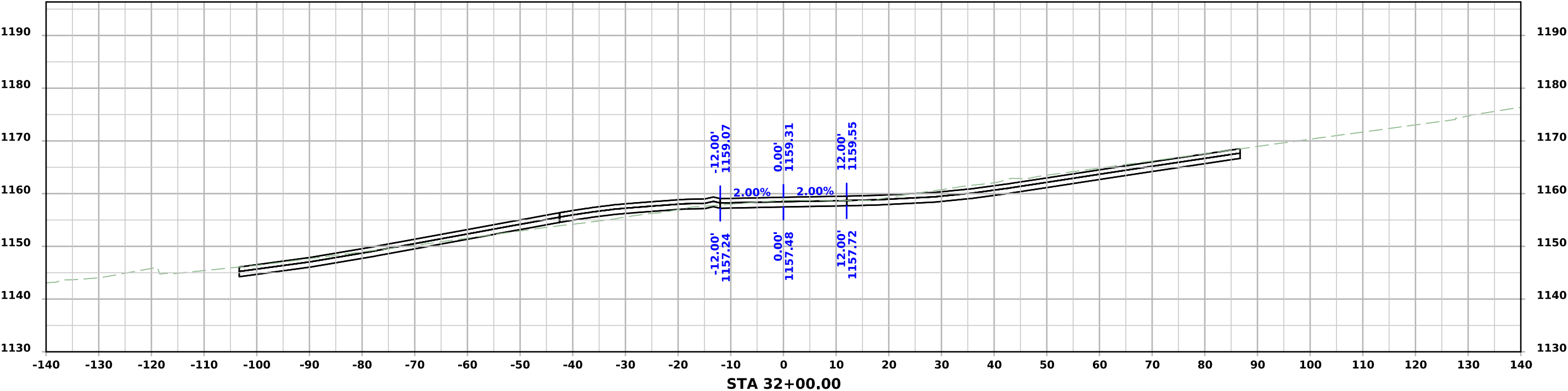
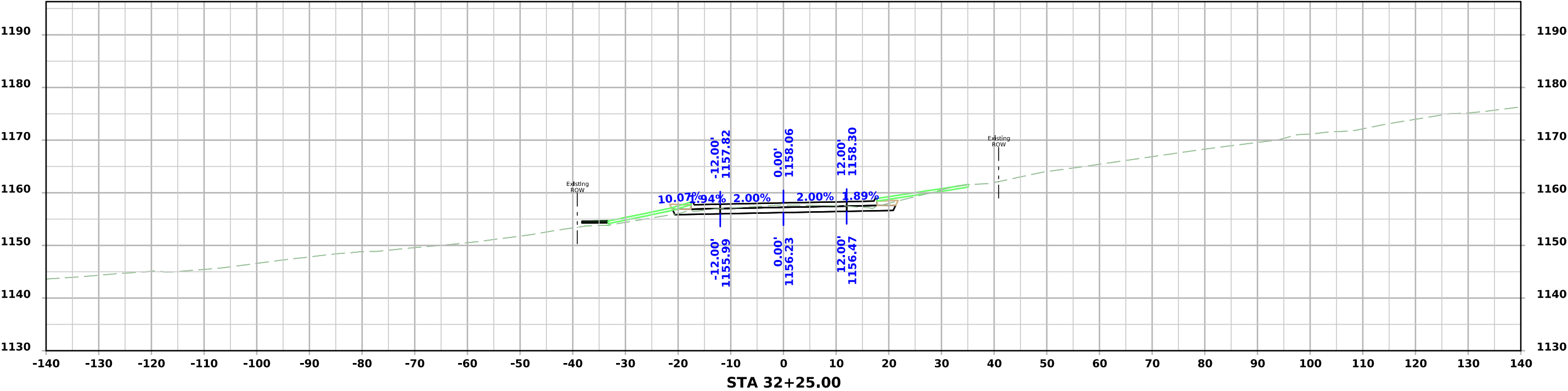
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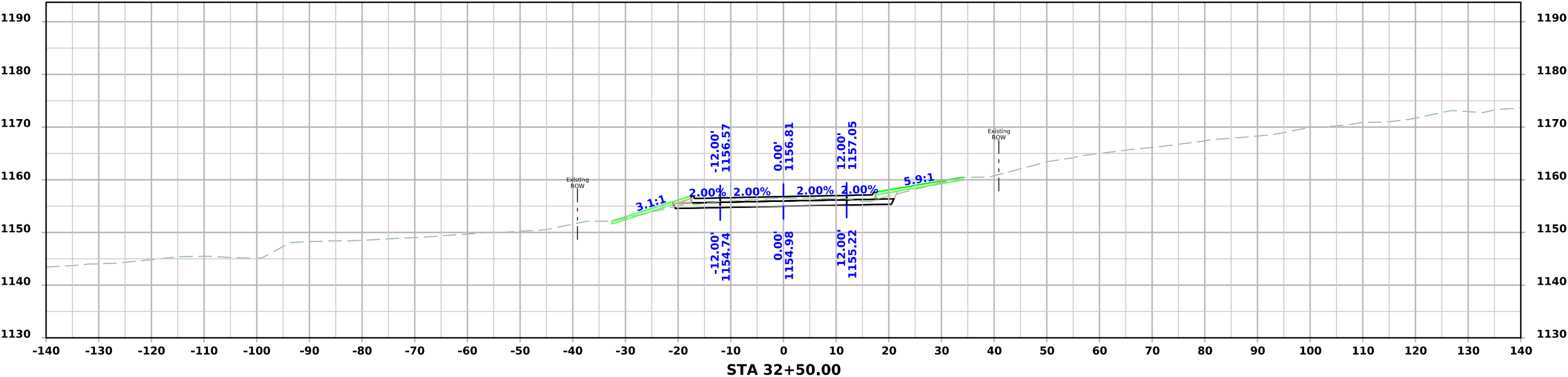
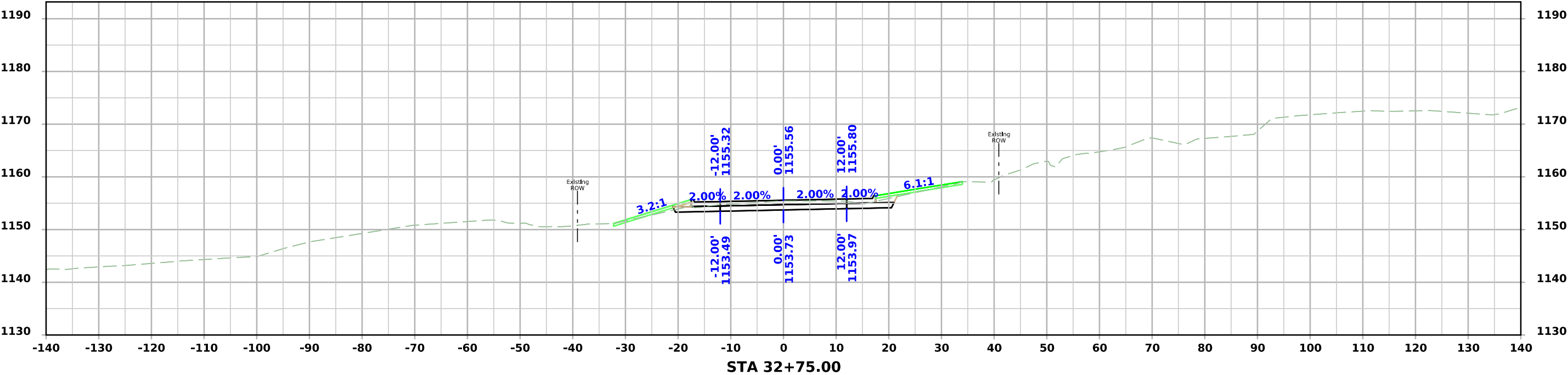
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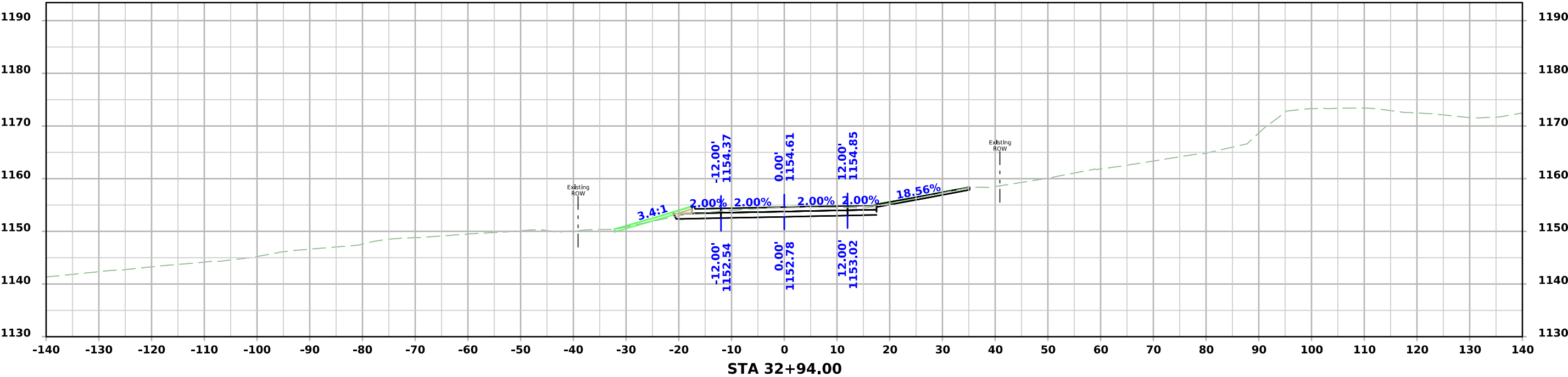
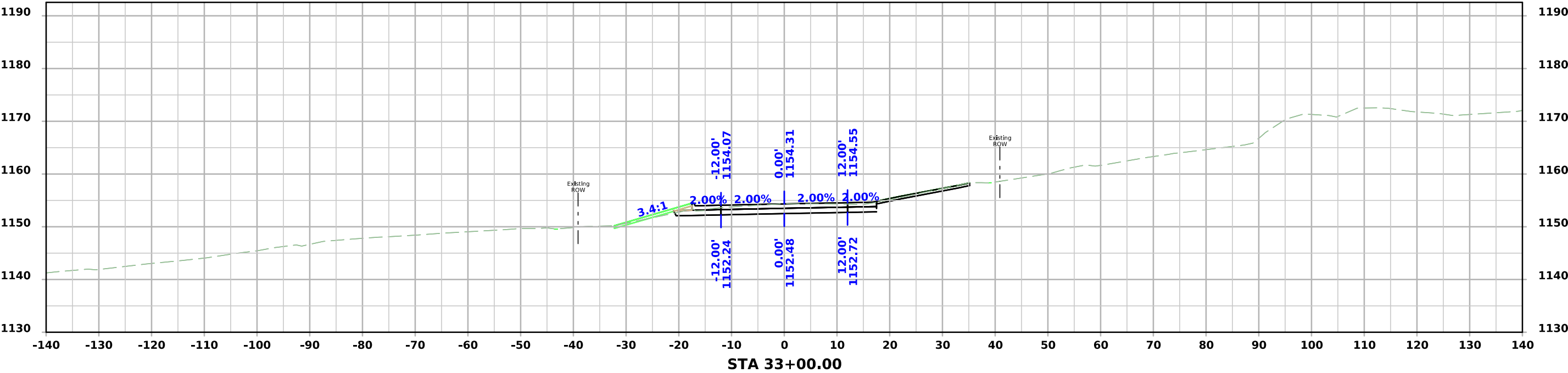
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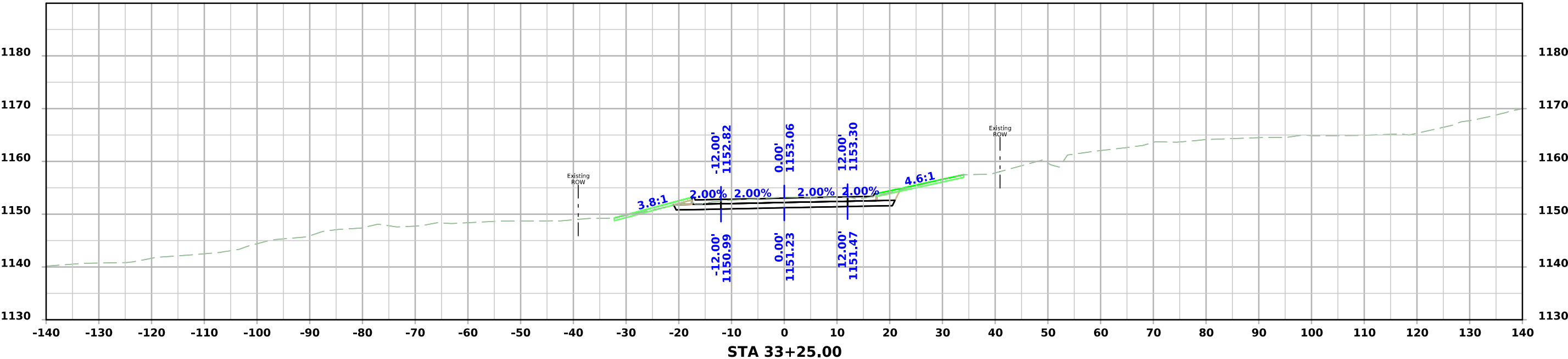
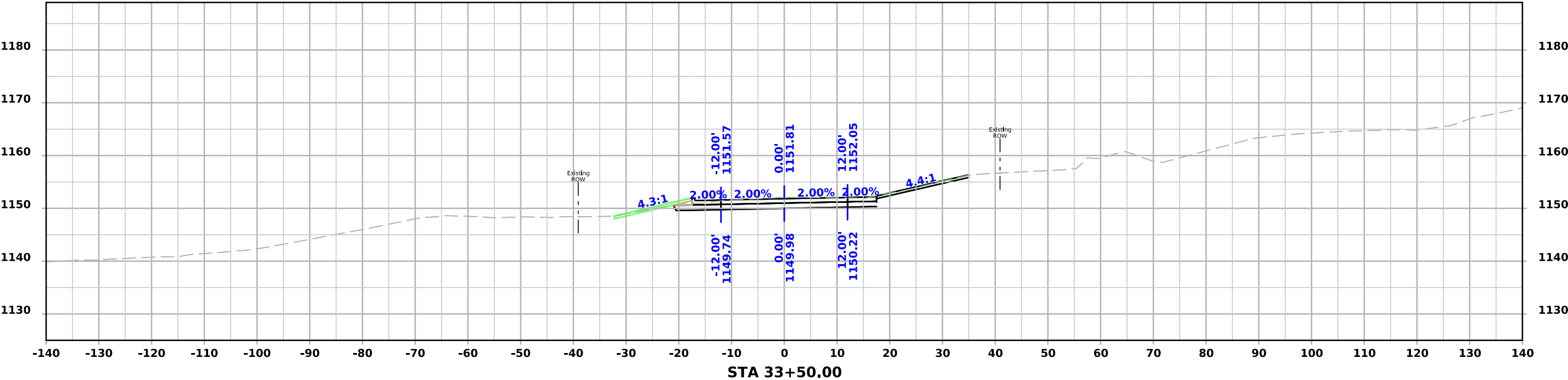
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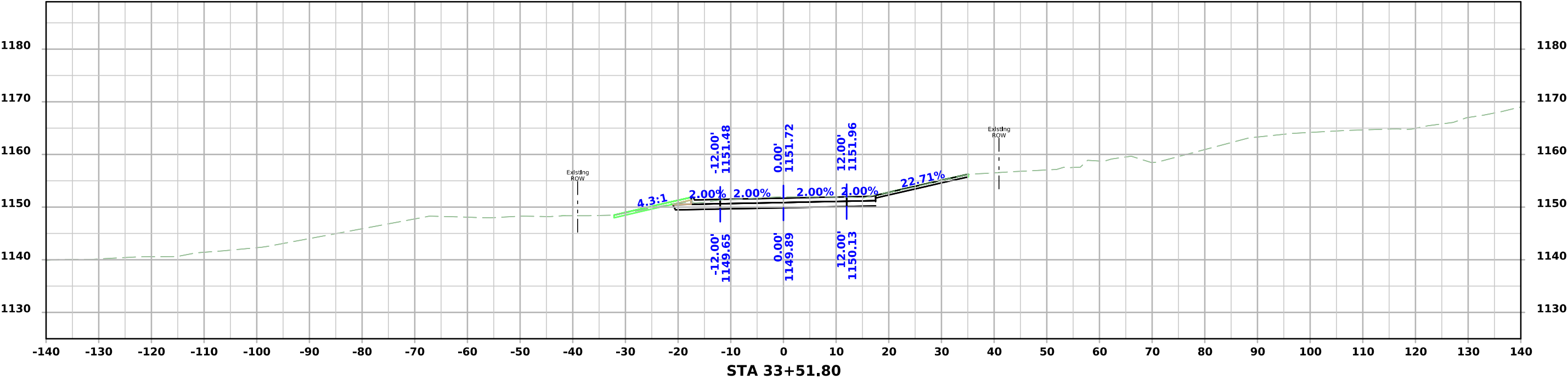
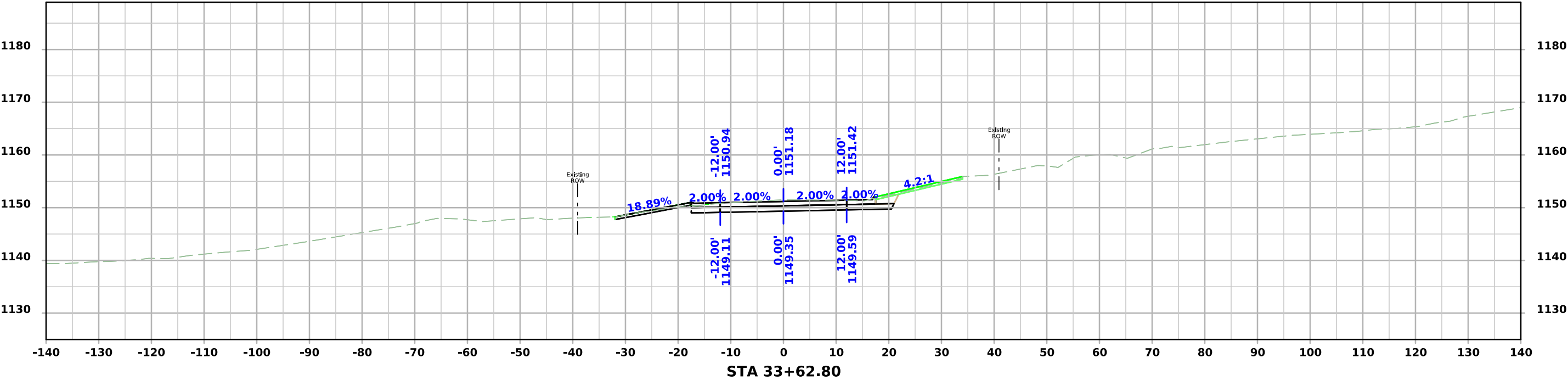
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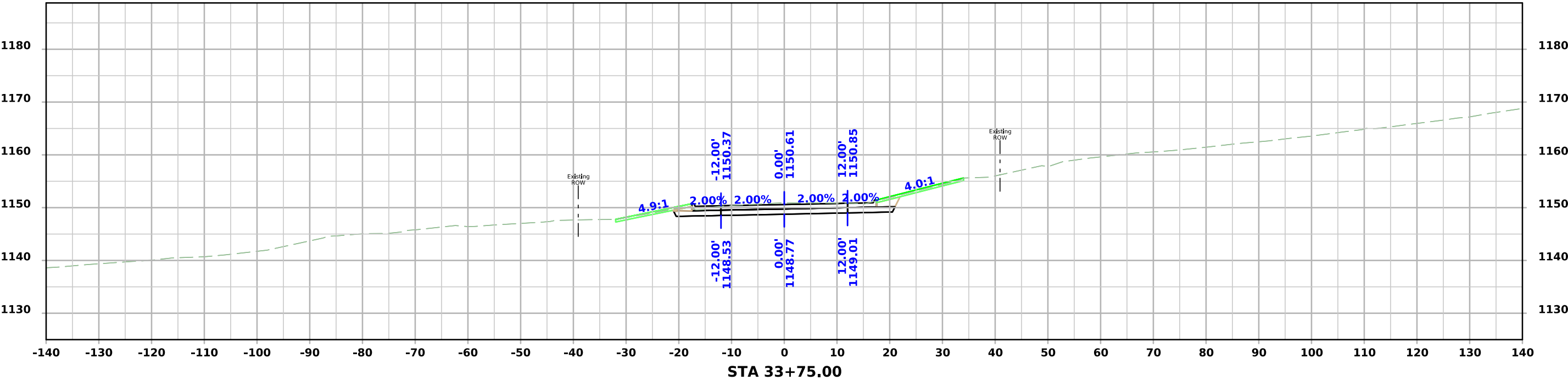
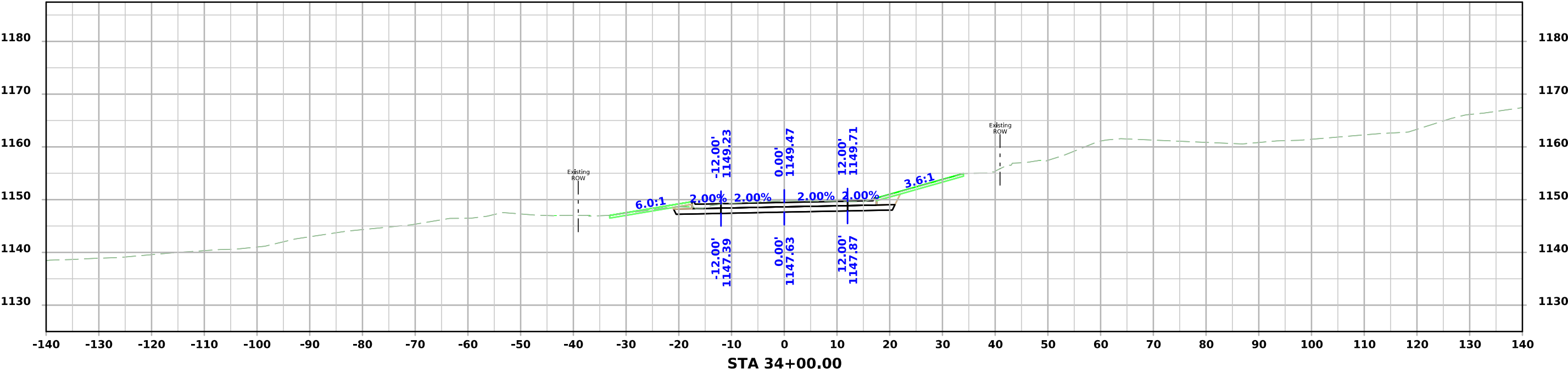
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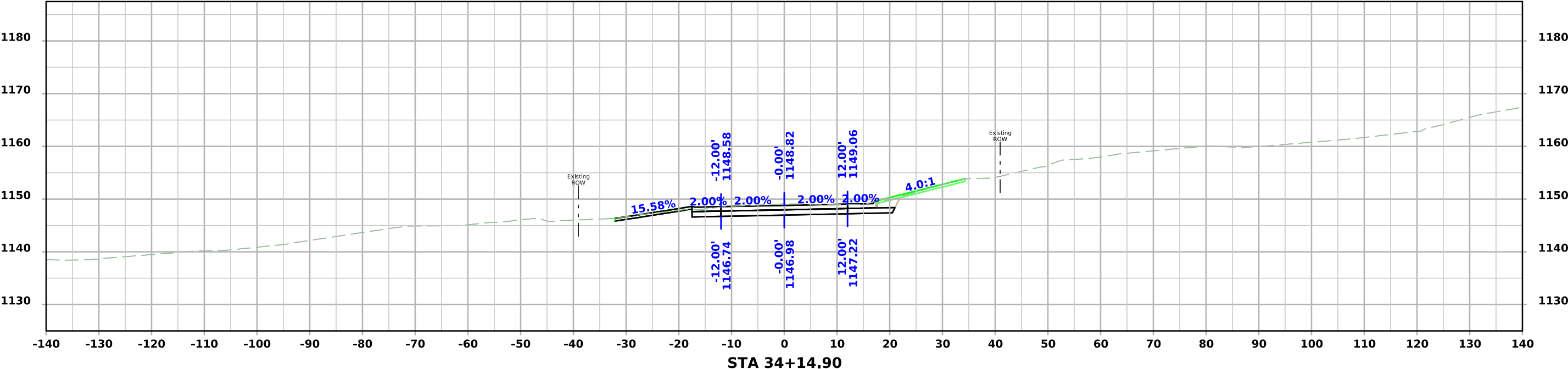
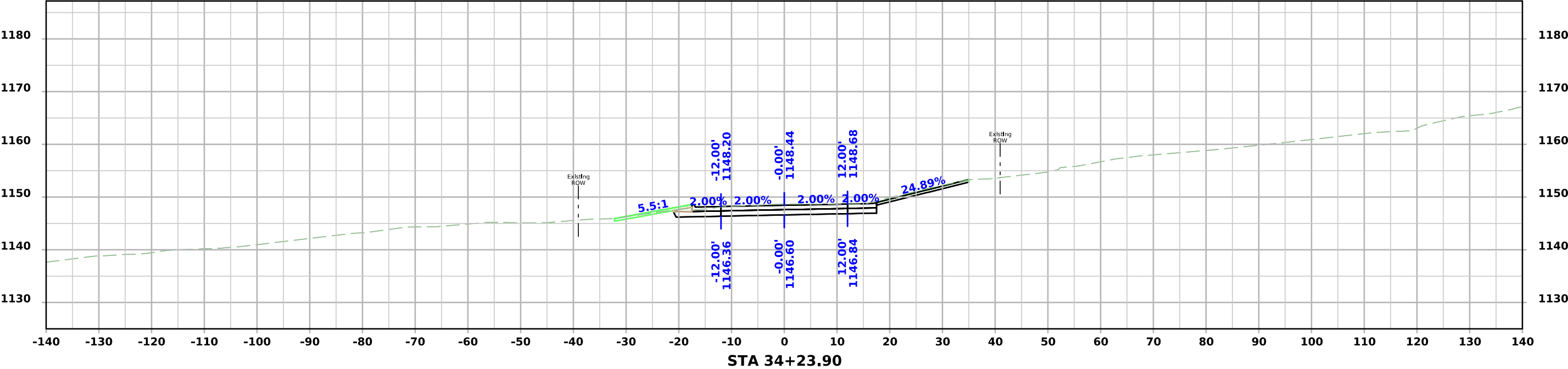
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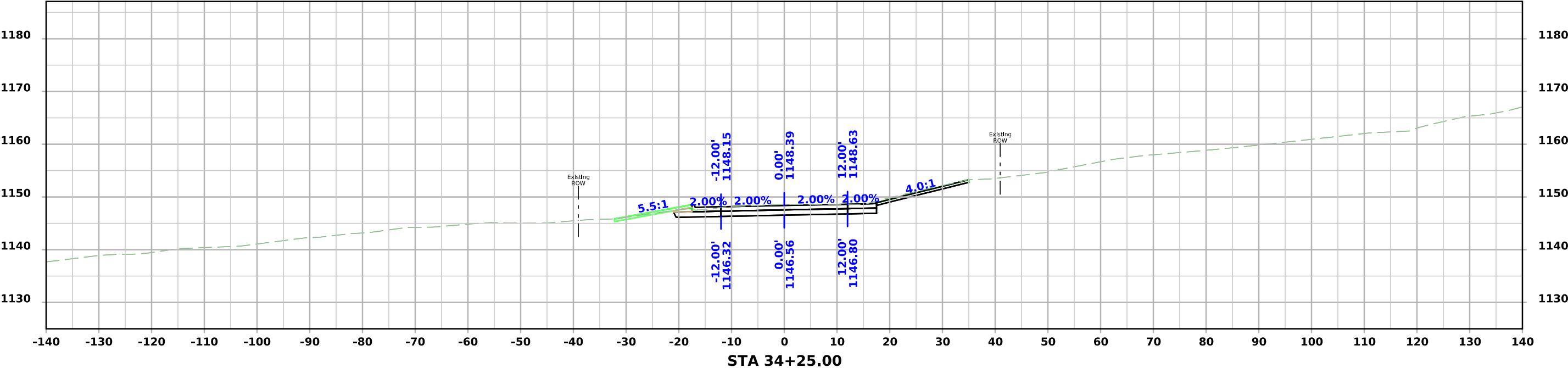
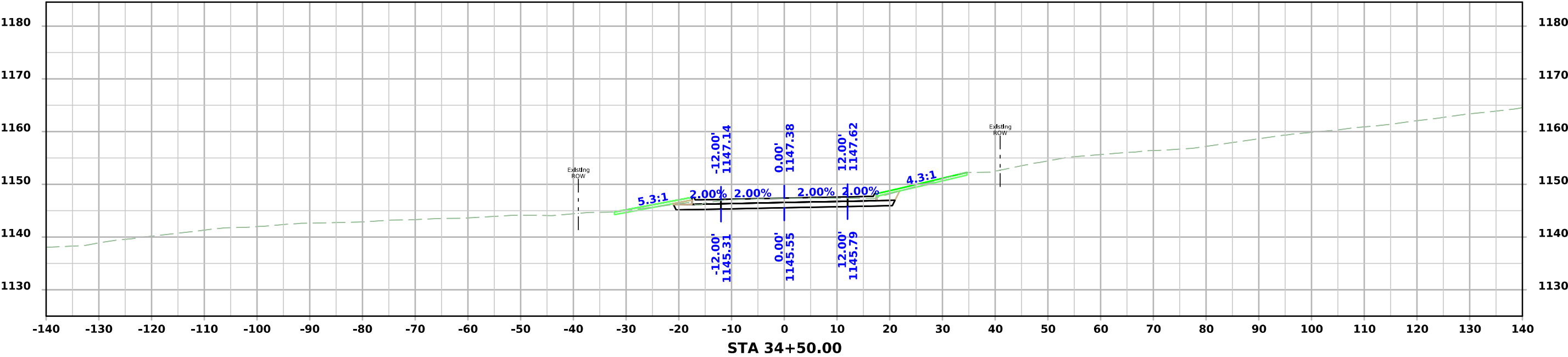
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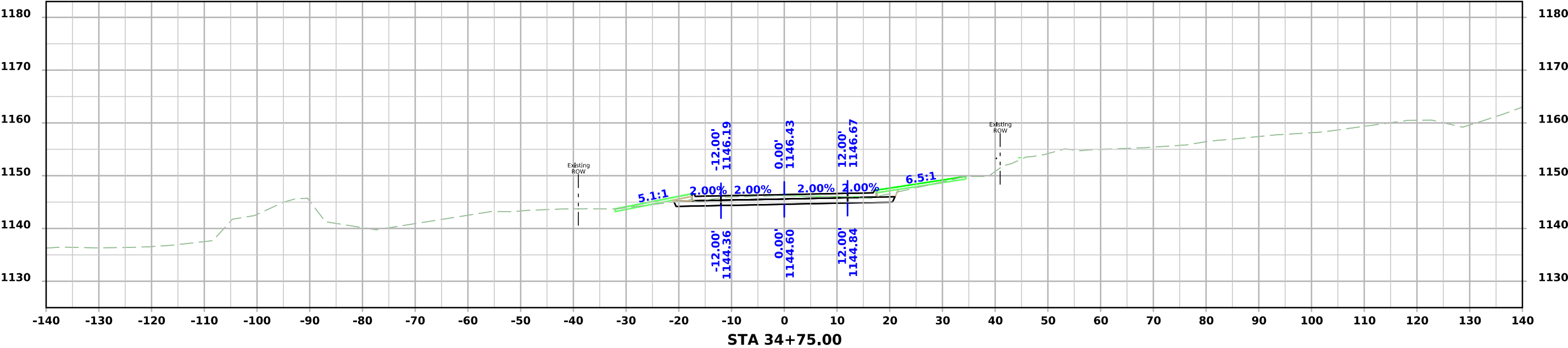
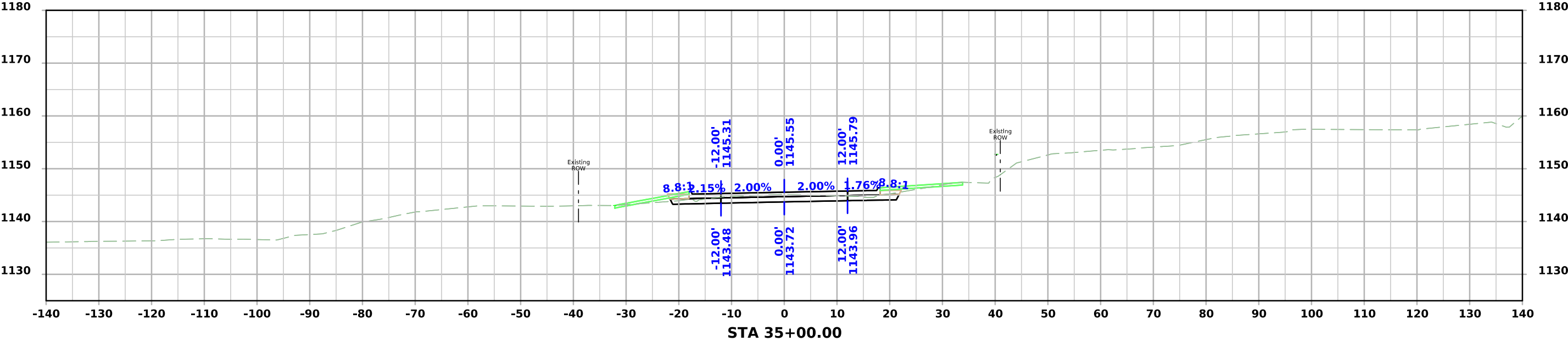
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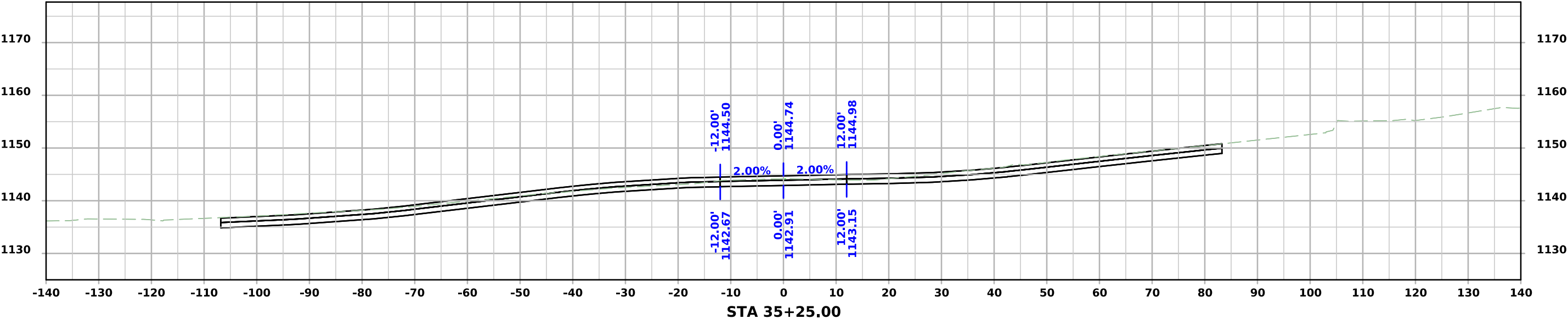
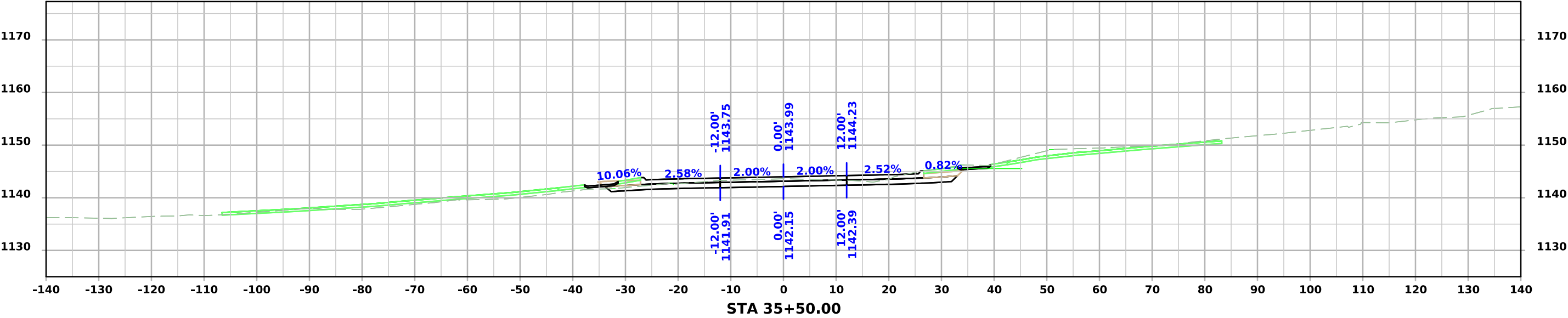
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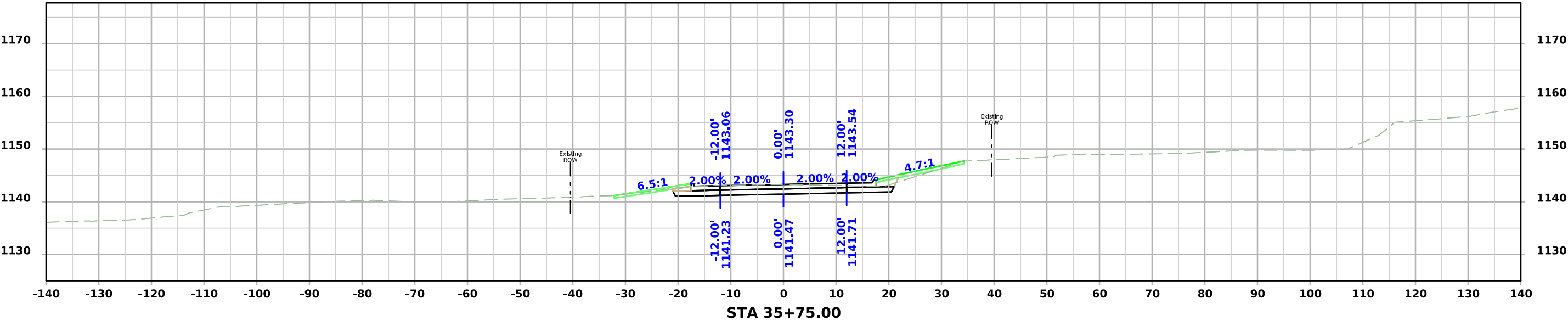
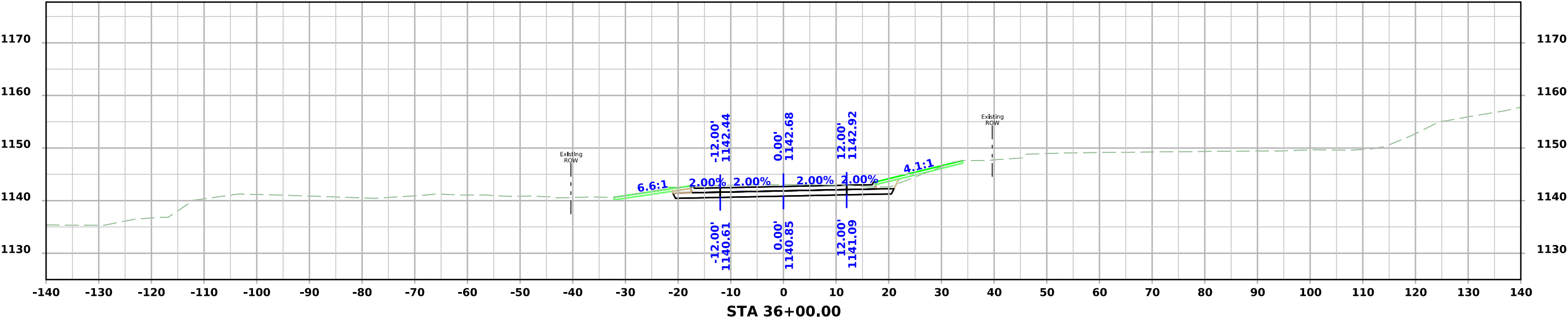
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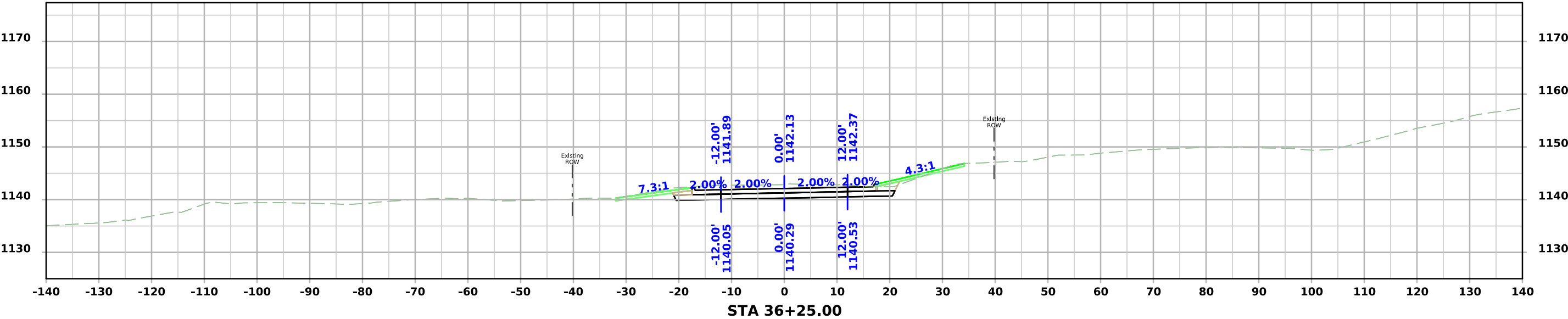
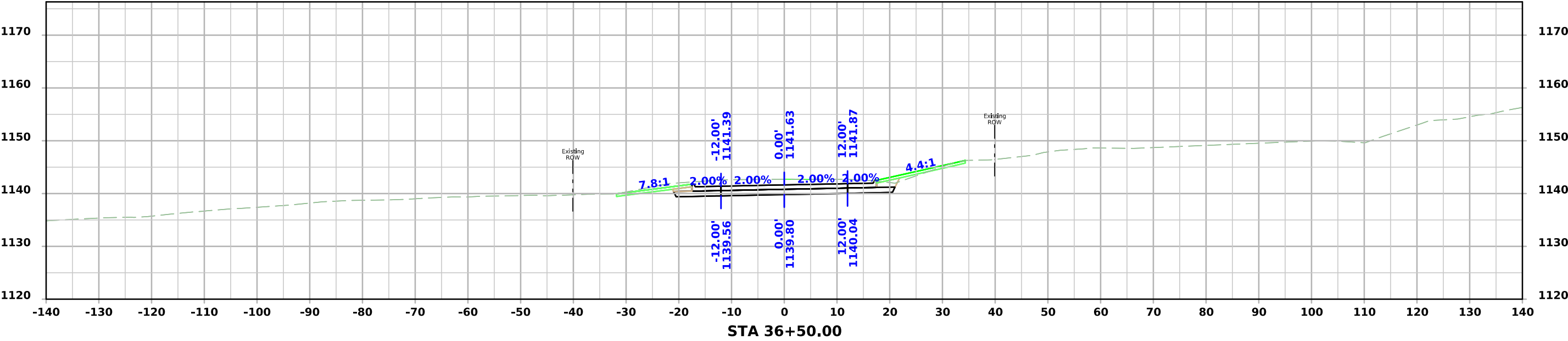
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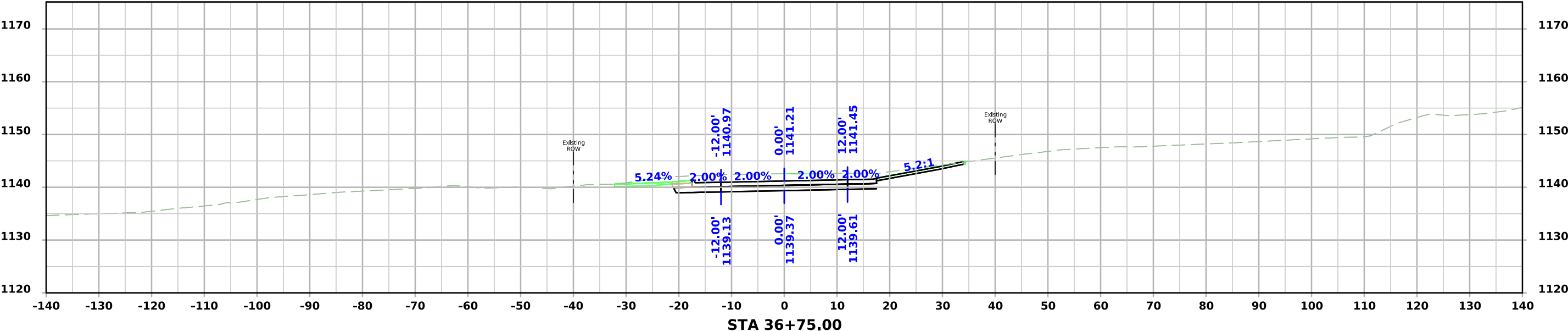
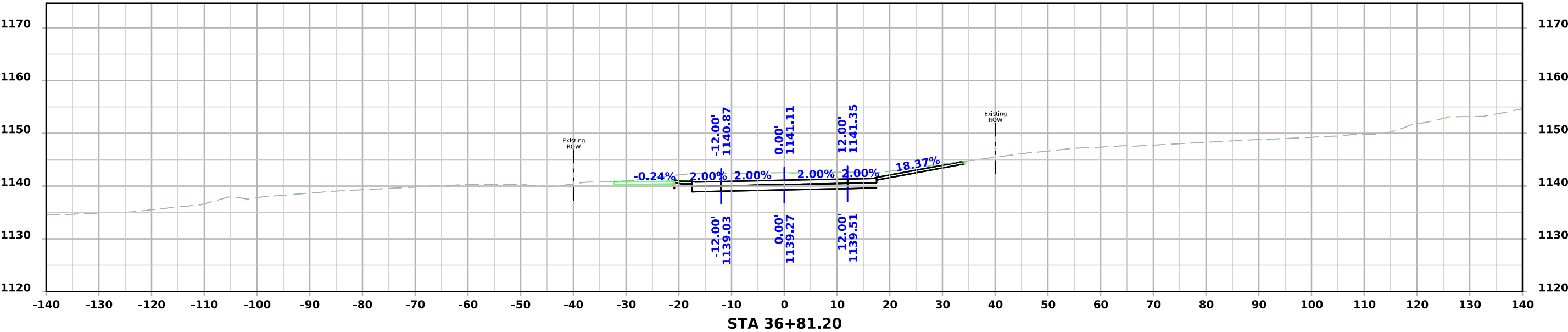
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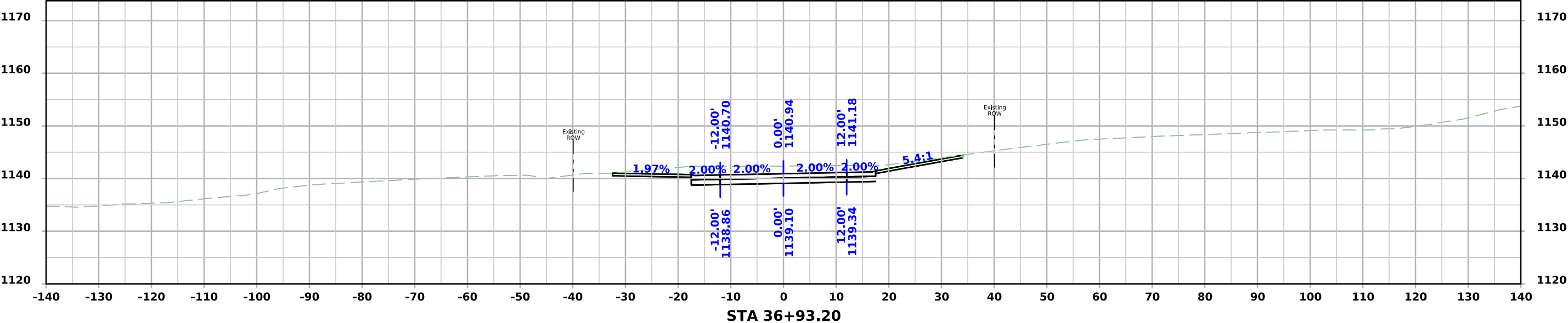
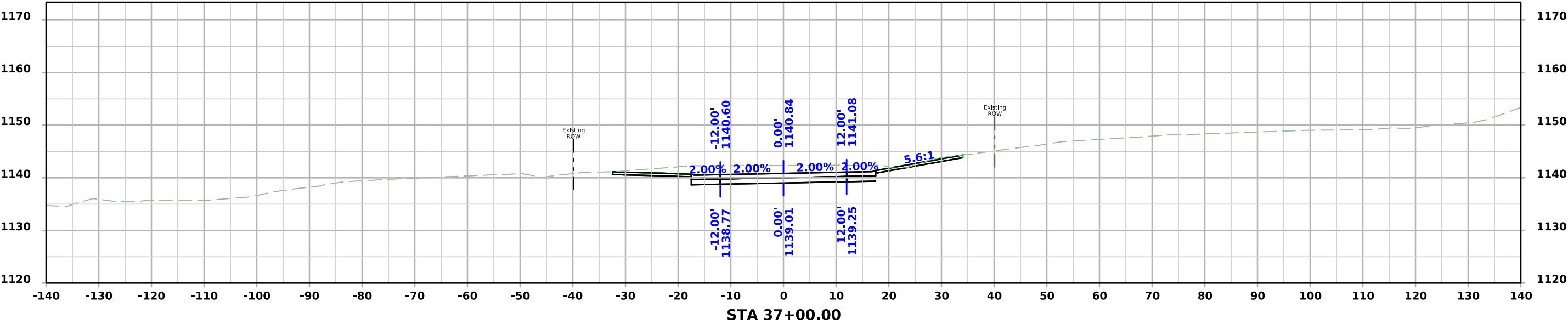
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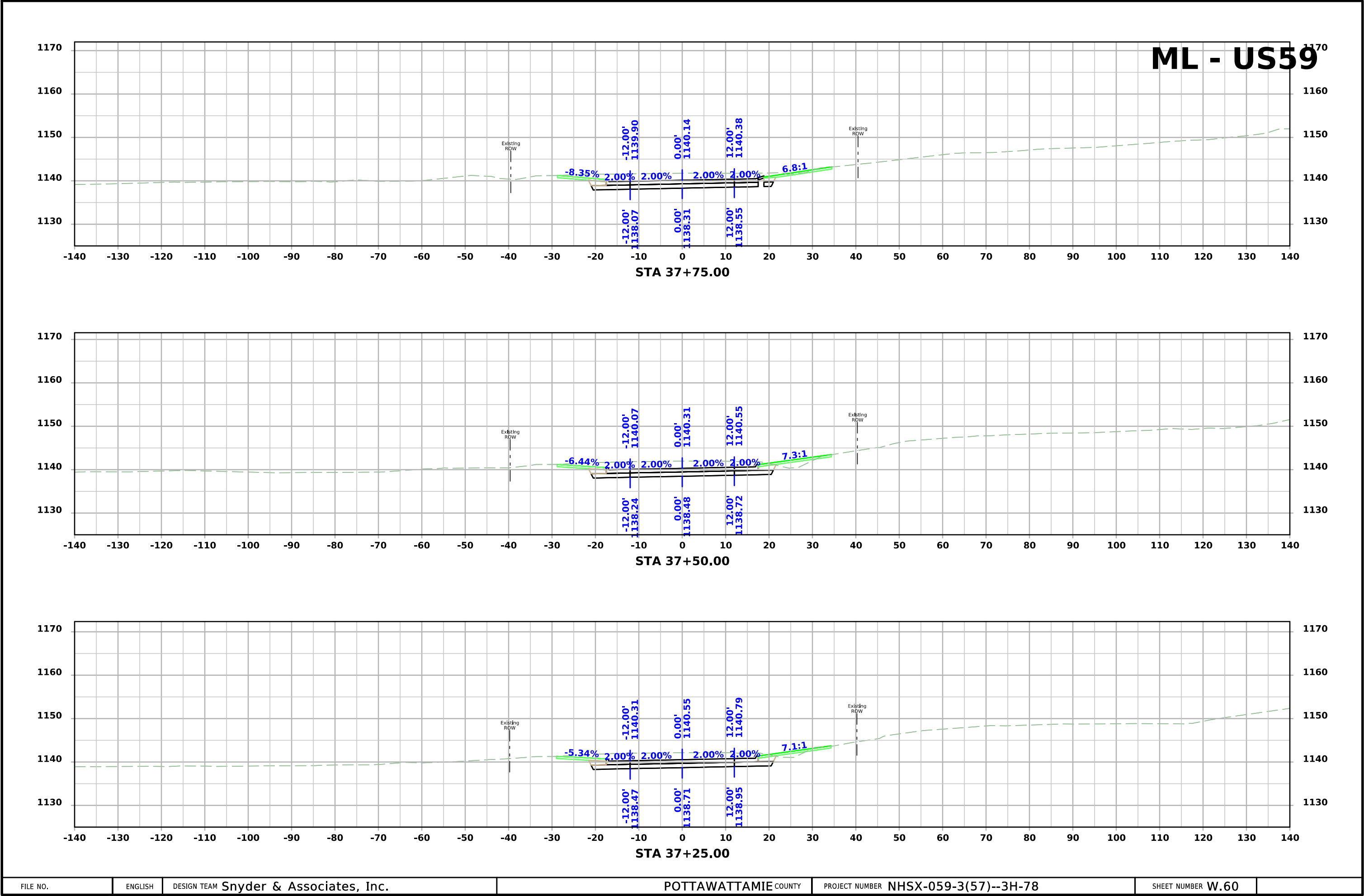


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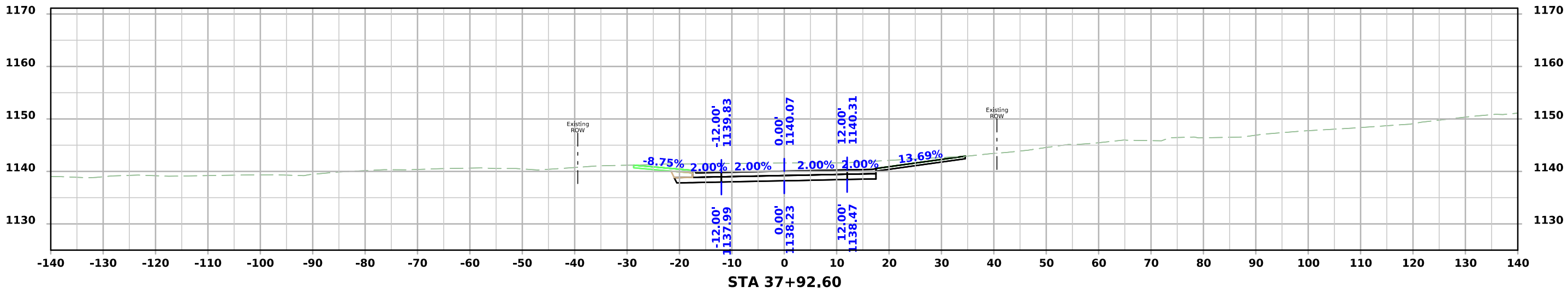
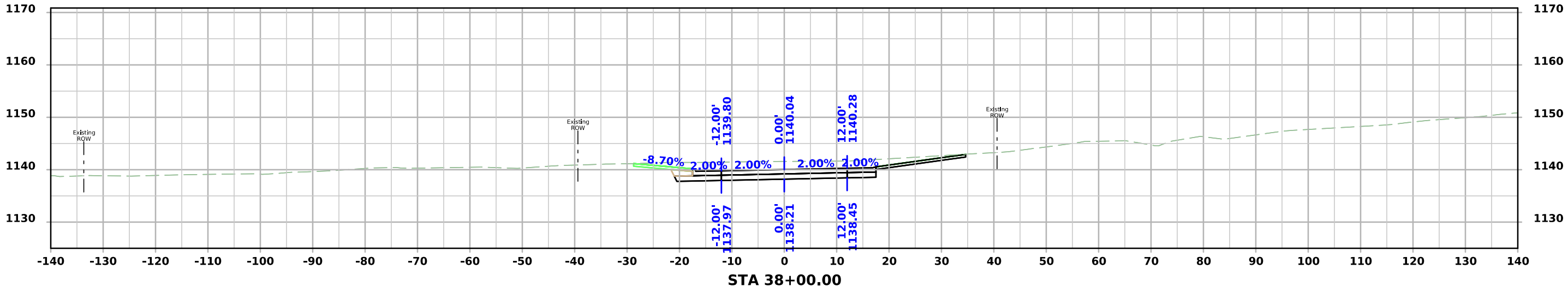
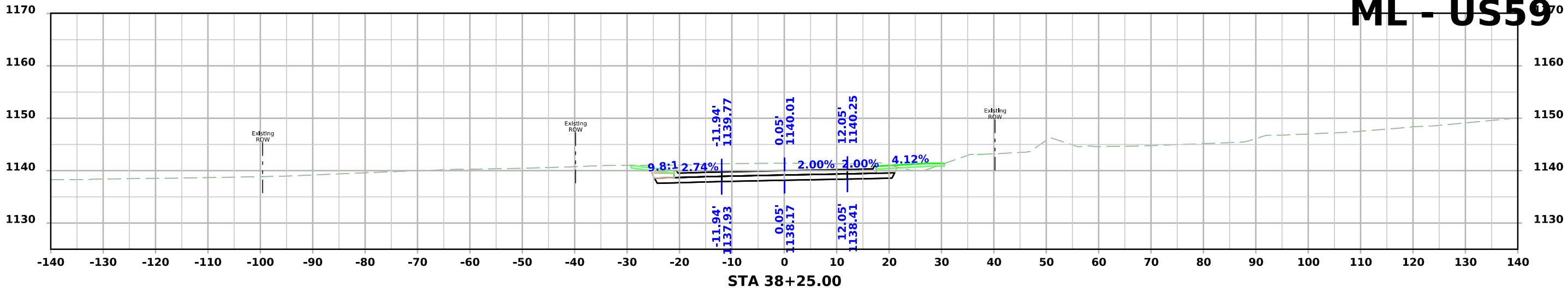


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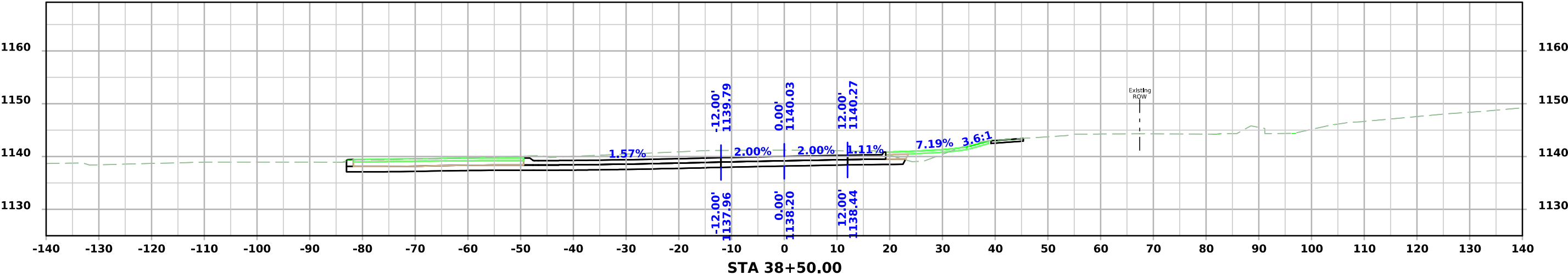
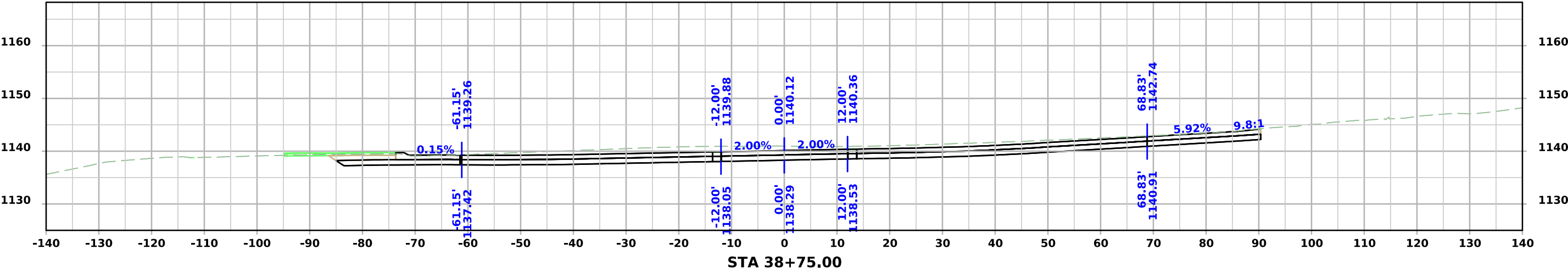
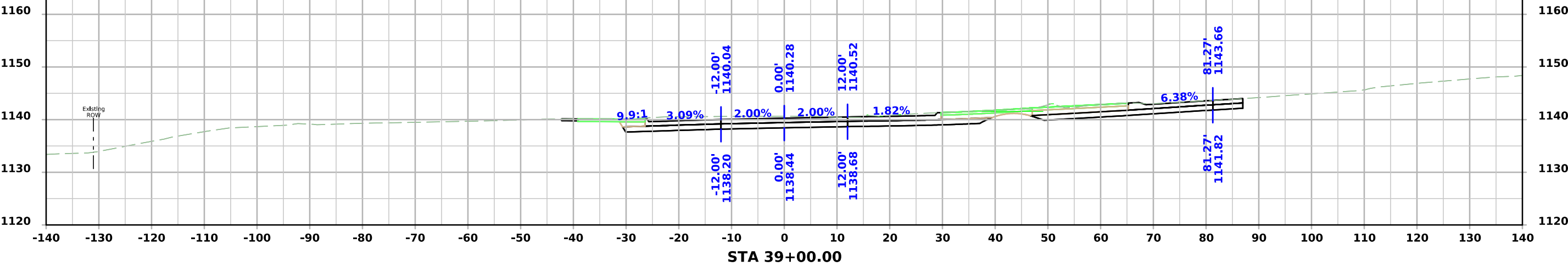




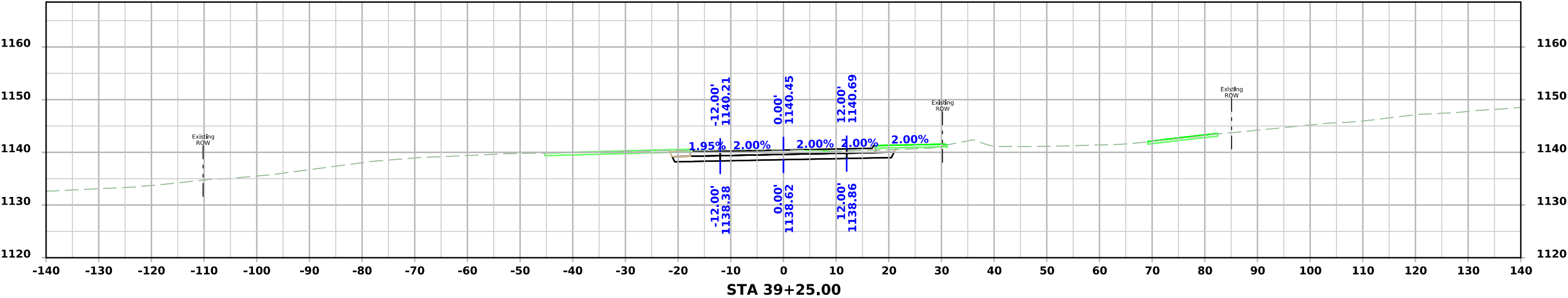
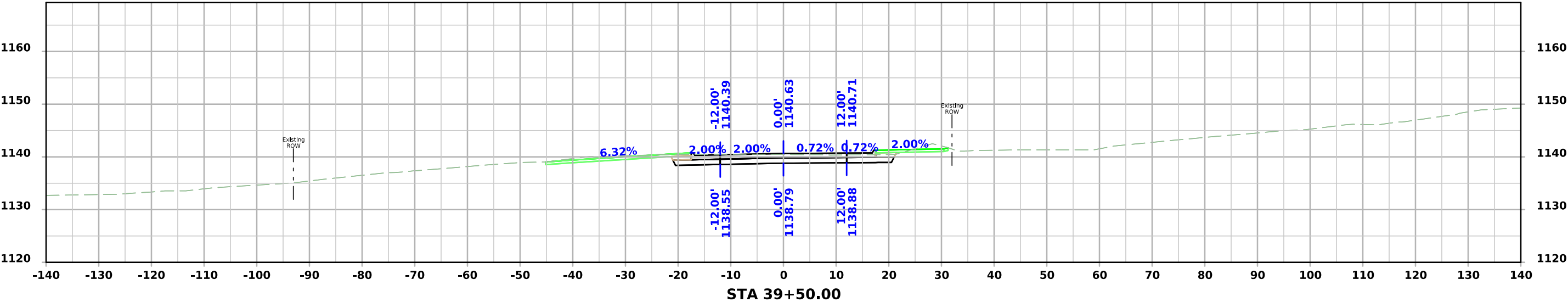
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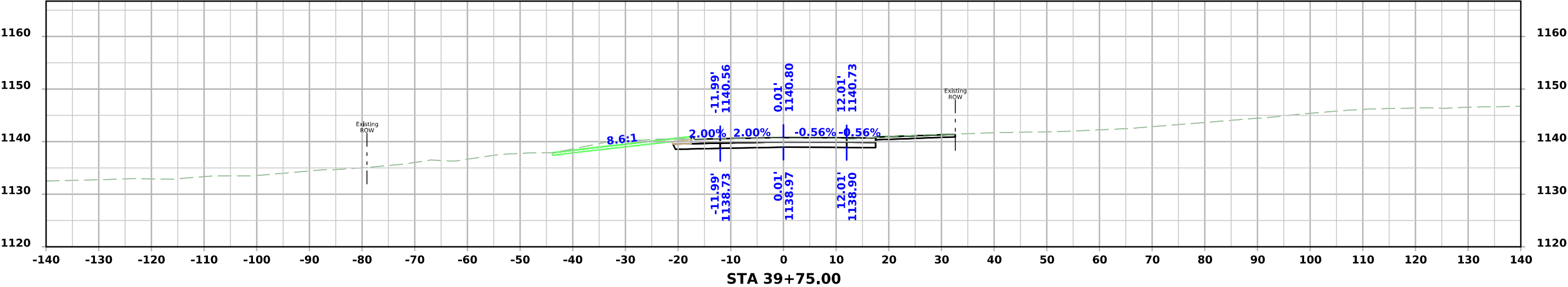
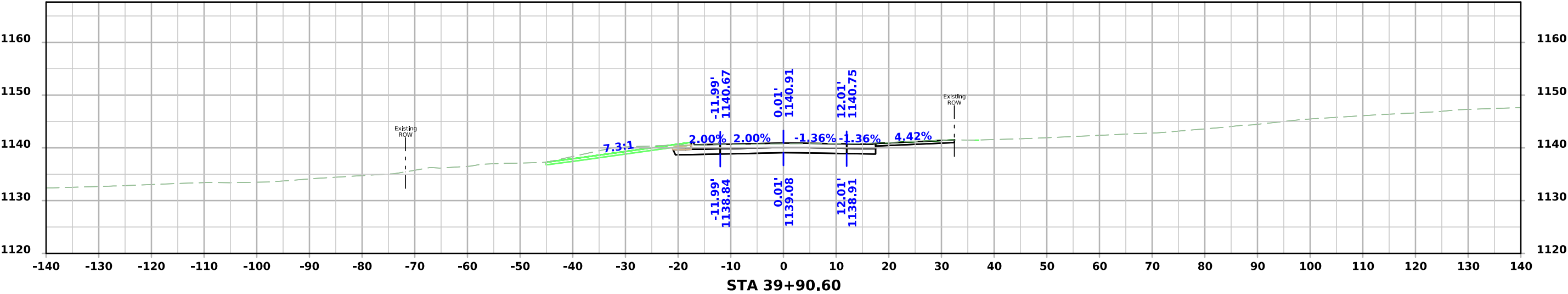
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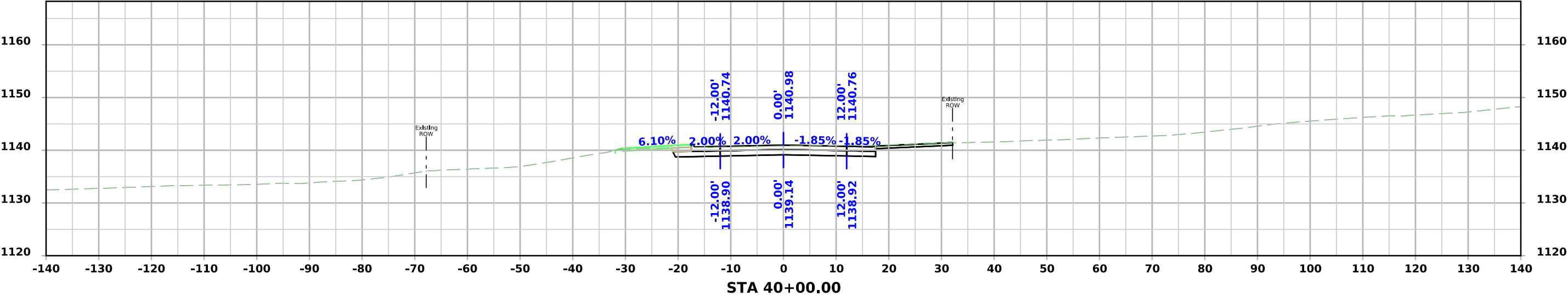
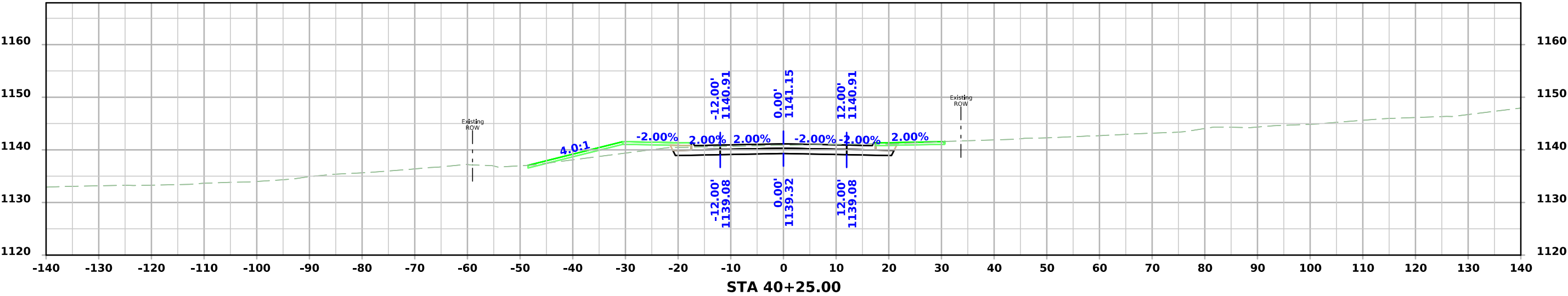
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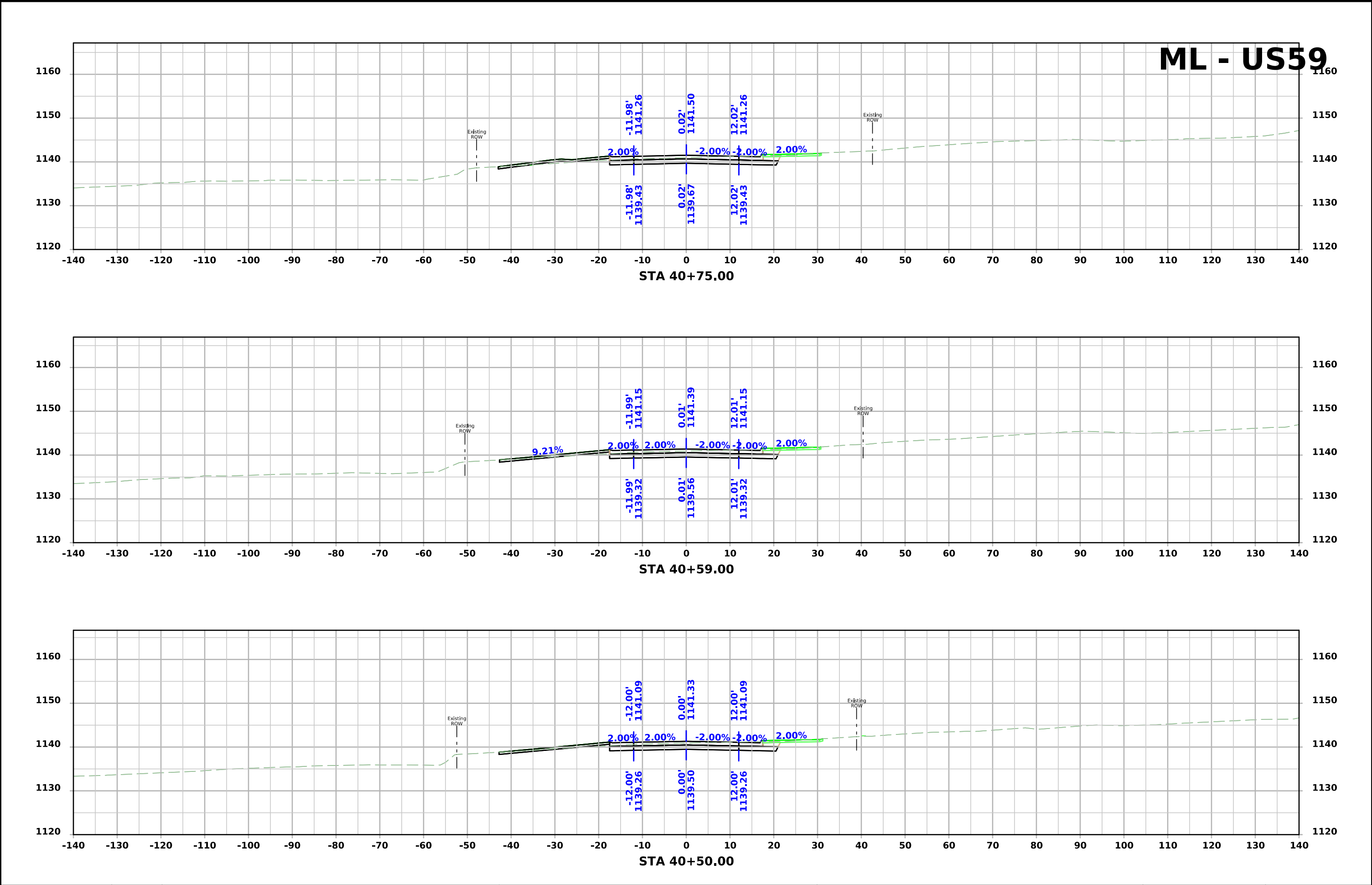


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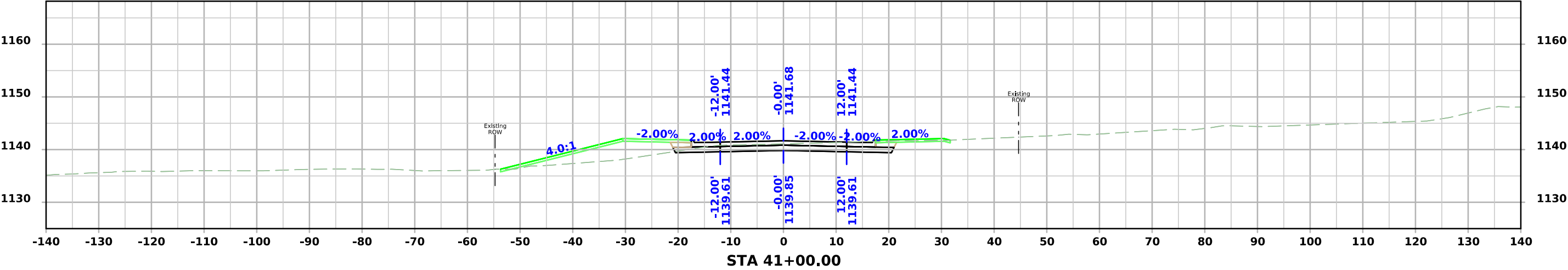
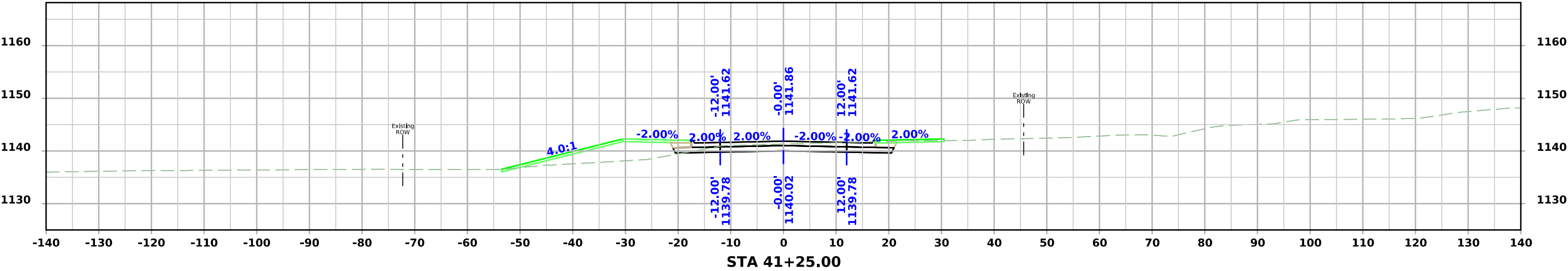
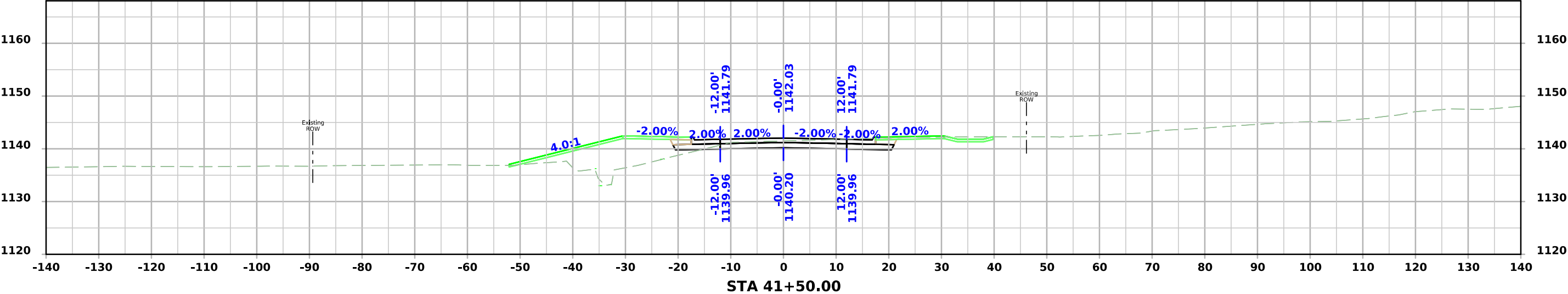


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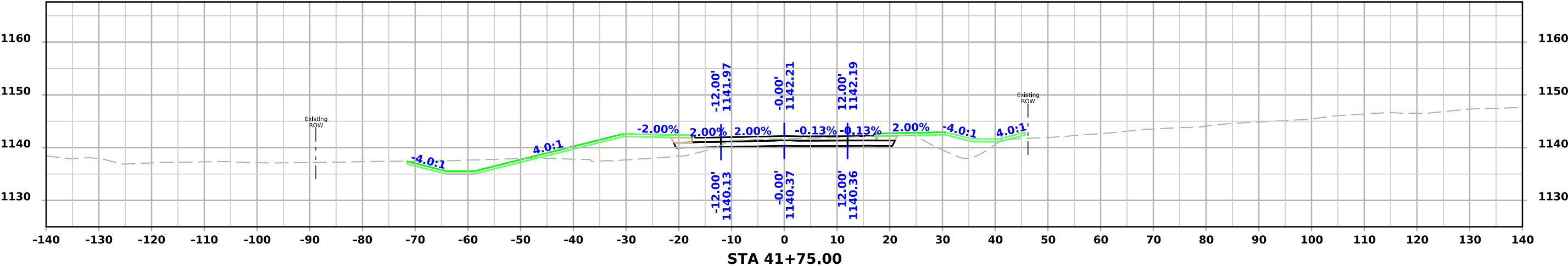
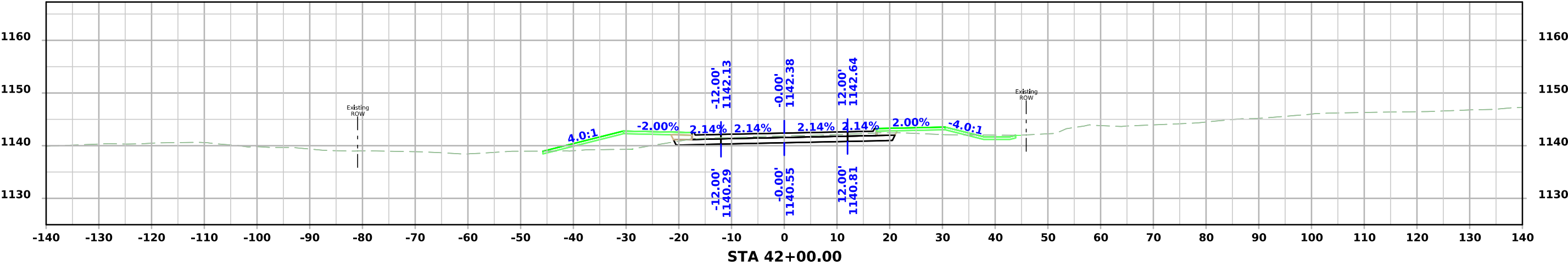
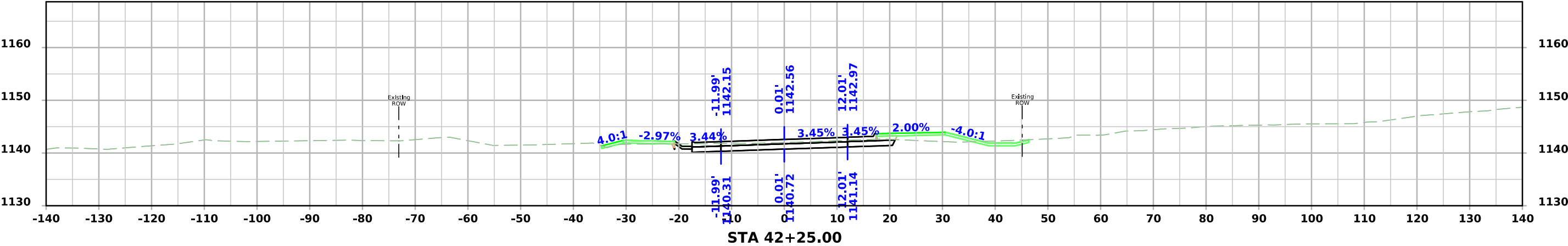




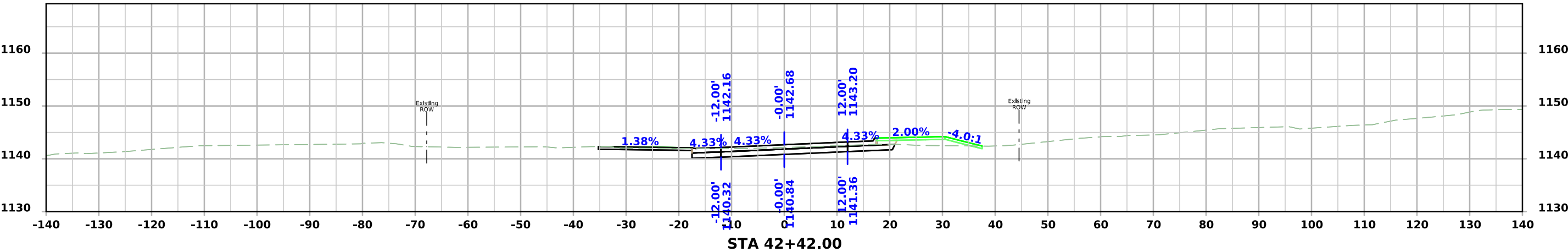
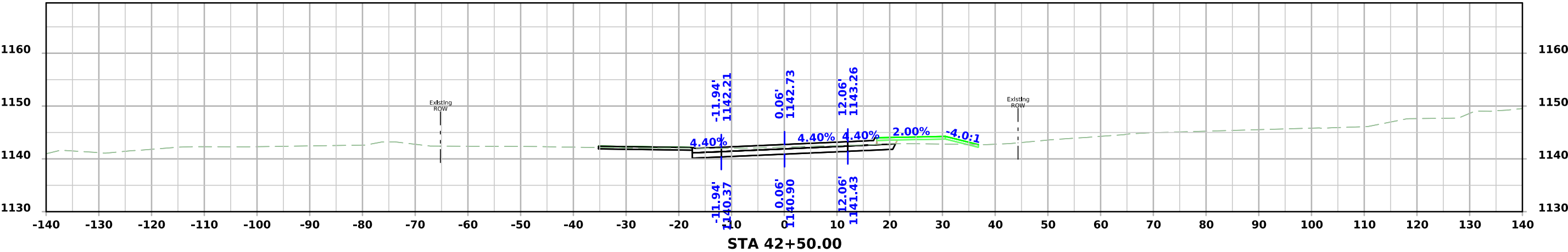
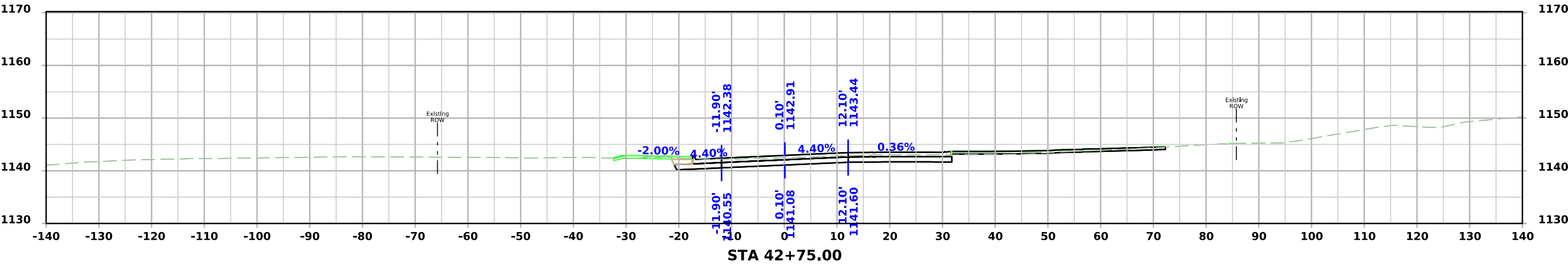
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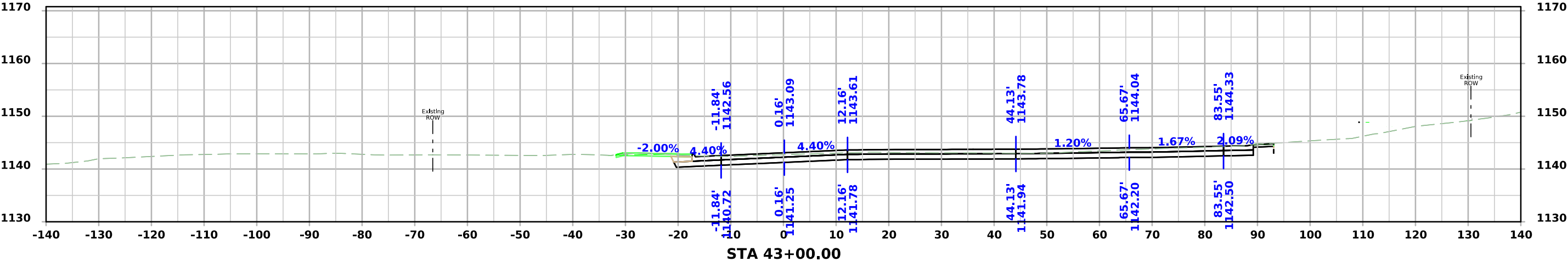
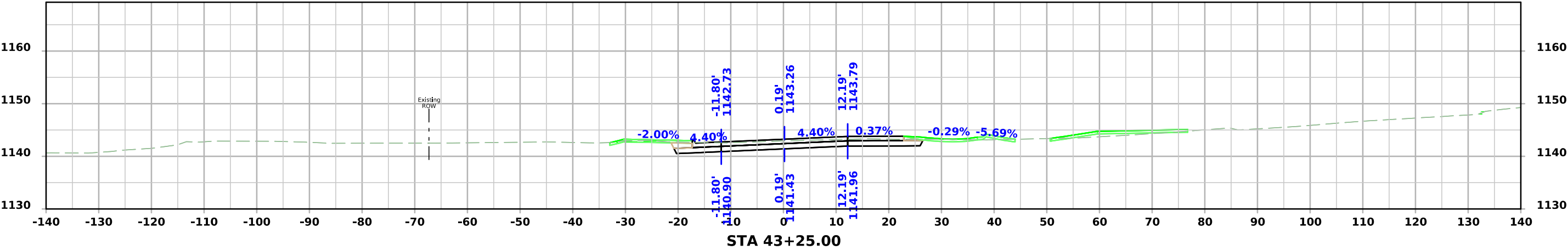
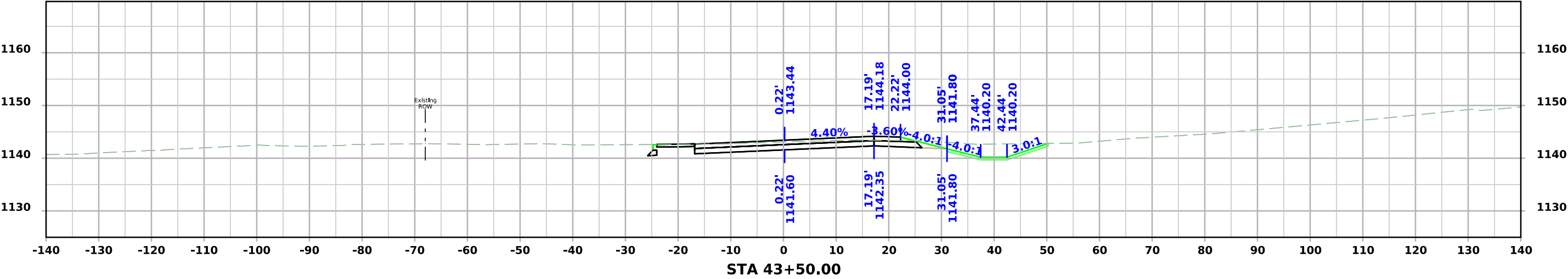
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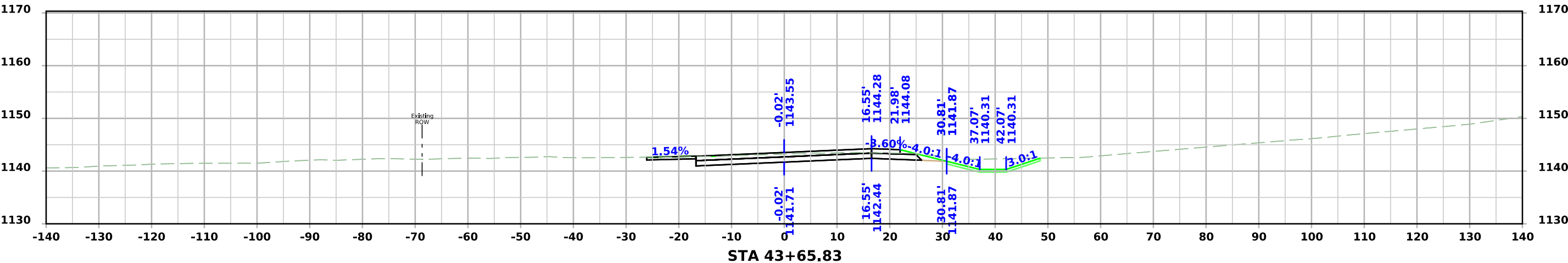
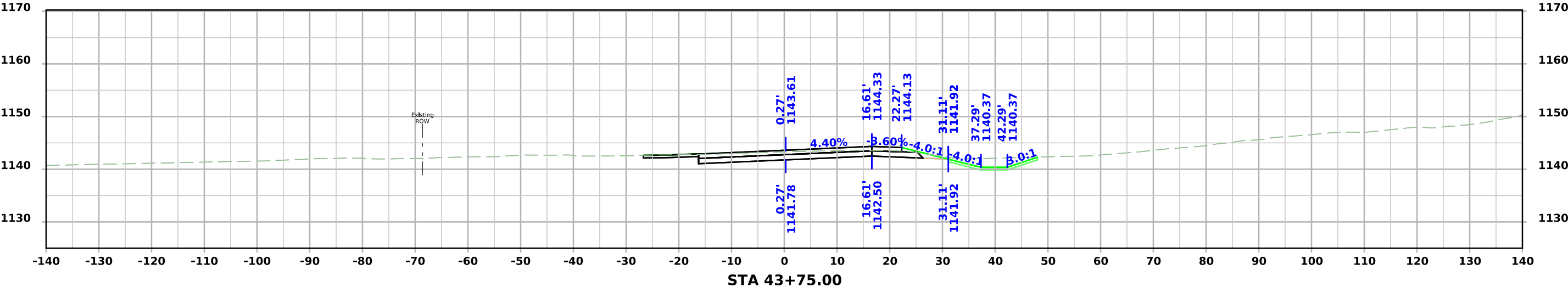
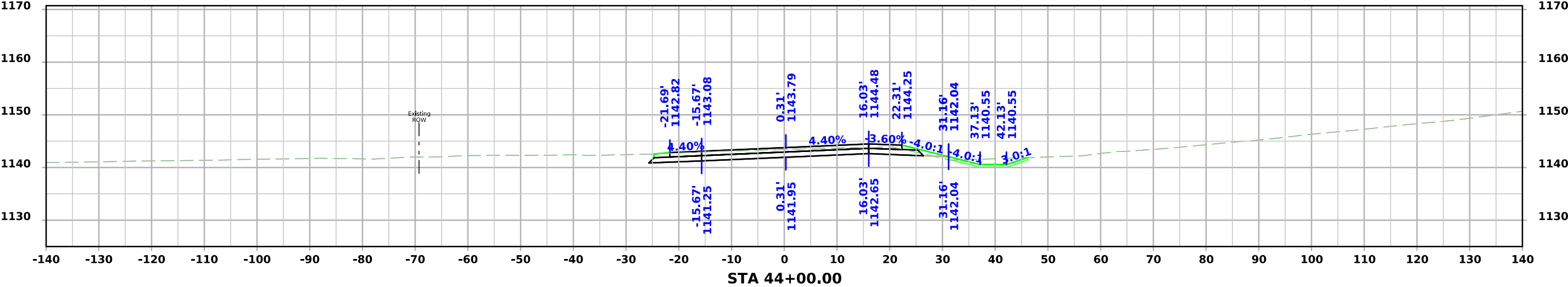
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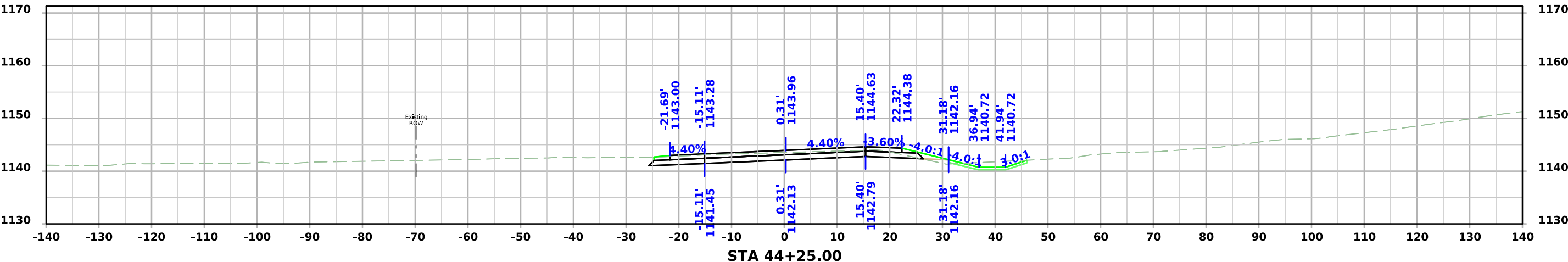
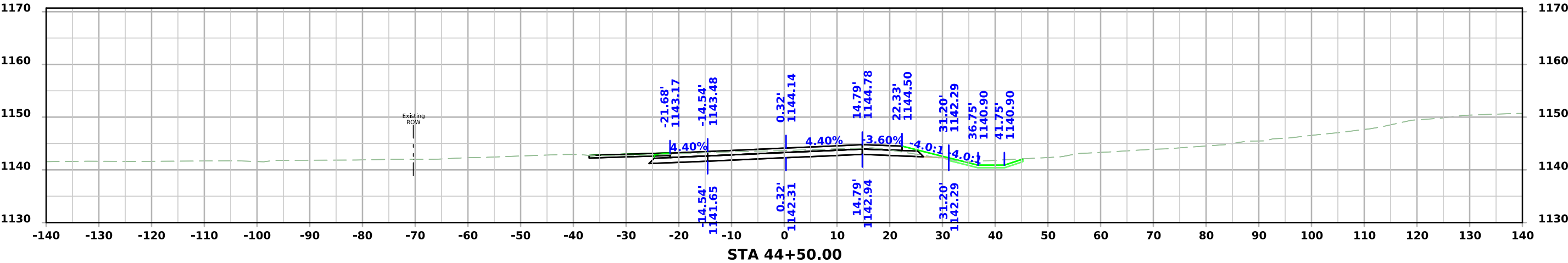
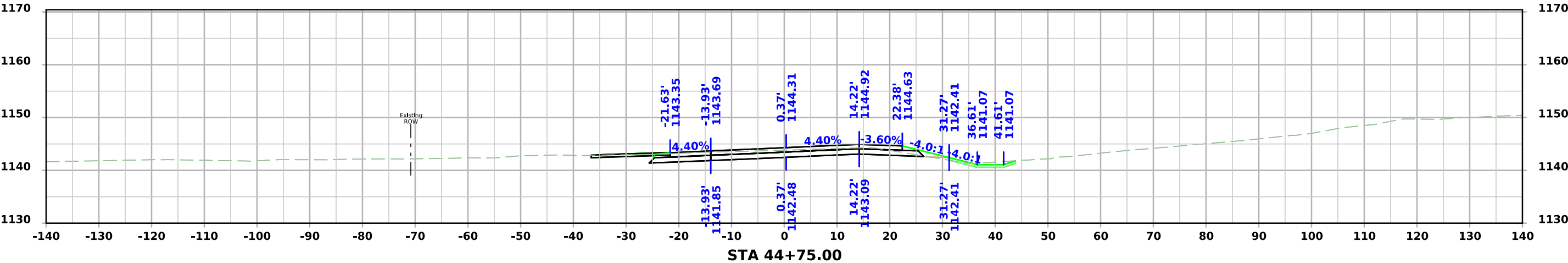
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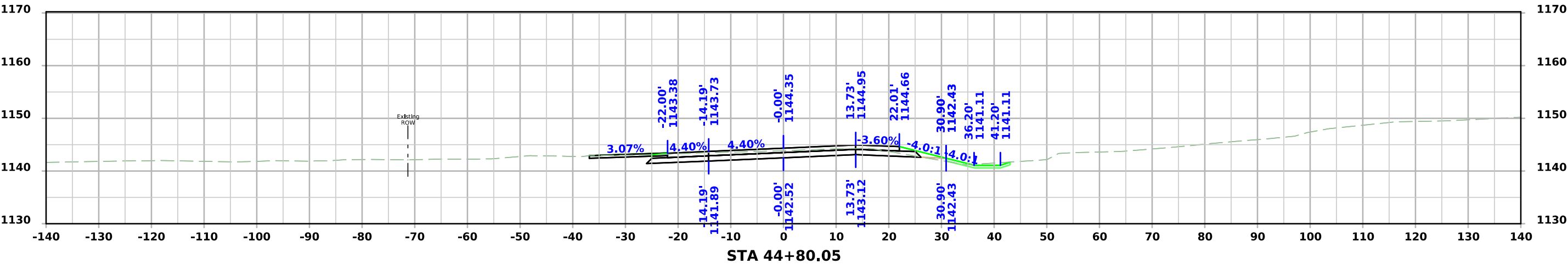
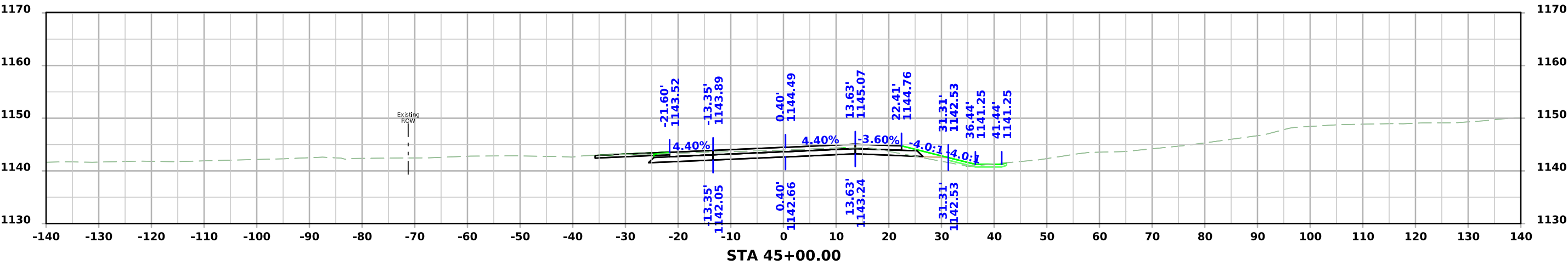
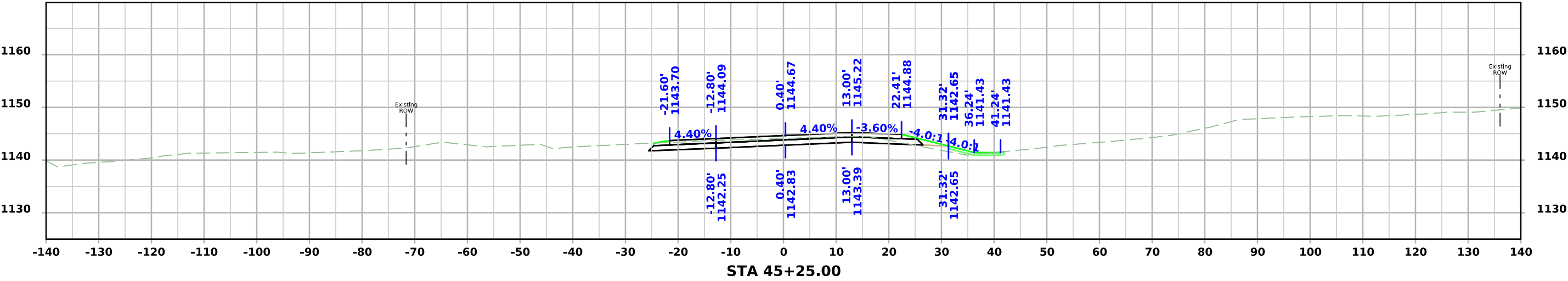
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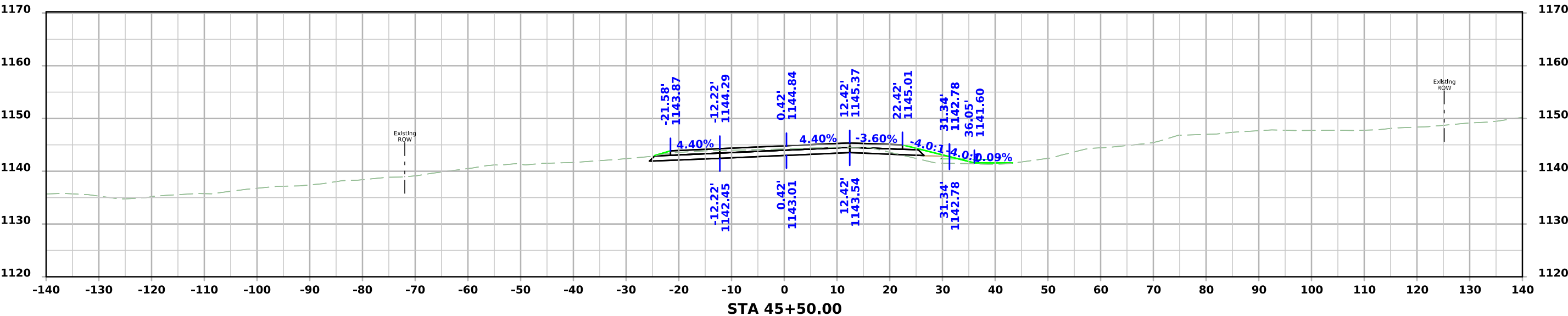
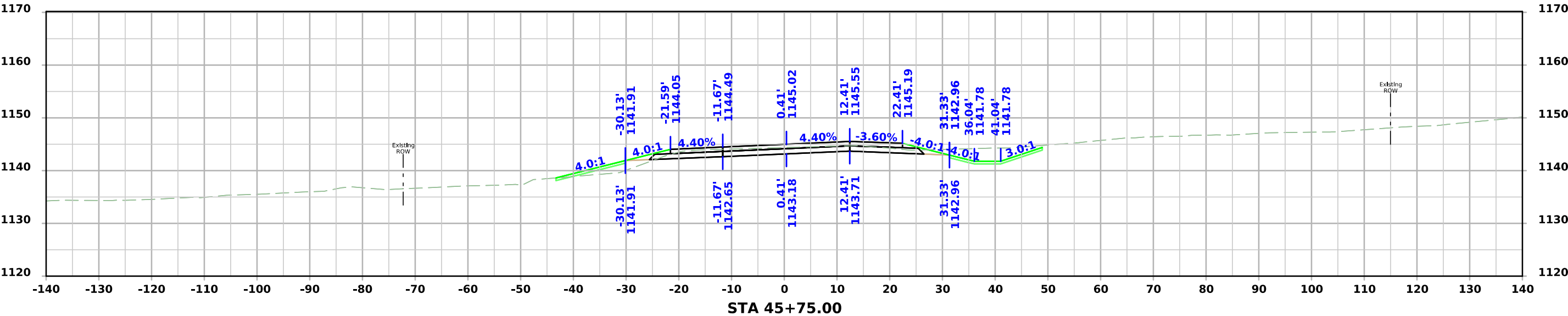
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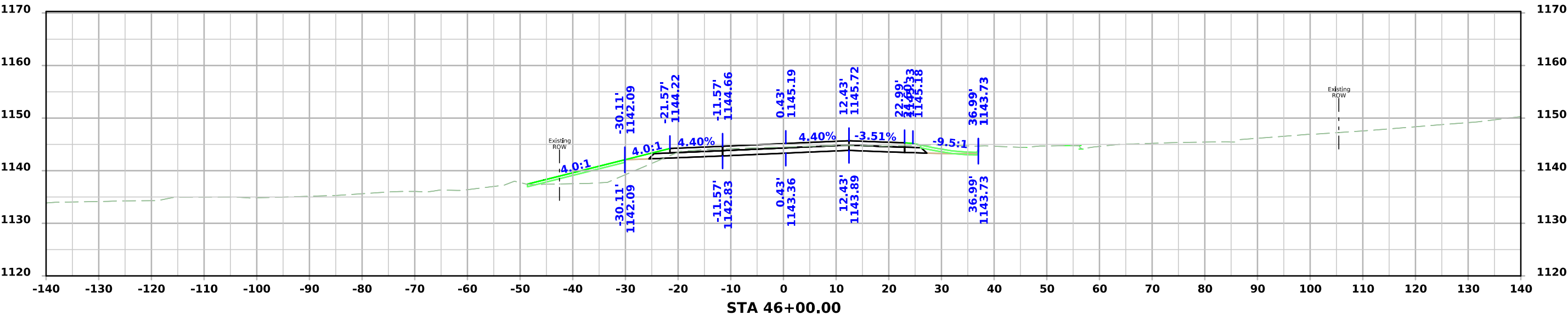
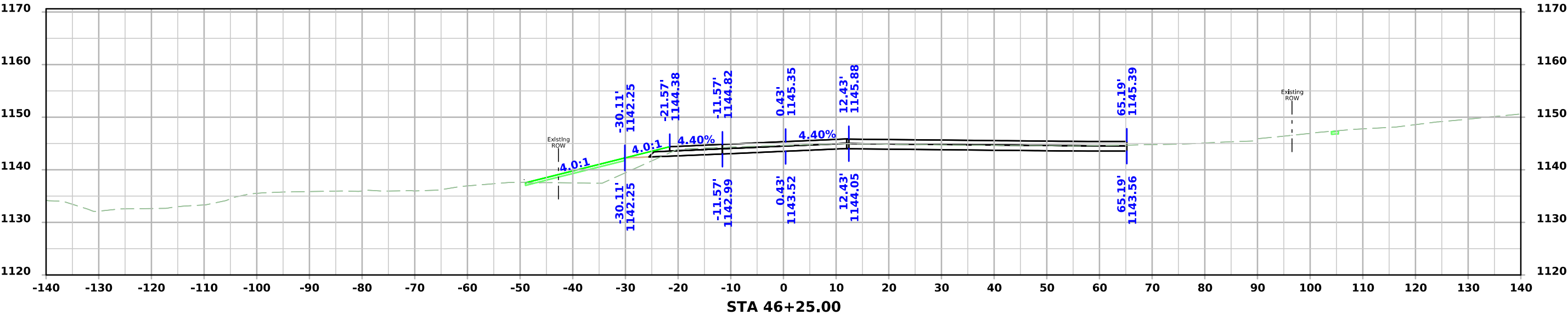
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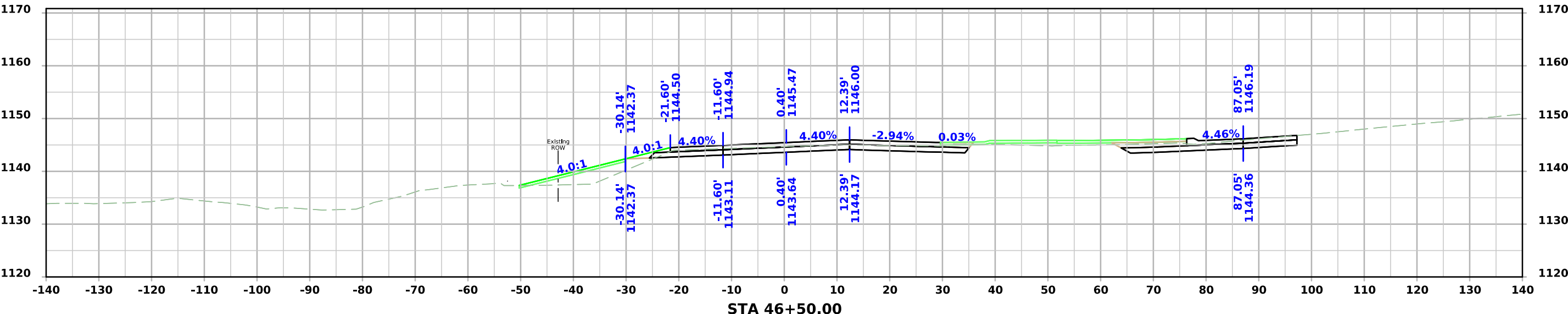
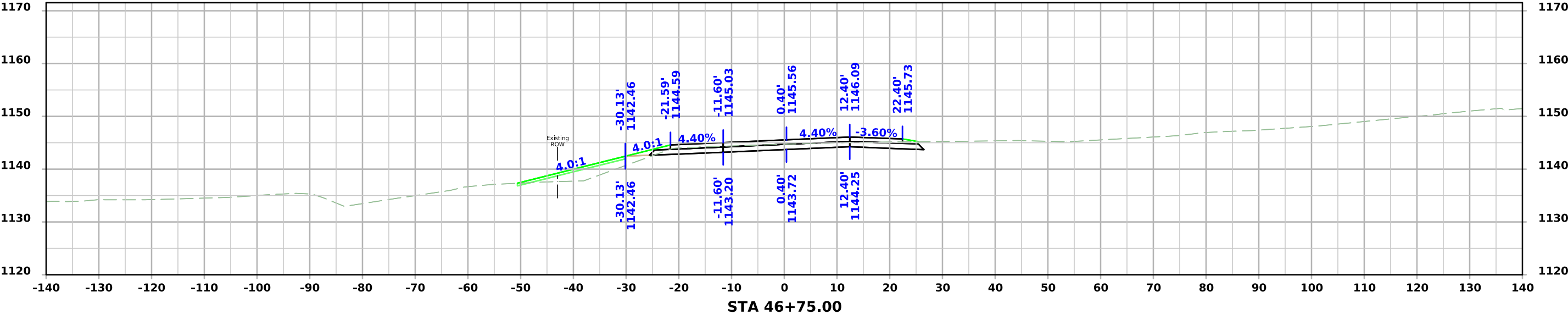
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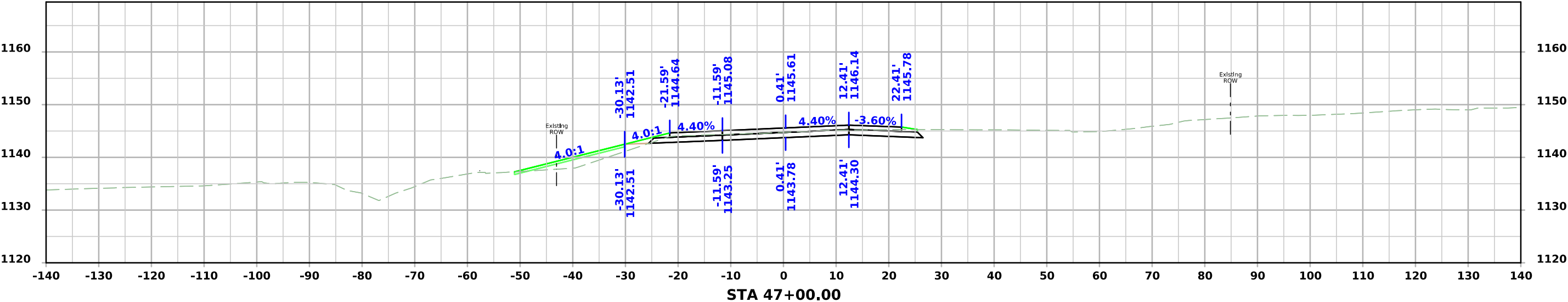
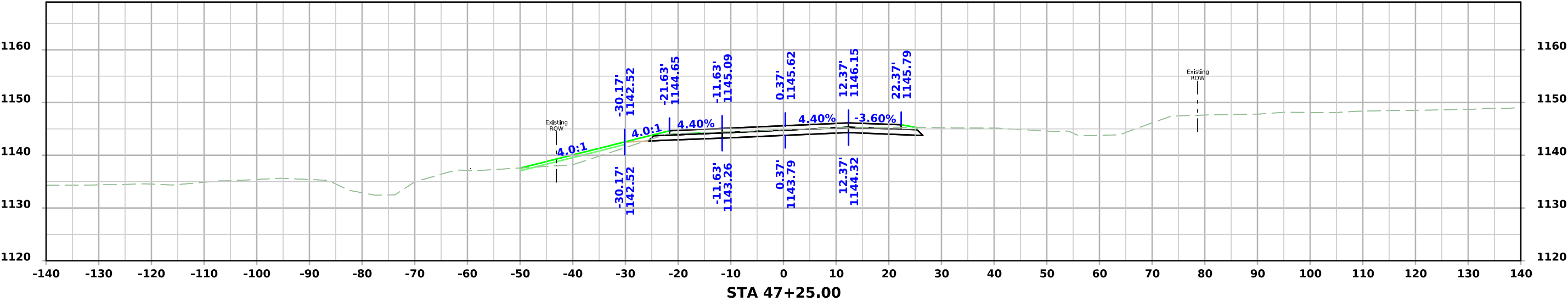
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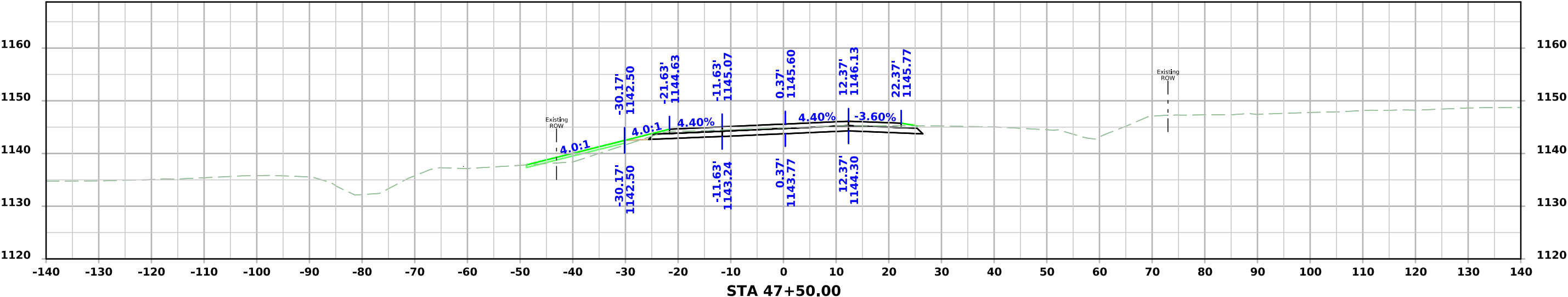
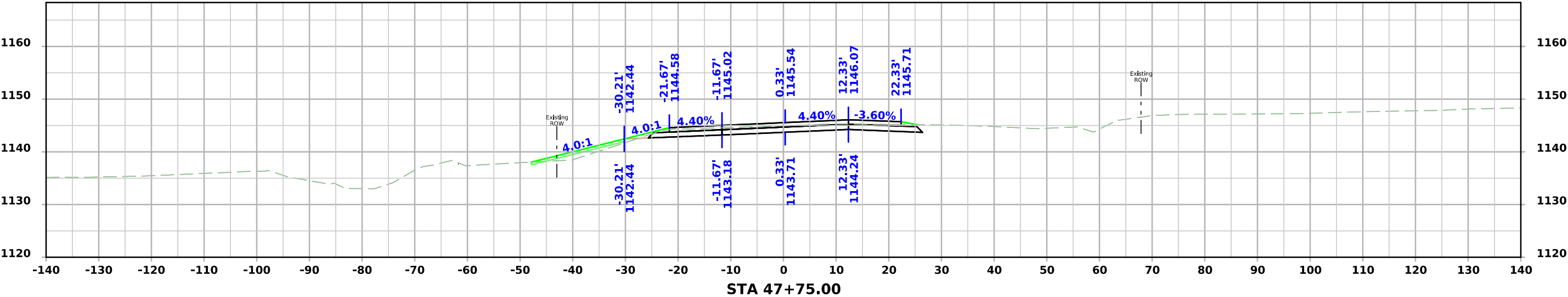
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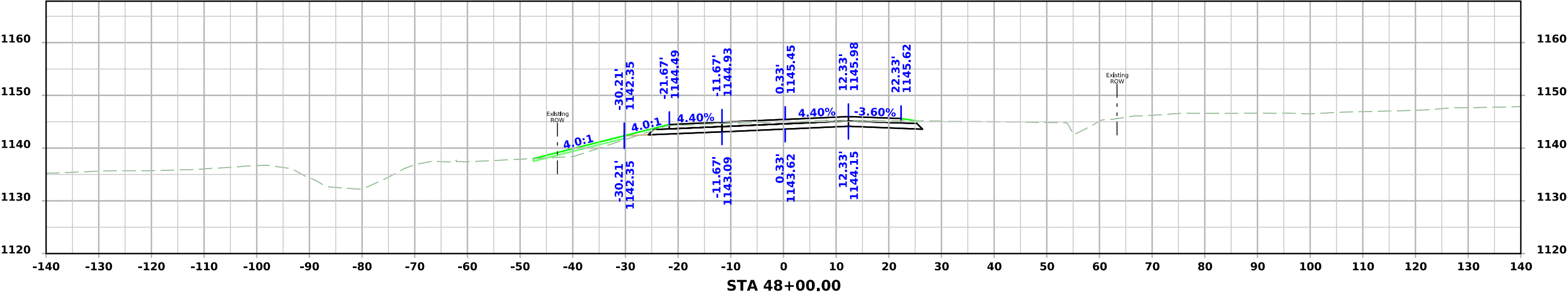
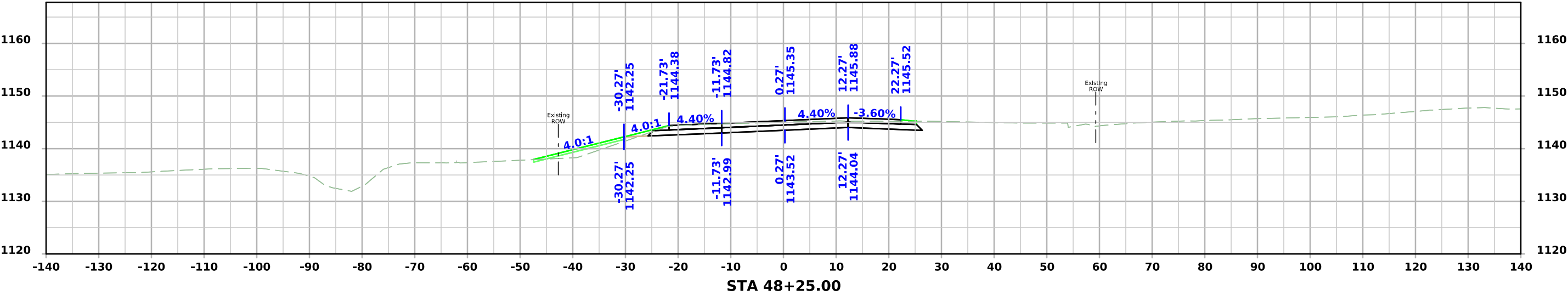
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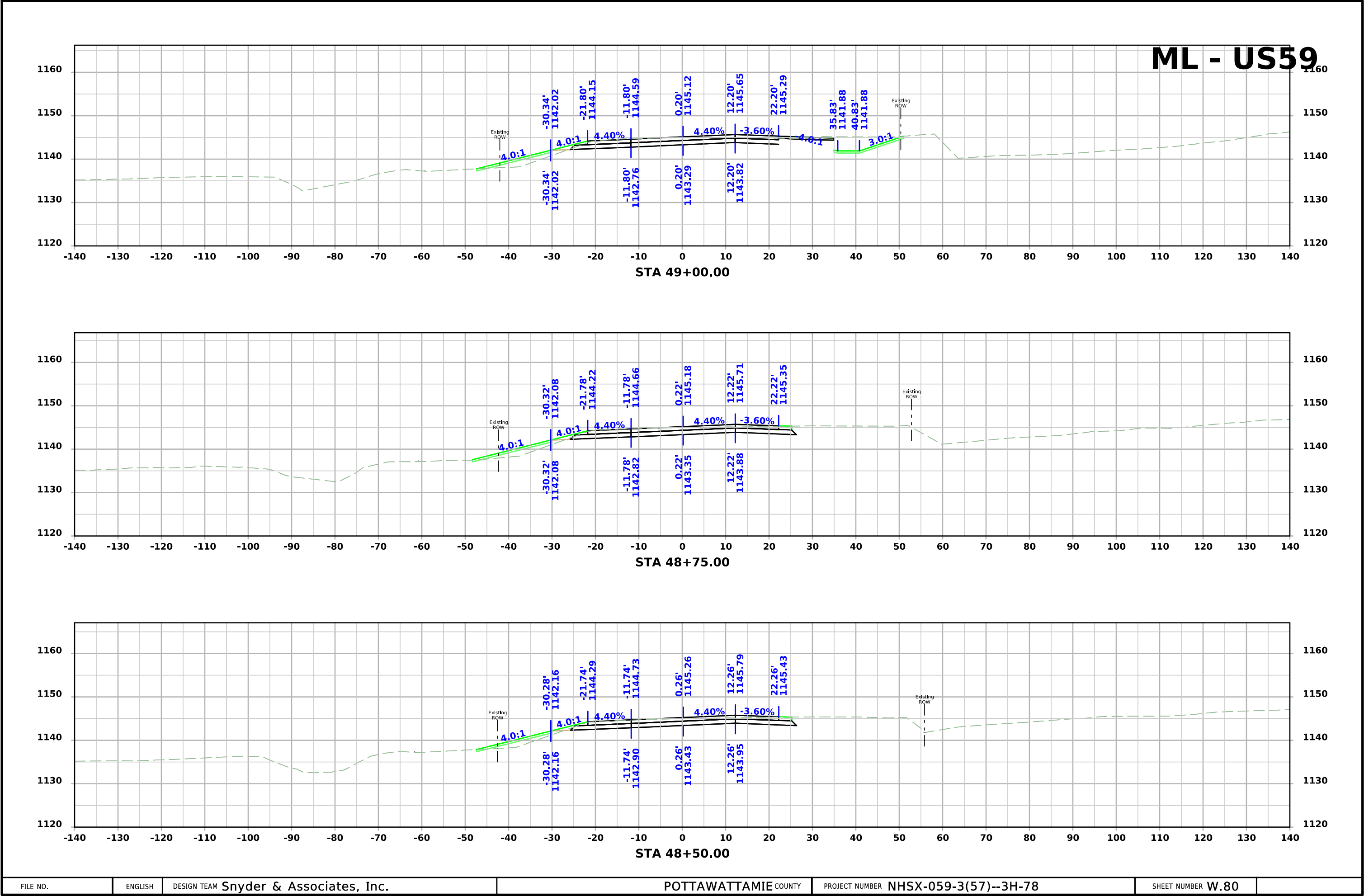


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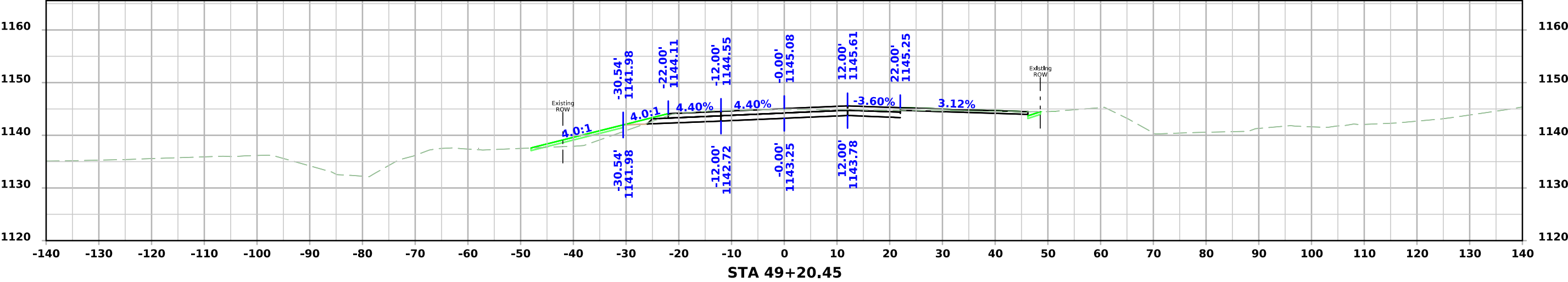
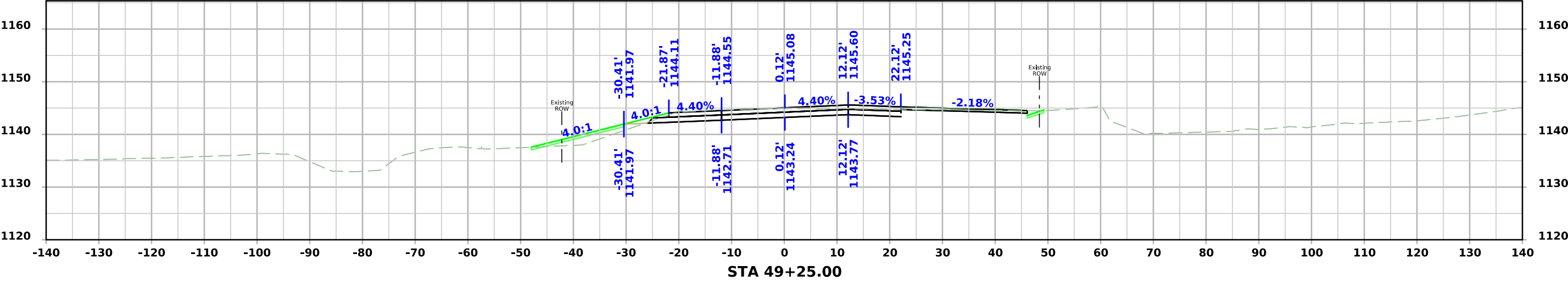
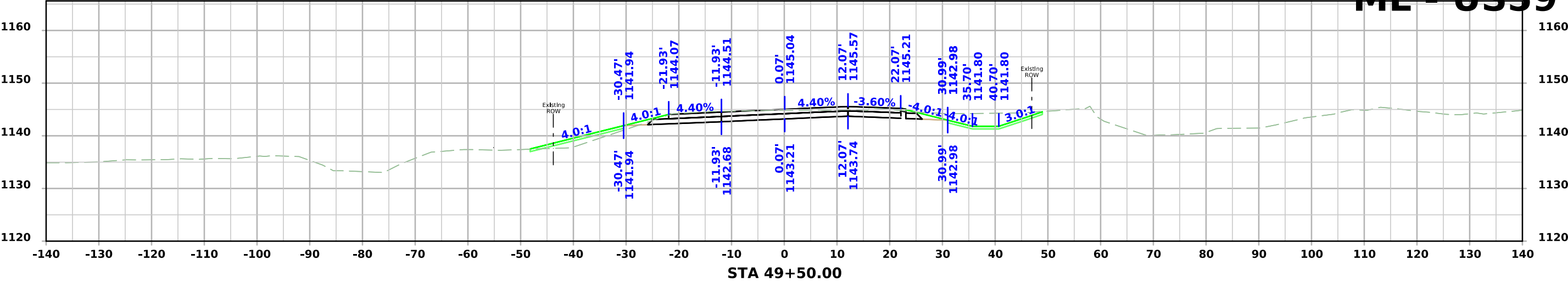


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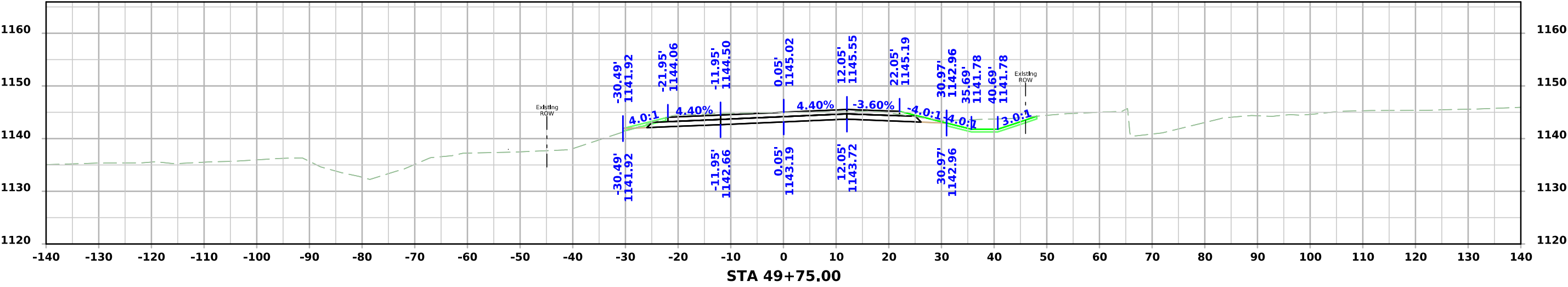
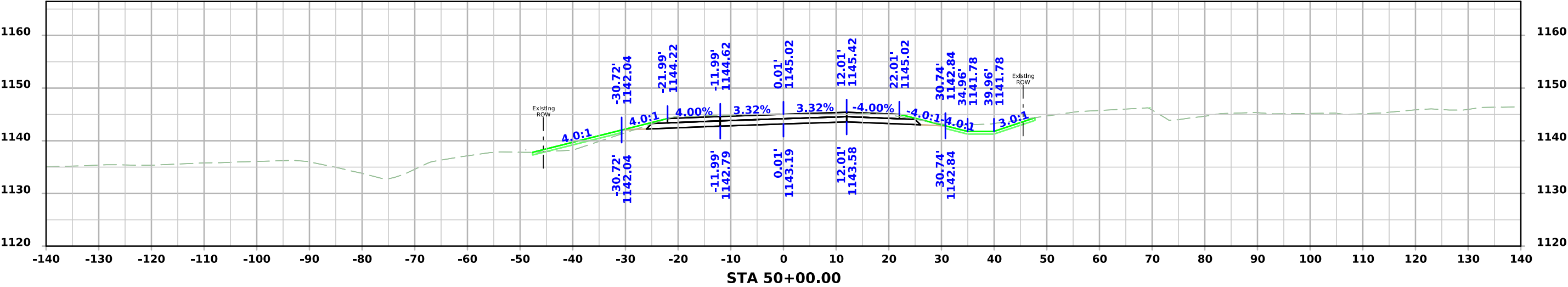
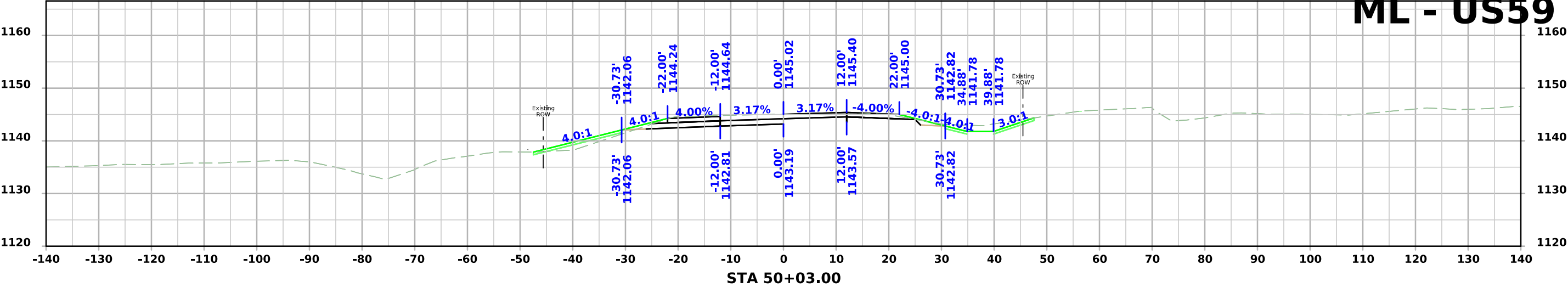




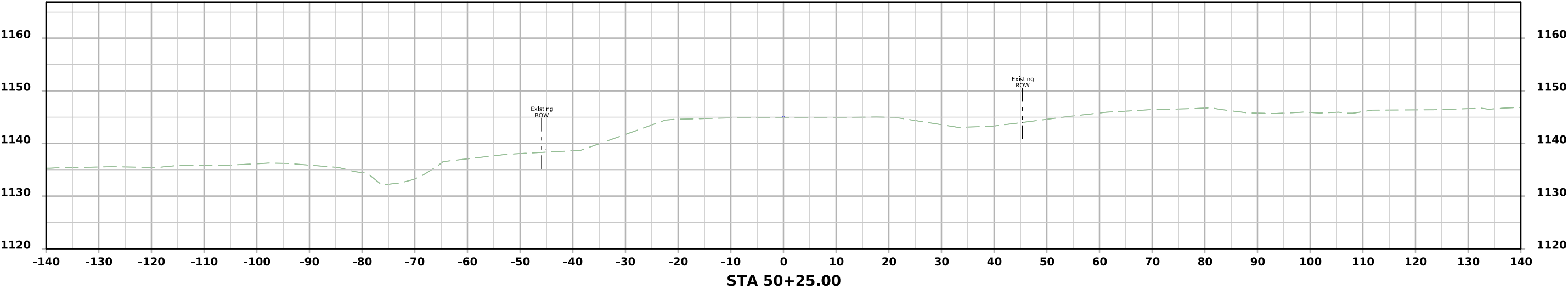
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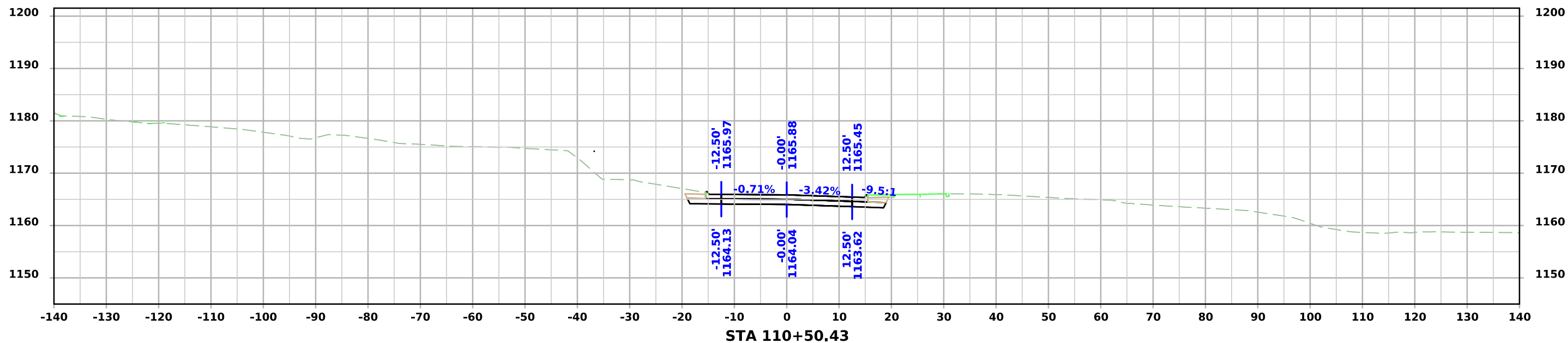
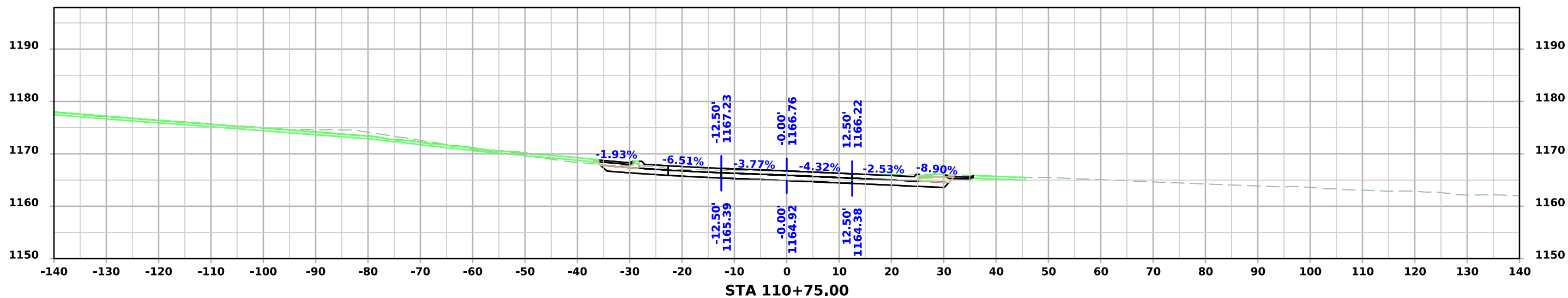
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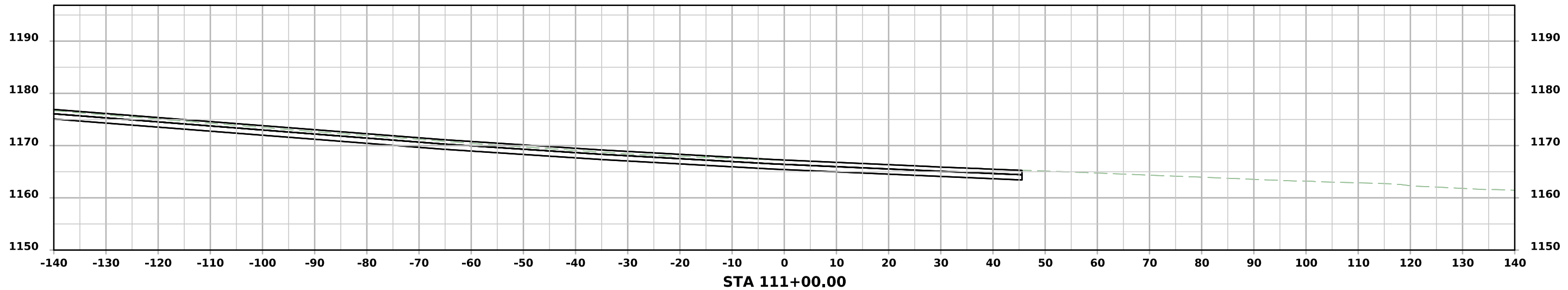
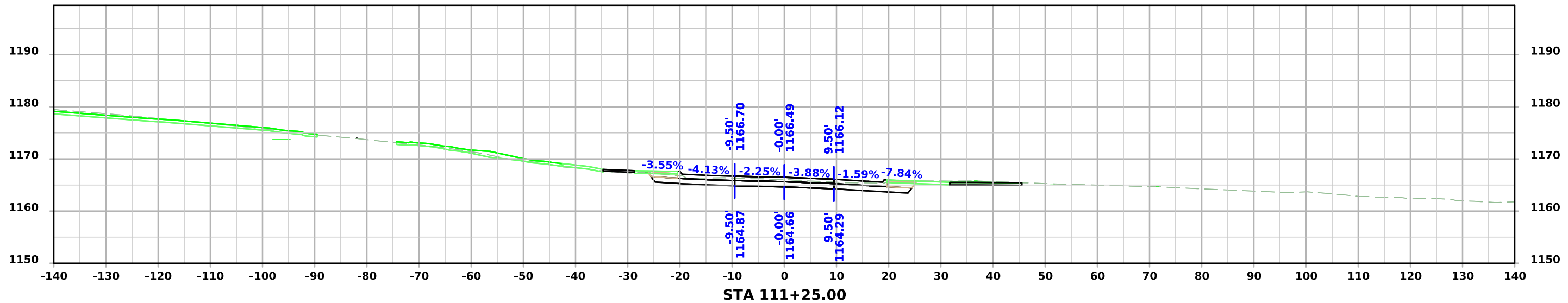
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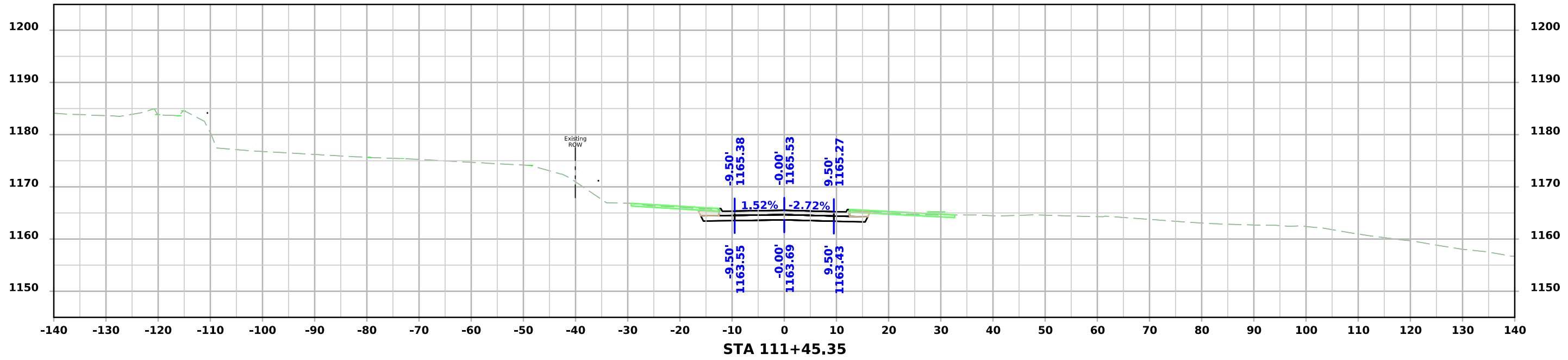
Lyon Street



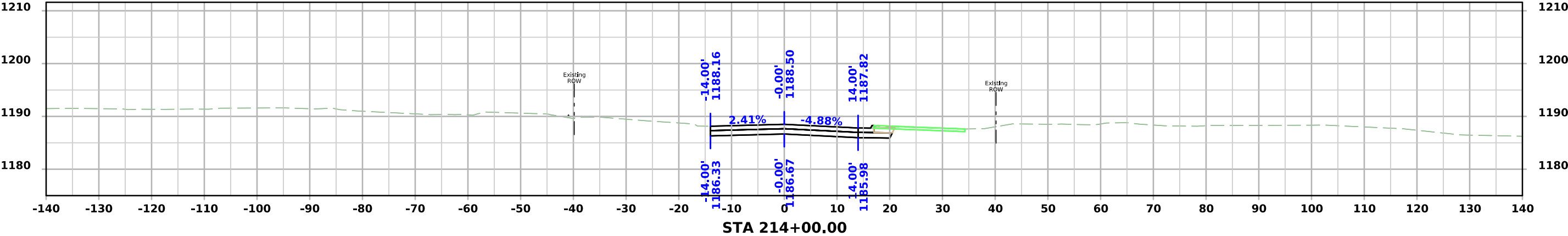
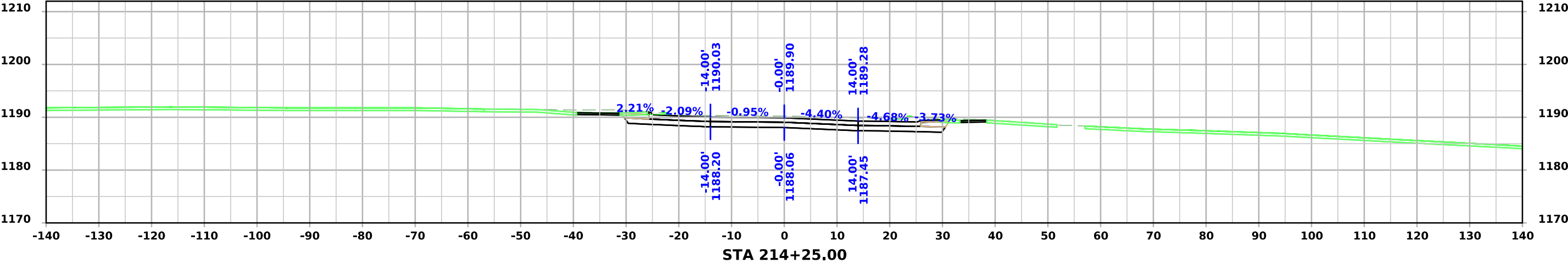
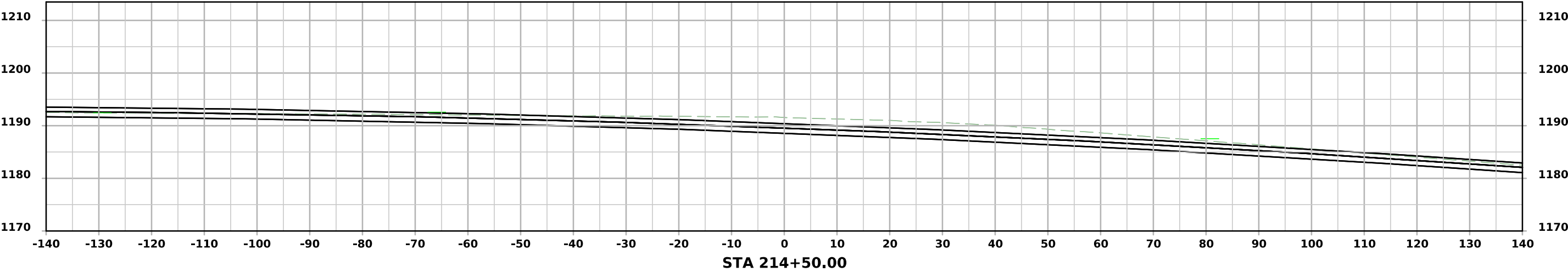
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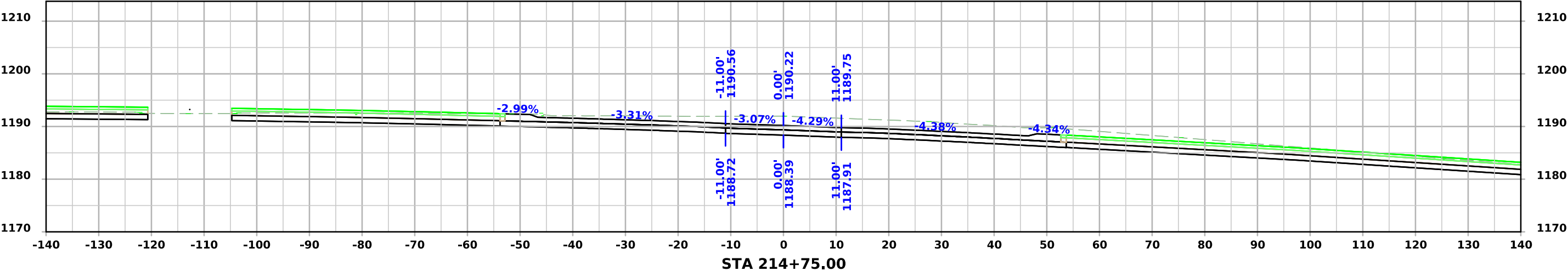
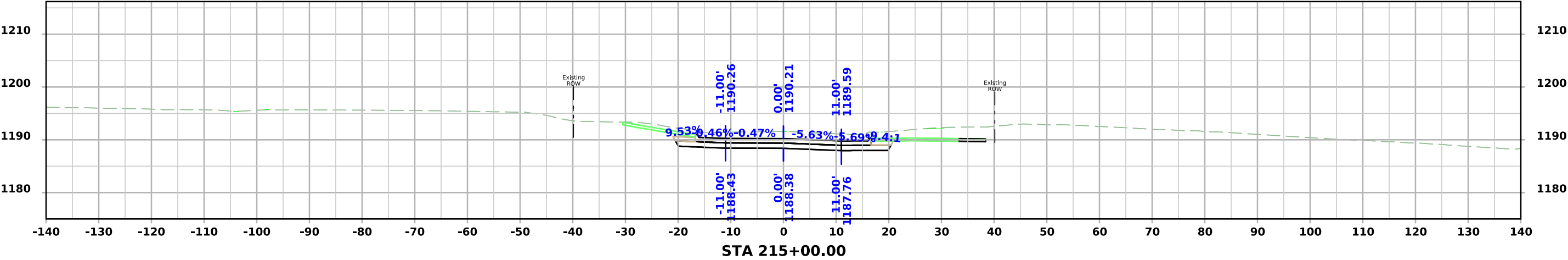
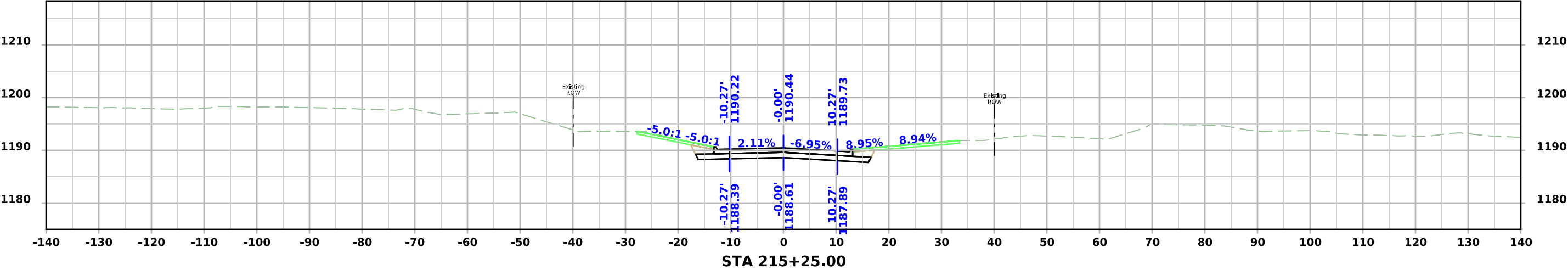
Lyon Street



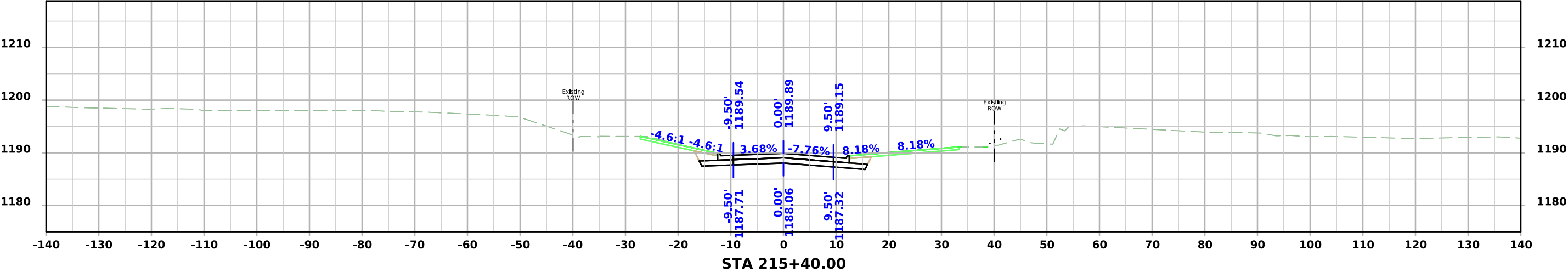
High Street



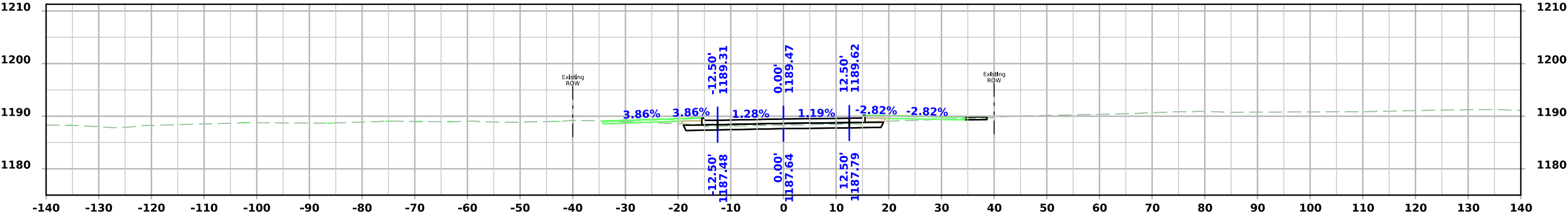
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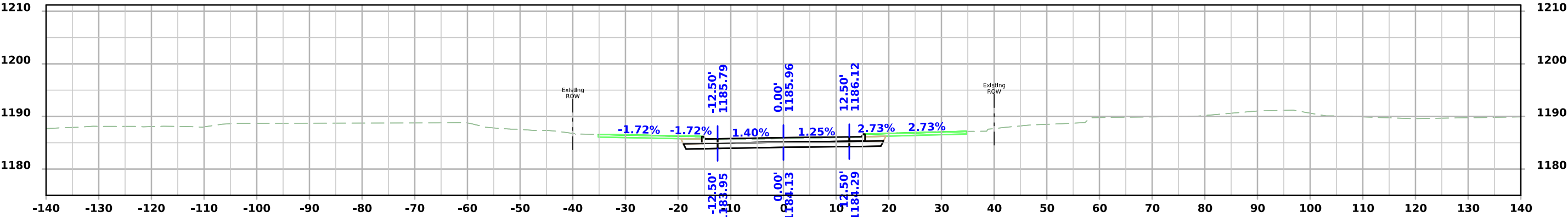
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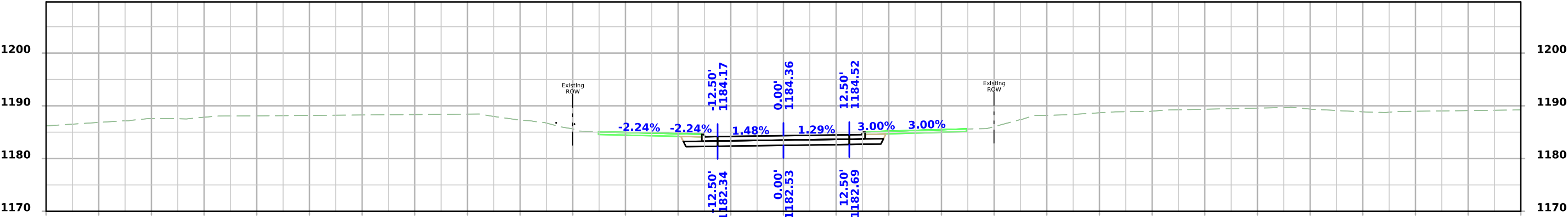
Crocker Street



STA 317+75.00

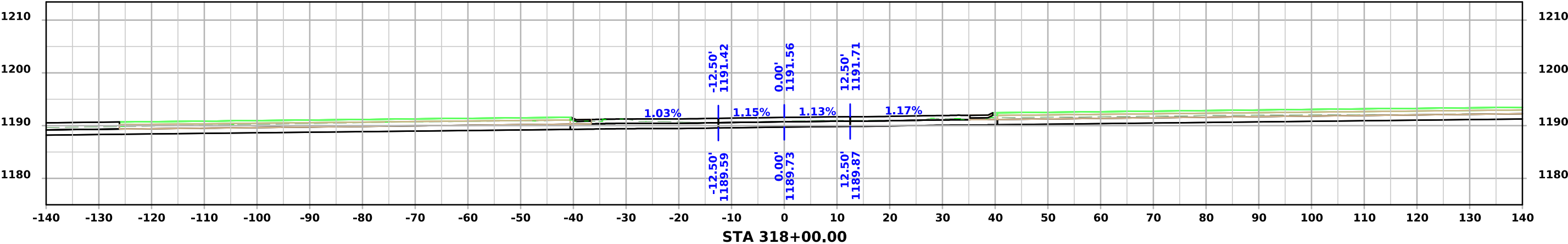
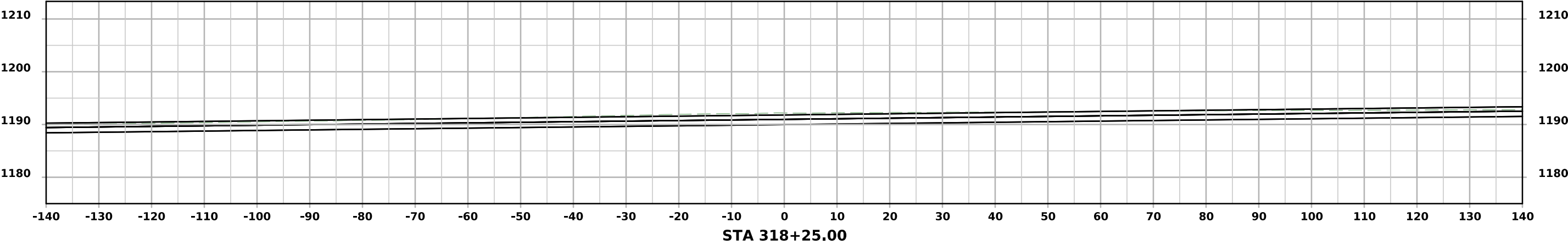
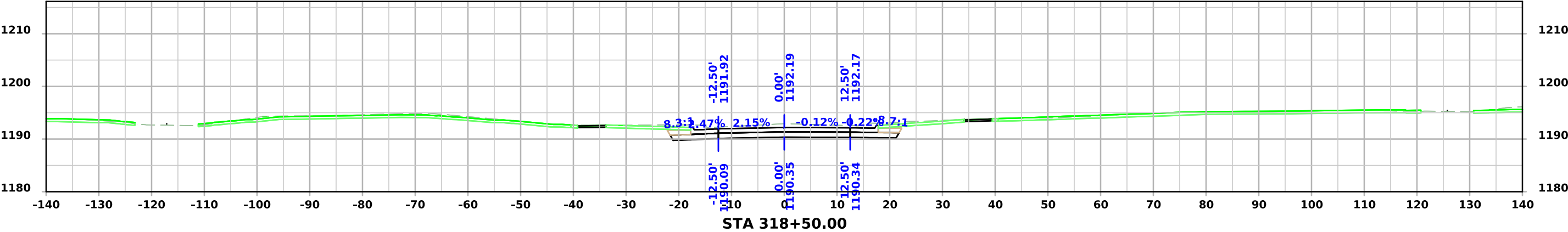


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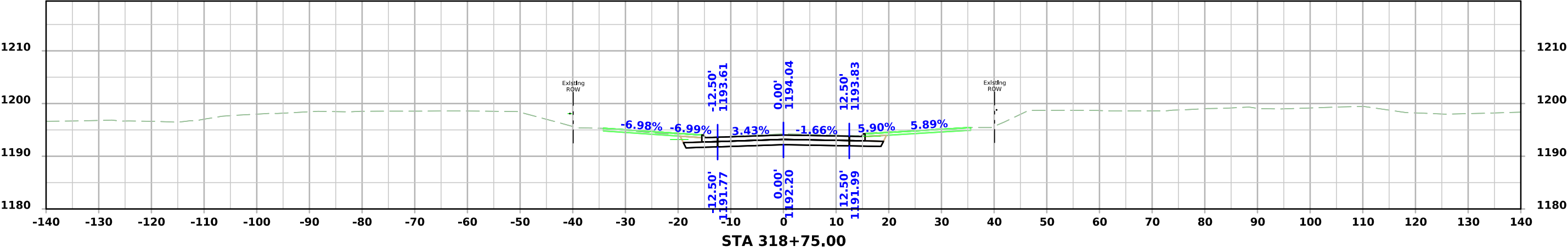
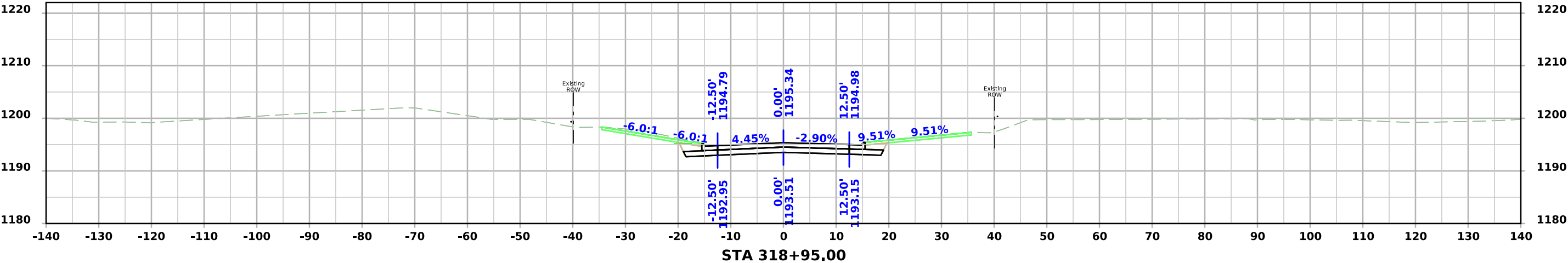


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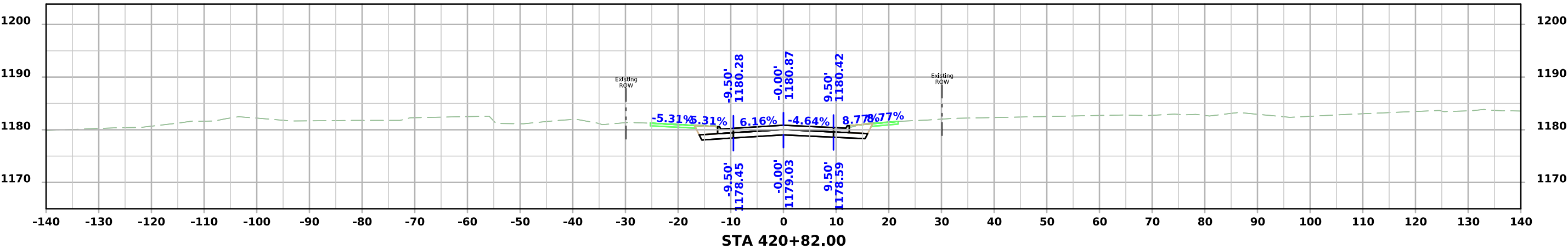
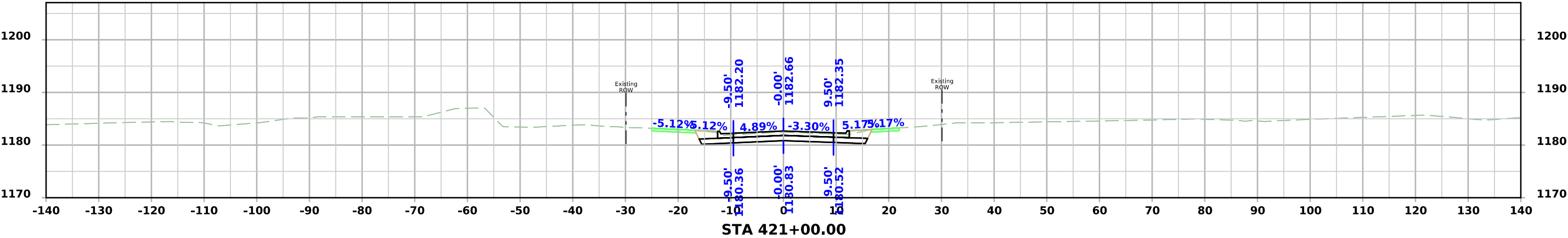
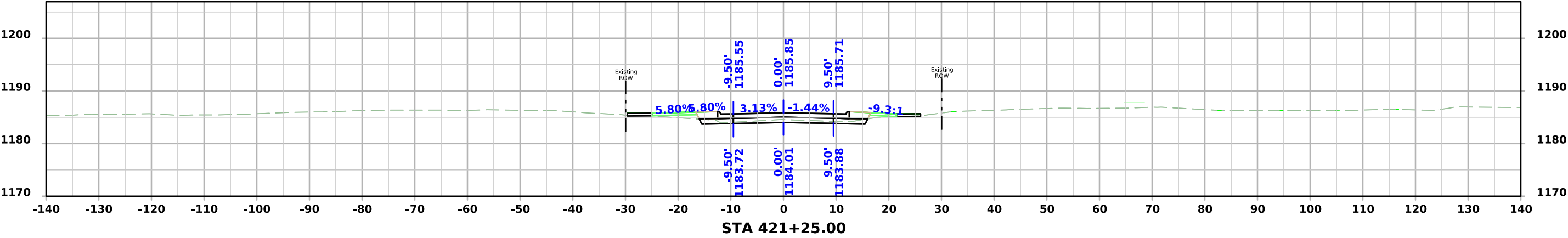
Crocker Street



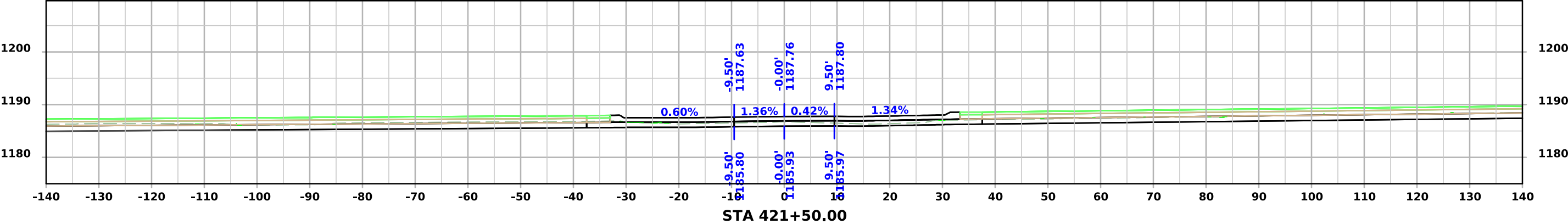
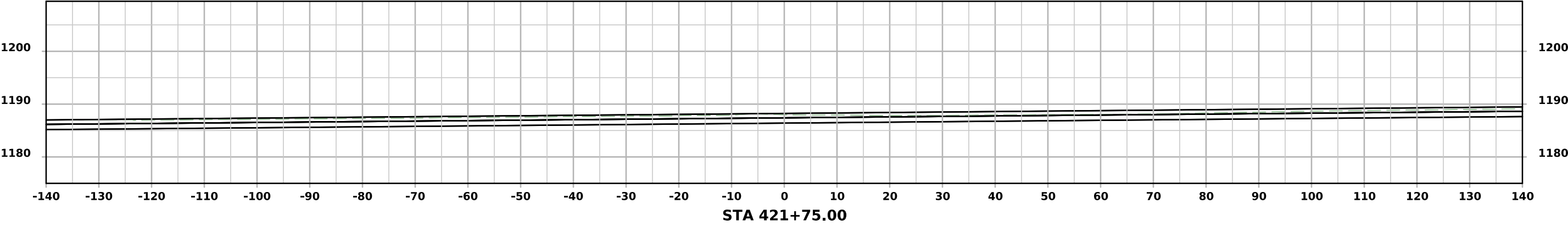
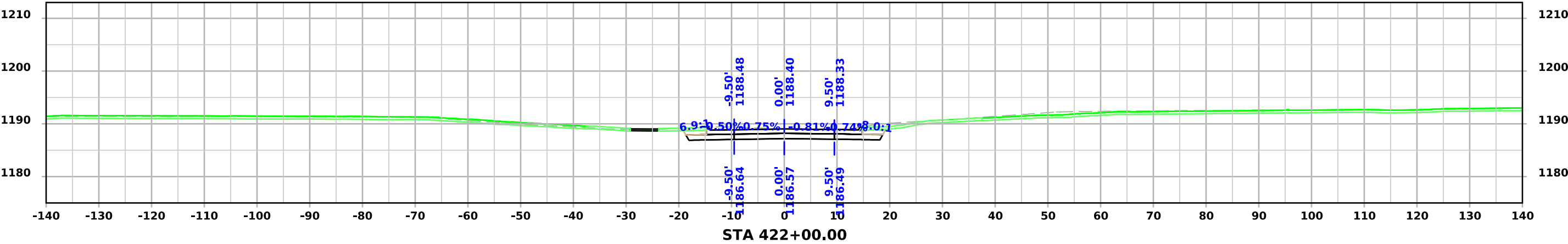
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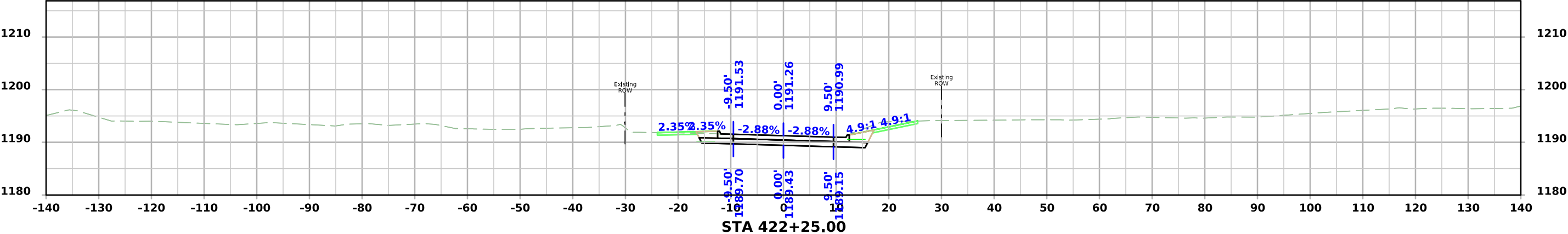
Wool Street



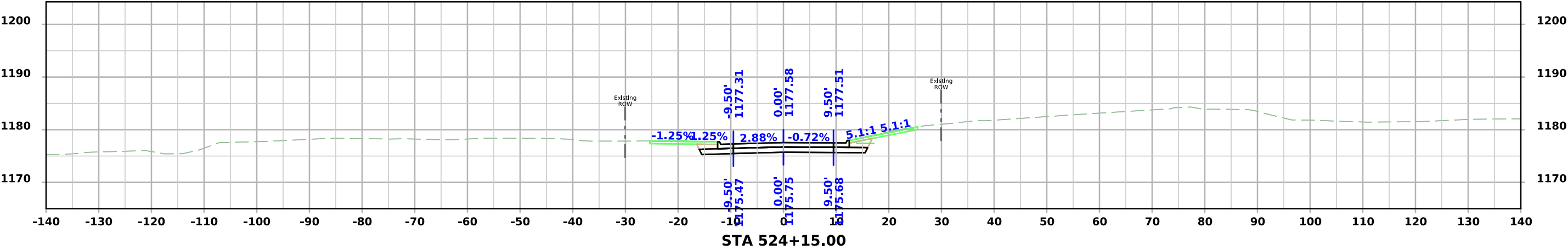
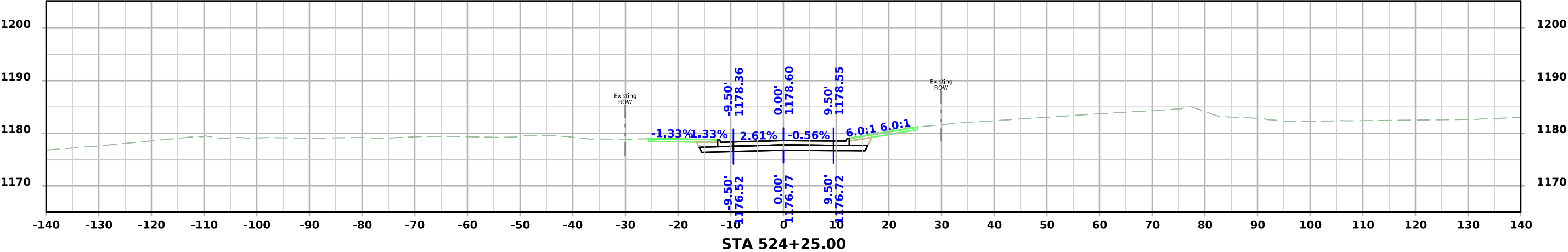
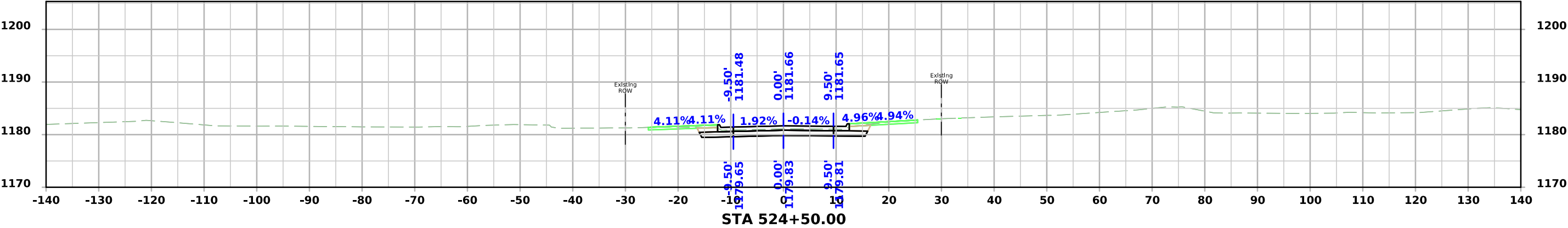
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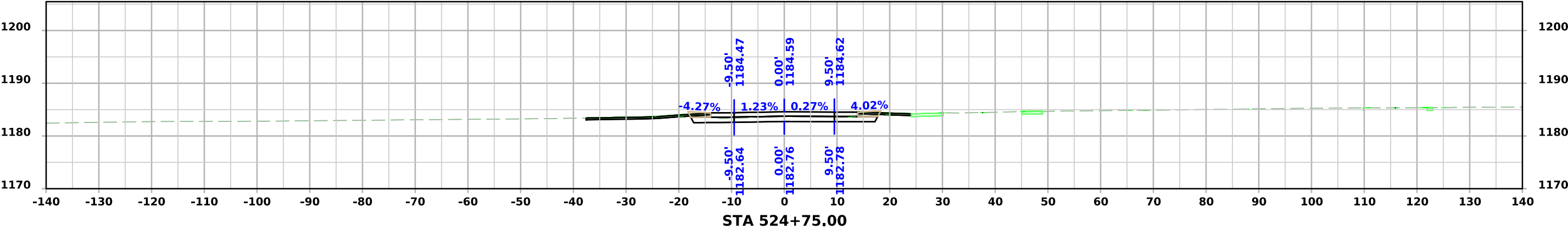
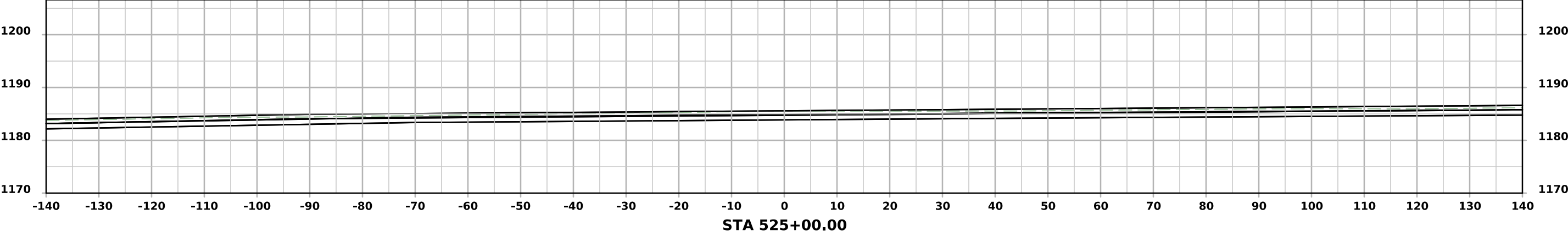
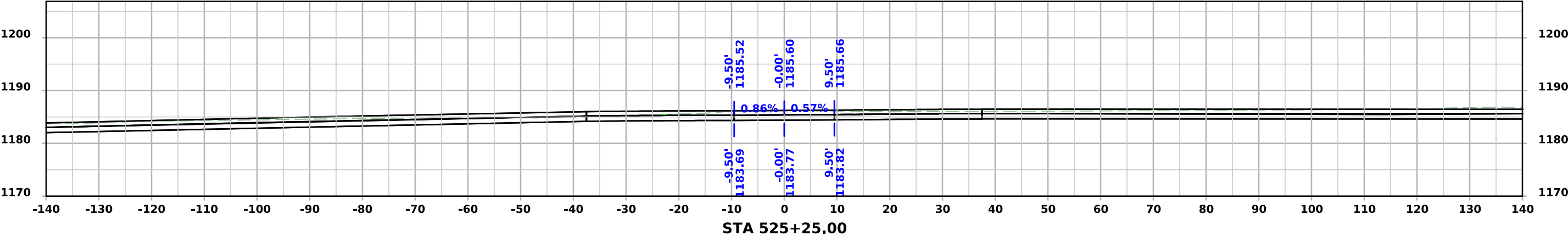
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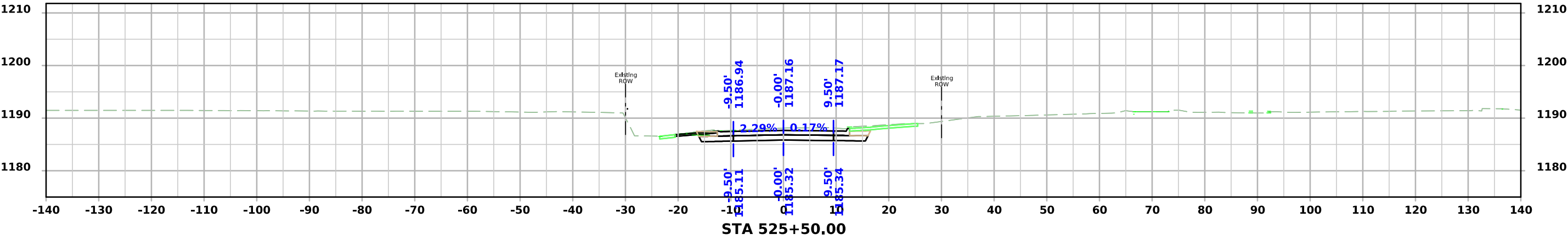
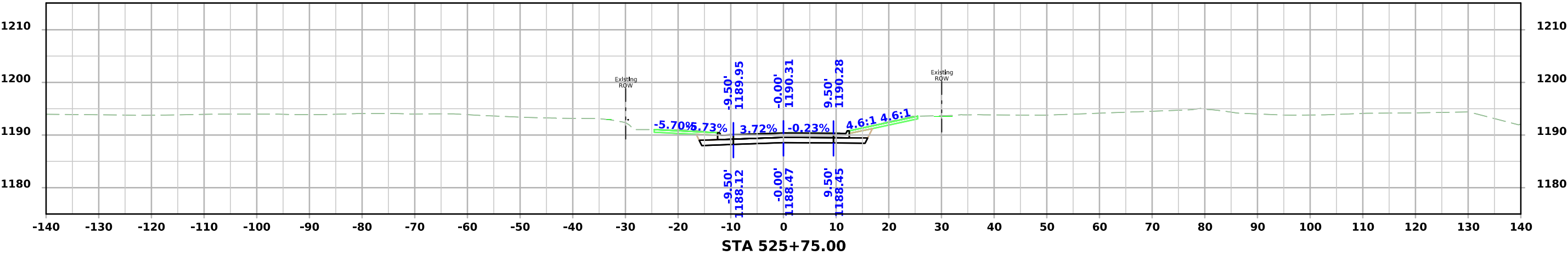
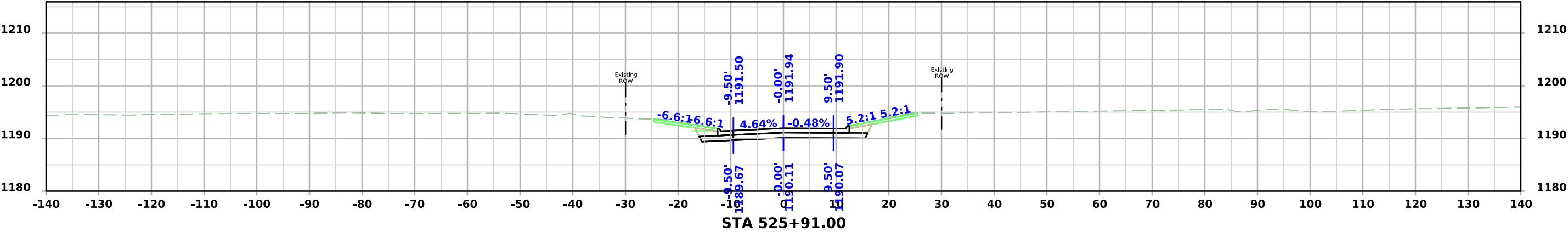
Taylor Street



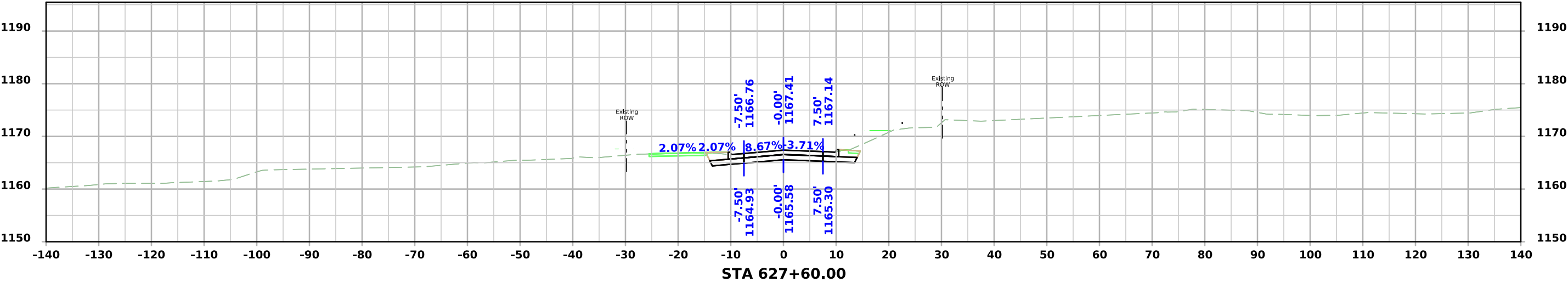
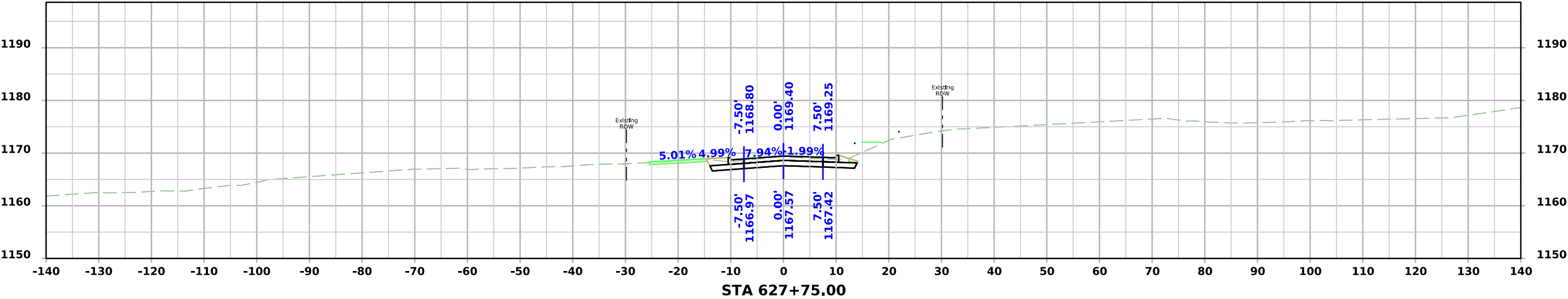
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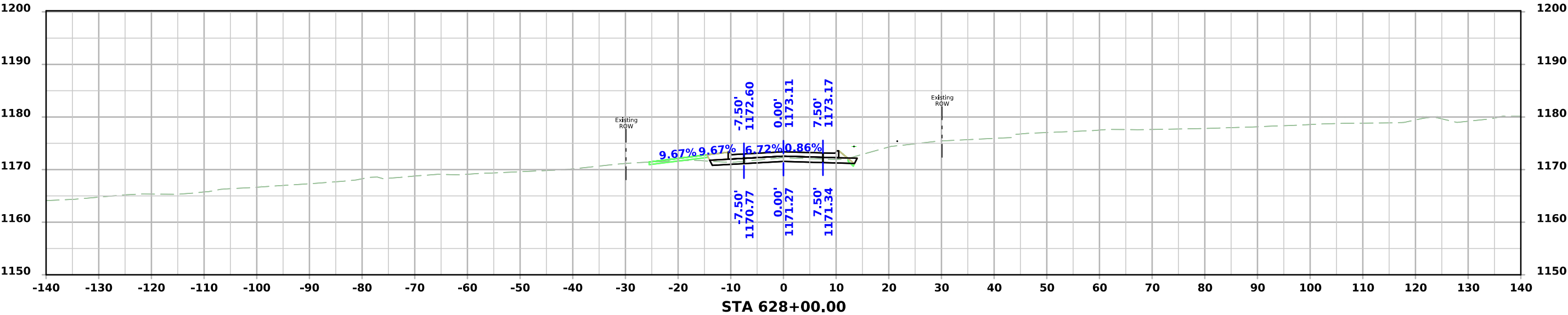
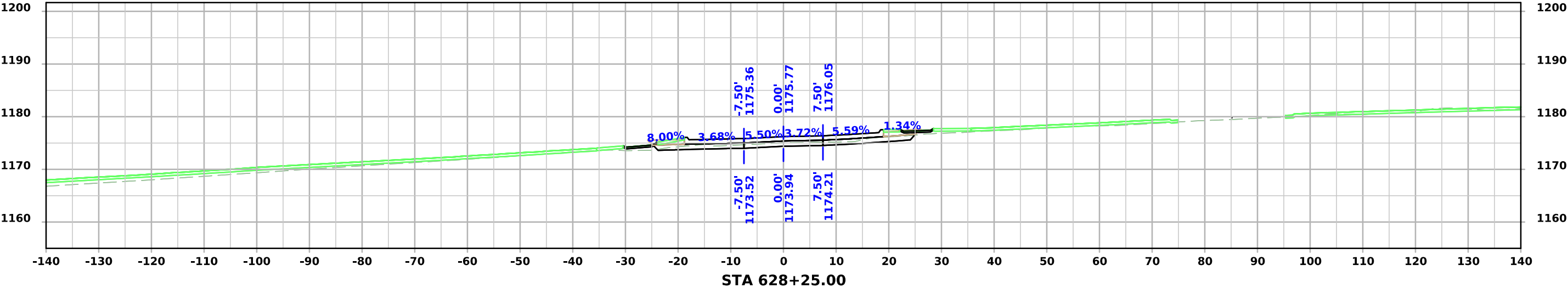
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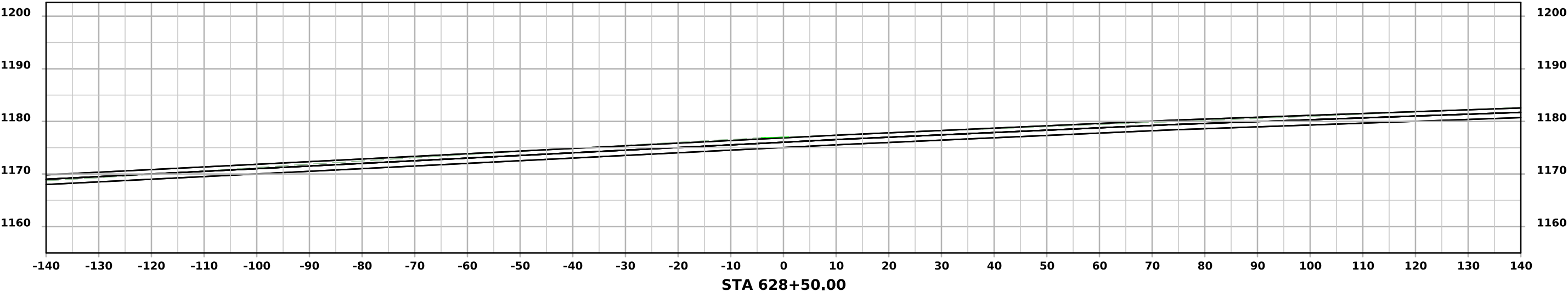
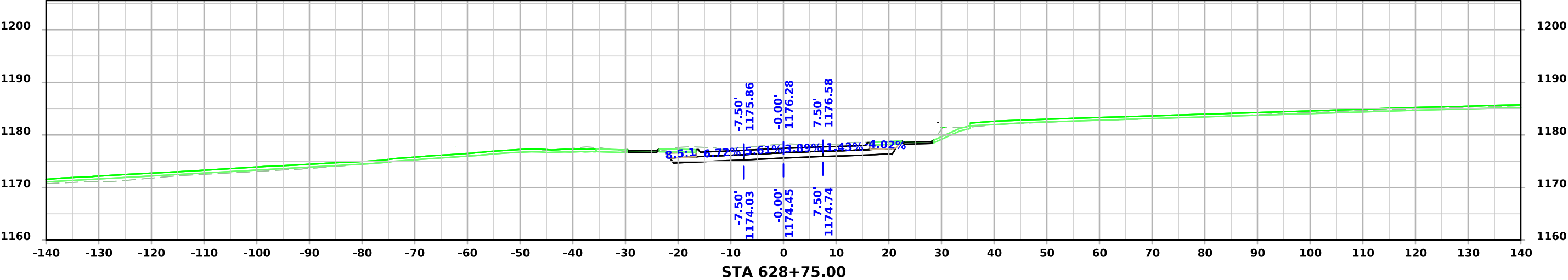
Thomas Street



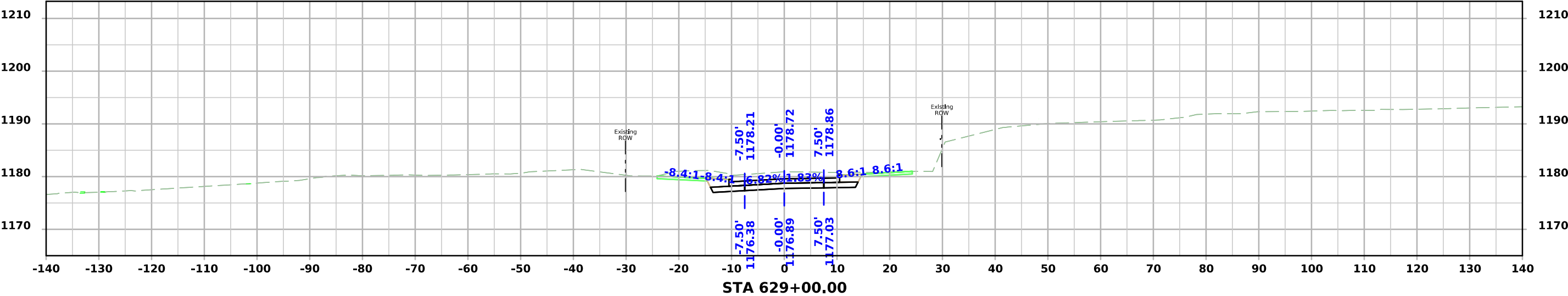
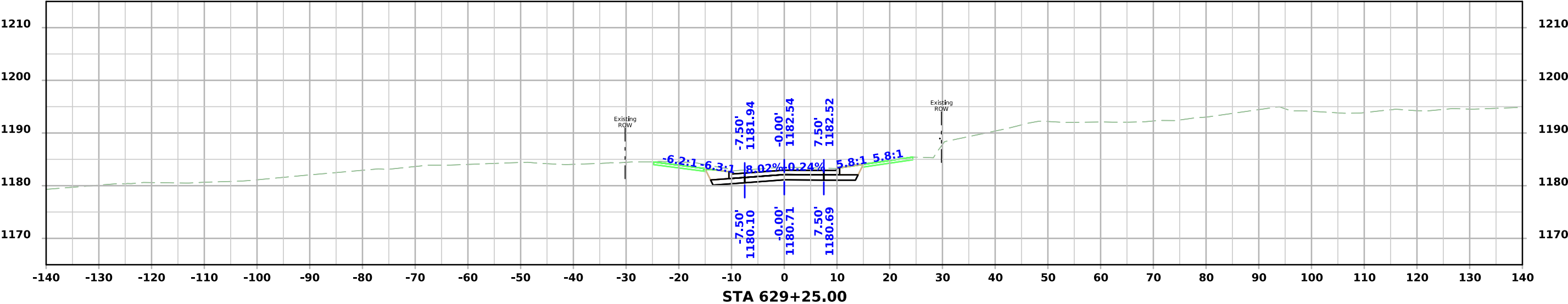
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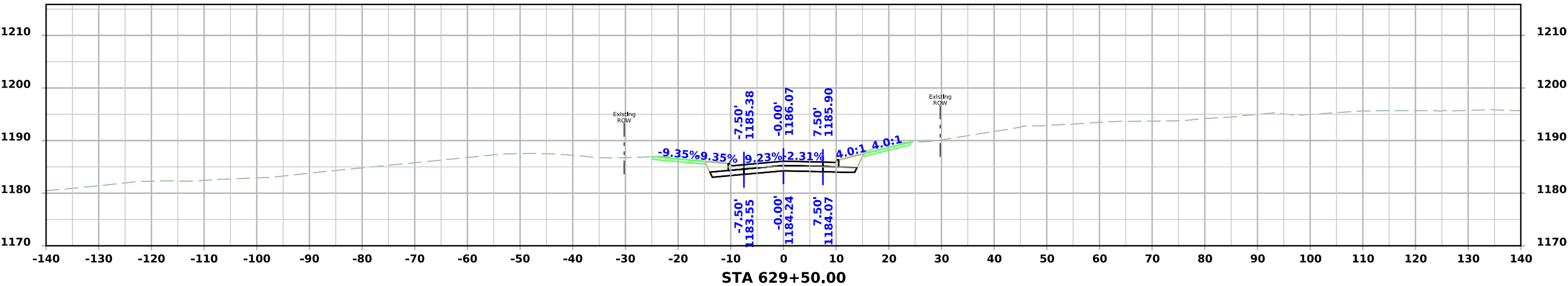
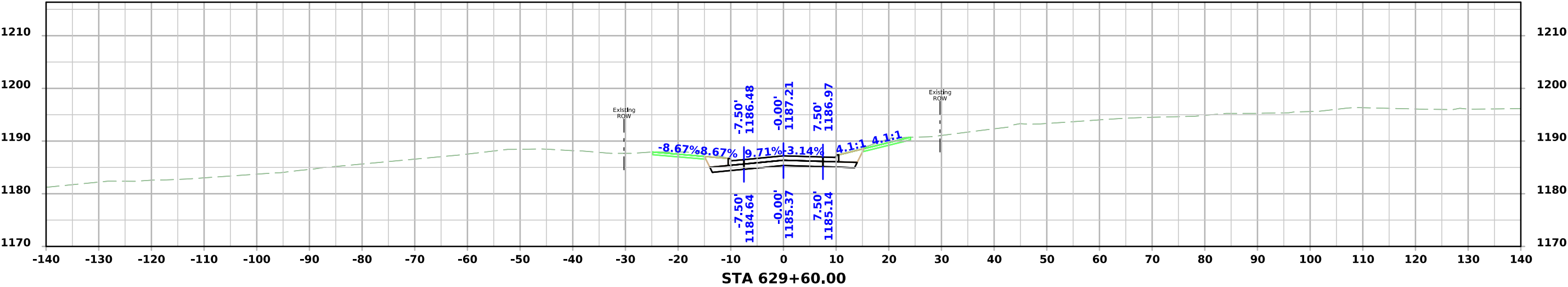
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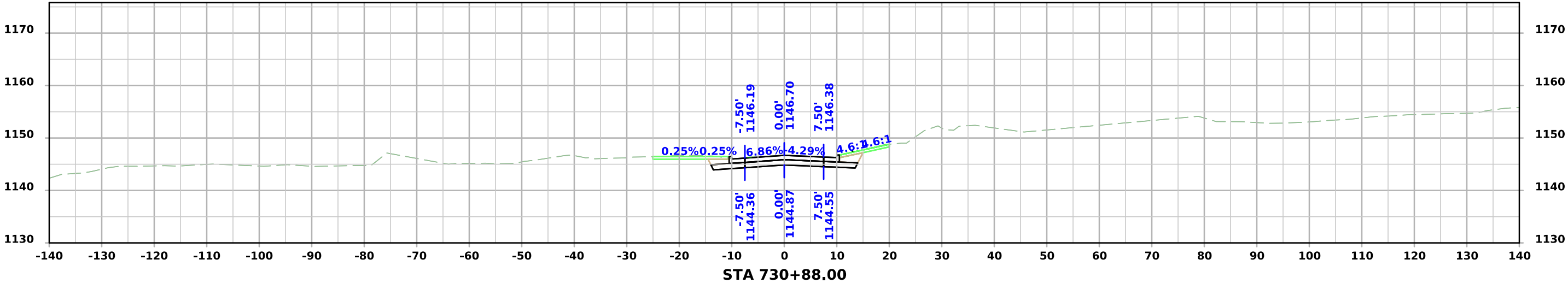
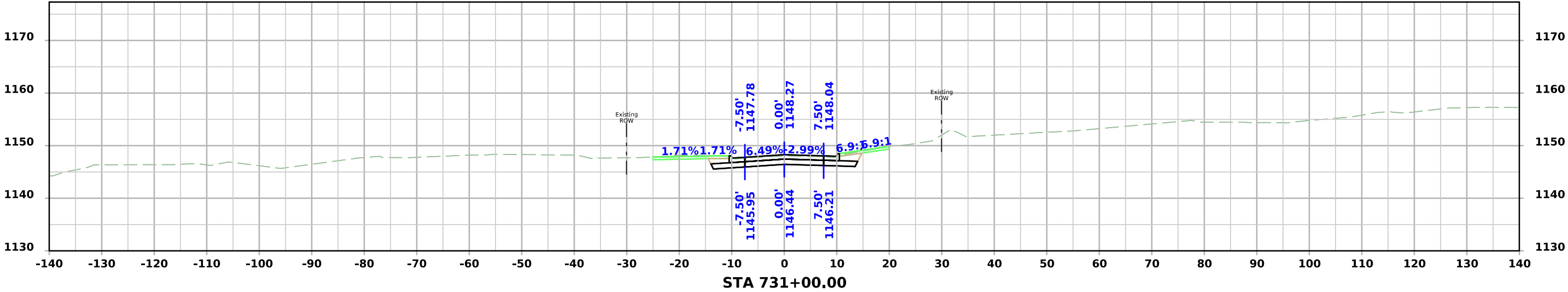
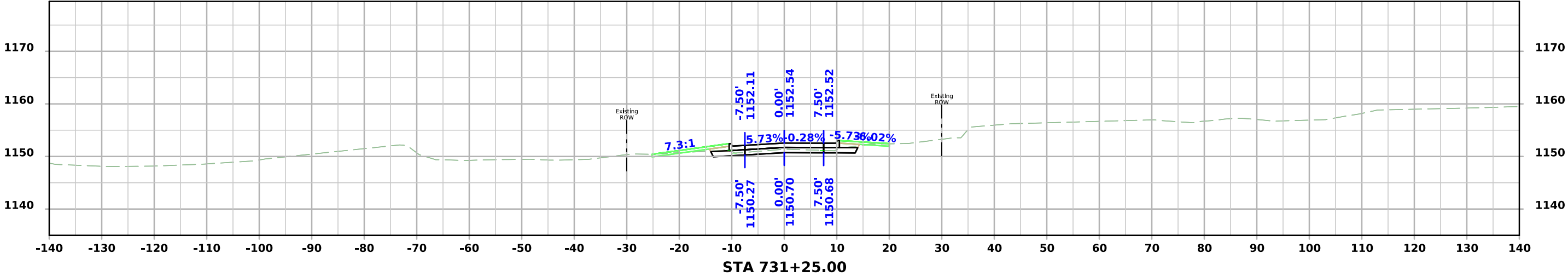
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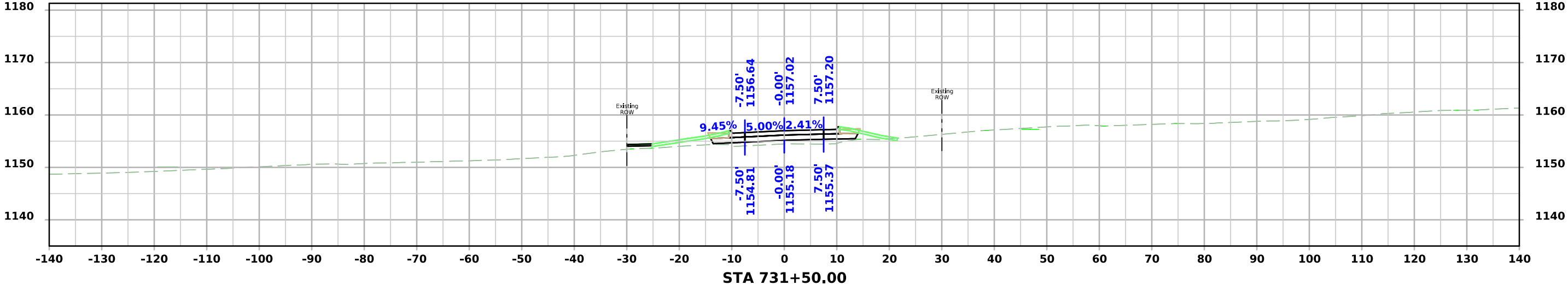
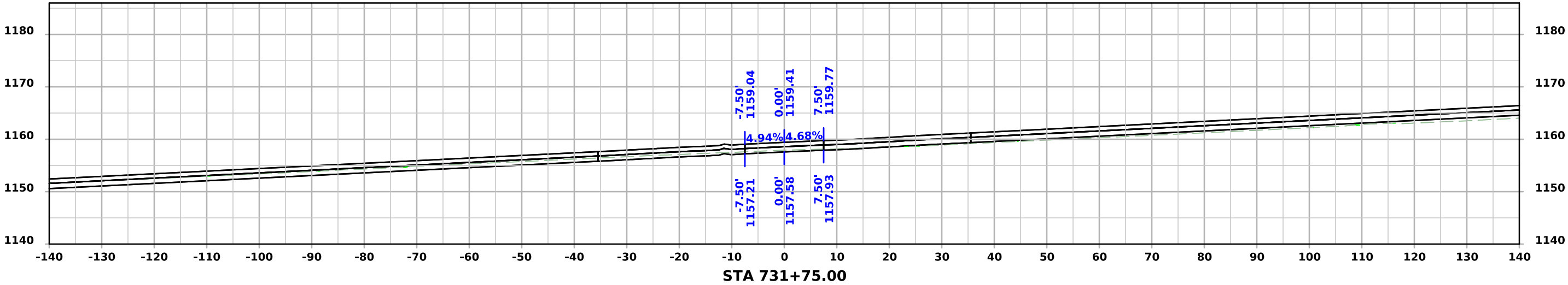
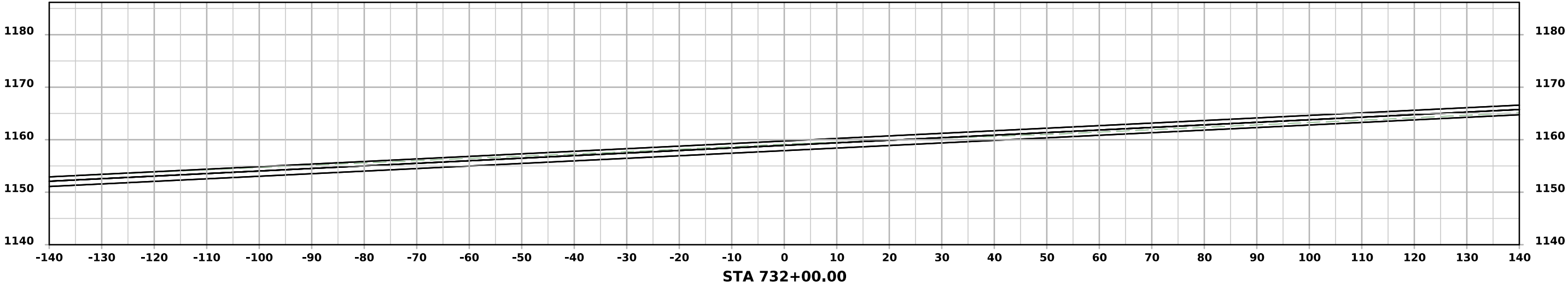
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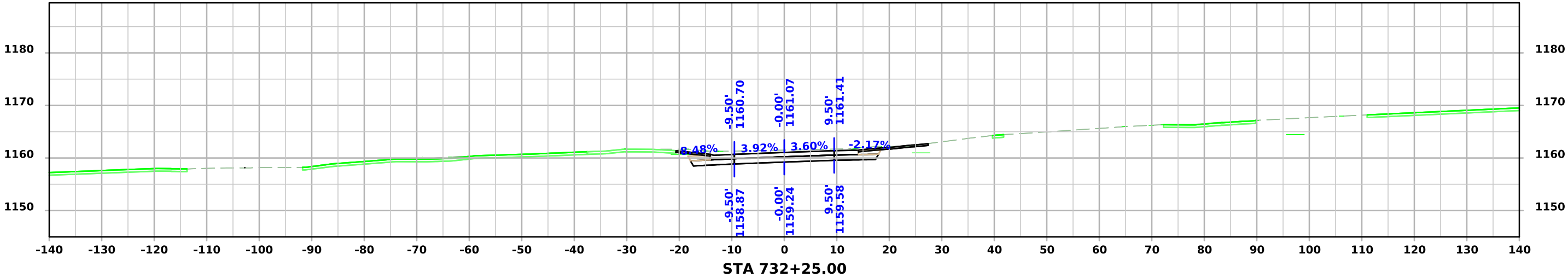
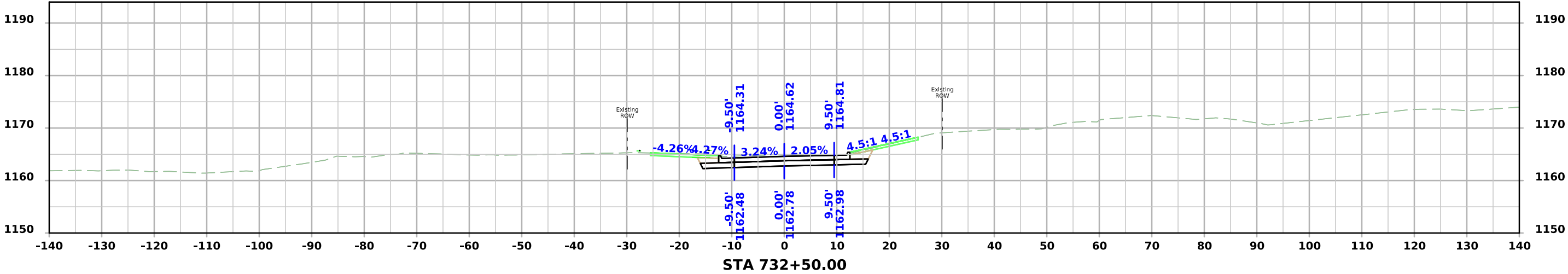
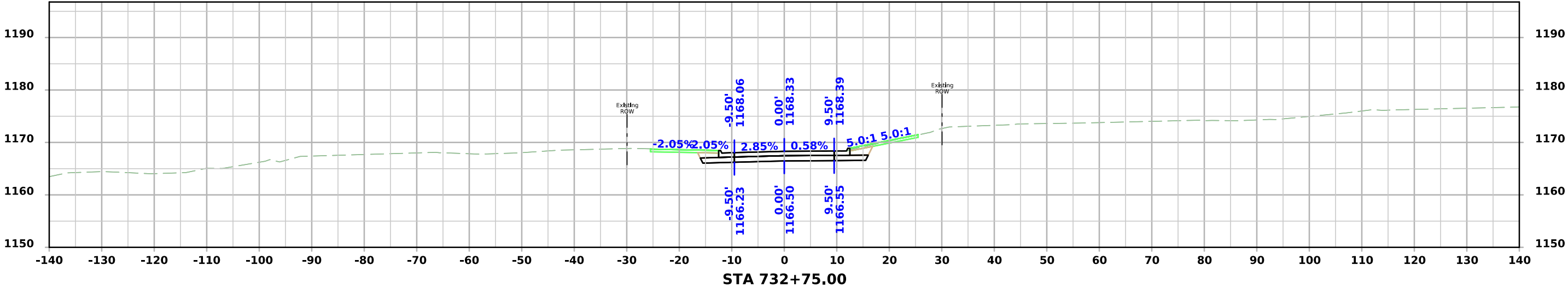
Kearney Street



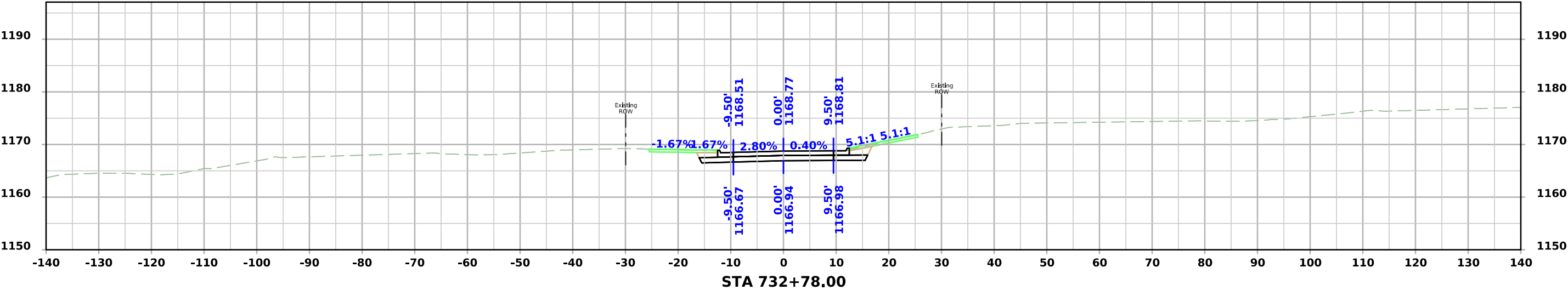
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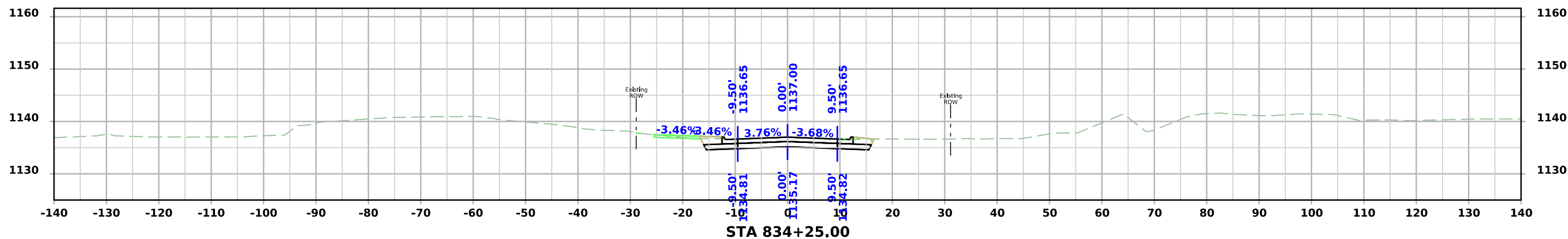
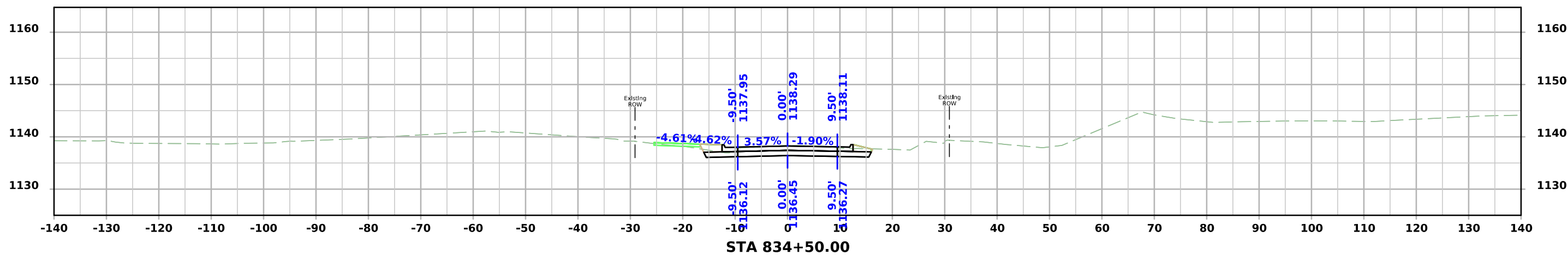
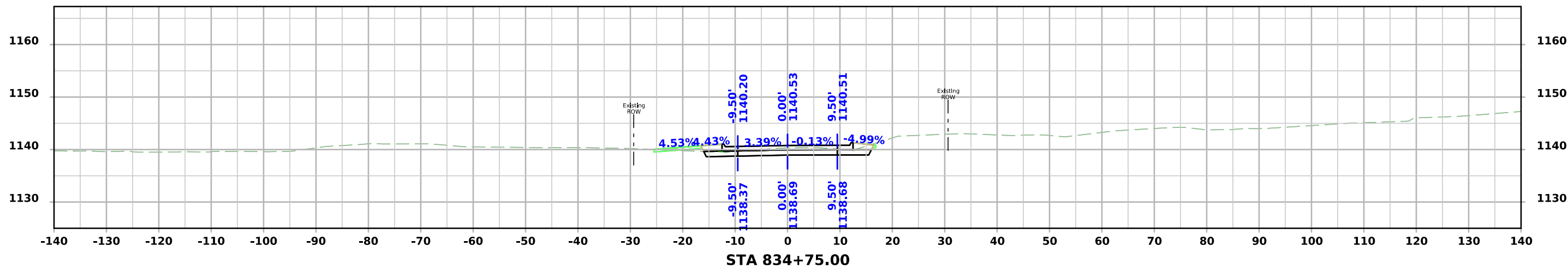
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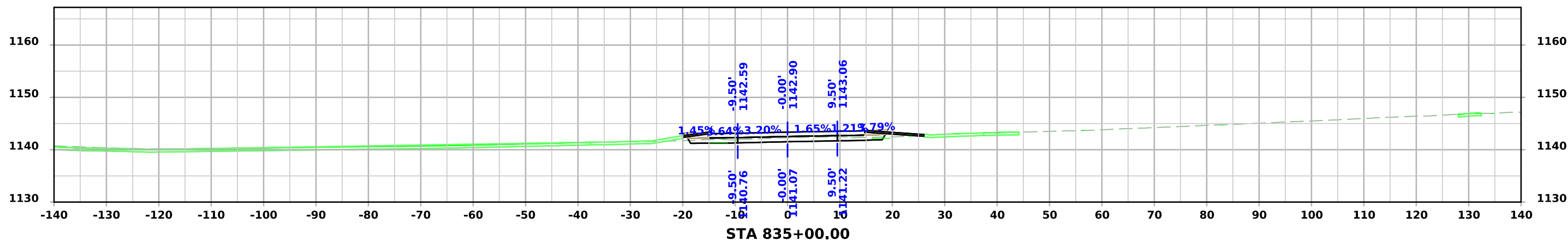
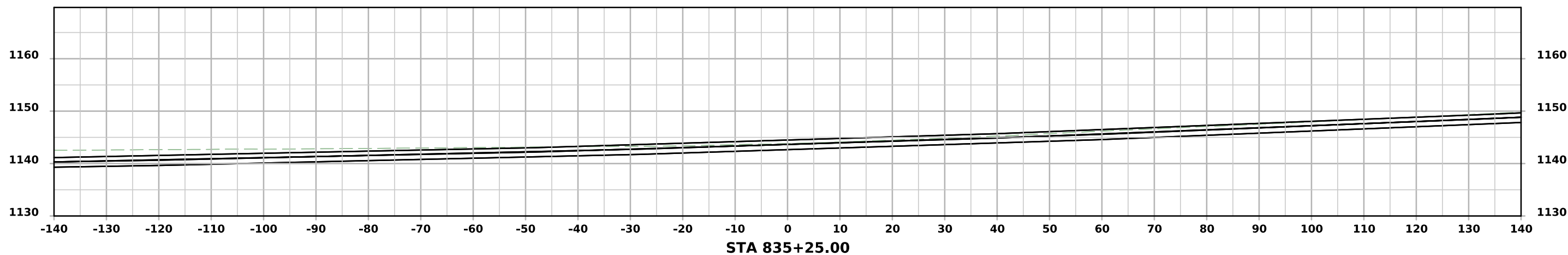
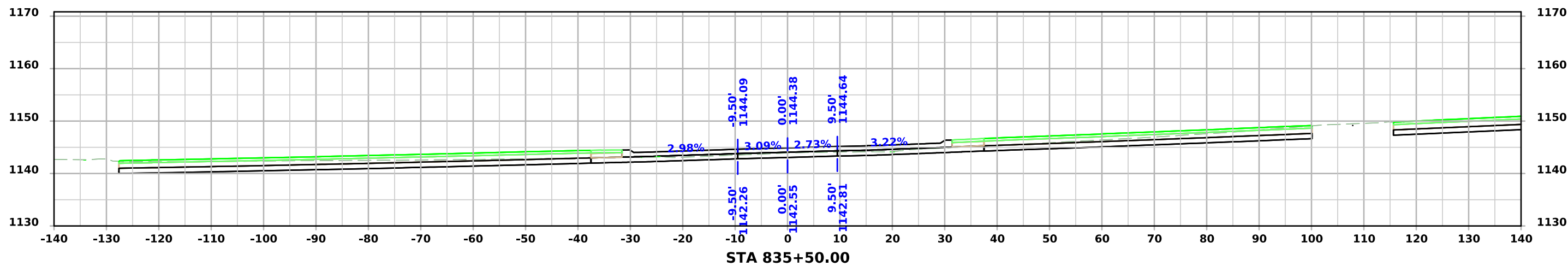
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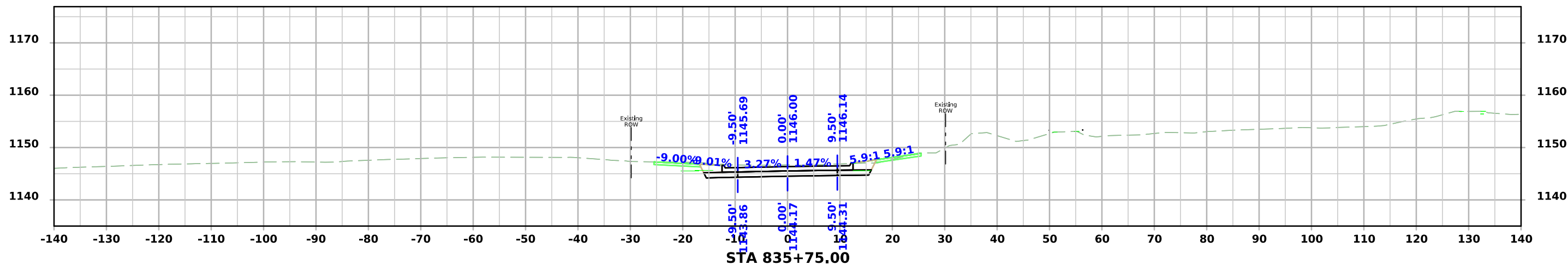
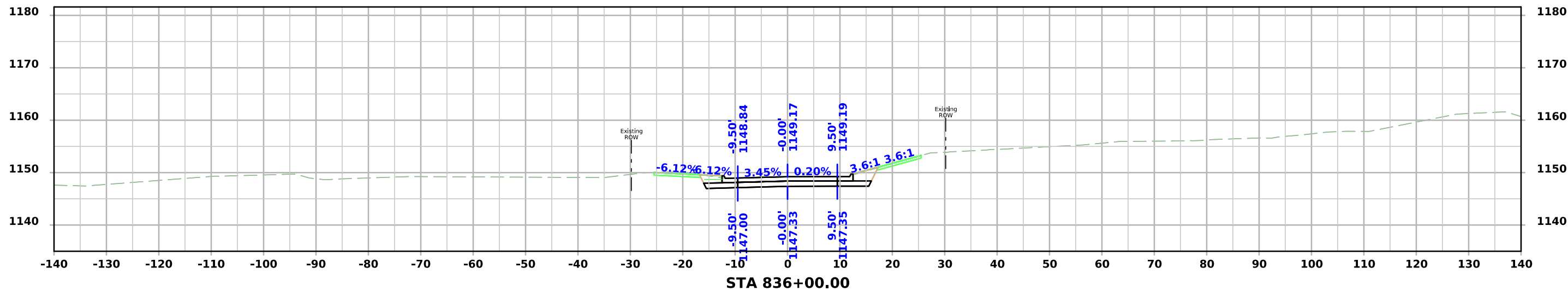
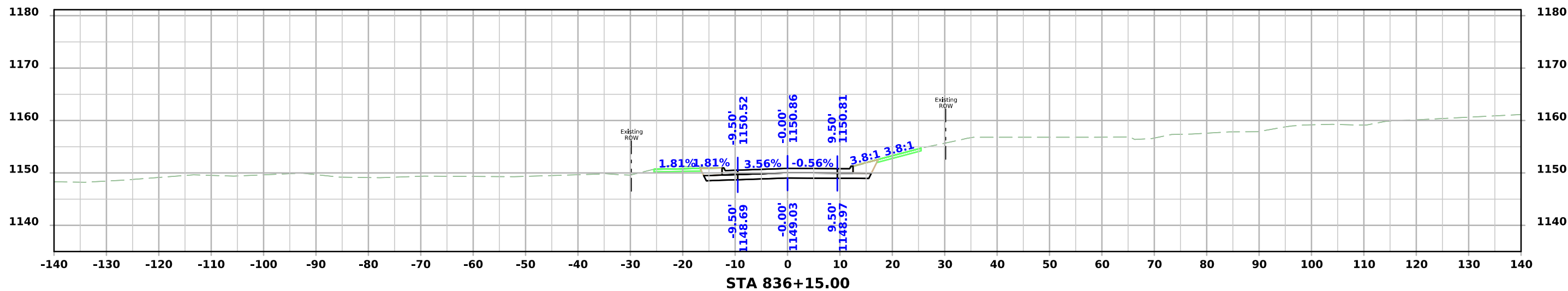
Baker Street



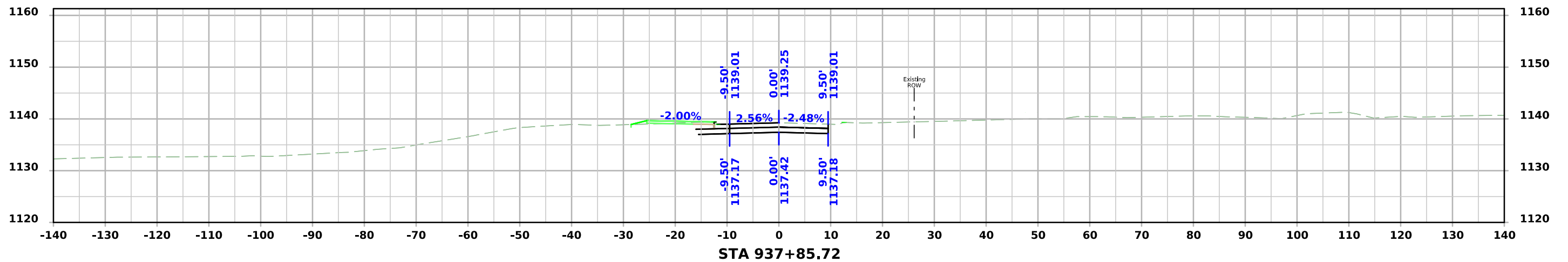
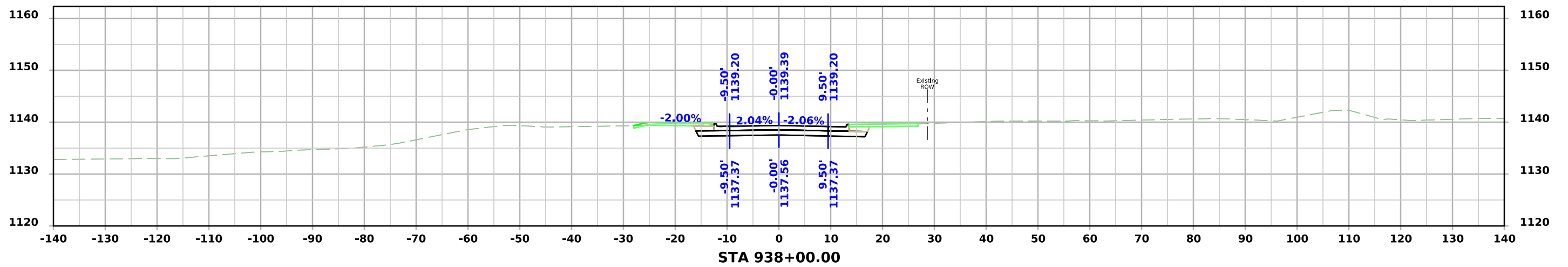
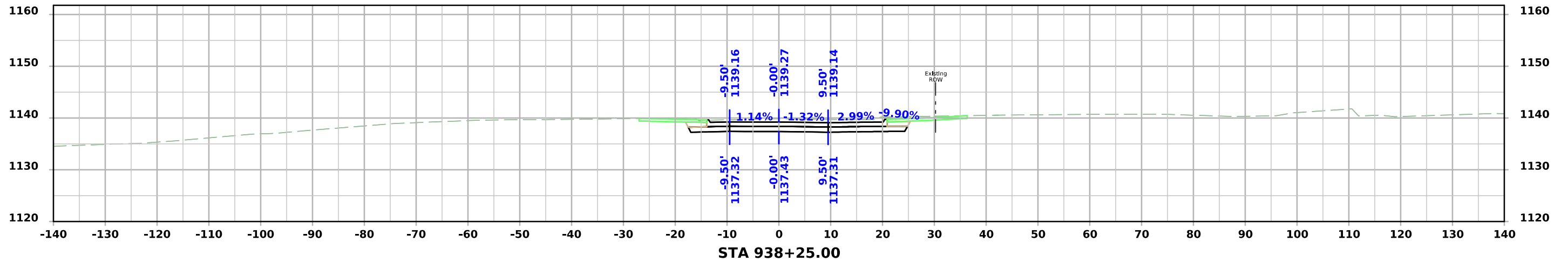
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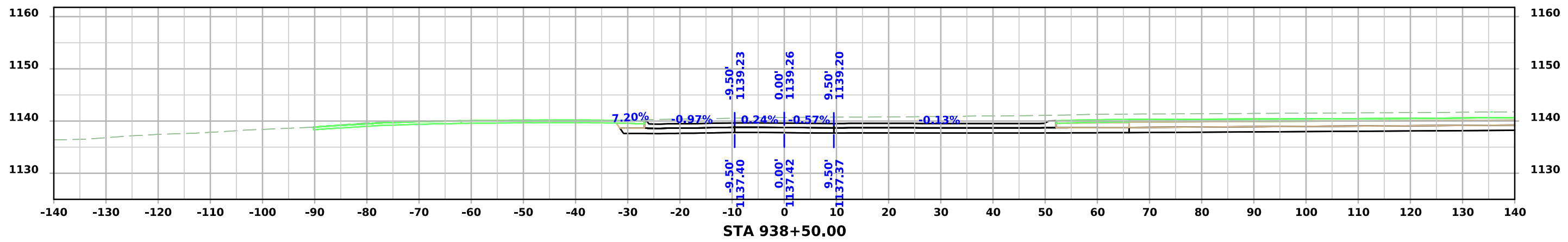
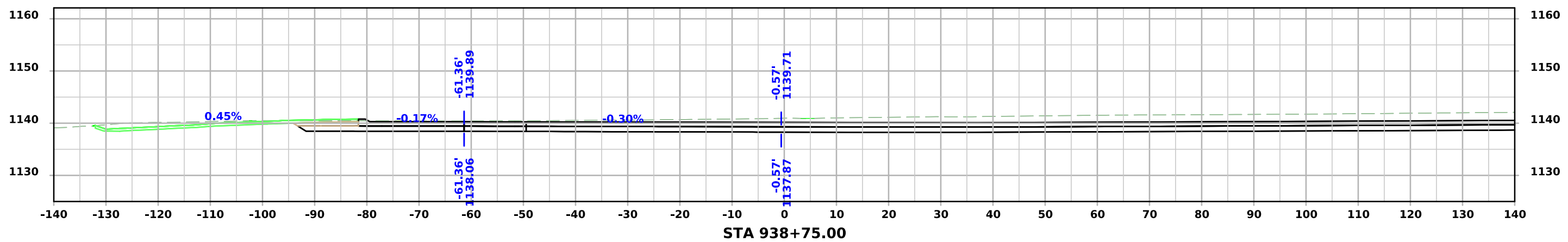
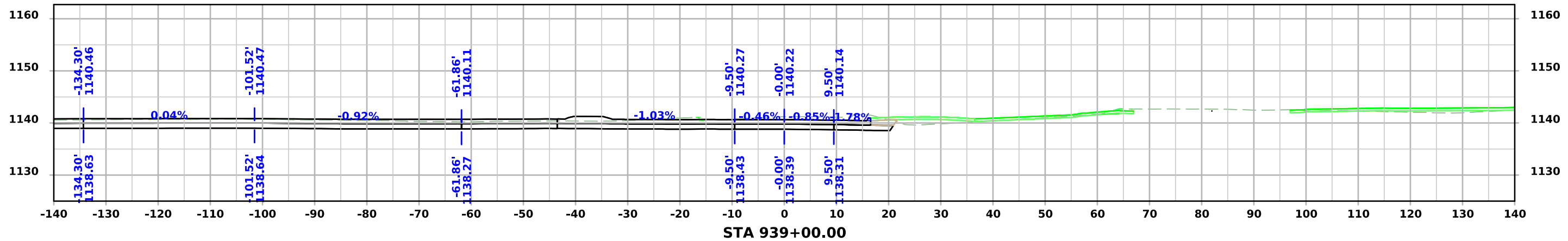
Baker Street



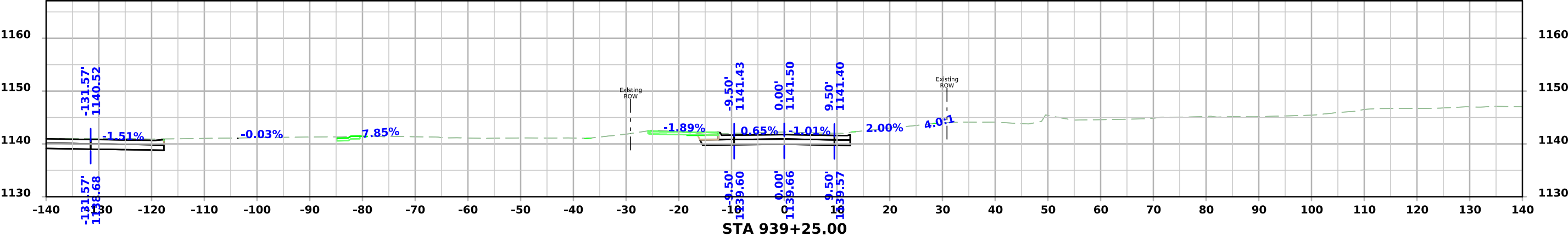
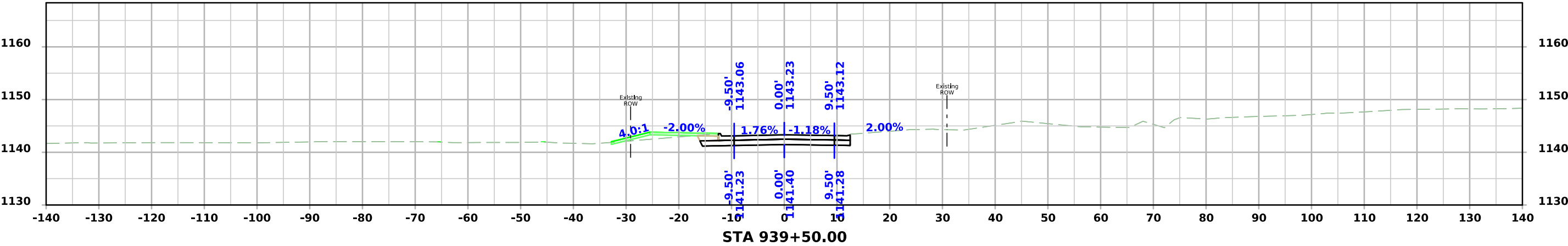
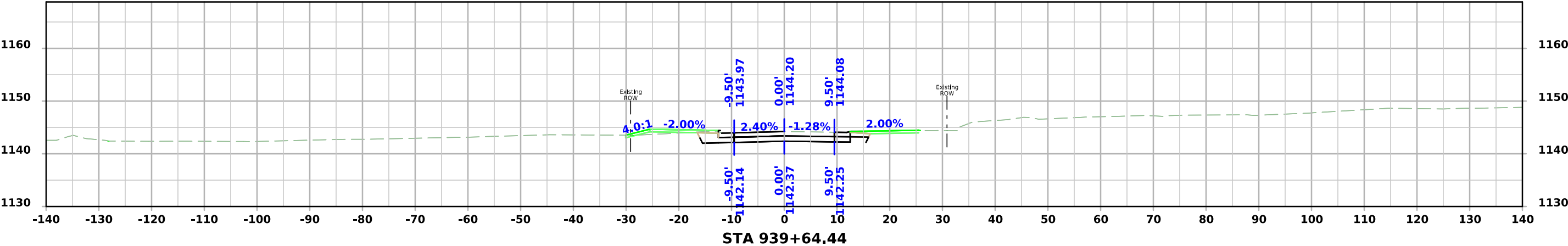
Curtis Street



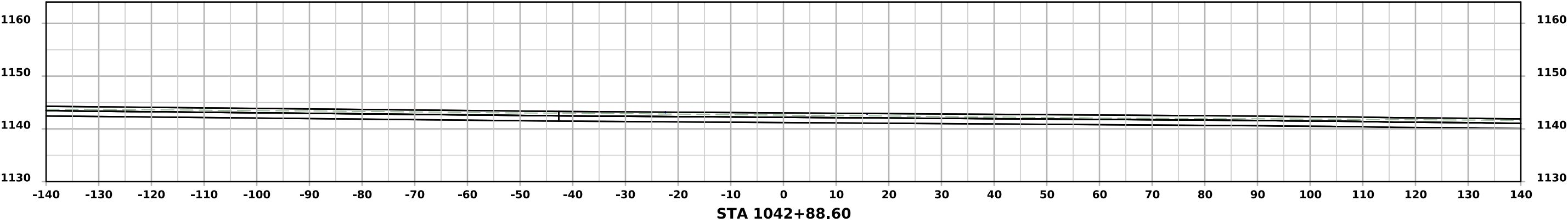
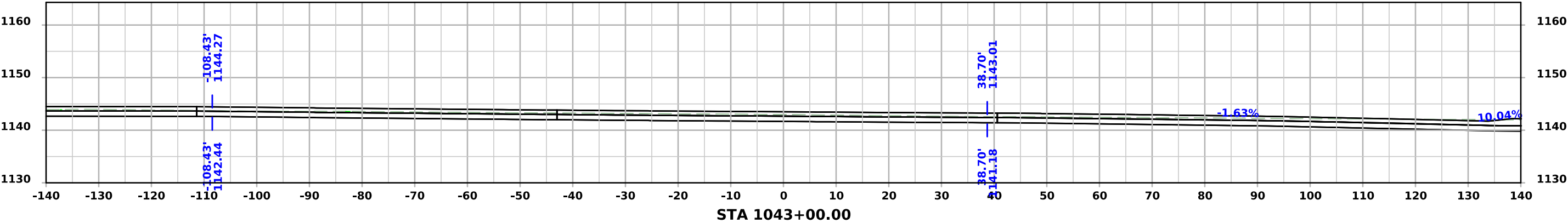
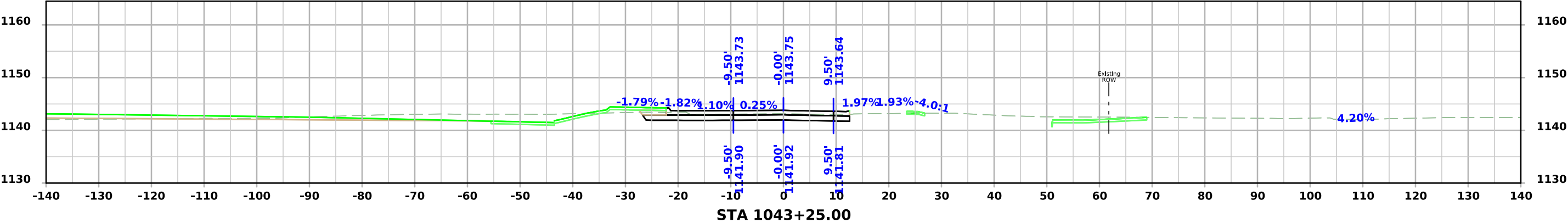
Curtis Street



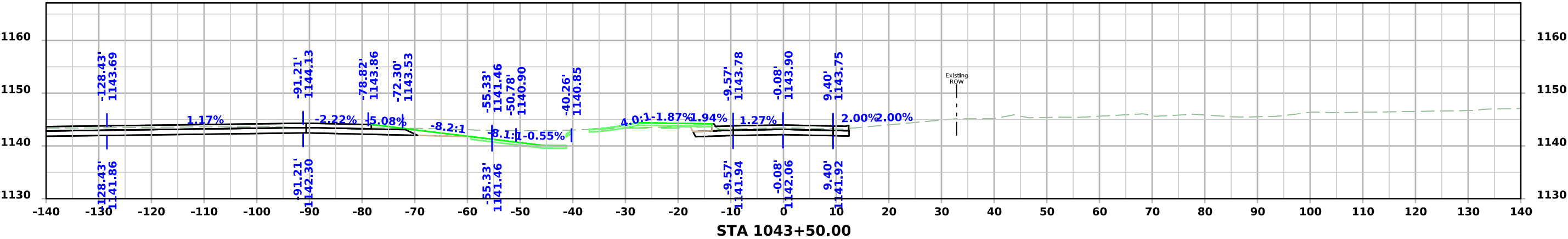
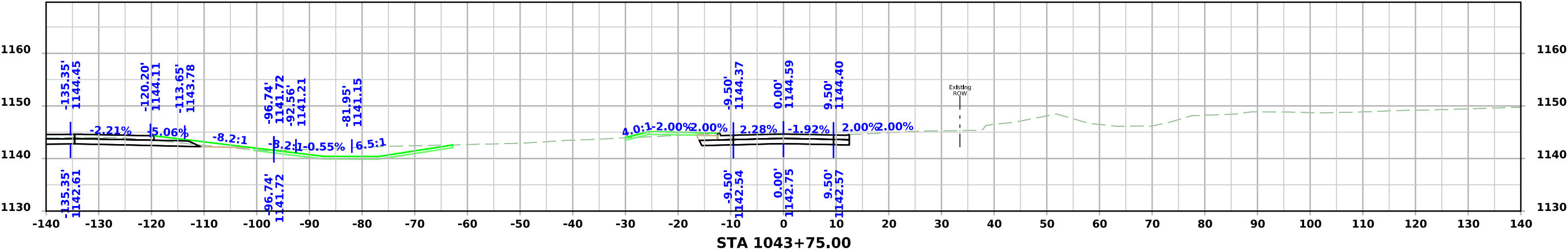
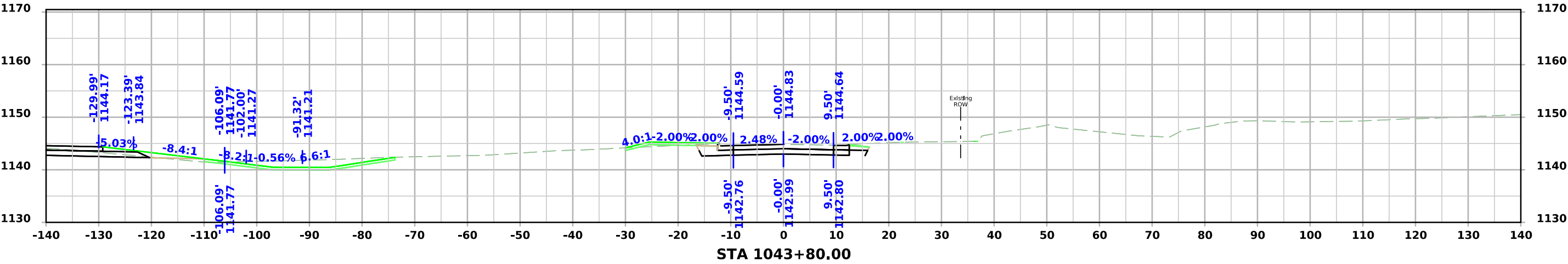
Curtis Street



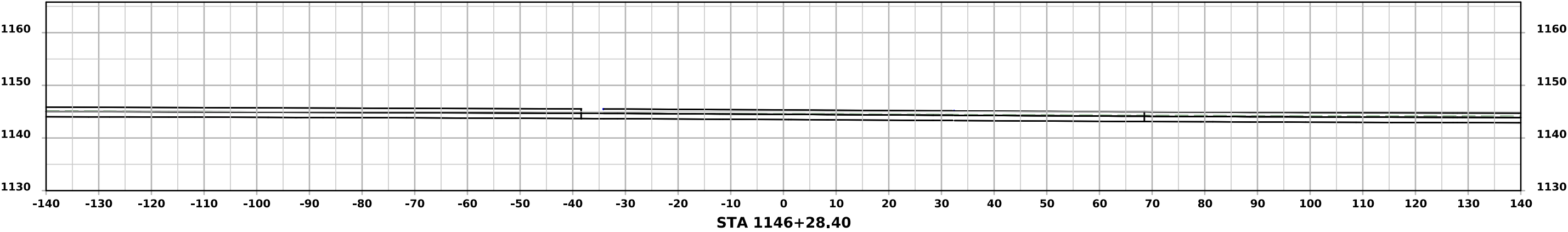
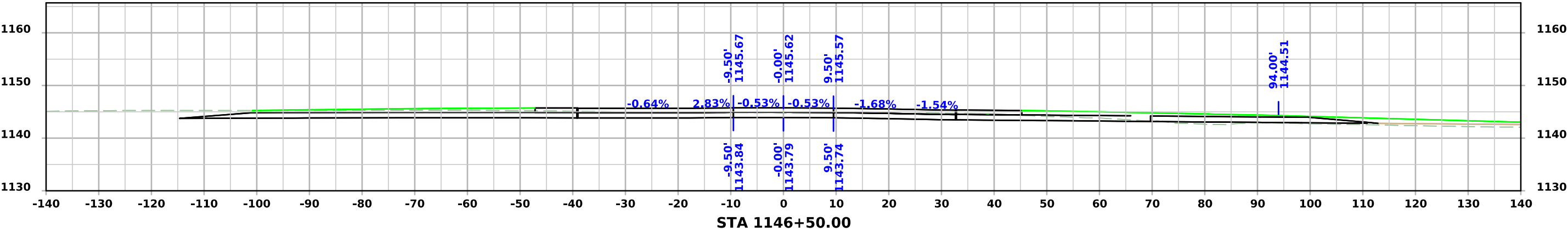
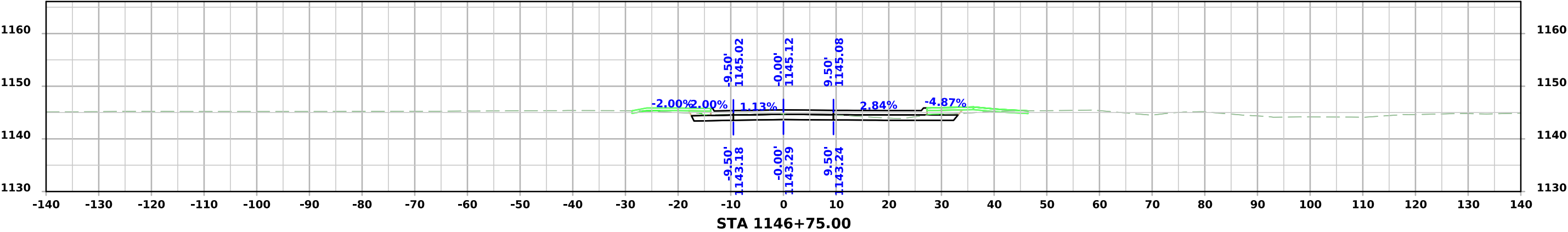
Mill Street



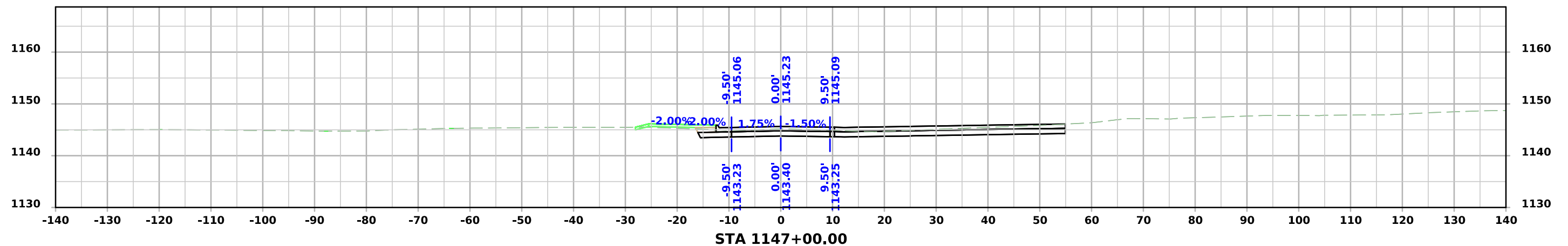
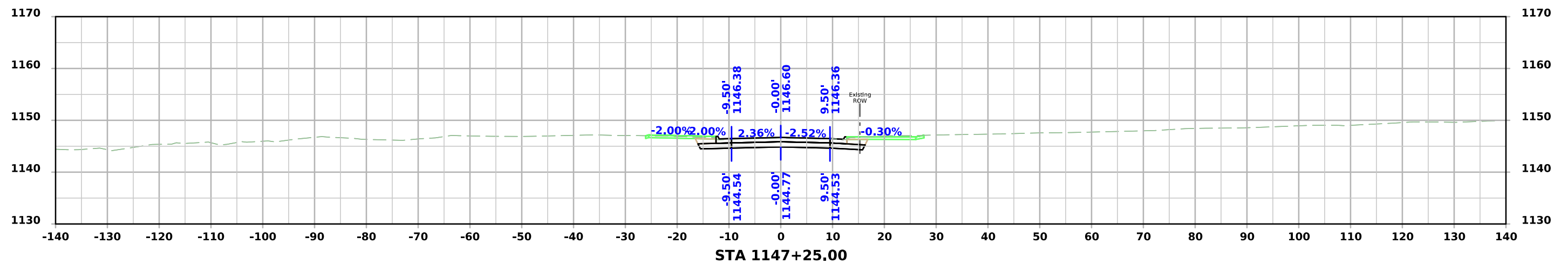
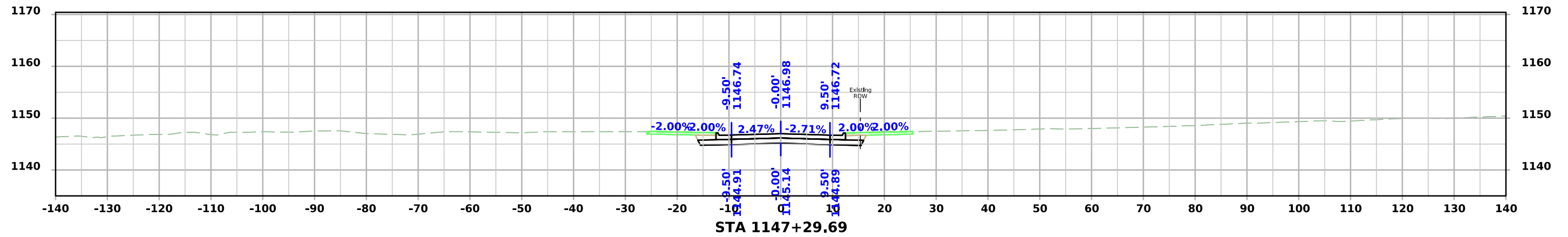
Mill Street



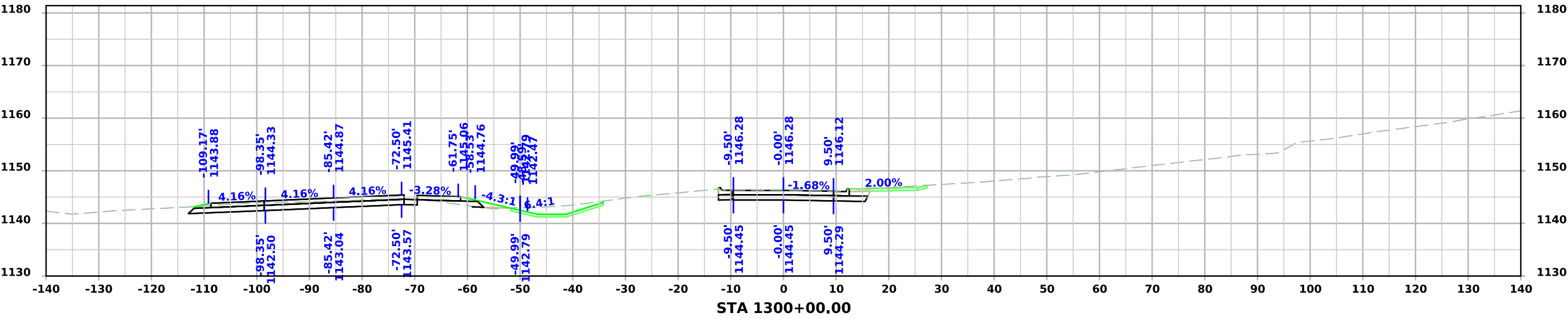
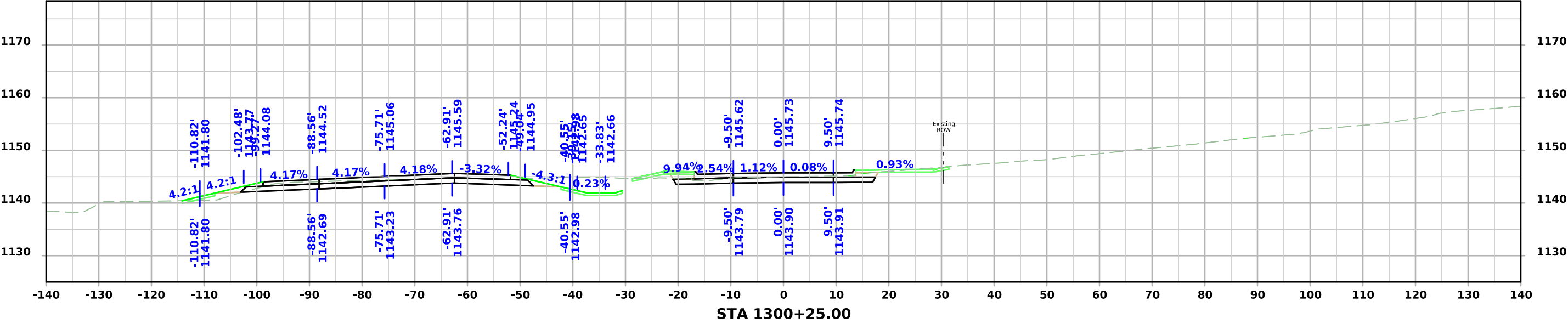
Wilson Street



Wilson Street



Chestnut Street



Chestnut Street

