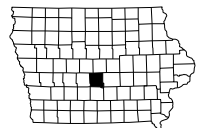


UNKNOWN PAVEMENT - GRADE AND NEW
 NHSX-69-4(68)--3H-77

POLK CO.

LETTING DATE
 10-20-20



INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
* A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 8	Ownership Map Sheets
B Sheets	Typical Cross Sections and Details
B.1	Typical Cross Sections and Details
B.2	Typical Cross Sections and Details
B.3	Typical Cross Sections and Details
B.4	Typical Cross Sections and Details
B.5	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 28	US 69
E Sheets	Side Road Plan and Profile Sheets
* E.1	NE 50th Place
* E.2 - 3	NE 51st Avenue
* E.4	NE 52nd Avenue
* E.5 - 6	NE 54th Avenue
* E.7	NE 58th Avenue
* E.8	NE 60th Avenue
* E.9 - 10	NE 66th Avenue
* E.11	NE 69th Place
* E.12 - 13	NE 70th Avenue
* E.14	NE 72nd Avenue
G Sheets	Survey Sheets
G.1	Reference Ties and Bench Marks
G.2 - 4	Horizontal Control Tab. & Super for all Alignments
H Sheets	Right-of-Way Sheets
H.1 - 27	US-69
HE.1 - 2	NE 50th Place
HE.2 - 3	NE 51st Avenue
HE.4	NE 52nd Avenue
HE.5 - 6	NE 54th Avenue
HE.7	NE 58th Avenue
HE.8	NE 60th Avenue
HE.9 - 10	NE 66th Avenue
HE.11	NE 69th Place
HE.12 - 13	NE 70th Avenue
HE.14	NE 72nd Avenue
J Sheets	Traffic Control and Staging Sheets
* J.1	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.2 - 41	Staging and Traffic Control Sheets
L Sheets	Geometric, Staking and Jointing Sheets
L.1 - 64	Geometric & Staking "Mainline or Side Road Name"
M Sheets	Storm Sewer Sheets
M.1 - 5	Storm Sewer Tabulations
M.6	Storm Sewer Legend & Symbol Information Sheet
M.7 - 33	Storm Sewer Plan and Profile Sheets US 69
M.34	Storm Sewer Plan and Profile Sheet NE 58th Place
M.35	Storm Sewer Plan and Profile Sheet NE 51st Avenue
M.36	Storm Sewer Plan and Profile Sheet NE 52nd Avenue
M.37	Storm Sewer Plan and Profile Sheet NE 54th Avenue
M.38	Storm Sewer Plan and Profile Sheet NE 58th Avenue
M.39	Storm Sewer Plan and Profile Sheet NE 66th Avenue
M.40	Storm Sewer Plan and Profile Sheet NE 70th Avenue
M.41 - 59	Storm Sewer Cross Run Sheets
V Sheets	Bridge and Culvert Situation Plans
V.1 - 2	Culvert Situation Plans
W Sheets	Mainline Cross Sections
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 142	Mainline Cross Sections
X Sheets	Side Road Cross Sections
X.1 - 51	Side Road Cross Sections
* Color Plan Sheets	

EARTHWORK SUMMARY		
Cut	104,554	CY
Fill +30%	63,763	CY
Waste	40,791	CY



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

POLK COUNTY

UNKNOWN PAVEMENT - GRADE AND NEW

I-80 TO S. OF SW SPRINGFIELD DR/SE 33RD ST IN ANKENY

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

For Project Location Map
Refer to Sheet No. A.02

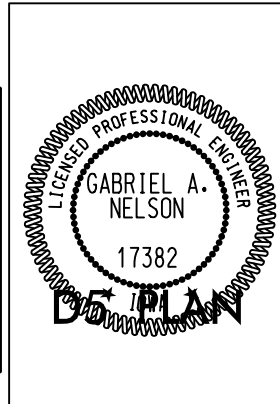


REVISIONS	TOTAL
	432

PROJECT IDENTIFICATION NUMBER	99-77-069-011
PROJECT NUMBER	NHSX-69-4(68)--3H-77
R.O.W. PROJECT NUMBER	NHSN-69-4(107)--2R-77
	NHSN-69-4(107)--2R-77
	NHSN-69-4(107)--2R-77

DESIGN DATA URBAN			
2012	AADT	17,800	V.P.D.
2050	AADT	39,300	V.P.D.
2050	DHV	3,380	V.P.H.
	TRUCKS	9.6	%
	Total		
	Design ESALs	--	

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	GABRIEL A. NELSON	Primary Signature Block
X	X	X



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

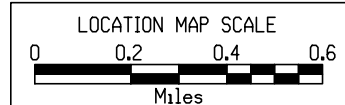
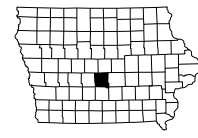
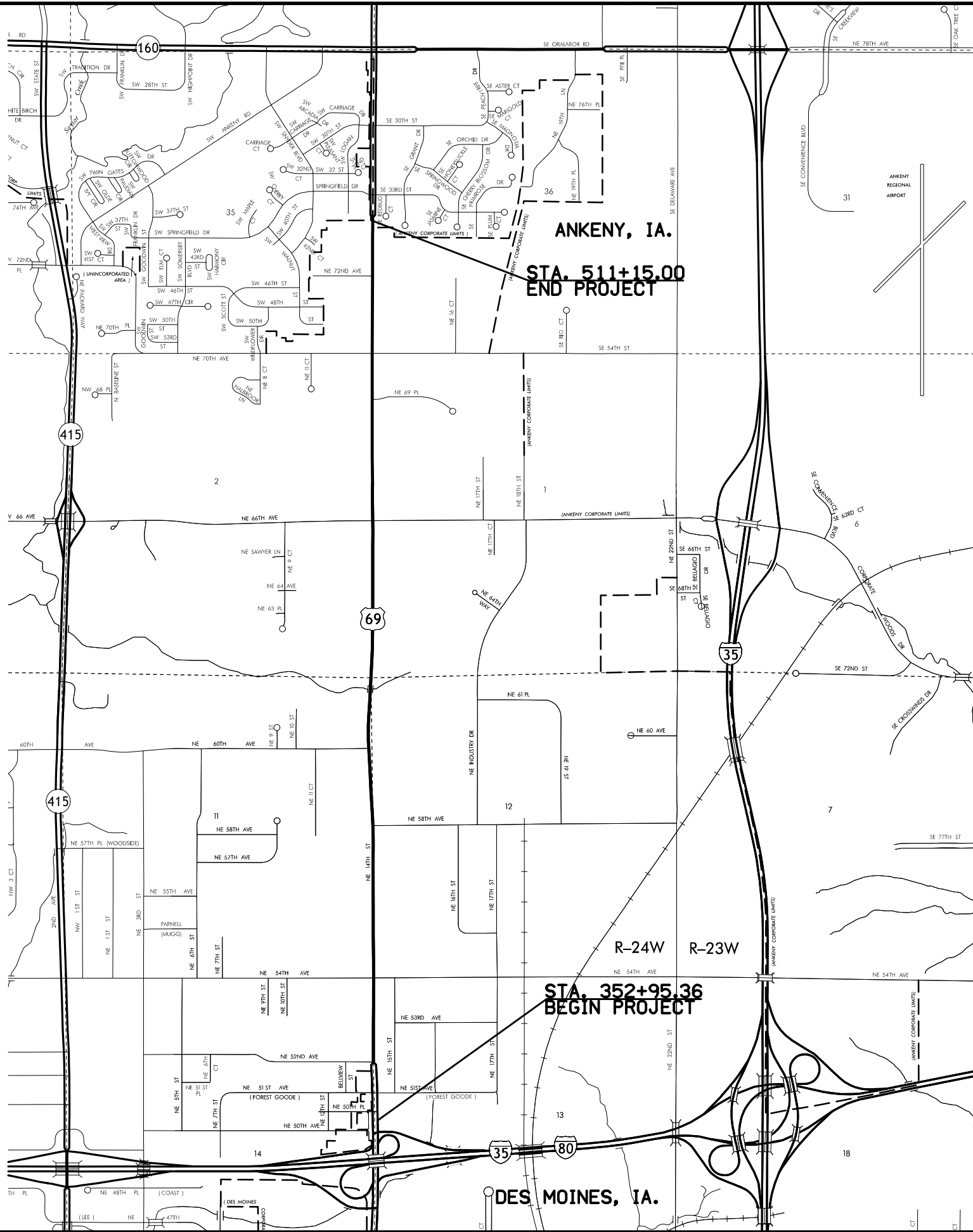
Gabriel A. Nelson, P.E. Date _____

License Number 17382

My License Renewal Date is December 31, 2018

Pages or sheets covered by this seal: _____

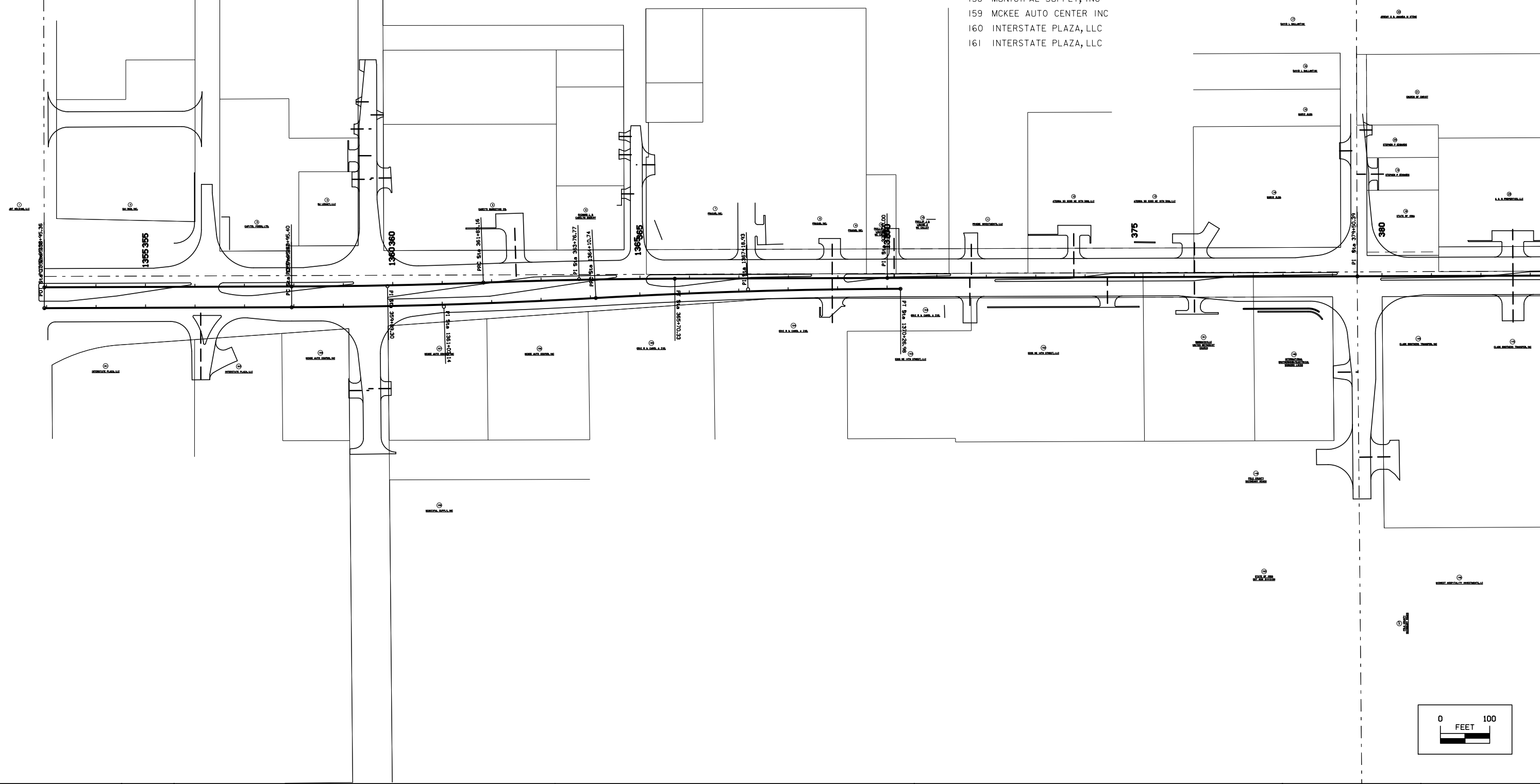
Date: 8-4-17

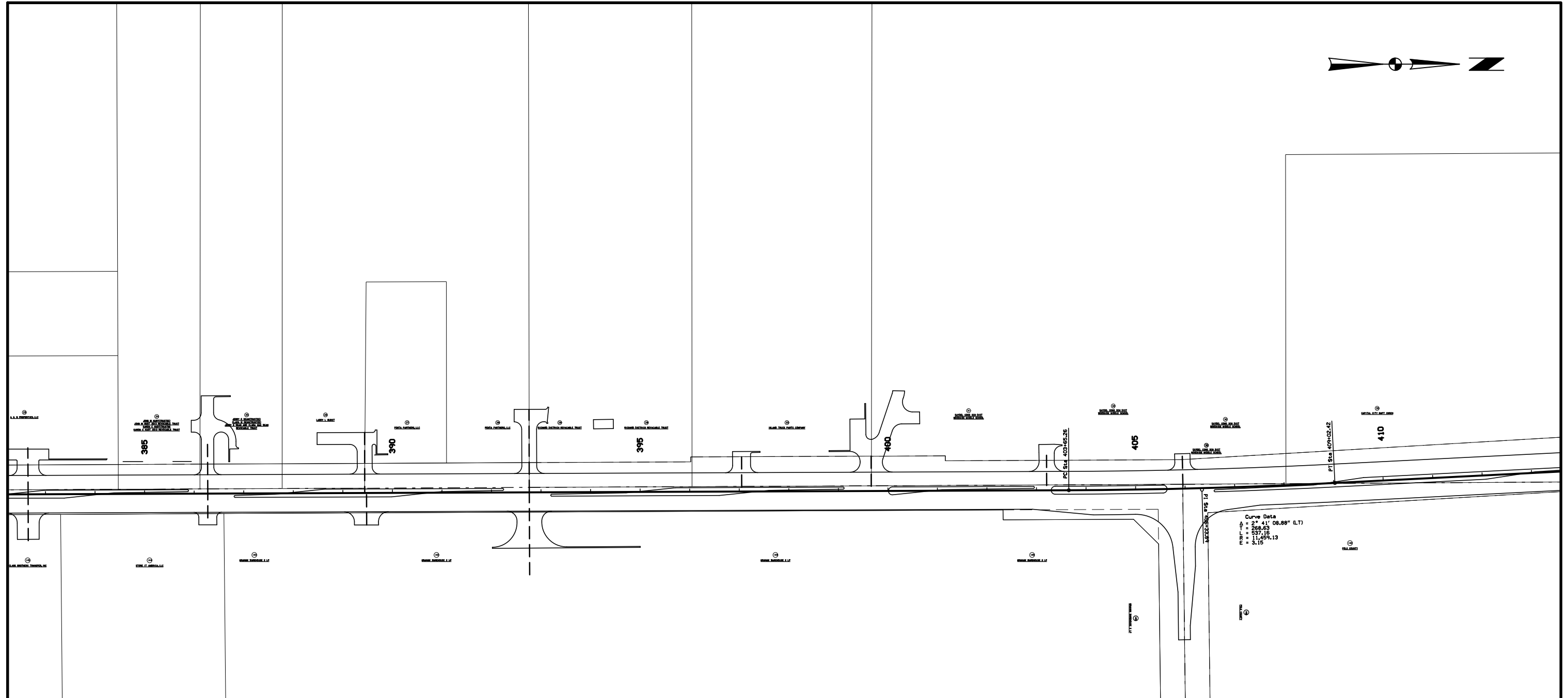


- 1 JBT HOLDINGS, LLC
- 2 SAI RAM, INC.
- 3 CAPITOL FOODS, LTD.
- 4 MJ LEGACY, LLC
- 5 CASEY'S MARKETING CO.
- 6 RICHARD L & CAROLYN SHERIFF
- 7 PRASAD, INC.
- 8 PRASAD, INC.
- 9 PRASAD, INC.
- 10 PHILLIP J & LOUISE A MC CALLEY
- 11 PRIEBE INVESTMENTS, LLC
- 12 ATERRA 50 5330 NE 15TH DSM, LLC
- 13 ATERRA 50 5330 NE 15TH DSM, LLC

- 14 MARIO ALBA
- 15 MARIO ALBA
- 16 DAVID L BALLANTINI
- 17 DAVID L BALLANTINI
- 18 STATE OF IOWA
- 19 STEPHEN P EDWARDS
- 20 STEPHEN P EDWARDS
- 21 CHURCH OF CHRIST
- 22 JEREMY S & AMANDA M STONE
- 23 A & N PROPERTIES

- 145 CLARK BROTHERS TRANSFER, INC
- 146 MIDWEXST HOSPITALITY INESTMENTS, LC
- 147 POLK COUNTY SECONDARY ROADS
- 148 INTERNATIONAL BROTHERHOOD/ELECTRICAL WORKERS LOC55
- 149 POLK COUNTY SECONDARY ROADS
- 150 STATE OF IOWA DOT ROW DIVISION
- 151 MARQUISVILLE UNITED METHODIST CHURCH
- 152 5325 NE 14TH STREET, LLC
- 153 5325 NE 14TH STREET, LLC
- 154 ERIC R & CAROL A ZIEL
- 155 ERIC R & CAROL A ZIEL
- 156 MCKEE AUTO CENTER, INC
- 157 MCKEE AUTO CENTER, INC
- 158 MUNICIPAL SUPPLY, INC
- 159 MCKEE AUTO CENTER INC
- 160 INTERSTATE PLAZA, LLC
- 161 INTERSTATE PLAZA, LLC

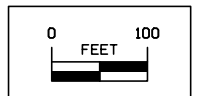


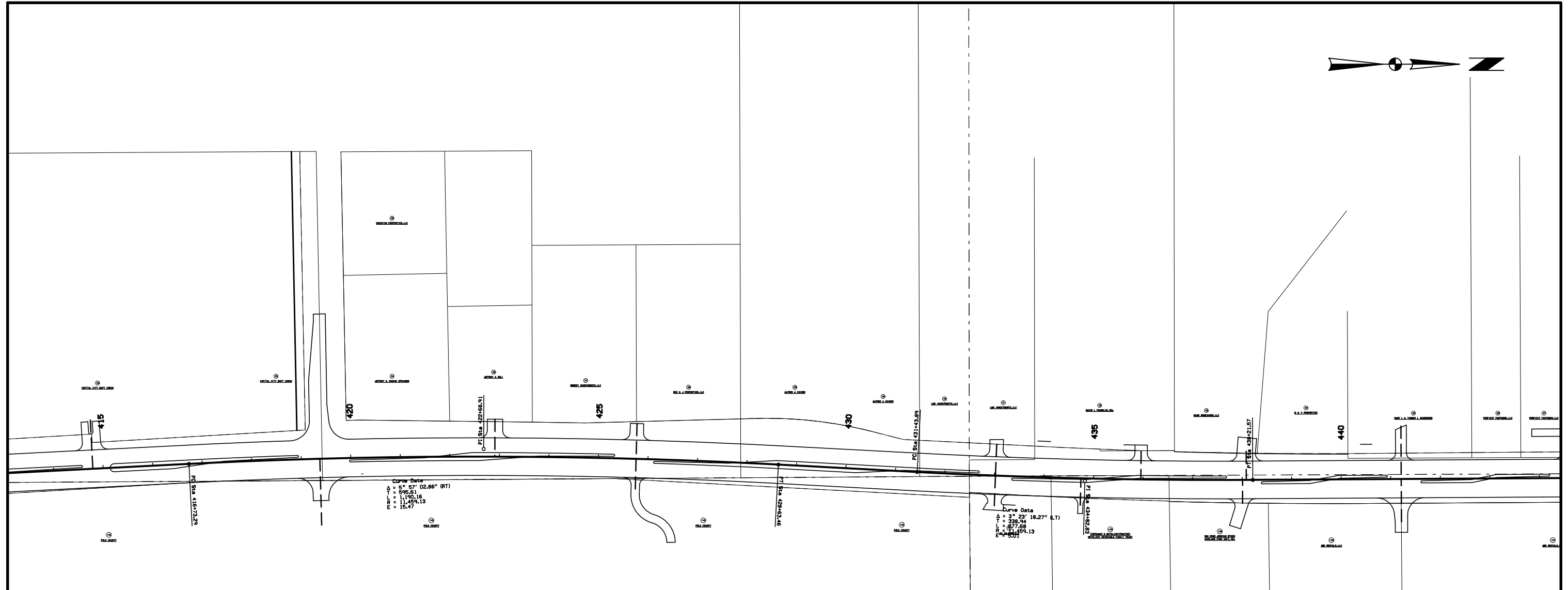


Curve Data
 Δ = 2° 41' 08.88" (L.T)
 T = 268.63
 L = 537.16
 E/R = 11,459.13
 E = 3.15

- 23 A & N PROPERTIES, LLC
- 24 JOHN M HUOT (TRUSTEE) JOHN M HUOT 2013 REVOCABLE TRUST
KARON C HUOT (TRUSTEE) KARON C HUOT 2013 REVOCABLE TRUST
- 25 JERRY E DEAN (TRUSTEE) CLARA M DEAN (TRUSTEE)
JERRY E DEAN & CLARA MAE DEAN REVOCABLE TRUST
- 26 LARRY L WURST
- 27 PENTA PARTNERS, LLC
- 28 PENTA PARTNERS, LLC
- 29 RICHARD DIETRICH REVOCABLE TRUST
- 30 INLAND TRUCK PARTS COMPANY
- 31 SAYDEL CONS SCH DIST WOODSIDE MIDDLE SCHOOL
- 32 SAYDEL CONS SCH DIST WOODSIDE MIDDLE SCHOOL
- 33 CAPITAL CITY BAPT CHURCH

- 142 POLK COUNTY
- 143 GRAHAM WAREHOUSE 2 LP
- 144 STORE IT AMERICA, LLC
- 145 CLARK BROTHERS TRANSFER, INC

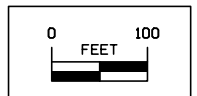


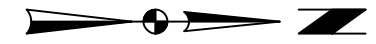


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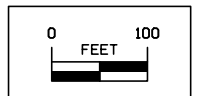
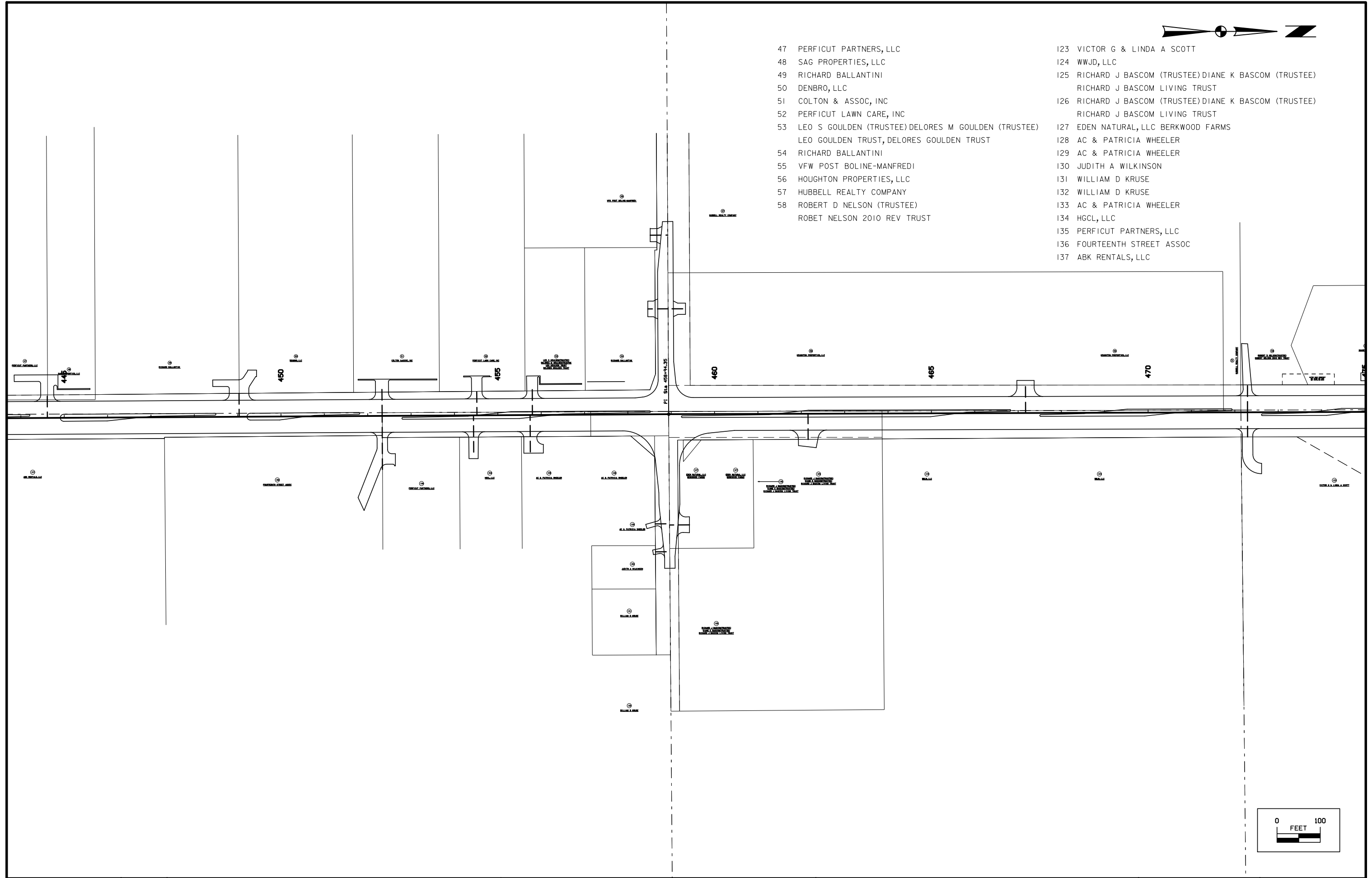
Curve Data
 $\Delta = 3^\circ 23' 18.27''$ (LT)
 $T = 398.94$
 $L = 677.88$
 $R = 11,459.13$
 $E = 9.01$

- | | |
|--------------------------------|-------------------------------------|
| 33 CAPITAL CITY BAPT CHURCH | 137 ABK RENTALS, LLC |
| 34 JEFFREY & CONNIE SPRINGER | 138 ABK RENTALS, LLC |
| 35 DAKOVICH PROPERTIES, LLC | 139 DMI CONG JEHOVAH WTNSS |
| 36 JEFFREY A EGLI | HIGHLAND PARK UNIT, INC. |
| 37 GREEDY INVESTMENTS, LLC | 140 STEPHANIE H NETOLICKY (TRUSTEE) |
| 38 DSZ & J PROPERTIES, LLC | NETOLICKY REVOCABLE FAMILY TRUST |
| 39 ALFRED A CHIODO | 141 JAI JALARAM, LLC |
| 40 LMO INVESTMENTS, LLC | 142 POLK COUNTY |
| 41 LMO INVESTMENTS, LLC | |
| 42 DAVID L FRANKLIN, LLC | |
| 43 QUAD ENDEAVORS, LLC | |
| 44 M & V PROPERTIES | |
| 45 GRAY L & TAMMIE L SCHROEDER | |
| 46 PERFICUT PARTNERS, LLC | |
| 47 PERFICUT PARTNERS, LLC | |





- 47 PERFICUT PARTNERS, LLC
- 48 SAG PROPERTIES, LLC
- 49 RICHARD BALLANTINI
- 50 DENBRO, LLC
- 51 COLTON & ASSOC, INC
- 52 PERFICUT LAWN CARE, INC
- 53 LEO S GOULDEN (TRUSTEE) DELORES M GOULDEN (TRUSTEE)
LEO GOULDEN TRUST, DELORES GOULDEN TRUST
- 54 RICHARD BALLANTINI
- 55 VFW POST BOLINE-MANFREDI
- 56 HOUGHTON PROPERTIES, LLC
- 57 HUBBELL REALTY COMPANY
- 58 ROBERT D NELSON (TRUSTEE)
ROBET NELSON 2010 REV TRUST
- 123 VICTOR G & LINDA A SCOTT
- 124 WWJD, LLC
- 125 RICHARD J BASCOM (TRUSTEE) DIANE K BASCOM (TRUSTEE)
RICHARD J BASCOM LIVING TRUST
- 126 RICHARD J BASCOM (TRUSTEE) DIANE K BASCOM (TRUSTEE)
RICHARD J BASCOM LIVING TRUST
- 127 EDEN NATURAL, LLC BERKWOOD FARMS
- 128 AC & PATRICIA WHEELER
- 129 AC & PATRICIA WHEELER
- 130 JUDITH A WILKINSON
- 131 WILLIAM D KRUSE
- 132 WILLIAM D KRUSE
- 133 AC & PATRICIA WHEELER
- 134 HGCL, LLC
- 135 PERFICUT PARTNERS, LLC
- 136 FOURTEENTH STREET ASSOC
- 137 ABK RENTALS, LLC

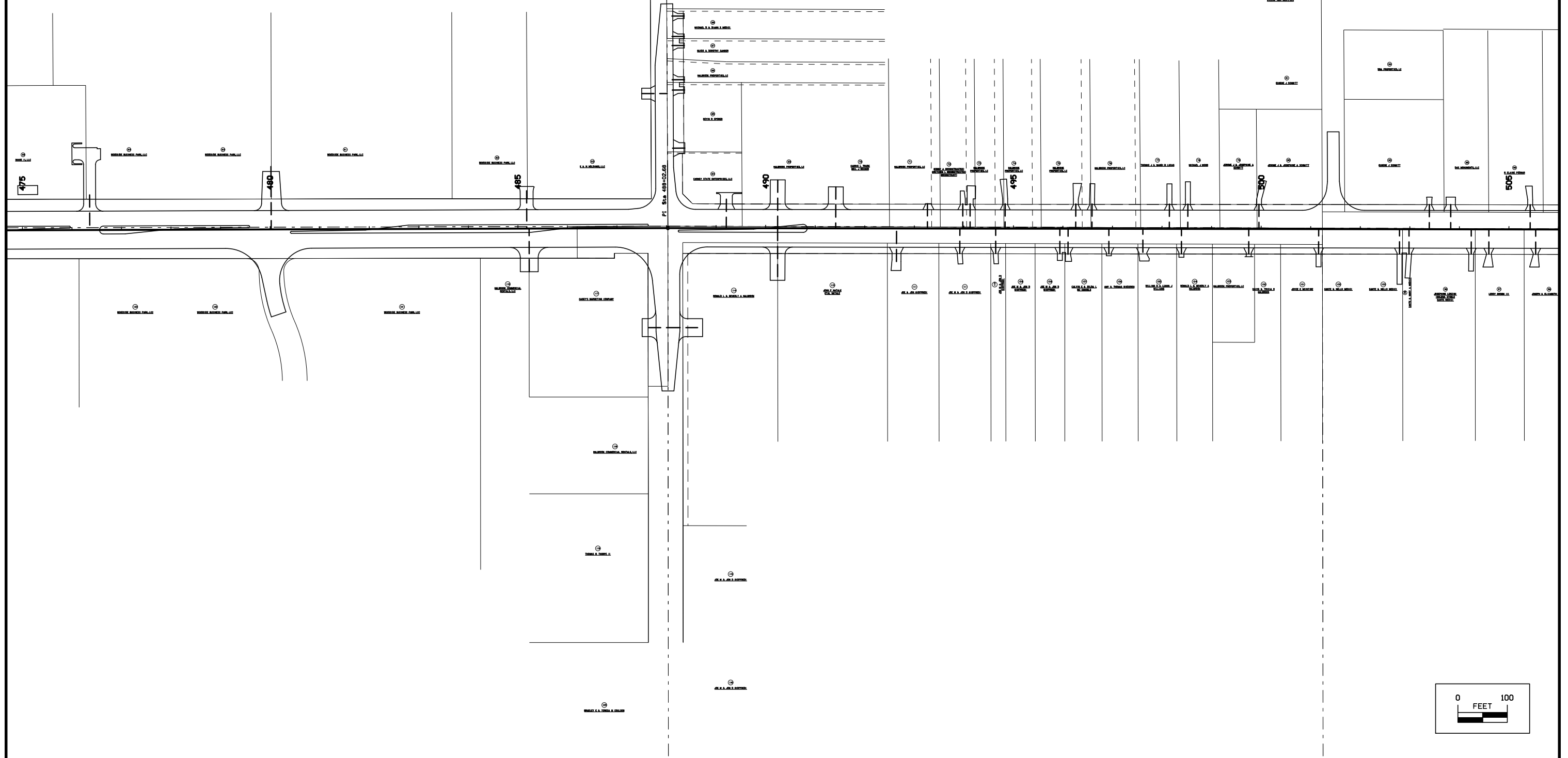


- 59 IMAGE II, LLC
- 60 WOODSIDE BUSINESS PARK, LLC
- 61 WOODSIDE BUSINESS PARK, LLC
- 62 WOODSIDE BUSINESS PARK, LLC
- 63 K & N HOLDINGS, LLC
- 64 CARNEY STATE ENTERPRISES, LLC
- 65 KEVIN R SPORER
- 66 HALBROOK PROPERTIES, LC
- 67 GUDIO & DOROTHY SANGER
- 68 MICHAEL D & DIANN S MEDICI
- 69 HALBROOK PROPERTIES, LC
- 70 CARRIE L TRUDE, NEIL J WECKER
- 71 HALBROOK PROPERTIES, LC
- 72 BOBBY A BROWN (TRUSTEE) GRETCHEN L BROWN (TRUSTEE) BROWN (TRUSTEE)

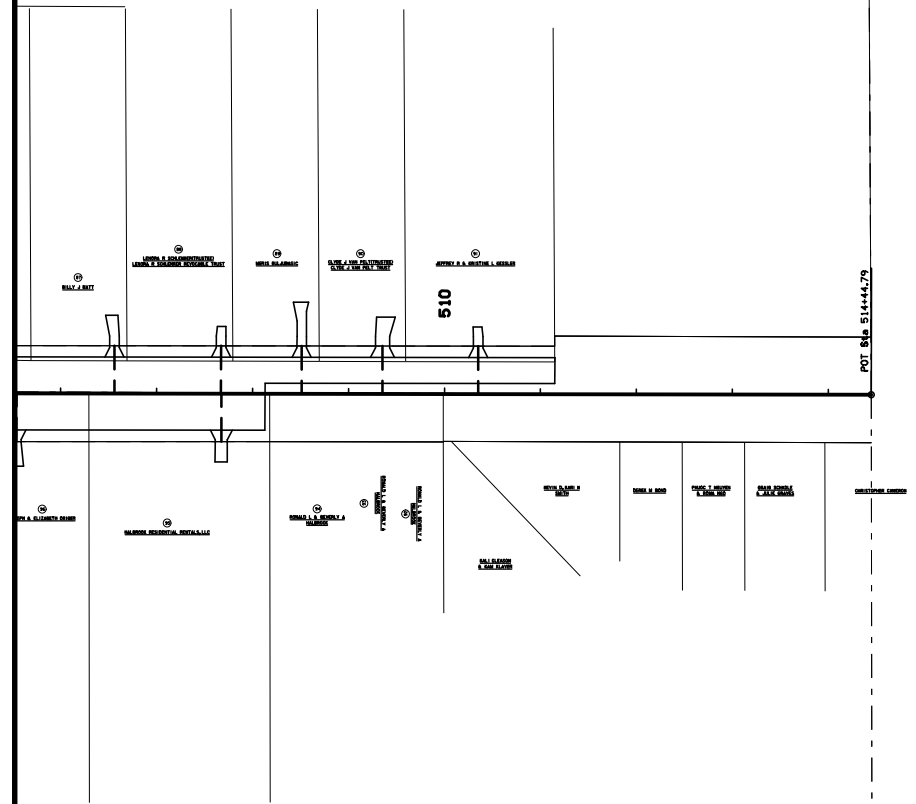
- 73 HALBROOK PROPERTIES, LC
- 74 HALBROOK PROPERTIES, LC
- 75 HALBROOK PROPERTIES, LC
- 76 HALBROOK PROPERTIES, LC
- 77 THOMAS J & MANDI B LUCAS
- 78 MICHAEL J MORR
- 79 JEROME J & JOSEPHINE A SCHMITT
- 80 JEROME J & JOSEPHINE A SCHMITT
- 81 EUGENE J SCHMITT
- 82 WILLOW RUN WEST, LLC
- 83 EUGENE J SCHMITT
- 84 DRA PROPERTIES, LC
- 85 DAS MONUMENTS, LLC
- 86 R ELAINE PODNAR

- 96 JOSEPH & ELIZABETH ORIGER
- 97 LEROY BROWN III
- 98 JOSEPHINE LENZINI, ISOLENA STEELE, SANTE MEDICI
- 99 SANTE & MARY A MEDICI
- 100 SANTE & NELLO MEDICI
- 101 JOYCE E MCINTIRE
- 102 DAVID & TRICIA R HALBROOK
- 103 HALBROOK PROPERTIES, LC
- 104 RONALD L & BEVERLY A HALBROOK
- 105 WILLIAM D & LUANA J WILLIAMS
- 106 AMY & THOMAS WIEDEREN
- 107 CALVIN E & WILDA L MC DANIELS
- 108 JOE M & JON D GIOFFREDI
- 109 JOE M & JON D GIOFFREDI

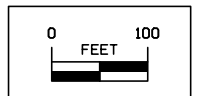
- 110 JOE M & JON D GIOFFREDI
- 111 JOE M & JON D GIOFFREDI
- 112 JOE M & JON D GIOFFREDI
- 113 JOHN P NATALE, ETAL NATALE
- 114 RONALD L & BEVERLY A HALBROOK
- 115 JOE M & JON D GIOFFREDI
- 116 JOE M & JON D GIOFFREDI
- 117 CASEY'S MARKETING COMPANY
- 118 HALBROOK COMMERCIAL RENTALS, LLC
- 119 THOMAS W THORPE II
- 120 BRADLEY E & TERESA M COULSON
- 121 WOODSIDE BUSINESS PARK, LCC
- 122 WOODSIDE BUSINESS PARK, LCC



- 87 BILLY J WATT
- 88 LENORA R SCHLENKER (TRUSTEE)
LENORA R SCHLENKER REVOCABLE TRUST
- 89 MERIS BULJUBASIC
- 90 CLYDE J VAN PELT (TRUSTEE)
CLYDE J VAN PELT TRUST
- 91 JEFFREY R & KRISTINE L KESSLER



- 92 RONALD L & BEVERLY A HALBROOK
- 93 RONALD L & BEVERLY A HALBROOK
- 94 RONALD L & BEVERLY A HALBROOK
- 95 HALBROOK RESIDENTIAL RENTALS, LLC
- 96 JOSEPH & ELIZABETH ORIGER



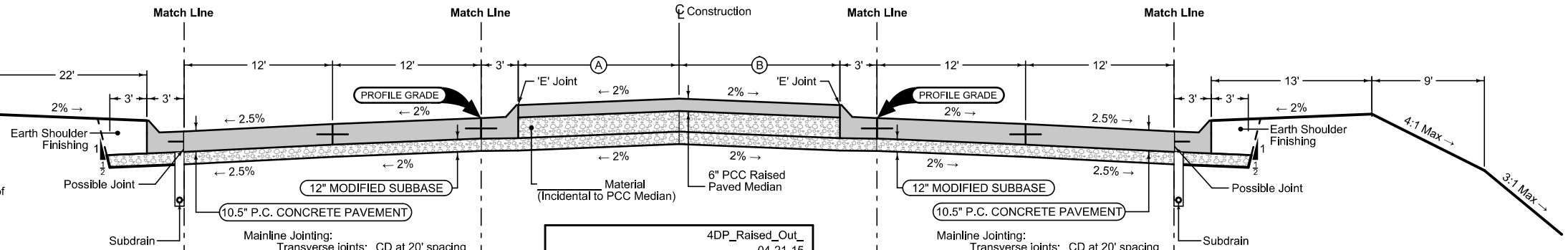
DESIGNER INFO

Curbed Shoulder

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 at 20' spacing

STATION TO STATION		2_Curb_04-19-11	Curb Type See PV-102
352+95.36	355+15.74	6" SLOPED	
357+18.46	358+65.84	6" SLOPED	
360+52.71	364+07.73	6" SLOPED	
365+84.27	378+70.24	6" SLOPED	
380+54.92	418+52.68	6" SLOPED	
420+37.22	458+02.80	6" SLOPED	
488+95.14	500+82.74	6" SLOPED	
502+08.95	514+44.79	6" SLOPED	



Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION
352+95.36	452+64.13
459+86.31	485+55.81

4DP_Raised_Out_04-21-15			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
353+42.65	353+42.65	18	18
382+98.31	383+23.59	8	8
396+68.96	397+03.28	8	8
403+37.69	405+55.53	8	8
409+60.90	412+07.35	8	8
415+22.05	416+41.11	8	8
422+45.61	422+58.84	8	8
428+59.54	430+20.08	8	8
444+98.90	445+98.72	8	8
449+29.56	449+96.63	8	8
455+30.72	455+50.04	8	8
496+52.08	469+78.07	8	8
475+46.11	477+07.63	8	8

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

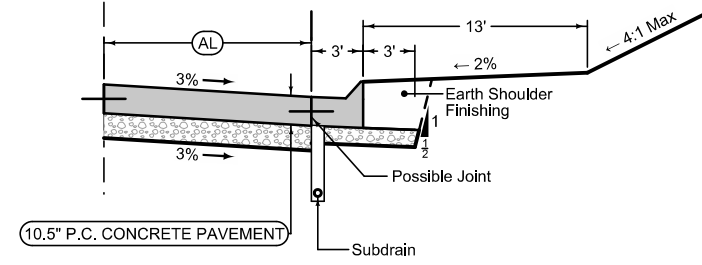
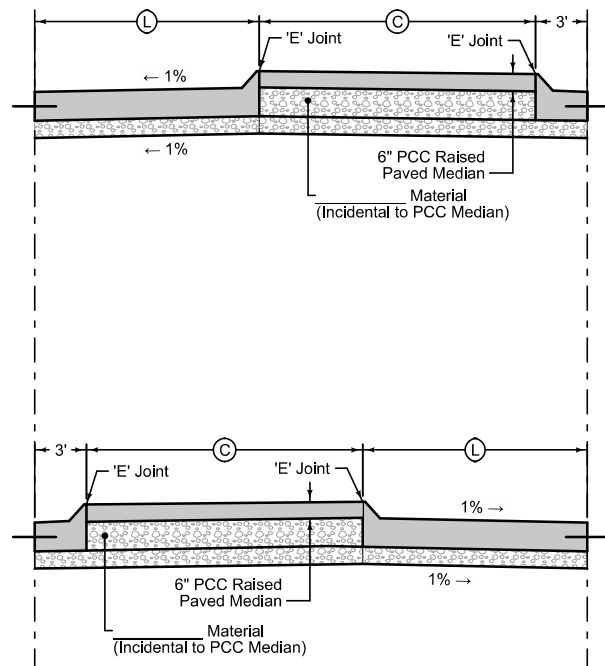
BEGIN STATION	END STATION
352+95.36	452+64.13
459+86.31	485+55.81

Curbed Shoulder

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 at 20' spacing

STATION TO STATION		2_Curb_04-19-11	Curb Type See PV-102
353+17.30	355+15.74	6" SLOPED	
357+06.34	358+54.19	6" SLOPED	
360+38.45	378+55.49	6" SLOPED	
380+53.89	404+99.01	6" SLOPED	
406+83.77	440+72.01	6" SLOPED	
441+65.44	457+88.23	6" SLOPED	
459+86.31	479+09.71	6" SLOPED	
480+83.71	486+96.62	6" SLOPED	
488+81.82	514+44.79	6" SLOPED	



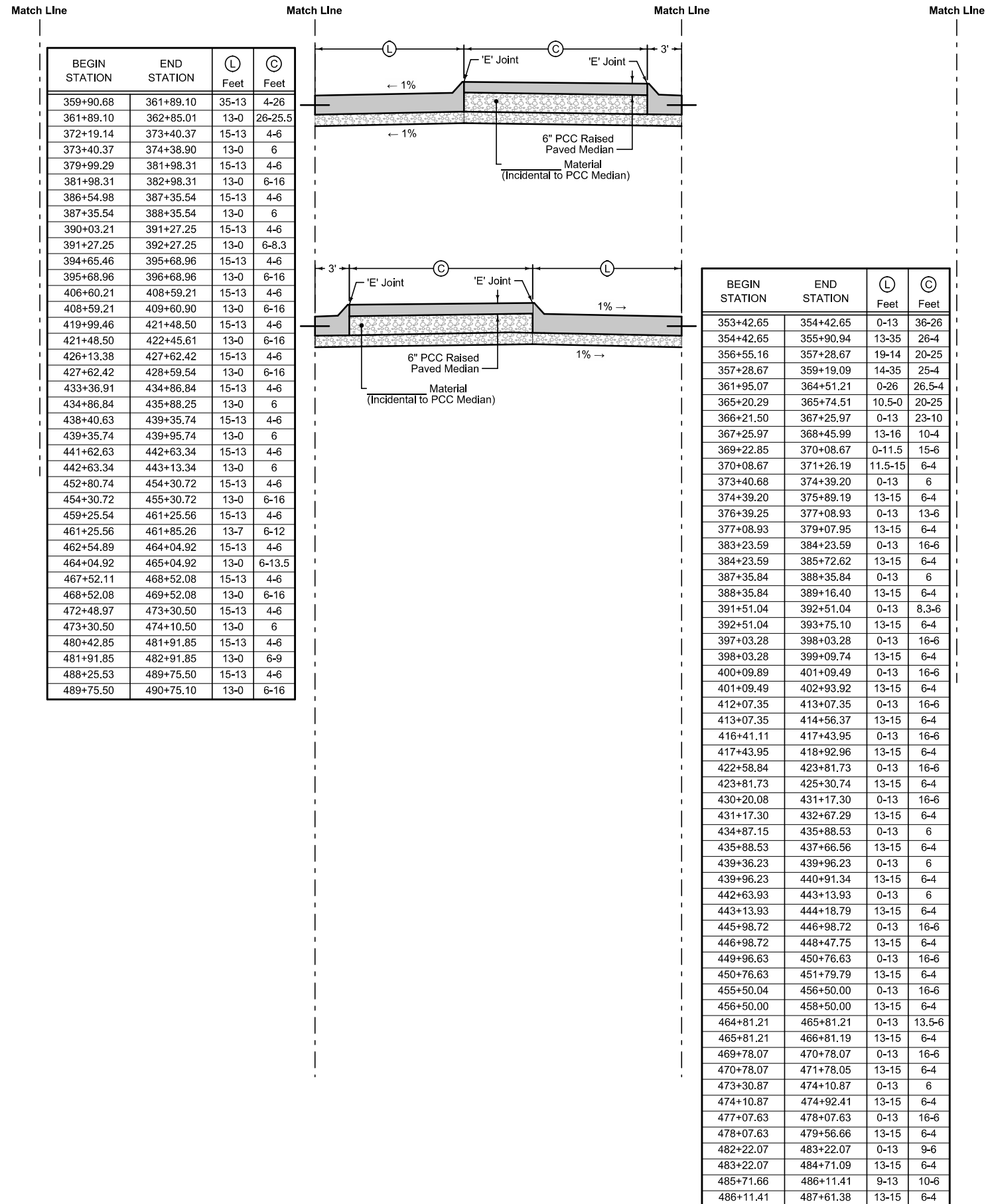
Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

4_AuxLane_PCC_10-18-16			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet
NB	352+95.36	355+15.74	10
NB	357+06.34	358+54.19	0-13
NB	375+78.93	378+55.49	0-13
NB	402+81.49	404+99.01	0-13

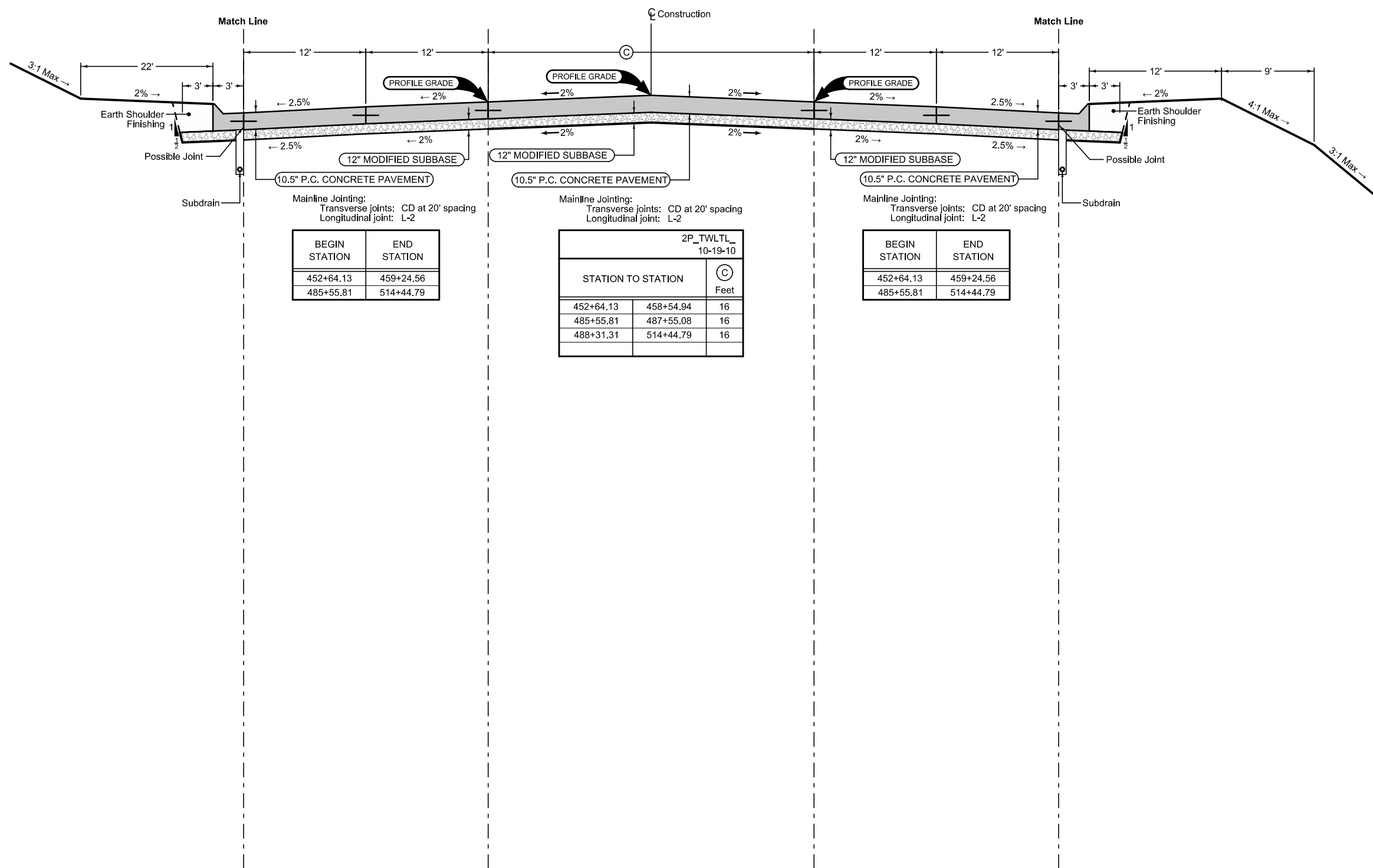
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

US-69 4 LANE RAISED MEDIAN SECTION



BEGIN STATION	END STATION	(L) Feet	(C) Feet
359+90.68	361+89.10	35-13	4-26
361+89.10	362+85.01	13-0	26-25.5
372+19.14	373+40.37	15-13	4-6
373+40.37	374+38.90	13-0	6
379+99.29	381+98.31	15-13	4-6
381+98.31	382+98.31	13-0	6-16
386+54.98	387+35.54	15-13	4-6
387+35.54	388+35.54	13-0	6
390+03.21	391+27.25	15-13	4-6
391+27.25	392+27.25	13-0	6-8.3
394+65.46	395+68.96	15-13	4-6
395+68.96	396+68.96	13-0	6-16
406+60.21	408+59.21	15-13	4-6
408+59.21	409+60.90	13-0	6-16
419+99.46	421+48.50	15-13	4-6
421+48.50	422+45.61	13-0	6-16
426+13.38	427+62.42	15-13	4-6
427+62.42	428+59.54	13-0	6-16
433+36.91	434+86.84	15-13	4-6
434+86.84	435+88.25	13-0	6
438+40.63	439+35.74	15-13	4-6
439+35.74	439+95.74	13-0	6
441+62.63	442+63.34	15-13	4-6
442+63.34	443+13.34	13-0	6
452+80.74	454+30.72	15-13	4-6
454+30.72	455+30.72	13-0	6-16
459+25.54	461+25.56	15-13	4-6
461+25.56	461+85.26	13-7	6-12
462+54.89	464+04.92	15-13	4-6
464+04.92	465+04.92	13-0	6-13.5
467+52.11	468+52.08	15-13	4-6
468+52.08	469+52.08	13-0	6-16
472+48.97	473+30.50	15-13	4-6
473+30.50	474+10.50	13-0	6
480+42.85	481+91.85	15-13	4-6
481+91.85	482+91.85	13-0	6-9
488+25.53	489+75.50	15-13	4-6
489+75.50	490+75.10	13-0	6-16

BEGIN STATION	END STATION	(L) Feet	(C) Feet
353+42.65	354+42.65	0-13	36-26
354+42.65	355+90.94	13-35	26-4
356+55.16	357+28.67	19-14	20-25
357+28.67	359+19.09	14-35	25-4
361+95.07	364+51.21	0-26	26.5-4
365+20.29	365+74.51	10.5-0	20-25
366+21.50	367+25.97	0-13	23-10
367+25.97	368+45.99	13-16	10-4
369+22.85	370+08.67	0-11.5	15-6
370+08.67	371+26.19	11.5-15	6-4
373+40.68	374+39.20	0-13	6
374+39.20	375+89.19	13-15	6-4
376+39.25	377+08.93	0-13	13-6
377+08.93	379+07.95	13-15	6-4
383+23.59	384+23.59	0-13	16-6
384+23.59	385+72.62	13-15	6-4
387+35.84	388+35.84	0-13	6
388+35.84	389+16.40	13-15	6-4
391+51.04	392+51.04	0-13	8.3-6
392+51.04	393+75.10	13-15	6-4
397+03.28	398+03.28	0-13	16-6
398+03.28	399+09.74	13-15	6-4
400+09.89	401+09.49	0-13	16-6
401+09.49	402+93.92	13-15	6-4
412+07.35	413+07.35	0-13	16-6
413+07.35	414+56.37	13-15	6-4
416+41.11	417+43.95	0-13	16-6
417+43.95	418+92.96	13-15	6-4
422+58.84	423+81.73	0-13	16-6
423+81.73	425+30.74	13-15	6-4
430+20.08	431+17.30	0-13	16-6
431+17.30	432+67.29	13-15	6-4
434+87.15	435+88.53	0-13	6
435+88.53	437+66.56	13-15	6-4
439+36.23	439+96.23	0-13	6
439+96.23	440+91.34	13-15	6-4
442+63.93	443+13.93	0-13	6
443+13.93	444+18.79	13-15	6-4
445+98.72	446+98.72	0-13	16-6
446+98.72	448+47.75	13-15	6-4
449+96.63	450+76.63	0-13	16-6
450+76.63	451+79.79	13-15	6-4
455+50.04	456+50.00	0-13	16-6
456+50.00	458+50.00	13-15	6-4
464+81.21	465+81.21	0-13	13.5-6
465+81.21	466+81.19	13-15	6-4
469+78.07	470+78.07	0-13	16-6
470+78.07	471+78.05	13-15	6-4
473+30.87	474+10.87	0-13	6
474+10.87	474+92.41	13-15	6-4
477+07.63	478+07.63	0-13	16-6
478+07.63	479+56.66	13-15	6-4
482+22.07	483+22.07	0-13	9-6
483+22.07	484+71.09	13-15	6-4
485+71.66	486+11.41	9-13	10-6
486+11.41	487+61.38	13-15	6-4



DESIGNER
INFO

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION
452+64.13	459+24.56
485+55.81	514+44.79

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

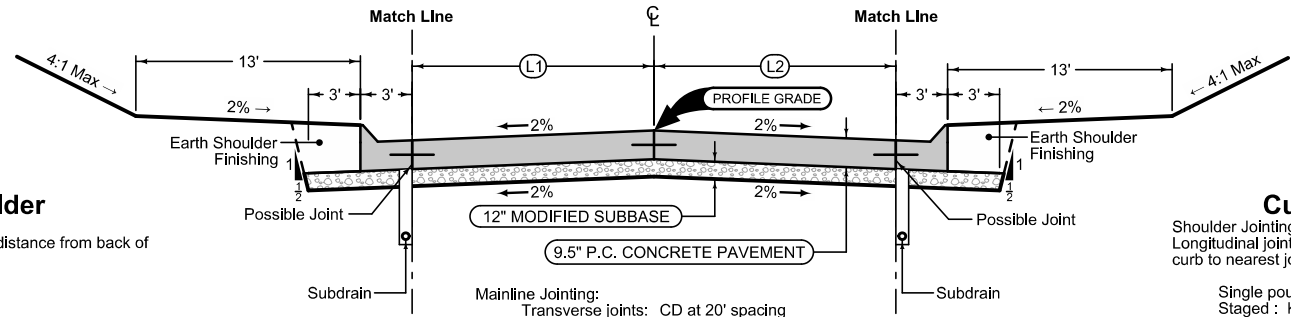
2P_TWLTL_10-19-10		
STATION TO STATION	(C)	Feet
452+64.13	458+54.94	16
485+55.81	487+55.08	16
488+31.31	514+44.79	16

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION
452+64.13	459+24.56
485+55.81	514+44.79

See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

US-69 US-69 RAISED MEDIAN SECTION



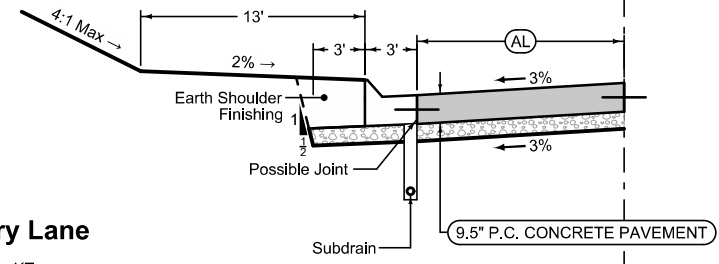
Curbed Shoulder
 Shoulder Jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15'.
 Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

Curbed Shoulder
 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 at 20' spacing

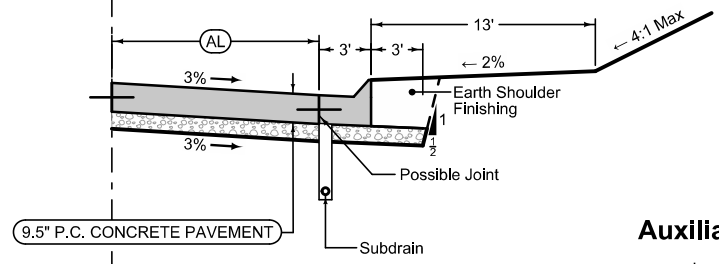
2_Curb_04-19-11			
ROAD IDENTIFICATION	STATION TO STATION		Curb Type See PV-102
NE 50TH PLACE	2354+17.90	2355+19.15	6" SLOPED
NE 51ST AVENUE	4355+03.33	4358+49.60	6" SLOPED
NE 51ST AVENUE	3360+86.97	3364+78.16	6" SLOPED
NE 52ND AVENUE	5361+83.03	5363+86.86	6" SLOPED
NE 54TH AVENUE	6376+21.14	6378+44.09	6" SLOPED
NE 54TH AVENUE	6380+66.01	6385+83.76	6" SLOPED
NE 58TH AVENUE	7407+12.83	7410+50.03	6" SLOPED
NE 60TH AVENUE	8416+00.00	8418+36.13	6" SLOPED
NE 66TH AVENUE	9454+00.00	9457+88.94	6" SLOPED
NE 69TH PLACE	10481+13.35	10482+00.27	6" SLOPED
NE 70TH AVENUE	11483+50.00	11486+97.68	6" SLOPED
NE 70TH AVENUE	11488+95.79	11491+50.00	6" SLOPED
NE 72ND AVENUE	12499+50.00	12500+63.81	6" SLOPED

2P_10-19-10				
ROAD IDENTIF.	STATION TO STATION		L1 Feet	L2 Feet
NE 50TH	2354+17.90	2355+19.15	8	8
NE 51ST	4355+03.33	4358+49.60	9	9
NE 51ST	3360+86.97	3364+78.16	9	9
NE 52ND	5361+83.03	5363+86.86	9	9
NE 54TH	6376+21.14	6378+44.09	9	9
NE 54TH	6380+66.01	6285+83.76	9	9
NE 58TH	7407+12.83	7410+50.03	9	9
NE 60TH	8416+00.00	8418+36.13	9	9
NE 66TH	9454+00.00	9457+88.94	9	9
NE 66TH	9459+99.65	9462+50.00	9	9
NE 69TH	10480+98.99	10482+00.27	12.5	12.5
NE 70TH	11483+50.00	11487+09.46	9	9
NE 70TH	11488+95.79	11491+50.00	9	9
NE 72ND	12499+50.00	12500+63.81	9	9

2_Curb_04-19-11			
ROAD IDENTIFICATION	STATION TO STATION		Curb Type See PV-102
NE 50TH PLACE	2354+17.90	2355+09.79	6" SLOPED
NE 51ST AVENUE	4355+03.33	4358+40.59	6" SLOPED
NE 51ST AVENUE	3360+88.25	3364+77.99	6" SLOPED
NE 52ND AVENUE	5361+83.03	5363+80.98	6" SLOPED
NE 54TH AVENUE	6376+21.14	6378+32.71	6" SLOPED
NE 54TH AVENUE	6380+67.76	6385+83.44	6" SLOPED
NE 58TH AVENUE	7407+14.24	7410+50.03	6" SLOPED
NE 60TH AVENUE	8416+00.00	8418+24.25	6" SLOPED
NE 66TH AVENUE	9460+13.25	9462+50.00	6" SLOPED
NE 69TH PLACE	10480+98.99	10482+00.27	6" SLOPED
NE 70TH AVENUE	11483+50.00	11487+09.46	6" SLOPED
NE 70TH AVENUE	11489+08.39	11491+50.00	6" SLOPED
NE 72ND AVENUE	12499+50.00	12500+62.94	6" SLOPED



Auxiliary Lane
 Longitudinal joint: L or KT
 Transverse joint: Match Mainline



Auxiliary Lane
 Longitudinal joint: L or KT
 Transverse joint: Match Mainline

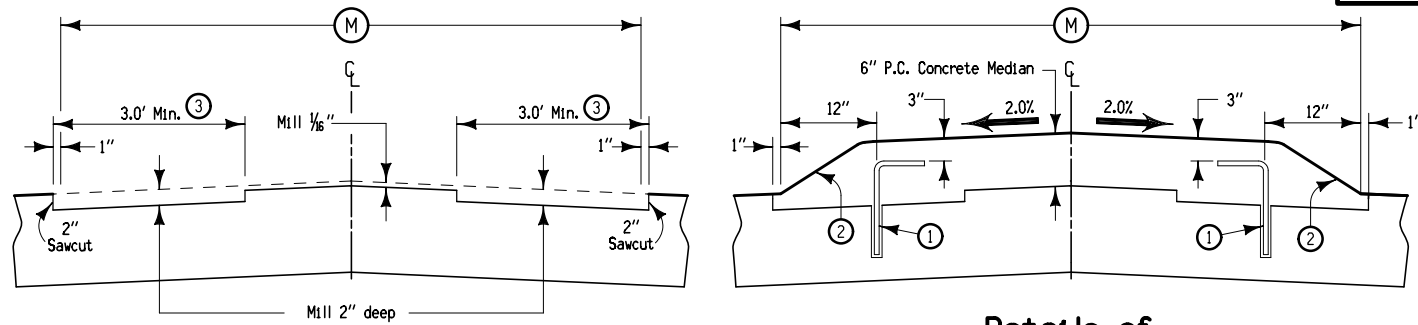
2_AuxLane_PCC_10-18-16			
ROAD IDENTIFICATION	STATION TO STATION		AL Feet
NE 51ST AVENUE	3360+86.97	3364+78.16	0-9
NE 54TH AVENUE	6376+21.14	6377+79.50	0-9
NE 54TH AVENUE	6380+66.01	6385+83.76	0-9
NE 58TH AVENUE	7407+12.83	7408+71.59	0-9
NE 66TH AVENUE	9460+13.25	9462+22.27	0-9
NE 70TH AVENUE	11488+95.79	11491+30.60	0-9

2_AuxLane_PCC_10-18-16			
ROAD IDENTIFICATION	STATION TO STATION		AL Feet
NE 51ST AVENUE	4355+03.33	4358+40.59	0-9
NE 60TH AVENUE	8416+64.03	8418+24.25	0-9
NE 66TH AVENUE	9454+45.76	9457+74.91	0-9
NE 66TH AVENUE	9459+99.65	9462+23.46	0-9
NE 70TH AVENUE	11483+54.00	11487+09.46	0-9
NE 70TH AVENUE	11489+08.39	11491+31.20	0-9

See Tab 100-24 or 100-25 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

SIDE ROAD SECTION

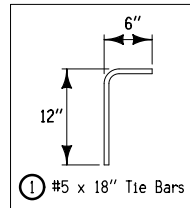
6150
06-15-93



Details of Milling

Details of Median Placement

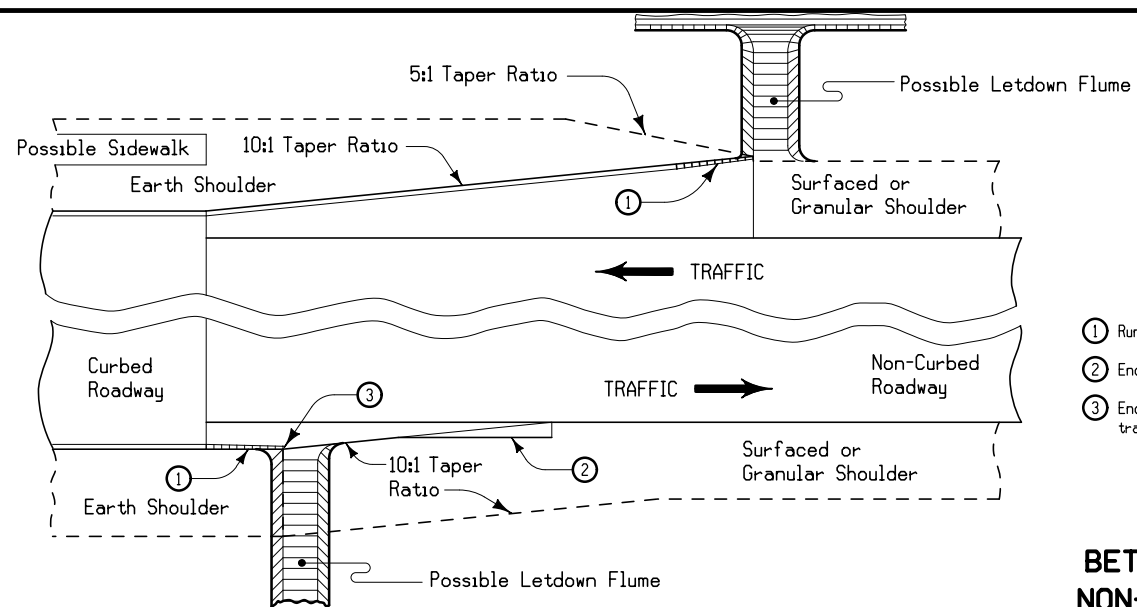
Notes:
This section may be appropriately modified in areas specifically designated by the Engineer.
Use 'C' joints in the doveled median and match the location of all transverse and longitudinal joints to the joints in the existing pavement.
Place tie bars at 24" C-C longitudinal spacing between joints in existing pavement. Drill 3/4" holes for tie bars and epoxy to new pavement. See Tabulation 112-5 for additional details. Epoxy material shall be as specified in Materials IM491.11, appendix C.



- ② 6" Sloped Curb
- ③ The contractor has the option to mill 2" across the total width of 'M'.

DOWELED MEDIAN WITH SLOPED CURB

6147
10-20-15

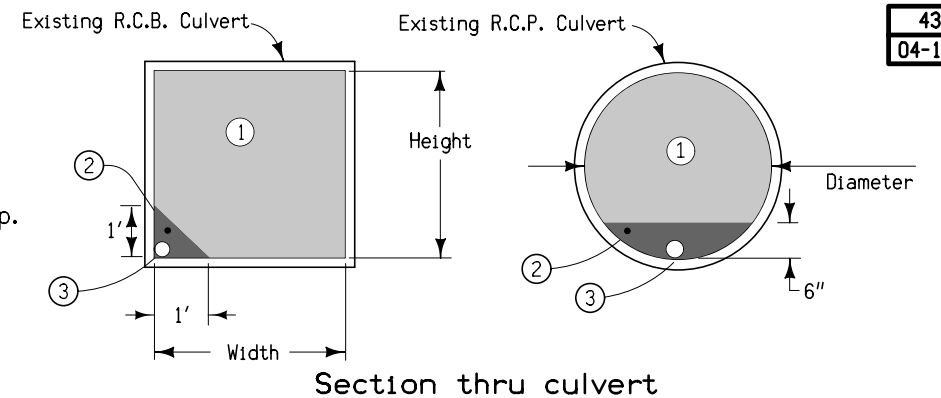
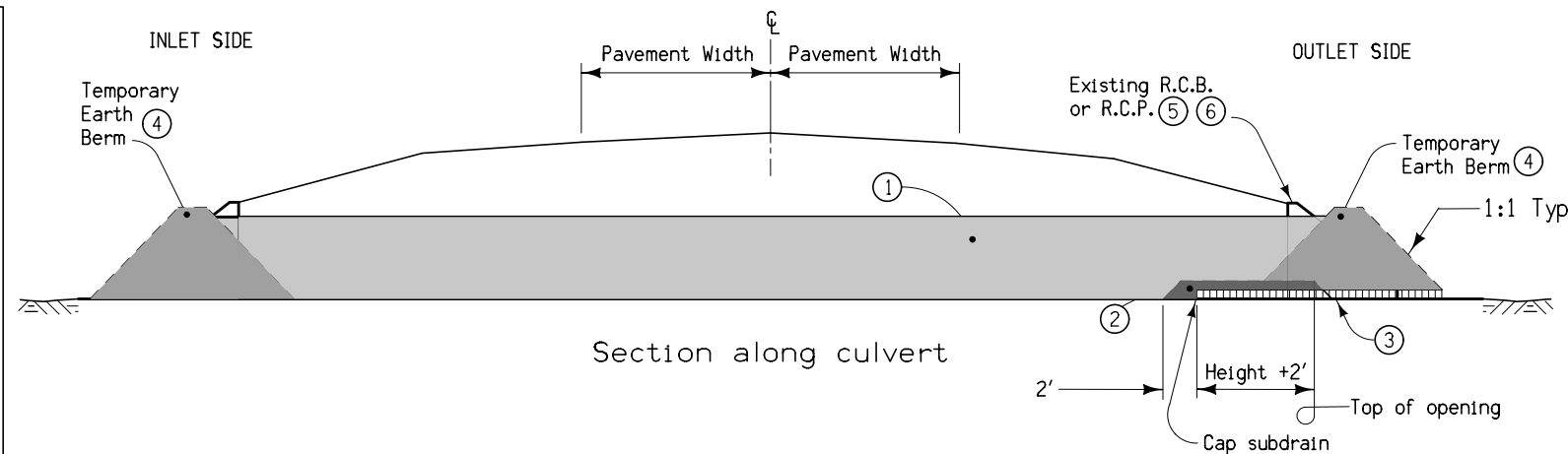
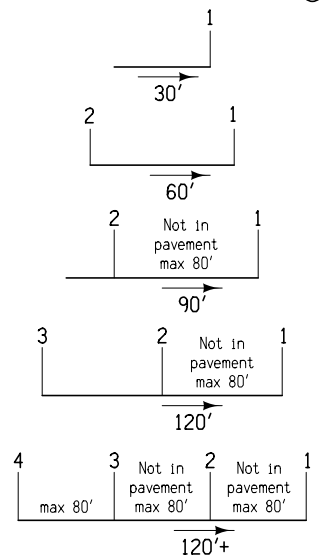


- ① Runout curb according to PV-102
- ② End of Taper Details see Typical Detail 7101
- ③ End earth shoulder at the end of the curb transition when no flume is needed.

TRANSITION BETWEEN CURBED AND NON-CURBED ROADWAYS

4315
04-15-08

Required Injection Points ⑥
















- 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.)**







SURVEY SYMBOLS













UTILITY LEGEND









PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.	
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities
SHADING		Design Color No.	
Yellow	(4)		Highlight for Critical Notes or Features
Red	(3)		Delineates Restricted Areas
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed Pavement Shading
Gray, Med	(80)		Proposed Granular Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)		Grading Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

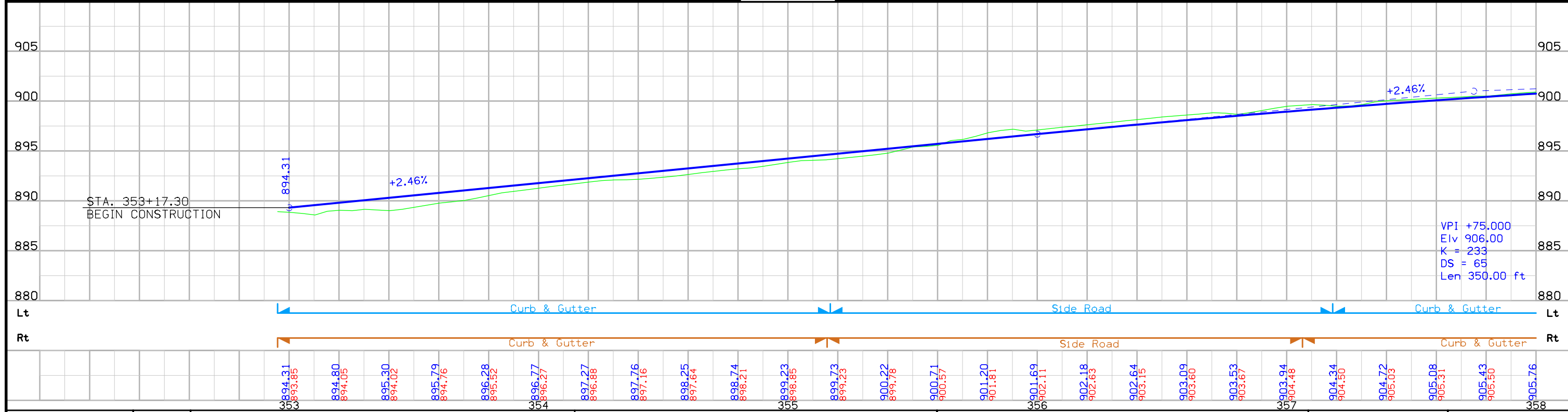
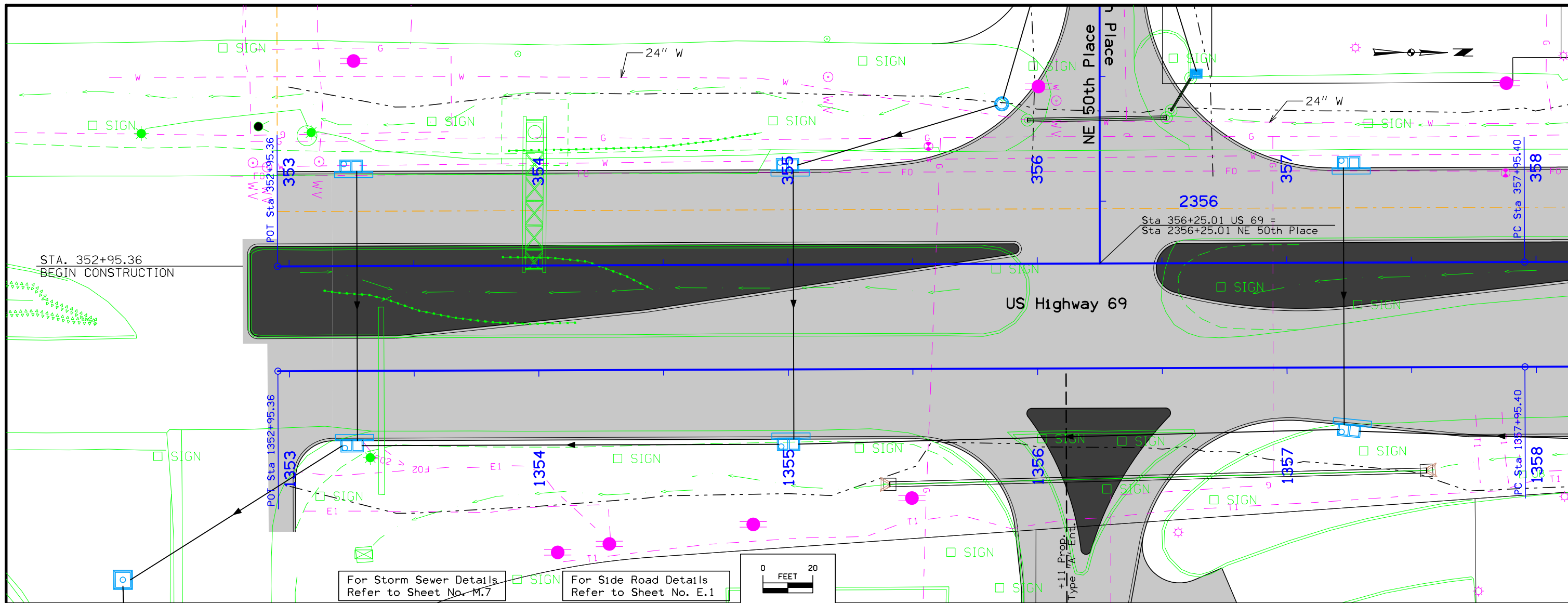
LINEWORK		Design Color No.	
Green	(2)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

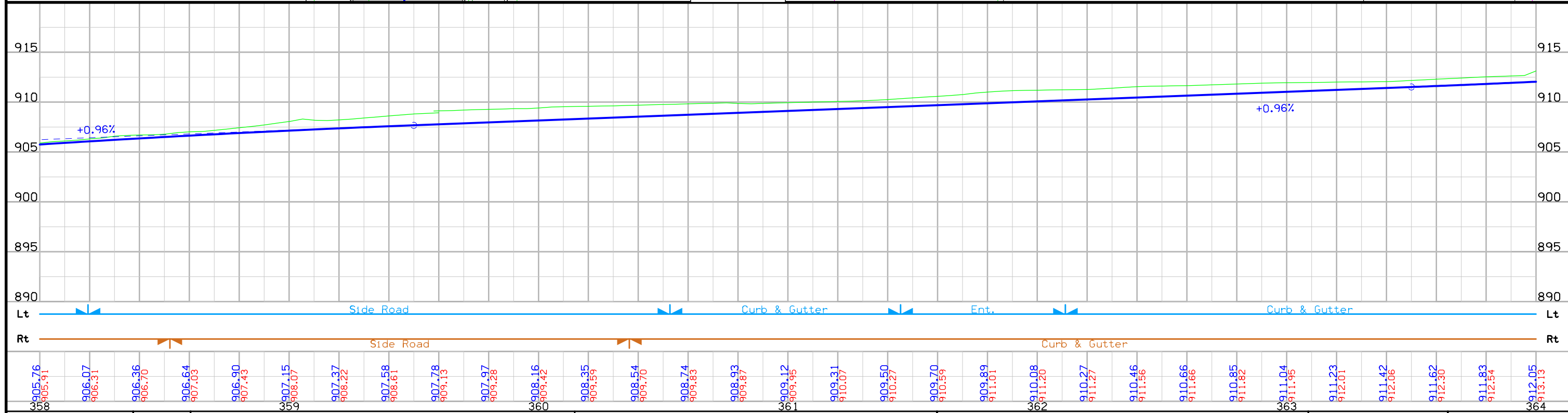
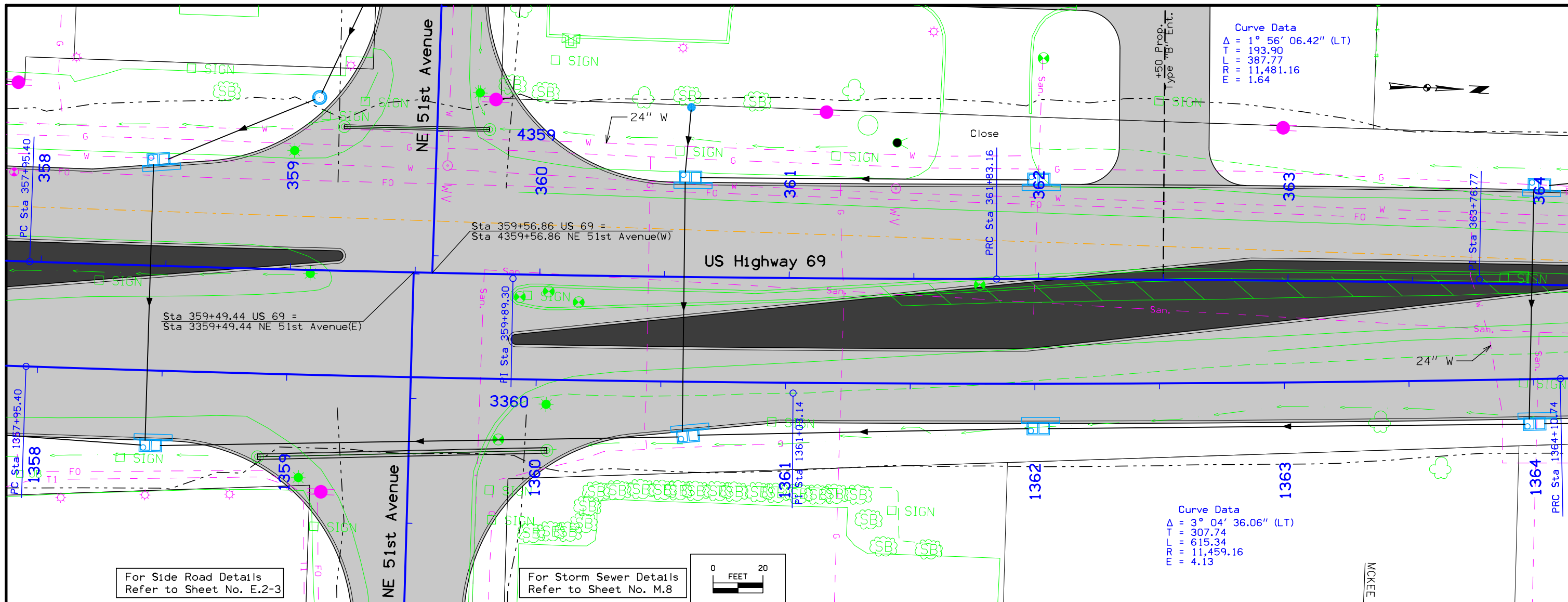
	Reference Point
	Station
	Survey Line
	Section Corner
	Ground Line Intercept
	Saw Cut
	Guardrail
	Trench Drain
	High Tension Cable Guardrail
	Sheet Pile
	Pavement Removal
	Clearing & Grubbing Area

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

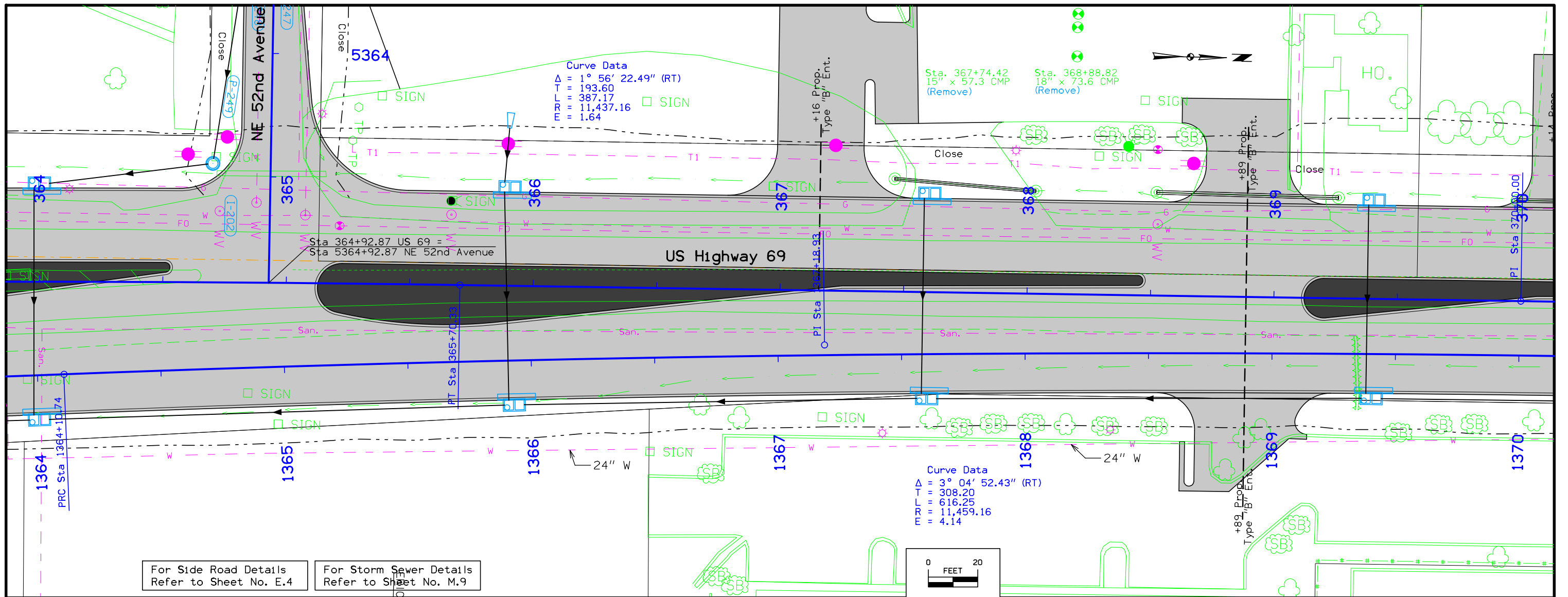
**PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET**

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

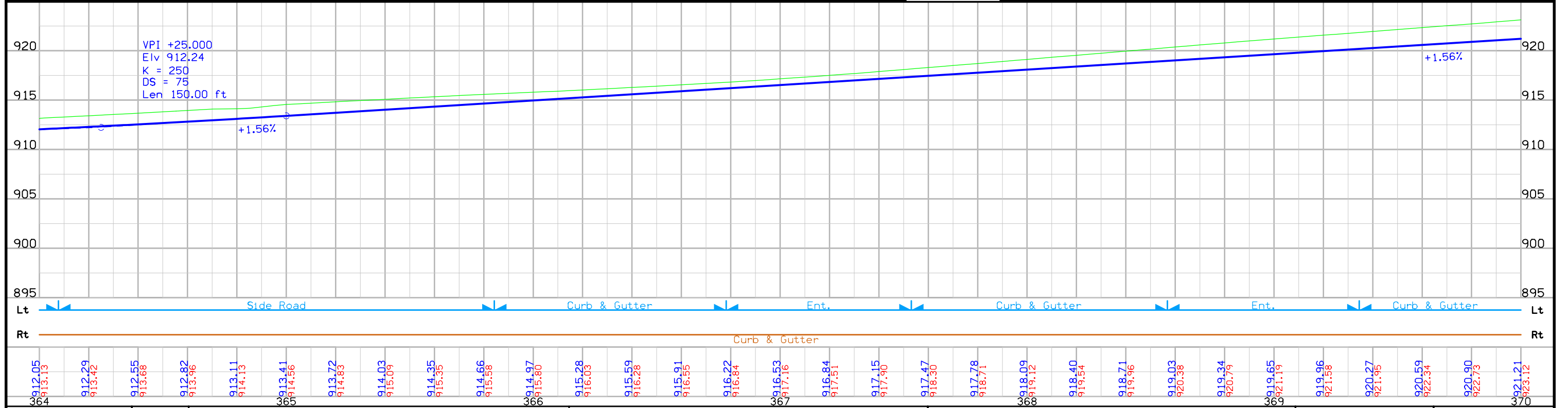
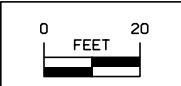


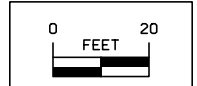
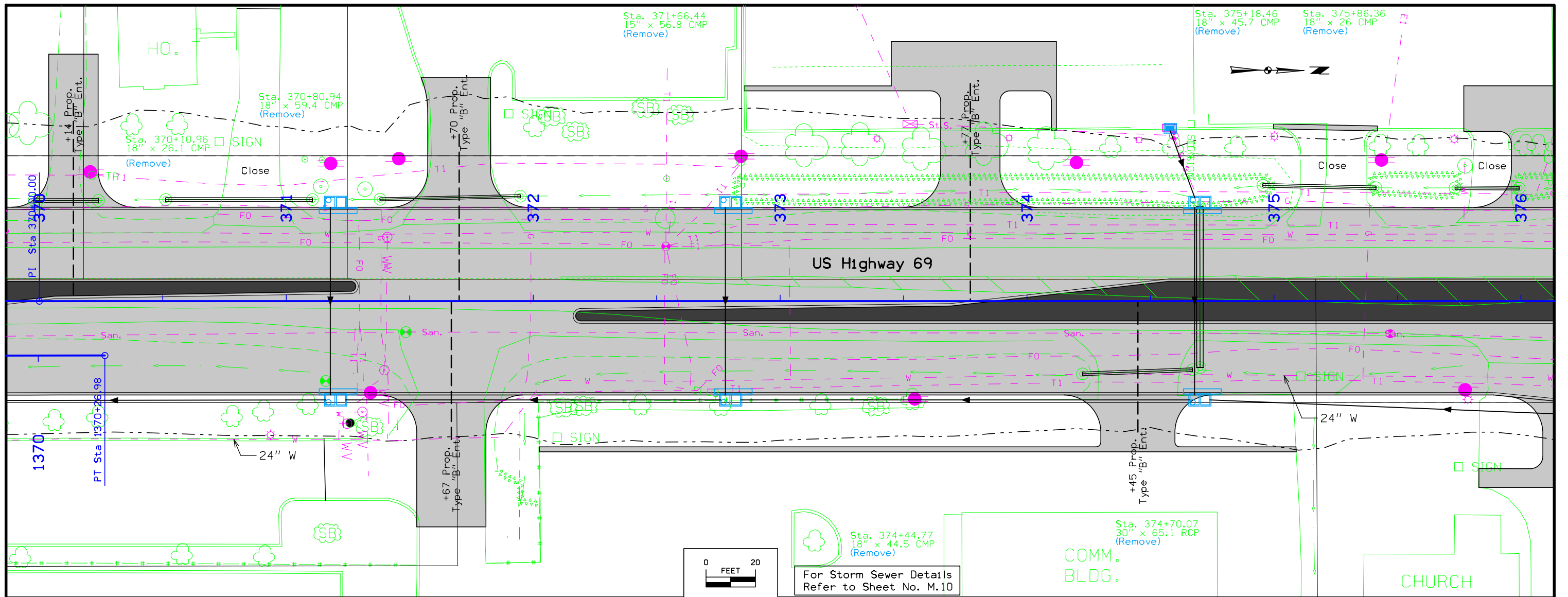


FILE NO.	ENGLISH	DESIGN TEAM	POLK COUNTY	PROJECT NUMBER	SHEET NUMBER
358		Snyder & Associates, Inc.		NHSX-69-4(68)--3H-77	D.3

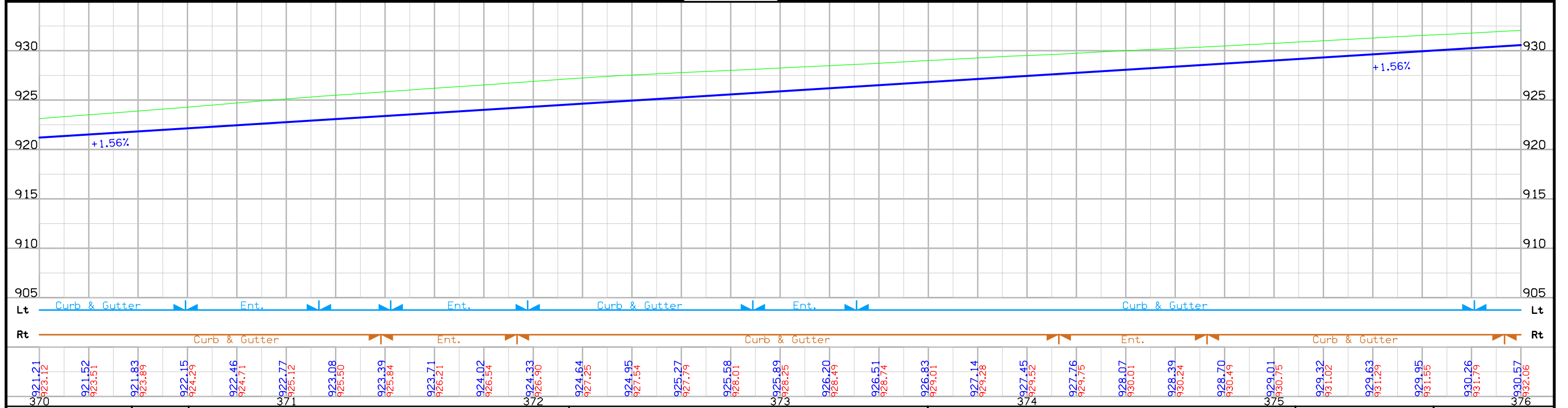


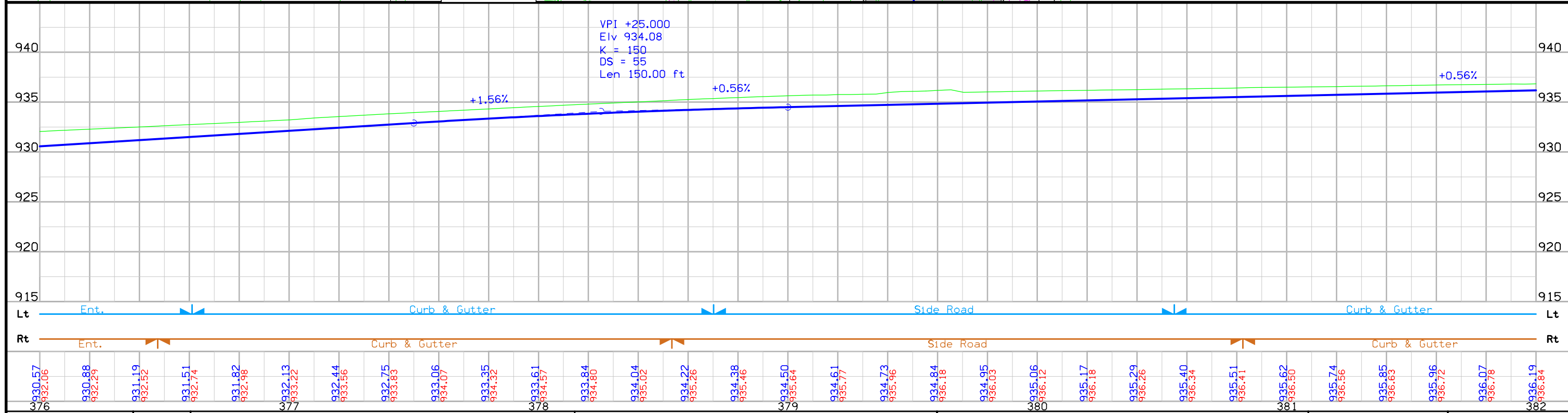
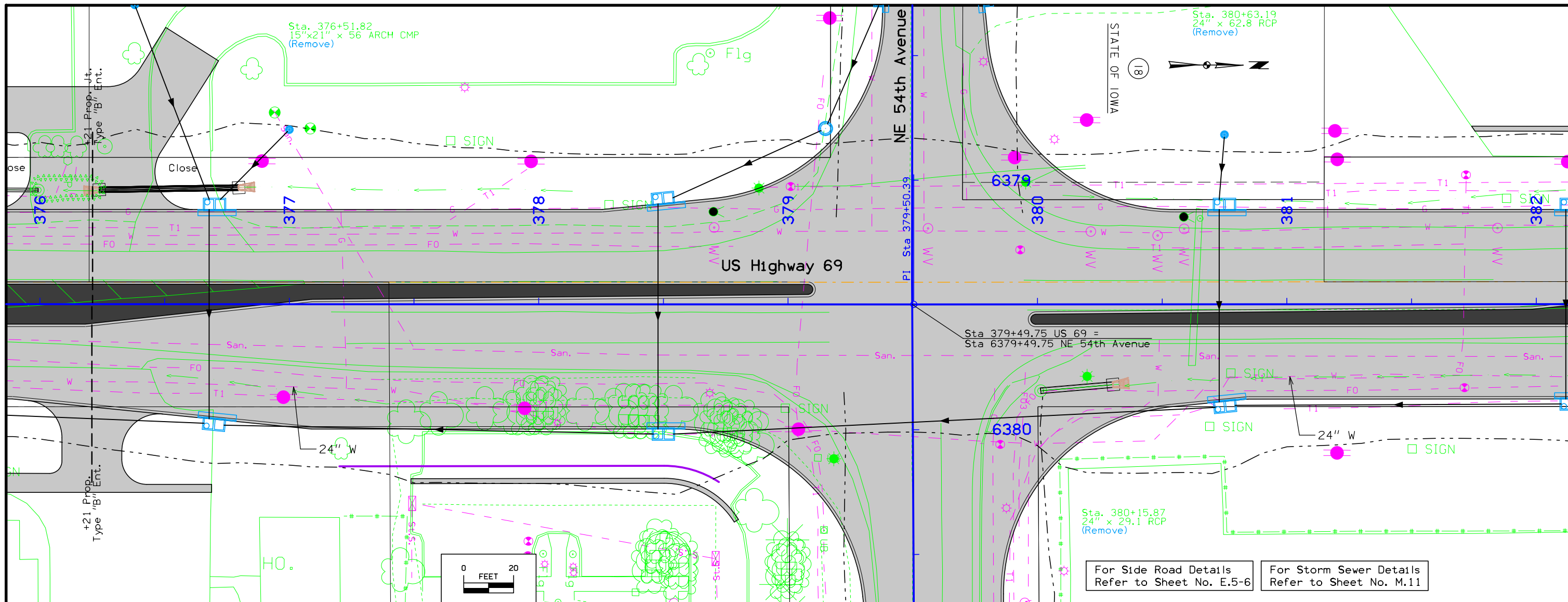
For Side Road Details Refer to Sheet No. E.4
 For Storm Sewer Details Refer to Sheet No. M.9

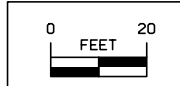
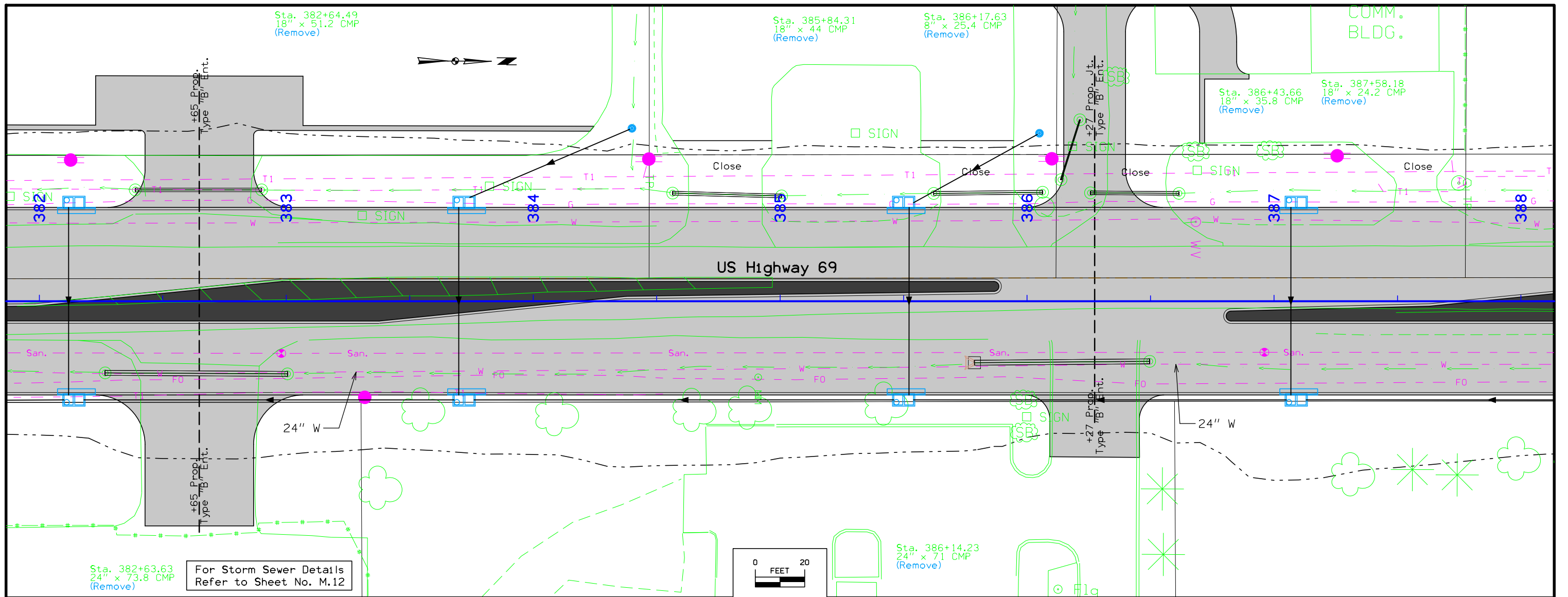




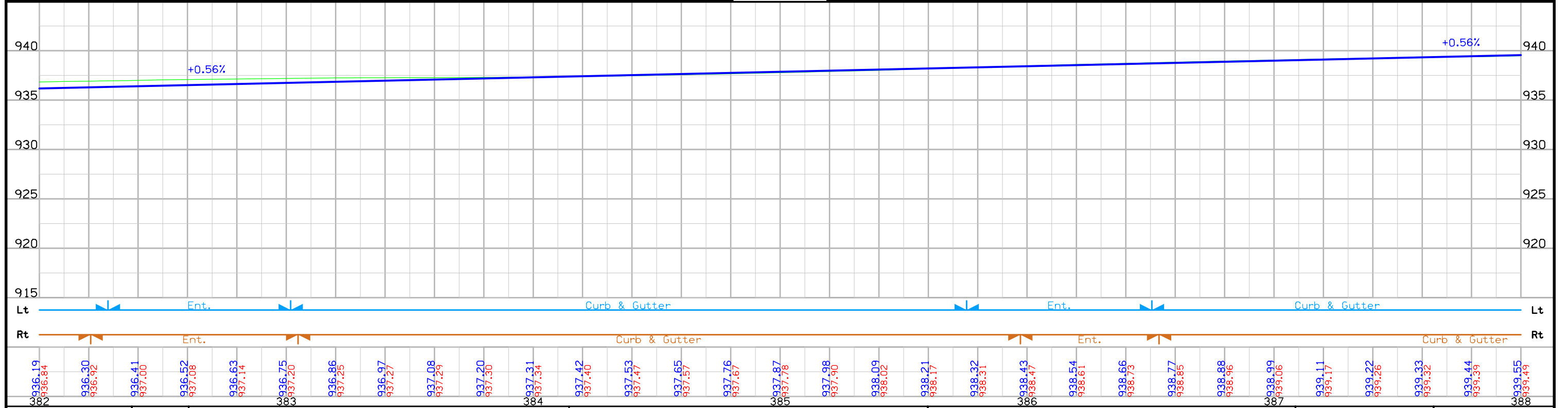
For Storm Sewer Details Refer to Sheet No. M.10

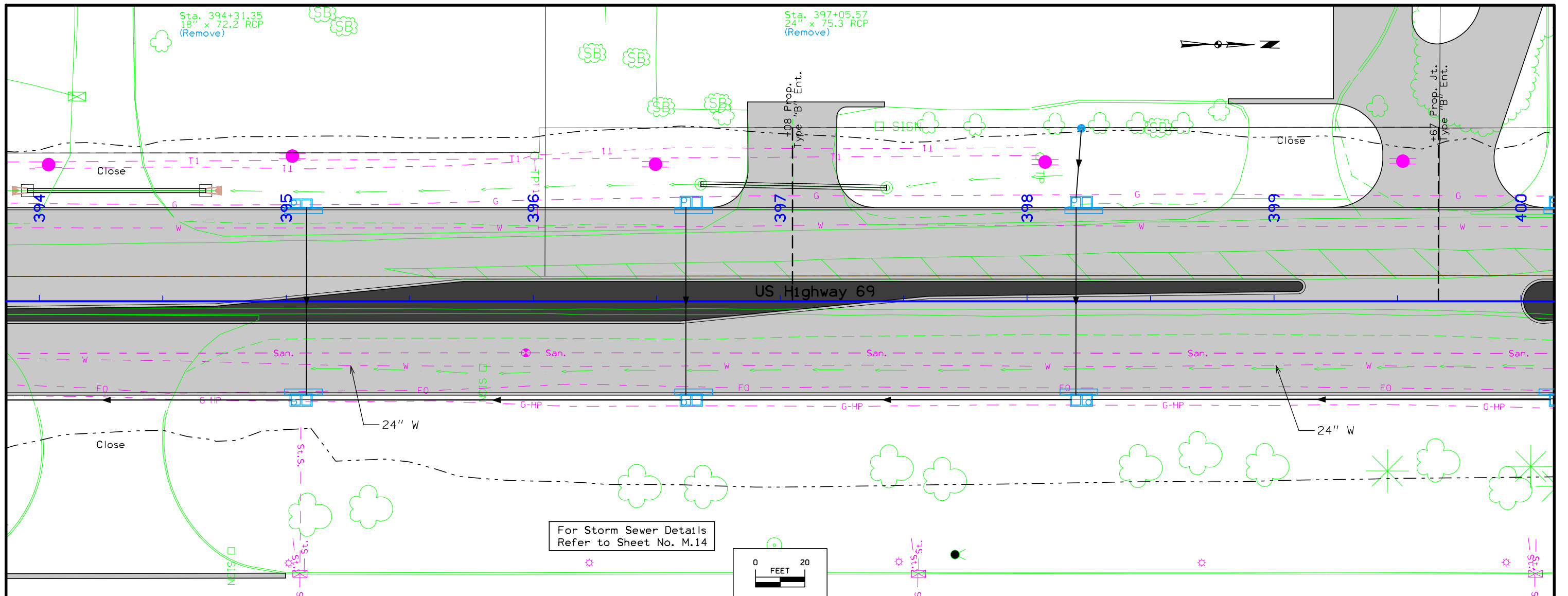




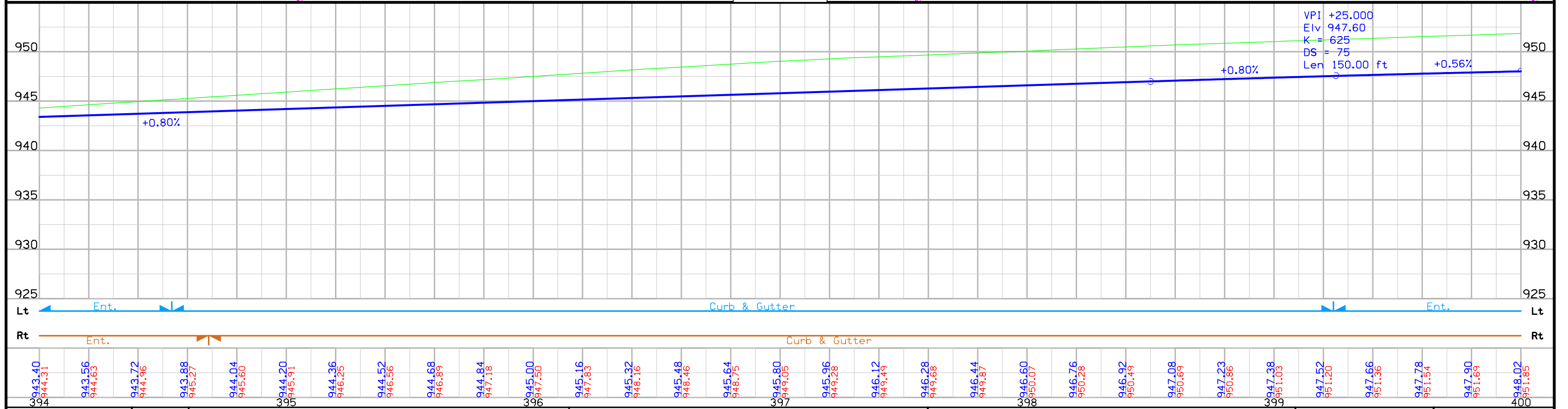
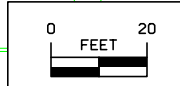


For Storm Sewer Details Refer to Sheet No. M.12

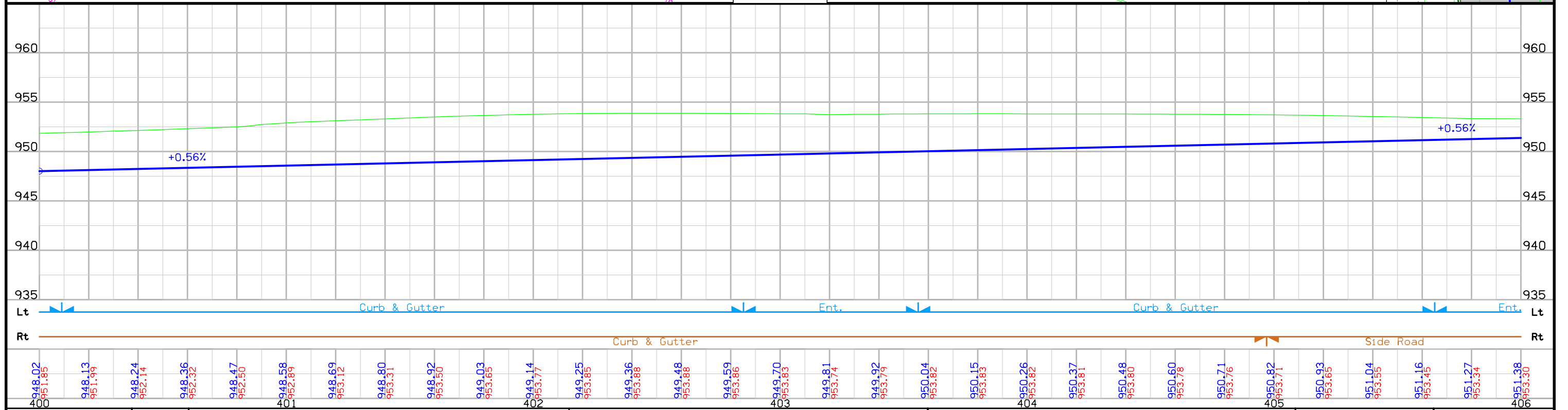
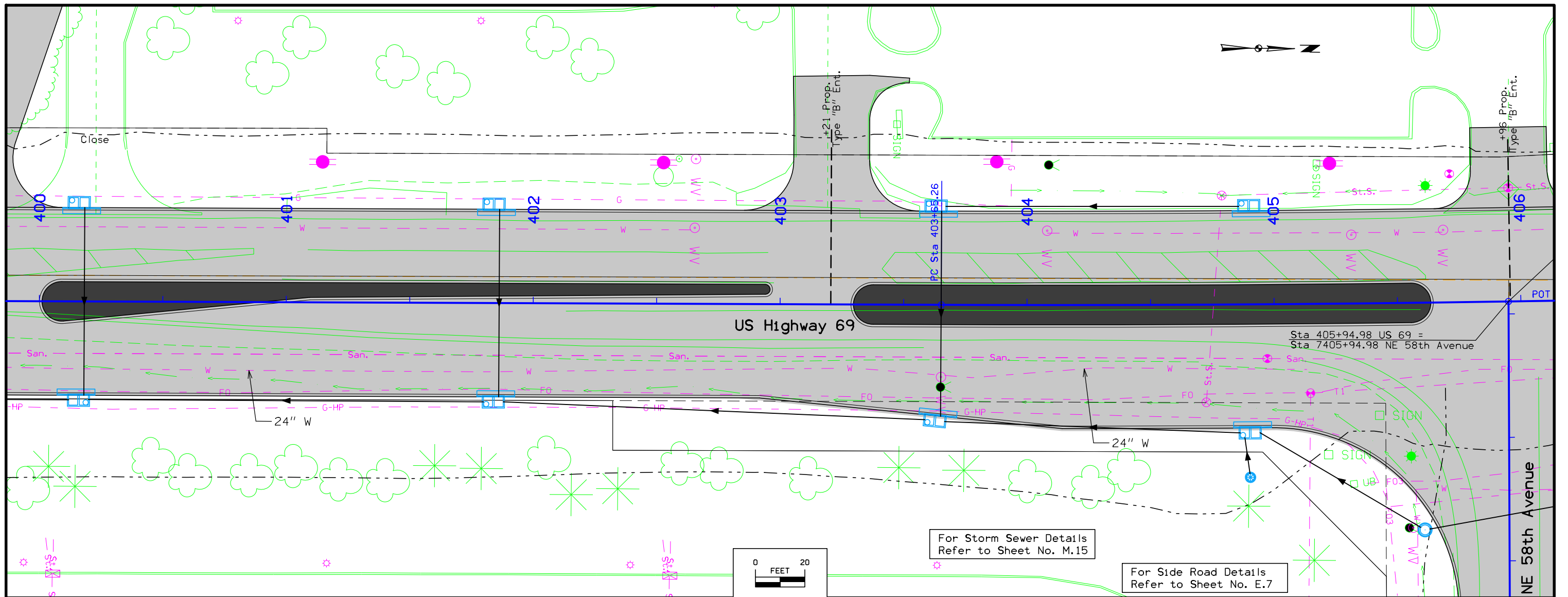


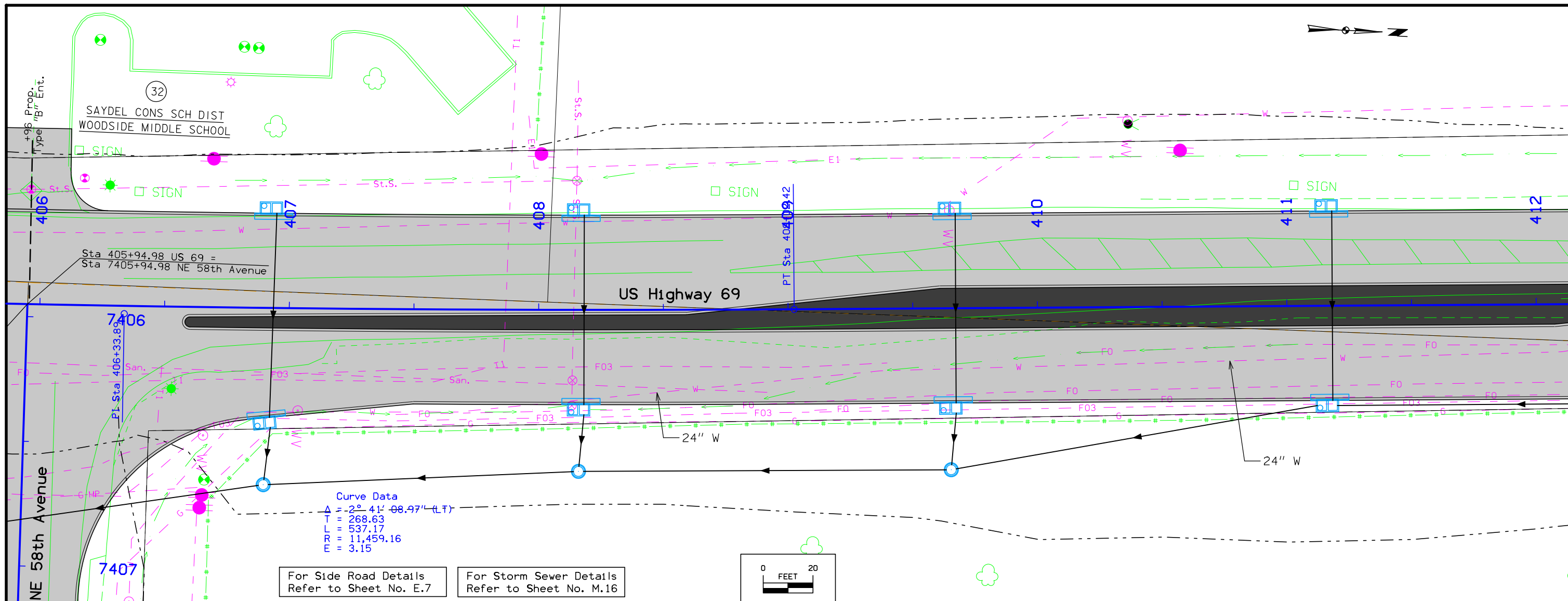


For Storm Sewer Details Refer to Sheet No. M.14



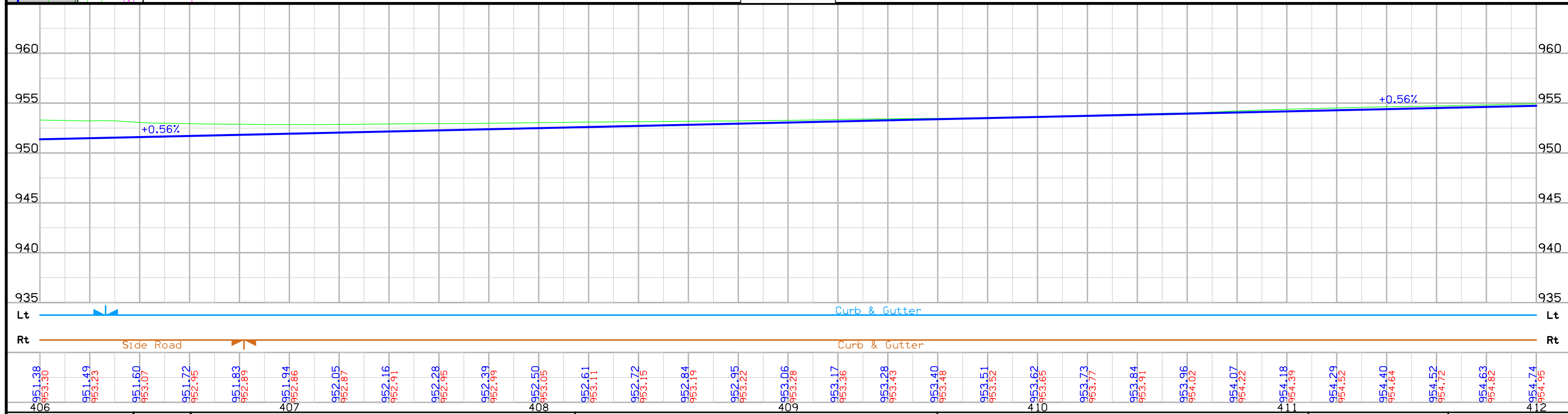
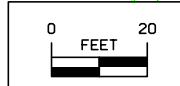
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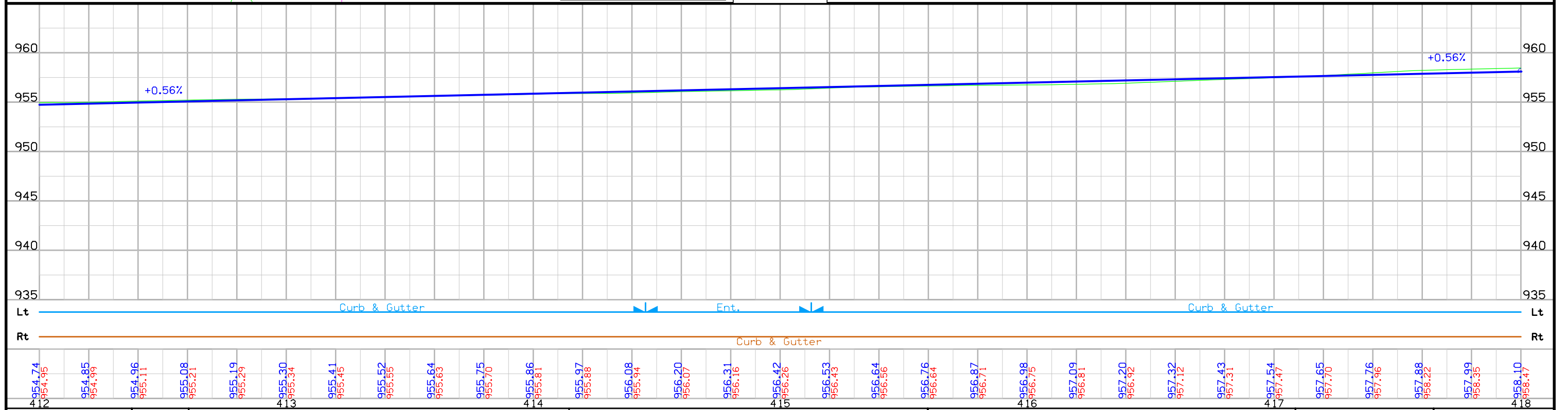
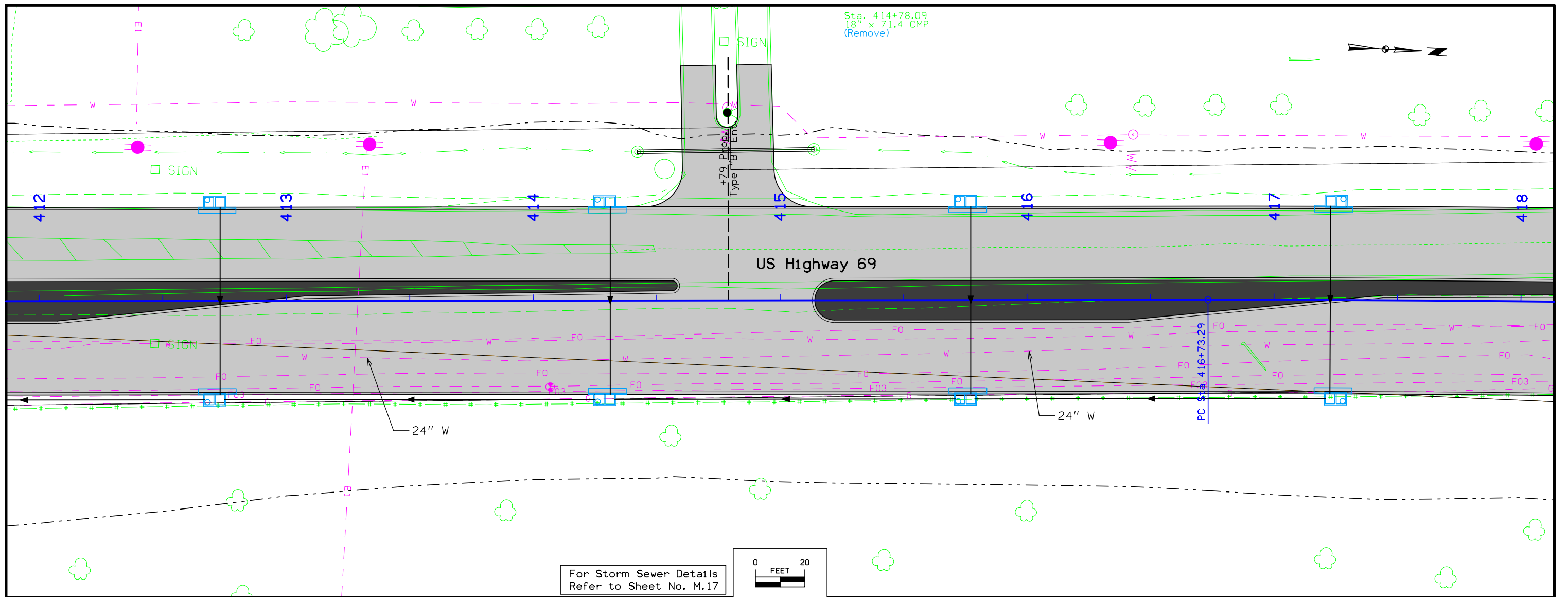


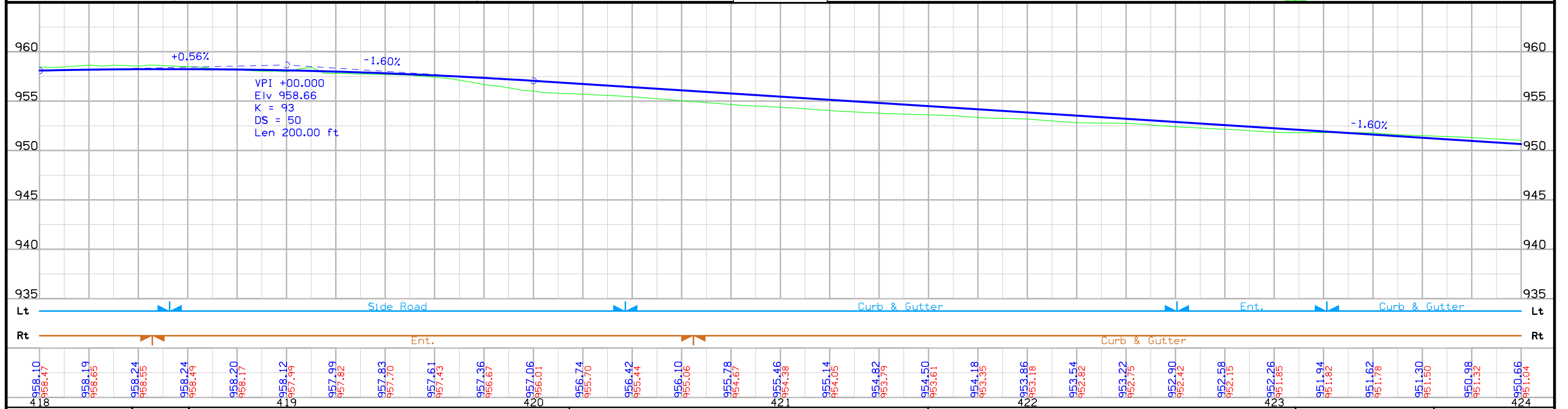
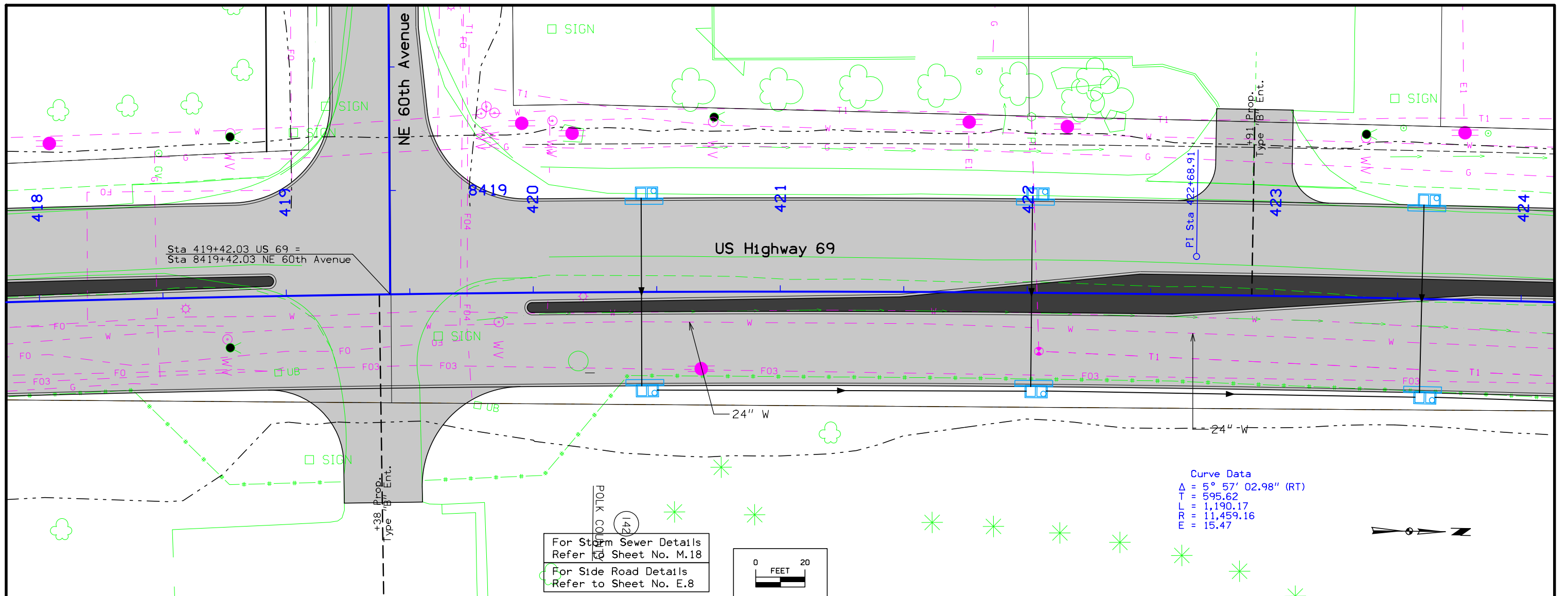


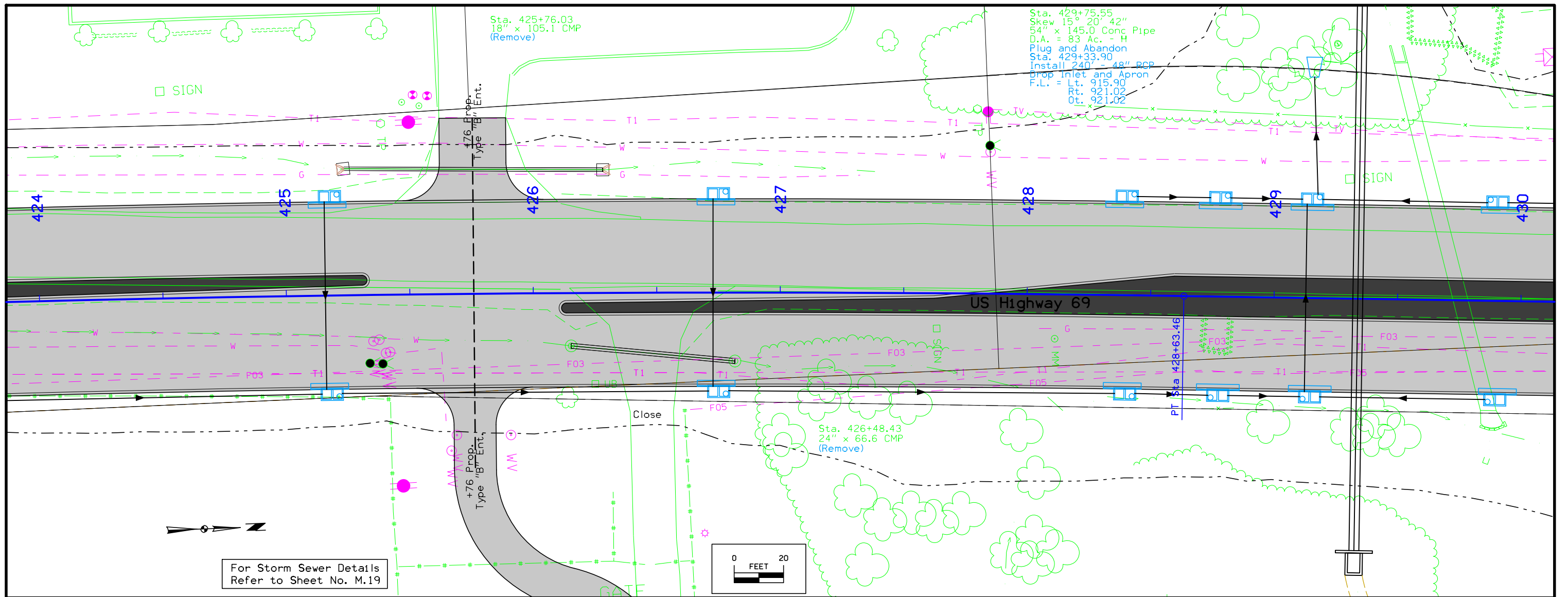
For Side Road Details Refer to Sheet No. E.7

For Storm Sewer Details Refer to Sheet No. M.16

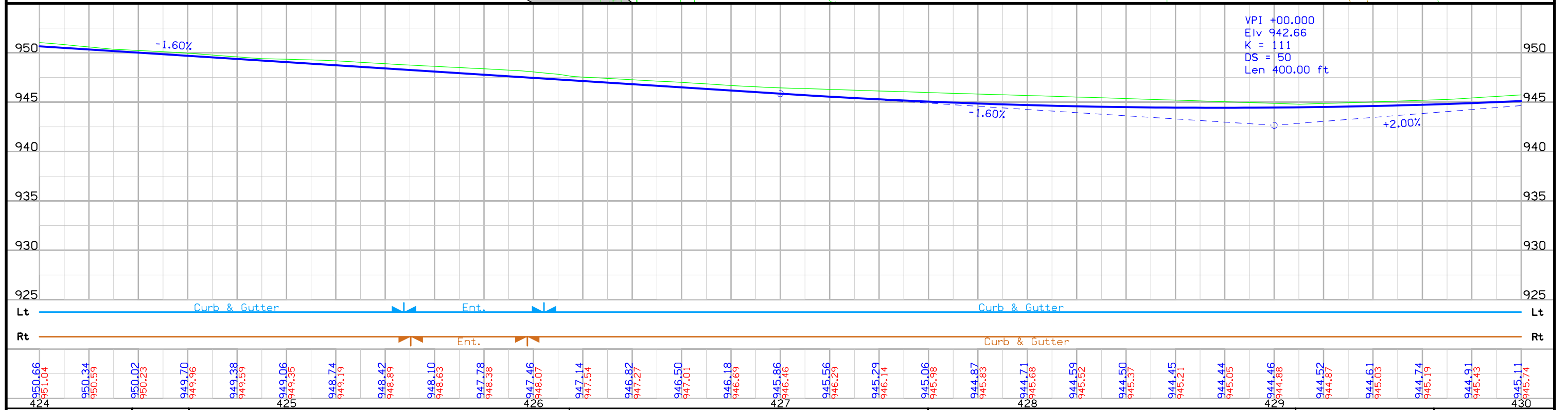


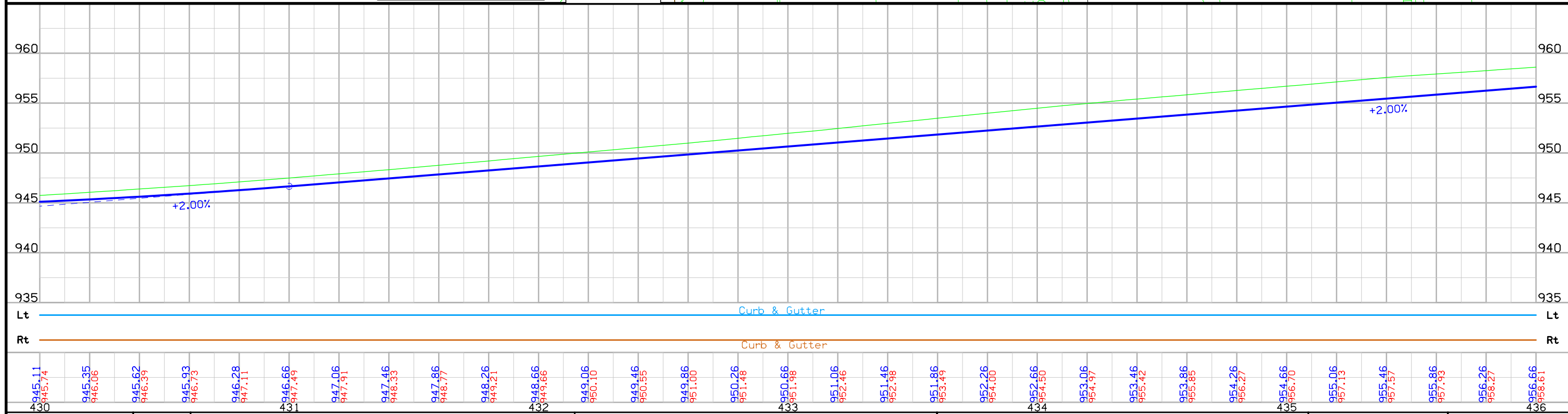
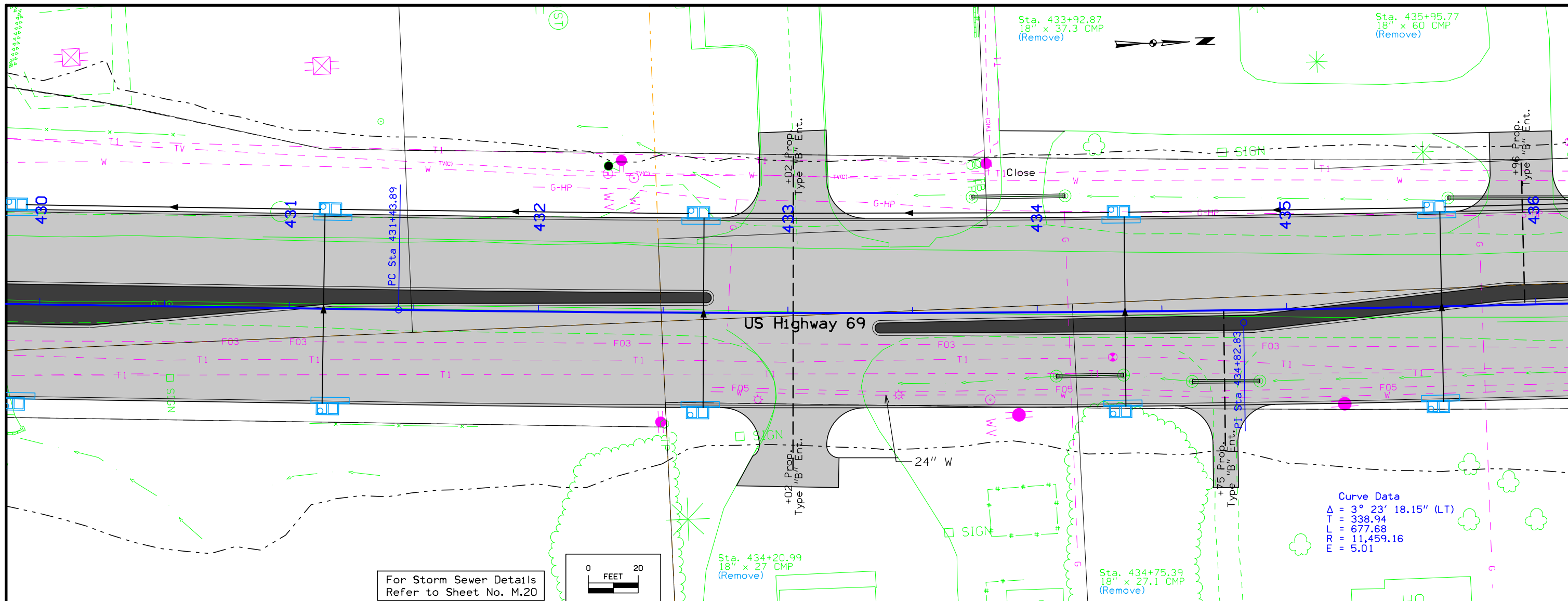


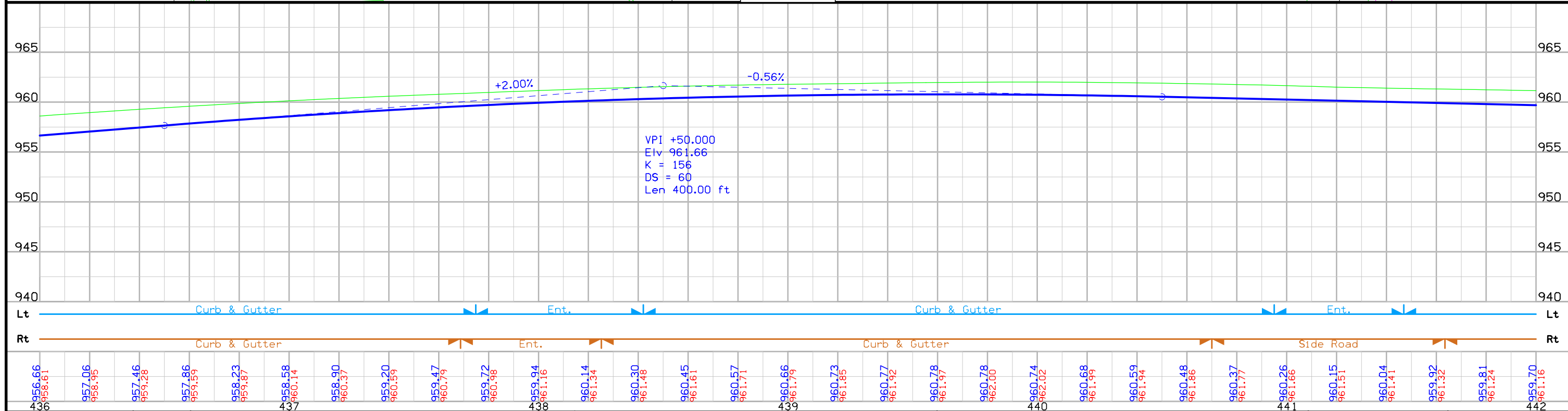
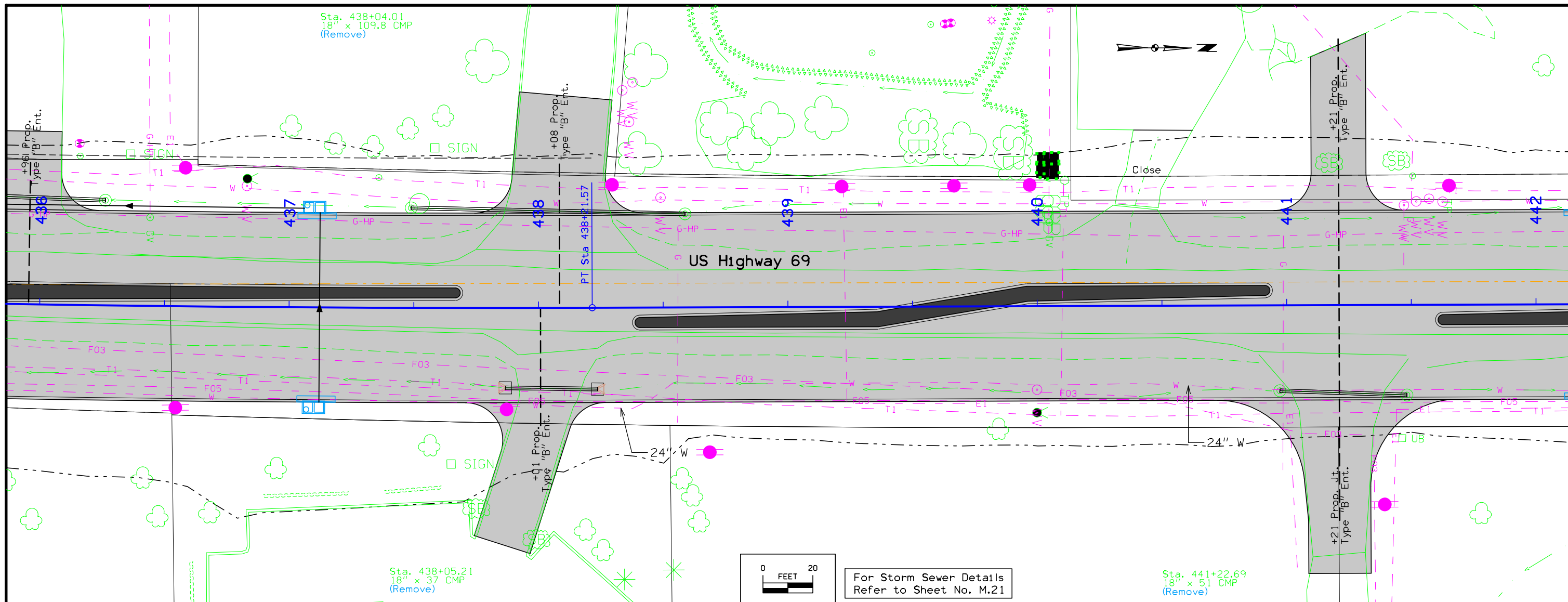


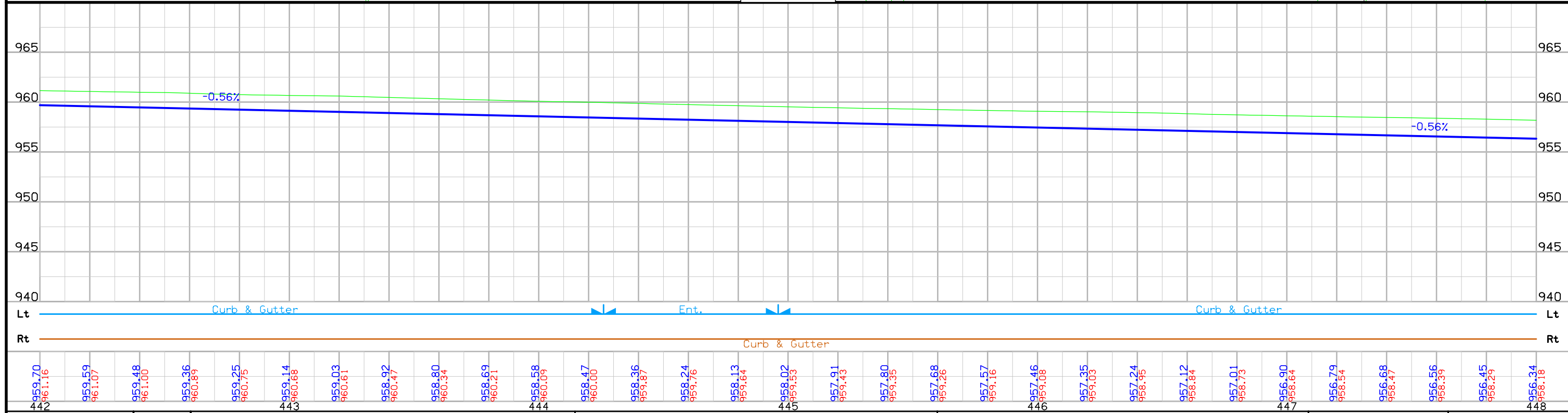
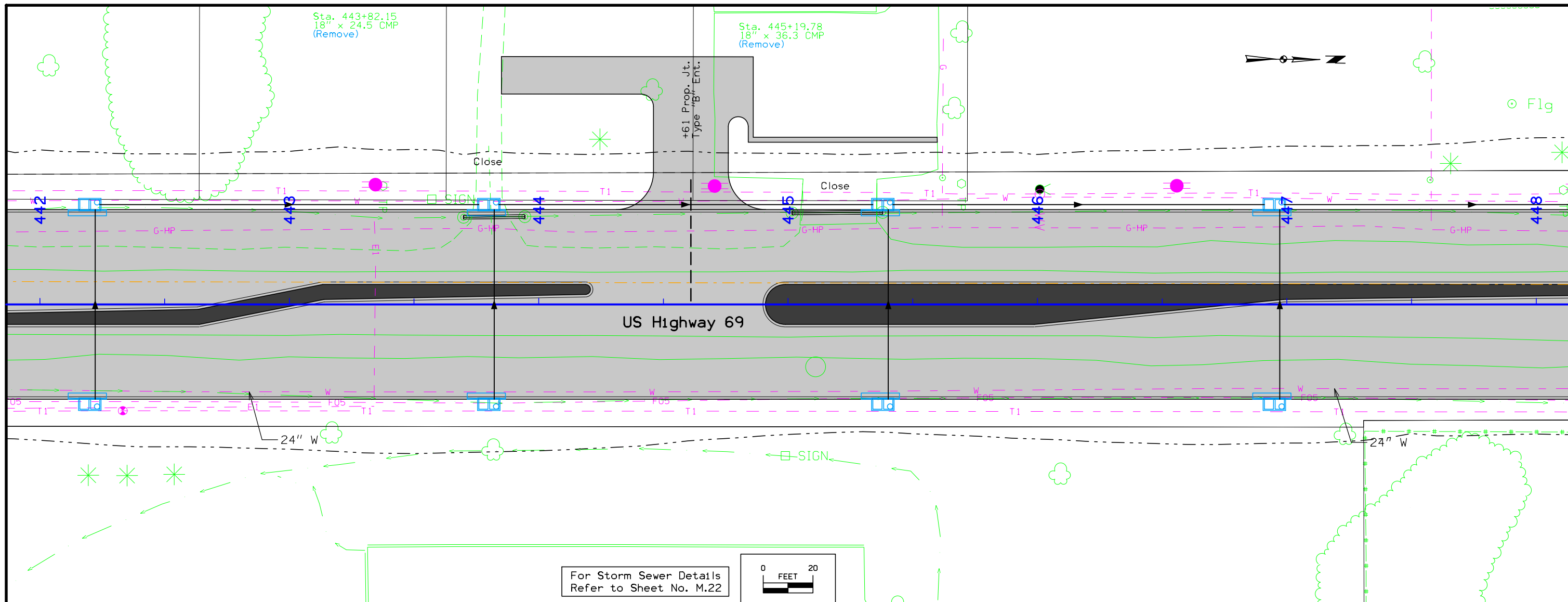


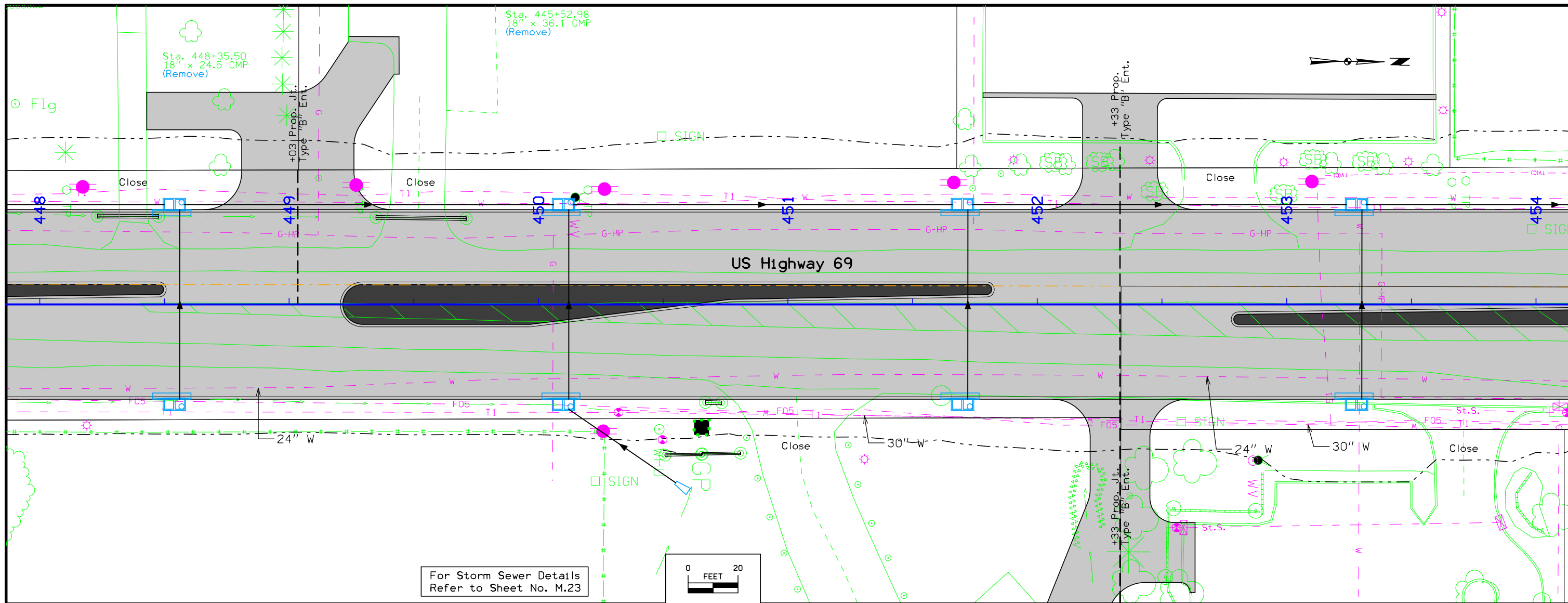
For Storm Sewer Details
Refer to Sheet No. M.19



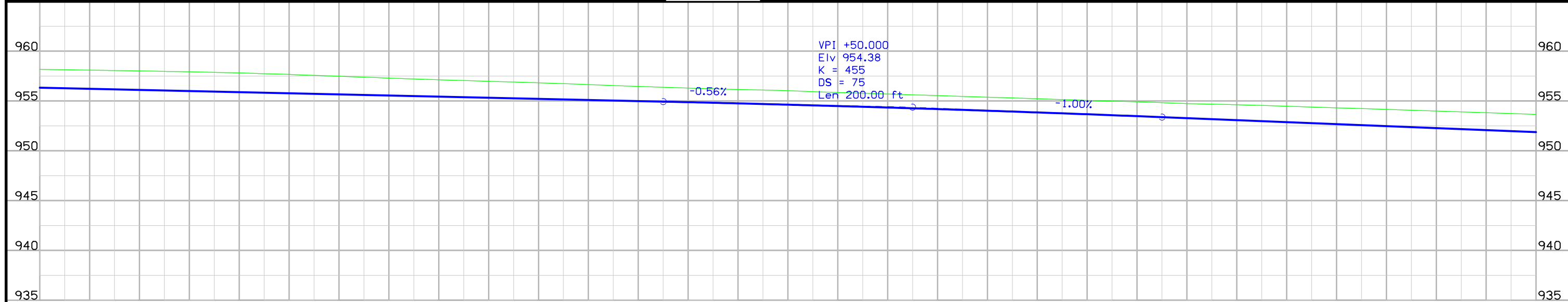
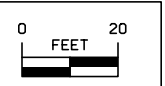




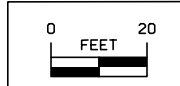
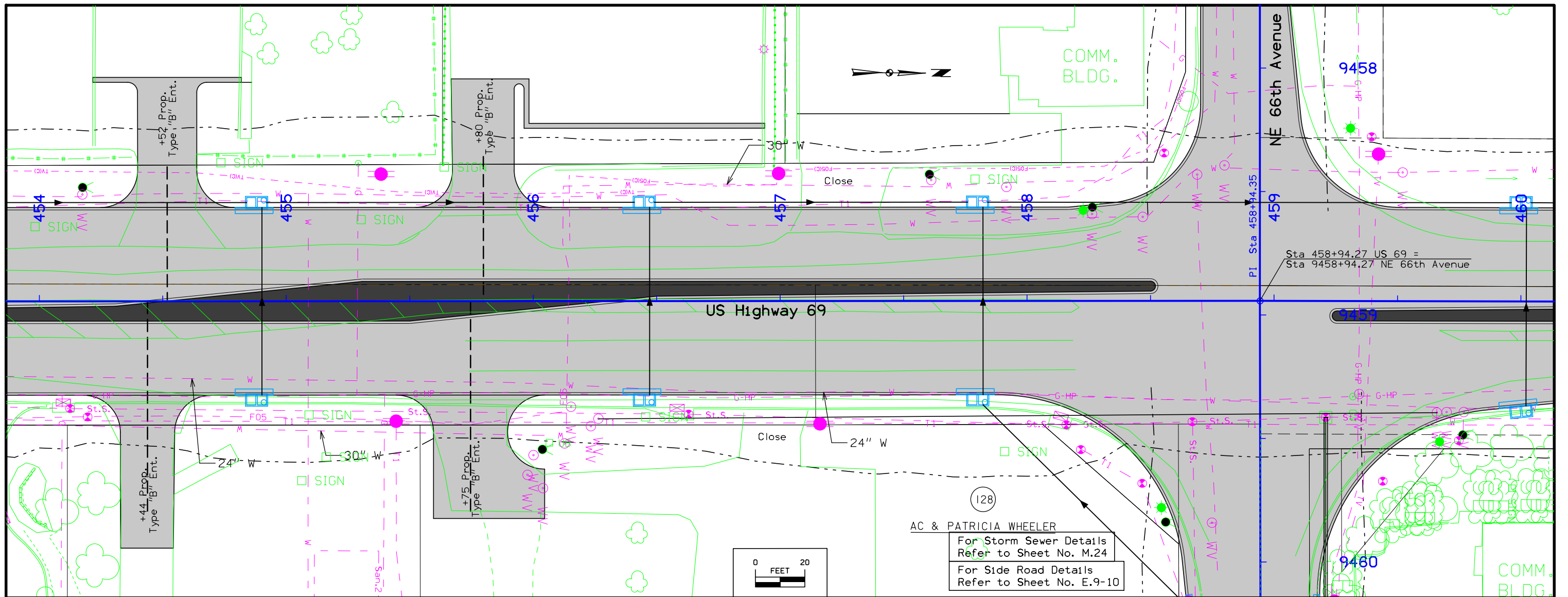




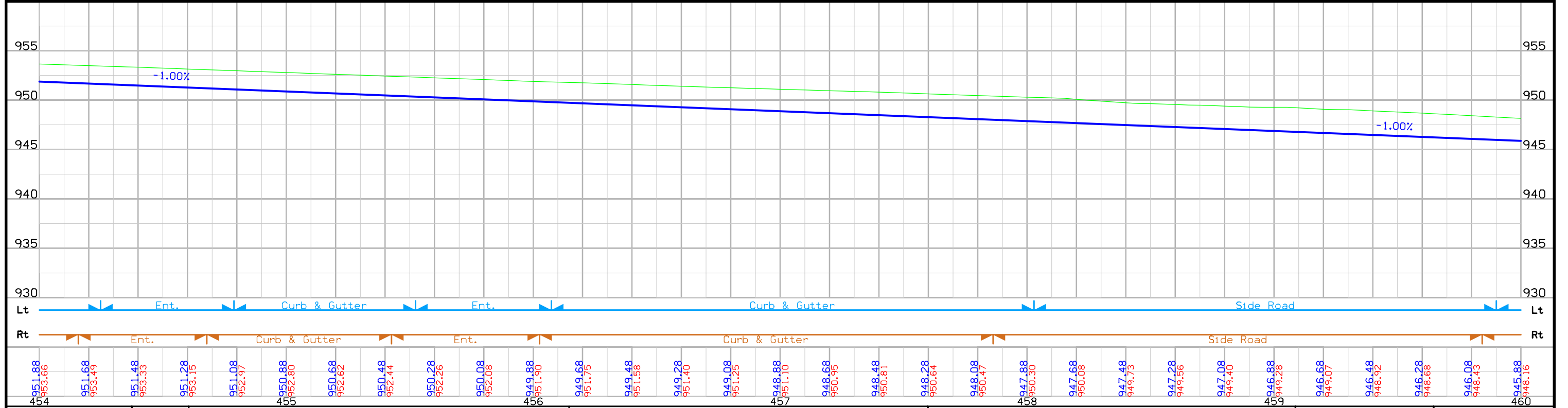
For Storm Sewer Details Refer to Sheet No. M.23

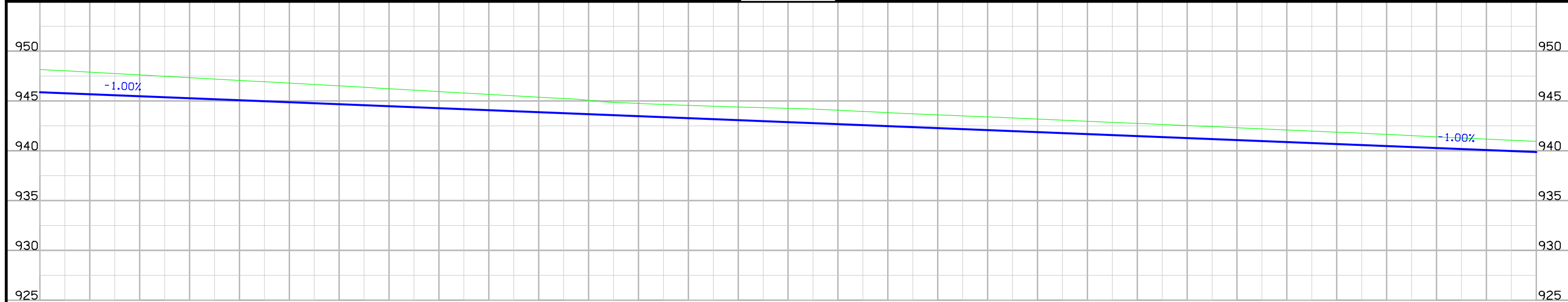
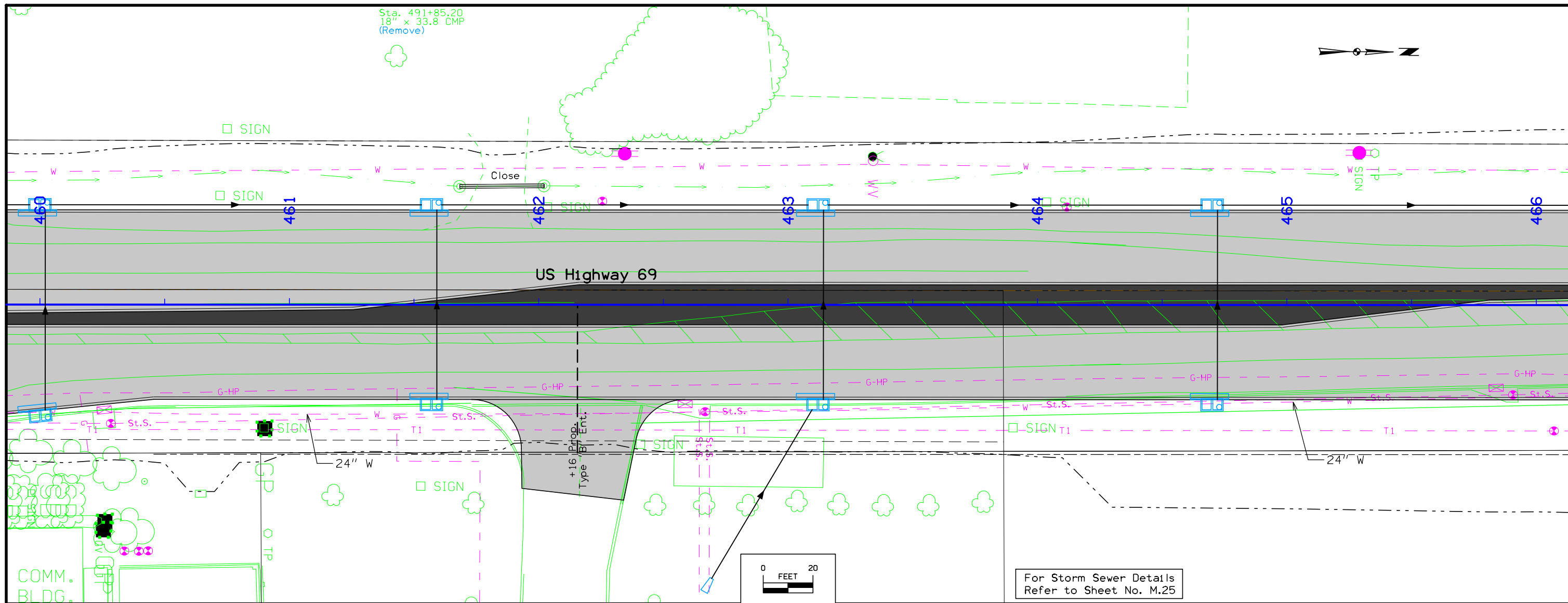


Lt	Ent.	Curb & Gutter	Ent.	Curb & Gutter	Rt
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956.18	956.10	956.02	955.94	955.83	955.73
448	449	450	451	452	453
955.67	955.56	955.44	955.33	955.22	955.11
955.49	955.30	955.13	954.98	954.83	954.65
954.88	954.76	954.63	954.49	954.35	954.19
954.30	954.16	954.03	953.85	953.67	953.48
954.76	954.63	954.54	954.43	954.32	954.21
954.63	954.54	954.43	954.32	954.21	954.10
954.49	954.35	954.21	954.07	953.93	953.79
954.86	954.70	954.54	954.38	954.22	954.06
954.35	954.19	954.03	953.87	953.71	953.55
954.70	954.54	954.39	954.23	954.07	953.91
954.19	954.03	953.87	953.71	953.55	953.39
954.54	954.39	954.23	954.07	953.91	953.75
954.03	953.87	953.71	953.55	953.39	953.23
954.39	954.23	954.07	953.91	953.75	953.59
953.85	953.67	953.48	953.28	953.08	952.88
953.22	953.06	952.92	952.75	952.58	952.41
953.67	953.50	953.32	953.15	952.97	952.80
953.06	952.88	952.70	952.52	952.34	952.16
953.48	953.30	953.12	952.94	952.76	952.58
953.92	953.74	953.56	953.38	953.20	953.02
954.32	954.14	953.96	953.78	953.60	953.42
954.28	954.10	953.92	953.74	953.56	953.38
954.75	954.57	954.39	954.21	954.03	953.85
953.08	952.90	952.72	952.54	952.36	952.18
954.63	954.45	954.27	954.09	953.91	953.73
952.88	952.70	952.52	952.34	952.16	951.98
954.48	954.30	954.12	953.94	953.76	953.58
952.68	952.50	952.32	952.14	951.96	951.78
954.31	954.13	953.95	953.77	953.59	953.41
952.48	952.30	952.12	951.94	951.76	951.58
954.16	953.98	953.80	953.62	953.44	953.26
952.28	952.10	951.92	951.74	951.56	951.38
953.99	953.81	953.63	953.45	953.27	953.09
952.08	951.90	951.72	951.54	951.36	951.18
953.82	953.64	953.46	953.28	953.10	952.92
951.88	951.70	951.52	951.34	951.16	950.98
953.66	953.48	953.30	953.12	952.94	952.76

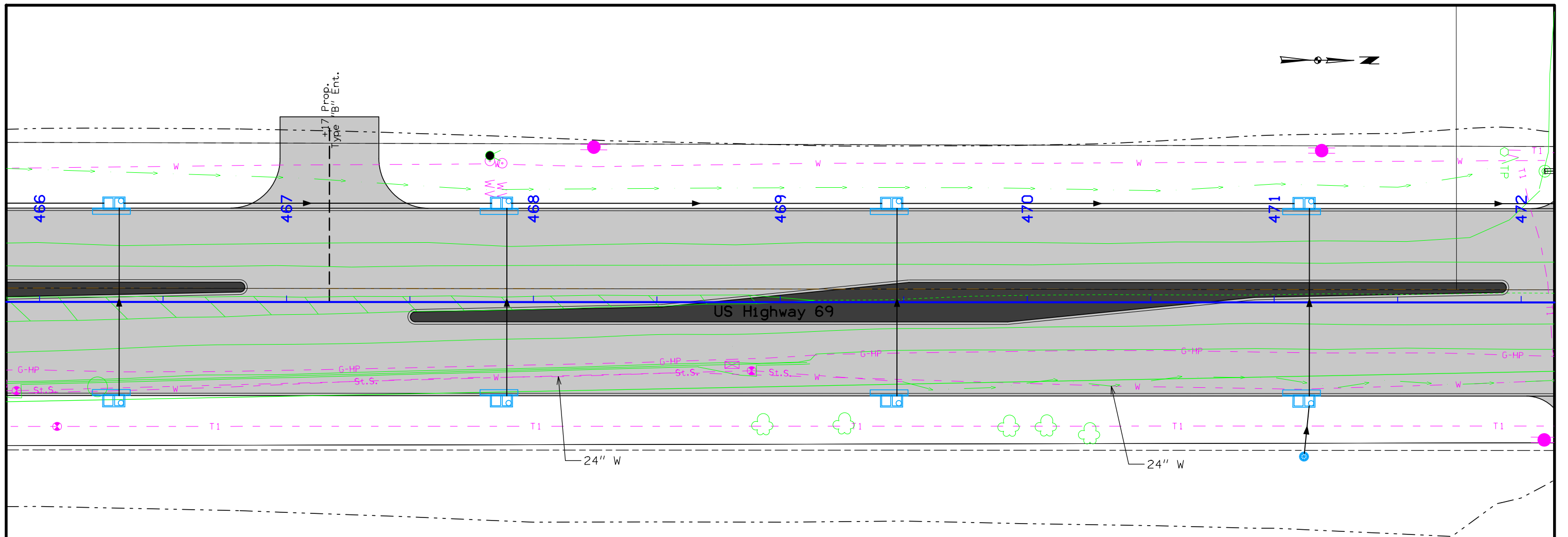


AC & PATRICIA WHEELER
 For Storm Sewer Details
 Refer to Sheet No. M.24
 For Side Road Details
 Refer to Sheet No. E.9-10

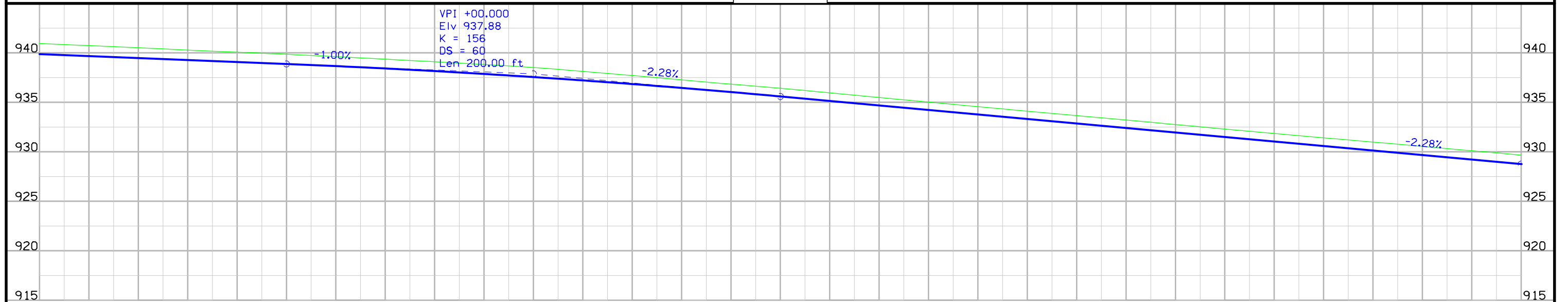
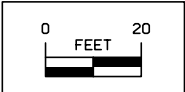




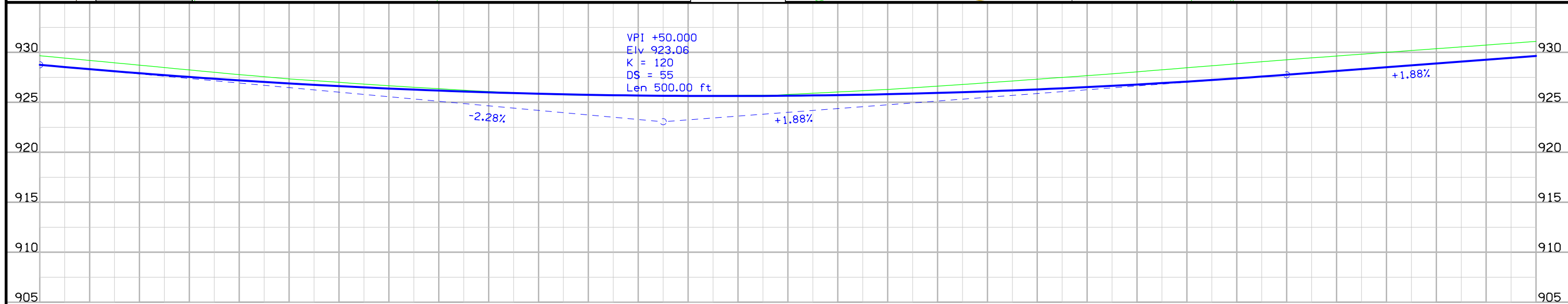
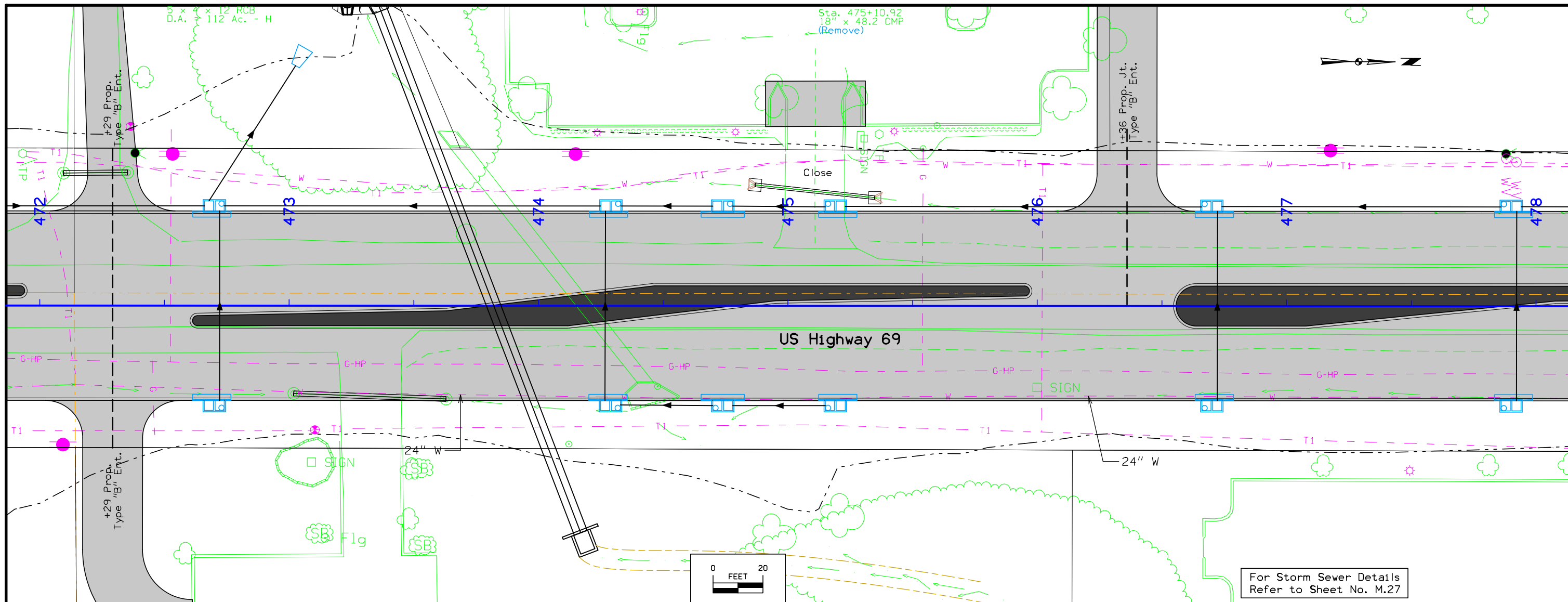
Station	Right Side Elevation (Rt)	Left Side Elevation (Lt)
460	945.88	946.16
	945.68	947.89
	945.48	947.62
	945.28	947.34
	945.08	947.07
461	944.88	946.80
	944.68	946.52
	944.48	946.23
	944.28	945.95
	944.08	945.66
462	943.88	945.38
	943.68	945.07
	943.48	944.76
	943.28	944.46
	943.08	944.10
463	942.88	943.83
	942.68	943.51
	942.48	943.19
	942.28	942.86
	942.08	942.54
464	941.88	942.22
	941.68	941.90
	941.48	941.58
	941.28	941.26
465	941.08	940.94
	940.88	940.62
	940.68	940.30
	940.48	939.98
466	940.28	939.66
	940.08	939.34
	939.88	939.02



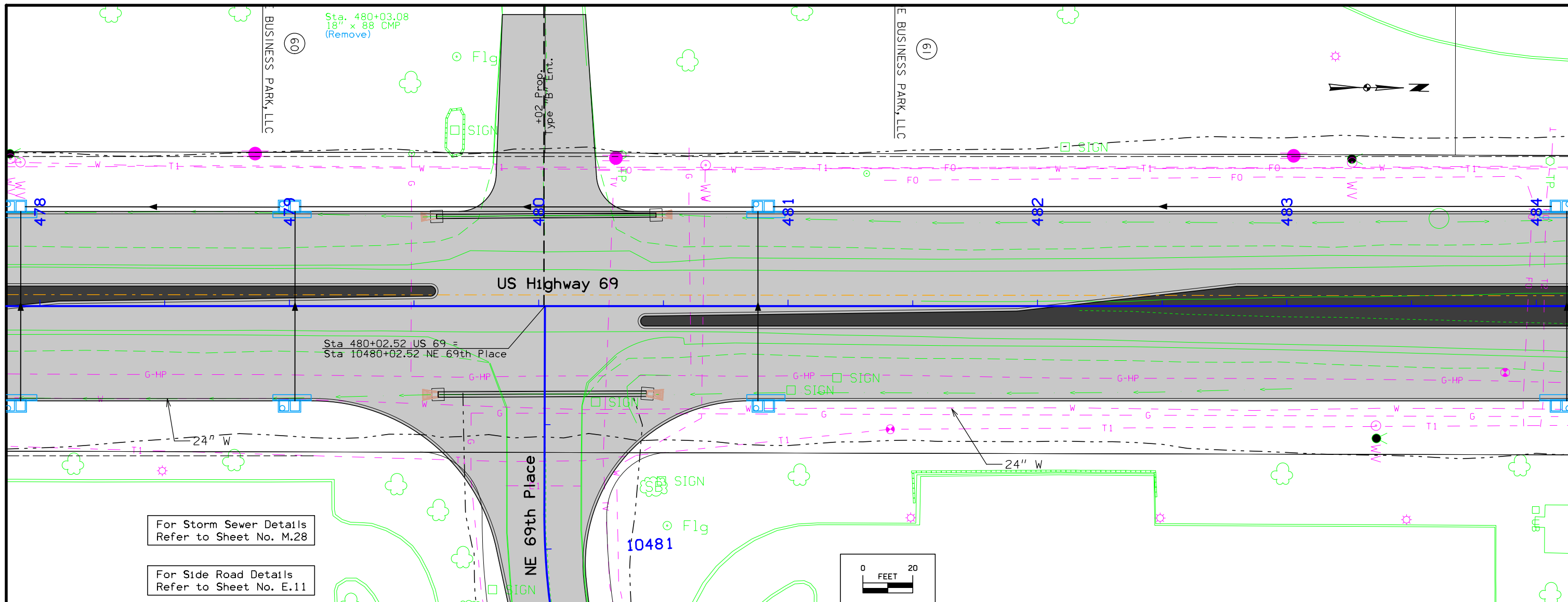
For Storm Sewer Details
Refer to Sheet No. M.26



939.88 940.95 466	939.68 940.74	939.48 940.52	939.28 940.29	939.08 940.07	938.88 939.86	938.67 939.62	938.43 939.37	938.16 939.11	937.88 938.83	937.56 938.52	937.22 938.13	936.85 937.71	936.46 937.27	936.04 936.85	935.60 936.43	935.14 935.97	934.69 935.49	934.23 935.03	933.78 934.57	933.32 934.11	932.86 933.67	932.41 933.22	931.95 932.76	931.50 932.30	931.04 931.85	930.58 931.42	930.13 930.99	929.67 930.56	929.22 930.11	928.76 929.67
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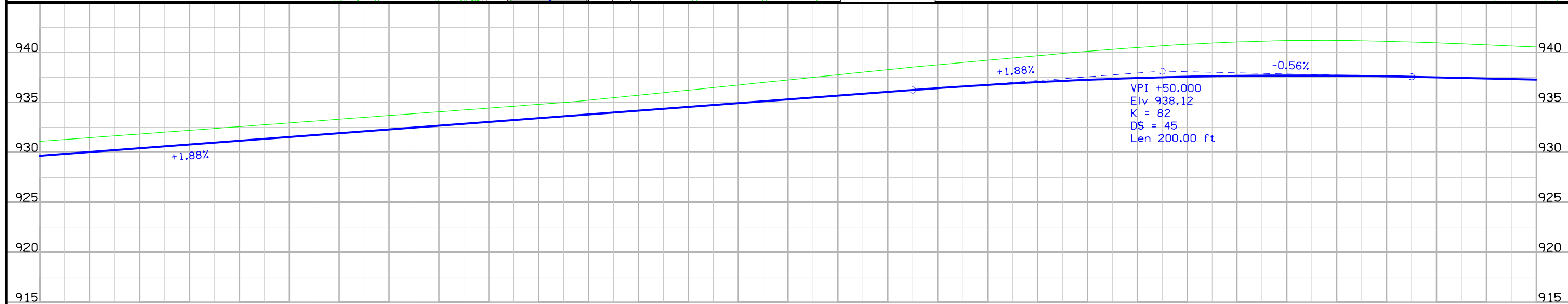


928.76 929.67	928.32 929.20	927.91 928.72	927.54 928.25	927.20 927.78	926.90 927.35	926.62 927.00	926.38 926.67	926.18 926.36	926.00 926.09	925.87 925.86	925.76 925.71	925.69 925.68	925.65 925.66	925.64 925.70	925.67 925.78	925.73 926.04	925.82 926.30	925.95 926.62	926.11 926.97	926.30 927.32	926.53 927.68	926.79 928.06	927.08 928.46	927.41 928.87	927.77 929.26	928.14 929.64	928.52 930.01	928.90 930.37	929.27 930.73	929.65 931.10
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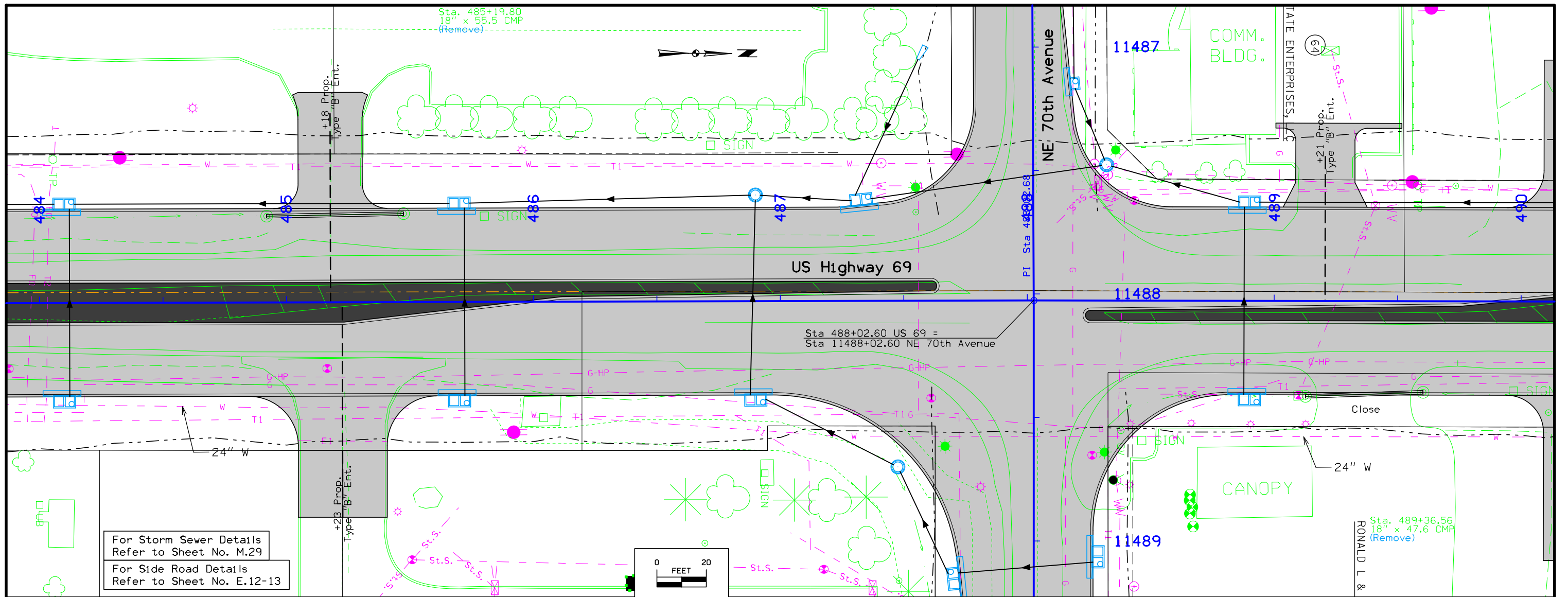


For Storm Sewer Details
Refer to Sheet No. M.28

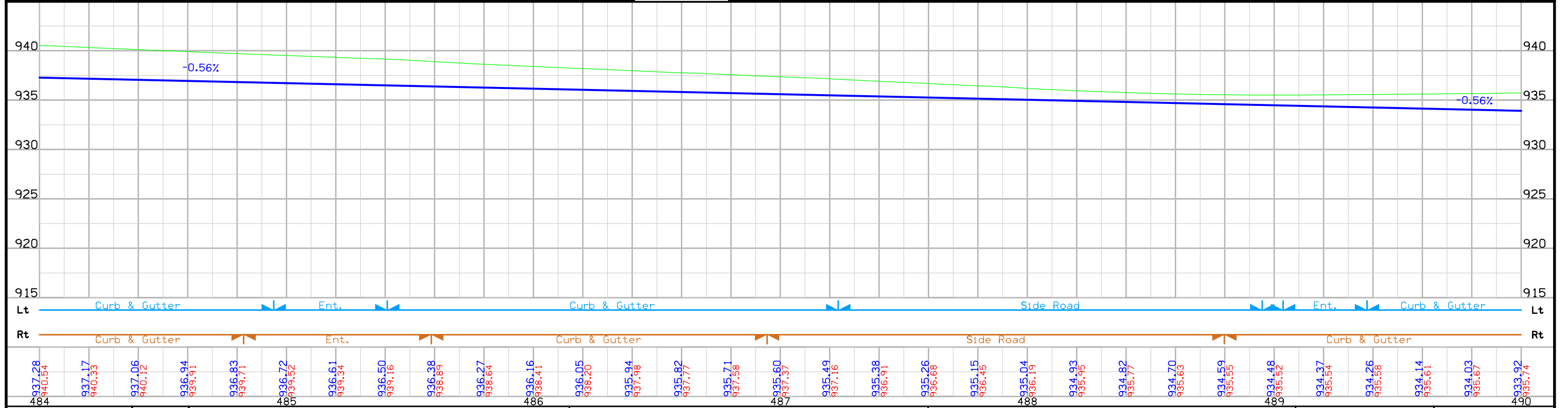
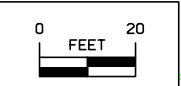
For Side Road Details
Refer to Sheet No. E.11



Lt	Curb & Gutter		Ent.	Curb & Gutter		Rt																												
Rt	Curb & Gutter		Side Road	Curb & Gutter		Rt																												
478	929.65 931.10	930.03 931.47	479	930.40 931.83	930.78 932.20	480	931.15 932.57	931.53 932.94	931.91 933.31	932.28 933.69	932.66 934.06	933.04 934.43	933.41 934.80	933.79 935.21	934.17 935.71	934.54 936.22	934.92 936.73	935.30 937.25	935.67 937.77	936.05 938.28	936.42 938.76	936.75 939.21	937.03 939.66	937.26 940.11	937.44 940.49	937.57 940.82	937.65 941.05	937.69 941.19	937.67 941.22	937.61 941.12	937.50 940.96	937.39 940.76	484	937.28 940.54

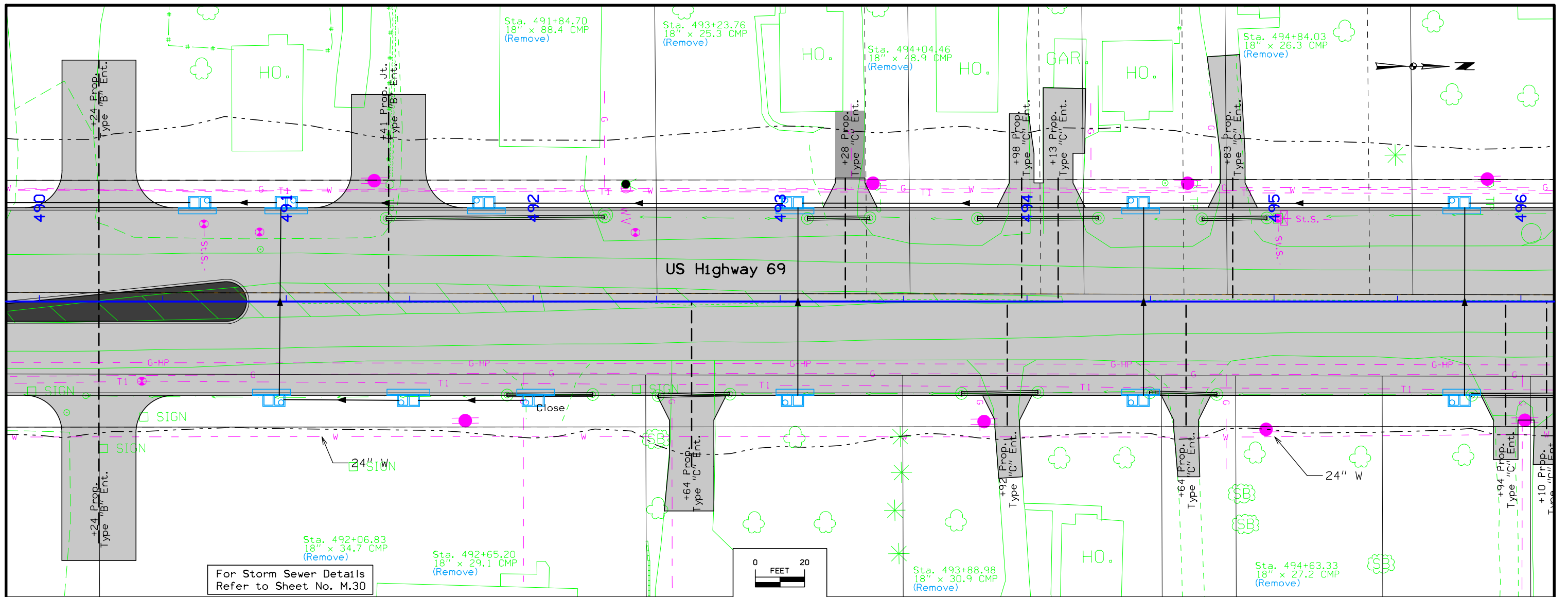


For Storm Sewer Details
Refer to Sheet No. M.29
For Side Road Details
Refer to Sheet No. E.12-13

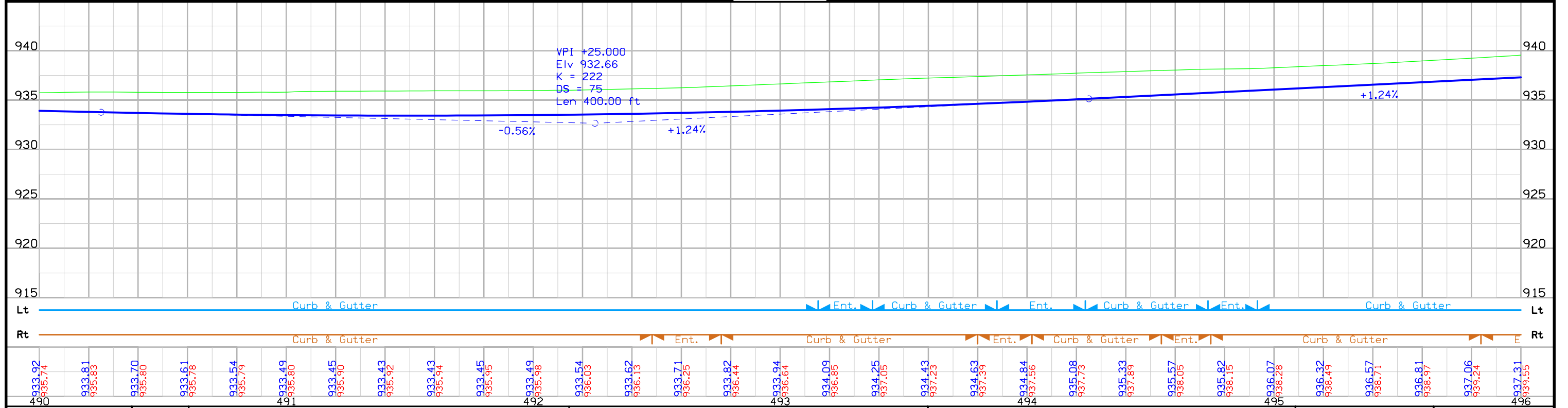
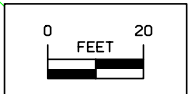


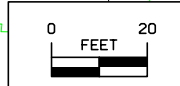
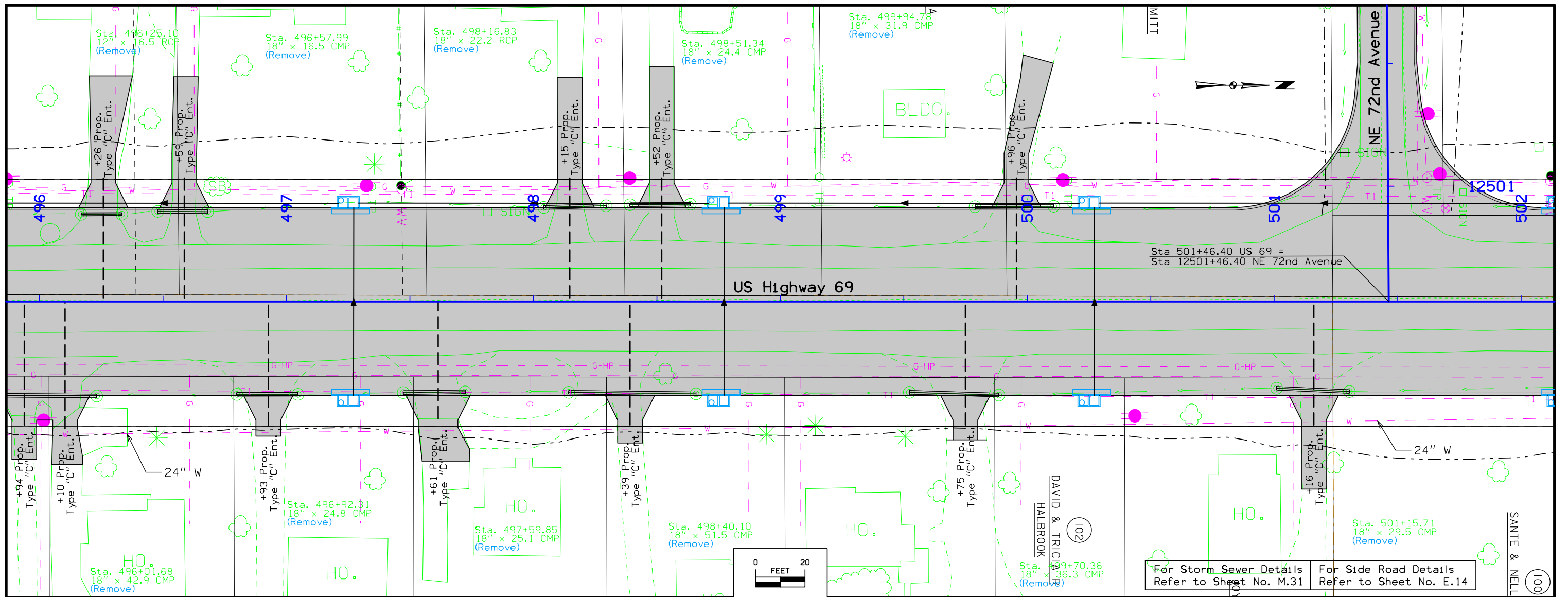
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	D.24
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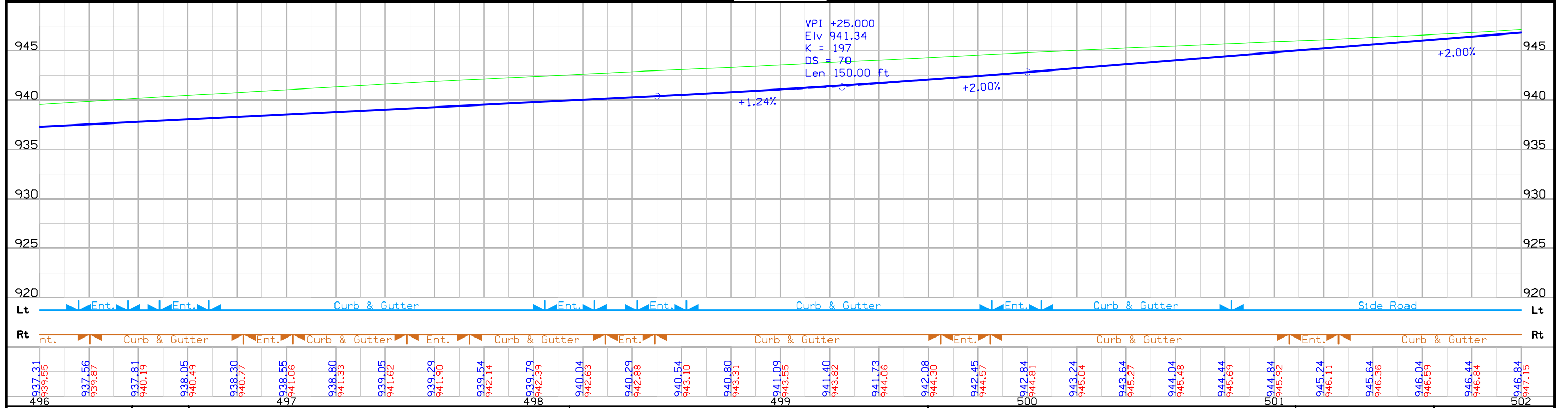


For Storm Sewer Details Refer to Sheet No. M.30

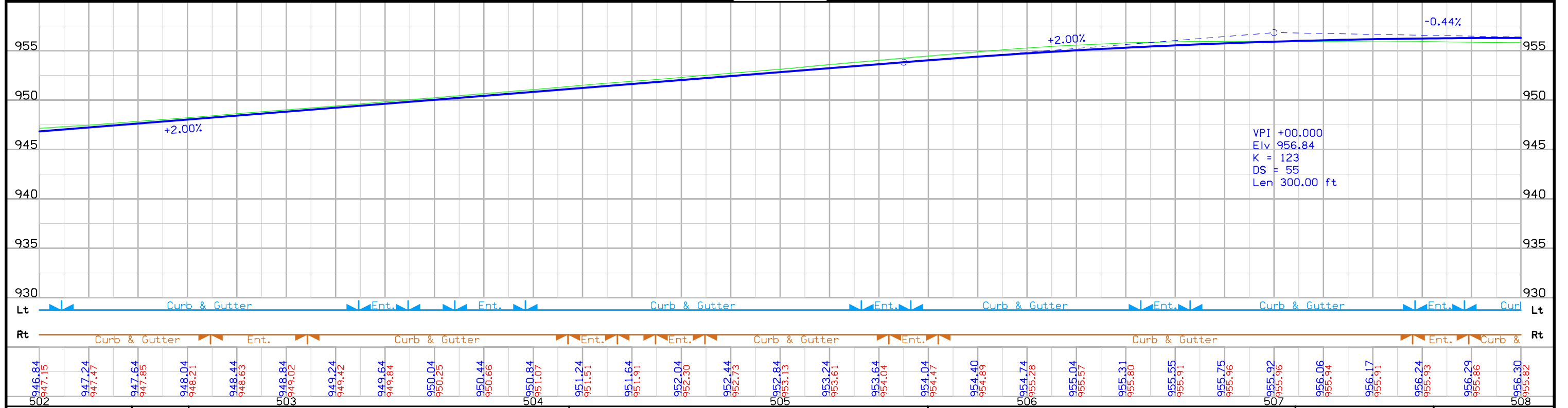
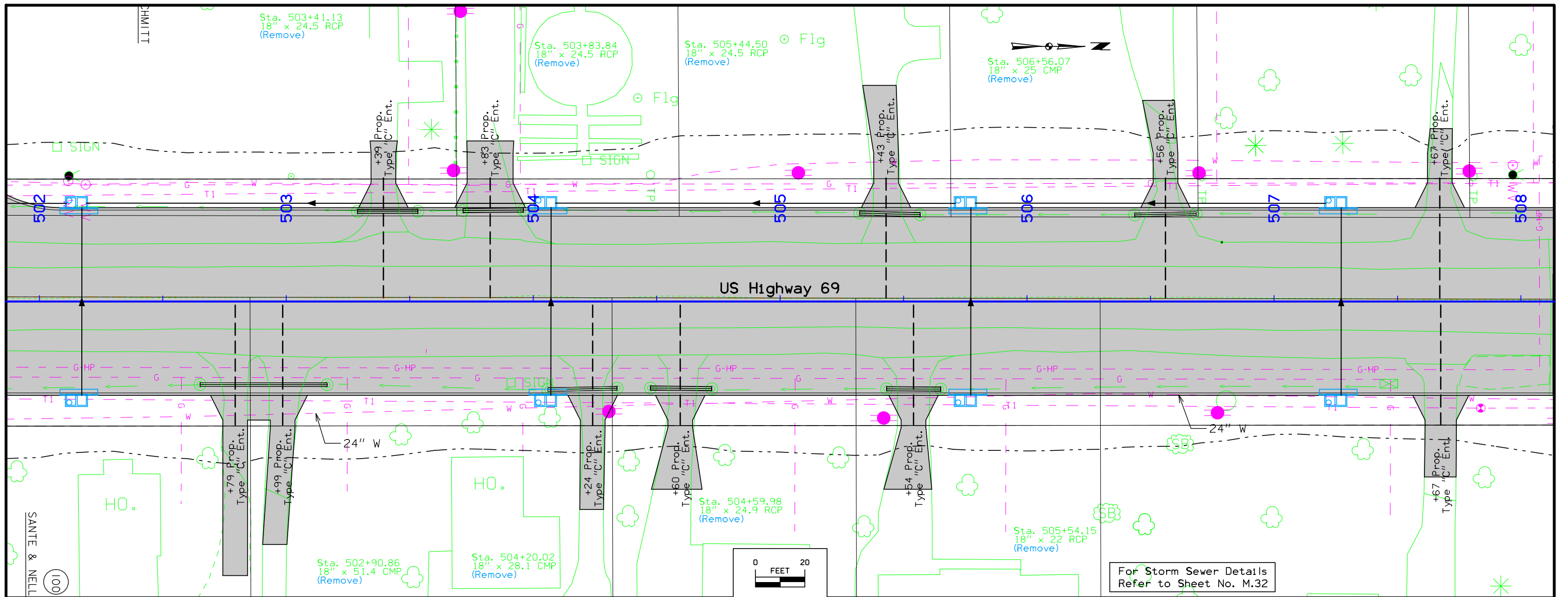


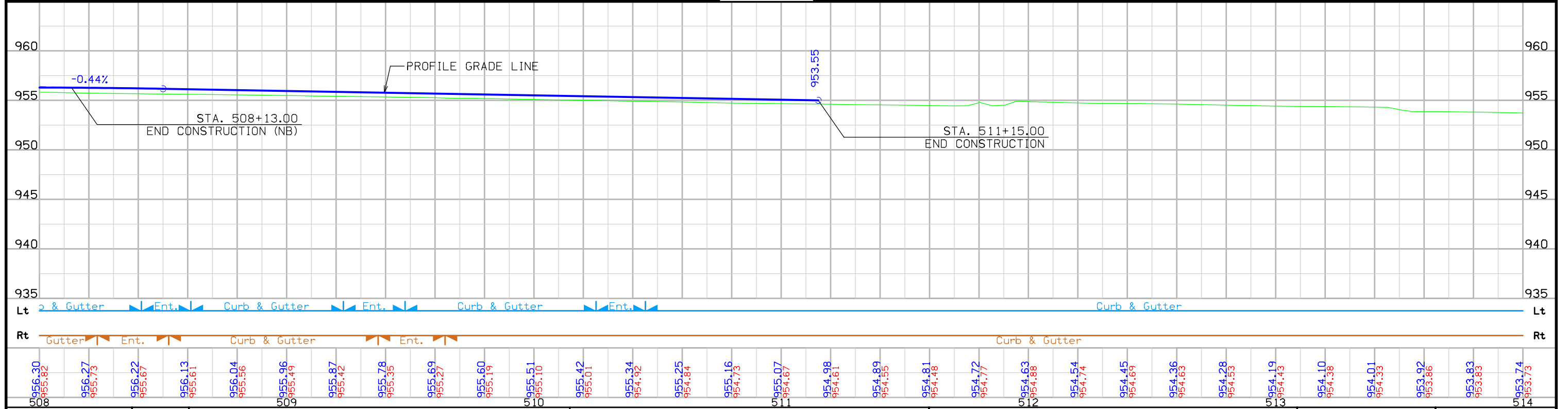
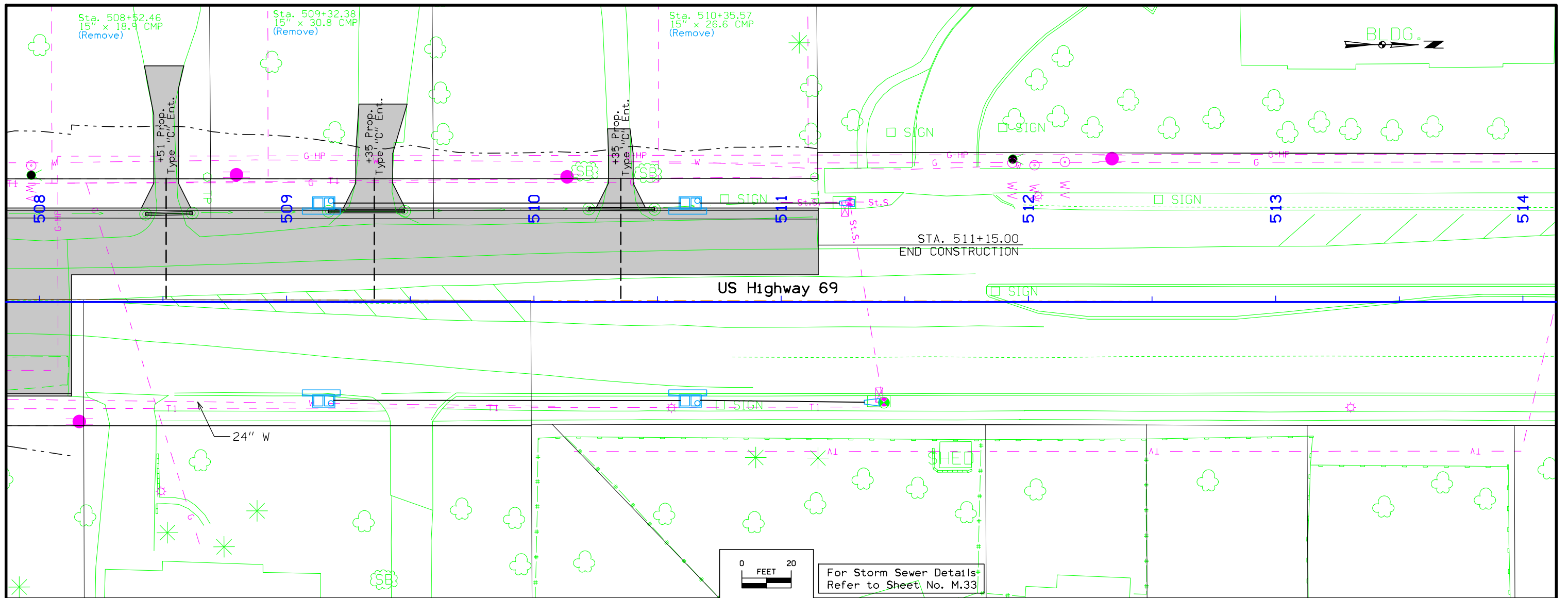


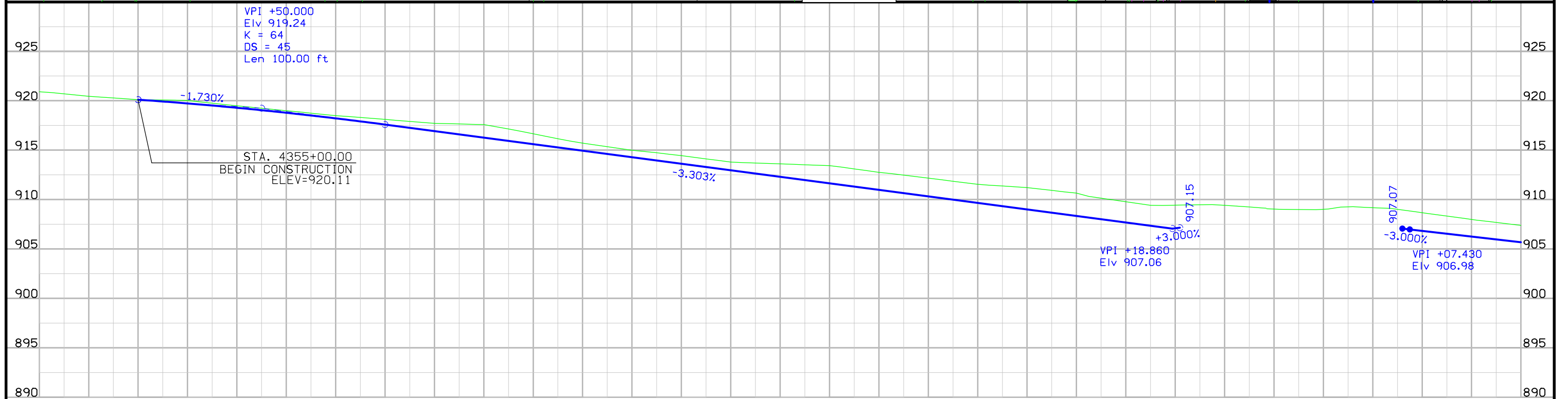
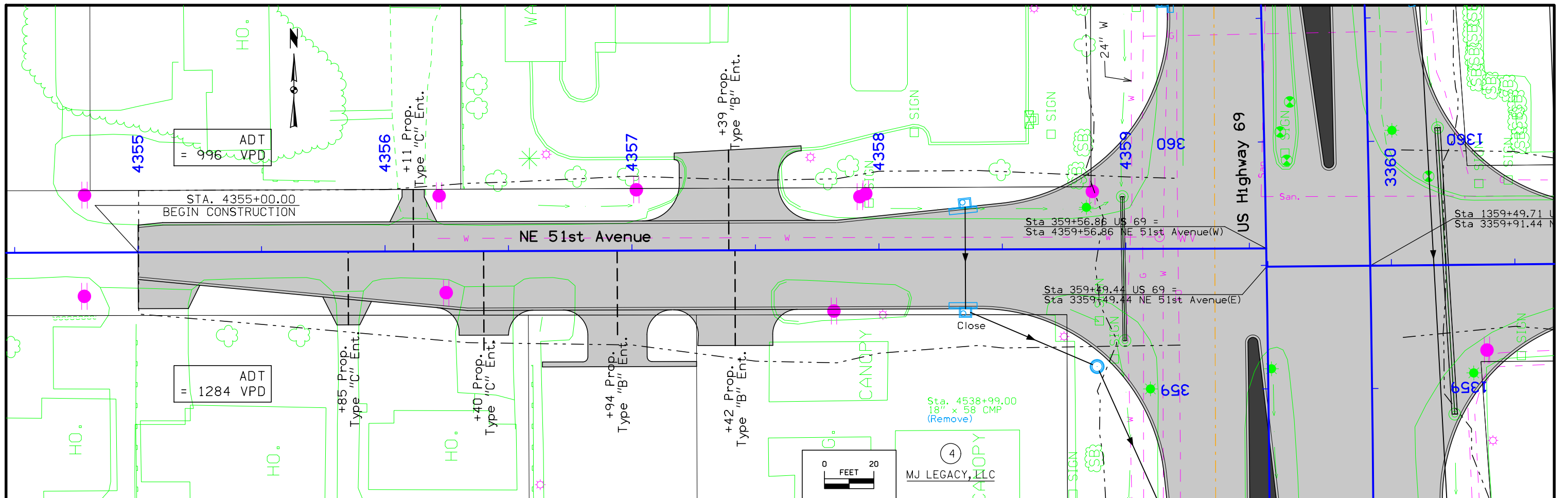
For Storm Sewer Details Refer to Sheet No. M.31
 For Side Road Details Refer to Sheet No. E.14



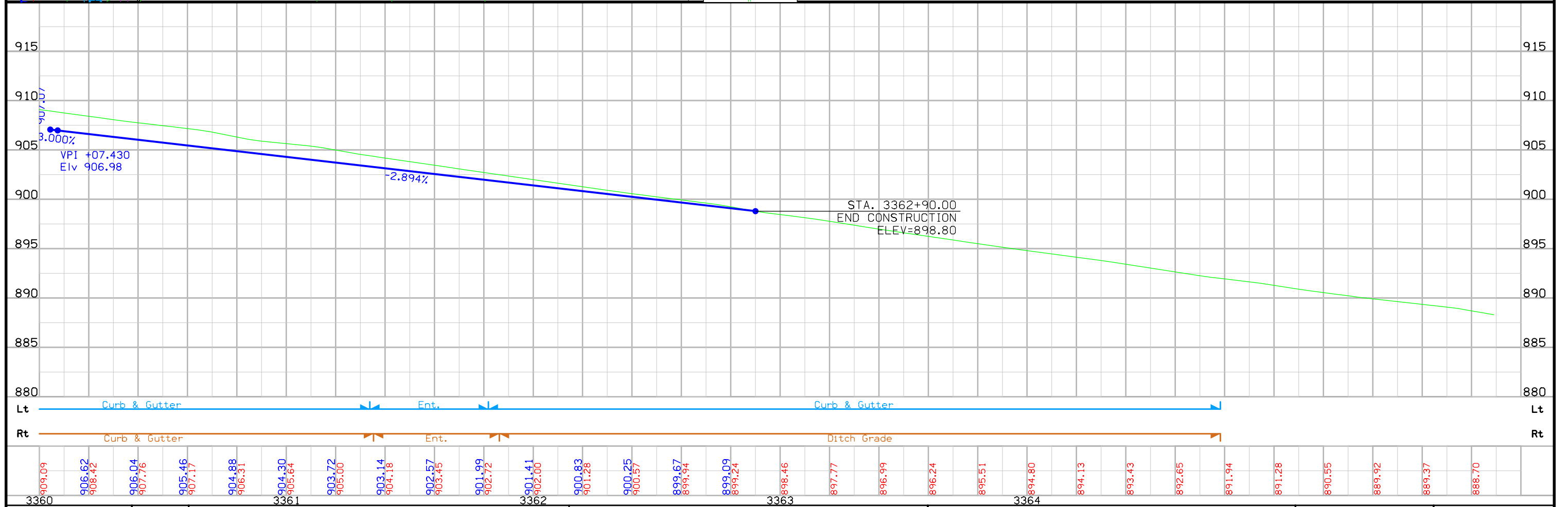
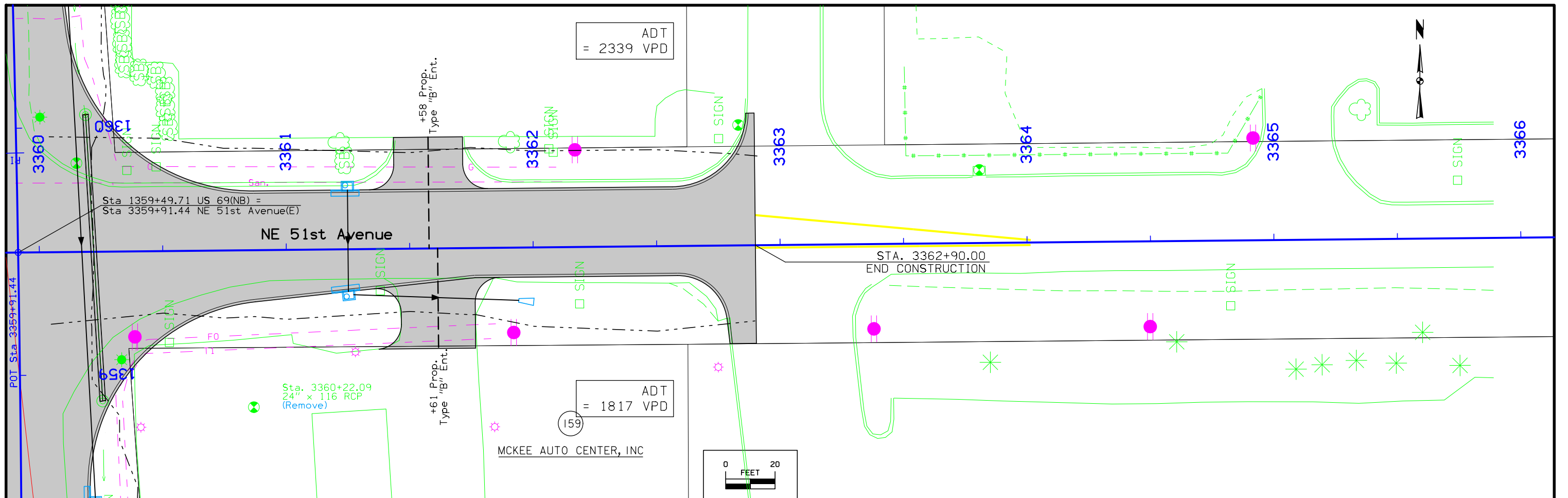
FILE NO.	ENGLISH	DESIGN TEAM	POLK COUNTY	PROJECT NUMBER	SHEET NUMBER
		Snyder & Associates, Inc.		NHSX-69-4(68)--3H-77	D.26

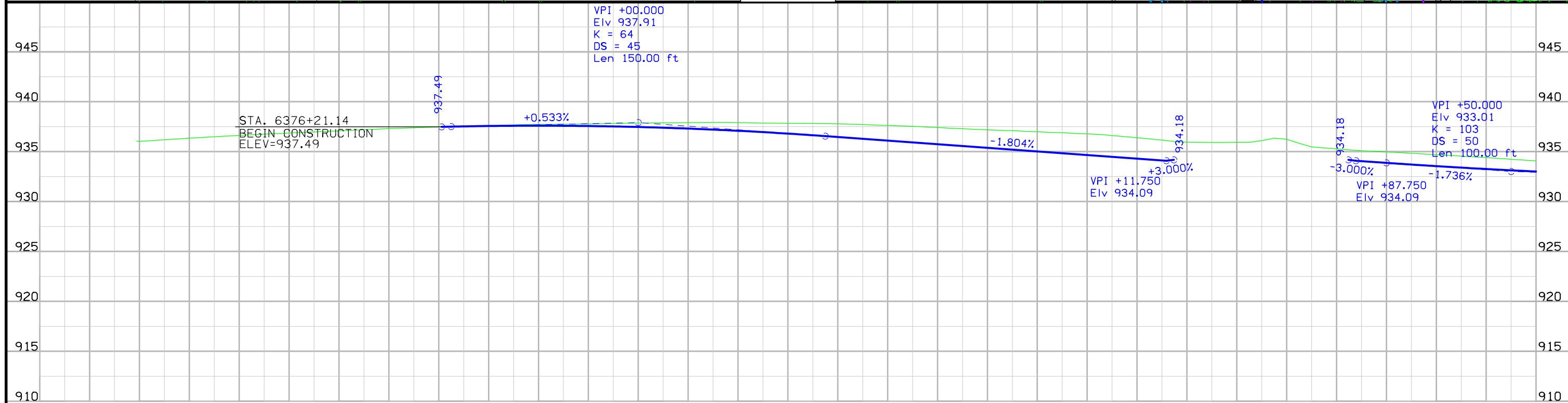
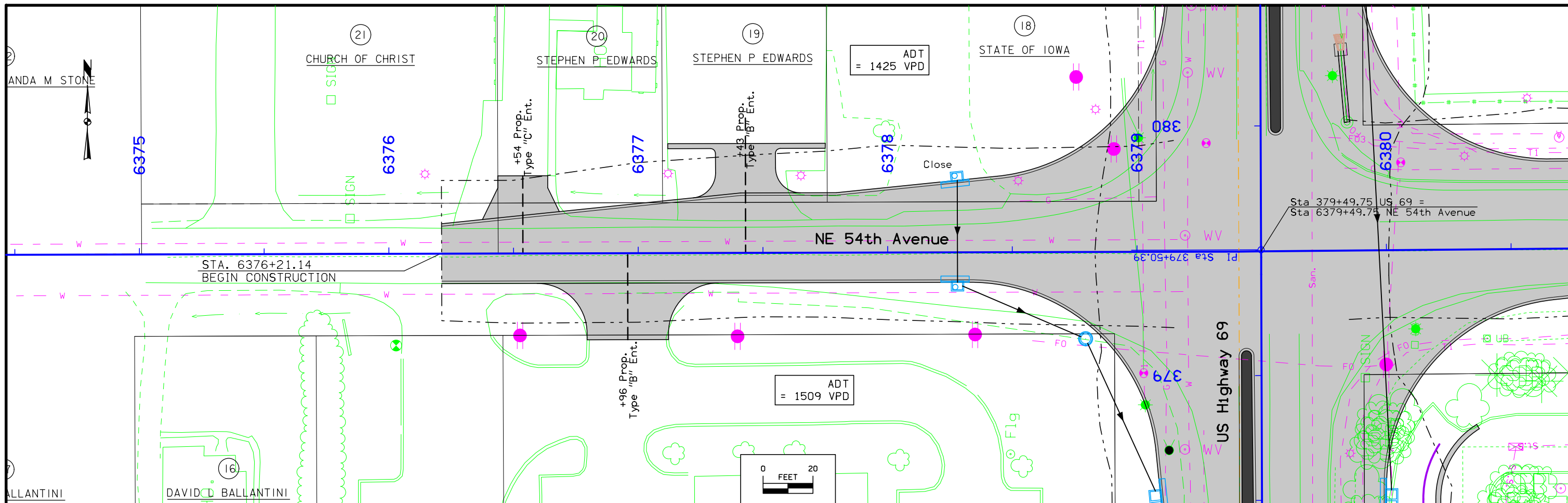




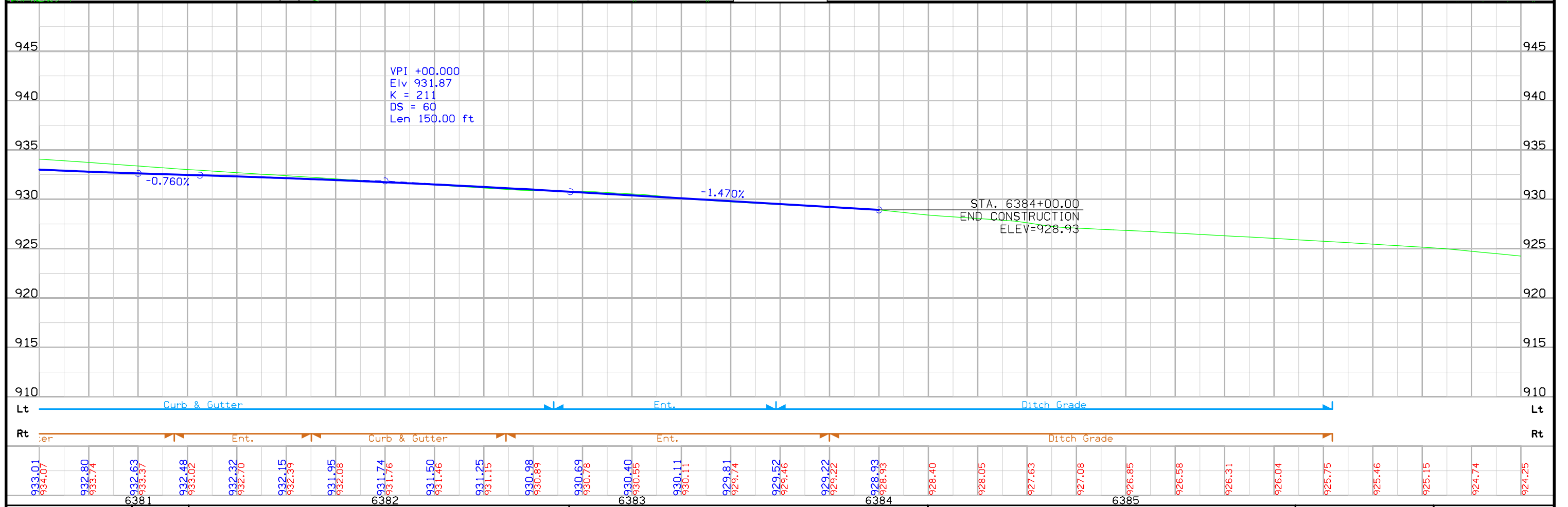
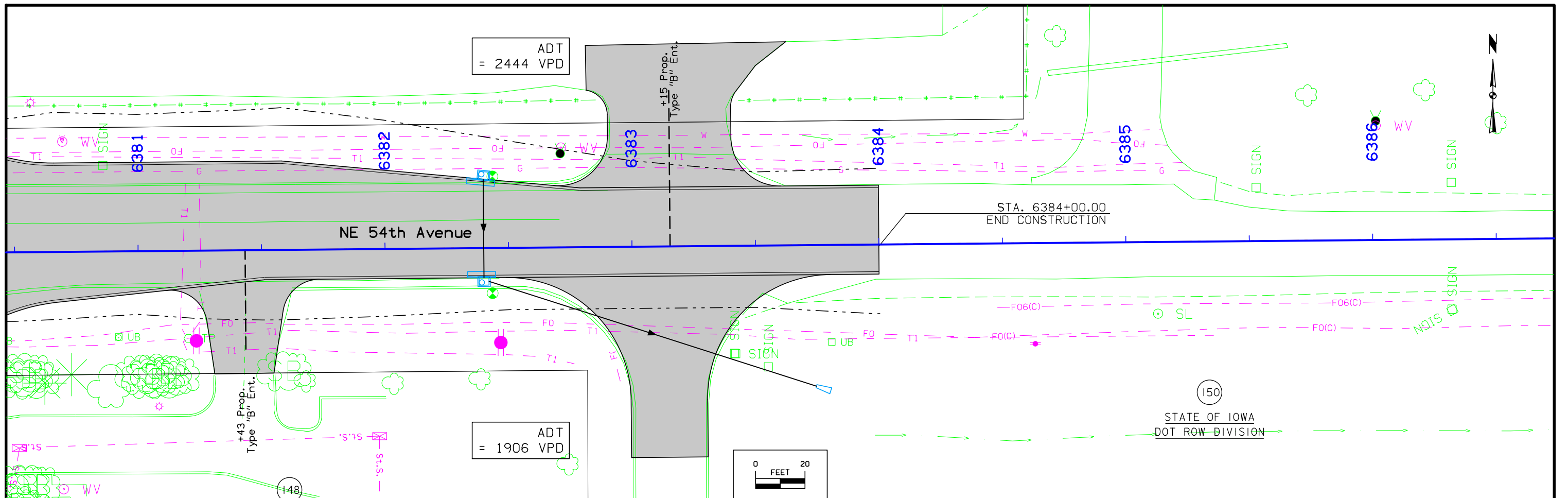


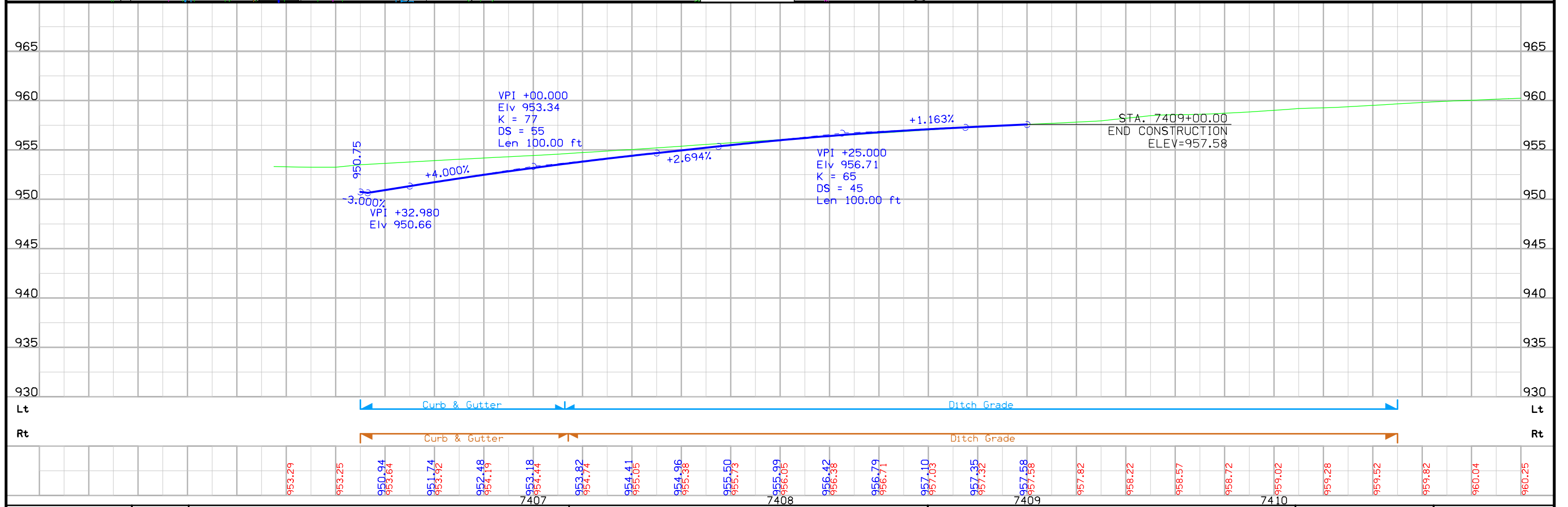
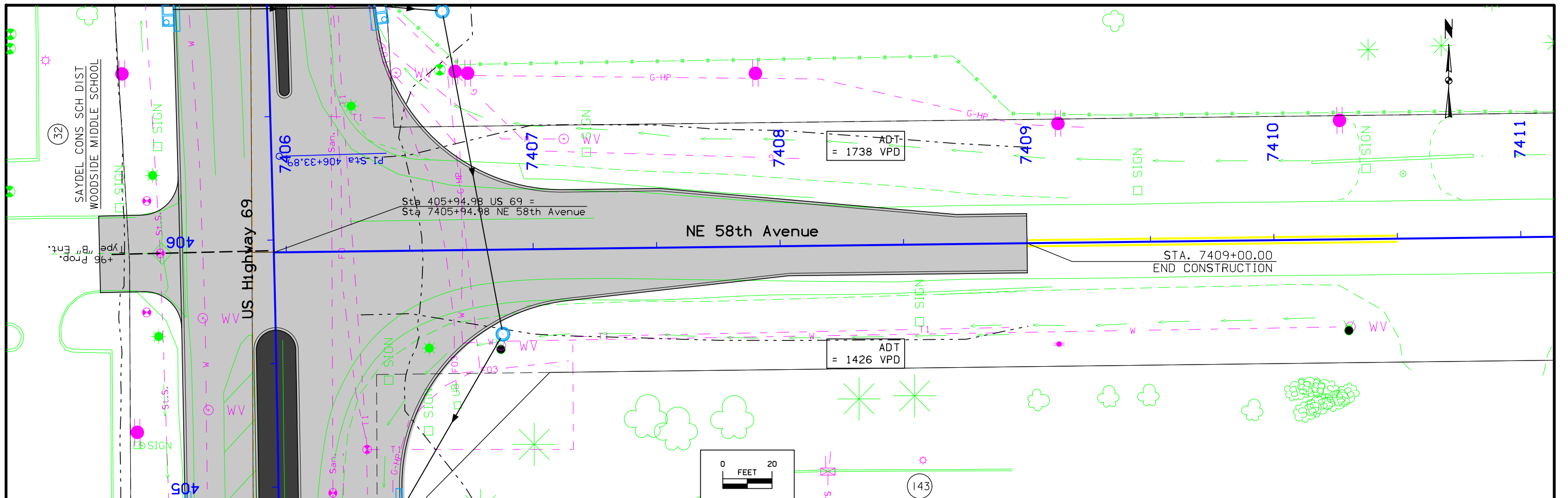
Lt	Curb & Gutter		Ent.	Curb & Gutter		Ent.	Curb & Gutter		Ent.	Curb & Gutter		Lt														
Rt	Ent.	Curb & Gutter	Ent.	Ent.	Ent.	Ent.	Ent.	Curb & Gutter	Ent.	Curb & Gutter	Ent.	Rt														
	920.91	920.45	920.11	919.73	919.29	918.79	918.22	917.59	916.61	915.71	914.29	913.63	912.97	912.31	911.65	910.99	910.33	909.67	909.00	908.34	907.68	907.09	906.42	905.76	905.10	
	4355		4356			4357			4358			4359											3360			



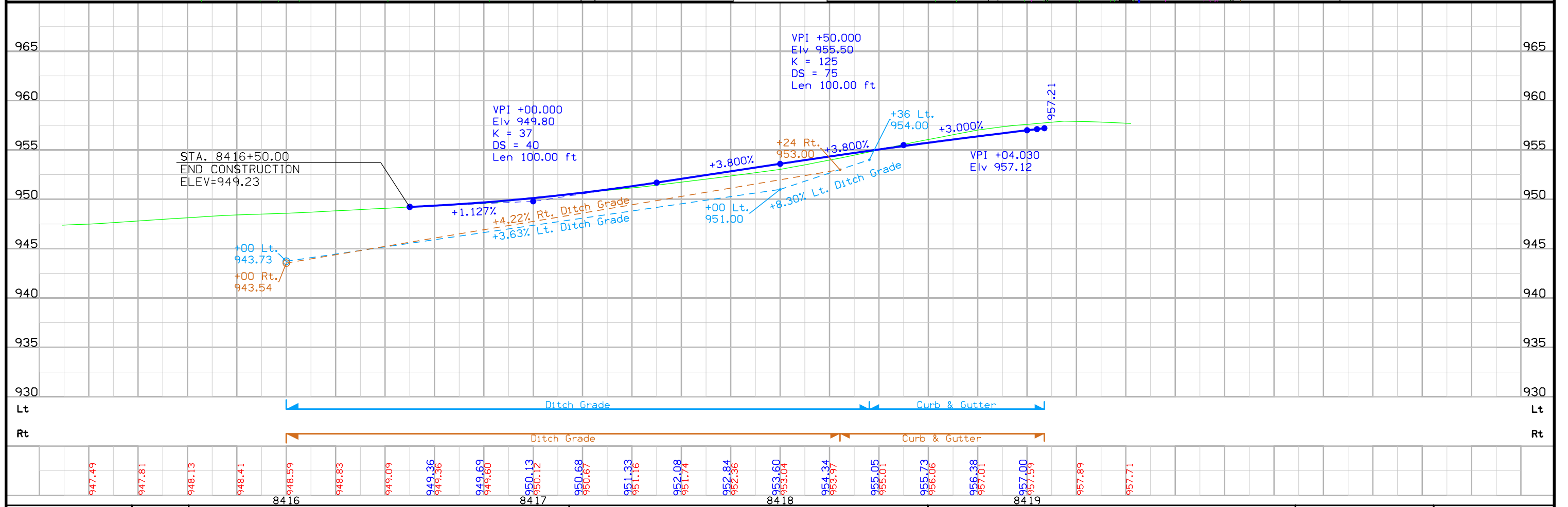
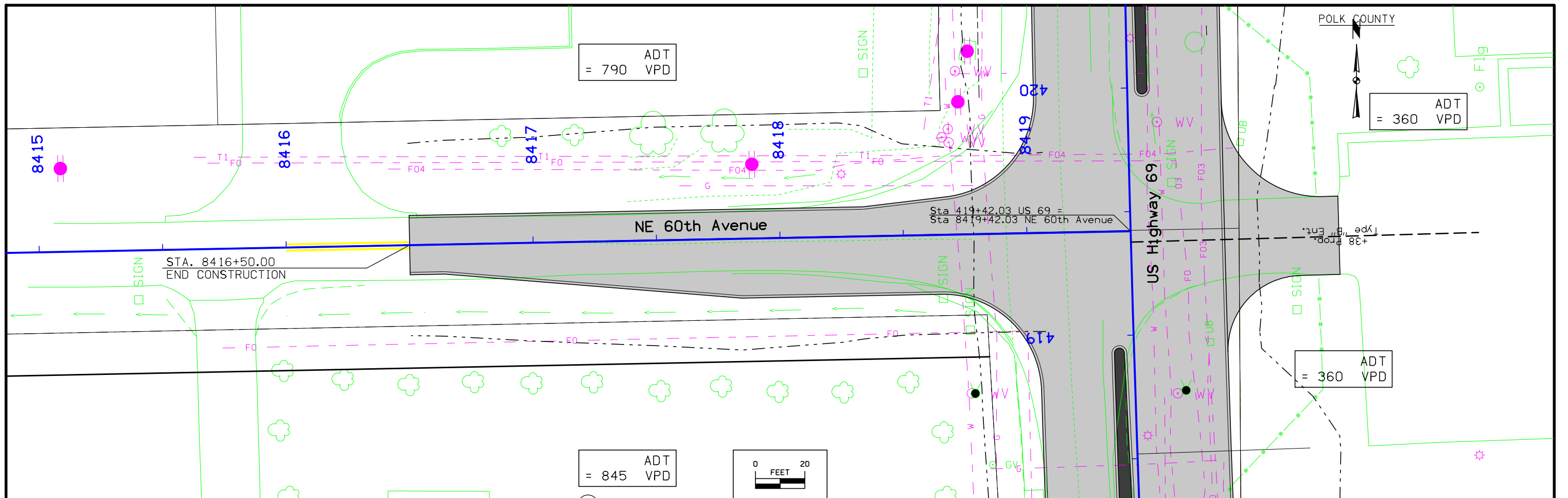


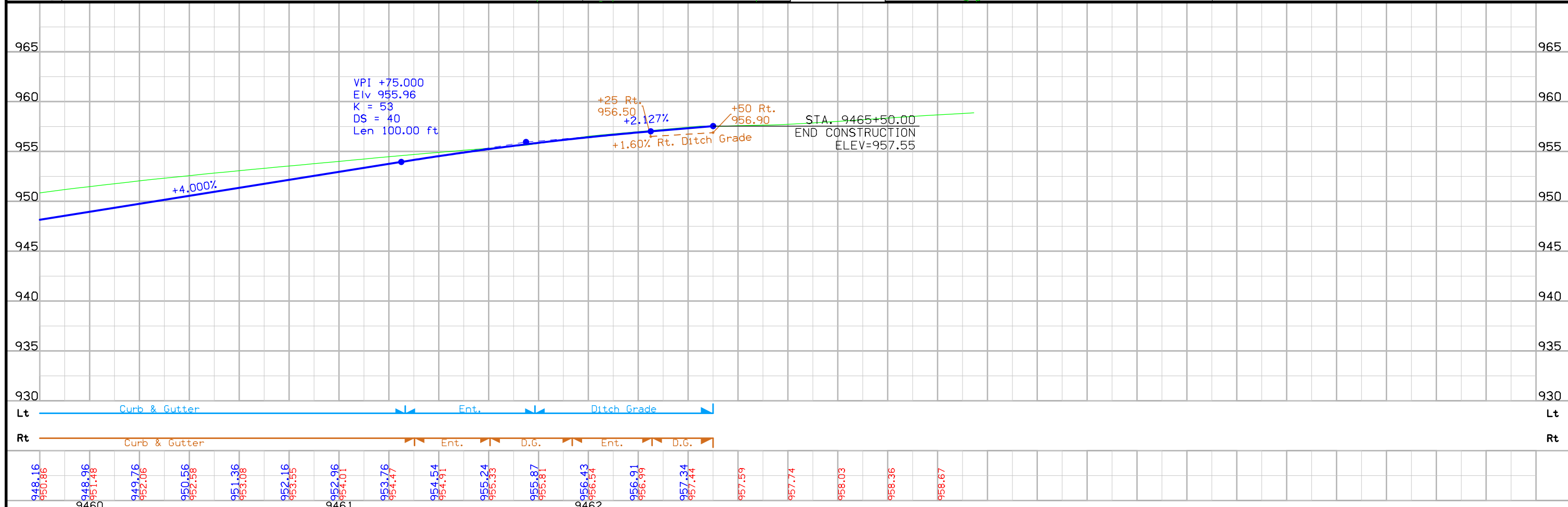
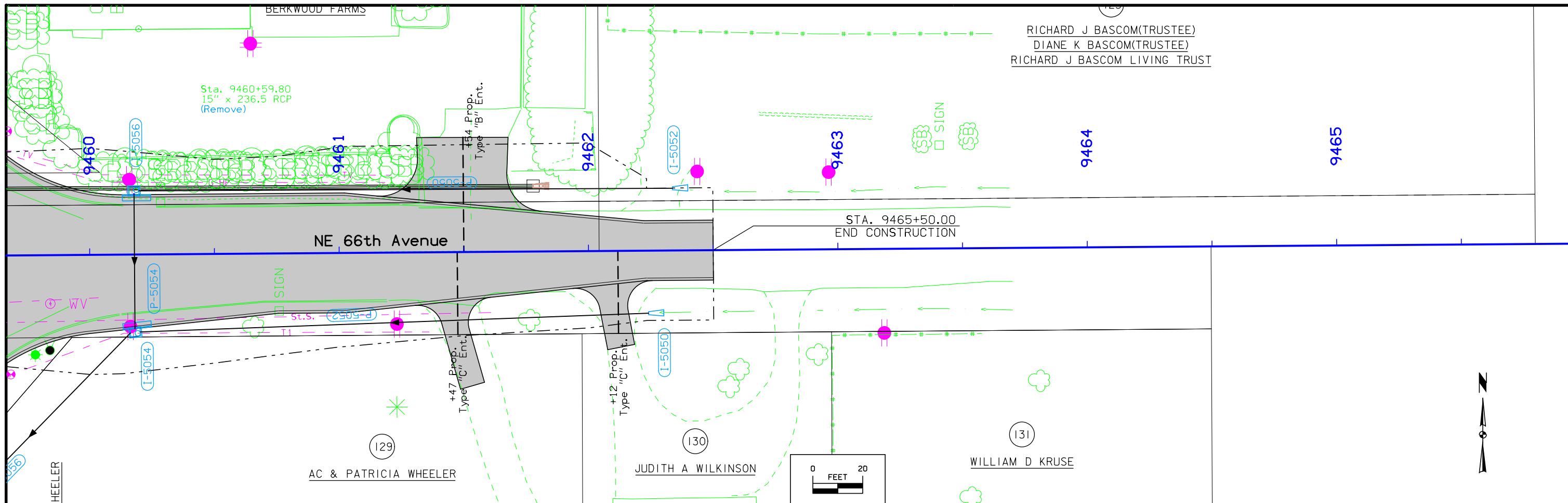
Lt	0.6'		Ent.	Curb & Gutter		Ent.	Curb & Gutter		Lt																																				
Rt	Curb & Gutter		Ent.	Curb & Gutter		Curb & Gutter		Curb & Gutt	Rt																																				
	936.03	936.35	936.64	936.87	937.09	937.31	937.48	937.57	937.63	937.60	937.79	937.57	937.47	937.31	937.91	937.09	937.90	936.81	937.85	936.47	937.80	936.11	937.63	935.75	937.42	935.38	937.19	935.02	937.00	934.66	936.78	934.30	936.40	935.95	935.93	936.25	935.28	933.88	934.78	933.55	934.69	933.26	934.40	933.01	934.07



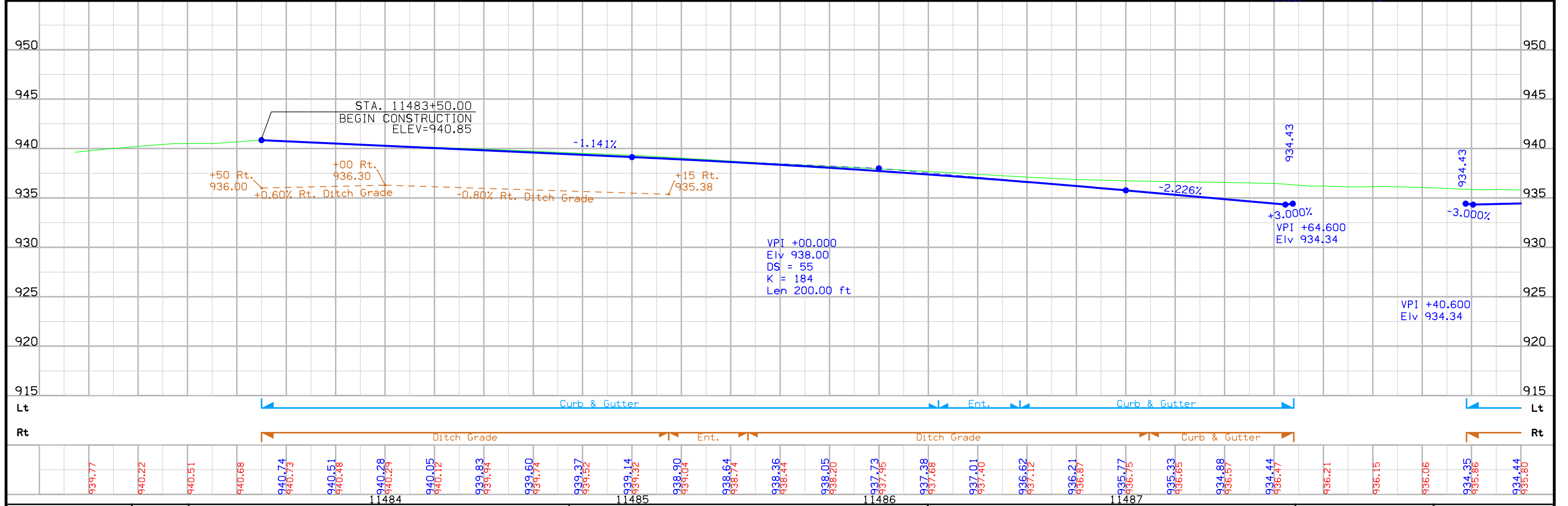
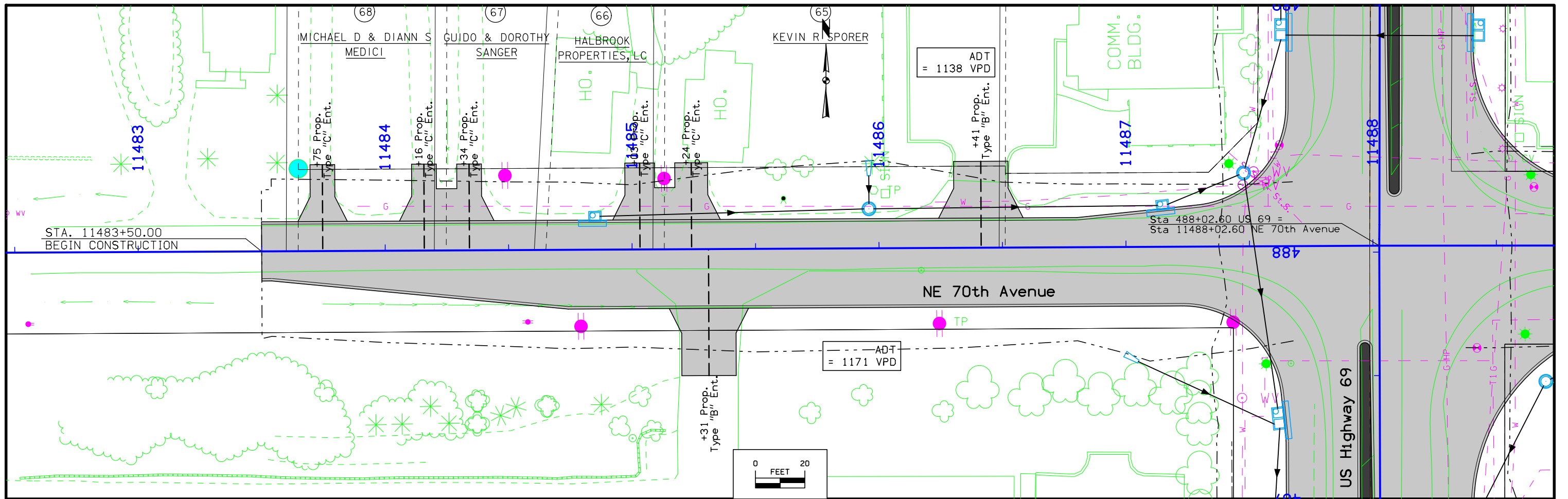


FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	E.7
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FILE NO.	ENGLISH	DESIGN TEAM	POLK COUNTY	PROJECT NUMBER	SHEET NUMBER
		Snyder & Associates, Inc.		NHSX-69-4(68)--3H-77	E.10



FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	E.12
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Survey Information

Polk County
 Polk U.S. 69 - I-80 to S of SW Springfield Dr/SE 33rd St in Ankeny -
 NHSX-069-4(68)--3H-77
 PIN 99-77-069-011-01
 SAP-324.1

General Information

Measurement units for this survey are US survey feet. This survey is for proposed Hwy 69 reconstruction. Project datum and control information is provided by Design Survey Office. This project is a Partial DTM with Photo control. This survey request was for the Hwy 69 corridor only.

Vertical Control

Vertical datum for this survey is from the STP-69--4(65)-- 2C - 77

The original survey established for this project in August of 2000. This survey is on datum NAVD 88, English units. BM # 733 EL=946.110 IM-235--(241)73--13--77 was used as datum BM. This datum plane was carried easterly along I-35/80 to BM # 536a EL=890.963 IM-35-3(116)85--13-77 were adjustment was made.

A digital level loop was run from IDOT monument designated as BM # 514 IM-235--(241)73--13--77 to IDOT monument designated as BM # 501 IM-235--(241)73--13--77. The loop error was allowable and the error was distributed proportionately among the project marks.

BM 501 Project IM-235--(241)73 - - 13 - - 77 Elev. 888.673
 This Survey BM 501 Project NHSX-069-4(68) - - 3H-77 Elev. 888.594

BM 503 Project IM-235--(241)73 - - 13 - - 77 Elev. 935.771
 This Survey BM 503 Project NHSX-069-4(68) - - 3H-77 Elev. 935.782

BM 506 Project IM-235--(241)73 - - 13 - - 77 Elev. 957.740
 This Survey BM 506 Project NHSX-069-4(68) - - 3H-77 Elev. 957.728

BM 507 Project IM-235--(241)73 - - 13 - - 77 Elev. 954.288
 This Survey BM 507 Project NHSX-069-4(68) - - 3H-77 Elev. 954.272

BM 508 Project IM-235--(241)73 - - 13 - - 77 Elev. 957.041
 This Survey BM 508 Project NHSX-069-4(68) - - 3H-77 Elev. 957.036

BM 509 Project IM-235--(241)73 - - 13 - - 77 Elev. 952.787
 This Survey BM 509 Project NHSX-069-4(68) - - 3H-77 Elev. 952.769

BM 512 Project IM-235--(241)73 - - 13 - - 77 Elev. 947.732
 This Survey BM 512 Project NHSX-069-4(68) - - 3H-77 Elev. 947.732

BM 514 Project IM-235--(241)73 - - 13 - - 77 Elev. 955.130
 This Survey BM 514 Project NHSX-069-4(68) - - 3H-77 Elev. 955.130

This Survey BM 550 Project NHSX-069-4(68) - - 3H-77 Elev. 952.494

This Survey BM 551 Project NHSX-069-4(68) - - 3H-77 Elev. 937.859

This Survey BM 552 Project NHSX-069-4(68) - - 3H-77 Elev. 942.647

This Survey BM 553 Project NHSX-069-4(68) - - 3H-77 Elev. 926.010

This Survey BM 554 Project NHSX-069-4(68) - - 3H-77 Elev. 943.557

This Survey BM 555 Project NHSX-069-4(68) - - 3H-77 Elev. 950.820

This Survey BM 556 Project NHSX-069-4(68) - - 3H-77 Elev. 958.124

This Survey BM 557 Project NHSX-069-4(68) - - 3H-77 Elev. 957.893

This Survey BM 558 Project NHSX-069-4(68) - - 3H-77 Elev. 962.371

This Survey BM 559 Project NHSX-069-4(68) - - 3H-77 Elev. 944.856

This Survey BM 560 Project NHSX-069-4(68) - - 3H-77 Elev. 954.091

This Survey BM 561 Project NHSX-069-4(68) - - 3H-77 Elev. 954.884

This Survey BM 562 Project NHSX-069-4(68) - - 3H-77 Elev. 939.541

This Survey BM 563 Project NHSX-069-4(68) - - 3H-77 Elev. 921.900

This Survey BM 564 Project NHSX-069-4(68) - - 3H-77 Elev. 908.501

Horizontal Control

Measurement units for this survey are US survey feet.

The project coordinate system is the Iowa Regional Coordinate System, Zone 8 Ames – Des Moines. Horizontal datum is NAD83 (2011) for Epoch 2010.00. The projection parameters for Zone 8 of the IaRCS is defined below:

Latitude of grid origin: 40°15'00" N
 Central meridian: 93°43'00" W
 False Northing: 7,000,000 sft
 False Easting: 18,500,000 sft
 Central meridian scale: 1.000033

The IaRTN base stations are the primary control for this project. Additional control points were placed throughout the project using the IaRTN with multiple observations. Observations were averaged to determine control coordinates.

Alignment Information

The horizontal alignment for this survey is a retrace of the asbuilt location. The Station equation at STA 140+57.4(BK) and STA 140+71.8(AH) was removed. Survey stationing was equated to the plan STA 52+95.50 and run ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PI at STA 52+95.50
 = This Survey PI Sta. 52+95.50

PI at STA 214+51.80
 = This Survey PI Sta. 214+46.47

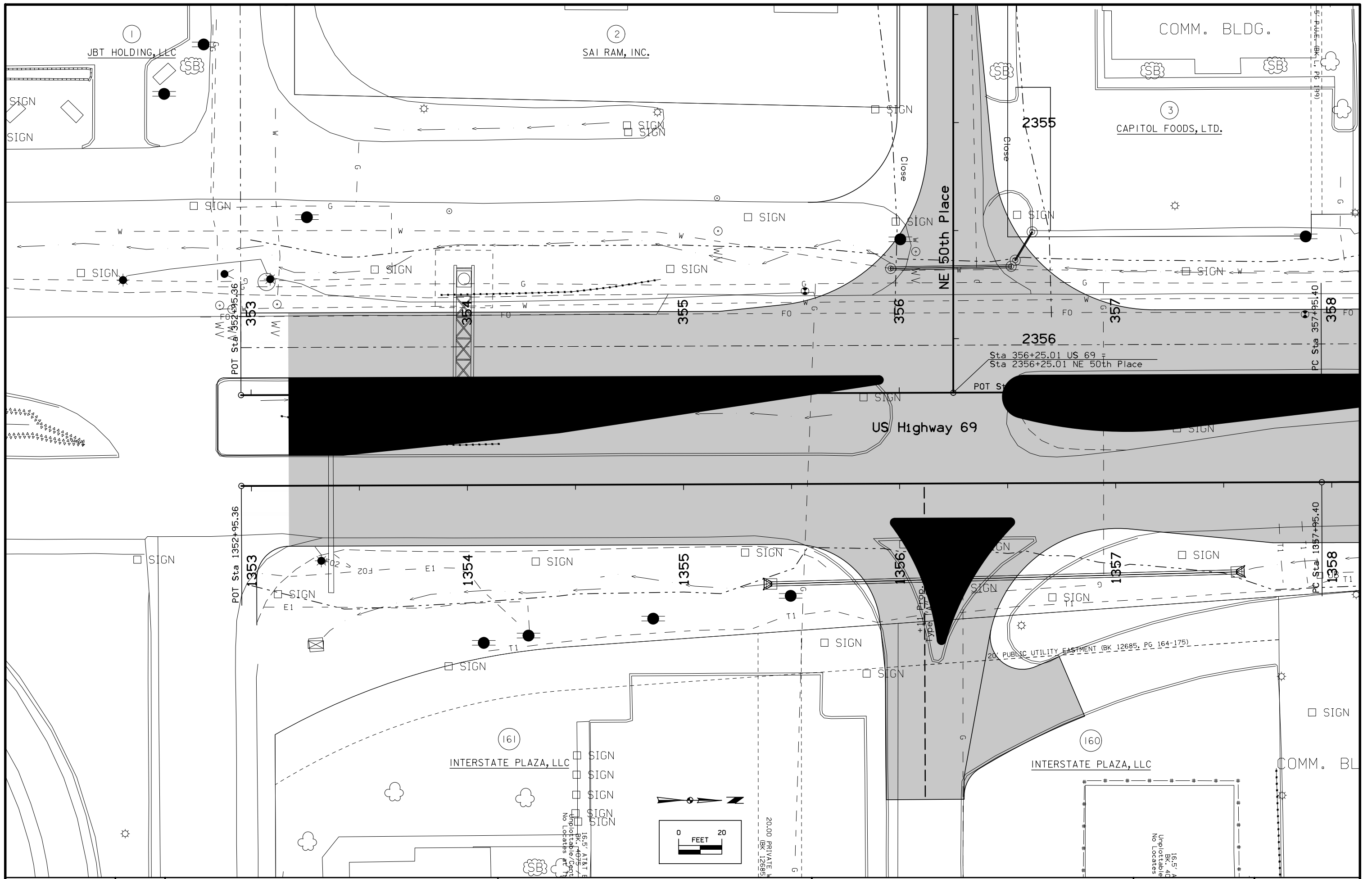
HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

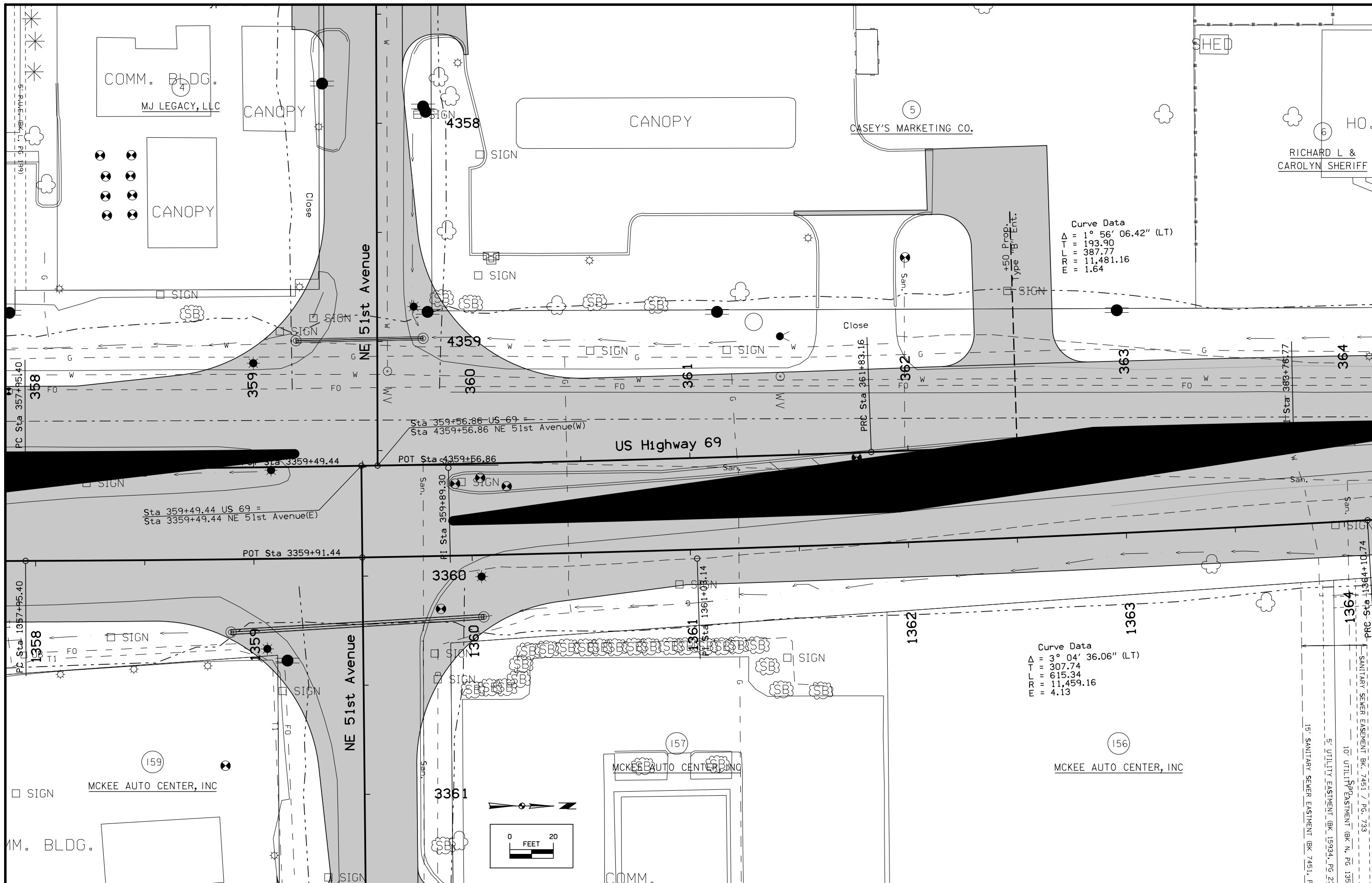
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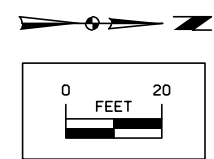
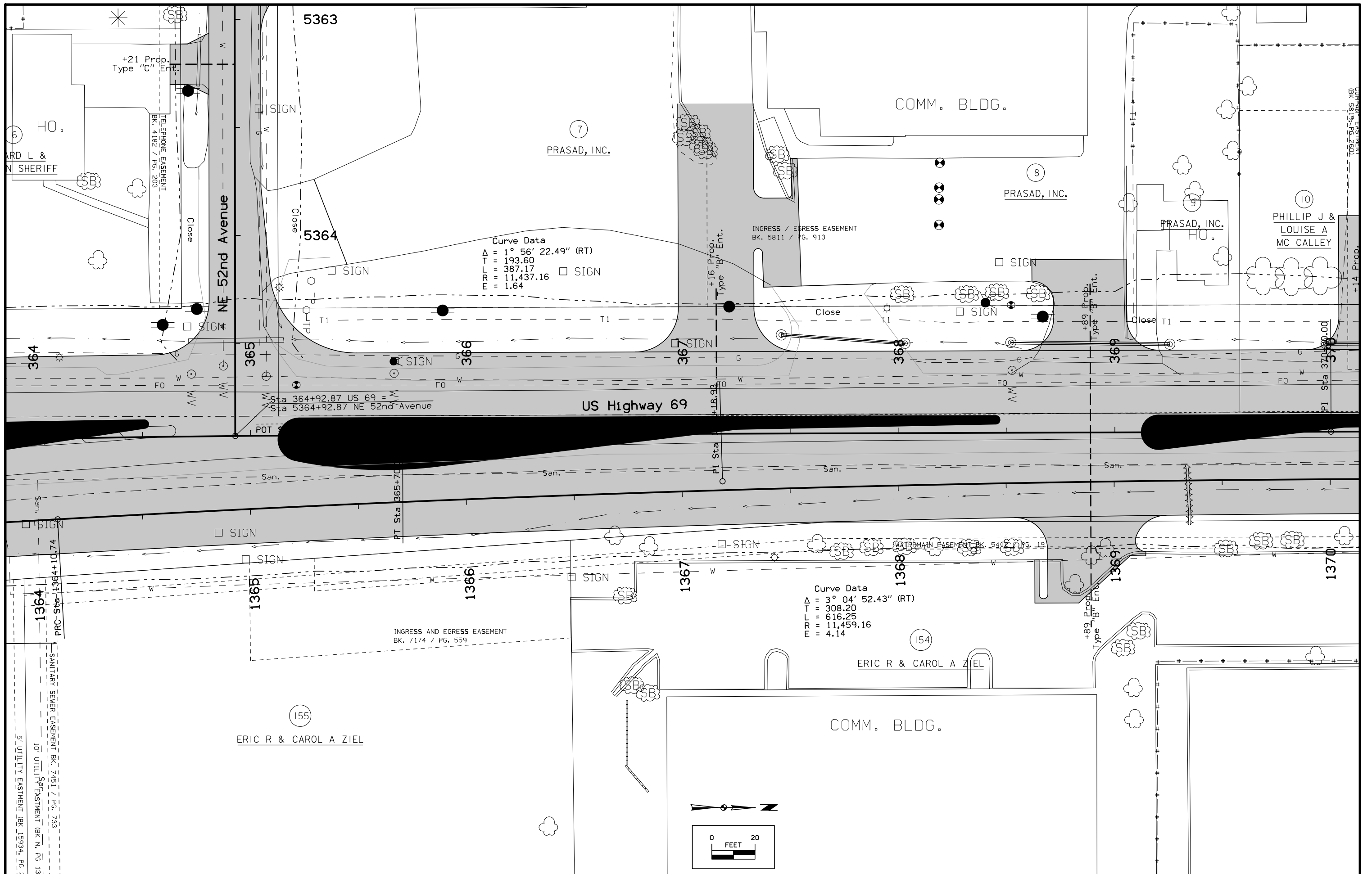
VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 8

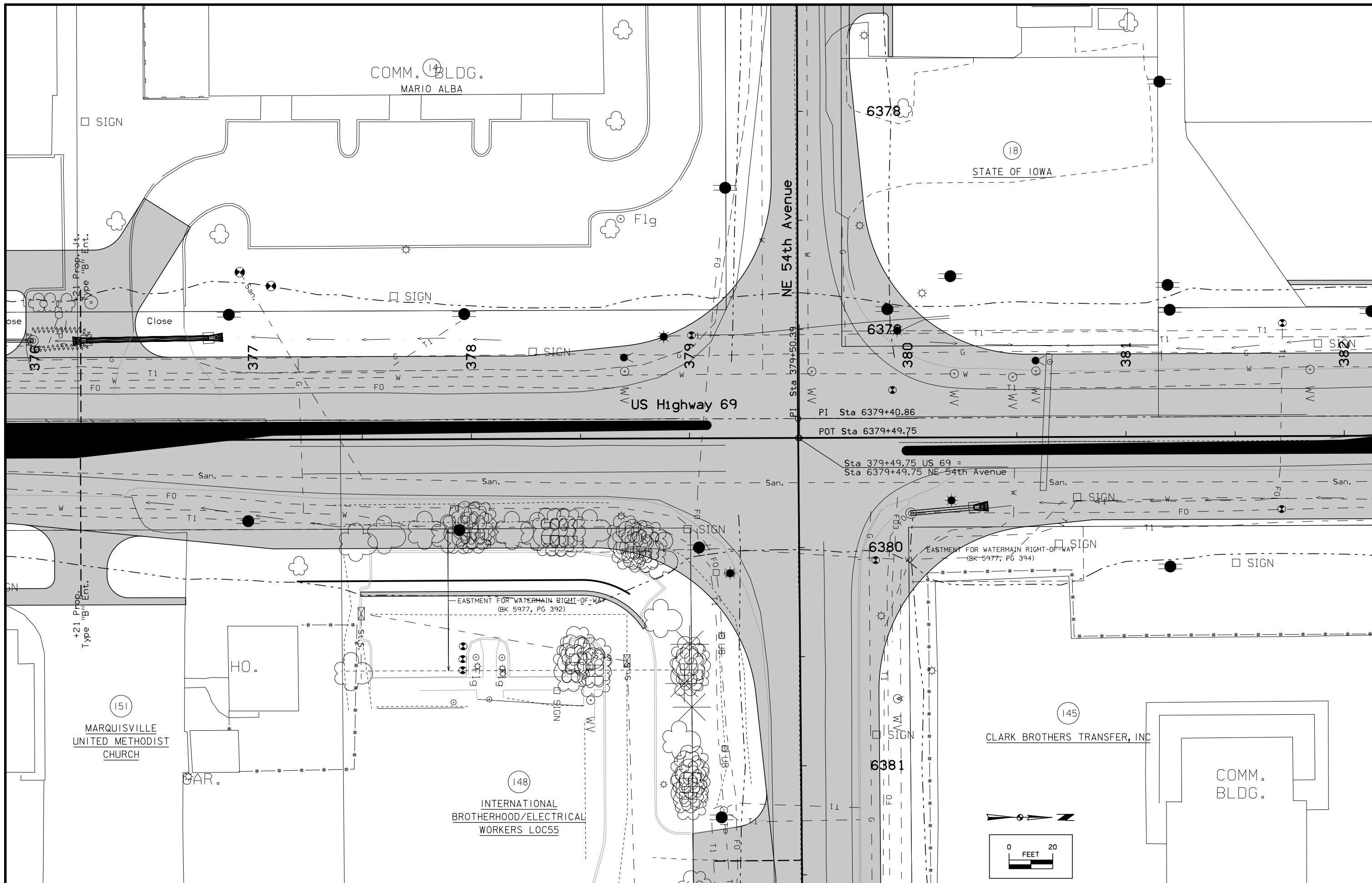
Point Name	Northing	Easting	Elevation	Feature Definition	Description
CPG013	7513198.8170	18531789.9700	933.2020	CP	FND 5/8" REBAR, 0.5' DEEP
CPG014	7515562.8920	18531682.3200	952.9580	CP	FND 5/8" REBAR, 0.5' DEEP
CPG015	7517327.5890	18531695.1800	959.4260	CP	FND 5/8" REBAR, 0.5' DEEP
CPG016	7519060.2560	18531670.3000	958.4780	CP	FND 5/8" REBAR, 0.5' DEEP
CPG017	7520469.7520	18531740.4600	954.9010	CP	FND 5/8" REBAR, 0.5' DEEP
CPG018	7523668.8290	18531656.2400	939.1320	CP	FND 5/8" REBAR, 0.5' DEEP
CPG019	7525988.5350	18531732.9700	954.2150	CP	FND 5/8" REBAR, 0.5' DEEP
CPG033	7511439.9330	18531695.7200	912.5330	CP	FND 5/8" REBAR, 0.5' DEEP
CP102	7514585.4130	18531684.1200	940.4820	CP	FND 5/8" REBAR YELLOW PLASTIC CAP, 0.5' DEEP
CP103	7518406.5010	18531654.8500	946.8200	CP	FND 5/8" REBAR YELLOW PLASTIC CAP, 0.5' DEEP
CP105	7522678.9250	18531665.8700	924.1930	CP	FND 5/8" REBAR YELLOW PLASTIC CAP, 0.5' DEEP
CP106	7524912.2580	18531663.6000	938.5230	CP	FND 5/8" REBAR YELLOW PLASTIC CAP, 0.5' DEEP
CP108	7513917.3440	18531702.0300	937.2120	CP	FND 5/8" REBAR YELLOW PLASTIC CAP, 0.5' DEEP
CP109	7516760.0590	18531637.6200	954.7720	CP	FND 5/8" REBAR YELLOW PLASTIC CAP, 0.5' DEEP
CP110	7519819.1780	18531732.8000	958.2500	CP	FND 5/8" REBAR YELLOW PLASTIC CAP, 0.5' DEEP
CP111	7521931.5760	18531731.4800	940.2380	CP	FND 5/8" REBAR YELLOW PLASTIC CAP, 0.5' DEEP
CP150	7528100.4500	18531744.6900	955.8070	CP	SET 1/2" REBAR RED PLASTIC CAP, 0.5' DEEP
CP151	7526793.0520	18531650.5900	952.7560	CP	SET 1/2" REBAR RED PLASTIC CAP, 0.5' DEEP
CP152	7521172.8890	18531618.8200	948.6160	CP	SET 1/2" REBAR RED PLASTIC CAP, 0.5' DEEP
CP153	7512563.9040	18531711.6600	927.0730	CP	SET 1/2" REBAR RED PLASTIC CAP, 0.5' DEEP
CP154	7510617.8760	18531712.6300	892.9360	CP	SET CUT "X" NORTHEAST CORNER TRAFFIC SIGNAL PAD

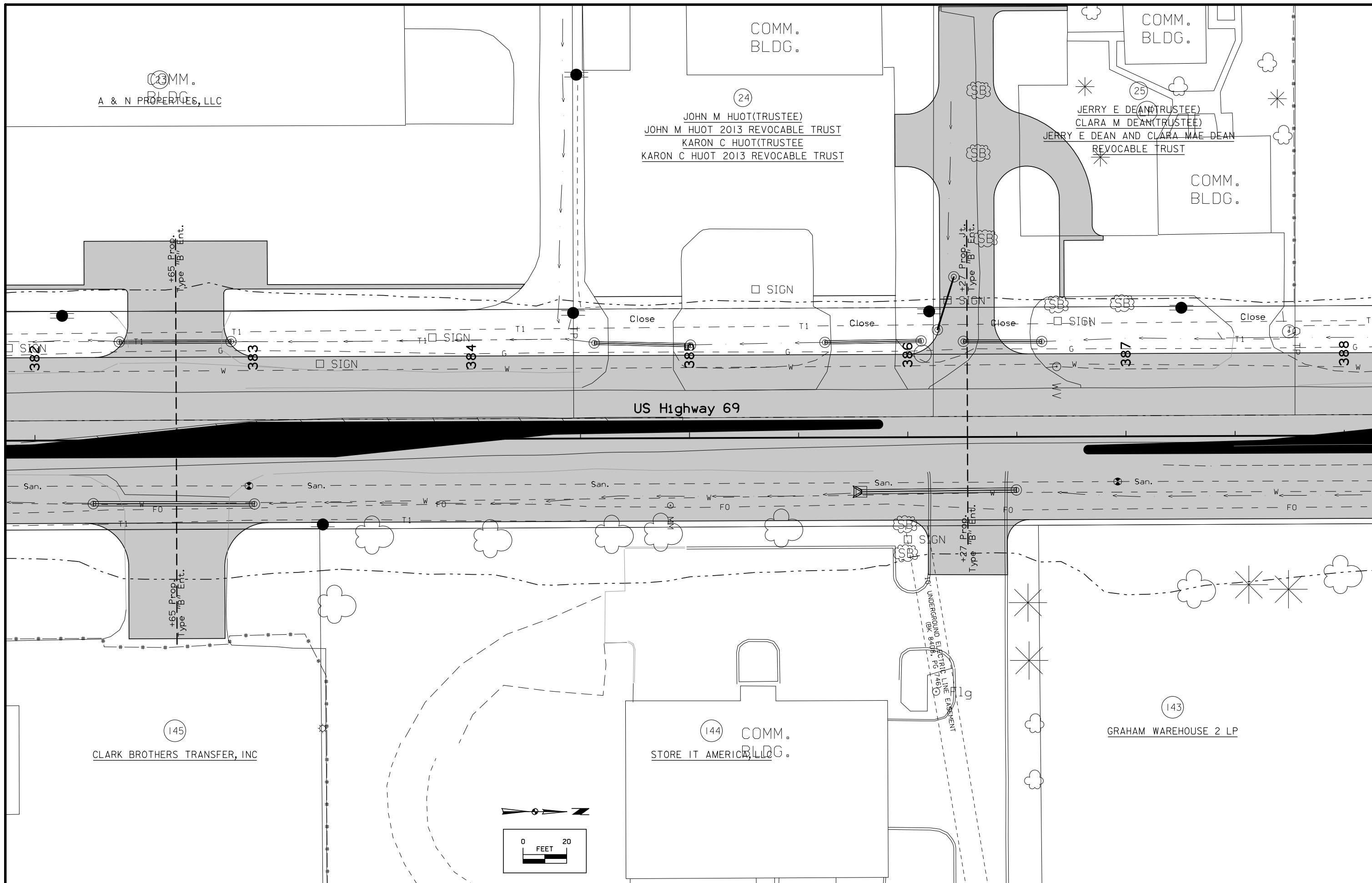


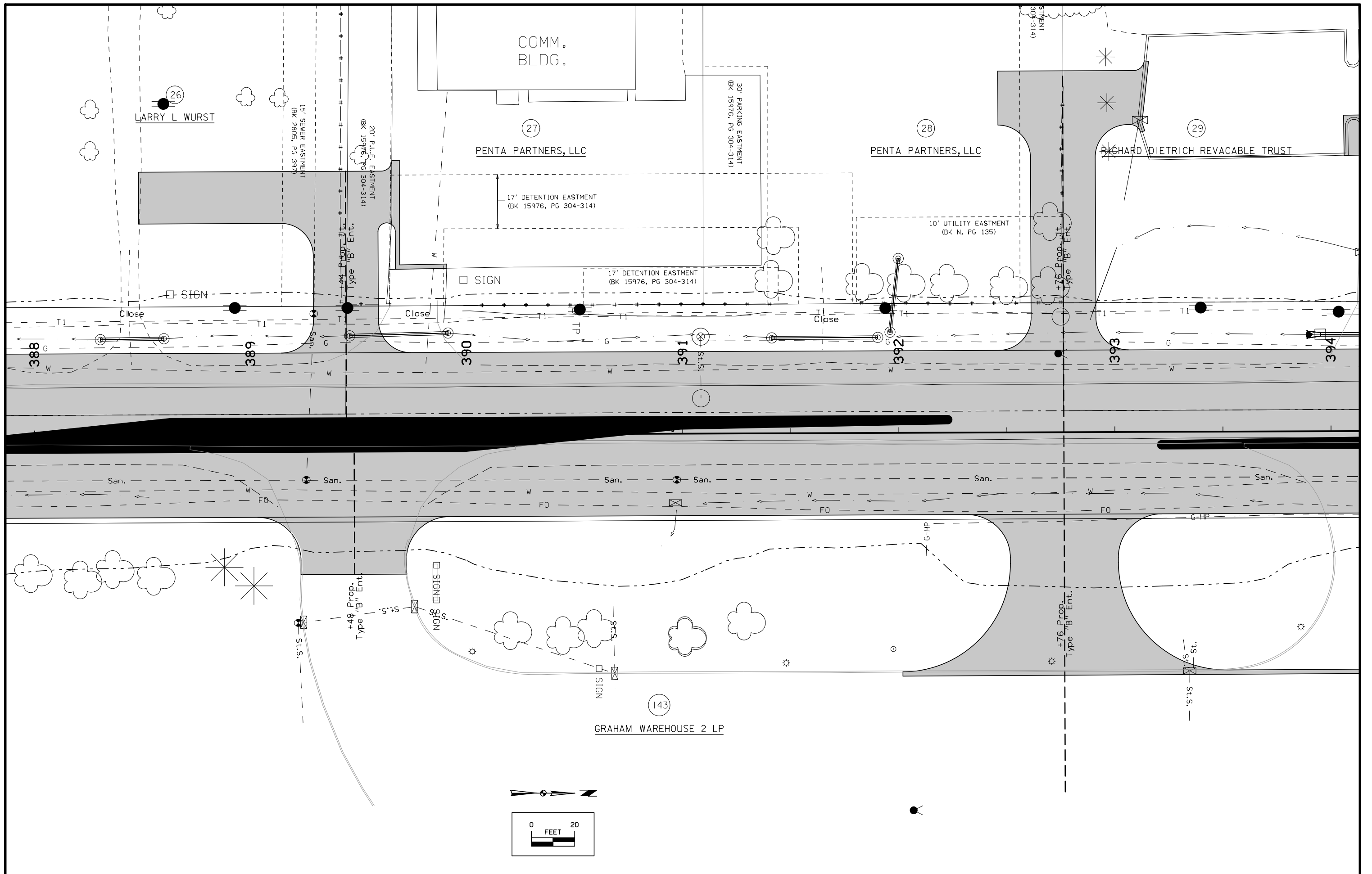


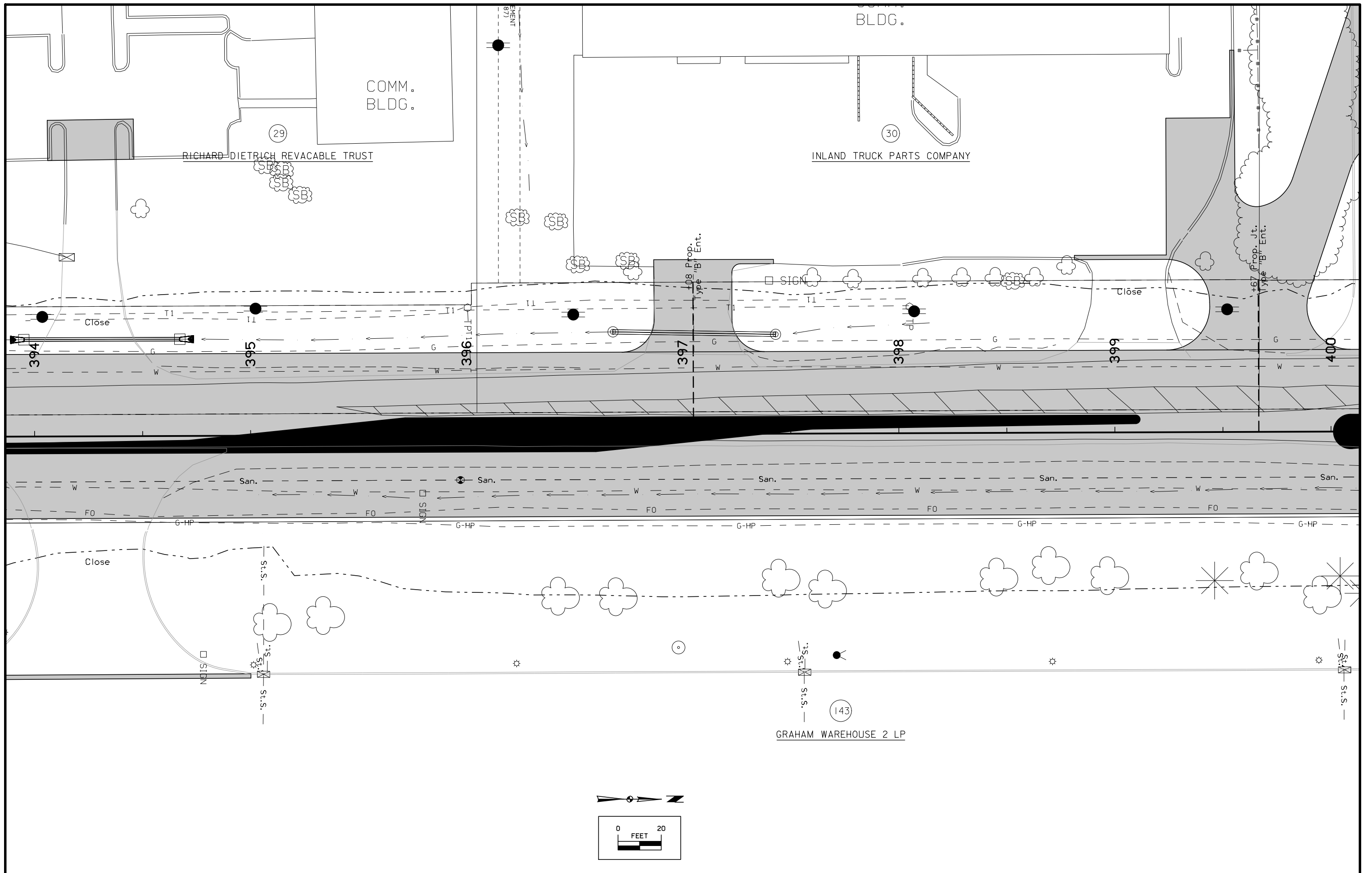


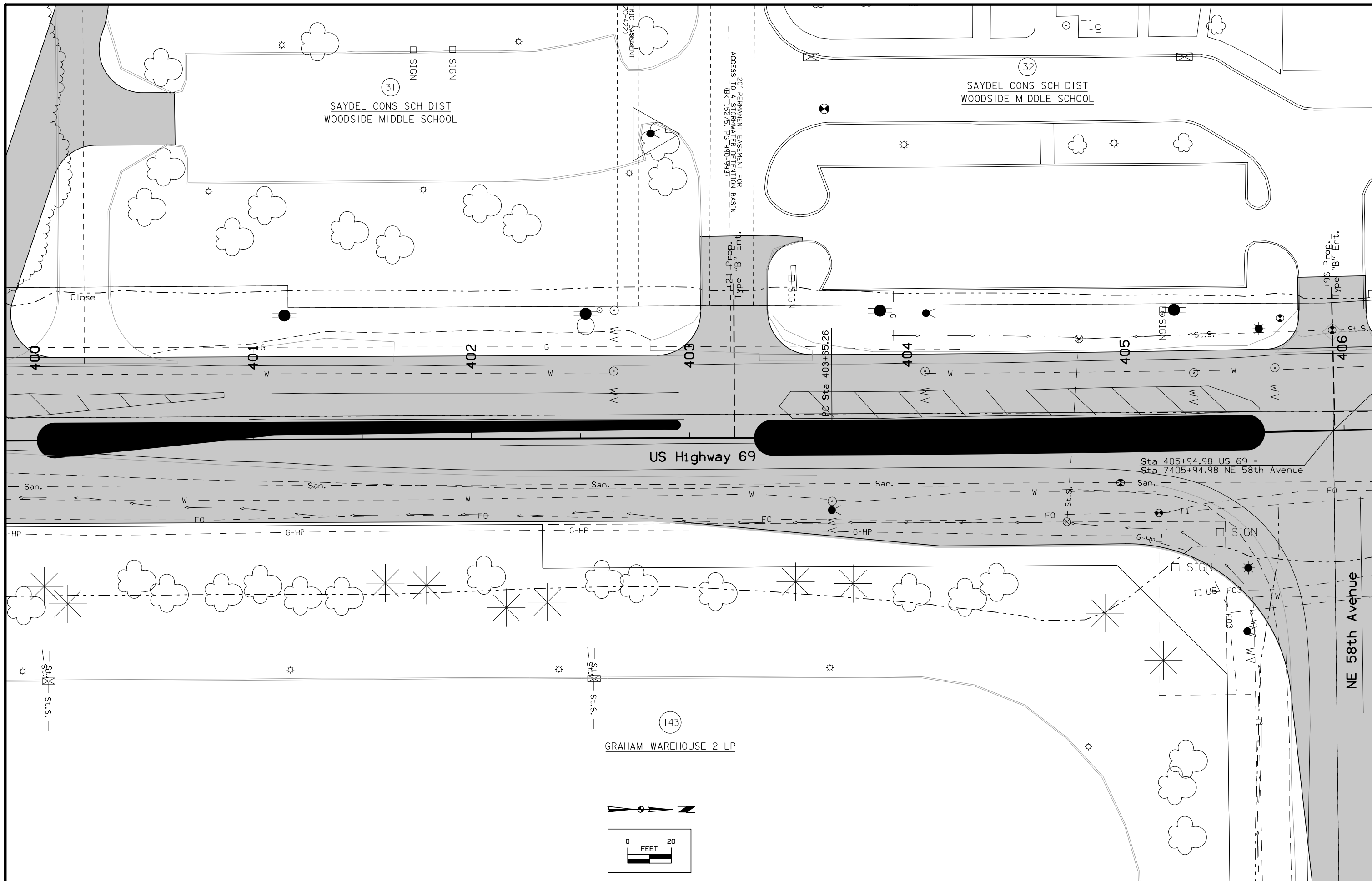
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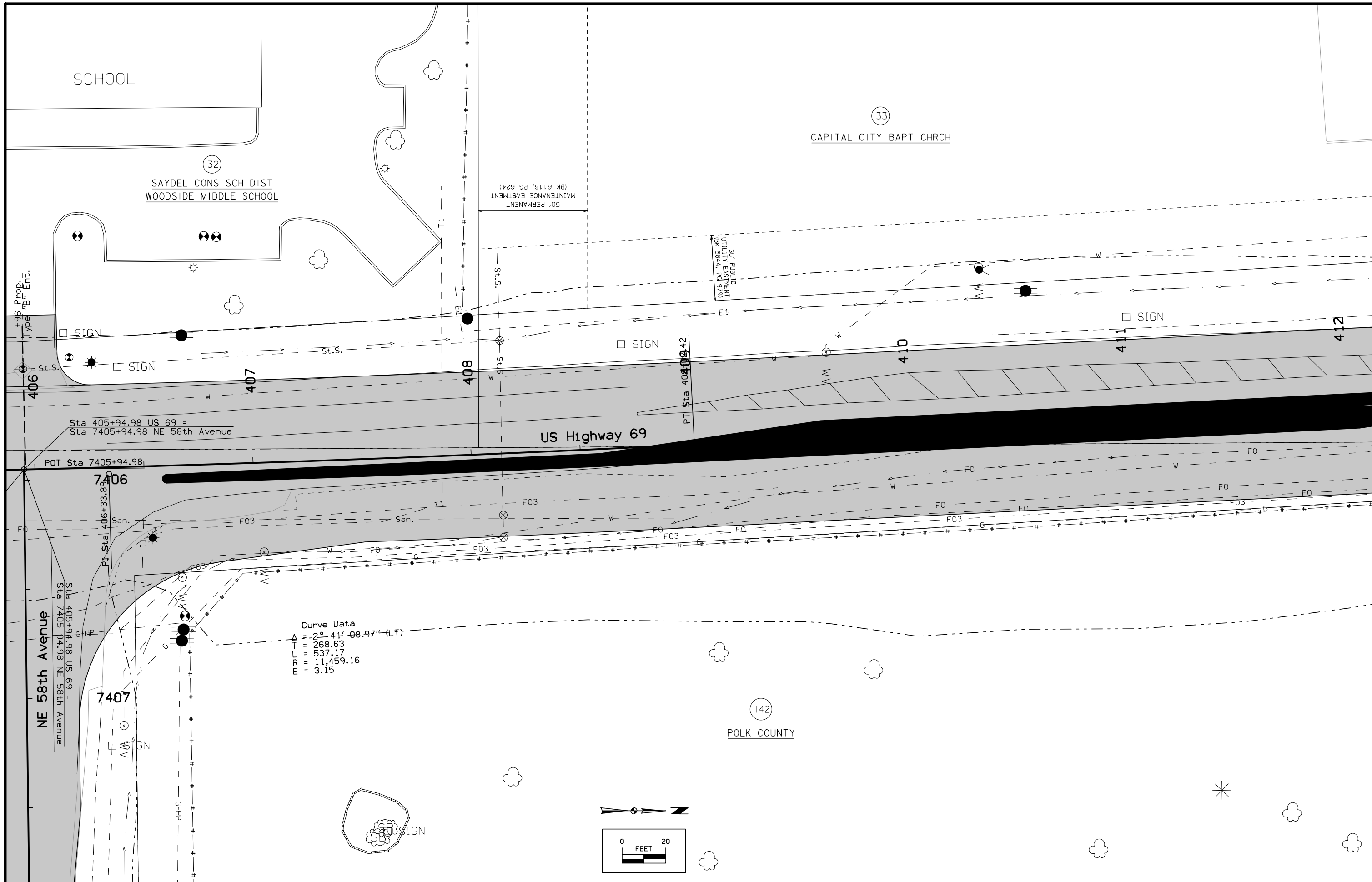


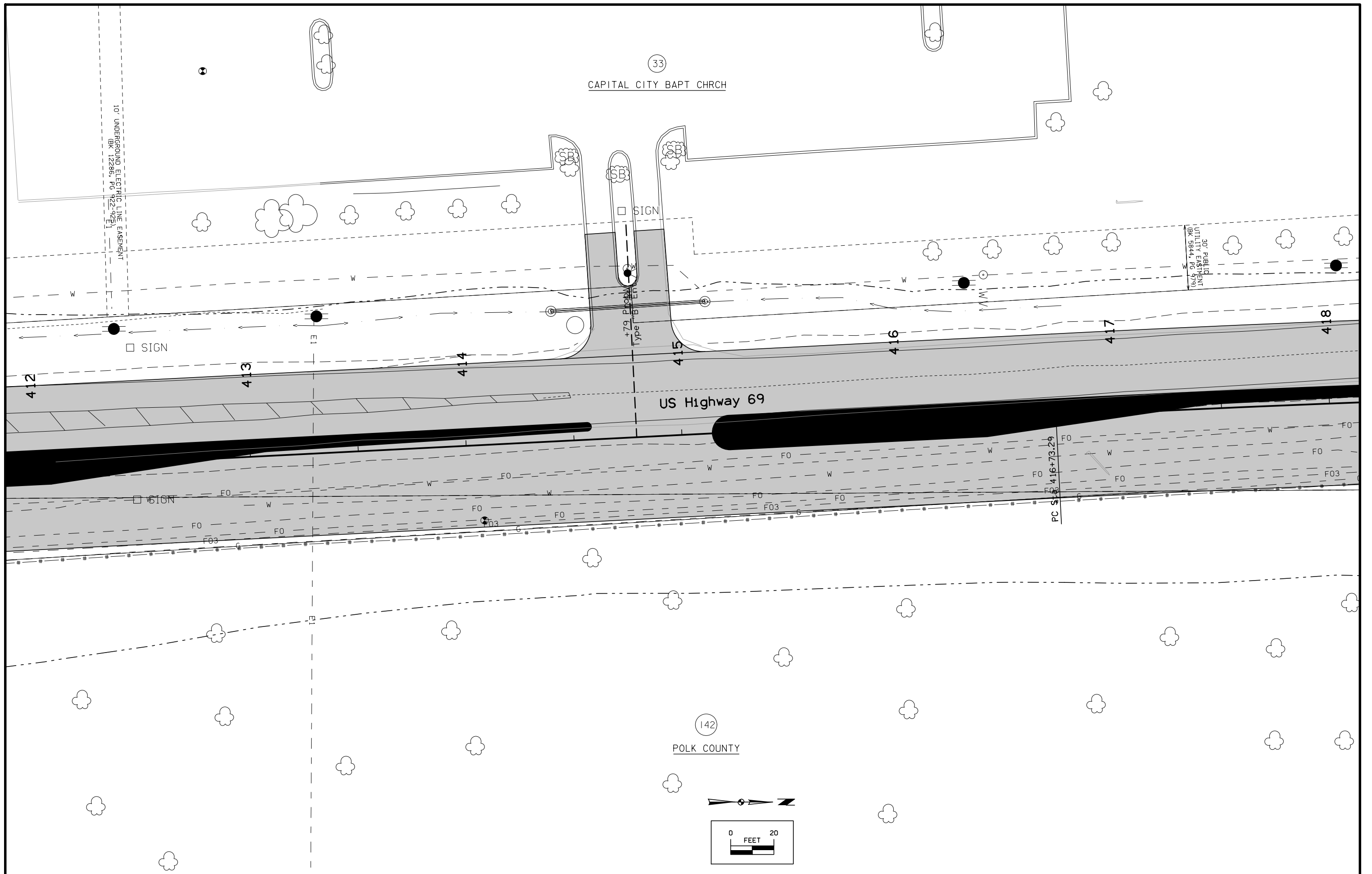


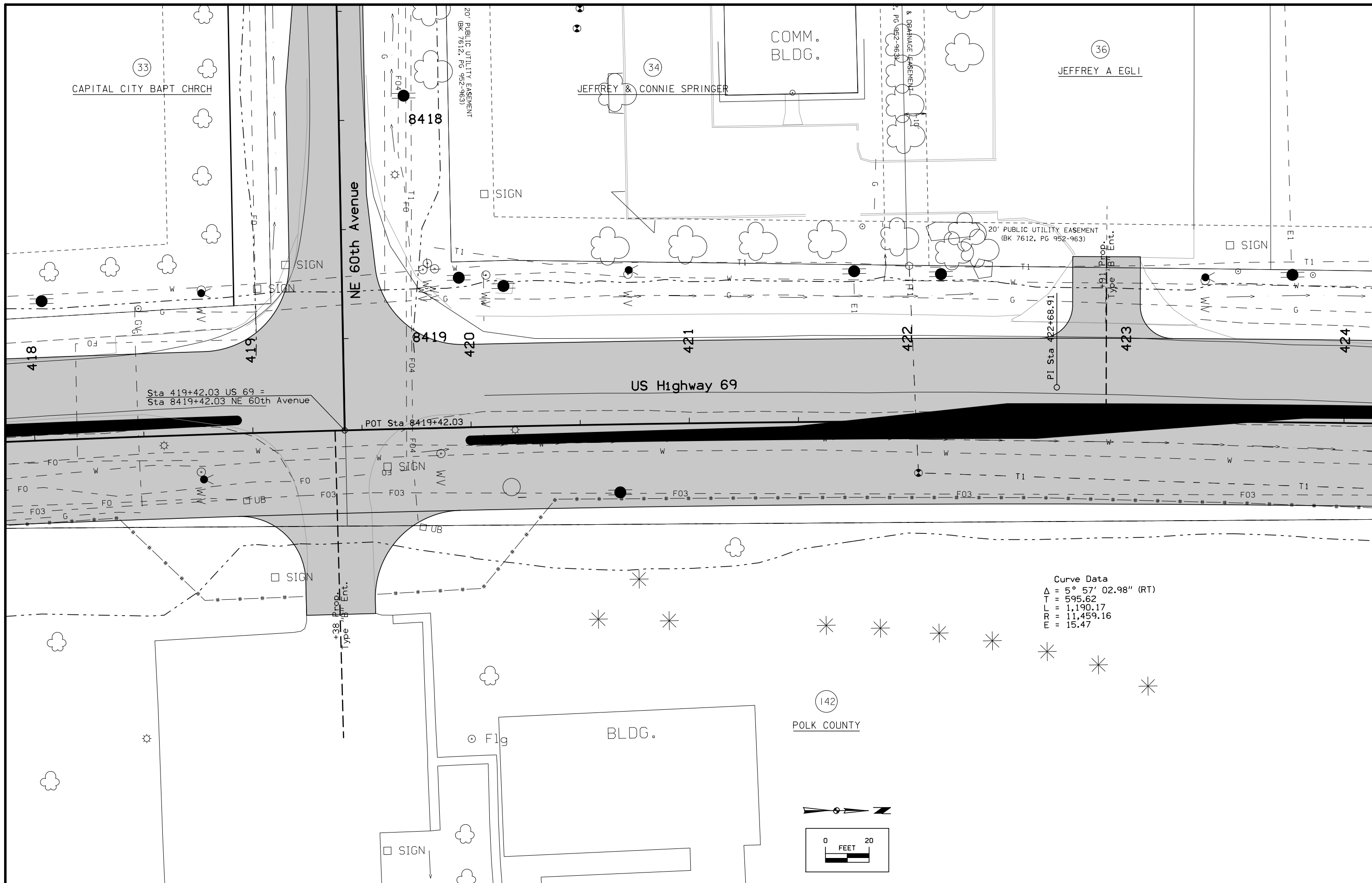


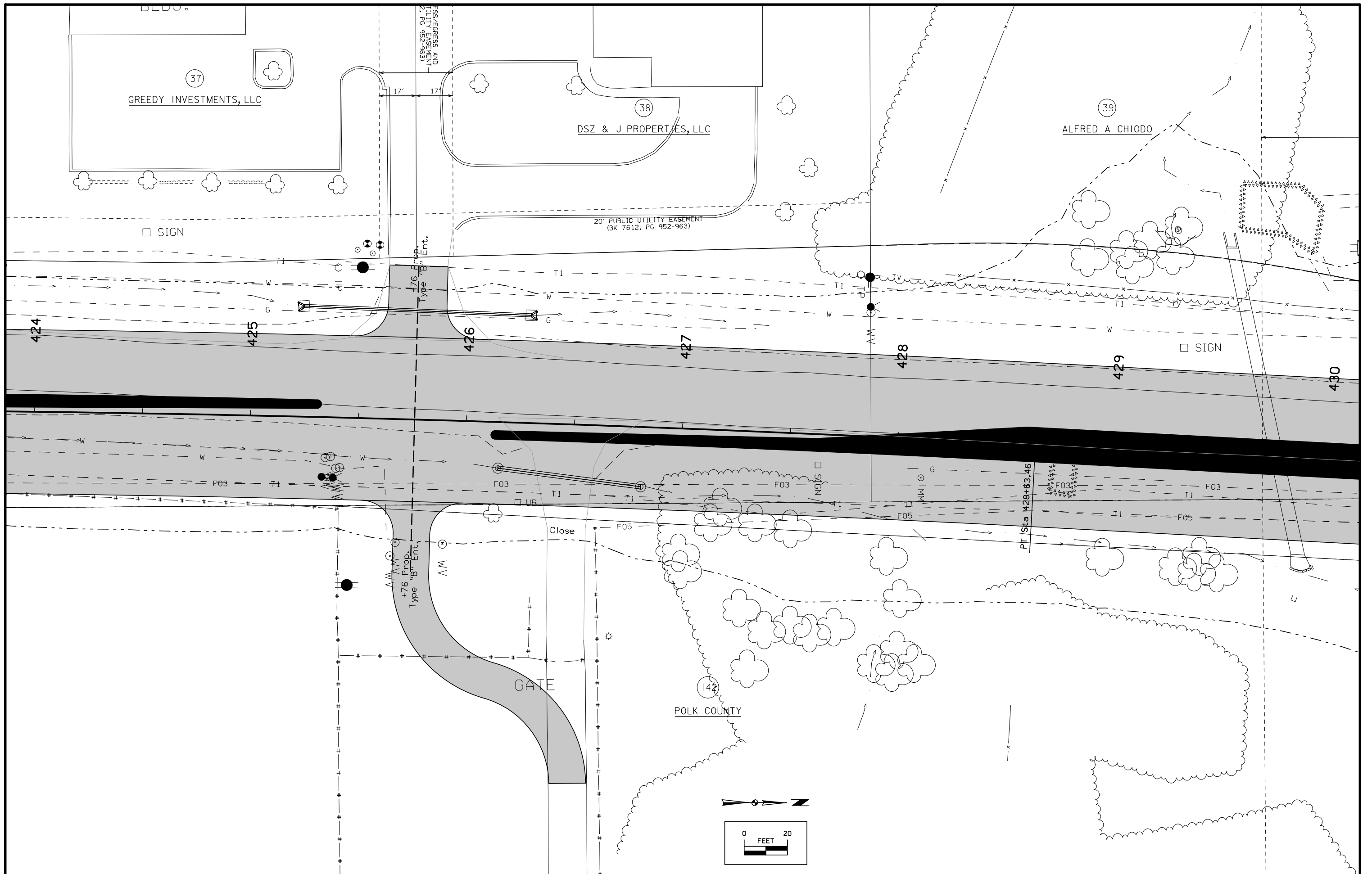


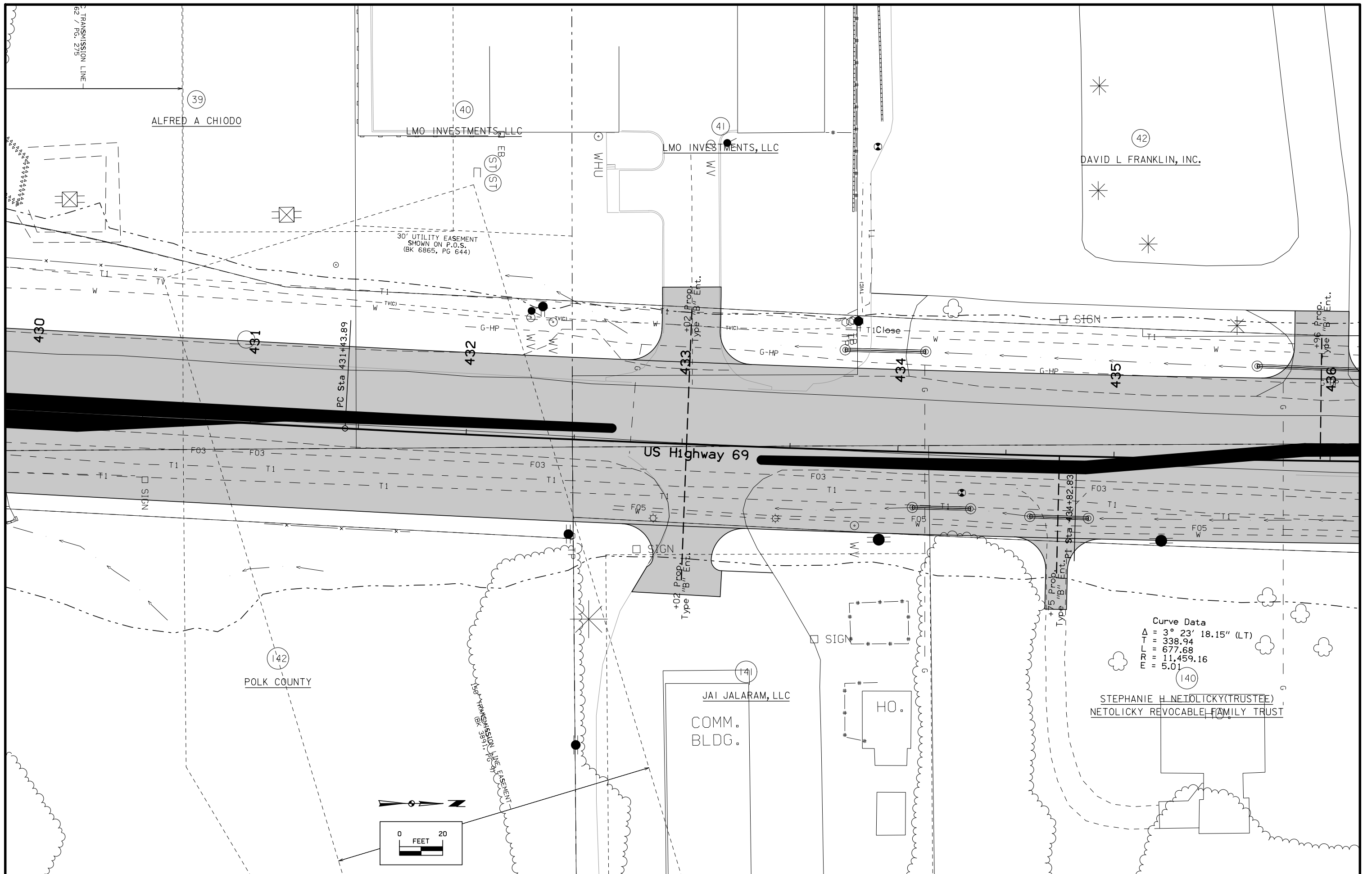


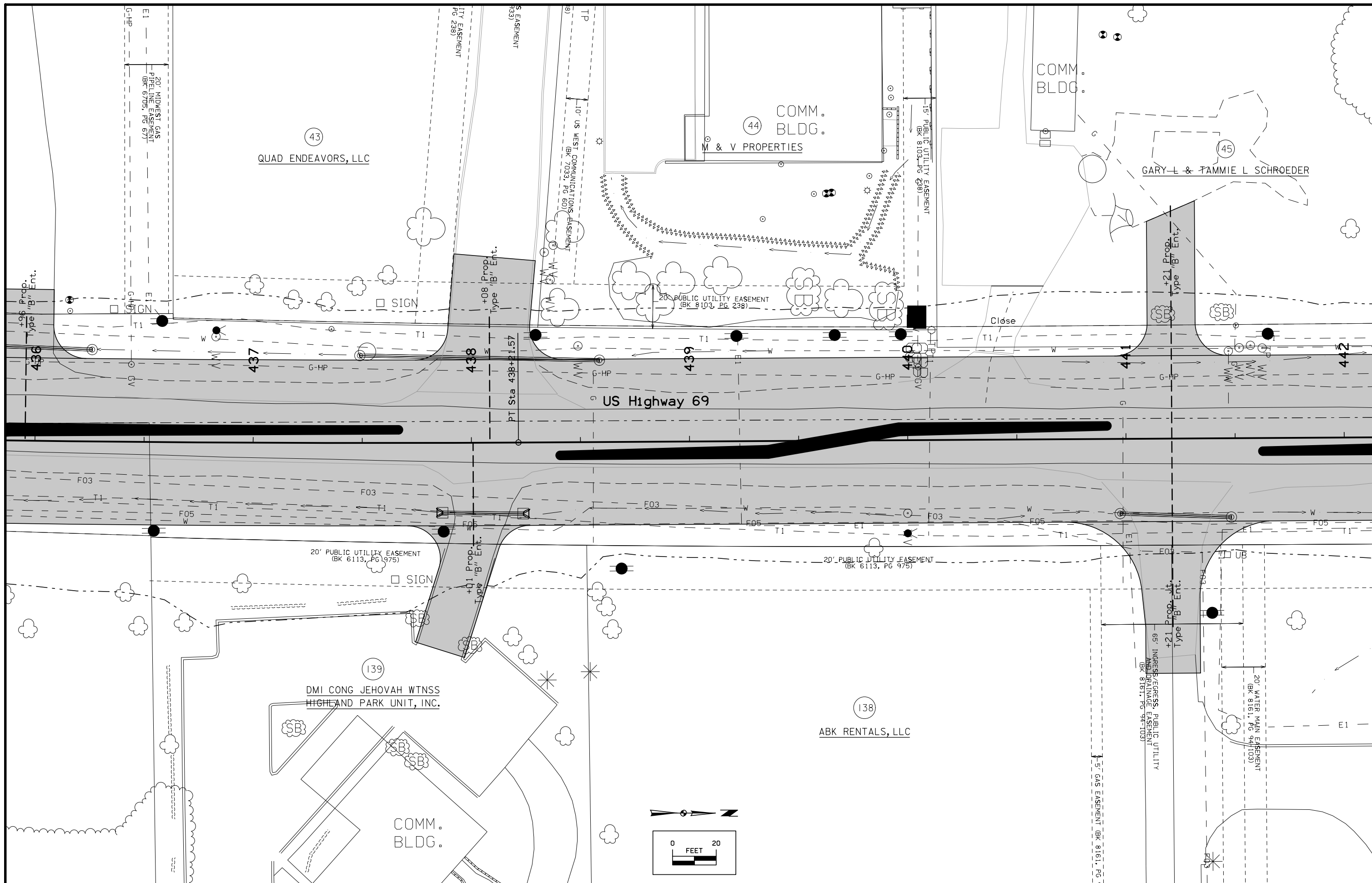




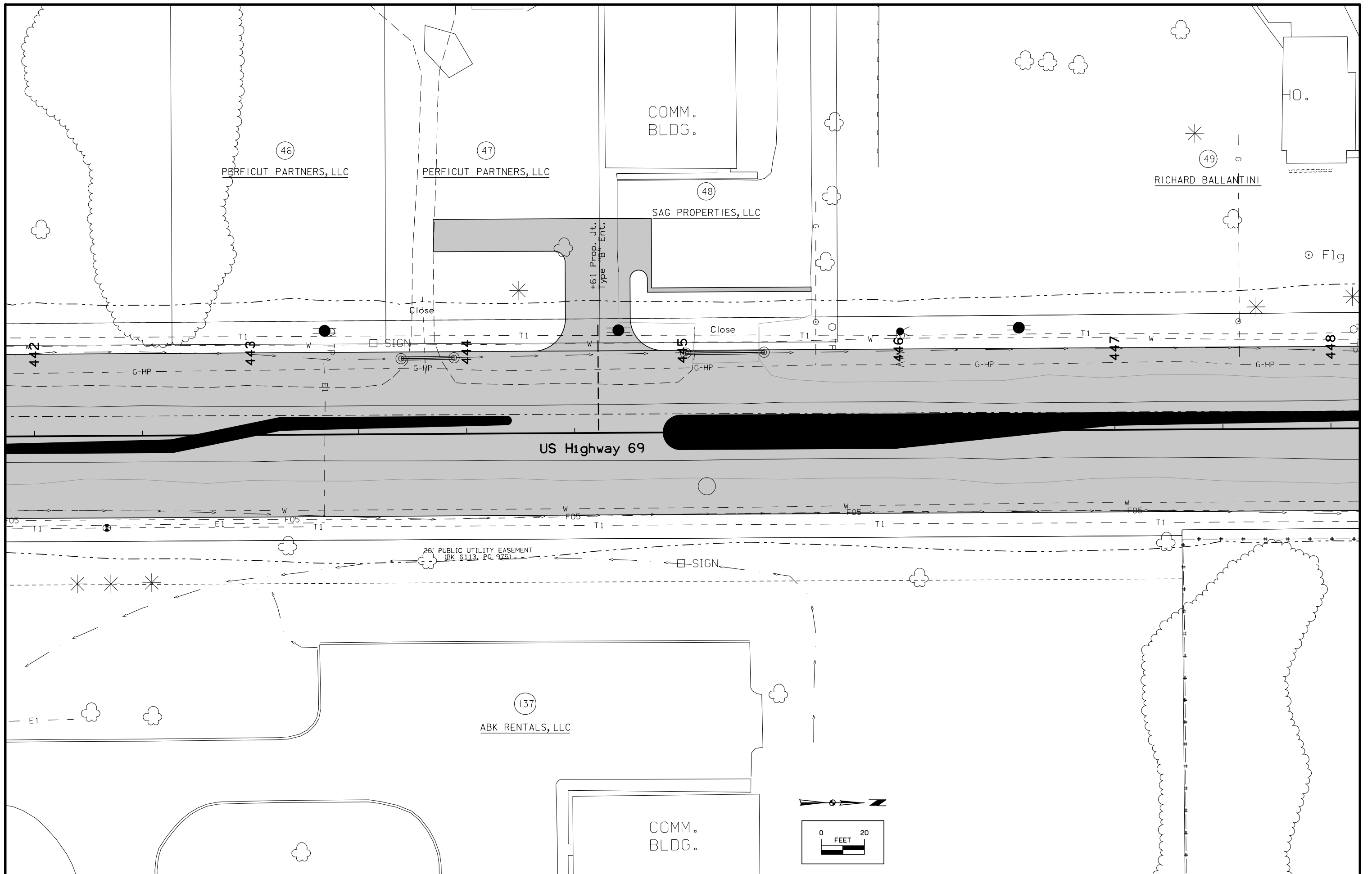


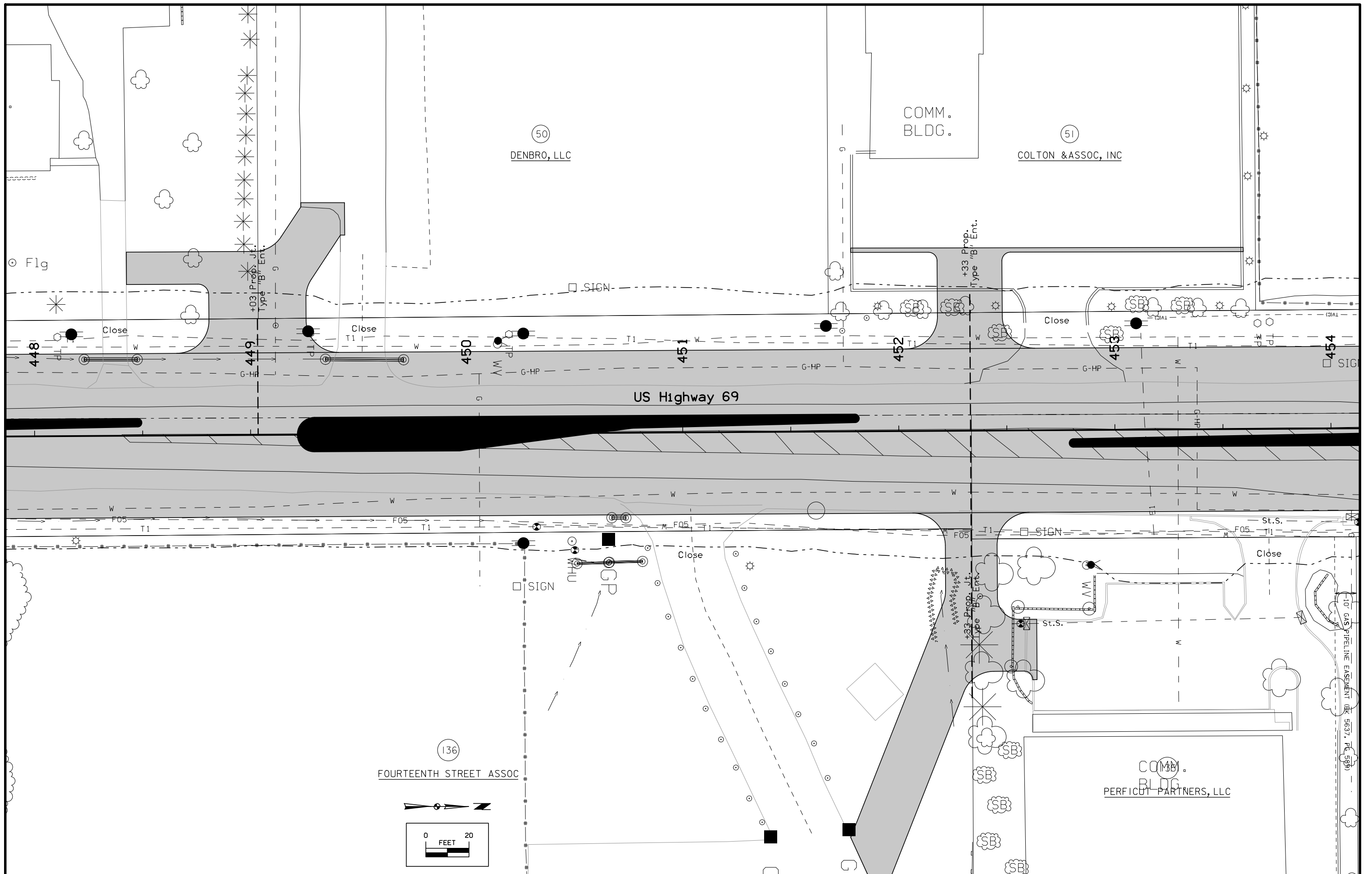


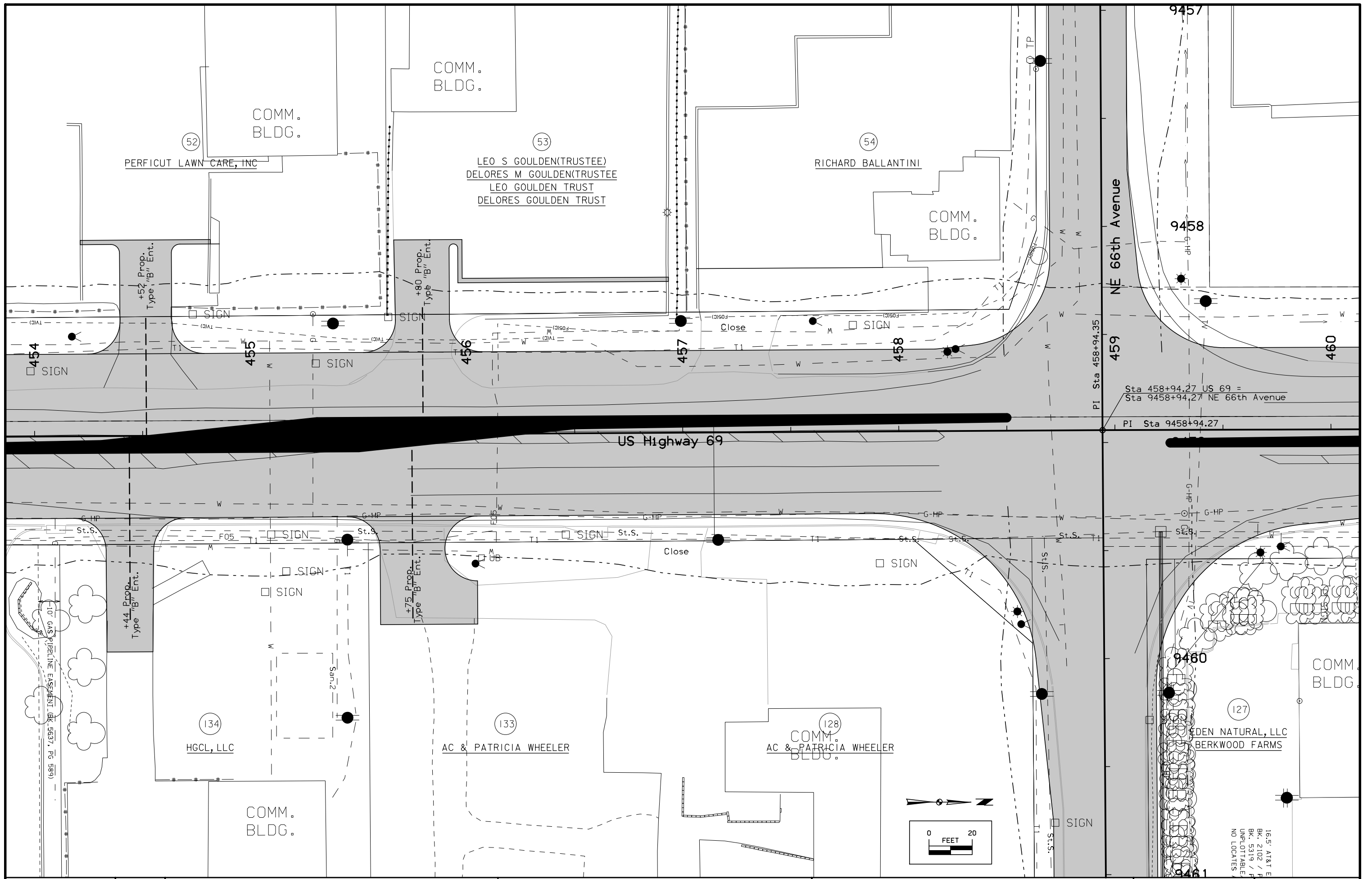




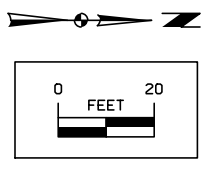
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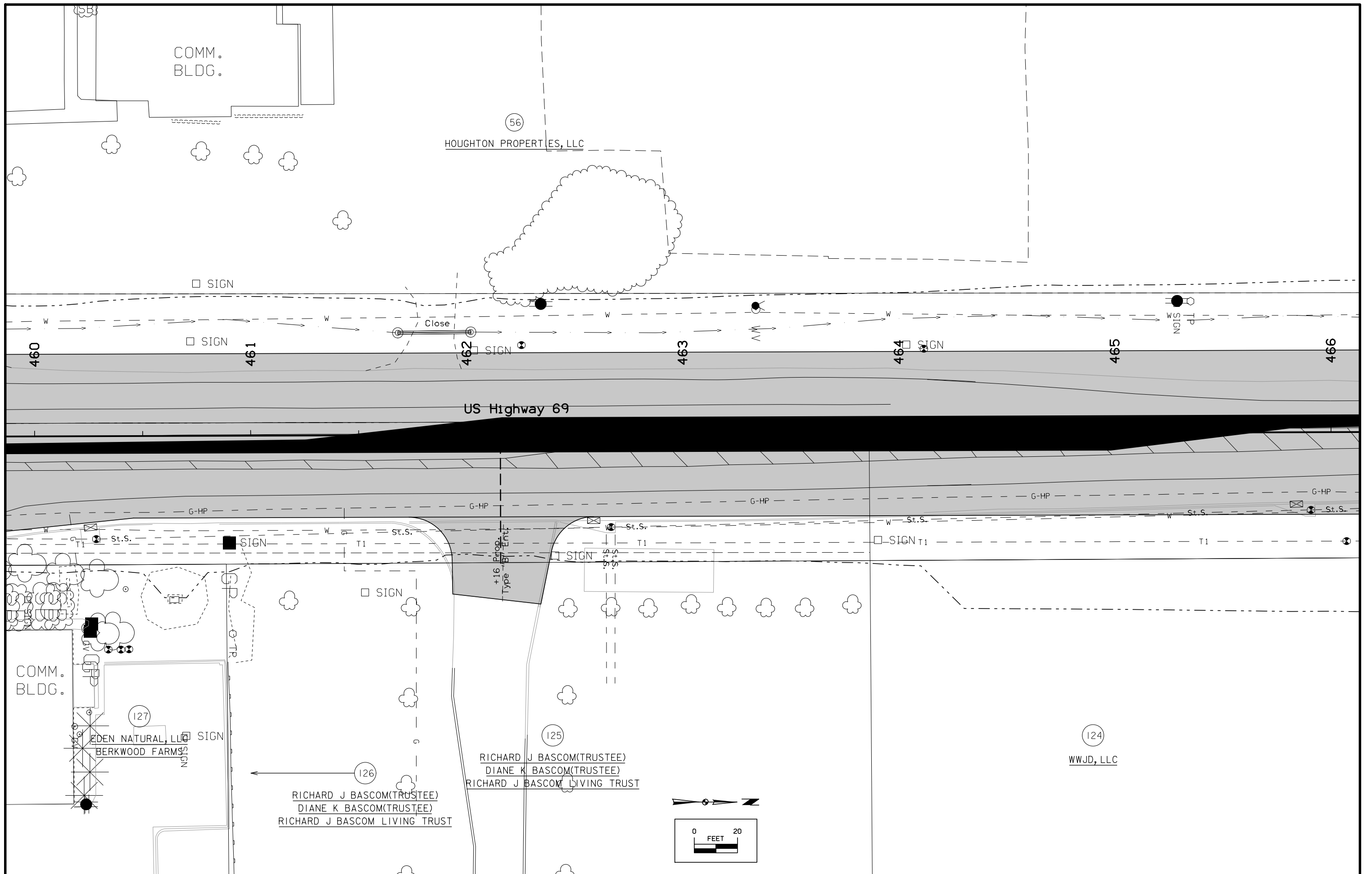






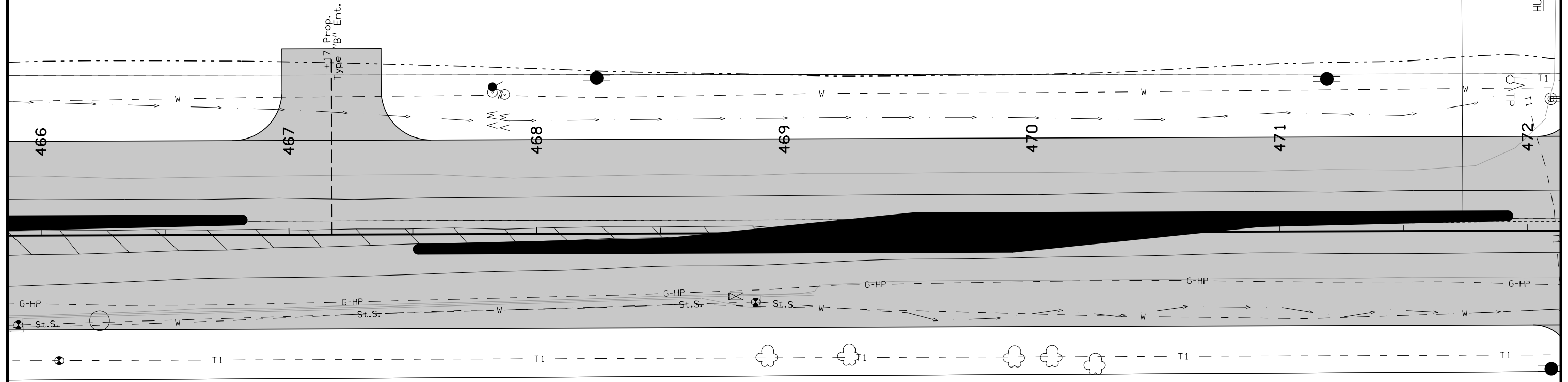
16.5' AT&T E
BK. 2102 / F
BK. 5319 / F
UNRELOCATABLE
NO LOCATIONS



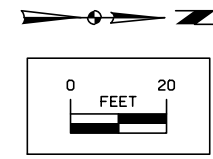


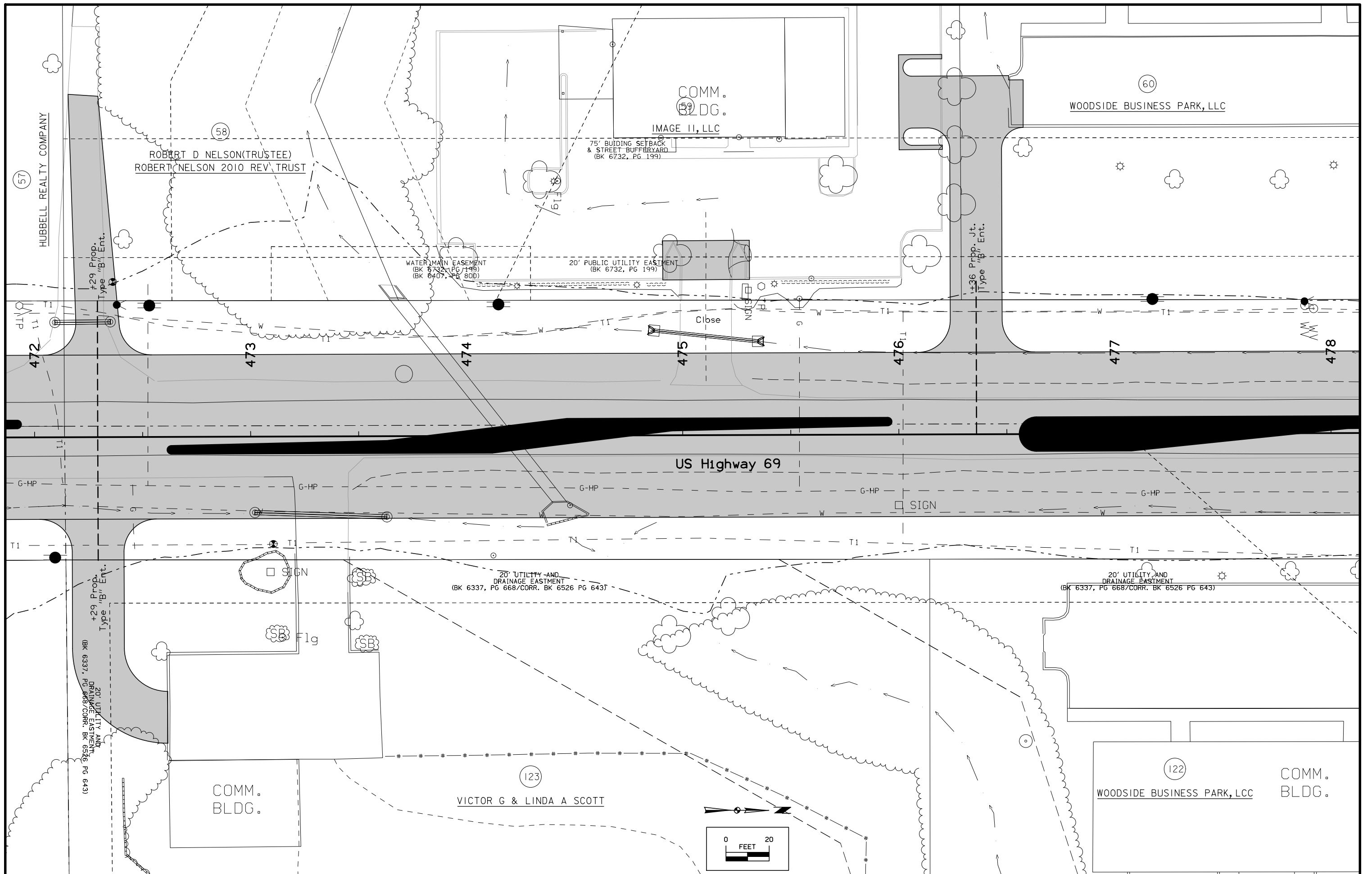
(56)
HOUGHTON PROPERTIES, LLC

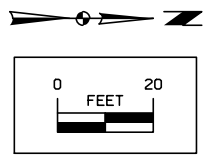
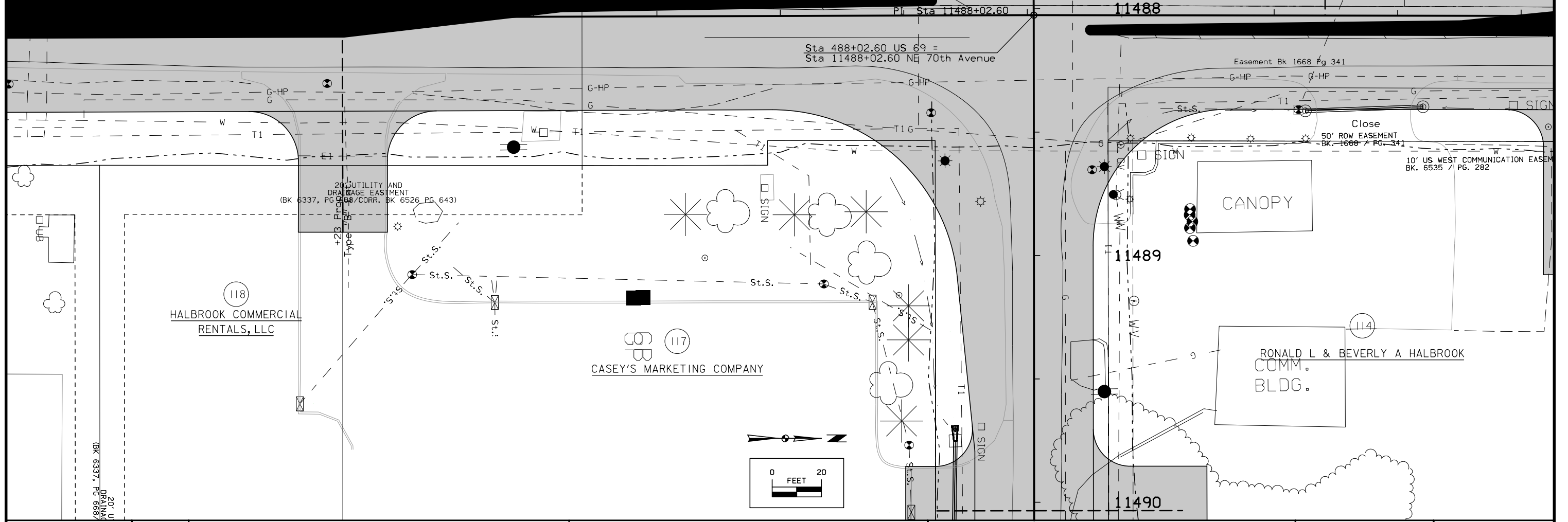
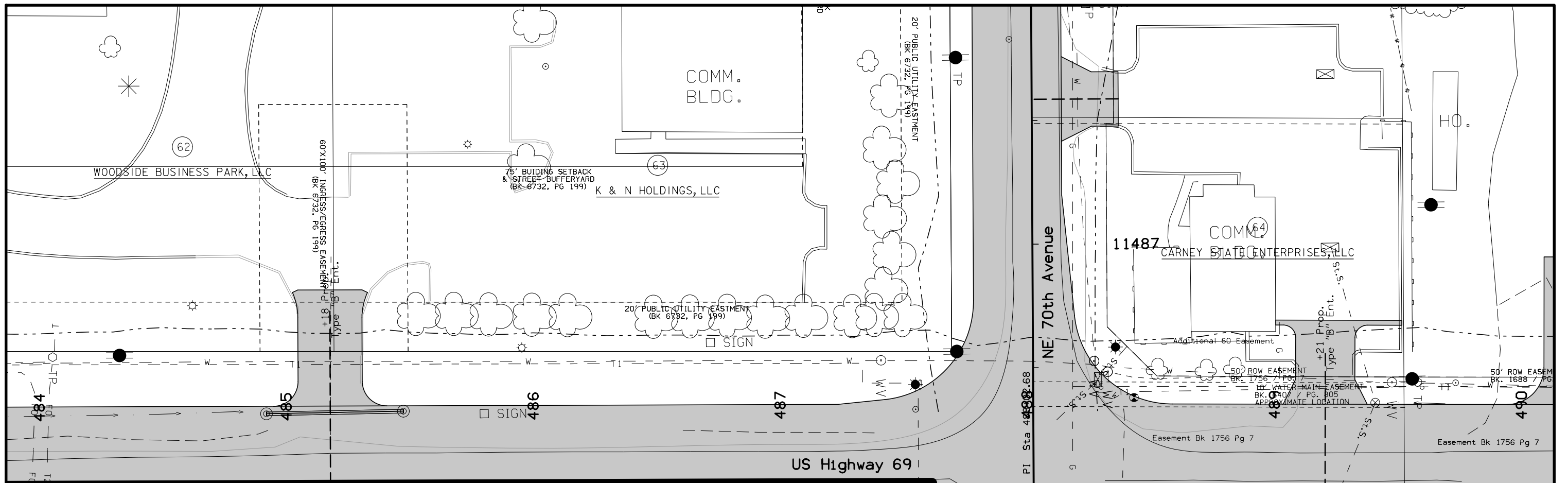
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HUBBELL REALTY COMPANY

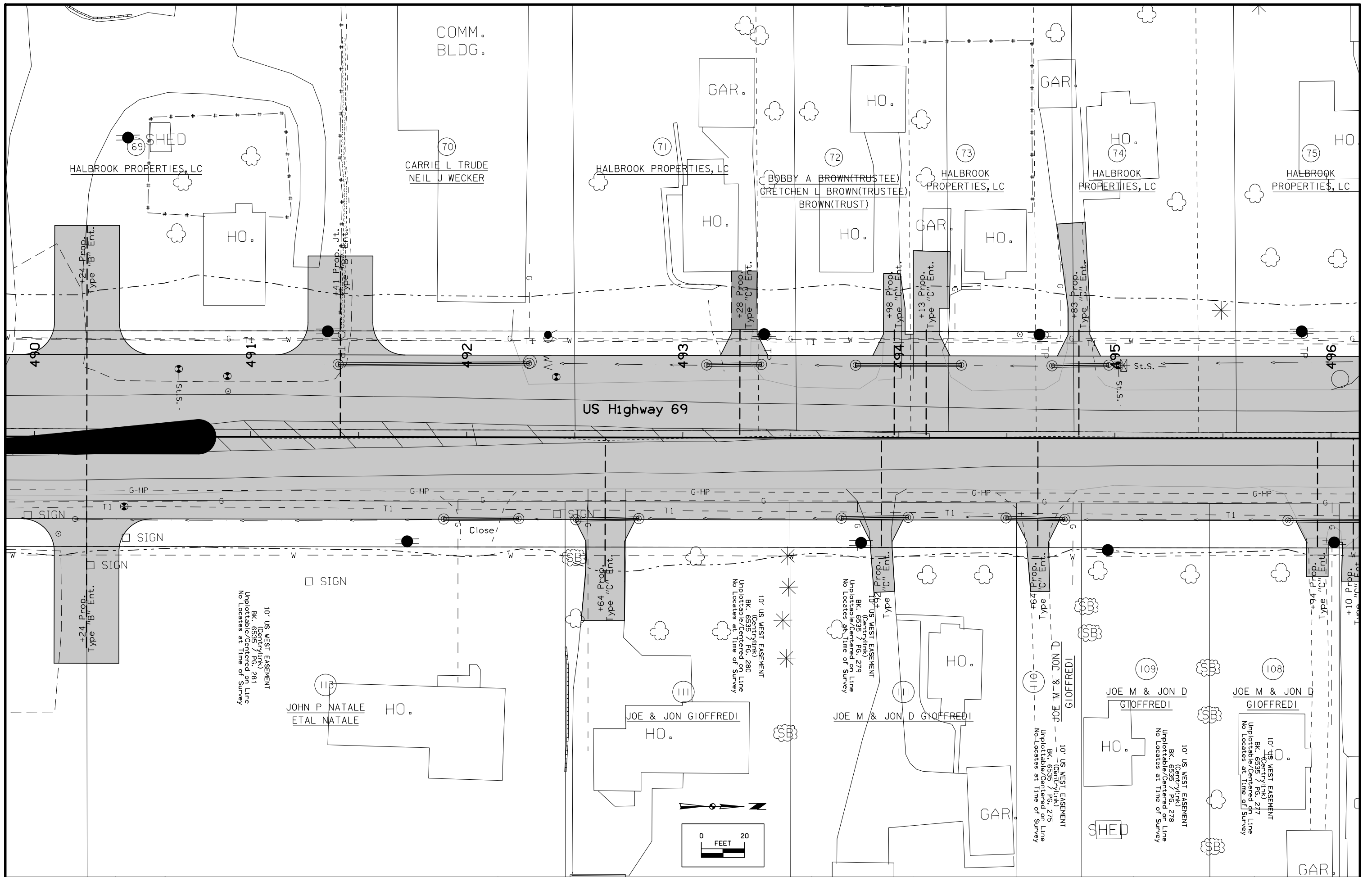


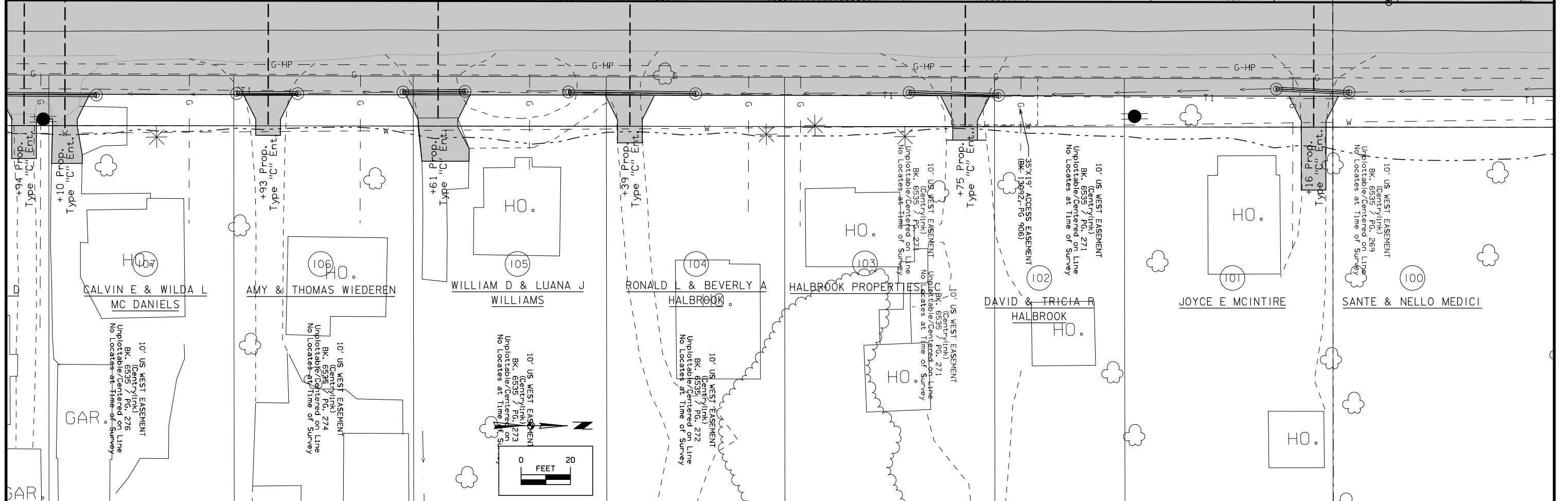
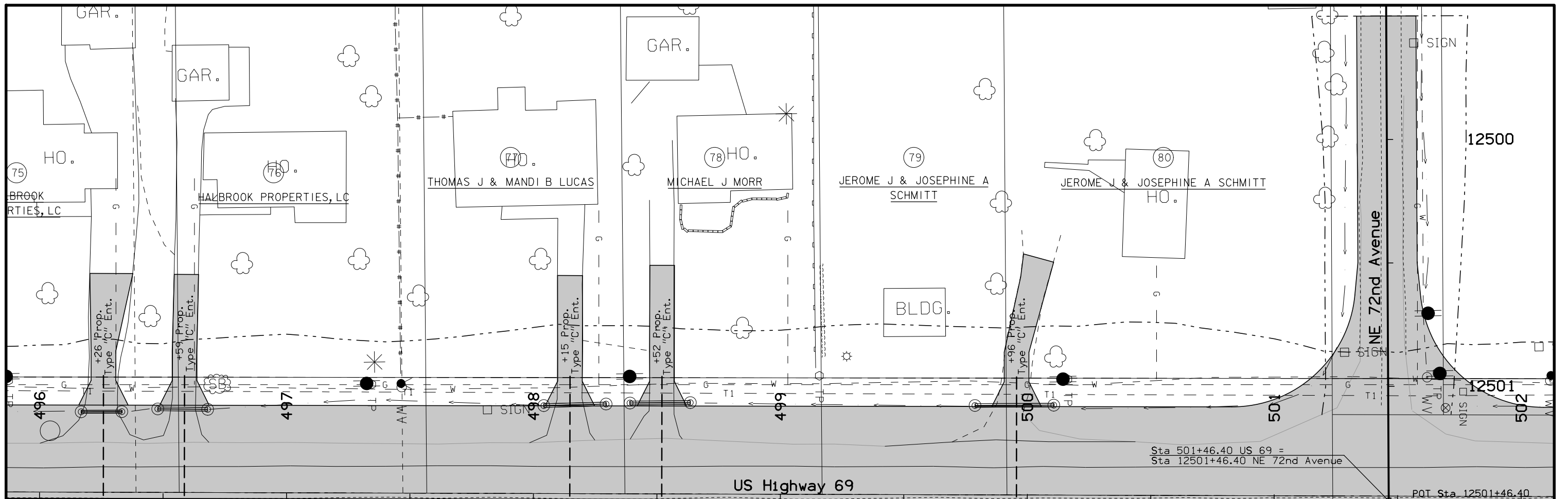
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WWJD, LLC

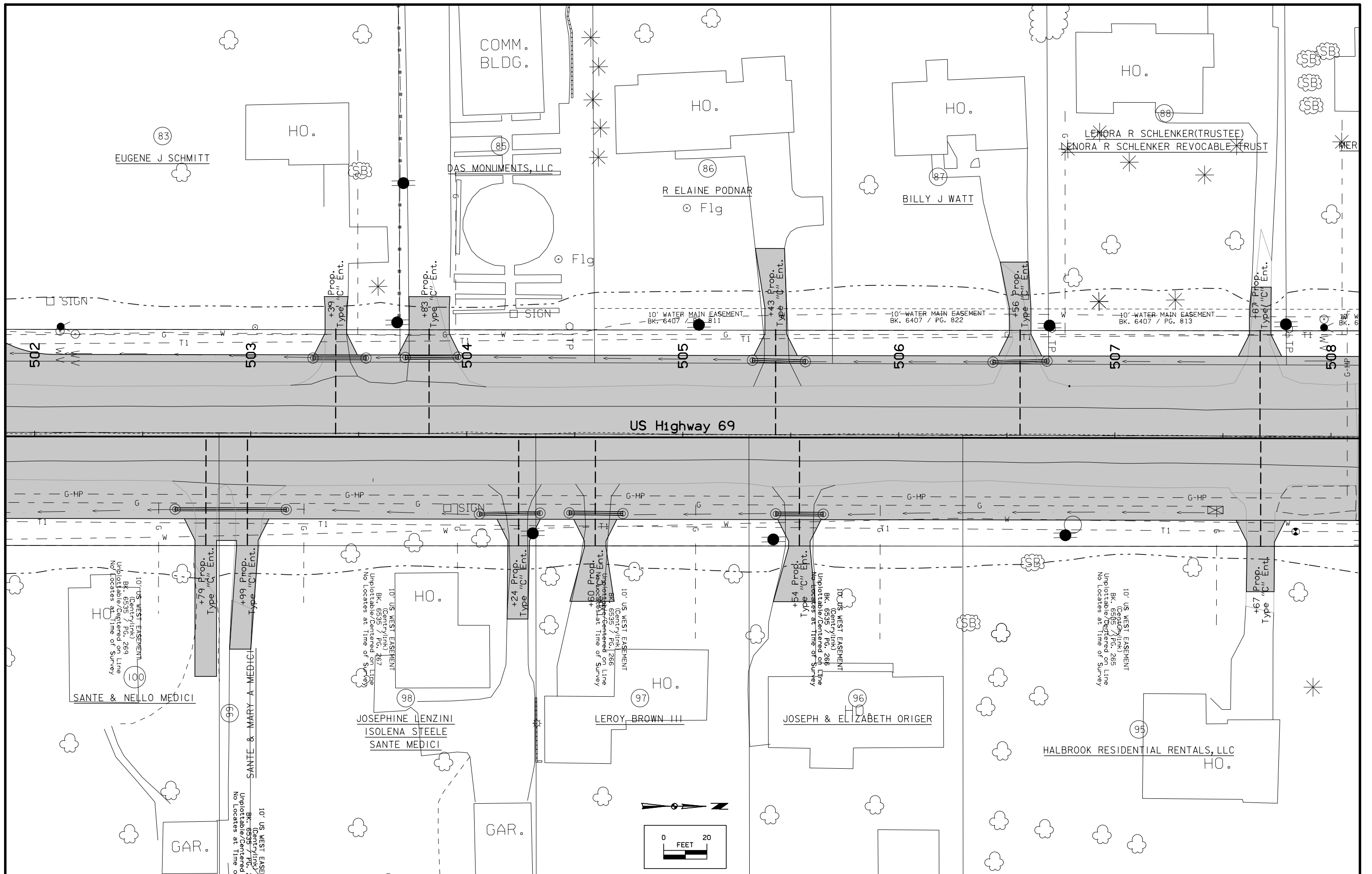




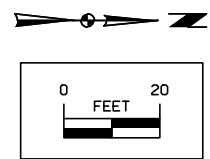




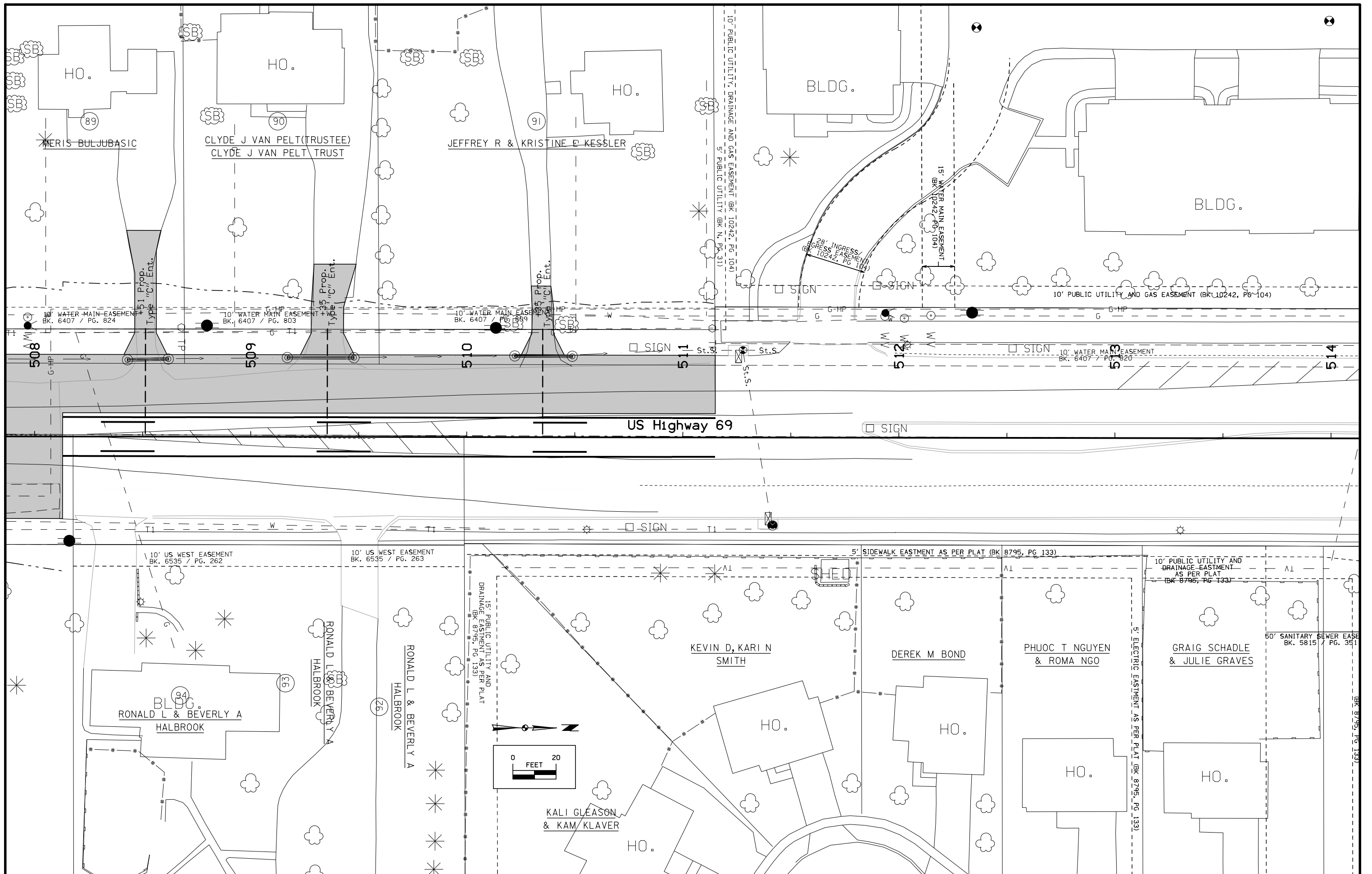




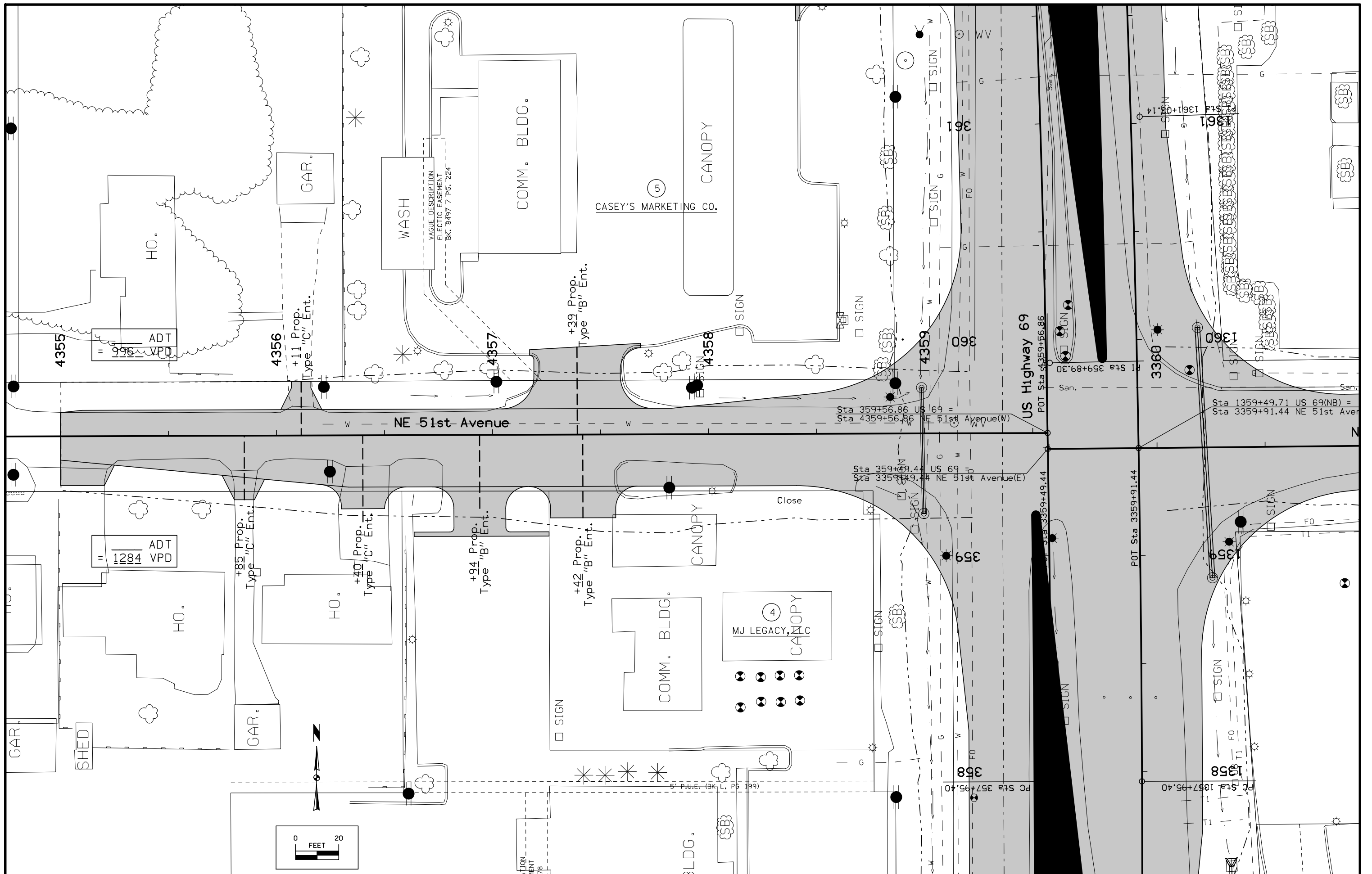
US Highway 69

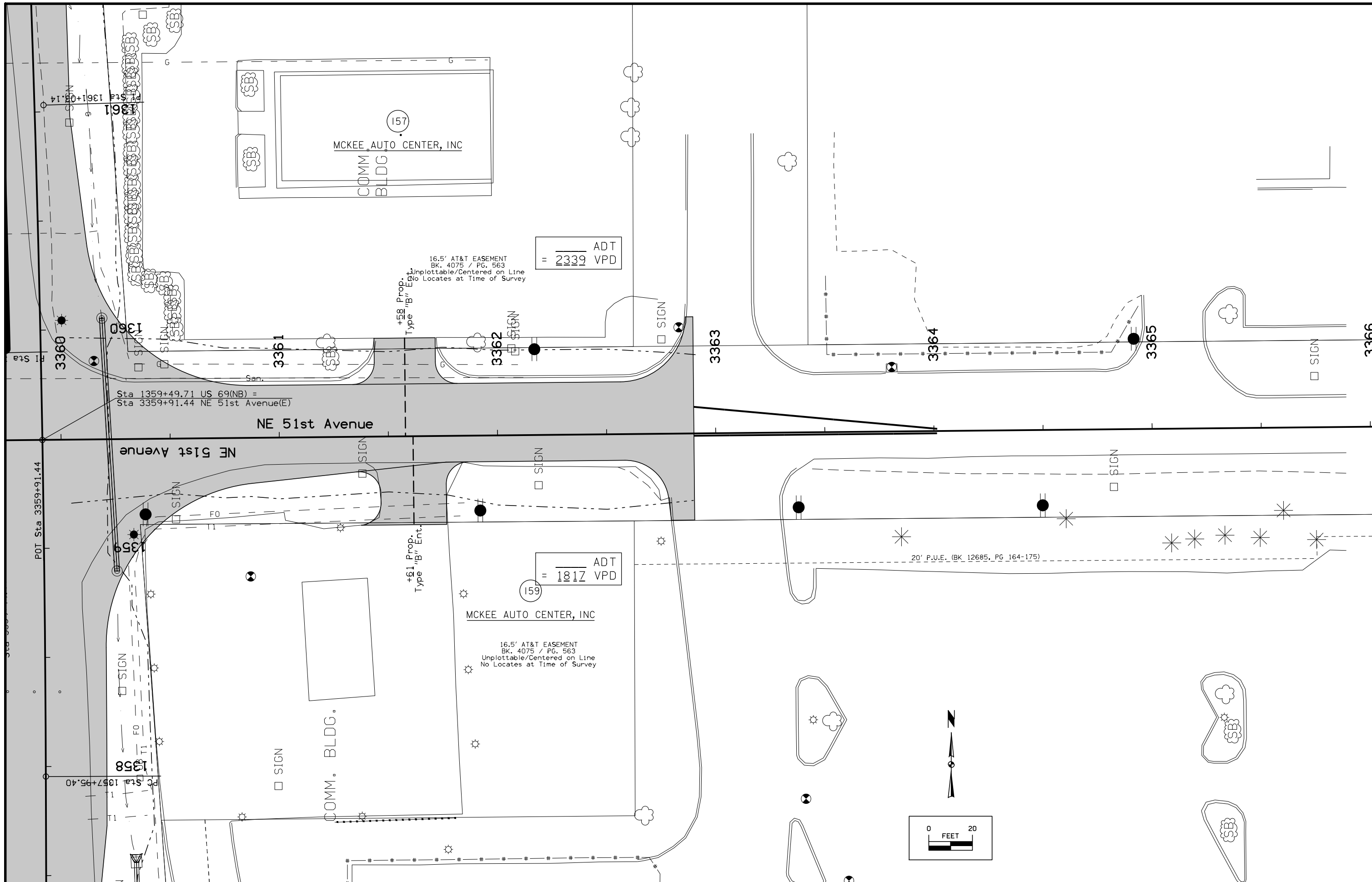


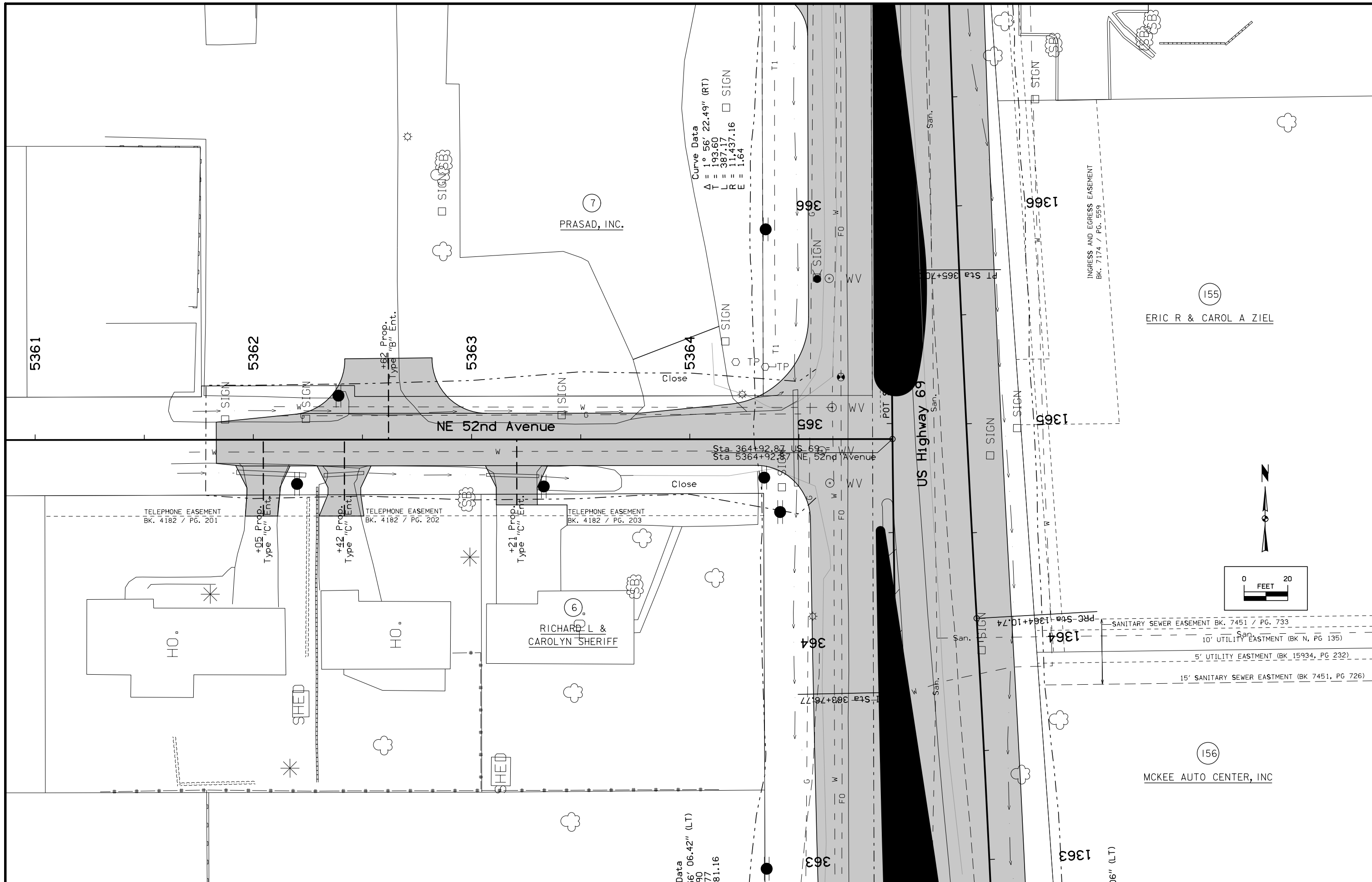
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	H.26
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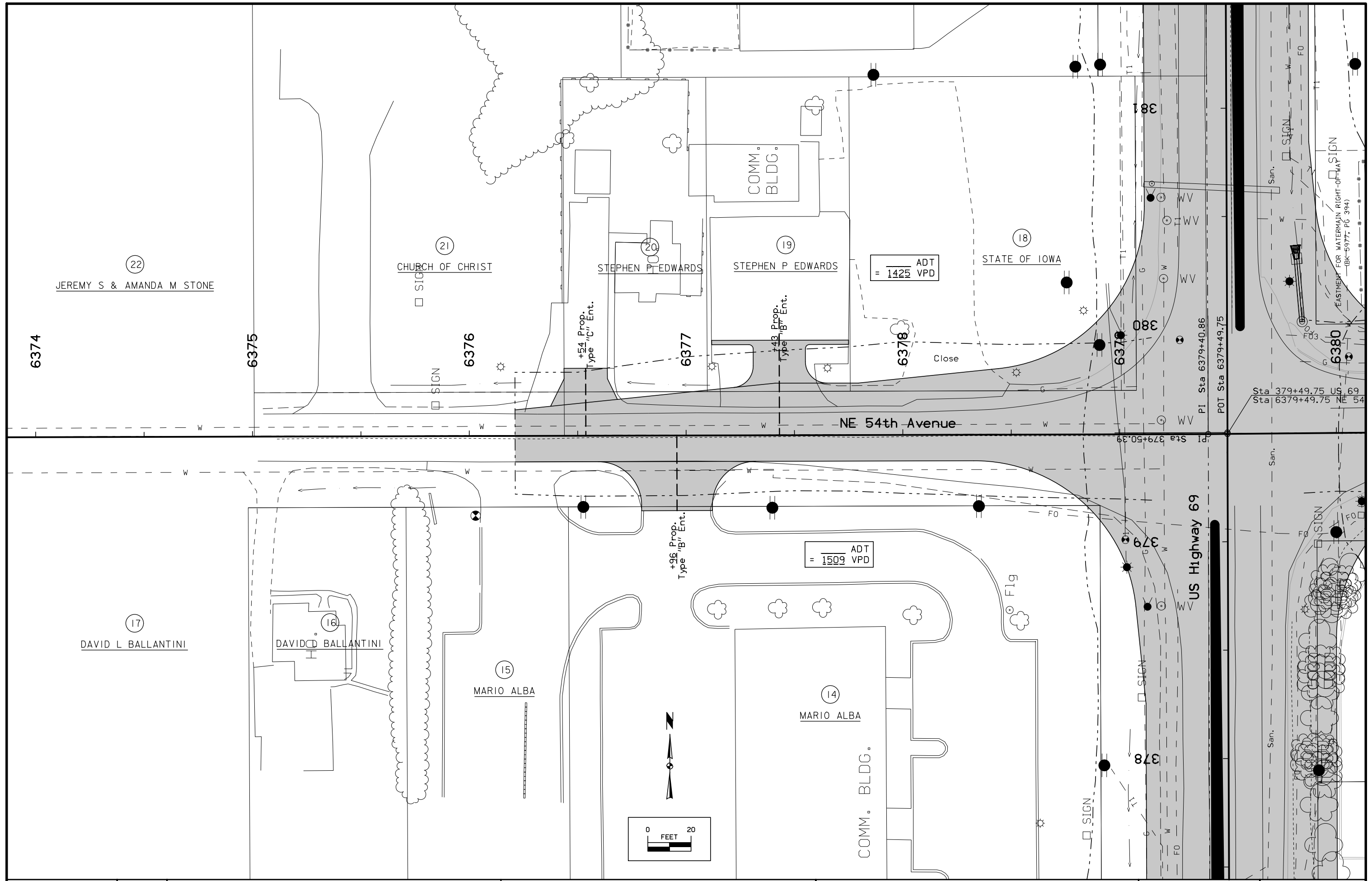


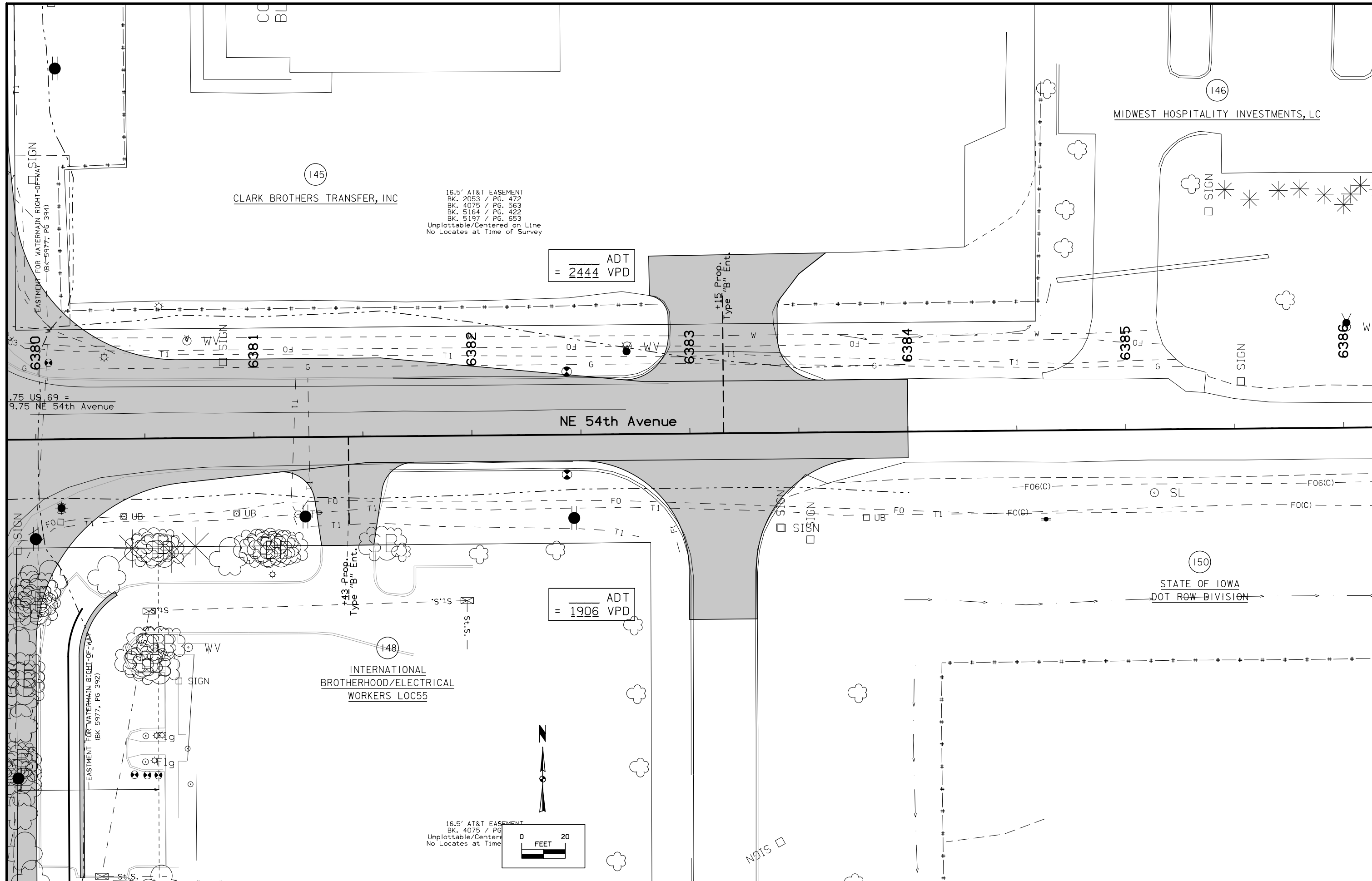
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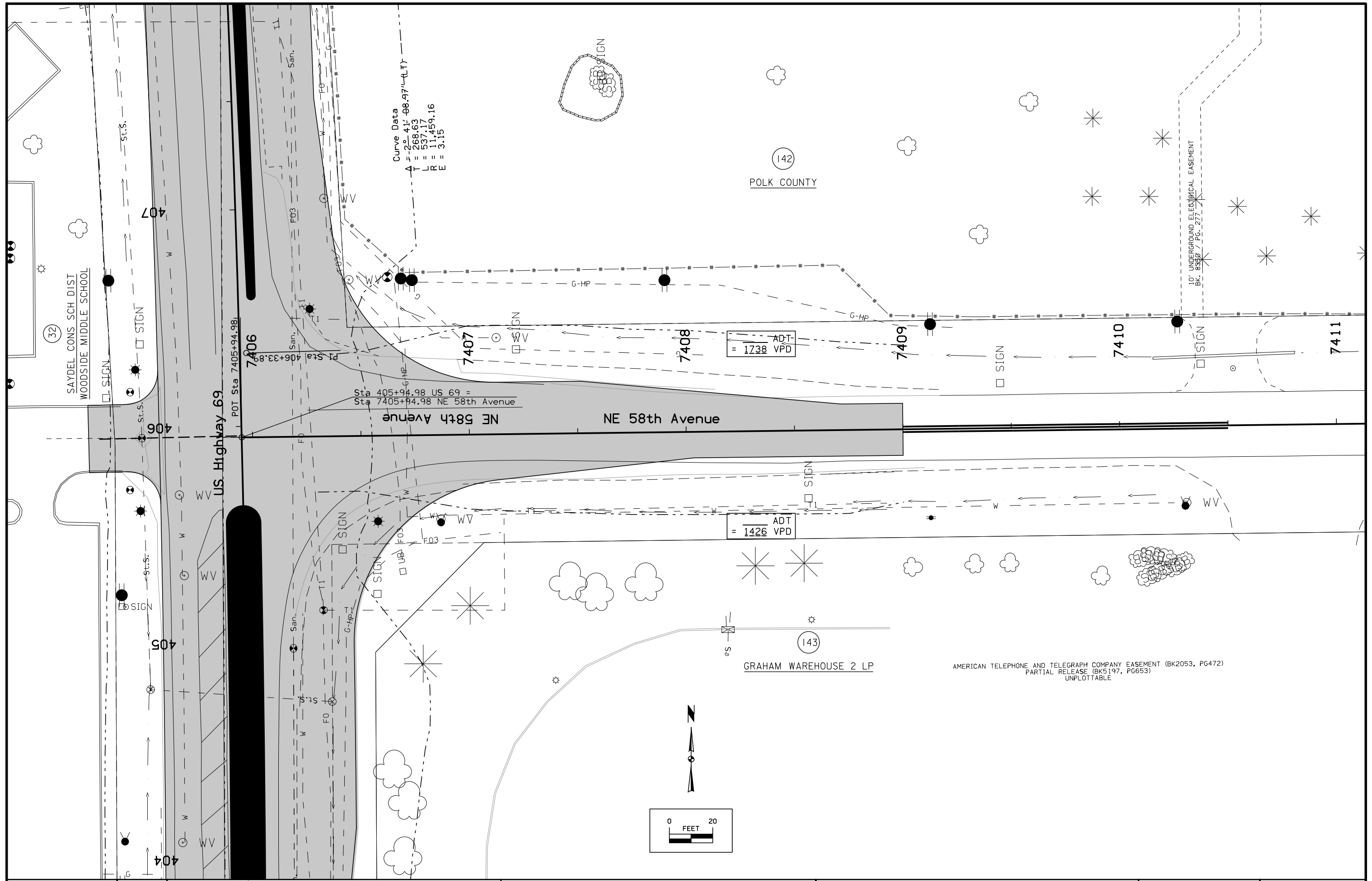


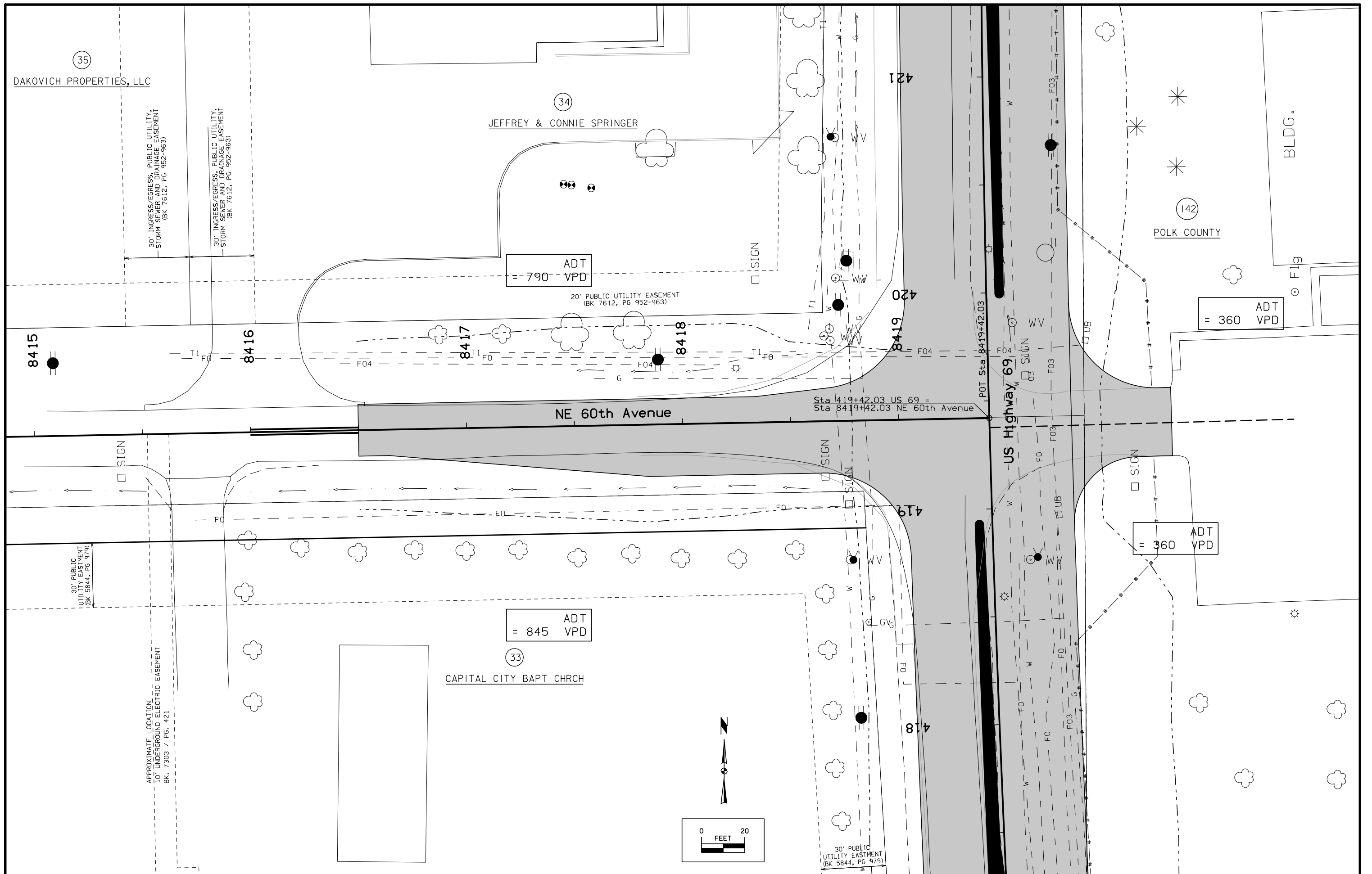


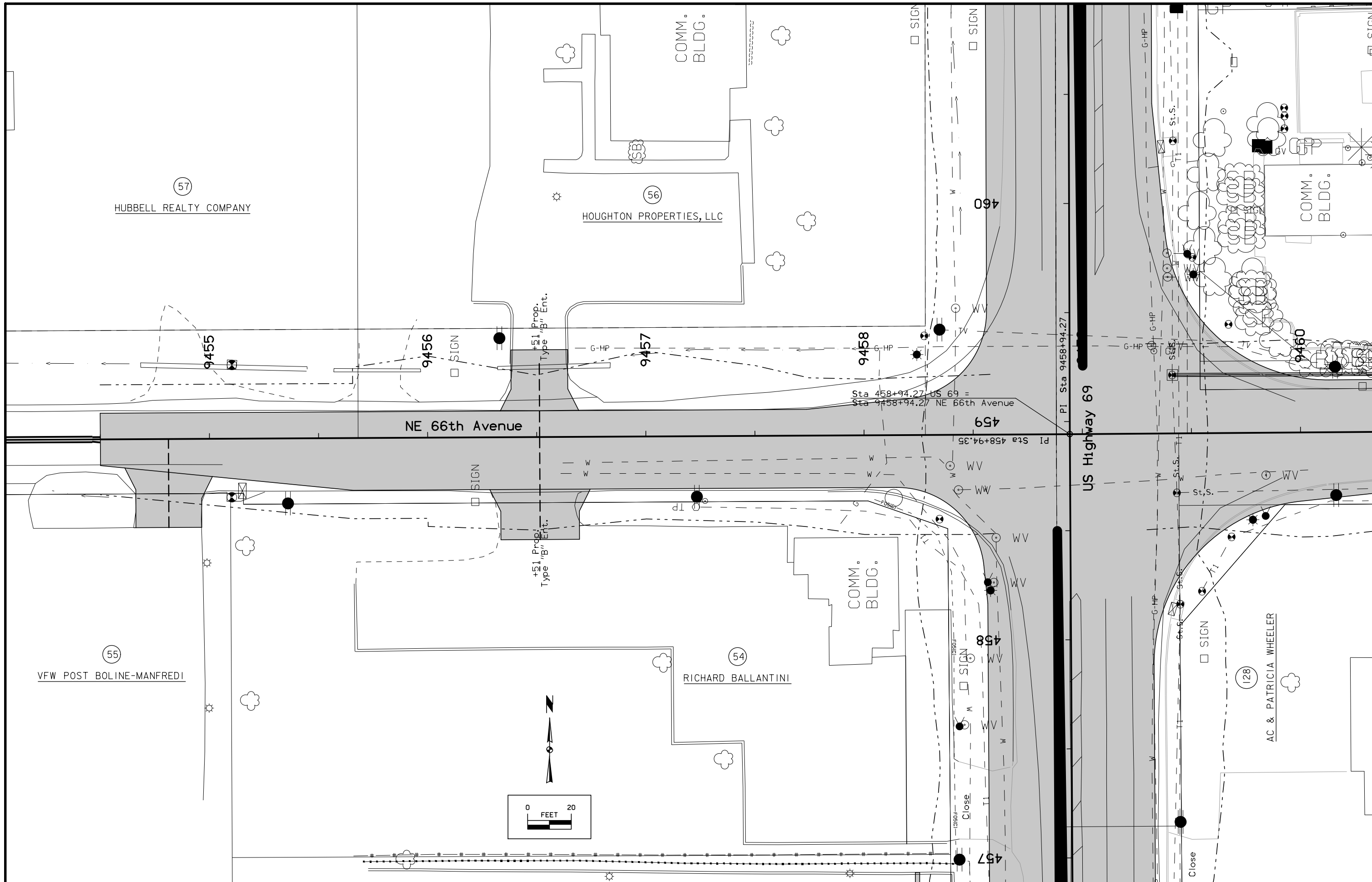


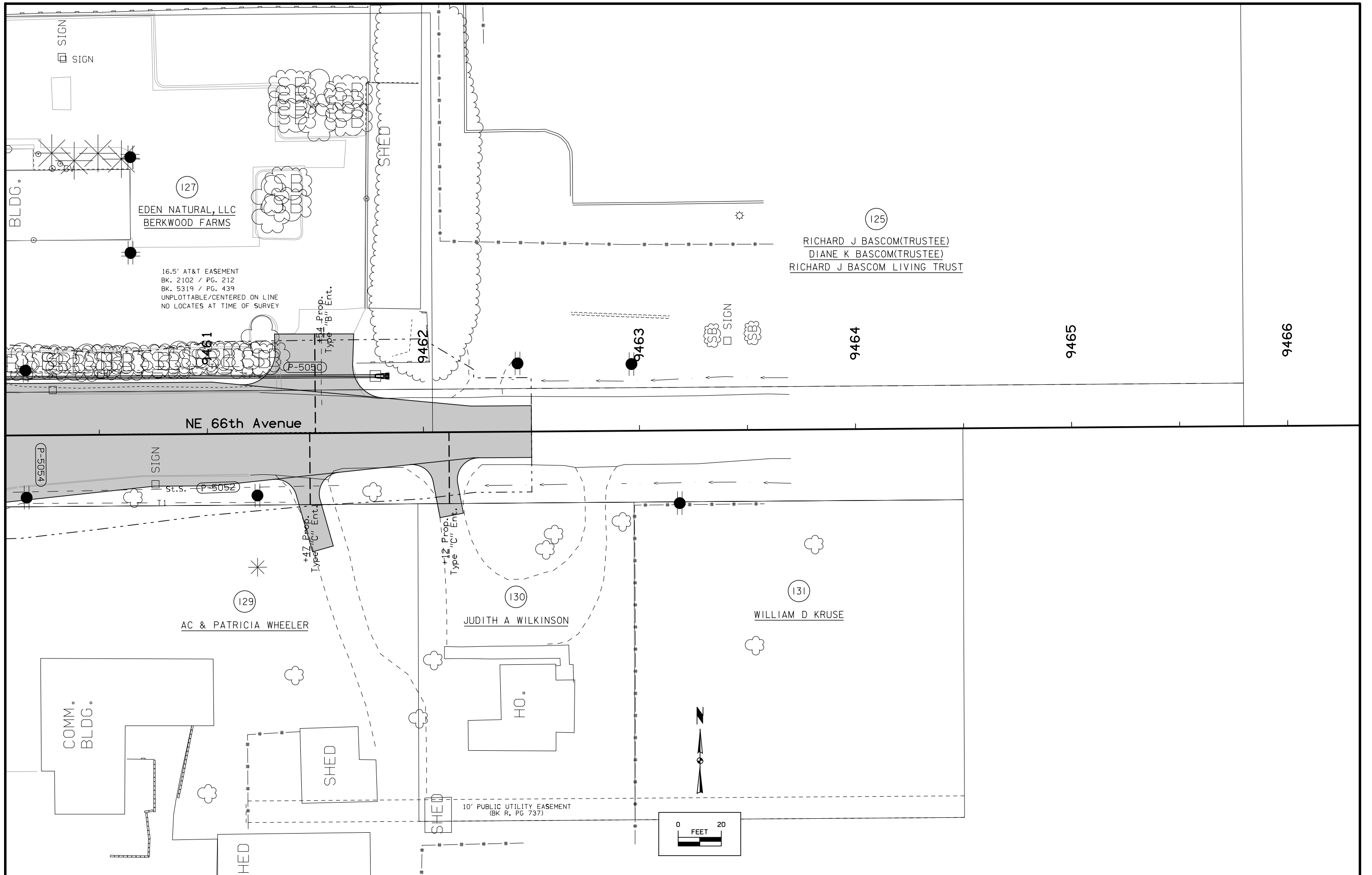


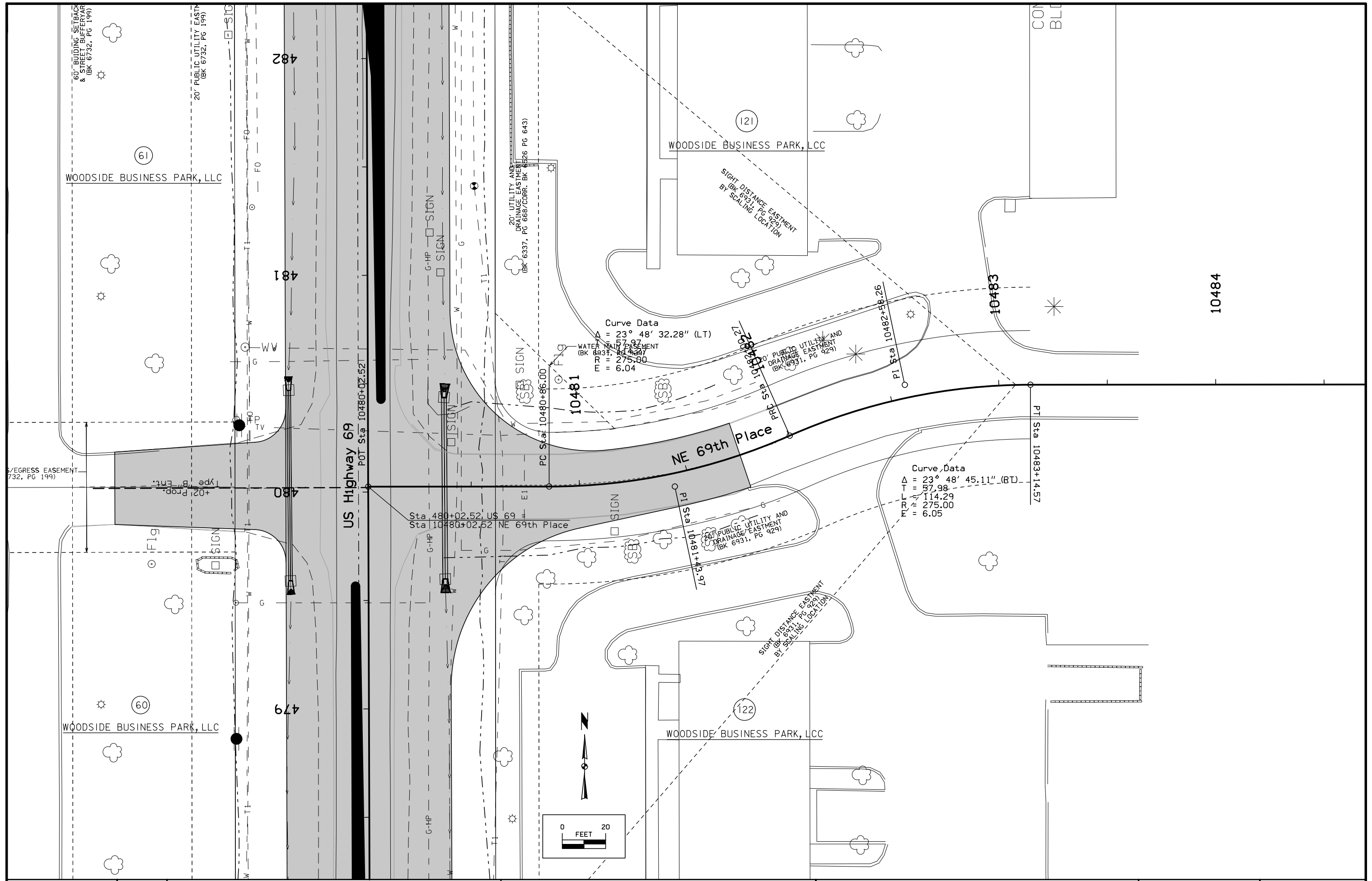


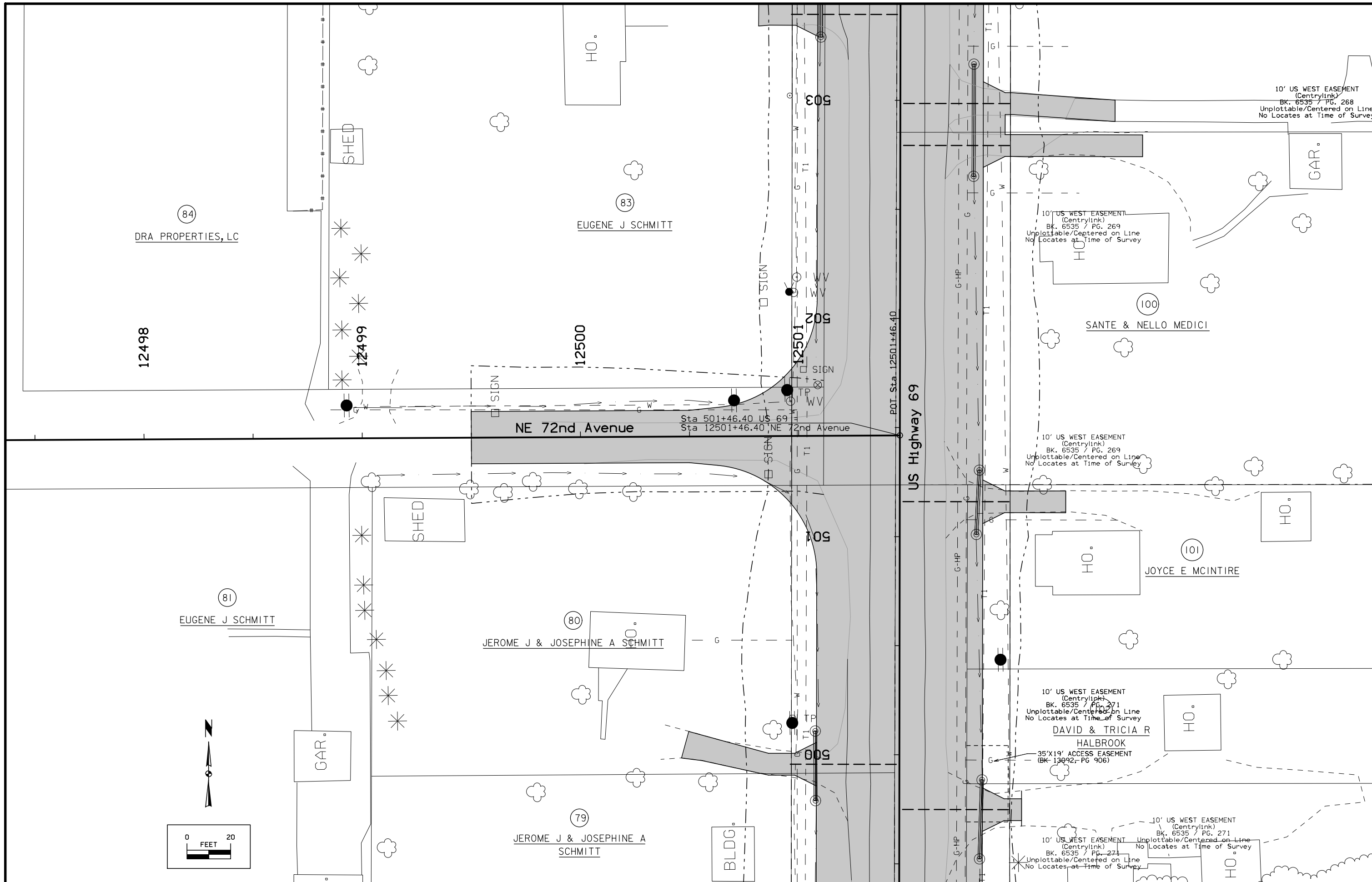





















**CROSS SECTION VIEW COLOR LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

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
Gray, Med	(80)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	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

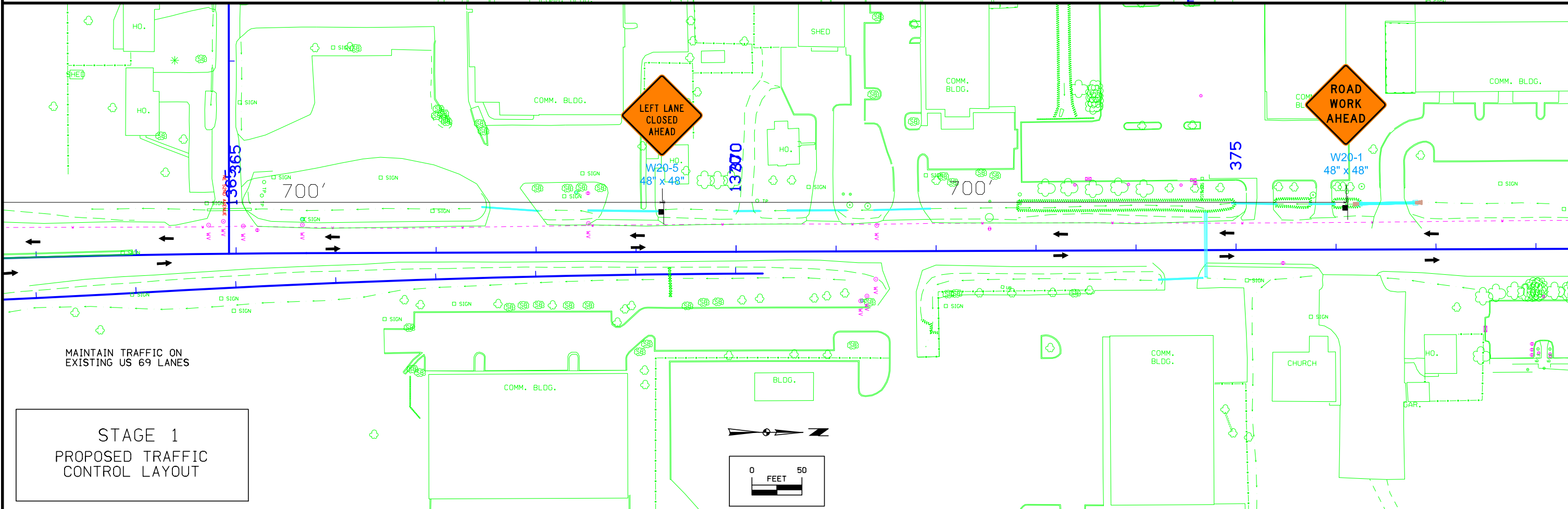
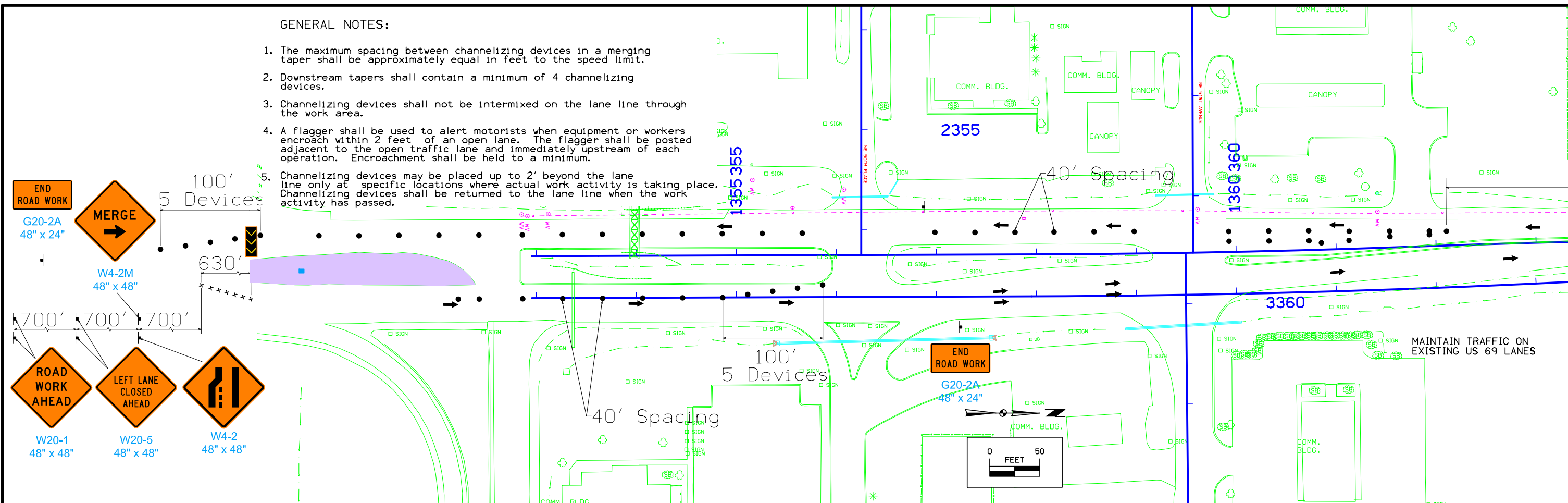
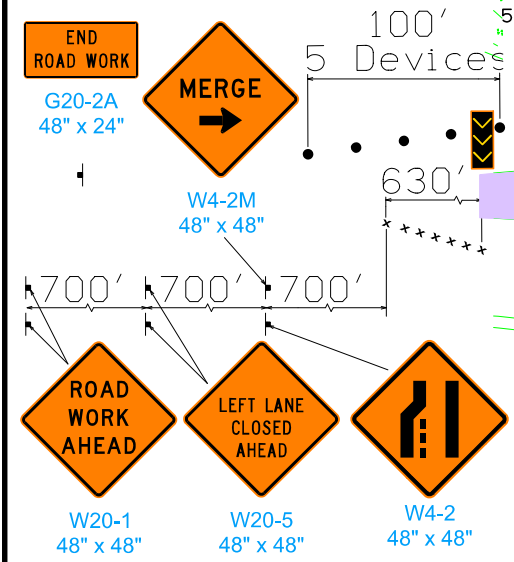
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

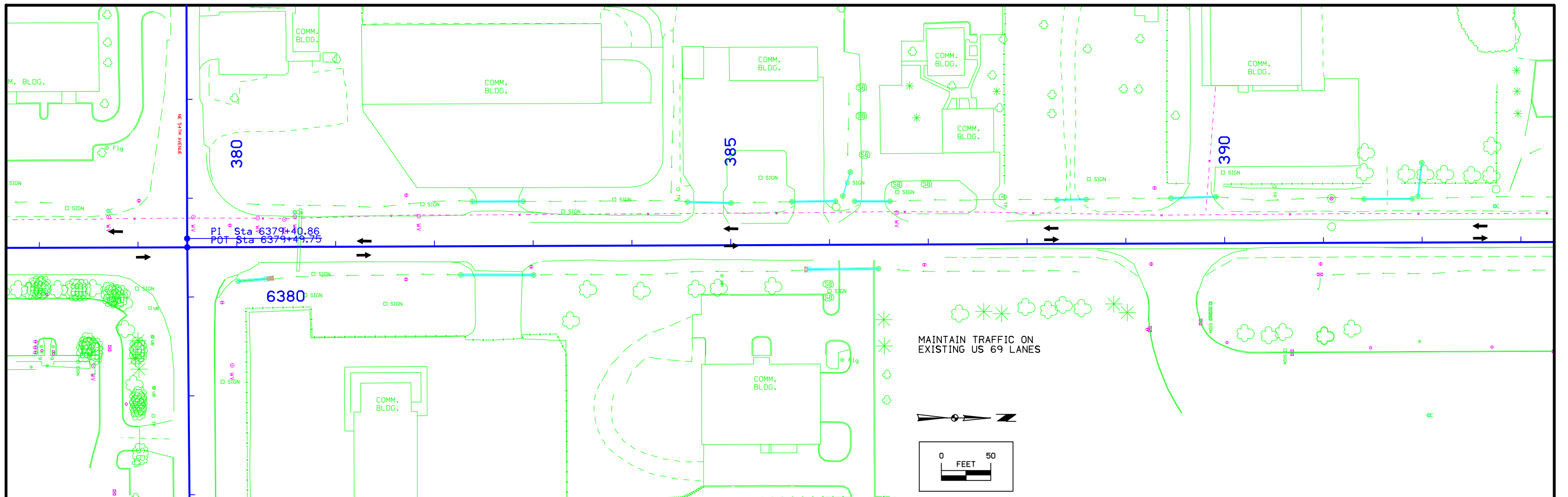
**TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET**

(COVERS SHEET SERIES J)

GENERAL NOTES:

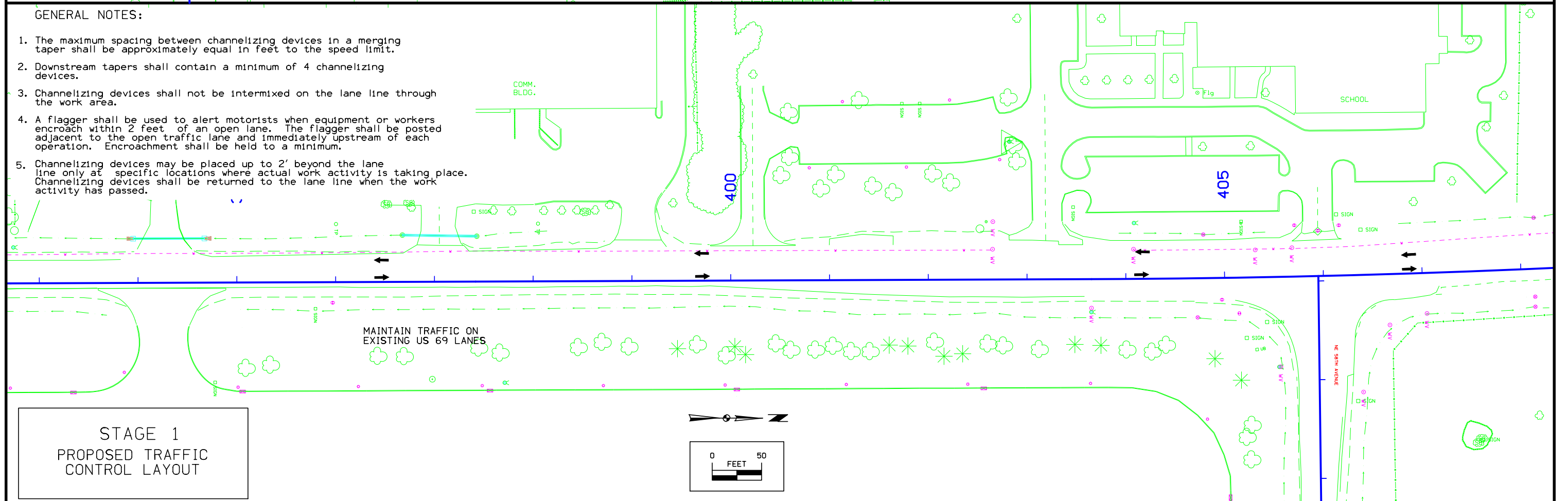
1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.





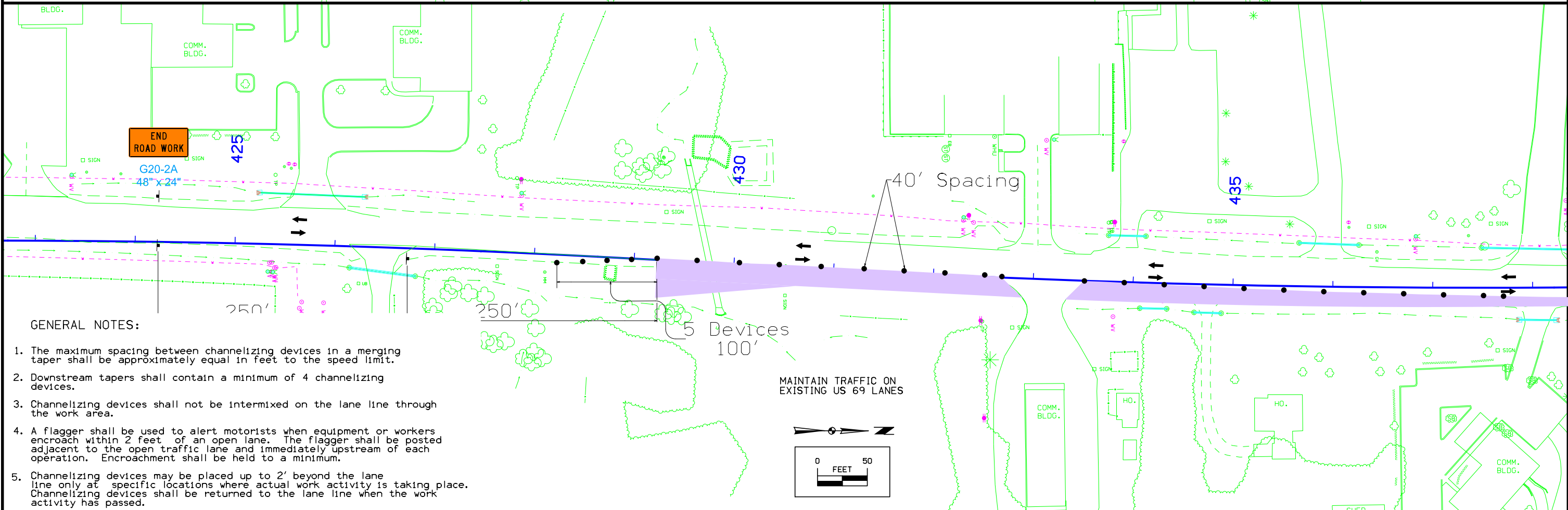
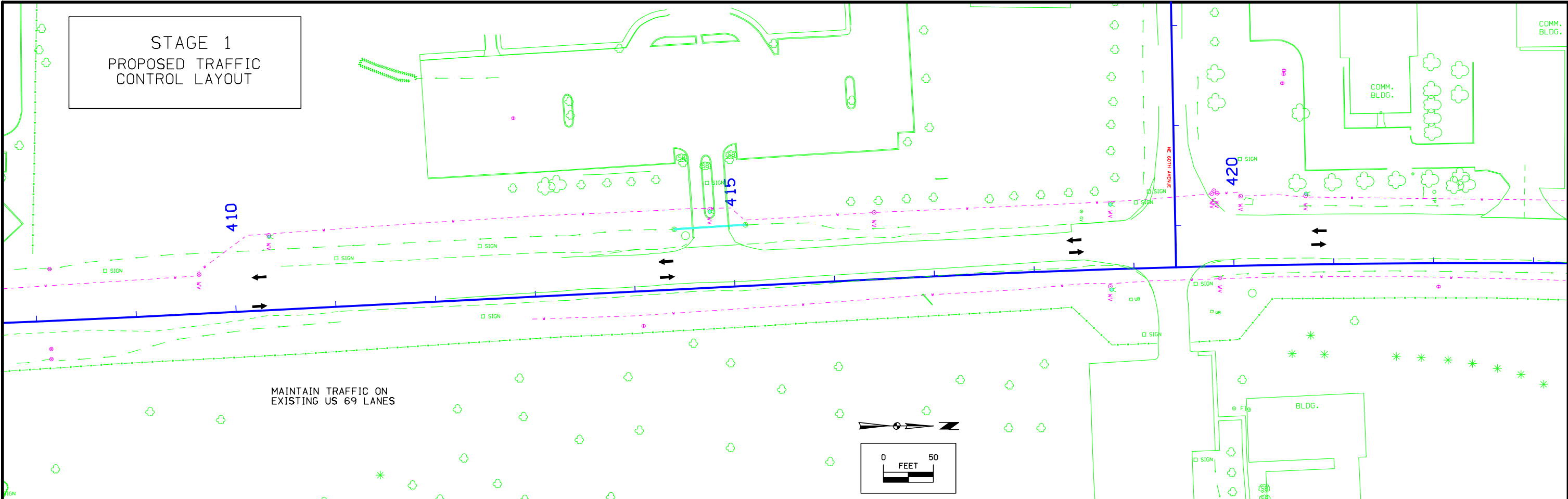
GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.



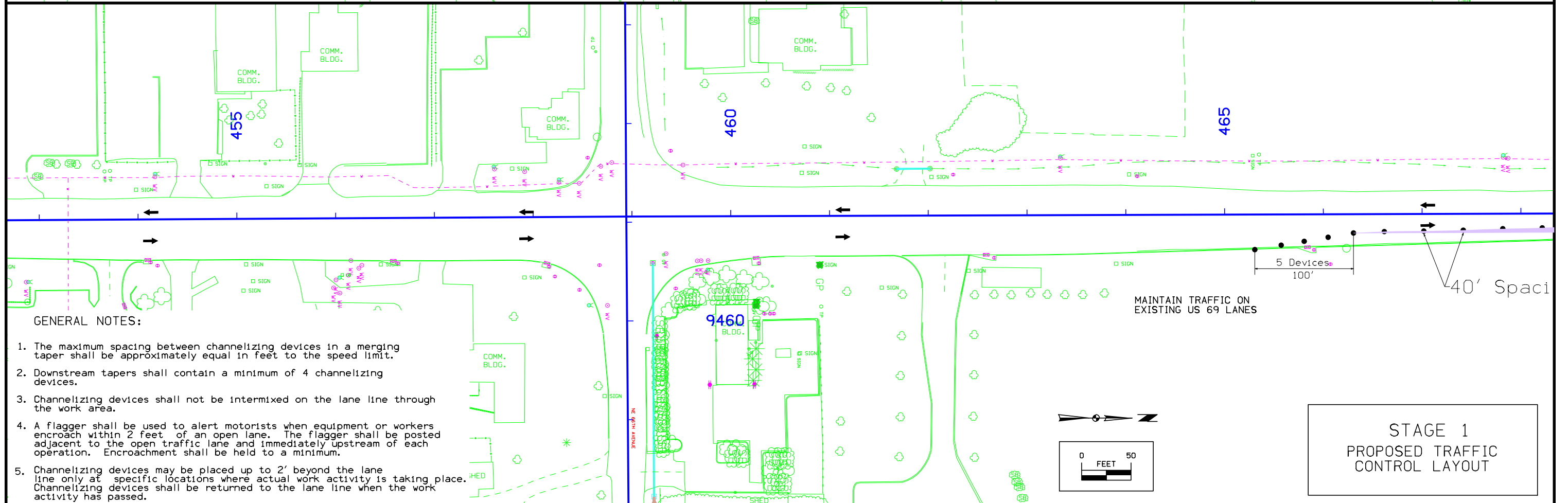
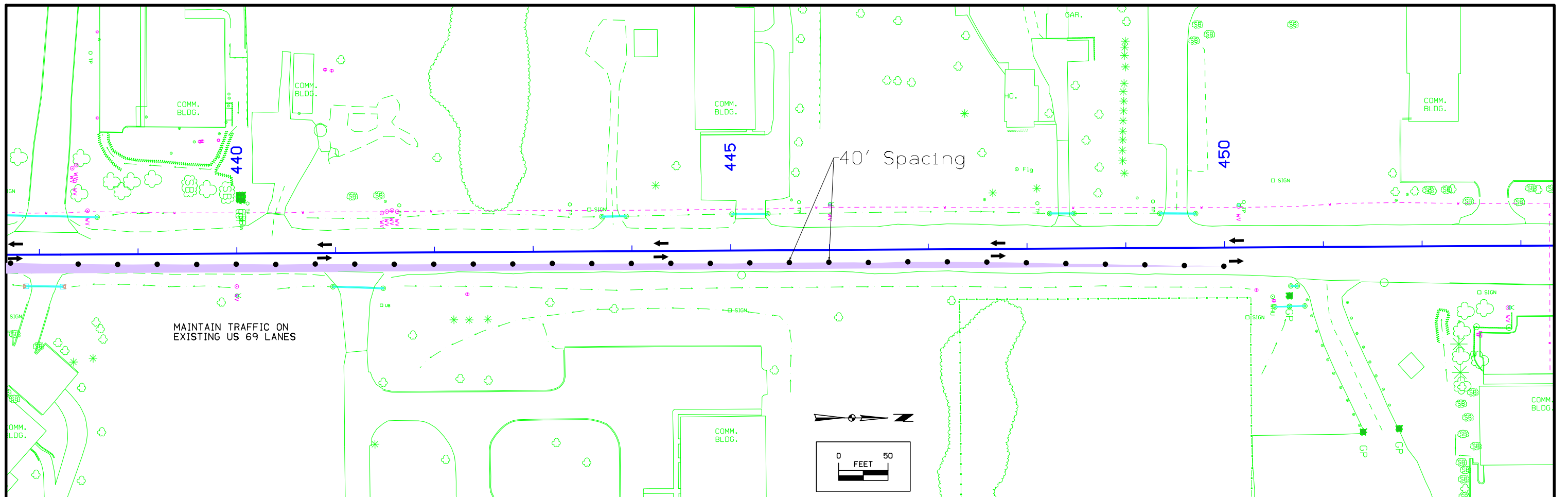
STAGE 1
PROPOSED TRAFFIC
CONTROL LAYOUT

**STAGE 1
PROPOSED TRAFFIC
CONTROL LAYOUT**



GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.

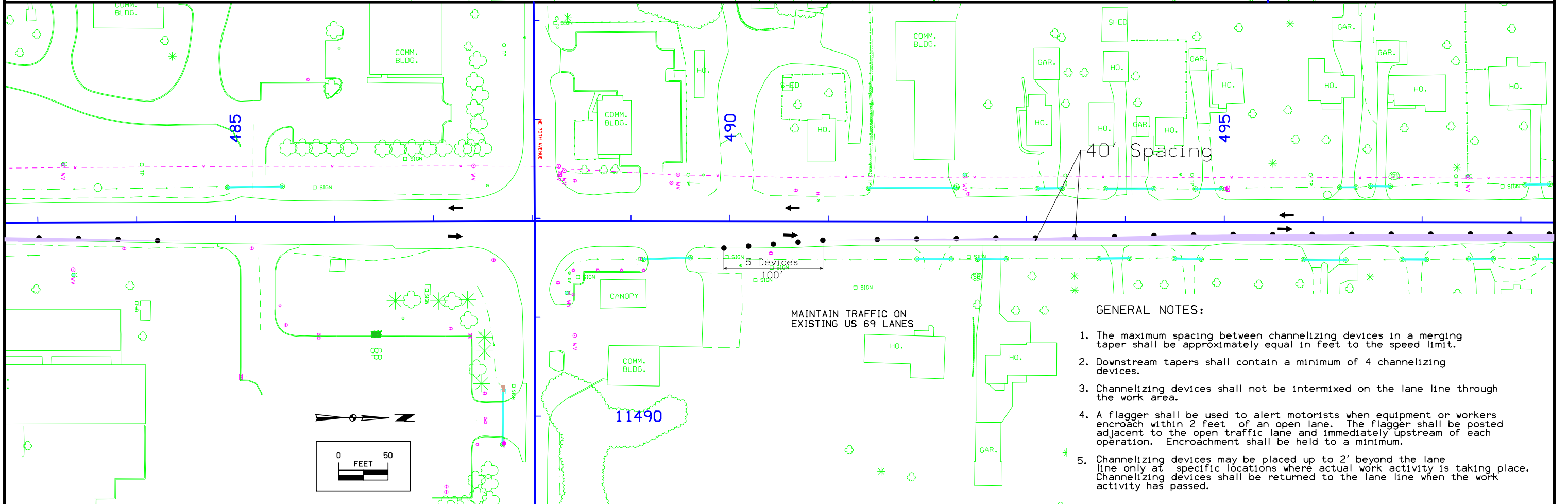
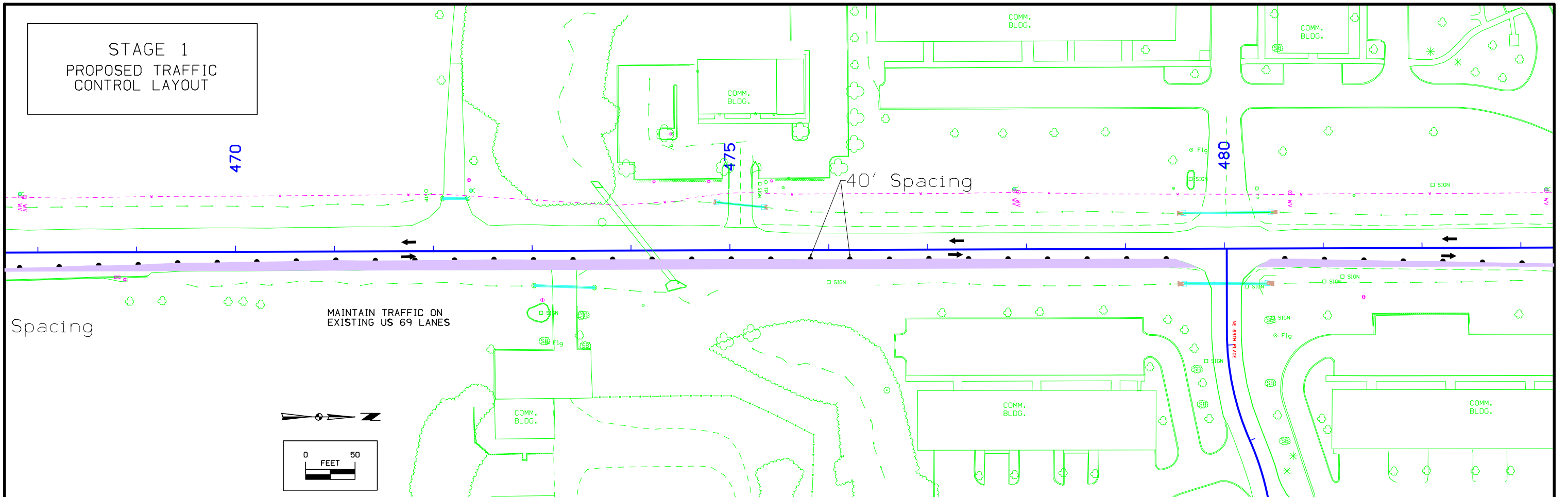


GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.

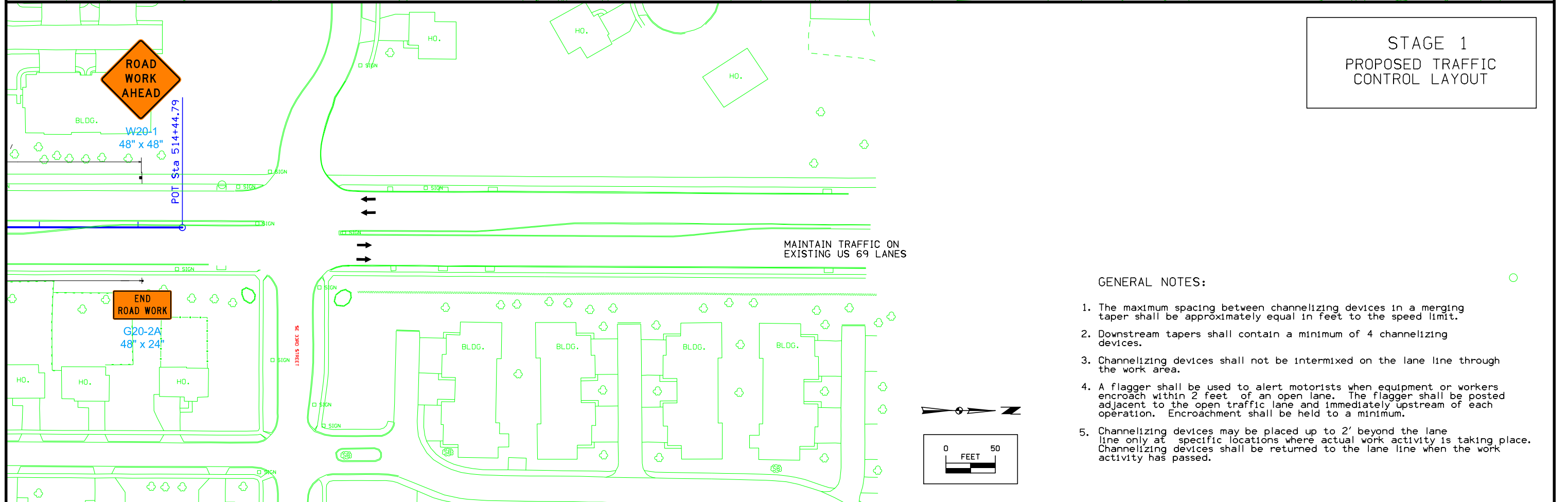
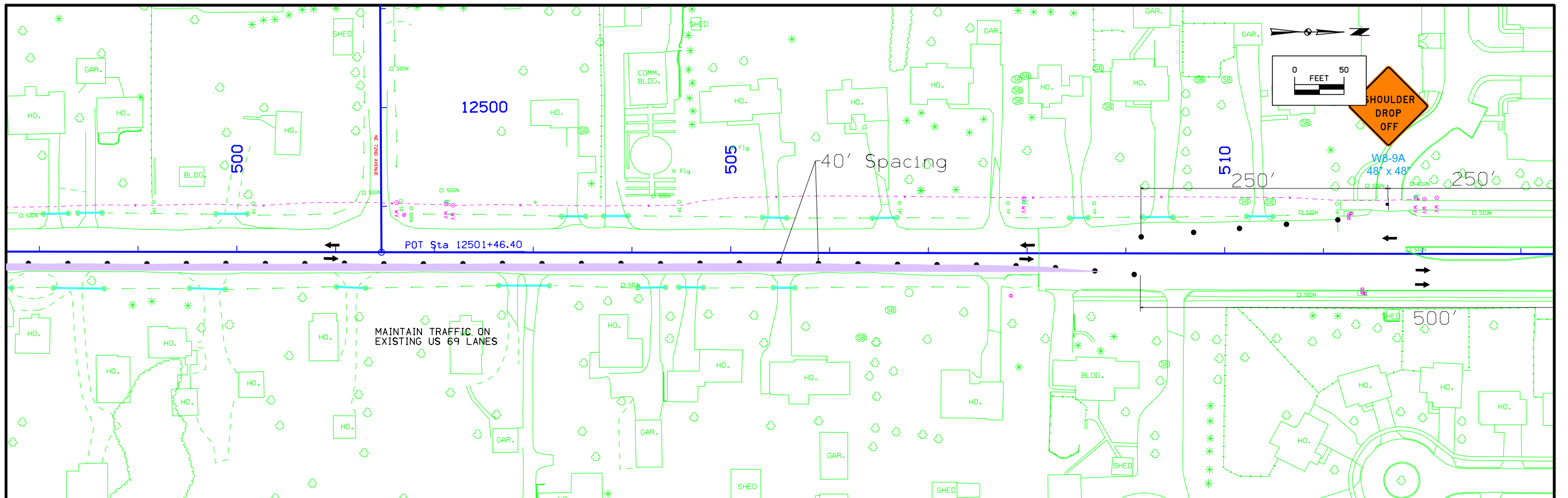
**STAGE 1
PROPOSED TRAFFIC
CONTROL LAYOUT**

STAGE 1
PROPOSED TRAFFIC
CONTROL LAYOUT



GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.

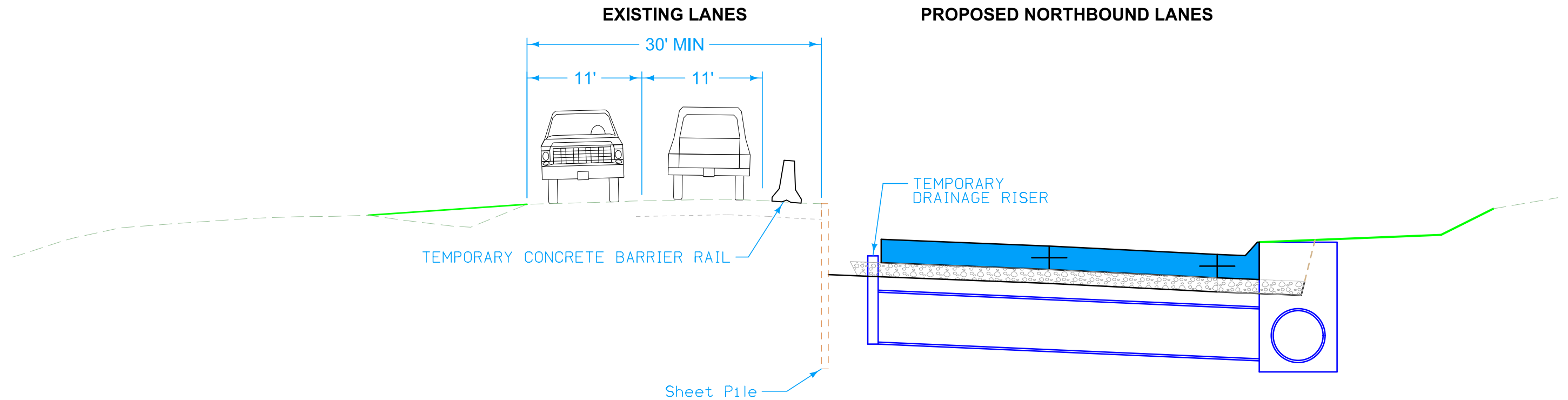


STAGE 1
PROPOSED TRAFFIC
CONTROL LAYOUT

GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.

TYPICAL SECTION FOR STAGE 2A CONSTRUCTION



STAGE 2A CONSTRUCTION
 STA. 352+95.36
 TO
 STA. 384+00.00
 TRAFFIC ON EXISTING SB LANES

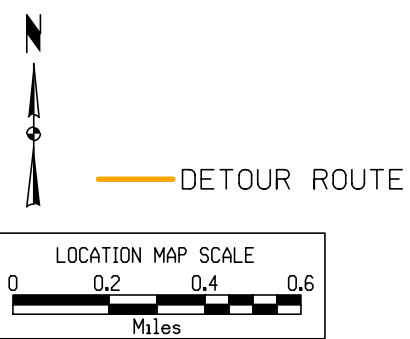
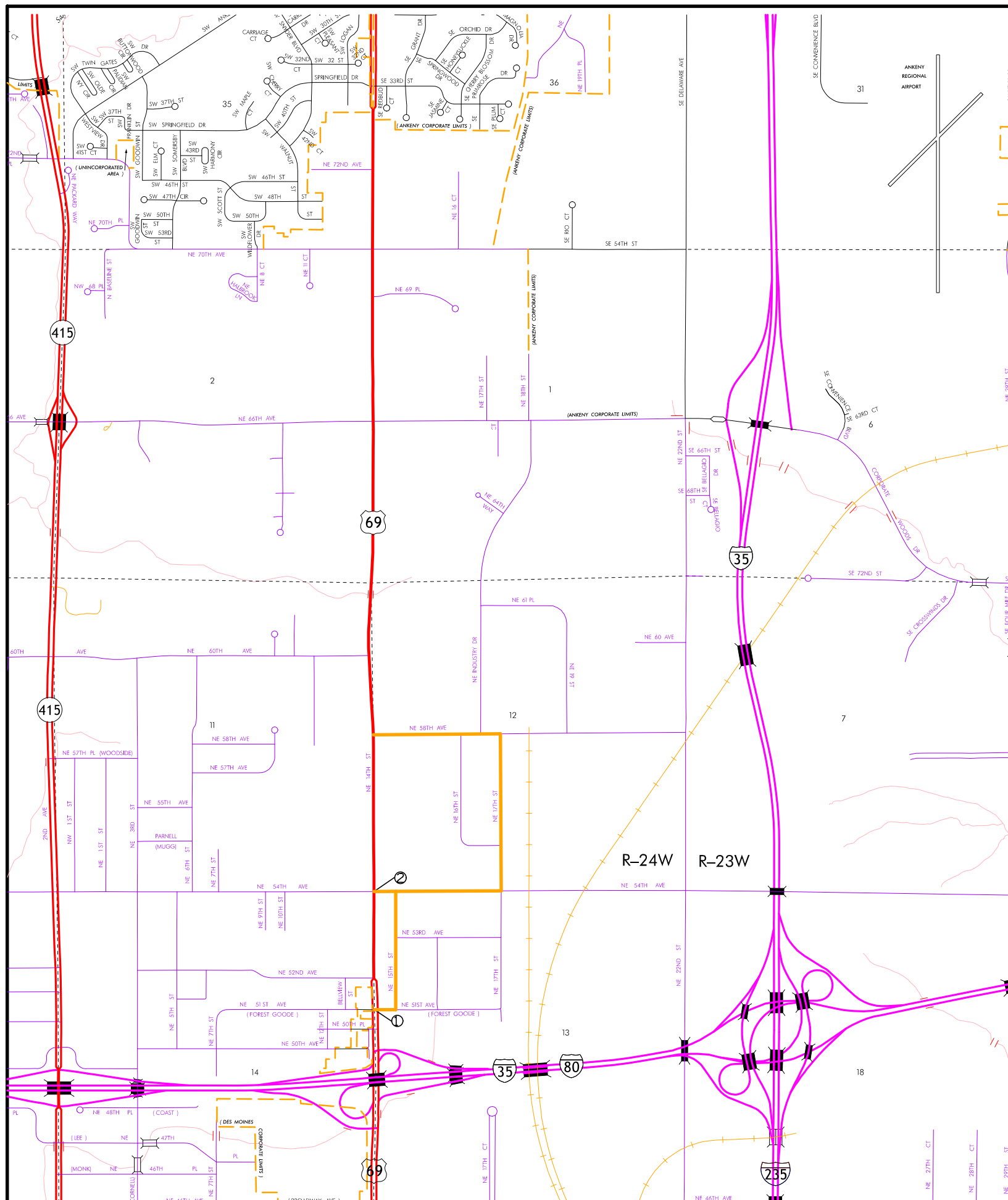
GENERAL NOTES:

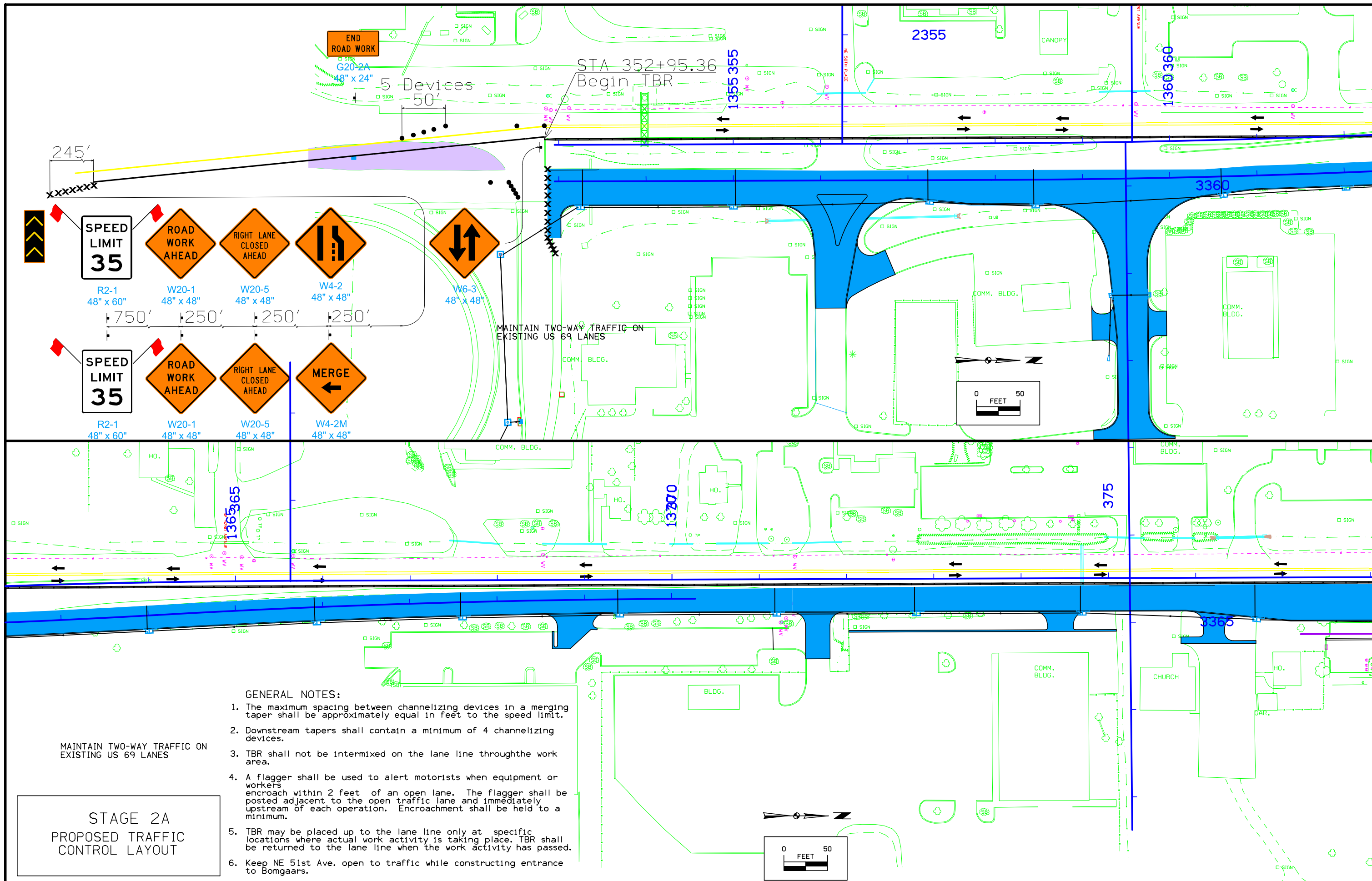
1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

STAGE 2A
 PROPOSED TRAFFIC
 CONTROL LAYOUT

STAGE 2A CONSTRUCTION DETOUR ROUTES

1. KEEP NE 51ST AVE. OPEN TO THROUGH TRAFFIC WHILE CONSTRUCTING ENTRANCE TO BOMGAARS.
2. NE 54TH AVE. SHALL REMAIN OPEN TO THROUGH TRAFFIC WHILE CONSTRUCTING NE 51ST AVE. TRAFFIC SHALL USE NE 15TH ST. TO ACCESS NE 51ST AVE.



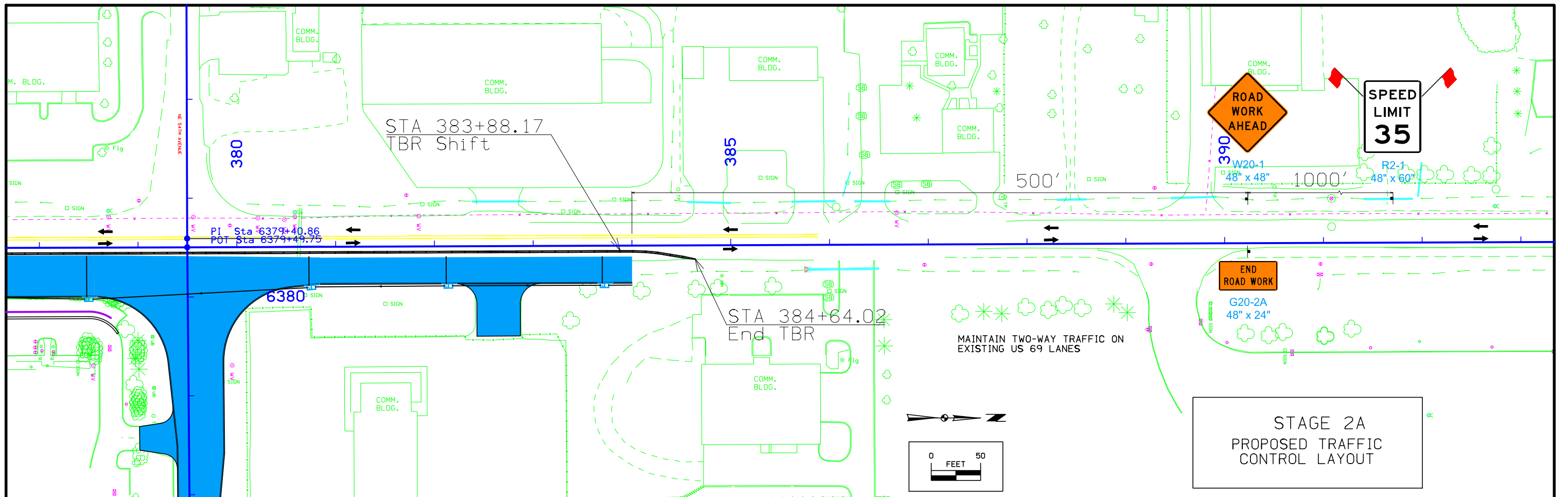


GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.
6. Keep NE 51st Ave. open to traffic while constructing entrance to Bomgaars.

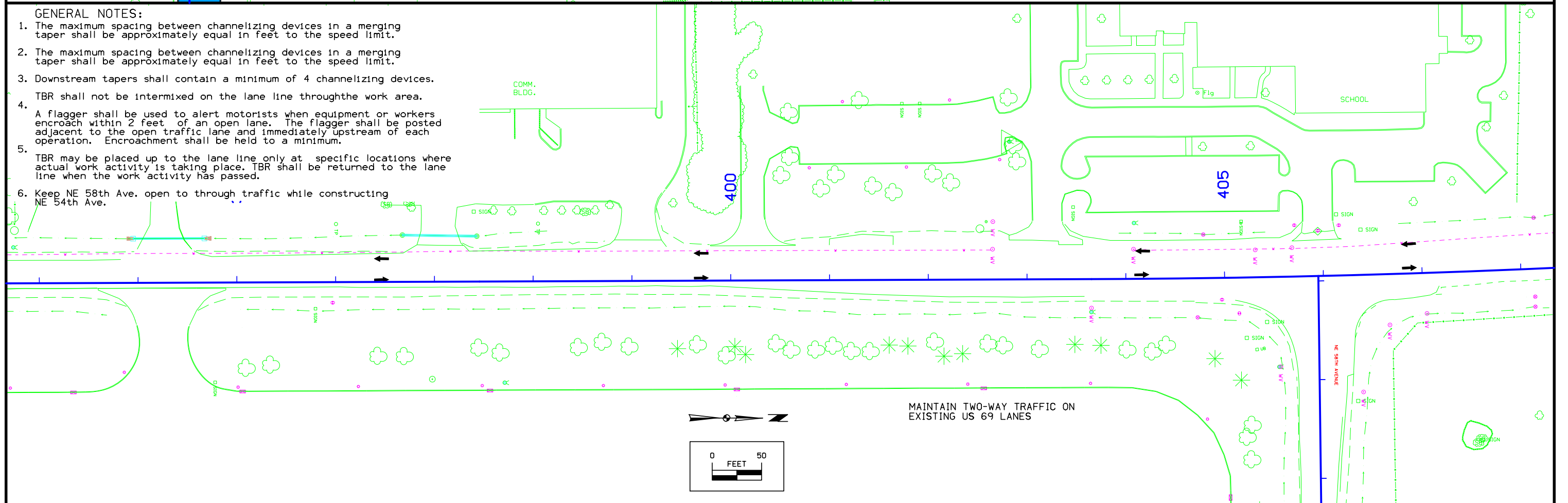
MAINTAIN TWO-WAY TRAFFIC ON EXISTING US 69 LANES

**STAGE 2A
PROPOSED TRAFFIC
CONTROL LAYOUT**



GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
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5. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
6. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.
6. Keep NE 58th Ave. open to through traffic while constructing NE 54th Ave.



TYPICAL SECTION FOR STAGE 2B CONSTRUCTION

PROPOSED SOUTHBOUND LANES

PROPOSED NORTHBOUND LANES

TEMPORARY CONCRETE BARRIER RAIL

Sheet Pile

STAGE 2B CONSTRUCTION
 STA. 352+95.36
 TO
 STA. 380+54.92
 TRAFFIC ON PREVIOUSLY CONSTRUCTED NB LANES

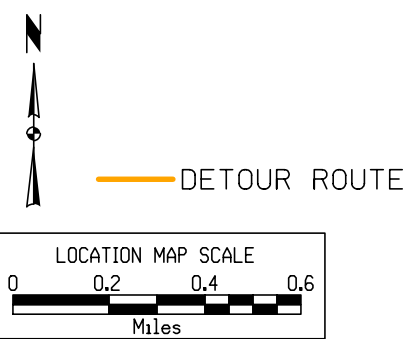
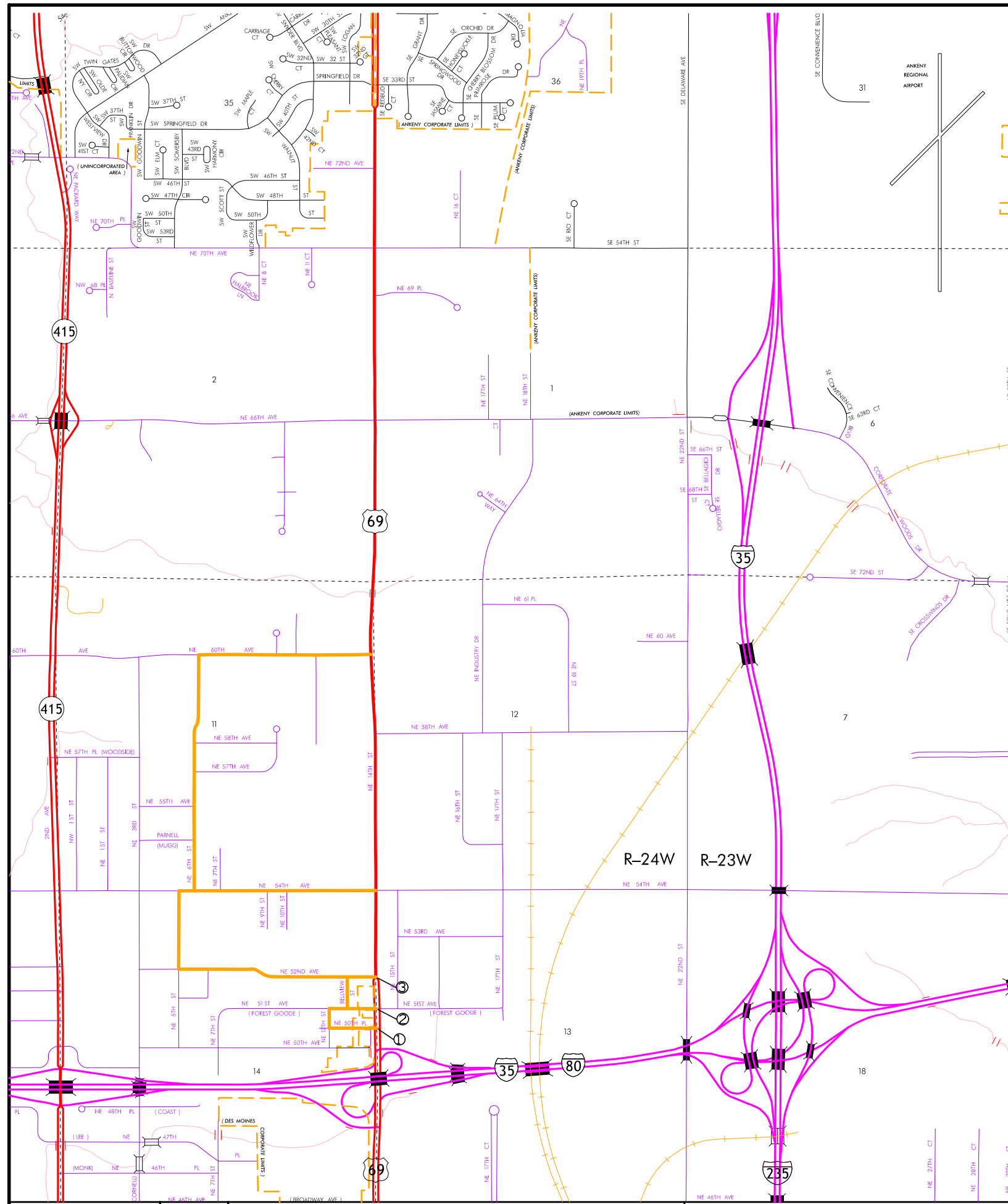
GENERAL NOTES:

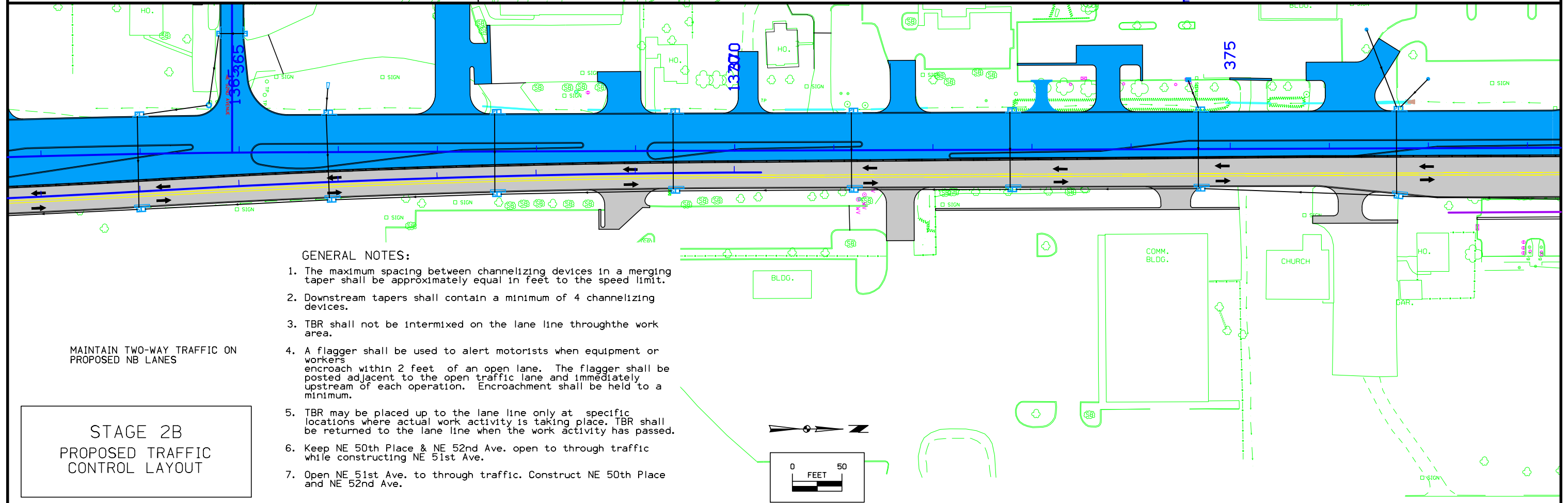
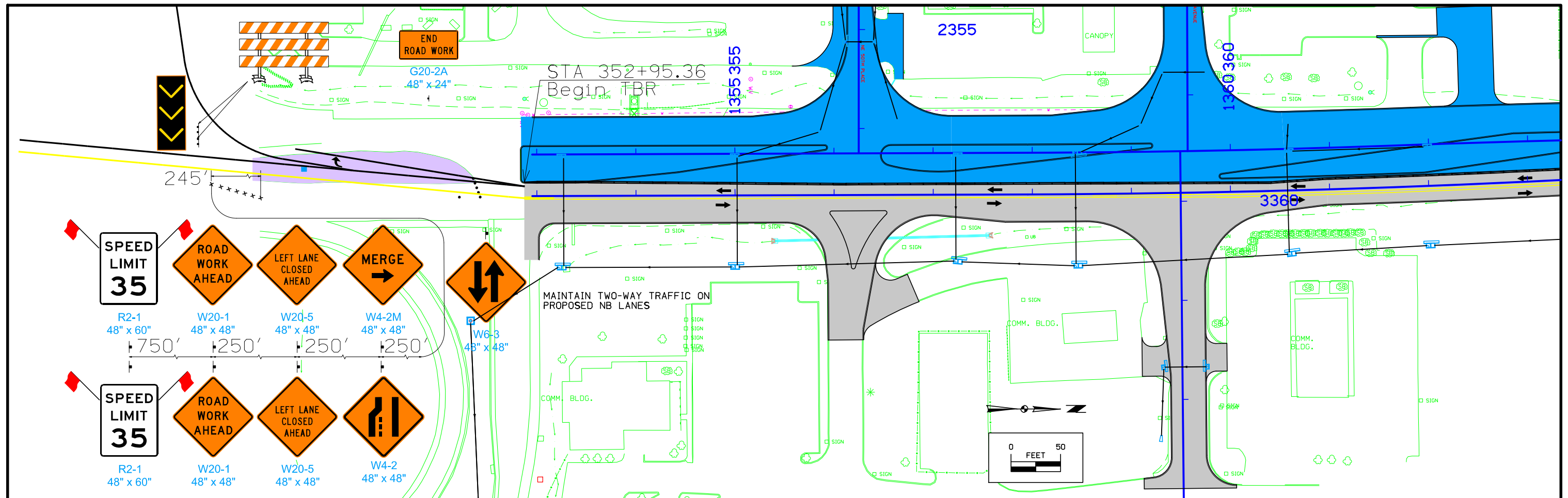
1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

STAGE 2B
 PROPOSED TRAFFIC
 CONTROL LAYOUT

STAGE 2B CONSTRUCTION DETOUR ROUTES

1. KEEP NE 51ST AVE. OPEN TO THROUGH TRAFFIC WHILE CONSTRUCTING NE 50TH PL. TRAFFIC SHALL USE NE 12TH ST. TO ACCESS NE 50TH PL. FROM THE NORTH AND SHALL USE THE FRONTAGE ROAD FROM THE SOUTH.
2. NE 52ND AVE. SHALL REMAIN OPEN TO THROUGH TRAFFIC WHILE CONSTRUCTING NE 51ST AVE. TRAFFIC SHALL USE NE 12TH ST. TO ACCESS NE 51ST AVE. FROM THE SOUTH AND BELLVIEW ST. FROM THE NORTH.
3. NE 54TH AVE. SHALL REMAIN OPEN TO THROUGH TRAFFIC WHILE CONSTRUCTING NE 52ND AVE. TRAFFIC SHALL USE NE 5TH ST. TO ACCESS NE 52ND AVE. FROM THE NORTH AND BELLVIEW ST. FROM THE SOUTH.



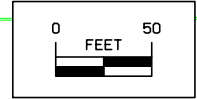


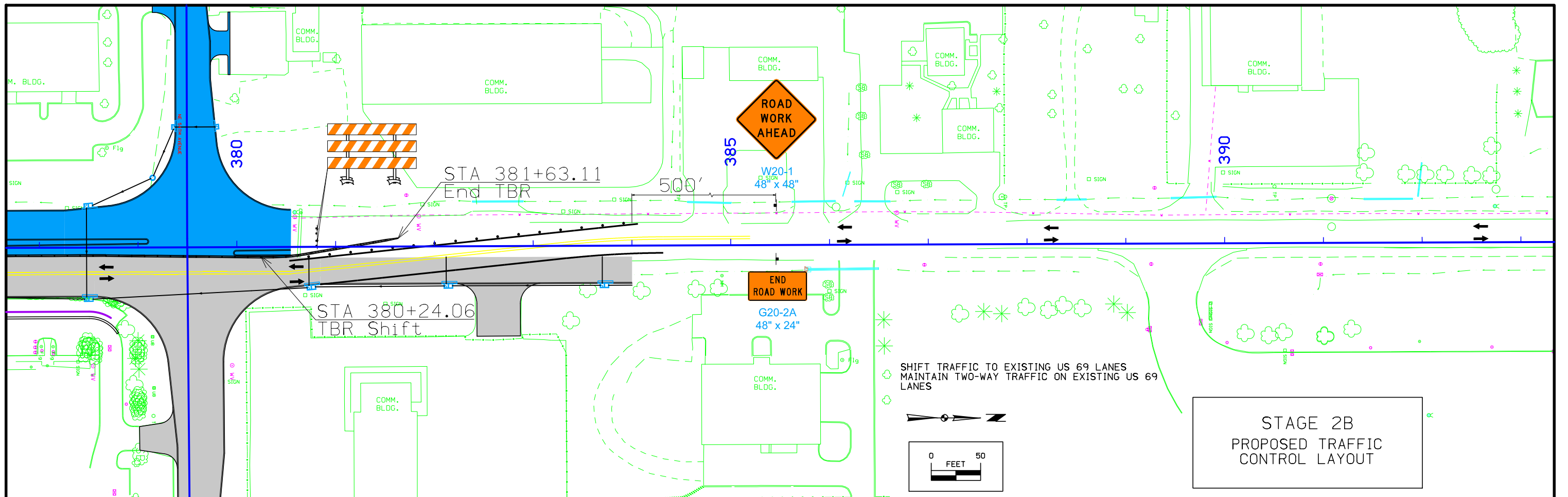
GENERAL NOTES:

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2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.
6. Keep NE 50th Place & NE 52nd Ave. open to through traffic while constructing NE 51st Ave.
7. Open NE 51st Ave. to through traffic. Construct NE 50th Place and NE 52nd Ave.

MAINTAIN TWO-WAY TRAFFIC ON PROPOSED NB LANES

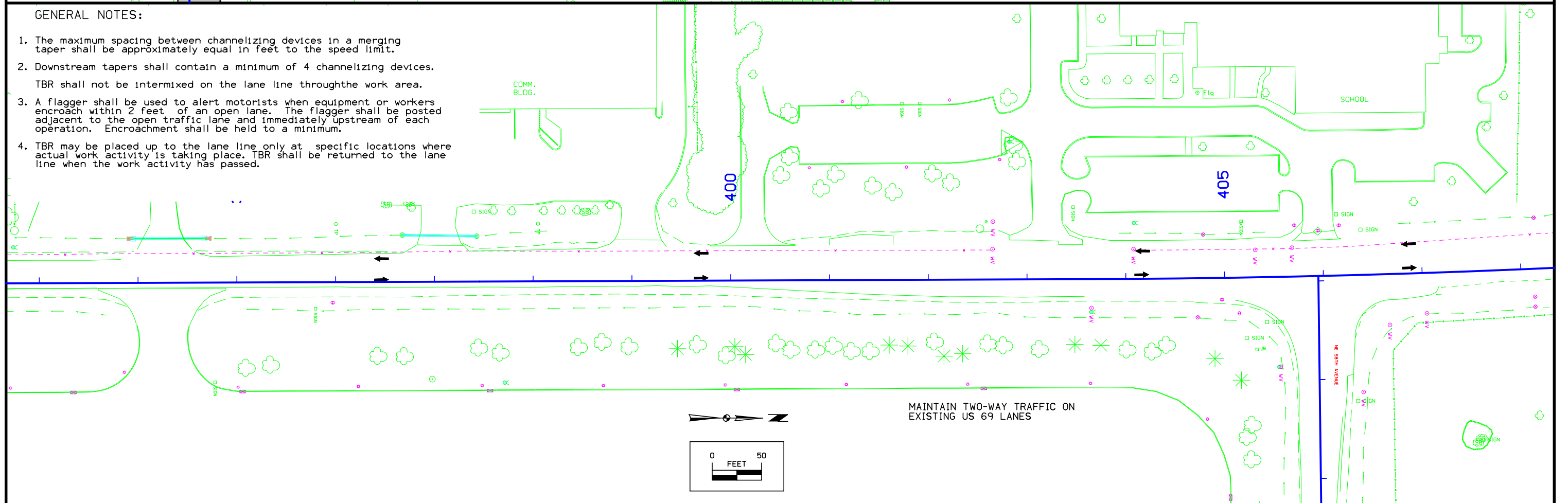
STAGE 2B
PROPOSED TRAFFIC
CONTROL LAYOUT



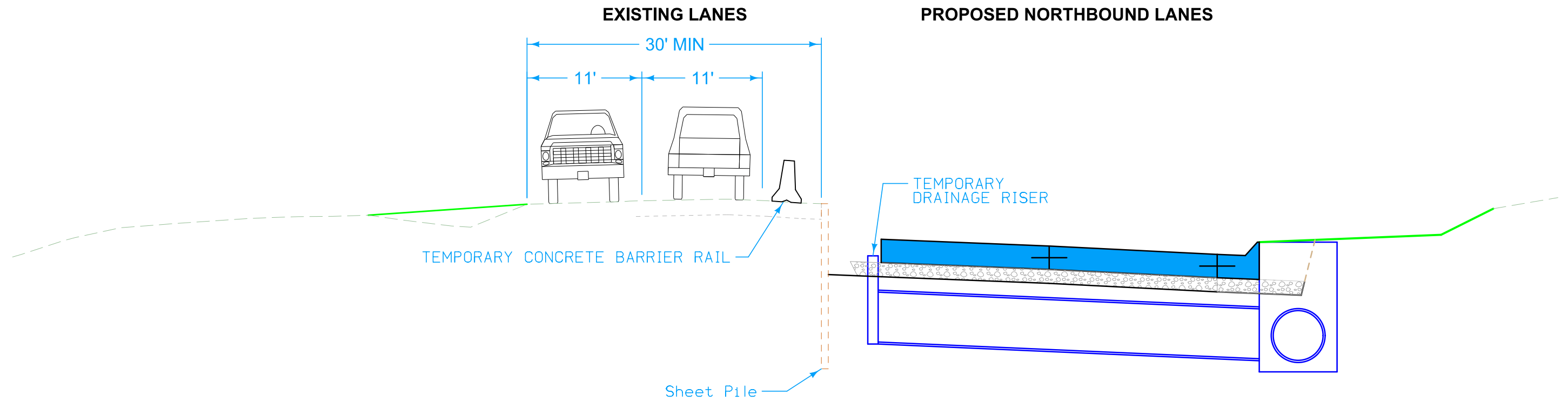


GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
TBR shall not be intermixed on the lane line through the work area.
3. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
4. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.



TYPICAL SECTION FOR STAGE 3A CONSTRUCTION



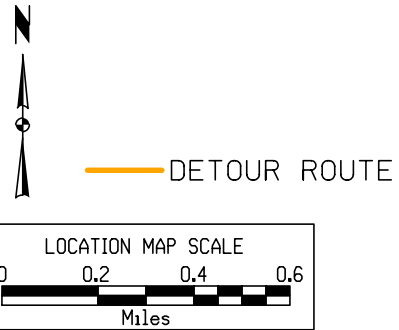
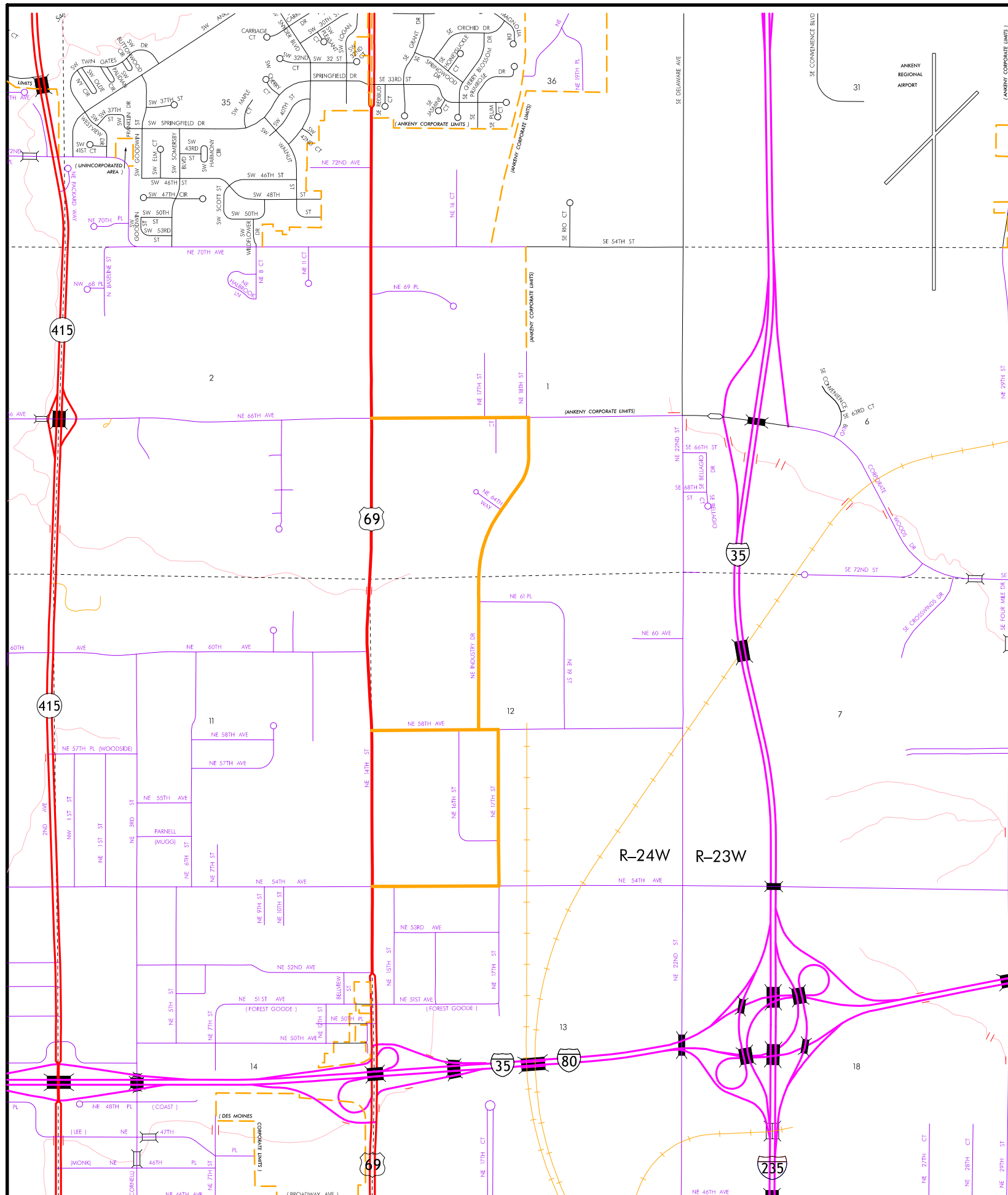
STAGE 3A CONSTRUCTION
 STA. 384+00.00
 TO
 STA. 429+22.81
 TRAFFIC ON EXISTING SB LANES

GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

STAGE 3A
 PROPOSED TRAFFIC
 CONTROL LAYOUT

STAGE 3A CONSTRUCTION DETOUR ROUTES



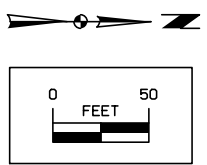
GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line throughout the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

MAINTAIN TRAFFIC ON PROPOSED NB AND SB LANES

MAINTAIN TRAFFIC ON PROPOSED NB AND SB LANES

STAGE 3A
PROPOSED TRAFFIC
CONTROL LAYOUT



SPEED LIMIT
35

R2-1
48" x 60"

750'

ROAD WORK AHEAD

W20-1
48" x 48"

250'

LEFT LANE CLOSED AHEAD

W20-5
48" x 48"

250'

MERGE

W4-2M
48" x 48"

250'

SPEED LIMIT
35

R2-1

ROAD WORK AHEAD

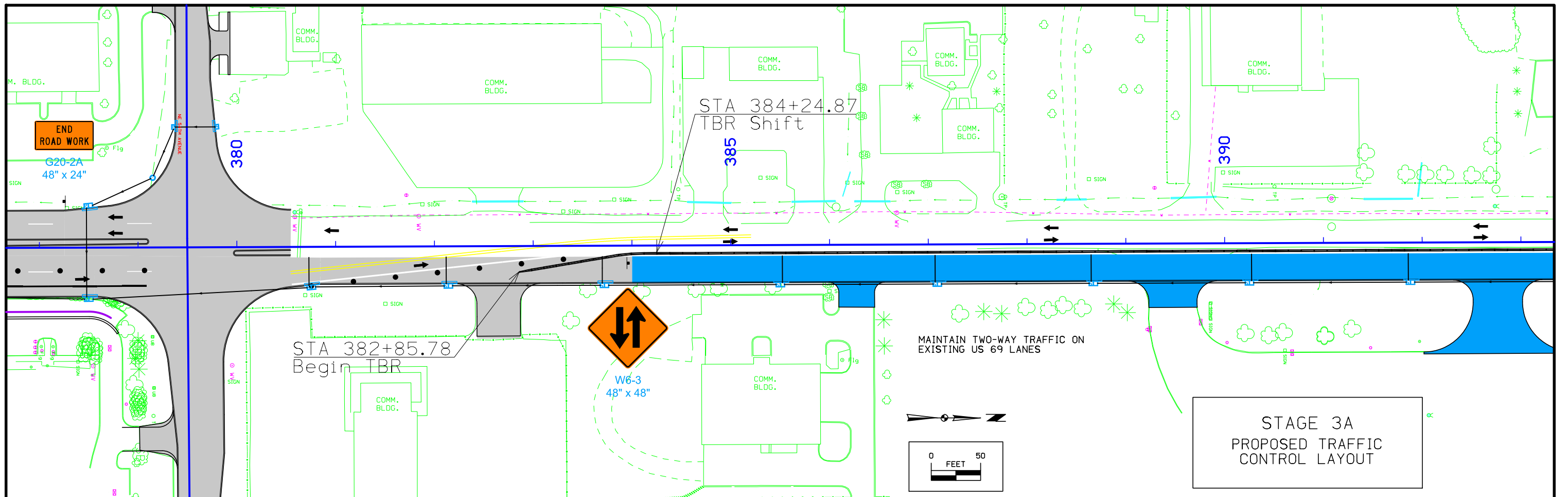
W20-1

LEFT LANE CLOSED AHEAD

W20-5

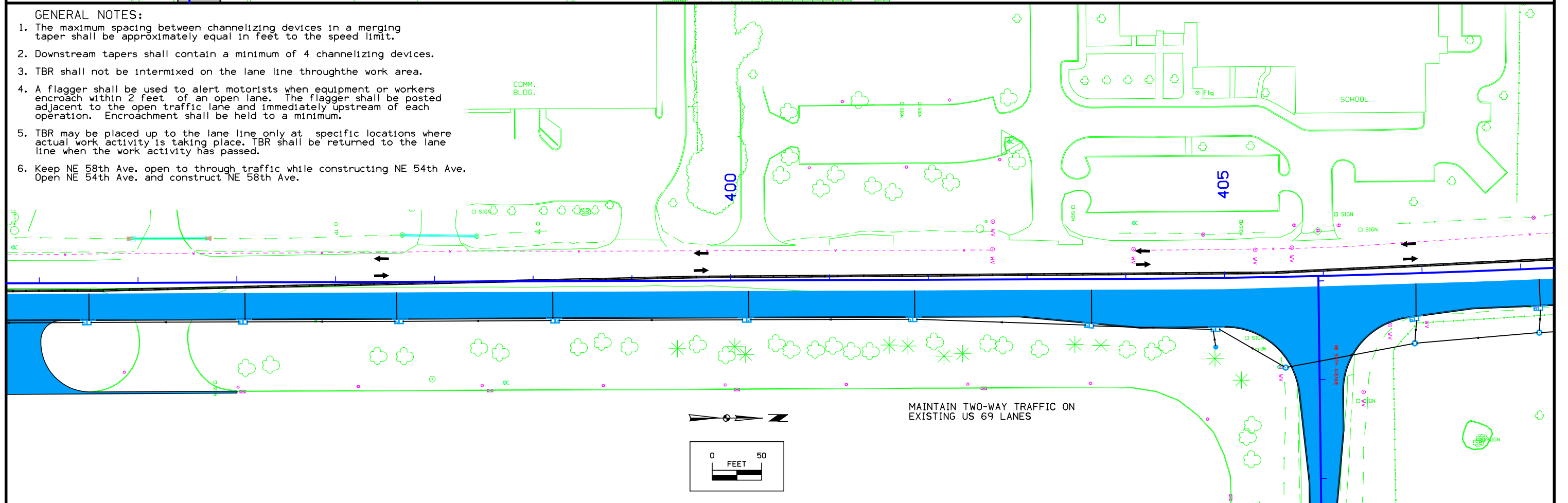
MERGE

W4-2

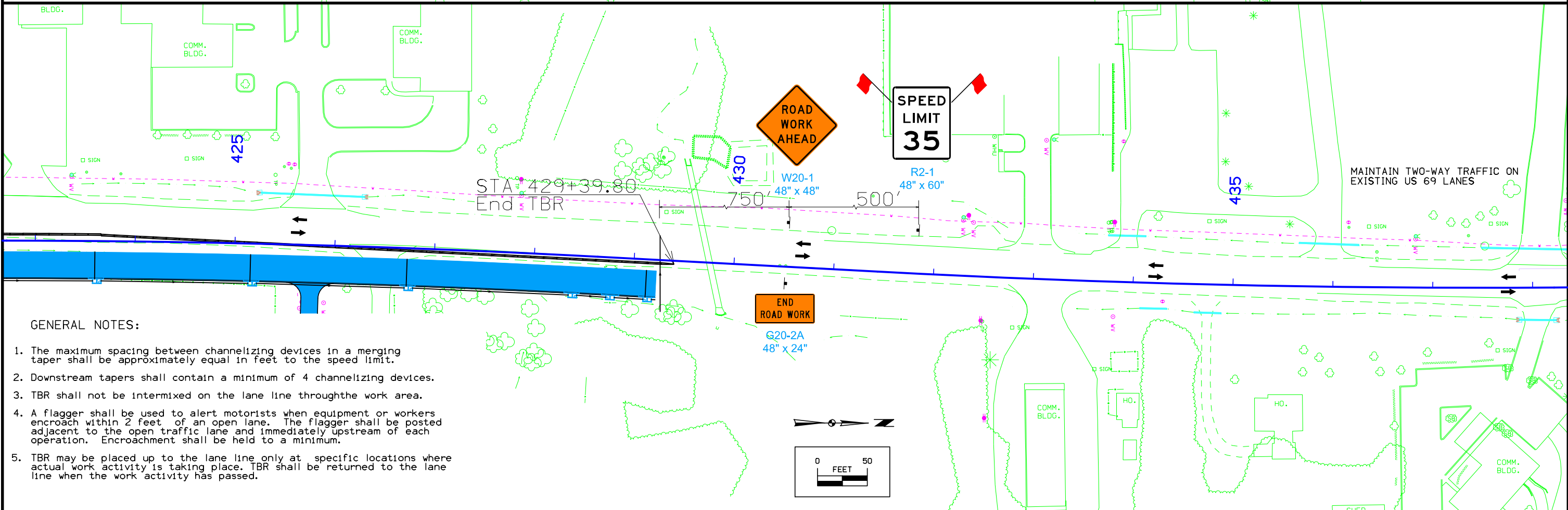
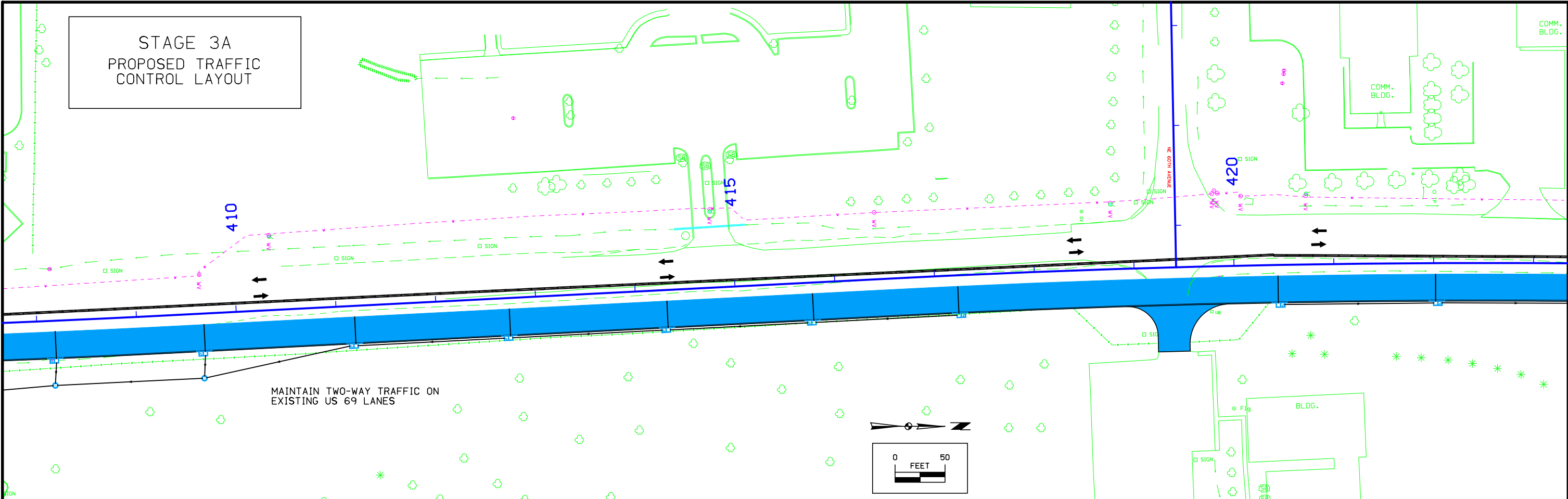


GENERAL NOTES:

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2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.
6. Keep NE 58th Ave. open to through traffic while constructing NE 54th Ave. Open NE 54th Ave. and construct NE 58th Ave.



STAGE 3A
PROPOSED TRAFFIC
CONTROL LAYOUT



GENERAL NOTES:

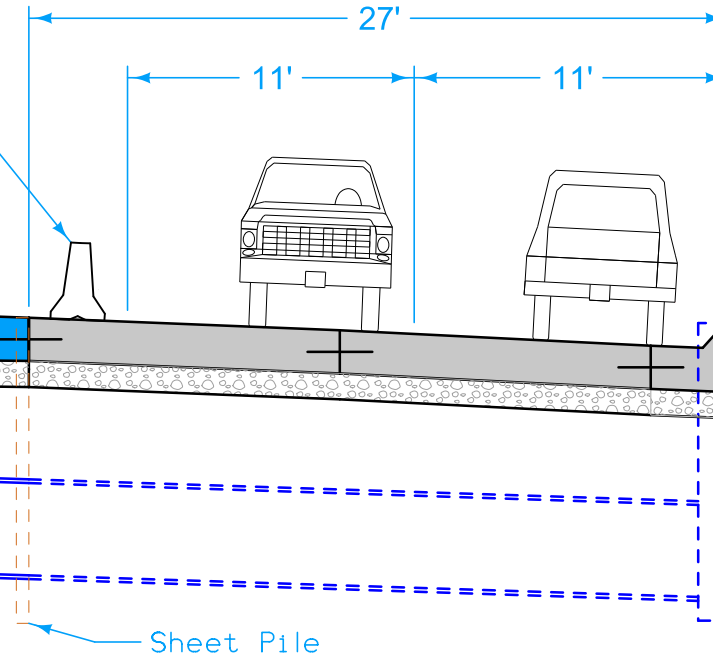
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5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

TYPICAL SECTION FOR STAGE 3B CONSTRUCTION

PROPOSED SOUTHBOUND LANES

PROPOSED NORTHBOUND LANES

TEMPORARY CONCRETE BARRIER RAIL



Sheet Pile

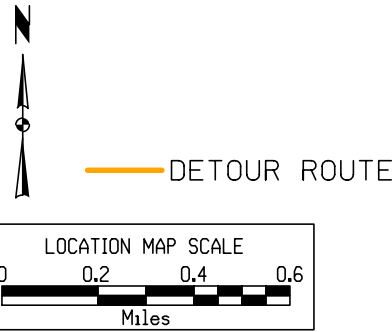
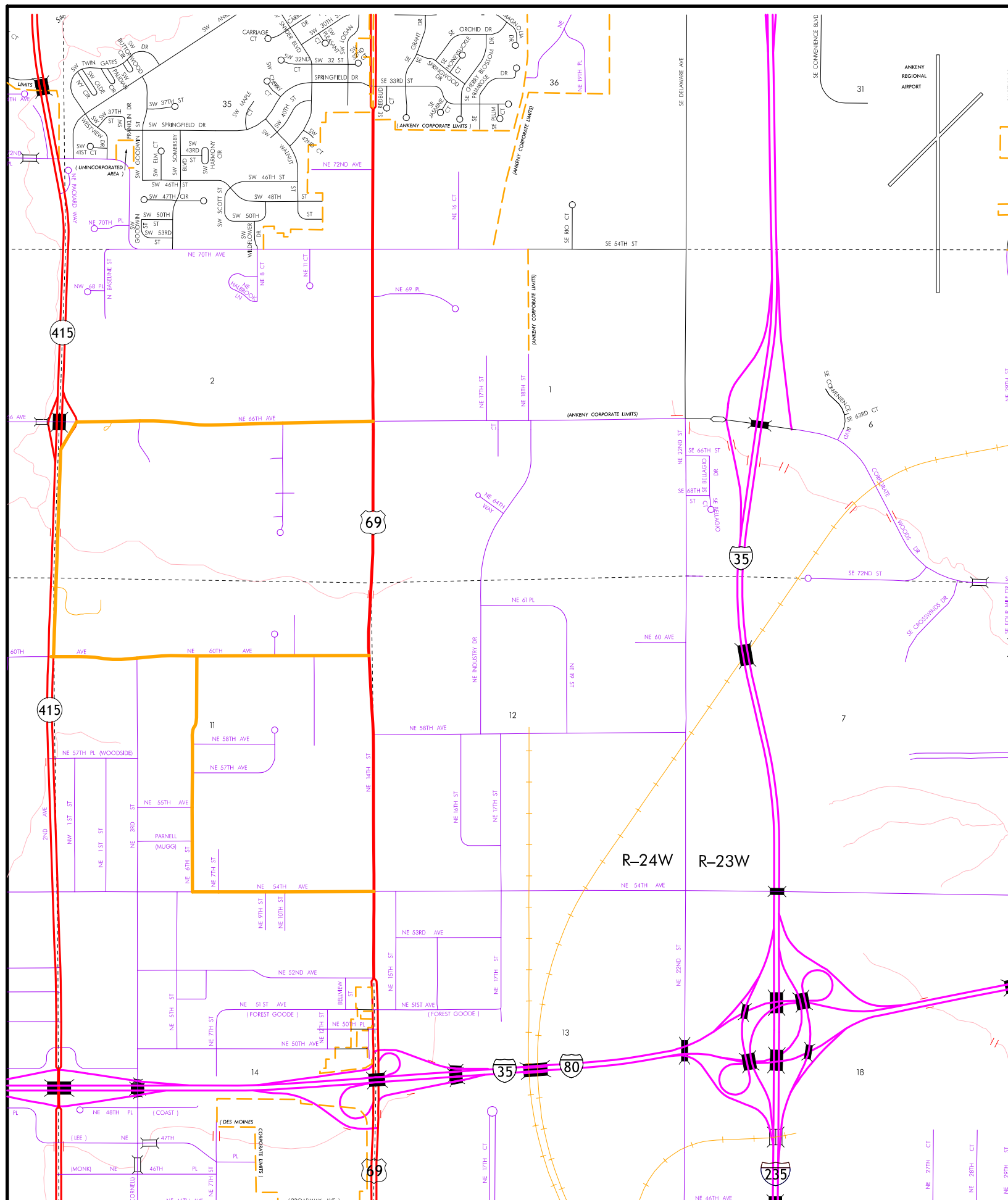
STAGE 3B CONSTRUCTION
 STA. 380+54.92
 TO
 STA. 429+22.81
 TRAFFIC ON PREVIOUSLY CONSTRUCTED NB LANES

GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

STAGE 3B
 PROPOSED TRAFFIC
 CONTROL LAYOUT

STAGE 3B CONSTRUCTION DETOUR ROUTES



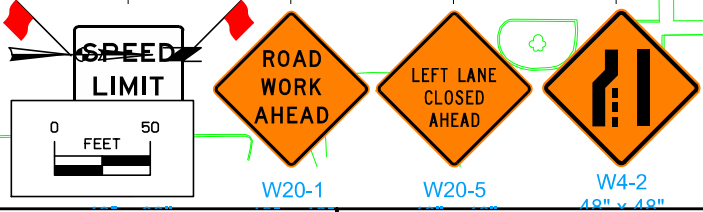
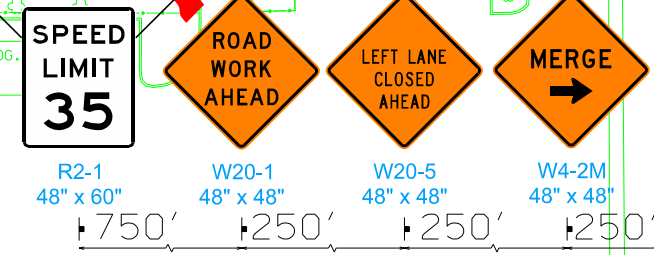
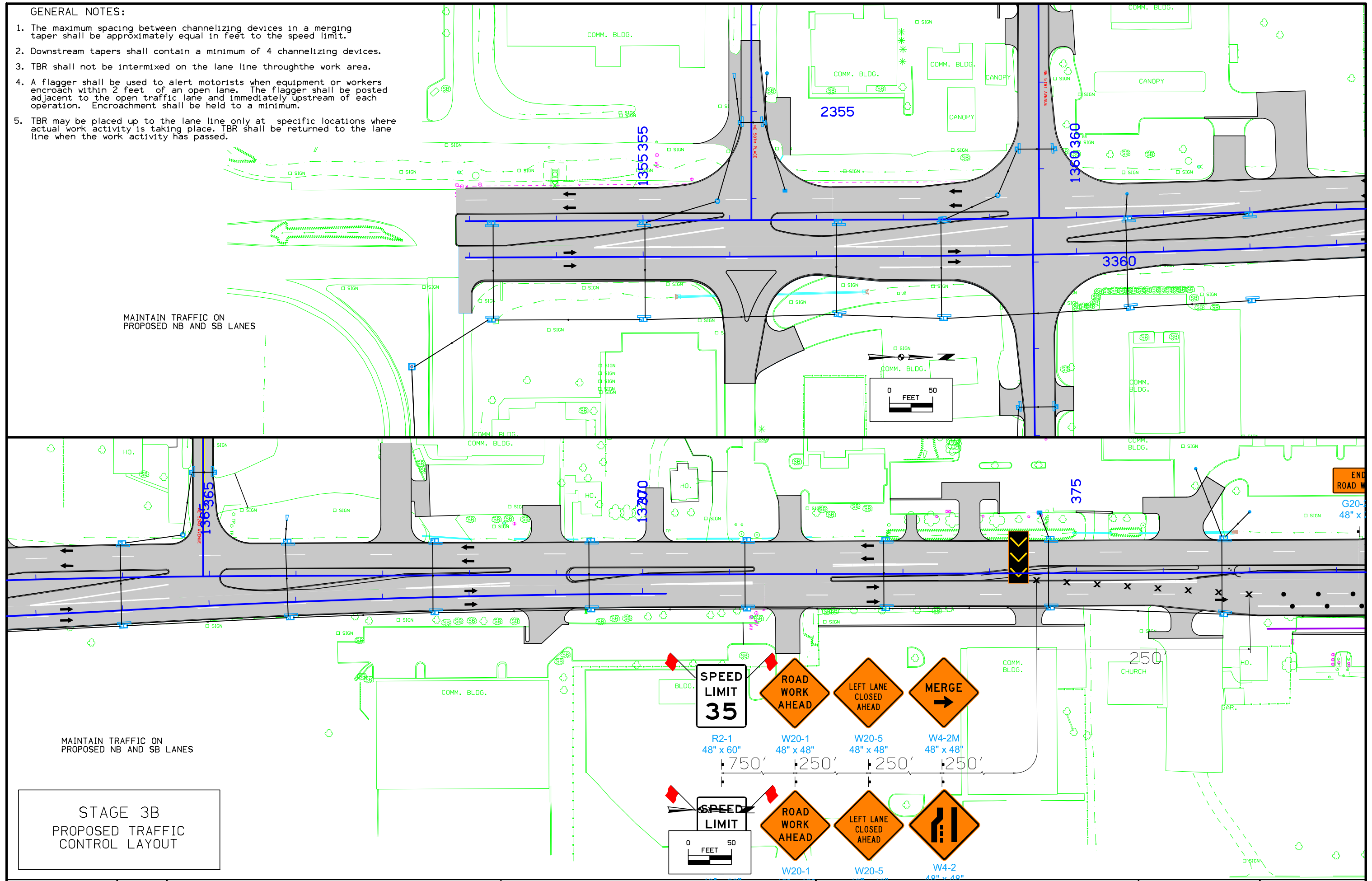
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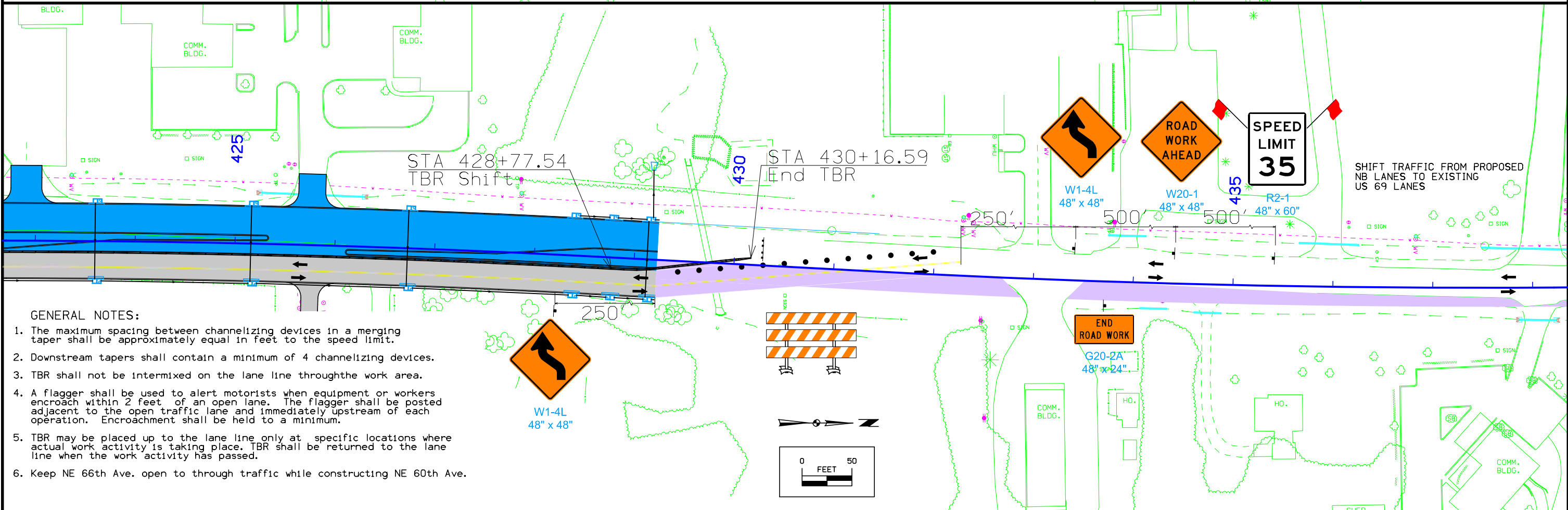
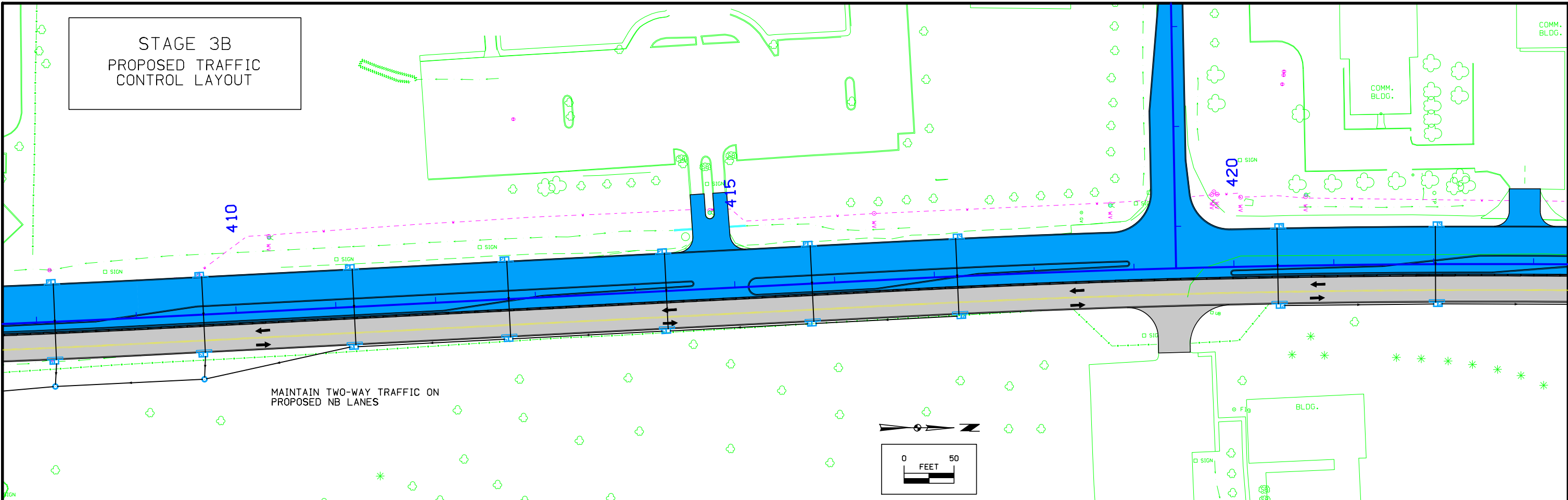
MAINTAIN TRAFFIC ON PROPOSED NB AND SB LANES

MAINTAIN TRAFFIC ON PROPOSED NB AND SB LANES

STAGE 3B
PROPOSED TRAFFIC
CONTROL LAYOUT

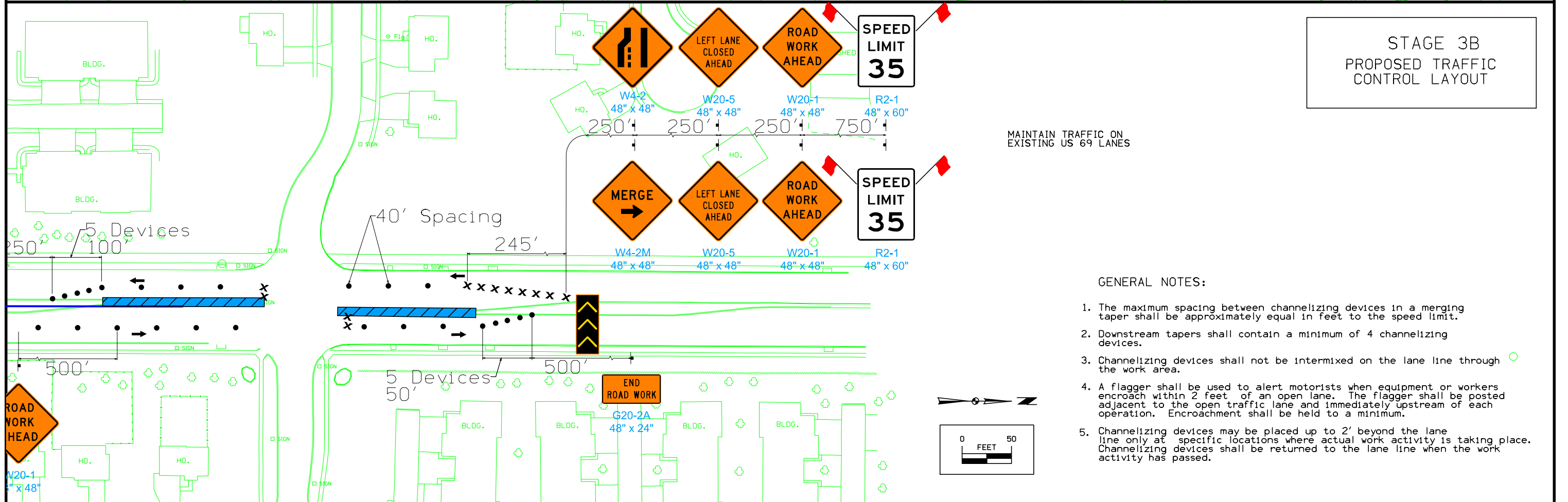
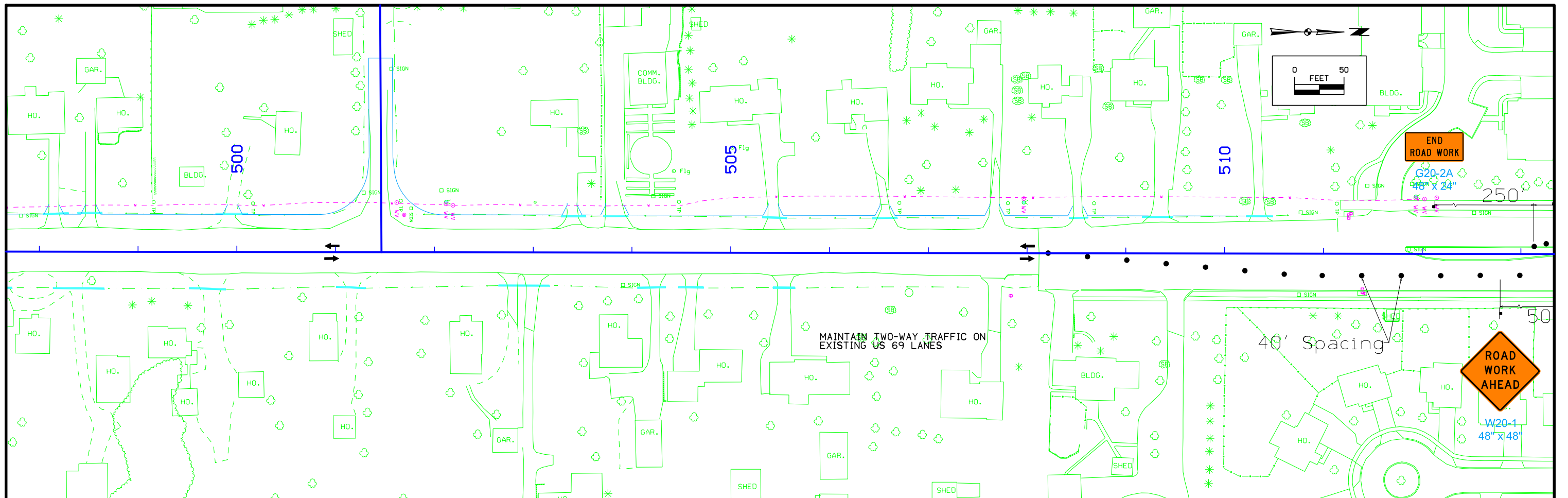


STAGE 3B
PROPOSED TRAFFIC
CONTROL LAYOUT



GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.
6. Keep NE 66th Ave. open to through traffic while constructing NE 60th Ave.

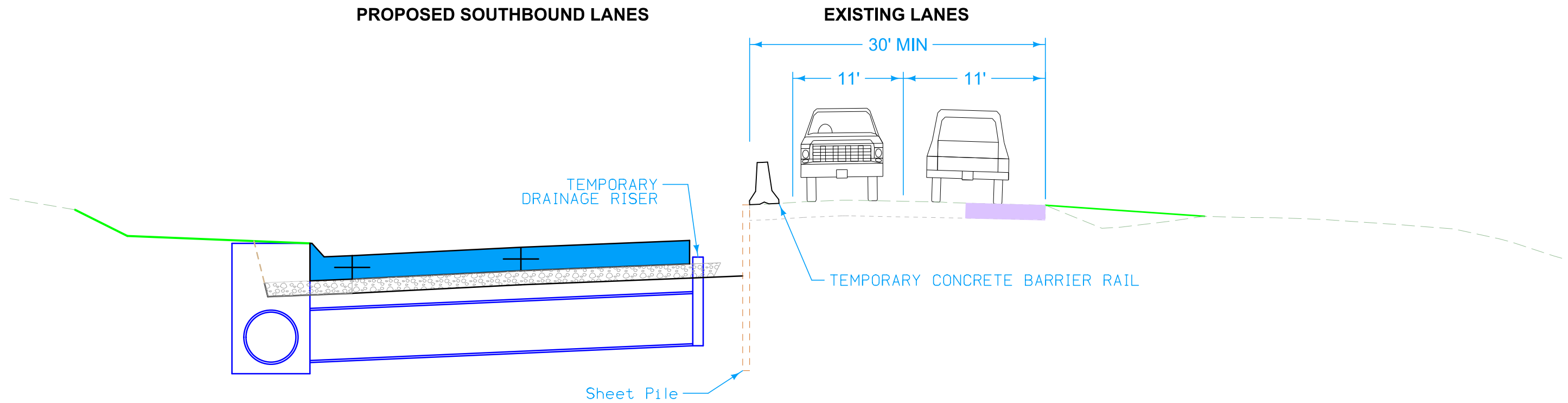


STAGE 3B
PROPOSED TRAFFIC
CONTROL LAYOUT

GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.

TYPICAL SECTION FOR STAGE 4A CONSTRUCTION



STAGE 4A CONSTRUCTION
 STA. 429+22.81
 TO
 STA. 511+15.00
 TRAFFIC ON EXISTING LANES AND TEMPORARY PAVEMENT

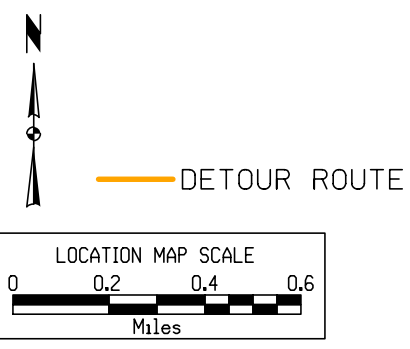
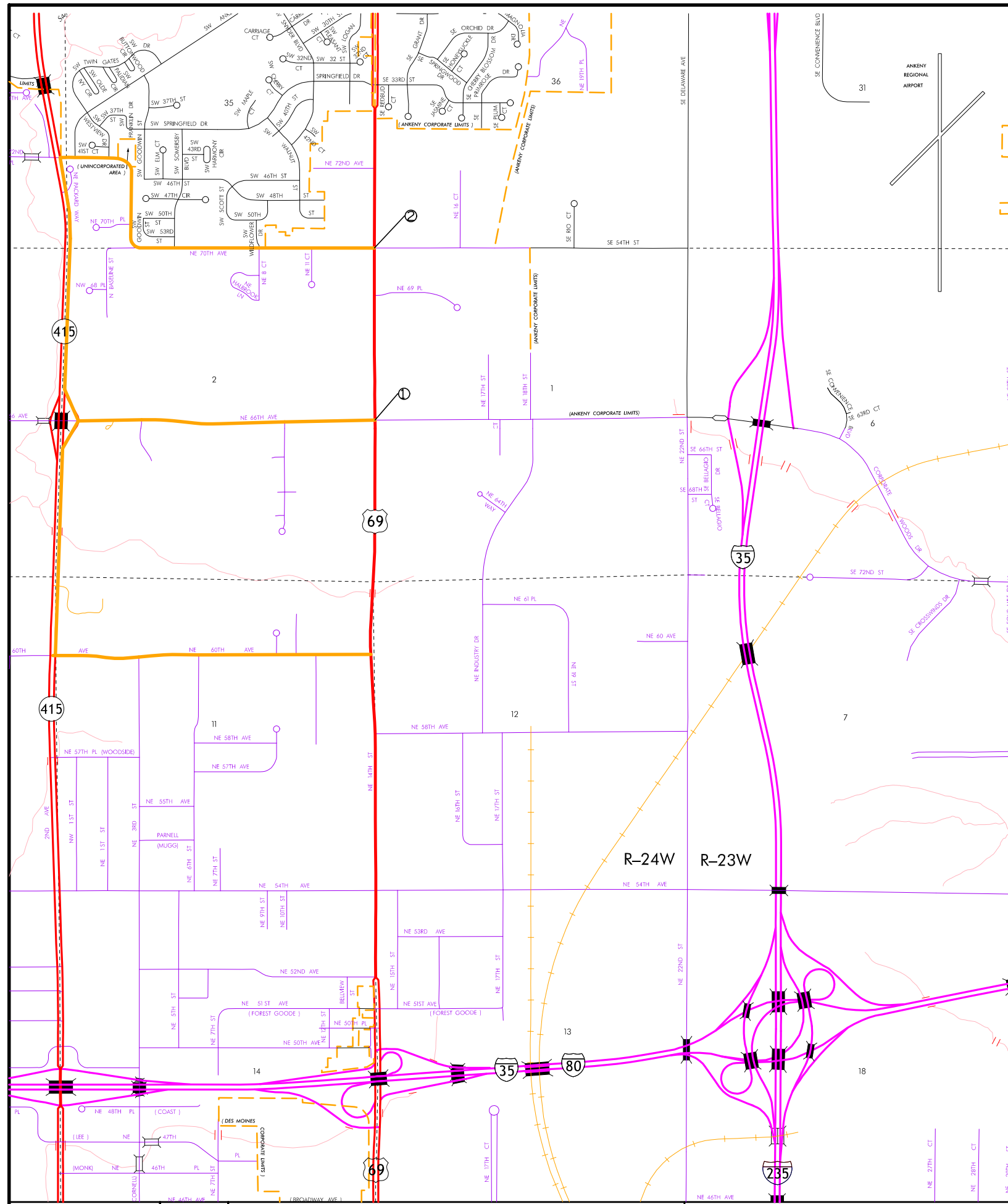
GENERAL NOTES:

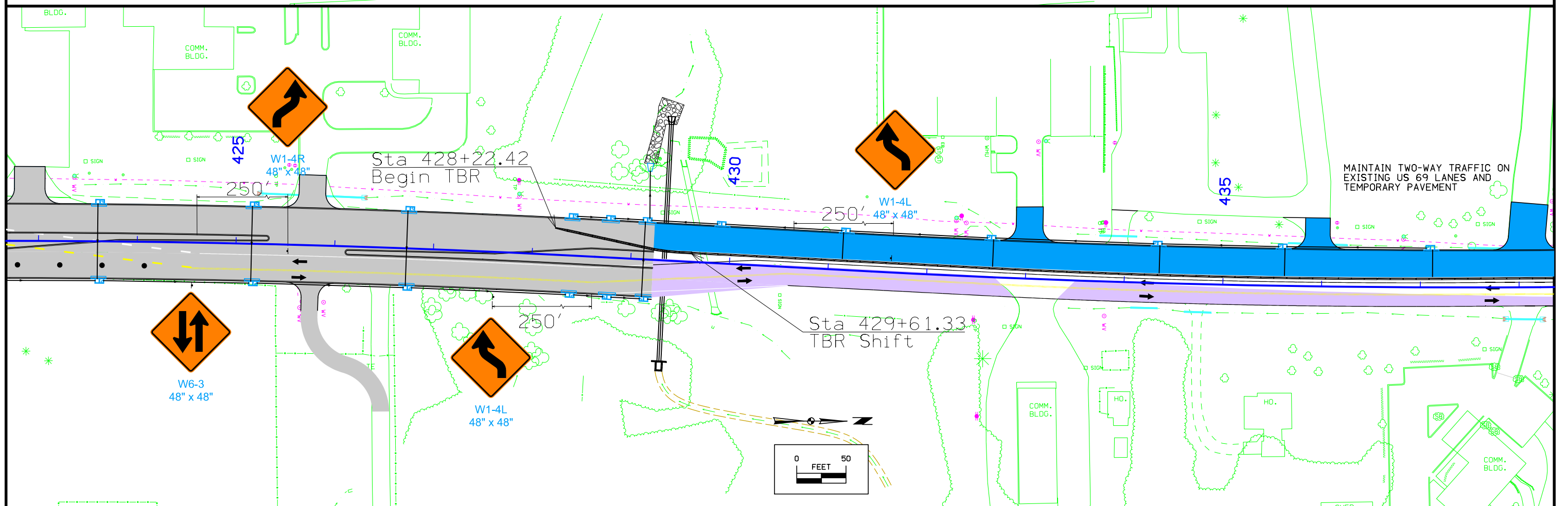
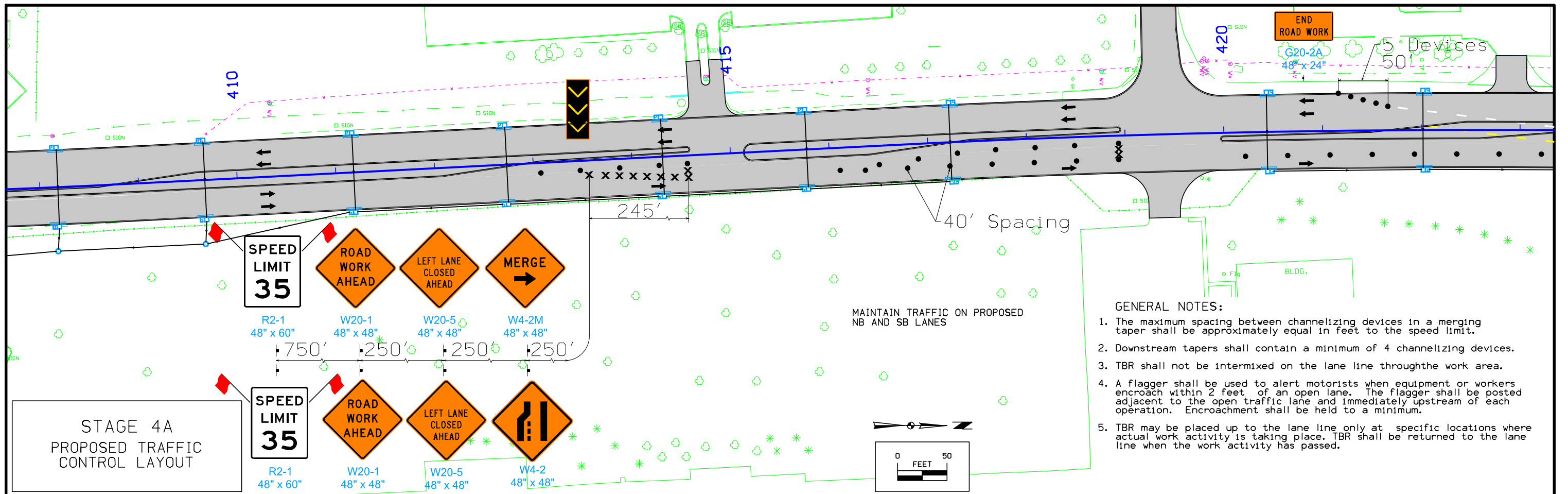
1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

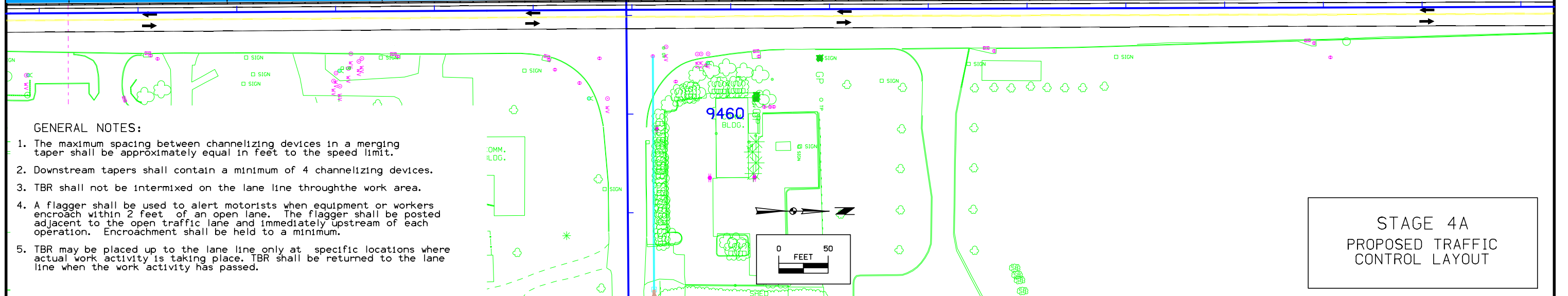
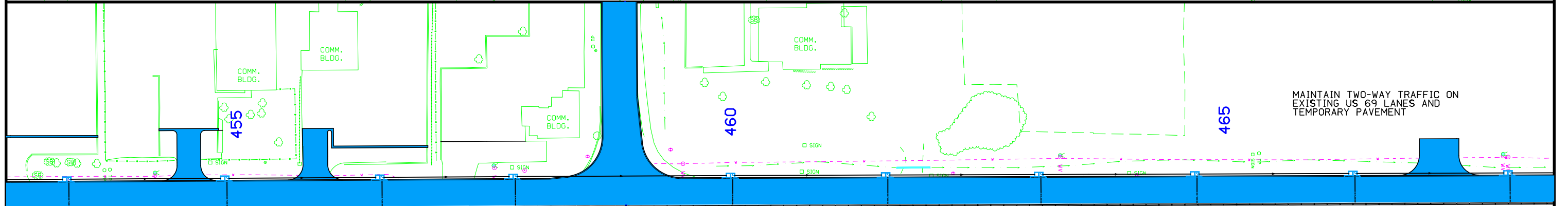
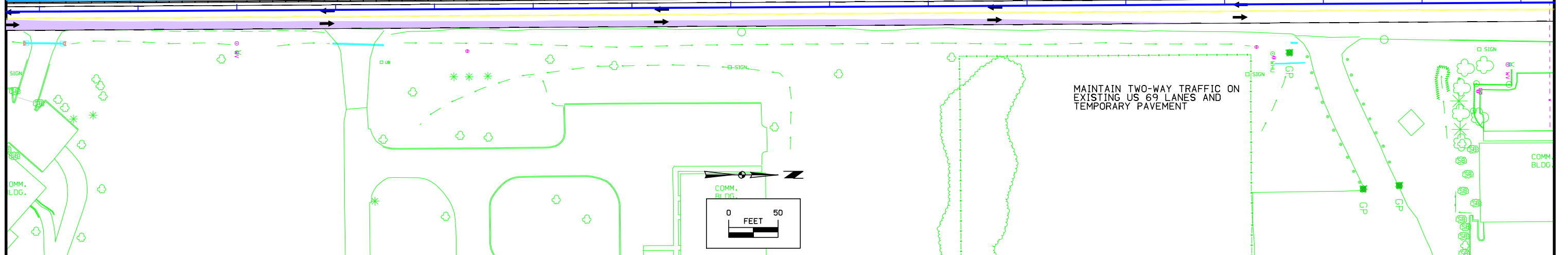
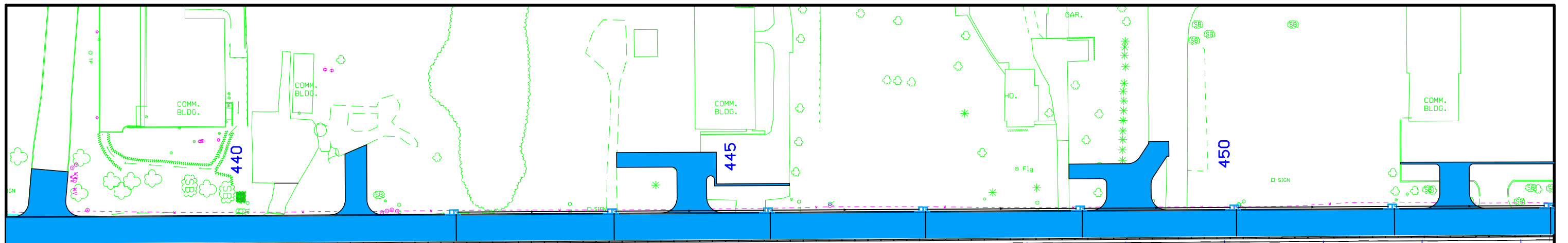
STAGE 4A
 PROPOSED TRAFFIC
 CONTROL LAYOUT

STAGE 4A CONSTRUCTION DETOUR ROUTES

1. NE 70TH AVE. SHALL REMAIN OPEN TO THROUGH TRAFFIC WHILE CONSTRUCTING NE 66TH AVE. TRAFFIC SHALL USE HWY 415 TO ACCESS NE 66TH AVE.
2. NE 66TH AVE. SHALL BE OPEN TO TRAFFIC BEFORE CONSTRUCTING NE 70TH AVE. TRAFFIC SHALL USE HWY 415 TO ACCESS NE 70TH AVE.







GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line throughout the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

STAGE 4A
PROPOSED TRAFFIC
CONTROL LAYOUT

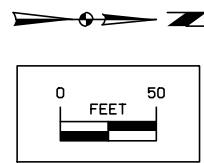
STAGE 4A
PROPOSED TRAFFIC
CONTROL LAYOUT

470

475

480

MAINTAIN TWO-WAY TRAFFIC ON
EXISTING US 69 LANES AND
TEMPORARY PAVEMENT

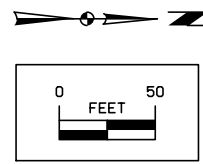


MAINTAIN TWO-WAY TRAFFIC ON
EXISTING US 69 LANES AND
TEMPORARY PAVEMENT

485

490

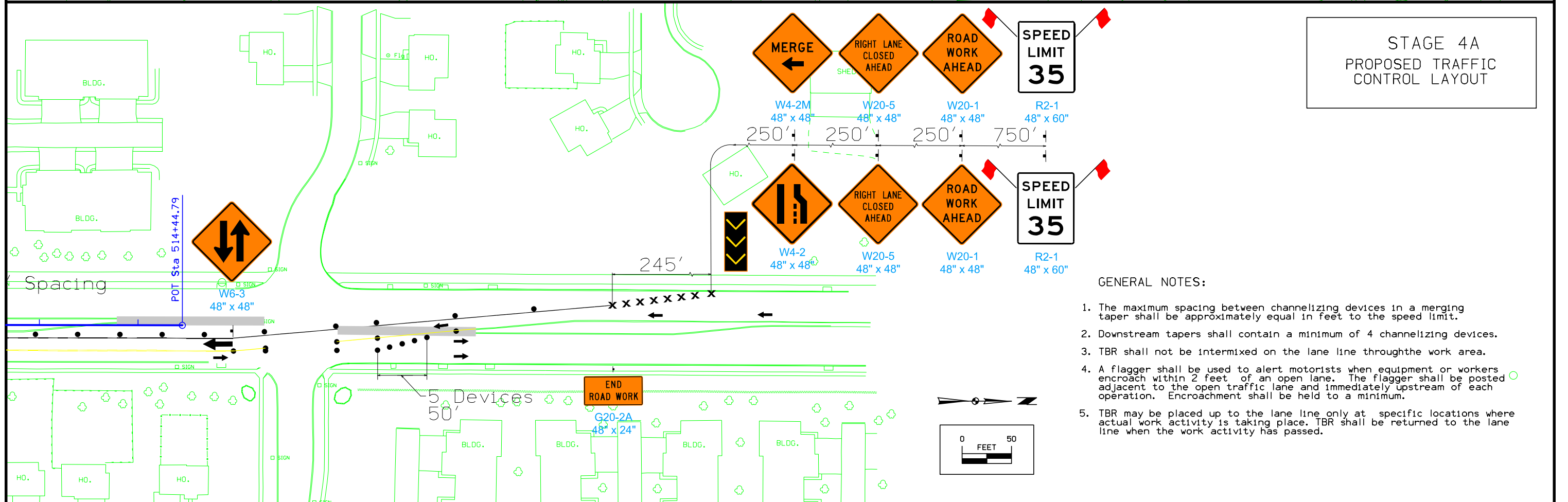
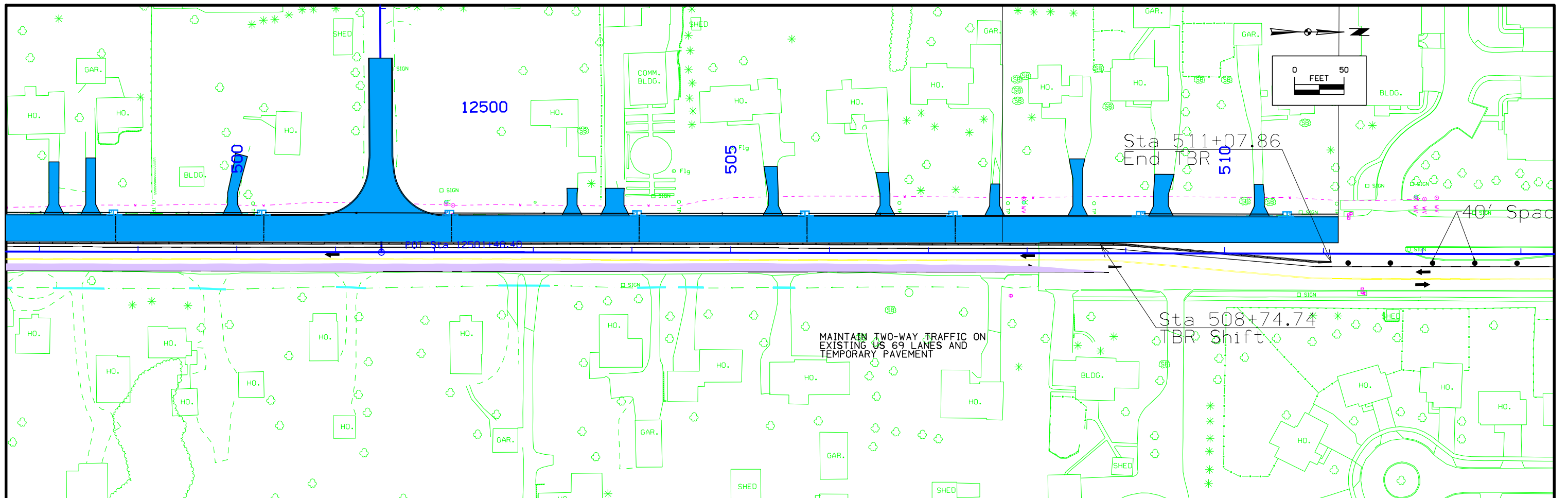
495



11490

GENERAL NOTES:

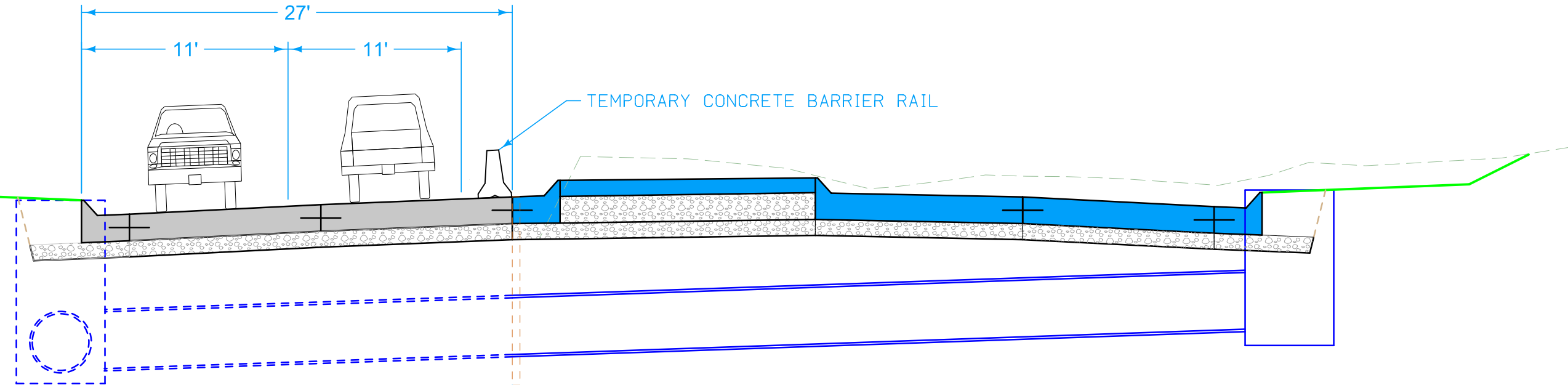
1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.



TYPICAL SECTION FOR STAGE 4B CONSTRUCTION

PROPOSED SOUTHBOUND LANES

PROPOSED NORTHBOUND LANES



Sheet Pile

STAGE 4B CONSTRUCTION
 STA. 429+22.81
 TO
 STA. 508+13.00
 TRAFFIC ON PREVIOUSLY CONSTRUCTED SB LANES

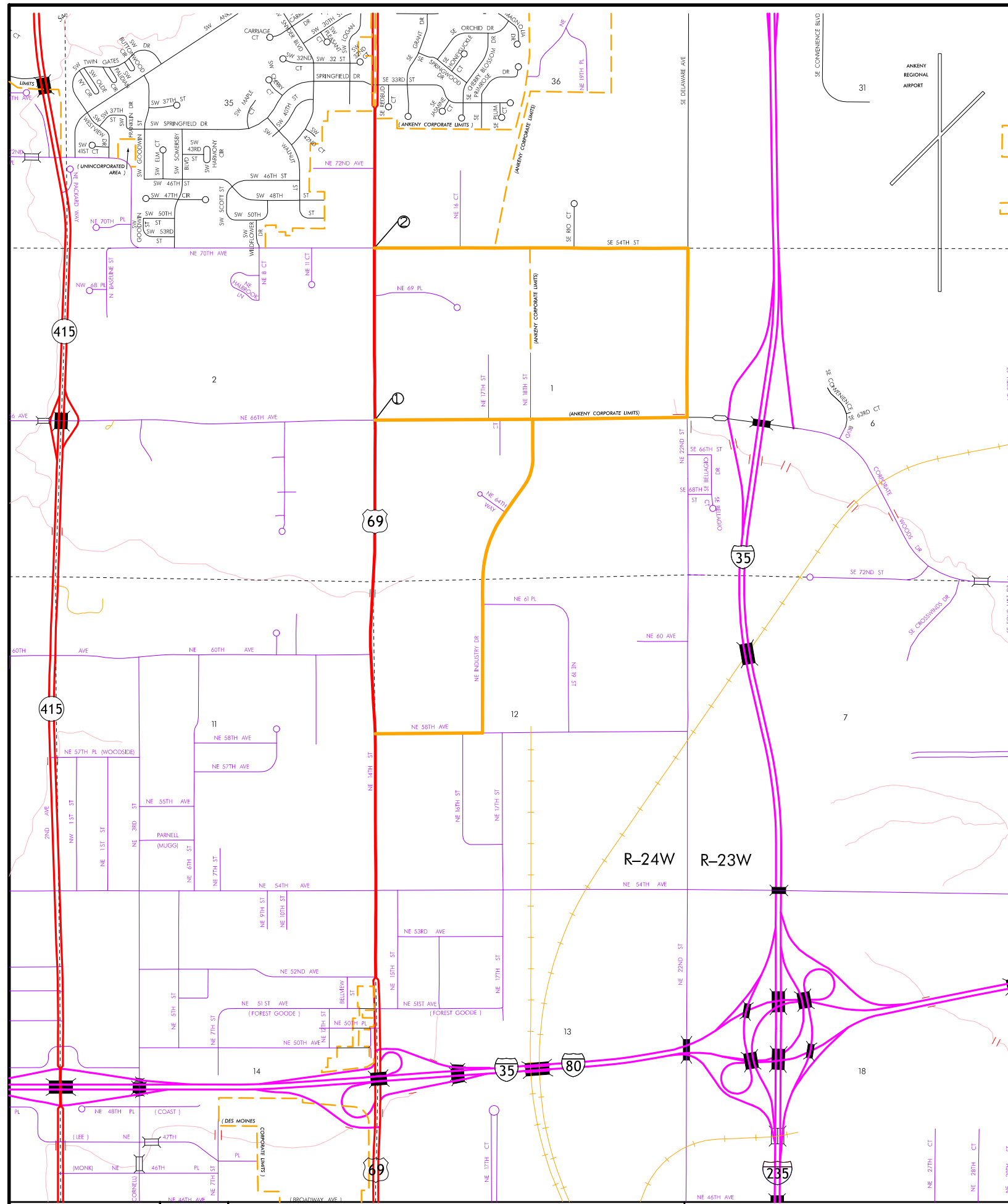
GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

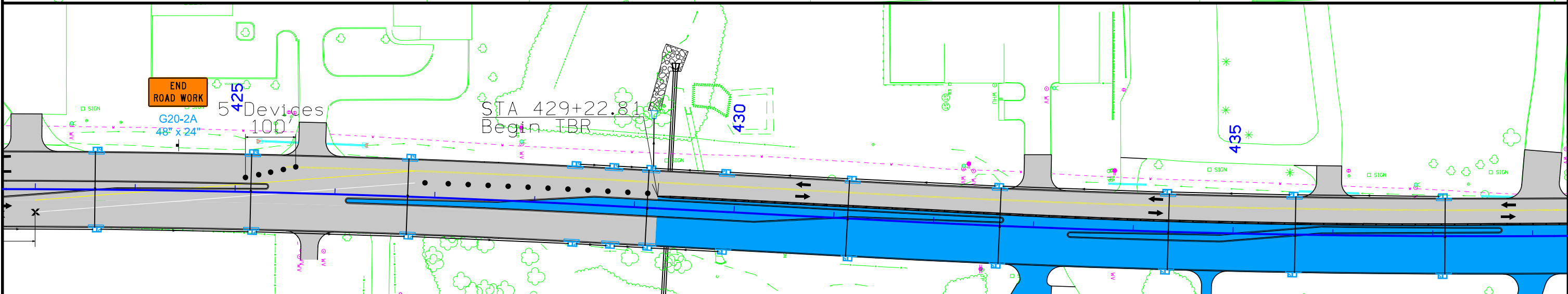
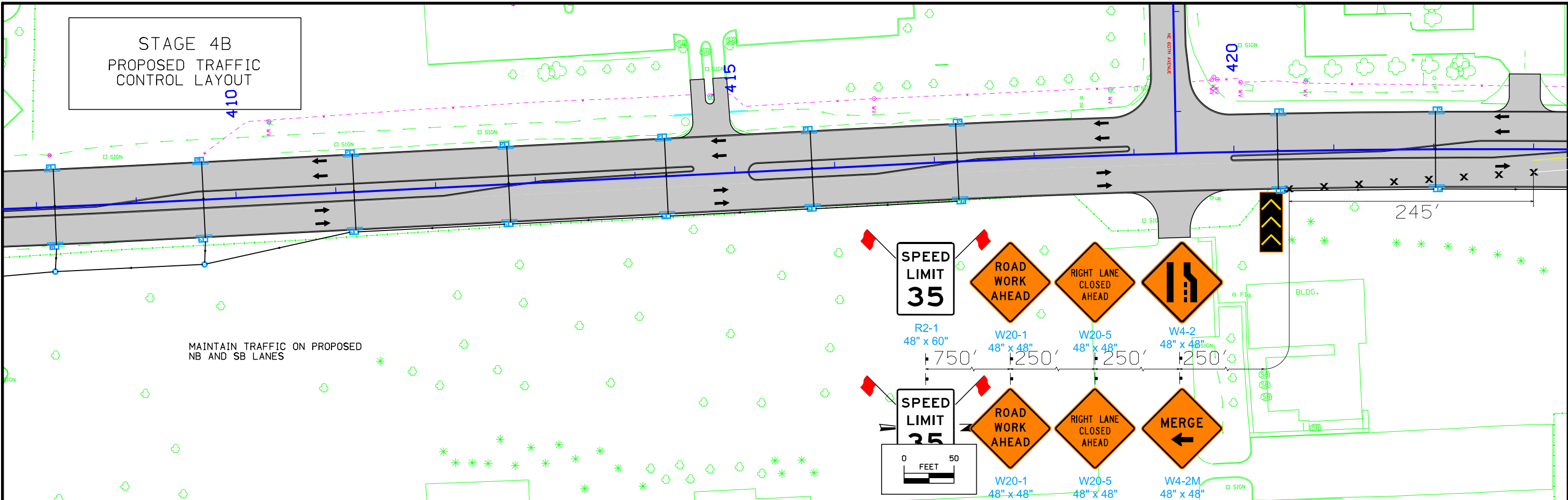
STAGE 4B
 PROPOSED TRAFFIC
 CONTROL LAYOUT

STAGE 4B CONSTRUCTION DETOUR ROUTES

1. NE 54TH AVE. SHALL REMAIN OPEN TO THROUGH TRAFFIC WHILE CONSTRUCTING NE 66TH AVE. TRAFFIC SHALL USE NE INDUSTRY DR. TO ACCESS NE 66TH AVE. FROM THE SOUTH AND NE 22ND ST. FROM THE NORTH.
2. NE 66TH AVE. SHALL BE OPEN TO TRAFFIC BEFORE CONSTRUCTING NE 70TH AVE. TRAFFIC SHALL USE NE 22ND ST. TO ACCESS NE 70TH AVE. FROM THE SOUTH AND SE DELAWARE AVE. FROM THE NORTH.

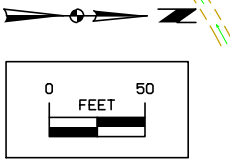


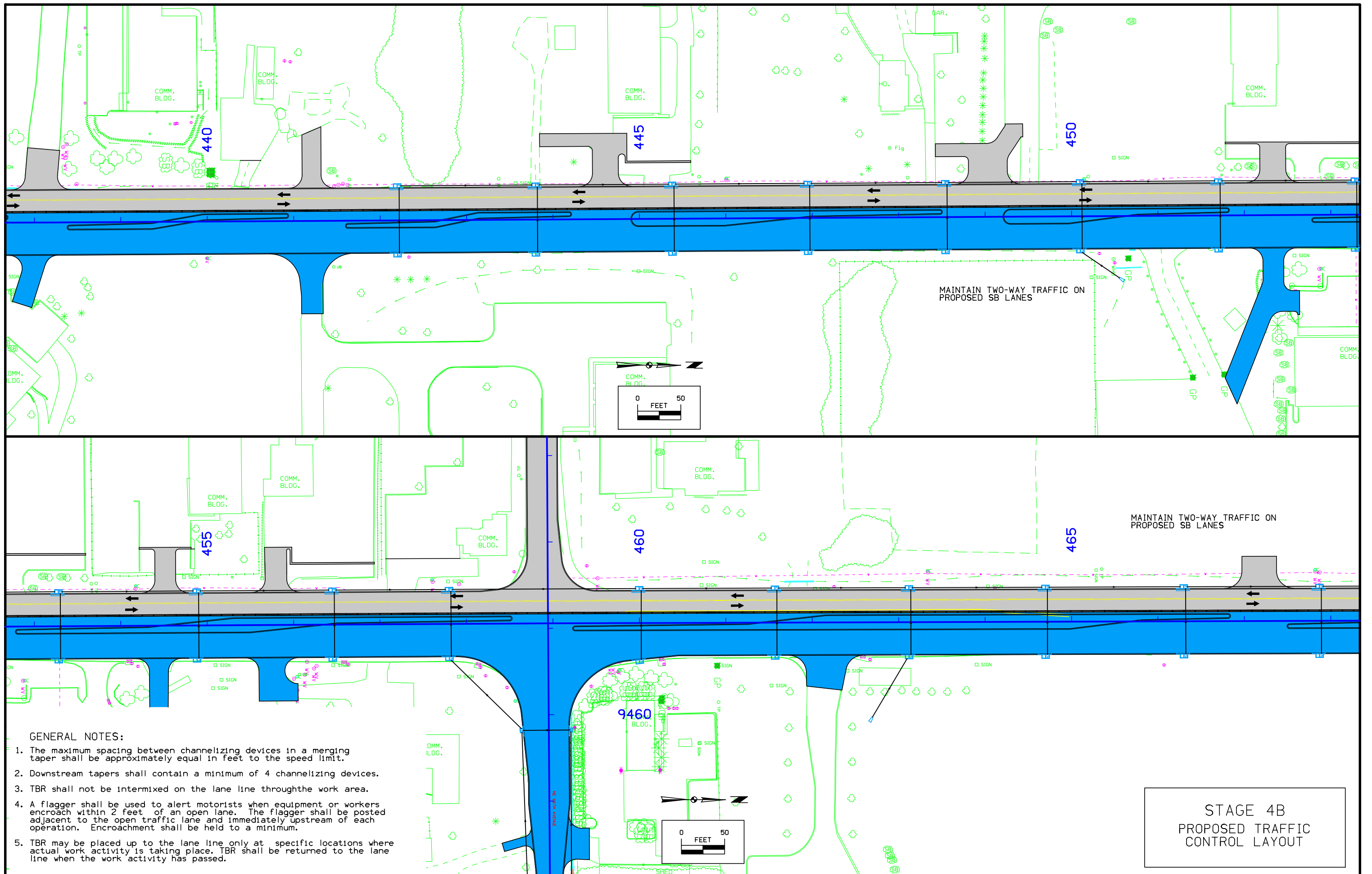
**STAGE 4B
PROPOSED TRAFFIC
CONTROL LAYOUT**



GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.
6. Keep NE 66th Ave. open to through traffic while constructing NE 60th Ave.





STAGE 4B
PROPOSED TRAFFIC
CONTROL LAYOUT

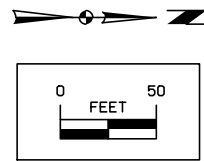
470

TEMPORARY BARRIER RAIL
FOR CULVERT CONSTRUCTION

475

480

MAINTAIN TWO-WAY TRAFFIC ON
PROPOSED SB LANES

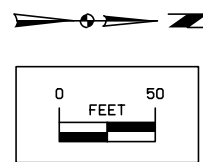


MAINTAIN TWO-WAY TRAFFIC ON
PROPOSED SB LANES

485

490

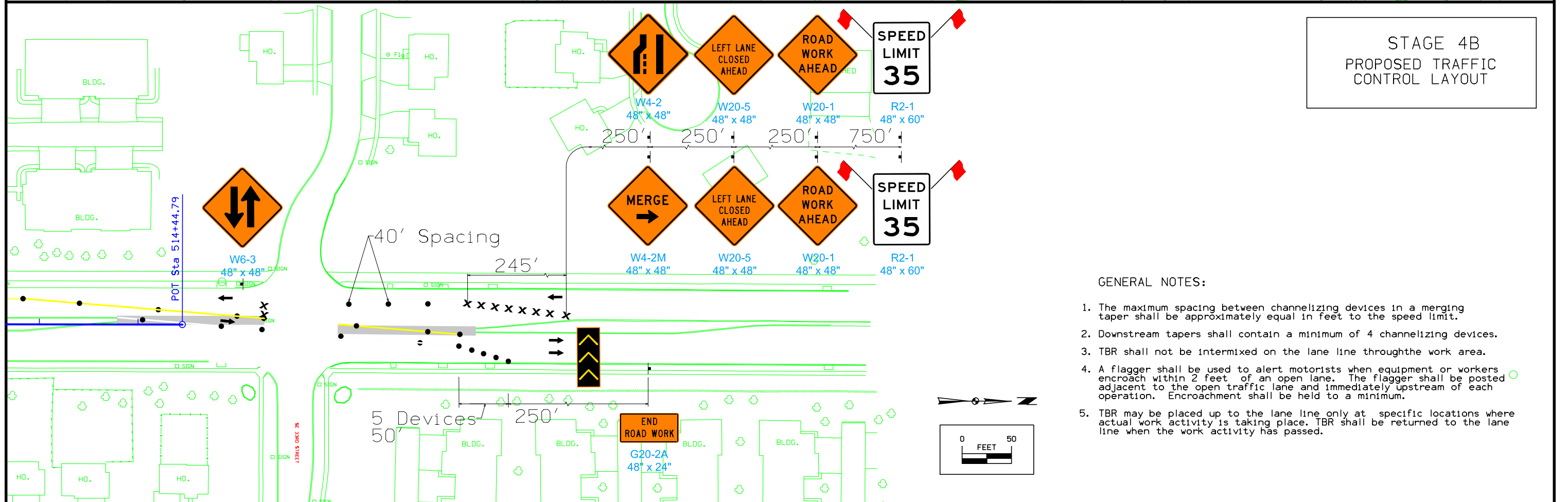
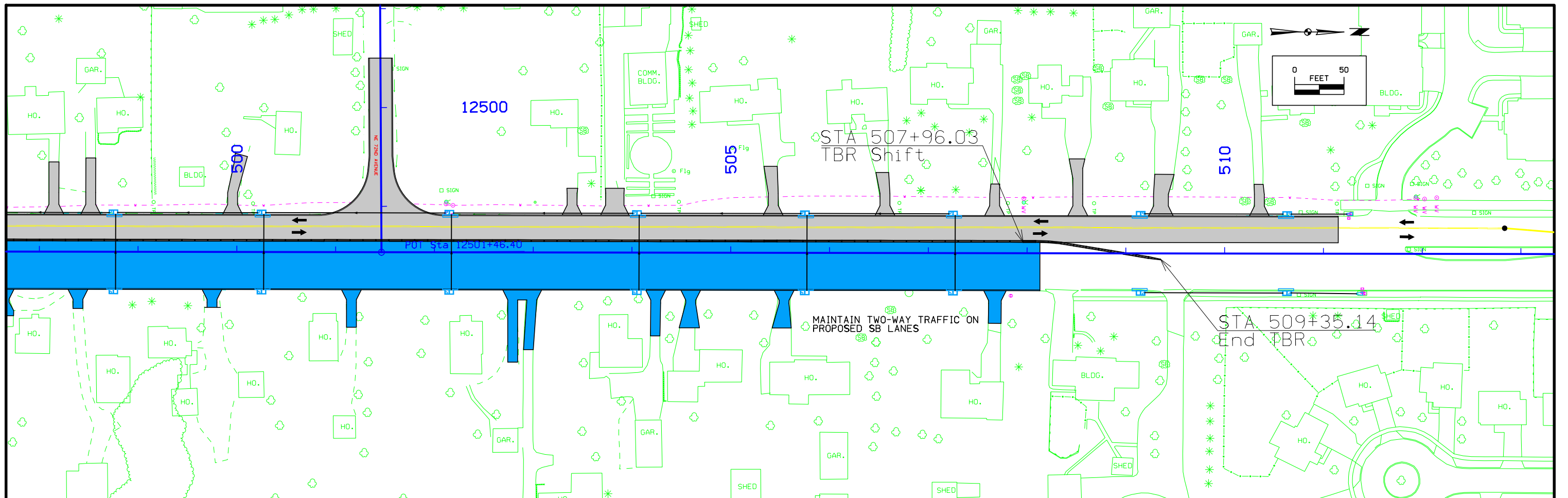
495



GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line throughout the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

11490



STAGE 4B
PROPOSED TRAFFIC
CONTROL LAYOUT

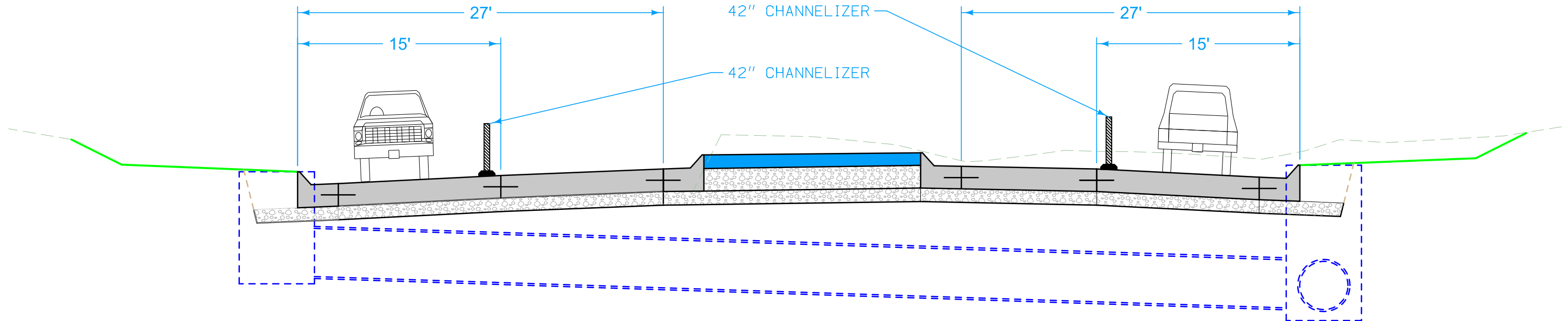
GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. TBR shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. TBR may be placed up to the lane line only at specific locations where actual work activity is taking place. TBR shall be returned to the lane line when the work activity has passed.

TYPICAL SECTION FOR STAGE 5 CONSTRUCTION

PROPOSED SOUTHBOUND LANES

PROPOSED NORTHBOUND LANES



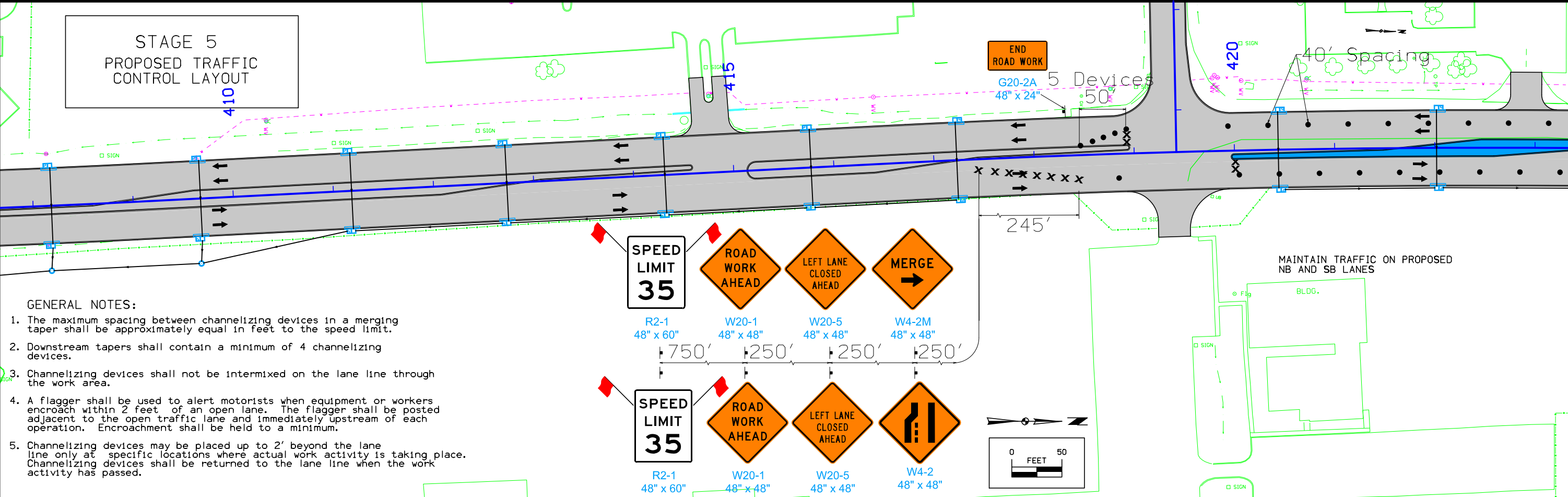
STAGE 5 CONSTRUCTION
 STA. 419+96.47
 TO
 STA. 541+44.79
 TRAFFIC ON PREVIOUSLY CONSTRUCTED NB & SB LANES

GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.

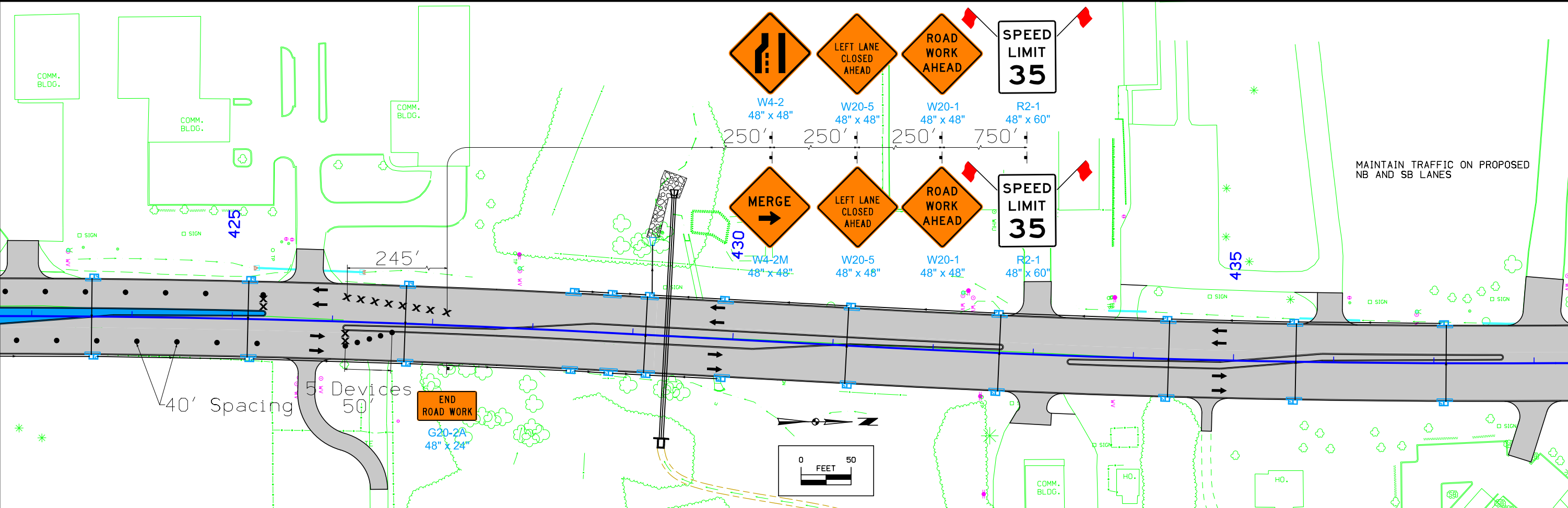
STAGE 5
 PROPOSED TRAFFIC
 CONTROL LAYOUT

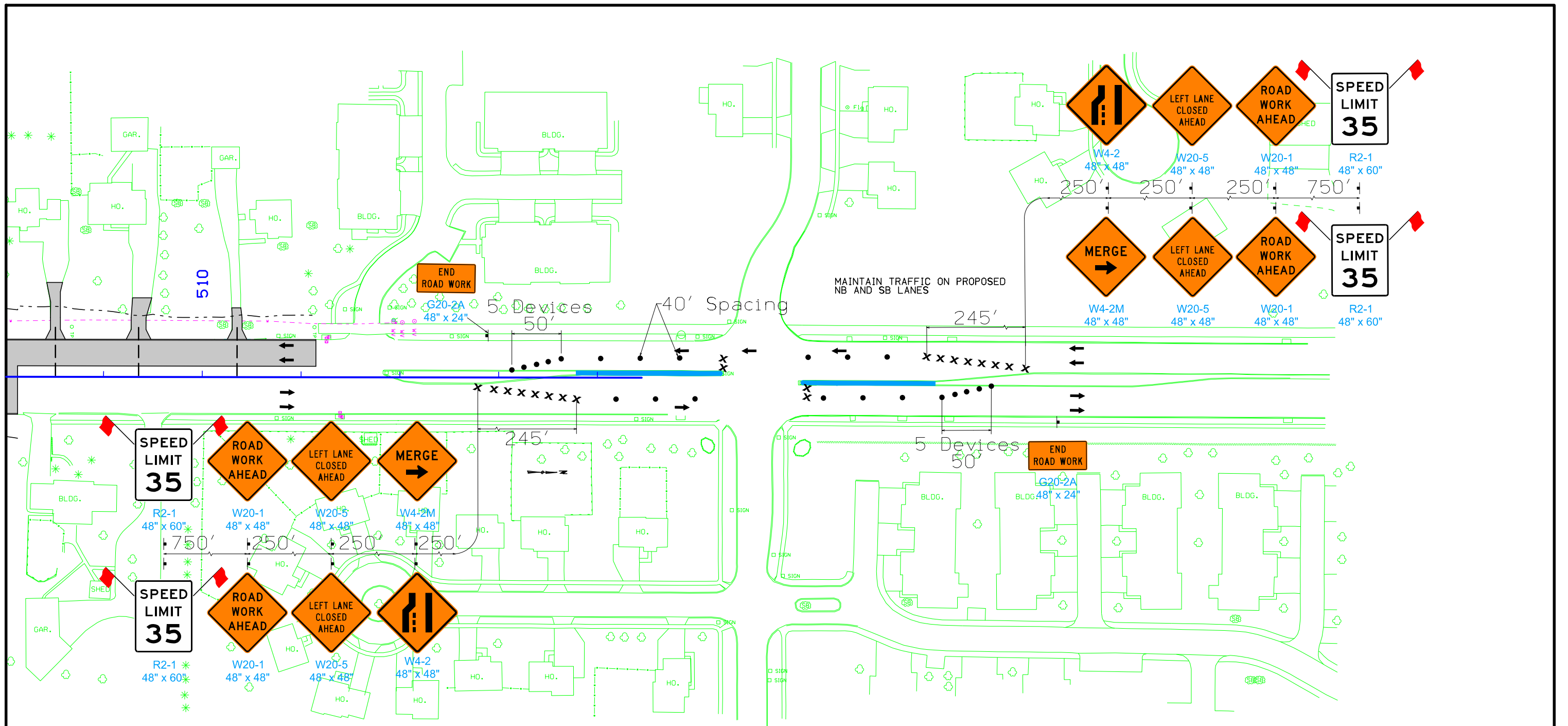
**STAGE 5
PROPOSED TRAFFIC
CONTROL LAYOUT**



GENERAL NOTES:

1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.

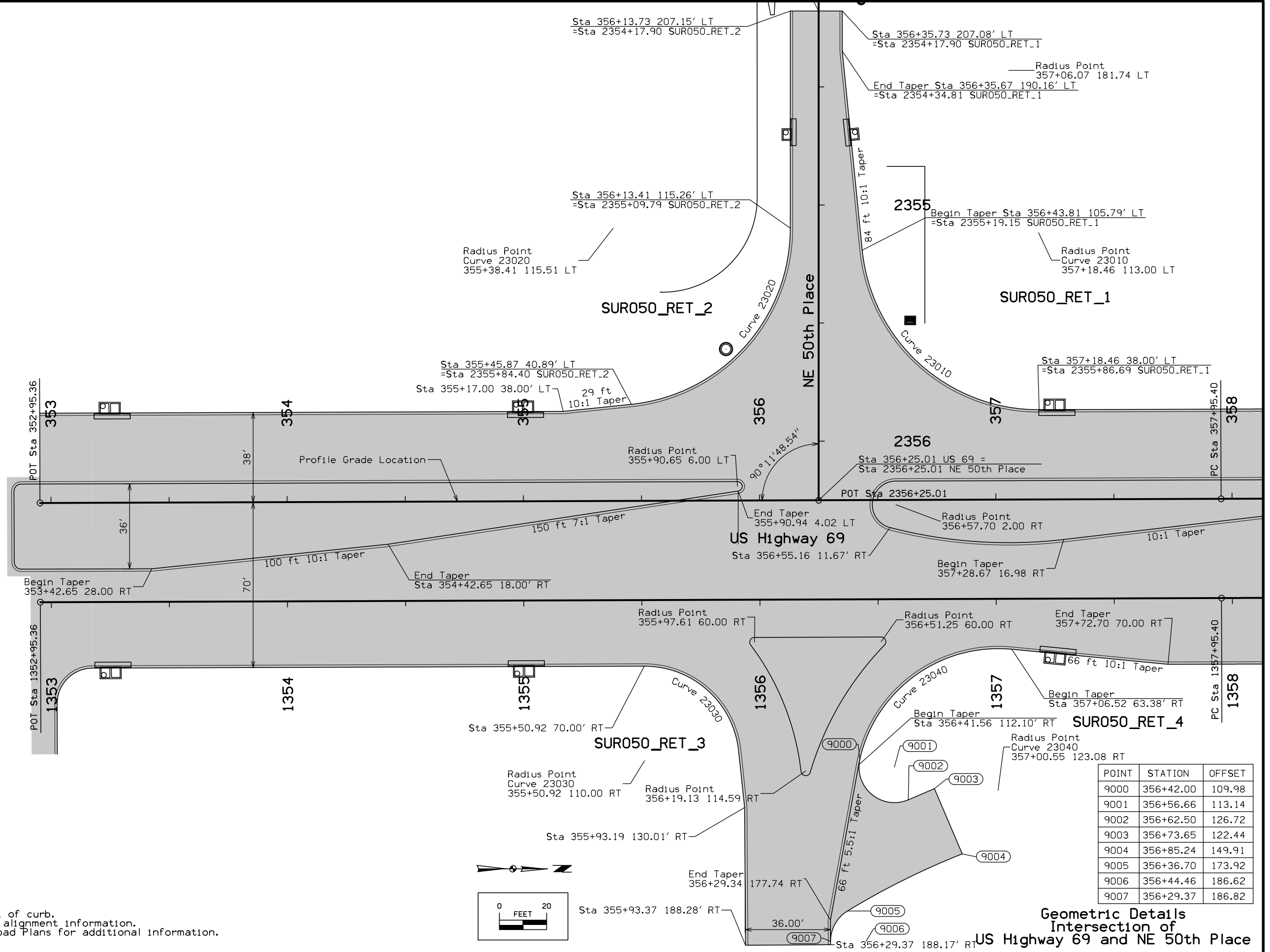




GENERAL NOTES:

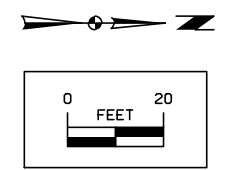
1. The maximum spacing between channelizing devices in a merging taper shall be approximately equal in feet to the speed limit.
2. Downstream tapers shall contain a minimum of 4 channelizing devices.
3. Channelizing devices shall not be intermixed on the lane line through the work area.
4. A flagger shall be used to alert motorists when equipment or workers encroach within 2 feet of an open lane. The flagger shall be posted adjacent to the open traffic lane and immediately upstream of each operation. Encroachment shall be held to a minimum.
5. Channelizing devices may be placed up to 2' beyond the lane line only at specific locations where actual work activity is taking place. Channelizing devices shall be returned to the lane line when the work activity has passed.

STAGE 5
PROPOSED TRAFFIC
CONTROL LAYOUT

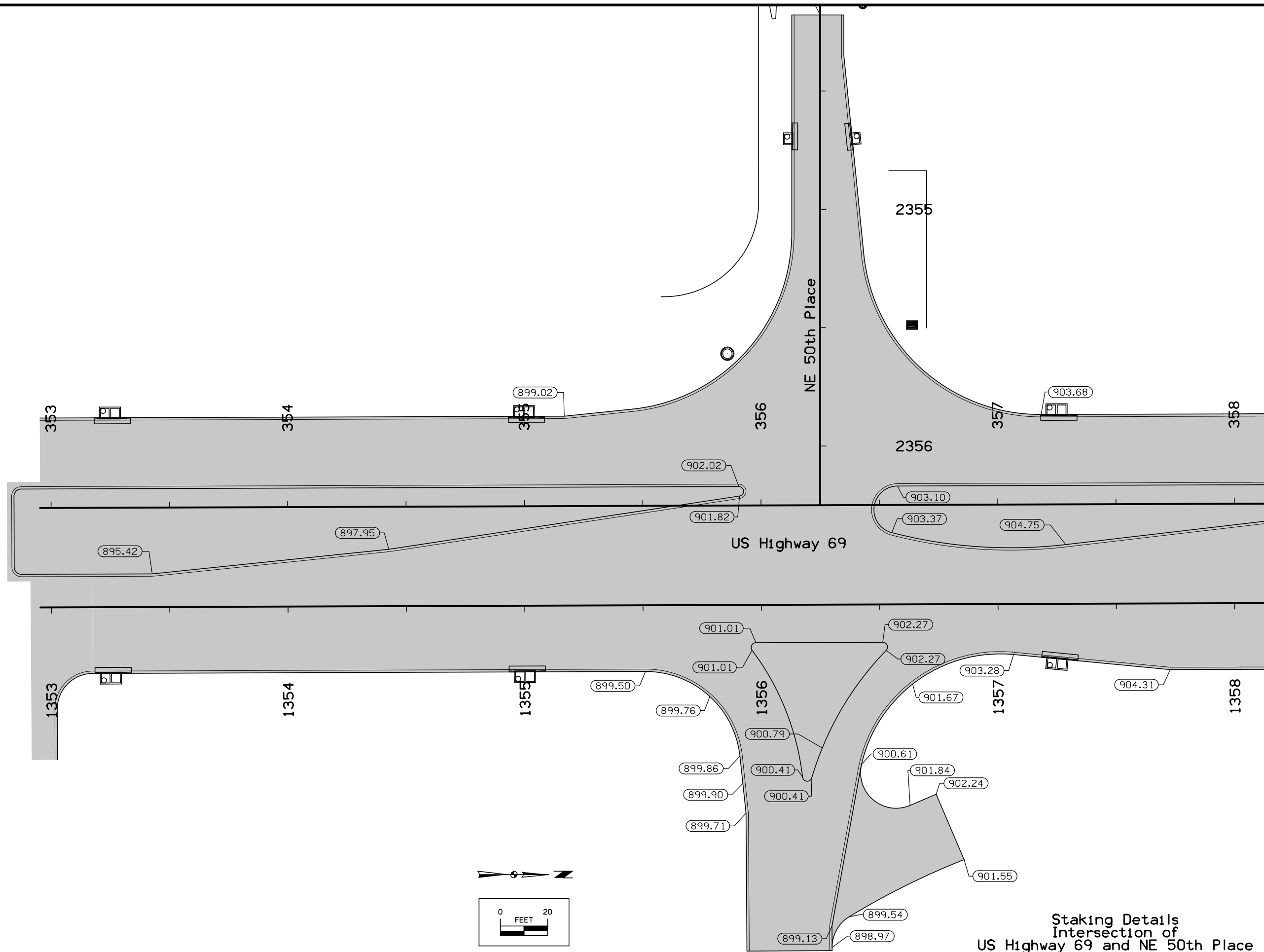


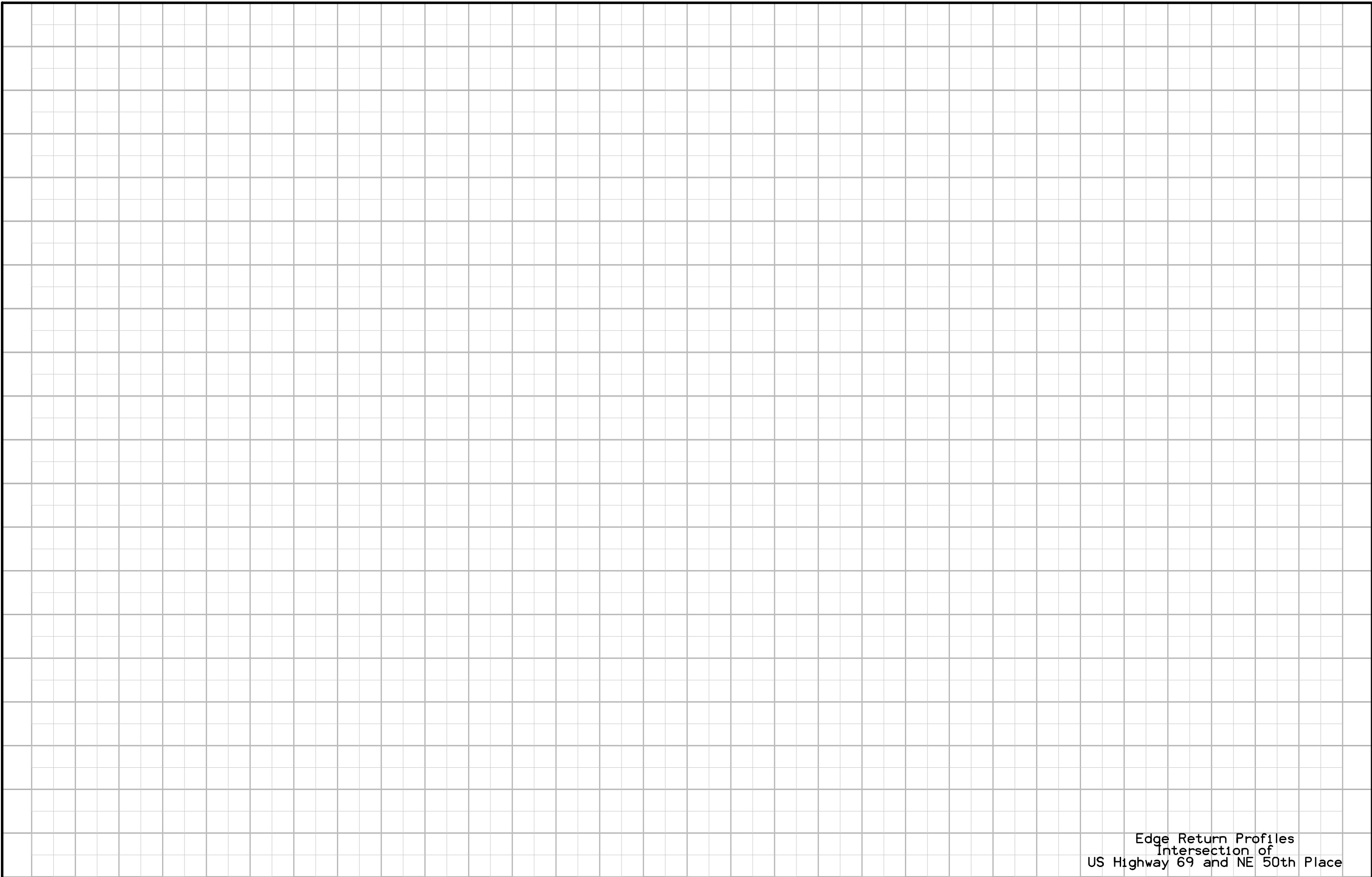
POINT	STATION	OFFSET
9000	356+42.00	109.98
9001	356+56.66	113.14
9002	356+62.50	126.72
9003	356+73.65	122.44
9004	356+85.24	149.91
9005	356+36.70	173.92
9006	356+44.46	186.62
9007	356+29.37	186.82

NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.



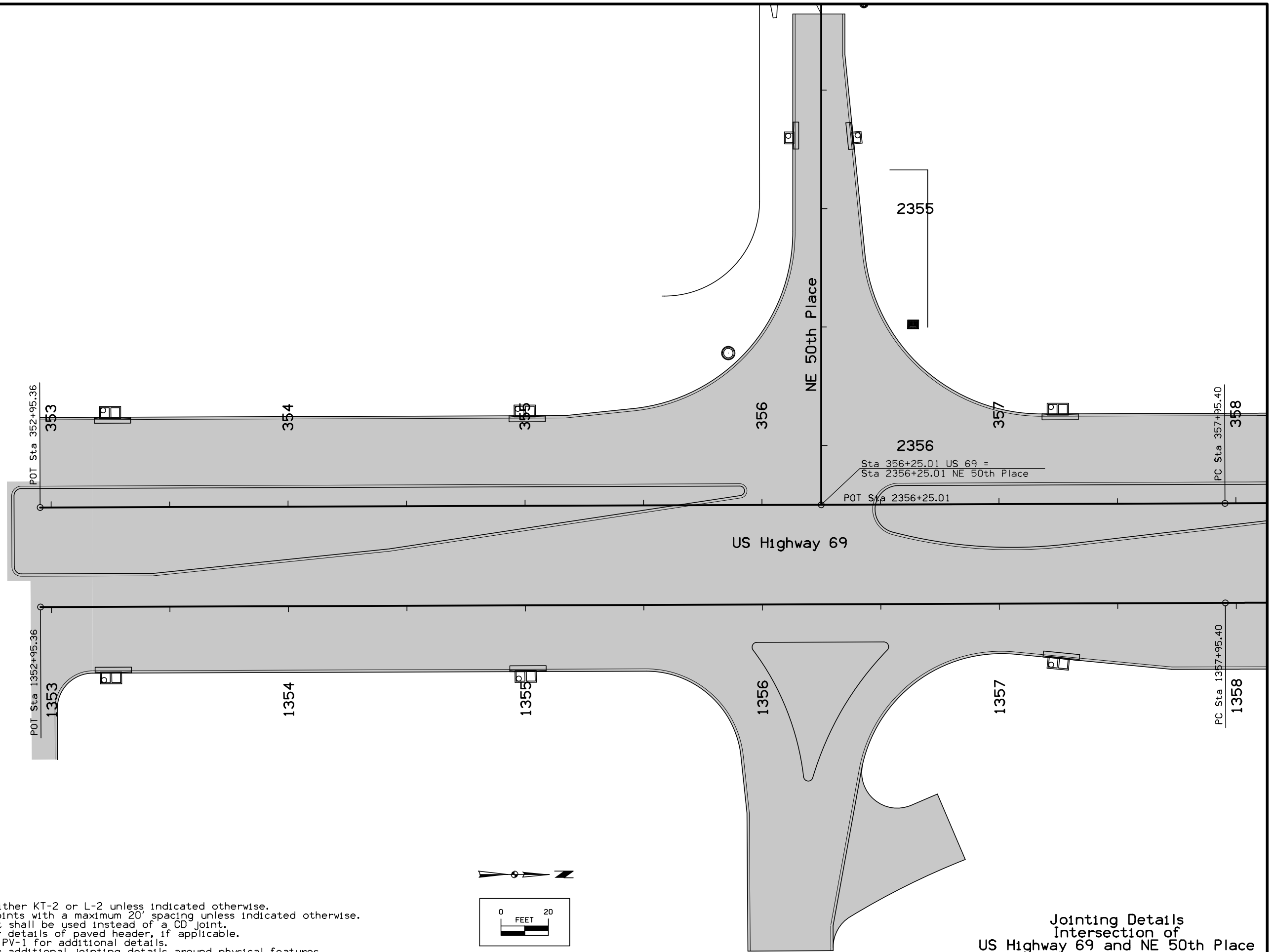
Geometric Details
Intersection of
US Highway 69 and NE 50th Place



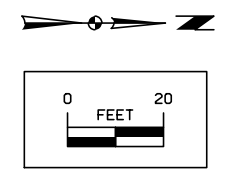


Edge Return Profiles
Intersection of
US Highway 69 and NE 50th Place

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.3
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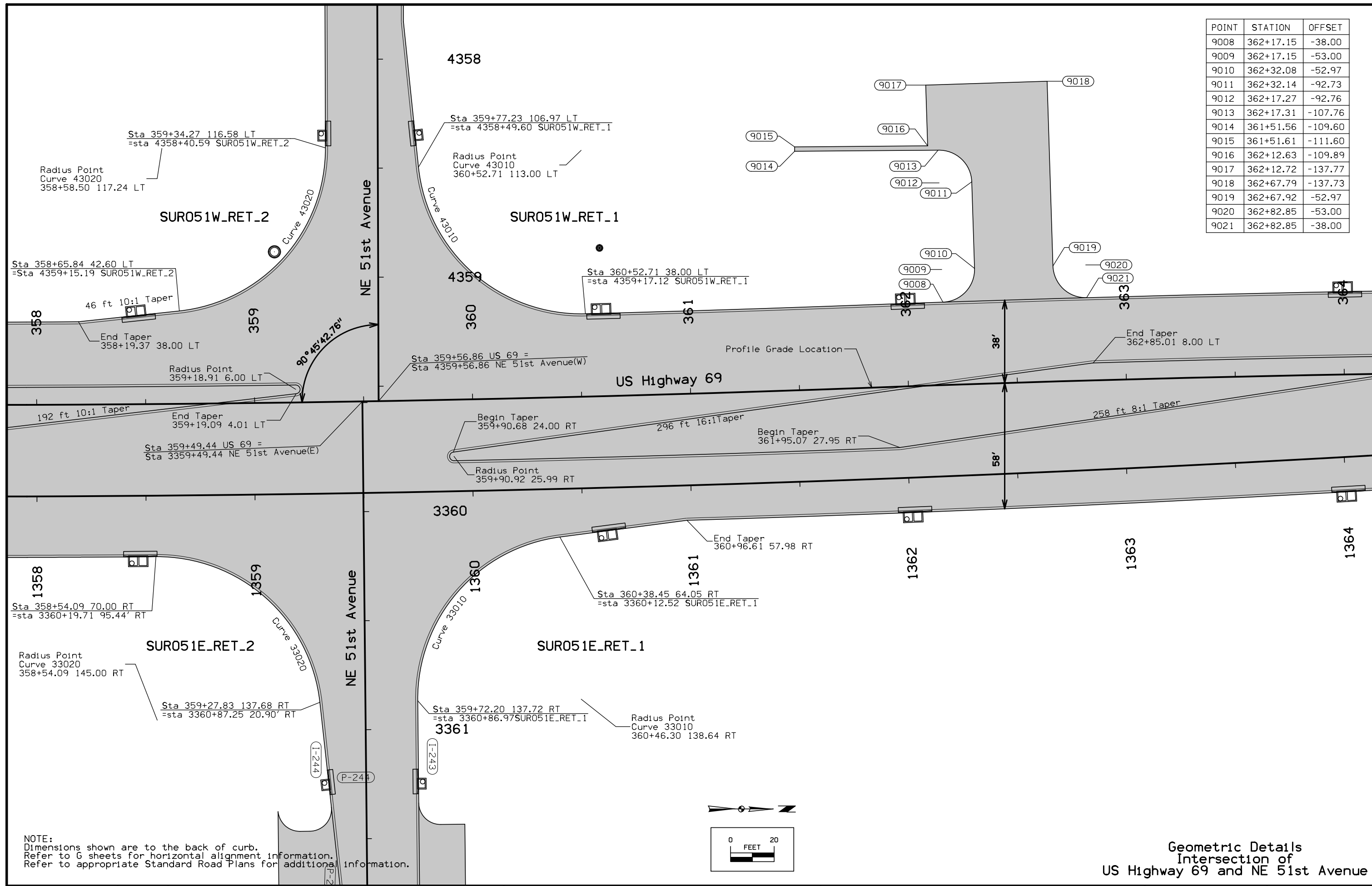
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 Intersection of
 US Highway 69 and NE 50th Place

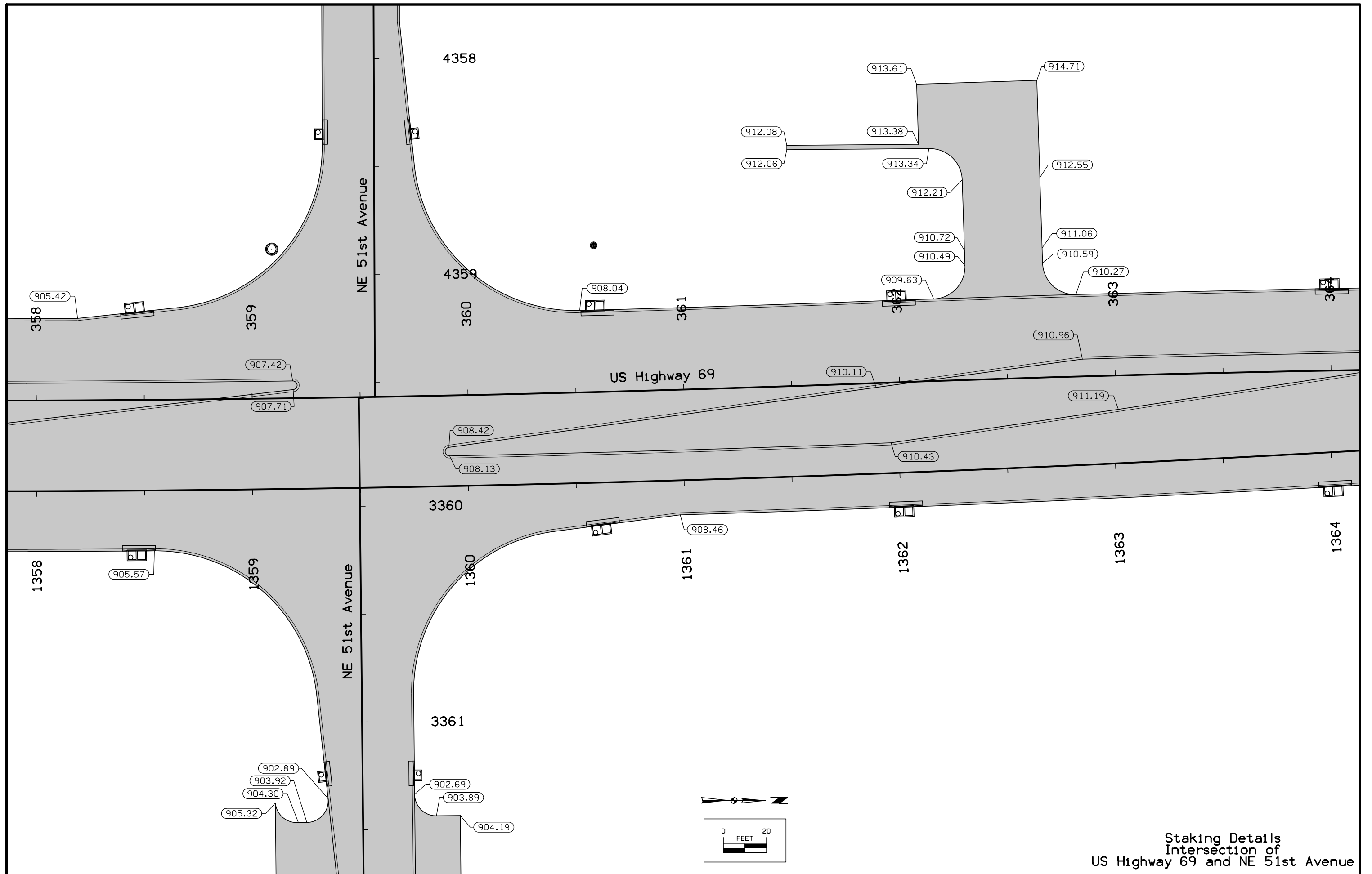
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2:19:45 PM	8/4/2017	arauk	pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\7706901199\Design\SHT_7706965_L04.dgn					

POINT	STATION	OFFSET
9008	362+17.15	-38.00
9009	362+17.15	-53.00
9010	362+32.08	-52.97
9011	362+32.14	-92.73
9012	362+17.27	-92.76
9013	362+17.31	-107.76
9014	361+51.56	-109.60
9015	361+51.61	-111.60
9016	362+12.63	-109.89
9017	362+12.72	-137.77
9018	362+67.79	-137.73
9019	362+67.92	-52.97
9020	362+82.85	-53.00
9021	362+82.85	-38.00



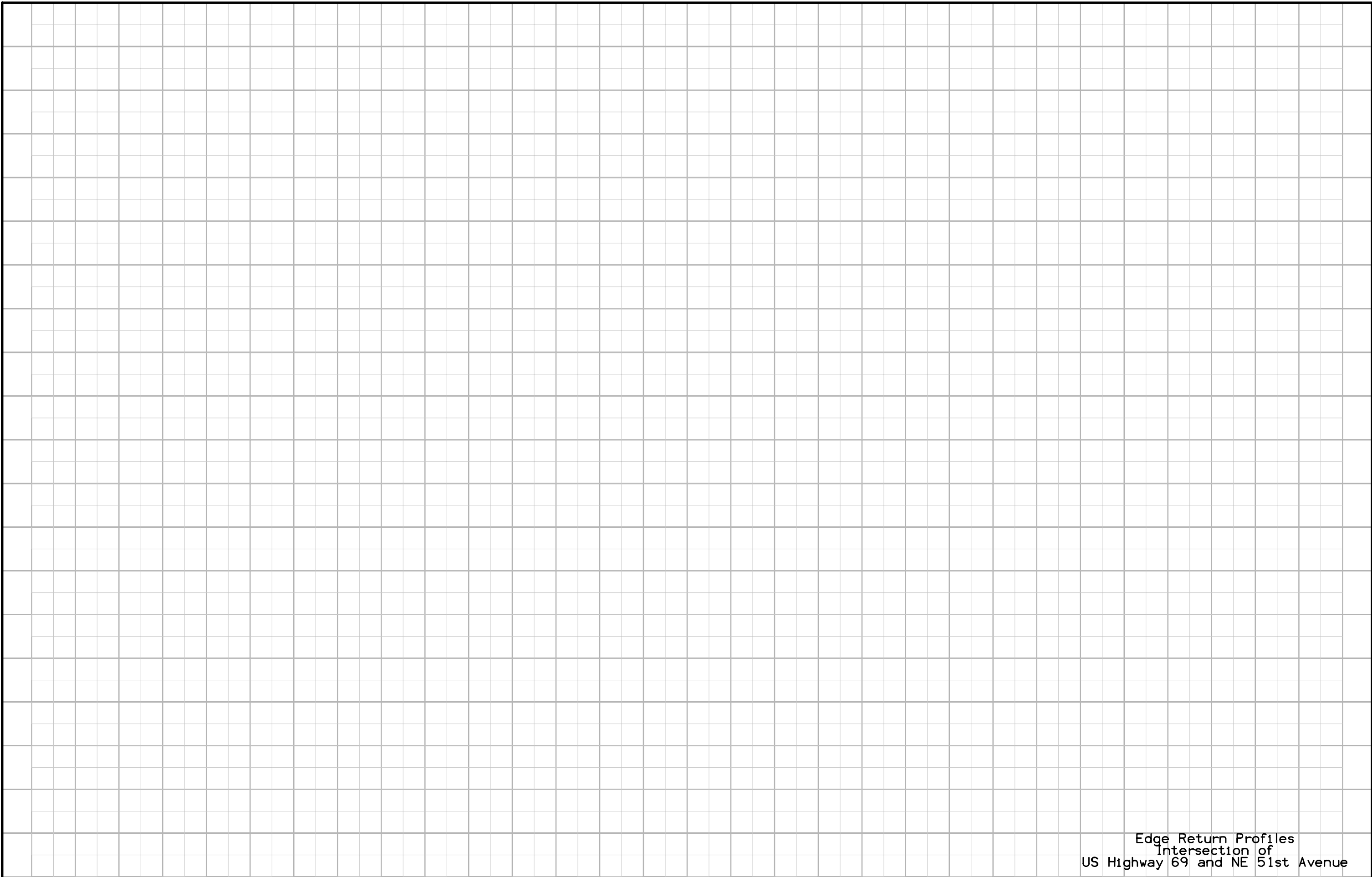
NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

Geometric Details
 Intersection of
 US Highway 69 and NE 51st Avenue

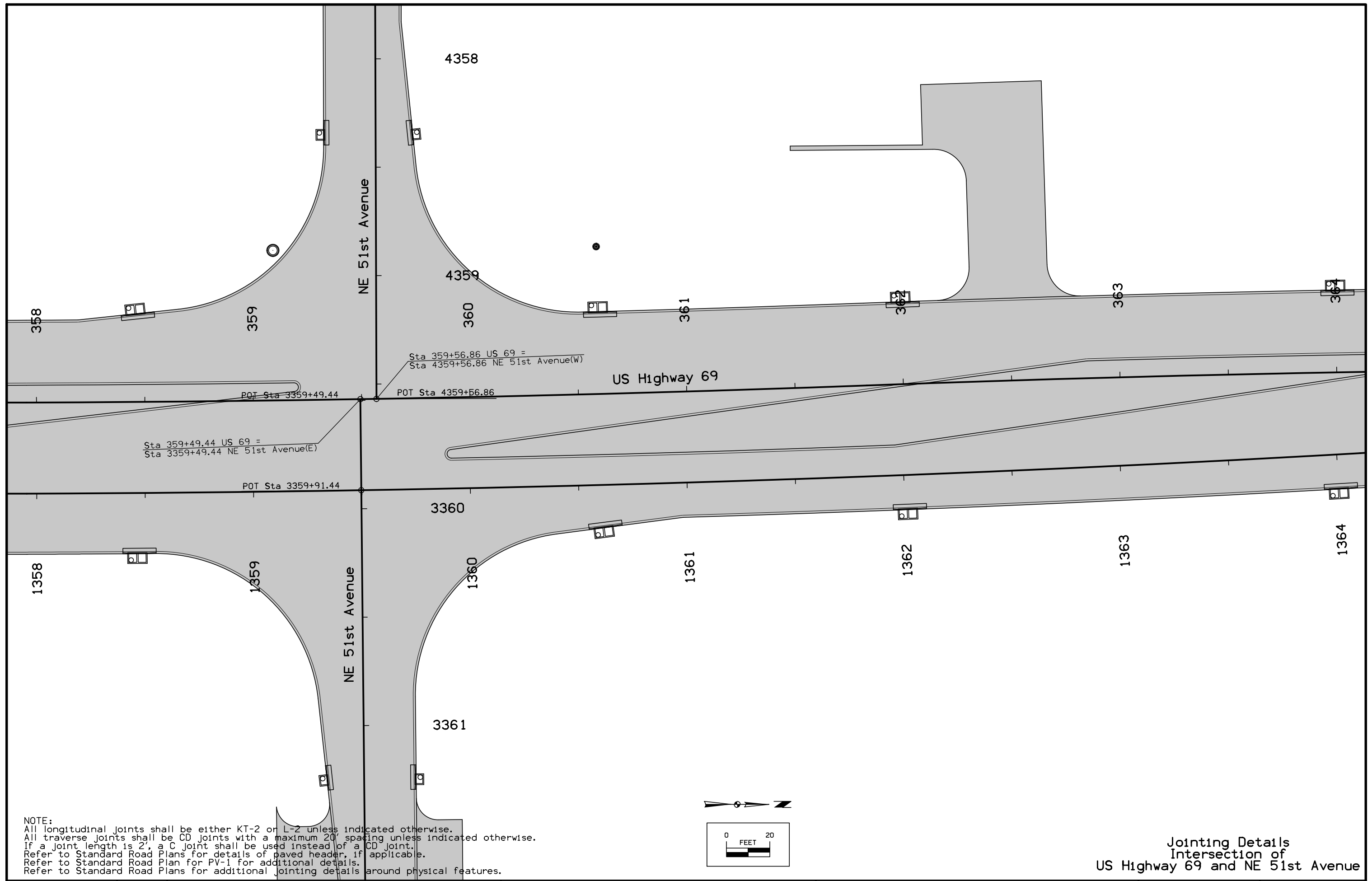


Staking Details
 Intersection of
 US Highway 69 and NE 51st Avenue

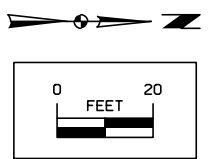
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.6
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Edge Return Profiles
Intersection of
US Highway 69 and NE 51st Avenue

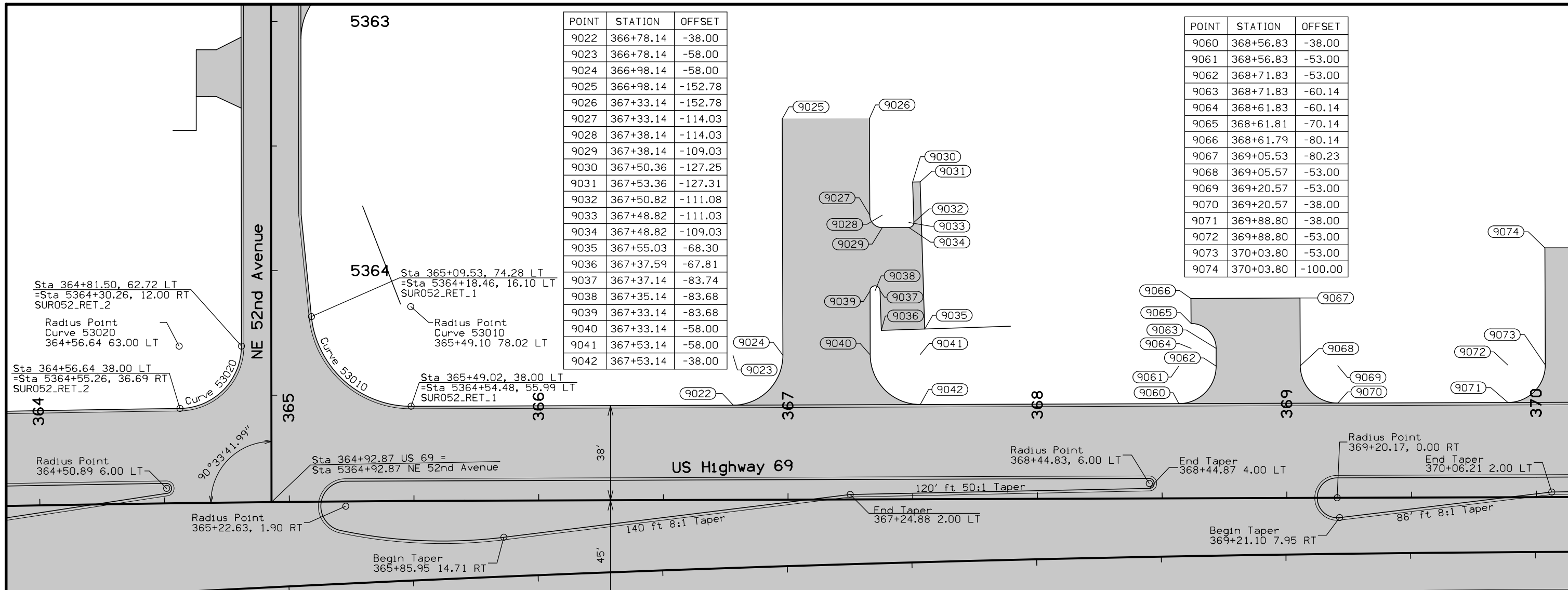


NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plan for additional jointing details around physical features.



Jointing Details
 Intersection of
 US Highway 69 and NE 51st Avenue

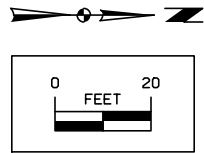
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.8
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POINT	STATION	OFFSET
9022	366+78.14	-38.00
9023	366+78.14	-58.00
9024	366+98.14	-58.00
9025	366+98.14	-152.78
9026	367+33.14	-152.78
9027	367+33.14	-114.03
9028	367+38.14	-114.03
9029	367+38.14	-109.03
9030	367+50.36	-127.25
9031	367+53.36	-127.31
9032	367+50.82	-111.08
9033	367+48.82	-111.03
9034	367+48.82	-109.03
9035	367+55.03	-68.30
9036	367+37.59	-67.81
9037	367+37.14	-83.74
9038	367+35.14	-83.68
9039	367+33.14	-83.68
9040	367+33.14	-58.00
9041	367+53.14	-58.00
9042	367+53.14	-38.00

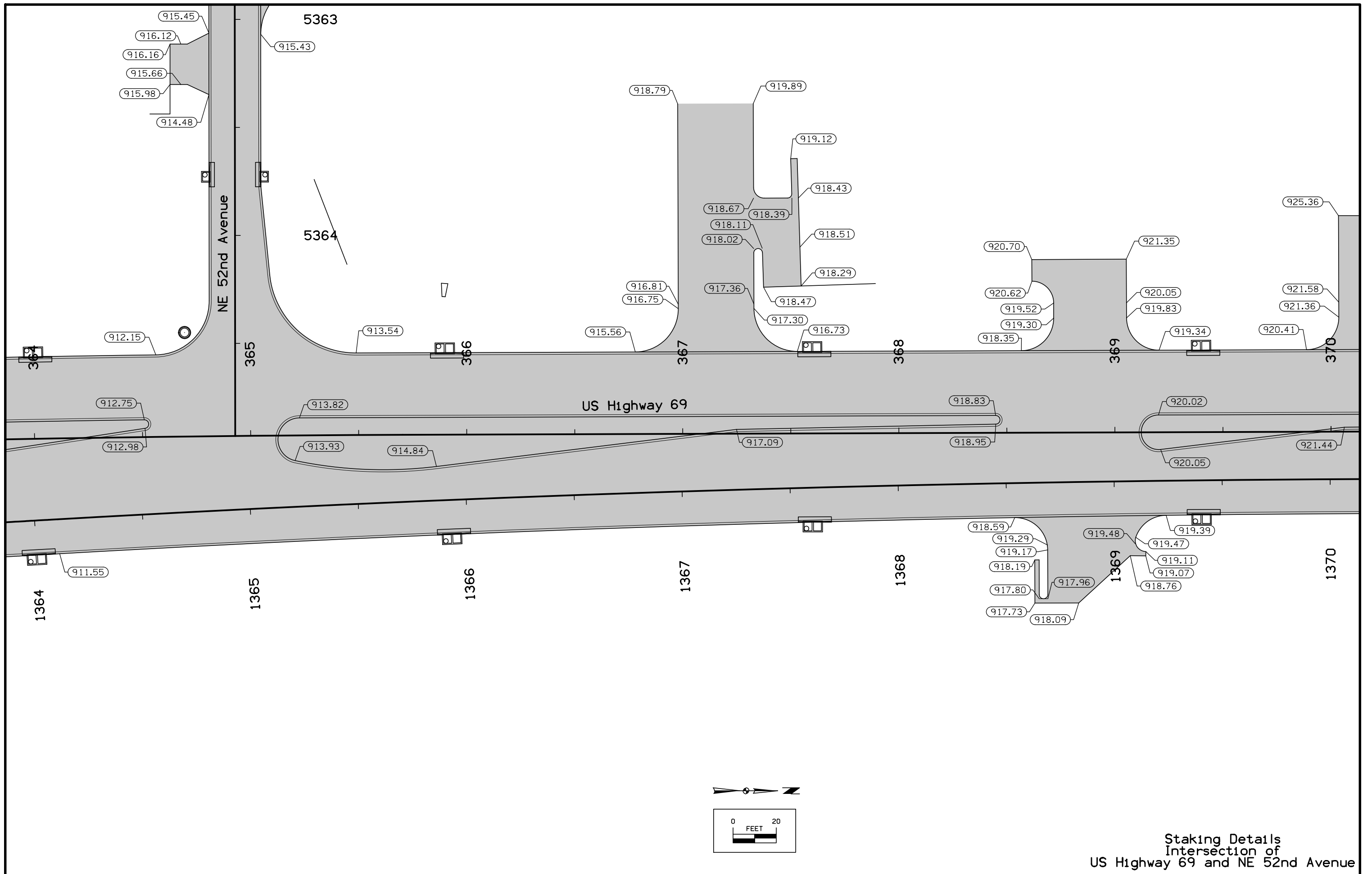
POINT	STATION	OFFSET
9060	368+56.83	-38.00
9061	368+56.83	-53.00
9062	368+71.83	-53.00
9063	368+71.83	-60.14
9064	368+61.83	-60.14
9065	368+61.81	-70.14
9066	368+61.79	-80.14
9067	369+05.53	-80.23
9068	369+05.57	-53.00
9069	369+20.57	-53.00
9070	369+20.57	-38.00
9071	369+88.80	-38.00
9072	369+88.80	-53.00
9073	370+03.80	-53.00
9074	370+03.80	-100.00

POINT	STATION	OFFSET
9043	368+53.47	39.31
9044	368+53.70	54.31
9045	368+62.70	58.92
9046	368+64.70	74.92
9047	368+62.70	78.92
9048	368+68.70	54.31
9049	368+64.70	58.92
9050	368+66.70	74.92
9051	368+68.70	74.92
9052	368+82.97	78.92
9053	369+06.90	57.08
9054	369+14.10	57.23
9055	369+14.14	55.23
9056	369+23.70	53.46
9057	369+14.24	50.23
9058	369+09.51	48.61
9059	369+23.57	38.46



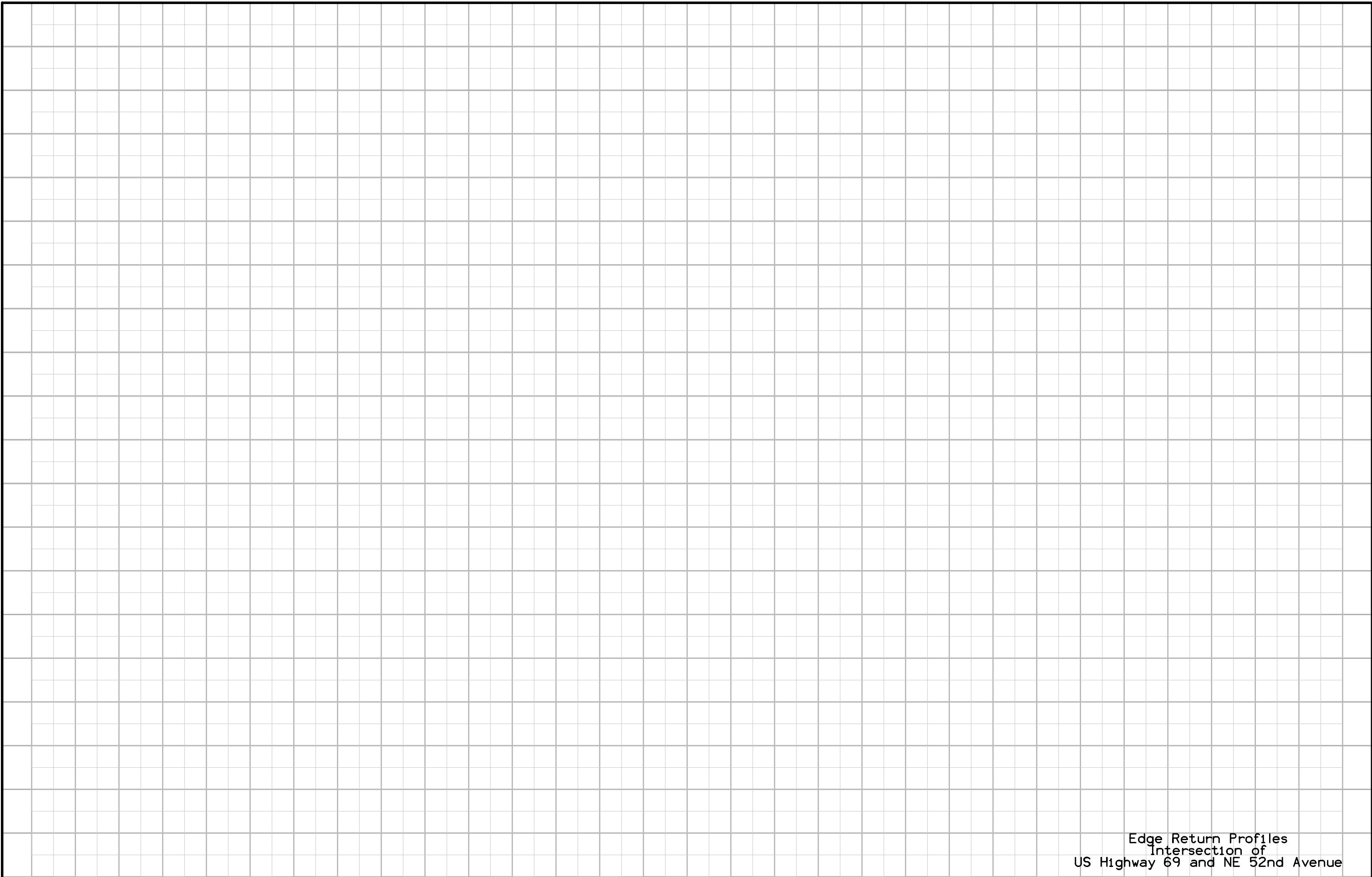
NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

**Geometric Details
 Intersection of
 US Highway 69 and NE 52nd Avenue**



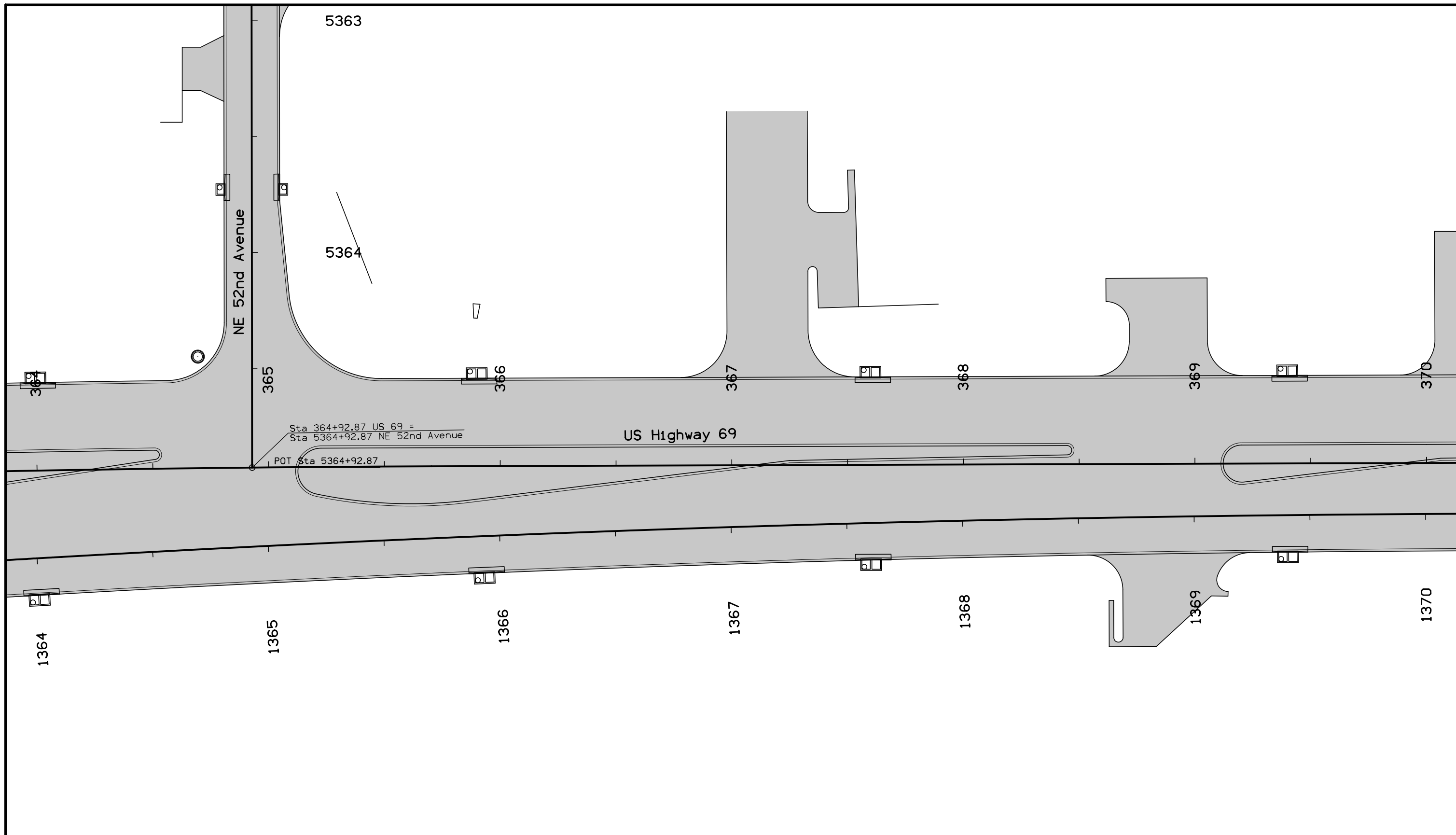
Staking Details
 Intersection of
 US Highway 69 and NE 52nd Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L 10
2:22:29 PM	8/4/2017	arauk	pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\7706901199\Design\SHT_7706965_L10.dgn					



Edge Return Profiles
Intersection of
US Highway 69 and NE 52nd Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.11
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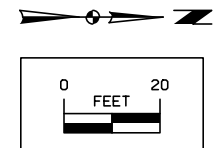


Sta 364+92.87 US 69 =
 Sta 5364+92.87 NE 52nd Avenue
 POT Sta 5364+92.87

US Highway 69

NE 52nd Avenue

NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 Intersection of
 US Highway 69 and NE 52nd Avenue

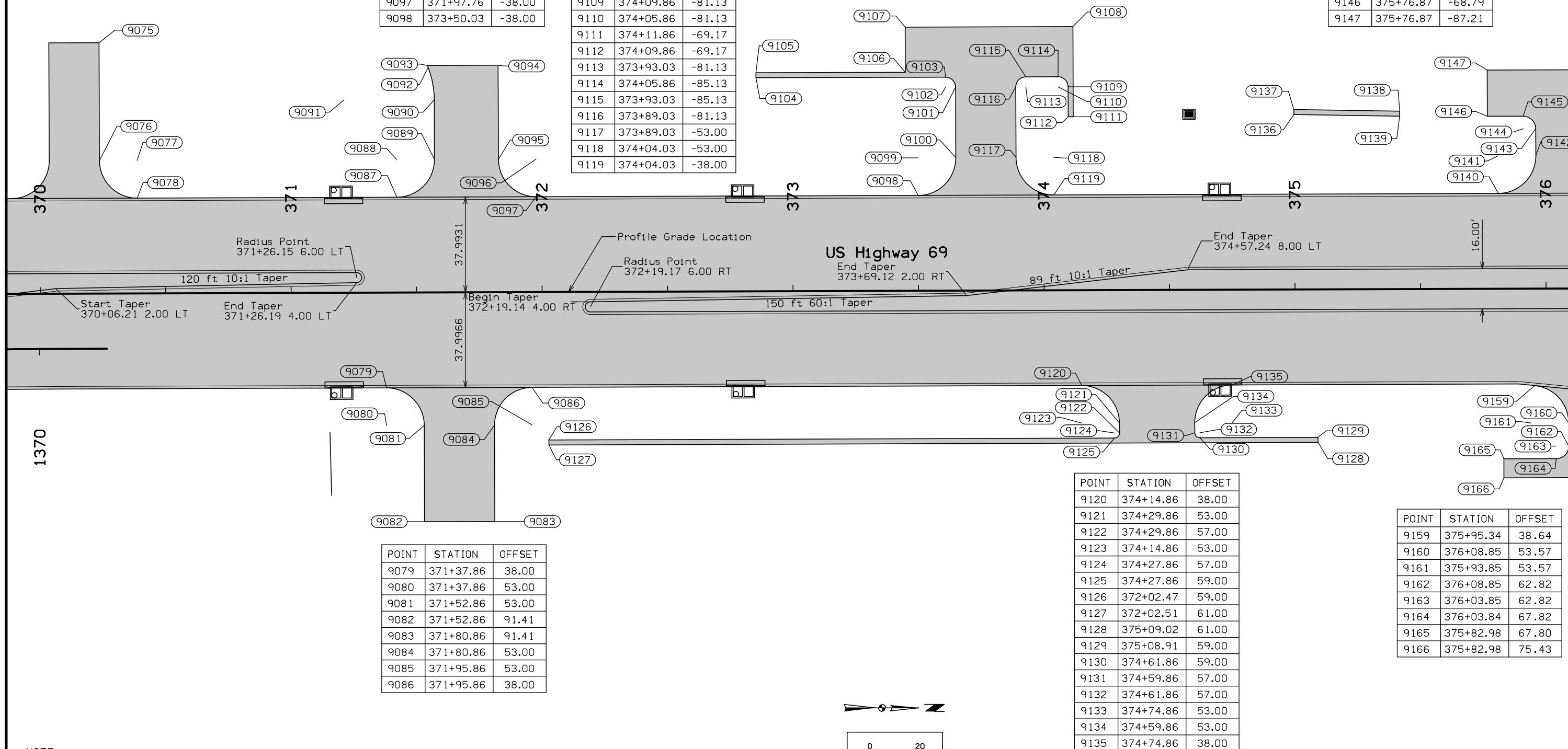
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POINT	STATION	OFFSET
9075	370+23.68	-100.00
9076	370+23.80	-53.00
9077	370+38.80	-53.00
9078	370+38.80	-38.00

POINT	STATION	OFFSET
9087	371+42.29	-38.00
9088	371+42.29	-53.00
9089	371+57.29	-53.00
9090	371+57.29	-76.84
9091	371+21.29	-76.84
9092	371+54.93	-89.66
9093	371+54.61	-90.49
9094	371+82.76	-90.49
9095	371+82.76	-53.00
9096	371+97.76	-53.00
9097	371+97.76	-38.00
9098	373+50.03	-38.00

POINT	STATION	OFFSET
9099	373+50.03	-53.00
9100	373+65.03	-53.00
9101	373+65.03	-81.13
9102	373+61.03	-81.13
9103	373+61.03	-85.13
9104	372+85.50	-85.13
9105	372+85.50	-87.13
9106	373+45.03	-87.13
9107	373+45.03	-105.13
9108	374+11.86	-105.13
9109	374+09.86	-81.13
9110	374+05.86	-81.13
9111	374+11.86	-69.17
9112	374+09.86	-69.17
9113	373+93.03	-81.13
9114	374+05.86	-85.13
9115	373+93.03	-85.13
9116	373+89.03	-81.13
9117	373+89.03	-53.00
9118	374+04.03	-53.00
9119	374+04.03	-38.00

POINT	STATION	OFFSET
9136	374+99.77	-69.77
9137	374+99.81	-71.77
9138	375+41.94	-70.91
9139	375+41.89	-68.91
9140	375+81.12	-38.00
9141	375+81.12	-53.00
9142	375+96.12	-53.00
9143	375+96.12	-63.76
9144	375+91.12	-63.76
9145	375+91.13	-68.76
9146	375+76.87	-68.79
9147	375+76.87	-87.21



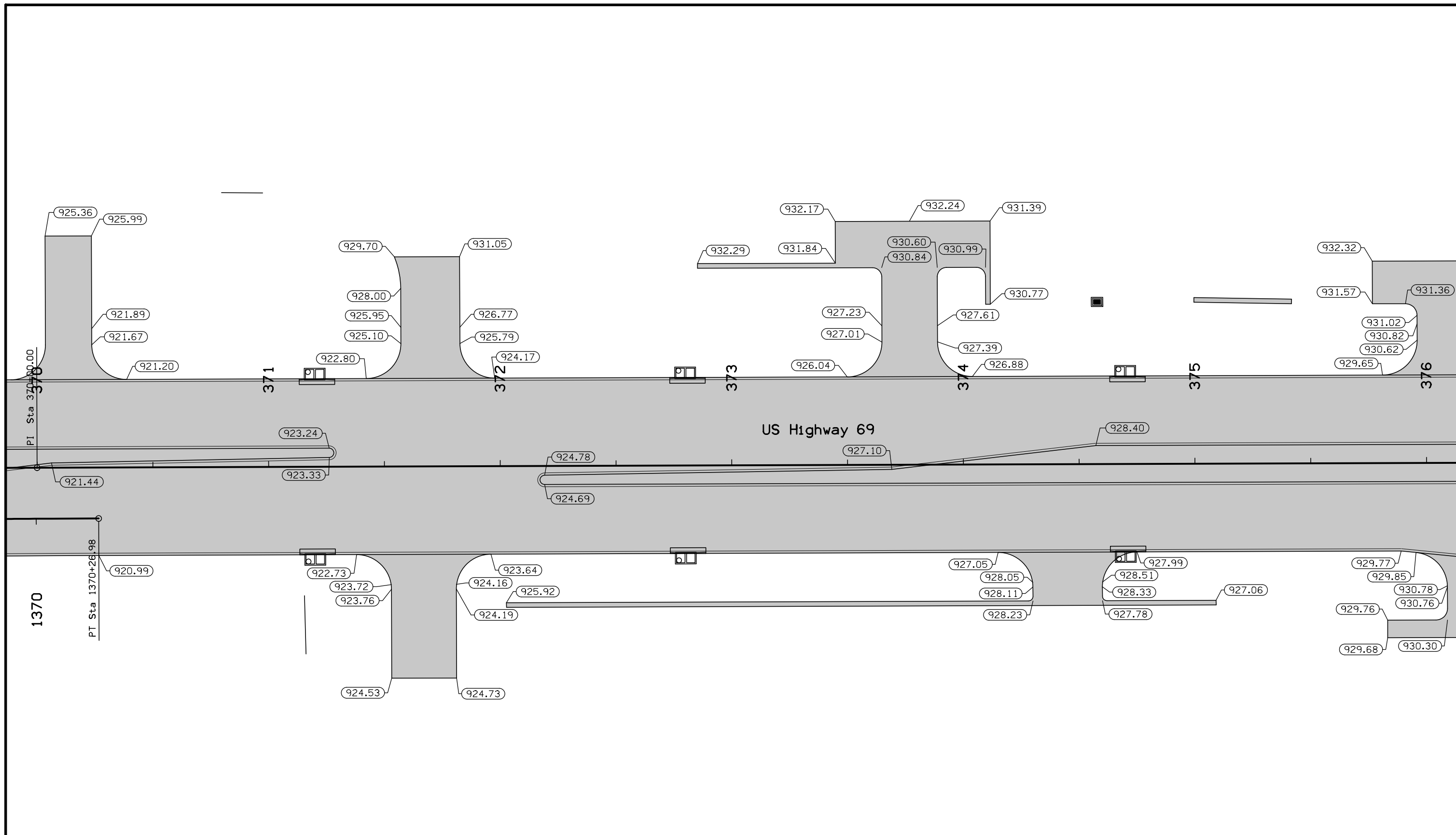
POINT	STATION	OFFSET
9079	371+37.86	38.00
9080	371+37.86	53.00
9081	371+52.86	53.00
9082	371+52.86	91.41
9083	371+80.86	91.41
9084	371+80.86	53.00
9085	371+95.86	53.00
9086	371+95.86	38.00

POINT	STATION	OFFSET
9120	374+14.86	38.00
9121	374+29.86	53.00
9122	374+29.86	57.00
9123	374+14.86	53.00
9124	374+27.86	57.00
9125	374+27.86	59.00
9126	372+02.47	59.00
9127	372+02.51	61.00
9128	375+09.02	61.00
9129	375+08.91	59.00
9130	374+61.86	59.00
9131	374+59.86	57.00
9132	374+61.86	57.00
9133	374+74.86	53.00
9134	374+59.86	53.00
9135	374+74.86	38.00

POINT	STATION	OFFSET
9159	375+95.34	38.64
9160	376+08.85	53.57
9161	375+93.85	53.57
9162	376+08.85	62.82
9163	376+03.85	62.82
9164	376+03.84	67.82
9165	375+82.98	67.80
9166	375+82.98	75.43

NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

Geometric Details
 Intersection of
 US Highway 69 and NE 50th Place

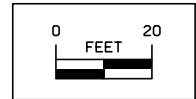
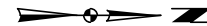


US Highway 69

1370

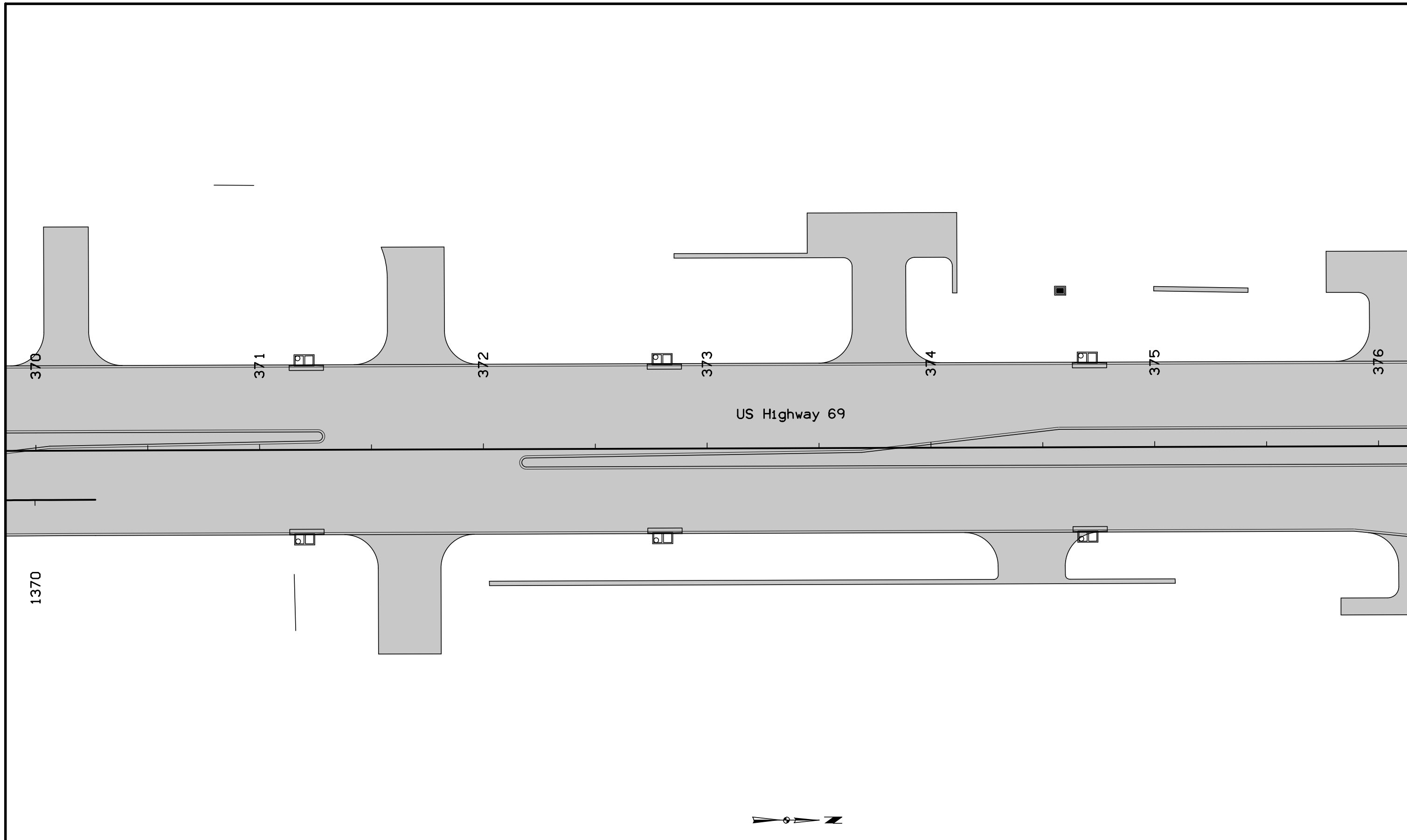
PI Sta 370+00.00

PT Sta 1370+26.98

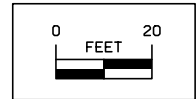
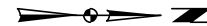


Staking Details
Intersection of
US Highway 69 and NE 50th Place

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.14
2:23:32 PM	8/4/2017	arauk	pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\7706901199\Design\SHT_7706965_L14.dgn					



NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All transverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



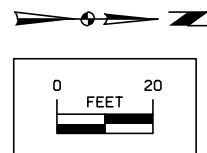
Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.15
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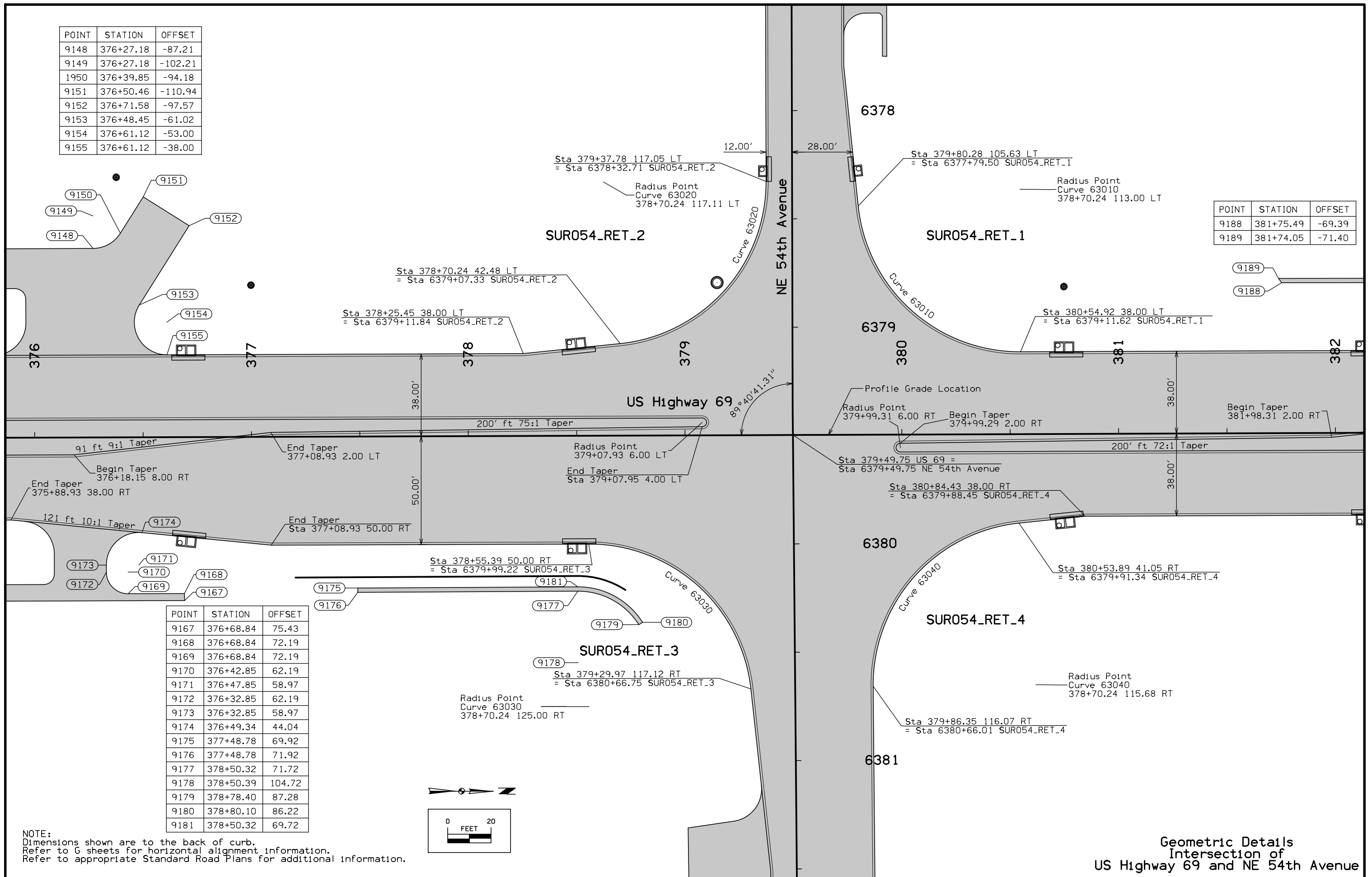
POINT	STATION	OFFSET
9148	376+27.18	-87.21
9149	376+27.18	-102.21
1950	376+39.85	-94.18
9151	376+50.46	-110.94
9152	376+71.58	-97.57
9153	376+48.45	-61.02
9154	376+61.12	-53.00
9155	376+61.12	-38.00

POINT	STATION	OFFSET
9188	381+75.49	-69.39
9189	381+74.05	-71.40

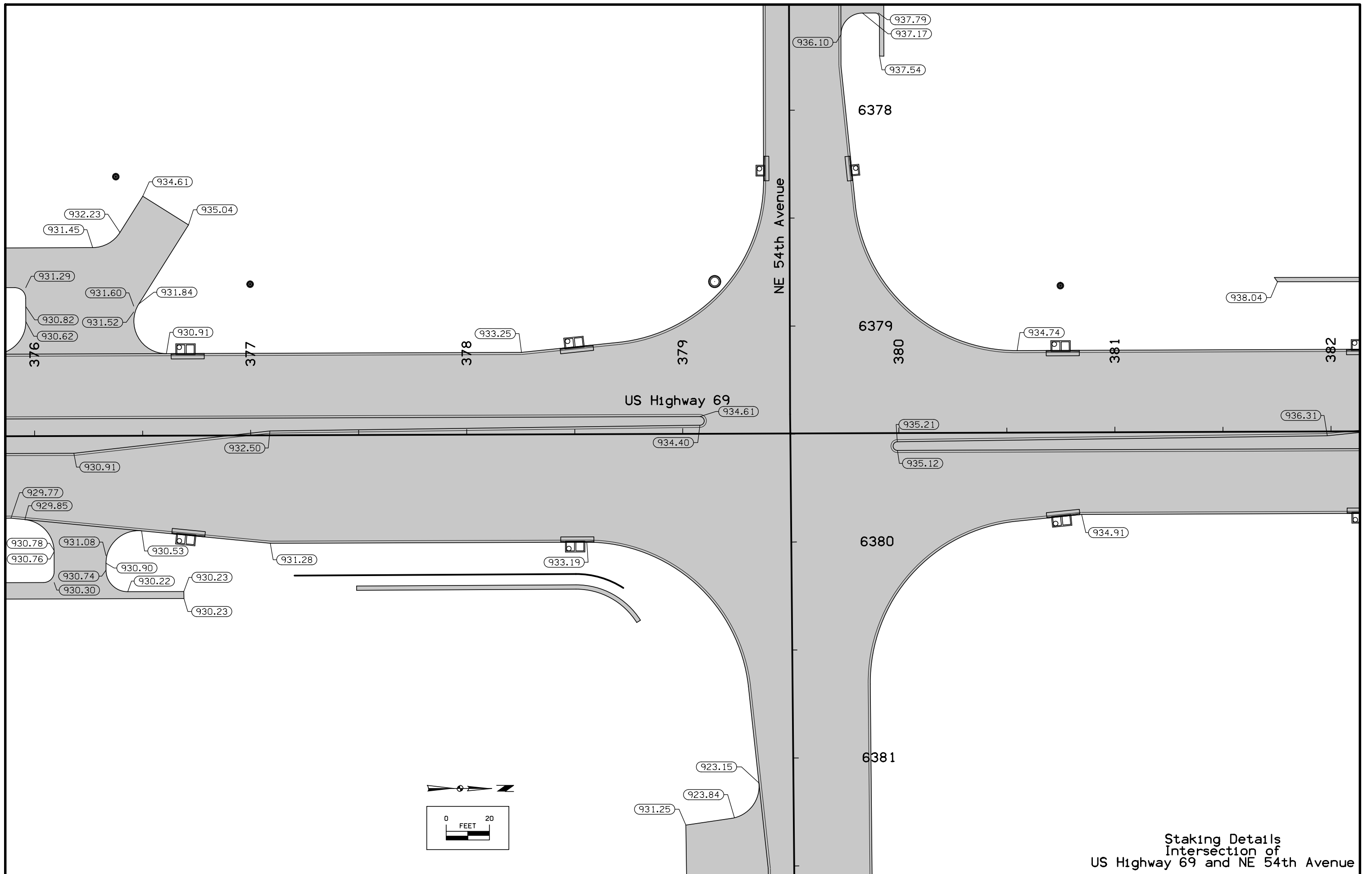
POINT	STATION	OFFSET
9167	376+68.84	75.43
9168	376+68.84	72.19
9169	376+68.84	72.19
9170	376+42.85	62.19
9171	376+47.85	58.97
9172	376+32.85	62.19
9173	376+32.85	58.97
9174	376+49.34	44.04
9175	377+48.78	69.92
9176	377+48.78	71.92
9177	378+50.32	71.72
9178	378+50.39	104.72
9179	378+78.40	87.28
9180	378+80.10	86.22
9181	378+50.32	69.72



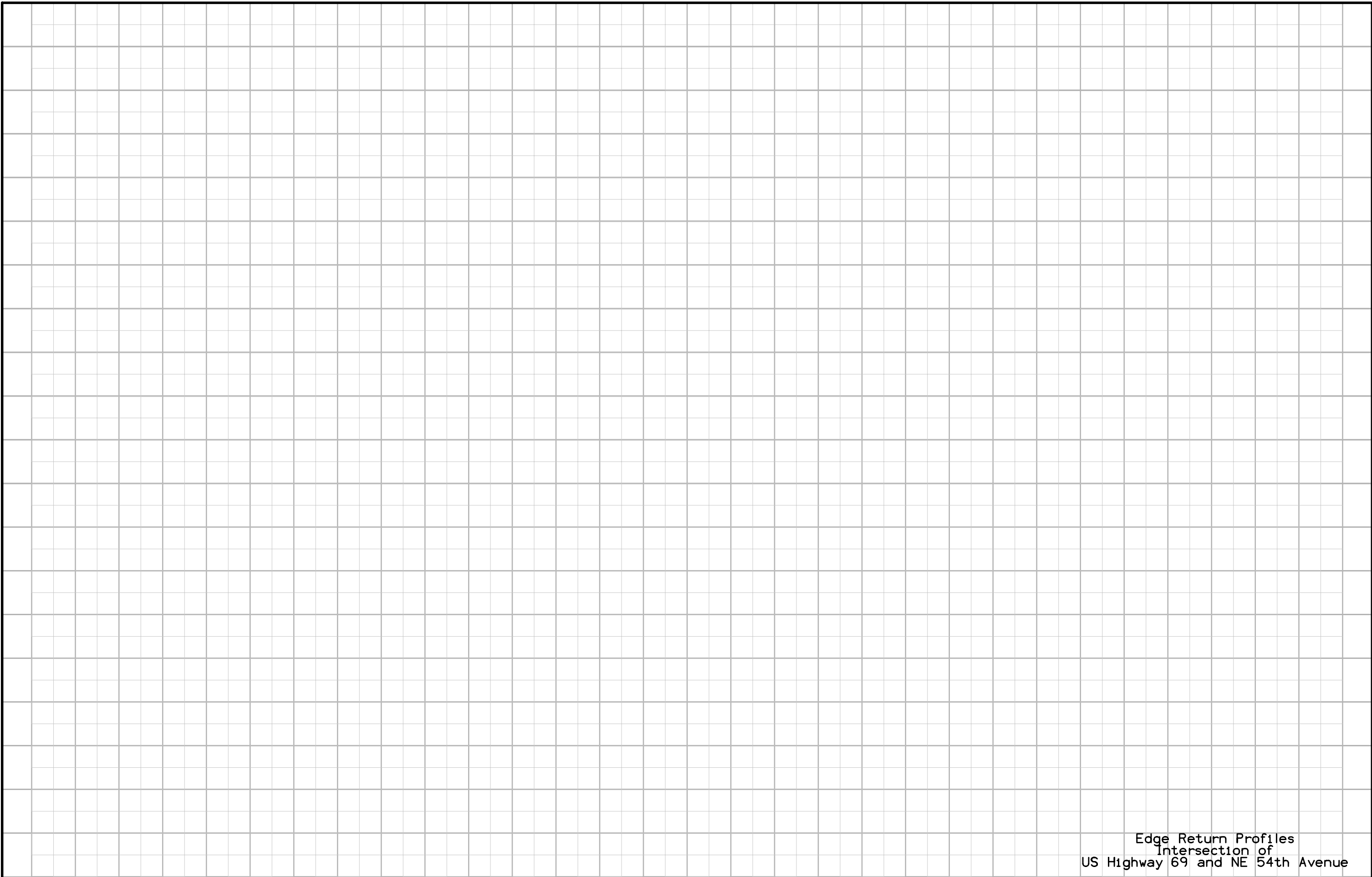
NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.



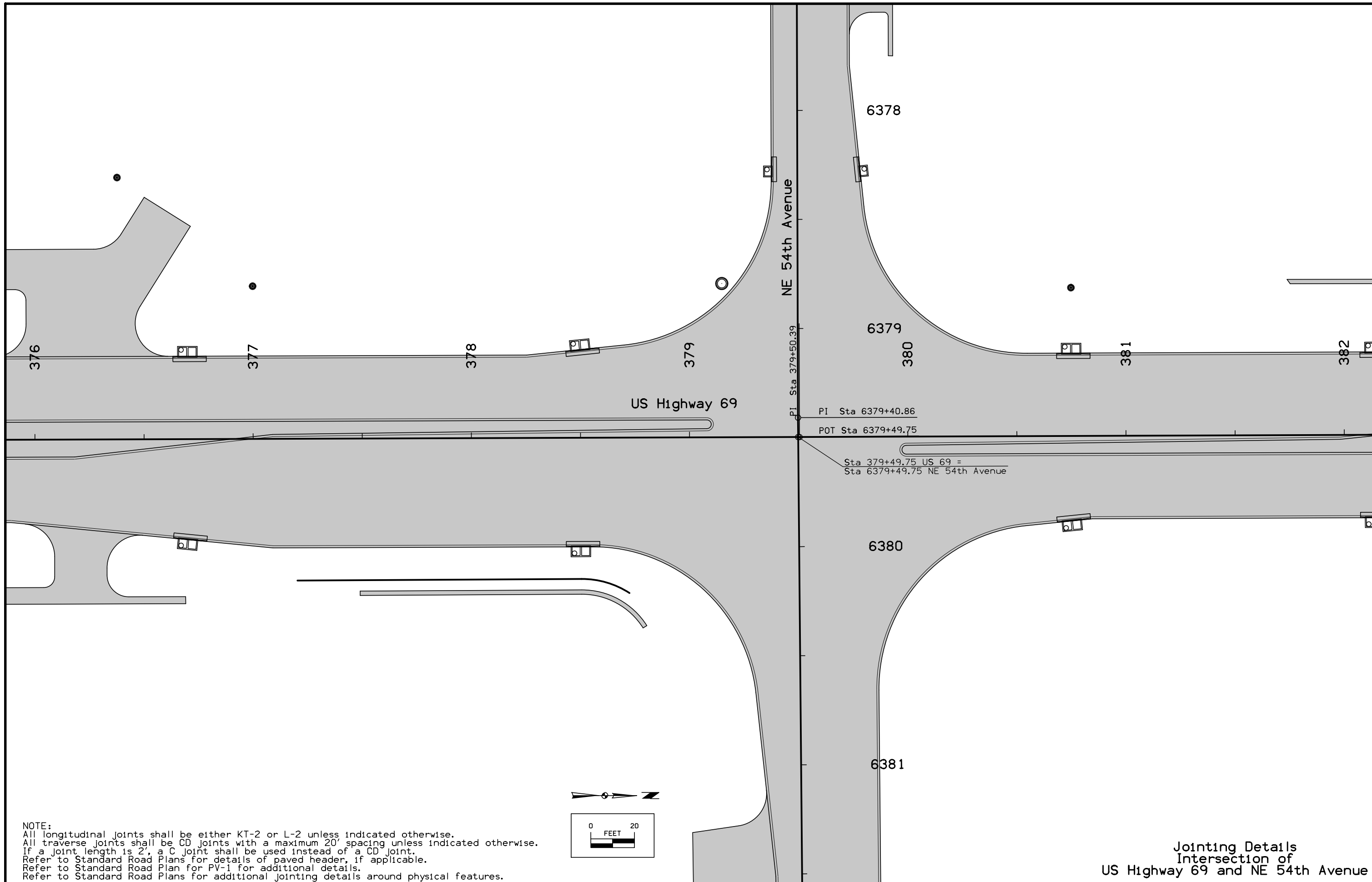
Geometric Details
Intersection of
US Highway 69 and NE 54th Avenue



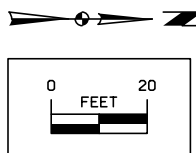
Staking Details
 Intersection of
 US Highway 69 and NE 54th Avenue



Edge Return Profiles
Intersection of
US Highway 69 and NE 54th Avenue



NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



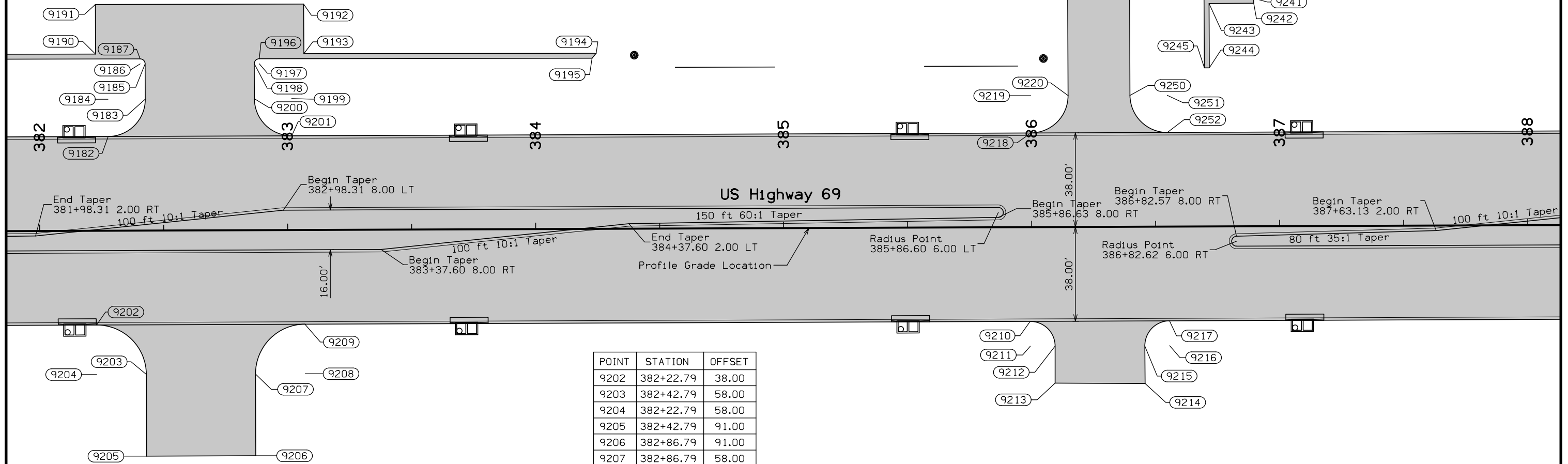
Jointing Details
 Intersection of
 US Highway 69 and NE 54th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.19
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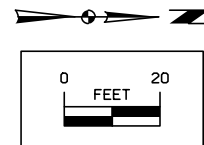
POINT	STATION	OFFSET
9182	382+27.79	-38.00
9183	382+42.79	-53.00
9184	382+27.79	-53.00
9185	382+42.79	-67.24
9186	382+40.79	-67.24
9187	382+40.79	-69.24
9190	382+22.79	-71.29
9191	382+22.79	-91.29
9192	383+06.79	-91.10
9193	383+06.79	-71.09
9194	384+24.67	-70.83
9195	384+22.99	-68.83
9196	382+88.79	-69.14
9197	382+88.79	-67.14
9198	382+86.79	-67.14
9199	383+01.79	-53.00
9200	382+86.79	-53.00
9201	383+01.79	-38.00

POINT	STATION	OFFSET
9218	385+99.86	-38.00
9219	385+99.86	-53.00
9220	386+14.86	-53.00
9221	386+14.86	-109.05
9222	385+99.86	-109.05
9223	385+99.86	-124.05
9224	385+94.58	-124.05
9225	385+94.60	-148.05
9226	385+99.86	-148.05
9227	385+99.86	-163.05
9228	386+14.86	-163.05
9229	386+14.86	-197.29
9230	386+73.85	-197.29
9231	386+73.87	-195.29
9232	386+44.86	-195.29
9233	386+44.86	-190.29
9234	386+39.86	-190.29
9235	386+39.86	-163.05

POINT	STATION	OFFSET
9236	386+54.86	-163.05
9237	386+51.11	-148.53
9238	386+84.86	-104.96
9239	386+84.86	-96.96
9240	386+89.86	-96.96
9241	386+89.87	-91.96
9242	386+89.87	-89.96
9243	386+71.86	-89.94
9244	386+71.86	-63.97
9245	386+69.86	-63.97
9246	386+69.86	-109.05
9247	386+54.86	-109.05
9248	386+39.86	-109.05
9249	386+39.86	-104.96
9250	386+39.86	-53.00
9251	386+54.86	-53.00
9252	386+54.86	-38.00

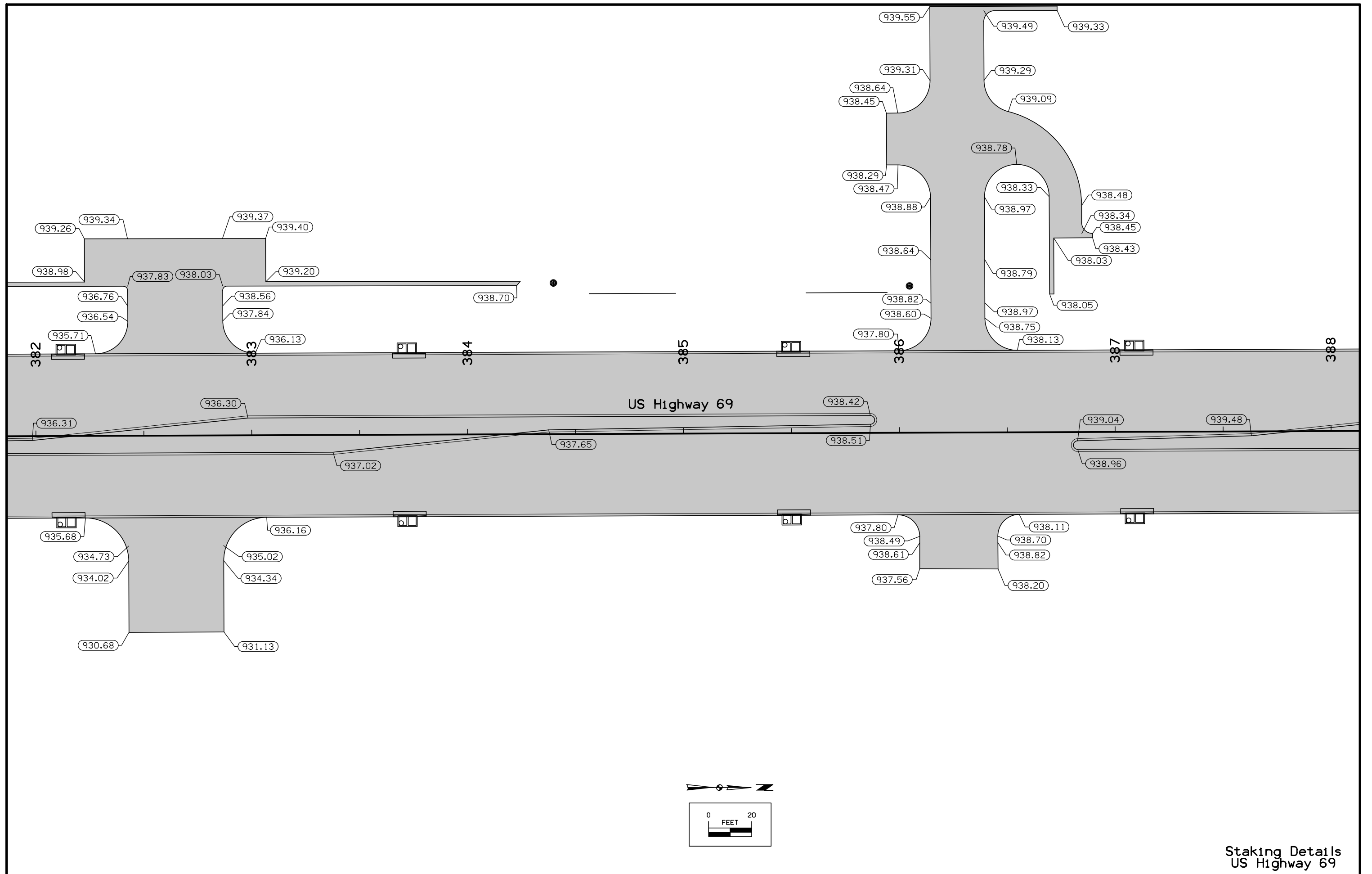


POINT	STATION	OFFSET
9202	382+22.79	38.00
9203	382+42.79	58.00
9204	382+22.79	58.00
9205	382+42.79	91.00
9206	382+86.79	91.00
9207	382+86.79	58.00
9208	383+06.79	58.00
9209	383+06.79	38.00
9210	385+99.28	38.00
9211	385+99.28	48.00
9212	386+09.28	48.00
9213	386+09.21	62.96
9214	386+45.53	63.24
9215	386+45.45	48.00
9216	386+55.45	48.00
9217	386+55.45	38.00



NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

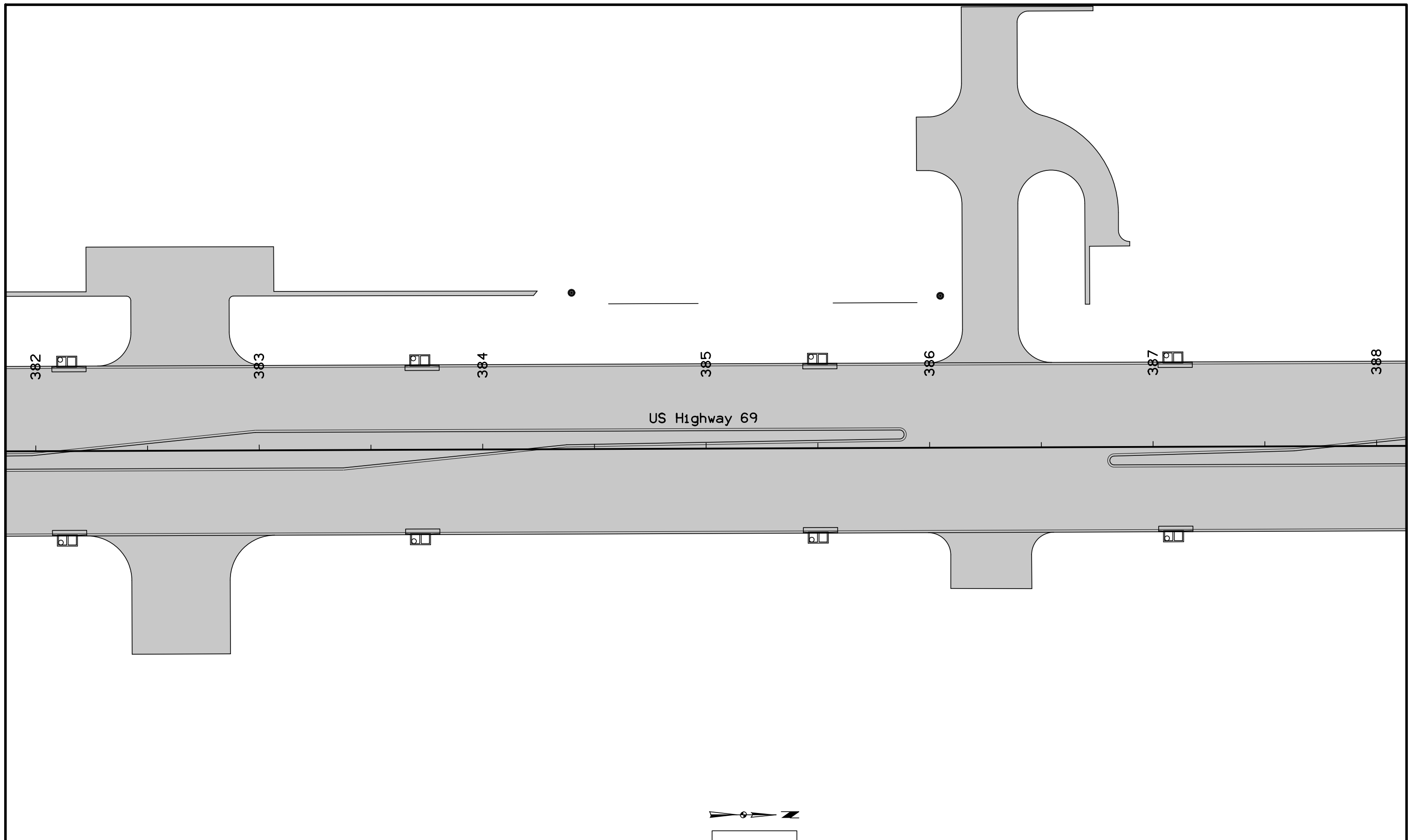
Geometric Details
 US Highway 69



Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.21
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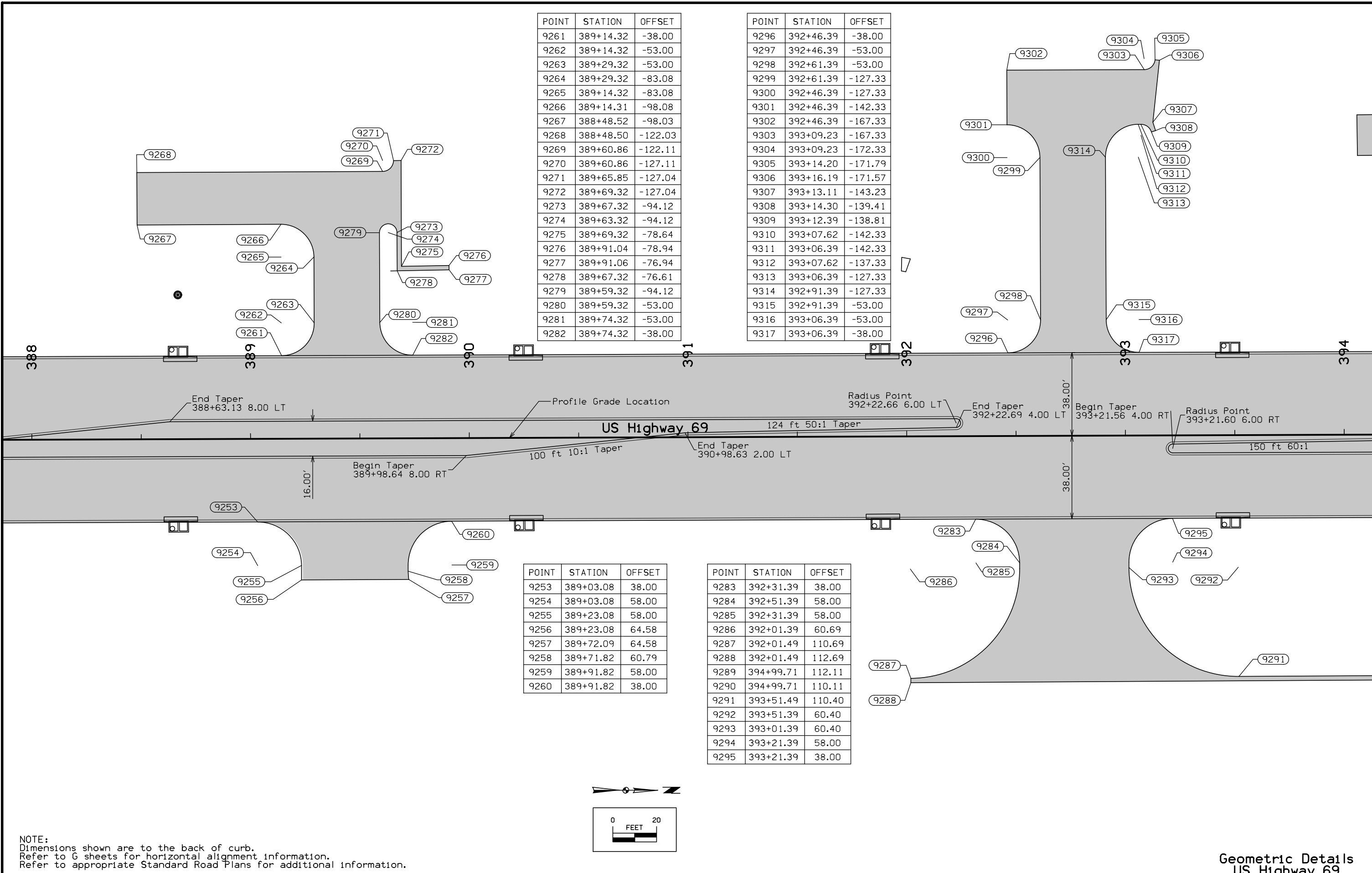
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.22
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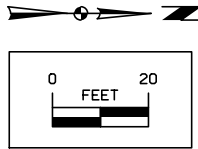
POINT	STATION	OFFSET
9261	389+14.32	-38.00
9262	389+14.32	-53.00
9263	389+29.32	-53.00
9264	389+29.32	-83.08
9265	389+14.32	-83.08
9266	389+14.31	-98.08
9267	388+48.52	-98.03
9268	388+48.50	-122.03
9269	389+60.86	-122.11
9270	389+60.86	-127.11
9271	389+65.85	-127.04
9272	389+69.32	-127.04
9273	389+67.32	-94.12
9274	389+63.32	-94.12
9275	389+69.32	-78.64
9276	389+91.04	-78.94
9277	389+91.06	-76.94
9278	389+67.32	-76.61
9279	389+59.32	-94.12
9280	389+59.32	-53.00
9281	389+74.32	-53.00
9282	389+74.32	-38.00

POINT	STATION	OFFSET
9296	392+46.39	-38.00
9297	392+46.39	-53.00
9298	392+61.39	-53.00
9299	392+61.39	-127.33
9300	392+46.39	-127.33
9301	392+46.39	-142.33
9302	392+46.39	-167.33
9303	393+09.23	-167.33
9304	393+09.23	-172.33
9305	393+14.20	-171.79
9306	393+16.19	-171.57
9307	393+13.11	-143.23
9308	393+14.30	-139.41
9309	393+12.39	-138.81
9310	393+07.62	-142.33
9311	393+06.39	-142.33
9312	393+07.62	-137.33
9313	393+06.39	-127.33
9314	392+91.39	-127.33
9315	392+91.39	-53.00
9316	393+06.39	-53.00
9317	393+06.39	-38.00



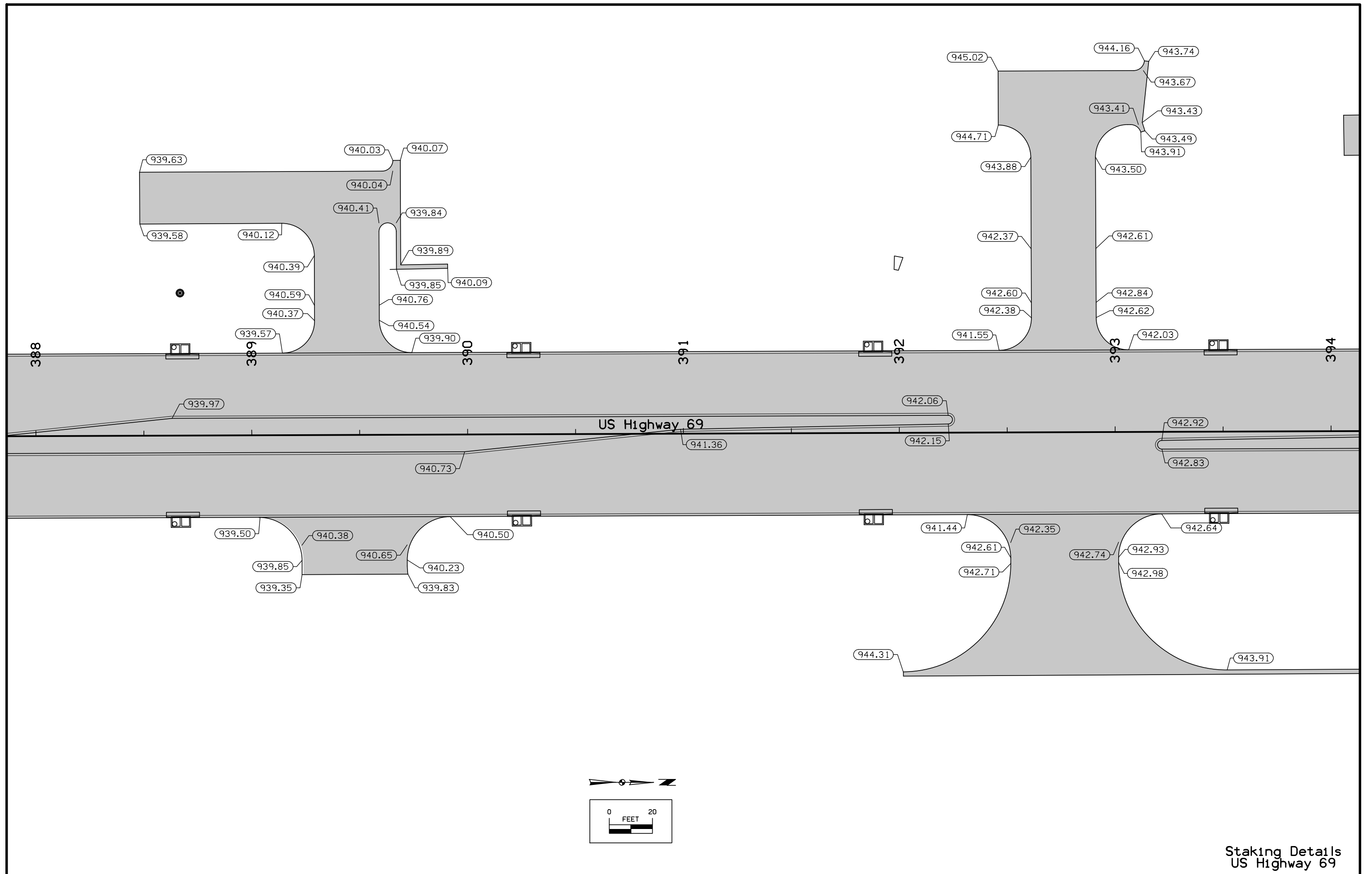
POINT	STATION	OFFSET
9253	389+03.08	38.00
9254	389+03.08	58.00
9255	389+23.08	58.00
9256	389+23.08	64.58
9257	389+72.09	64.58
9258	389+71.82	60.79
9259	389+91.82	58.00
9260	389+91.82	38.00

POINT	STATION	OFFSET
9283	392+31.39	38.00
9284	392+51.39	58.00
9285	392+31.39	58.00
9286	392+01.39	60.69
9287	392+01.49	110.69
9288	392+01.49	112.69
9289	394+99.71	112.11
9290	394+99.71	110.11
9291	393+51.49	110.40
9292	393+51.39	60.40
9293	393+01.39	60.40
9294	393+21.39	58.00
9295	393+21.39	38.00



NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

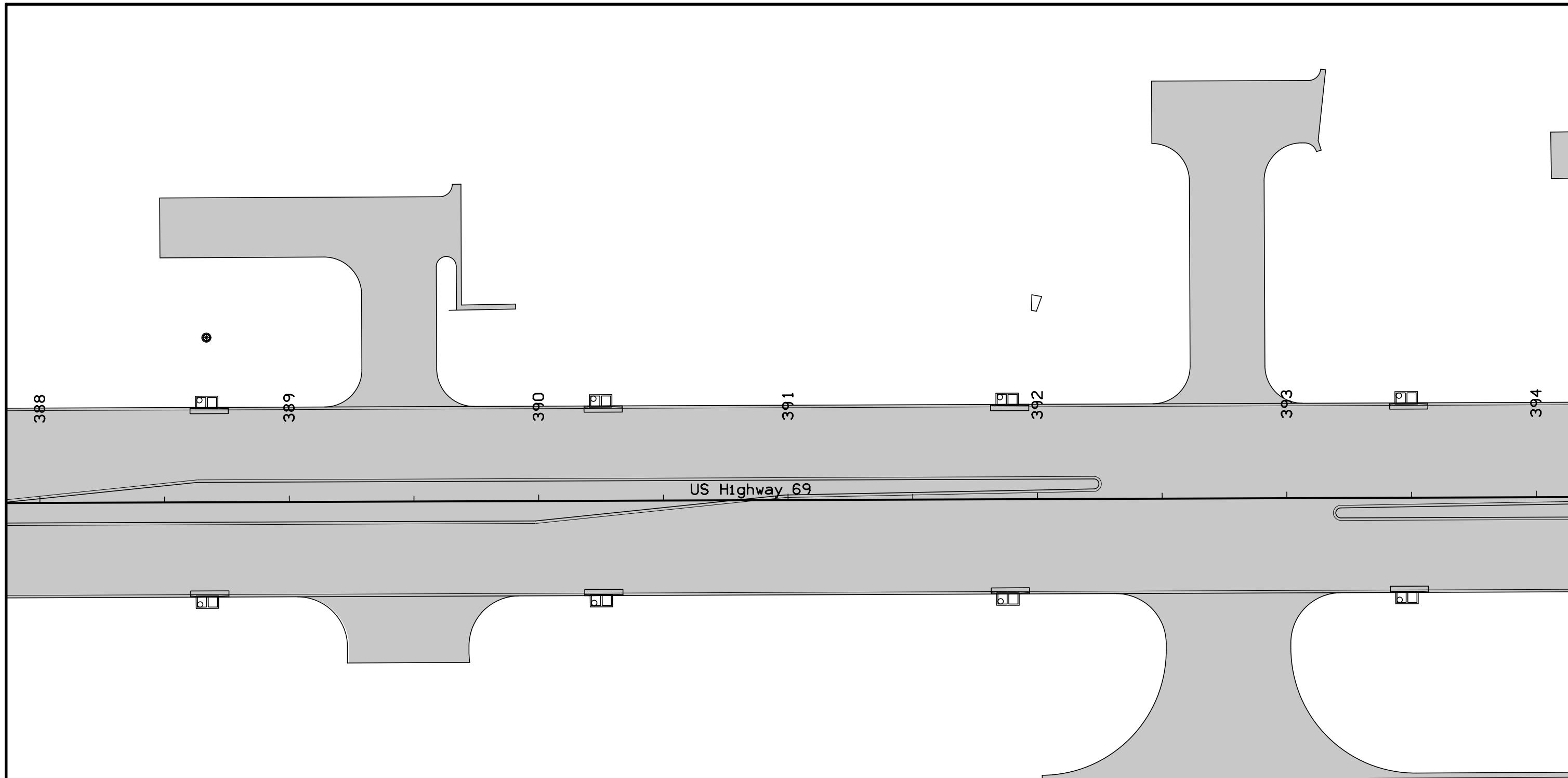
Geometric Details
 US Highway 69



Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.24
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US Highway 69

388

389

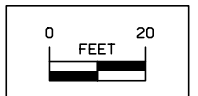
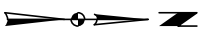
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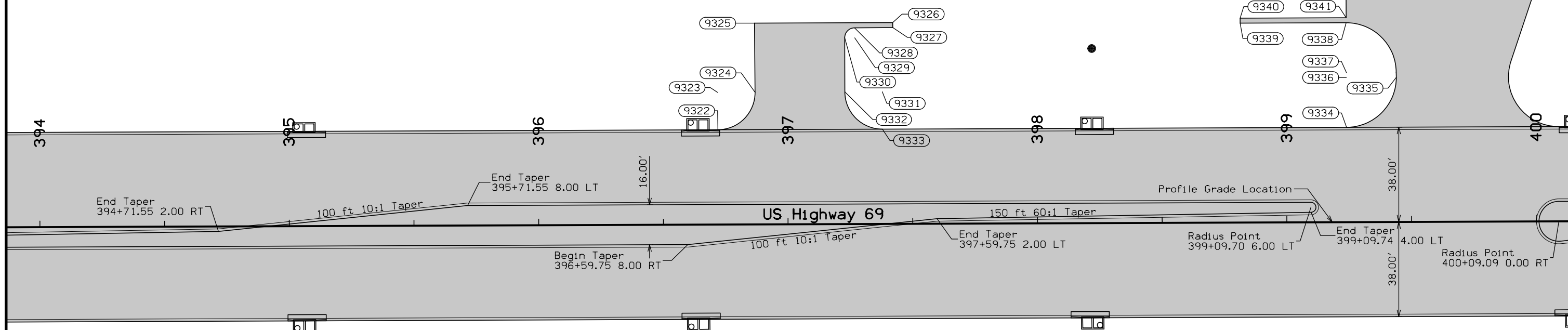
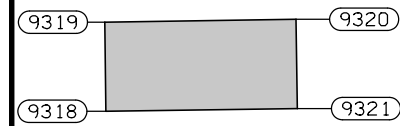
NOTE:
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Jointing Details
 US Highway 69

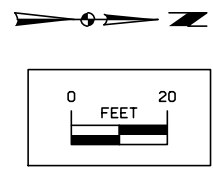
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.25
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POINT	STATION	OFFSET
9318	394+06.56	-127.67
9319	394+06.37	-146.27
9320	394+46.24	-146.72
9321	394+46.44	-128.09
9322	396+71.98	-38.00
9323	396+71.98	-53.00
9324	396+86.98	-53.00
9325	396+86.82	-80.69
9326	397+42.27	-80.69
9327	397+42.27	-78.69
9328	397+26.98	-78.69
9329	397+26.98	-74.69
9330	397+22.98	-74.69
9331	397+37.98	-53.00
9332	397+22.98	-53.00
9333	397+37.98	-38.00

POINT	STATION	OFFSET
9334	399+24.09	-38.00
9335	399+44.09	-58.00
9336	399+24.09	-58.00
9337	399+24.09	-59.94
9338	399+24.09	-79.94
9339	398+81.56	-79.94
9340	398+81.56	-81.94
9341	399+24.09	-81.94
9342	399+24.09	-145.24
9343	399+53.86	-145.37
9344	399+53.73	-176.60
9345	399+55.73	-176.61
9346	399+63.83	-123.94
9347	399+55.99	-114.14
9348	399+65.99	-114.18
9349	399+68.14	-104.41
9350	399+82.78	-117.53

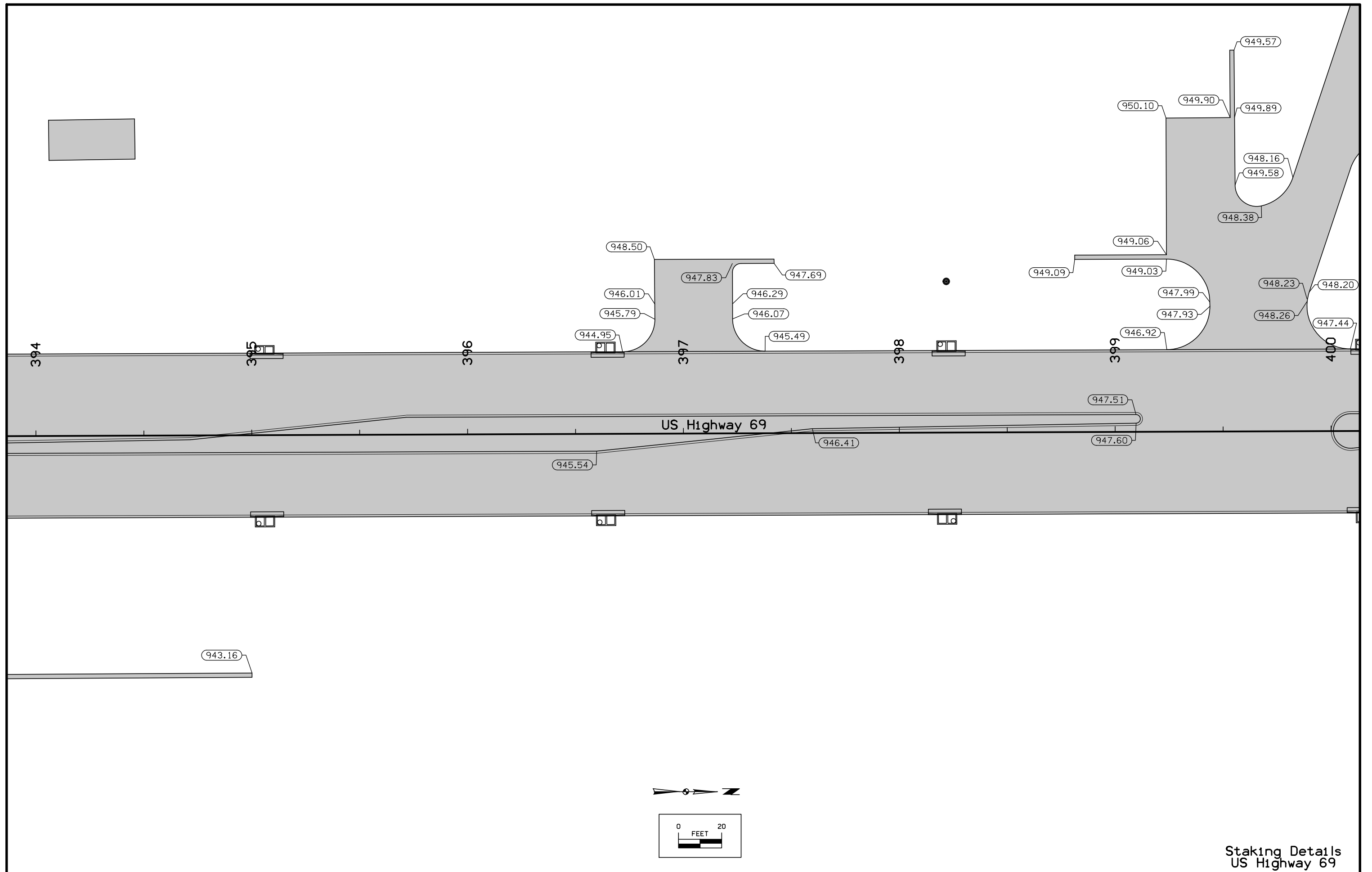


POINT	STATION	OFFSET
9289	394+99.71	112.11
9290	394+99.71	110.11

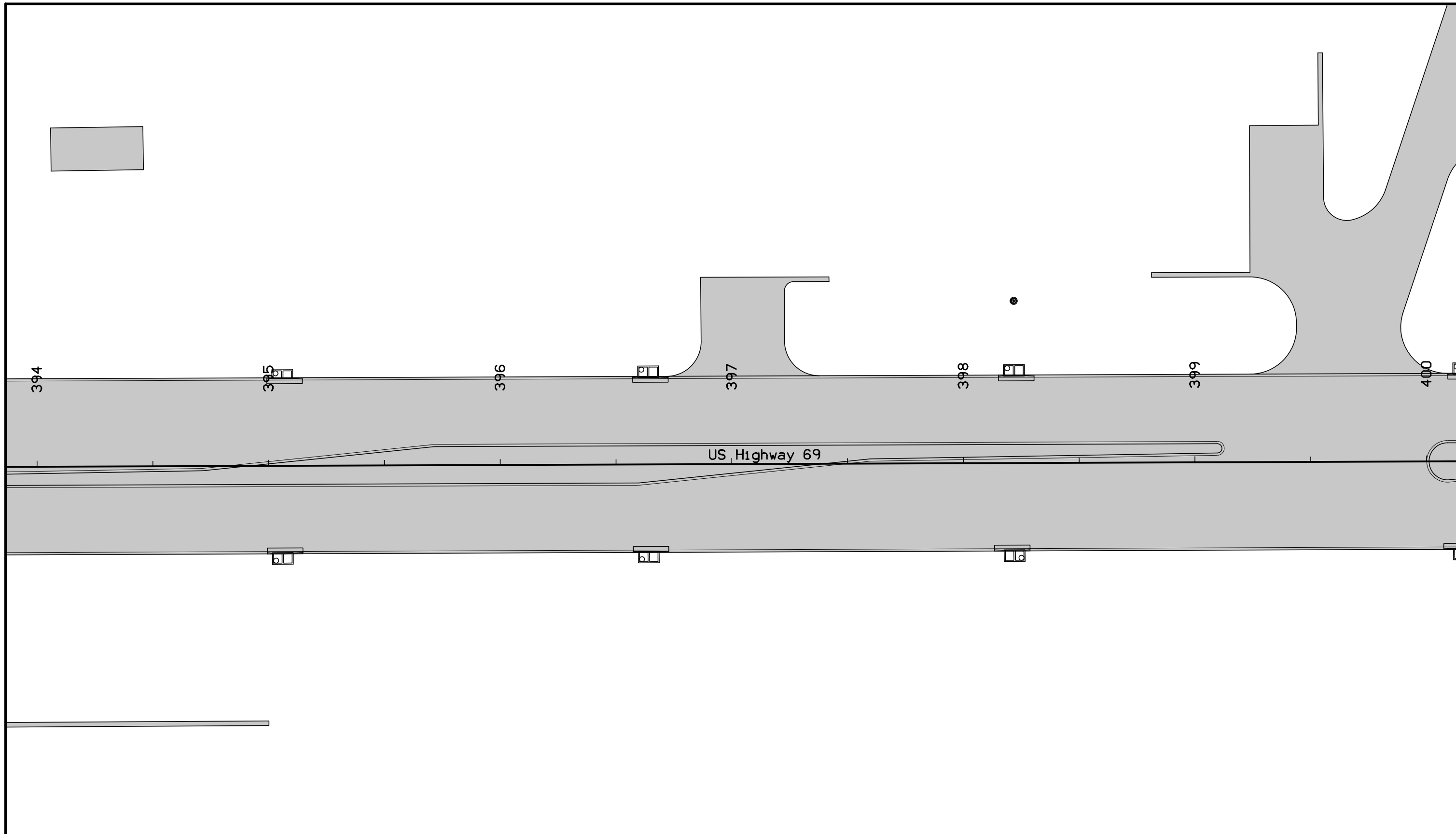


NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

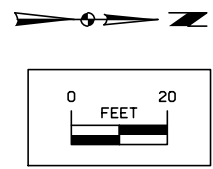
Geometric Details
 US Highway 69



Staking Details
US Highway 69



NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

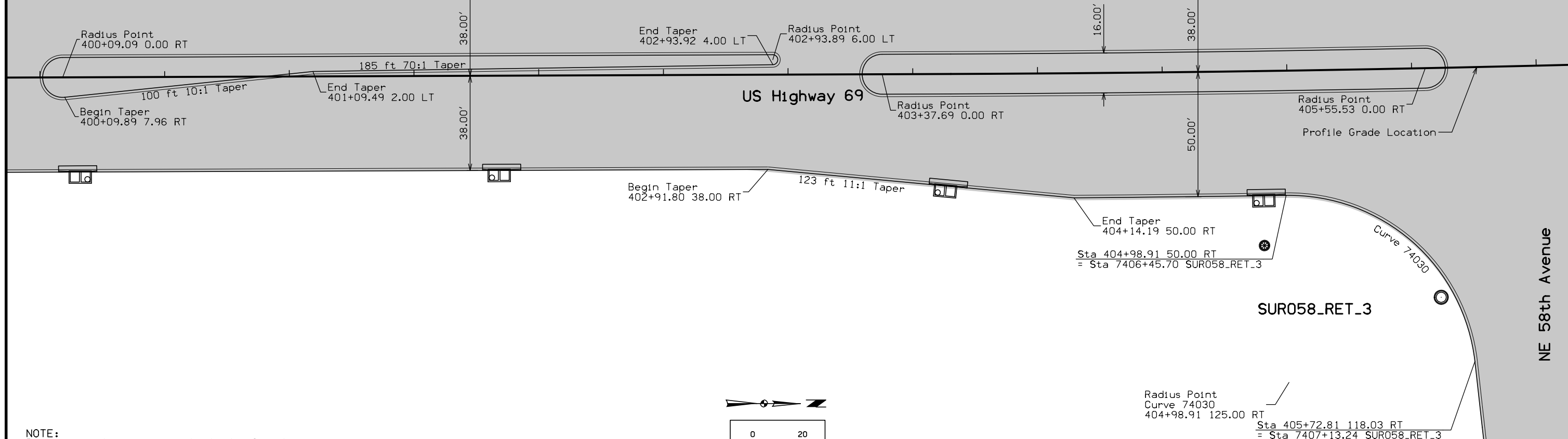
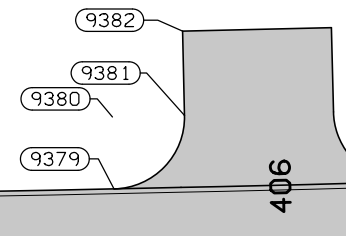
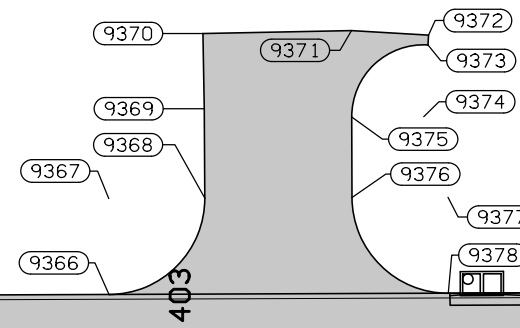
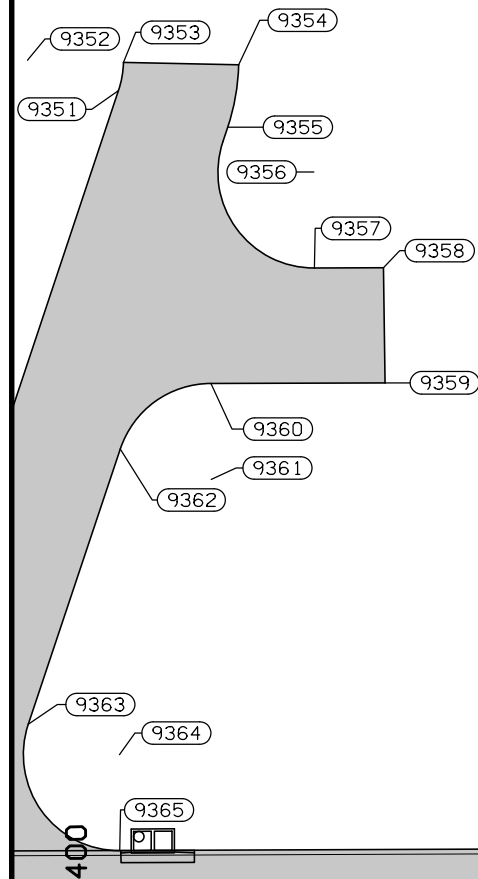


Jointing Details
 US Highway 69

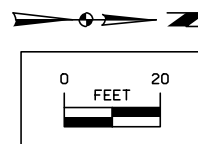
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.28
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POINT	STATION	OFFSET
9351	400+09.44	-196.35
9352	399+90.49	-202.76
9353	400+10.49	-202.26
9354	400+34.48	-201.67
9355	400+32.17	-188.66
9356	400+50.10	-179.25
9357	400+50.10	-159.25
9358	400+64.50	-159.25
9359	400+64.73	-135.27
9360	400+28.46	-135.27
9361	400+28.46	-115.27
9362	400+09.52	-121.68
9363	399+90.14	-64.41
9364	400+09.09	-58.00
9365	400+09.09	-38.00

POINT	STATION	OFFSET
9366	402+85.29	-38.00
9367	402+85.29	-58.00
9368	403+05.29	-58.00
9369	403+05.29	-76.65
9370	403+05.03	-92.30
9371	403+36.00	-92.81
9372	403+52.07	-91.80
9373	403+51.94	-89.75
9374	403+51.00	-74.78
9375	403+36.00	-74.78
9376	403+36.00	-58.00
9377	403+56.00	-58.00
9378	403+56.00	-38.00
9379	405+65.23	-38.00
9380	405+65.23	-53.00
9381	405+80.30	-53.01
9382	405+80.30	-70.57

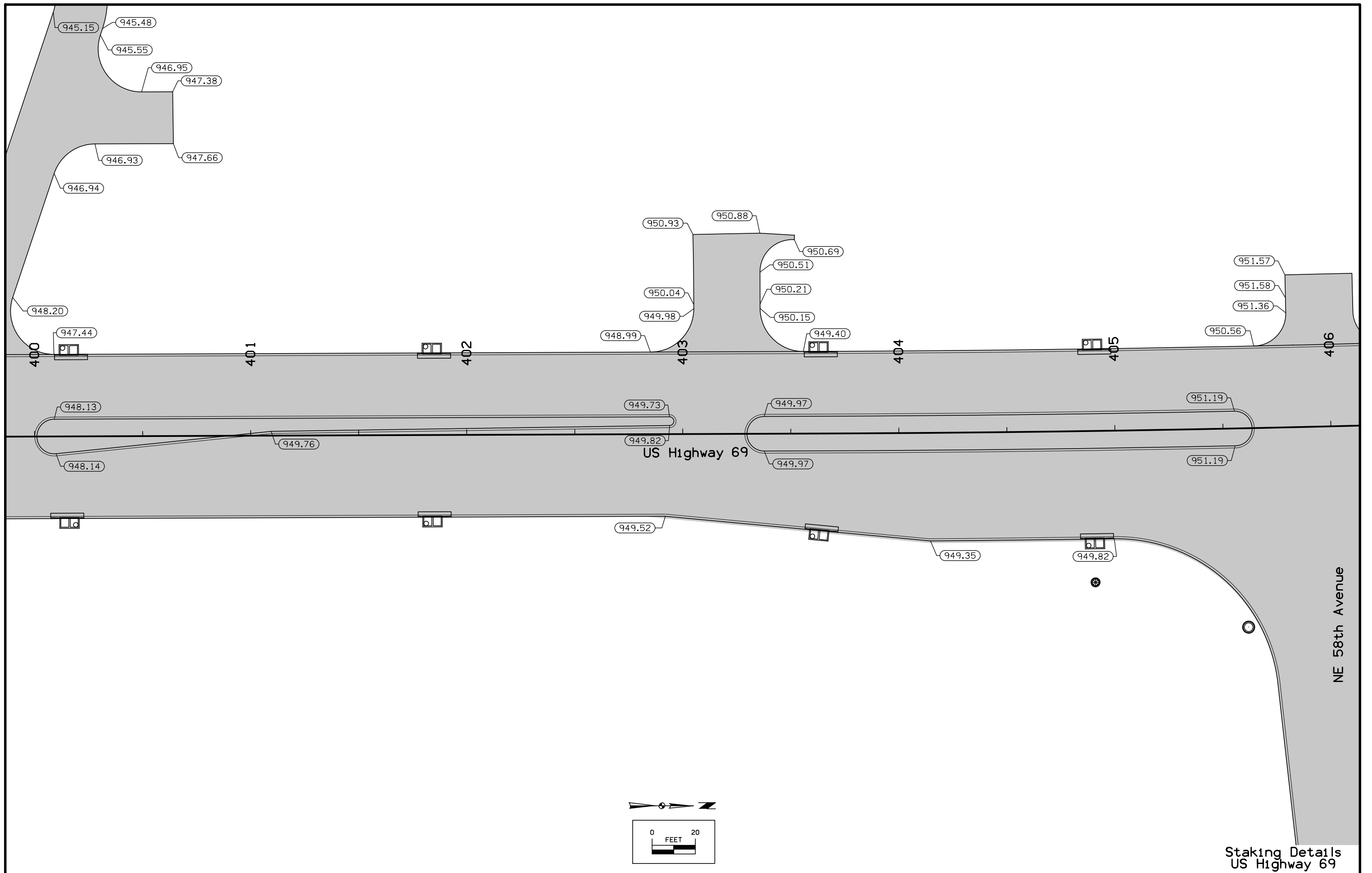


NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.



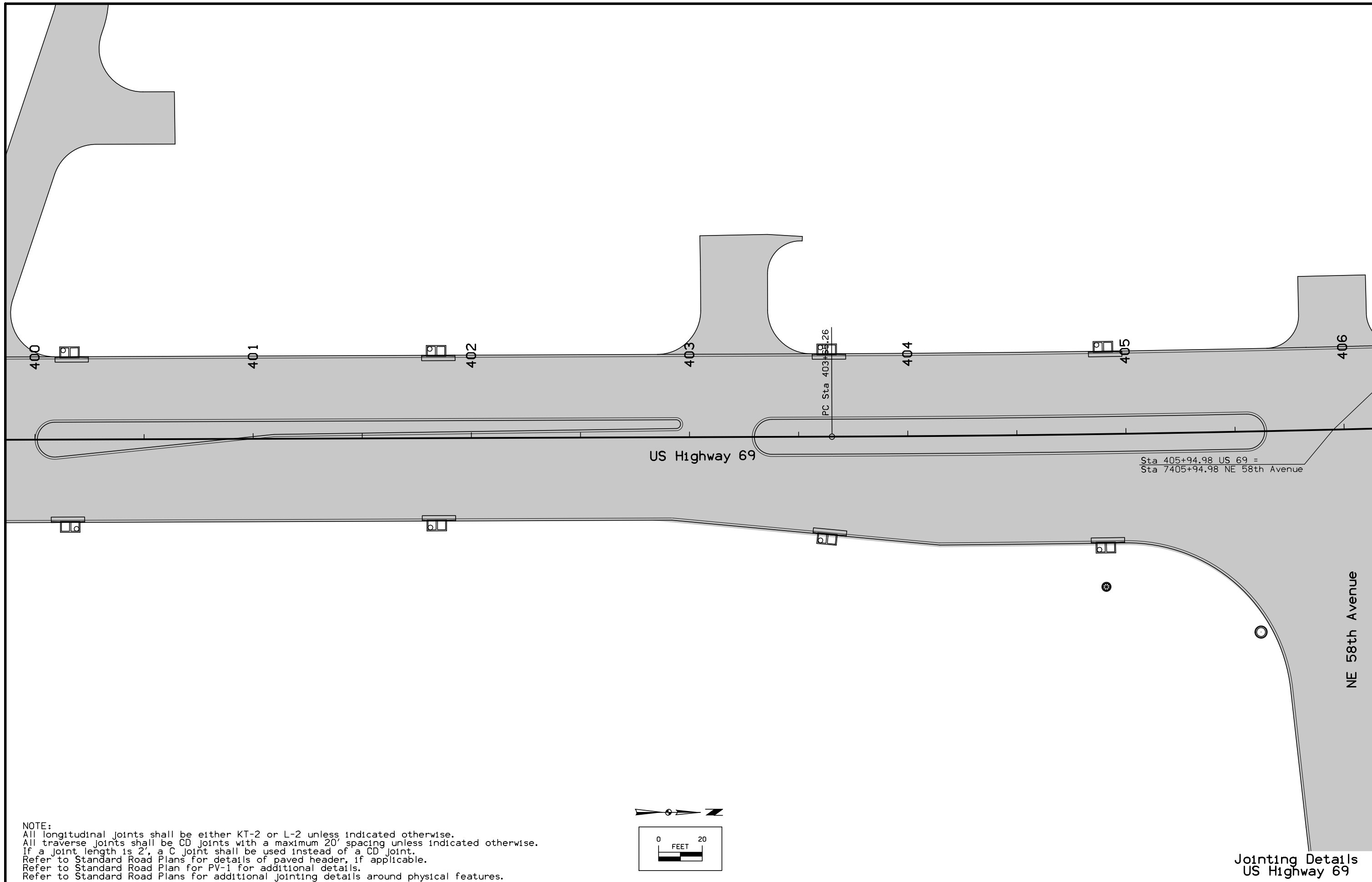
Radius Point
 Curve 74030
 404+98.91 125.00 RT
 Sta 405+72.81 118.03 RT
 = Sta 7407+13.24 SUR058_RET_3

Geometric Details
 US Highway 69



Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.30
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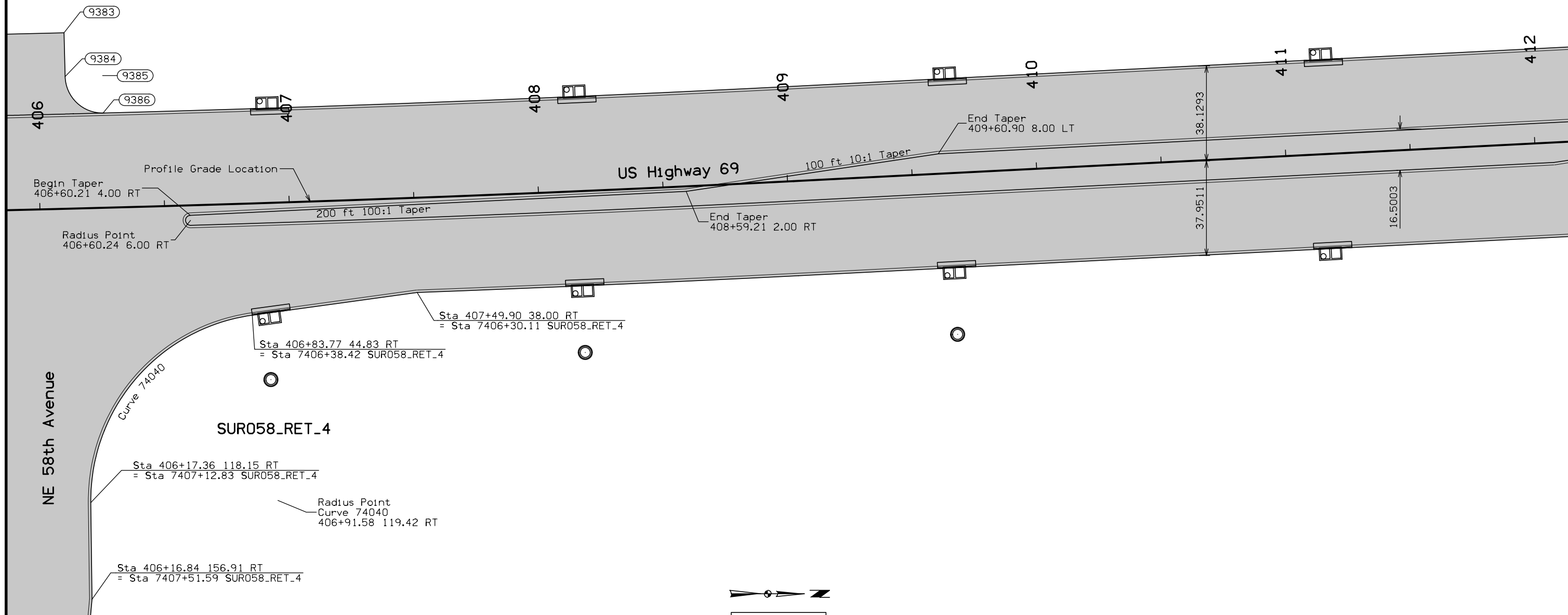


NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

Jointing Details
 US Highway 69

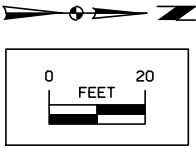
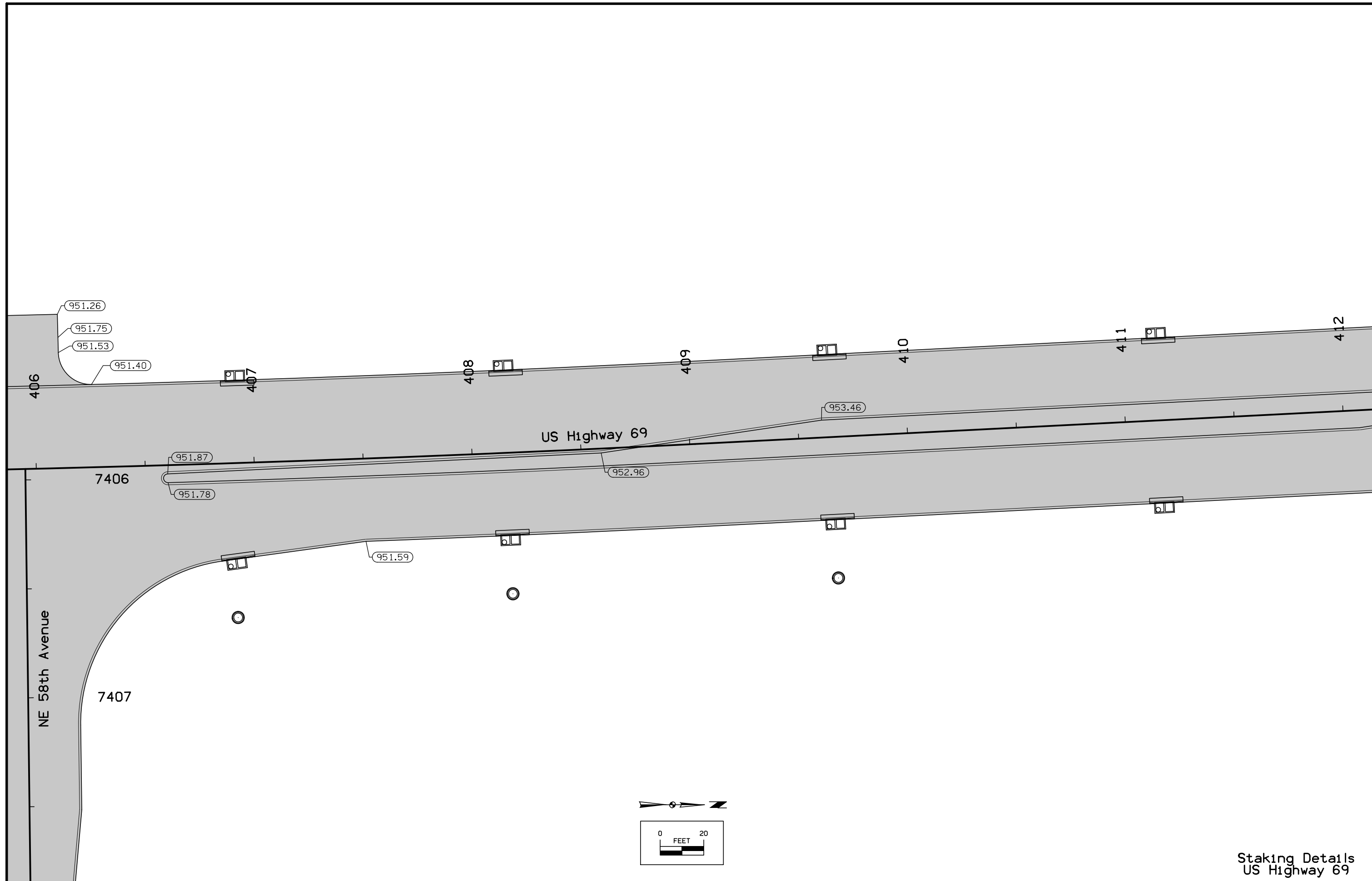
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.31
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POINT	STATION	OFFSET
9383	406+11.48	-70.57
9384	406+11.48	-53.01
9385	406+26.55	-53.00
9386	406+26.34	-38.00



NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

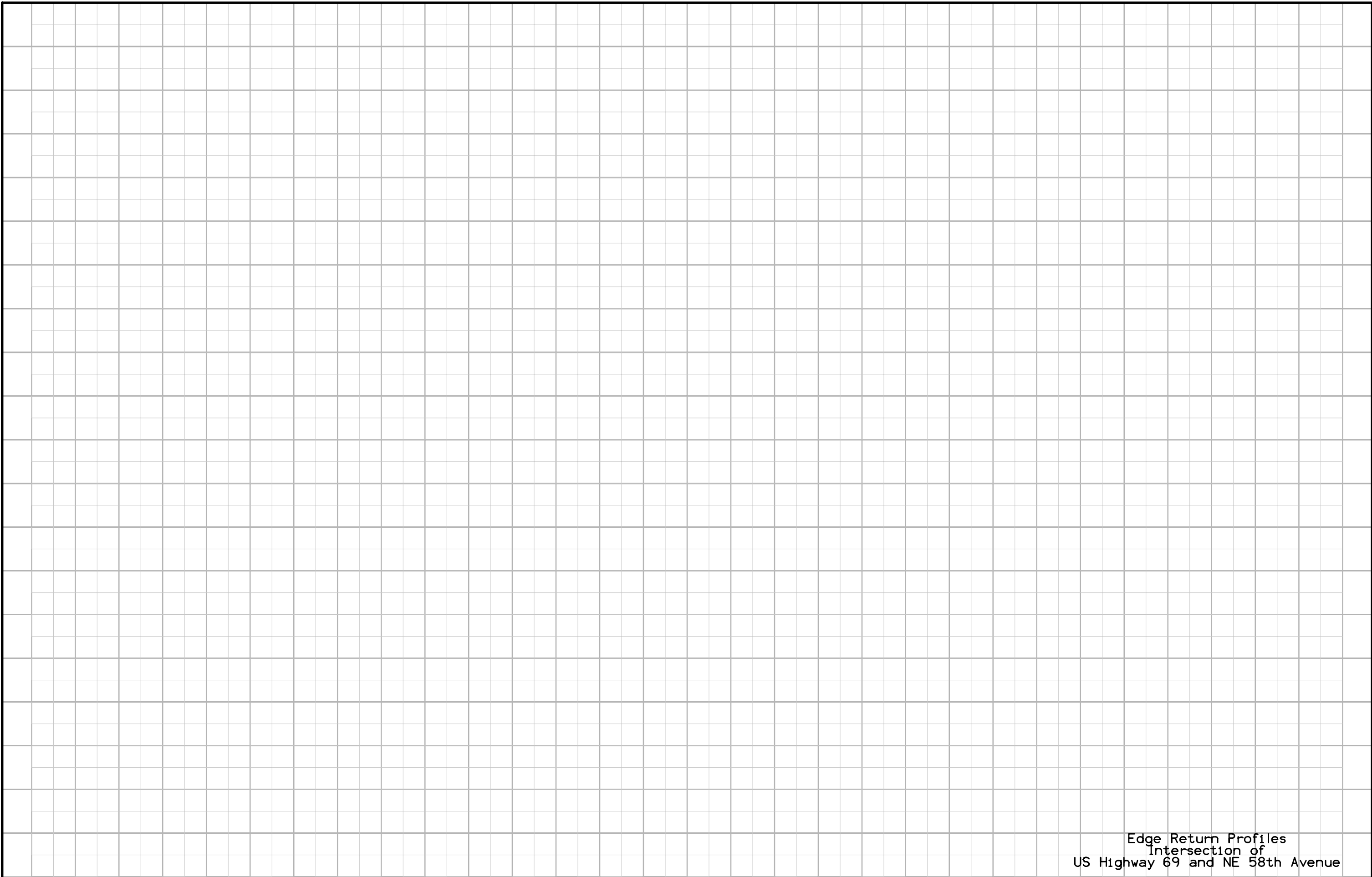
Geometric Details
US Highway 69



Staking Details
US Highway 69

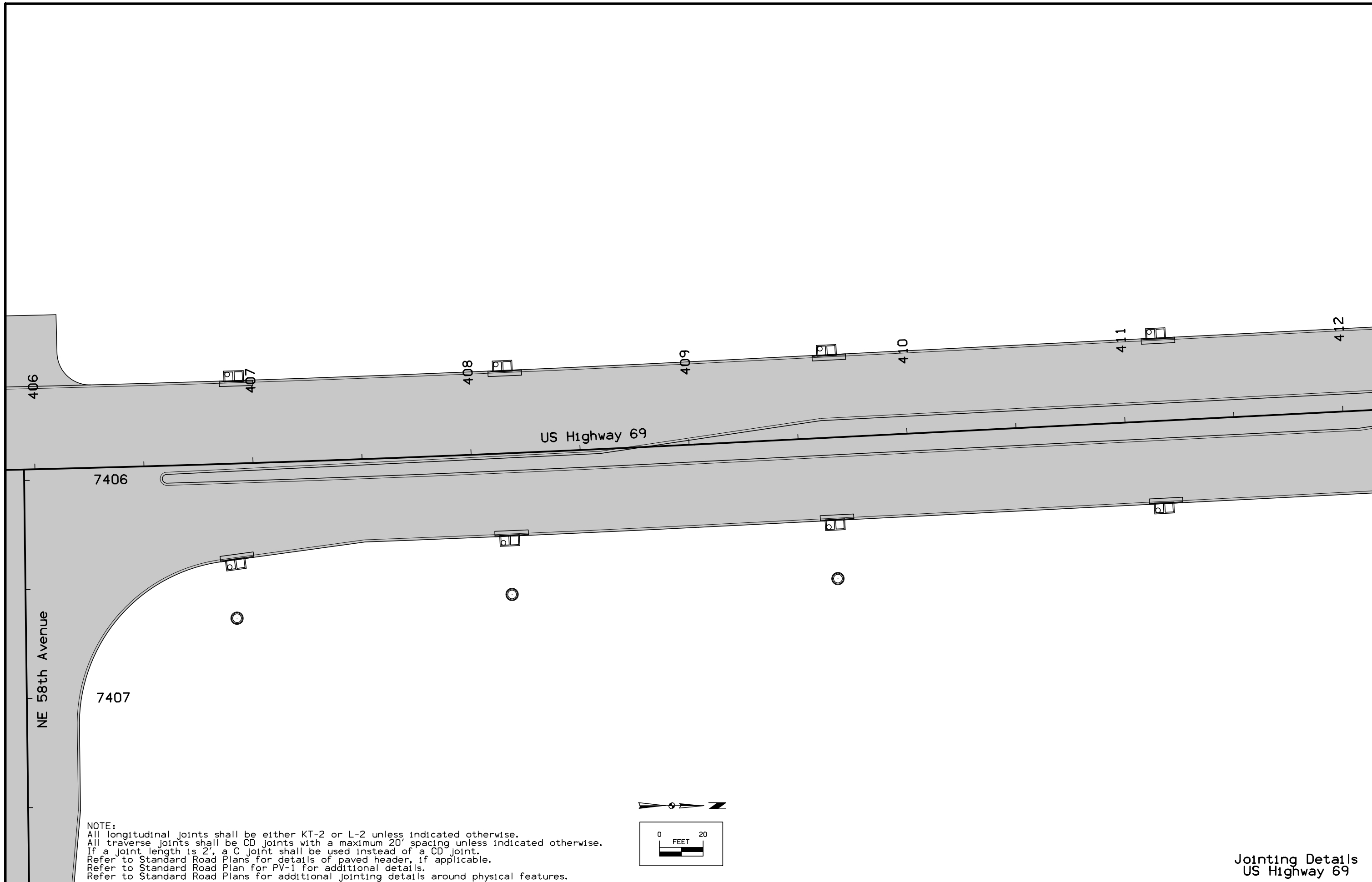
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.33
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2:29:36 PM 8/4/2017 arauk pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\7706901199\Design\SHT_7706965_L33.dgn

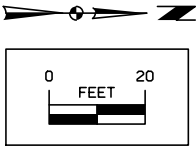


Edge Return Profiles
Intersection of
US Highway 69 and NE 58th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L34.
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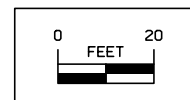
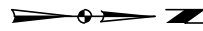
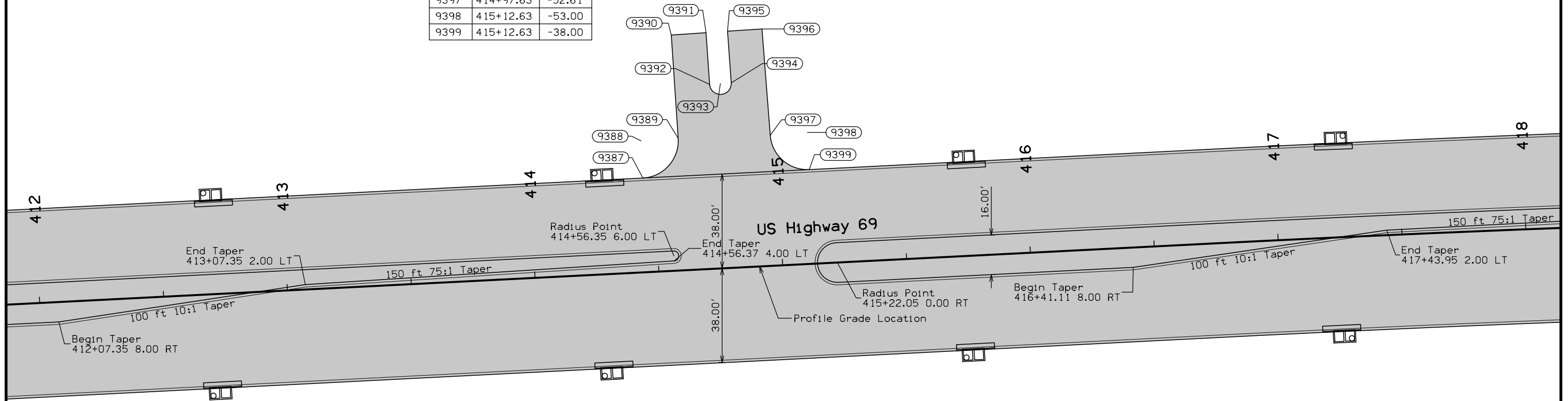
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
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 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 US Highway 69

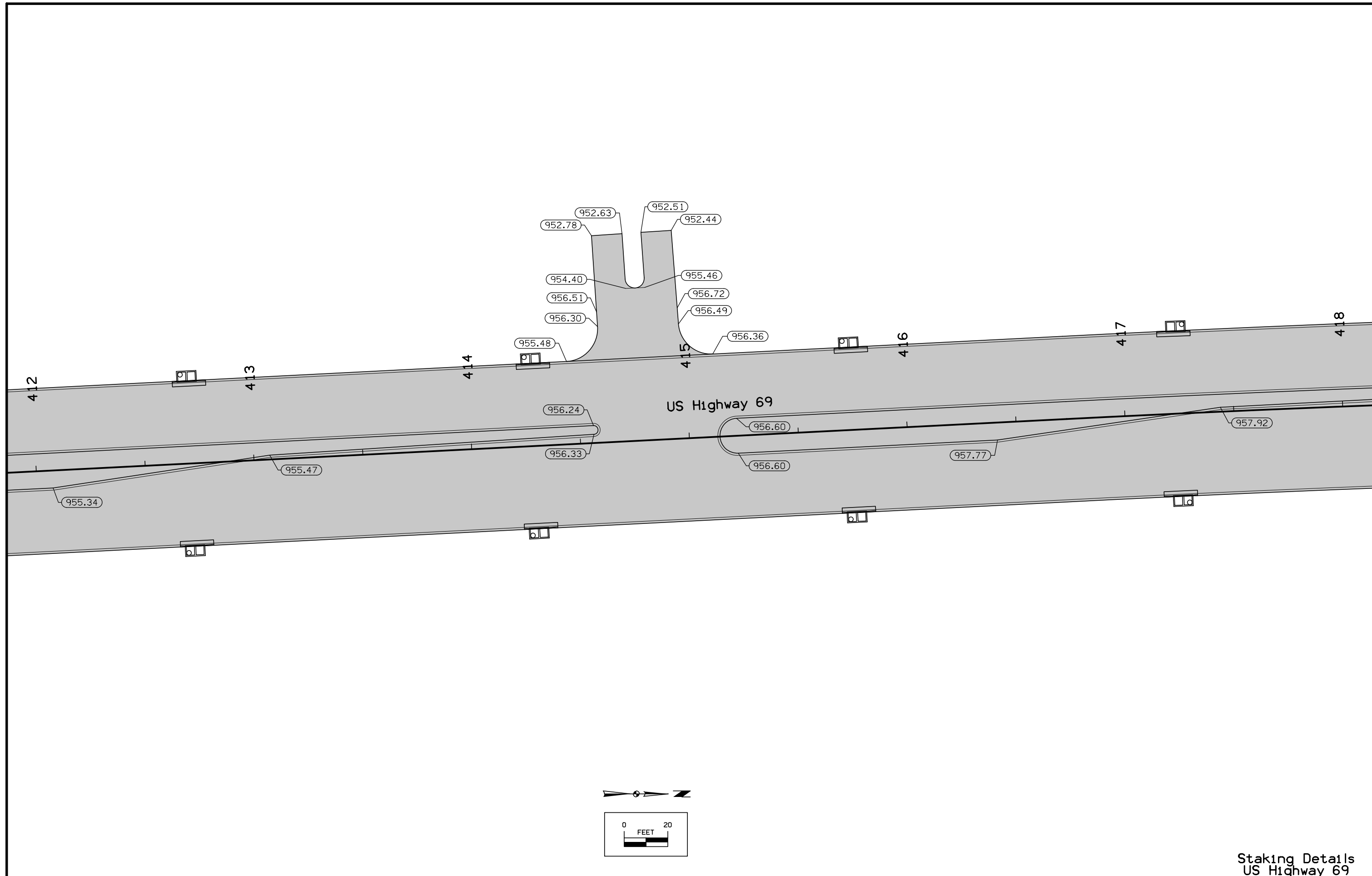
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.35
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POINT	STATION	OFFSET
9387	414+45.49	-38.00
9388	414+45.49	-53.00
9389	414+60.49	-53.24
9390	414+59.82	-95.03
9391	414+73.86	-95.26
9392	414+74.26	-74.37
9393	414+78.62	-74.45
9394	414+82.99	-74.55
9395	414+82.56	-95.40
9396	414+96.50	-95.62
9397	414+97.63	-52.61
9398	415+12.63	-53.00
9399	415+12.63	-38.00



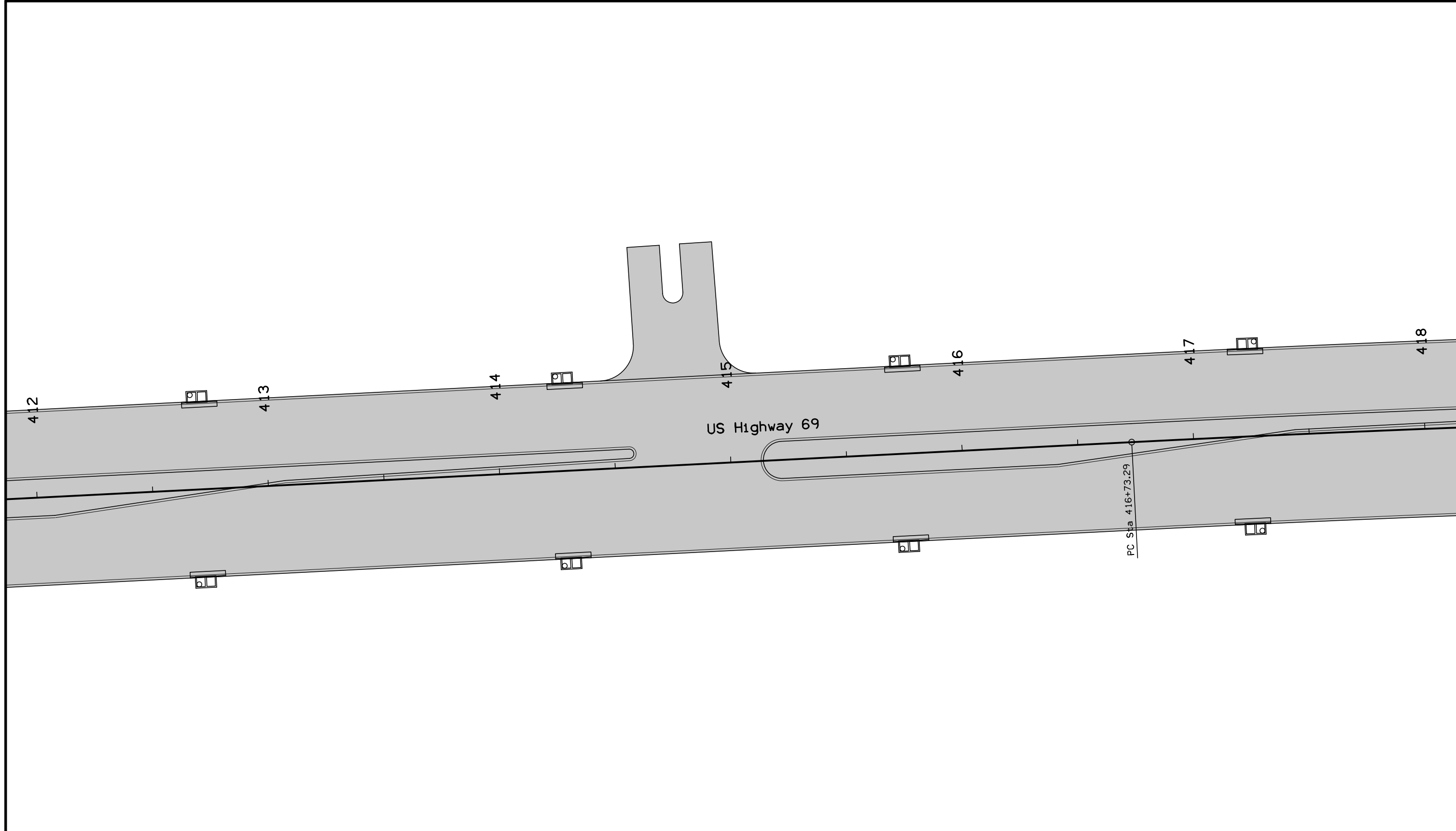
NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

Geometric Details
 US Highway 69

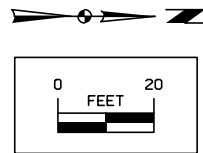


Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.37
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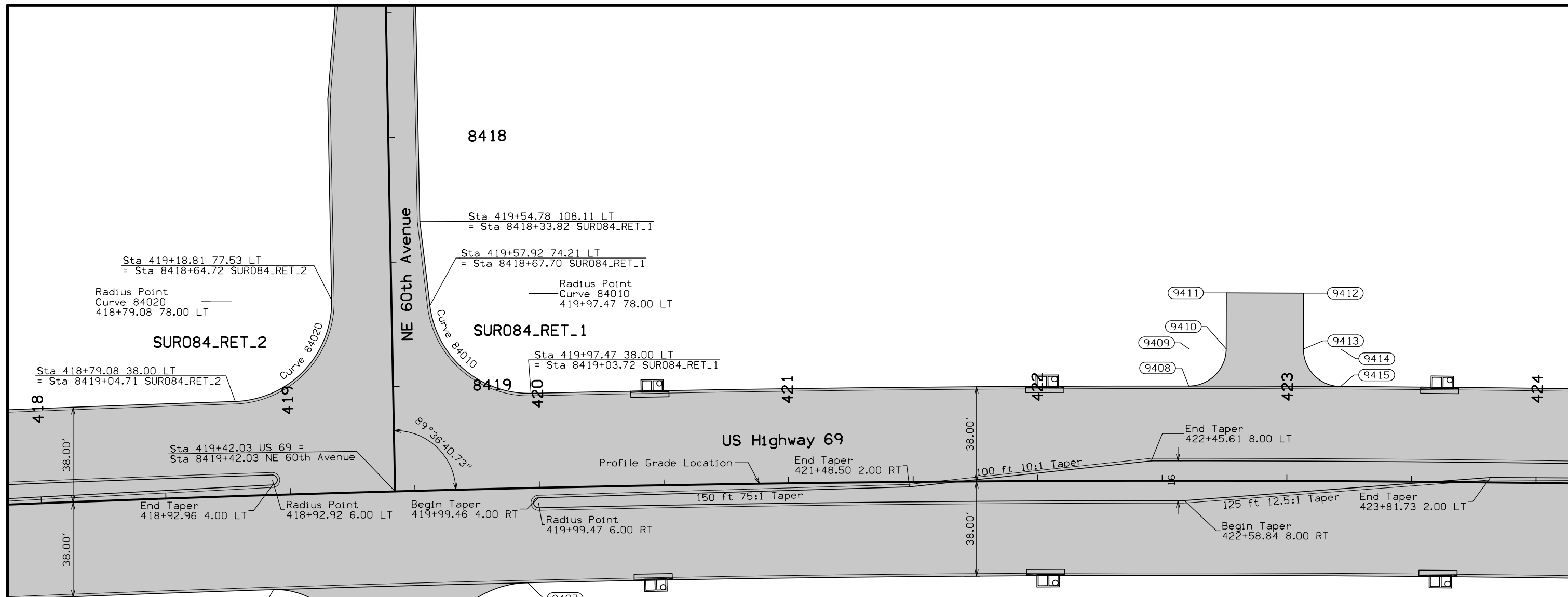


NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

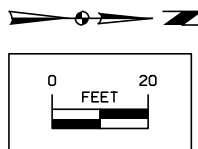


Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.38
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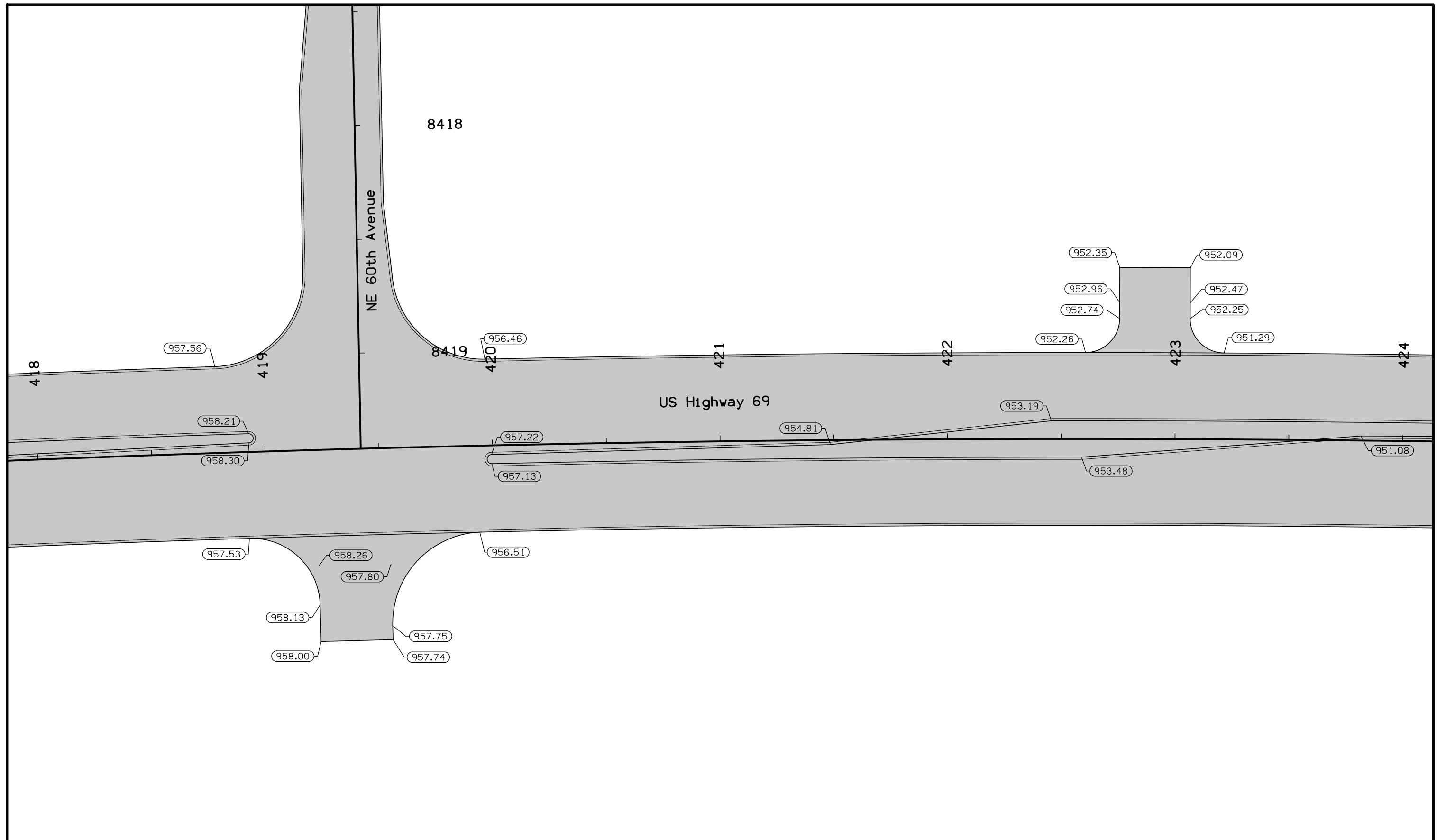


POINT	STATION	OFFSET
9400	418+91.99	38.00
9401	419+22.17	68.08
9402	418+91.99	68.00
9403	419+22.15	84.29
9404	419+54.05	84.29
9405	419+94.32	78.00
9406	419+54.05	78.13
9407	419+94.32	38.00
9408	422+60.61	-38.00
9409	422+60.61	-53.00
9410	422+75.55	-52.97
9411	422+75.58	-75.40
9412	423+06.37	-75.40
9413	423+06.40	-52.97
9414	423+21.33	-53.00
9415	423+21.33	-38.00

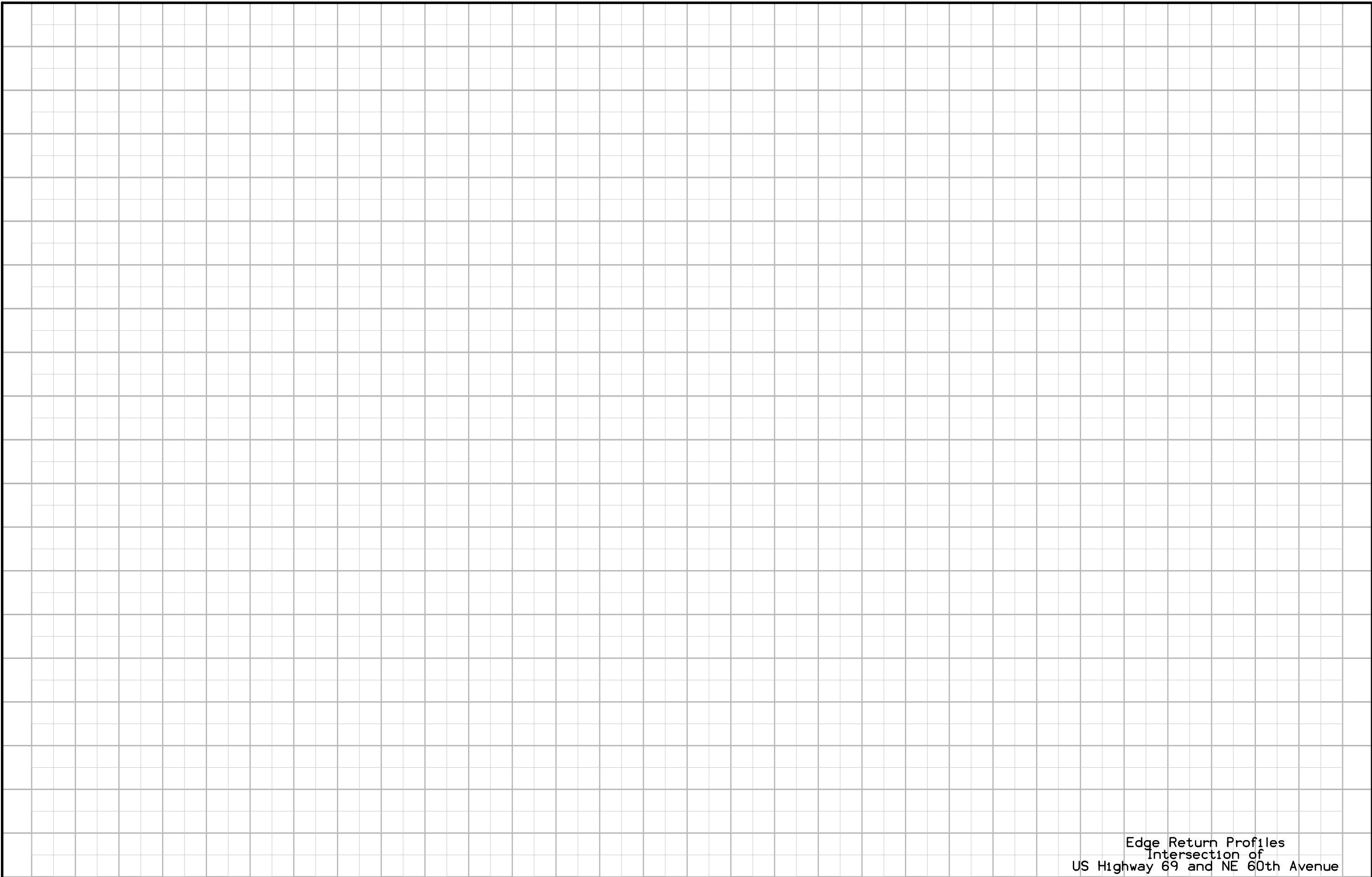


NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

Geometric Details
 Intersection of
 US Highway 69 and NE 60th Avenue

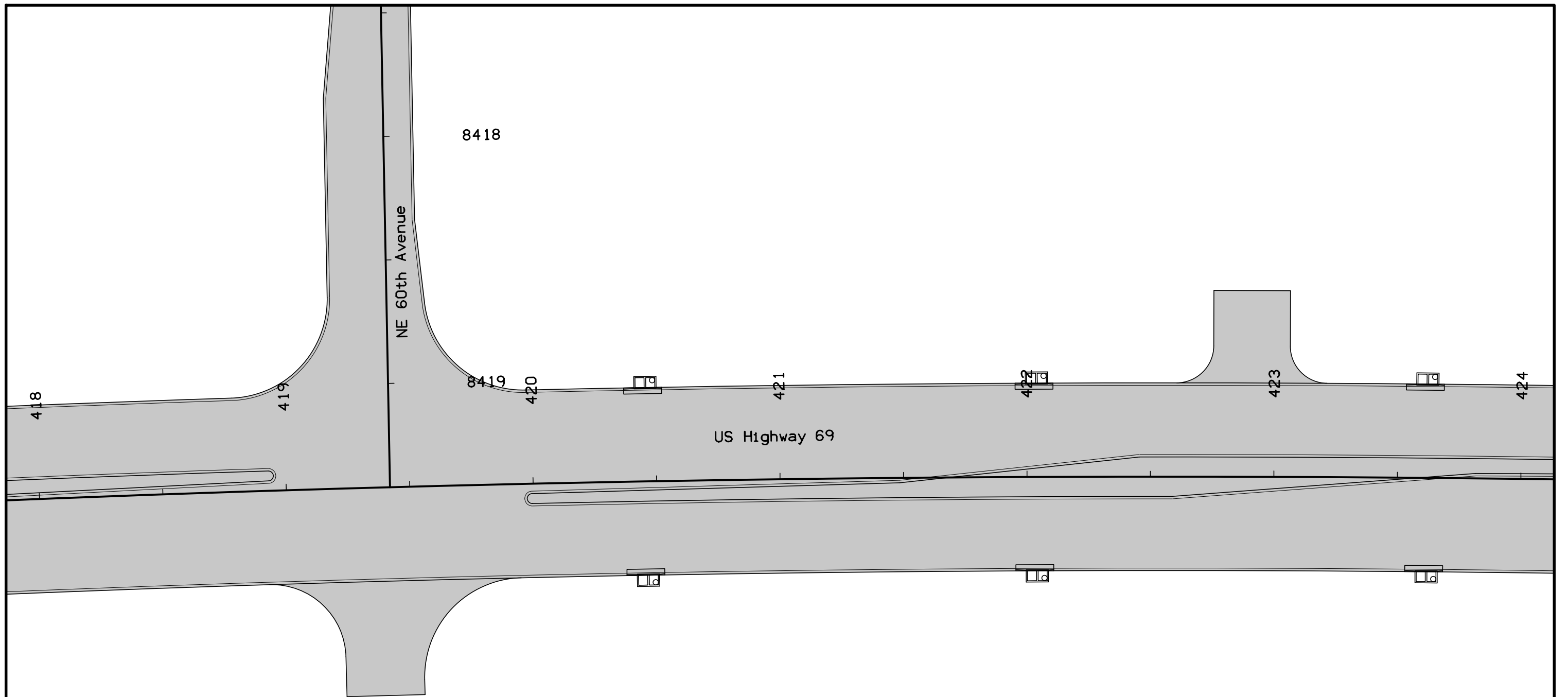


Staking Details
 Intersection of
 US Highway 69 and NE 60th Avenue

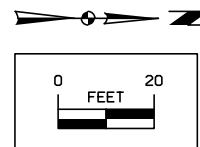


Edge Return Profiles
Intersection of
US Highway 69 and NE 60th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.41
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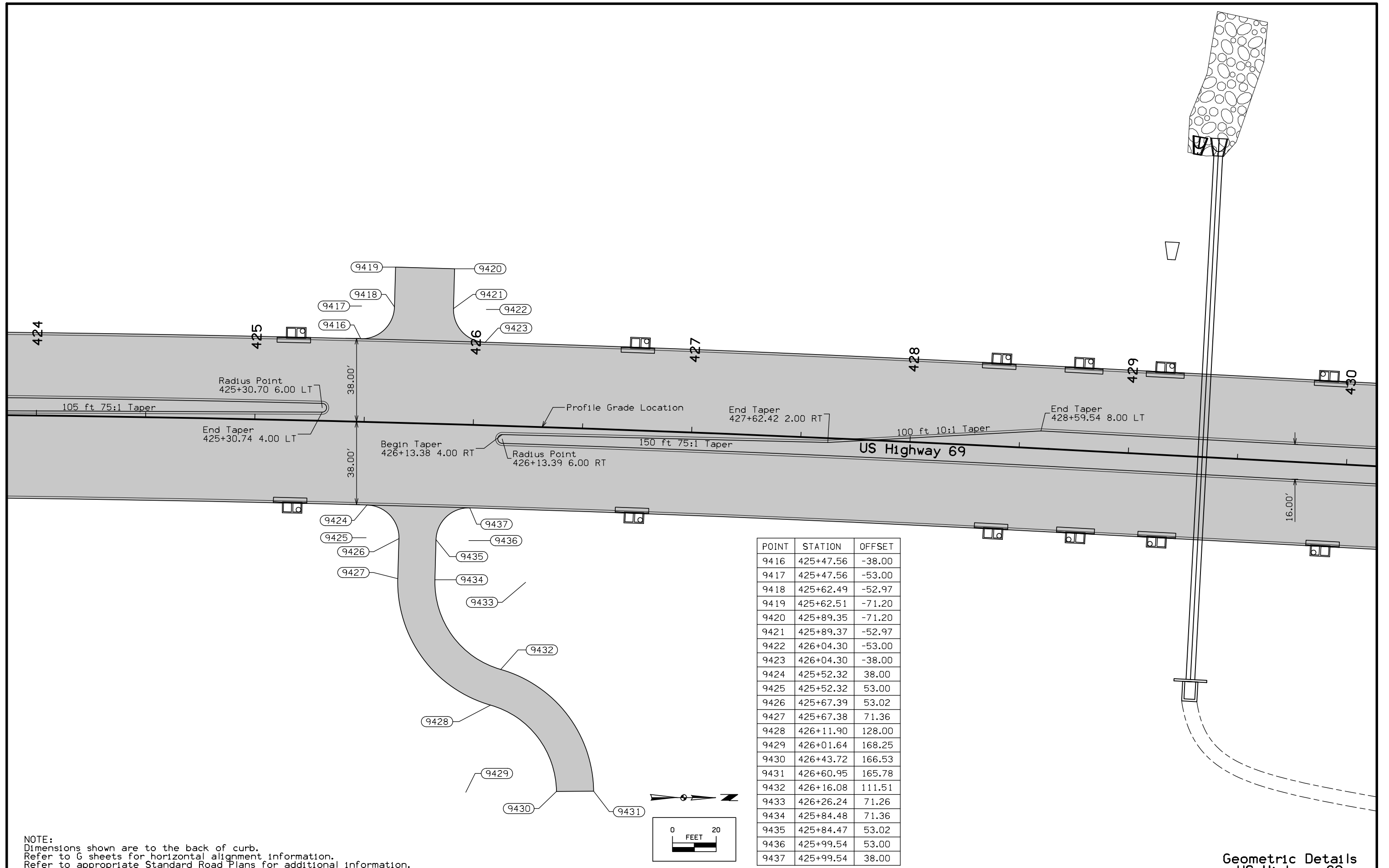


NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

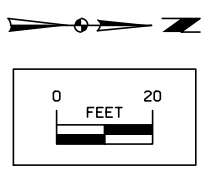


Jointing Details
 Intersection of
 US Highway 69 and NE 60th Avenue

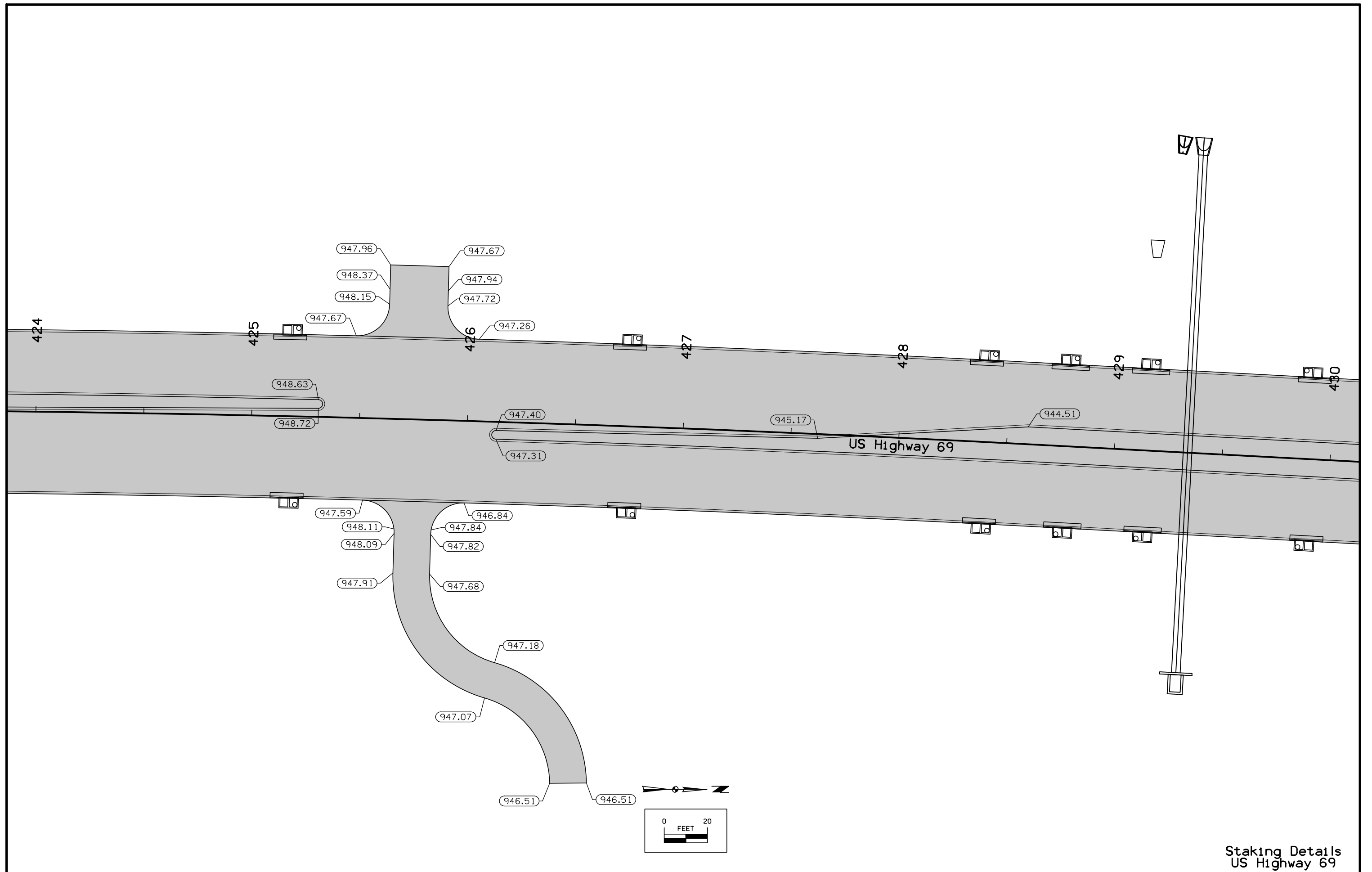
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.42
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NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

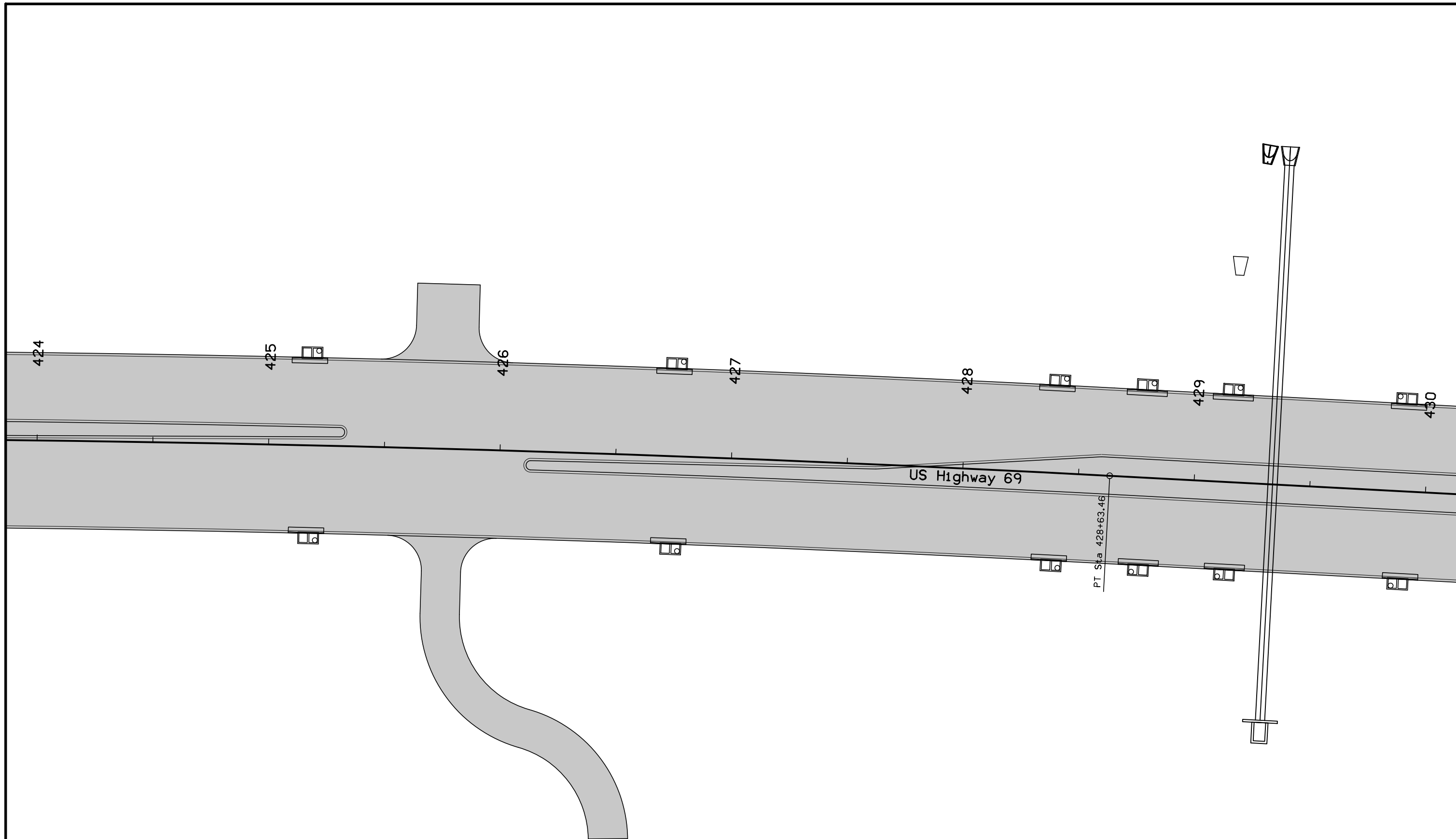


Geometric Details
 US Highway 69

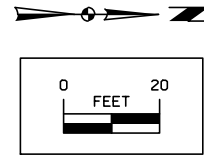


Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.44
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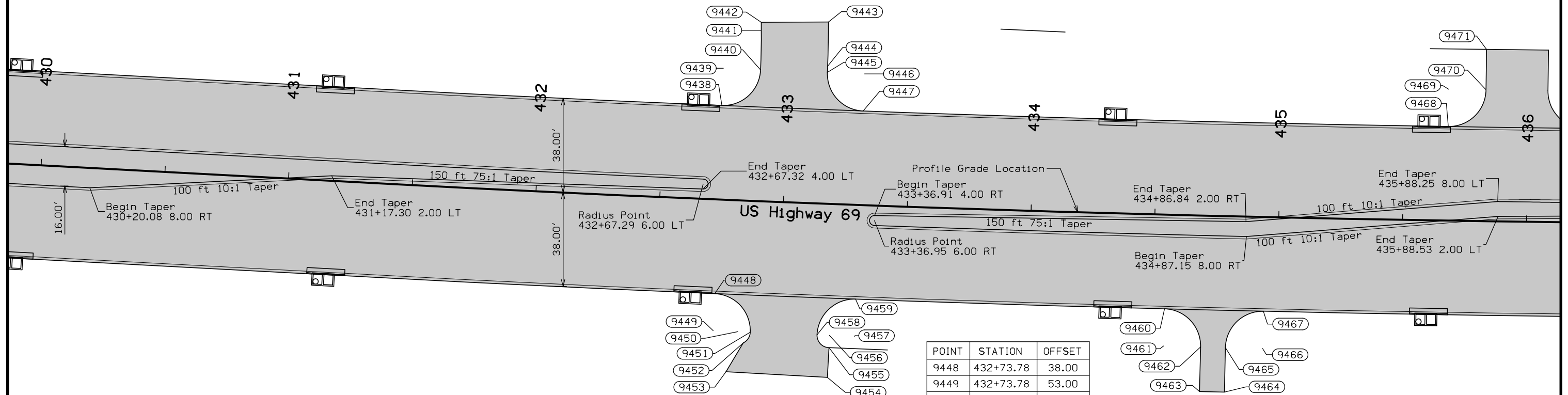
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



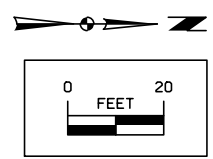
Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.45
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POINT	STATION	OFFSET
9438	432+73.51	-38.00
9439	432+73.51	-53.00
9440	432+88.58	-53.00
9441	432+88.23	-69.00
9442	432+88.10	-72.20
9443	433+15.34	-73.36
9444	433+15.70	-55.55
9445	433+15.70	-53.03
9446	433+30.77	-53.00
9447	433+30.77	-38.00
9468	435+67.82	-38.00
9469	435+67.82	-53.00
9470	435+82.88	-53.04
9471	435+82.85	-69.37

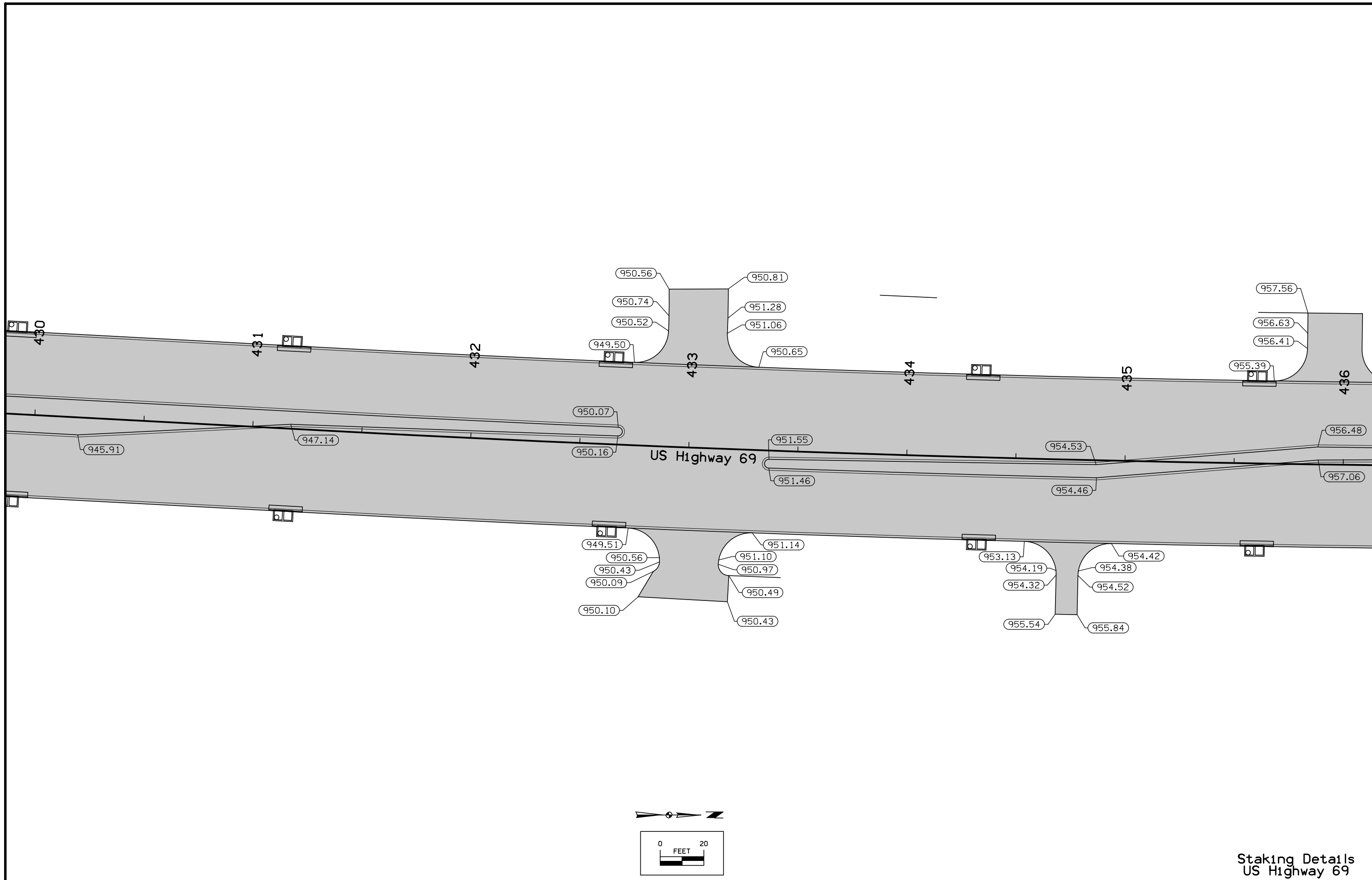


POINT	STATION	OFFSET
9448	432+73.78	38.00
9449	432+73.78	53.00
9450	432+83.74	52.98
9451	432+88.71	52.97
9452	432+86.07	57.40
9453	432+79.62	69.30
9454	433+20.31	69.98
9455	433+20.53	57.98
9456	433+20.54	52.98
9457	433+30.49	53.00
9458	433+15.56	52.97
9459	433+30.49	38.00
9460	434+54.83	38.00
9461	434+54.83	53.00
9462	434+69.76	52.98
9463	434+69.76	71.00
9464	434+79.72	71.00
9465	434+79.72	53.01
9466	434+94.65	53.00
9467	434+94.65	38.00

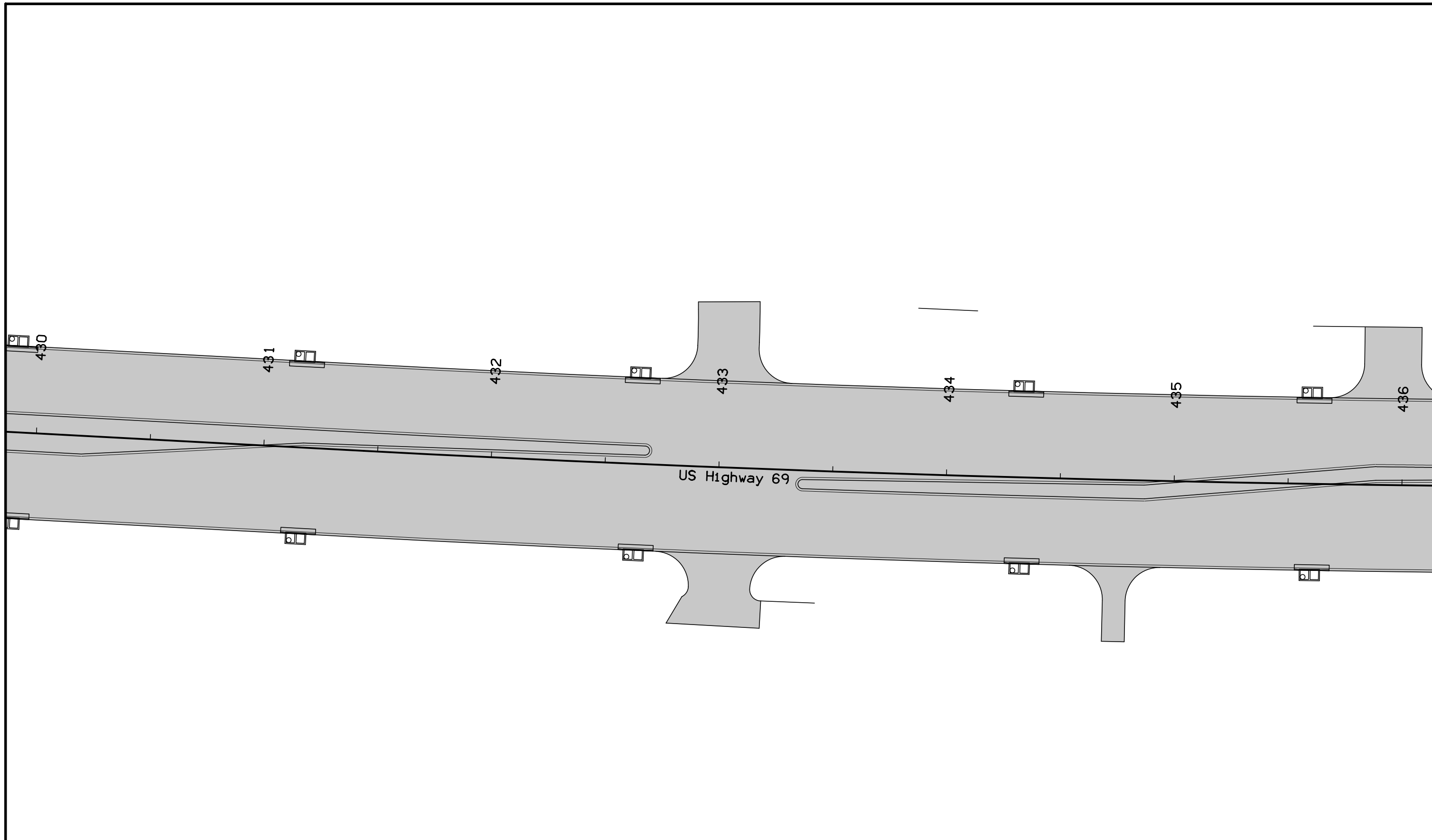


NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

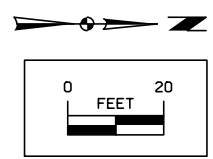
Geometric Details
US Highway 69



Staking Details
US Highway 69



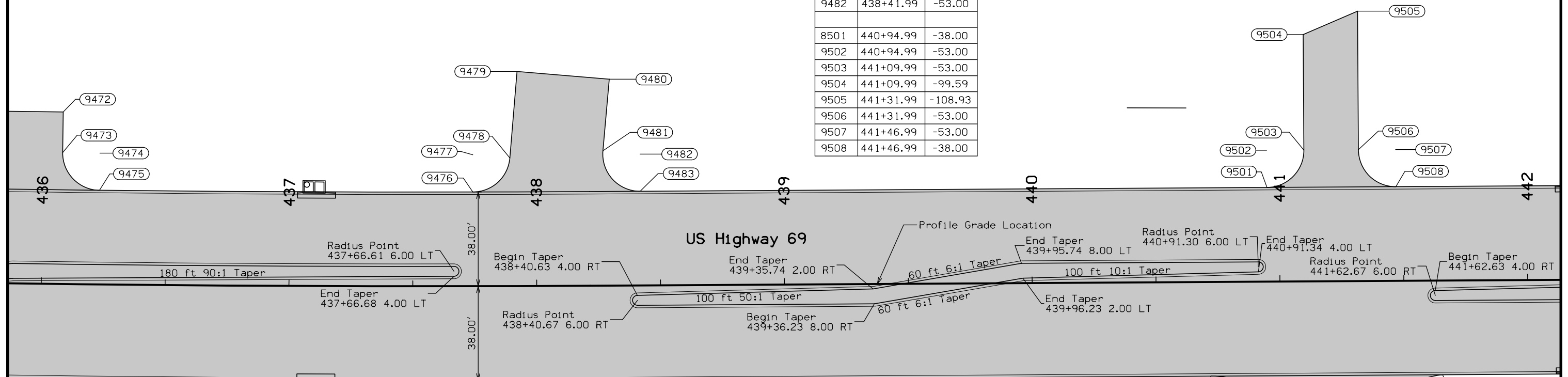
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
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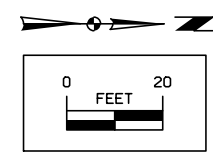
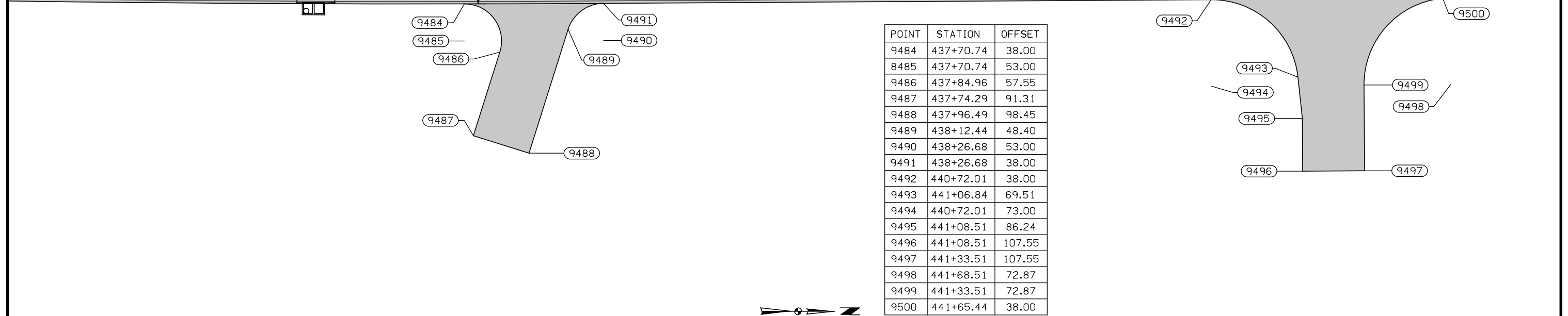
Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.48
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POINT	STATION	OFFSET
9472	436+08.00	-69.39
9473	436+08.00	-53.01
9474	436+23.07	-53.00
9475	436+23.07	-38.00
9476	437+74.31	-38.00
9477	437+74.31	-53.00
9478	437+89.33	-51.70
9479	437+92.39	-86.58
9480	438+29.77	-83.29
9481	438+27.06	-54.40
9482	438+41.99	-53.00
8501	440+94.99	-38.00
9502	440+94.99	-53.00
9503	441+09.99	-53.00
9504	441+09.99	-99.59
9505	441+31.99	-108.93
9506	441+31.99	-53.00
9507	441+46.99	-53.00
9508	441+46.99	-38.00

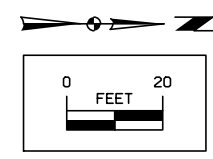
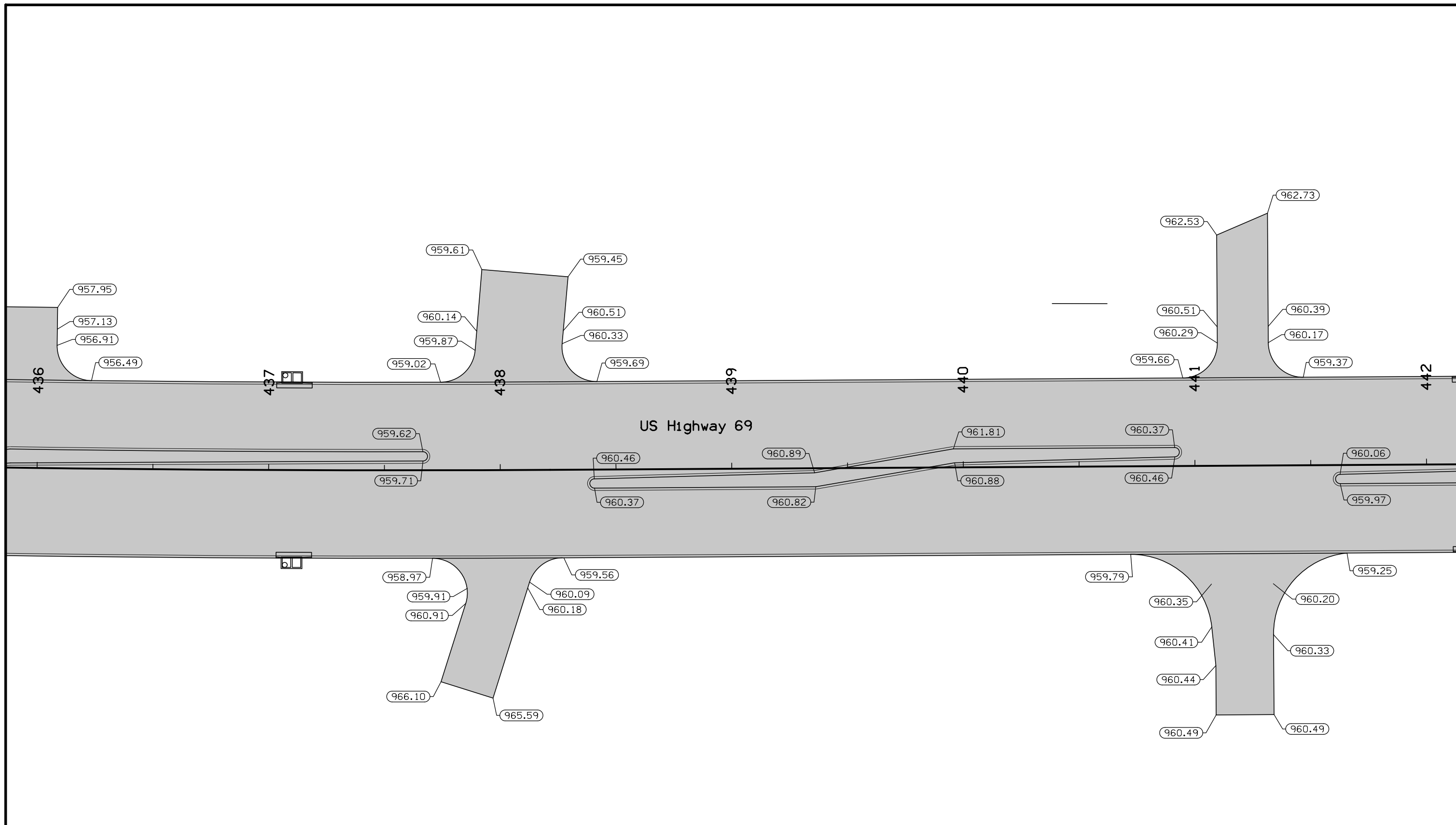


POINT	STATION	OFFSET
9484	437+70.74	38.00
9485	437+70.74	53.00
9486	437+84.96	57.55
9487	437+74.29	91.31
9488	437+96.49	98.45
9489	438+12.44	48.40
9490	438+26.68	53.00
9491	438+26.68	38.00
9492	440+72.01	38.00
9493	441+06.84	69.51
9494	440+72.01	73.00
9495	441+08.51	86.24
9496	441+08.51	107.55
9497	441+33.51	107.55
9498	441+68.51	72.87
9499	441+33.51	72.87
9500	441+65.44	38.00



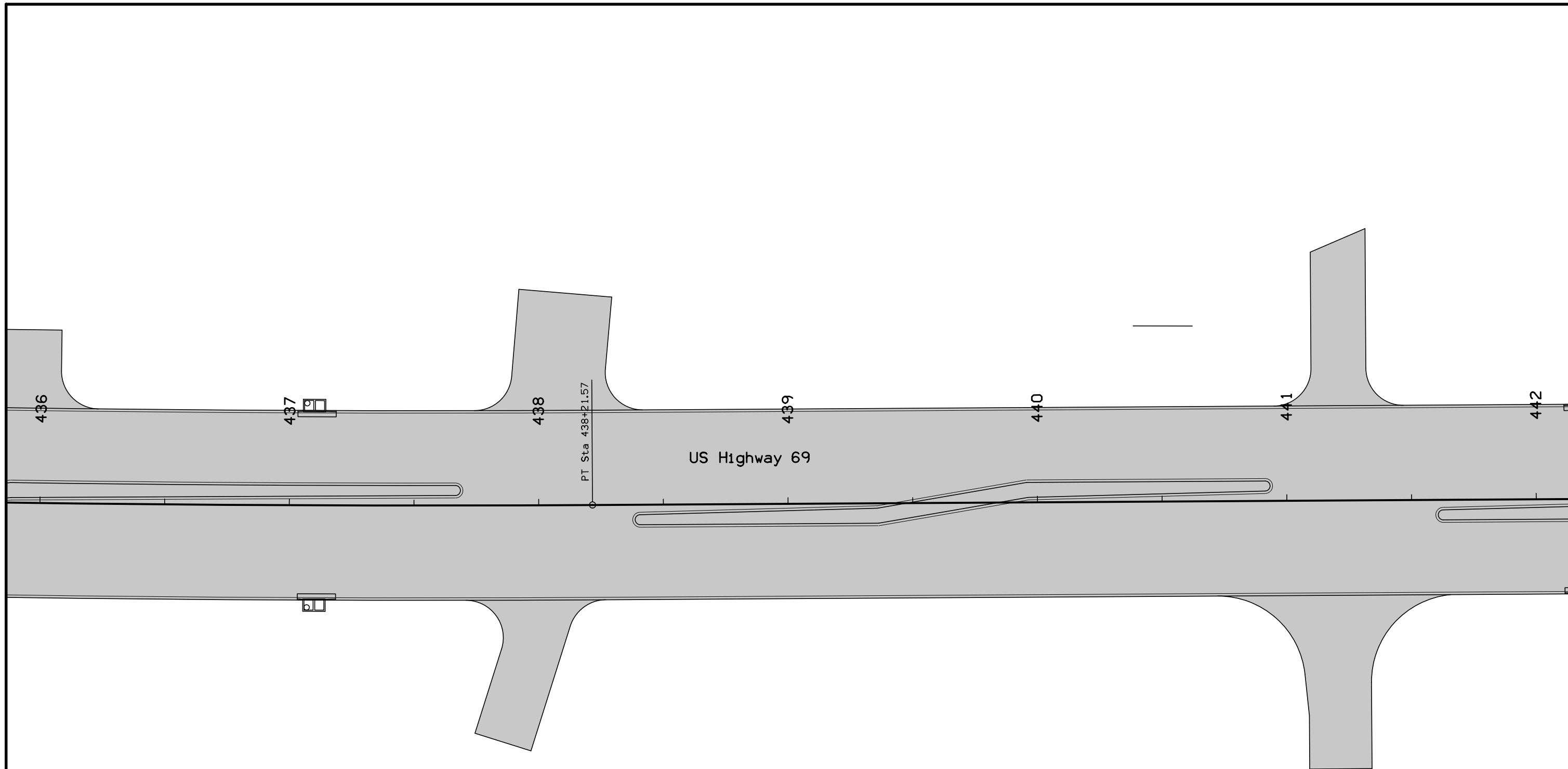
NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

Geometric Details
US Highway 69



Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.50
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US Highway 69

PT Sta 438+21.57

436

437

438

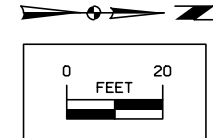
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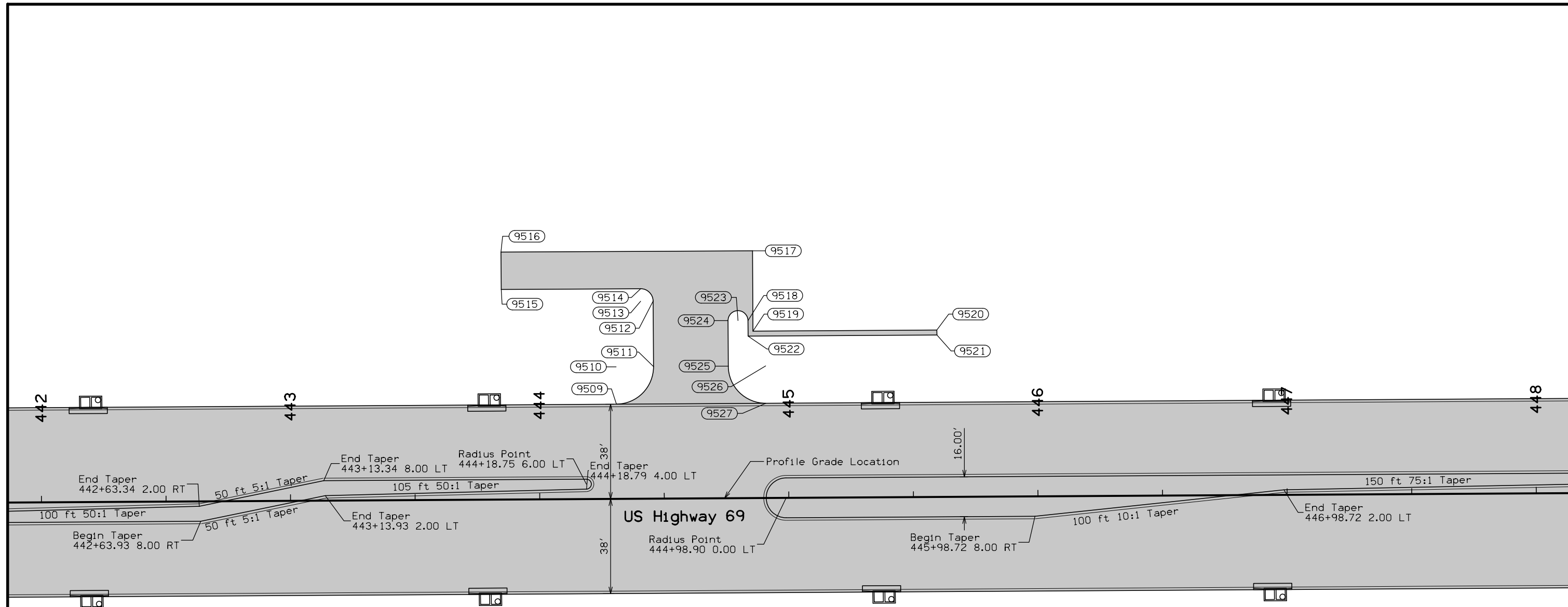
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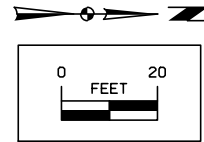
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 US Highway 69

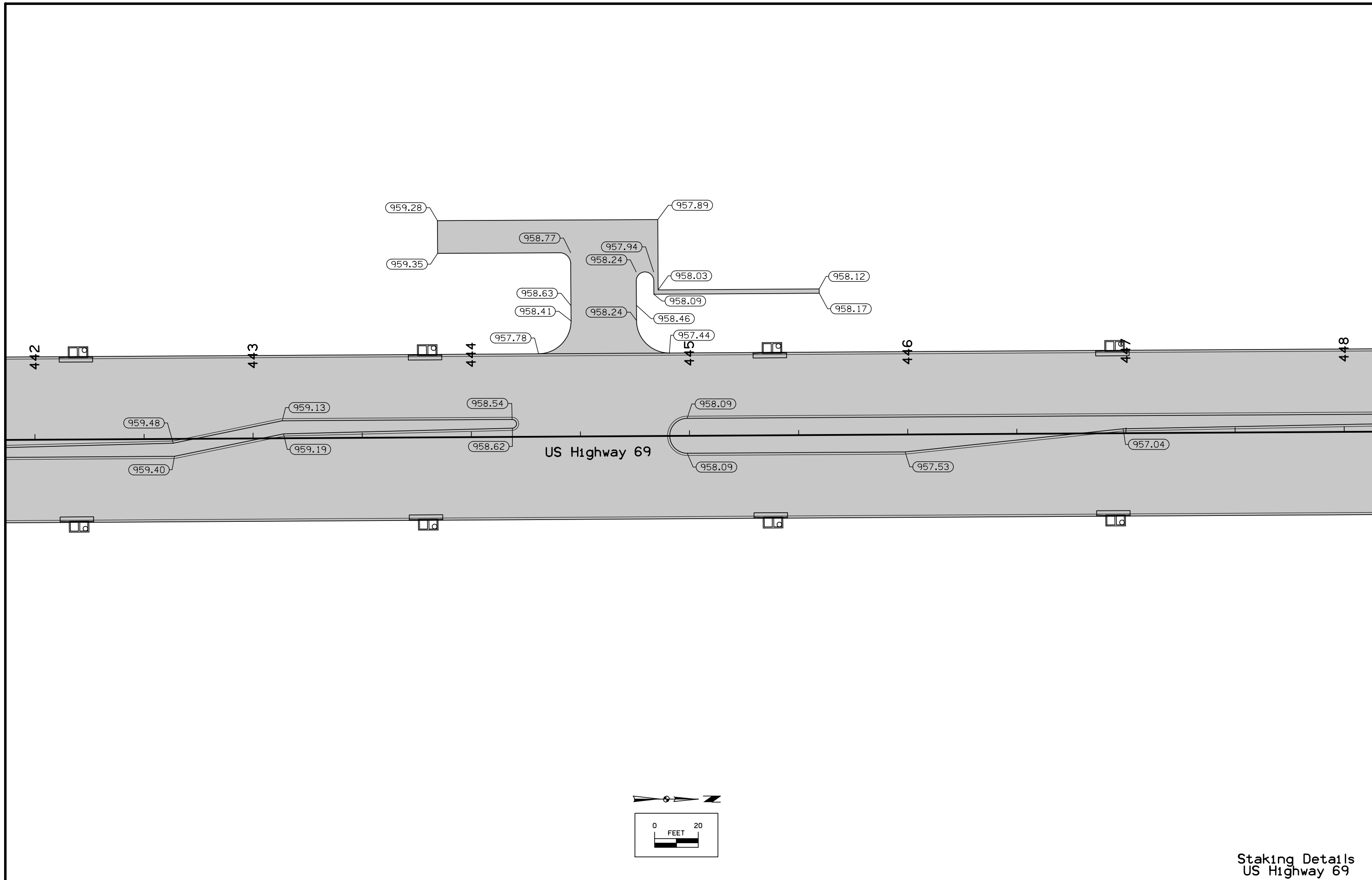


POINT	STATION	OFFSET
9509	444+31.01	-38.00
9510	444+31.01	-53.00
9511	444+46.01	-53.00
9512	444+46.01	-79.28
9513	444+41.01	-79.28
9514	444+41.01	-84.28
9515	443+85.04	-84.34
9516	443+85.06	-99.34
9517	444+86.01	-99.23
9518	444+84.01	-71.24
9519	444+86.01	-67.00
9520	445+59.79	-67.00
9521	445+59.84	-65.00
9522	444+84.01	-65.00
9523	444+80.01	-71.24
9524	444+76.01	-71.24
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9526	444+91.01	-53.00
9527	444+91.01	-38.00

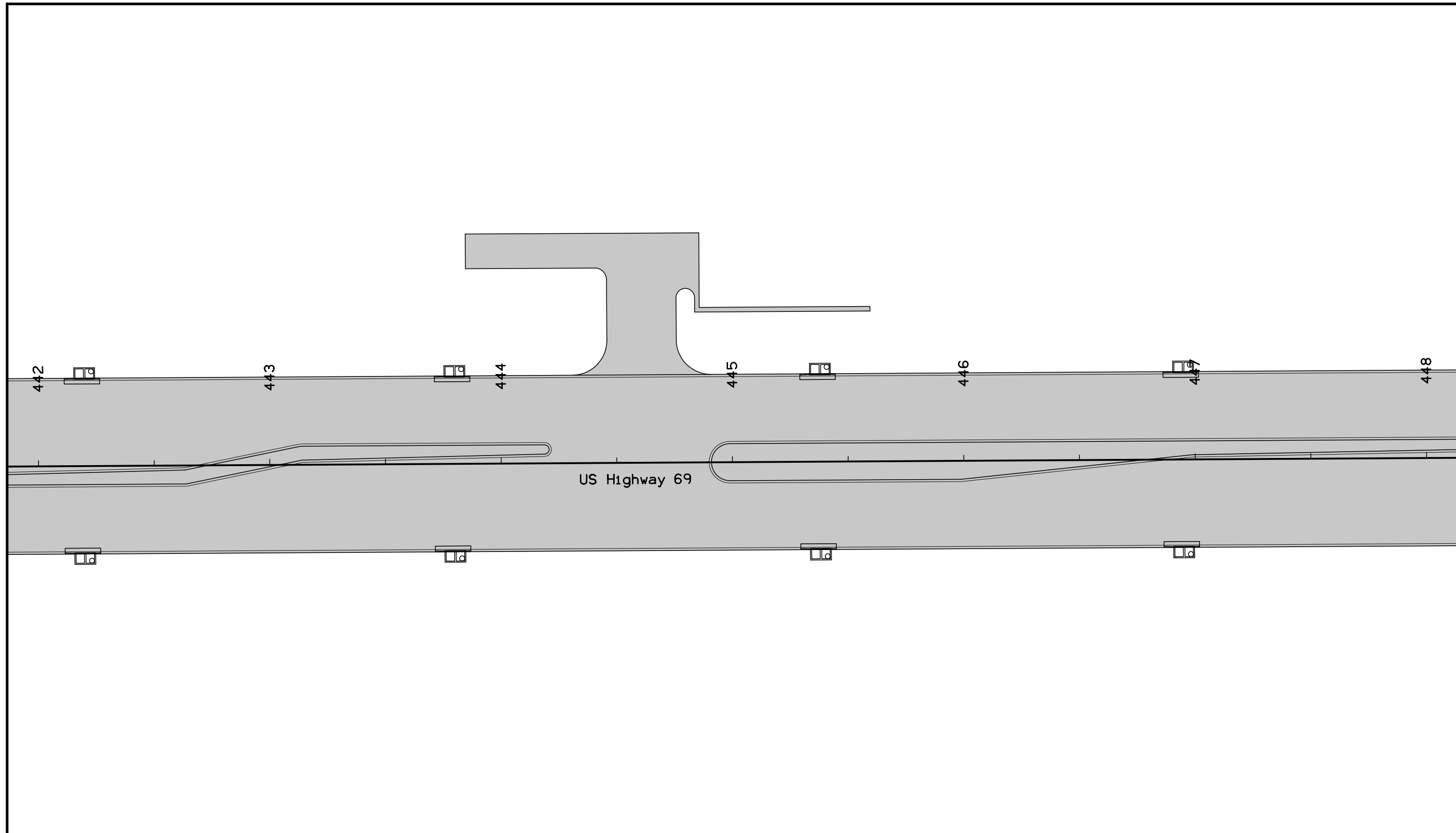


NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

Geometric Details
 US Highway 69

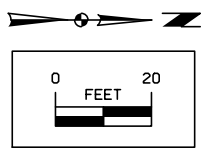


FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.52
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US Highway 69

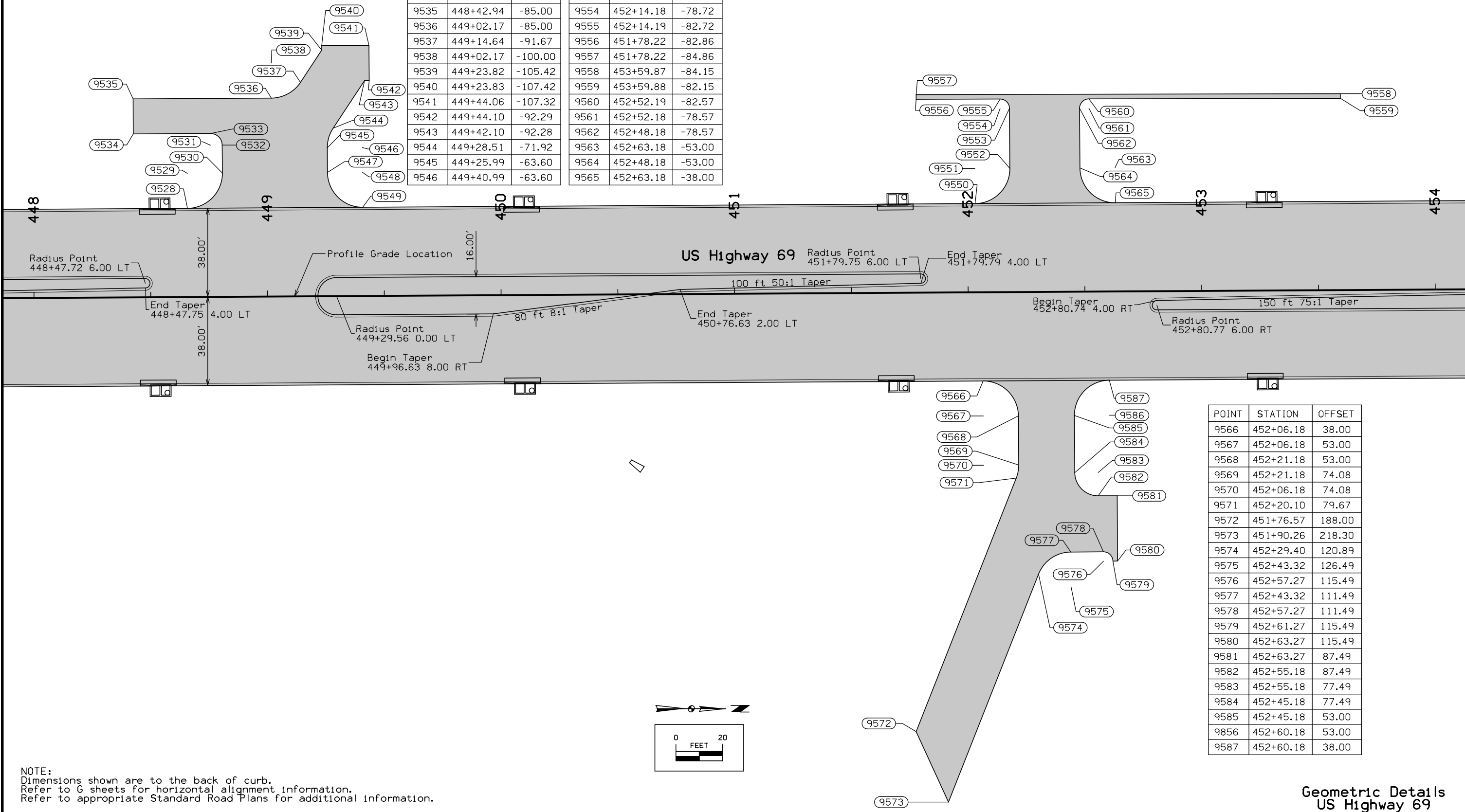
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.54
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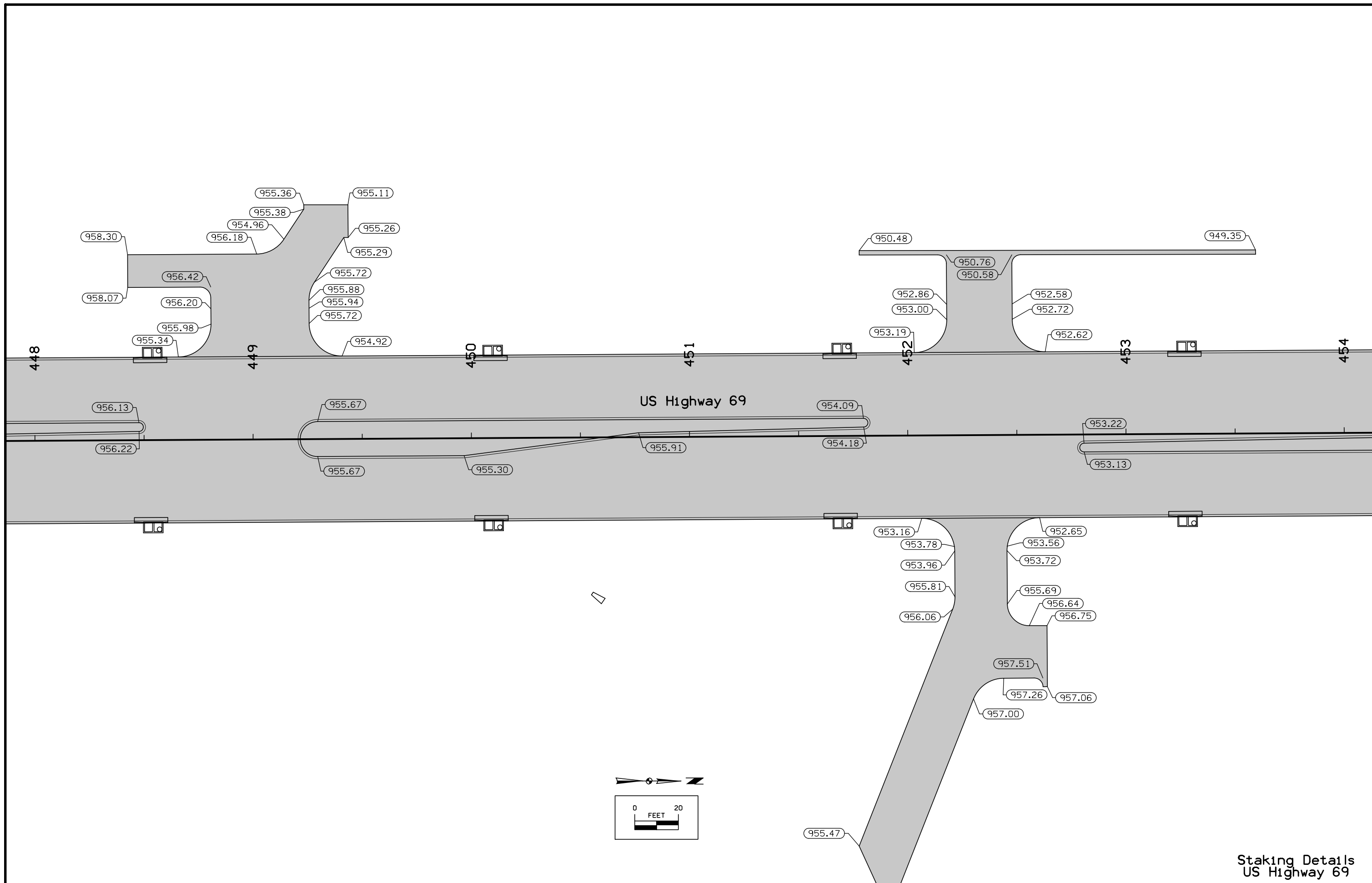
POINT	STATION	OFFSET	POINT	STATION	OFFSET
9528	448+65.99	-38.00	9547	449+25.99	-53.00
9529	448+65.99	-53.00	9548	449+40.99	-53.00
9530	448+80.99	-53.00	9549	449+40.99	-38.00
9531	448+75.99	-65.00	9550	452+03.18	-38.00
9532	448+80.99	-65.00	9551	452+03.18	-53.00
9533	448+75.99	-70.00	9552	452+18.18	-53.00
9534	448+42.94	-70.00	9553	452+18.18	-78.72
9535	448+42.94	-85.00	9554	452+14.18	-78.72
9536	449+02.17	-85.00	9555	452+14.19	-82.72
9537	449+14.64	-91.67	9556	451+78.22	-82.86
9538	449+02.17	-100.00	9557	451+78.22	-84.86
9539	449+23.82	-105.42	9558	453+59.87	-84.15
9540	449+23.83	-107.42	9559	453+59.88	-82.15
9541	449+44.06	-107.32	9560	452+52.19	-82.57
9542	449+44.10	-92.29	9561	452+52.18	-78.57
9543	449+42.10	-92.28	9562	452+48.18	-78.57
9544	449+28.51	-71.92	9563	452+63.18	-53.00
9545	449+25.99	-63.60	9564	452+48.18	-53.00
9546	449+40.99	-63.60	9565	452+63.18	-38.00



POINT	STATION	OFFSET
9566	452+06.18	38.00
9567	452+06.18	53.00
9568	452+21.18	53.00
9569	452+21.18	74.08
9570	452+06.18	74.08
9571	452+20.10	79.67
9572	451+76.57	188.00
9573	451+90.26	218.30
9574	452+29.40	120.89
9575	452+43.32	126.49
9576	452+57.27	115.49
9577	452+43.32	111.49
9578	452+57.27	111.49
9579	452+61.27	115.49
9580	452+63.27	115.49
9581	452+63.27	87.49
9582	452+55.18	87.49
9583	452+55.18	77.49
9584	452+45.18	77.49
9585	452+45.18	53.00
9856	452+60.18	53.00
9587	452+60.18	38.00

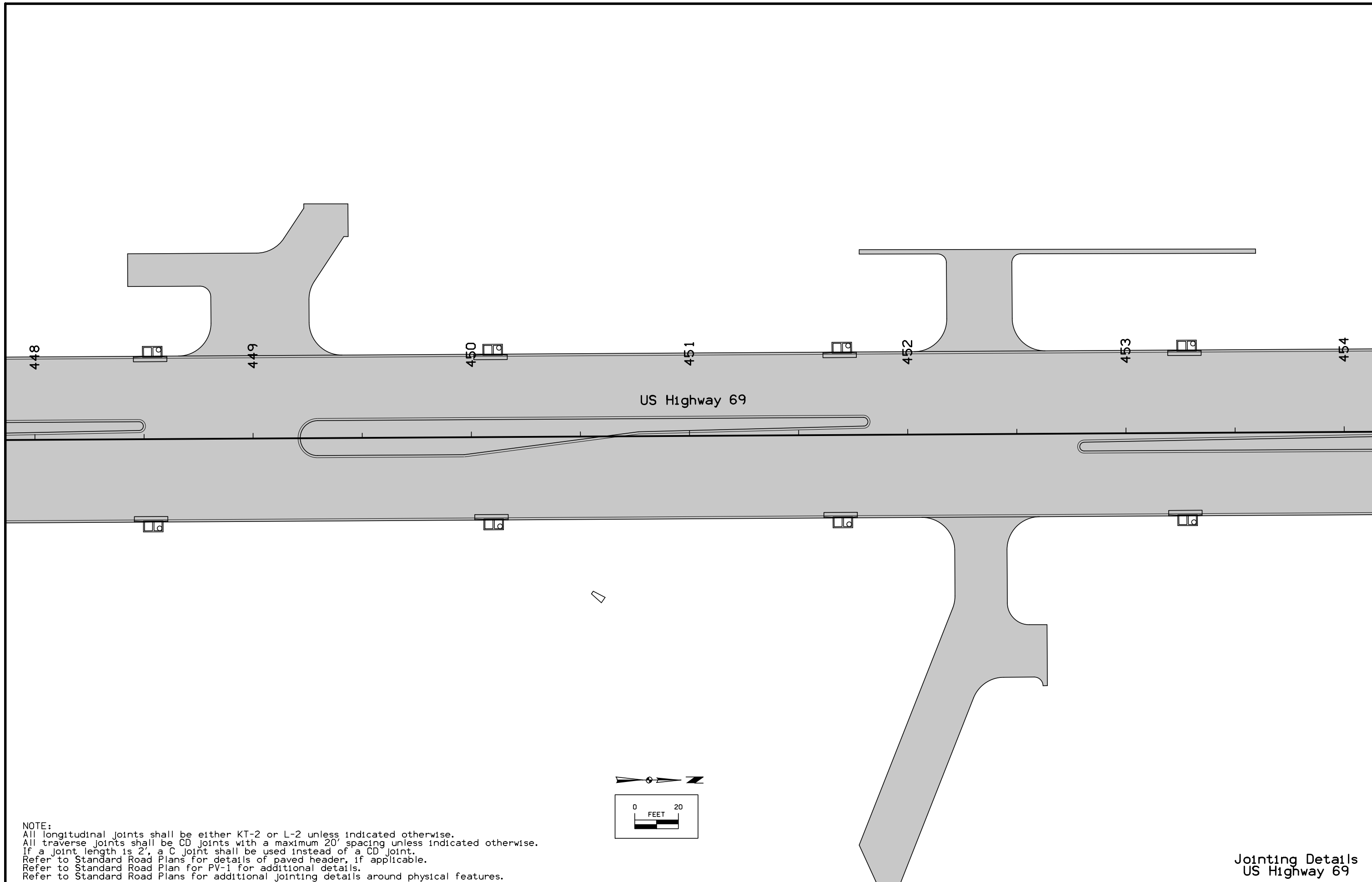
NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

Geometric Details
US Highway 69

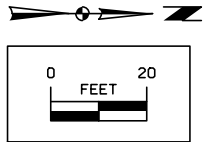


Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.56
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NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All transverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



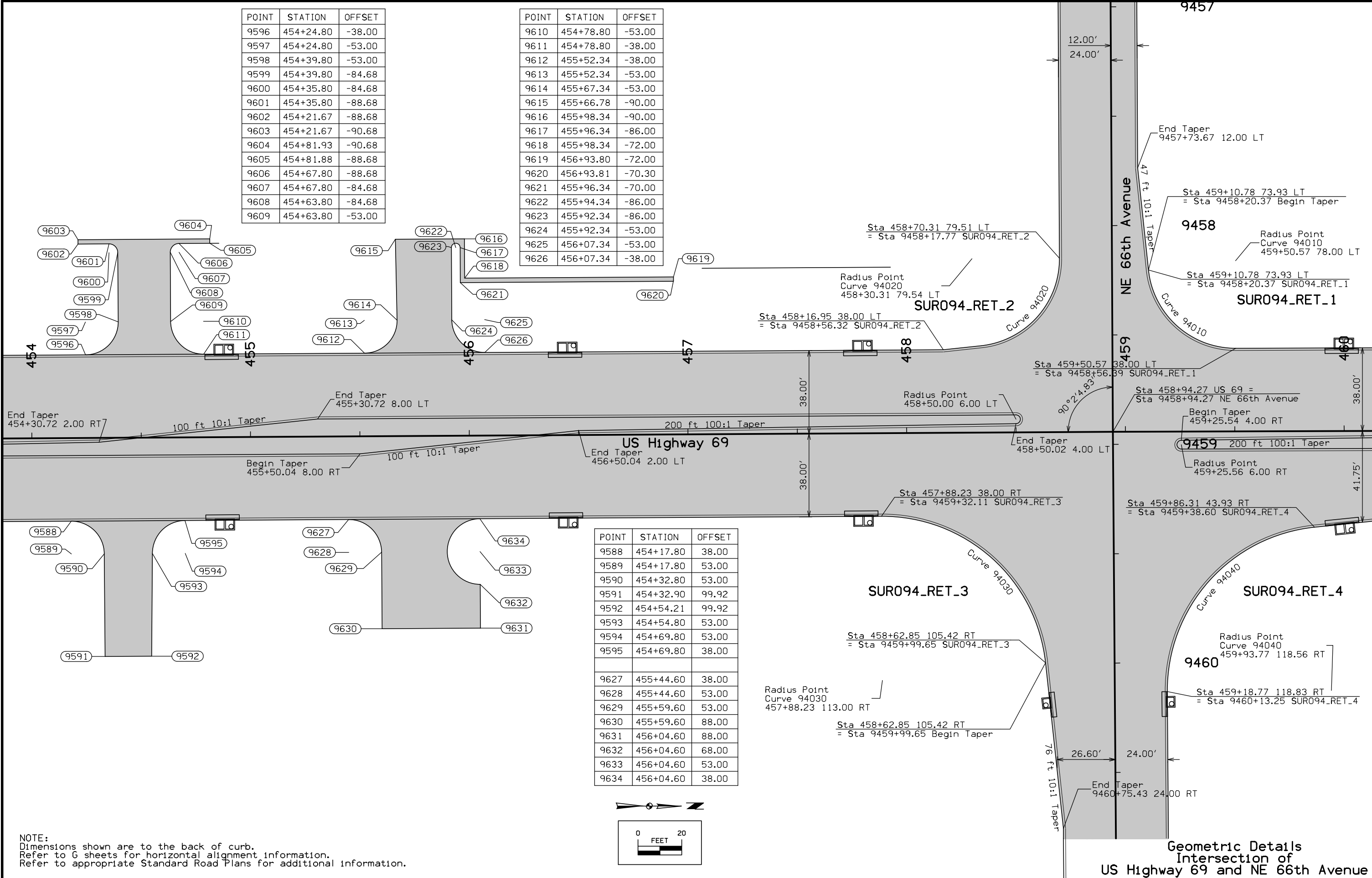
Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.57
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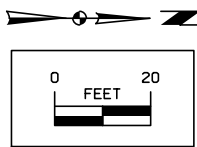
POINT	STATION	OFFSET
9596	454+24.80	-38.00
9597	454+24.80	-53.00
9598	454+39.80	-53.00
9599	454+39.80	-84.68
9600	454+35.80	-84.68
9601	454+35.80	-88.68
9602	454+21.67	-88.68
9603	454+21.67	-90.68
9604	454+81.93	-90.68
9605	454+81.88	-88.68
9606	454+67.80	-88.68
9607	454+67.80	-84.68
9608	454+63.80	-84.68
9609	454+63.80	-53.00

POINT	STATION	OFFSET
9610	454+78.80	-53.00
9611	454+78.80	-38.00
9612	455+52.34	-38.00
9613	455+52.34	-53.00
9614	455+67.34	-53.00
9615	455+66.78	-90.00
9616	455+98.34	-90.00
9617	455+96.34	-86.00
9618	455+98.34	-72.00
9619	456+93.80	-72.00
9620	456+93.81	-70.30
9621	455+96.34	-70.00
9622	455+94.34	-86.00
9623	455+92.34	-86.00
9624	455+92.34	-53.00
9625	456+07.34	-53.00
9626	456+07.34	-38.00

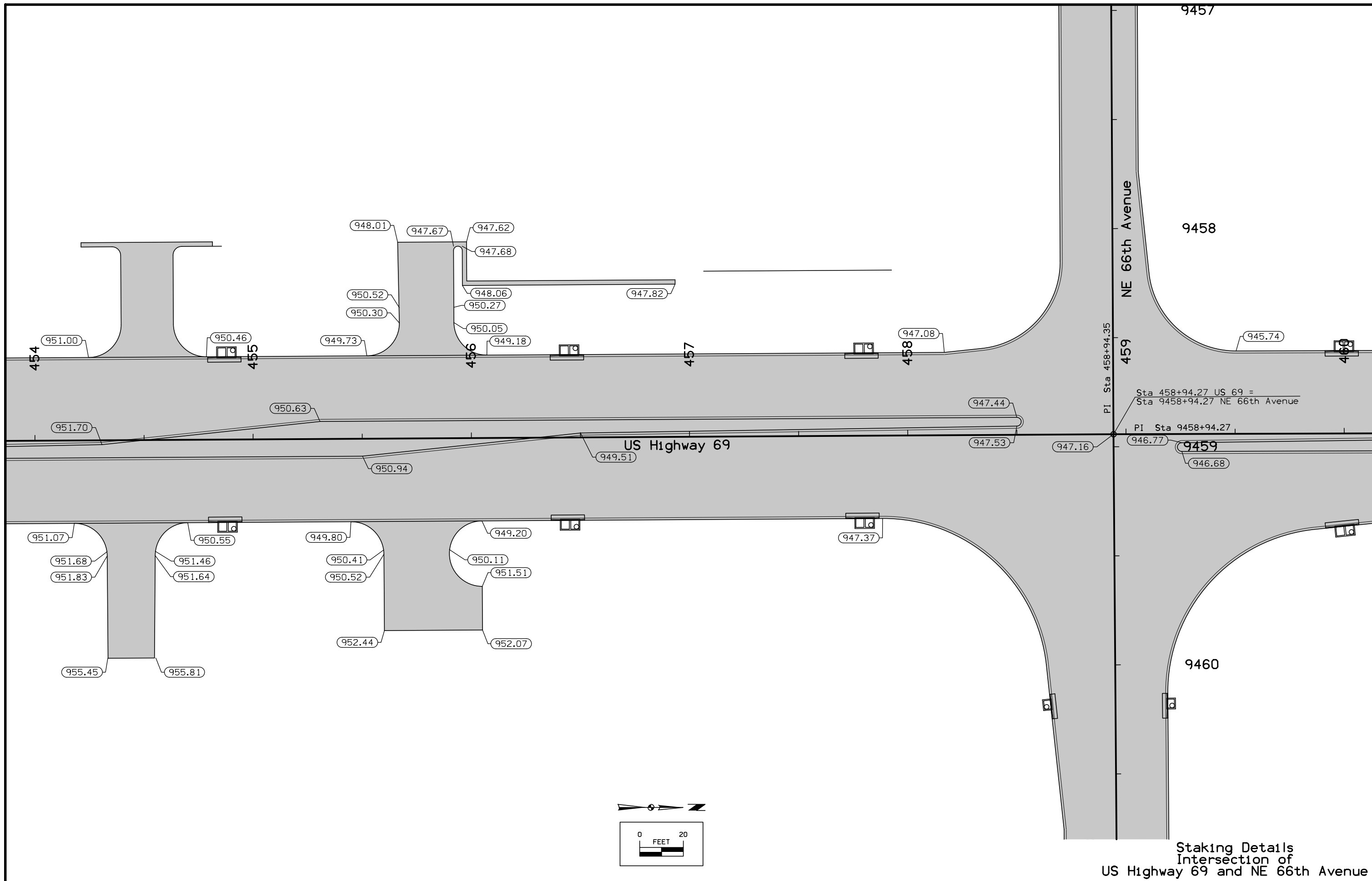
POINT	STATION	OFFSET
9588	454+17.80	38.00
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9590	454+32.80	53.00
9591	454+32.90	99.92
9592	454+54.21	99.92
9593	454+54.80	53.00
9594	454+69.80	53.00
9595	454+69.80	38.00
9627	455+44.60	38.00
9628	455+44.60	53.00
9629	455+59.60	53.00
9630	455+59.60	88.00
9631	456+04.60	88.00
9632	456+04.60	68.00
9633	456+04.60	53.00
9634	456+04.60	38.00



NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

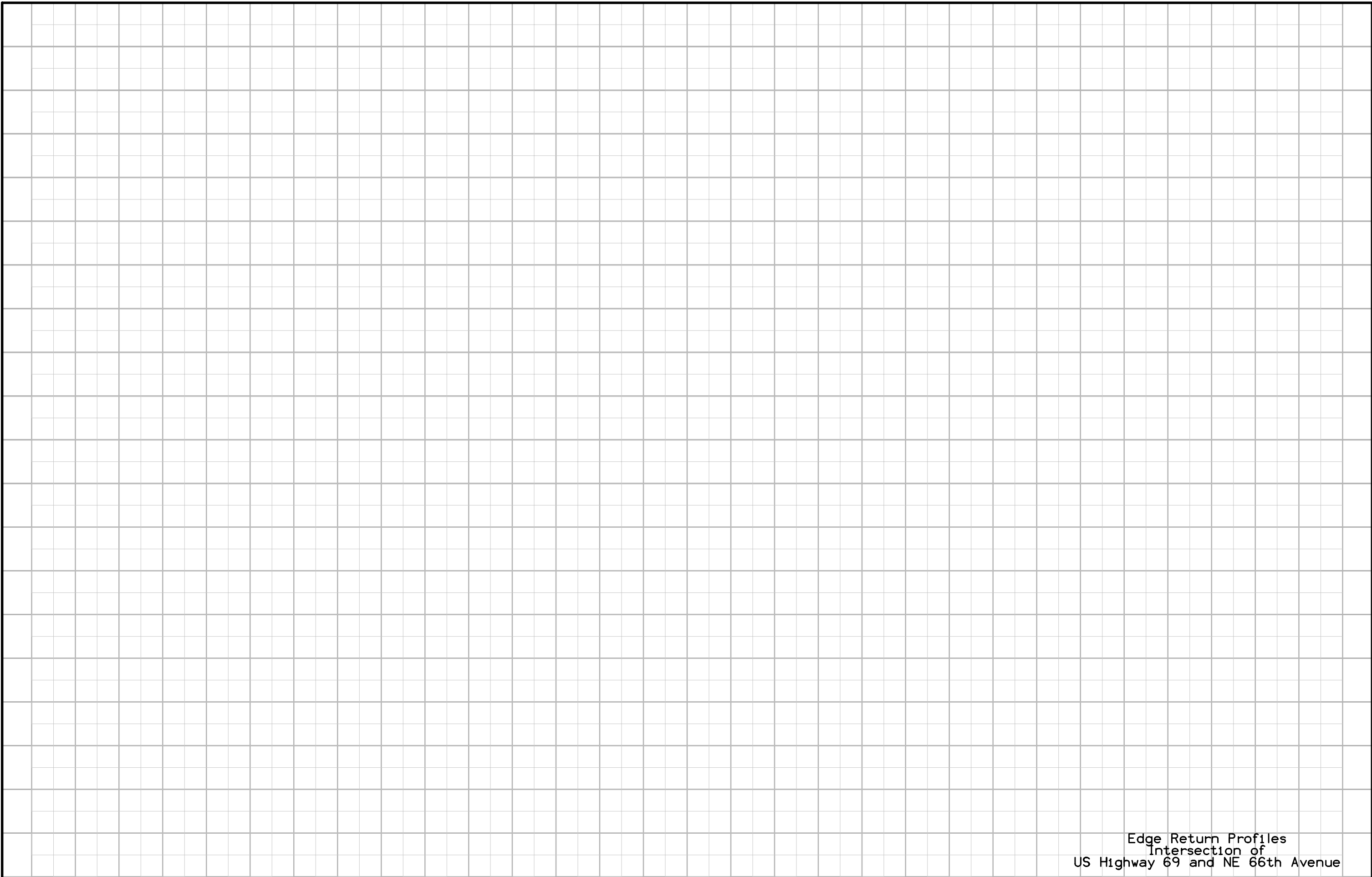


Geometric Details
 Intersection of
 US Highway 69 and NE 66th Avenue

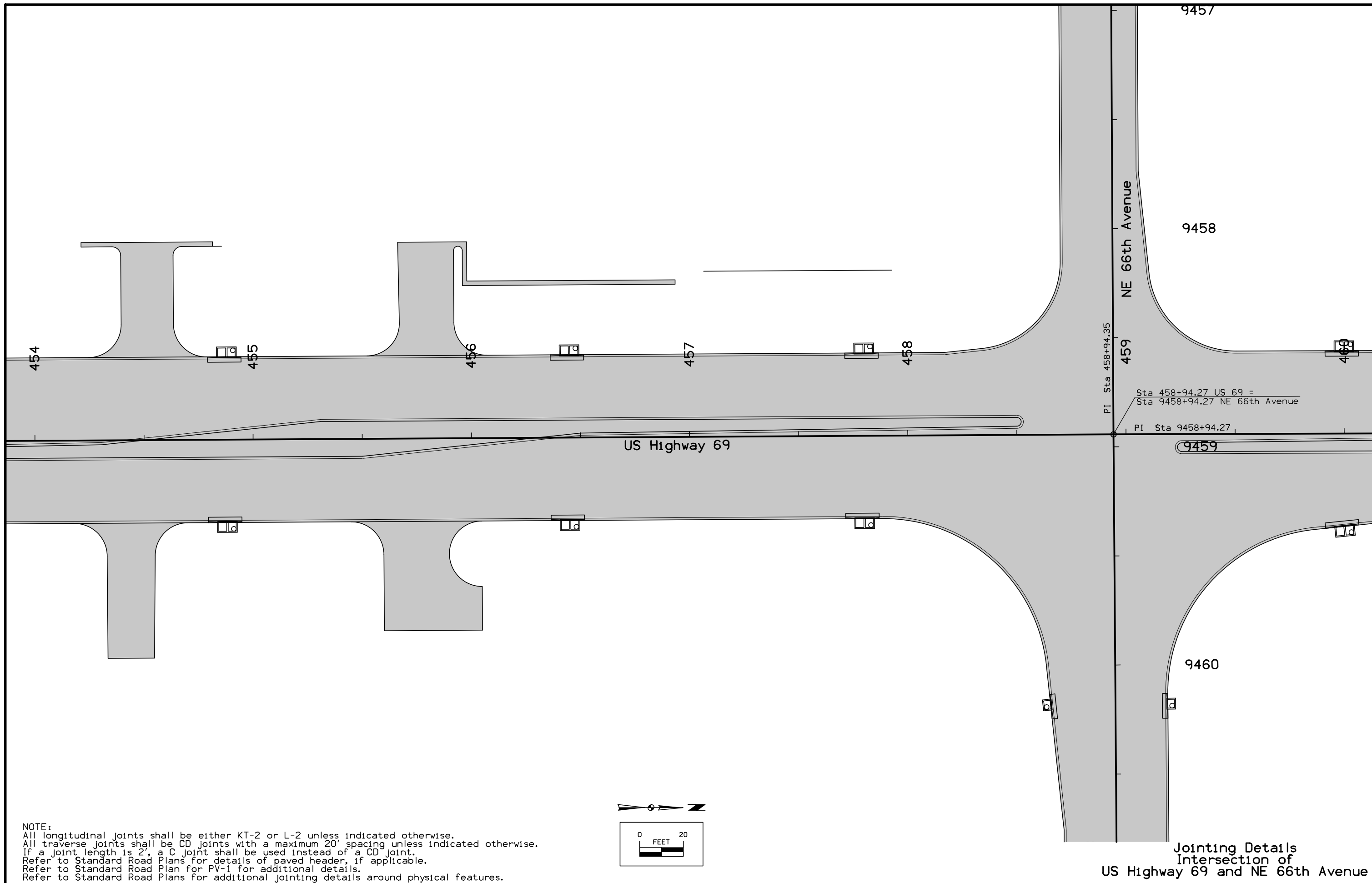


Staking Details
 Intersection of
 US Highway 69 and NE 66th Avenue

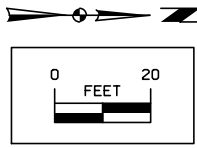
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.59
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Edge Return Profiles
Intersection of
US Highway 69 and NE 66th Avenue

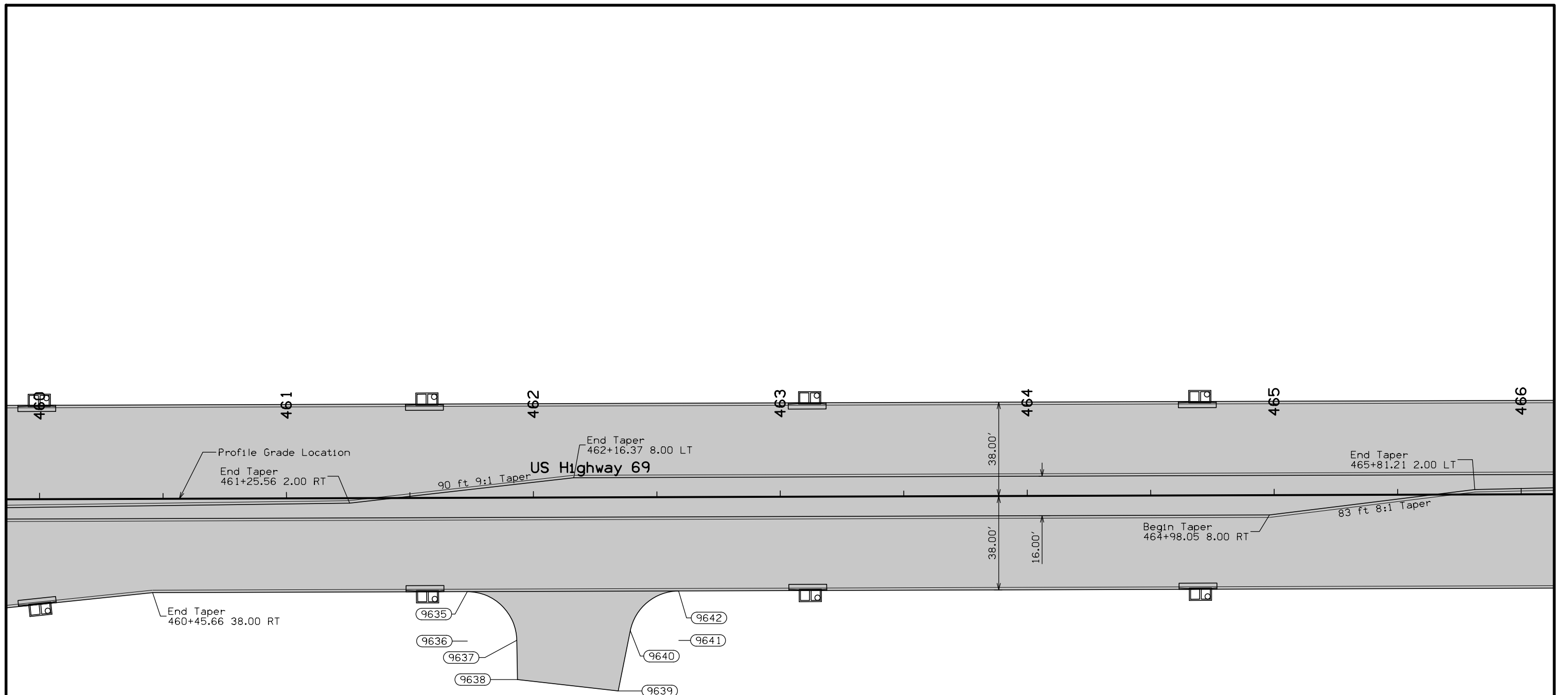


NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
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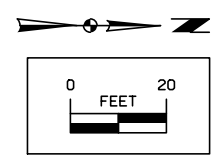


Jointing Details
 Intersection of
 US Highway 69 and NE 66th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.61
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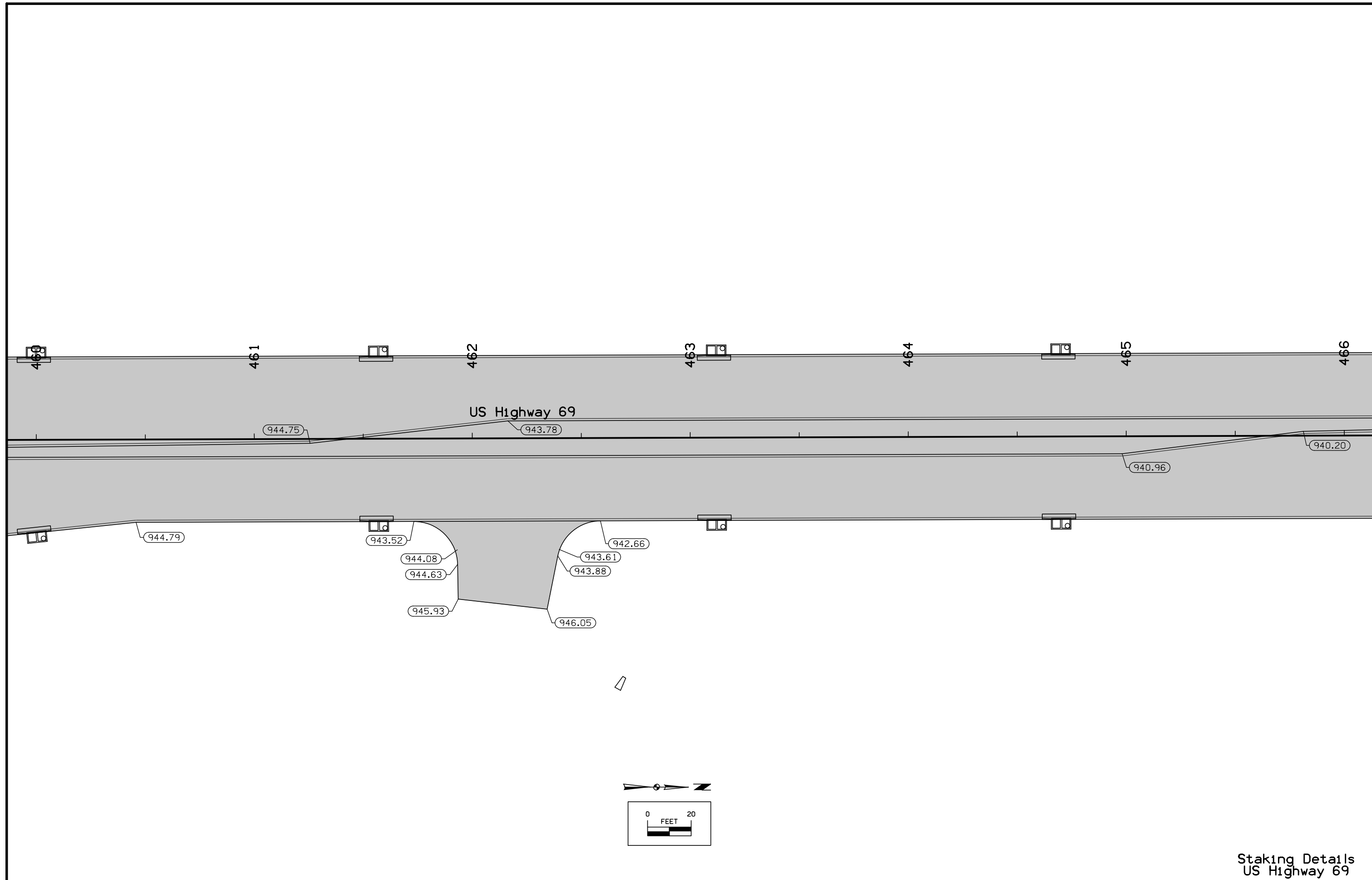


POINT	STATION	OFFSET
9635	461+73.08	38.00
9636	461+73.08	58.00
9637	461+93.08	57.73
9638	461+93.29	73.63
9639	462+34.11	78.37
9640	462+39.07	54.01
9641	462+58.67	58.00
9642	462+58.67	38.00



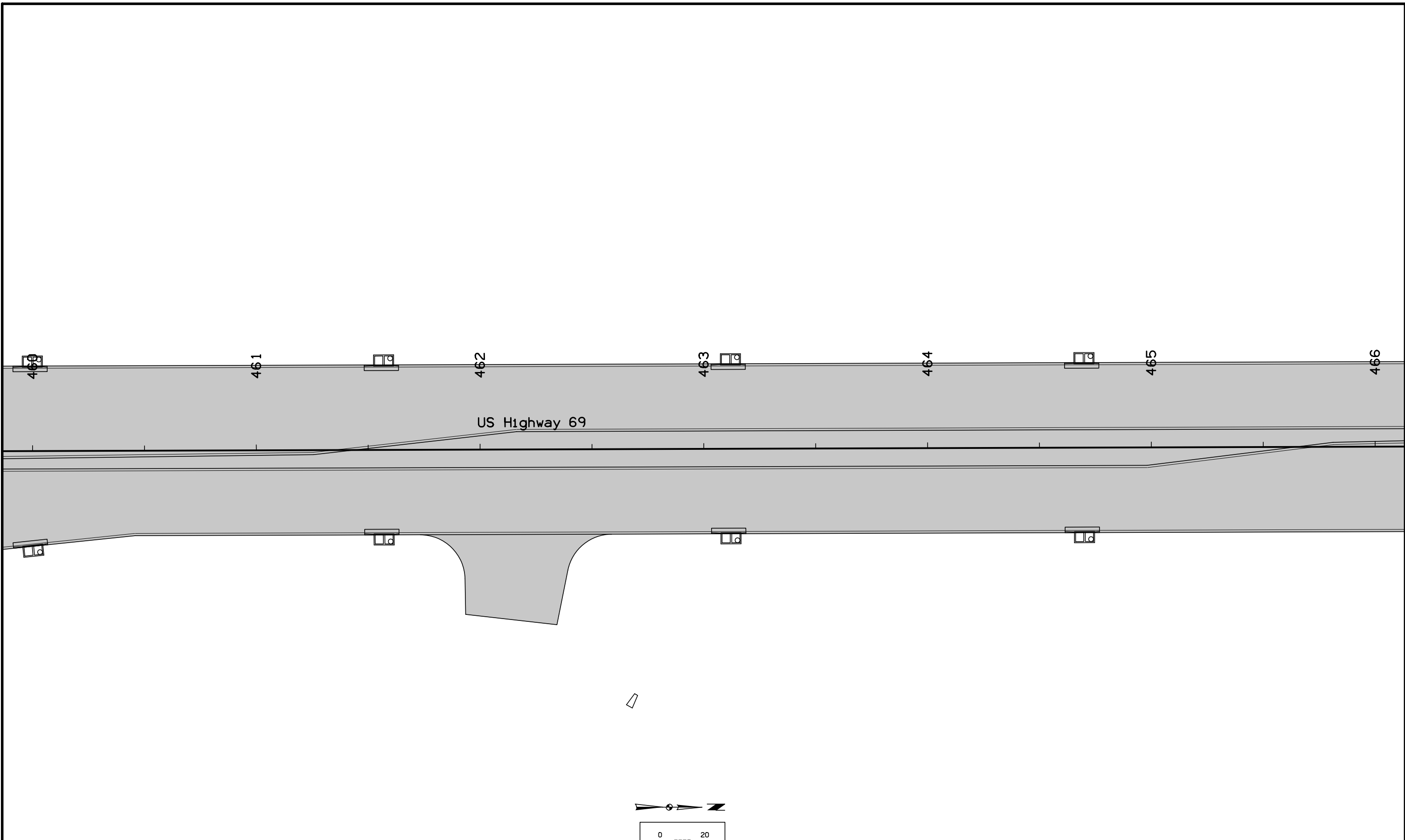
NOTE:
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Geometric Details
 US Highway 69

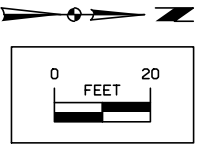


Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.63
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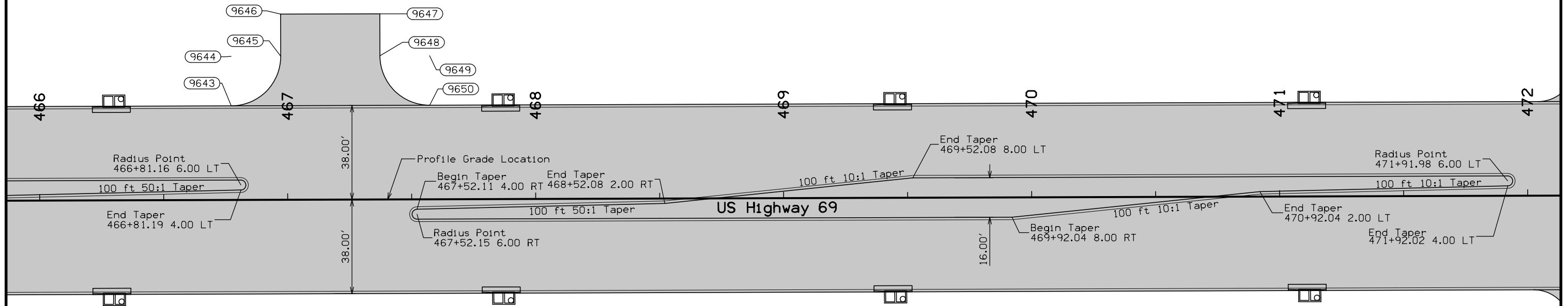
NOTE:
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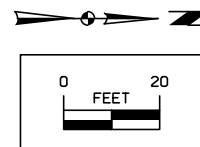
Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.64
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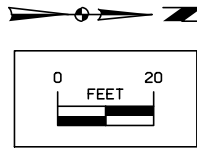
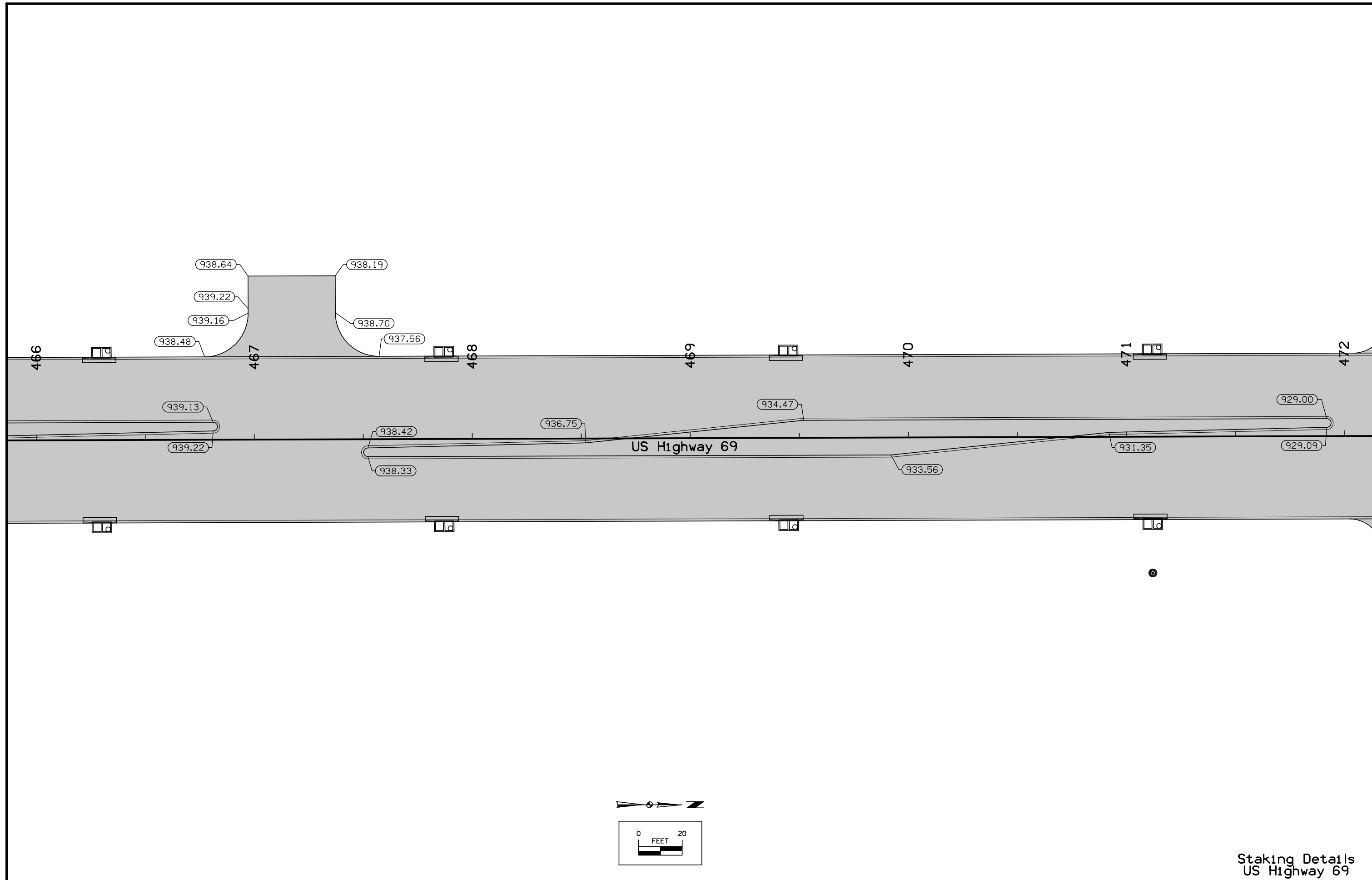
POINT	STATION	OFFSET
9643	466+77.39	-38.00
9644	466+77.39	-58.00
9645	466+97.39	-58.00
9646	466+97.39	-75.00
9647	467+37.39	-75.00
9648	467+37.39	-58.00
9649	467+57.39	-58.00
9650	467+57.39	-38.00



NOTE:
Dimensions shown are to the back of curb.
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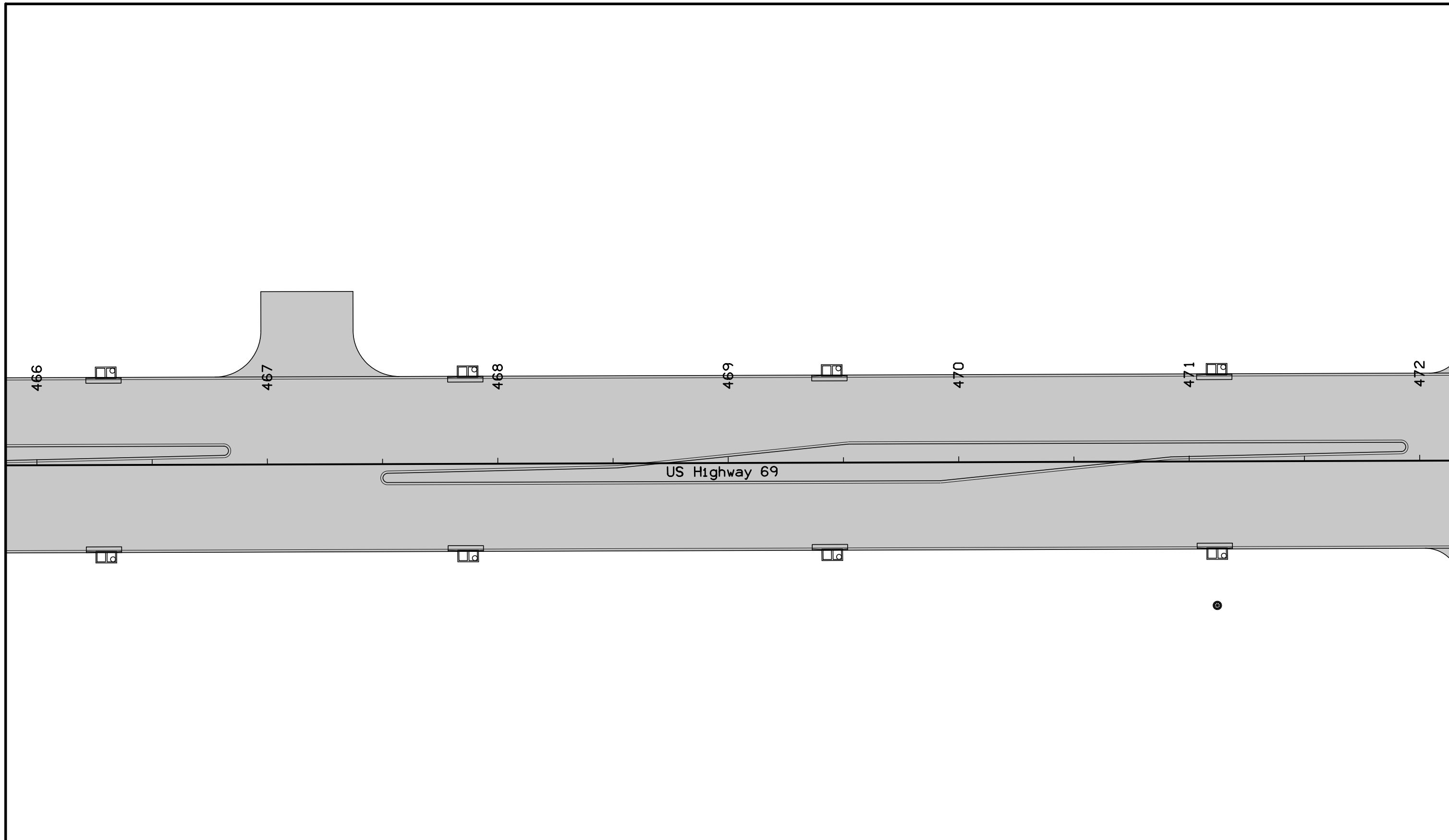


Geometric Details
US Highway 69

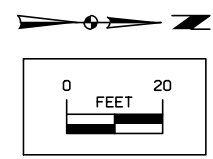


Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.66
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NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
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 Refer to Standard Road Plans for additional jointing details around physical features.



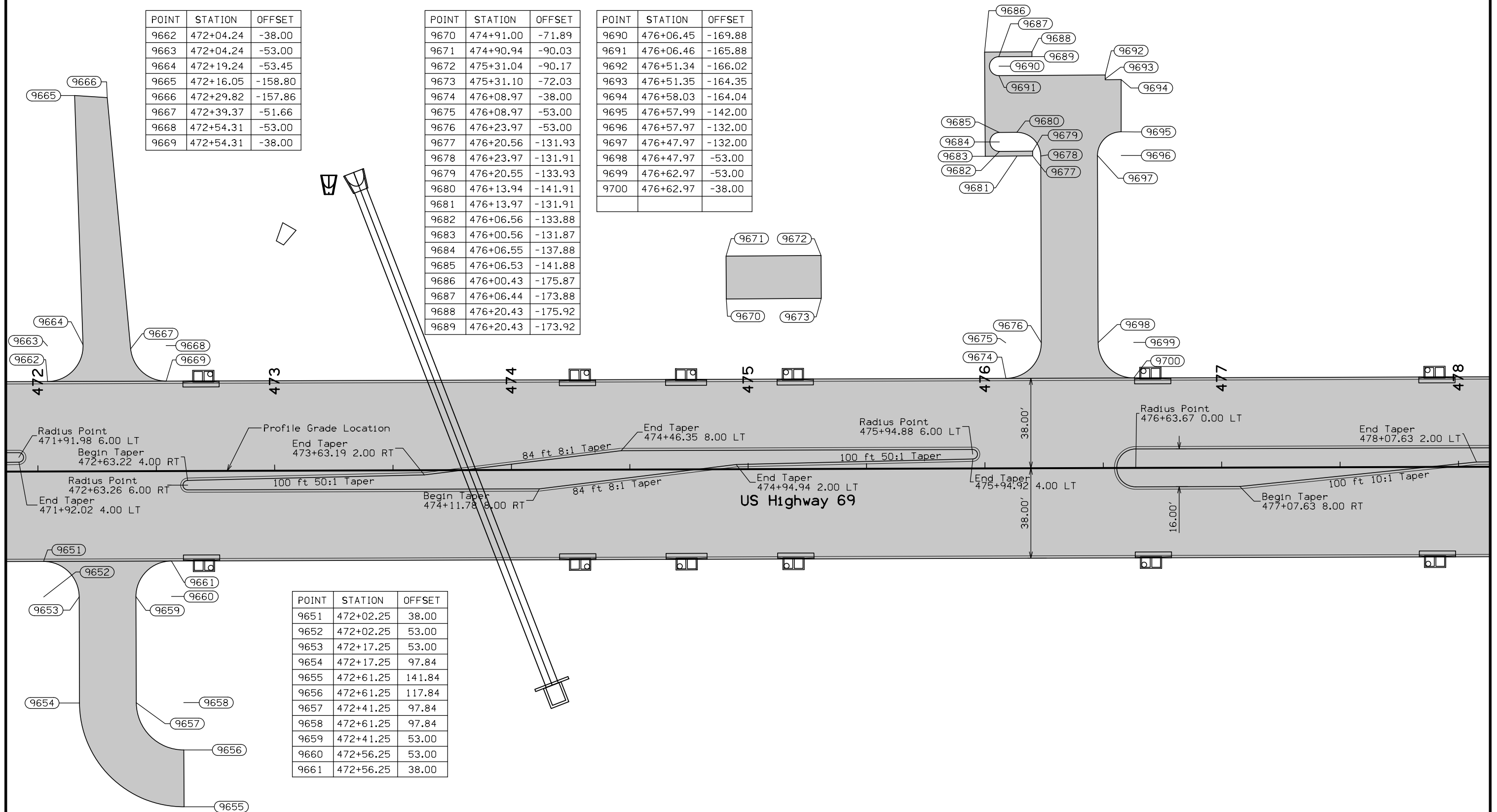
Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.67
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POINT	STATION	OFFSET
9662	472+04.24	-38.00
9663	472+04.24	-53.00
9664	472+19.24	-53.45
9665	472+16.05	-158.80
9666	472+29.82	-157.86
9667	472+39.37	-51.66
9668	472+54.31	-53.00
9669	472+54.31	-38.00

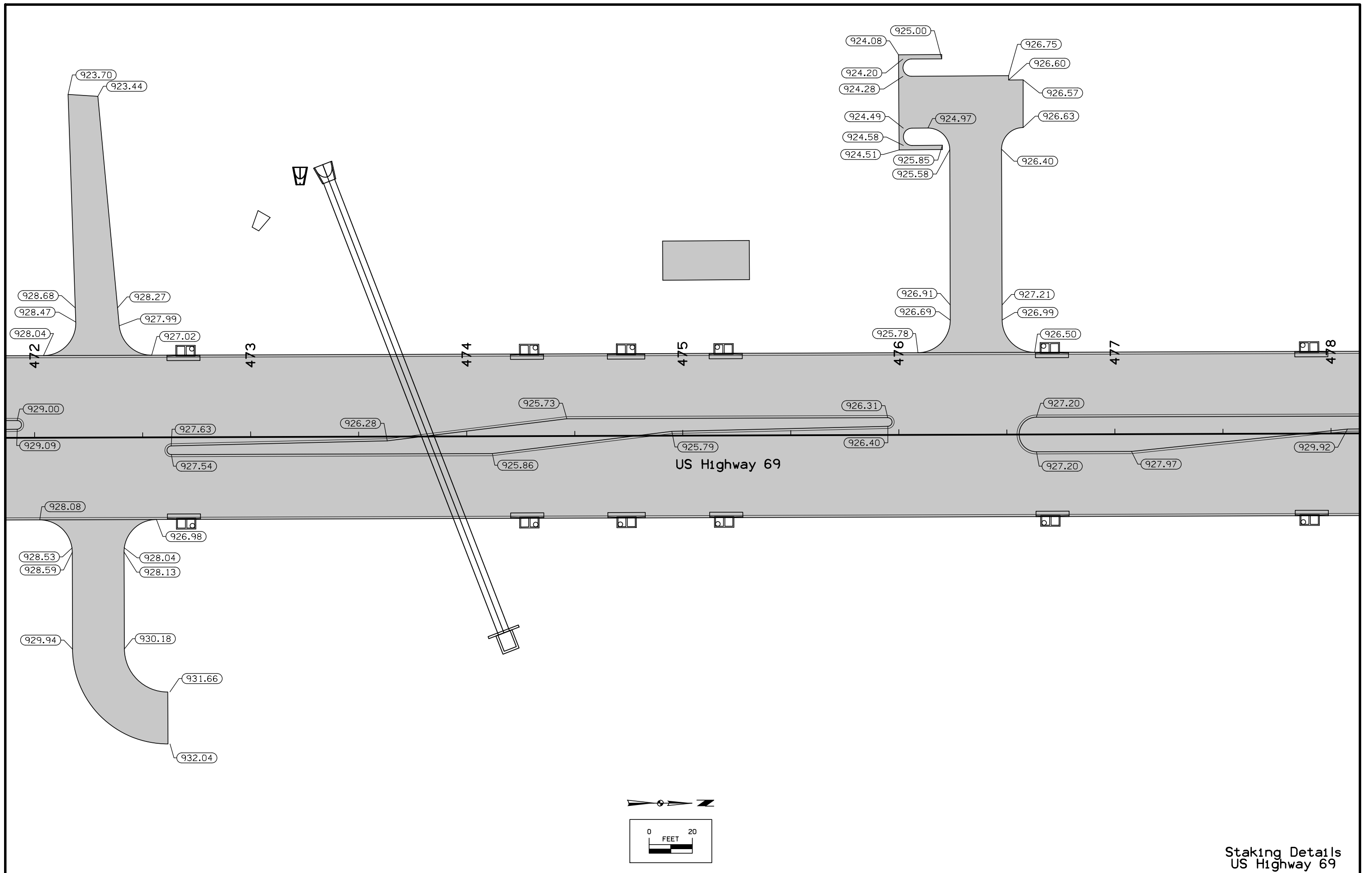
POINT	STATION	OFFSET
9670	474+91.00	-71.89
9671	474+90.94	-90.03
9672	475+31.04	-90.17
9673	475+31.10	-72.03
9674	476+08.97	-38.00
9675	476+08.97	-53.00
9676	476+23.97	-53.00
9677	476+20.56	-131.93
9678	476+23.97	-131.91
9679	476+20.55	-133.93
9680	476+13.94	-141.91
9681	476+13.97	-131.91
9682	476+06.56	-133.88
9683	476+00.56	-131.87
9684	476+06.55	-137.88
9685	476+06.53	-141.88
9686	476+00.43	-175.87
9687	476+06.44	-173.88
9688	476+20.43	-175.92
9689	476+20.43	-173.92

POINT	STATION	OFFSET
9690	476+06.45	-169.88
9691	476+06.46	-165.88
9692	476+51.34	-166.02
9693	476+51.35	-164.35
9694	476+58.03	-164.04
9695	476+57.99	-142.00
9696	476+57.97	-132.00
9697	476+47.97	-132.00
9698	476+47.97	-53.00
9699	476+62.97	-53.00
9700	476+62.97	-38.00



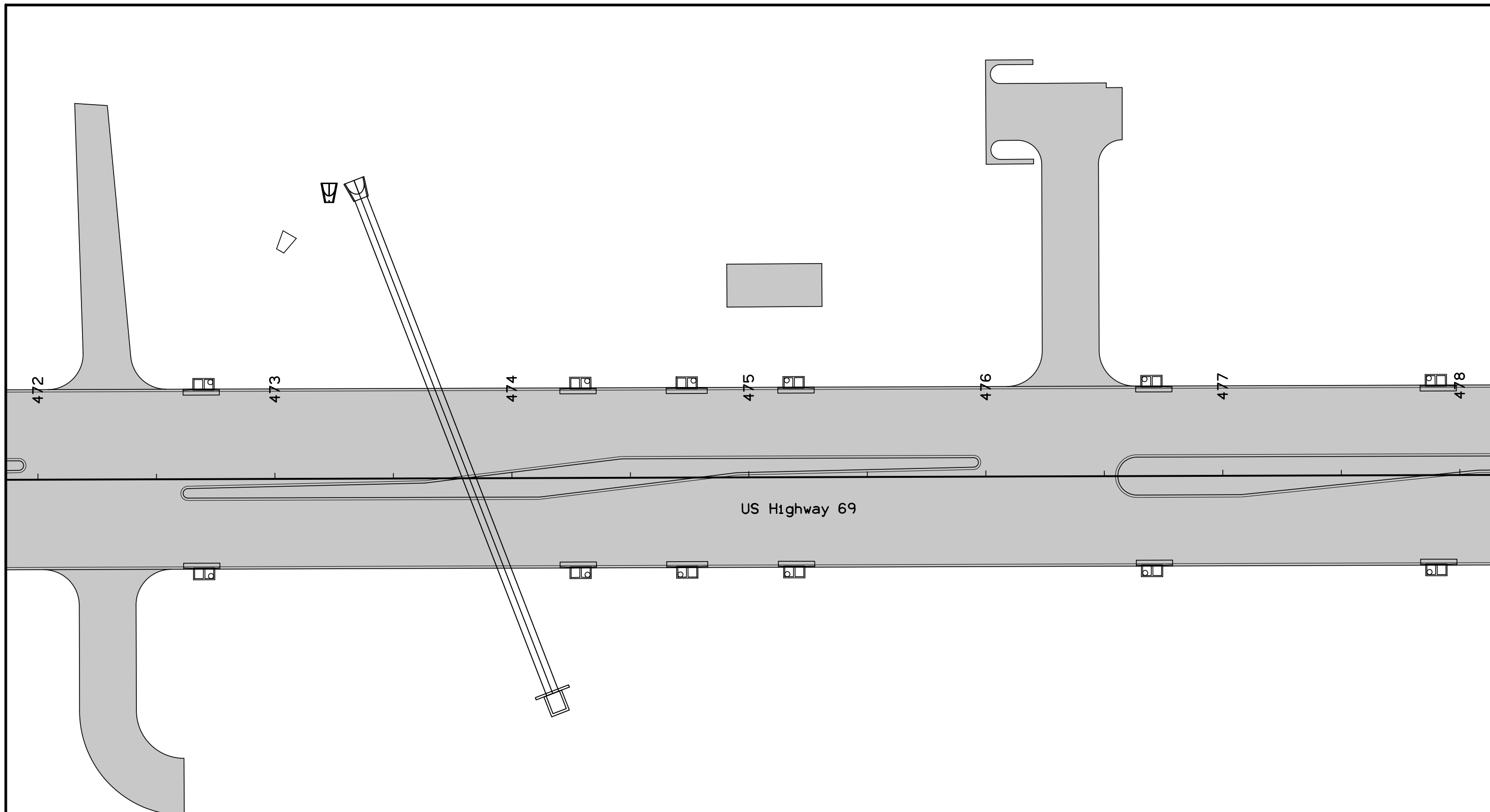
NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

Geometric Details
US Highway 69



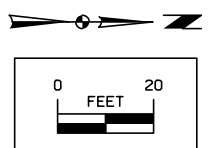
Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.69
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US Highway 69

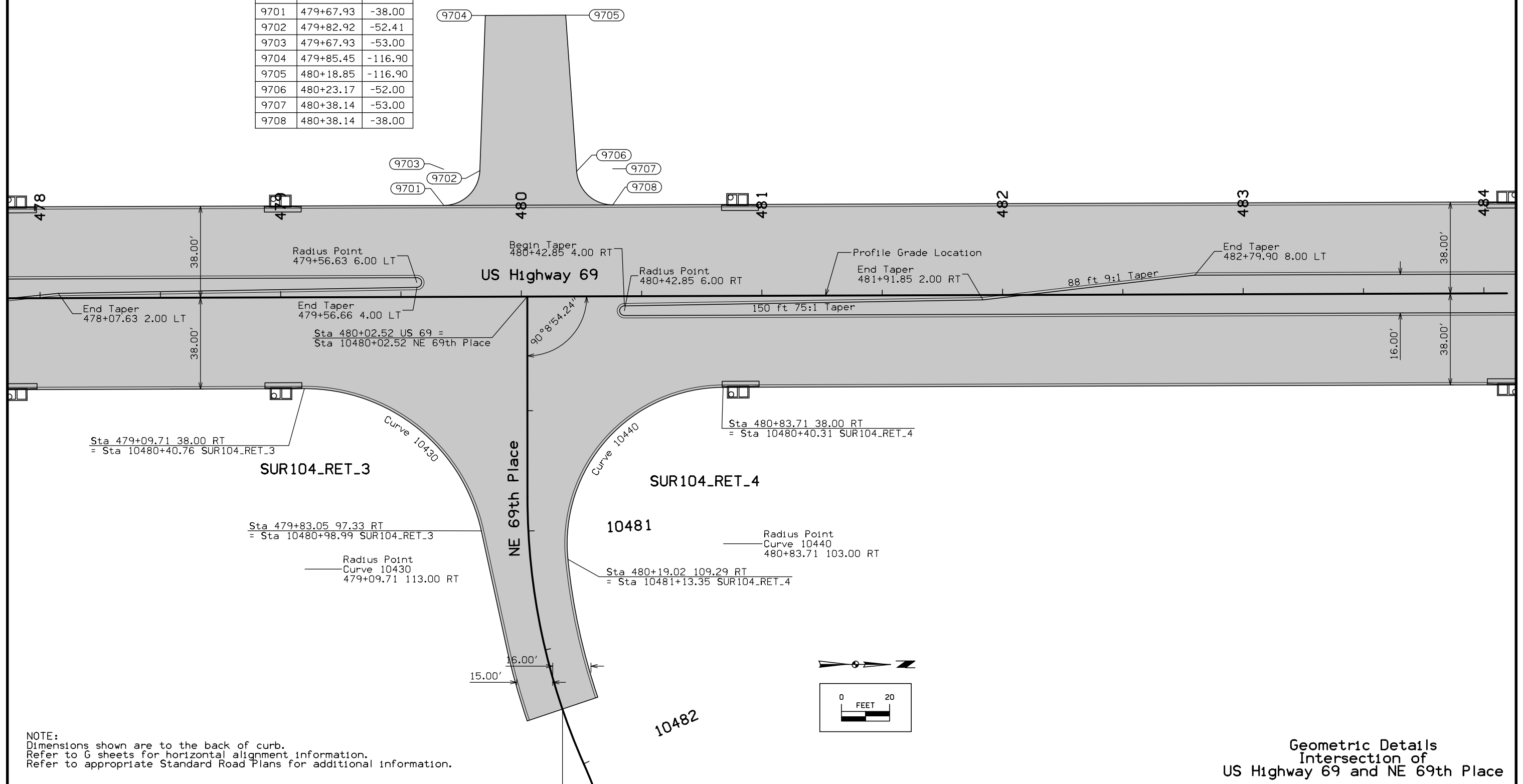
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



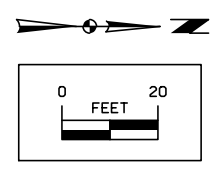
Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.70
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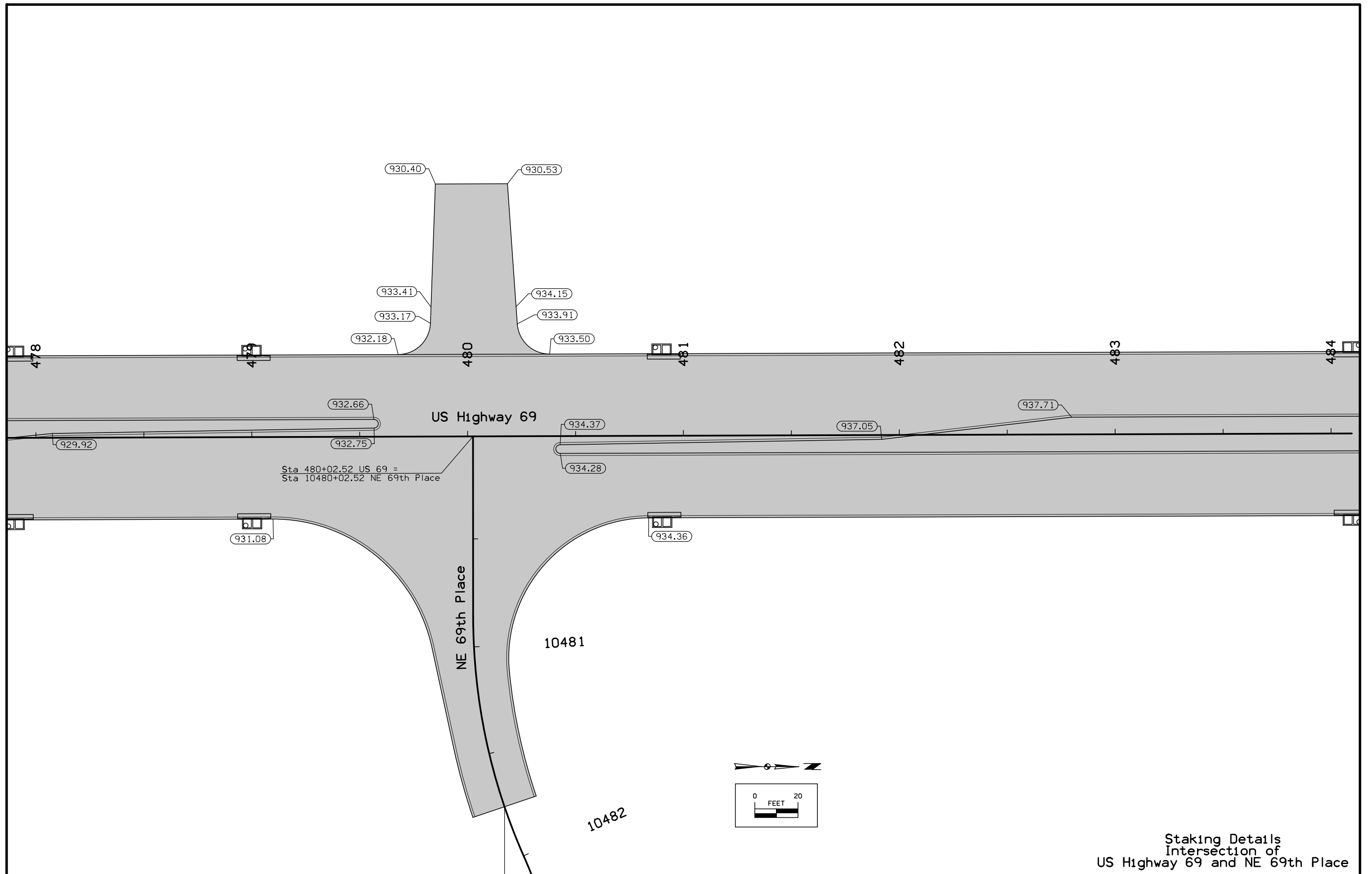
POINT	STATION	OFFSET
9701	479+67.93	-38.00
9702	479+82.92	-52.41
9703	479+67.93	-53.00
9704	479+85.45	-116.90
9705	480+18.85	-116.90
9706	480+23.17	-52.00
9707	480+38.14	-53.00
9708	480+38.14	-38.00



NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

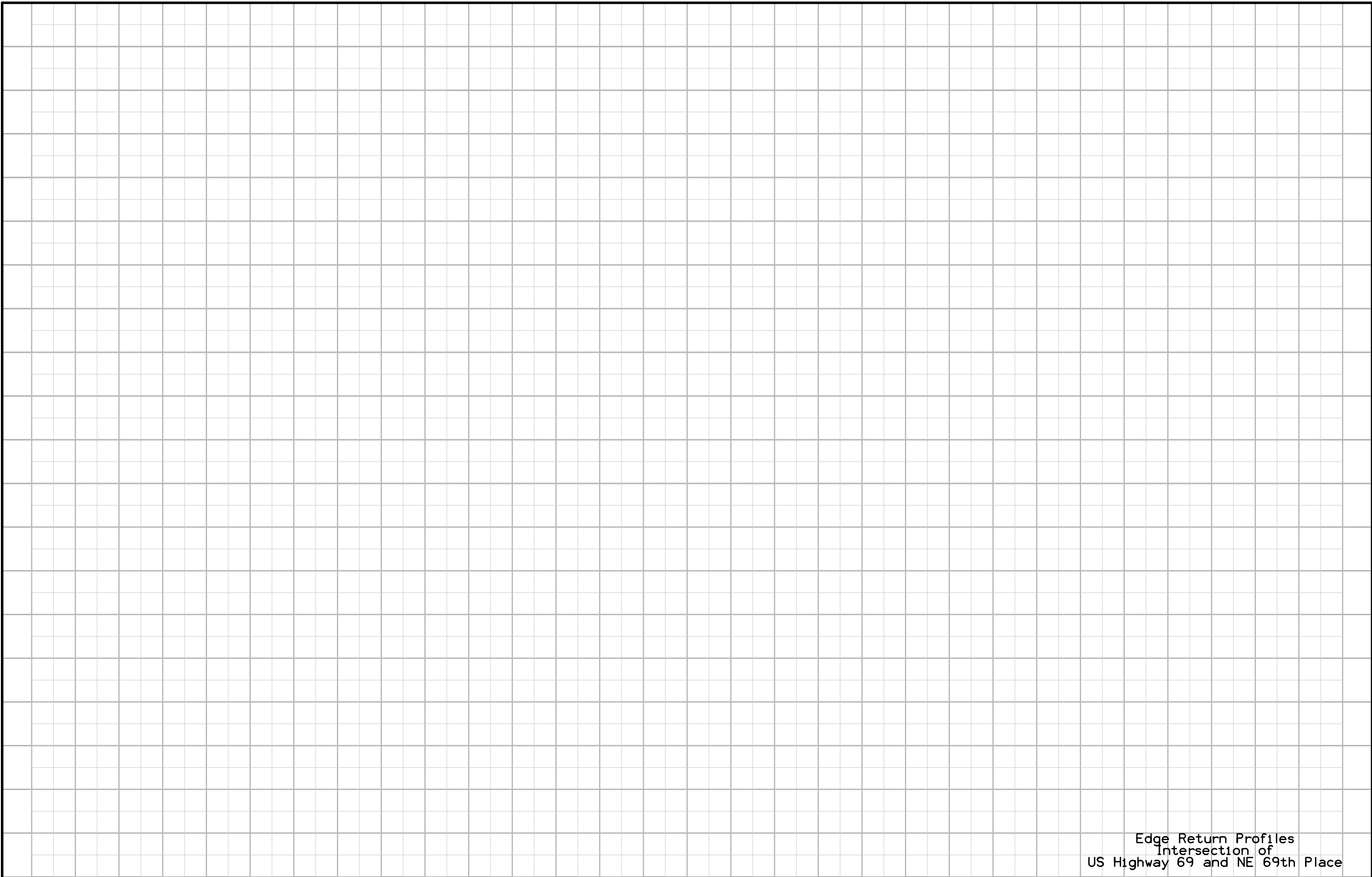


Geometric Details
Intersection of
US Highway 69 and NE 69th Place



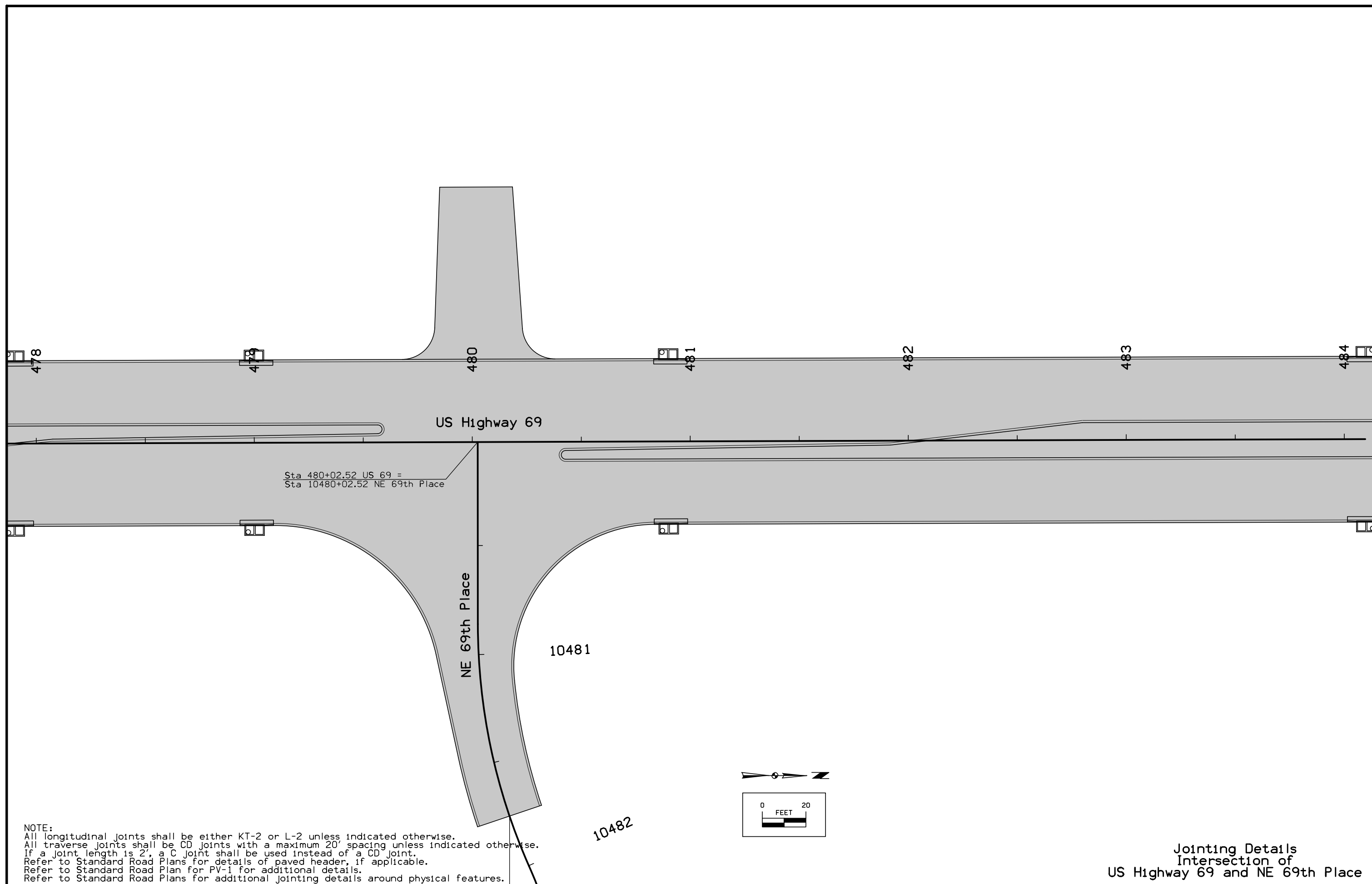
Staking Details
 Intersection of
 US Highway 69 and NE 69th Place

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.72
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Edge Return Profiles
Intersection of
US Highway 69 and NE 69th Place

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.73
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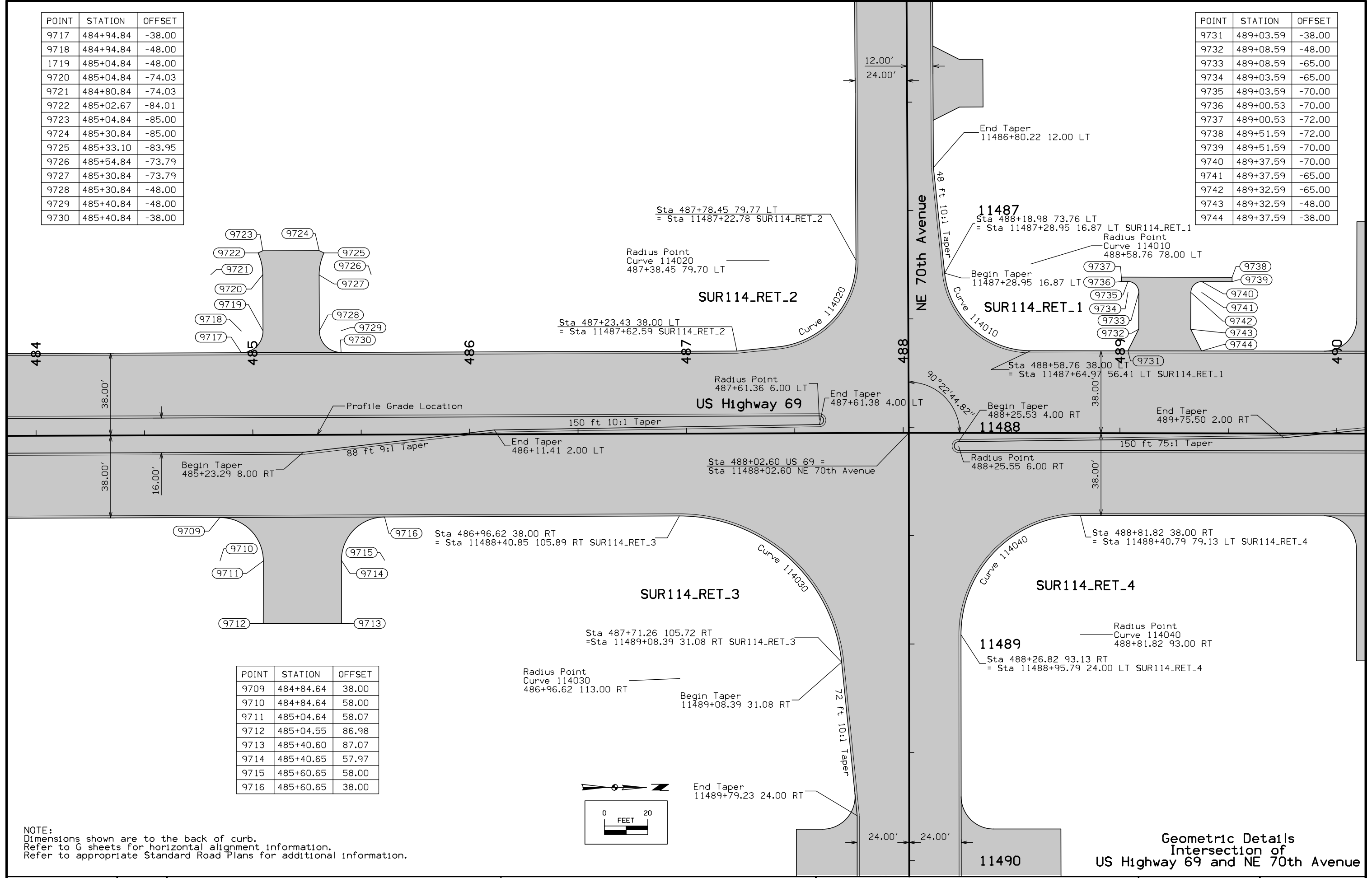
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

Jointing Details
 Intersection of
 US Highway 69 and NE 69th Place

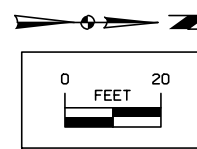
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.74
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POINT	STATION	OFFSET
9717	484+94.84	-38.00
9718	484+94.84	-48.00
1719	485+04.84	-48.00
9720	485+04.84	-74.03
9721	484+80.84	-74.03
9722	485+02.67	-84.01
9723	485+04.84	-85.00
9724	485+30.84	-85.00
9725	485+33.10	-83.95
9726	485+54.84	-73.79
9727	485+30.84	-73.79
9728	485+30.84	-48.00
9729	485+40.84	-48.00
9730	485+40.84	-38.00

POINT	STATION	OFFSET
9731	489+03.59	-38.00
9732	489+08.59	-48.00
9733	489+08.59	-65.00
9734	489+03.59	-65.00
9735	489+03.59	-70.00
9736	489+00.53	-70.00
9737	489+00.53	-72.00
9738	489+51.59	-72.00
9739	489+51.59	-70.00
9740	489+37.59	-70.00
9741	489+37.59	-65.00
9742	489+32.59	-65.00
9743	489+32.59	-48.00
9744	489+37.59	-38.00

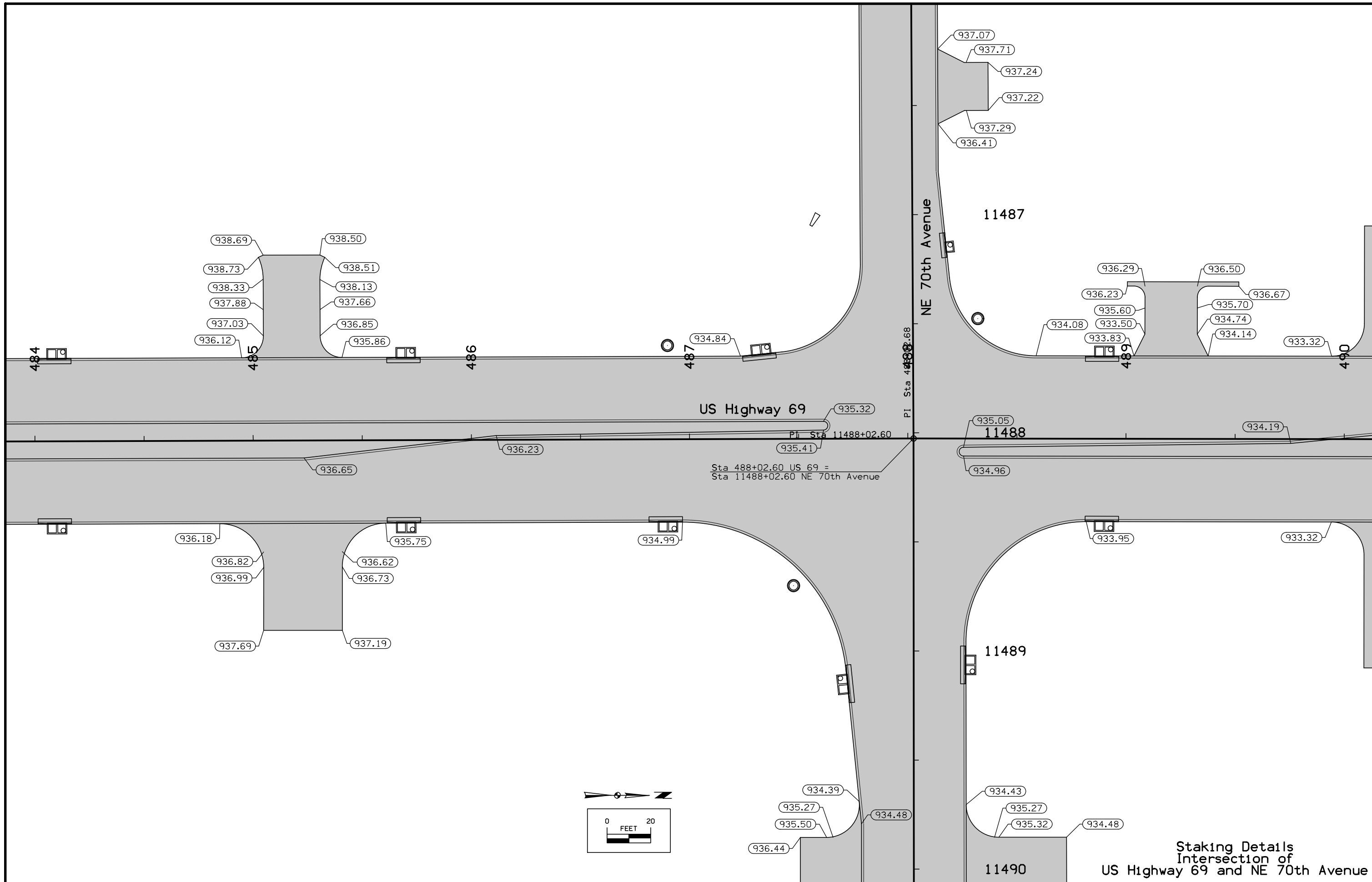


POINT	STATION	OFFSET
9709	484+84.64	38.00
9710	484+84.64	58.00
9711	485+04.64	58.07
9712	485+04.55	86.98
9713	485+40.60	87.07
9714	485+40.65	57.97
9715	485+60.65	58.00
9716	485+60.65	38.00



NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

**Geometric Details
 Intersection of
 US Highway 69 and NE 70th Avenue**



11487

11488

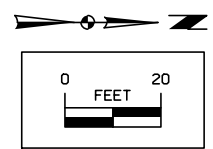
11489

11490

US Highway 69

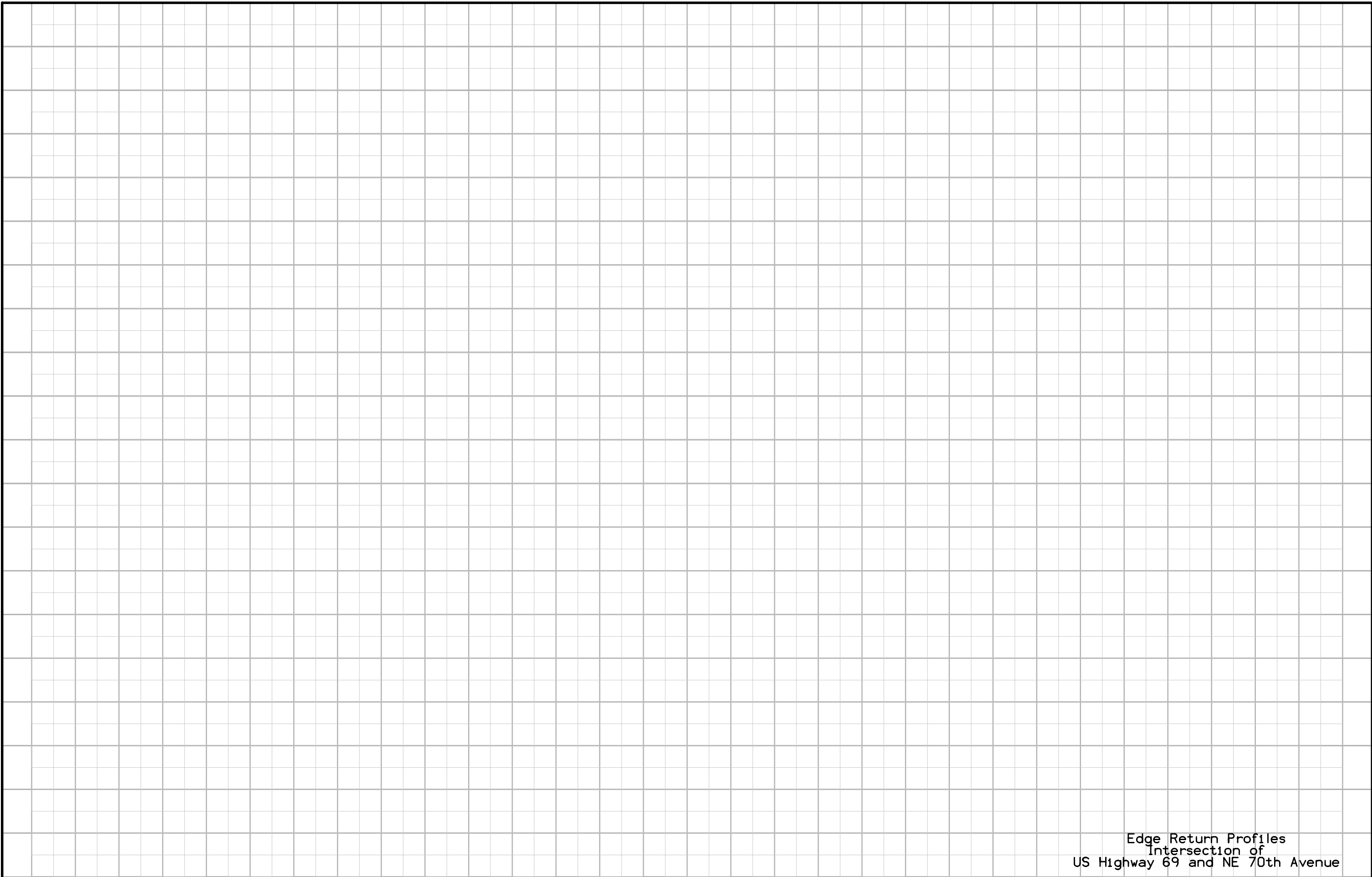
NE 70th Avenue

Sta 488+02.60 US 69 =
Sta 11488+02.60 NE 70th Avenue

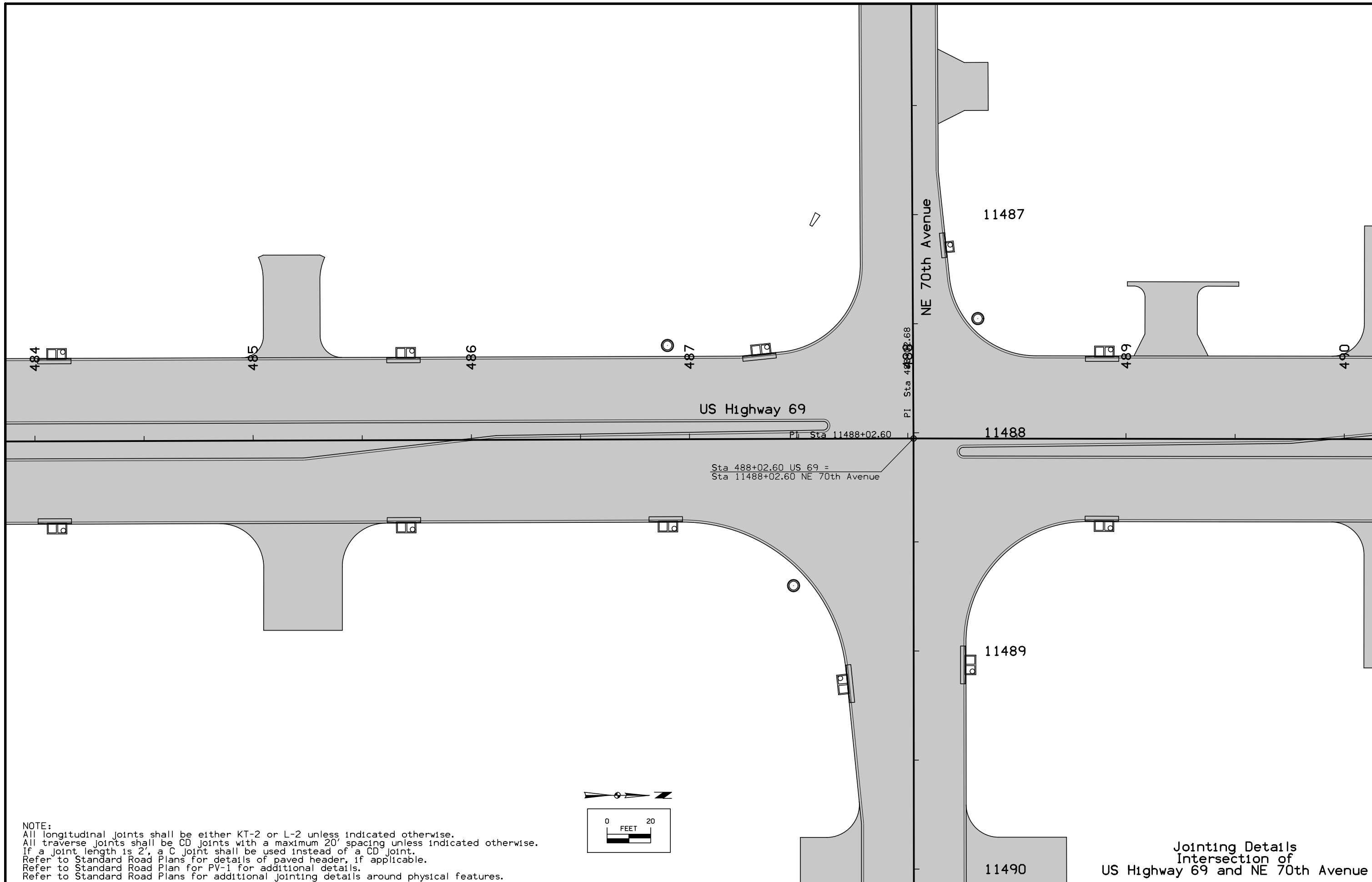


Staking Details
Intersection of
US Highway 69 and NE 70th Avenue

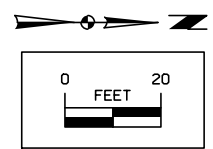
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.76
2:43:42 PM	8/4/2017	arauk	pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\7706901199\Design\SHT_7706965_L76.dgn					



Edge Return Profiles
Intersection of
US Highway 69 and NE 70th Avenue



NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 Intersection of
 US Highway 69 and NE 70th Avenue

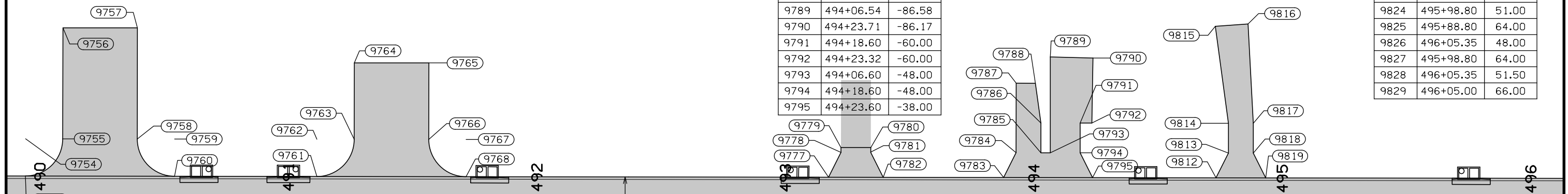
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.78
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POINT	STATION	OFFSET
9753	489+94.16	-38.00
9754	489+94.16	-53.00
9755	490+09.16	-53.00
9756	490+09.16	-97.75
9757	490+39.16	-97.75
9758	490+39.16	-53.00
9759	490+54.16	-53.00
9760	490+54.16	-38.00

POINT	STATION	OFFSET
9761	491+11.47	-38.00
9762	491+11.47	-53.00
9763	491+26.47	-53.00
9764	491+26.47	-83.81
9765	491+56.47	-83.81
9766	491+56.47	-53.00
9767	491+71.47	-53.00
9768	491+71.47	-38.00

POINT	STATION	OFFSET
9777	493+17.35	-38.00
9778	493+22.35	-48.00
9779	493+22.35	-49.98
9780	493+34.35	-49.98
9781	493+34.28	-48.14
9782	493+39.35	-38.00
9783	493+87.82	-38.00
9784	493+92.82	-48.00
9785	494+02.82	-48.00
9786	494+02.82	-60.00
9787	493+92.85	-76.00
9788	494+00.58	-76.00
9789	494+06.54	-86.58
9790	494+23.71	-86.17
9791	494+18.60	-60.00
9792	494+23.32	-60.00
9793	494+06.60	-48.00
9794	494+18.60	-48.00
9795	494+23.60	-38.00

POINT	STATION	OFFSET
9812	494+73.29	-38.00
9813	494+78.29	-48.00
9814	494+78.29	-60.00
9815	494+72.92	-99.06
9816	494+86.08	-100.03
9817	494+88.29	-60.00
9818	494+88.29	-48.00
9819	494+93.29	-38.00
9820	495+83.80	38.00
9821	495+88.80	48.00
9822	495+88.80	51.00
9823	495+98.80	48.00
9824	495+98.80	51.00
9825	495+88.80	64.00
9826	496+05.35	48.00
9827	495+98.80	64.00
9828	496+05.35	51.50
9829	496+05.00	66.00

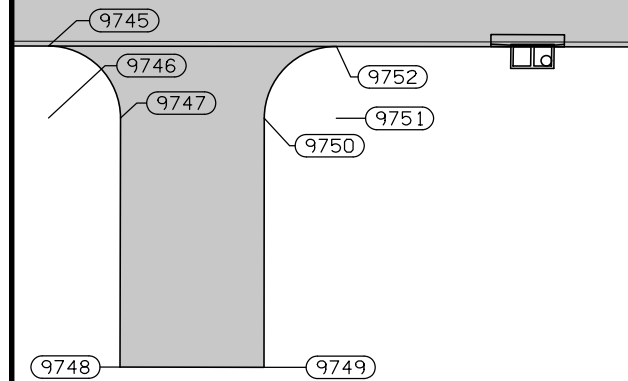


Begin Taper
490+75.10 7.96 LT
Radius Point
490+75.90 0.00 RT
100 ft 10:1 Taper

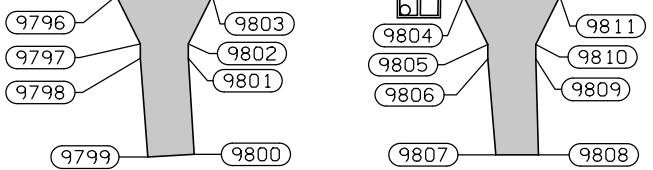
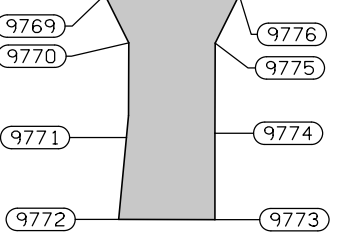
US Highway 69

Profile Grade Location

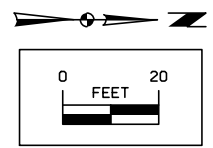
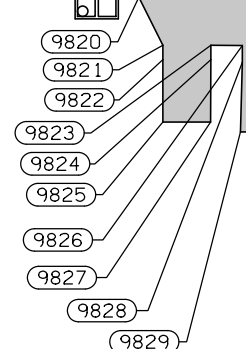
38.00'
38.00'



POINT	STATION	OFFSET
9745	489+94.16	38.00
9746	489+94.16	53.00
9747	490+09.16	53.00
9748	490+09.16	104.89
9749	490+39.16	104.89
9750	490+39.16	53.00
9751	490+54.16	53.00
9752	490+54.16	38.00
9769	492+50.14	38.00
9770	492+55.14	48.00
9771	492+54.71	67.72
9772	492+53.11	84.81
9773	492+73.14	84.81
9774	492+73.14	66.81
9775	492+73.14	48.00
9776	492+78.14	38.00

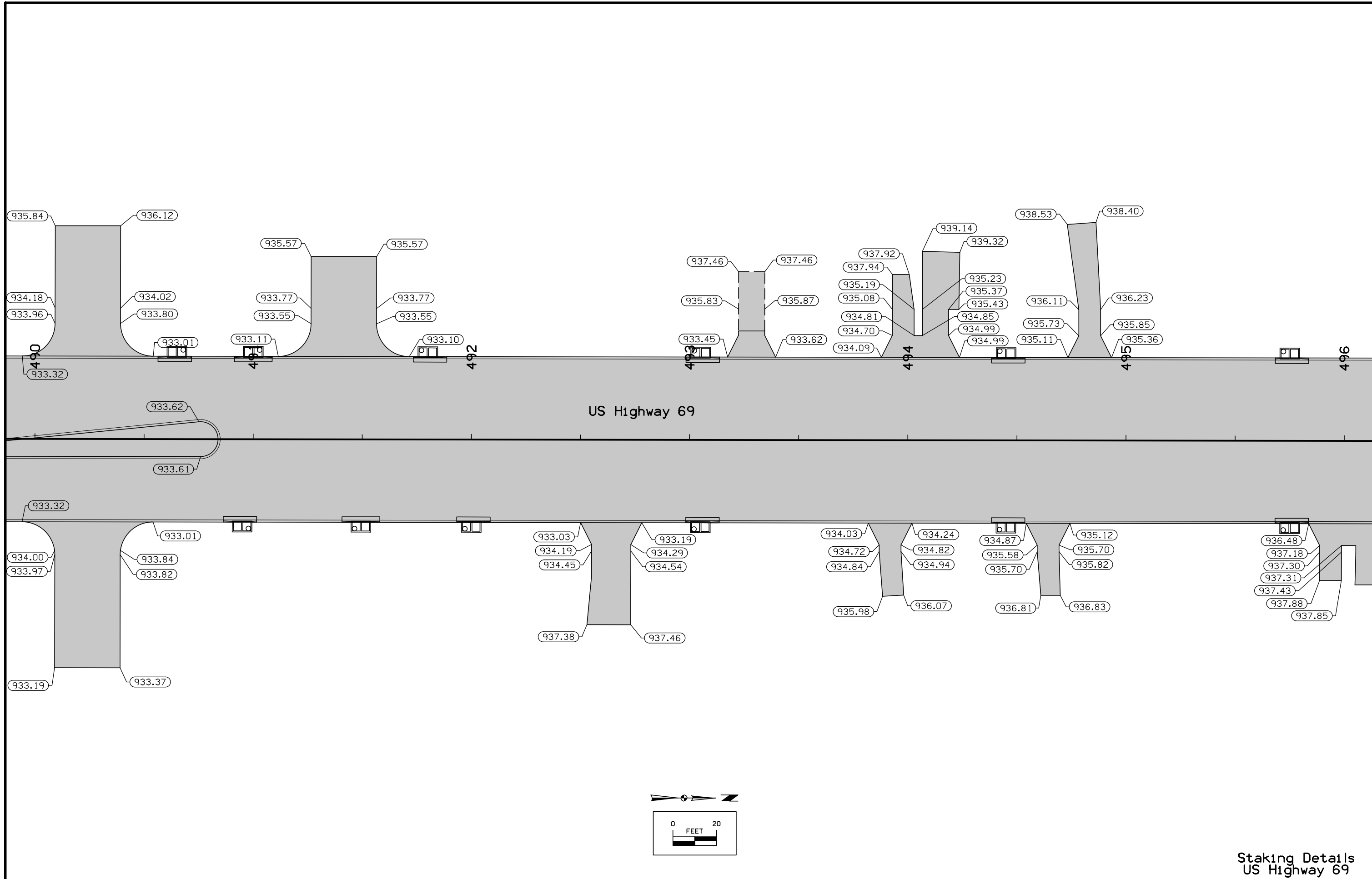


POINT	STATION	OFFSET
9796	493+81.96	38.00
9797	493+86.96	48.00
9798	493+86.96	51.00
9799	493+88.55	71.60
9800	493+98.20	71.00
9801	493+96.96	51.00
9802	493+96.96	48.00
9803	494+01.96	38.00
9804	494+54.38	38.00
9805	494+59.38	48.00
9806	494+59.38	51.00
9807	494+61.07	71.00
9808	494+69.95	71.00
9809	494+69.38	51.00
9810	494+69.38	48.00
9811	494+74.38	38.00



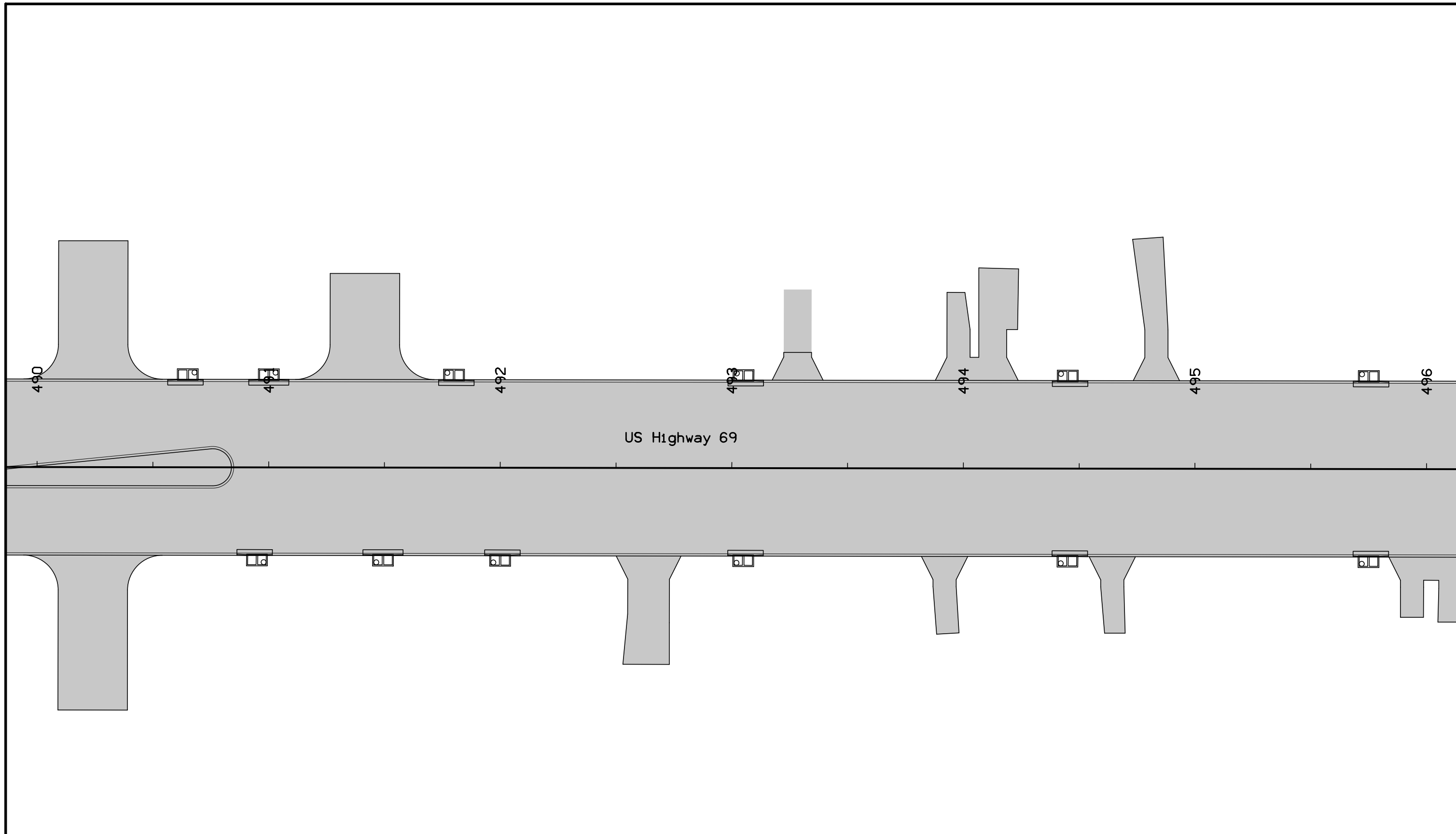
NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

Geometric Details
US Highway 69

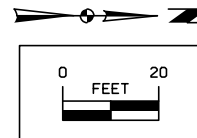


Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.80
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NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

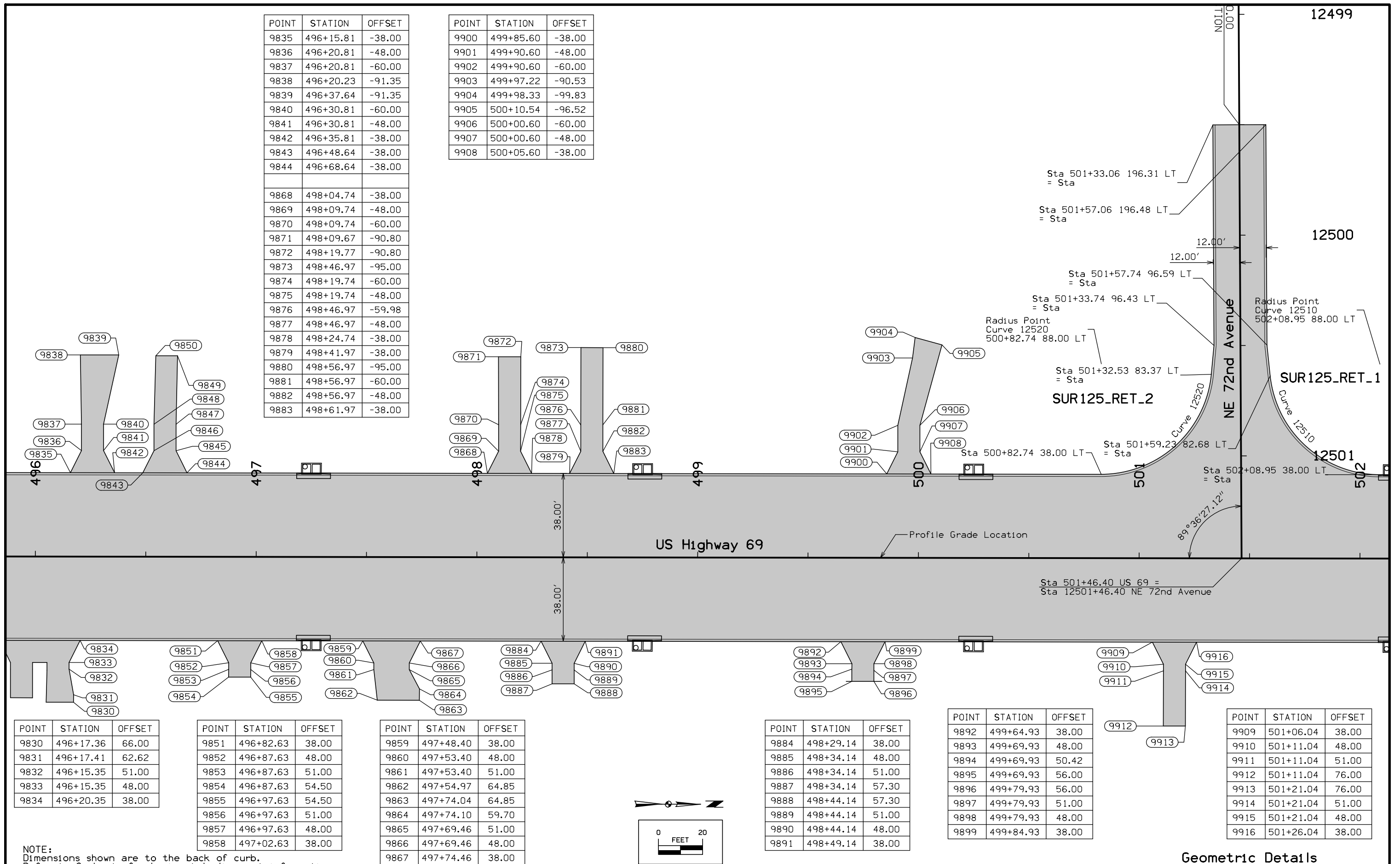


Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.81
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POINT	STATION	OFFSET
9835	496+15.81	-38.00
9836	496+20.81	-48.00
9837	496+20.81	-60.00
9838	496+20.23	-91.35
9839	496+37.64	-91.35
9840	496+30.81	-60.00
9841	496+30.81	-48.00
9842	496+35.81	-38.00
9843	496+48.64	-38.00
9844	496+68.64	-38.00
9868	498+04.74	-38.00
9869	498+09.74	-48.00
9870	498+09.74	-60.00
9871	498+09.67	-90.80
9872	498+19.77	-90.80
9873	498+46.97	-95.00
9874	498+19.74	-60.00
9875	498+19.74	-48.00
9876	498+46.97	-59.98
9877	498+46.97	-48.00
9878	498+24.74	-38.00
9879	498+41.97	-38.00
9880	498+56.97	-95.00
9881	498+56.97	-60.00
9882	498+56.97	-48.00
9883	498+61.97	-38.00

POINT	STATION	OFFSET
9900	499+85.60	-38.00
9901	499+90.60	-48.00
9902	499+90.60	-60.00
9903	499+97.22	-90.53
9904	499+98.33	-99.83
9905	500+10.54	-96.52
9906	500+00.60	-60.00
9907	500+00.60	-48.00
9908	500+05.60	-38.00



POINT	STATION	OFFSET
9830	496+17.36	66.00
9831	496+17.41	62.62
9832	496+15.35	51.00
9833	496+15.35	48.00
9834	496+20.35	38.00

POINT	STATION	OFFSET
9851	496+82.63	38.00
9852	496+87.63	48.00
9853	496+87.63	51.00
9854	496+87.63	54.50
9855	496+97.63	54.50
9856	496+97.63	51.00
9857	496+97.63	48.00
9858	497+02.63	38.00

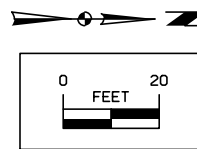
POINT	STATION	OFFSET
9859	497+48.40	38.00
9860	497+53.40	48.00
9861	497+53.40	51.00
9862	497+54.97	64.85
9863	497+74.04	64.85
9864	497+74.10	59.70
9865	497+69.46	51.00
9866	497+69.46	48.00
9867	497+74.46	38.00

POINT	STATION	OFFSET
9884	498+29.14	38.00
9885	498+34.14	48.00
9886	498+34.14	51.00
9887	498+34.14	57.30
9888	498+44.14	57.30
9889	498+44.14	51.00
9890	498+44.14	48.00
9891	498+49.14	38.00

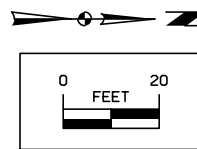
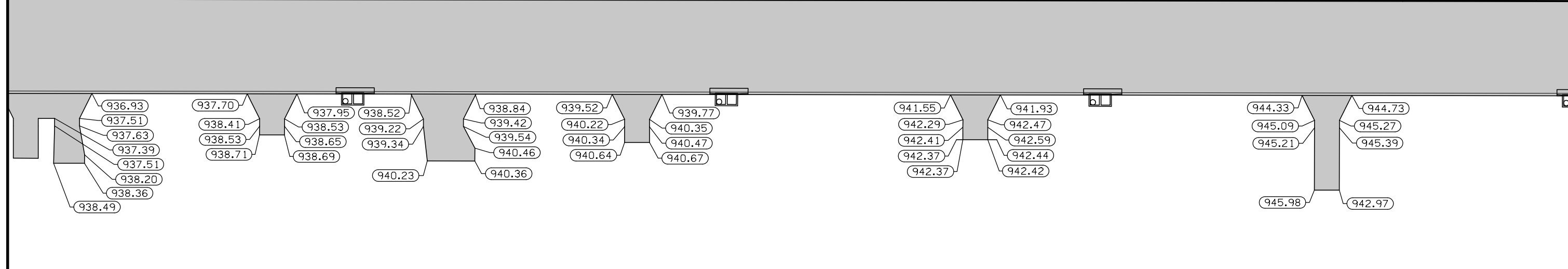
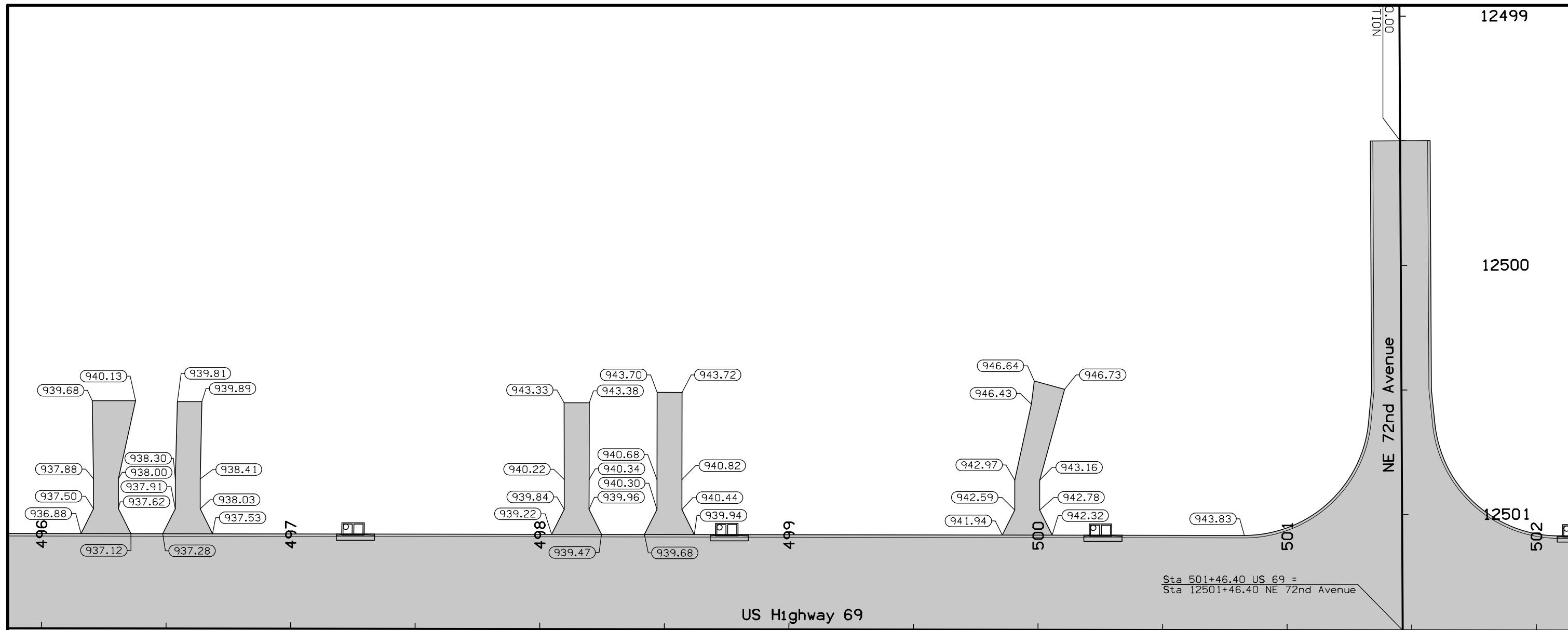
POINT	STATION	OFFSET
9892	499+64.93	38.00
9893	499+69.93	48.00
9894	499+69.93	50.42
9895	499+69.93	56.00
9896	499+79.93	56.00
9897	499+79.93	51.00
9898	499+79.93	48.00
9899	499+84.93	38.00

POINT	STATION	OFFSET
9909	501+06.04	38.00
9910	501+11.04	48.00
9911	501+11.04	51.00
9912	501+11.04	76.00
9913	501+21.04	76.00
9914	501+21.04	51.00
9915	501+21.04	48.00
9916	501+26.04	38.00

NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

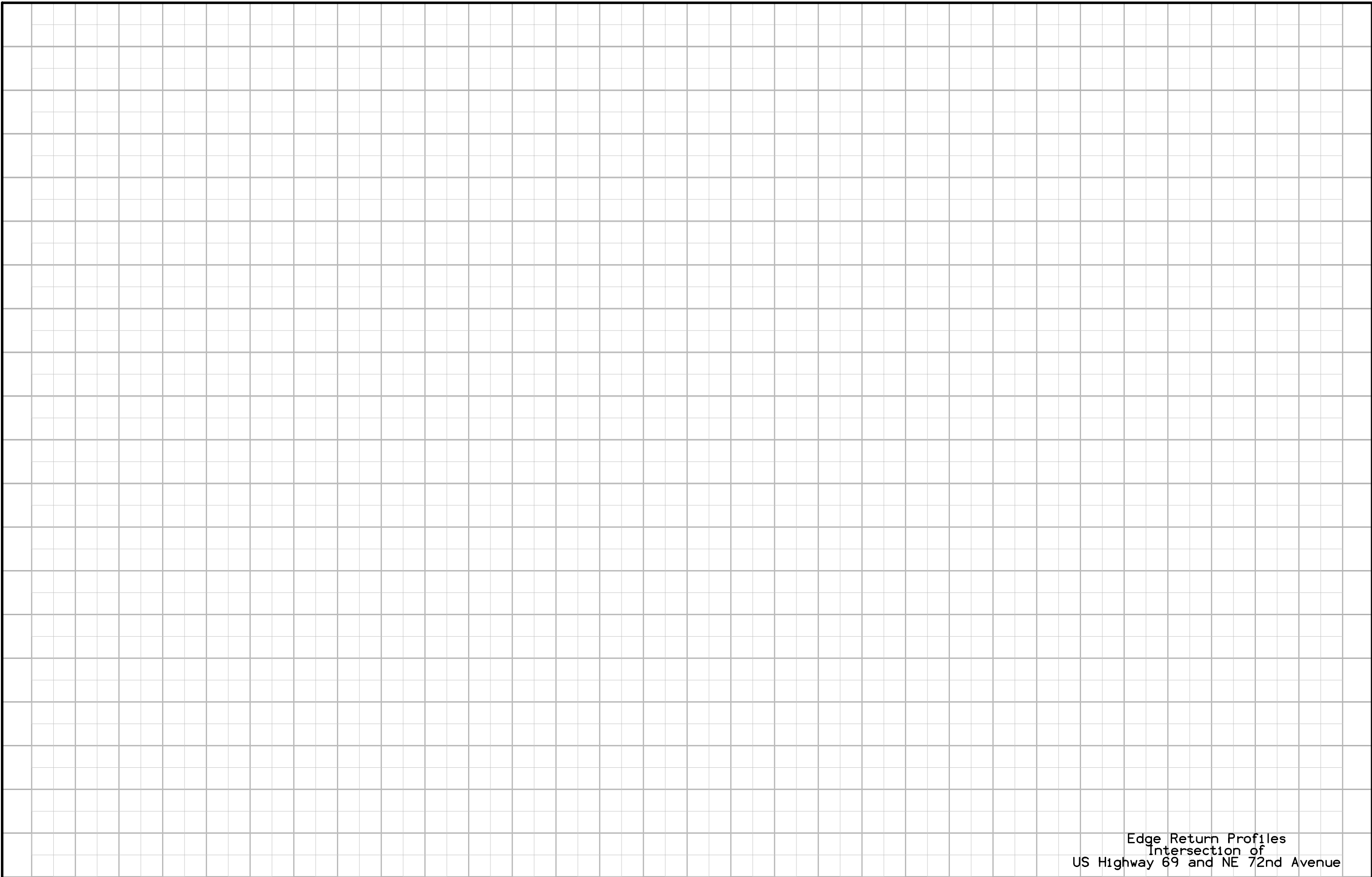


**Geometric Details
 Intersection of
 US Highway 69 and NE 72nd Avenue**



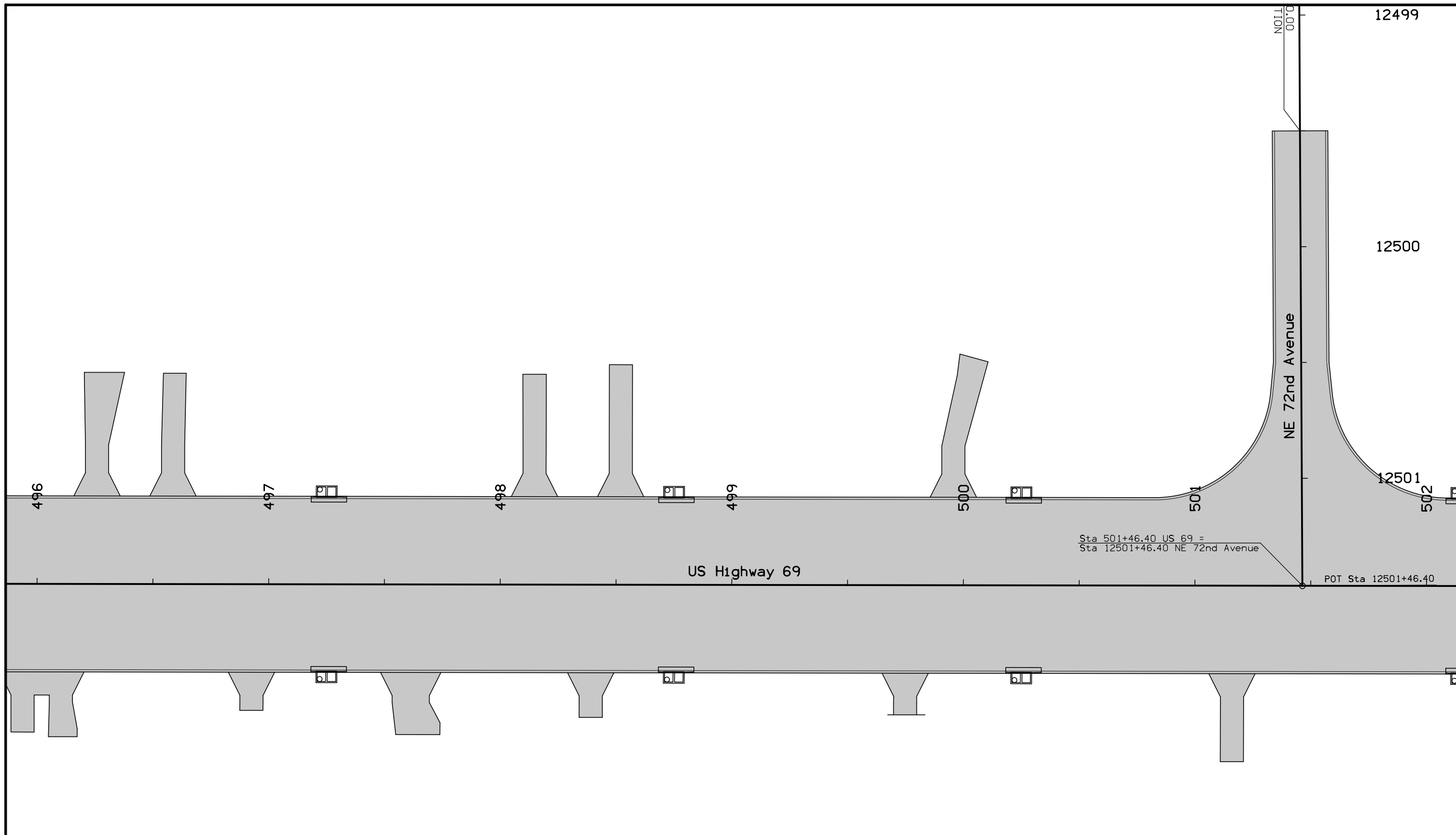
Staking Details
 Intersection of
 US Highway 69 and NE 72nd Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.83
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Edge Return Profiles
Intersection of
US Highway 69 and NE 72nd Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.84
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NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

Jointing Details
 Intersection of
 US Highway 69 and NE 72nd Avenue

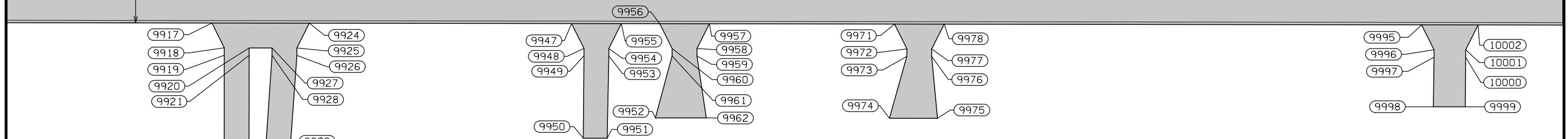
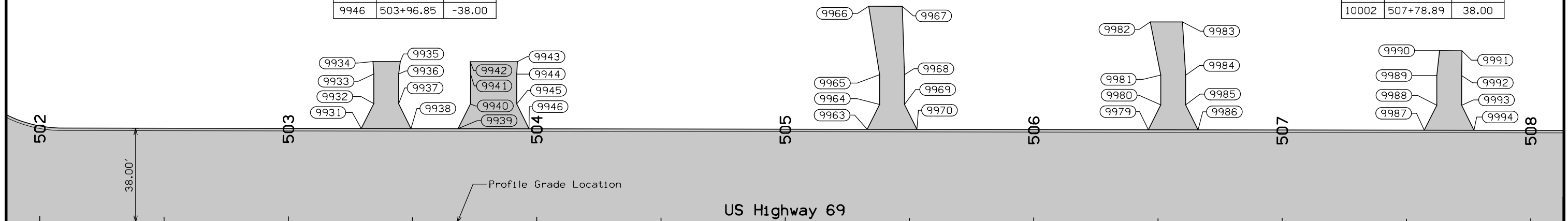
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.85
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POINT	STATION	OFFSET
9931	503+29.33	-38.00
9932	503+34.33	-48.00
9933	503+34.33	-60.00
9934	503+33.96	-65.00
9935	503+45.00	-65.00
9936	503+44.33	-60.00
9937	503+44.33	-48.00
9938	503+49.33	-38.00
9939	503+68.26	-38.00
9940	503+73.26	-48.00
9941	503+73.26	-60.00
9942	503+73.11	-65.00
9943	503+92.14	-65.00
9944	503+91.85	-60.00
9945	503+91.85	-48.00
9946	503+96.85	-38.00

POINT	STATION	OFFSET
9963	505+32.92	-38.00
9964	505+37.92	-48.00
9965	505+37.92	-60.00
9966	505+33.48	-87.55
9967	505+46.99	-87.55
9968	505+47.92	-60.00
9969	505+47.92	-48.00
9970	505+52.92	-38.00

POINT	STATION	OFFSET
9979	506+46.06	-38.00
9980	506+51.06	-48.00
9981	506+51.06	-60.00
9982	506+46.78	-81.42
9983	506+59.72	-81.42
9984	506+61.06	-60.00
9985	506+61.06	-48.00
9986	506+66.06	-38.00

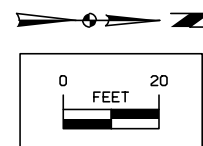
POINT	STATION	OFFSET
9987	507+57.13	-38.00
9988	507+62.13	-48.00
9989	507+62.13	-60.00
9990	507+63.25	-70.00
9991	507+72.24	-70.00
9992	507+72.13	-60.00
9993	507+72.13	-48.00
9994	507+77.13	-38.00
9995	507+56.16	38.00
9996	507+61.16	48.00
9997	507+61.16	51.00
9998	507+60.91	71.00
9999	507+73.77	71.00
10000	507+73.89	51.00
10001	507+73.89	48.00
10002	507+78.89	38.00



POINT	STATION	OFFSET
9917	502+69.33	38.00
9918	502+74.33	48.00
9919	502+74.33	51.00
9920	502+84.33	48.00
9921	502+84.33	51.00
9922	502+74.33	111.00
9923	502+84.33	111.00
9924	503+08.54	38.00

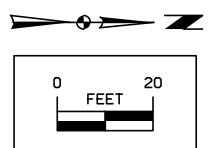
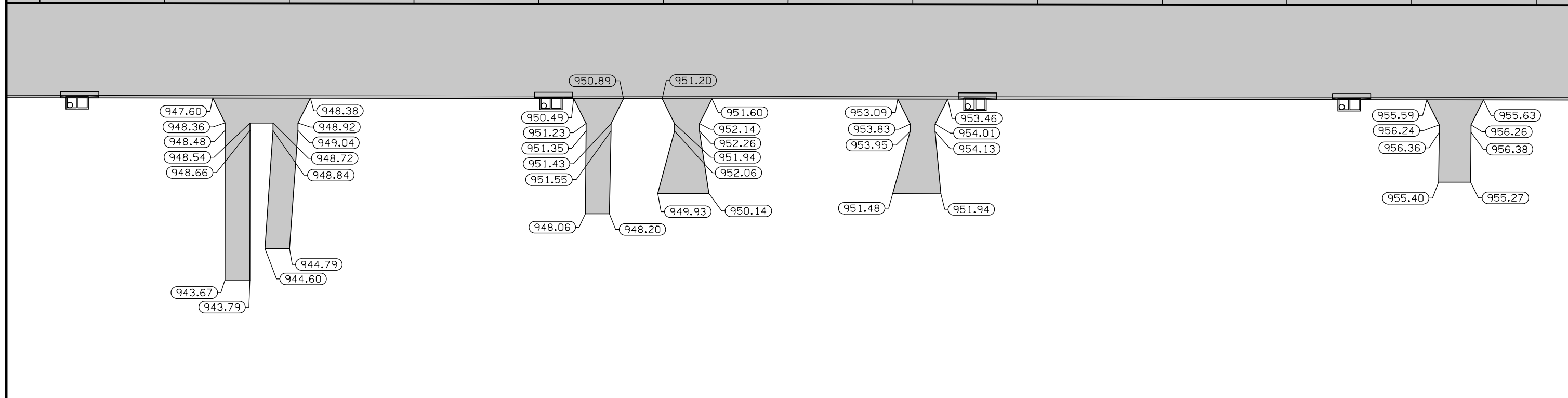
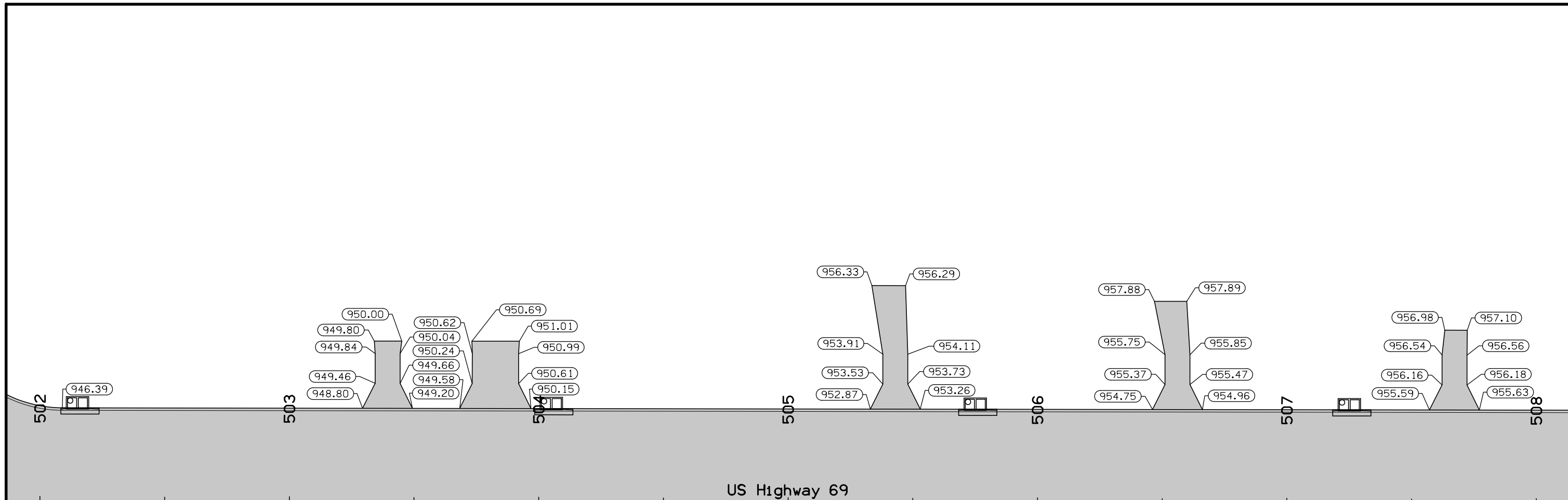
POINT	STATION	OFFSET
9947	504+14.08	38.00
9948	504+19.08	48.00
9949	504+19.08	51.00
9950	504+18.85	84.22
9951	504+28.46	84.22
9952	504+47.86	76.00
9953	504+29.08	51.00
9954	504+29.08	48.00
9955	504+34.08	38.00
9956	504+49.55	38.00
9957	504+69.55	38.00
9958	504+64.55	48.00
9959	504+64.55	51.00
9960	504+54.55	48.00
9961	504+54.55	51.00
9962	504+68.37	76.00

POINT	STATION	OFFSET
9971	505+44.04	38.00
9972	505+49.04	48.00
9973	505+49.04	51.00
9974	505+42.02	76.00
9975	505+61.40	76.00
9976	505+59.04	51.00
9977	505+59.04	48.00
9978	505+64.04	38.00

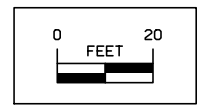
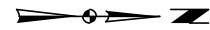
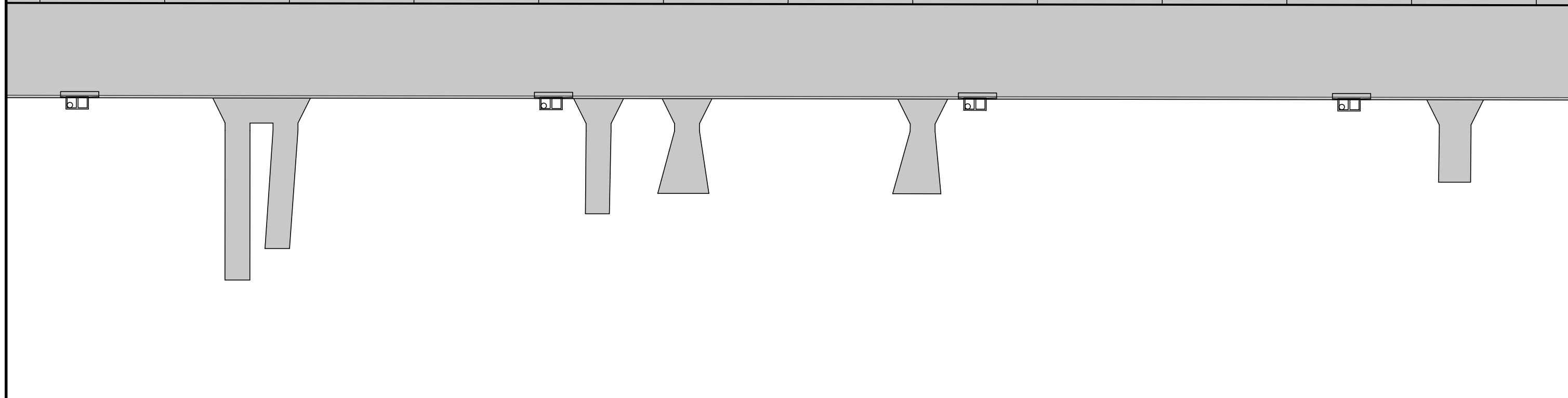
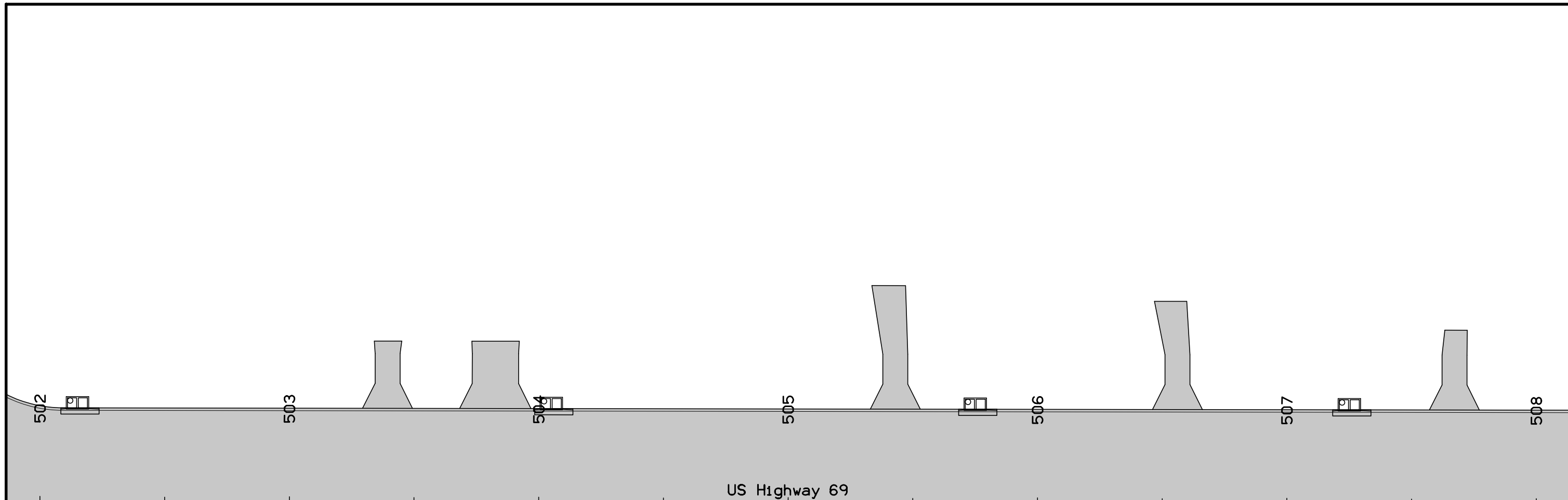


NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

Geometric Details
US Highway 69



Staking Details
US Highway 69



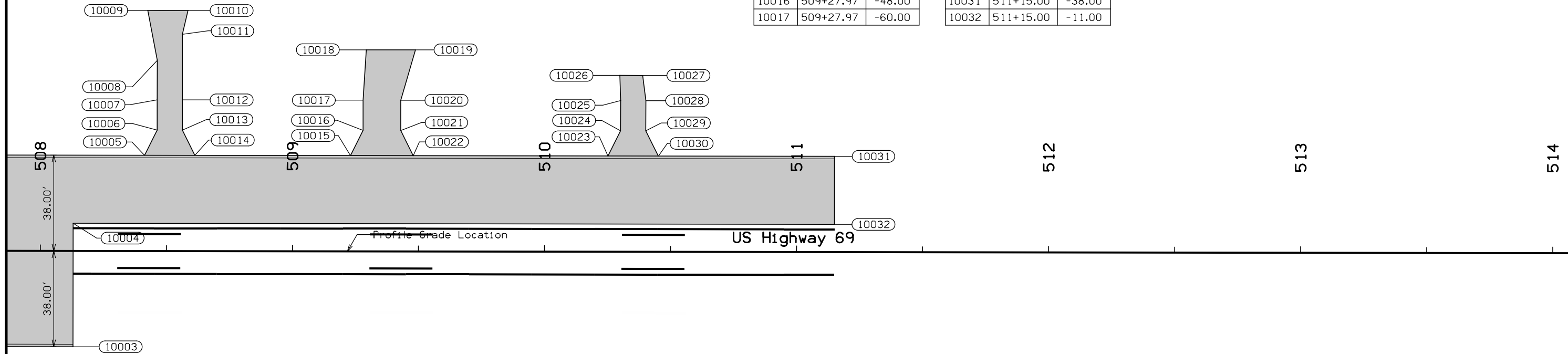
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

Jointing Details
 US Highway 69

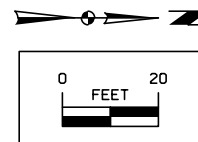
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.88
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POINT	STATION	OFFSET
10003	508+13.00	38.00
10004	508+13.00	-11.00
10005	508+41.26	-38.00
10006	508+46.26	-48.00
10007	508+46.26	-60.00
10008	508+46.26	-75.70
10009	508+42.45	-95.50
10010	508+58.41	-95.50
10011	508+56.20	-86.01
10012	508+56.24	-60.00
10013	508+56.26	-48.00
10014	508+61.26	-38.00
10015	509+22.97	-38.00
10016	509+27.97	-48.00
10017	509+27.97	-60.00

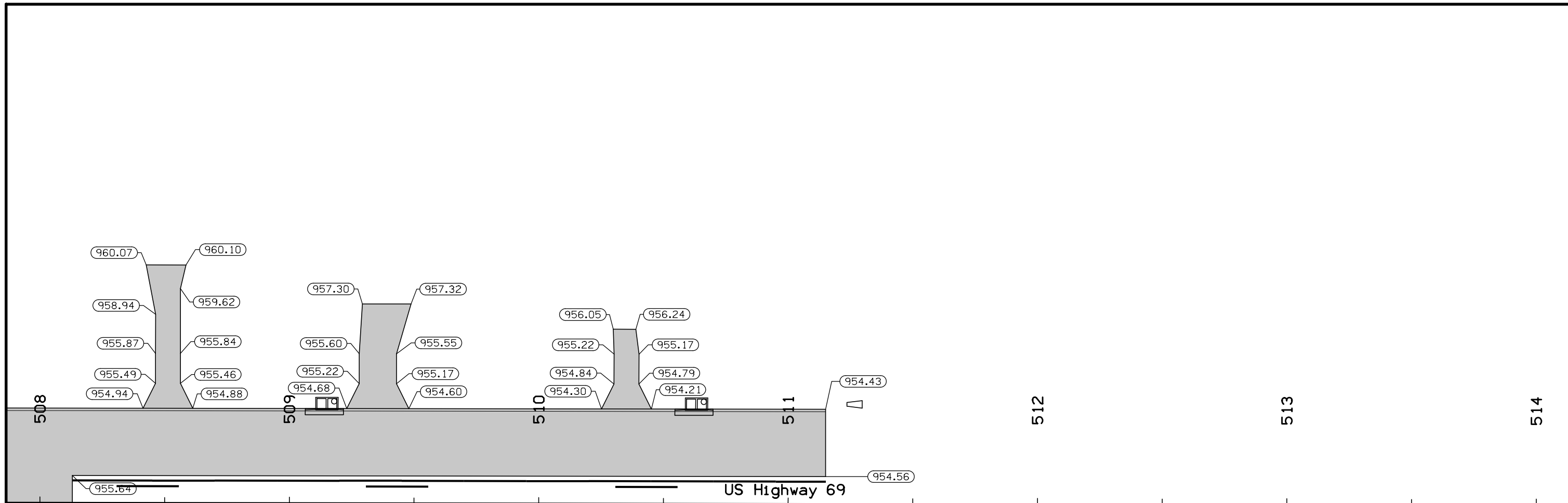
POINT	STATION	OFFSET
10018	509+29.21	-80.00
10019	509+48.71	-80.00
10020	509+42.90	-60.00
10021	509+42.90	-48.00
10022	509+47.90	-38.00
10023	510+25.12	-38.00
10024	510+30.12	-48.00
10025	510+30.12	-60.00
10026	510+29.79	-70.00
10027	510+38.86	-70.00
10028	510+40.12	-60.00
10029	510+40.12	-48.00
10030	510+45.12	-38.00
10031	511+15.00	-38.00
10032	511+15.00	-11.00



NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.



Geometric Details
 US Highway 69



960.07
960.10
958.94
959.62
955.87
955.84
955.49
955.46
954.94
954.88

957.30
957.32
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955.55
955.22
955.17
954.68
954.60

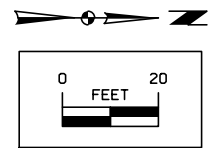
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954.21

954.43

954.56

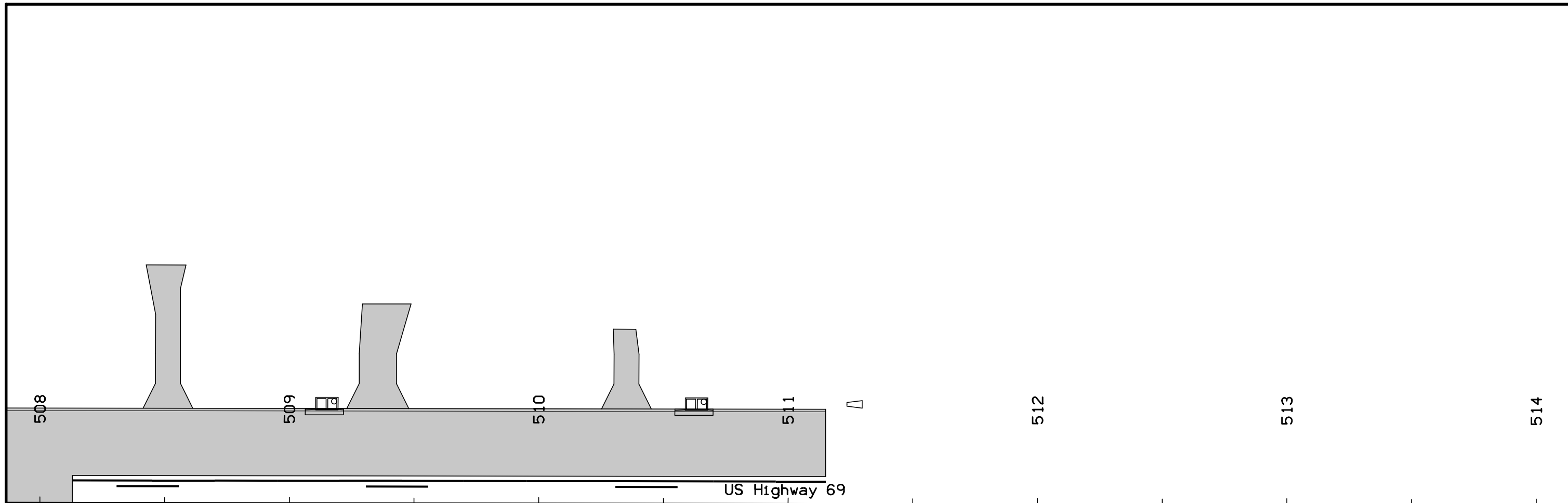
955.64

956.15

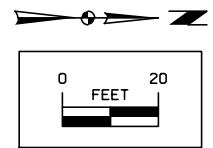


Staking Details
US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.90
2:48:55 PM	8/4/2017	arauk	pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\7706901199\Design\SHT_7706965.L90.dgn					



NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



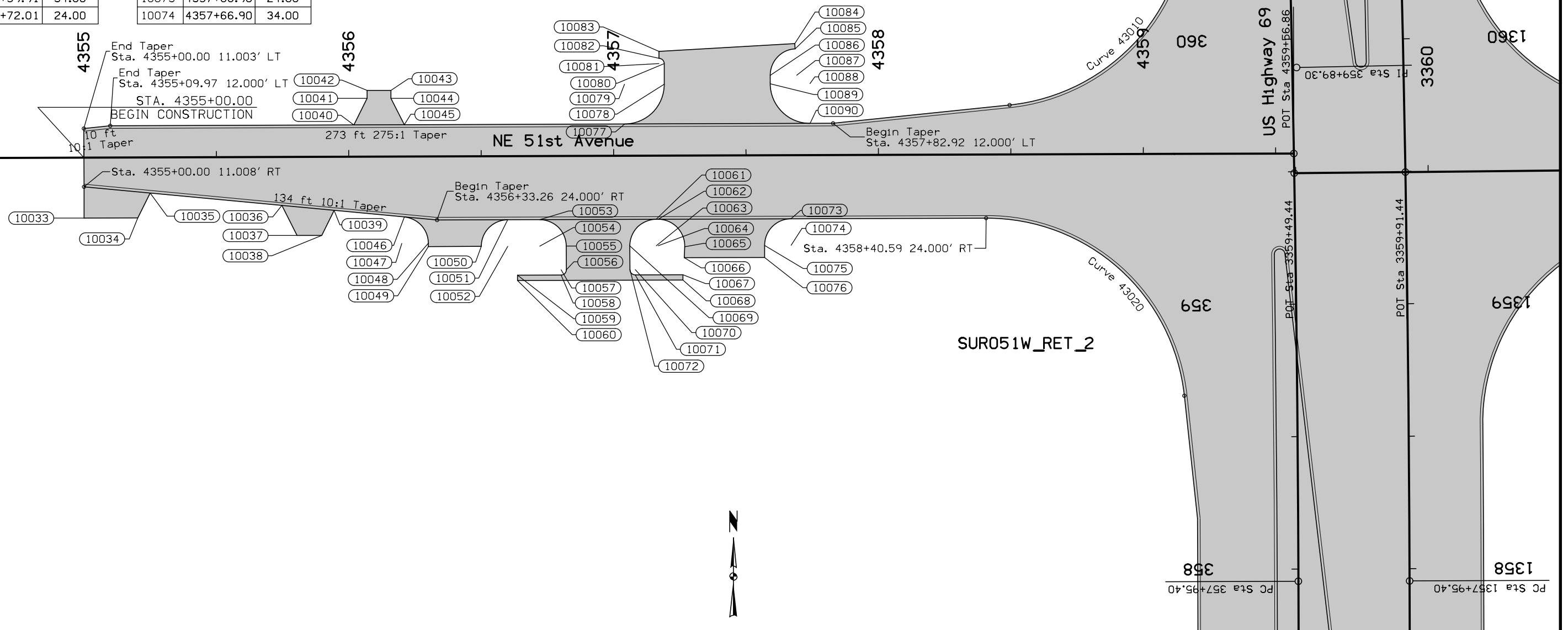
Jointing Details
 US Highway 69

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.91
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POINT	STATION	OFFSET
10033	4355+00.00	22.82
10034	4355+20.28	22.82
10035	4355+24.96	13.44
10036	4355+74.71	18.29
10037	4355+80.38	29.64
10038	4355+89.70	29.64
10039	4355+94.42	20.21
10040	4356+01.99	-12.00
10041	4356+06.99	-22.00
10042	4356+06.99	-25.00
10043	4356+16.00	-25.00
10044	4356+16.00	-22.00
10045	4356+21.00	-12.00
10046	4356+20.88	22.79
10047	4356+19.91	32.75
10048	4356+29.91	32.75
10049	4356+29.91	34.00
10050	4356+49.91	34.00
10051	4356+59.91	24.00
10052	4356+59.91	34.00
10053	4356+72.01	24.00

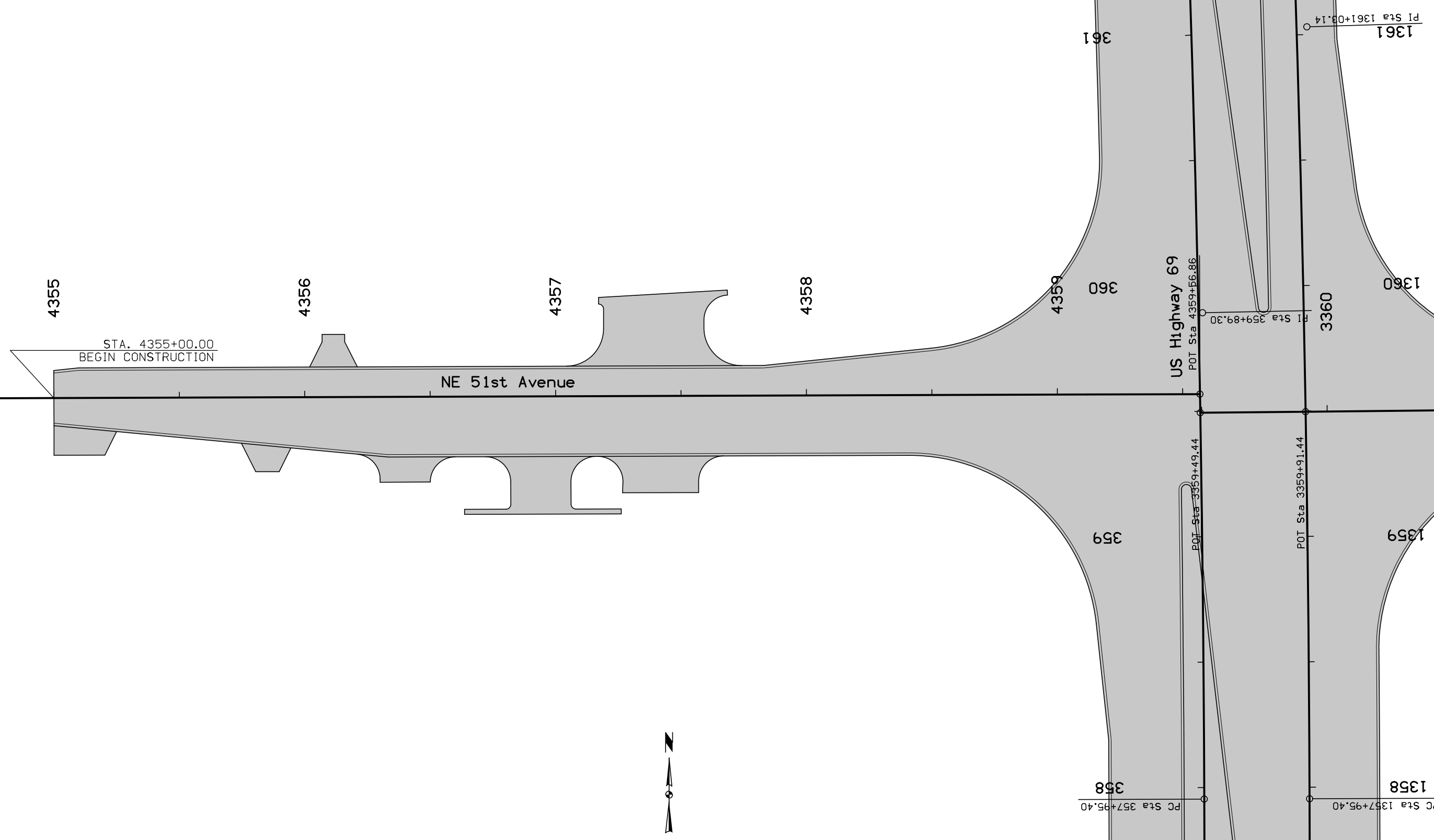
POINT	STATION	OFFSET
10054	4356+72.01	34.00
10055	4356+82.01	34.00
10056	4356+82.01	42.94
10057	4356+80.01	42.94
10058	4356+80.01	44.94
10059	4356+63.58	44.94
10060	4356+63.58	46.94
10061	4357+16.01	24.00
10062	4357+16.84	24.00
10063	4357+16.01	34.00
10064	4357+16.73	34.00
10065	4357+26.72	34.42
10066	4357+26.55	38.52
10067	4357+26.03	44.94
10068	4357+26.00	46.94
10069	4357+06.01	34.00
10070	4357+08.01	42.94
10071	4357+08.01	44.94
10072	4357+06.01	42.94
10073	4357+66.90	24.00
10074	4357+66.90	34.00

POINT	STATION	OFFSET
10075	4357+56.90	34.00
10076	4357+56.90	38.55
10077	4357+04.22	-12.00
10078	4357+19.22	-26.99
10079	4357+04.22	-27.00
10080	4357+19.23	-34.73
10081	4357+17.23	-34.73
10082	4357+17.23	-36.73
10083	4357+17.23	-39.37
10084	4357+68.58	-42.16
10085	4357+68.69	-40.16
10086	4357+59.23	-30.19
10087	4357+69.23	-30.18
10088	4357+74.23	-27.00
10089	4357+59.23	-27.01
10090	4357+74.23	-12.00

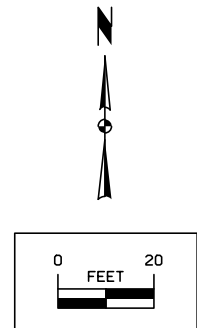


NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

**Geometric Details
Intersection of
US Highway 69 and NE 51st Avenue**



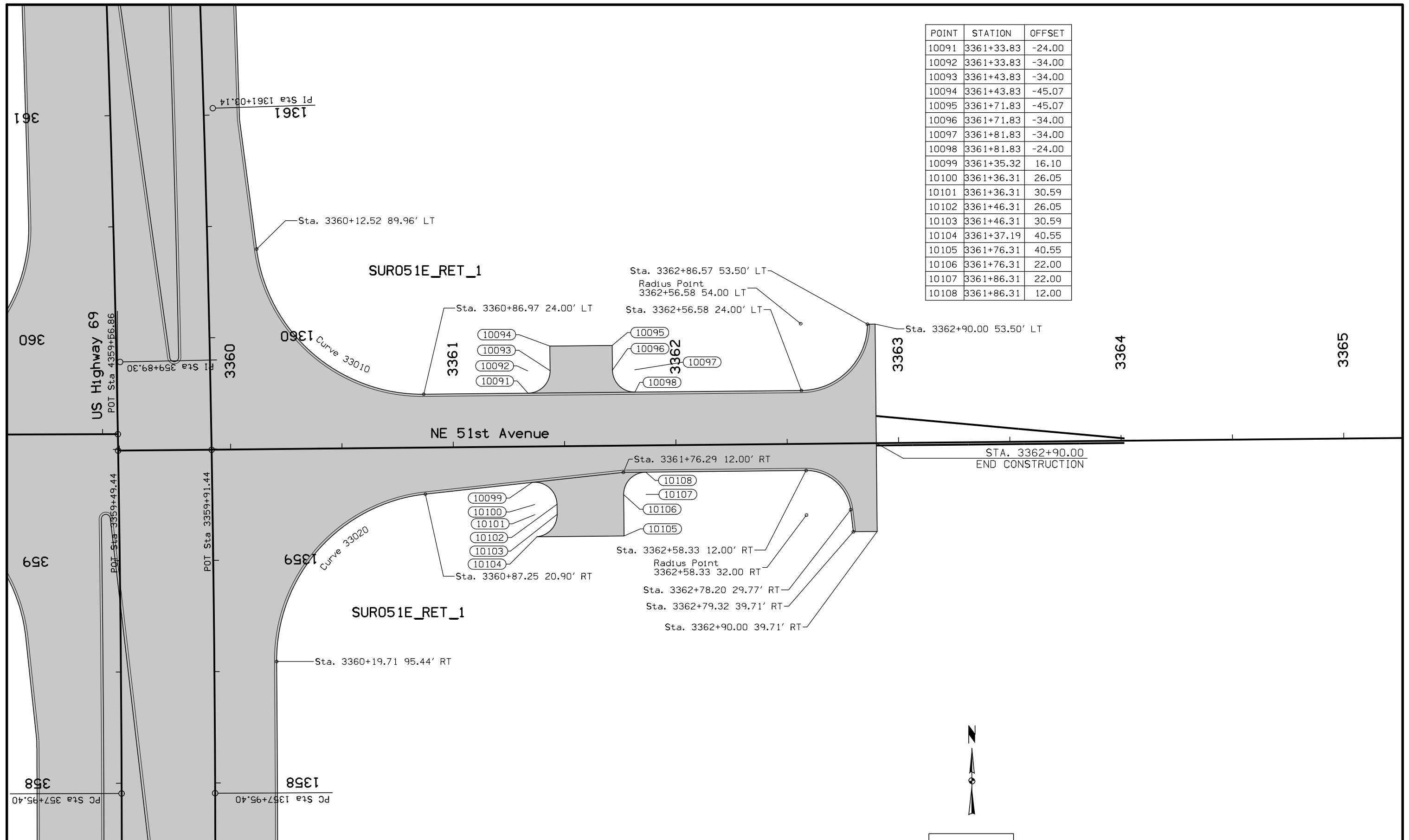
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 Intersection of
 US Highway 69 and NE 51st Avenue

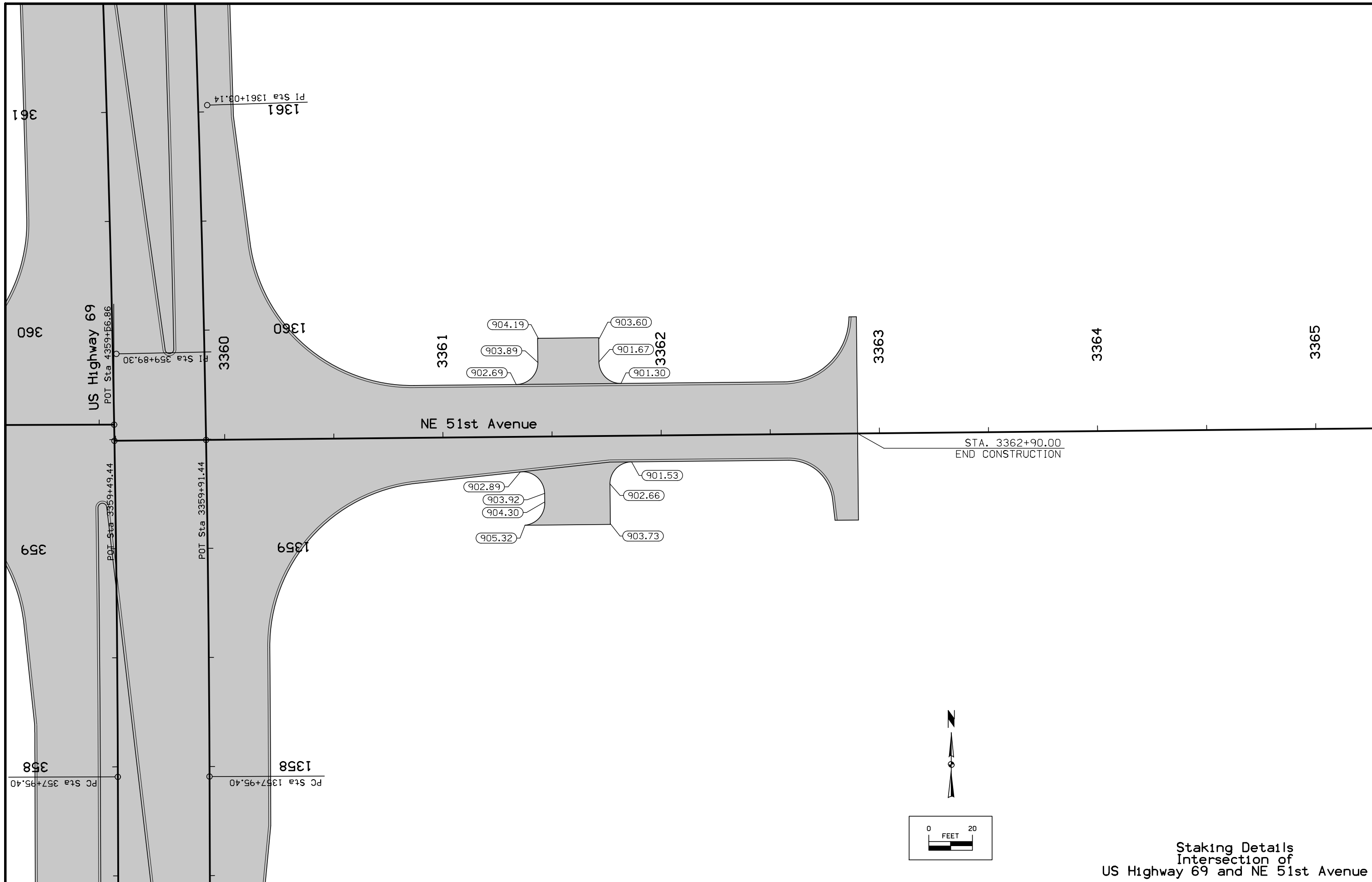
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.94
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POINT	STATION	OFFSET
10091	3361+33.83	-24.00
10092	3361+33.83	-34.00
10093	3361+43.83	-34.00
10094	3361+43.83	-45.07
10095	3361+71.83	-45.07
10096	3361+71.83	-34.00
10097	3361+81.83	-34.00
10098	3361+81.83	-24.00
10099	3361+35.32	16.10
10100	3361+36.31	26.05
10101	3361+36.31	30.59
10102	3361+46.31	26.05
10103	3361+46.31	30.59
10104	3361+37.19	40.55
10105	3361+76.31	40.55
10106	3361+76.31	22.00
10107	3361+86.31	22.00
10108	3361+86.31	12.00



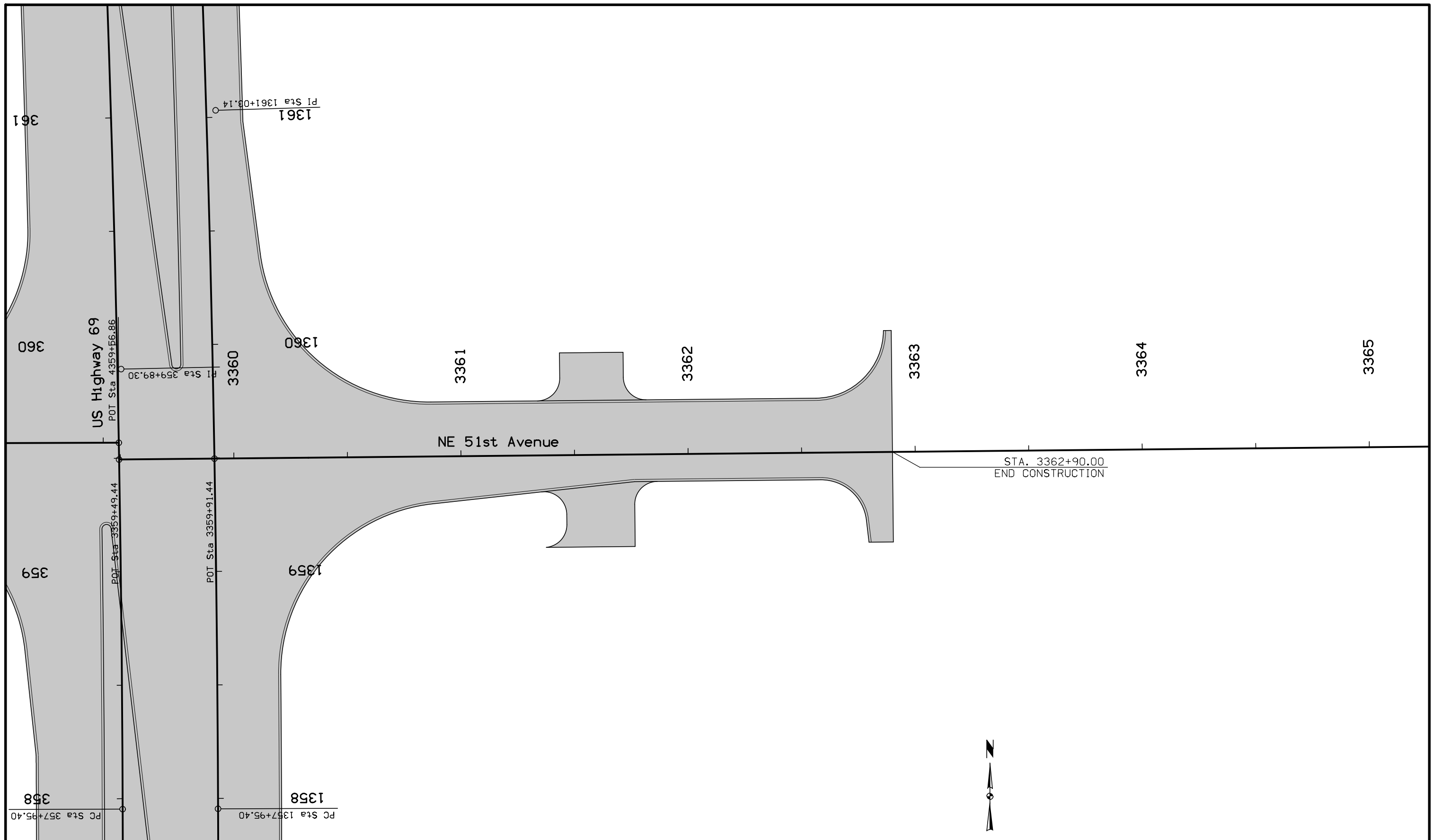
NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

Geometric Details
 Intersection of
 US Highway 69 and NE 51st Avenue

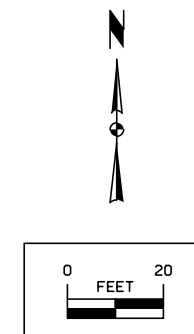


Staking Details
 Intersection of
 US Highway 69 and NE 51st Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.96
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NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

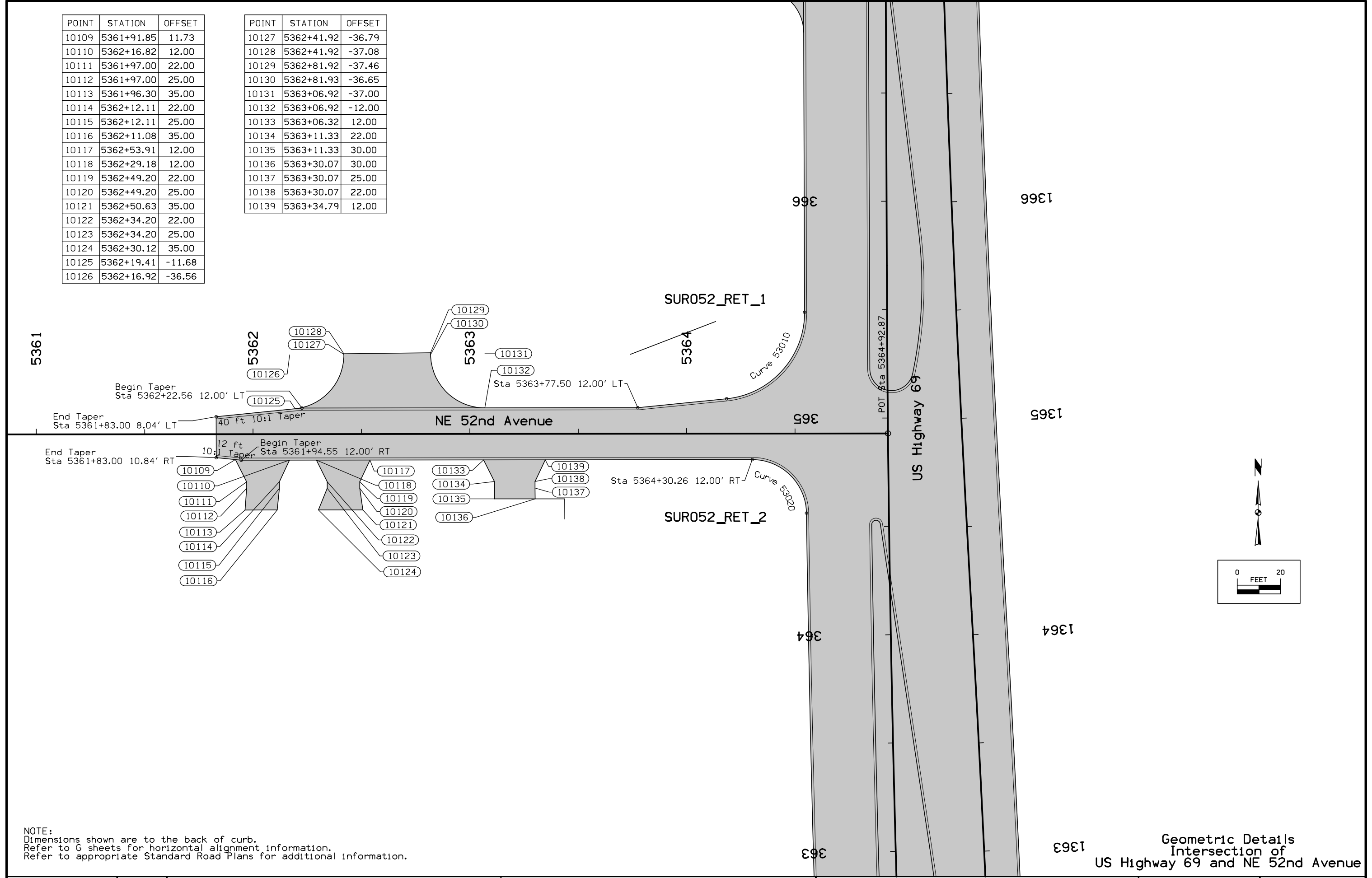


Jointing Details
 Intersection of
 US Highway 69 and NE 51st Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.97
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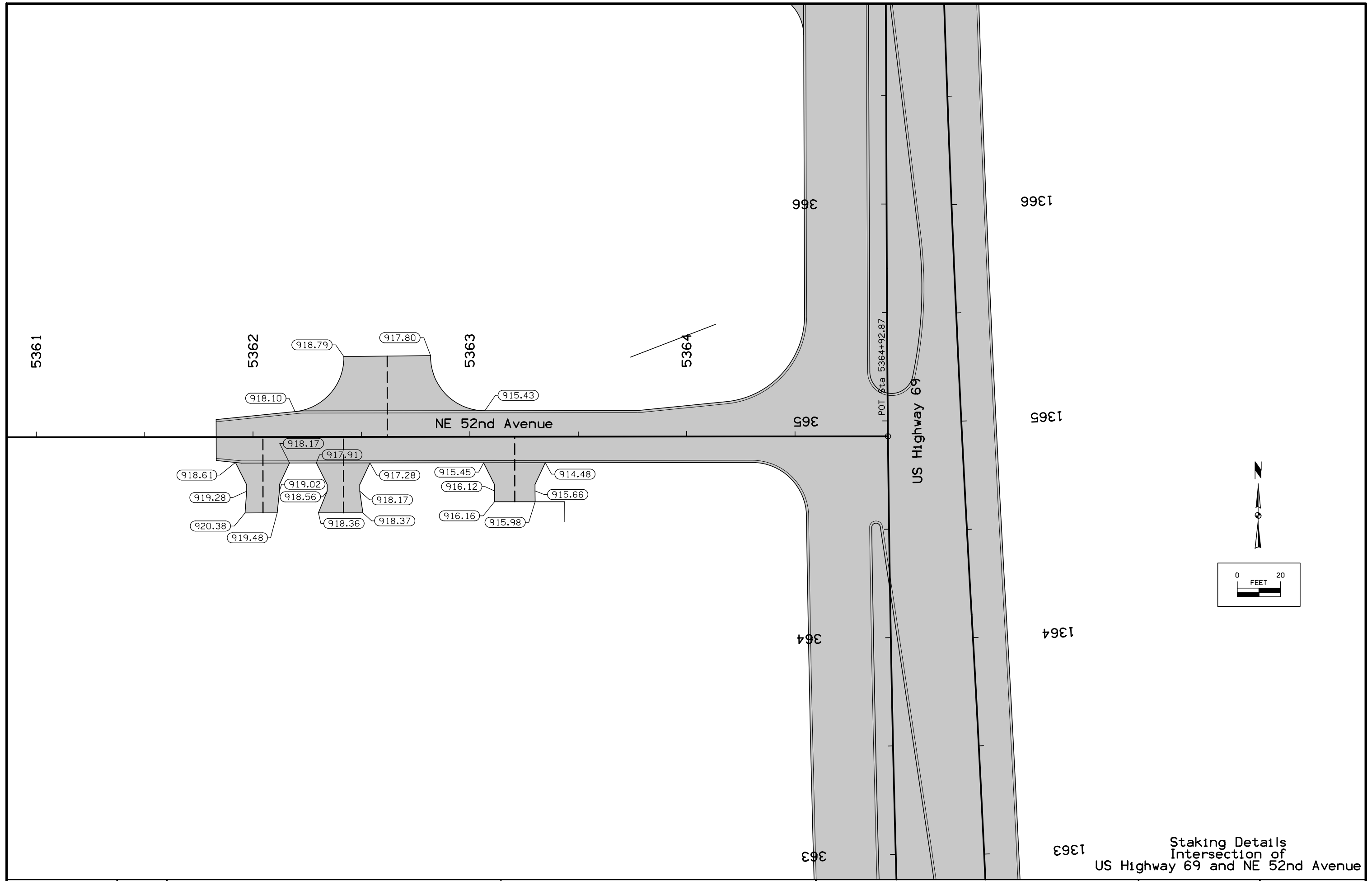
POINT	STATION	OFFSET
10109	5361+91.85	11.73
10110	5362+16.82	12.00
10111	5361+97.00	22.00
10112	5361+97.00	25.00
10113	5361+96.30	35.00
10114	5362+12.11	22.00
10115	5362+12.11	25.00
10116	5362+11.08	35.00
10117	5362+53.91	12.00
10118	5362+29.18	12.00
10119	5362+49.20	22.00
10120	5362+49.20	25.00
10121	5362+50.63	35.00
10122	5362+34.20	22.00
10123	5362+34.20	25.00
10124	5362+30.12	35.00
10125	5362+19.41	-11.68
10126	5362+16.92	-36.56

POINT	STATION	OFFSET
10127	5362+41.92	-36.79
10128	5362+41.92	-37.08
10129	5362+81.92	-37.46
10130	5362+81.93	-36.65
10131	5363+06.92	-37.00
10132	5363+06.92	-12.00
10133	5363+06.32	12.00
10134	5363+11.33	22.00
10135	5363+11.33	30.00
10136	5363+30.07	30.00
10137	5363+30.07	25.00
10138	5363+30.07	22.00
10139	5363+34.79	12.00



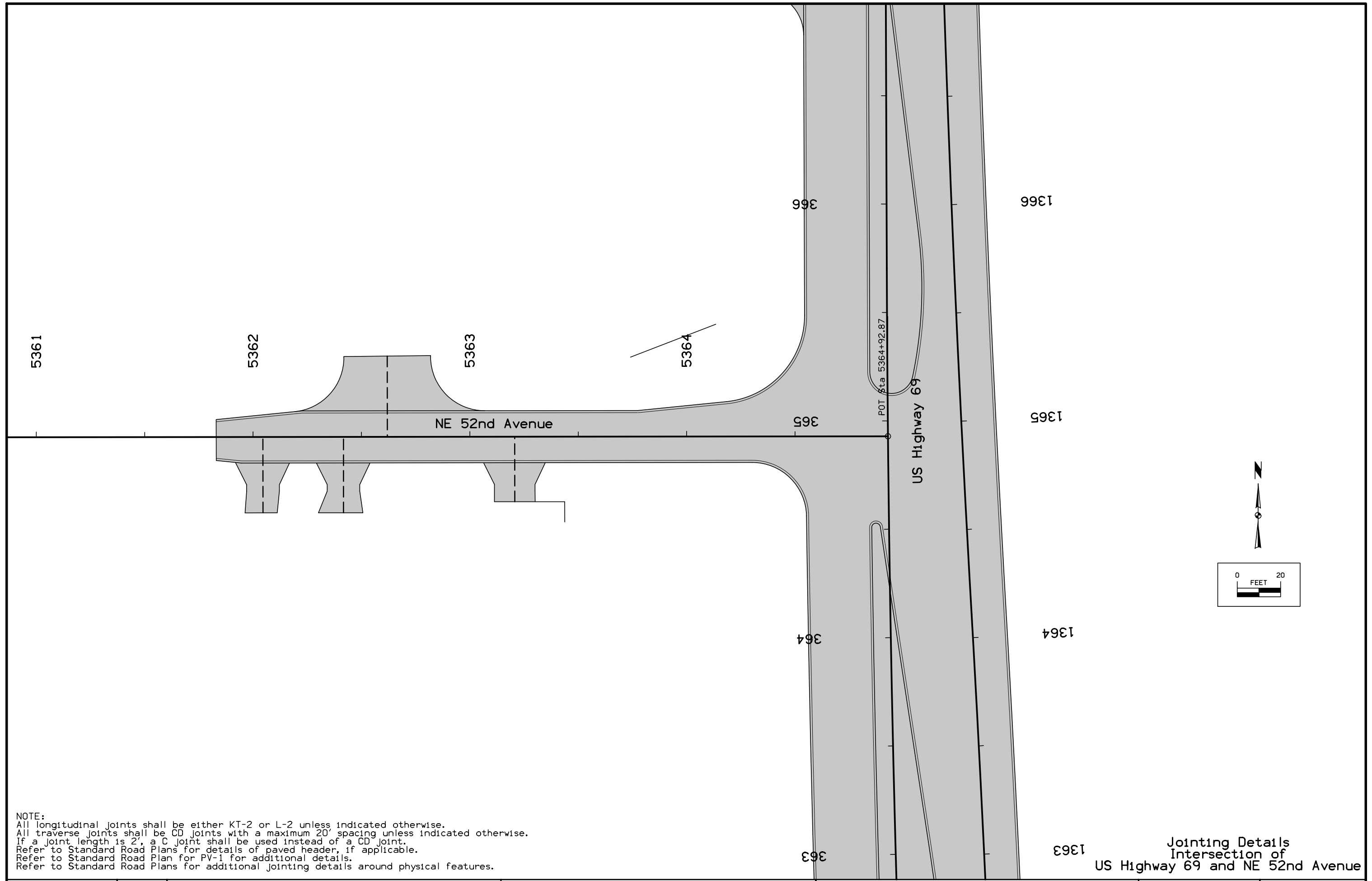
NOTE:
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Geometric Details
 Intersection of
 US Highway 69 and NE 52nd Avenue



Staking Details
 Intersection of
 US Highway 69 and NE 52nd Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.99
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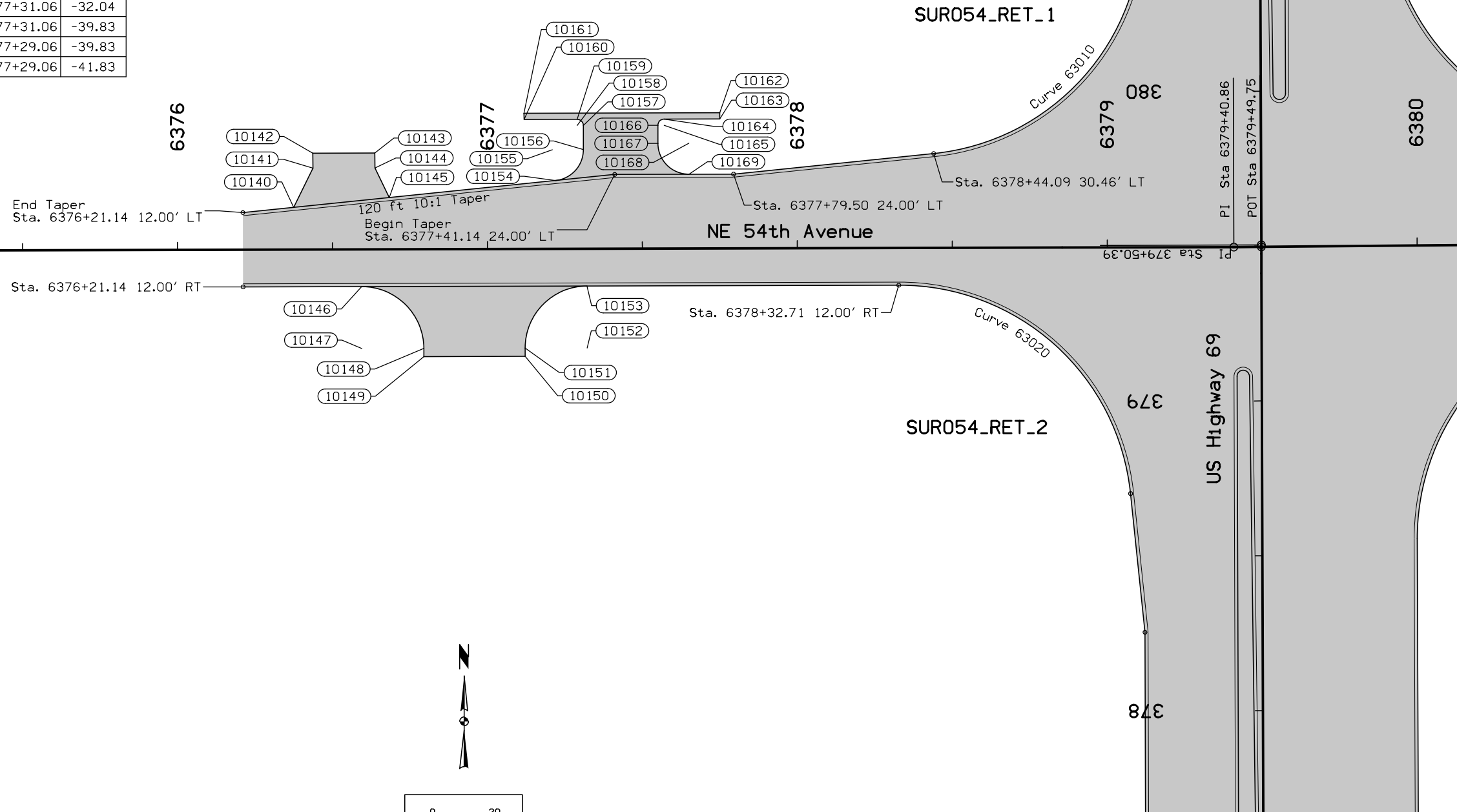
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
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 Refer to Standard Road Plans for additional jointing details around physical features.

Jointing Details
 Intersection of
 US Highway 69 and NE 52nd Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.100
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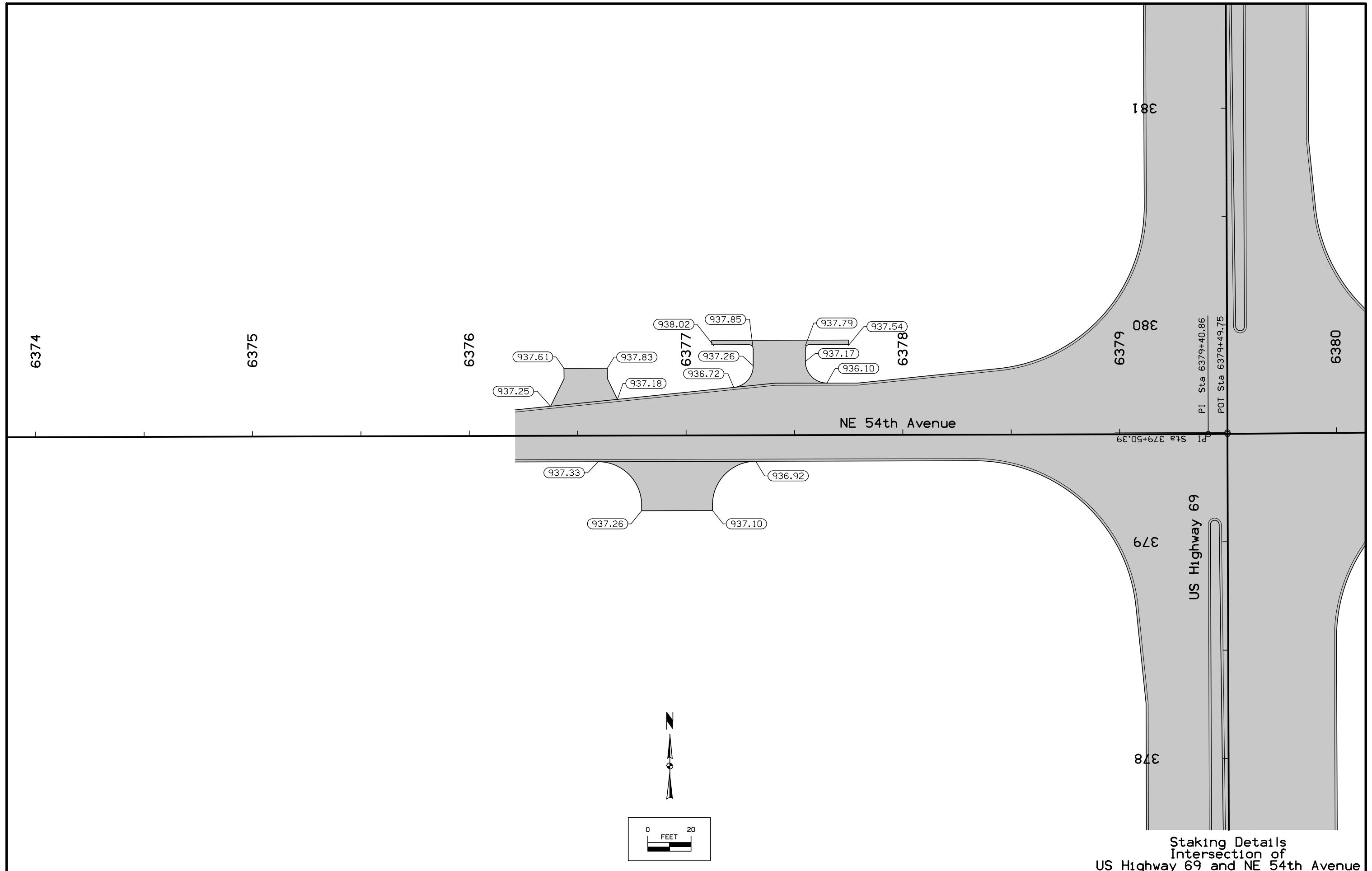
POINT	STATION	OFFSET
10140	6376+37.55	-13.64
10141	6376+43.77	-26.26
10142	6376+43.77	-31.11
10143	6376+63.77	-31.11
10144	6376+63.77	-26.26
10145	6376+68.39	-16.72
10146	6376+59.40	12.00
10147	6376+59.40	32.00
10148	6376+79.40	32.00
10149	6376+79.40	34.65
10150	6377+12.09	34.65
10151	6377+12.09	32.00
10152	6377+32.09	32.00
10153	6377+32.09	12.00
10154	6377+22.06	-22.09
10155	6377+21.06	-32.04
10156	6377+31.06	-32.04
10157	6377+31.06	-39.83
10158	6377+29.06	-39.83
10159	6377+29.06	-41.83

POINT	STATION	OFFSET
10160	6377+11.94	-41.83
10161	6377+11.92	-43.83
10162	6377+75.10	-43.83
10163	6377+75.06	-41.83
10164	6377+57.13	-41.83
10165	6377+57.13	-39.83
10166	6377+55.13	-39.83
10167	6377+55.13	-34.00
10168	6377+65.13	-34.00
10169	6377+65.13	-24.00



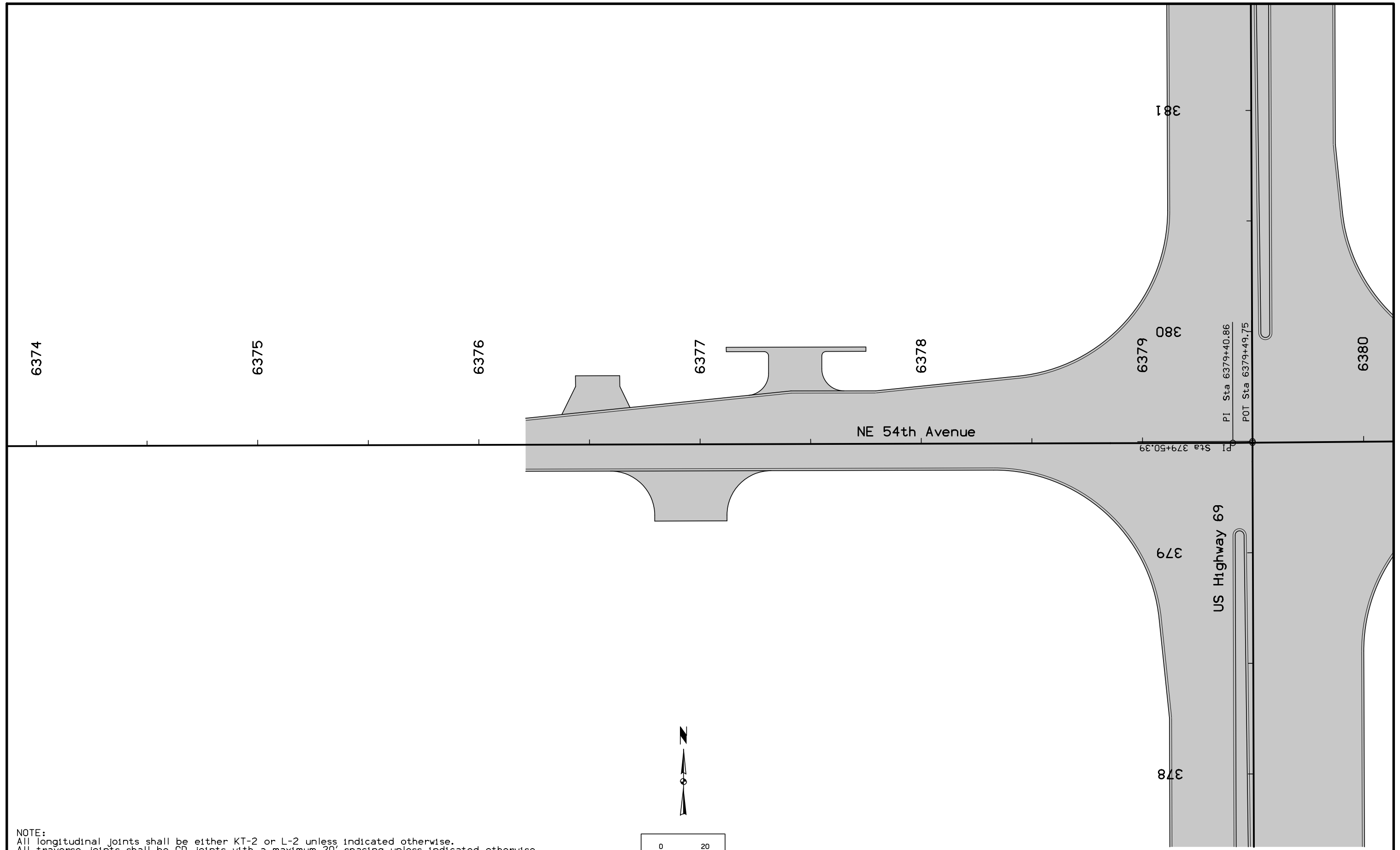
NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
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Geometric Details
Intersection of
US Highway 69 and NE 54th Avenue

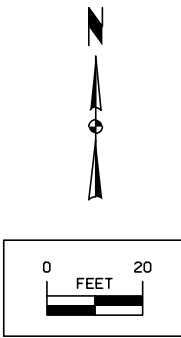


Staking Details
 Intersection of
 US Highway 69 and NE 54th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.102
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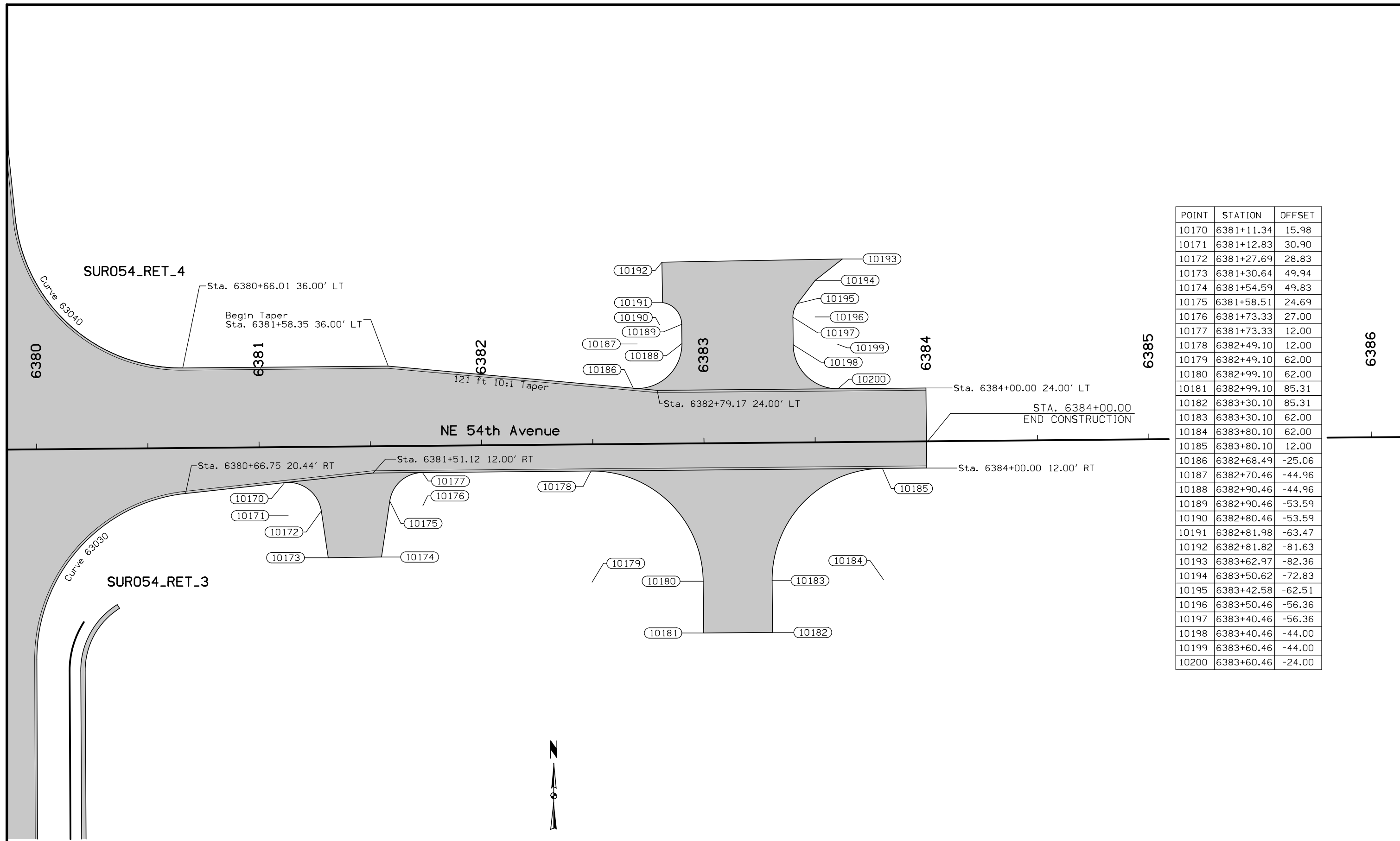


NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
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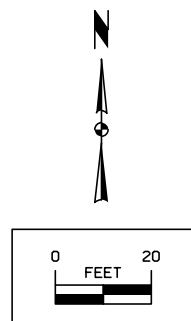
Jointing Details
 Intersection of
 US Highway 69 and NE 54th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.103
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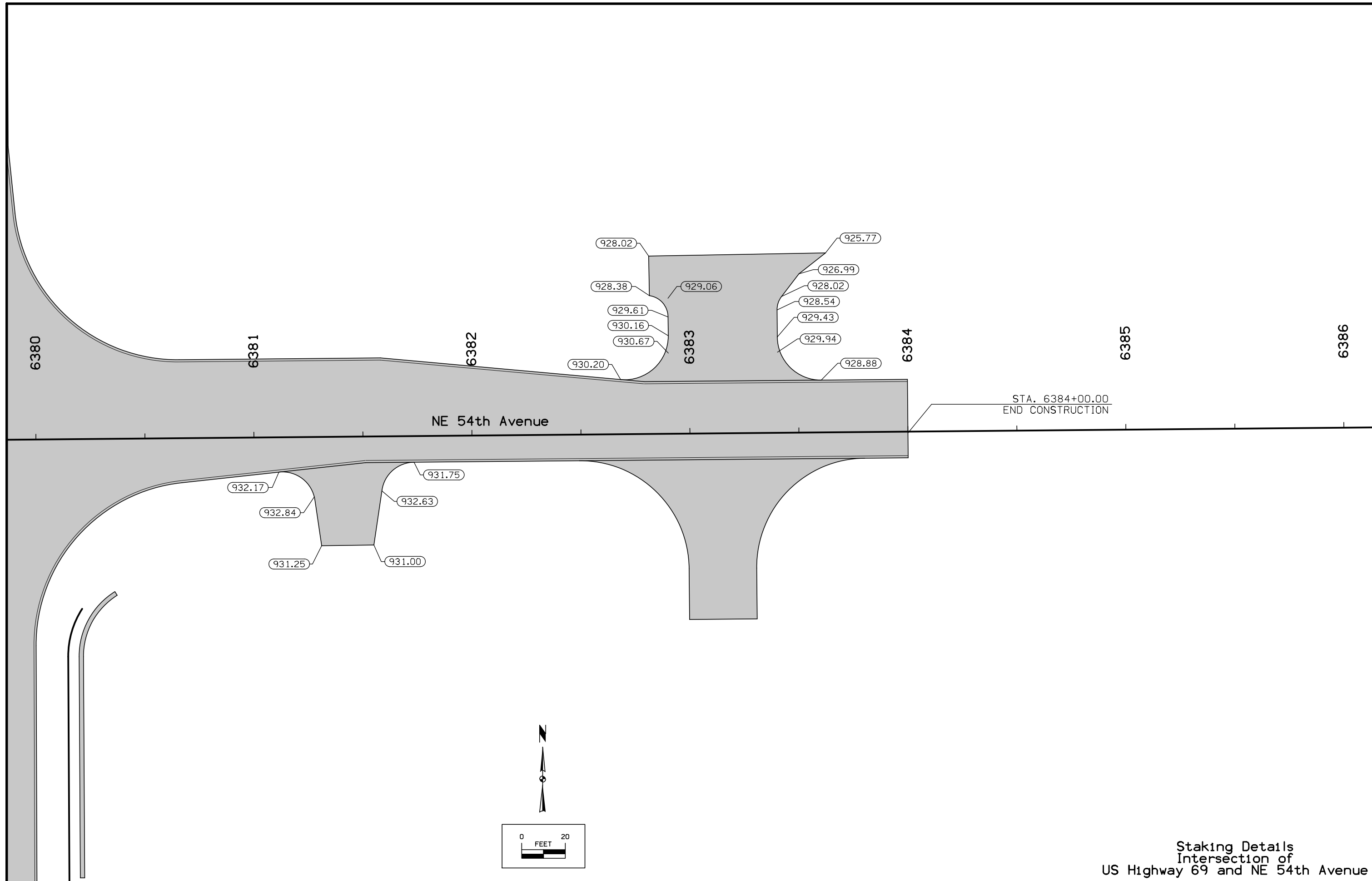


POINT	STATION	OFFSET
10170	6381+11.34	15.98
10171	6381+12.83	30.90
10172	6381+27.69	28.83
10173	6381+30.64	49.94
10174	6381+54.59	49.83
10175	6381+58.51	24.69
10176	6381+73.33	27.00
10177	6381+73.33	12.00
10178	6382+49.10	12.00
10179	6382+49.10	62.00
10180	6382+99.10	62.00
10181	6382+99.10	85.31
10182	6383+30.10	85.31
10183	6383+30.10	62.00
10184	6383+80.10	62.00
10185	6383+80.10	12.00
10186	6382+68.49	-25.06
10187	6382+70.46	-44.96
10188	6382+90.46	-44.96
10189	6382+90.46	-53.59
10190	6382+80.46	-53.59
10191	6382+81.98	-63.47
10192	6382+81.82	-81.63
10193	6383+62.97	-82.36
10194	6383+50.62	-72.83
10195	6383+42.58	-62.51
10196	6383+50.46	-56.36
10197	6383+40.46	-56.36
10198	6383+40.46	-44.00
10199	6383+60.46	-44.00
10200	6383+60.46	-24.00

NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

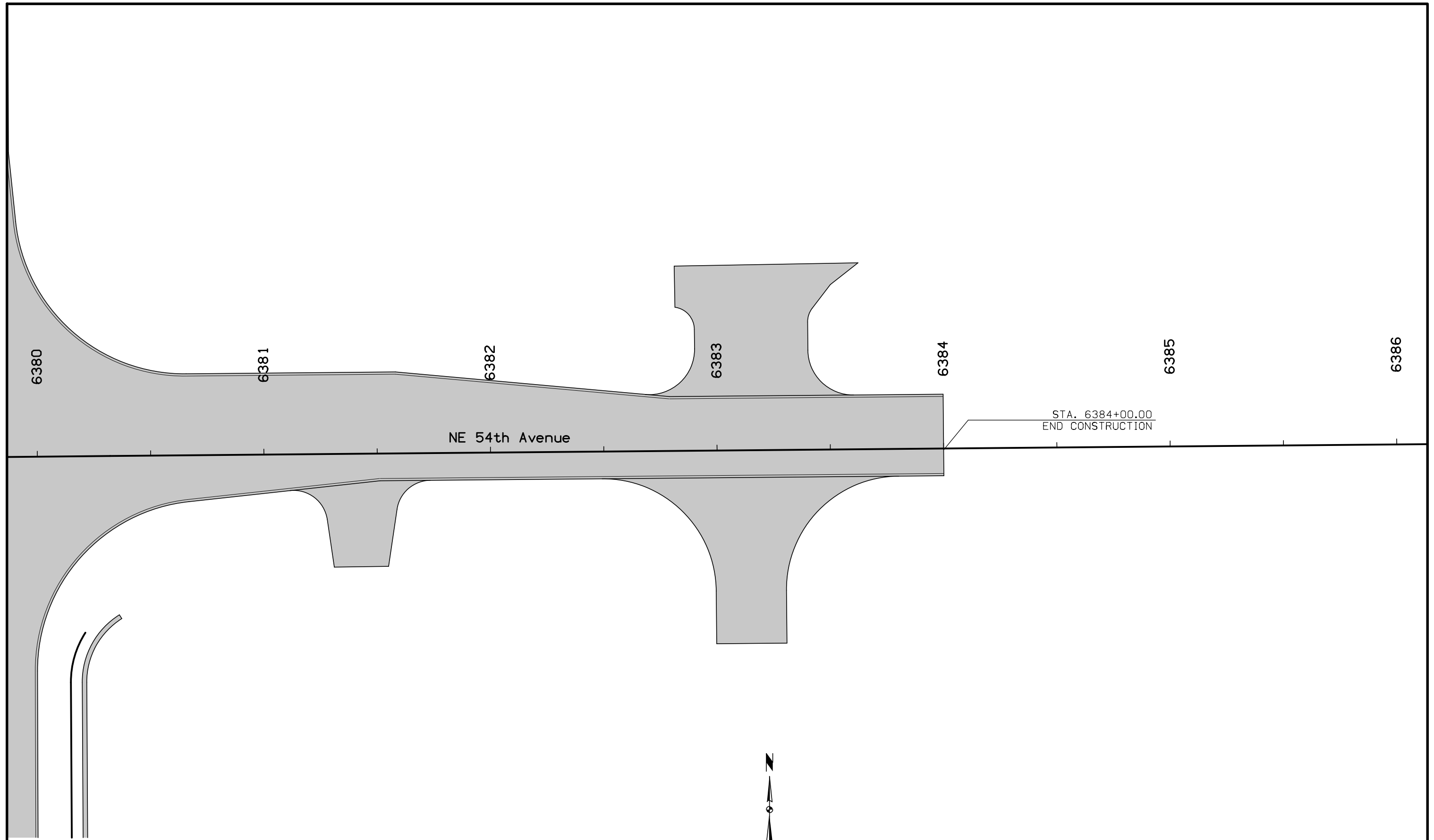


Geometric Details
 Intersection of
 US Highway 69 and NE 54th Avenue

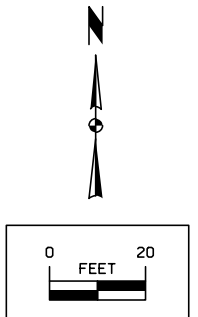


Staking Details
 Intersection of
 US Highway 69 and NE 54th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.105
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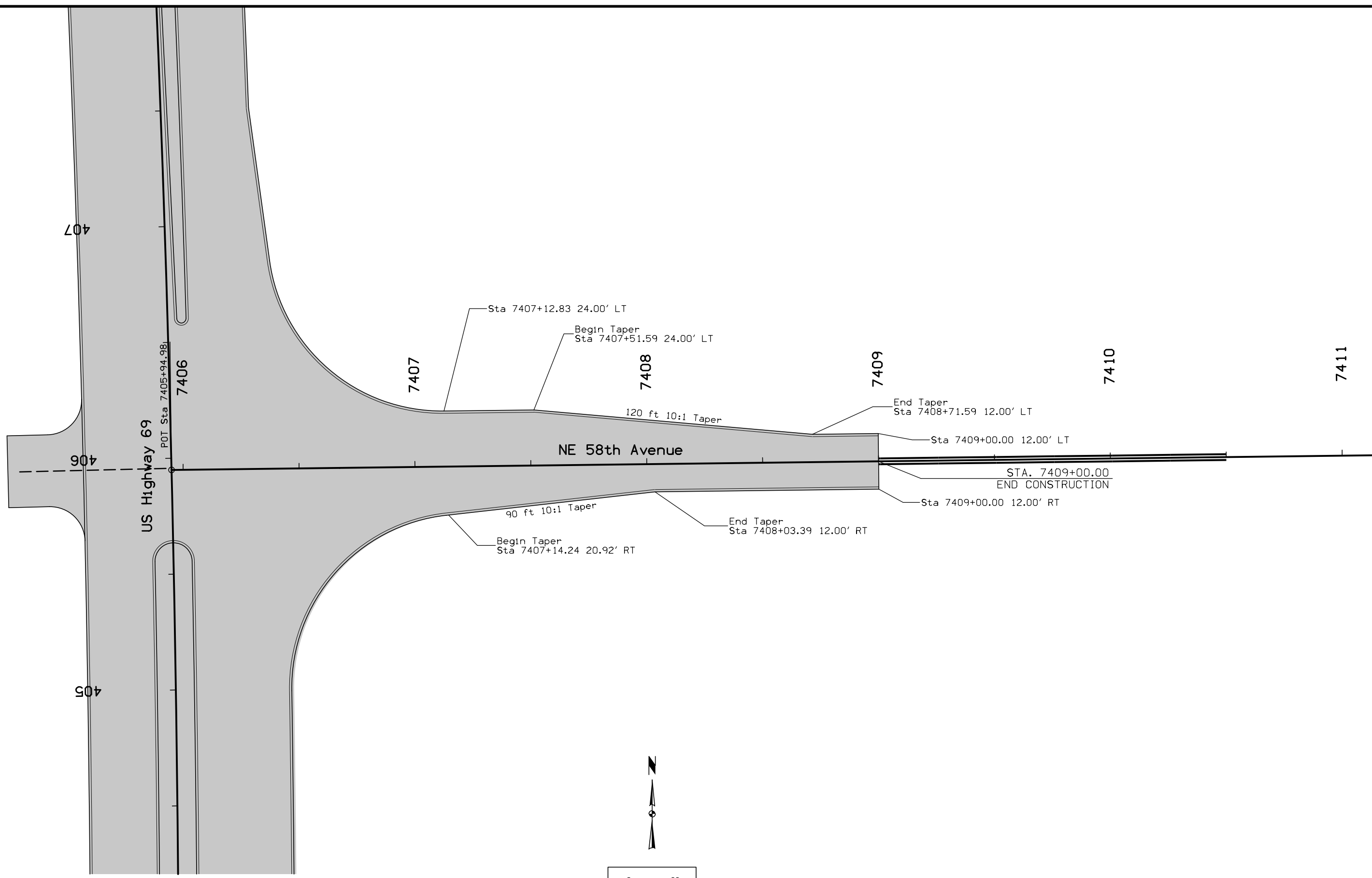


NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All transverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

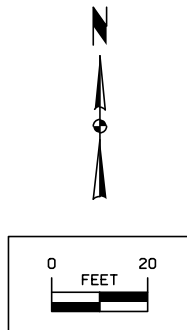


Jointing Details
 Intersection of
 US Highway 69 and NE 54th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.106
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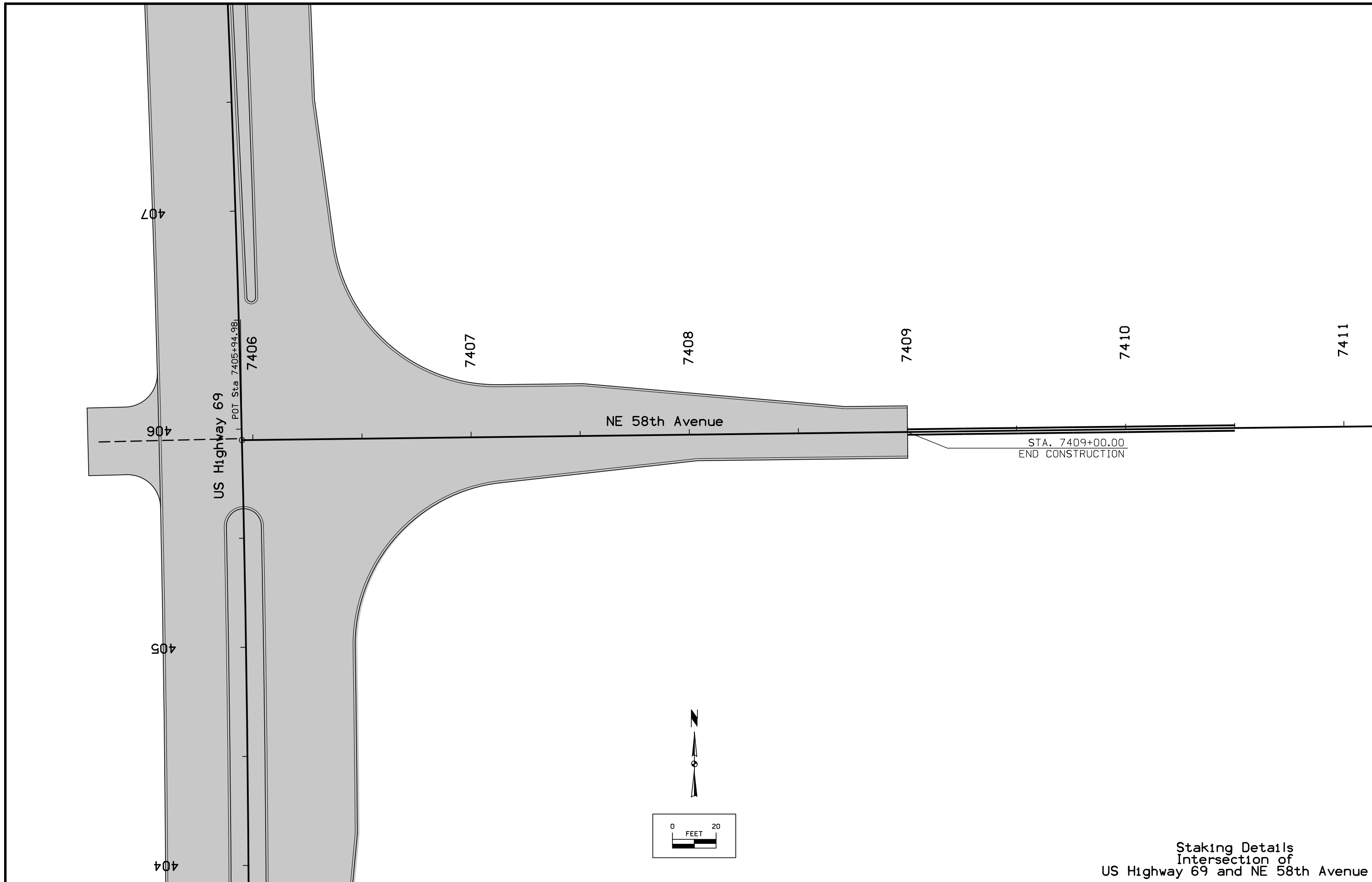


NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.



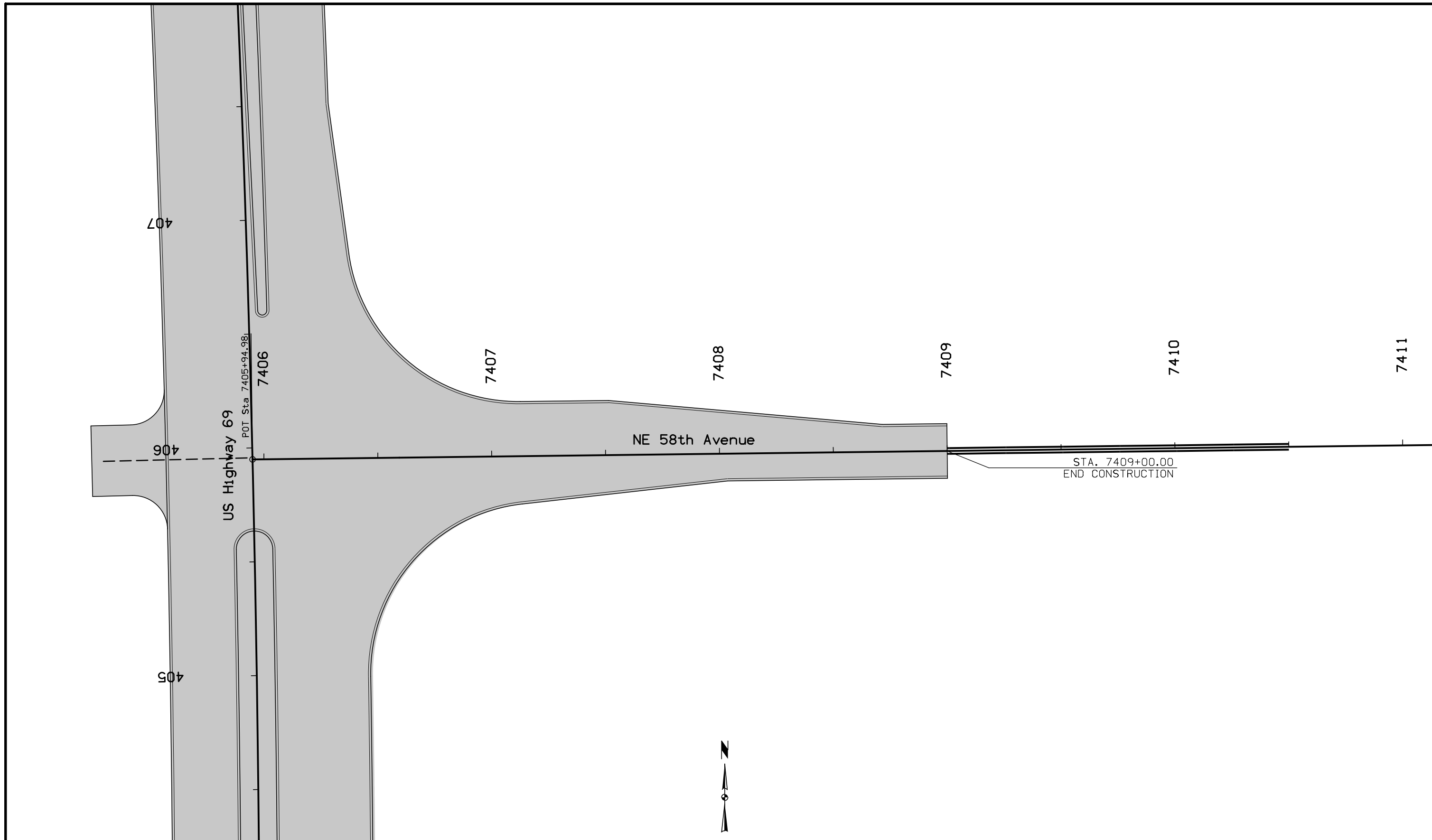
Geometric Details
 Intersection of
 US Highway 69 and NE 58th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.107
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Staking Details
 Intersection of
 US Highway 69 and NE 58th Avenue

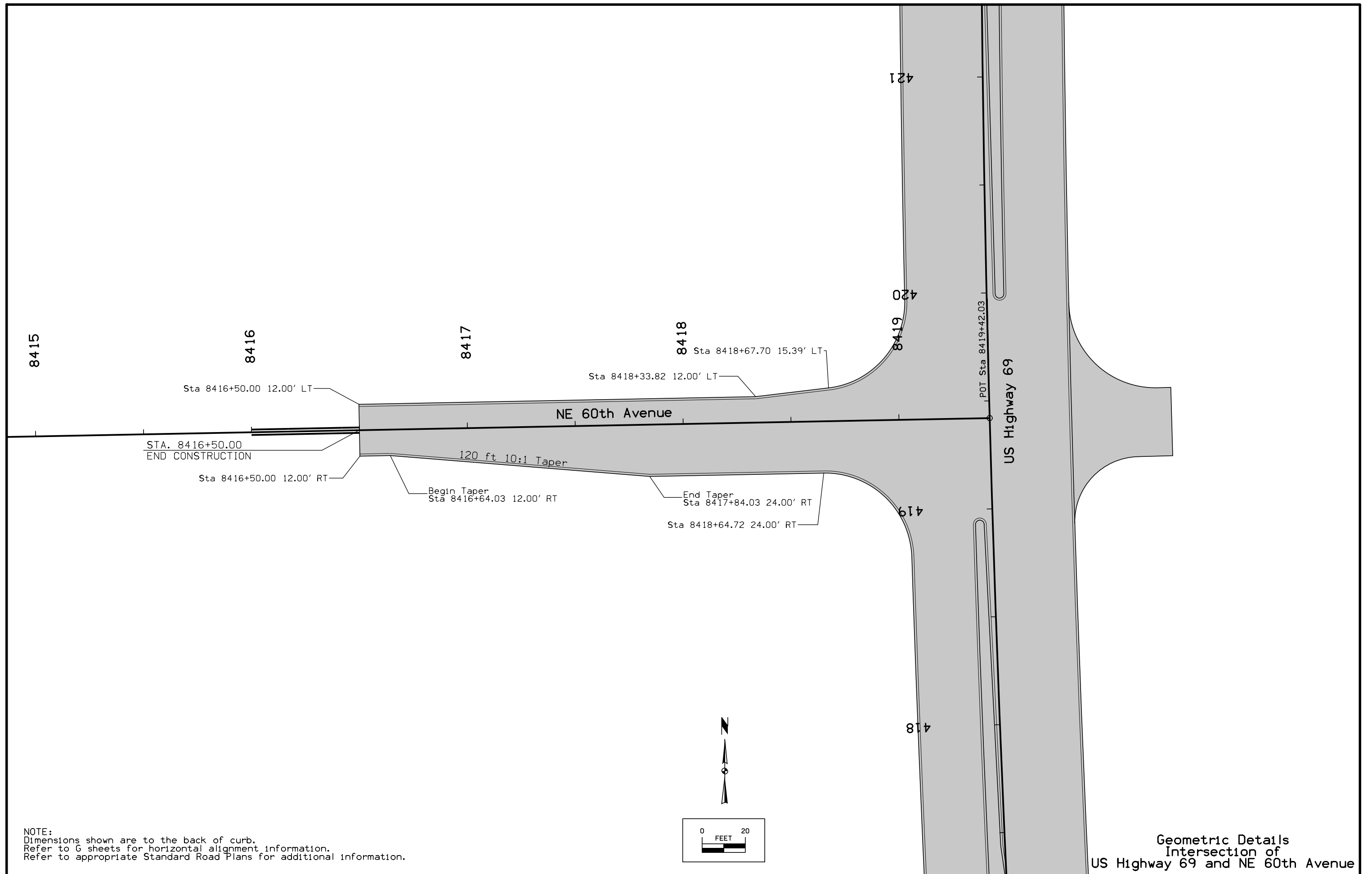
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.108
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NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.

Jointing Details
 Intersection of
 US Highway 69 and NE 58th Avenue

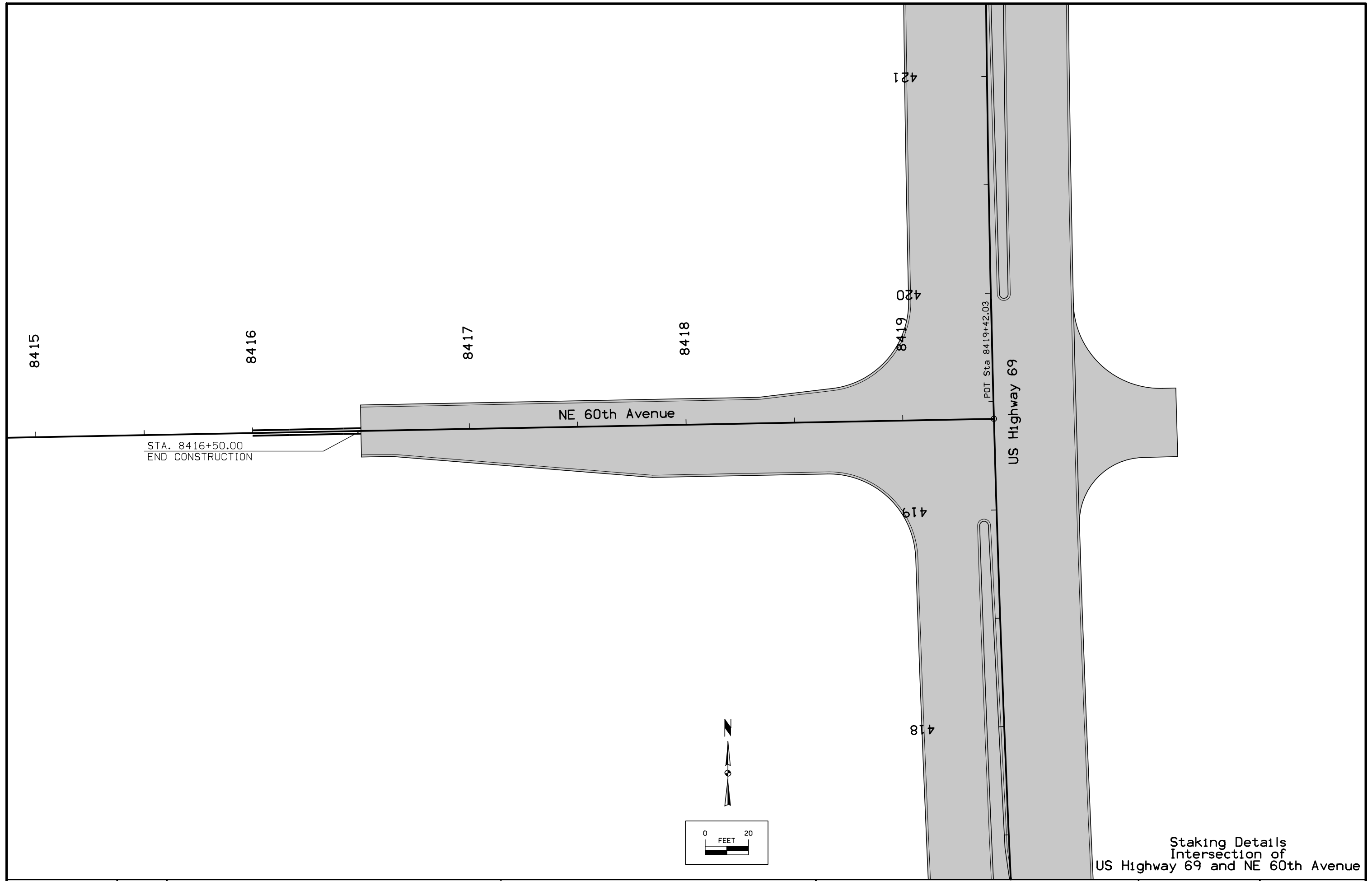
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.109
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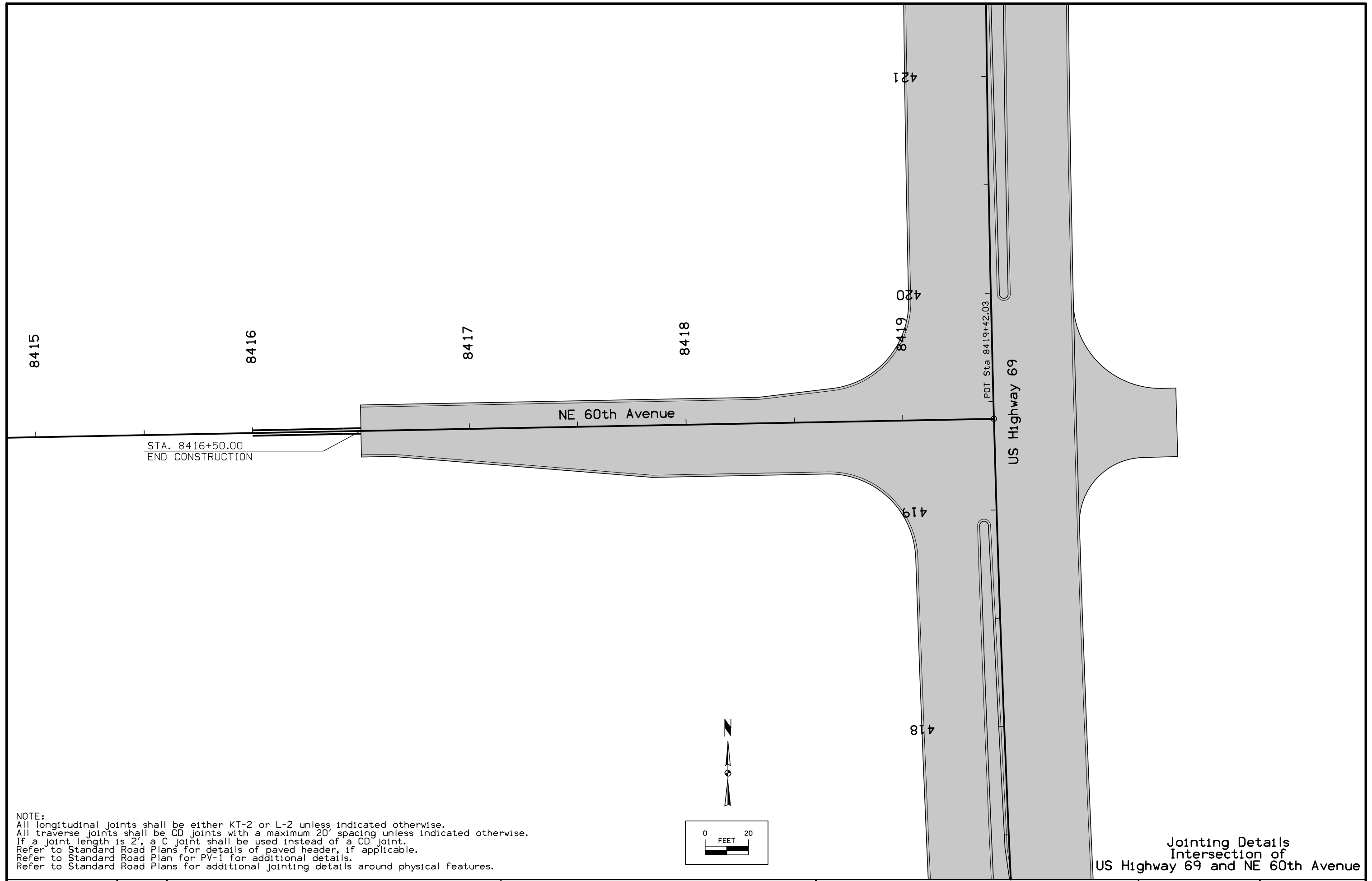
NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

Geometric Details
 Intersection of
 US Highway 69 and NE 60th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.110
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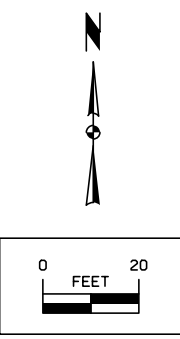


FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.111
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STA. 8416+50.00
END CONSTRUCTION

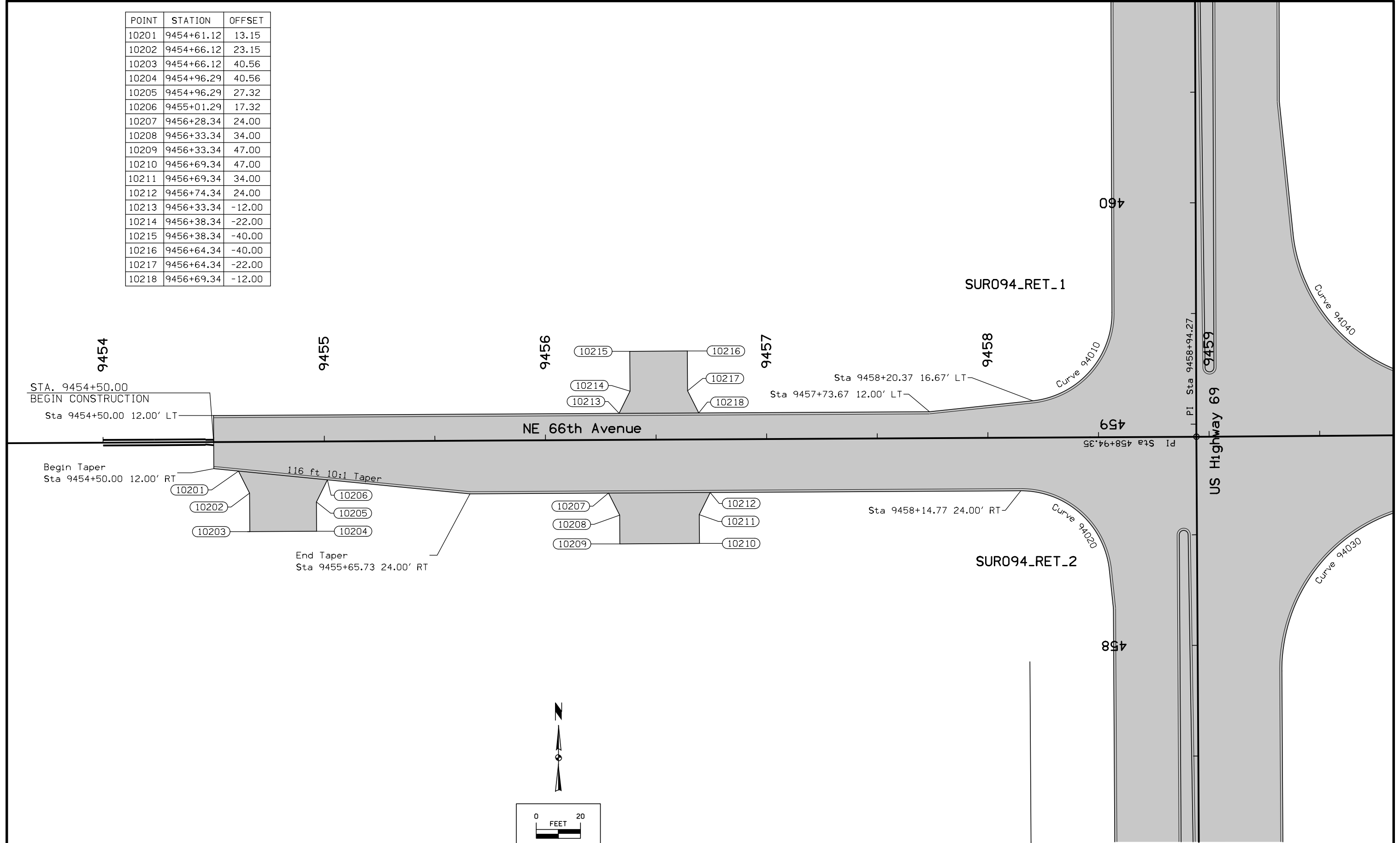
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 Intersection of
 US Highway 69 and NE 60th Avenue

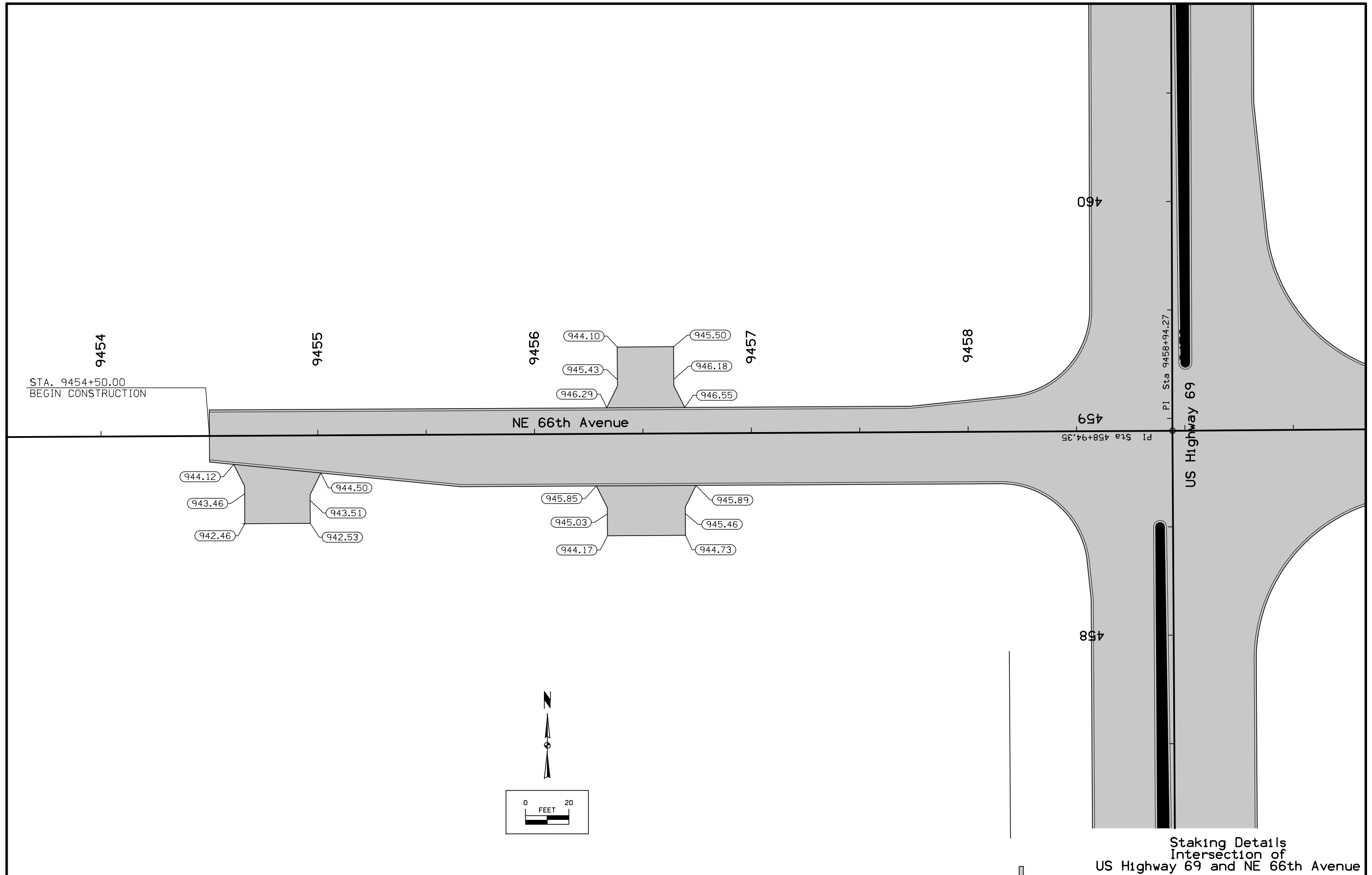
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.112
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POINT	STATION	OFFSET
10201	9454+61.12	13.15
10202	9454+66.12	23.15
10203	9454+66.12	40.56
10204	9454+96.29	40.56
10205	9454+96.29	27.32
10206	9455+01.29	17.32
10207	9456+28.34	24.00
10208	9456+33.34	34.00
10209	9456+33.34	47.00
10210	9456+69.34	47.00
10211	9456+69.34	34.00
10212	9456+74.34	24.00
10213	9456+33.34	-12.00
10214	9456+38.34	-22.00
10215	9456+38.34	-40.00
10216	9456+64.34	-40.00
10217	9456+64.34	-22.00
10218	9456+69.34	-12.00

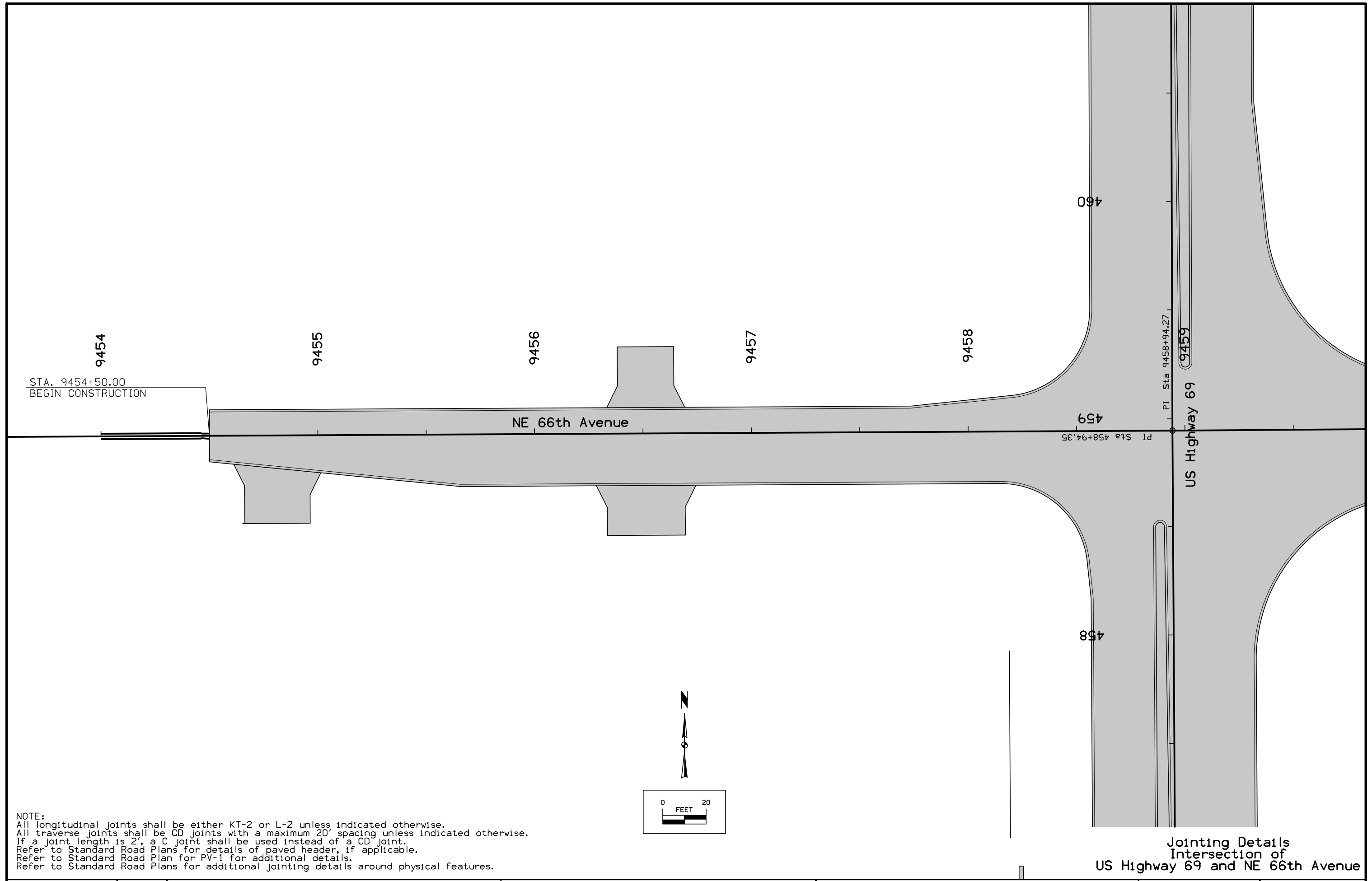


NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

Geometric Details
Intersection of
US Highway 69 and NE 66th Avenue



Staking Details
Intersection of
US Highway 69 and NE 66th Avenue

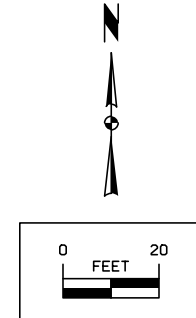


STA. 9454+50.00
BEGIN CONSTRUCTION

PI Sta 458+94.35

PI Sta 9458+94.27

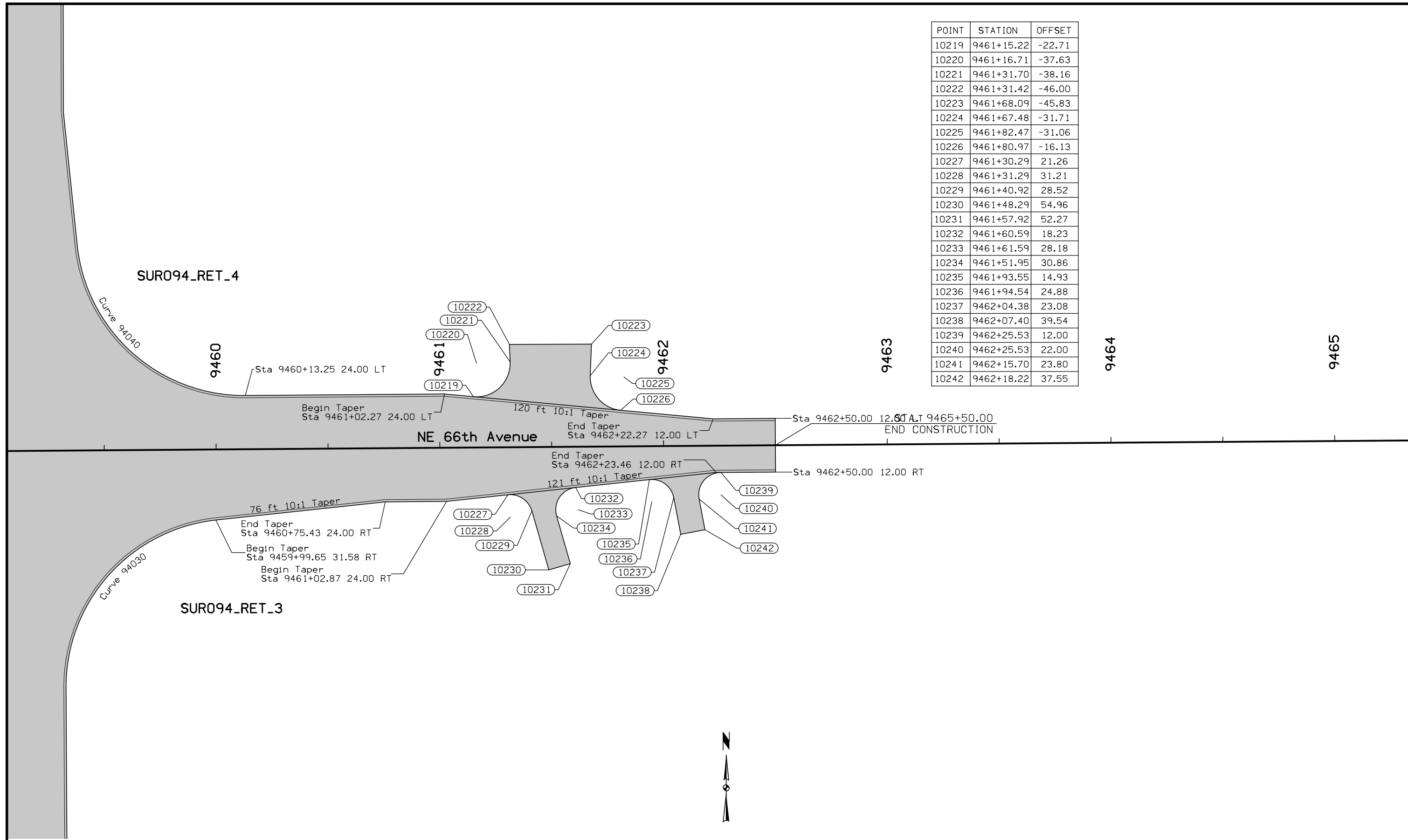
NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



Jointing Details
 Intersection of
 US Highway 69 and NE 66th Avenue

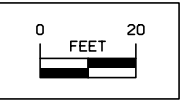
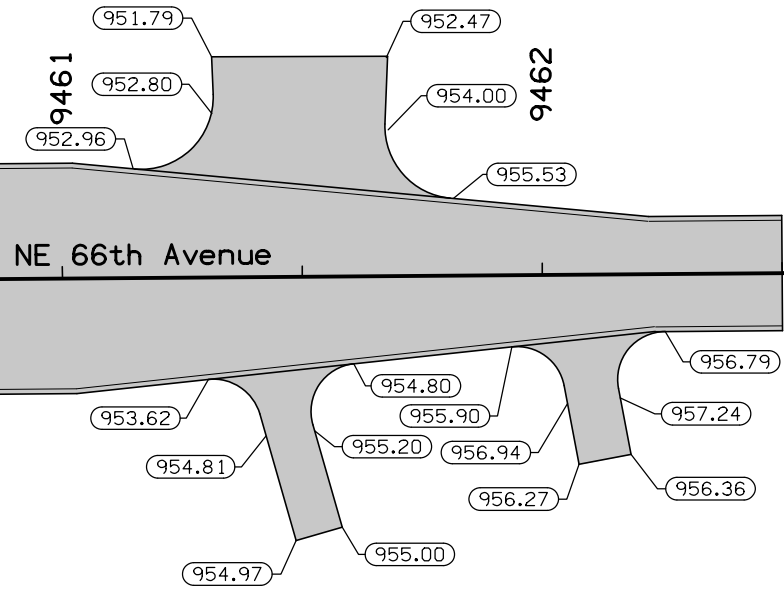
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.115
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POINT	STATION	OFFSET
10219	9461+15.22	-22.71
10220	9461+16.71	-37.63
10221	9461+31.70	-38.16
10222	9461+31.42	-46.00
10223	9461+68.09	-45.83
10224	9461+67.48	-31.71
10225	9461+82.47	-31.06
10226	9461+80.97	-16.13
10227	9461+30.29	21.26
10228	9461+31.29	31.21
10229	9461+40.92	28.52
10230	9461+48.29	54.96
10231	9461+57.92	52.27
10232	9461+60.59	18.23
10233	9461+61.59	28.18
10234	9461+51.95	30.86
10235	9461+93.55	14.93
10236	9461+94.54	24.88
10237	9462+04.38	23.08
10238	9462+07.40	39.54
10239	9462+25.53	12.00
10240	9462+25.53	22.00
10241	9462+15.70	23.80
10242	9462+18.22	37.55



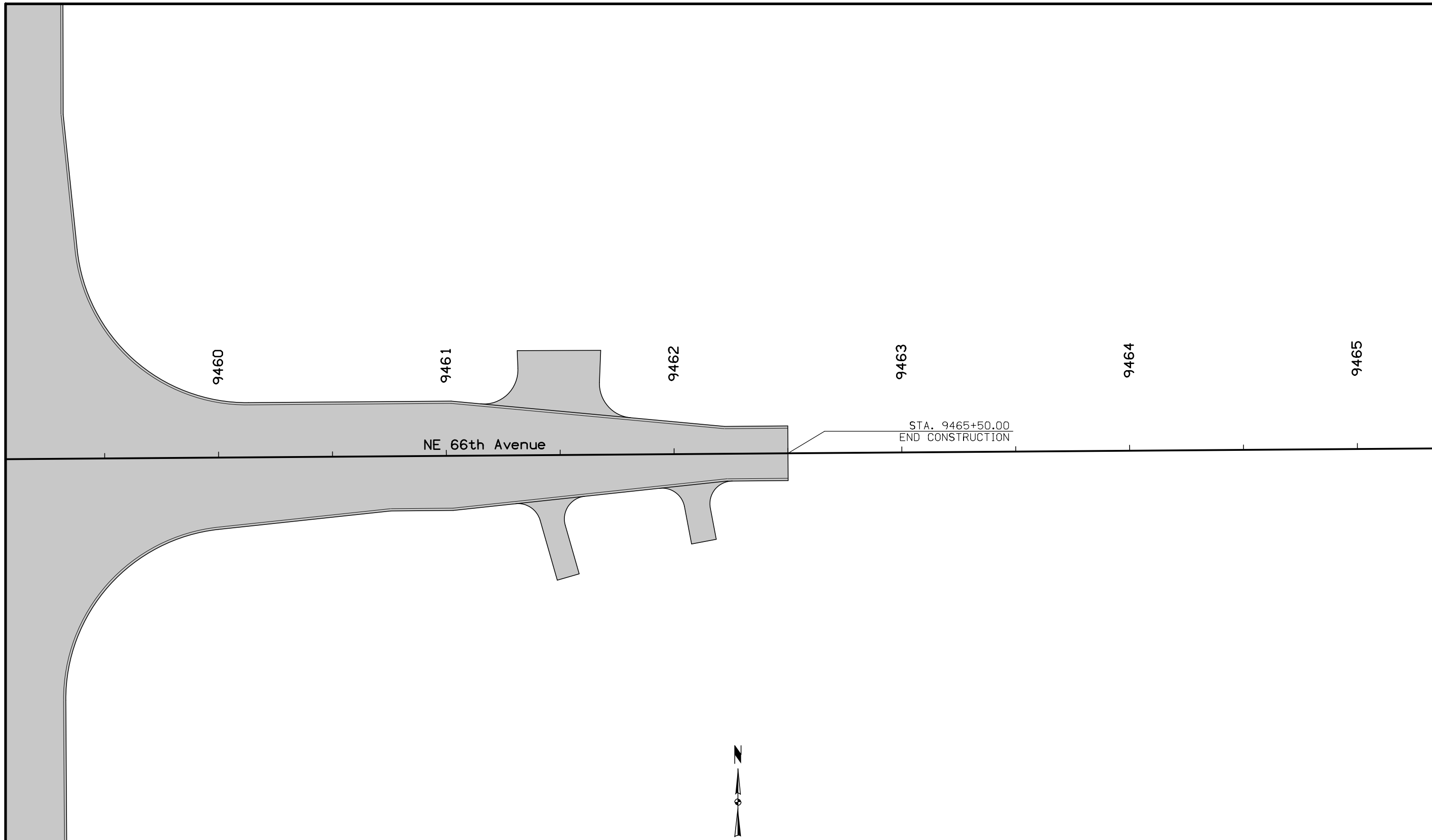
NOTE:
 Dimensions shown are to the back of curb.
 Refer to G sheets for horizontal alignment information.
 Refer to appropriate Standard Road Plans for additional information.

Geometric Details
 Intersection of
 US Highway 69 and NE 66th Avenue

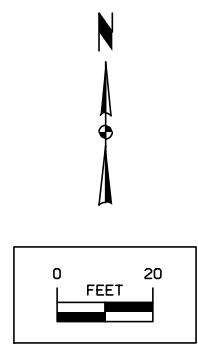


Staking Details
Intersection of
US Highway 69 and NE 66th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.117
2:59:03 PM	8/4/2017	arauk	pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\7706901199\Design\SHT_7706965_L117.dgn					



NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
 If a joint length is 2', a C joint shall be used instead of a CD joint.
 Refer to Standard Road Plans for details of paved header, if applicable.
 Refer to Standard Road Plan for PV-1 for additional details.
 Refer to Standard Road Plans for additional jointing details around physical features.



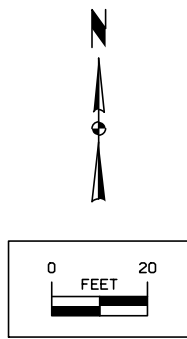
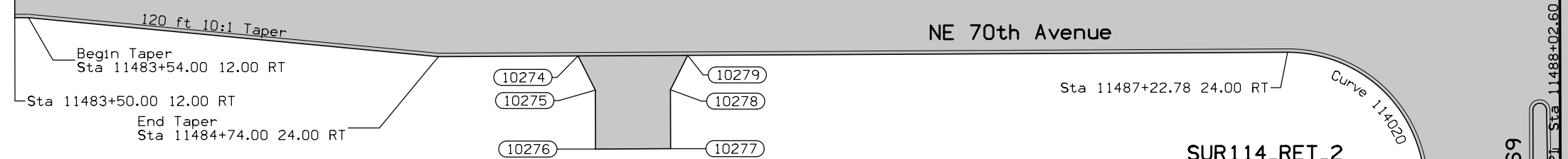
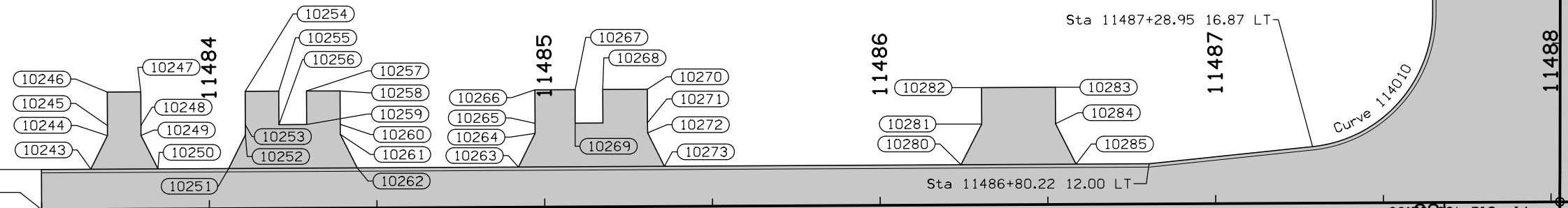
Jointing Details
 Intersection of
 US Highway 69 and NE 66th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.118
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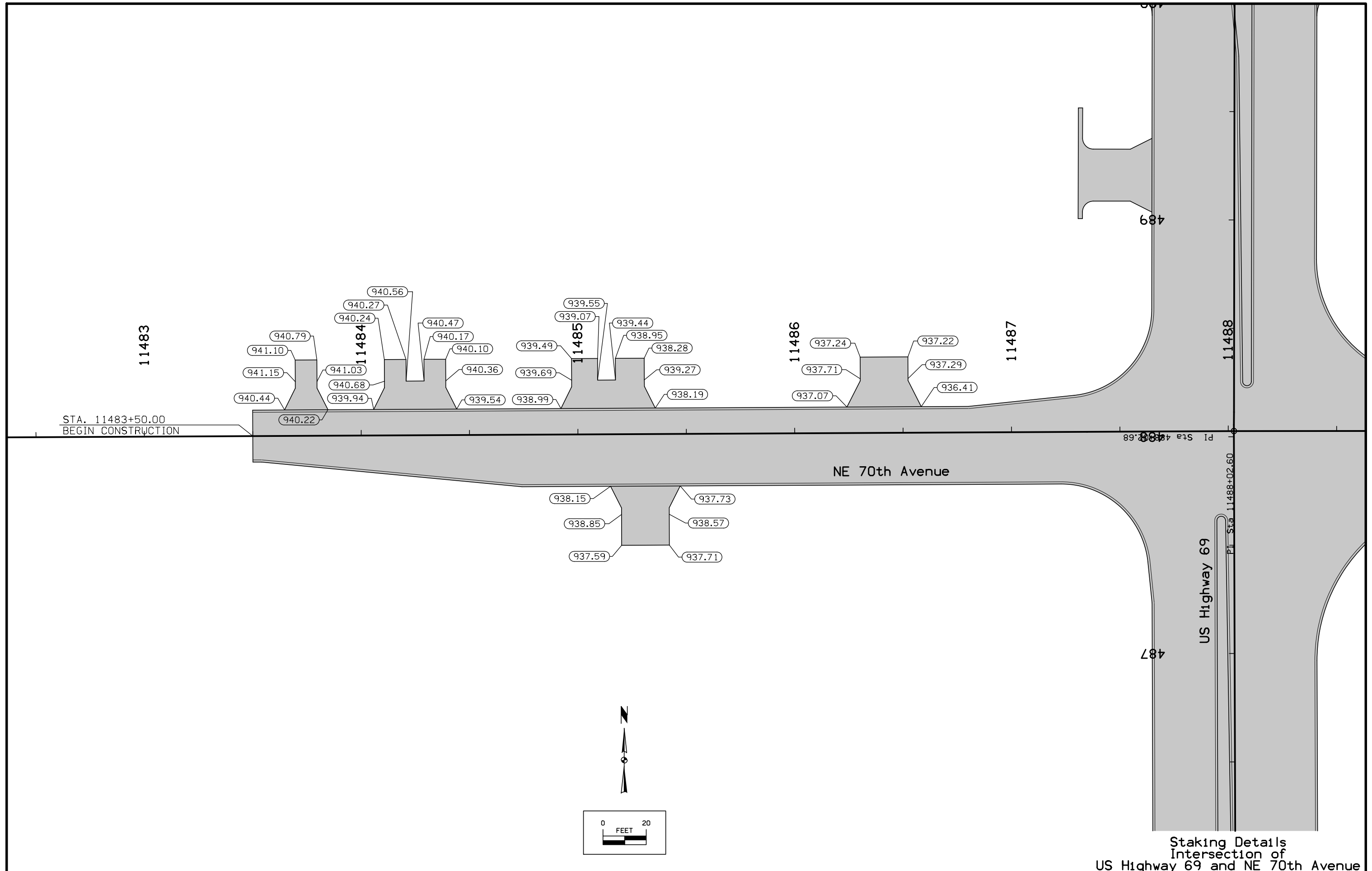
POINT	STATION	OFFSET
10243	11483+64.72	-12.00
10244	11483+69.72	-22.00
10245	11483+69.72	-25.00
10246	11483+69.72	-35.00
10247	11483+79.72	-35.00
10248	11483+79.72	-25.00
10249	11483+79.72	-22.00
10250	11483+84.72	-12.00
10251	11484+05.87	-12.00
10252	11484+10.87	-22.00
10253	11484+10.87	-25.00
10254	11484+10.87	-35.00
10255	11484+20.87	-35.00
10256	11484+20.87	-25.00
10257	11484+29.15	-35.00
10258	11484+39.15	-35.00
10259	11484+29.15	-25.00
10260	11484+39.15	-25.00

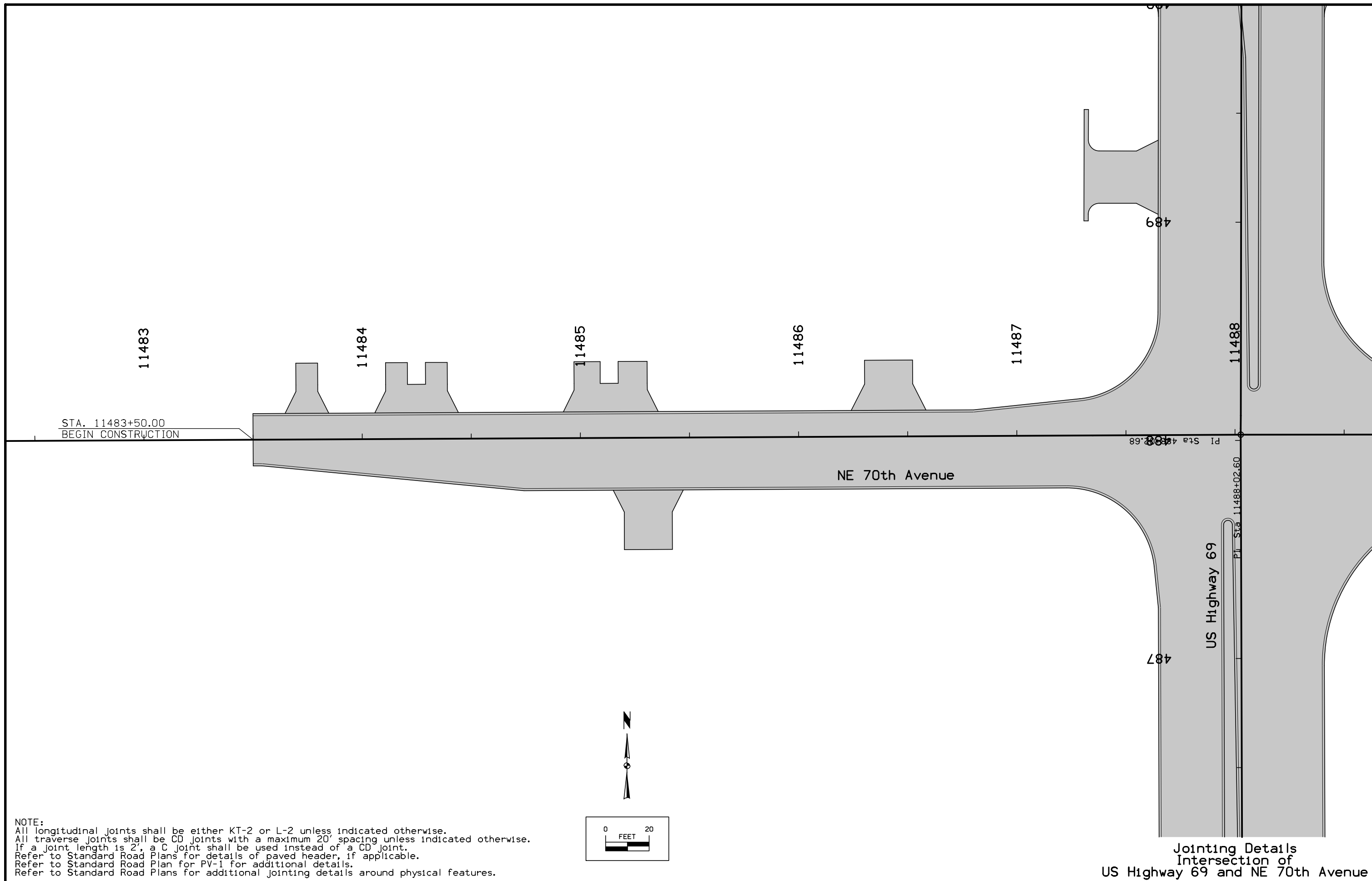
POINT	STATION	OFFSET
10261	11484+39.15	-22.00
10262	11484+44.15	-12.00
10263	11484+92.20	-12.00
10264	11484+97.20	-22.00
10265	11484+97.20	-25.00
10266	11484+97.20	-35.00
10267	11485+09.20	-35.00
10268	11485+17.46	-35.00
10269	11485+09.20	-25.00
10270	11485+30.75	-35.00
10271	11485+30.75	-25.00
10272	11485+30.75	-22.00
10273	11485+35.75	-12.00
10274	11485+14.91	24.00
10275	11485+19.91	34.00
10276	11485+19.91	51.24
10277	11485+41.91	51.24
10278	11485+41.91	34.00
10279	11485+47.04	24.00
10280	11486+24.15	-12.00
10281	11486+30.37	-24.13
10282	11486+30.37	-35.02
10283	11486+52.37	-35.02
10284	11486+52.37	-24.13
10285	11486+58.44	-12.00

NOTE:
Dimensions shown are to the back of curb.
Refer to G sheets for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.



Geometric Details
Intersection of
US Highway 69 and NE 70th Avenue



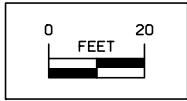


STA. 11483+50.00
BEGIN CONSTRUCTION

PI Sta 488+2.68

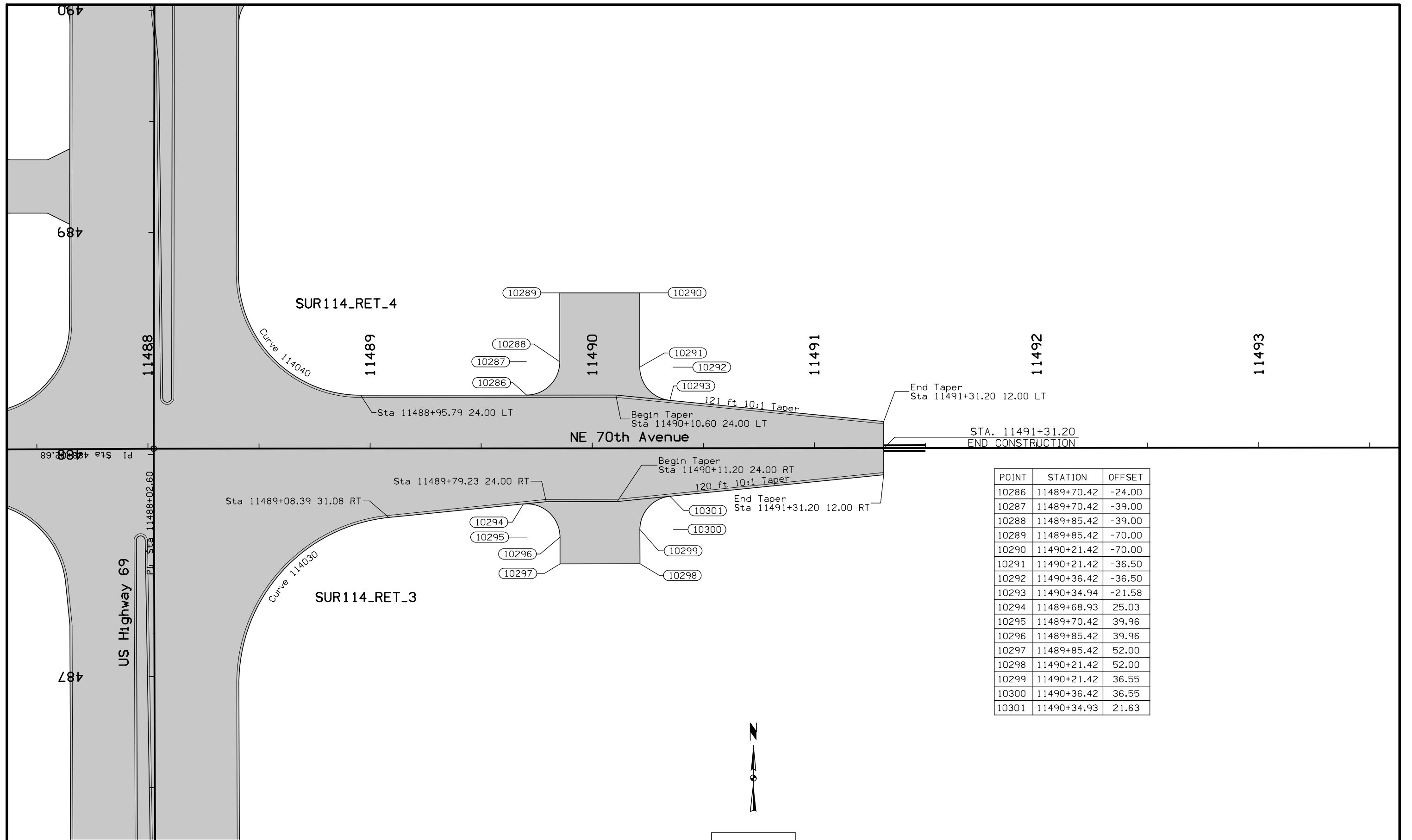
PI Sta 11488+02.60

NOTE:
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 If a joint length is 2', a C joint shall be used instead of a CD joint.
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Jointing Details
 Intersection of
 US Highway 69 and NE 70th Avenue

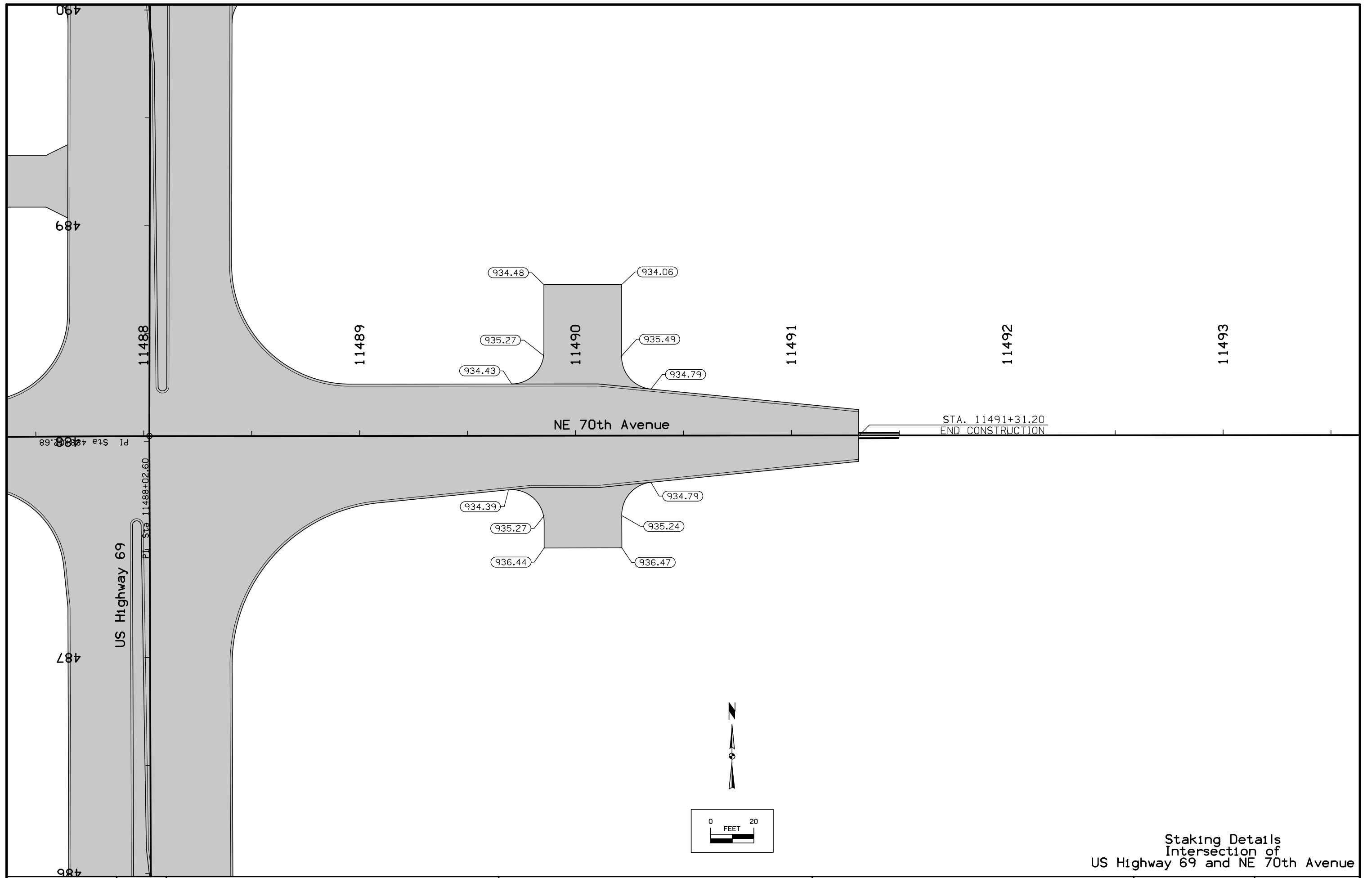
FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.121
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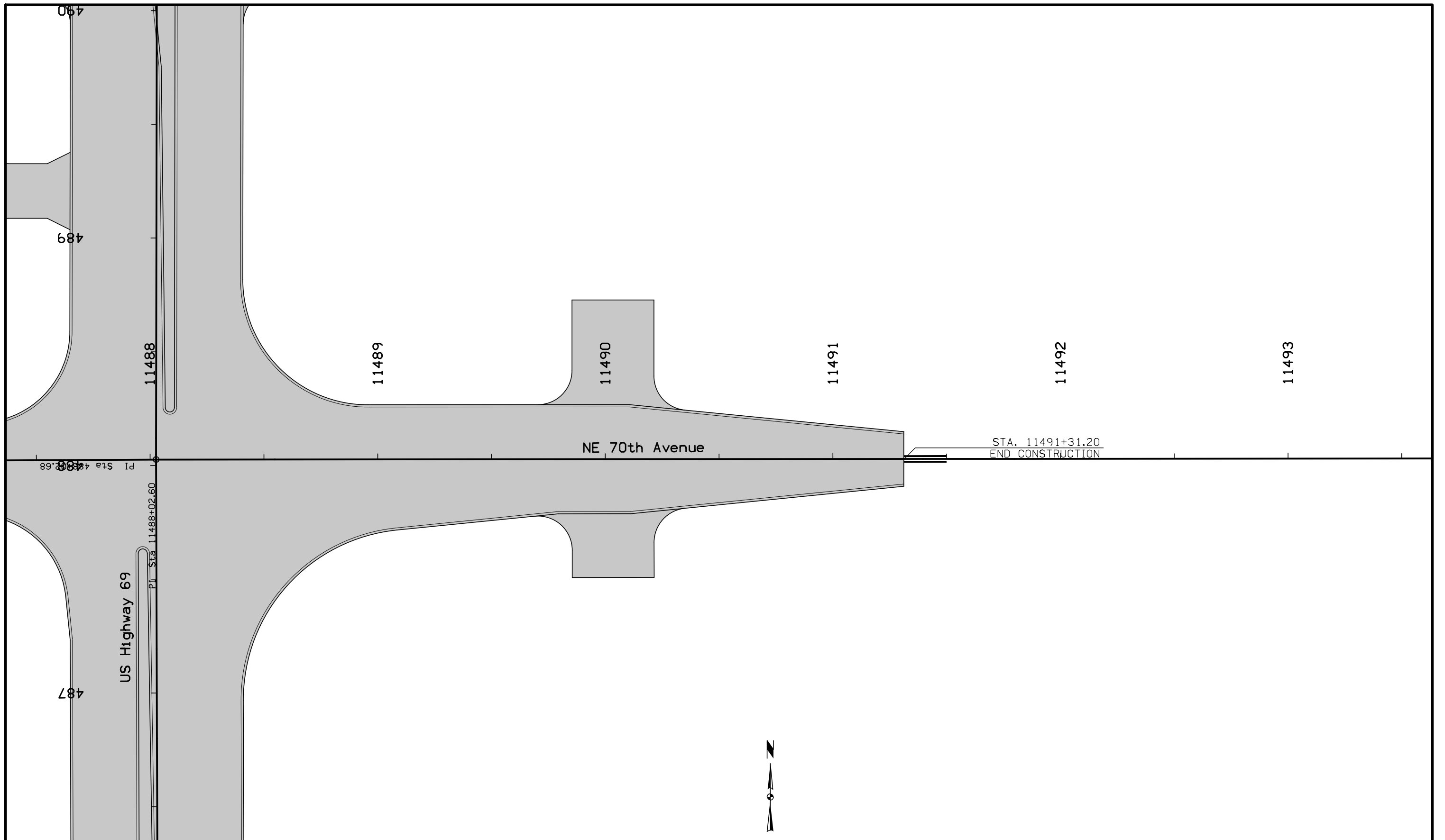
POINT	STATION	OFFSET
10286	11489+70.42	-24.00
10287	11489+70.42	-39.00
10288	11489+85.42	-39.00
10289	11489+85.42	-70.00
10290	11490+21.42	-70.00
10291	11490+21.42	-36.50
10292	11490+36.42	-36.50
10293	11490+34.94	-21.58
10294	11489+68.93	25.03
10295	11489+70.42	39.96
10296	11489+85.42	39.96
10297	11489+85.42	52.00
10298	11490+21.42	52.00
10299	11490+21.42	36.55
10300	11490+36.42	36.55
10301	11490+34.93	21.63

NOTE:
 Dimensions shown are to the back of curb.
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 Refer to appropriate Standard Road Plans for additional information.

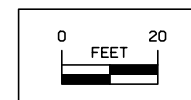
Geometric Details
 Intersection of
 US Highway 69 and NE 70th Avenue



FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.123
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NOTE:
 All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.
 All traverse joints shall be CD joints with a maximum 20' spacing unless indicated otherwise.
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 Refer to Standard Road Plans for details of paved header, if applicable.
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Jointing Details
 Intersection of
 US Highway 69 and NE 70th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	L.124
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① Diameter or equivalent diameter

* Bid Item
** For SW-545

STORM SEWER

INTAKES AND UTILITY ACCESSES							PIPES													
							Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 2 ft length is added to each side of the Design Length to account for estimated length to center of structures.													
No.	Location Station and Offset	*Type or Standard Road Plan	Form	Bottom	Extension	Notes	Line Number	Intake/Utility Access No.		Class 'D'	Pipe Size	Bid* Length	Design Length	Slope %	Connected Pipe Joint (DR-121)	Flow Lines			Pipe Profile Sheet No.	Notes
			Elev.	Elev.	FT			From	To							Inlet Elevation	Outlet Elevation	Other Elevation		
I-101	406+92.36, -38	SW-510	951.28	946.53			P-101	I-101	I-102	3000	15	86	81.9	1		947.03	946.21			
I-102	406+90.38, 44.13	SW-510	951.04	945.61			P-102	I-102A	I-107	2000	42	133	129.0	0.4		941.86	941.34			
I-104	404+90.00, 70	SW-512 (36" Type 4D Casting)	946.27	943.27			P-103	I-102	I-102A	3000	15	26	21.1	7.38		946.11	944.55			
I-106	404+90.00, -38	SW-510	950.15	945.4			P-104	I-104	I-108	2000	18	19	14.7	0.4		943.77	943.72			
I-107	405+60.00, 92	SW-401 (48")	951.16	940.75			P-105	I-107	I-108	2000	42	80	75.6	0.4		941.24	940.94			
I-108	404+90.00, 50	SW-510	949.77	940.34			P-106	I-106	I-110	3000	15	123	118.6	0.6		945.9	945.19			
I-110	403+63.00, -38	SW-510	949.44	944.39			P-108	I-108	I-112	3000	42	124	119.9	0.4		940.84	940.36			
I-112	403+63.00, 44.91	SW-510	949.22	939.7			P-110	I-110	I-112	3000	15	88	83.1	2.81		944.89	942.55			
I-114	401+84.00, -38	SW-510	948.43	943.68			P-112	I-112	I-116	3000	42	175	171.0	0.4		940.2	939.52			
I-116	401+84.00, 38	SW-510	948.43	938.91			P-114	I-114	I-116	3000	15	80	76.0	2.84		944.18	942.03			
I-118	400+16.00, -38	SW-510	947.5	942.75			P-116	I-116	I-120	3000	42	164	160.0	0.4		939.42	938.78			
I-120	400+16.00, 38	SW-510	947.5	938.04			P-118	I-118	I-120	3000	15	80	76.0	3.11		943.25	940.88			
I-122	398+22.00, -38	SW-510	946.16	940.45			P-120	I-120	I-124	3000	42	190	186.0	0.4		938.53	937.79			
I-124	398+22.00, 38	SW-510	946.16	936.07			P-122	I-122	I-124	2000	18	80	76.0	3		940.95	938.67			
I-126	396+64.00, -38	SW-510	944.9	939.23			P-124	I-124	I-128	3000	42	154	150.0	0.4		936.57	935.97			
I-128	396+64.00, 38	SW-510	944.9	934.6			P-126	I-126	I-128	3000	15	80	76.0	3		939.73	937.45			
I-130	395+06.00, -38	SW-509	943.63	939.18			P-128	I-128	I-132	3000	42	154	150.0	0.4		935.1	934.5			
I-132	395+06.00, 38	SW-510	943.63	933.9			P-130	I-130	I-132	3000	15	80	76.0	1		939.68	938.92			
I-134	393+48.00, -38	SW-510	942.37	937.62			P-132	I-132	I-136	3000	42	154	150.0	0.4		934.4	933.8			
I-136	393+48.00, 38	SW-510	942.37	933.2			P-134	I-134	I-136	3000	15	80	76.0	1		938.12	937.36			
I-138	391+88.00, -38	SW-510	941.15	935.35			P-136	I-136	I-140	3000	42	156	152.0	0.4		933.7	933.09			
I-140	391+88.00, 38	SW-510	941.15	932.49			P-138	I-138	I-140	2000	24	80	76.0	1		935.85	935.09			
I-142	390+25.00, -38	SW-510	940.2	935.45			P-140	I-140	I-143	2000	48	159	155.0	0.4		932.49	931.87			
I-143	390+25.00, 38	SW-510	940.2	931.77			P-142	I-142	I-143	3000	15	80	76.0	1		935.95	935.19			
I-144	388+67.00, -38	SW-510	939.31	934.31			P-143	I-143	I-146	2000	48	154	150.0	0.4		931.77	931.17			
I-146	388+67.00, 38	SW-510	939.31	930.67			P-144	I-144	I-146	2000	18	80	76.0	1		934.81	934.05			
I-148	387+09.00, -38	SW-510	938.43	933.68			P-146	I-146	I-150	3000	48	154	150.0	0.4		931.17	930.57			
I-150	387+09.00, 38	SW-510	938.43	929.97			P-148	I-148	I-150	3000	15	80	76.0	1		934.18	933.42			
I-152	385+50.00, -38	SW-510	937.54	932.69			P-150	I-150	I-154	3000	48	155	151.0	0.4		930.47	929.87			
I-154	385+50.00, 38	SW-510	937.54	929.08			P-152	I-152	I-154	3000	15	80	76.0	1		933.19	932.43			
I-156	383+72.00, -38	SW-510	936.54	931.69			P-154	I-154	I-158	3000	48	174	170.0	0.4		929.58	928.9			
I-158	383+72.00, 38	SW-510	936.54	926.26			P-156	I-156	I-158	3000	15	80	76.0	1		932.19	931.43			
I-160	382+14.00, -38	SW-510	935.65	930.9			P-158	I-158	I-162	3000	48	154	150.0	0.4		926.76	926.16			
I-162	382+14.00, 38	SW-510	935.65	925.36			P-160	I-160	I-162	3000	15	80	76.0	1		931.4	930.64			
I-164	380+75.00, -38	SW-510	934.87	929.52			P-162	I-162	I-166	3000	48	135	130.8	0.4		925.86	925.34			
I-165	380+75.00, -68	SW-512 (24" Type 5 Casting)	932.87	930.12			P-164	I-164	I-166	3000	15	82	77.2	1		930.02	929.25			
I-166	380+75.00, 38.94	SW-510	934.85	918.87			P-165	I-165	I-164	3000	15	30	25.1	2		930.62	930.12			
I-168	379+15.00, -70.49	SW-401 (48")	934.59	929.31			P-166	I-166	I-172	3000	48	222	217.5	0.4		919.37	918.5			
I-170	378+50.00, -40.46	SW-510	933.46	928.36			P-168	I-168	I-170	2000	18	70	65.2	1.3		929.81	928.96			
I-172	378+50.00, 50	SW-510	933.12	917.7			P-170	I-170	I-172	2000	18	95	90.2	1		928.86	927.96			
I-174	376+70.00, -38	SW-510	931.05	926.05			P-172	I-172	I-176	2000	54	177	172.3	0.4		918.2	917.51			
I-175	376+38.00, -120	SW-512 (24" Type 5 Casting)	934.48	929.73			P-173	I-174A	I-174	3000	15	43	38.4	3.92		928.3	926.8			
I-176	376+70.00, 46.11	SW-510	931.05	916.71			P-174	I-174	I-176	2000	18	88	83.9	1		926.55	925.71			
I-178	374+70.00, -38	SW-510	928.11	923.31			P-175	I-175	I-174	3000	15	87	82.5	4.16		930.23	926.8			
I-180	374+70.00, 38	SW-510	928.11	915.85			P-176	I-176	I-180	3000	54	196	192.0	0.4		917.21	916.44			
I-182	372+80.00, -38	SW-510	924.96	920.51			P-178	I-178	I-180	2000	18	80	76.0	1		923.81	923.05			
I-184	372+80.00, 38	SW-510	924.96	909.82			P-180	I-180	I-184	3000	54	186	182.0	0.4		916.34	915.61			
I-186	371+20.00, -38	SW-510	922.47	917.72			P-182	I-182	I-184	3000	15	80	76.0	1		921.02	920.26			
I-188	371+20.00, 38	SW-510	922.47	908.92			P-184	I-184	I-188	3000	54	156	152.0	0.4		910.32	909.71			
I-190	369+40.00, -38	SW-510	919.66	914.91			P-186	I-186	I-188	3000	15	80	76.0	1		918.22	917.46			
I-192	369+40.00, 38.33	SW-510	919.66	907.92			P-188	I-188	I-192	3000	54	176	172.0	0.4		909.41	908.72			
I-194	367+60.00, -38	SW-510	916.85	912.1			P-190	I-190	I-192	3000	15	81	76.3	1		915.41	914.65			
I-196	367+60.00, 41.1	SW-510	916.85	906.94			P-192	I-192	I-196	3000	54	177	172.0	0.4		908.42	907.74			
I-198	365+90.00, -38	SW-510	914.2	909.2			P-194	I-194	I-196	3000	15	84	79.1	1		912.6	911.81			
I-199	365+90.00, -70	DR-201 (18")	913.7				P-196	I-196	I-200	3000	54	163	159.0	0.43		907.44	906.75			
I-200	365+93.00, 46.21	SW-510	914.25	905.26			P-198	I-198	I-200	2000	18	89	84.4	1		909.7	908.86			
I-202	364+70.00, -48.17	SW-401 (48")	912.96	907.86			P-199	I-199	I-198	3000	15	24	22.0	3.39		910.69	909.95			
I-204	364+00.00, -38	SW-510	911.43	906.33			P-200	I-200	I-206	3000	54	189	184.4	1.05		905.76	903.82			
I-206	364+00.00, 53.85	SW-510	911.32	902.31			P-202	I-202	I-204	2000	18	69	64.8	2.2		908.36	906.93			
I-208	362+00.00, -38	SW-510	909.47	904.72			P-204	I-204	I-206	2000	18	96	91.9	1		906.83	905.92			
I-210	362+00.00, 57.94	SW-510	909.47	900.97			P-206	I-206	I-210	3000	54	196	191.1	0.45		902.82	901.97			
I-212	360+60.00, -38	SW-510	908.12	903.39			P-208	I-208	I-212	3000	15	136	131.6	1.01		905.22	903.89			
I-213	360+60.00, -68	SW-512 (24" Type 5 Casting)	906.62	904.14			P-210	I-210	I-214	3000	54	137	132.4	1		901.47	900.14			
I-214	360+60.00, 61.77	SW-510	908.04	899.14			P-212	I-212	I-214	3000	15	104	100.0	1		903.89	902.89			
I-216	359+10.00, -69.24	SW-401 (48")	907.26	902.16			P-213	I-213	I-212	3000	15	30	25.1	3.01		904.64	903.89			
I-218	358+46.00, -40.67	SW-510	905.77	901.47																

STORM SEWER

① Diameter or equivalent diameter

* Bid Item
** For SW-545

INTAKES AND UTILITY ACCESSES							PIPES														
							Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 3 ft length is added to each side of the Design Length to account for estimated length to center of structures.														
No.	Location Station and Offset	*Type or Standard Road Plan	Form	Bottom	Extension	Notes	Line Number	Intake/Utility Access No.		Class 'D'	Pipe Size	Bid* Length	Design Length	Slope %	Connected Pipe Joint (DR-121)	Flow Lines			Pipe Profile Sheet No.	Notes	
			Elev.	Elev.	FT			From	To							Inlet Elevation	Outlet Elevation	Other Elevation			
I-218	358+46.00, -40.67	SW-510	905.77	901.47			P-214	I-214	I-220	3000	54	212	207.6	0.81		899.64	897.96				
I-220	358+46.00, 70	SW-510	905.46	897.36			P-217	I-216	I-218	2000	18	68	63.4	1.1		902.66	901.96				
I-222	357+25.00, -38	SW-510	903.82	899.07			P-218	I-218	I-220	2000	18	115	110.5	1		901.96	900.86				
I-224	357+25.00, 65.24	SW-510	903.56	891.97			P-220	I-220	I-224	3000	54	118	113.6	1.58		897.86	896.06				
I-226	355+86.00, -64.16	SW-401 (48")	901.35	895.25			P-222	I-222	I-224	3000	15	108	103.0	1		899.57	898.54				
I-227	355+00.00, -38	SW-510	898.62	892.52			P-224	I-224	I-229	3000	54	221	216.9	1		892.47	890.3				
I-229	355+00.00, 70	SW-510	898.3	887.66			P-227	I-227	I-229	3000	30	112	108.0	1		893.02	891.94				
I-232	353+25.00, -38	SW-510	894.31	889.56			P-230	I-229	I-234	3000	54	171	167.0	1		888.17	886.5				
I-234	353+25.00, 70	SW-510	894	884.59			P-232	I-232	I-234	2000	15	112	108.0	1		890.06	888.98				
I-235	2354+70.20, 12	SW-507	904.12	897.73			P-235	I-226	I-227	3000	30	88	83.5	3.15		895.75	893.12				
I-236	2354+70.20, -13.54	SW-507	904.09	898.09			P-236	I-235	I-226	3000	30	95	90.4	2.63		898.23	895.85				
I-237	2354+13.46, 20	DR-201 (18")	903.16				P-237	I-236	I-235	3000	30	30	25.5	1		898.59	898.33				
I-238	2354+13.46, -18	SW-512 (30" Type 5 Casting)	904.28	900.78			P-238	I-237	I-235	2000	18	52	49.1	1		901.66	901.17				
I-239	352+95.36, 125.43	SW-402 (6' x 6')	891.58	883.08			P-239	I-238	I-236	2000	24	58	53.4	4.1		901.28	899.09				
I-240	352+95.36, 317.03	SW-511	890.19	884.3			P-240	I-234	I-239	3000	54	105	100.5	1		885.09	884.08				
I-241	352+95.36, 317.86	SW-402 (6' x 6')	892.19	879.69			P-241	I-239	I-241	3000	54	191	186.6	1.01		883.58	881.69				
I-242	352+95.36, 482.67	DR-201 (60")	885				P-242	I-240	I-241	2000	18	15	11.0	1		884.8	884.69				
I-243	3361+25.00, -24	SW-507	903.1	899.35			P-243	I-241	I-242	2000	60	176	173.6	0.69		880.19	879				
I-244	3361+25.00, 17.13	SW-507	903.24	898.69			P-244	I-243	I-244	3000	15	46	41.1	1		899.85	899.44				
I-245	4358+35.00, -17.21	SW-507	909.49	904.74			P-245	I-244	I-255	2000	18	69	66.9	0.8		899.19	898.65				
I-246	4358+35.00, 24	SW-507	909.54	904.07			P-246	I-245	I-246	3000	15	46	41.2	1		905.24	904.82				
I-247	5363+72.83, -12	SW-507	913.55	909.8			P-247	I-246	I-216	2000	18	58	53.7	3.37		904.57	902.76				
I-248	5363+72.83, 12	SW-507	913.55	908.31			P-248	I-247	I-248	3000	15	28	24.0	1		910.3	910.07				
I-249	374+57.96, -70	SW-511	929.8	924.8			P-249	I-248	I-202	2000	18	73	68.8	0.52		908.81	908.46				
I-250	6378+28.00, -28.85	SW-507	935.02	930.27			P-250	I-249	I-178	2000	18	33	28.8	5.18		925.3	923.81				
I-251	6378+28.00, 12	SW-507	935.36	929.61			P-251	I-250	I-251	3000	15	45	40.9	1		930.77	930.37				
I-252	392+00.00, -81.5	DR-201 (24")	940.58				P-252	I-251	I-168	2000	18	56	51.7	0.4		930.12	929.91				
I-255	3362+00.00, 22	DR-201 (18")	900.15				P-253	I-252	I-138	2000	24	37	34.6	7.04		938.58	936.15				
I-257	356+64.00, -75	SW-501	904.74	899.99			P-256	I-122A	I-122	3000	15	32	27.1	2.29		942.91	942.29				
I-258	6382+40.00, 12	SW-507	931.01	926.44			P-259	I-144A	I-144	3000	15	27	22.9	5.19		936.25	935.06				
I-259	6382+40.00, -27.89	SW-507	930.7	926.95			P-262	I-152A	I-152	3000	15	62	57.3	0.4		934.59	934.37				
I-260	6383+80.00, 59	DR-201 (15")	921.18				P-263	I-156A	I-156	3000	15	75	70.4	0.66		932.75	932.29				
I-102A	406+90.38, 70.88	SW-401 (48")	948.8	941.35			P-264	I-257	I-236	3000	15	84	79.4	0.82		900.49	899.84				
I-122A	398+22.00, -70	SW-512 (24" Type 5 Casting)	945.16	942.41			P-265	I-259	I-258	3000	15	44	39.9	1		927.45	927.05				
I-144A	388+67.00, -66	SW-512 (30" Type 5 Casting)	938.5	935.75			P-266	I-258	I-260	3000	15	142	139.2	5.04		926.95	919.93				
I-152A	386+05.00, -68	SW-512 (24" Type 5 Casting)	936.84	934.09			P-2001	I-2003	I-2001	3000	15	80	76.0	1		951.98	951.21				
I-156A	384+40.00, -70	SW-512 (24" Type 5 Casting)	937	932.25			P-2003	I-2001	I-2005	2000	18	142	138.0	0.6		950.56	949.74				
I-174A	377+00.00, -70	SW-512 (24" Type 5 Casting)	930.55	927.8			P-2005	I-2007	I-2005	3000	15	80	76.0	1		951.16	950.4				
I-2001	415+75.00, 38	SW-510	956.23	950.07			P-2007	I-2005	I-2009	2000	18	154	150.0	0.6		949.44	948.54				
I-2003	415+75.00, -38	SW-510	956.23	951.48			P-2009	I-2011	I-2009	3000	15	80	76.0	1		950.27	949.51				
I-2005	414+29.00, 38	SW-510	955.41	948.94			P-2011	I-2009	I-2013	2000	24	151	147.0	0.6		948.24	947.35				
I-2007	414+29.00, -38	SW-510	955.41	950.66			P-2013	I-2015	I-2013	3000	15	80	76.0	1		949.4	948.64				
I-2009	412+71.00, 38	SW-510	954.52	947.73			P-2015	I-2013	I-2017A	2000	24	152	147.1	0.58		947.05	946.19				
I-2011	412+71.00, -38	SW-510	954.52	949.77			P-2017	I-2019	I-2017	3000	15	80	76.0	1		948.56	947.8				
I-2013	411+16.00, 38	SW-510	953.65	946.54			P-2018	I-2017	I-2017A	2000	15	25	20.9	4.72		947.3	946.32				
I-2015	411+16.00, -38	SW-510	953.65	948.9			P-2019	I-2017A	I-2021A	2000	42	150	145.5	0.84		944.07	942.85				
I-2017	409+65.00, 38	SW-510	952.81	946.8			P-2020	I-2021	I-2021A	2000	18	25	20.9	7.1		946.71	945.24				
I-2019	409+65.00, -38	SW-510	952.81	948.06			P-2021	I-2023	I-2021	3000	15	80	76.0	1		947.73	946.96				
I-2021	408+16.00, 38	SW-510	951.98	946.22			P-2023	I-2021A	I-102A	2000	42	127	122.5	0.4		942.45	941.96				
I-2023	408+16.00, -38	SW-510	951.98	947.23			P-3001	I-3003	I-3001	3000	15	81	76.0	1.32		952.82	951.82				
I-3001	417+25.00, 38	SW-510	956.07	951.22			P-3003	I-3001	I-2001	3000	15	146	141.8	0.6		951.72	950.86				
I-3003	417+25.00, -38	SW-510	957.07	952.32			P-3005	I-3007	I-3005	3000	15	80	76.0	1		951.46	950.7				
I-3005	420+46.00, 38	SW-510	955.71	950.1			P-3007	I-3005	I-3009	3000	15	154	149.5	1.69		950.6	948.07				
I-3007	420+46.00, -38	SW-510	955.71	950.96			P-3009	I-3011	I-3009	3000	15	80	76.0	1		948.93	948.17				
I-3009	422+04.00, 38	SW-510	953.18	947.27			P-3011	I-3009	I-3013	3000	15	154	149.5	1.66		947.77	945.29				
I-3011	422+04.00, -38	SW-510	953.18	948.43			P-3013	I-3015	I-3013	3000	15	80	76.0	1		946.4	945.64				
I-3013	423+62.00, 38	SW-510	950.65	944.49			P-3015	I-3013	I-3017	2000	18	152	147.5	1.49		944.99	942.8				
I-3015	423+62.00, -38	SW-510	950.65	945.9			P-3017	I-3019	I-3017	3000	15	80	76.0	1		943.91	943.15				
I-3017	425+18.00, 38	SW-510	948.16	942			P-3019	I-3017	I-3021	2000	24	153	148.5	1.6		942.5	940.13				
I-3019	425+18.00, -38	SW-510	948.16	943.41			P-3021	I-3023	I-3021	3000	15	80	76.0	1		941.39	940.63				
I-3021	426+75.00, 38	SW-510	945.64	939.13			P-3023	I-3021	I-3025	2000	24	161	156.4	0.6		939.63	938.69				
I-3023	426+75.00, -38	SW-510	945.64	940.89			P-3025	I-3027	I-3031	3000	15	34	29.9	0.6		939.64	939.46				
I-3025	428+40.00, 38	SW-510	943.89	937.69			P-3027	I-3025	I-3029	2000	24	34	29.7	0.4		938.19	938.07				
I-3027	428+40.00, -38	SW-510	943.8																		

① Diameter or equivalent diameter

* Bid Item
** For SW-545

STORM SEWER

INTAKES AND UTILITY ACCESSES							PIPES													
No.	Location Station and Offset	*Type or Standard Road Plan	Form	Bottom	Extension	Notes	Line Number	Intake/Utility Access No.		Class 'D'	Pipe Size	Bid* Length	Design Length	Slope %	Connected Pipe Joint (DR-121) Type	Flow Lines			Pipe Profile Sheet No.	Notes
			Elev.	Elev.	FT			From	To							Inlet Elevation	Outlet Elevation	Other Elevation		
								IN	FT							FT				
I-3031	428+77.78, -38	SW-510	943.82	938.85			P-3033	I-3033	I-3035	2000	30	80	76.0	1.53		936.44	935.28			
I-3033	429+15.00, 38	SW-510	943.88	936.44			P-3035	I-3035	I-3035A	2000	30	50	47.6	3.16		934.78	933.28			
I-3035	429+15.00, -38	SW-510	943.88	934.27			P-4001	I-4001	I-4003	3000	15	80	76.0	1		954.88	954.12			
I-4001	437+10.00, 38	SW-510	958.13	954.38			P-4003	I-4003	I-4007	3000	15	146	141.5	2.04		953.02	950.13			
I-4003	437+10.00, -38	SW-510	958.13	952.52			P-4005	I-4005	I-4007	3000	15	80	76.0	1		952	951.24			
I-4005	435+60.00, 38	SW-510	955.25	951.5			P-4007	I-4007	I-4011	3000	15	123	118.6	1.89		949.83	947.59			
I-4007	435+60.00, -38	SW-510	955.25	949.34			P-4009	I-4009	I-4011	3000	15	80	76.0	1		948.46	947.69			
I-4009	434+33.00, 38	SW-510	952.71	947.96			P-4011	I-4011	I-4015	2000	18	165	160.4	1.83		946.99	944.06			
I-4011	434+33.00, -38	SW-510	952.71	946.49			P-4013	I-4013	I-4015	3000	15	80	76.0	1		945.08	944.31			
I-4013	432+64.00, 38	SW-510	949.33	944.58			P-4015	I-4015	I-4019	2000	24	144	139.6	1.94		943.56	940.85			
I-4015	432+64.00, -38	SW-510	949.33	943.06			P-4017	I-4017	I-4019	3000	15	80	76.0	1		942.12	941.35			
I-4017	431+16.00, 38	SW-510	946.37	941.62			P-4019	I-4019	I-4023	2000	24	122	118.0	1		940.55	939.37			
I-4019	431+16.00, -38	SW-510	946.37	940.05			P-4021	I-4023	I-3035	2000	24	71	67.0	0.6		939.29	938.88			
I-4021	429+90.00, 38	SW-510	944.39	938.57			P-4023	I-4021	I-3033	2000	15	71	67.0	1		939.07	938.4			
I-4023	429+90.00, -38	SW-510	944.39	938.87			P-5009	I-5009	I-5011	3000	15	80	76.0	1		954.72	953.96			
I-5009	442+20.00, 38	SW-510	958.97	954.22			P-5011	I-5011	I-5015	3000	15	156	152.0	0.4		953.86	953.25			
I-5011	442+20.00, -38	SW-510	958.97	953.36			P-5013	I-5013	I-5015	3000	15	80	76.0	1		953.83	953.07			
I-5013	443+80.00, 38	SW-510	958.08	953.33			P-5015	I-5015	I-5019	2000	18	154	150.0	0.4		952.82	952.22			
I-5015	443+80.00, -38	SW-510	958.08	952.32			P-5017	I-5017	I-5019	3000	15	80	76.0	1		952.94	952.18			
I-5017	445+38.00, 38	SW-510	957.19	952.44			P-5019	I-5019	I-5023	2000	18	153	149.0	0.4		951.83	951.24			
I-5019	445+38.00, -38	SW-510	957.19	951.33			P-5021	I-5021	I-5023	3000	15	80	76.0	1		952.06	951.3			
I-5021	446+95.00, 38	SW-510	956.31	951.56			P-5023	I-5023	I-5027	3000	21	155	151.0	0.4		950.8	950.2			
I-5023	446+95.00, -38	SW-510	956.31	950.3			P-5025	I-5025	I-5027	3000	15	80	76.0	1		951.17	950.41			
I-5025	448+54.00, 38	SW-510	955.42	950.67			P-5027	I-5027	I-5031	3000	21	152	148.0	0.4		949.81	949.22			
I-5027	448+54.00, -38	SW-510	955.42	949.31			P-5028	I-5030	I-5029	2000	18	55	52.1	6.43		953.5	950.15			
I-5029	450+10.00, 38	SW-510	954.55	949.55			P-5029	I-5029	I-5031	2000	18	80	76.0	1		950.05	949.29			
I-5030	450+60.00, 75	DR-201 (18")	955				P-5032	I-5031	I-5035	2000	24	156	152.0	0.4		948.79	948.18			
I-5031	450+10.00, -38	SW-510	954.55	948.29			P-5033	I-5033	I-5035	3000	15	80	76.0	1		949.25	948.48			
I-5033	451+70.00, 38	SW-510	953.5	948.75			P-5035	I-5035	I-5039	2000	24	154	150.0	0.43		947.63	946.99			
I-5035	451+70.00, -38	SW-510	953.5	947.14			P-5037	I-5037	I-5039	3000	15	80	76.0	1.32		948.74	947.74			
I-5037	453+28.00, 38	SW-510	951.99	948.24			P-5039	I-5039	I-5043	2000	24	156	152.0	0.99		946.88	945.38			
I-5039	453+28.00, -38	SW-510	951.99	946.39			P-5041	I-5041	I-5043	3000	15	80	76.0	0.6		943.4	942.94			
I-5041	454+88.00, 38	SW-510	950.38	942.89			P-5043	I-5043	I-5047	3000	27	153	149.0	0.5		942.44	941.7			
I-5043	454+88.00, -38	SW-510	950.38	941.94			P-5045	I-5045	I-5047	3000	15	80	76.0	1		942.23	941.47			
I-5045	456+45.00, 38	SW-510	948.82	941.73			P-5047	I-5047	I-5051	3000	27	131	127.0	0.55		940.51	939.82			
I-5047	456+45.00, -38	SW-510	948.82	940.02			P-5049	I-5049	I-5051	2000	24	80	76.0	1		942.47	941.71			
I-5049	457+80.00, 38	SW-510	947.47	941.97			P-5050	I-5052	I-5056	3000	15	216	214.0	4.63		955	945.09			
I-5050	9462+30.00, 25	DR-201 (15")	956.25				P-5051	I-5051	I-5055	2000	36	217	212.1	0.6		939.52	938.24			
I-5051	457+80.00, -38	SW-510	947.47	939.02			P-5052	I-5050	I-5054	3000	15	206	204.0	4.92		955	944.97			
I-5052	9462+40.00, -25	DR-201 (15")	956.25				P-5053	I-5053	I-5055	3000	15	85	80.4	1		941.9	941.1			
I-5053	460+00.00, 42.57	SW-510	945.15	941.4			P-5054	I-5056	I-5054	2000	18	58	53.8	1		944.84	944.3			
I-5054	9460+17.92, 29.75	SW-507	949.22	943.55			P-5055	I-5055	I-5058	2000	36	153	149.0	0.5		938.14	937.4			
I-5055	460+00.00, -38	SW-510	945.26	937.64			P-5056	I-5054	I-5049	3000	21	118	113.7	1.17		944.05	942.72			
I-5056	9460+17.92, -24	SW-507	949.34	944.34			P-5057	I-5057	I-5058	3000	15	80	76.0	1		940.45	939.68			
I-5057	461+57.00, 38	SW-510	943.7	939.95			P-5058	I-5058	I-5061	2000	36	151	147.0	0.4		937.3	936.71			
I-5058	461+57.00, -38	SW-510	943.7	936.8			P-5059	I-5059	I-5061	3000	21	80	76.0	1		938.14	937.38			
I-5059	463+12.00, 38	SW-510	942.14	937.64			P-5061	I-5061	I-5065	3000	42	154	150.0	0.4		935.63	935.03			
I-5061	463+12.00, -38	SW-510	942.14	935.13			P-5062	I-5062	I-5059	3000	15	81	78.8	5.66		943.1	938.64			
I-5062	462+66.35, 115	DR-201 (18")	944.6				P-5063	I-5063	I-5065	3000	15	80	76.0	1		937.32	936.55			
I-5063	464+70.00, 38	SW-510	940.57	936.82			P-5065	I-5065	I-5068	3000	42	156	152.0	0.49		934.2	933.47			
I-5065	464+70.00, -38	SW-510	940.57	933.71			P-5067	I-5067	I-5068	3000	15	80	76.0	1		935.72	934.96			
I-5067	466+30.00, 38	SW-510	938.97	935.22			P-5068	I-5068	I-5071	3000	42	153	149.0	0.64		932.6	931.65			
I-5068	466+30.00, -38	SW-510	938.97	932.11			P-5069	I-5069	I-5071	3000	15	80	76.0	1		933.9	933.14			
I-5069	467+87.00, 38	SW-510	937.15	933.4			P-5071	I-5071	I-5075	3000	42	154	150.0	1.56		930.79	928.46			
I-5071	467+87.00, -38	SW-510	937.15	930.29			P-5073	I-5073	I-5075	3000	15	80	76.0	1		930.71	929.95			
I-5073	469+45.00, 38	SW-510	933.96	930.21			P-5075	I-5075	I-5079	3000	42	161	159.0	1.85		927.6	924.65			
I-5075	469+45.00, -38	SW-510	933.96	927.1			P-5077	I-5077	I-5079	3000	27	80	76.0	1		925.28	924.52			
I-5077	471+12.00, 38	SW-510	930.15	924.78			P-5078	I-5080	I-5077	3000	27	24	19.4	0.6		925.5	925.38			
I-5079	471+12.00, -38	SW-510	930.15	922.46			P-5079	I-5079	I-5083	3000	42	154	150.0	1.14		922.96	921.25			
I-5080	471+12.00, 62.5	SW-512 (30" Type 5 Casting)	928.5	925			P-5081	I-5081	I-5083	3000	15	80	76.0	1		923.5	922.74			
I-5081	472+70.00, 38	SW-510	926.75	923			P-5083	I-6095	I-5083	2000	36	155	151.0	0.4		917.49	916.88			
I-5083	472+70.00, -38	SW-510	926.75	912.95			P-5084	I-5083	I-5083A	3000	42	67	64.4	1.13		913.46	912.73			
I-6001	507+25.00, 38	SW-510	955.37	951.62			P-6001	I-6001	I-6003	3000	15	80	76.0	2.25		952.12	950.41			
I-6003	507+25.00, -38	SW-510	955.37	949.61			P-6003	I-6003	I-6007	3000	15	146	142.0	0.65		950.11	949.18			
I-6005	505+75.00, 38	SW-510	953.59	949.84			P-6005	I-6005	I-6007	3000	15	80	76.0	1		950.34	949.58			
I-6007	505+75.00, -3																			

① Diameter or equivalent diameter

* Bid Item
** For SW-545

STORM SEWER

INTAKES AND UTILITY ACCESSES							PIPES															
							Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 3 ft length is added to each side of the Design Length to account for estimated length to center of structures.															
No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade	Bottom Well	Extension Length**	Notes	Line Number	Intake/Utility Access No.		Class 'D'	Pipe Size	Bid* Length	Design Length	Slope %	Connected Pipe Joint (DR-121)	Flow Lines			Pipe Profile Sheet No.	Notes		
			Elev.	Elev.	FT			IN	FT		FT					Inlet Elevation	Outlet Elevation	Other Elevation				
								From	To						Type							
I-6007	505+75.00, -38	SW-510	953.59	948.58			P-6007	I-6007	I-6011	3000	15	166	162.0	1.31		949.08	946.97					
I-6009	504+05.00, 38	SW-510	950.22	946.47			P-6009	I-6009	I-6011	3000	15	80	76.0	1		946.97	946.21					
I-6011	504+05.00, -38	SW-510	950.22	943.75			P-6011	I-6011	I-6015	3000	15	186	182.0	1.62		944.24	941.3					
I-6013	502+15.00, 38	SW-510	946.41	942.66			P-6013	I-6013	I-6015	3000	15	80	76.0	1		943.16	942.4					
I-6015	502+15.00, -38	SW-510	946.41	940.7			P-6015	I-6015	I-6019	3000	15	186	182.0	1.62		941.21	938.27					
I-6017	500+25.00, 38	SW-510	942.62	938.87			P-6017	I-6017	I-6019	3000	15	80	76.0	1		939.37	938.61					
I-6019	500+25.00, -38	SW-510	942.62	937.52			P-6019	I-6019	I-6023	2000	18	146	142.0	1.06		938.02	936.51					
I-6021	498+75.00, 38	SW-510	940.01	936.26			P-6021	I-6021	I-6023	3000	15	80	76.0	1		936.76	936					
I-6023	498+75.00, -38	SW-510	940.01	935			P-6023	I-6023	I-6027	3000	21	146	142.0	0.79		935.5	934.38					
I-6025	497+25.00, 38	SW-510	938.13	934.38			P-6025	I-6025	I-6027	3000	15	80	76.0	1		934.88	934.13					
I-6027	497+25.00, -38	SW-510	938.13	933.02			P-6027	I-6027	I-6031	3000	21	146	142.0	0.7		933.52	932.52					
I-6029	495+75.00, 38	SW-510	936.27	932.52			P-6029	I-6029	I-6031	3000	15	80	76.0	1		933.02	932.26					
I-6031	495+75.00, -38	SW-510	936.27	930.91			P-6031	I-6031	I-6035	2000	24	126	122.0	0.62		931.41	930.66					
I-6033	494+45.00, 38	SW-510	934.66	930.91			P-6033	I-6033	I-6035	3000	15	80	76.0	1		931.41	930.65					
I-6035	494+45.00, -38	SW-510	934.66	929.3			P-6035	I-6035	I-6039	2000	24	136	132.0	0.42		929.8	929.25					
I-6037	493+05.00, 38	SW-510	933.25	929.5			P-6037	I-6037	I-6039	3000	15	80	76.0	1		930	929.24					
I-6039	493+05.00, -38	SW-510	933.25	927.89			P-6039	I-6039	I-6043	2000	24	121	117.0	0.57		928.39	927.73					
I-6041	492+00.00, 38	SW-510	932.65	927.9			P-6041	I-6041	I-6043	3000	27	76	72.0	0.4		927.48	927.19					
I-6043	491+80.00, -38	SW-510	932.82	927.55			P-6043	I-6041	I-6045	3000	15	47	42.6	0.6		928.4	928.15					
I-6045	491+49.45, 38	SW-510	932.82	927.55			P-6045	I-6049	I-6047	3000	15	80	76.0	1		927.58	926.82					
I-6047	491+00.00, -38	SW-510	932.76	925.22			P-6046	I-6045	I-6048	3000	30	59	54.0	0.4		924.59	924.38					
I-6048	488+32.00, -55	SW-401 (48")	935.07	923.78			P-6047	I-6045	I-6049	3000	15	51	46.5	0.8		928.05	927.68					
I-6049	490+95.00, 38	SW-510	932.88	927.07			P-6048	I-6050	I-6054	3000	15	119	114.9	2.41		933.65	930.88					
I-6050	11485+96.00, -16	SW-401 (48")	938	933.15			P-6049	I-6047	I-6051	3000	27	31	27.0	0.4		925.72	925.61					
I-6051	490+65.00, -38	SW-510	932.98	925.01			P-6050	I-6052	I-6050	3000	15	14	11.4	10		934.89	933.75					
I-6052	11484+85.00, -12	SW-507	939.07	934.32			P-6051	I-6051	I-6055	3000	27	171	167.0	0.4		925.51	924.84					
I-6053	488+90.00, 38	SW-510	933.92	930.17			P-6052	I-6052	I-6050	3000	15	112	107.0	1		934.82	933.75					
I-6054	11487+15.00, -15.48	SW-507	935.13	930.28			P-6053	I-6053	I-6055	3000	15	80	76.0	1		930.67	929.91					
I-6055	488+90.00, -38	SW-510	933.92	924.09			P-6054	I-6054	I-6048	3000	15	36	31.4	0.4		930.78	930.65					
I-6056	487+59.00, -103	DR-201 (15")	934.25				P-6055	I-6048	I-6059	3000	30	99	94.4	0.4		924.28	923.9					
I-6057	486+89.95, 38	SW-510	935.04	925.49			P-6056	I-6056	I-6059	3000	15	63	60.6	2.43		933	931.53					
I-6059	487+33.00, -38.96	SW-510	934.78	923.3			P-6057	I-6057	I-6066	2000	18	84	79.0	1		925.99	925.2					
I-6060	11489+06.42, -24	SW-510	934.58	929.58			P-6058	I-6062	I-6064	2000	18	50	45.9	0.4		929.33	929.15					
I-6061	485+70.00, 38	SW-510	935.71	931.96			P-6059	I-6059	I-6066	3000	30	41	36.9	0.4		923.8	923.65					
I-6062	11489+15.09, 30.41	SW-510	933.93	928.83			P-6060	I-6060	I-6062	2000	18	59	54.8	1.19		930.08	929.43					
I-6063	485+70.00, -38	SW-510	935.71	922.09			P-6061	I-6061	I-6063	3000	15	80	76.0	1		932.46	931.7					
I-6064	11488+70.00, 55	SW-401 (48")	935	925.82			P-6062	I-6064	I-6057	2000	18	63	58.2	0.4		926.32	926.09					
I-6065	484+10.00, 38	SW-510	936.61	932.86			P-6063	I-6063	I-6067	2000	36	156	152.0	0.4		922.59	921.99					
I-6066	486+90.00, -43	SW-401 (48")	935.64	922.65			P-6064	I-6066	I-6063	2000	36	119	114.0	0.4		923.15	922.69					
I-6067	484+10.00, -38	SW-510	936.61	921.39			P-6065	I-6065	I-6067	3000	15	80	76.0	1		933.36	932.6					
I-6069	480+90.00, 38	SW-510	934.49	930.49			P-6067	I-6067	I-6071	2000	36	316	312.0	0.4		921.89	920.64					
I-6071	480+90.00, -38	SW-510	934.49	920.04			P-6069	I-6069	I-6071	2000	18	80	76.0	1		930.99	930.23					
I-6073	479+00.00, 38	SW-510	930.92	927.17			P-6071	I-6071	I-6075	2000	36	186	182.0	0.4		920.54	919.81					
I-6075	479+00.00, -38	SW-510	930.92	919.21			P-6073	I-6073	I-6075	3000	15	80	76.0	1		927.67	926.91					
I-6077	477+90.00, 38	SW-510	928.85	925.1			P-6075	I-6075	I-6079	2000	36	106	102.0	0.4		919.71	919.3					
I-6079	477+90.00, -38	SW-510	928.85	918.71			P-6077	I-6077	I-6079	3000	15	80	76.0	1		925.6	924.84					
I-6081	476+70.00, 38	SW-510	926.62	922.87			P-6079	I-6079	I-6083	2000	36	116	112.0	0.4		919.2	918.75					
I-6083	476+70.00, -38	SW-510	926.62	918.15			P-6081	I-6081	I-6083	3000	15	80	76.0	1		923.37	922.61					
I-6085	475+19.00, 38	SW-510	925.11	920.36			P-6083	I-6083	I-6087	2000	36	147	143.0	0.4		918.65	918.08					
I-6087	475+19.00, -38	SW-510	925.11	917.48			P-6085	I-6087	I-6091	2000	36	42	37.1	0.4		917.98	917.83					
I-6089	474+73.87, 38	SW-510	925.02	920.03			P-6087	I-6085	I-6089	3000	15	42	37.1	0.6		920.86	920.63					
I-6091	474+73.87, -38	SW-510	925.02	917.23			P-6089	I-6091	I-6095	2000	36	41	36.9	0.4		917.73	917.59					
I-6093	474+28.87, 38	SW-510	925.11	919.64			P-6091	I-6089	I-6093	3000	15	41	37.0	0.8		920.53	920.24					
I-6095	474+29.00, -38	SW-510	925.11	916.99			P-6093	I-6093	I-6095	2000	18	80	76.0	1		920.14	919.38					
I-7001	509+15.00, 38	SW-510	955.16	951.41			P-7001	I-7001	I-7005	3000	15	145	140.2	0.4		951.91	951.35					
I-7003	509+15.00, -38	SW-510	955.16	951.16			P-7003	I-7003	I-7007	2000	18	145	140.2	0.6		951.66	950.82					
I-7005	510+63.21, 38	SW-510	954.62	950.51			P-7005	I-7005	I-7005A	3000	15	71	66.4	0.4		951.01	950.74					
I-7007	510+63.21, -38	SW-510	954.62	950.22			P-7007	I-7007	I-7007A	2000	18	61	56.3	0.68		950.72	950.34					
I-2017A	409+65.00, 64.75	SW-401 (48")	950.57	943.57																		
I-2021A	408+16.00, 64.75	SW-401 (48")	949.74	941.96																		
I-3035A	429+15.00, -97.5	DR-201 (42")	933.98																			
I-5083A	473+06.55, -103.15	DR-201 (42")	916.23																			
I-6052A	11485+96.00, -35.5	DR-201 (15")	937.25																			
Total:																						
										Total:												
										2000	15	208										

① Diameter or equivalent diameter

* Bid Item

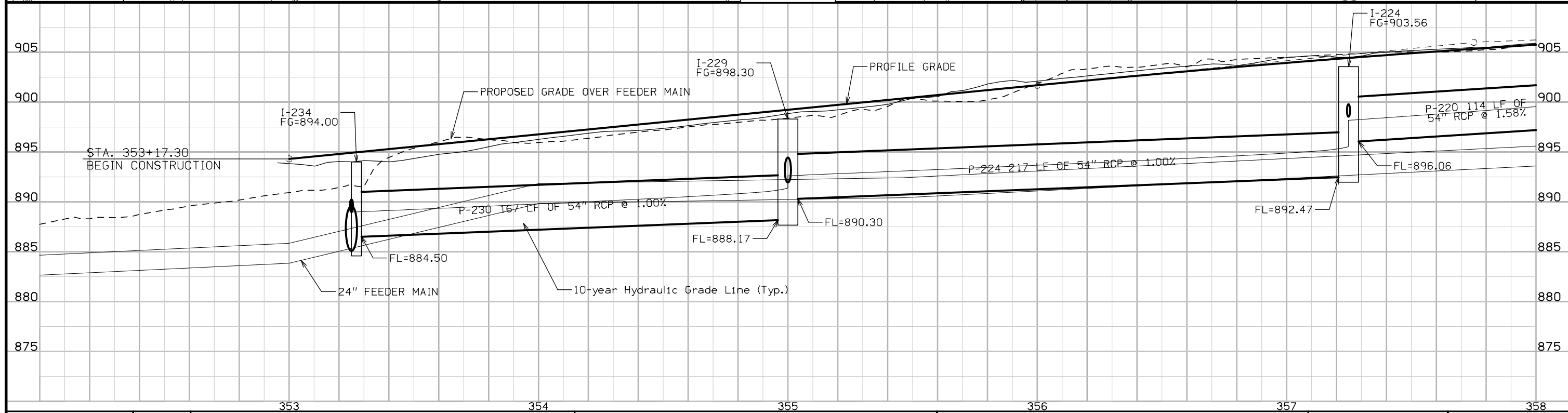
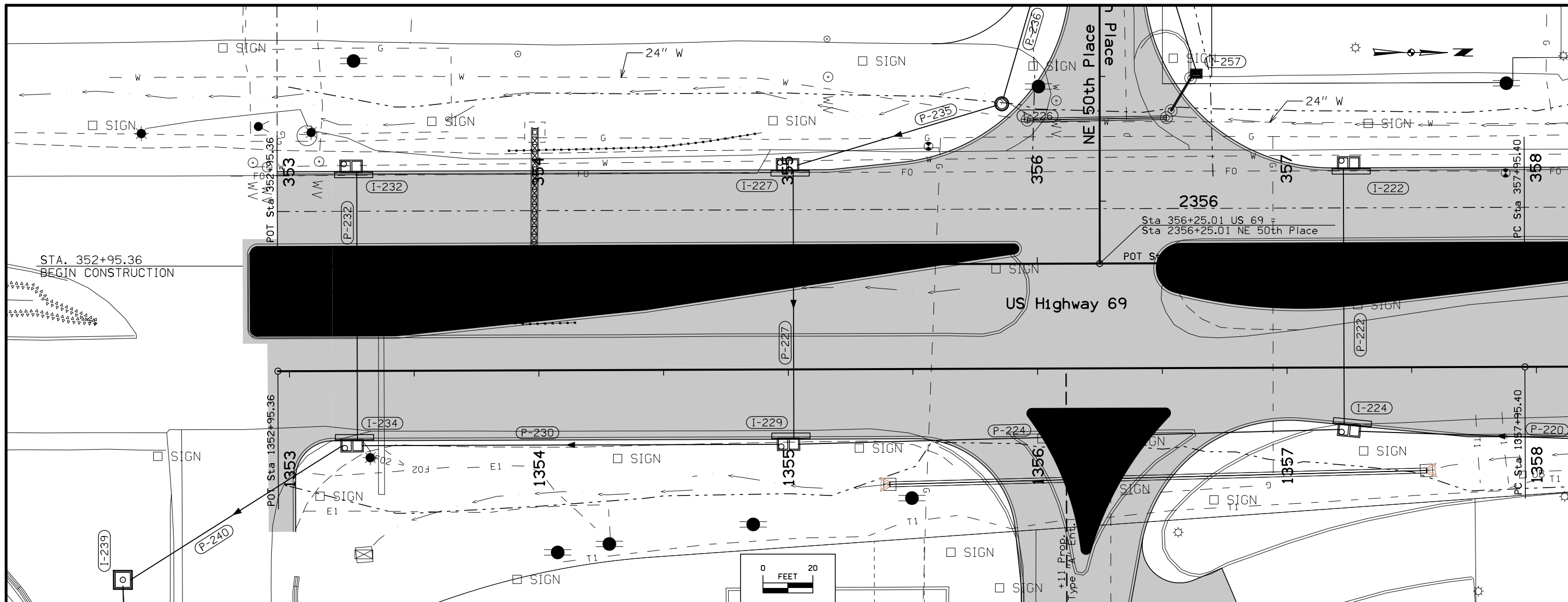
** For SW-545

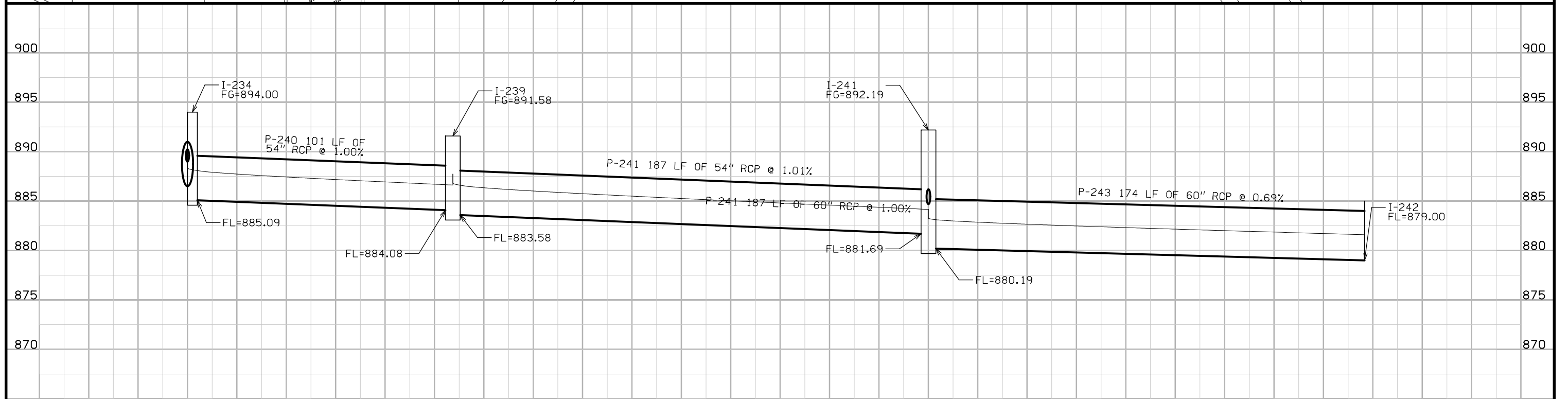
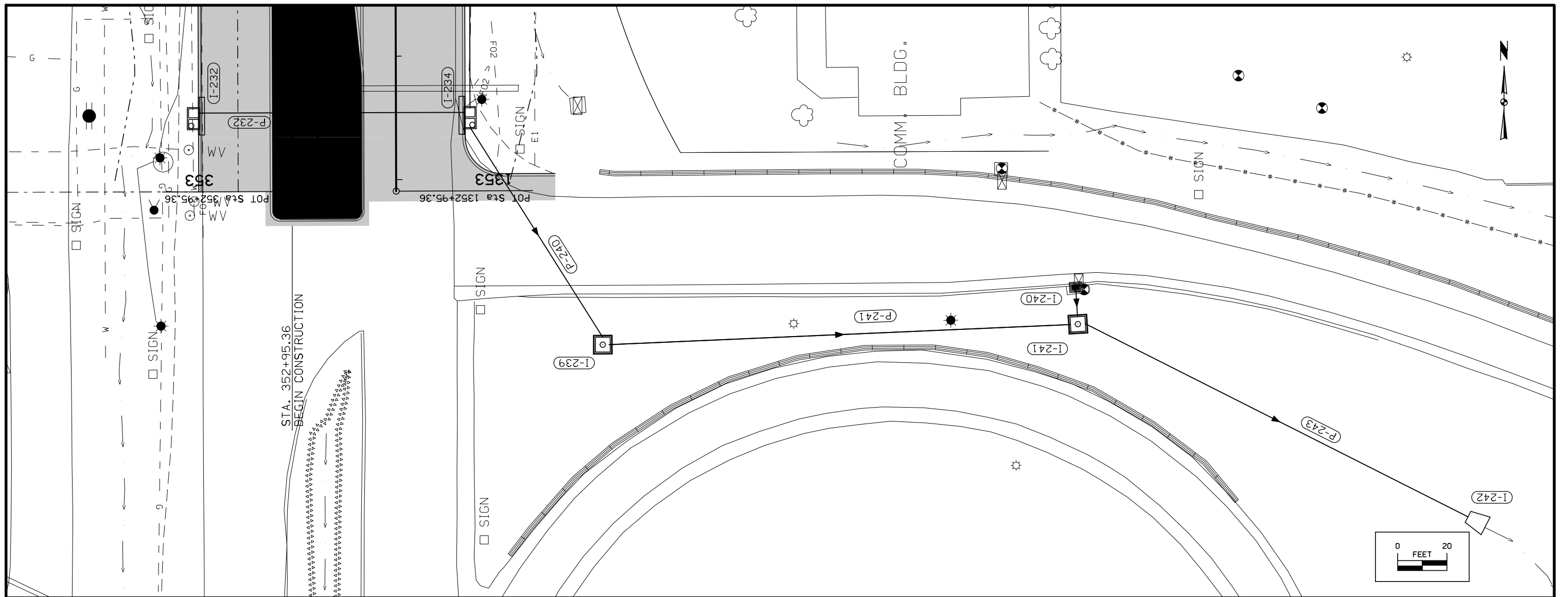
STORM SEWER

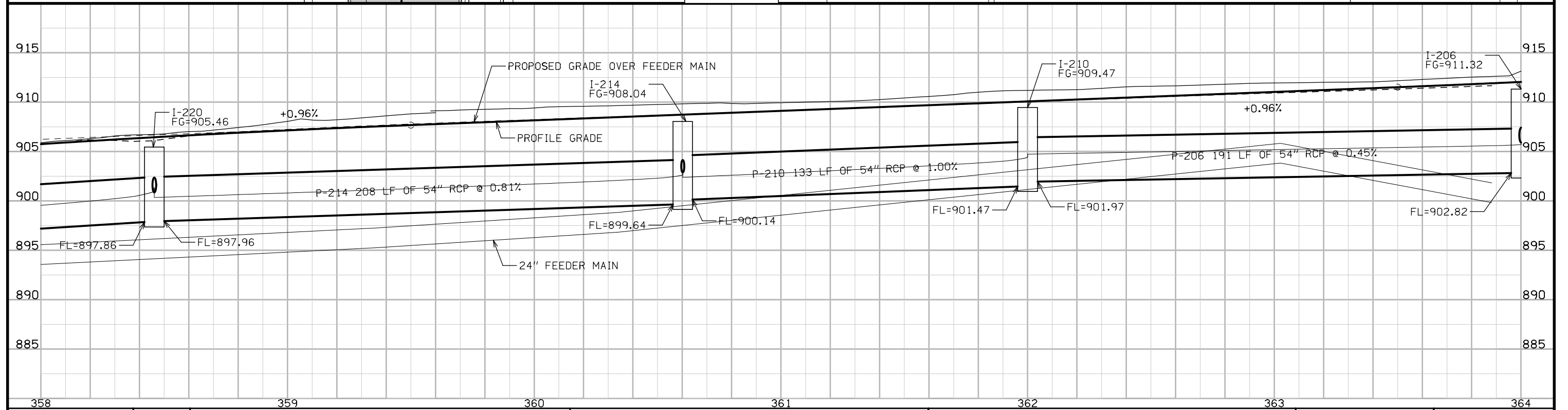
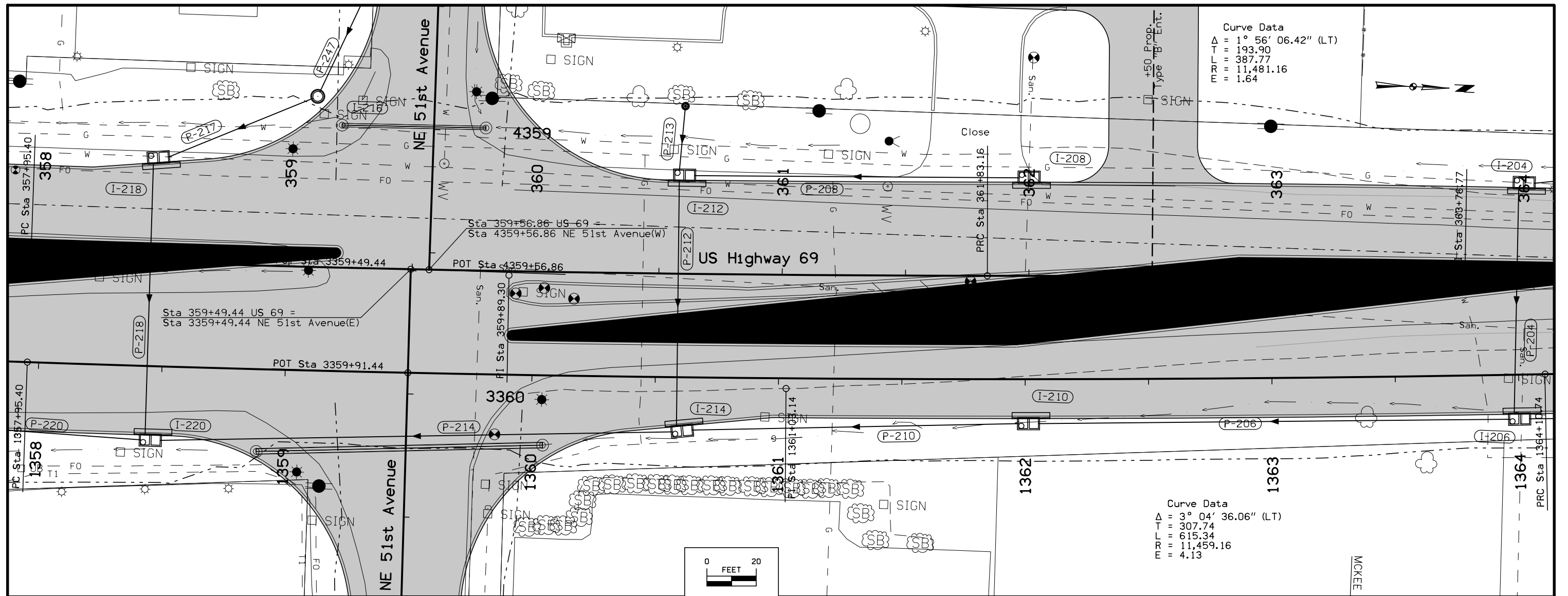
INTAKES AND UTILITY ACCESSES	PIPES
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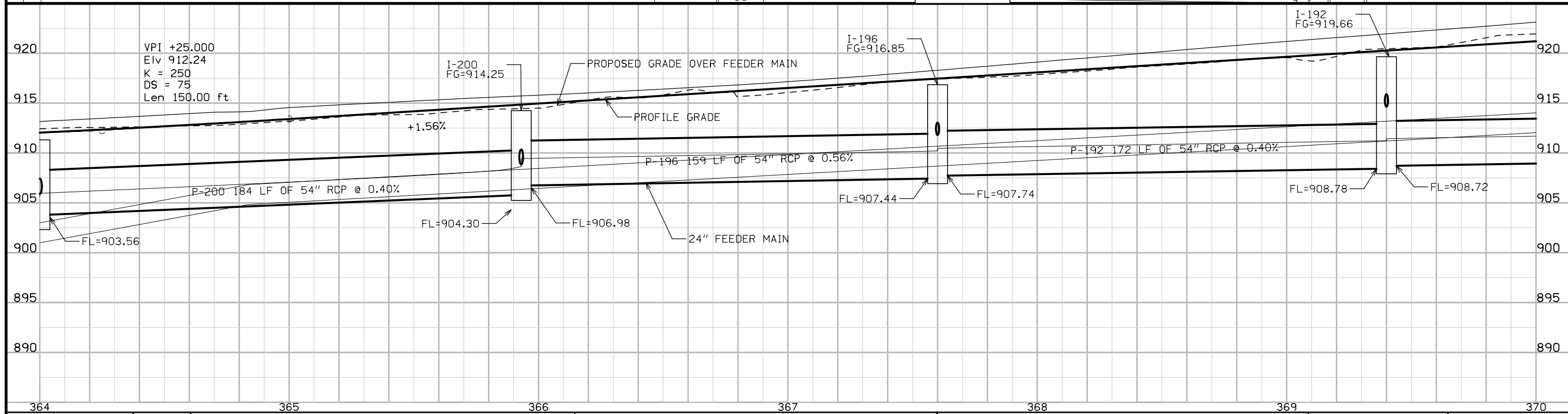
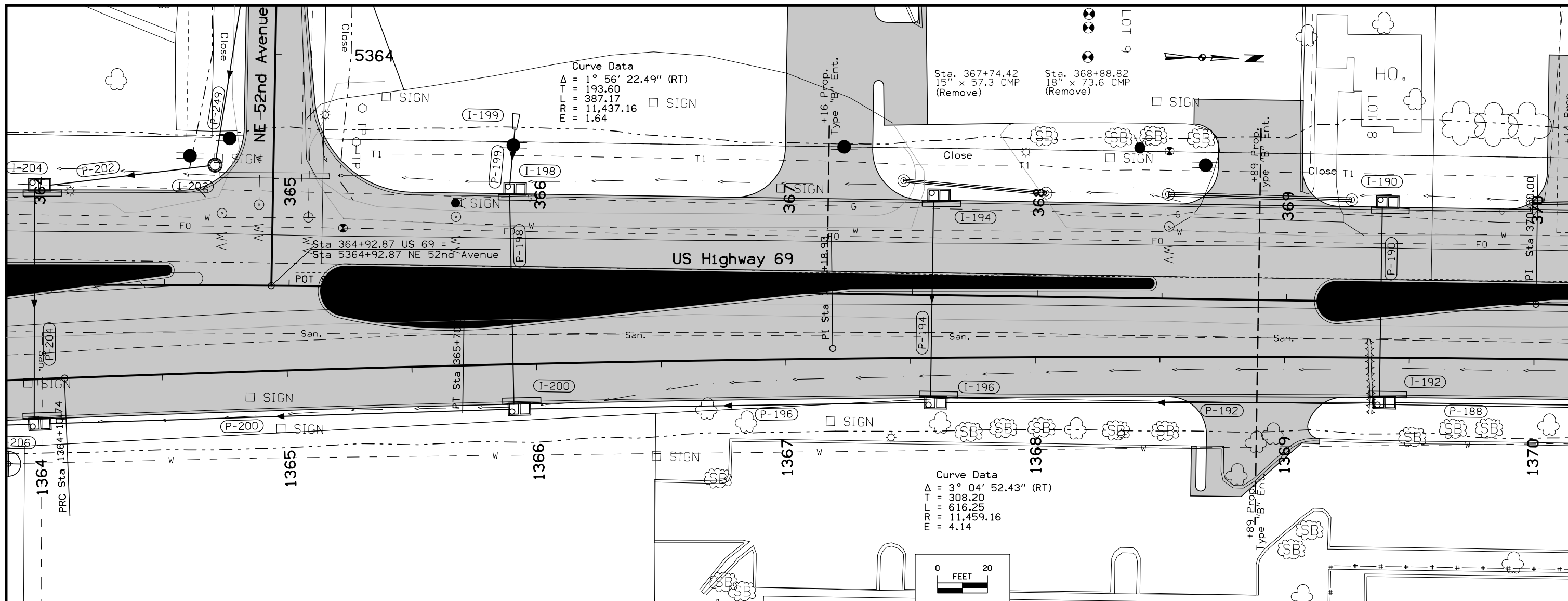
Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 3 ft length is added to each side of the Design Length to account for estimated length to center of structures.

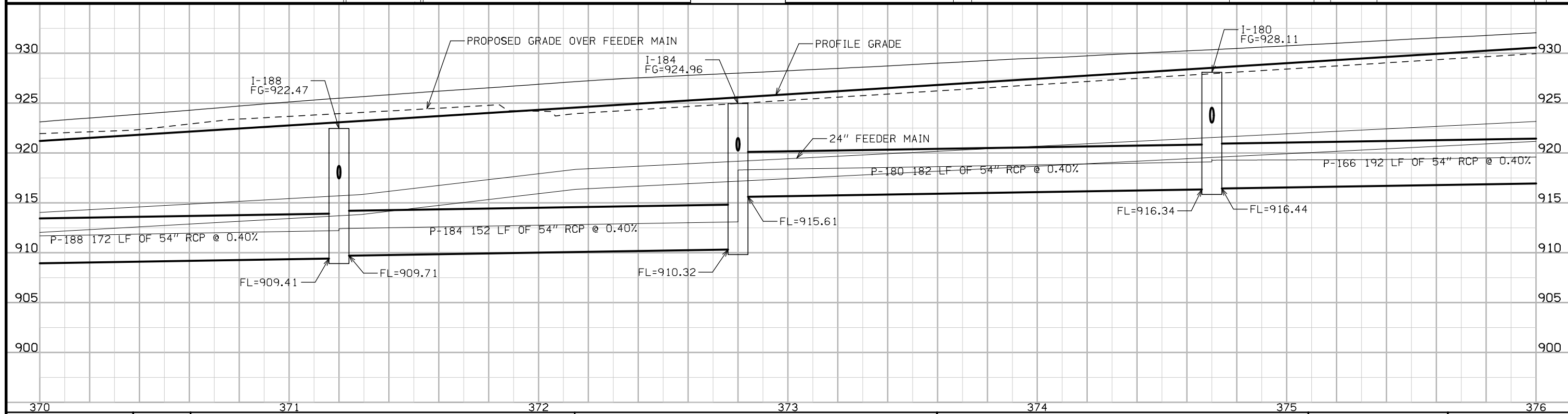
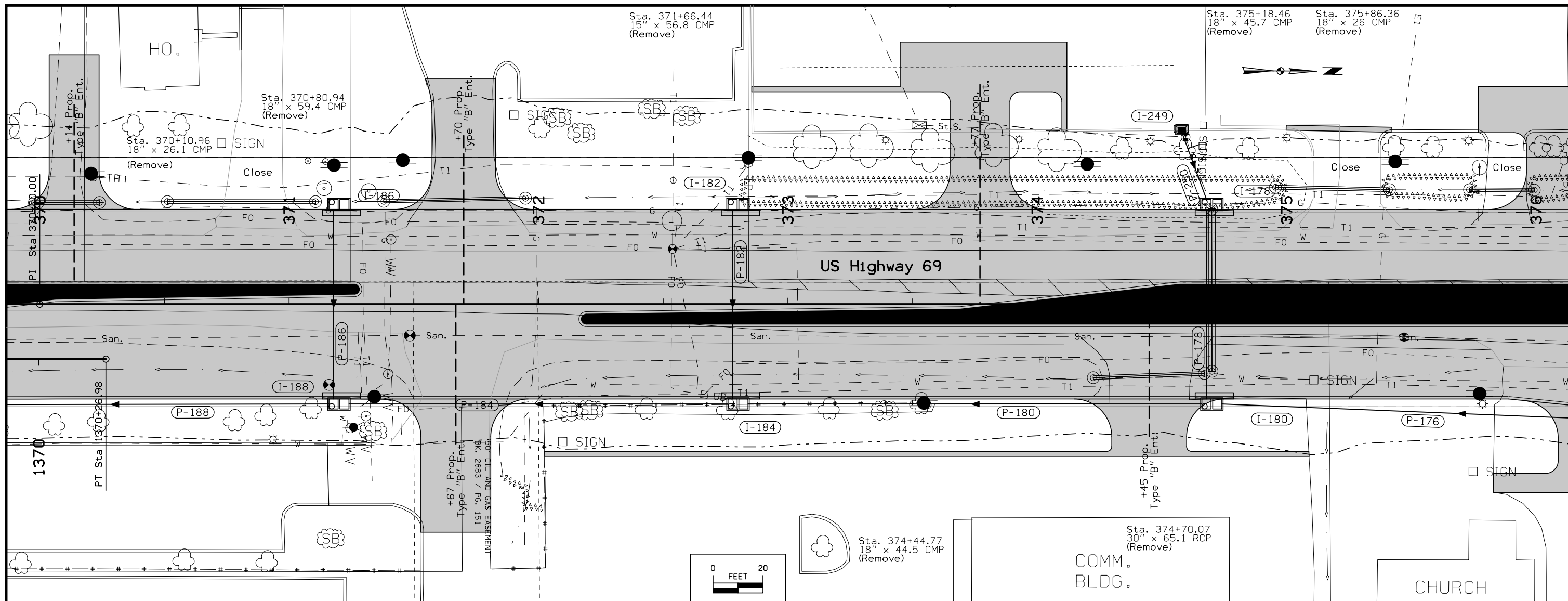
No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade	Bottom Well	Extension Length**	Notes	Line Number	Intake/Utility Access No.		Class 'D'	Pipe Size ①	Bid* Length	Design Length	Slope %	Connected Pipe Joint (DR-121)	Flow Lines			Pipe Profile Sheet No.	Notes	
			Elev.	Elev.	FT			From	To							Type	Inlet Elevation	Outlet Elevation			Other Elevation
								IN	FT												
		Total:																			
		DR-201 (15")	5							2000	36	1905									
		DR-201 (18")	5							2000	42	490									
		DR-201 (24")	1							2000	48	313									
		DR-201 (42")	2							2000	54	177									
		DR-201 (60")	1							2000	60	176									
		SW-401 (48")	12							3000	15	9604									
		SW-402 (6' x 6')	2							3000	21	797									
		SW-501	1							3000	27	666									
		SW-507	16							3000	30	524									
		SW-509	1							3000	42	2270									
		SW-510	199							3000	48	994									
		SW-511	2							3000	54	2594									
		SW-512 (24" Type 5 Casting)	7																		
		SW-512 (30" Type 5 Casting)	3																		
		SW-512 (36" Type 4D Casting)	1																		

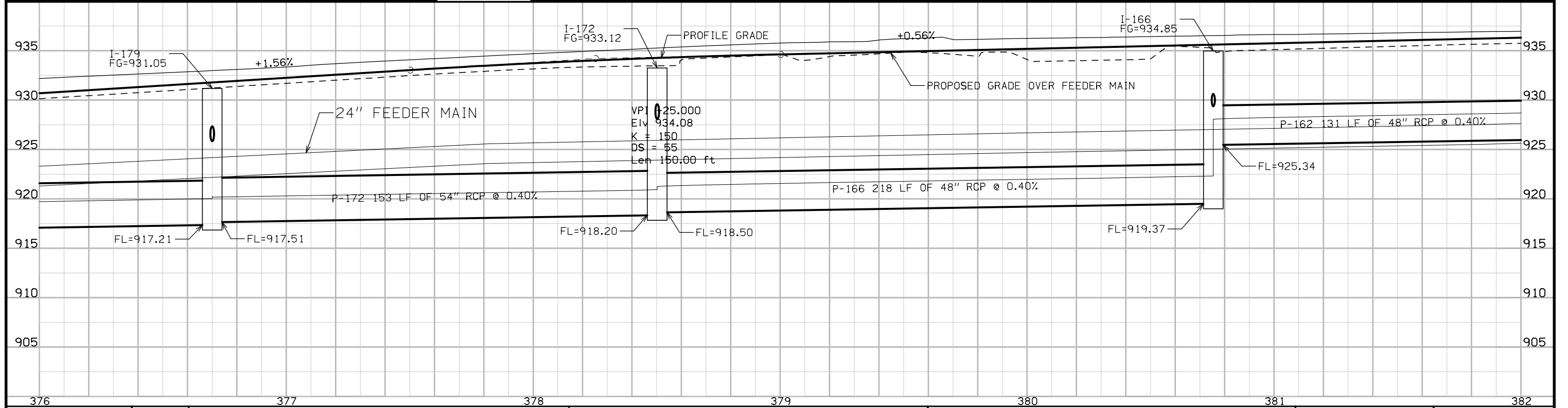
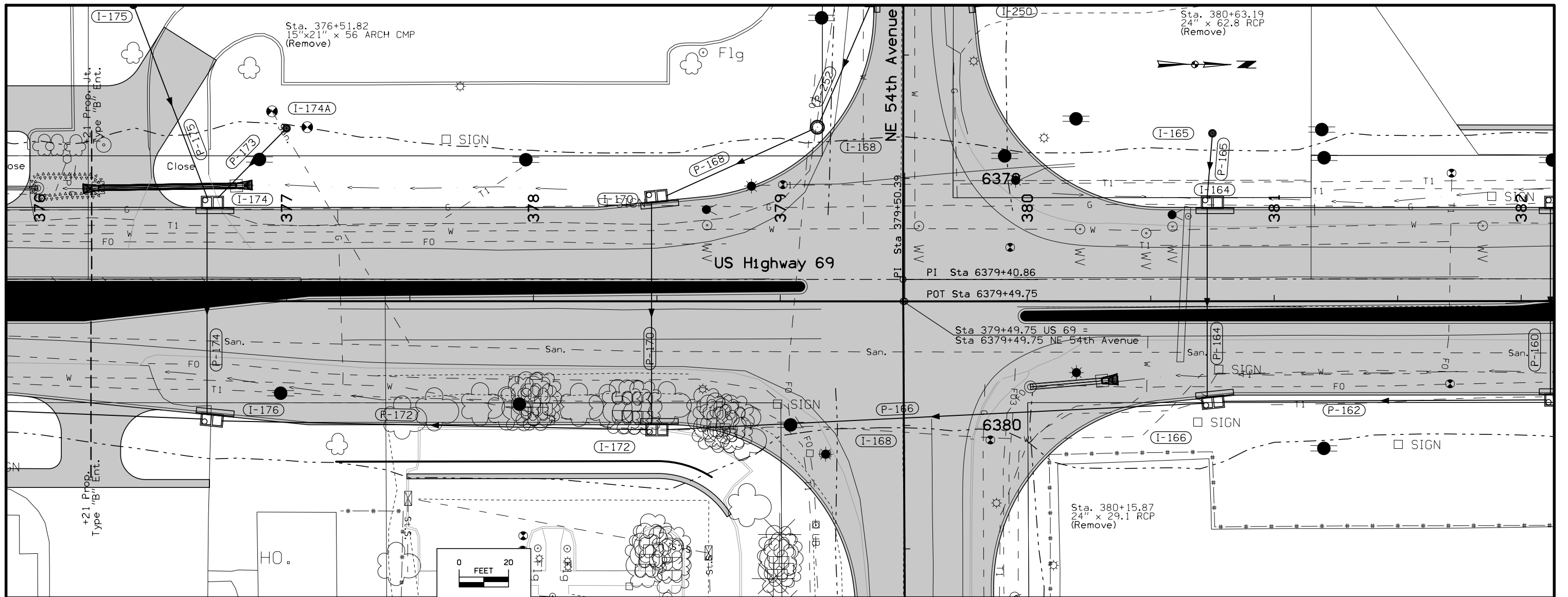


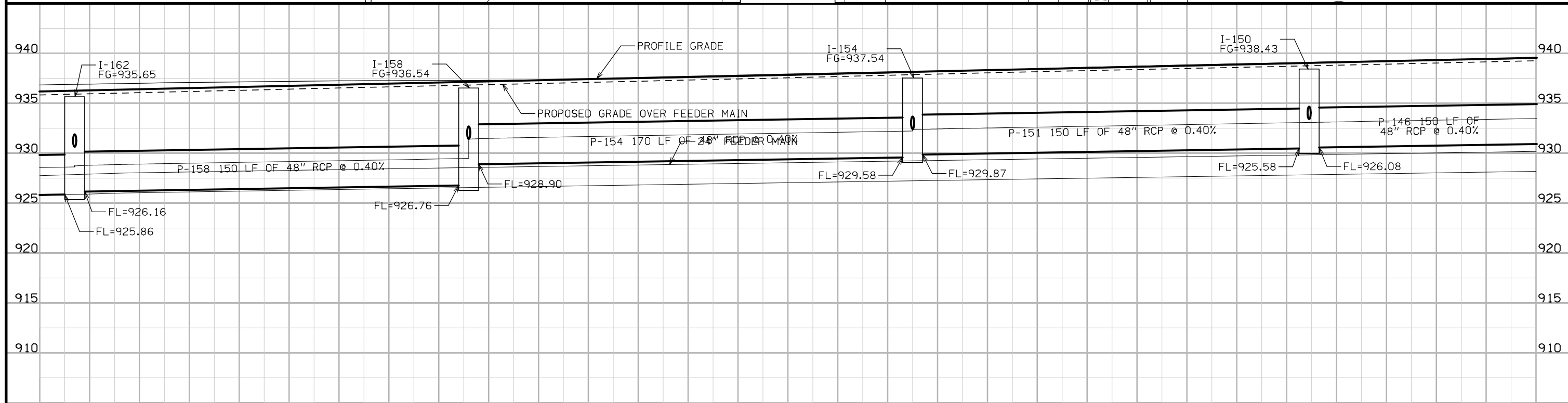
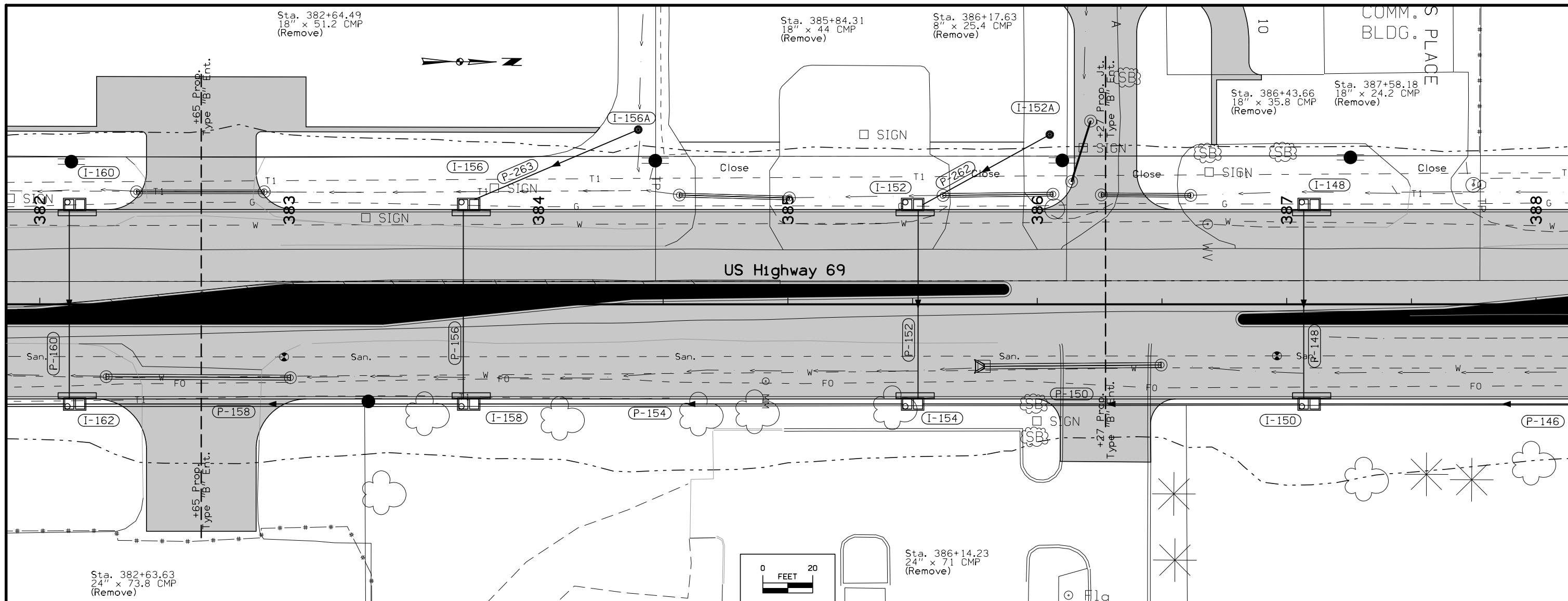


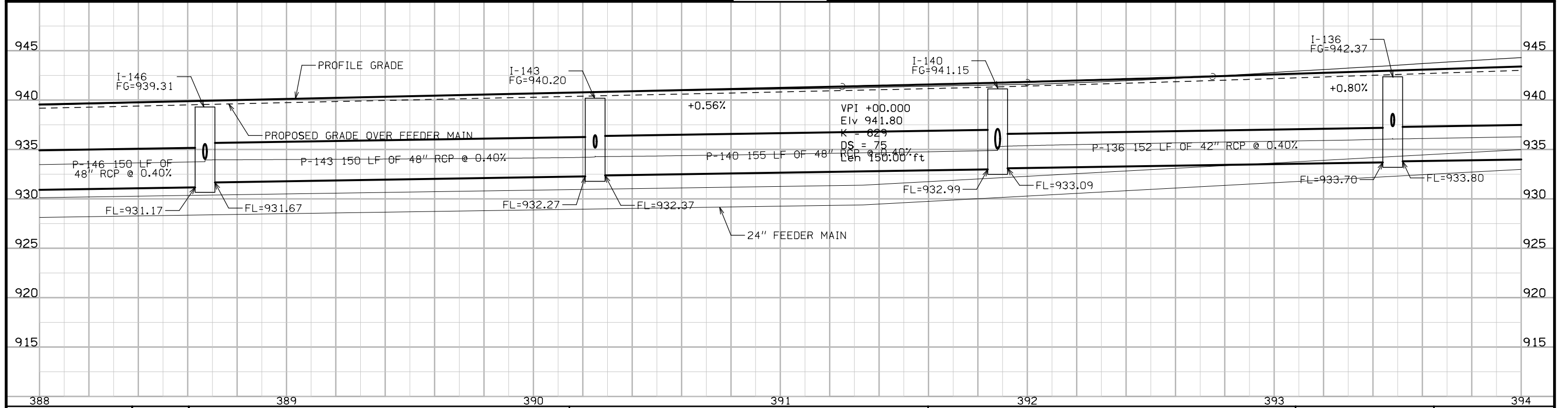
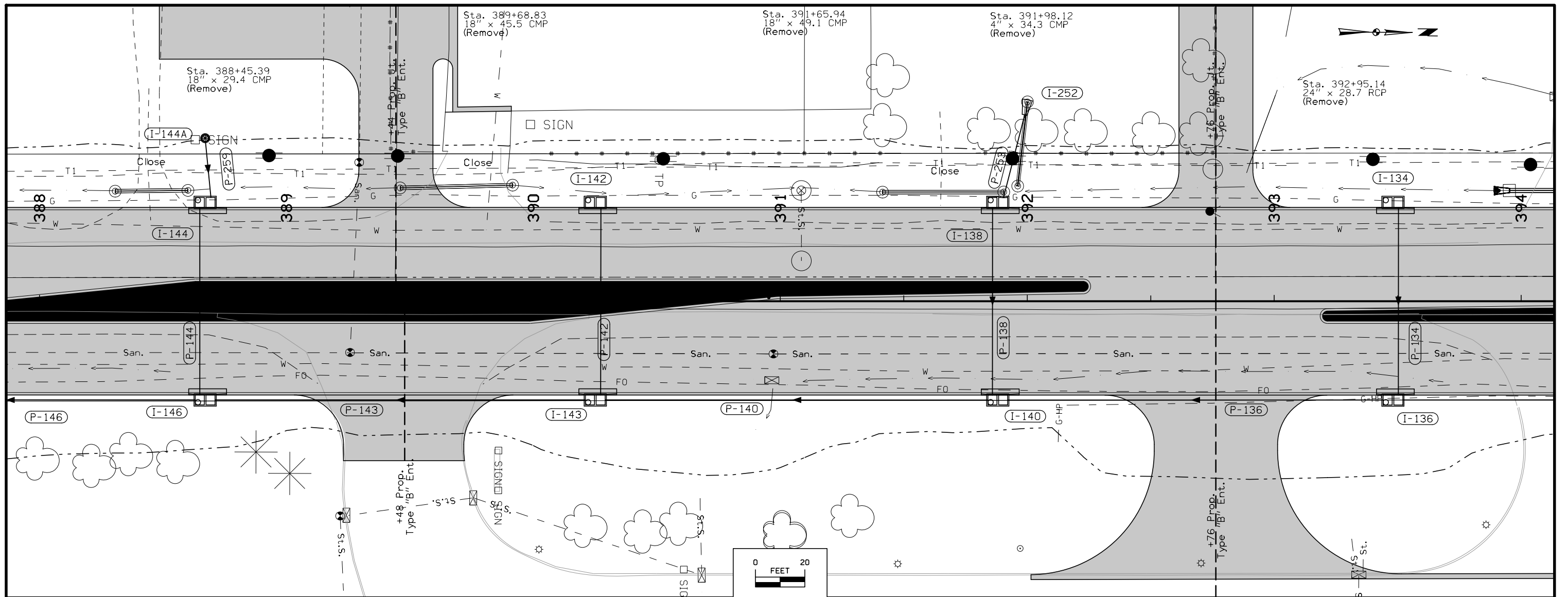


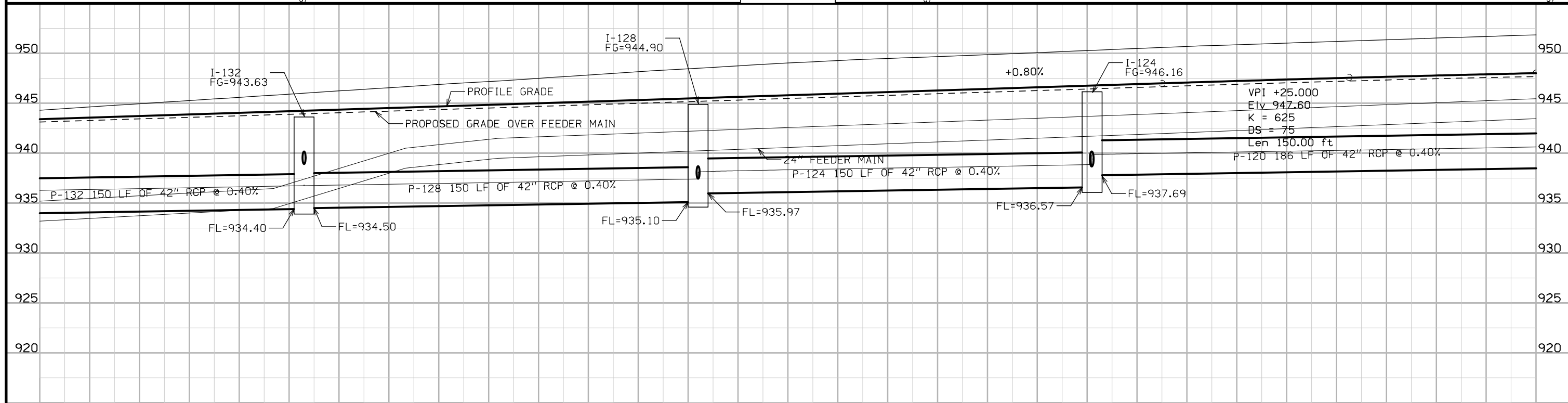
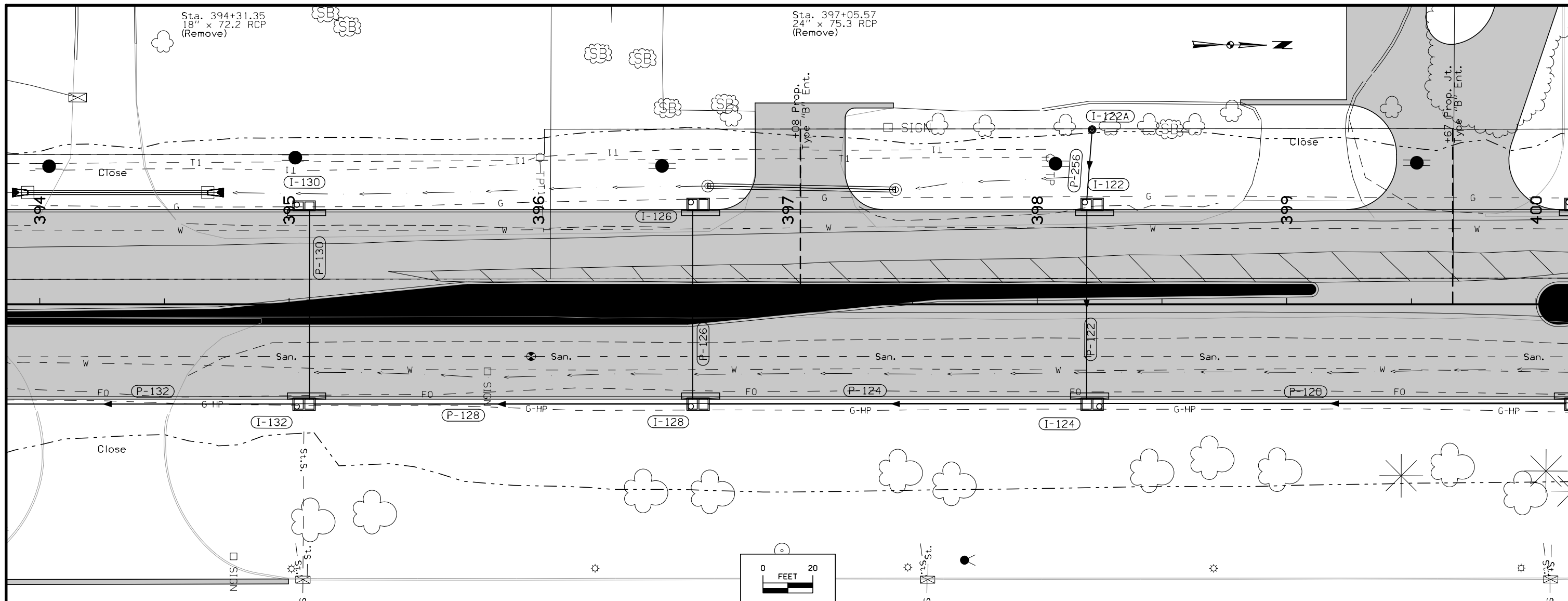


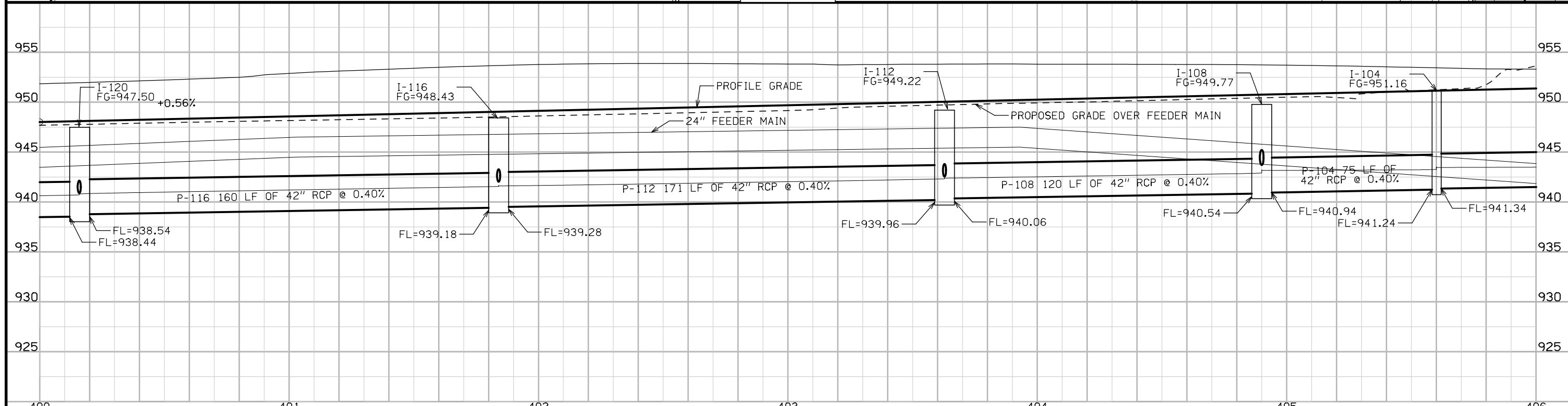
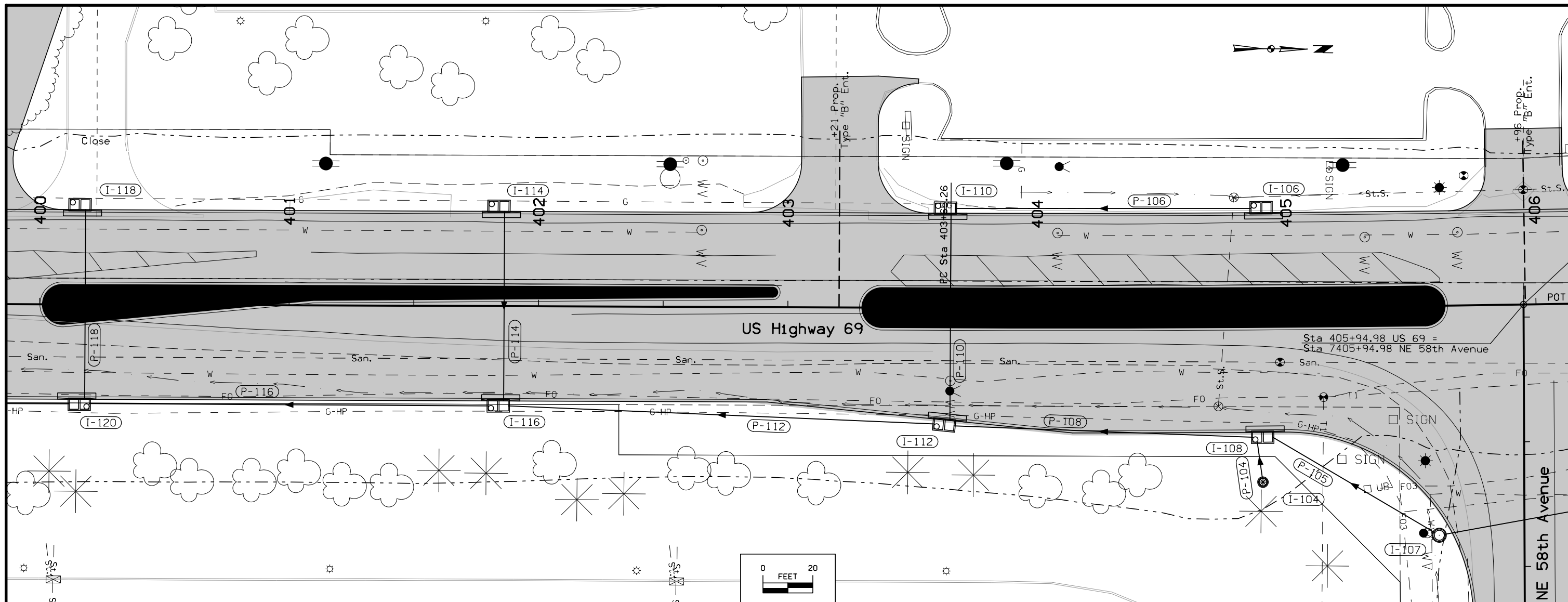




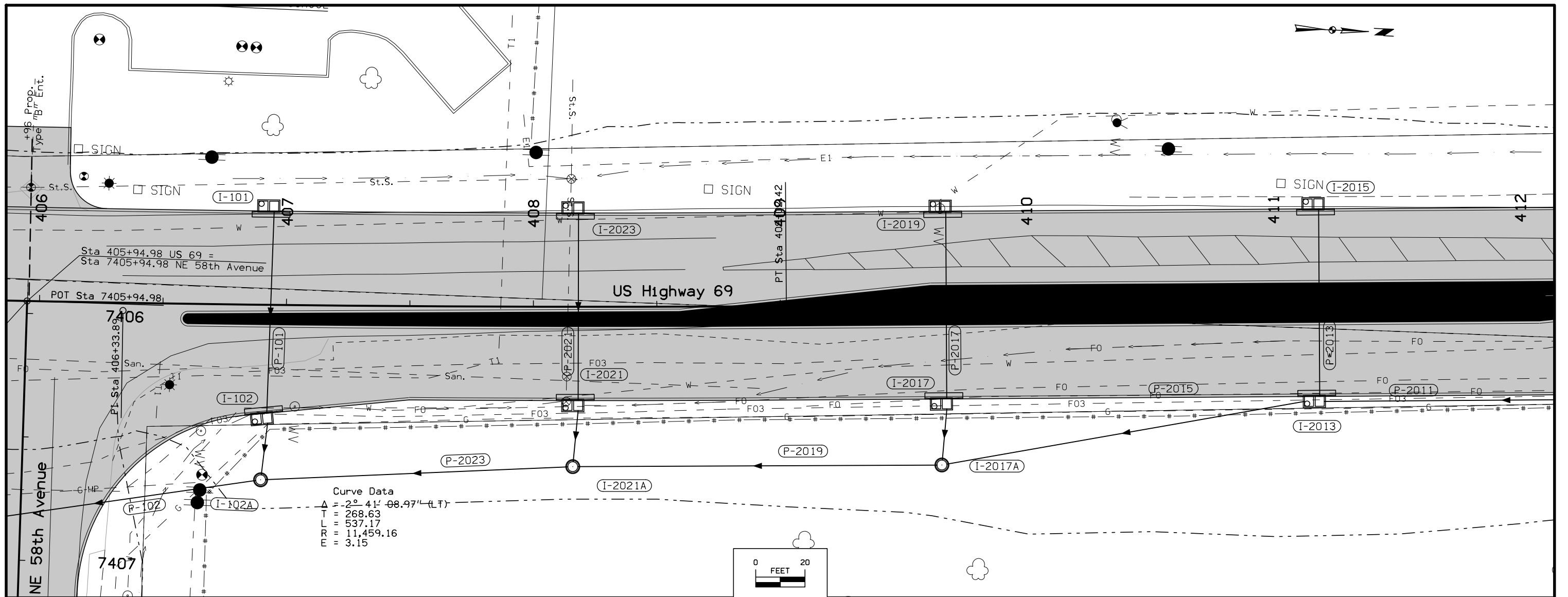




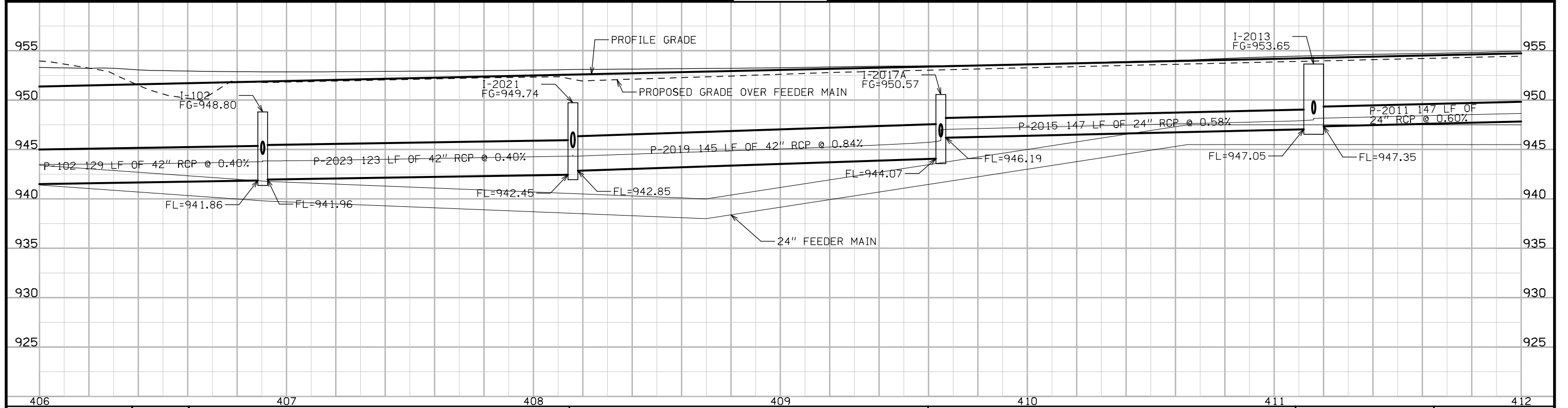
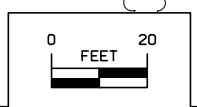




400	401	402	403	404	405	406
FILE NO.	ENGLISH	DESIGN TEAM	POLK COUNTY		PROJECT NUMBER	SHEET NUMBER
		Snyder & Associates, Inc.			NHSX-69-4(68)--3H-77	M.15



Curve Data
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 T = 268.63
 L = 537.17
 R = 11,459.16
 E = 3.15

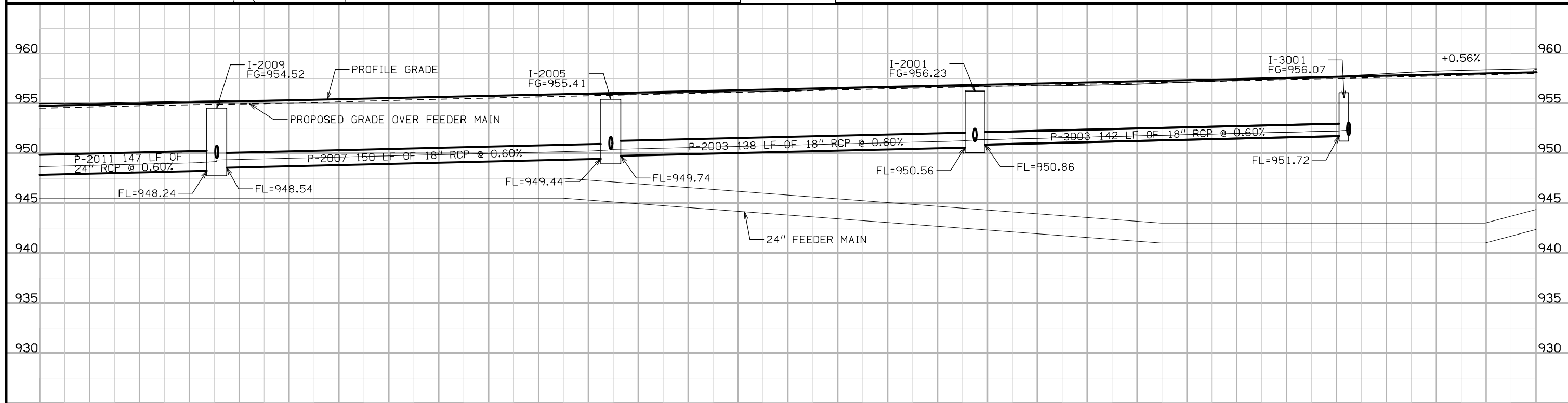
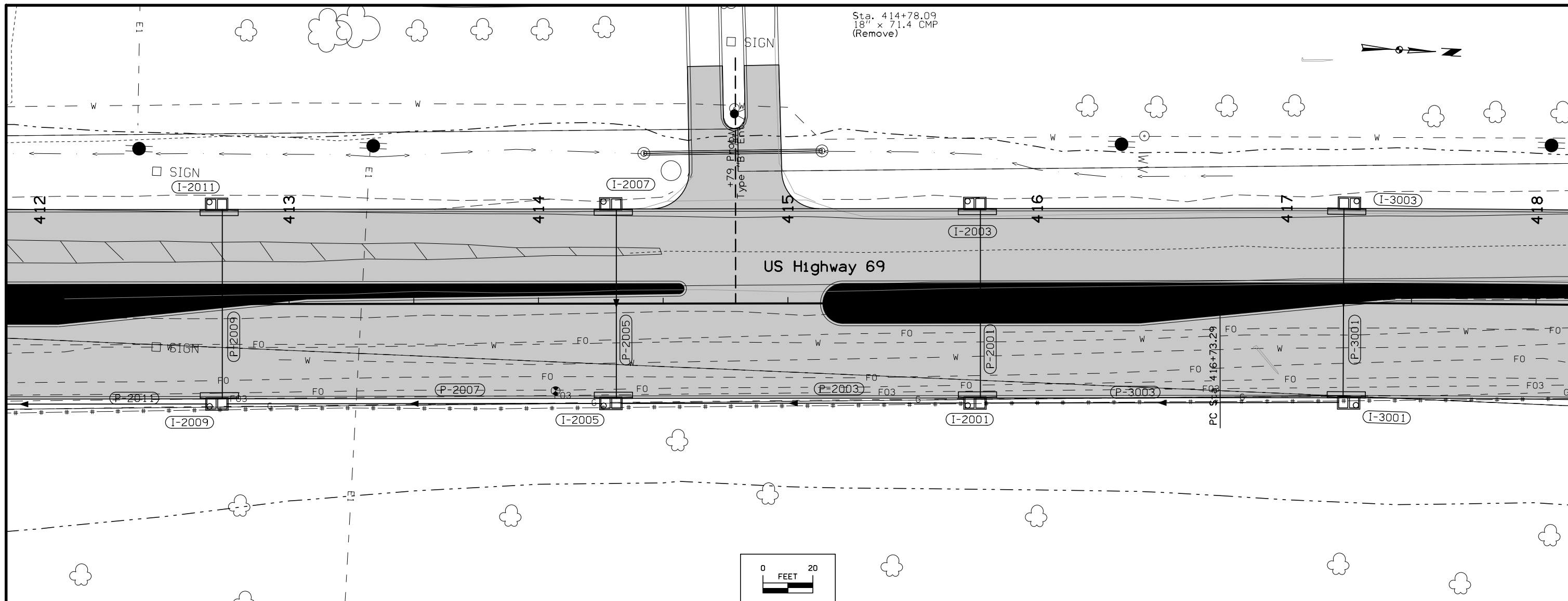


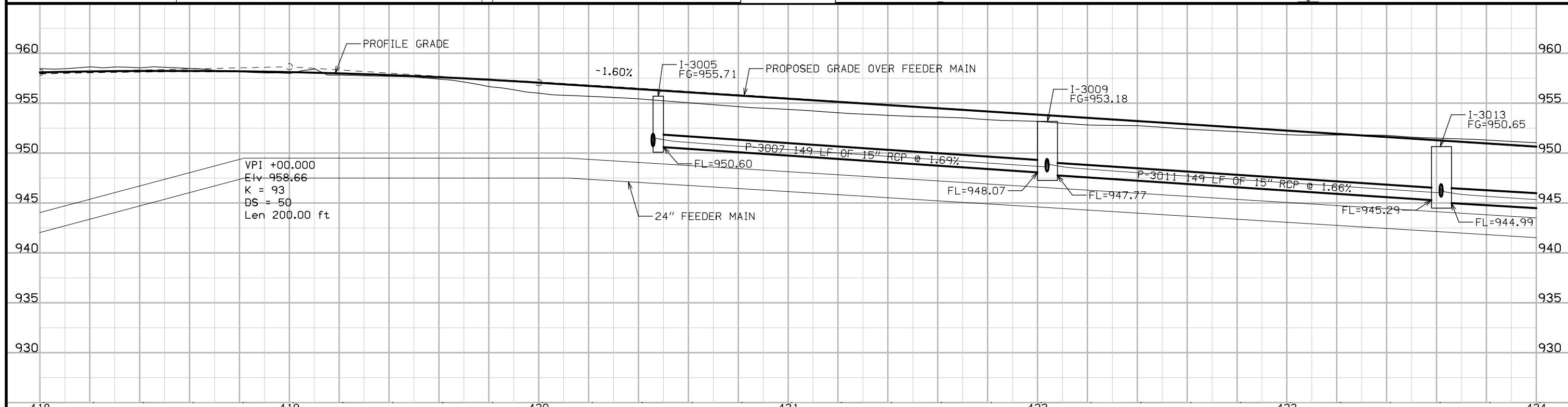
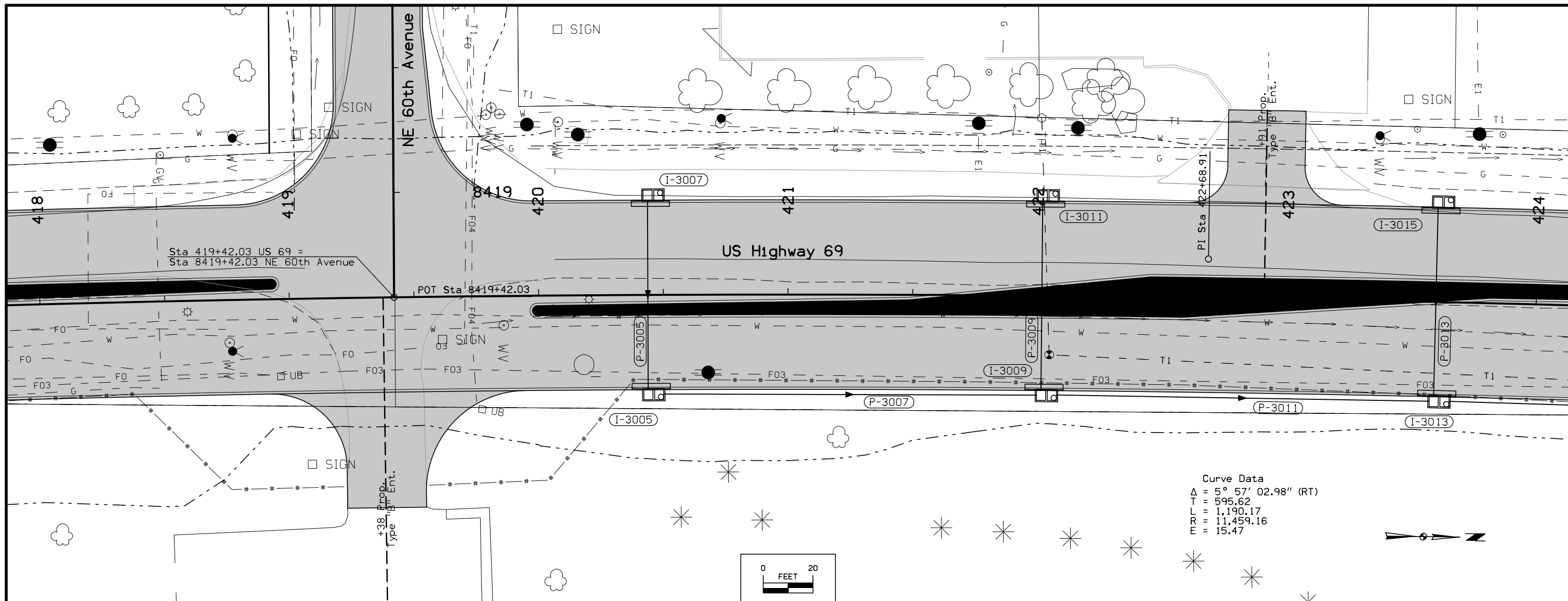
406	407	408	409	410	411	412
FILE NO.	ENGLISH	DESIGN TEAM	POLK COUNTY	PROJECT NUMBER	SHEET NUMBER	

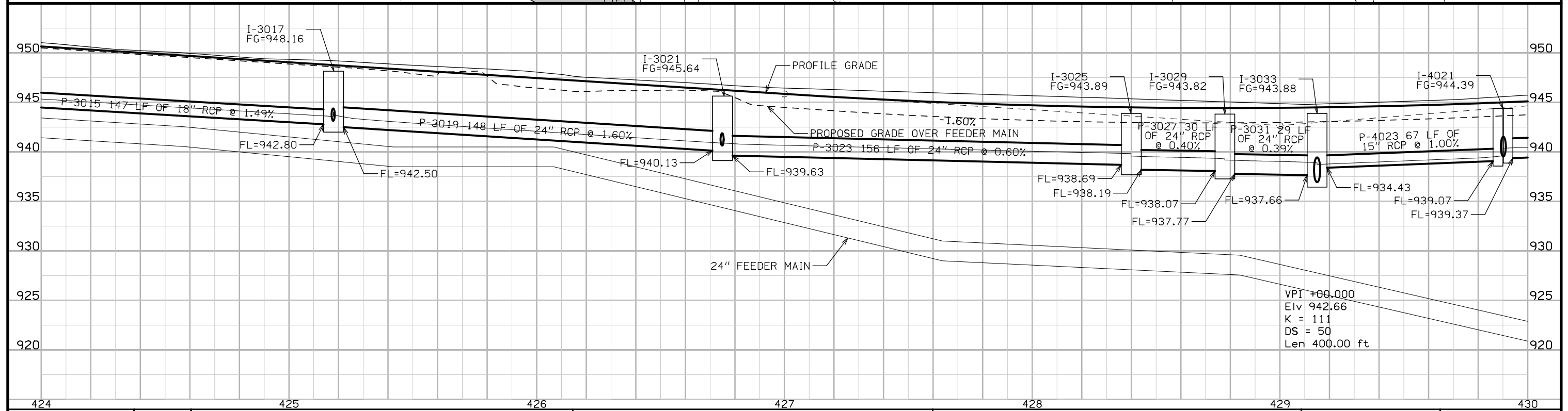
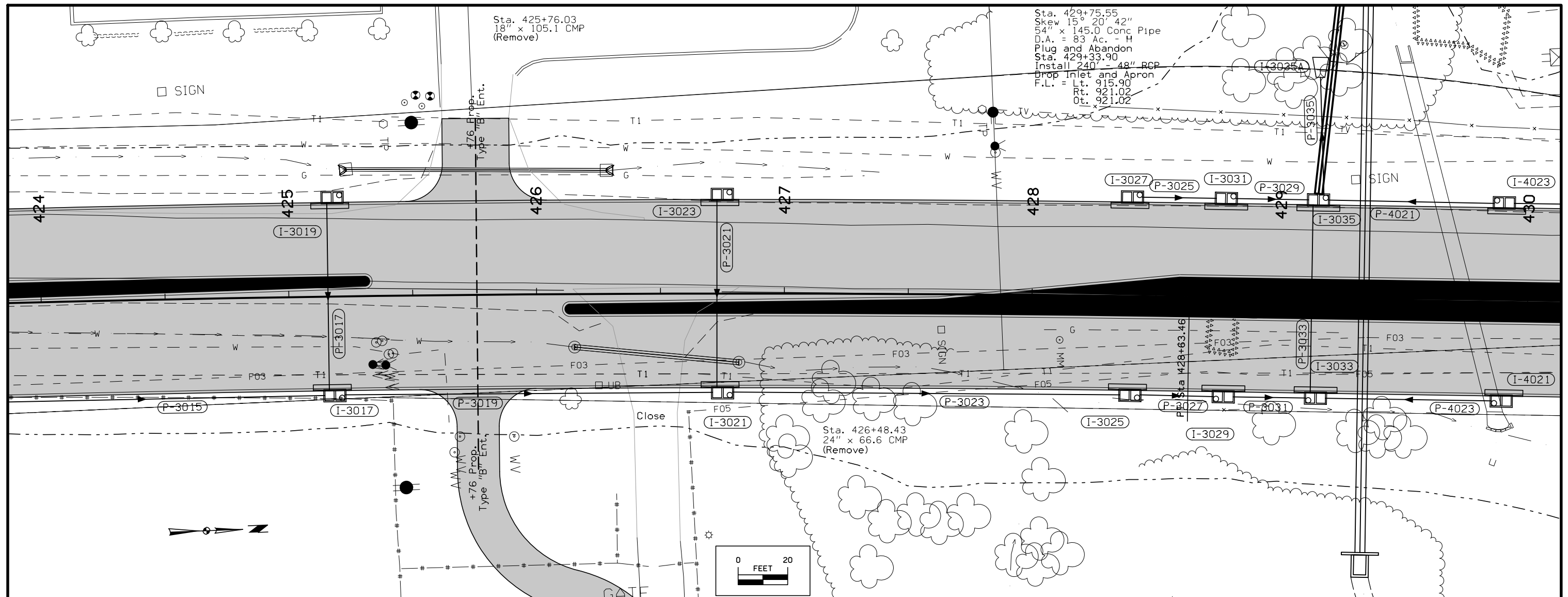
Snyder & Associates, Inc.

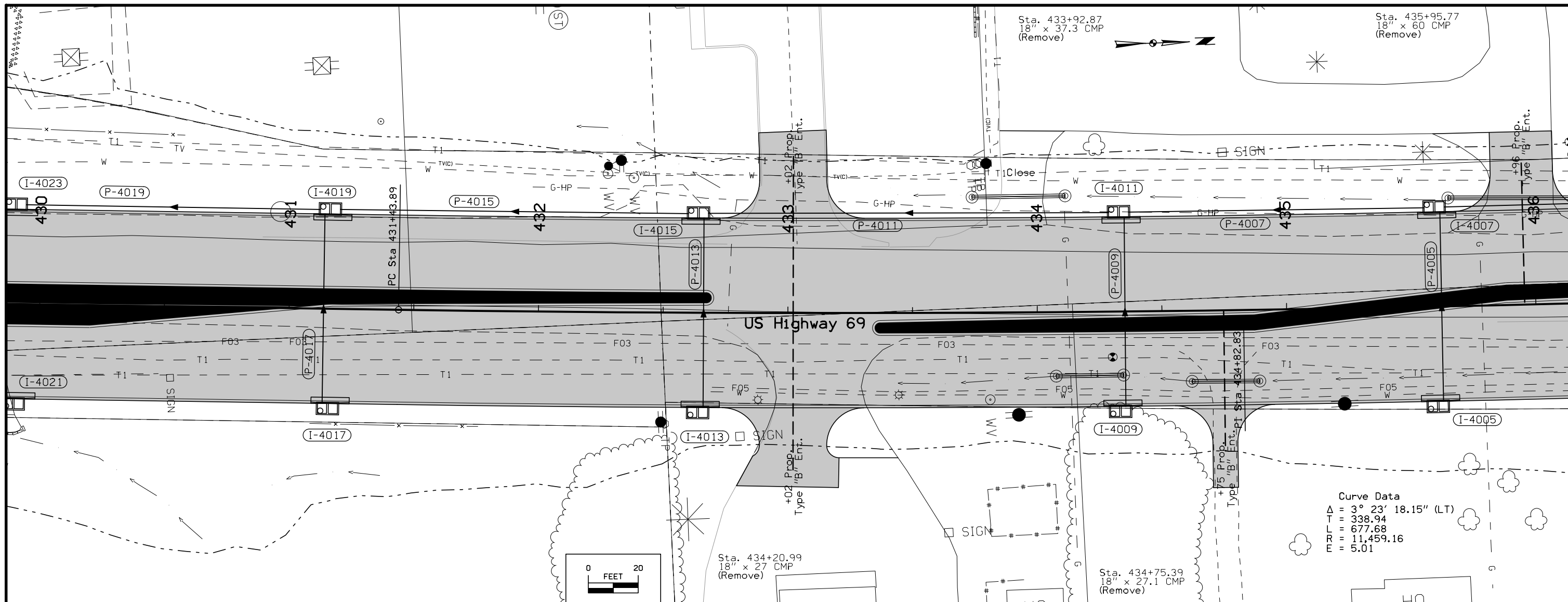
NHSX-69-4(68)--3H-77

M.16

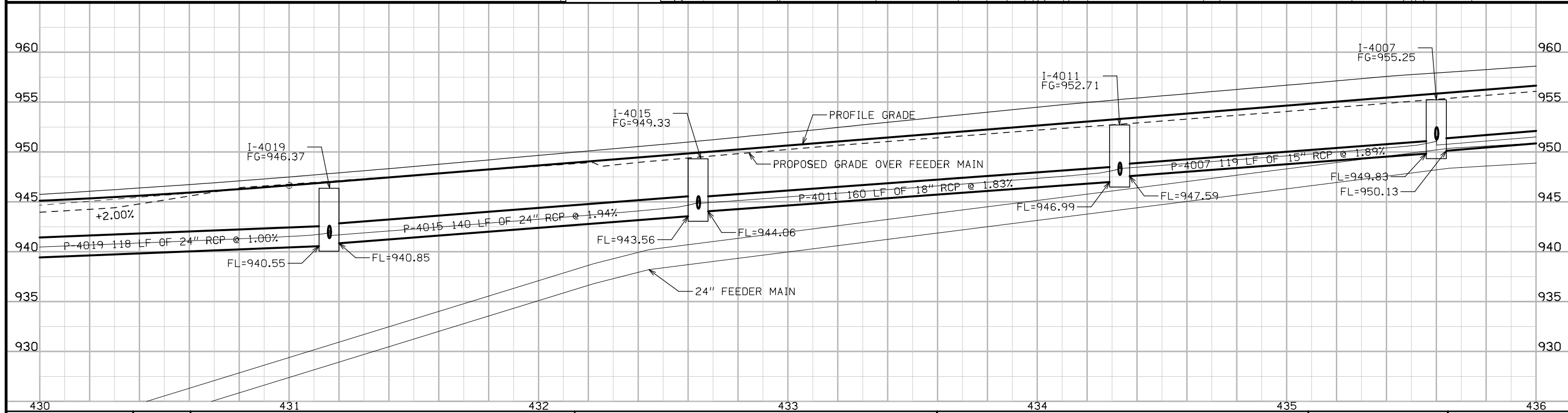


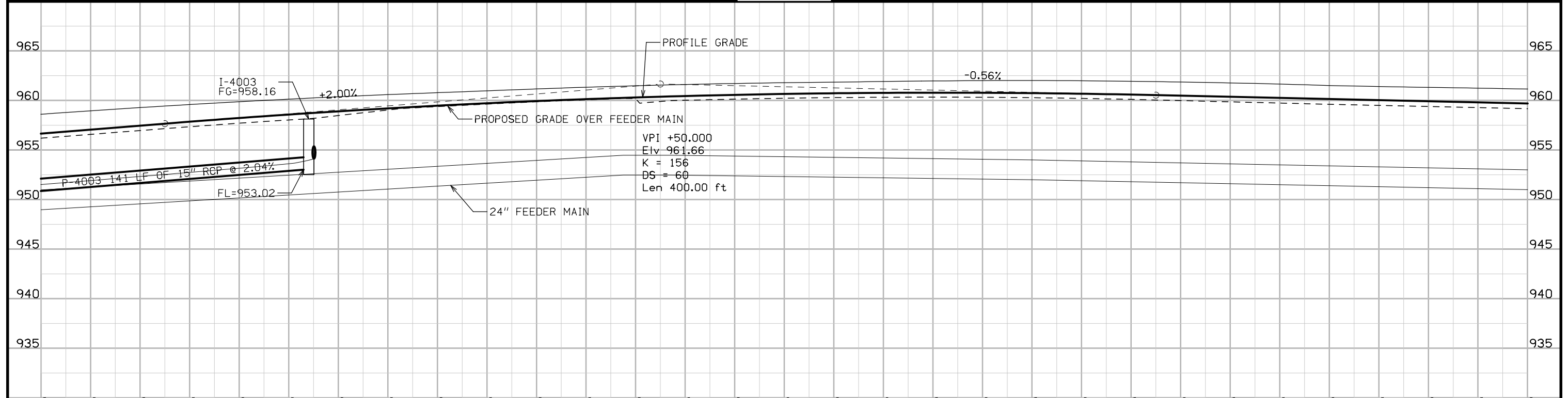
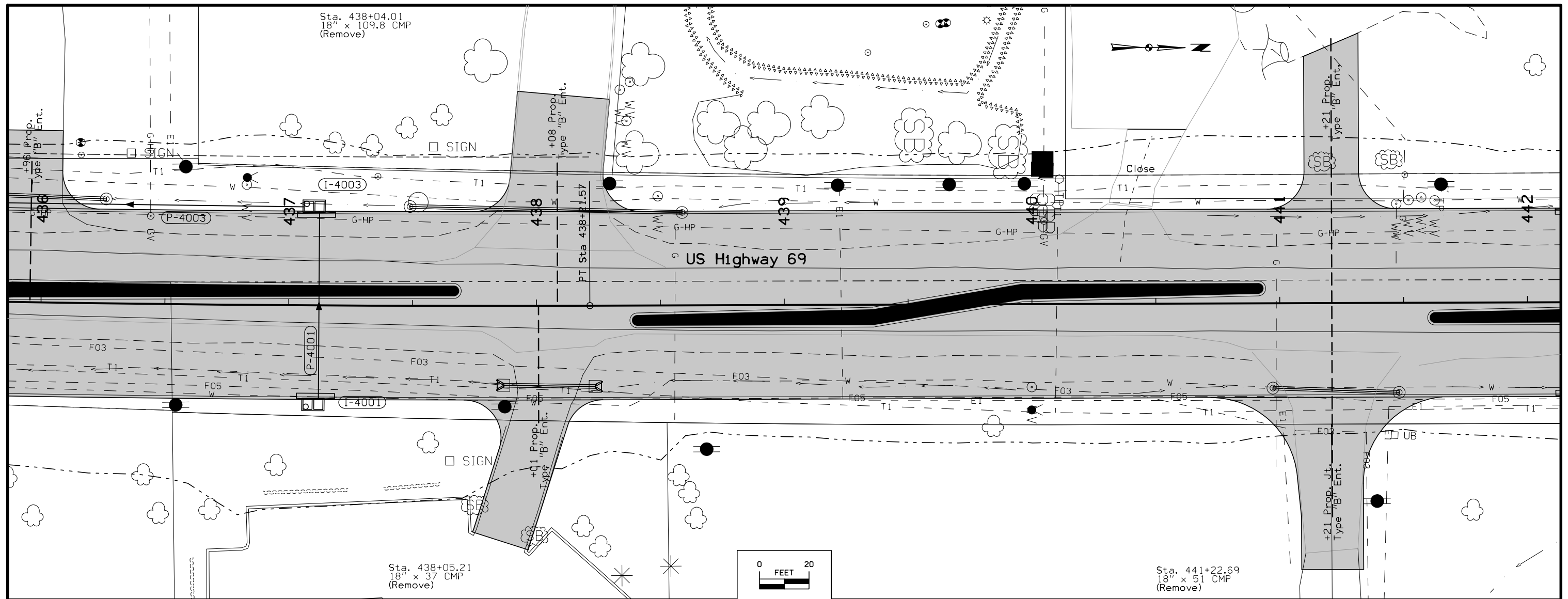


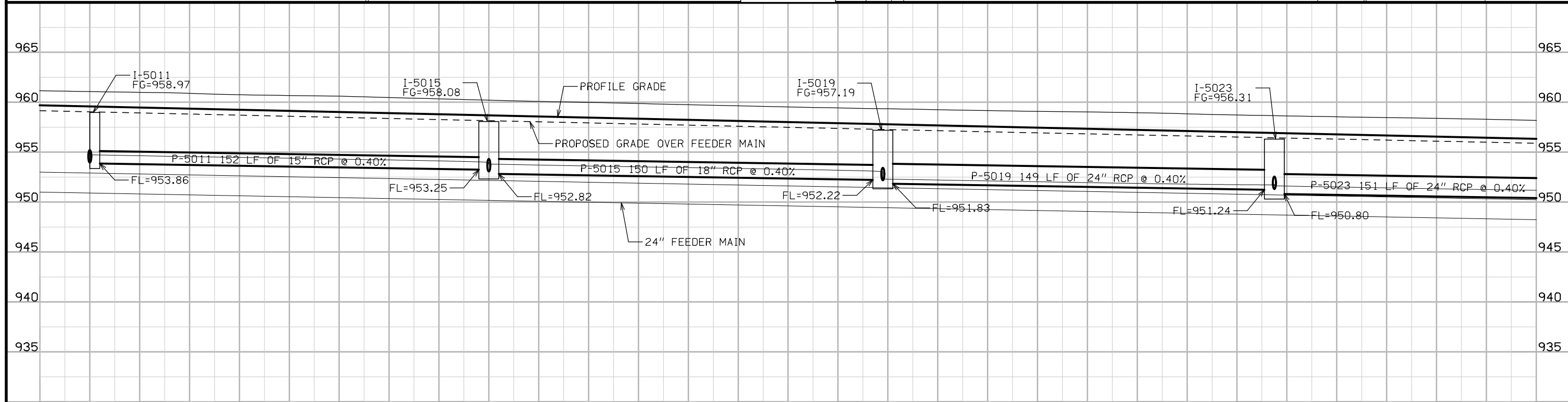
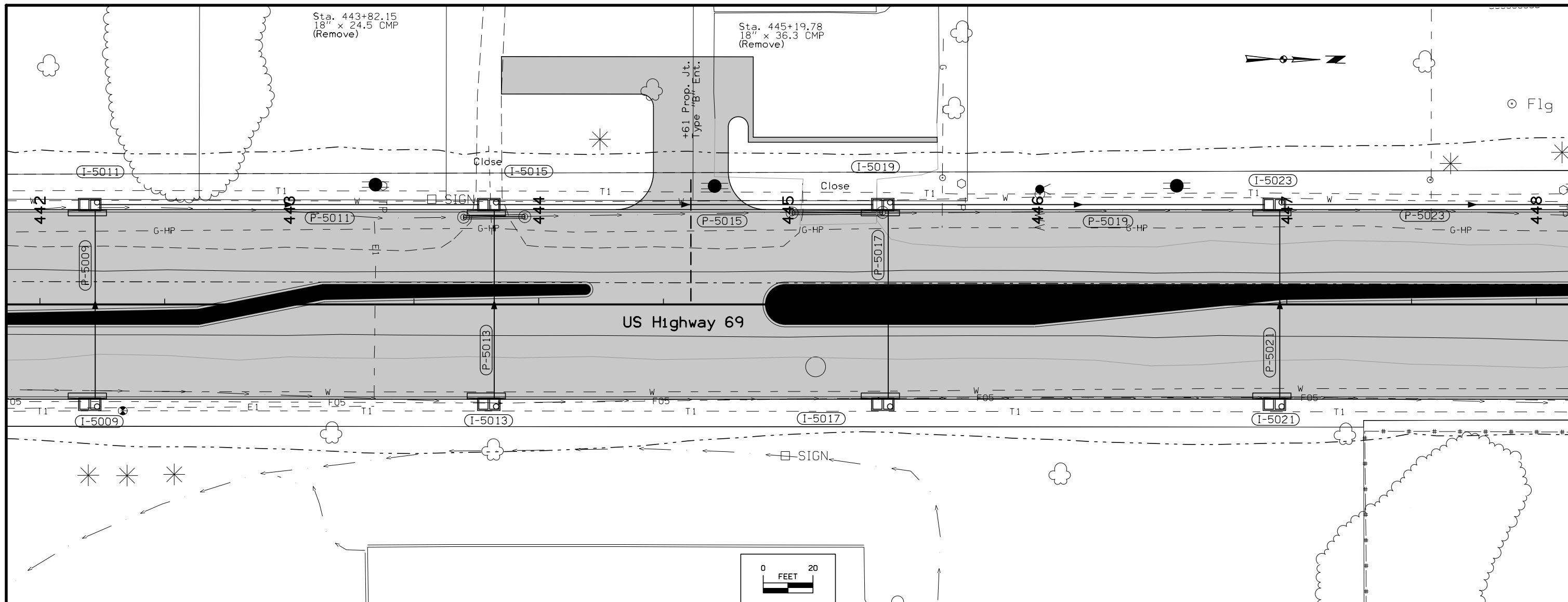


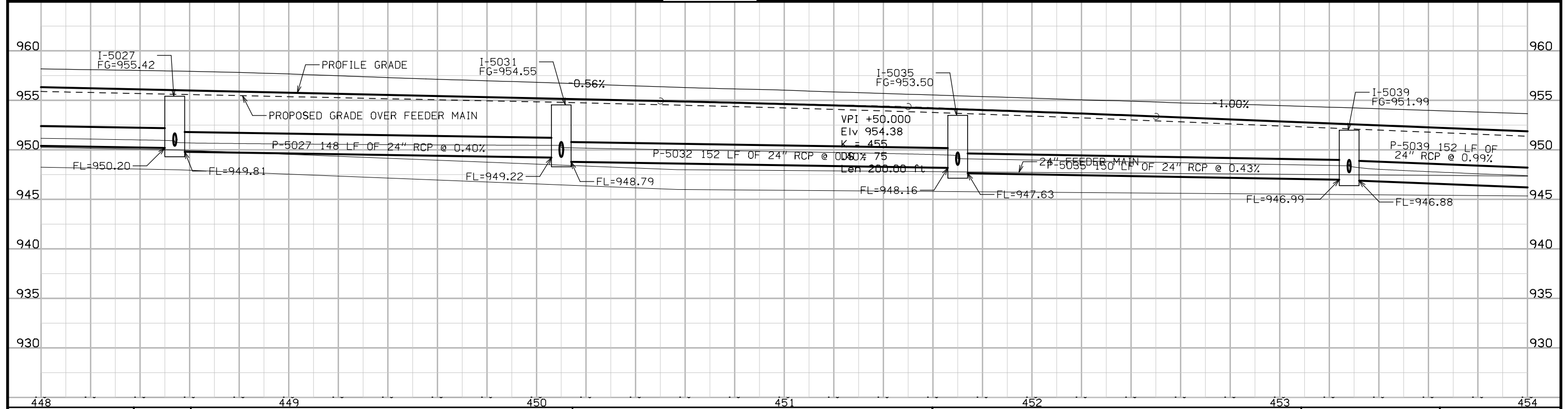
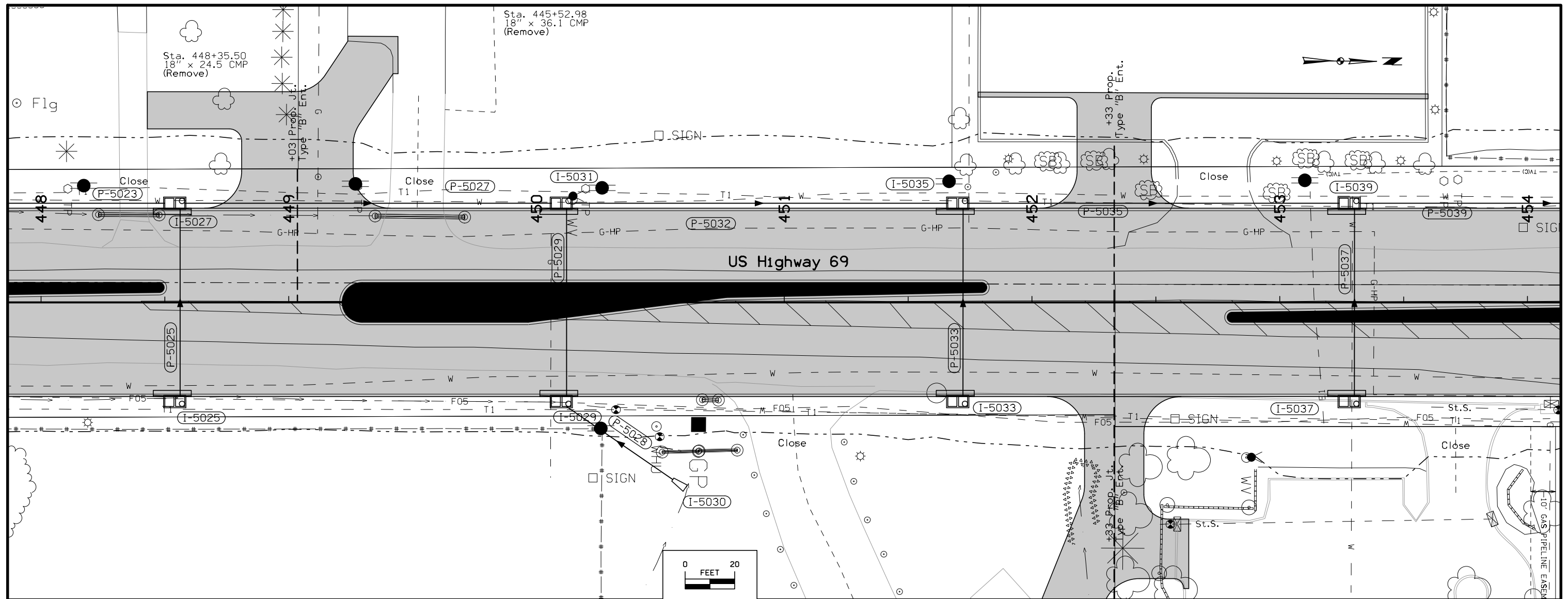


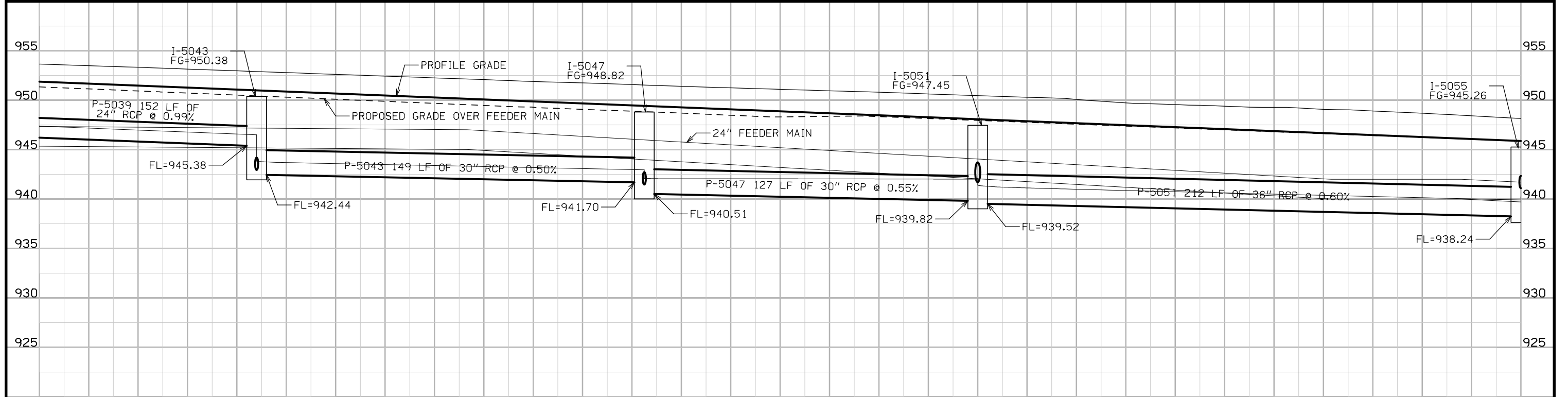
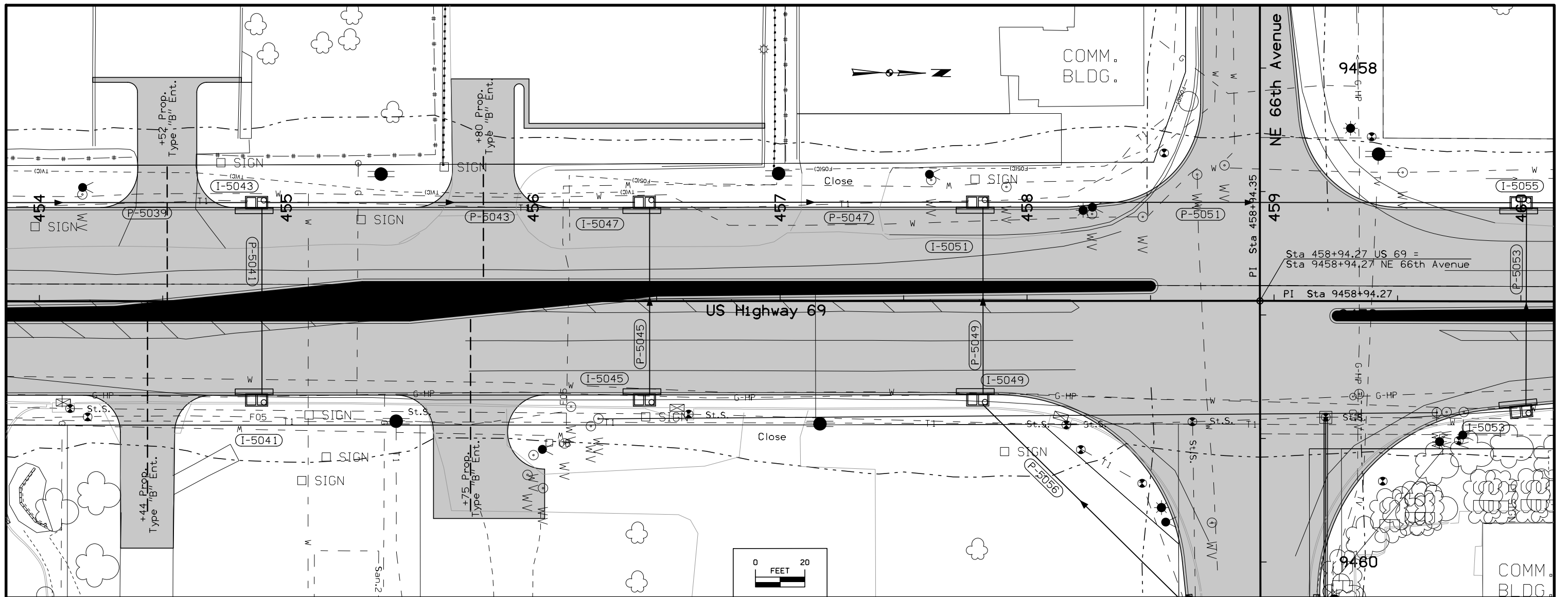
Curve Data
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 $L = 677.68$
 $R = 11,459.16$
 $E = 5.01$



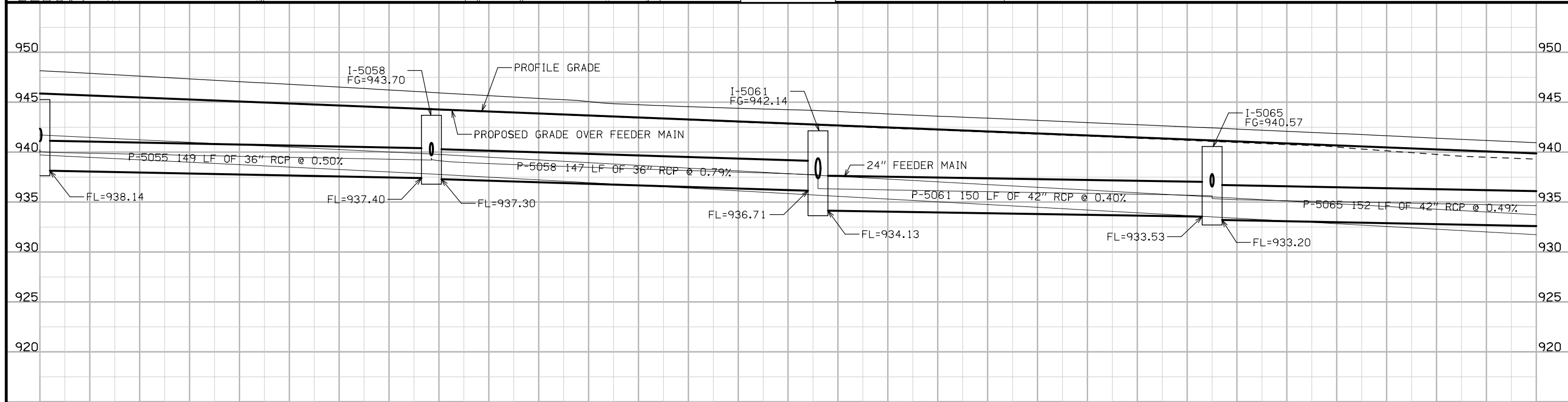
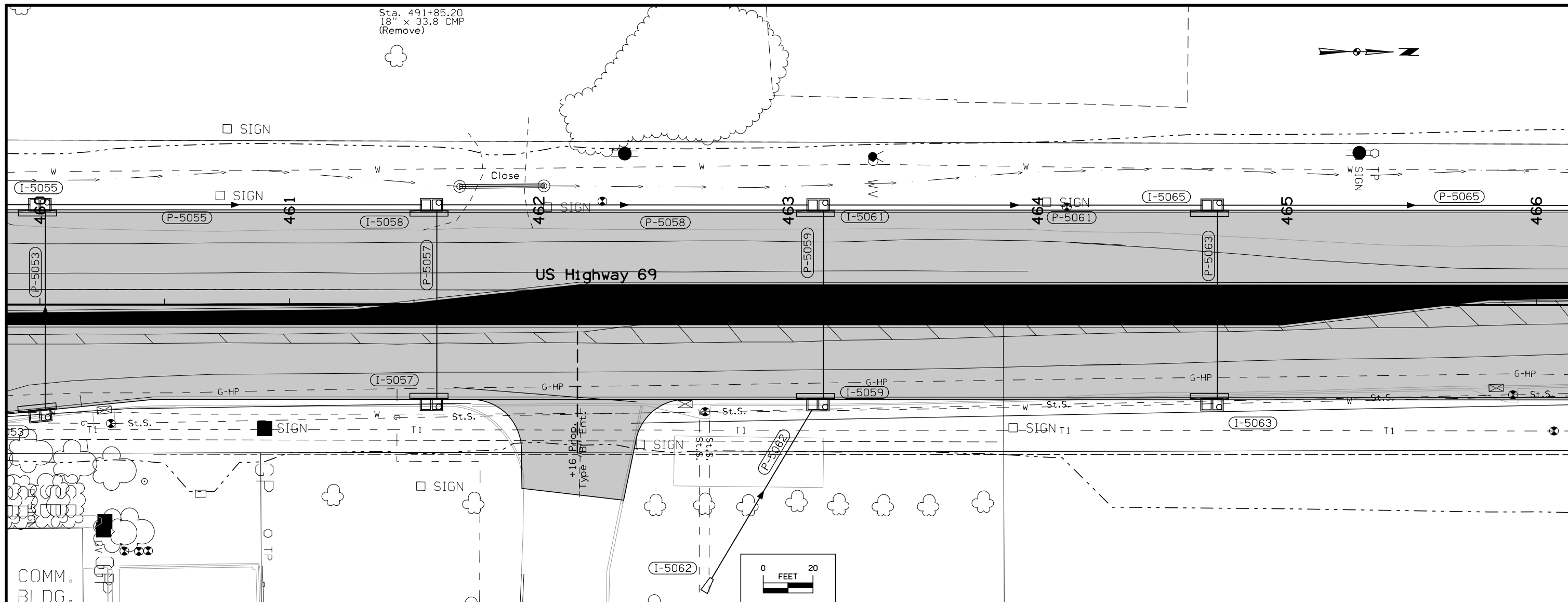


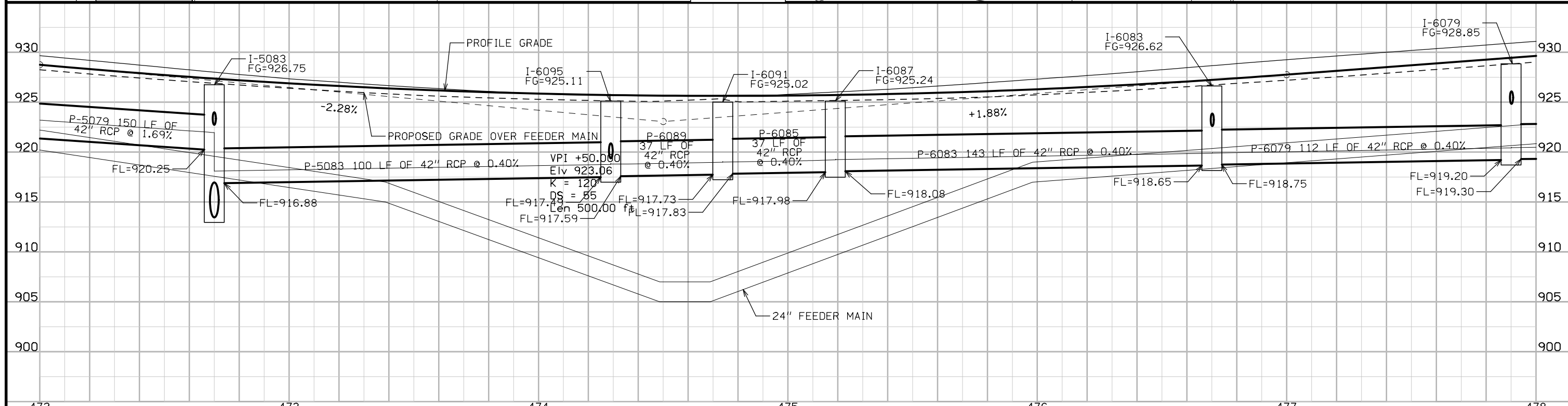
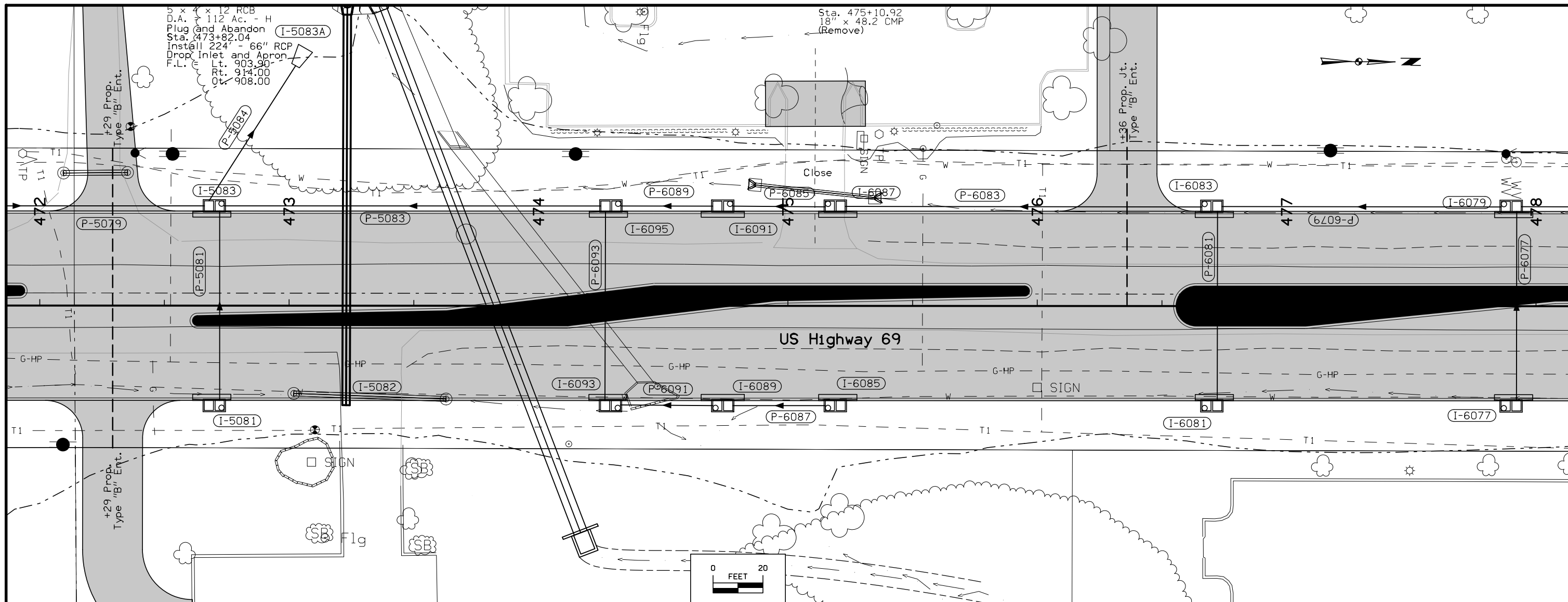


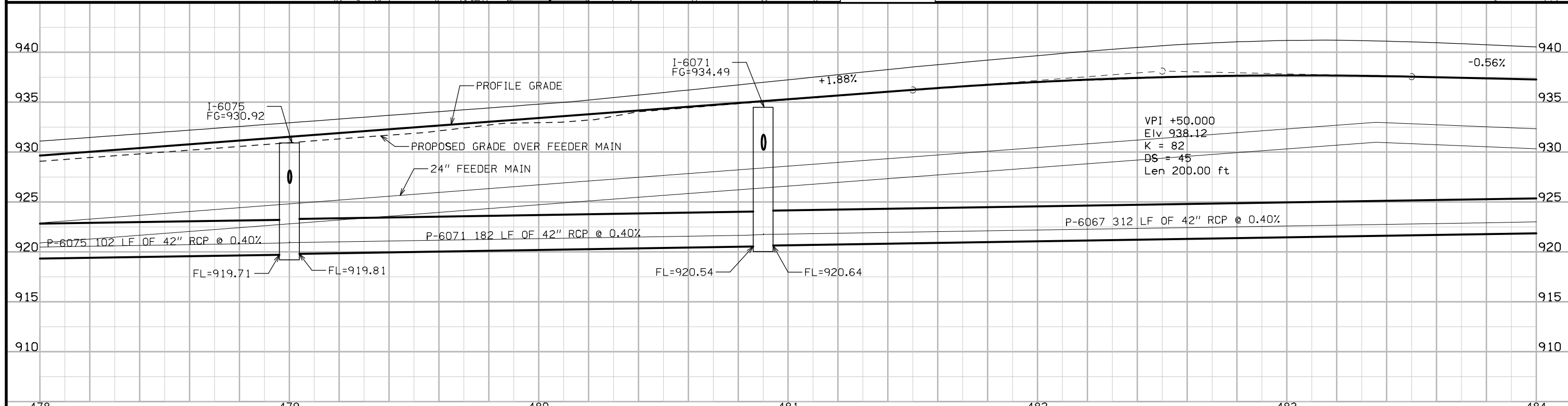
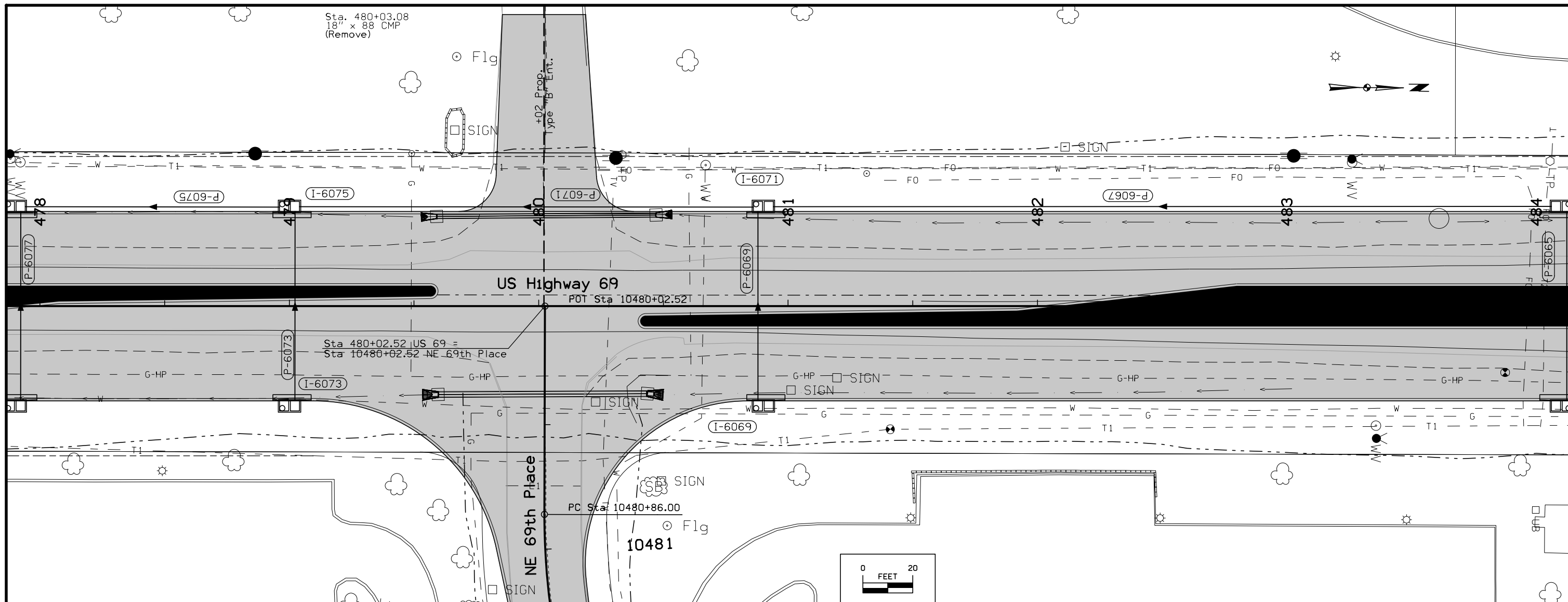


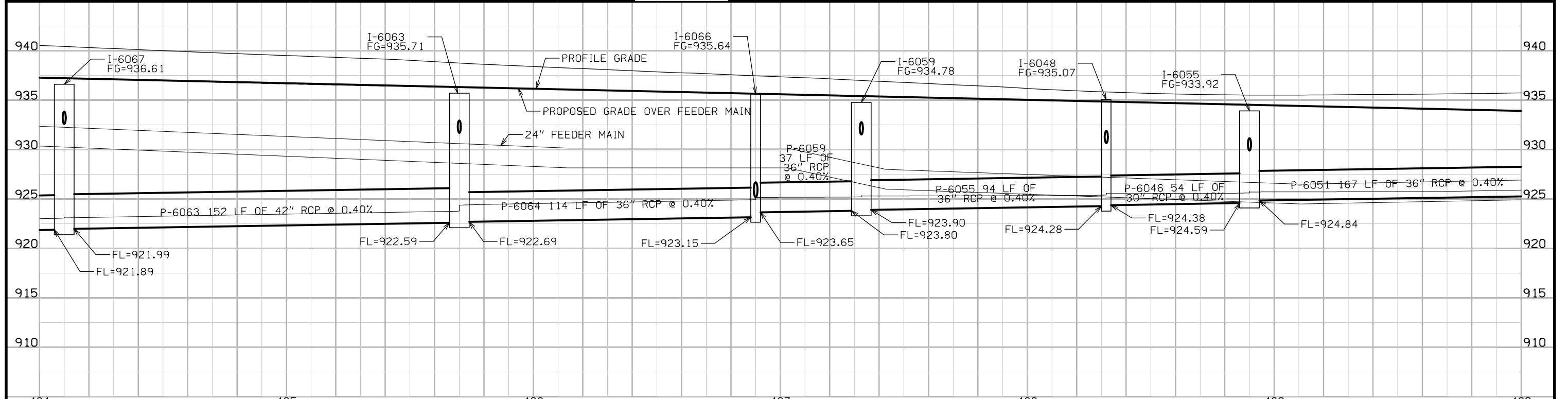
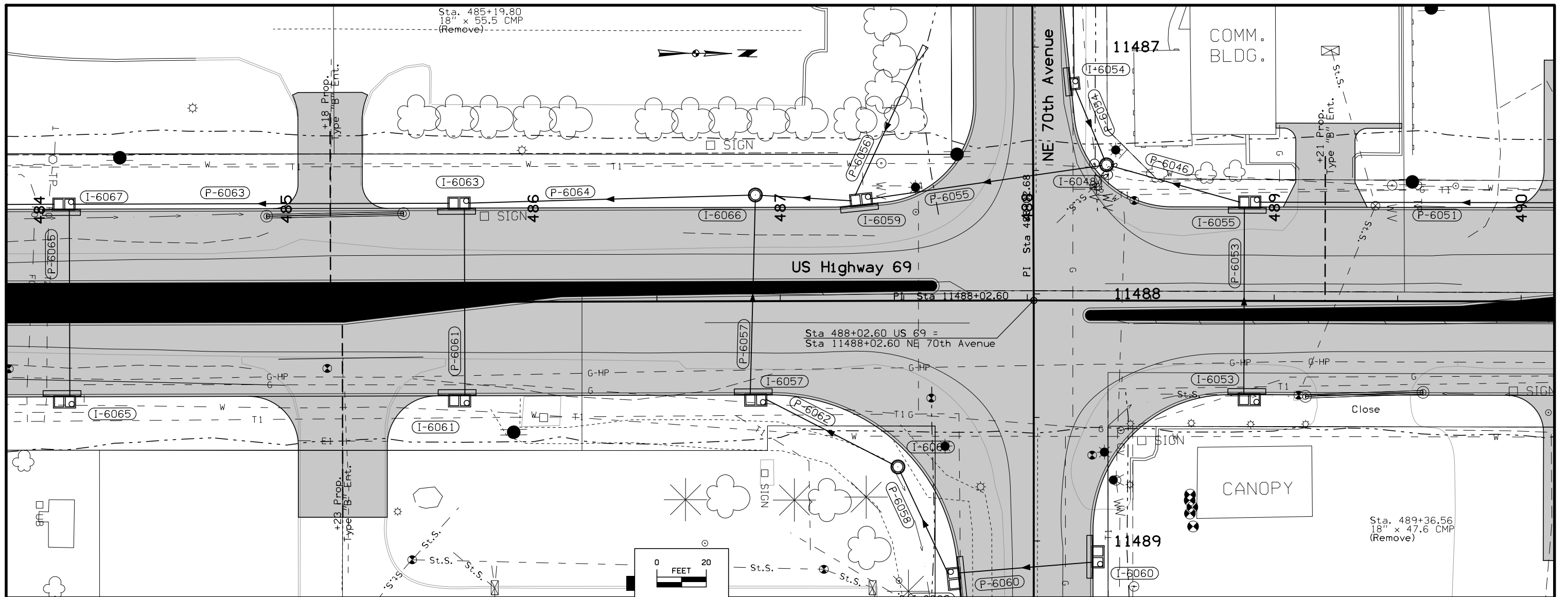


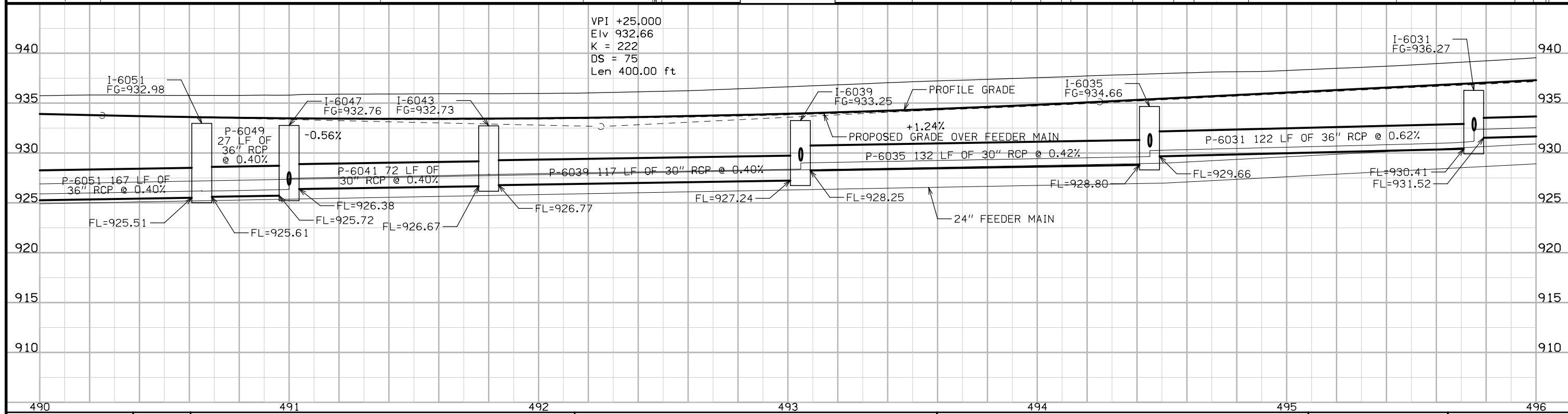
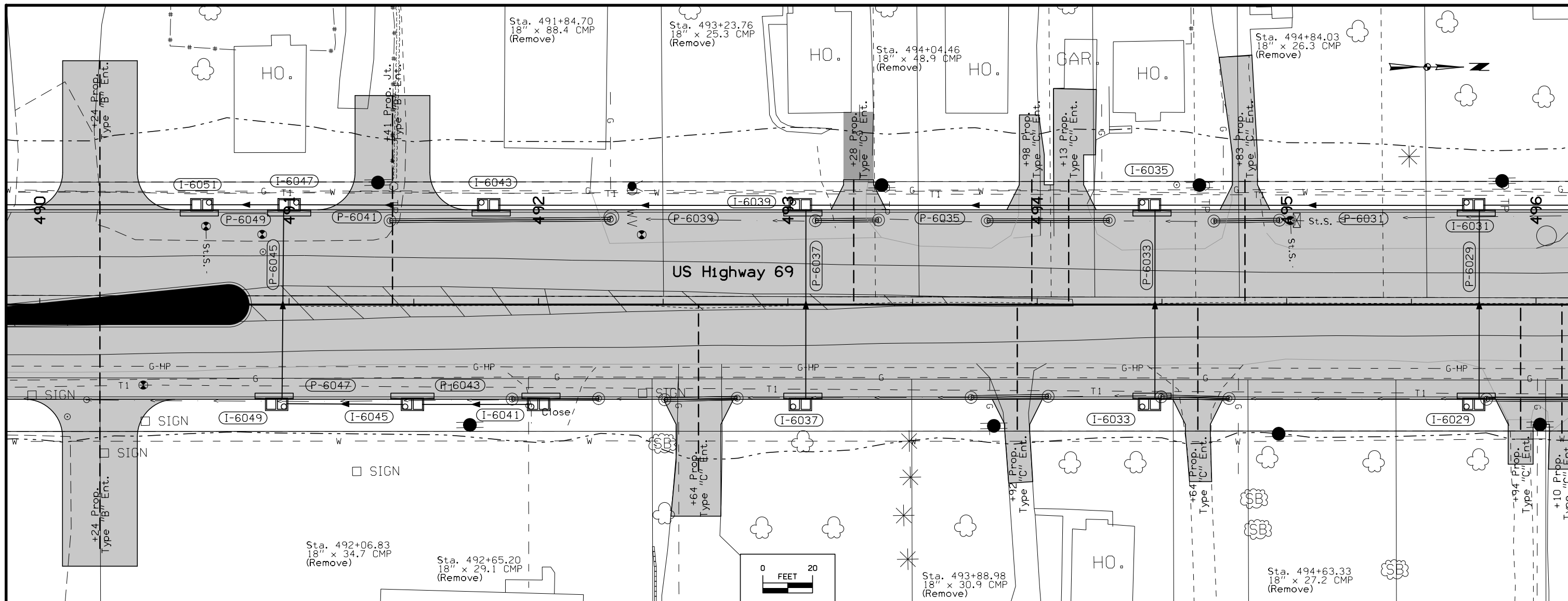
454	455	456	457	458	459	460
FILE NO.	ENGLISH	DESIGN TEAM	POLK COUNTY		PROJECT NUMBER	SHEET NUMBER
		Snyder & Associates, Inc.			NHSX-69-4(68)--3H-77	M.24

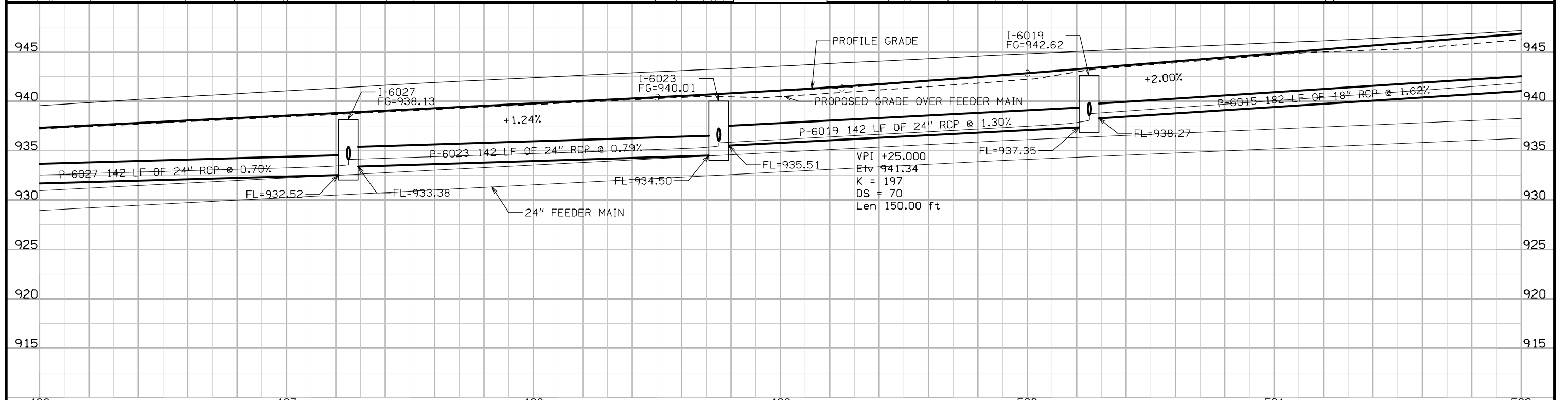
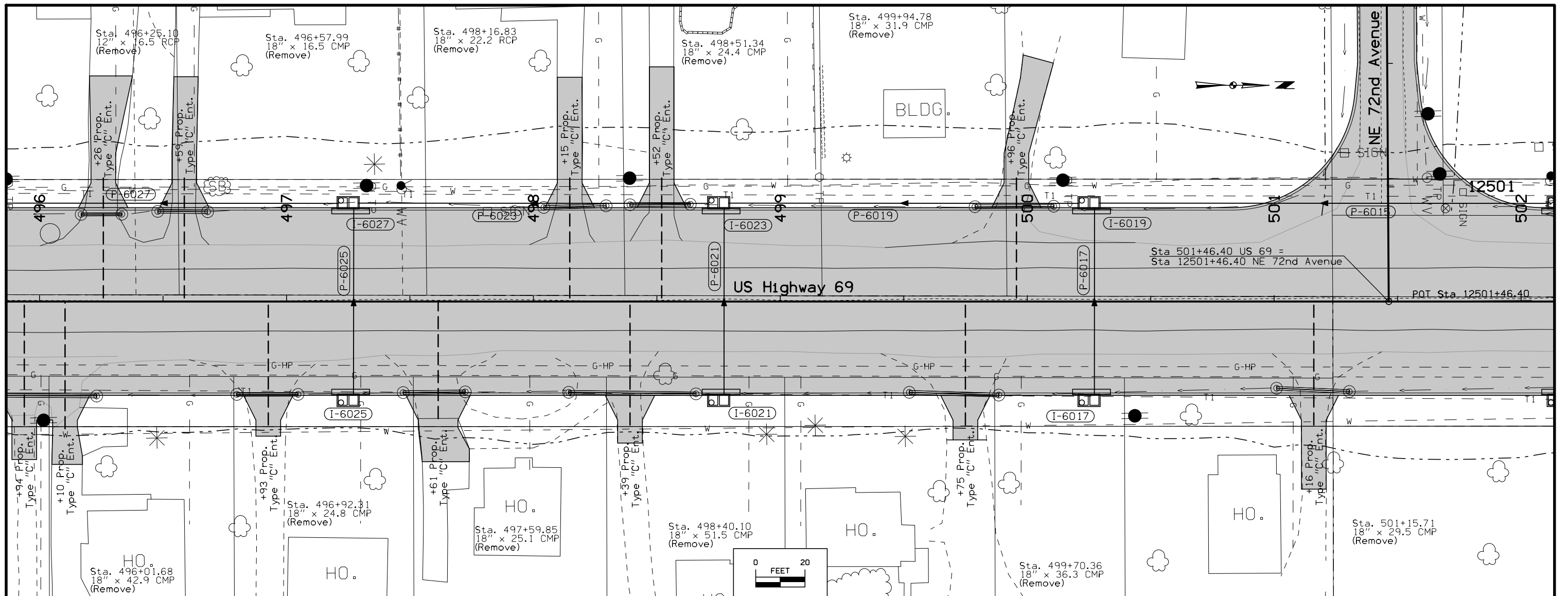




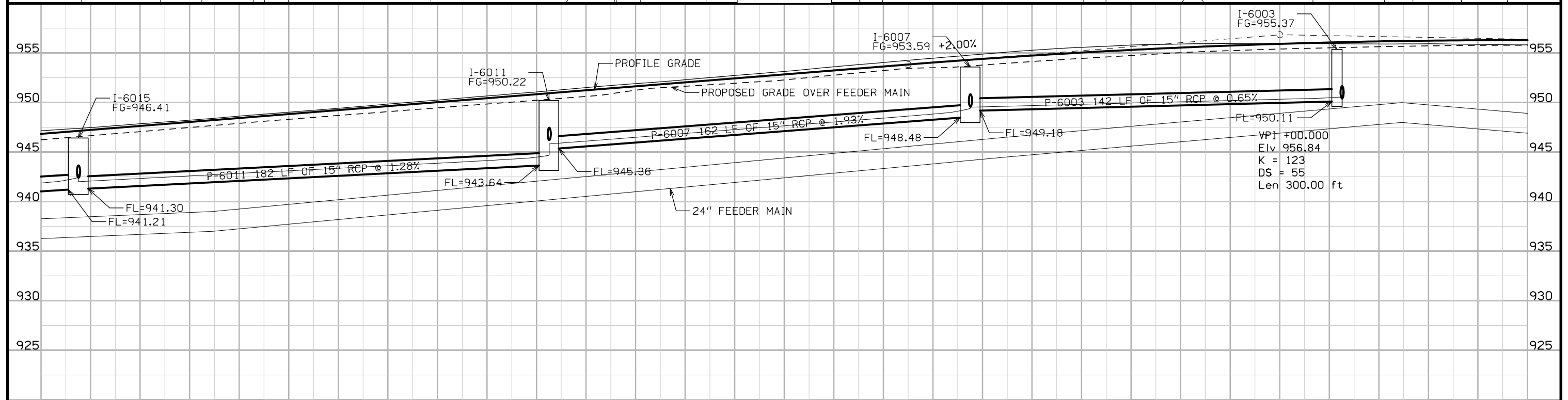
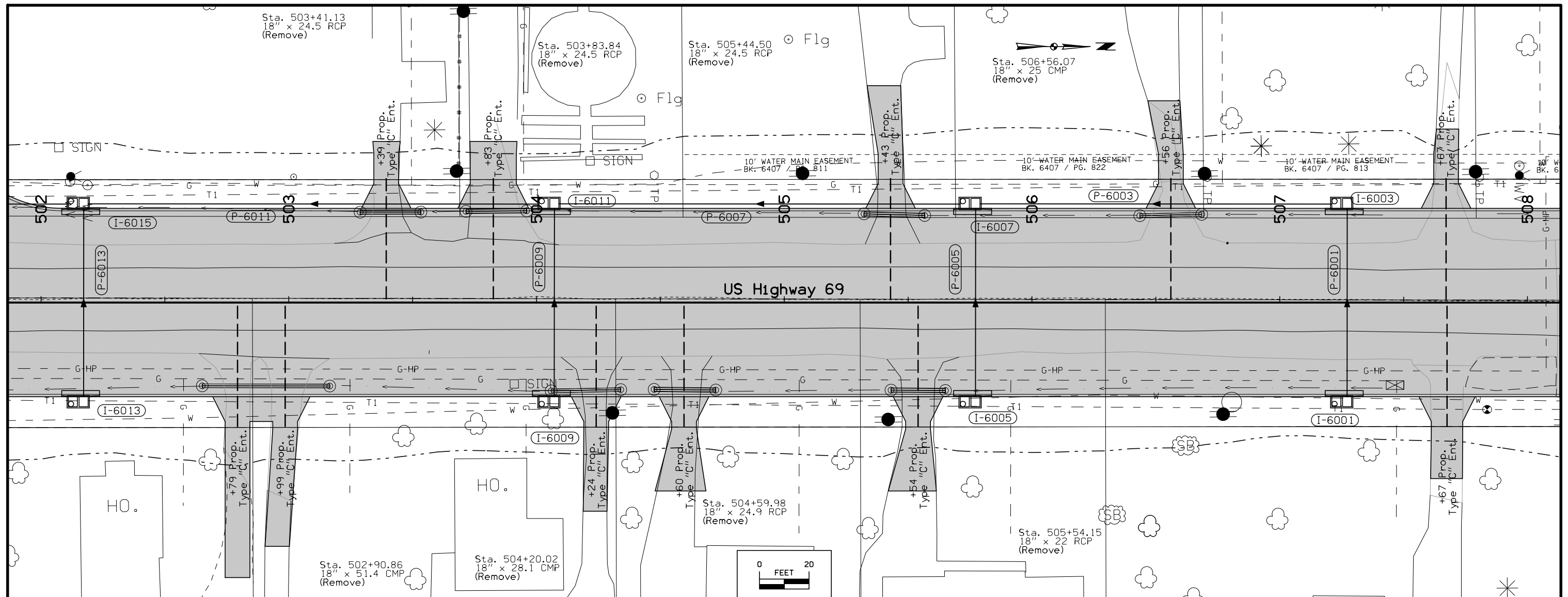


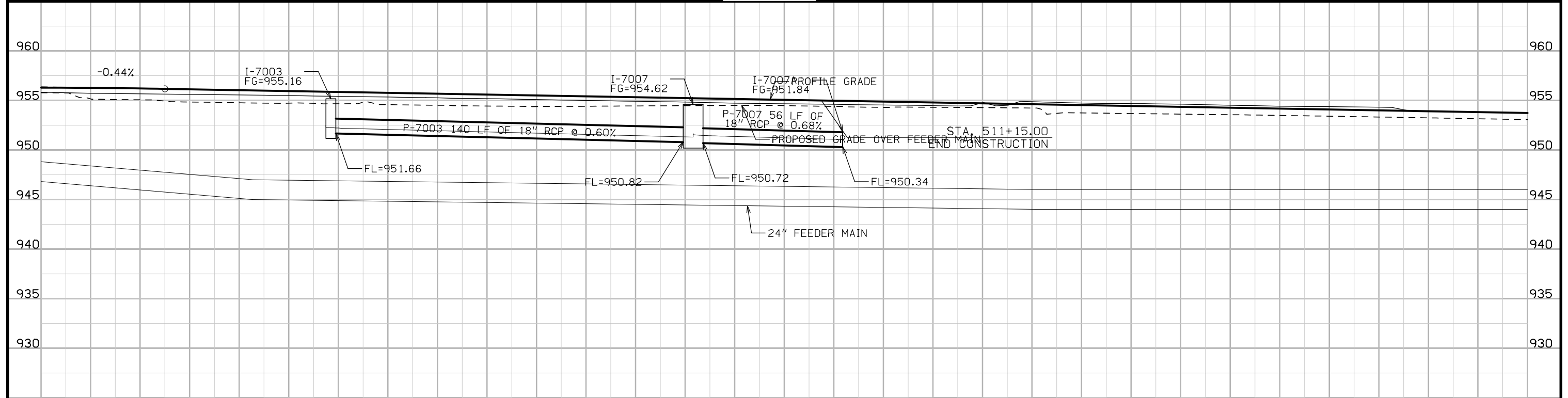
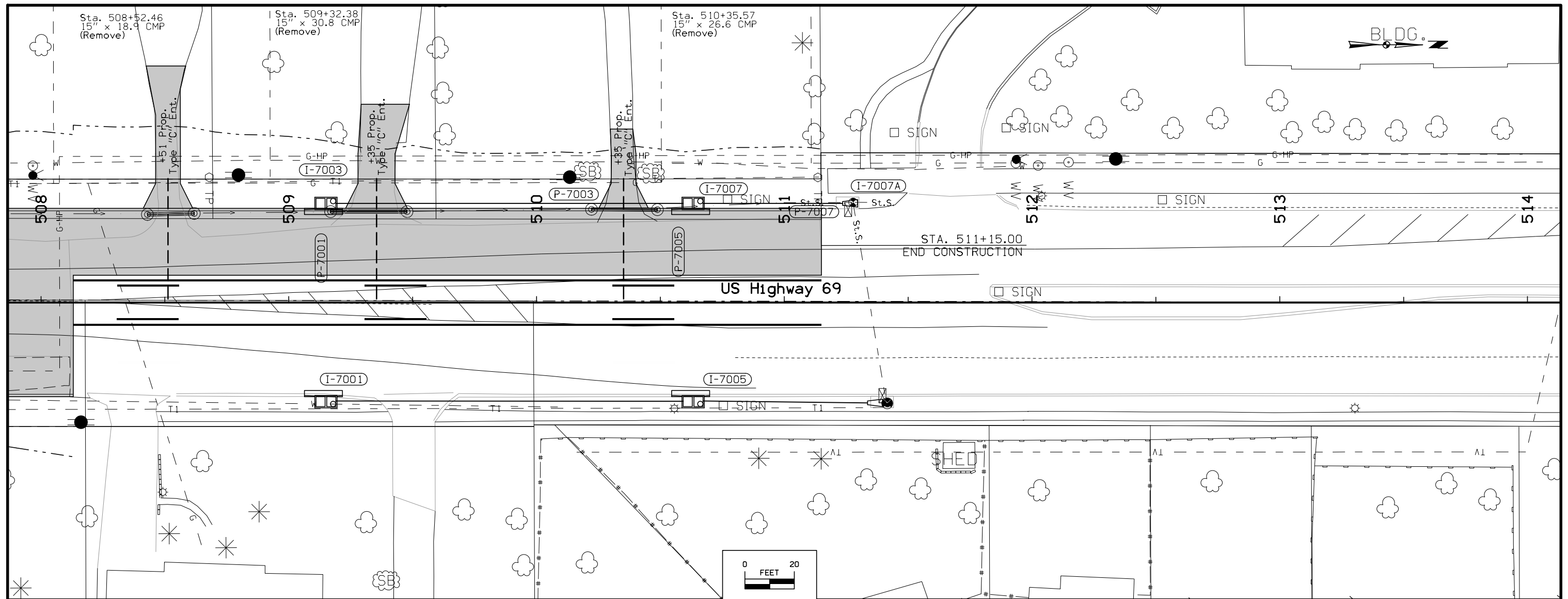


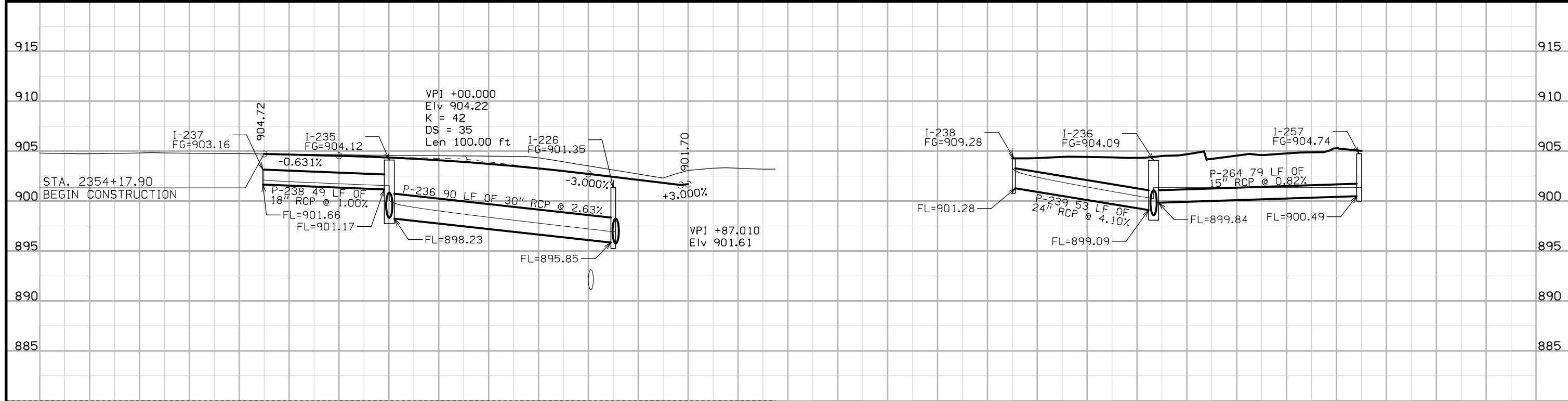
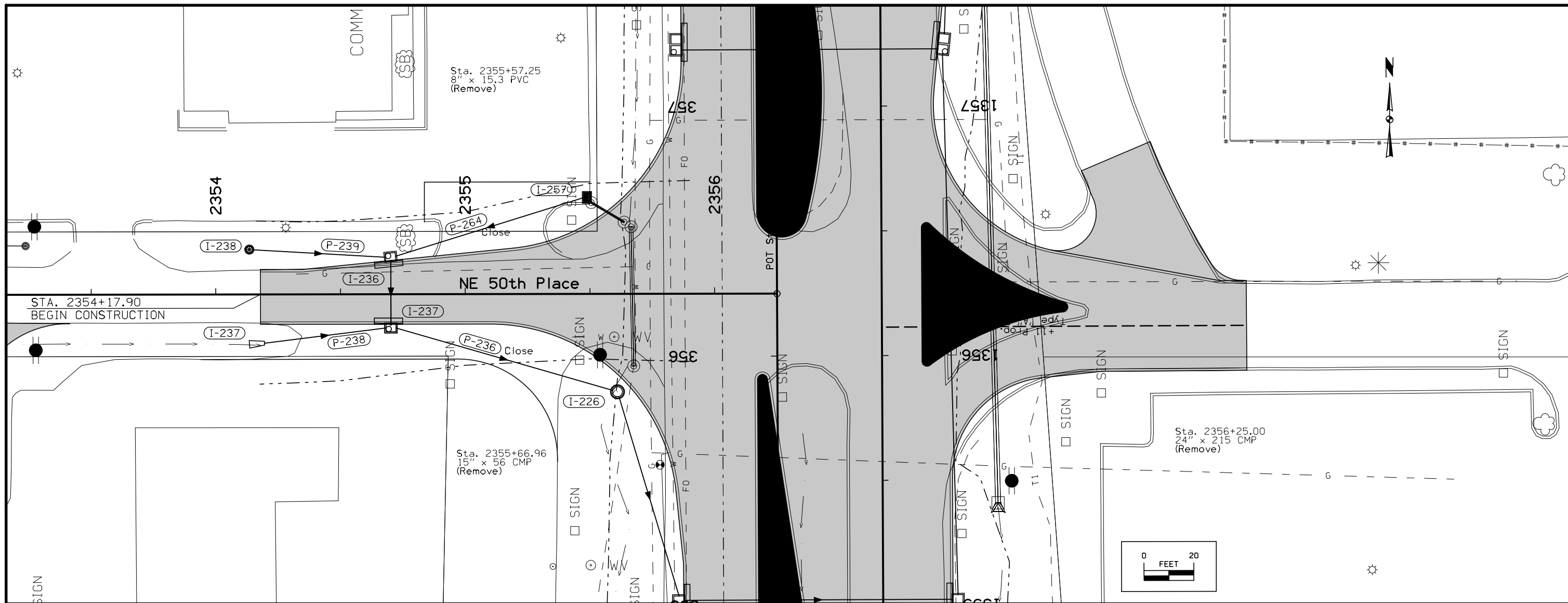


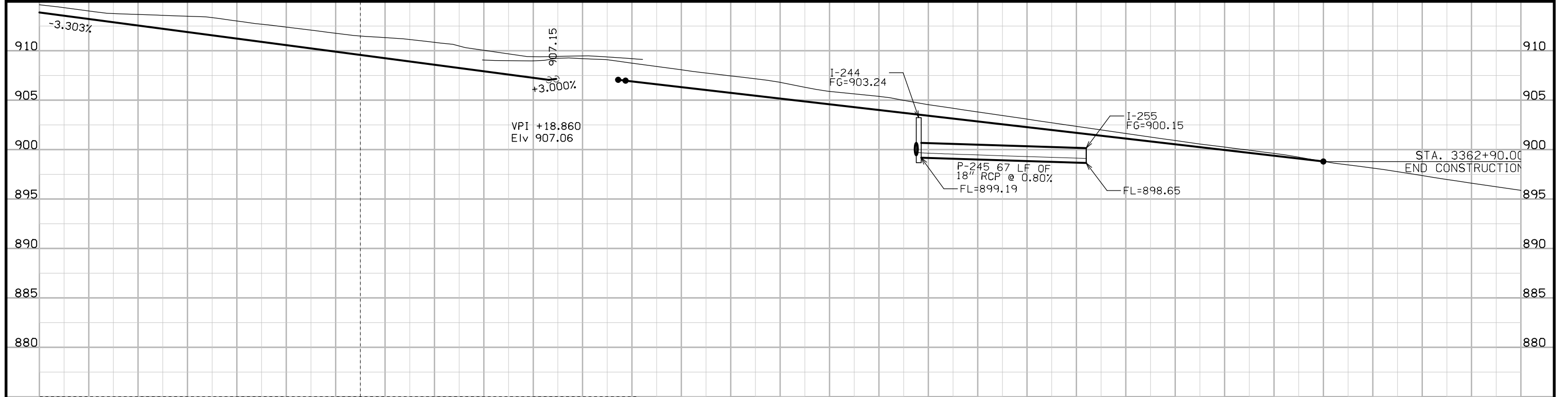
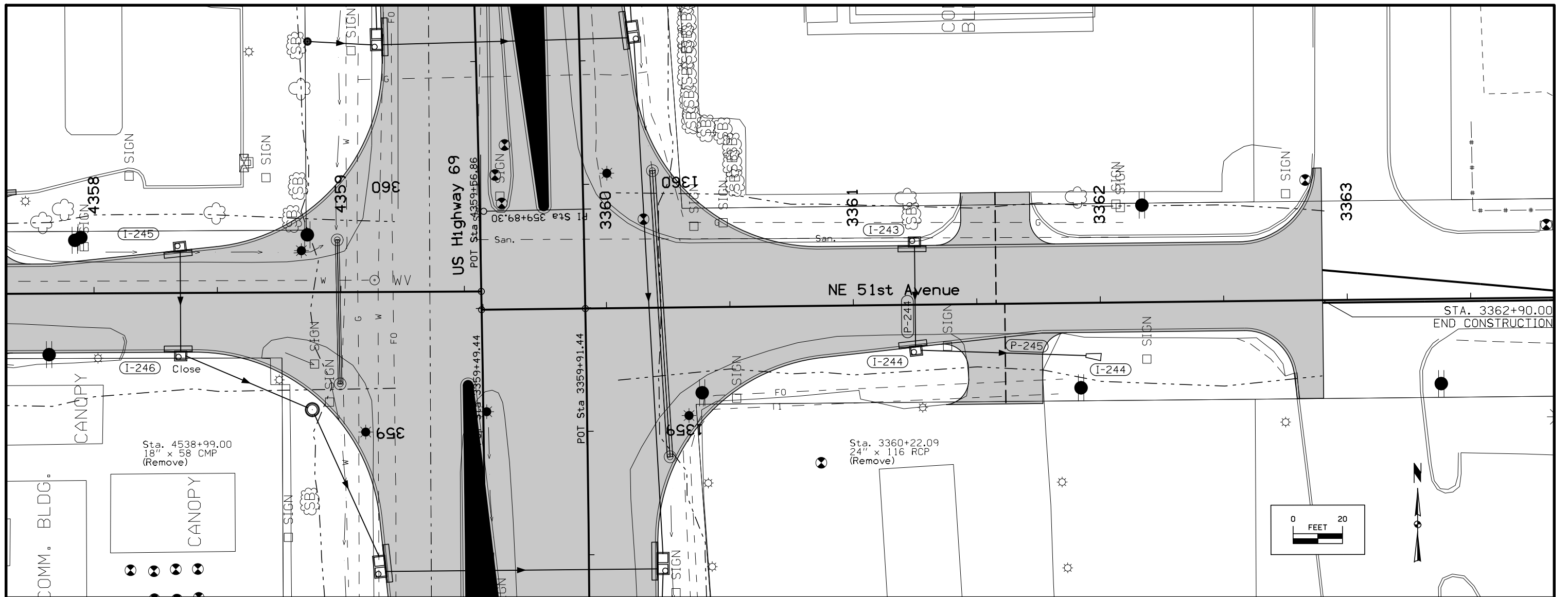


496	497	498	499	500	501	502
FILE NO.	ENGLISH	DESIGN TEAM	POLK COUNTY		PROJECT NUMBER	SHEET NUMBER
		Snyder & Associates, Inc.			NHSX-69-4(68)--3H-77	M.31

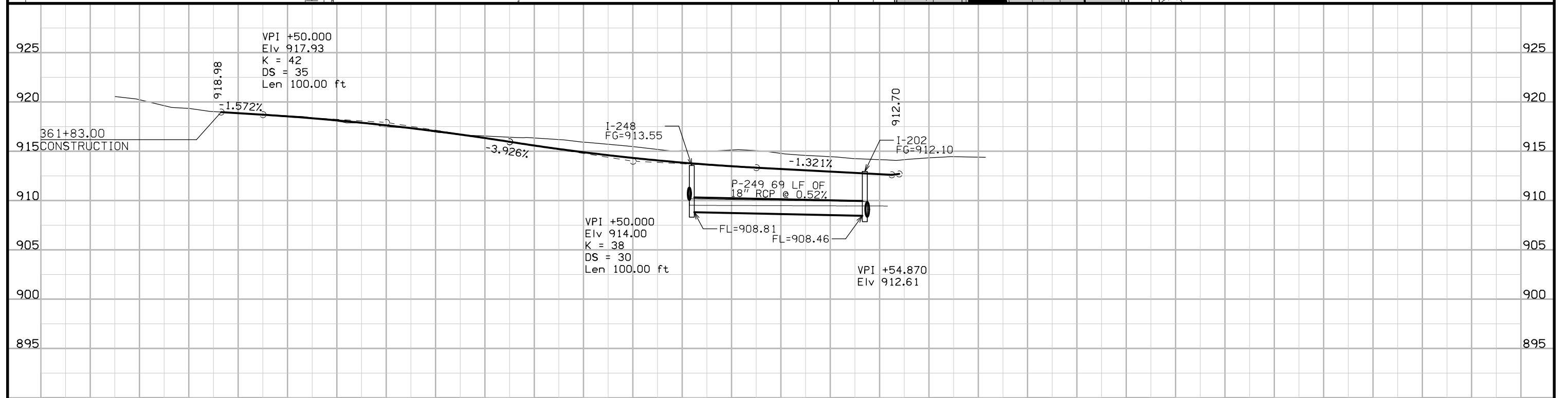
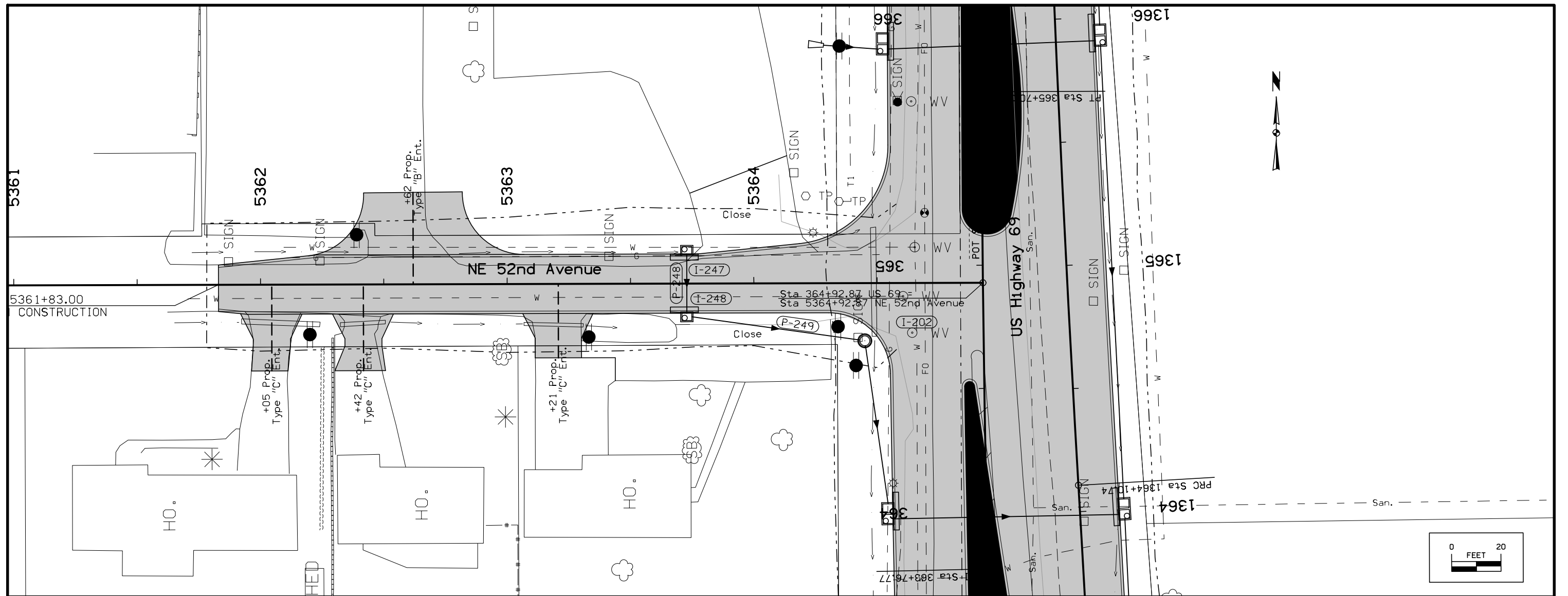


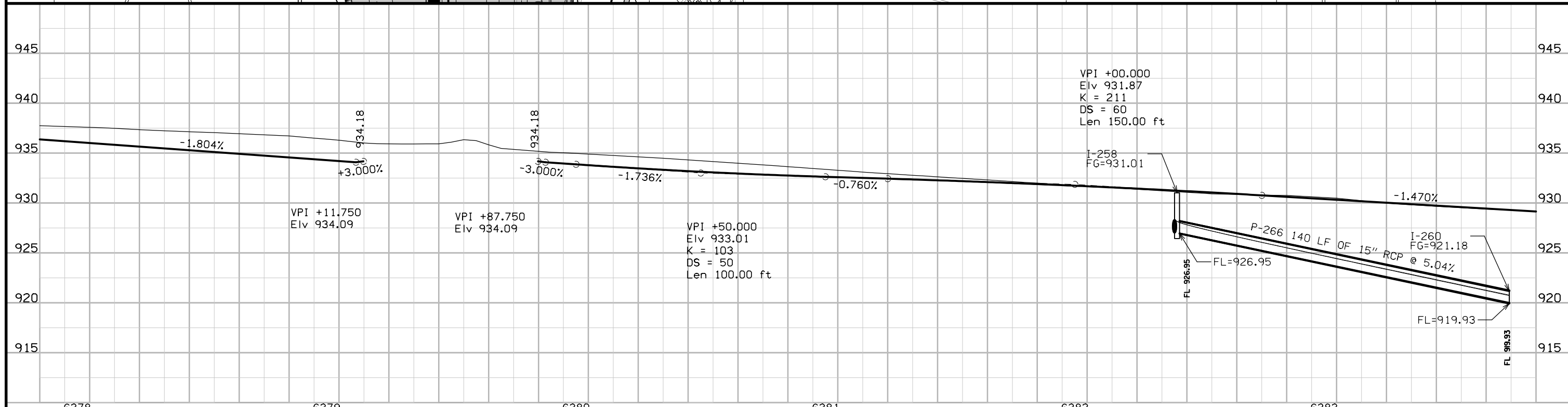
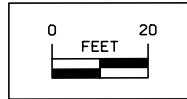
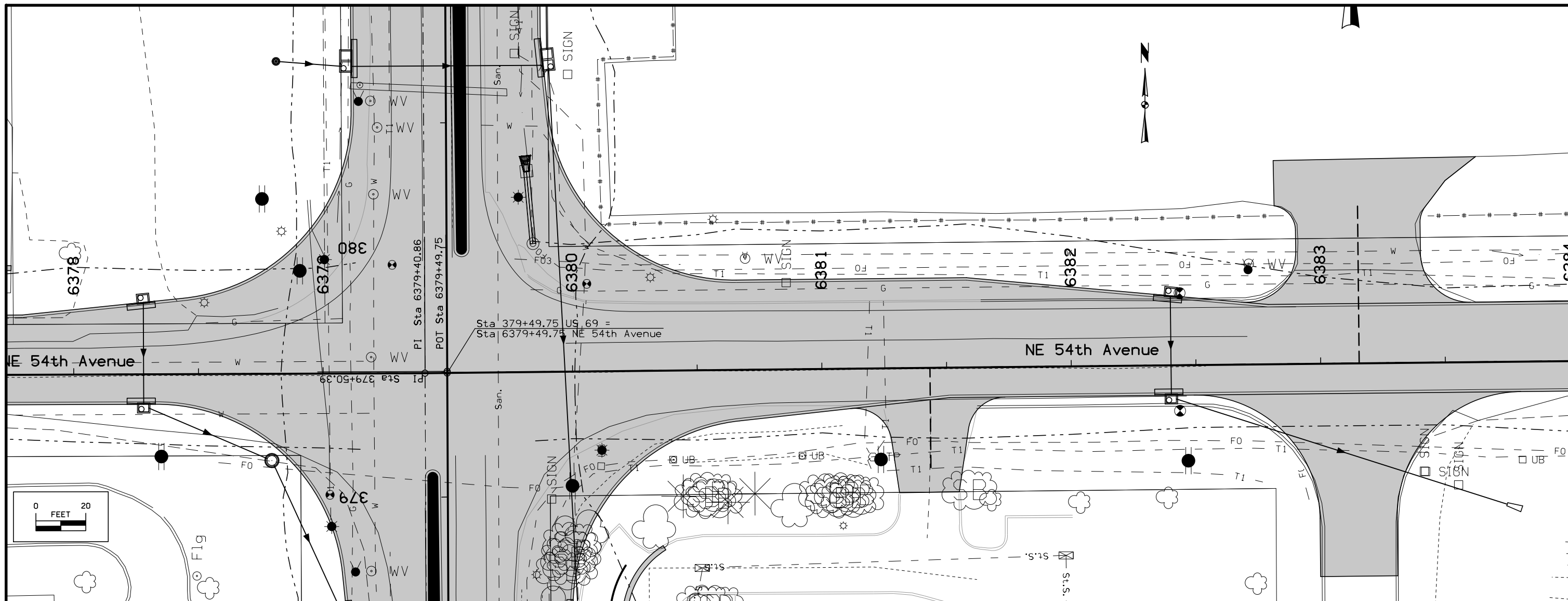


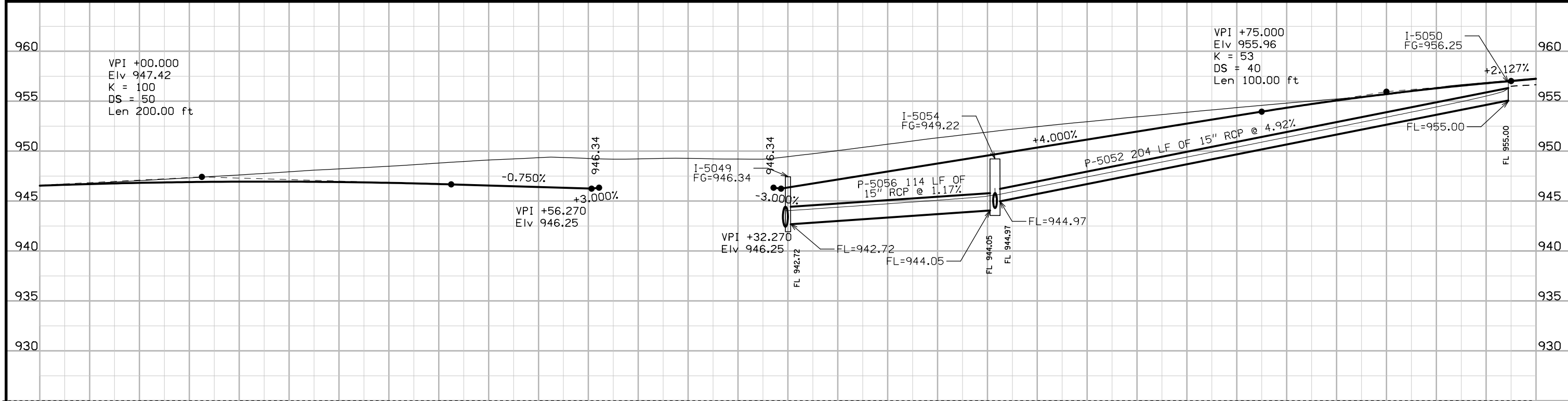
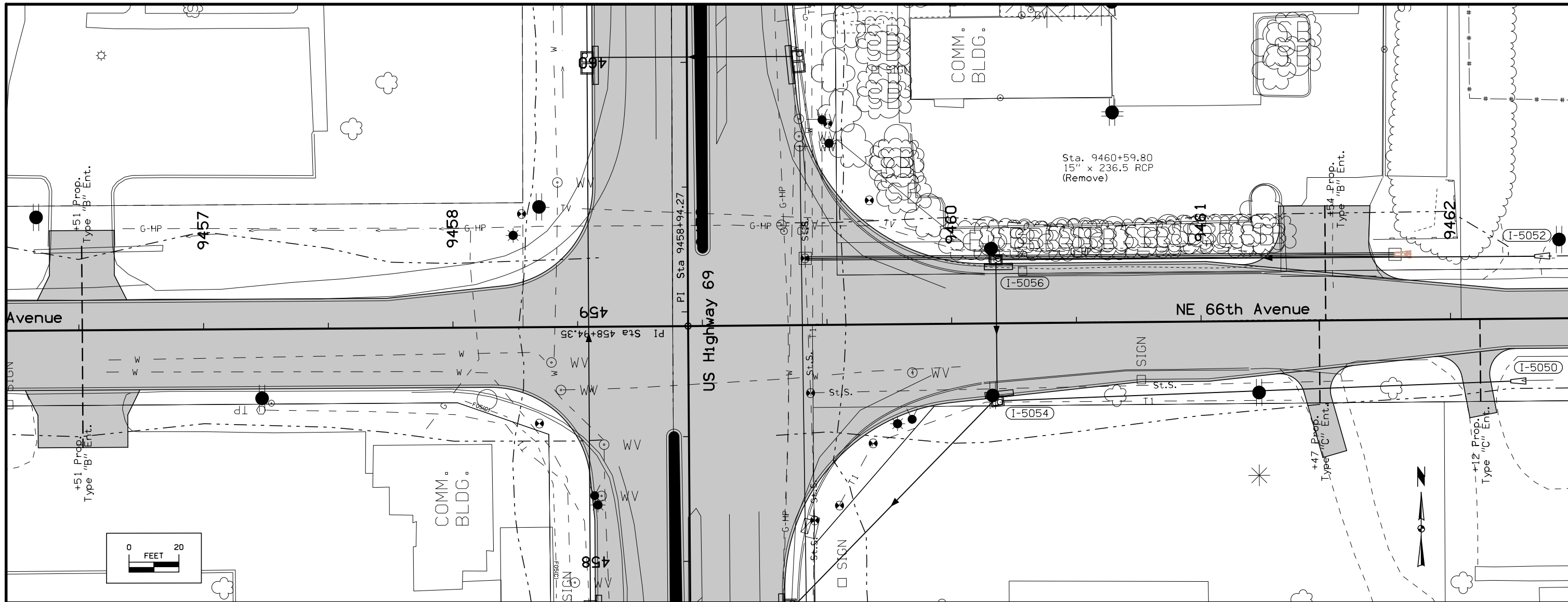


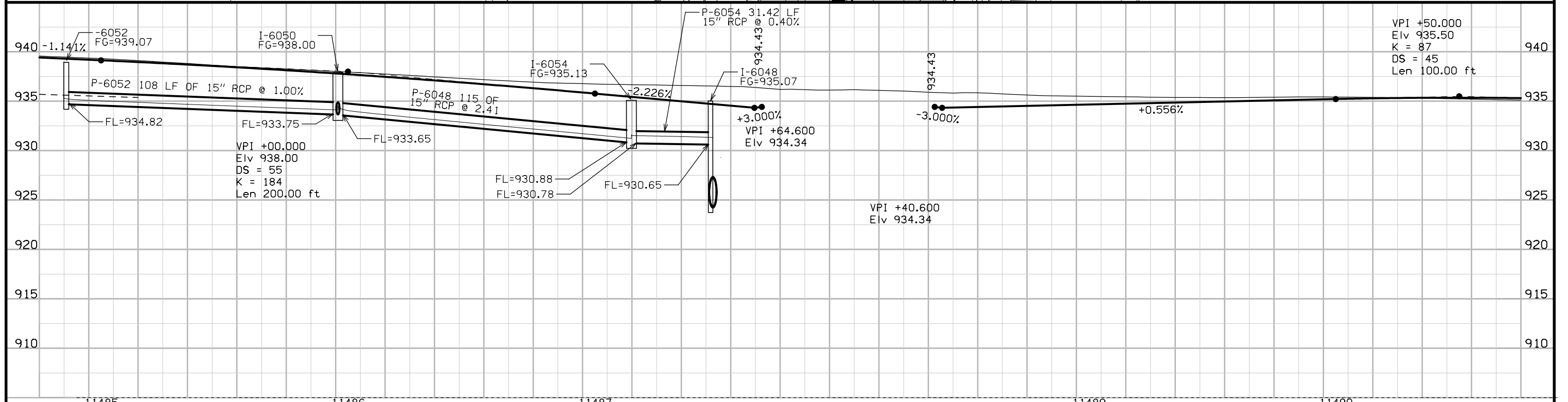
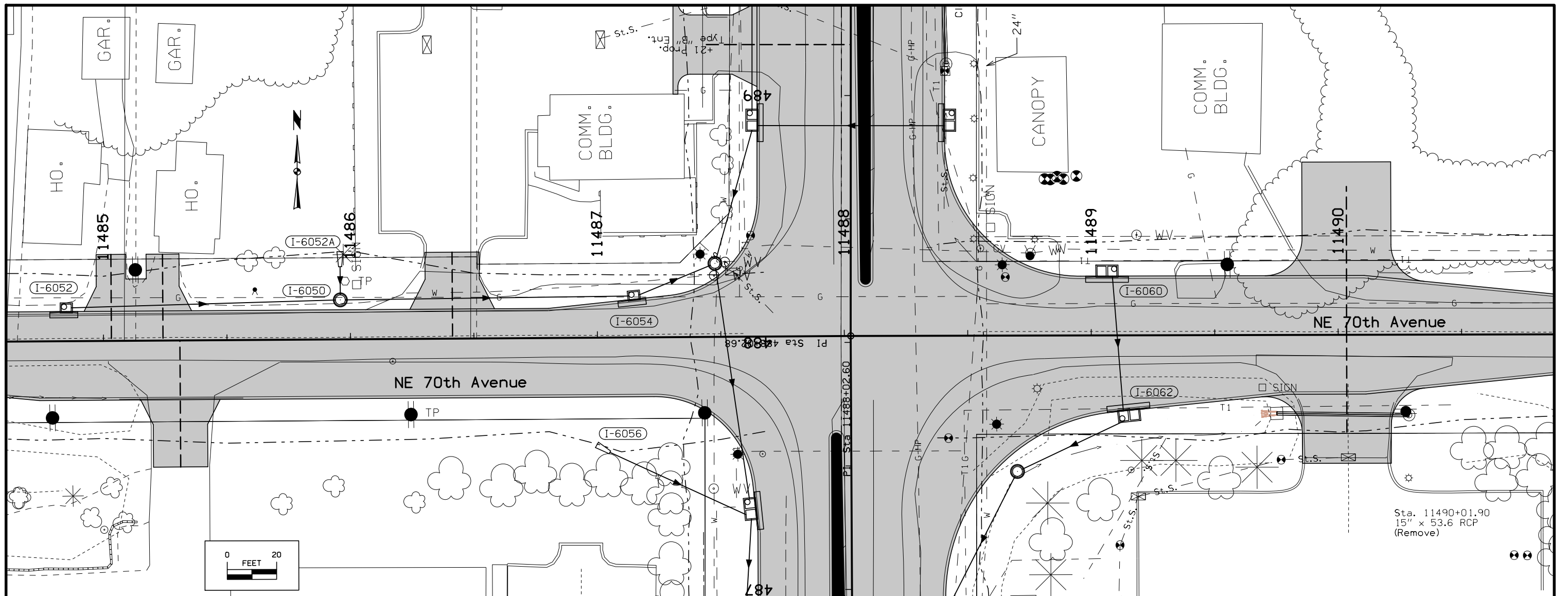


FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	M.35
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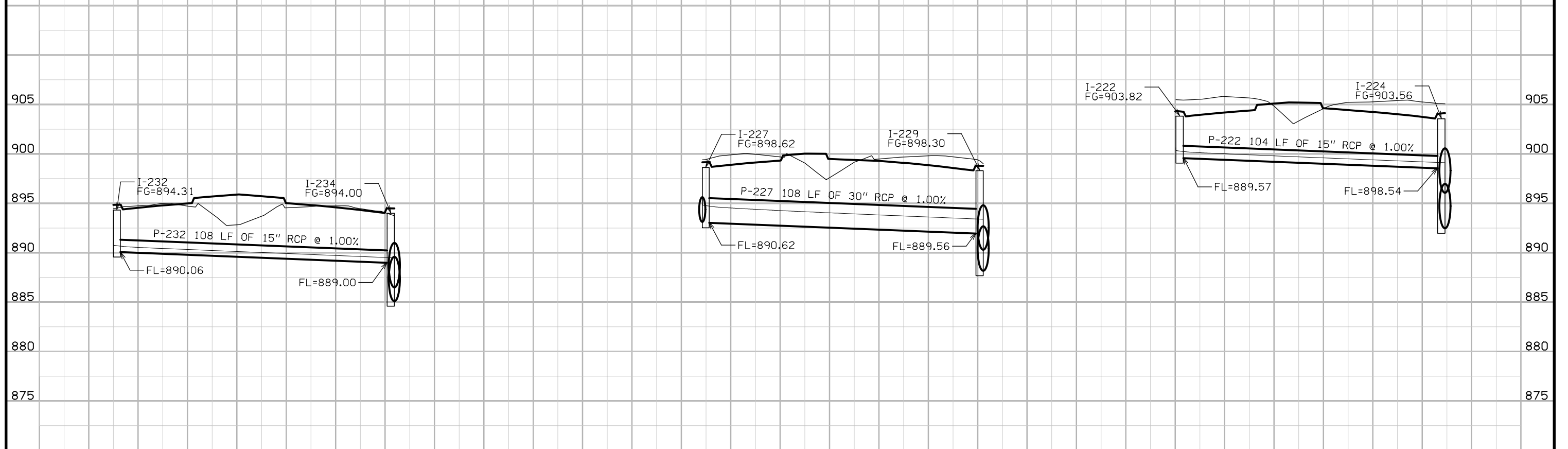
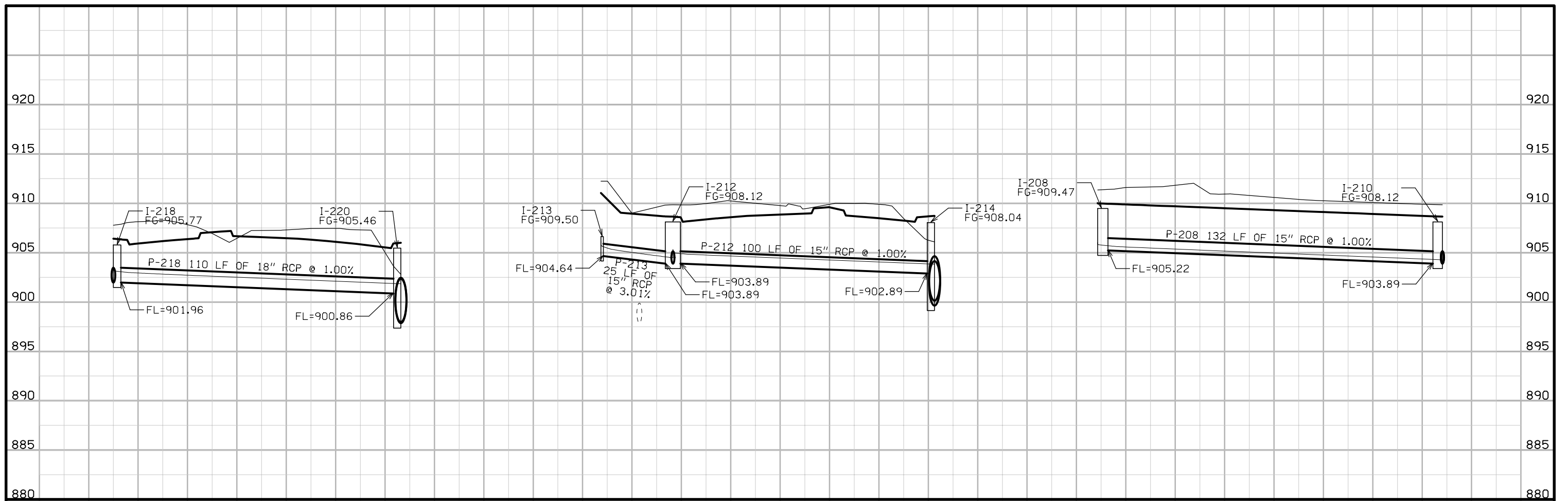


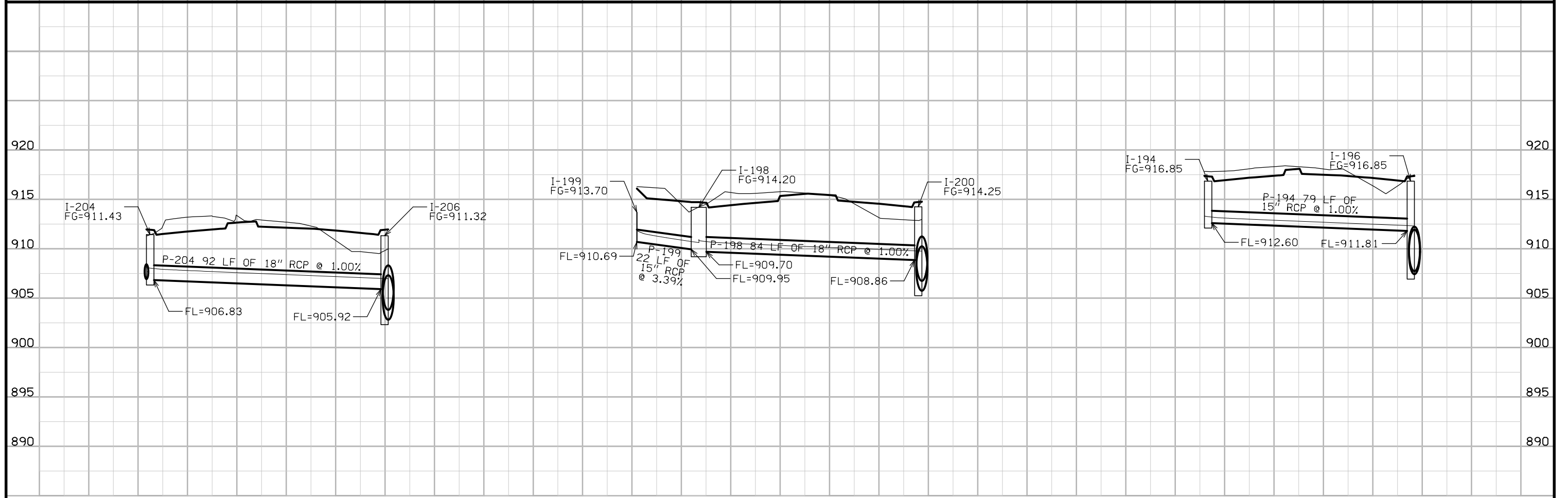
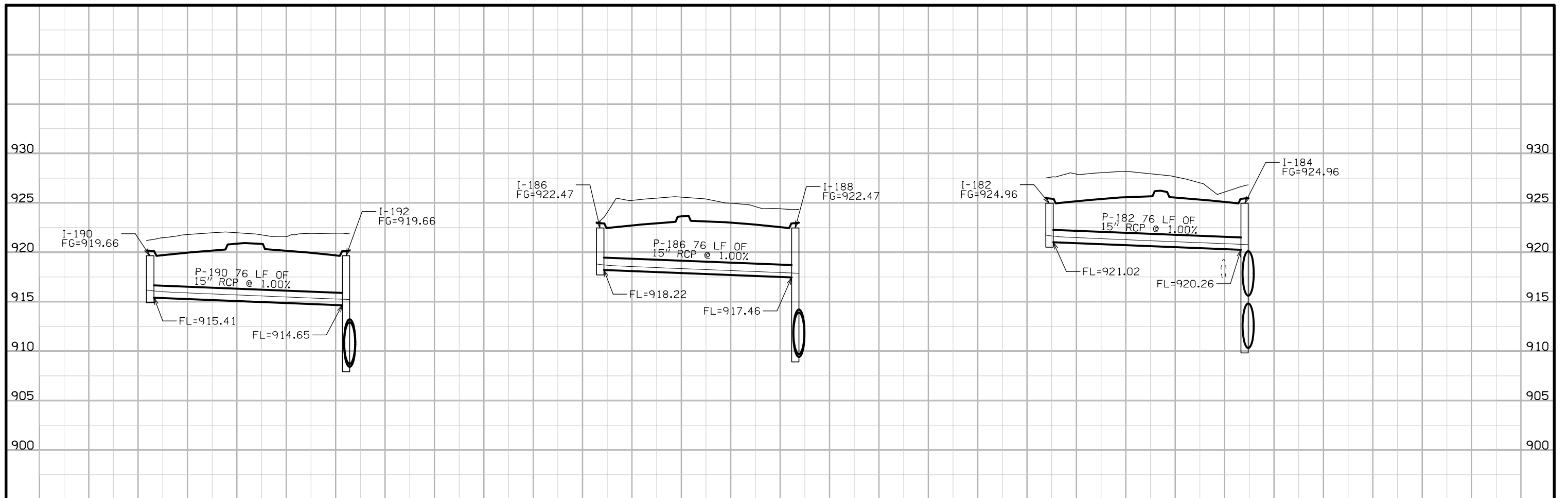


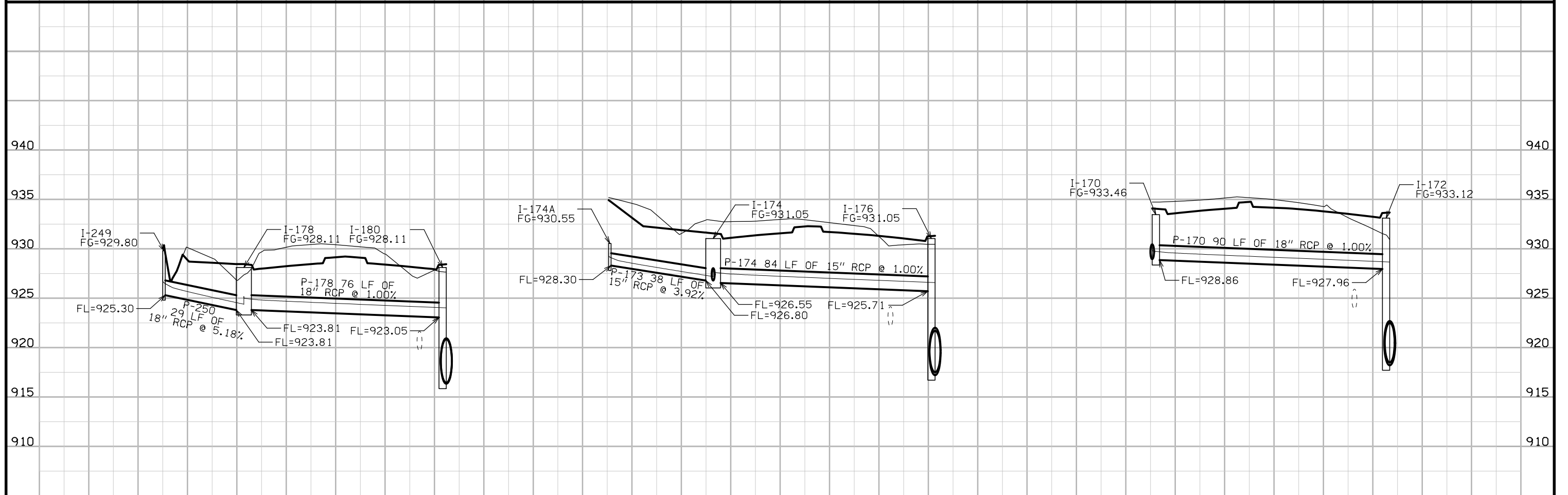
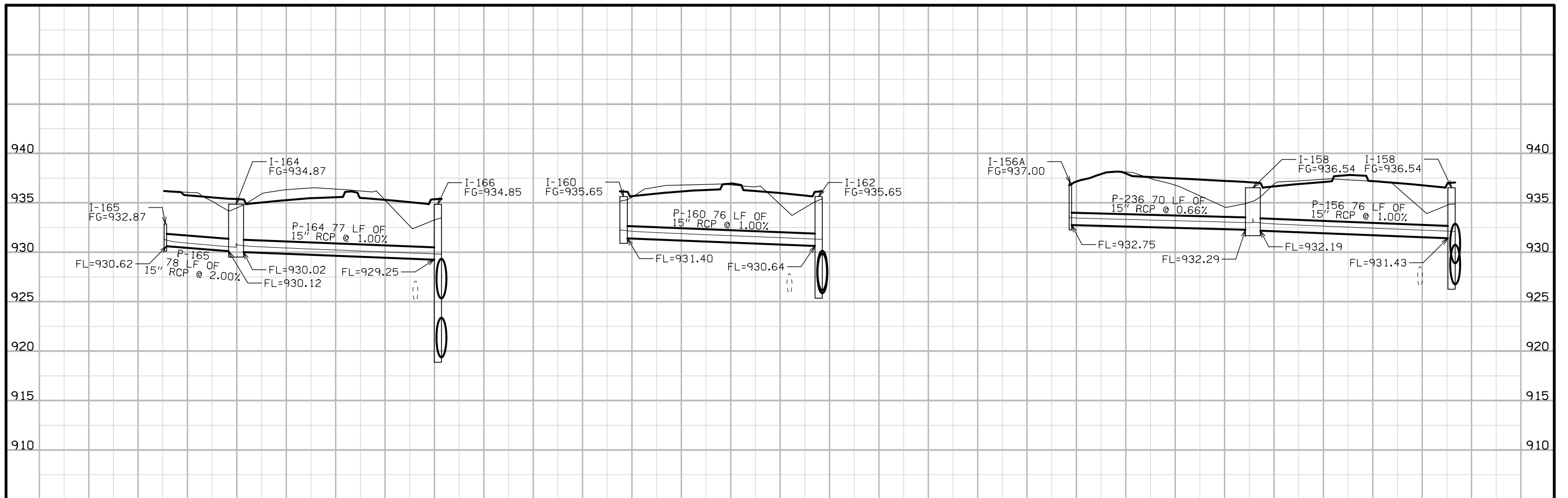


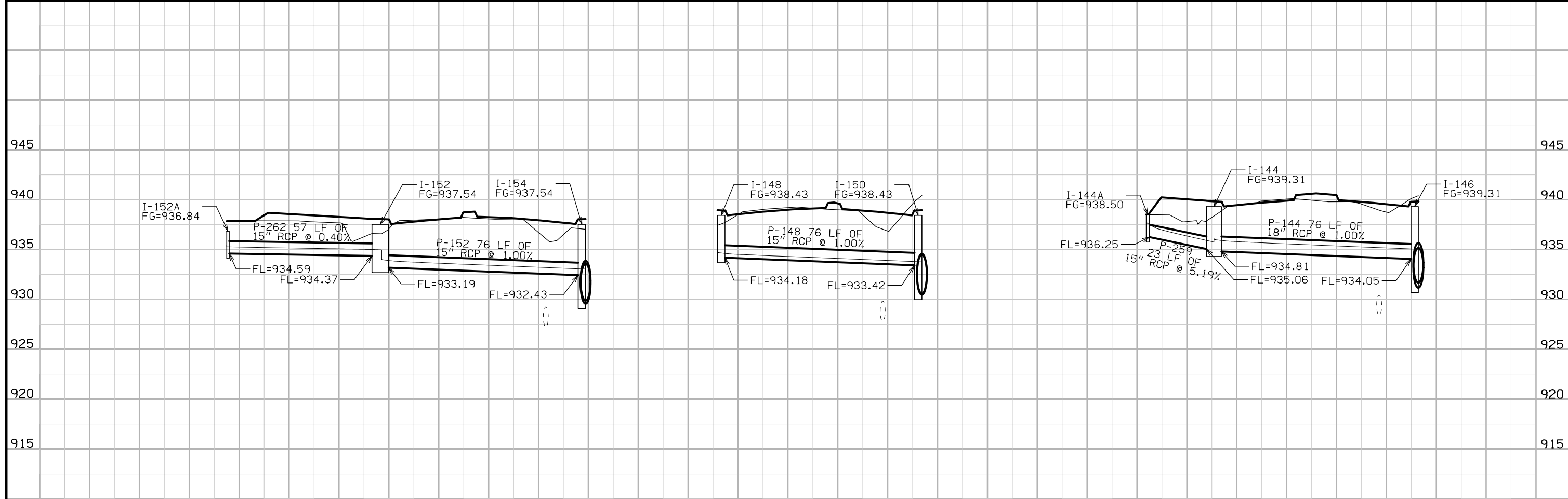
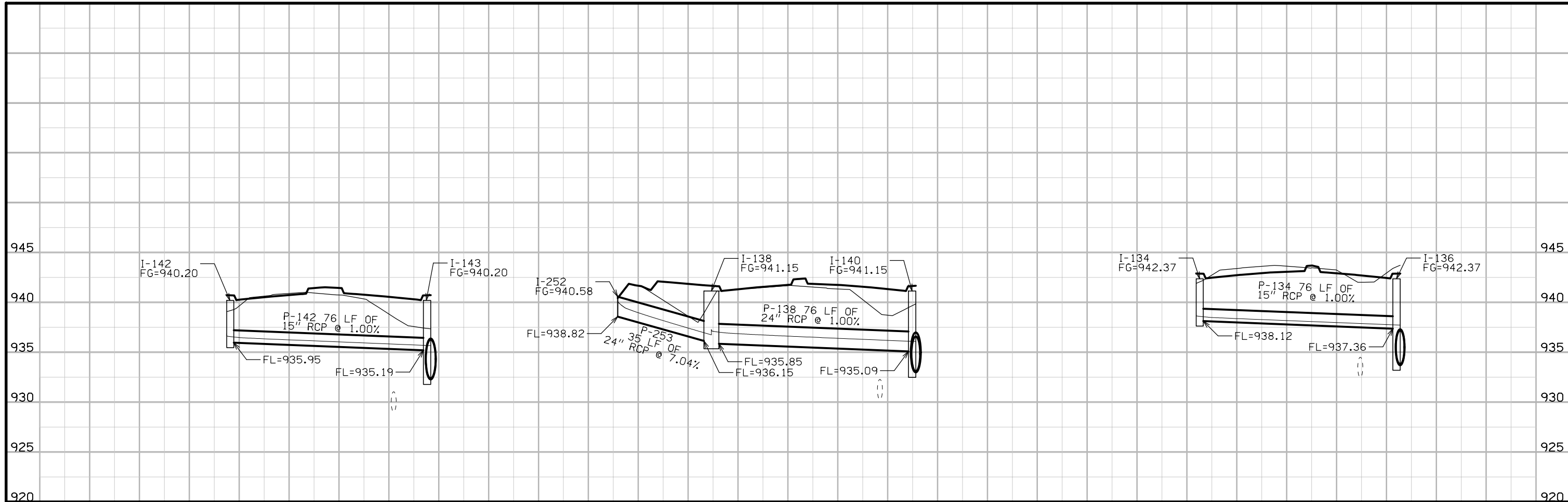


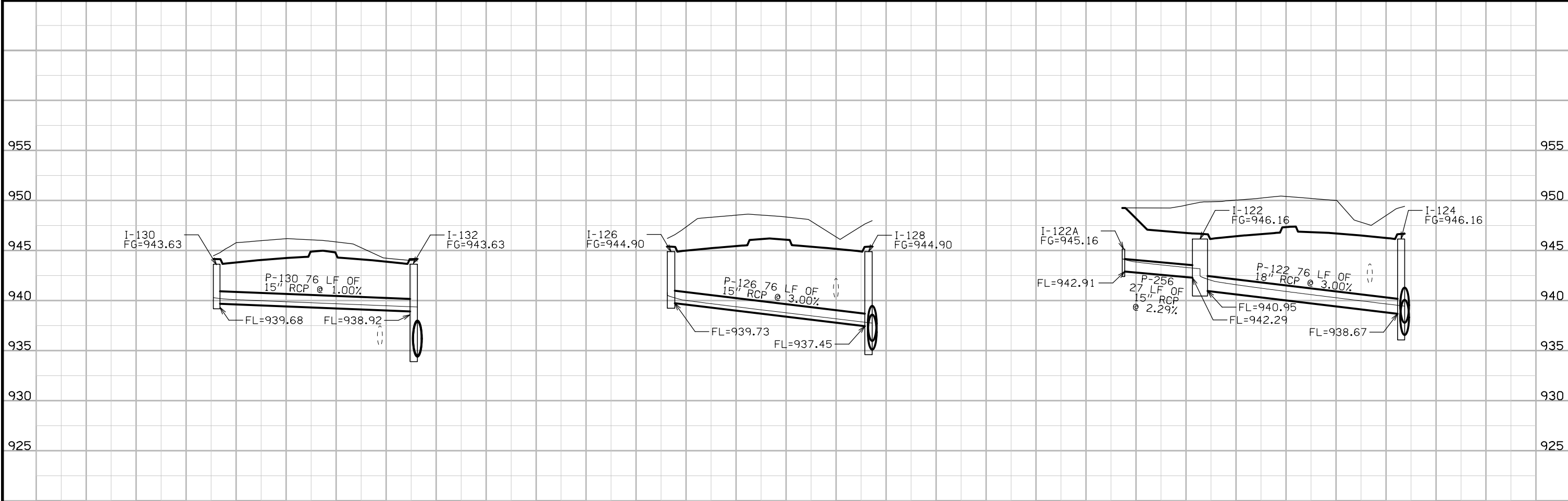
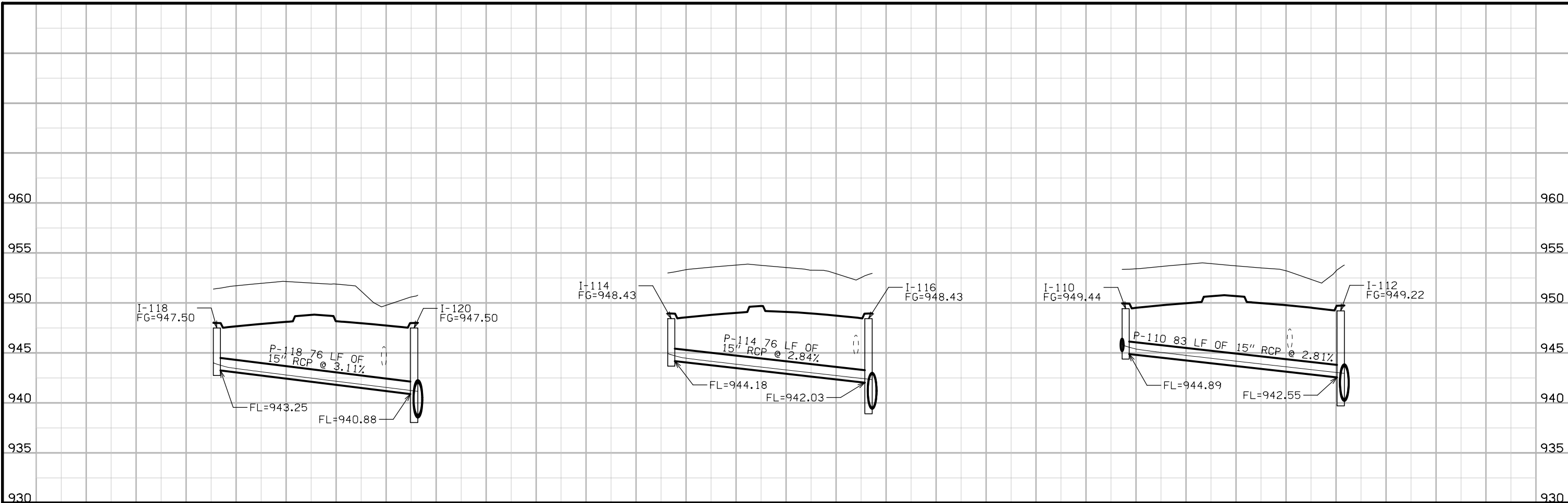
11485	11486	11487	11489	11490
FILE NO.	ENGLISH	DESIGN TEAM	POLK COUNTY PROJECT NUMBER	
		Snyder & Associates, Inc.	NHSX-69-4(68)--3H-77	
SHEET NUMBER			M.40	

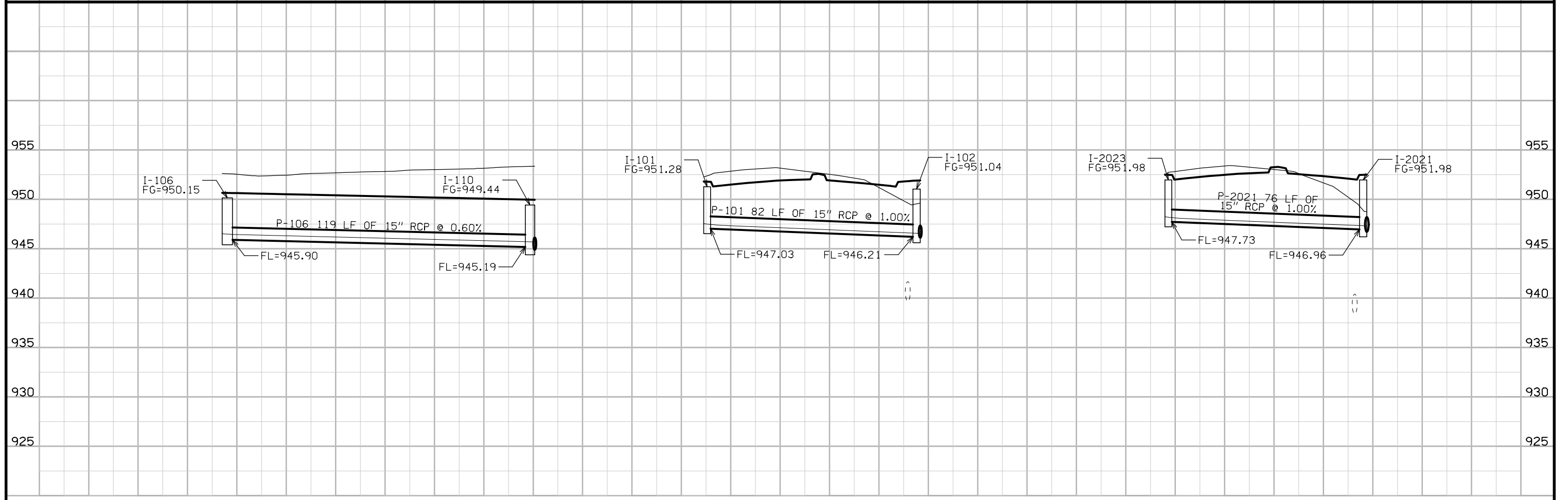
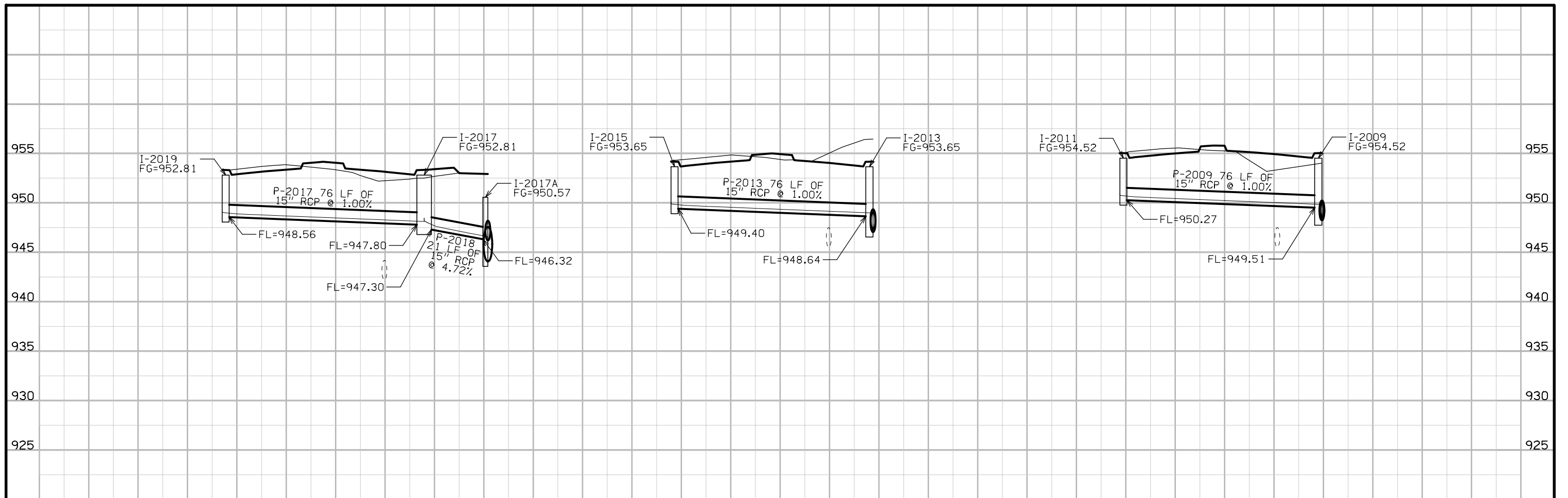


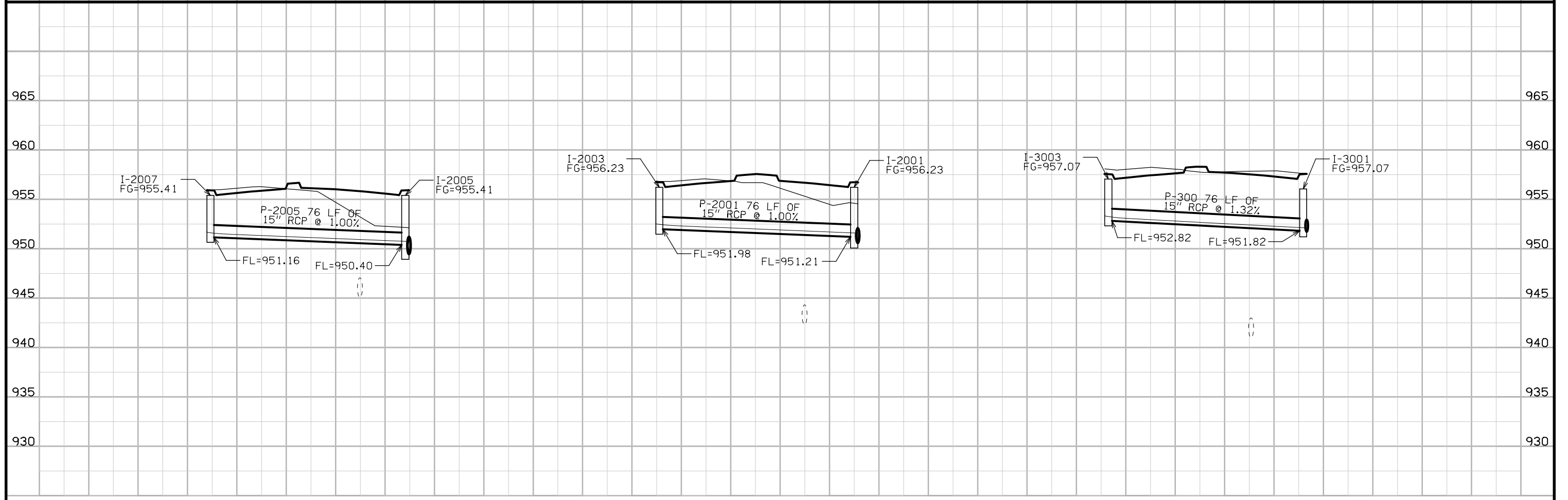
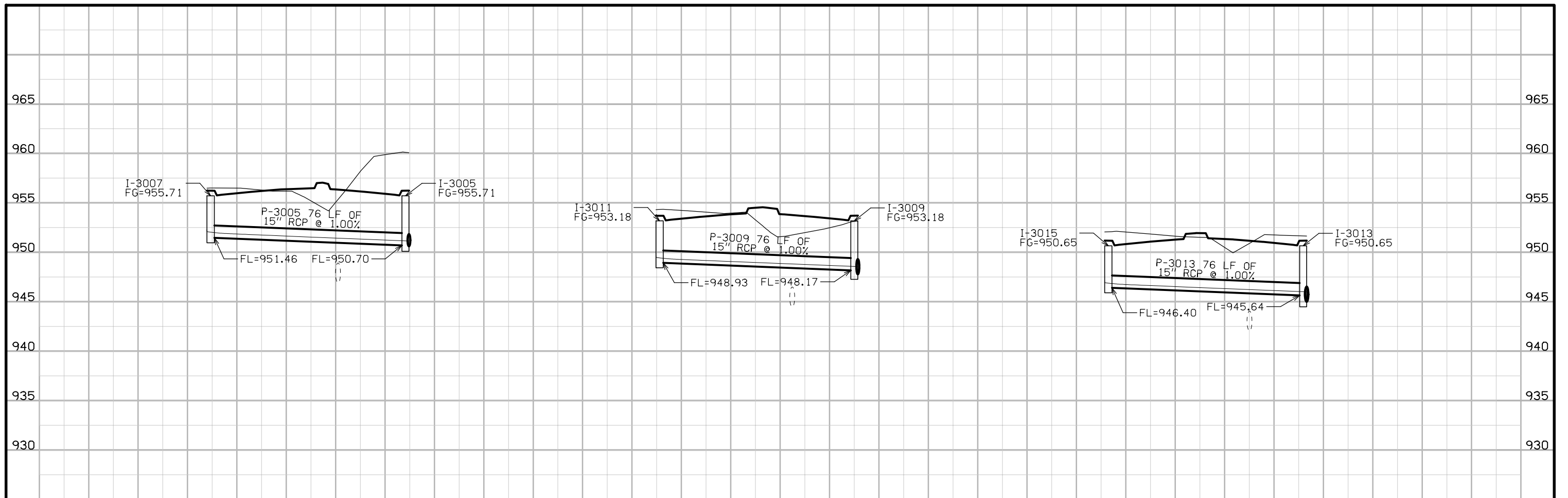


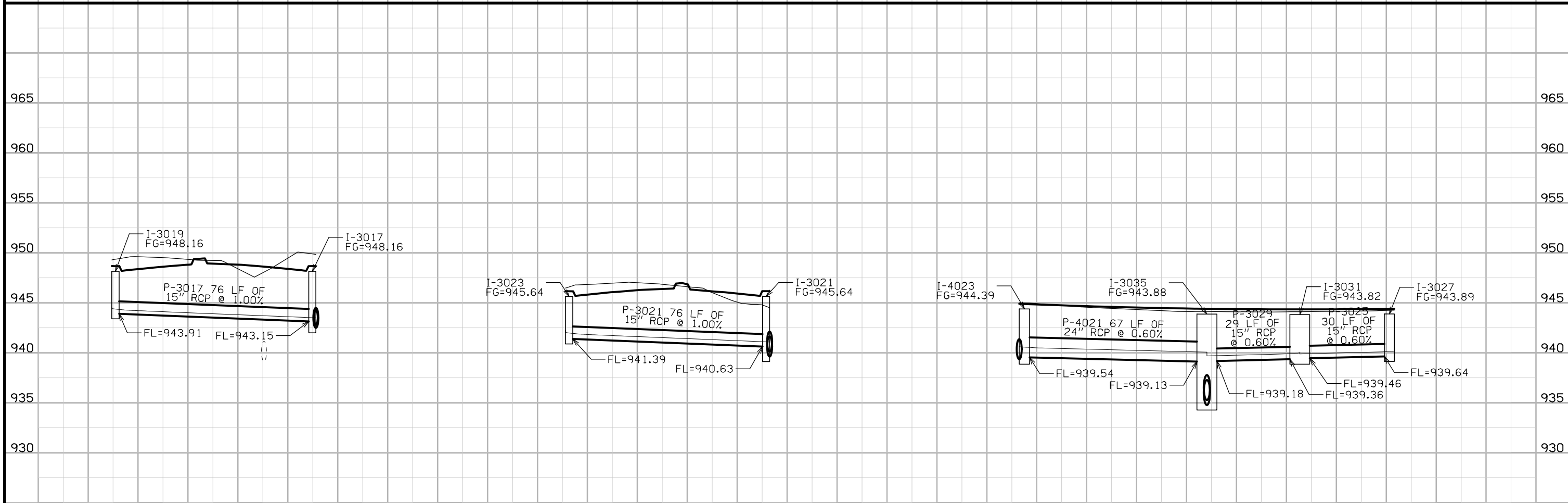
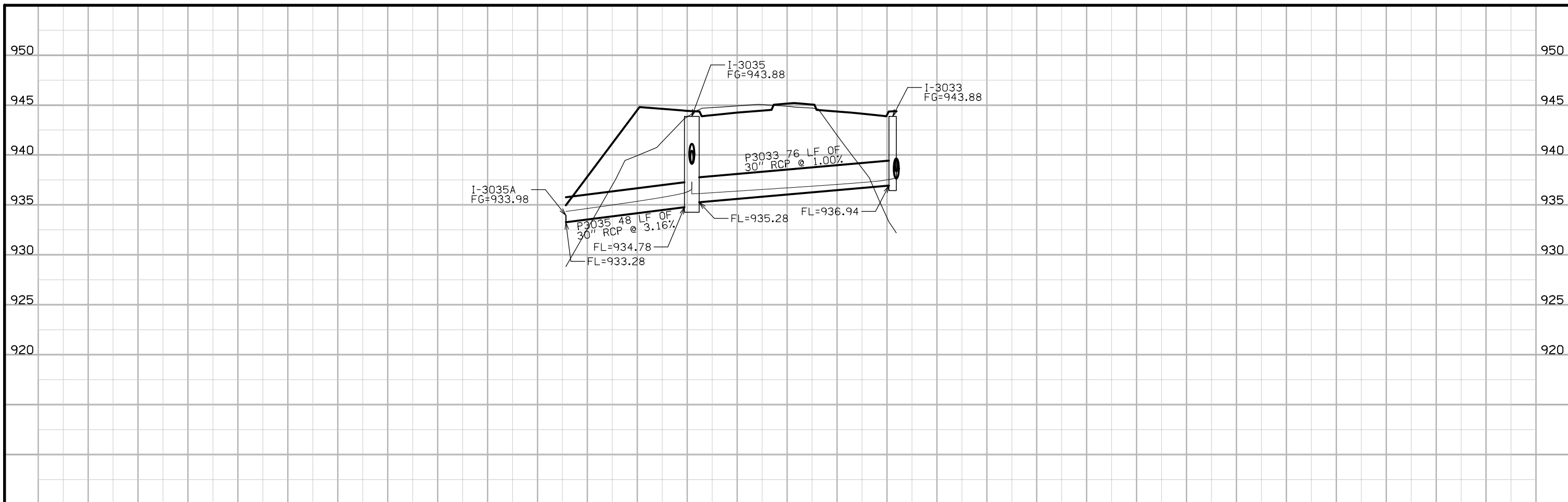


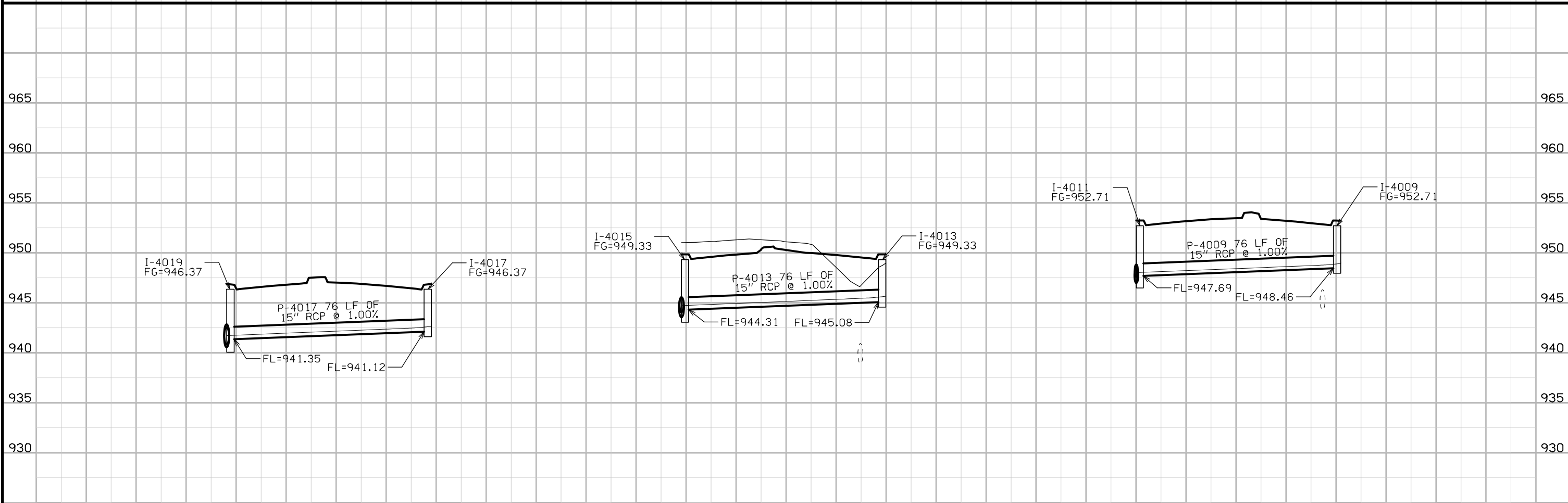
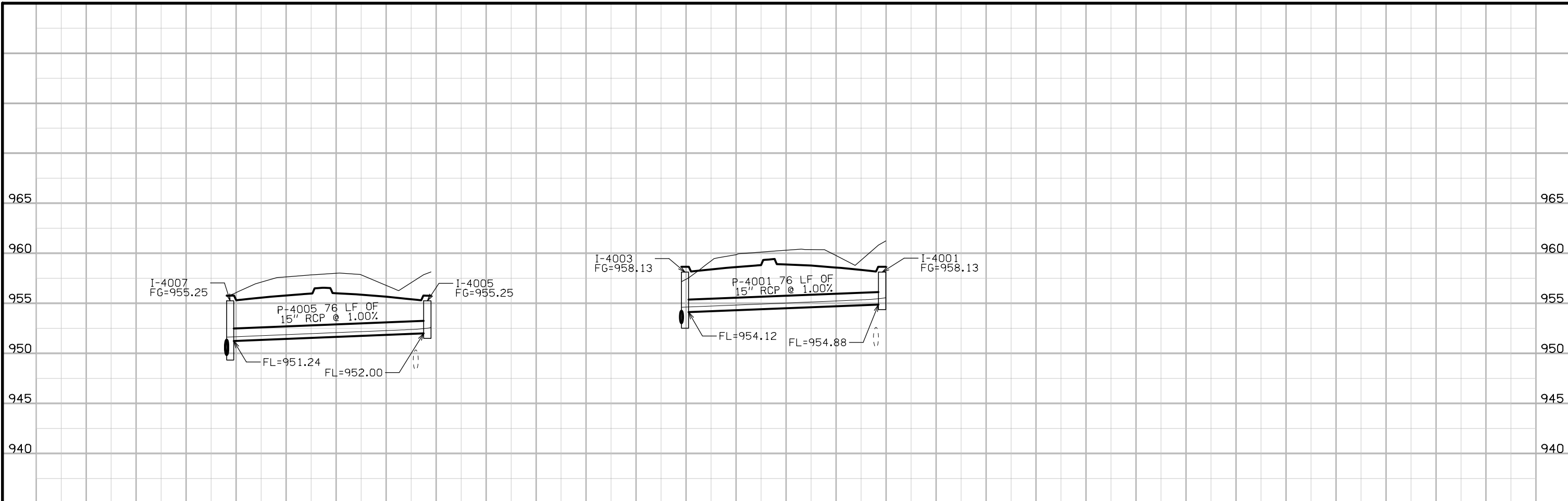


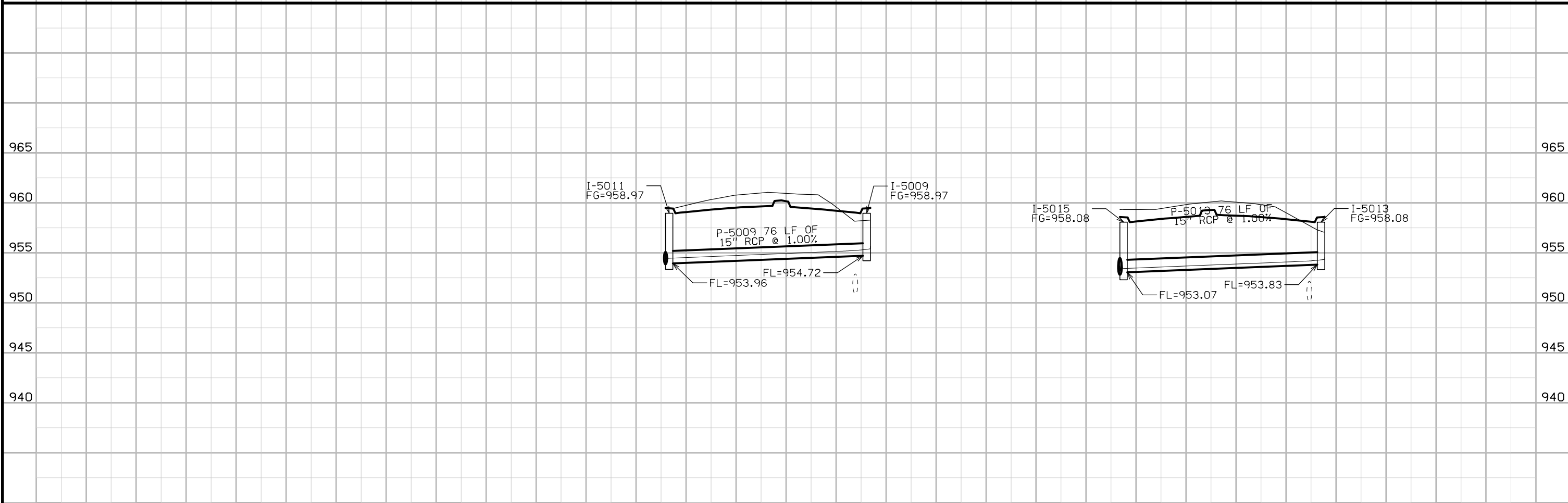
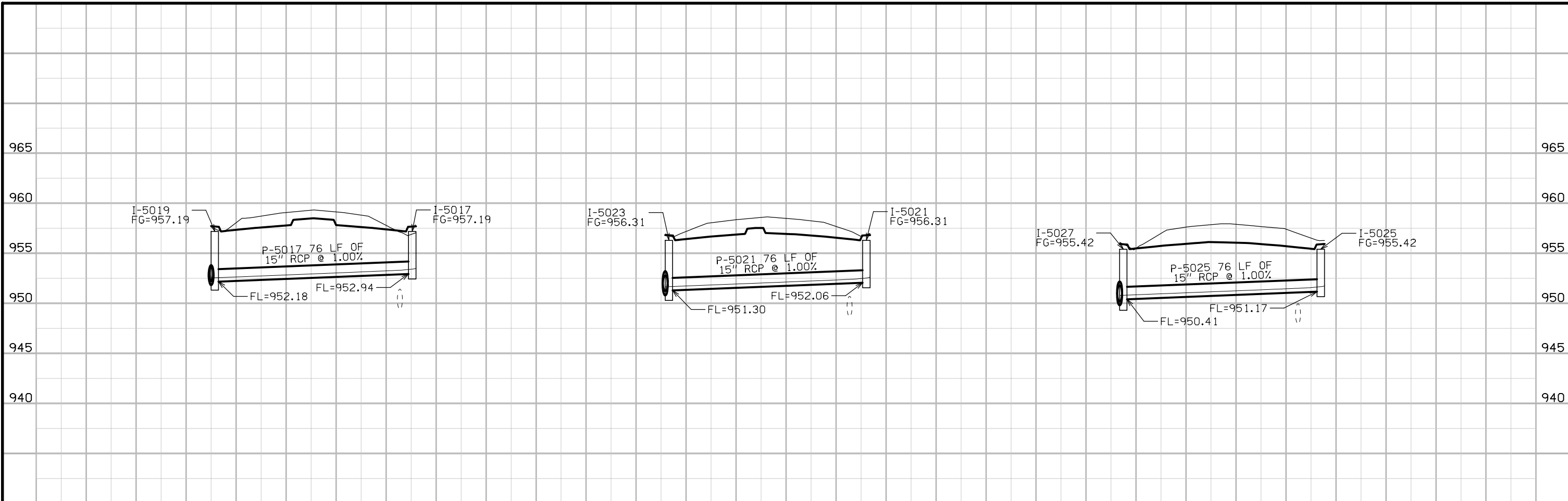


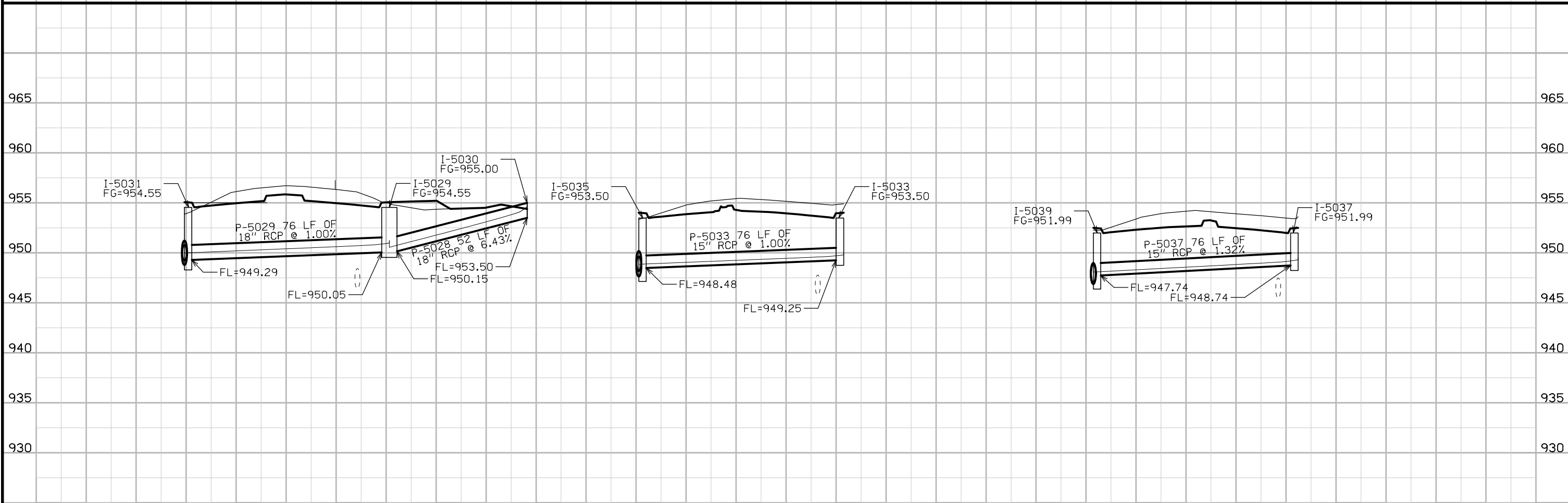
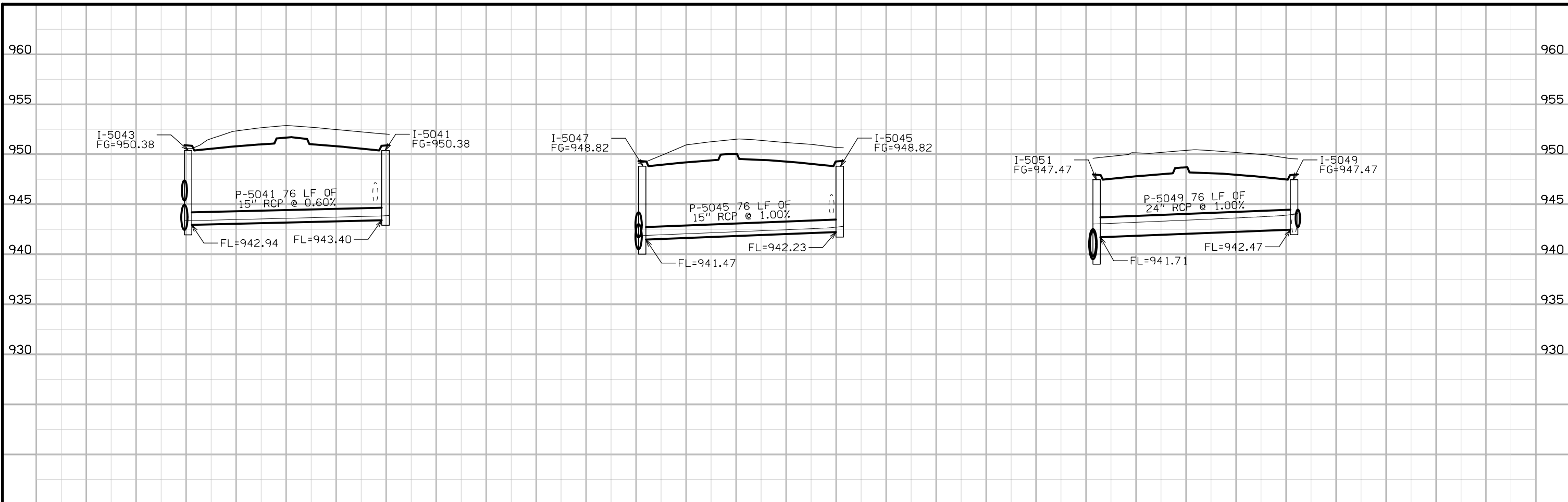


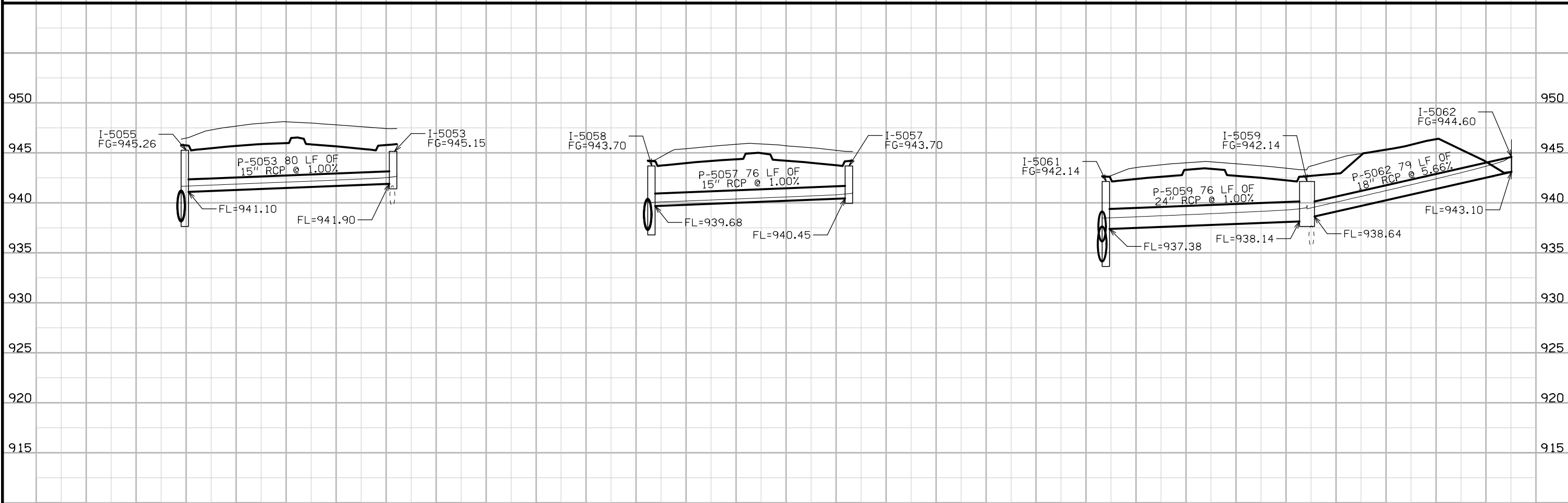
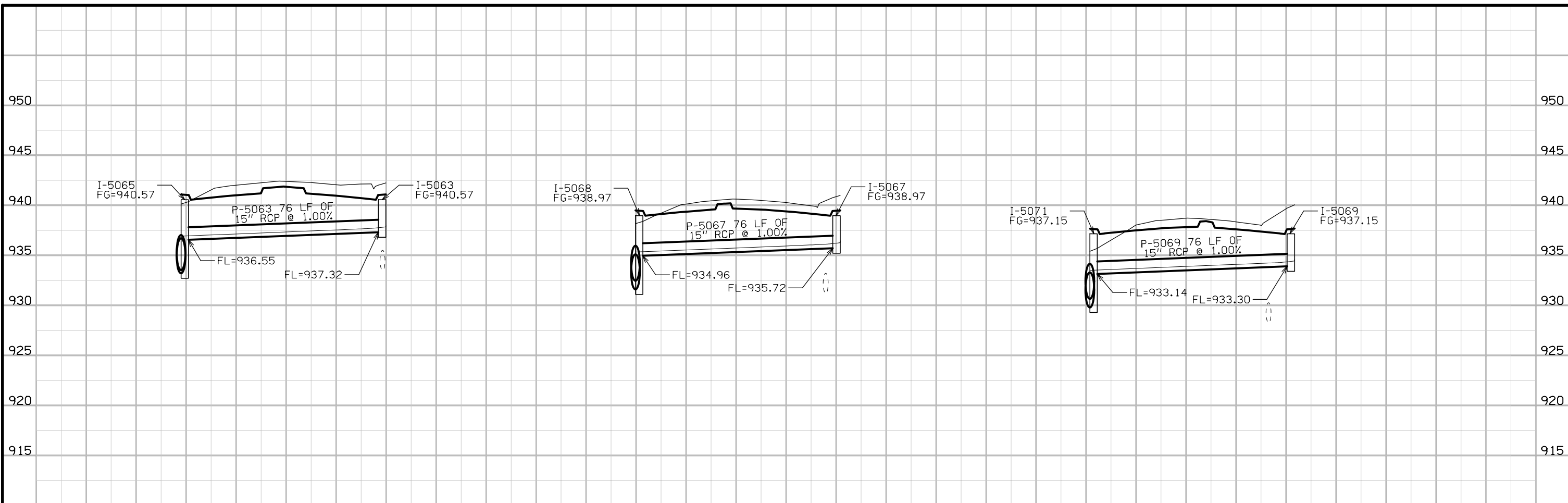


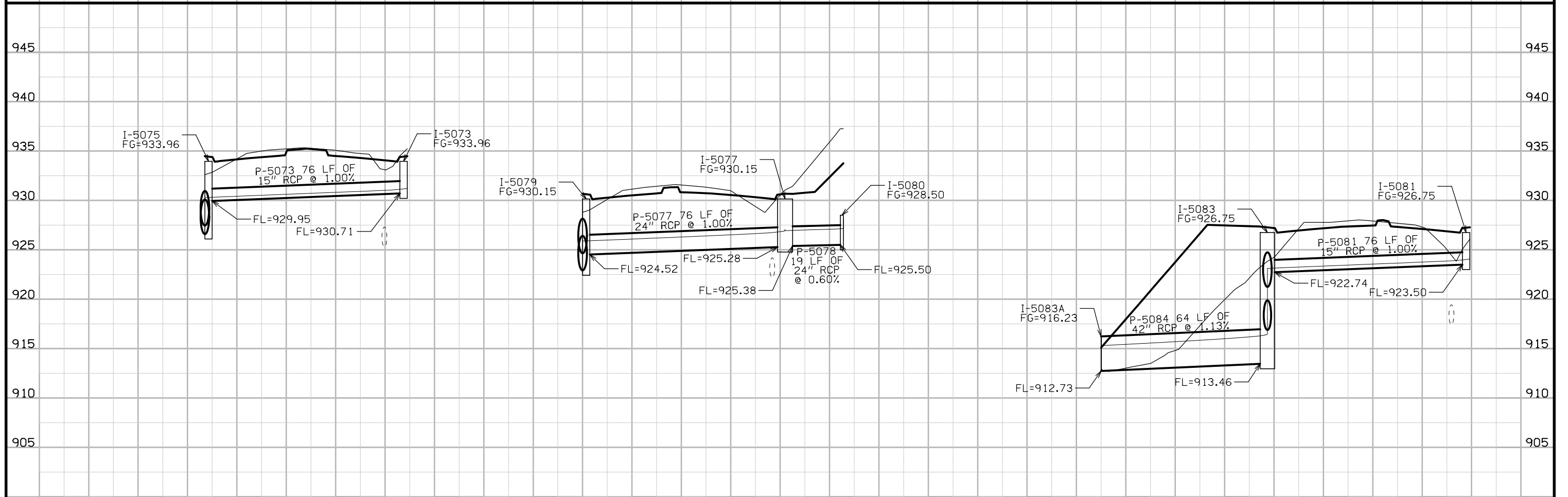
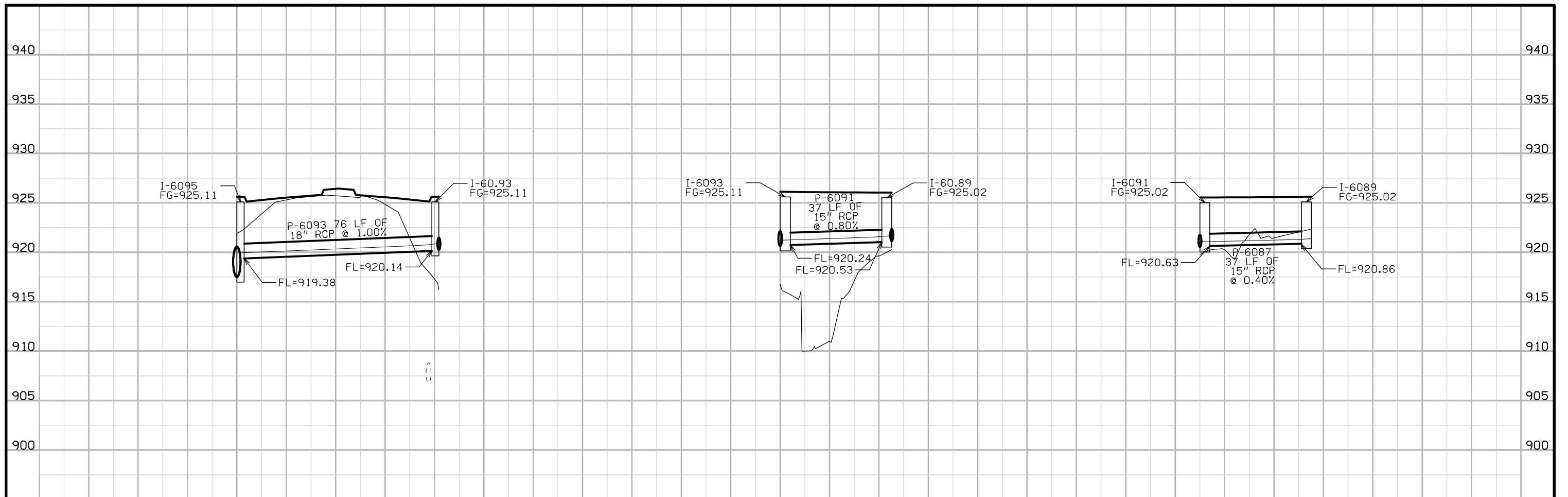


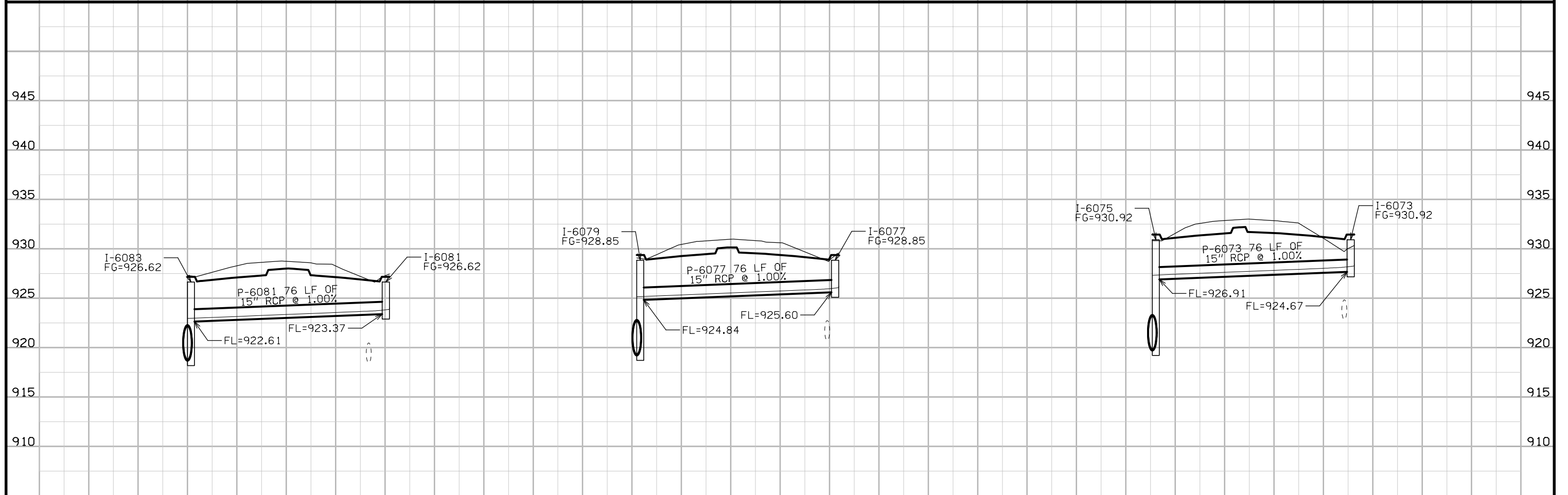
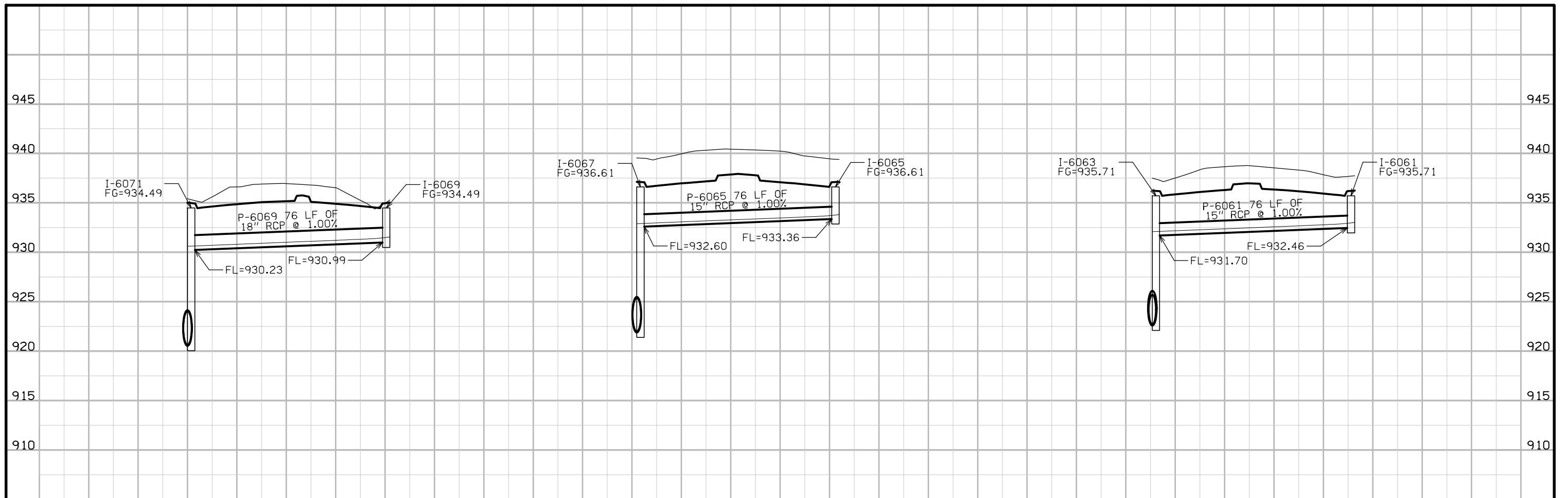


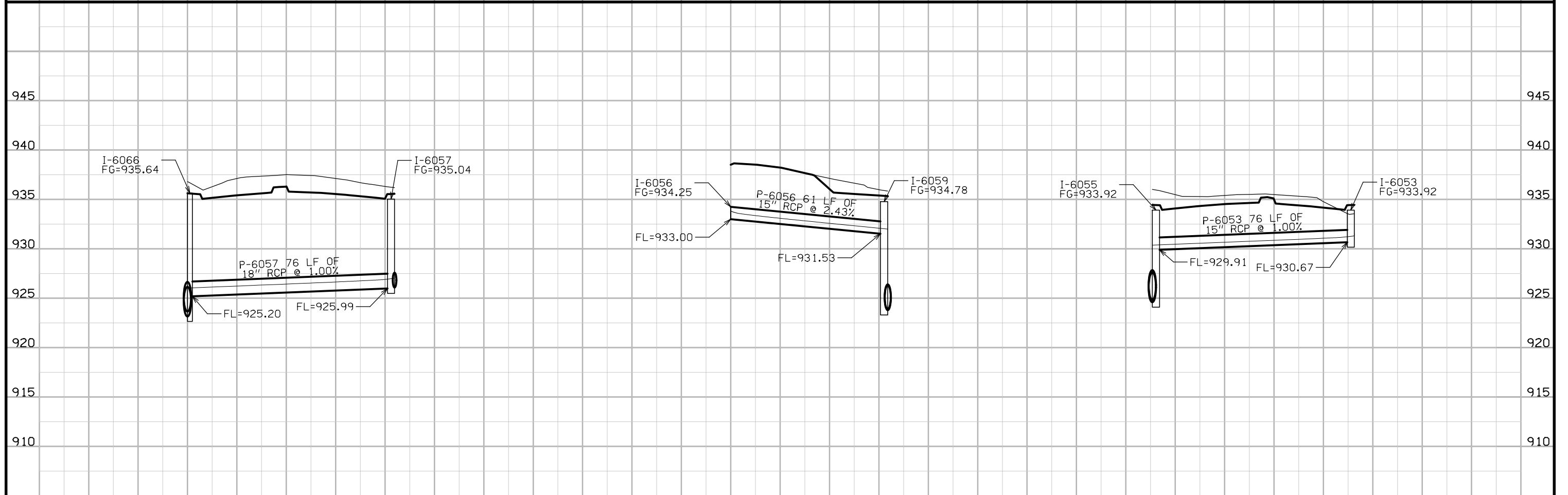
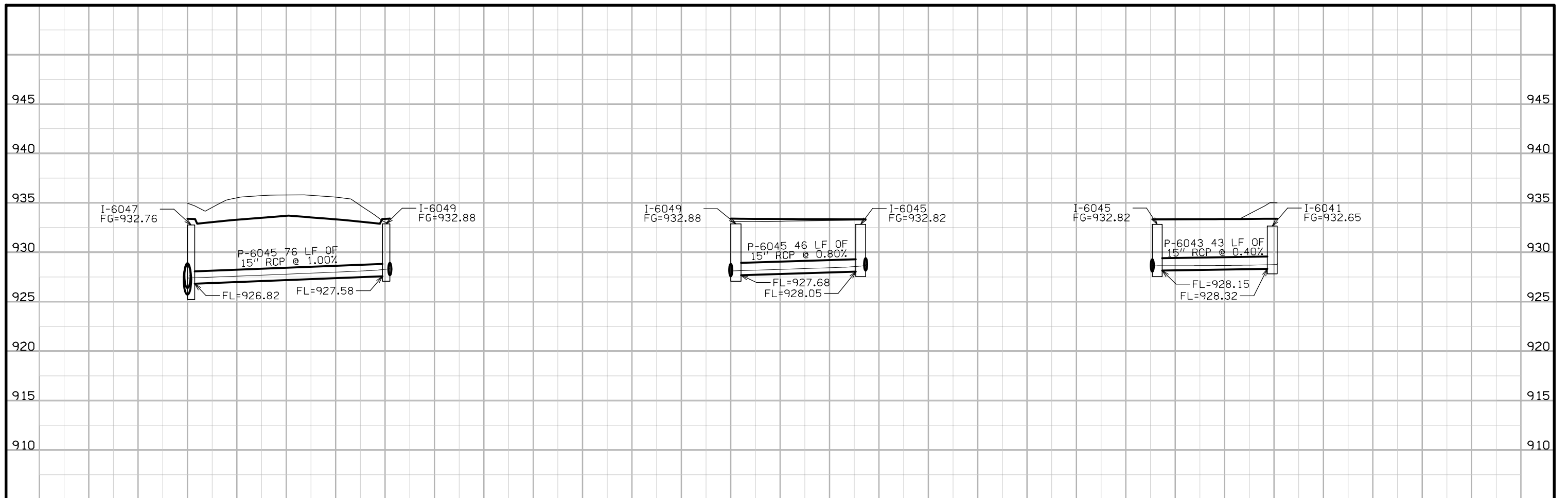


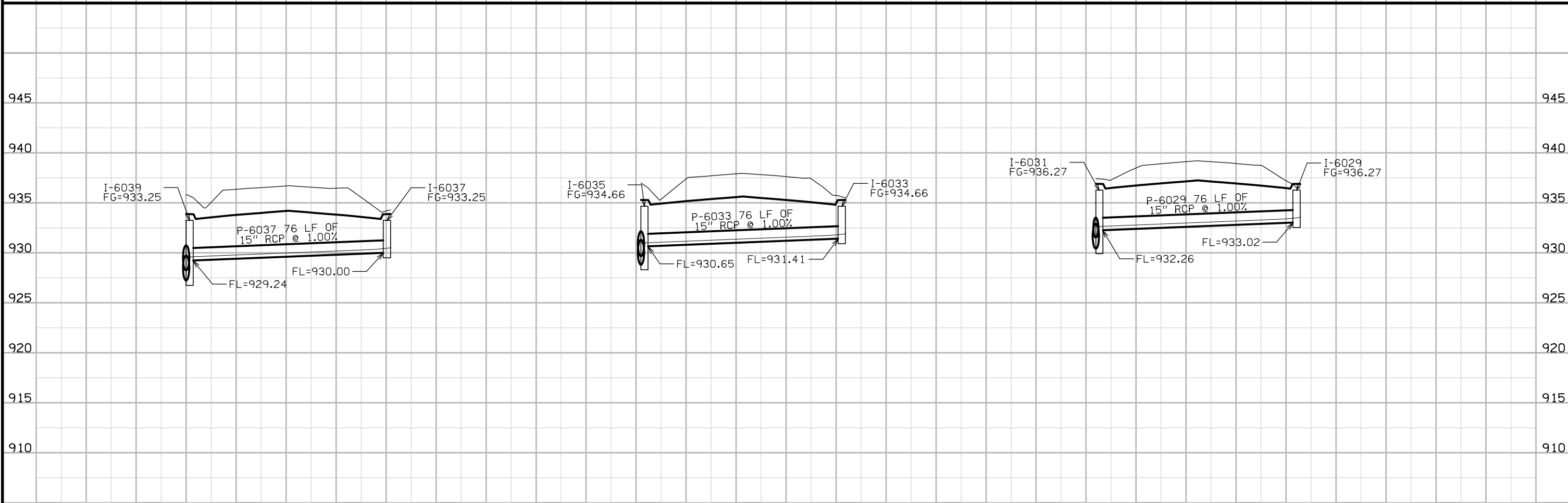
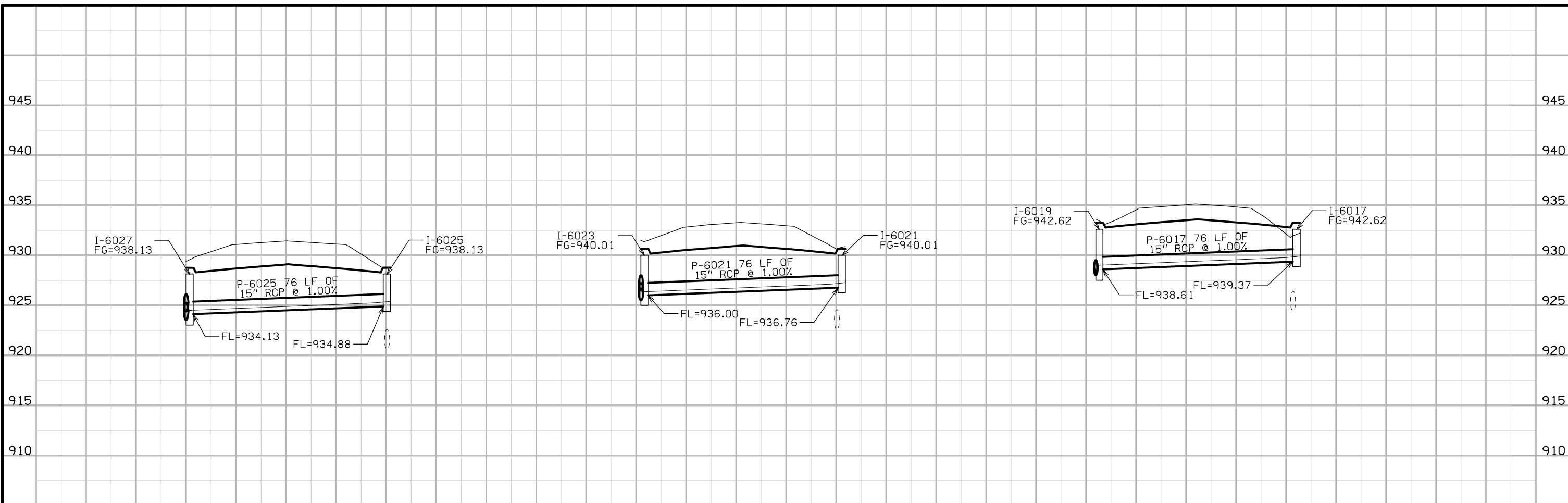


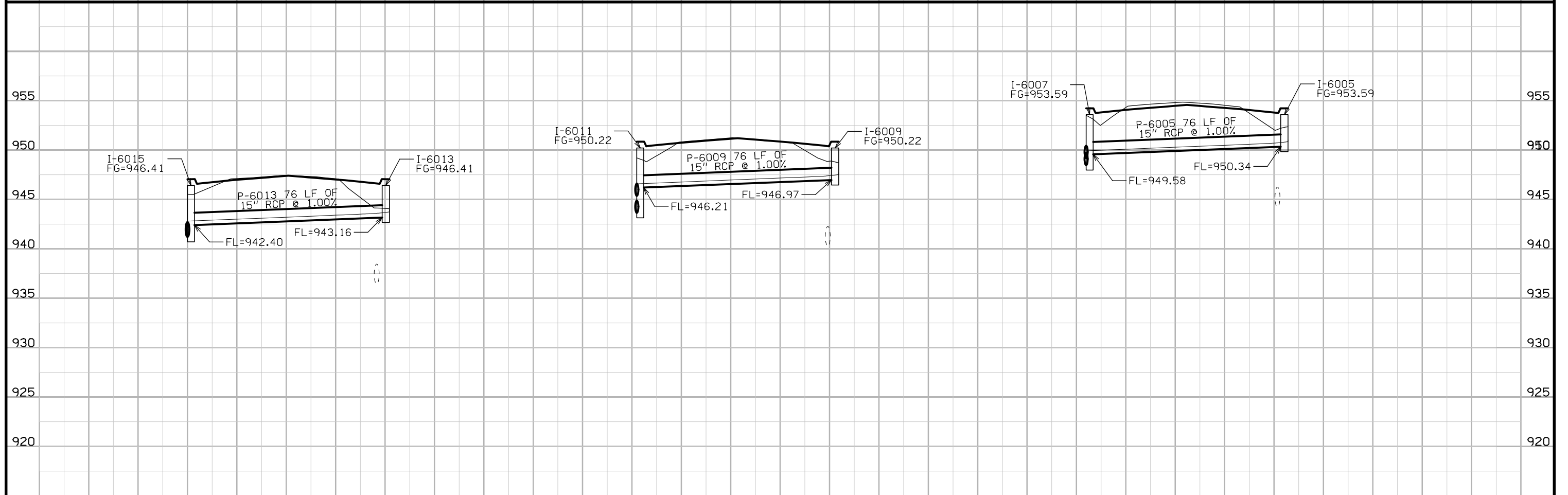
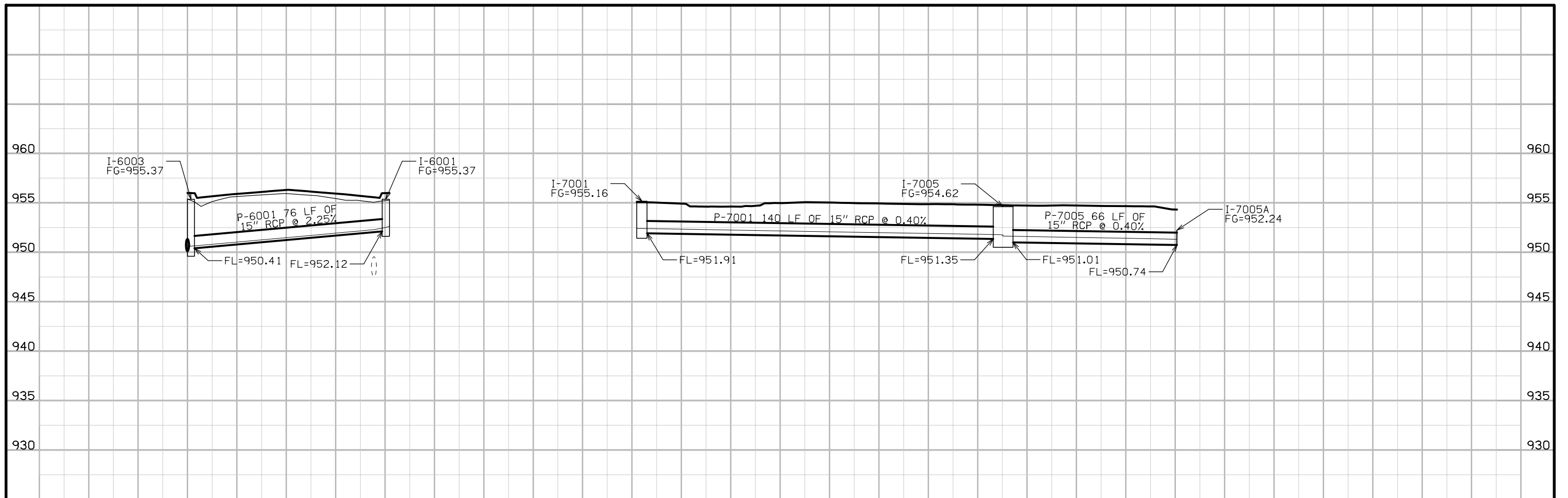


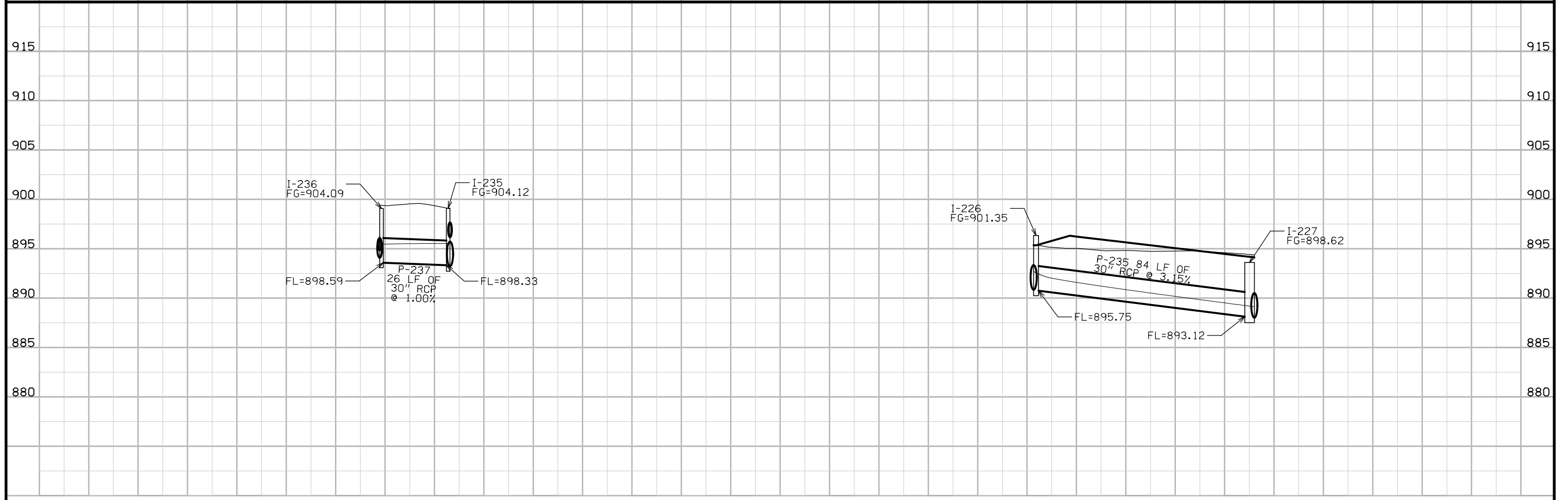
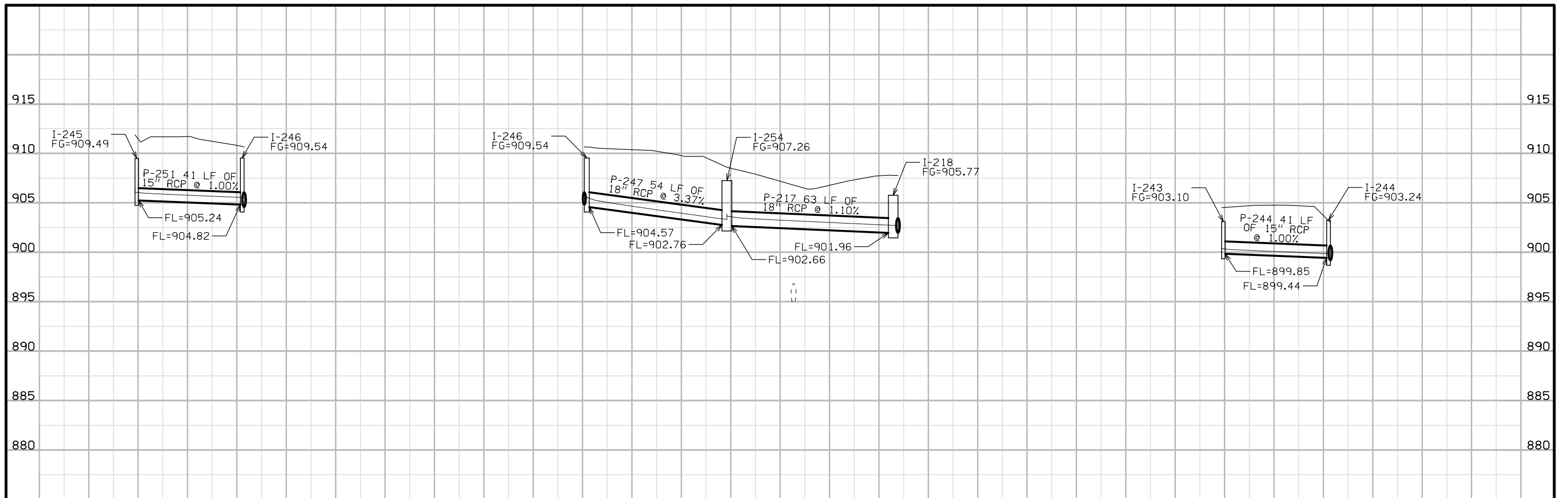


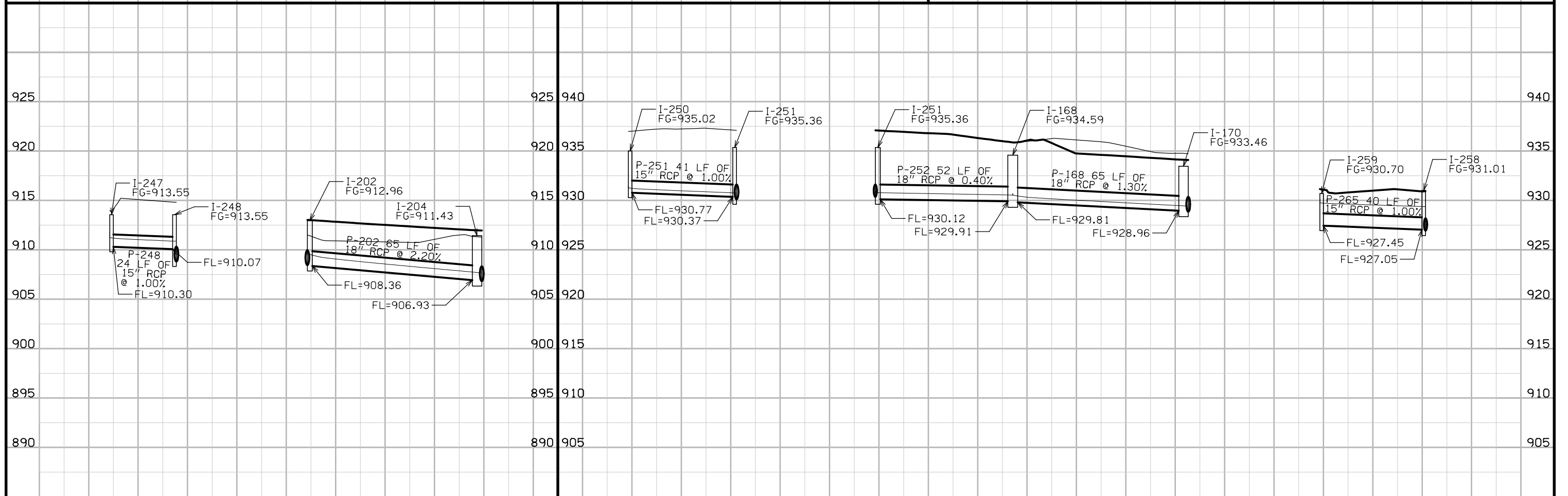
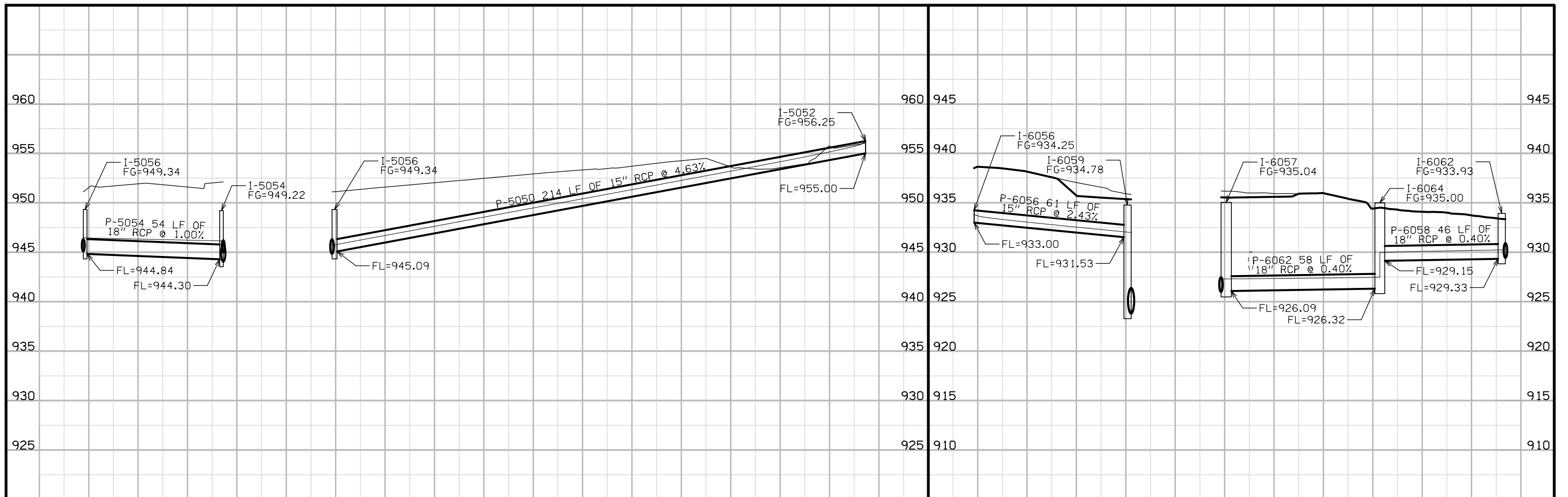


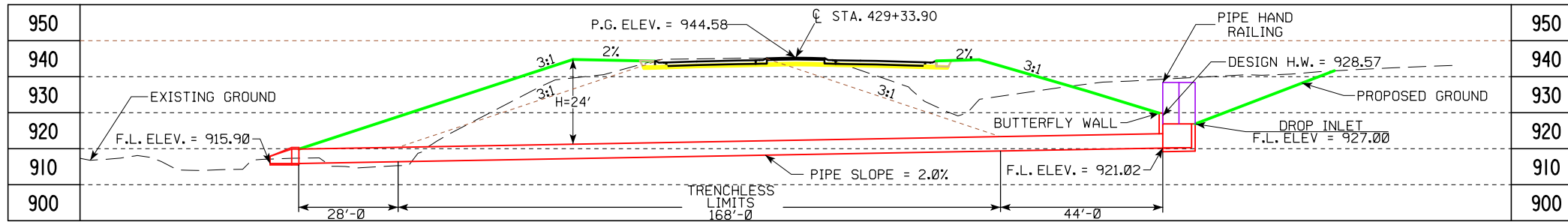




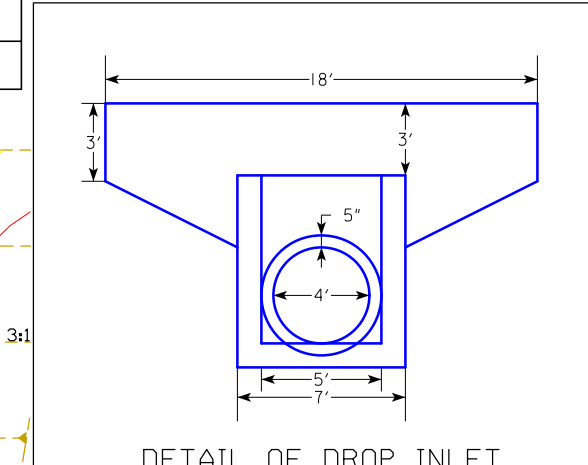








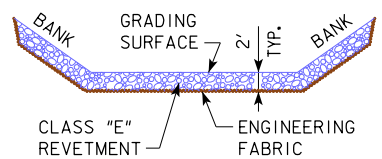
BM NO. 508 STA. 450+14.80, 42.86' LT., TOP NE BOLT ON HYDRANT EL. = 957.04



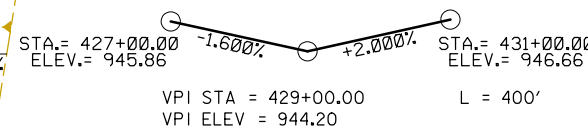
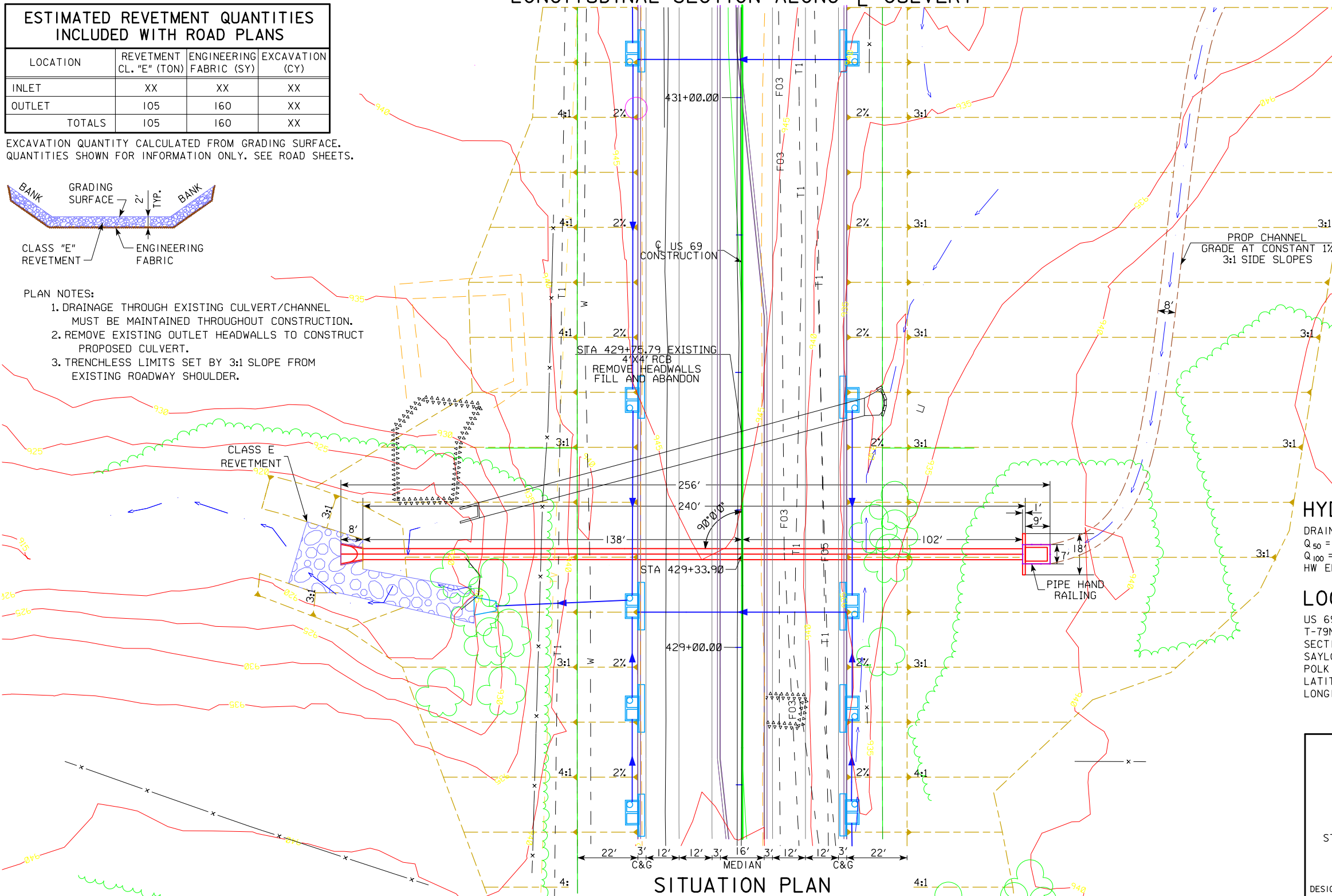
ESTIMATED REVELTMENT QUANTITIES INCLUDED WITH ROAD PLANS

LOCATION	REVELTMENT CL. "E" (TON)	ENGINEERING FABRIC (SY)	EXCAVATION (CY)
INLET	XX	XX	XX
OUTLET	105	160	XX
TOTALS	105	160	XX

EXCAVATION QUANTITY CALCULATED FROM GRADING SURFACE. QUANTITIES SHOWN FOR INFORMATION ONLY. SEE ROAD SHEETS.



- PLAN NOTES:**
1. DRAINAGE THROUGH EXISTING CULVERT/CHANNEL MUST BE MAINTAINED THROUGHOUT CONSTRUCTION.
 2. REMOVE EXISTING OUTLET HEADWALLS TO CONSTRUCT PROPOSED CULVERT.
 3. TRENCHLESS LIMITS SET BY 3:1 SLOPE FROM EXISTING ROADWAY SHOULDER.



PROPOSED PROFILE GRADE US 69

- UTILITIES LEGEND:**
- T1 - COMM - CENTURYLINK
 - F03 - FIBER - AUREON
 - F05 - FIBER - CITY OF DES MOINES
 - G - GAS - MID AMERICAN
 - TV - TV - MEDIACOM
 - W - WATER - DES MOINES WATER WORKS

HYDRAULIC DATA
 DRAINAGE AREA = 155 ACRES
 Q₅₀ = 140 CFS
 Q₁₀₀ = 170 CFS
 HW ELEV. = 928.57

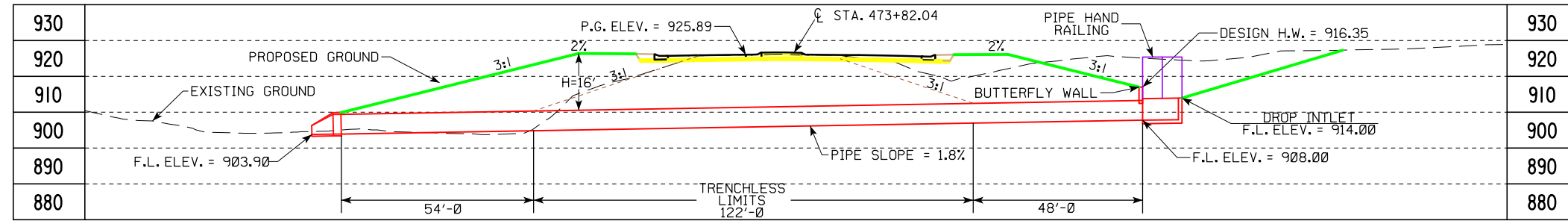
LOCATION

US 69
 T-79N R-24W
 SECTION 1 & 12
 SAYLOR TOWNSHIP
 POLK COUNTY
 LATITUDE 41.672271°
 LONGITUDE -93.600303°

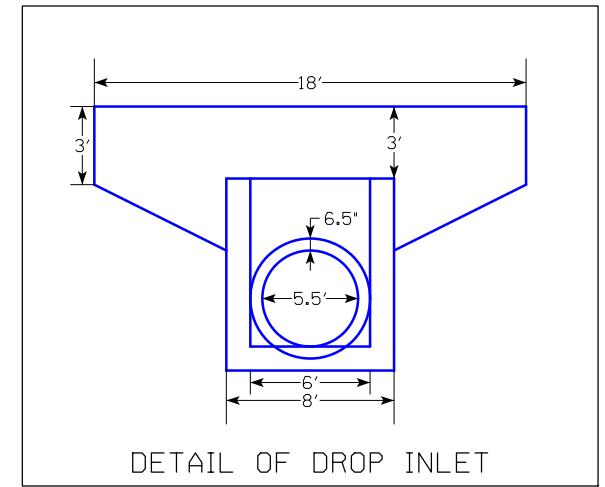
TRAFFIC ESTIMATE

2012 AADT	17,800	V.P.D.
2050 AADT	39,300	V.P.D.
2050 DHV	3,380	V.P.H.
POLK COUNTY TRUCKS 9.6 %		
TOTAL DESIGN ESALS		

PRELIMINARY
 DESIGN FOR 0° 00' 00" SKEW
48" X 240'
REINFORCED CONCRETE PIPE & DROP INLET SITUATION PLAN
 STATION: 429+33.90 M.L. 08/04/2017
POLK COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. 1 OF 1 FILE NO. 31466 DESIGN NO. 220



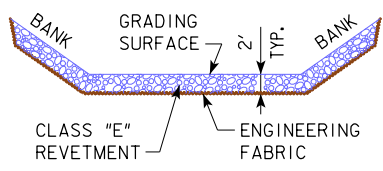
BM NO. 553 STA. 411+32.40, 61.28' LT., NE BOLT HYDT W OF 69
EL. = 957.04



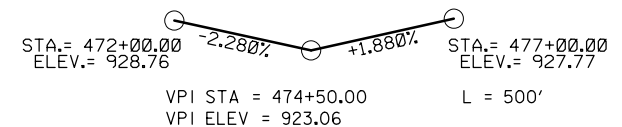
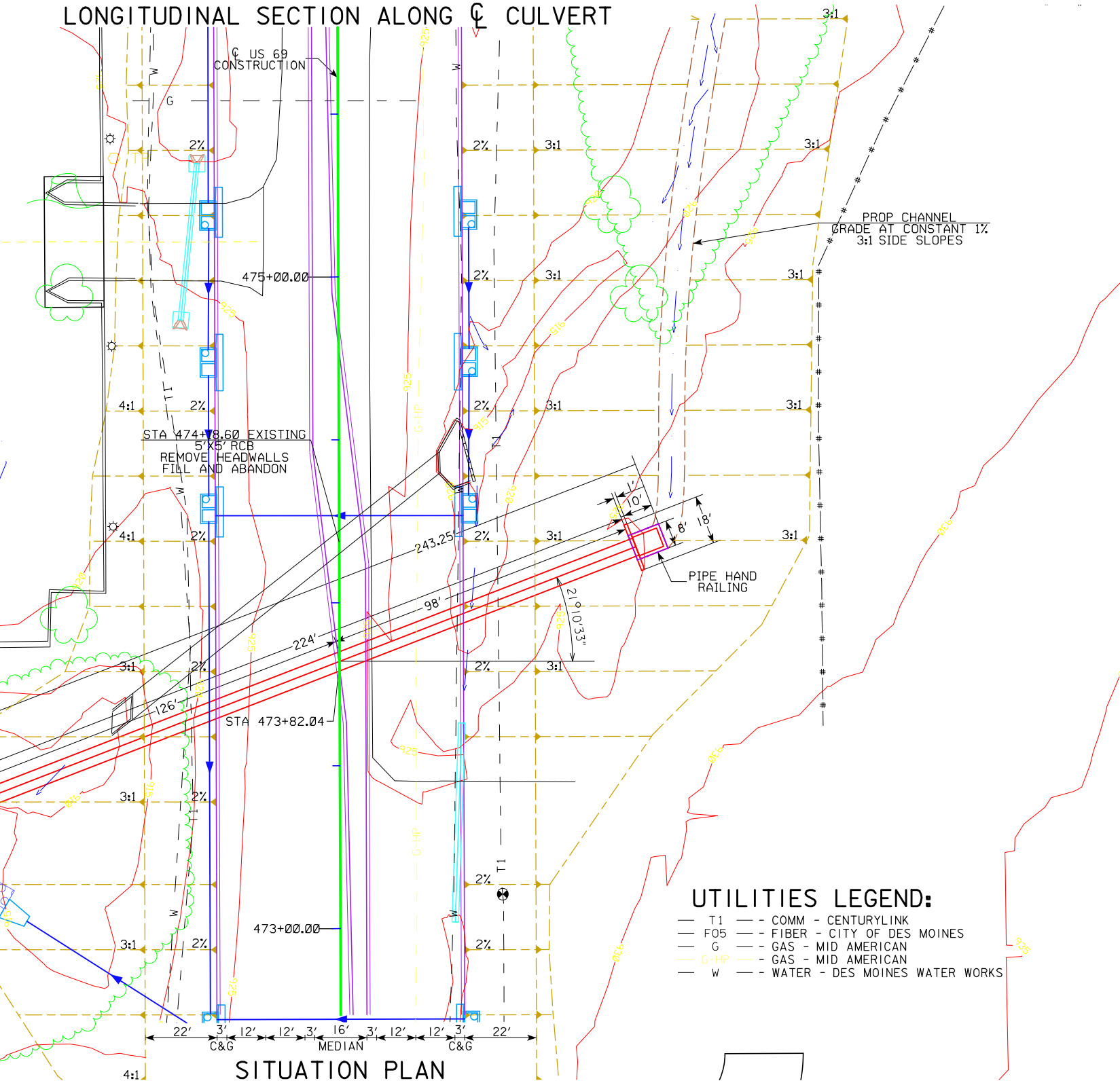
ESTIMATED REVETMENT QUANTITIES INCLUDED WITH ROAD PLANS

LOCATION	REVETMENT CL. "E" (TON)	ENGINEERING FABRIC (SY)	EXCAVATION (CY)
INLET	XX	XX	XX
OUTLET	85	125	XX
TOTALS	85	125	XX

EXCAVATION QUANTITY CALCULATED FROM GRADING SURFACE. QUANTITIES SHOWN FOR INFORMATION ONLY. SEE ROAD SHEETS.



LONGITUDINAL SECTION ALONG CL CULVERT



PROPOSED PROFILE GRADE US 69

- PLAN NOTES:
- DRAINAGE THROUGH EXISTING CULVERT/CHANNEL MUST BE MAINTAINED THROUGHOUT CONSTRUCTION.
 - REMOVE EXISTING OUTLET HEADWALLS TO CONSTRUCT PROPOSED CULVERT.
 - TRENCHLESS LIMITS SET BY 3:1 SLOPE FROM EXISTING ROADWAY SHOULDER.

HYDRAULIC DATA

DRAINAGE AREA = 115 ACRES
 Q₅₀ = 290 CFS
 Q₁₀₀ = 340 CFS
 HW ELEV. = 916.35



LOCATION

US69
 T-79 N R-24 W
 SECTION I
 SAYLOR TOWNSHIP
 POLK COUNTY
 LATITUDE 41.684583°
 LONGITUDE -93.600641°

TRAFFIC ESTIMATE

2012 AADT	17,800	V.P.D.
2050 AADT	39,300	V.P.D.
2050 DHV	3,380	V.P.H.
TRUCKS	9.6	%
TOTAL DESIGN ESALS		

UTILITIES LEGEND:

- T1 - COMM - CENTURYLINK
- F05 - FIBER - CITY OF DES MOINES
- G - GAS - MID AMERICAN
- G-HP - GAS - MID AMERICAN
- W - WATER - DES MOINES WATER WORKS

SITUATION PLAN

PRELIMINARY
 DESIGN FOR 21° SKEW
66" X 224'
REINFORCED CONCRETE PIPE & DROP INLET SITUATION PLAN
 STATION: 473+82.04 M.L. 08/04/2017
POLK COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. 1 OF 1 FILE NO. 31466 DESIGN NO. 320

LINE STYLE LEGEND OF CROSS SECTION SHEETS (ROAD)

- - - - - - Existing Ground Line
- Proposed Template
- Proposed Topsoil Placement
- - - - - Additional Topsoil Removal
- Subgrade Treatment
- - - - - Granular Shoulder
- Pavement
- - - - - Existing Pipe\RCB
- Proposed Pipe\RCB
- Proposed Dike
- All Elements Associated with Proposed Entrances

LINE STYLE LEGEND OF CROSS SECTION SHEETS (SOILS)

- TS————— Topsoil (Class 10)
- SLOPE DRESSING — Slope Dressing Only
- CL 10————— Class 10 Materials
- SEL LO————— Select Loams And Clay-Loams
- SEL SA————— Select Sand
- UNS A————— Unsuitable Type A Disposal
- UNS B————— Unsuitable Type B Disposal
- UNS C————— Unsuitable Type C Disposal
- SHALE————— Shale
- WASTE————— Waste
- B&W LS————— Broken and Weathered Rock
- ROCK————— Solid Rock
- BLDRS————— Boulders

Note: All layer lines and descriptions identify layers above the line.

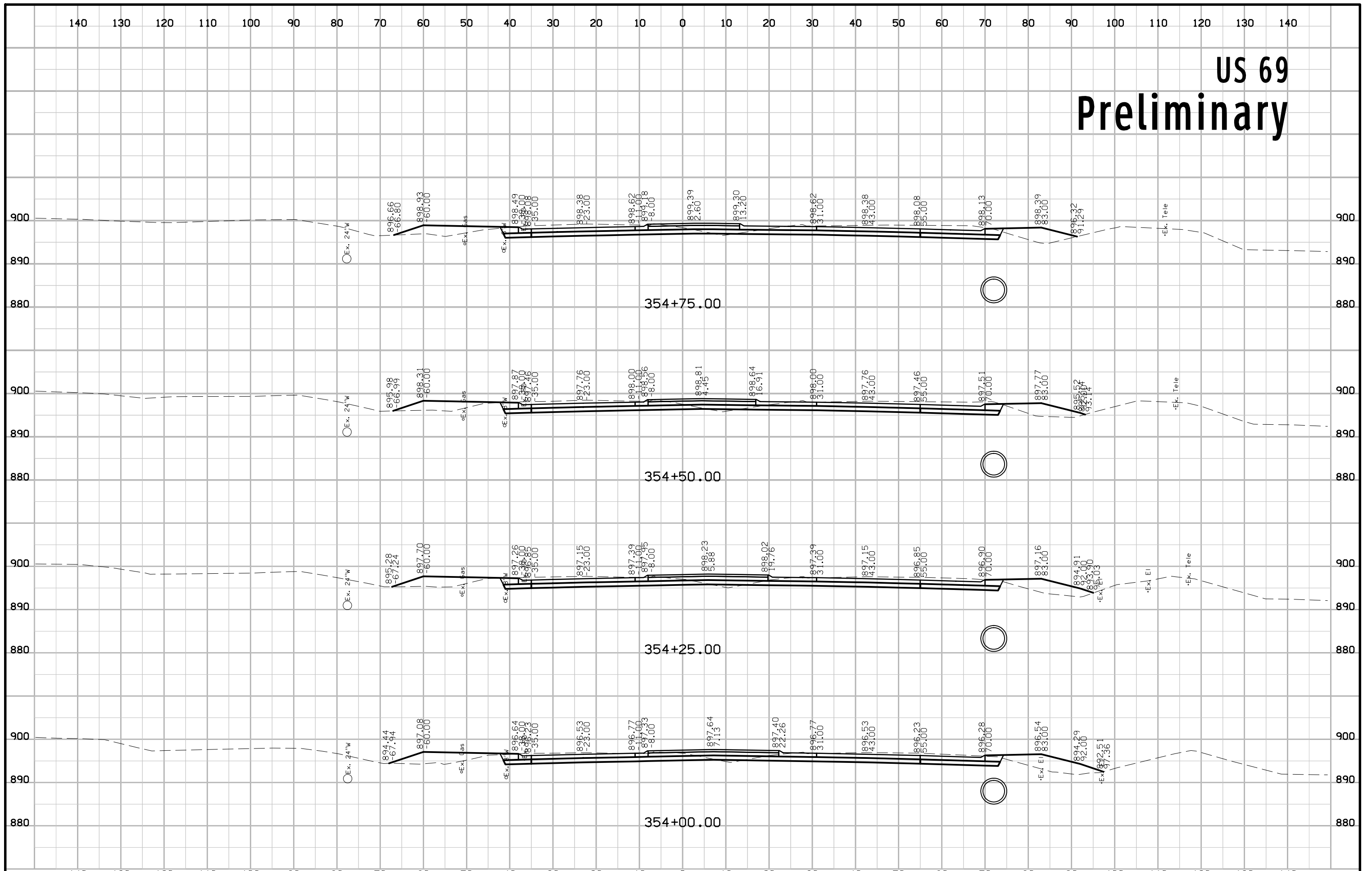
Note: Vertical or near vertical lines connecting soil layers at edges of cross sections are only for the purpose of calculating template quantities and do not depict soil stratification.

SYMBOL LEGEND OF CROSS SECTION SHEETS

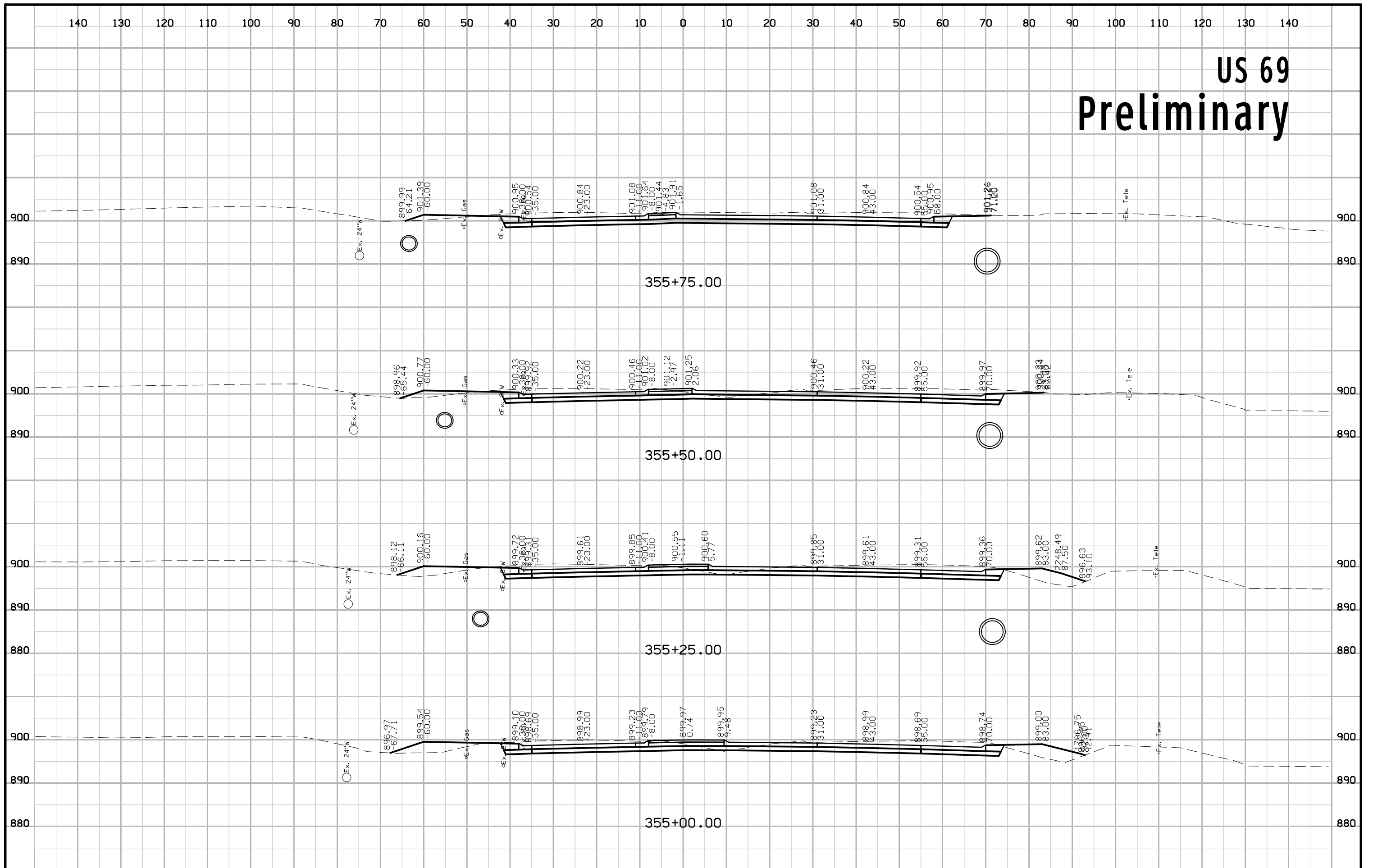
- Existing ROW
|
Existing Right-of-Way Limit
- Proposed ROW
|
Proposed Right-of-Way Limit
- Temporary ROW
|
Temporary Right-of-Way Limit

**CROSS SECTION
LEGEND AND SYMBOL
INFORMATION SHEET
(COVERS SHEET SERIES W, X, Y, & Z)**

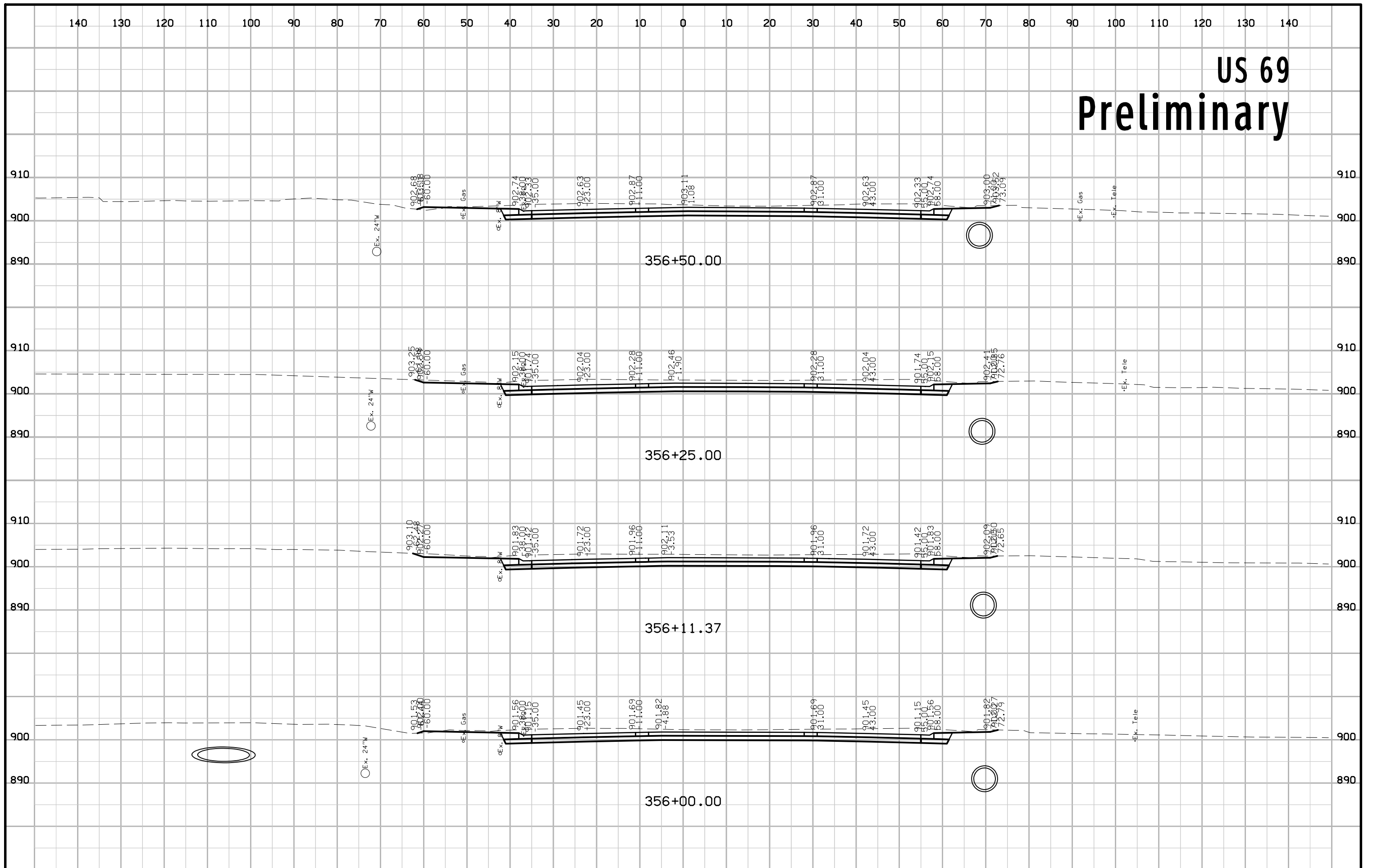
US 69 Preliminary

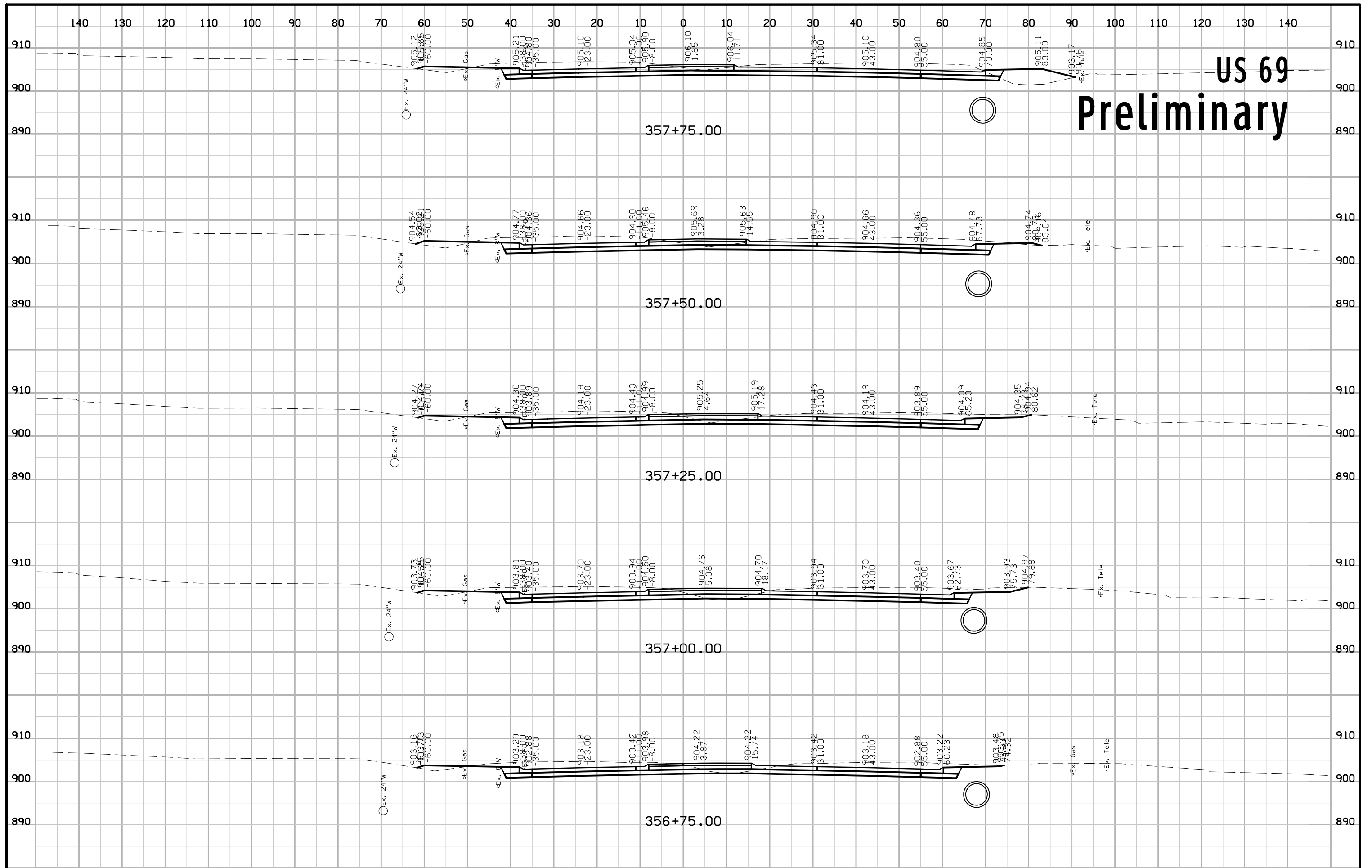


US 69 Preliminary

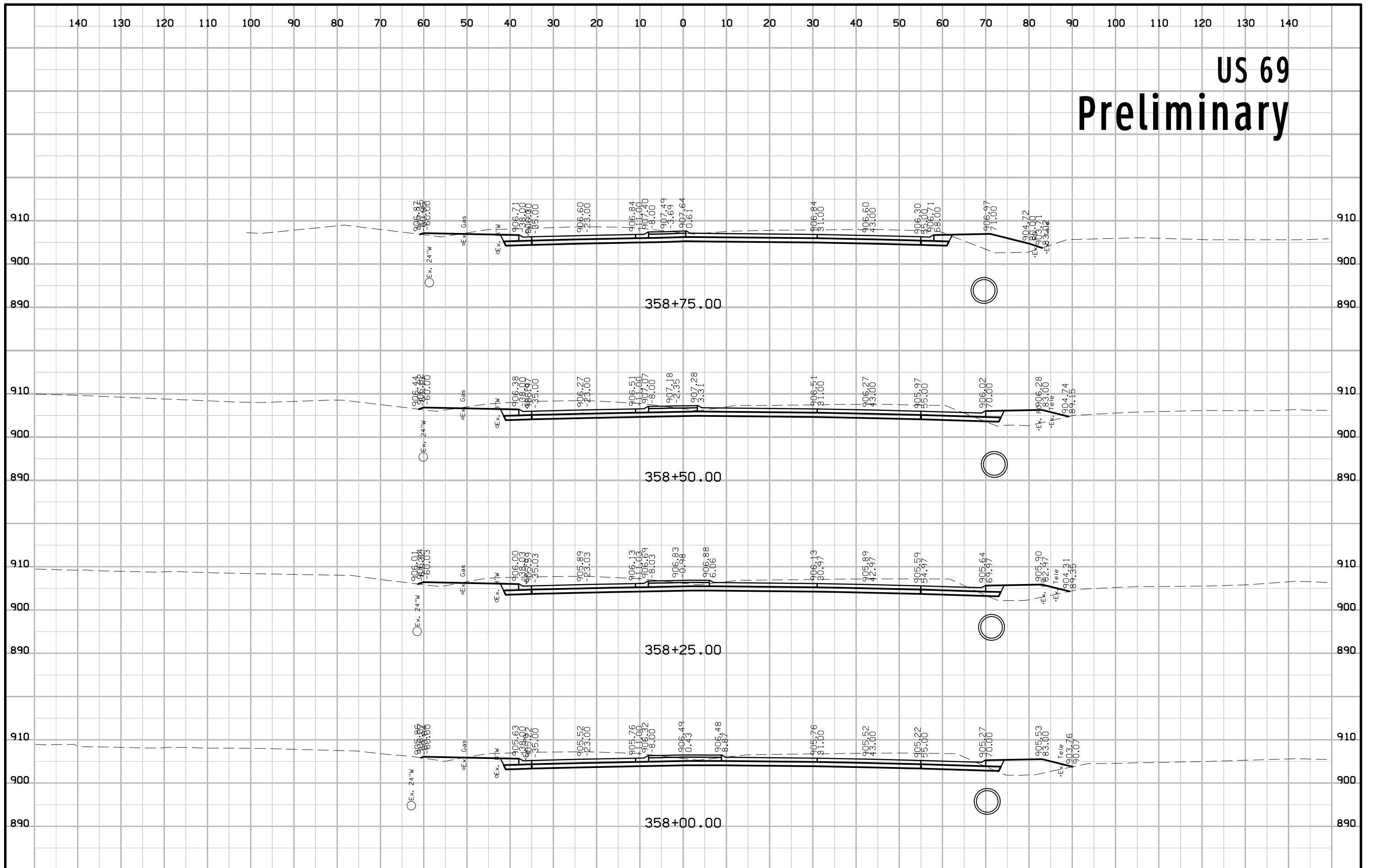


US 69 Preliminary

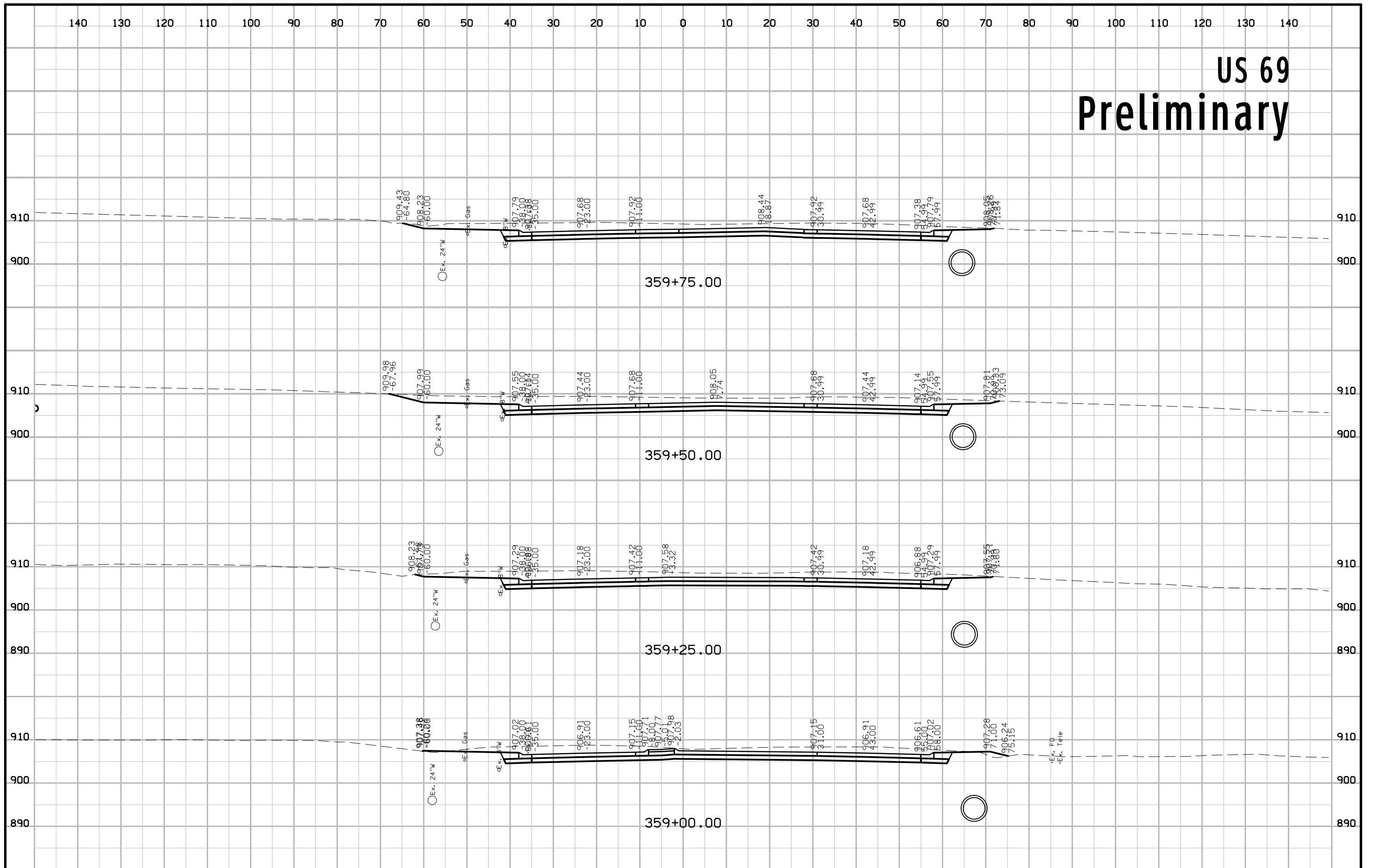




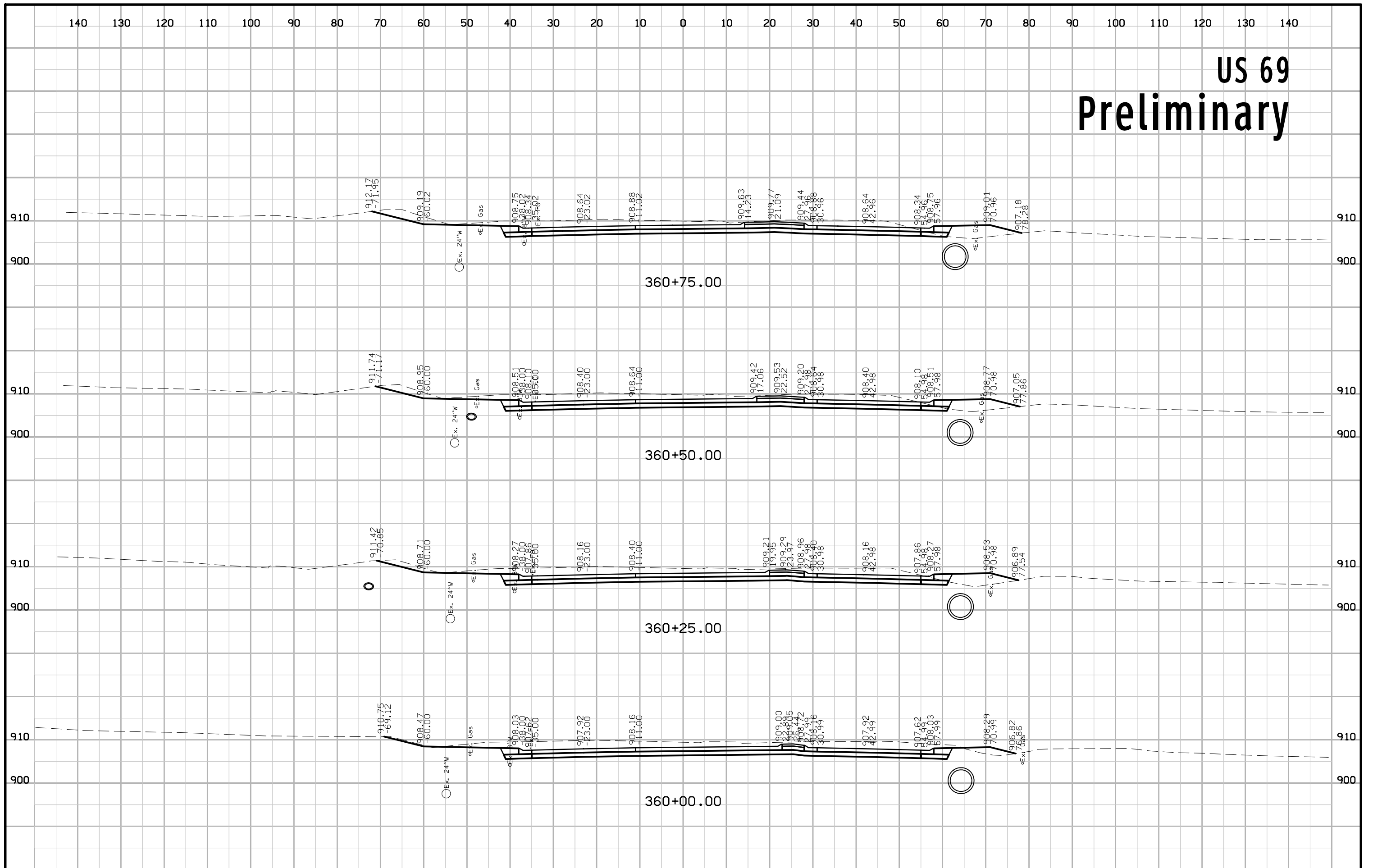
US 69 Preliminary



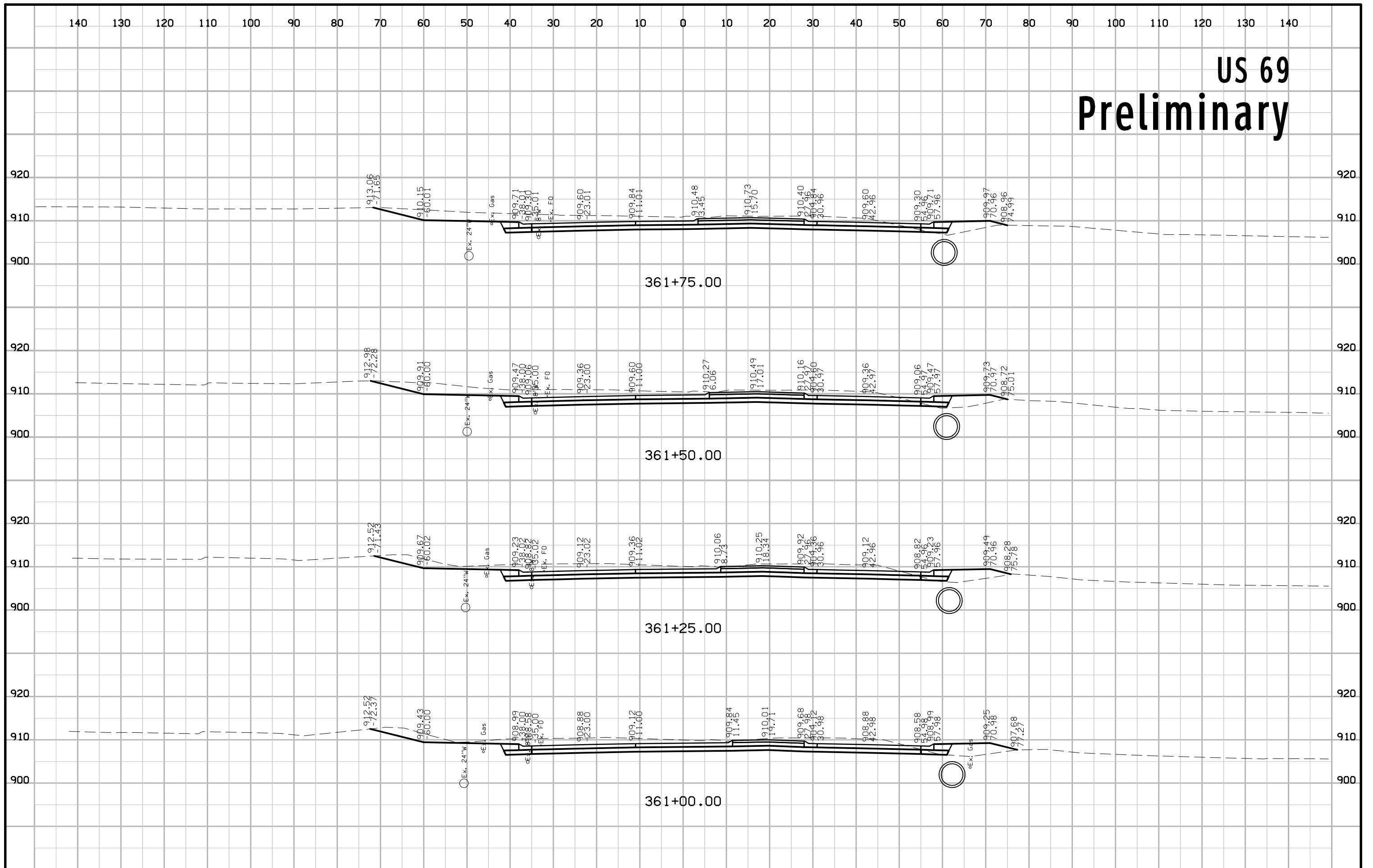
US 69 Preliminary



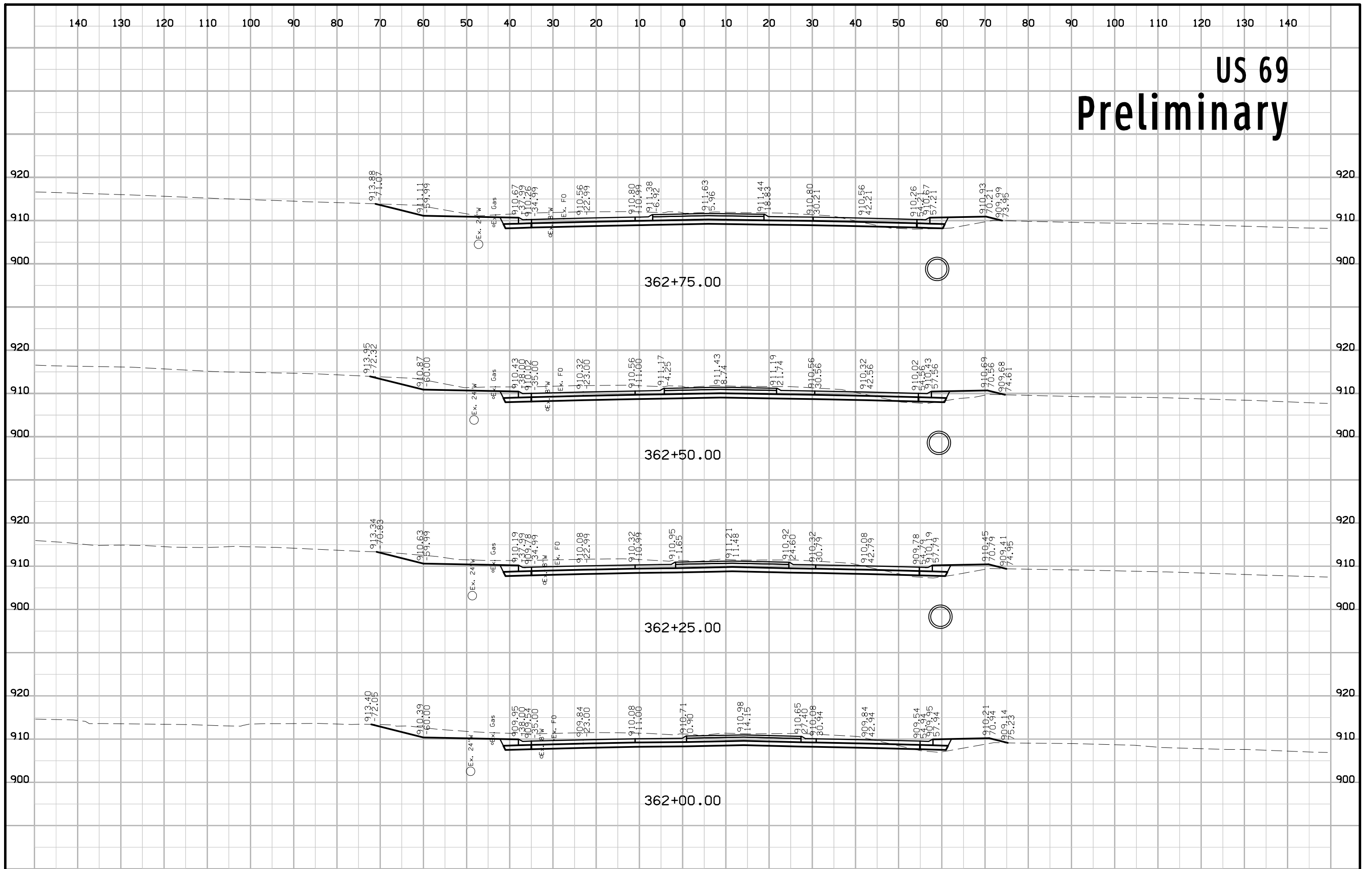
US 69 Preliminary



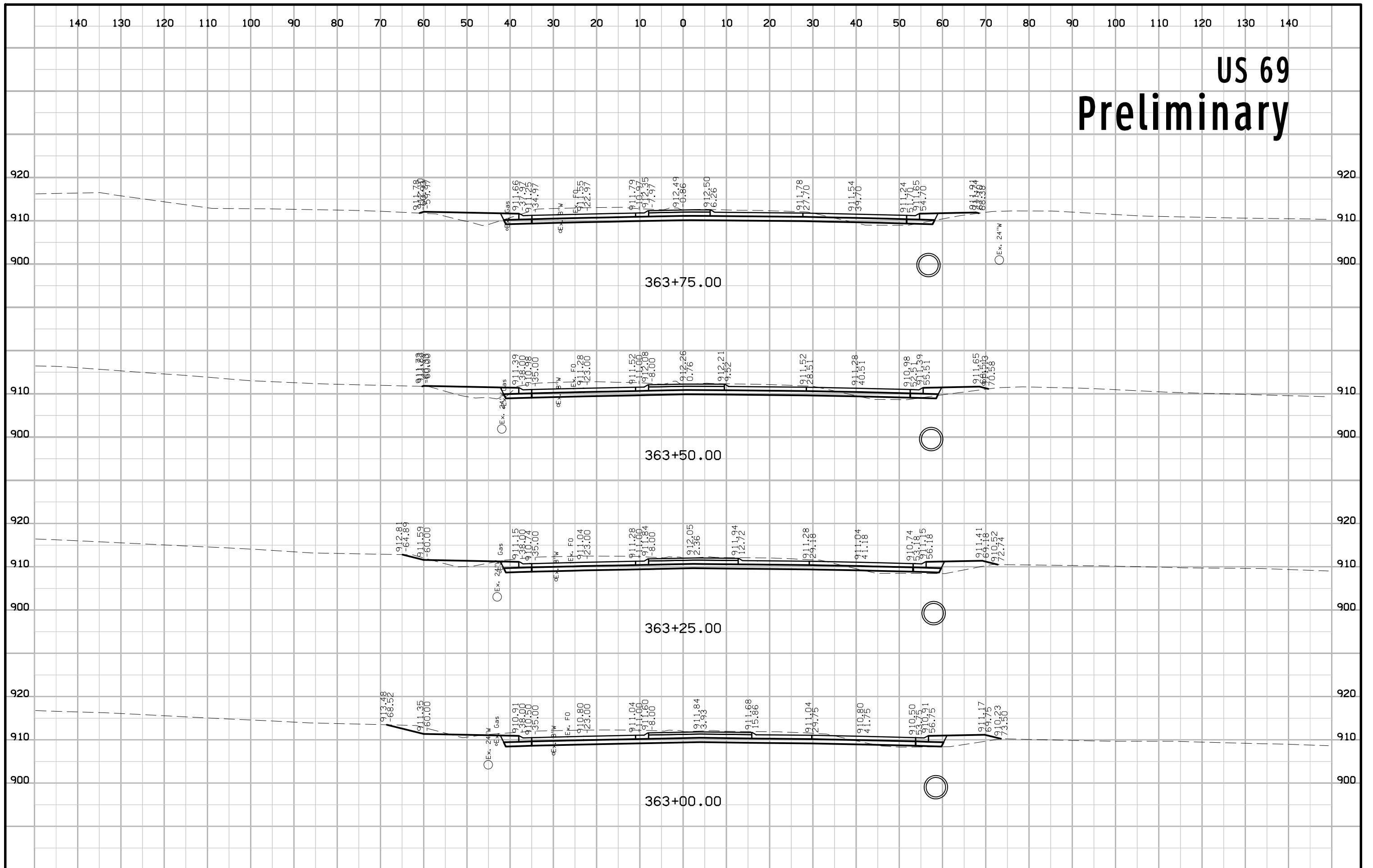
US 69 Preliminary



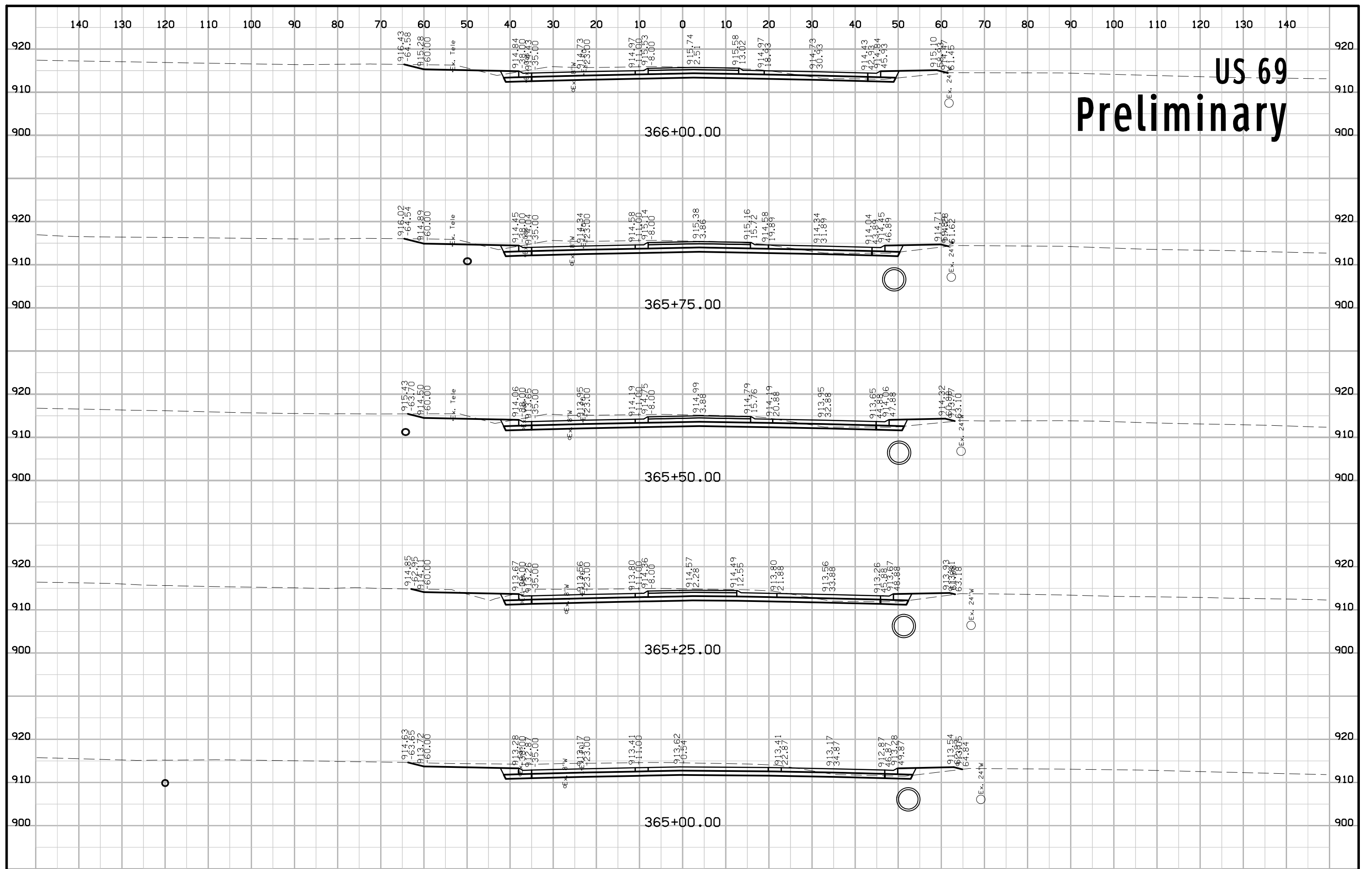
US 69 Preliminary



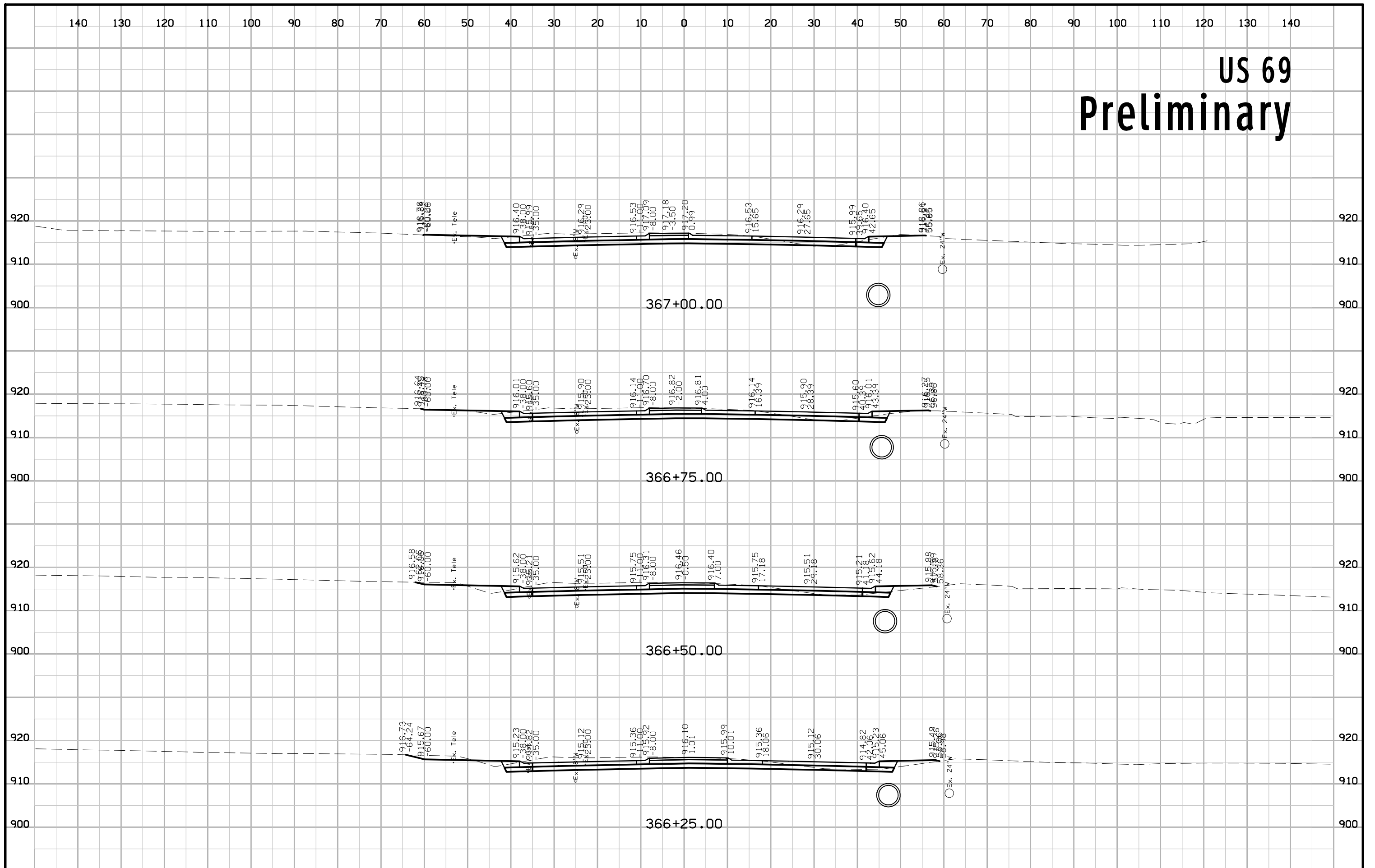
US 69 Preliminary



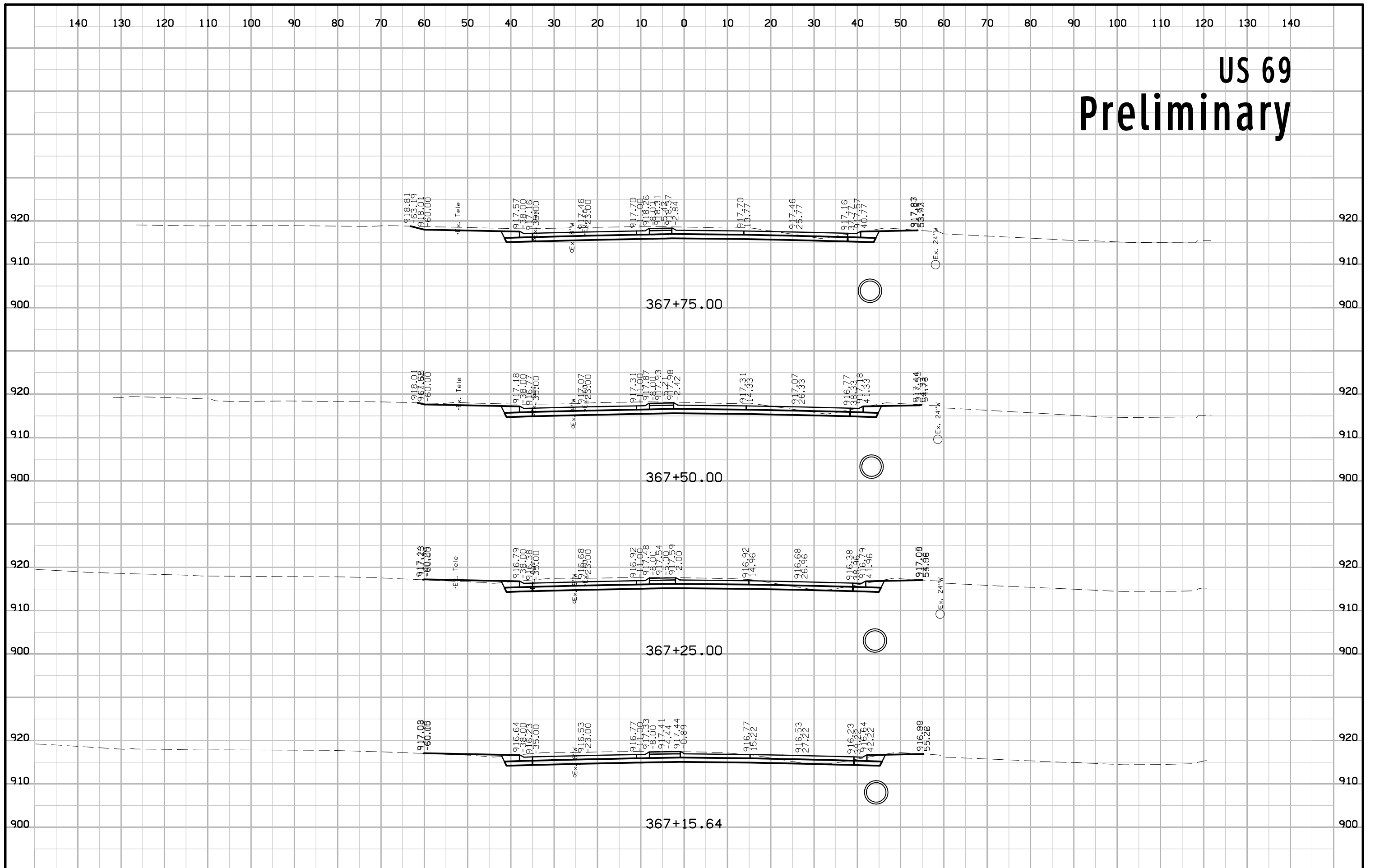
US 69 Preliminary



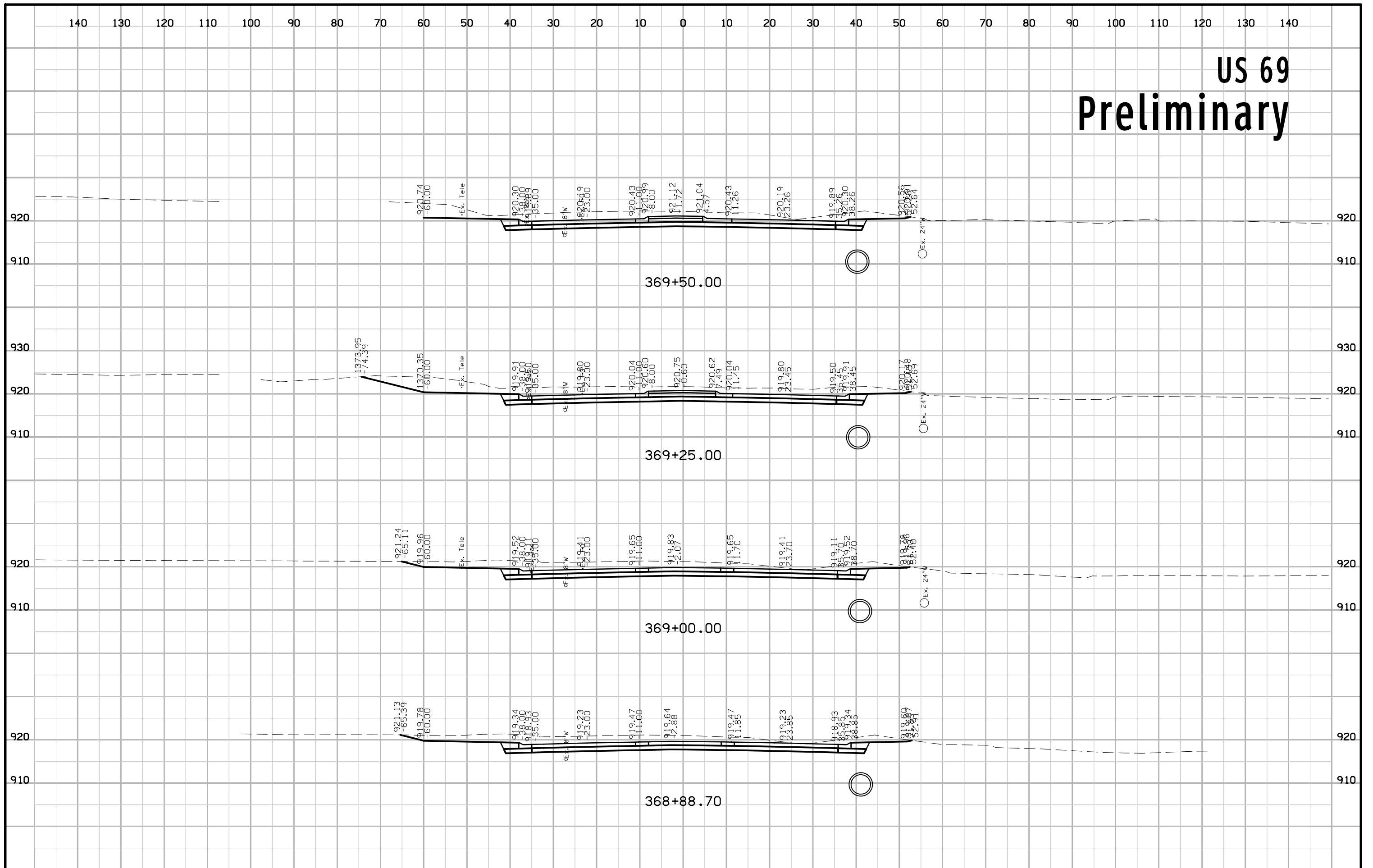
US 69 Preliminary



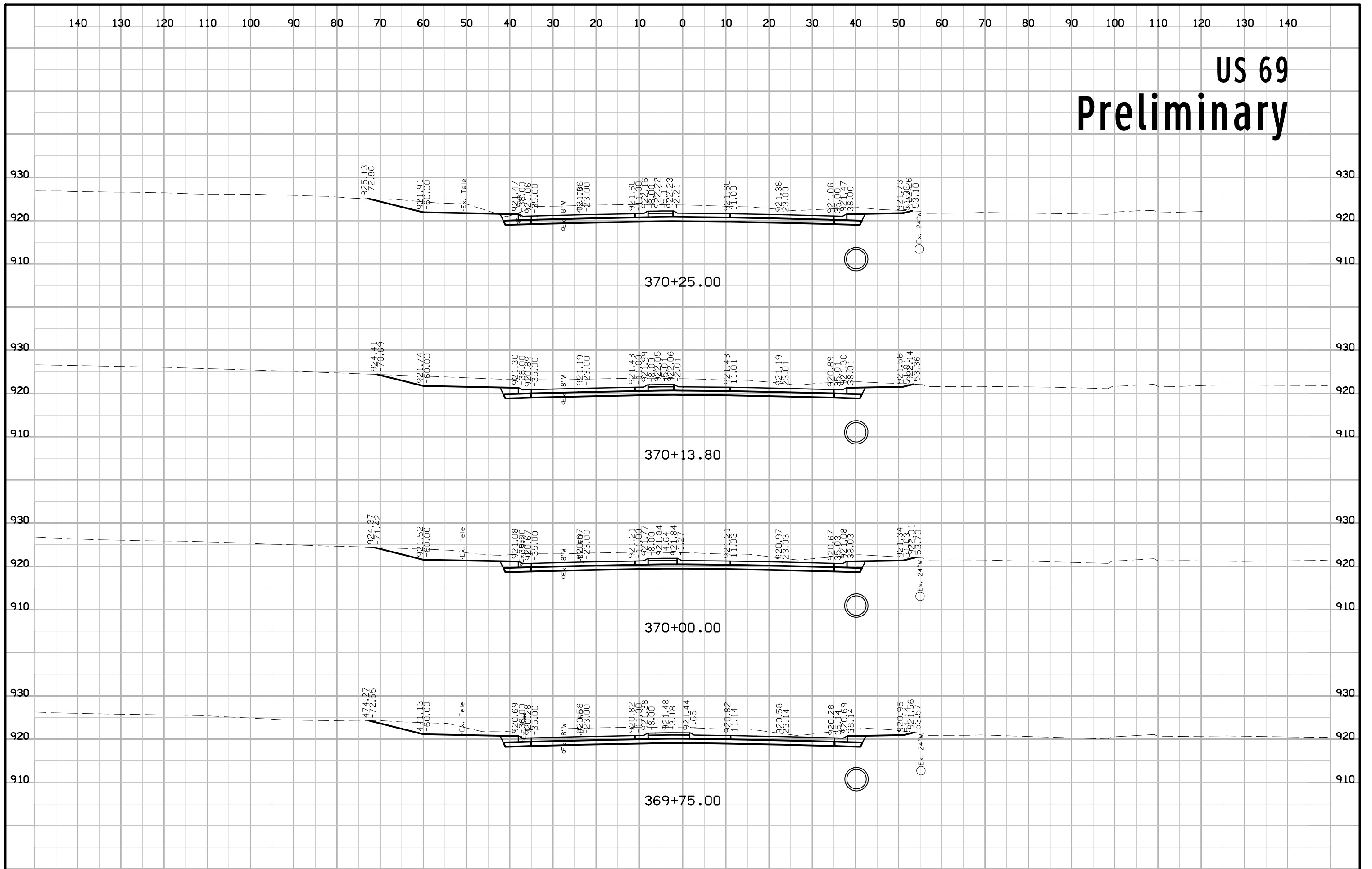
US 69 Preliminary



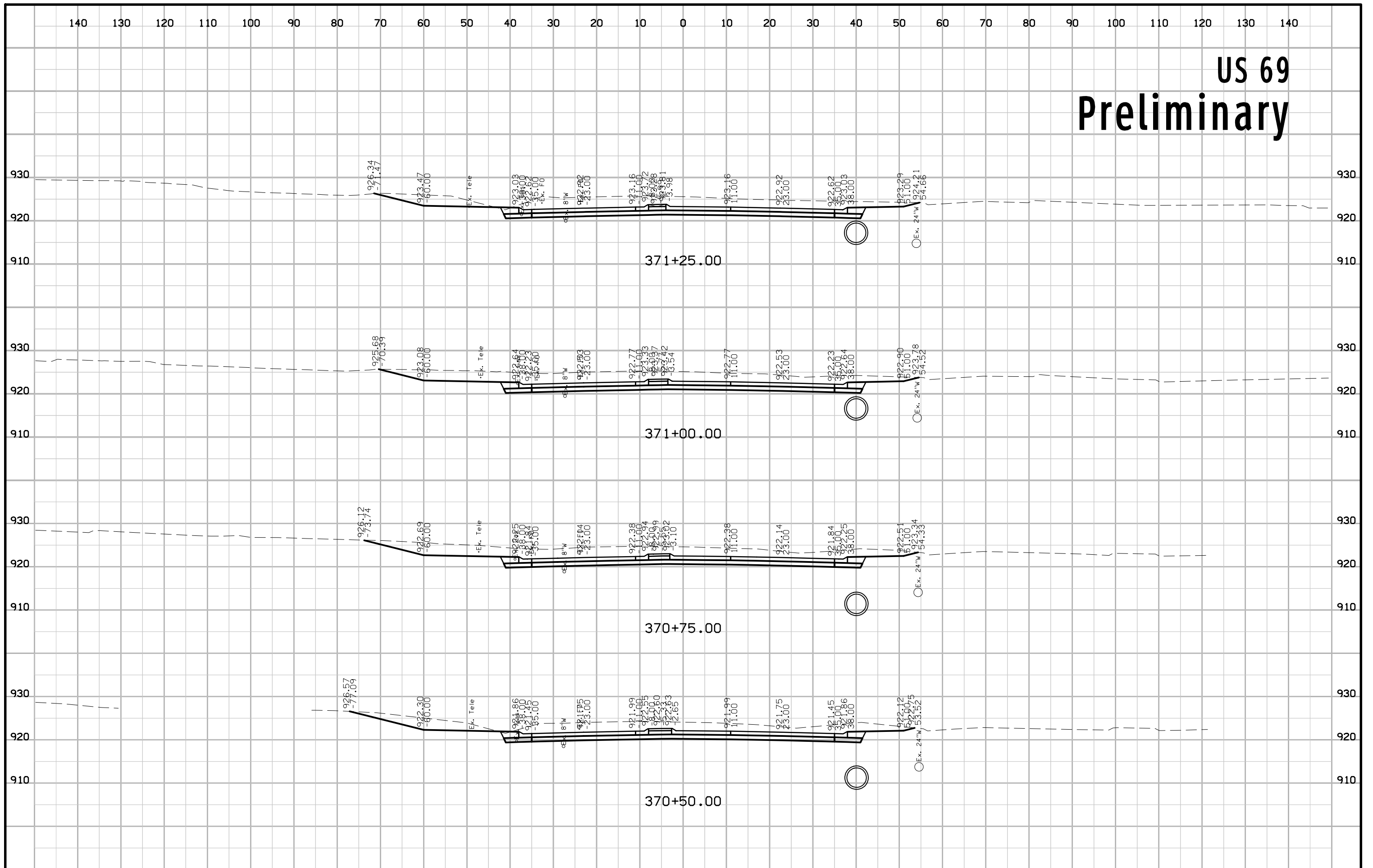
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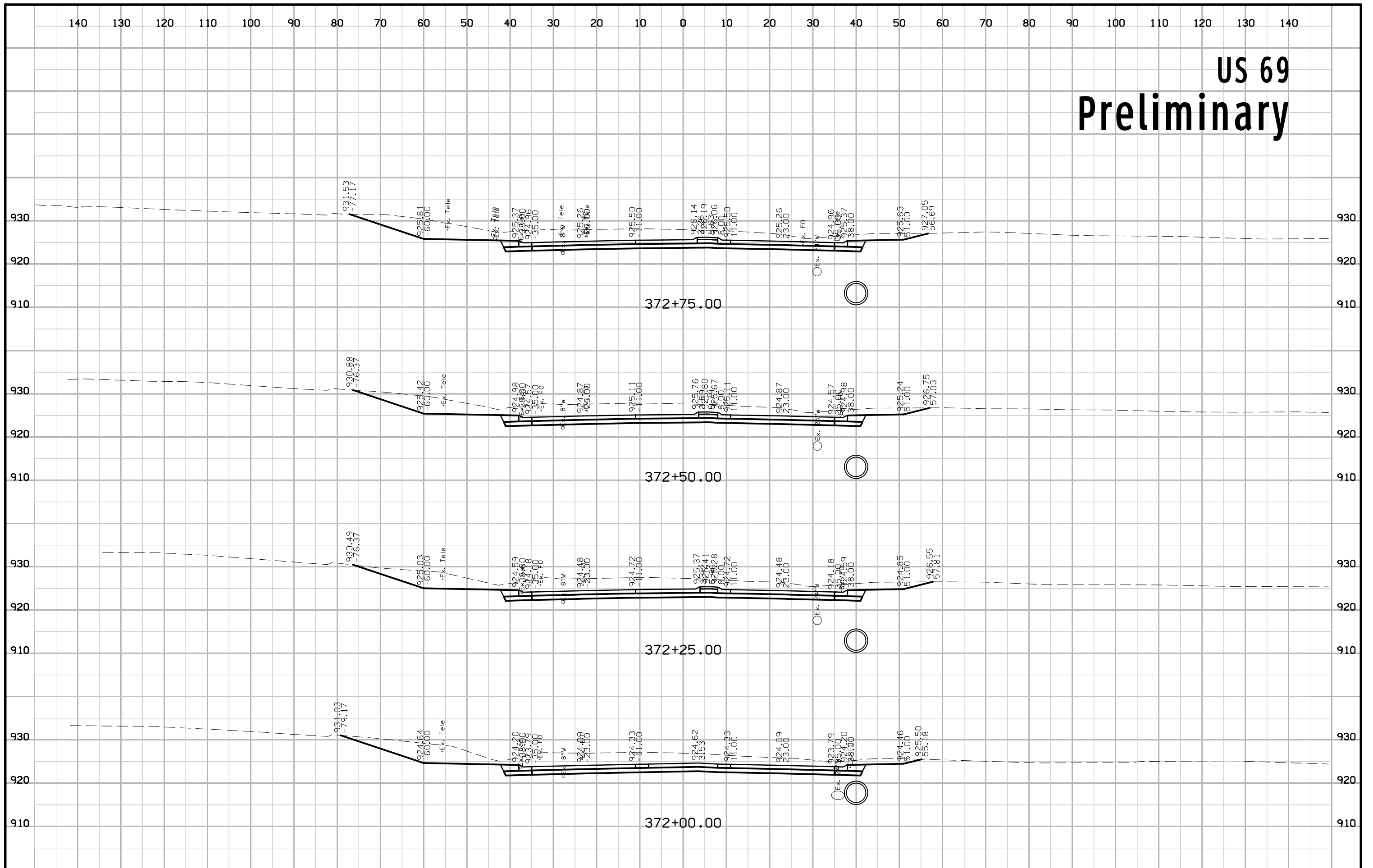
US 69 Preliminary



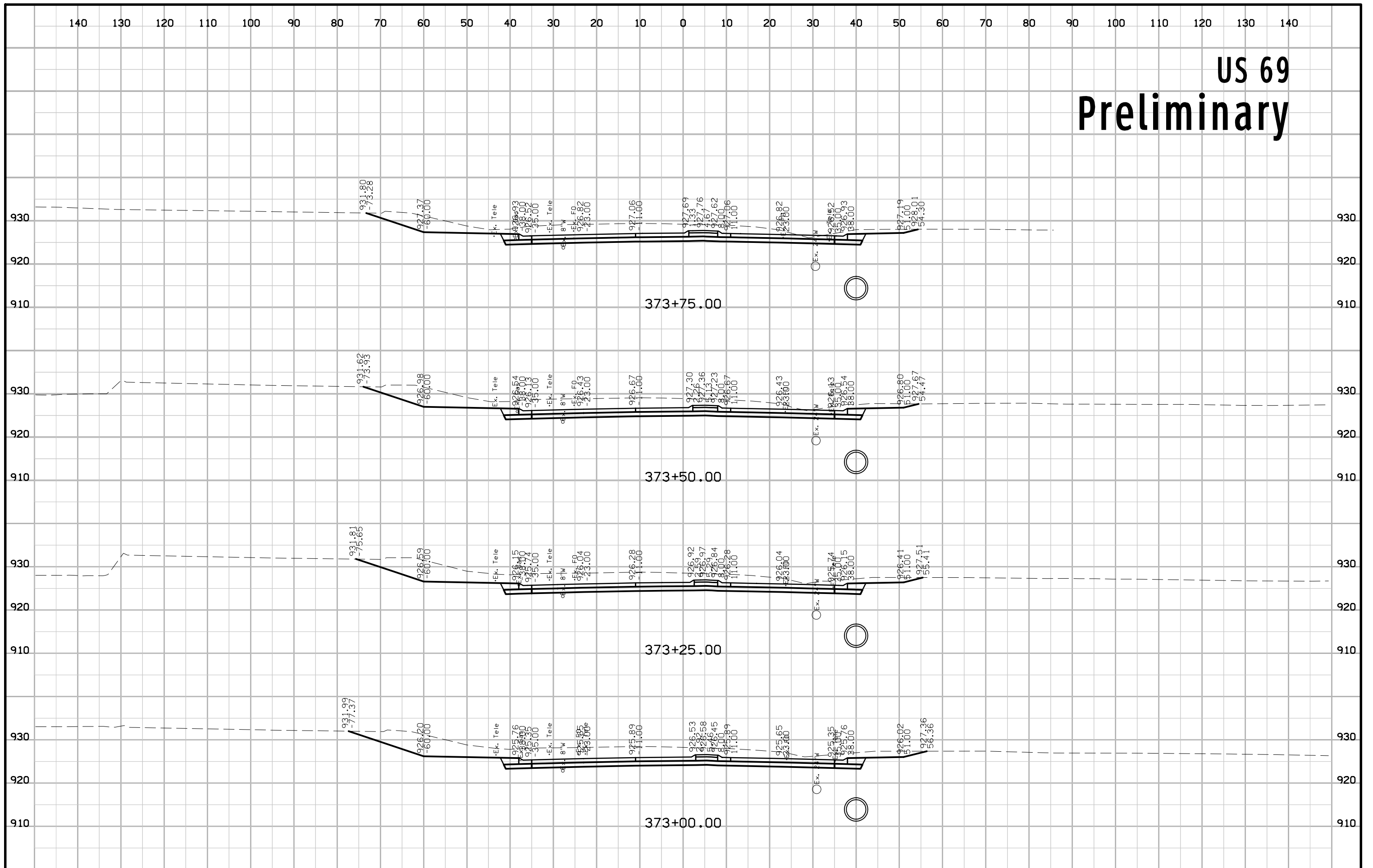
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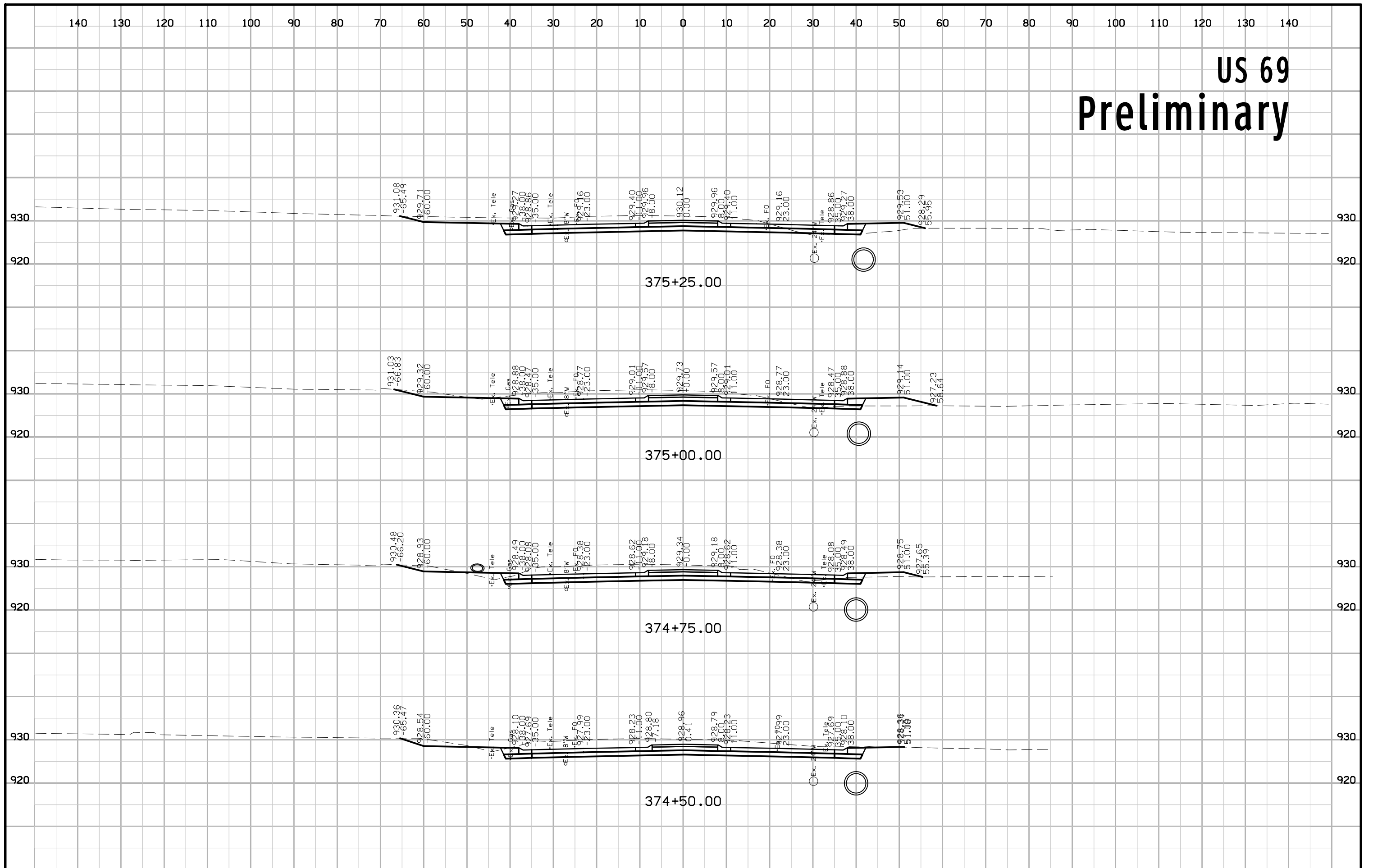
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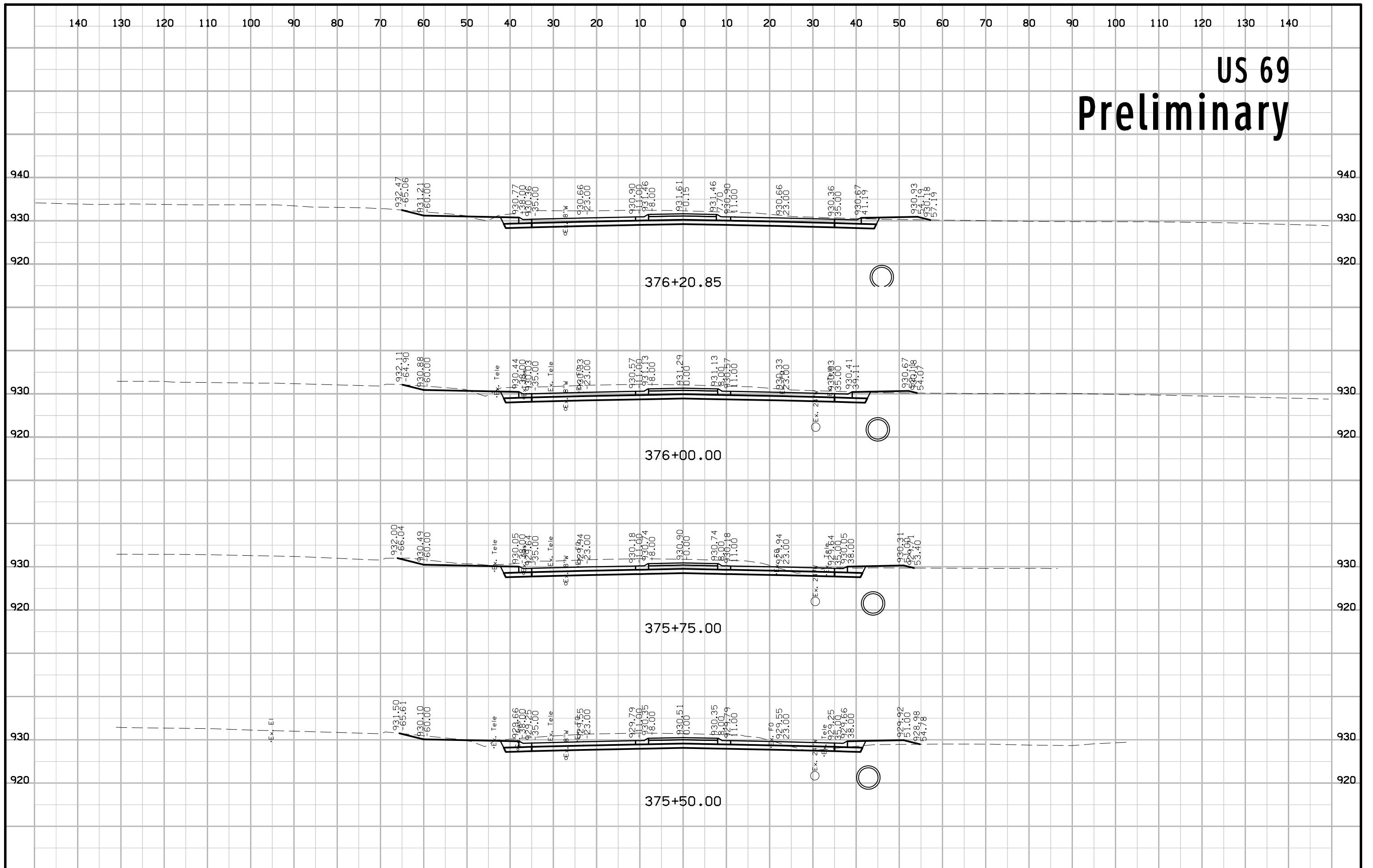
US 69 Preliminary



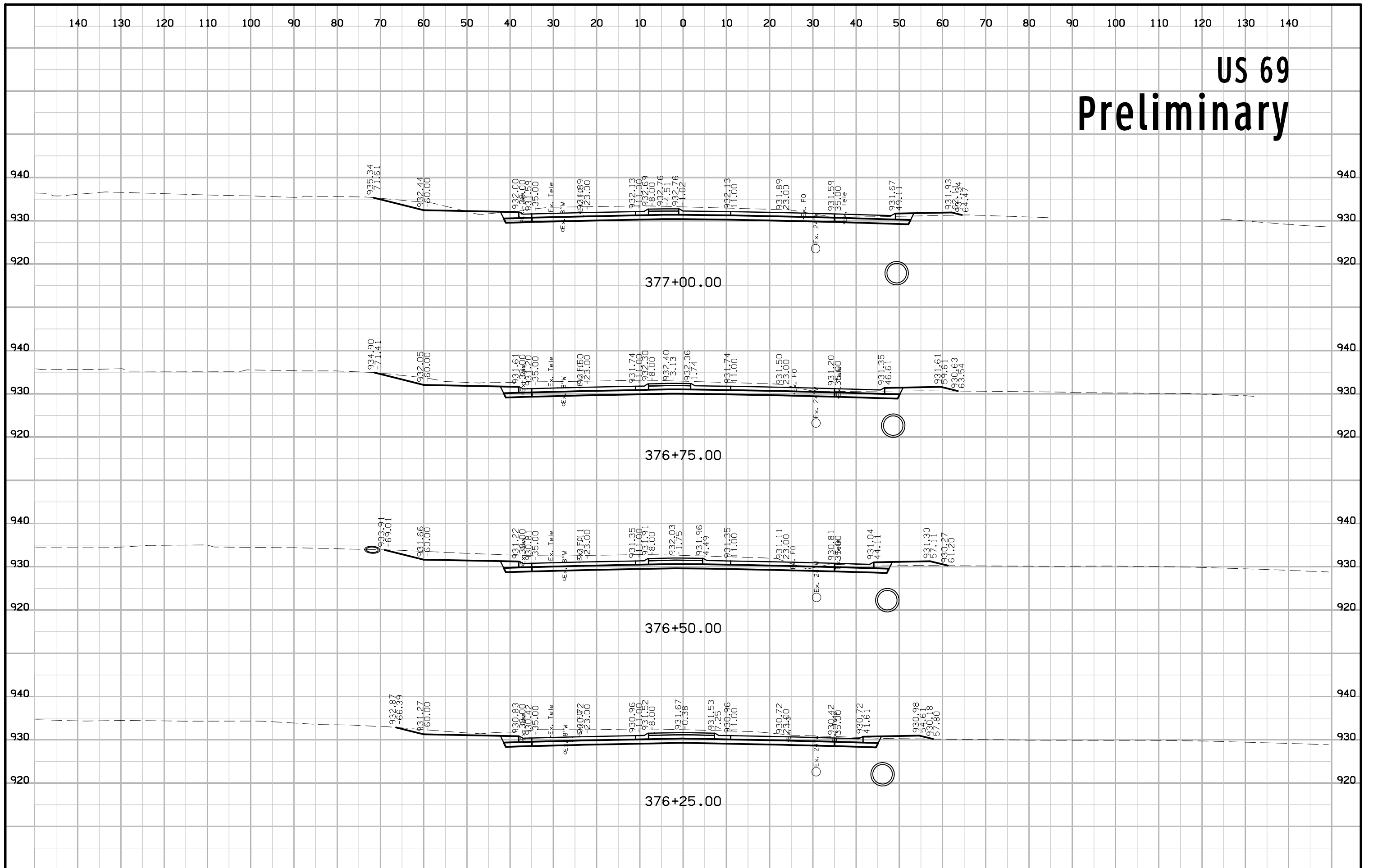
US 69 Preliminary



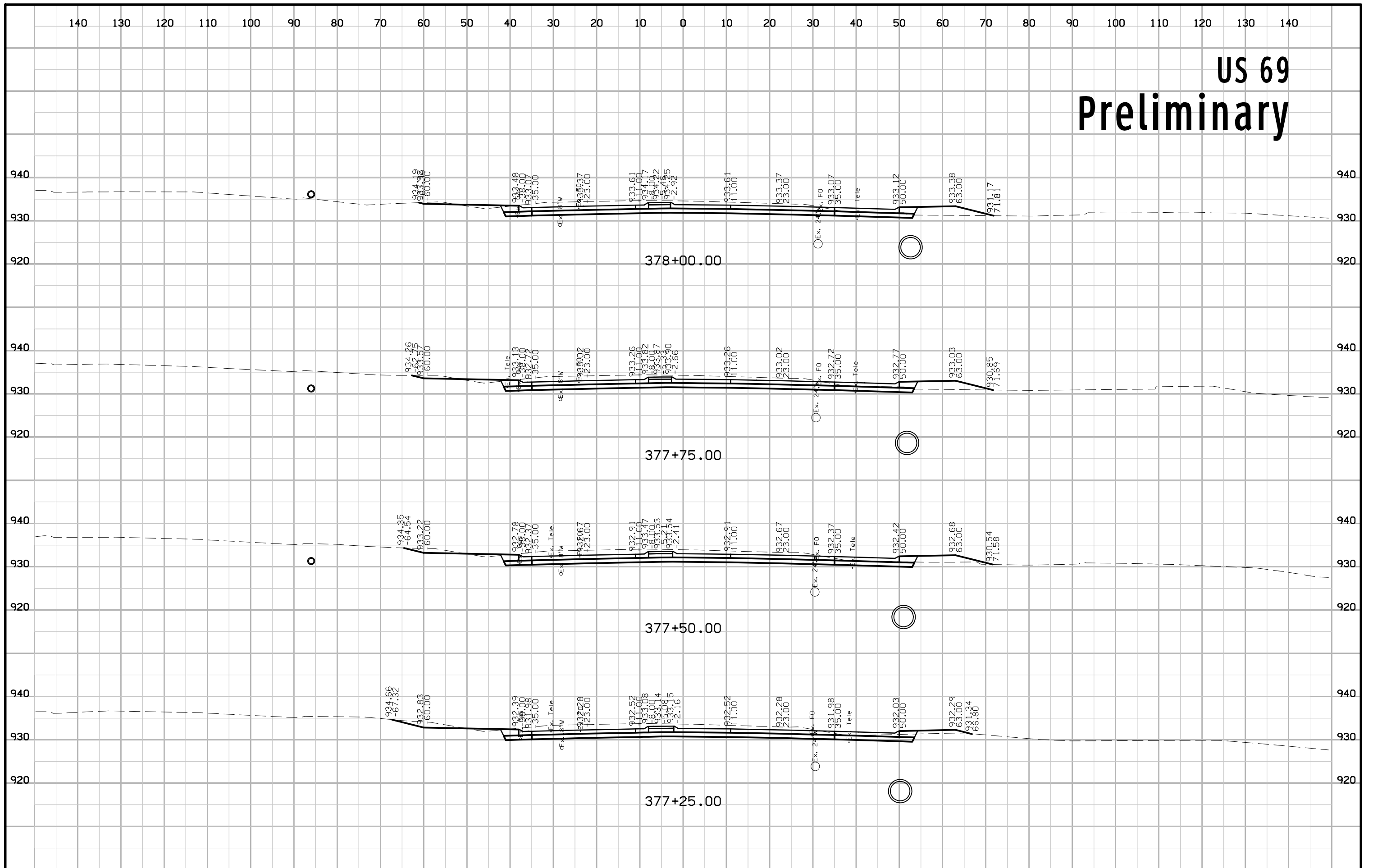
US 69 Preliminary



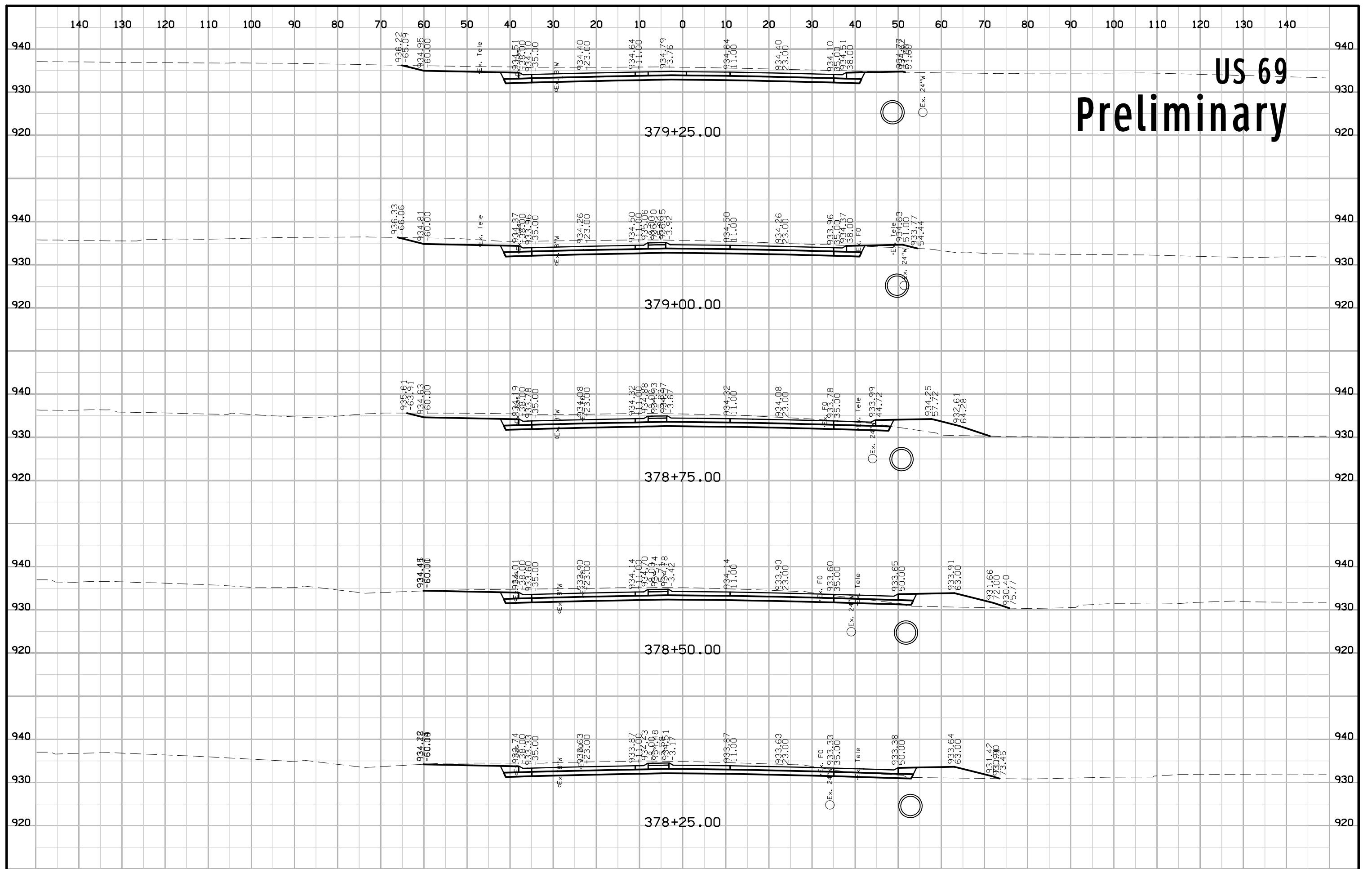
US 69 Preliminary



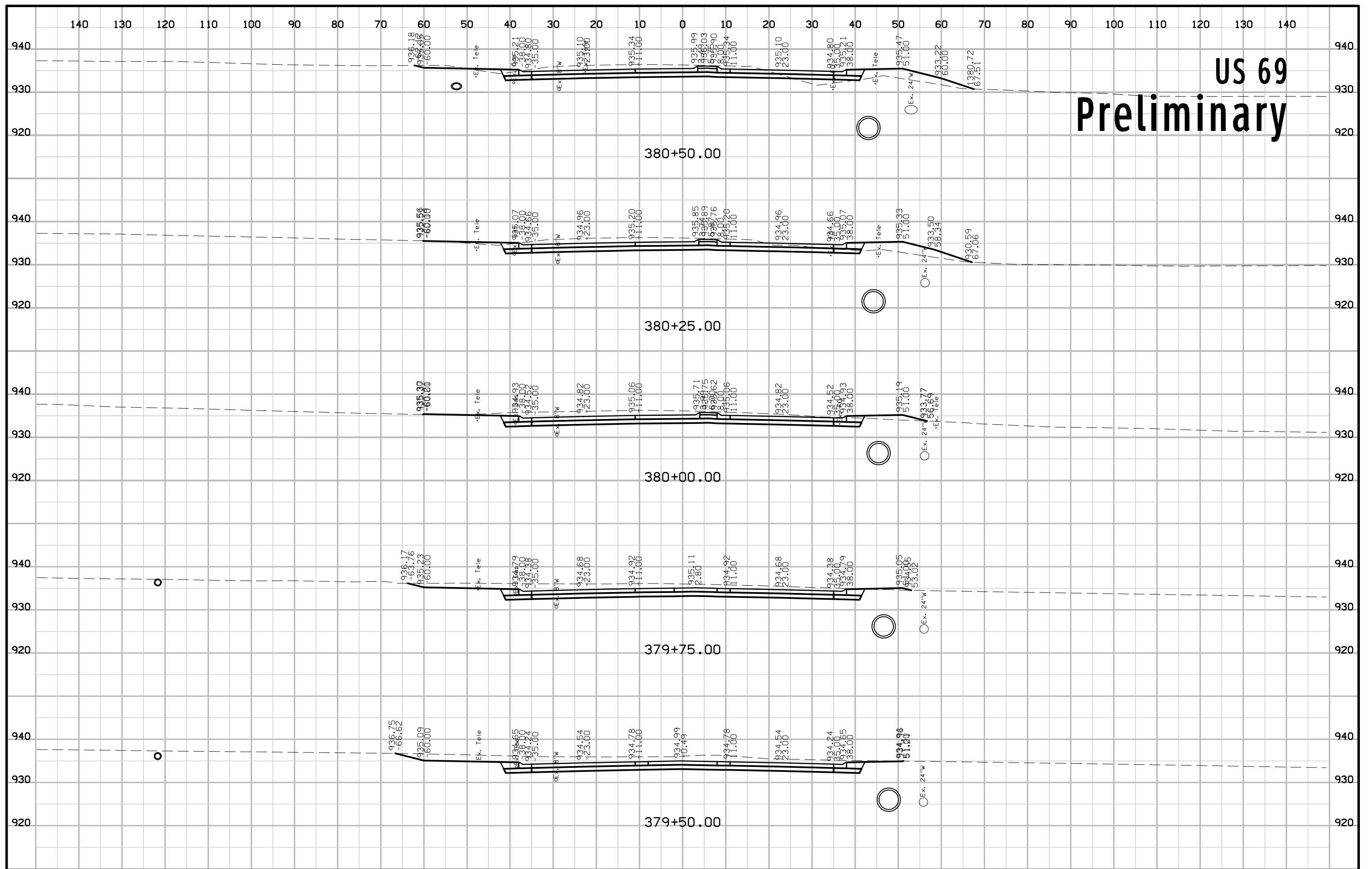
US 69 Preliminary



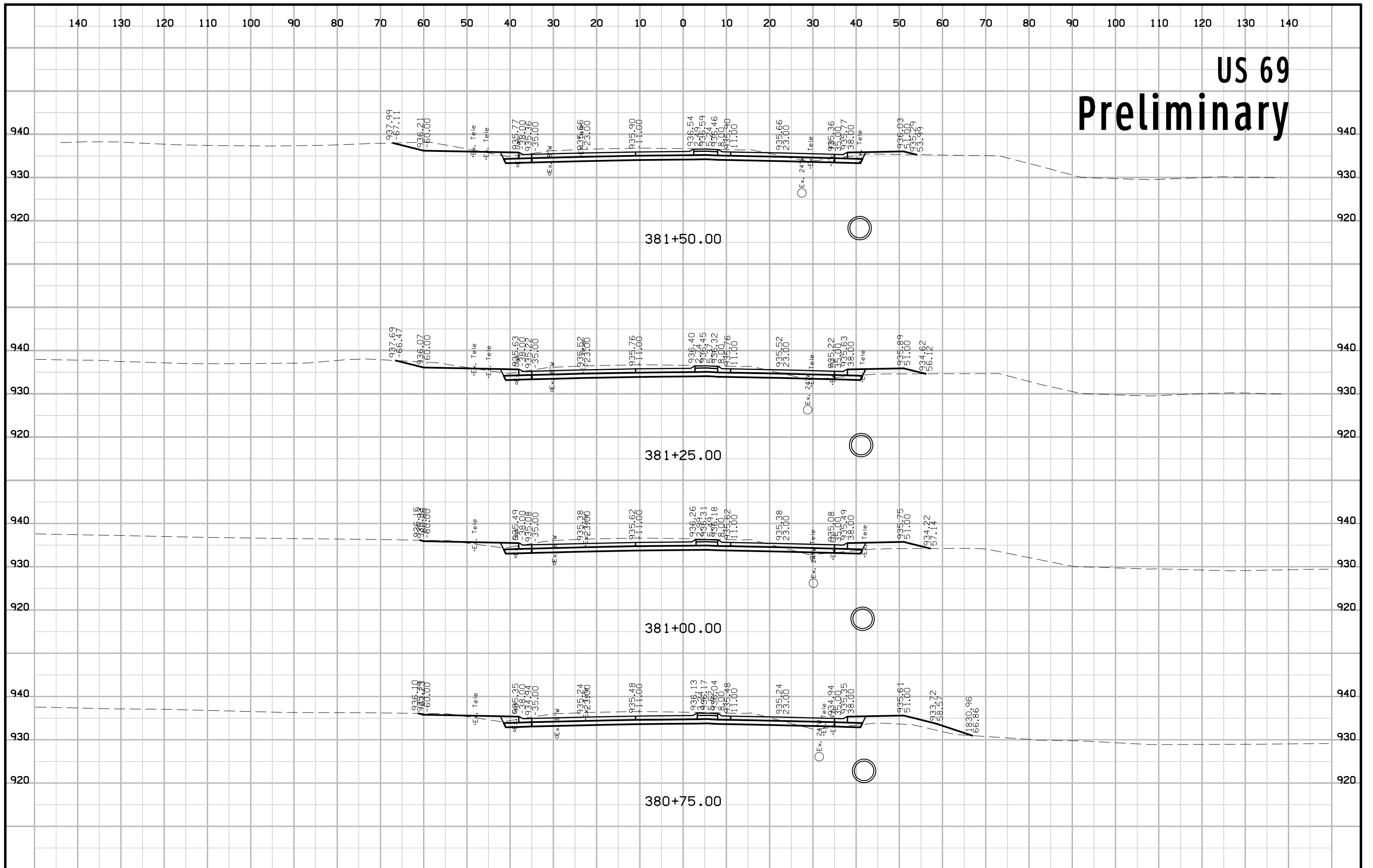
US 69 Preliminary



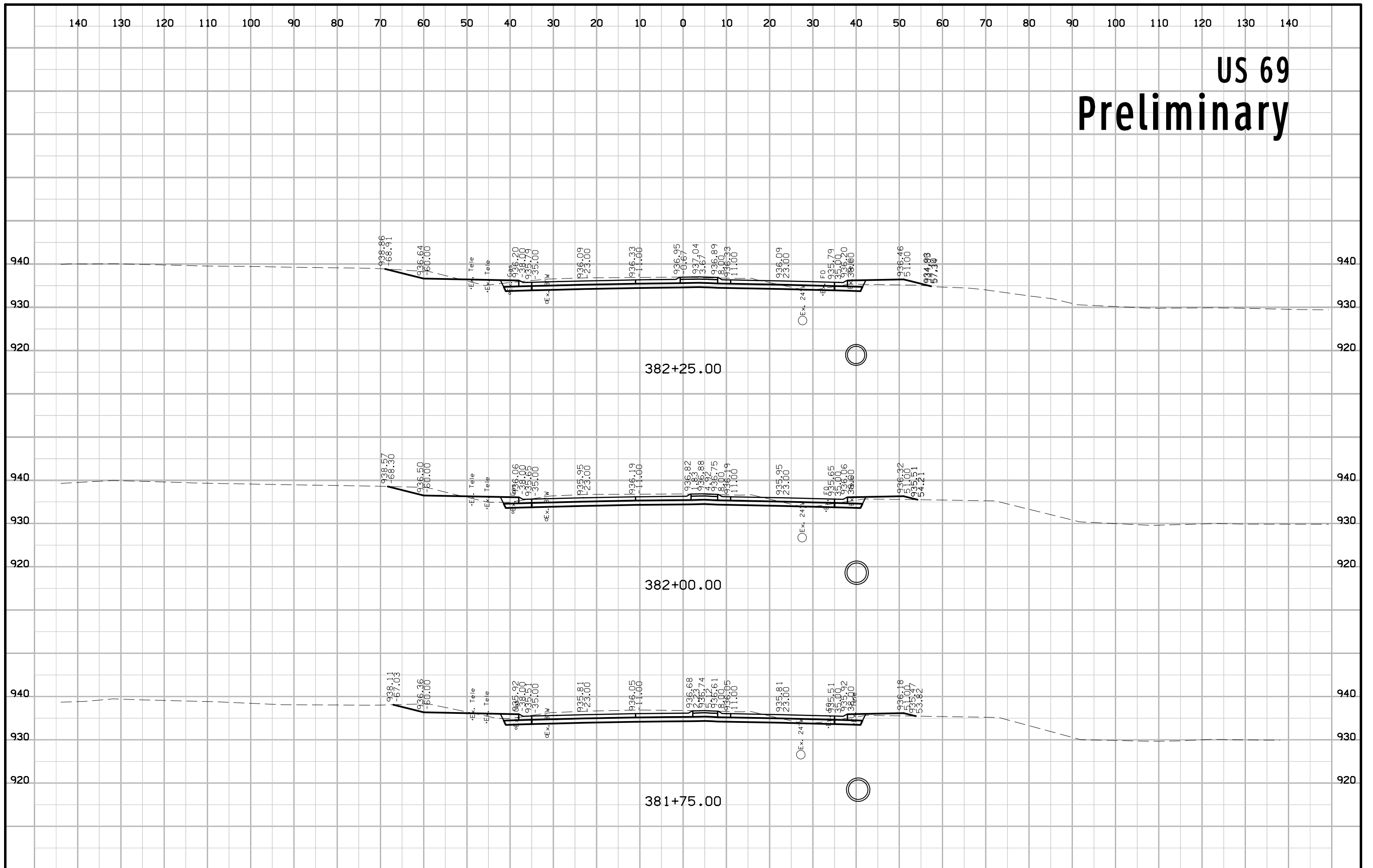
US 69 Preliminary



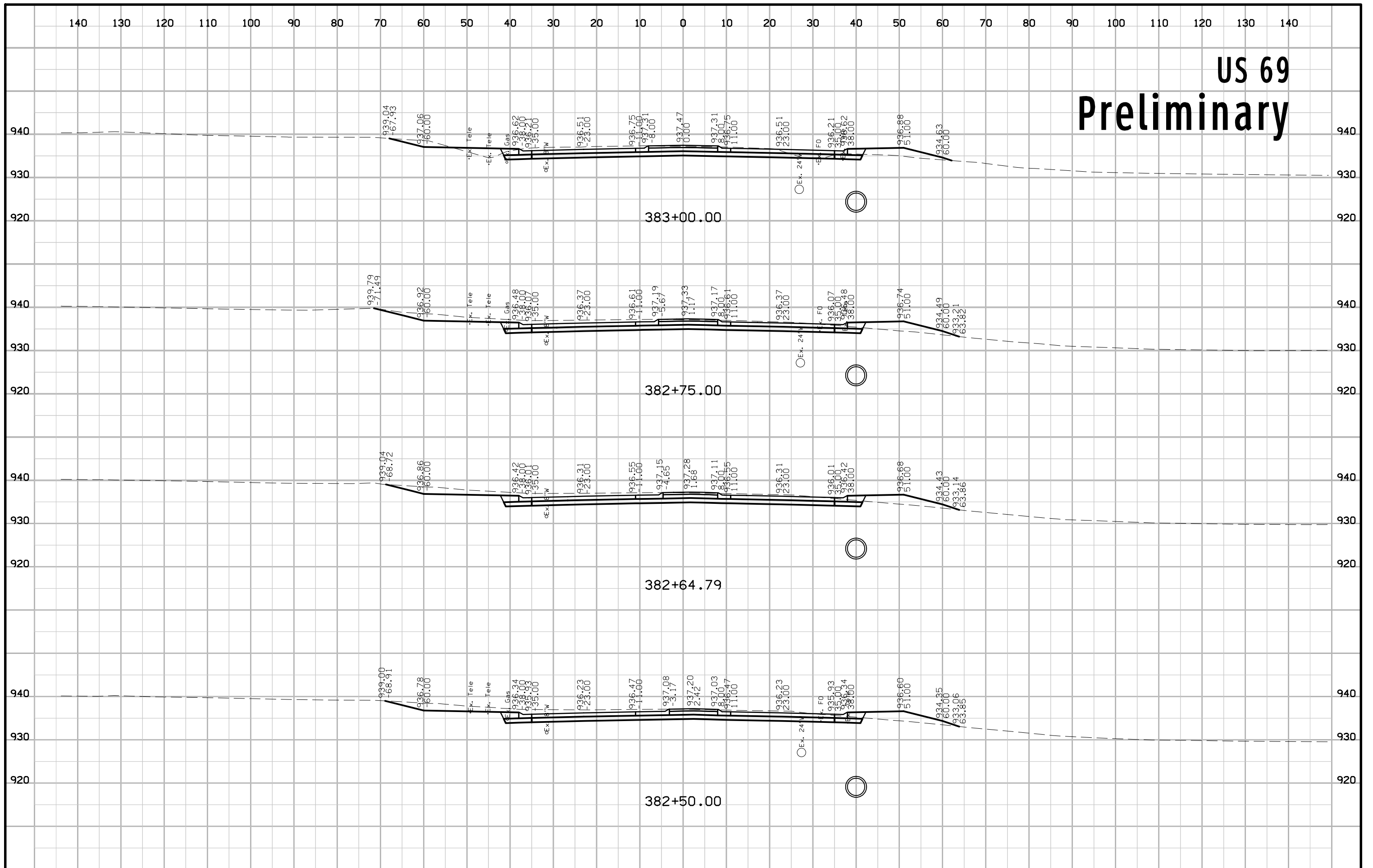
US 69 Preliminary



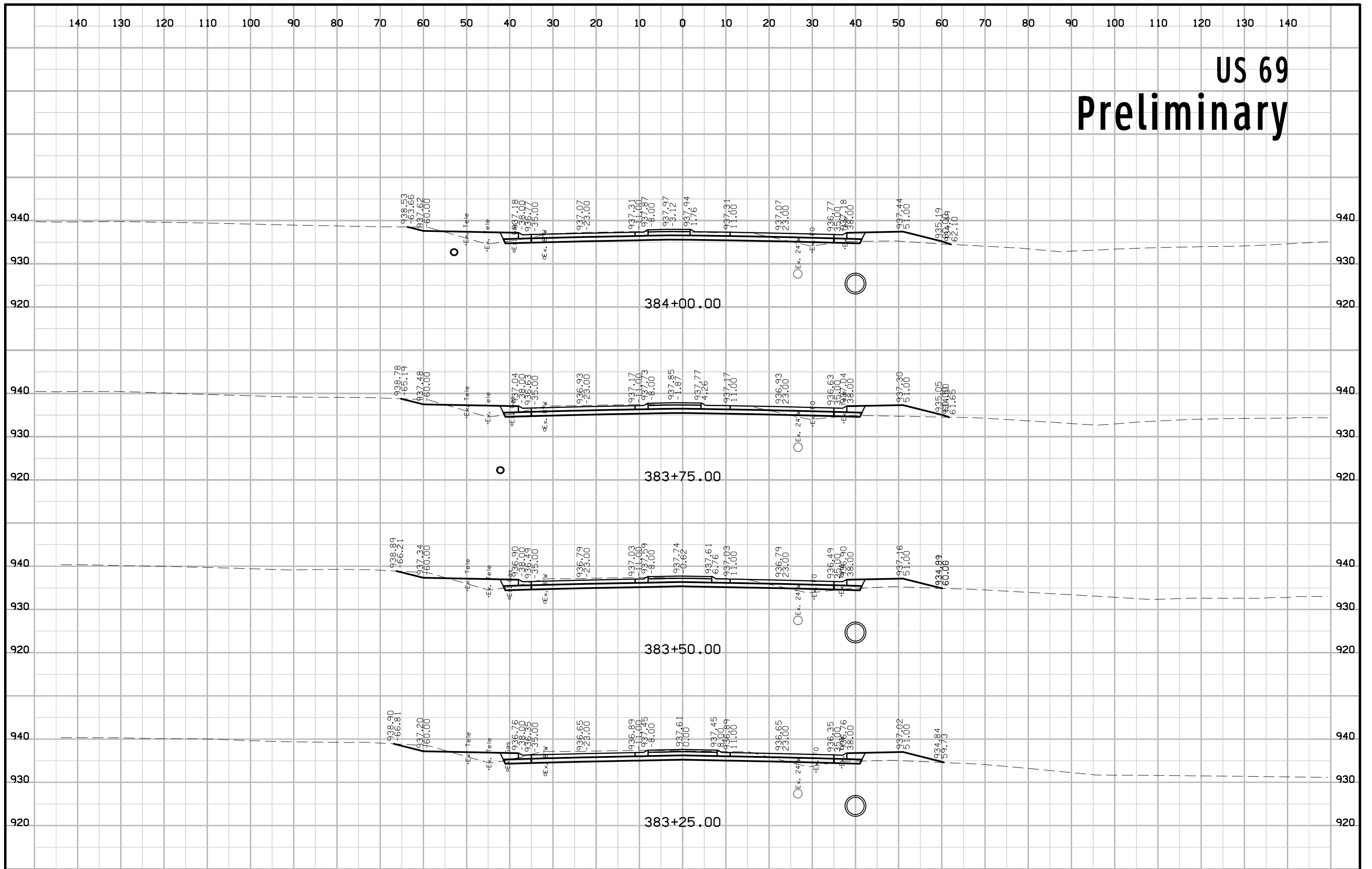
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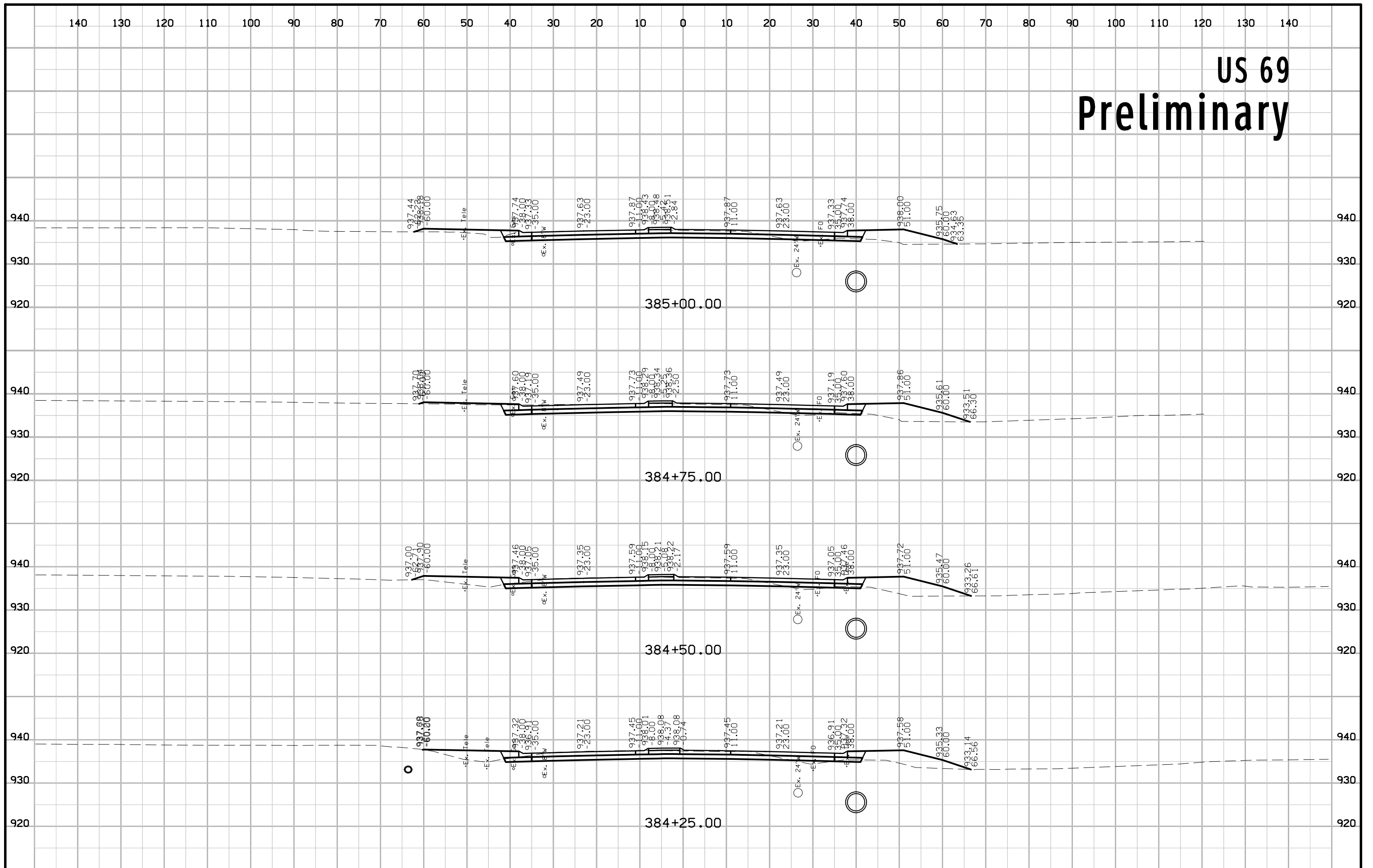
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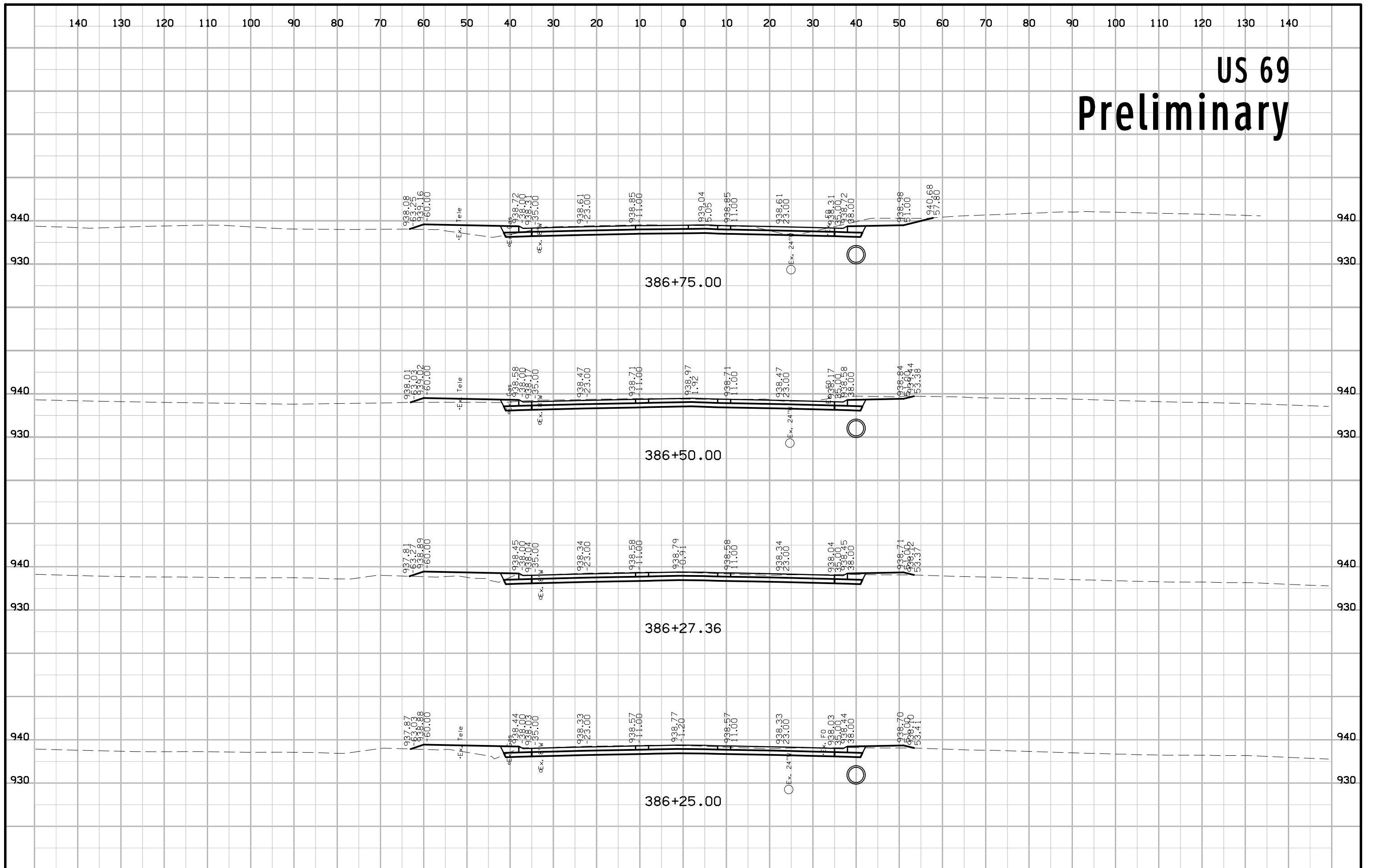
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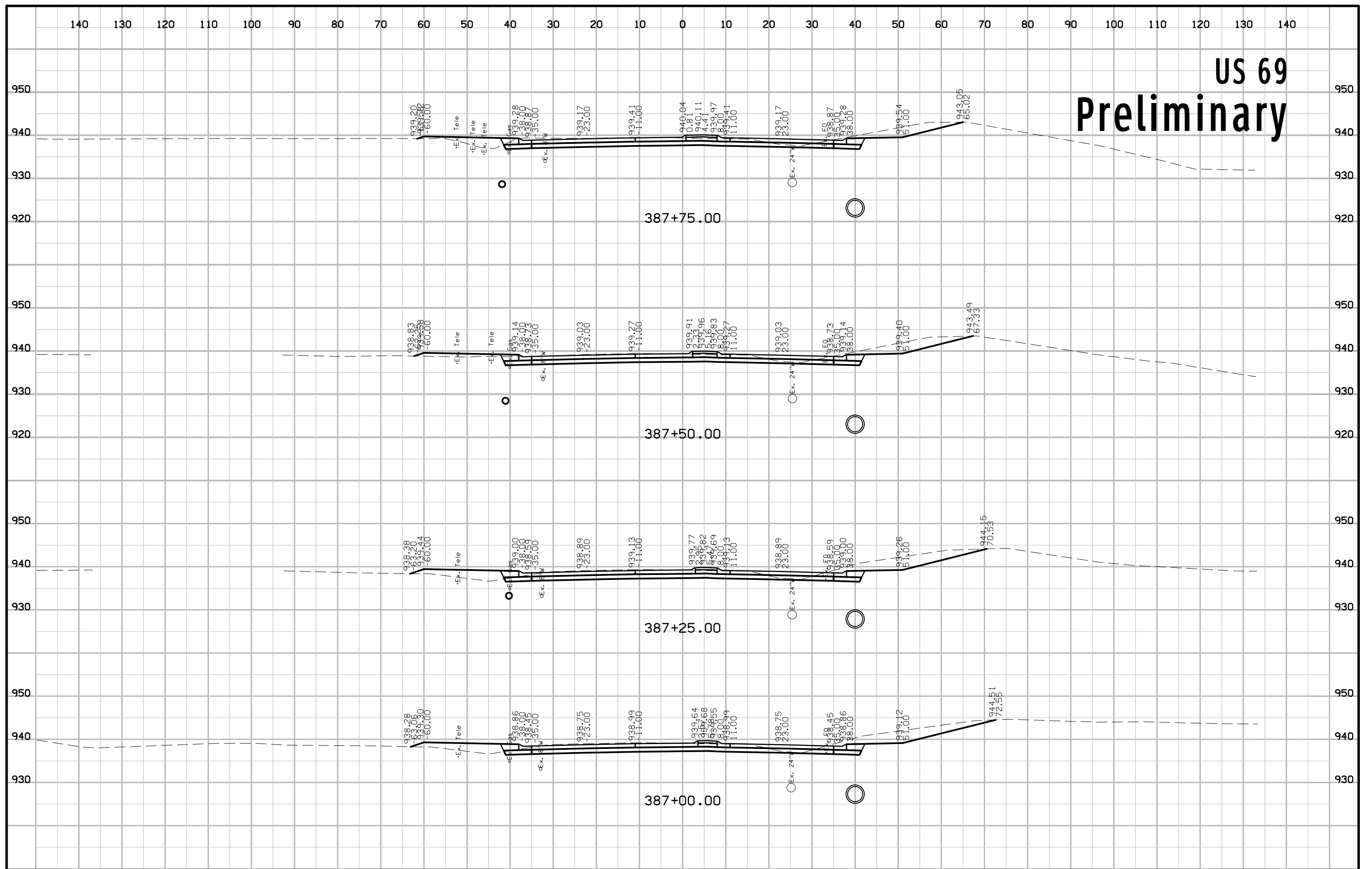
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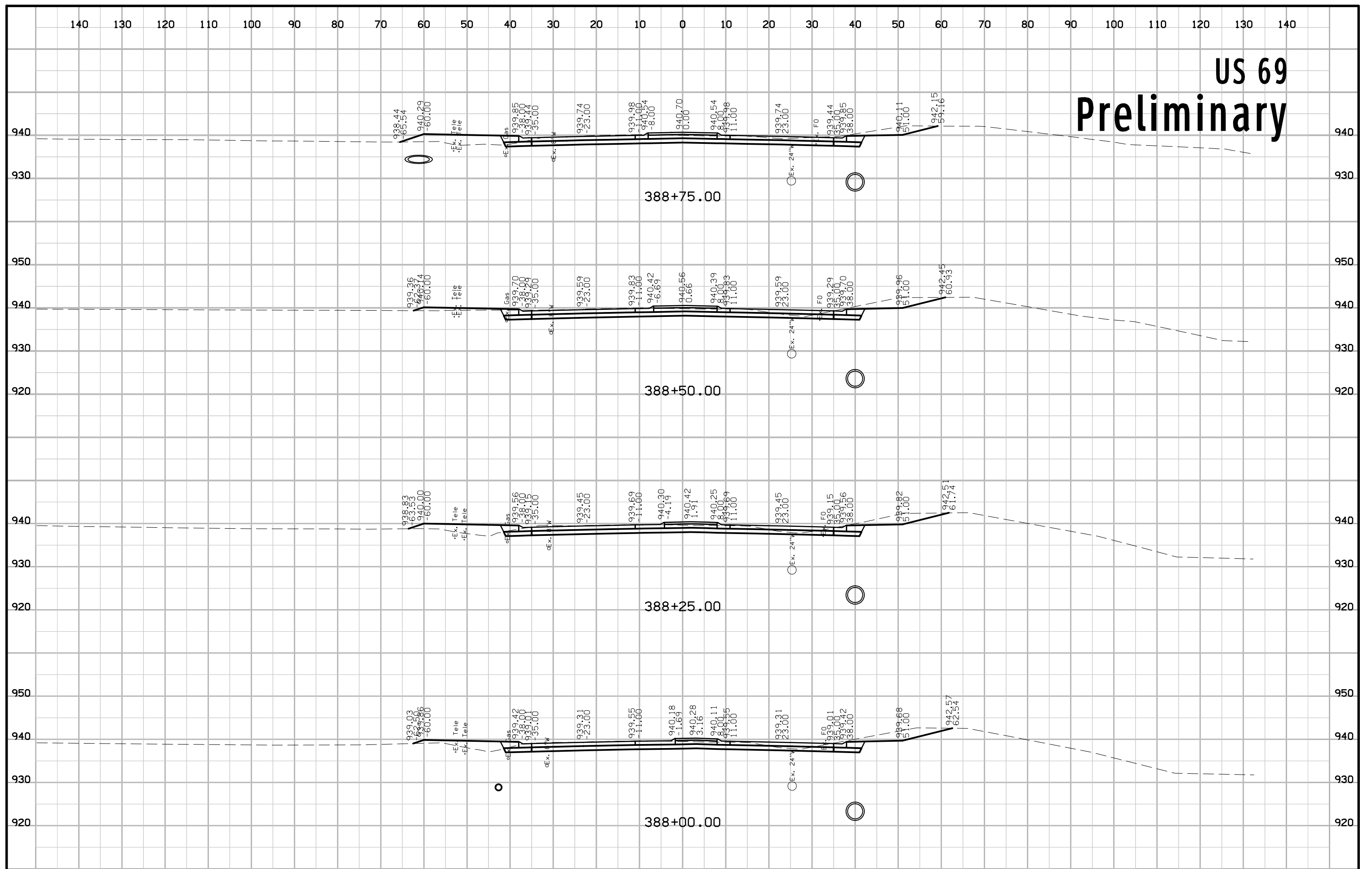
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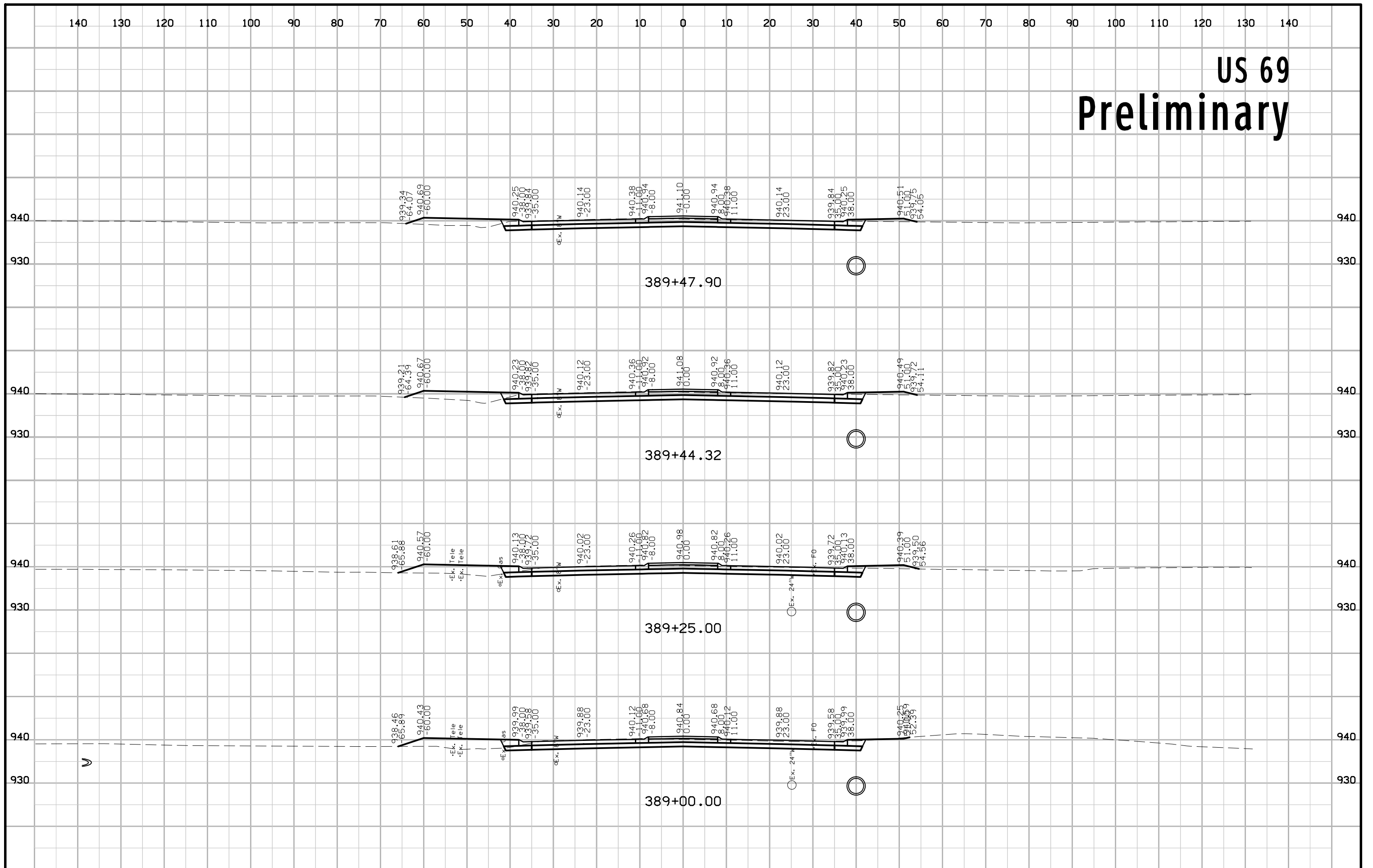
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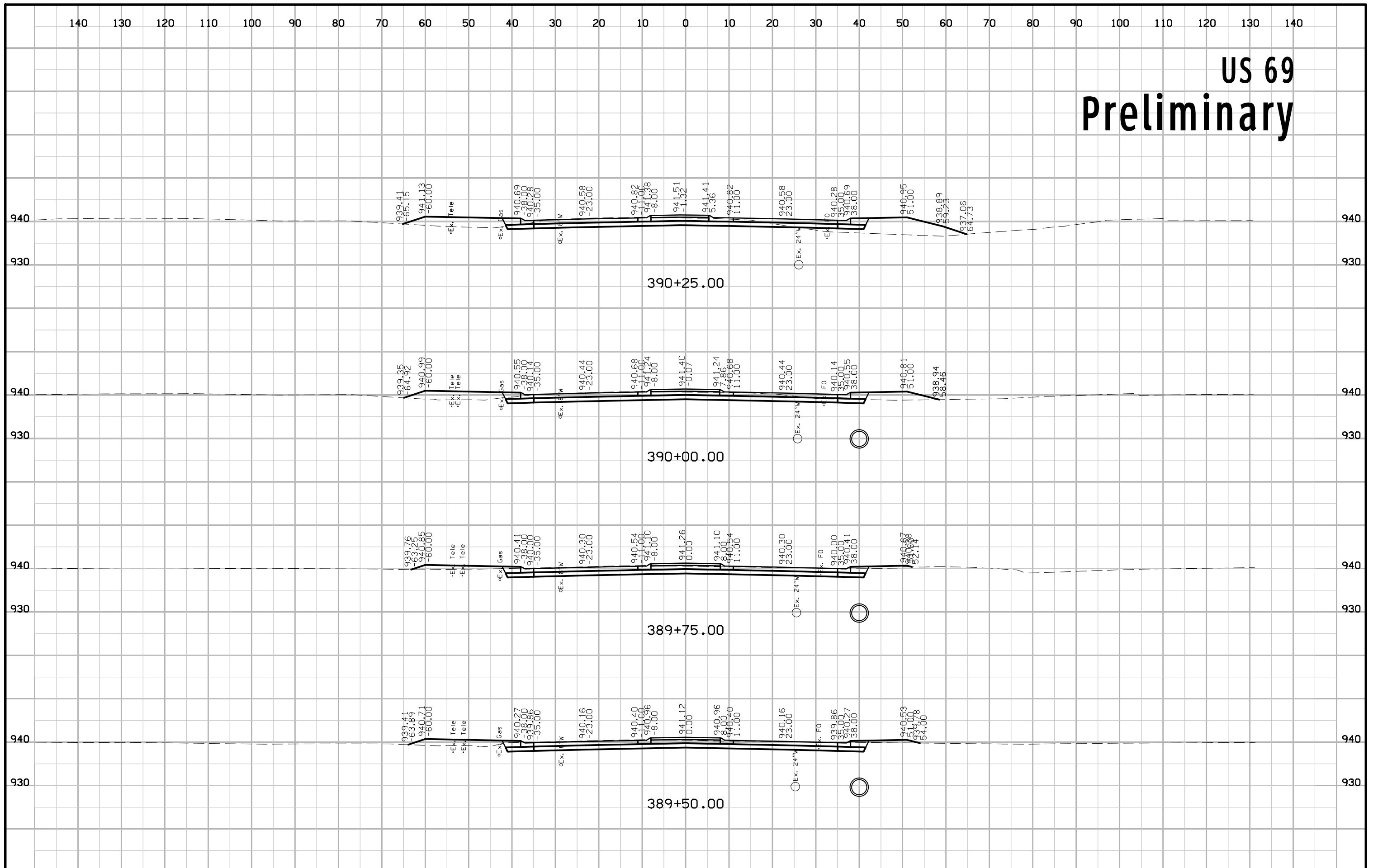
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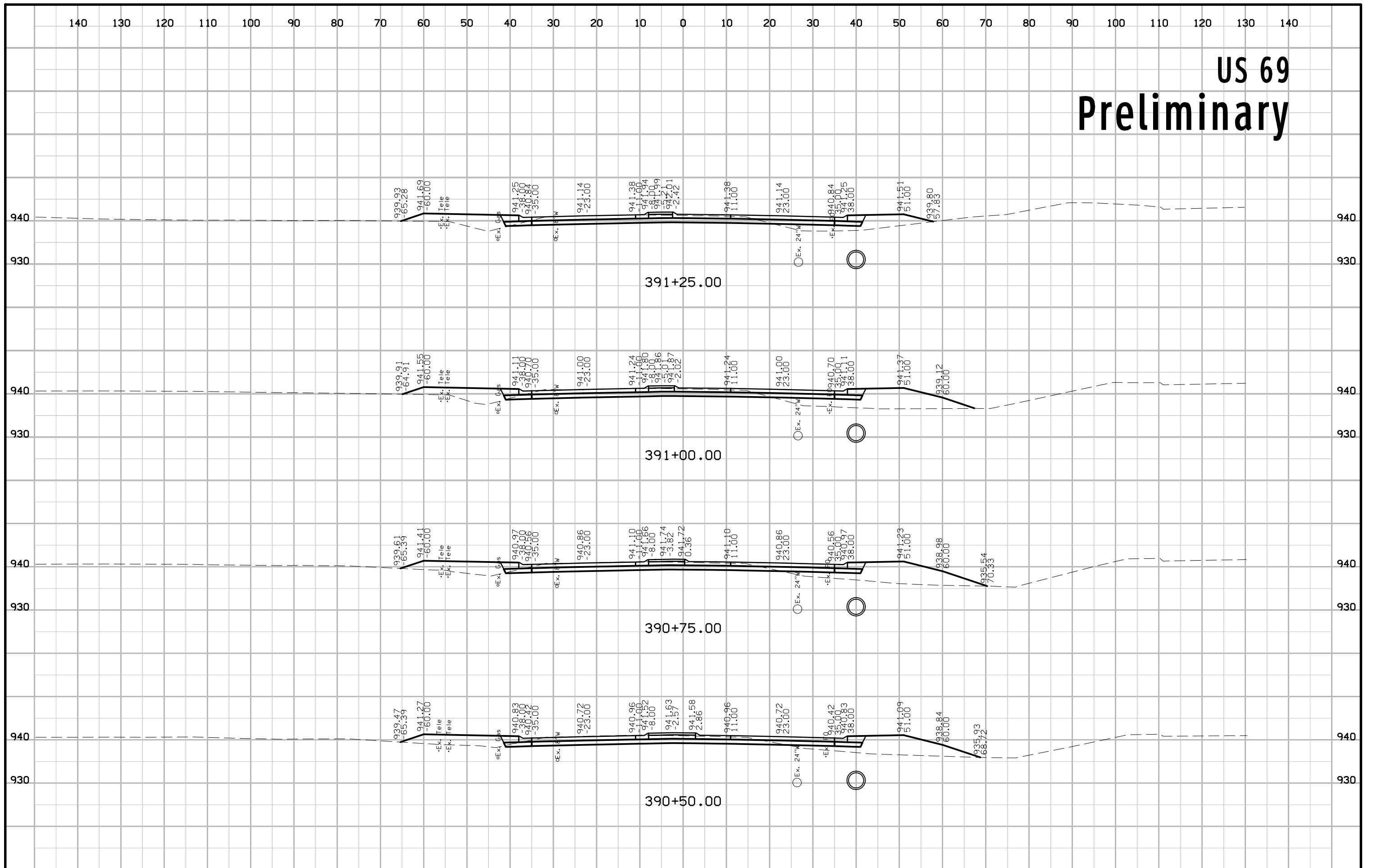
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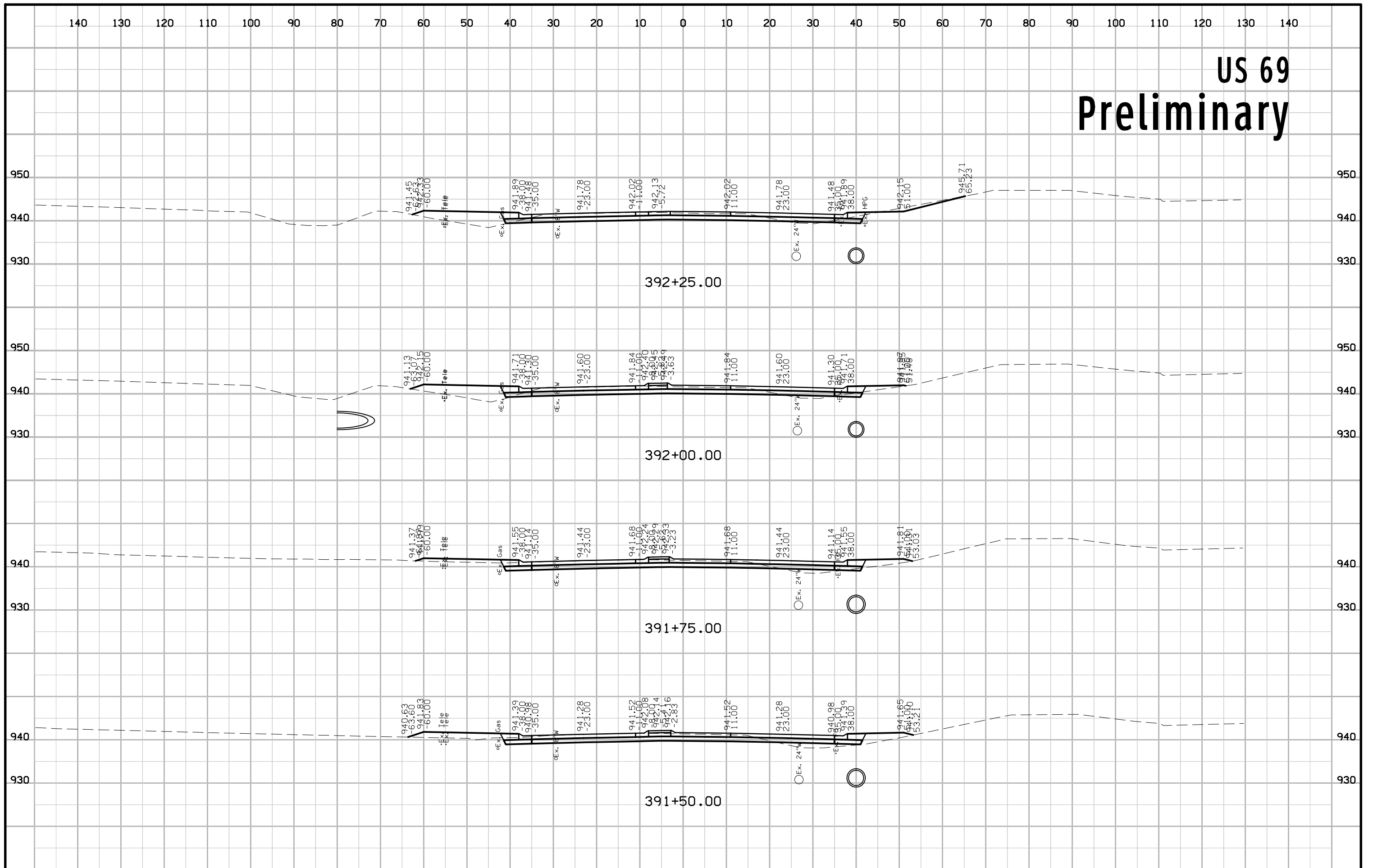
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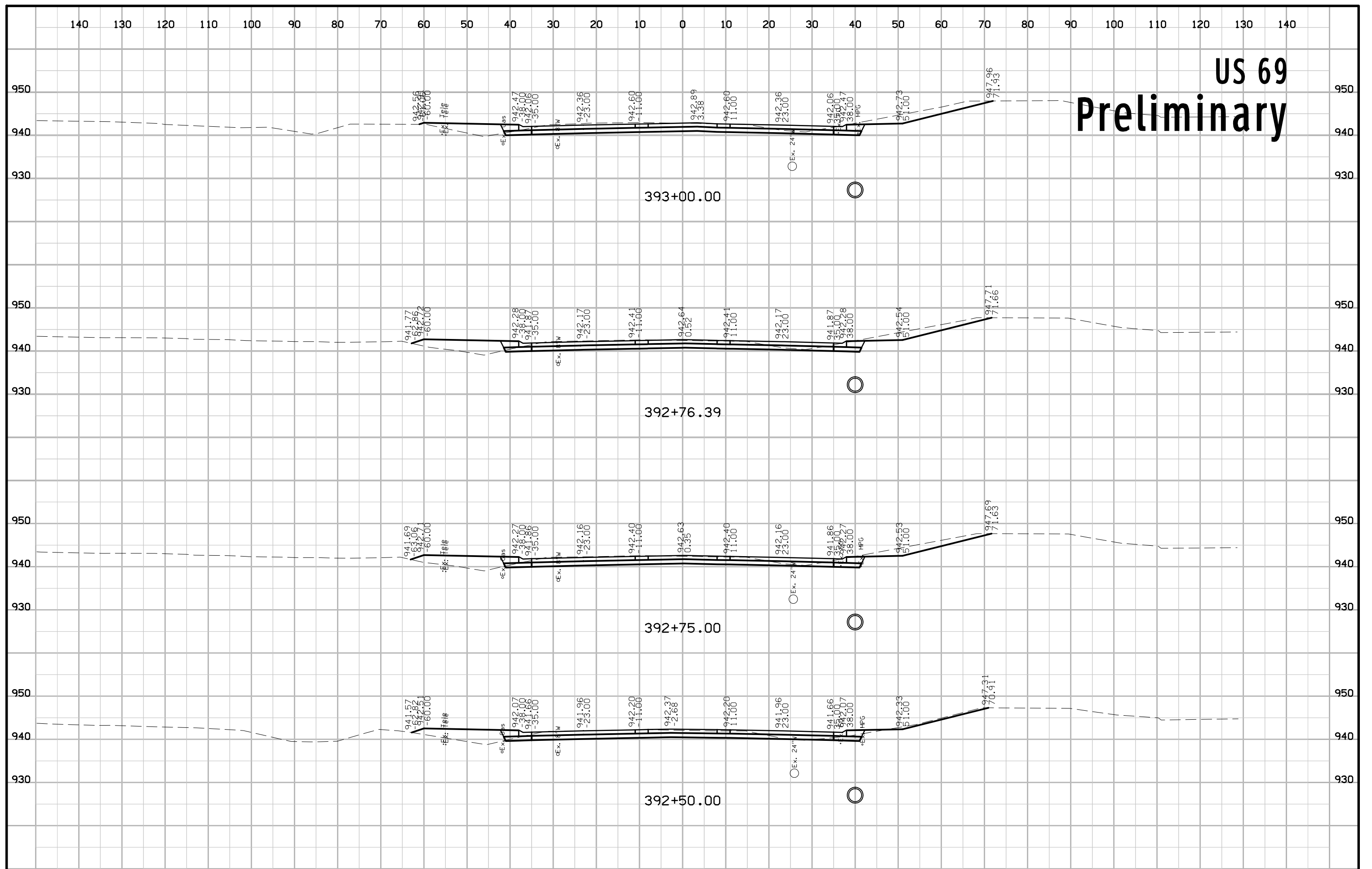
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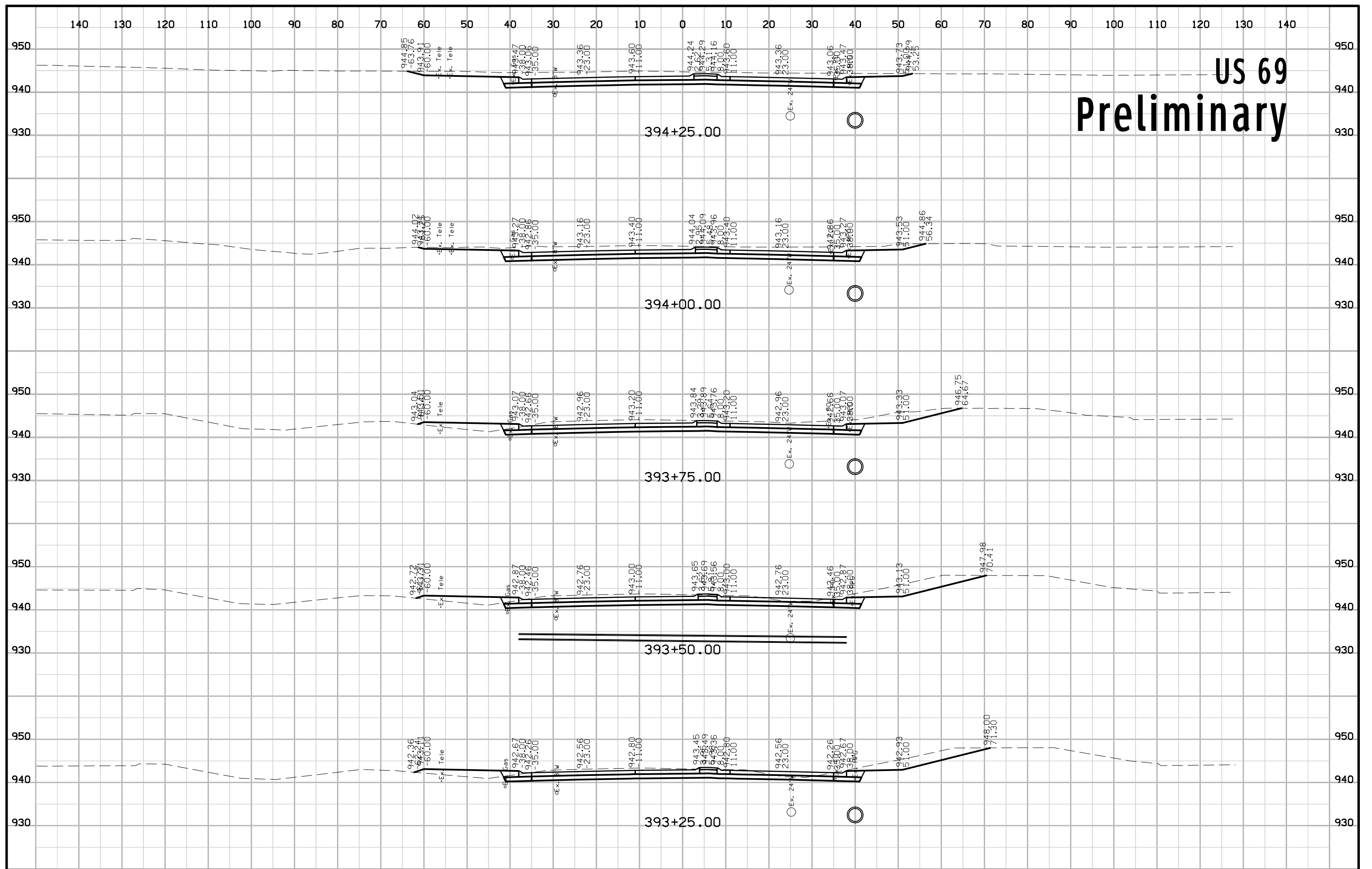
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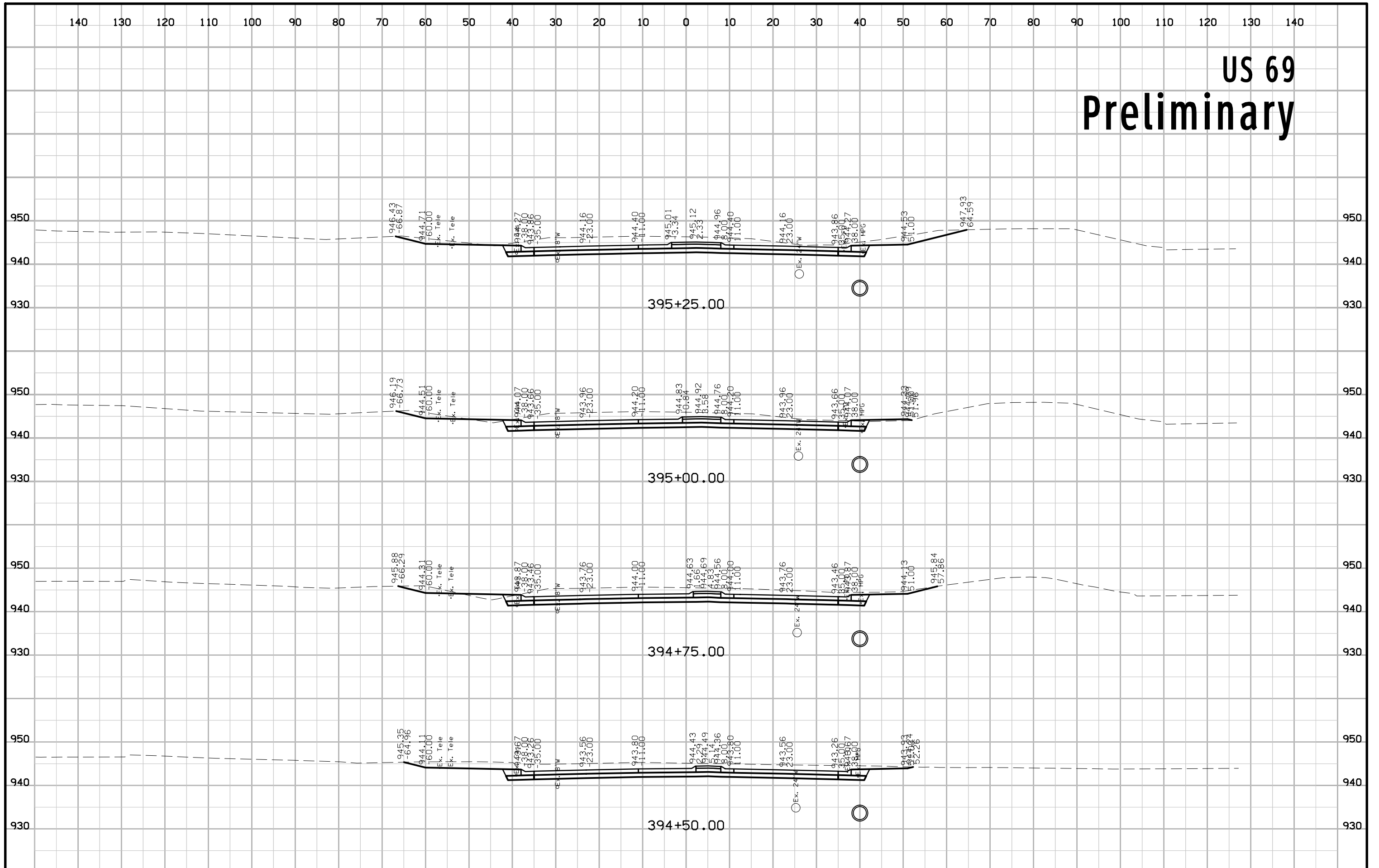
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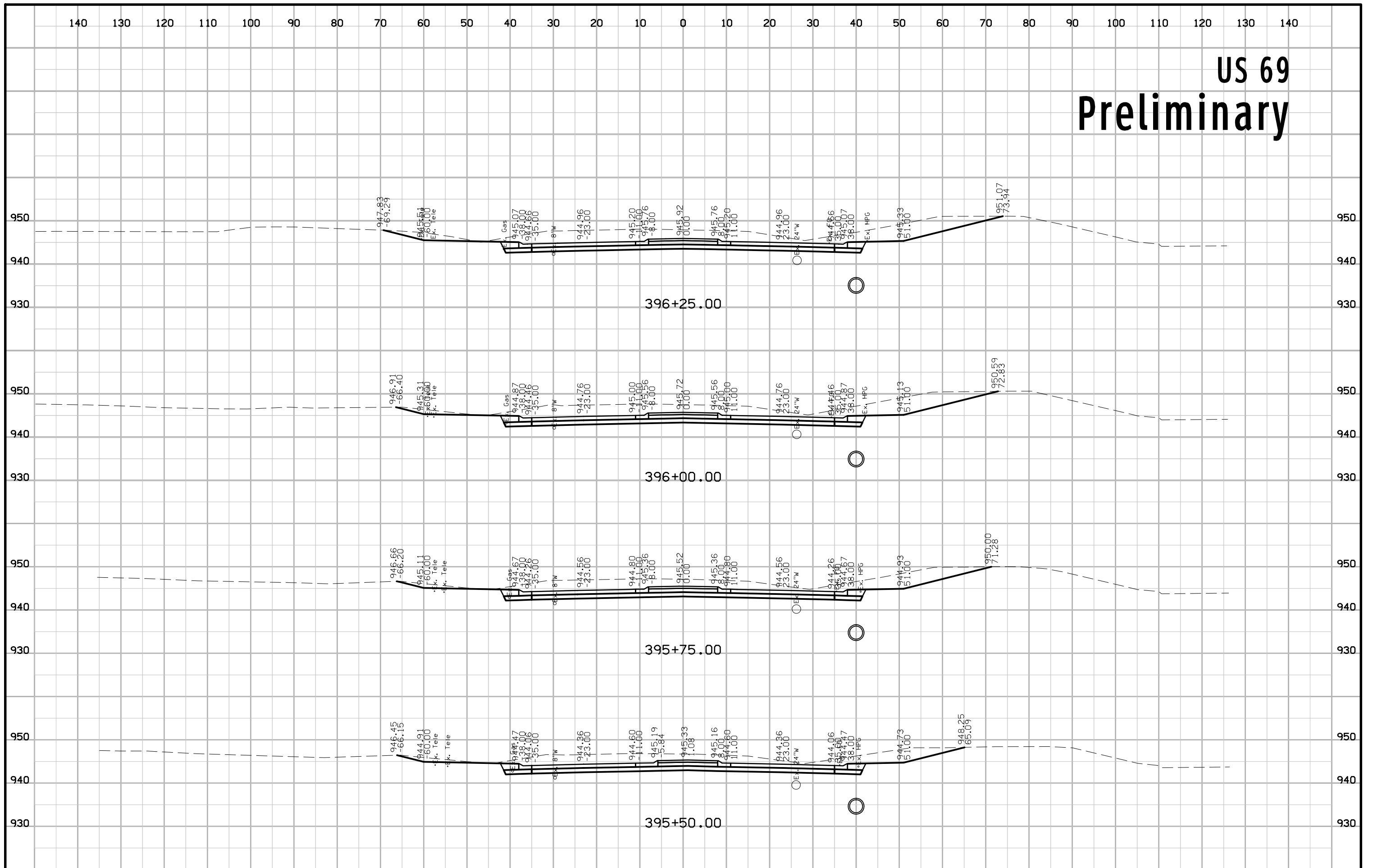
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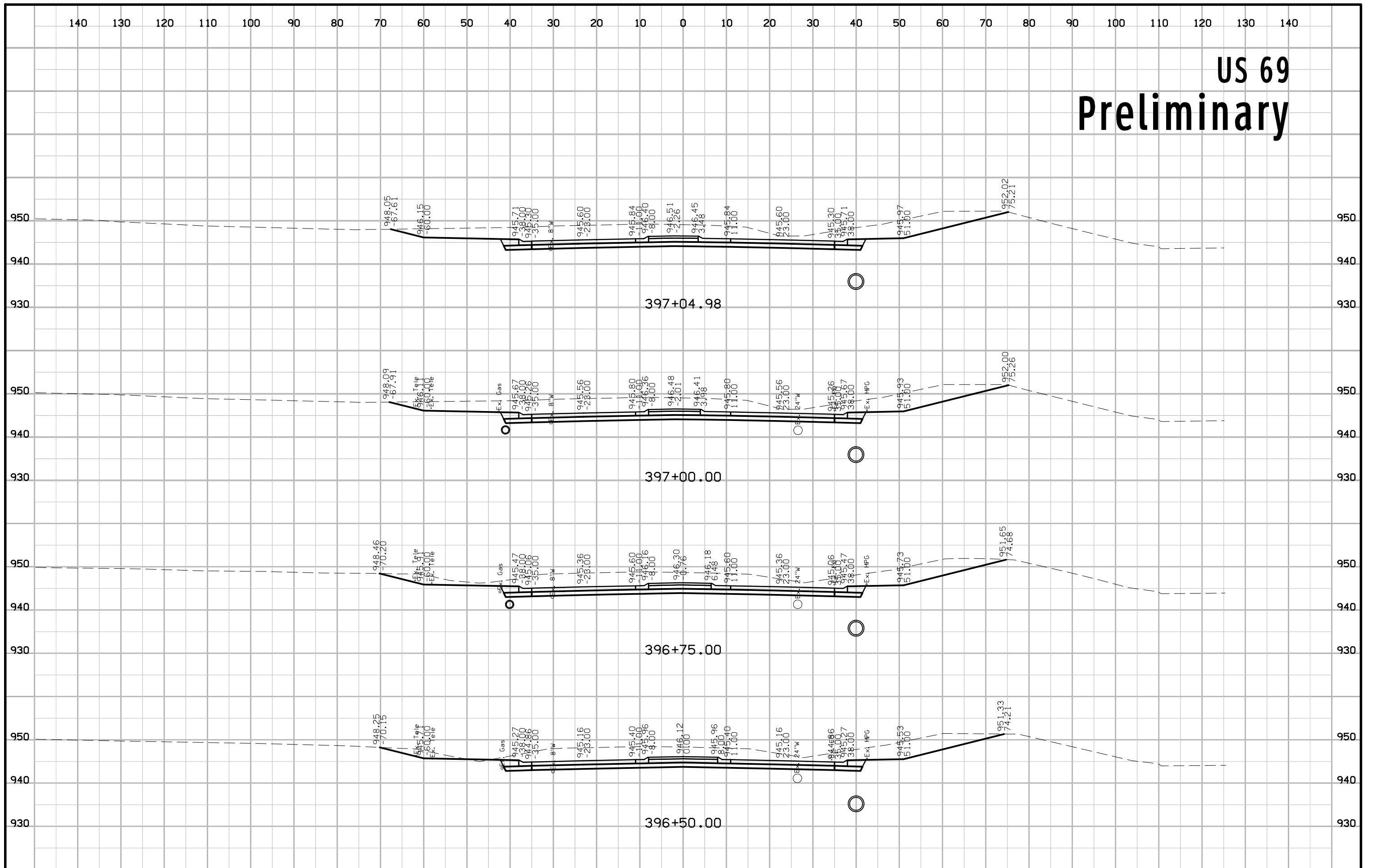
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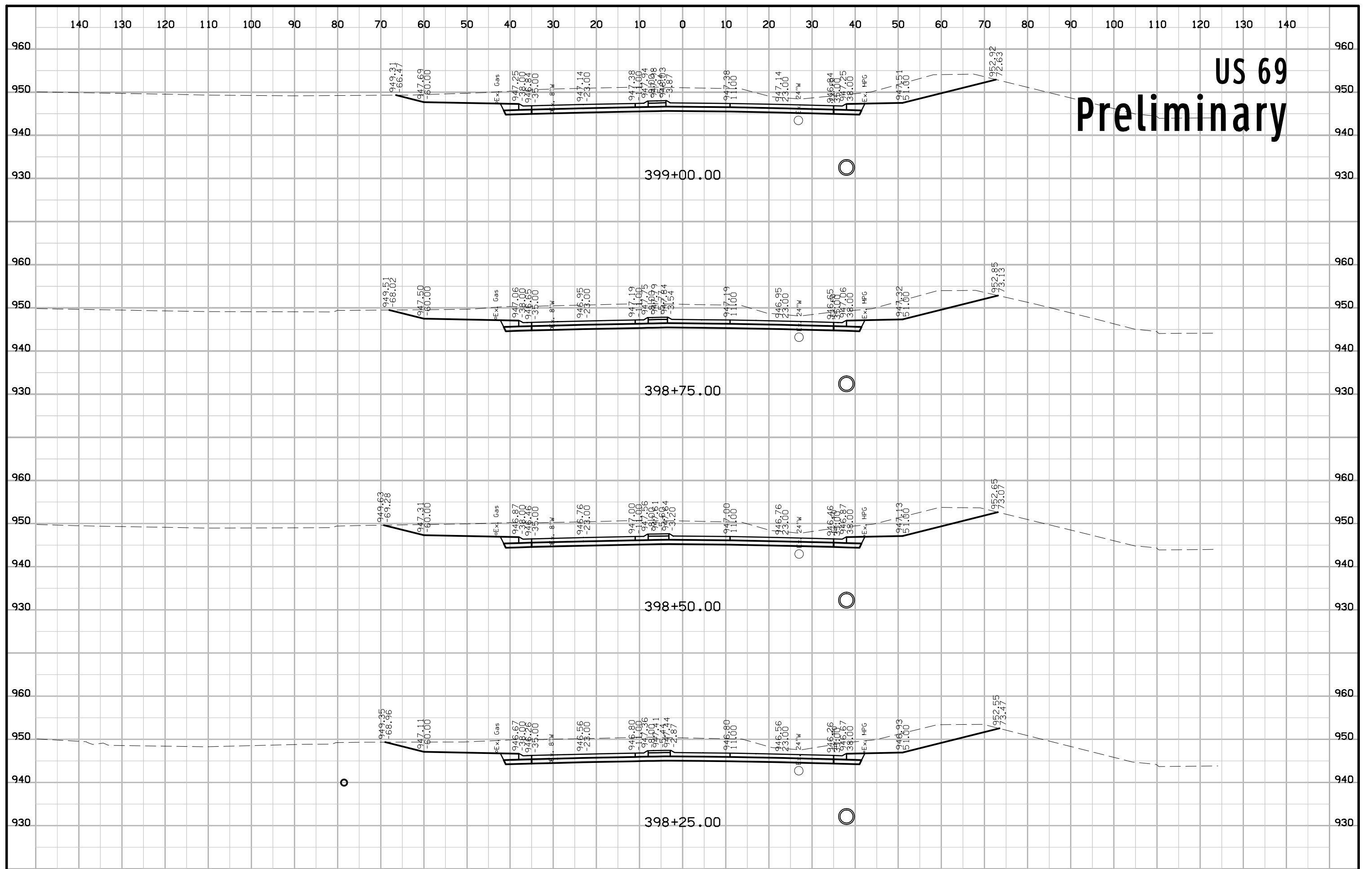
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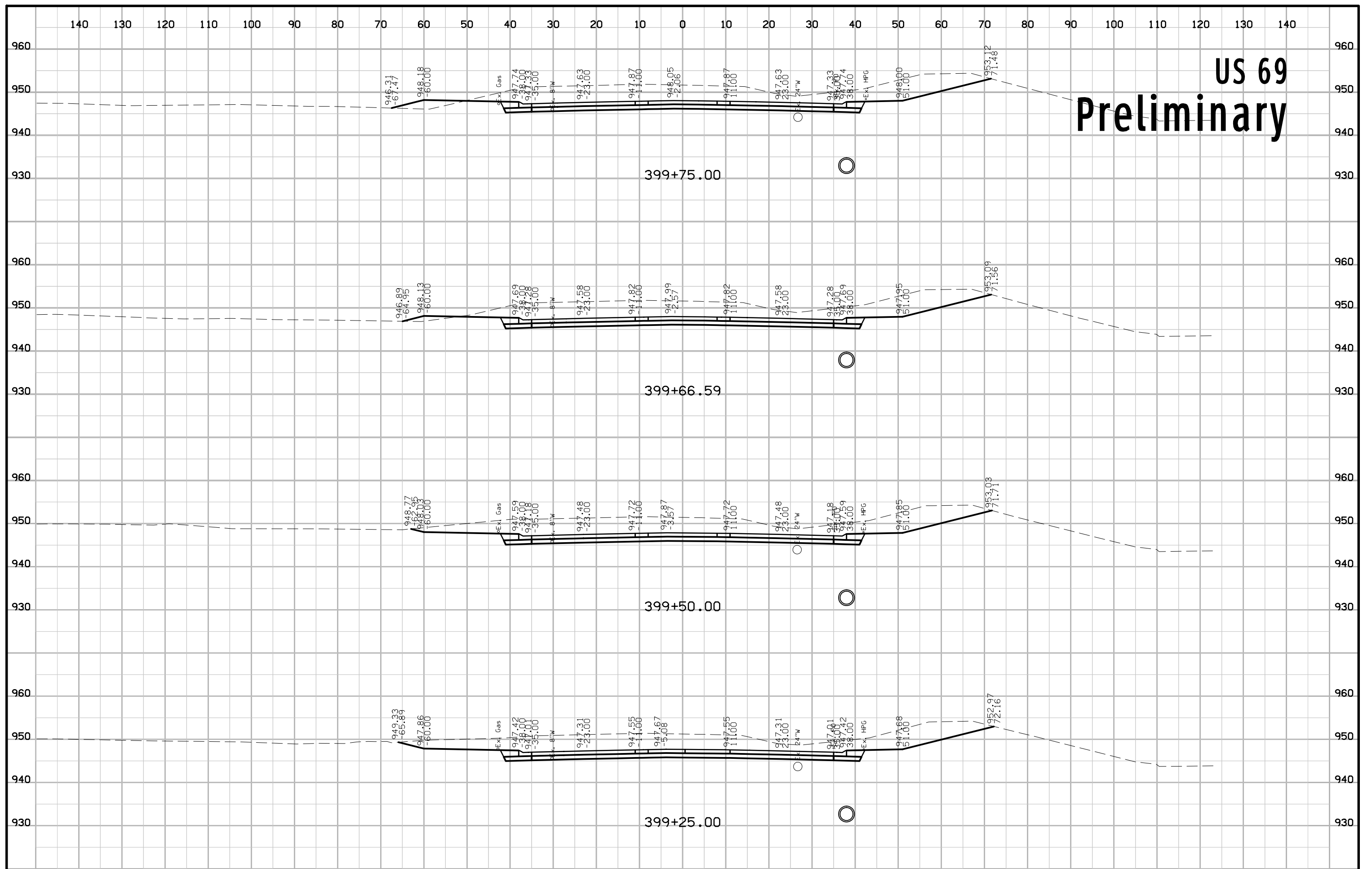
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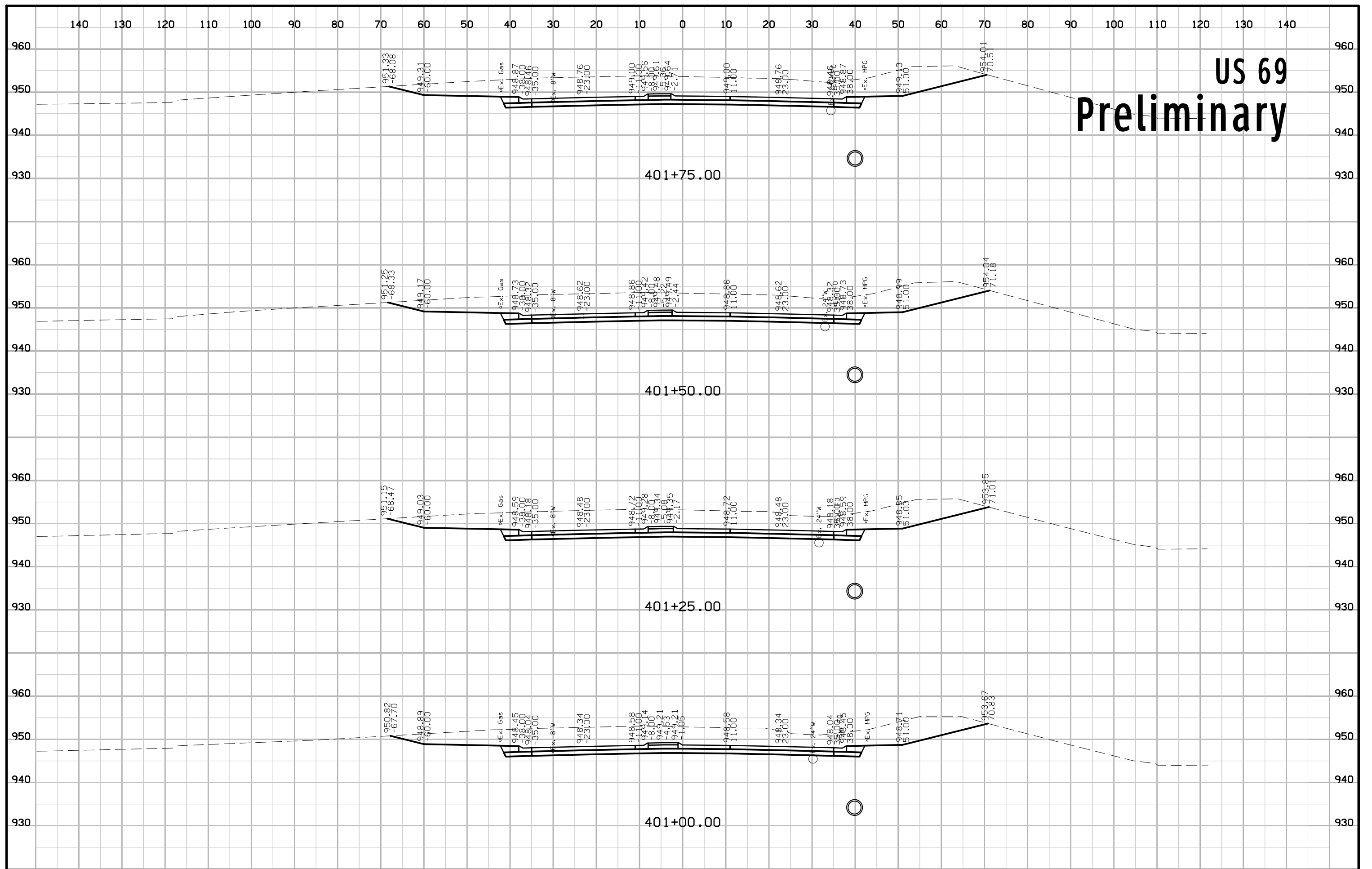
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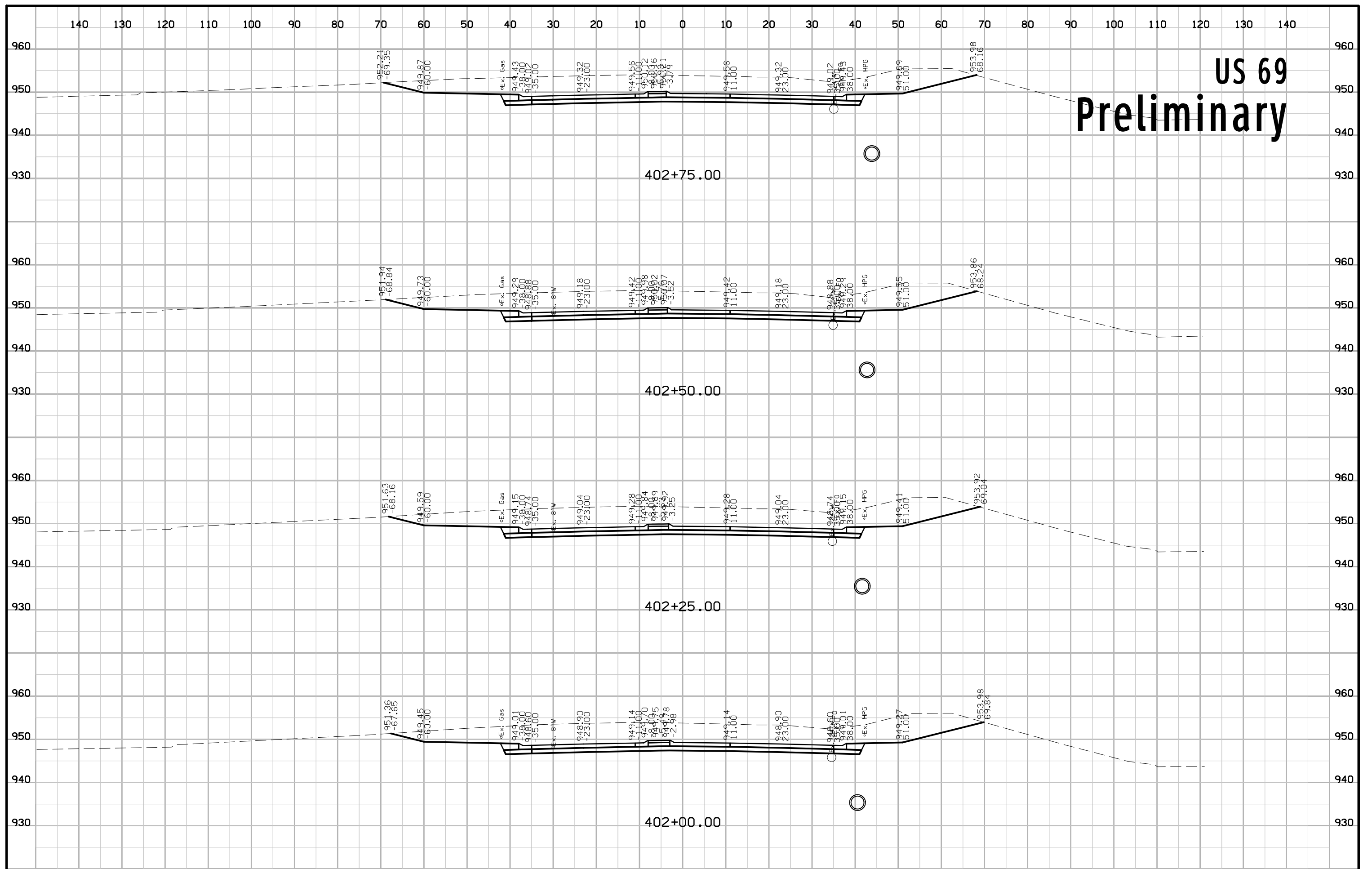
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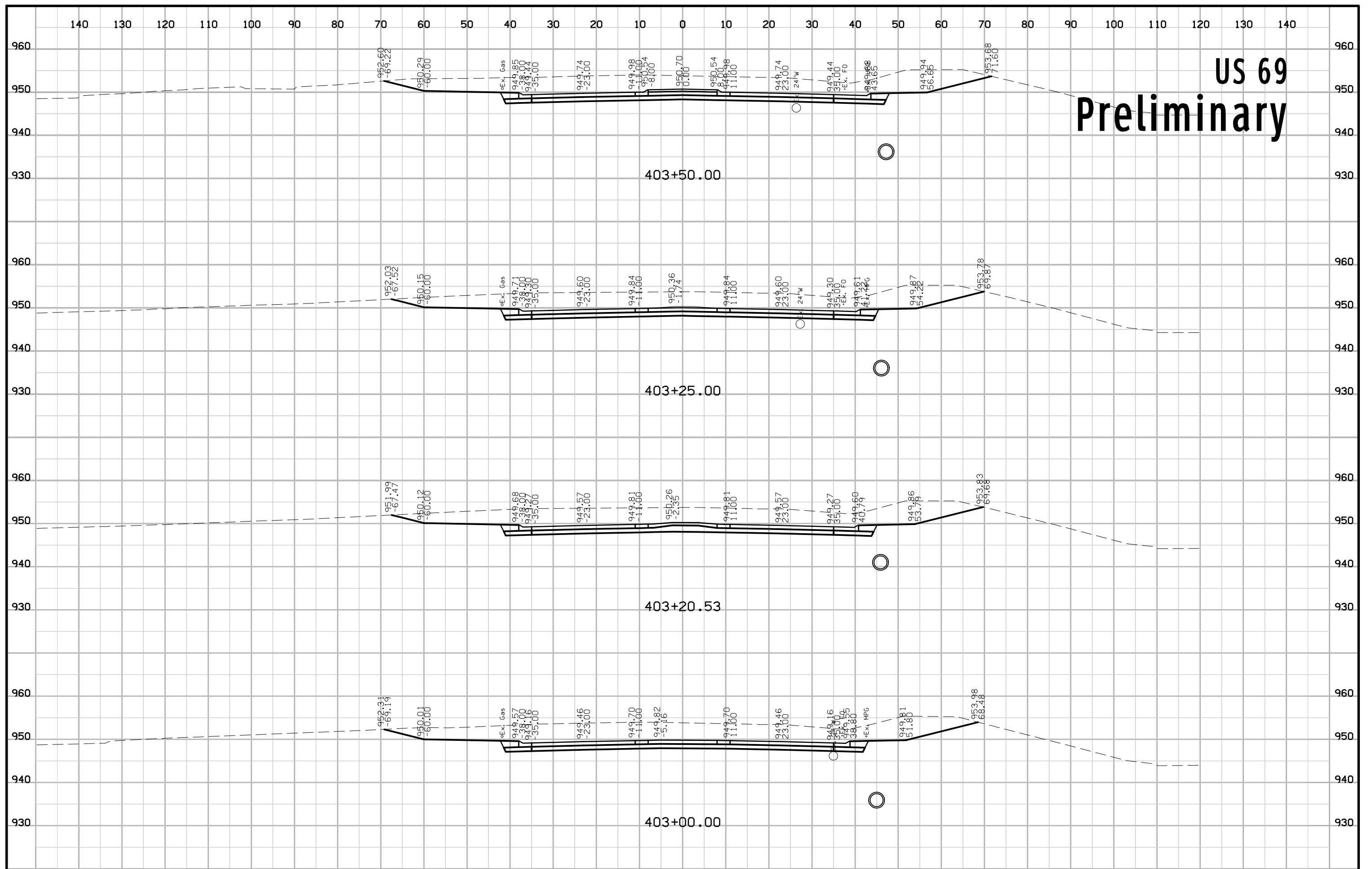
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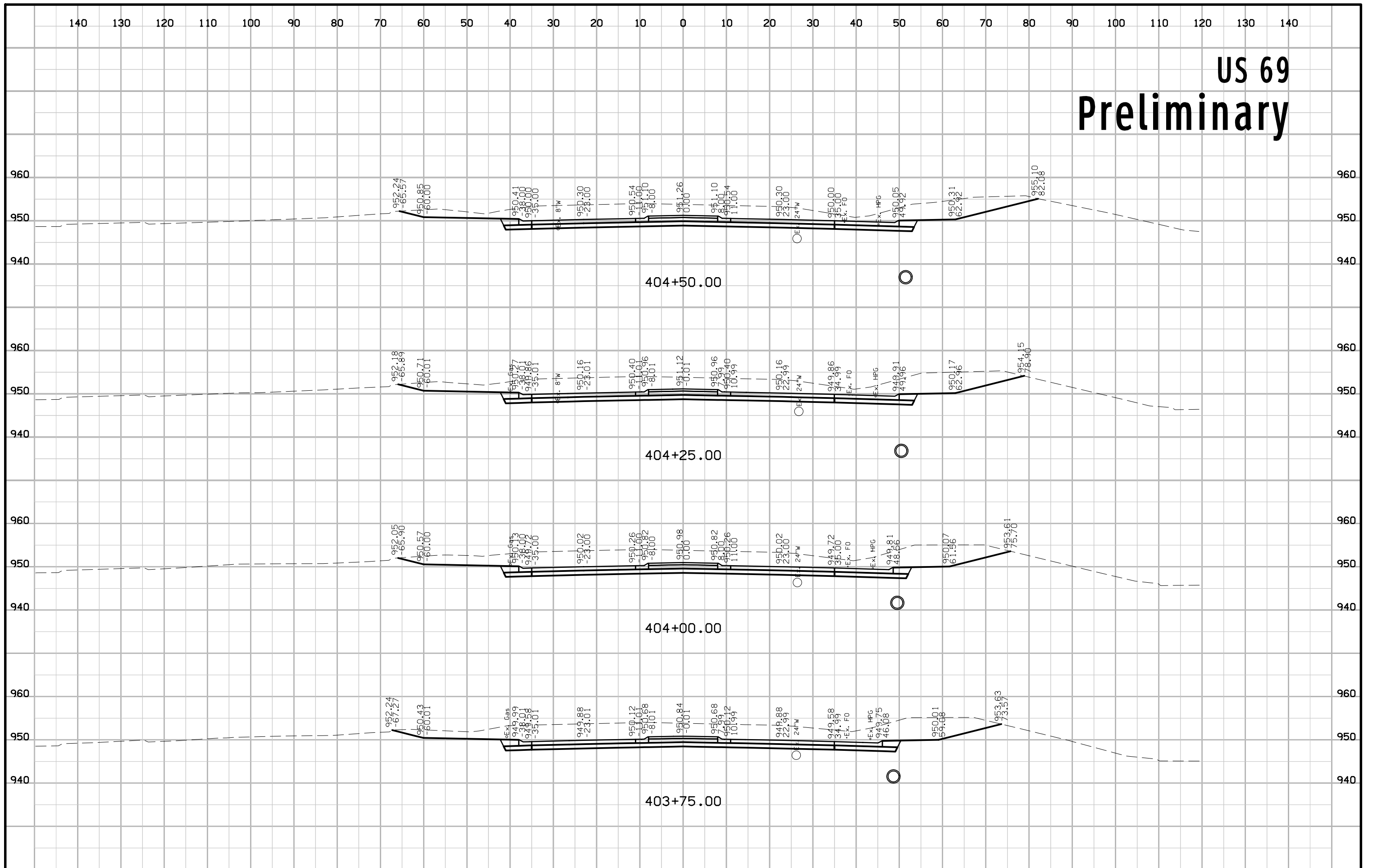
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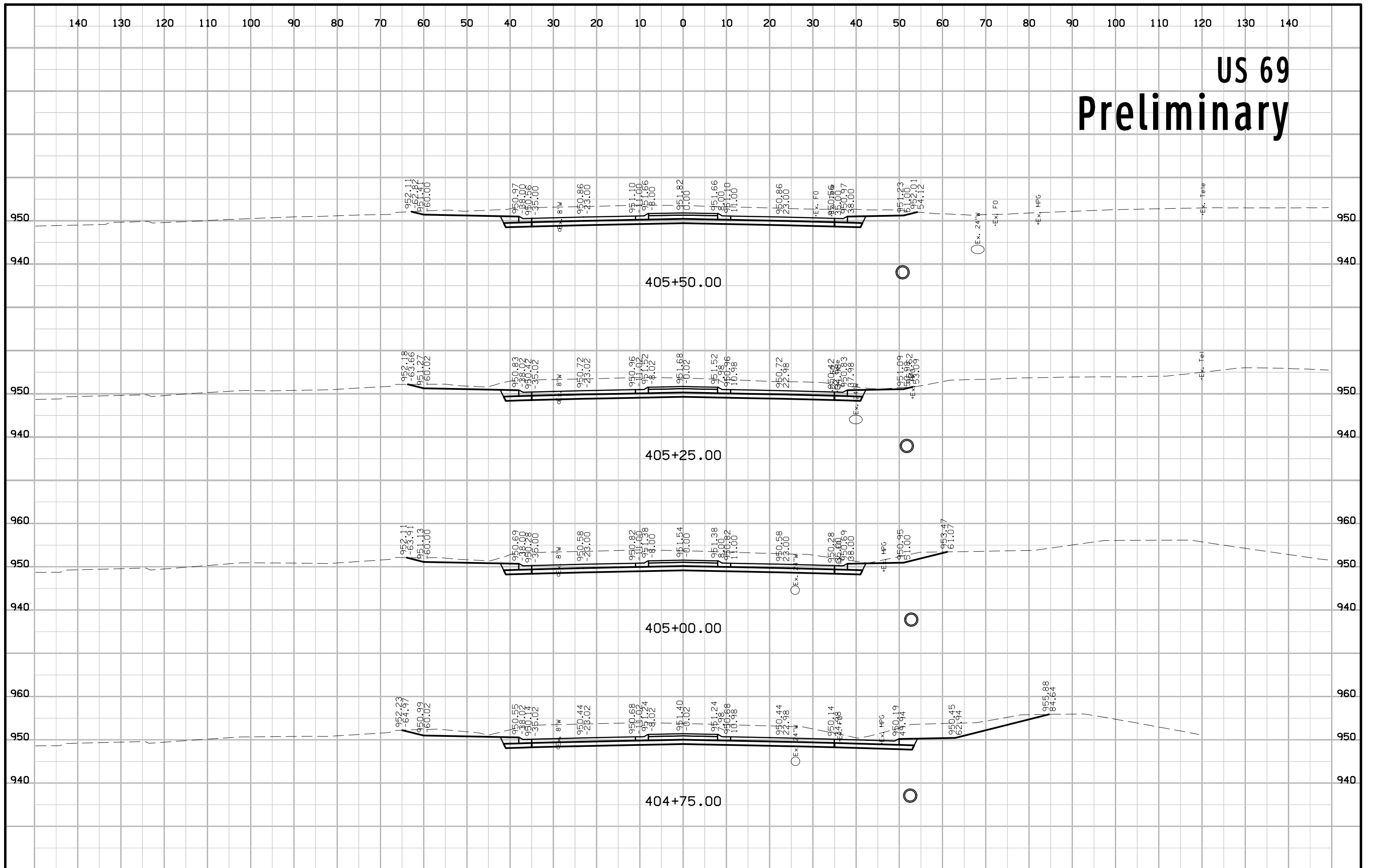
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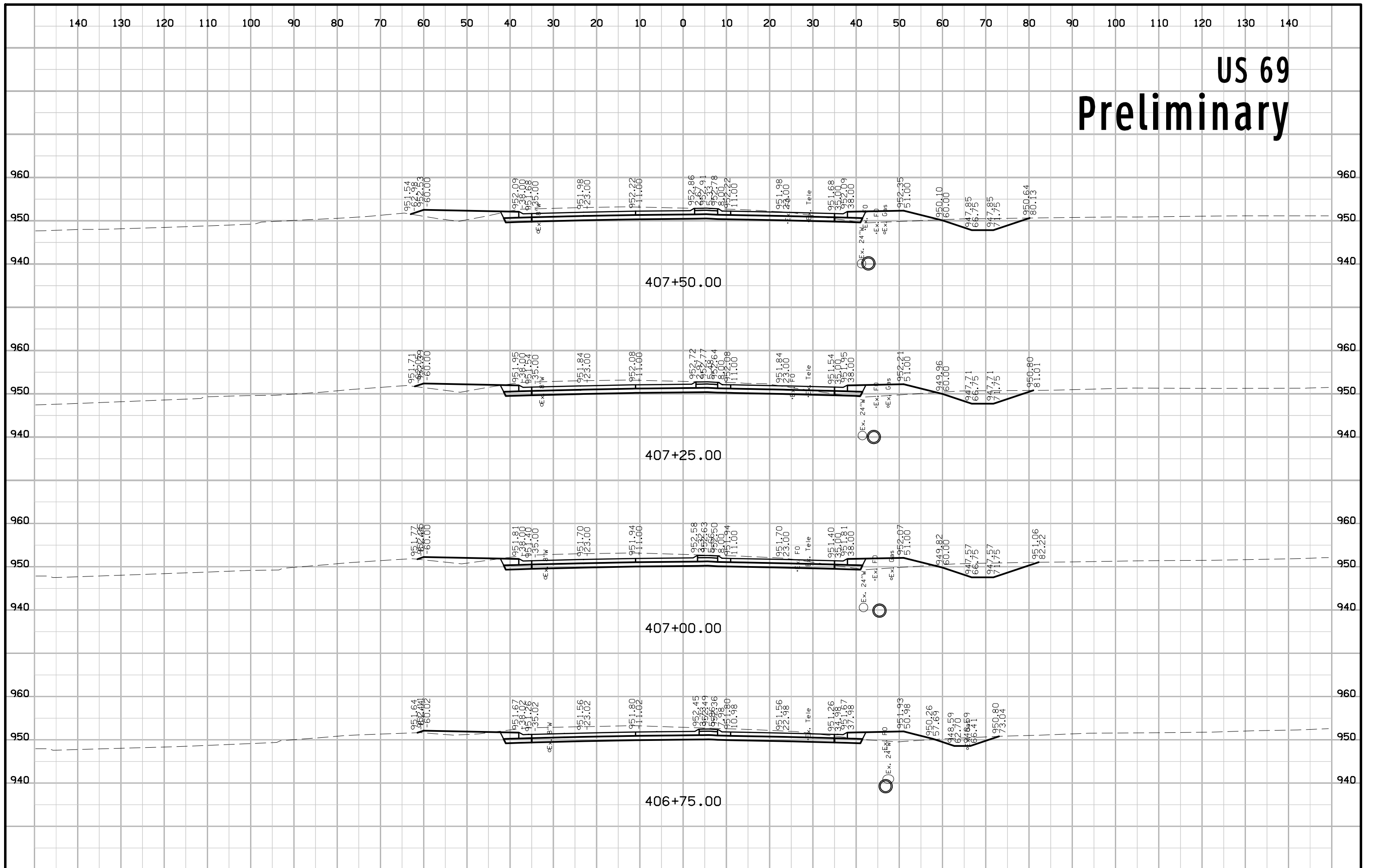
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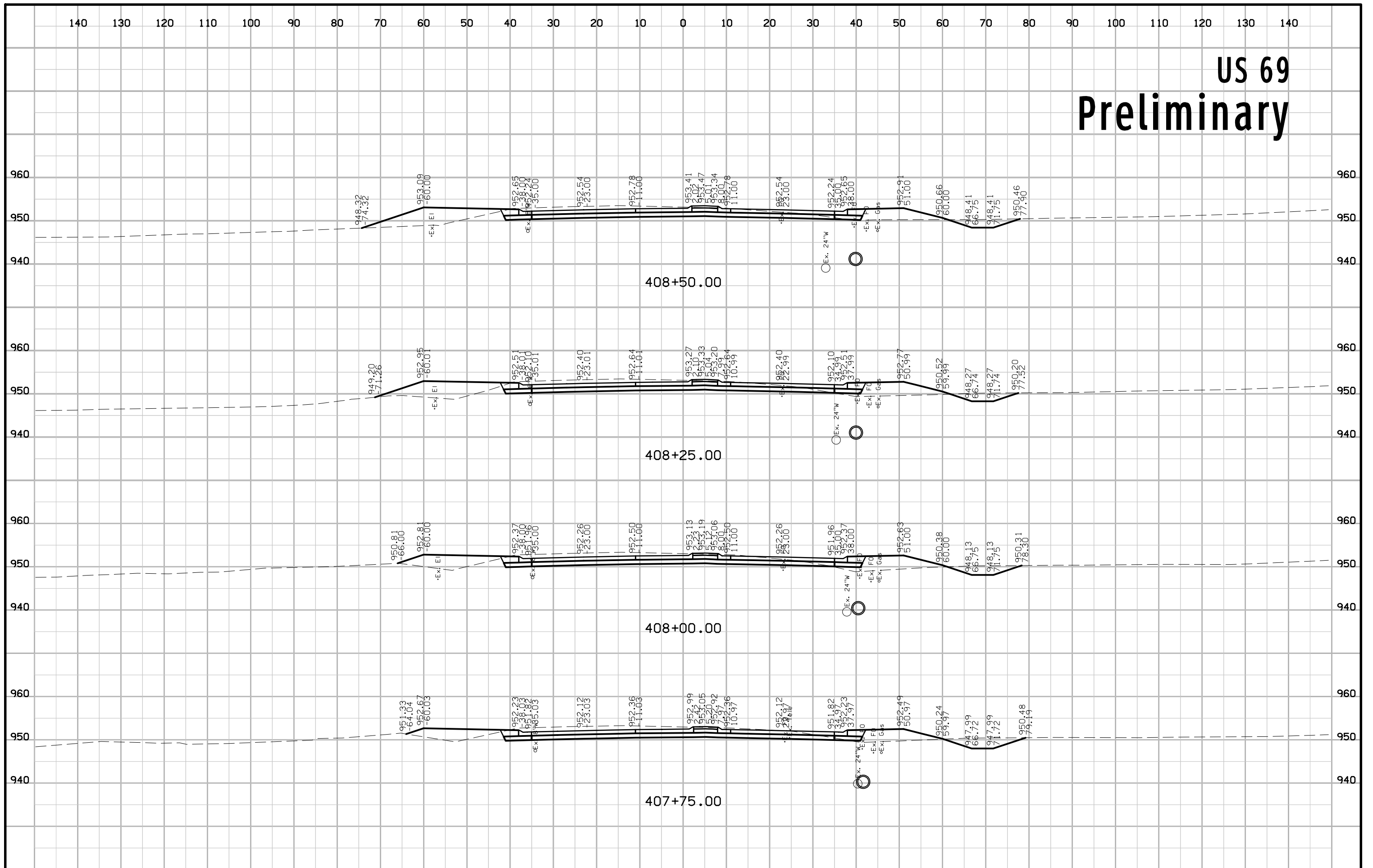
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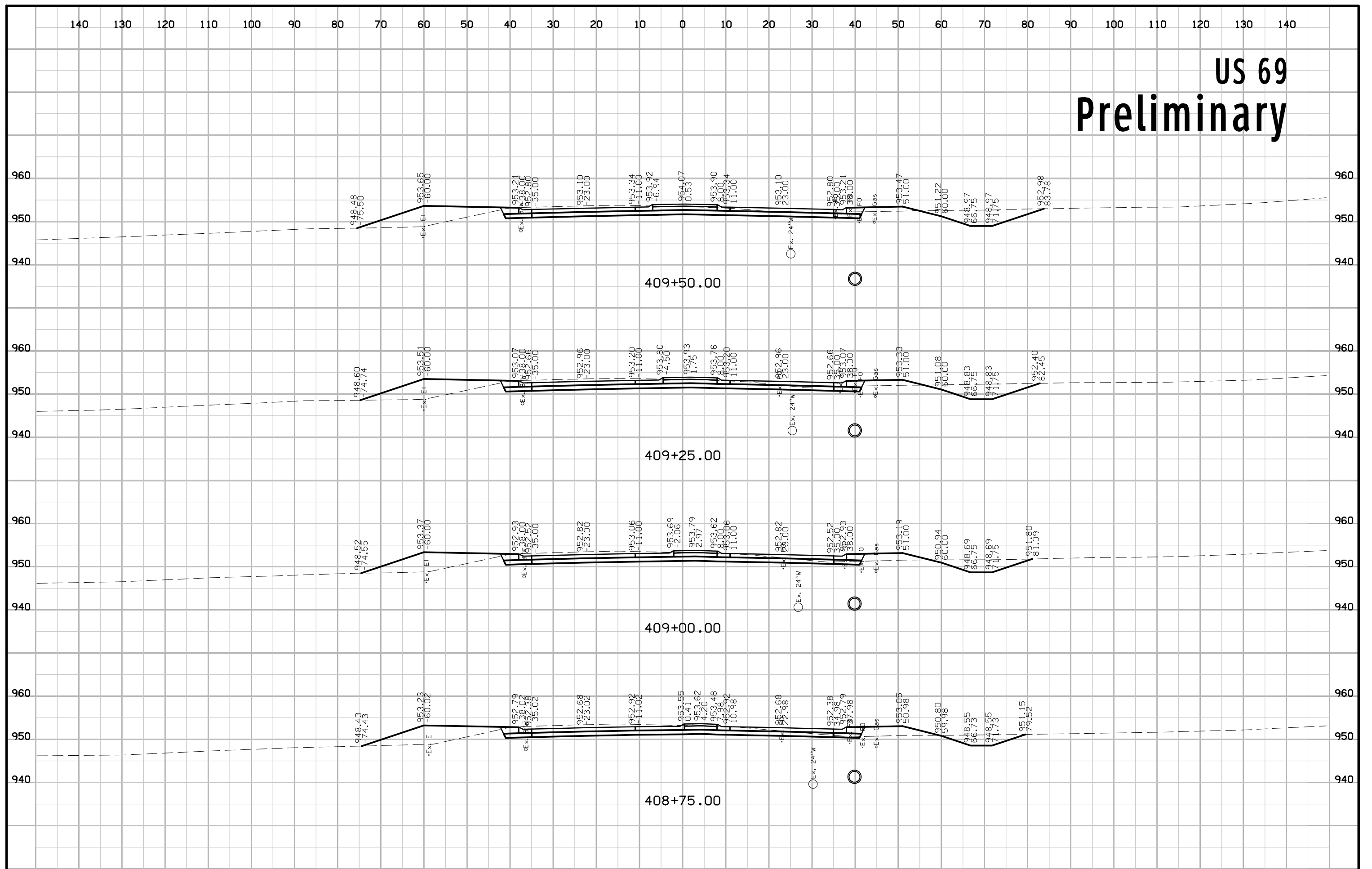
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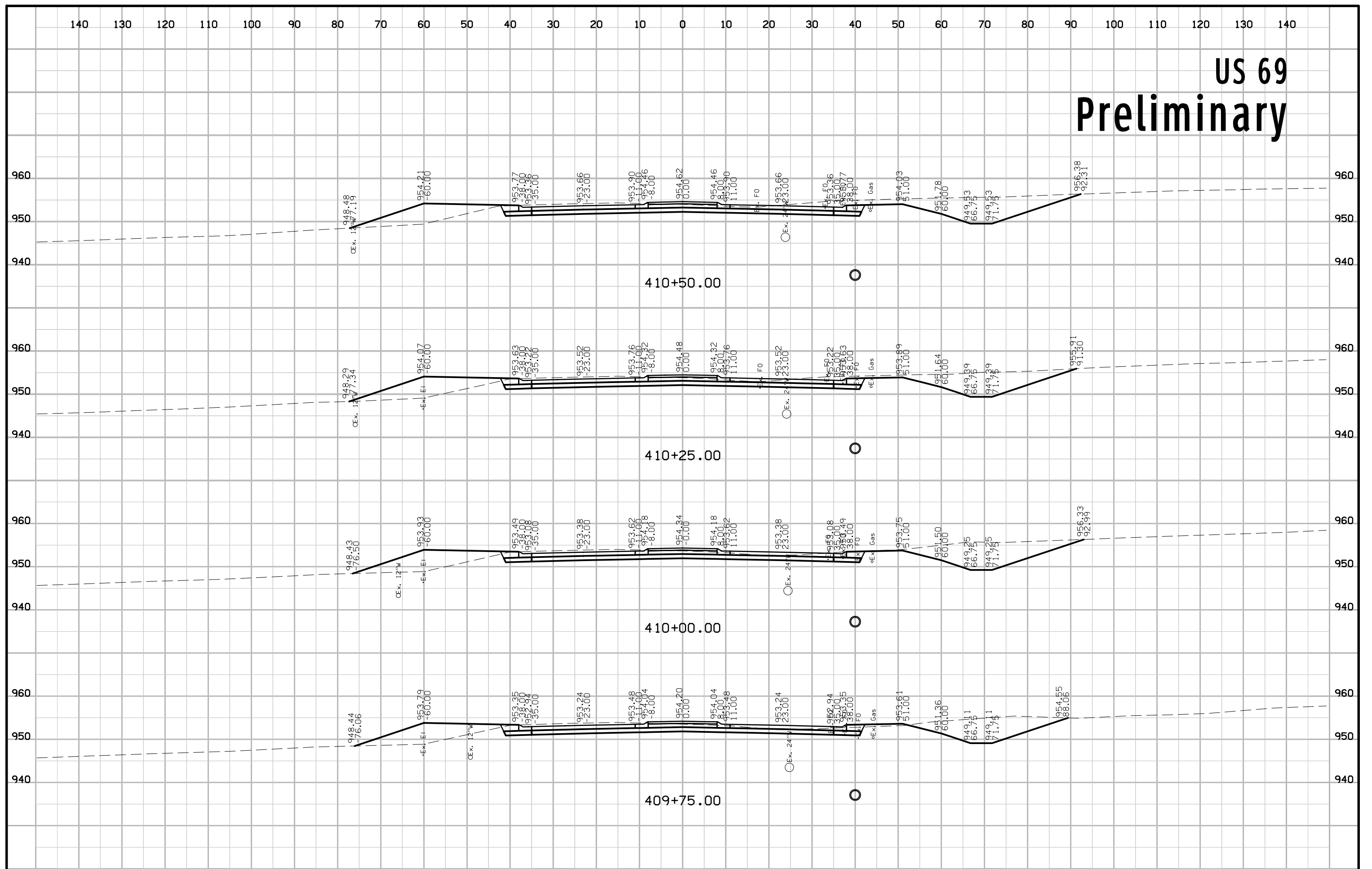
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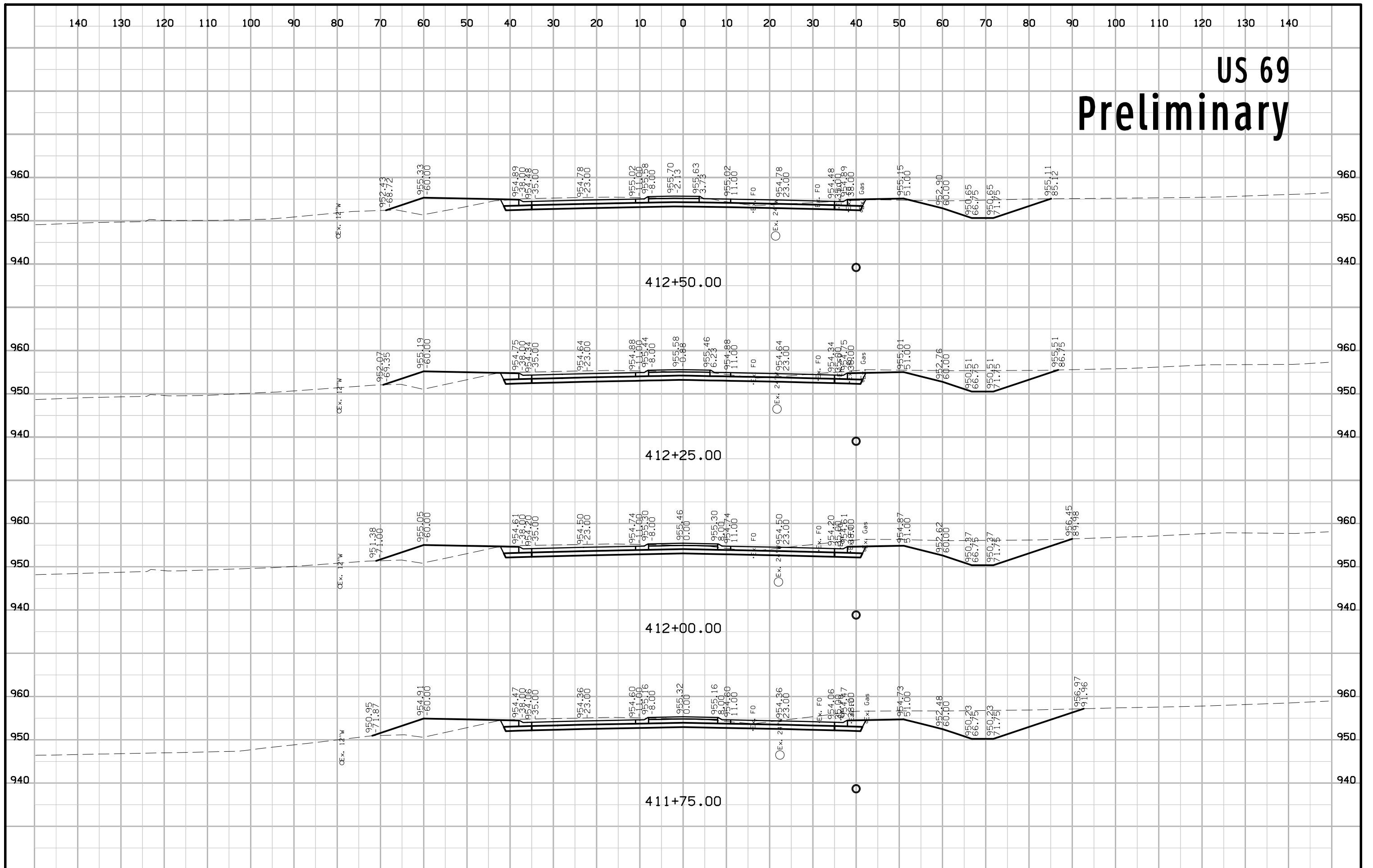
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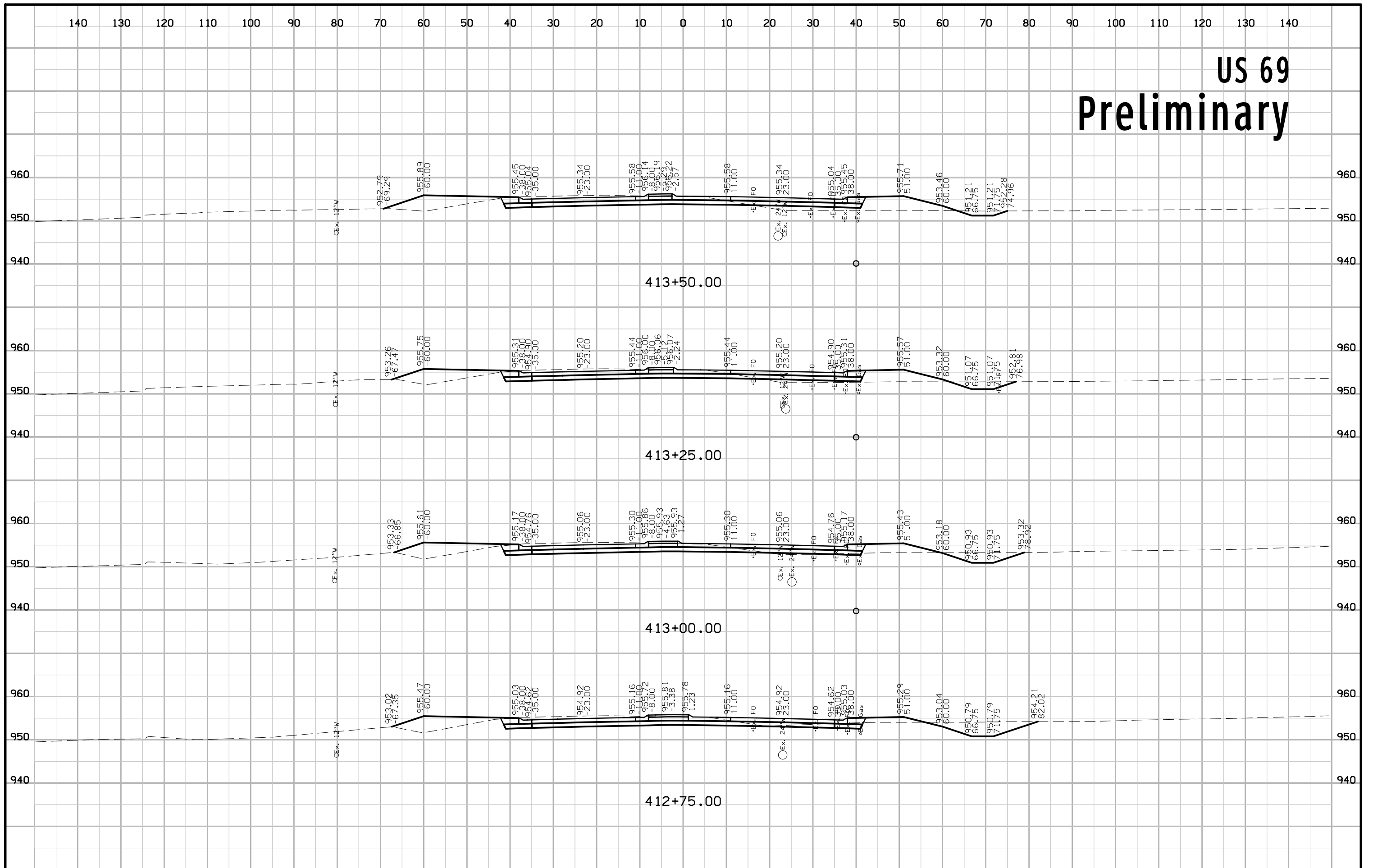
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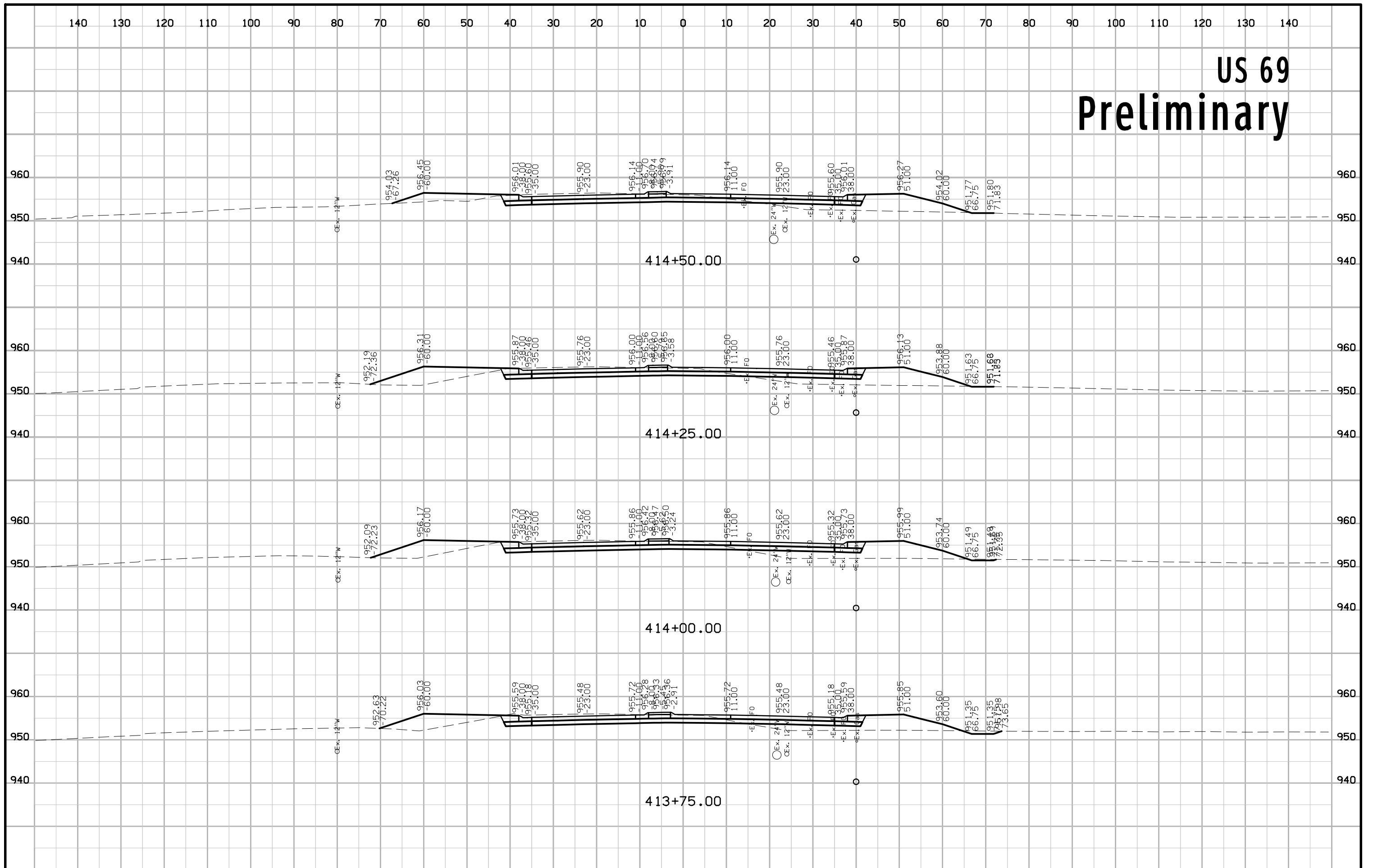
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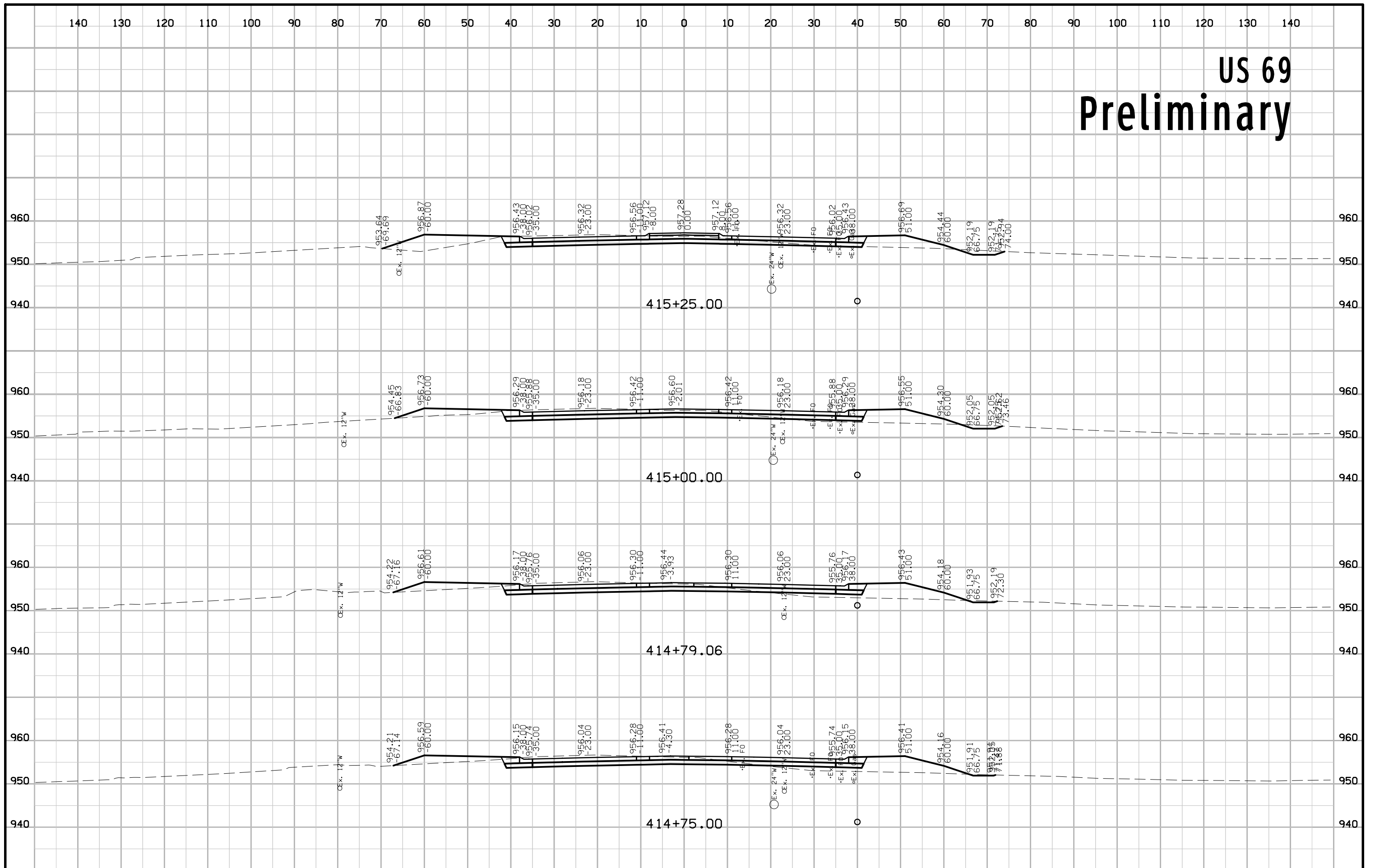
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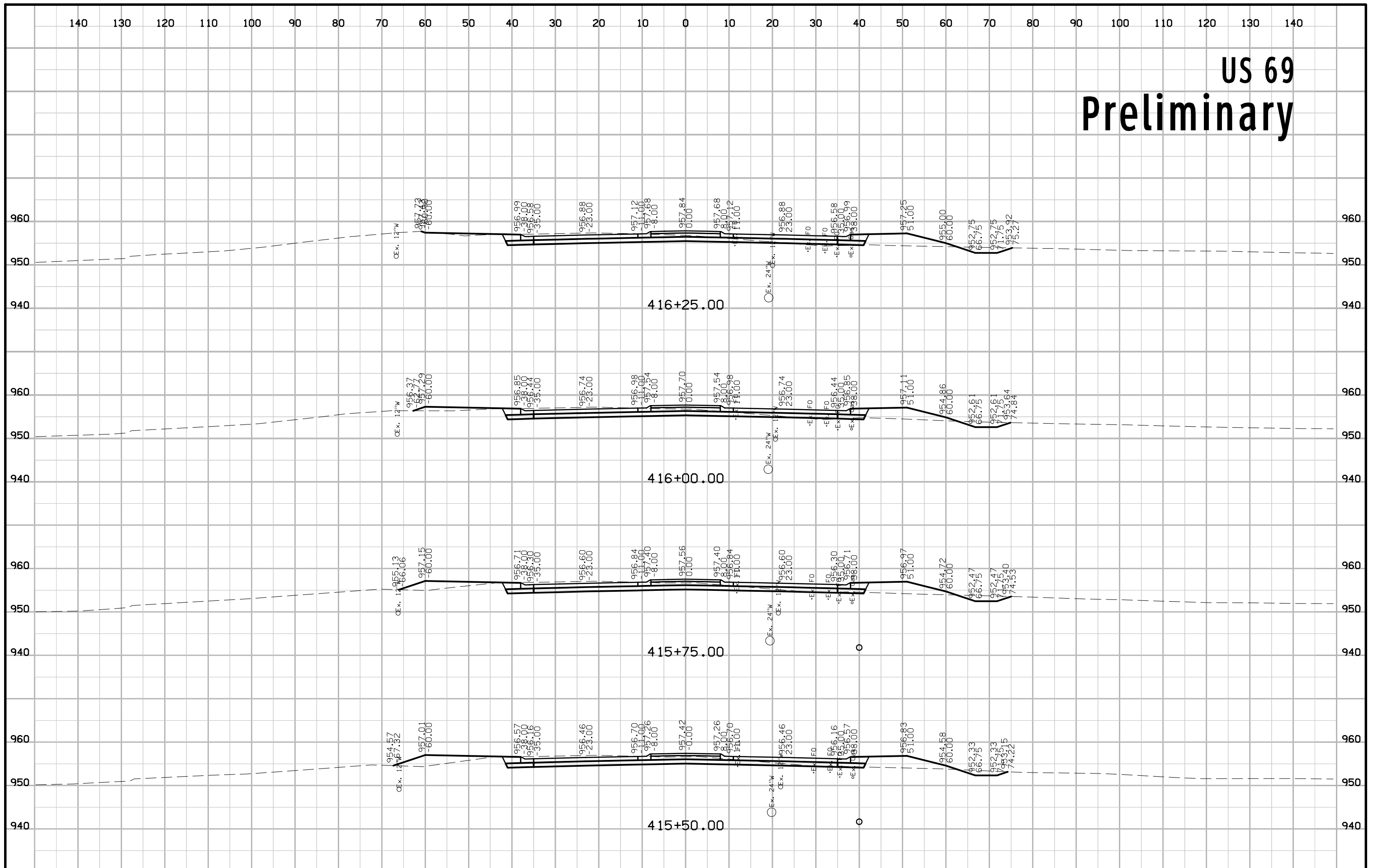
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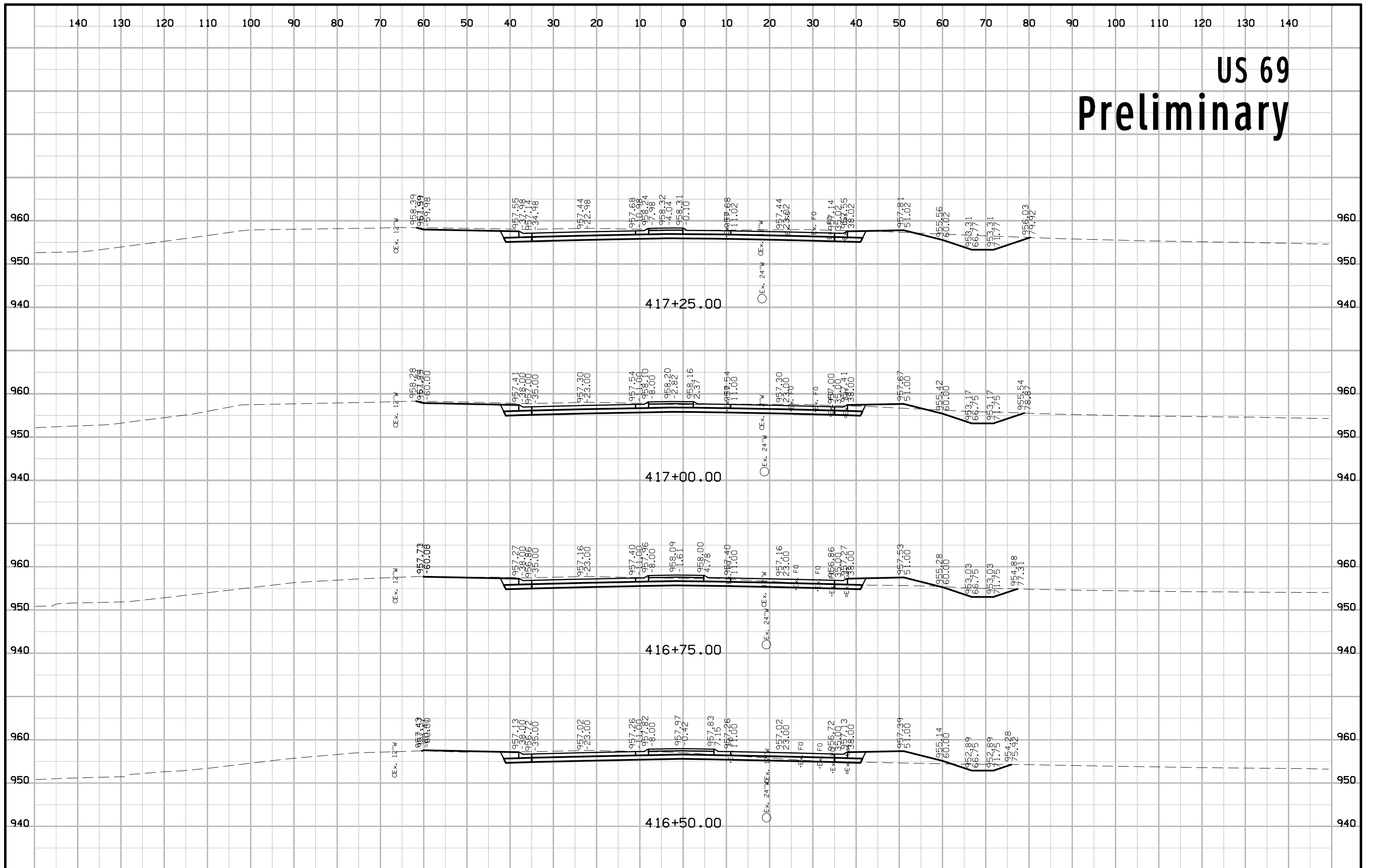
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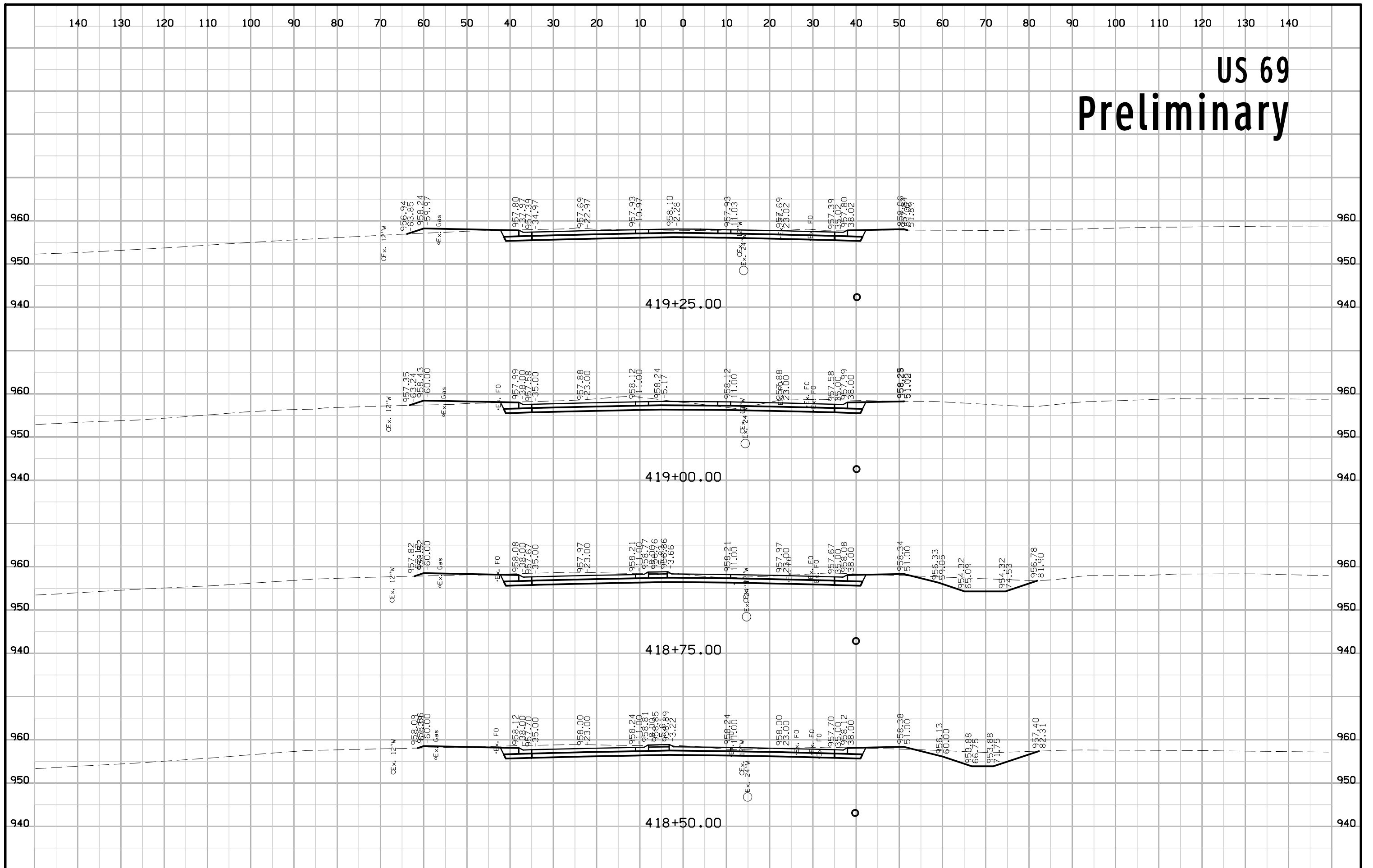
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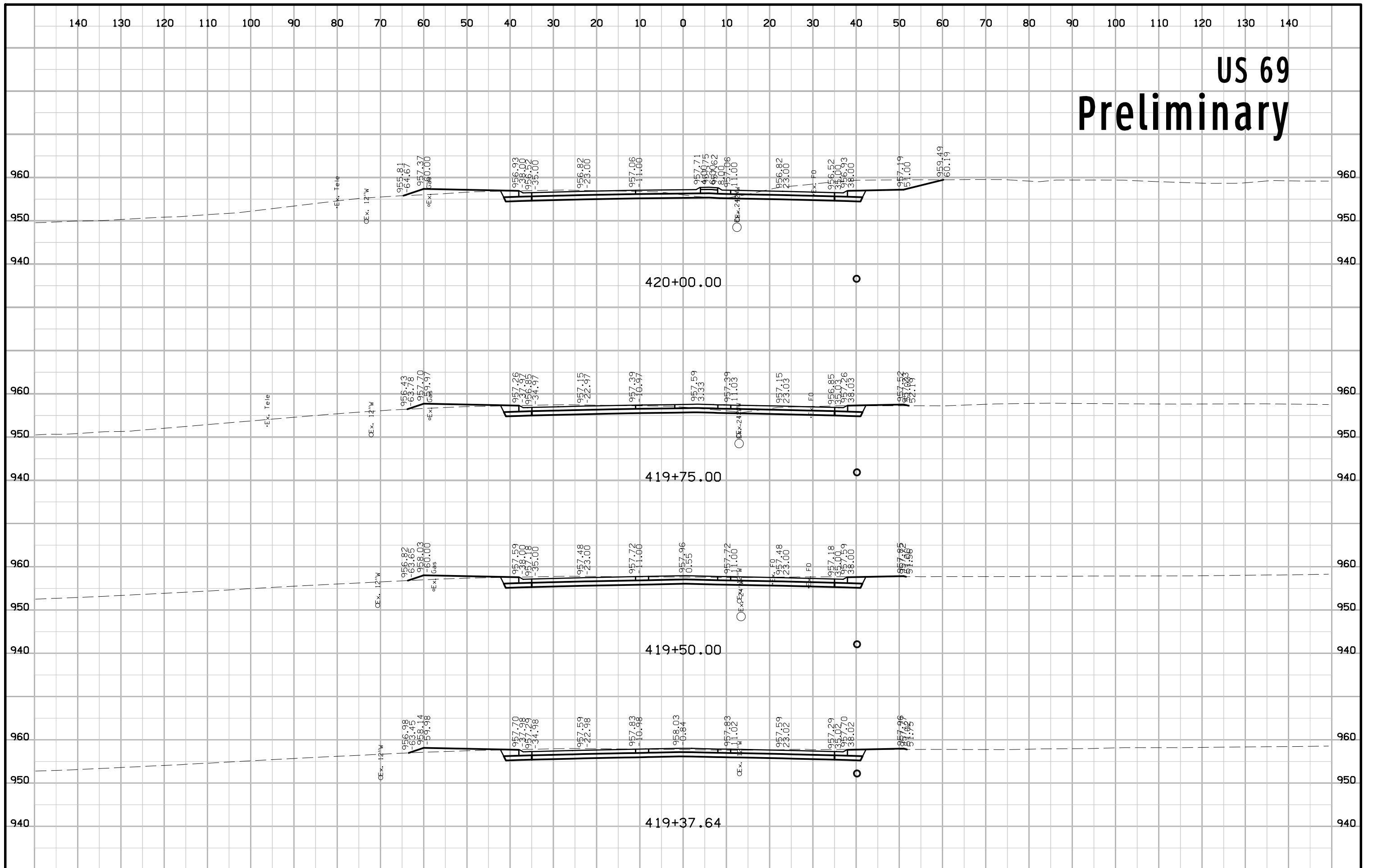
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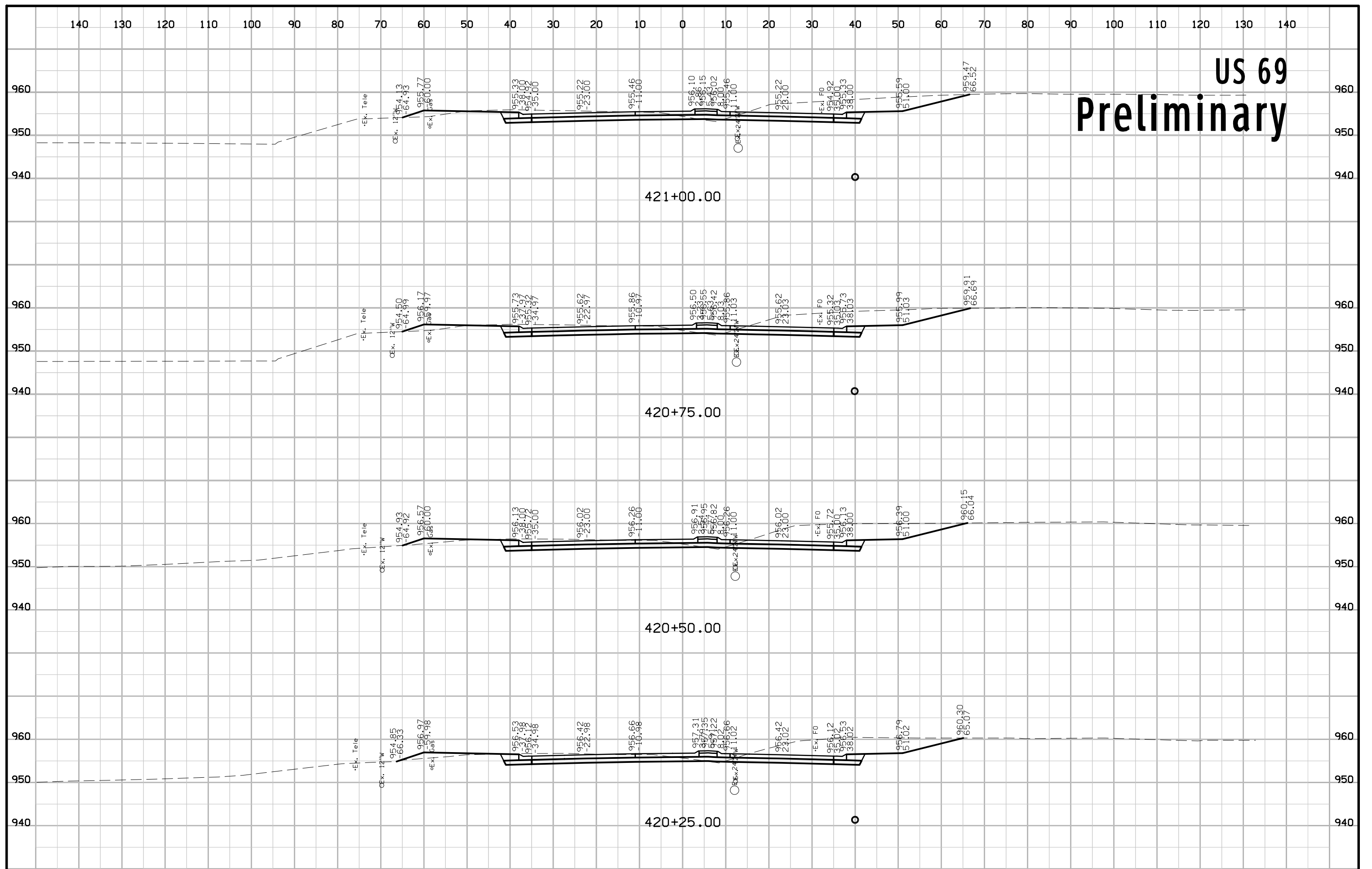
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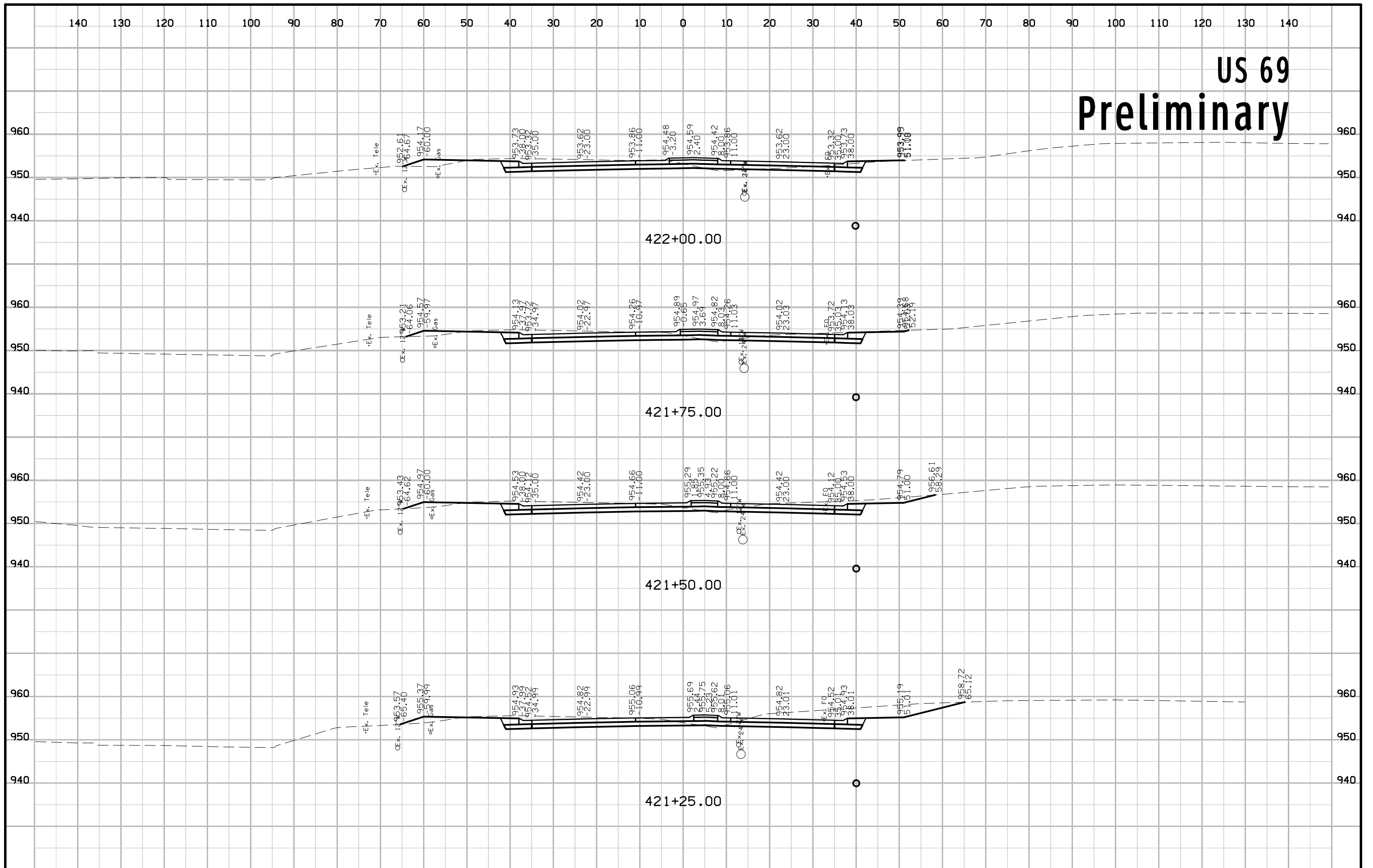
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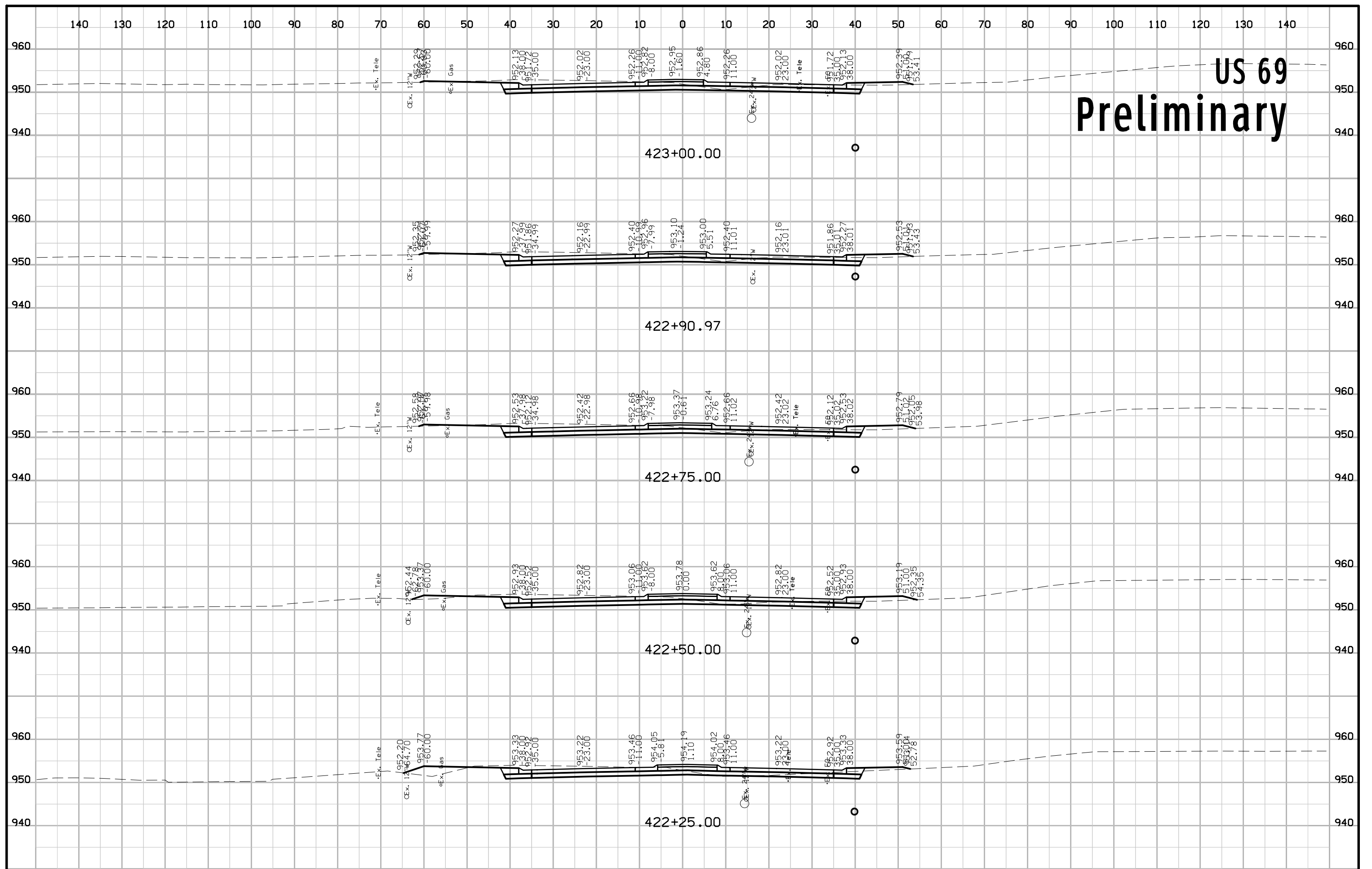
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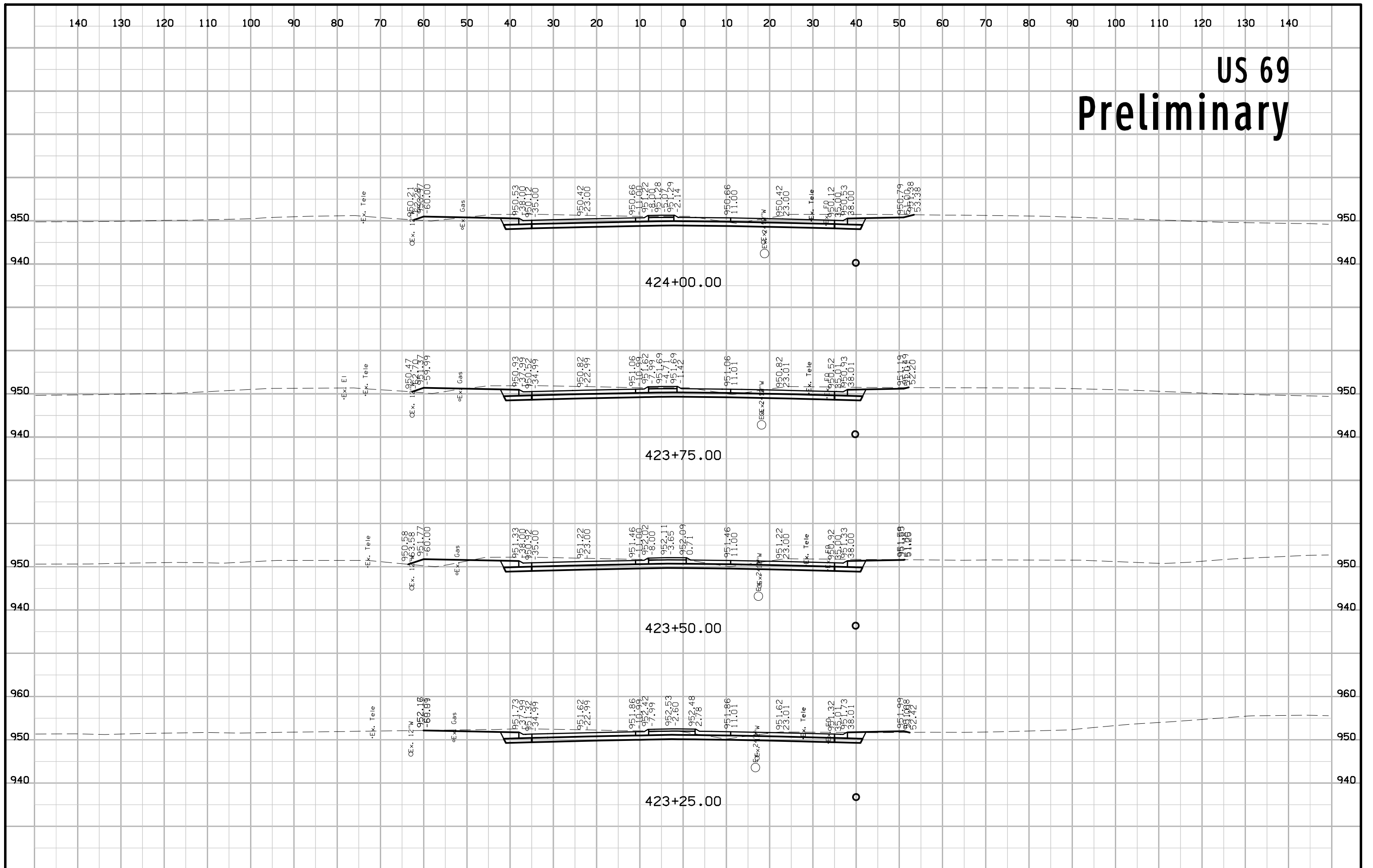
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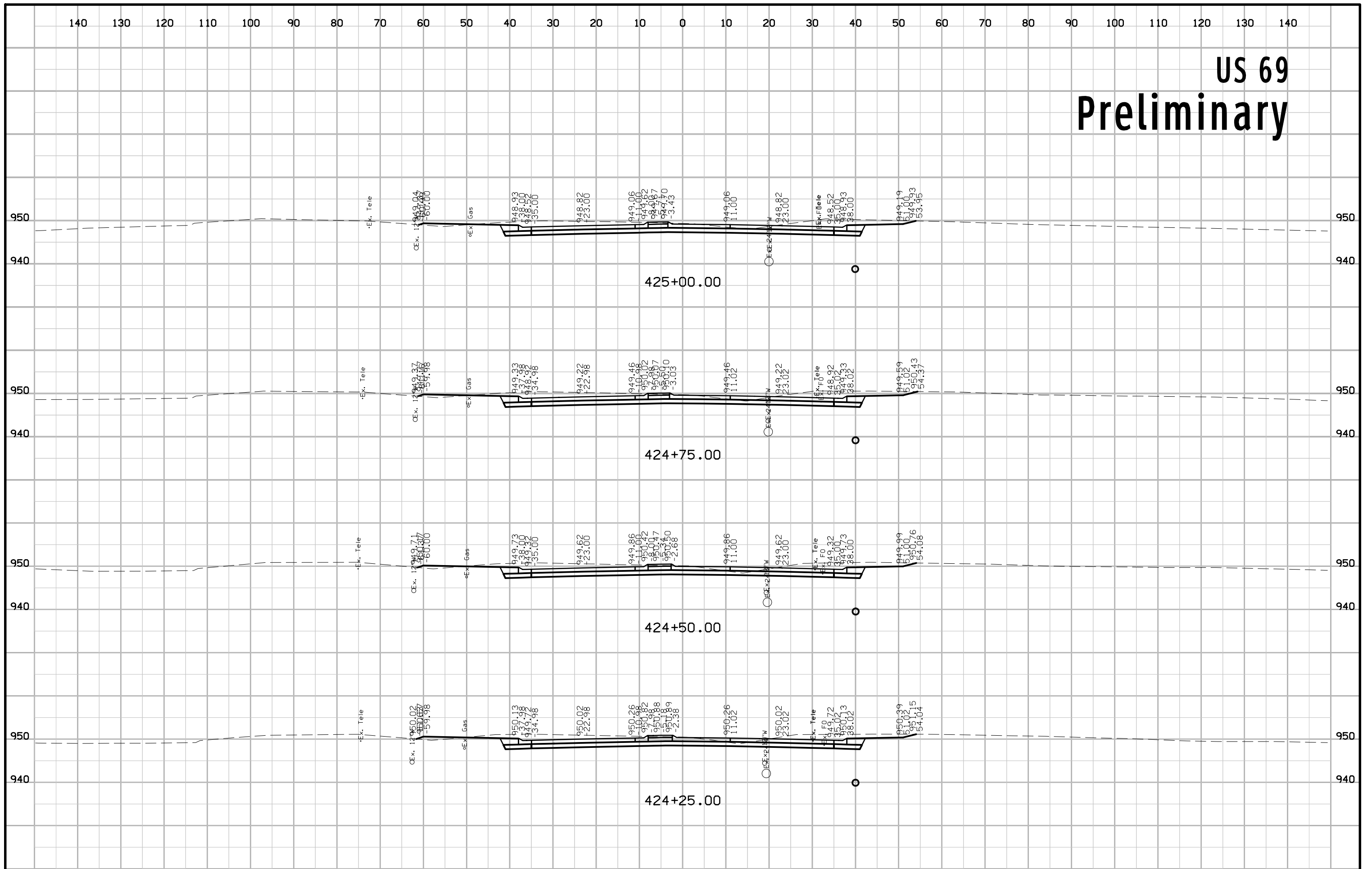
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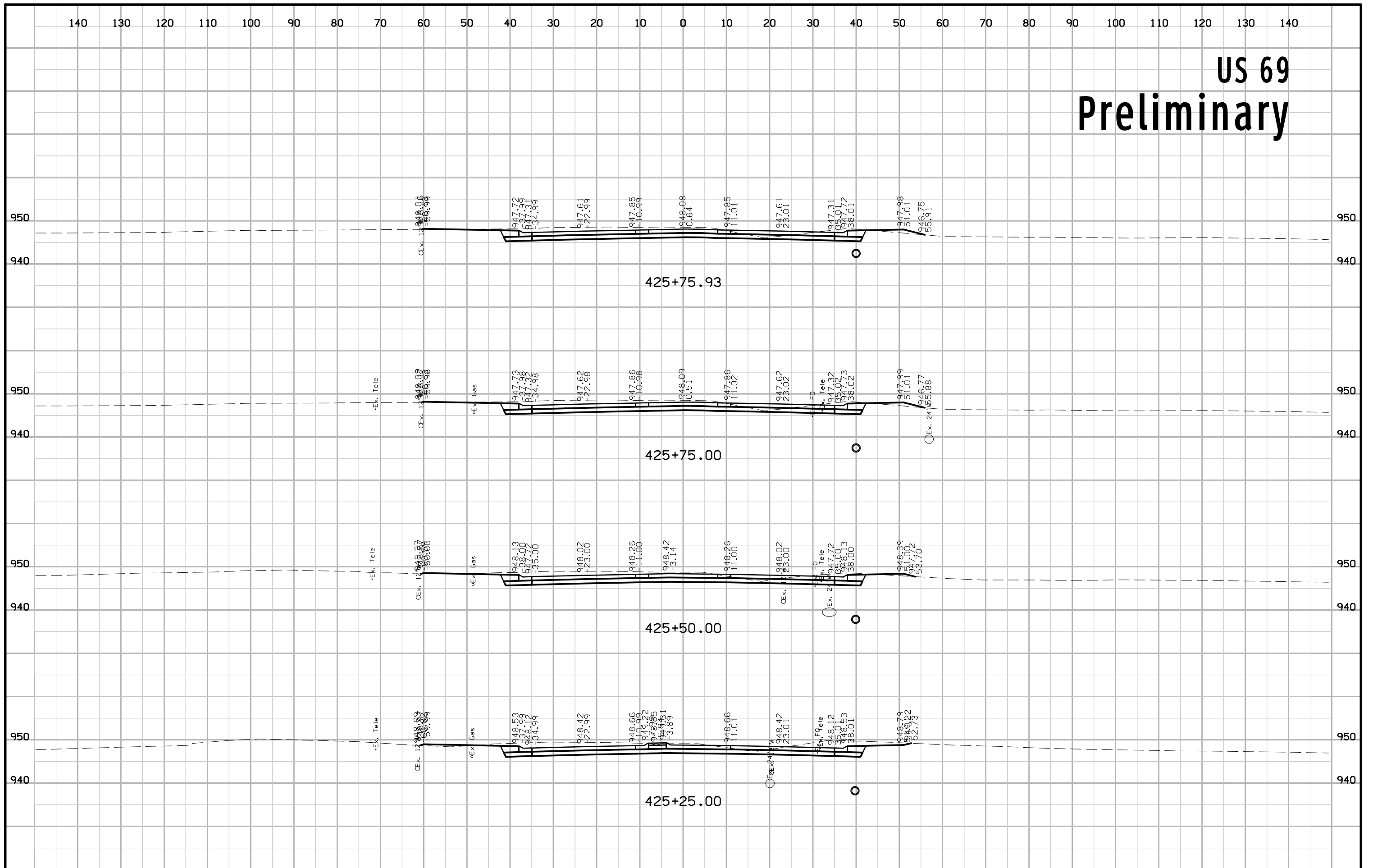
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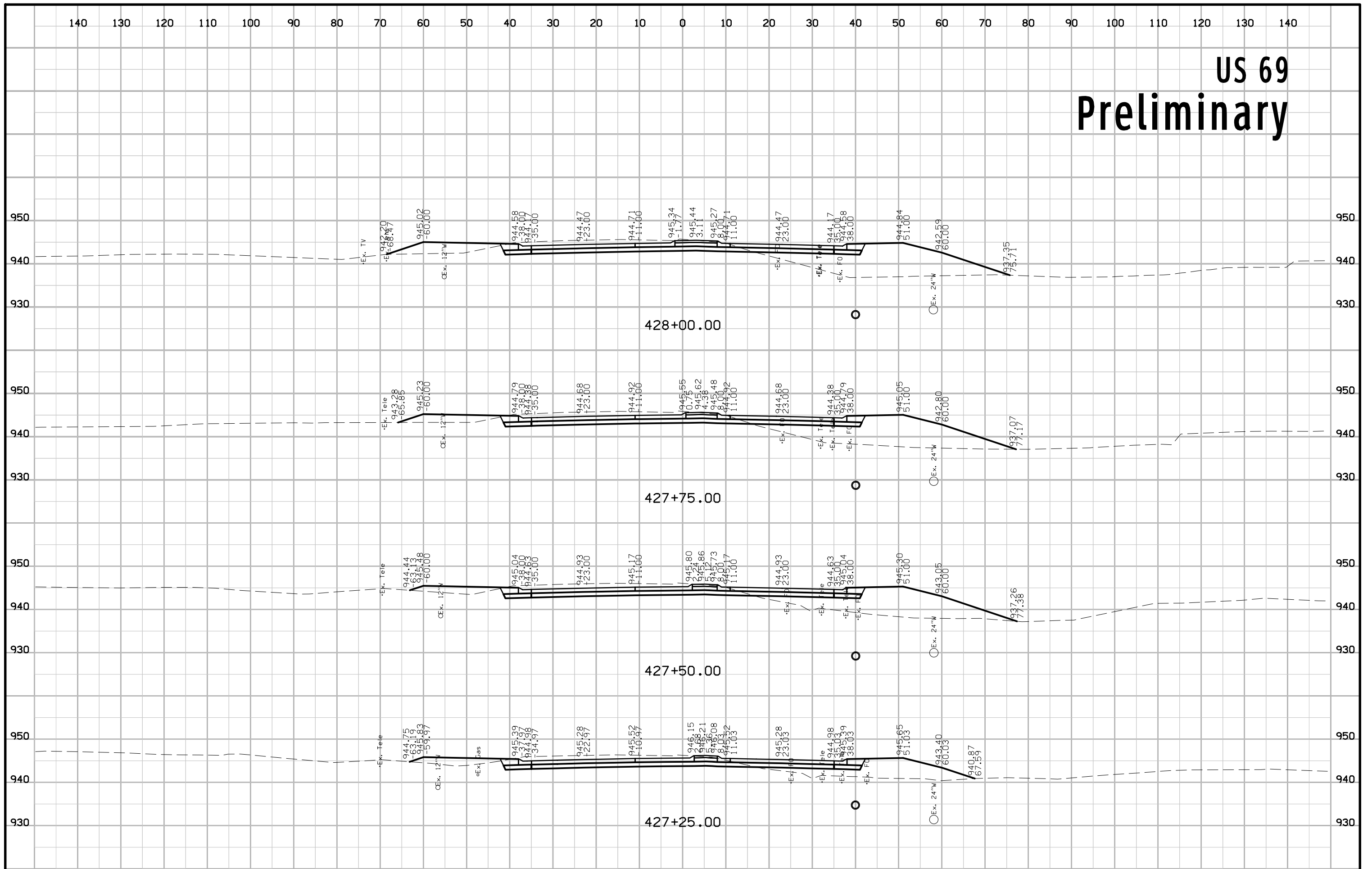
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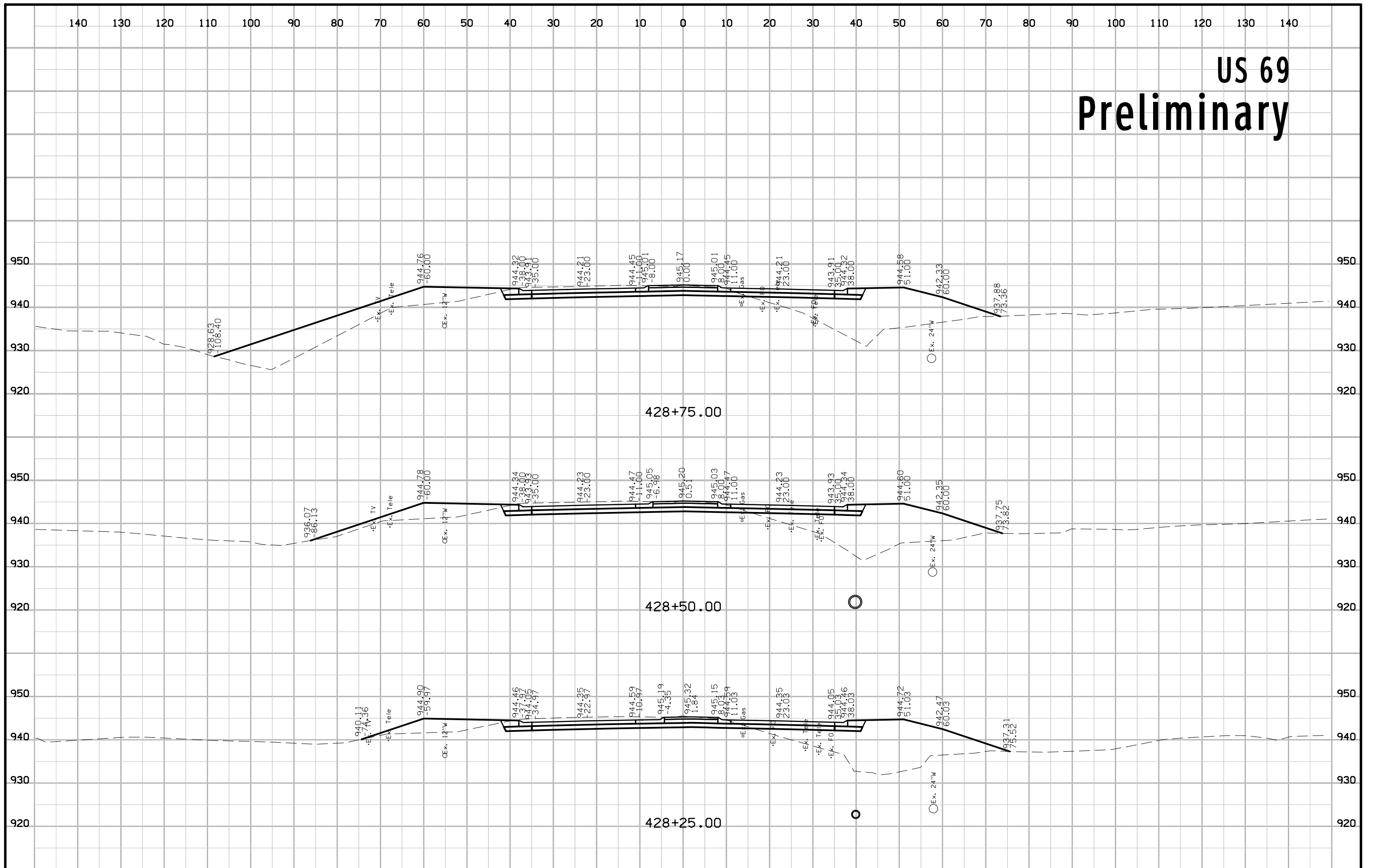
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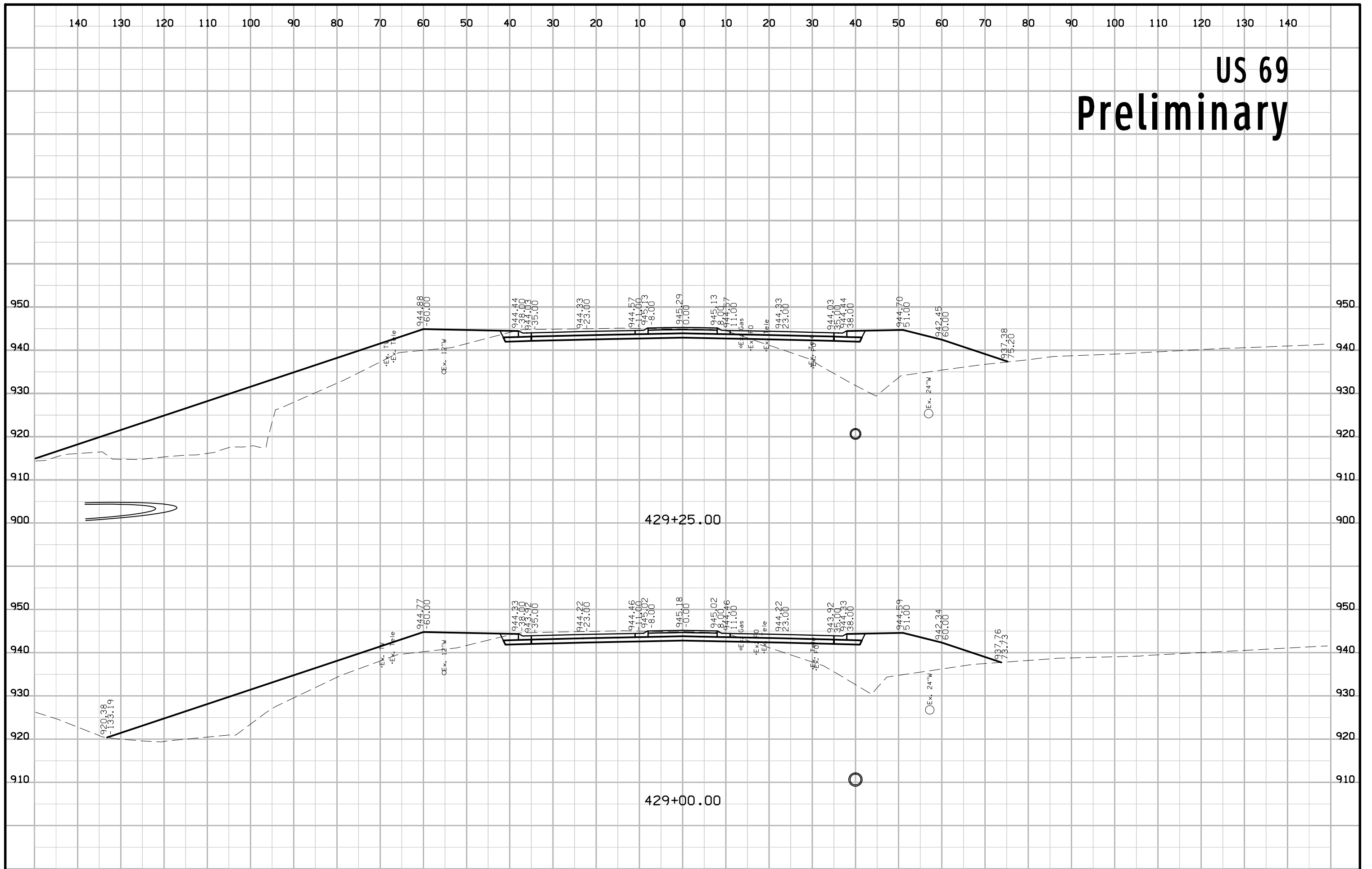
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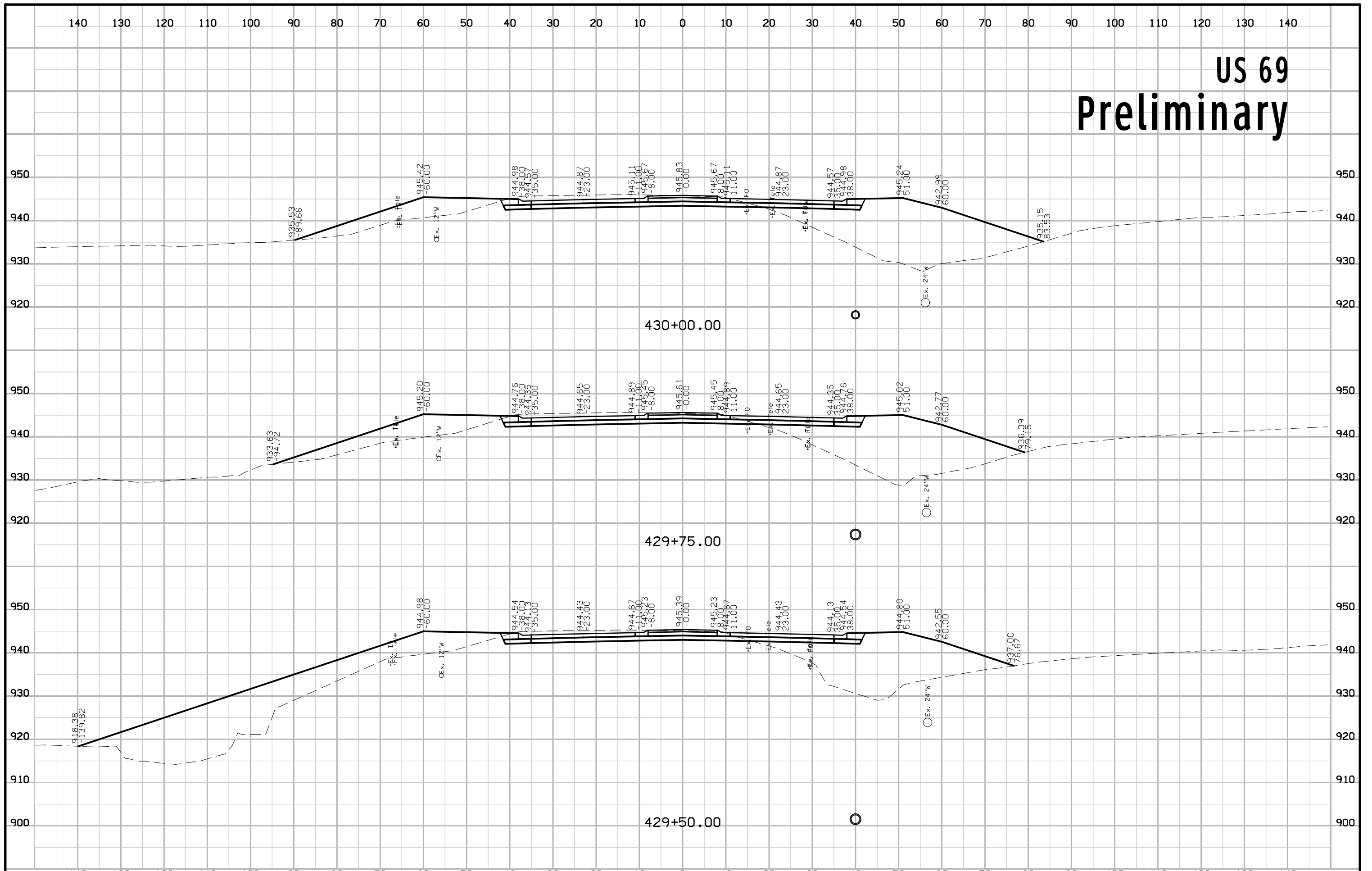
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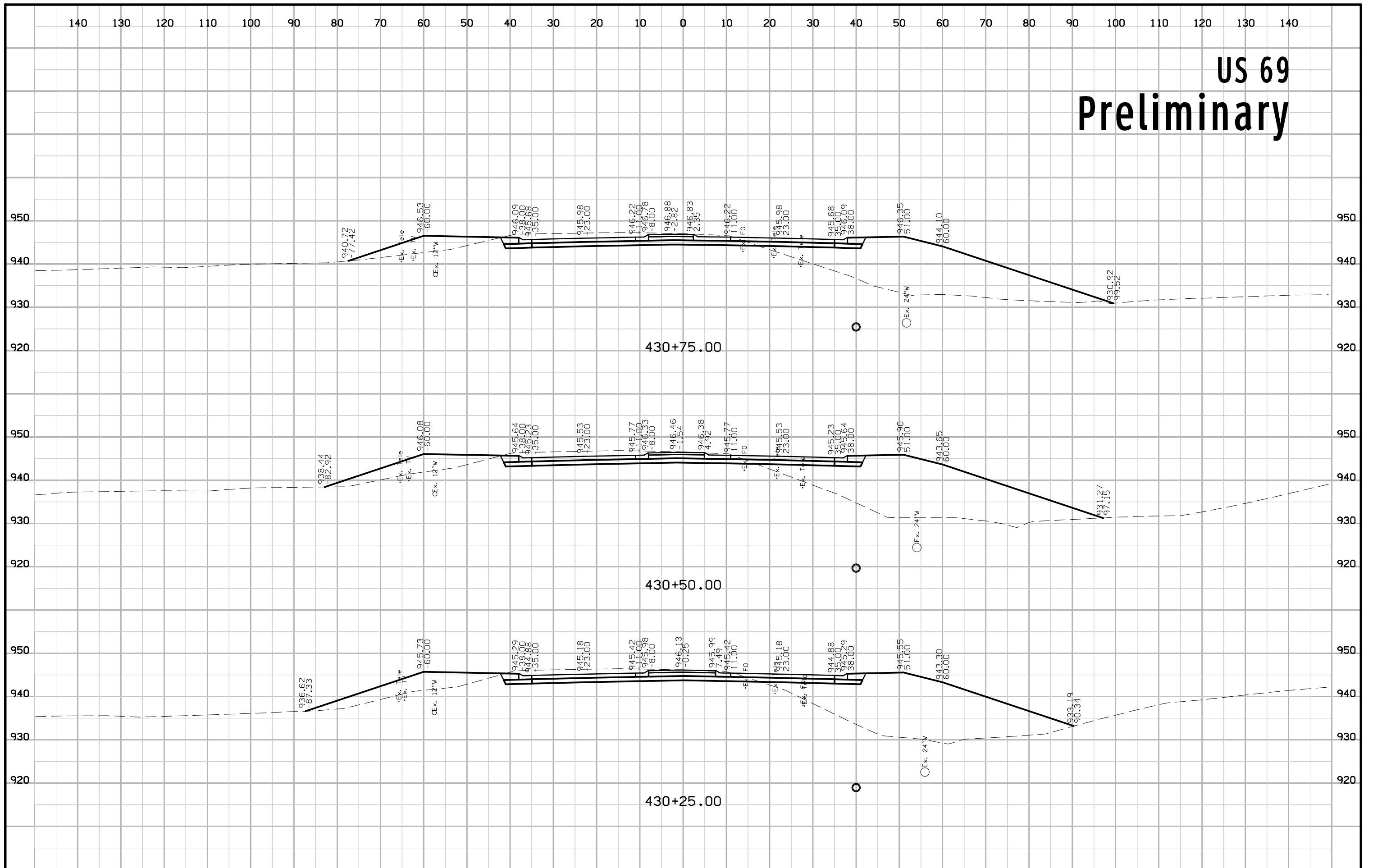
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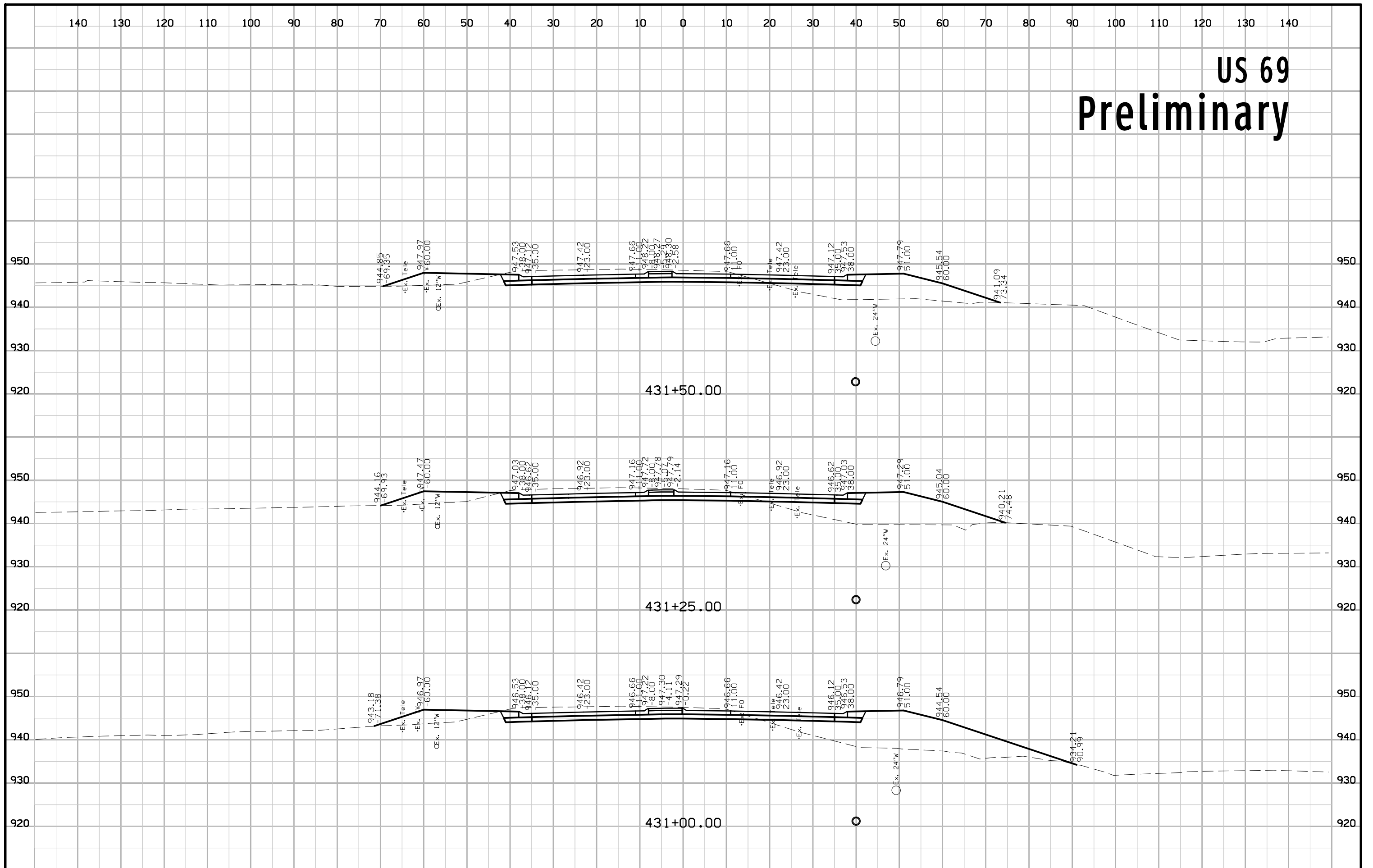
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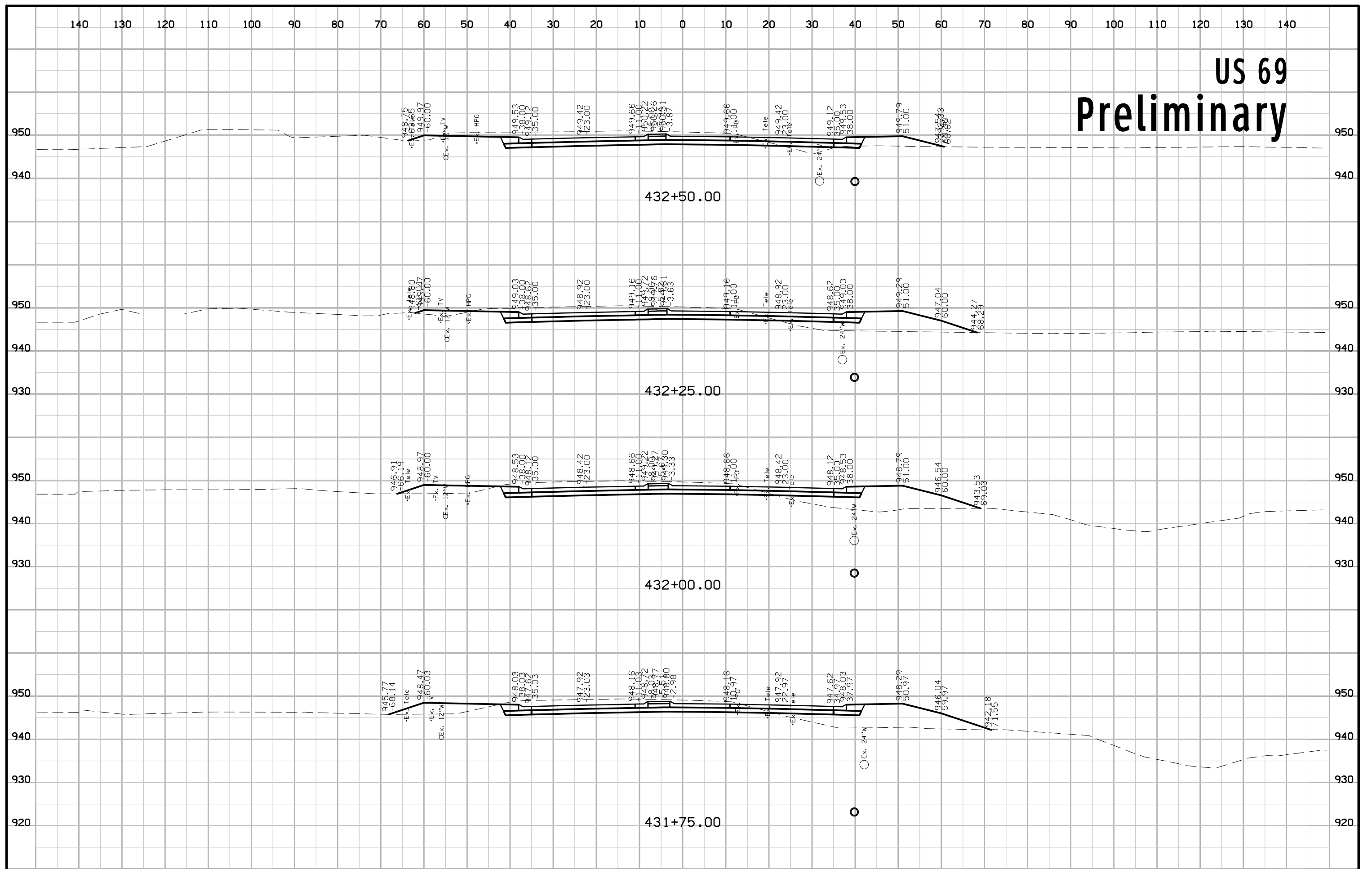
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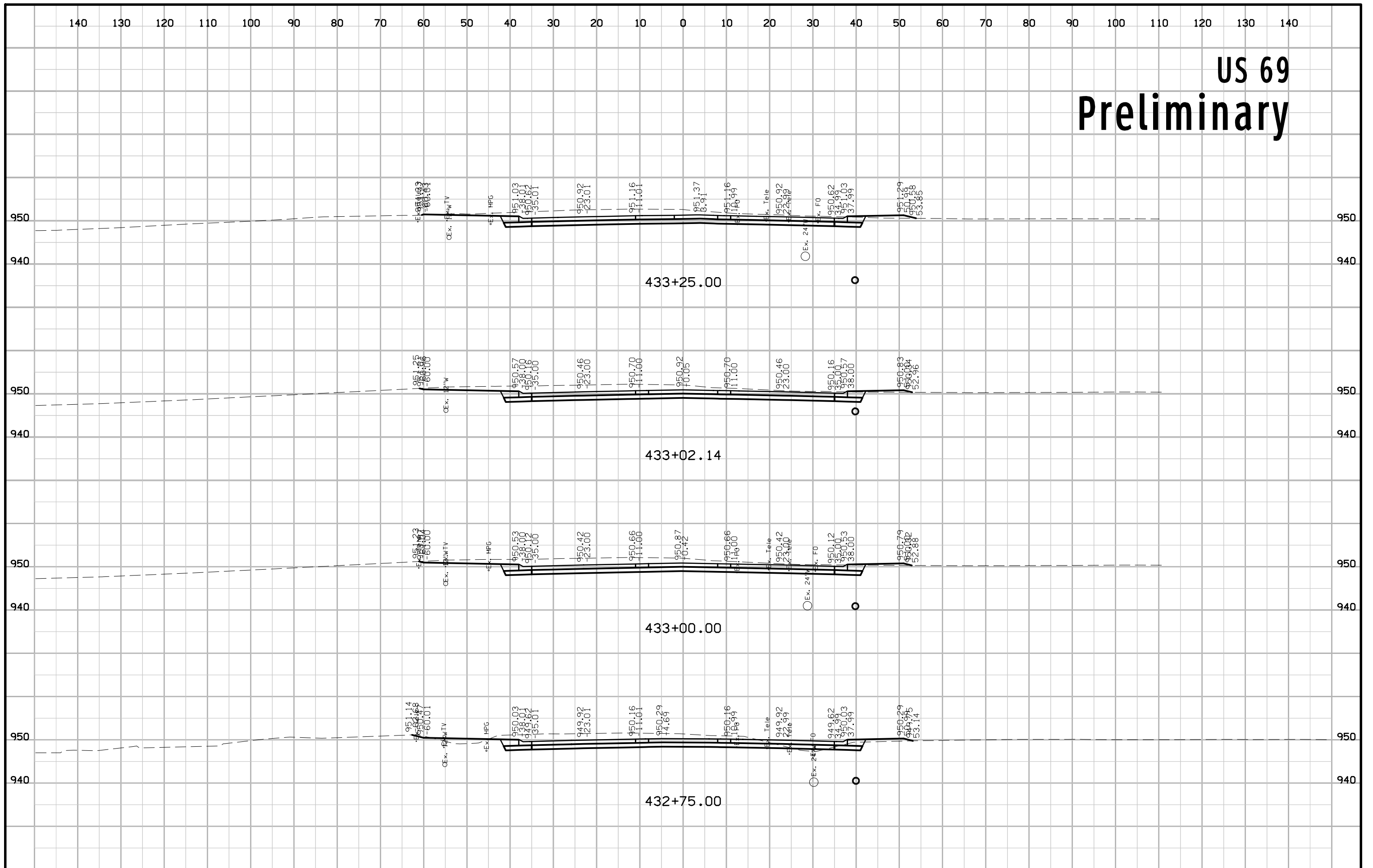
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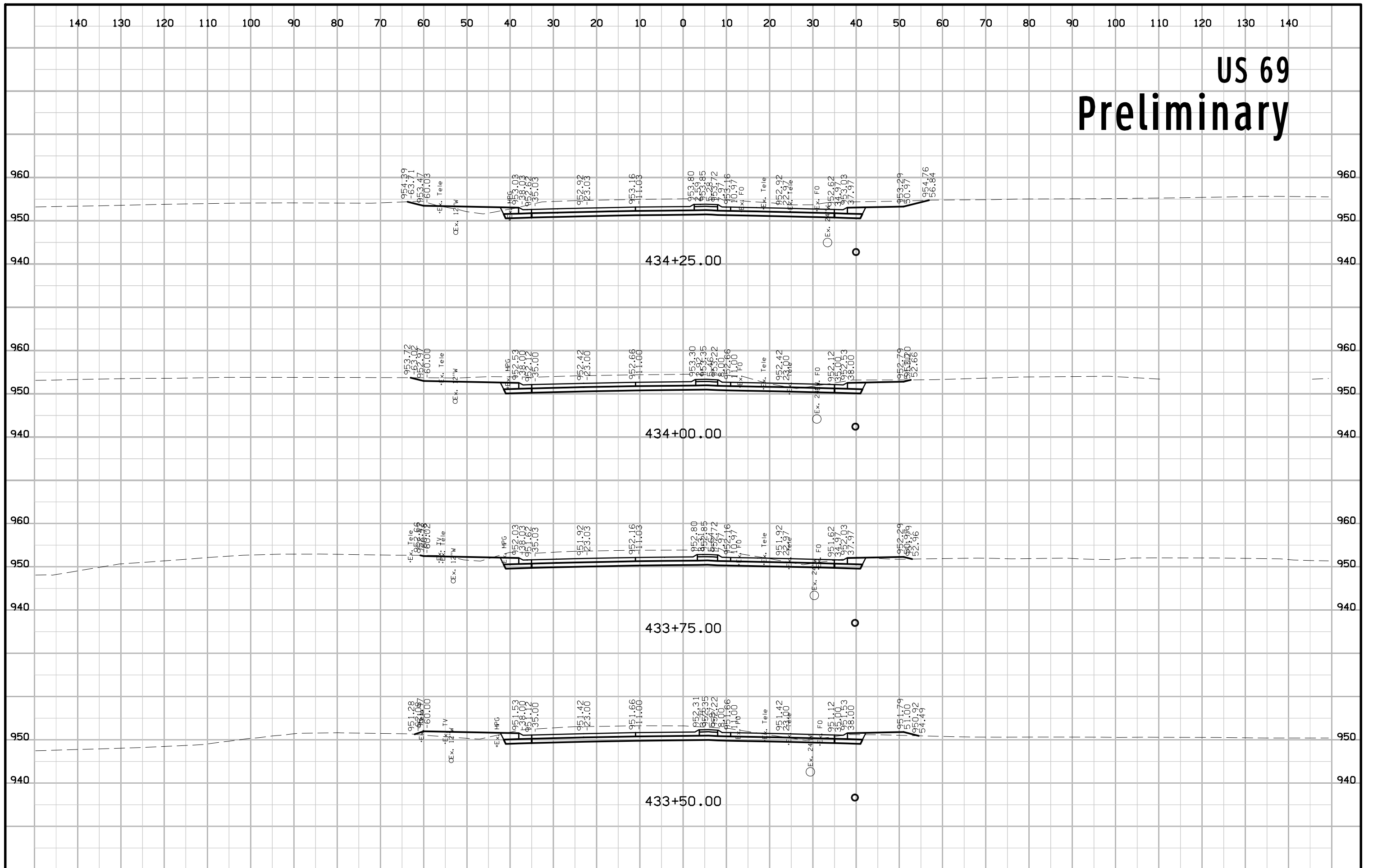
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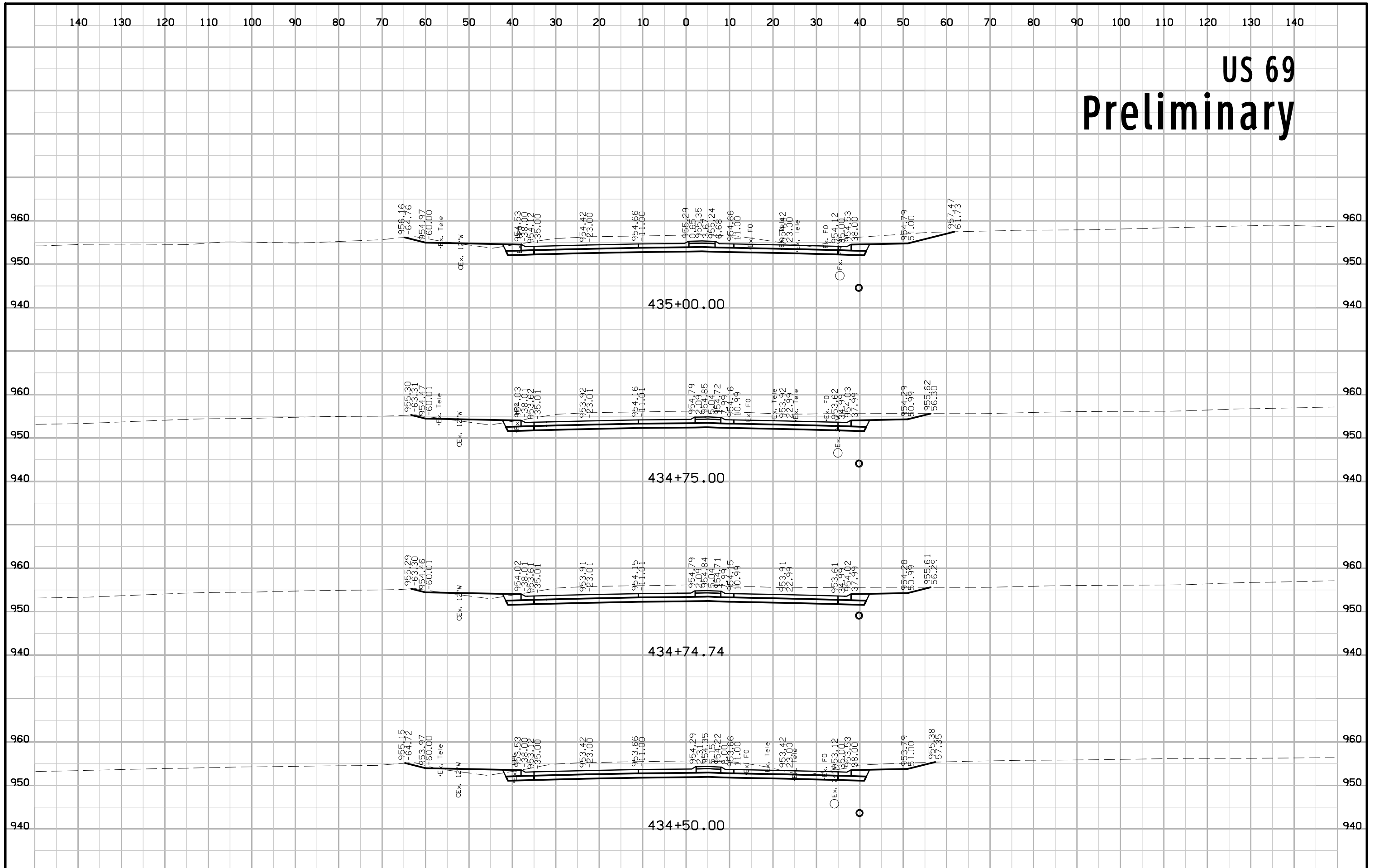
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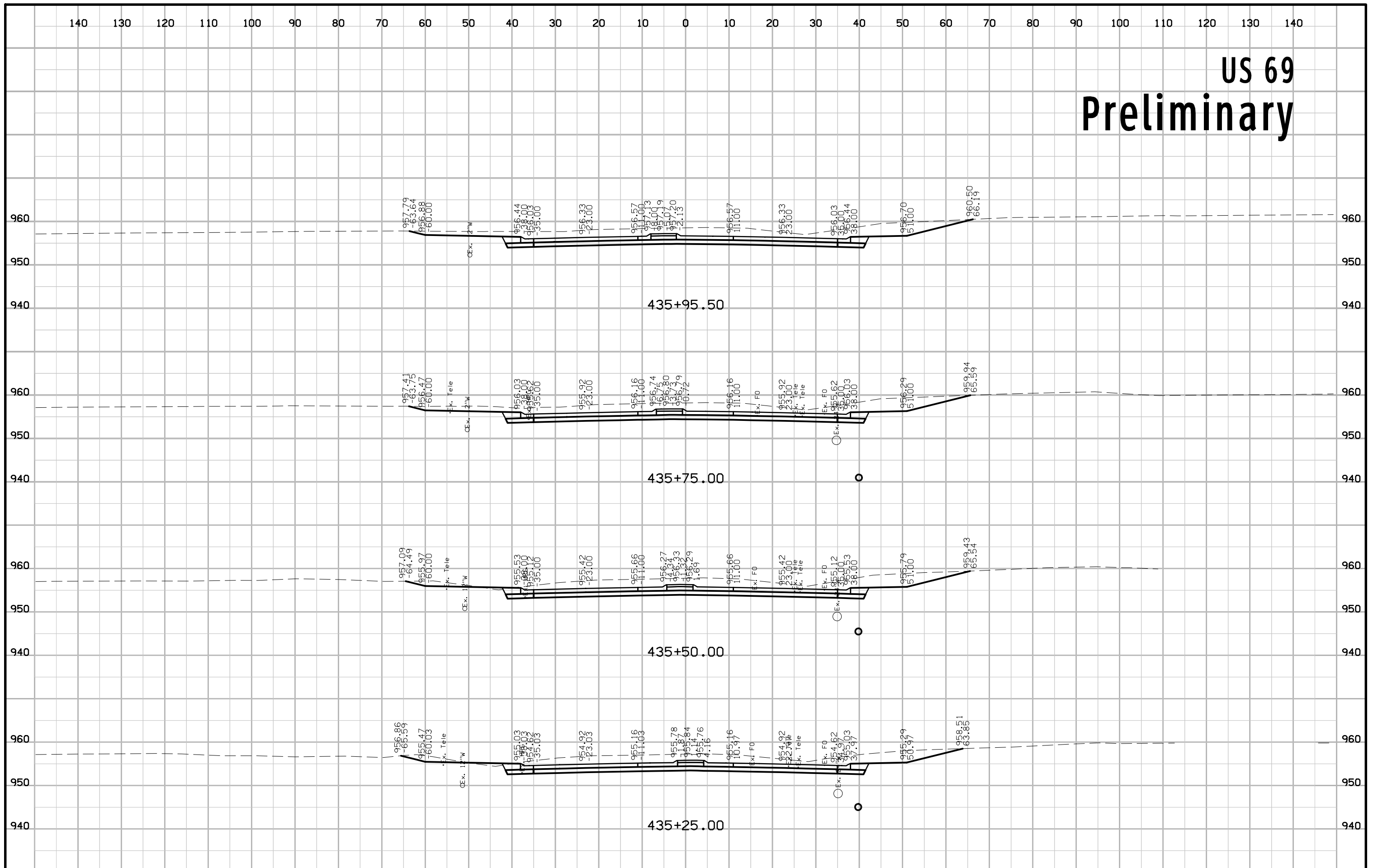
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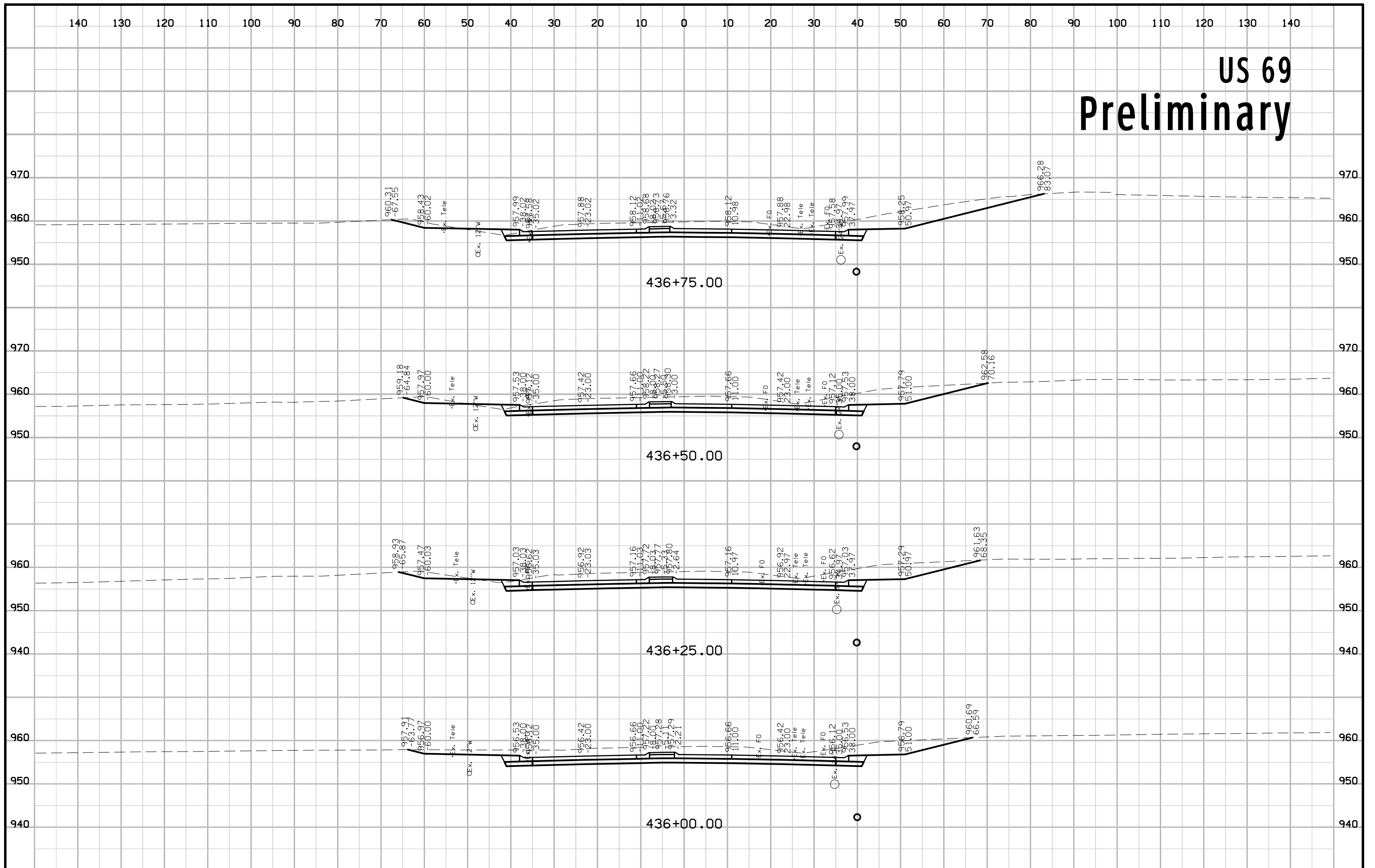
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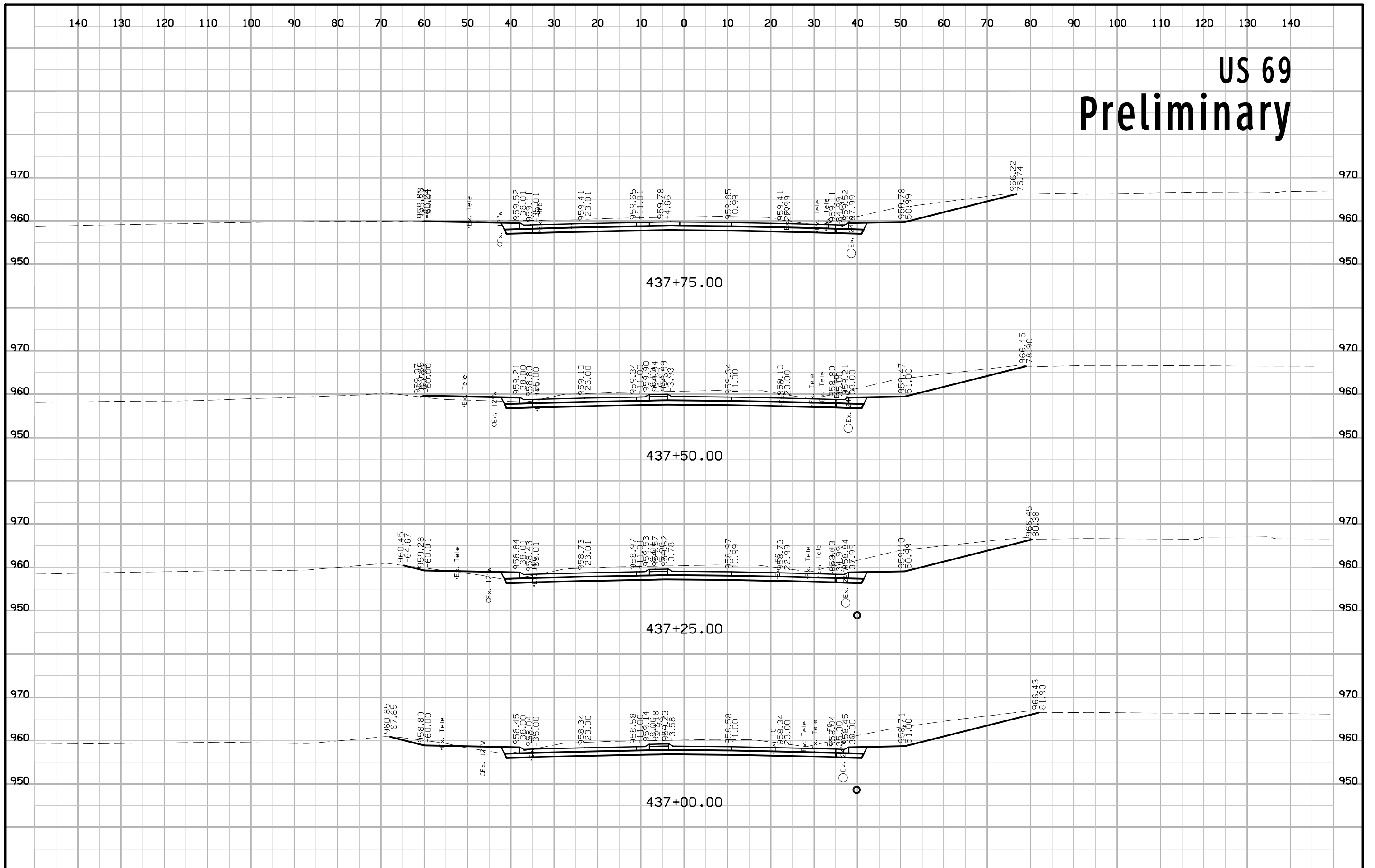
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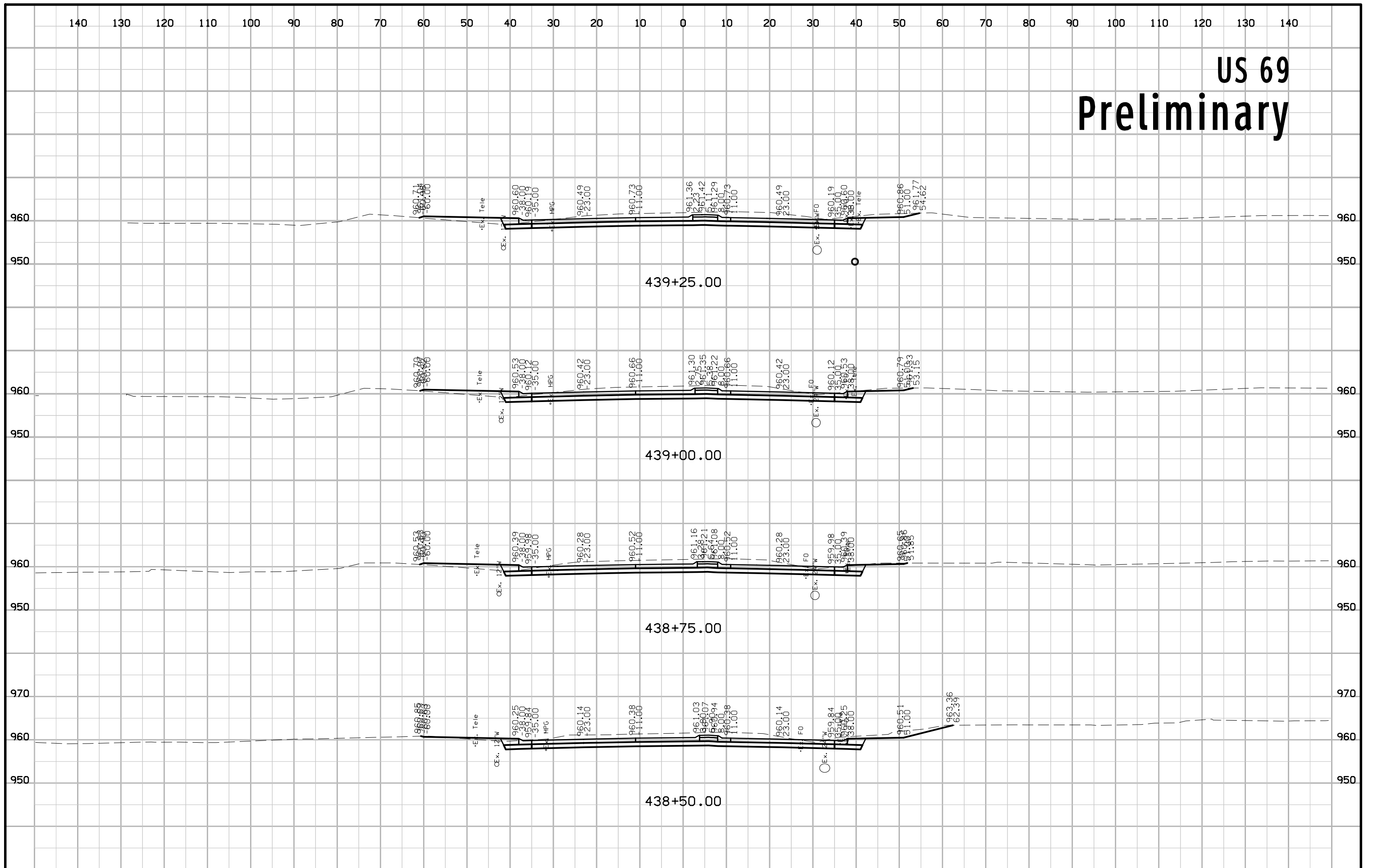
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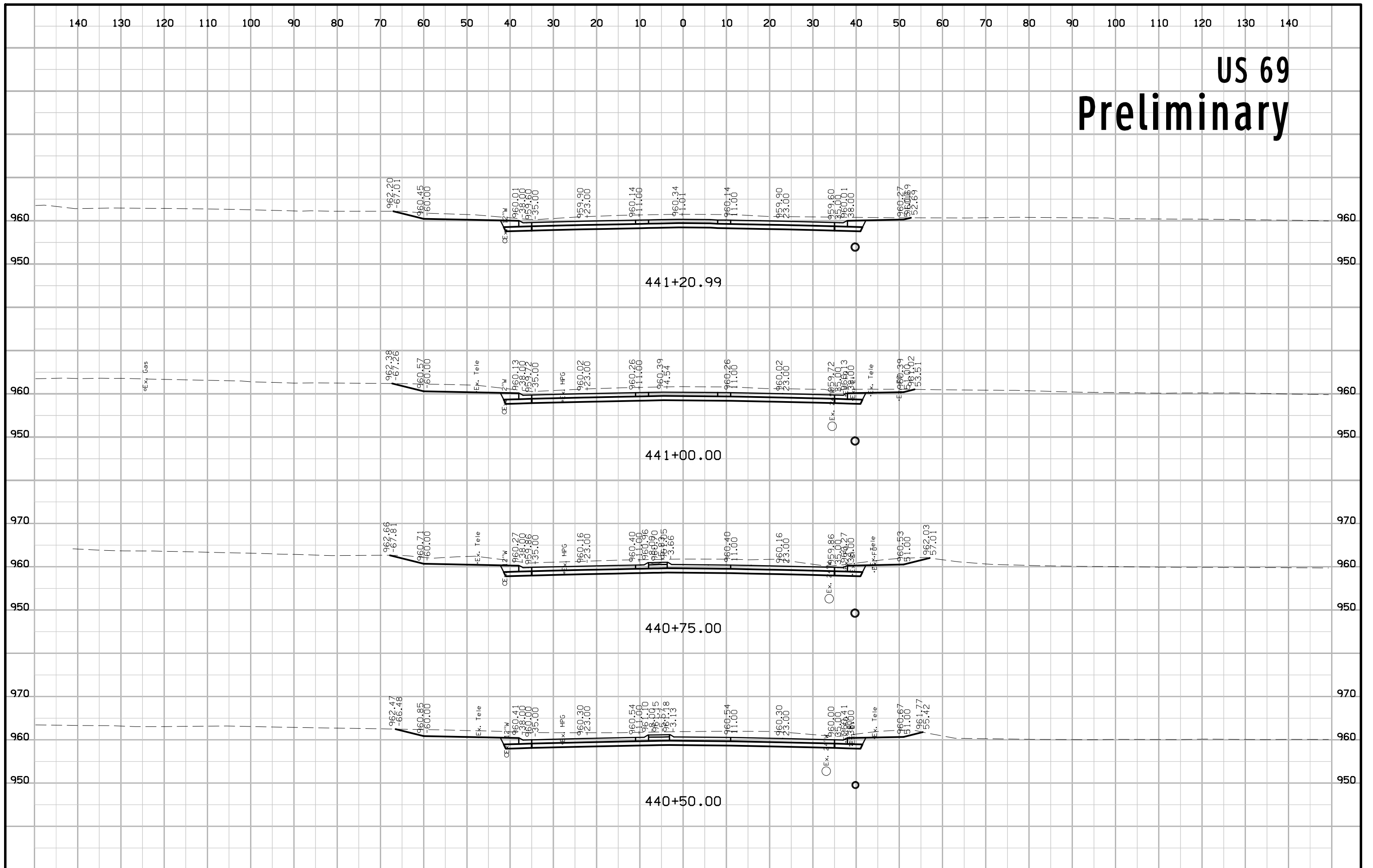
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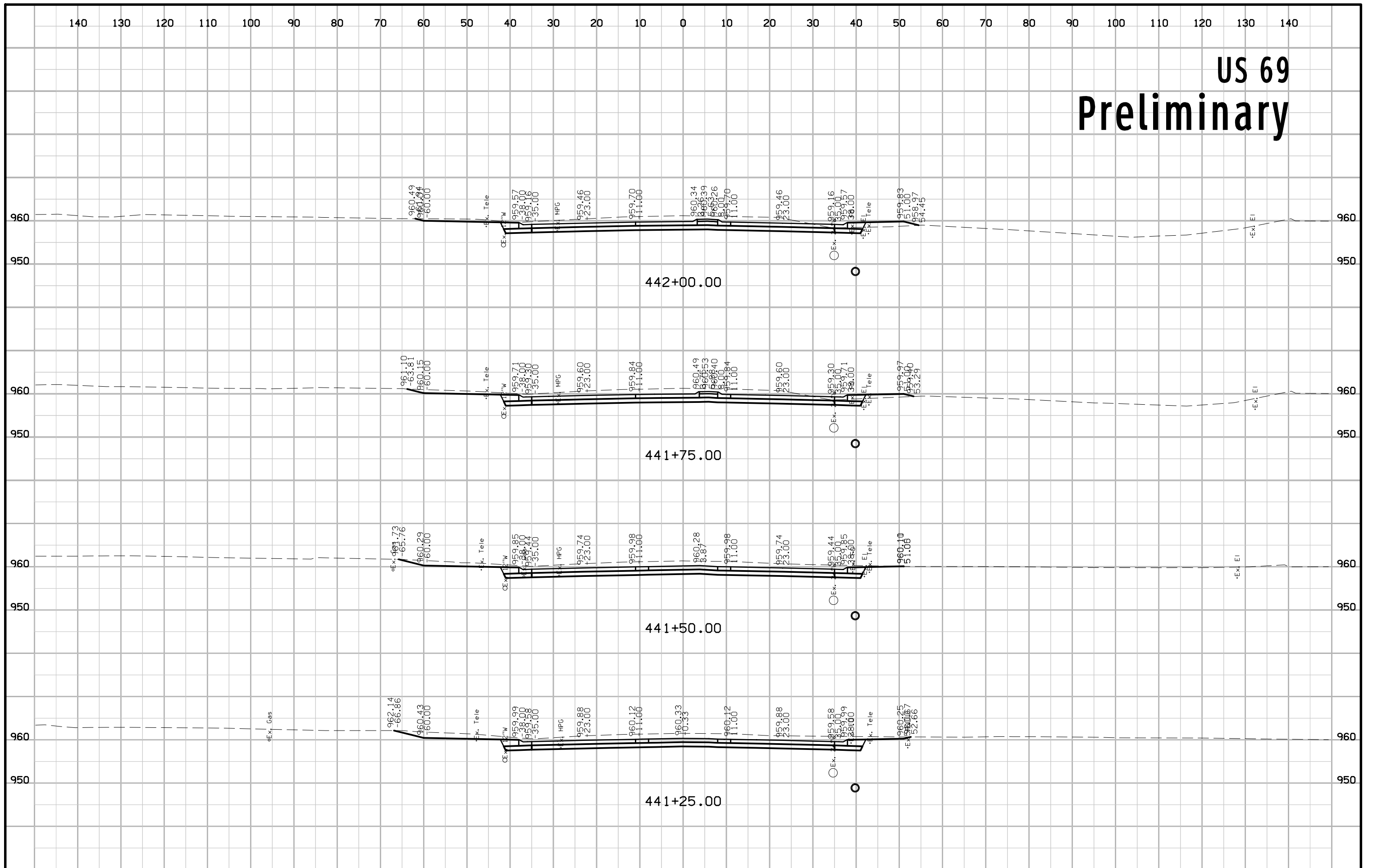
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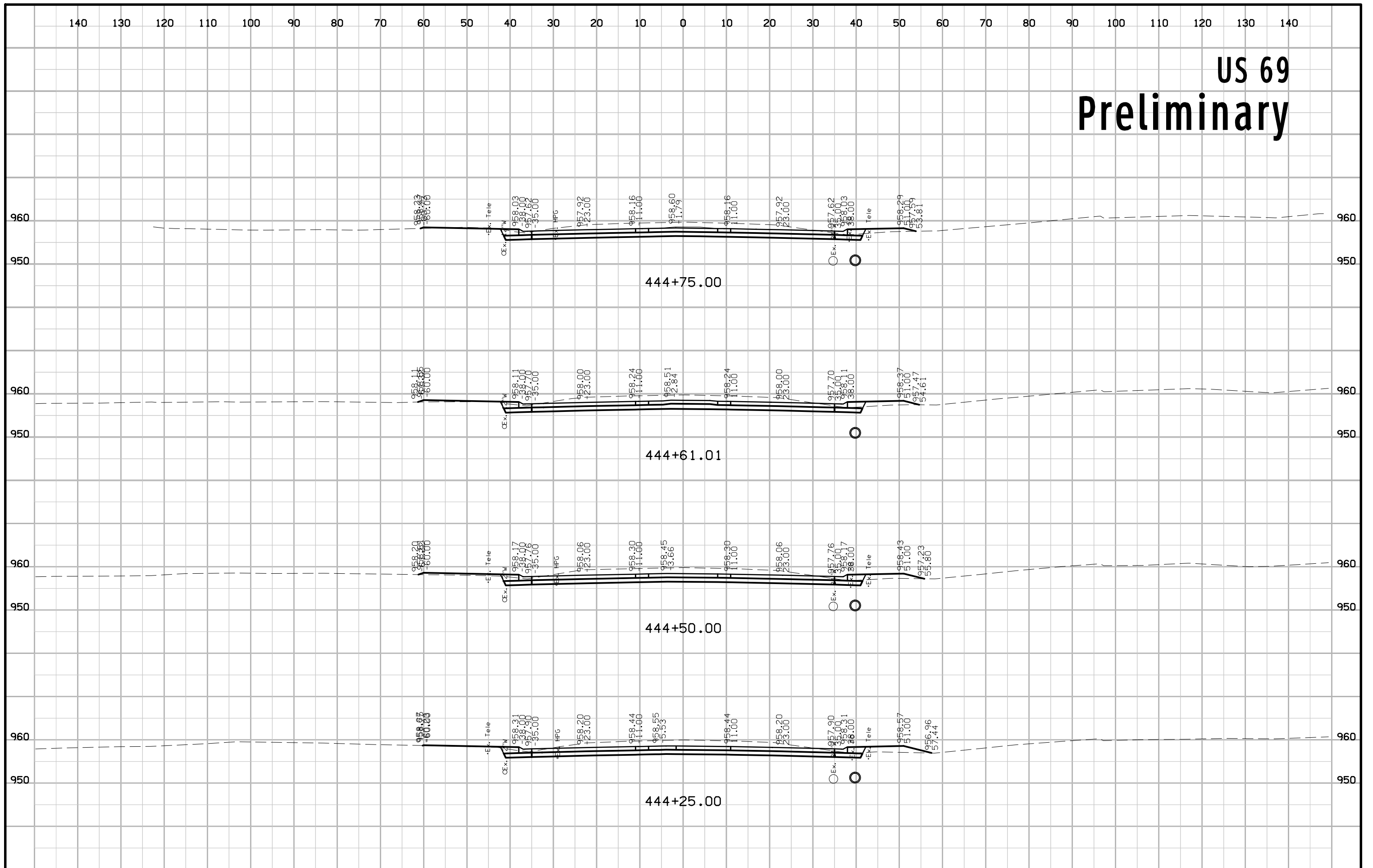
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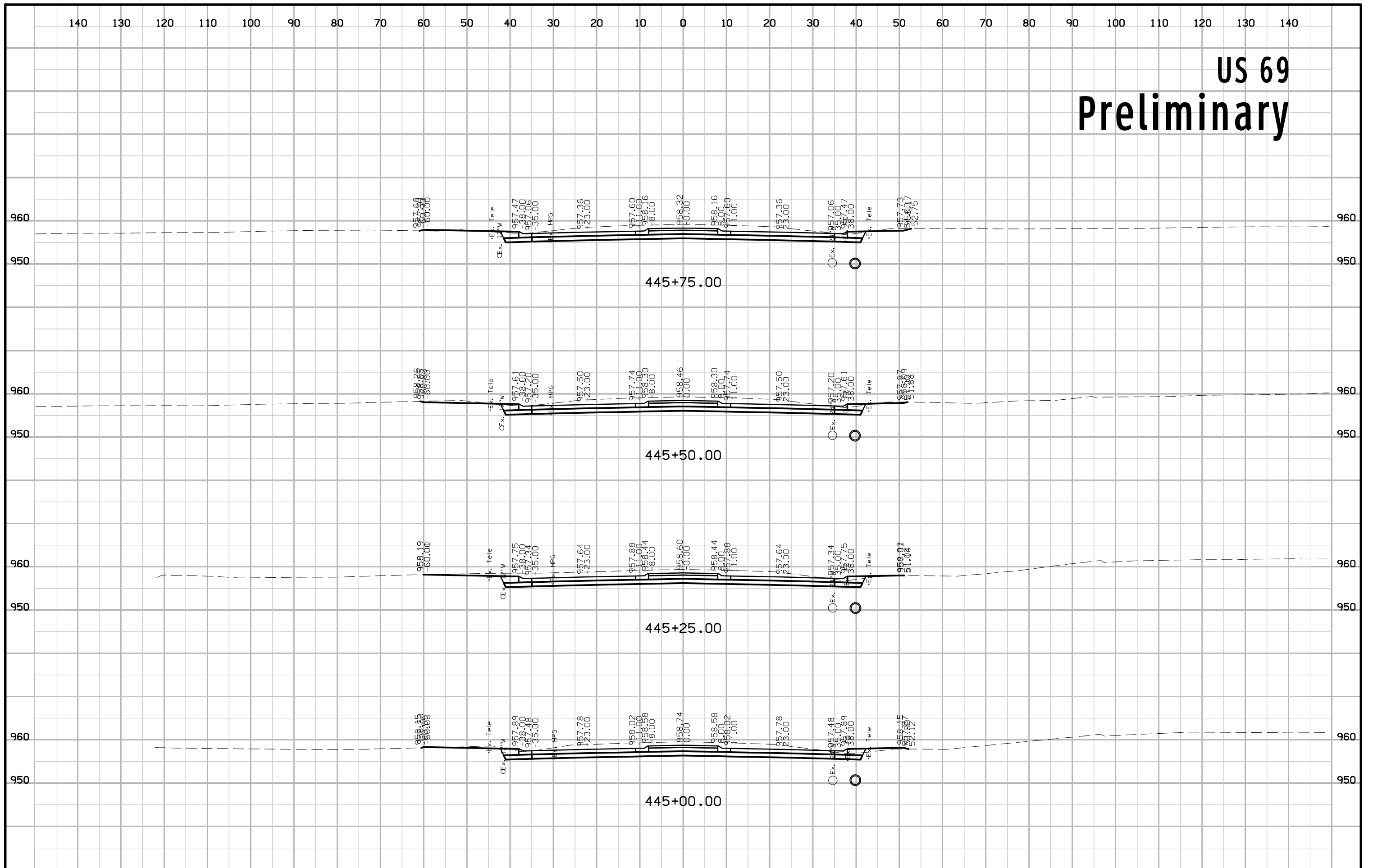
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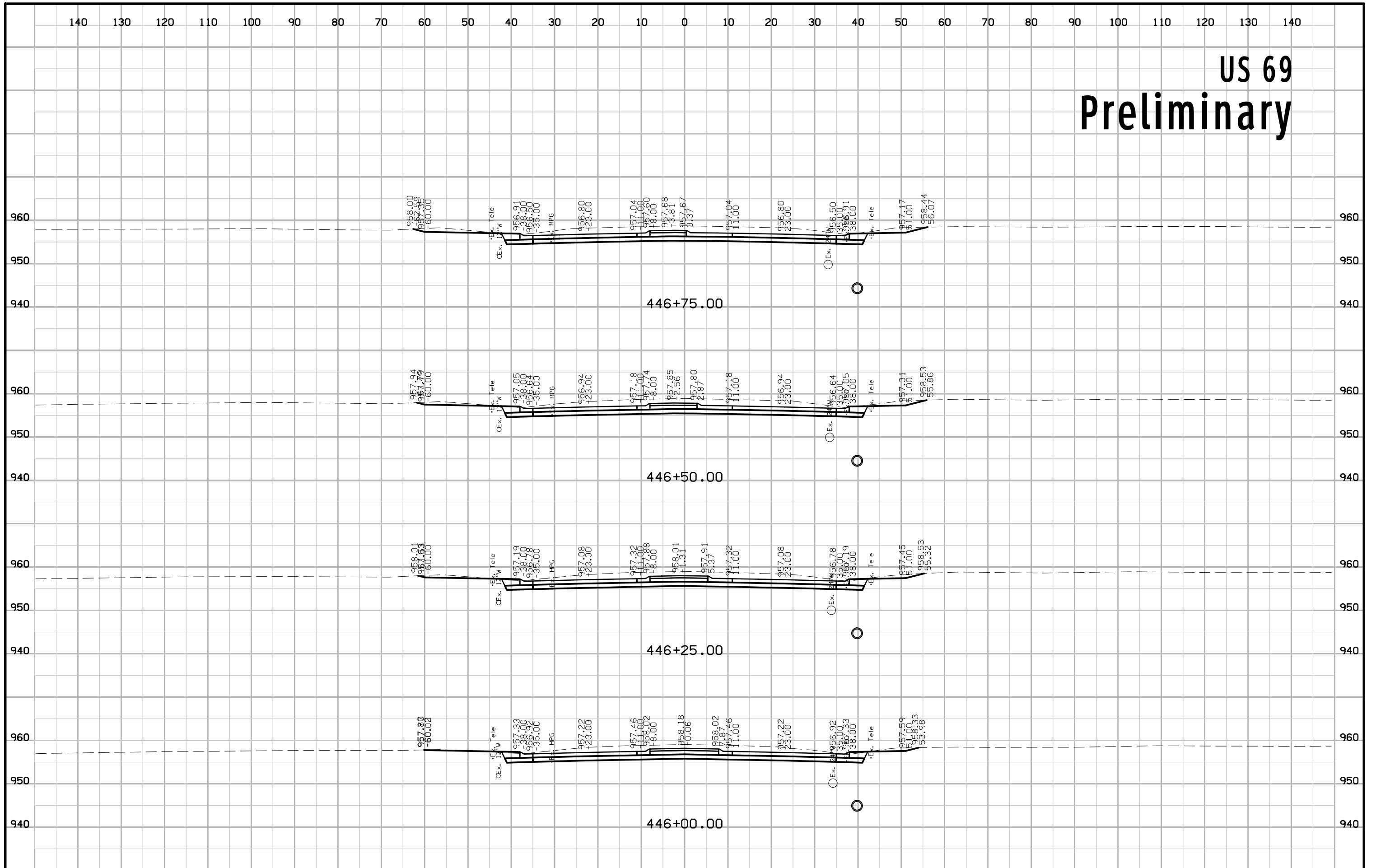
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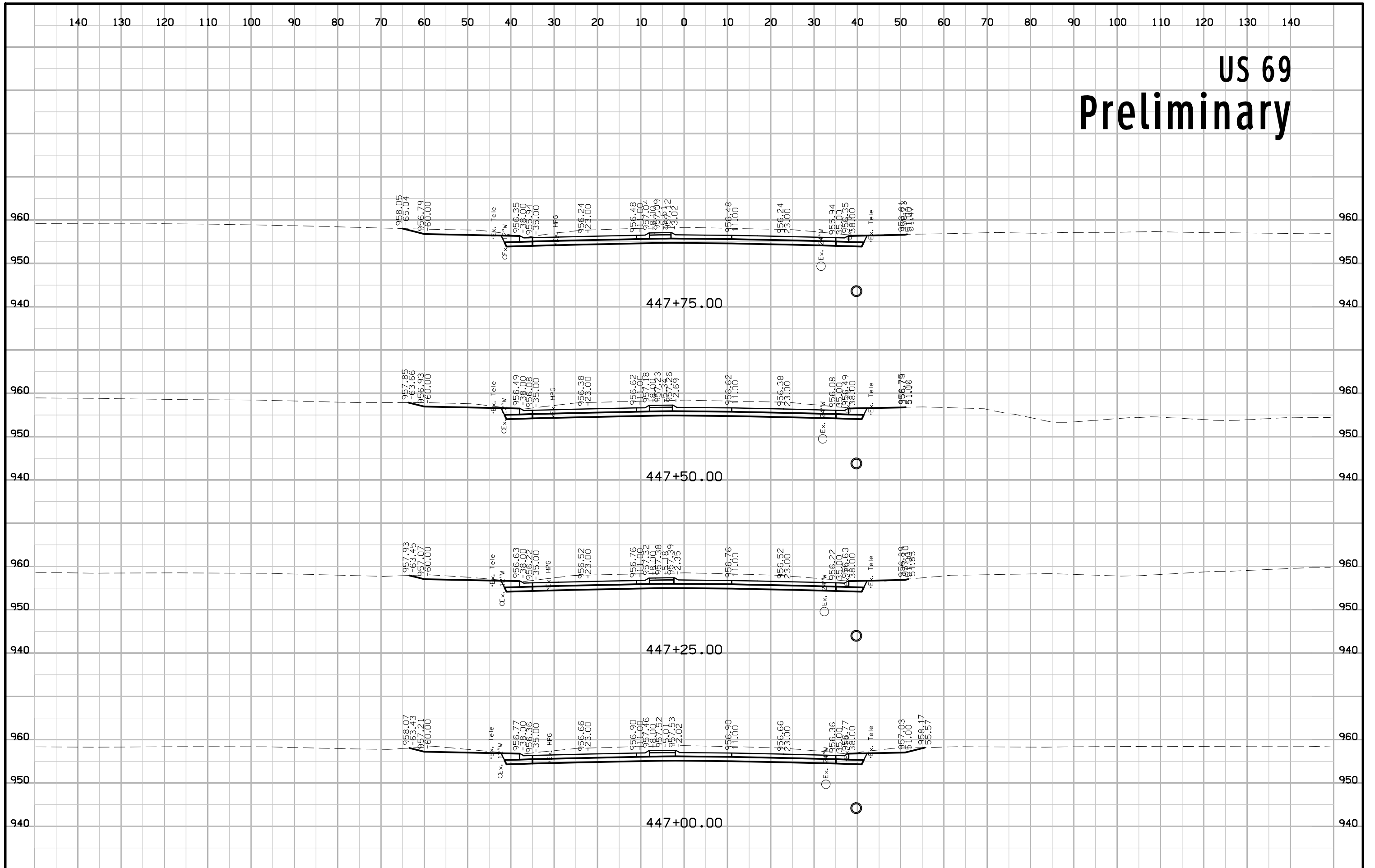
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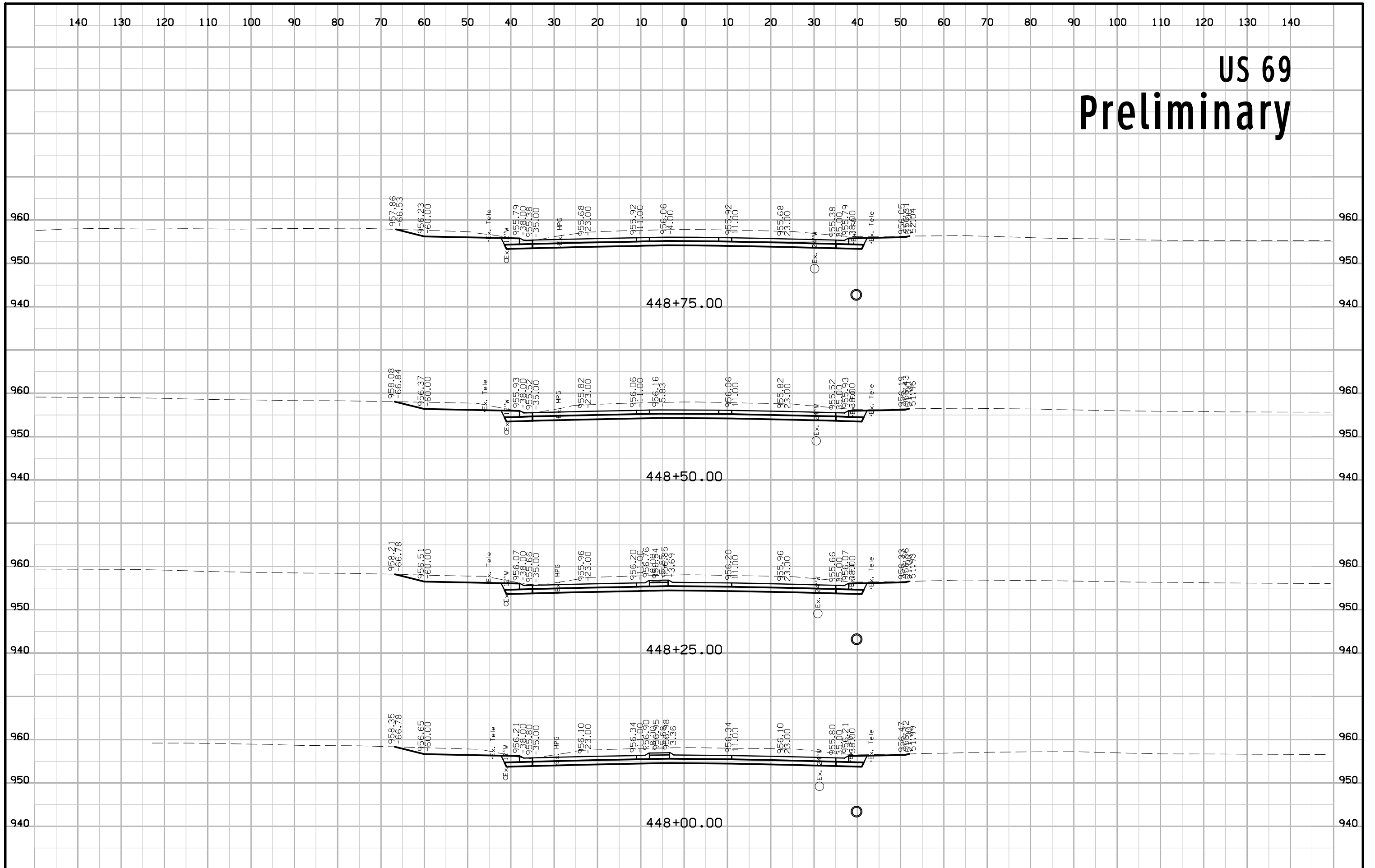
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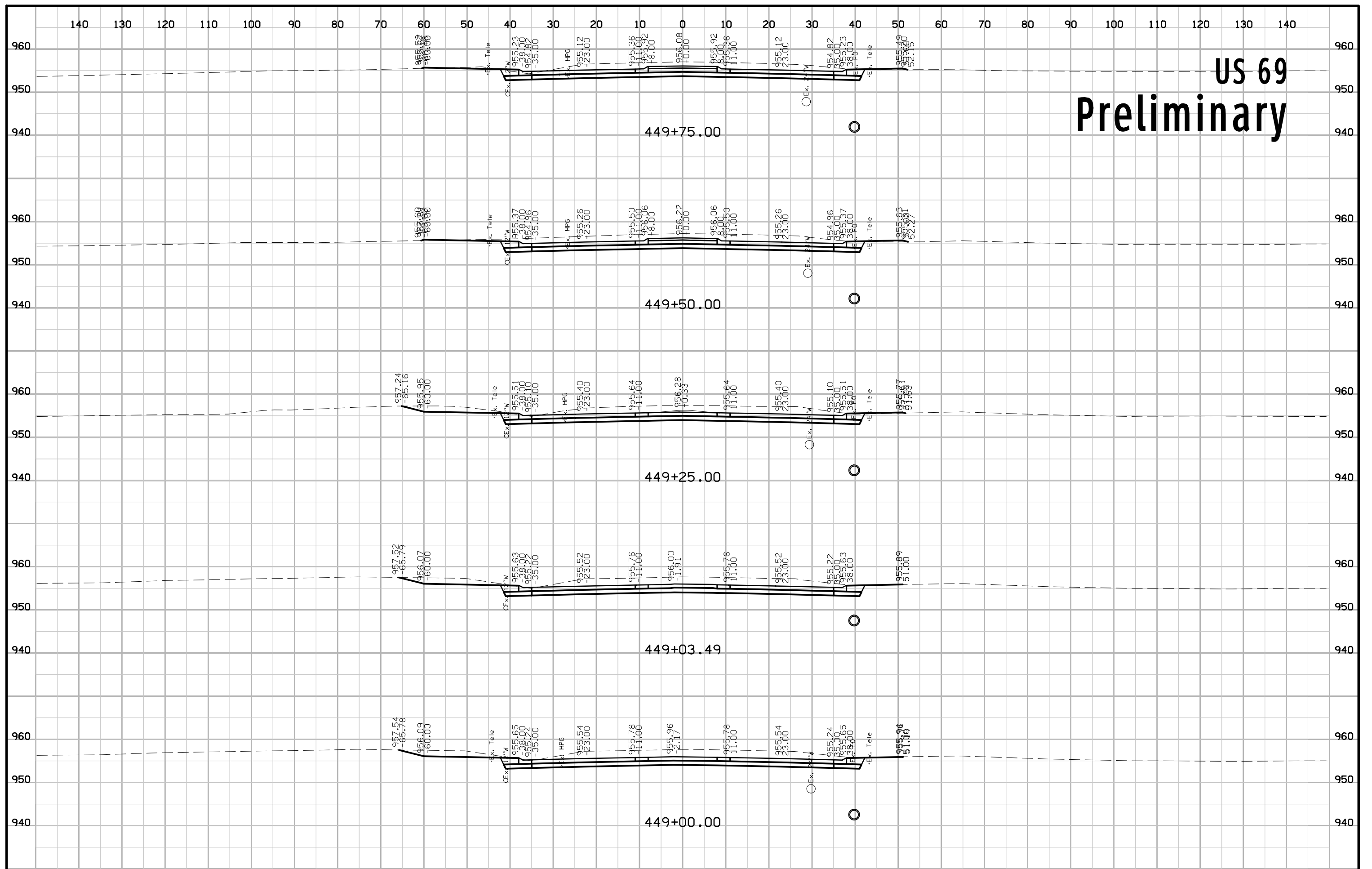
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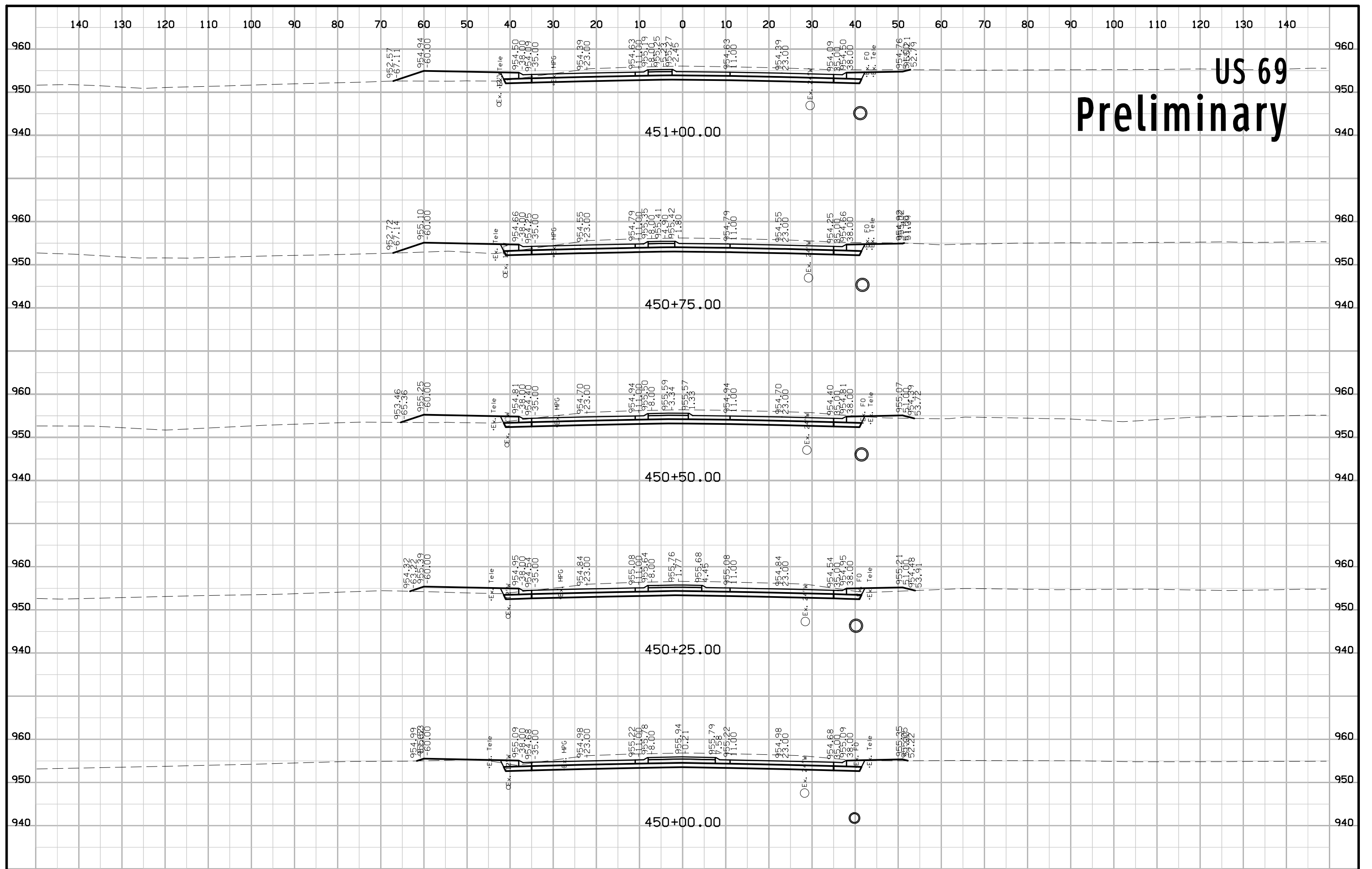
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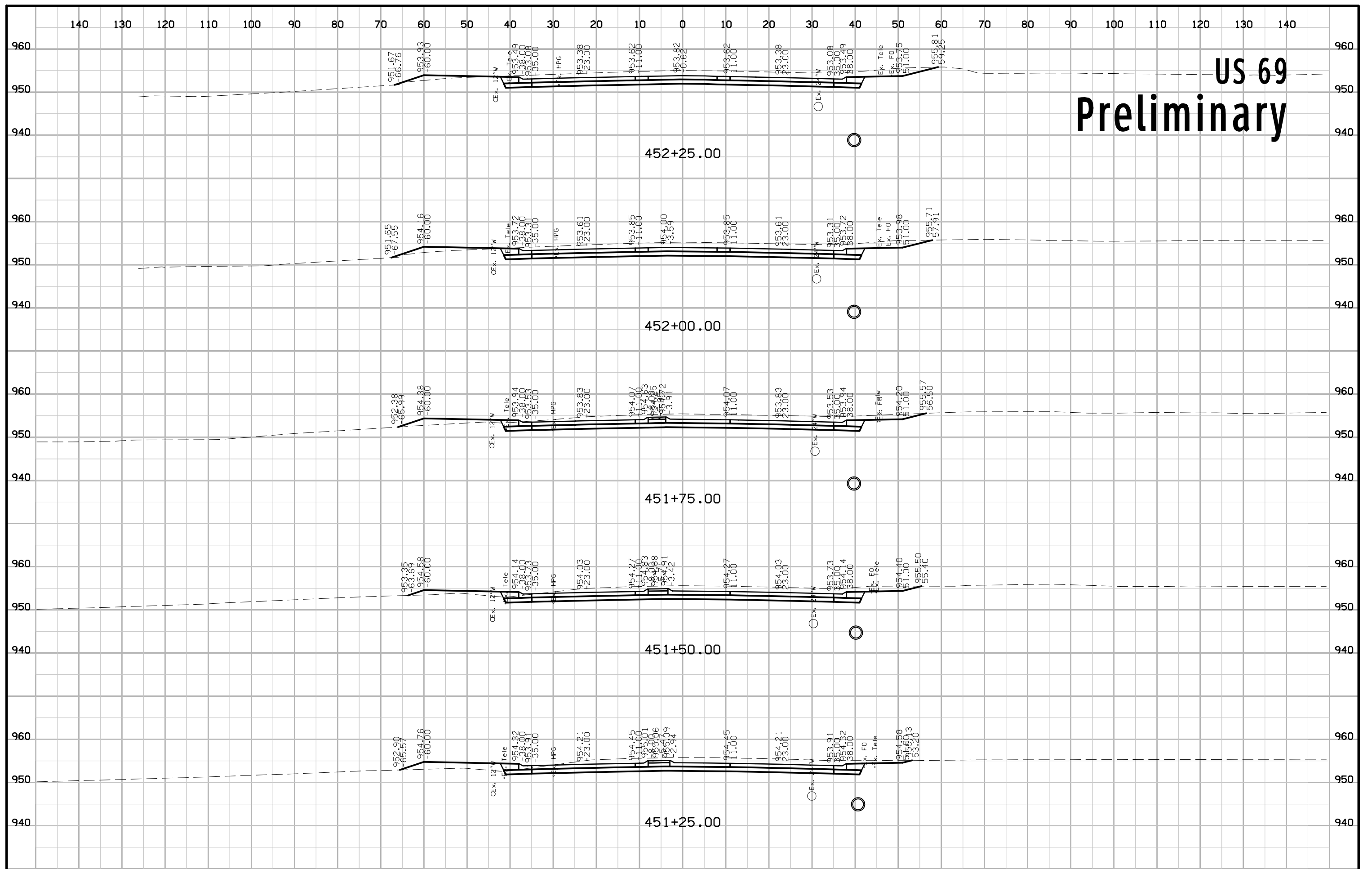
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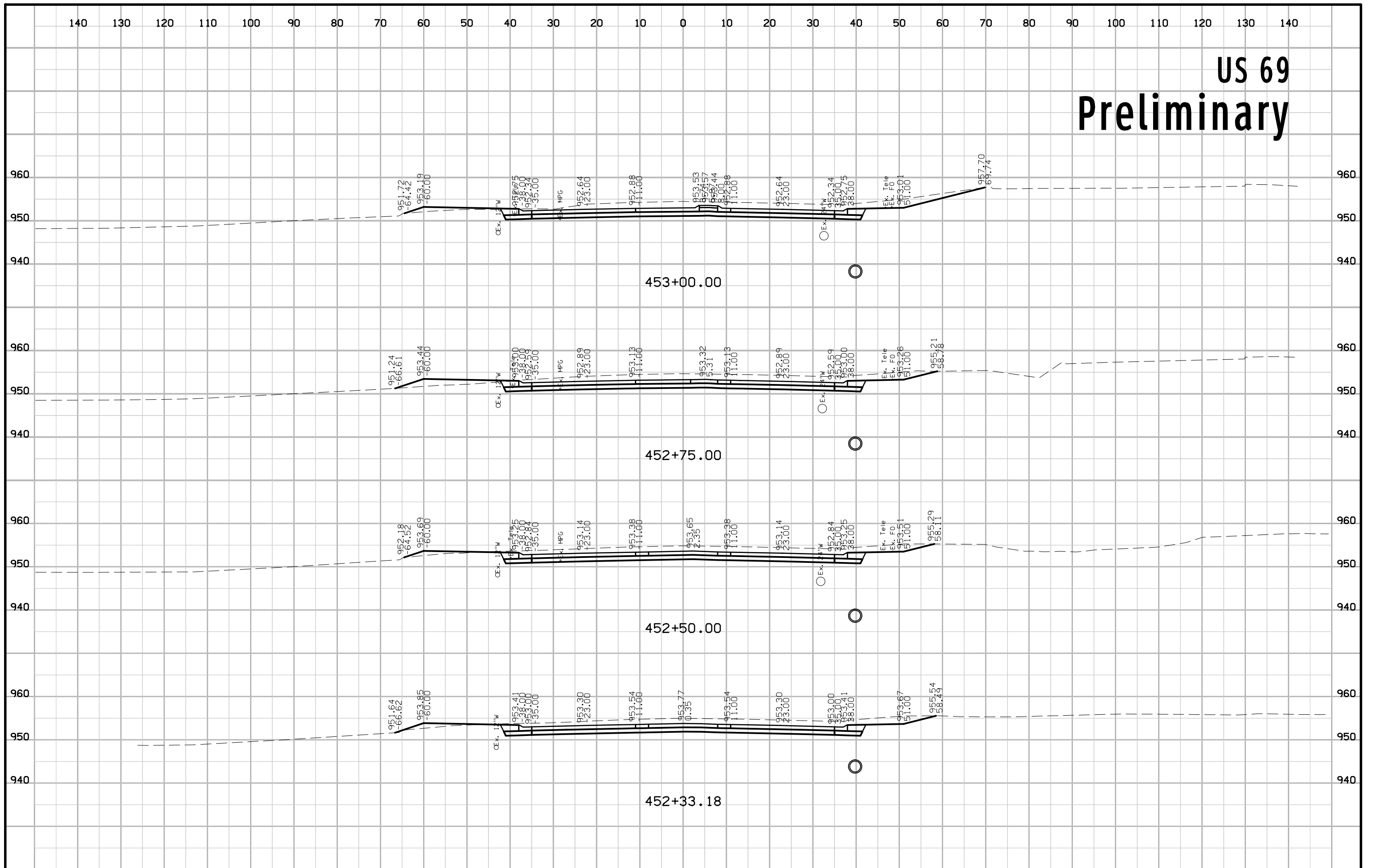


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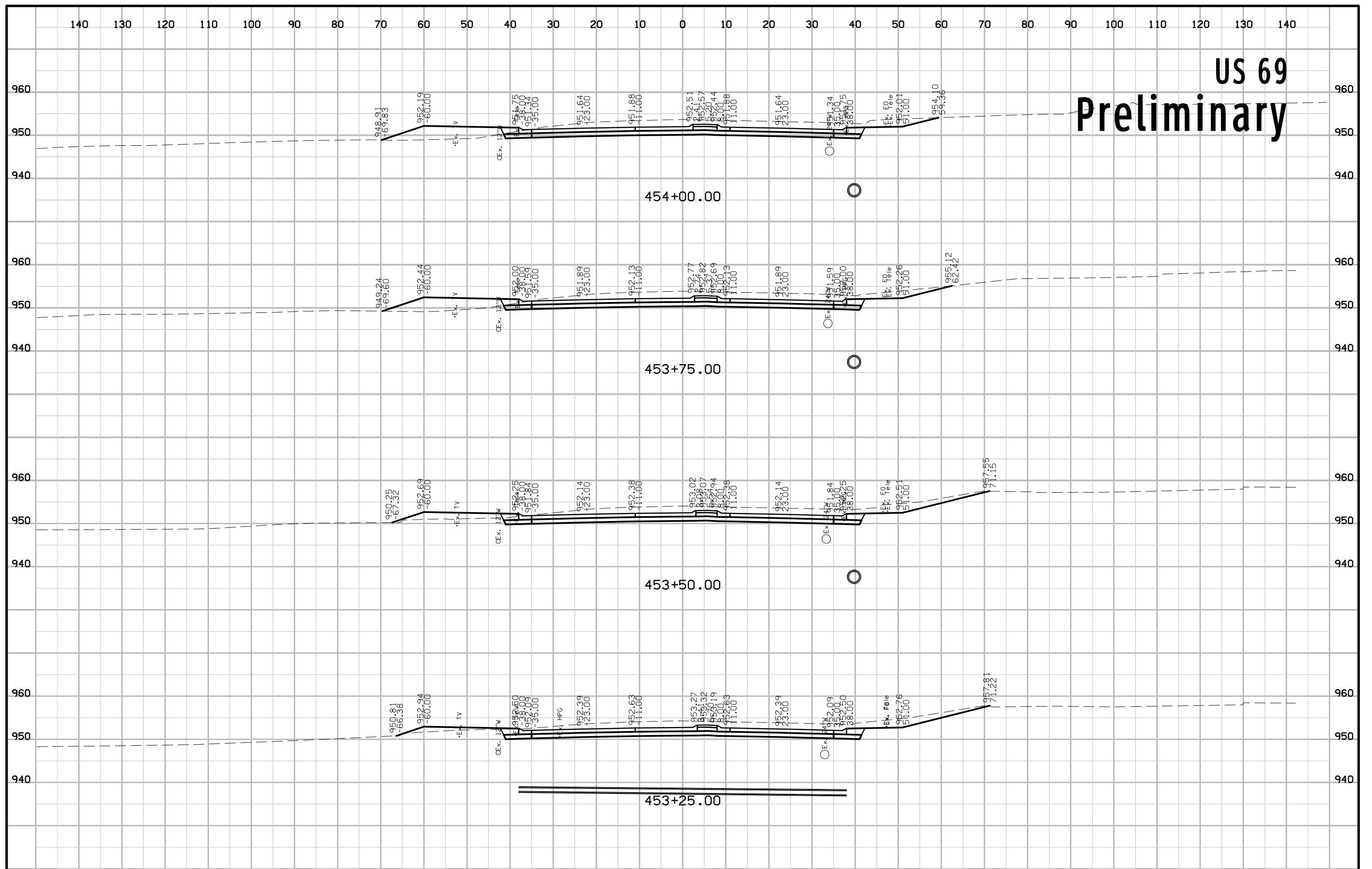


FILE NO.	ENGLISH	DESIGN TEAM	Snyder & Associates, Inc.	POLK COUNTY	PROJECT NUMBER	NHSX-69-4(68)--3H-77	SHEET NUMBER	W.107
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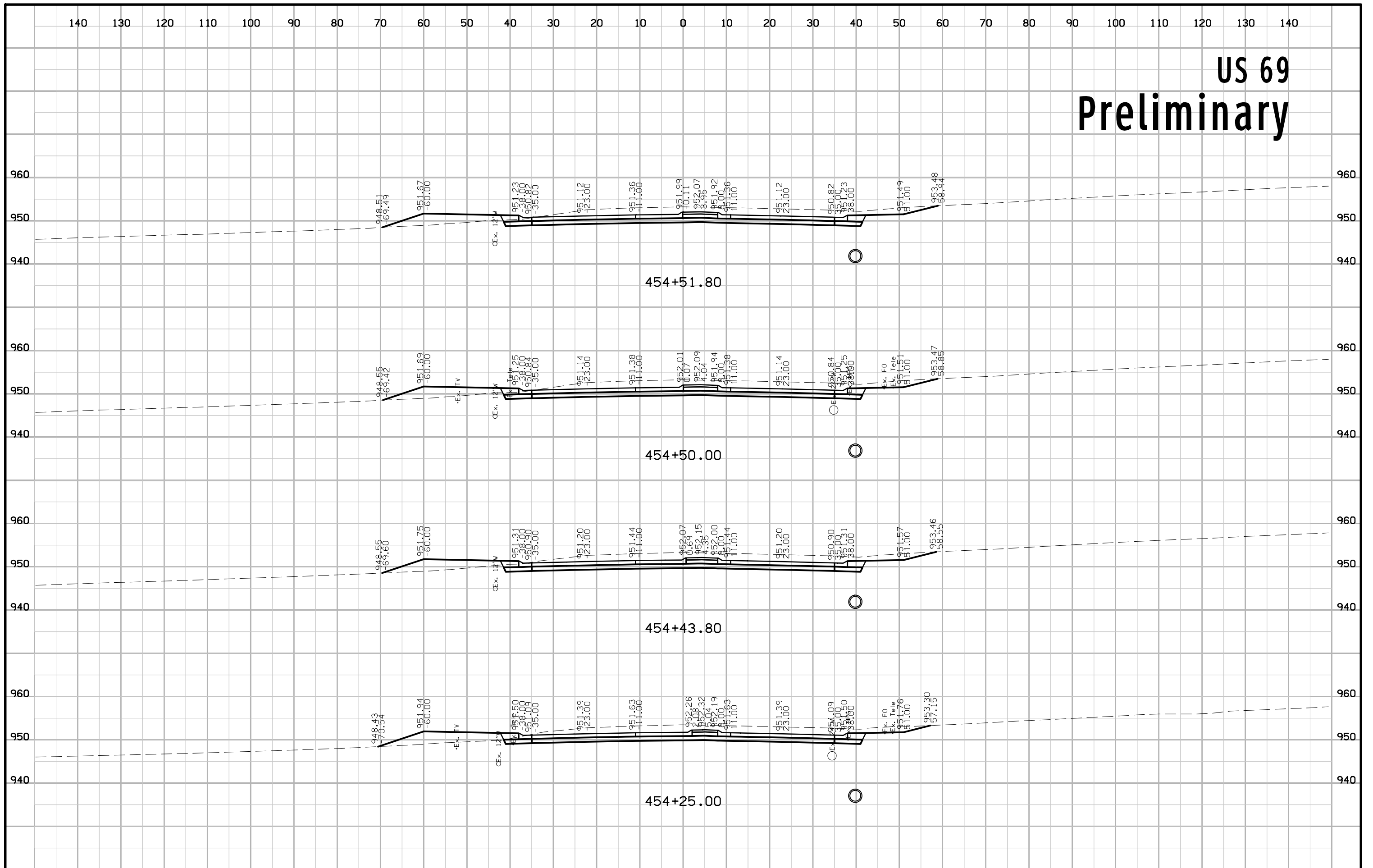
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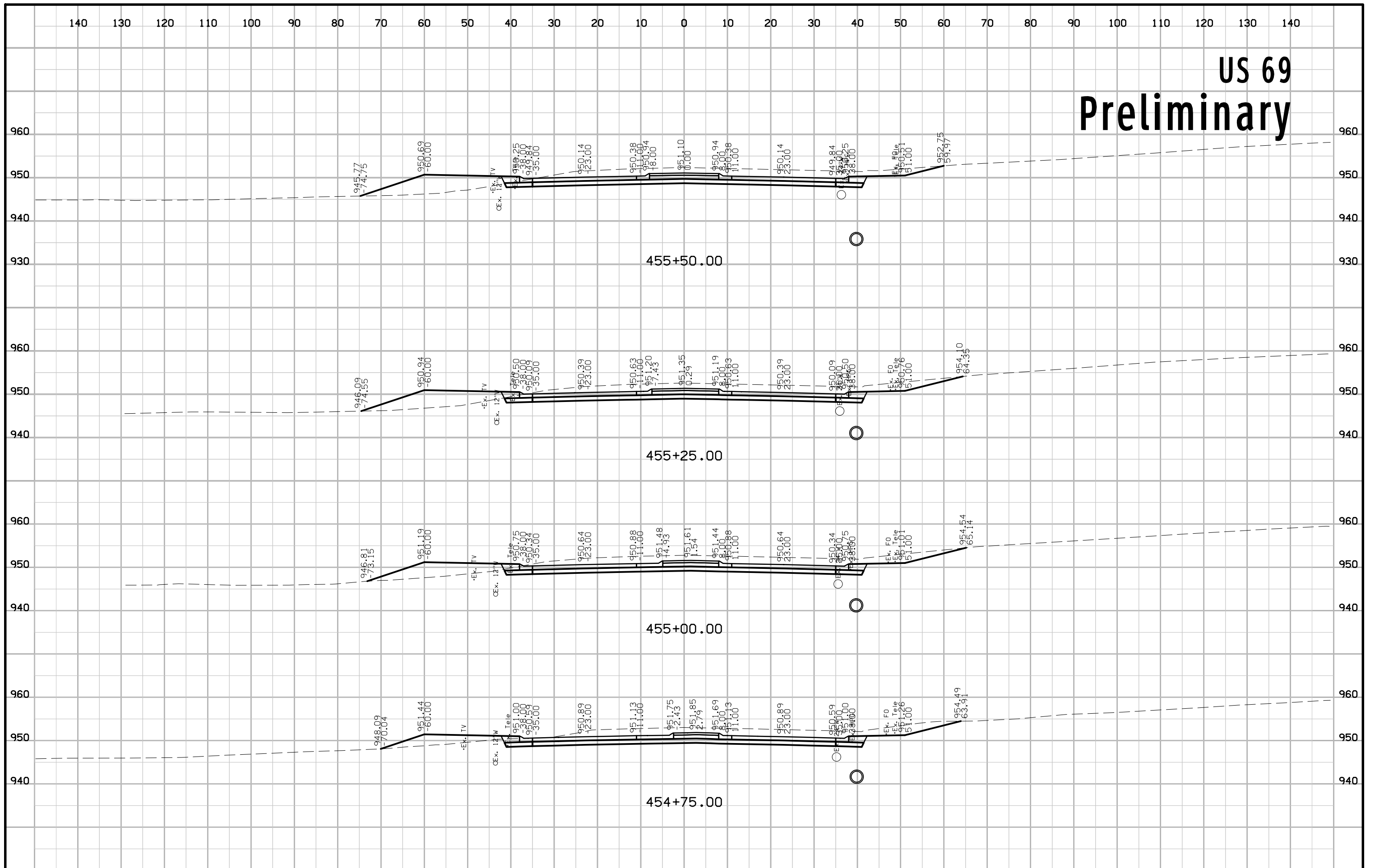
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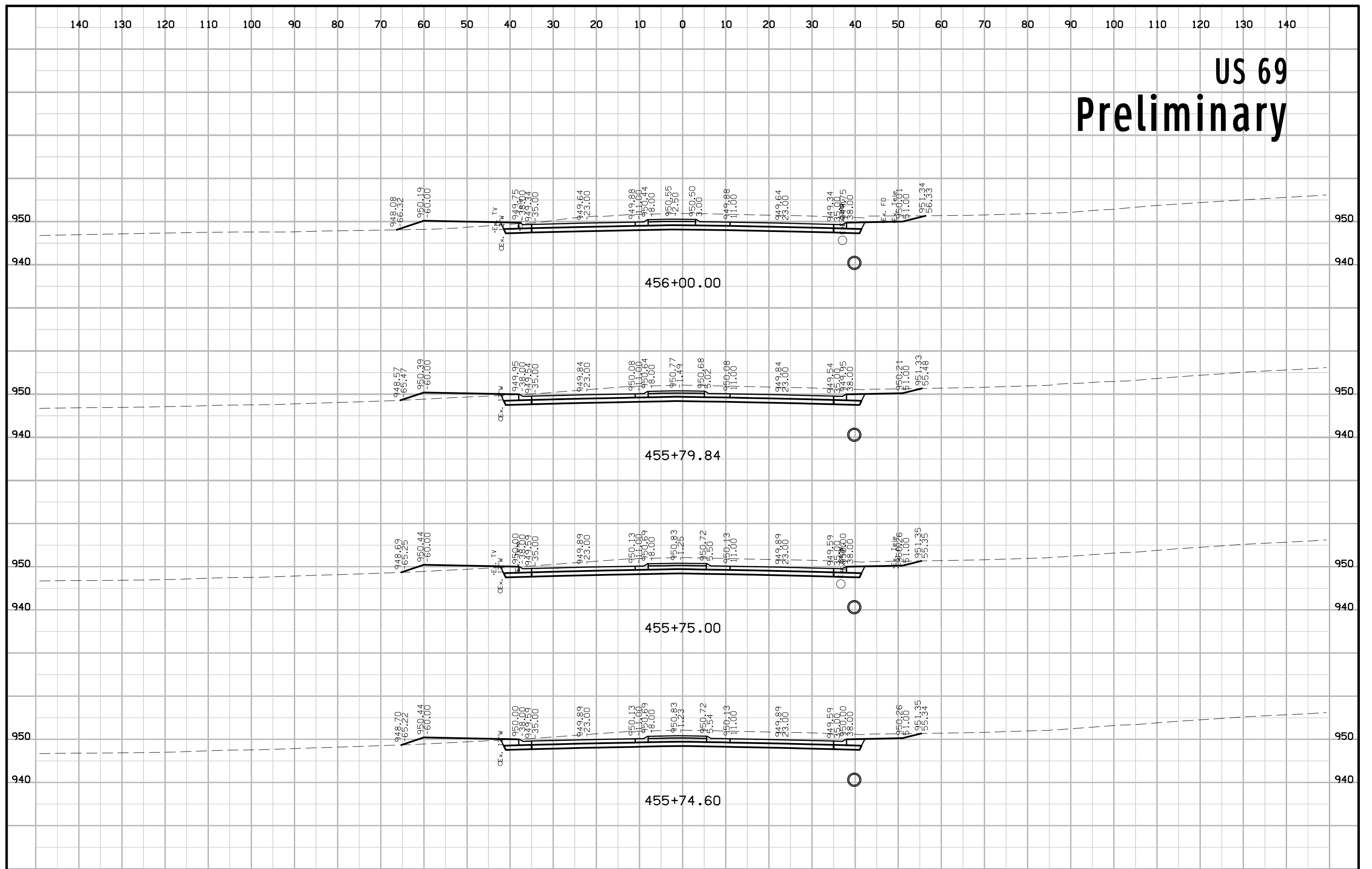
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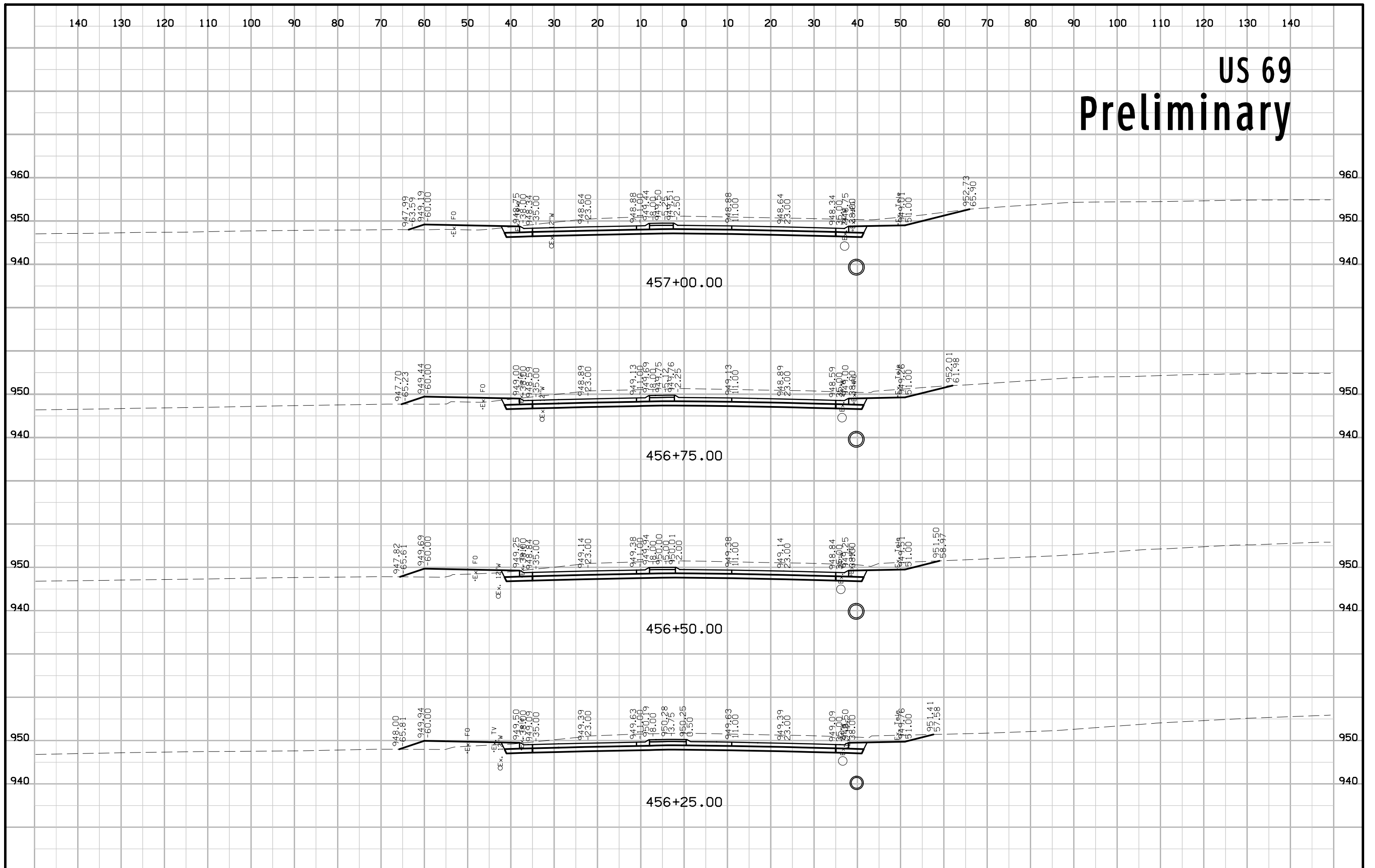
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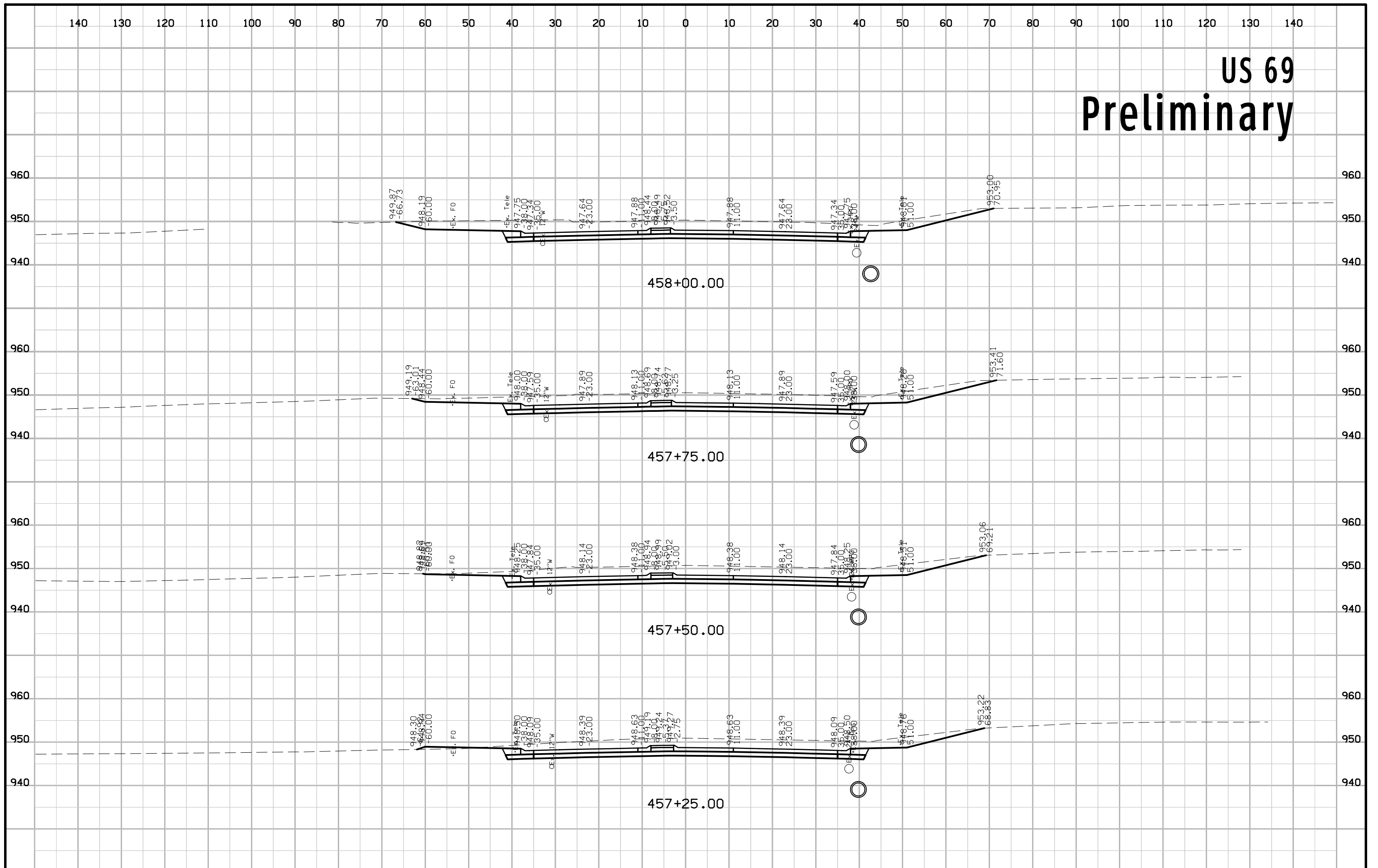
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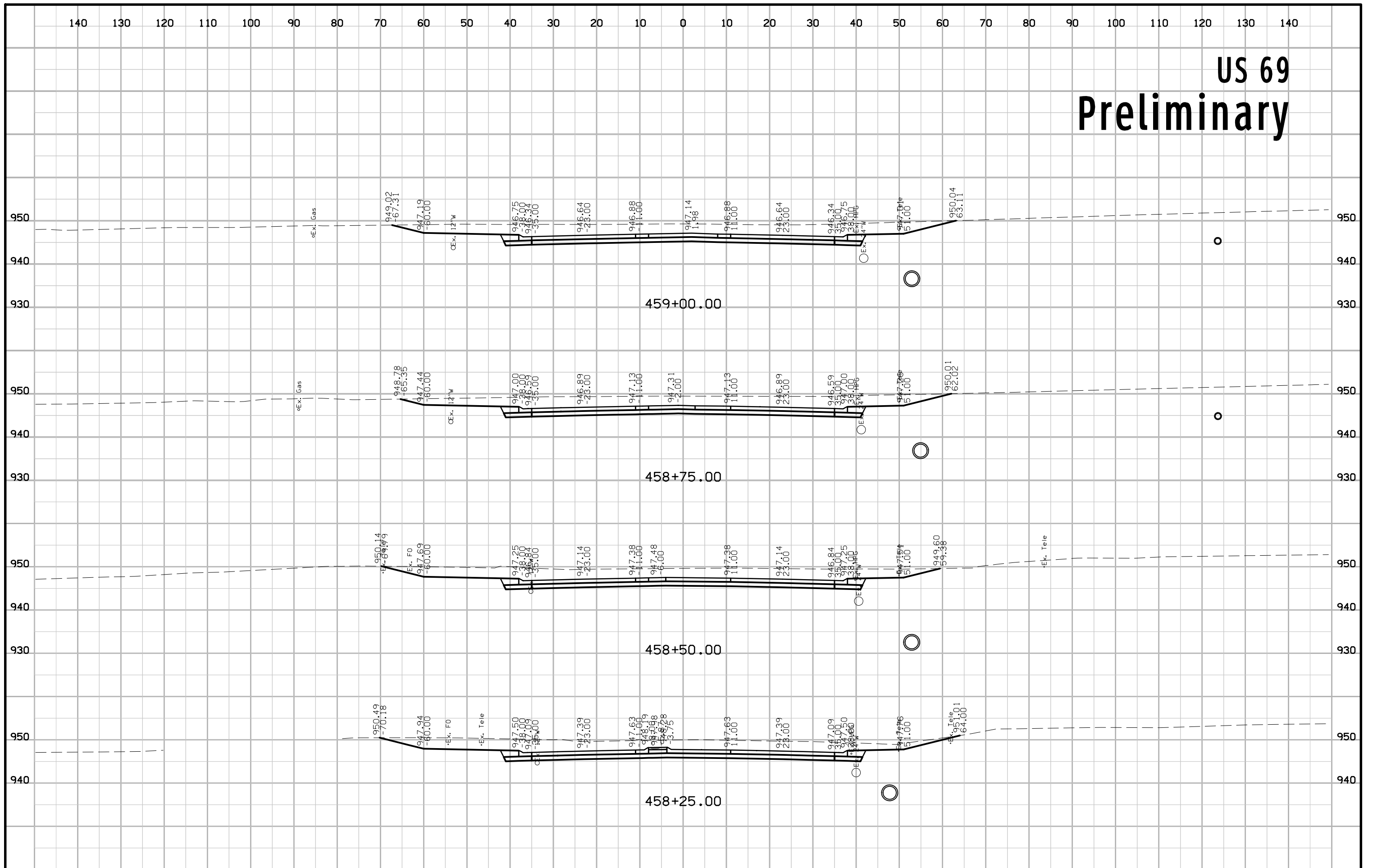
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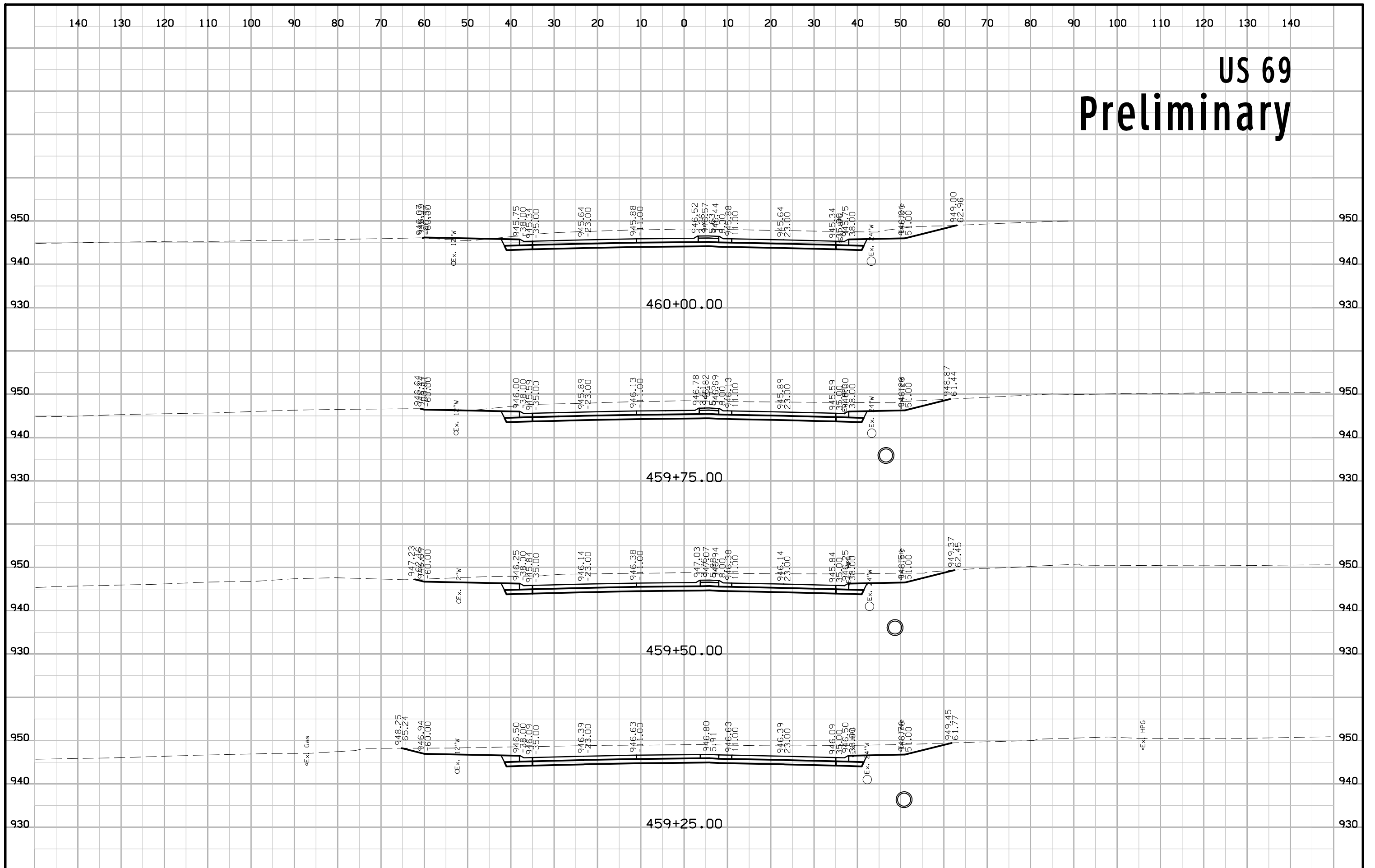
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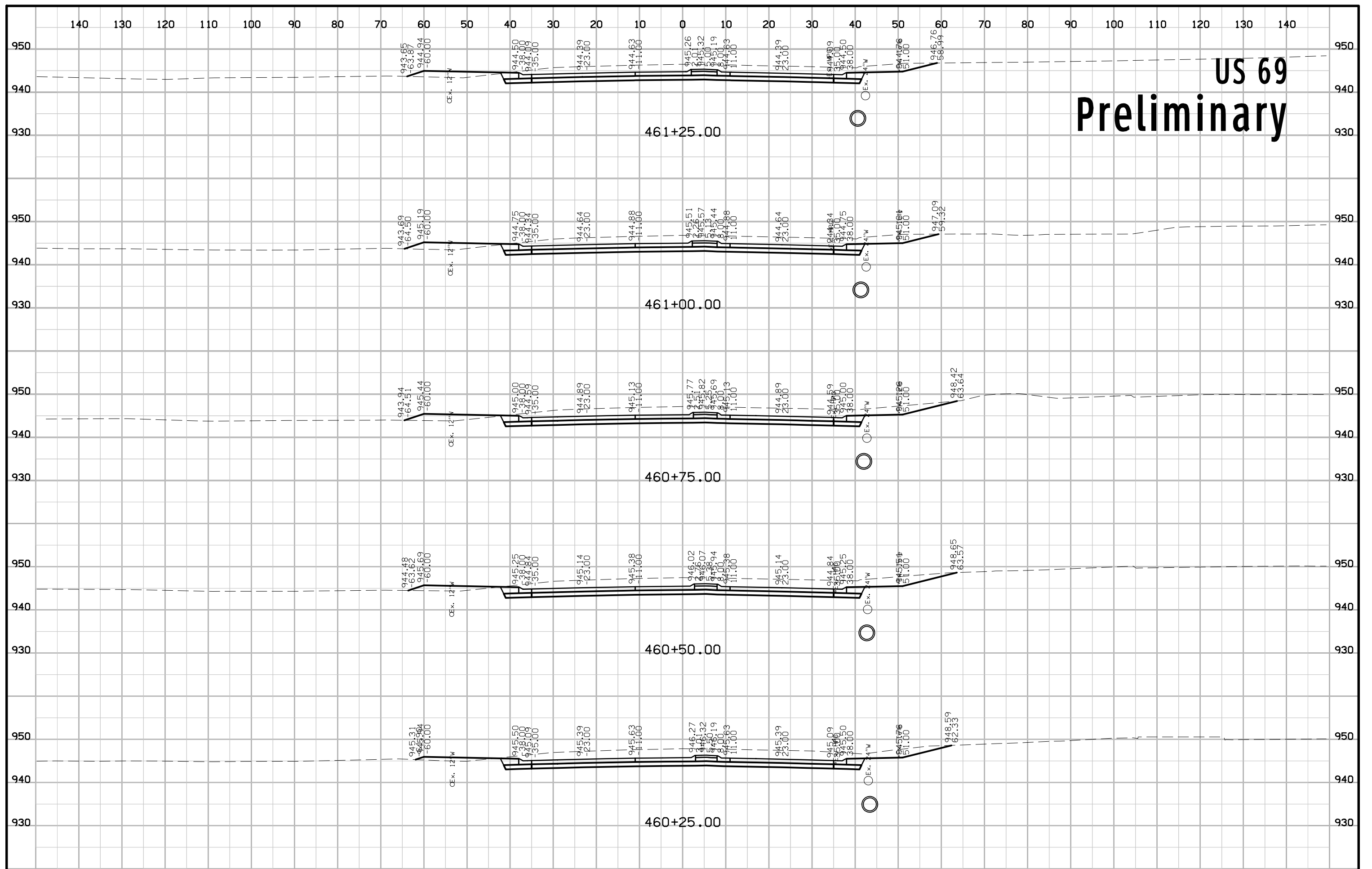
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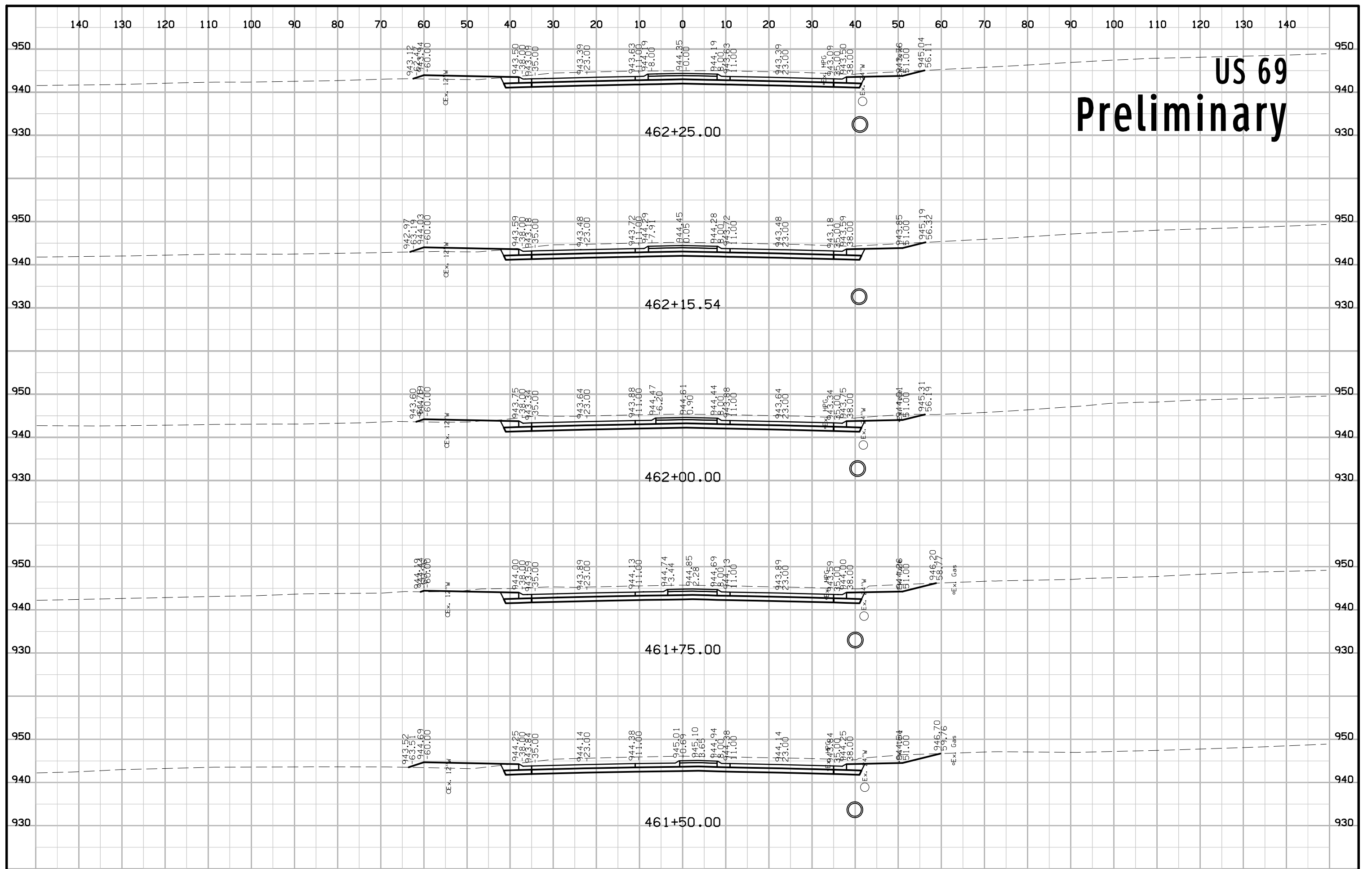
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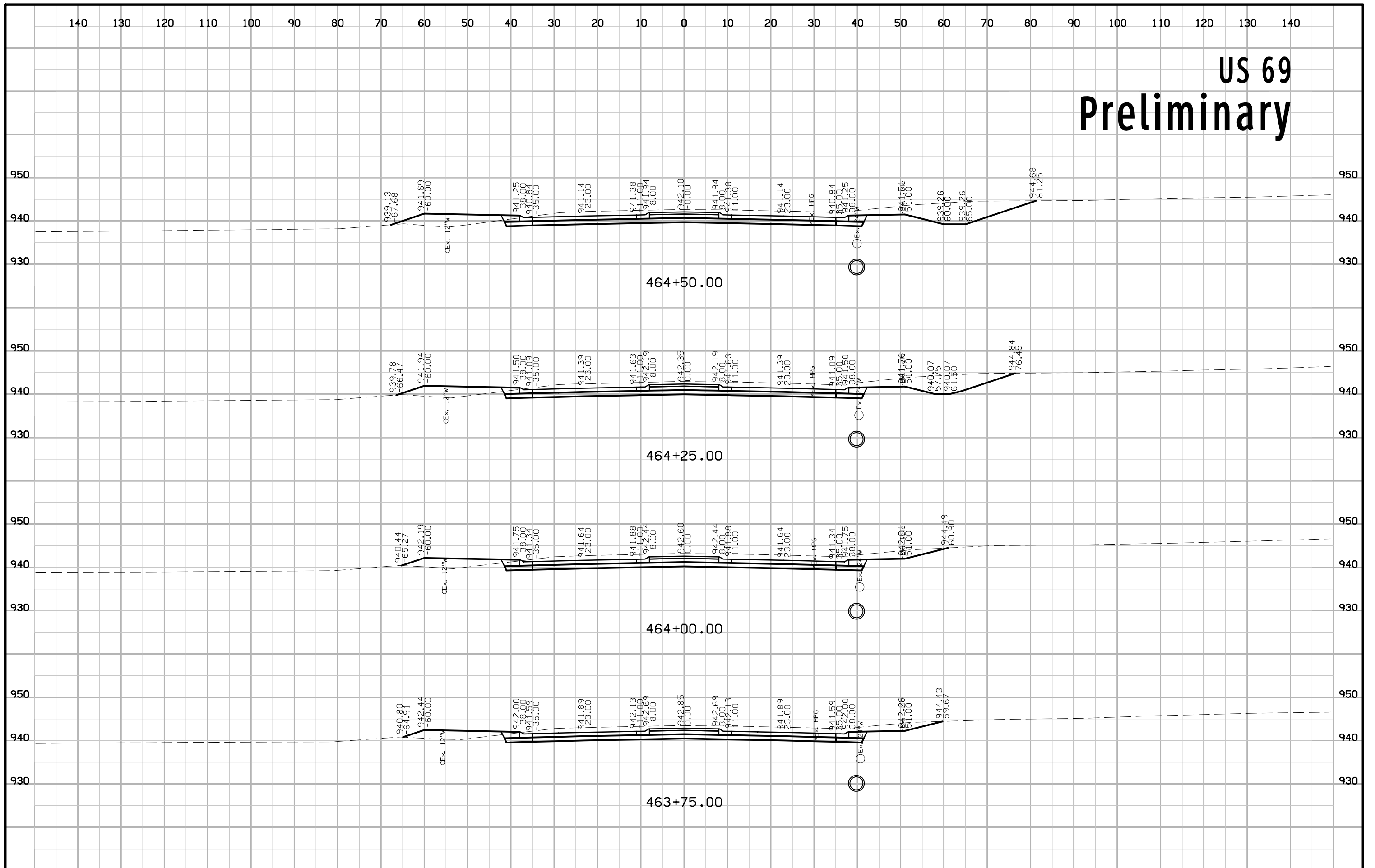
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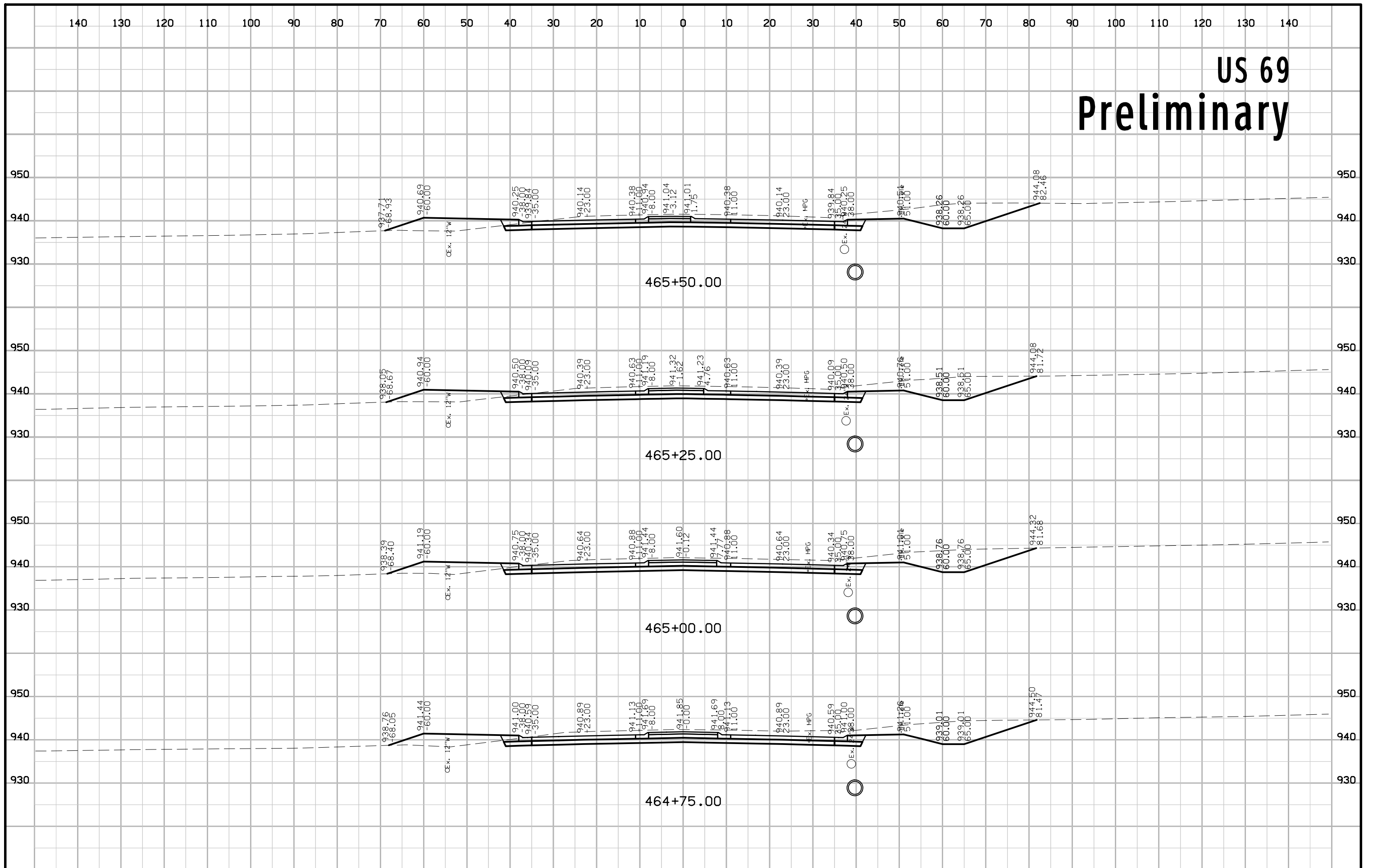
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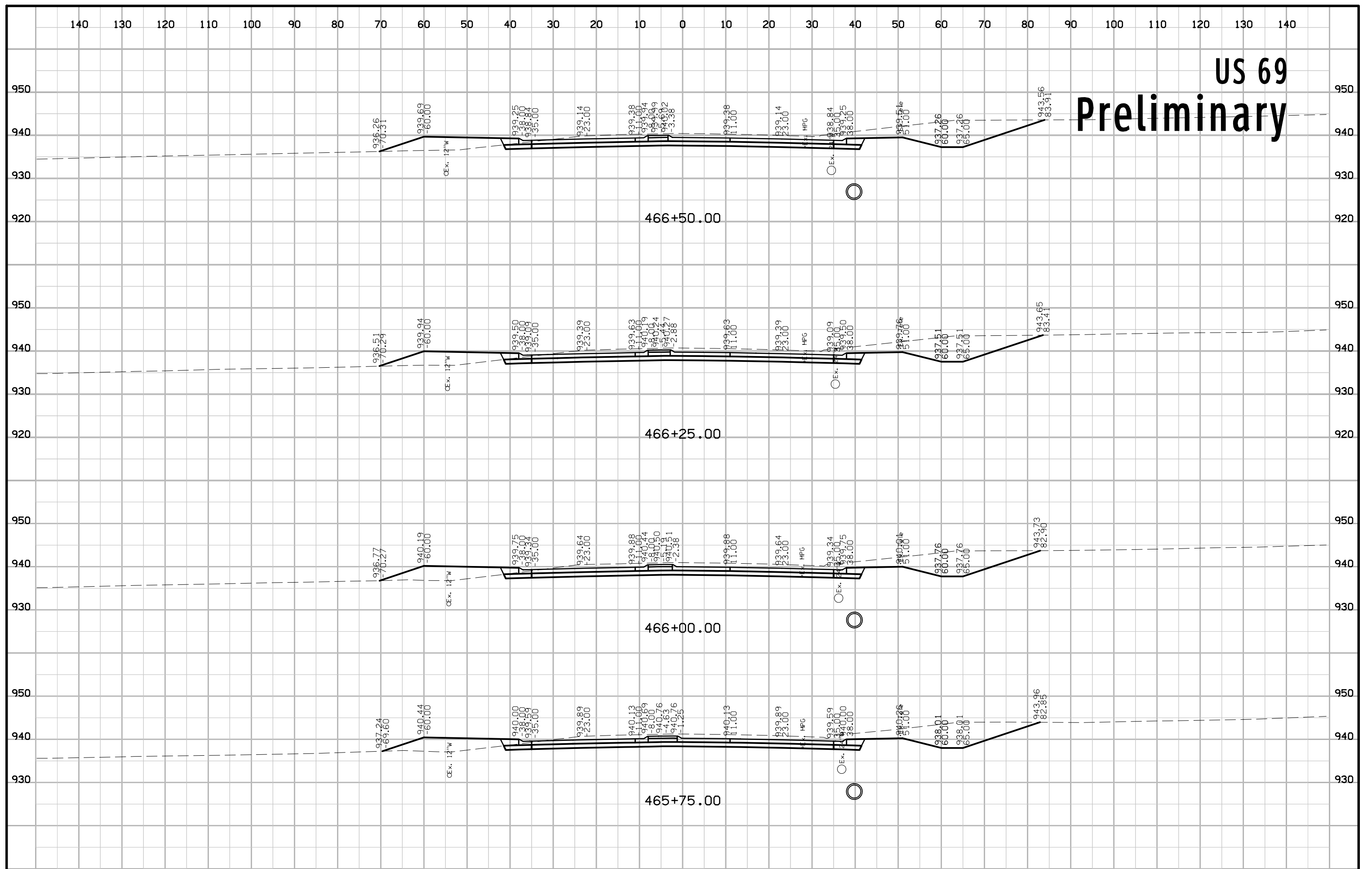
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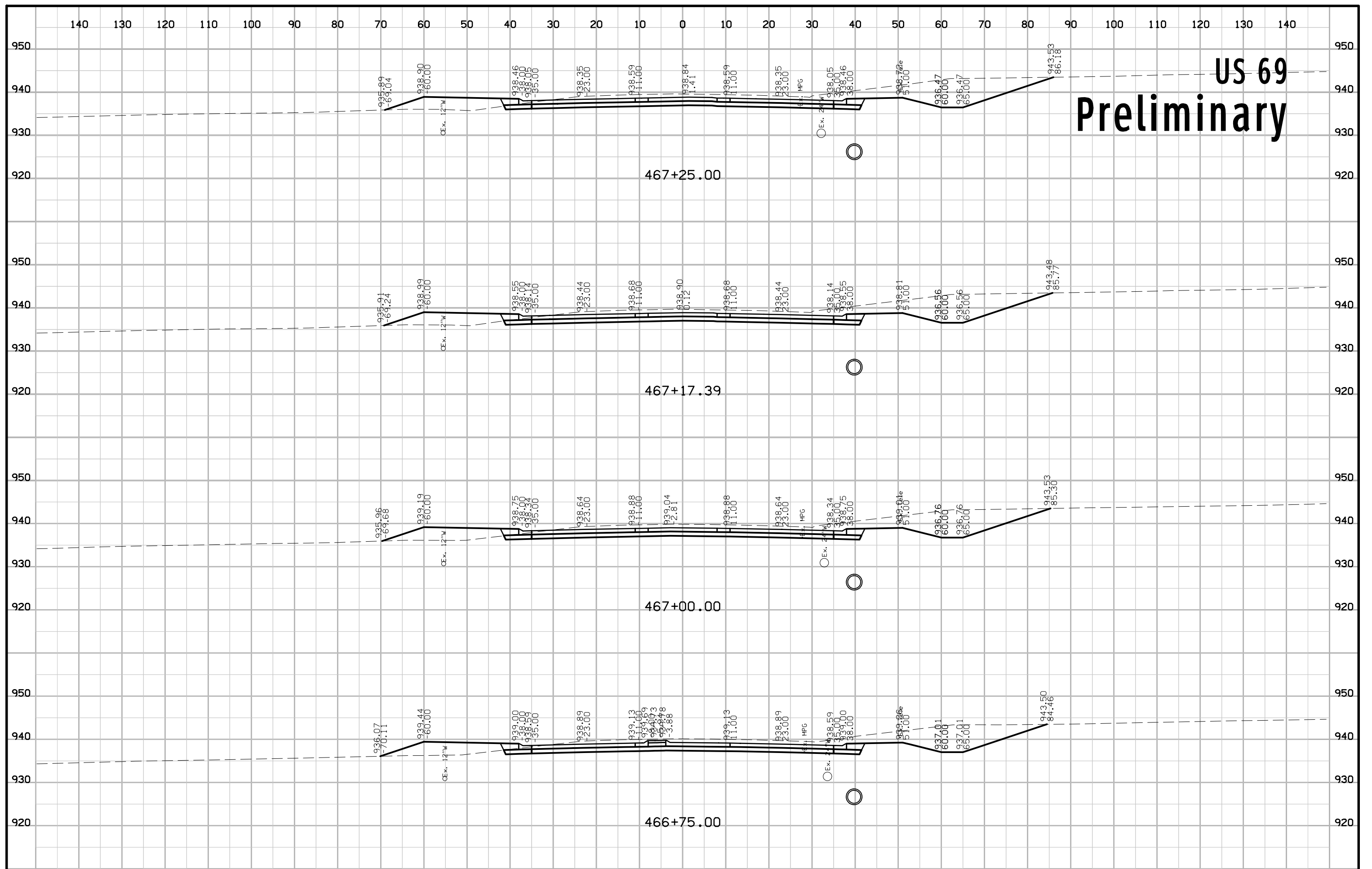
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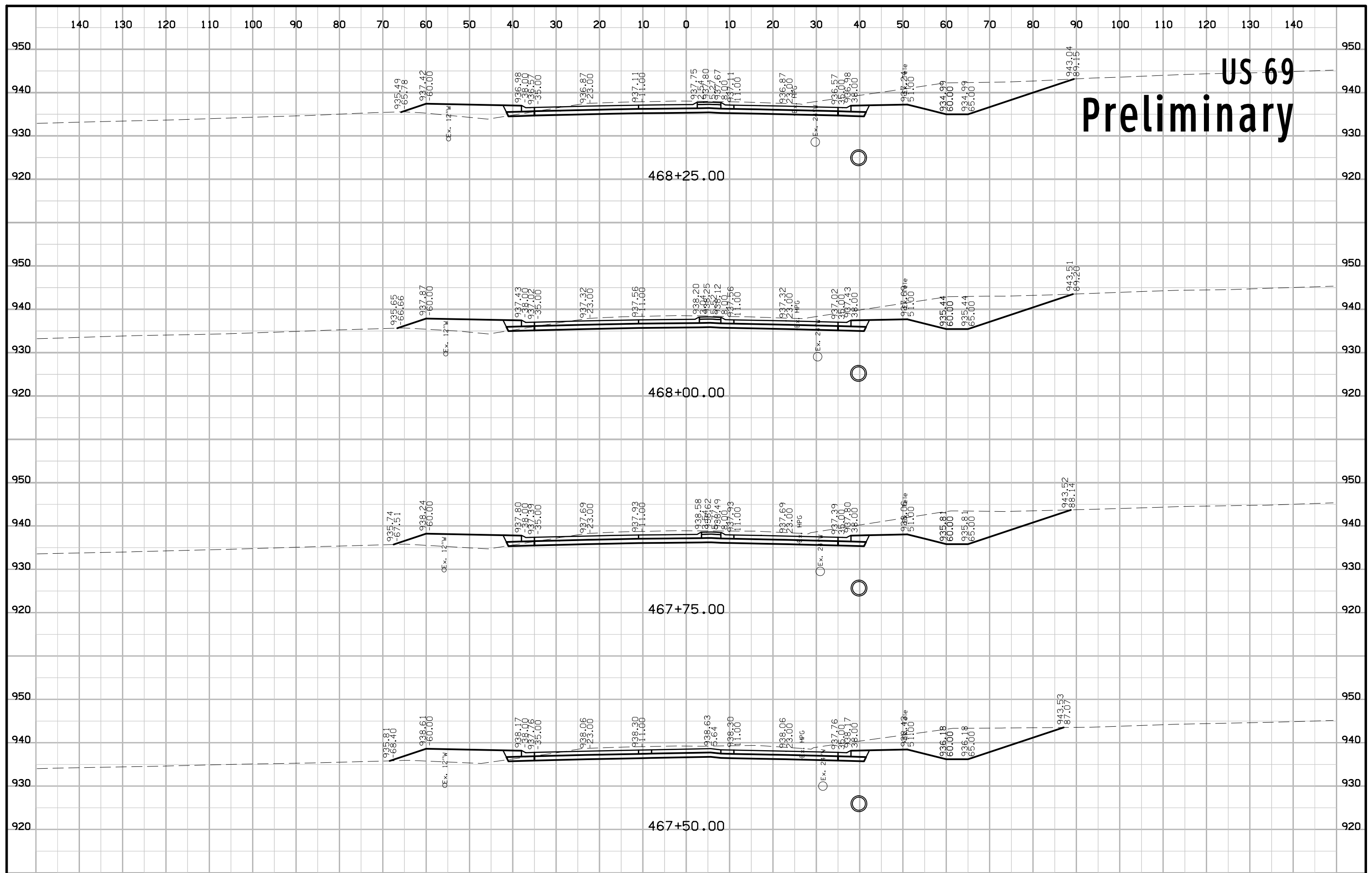


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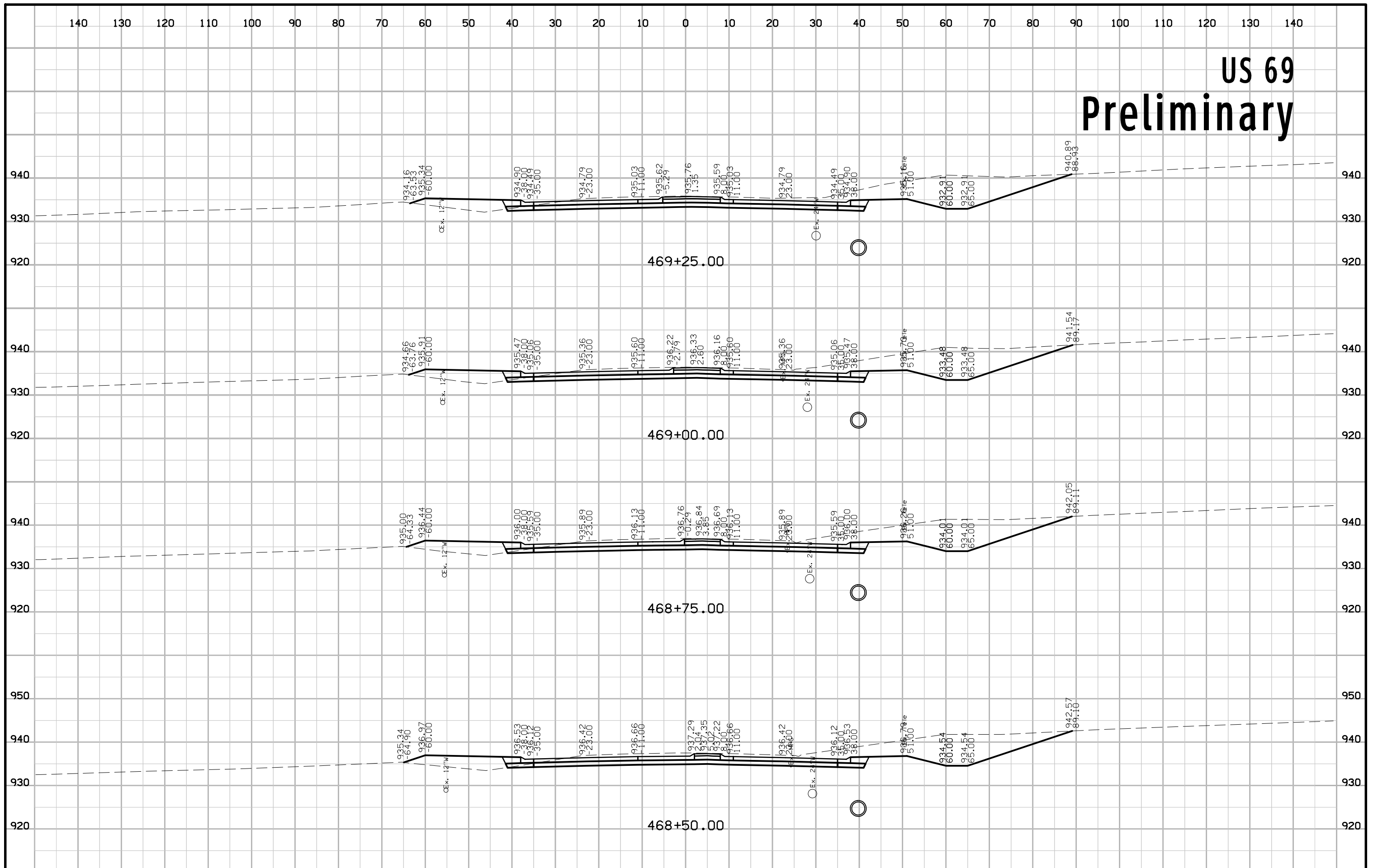


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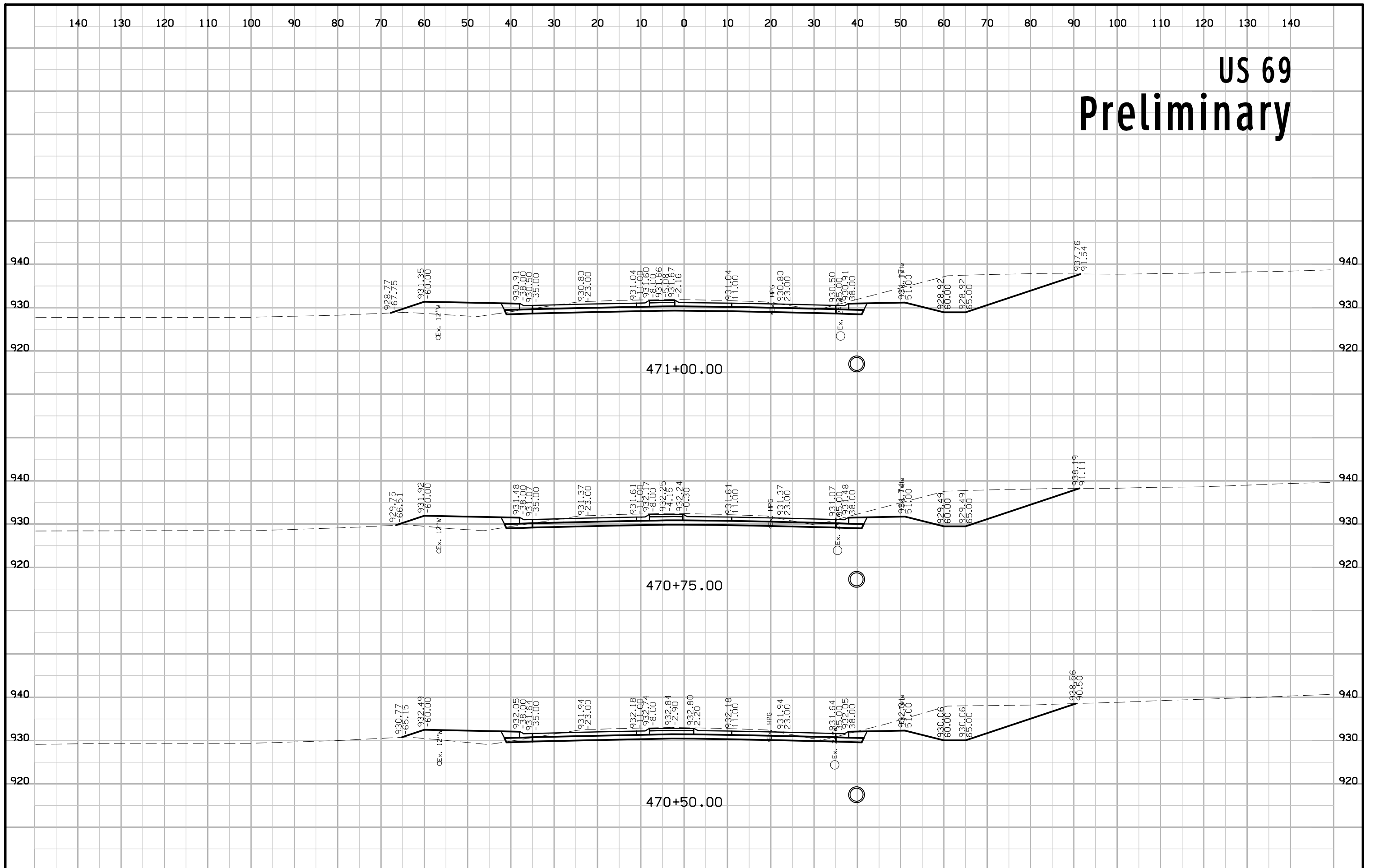




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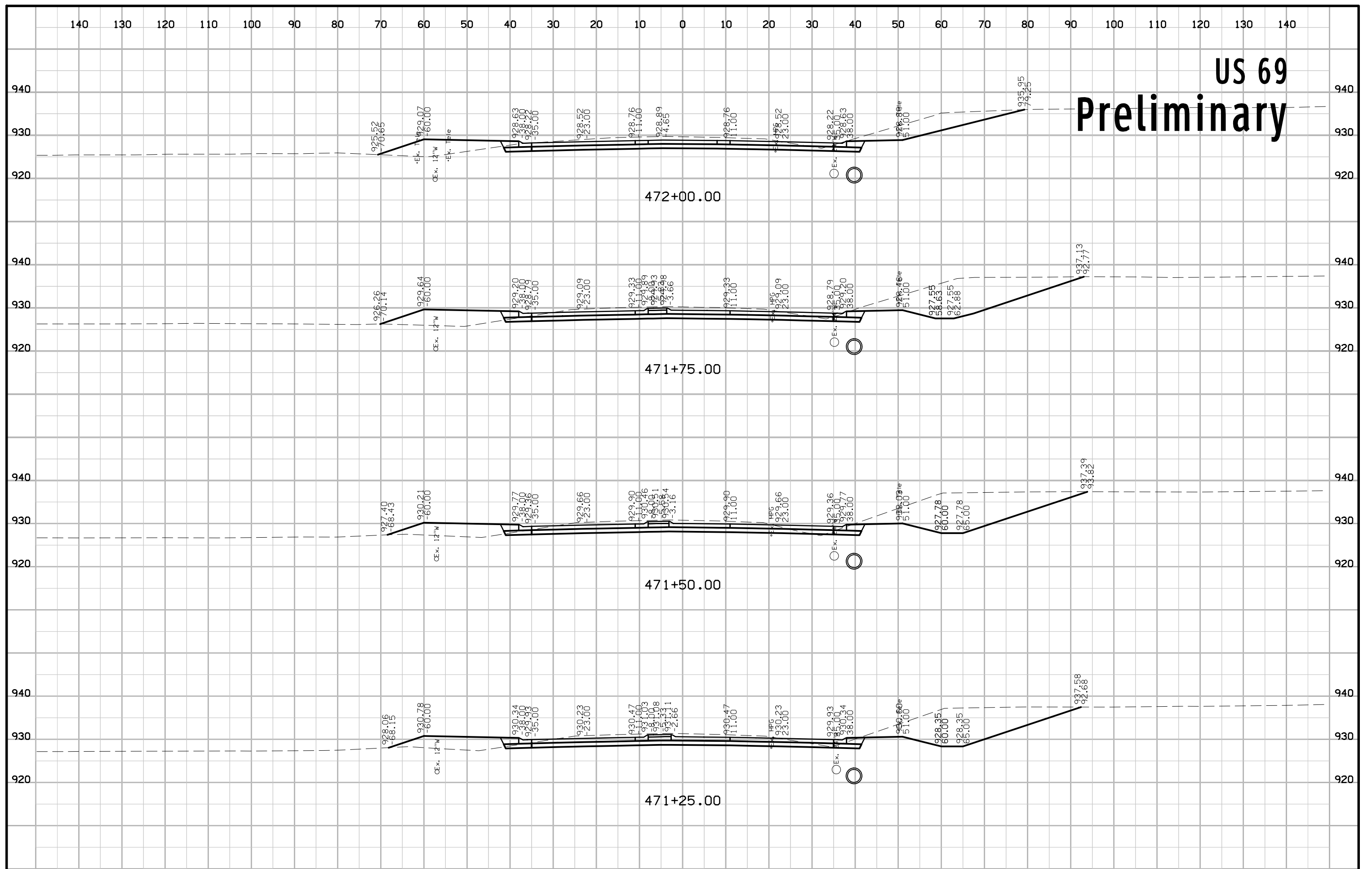


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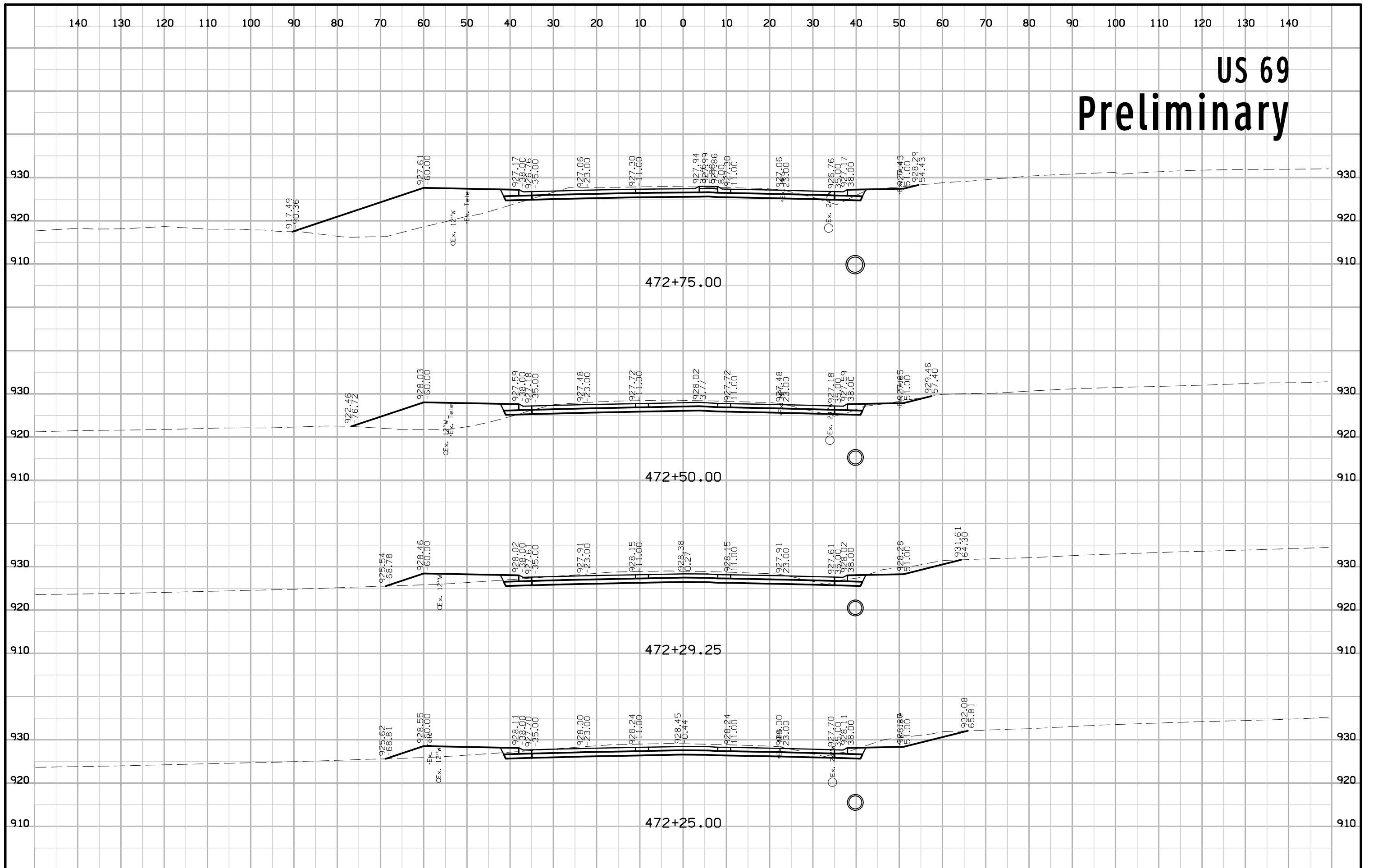


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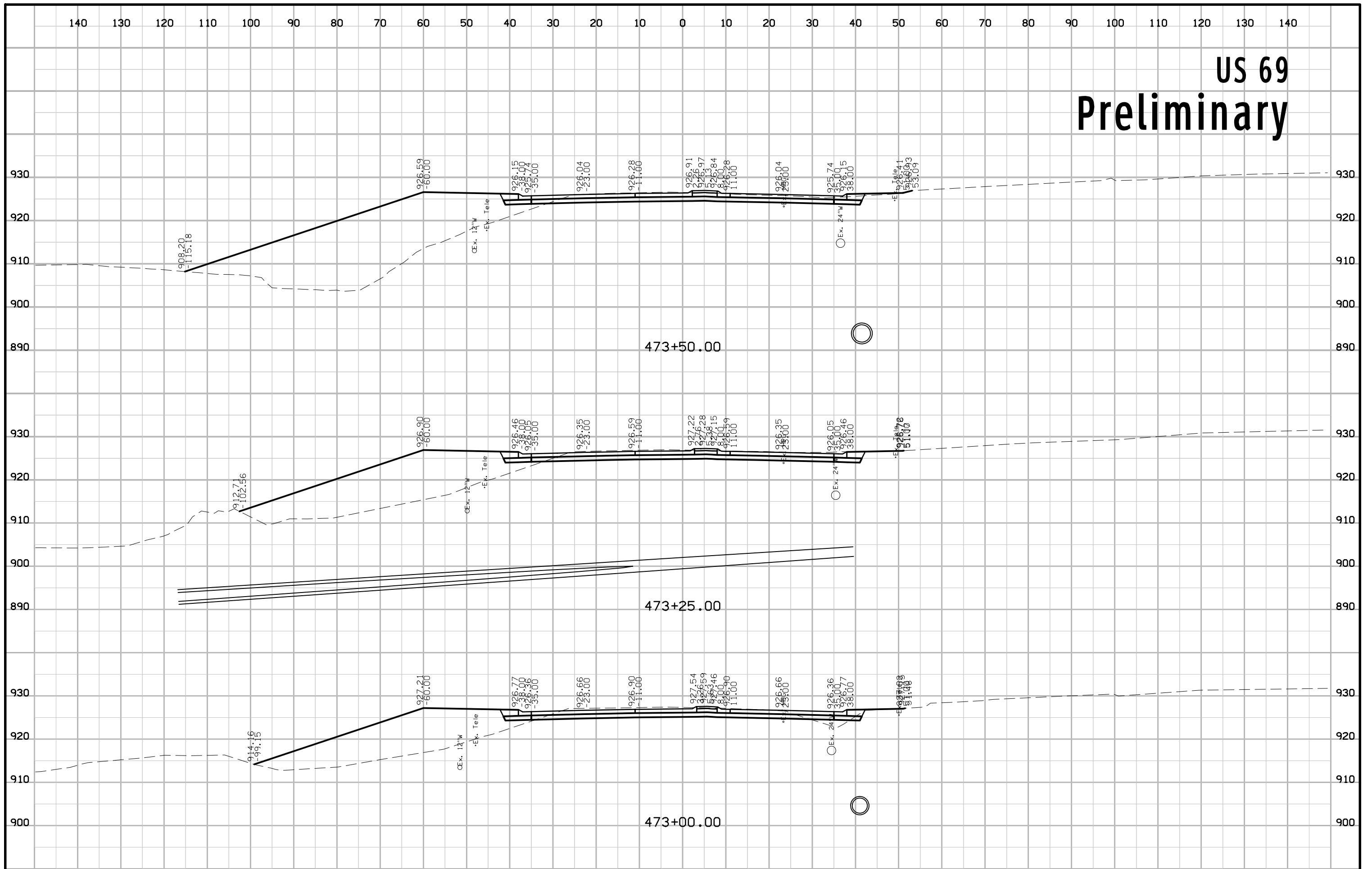
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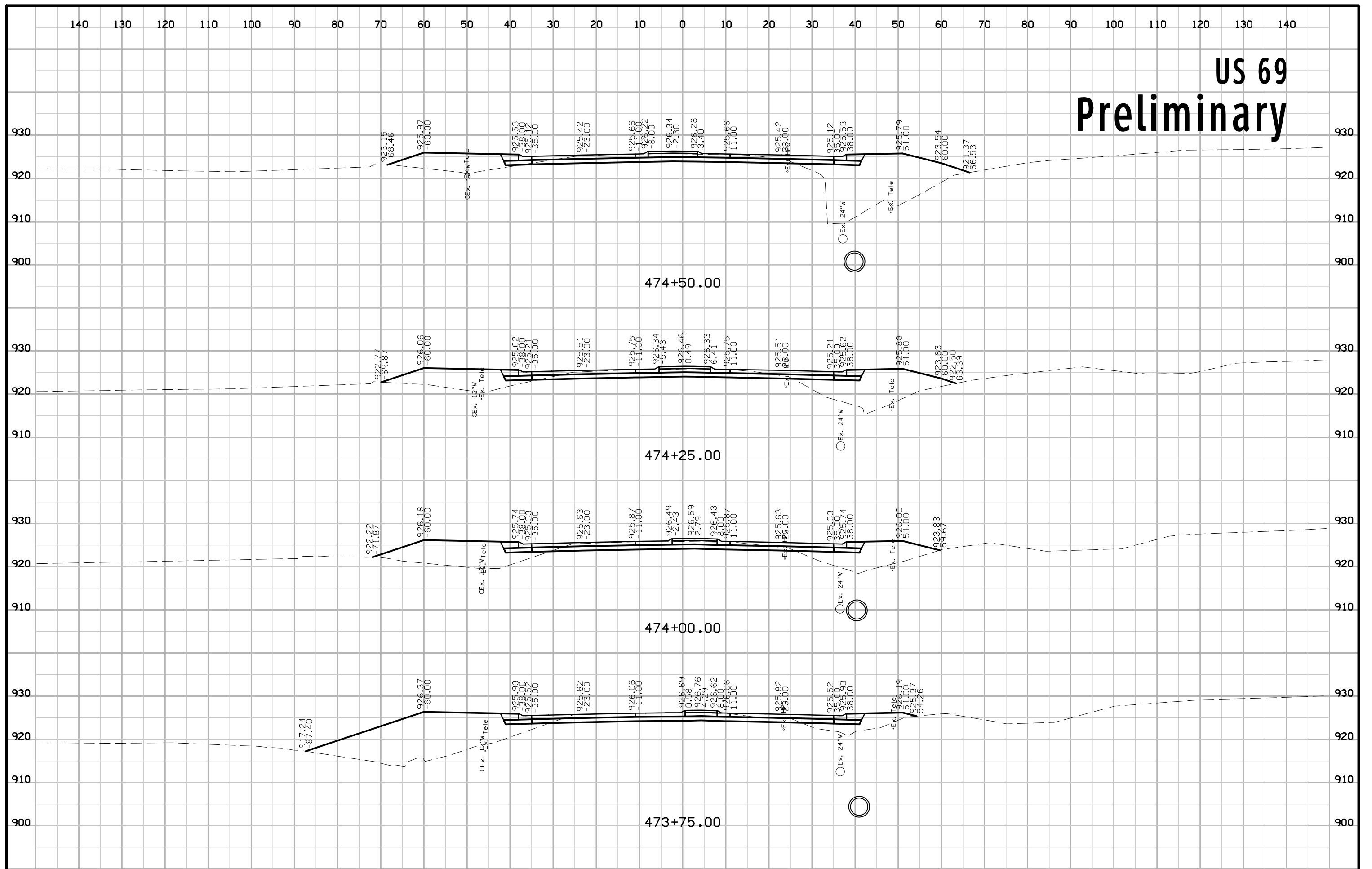
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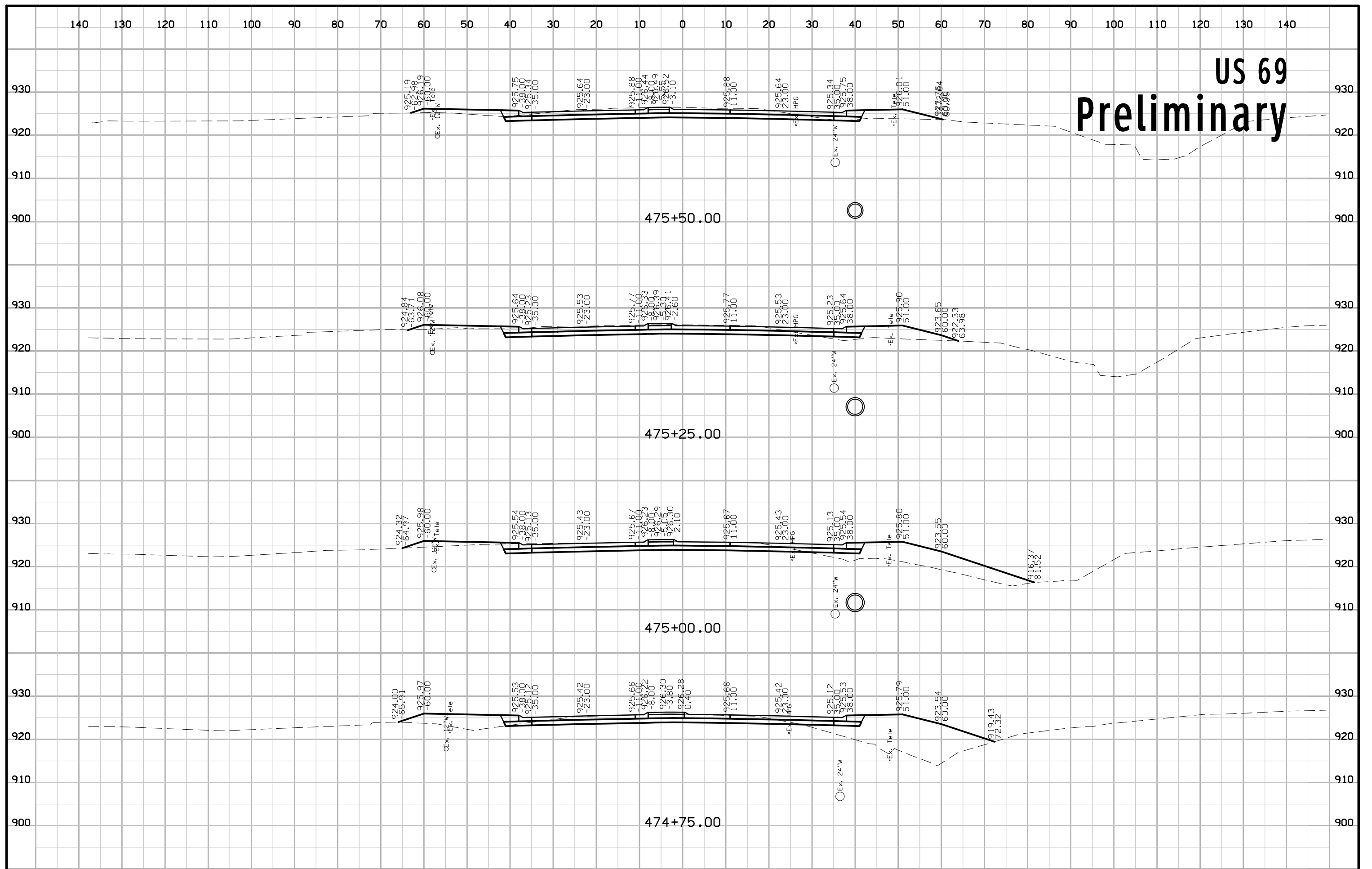
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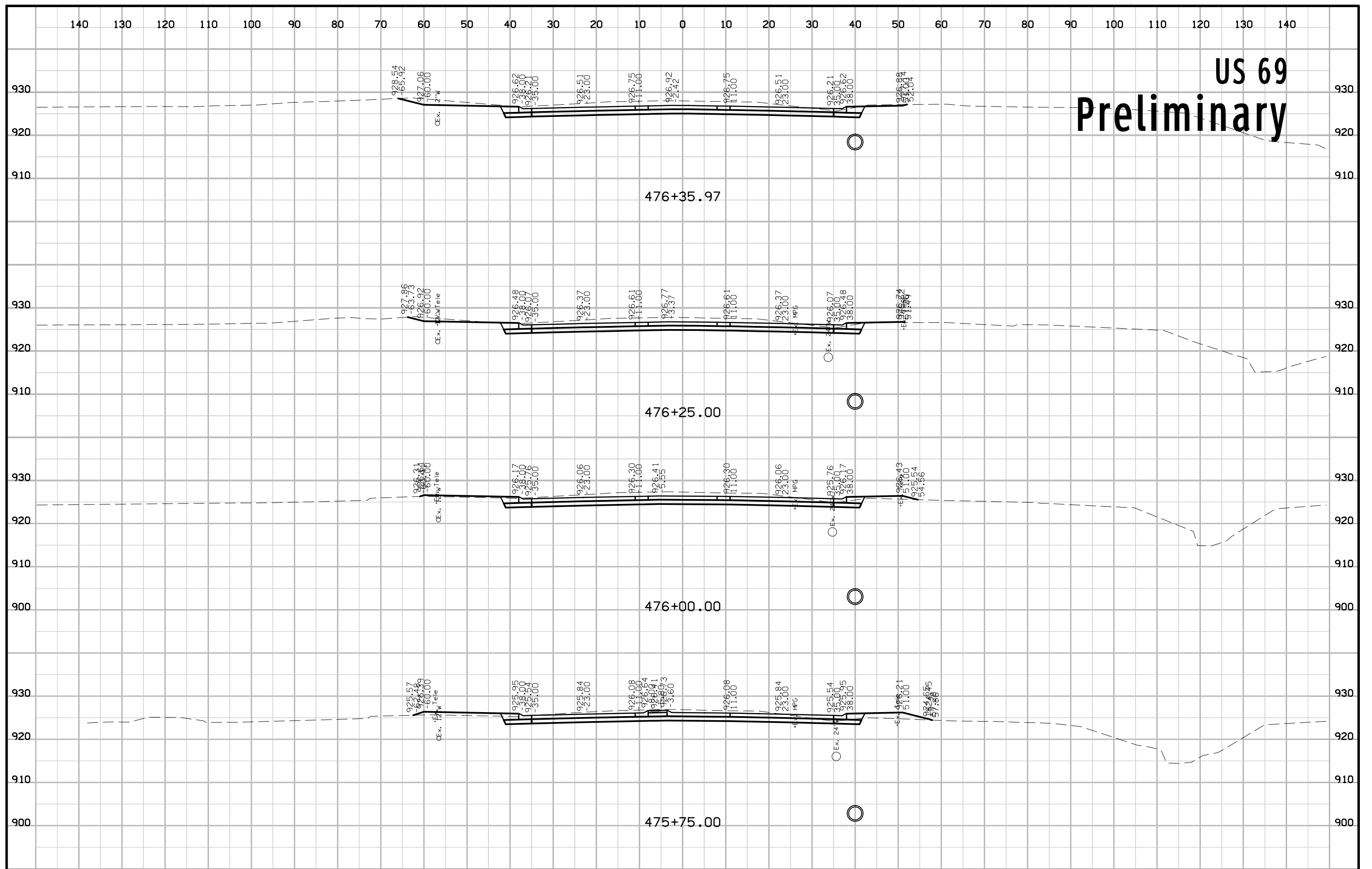
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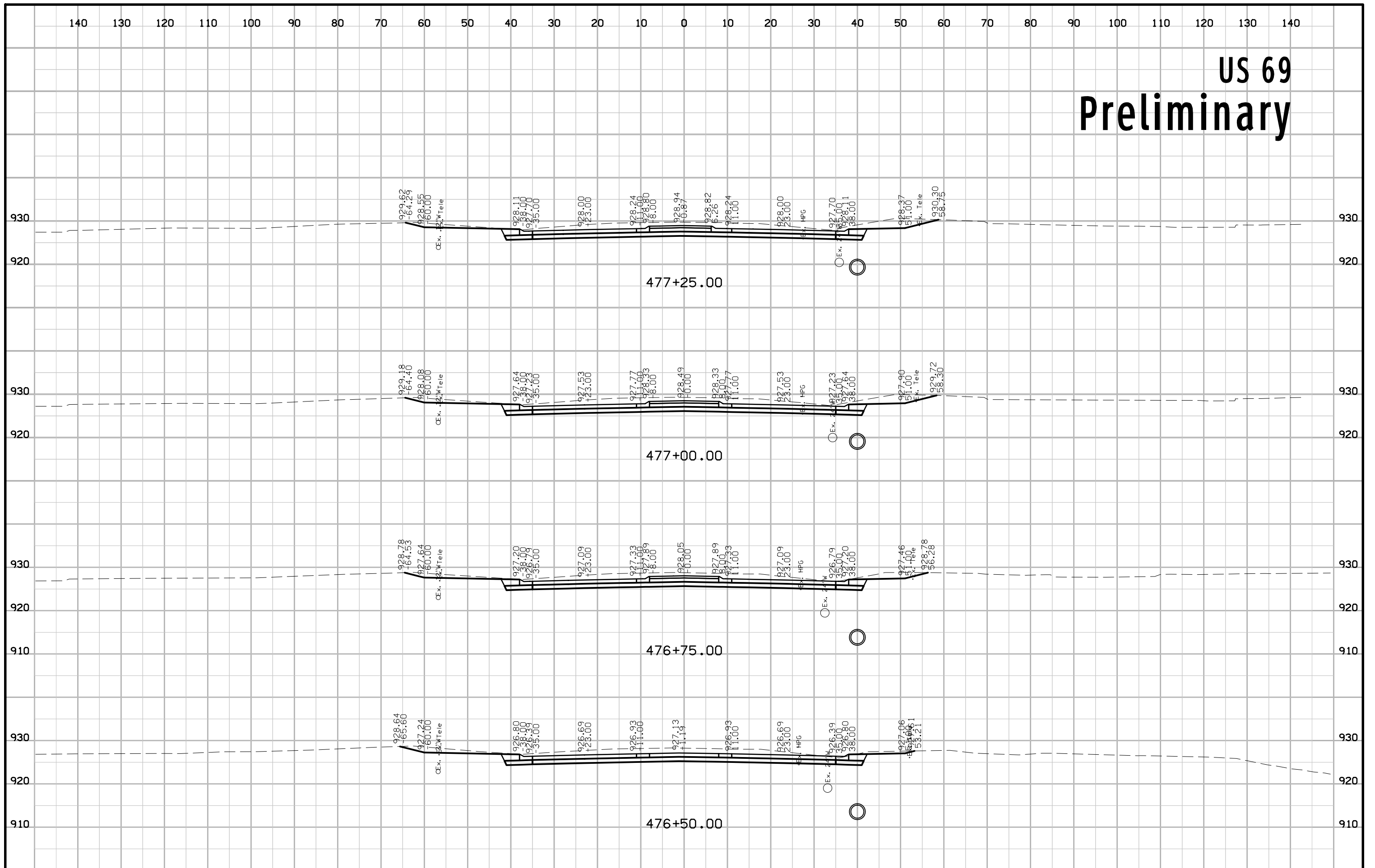
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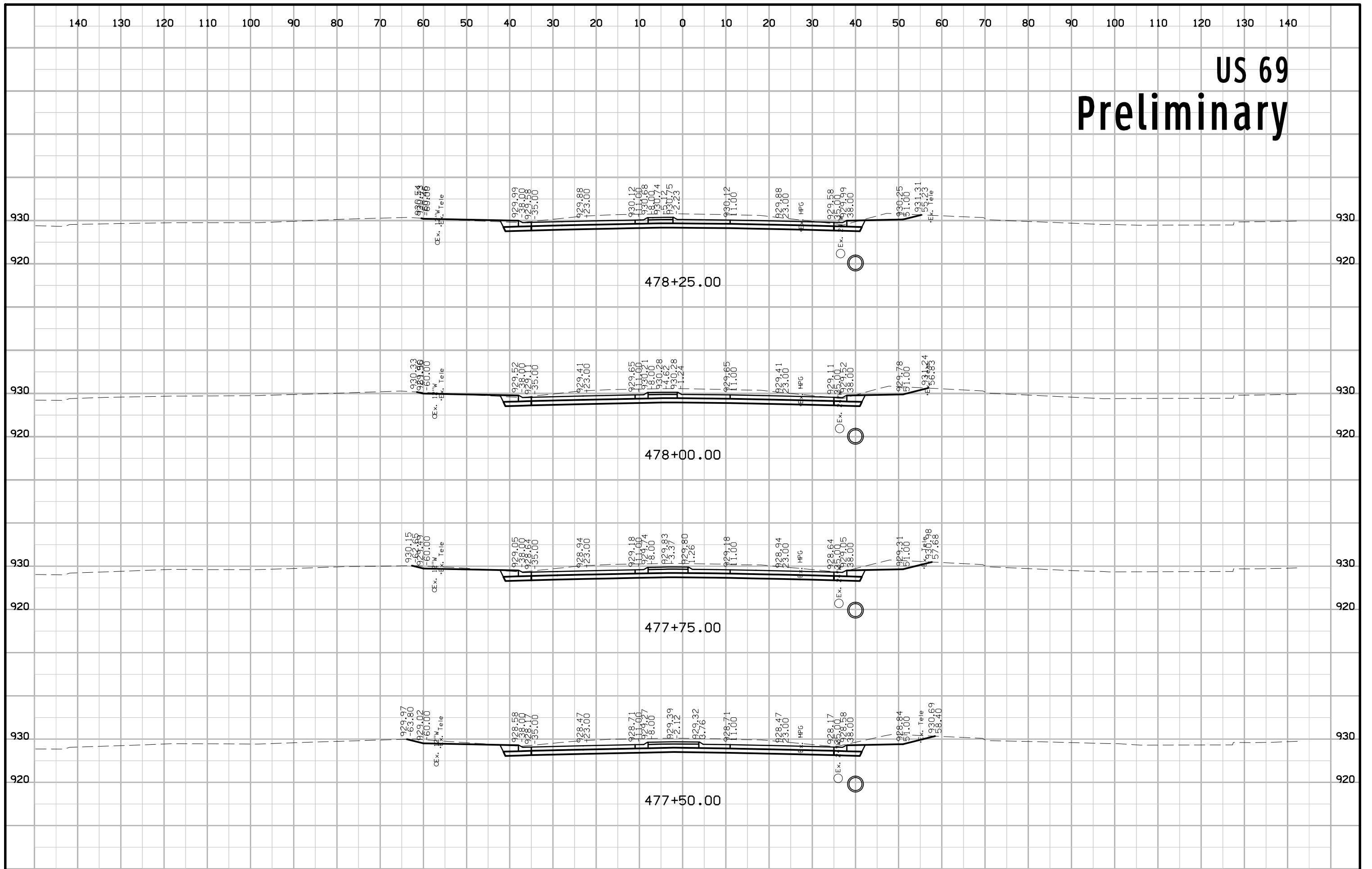
US 69 Preliminary



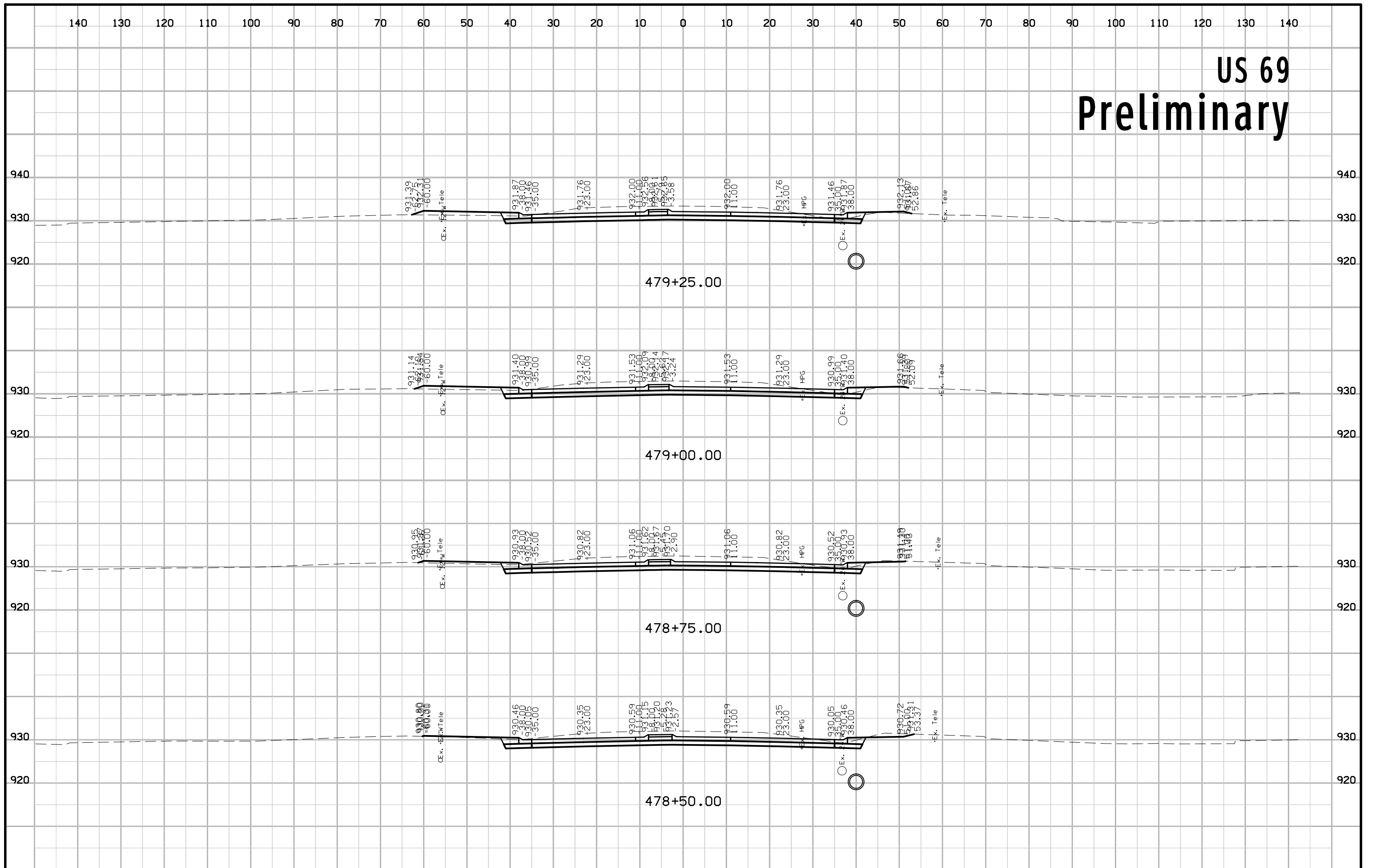
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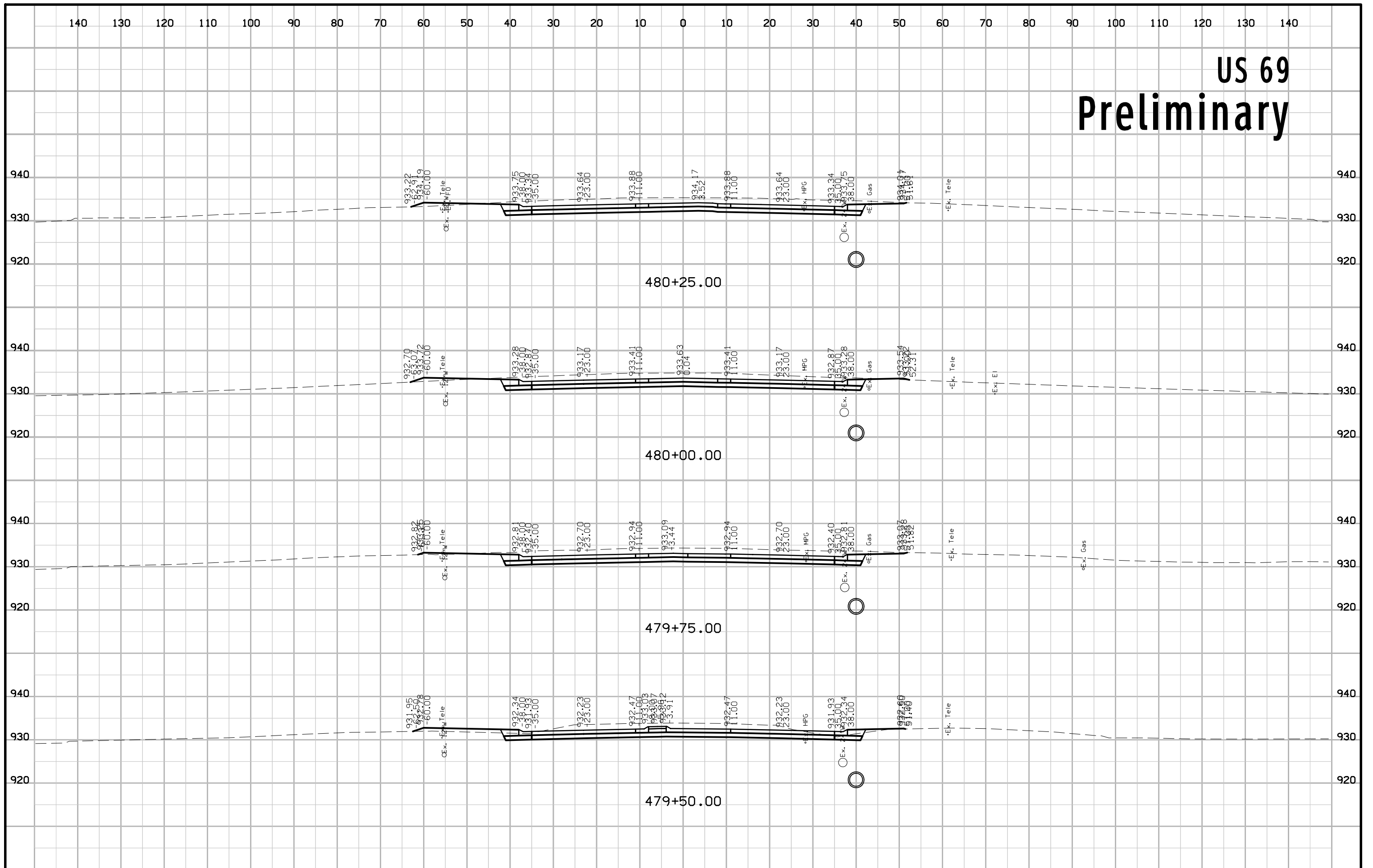
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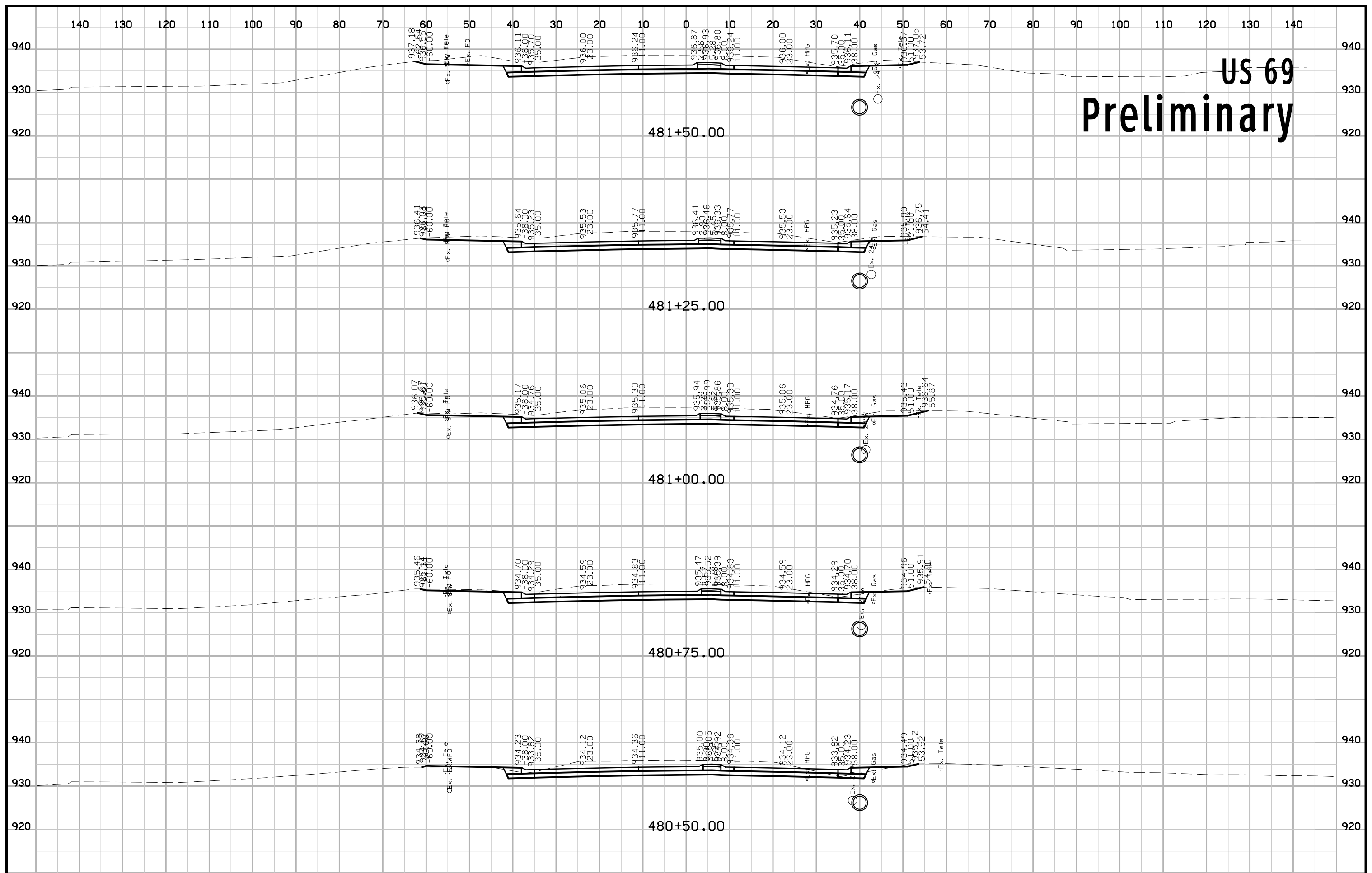
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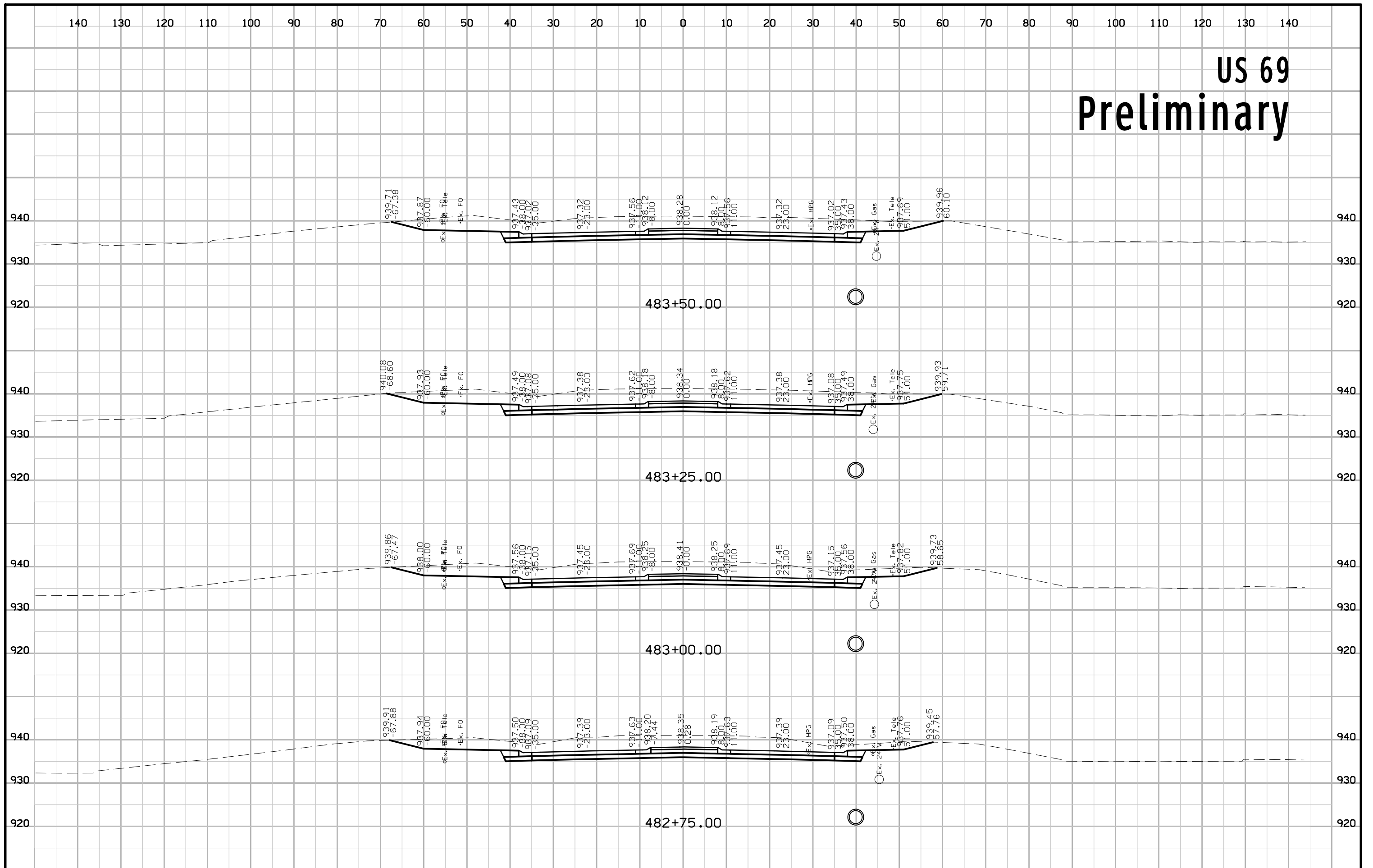
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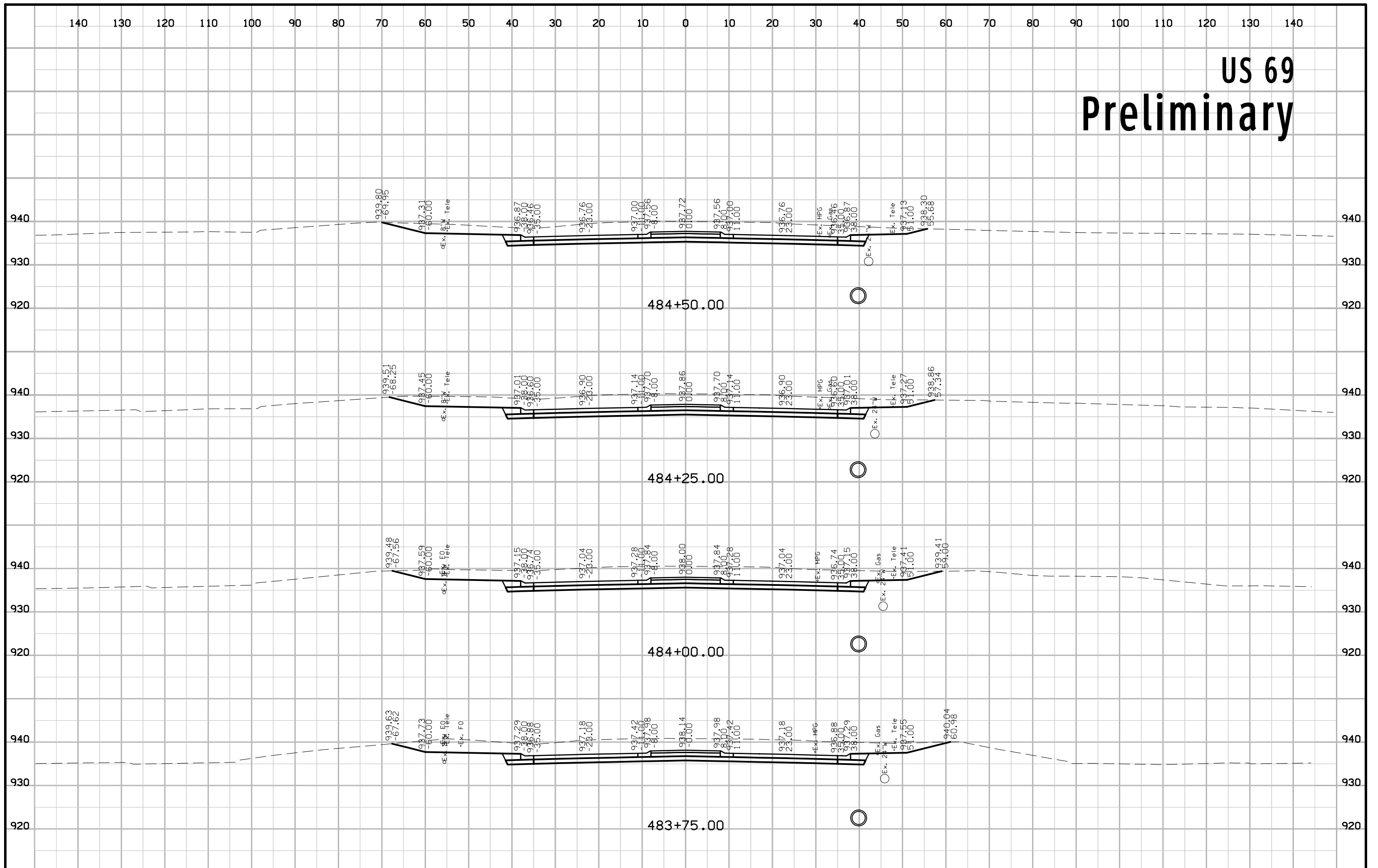
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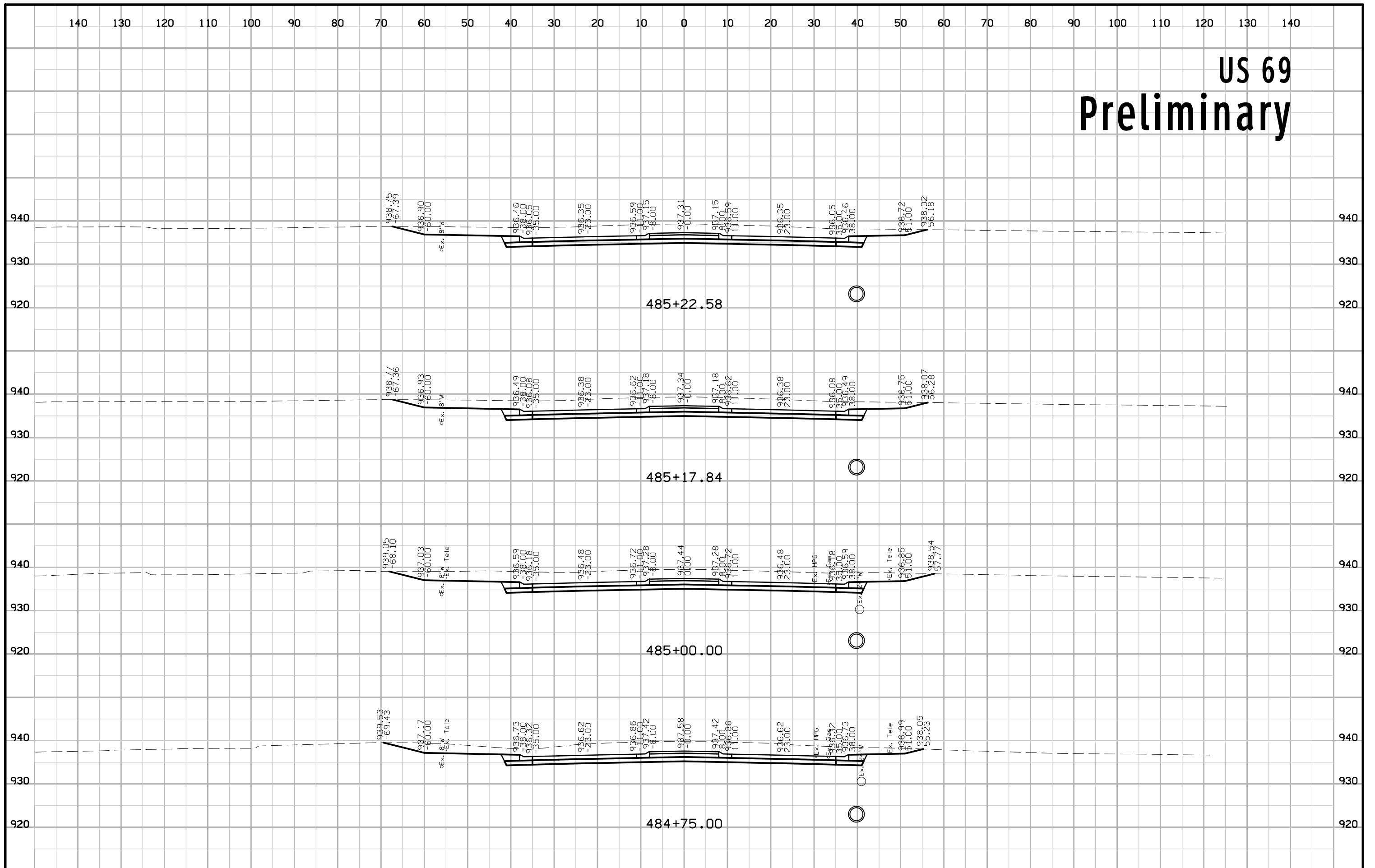
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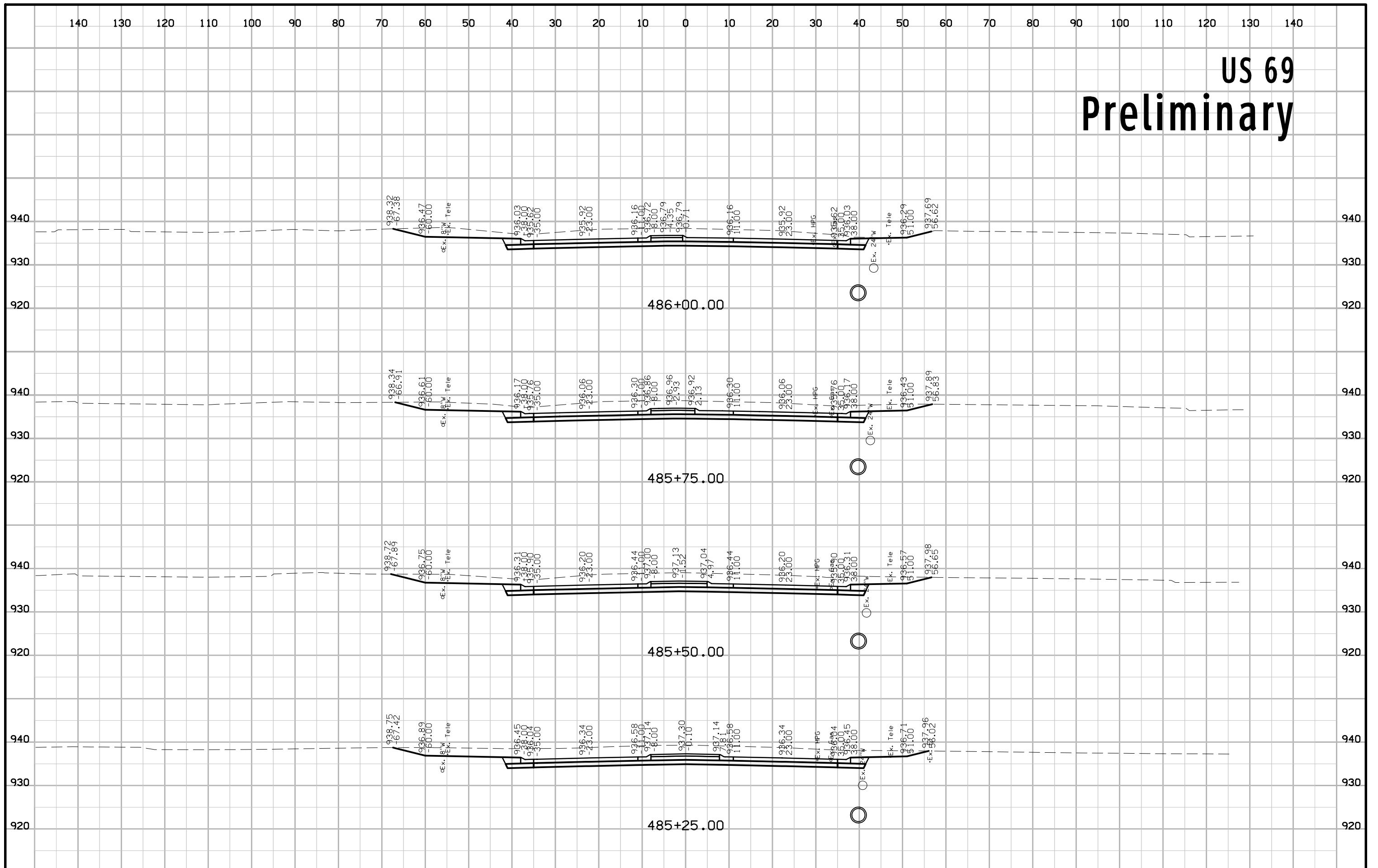
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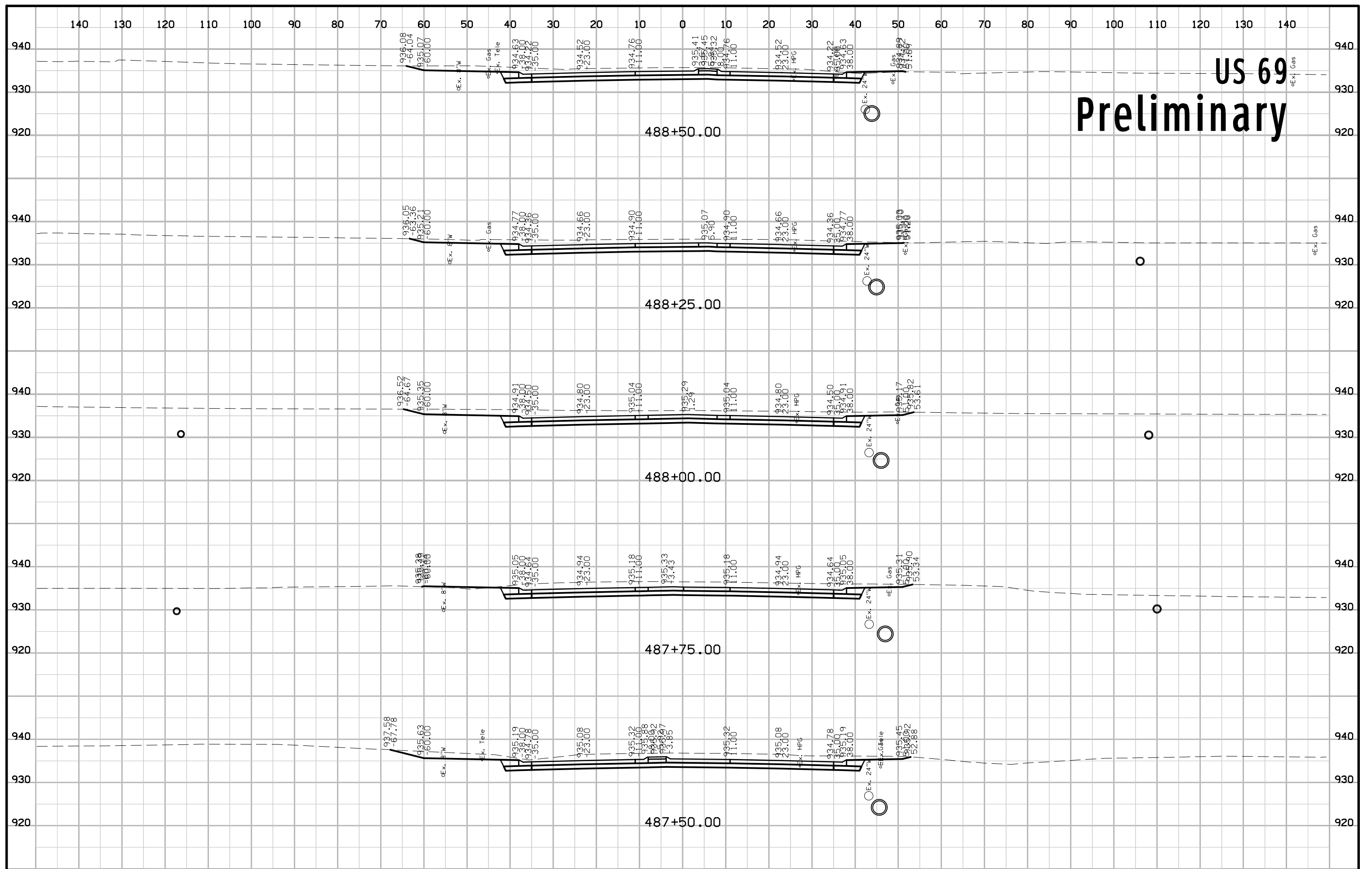
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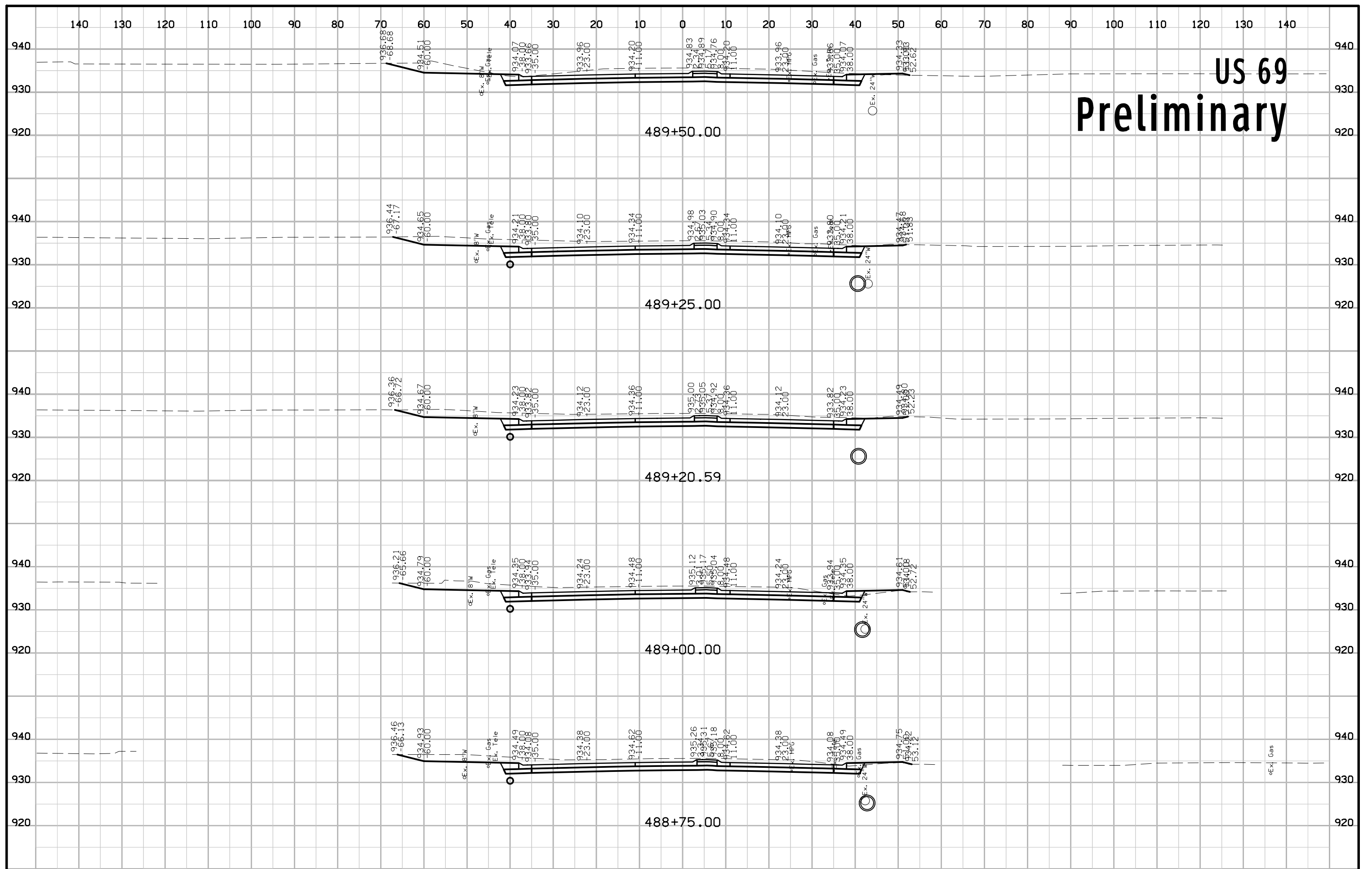
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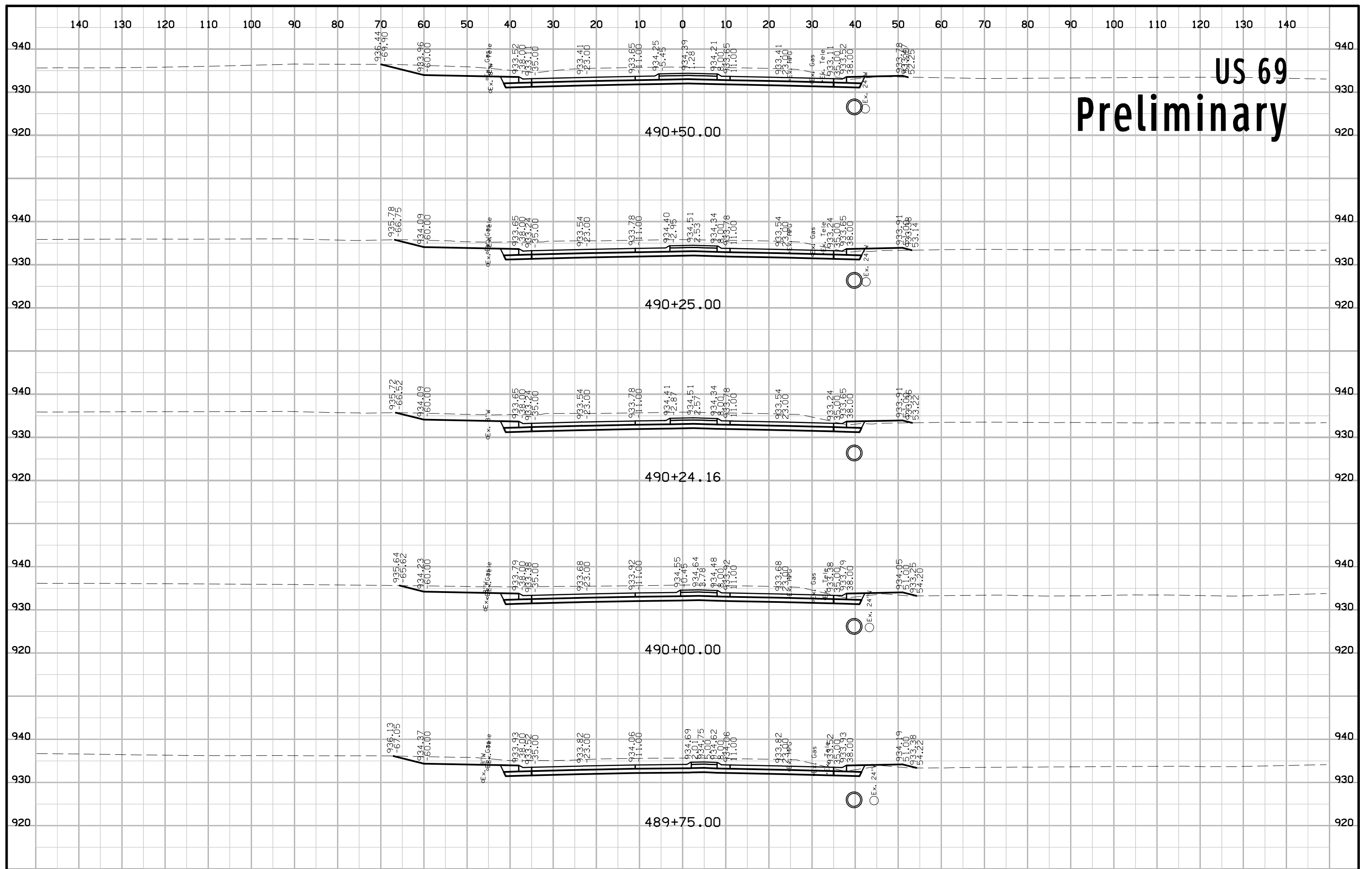
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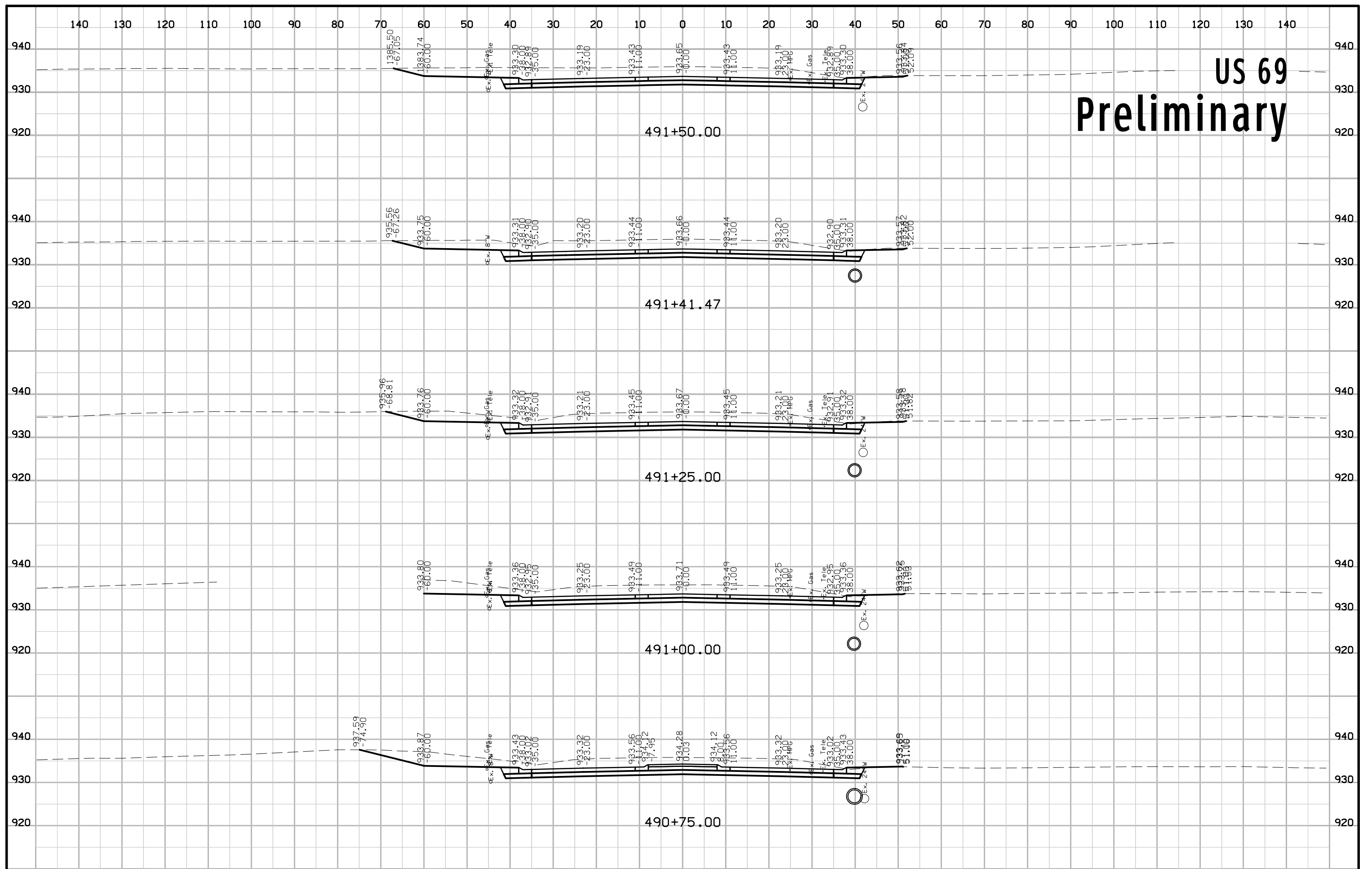
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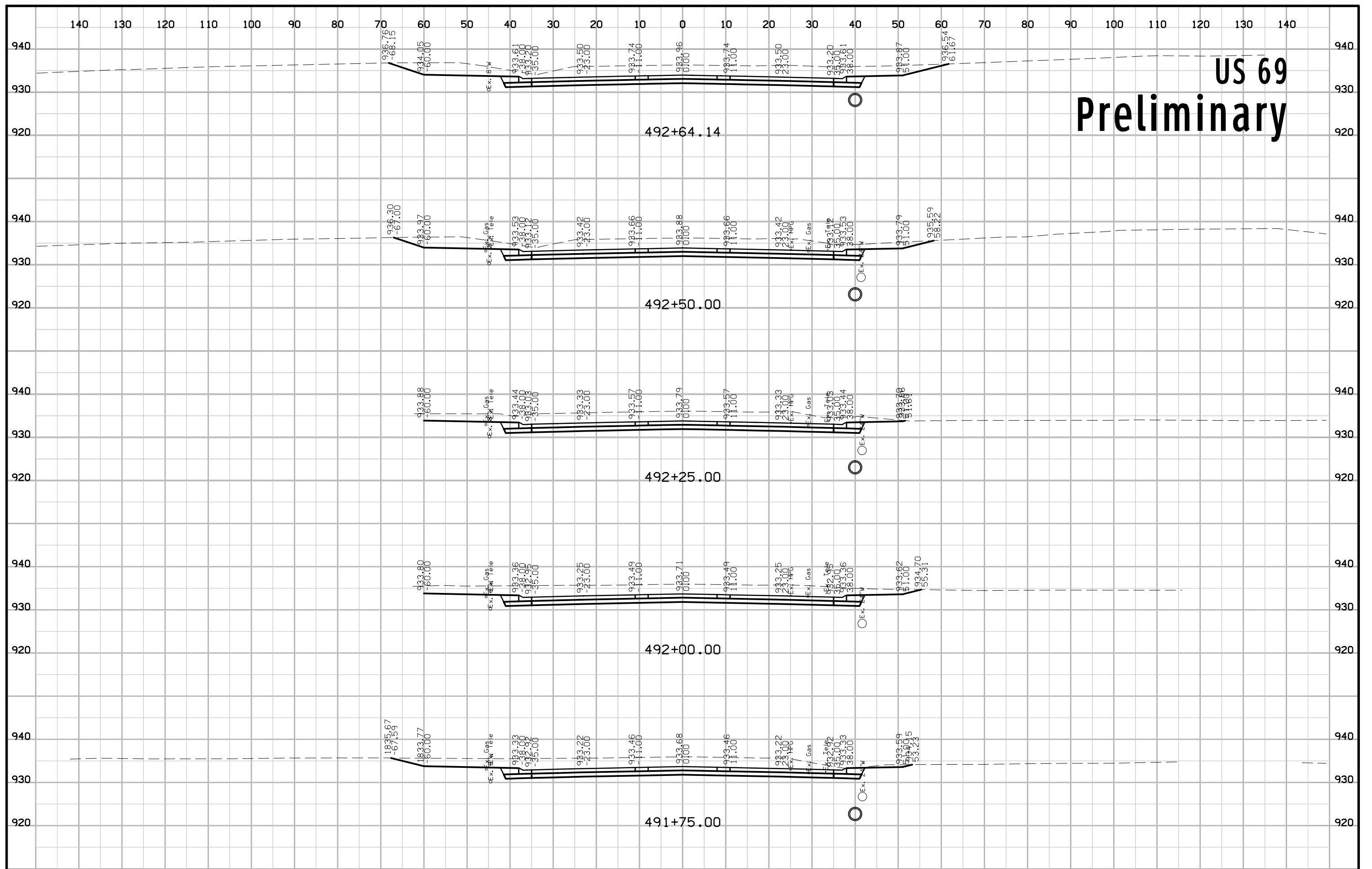
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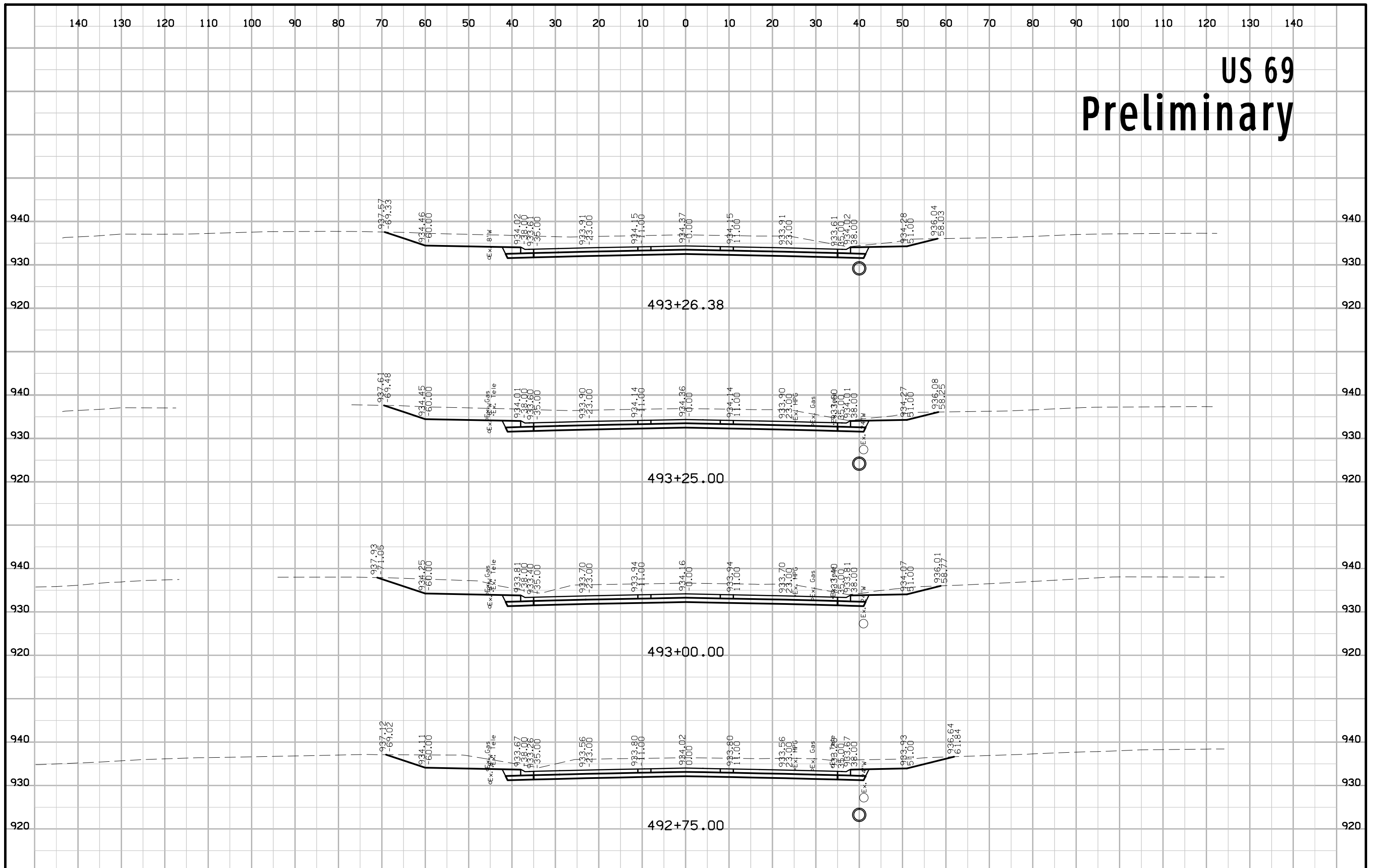
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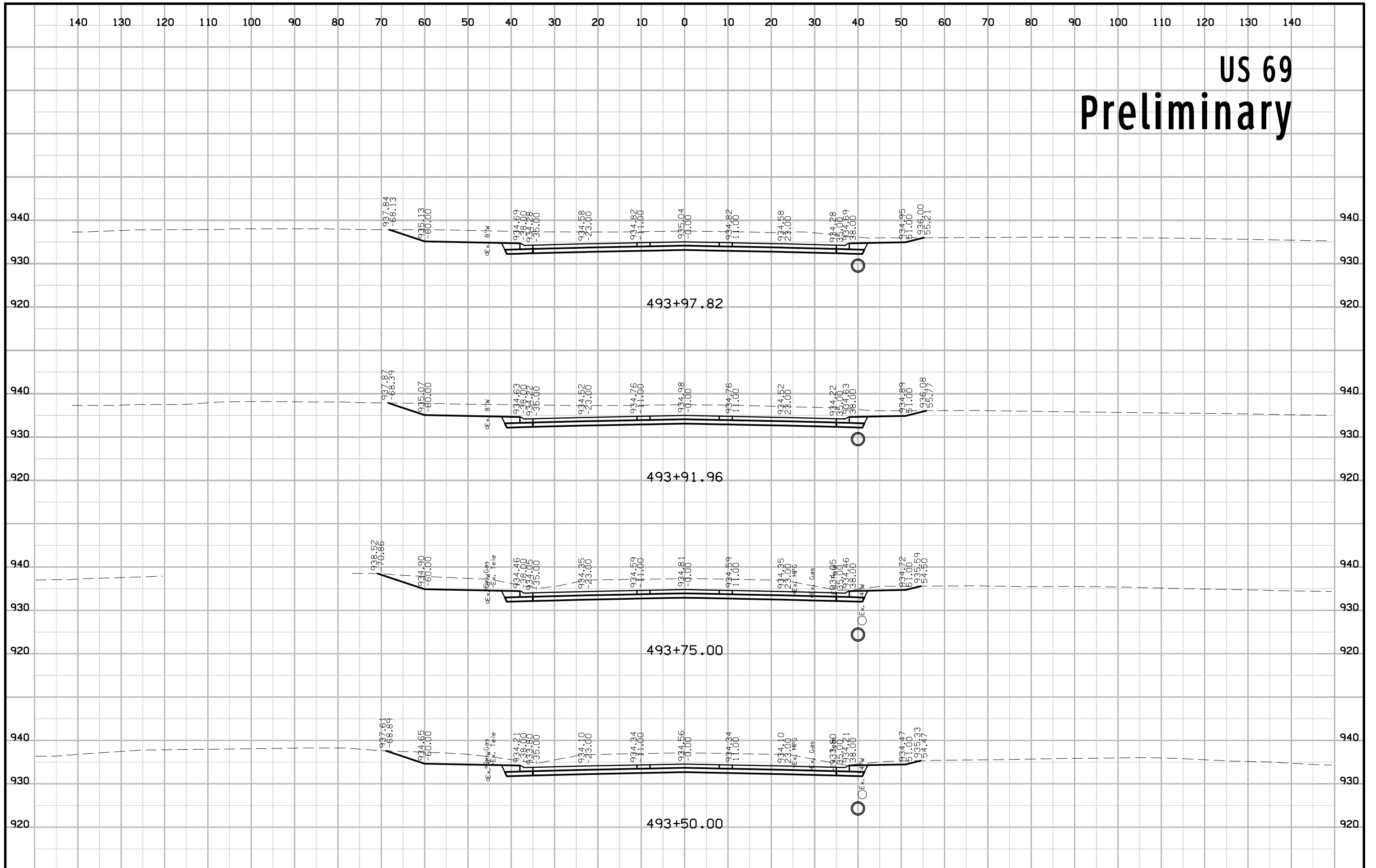
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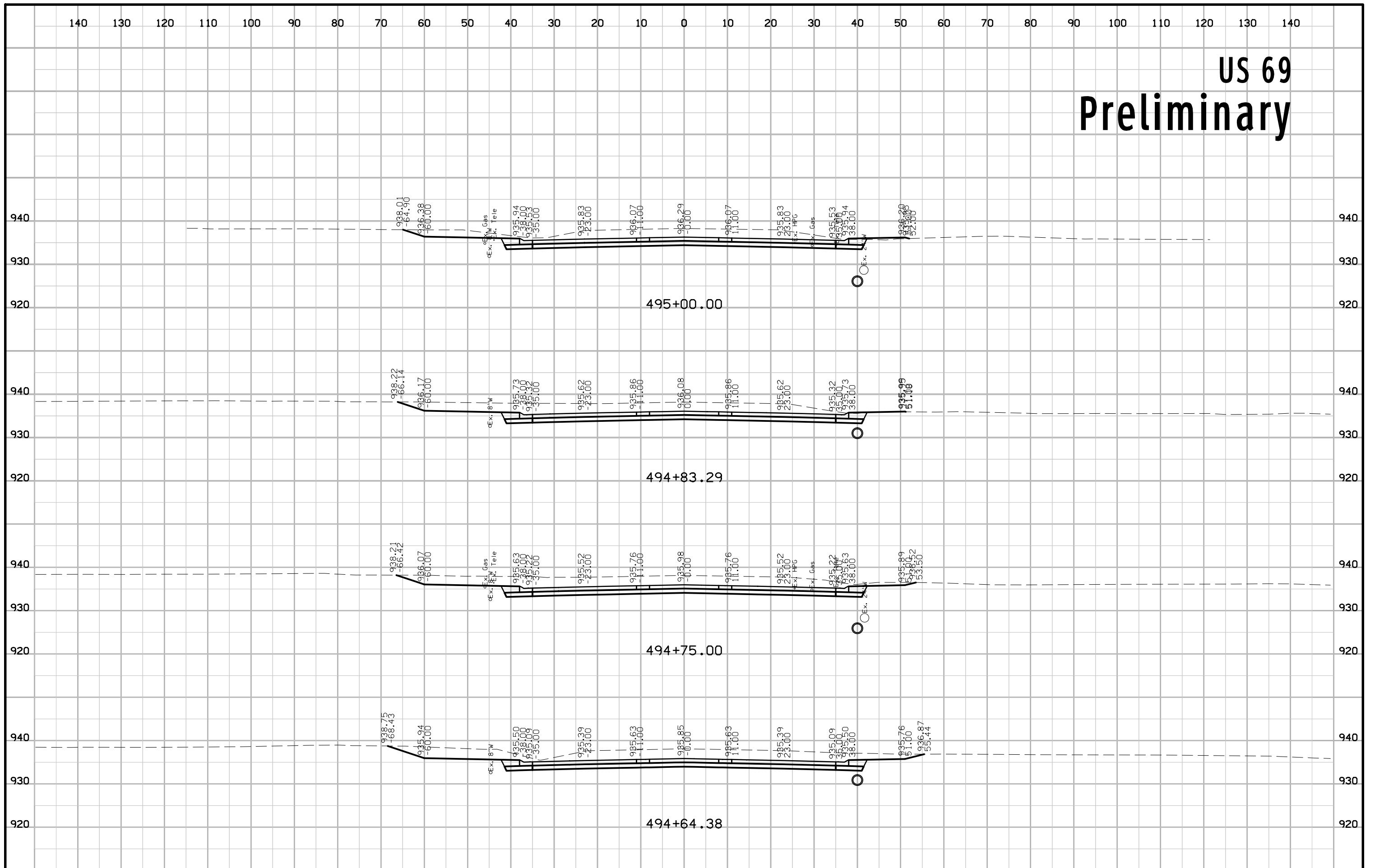
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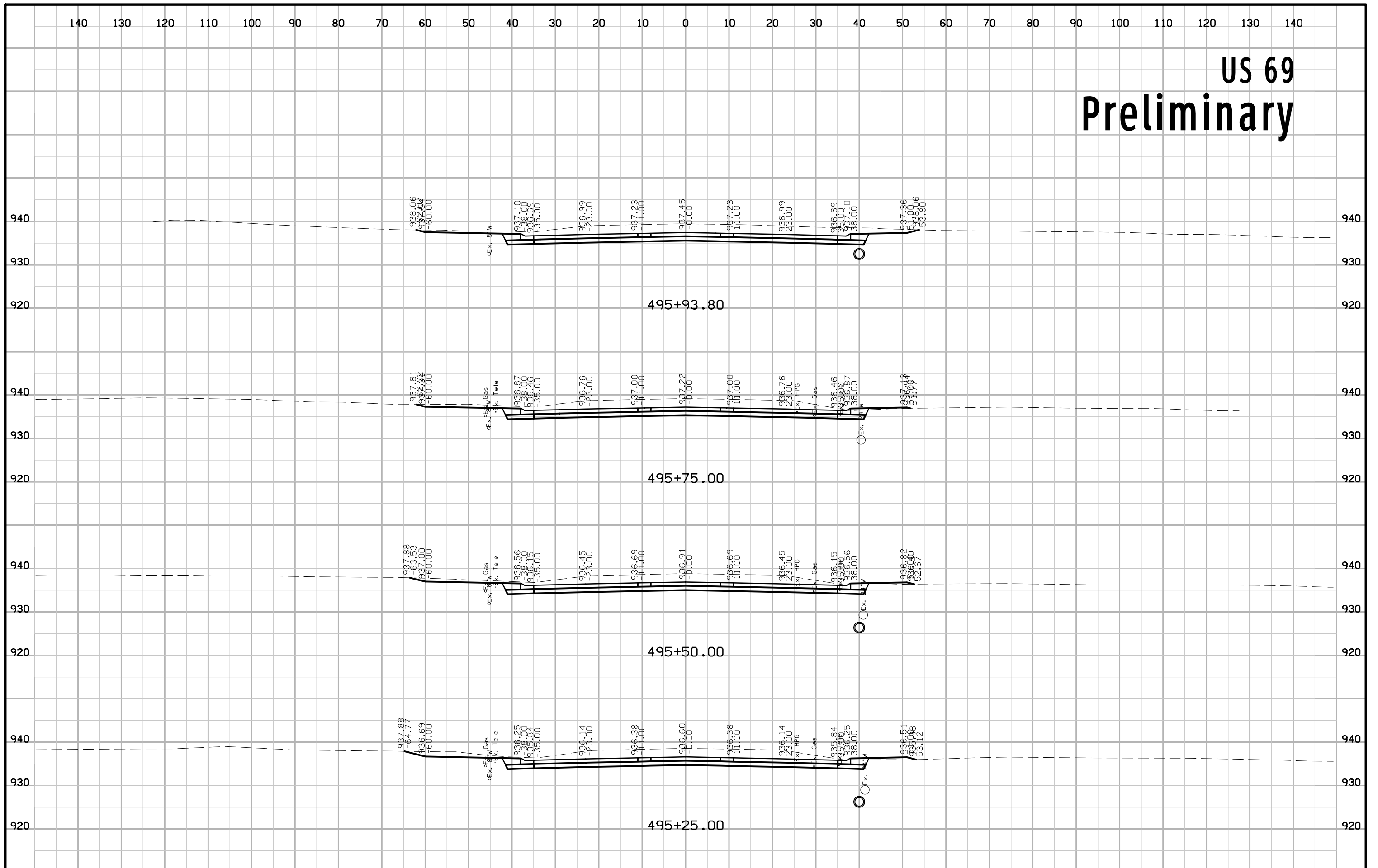
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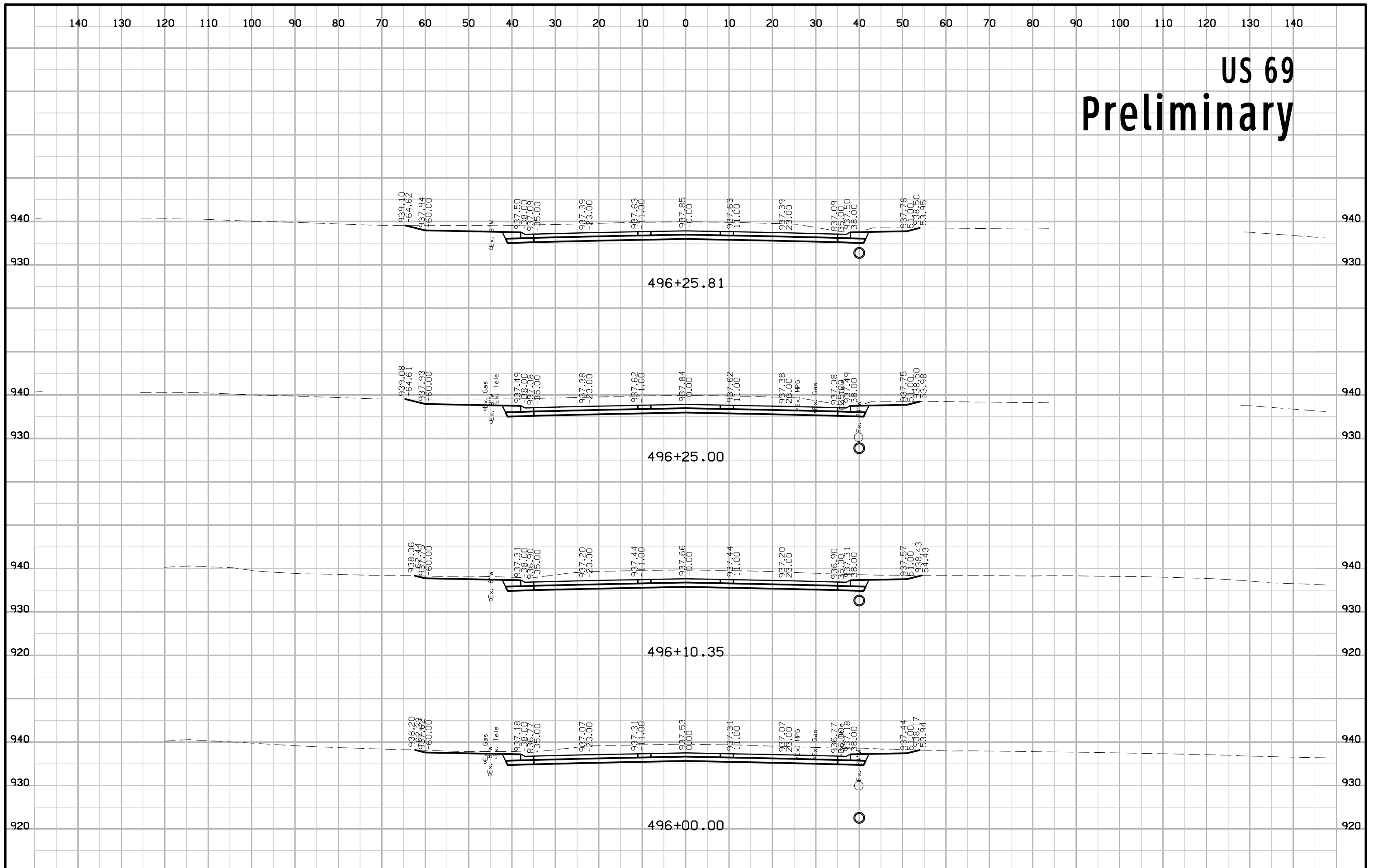
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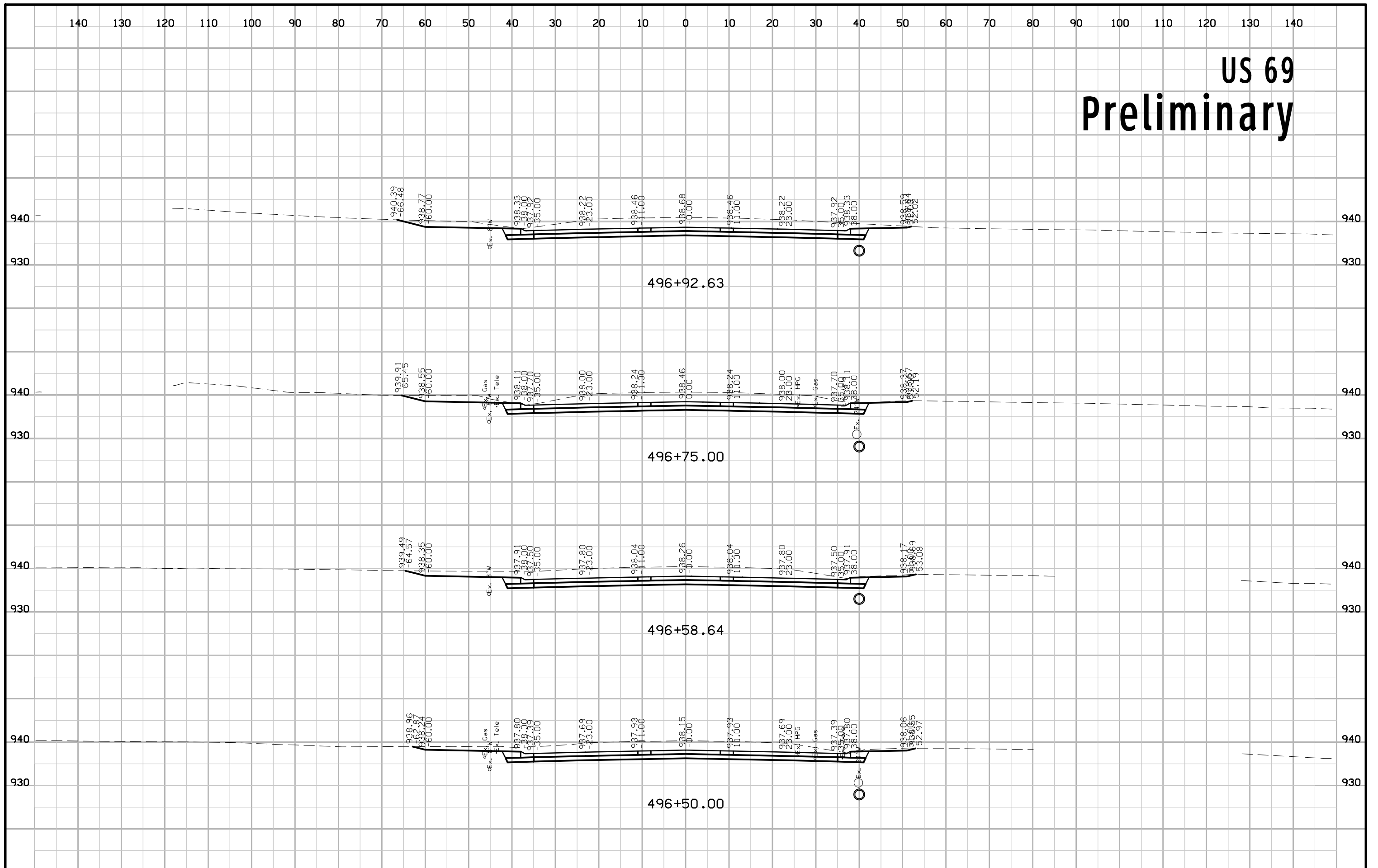
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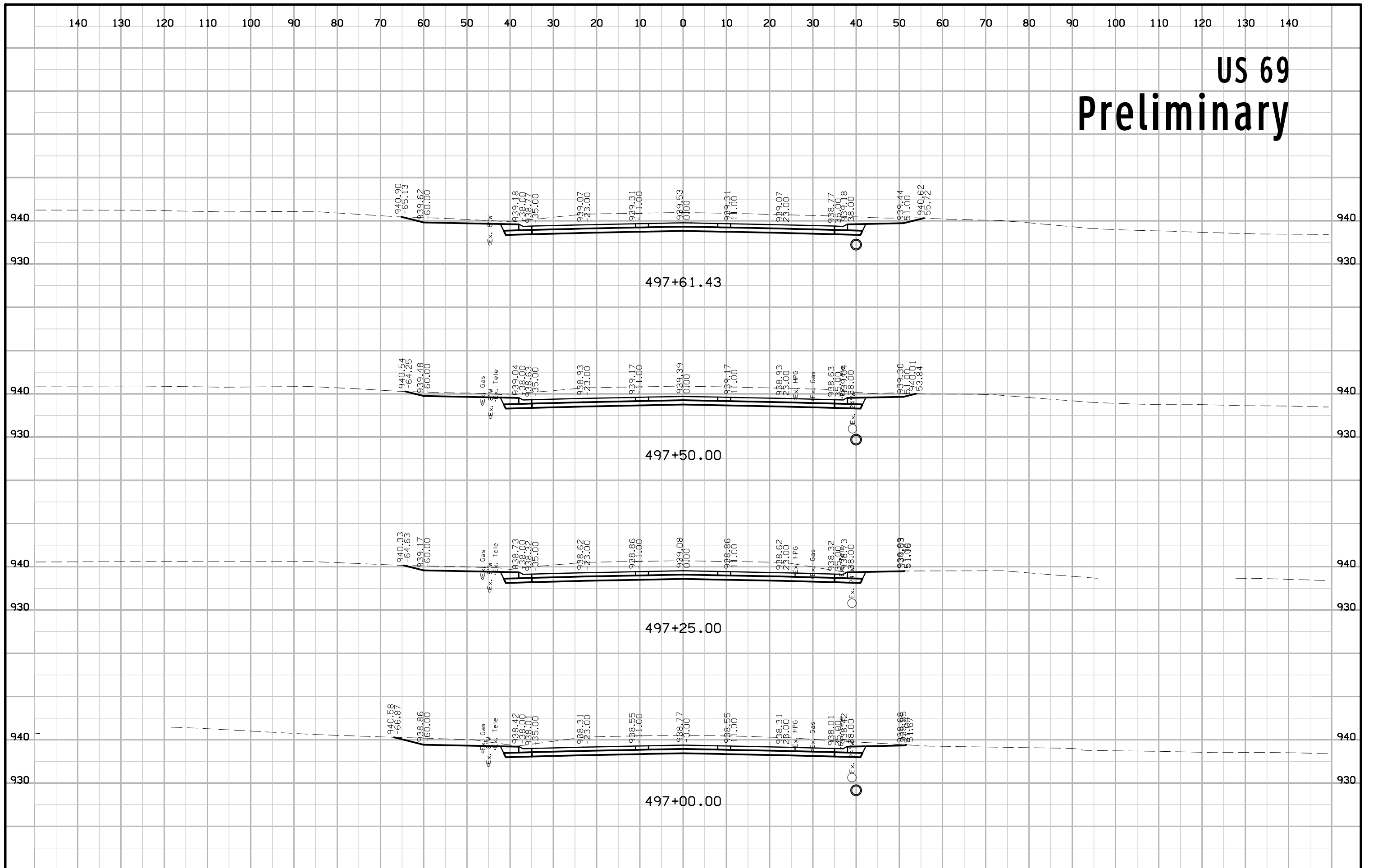
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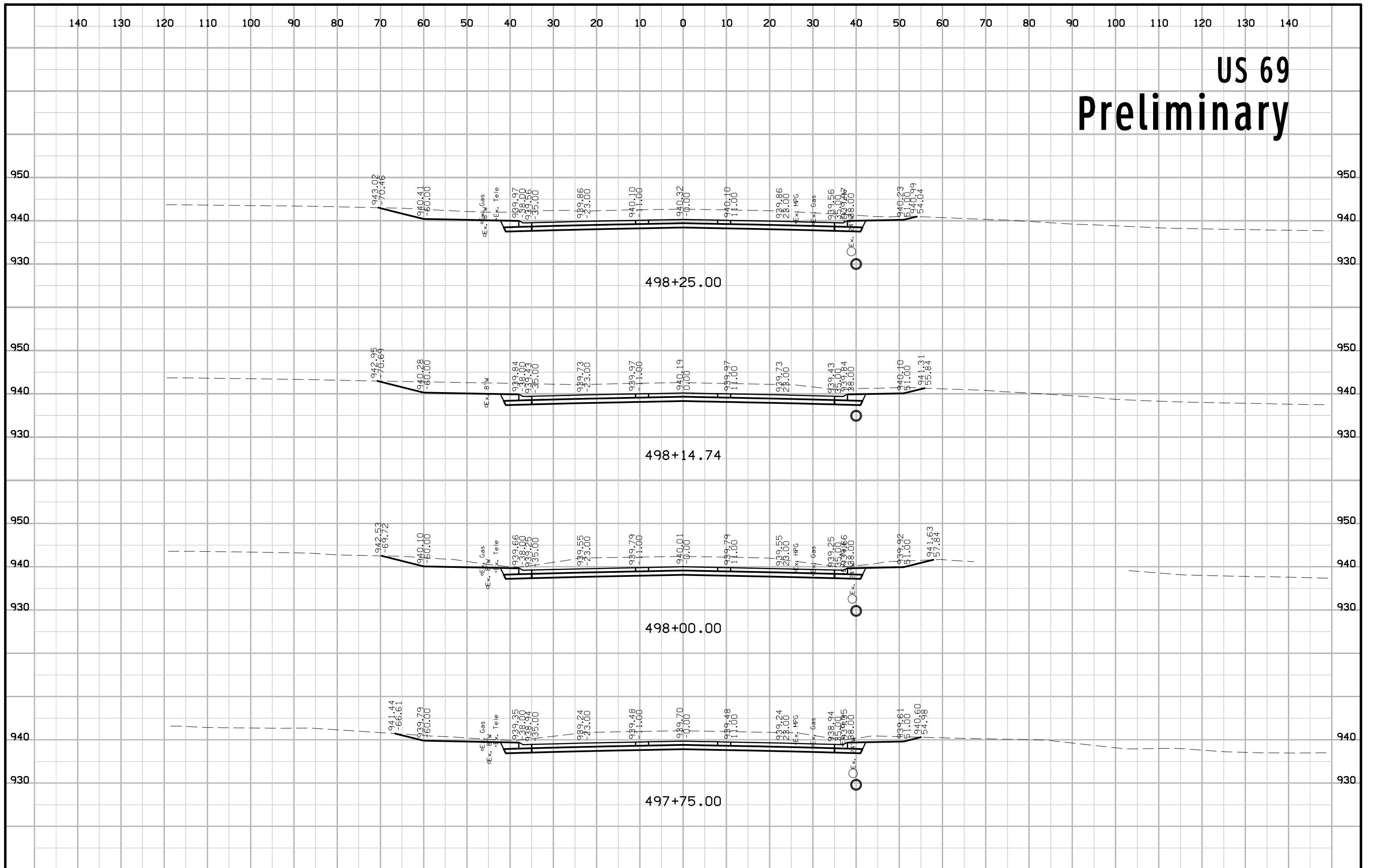
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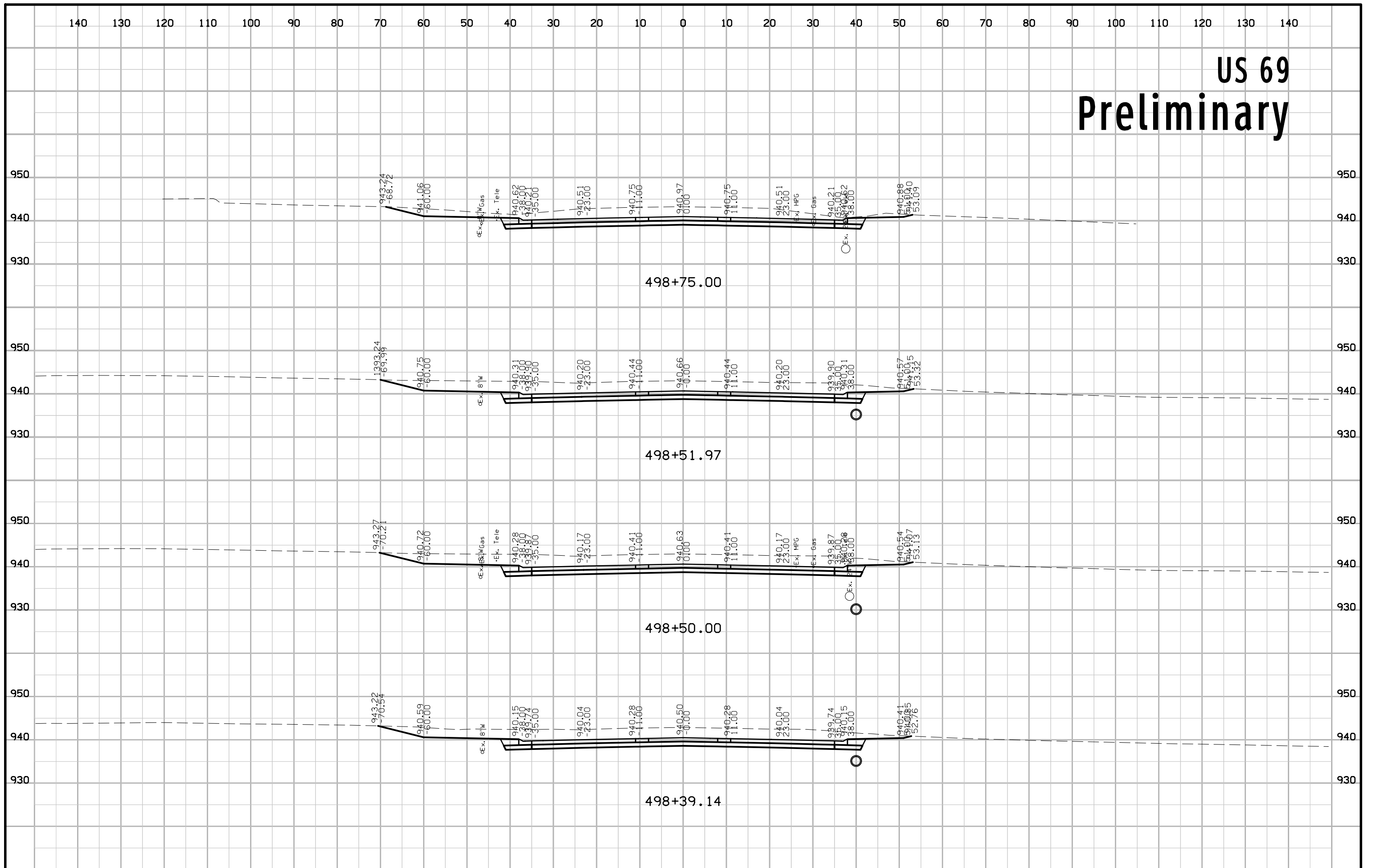
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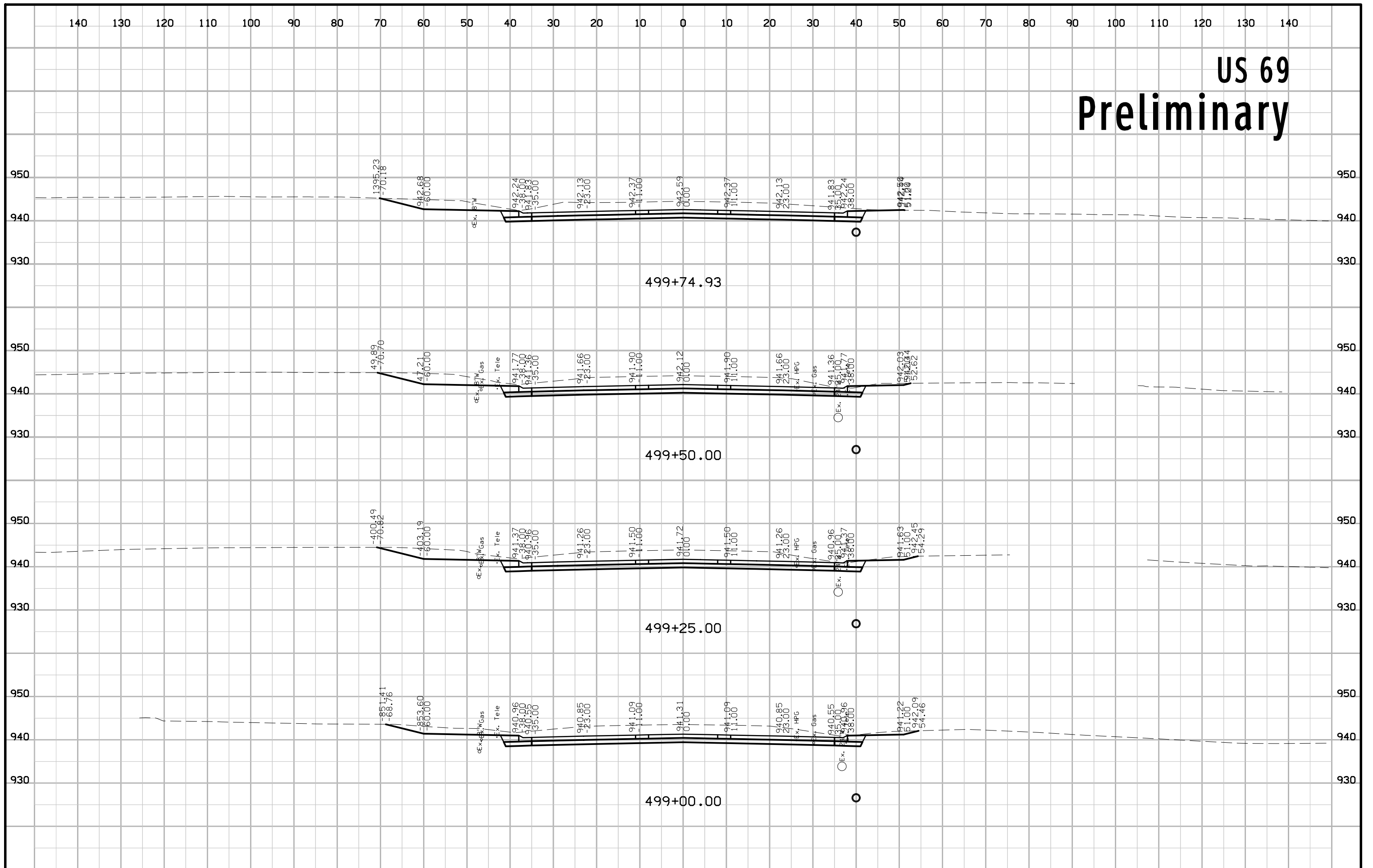
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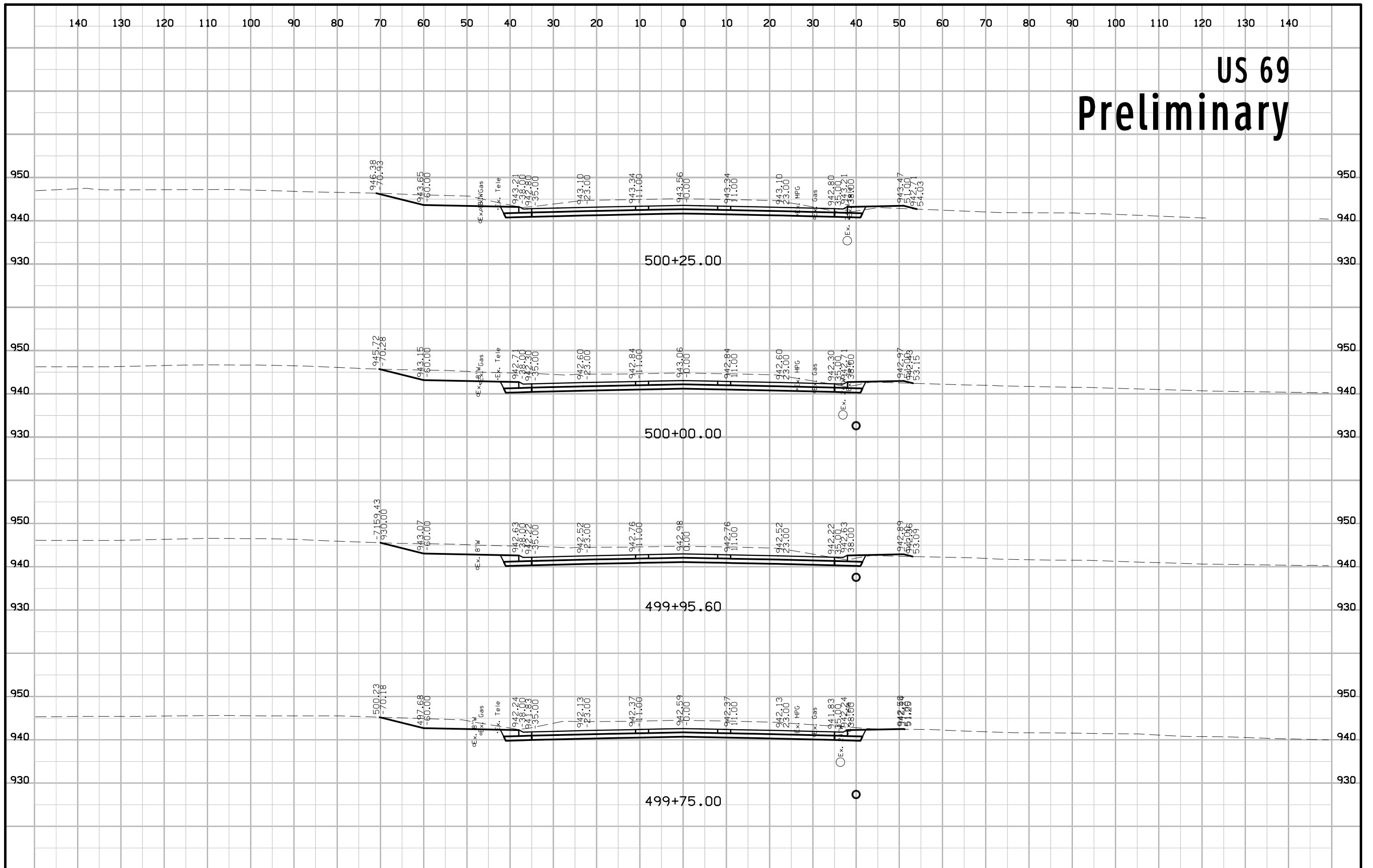
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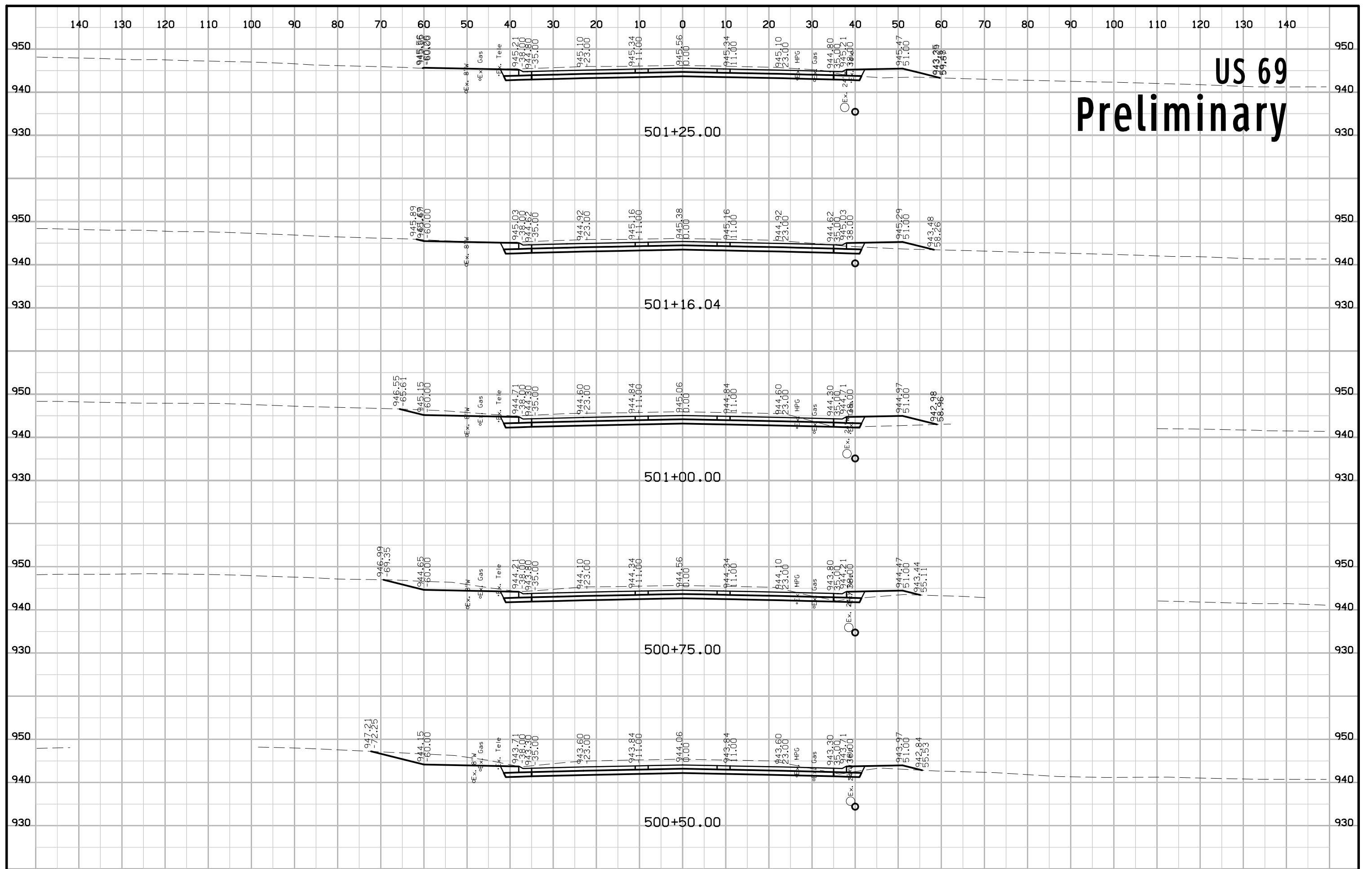
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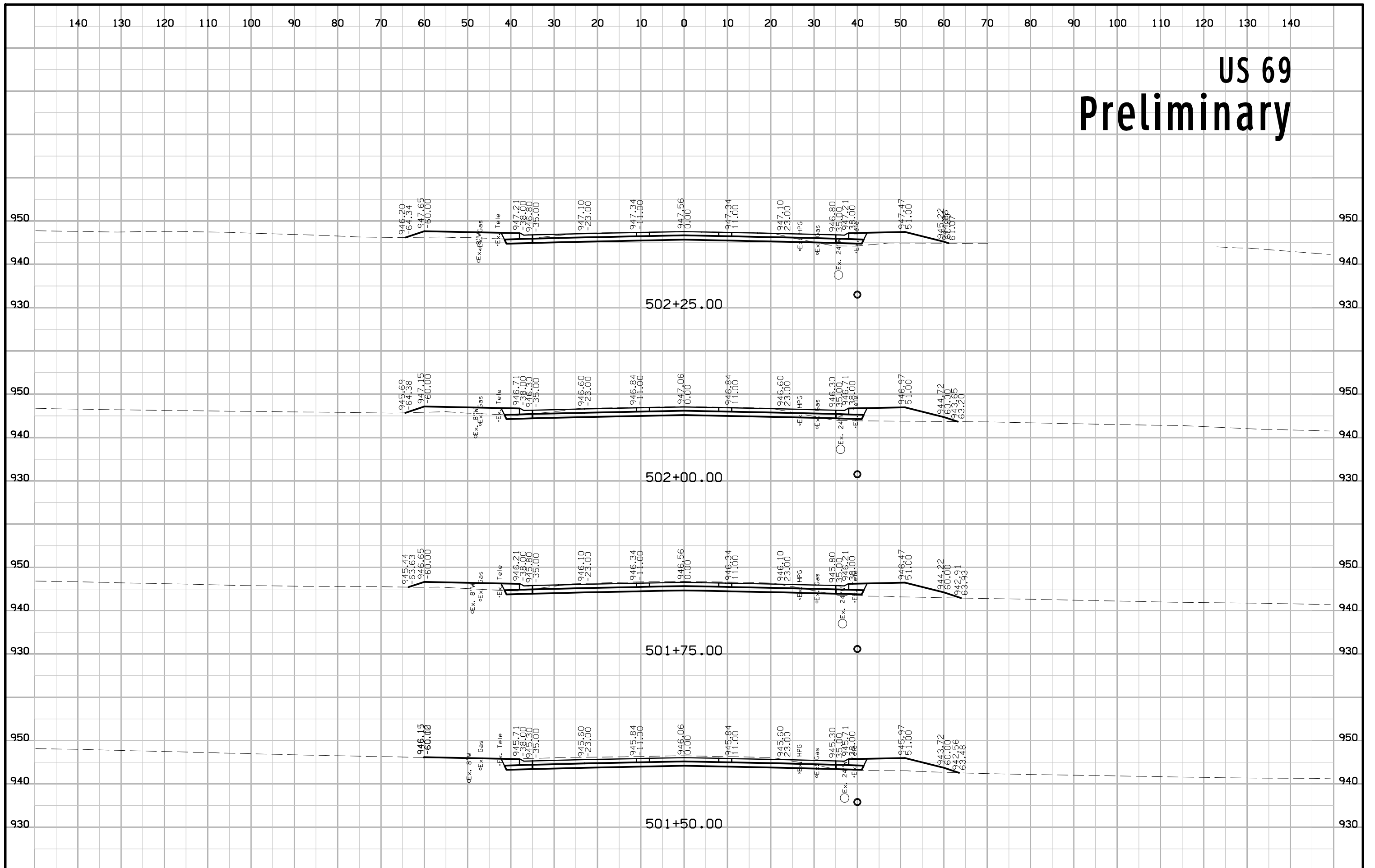
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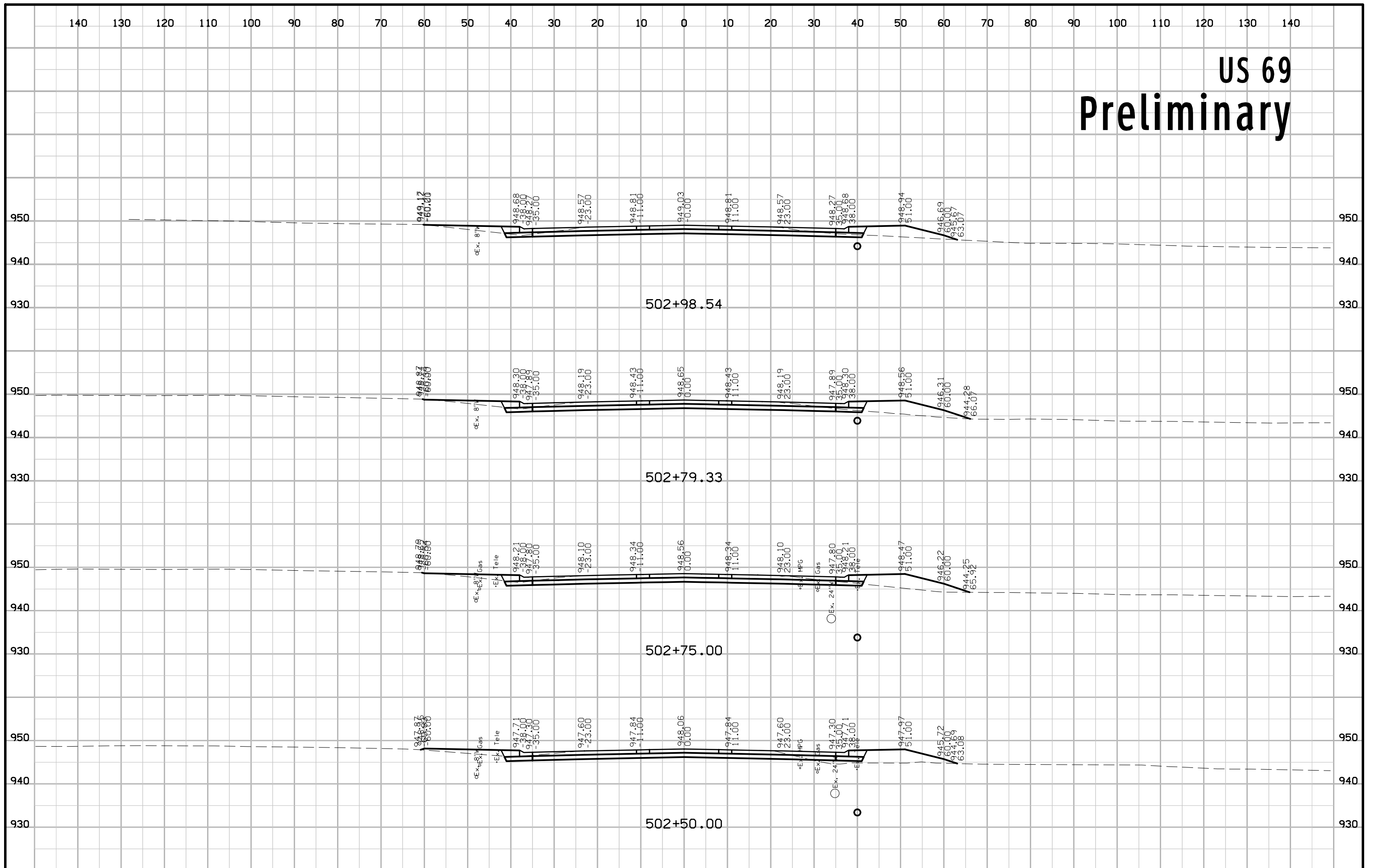
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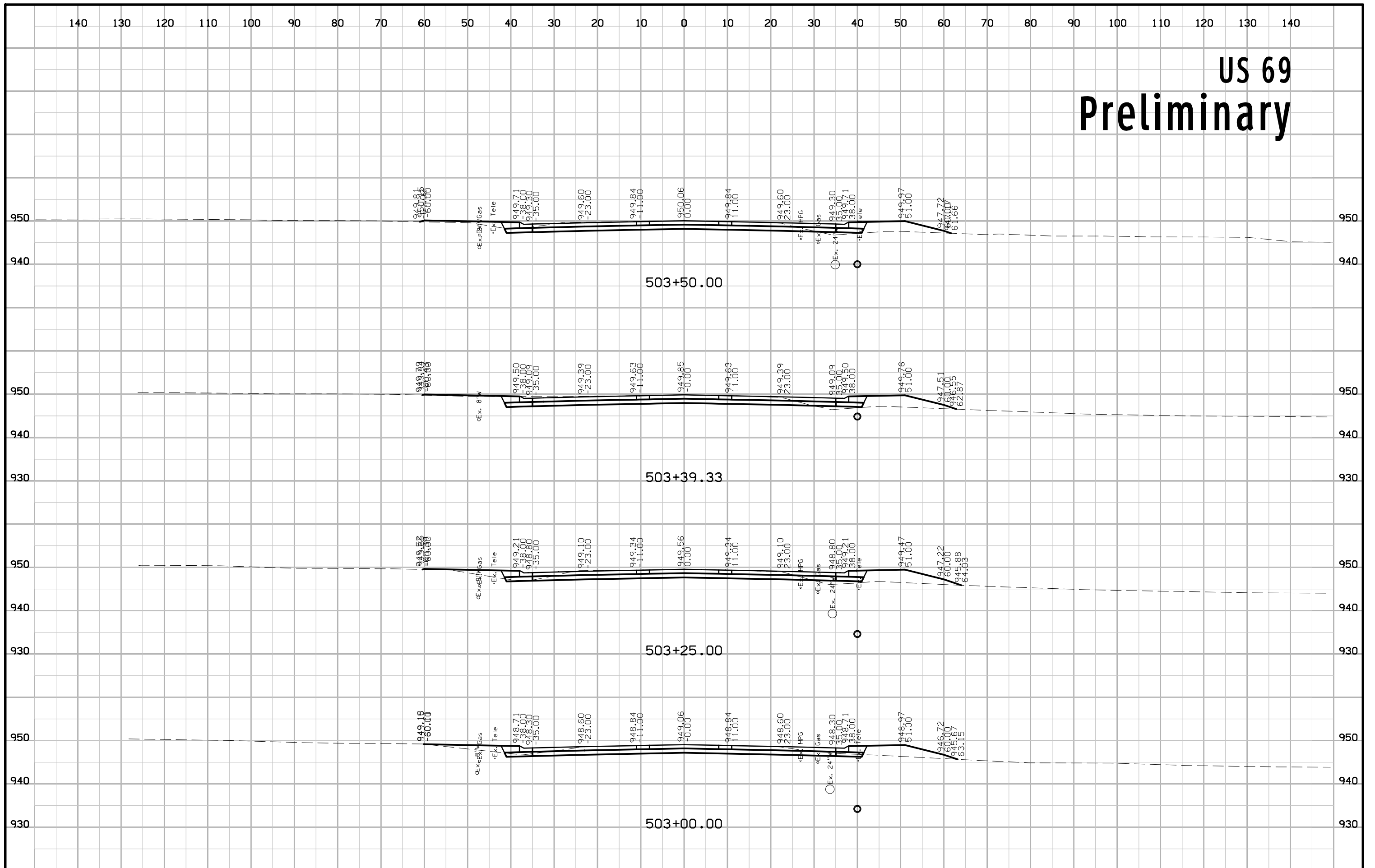
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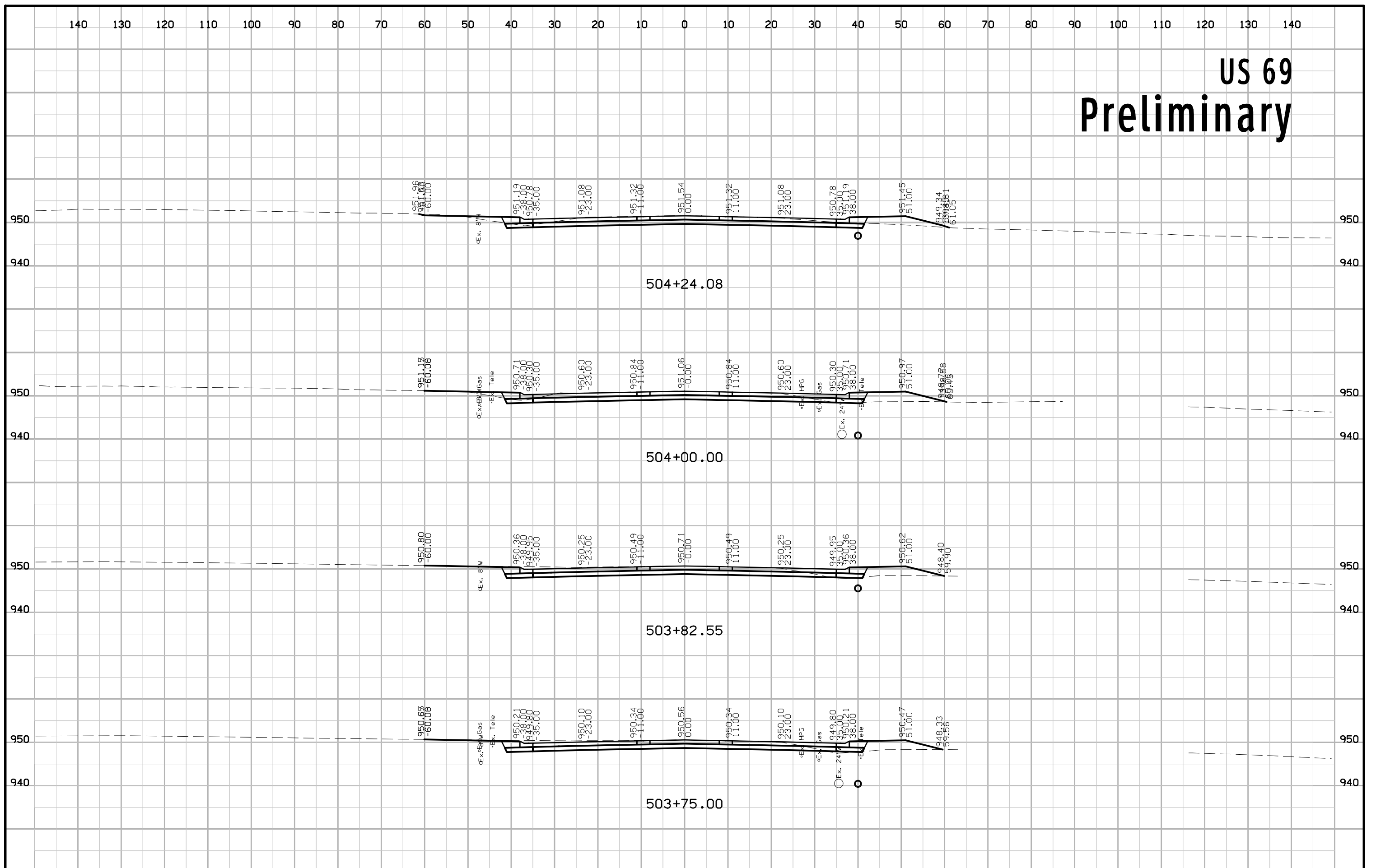
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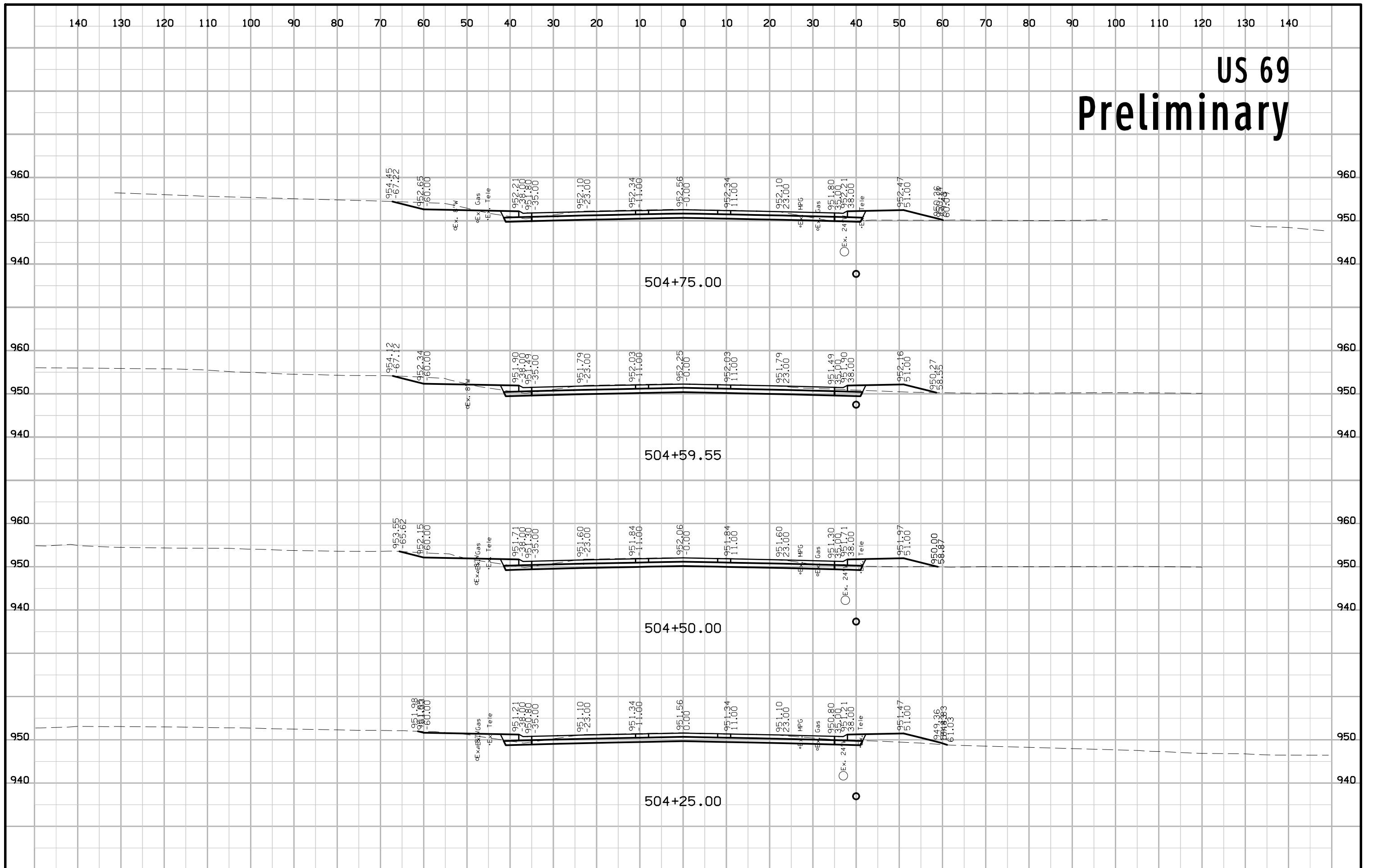
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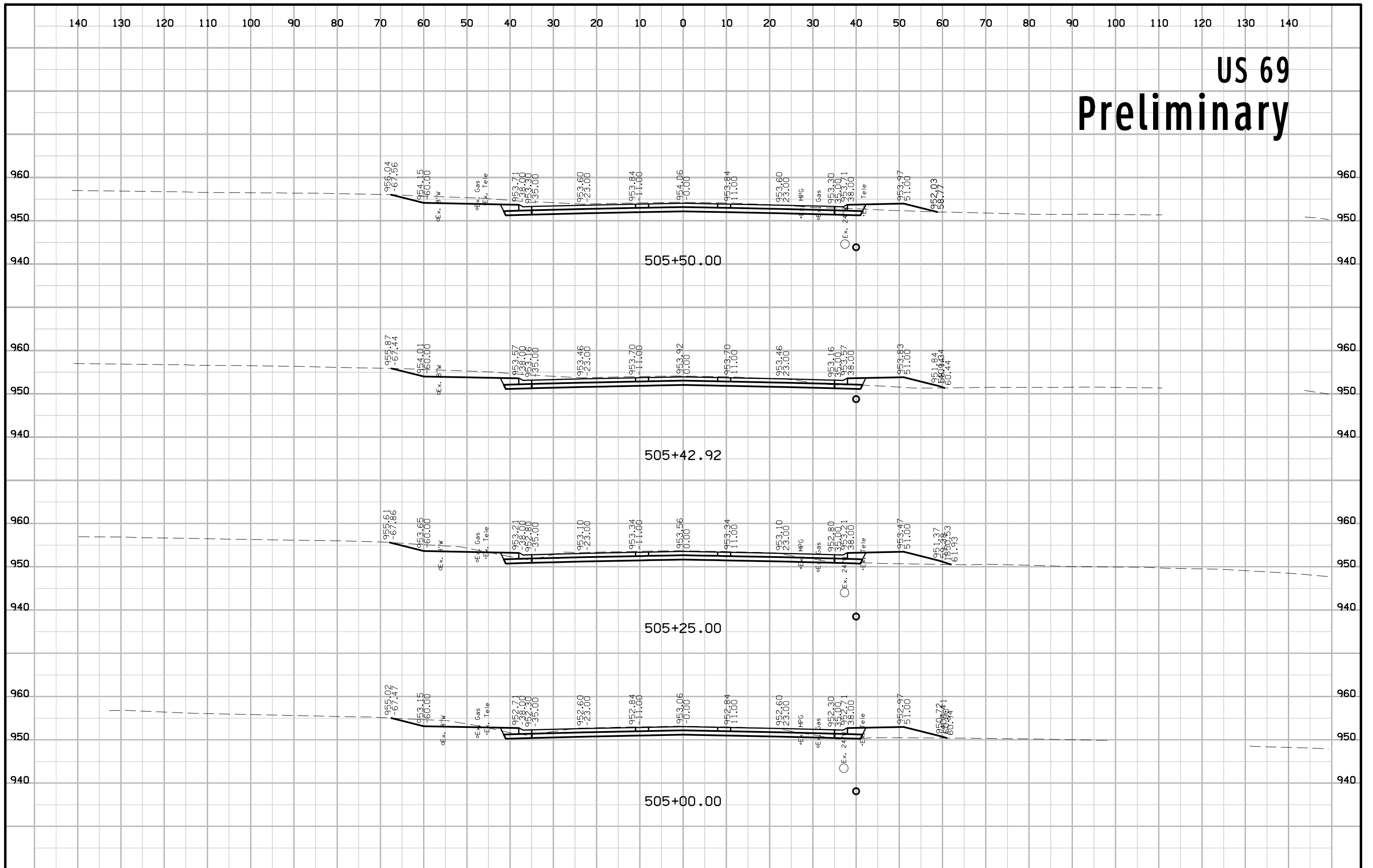
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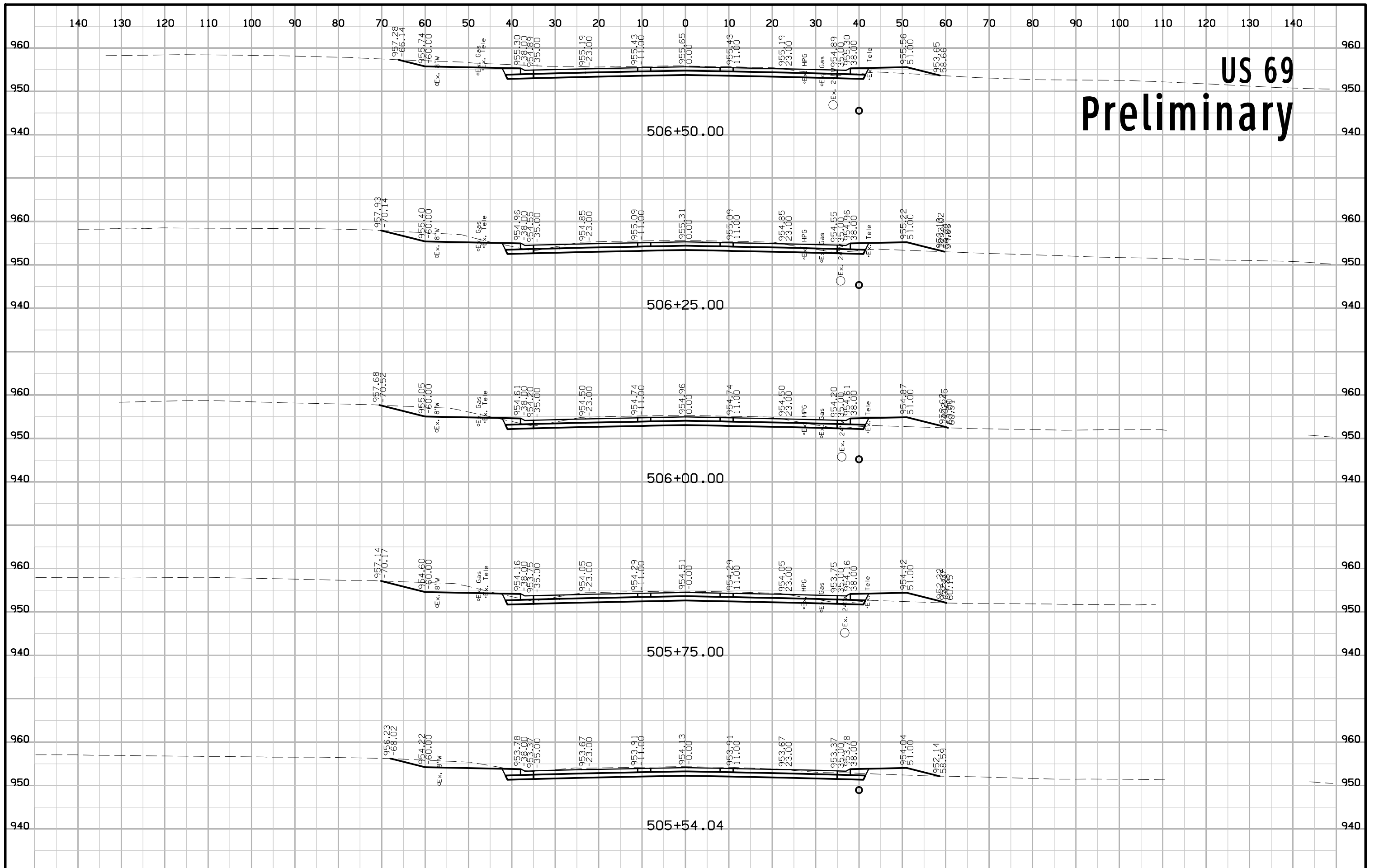
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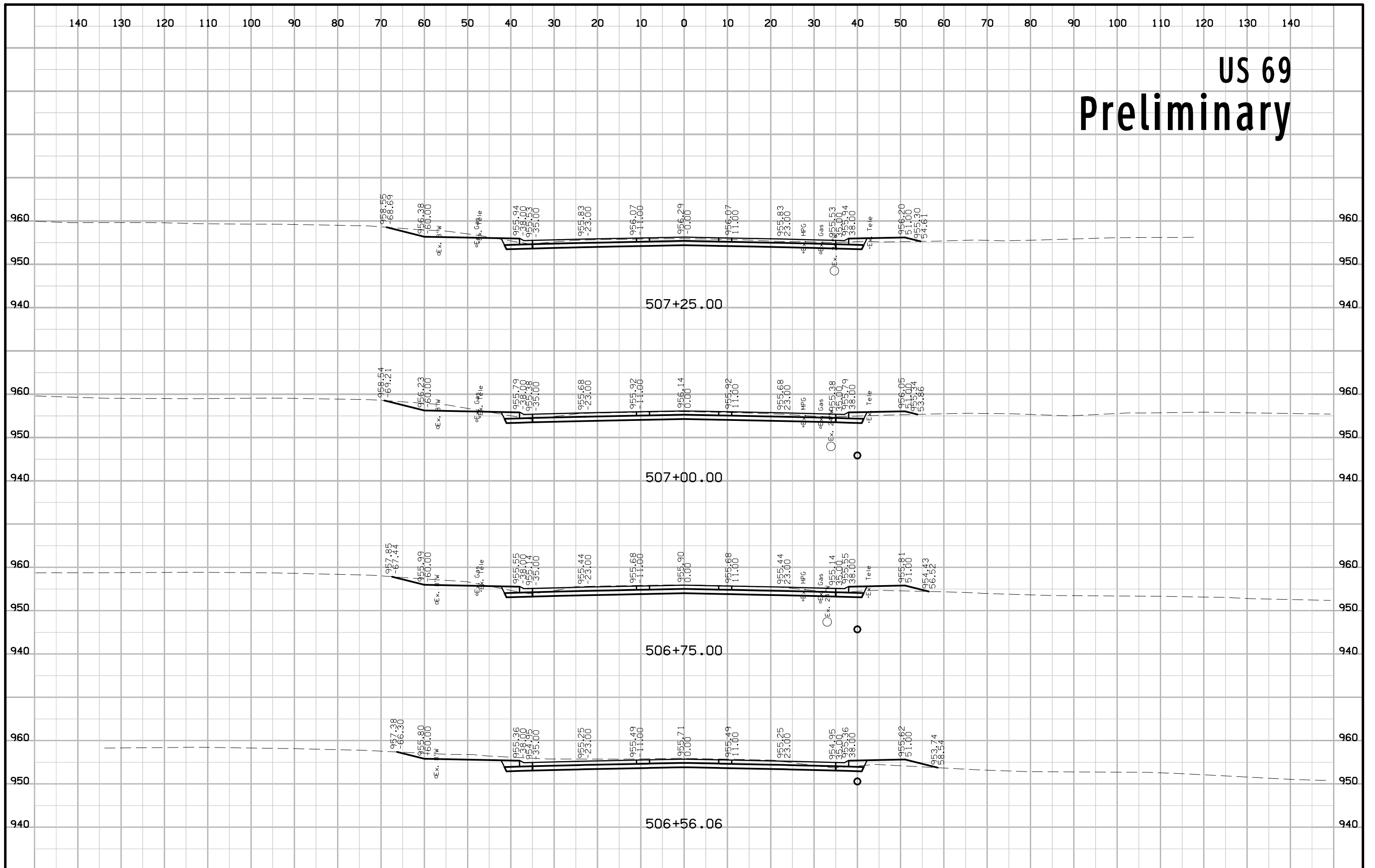
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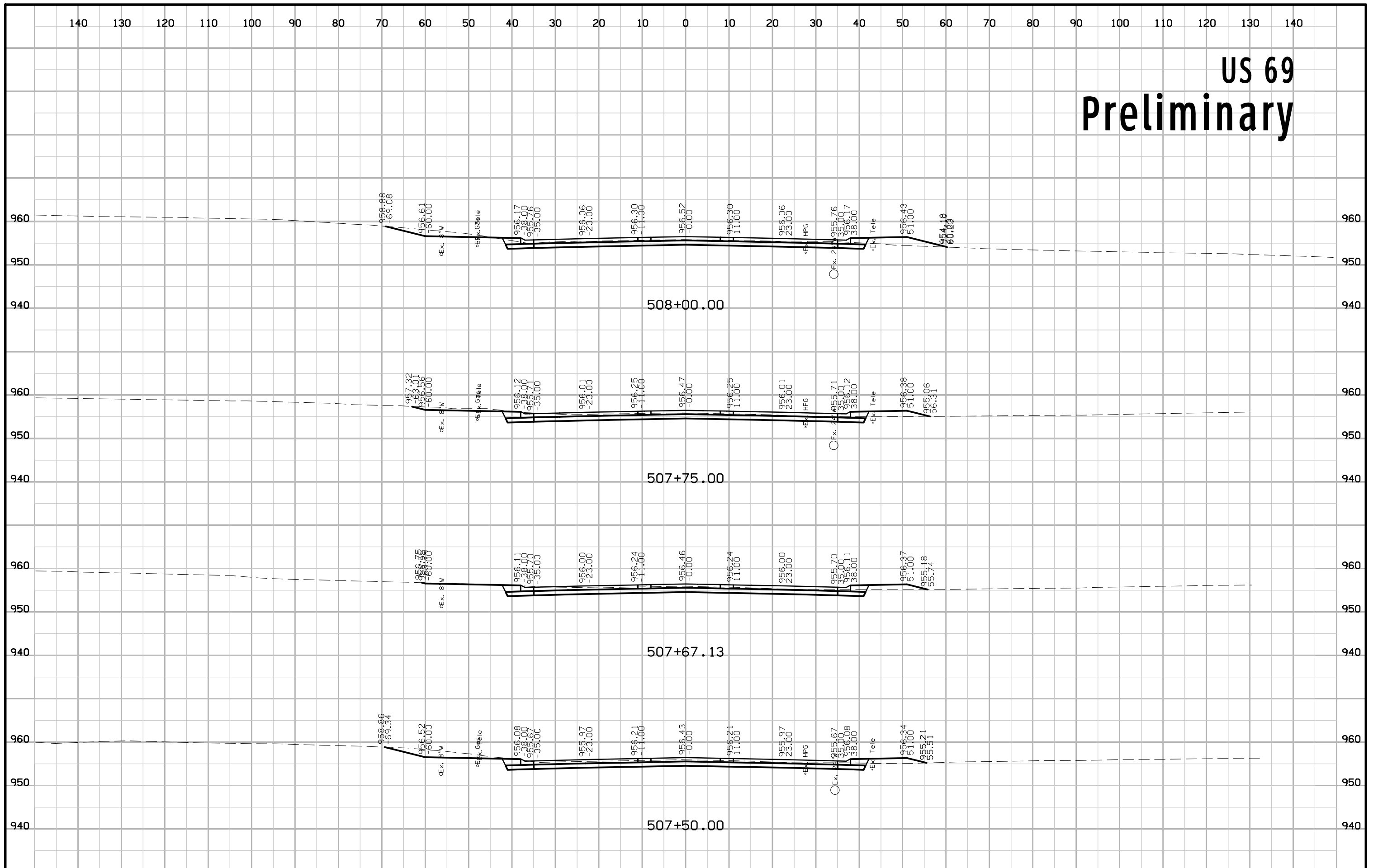
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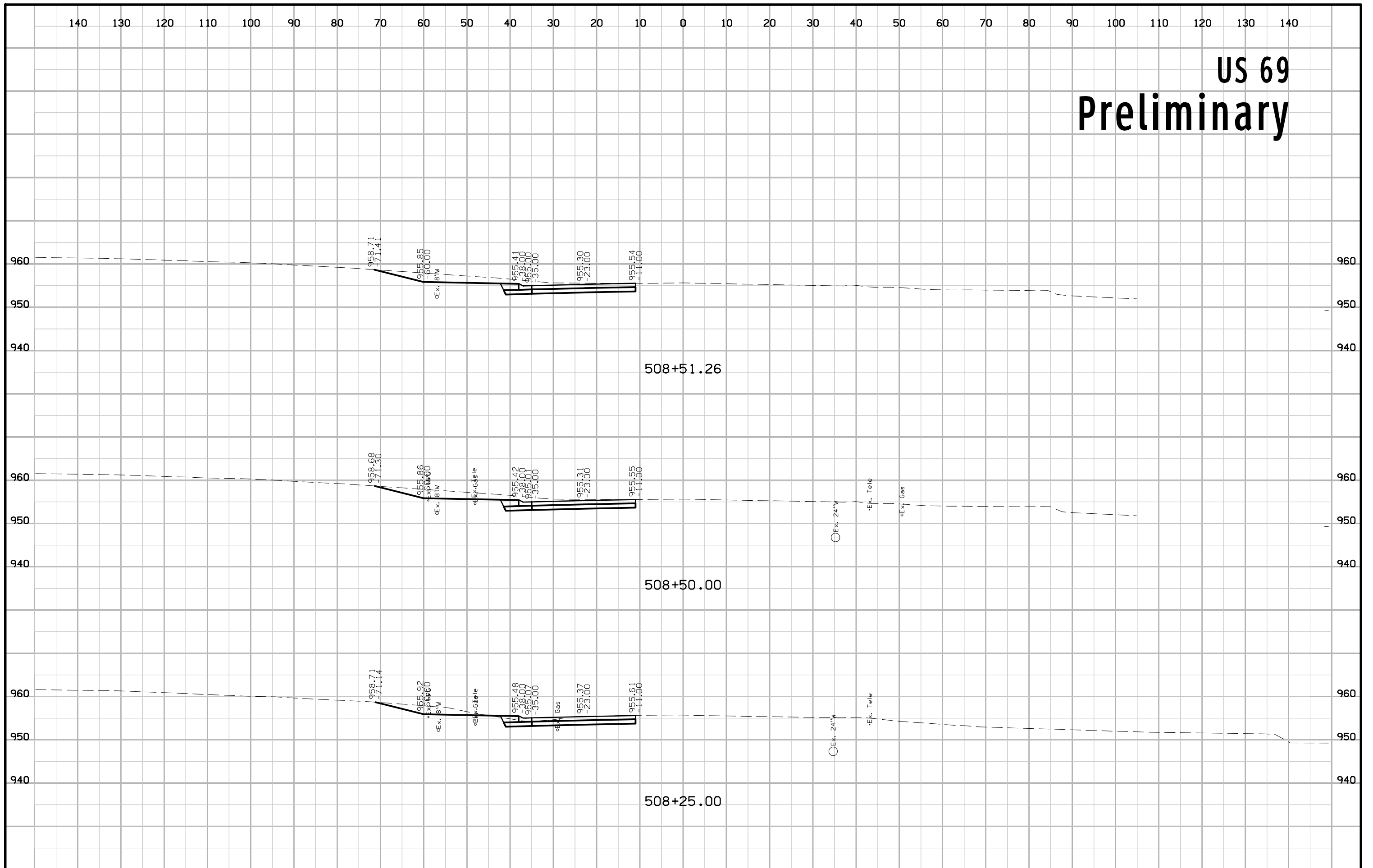
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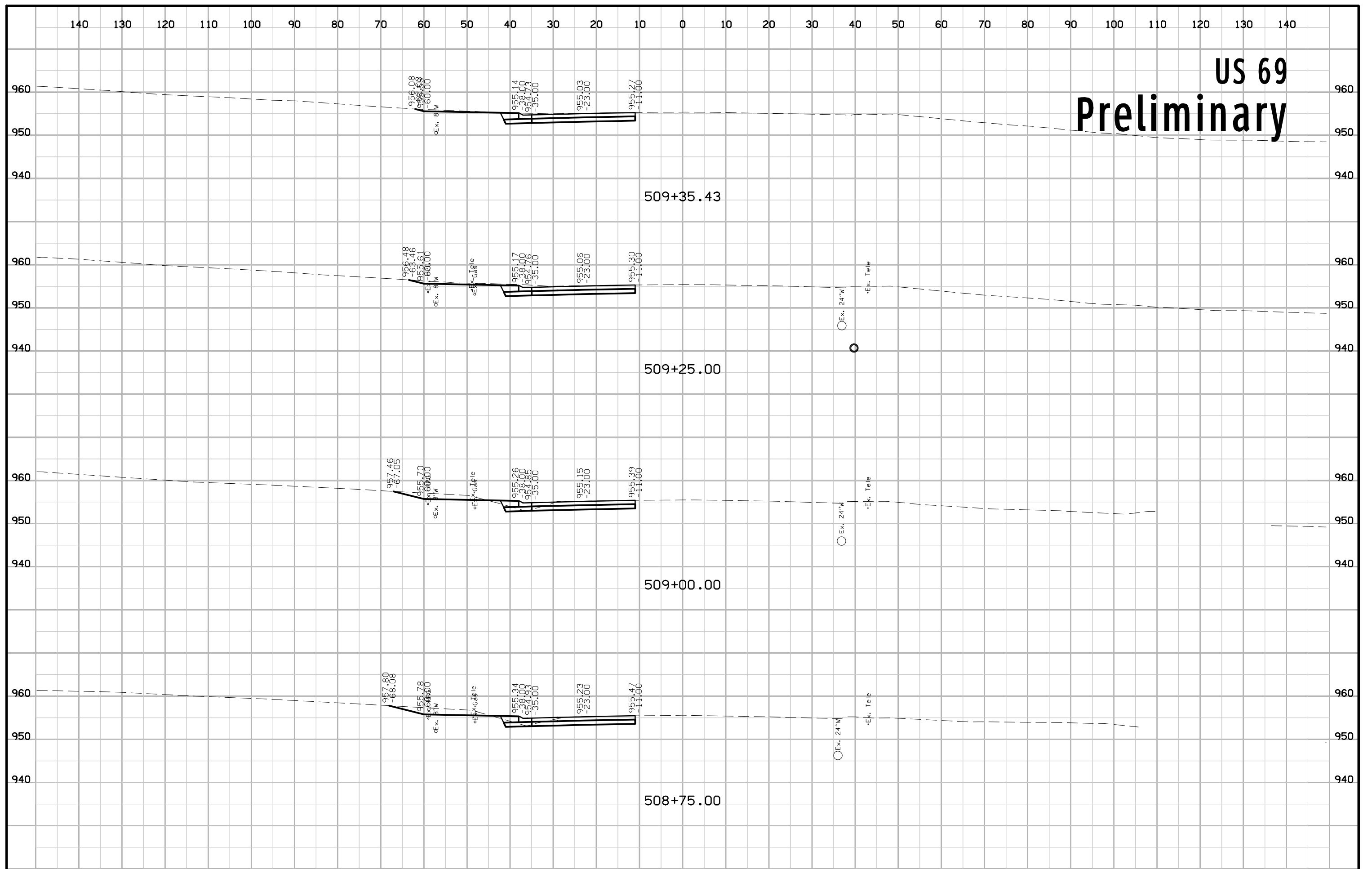
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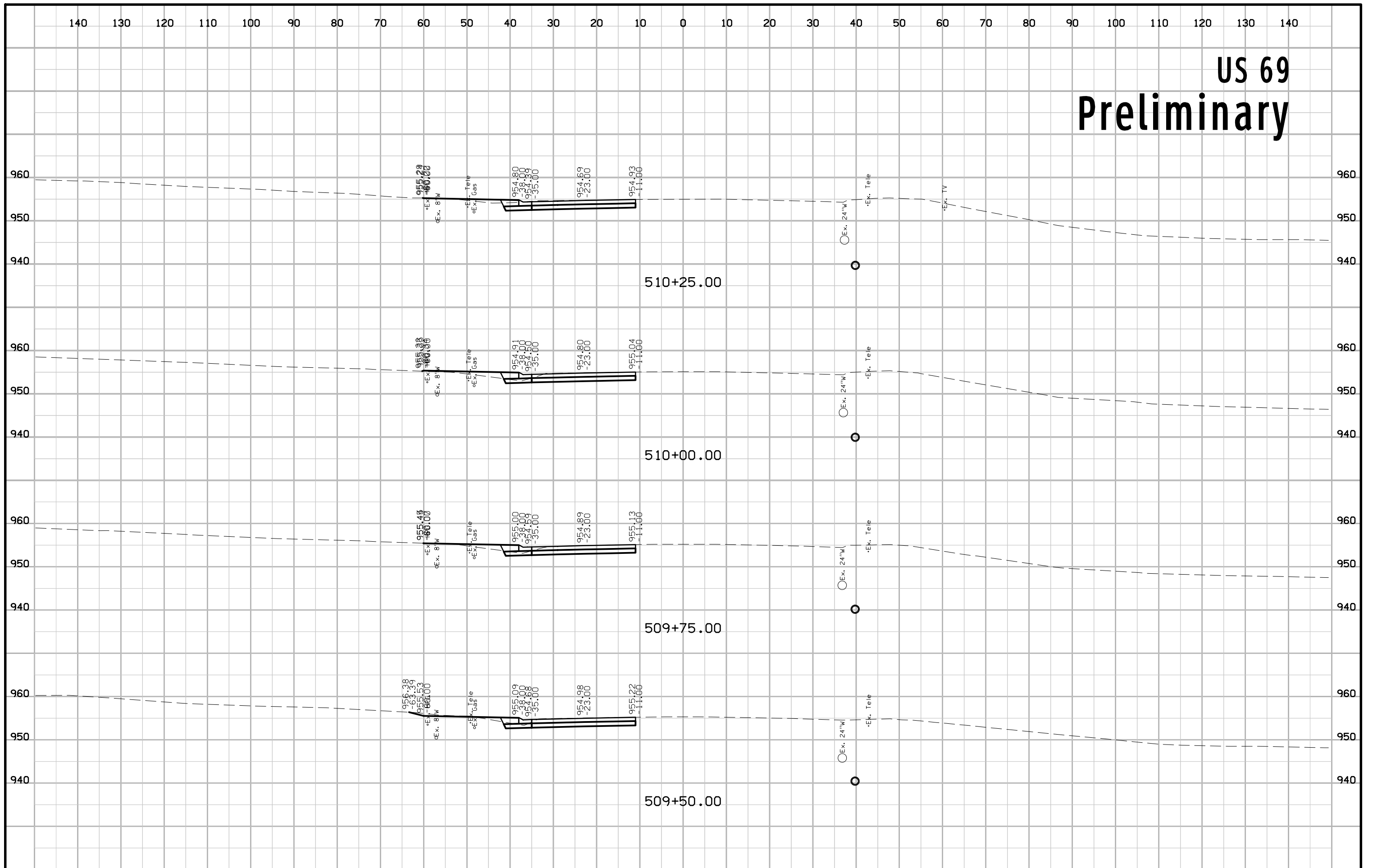
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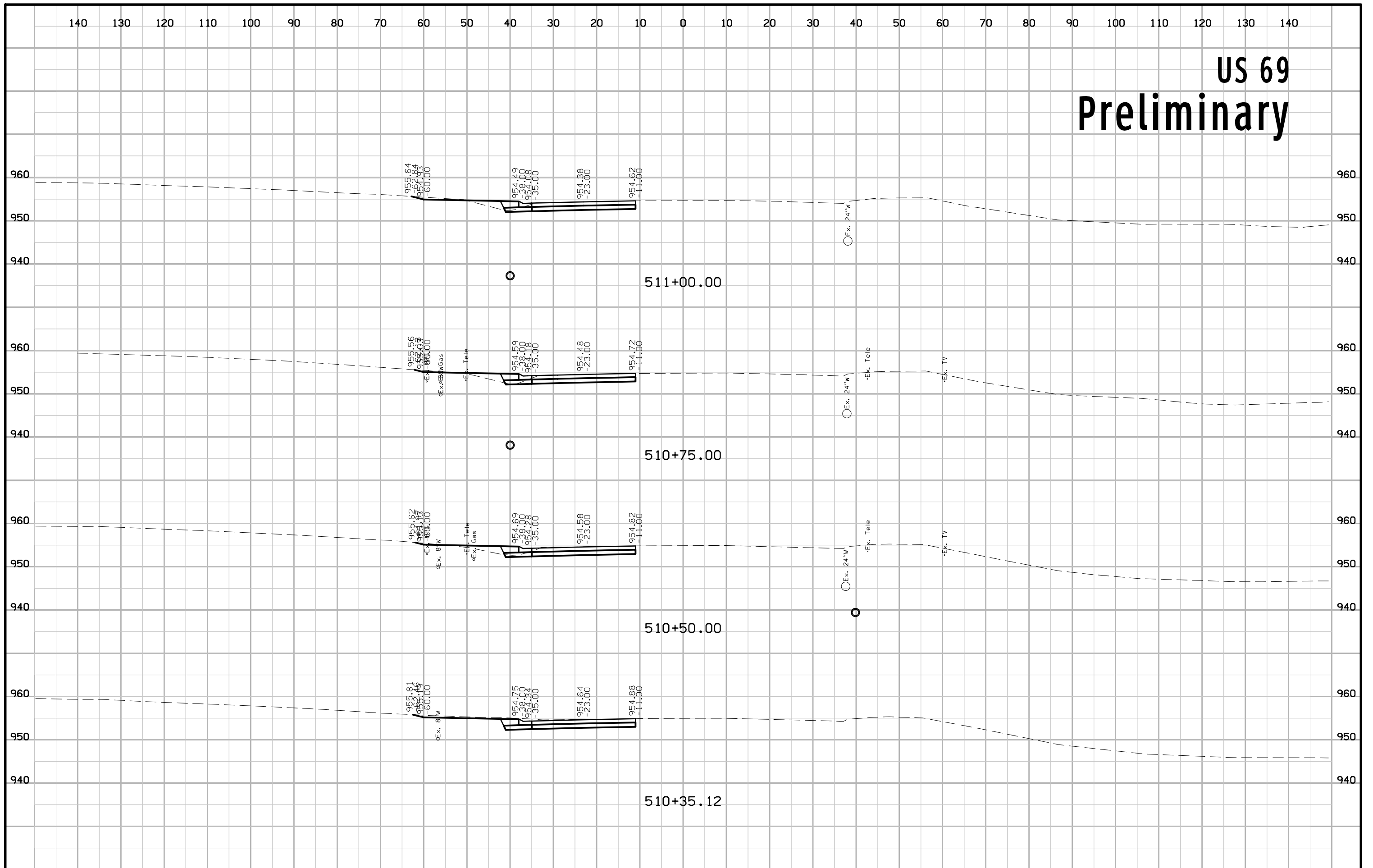
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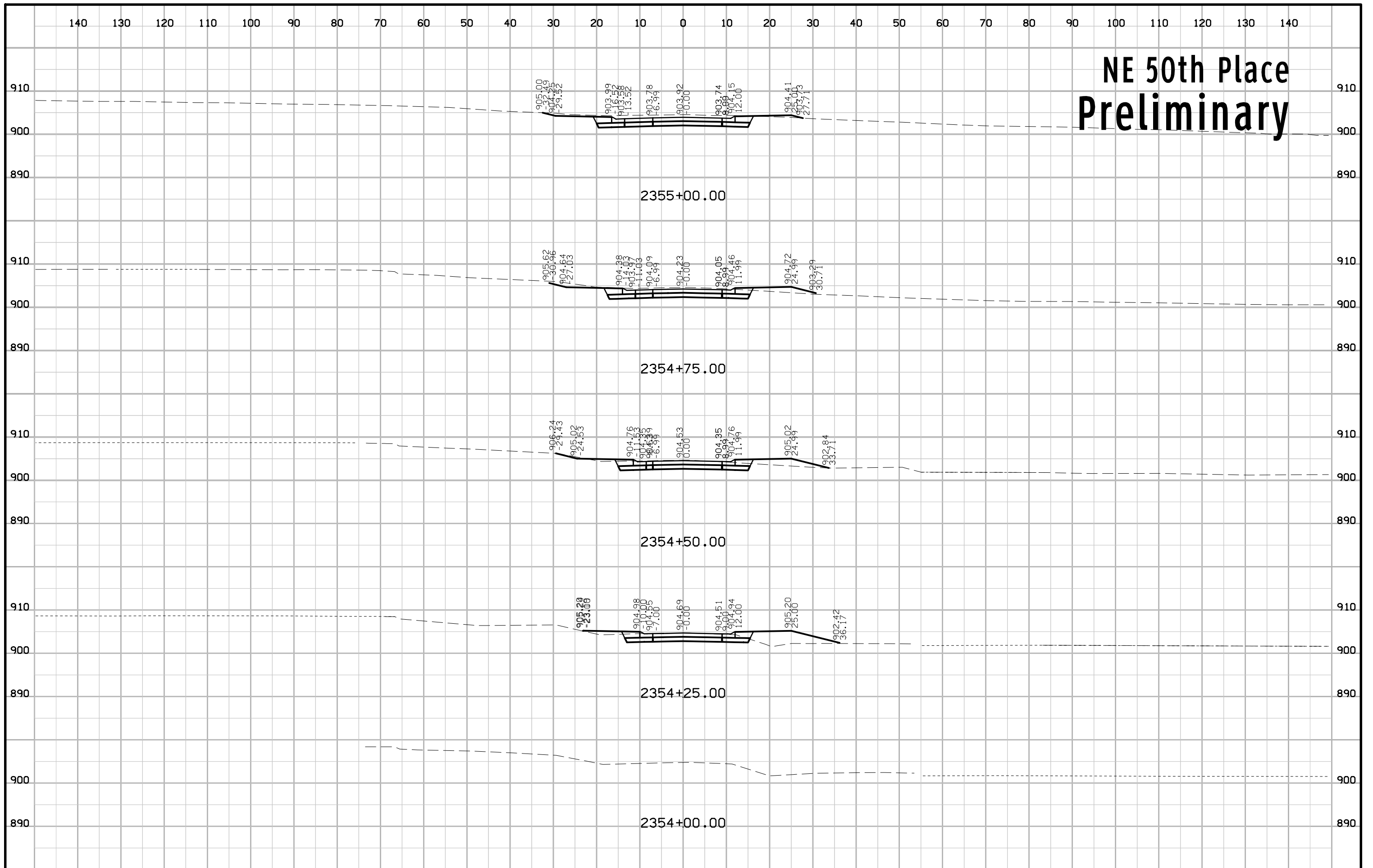
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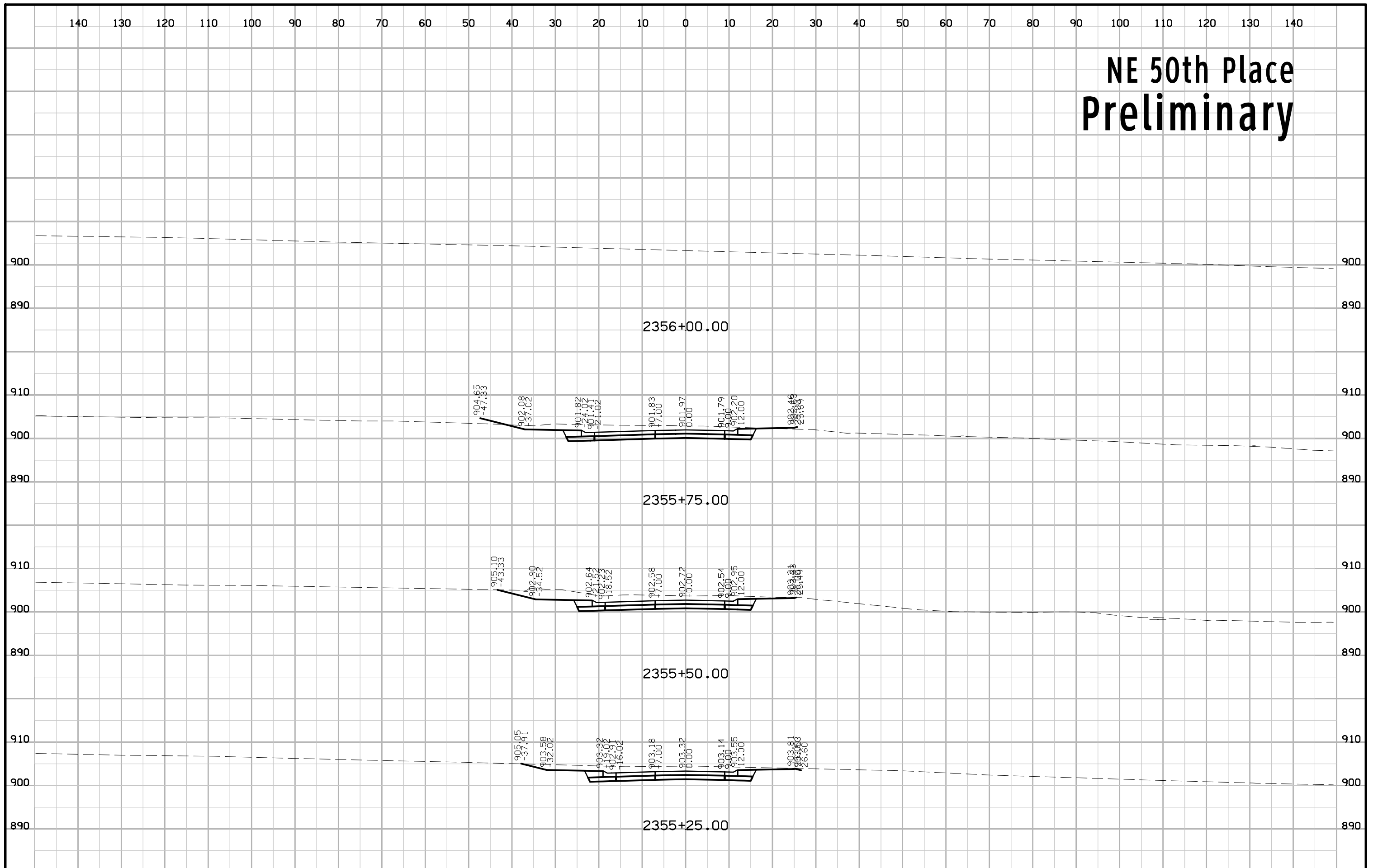
US 69 Preliminary



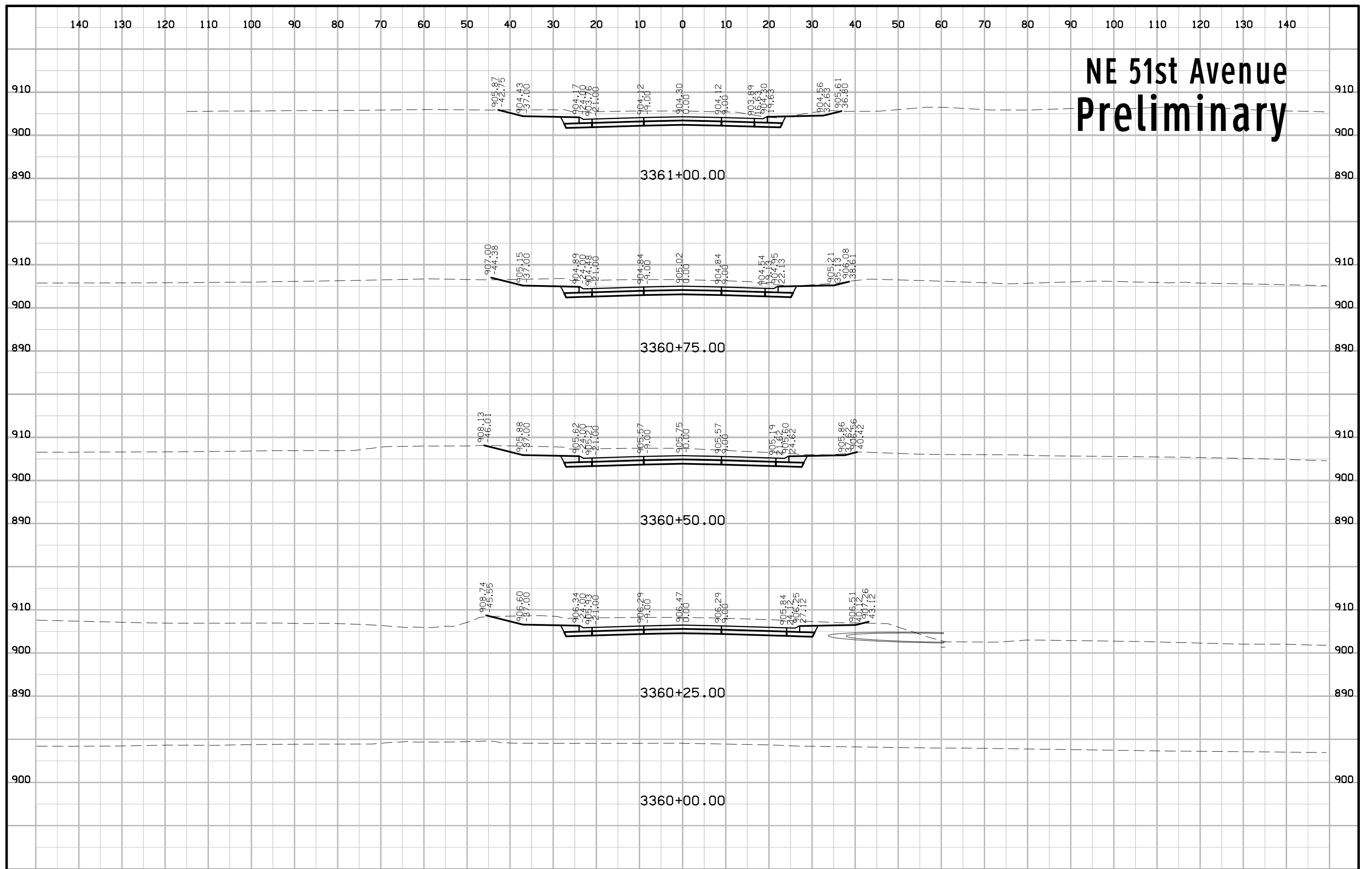
NE 50th Place Preliminary



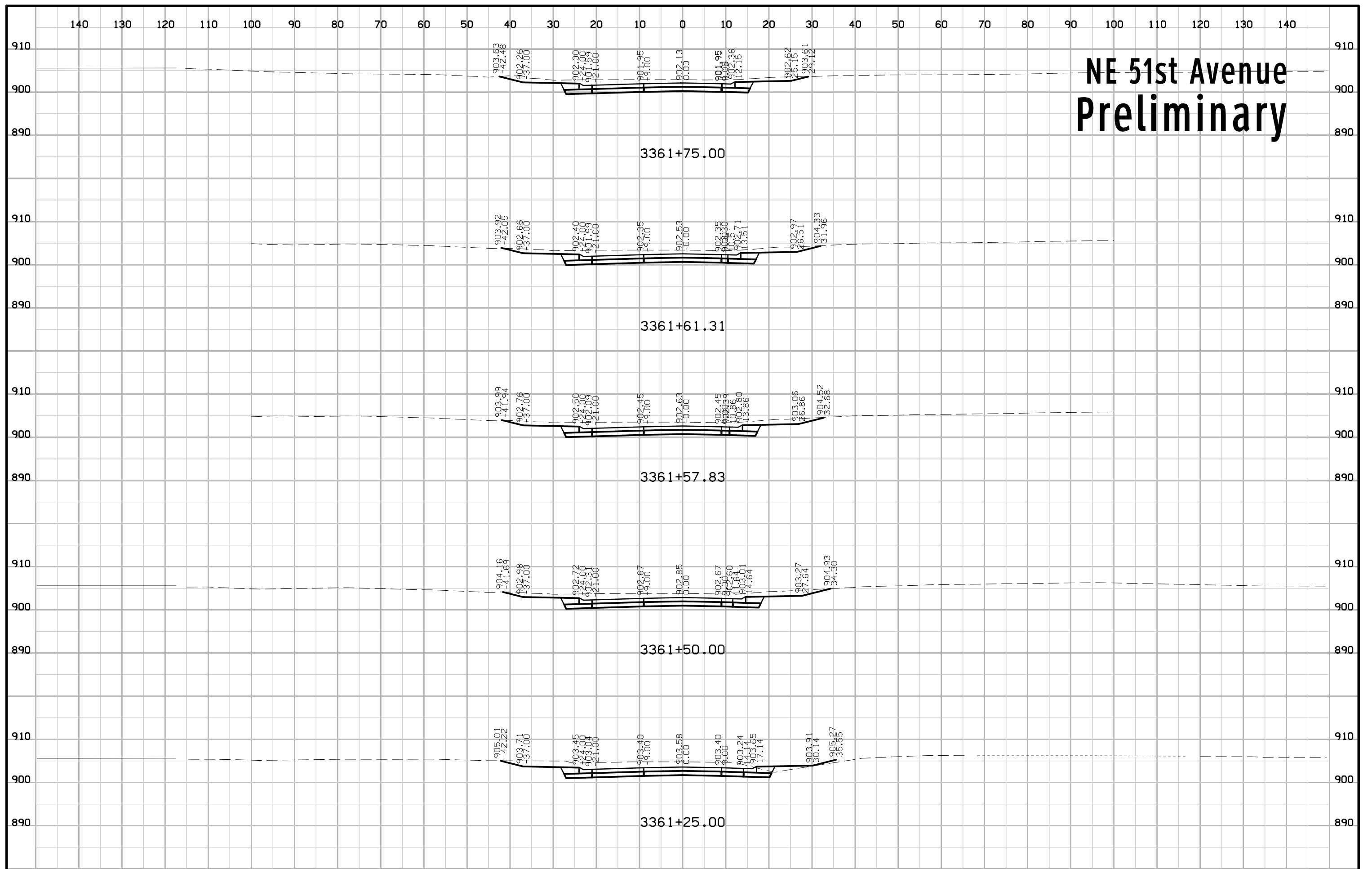
NE 50th Place Preliminary



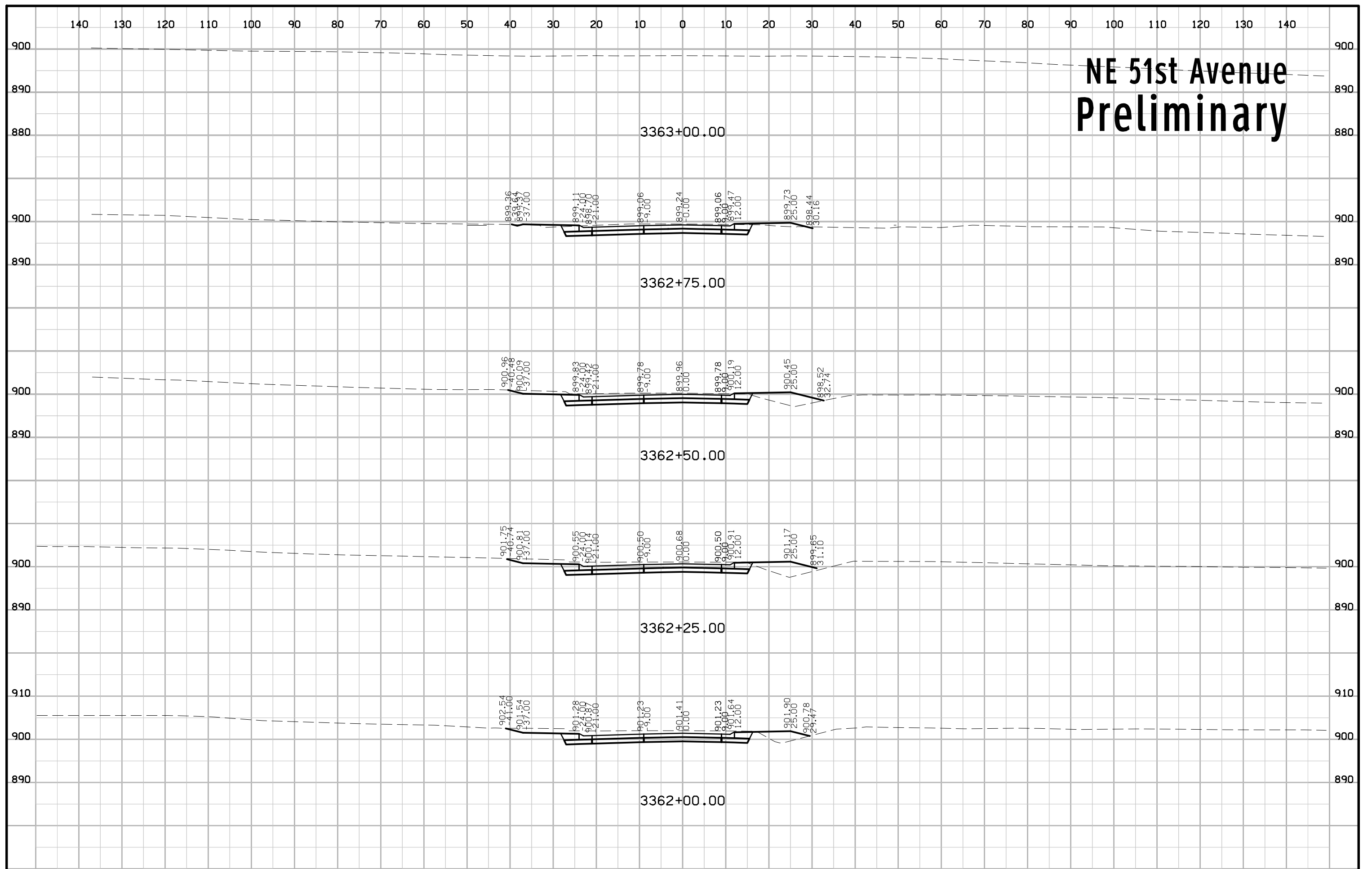
NE 51st Avenue Preliminary



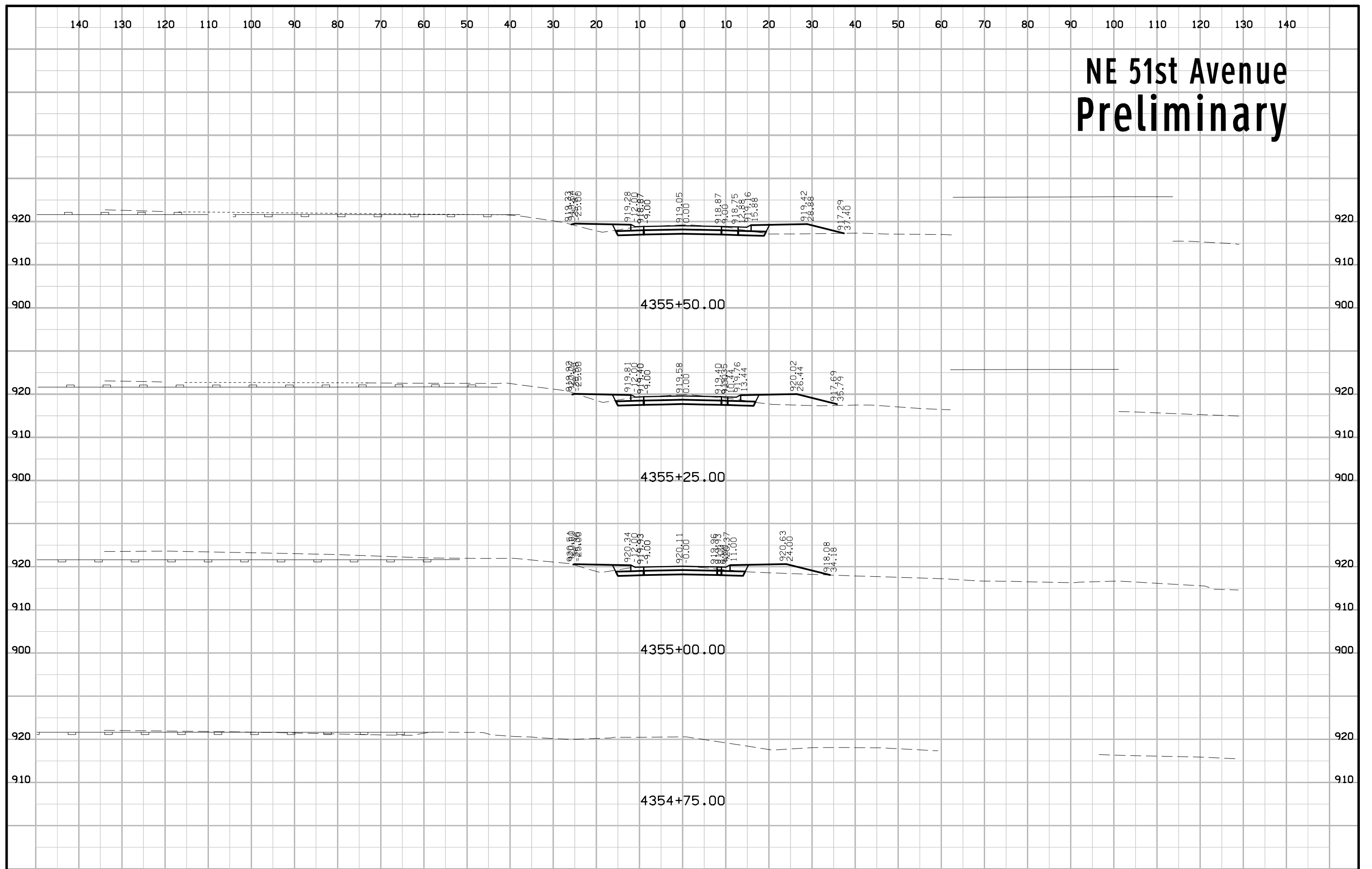
NE 51st Avenue Preliminary



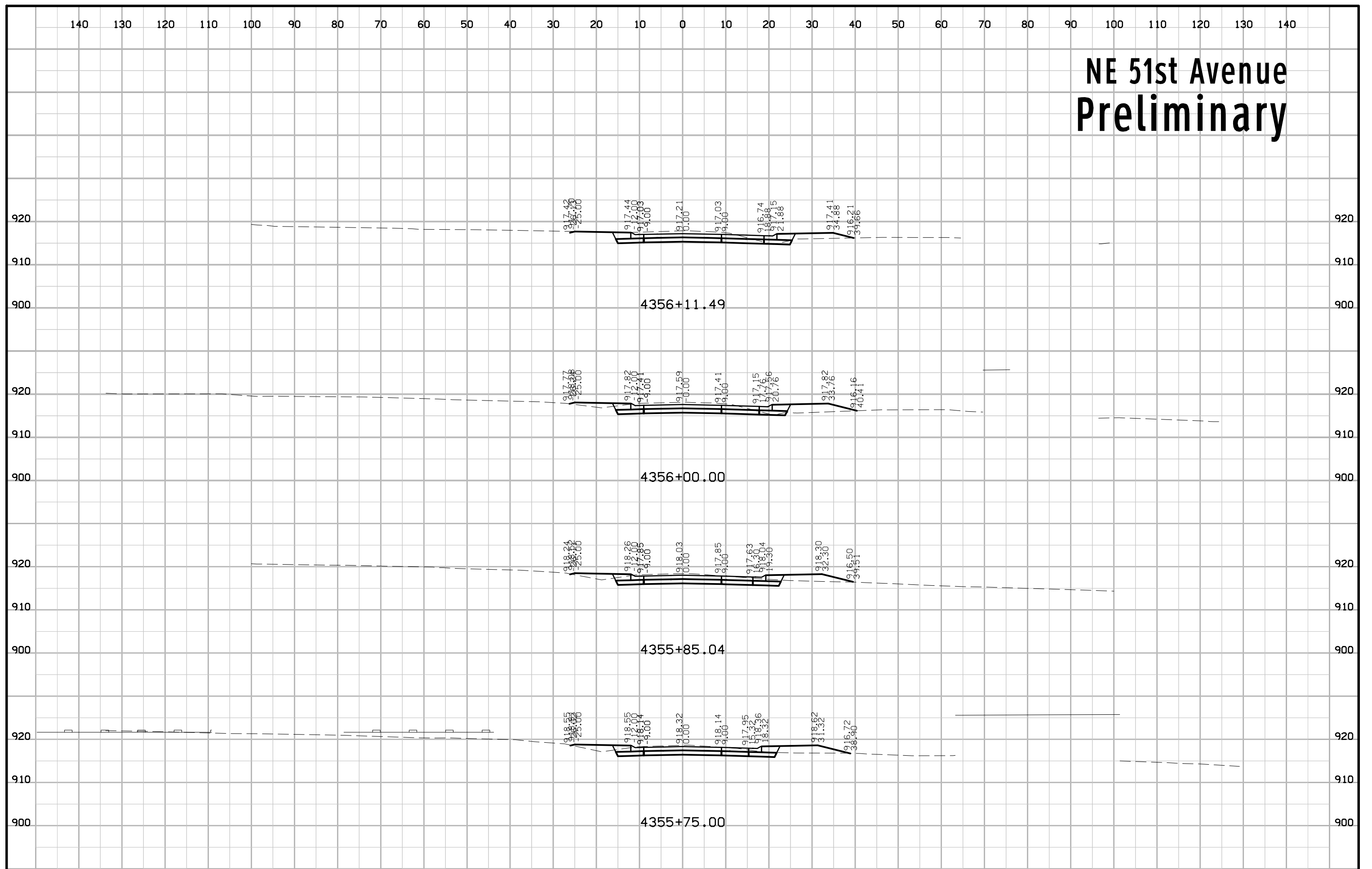
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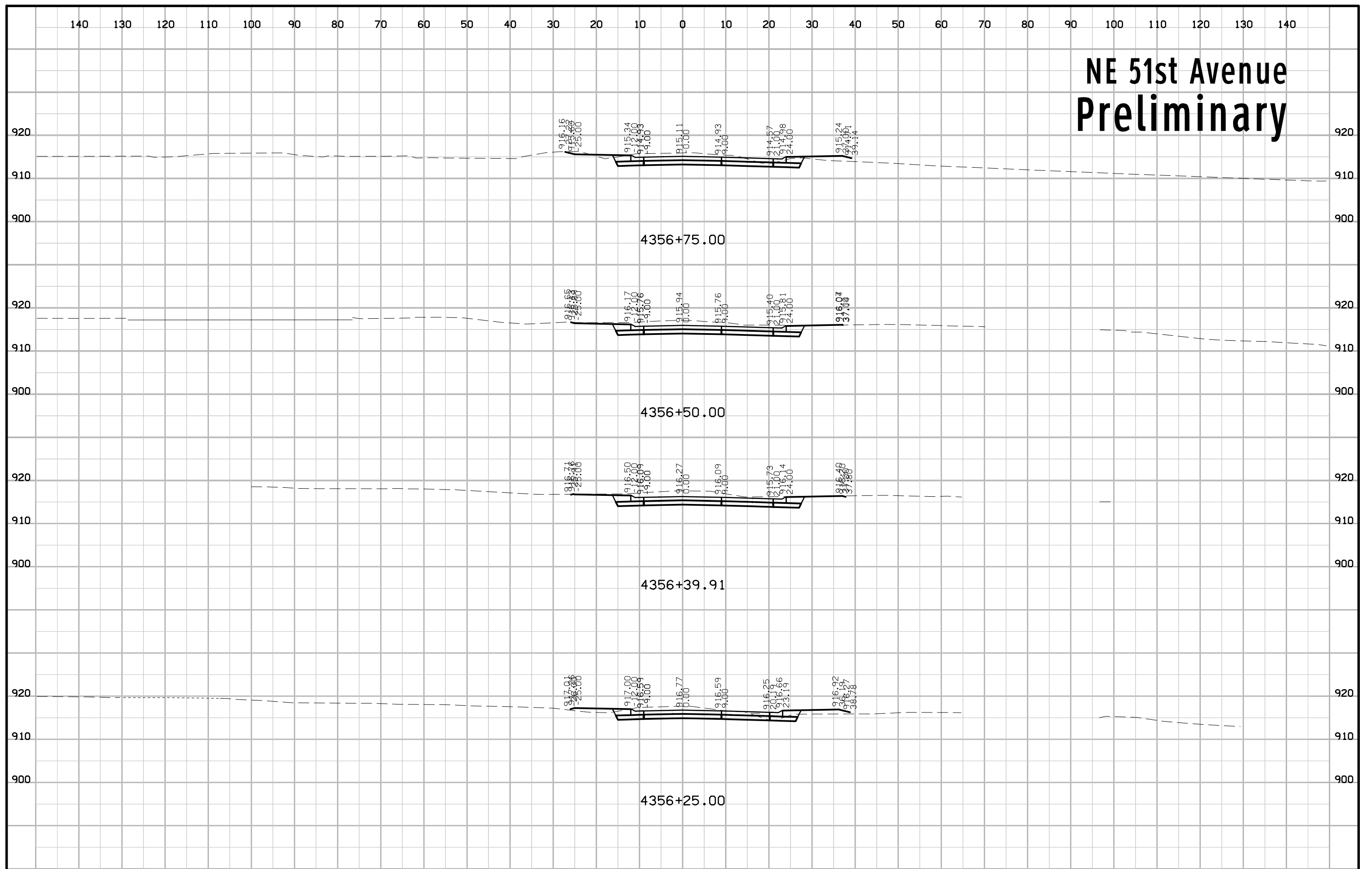
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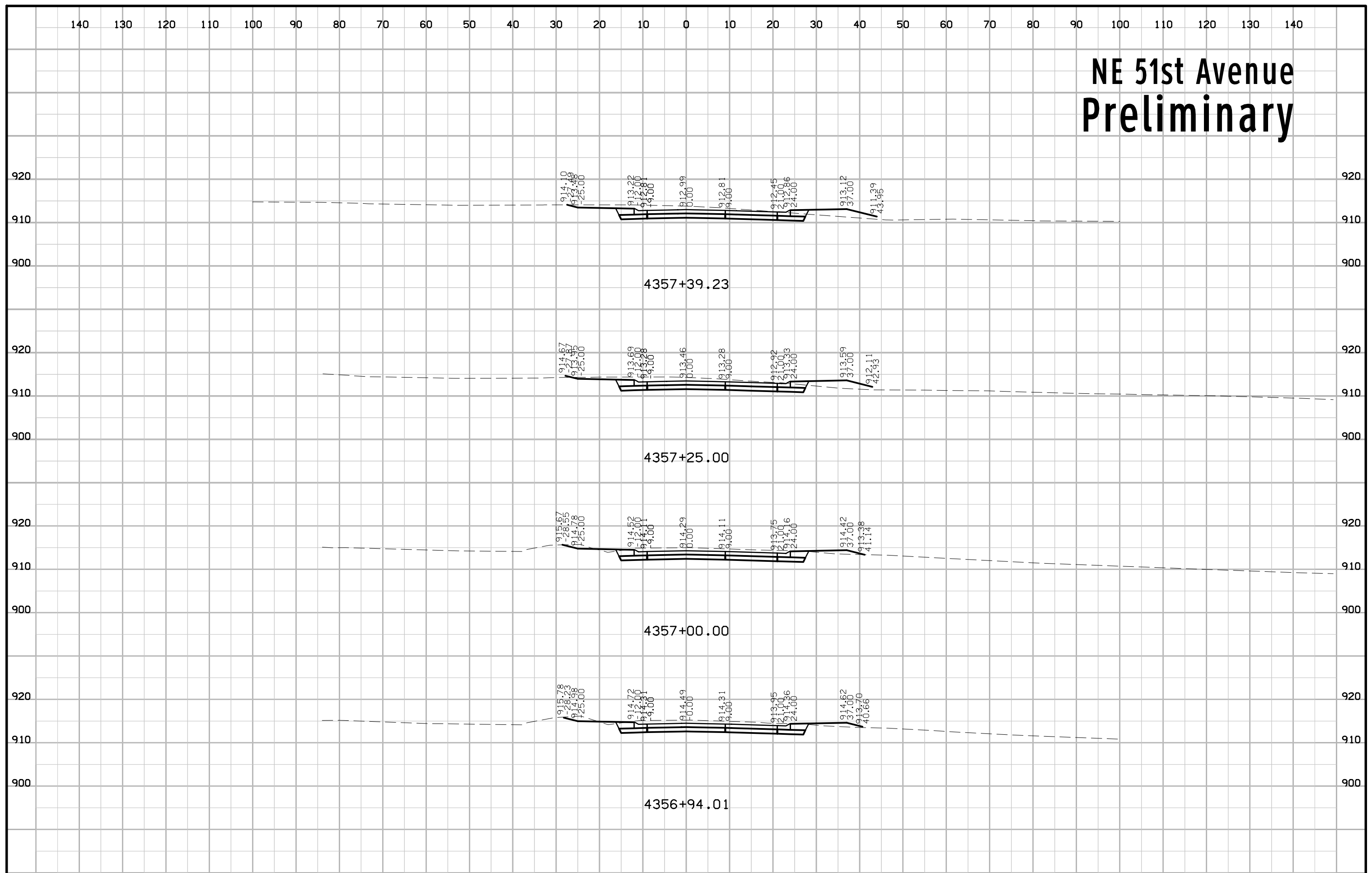
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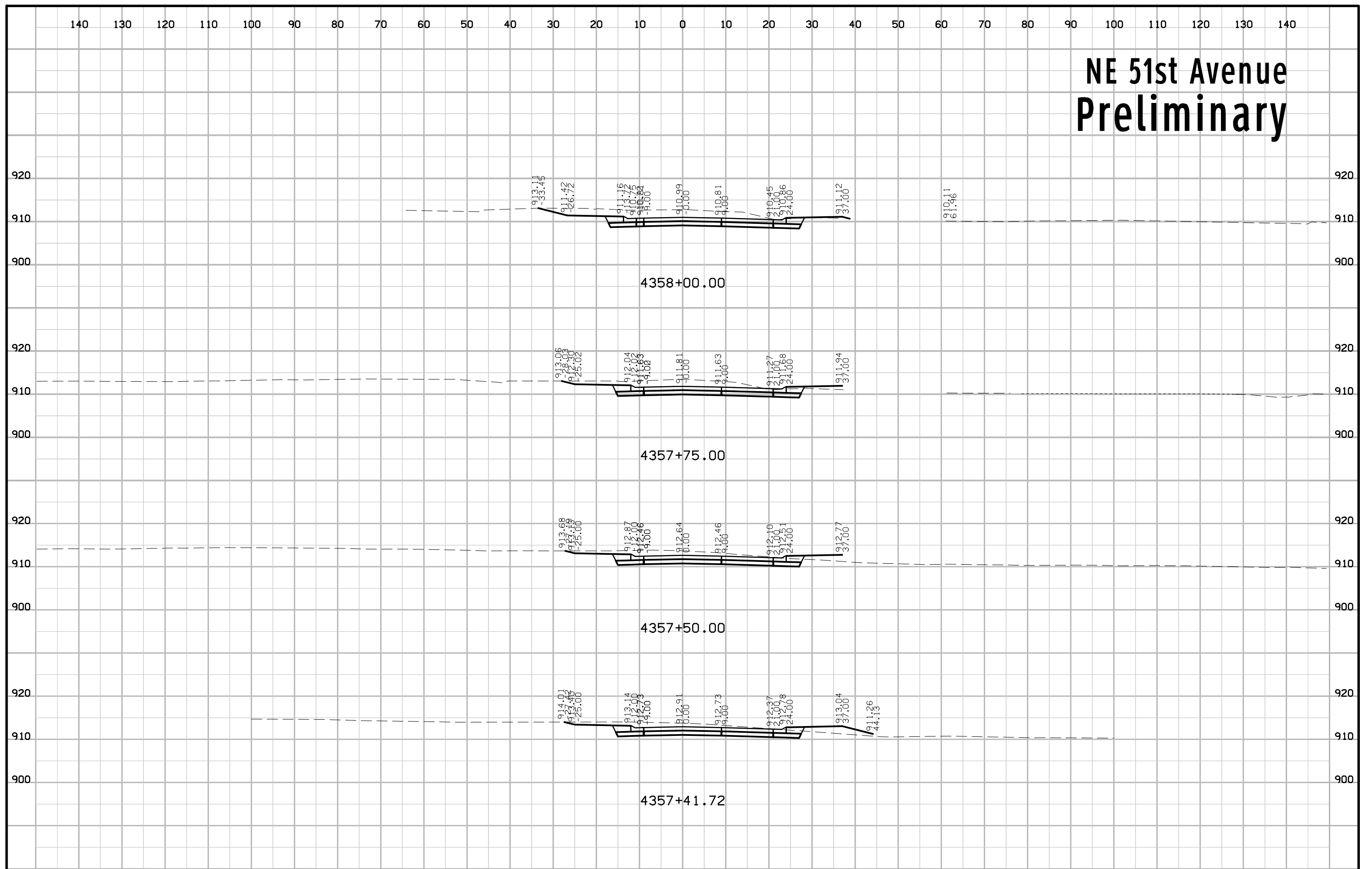
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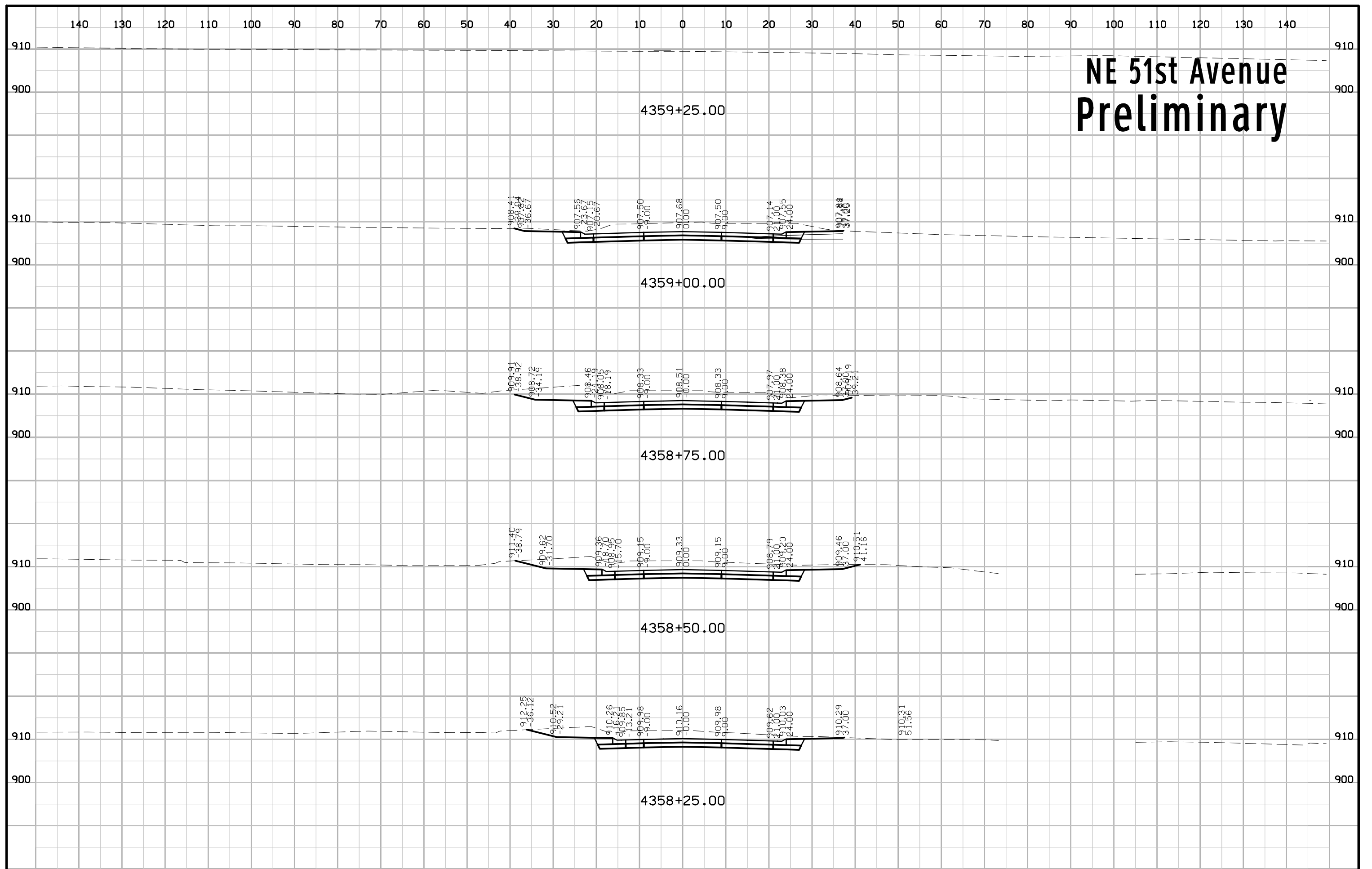
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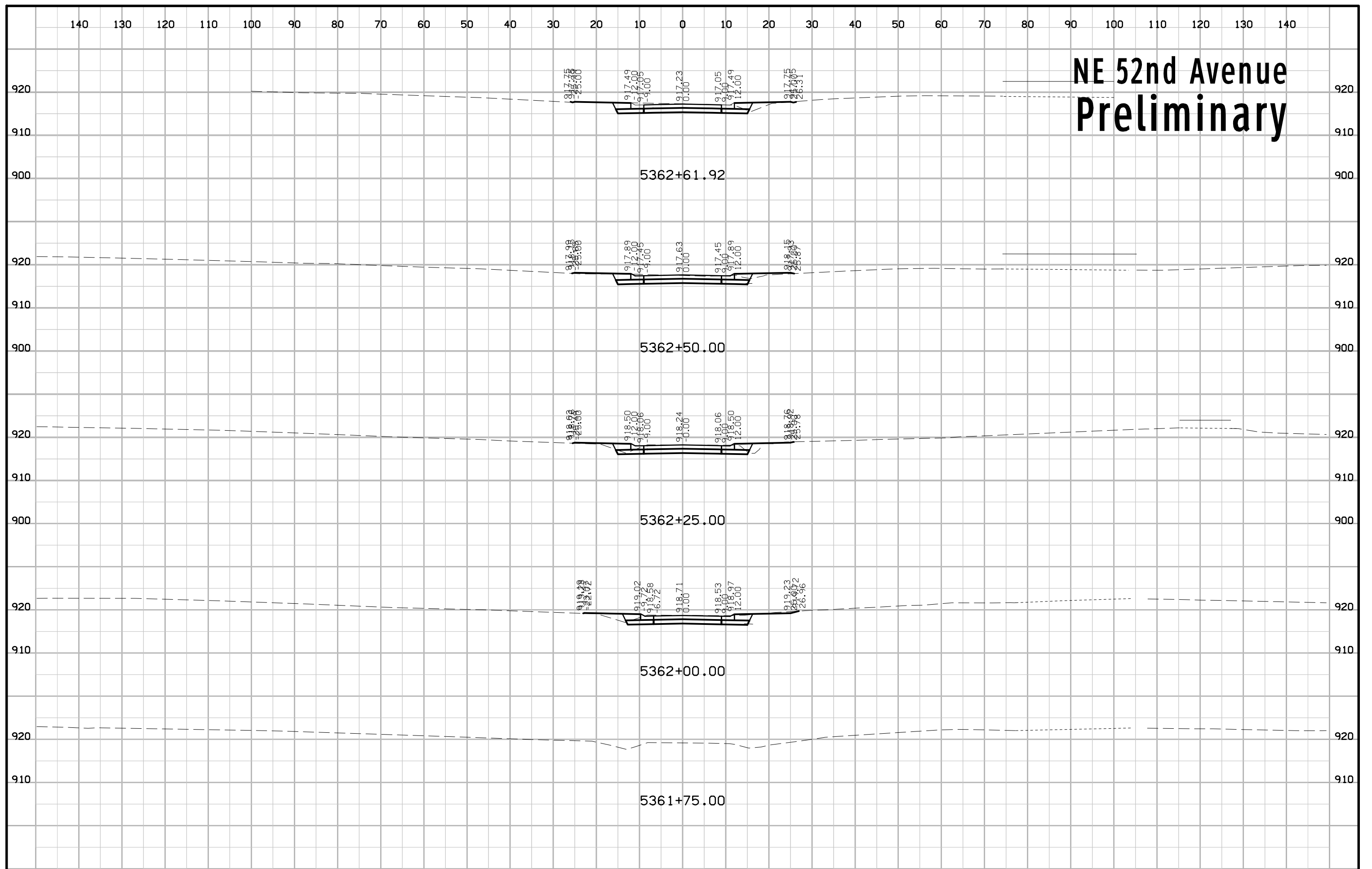
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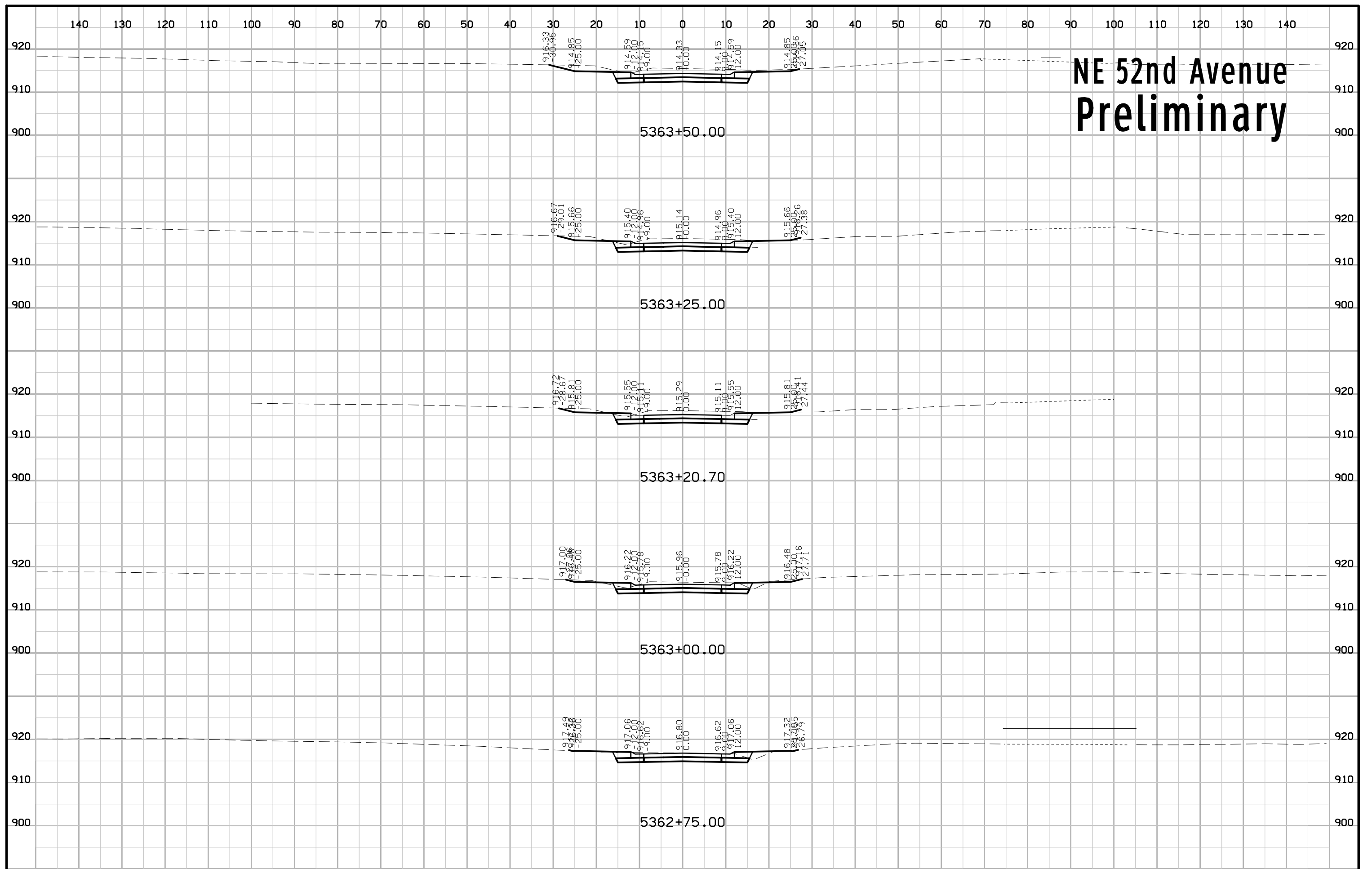
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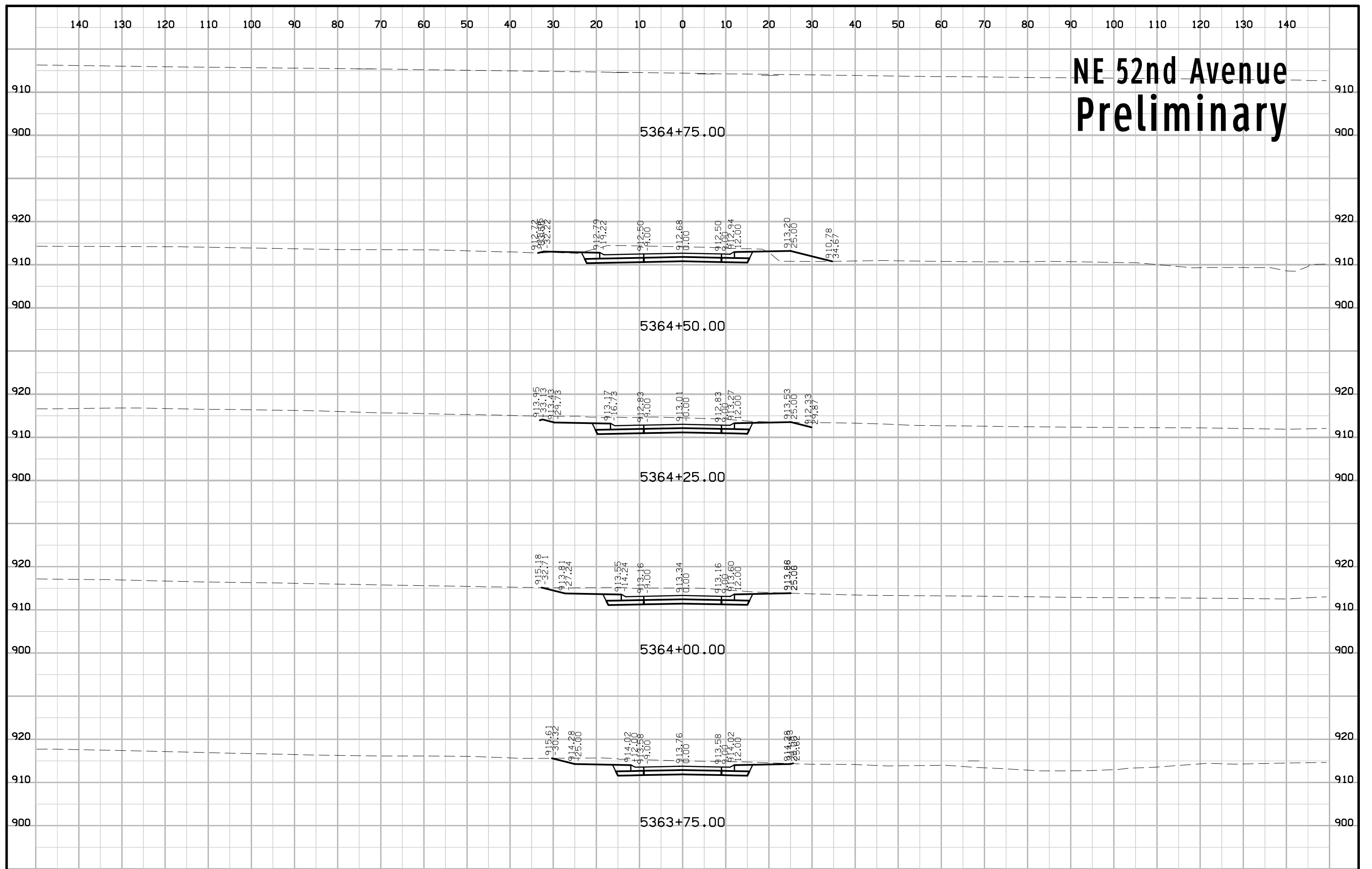
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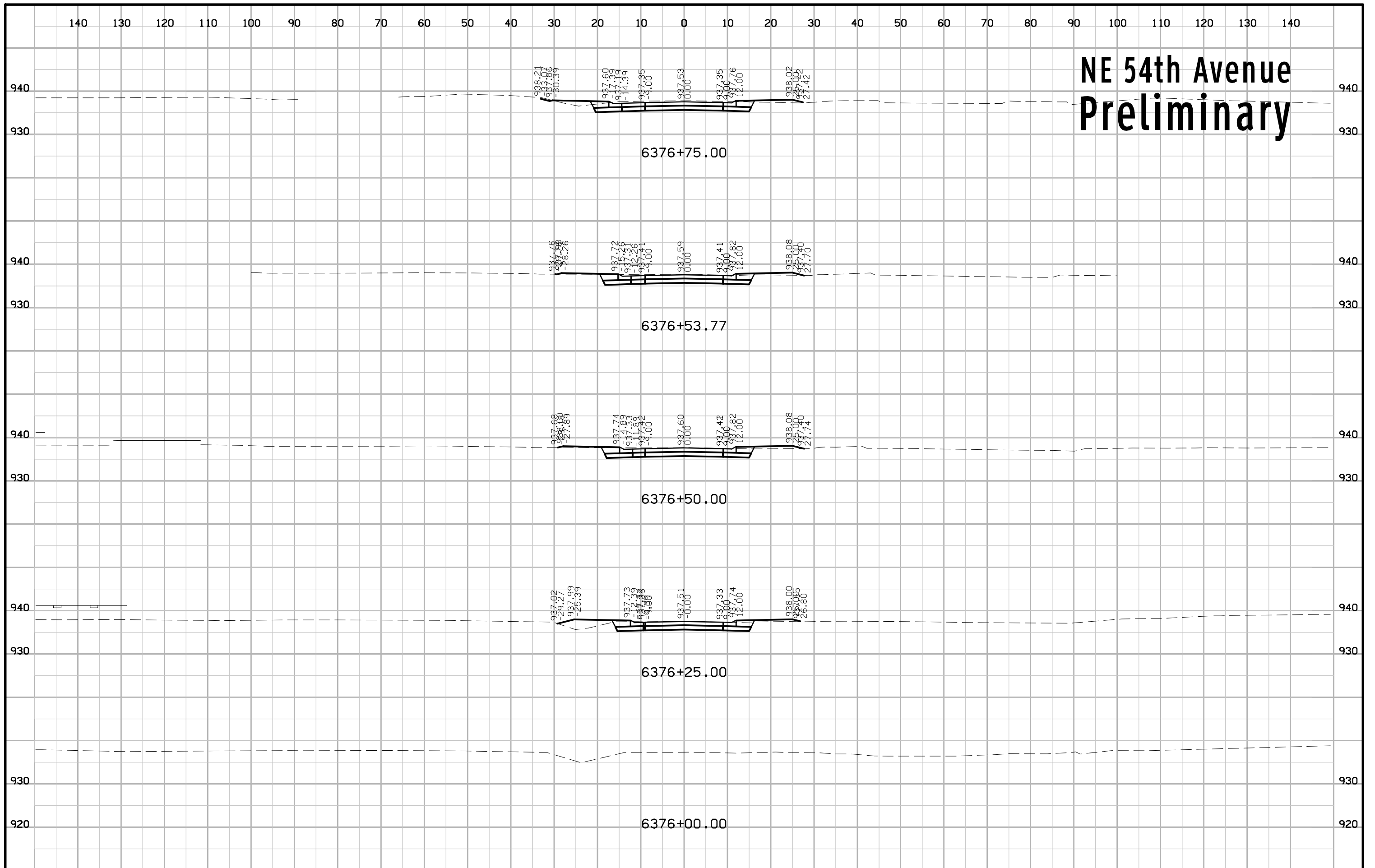
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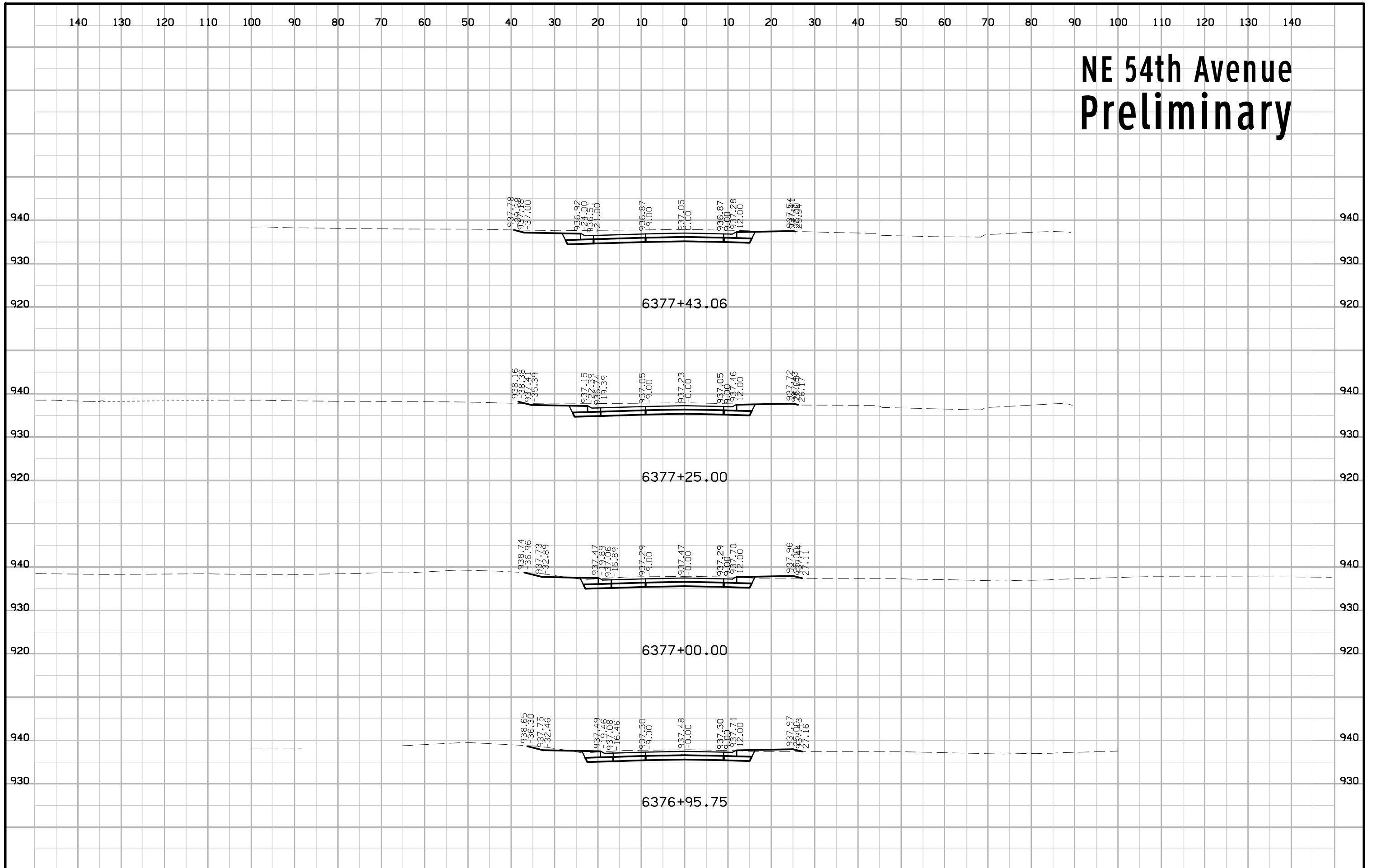
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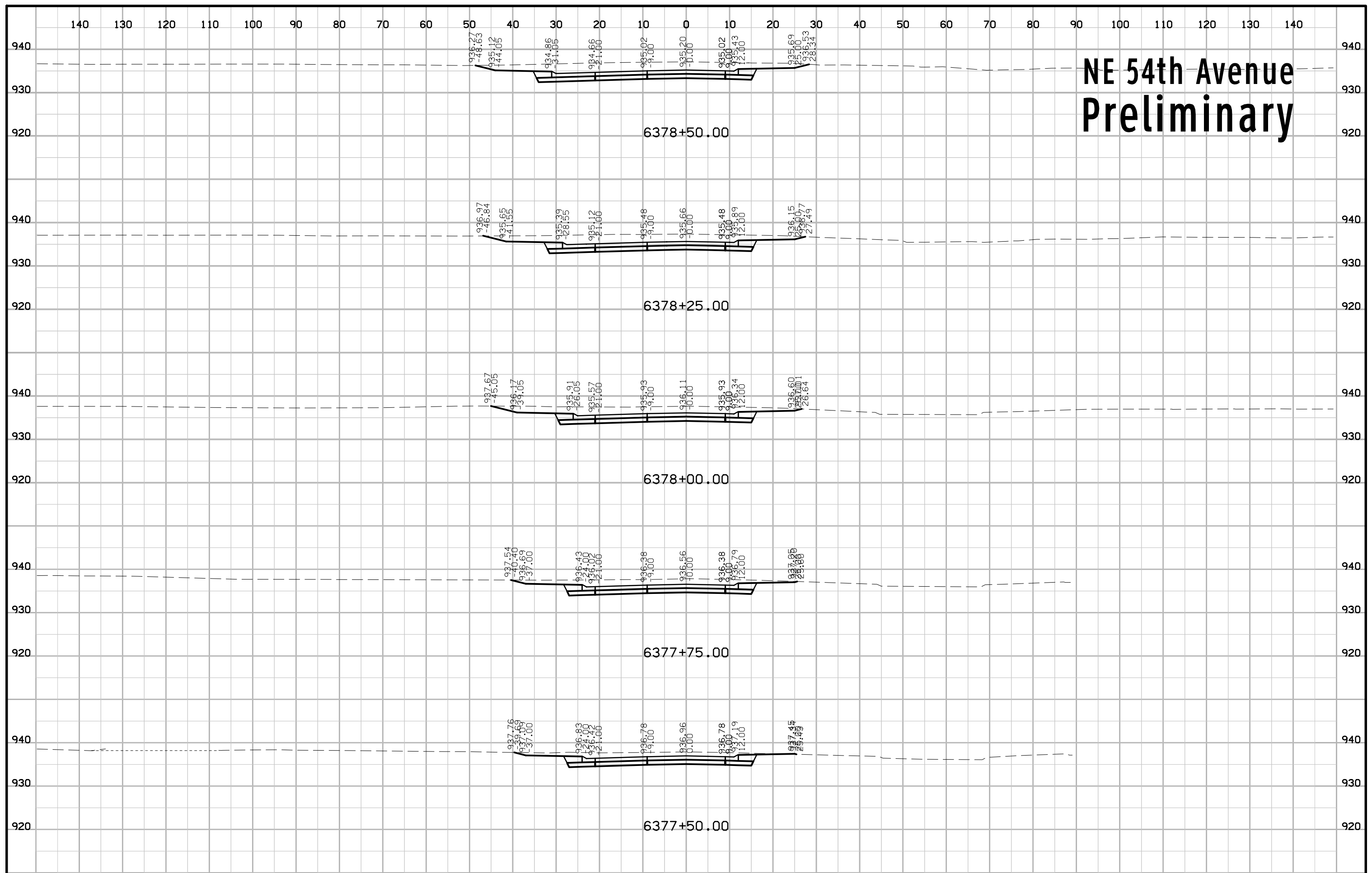
NE 54th Avenue Preliminary



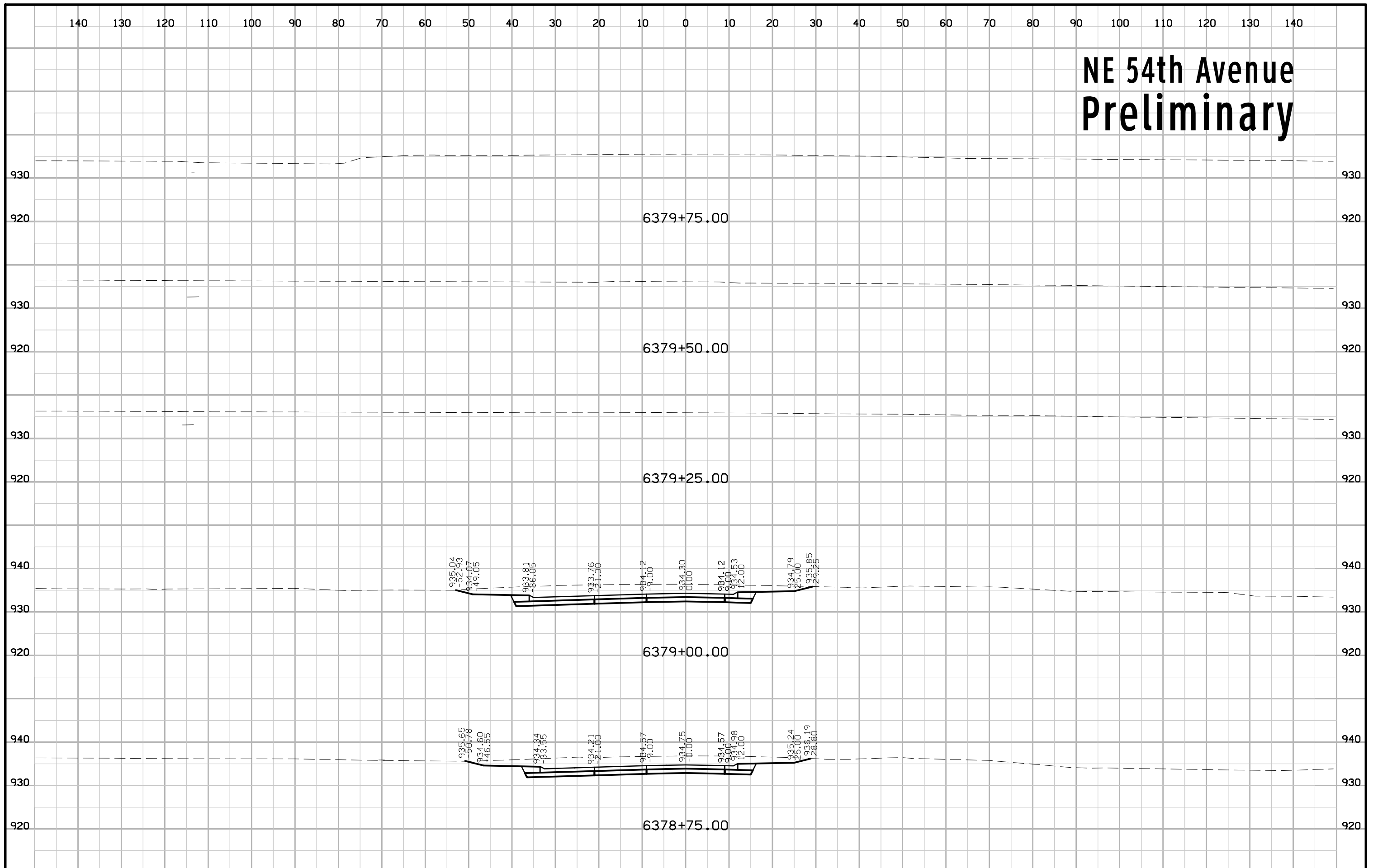
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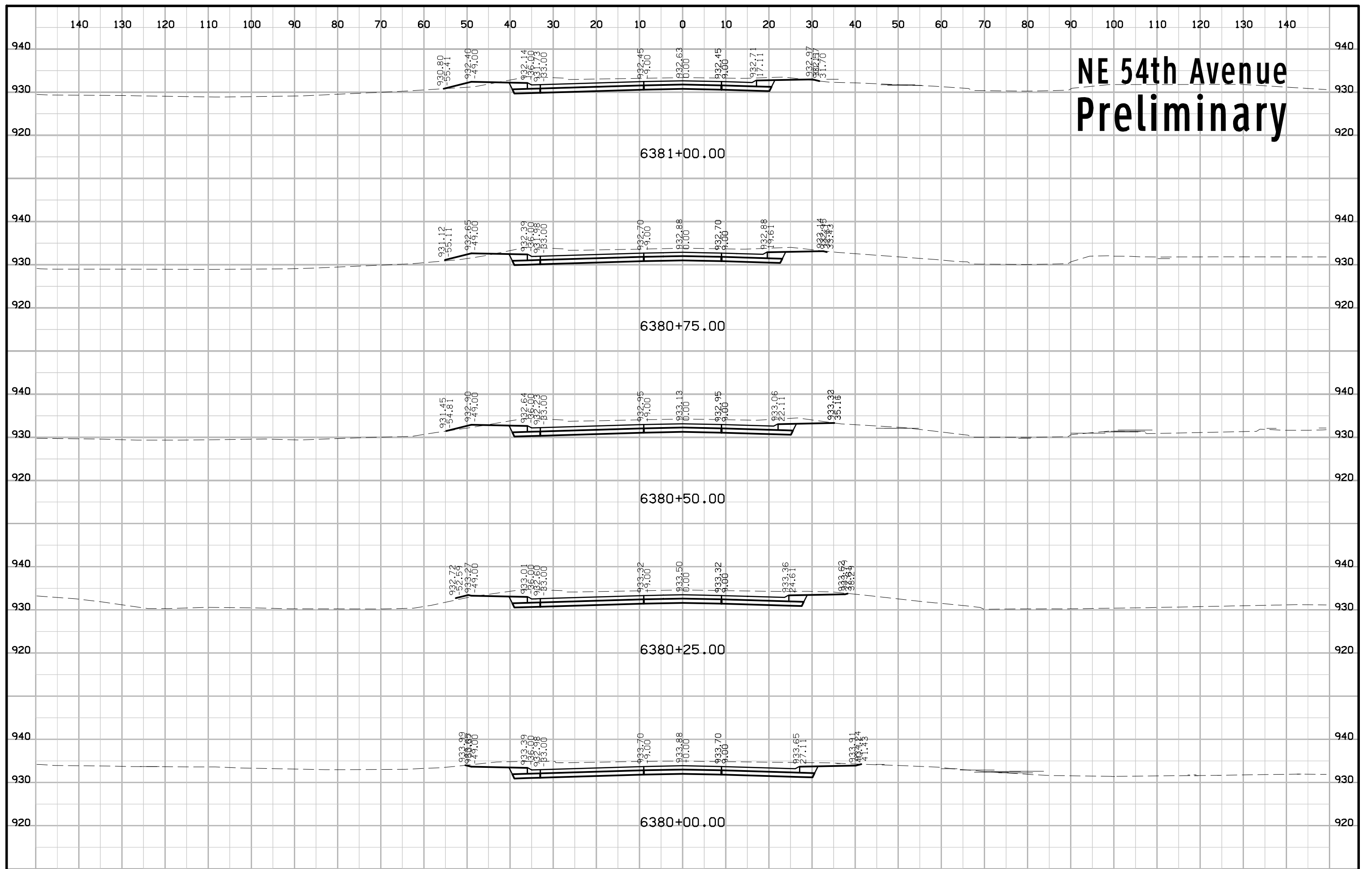
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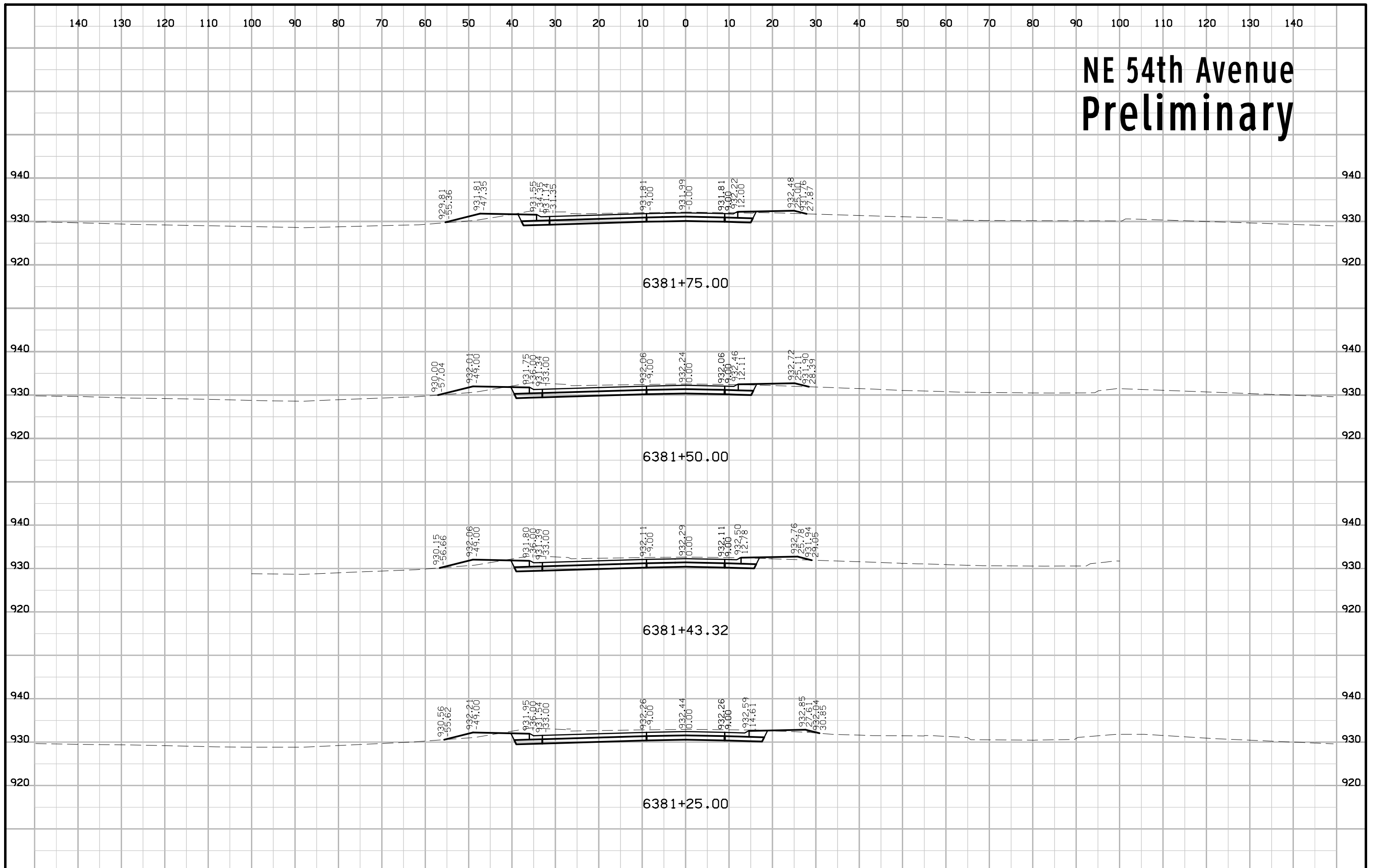
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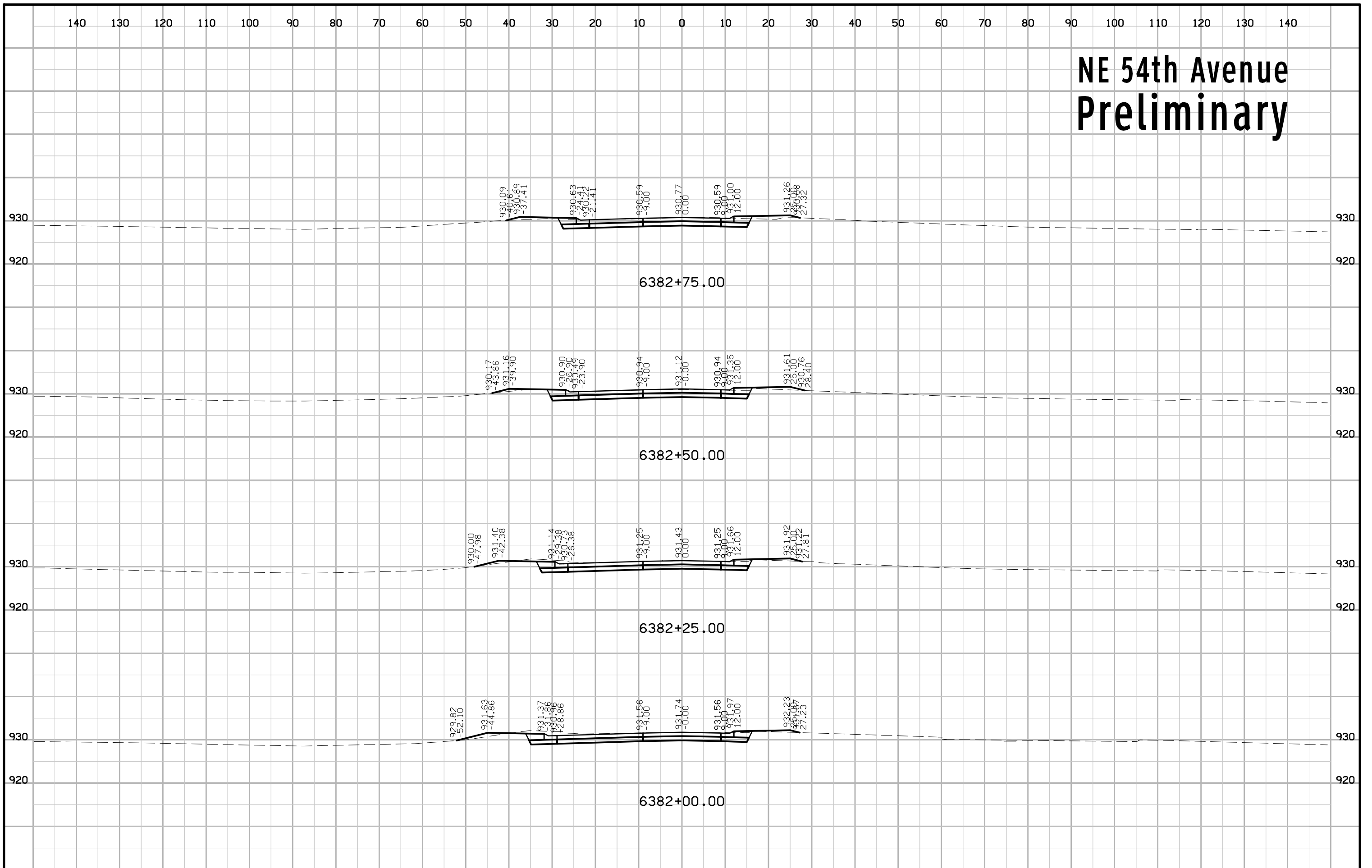
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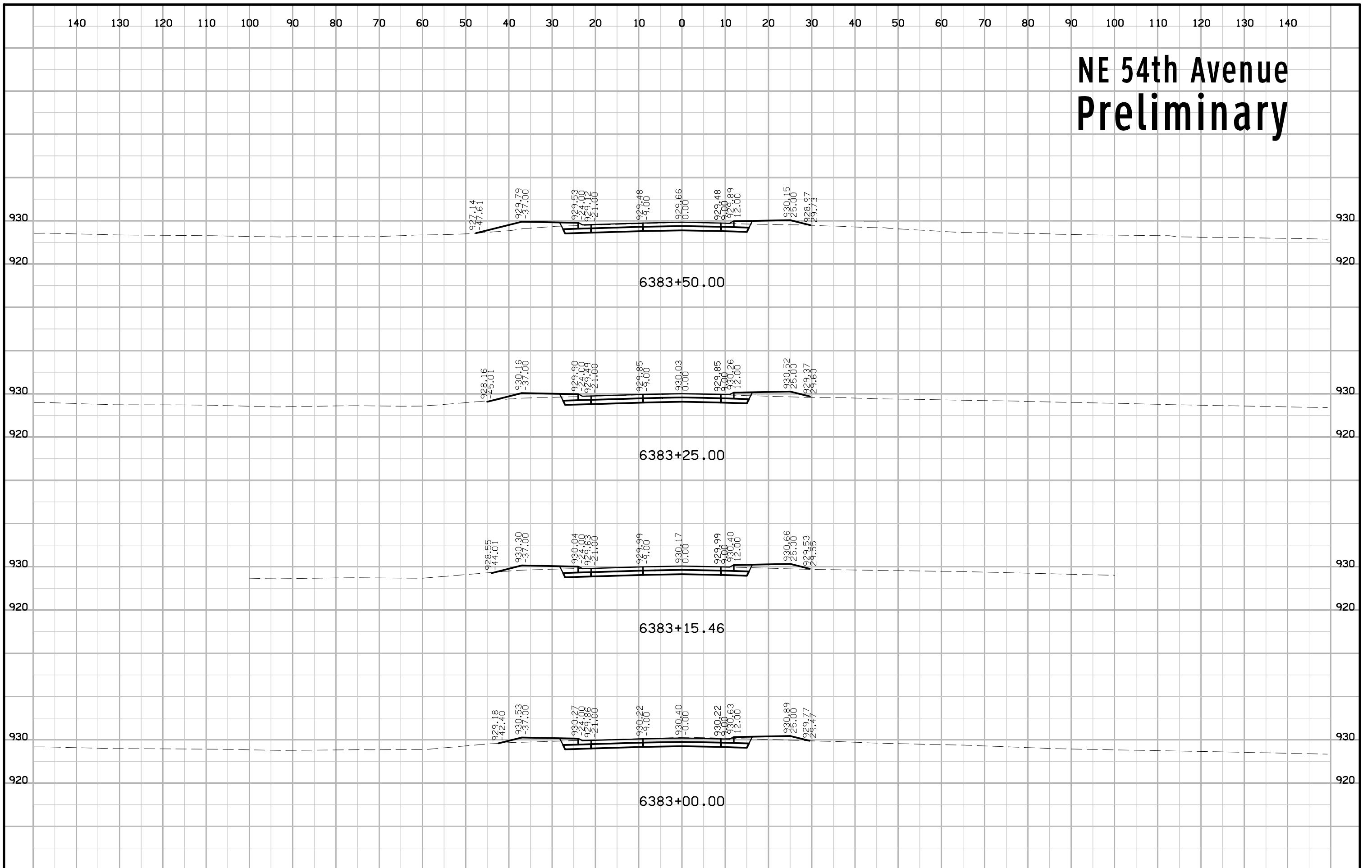
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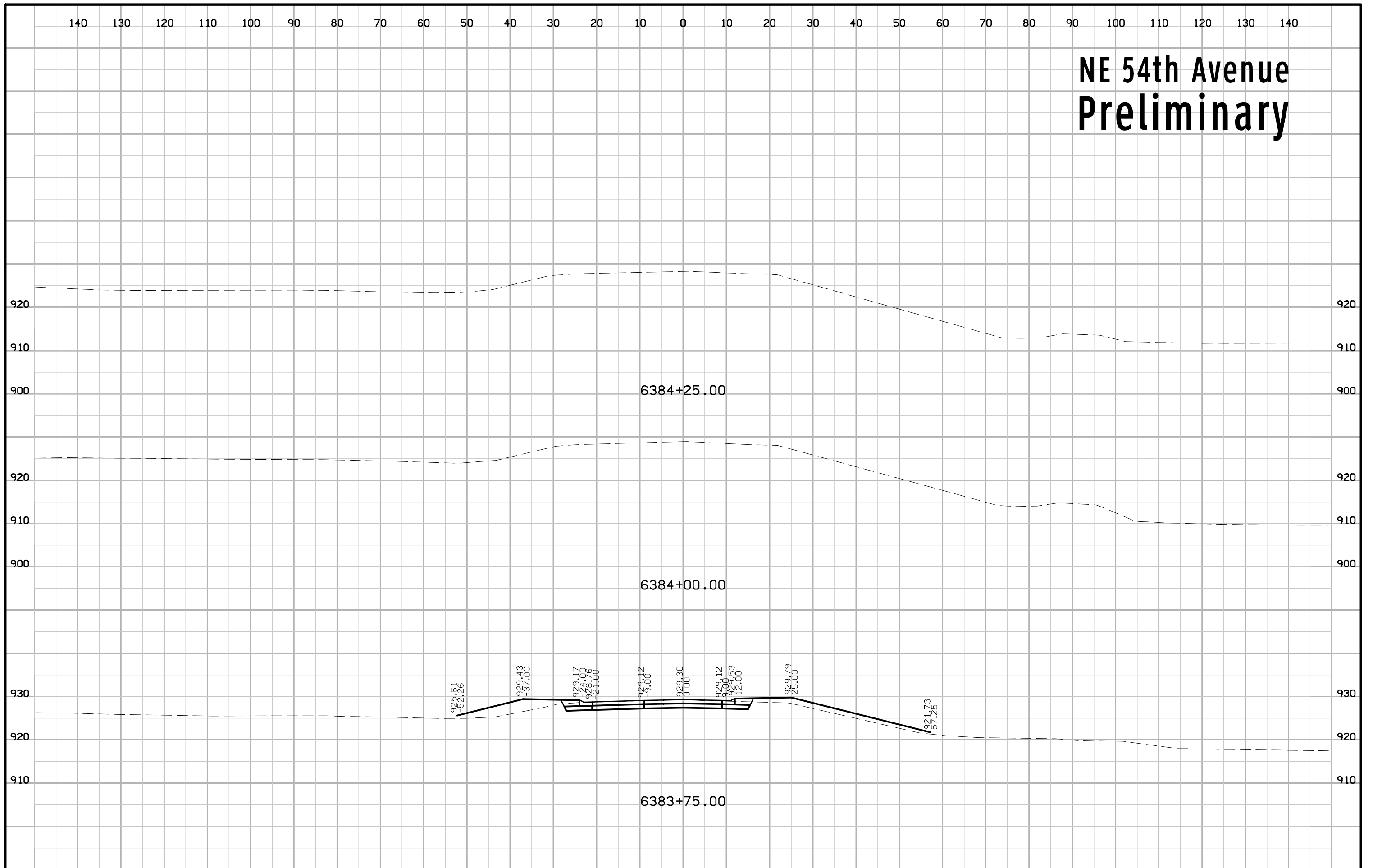
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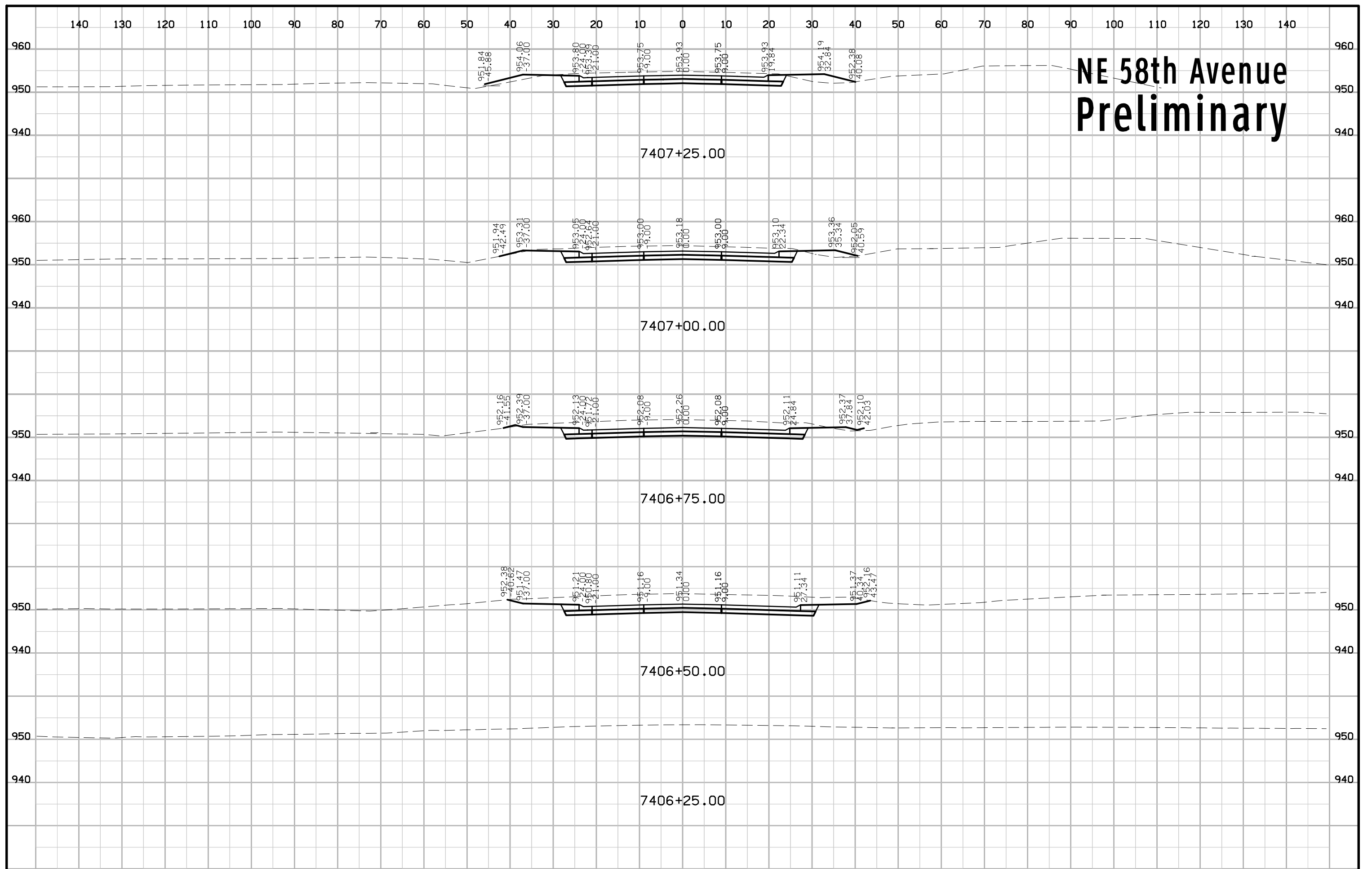
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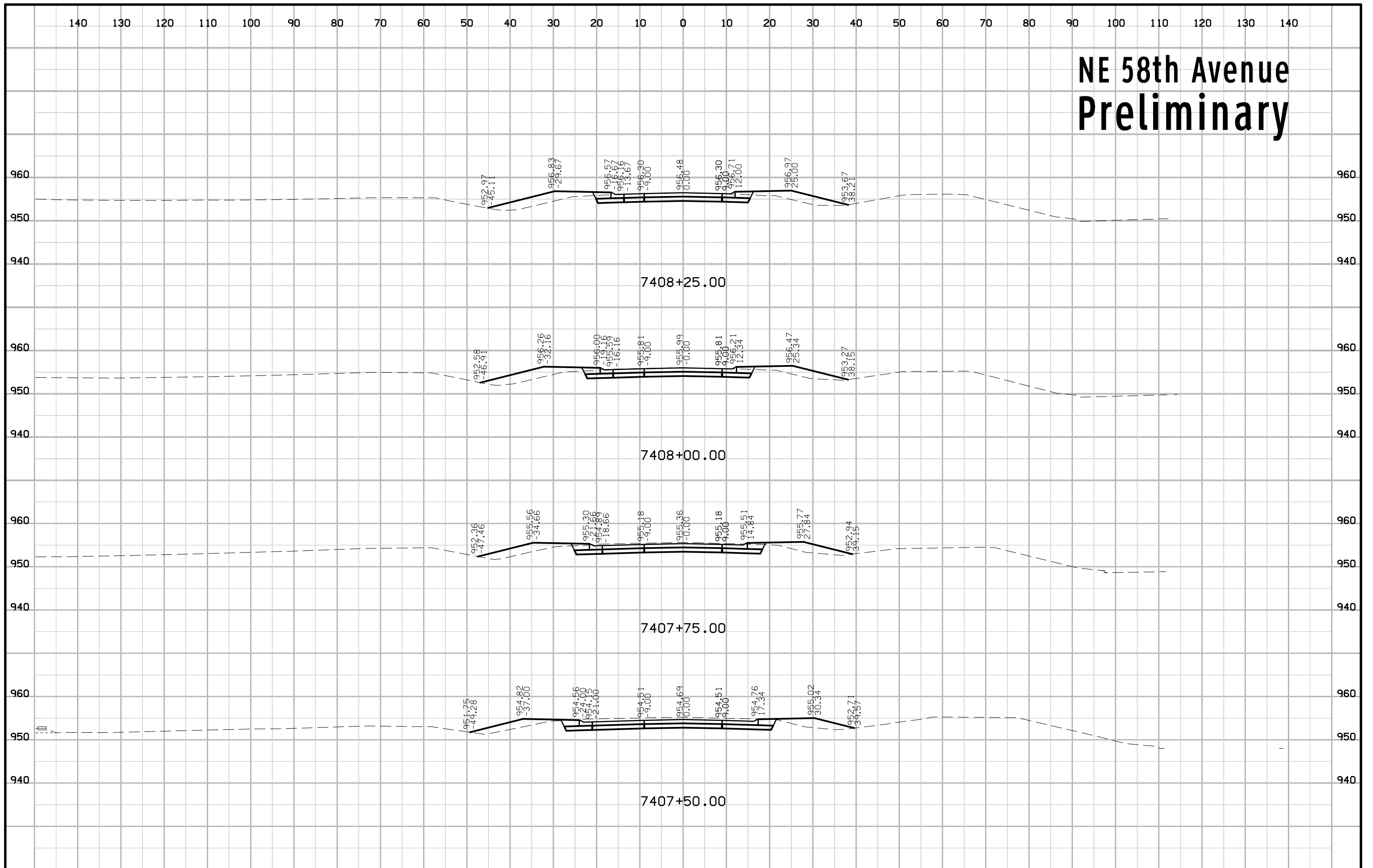
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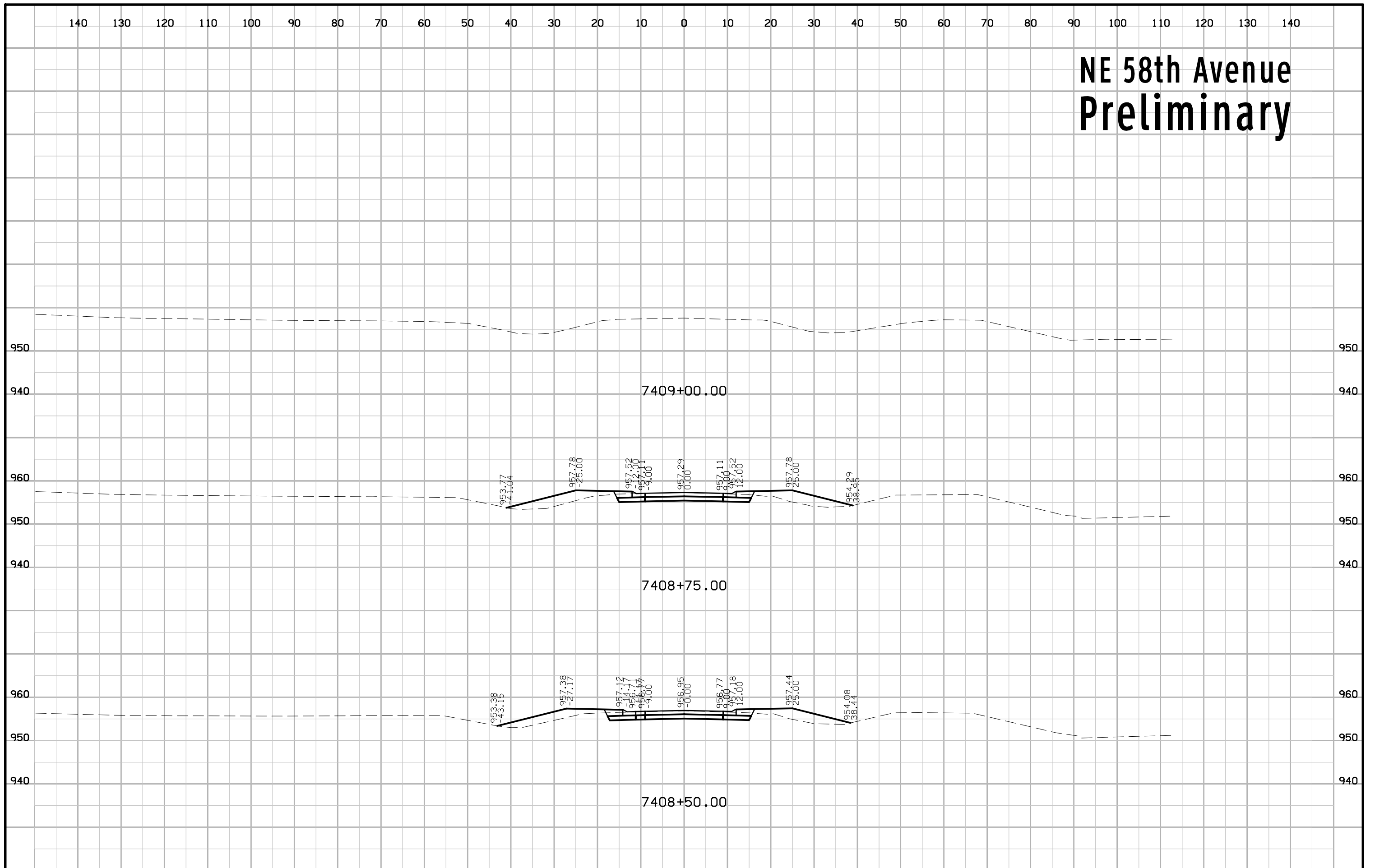
NE 58th Avenue Preliminary



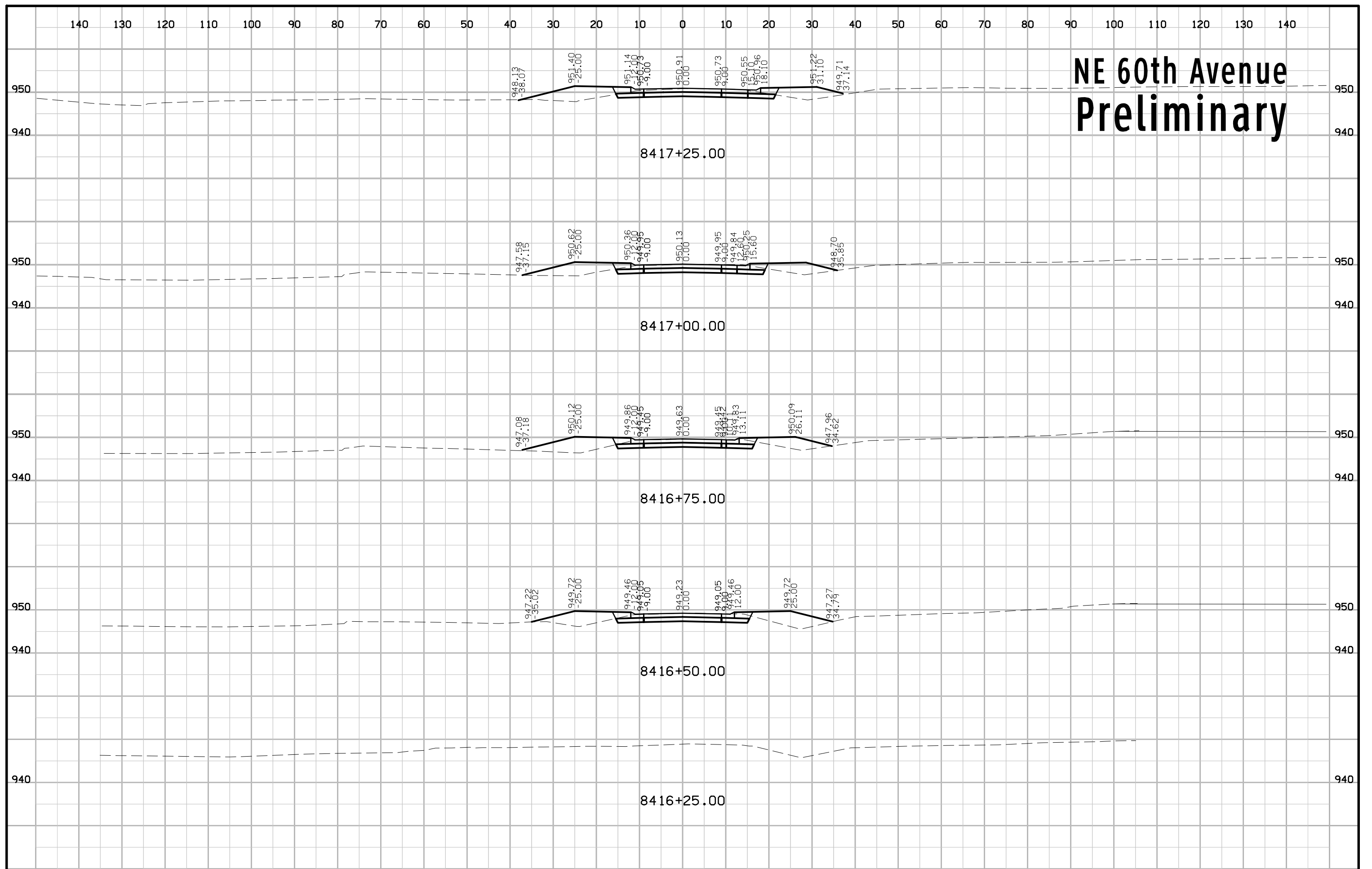
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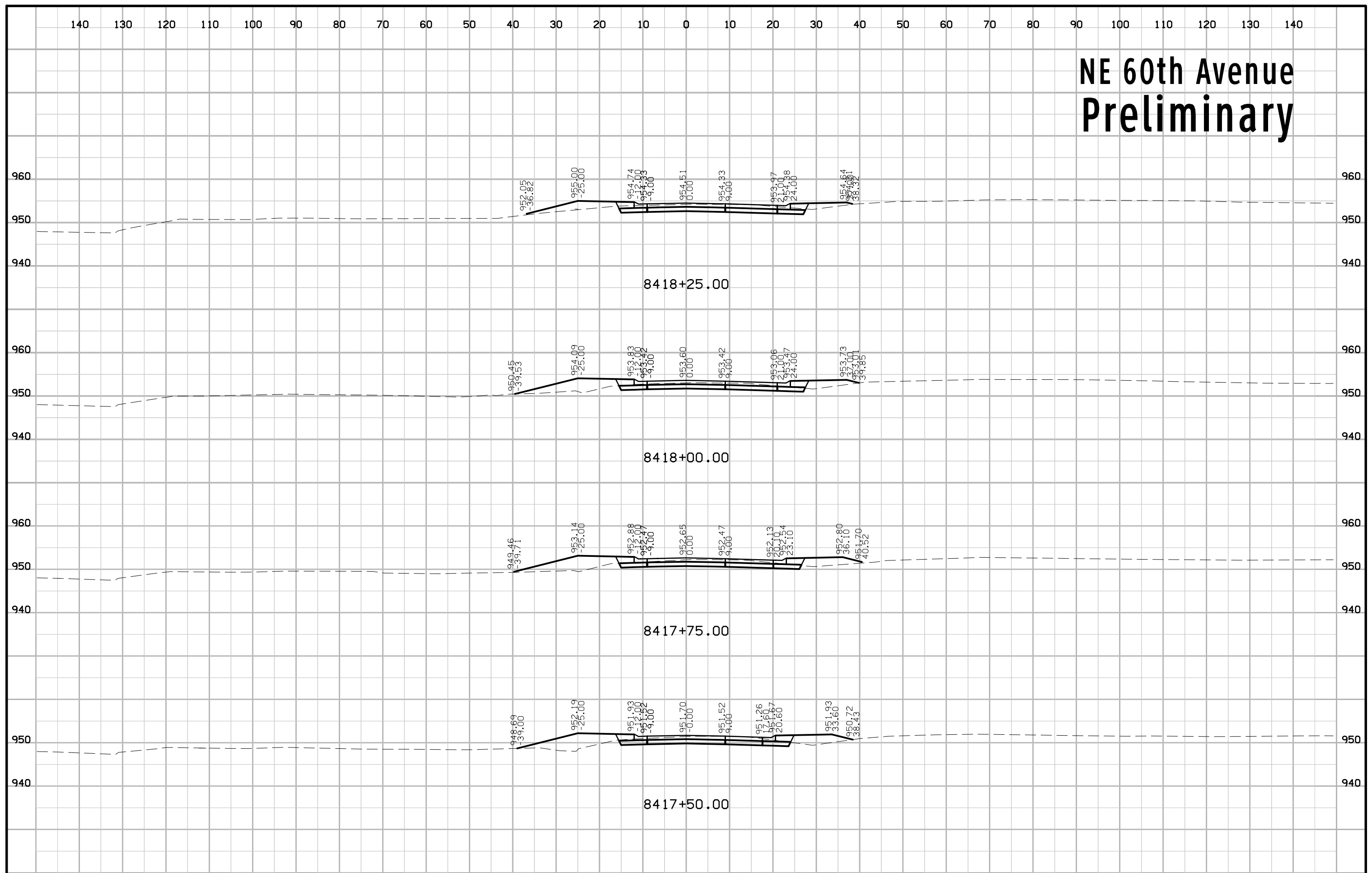
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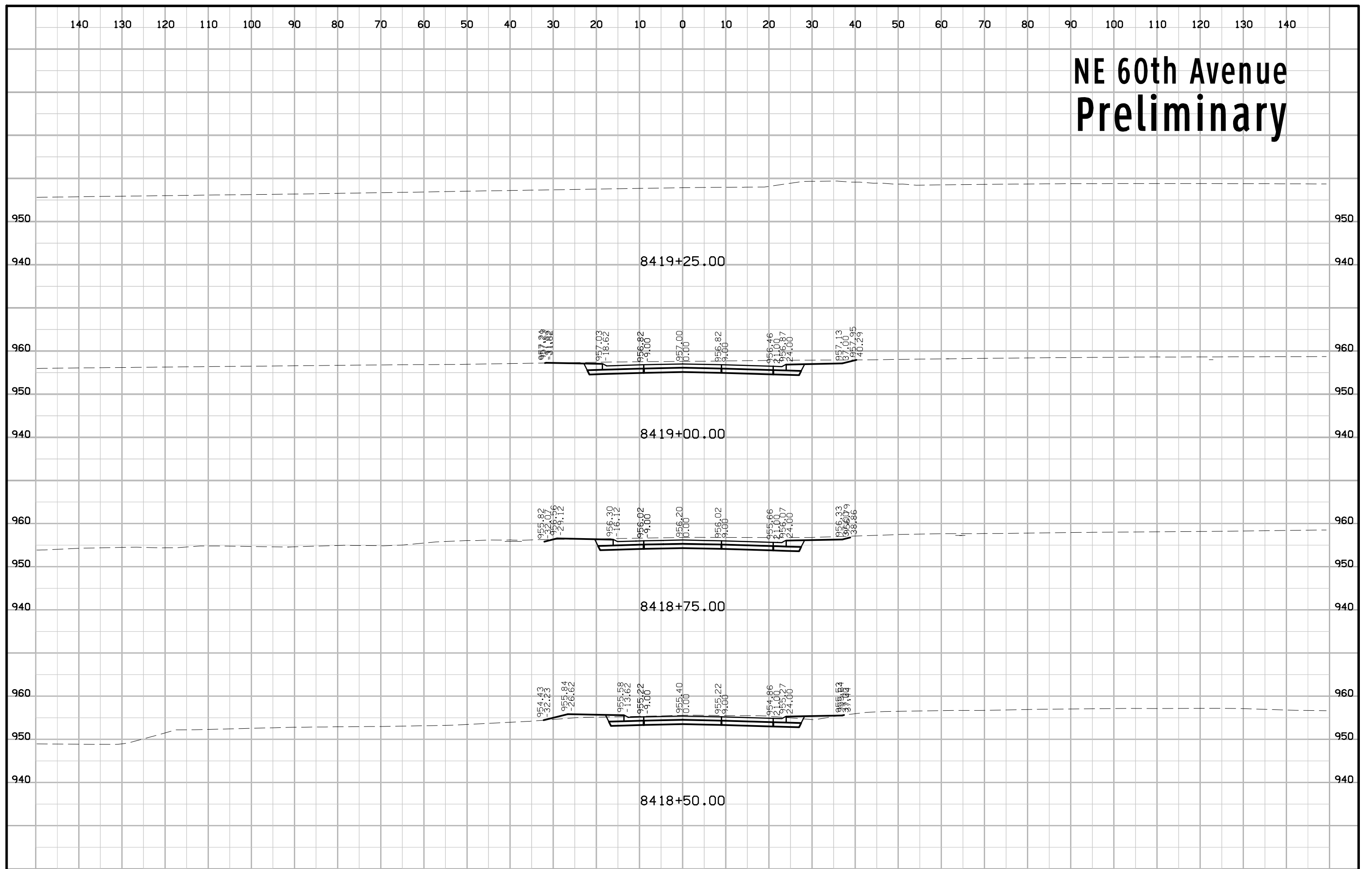
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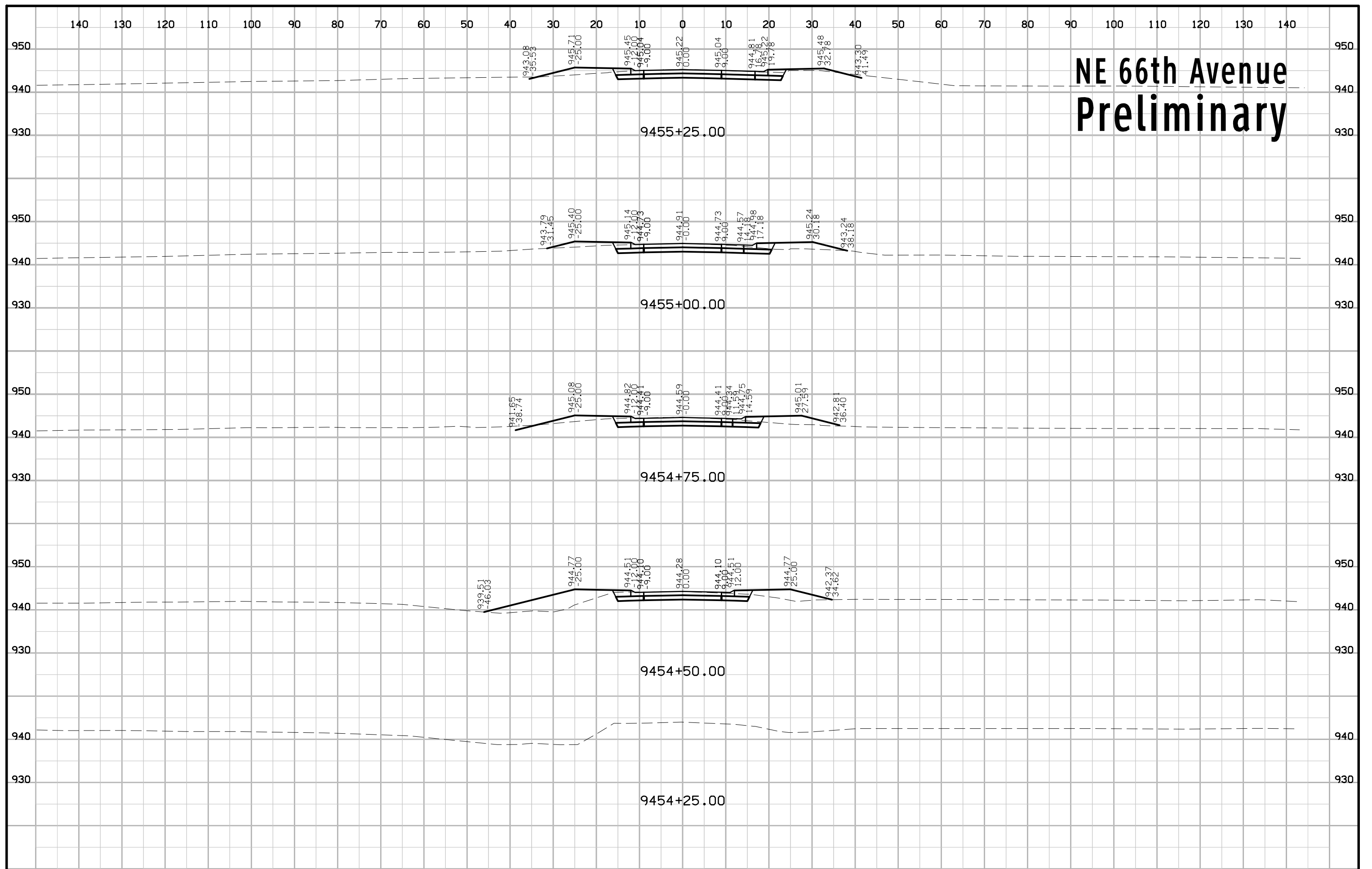
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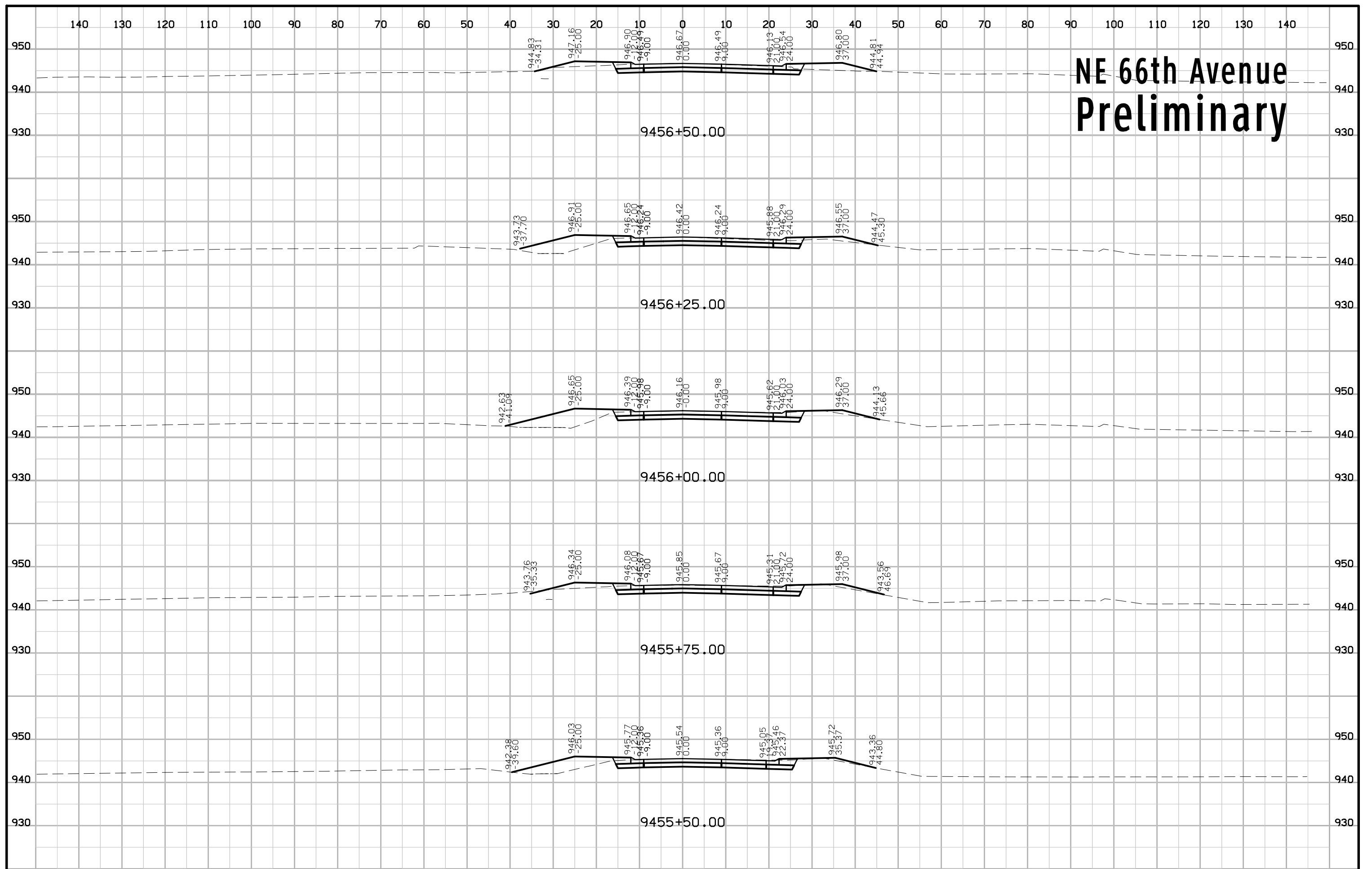
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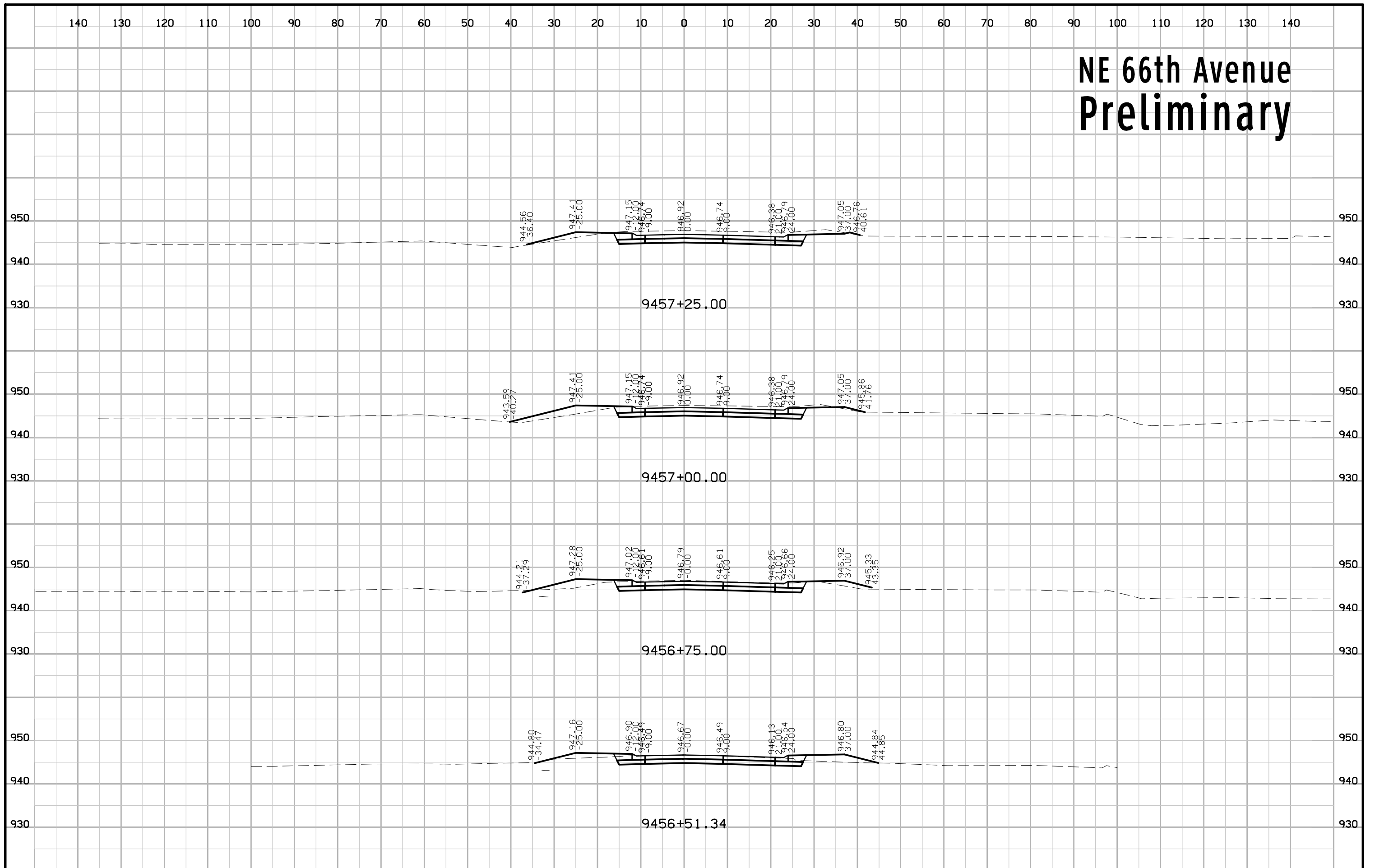
NE 66th Avenue Preliminary



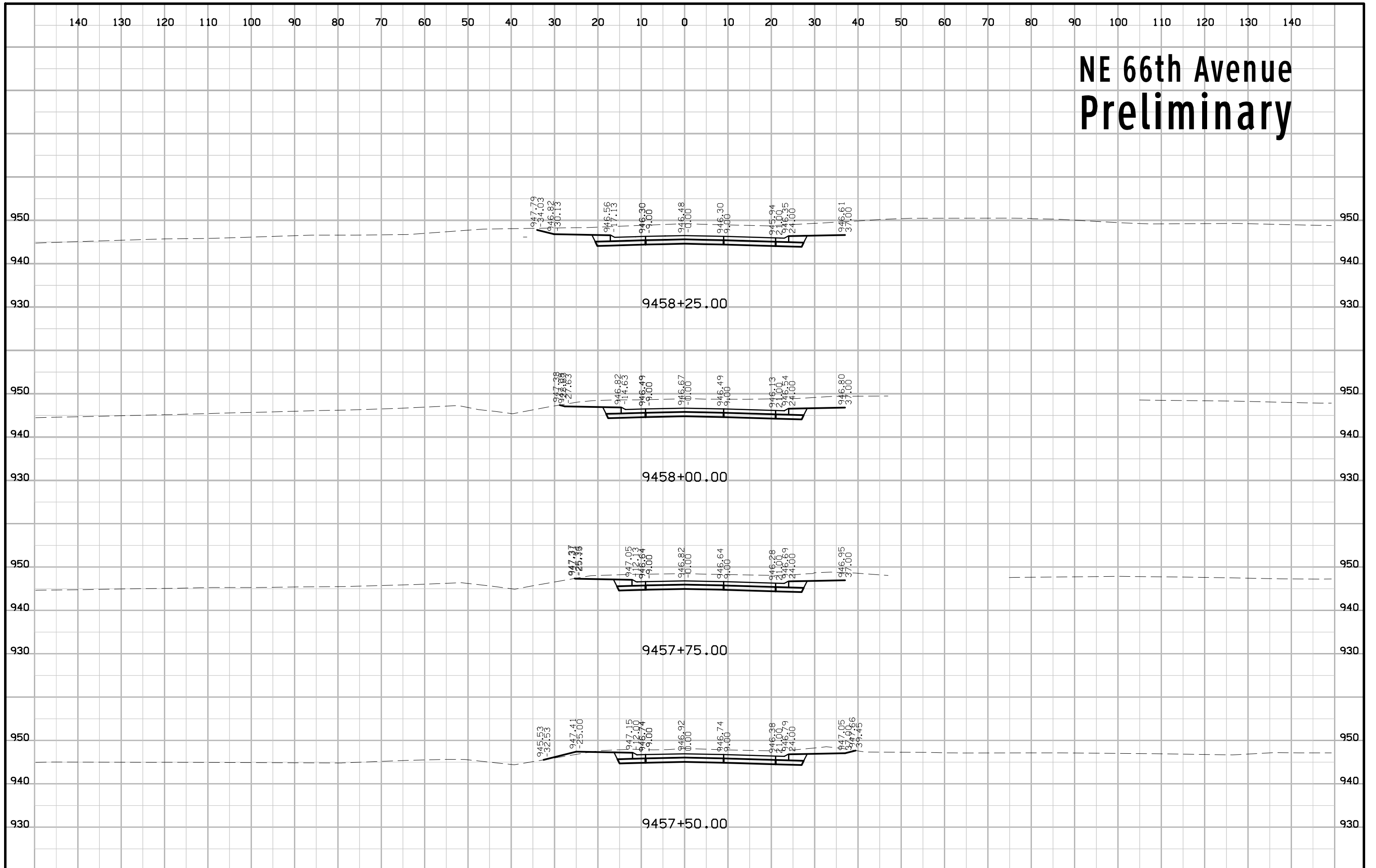
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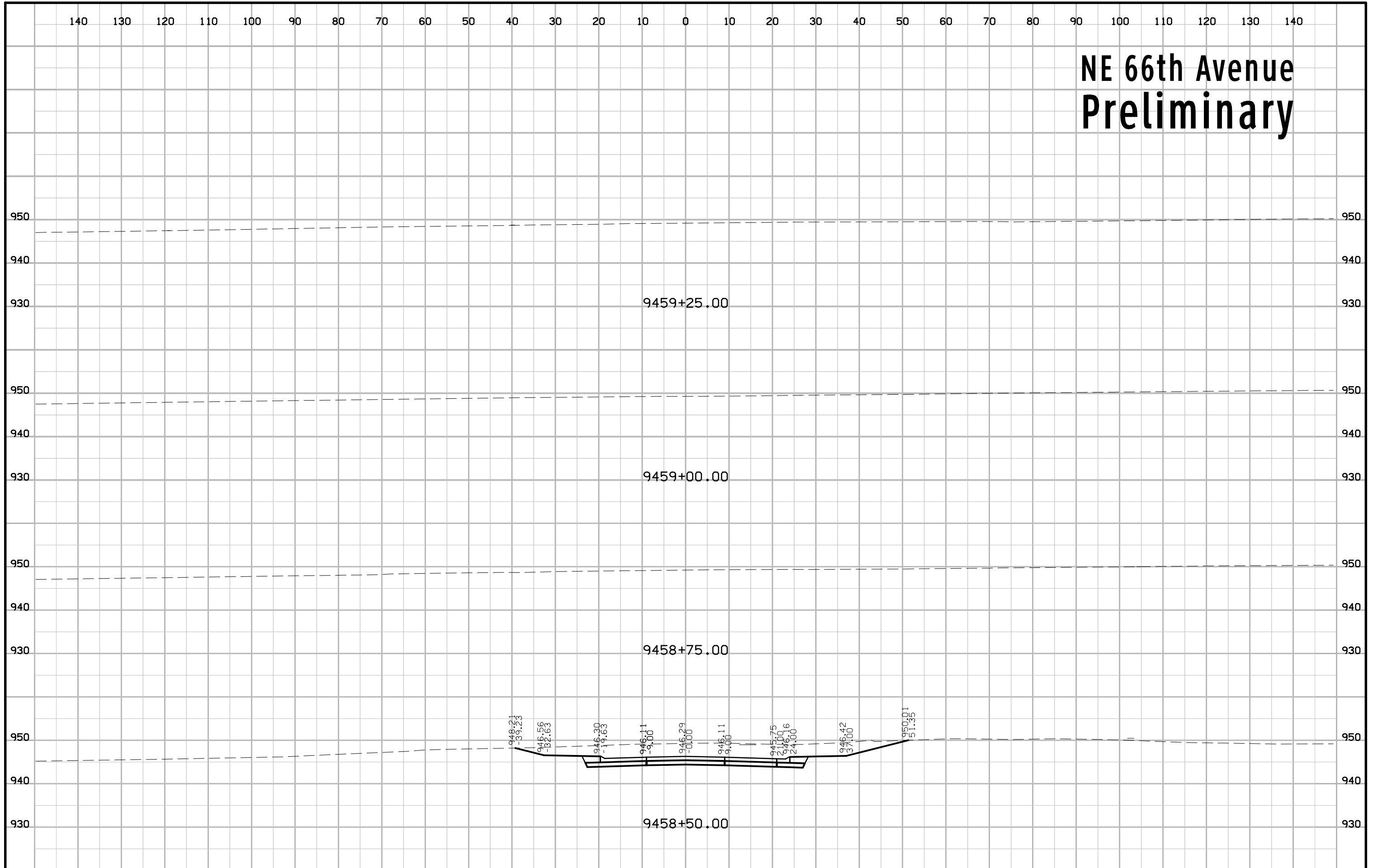
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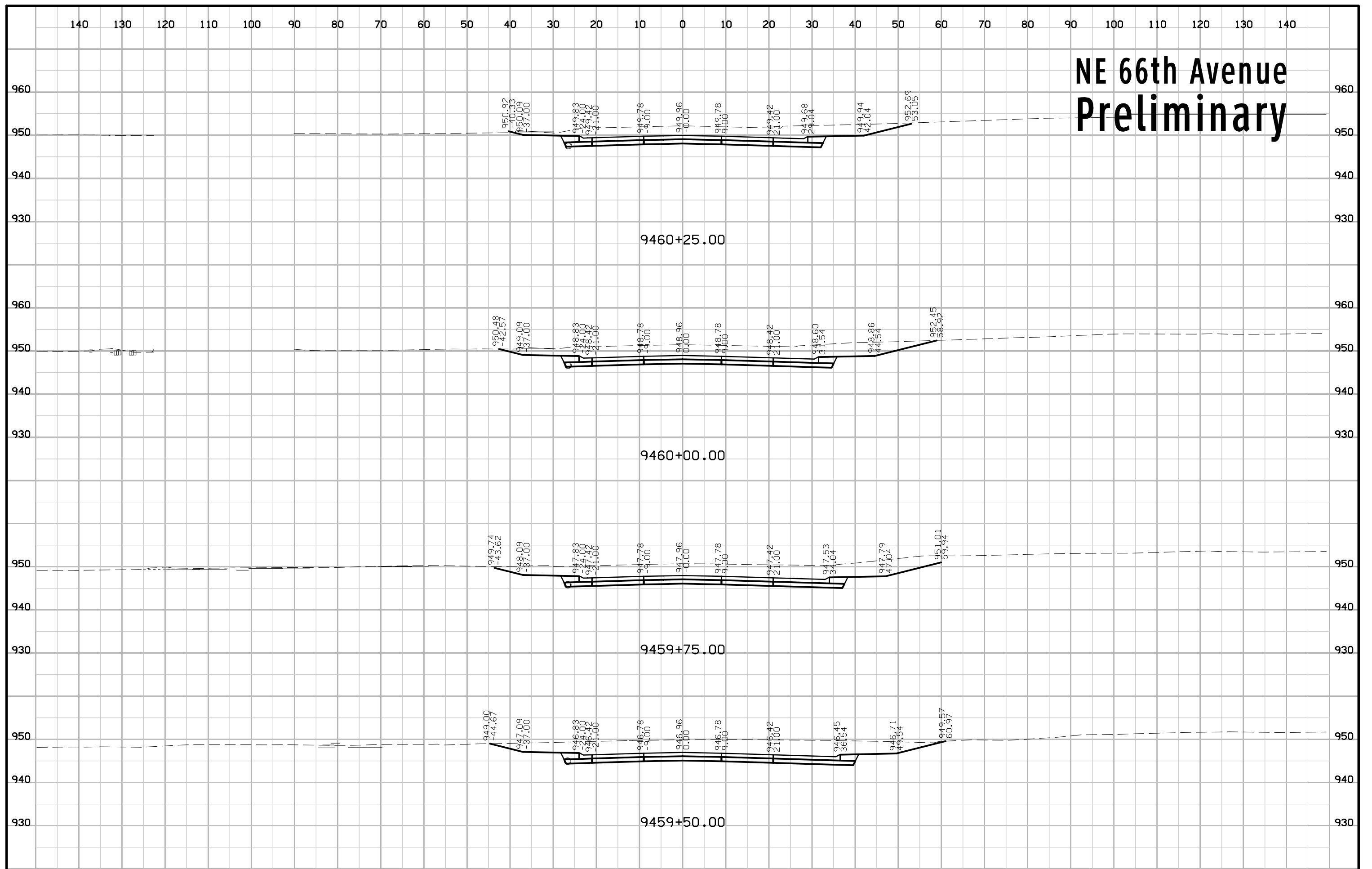
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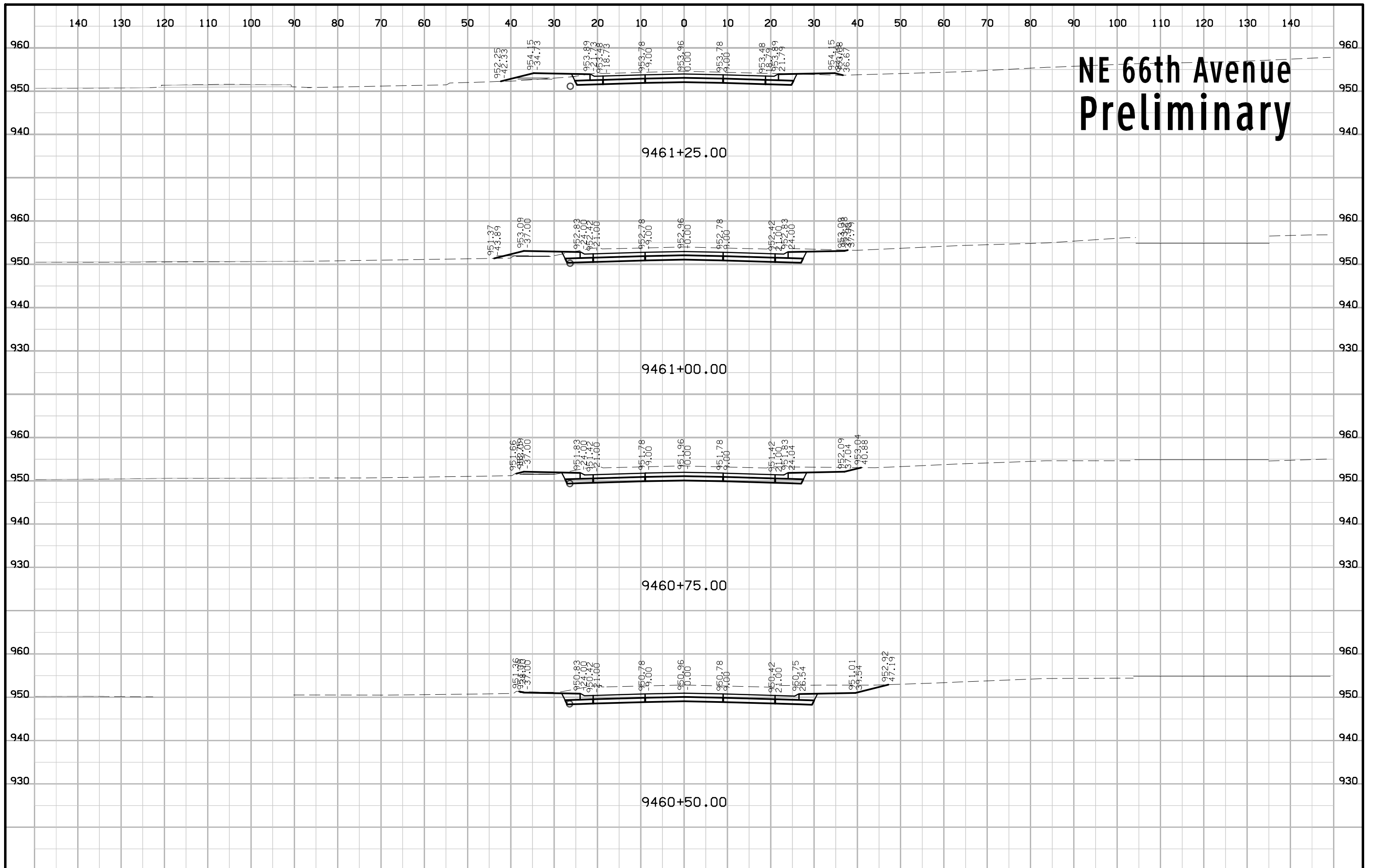


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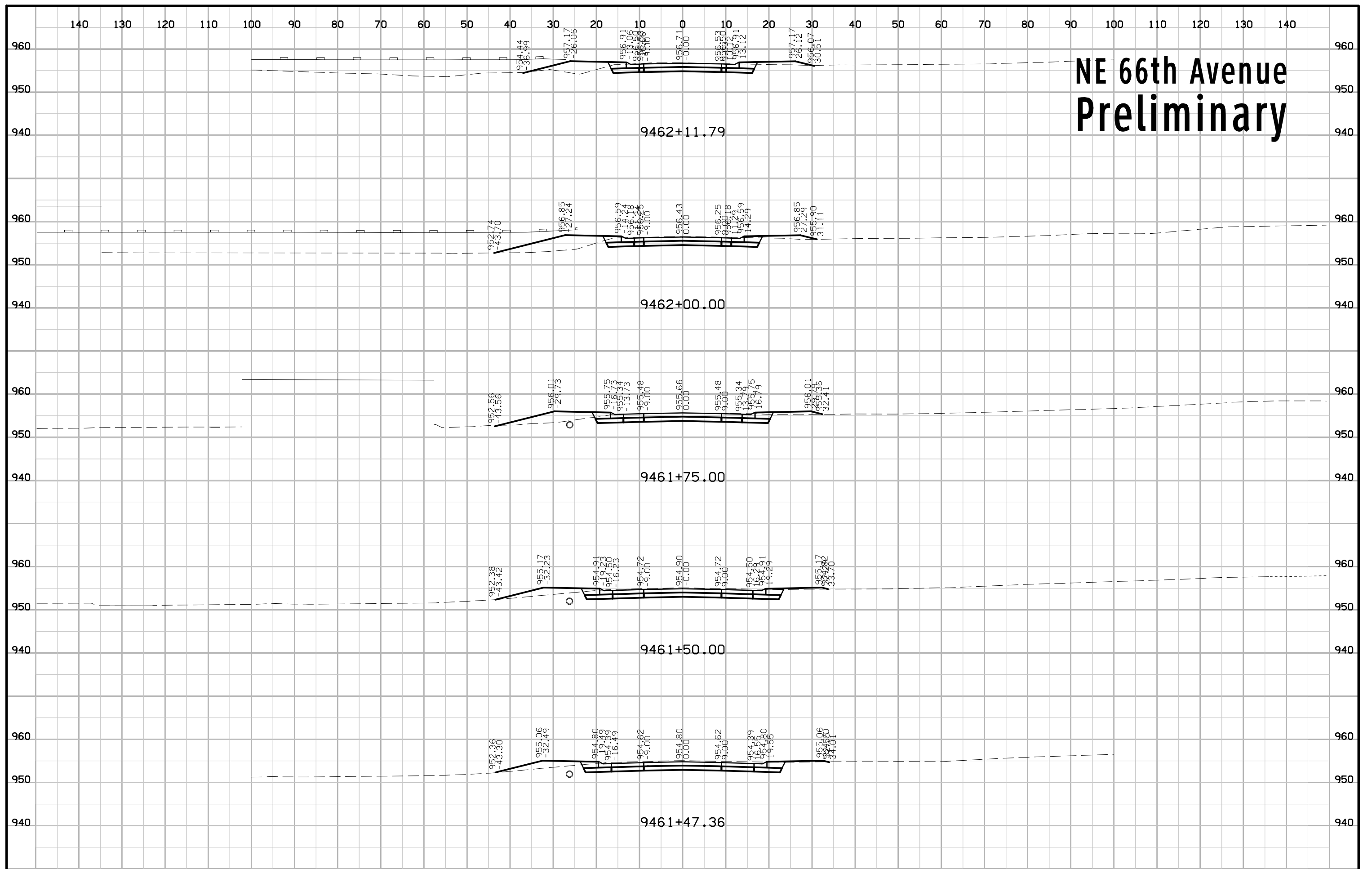


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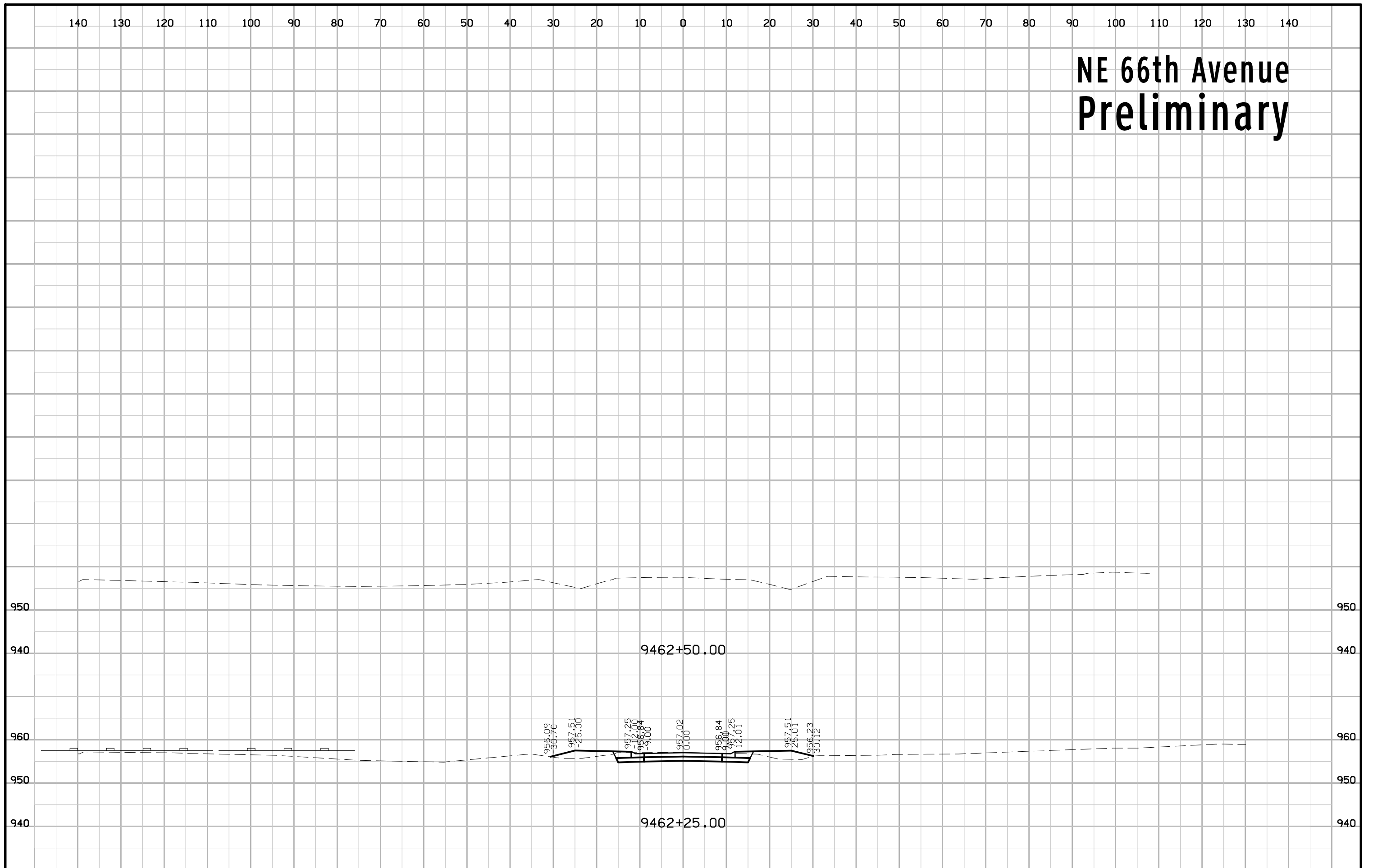




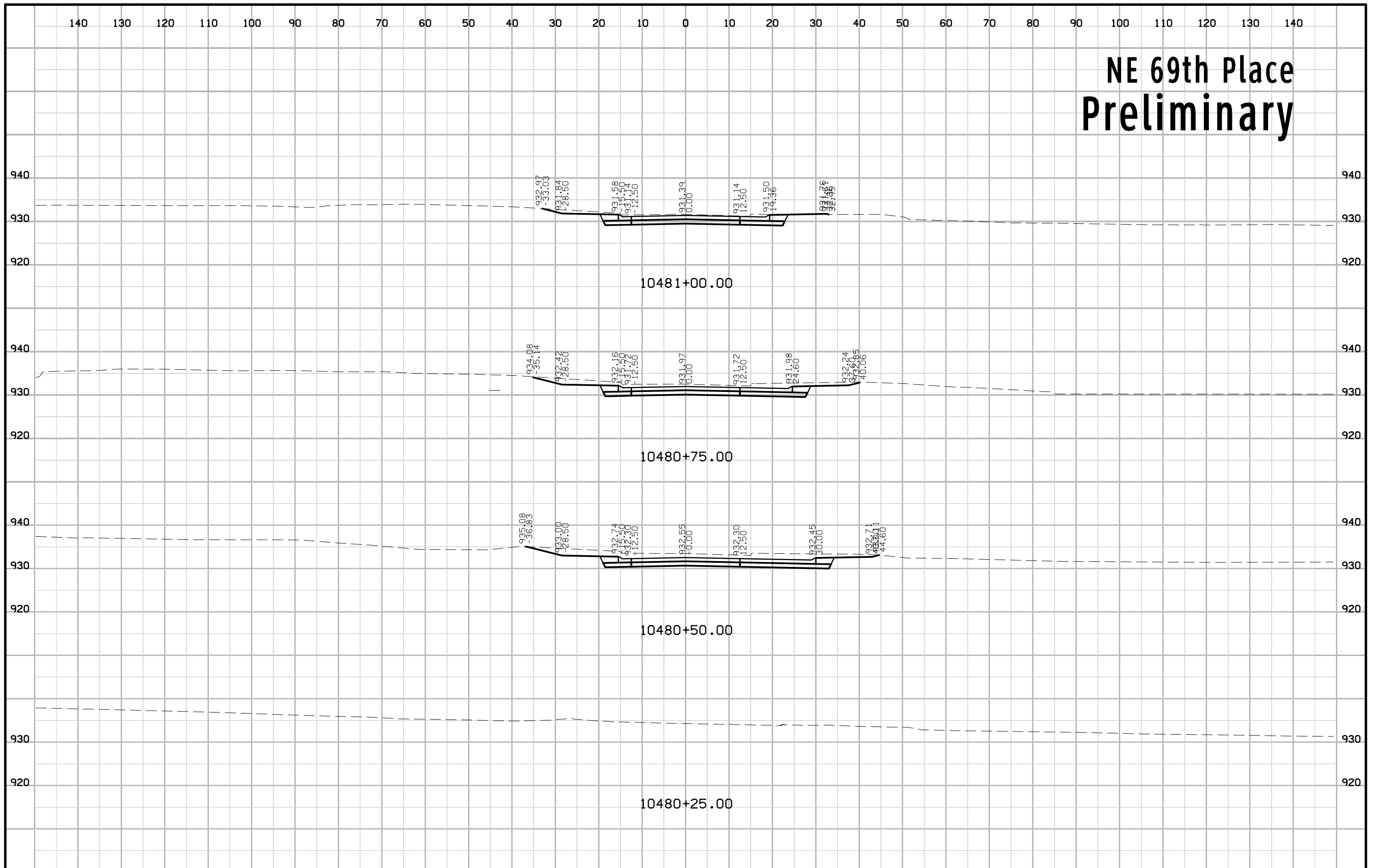
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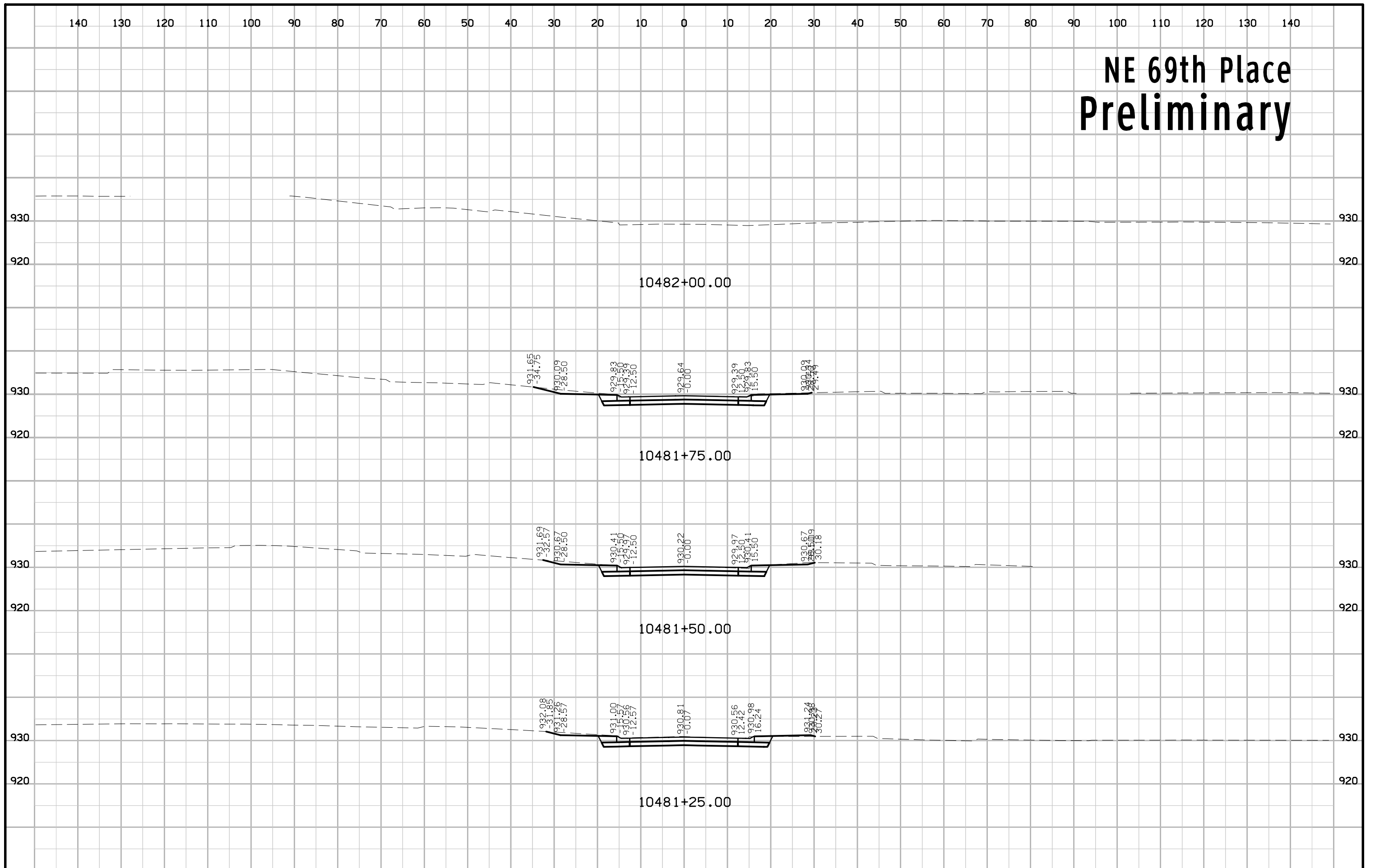
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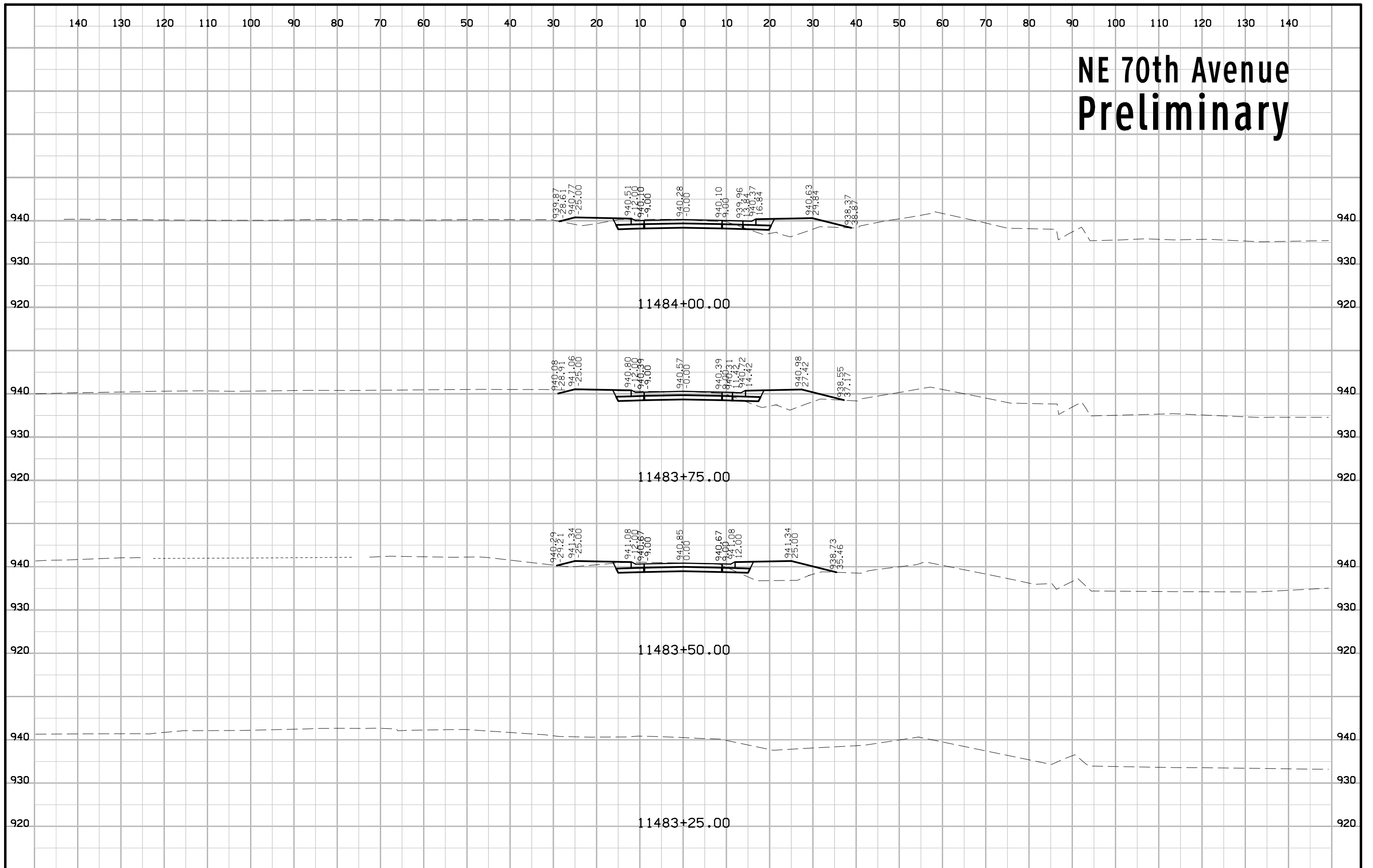
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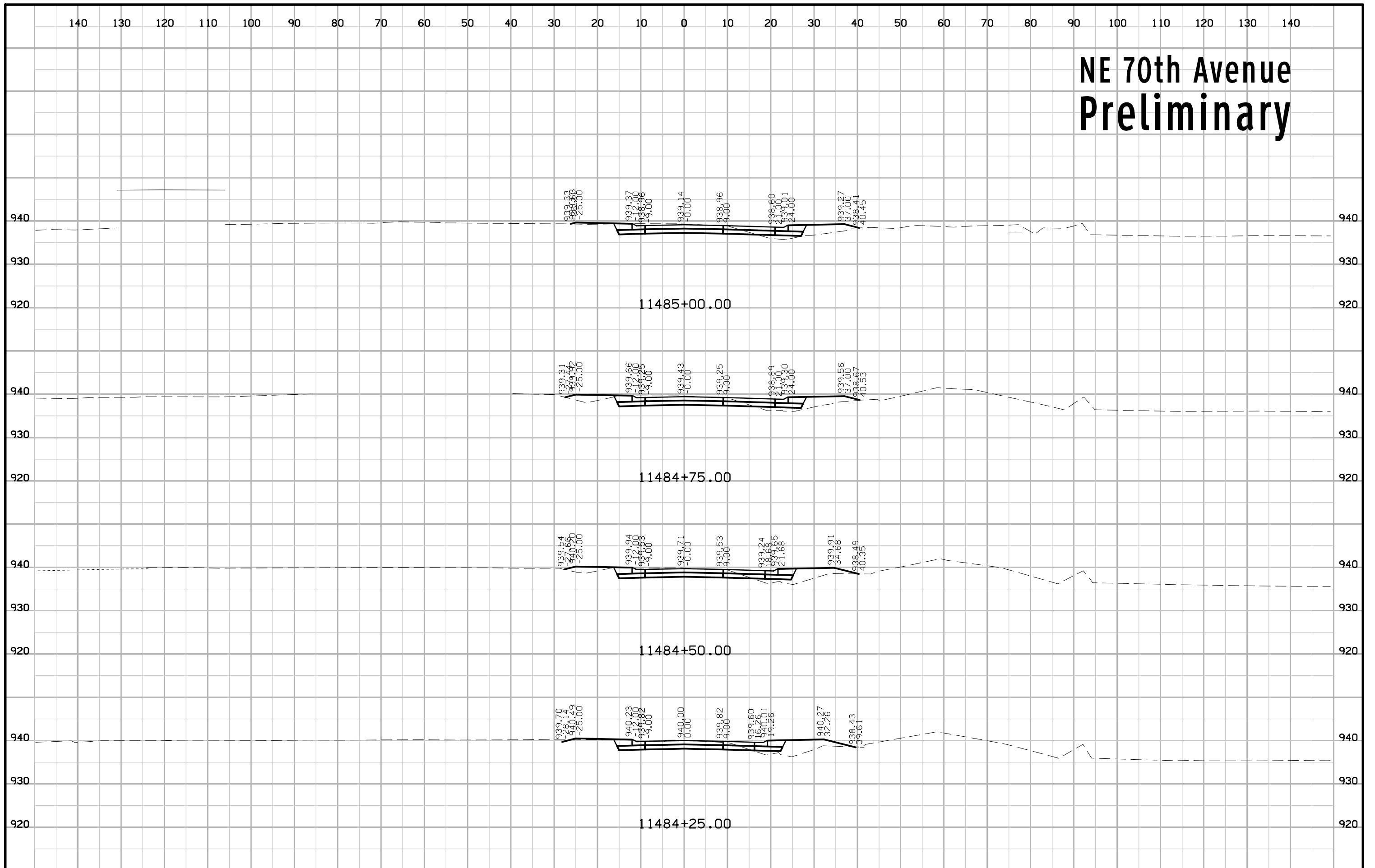
NE 69th Place Preliminary



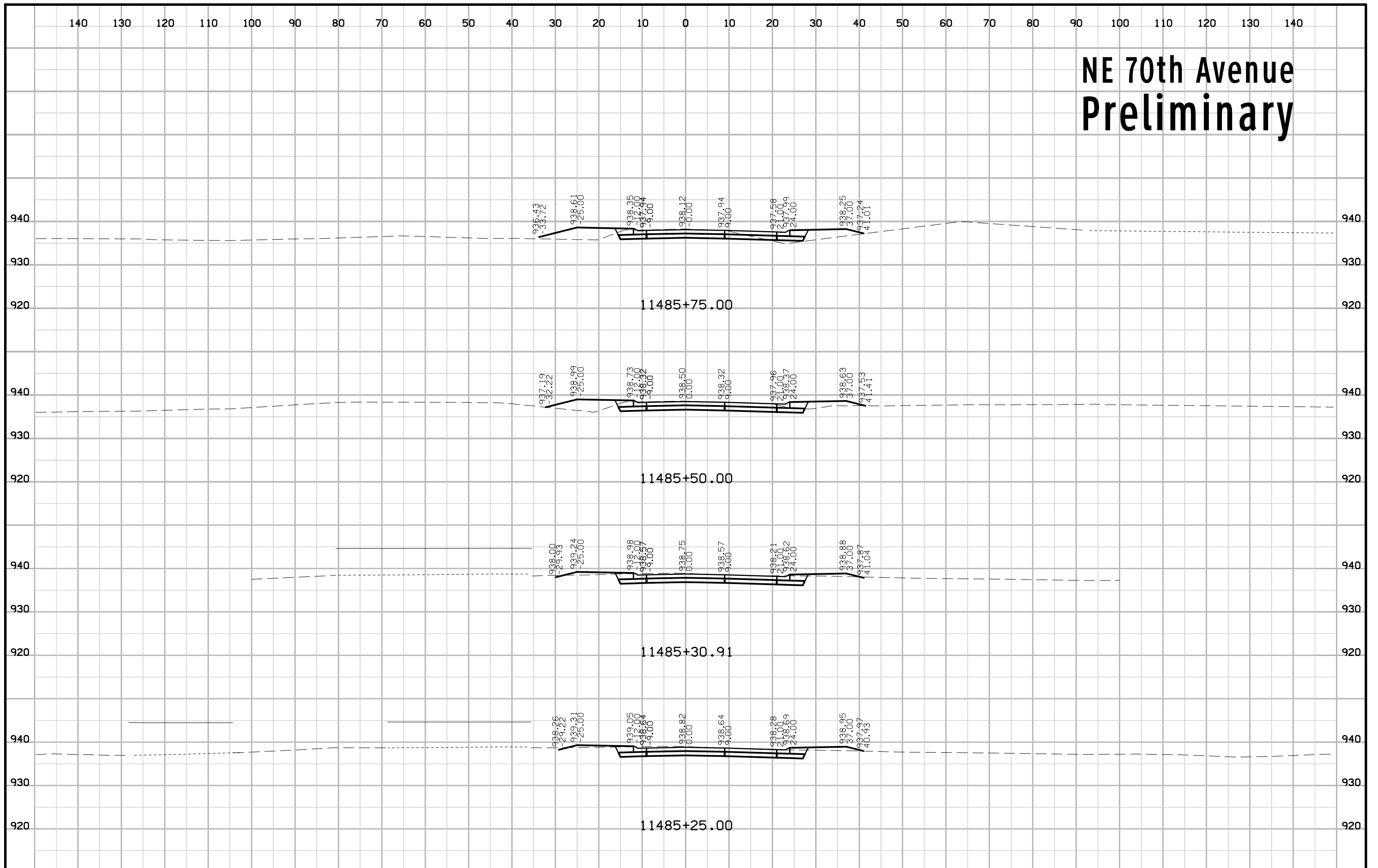
NE 70th Avenue Preliminary



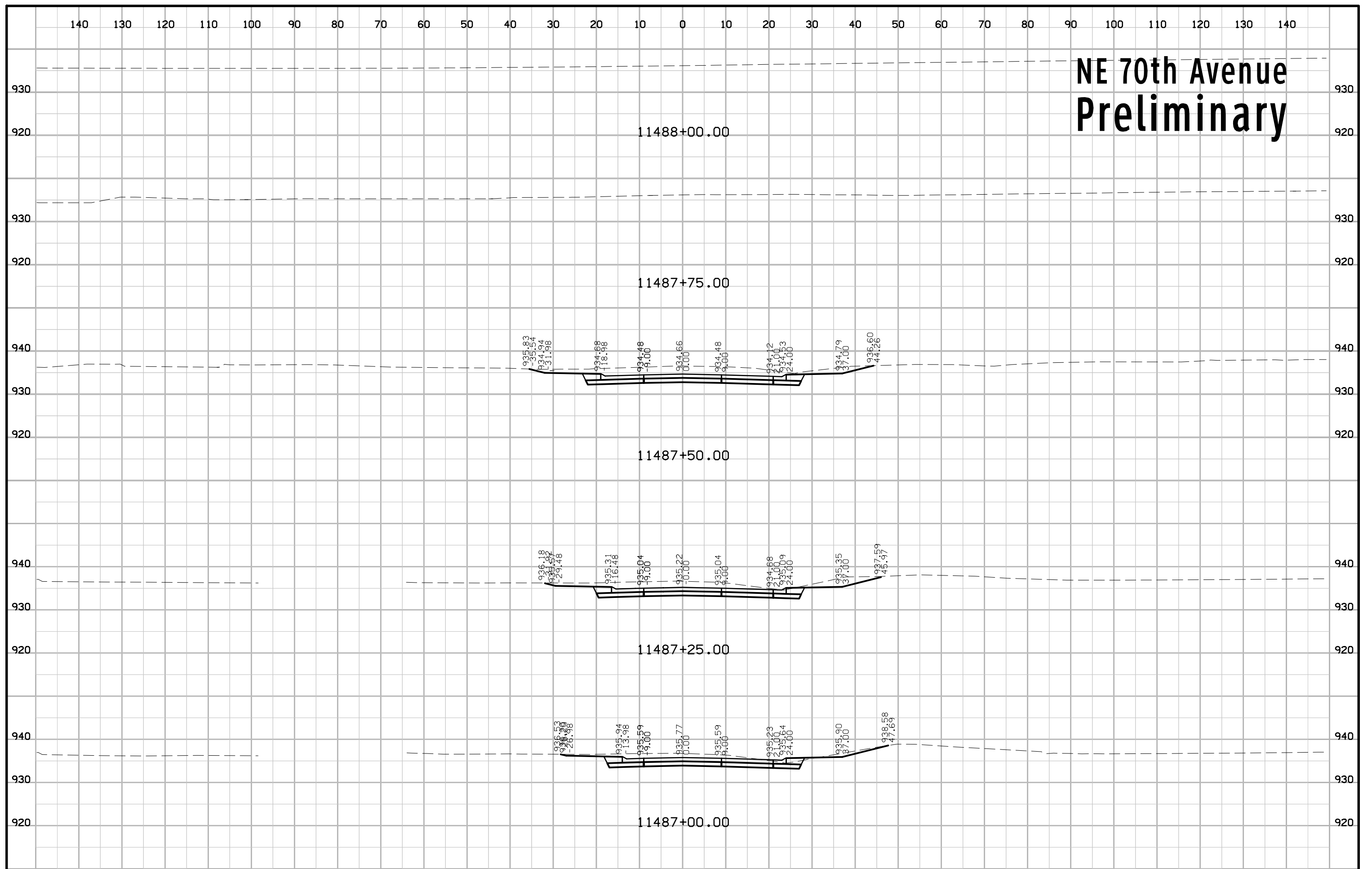
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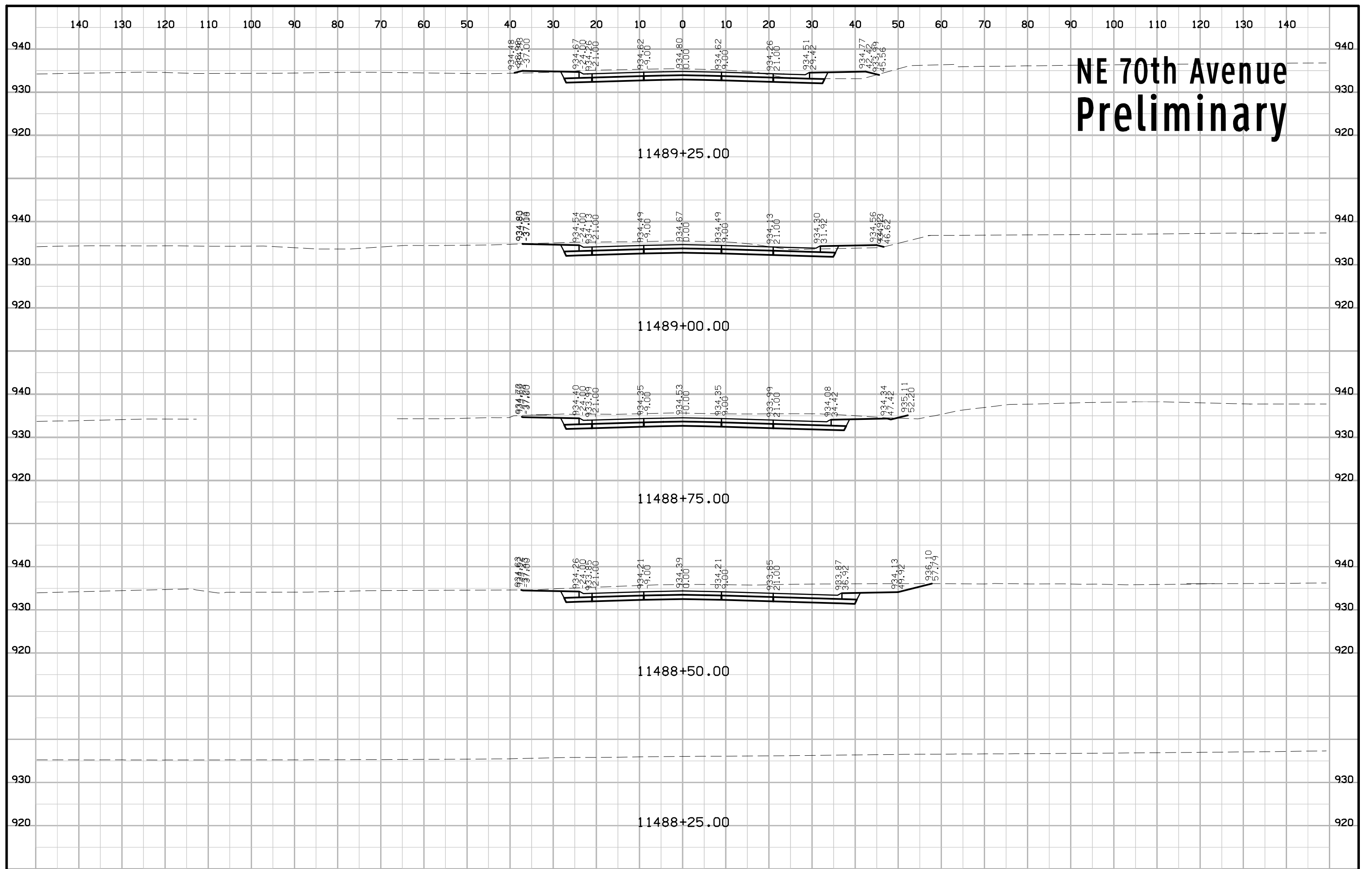
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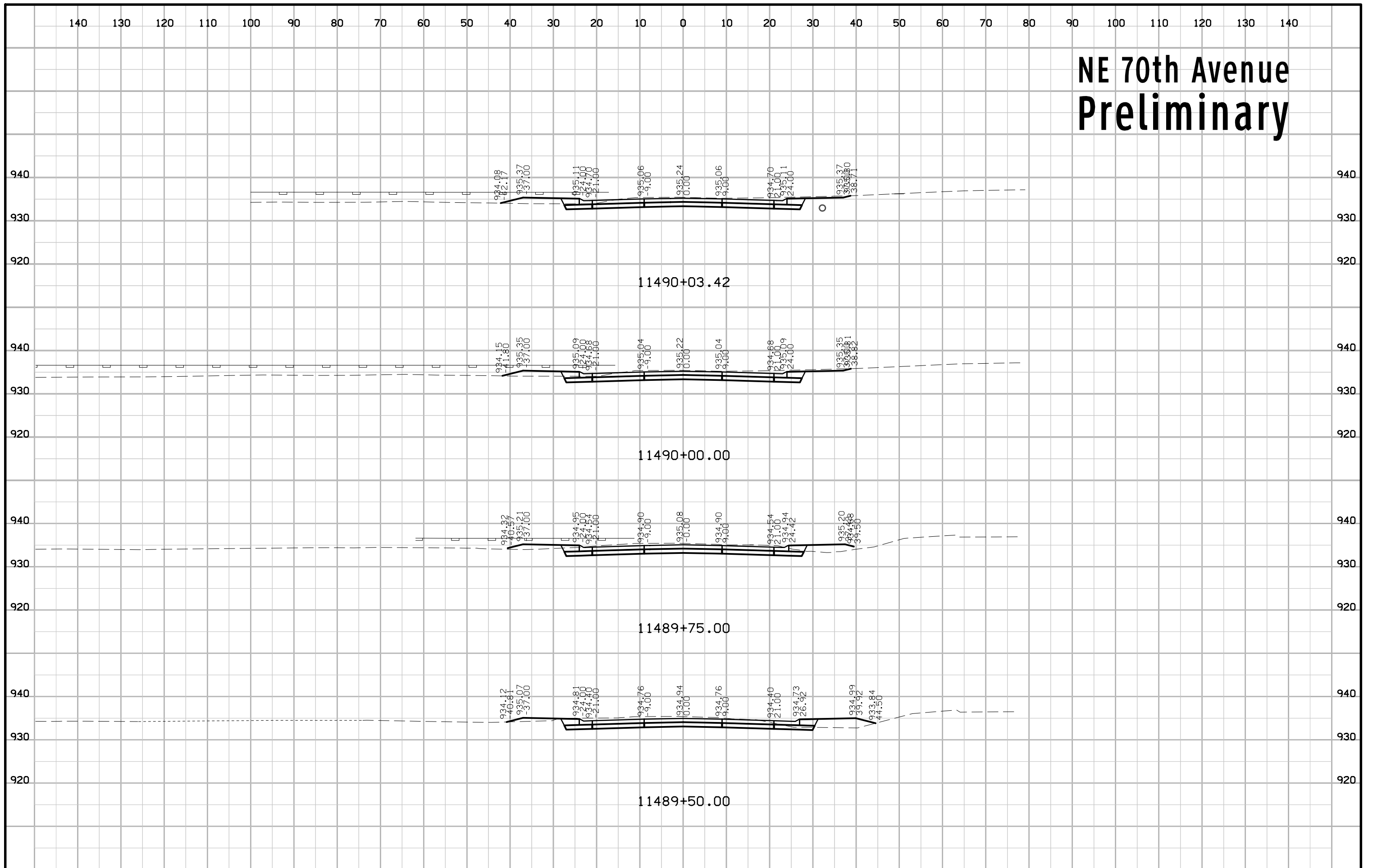
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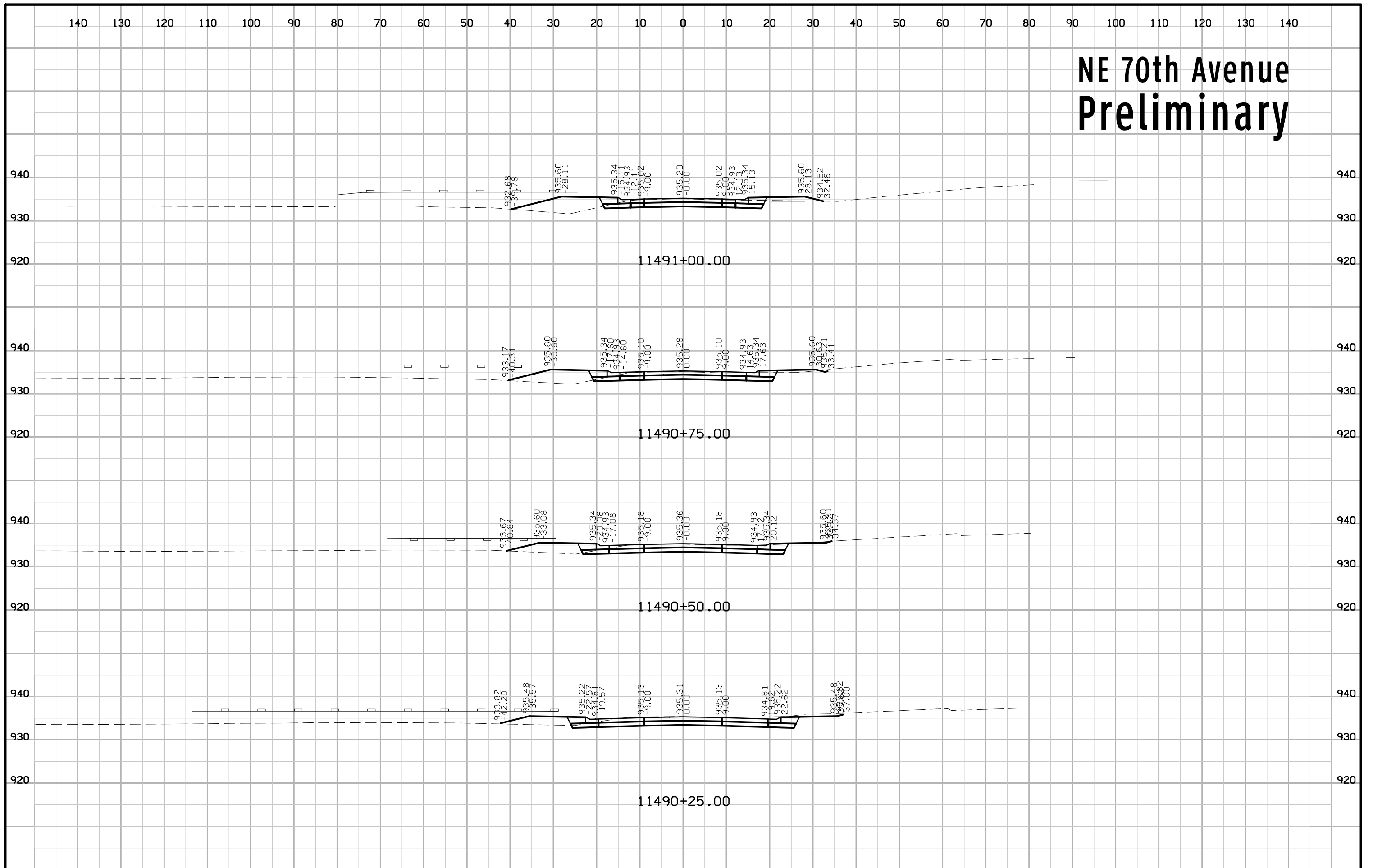
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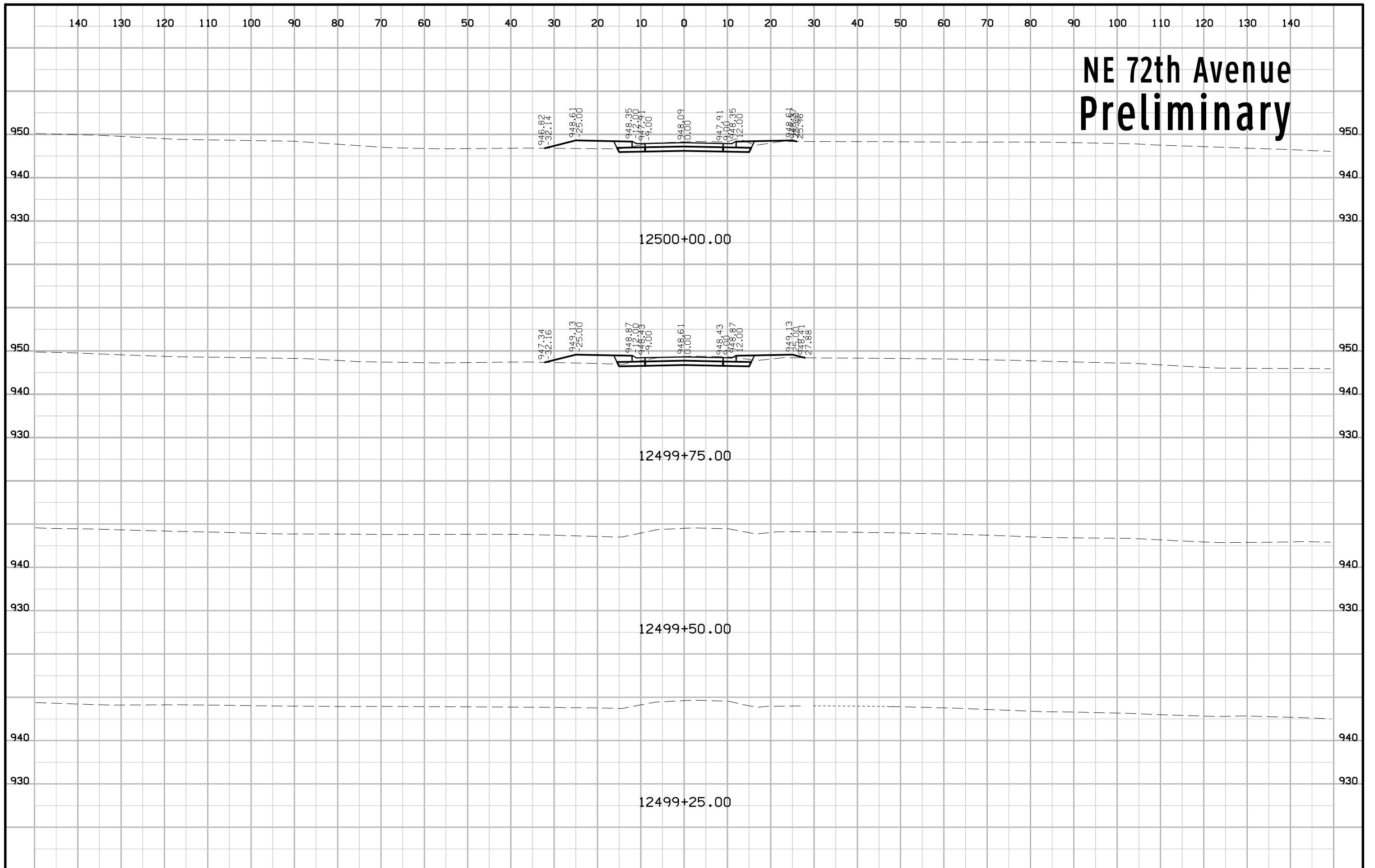
NE 70th Avenue Preliminary



NE 70th Avenue Preliminary



NE 72th Avenue Preliminary



NE 72th Avenue Preliminary

