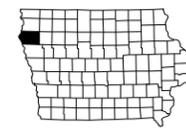


PLYMOUTH COUNTY

PCC PAVEMENT - GRADE AND REPLACE
NHSX-075-2(116)--3H-75

LETTING DATE
7/18/2028



INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	Typical Cross Sections and Details
B.1 - 10	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
D.1	Plan & Profile Legend & Symbol Information Sheet
D.2 - 5	US 75 Mainline
E Sheets	Side Road Plan and Profile Sheets
E.1	Grover and Grand Street
E.2	Main Street
E.3	Cedar Street & Maple Street
F Sheets	Detour or Temporary Pavement Sheets
F.1	Crossover Detour
F.2	Temporary Widening
F.3	Temporary Median
G Sheets	Survey Sheets
G.1	Survey Information
G.2	Control Point Vicinity Map
G.3	Horizontal and Vertical Project Control
G.4	Alignment Coordinates and Curve Data
J Sheets	Traffic Control and Staging Sheets
J.1	Staging Notes
J.2	Traffic Control & Staging Legend & Symbol Info. Sheet
J.3 - 10	Staging Cross Sections
J.11 - 26	Staging and Traffic Control Sheets
L Sheets	Geometric, Staking and Jointing Sheets
L.1 - 8	Geometric & Staking US 75
M Sheets	Storm Sewer Sheets
M.1	Storm Sewer Legend & Symbol Information Sheet
M.2	Storm Sewer Tabulations
M.3 - 5	Storm Sewer Plan and Profile Sheets US 75
N Sheets	Traffic Signal Sheets
N.1 - 3	Traffic Signal Sheets US 75
P Sheets	Lighting Layout Sheets
P.1 - 3	Lighting Layout Sheets US 75
U Sheets	500 Series, Mod.Stds. and Detail Sheets
U.1 - 2	Railroad Crossing Details
U.3 - 5	Removals
V Sheets	Bridge TS&L
V.1 - 6	Bridge TS&L
W Sheets	Mainline Cross Sections
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 42	Mainline Cross Sections
X Sheets	Side Road Cross Sections
X.1 - 12	Side Road Cross Sections
Y Sheets	Widening Cross Sections
Y.1 - 32	Widening Cross Sections



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
PLYMOUTH COUNTY
PCC PAVEMENT - GRADE AND REPLACE
 S of W Grover St to N of Maple St in Hinton

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

TOTAL	169
PROJECT IDENTIFICATION NUMBER	21-75-075-010
PROJECT NUMBER	NHSX-075-2(116)--3H-75
R.O.W. PROJECT NUMBER	

DESIGN DATA URBAN			
2028	AADT	<u>16,900</u>	V.P.D.
2048	AADT	<u>22,400</u>	V.P.D.
2048	DHV	<u>2,320</u>	V.P.H.
	TRUCKS	<u>16</u>	%
	Total		
	Design ESALs		

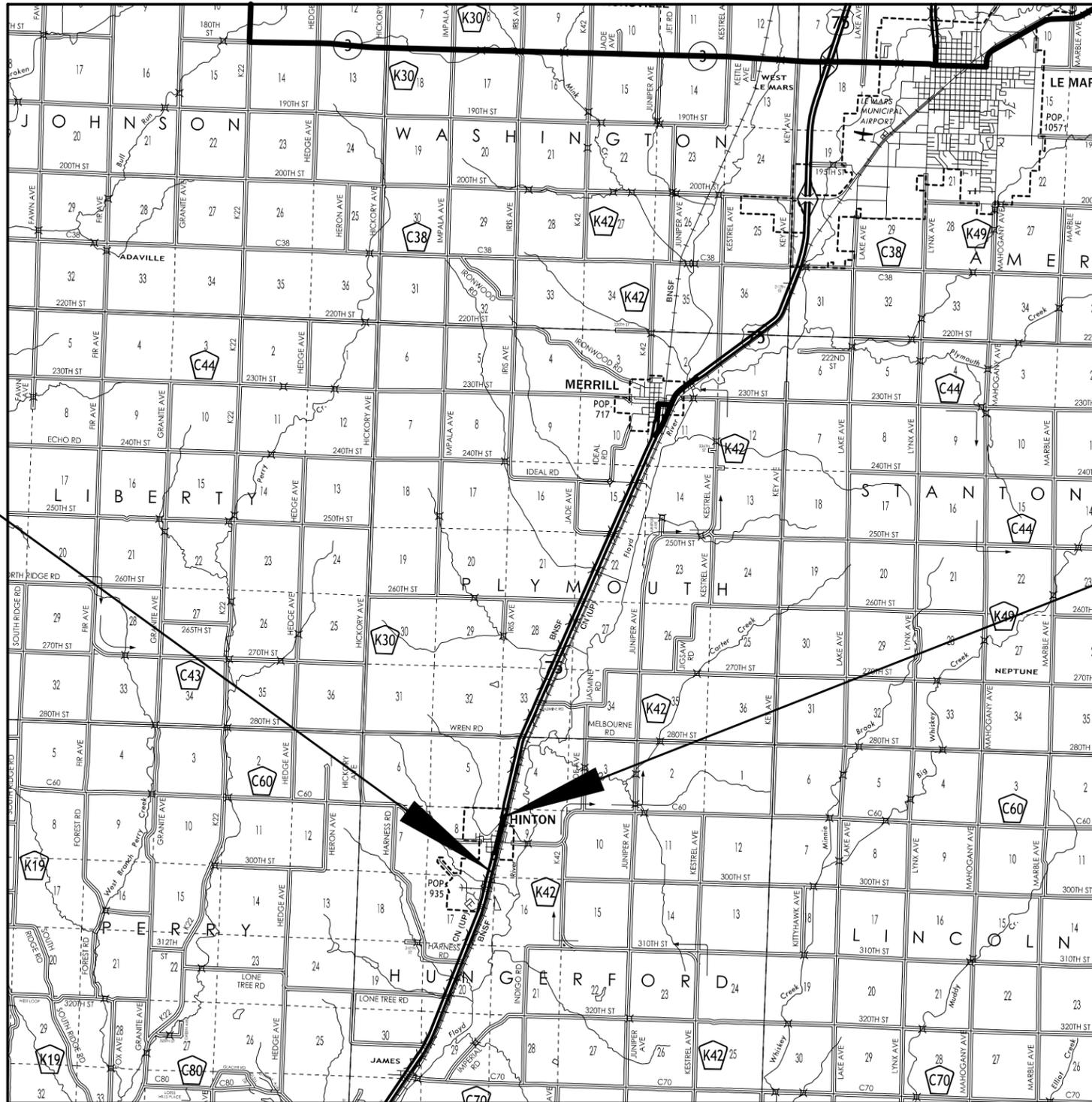
PRELIMINARY PLANS

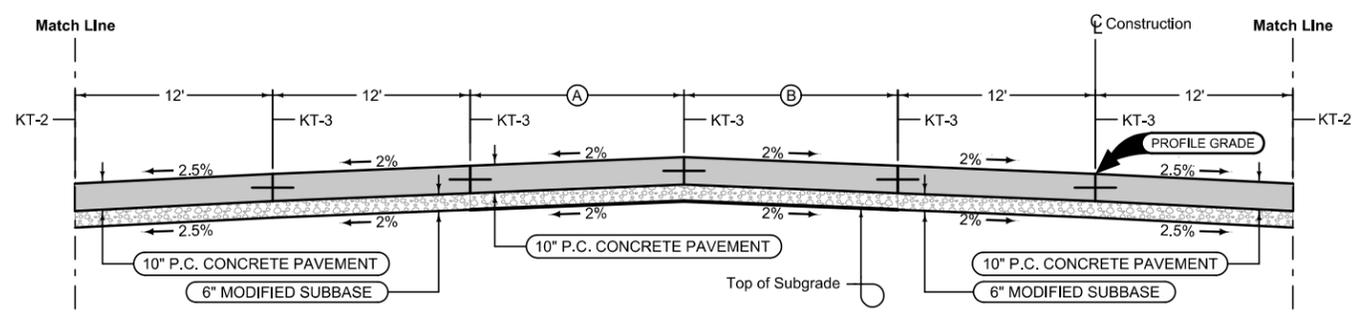
Subject to change by final design.

D5 Update – Date: Mar 6, 2026

BEGIN CONSTRUCTION
 STA. 1246+25 (US 75 NB)
 (MP 105.12)

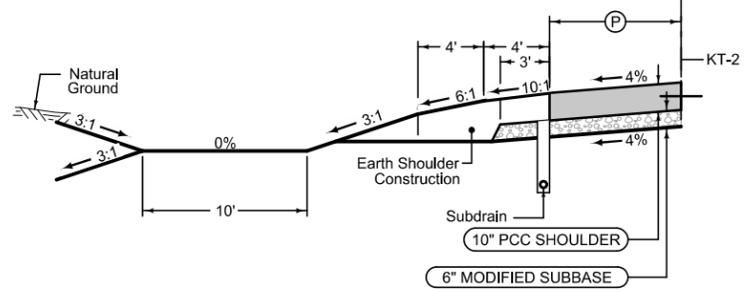
END CONSTRUCTION
 STA. 1284+16.53 (US 75 NB)
 (MP 105.80)





Mainline Jointing:
 Transverse joints: CD at 17' spacing
 Longitudinal joint: KT-3

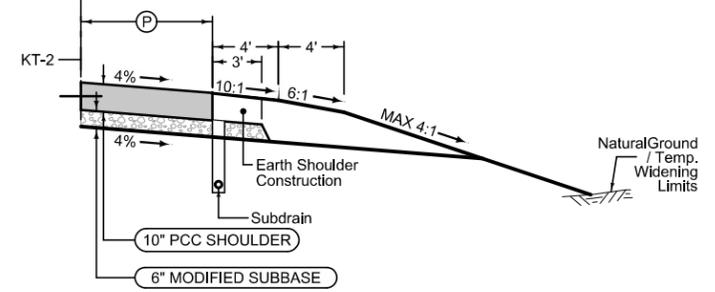
BEGIN STATION	END STATION	(A) Feet	(B) Feet
1250+00	1255+85	13,2-9,0	13,20-9,0



Full Depth PCC Shoulder

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

STATION TO STATION	(P) Feet
1250+00 1255+85	10



Full Depth PCC Shoulder

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

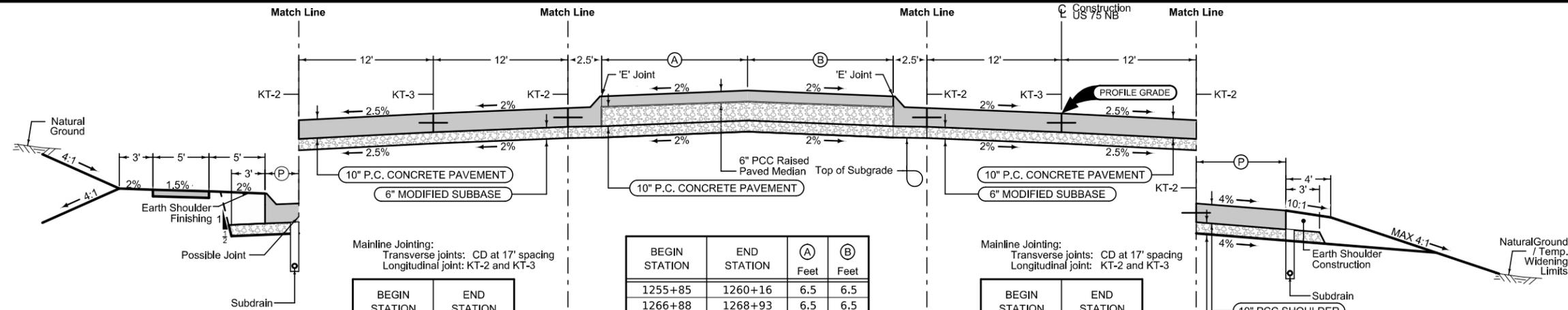
STATION TO STATION	(P) Feet
1250+00 1255+85	10

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

**MAINLINE US 75
 PAVING AND GRADING**



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 17' spacing

STATION TO STATION	(P) Feet	Curb Type See PV-102
1255+85	1271+45	2.5
		6" Standard

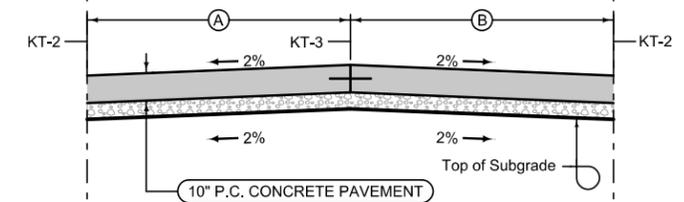
Mainline Jointing:
 Transverse joints: CD at 17' spacing
 Longitudinal joint: KT-2 and KT-3

BEGIN STATION	END STATION	(A) Feet	(B) Feet
1255+85	1271+45		

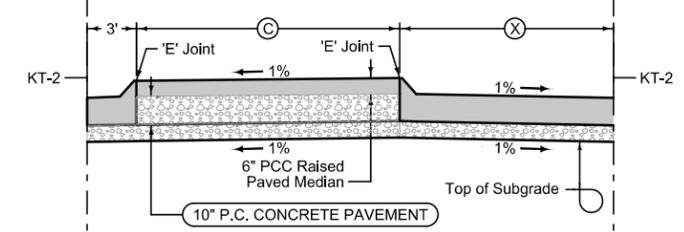
BEGIN STATION	END STATION	(A) Feet	(B) Feet
1255+85	1260+16	6.5	6.5
1266+88	1268+93	6.5	6.5

Mainline Jointing:
 Transverse joints: CD at 17' spacing
 Longitudinal joint: KT-2 and KT-3

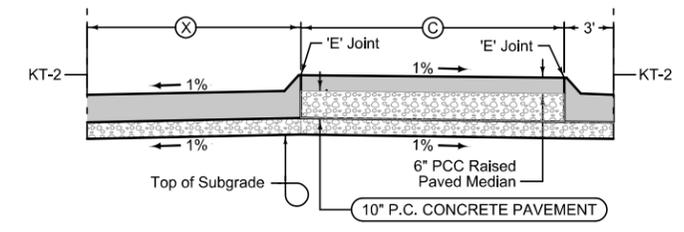
BEGIN STATION	END STATION
1255+85	1271+45



BEGIN STATION	END STATION	(A) Feet	(B) Feet
1262+69	1264+10	9	9



BEGIN STATION	END STATION	(C) Feet	(X) Feet
1260+16	1261+17	13-3	0-12.5
1261+17	1262+69	3	12.5
1268+93	1269+94	3-13	12.5-0
1269+94	1271+47	3	12.5

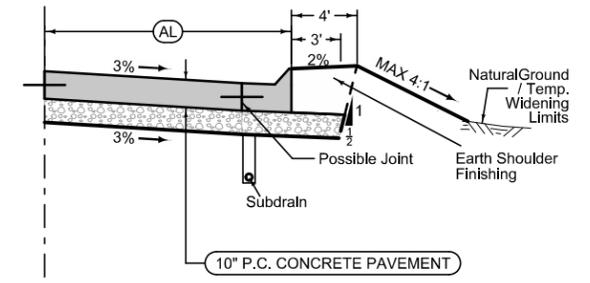


BEGIN STATION	END STATION	(C) Feet	(X) Feet
1264+10	1265+87	3	12.5
1265+87	1266+88	3-13	12.5-0



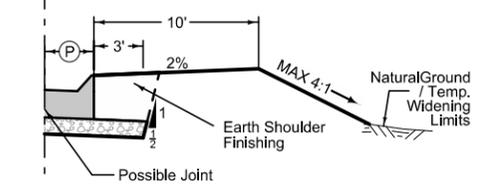
Full Depth PCC Shoulder
 Shoulder Jointing:
 Longitudinal joint: BT-2, L-2 or KT-2
 Transverse joints: C at 17' spacing

STATION TO STATION	(P) Feet
1255+85	1257+40
1257+40	1259+20



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

BEGIN STATION	END STATION	(AL) Feet
1257+40	1259+20	0-14.5
1259+20	1262+61	14.5



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 17' spacing

STATION TO STATION	(P) Feet	Curb Type See PV-102
1264+45	1271+48	2.5
		6" Standard

MAINLINE US 75 PAVING AND GRADING

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

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

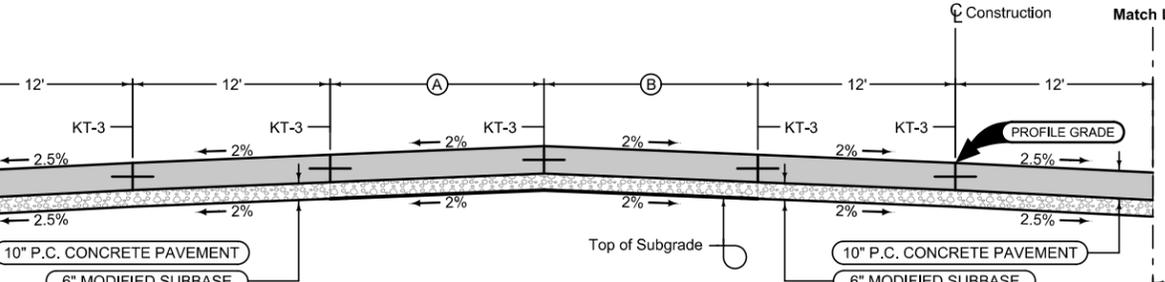
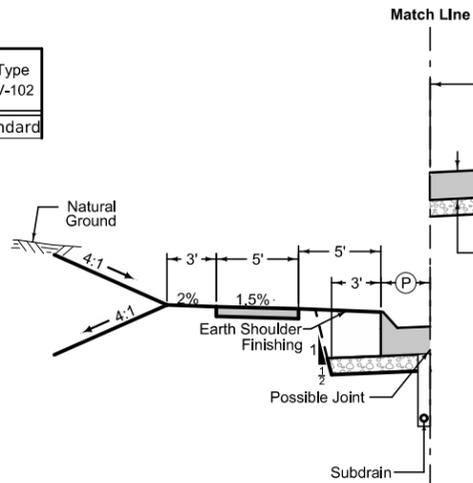
See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

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 17' spacing

STATION TO STATION	(P) Feet	Curb Type See PV-102
1271+45 1274+01	2.5	6" Standard



Mainline Jointing:
 Transverse joints: CD at 17' spacing
 Longitudinal joint: KT-3

BEGIN STATION	END STATION
1271+45	1278+79

BEGIN STATION	END STATION	(A) Feet	(B) Feet
1271+45	1272+85	9	9
1272+85	1275+92	9-7	9-7
1275+92	1278+93	7	7

BEGIN STATION	END STATION
1271+45	1279+06

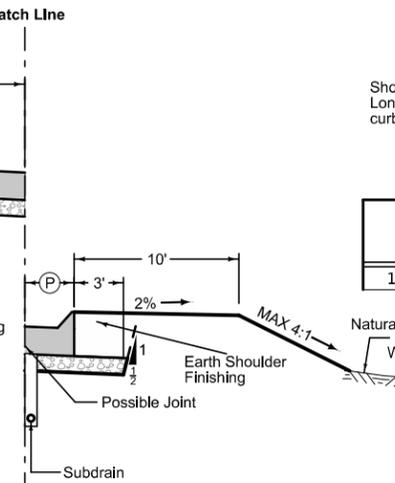
Mainline Jointing:
 Transverse joints: CD at 17' spacing
 Longitudinal joint: KT-3

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 17' spacing

STATION TO STATION	(P) Feet	Curb Type See PV-102
1271+45 1272+12	2.5	6" Standard

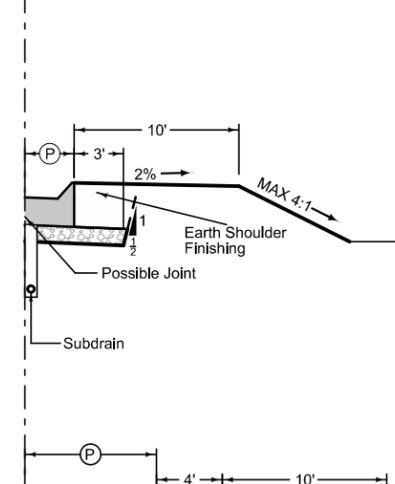


Curbed Shoulder

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 17' spacing

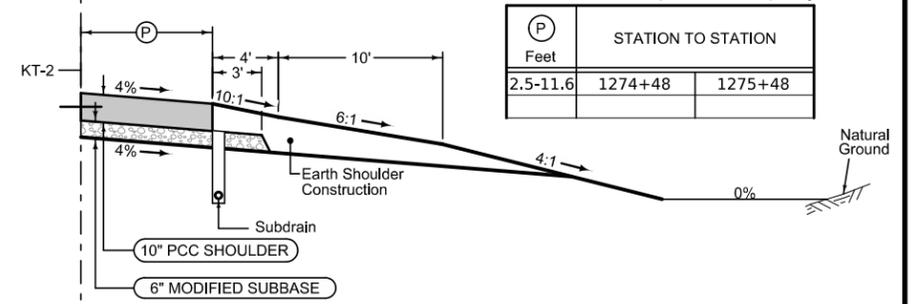
STATION TO STATION	(P) Feet	Curb Type See PV-102
1272+12 1274+48	2.5	6" Standard



Full Depth PCC Shoulder

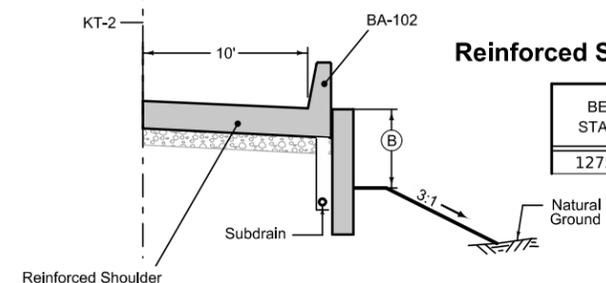
Shoulder Jointing:
 Longitudinal joint: BT-2, L-2 or KT-2
 Transverse joints: C at 17' spacing

(P) Feet	STATION TO STATION
2.5-11.6	1274+48 1275+48



Reinforced Shoulder with Retaining Wall

BEGIN STATION	END STATION	(B) Feet
1275+48	1279+21	0-4

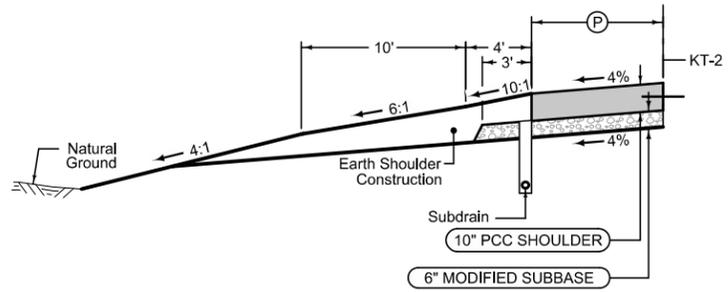
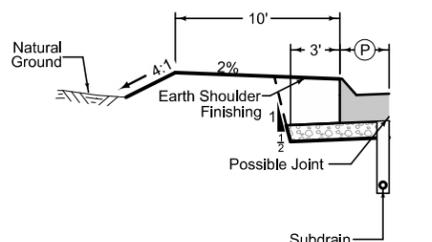


Curbed Shoulder

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 17' spacing

STATION TO STATION	(P) Feet	Curb Type See PV-102
1274+01 1277+63	2.5	6" Standard



Full Depth PCC Shoulder

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

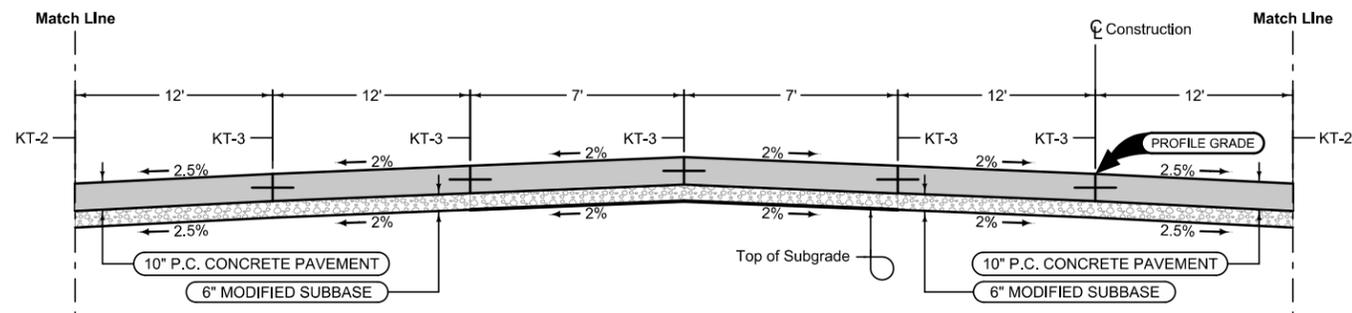
STATION TO STATION	(P) Feet
1277+63 1278+00	2.5-10
1278+00 1278+71	10

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

MAINLINE US 75 PAVING AND GRADING



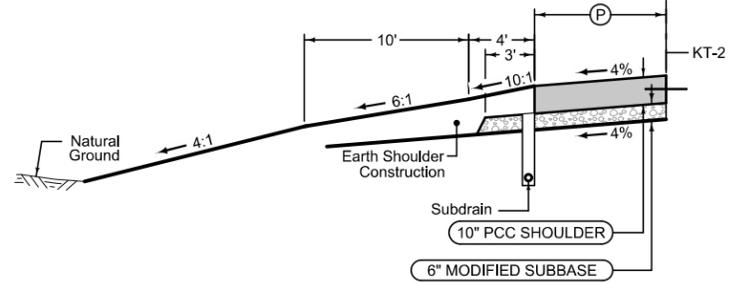
Mainline Jointing:
 Transverse joints: CD at 17' spacing
 Longitudinal joint: KT-3

BEGIN STATION	END STATION
1280+06	1284+17

BEGIN STATION	END STATION
1280+19	1284+17

Mainline Jointing:
 Transverse joints: CD at 17' spacing
 Longitudinal joint: KT-3

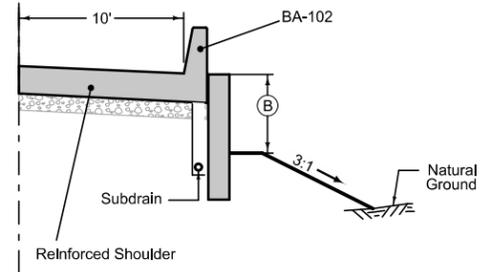
BEGIN STATION	END STATION
1280+32	1284+17



Full Depth PCC Shoulder

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

STATION TO STATION	(P) Feet
1279+90 1284+17	10



Reinforced Shoulder with Retaining Wall

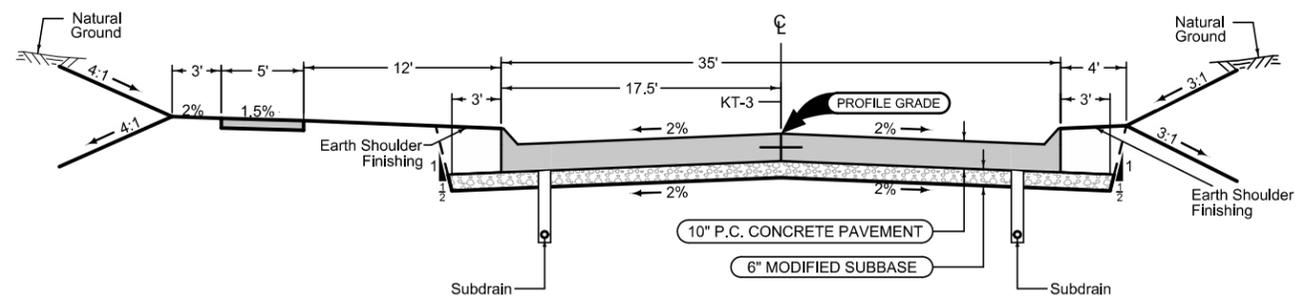
BEGIN STATION	END STATION	(B) Feet
1280+48	1284+17	0 - 4

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

**MAINLINE US 75
 PAVING AND GRADING**



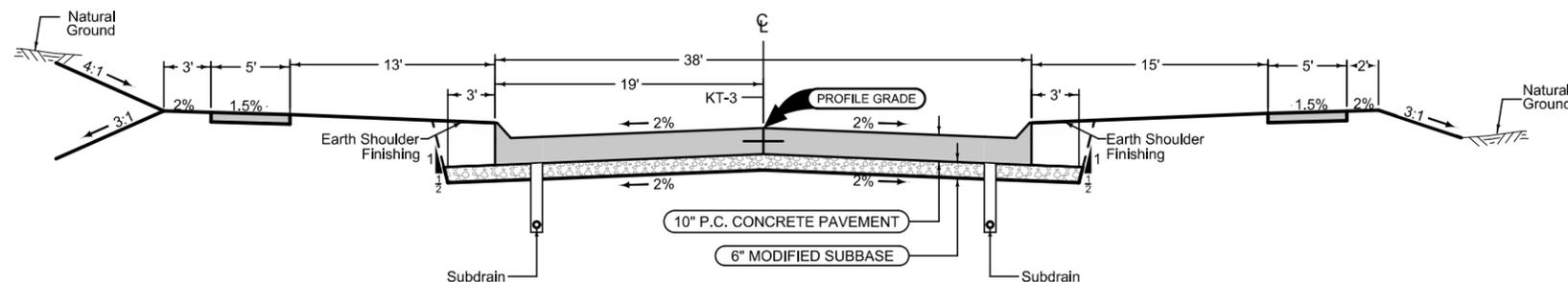
STREET	BEGIN STATION	END STATION
Grover	8+80	9+85
Refer to L Sheets for Return details		

GROVER PAVING AND GRADING

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.



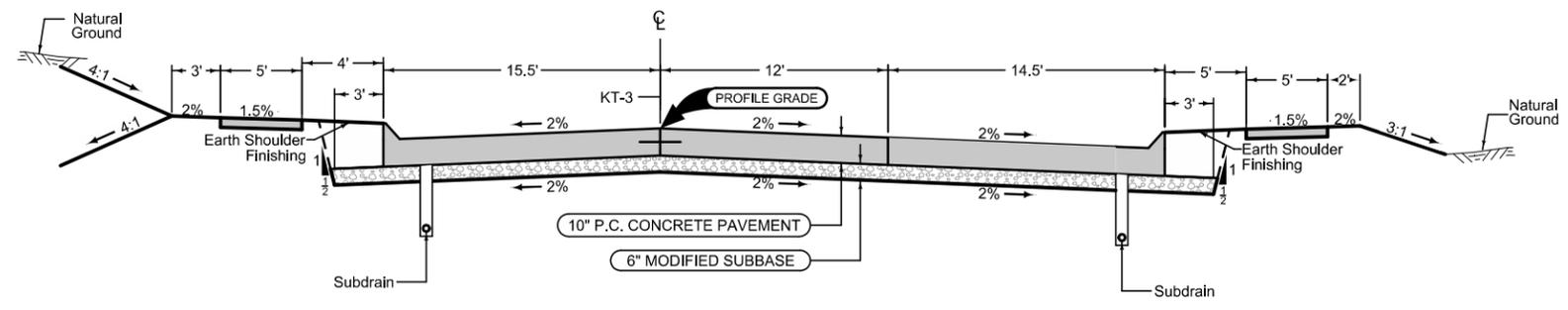
STREET	BEGIN STATION	END STATION
Grand	18+85	19+85
Refer to L Sheets for Return details		

GRAND PAVING AND GRADING

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.



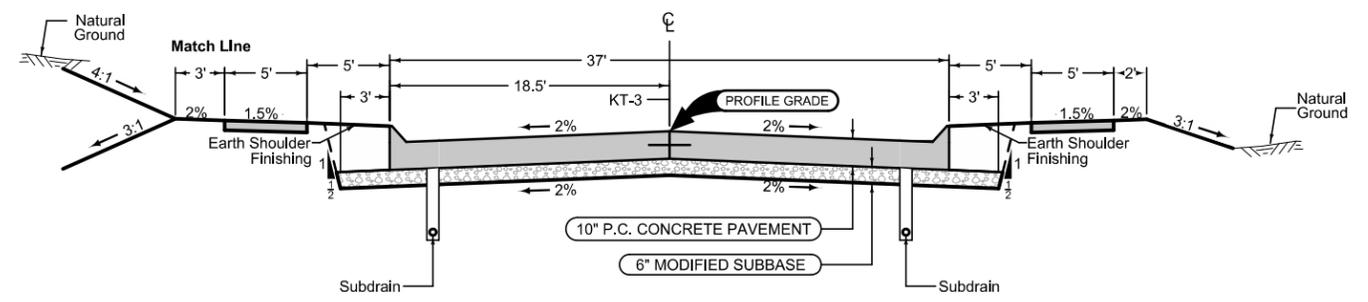
STREET	BEGIN STATION	END STATION
Cedar	48+92	49+47

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

**CEDAR
PAVING AND GRADING**



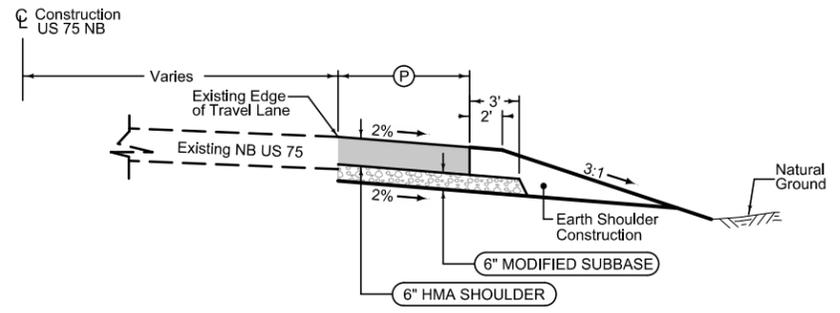
STREET	BEGIN STATION	END STATION
Maple	59+24	59+88
Refer to L Sheets for Return details		

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

**MAPLE
PAVING AND GRADING**



Shoulder Widening

STATION TO STATION		(P) Feet
1247+00	1262+96	11
1262+96	1263+45	11-15*
1263+70	1264+26	30-13*
1264+26	1276+36	13

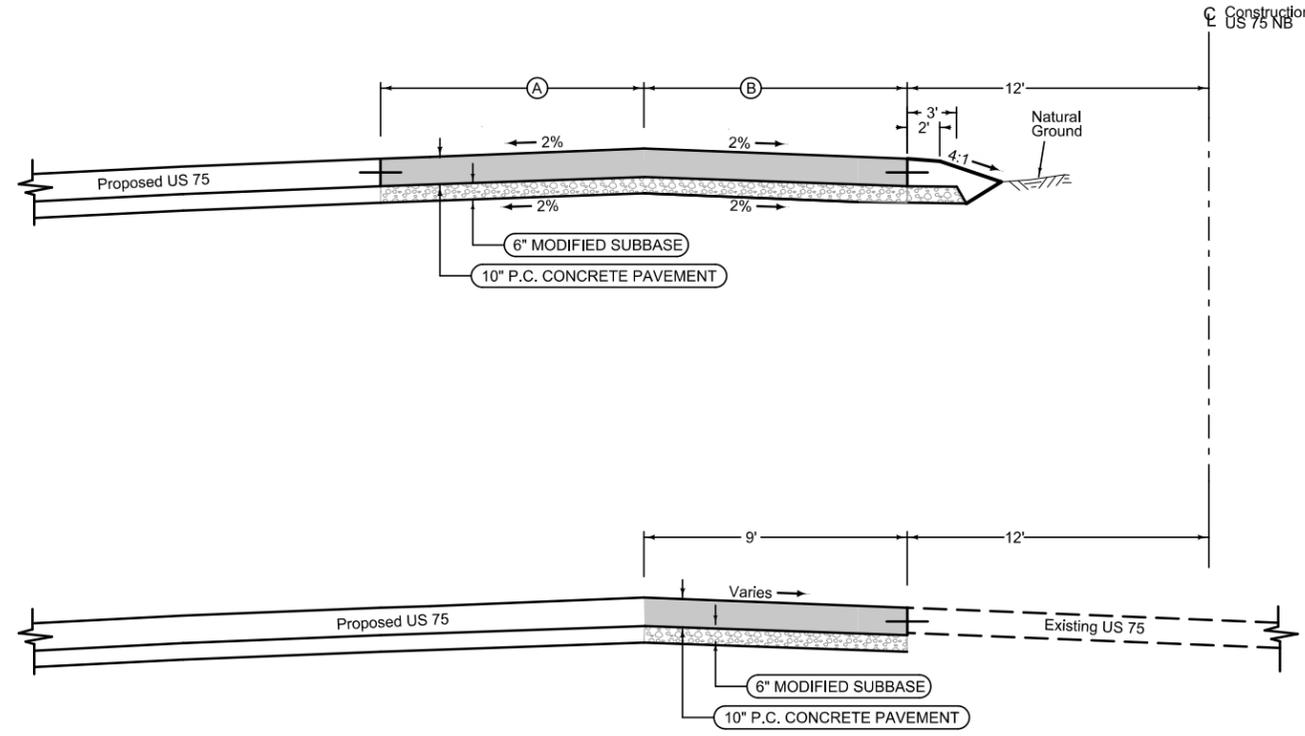
*Return Area

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

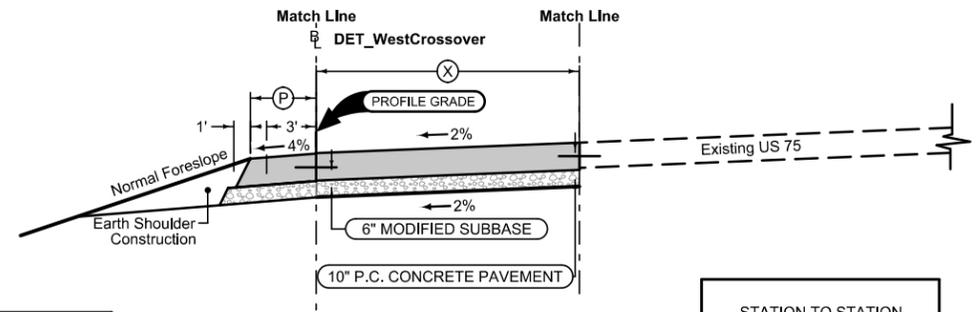
Northbound Shoulder Widening



BEGIN STATION	END STATION	(A) Feet	(B) Feet
1255+83	1262+71	9	9
1264+18	1265+98	0	9
1265+98	1266+88	0-9	9
1266+88	1271+48	9	9

BEGIN STATION	END STATION
1262+71	1264+18

Temporary Median

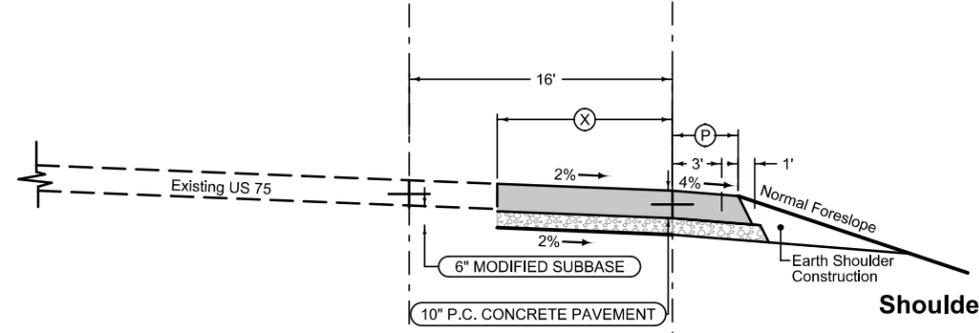


Shoulder

STATION TO STATION		(P) Feet
600+00	605+15	3
605+15	605+66	3-0

BEGIN STATION	END STATION	(X) Feet
600+00	601+88	2-16
601+88	605+66	16

STATION TO STATION	
600+00	601+88



Shoulder

STATION TO STATION	
605+66	609+01

BEGIN STATION	END STATION	(X) Feet
605+66	609+01	0-14

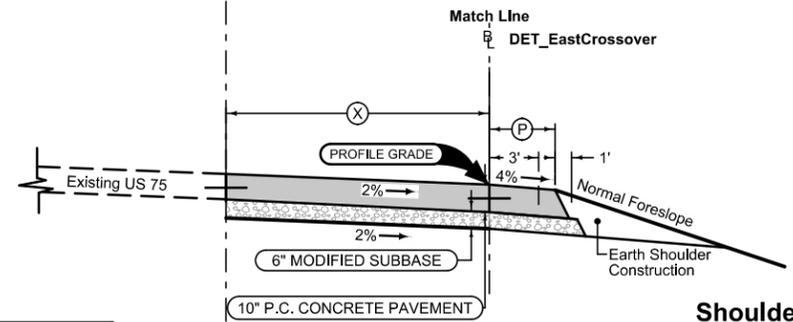
STATION TO STATION		(P) Feet
601+88	609+01	0-3
609+01	602+29	3

Temporary West Crossover

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

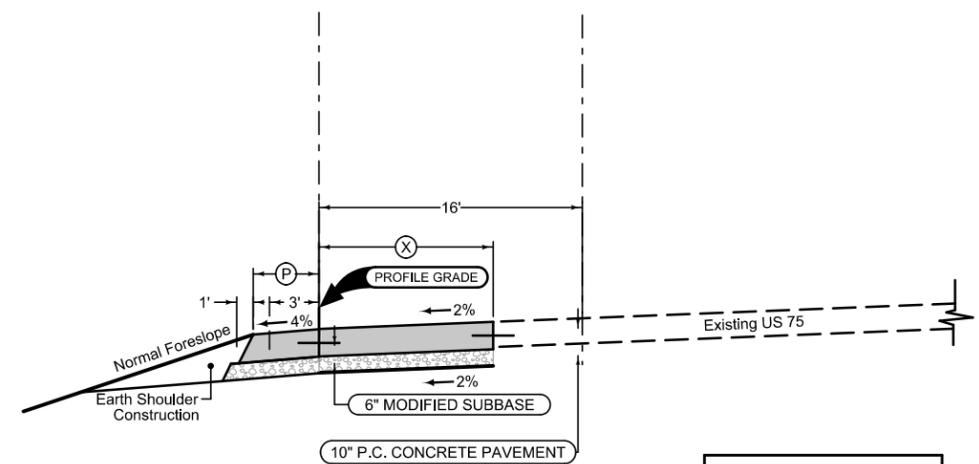


Shoulder

STATION TO STATION	
700+00	702+80

BEGIN STATION	END STATION	(X) Feet
700+00	701+17	0
701+17	702+34	0-16

STATION TO STATION		(P) Feet
700+00	703+52	3
703+52	703+71	3-0



Shoulder

STATION TO STATION		(P) Feet
702+34	702+80	0-3
702+80	705+88	3

BEGIN STATION	END STATION	(X) Feet
702+34	703+71	16
703+71	705+88	16-2

STATION TO STATION	
703+71	705+88

Temporary East Crossover

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

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

SURVEY SYMBOLS

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

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

UTILITY LEGEND

- City of Hinton
Kyle Utech
PH.
maint@hintoniowa.com
- MidAmerican Gas
Tyler Ahlquist
PH.
tyler.ahlquist@midamerican.com
- MidAmerican Electric
Casey Meinen
712-233-4831
Casey.meinen@midamerican.com
- Windstream
- Centurylink
- Premier Communications
Kelly Kreber
712-722-3451
kkreber@mypremieronline.com

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

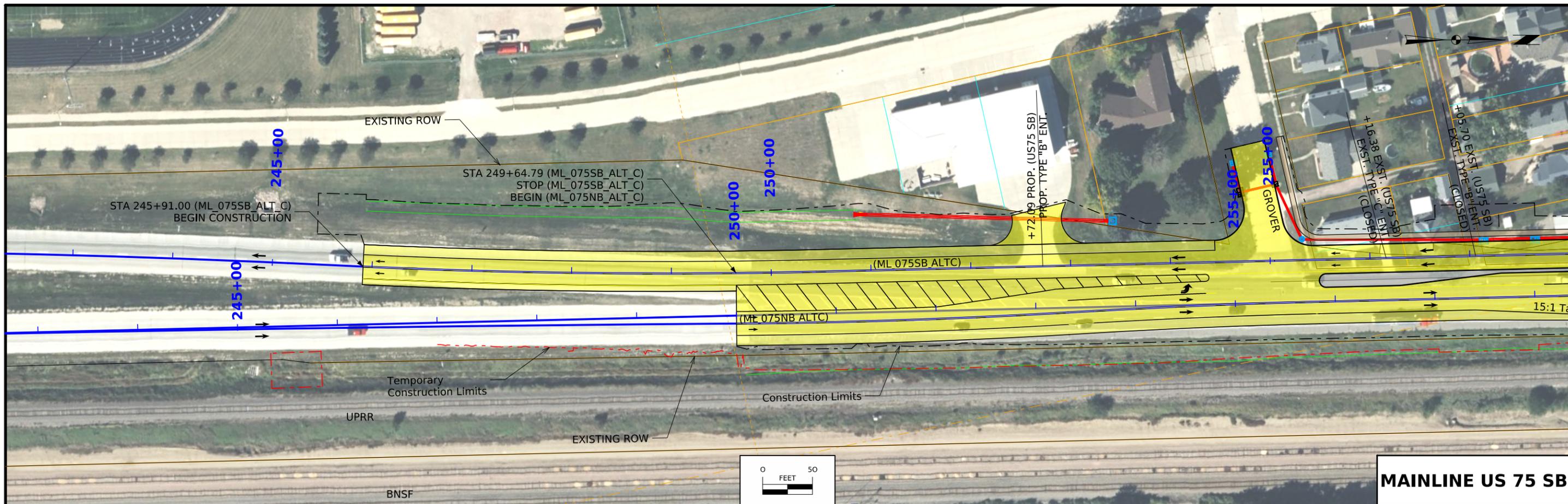
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Temporary Construction Limits
- Saw Cut
- Guardrail
- Trench Drain
- High Tension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

RIGHT-OF-WAY LEGEND

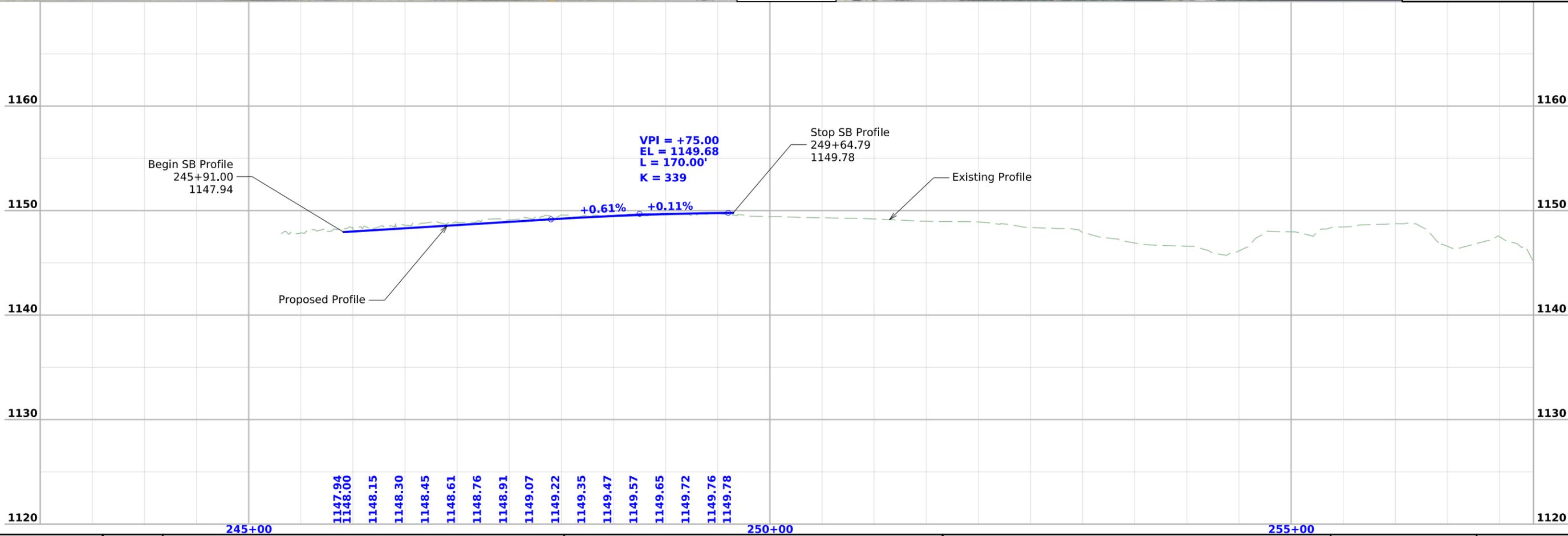
- Proposed Right-of-Way Symbol
- Proposed Right-of-Way Line
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary) Symbol
- Easement (Temporary) Line
- Easement
- C/A Access Control
- Property Line Symbol
- Property Line

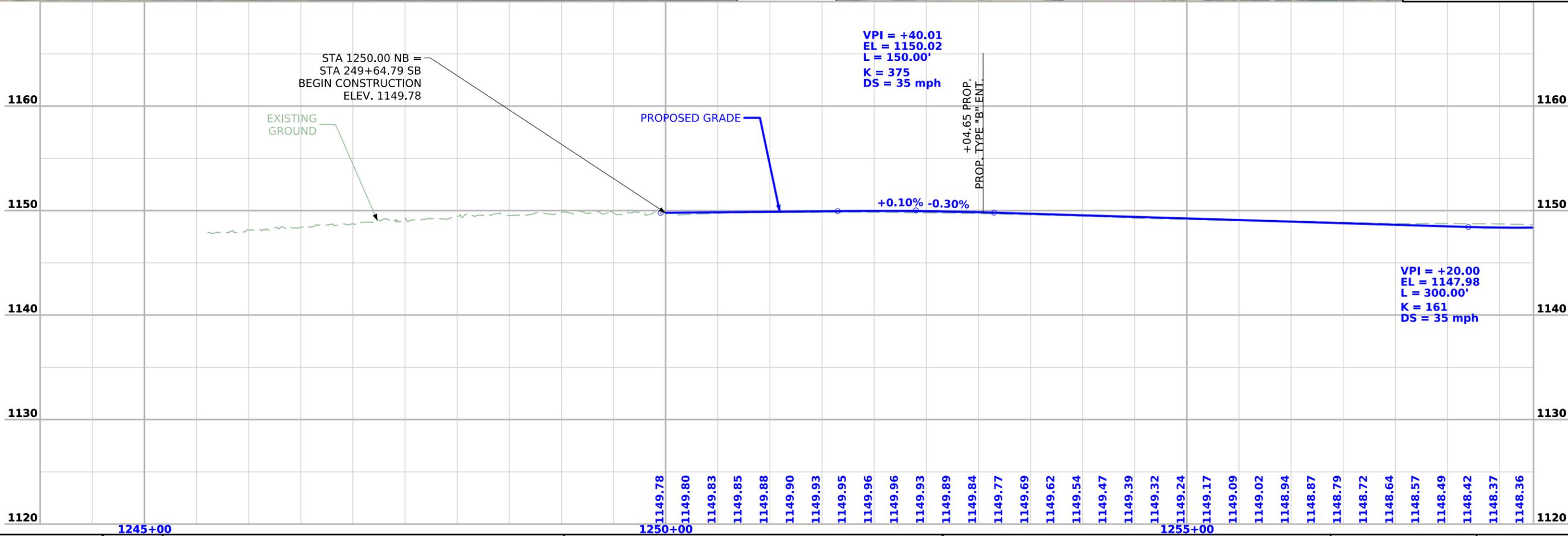
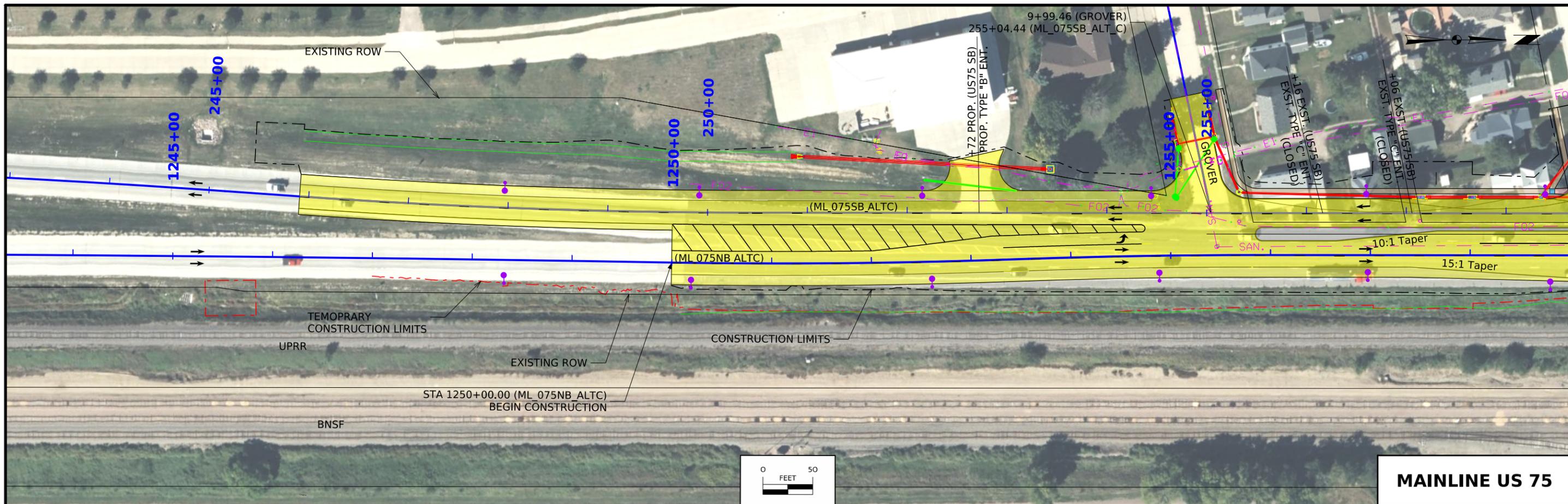
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

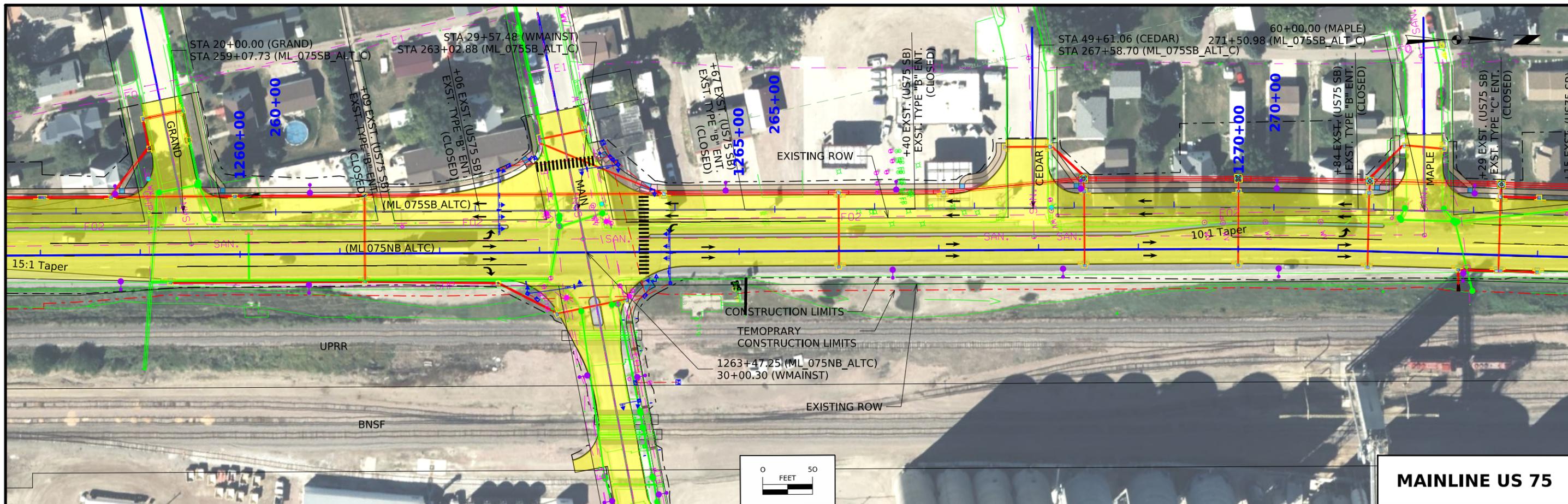
(COVERS SHEET SERIES D, E, F, & K)



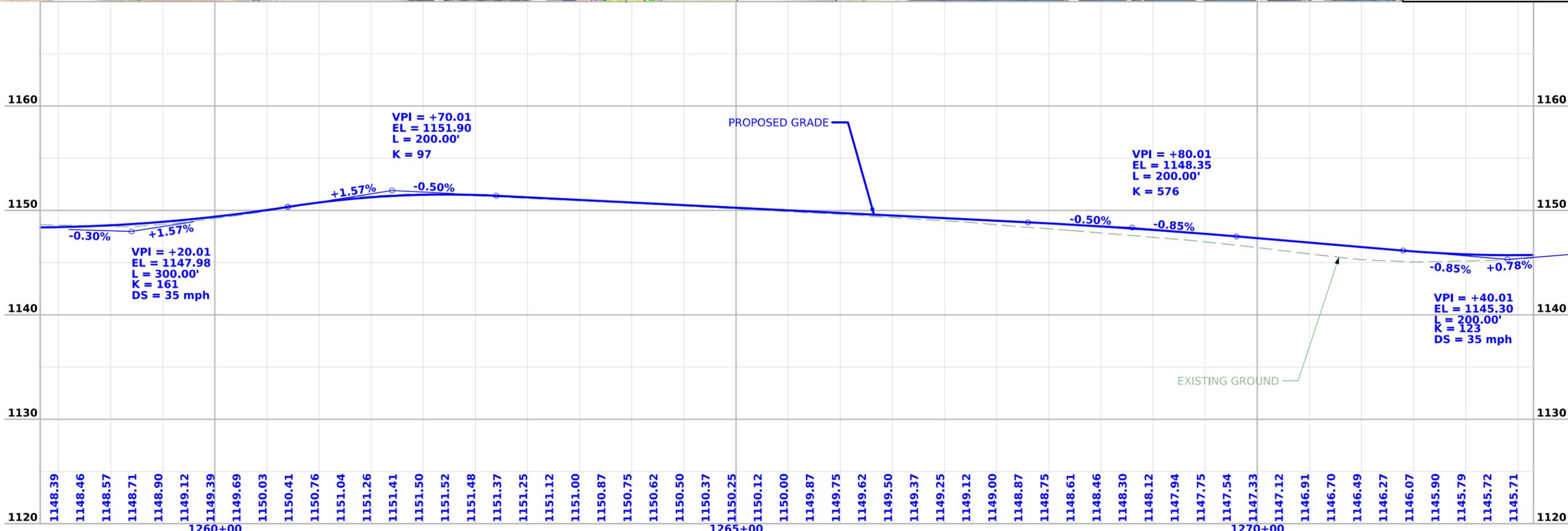
MAINLINE US 75 SB



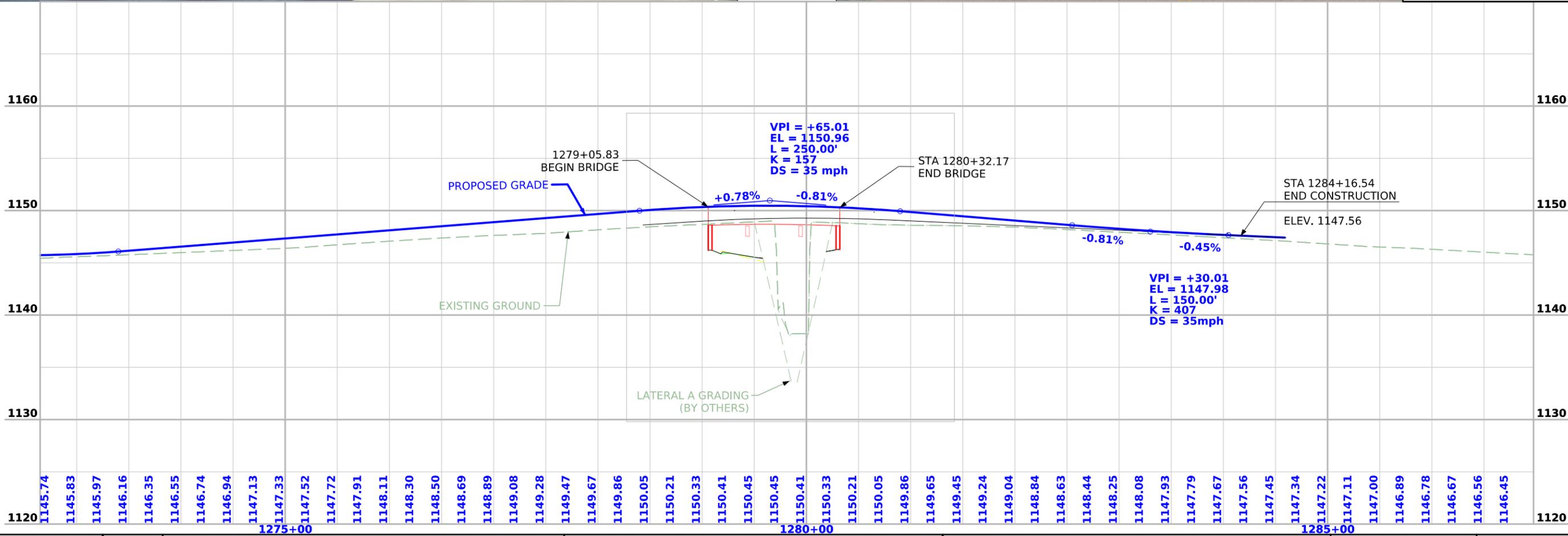
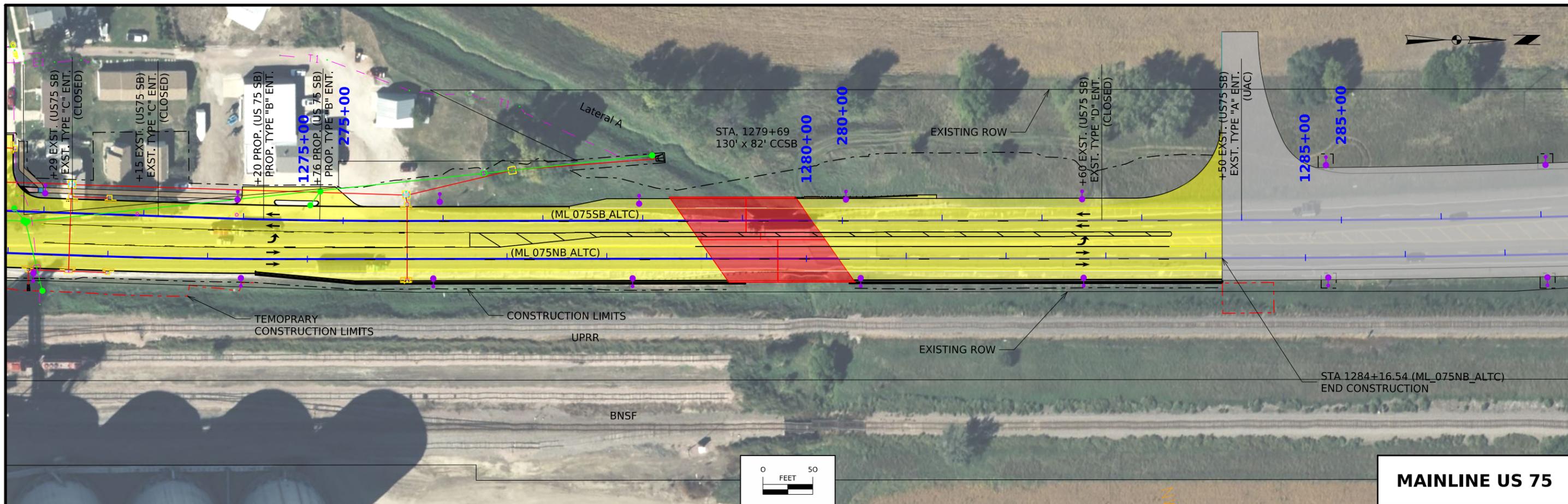




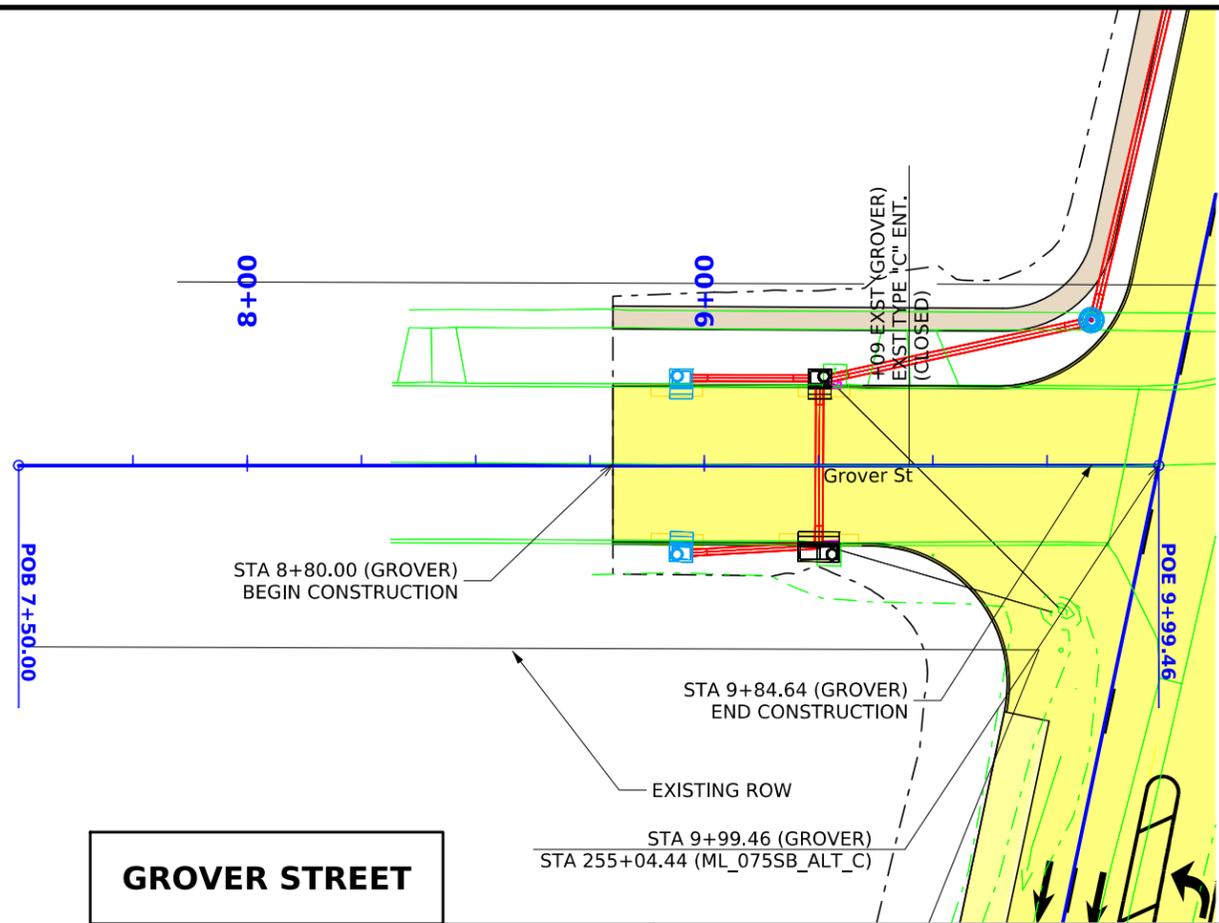
MAINLINE US 75



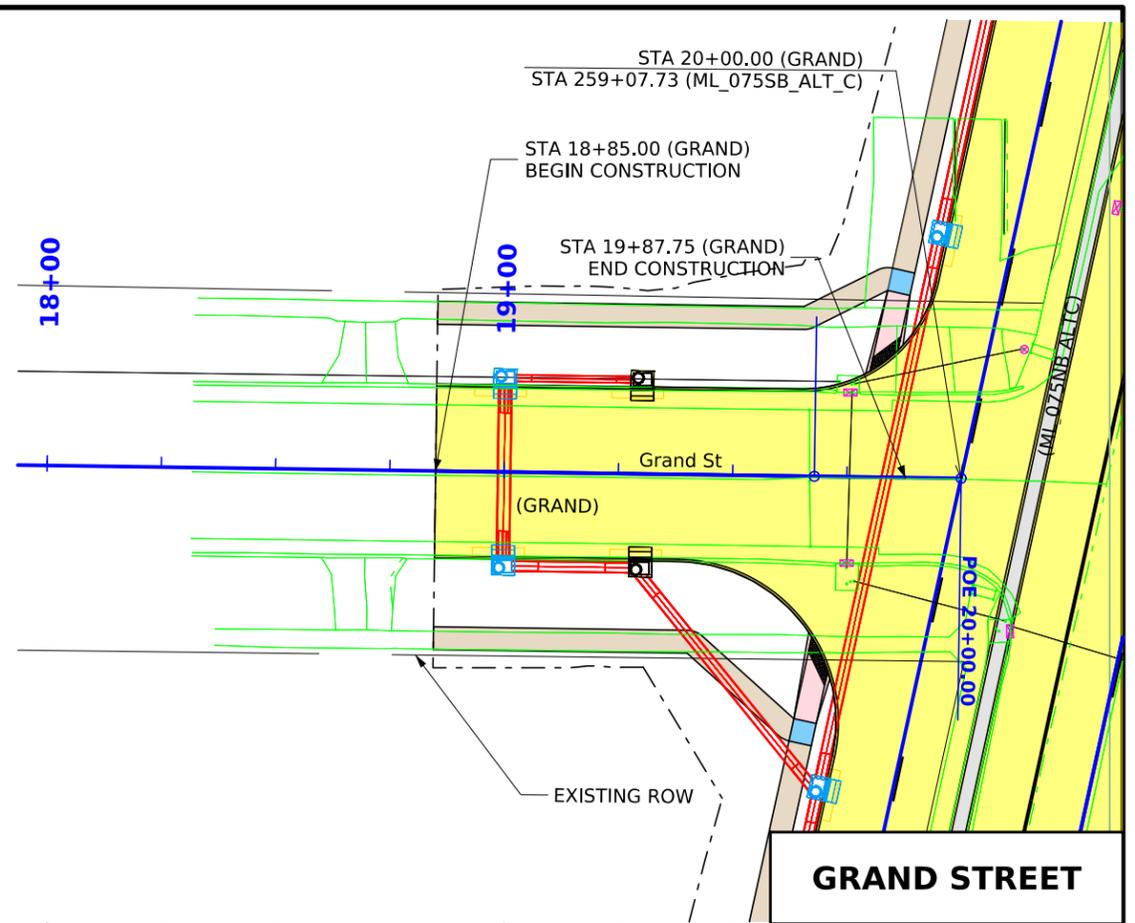
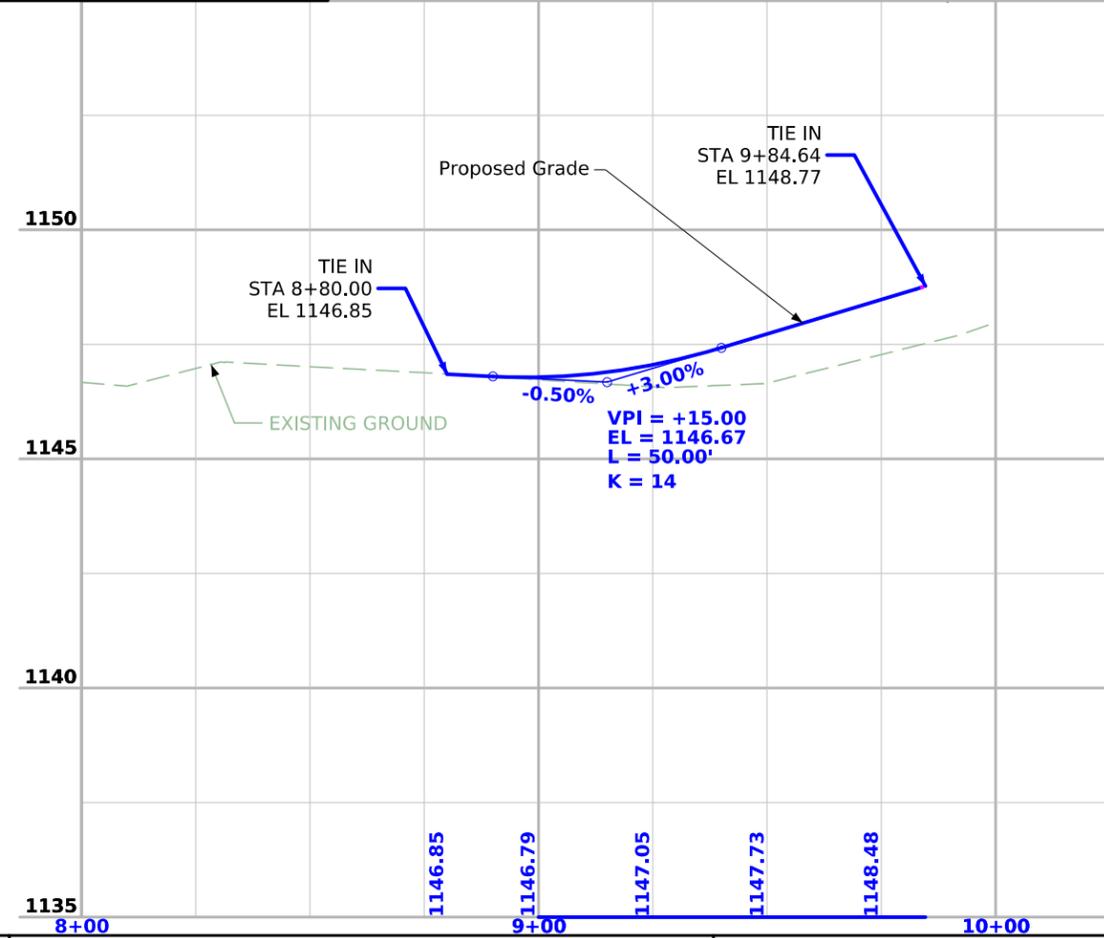
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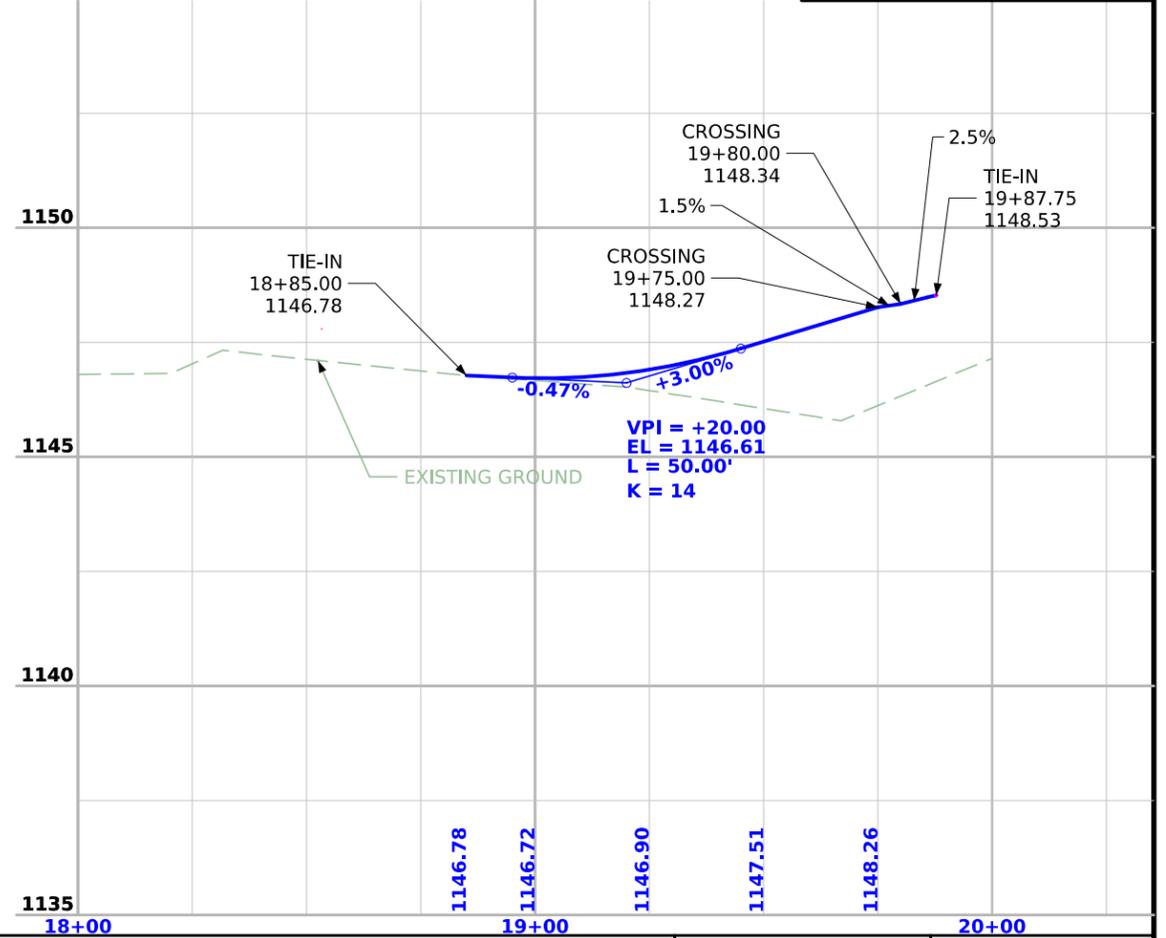
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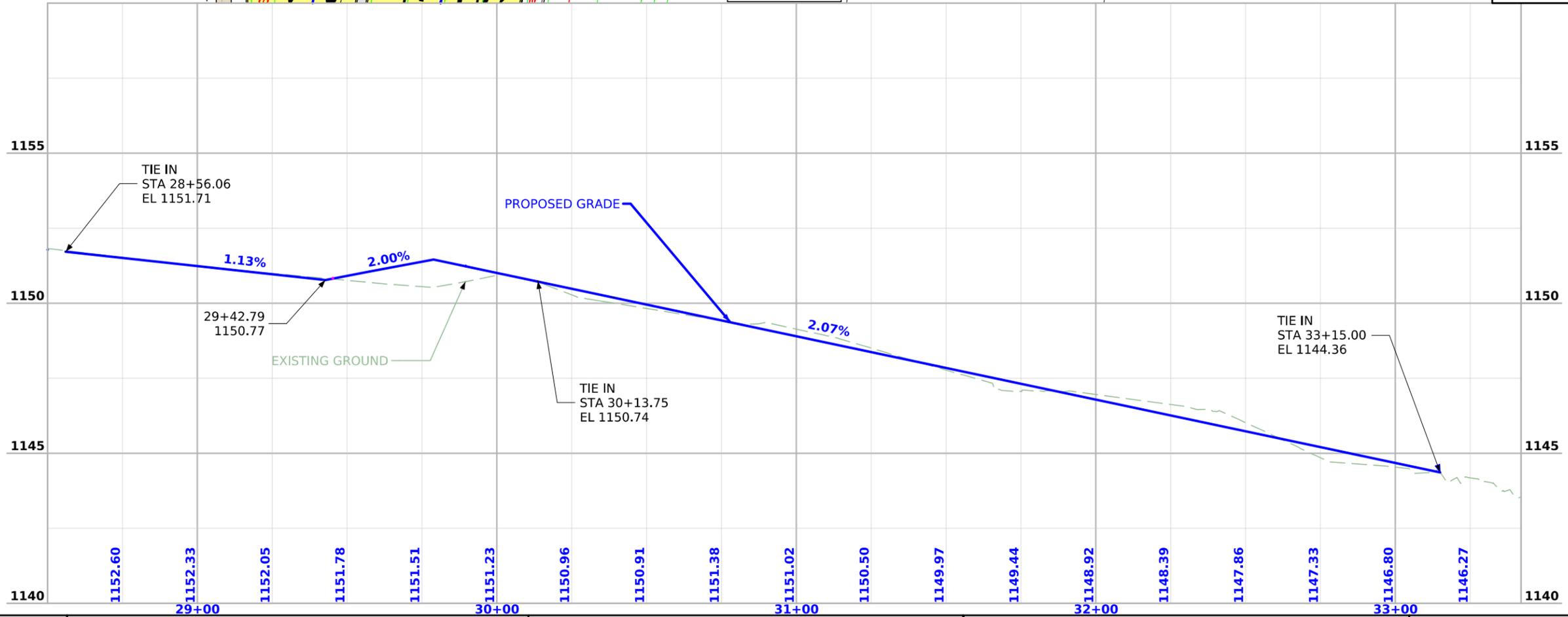
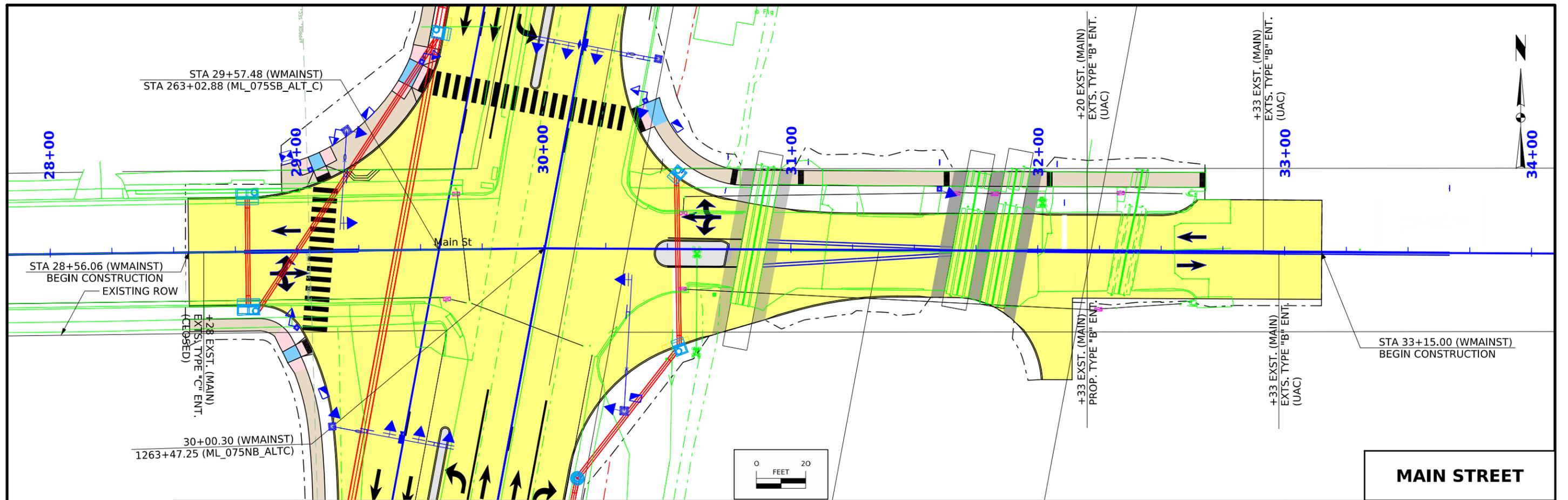


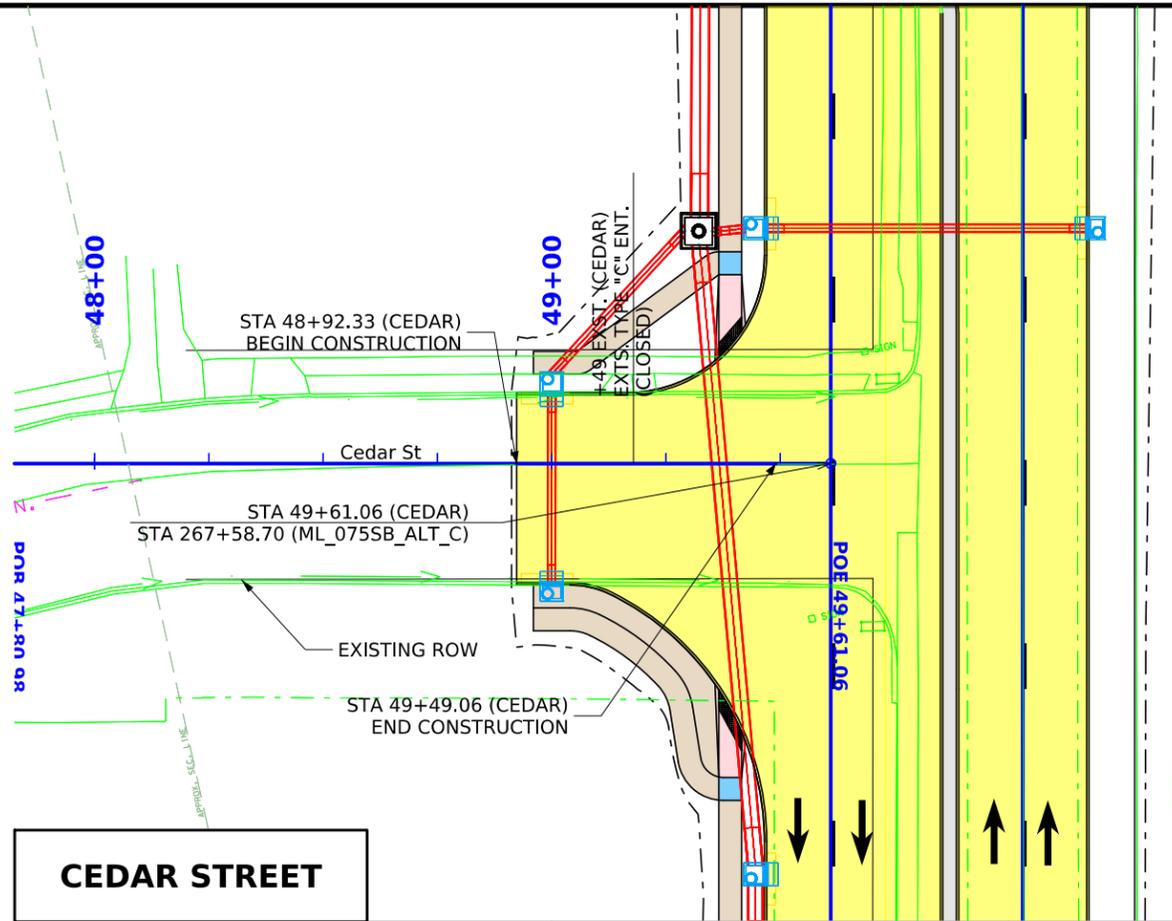
GROVER STREET



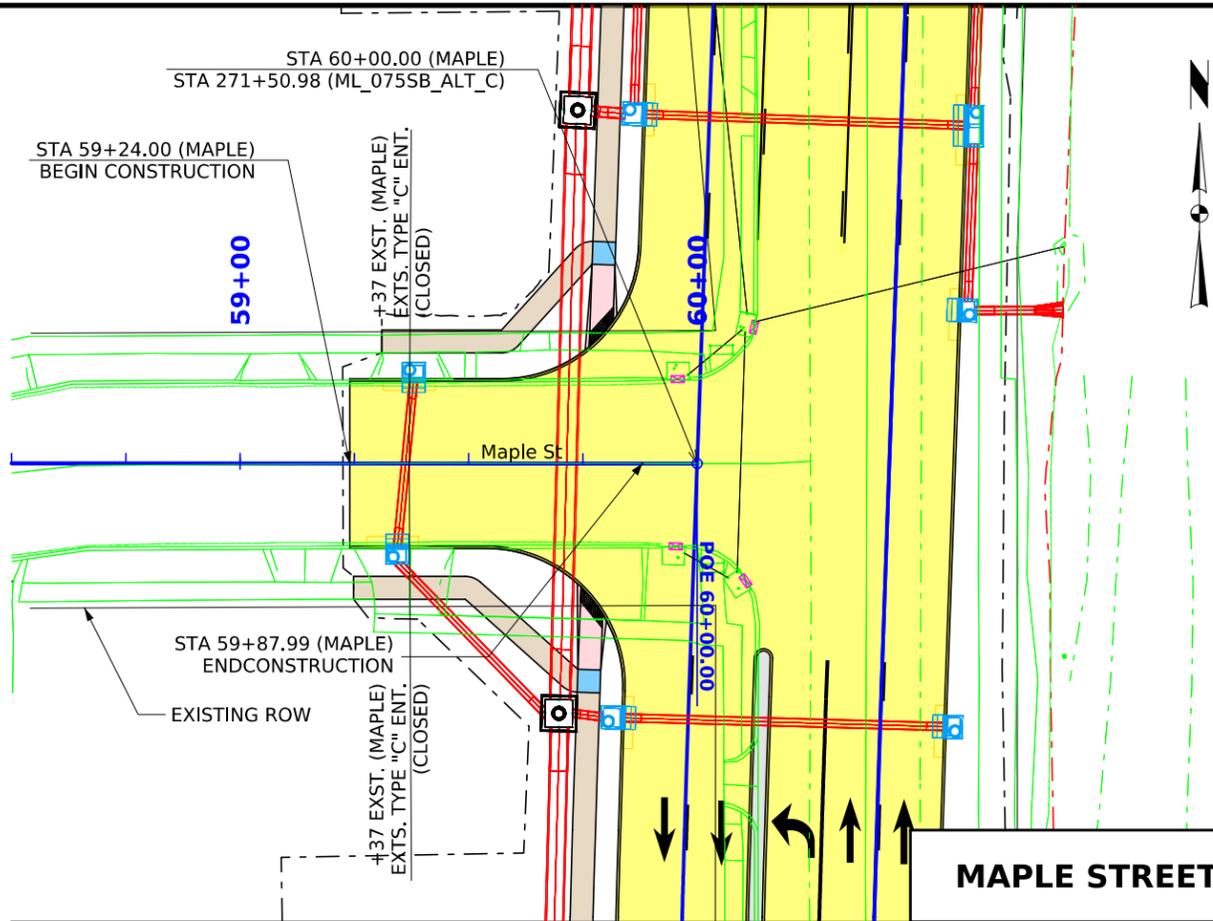
GRAND STREET



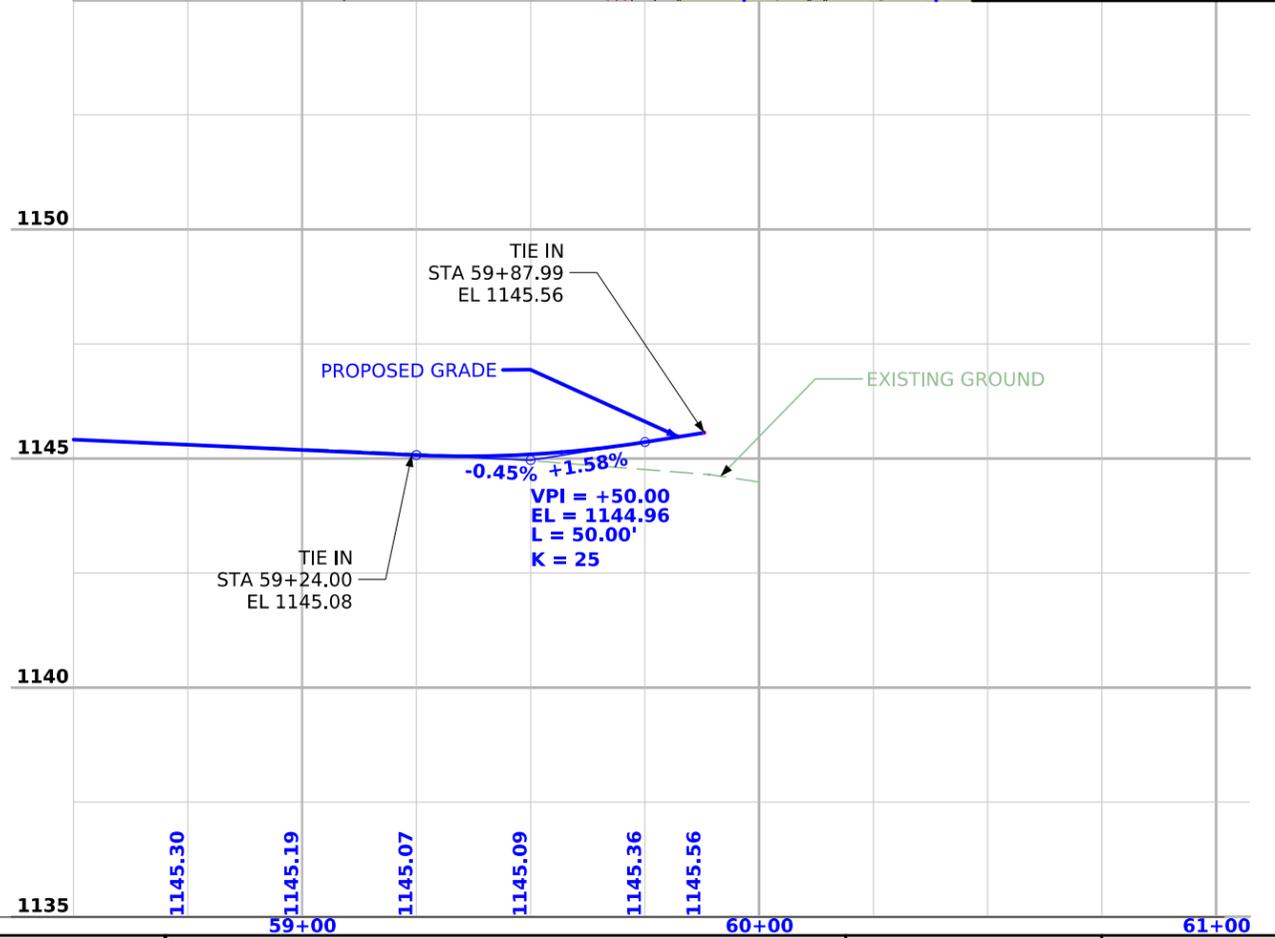
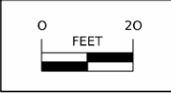


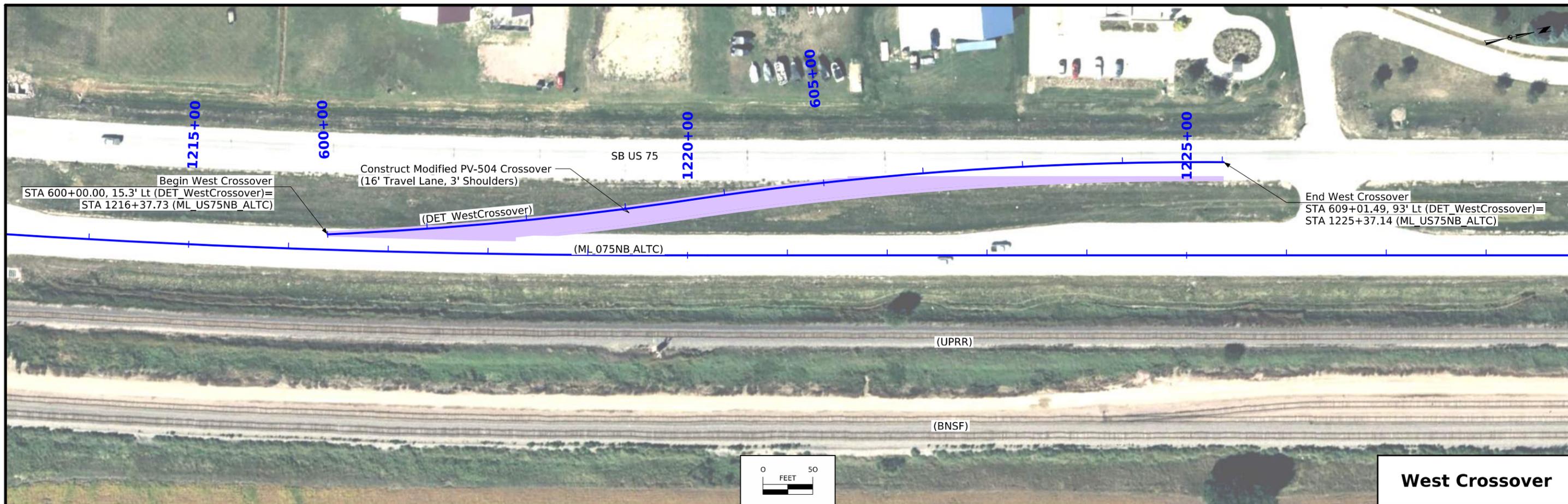


CEDAR STREET

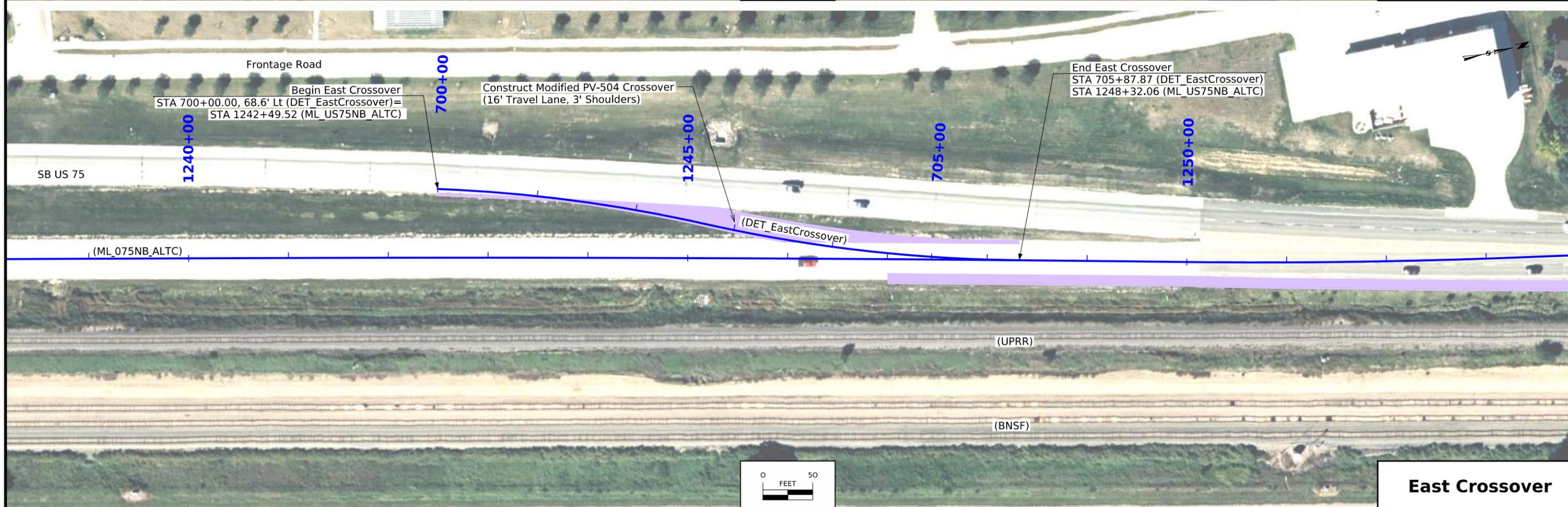


MAPLE STREET

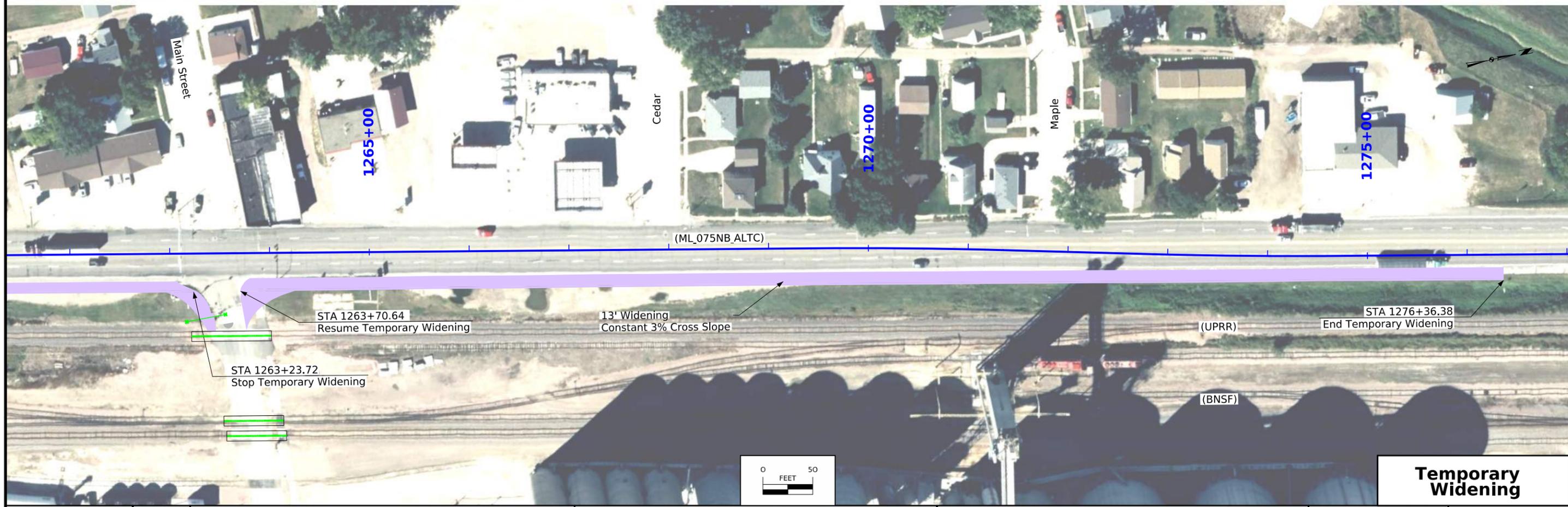
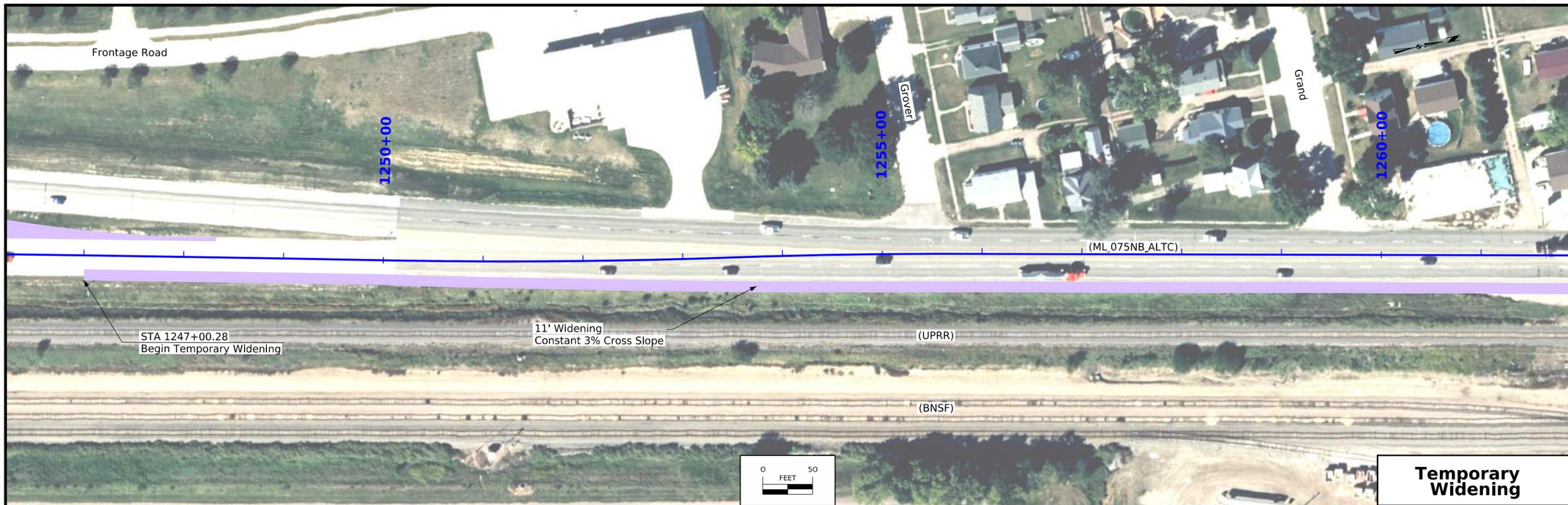




West Crossover

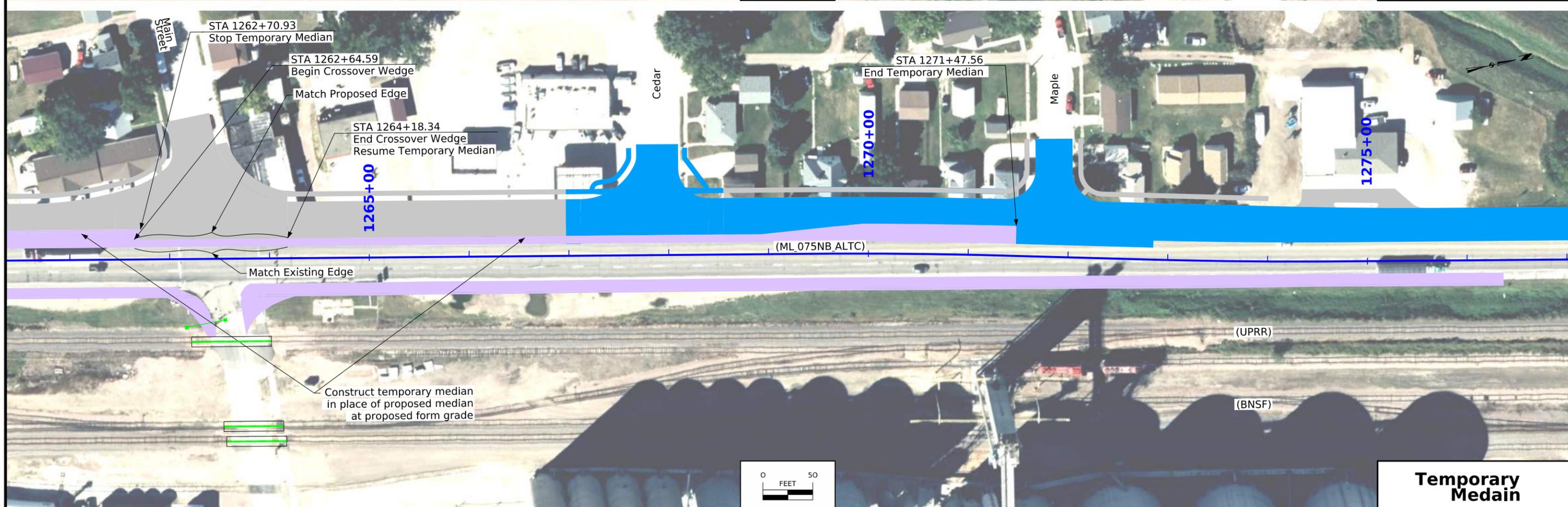
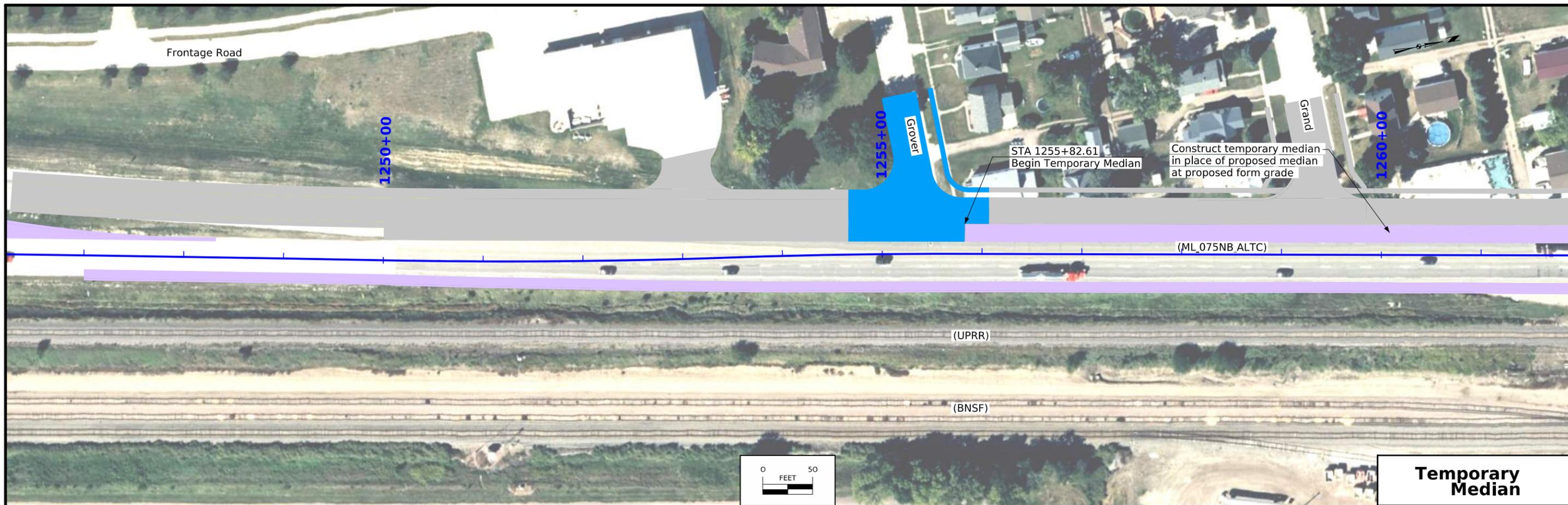


East Crossover



FILE NO.	ENGLISH	DESIGN TEAM	Iowa DOT / HDR	PLYMOUTH COUNTY	PROJECT NUMBER	NHSX-075-2(116)--3H-75	SHEET NUMBER	F.2
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FILE NO.	ENGLISH	DESIGN TEAM	Iowa DOT / HDR	PLYMOUTH COUNTY	PROJECT NUMBER	NHSX-075-2(116)--3H-75	SHEET NUMBER	F.3
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Survey Information

SURVEY INDEX

County: Plymouth
PIN: 21-75-075-010
Project Number: NHSN-075-2(119)--2R-75
Location: S of W Grover St to N of Maple St in Hinton
Type of Work: Undecided
Project Directory: 7507501021

PROJECT DATUM: NAD83(2011) EPOCH 2010.00
VERTICAL DATUM: NAVD88
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 4

Alignments Information

Alignments for this survey were provided by the district 3 office.

Utility Information

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

Survey Personnel

Clayton Henningsen – Survey Party Chief
Jason Arn – Survey Party Chief
Dan Duncan-Assistant Survey Party Chief

Date(s) of Survey

Begin Date 04/01/2022
End Date 11/22/2022

General Information

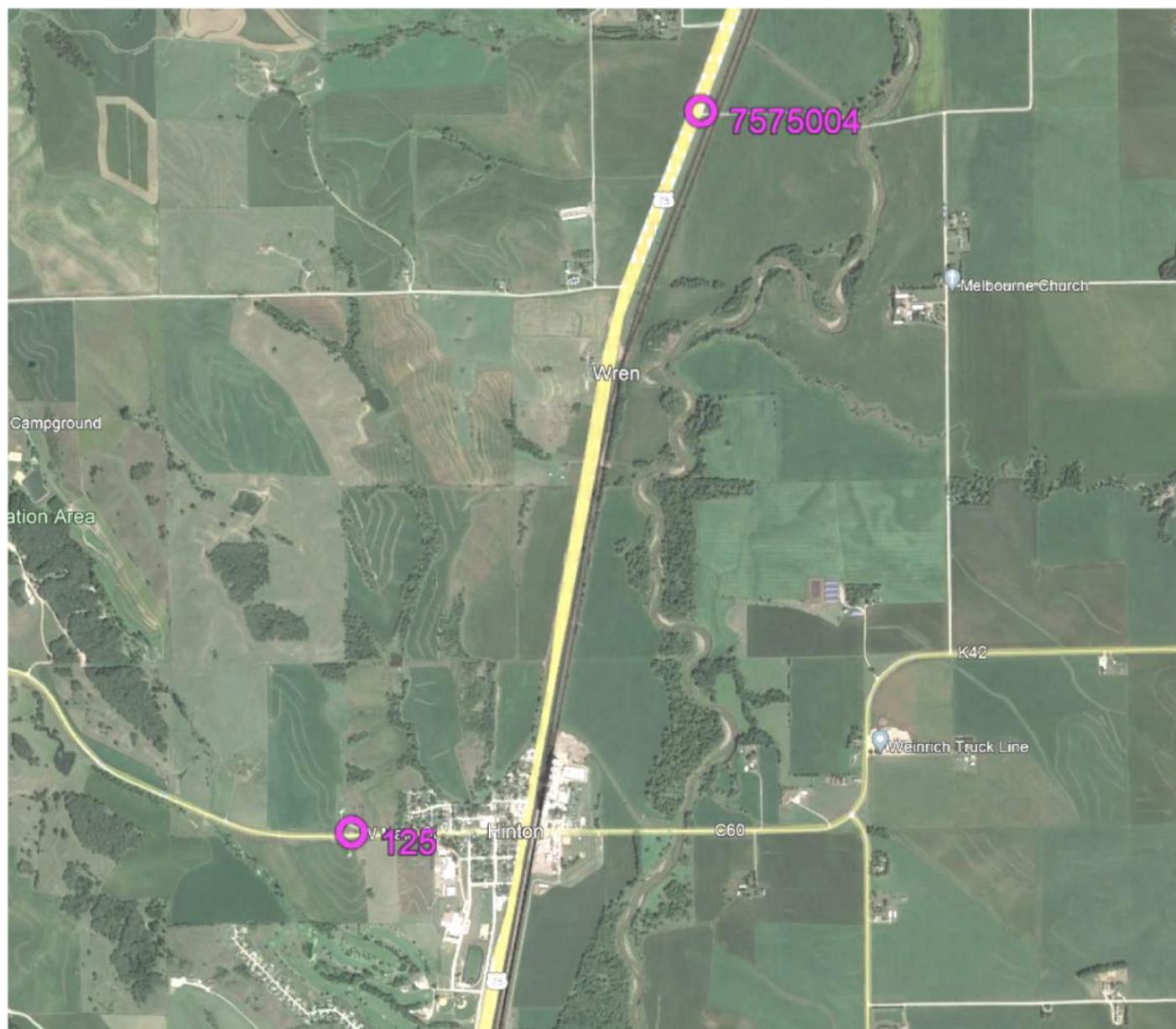
Measurement units for this survey are US survey feet. This survey is for US Hwy 75 from south of West Grover St to north of Maple St in Hinton. It is a partial field survey with photo control.

Project Control

Coordinates were determined for primary project control points by conducting concurrent five-hour static observations from a previous survey along the US 75 corridor. Post processing is constrained to nearby Iowa Real Time Network reference stations. For additional details of the control survey, contact the Preliminary Survey department. Project vicinity map reflects only points near survey.

CONTROL POINT VICINITY MAP

This map is a guide to the vicinity of the primary project control points. Primary control is for use with RTK base stations and for RTN validation. Future surveys will use primary project control to establish temporary control as needed for construction or other surveying applications.



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00 - Ia. RCS Zone 4
VERT. DATUM: NAVD88 - Geoid Model g2012bu2

Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00
 1a. Regional Coordinate System Zone 4

VERT. DATUM: NAVD88
 Geoid Model g2012bu2
 Project Control Marks are Bench Marks

<u>Point Name</u>	<u>Northing</u>	<u>Easting</u>	<u>Elevation</u>	<u>Feature Definition-Description</u>
125	8637478.52	14104870.08	1327.17	CP PLYMOUTH CO CONTROL MONUMENT AS DESCRIBED IN GOOD CONDITION
7575004	8648169.46	14110472.23	1150.33	CP FENO MONUMENT APPROX 2 MILES N OF HINTON AT INTERSECTION US 75 & JASMINE ROAD

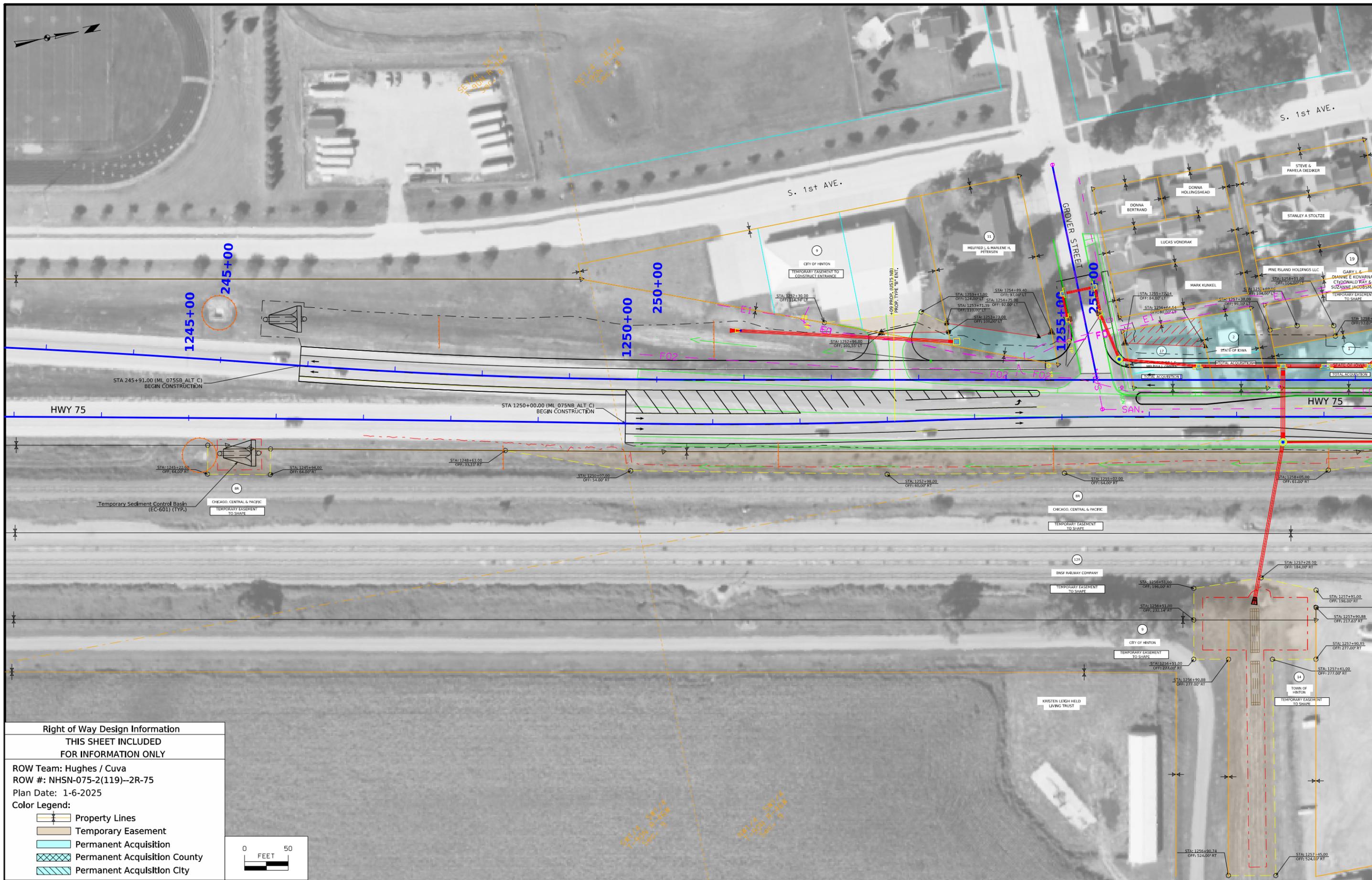
ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	ML 075NB ALTC	122020.048 R1	8633152.15	14106507.54															
2	ML 075NB ALTC						124024.972 R1	8635110.38	14106937.72	124512.497 R1	8635586.55	14107042.33	125000.000 R1	8636060.96	14107154.66				
3	ML 075NB ALTC						125000.000 R1	8636060.96	14107154.66	125166.137 R1	8636222.63	14107192.93	125332.203 R1	8636386.04	14107222.90				
5	ML 075NB ALTC						125357.549 R1	8636410.97	14107227.48	125470.848 R1	8636522.41	14107247.91	125584.124 R1	8636633.07	14107272.22				
7	ML 075NB ALTC						126942.483 R1	8637959.79	14107563.68	127038.816 R1	8638053.88	14107584.34	127135.130 R1	8638147.19	14107608.30				
9	ML 075NB ALTC						127285.130 R1	8638292.48	14107645.59	127381.463 R1	8638385.79	14107669.54	127477.776 R1	8638479.88	14107690.21				
11	ML 075NB ALTC						128383.682 R1	8639364.69	14107884.58	128573.327 R1	8639549.92	14107925.27	128762.959 R1	8639735.93	14107962.19				
13	ML 075NB ALTC						129043.156 R1	8640010.77	14108016.73	129163.109 R1	8640128.43	14108040.08	129283.053 R1	8640245.59	14108065.81				
14	ML 075NB ALTC	131745.962 R1	8642651.14	14108594.26															
1	ML 075SB ALT C	22003.457 R1	8633191.64	14106423.05															
2	ML 075SB ALT C						23715.662 R1	8634863.97	14106790.42	24115.855 R1	8635254.84	14106876.29	24515.723 R1	8635638.77	14106989.21				
4	ML 075SB ALT C						24590.997 R1	8635710.99	14107010.45	24817.978 R1	8635928.75	14107074.50	25044.775 R1	8636150.44	14107123.20				
6	ML 075SB ALT C						26906.499 R1	8637968.81	14107522.65	27003.567 R1	8638063.61	14107543.48	27100.616 R1	8638157.63	14107567.61				
8	ML 075SB ALT C						27364.803 R1	8638413.53	14107633.30	27460.436 R1	8638506.15	14107657.08	27556.049 R1	8638599.56	14107677.60				
10	ML 075SB ALT C						28467.229 R1	8639489.52	14107873.10	28854.364 R1	8639867.64	14107956.17	29241.070 R1	8640251.26	14108008.19				
11	ML 075SB ALT C						29241.070 R1	8640251.26	14108008.19	29628.205 R1	8640634.88	14108060.21	30014.912 R1	8641013.00	14108143.27				
12	ML 075SB ALT C	32074.713 R1	8643024.83	14108585.23															
1	Grover	750.002 R1	8636601.60	14106972.38															
1	Grover	999.460 R1	8636599.40	14107221.82															
1	Grand	1774.999 R1	8636996.44	14107083.38															
1	Grand	2000.000 R1	8636993.30	14107308.36															
1	WMainSt	2756.060 R1	8637383.13	14107191.76															
2	WMainSt	3000.310 R1	8637378.41	14107435.97															
2	WMainSt	3476.122 R1	8637361.28	14107911.47															
1	Cedar	4780.976 R1	8637863.09	14107315.05															
1	Cedar	4961.058 R1	8637824.45	14107490.94															
1	Maple	5806.834 R1	8638247.87	14107391.47															
1	Maple	6000.000 R1	8638206.42	14107580.14															
1	DET WestCrossove						60000.000 R1	8632784.73	14106405.44	60183.816 R1	8632965.78	14106437.24	60367.295 R1	8633149.16	14106449.89				
2	DET WestCrossove						60367.295 R1	8633149.16	14106449.90	60634.907 R1	8633416.11	14106468.68	60901.488 R1	8633677.14	14106527.66				
1	DET EastCrossove						70000.000 R1	8635344.57	14106919.34	70135.507 R1	8635475.54	14106954.13	70270.275 R1	8635598.10	14107011.92				
2	DET EastCrossove						70270.275 R1	8635598.10	14107011.92	70429.665 R1	8635742.27	14107079.90	70587.874 R1	8635897.48	14107116.19				

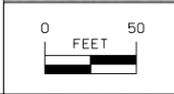
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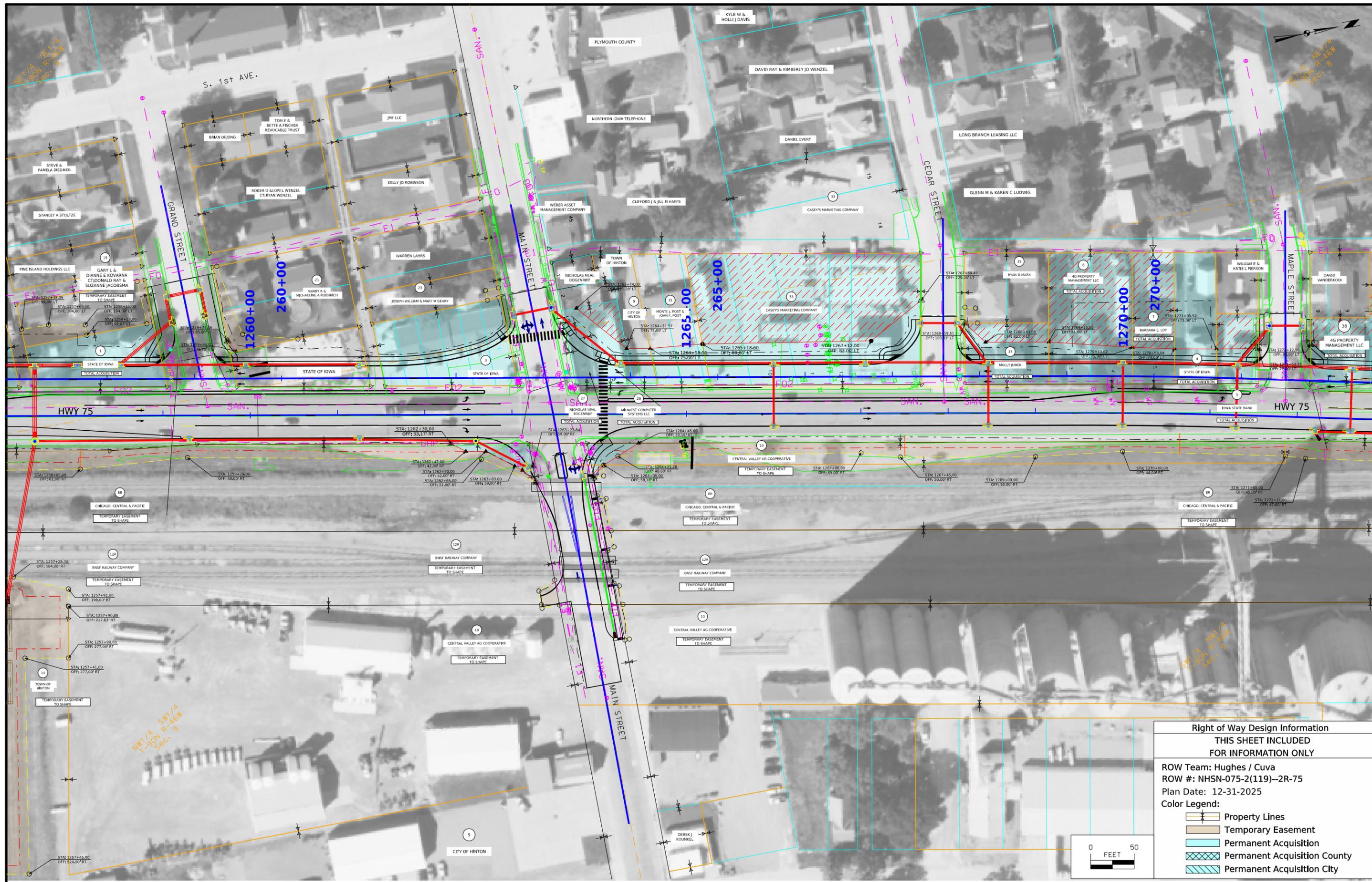
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			Spiral Data						Curve Data								
			θS	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	ΔC	T	L	R	E		
C1	ML 075NB ALTC												T1900xt	487.525	975.028	60000	1.981
C2	ML 075NB ALTC												T1900xt	487.525	975.028	60000	1.981
C3	ML 075NB ALTC												T1900xt	166.137	332.203	6500	2.123
C4	ML 075NB ALTC												T1900xt	113.299	226.575	6500	0.987
C5	ML 075NB ALTC												T1900xt	96.333	192.647	5500	0.844
C6	ML 075NB ALTC												T1900xt	96.333	192.647	5500	0.844
C7	ML 075NB ALTC												T1900xt	189.645	379.277	18640	0.965
													T1900xt	119.952	239.897	11790	0.610
C1	ML 075SB ALT C												T1900xt	400.193	800.060	11460	6.985
C2	ML 075SB ALT C												T1900xt	226.981	453.778	6500	3.962
C3	ML 075SB ALT C												T1900xt	97.069	194.118	5542	0.850
C4	ML 075SB ALT C												T1900xt	95.633	191.246	5460	0.837
C5	ML 075SB ALT C												T1900xt	387.135	773.842	9500	7.885
C6	ML 075SB ALT C												T1900xt	387.135	773.842	9500	7.885
C1	DET WestCrossove												T1900xt	183.816	367.295	3500	4.824
C2	DET WestCrossove												T1900xt	267.611	534.193	3516	10.170
C1	DET EastCrossove												T1900xt	135.507	270.275	1494	6.133
C2	DET EastCrossove												T1900xt	159.391	317.599	1506	8.411

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
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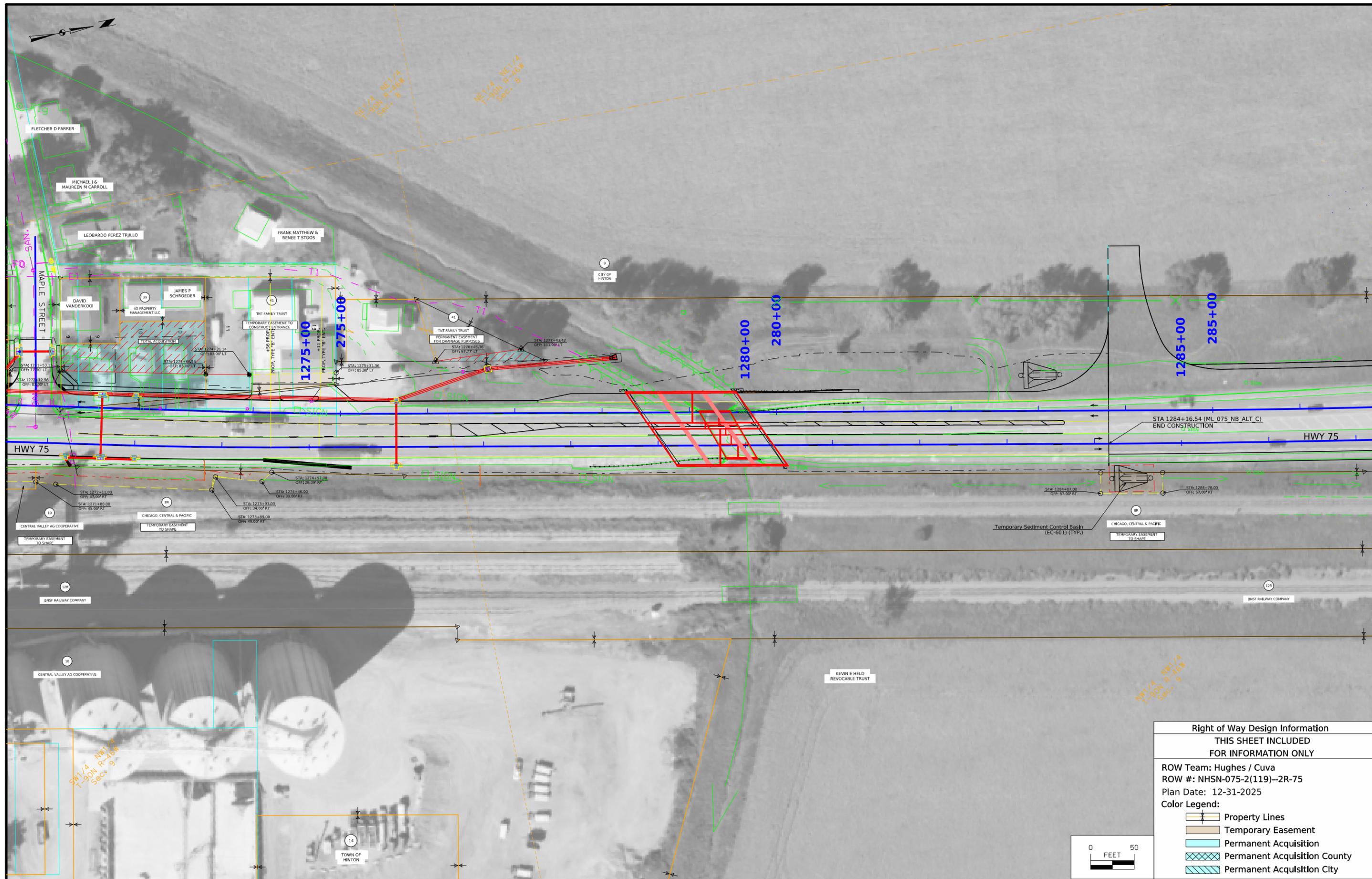




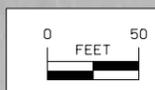
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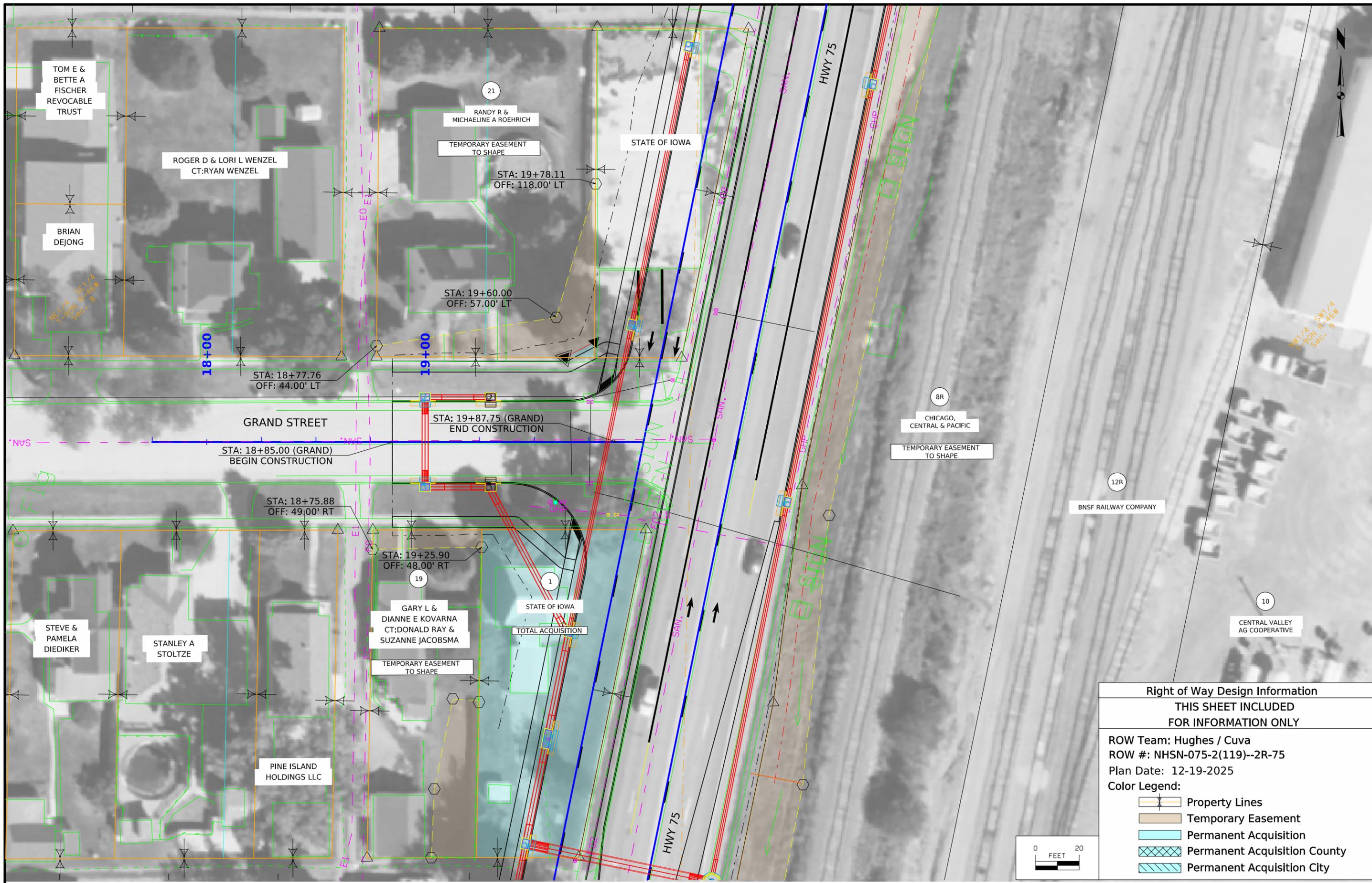
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- Permanent Acquisition
- Permanent Acquisition County
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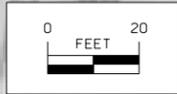


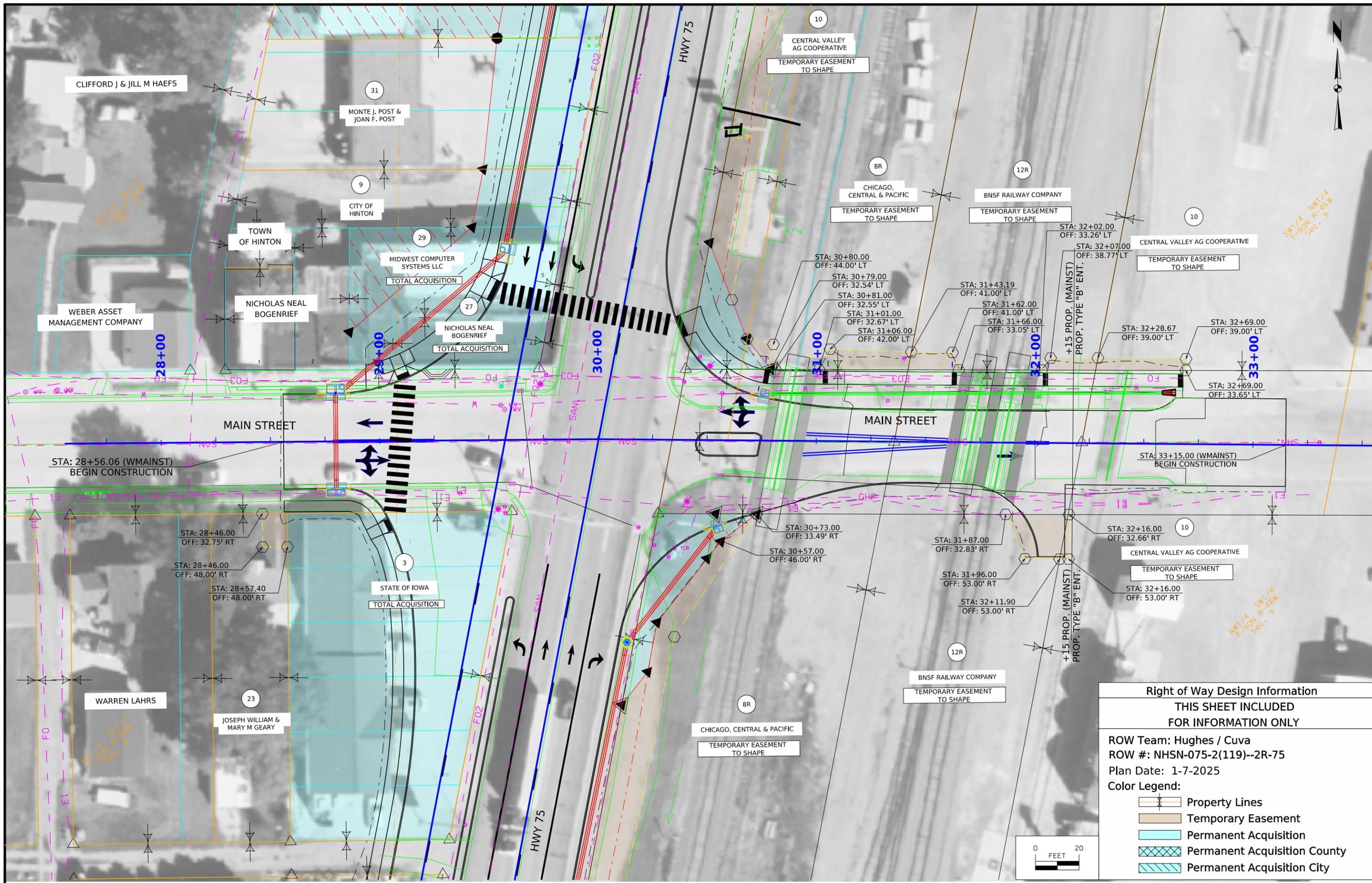
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	Permanent Acquisition County
	Permanent Acquisition City



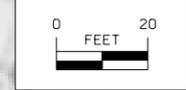


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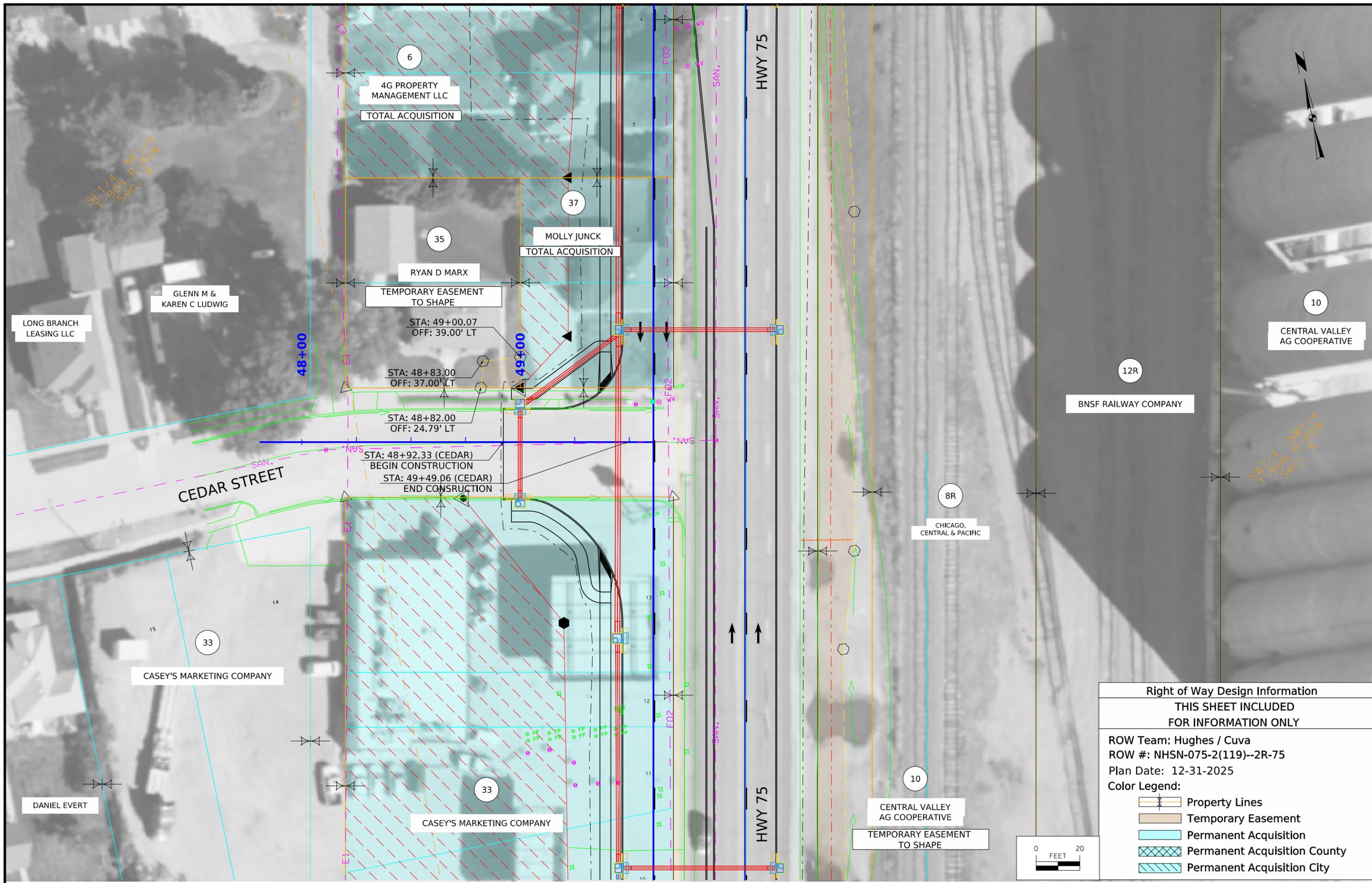




Right of Way Design Information	
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	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



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Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Hughes / Cuva	
ROW #: NHSN-075-2(119)--2R-75	
Plan Date: 12-31-2025	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City

STAGING NOTES

Stage 1
Construction: Build crossovers at south end of project (Substage 1A). After completion of crossovers, build shoulder strengthening along east side of US 75.
Traffic: Normal traffic, utilize lane closure off peak for construction.

Stage 2
Construction: Construct SB lanes leaving gaps at Grover and Cedar street intersections. Build temporary pavement between proposed and existing pavement at Main street intersection. Construct SB portion of proposed bridge at north end of project.
Traffic: crossover SB traffic onto NB lanes. Provide full access to Grover street. Provide access to Cedar street via right in right out access. Provide full access to Main street.

Stage 3
Construction: complete Grover and Cedar street intersections. Finish proposed bridge at north end of project.
Traffic: Maintain traffic, except provide full access to main street.

Stage 4
Construction: Construct full intersection at E. Main Street. Begin NB portion of proposed bridge at north end of project. Construct bridge at 1233+00).
Traffic: Crossover NB traffic to SB lanes. Provide access to all intersections on west side of US 75. Close access to E. Main street and provide detour for Coop during non-harvest time period.

Stage 5
Construction: Complete NB construction of US 75. Finish NB portion of proposed bridge and bridge at 1233+00.
Traffic: Maintain traffic, except provide full access to E. Main street.

Stage 6
Construction: Complete proposed medians

**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	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

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

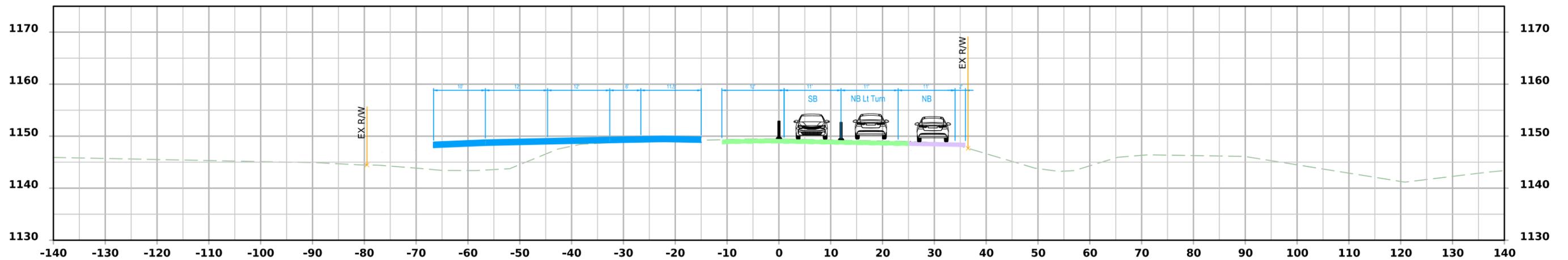
	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic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

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

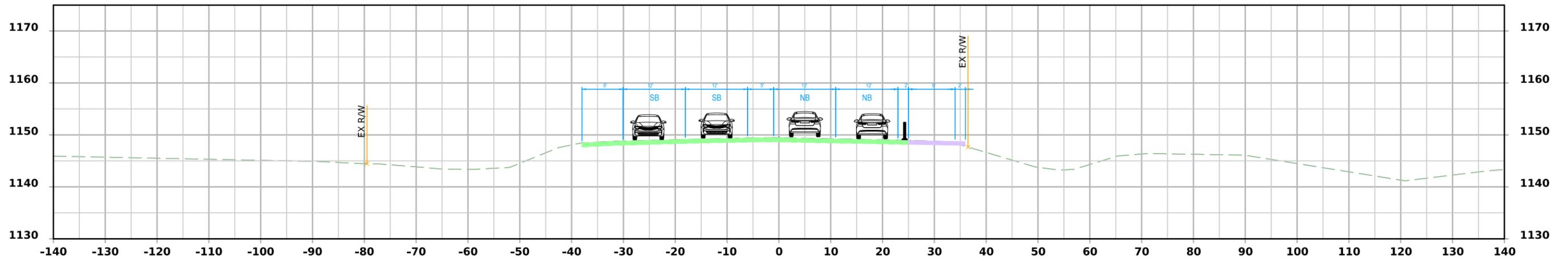
**TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET**

(COVERS SHEET SERIES J)

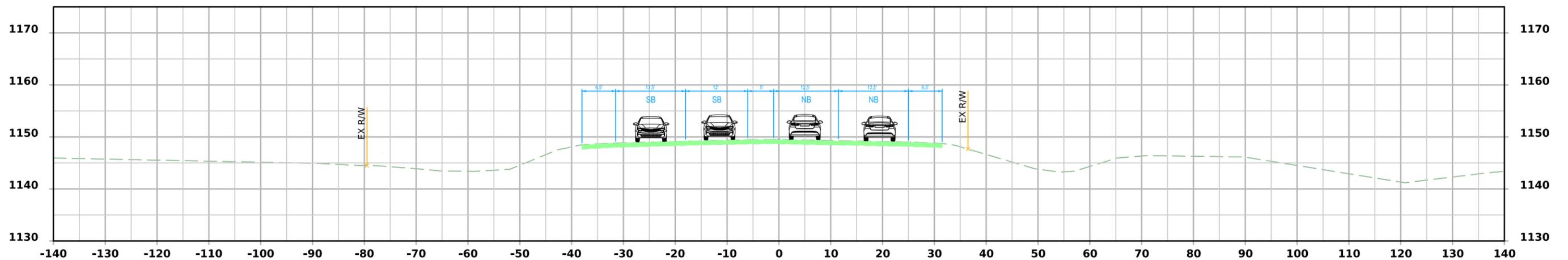
ML - US75



STA 1254+00.00 - STAGE 2

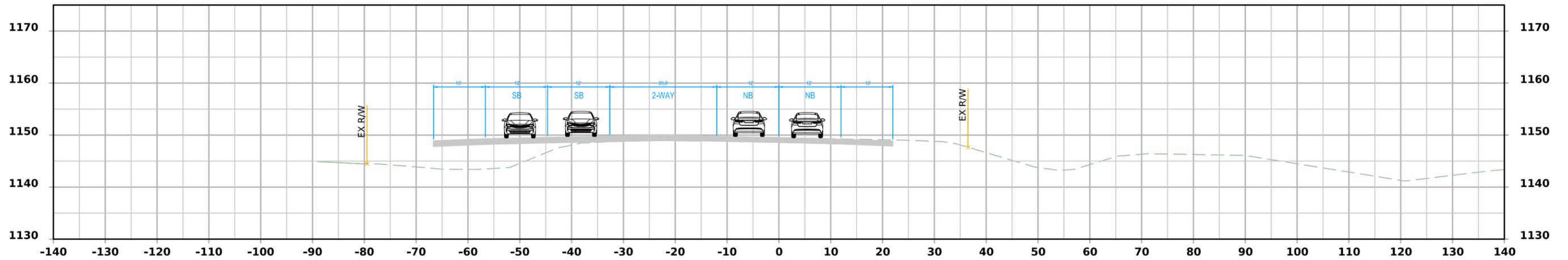


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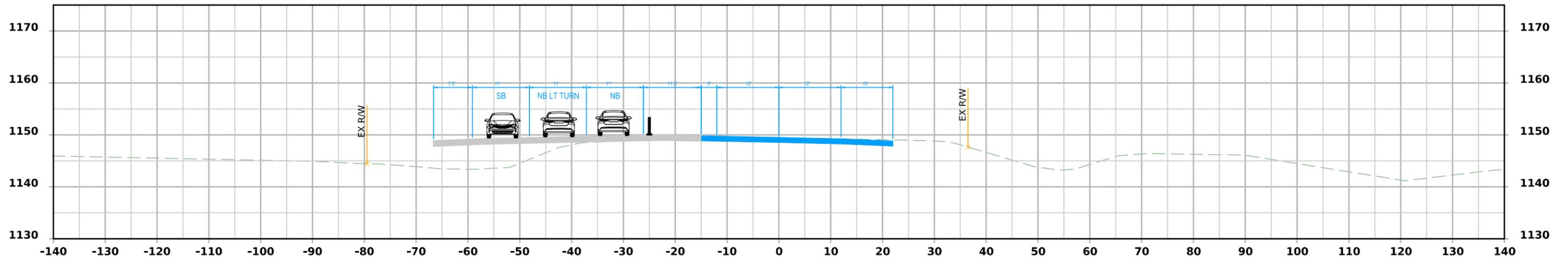


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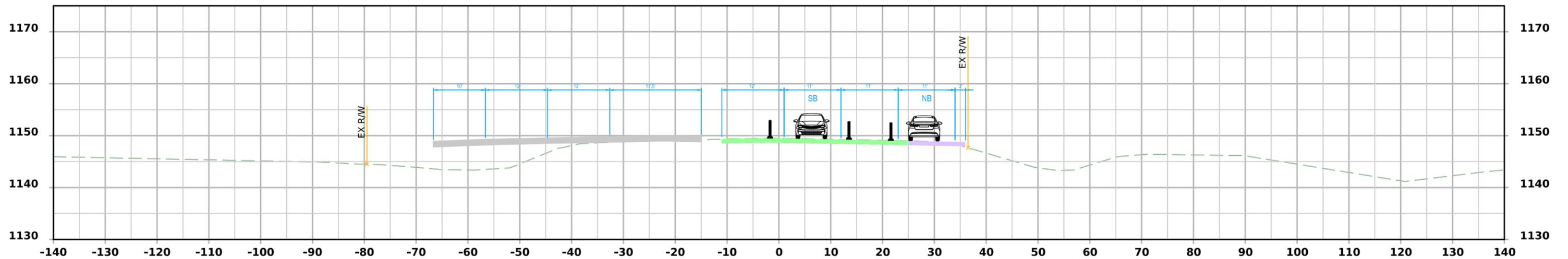
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STA 1254+00.00 - STAGE 6

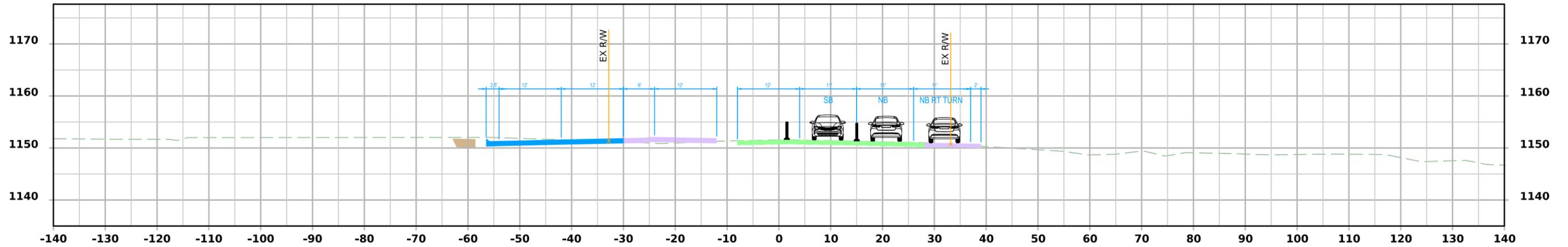


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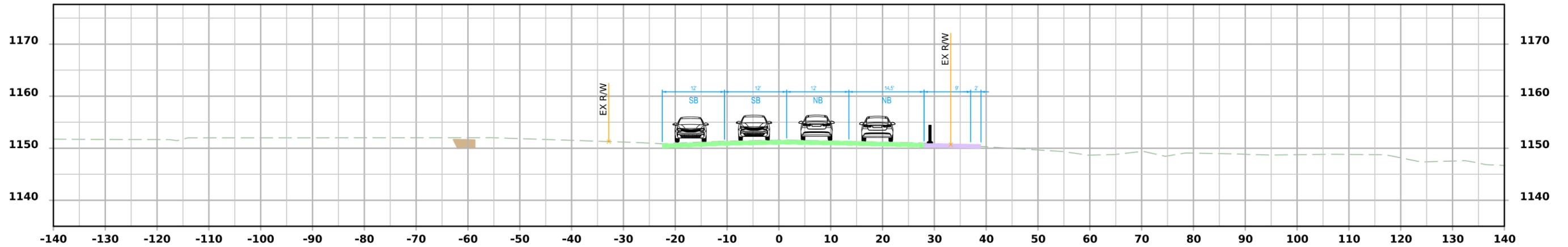


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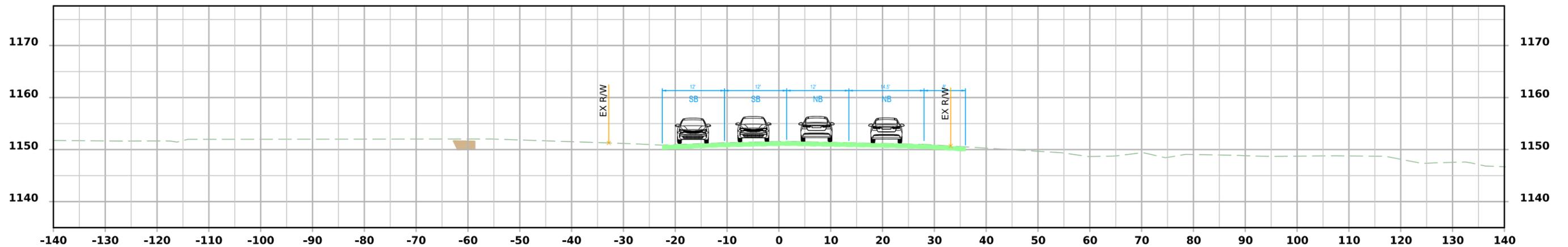
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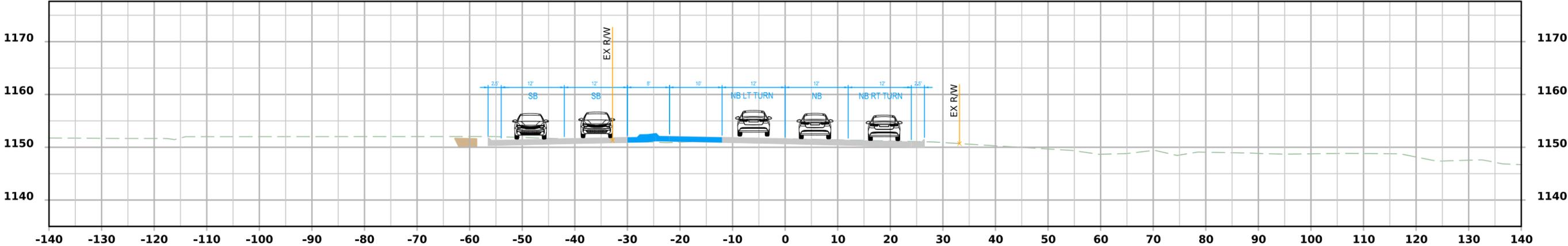


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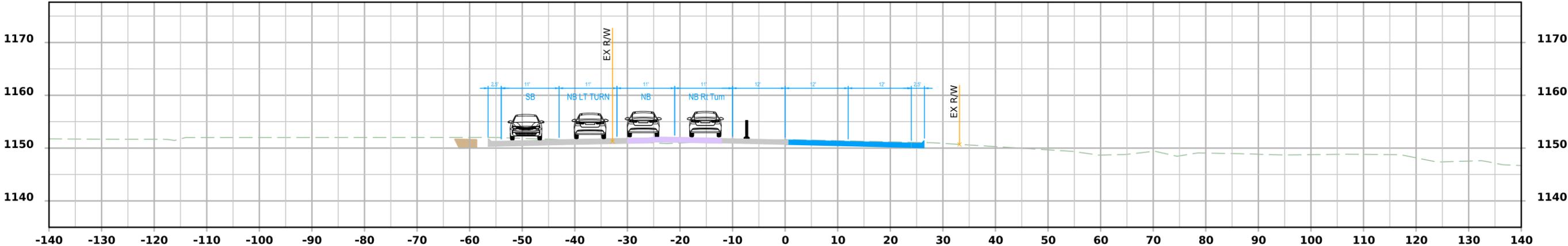


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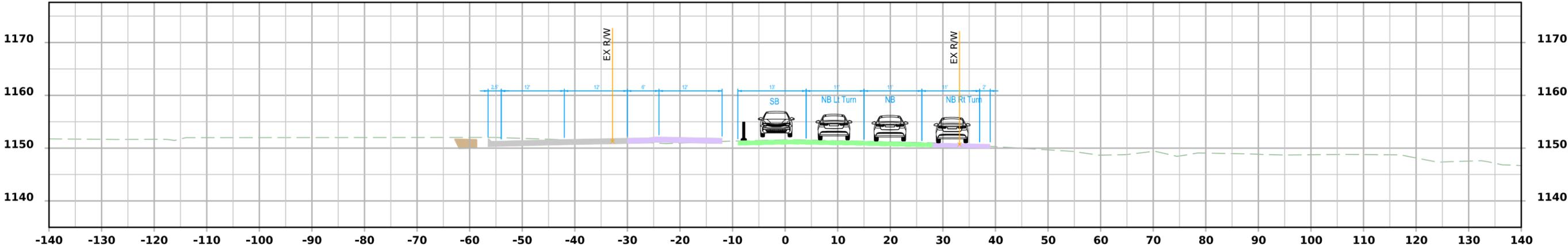
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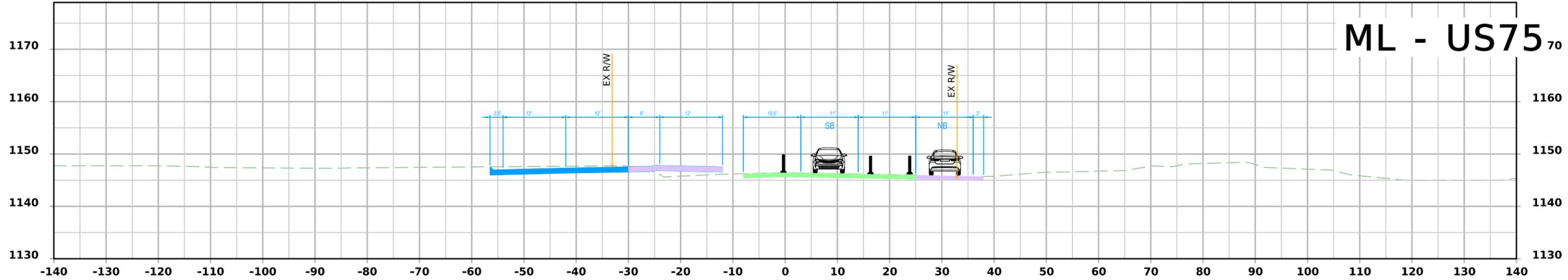


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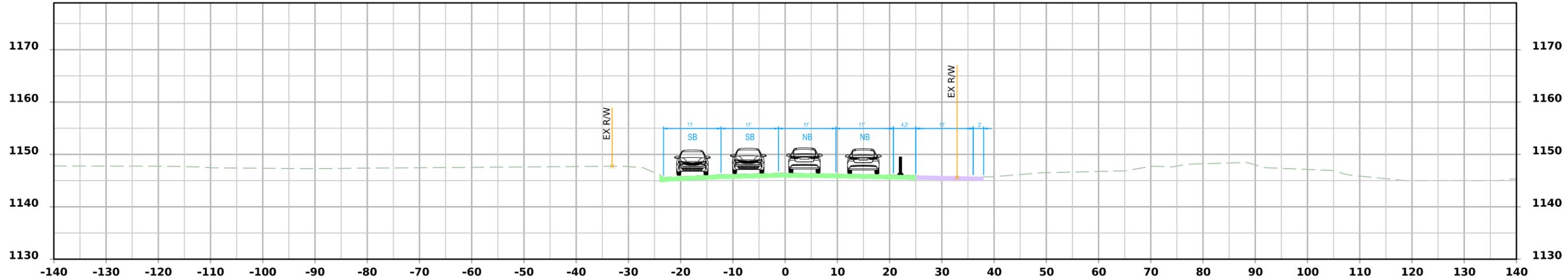


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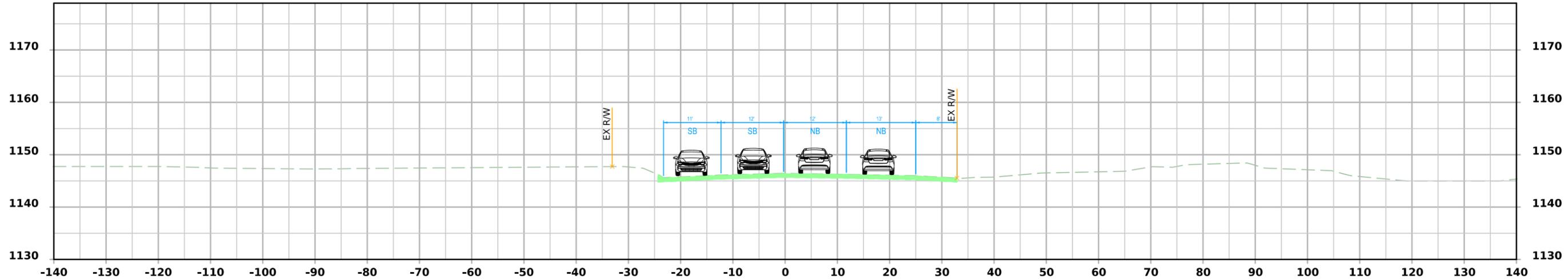
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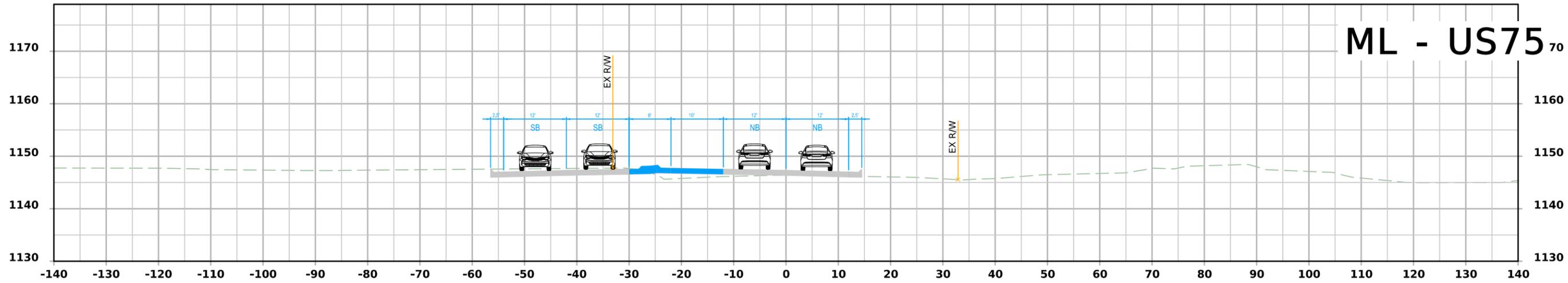
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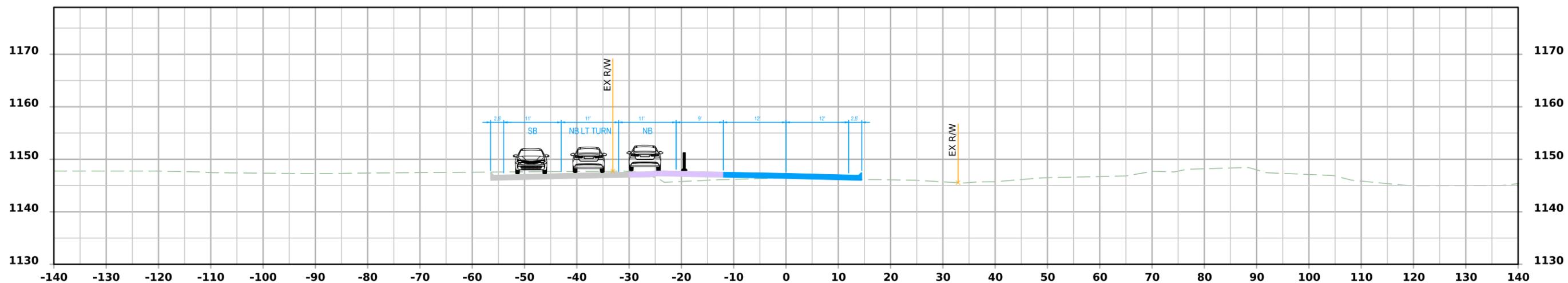
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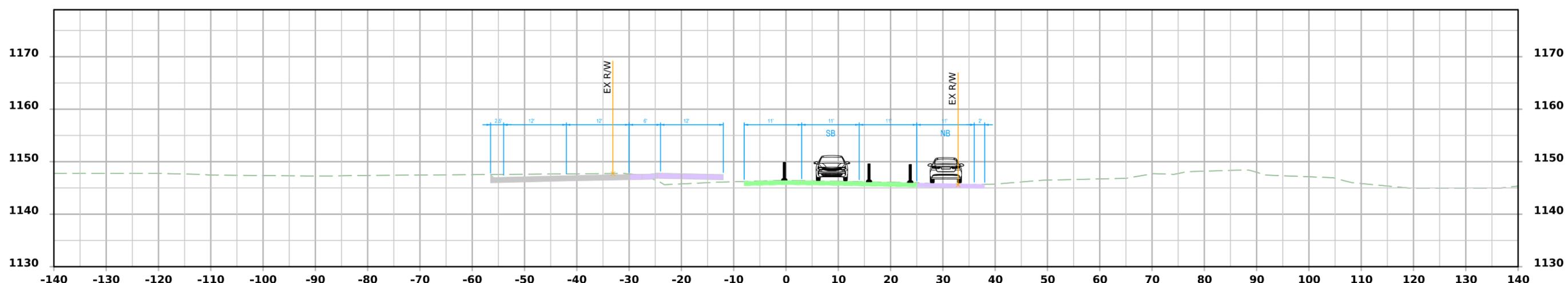
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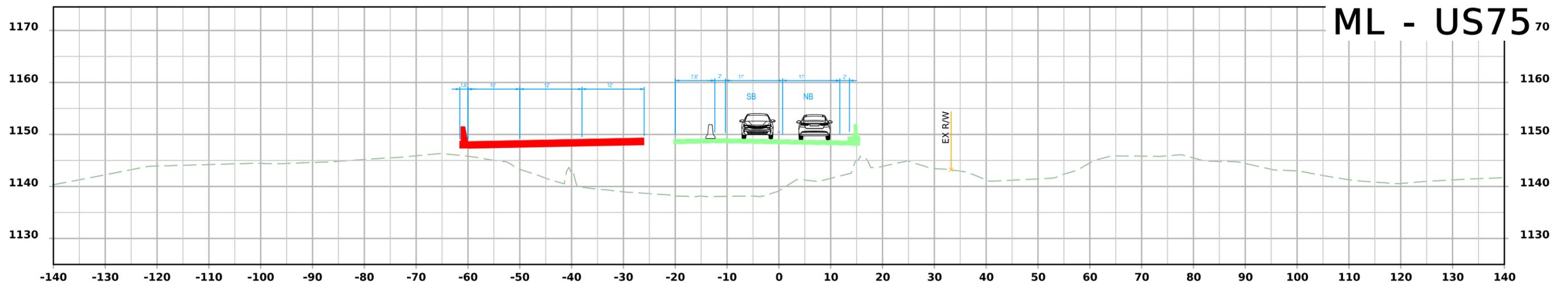
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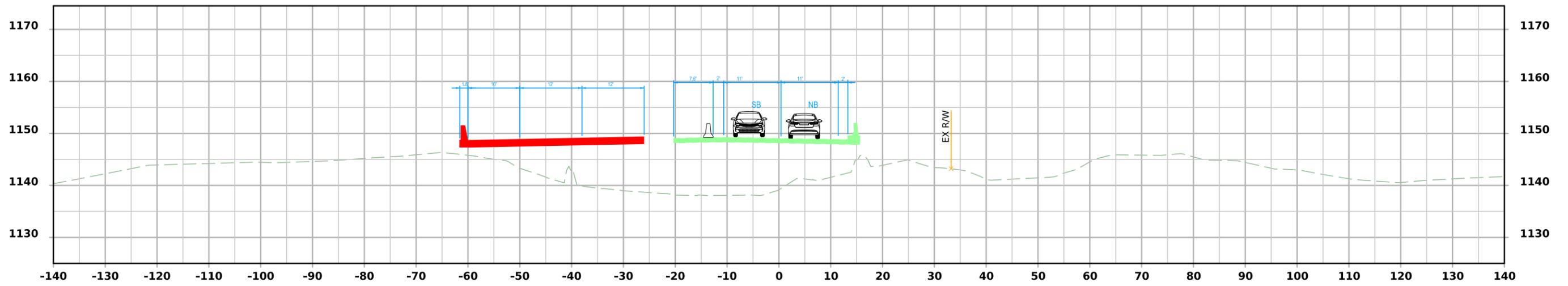
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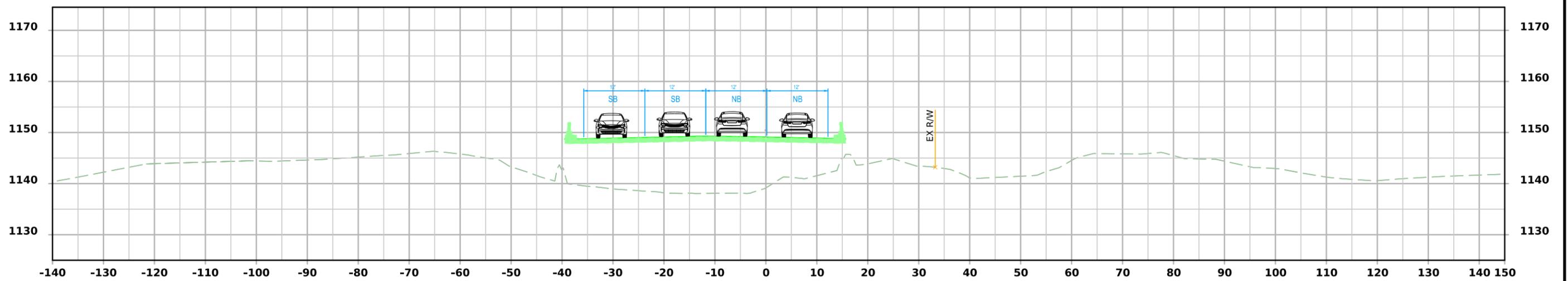
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STA 1279+80.00 - STAGE 3

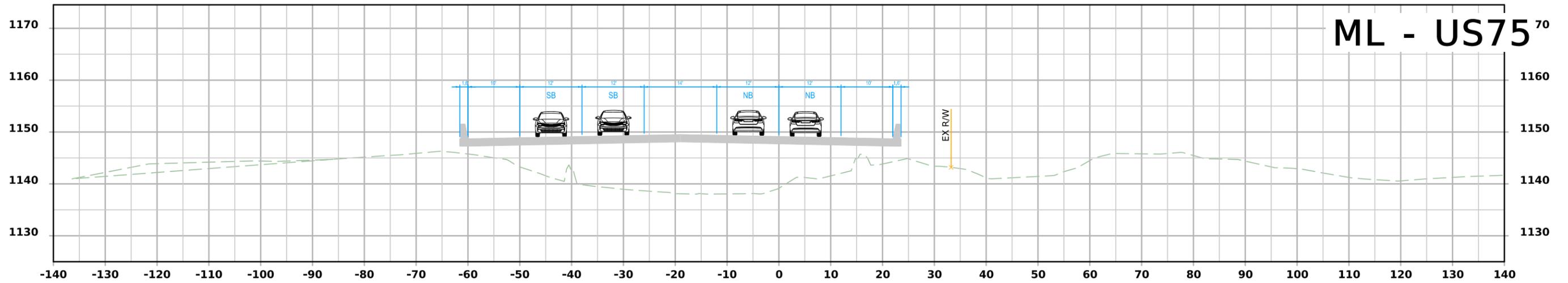


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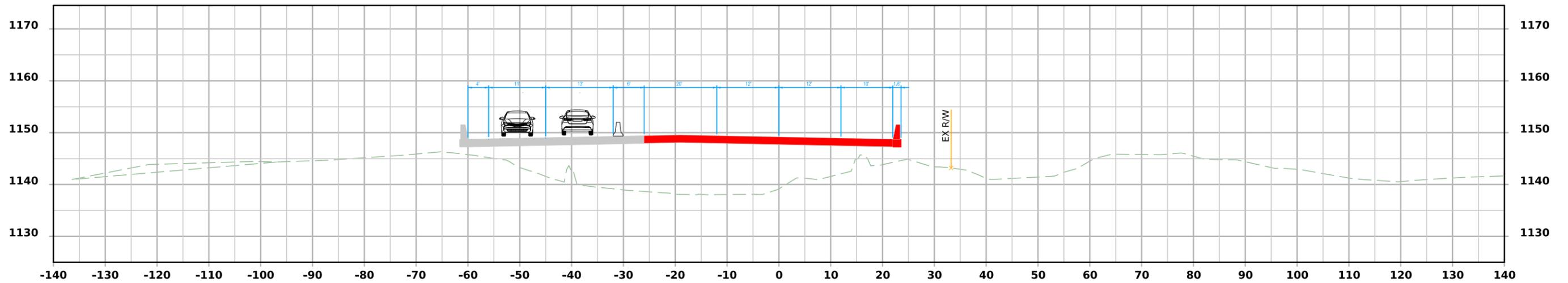


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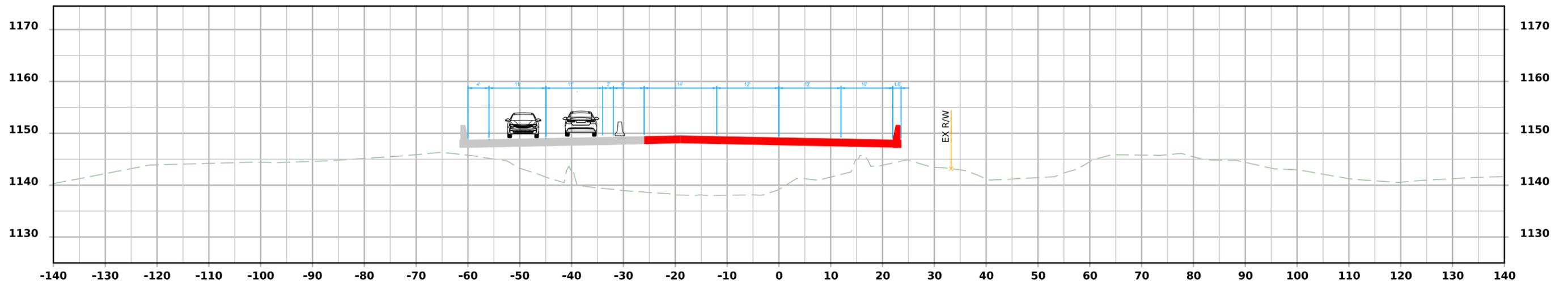
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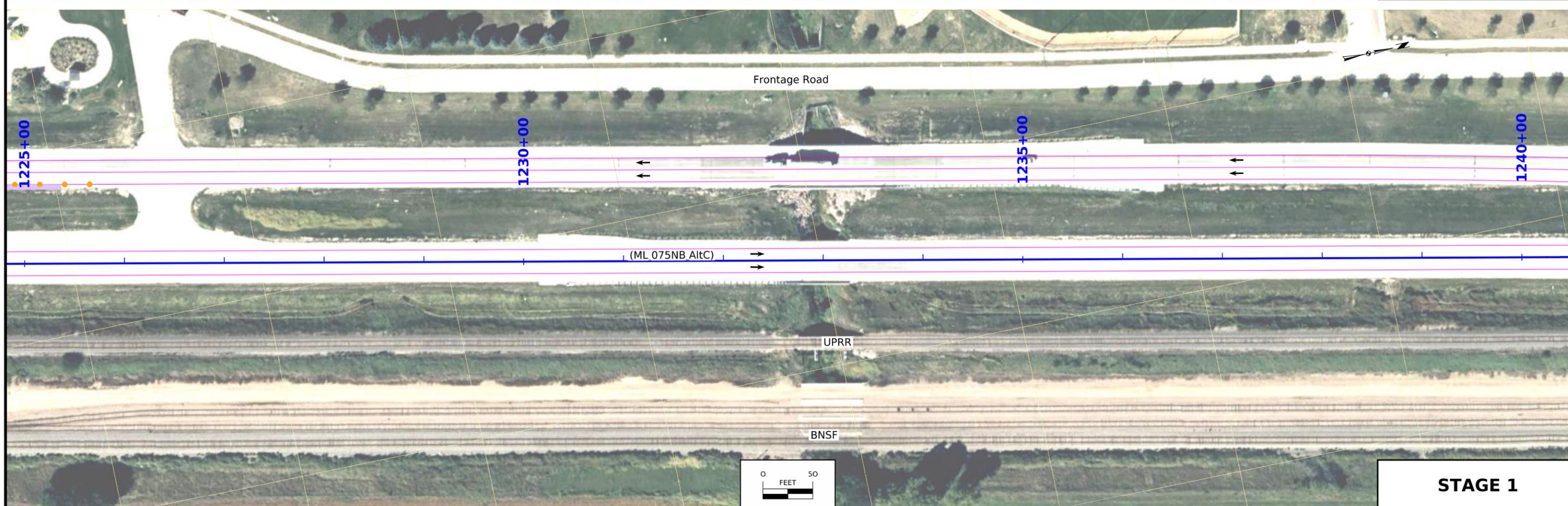
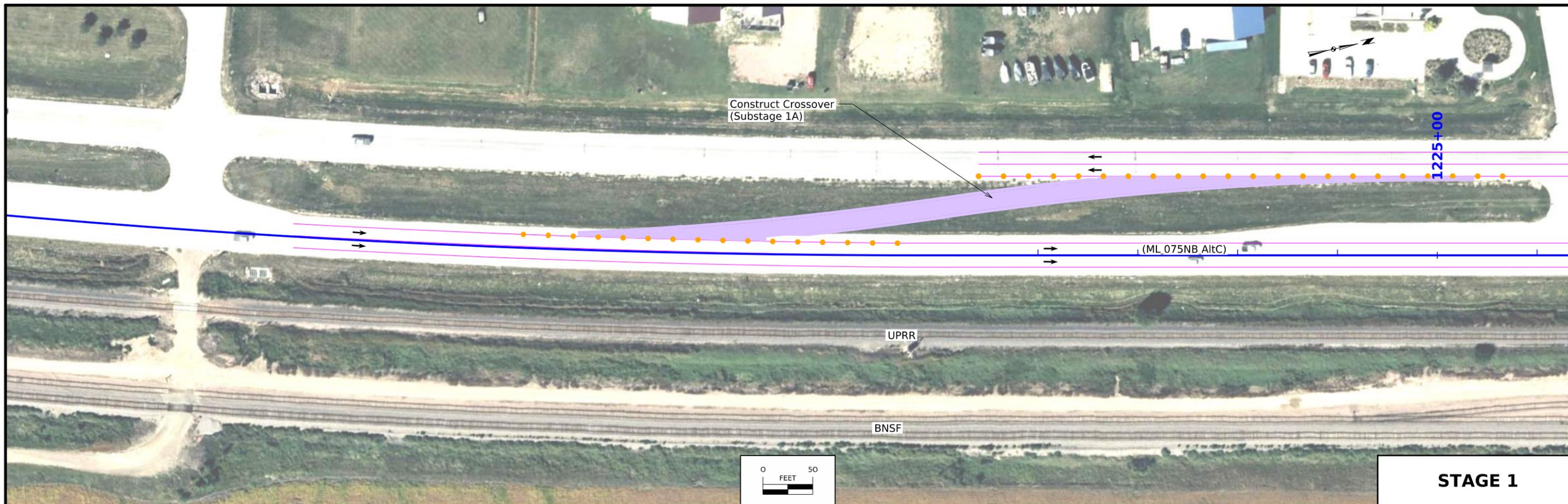
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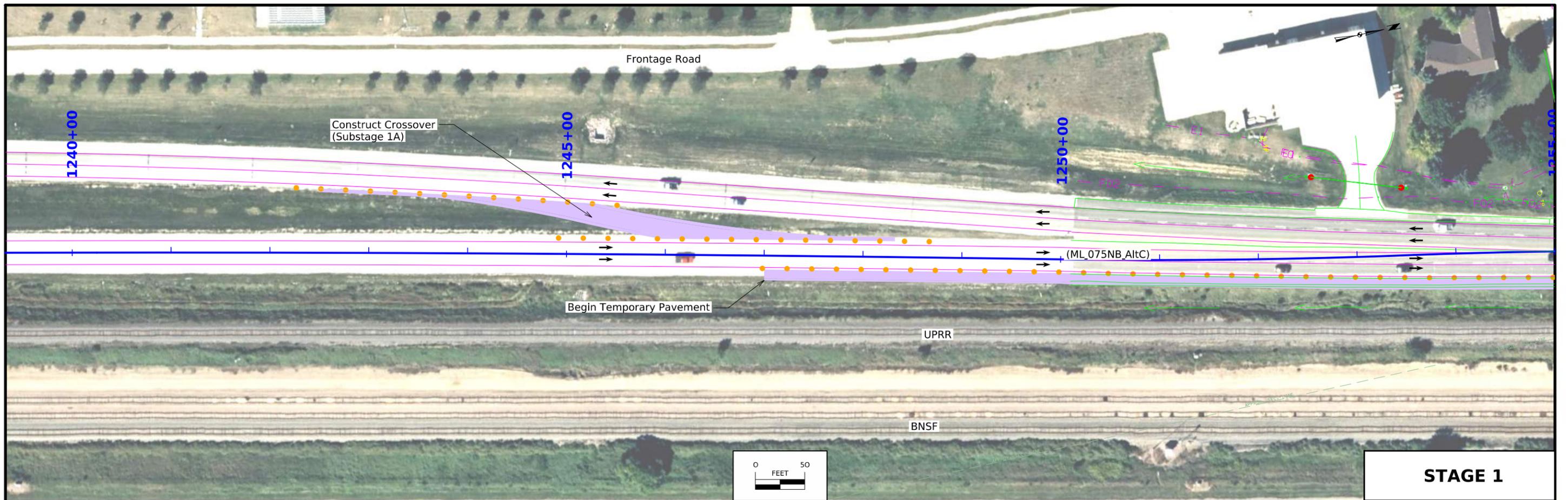
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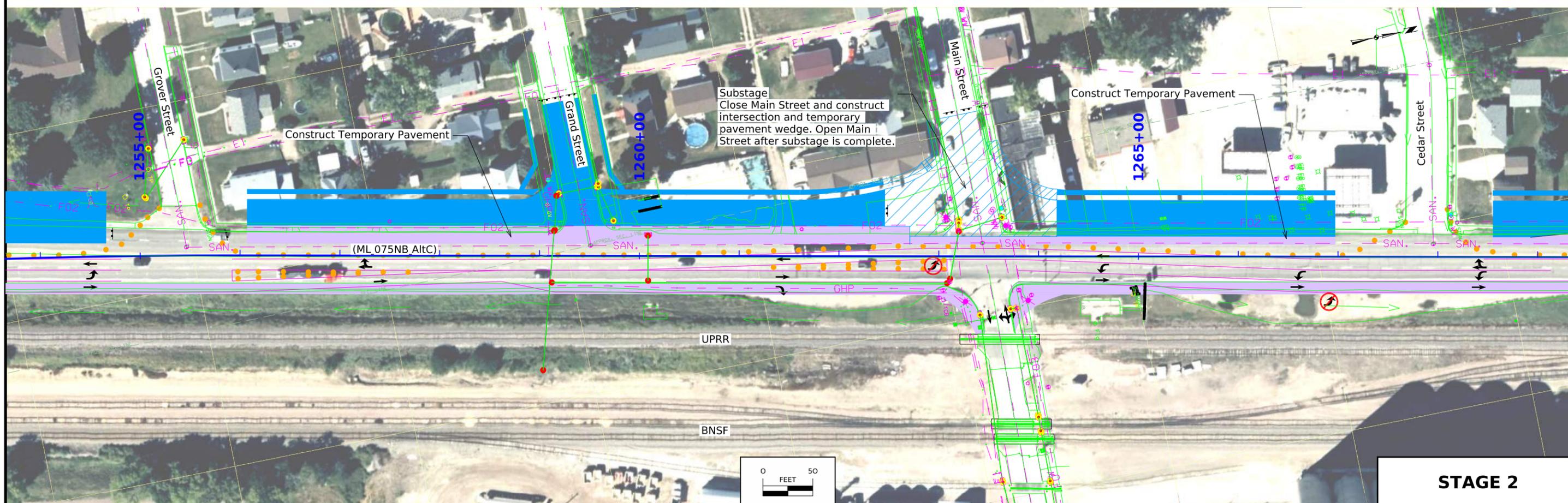
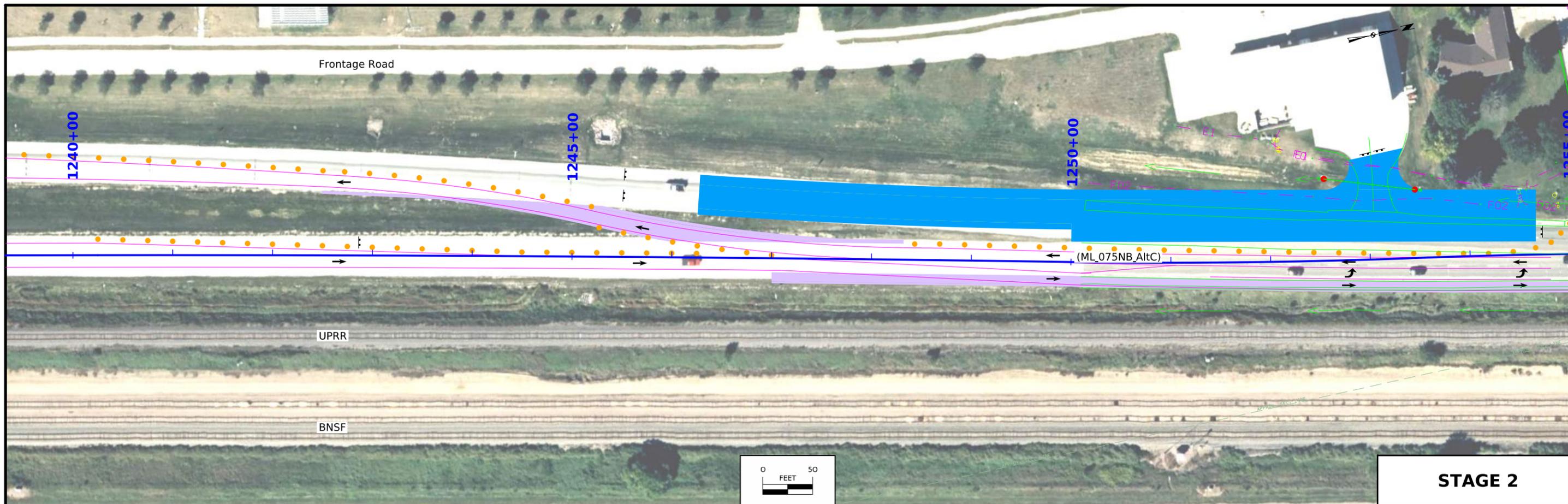
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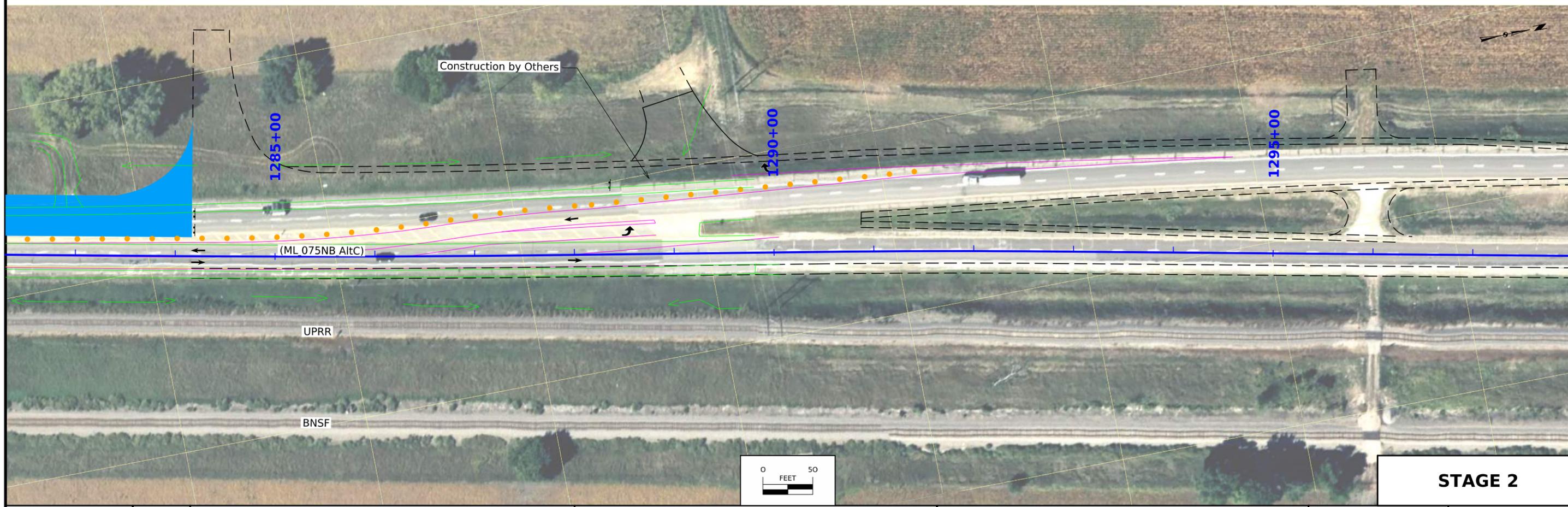
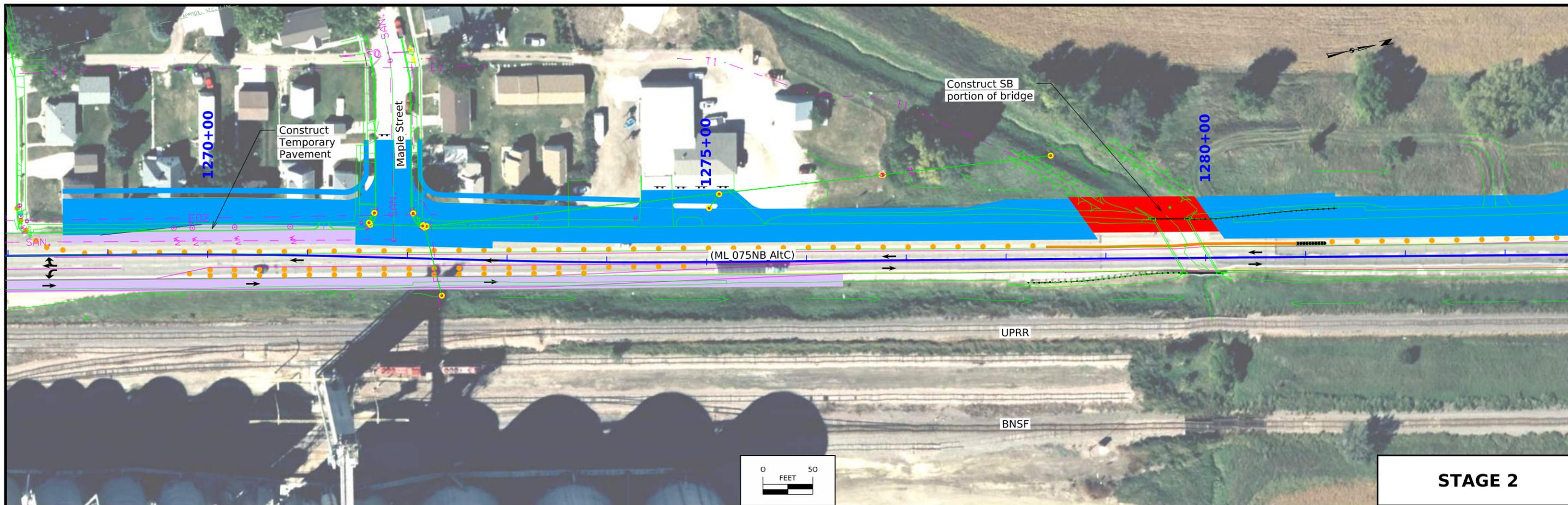


FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HDR	PLYMOUTH COUNTY	PROJECT NUMBER NHSX-075-2(116)--3H-75	SHEET NUMBER J.11
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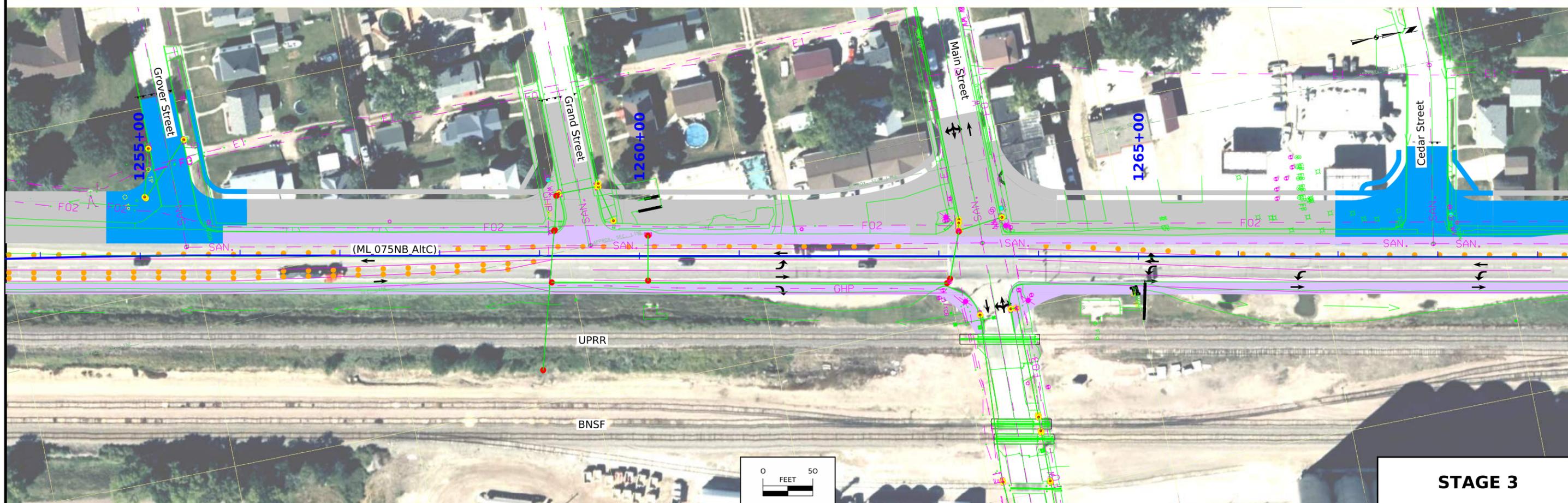
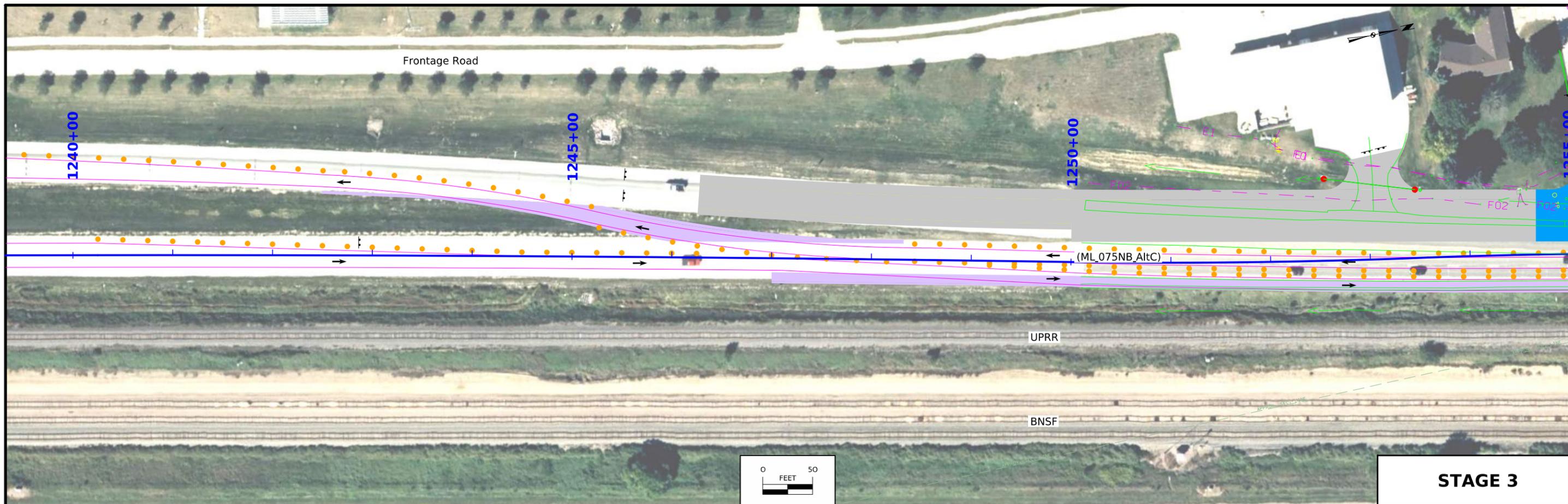


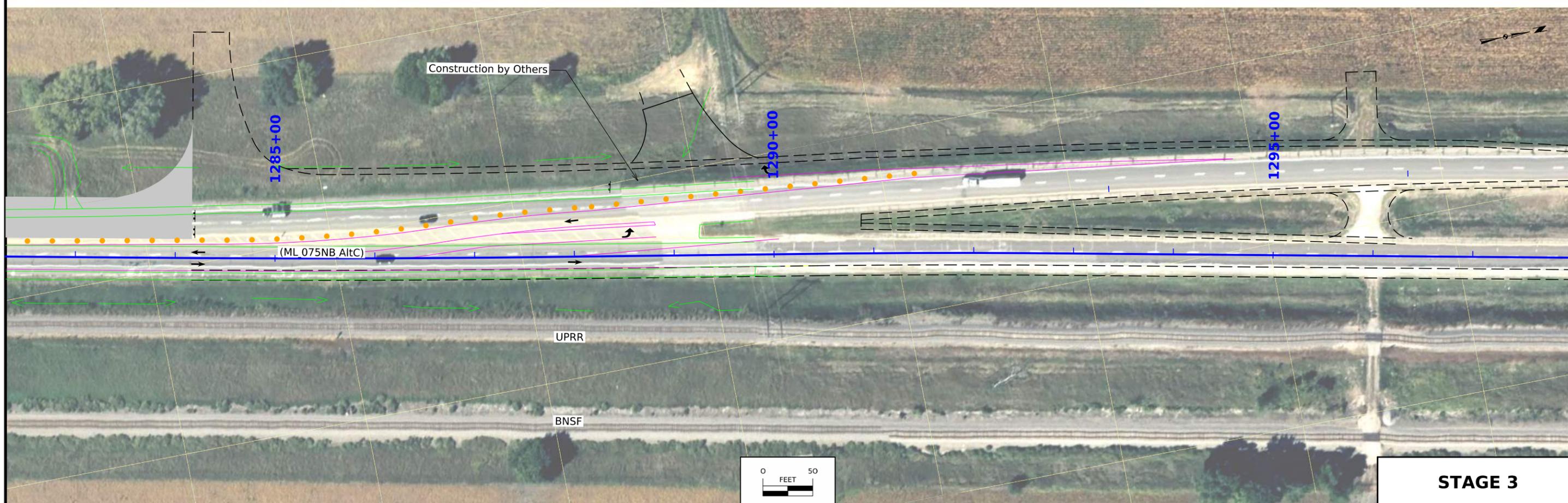
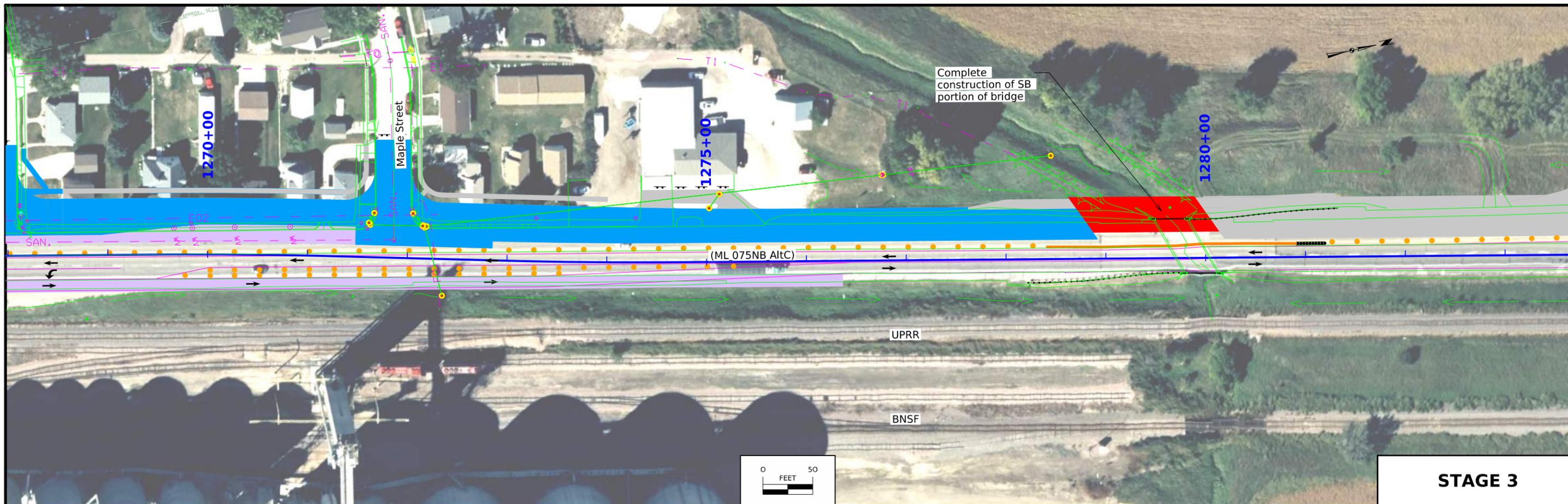
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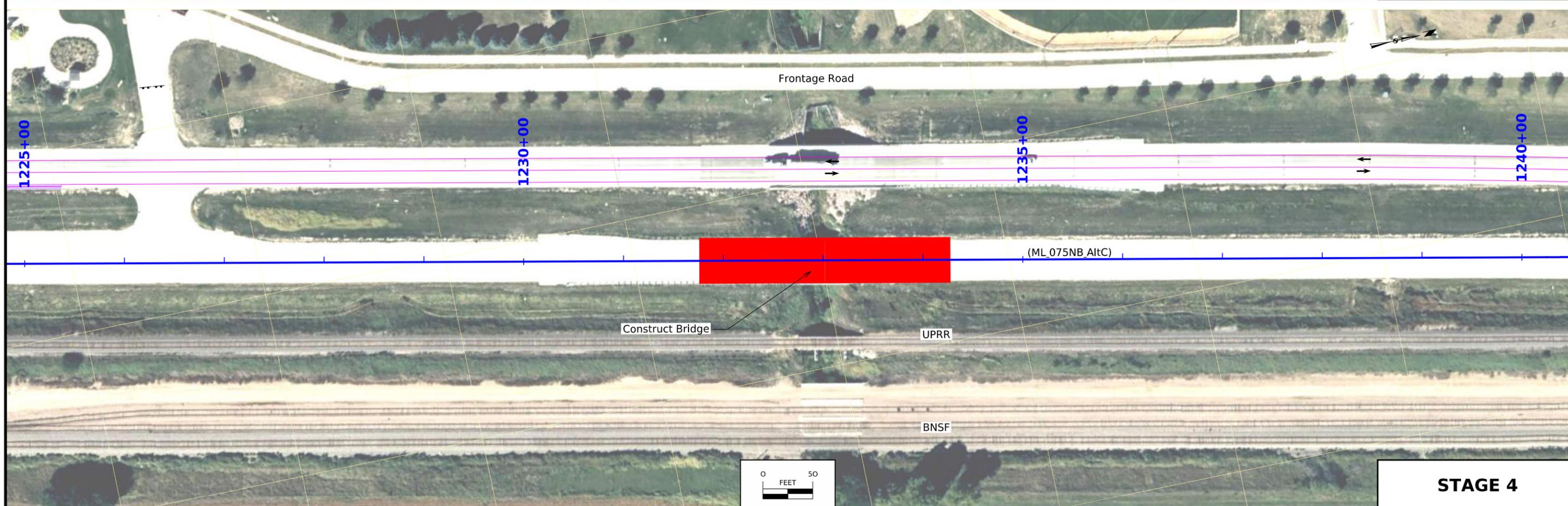
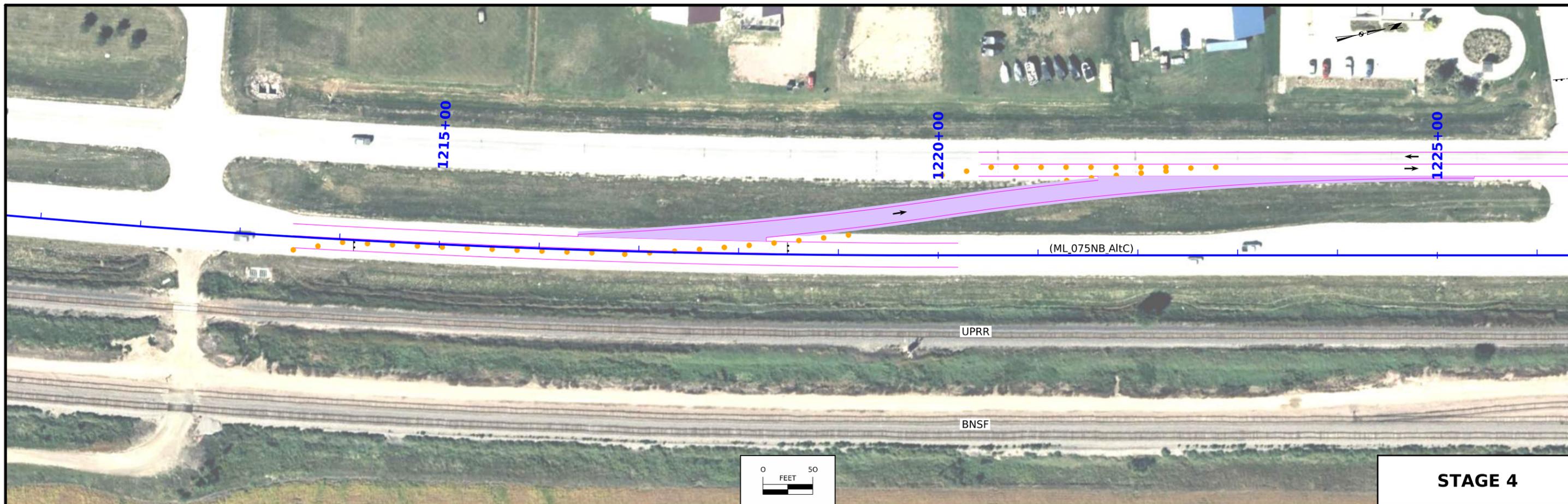


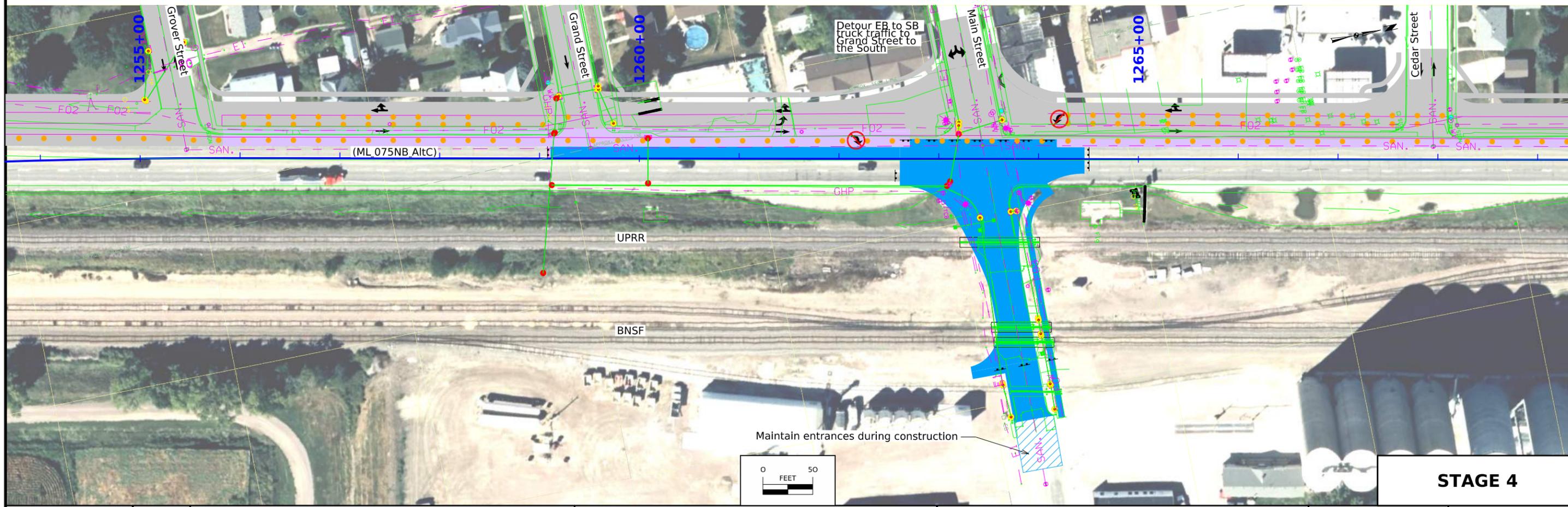
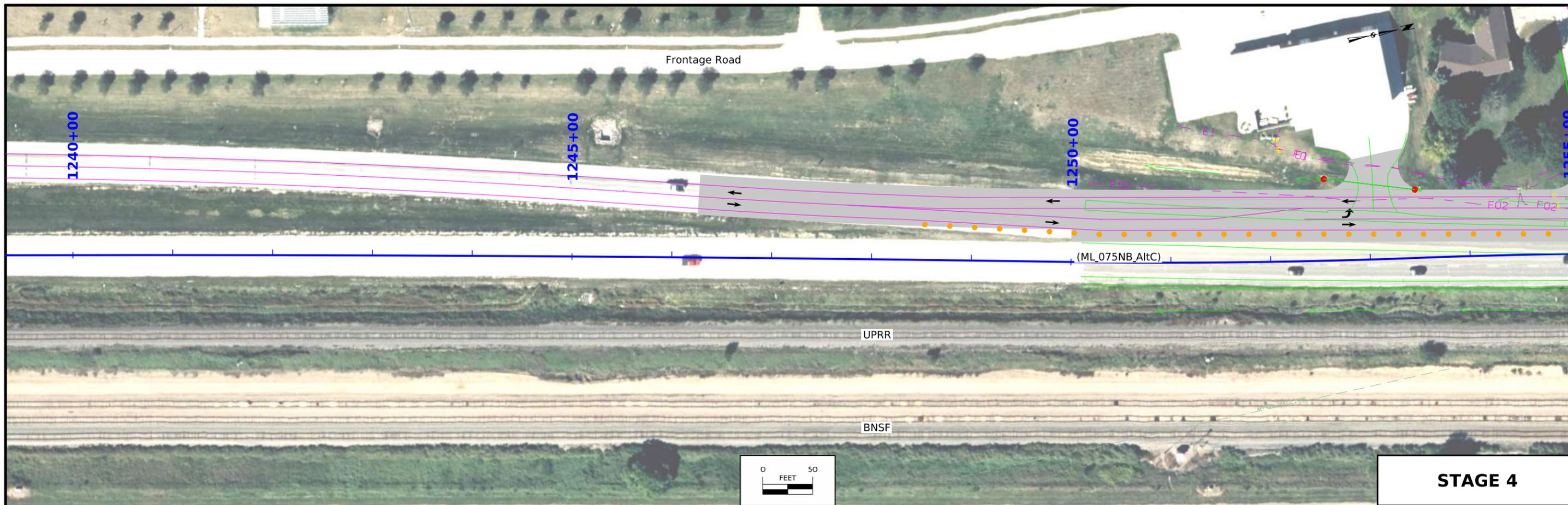


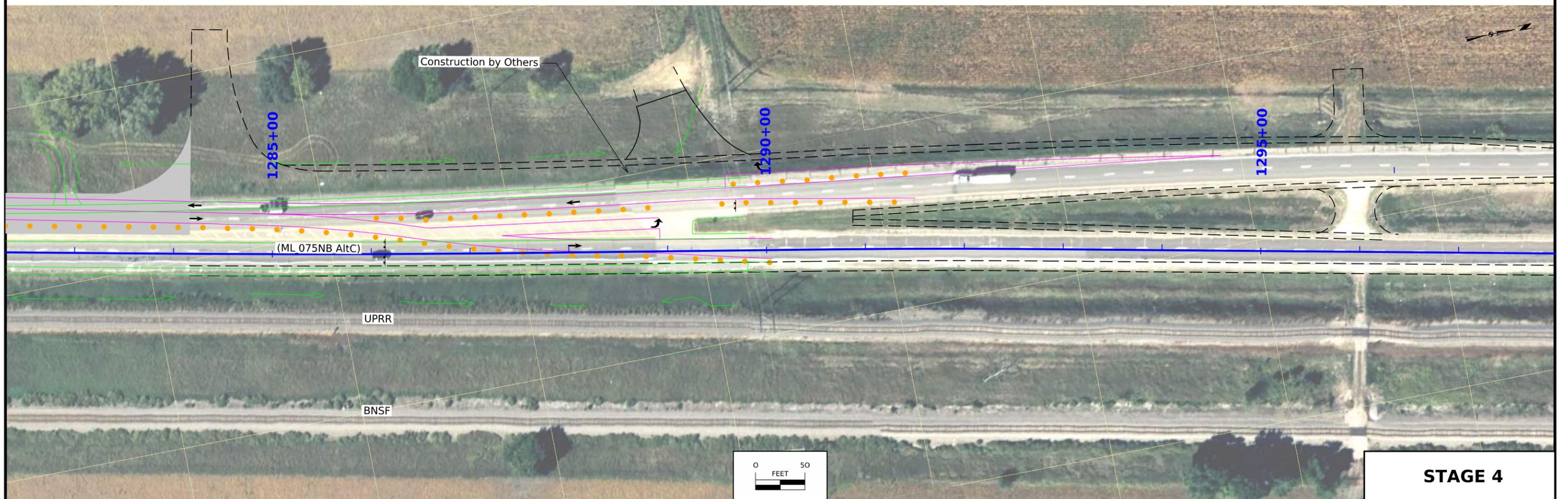
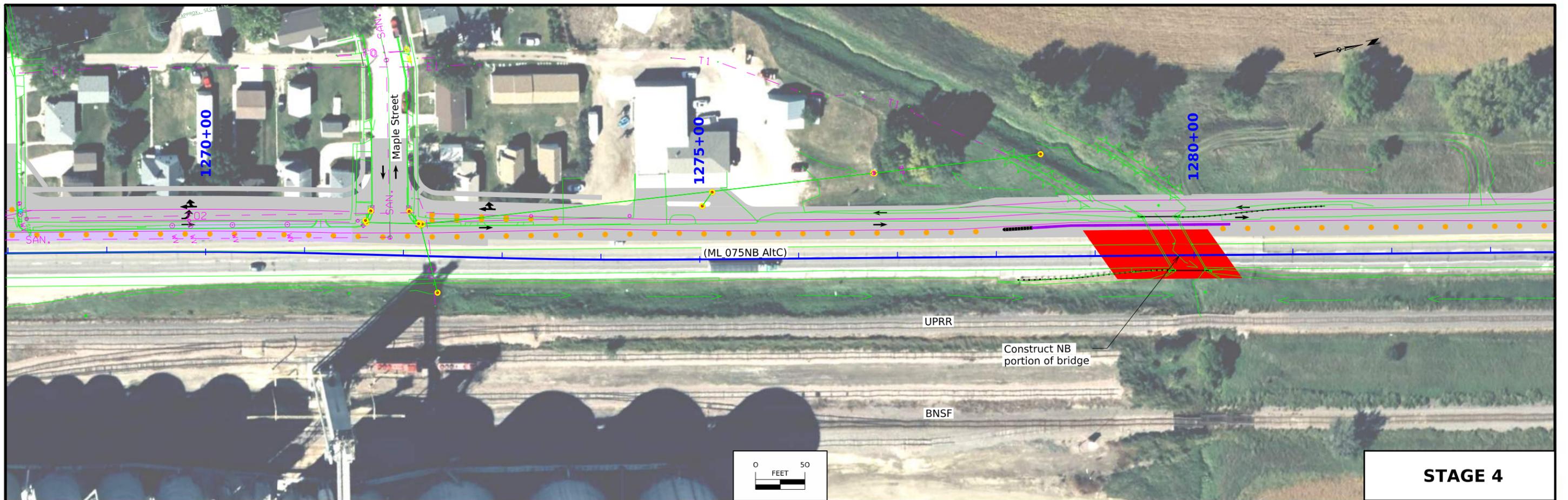
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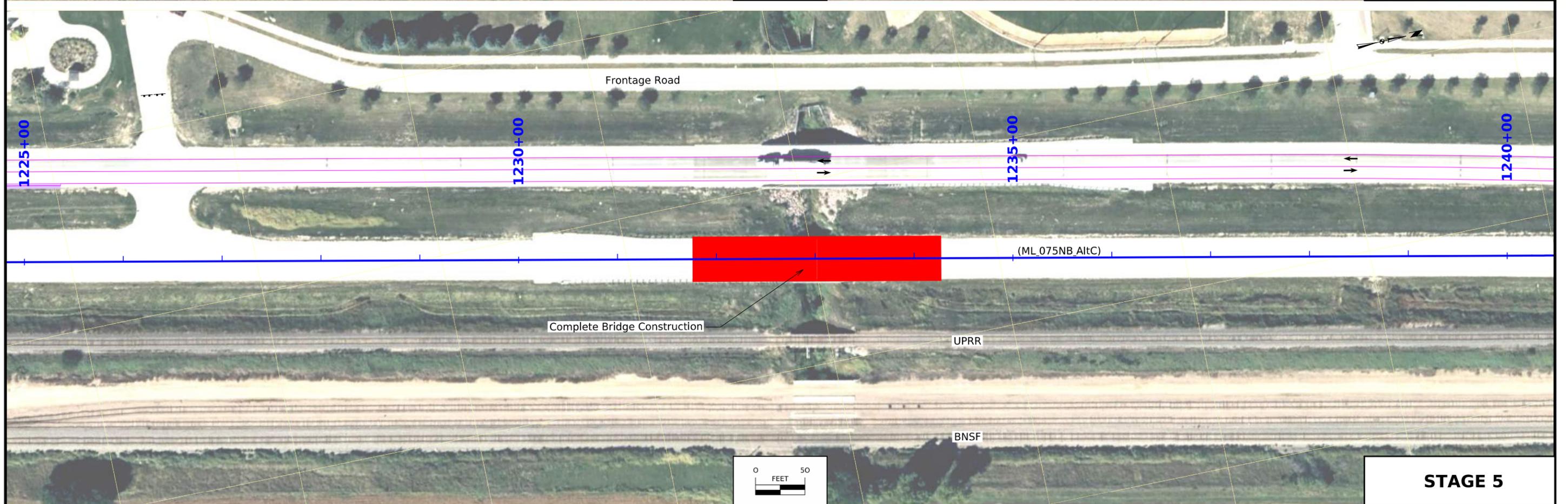
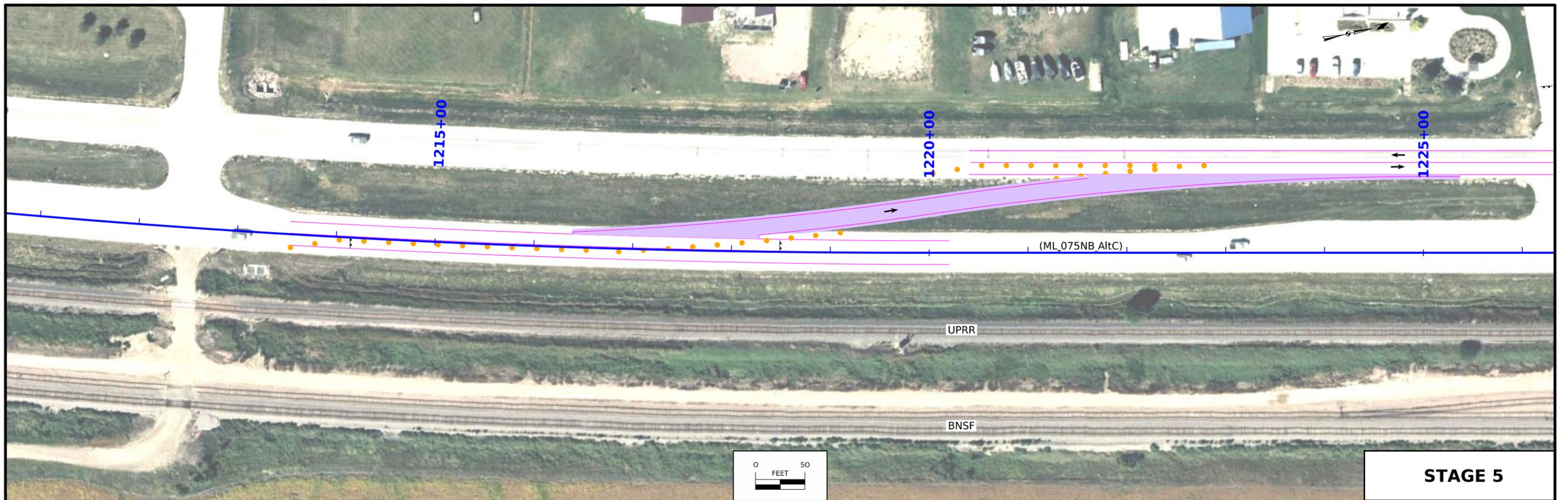




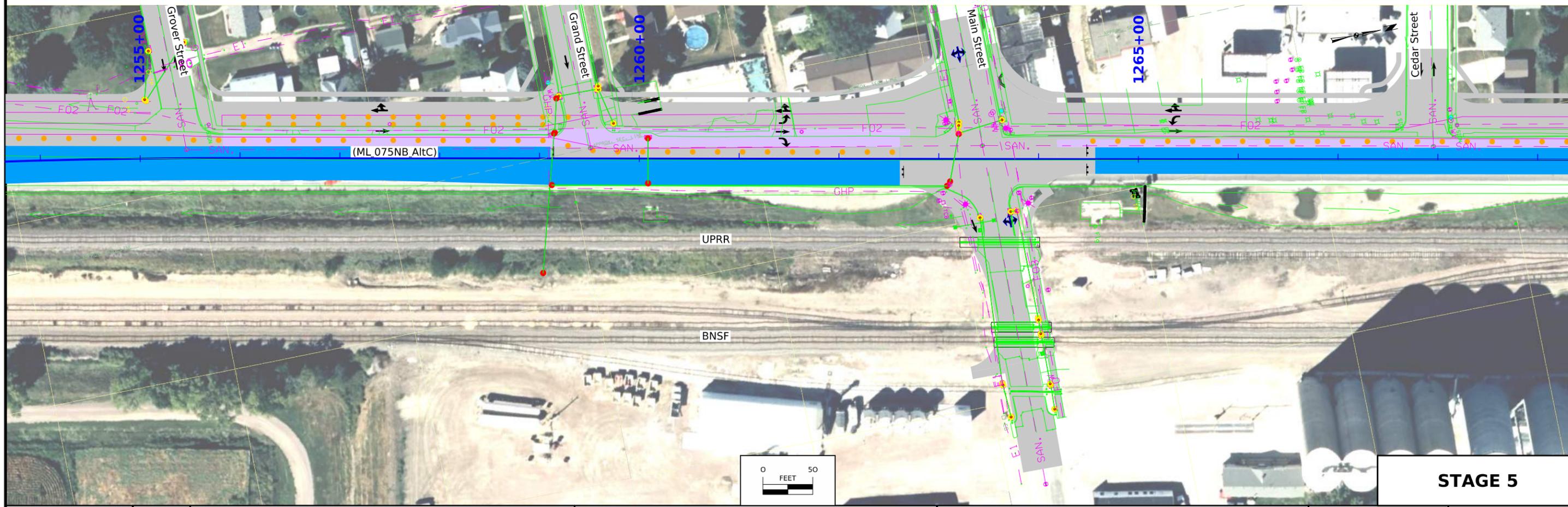
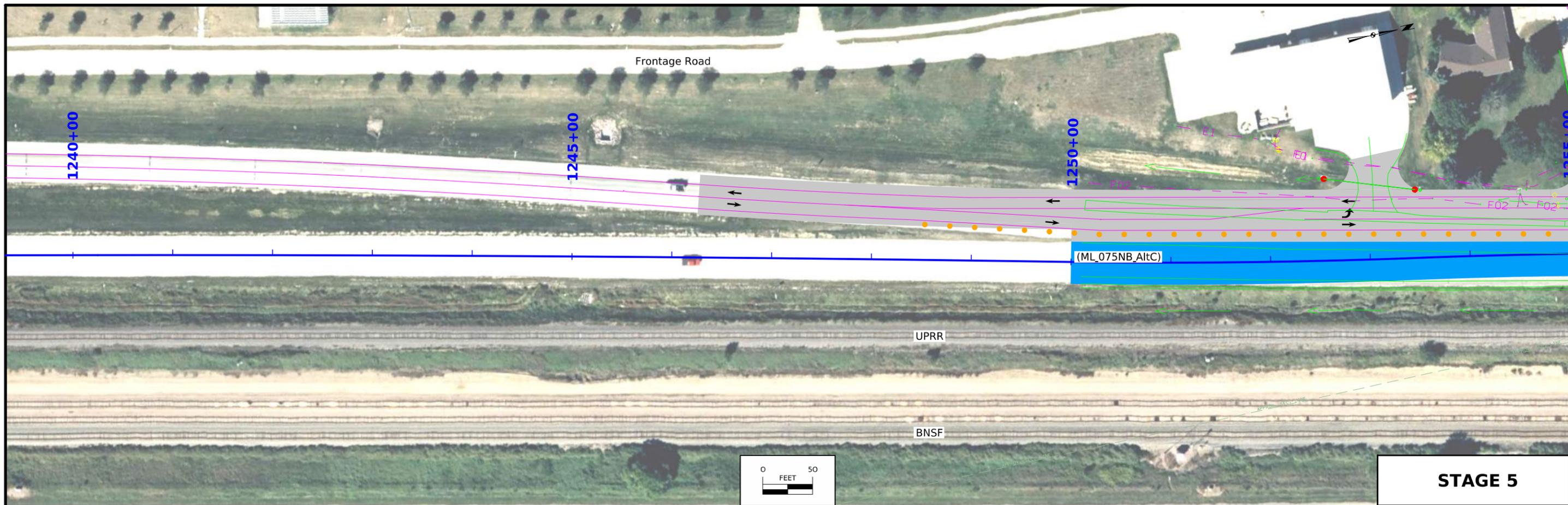


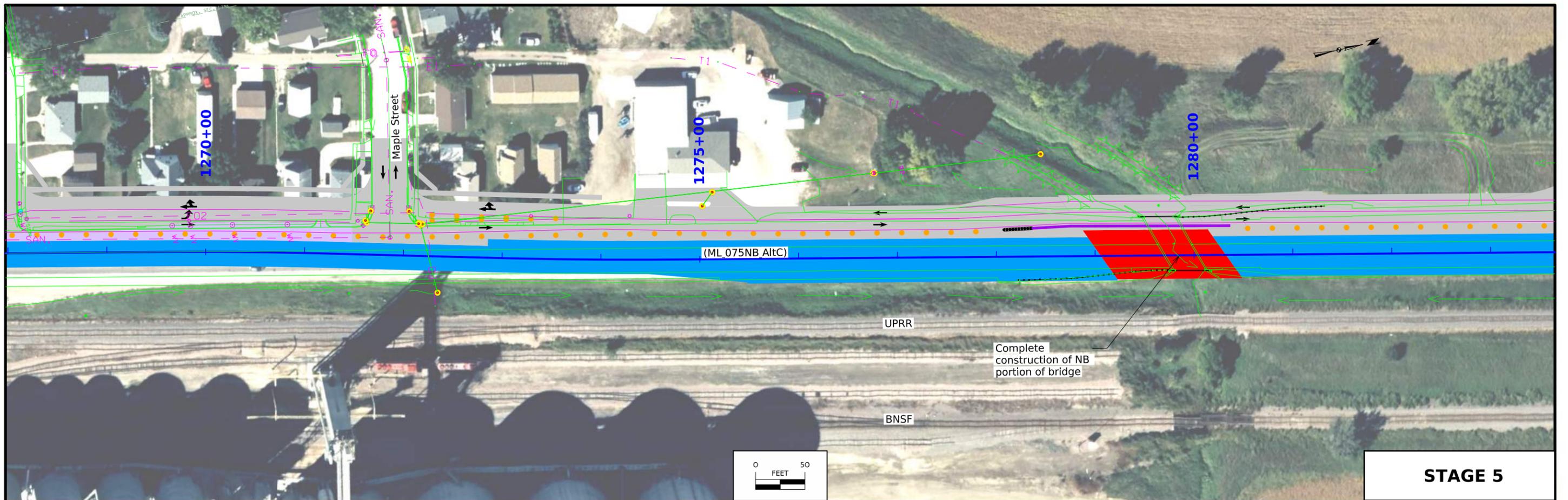


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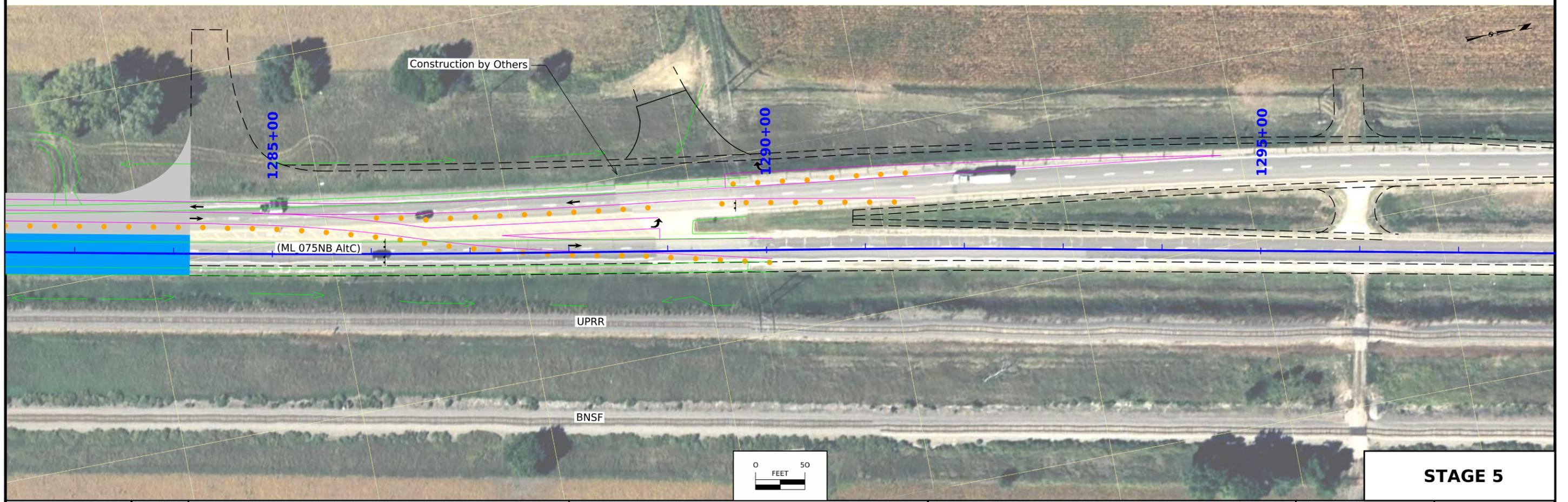


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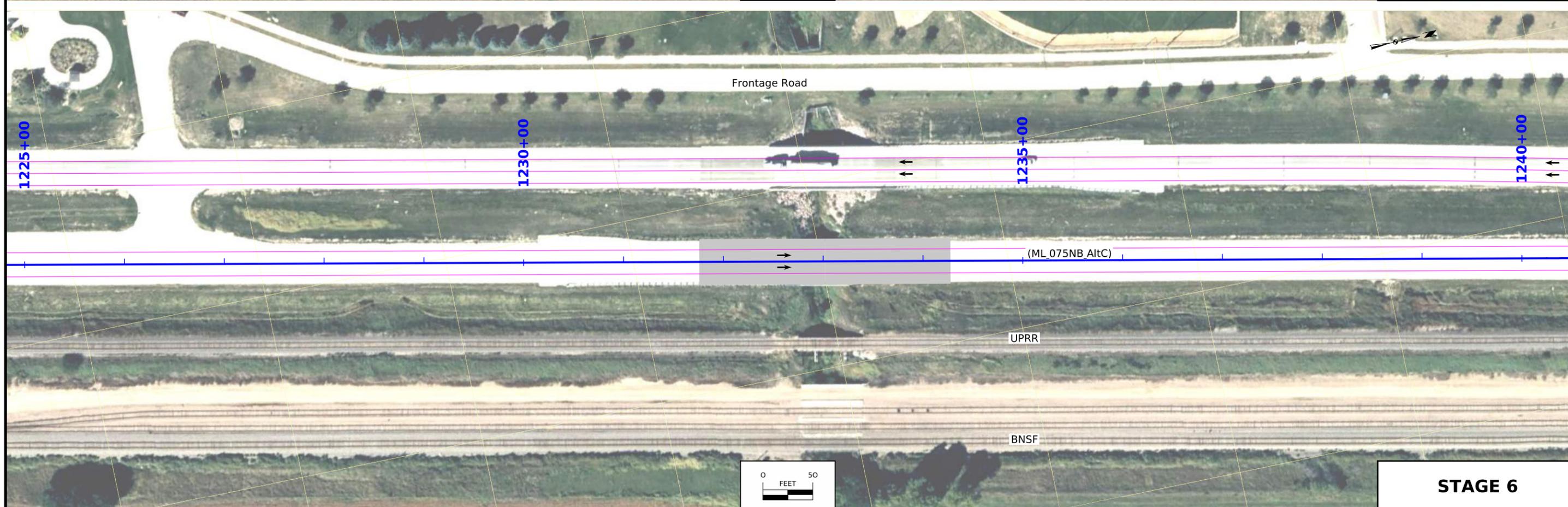
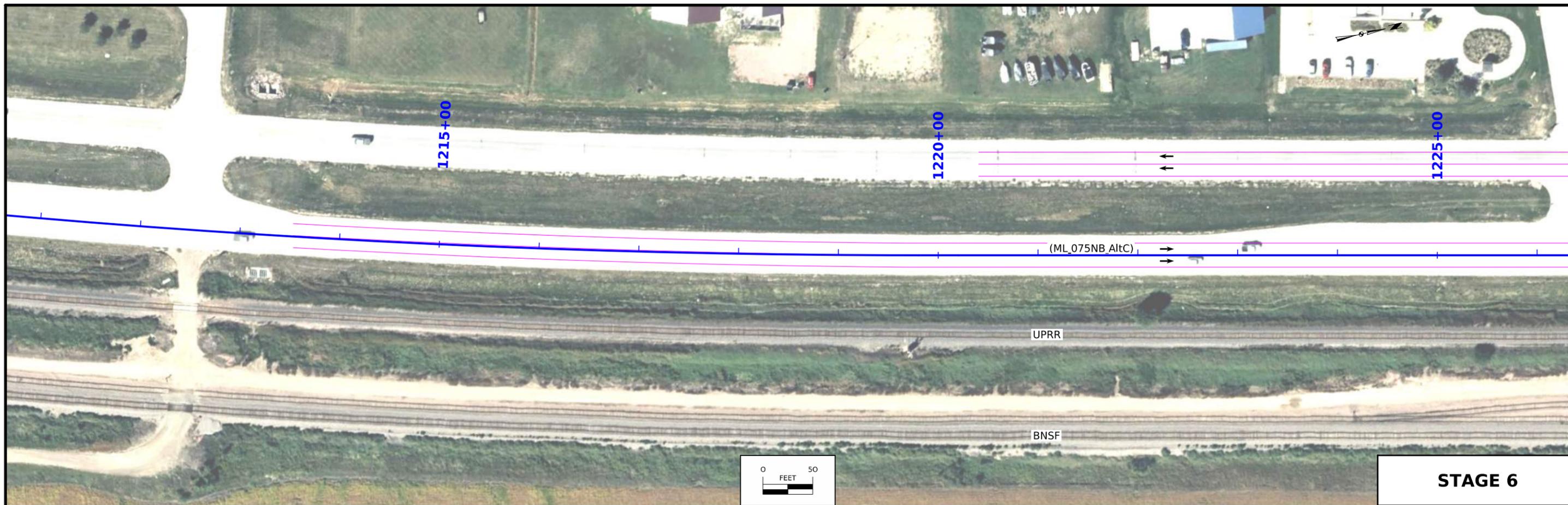




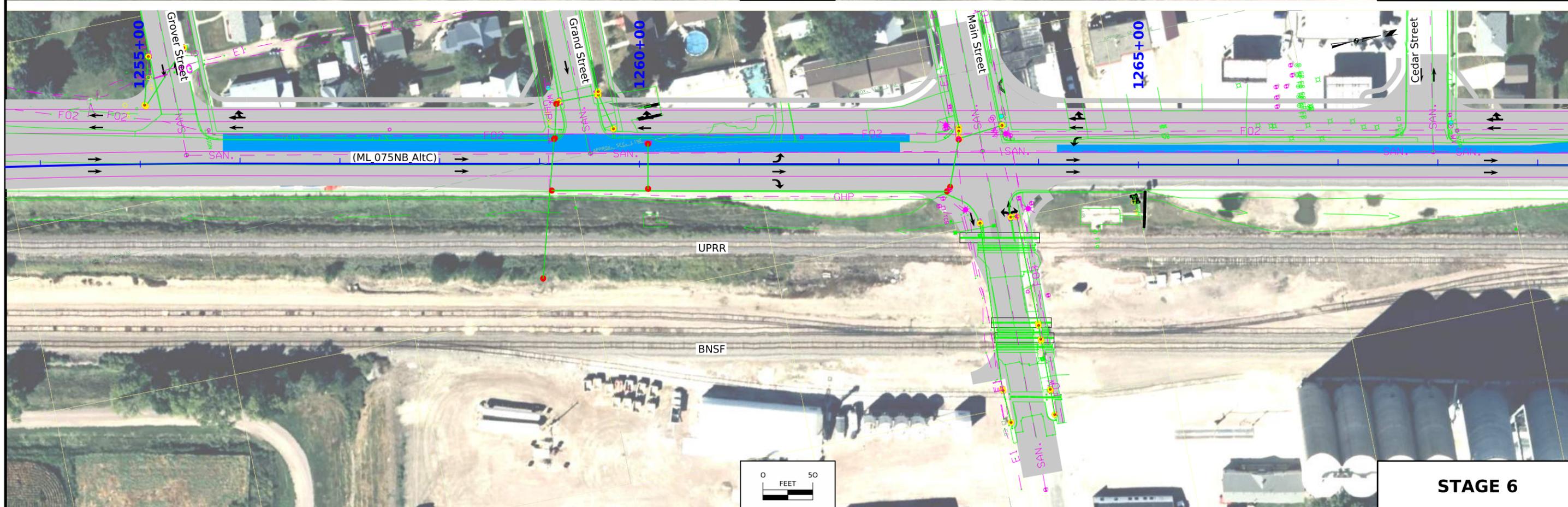
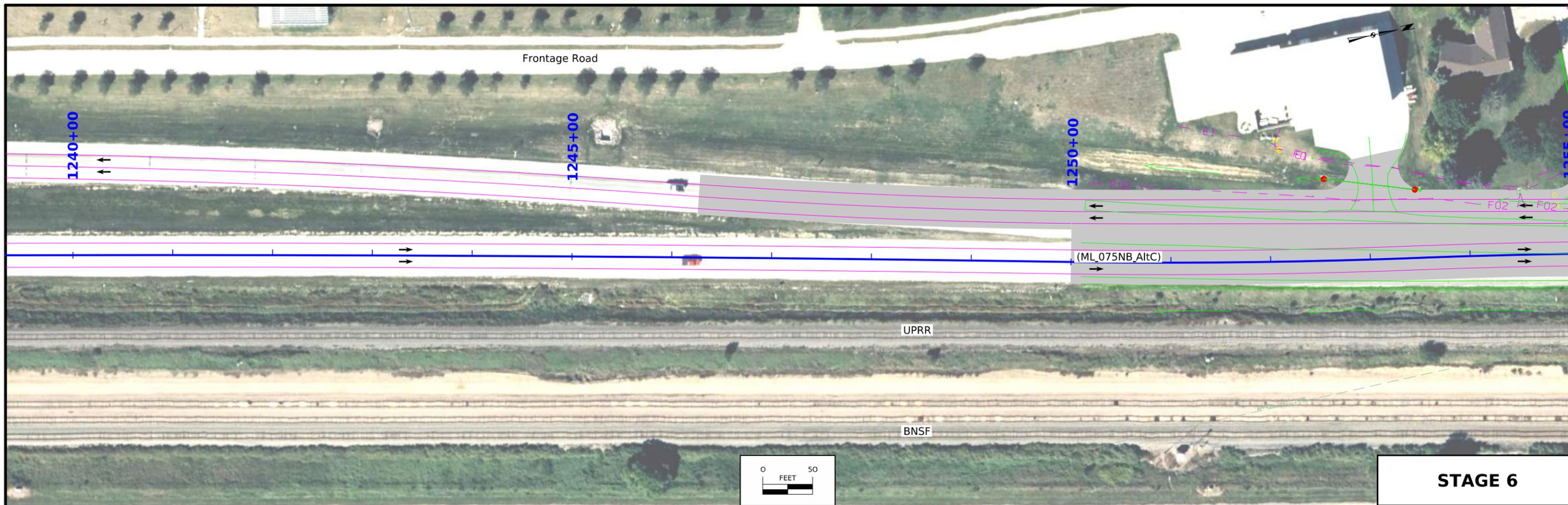
STAGE 5



STAGE 5

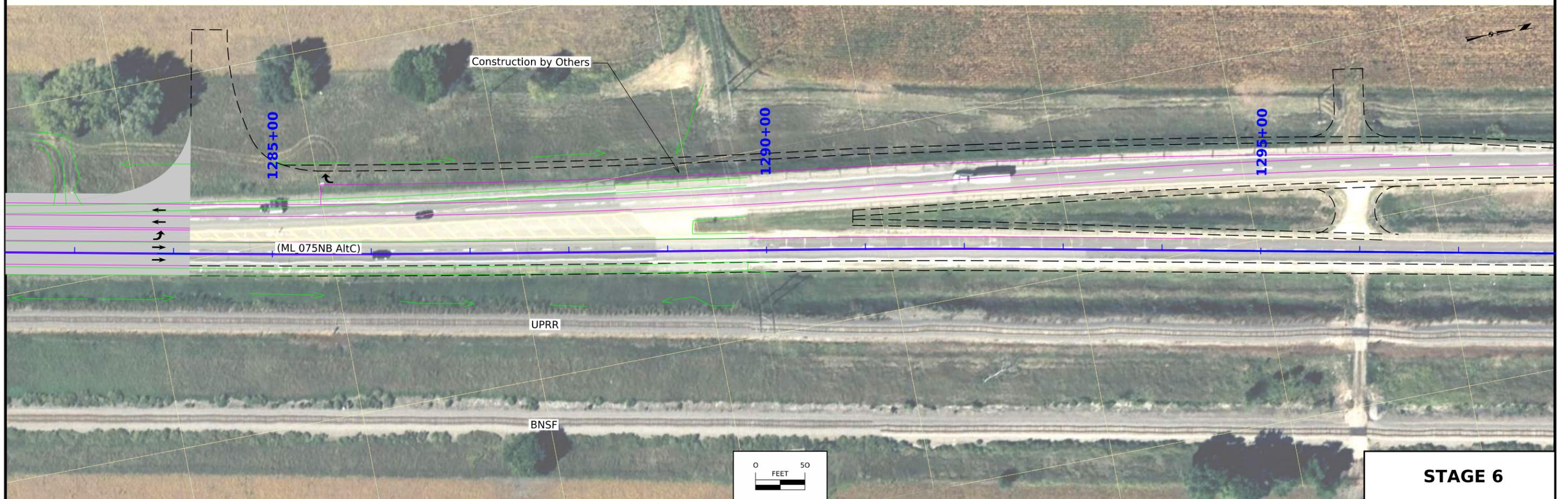
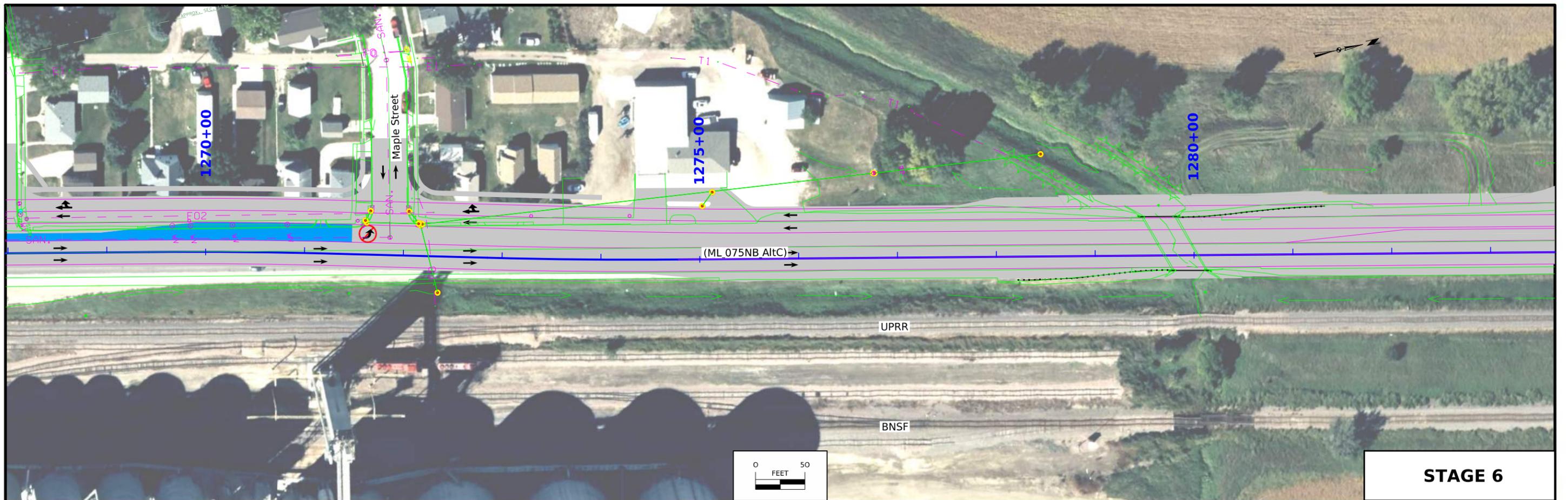


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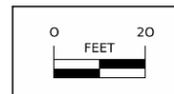
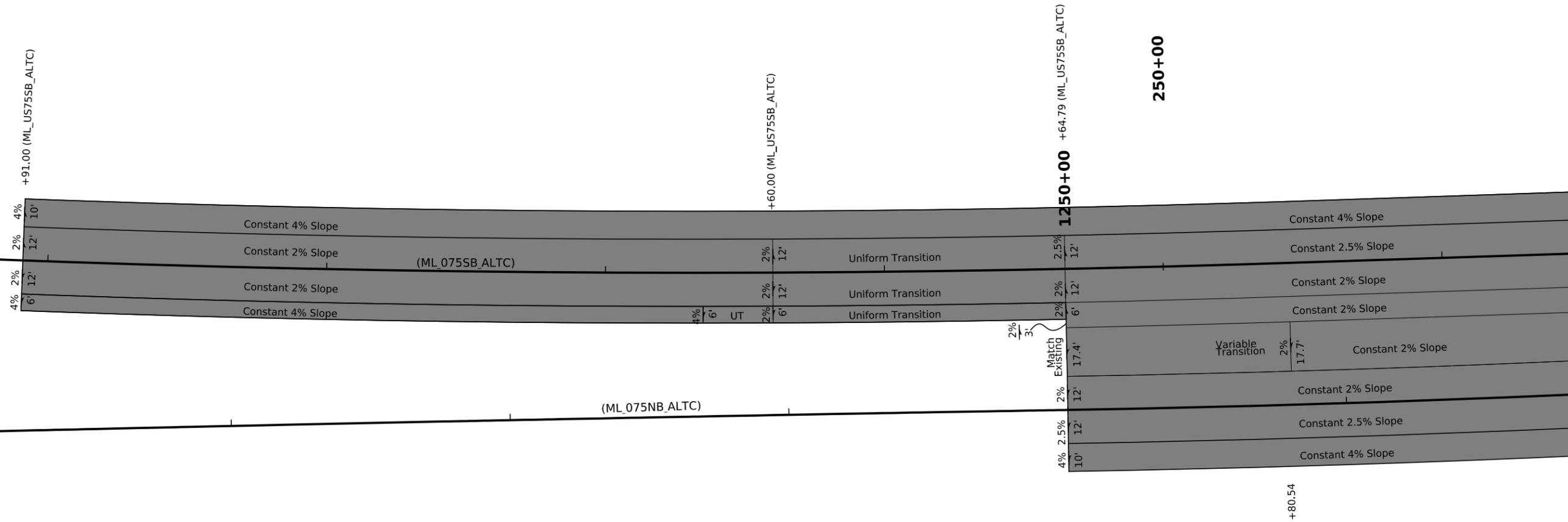
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3:36:53 PM 10/1/2025 SRANNEY pw:\pwhdruscen01:HDR_US_Central_01\Documents\ADOT\DOT-US_75_Hinton_Location_Std\6.0_CAD_BIM\6.2_WIP\Workset\Dgn\Design\CADD_Files\Sheet_Files\50 Scale Stage 6 Walkaway



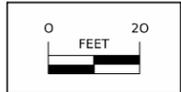
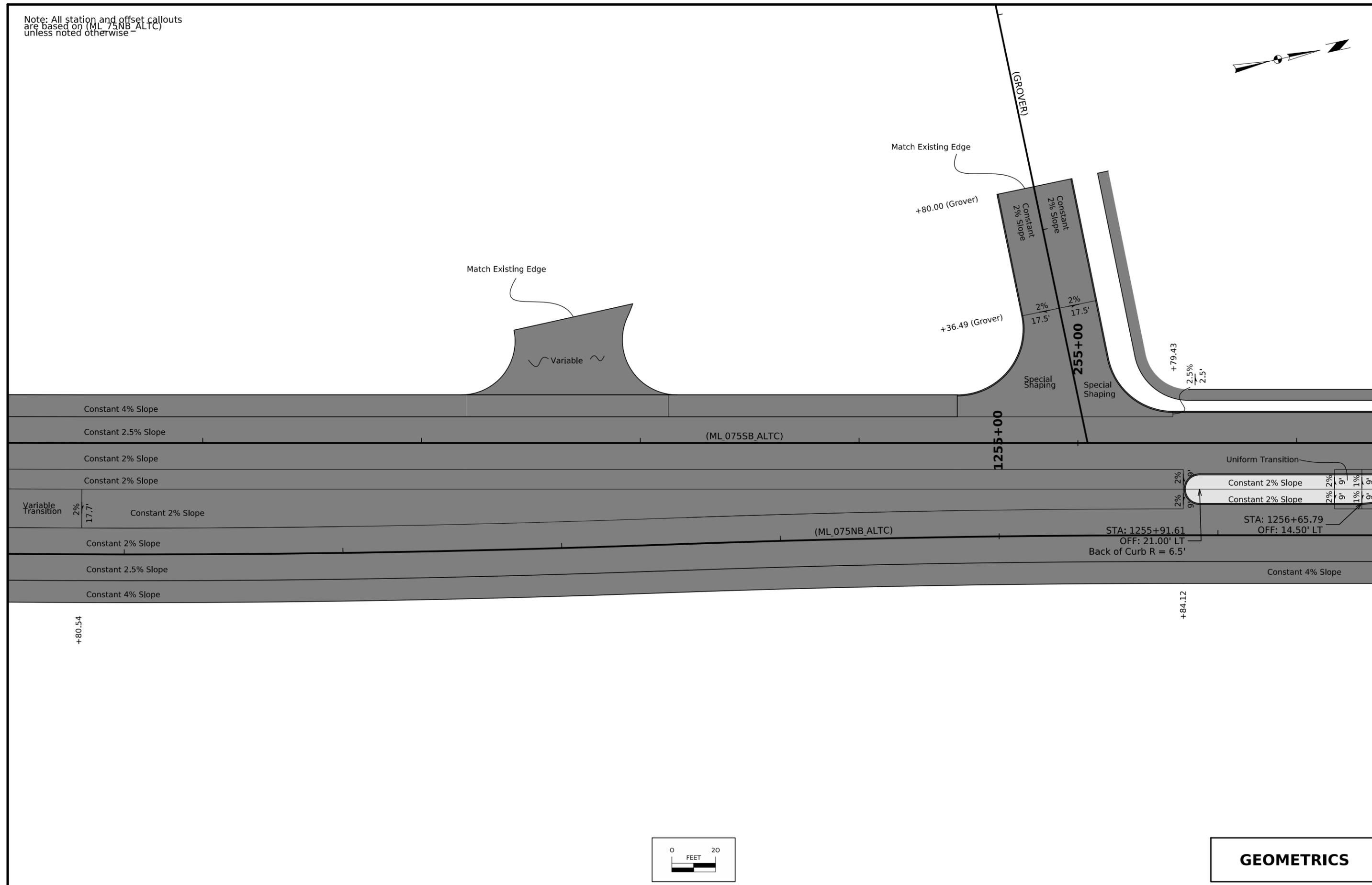
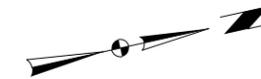
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Note: All station and offset callouts are based on (ML_075NB_ALTC) unless noted otherwise.



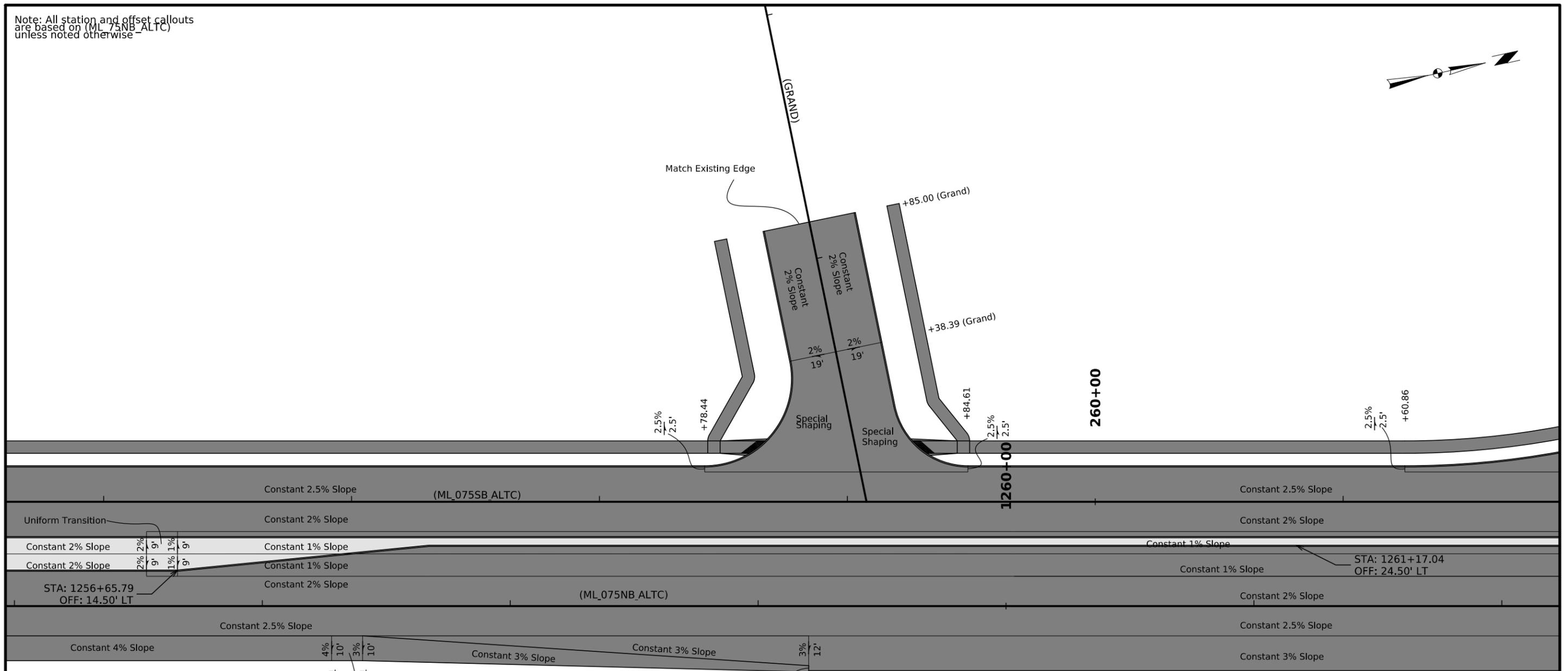
GEOMETRICS

Note: All station and offset callouts are based on (ML_75NB_ALTC) unless noted otherwise



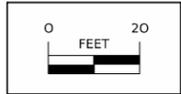
GEOMETRICS

Note: All station and offset callouts are based on (ML_75NB_ALTC) unless noted otherwise



Uniform Transition
+27.91
+40.41

STA: 1261+17.04
OFF: 24.50' LT



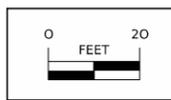
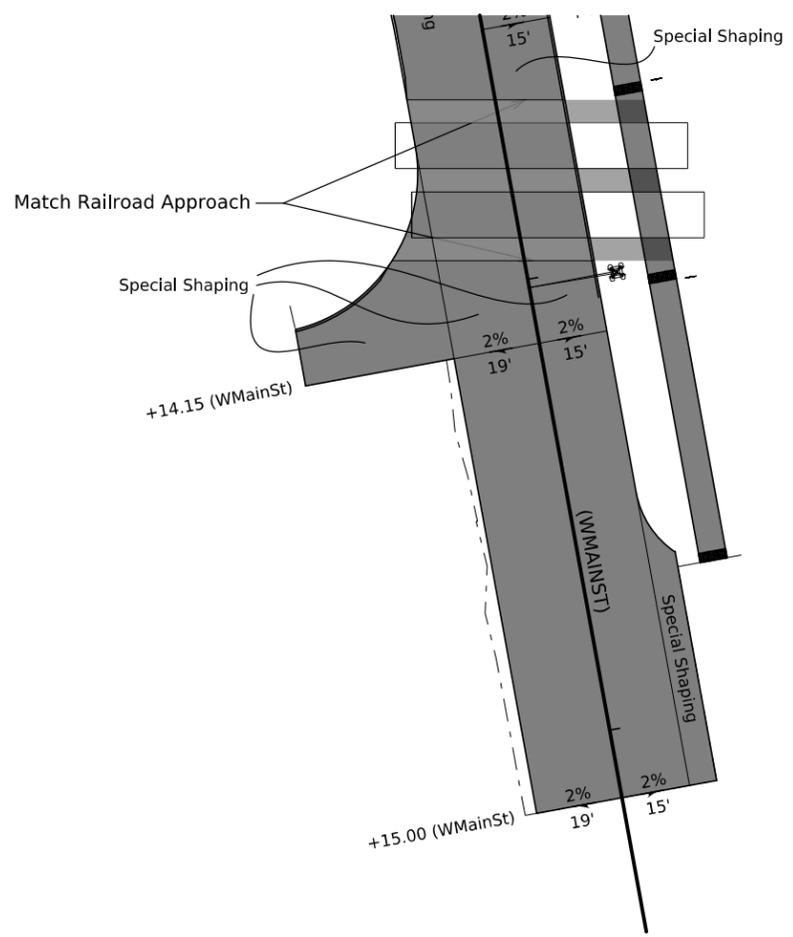
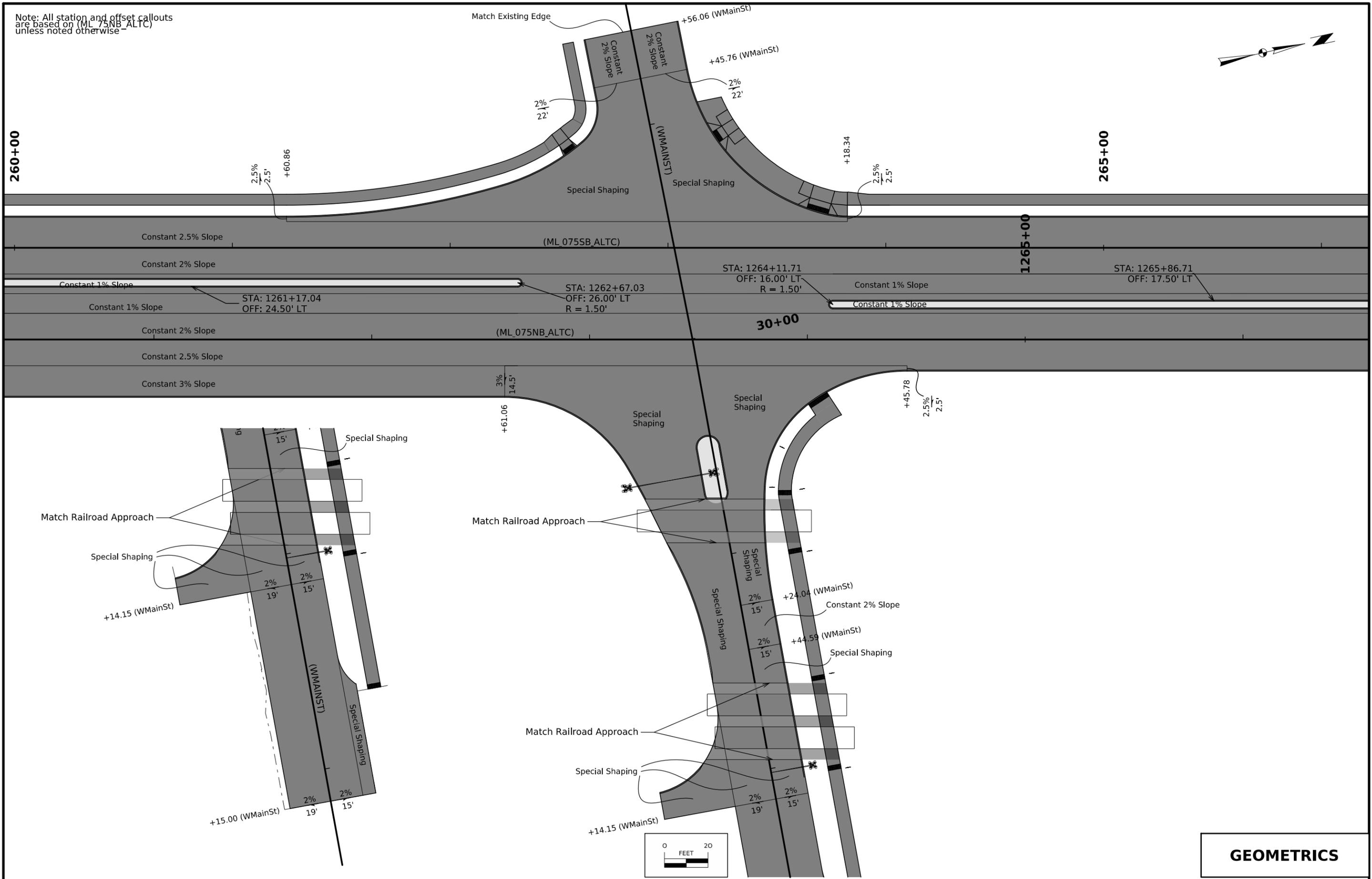
GEOMETRICS

Note: All station and offset callouts are based on (ML_075NB_ALTC) unless noted otherwise



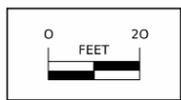
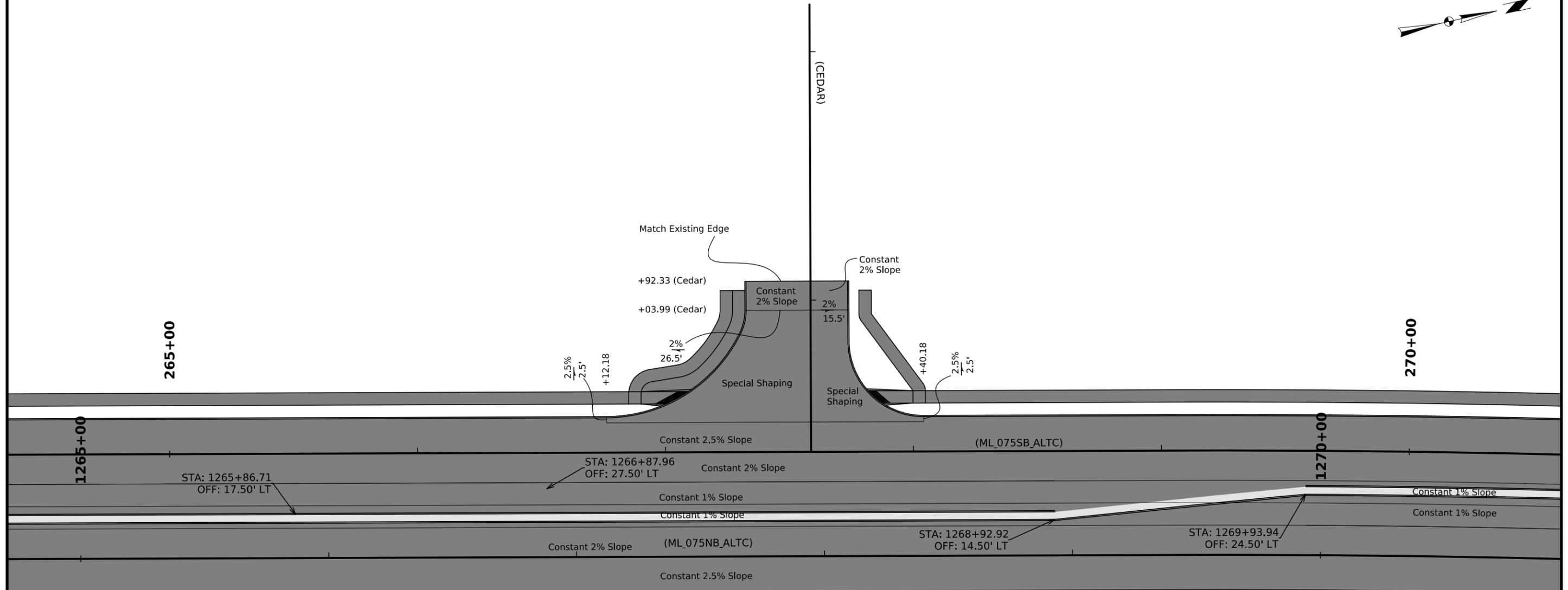
260+00

265+00



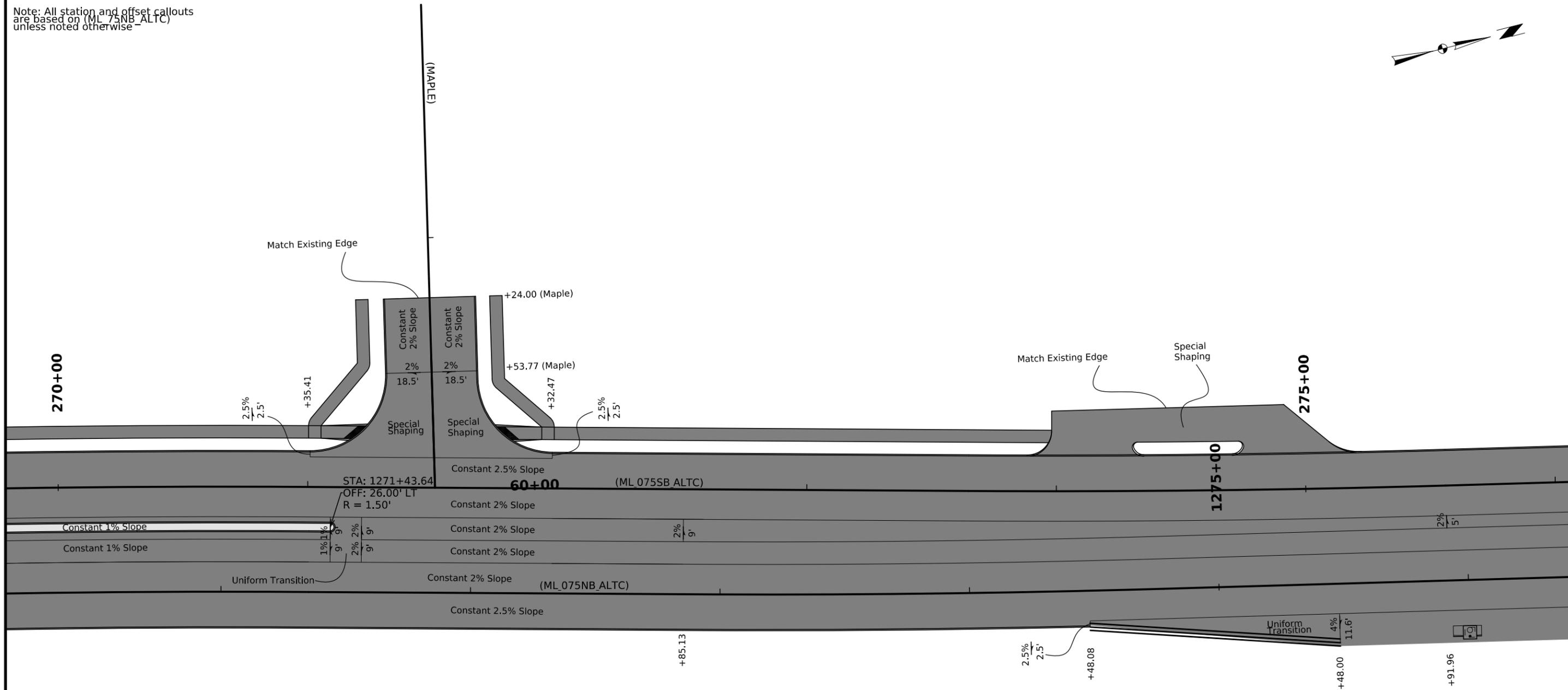
GEOMETRICS

Note: All station and offset callouts are based on (ML_075NB_ALT) unless noted otherwise

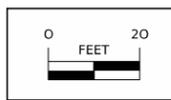


GEOMETRICS

Note: All station and offset callouts are based on (ML_075NB_ALTC) unless noted otherwise.

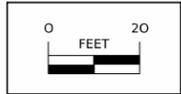
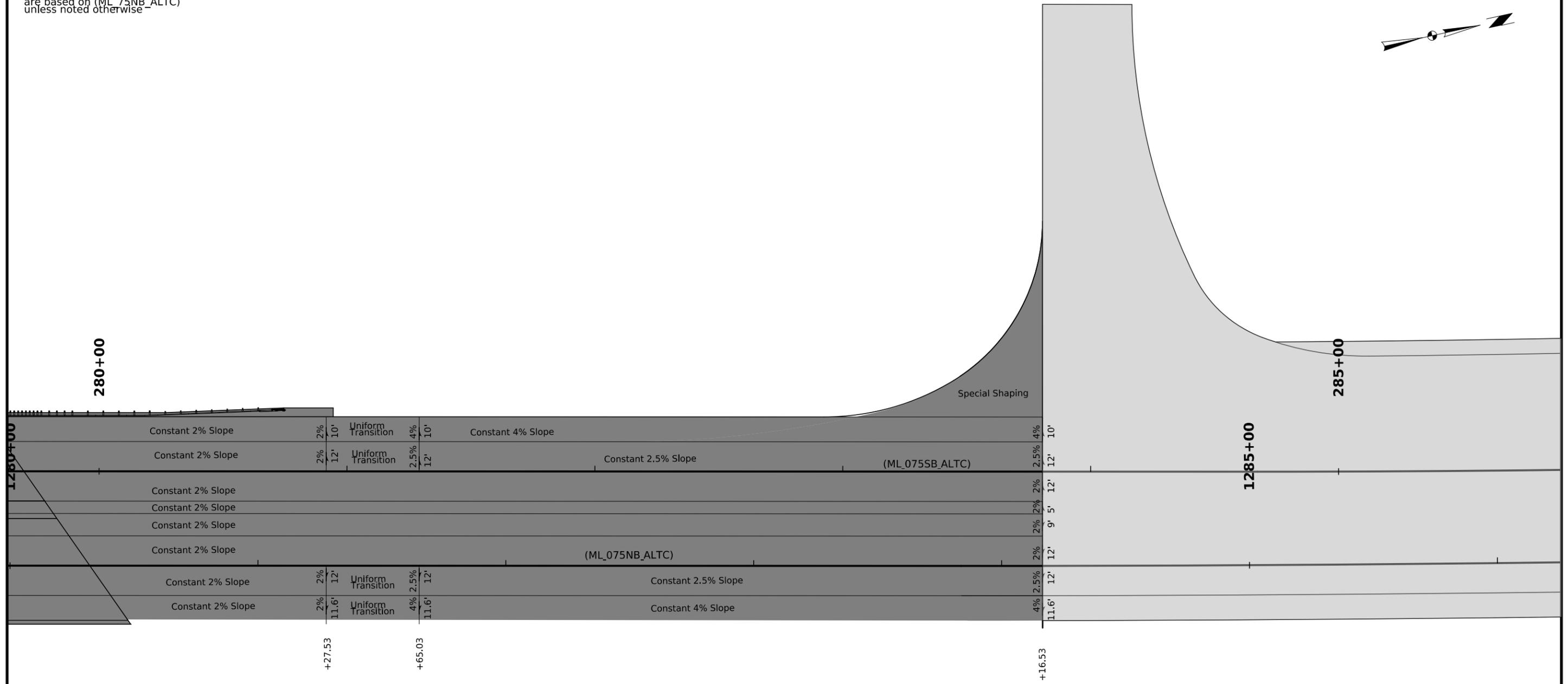


STA: 1271+43.64
 OFF: 26.00' LT
 R = 1.50'



GEOMETRICS

Note: All station and offset callouts are based on (ML_075NB_ALTC) unless noted otherwise.



GEOMETRICS

SURVEY SYMBOLS

- | | | | |
|--|-----------------------------------|--|----------------------------------|
| | Interstate Highway Symbol | | Septic Tank |
| | U.S. Highway Symbol | | Cistern |
| | Iowa Highway Symbol | | L.P. Gas Tank (No Footing) |
| | County Road Highway Symbol | | Underground Storage Tank |
| | Evergreen Tree | | Latrine |
| | Deciduous Tree | | Satellite TV Dish |
| | Fruit Tree | | WHU Water Hook Up |
| | Shrub (Bushes) | | RT Radio Tower |
| | Timber | | TA Tower Anchor |
| | Hedge | | Guardrail (Beam or Cable) |
| | Stump | | GP Guard Post (one or two) |
| | Swamp | | GP Guard Post (over two) |
| | Rock Outcrop | | FP Filler Pipe |
| | Broken Concrete | | GV Gas Valve |
| | Revetment (Rip Rap) | | WV Water Valve |
| | Cemetery | | SL Speed Limit Sign |
| | Grave | | MM Mile Marker Post |
| | Cave | | SIGN Sign |
| | Sink Hole | | TCB Traffic Signal Control Box |
| | Board Fence | | RRB Rail Road Signal Control Box |
| | Chain Link or Security Fence | | TSB Telephone Switch Box |
| | Wire Fence | | EB Electric Box |
| | Terrace | | |
| | Earth Dam or Dike (Existing) | | |
| | Tile Outlet | | |
| | Edge of Water | | |
| | Existing Drainage | | |
| | Right of Way Rail or Lot Corner | | |
| | Concrete Monument | | |
| | Well | | |
| | Windmill | | |
| | Beehive Intake | | |
| | Existing Intake | | |
| | Existing Utility Access (Manhole) | | |
| | Fire Hydrant | | |
| | WH Water Hydrant (Rural) | | |

UTILITY LEGEND

- | | | |
|--|------------------------|--|
| | City of Hinton | Kyle Utech
PH.
maint@hintoniowa.com |
| | MidAmerican Gas | Tyler Ahlquist
PH.
tyler.ahlquist@midamerican.com |
| | MidAmerican Electric | Casey Meinen
712-233-4831
Casey.meinen@midamerican.com |
| | Windstream | |
| | Centurylink | |
| | Premier Communications | Kelly Kreber
712-722-3451
kkreber@mypremieronline.com |

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK		Design Color No.	
Gray, Dark	(112)		Existing Topographic Features, Utilities, and Labels
Black	(17)		Proposed Storm Sewer Details, Alignment, Stationing, Tic Marks, and Alignment Annotation
SHADING		Design Color No.	
Gray, Light	(48)		Proposed Pavement Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK		Design Color No.	
Gray, Dark	(112)		Existing Ground Line Profile and Existing Utilities Information
Black	(17)		Proposed Pipes and Intakes

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Plug and Abandon Existing Pipe or Structure
- Removal of Existing Pipe or Structure
- Previously Constructed Pipe or Structure
- Direction of Pipe Flow

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Existing Ground
- Proposed Ground
- Previously Constructed Pipe or Structure
- Proposed Pipe or Structure

RIGHT-OF-WAY LEGEND

- | | | | |
|--|-----------------------|--|------------------------------------|
| | Reference Point | | Survey Line |
| | Station | | Section Corner |
| | Ground Line Intercept | | Saw Cut |
| | Guardrail | | Clearing & Grubbing Area |
| | Pavement Removal | | Proposed Right-of-Way |
| | | | Existing and Proposed Right-of-Way |
| | | | Easement and Existing Right-of-Way |
| | | | Borrow |
| | | | Easement (Temporary) |
| | | | Easement |
| | | | Excess |
| | | | A/C Access Control |

STORM SEWER LEGEND AND SYMBOL INFORMATION SHEET

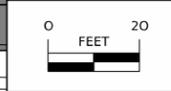
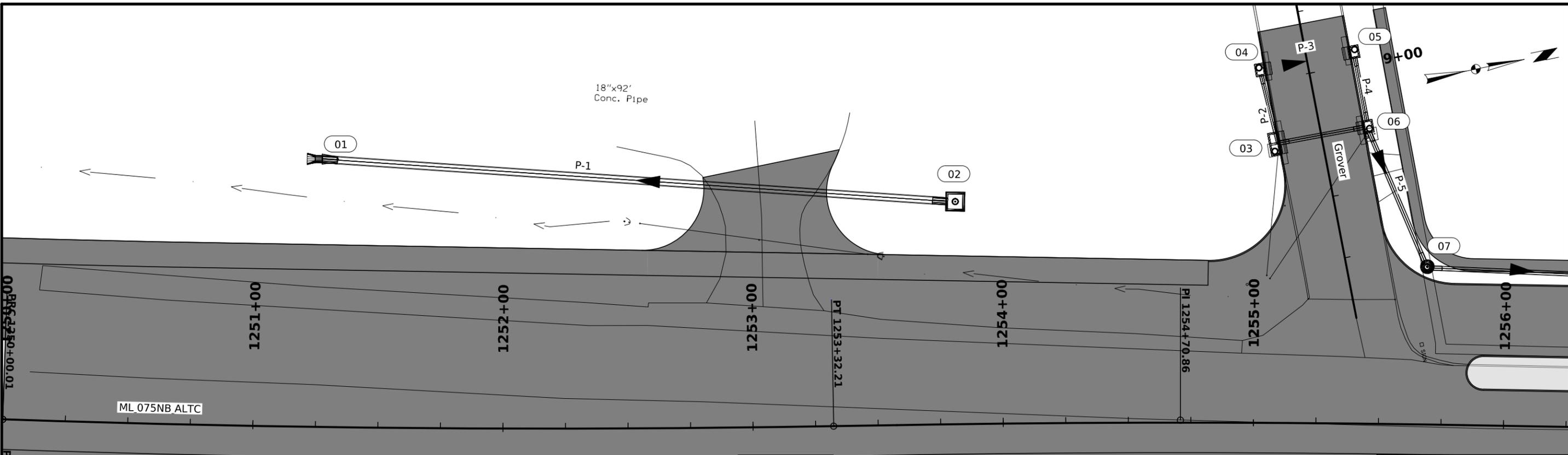
(COVERS SHEET SERIES M)

STORM SEWER

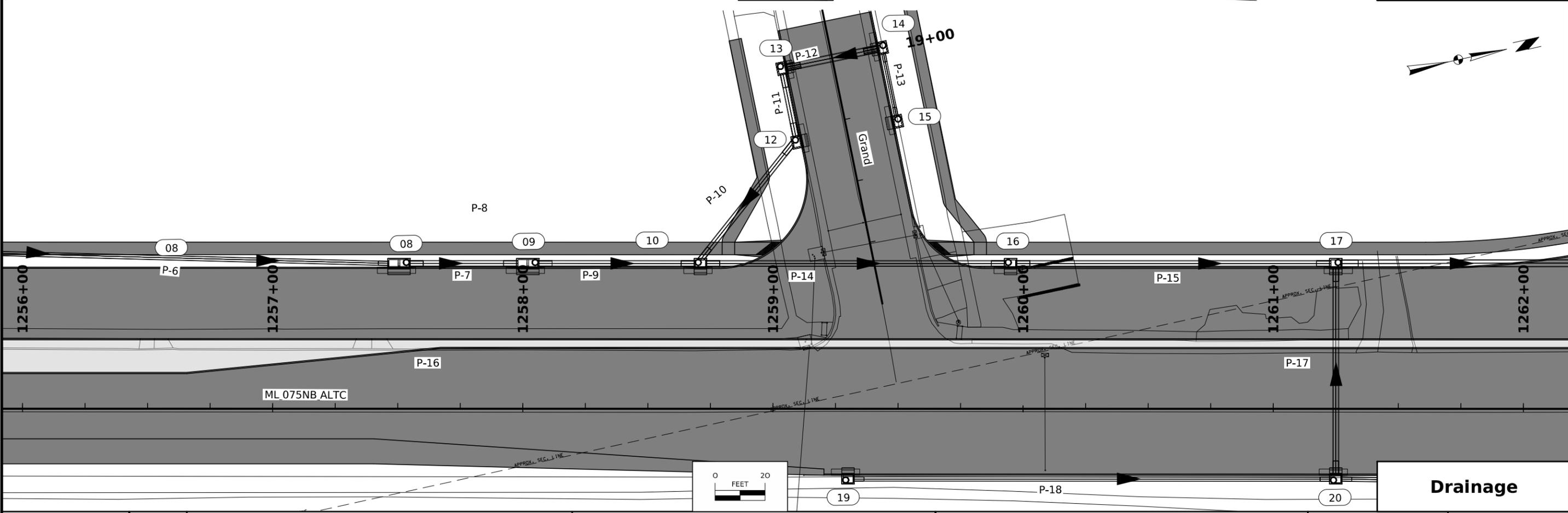
① Diameter or equivalent diameter

* Bid Item
** For SW-545

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 ①	Bid* Length	Design Length	Slope %	Connected Pipe Joint (DR-121) Type	Flow Lines			Pipe Profile Sheet No.	Notes		
			Elev.	Elev.	Length**			From	To							Inlet Elevation	Outlet Elevation	Other Elevation				
					FT																	
01	1251+26.22, 106.90' Lt	DR-201 (24")	1142.30			Apron	P-1	02	01	2000	24	252	250.0	0.02			1142.35	1142.30			29x18 (24" Eq.)	
02	1253+82.01, 88.83' Lt	SW-513	1146.92	1142.35																		
03	9+25.06, 17.47' Rt	SW-509	1146.63	1142.29		Grover Street	P-2	04	03	2000	15	34	30.0	0.50			1143.40	1143.25				
04	8+95.00, 17.50' Rt	SW-507	1146.89	1143.25		Grover Street	P-3	03	06	2000	18	39	35.0	0.71			1143.00	1142.75				
05	8+95.00, 17.60' Lt.	SW-507	1146.14	1142.47		Grover Street	P-4	05	06	2000	15	34	30.0	0.50			1142.90	1142.75				
06	9+25.27, 17.53' Lt.	SW-507	1146.38	1142.75		Grover Street	P-5	06	07	2000	18	61	57.0	0.44			1142.75	1142.50				
07	1255+68.61, 62.99' Lt.	SW-401	1148.22	1142.50		Grover Street	P-6	07	08	2000	18	180	176.0	0.41			1142.14	1141.41				
08	1257+50.50, 56.50' Lt.	SW-509	1148.13	1142.15			P-7	8	9	2000	24	56	52.0	0.29			1142.15	1142.00				
09	1258+02.01, 56.50' Lt	SW-509	1148.00	1142.00			P-9	9	10	2000	24	73	69.0	0.29			1142.00	1141.80				
10	1258+71.03, 56.5' Lt	SW-507	1148.08	1141.80			P-10	12	10	2000	24	68	64.0	0.44			1142.30	1142.02				
12	19+30.00, 19' Rt.	SW-507	1145.90	1141.41		Grand Street	P-11	13	12	2000	24	34	30.0	0.26			1142.50	1142.42				
13	19+00.00, 19' Rt.	SW-507	1145.90	1141.53		Grand Street	P-12	14	13	2000	18	42	38.0	0.30			1142.90	1142.79				
14	19+00.00, 19' Lt.	SW-507	1146.38	1141.67		Grand Street	P-13	15	14	2000	15	34	30.0	0.83			1143.25	1143.00				
15	19+30.00, 19' Lt.	SW-507	1146.25	1141.75		Grand Street	P-14	10	16	2000	24	130	126.0	0.30			1141.46	1141.08				
16	1259+95.01, 56.5' Lt.	SW-507	1148.97	1141.46			P-15	16	17	2000	30	300	296.0	0.23			1141.00	1140.32				
17	1261+25.01, 56.50' Lt.	SW-507	1150.74	1141.00			P-16	17	32	2000	30	304	300.0	0.23			1141.00	1140.32				
19	1259+30.00, 26.5' Rt.	SW-507	1148.08	1144.00			P-17	20	17	2000	24	87	83.0	0.33			1143.58	1143.30				
20	1261+25.01, 26.5' Rt.	SW-507	1150.44	1143.58			P-18	19	20	2000	18	195	191.0	0.22			1144.00	1143.58				
21	1262+58.44, 30.01' Rt.	SW-401	1151.49	1144.50			P-19	21	20	2000	18	134	130.0	0.56			1144.50	1143.78				
22	1263+18.49, 60.84' Rt.	SW-507	1149.85	1145.00			P-20	22	21	2000	18	69	65.0	0.46			1145.00	1144.70				
23	30+53.56, 29.80' Lt.	SW-507	1149.47	1145.30			P-21	23	22	2000	18	73	69.0	0.42			1145.29	1145.00				
30	28+80.00, 22' Rt.	SW-509	1150.69	1146.30		Main Street	P-30	31	30	2000	18	48	44.0	0.29			1146.09	1145.96				
31	28+80.00, 22' Lt.	SW-510	1150.97	1145.95		Main Street	P-31	30	32	2000	24	136	132.0	1.00			1145.96	1144.64				
32	1264+25.01, 56.5' Lt.	SW-508	1150.32	1140.32			P-32	32	33	2000	36	175	171.0	0.30			1140.32	1139.80				
33	1266+00.01, 56.5' Lt.	SW-508	1149.39	1139.70			P-33	34	33	2000	36	75	71.0	0.50			1144.38	1144.03				
34	1266+00.01, 14.5' Rt.	SW-507	1149.39	1144.38			P-34	33	35	2000	36	105	101.0	0.30			1139.70	1139.40				
35	1267+05.01, 56.5' Lt.	SW-508	1148.86	1139.10																		
36	49+00.00, 26.5' Rt.	SW-507	1148.91	1144.74		Cedar Street	P-36	36	37	2000	18	48	44.0	1.02			1144.74	1144.30				
37	49+00.00, 15.5' Lt.	SW-508	1149.43	1143.99		Cedar Street	P-37	37	MH38	2000	18	47	43.0	0.30			1144.00	1143.87				
MH38	1268+45.42, 70.88 Lt.	SW-403	1149.44	1138.38		6 X 6	P-380	38	MH38	2000	18	12	7.4	0.67			1142.20	1142.15				
38	1268+46.01, 56.5' Lt.	SW-507	1148.12	1142.20			P-38	39	38	2000	18	75	71.0	0.31			1142.71	1142.49				
39	1268+46.01, 14.5' Rt.	SW-507	1148.12	1142.71			P-35	35	MH38	2000	36	140	136.0	0.30			1139.10	1138.69				
MH40	1270+00.01, 70.6' Lt.	SW-403	1147.61	1137.62			P-39	MH38	MH40	2000	42	153	149.0	0.30			1138.38	1137.93				
40	1270+00.01, 56.5' Lt.	SW-507	1146.97	1142.00			P-40	41	40	2000	18	75	71.0	0.30			1142.45	1142.24				
41	1270+00.01, 14.5' Rt.	SW-507	1149.97	1142.45			P-400	40	MH40	2000	18	12	8.0	0.62			1142.00	1141.95				
MH42	1271+30.01, 56.5' Lt.	SW-403	1146.13	1137.24			P-41	MH40	MH42	2000	42	132	128.0	0.30			1137.62	1137.24				
42	1271+30.01, 56.5' Lt.	SW-507	1145.87	1139.70			P-42	43	42	2000	18	75	71.0	1.92			1141.35	1139.99				
43	1271+30.01, 14.5' Rt.	SW-507	1145.87	1141.35			P-422	42	MH42	2000	18	75	71.0	1.92			1141.35	1139.99				
44	59+38.00, 18.50' Rt.	SW-510	1144.78	1140.10			P-43	44	MH42	2000	24	56	52.0	0.58			1140.10	1139.80				
45	59+38.00, 18.50' Lt.	SW-509	1144.78	1140.40		Maple Street	P-44	45	44	2000	18	41	37.0	0.54			1140.40	1140.20				
MH50	1272+61.28, 56.5' Lt.	SW-403	1145.60	1136.25		Maple Street	P-45	MH42	MH50	2000	30	130	126.0	0.63			1139.70	1138.90				
46	1272+61.28, 56.5' Lt.	SW-508	1145.28	1139.75	32		P-48	49	46	2000	18	75	71.0	0.61			1139.53	1139.10				
47	1272+21.01, 14.5' Rt.	SW-507	1145.37	1140.94			P-46	48	47	2000	18	15	13.0	1.09			1143.00	1142.86				
48	1272+21.01, 20.62' Rt.	DR-201 (18")	1143.00			Apron	P-47	47	49	2000	18	44	40.0	1.00			1140.95	1140.55				
49	1272+61.28, 14.5' Rt.	SW-509	1145.28	1140.50			P-49	51	49	2000	18	42	38.0	0.43			1140.95	1140.78				
50	1273+00.01, 56.5' Lt.	SW-508	1145.47	1140.63			P-50	50	46	2000	18	42	38.0	0.36			1140.63	1140.50				
51	1273+00.01, 14.5' Rt.	SW-507	1145.47	1140.95			P-55	46	MH50	2000	24	12	8.0	0.62			1139.75	1139.70				
MH52	1275+99.00, 64.2 Lt.	SW-403	1148.31	1134.35			P-51	MH50	MH52	2000	48	339	335.0	0.26			1136.25	1135.37				
52	1276+00.01, 52.5' Lt.	SW-507	1147.81	1136.34			P-52	53	52	2000	18	80	76.0	1.01			1143.00	1142.23				
53	1276+00.01, 23.4' Rt.	SW-541	1147.59	1143.00			P-522	52	MH52	2000	18	14	10.0	0.60			1142.00	1141.94				
MH54	1277+05.24, 88.48' Lt.	SW-513	1141.68	1134.94			P-53	MH52	MH54	2000	48	113	109.0	0.38			1135.35	1134.94				
55	1278+45.00, 100' Lt.	DR-201 (48")	1138.58			Apron/Flap Gate	P-54	MH54	55	2000	36	140	138.0	0.41			1135.81	1135.25				

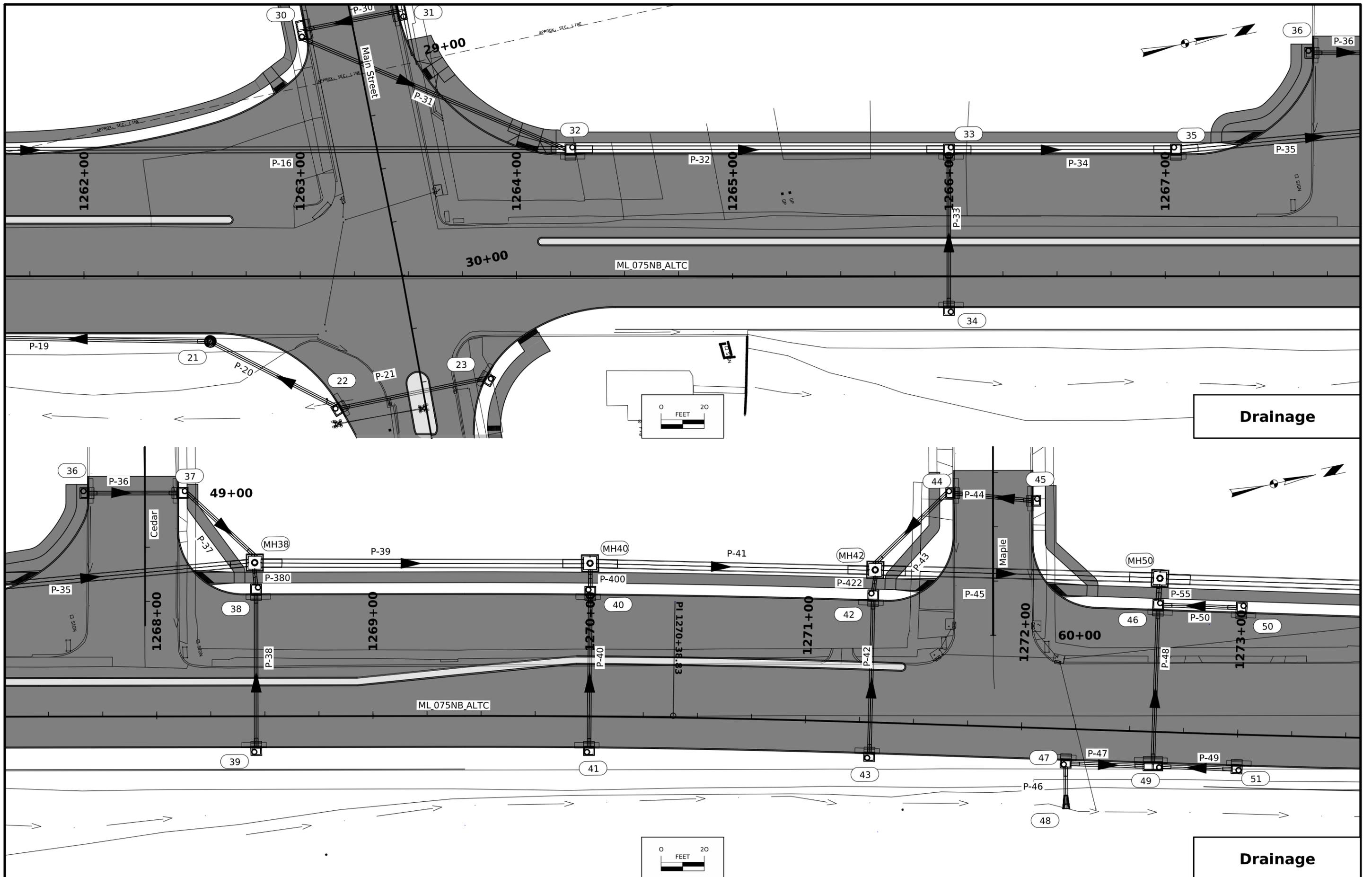


Drainage



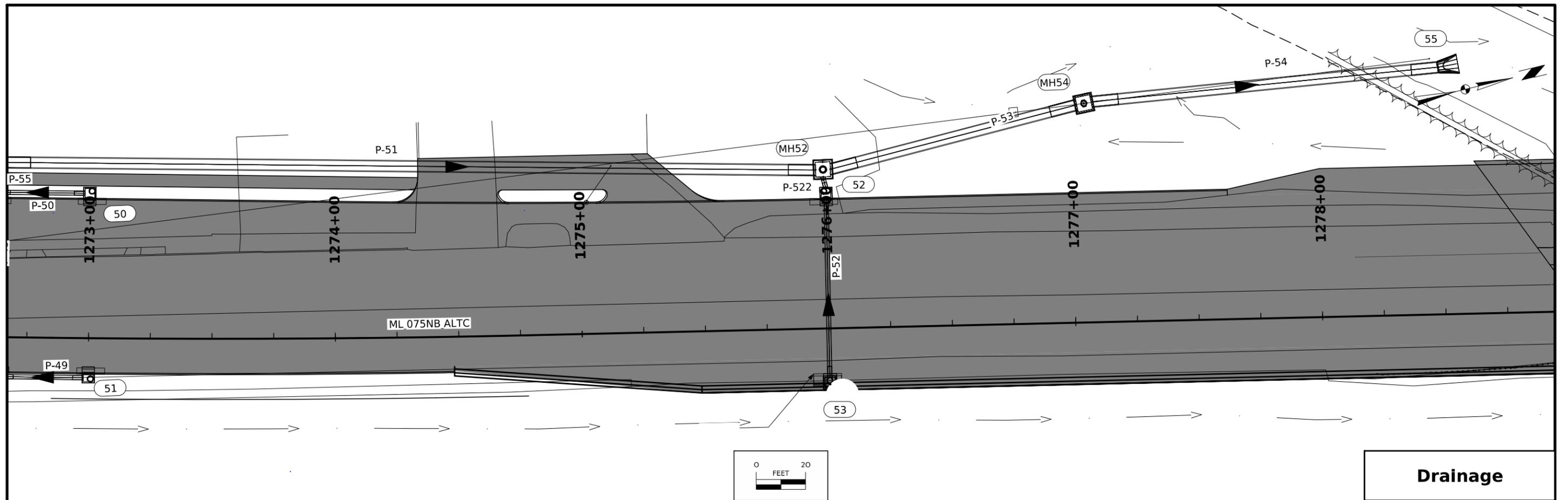
Drainage

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HDR	PLYMOUTH COUNTY	PROJECT NUMBER NHSX-075-2(116)--3H-75	SHEET NUMBER M.3
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FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HDR	PLYMOUTH COUNTY	PROJECT NUMBER NHSX-075-2(116)--3H-75	SHEET NUMBER M.4
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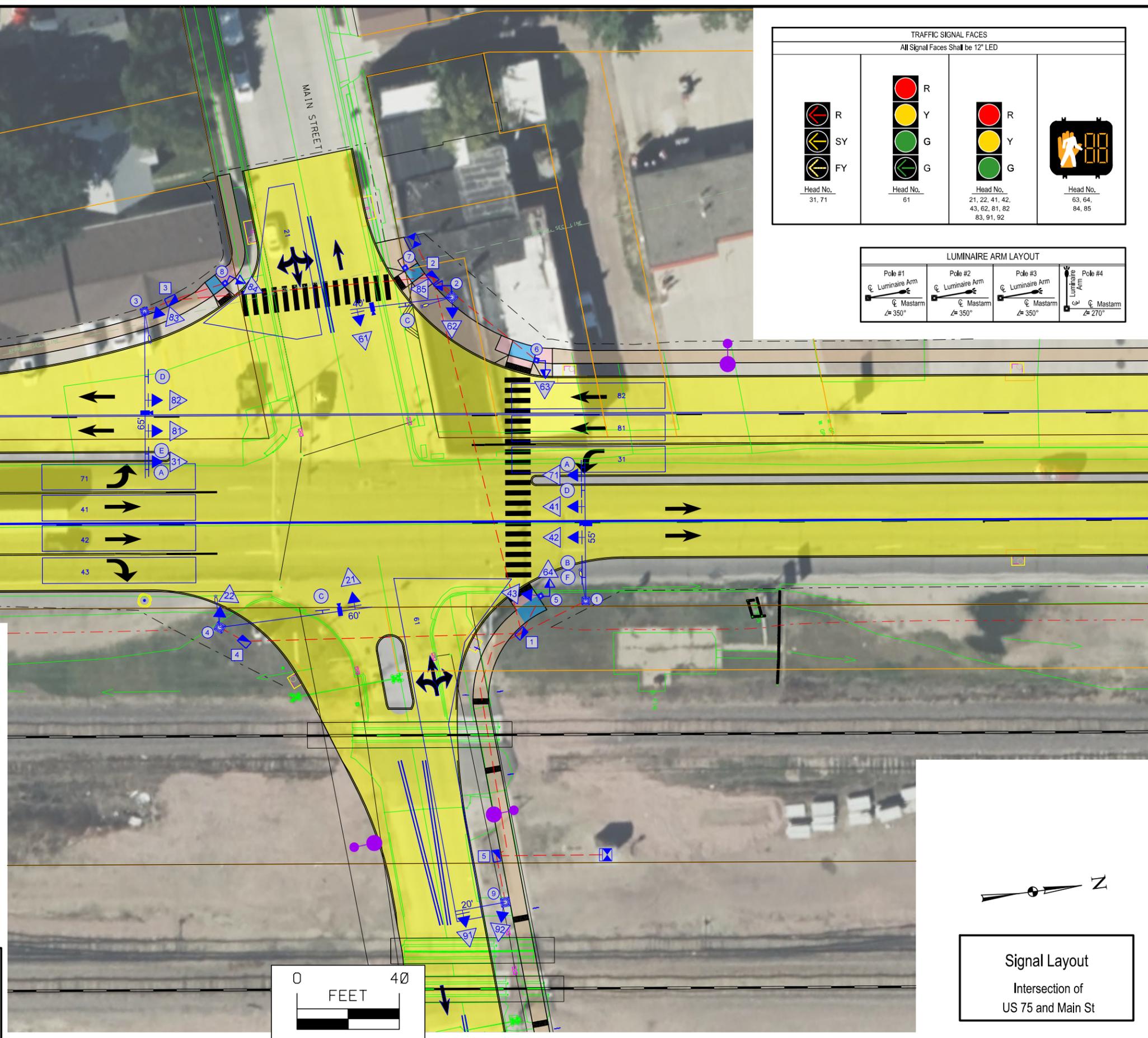
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SIGNS			
Signs and mounting brackets to be furnished by the Contractor			
MUTCD # R3-6L ONLY 30" x 36" QTY: 4	MUTCD # R3-6R ONLY 30" x 36" QTY: 2	MUTCD # D3-1 S Floyd Av N 110" x 16" QTY: 2	MUTCD # D3-1 W Main St E 110" x 16" QTY: 2
MUTCD # R10-3e 9' x 15" QTY: 2	MUTCD # R10-3e 9' x 15" QTY: 2	MUTCD # R3-2a Activated Blank-Out 30" x 36" QTY: 1	MUTCD # R3-1a Activated Blank-Out 30" x 36" QTY: 1
		TRAIN	TRAIN

TRAFFIC SIGNAL FACES			
All Signal Faces Shall be 12" LED			
R SY FY Head No. 31, 71	R Y G G Head No. 61	R Y G Head No. 21, 22, 41, 42, 43, 62, 81, 82, 83, 91, 92	Head No. 63, 64, 84, 85

LUMINAIRE ARM LAYOUT			
Pole #1 Luminaire Arm Mastarm ∠= 350°	Pole #2 Luminaire Arm Mastarm ∠= 350°	Pole #3 Luminaire Arm Mastarm ∠= 350°	Pole #4 Luminaire Arm Mastarm ∠= 270°



TRAFFIC SIGNAL INSTALLATION DETAILS

ITEM	ID NO.	STATION	SIDE	OFFSET
Combo Signal/Lighting Pole 55'	1	XXX+XX.X	Rt	XX.X
Combo Signal/Lighting Pole 40'	2	XXX+XX.X	Lt	XX.X
Combo Signal/Lighting Pole 65'	3	XXX+XX.X	Lt	XX.X
Combo Signal/Lighting Pole 60'	4	XXX+XX.X	Rt	XX.X
Pedestal Pole 14'	5	XXX+XX.X	Rt	XX.X
Pedestal Pole 10'	6	XXX+XX.X	Lt	XX.X
Pedestal Pole 4'	7	XXX+XX.X	Lt	XX.X
Pedestal Pole 10'	8	XXX+XX.X	Lt	XX.X
Signal Mast Arm Pole 20'	9	XXX+XX.X	Rt	XX.X
Handhole, LI-103 Type IV, Tier 15	1	XXX+XX.X	Rt	XX.X
Handhole, LI-103 Type III, Tier 15	2	XXX+XX.X	Lt	XX.X
Handhole, LI-103 Type III, Tier 15	3	XXX+XX.X	Lt	XX.X
Handhole, LI-103 Type III, Tier 15	4	XXX+XX.X	Rt	XX.X
Handhole, LI-103 Type III, Tier 15	5	XXX+XX.X	Rt	XX.X
Traffic Signal Cabinet		XXX+XX.X	Rt	XX.X

Notes:

- Detection zones to be coordinated with the City of Hinton and set in accordance with the manufacturer's specifications.
- Signal heads 61 and 62 shall have louvers so westbound vehicles at the pre signal (Signal Pole 9) can not see them.

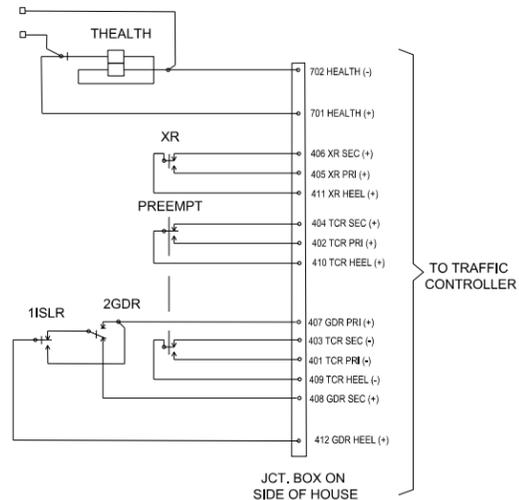


Signal Layout
Intersection of
US 75 and Main St

RAILROAD INTERCONNECT CIRCUITS:

RAILROAD INTERCONNECT CIRCUIT DIAGRAM

- TCR = ADVANCE PREEMPTION - TRANSFER ROW TO TRACK CLEARANCE GREEN INTERVAL
- XR = CROSSING ACTIVE - INDICATES GRADE CROSSING WARNING SYSTEM IS ACTIVE
- HEALTH = INDICATES TO TRAFFIC SIGNAL IS IN HARDWARE FLASH OR POWER OUTAGE
- PRI = PRIMARY
- SEC = SECONDARY
- GDR = GATE DOWN RELAY



15' of 2-3" PVC, 1-2" PVC
 1 - 20c
 2 - 1c#8 (STLT)
 1 - RDC
 2 - GR
 TR/PR

105' of 2-3" RMC, 1-2" RMC
 1 - 20c
 1 - 5c
 1 - 2c (PB)
 2 - 1c#8 (STLT)
 1 - RDC
 2 - GR
 TR/PR

25' of 1-2" PVC
 1 - 5c
 1 - 2c (PB)
 GR/TR/PR

15' of 1-2" PVC
 1 - 2c (PB)
 GR/TR/PR

20' of 2-3" PVC, 1-2" PVC
 6 - 20c
 1 - 5c
 1 - 12pr #14 (Railroad)
 4 - 2c (PB)
 2 - 1c#8 (STLT)
 4 - RDC
 2 - GR
 TR/PR

15' of 2-3" PVC, 1-2" PVC
 1 - 20c
 2 - 1c#8 (STLT)
 1 - RDC
 2 - GR
 TR/PR

55' of 1-2" PVC
 1 - 5c
 1 - 2c (PB)
 GR/TR/PR

145' of 2-3" RMC, 1-2" RMC
 4 - 20c
 1 - 12pr #14 (Railroad)
 1 - 2c (PB)
 2 - 1c#8 (STLT)
 2 - RDC
 2 - GR
 TR/PR

30' of 2-3" PVC, 1-2" PVC
 1 - 20c
 2 - 1c#8 (STLT)
 1 - RDC
 2 - GR
 TR/PR

20' of 1-2" PVC
 1 - 20c
 1 - 2c (PB)
 GR/TR/PR

45' of 1-2" RMC
 1 - 12pr #14 (Railroad)
 GR/TR/PR

100' of 2-3" RMC, 1-2" RMC
 1 - 20c
 1 - 12pr #14 (Railroad)
 GR/TR/PR

20' of 2-3" RMC, 1-2" RMC
 1 - 20c
 GR/TR/PR

15' of 2-3" PVC, 1-2" PVC
 1 - 20c
 2 - 1c#8 (STLT)
 1 - RDC
 2 - GR
 TR/PR

110' of 2-3" RMC, 1-2" RMC
 1 - 20c
 2 - 1c#8 (STLT)
 1 - RDC
 2 - GR
 TR/PR

INSULATION COLOR	STRIPE COLOR	SIGNAL INDICATION
1	Black	Spare
2	White	Neutral
3	Red	Red
4	Green	Green
5	Orange	Yellow
6	Blue	Spare
7	White	Black <- FYA
8	Red	Black <- Red
9	Green	Black <- Green
10	Orange	Black <- Yellow
11	Blue	Black <- Spare
12	Black	White <- Spare
13	Red	White <- Red
14	Green	White <- Green
15	Blue	White <- Yellow
16	Black	Red <- W (major)
17	White	Red <- DW (major)
18	Orange	Red <- W (minor)
19	Blue	Red <- DW (minor)
20	Red	Green <- Spare

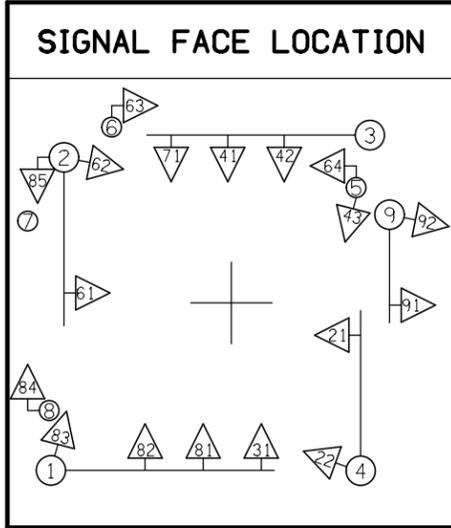
	Signal Number
	Pole Number
	Handhole Number
	Detector Number
	Preempt Number
	Detector Lead-in Cable
	Loop Wire
	Push Button
	Power
	Tracer Wire
	Ground Wire
	Pull Rope
	Street Light Wire
	Video Comm
	Video Power
	Preempt Wire
	Single-mode Fiber Optic
	Multi-mode Fiber Optic
	Radar Detector Cable

INSULATION COLOR	STRIPE COLOR	SIGNAL INDICATION
1	Black	Spare
2	White	Neutral
3	Red	Walk
4	Green	Don't Walk
5	Orange	Spare

- NOTES:
- Two (2) 3 inch conduits shall be installed across all roadways and to each signal pole (one for signal cable, one spare). For combination lighting/signal poles one (1) additional 2 inch conduit will be provided for street lighting cable. Pull rope shall be installed in the spare conduit.
 - All conduits located under roadway pavement shall be galvanized rigid metal conduit (labeled RMC). All other conduits shall be Schedule 40 PVC or HDPE SDR 13.5 (labeled PVC).
 - The pavement shall not be disturbed during installation of the conduit under pavement.



Wiring Layout
 Intersection of
 US 75 and Main St

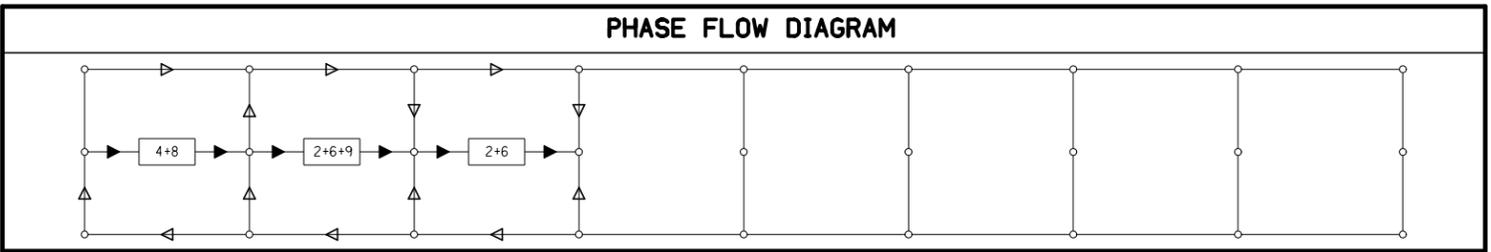


LEGEND

- ACTUATED VEHICULAR MOVEMENT
- ⇨ NON-ACTUATED VEHICULAR MOVEMENT
- ⇨ PARTIALLY RESTRICTED VEHICULAR MOVEMENT
- ⇨ ACTUATED PEDESTRIAN MOVEMENT
- ⇨ NON-ACTUATED PEDESTRIAN MOVEMENT
- R/W RIGHT OF WAY INTERVAL
- ∅ TRAFFIC PHASE
- R CIRCULAR RED
- Y CIRCULAR YELLOW
- G CIRCULAR GREEN
- ^G GREEN STRAIGHT AHEAD ARROW
- <Y YELLOW LEFT ARROW
- <G GREEN LEFT ARROW
- Y> YELLOW RIGHT ARROW
- G> GREEN RIGHT ARROW
- W WALK
- DW DON'T WALK
- FDW FLASHING DON'T WALK
- AO ALL OTHER PHASES
- PR1 PREEMPT #1
- PR2 PREEMPT #2

NORTH TRAFFIC PHASING AND COLOR SEQUENCE

APPROACH	FACE NO.	#4+8		#2+6+9		#2+6		CLEAR TO 0		CLEAR TO 0		CLEAR TO 0		CLEAR TO 0		CLEAR TO 0	
		R/W	AO	R/W	AO	R/W	AO	R/W	AO	R/W	AO	R/W	AO	R/W	AO	R/W	AO
US 75 (Northbound)	71	<FY	<SY	<R	<R	<R	<R										
	41,42,43	G	Y	R	R	R	R										
US 75 (Southbound)	31	<FY	<SY	<R	<R	<R	<R										
	81,82,83	G	Y	R	R	R	R										
	84,85	W	FDW	DW	DW	DW	DW										
Main St (Eastbound)	21,22	R	R	G	G	G	Y										
Main St (Westbound)	61	R	R	G	G	G	Y										
	62	R	R	G	G	G	Y										
	63,64	DW	DW	W	W	W	FDW										
Main St (Pre-Signal)	91,92	R	R	G	Y	R	R										



NEMA TIMING CHART

Phase	1	2	3	4	5	6	7	8	9
Minimum Green		10		15		10		15	10
Passage/Gap		2		2		2		2	2
Maximum I		30		60		30		60	30
Maximum II									
Yellow Change		3.5		4.5		3.5		4.5	3
Red Clearance		3		2		3		2	1
Walk						7		7	
Flashing Don't Walk						XX		XX	
Recall Position				MIN				MIN	
Vehicle Call Memory		NON		NON		NON		NON	NON
Volume Density									
Actuation Before Add									
Added Initial									
Maximum Initial									
Time Before Reduction									
Time To Reduce									
Minimum Gap									

**NOTE: The timings shown are for start-up only. The Contractor shall notify the Engineer two weeks prior to signal turn-on to observe timings and adjust based on field observations in coordination with the Railroad.

CONTROLLER AND CABINET HARDWARE

Phases Used:	4
Expandable To:	8
Minimum Number of Backpanel Positions:	16

TYPE OF LIGHTING

BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE CITY LIGHTING CABINET	

FLASHING OPERATIONS

US 75	Red
Main St	Red
PEDESTRIAN INDICATIONS	OFF

TYPE OF INTERCONNECT

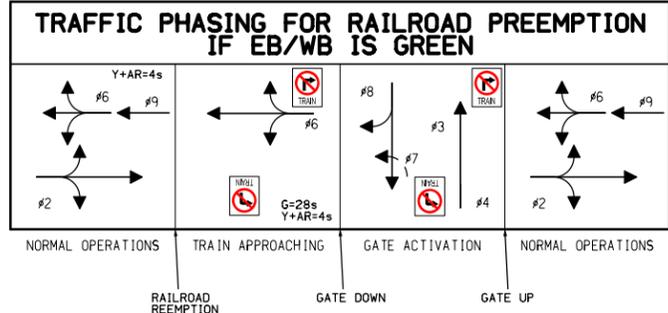
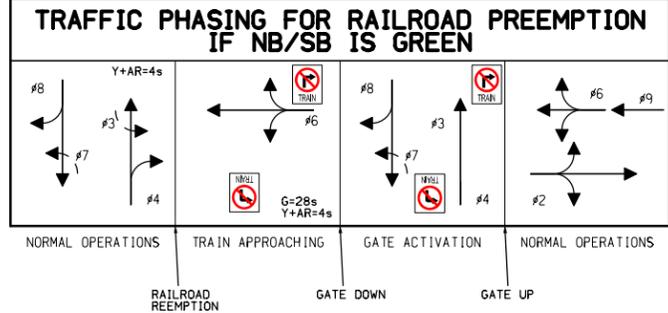
NONE	
TBC	
CLOSED LOOP TWISTED PAIR *	X
CLOSED LOOP FIBER OPTIC *	
RADIO	
* LOCATION OF THE MASTER CONTROLLER	SET BY CITY
SIGNAL SYSTEM *:	

TYPE OF PRE-EMPT

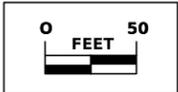
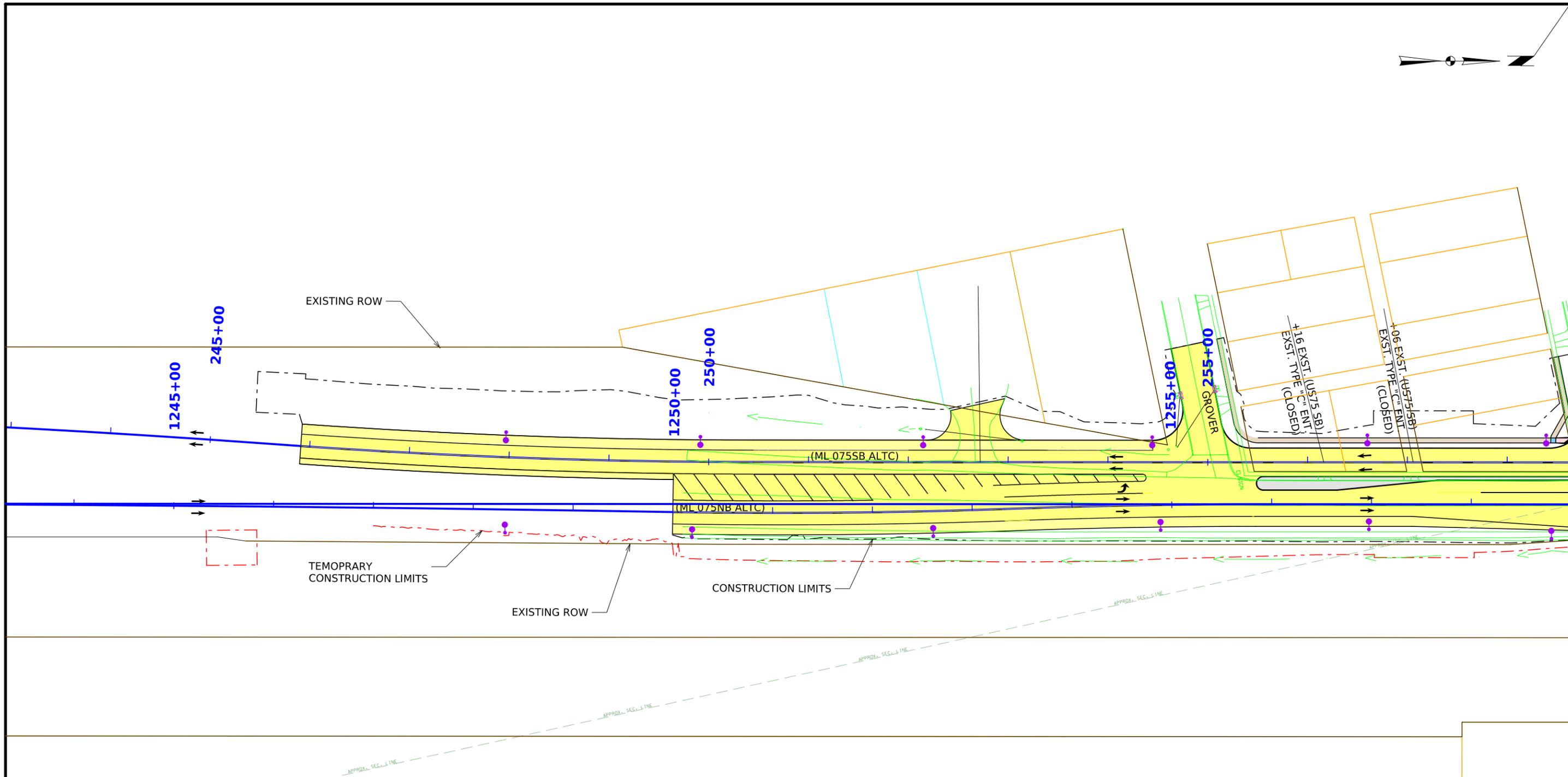
NONE	
RAILROAD	X
EMERGENCY VEHICLE	
OPTICOM	
TOMAR	
HARDWIRE	
OTHER	
QUEUE DETECTOR	

DETECTOR SUMMARY

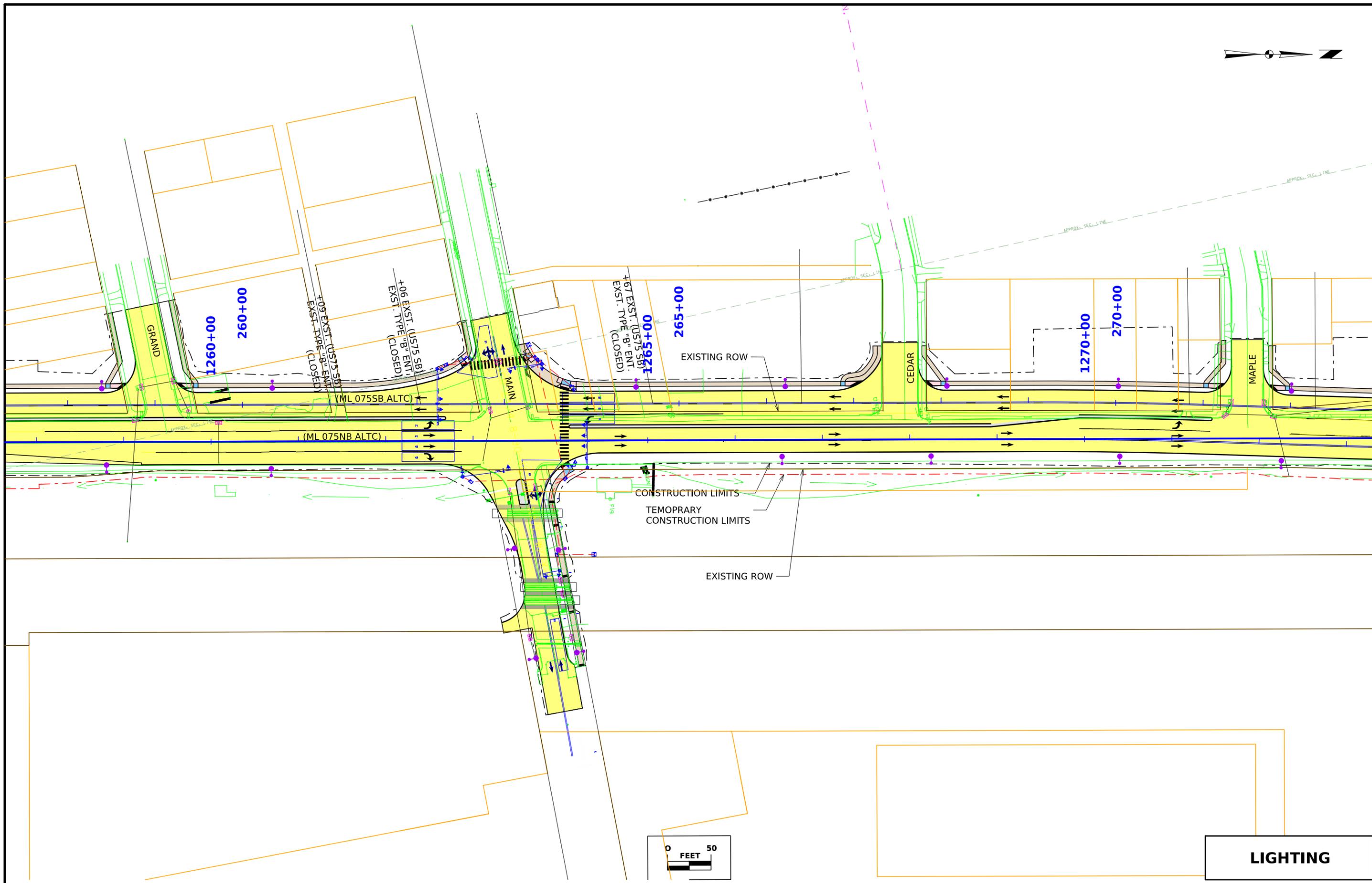
APPROACH	DETECTOR NUMBER	NEW	EXISTING	TYPE				PARAMETERS		NUMBER OF TURNS
				PEDESTRIAN PUSH BUTTON	INDUCTIVE LOOP	RADAR PRESENCE	DISTANCE FROM STOP BAR (ft)	SIZE (ft x ft)		
NB	71	X				X	0	10x60		
NB	41	X				X	0	10x60		
NB	42	X				X	0	10x60		
NB	43	X				X	0	10x60		
EB	21	X				X	0	variesx60		
SB	31	X				X	0	10x60		
SB	81	X				X	0	10x60		
SB	82	X				X	0	10x60		
WB	61	X				X	0	variesx60		
WB	91	X				X	0	10x60		



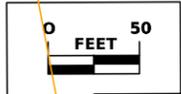
Phasing Diagram
Intersection of US 75 and Main St



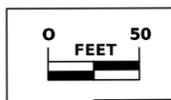
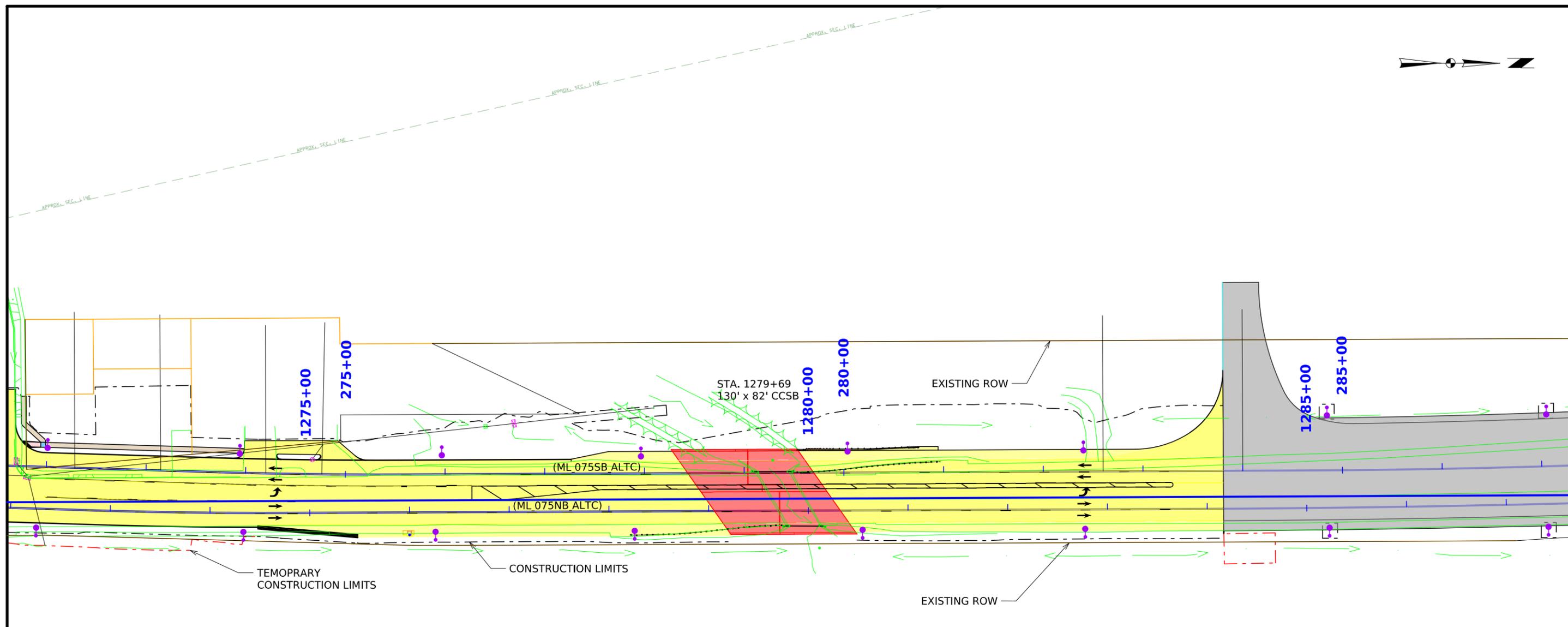
LIGHTING



Lighting-1



LIGHTING

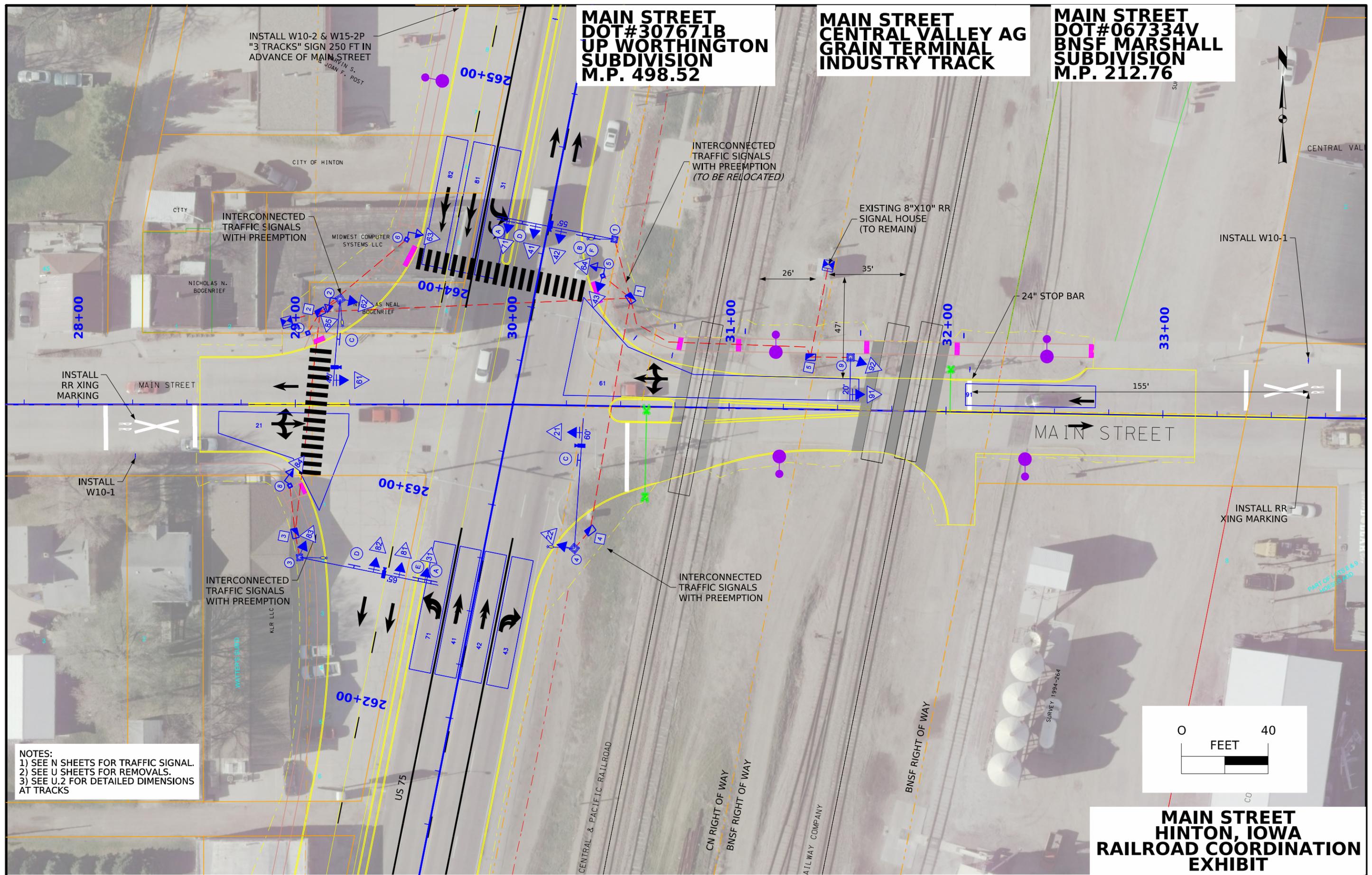


LIGHTING

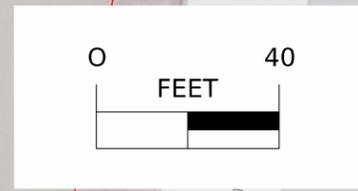
**MAIN STREET
DOT#307671B
UP WORTHINGTON
SUBDIVISION
M.P. 498.52**

**MAIN STREET
CENTRAL VALLEY AG
GRAIN TERMINAL
INDUSTRY TRACK**

**MAIN STREET
DOT#067334V
BNSF MARSHALL
SUBDIVISION
M.P. 212.76**



NOTES:
1) SEE N SHEETS FOR TRAFFIC SIGNAL.
2) SEE U SHEETS FOR REMOVALS.
3) SEE U.2 FOR DETAILED DIMENSIONS AT TRACKS

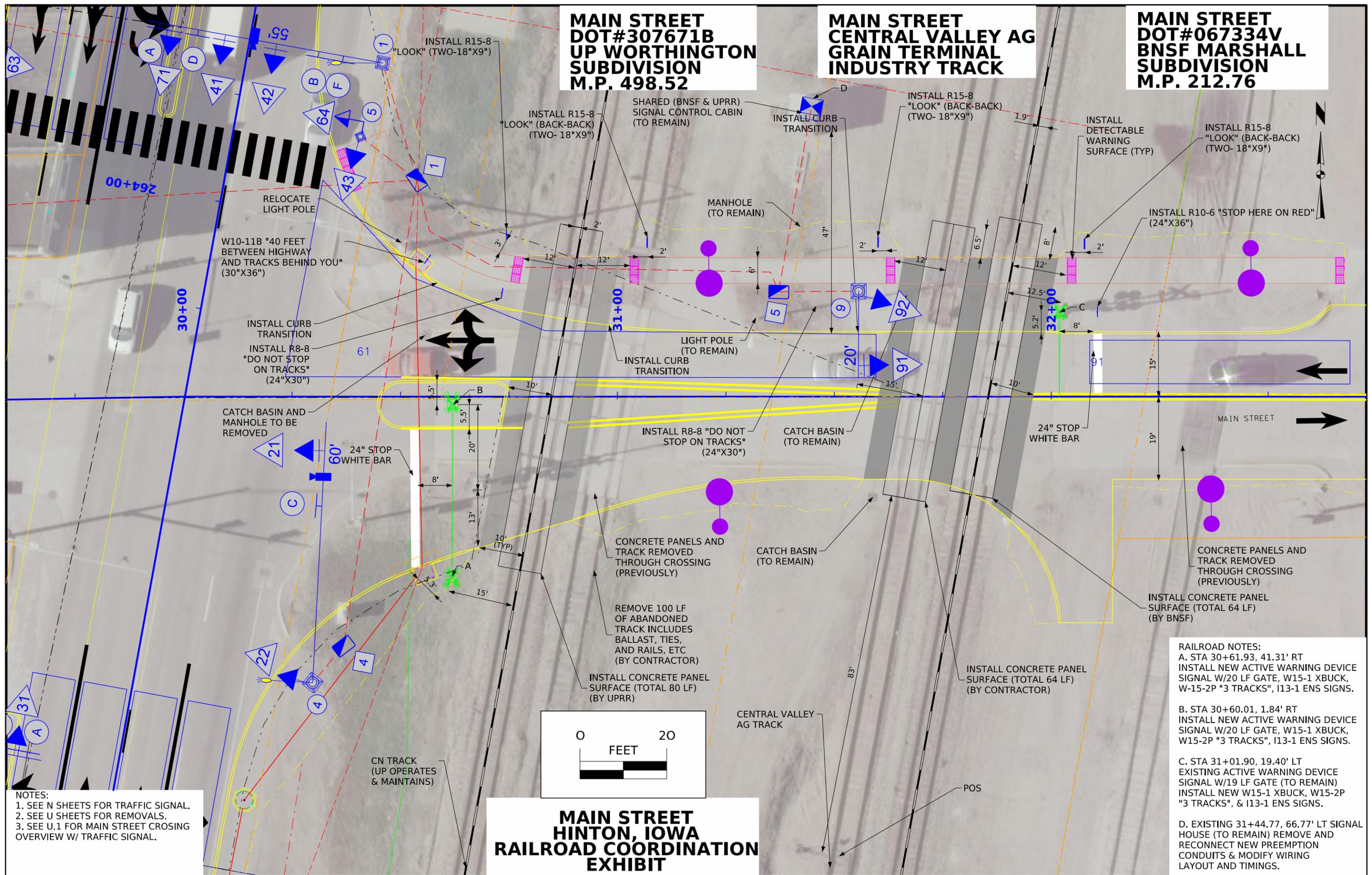


**MAIN STREET
HINTON, IOWA
RAILROAD COORDINATION
EXHIBIT**

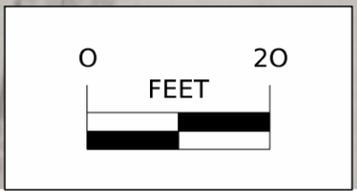
**MAIN STREET
DOT#307671B
UP WORTHINGTON
SUBDIVISION
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**MAIN STREET
CENTRAL VALLEY AG
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DOT#067334V
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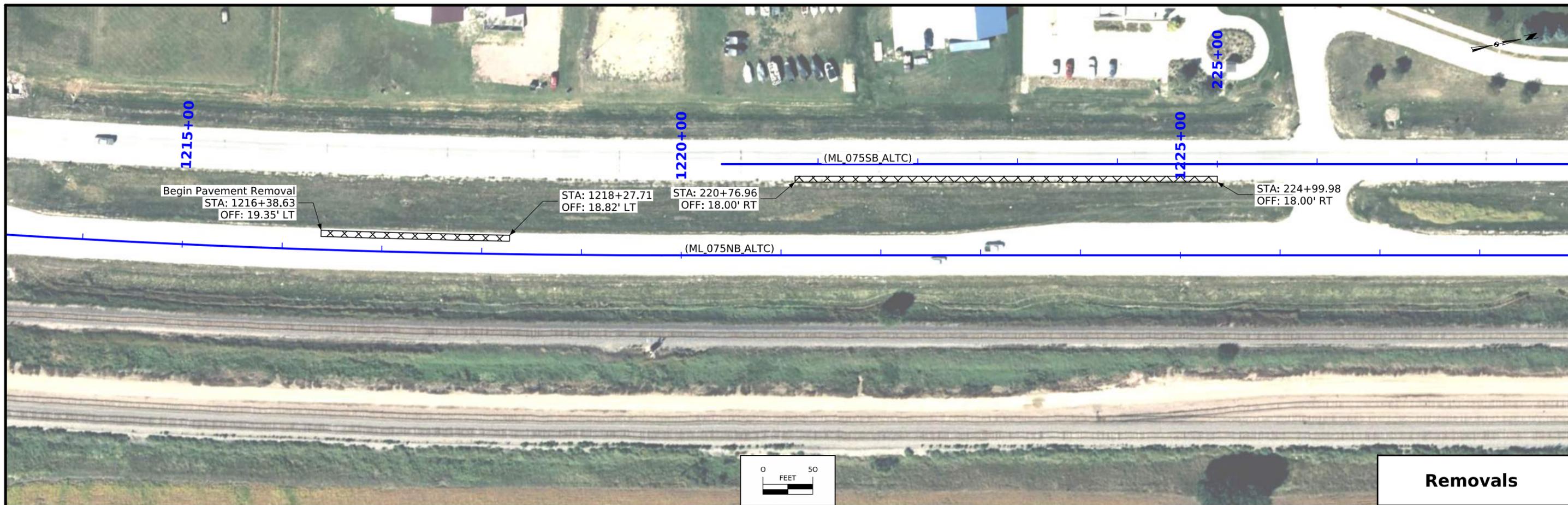


NOTES:
1. SEE N SHEETS FOR TRAFFIC SIGNAL.
2. SEE U SHEETS FOR REMOVALS.
3. SEE U.1 FOR MAIN STREET CROSSING OVERVIEW W/ TRAFFIC SIGNAL.

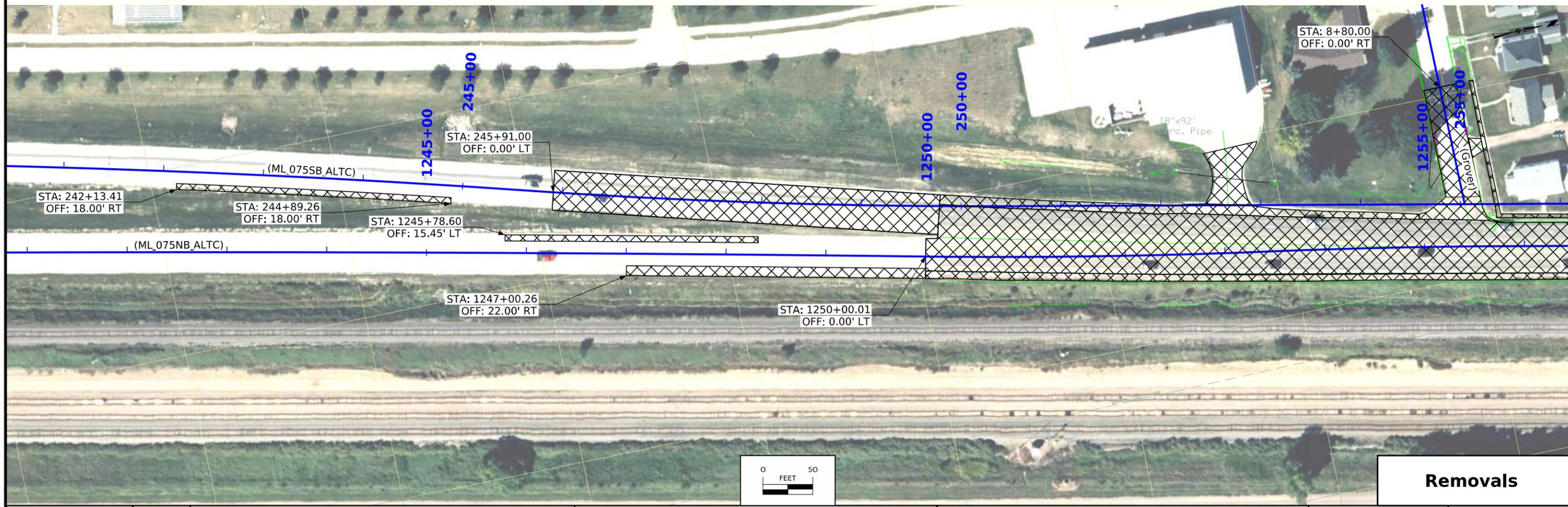


**MAIN STREET
HINTON, IOWA
RAILROAD COORDINATION
EXHIBIT**

RAILROAD NOTES:
A. STA 30+61.93, 41.31' RT
INSTALL NEW ACTIVE WARNING DEVICE SIGNAL W/20 LF GATE, W15-1 XBUCK, W-15-2P "3 TRACKS", I13-1 ENS SIGNS.
B. STA 30+60.01, 1.84' RT
INSTALL NEW ACTIVE WARNING DEVICE SIGNAL W/20 LF GATE, W15-1 XBUCK, W15-2P "3 TRACKS", I13-1 ENS SIGNS.
C. STA 31+01.90, 19.40' LT
EXISTING ACTIVE WARNING DEVICE SIGNAL W/19 LF GATE (TO REMAIN)
INSTALL NEW W15-1 XBUCK, W15-2P "3 TRACKS", & I13-1 ENS SIGNS.
D. EXISTING 31+44.77, 66.77' LT SIGNAL HOUSE (TO REMAIN) REMOVE AND RECONNECT NEW PREEMPTION CONDUITS & MODIFY WIRING LAYOUT AND TIMINGS.

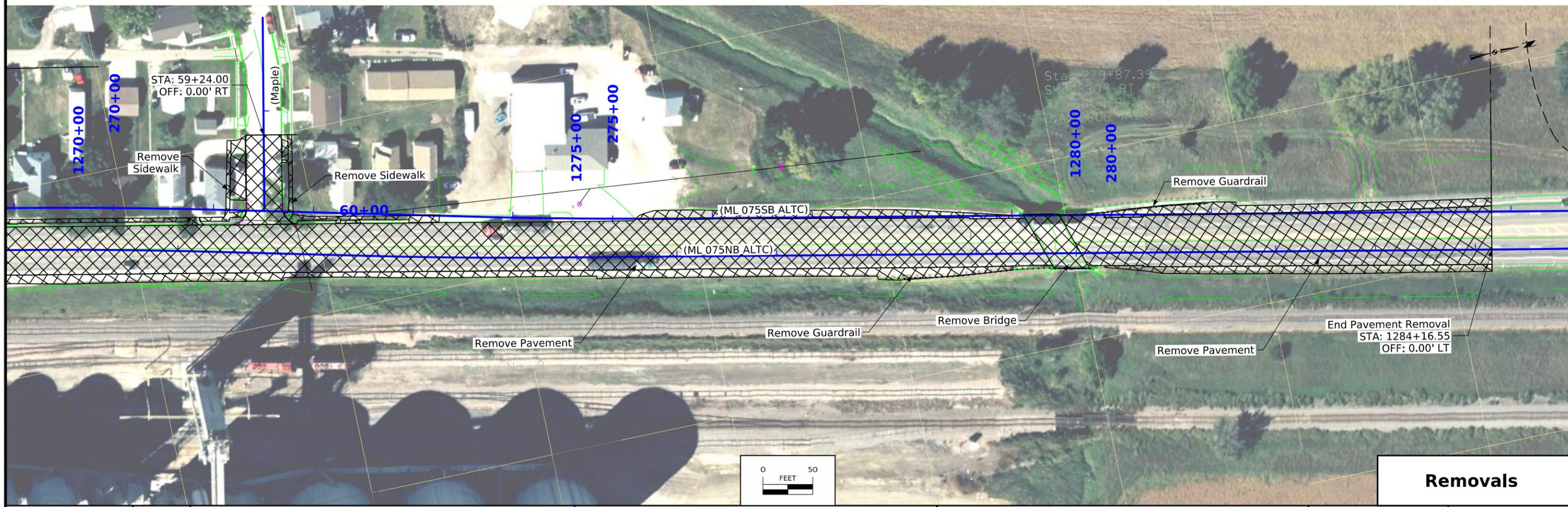
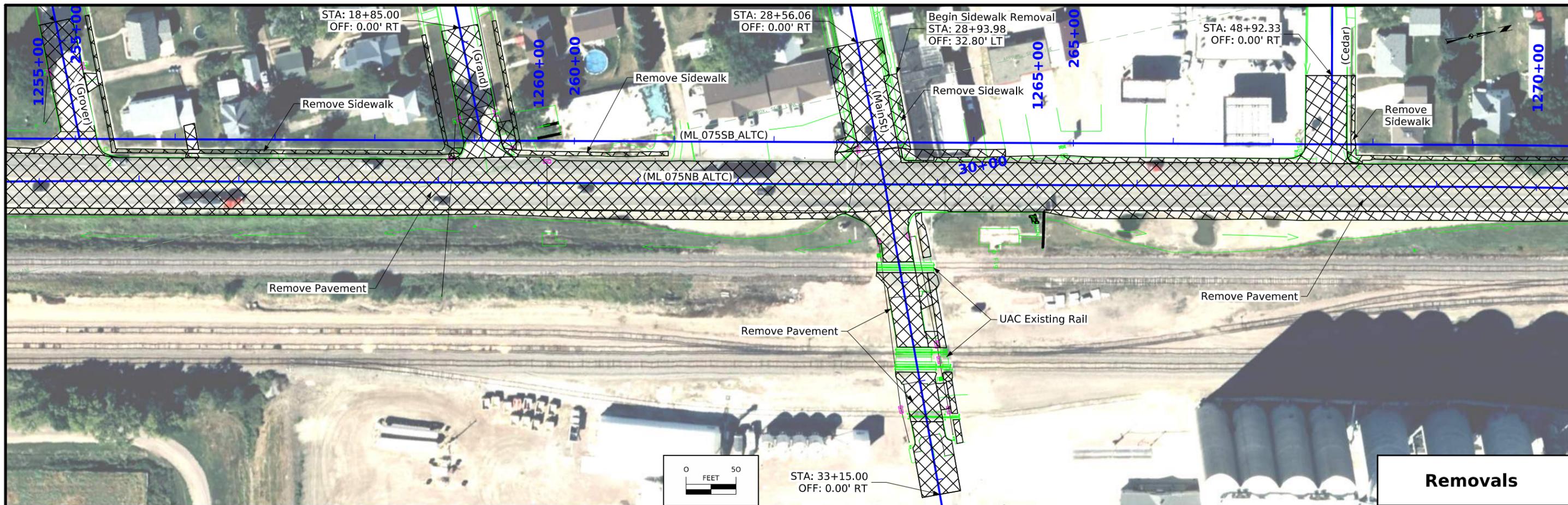


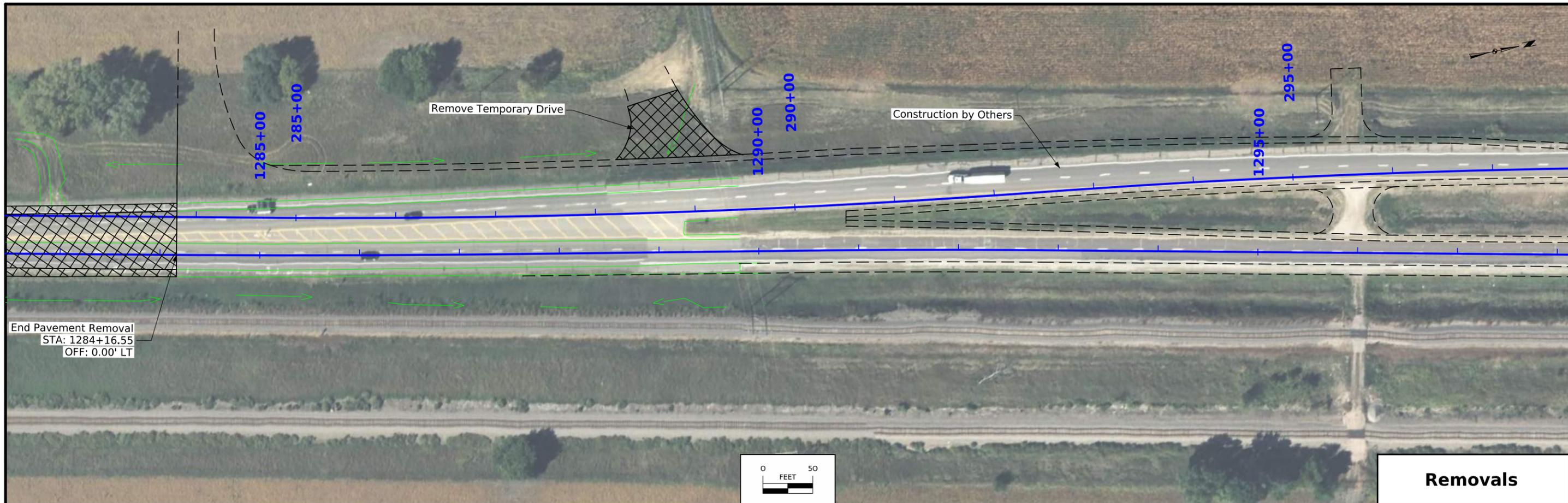
Removals

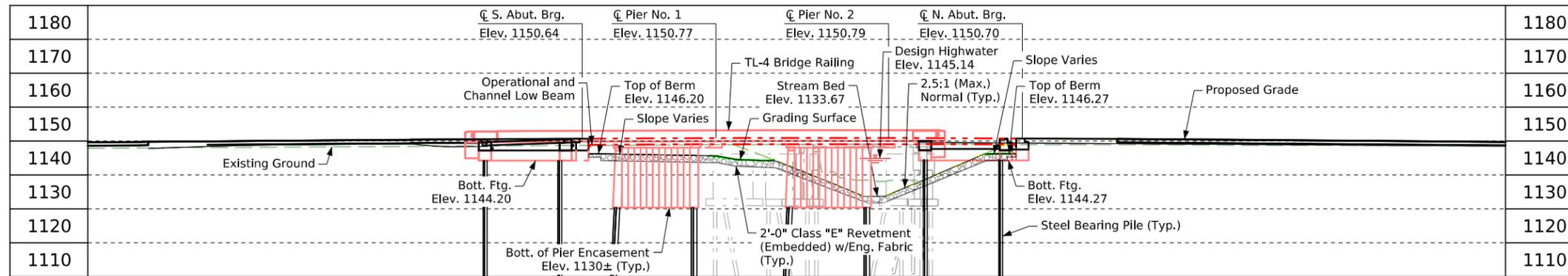


Removals

FILE NO.	ENGLISH	DESIGN TEAM Iowa DOT / HDR	PLYMOUTH COUNTY	PROJECT NUMBER NHSX-075-2(116)--3H-75	SHEET NUMBER U.3
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Note:
Top of slab at \bar{C} Approach Roadway is 0.35' above the profile grade to account for deck cross slope and parabolic crown.

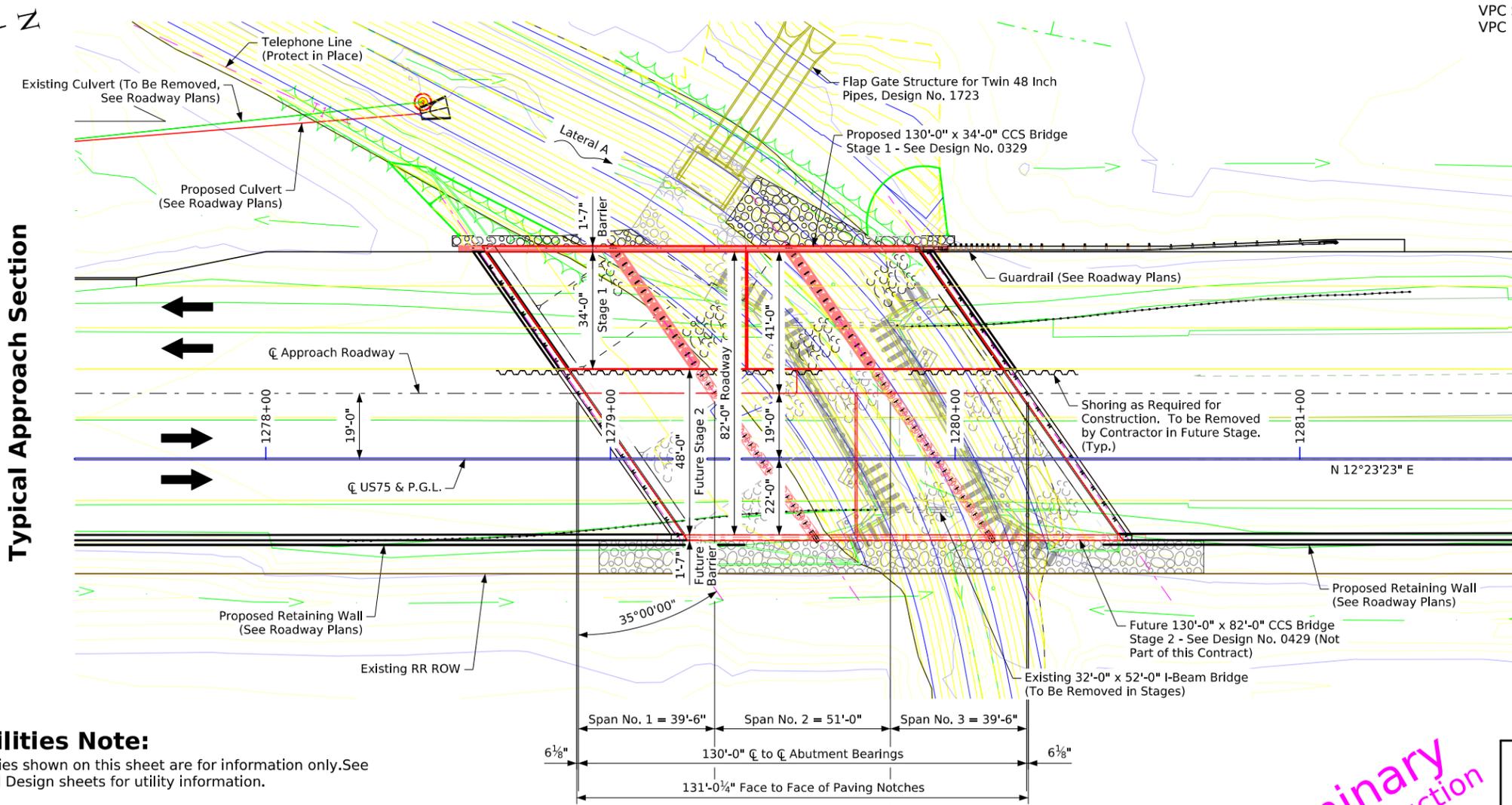
Longitudinal Section Along \bar{C} Approach Roadway

Traffic Estimate

2028 AADT	16,900 V.P.D.
2048 AADT	22,400 V.P.D.
2048 DHV	2,320 V.P.H.
TRUCKS	16 %
Total Design ESALS	-

Location

US75 over Lateral A
T-90N R-46W
Section 9
Hungerford Township
Plymouth County
FHWA No. 039391
Bridge Maint. No. 7505.4S075
Asset ID No. 39391
Latitude 42.63095084°
Longitude -96.2907746°



VPC Sta. = 1278+40.00
VPC Elev. = 1149.98
VPT Sta. = 1280+90.00
VPT Elev. = 1149.94

$G1 = 0.7800\%$
 $G2 = 0.8144\%$
VPI Sta. = 1279+65.00
VPI Elev. = 1150.96
VC = 250'

US75 Proposed Profile Grade

Notes:
This design is for the replacement in stages of the existing 32'-0" x 52'-0" I-beam Bridge, Plymouth Design Nos. 826, 2647, 173 & 109, FHWA No. 39390, Maint. No. 7505.4S075.
All units are in feet unless noted otherwise.
All plan dimensions shown are measured in a horizontal plane unless noted otherwise.
For berm slope location table and estimate channel armoring quantities, see Design Sheet No. 2.
See Design Sheet No. 3 for bridge cross section and hydraulic data.

Notes to Designers:
Superstructure to be continuous concrete slab.
Substructure to be integral abutments and monolithic open pile bents with concrete encased steel H piles. Preliminary bottom of pier pile encasement elevation set based on unbraced length of piles considering scour. Bottom of pier pile encasement elevation to be determined during final design.
Abutment thickness controlled by elevation at the gutterline.
Existing bridge foundations shall be removed to an elevation 1'-0" below proposed revetment.
Hydraulic data based on assumed pier width of 2'-6".
TL-4 single slope bridge railing proposed.
Berm slopes to be confirmed in final design.
There is potential for conflicts with existing timber foundations at the existing north abutment.
Stage 1 shoring to be left in place for Stage 2 Contractor to remove.

Utilities Note:

Utilities shown on this sheet are for information only. See Road Design sheets for utility information.

General Utility Symbols:

- E - Electric Line
- G - Gas Line
- SAN. - Sanitary Sewer
- T - Telephone Line
- W - Water Line
- FO - Fiber Optic Line
- GHP - Gas High Pressure
- ST S - Storm Sewer
- TV - TV
- Power Poles

Situation Plan

Preliminary
Not For Construction

Design For 35° Skew (RA)
130'-0" X 34'-0"
CCS Bridge - Stage 1

39'-6" End Spans 51'-0" Interior Span

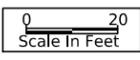
Situation Plan

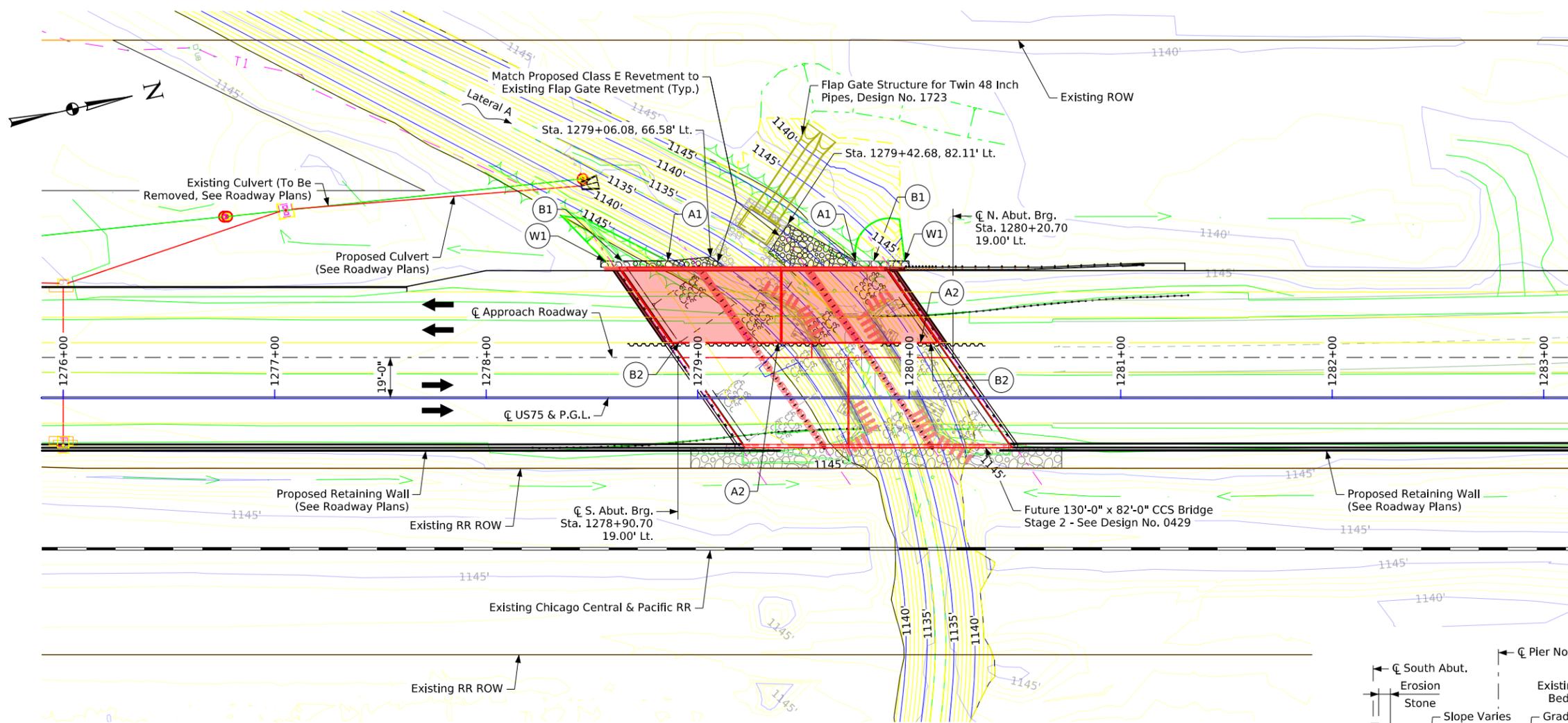
STA. 1279+55.70, 19'-0" Lt. (\bar{C} US75) Turn-In Date: October 2025

Plymouth County

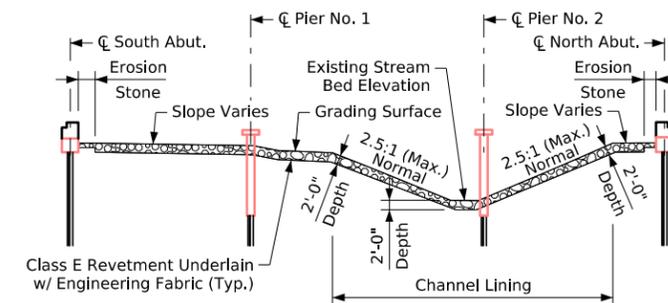
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0329 Design Sheet No. 1 of 3 FHWA No. 039391





Site Plan



Section Through Berm Lining

Note:
For notes, see Design Sheet No. 1.

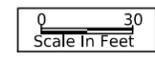
Berm Slope Location Table						
Points	South Abutment			North Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	1278+85.82	64.58' Lt.	1145.94	1279+74.72	64.58' Lt.	1146.09
A2	1279+36.95	26.00' Lt.	1145.56	1280+05.36	26.00' Lt.	1146.19
B1	1278+64.27	64.58' Lt.	1146.20	1279+83.29	64.58' Lt.	1146.27
B2	1278+91.28	26.00' Lt.	1146.20	1280+10.30	26.00' Lt.	1146.27
W1	1278+56.15	64.58' Lt.	1149.51	1279+97.82	64.58' Lt.	1149.83

Berm slope elevations reflect the grading surface.

Estimated Berm Armoring Quantities				
Location	Revetment CL. E (Ton)	Erosion Stone (Ton)	Engineering Fabric (SY)	CL. 10 Channel Excavation (CY)
Berm Lining - South	175	10	180	115
Berm Lining - North	30	10	45	25
Channel Lining - South	160	-	160	100
Channel Lining - North	225	-	225	140
Totals	590	20	610	380

Excavation quantity calculated from grading surface. Excavation quantity is for embedded revetment core out only, and does not include excavation to the grading surface. Excavation quantity to the grading surface is determined by Road Design and included in the Road Plans. Berm armoring quantities in the table are for locations shown west of staged construction line. Revetment and erosion stone estimated at 1.6 Ton/CY.

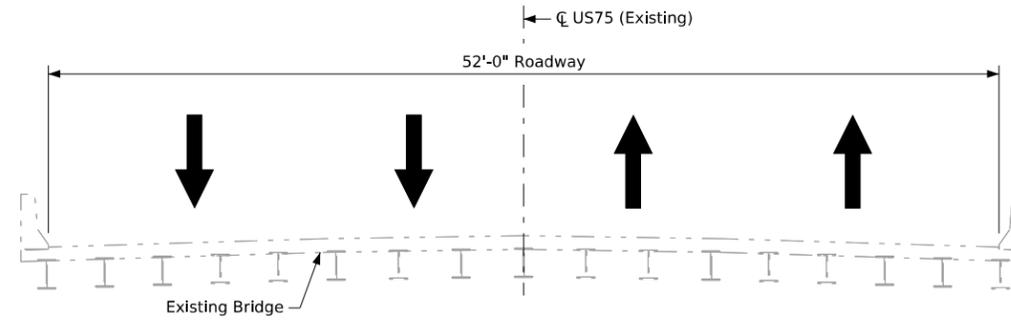
Preliminary
Not For Construction



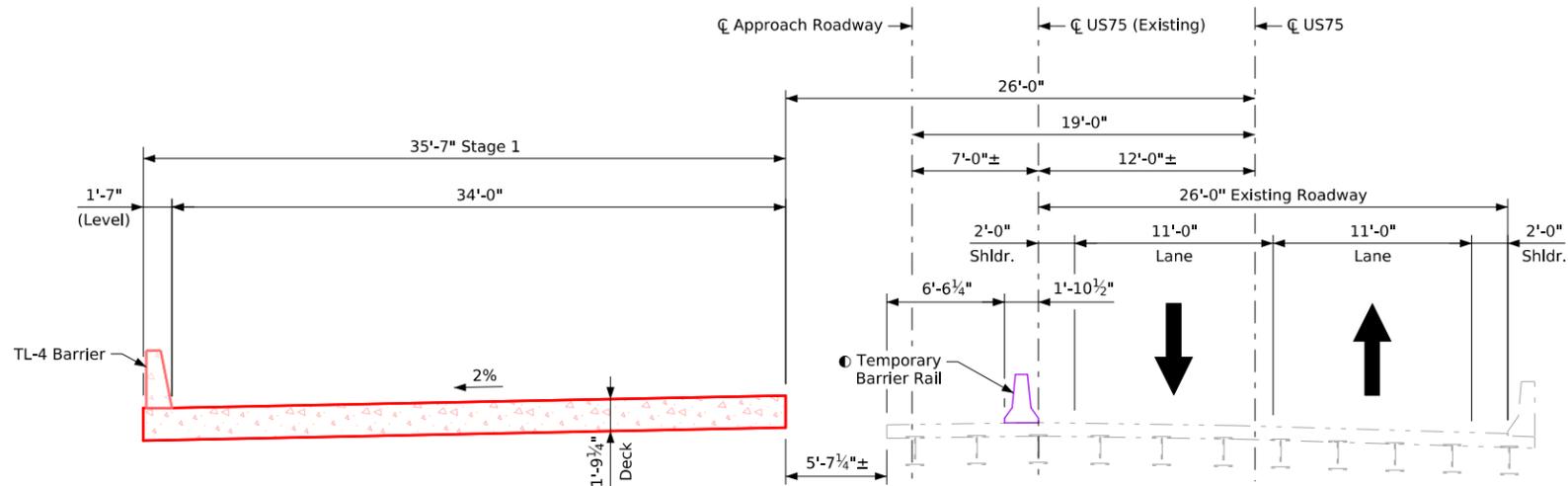
Design For 35° Skew (RA)
130'-0" X 34'-0"
CCS Bridge - Stage 1
39'-6" End Spans 51'-0" Interior Span
Situation Plan - Site
STA. 1279+55.70, 19'-0" Lt. (☉ US75) Turn-In Date: October 2025
Plymouth County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. 0329 Design Sheet No. 2 of 3 FHWA No. 039391

Temporary Barrier Rail Notes:

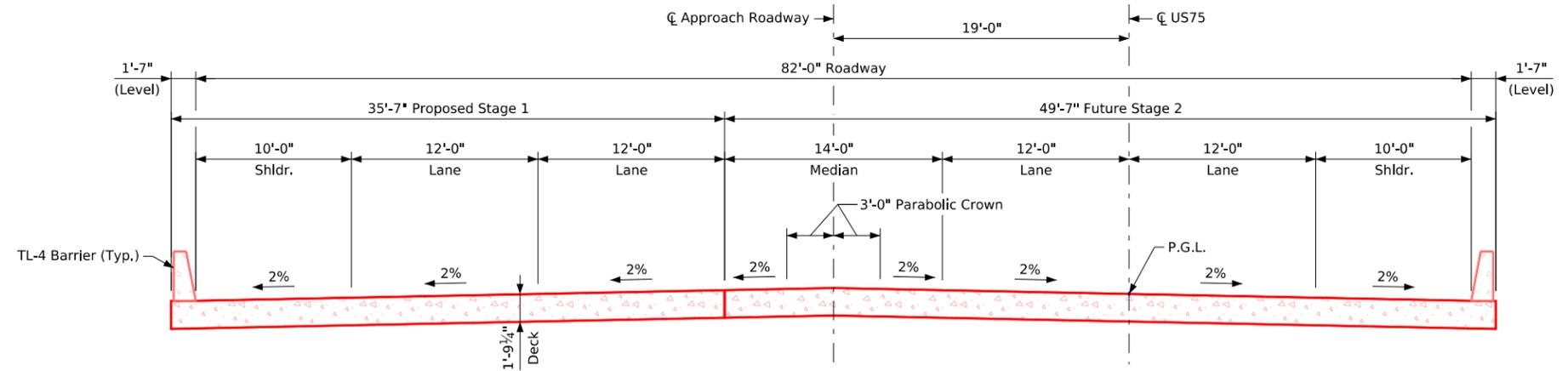
Place temporary barrier rail on existing bridge. Build 35'-7" wide segment of proposed bridge, Design No. 0329. Temporary barrier rail shall be placed as per Standard Road Plan BA-401. The tied road plans, Project No. NHSX-075-2(116)--3H-75, contain the full traffic control plan, additional details and payment of the Temporary Barrier Rail.



Existing Condition



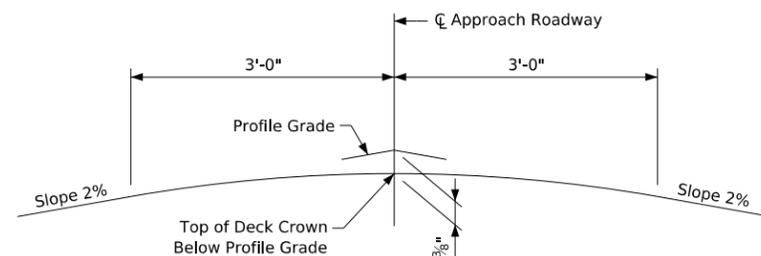
Stage 1 Bridge Construction
(Stage 2 & 3 Roadway Construction)



Final Condition
(For Information Only)

Note:
For notes, see Design Sheet No. 1.

Construction Staging
(Looking Ahead Station)



Parabolic Crown Template

Preliminary
Not For Construction

Hydraulic Data

RIDB: Not Applicable
Drainage Area = 1.56 Sq. Mi.
Stream Slope (HGL) = 21.6 ft./Mi.
Avg. Low Water Stage = 1134.4

Operational Low Beam = 1147.93
Channel Low Beam = 1147.93

Q₂₅ = 1,040 cfs
Stage = 1143.81

Q₅₀ = 1,290 cfs
Stage = 1144.59
Operational Freeboard = 3.34 ft.
Avg. Bridge Velocity = 3.8 fps

Q₁₀₀ = 1,560 cfs (Design Event)
Stage = 1145.14
Operational Freeboard = 2.79 ft.
Backwater = 0.72 ft.
Avg. Bridge Velocity = 4.0 fps

Q₂₀₀ = 1,790 cfs
Stage = 1145.28
Calculated Design Scour = 1123.3

Q₅₀₀ = 2,090 cfs
Stage = 1145.43
Channel Freeboard = 2.5 ft.
Avg. Bridge Velocity = 4.0 fps
Calculated Check Scour = 1123.3

Roadway Overtop 1142.28
Sta. 292+25 (Proj. NHSX-075-2(100)--3H-75)

Hydraulic Design



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.

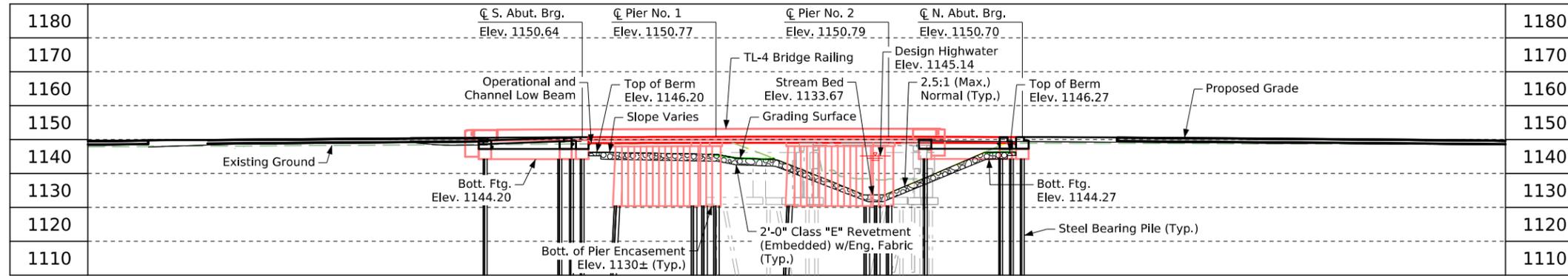
Signature: *Brice E. Stafne* Date: 10/1/2025

Printed or Typed Name: Brice E. Stafne

My license renewal date is December 31, 2026

Pages or sheets covered by this seal: H&H Data & Scour Protection Details on V.2 & V.3

Design For 35° Skew (RA)
130'-0" X 34'-0"
CCS Bridge - Stage 1
39'-6" End Spans 51'-0" Interior Span
Situation Plan - Misc.
STA. 1279+55.70, 19'-0" Lt. (☉ US75) Turn-in Date: October 2025
Plymouth County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. 0329 Design Sheet No. 3 of 3 FHWA No. 039391



Note:
Top of slab at \bar{C} Approach Roadway is 0.35' above the profile grade to account for deck cross slope and parabolic crown.

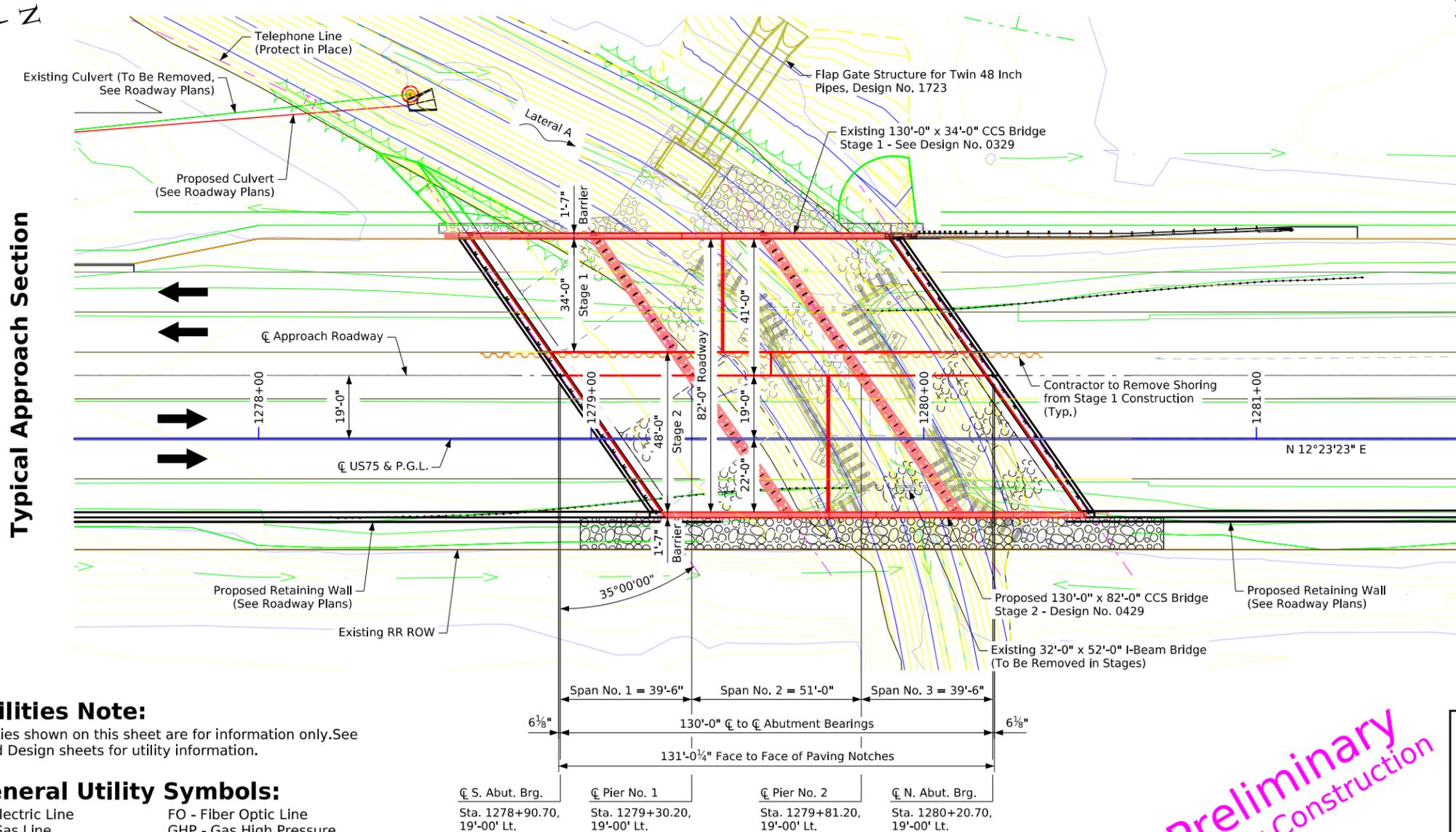
Longitudinal Section Along \bar{C} Approach Roadway

Traffic Estimate

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2048 AADT	22,400 V.P.D.
2048 DHV	2,320 V.P.H.
TRUCKS	16 %
Total Design ESALS	-

Location

US75 over Lateral A
T-90N R-46W
Section 9
Hungerford Township
Plymouth County
FHWA No. 039391
Bridge Maint. No. 7505.4S075
Asset ID No. 039391
Latitude 42.63095084°
Longitude -96.2907746°



VPC Sta. = 1278+40.00
VPC Elev. = 1149.98
VPT Sta. = 1280+90.00
VPT Elev. = 1149.94

$G1 = 0.7800\%$
 $G2 = 0.8144\%$
VPI Sta. = 1279+65.00
VPI Elev. = 1150.96
VC = 250'

US75 Proposed Profile Grade

Notes:
This design is for the replacement in stages of the existing 32'-0" x 52'-0" I-beam Bridge, Plymouth Design Nos. 826, 2647, 173 & 109, FHWA No. 39390, Maint. No. 7505.4S075.

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All plan dimensions shown are measured in a horizontal plane unless noted otherwise.
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See Design Sheet No. 3 for bridge cross section and hydraulic data.

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Substructure to be integral abutments and monolithic open pile bents with concrete encased steel H piles. Preliminary bottom of pier pile encasement elevation set based on unbraced length of piles considering scour. Bottom of pier pile encasement elevation to be determined during final design.

Abutment thickness controlled by elevation at gutterline.
Existing bridge foundations shall be removed to an elevation 1'-0" below proposed revetment.
Hydraulic data based on assumed pier width of 2'-6".
TL-4 single slope bridge railing proposed.
Berm slopes to be confirmed in final design.
There is potential for conflicts with existing timber foundations at the existing north abutment.
Shoring from Stage 1 concrete slab construction to be removed by Stage 2 Contractor.

Utilities Note:

Utilities shown on this sheet are for information only. See Road Design sheets for utility information.

General Utility Symbols:

- E - Electric Line
- G - Gas Line
- SAN. - Sanitary Sewer
- T - Telephone Line
- W - Water Line
- FO - Fiber Optic Line
- GHP - Gas High Pressure
- ST S - Storm Sewer
- TV - TV
- Power Poles

Situation Plan

Preliminary
Not For Construction

Design For 35° Skew (RA)
130'-0" X 82'-0"
CCS Bridge - Stage 2

39'-6" End Spans 51'-0" Interior Span

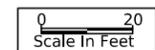
Situation Plan

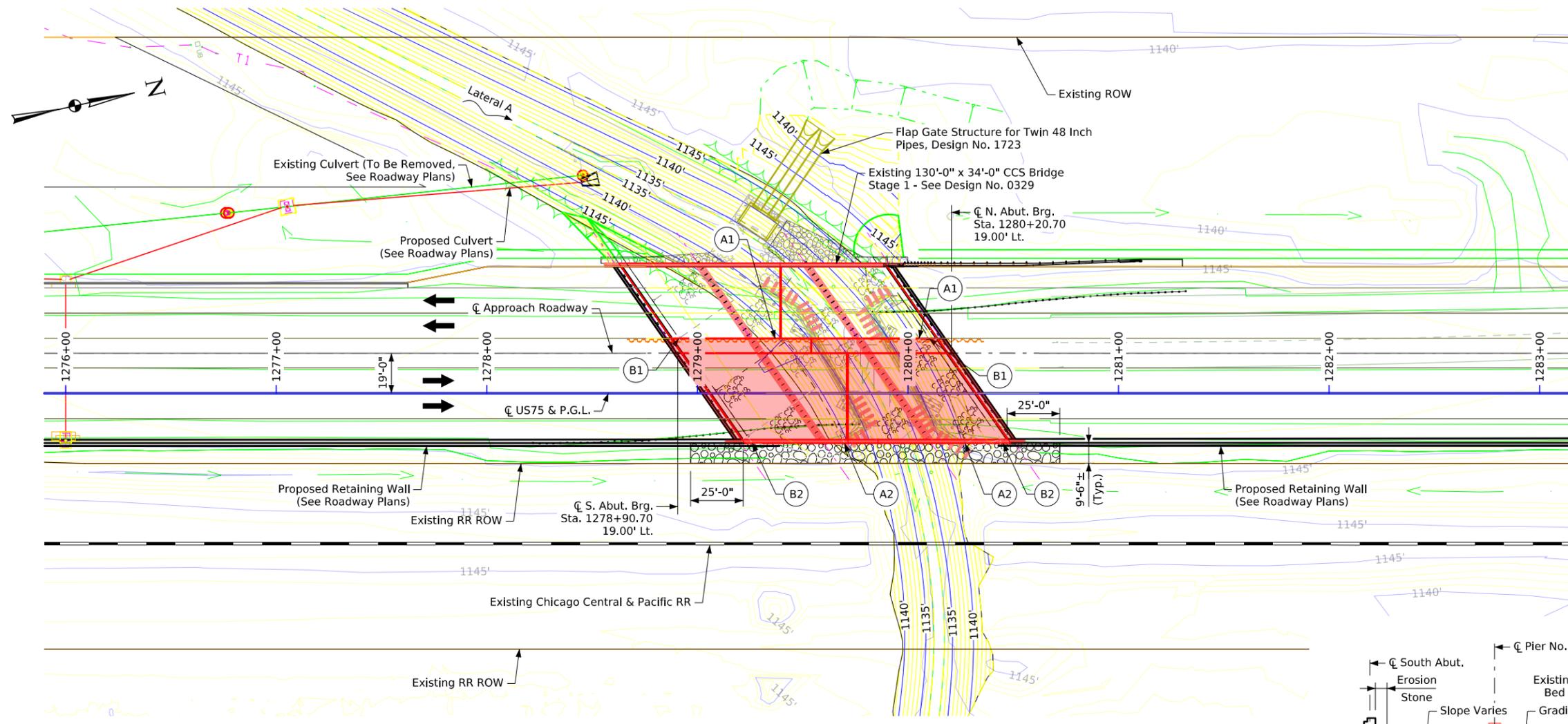
STA. 1279+55.70, 19'-0" Lt. (\bar{C} US75) Turn-In Date: October 2025

Plymouth County

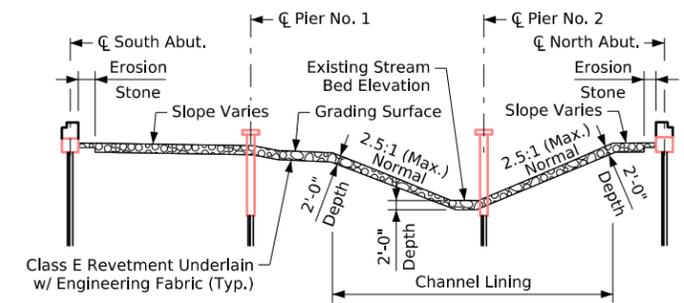
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0429 Design Sheet No. 1 of 3 FHWA No. 039391





Site Plan



Section Through Berm Lining

Berm Slope Location Table						
Points	South Abutment			North Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	1279+36.95	26.00' Lt.	1145.56	1280+05.36	26.00' Lt.	1146.19
A2	1279+69.85	23.67' Rt.	1145.77	1280+27.10	23.67' Rt.	1145.54
B1	1278+91.28	26.00' Lt.	1146.20	1280+10.30	26.00' Lt.	1146.27
B2	1279+26.07	23.67' Rt.	1146.20	1280+45.08	23.67' Rt.	1146.27

Berm slope elevations reflect the grading surface.

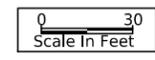
Estimated Berm Armoring Quantities				
Location	Revetment CL. E (Ton)	Erosion Stone (Ton)	Engineering Fabric (SY)	CL. 10 Channel Excavation (CY)
Berm Lining - South	370	15	365	230
Berm Lining - North	105	15	120	65
Channel Lining - South	225	-	230	150
Channel Lining - North	225	-	230	150
Totals	925	30	945	595

Excavation quantity calculated from grading surface. Excavation quantity is for embedded revetment core out only, and does not include excavation to the grading surface. Excavation quantity to the grading surface is determined by Road Design and included in the Road Plans. Berm armoring quantities in the table are for locations shown east of staged construction line. Revetment and erosion stone estimated at 1.6 Ton/CY.

Note:
For notes, see Design Sheet No. 1.

**Preliminary
Not For Construction**

Design For 35° Skew (RA)
130'-0" X 82'-0"
 CCS Bridge - Stage 2
 39'-6" End Spans 51'-0" Interior Span
Situation Plan - Site
 STA. 1279+55.70, 19'-0" Lt. (☉ US75) Turn-In Date: October 2025
Plymouth County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. 0429 Design Sheet No. 2 of 3 FHWA No. 039391



Temporary Barrier Rail Notes:

Place temporary barrier rail on existing Stage 1 bridge. Build 49'-7" wide segment of proposed Stage 2 bridge, Design No. 0429. Temporary barrier rail shall be placed as per Standard Road Plan BA-401. Temporary barrier rail shall not be anchored to the proposed bridge deck. The tied road plans, Project No. NHSX-075-2(116)--3H-75, contain the full traffic control plan, additional details and payment of the Temporary Barrier Rail.

Hydraulic Data

RIDB: Not Applicable
 Drainage Area = 1.56 Sq. Mi.
 Stream Slope (HGL) = 21.6 ft./Mi.
 Avg. Low Water Stage = 1134.4

Operational Low Beam = 1147.93
 Channel Low Beam = 1147.93

Q₂₅ = 1,040 cfs
 Stage = 1143.81

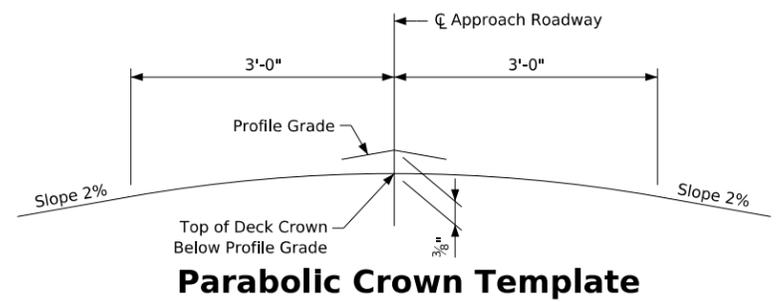
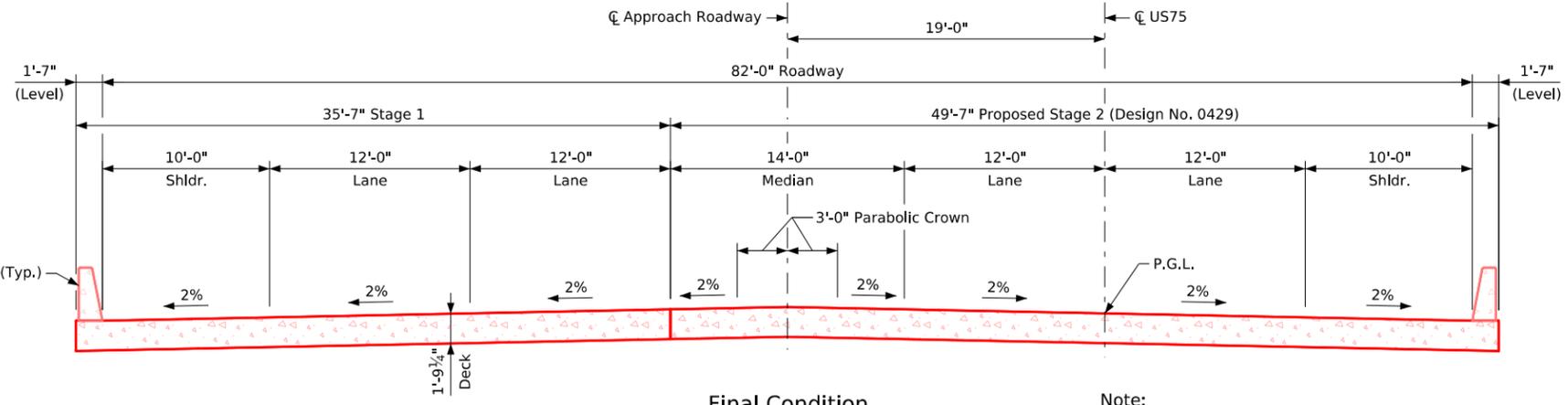
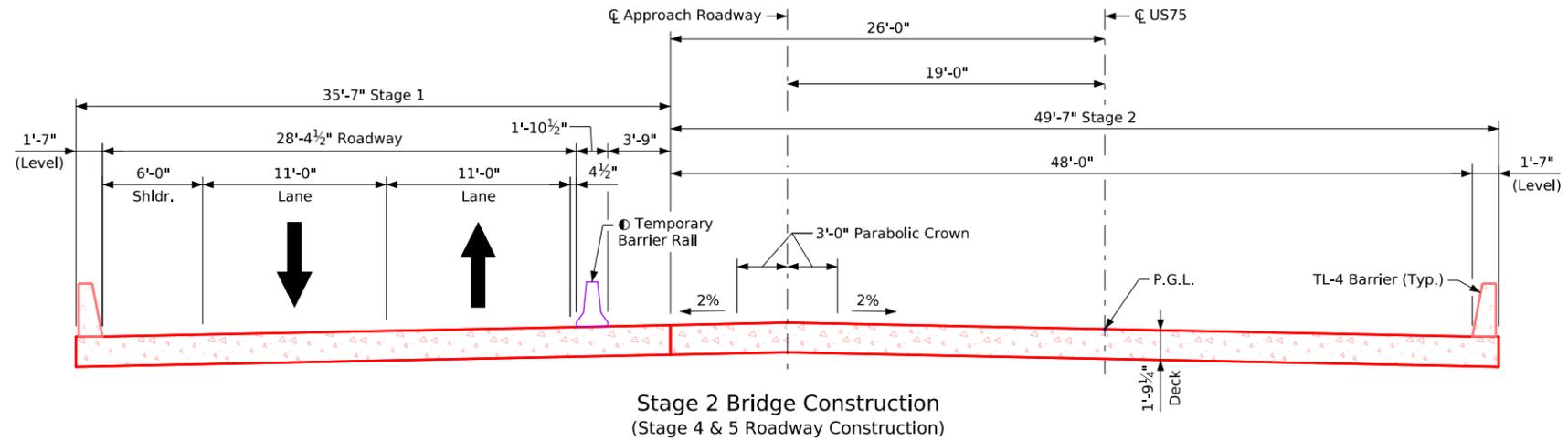
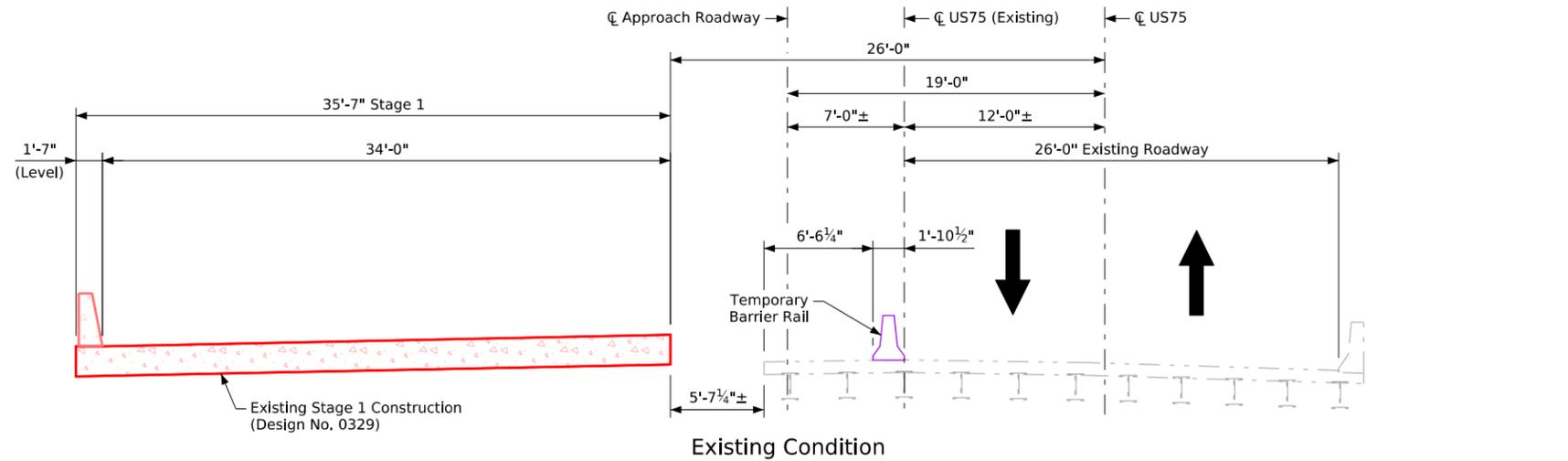
Q₅₀ = 1,290 cfs
 Stage = 1144.59
 Operational Freeboard = 3.34 ft.
 Avg. Bridge Velocity = 3.8 fps

Q₁₀₀ = 1,560 cfs (Design Event)
 Stage = 1145.14
 Operational Freeboard = 2.79 ft.
 Backwater = 0.72 ft.
 Avg. Bridge Velocity = 4.0 fps

Q₂₀₀ = 1,790 cfs
 Stage = 1145.28
 Calculated Design Scour = 1123.3

Q₅₀₀ = 2,090 cfs
 Stage = 1145.43
 Channel Freeboard = 2.5 ft.
 Avg. Bridge Velocity = 4.0 fps
 Calculated Check Scour = 1123.3

Roadway Overtop 1142.28
 Sta. 292+25 (Proj. NHSX-075-2(100)--3H-75)



Construction Staging
 (Looking Ahead Station)
Preliminary
 Not For Construction

Note:
 For notes, see Design Sheet No. 1.

Hydraulic Design

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.

Signature: *Brice E. Stafne* Date: 10/1/2025
 Printed or Typed Name: Brice E. Stafne
 My license renewal date is December 31, 2026

Pages or sheets covered by this seal: H&H Data & Scour Protection Details on V.5 & V.6

Design For 35° Skew (RA)
130'-0" X 82'-0"
 CCS Bridge - Stage 2
 39'-6" End Spans 51'-0" Interior Span
 Situation Plan - Misc.
 STA. 1279+55.70, 19'-0" Lt. (☉ US75) Turn-in Date: October 2025
 Plymouth County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. 0429 Design Sheet No. 3 of 3 FHWA No. 039391

CROSS SECTION VIEW COLOR LEGEND

Design Color No.	Feature	Design Color No.	Feature
Aggregate			
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
(8)	Revetment Class A	Substrata	
(6)	Revetment Class B	(128)	Boulder
(62)	Revetment Class C	(209)	Boulder Removed
(188)	Revetment Class D	(48)	Broken Weathered
(28)	Revetment Class E	(210)	Broken Weathered Removed
(12)	Shoulder Special Backfill	(3)	Core Out
(12)	Special Backfill	(115)	Core Out Remove Only
(20)	Subbase	(195)	Core Out Remove and Replace
(20)	Subbase Lower	(203)	Existing Pavement
(20)	Subbase Upper	(184)	Existing Pavement Remove Only
(118)	Subgrade Treatment	(200)	Existing Pavement Remove and Replace
Asphalt			
(207)	HMA Base Course	(6)	Loam
(207)	HMA Interim Course	(211)	Loam Removed
(207)	HMA Surface Course	(80)	Rock
Bridge			
(0)	Bridge	(212)	Rock Removed
Concrete			
(0)	Barrier Concrete	(4)	Select Sand
(0)	Barrier Concrete Footing	(214)	Select Sand Removed
(0)	Curb Gutter	(3)	Shale
(48)	Flowable Mortar	(215)	Shale Removed
(0)	Median Concrete	(10)	Topsoil
(0)	PCC Pavement	(2)	Topsoil Remove Only
(0)	Sidewalk	(4)	Topsoil Remove and Replace
Unsuitable / Waste			
(0)	Existing Pavement	(3)	Unsuitable Type A
Shoulder			
(209)	Shoulder HMA	(216)	Unsuitable Type A Removed
(0)	Shoulder PCC	(13)	Unsuitable Type B
(6)	Shoulder Granular	(217)	Unsuitable Type B Removed
Structural			
(112)	Noise Wall	(11)	Unsuitable Type C
(112)	Noise Wall Footing	(218)	Unsuitable Type C Removed
(112)	Retaining Wall Back	(3)	Waste
(112)	Retaining Wall Back Excavate	(219)	Waste Removed
(112)	Retaining Wall Face		
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		

SYMBOL LEGEND OF CROSS SECTION SHEETS

EX R/W

Existing Right-of-Way Limit

NOTES:

Text

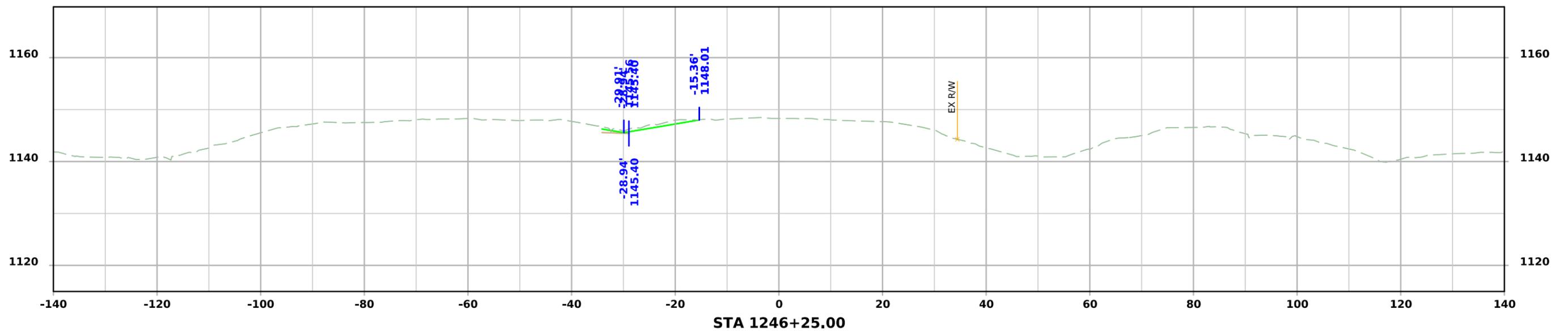
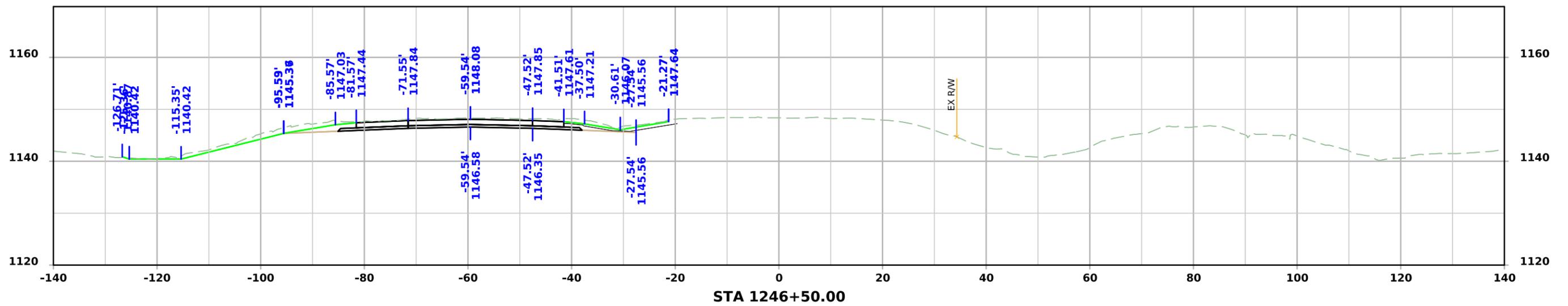
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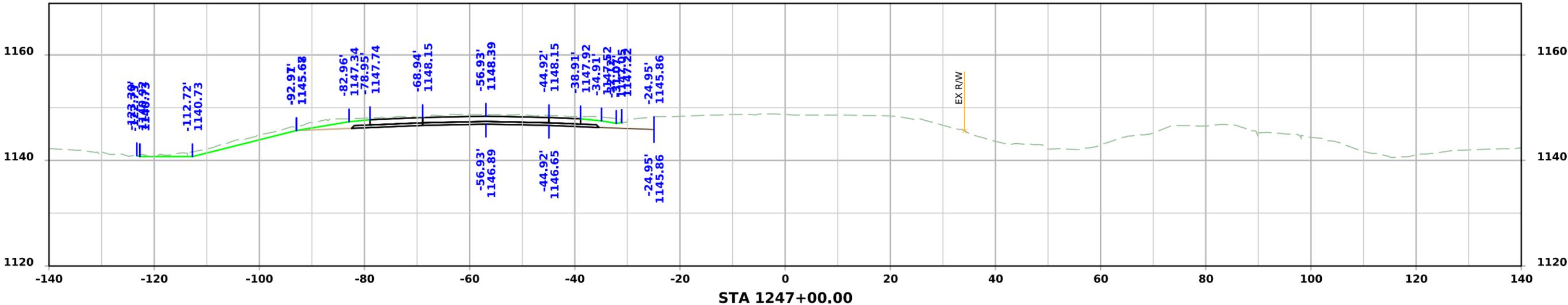
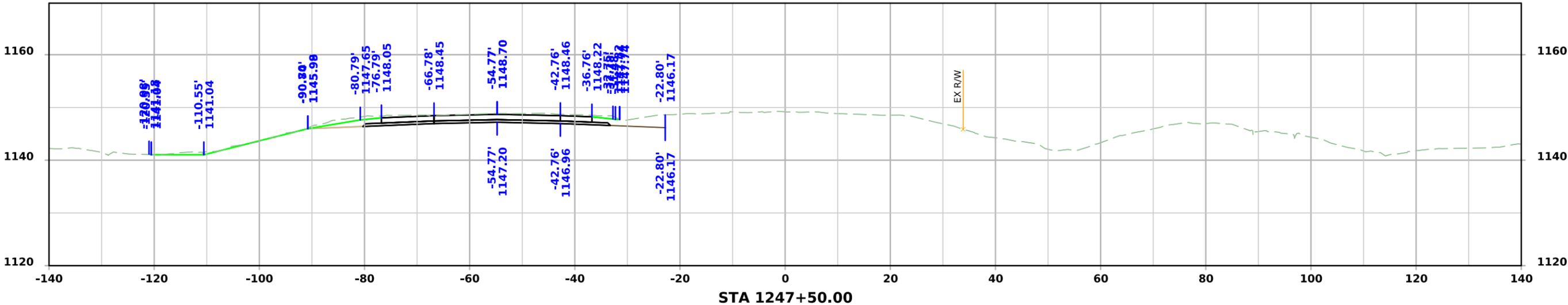
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(COVERS SHEET SERIES W, X, Y, & Z)

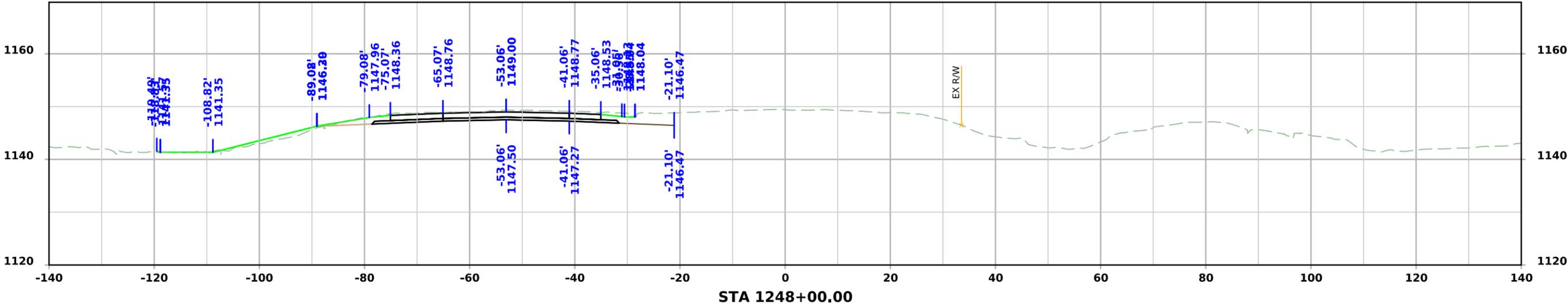
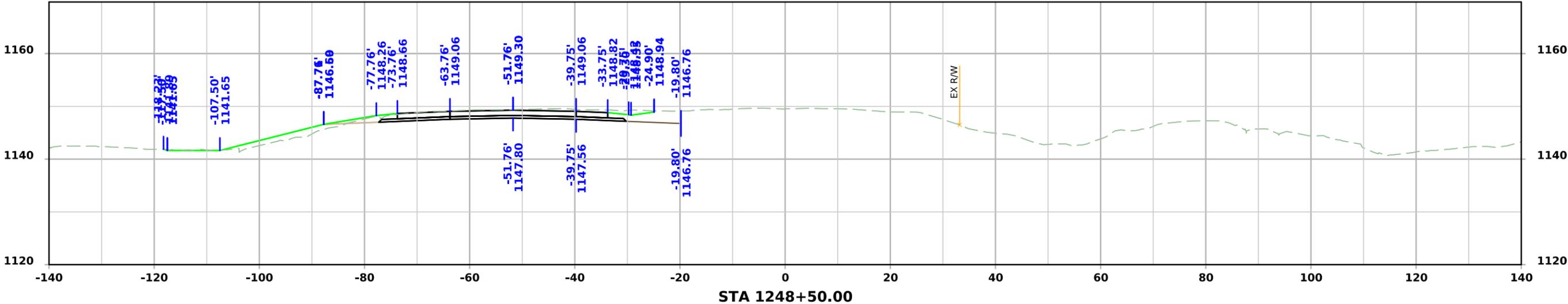
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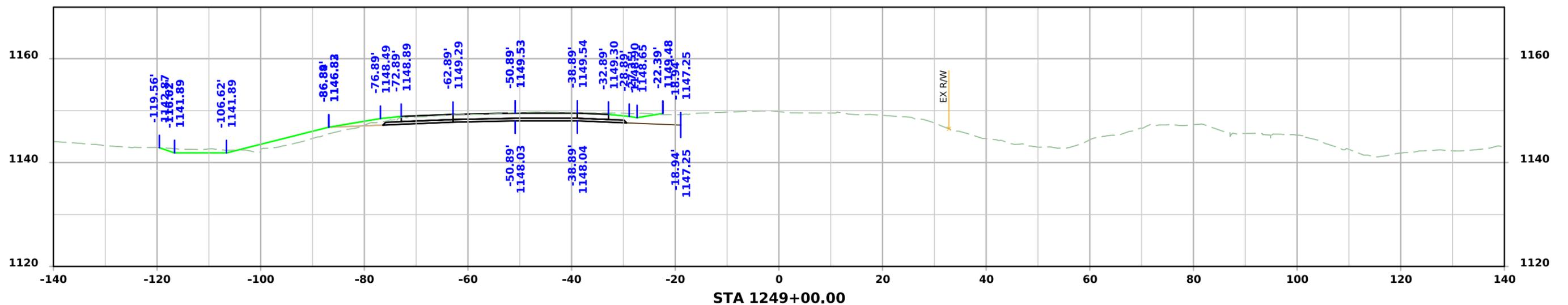
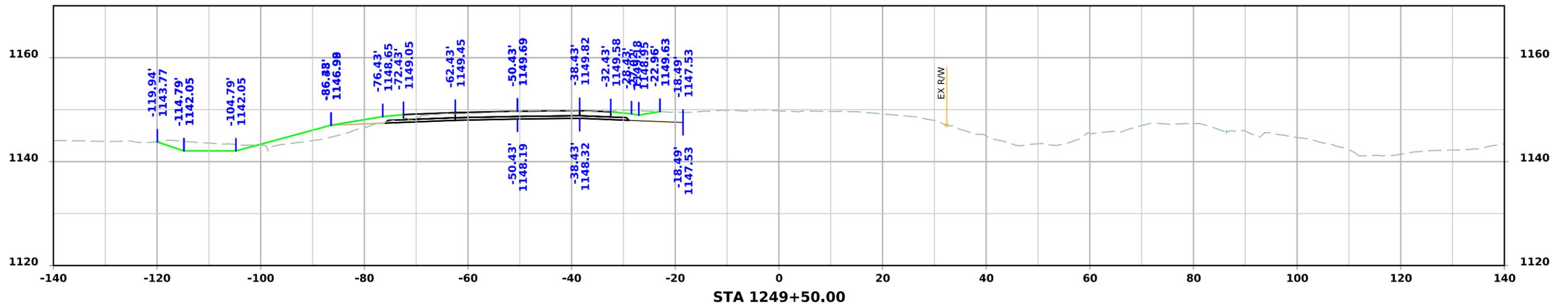
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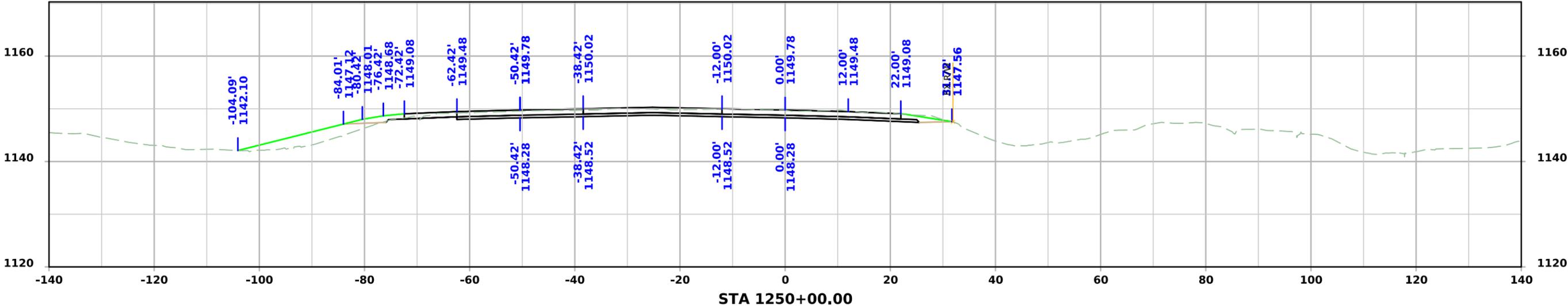
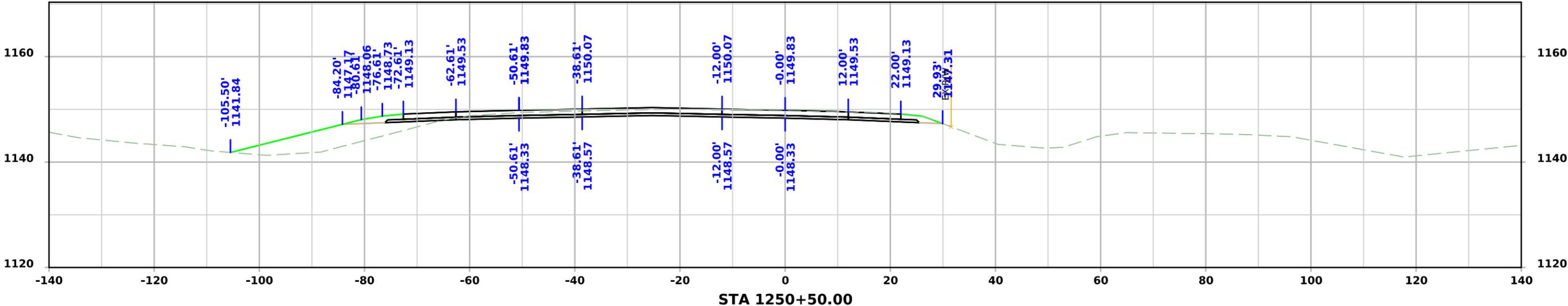
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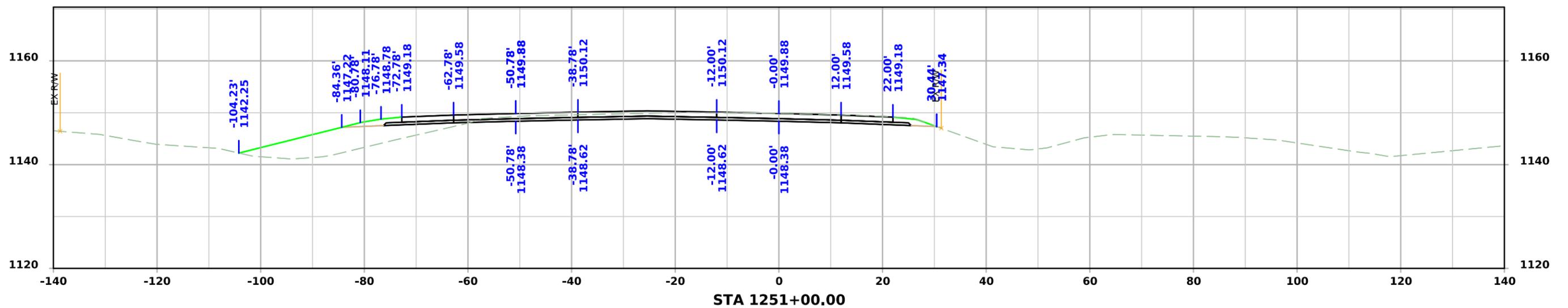
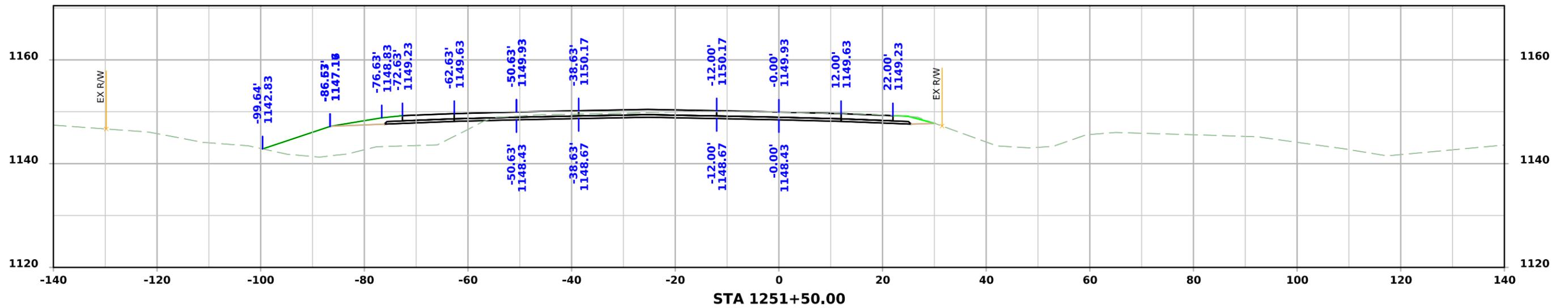
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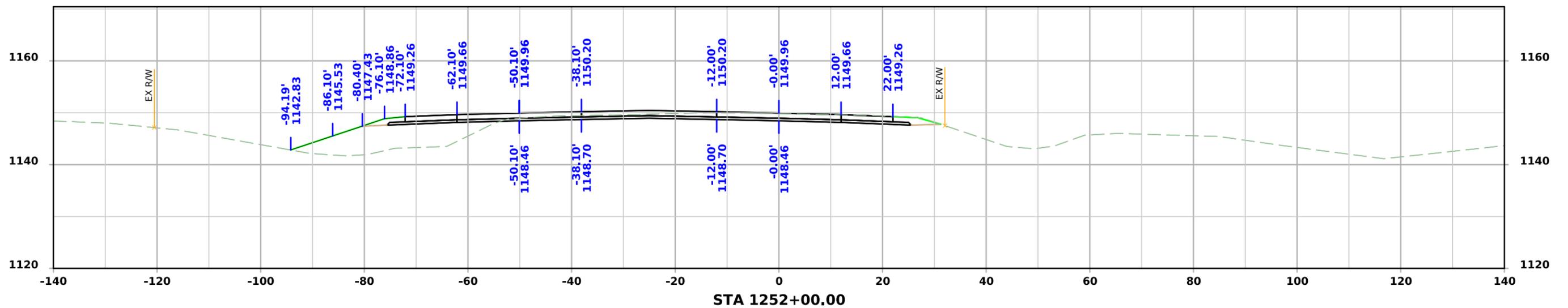
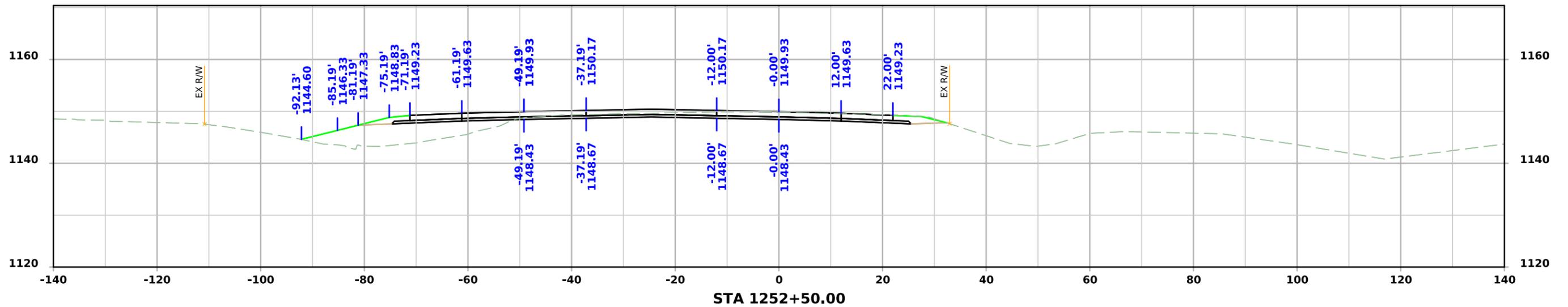
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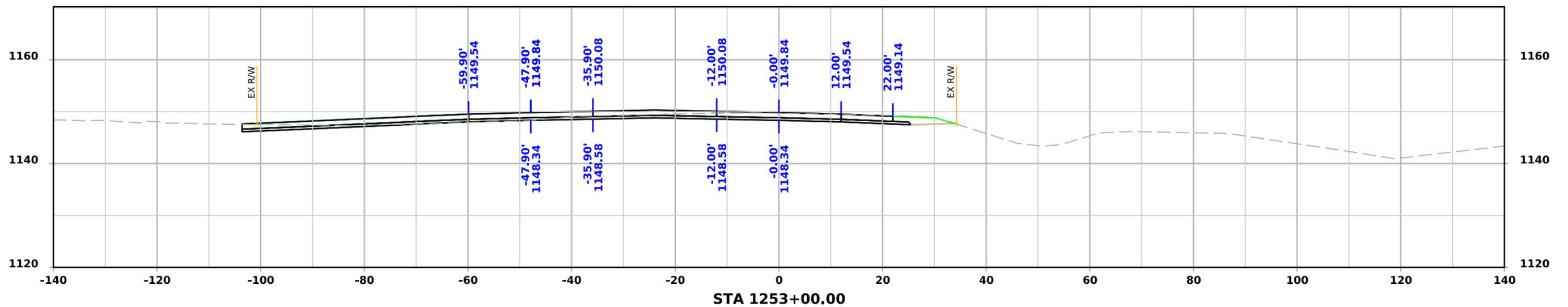
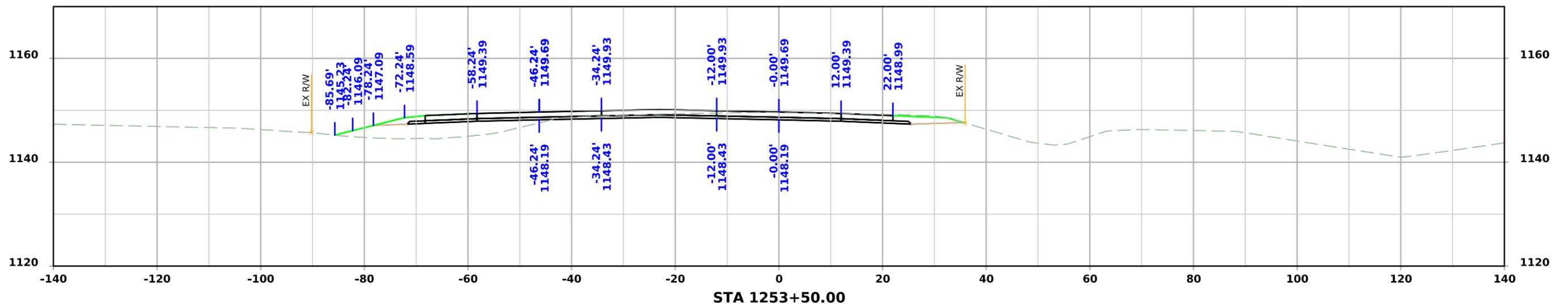
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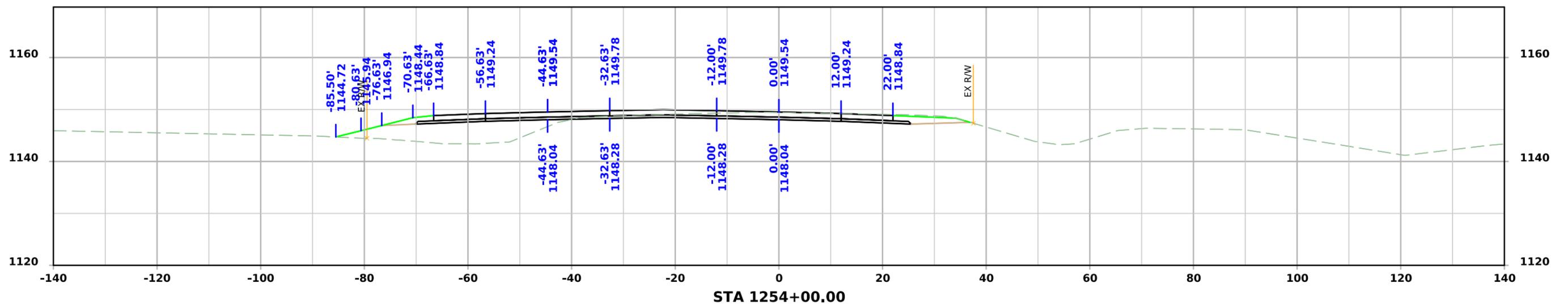
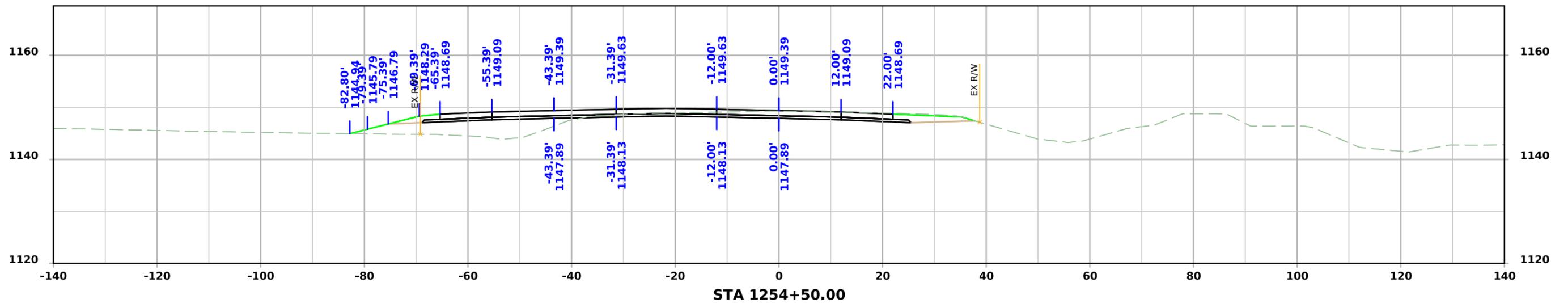
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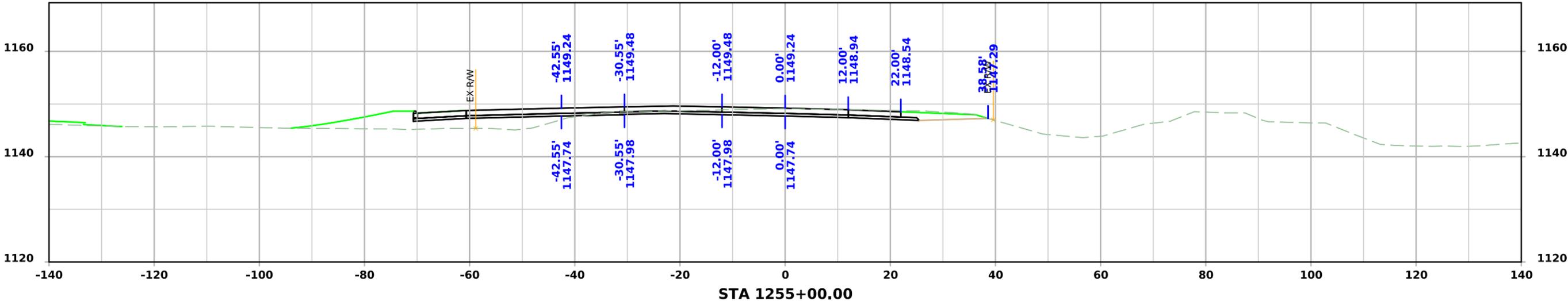
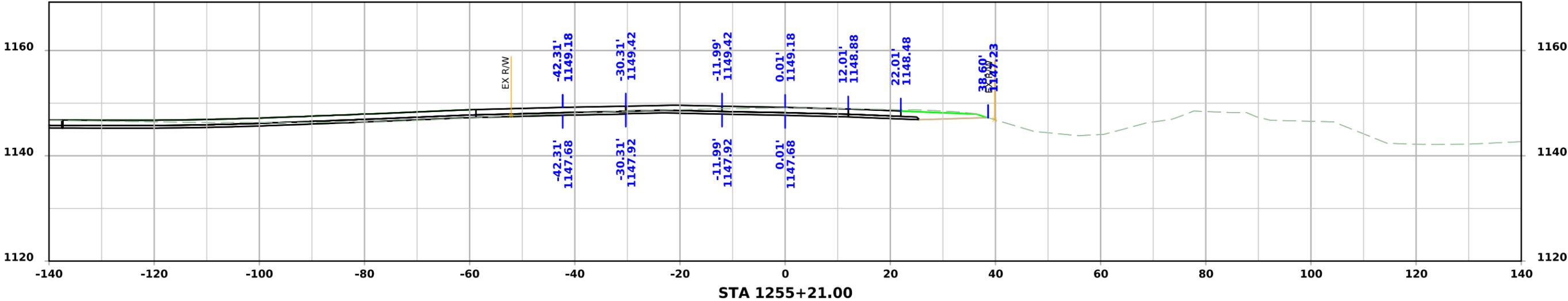
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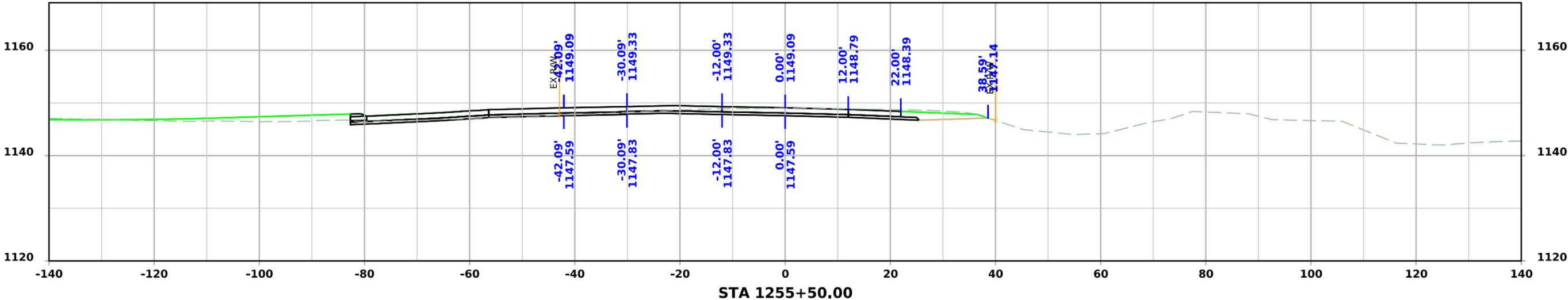
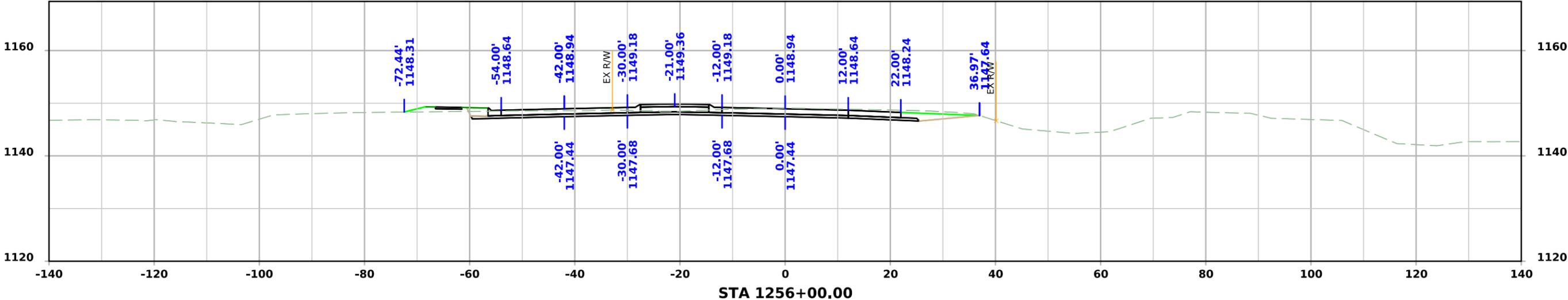
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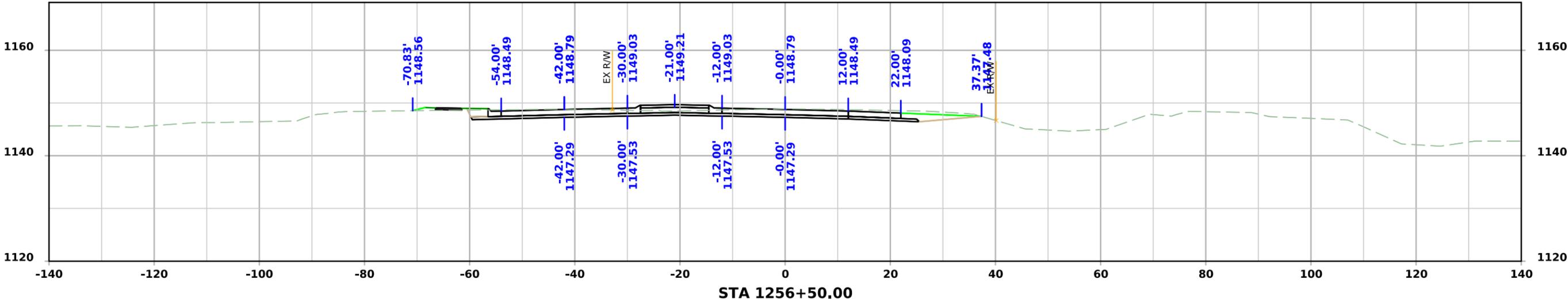
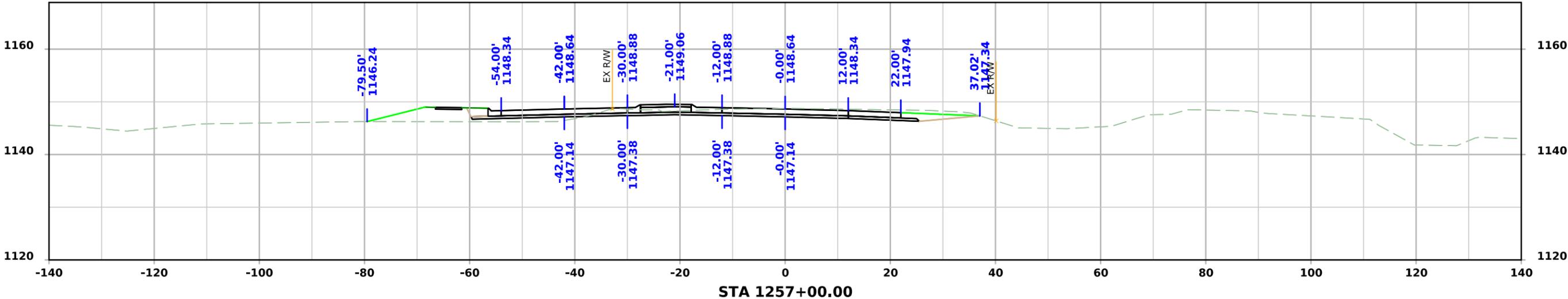
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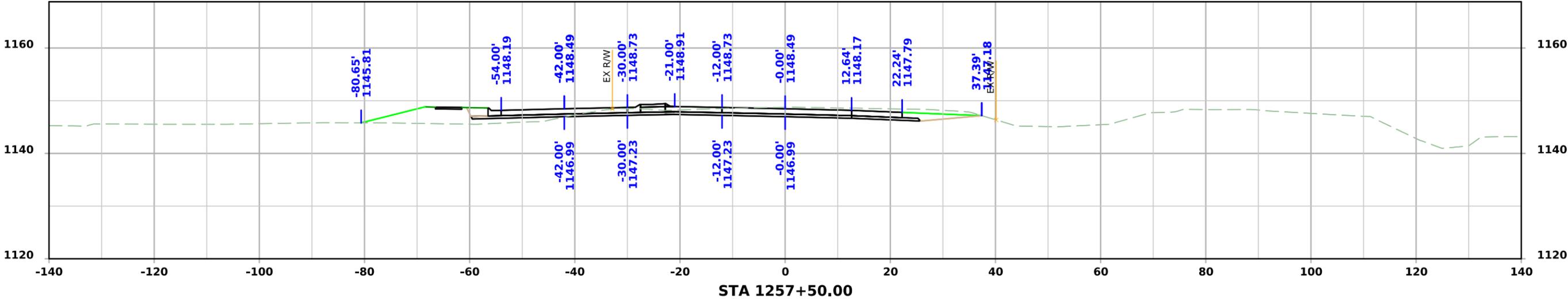
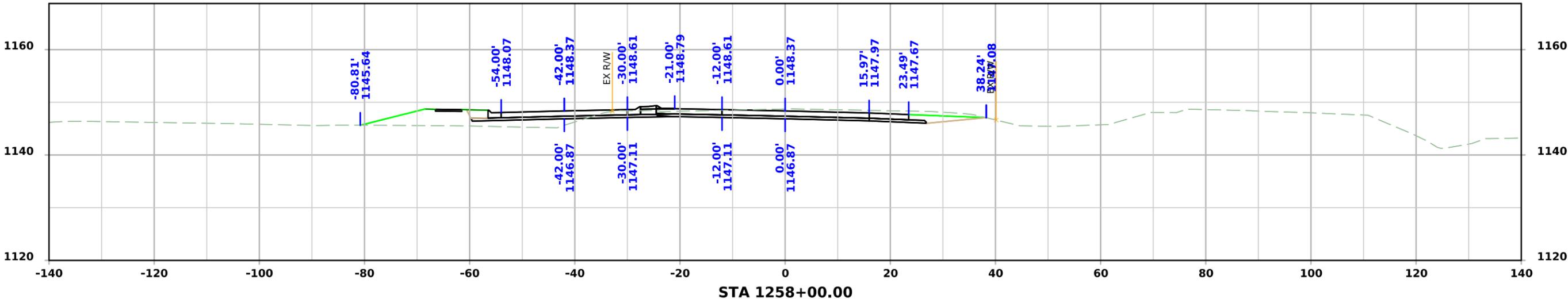
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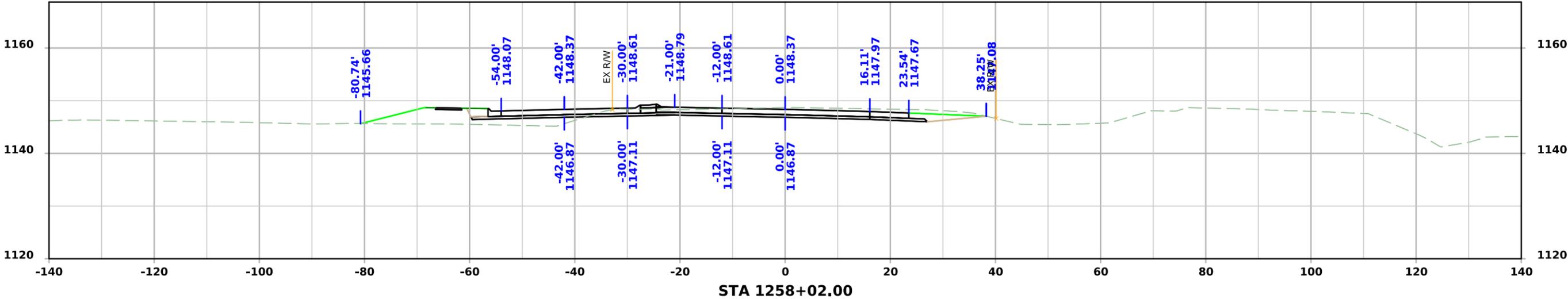
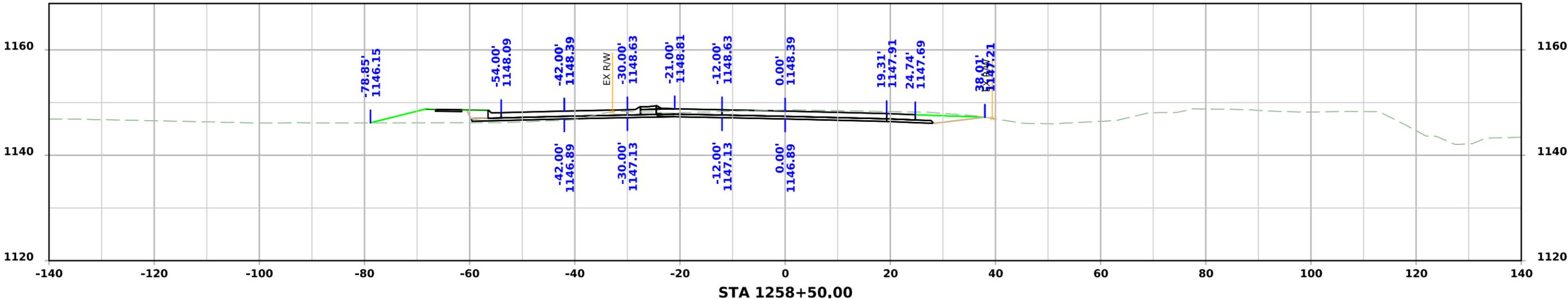
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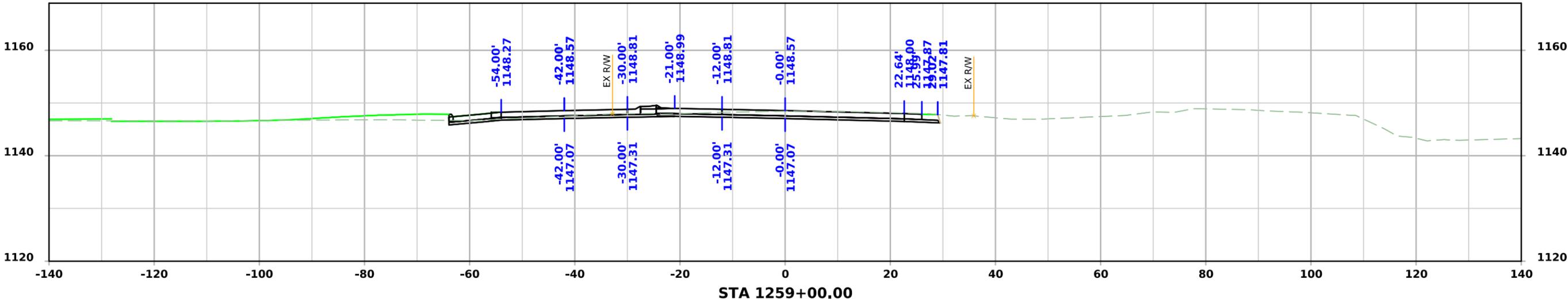
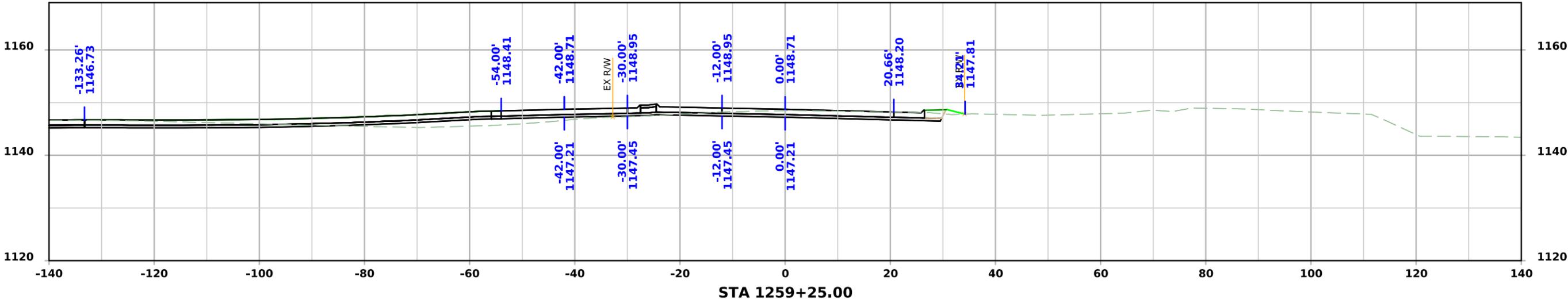
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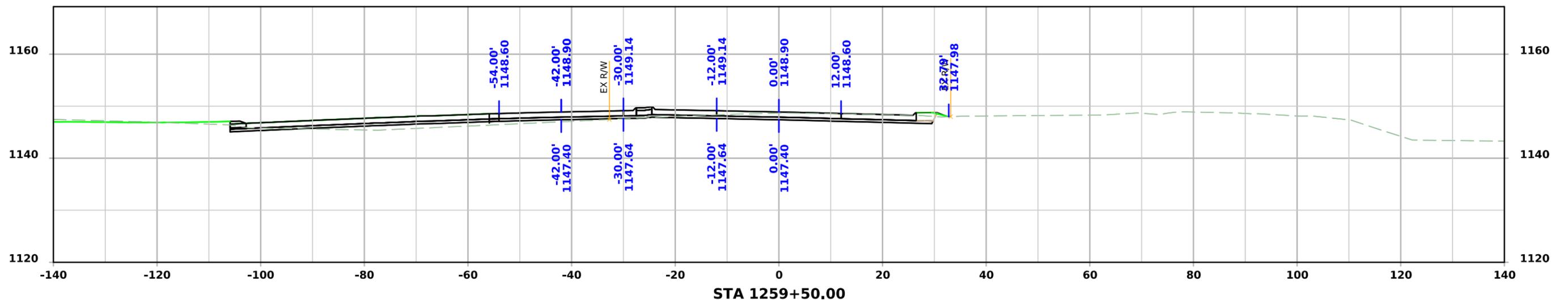
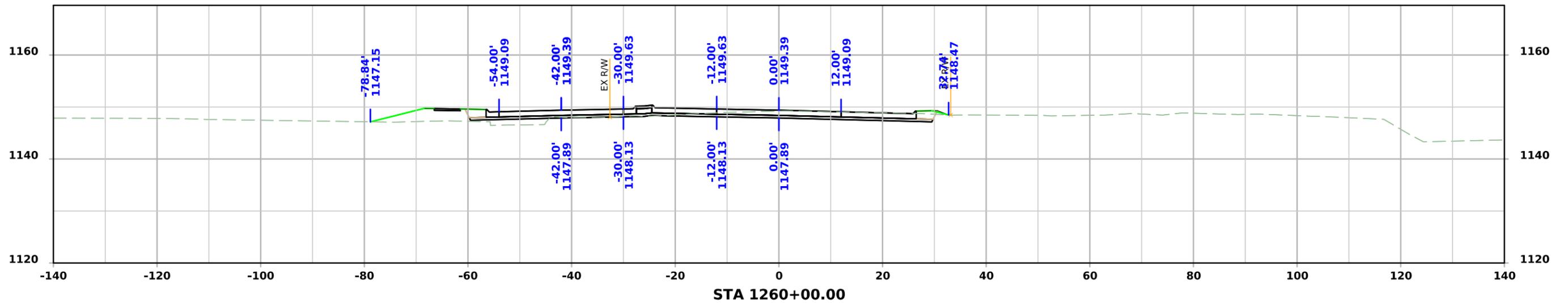
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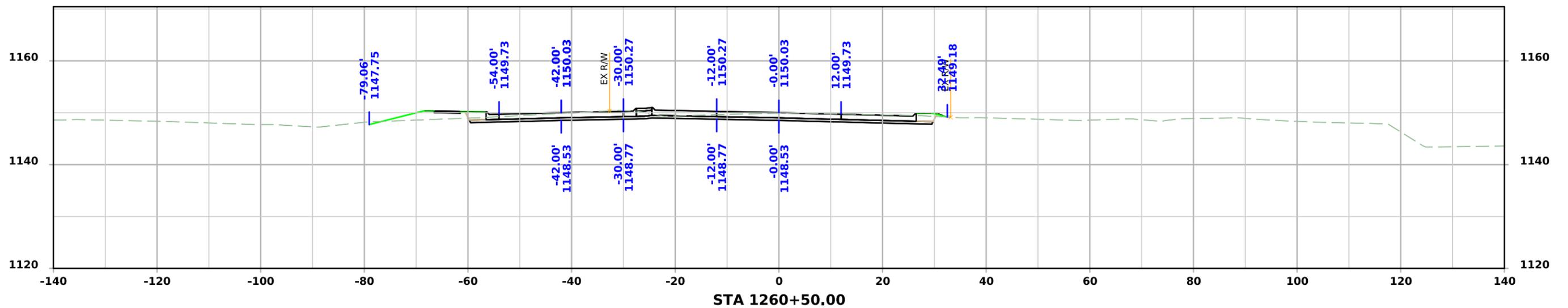
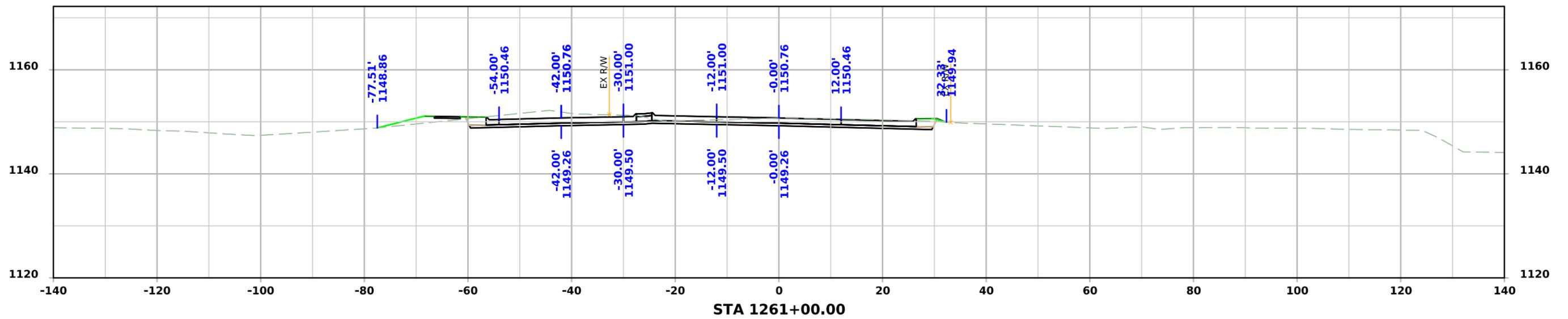
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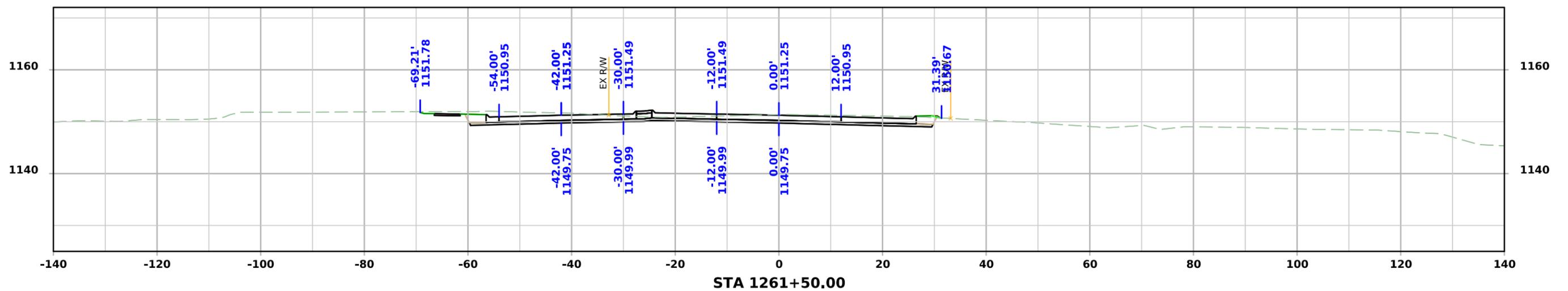
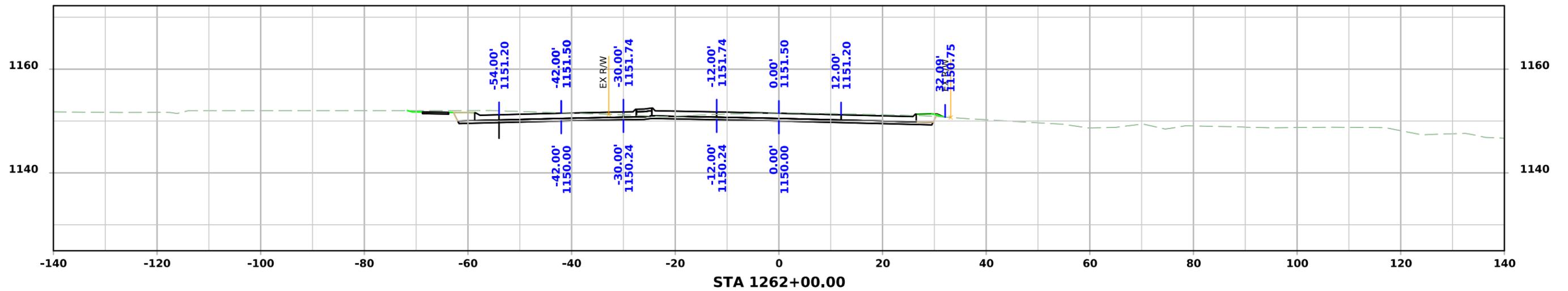
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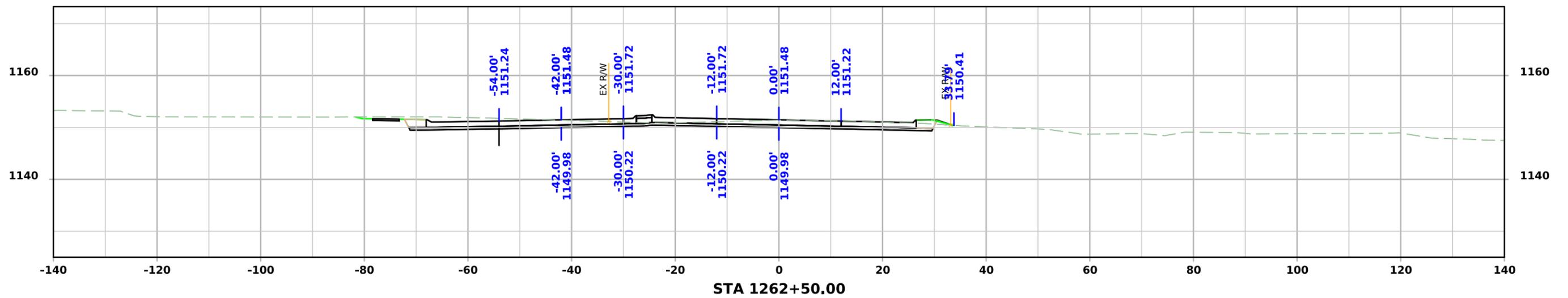
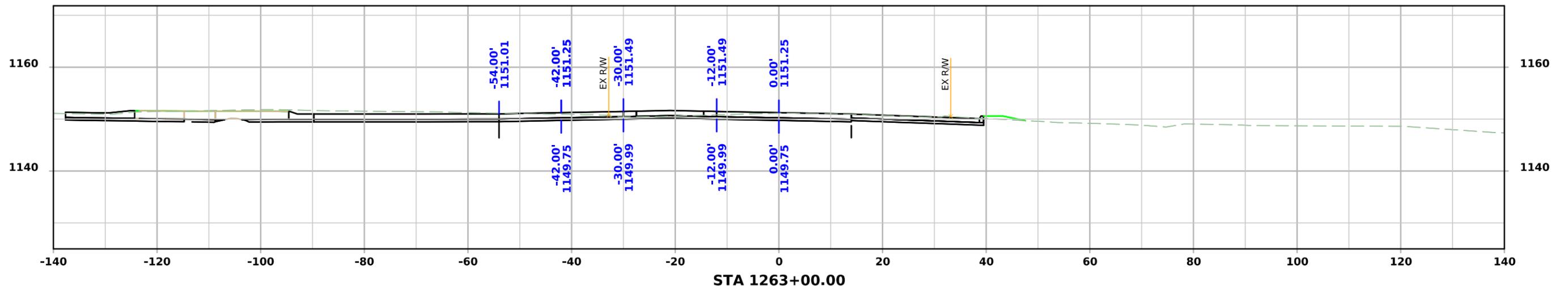
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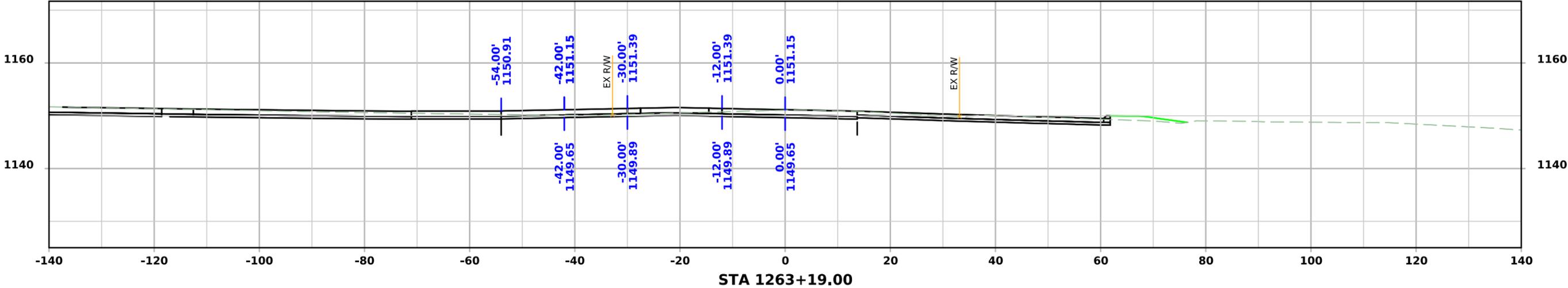
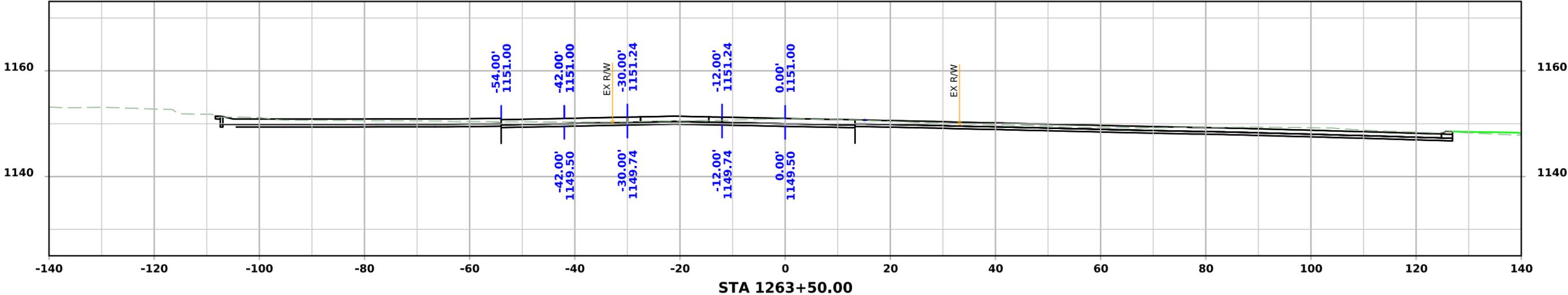
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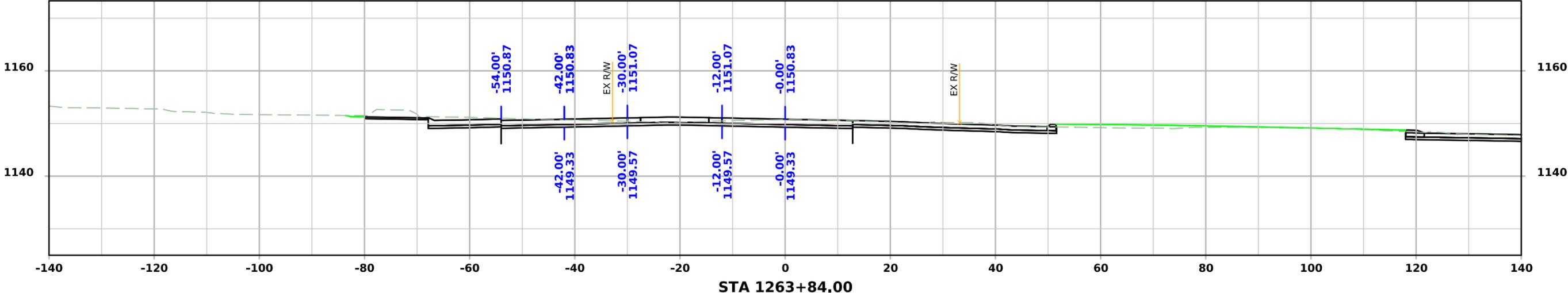
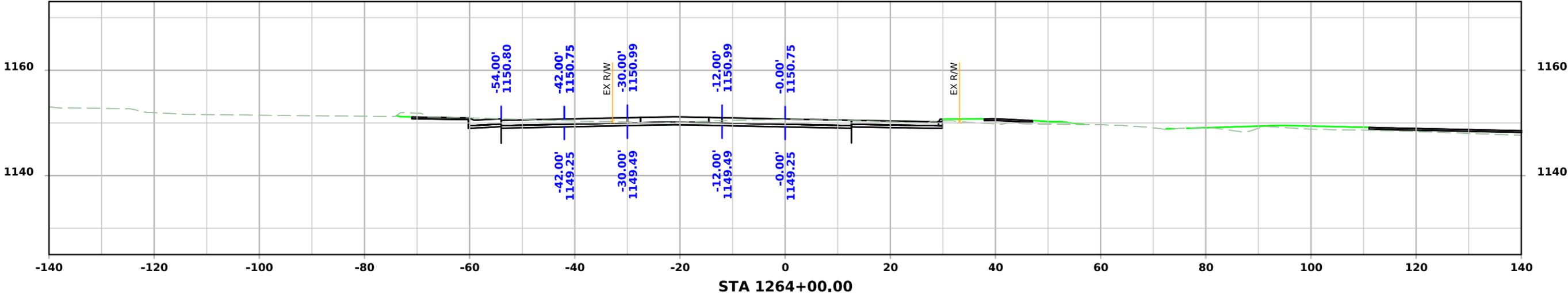
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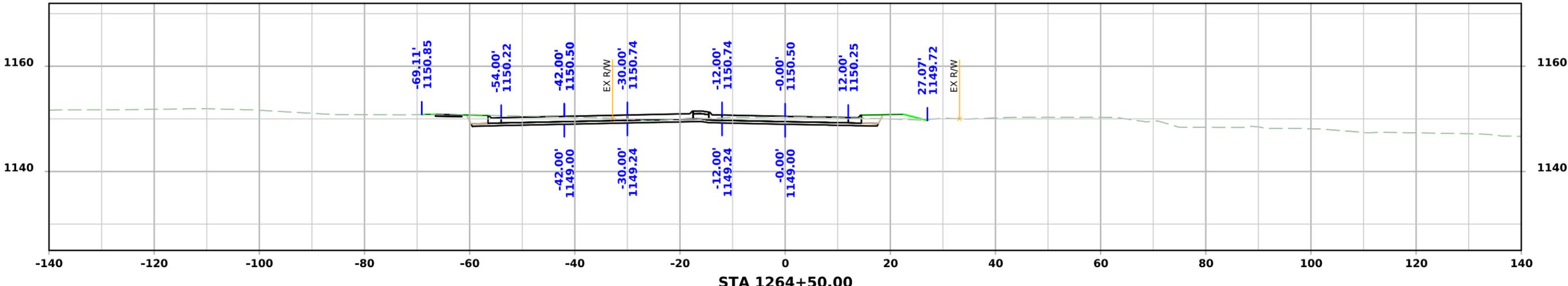
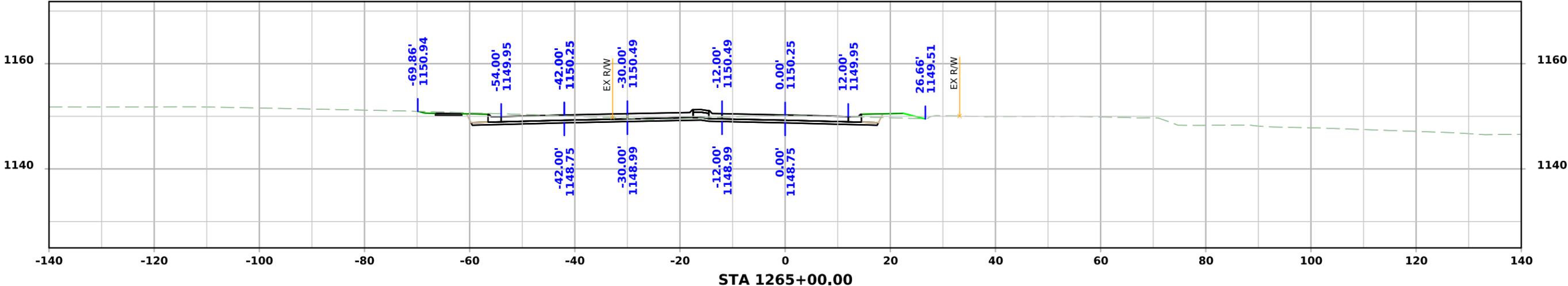
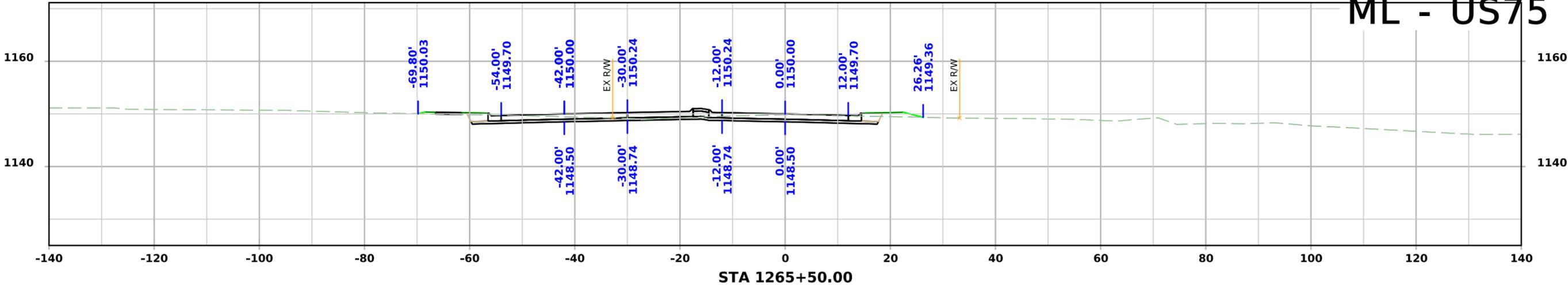
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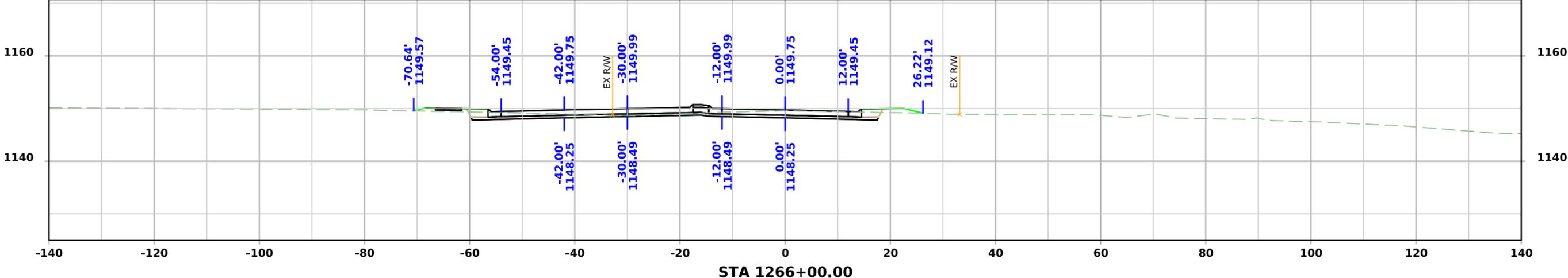
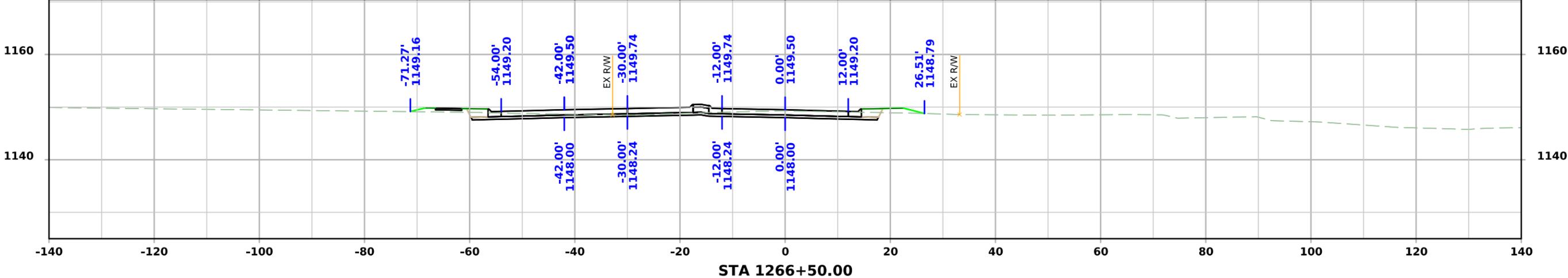
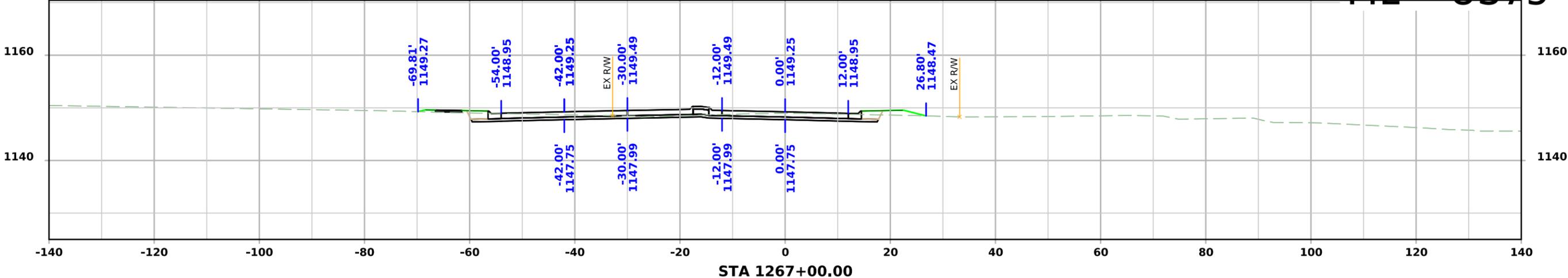
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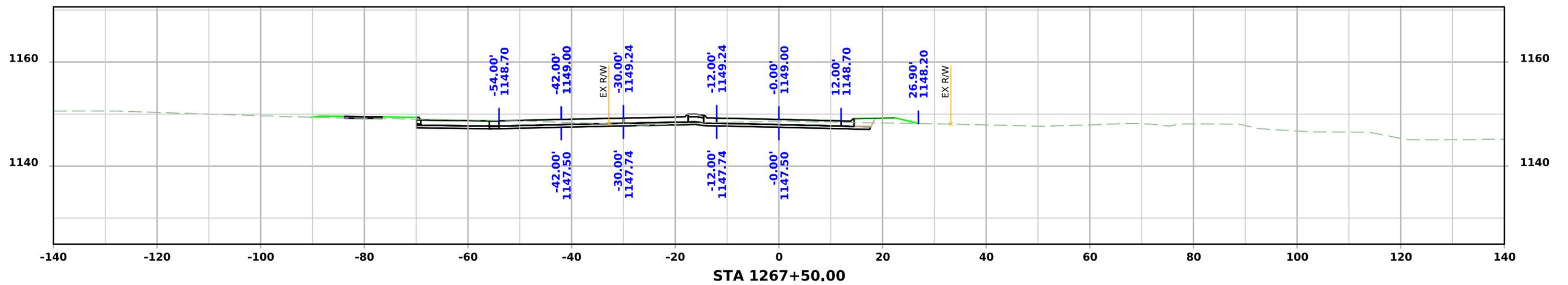
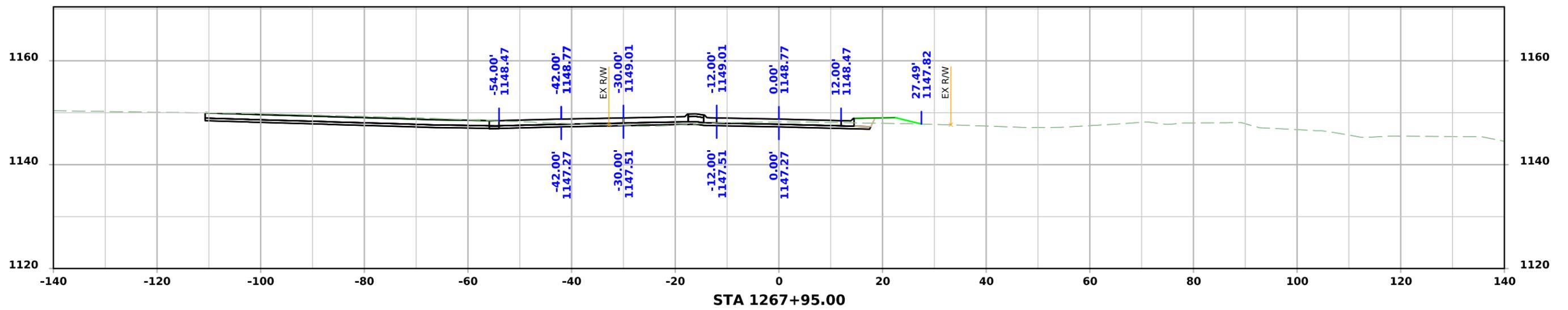
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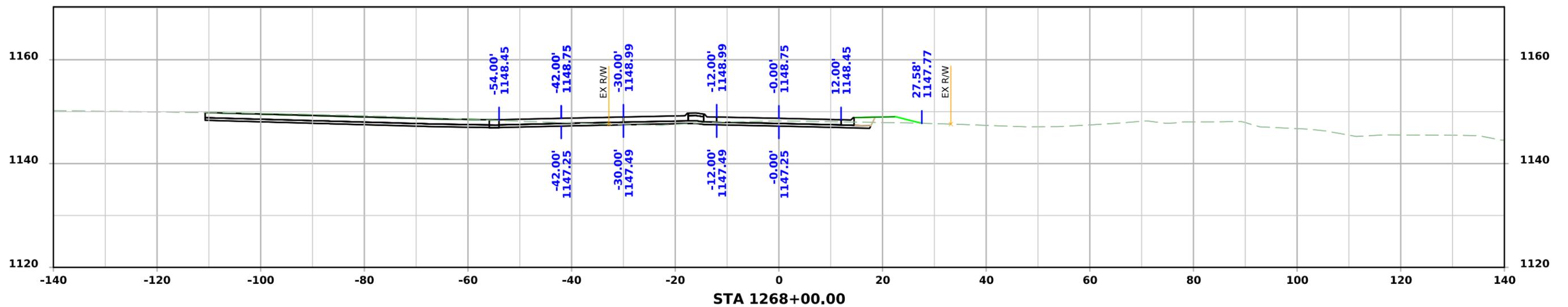
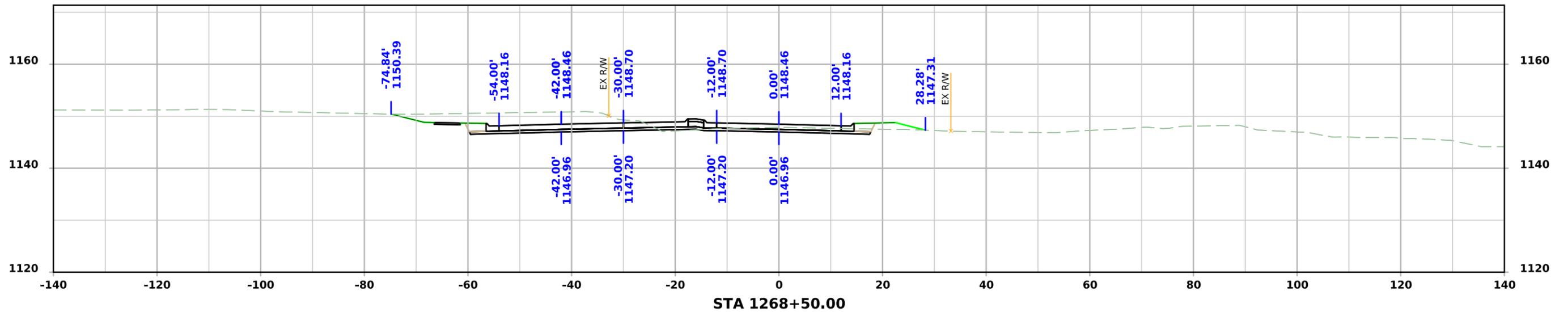
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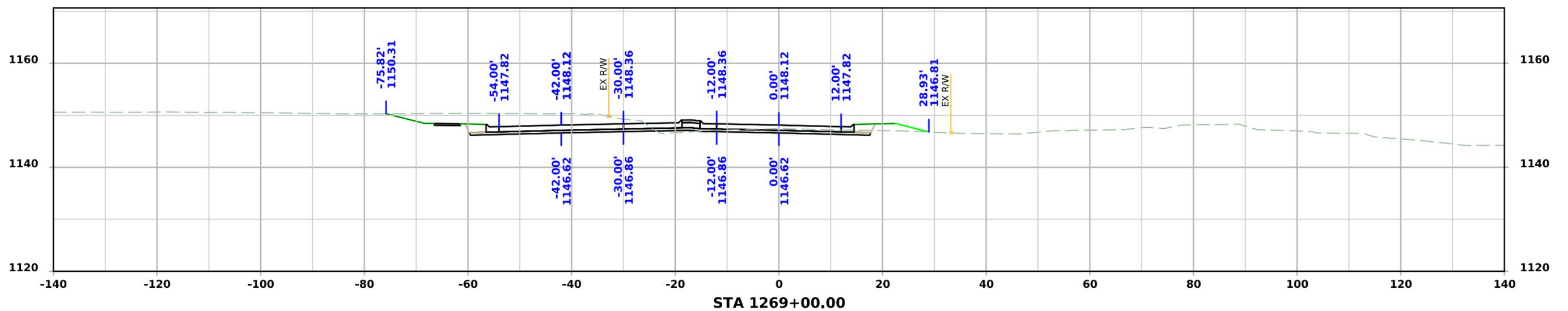
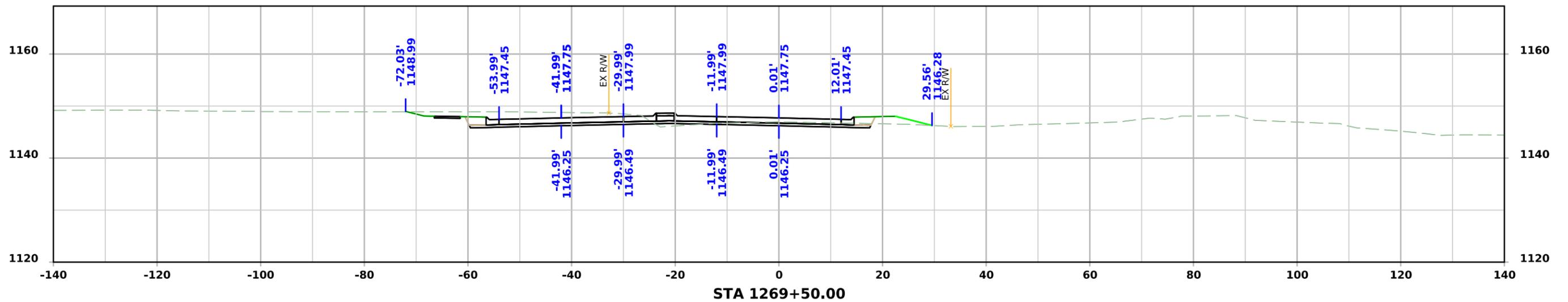
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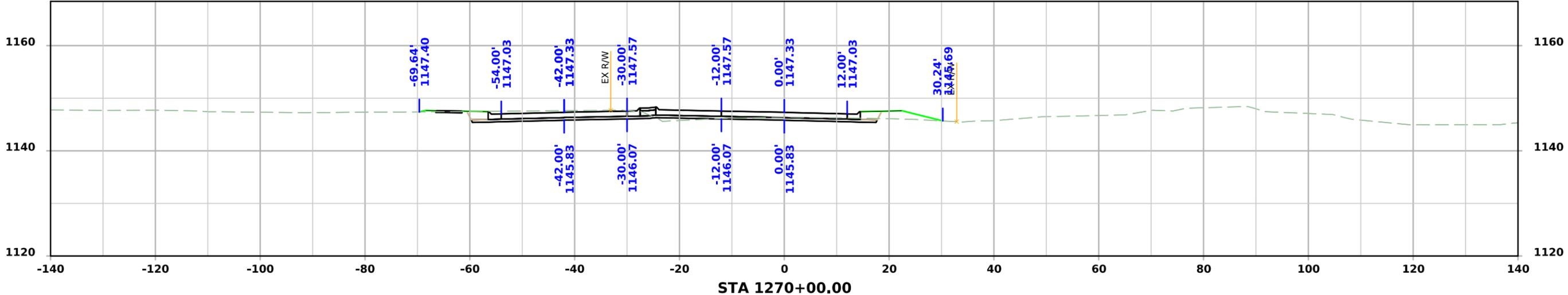
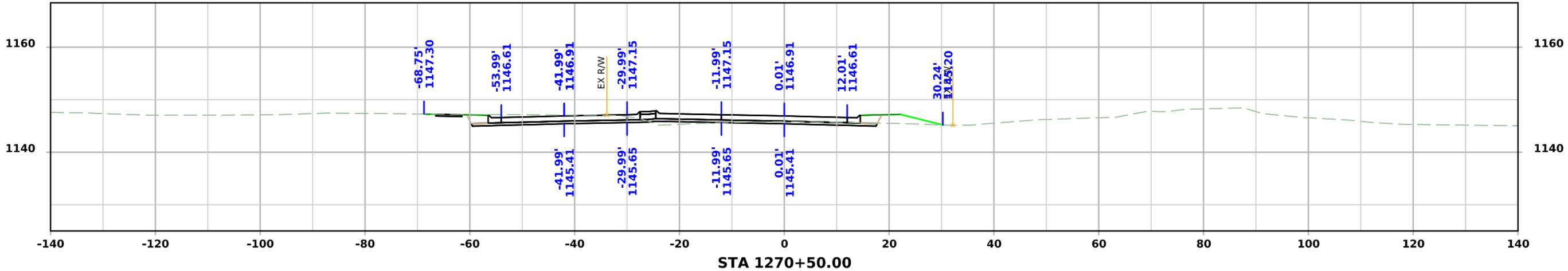
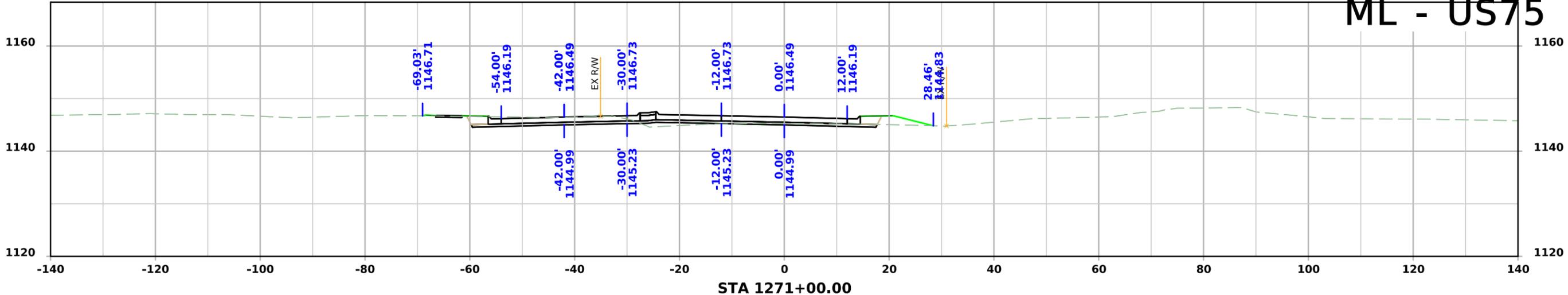
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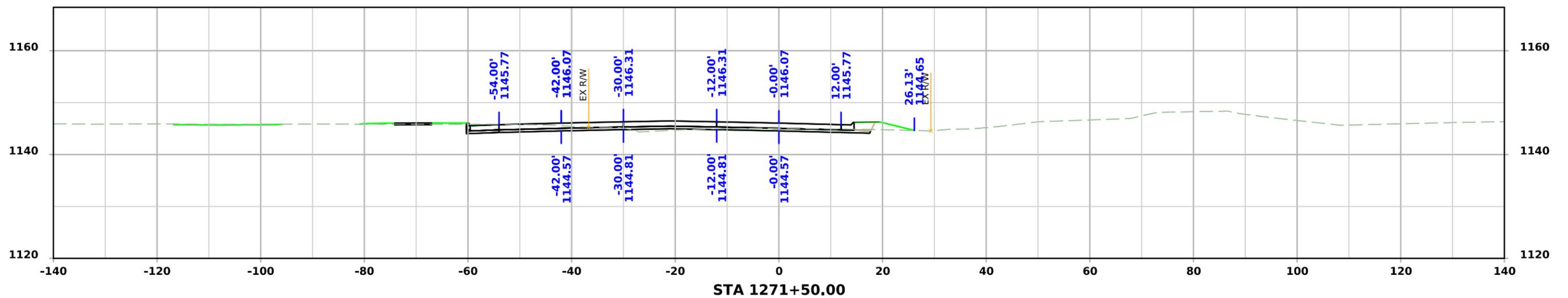
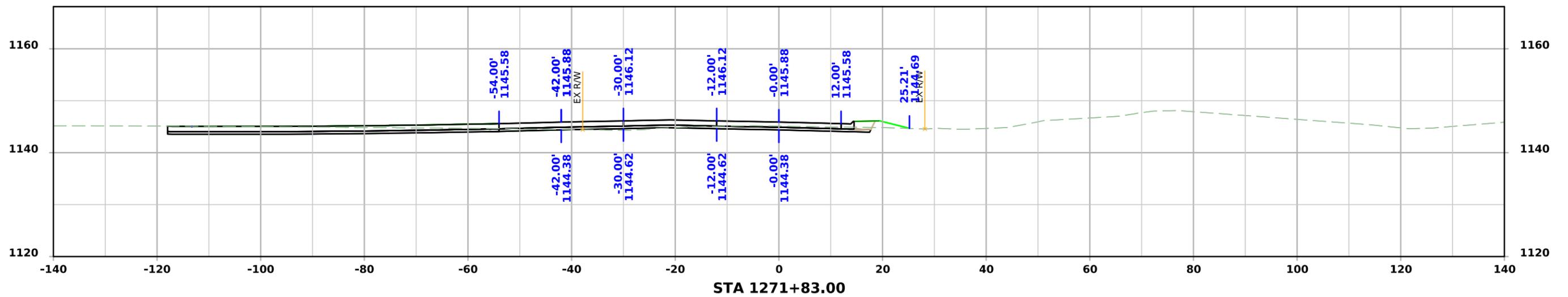
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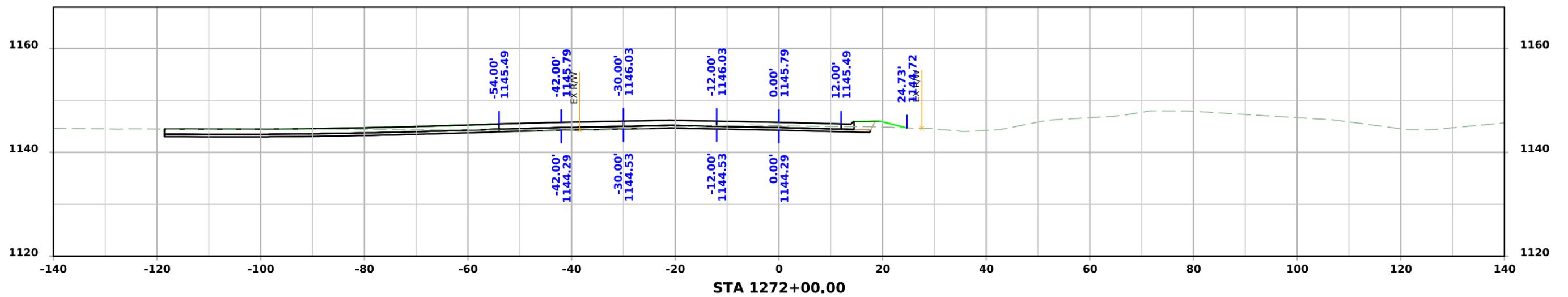
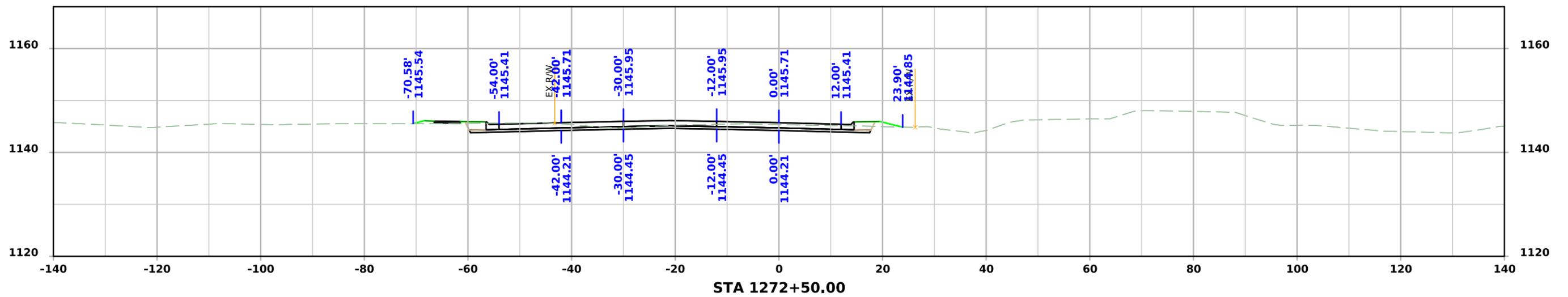
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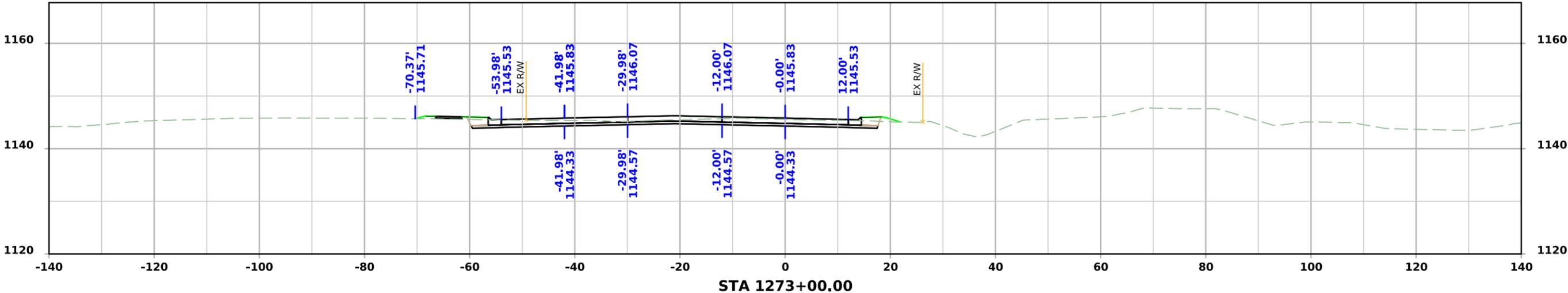
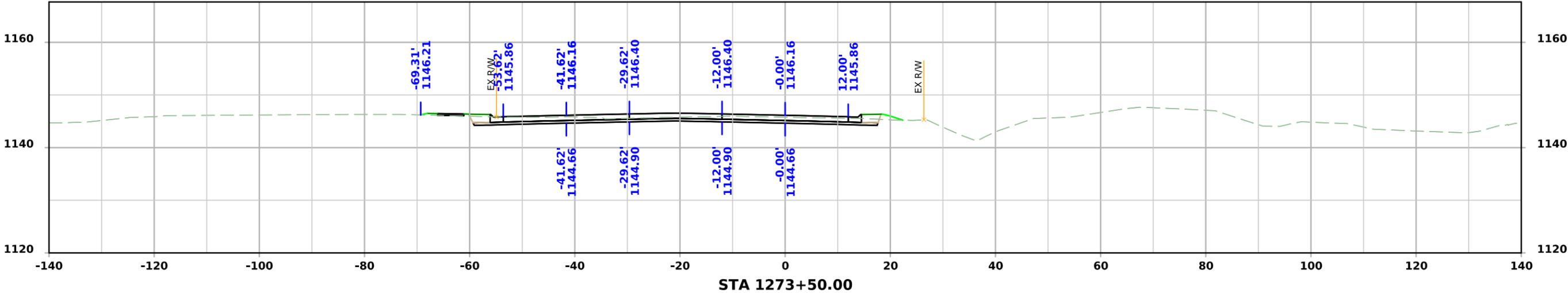
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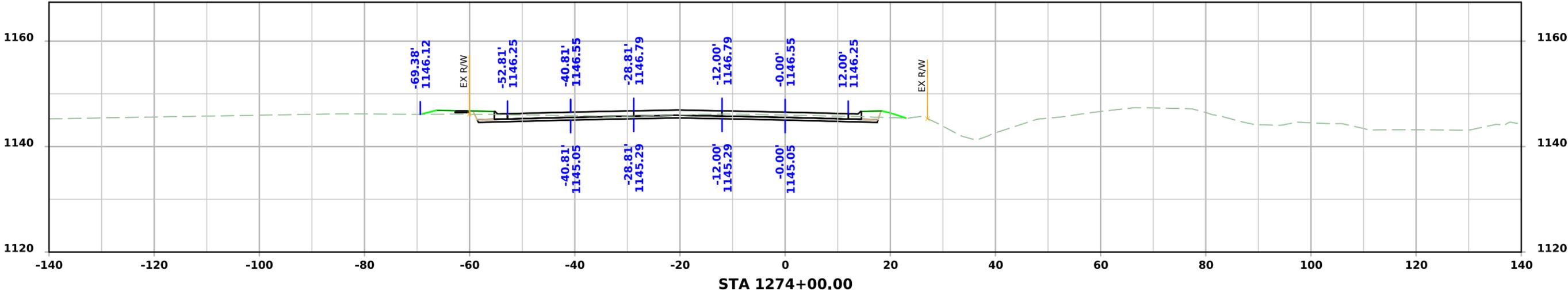
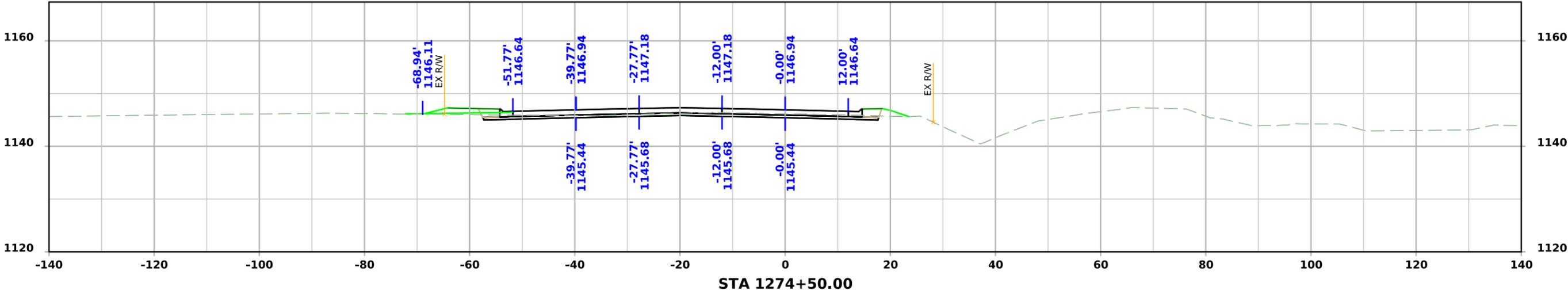
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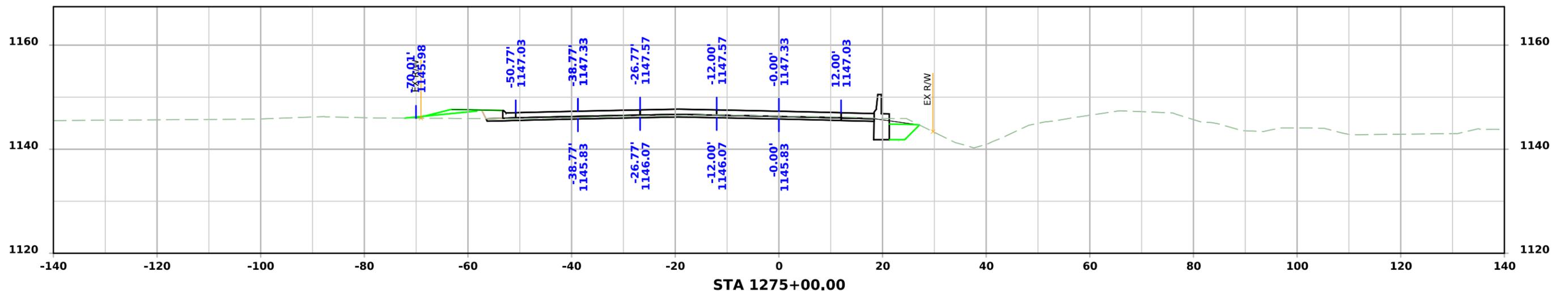
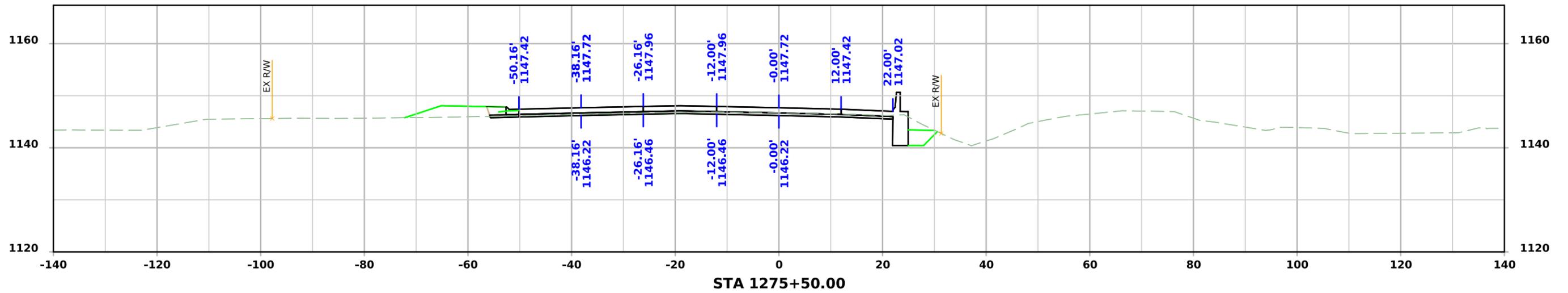
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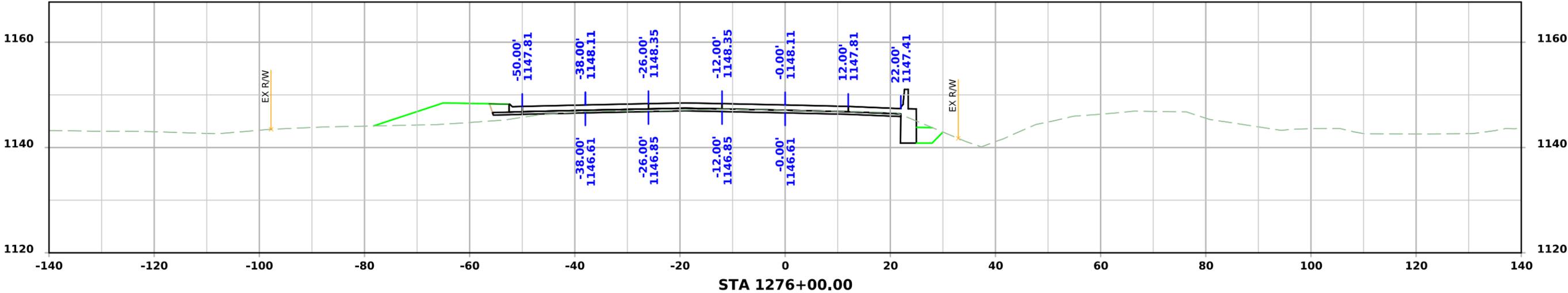
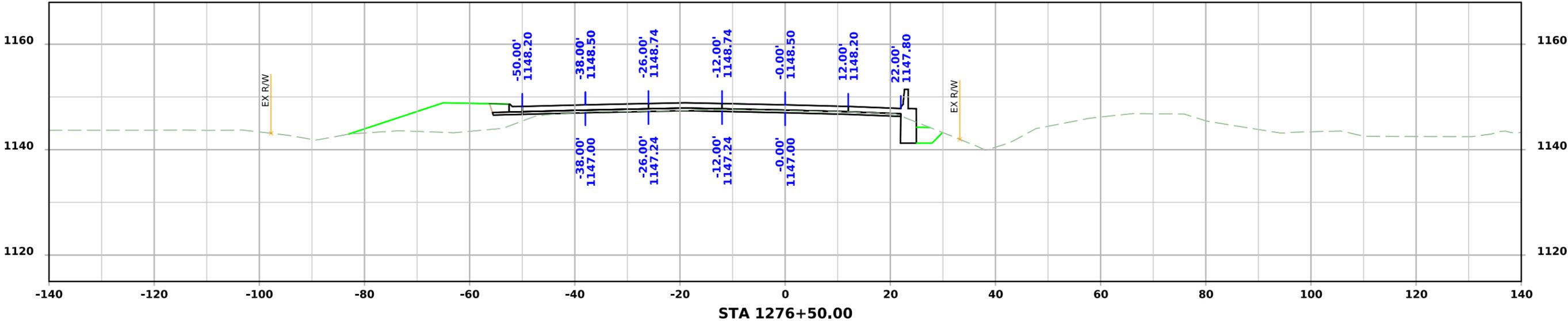
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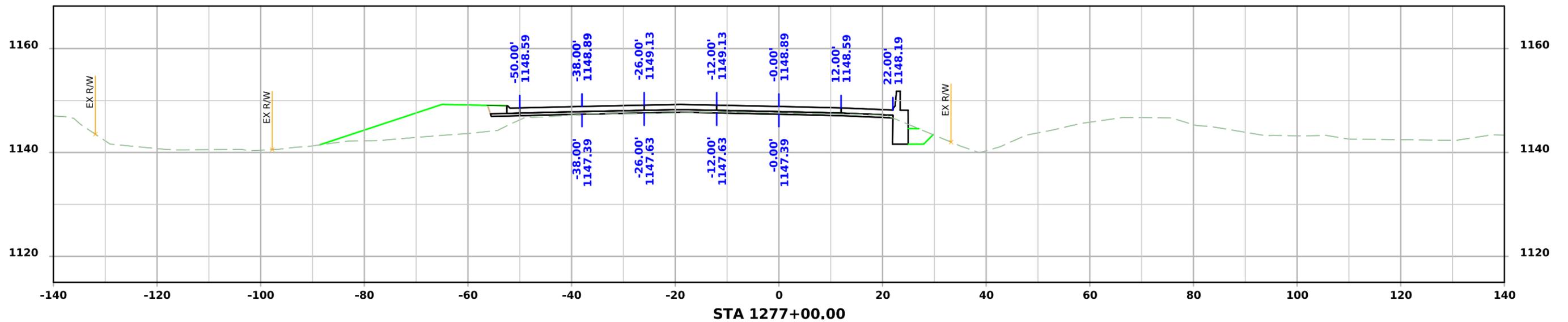
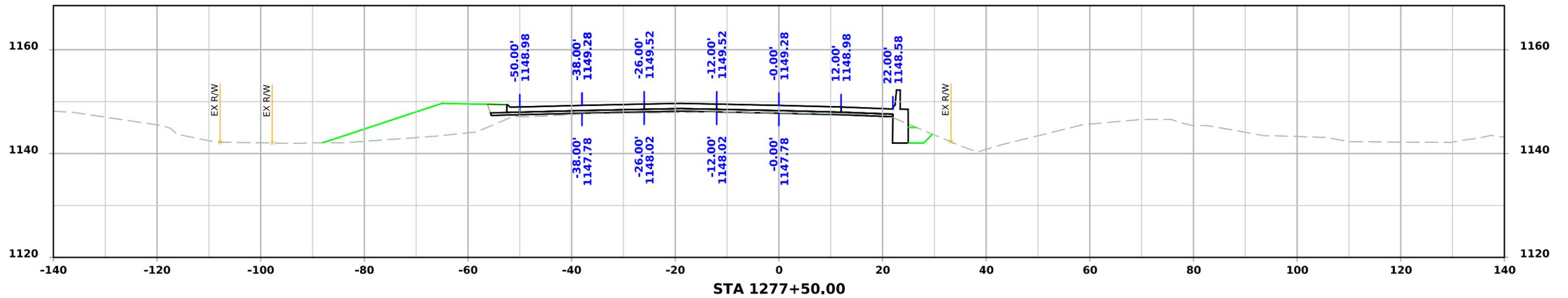
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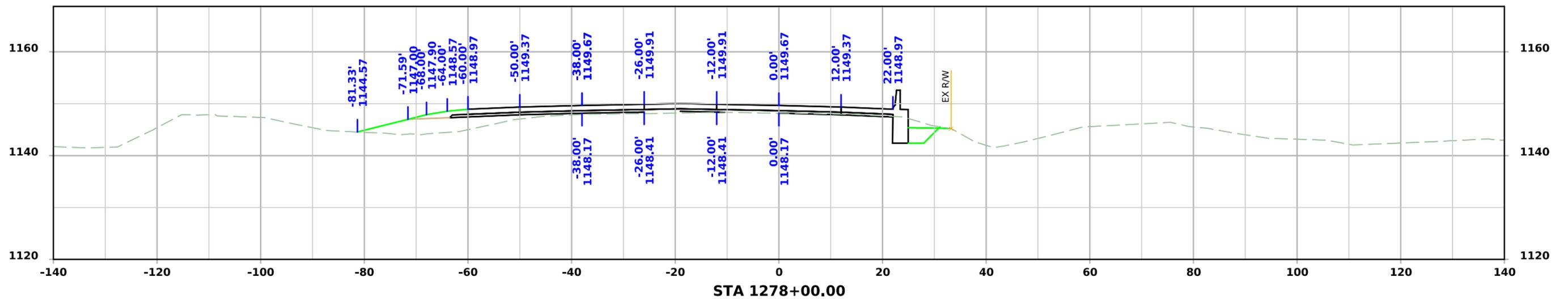
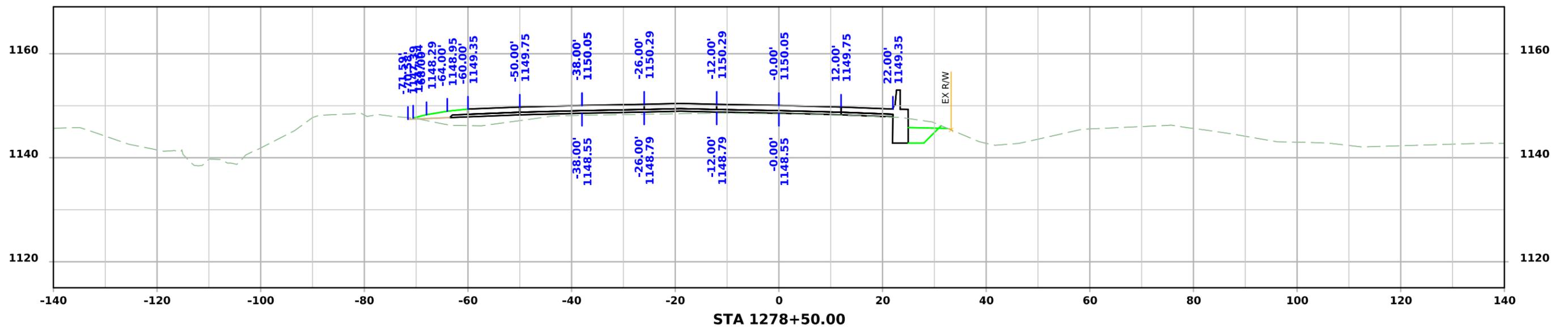
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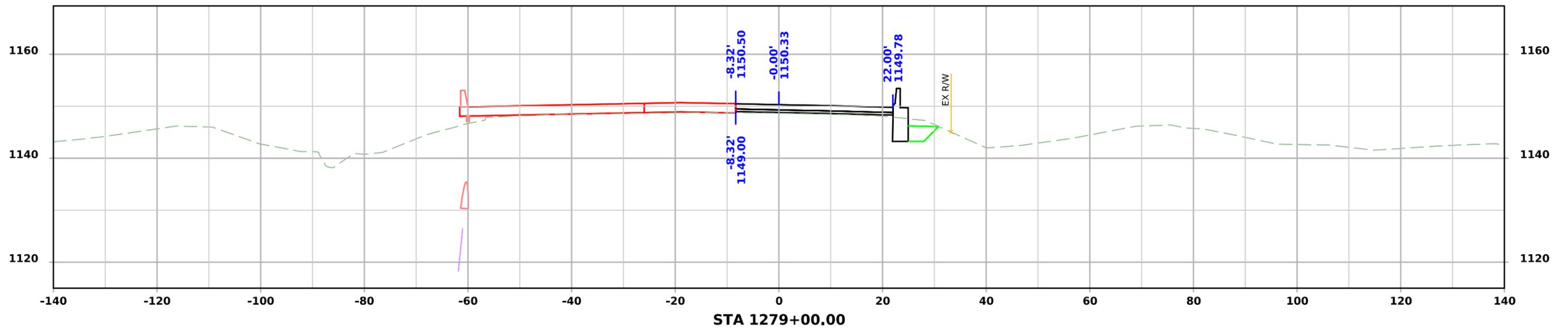
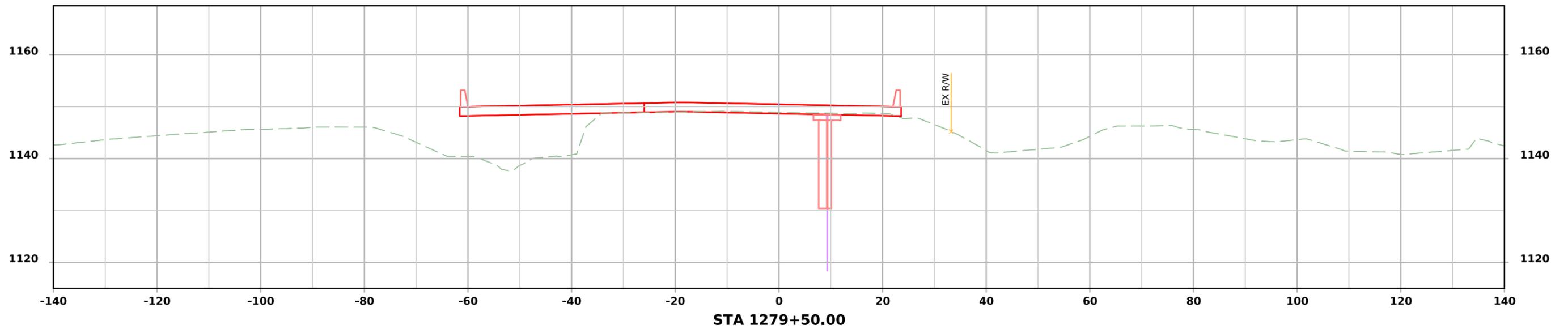
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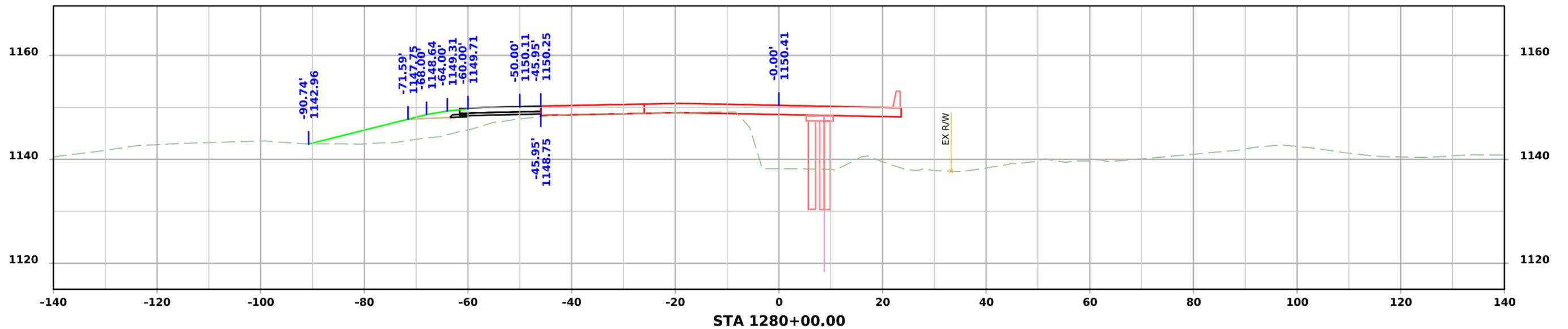
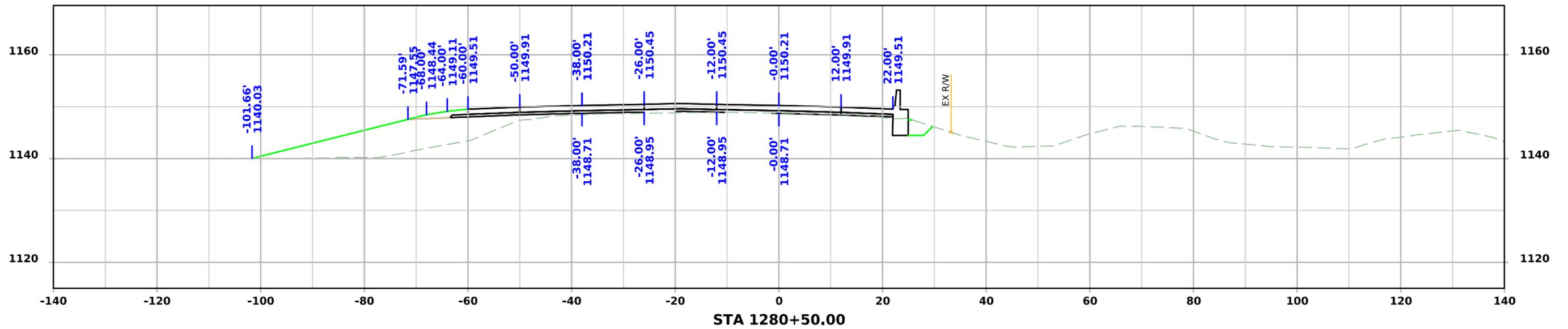
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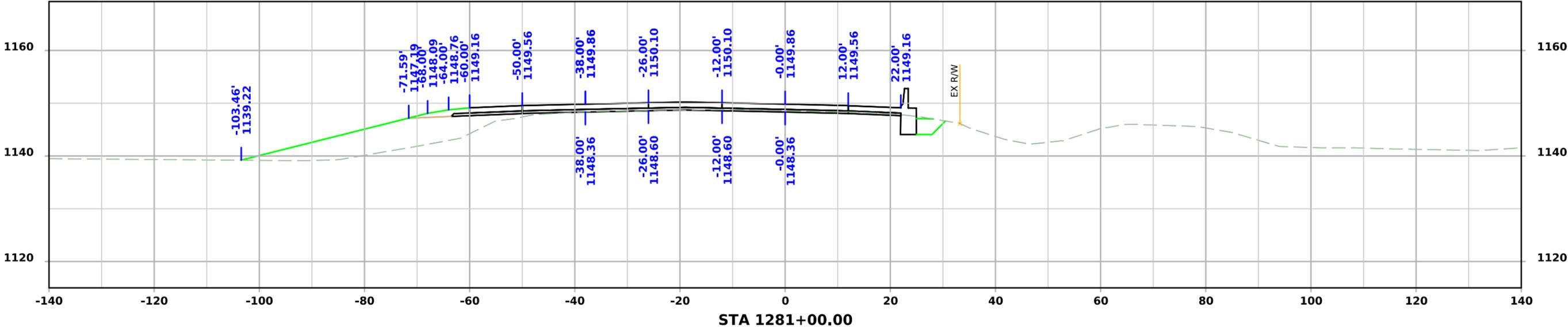
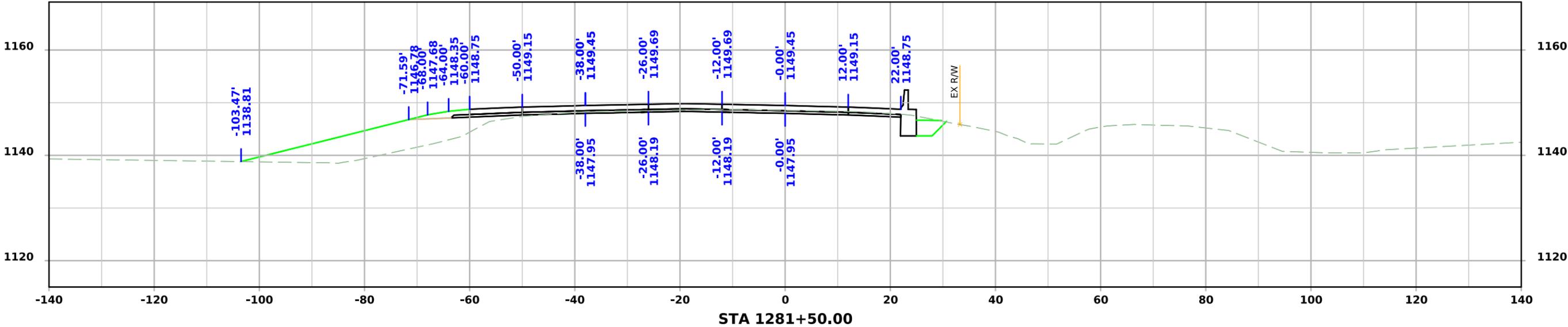
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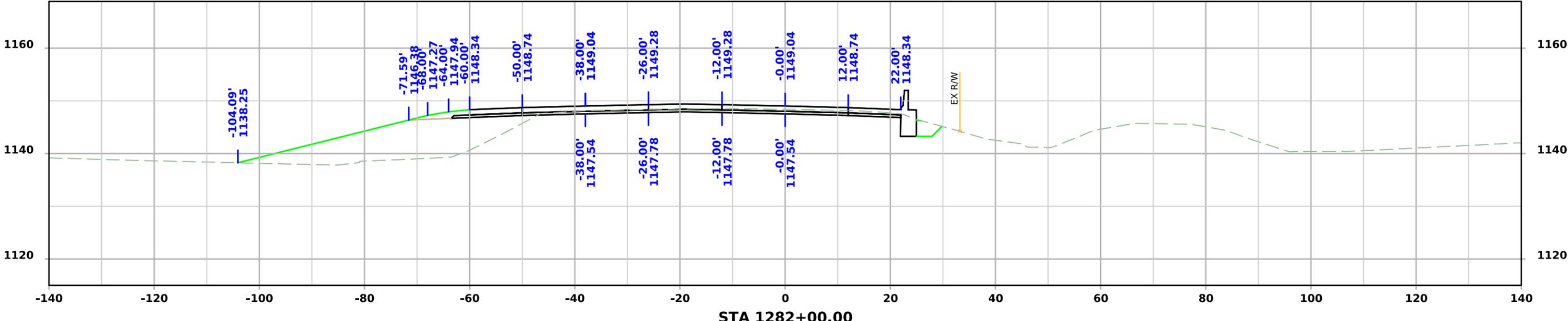
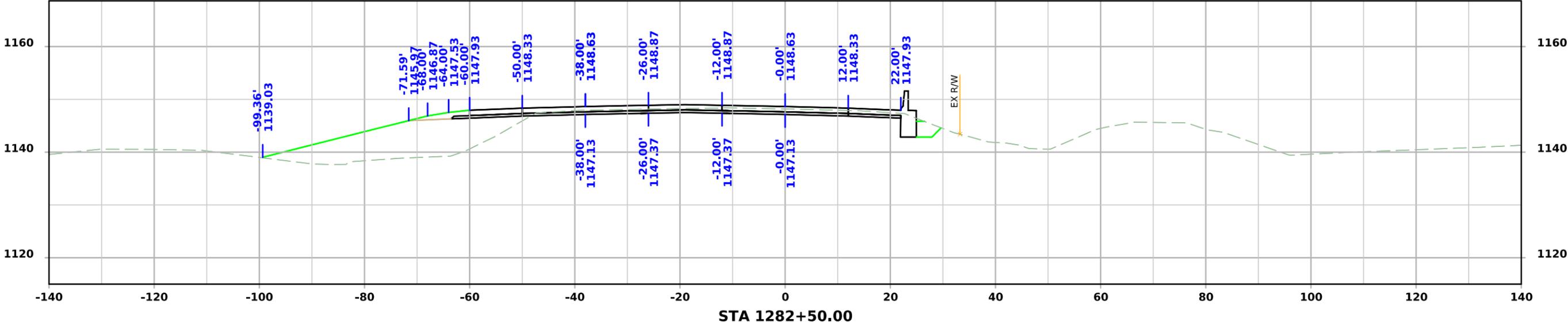
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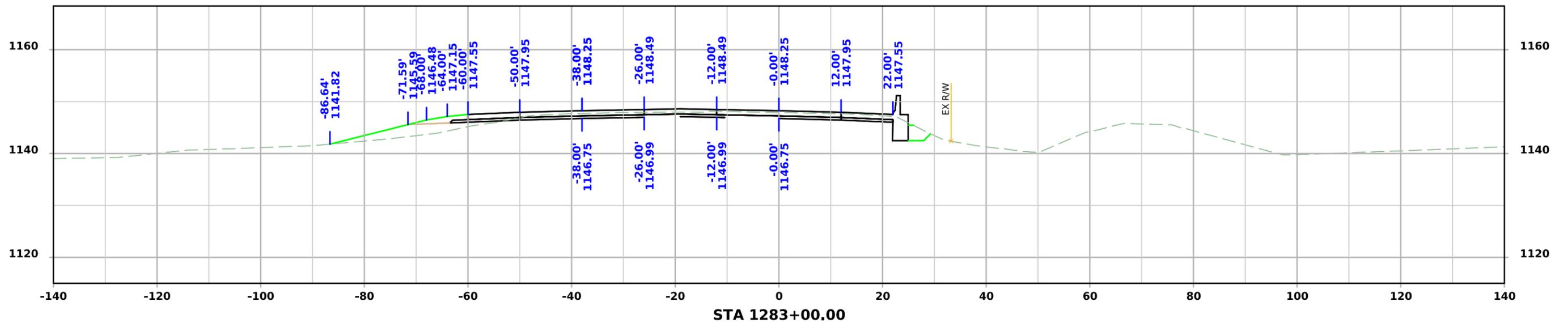
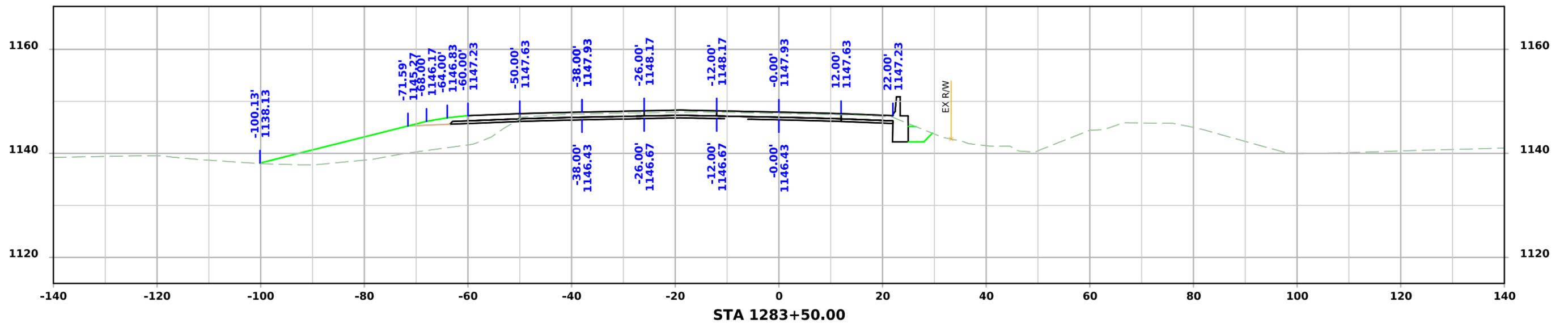
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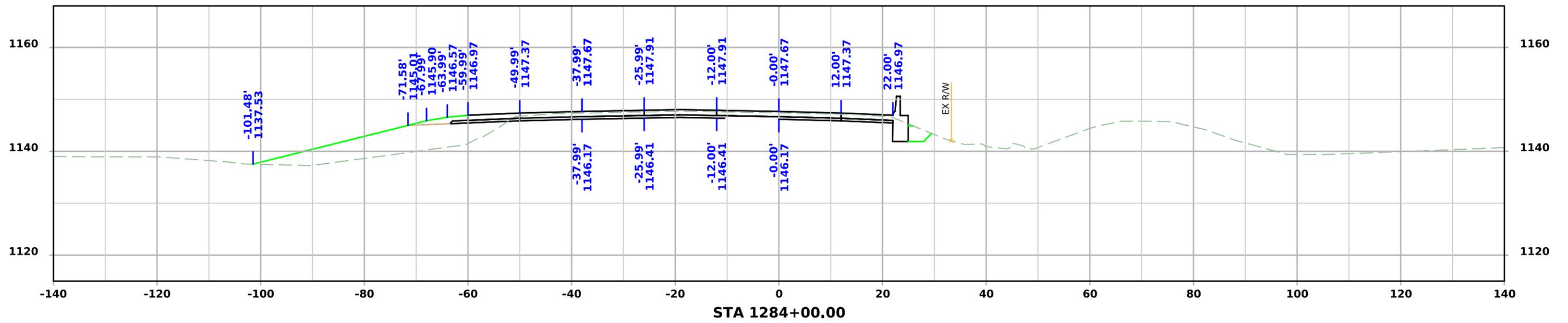
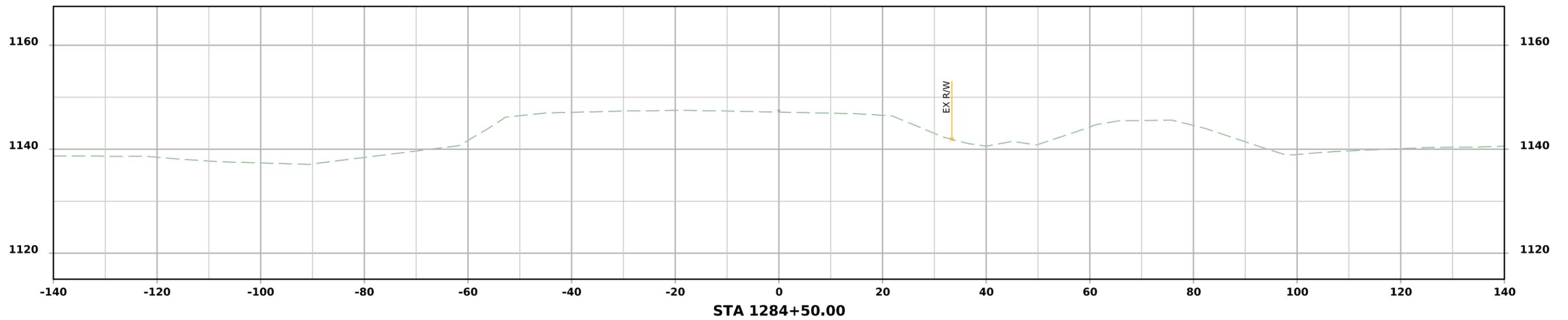
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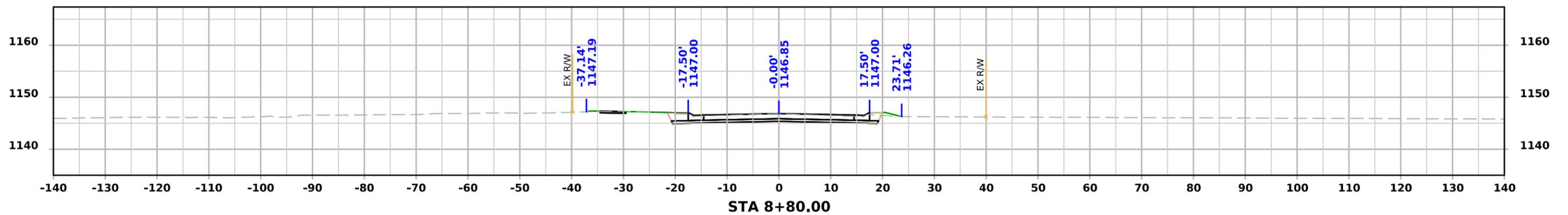
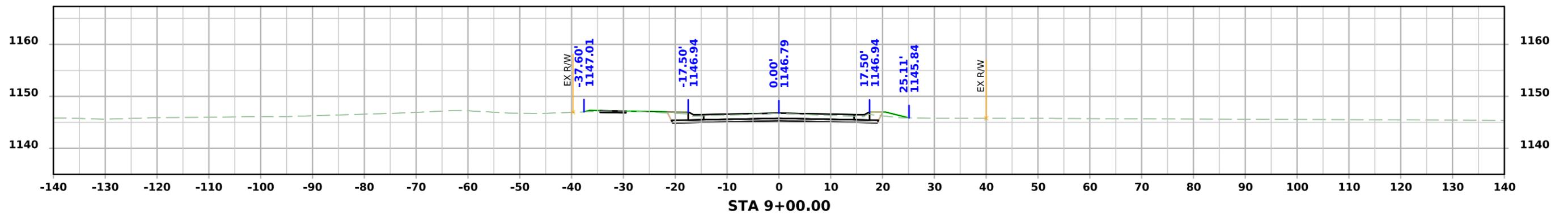
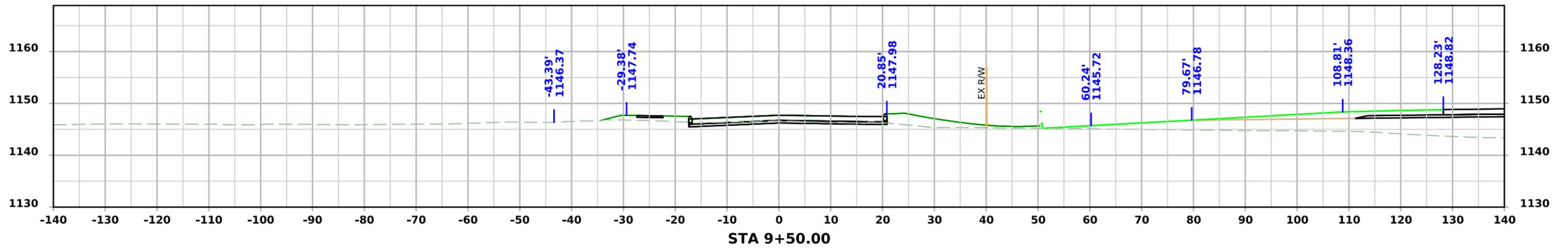
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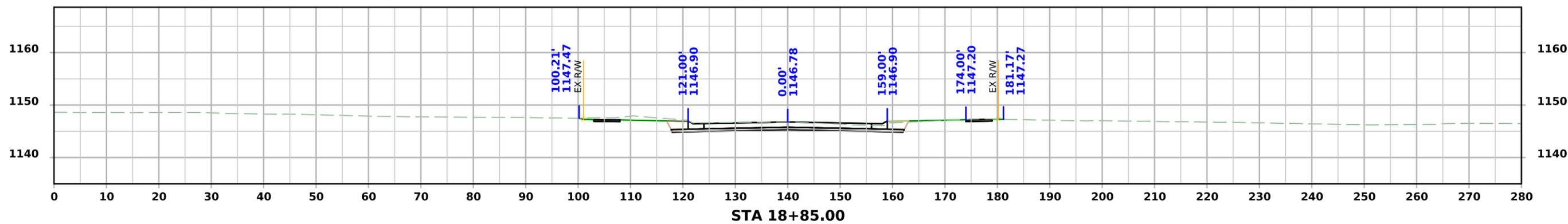
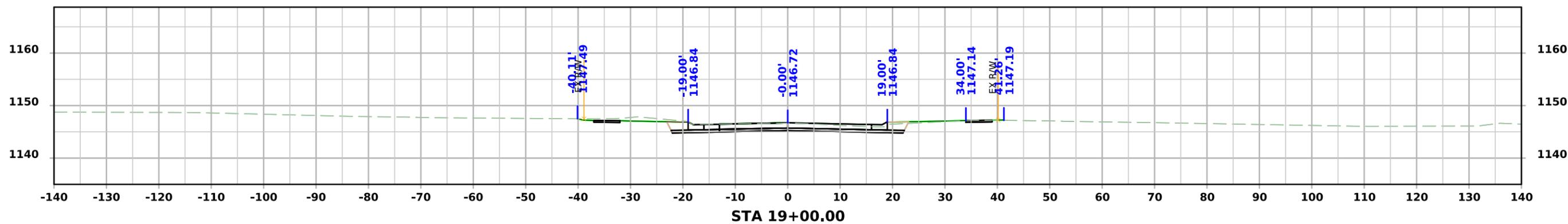
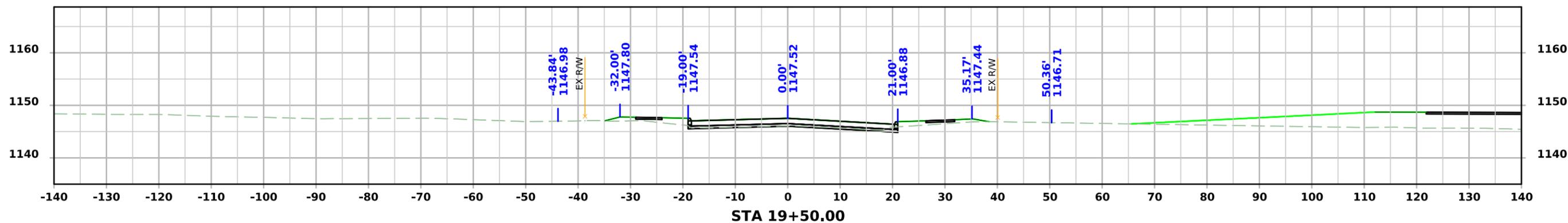
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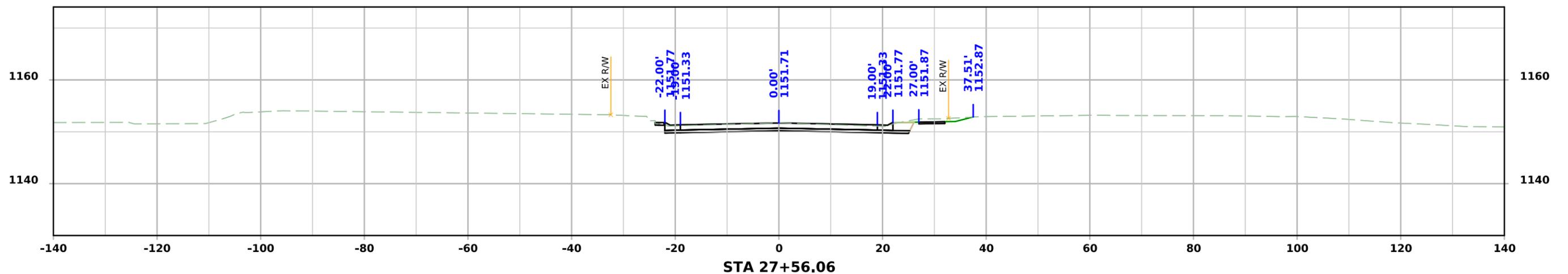
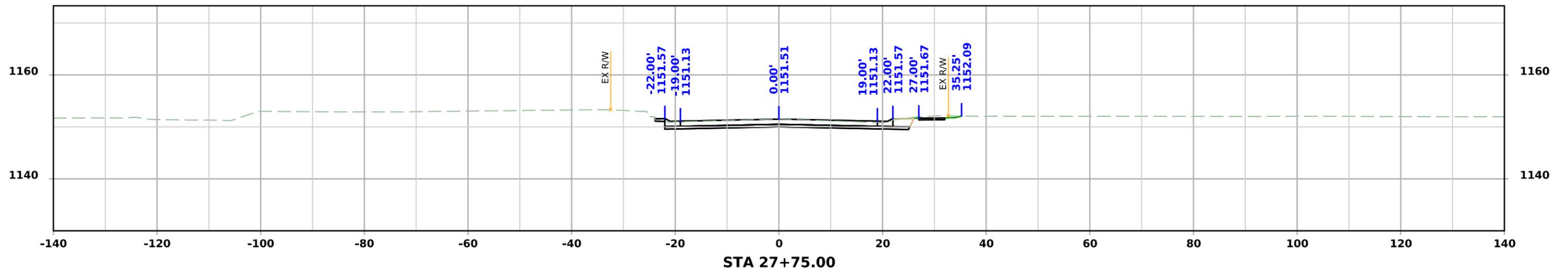
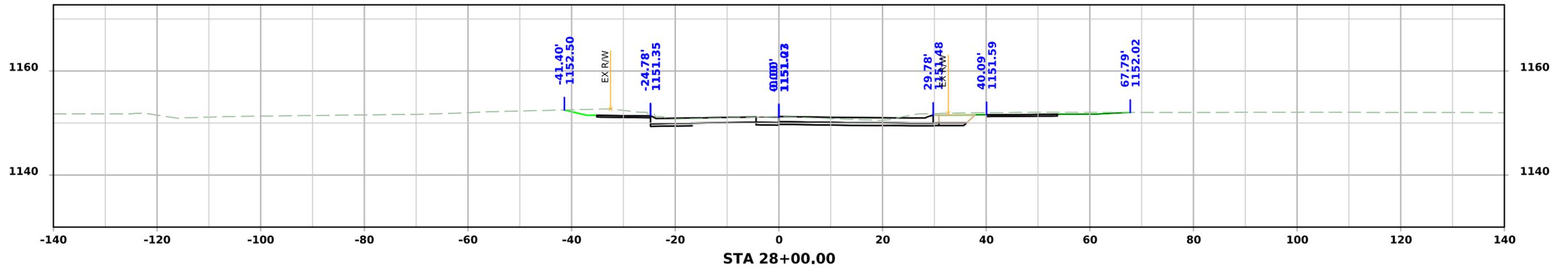
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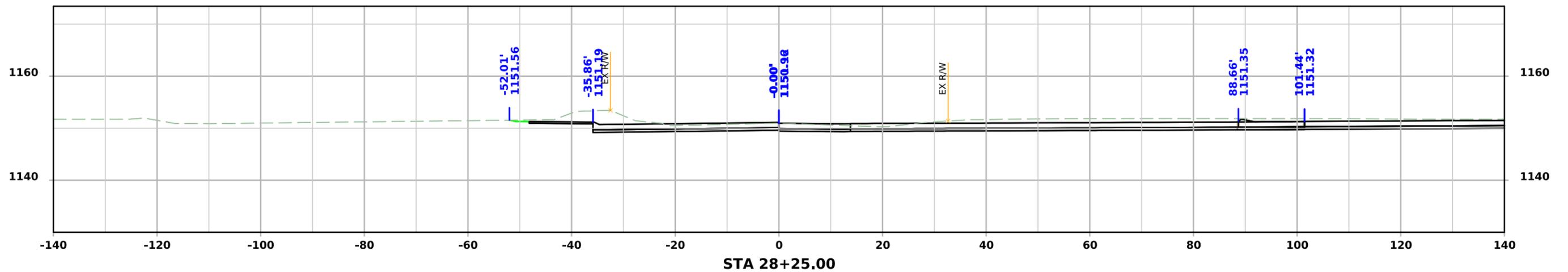
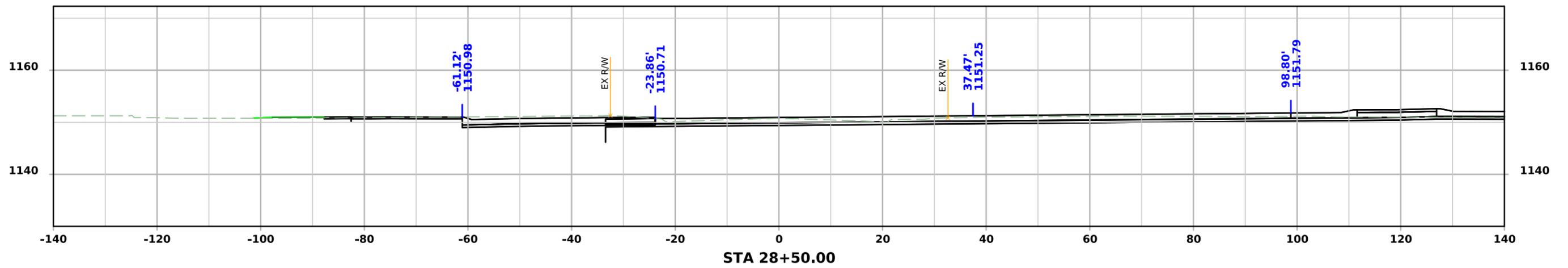
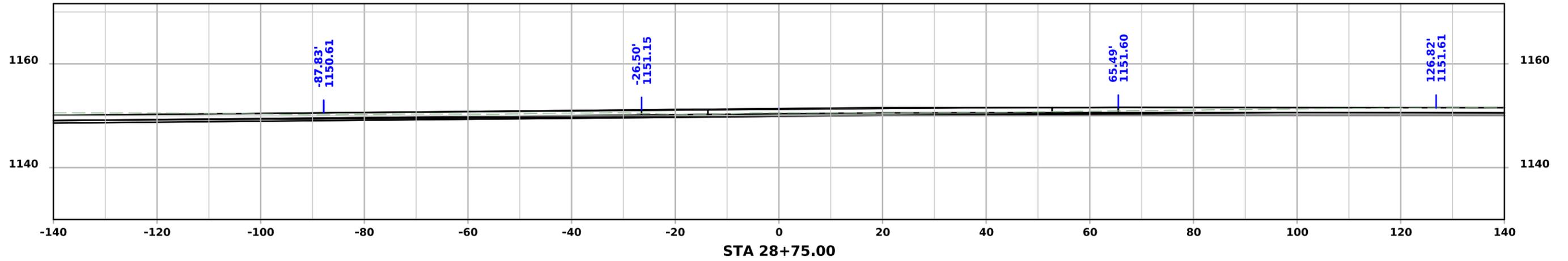
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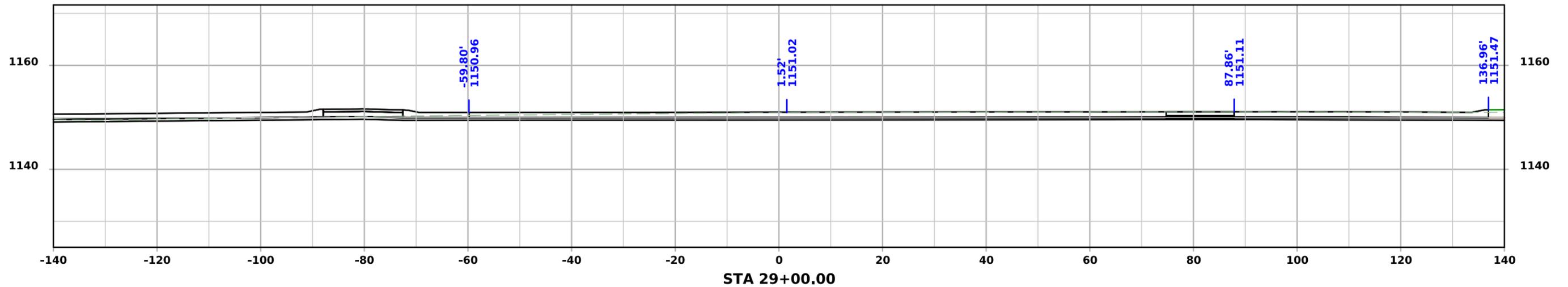
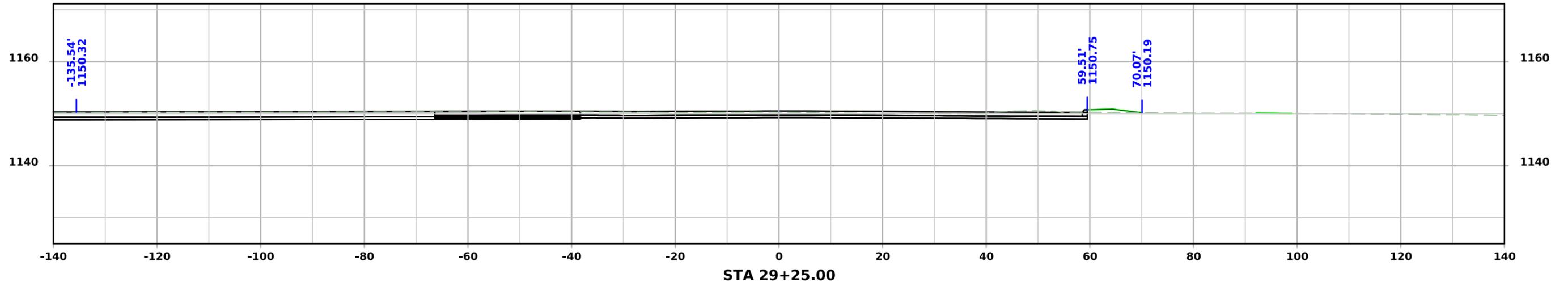
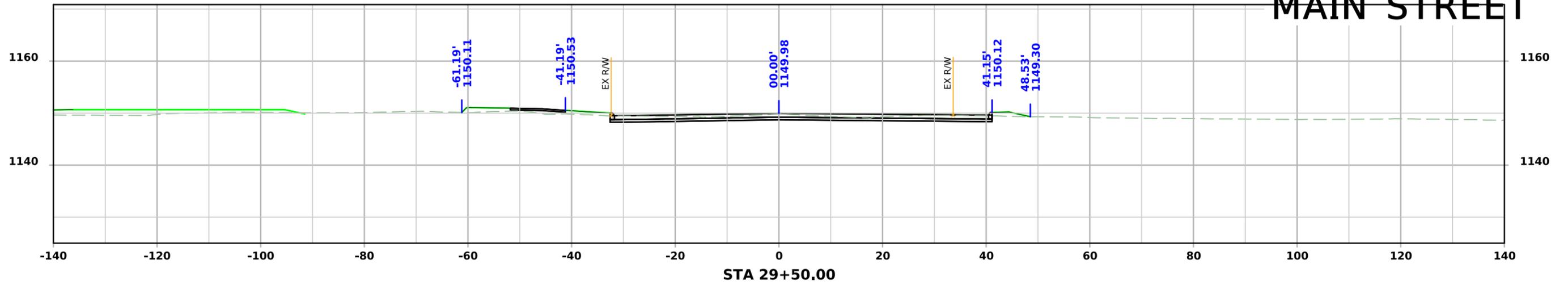
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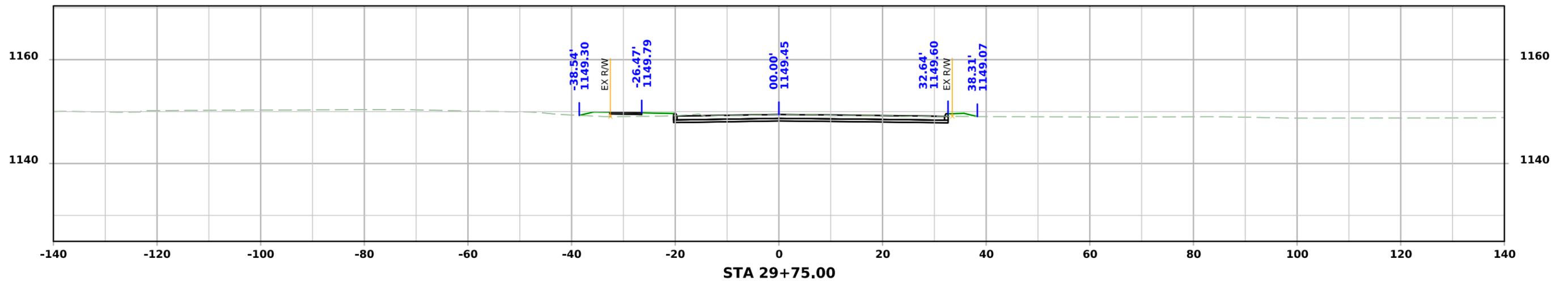
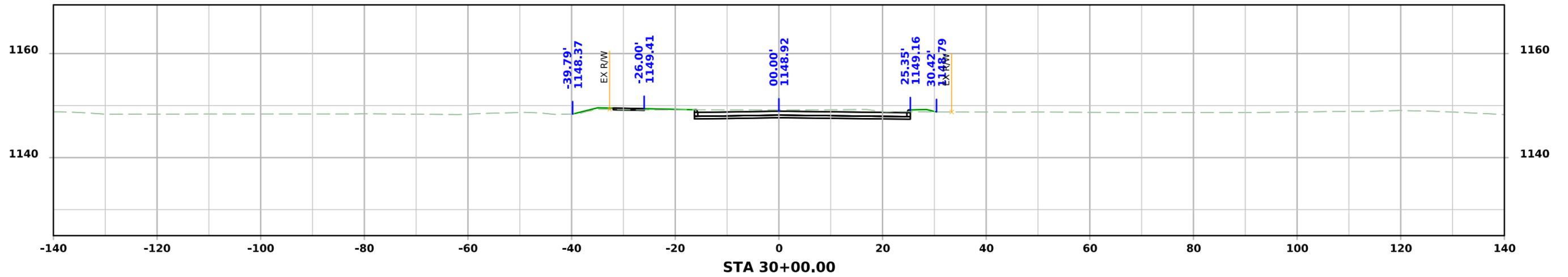
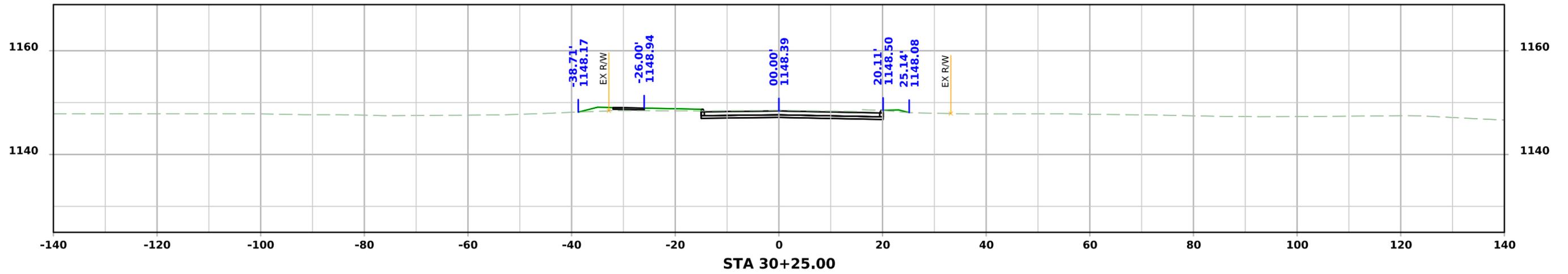
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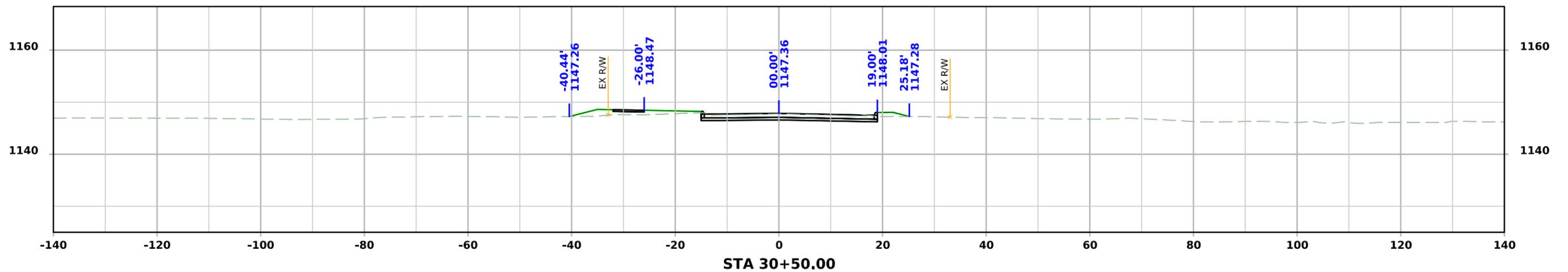
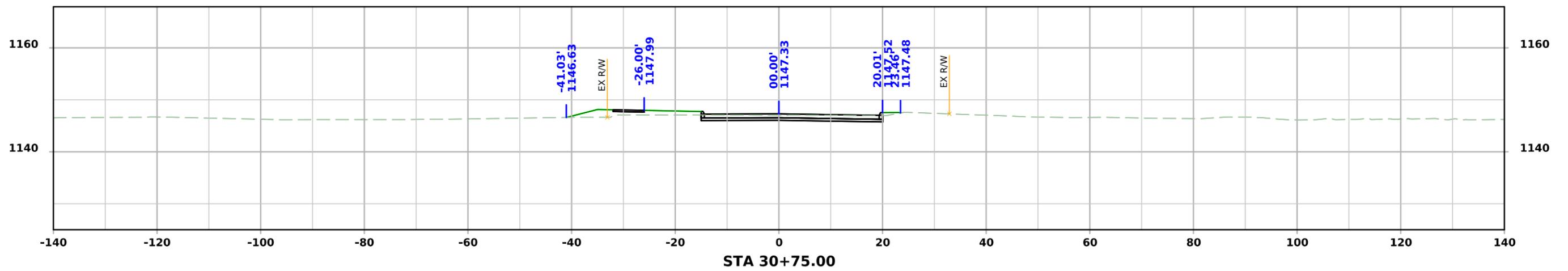
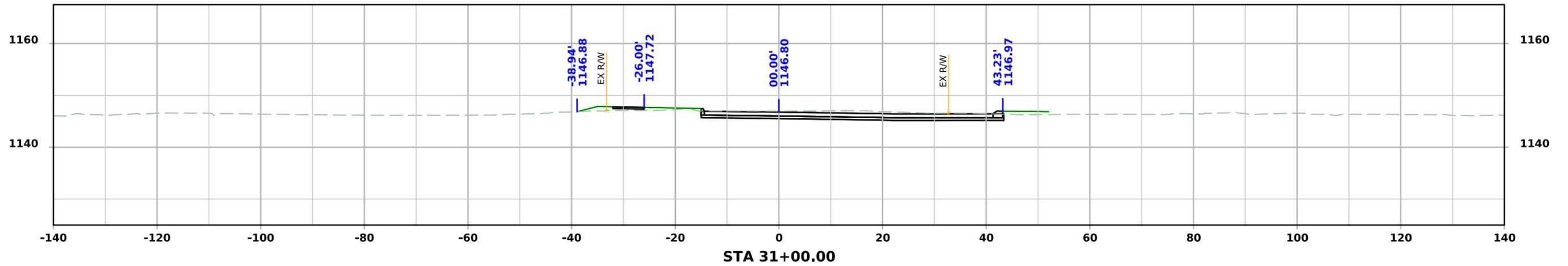
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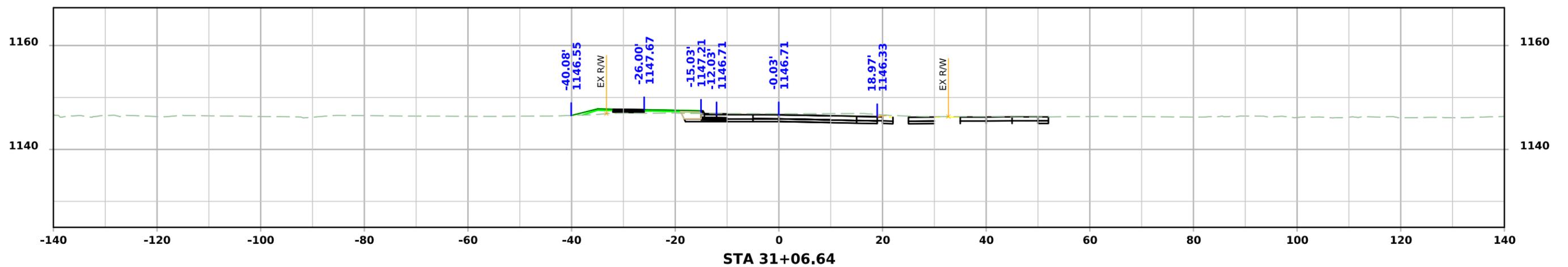
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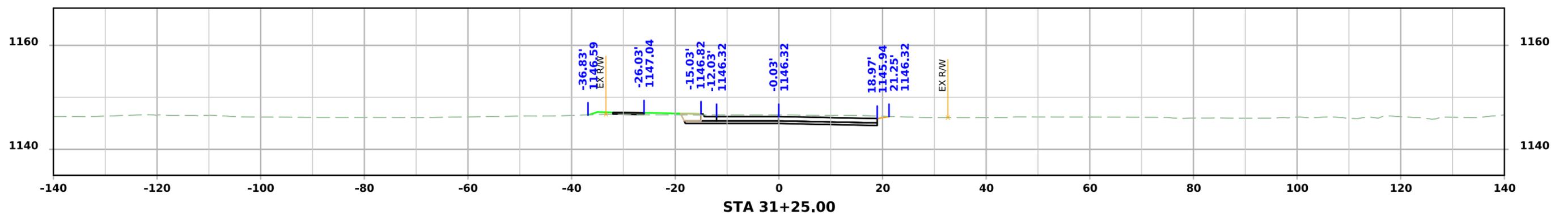
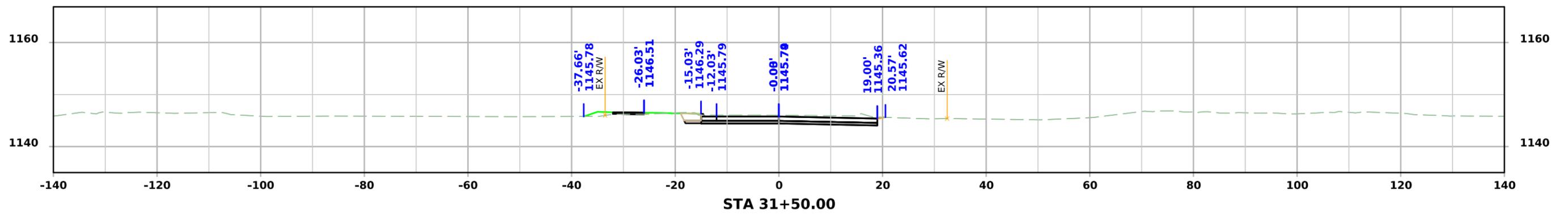
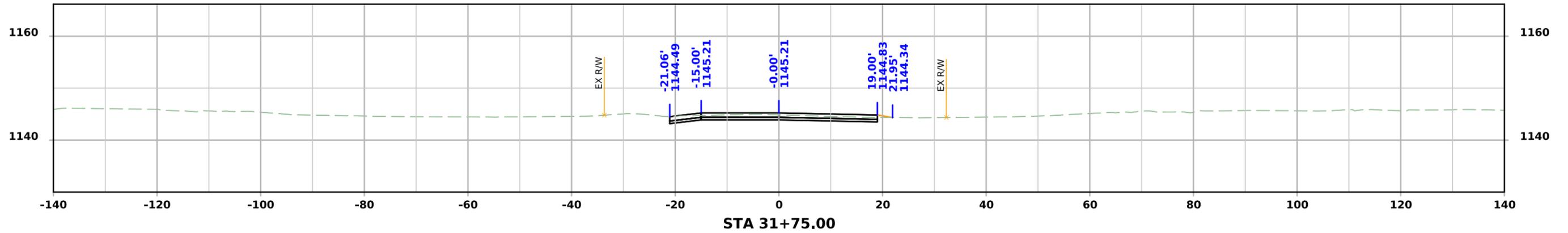
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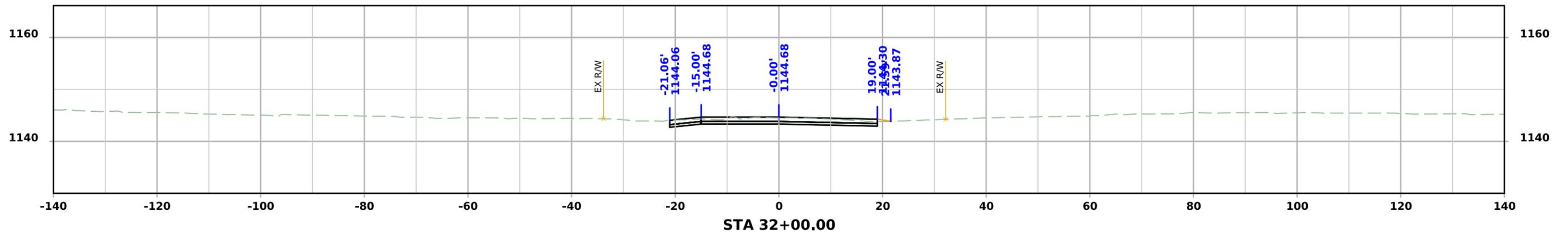
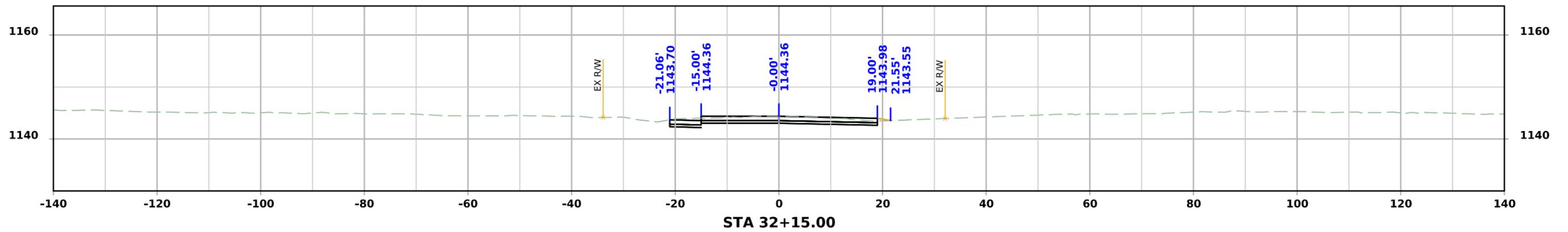
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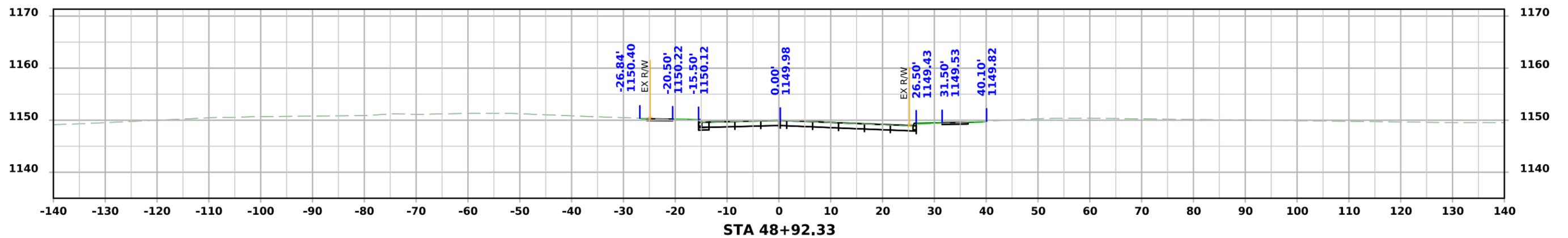
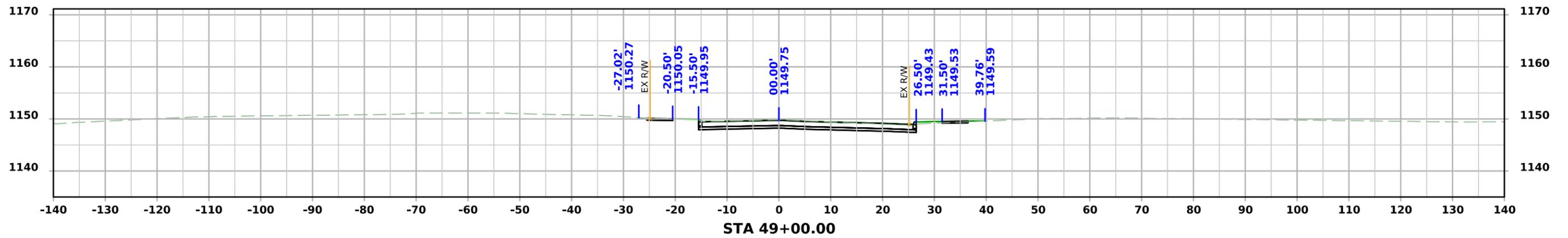
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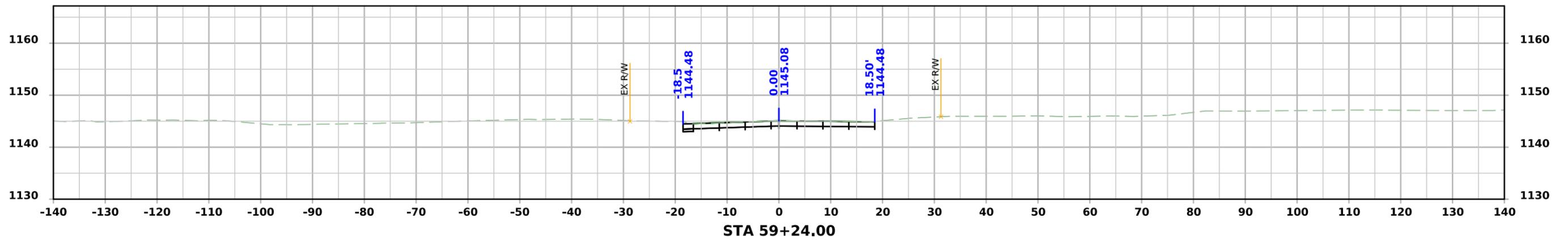
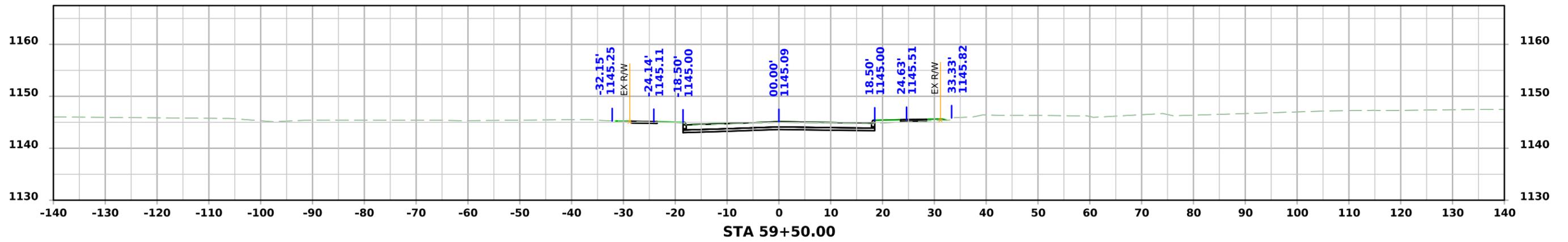
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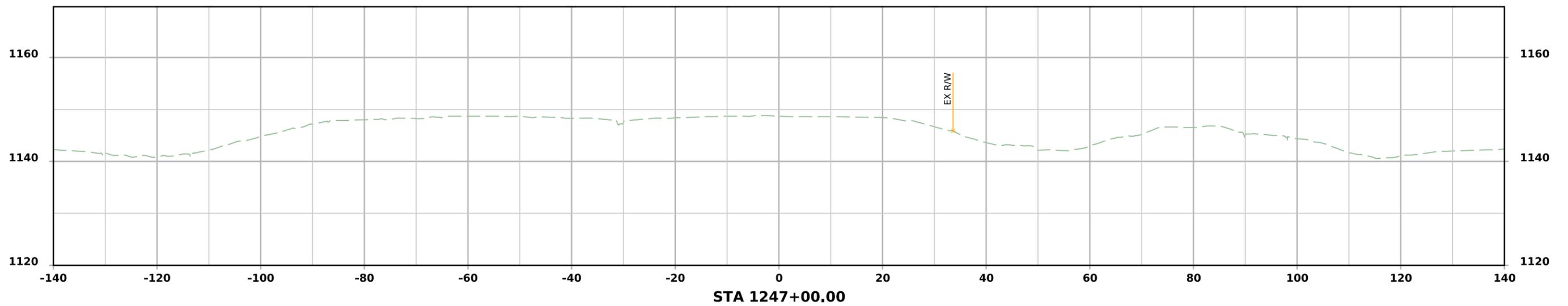
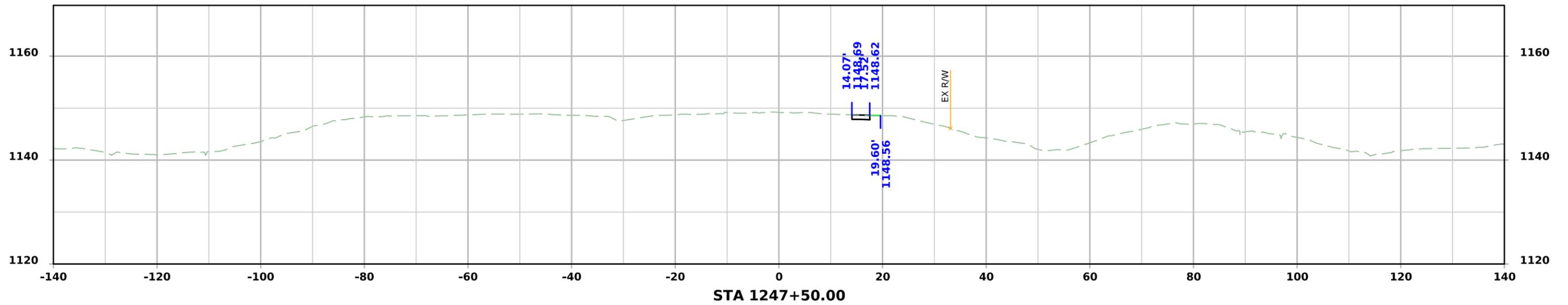
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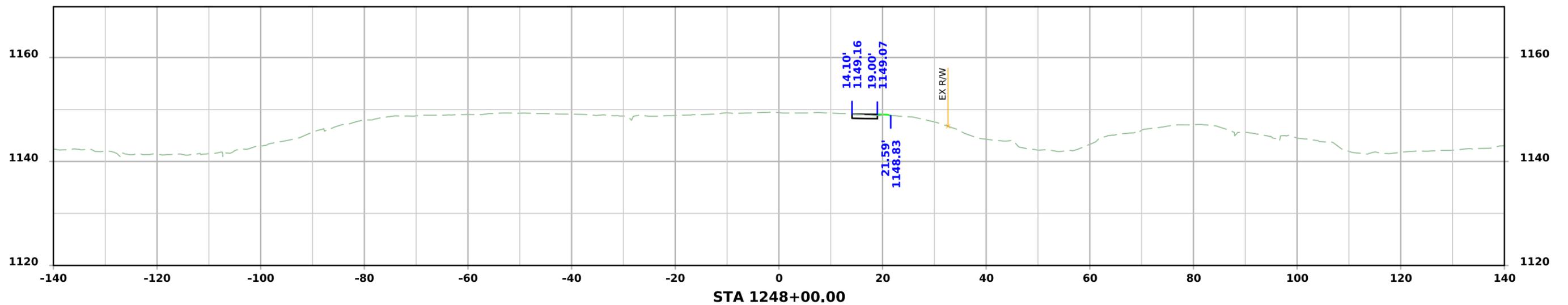
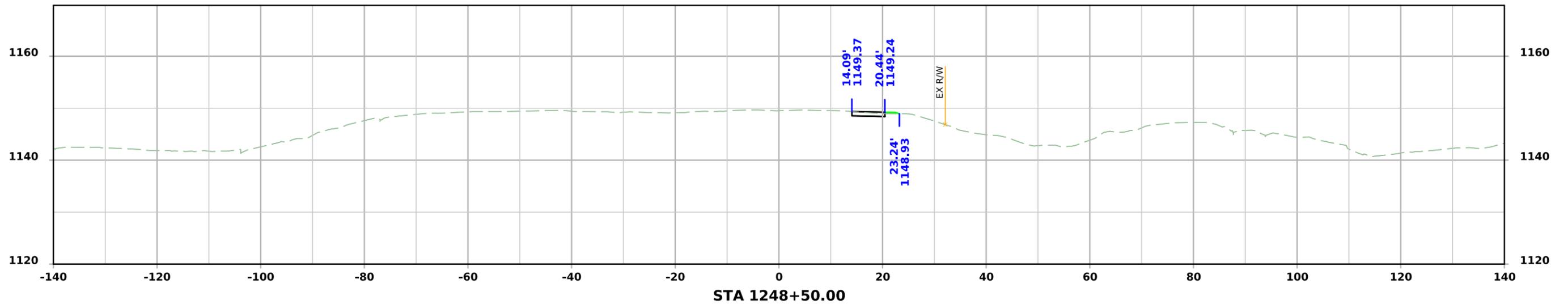
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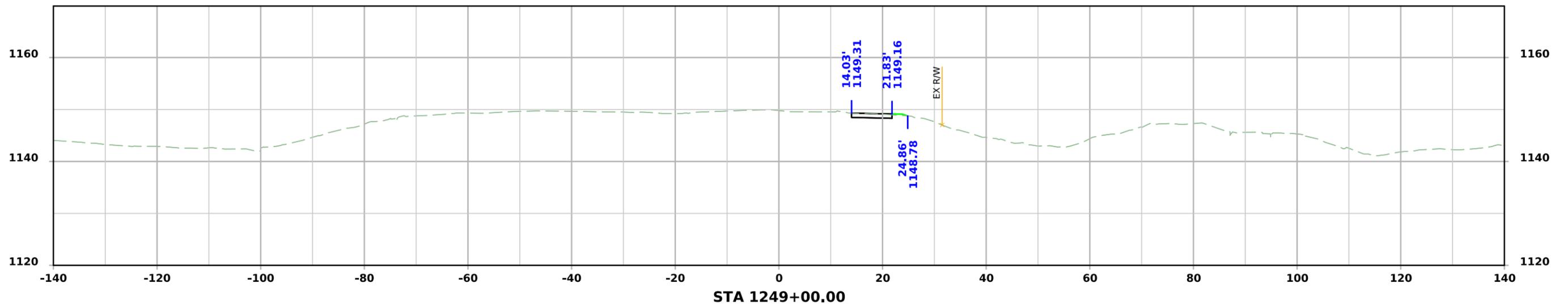
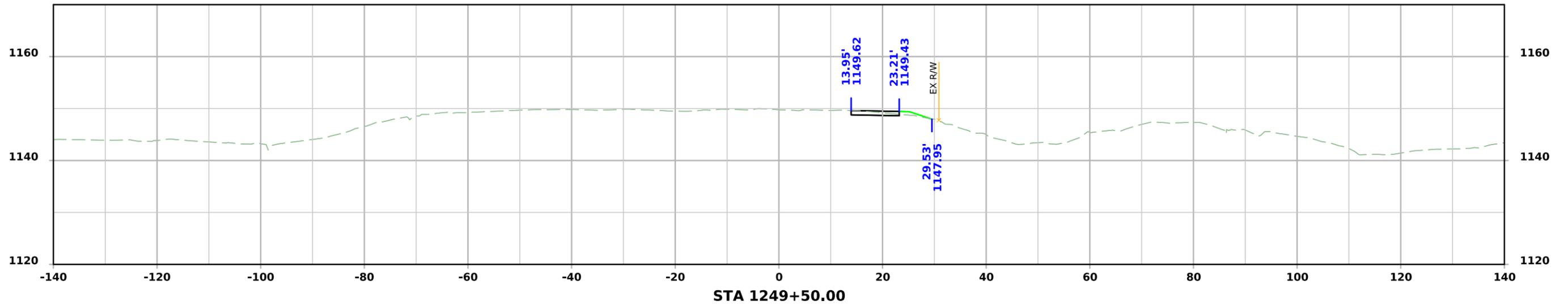
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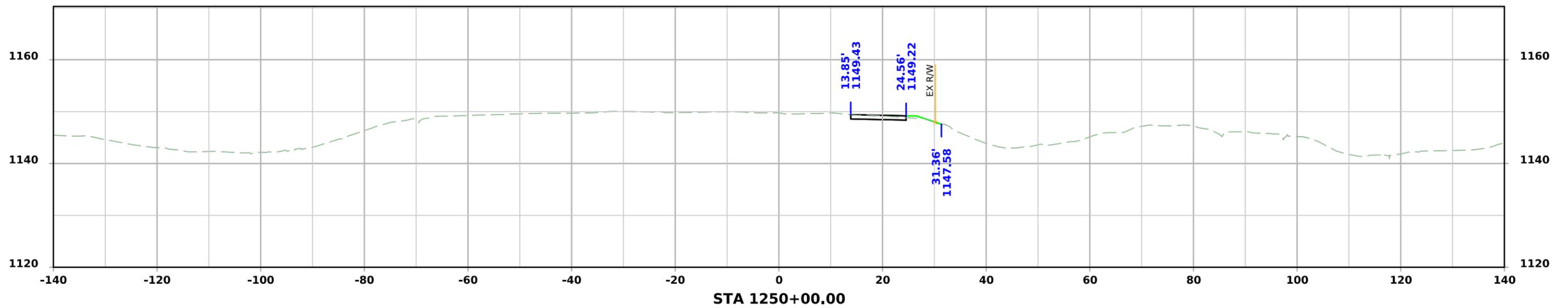
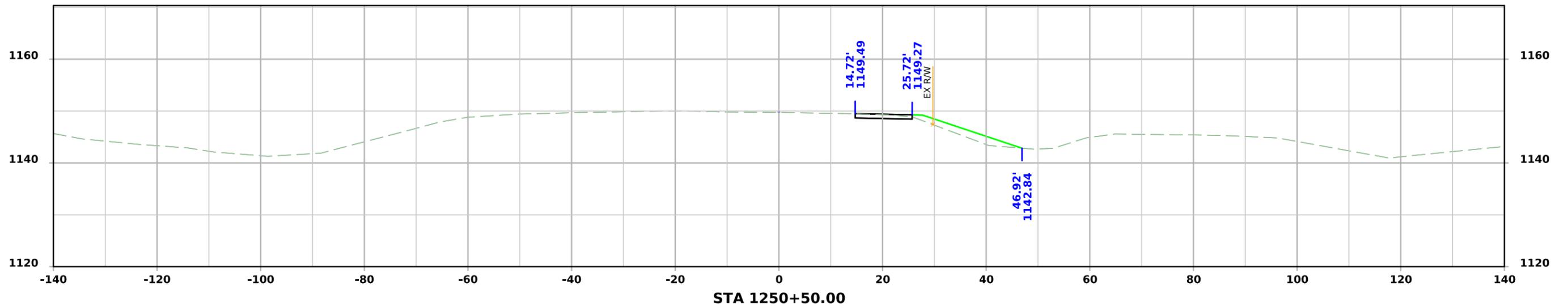
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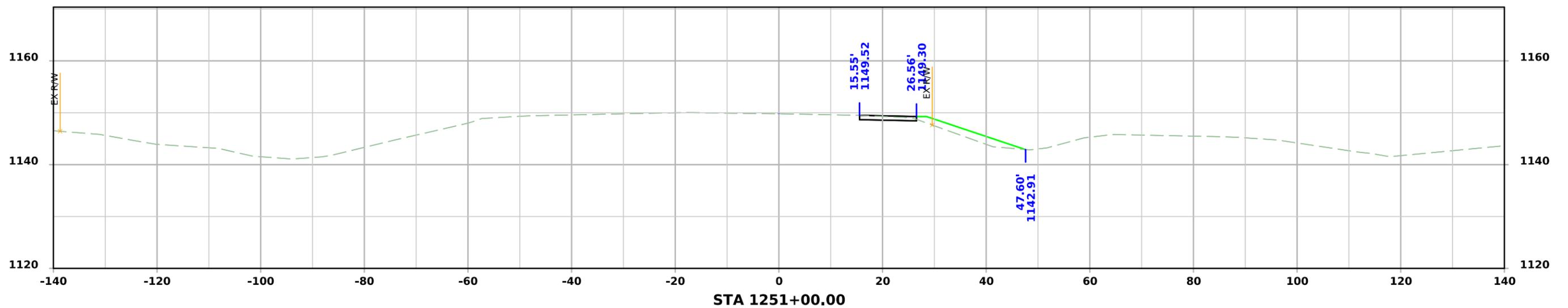
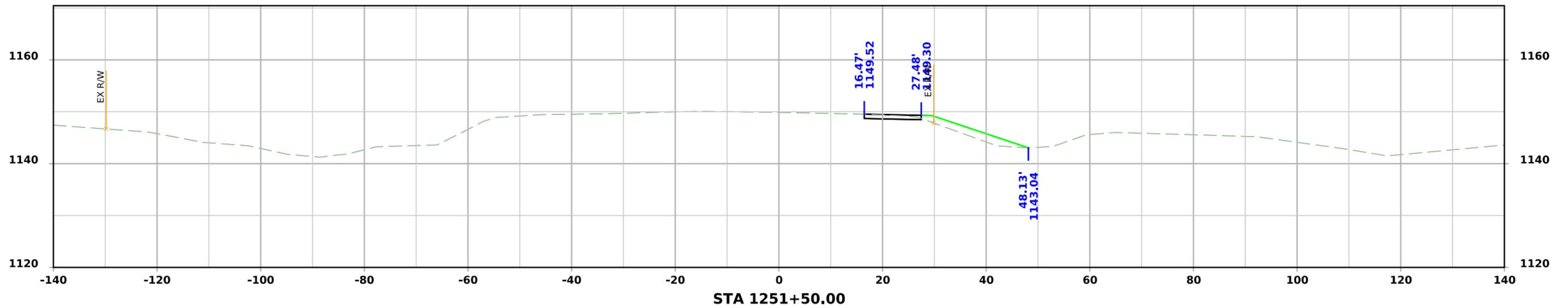
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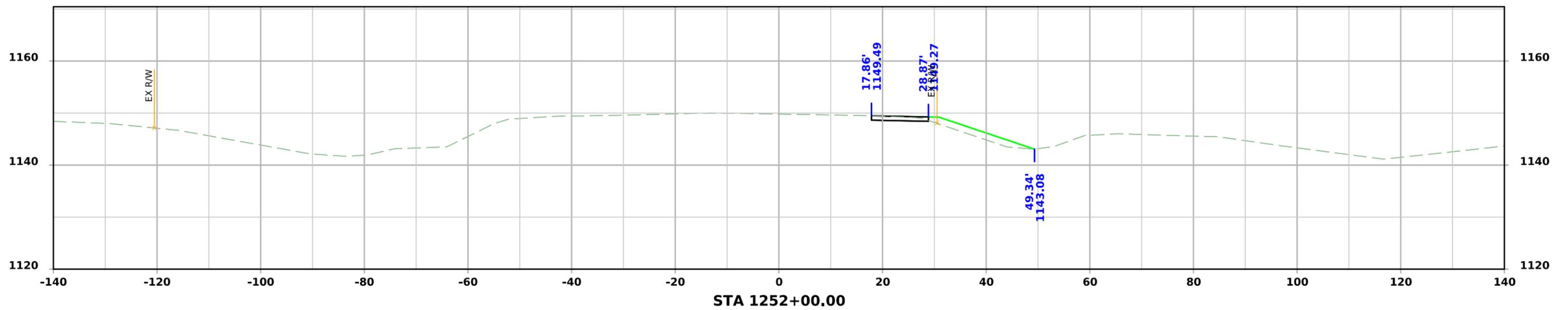
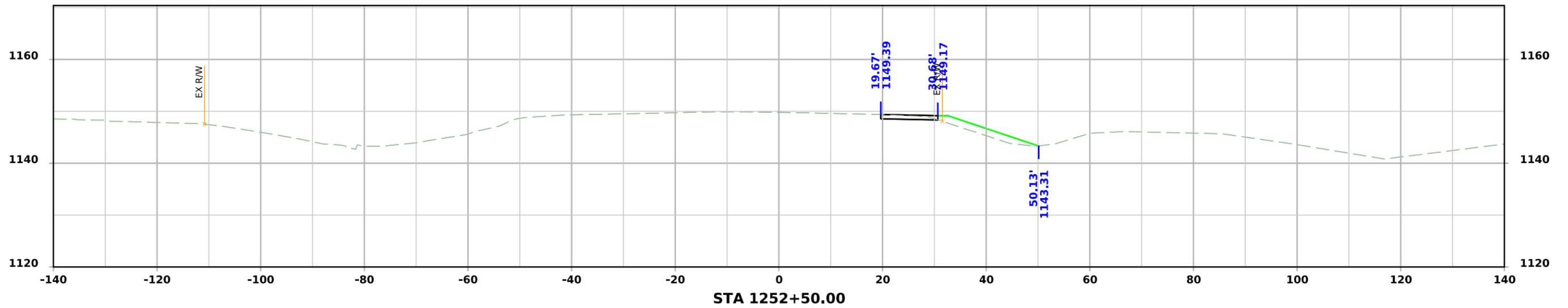
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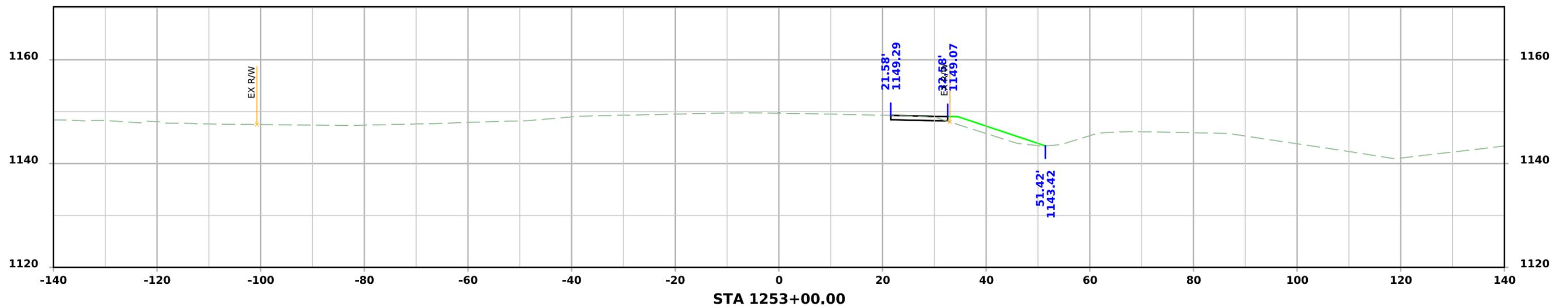
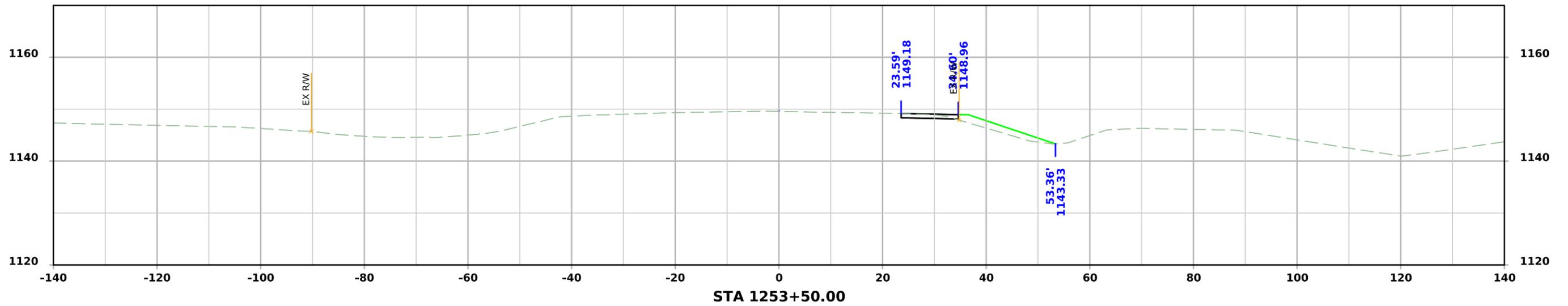
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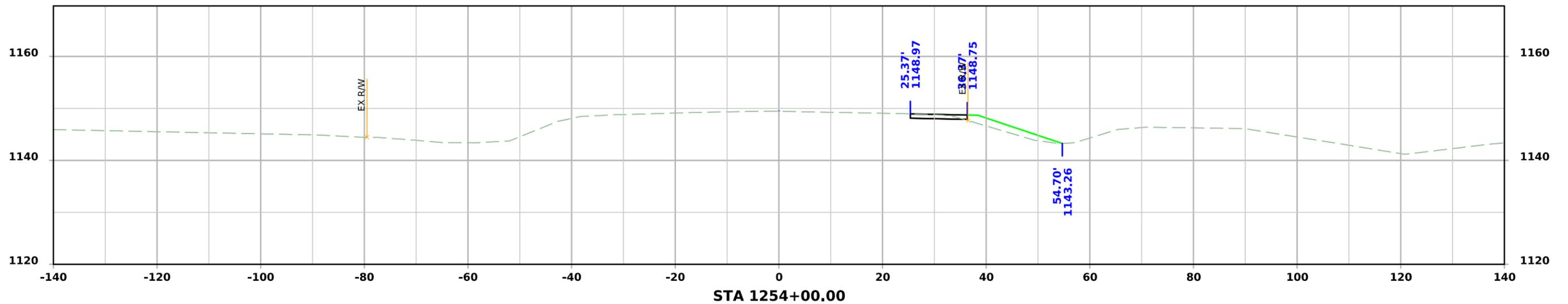
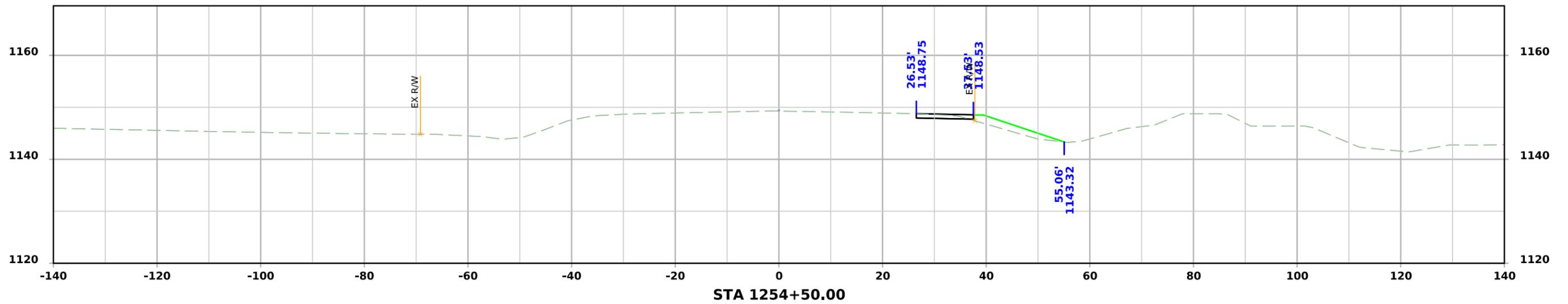
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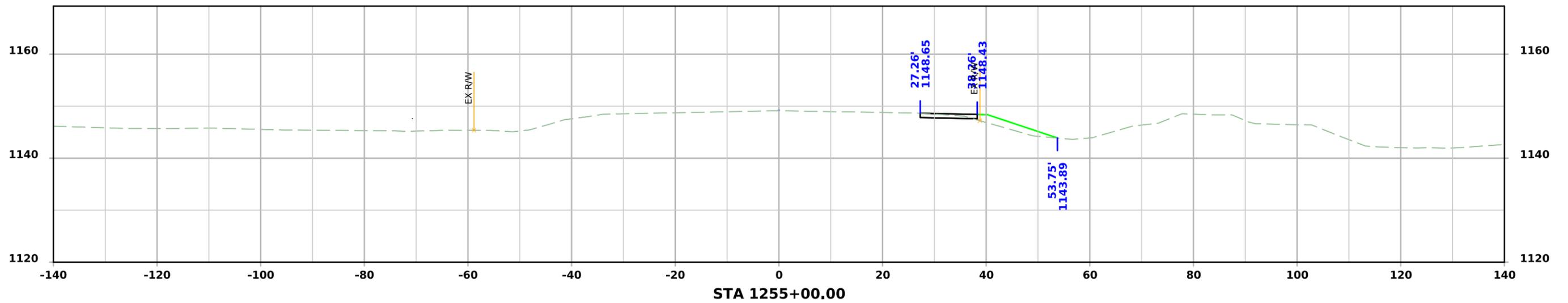
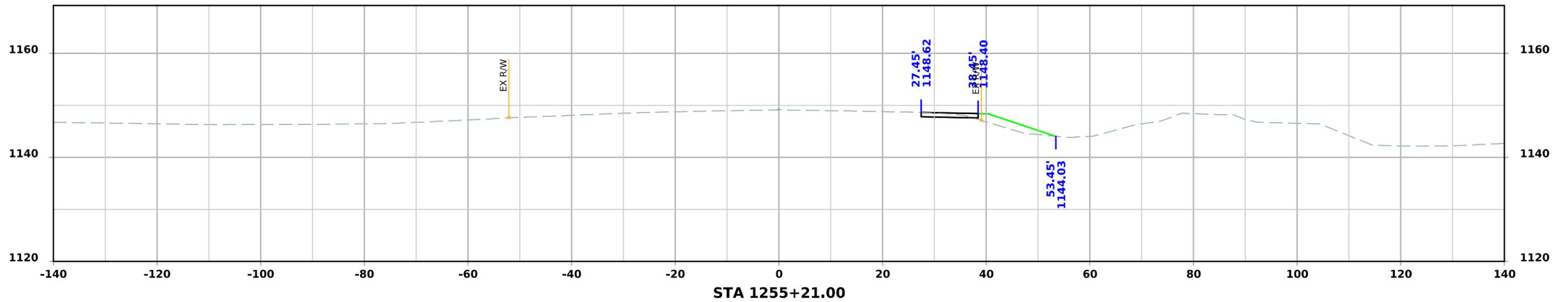
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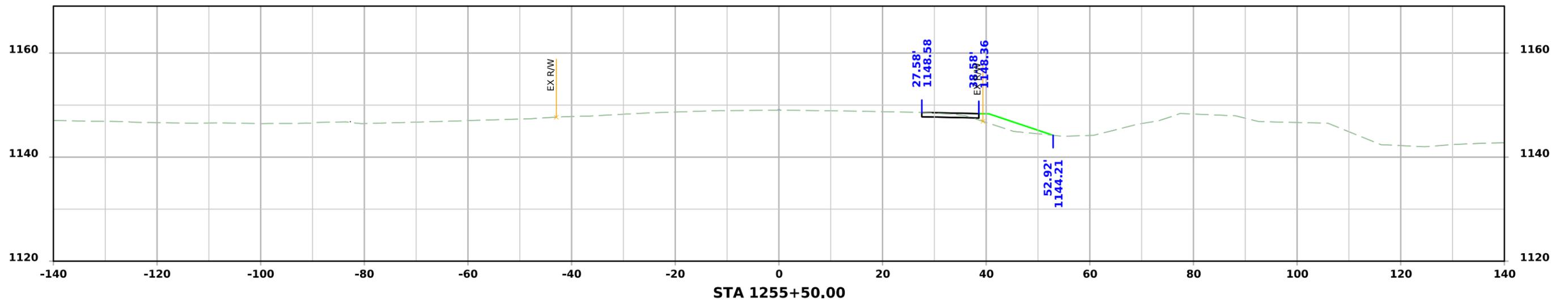
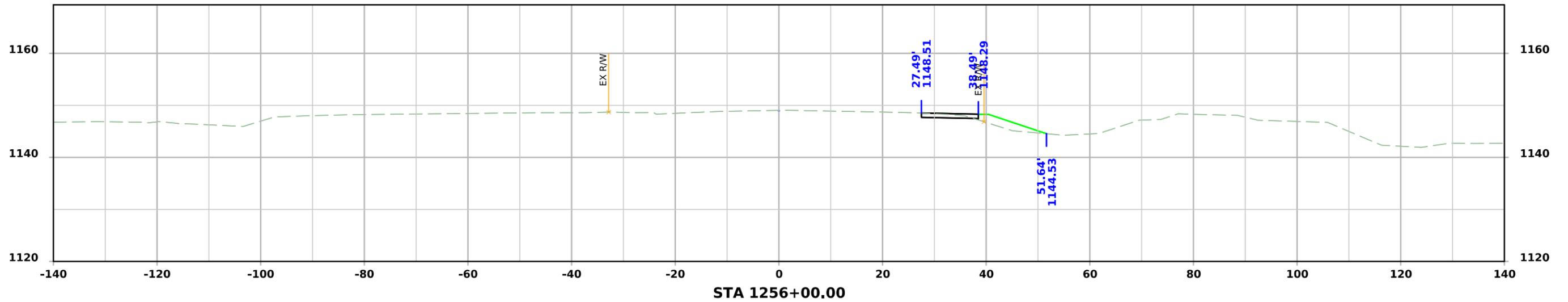
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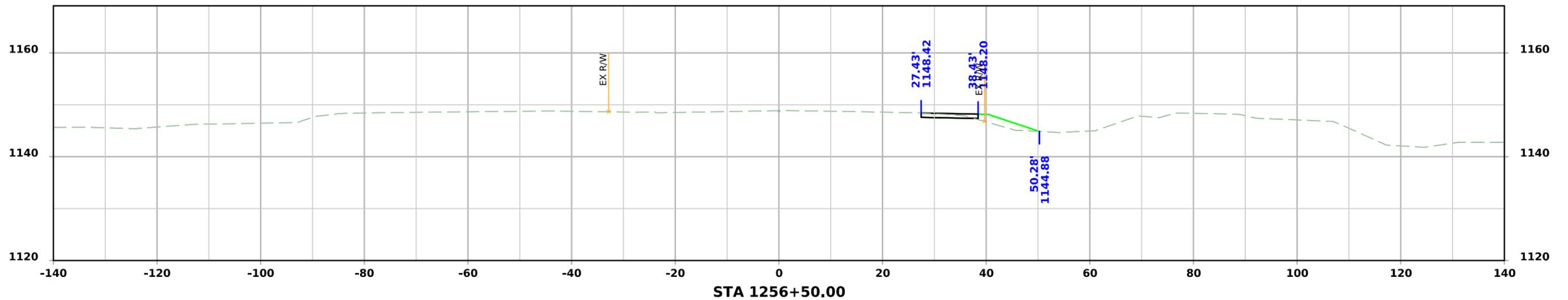
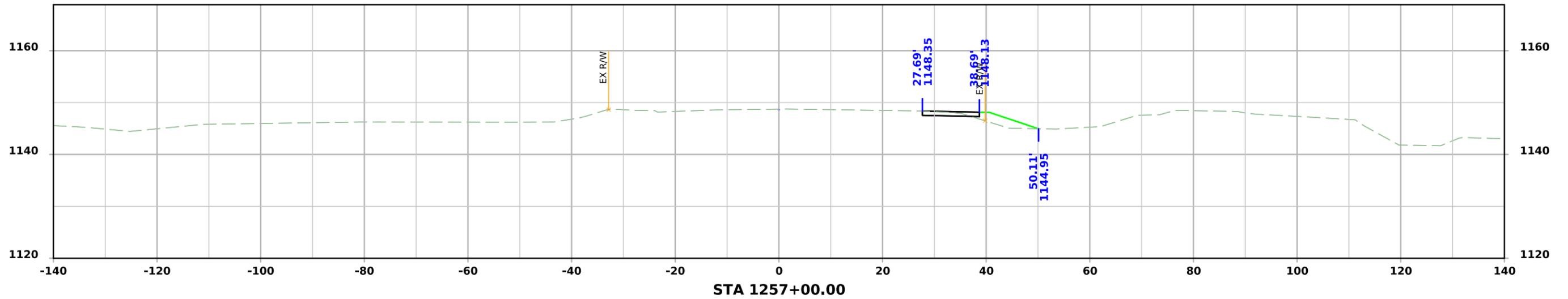
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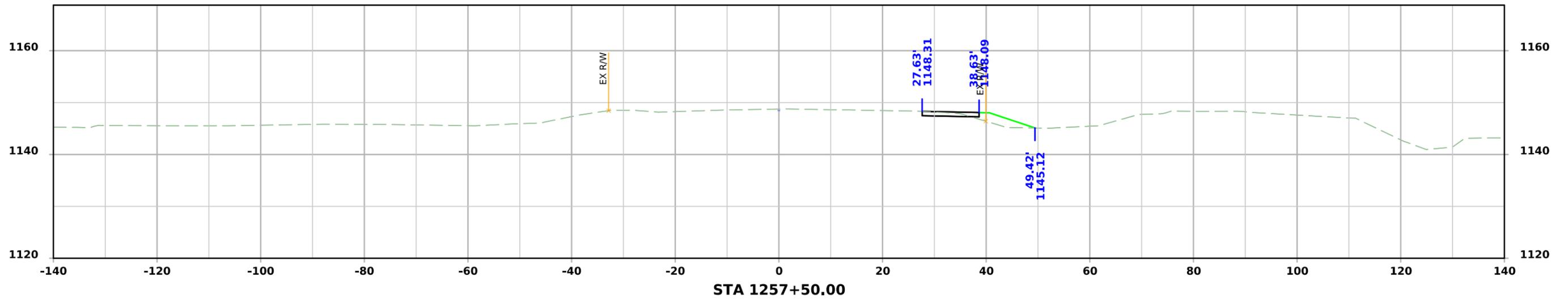
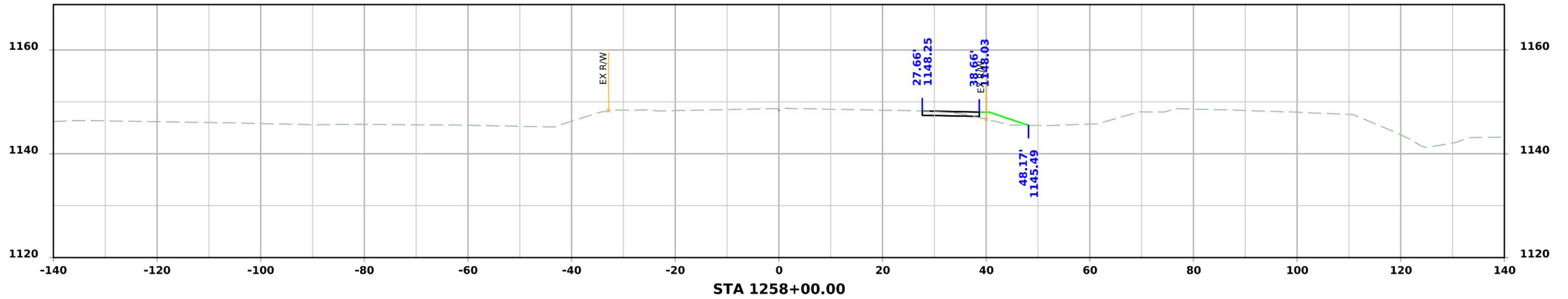
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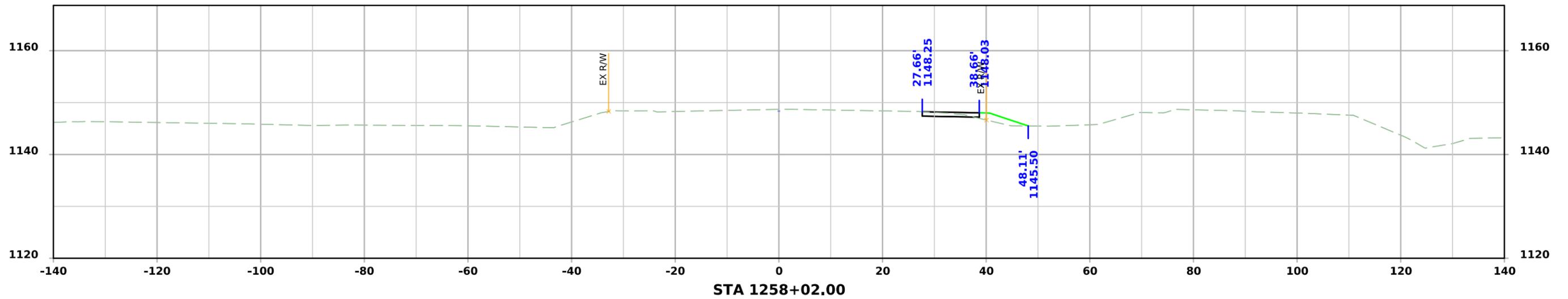
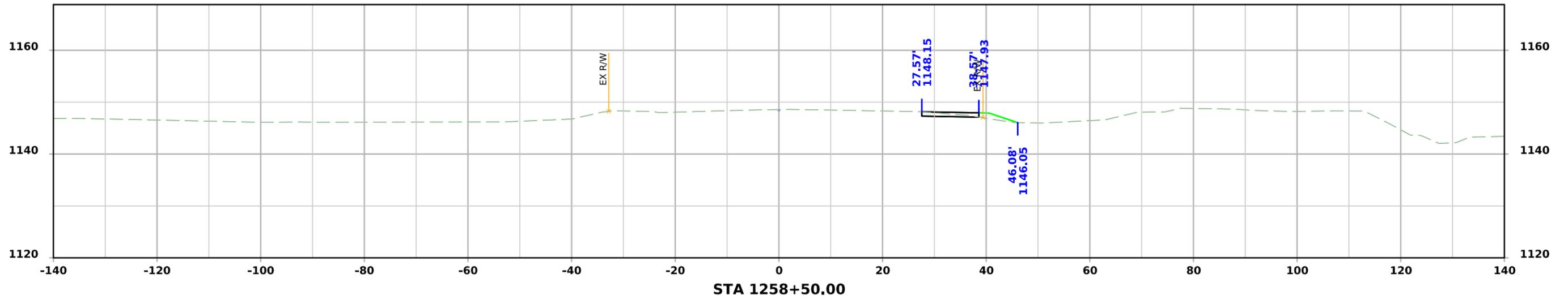
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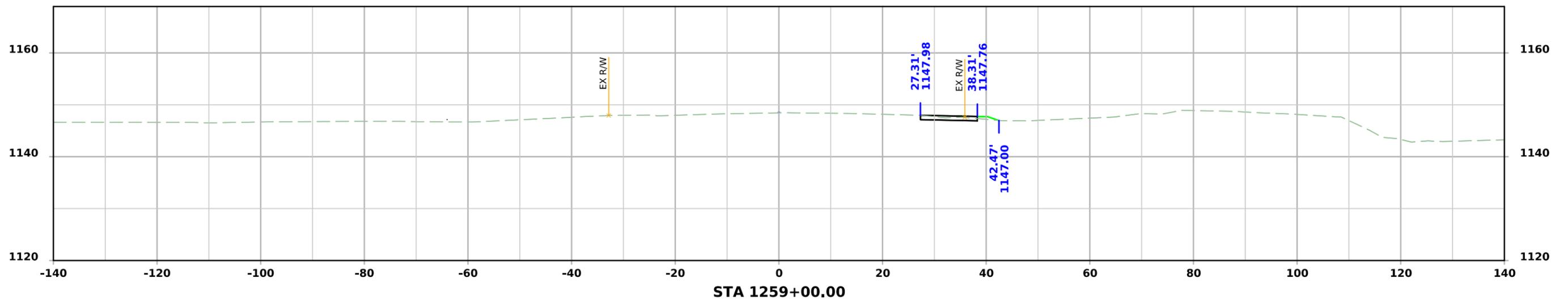
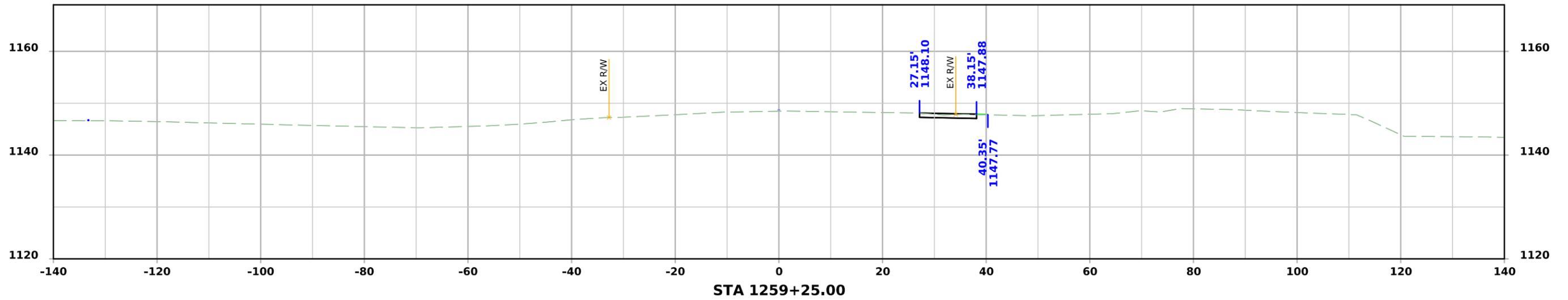
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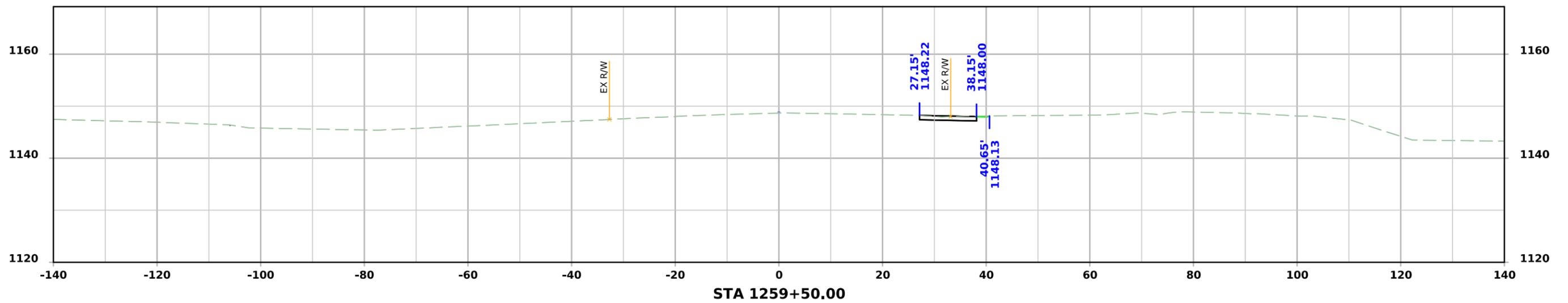
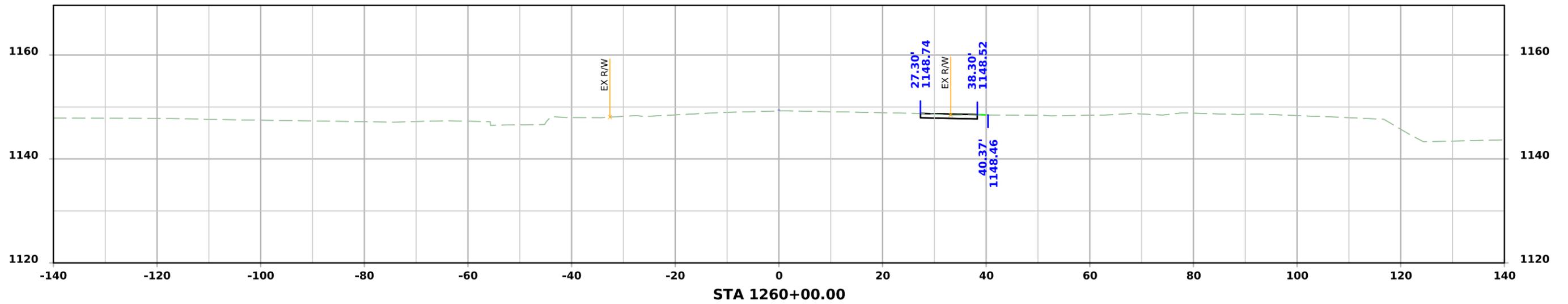
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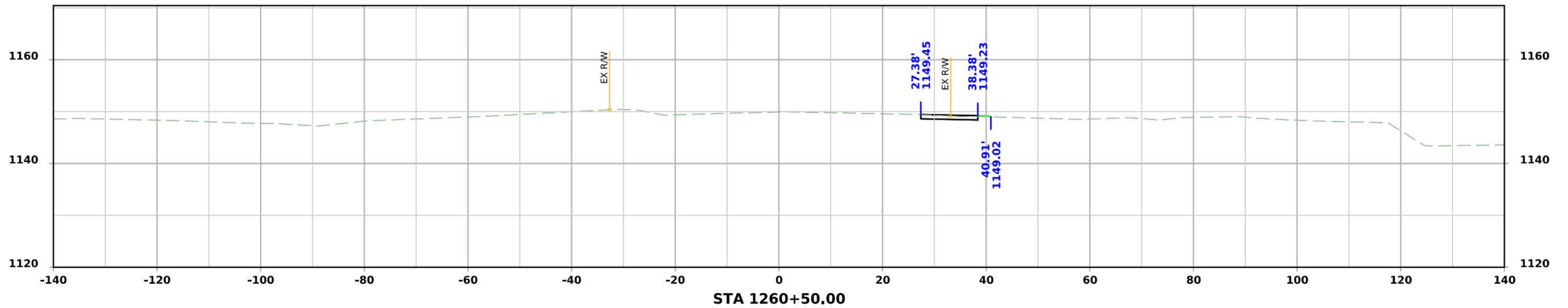
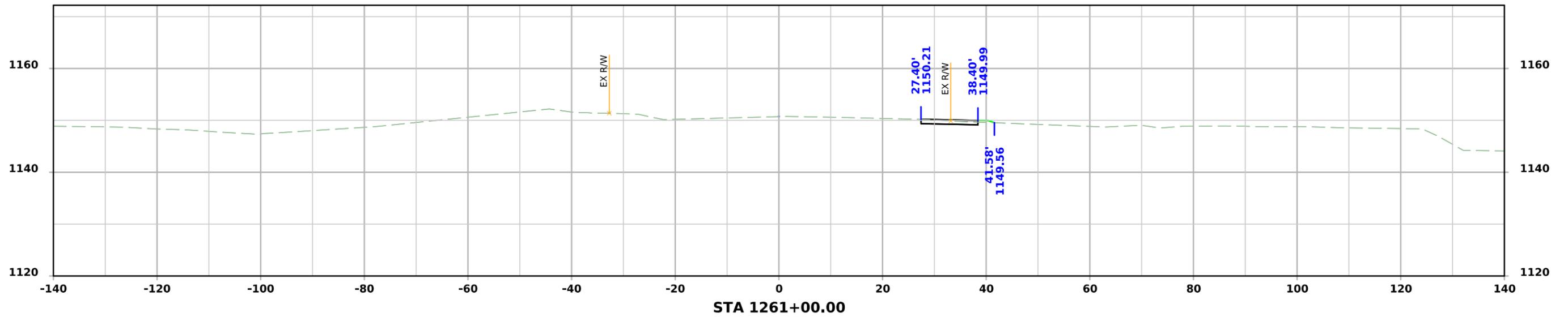
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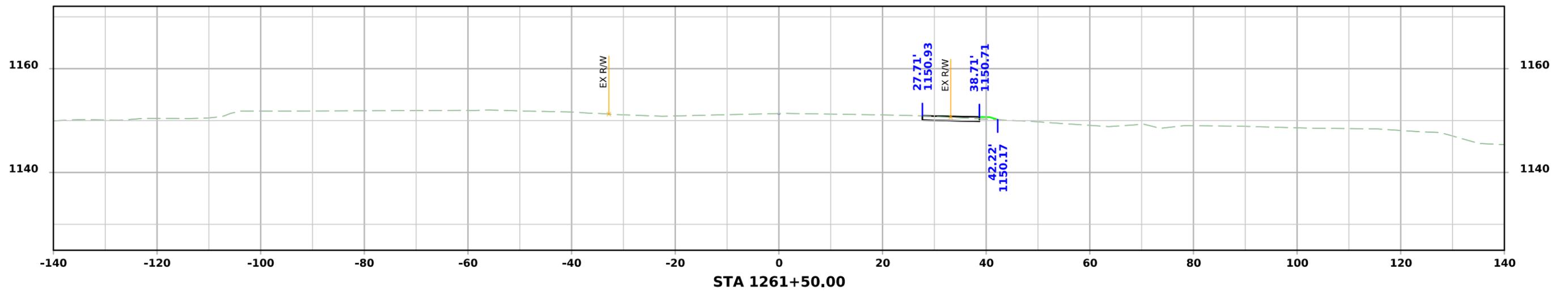
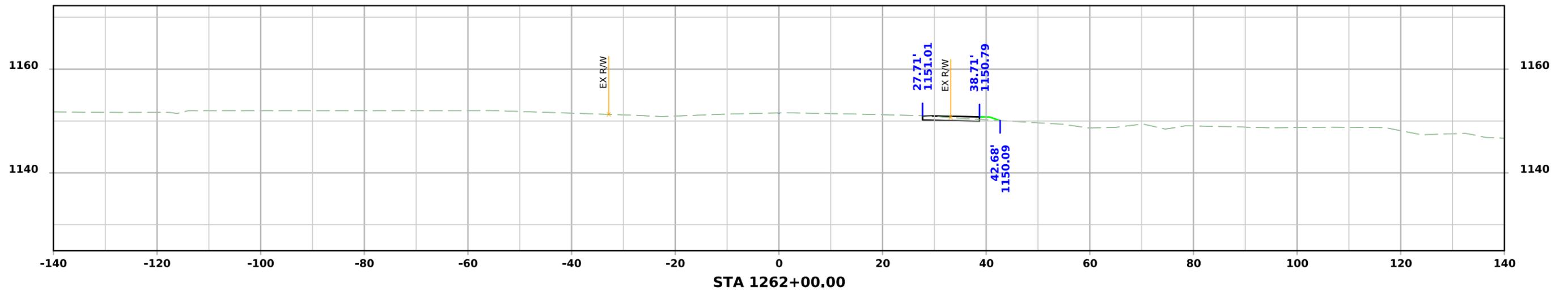
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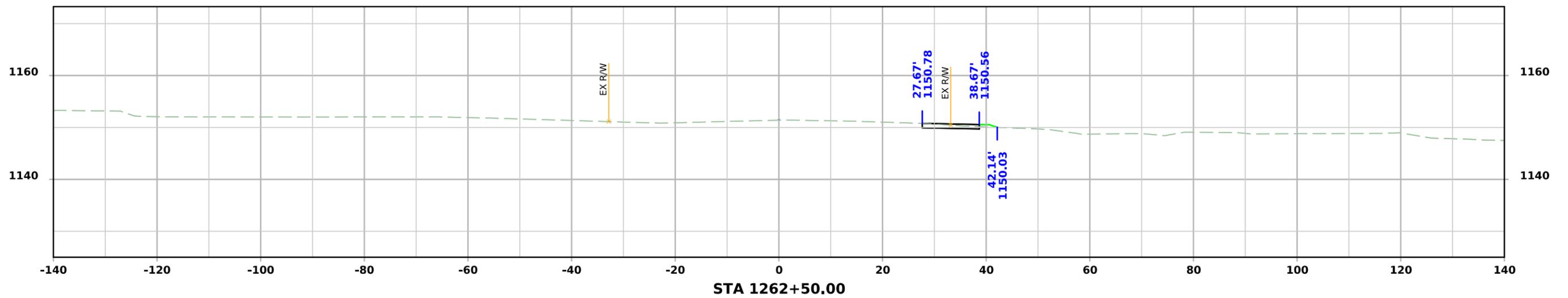
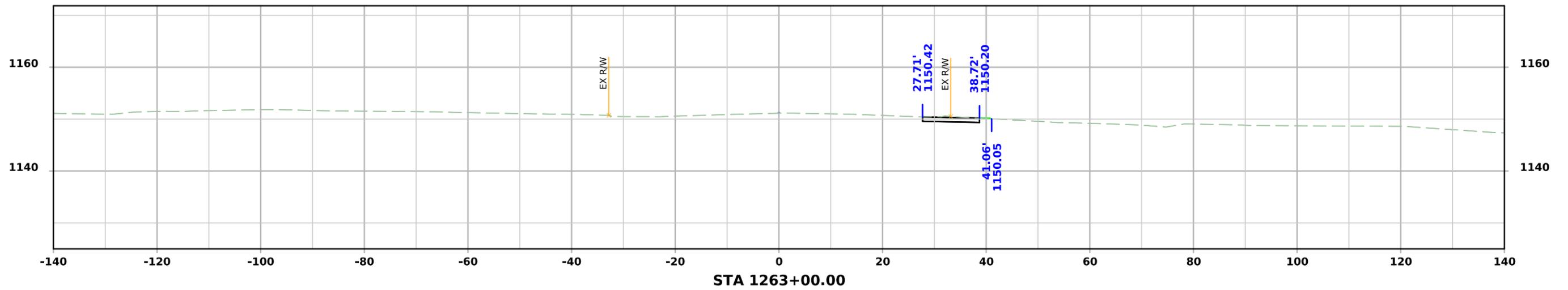
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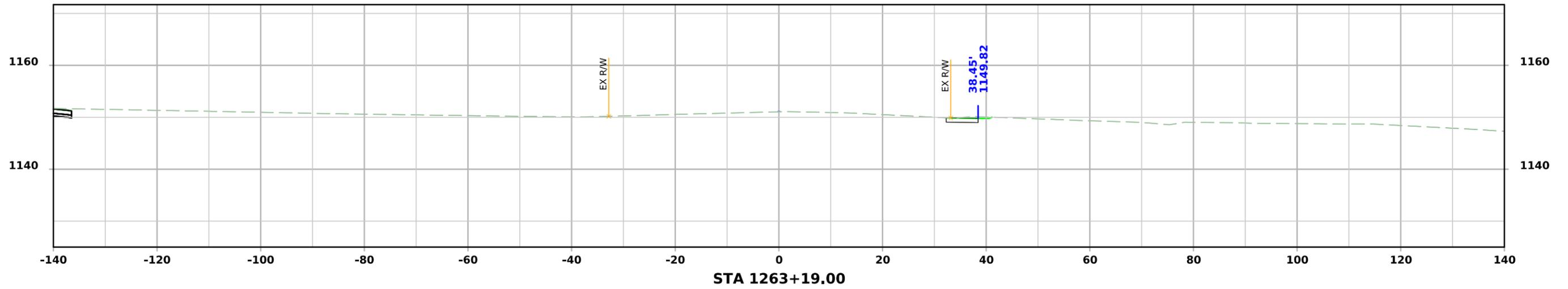
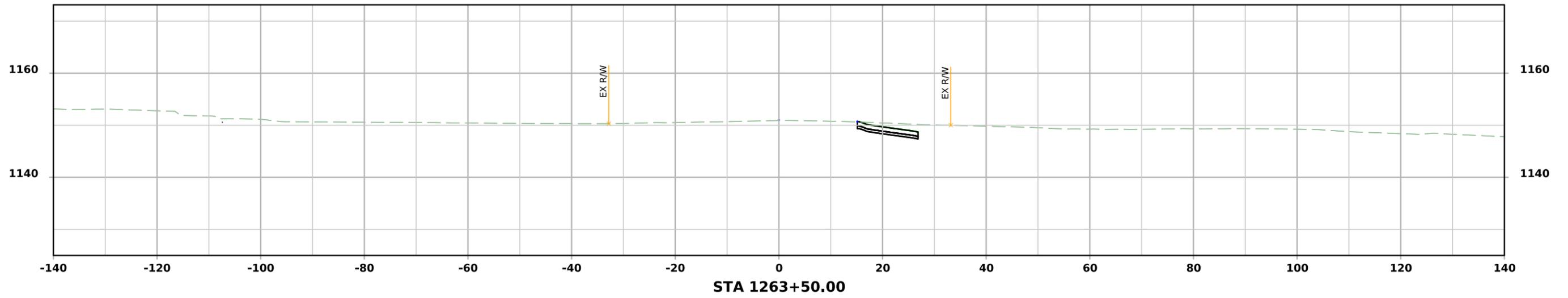
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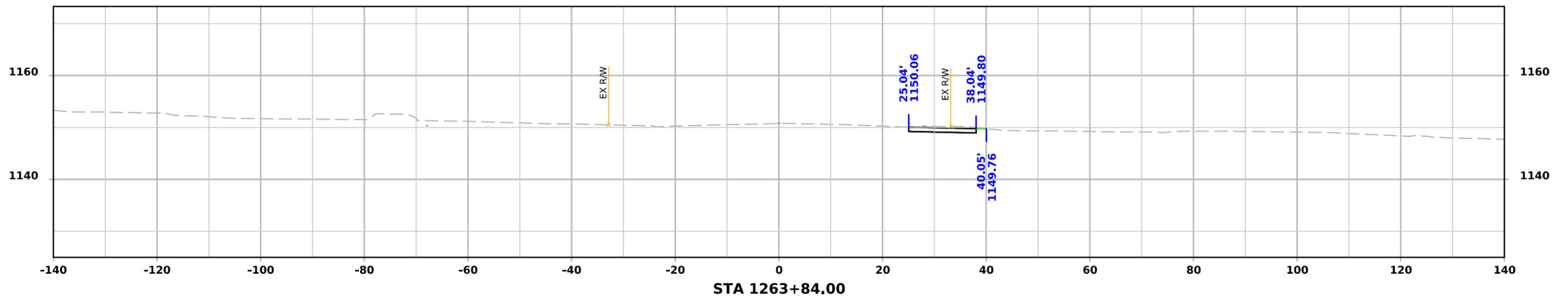
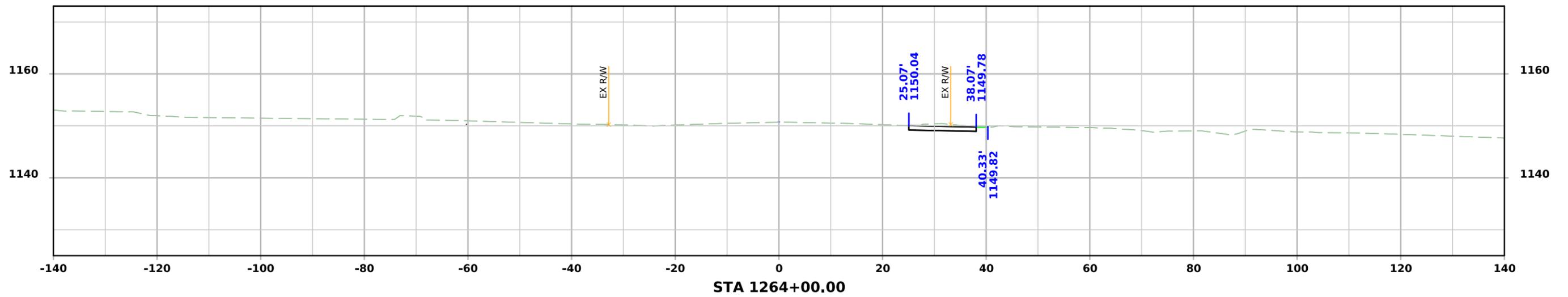
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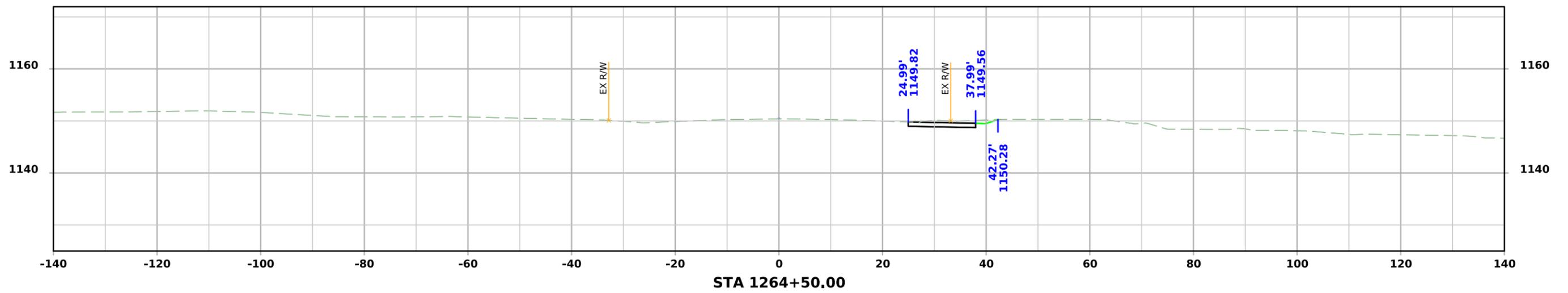
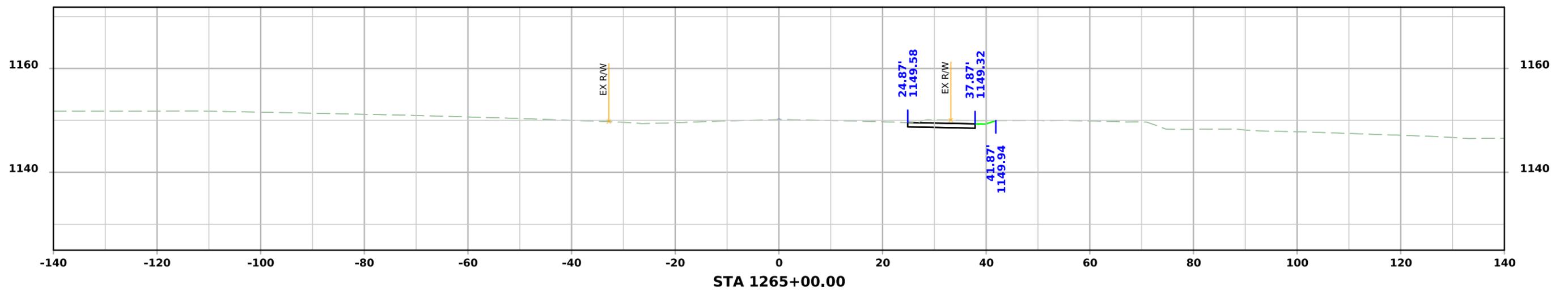
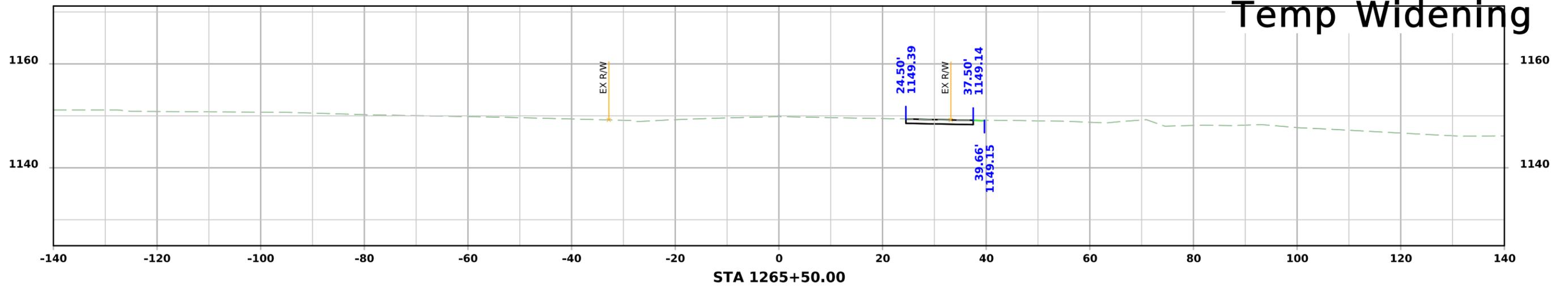
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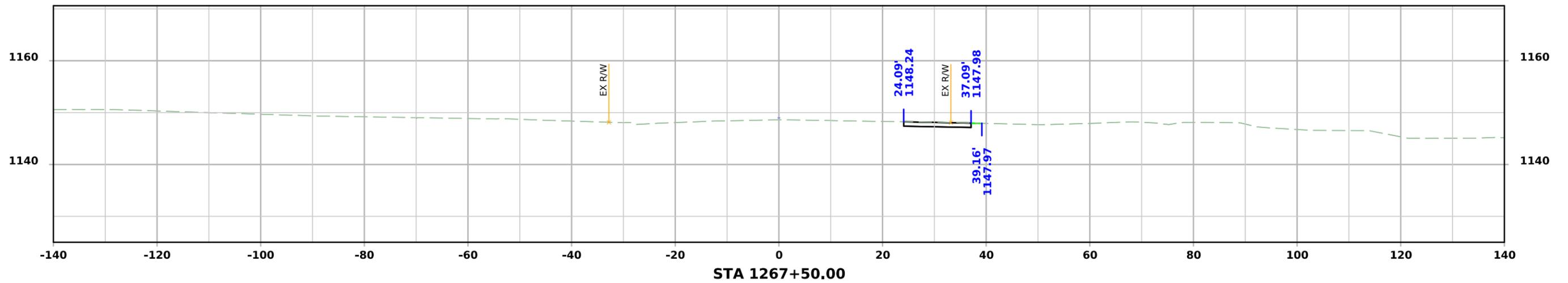
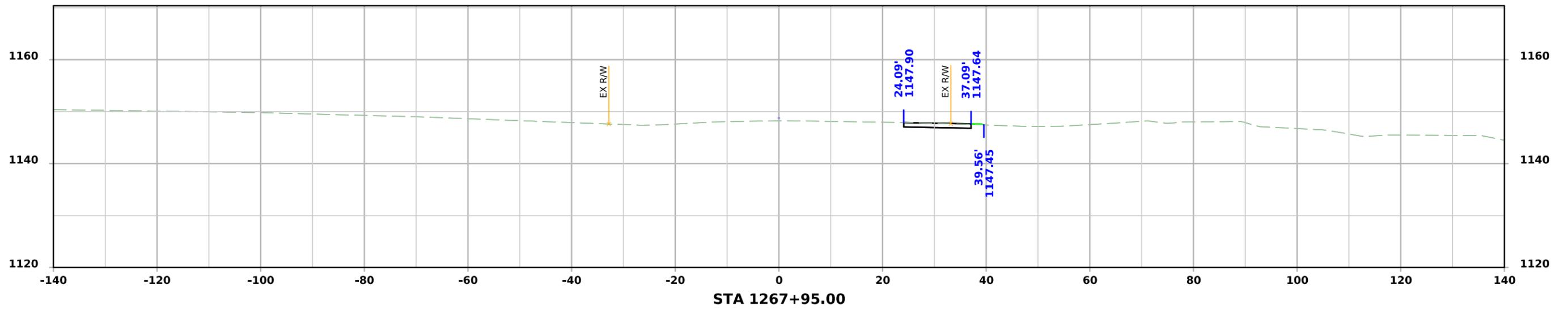
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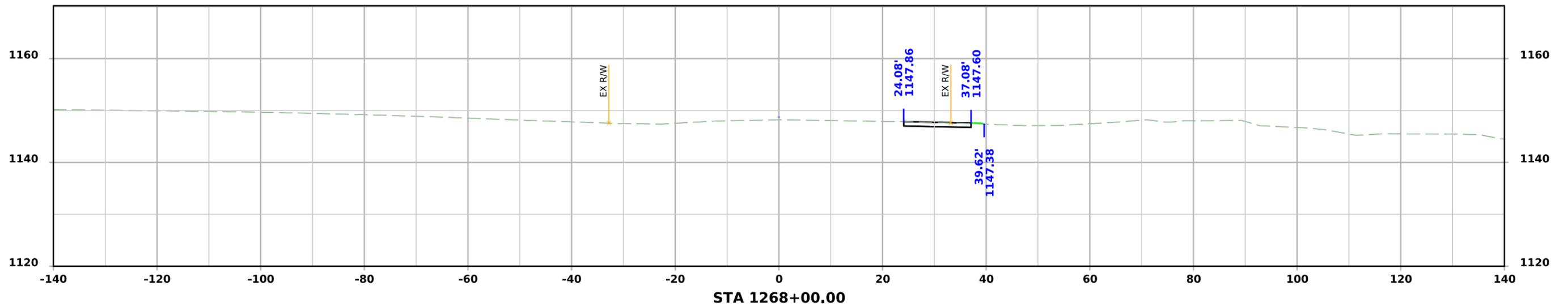
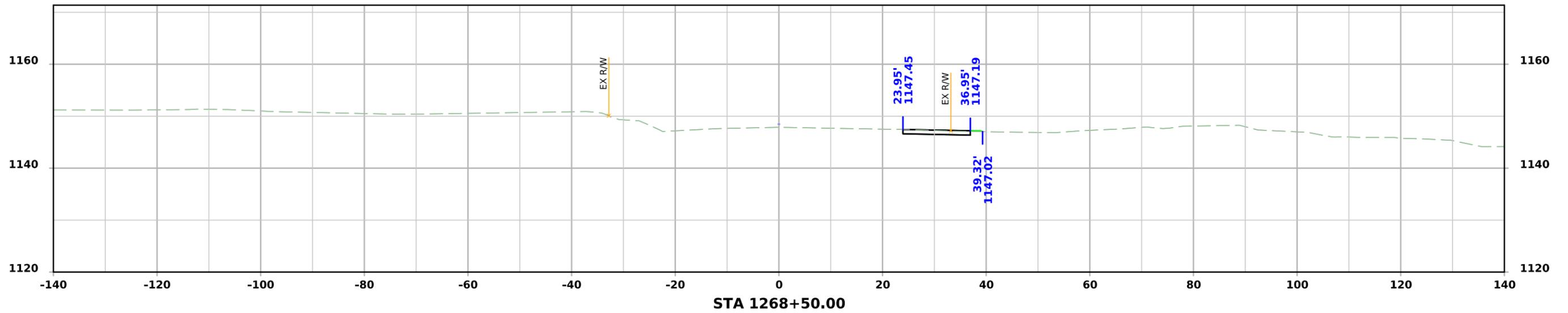
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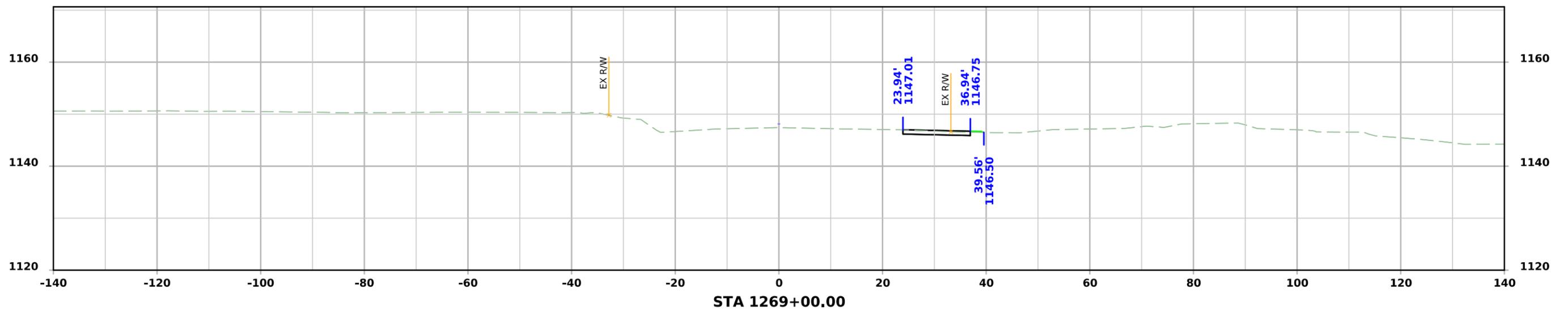
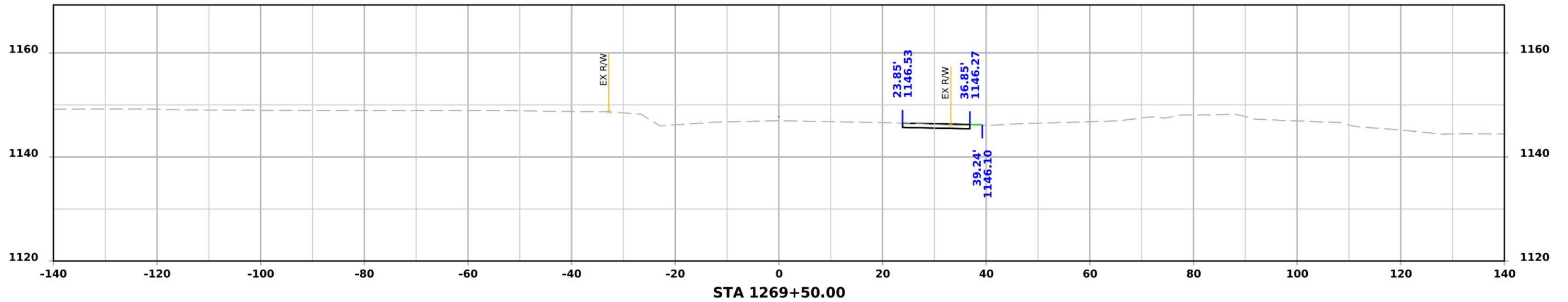
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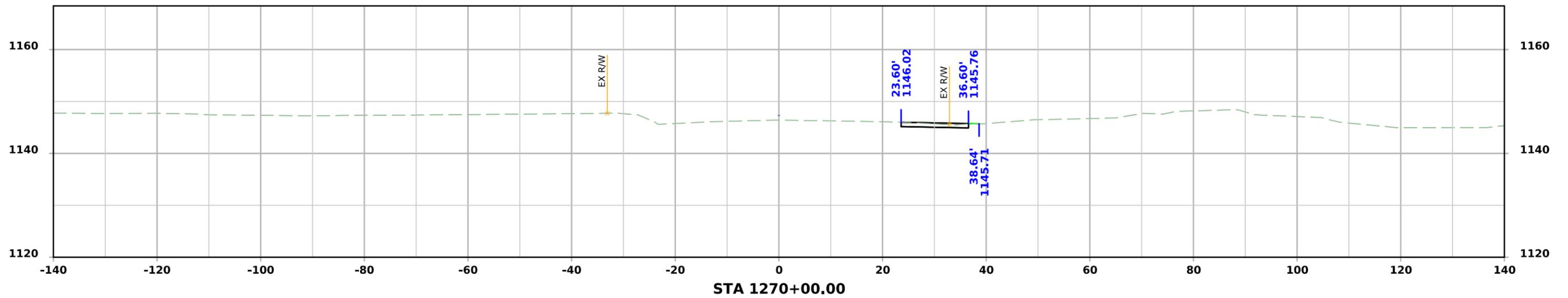
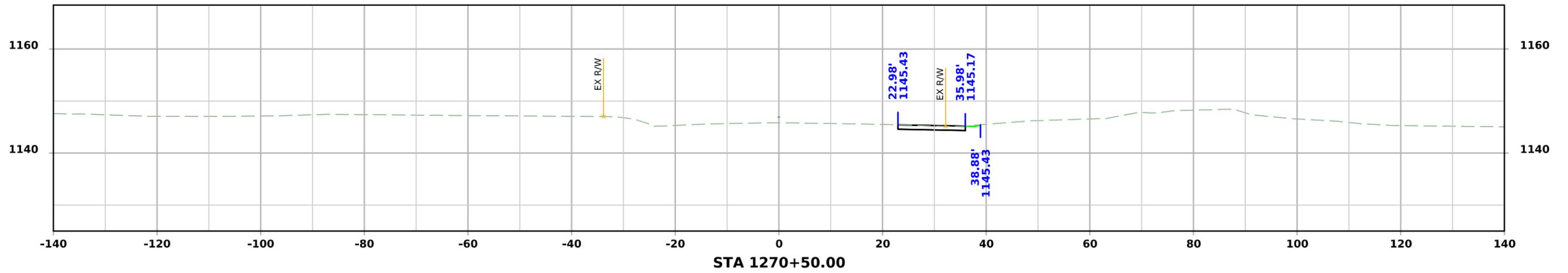
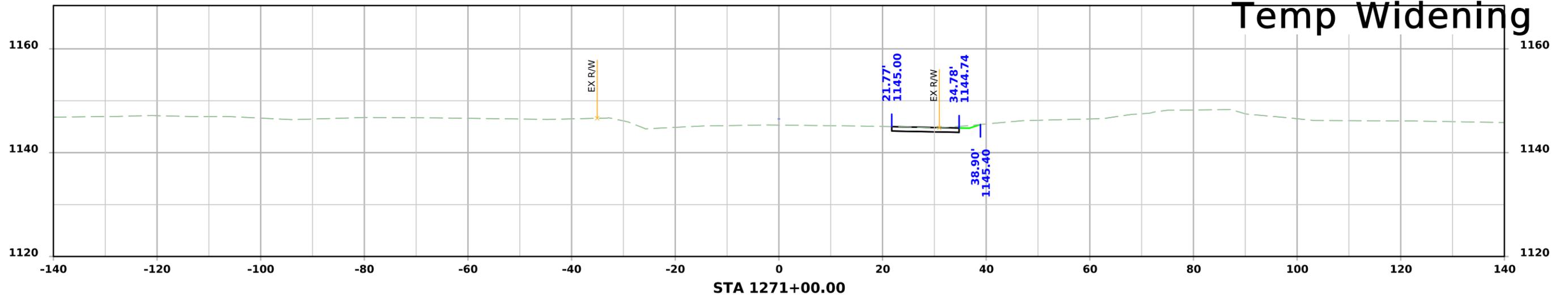
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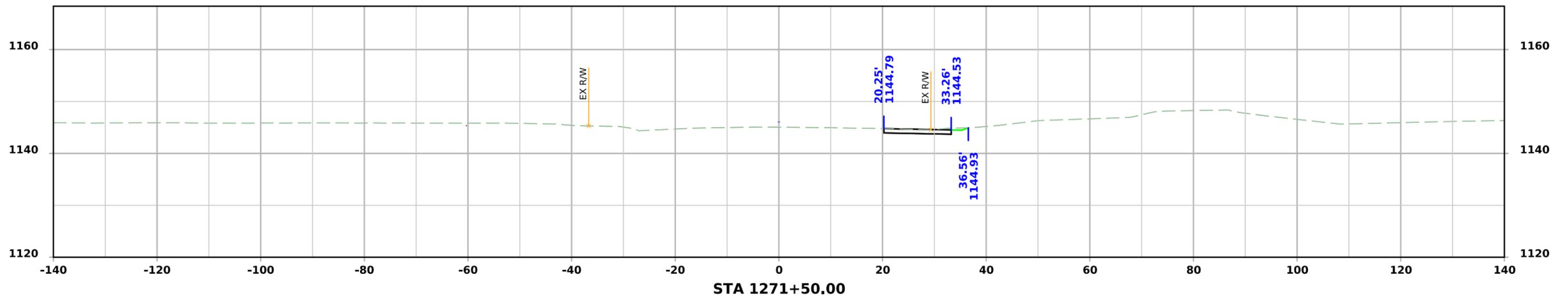
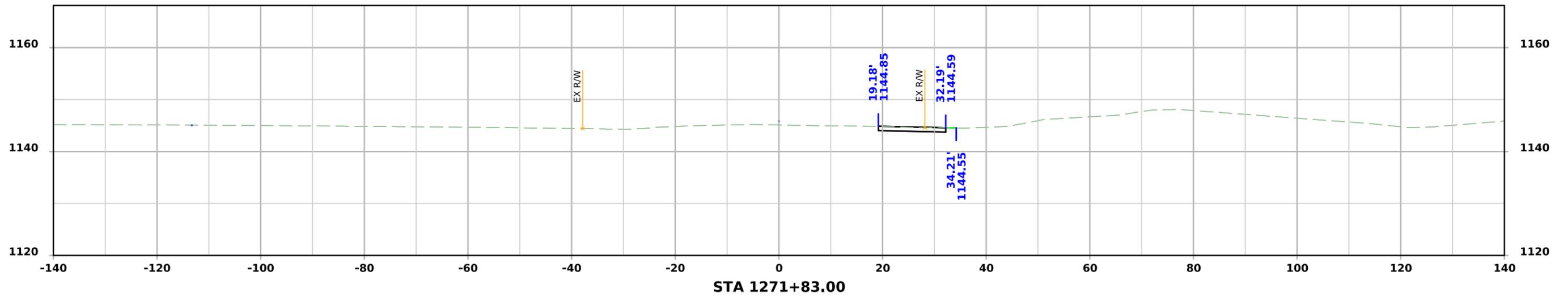
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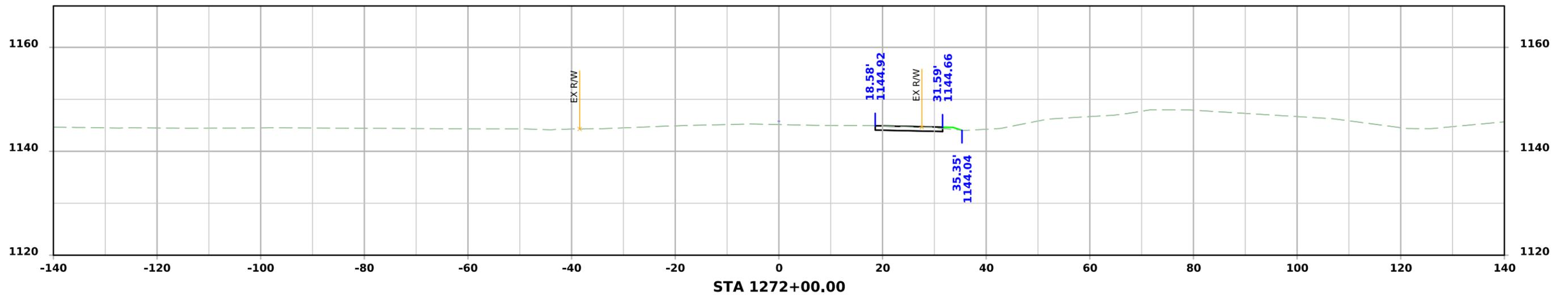
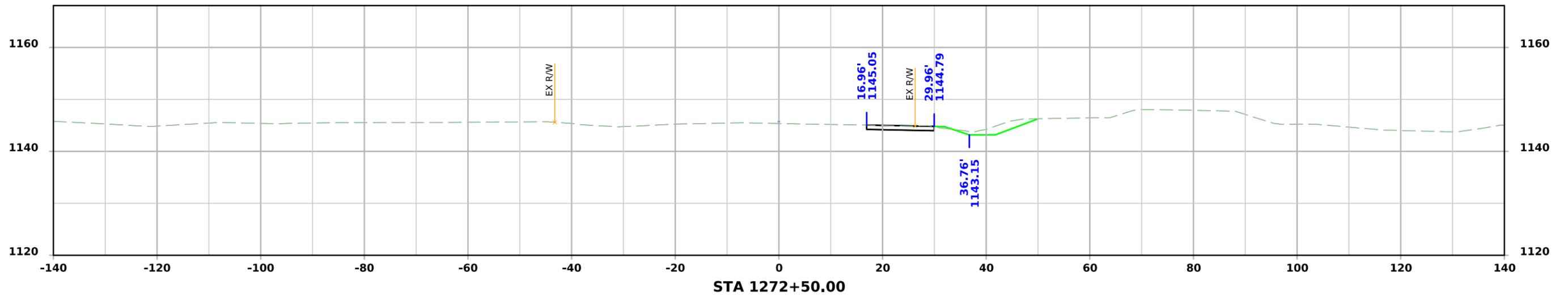
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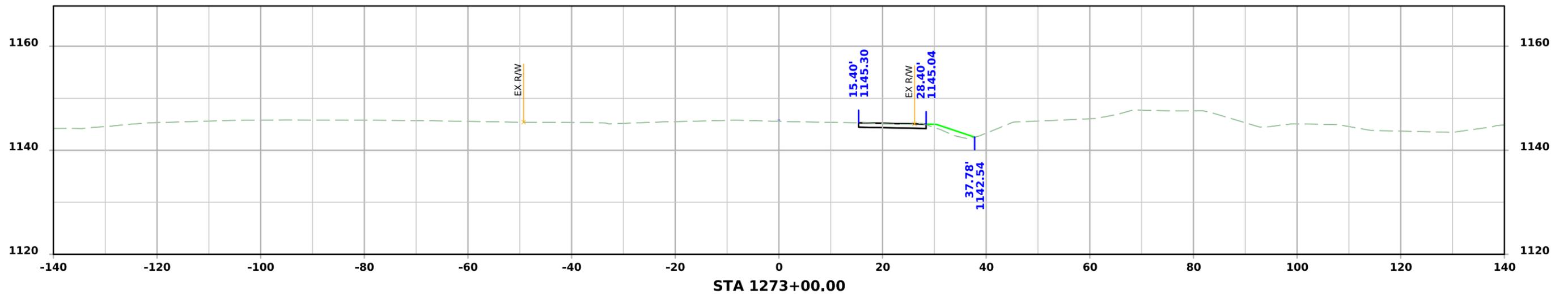
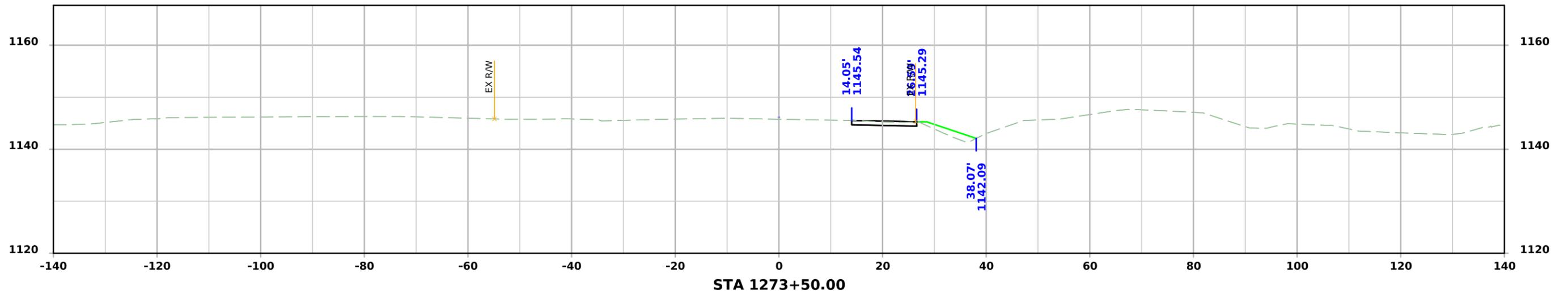
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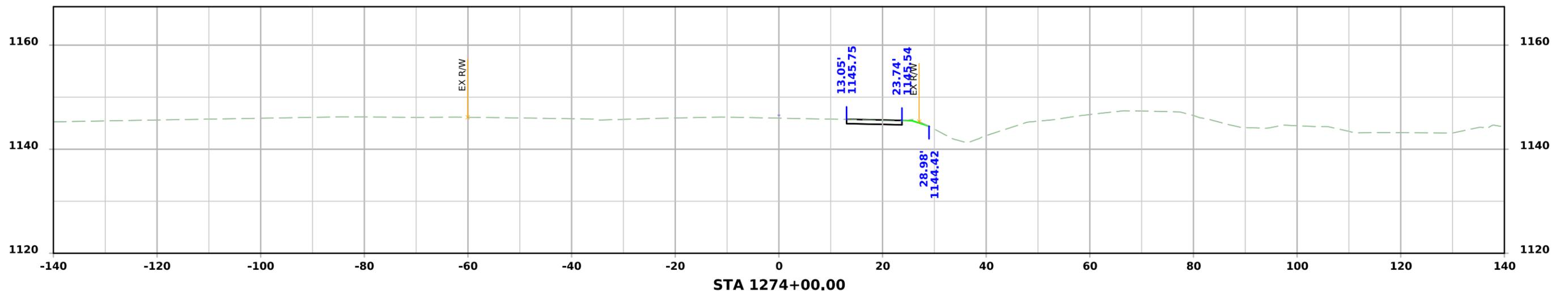
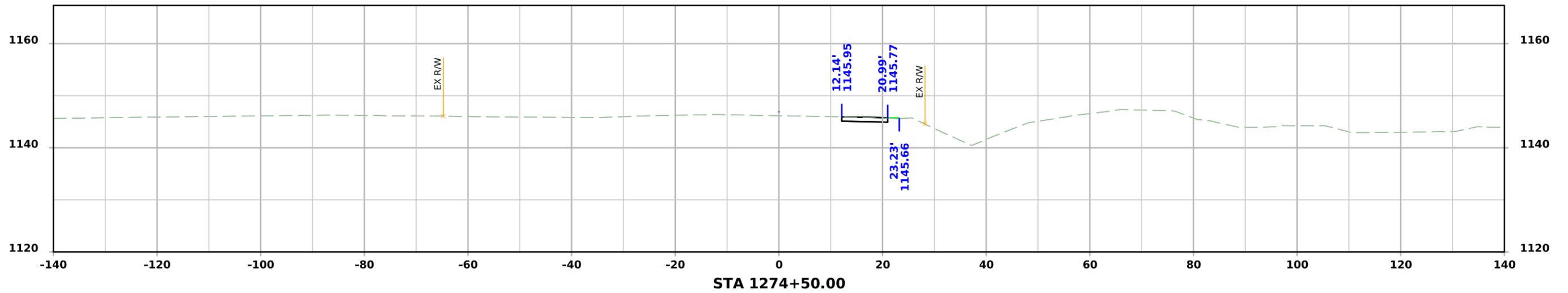
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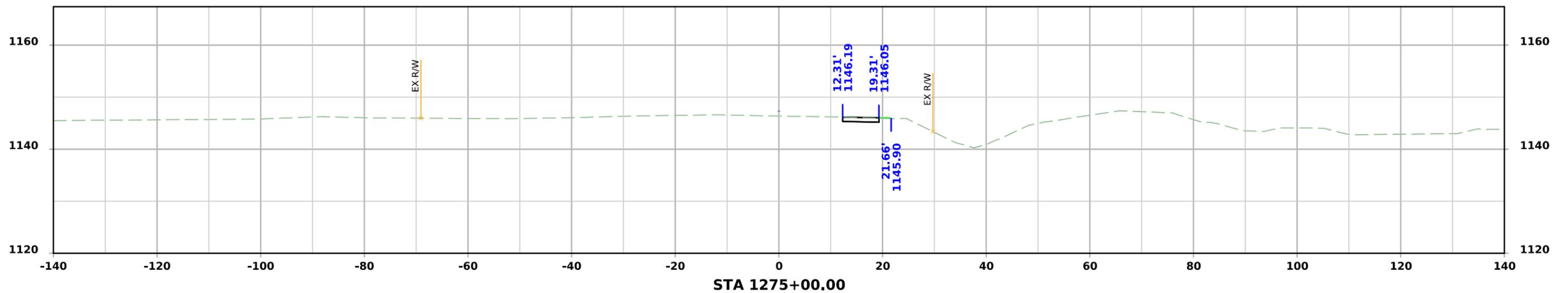
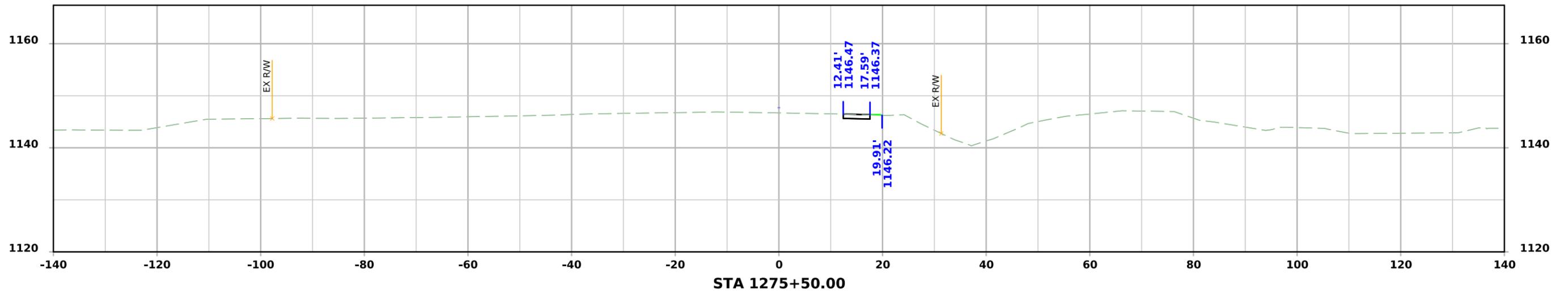
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