

PLYMOUTH CO.
UNKNOWN PAVEMENT - GRADE AND REPLACE
NHSX-075-2(92)--3H-75

LETTING DATE
 01/18/2017



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
PLYMOUTH COUNTY
 UNKNOWN PAVEMENT - GRADE AND REPLACE

Jackson St in Merrill to Co. Rd. C-38

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

PROJECT IDENTIFICATION NUMBER

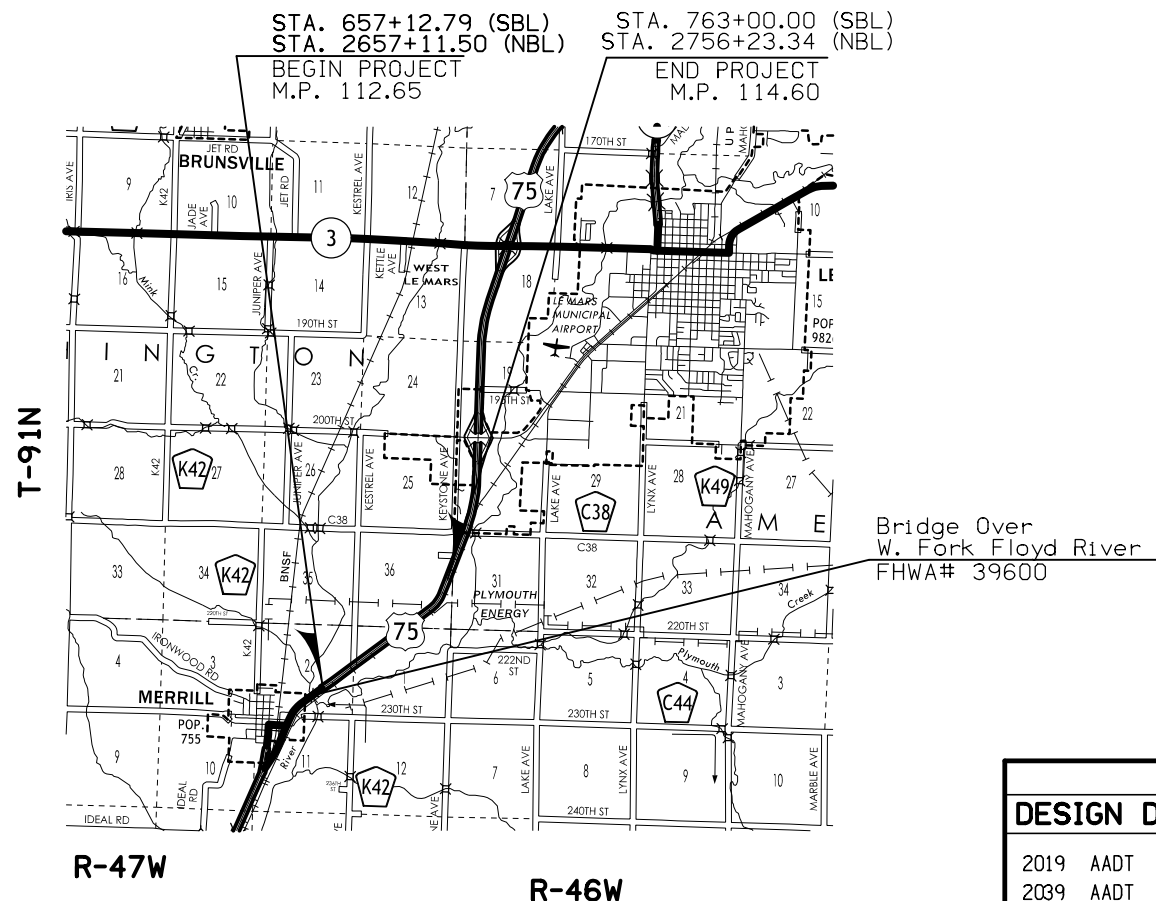
16-75-075-010

PROJECT NUMBER

NHSX-075-2(92)--3H-75

R.O.W. PROJECT NUMBER

NHSN-075-2(93)--2R-75



DESIGN DATA RURAL

2019 AADT	14,500	V.P.D.
2039 AADT	19,500	V.P.D.
2039 DHV	1,887	V.P.H.
TRUCKS	16	%
Total Design ESALs	--	

INDEX OF SEALS

SHEET NO.	NAME	TYPE
A.1	X	Primary Signature Block
X	X	X

PRELIMINARY PLANS

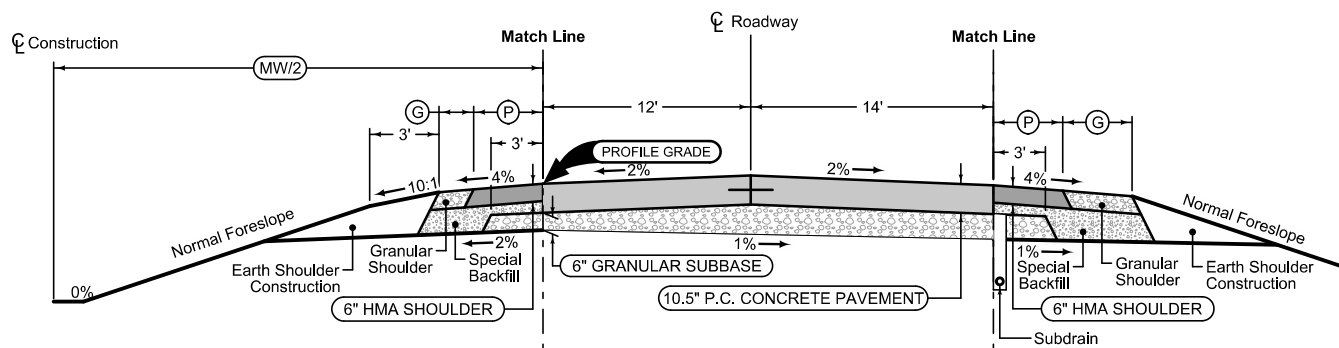
Subject to change by final design.

D3 PLAN - Date: 4-29-2016

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

Direction of Travel	BEGIN STATION	END STATION	4_C_ 10-15-13	
			(P) Feet	(G) Feet
NB	2659+83.75	2663+68.57	-	-
NB	2663+68.57	2756+23.34	4	2
SB	657+12.79	663+70.00	-	-
SB	663+70.00	763+00.00	4	2



Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

Direction of Travel	BEGIN STATION	END STATION	4_C_ 10-15-13	
			(P) Feet	(G) Feet
NB	2657+11.50	2756+23.34	4	4
SB	657+12.79	763+00.00	4	4

Section shown in the direction of traffic.

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

Direction of Travel	BEGIN STATION	END STATION	4DP_ 10-19-10	
			(MW) Feet	
NB	2657+11.50	2663+68.57	0	
NB	2663+68.57	2756+23.34	54-64	
SB	657+12.79	663+70.00	0	
SB	663+70.00	763+00.00	54-64	

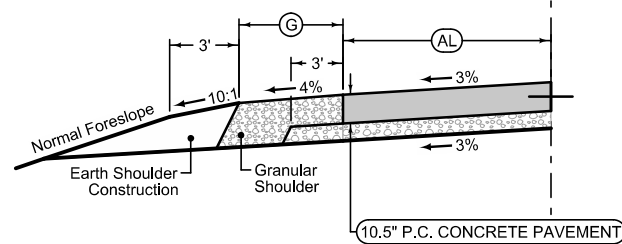
Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

Direction of Travel	BEGIN STATION	END STATION	4_AuxLane_PCC_ 10-19-10	
			(AL) Feet	(G) Feet
NB	2680+10.96	2681+30.96	0-12	6
NB	2681+30.96	2683+30.96	12	6

Auxiliary Lane

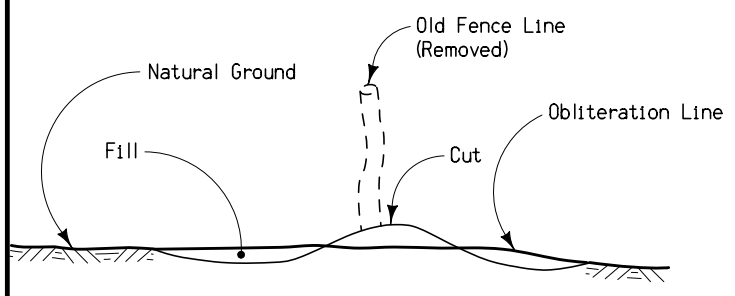
Granular Shoulder



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

U.S 75

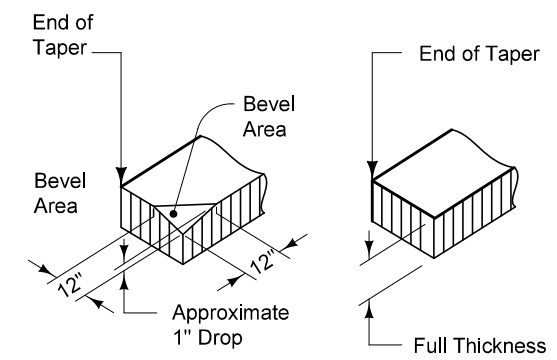
4301
08-20-96



**TYPICAL DETAILS FOR
OBLITERATION OF OLD FENCE RIDGE**

Notes:
The work of obliterating or reshaping old fence ridges shall be done at the direction of the Engineer.

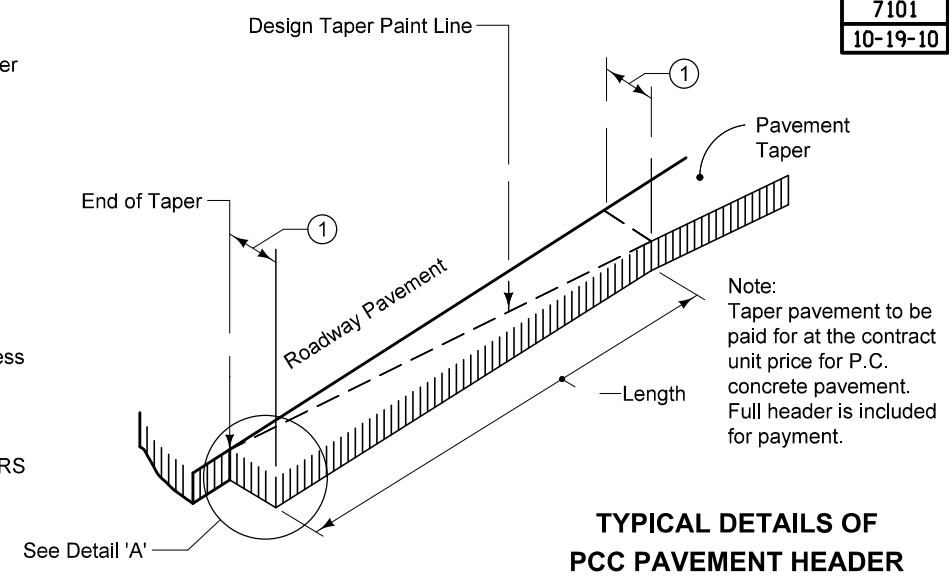
7101
10-19-10



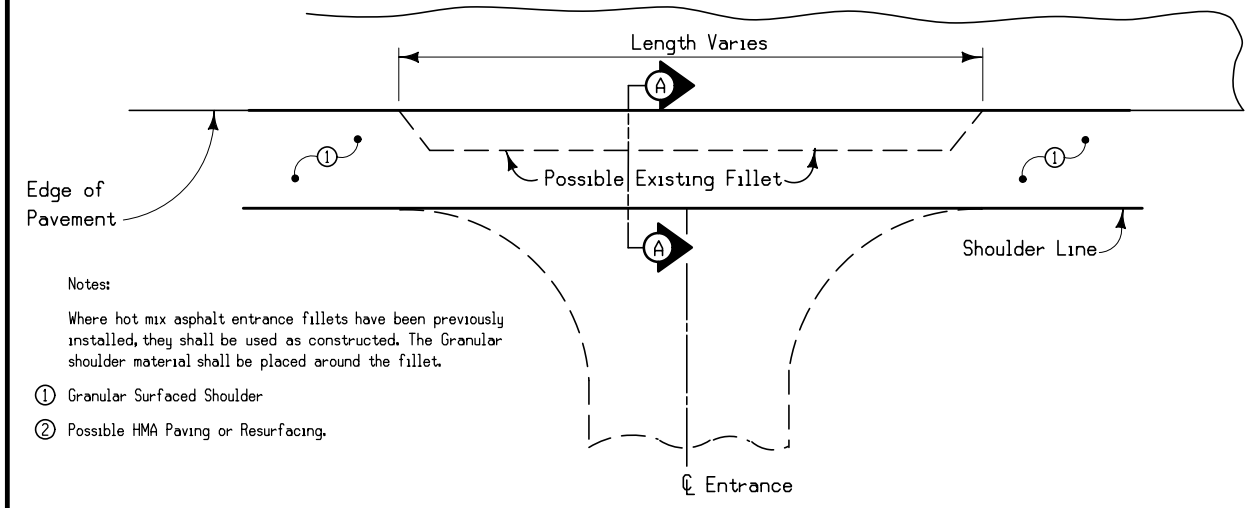
DETAIL 'A'
FOR GRANULAR SHOULDERS

DETAIL 'A'
FOR PAVED SHOULDERS

① Normal width is 2'-0". Construct 4'-0" width when butting into 4' wide HMA shoulders (See Typical 7154A).



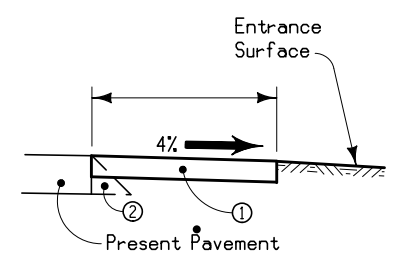
**TYPICAL DETAILS OF
PCC PAVEMENT HEADER**



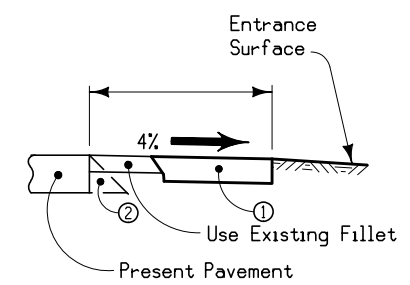
Notes:
Where hot mix asphalt entrance fillets have been previously installed, they shall be used as constructed. The Granular shoulder material shall be placed around the fillet.

① Granular Surfaced Shoulder
② Possible HMA Paving or Resurfacing.

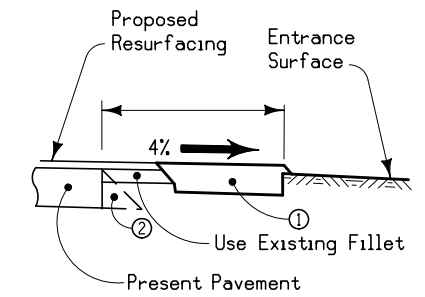
Plan



Section A-A
Without Fillet



Section A-A
With Previous Fillet

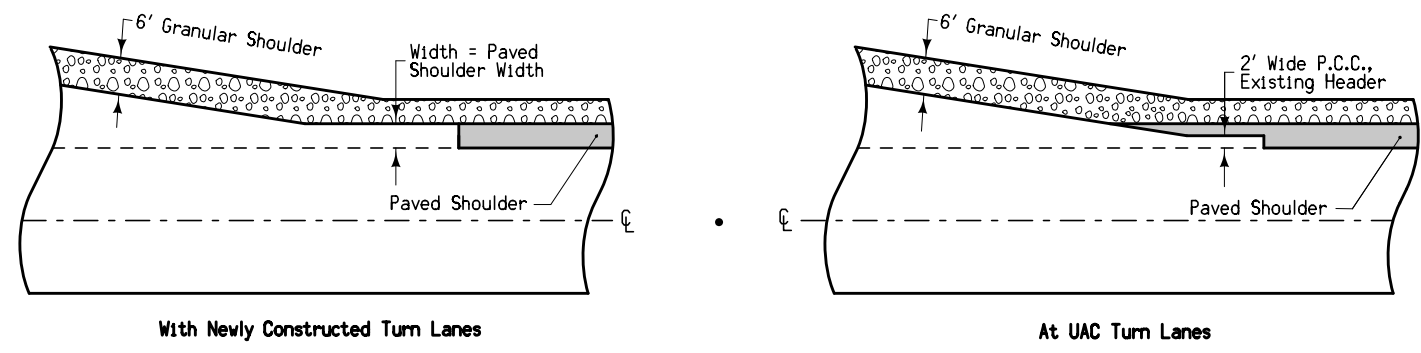


Section A-A
With Previous Fillet
And Resurfacing Less than 1/2"

GRANULAR SHOULDER CONSTRUCTION THRU ENTRANCES

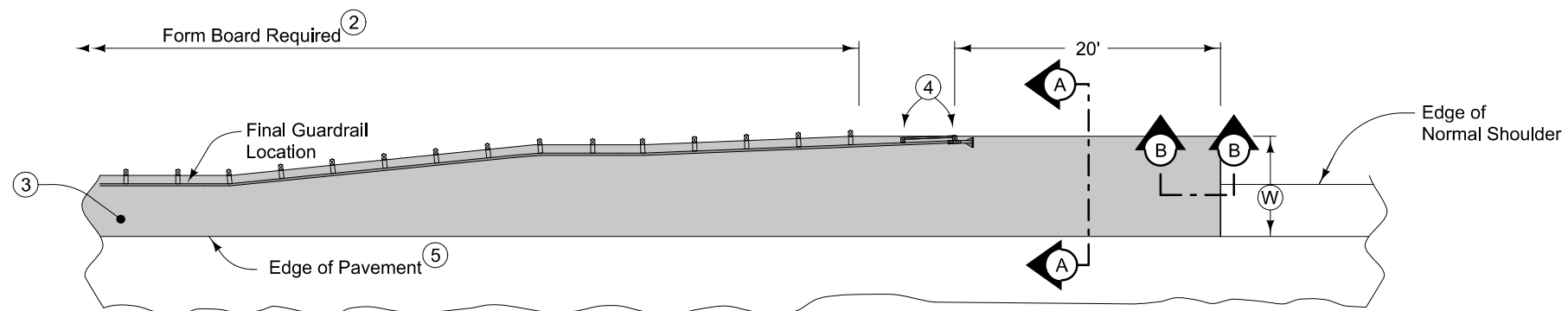
7117
10-02-01

7154A
10-20-09



**PAVED SHOULDER
DETAIL AT
TURN LANES**

7156
04-16-13

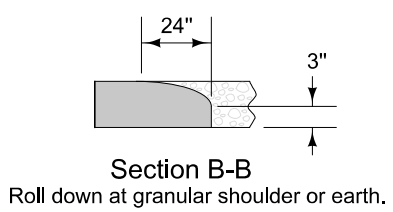
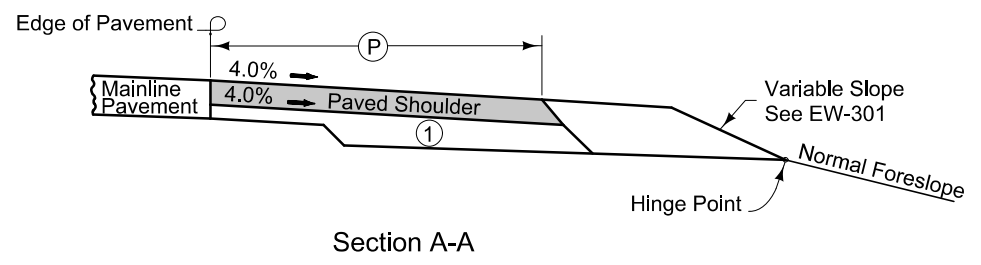
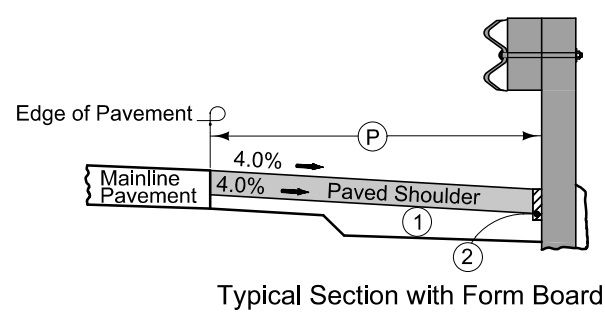


6" HMA Paved Shoulder at guardrail. 7" PCC may be substituted with the following jointing layout:

Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at W/2 from edge of mainline pavement when W is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

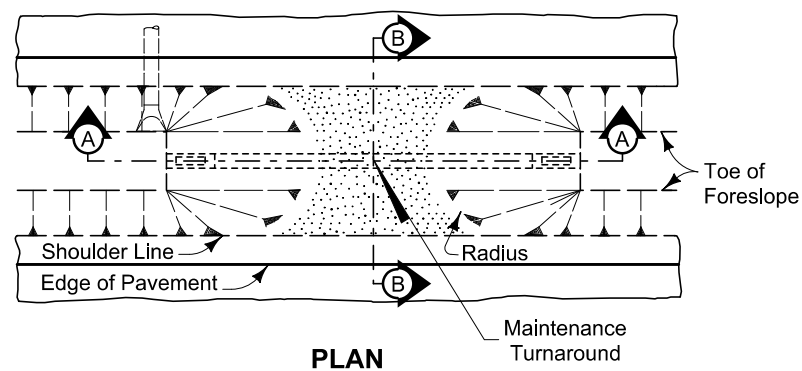
Compaction of HMA is required to face of guardrail post. Hand compaction will be allowed under guardrail. Removal & reinstallation of guardrail will be allowed with no additional payment.

Refer to Shoulder tabulation (112-9) for quantities.

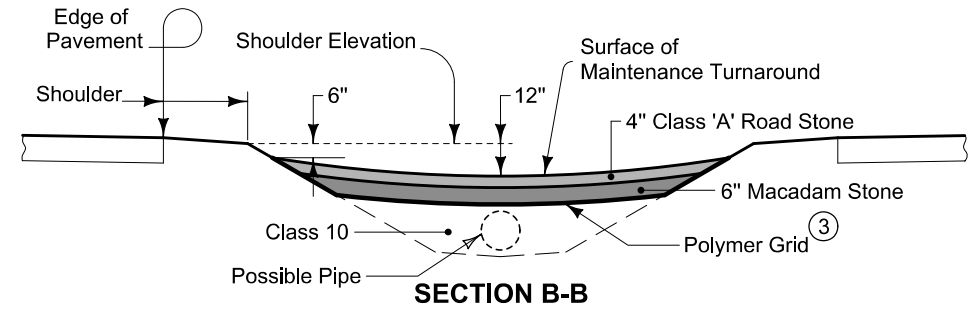
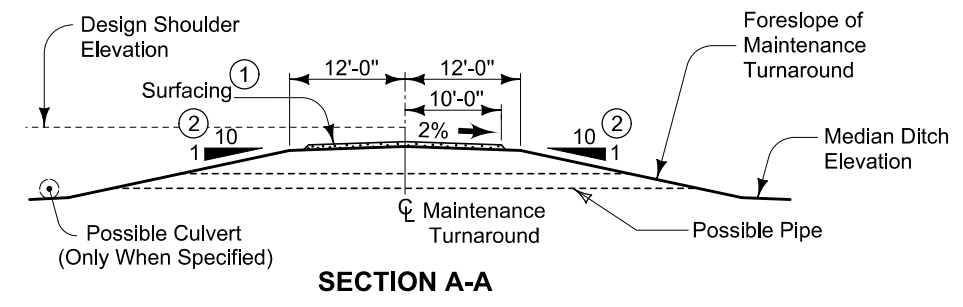


- ① 6" subgrade treatment.
- ② When guardrail posts are installed prior to construction of paved shoulder, nail 1" x 6" untreated form boards along the face of guardrail posts for the length shown. This board is to prevent shoulder material from contacting the sides of the posts and altering the function of the guardrail. Form board not required for final 2 posts.
- ③ Continue paved shoulder to existing paved shoulder or 20' beyond the end of guardrail.
- ④ Shoulder may be notched for final 2 posts or post sleeves may be installed through pavement.
- ⑤ 'KT-1' joint for PCC shoulder.
'B' joint for HMA shoulder.

PAVED SHOULDER AT GUARDRAIL



- ① Surfacing quantities based on a 6 inch layer of Macadam Stone base and a 4 inch layer of Class 'A' Road Stone. Apply surfacing as directed by the Engineer.
- ② Construct 8:1 foreslope when drainage pipe is incorporated into the maintenance turnaround.
- ③ Install Polymer Grid between Class 10 and stone material.
- ④ See Standard Road Plan DR-212.



MAINTENANCE TURNAROUND

Location		Class 'A' Road Stone	Macadam Stone	Polymer Grid	Class 10	Pipe Length	Beveled Pipe & Guard ④	Radius	Remarks
Road Identification	Station	TONS	TONS	SY	CY	LF	EACH	FT	

SURVEY SYMBOLS

- EP Edge of Paved Roads (ML or SR)
- SNP Unpaved Shoulder
- EG Edge of Gravel Road
- RR Centerline of Railroad Tracks
- DU Centerline Draw or Stream (Up)
- D Centerline Draw or Stream (Down)
- PPA Power Pole Co. 1
- SI Sign
- TDC Tree Deciduous
- RIP Rip-Rap
- DIK Centerline of Dike or Dam
- STP Stump
- ENU Edge Unpaved Entrance & Parking
- RET Retaining Walls
- TEV Evergreen Tree
- LP L.P. Tank
- RRS Railroad Signal
- RRB Railroad Signal Box
- GDL Guard Rail Steel
- LUM Luminaire
- OUT Tile Outlet
- TIL Tile Line
- IN Storm Sewer Intake

UTILITY LEGEND

CenturyLink Telephone
 Carroll Wheaton
 7404 N 78th Street
 Omaha, NE, 68122
 402-572-5887
 Carroll.Wheaton@centurylink.com

MCI / Verizon Business
 Long Distance Fiber Optic
 Stephen Bonczkowski
 501 63rd Street
 Downers Grove, IL 60516
 630-395-6701
 stephen.bonczkowski@verizon.com

North West Rural Electric Cooperative
 Electric
 Derrick Haak
 1505 Albany Place SE
 Orange City, IA 51041-9678
 712-707-4935
 dhaak@nwrec.coop

Southern Sioux County Rural Water System
 Water
 Russ Coons
 1002 Main Street
 Ireton, IA 51027
 712-278-2212

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

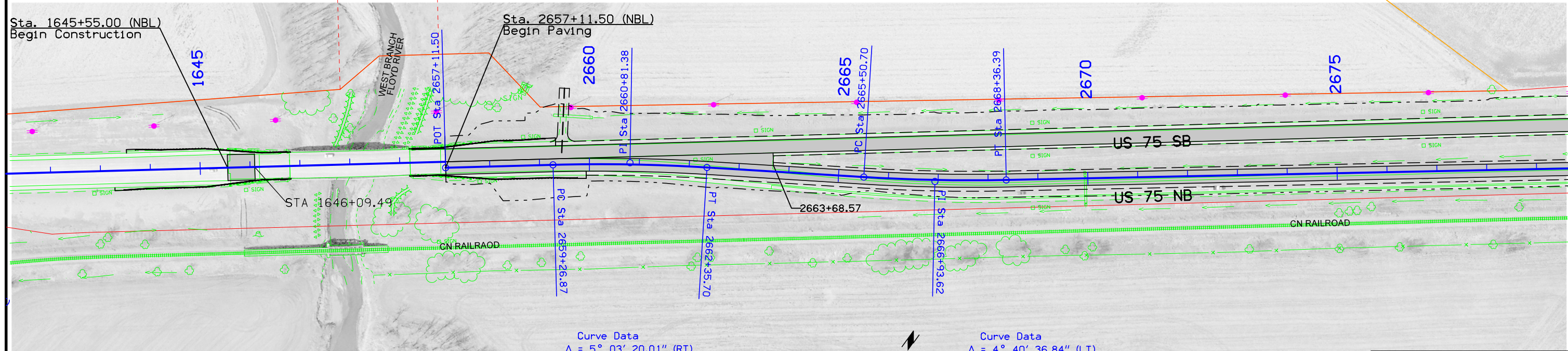
- ### RIGHT-OF-WAY LEGEND
- Proposed Right-of-Way
 - Existing Right of Way
 - Existing and Proposed Right-of-Way
 - Easement and Existing Right-of-Way
 - Easement (Temporary)
 - Easement
 - Access Control
 - Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

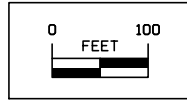
(COVERS SHEET SERIES D, E, F, & K)

Liberty TWP.
T-91-N R-46W
SEC. 2

30"
C.M.P.
(Remove)
Prop. 30"
Unc.I Ent. Pipe



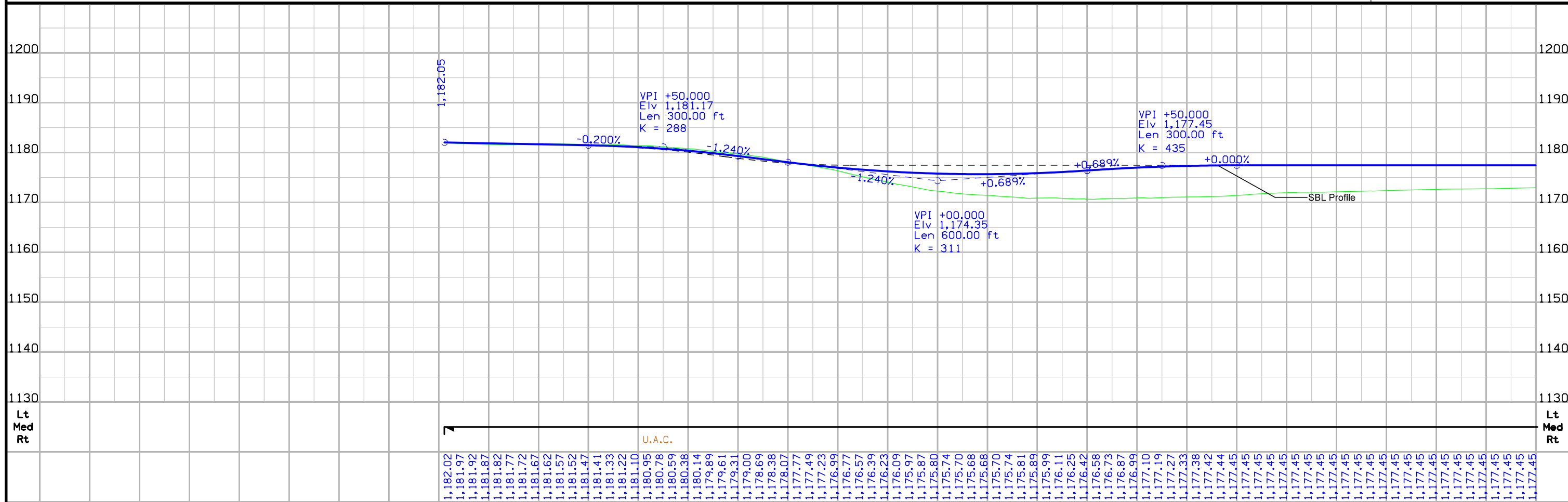
Curve Data
 $\Delta = 5^\circ 03' 20.01''$ (RT)
 T = 154.51
 L = 308.83
 R = 3,500.00
 E = 3.41
 e = 5.0%
 L = 225'
 x = 90'



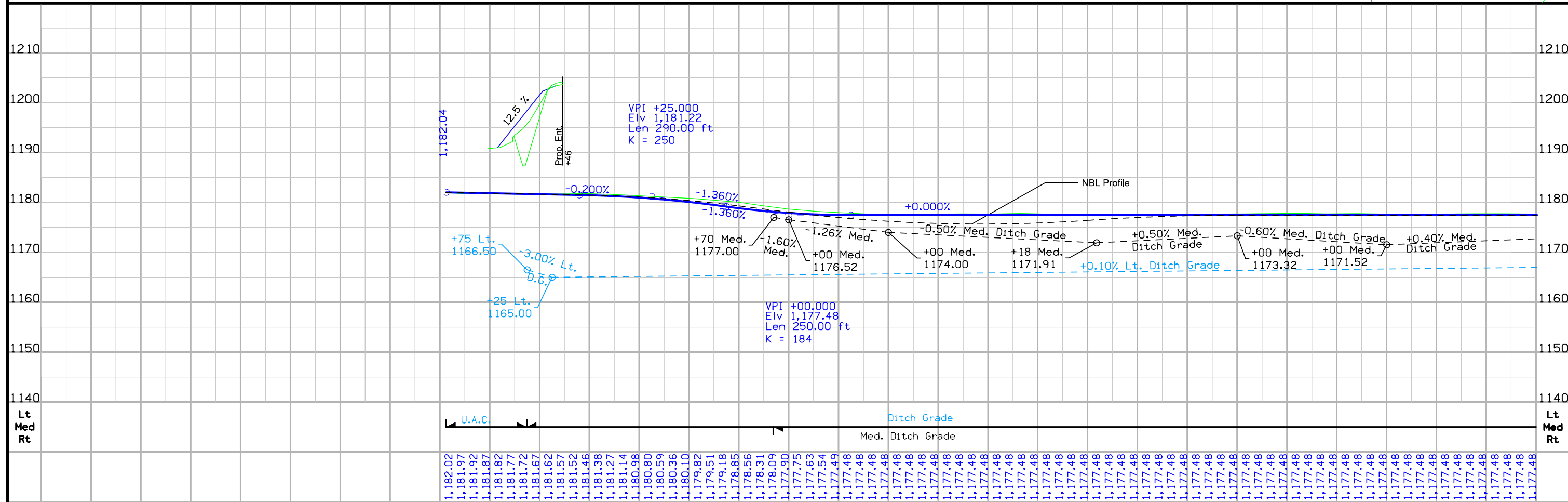
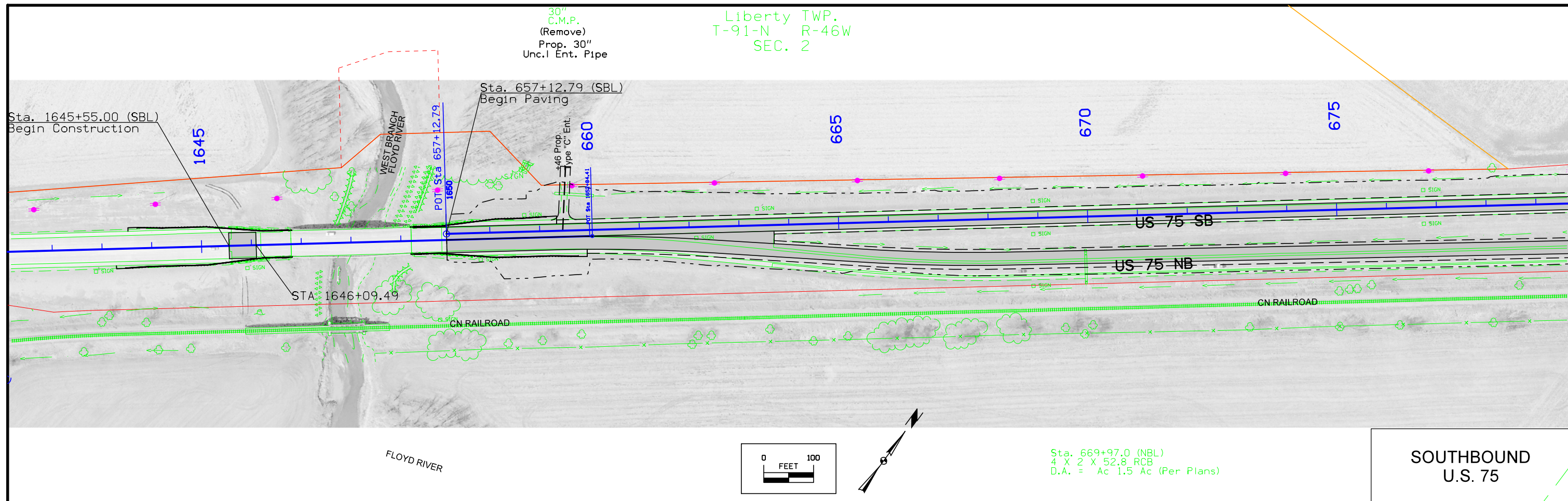
Curve Data
 $\Delta = 4^\circ 40' 36.84''$ (LT)
 T = 142.93
 L = 285.70
 R = 3,500.00
 E = 2.92
 e = 5.0%
 L = 225'
 x = 90'

Sta. 669+97.0 (NBL)
 4 X 2 X 52.8 RCB
 D.A. = Ac 1.5 Ac (Per Plans)

NORTHBOUND
U.S. 75



FILE NO.	ENGLISH	DESIGN TEAM	Holst \ Strum \ Janus	PLYMOUTH COUNTY	PROJECT NUMBER	NHSX-075-2(92)--3H-75	SHEET NUMBER	D.2
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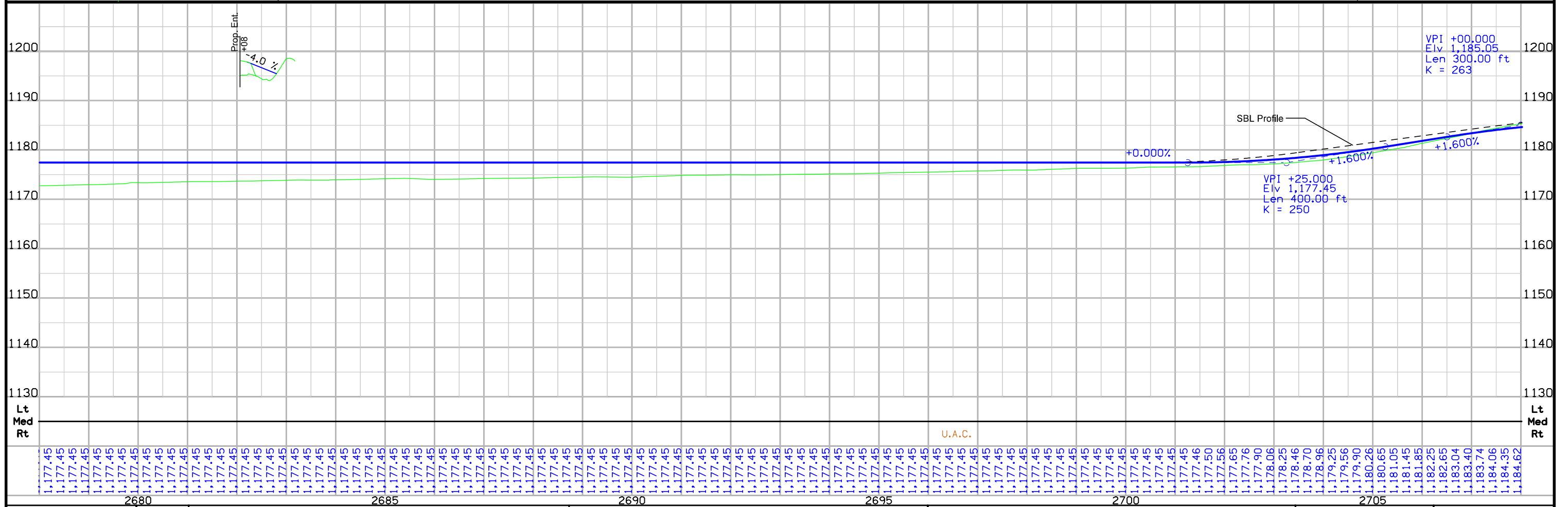
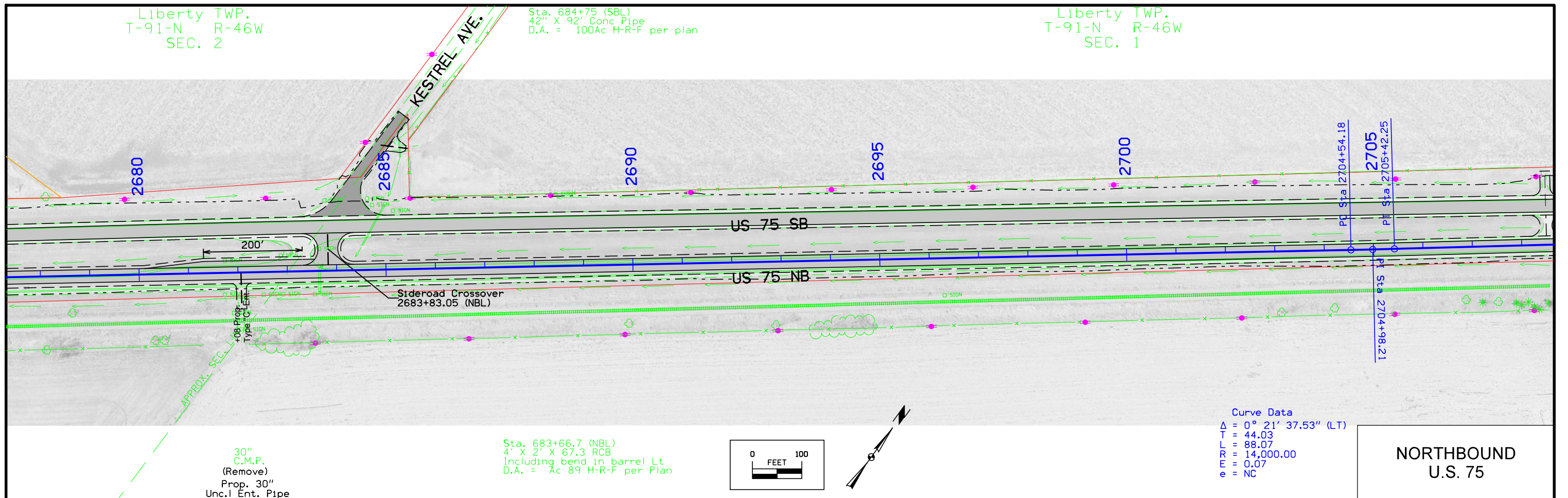


FILE NO.	ENGLISH	DESIGN TEAM	660	665	670	675
		Holst \ Strum \ Janus				
			PLYMOUTH COUNTY			
			PROJECT NUMBER			
			NHSX-075-2(92)--3H-75			
			SHEET NUMBER			
			D.3			

Liberty TWP.
T-91-N R-46W
SEC. 2

Sta. 684+75 (SBL)
42" X 92" Conc Pipe
D.A. = 100Ac H-R-F per plan

Liberty TWP.
T-91-N R-46W
SEC. 1

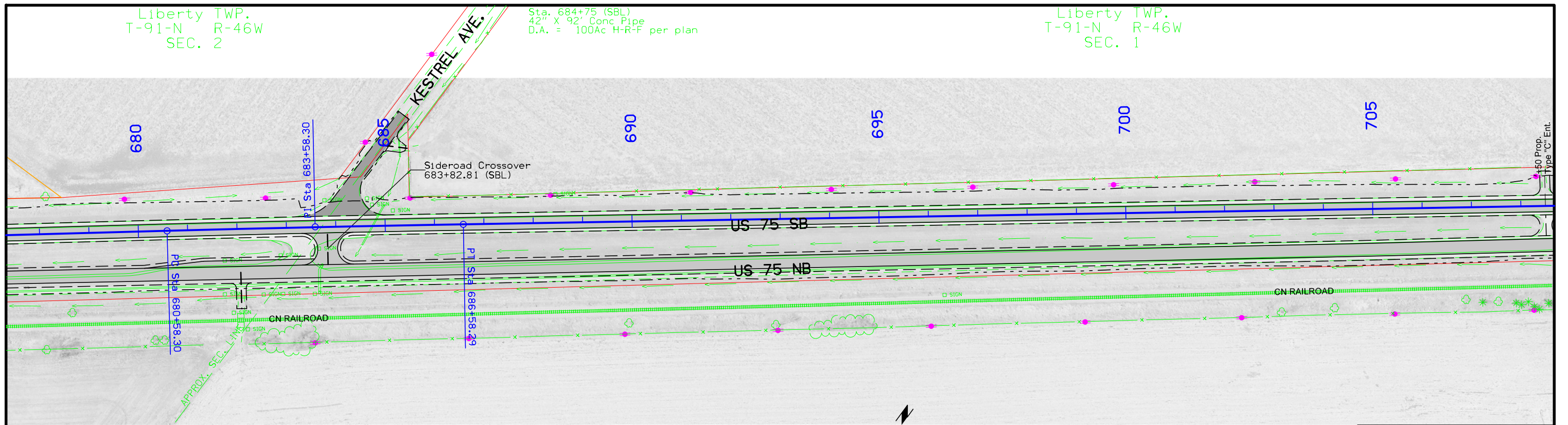


FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(92)--3H-75	D.4

Liberty TWP.
T-91-N R-46W
SEC. 2

Sta. 684+75 (SBL)
42" X 92" Conc Pipe
D.A. = 100Ac H-R-F per plan

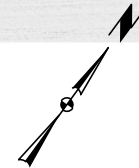
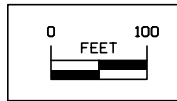
Liberty TWP.
T-91-N R-46W
SEC. 1



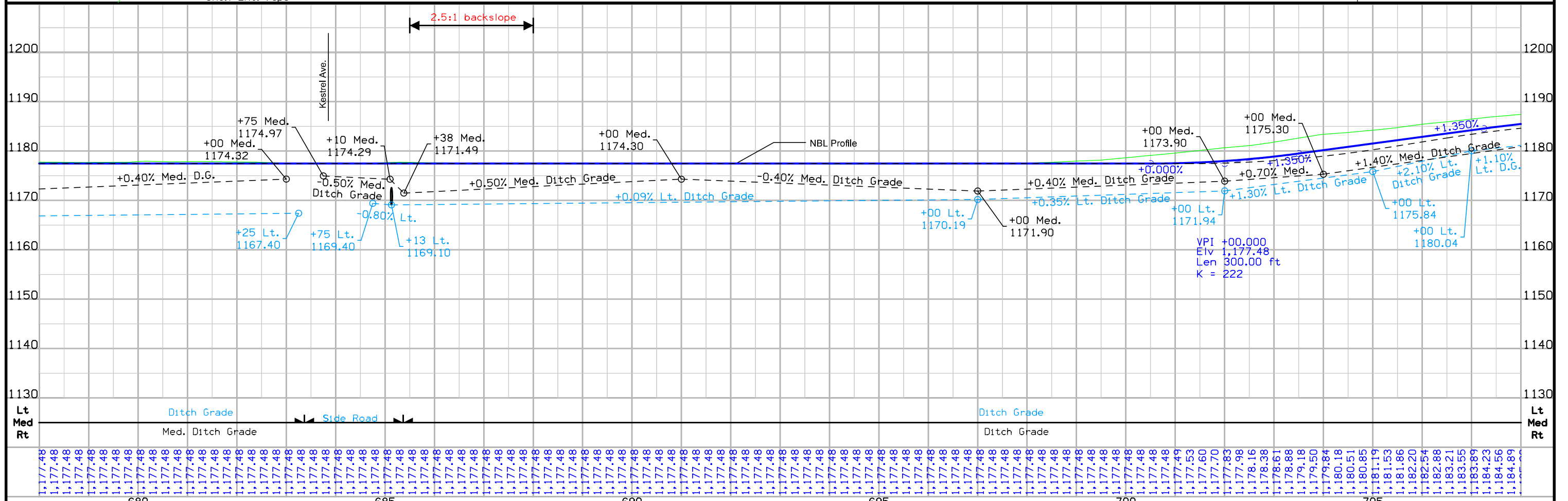
30" C.M.P. (Remove) Prop. 30" Unc.I Ent. Pipe

Curve Data
 $\Delta = 0^\circ 34' 27.74''$ (RT)
 $T = 300.00$
 $L = 599.99$
 $R = 59,851.78$
 $E = 0.75$
 $e = NC$

Sta. 683+66.7 (NBL)
4' X 2' X 67.3 RCB
Including bend in barrel Lt
D.A. = 89 Ac H-R-F per Plan



**SOUTHBOUND
U.S. 75**



FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(92)--3H-75	D.5

Liberty TWP.
T-91-N R-46W
SEC. 1

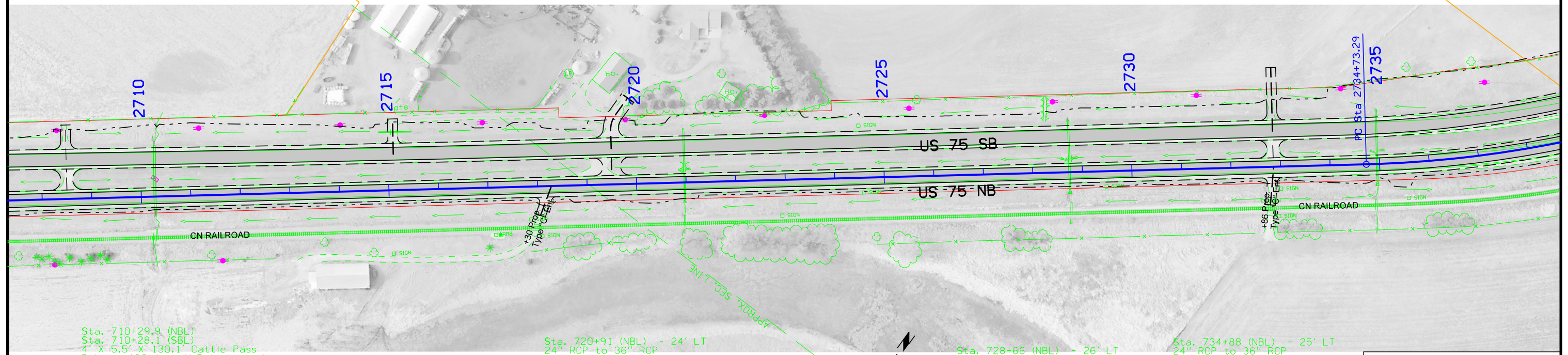
18"
C.M.P.
(Remove)
Prop. 18"
Unc.I Ent. Pipe

Sta. 720+99 (NBL)
Sta. 720+97 (SBL)
2' X 2' X 36.0' RCB
30" RCP EXT & APR SECTION RT & LT
D.A. = 13 Ac - H-R (Per Plan)

Sta. 728+76.3 (NBL)
Sta. 728+73.5 (SBL)
3' X 2' X 32.6' RCB
with 36" RCP extensions Rt & Lt.
D.A. = 21 Ac - H (Per Plan)

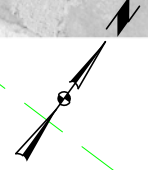
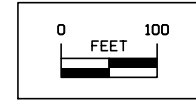
Washington TWP.
T-92-N R-46W
SEC. 36

Sta. 734+97.3 (NBL)
Sta. 734+95 (SBL)
3' X 2' X 32.5' RCB
With 36" RCP extensions Rt & Lt
D.A. = 25 Ac - H (Per Plan)



Sta. 710+29.9 (NBL)
Sta. 710+28.1 (SBL)
4' X 5.5' X 130.1' Cattle Pass
D.A. = 132 Ac - H-R (per plan)
U.A.C.
Sta. 710+30 - 36' Lt. (North Bound Lane)
4" X 6" Intake slot in top cattle pass
D.A. = Median
U.A.C.

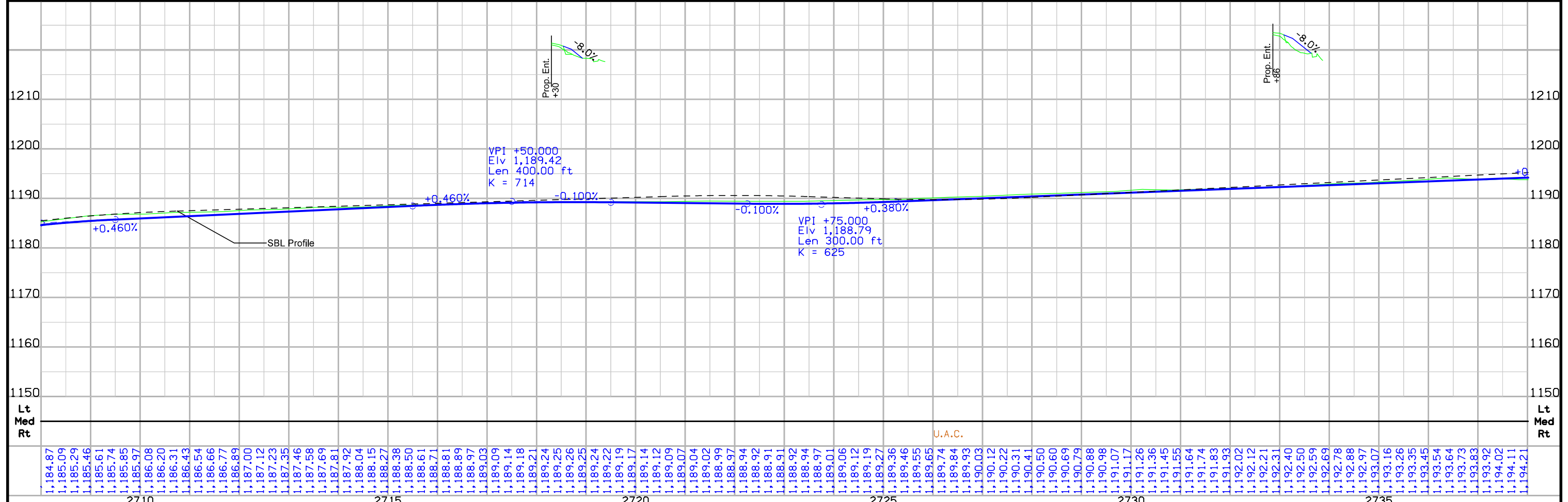
Sta. 720+91 (NBL) - 24' LT
24" RCP to 36" RCP
D.A. = Median
Sta. 721+07 (NBL) - 26' LT
24" RCP to 36" RCP
D.A. = Median



Sta. 728+66 (NBL) - 26' LT
24" RCP to 36" RCP
D.A. = Median
Sta. 728+87 (NBL) - 28' LT
24" RCP to 36" RCP
D.A. = Median

Sta. 734+88 (NBL) - 25' LT
24" RCP to 36" RCP
D.A. = Median
Sta. 735+08 (NBL) - 27' LT
24" RCP to 36" RCP
D.A. = Median

**NORTHBOUND
U.S. 75**



FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(92)--3H-75	D.6

Liberty TWP.
T-91-N R-46W
SEC. 1

18" C.M.P.
(Remove)
Prop. 18"
Unc.I Ent. Pipe

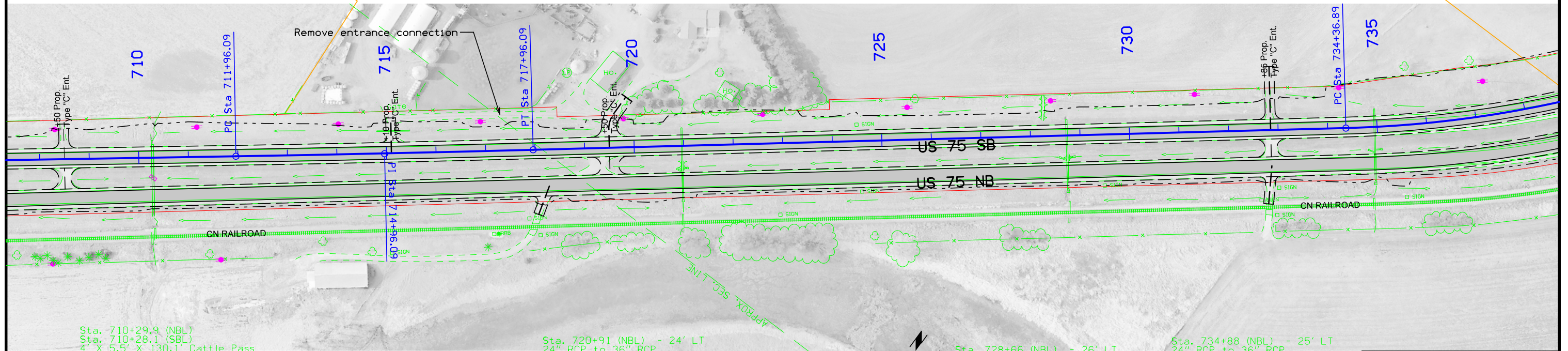
Curve Data
Δ = 0° 33' 24.27" (LT)
T = 300.00
L = 600.00
R = 61,747.08
E = 0.73

Sta. 720+99 (NBL)
Sta. 720+97 (SBL)
2' X 2' X 36.0" RCB
30" RCP EXT & APR SECTION RT & LT
D.A. = 13 Ac - H-R (Per Plan)

Sta. 728+76.3 (NBL)
Sta. 728+73.5 (SBL)
3' X 2' X 32.6" RCB
with 36" RCP extensions Rt & Lt.
D.A. = 21 Ac - H (Per Plan)

Washington TWP.
T-92-N R-46W
SEC. 36

Sta. 734+97.3 (NBL)
Sta. 734+95 (SBL)
3' X 2' X 32.5" RCB
With 36" RCP extensions Rt & Lt.
D.A. = 25 Ac - H (Per Plan)



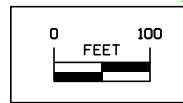
Sta. 710+29.9 (NBL)
Sta. 710+28.1 (SBL)
4' X 5.5' X 130.1' Cattle Pass
D.A. = 132 Ac - H-R (per plan)

U.A.C.
Sta. 710+30 - 36' Lt. (North Bound Lane)
4" X 6" Intake slot in top cattle pass
D.A. = Median

U.A.C.

Sta. 720+91 (NBL) - 24' LT
24" RCP to 36" RCP
D.A. = Median

Sta. 721+07 (NBL) - 26' LT
24" RCP to 36" RCP
D.A. = Median



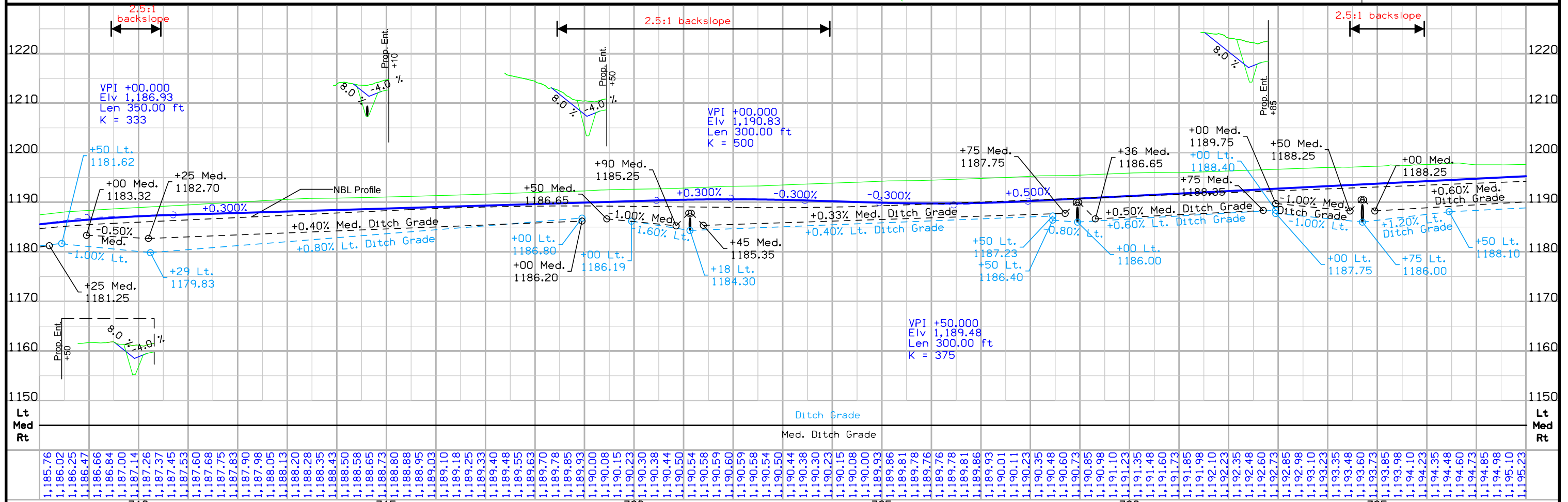
Sta. 728+66 (NBL) - 26' LT
24" RCP to 36" RCP
D.A. = Median

Sta. 728+87 (NBL) - 28' LT
24" RCP to 36" RCP
D.A. = Median

Sta. 734+88 (NBL) - 25' LT
24" RCP to 36" RCP
D.A. = Median

Sta. 735+08 (NBL) - 27' LT
24" RCP to 36" RCP
D.A. = Median

**SOUTHBOUND
U.S. 75**



FILE NO.	ENGLISH	DESIGN TEAM	Holst \ Strum \ Janus	PLYMOUTH COUNTY	PROJECT NUMBER	NHSX-075-2(92)--3H-75	SHEET NUMBER	D.7
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Washington TWP.
T-92-N R-46W
SEC. 36

Sta. 747+09.7 (SBL)
54" X 97' RCP to Median Well
D.A. = 50 Ac H-R (Per Plan)

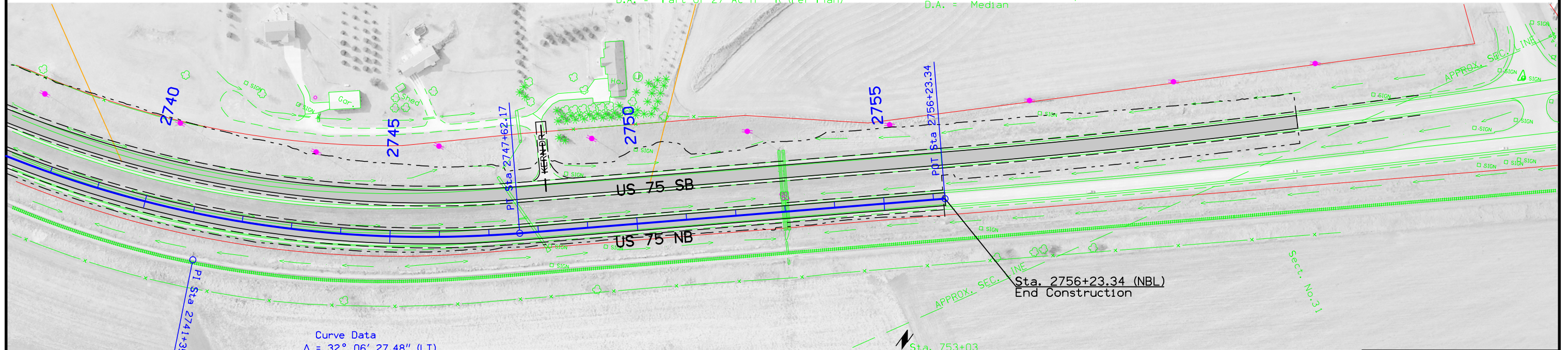
Sta. 752+58
60" X 85' Conc Pipe to Median RCB
D.A. = Part of 27 Ac H - R (Per Plan)

Sta. 753+11.2 - 31' Lt. (North Bound Lane)
4" X 6' Intake slot in top RCB
D.A. = Median

30" X 64.47' Conc Pipe

Sta. 752+67
60" X 85' Conc Pipe to Median RCB
D.A. = Part of 27 Ac H - R (Per Plan)

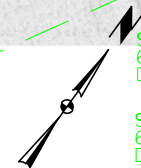
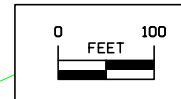
Sta. 753+03.8 - 31' Lt. (North Bound Lane)
4" X 6' Intake slot in top RCB
D.A. = Median



Curve Data
Δ = 32° 06' 27.48" (LT)
T = 661.85
L = 1,288.88
PI = 2,300.00
PVI = 93.33
R = 62'
L = 270'
X = 90'

Sta. 747+69 (NBL) - 28'
24" RCP to Median Well
D.A. = Median

Sta. 748+01.5 (NBL)
54" X 72' RCP from Median Well
D.A. = 50 Ac H-R (Per Plan)

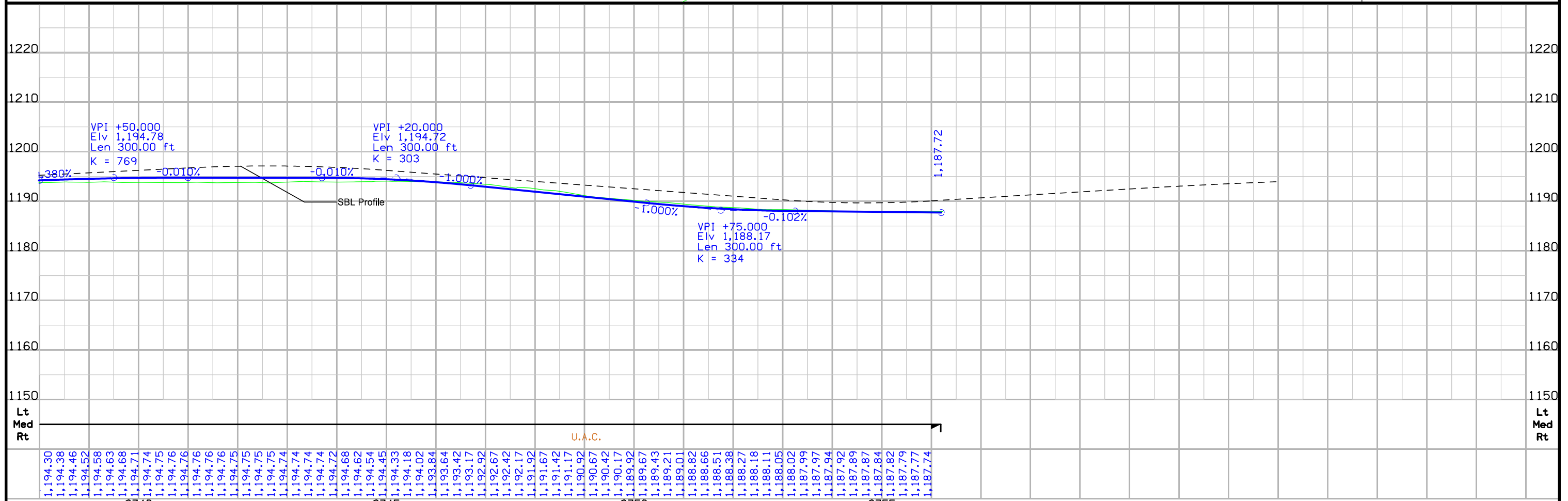


Sta. 753+03
60" X 60' Conc Pipe from Median RCB
D.A. = Part of 27 Ac H - R (Per Plan)

Sta. 703+11
60" X 60' Conc Pipe from Median RCB
D.A. = Part of 27 Ac H - R (Per Plan)

America TWP.
T-92-N R-45W
SEC. 31

NORTHBOUND
U.S. 75



Washington TWP.
T-92-N R-46W
SEC. 36

Sta. 747+09.7 (SBL)
54" X 97' RCP to Median Well
D.A. = 50 Ac H-R (Per Plan)

Sta. 752+58
60" X 85' Conc Pipe to Median RCB
D.A. = Part of 27 Ac H - R (Per Plan)

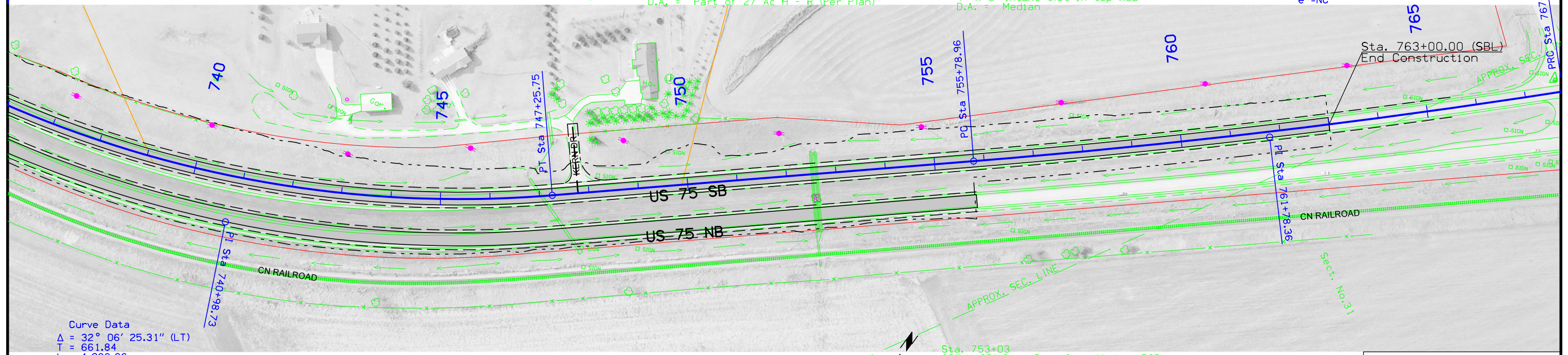
Sta. 753+11.2 - 31' Lt. (North Bound Lane)
4" X 6' Intake slot in top RCB
D.A. = Median

Curve Data
Δ = 4° 11' 18.12" (LT)
T = 599.40
L = 1,198.27
R = 16,392.07
E = 10.96
e = NC

30" X 64.47' Conc Pipe

Sta. 752+67
60" X 85' Conc Pipe to Median RCB
D.A. = Part of 27 Ac H - R (Per Plan)

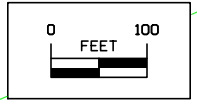
Sta. 753+03.8 - 31' Lt. (North Bound Lane)
4" X 6' Intake slot in top RCB
D.A. = Median



Curve Data
Δ = 32° 06' 25.31" (LT)
T = 661.84
L = 1,288.86
R = 2,300.00
E = 93.33
e = 6%
L = 270'
x = 90'

Sta. 747+69 (NBL) - 28' LT
24" RCP to Median Well junction box
D.A. = Median

Sta. 748+01.5 (NBL)
54" X 72' RCP From Median Well
D.A. = 50 Ac H-R (Per Plan)

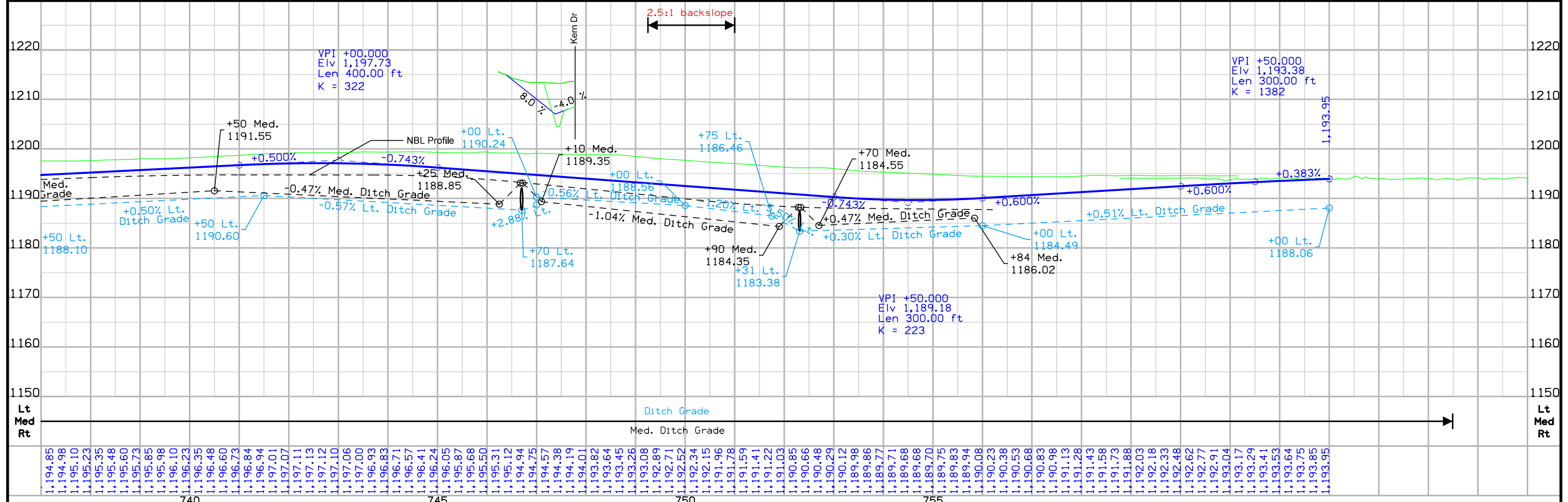


Sta. 753+03
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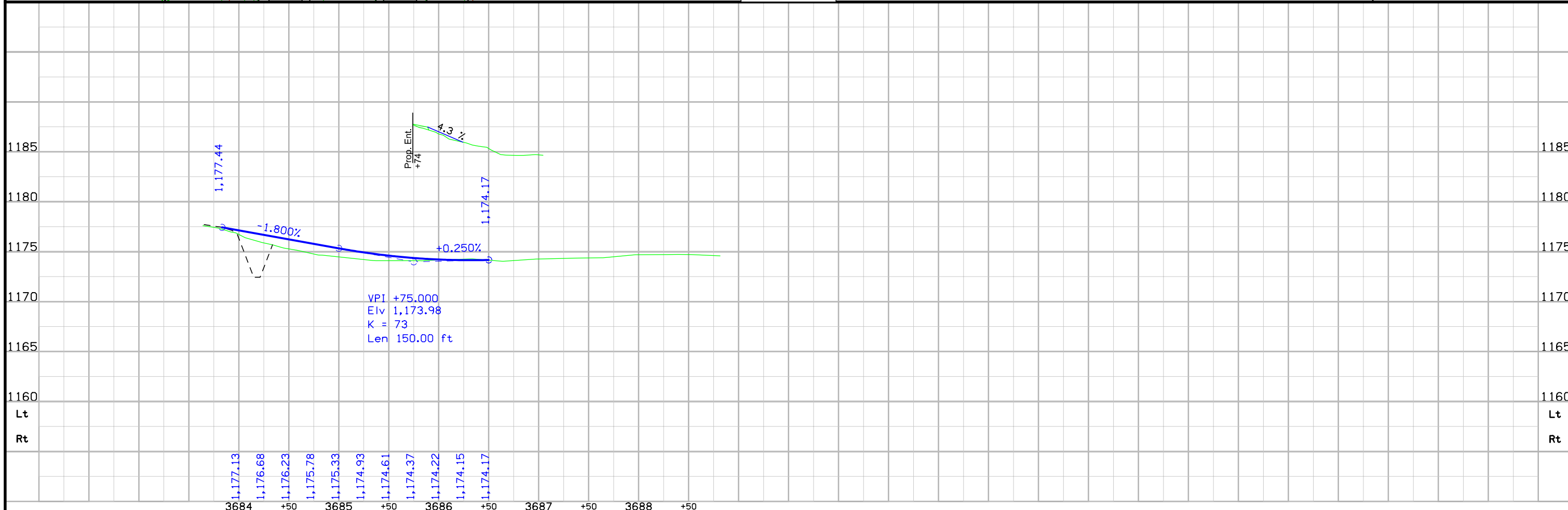
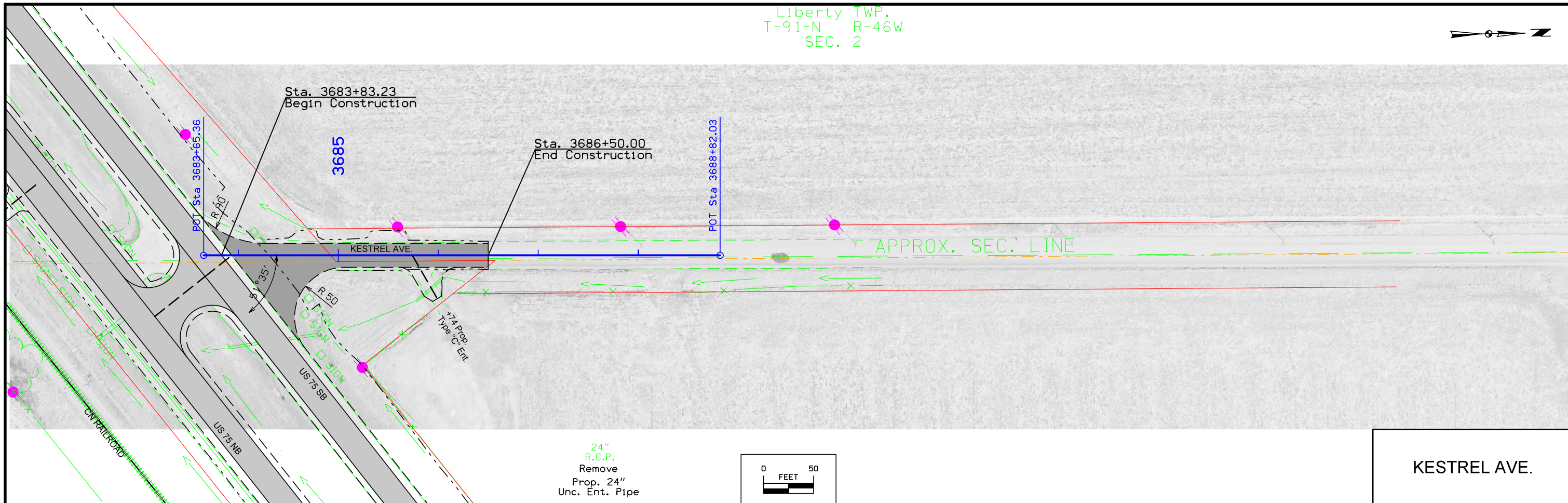
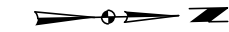
Sta. 703+11
60" X 60' Conc Pipe from Median RCB
D.A. = Part of 27 Ac H - R (Per Plan)

America TWP.
T-92-N R-45W
SEC. 31

SOUTHBOUND
U.S. 75



FILE NO.	ENGLISH	DESIGN TEAM	PLYMOUTH COUNTY	PROJECT NUMBER	SHEET NUMBER
		Holst \ Strum \ Janus		NHSX-075-2(92)--3H-75	D.9



Survey Information

County: Plymouth
PIN: 16-75-075-010
Project Number: NHSX-075-2(91)--3H-75
Location: Jackson St in Merrill to Co Rd C38
Type of Work: Preliminary Engineering
Project Directory: 7507501016
SAP 666.1

Survey Personnel

Field personnel:
 Clayton Henningsen- lead survey technician
 Jason Arn- survey technician
 Jeffrey Duncan- survey technician
Office personnel:
 Eric Diedrich- survey mapping
 Norman Miller- survey manager

Date(s) of Survey

Begin Date 02/18/2016
 End Date 03/21/2016

General Information

Measurement units for this survey are US survey feet. This survey is for preliminary engineering of US 75 between Merrill and the Le Mars by-pass. This project is a combination of field survey and aerial survey. The existing pavement was only field surveyed at the tie in locations at each end of the project. The rest was surveyed using aerial photography.

Vertical Control

Vertical Control was established on 3 monuments on the project designated as points 13, 67 and 126. These monuments are stable and are expected to hold vertical reasonably well. The vertical datum is NAVD88. Datum was transferred from the Iowa RTN reference station at LeMars to the projects monuments mentioned above by using concurrent 6 hour static measurements and post processing connecting vectors. Geoid 12 A was used in processing. The LeMars reference station orthometric height used is 1287.25 US Survey Ft.

This survey observed 2 Plymouth Control Monuments with published NAVD88 heights to validate the reference station height used in computation of project heights. The County control has a stated vertical accuracy of + or 0.10 ft. The survey heights determined at the two county monuments validate the NAVD 88 height used at the LeMars reference station and the positions of the project control monuments within acceptable tolerance.

County Control mark designated 067 has a published height. Of 1189.29
 Survey height. = 1189.45.

County Control mark designated 126 has a published height. Of 1218.54
 Survey height. = 1218.55

Horizontal Control

Horizontal Control was established on 3 monuments on the project designated as points 13, 67 and 126. These monuments are stable and are expected to hold vertical reasonably well. The horizontal datum is NAD83(2011) (EPOCH 2010.00). Datum was transferred from the Iowa RTN reference station at LeMars to the projects monuments mentioned above by using concurrent 6 hour static measurements and post processing connecting vectors. Iowa Regional Coordinate System Zone 4 is used. The Zone 4 coordinates used at the LeMars reference station are: N= 8699224.17, E= 14146951.66. See http://www.iowadot.gov/rtn/pdfs/IaRCS/IaRCS_04_SiouxCity_IowaFalls.pdf for information regarding Iowa Regional Coordinate System Zone 4.

Survey Alignment Information

The horizontal alignment for this survey is prepared by the District 3 ROW office.

Utility Information

District 3 Office utility coordinator will provide required utility information for this project.

HORIZONTAL AND VERTICAL CONTROL BENCHMARK COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2013.00

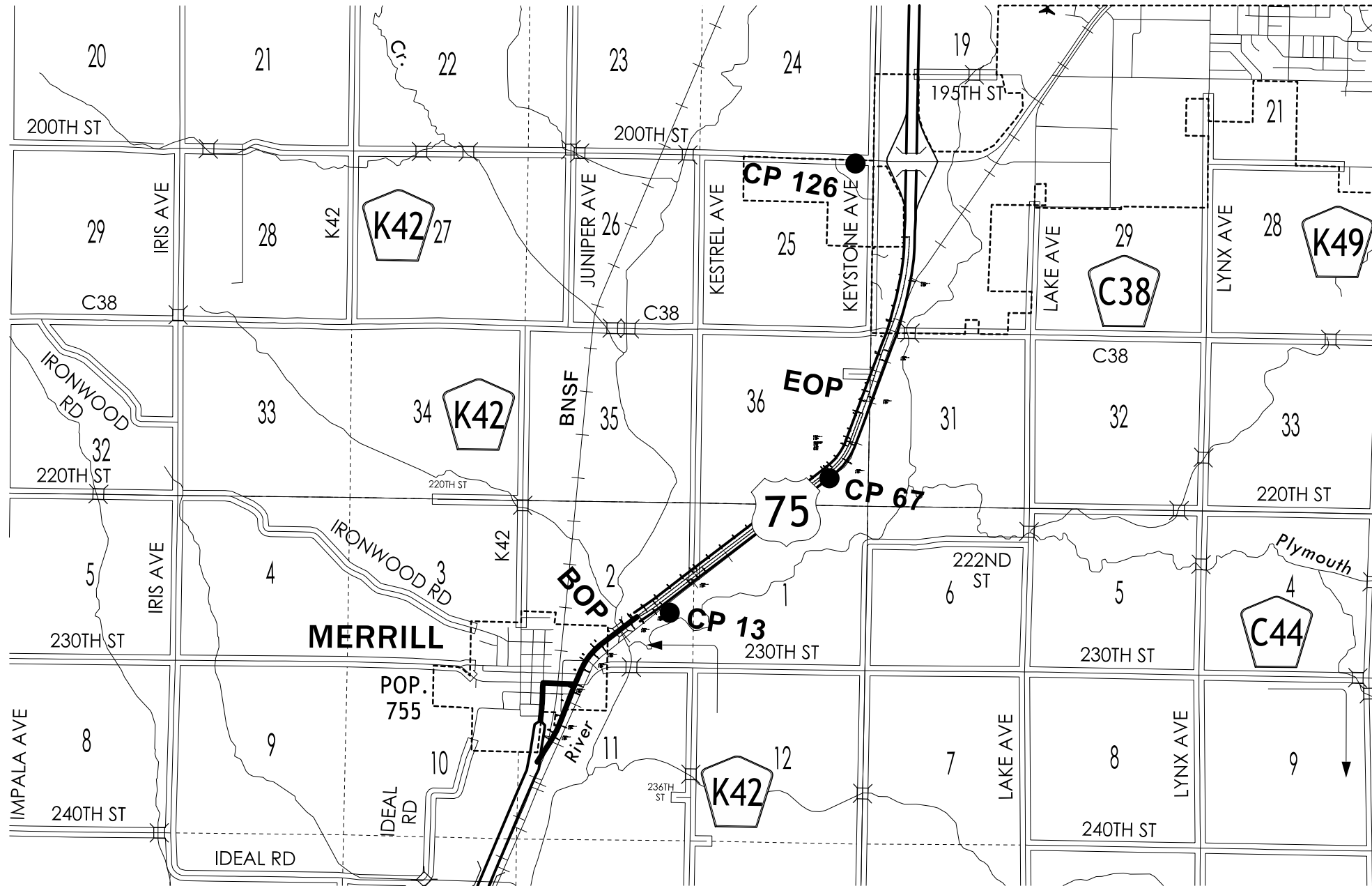
VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 4

Point	North	East	Elevation	Description	Station - North Bound Lane	Offset
13	8673332.3050	14122460.3940	1175.3250	T BAR	665+09.33	22.7203
67	8677436.5020	14127875.8860	1189.4460	PLYMOUTH COUNTY MONUMENT	733+02.35	44.4010
126	8687066.9080	14129254.5360	1218.5510	PLYMOUTH COUNTY MONUMENT	Off Chain	Off Chain

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.



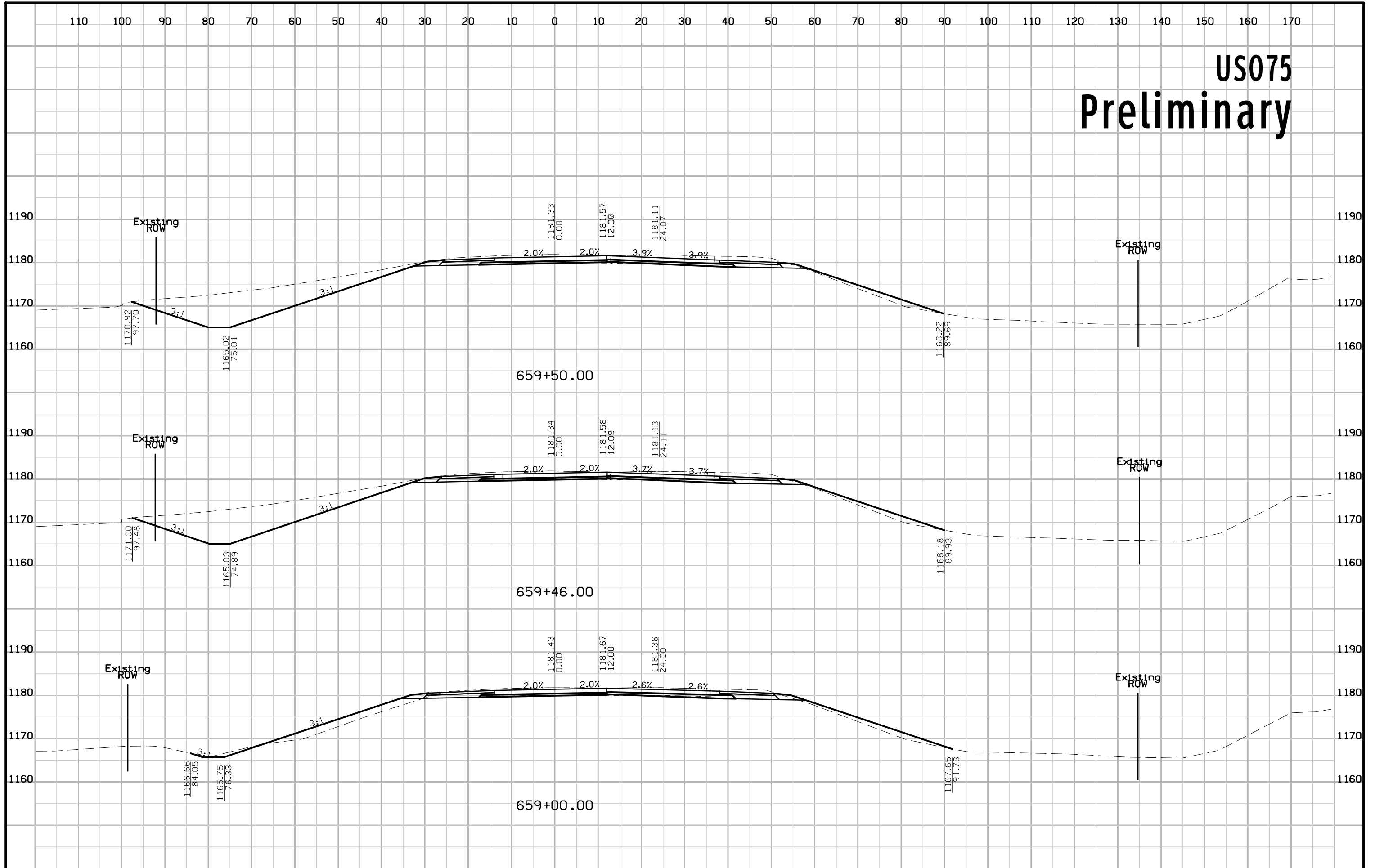
HORIZ. DATUM: NAD83(2011) EPOCH 2013.00

VERT. DATUM: NAVD88

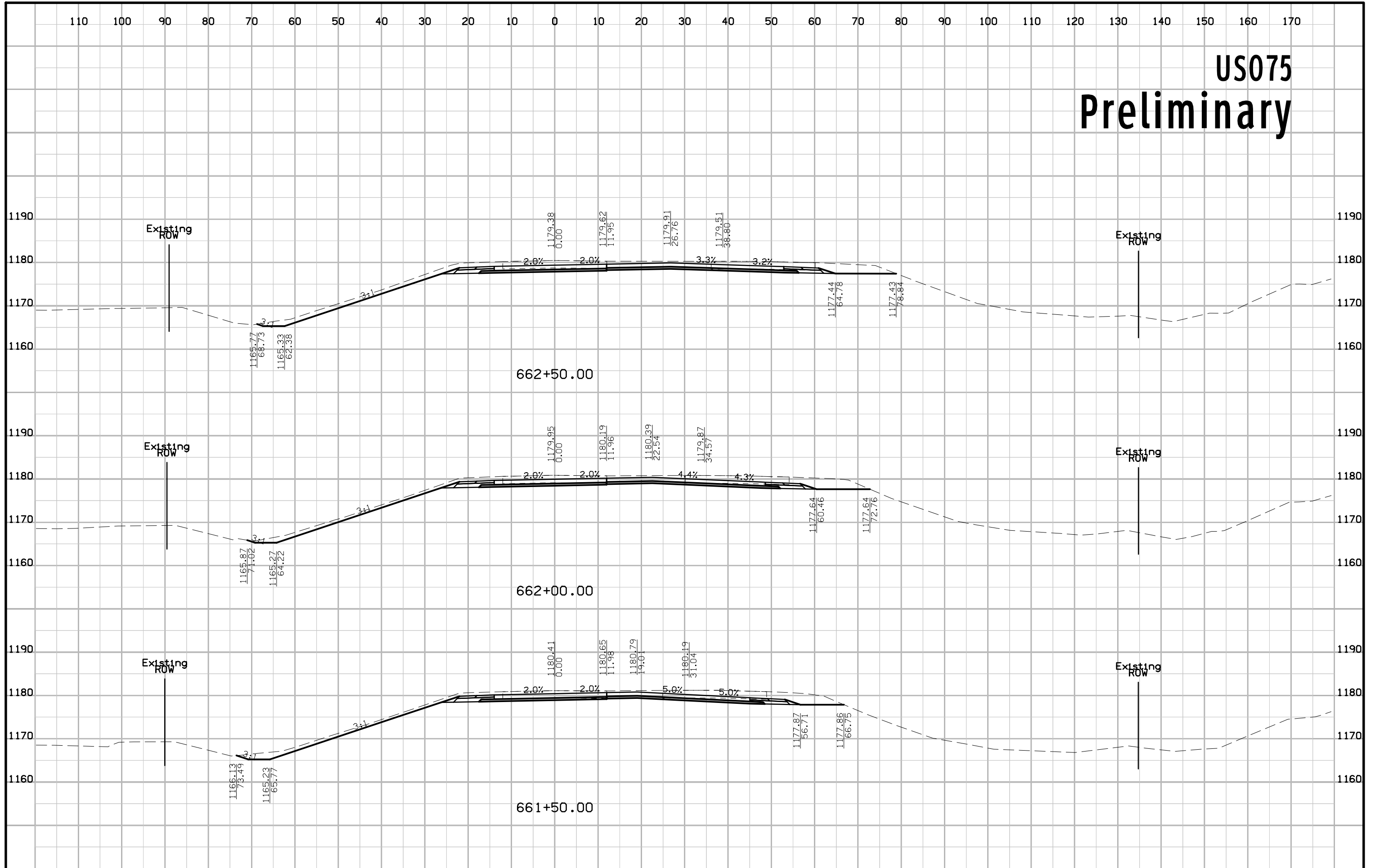
1a. Regional Coordinate System Zone 4

Coordinate listing from previous sheet will be used with 1aRTN for monument recovery. No other reference ties are given.

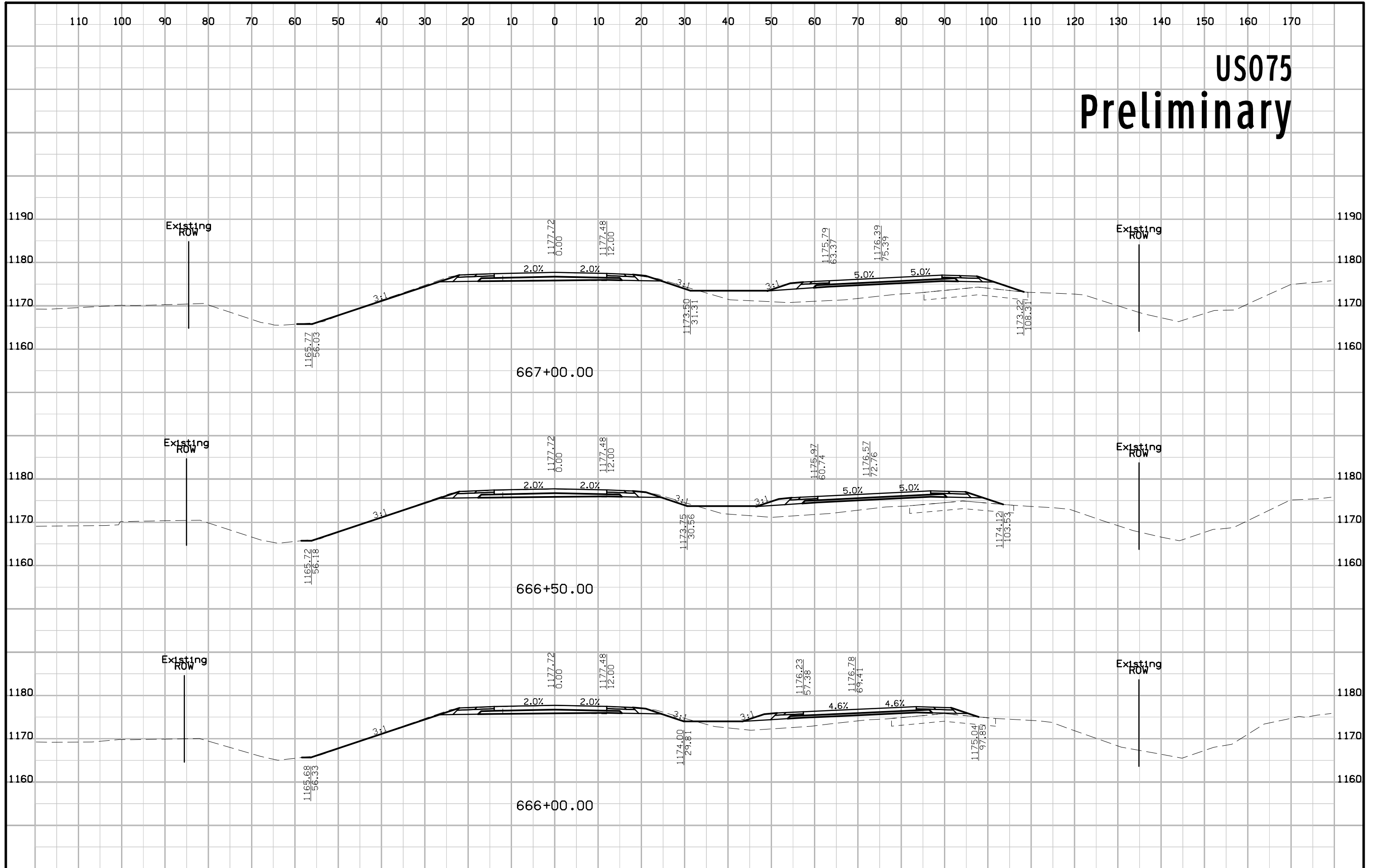
US075 Preliminary



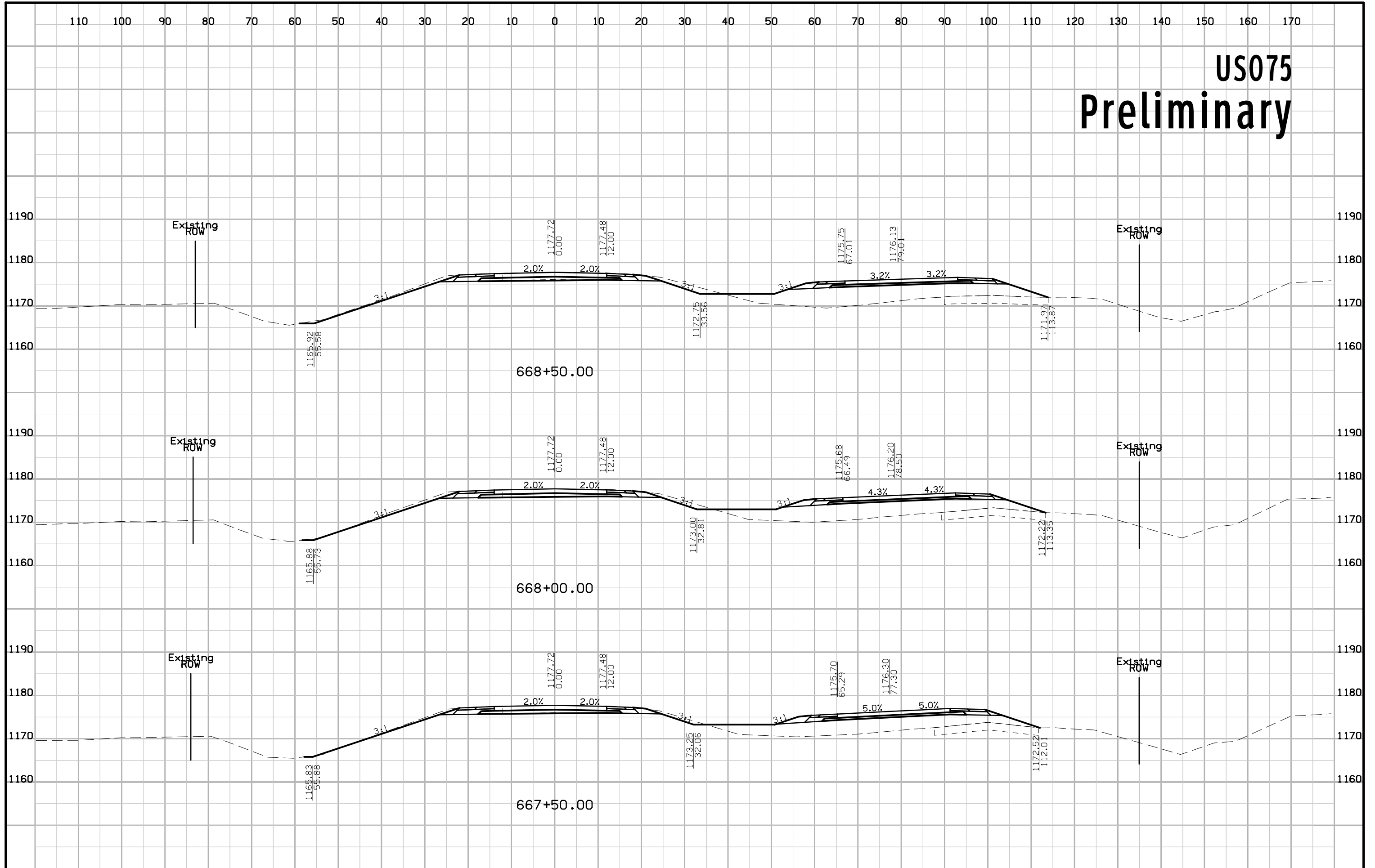
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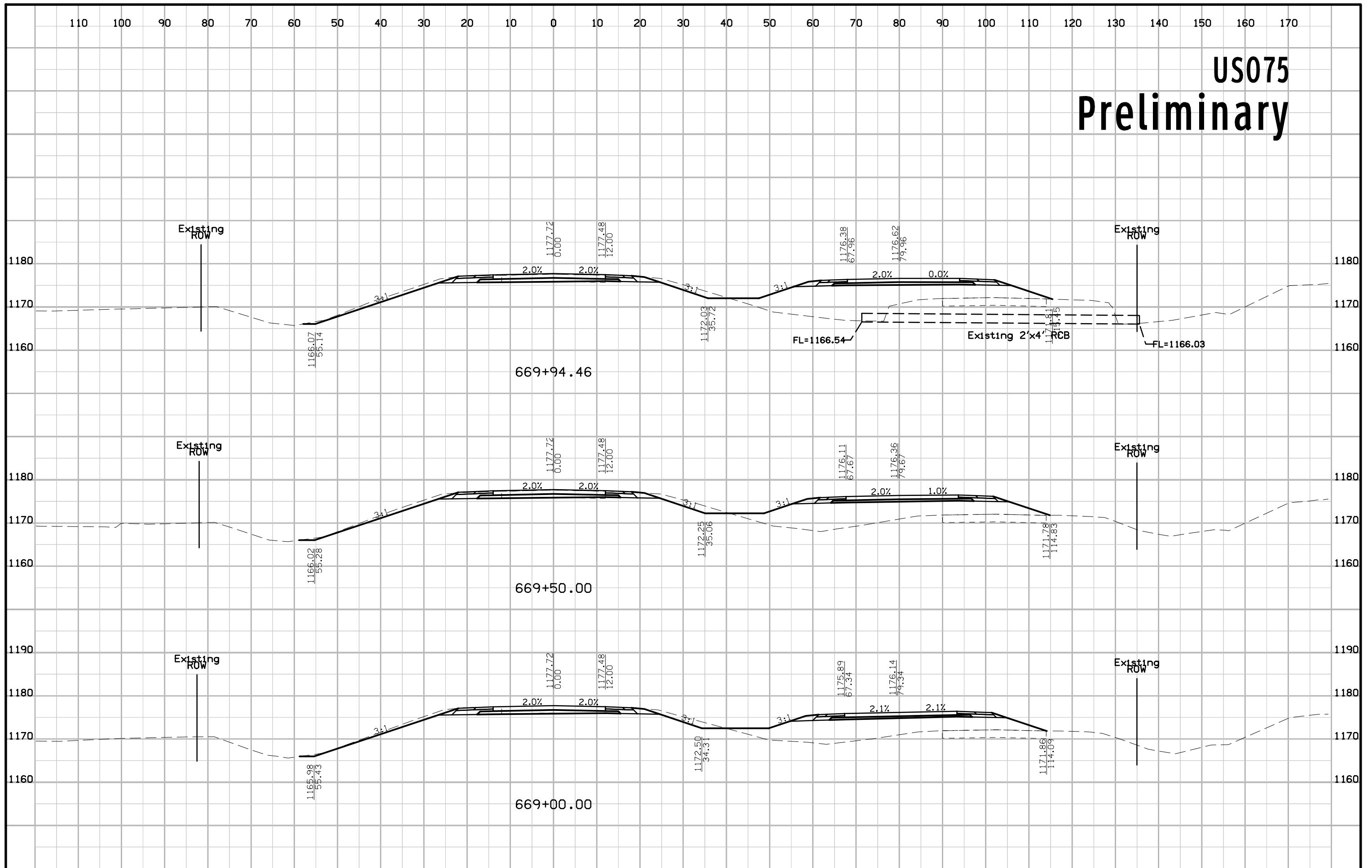
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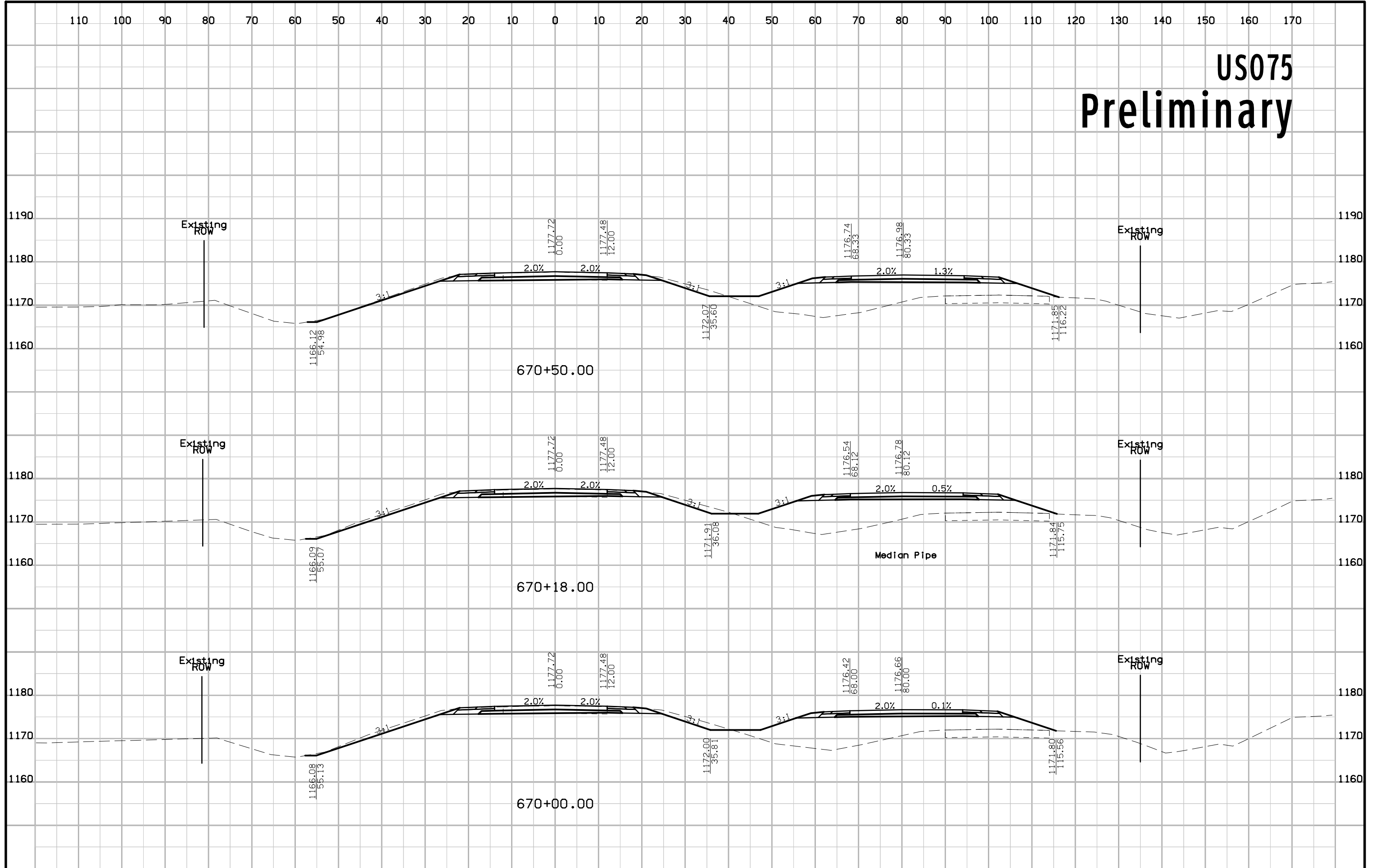
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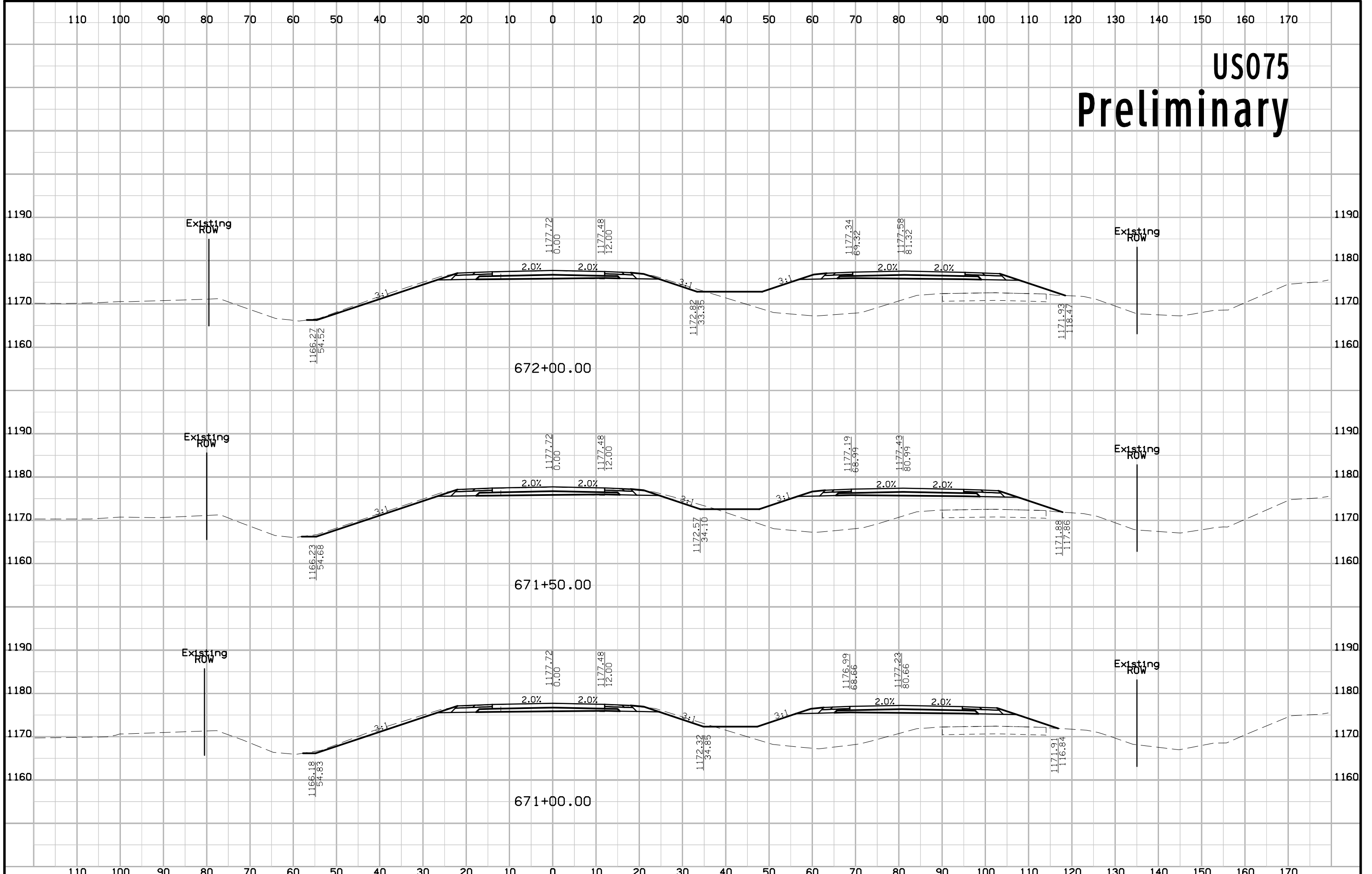
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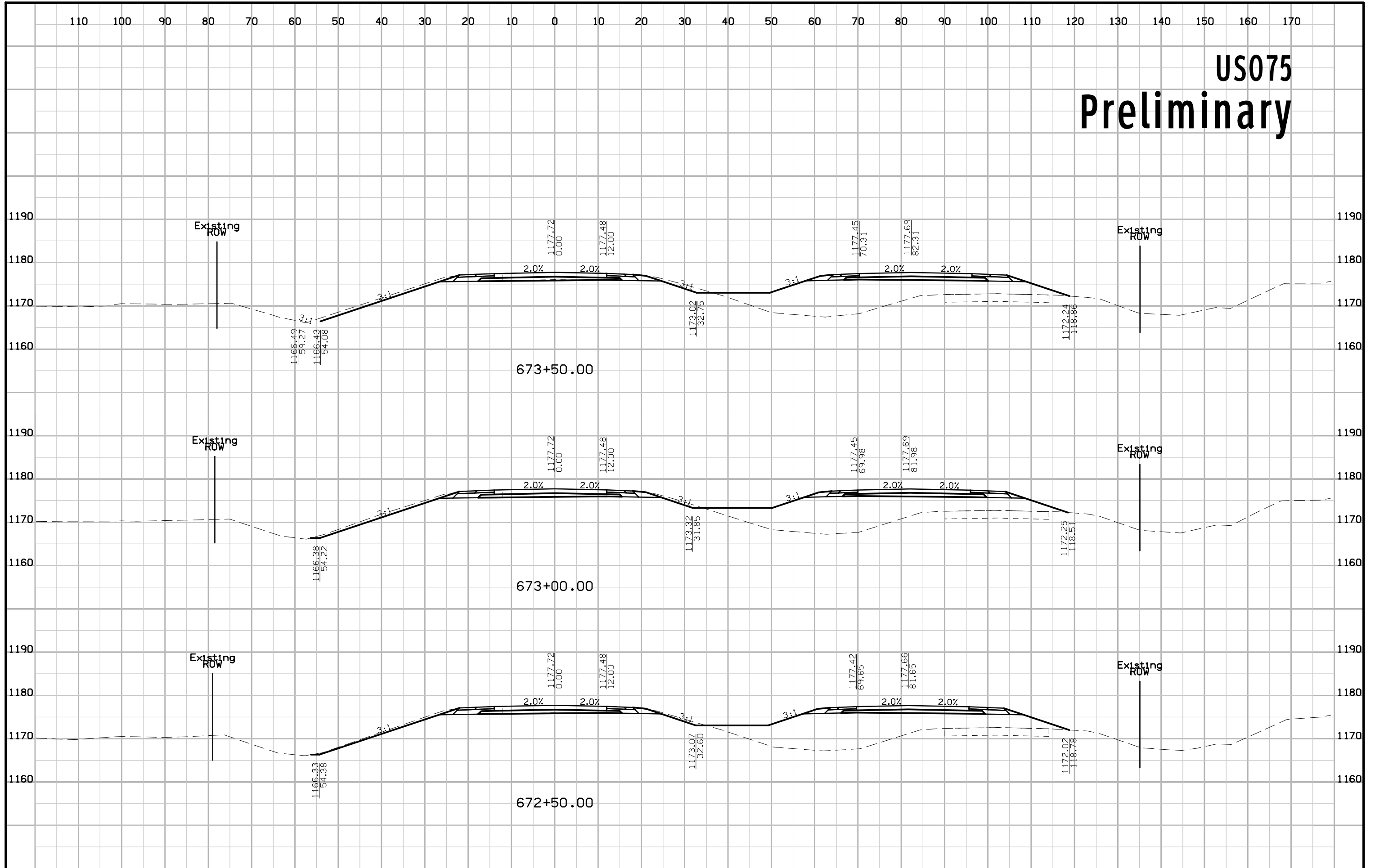
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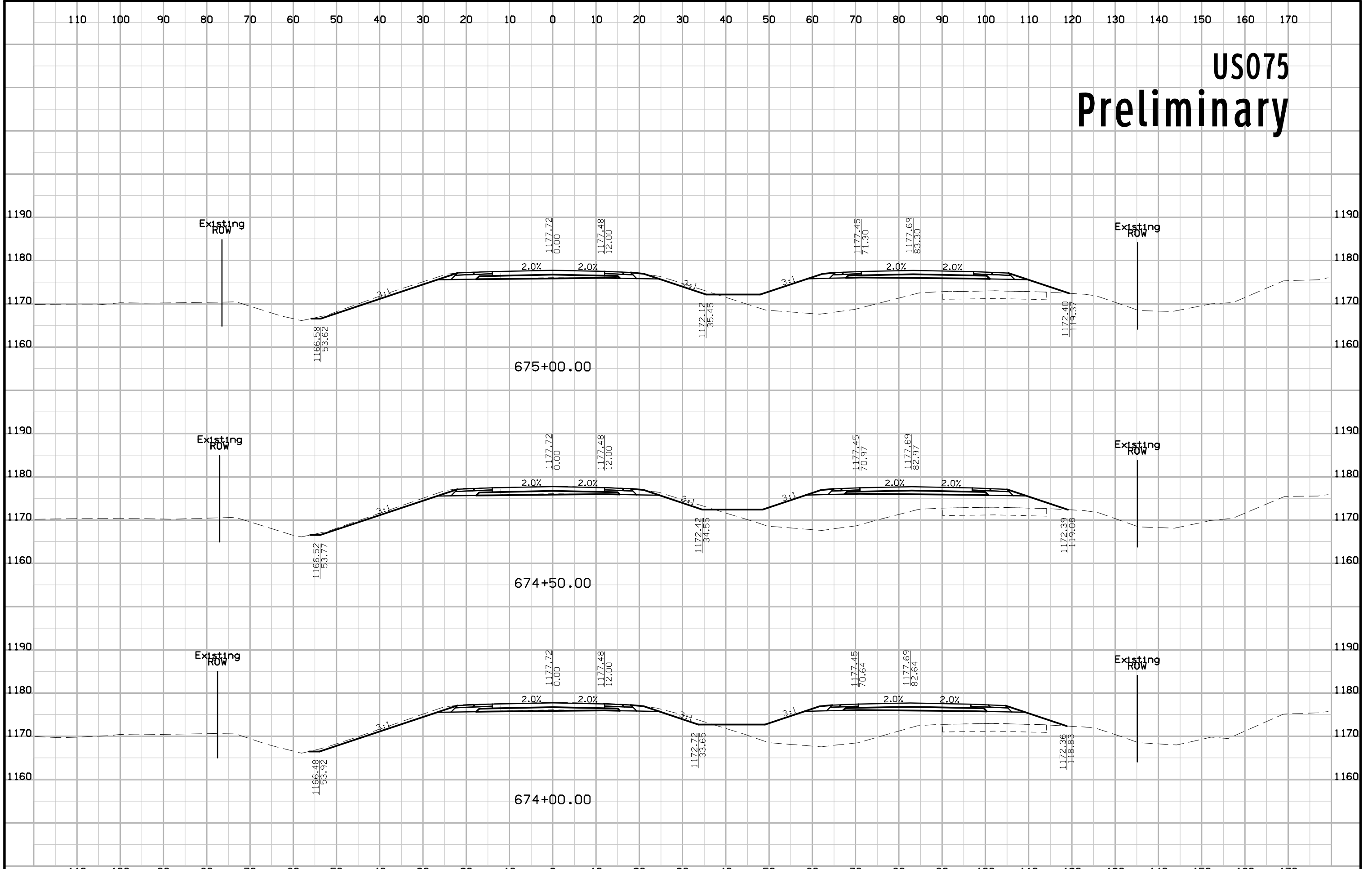
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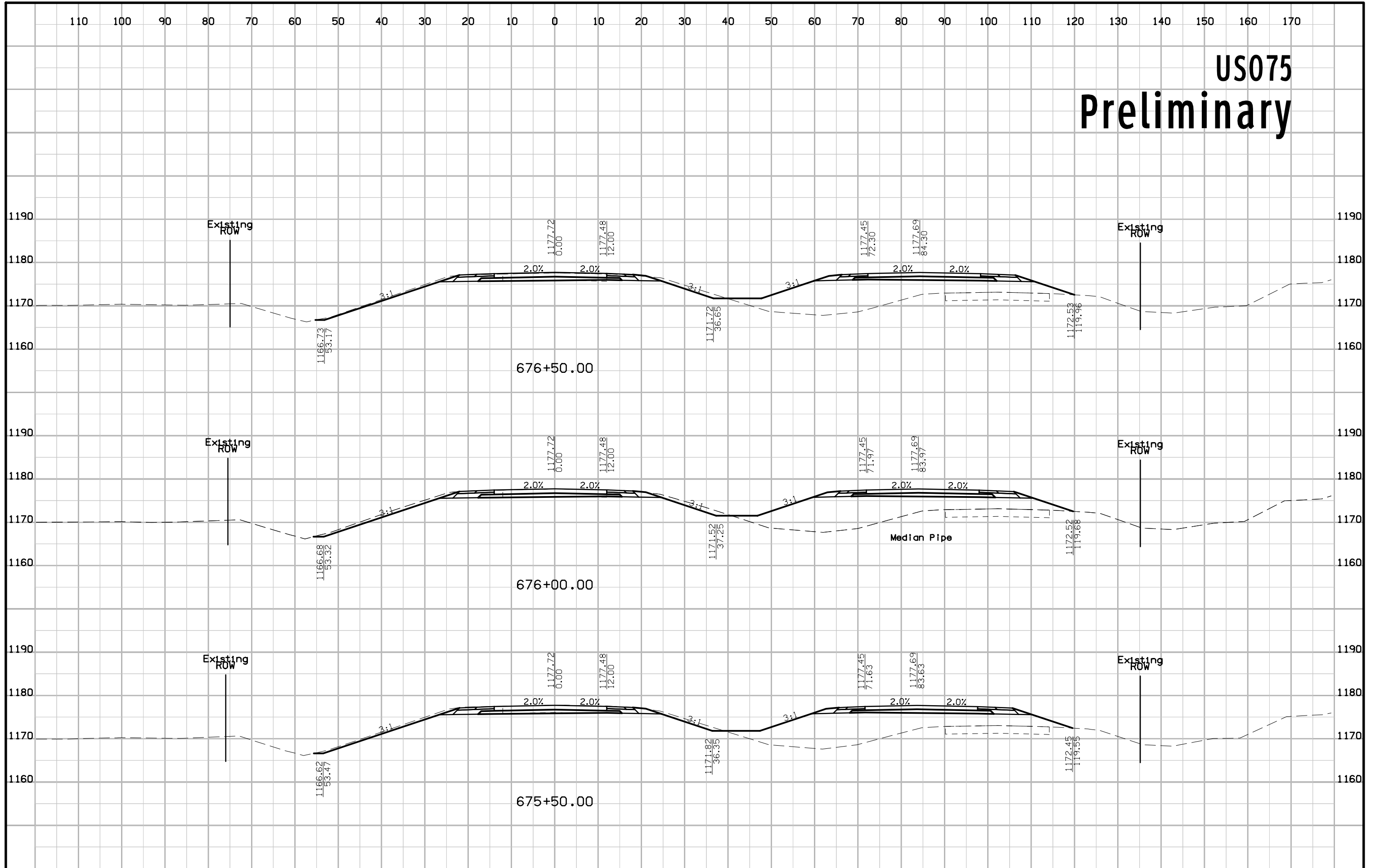
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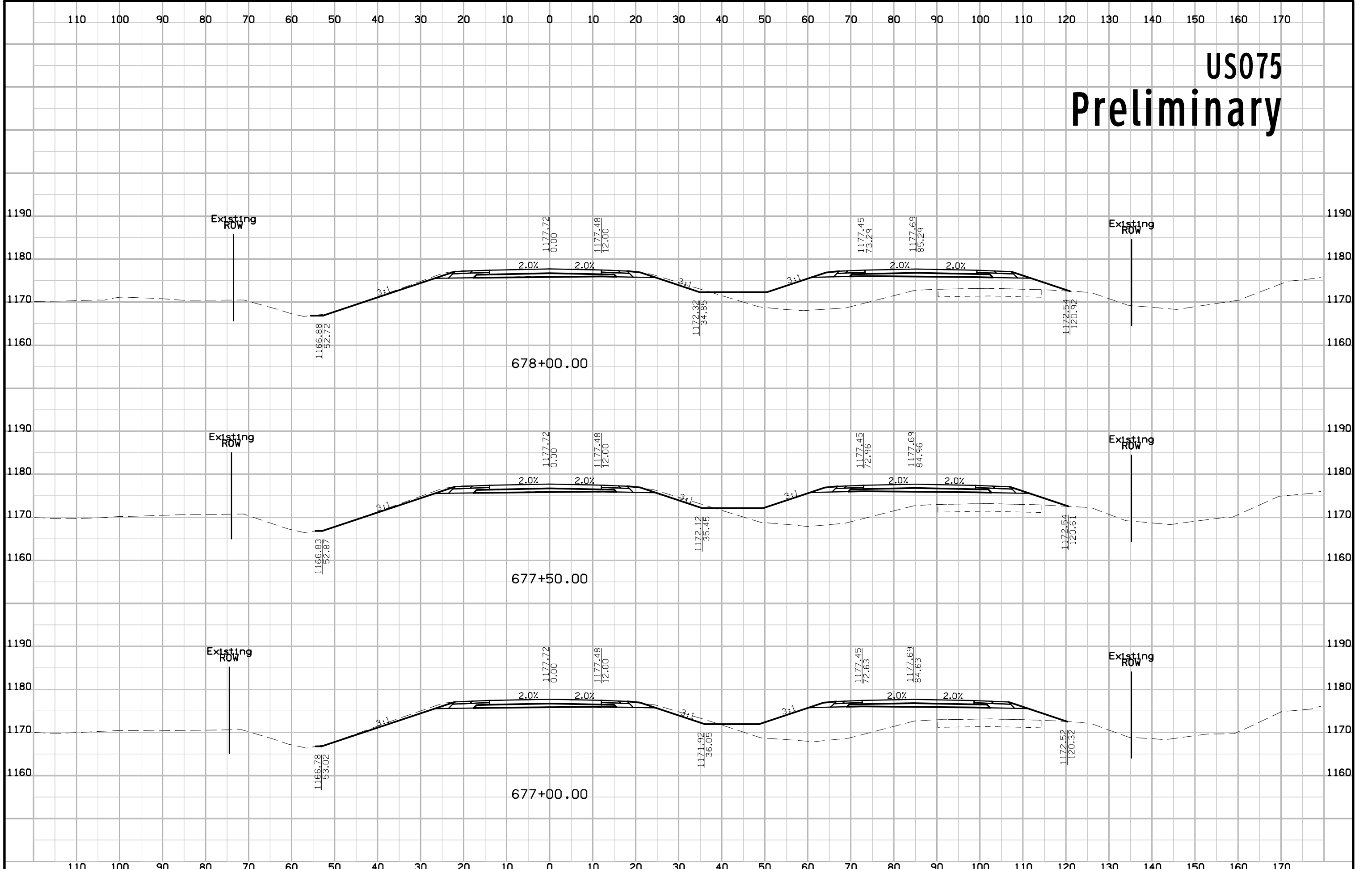
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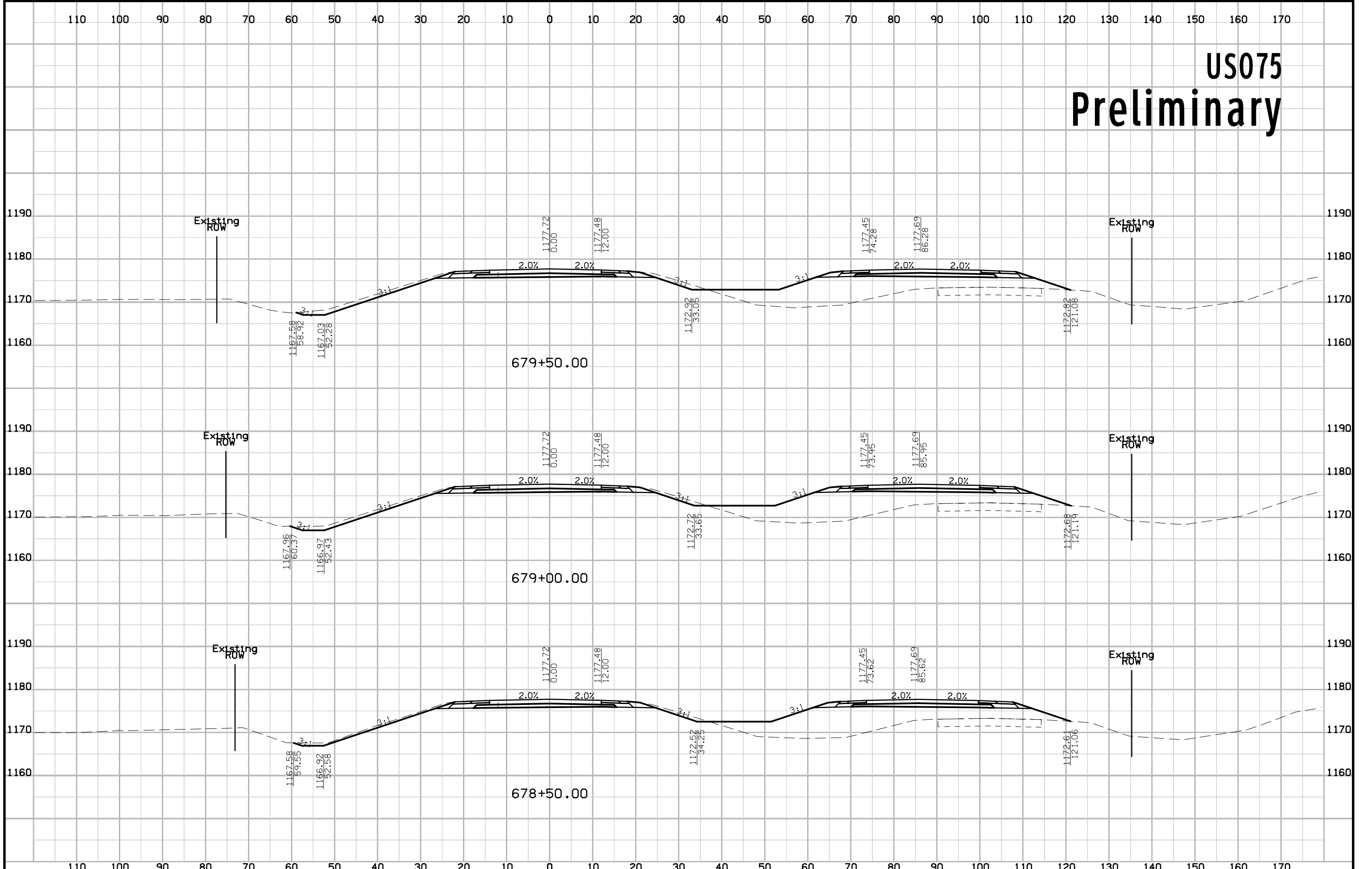
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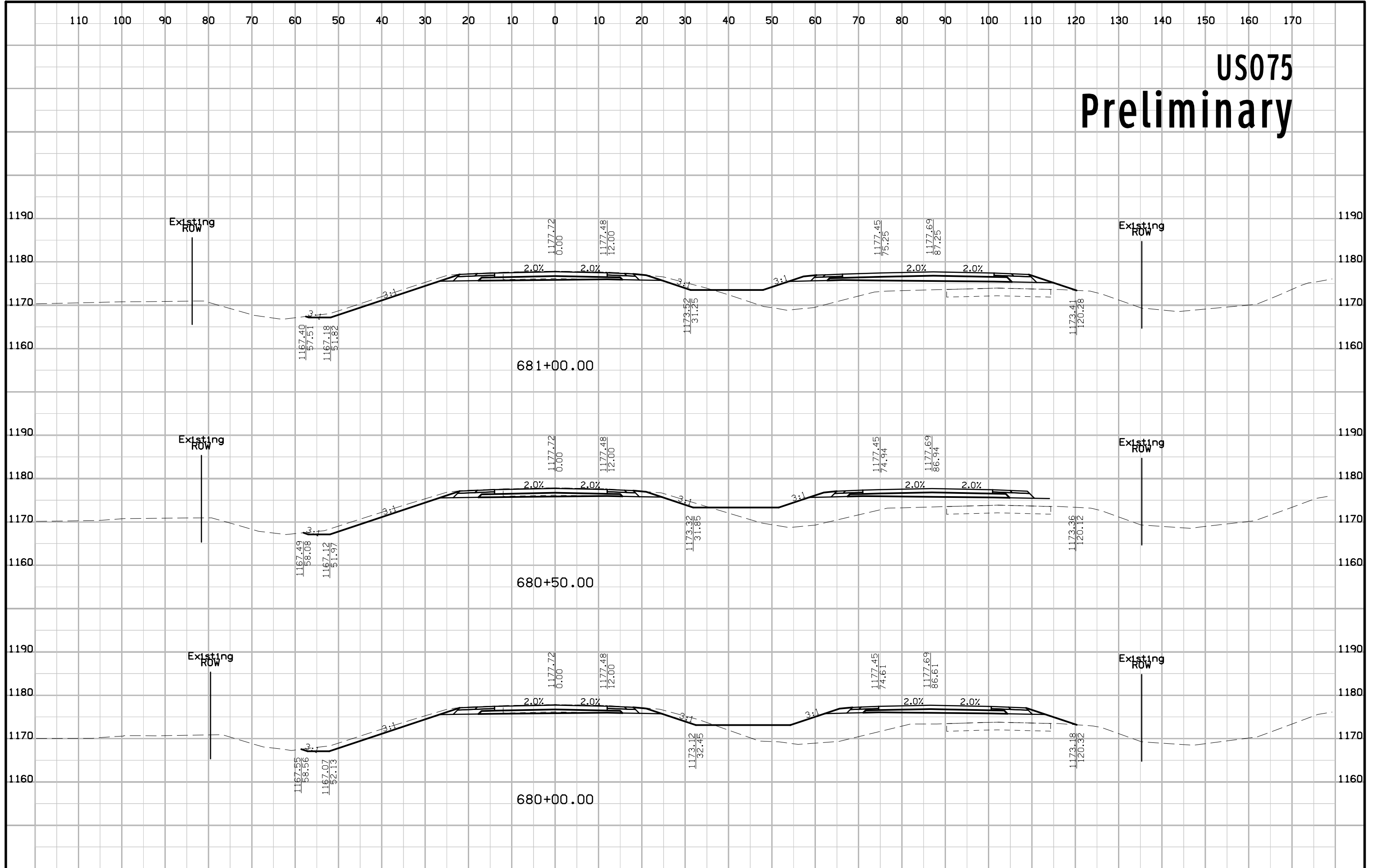
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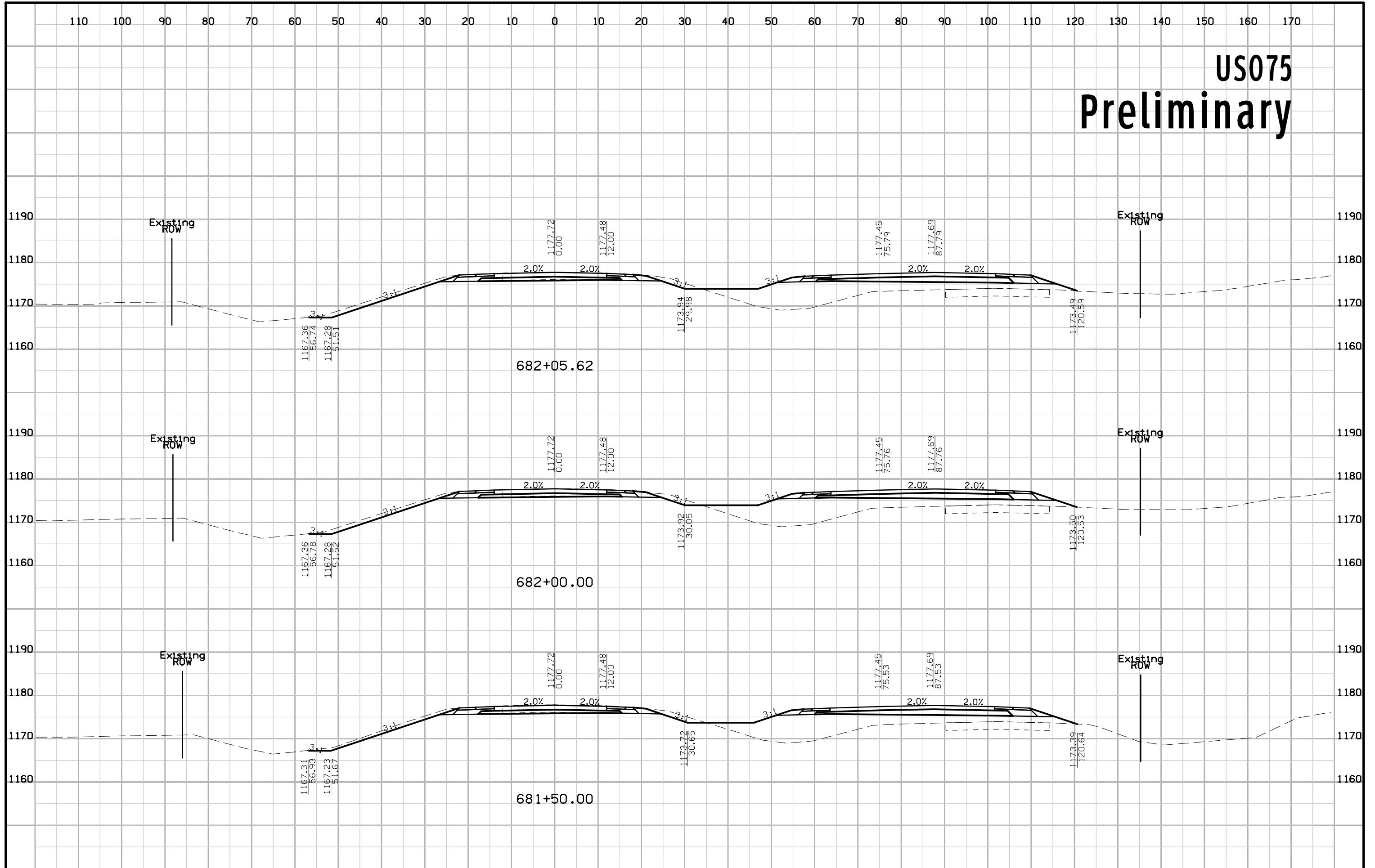
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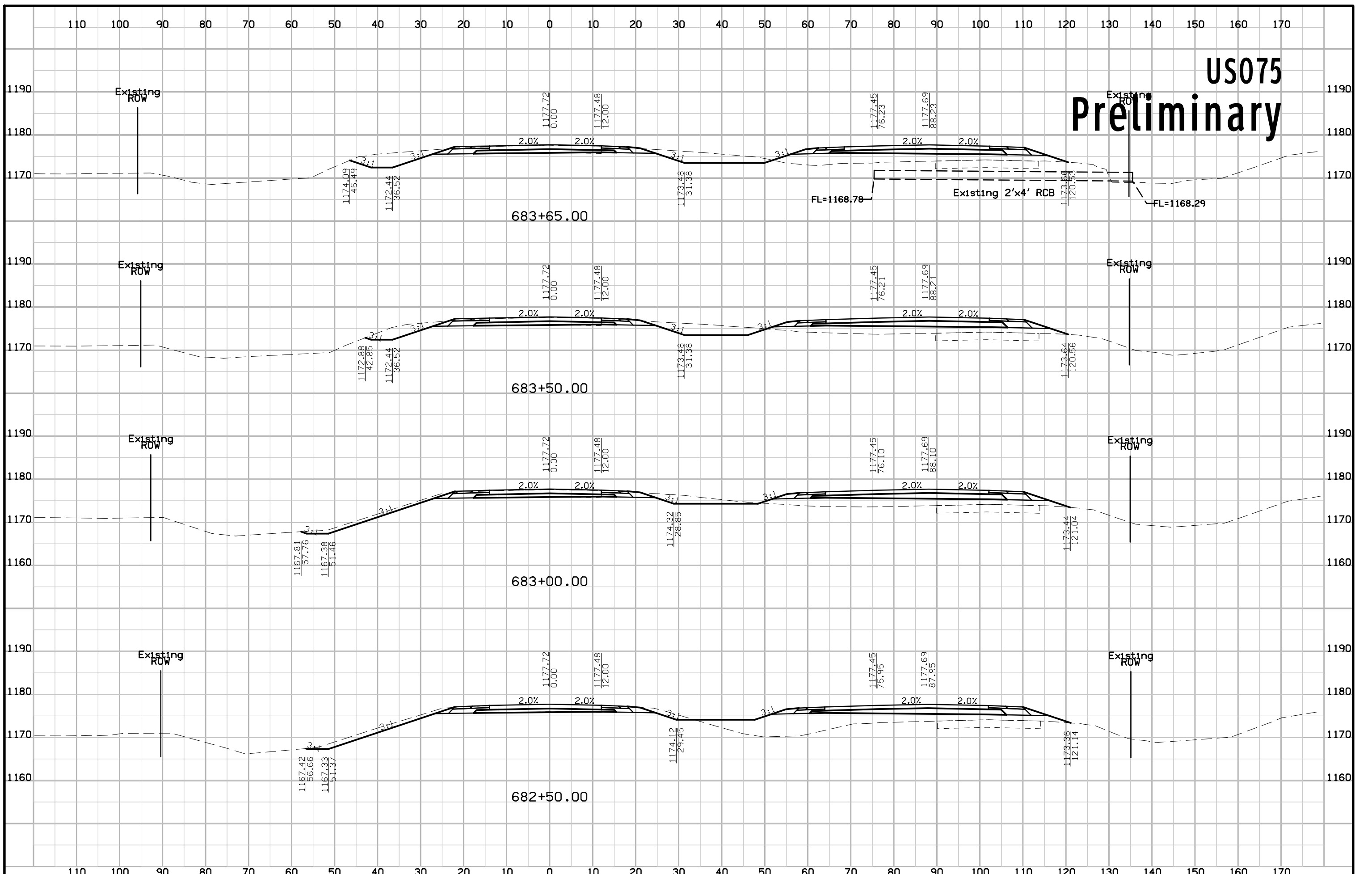
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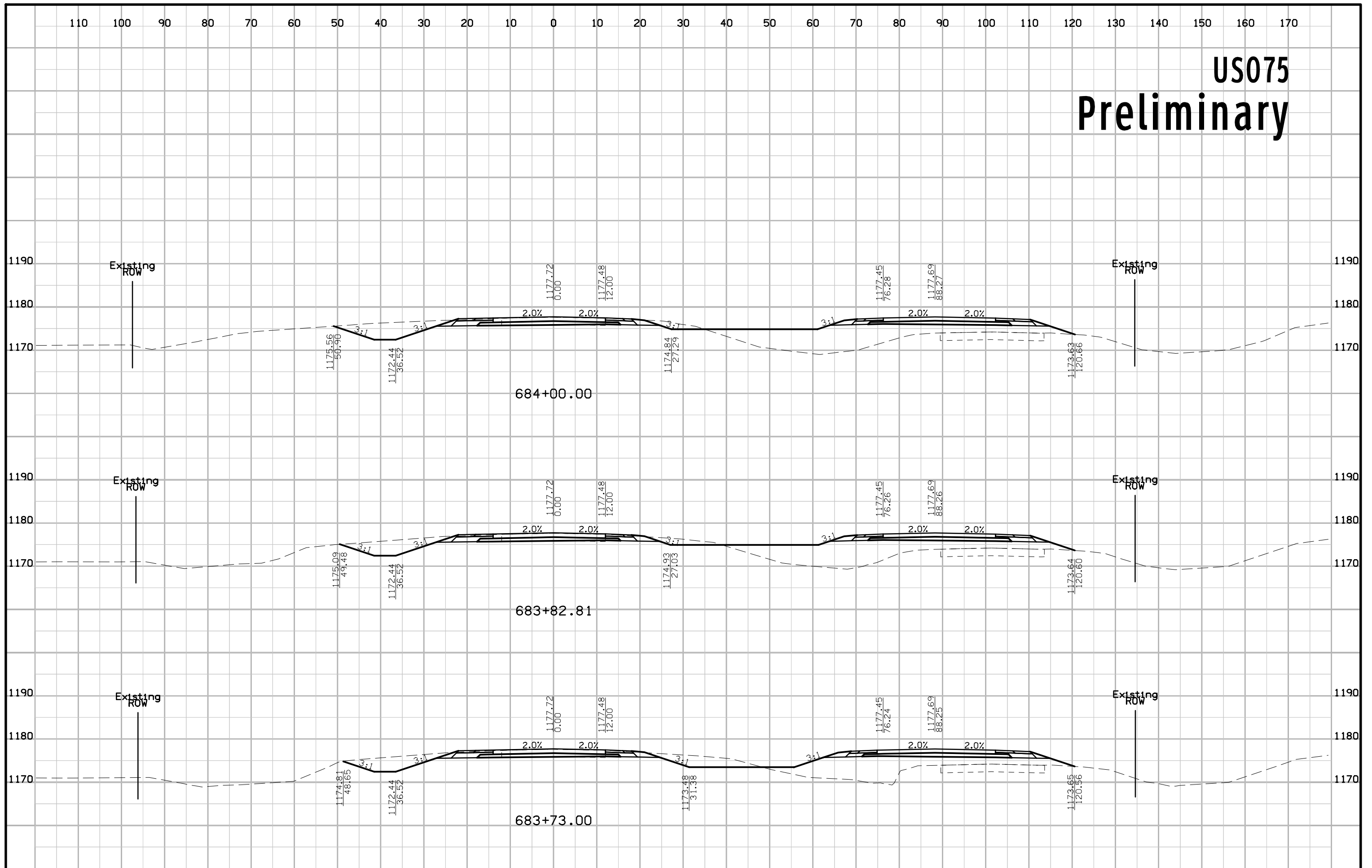
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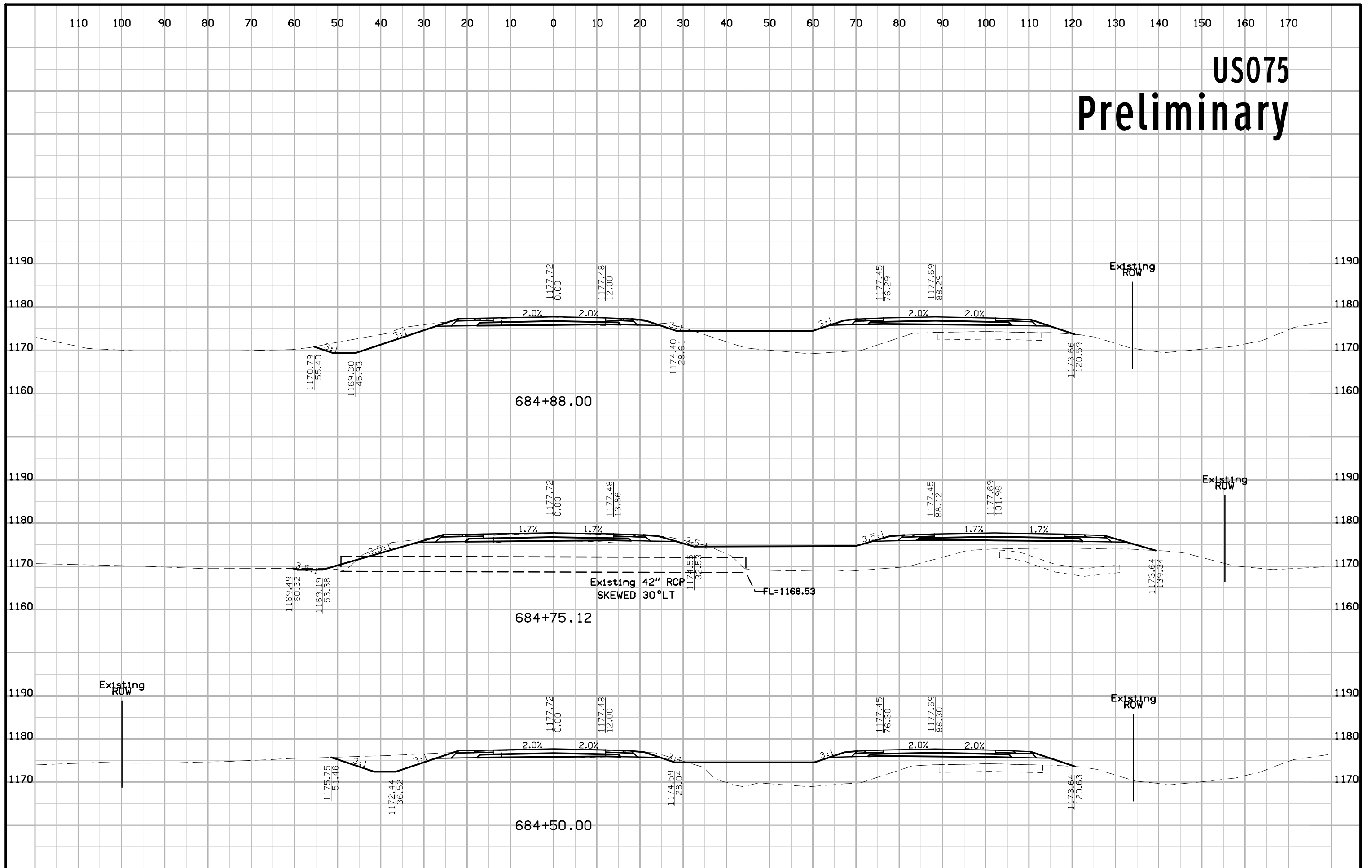
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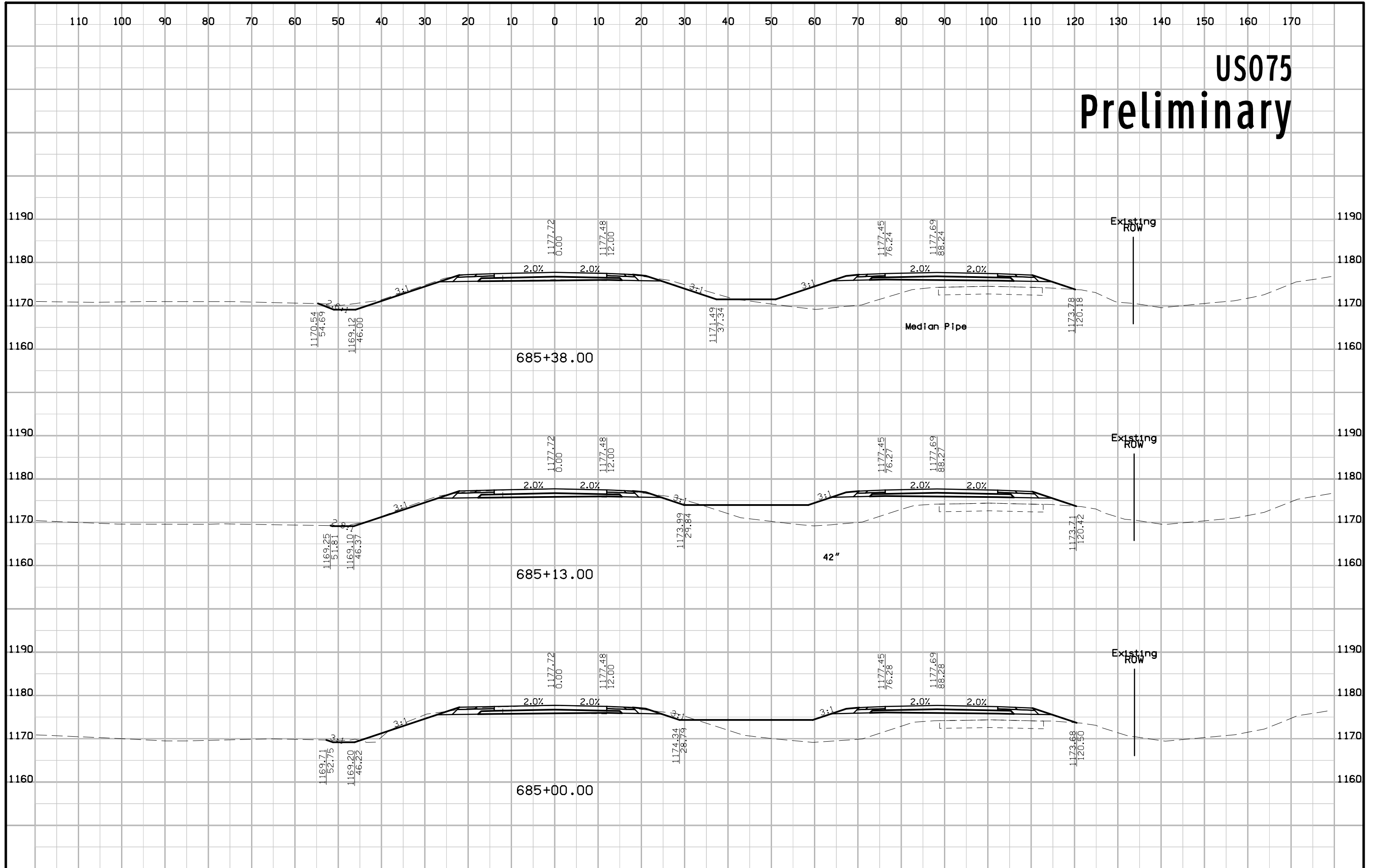
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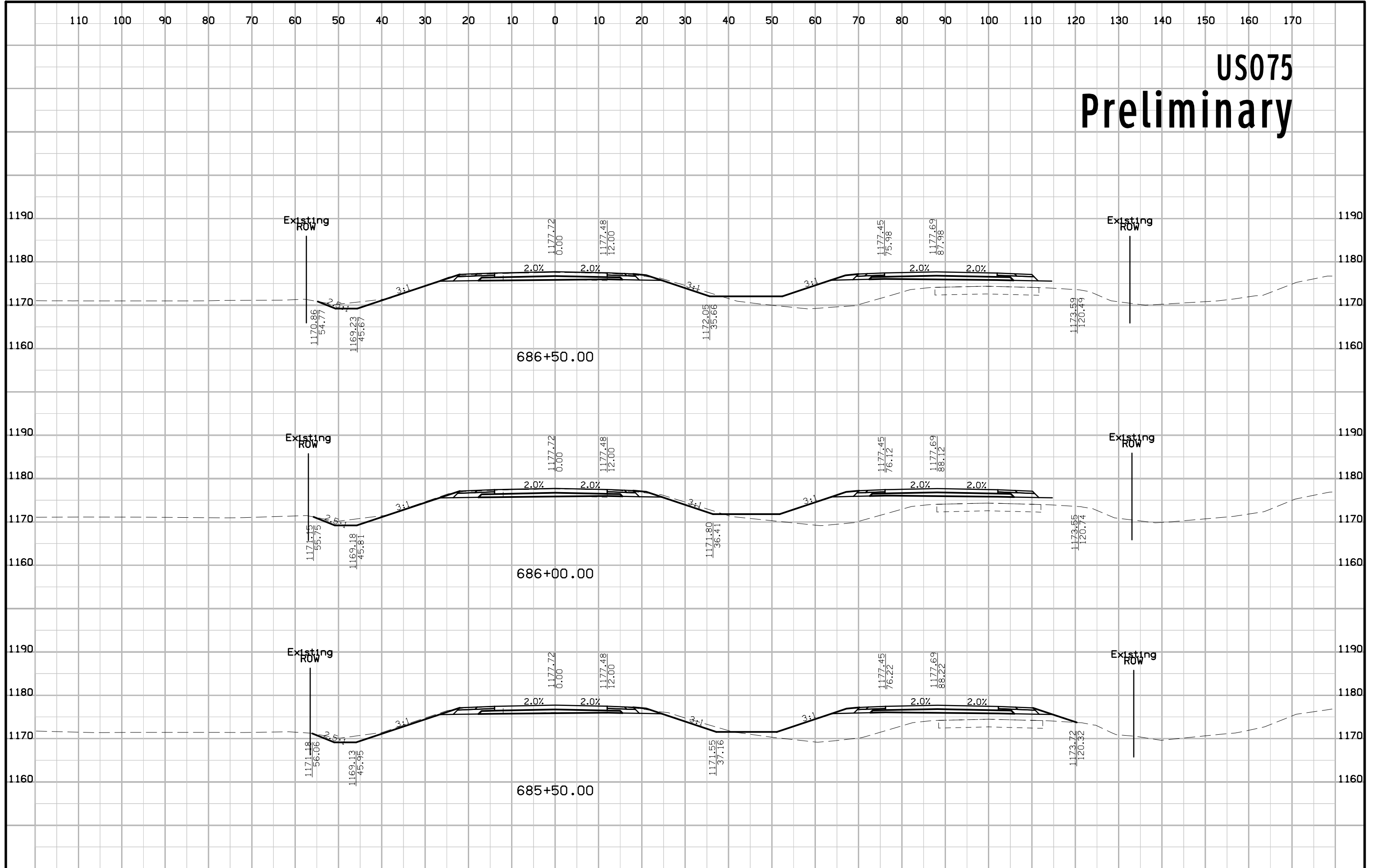
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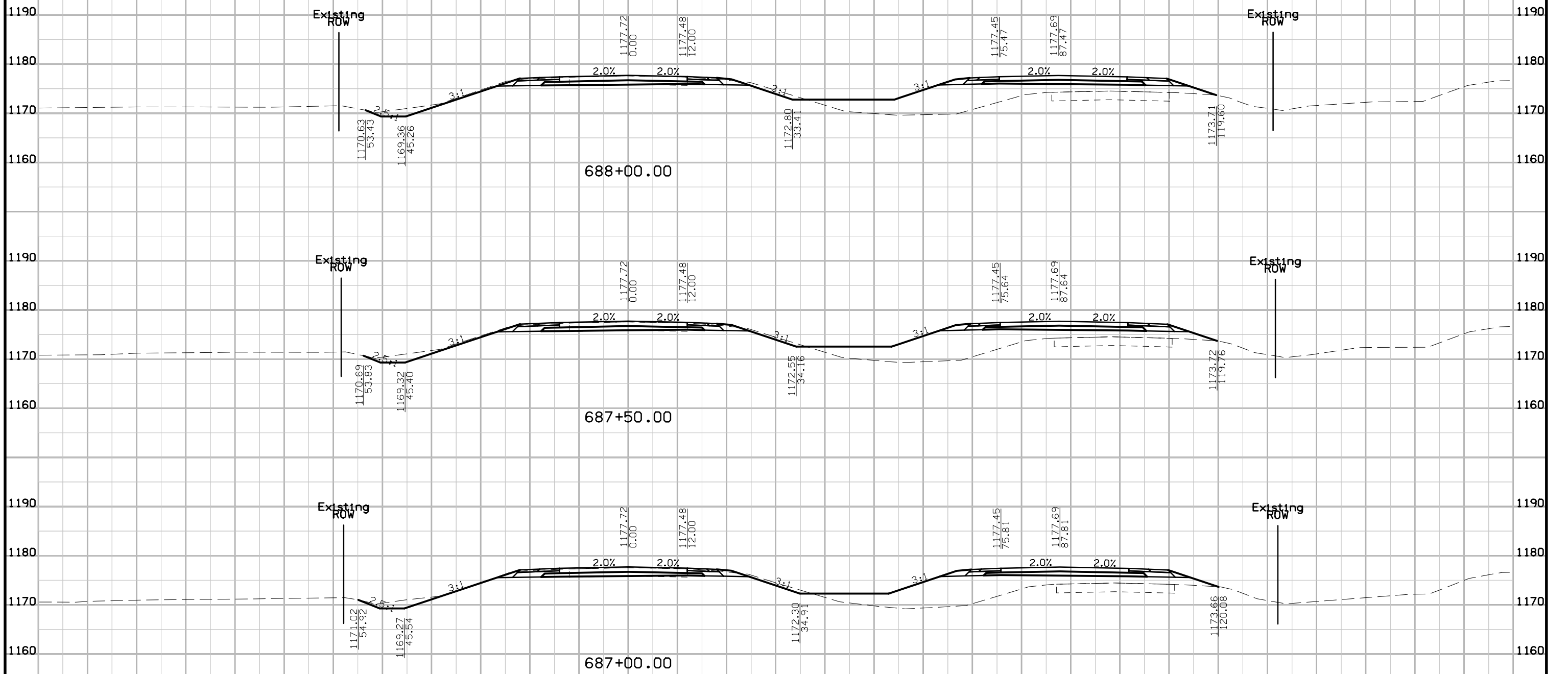
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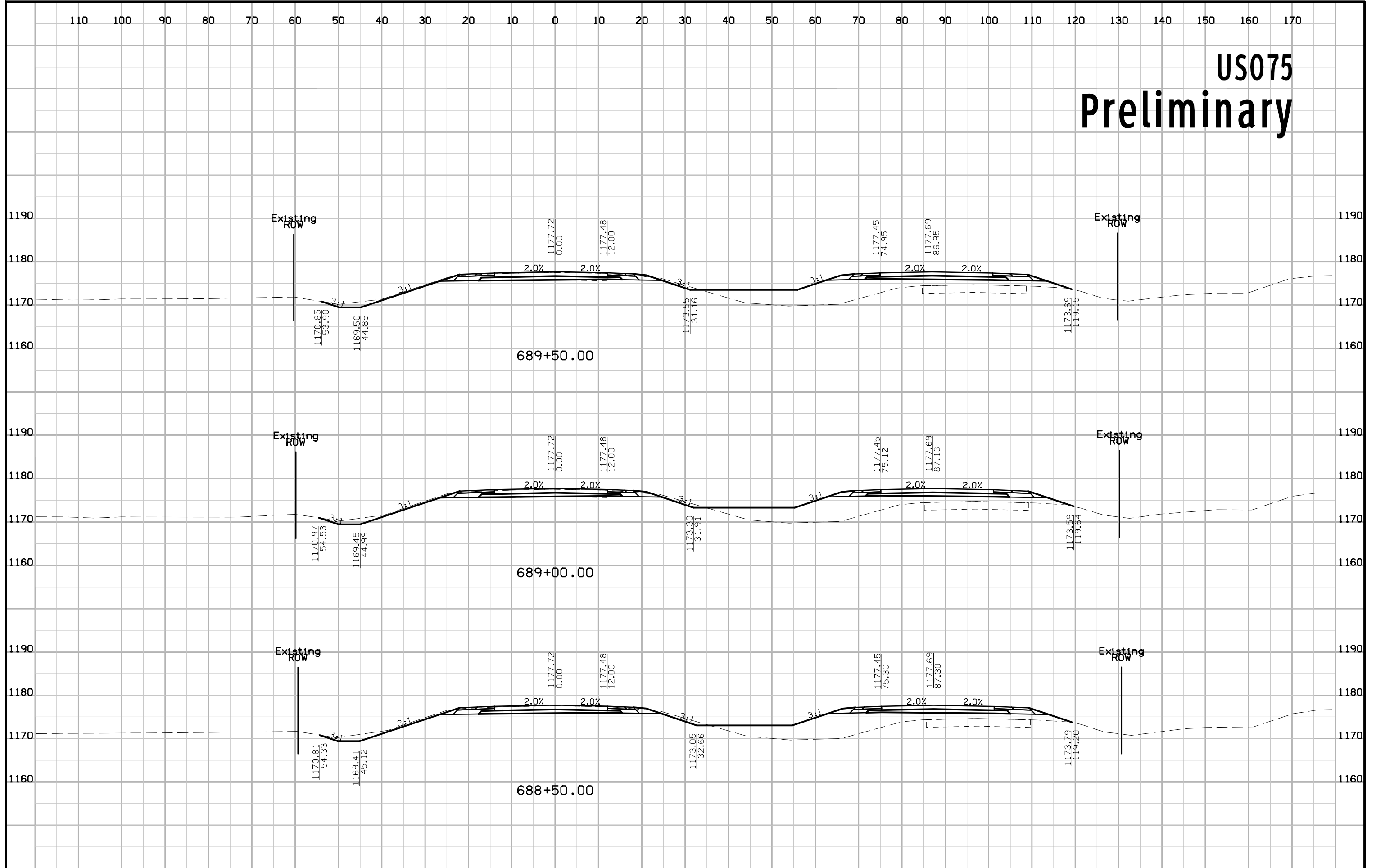
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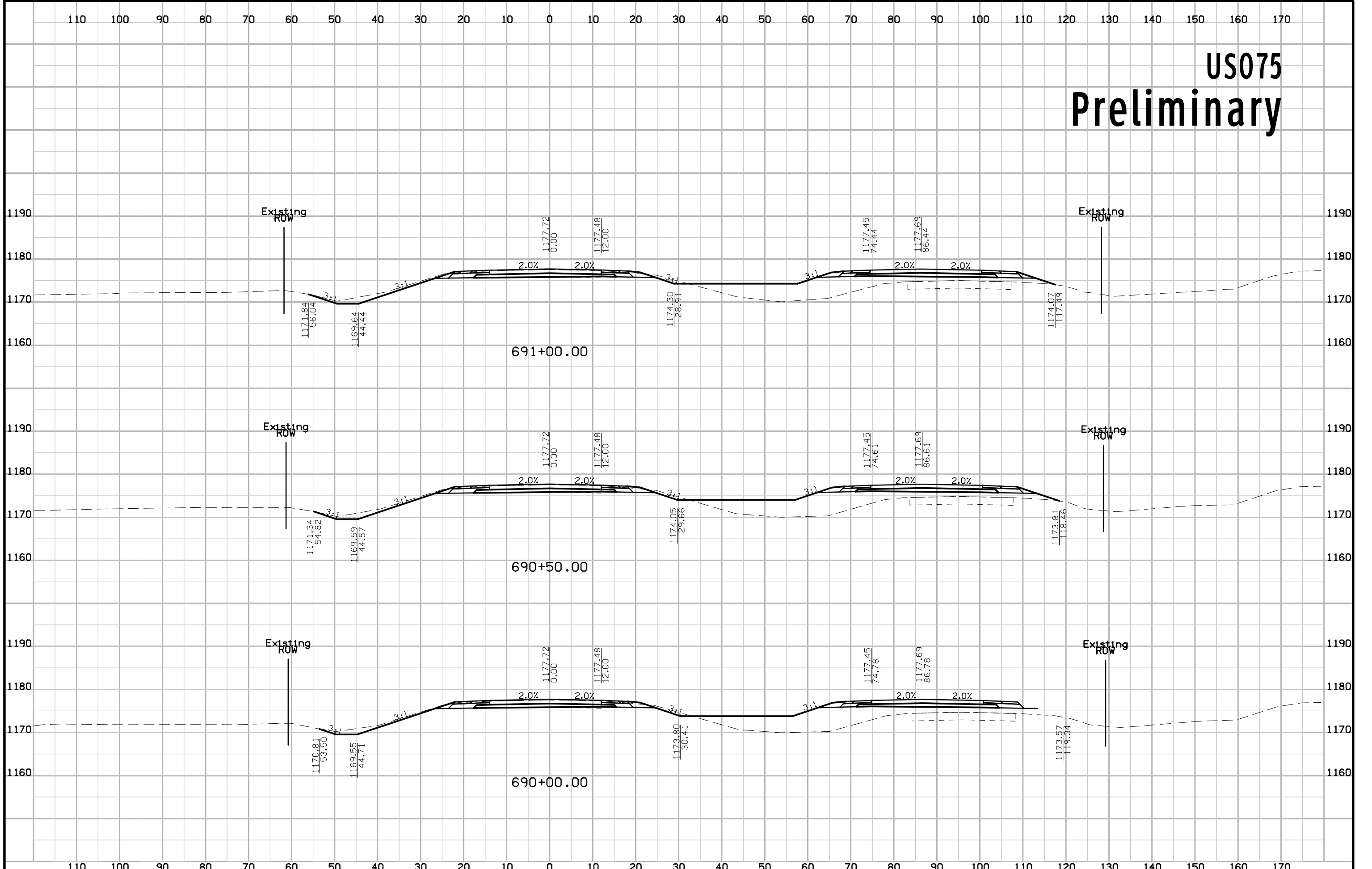
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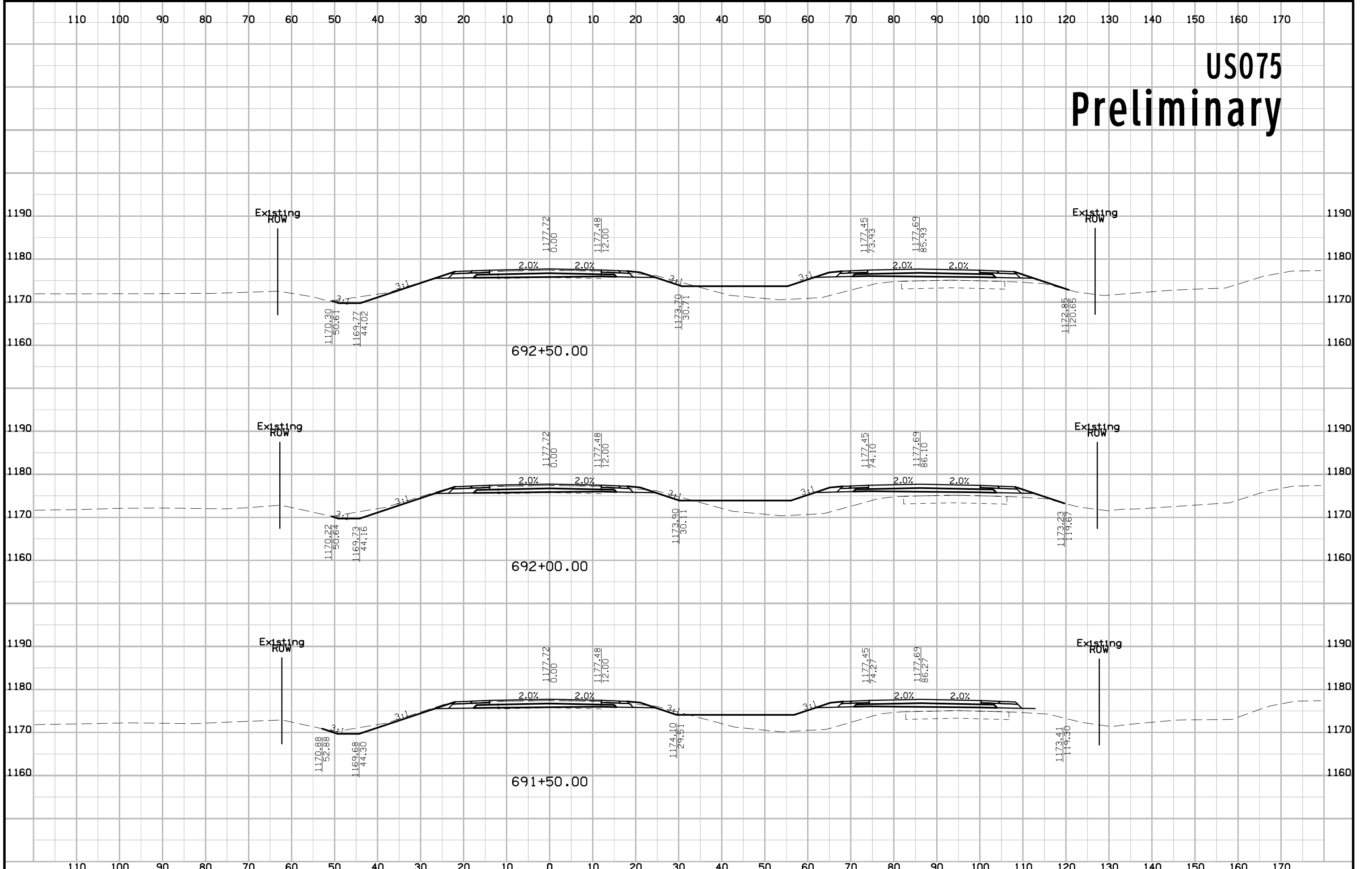
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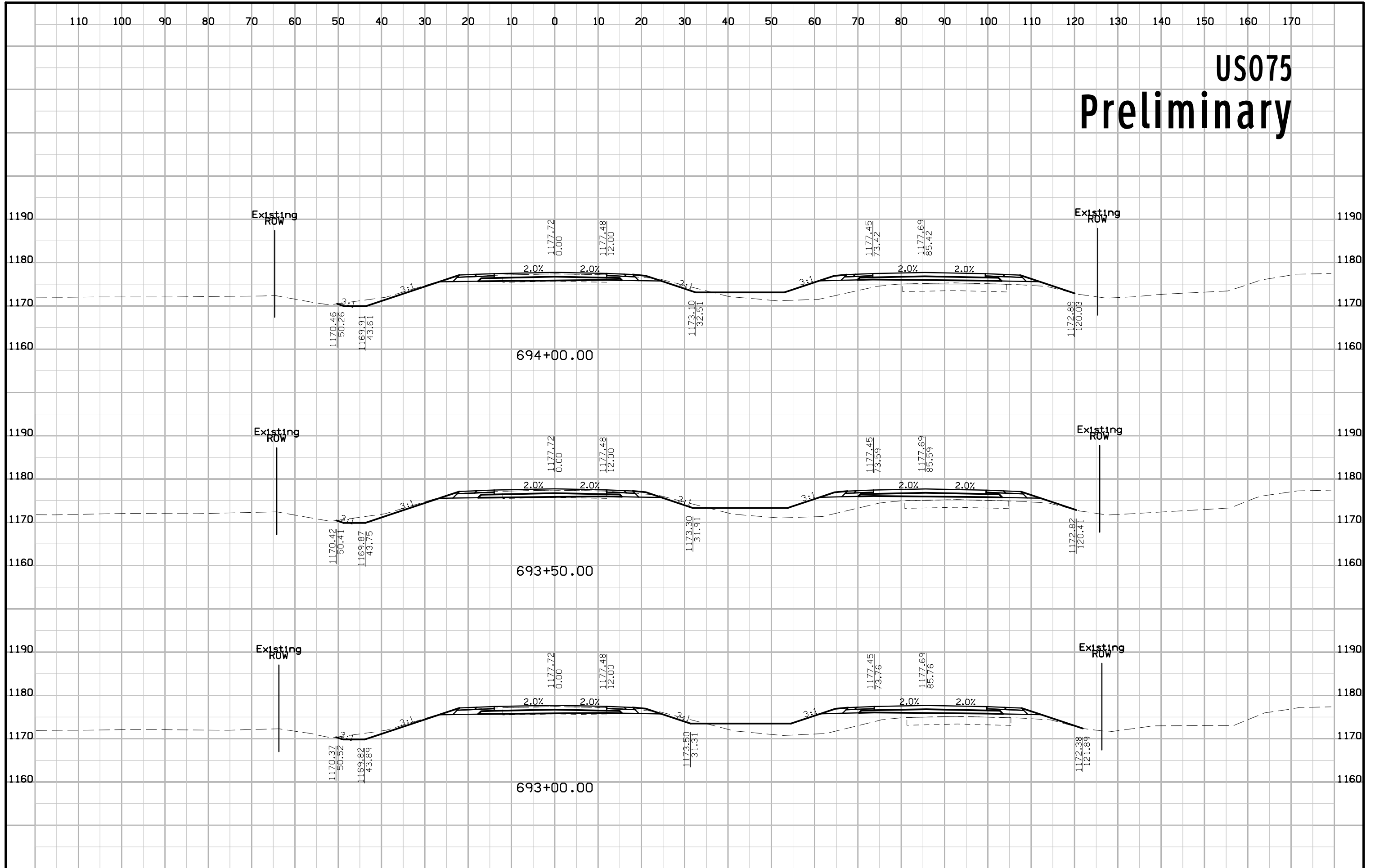
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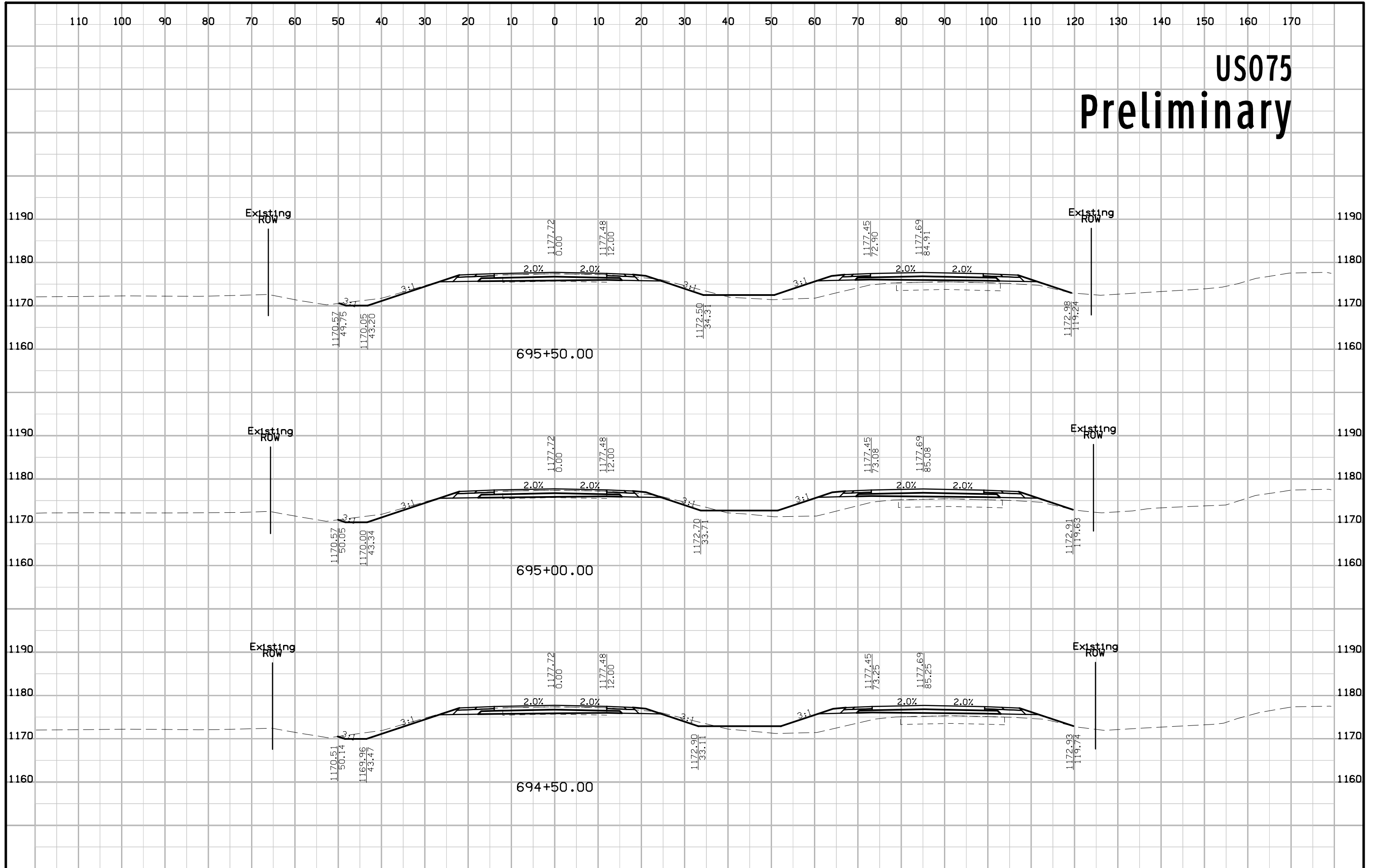
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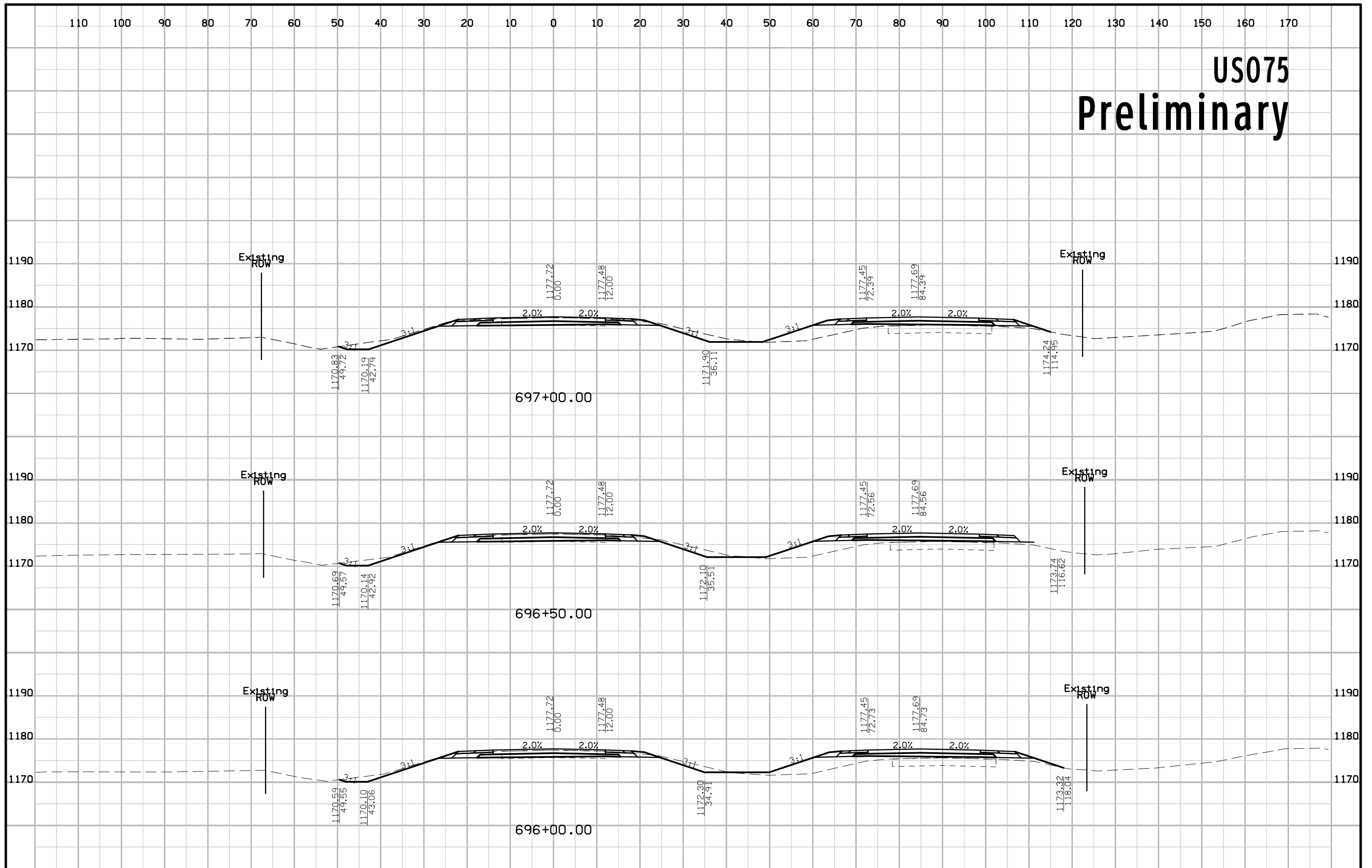
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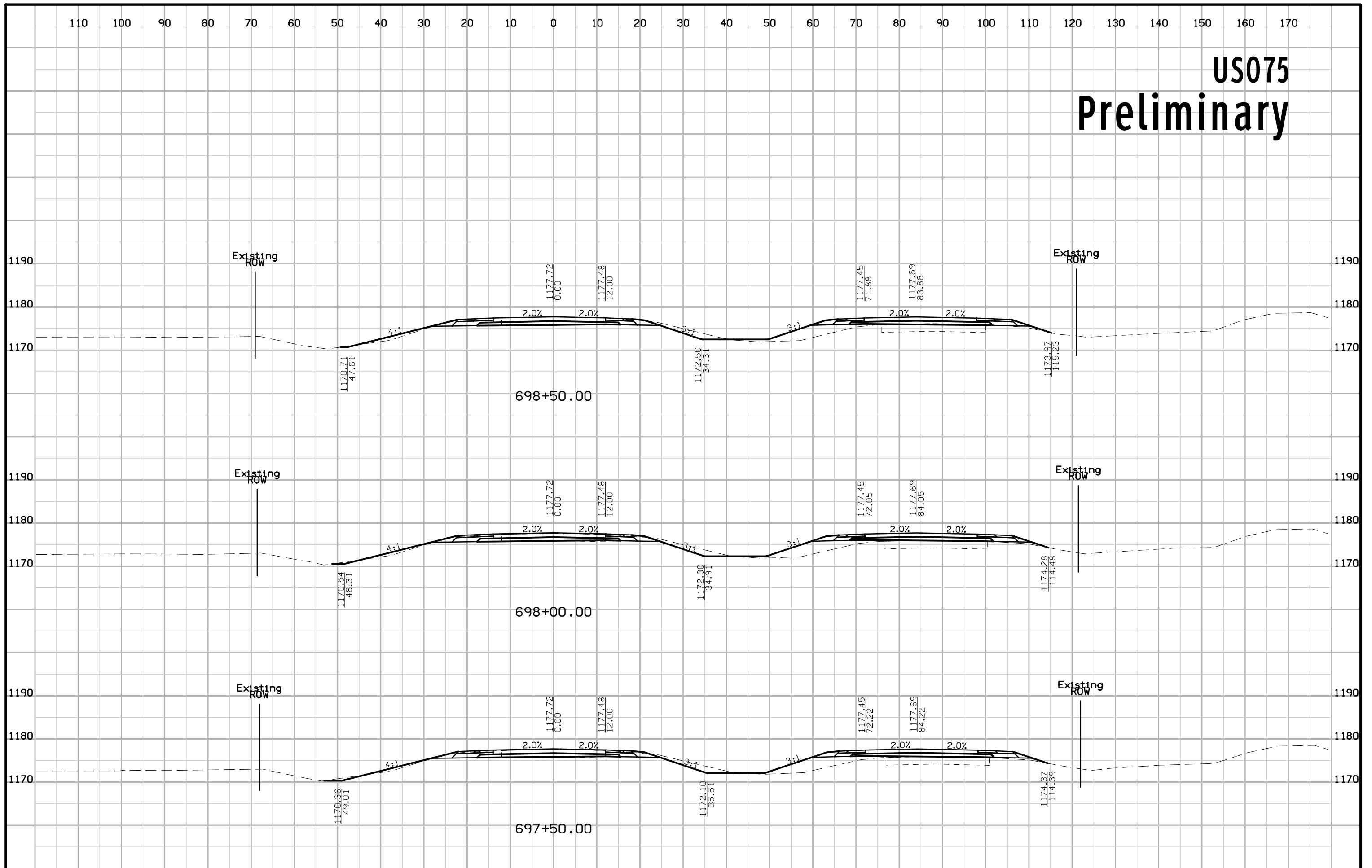
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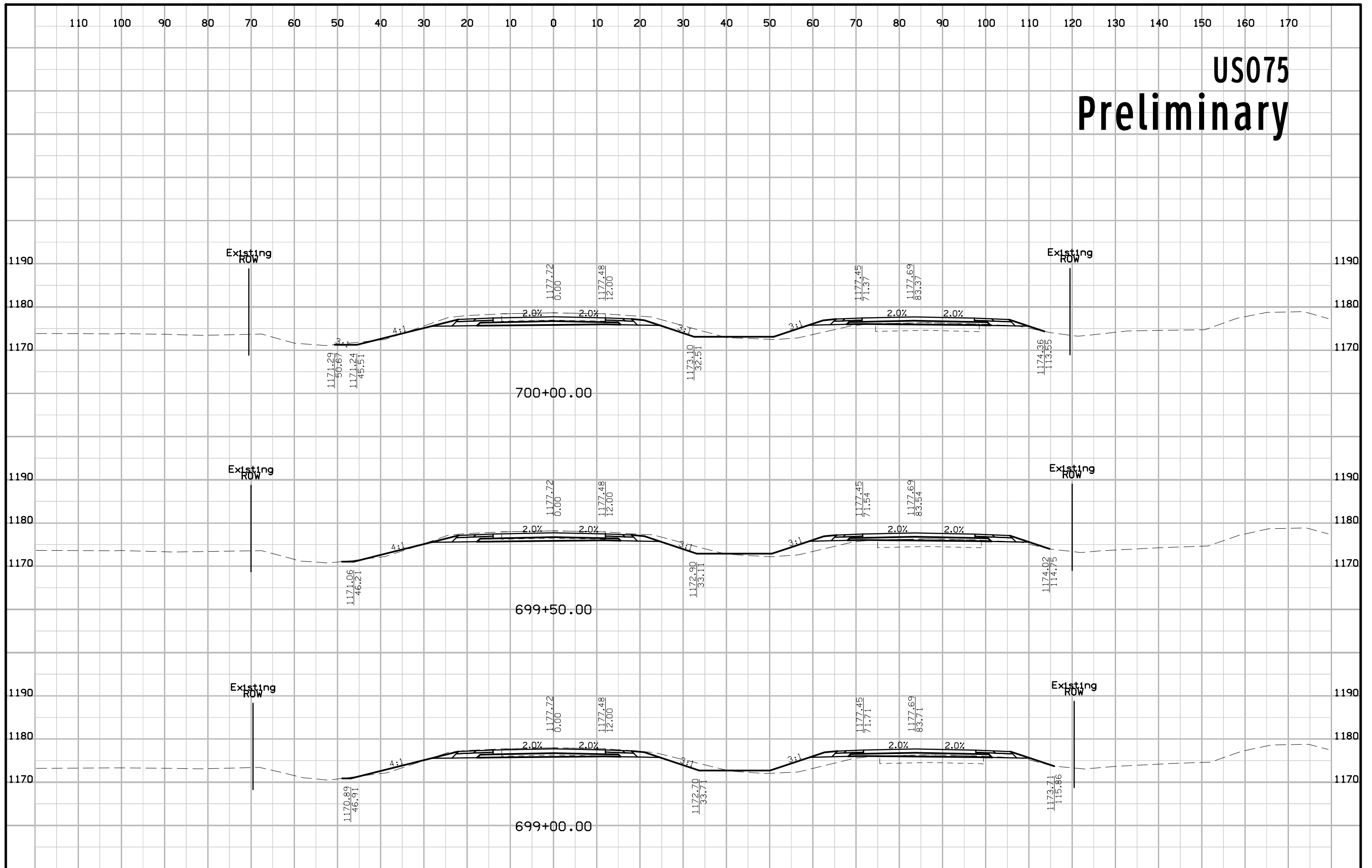
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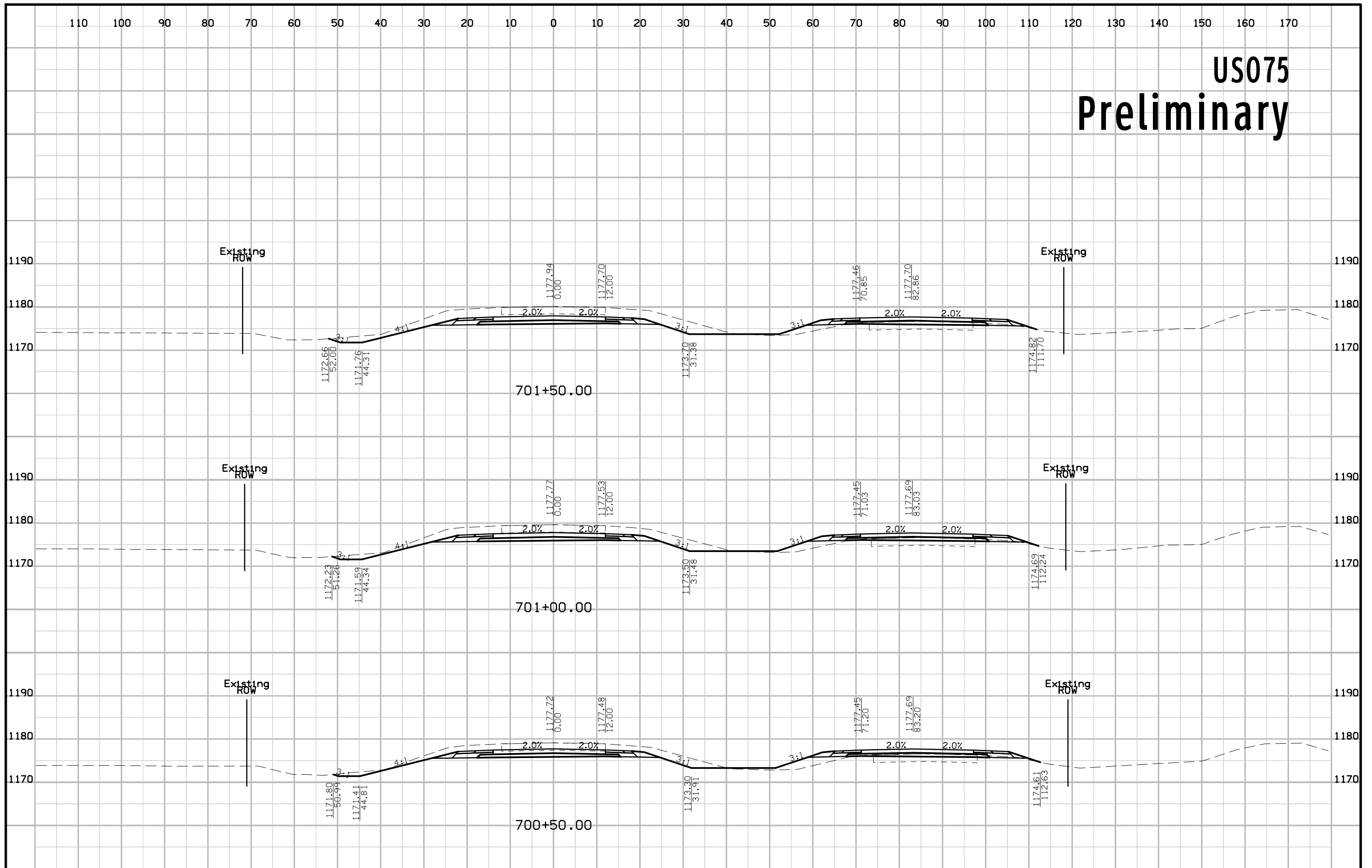
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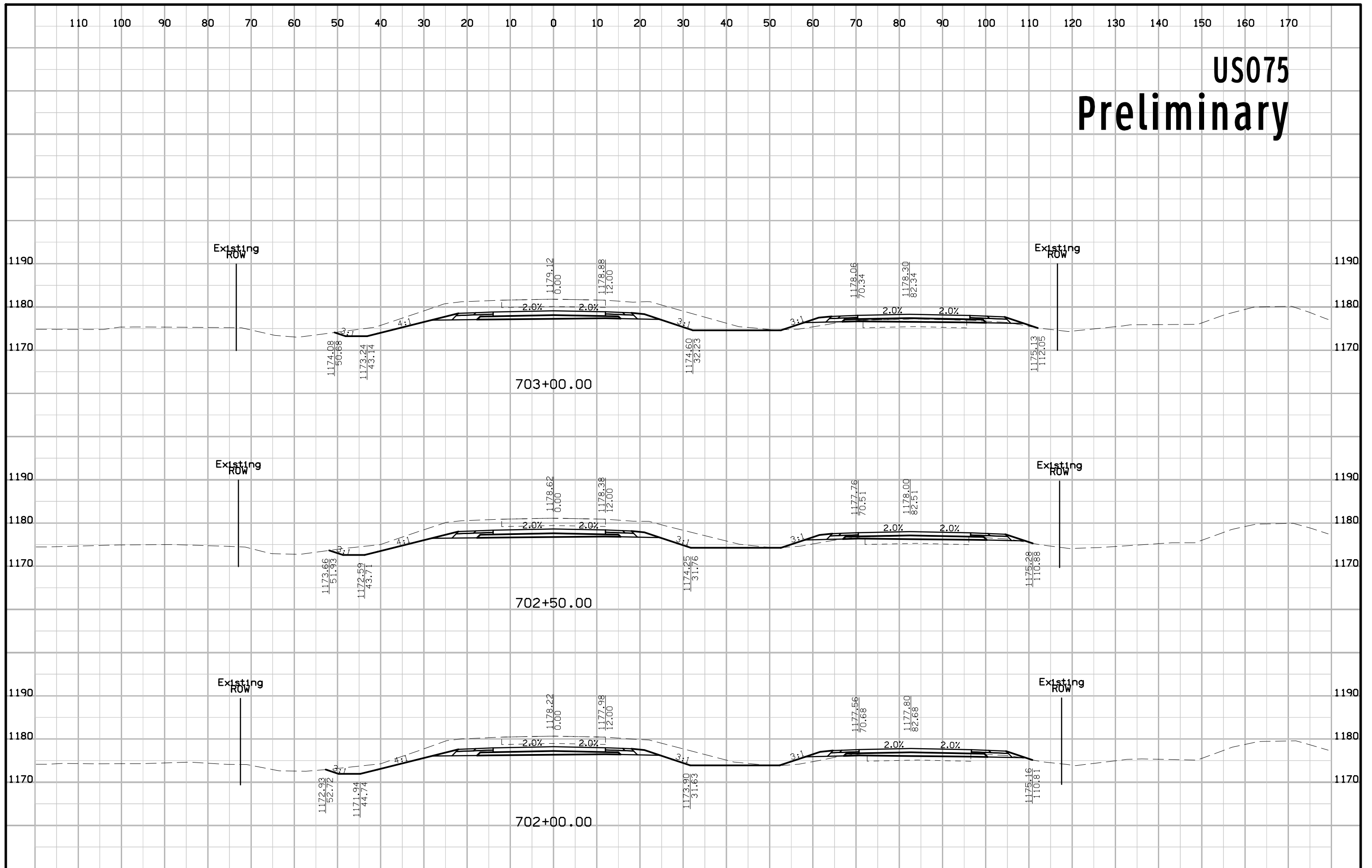
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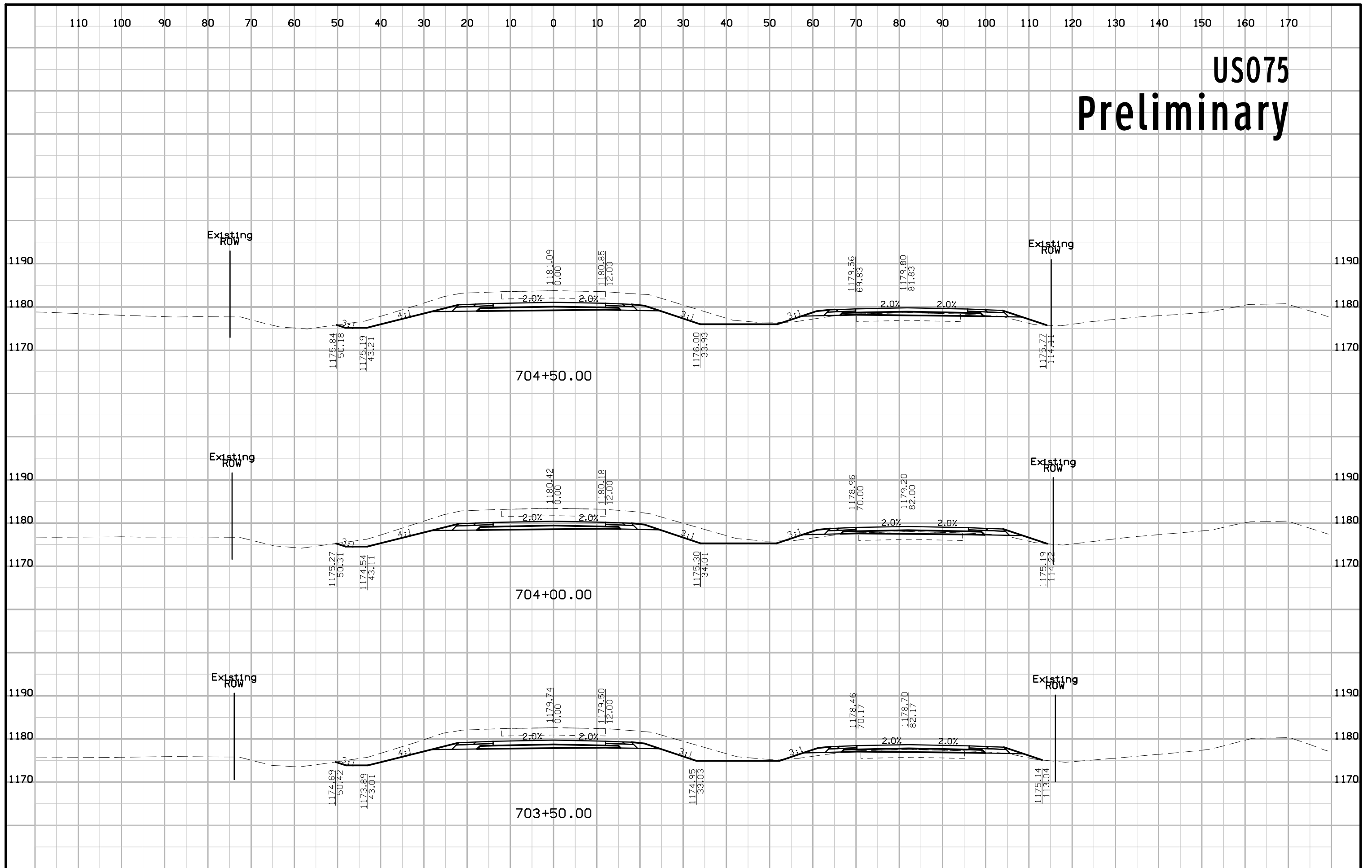
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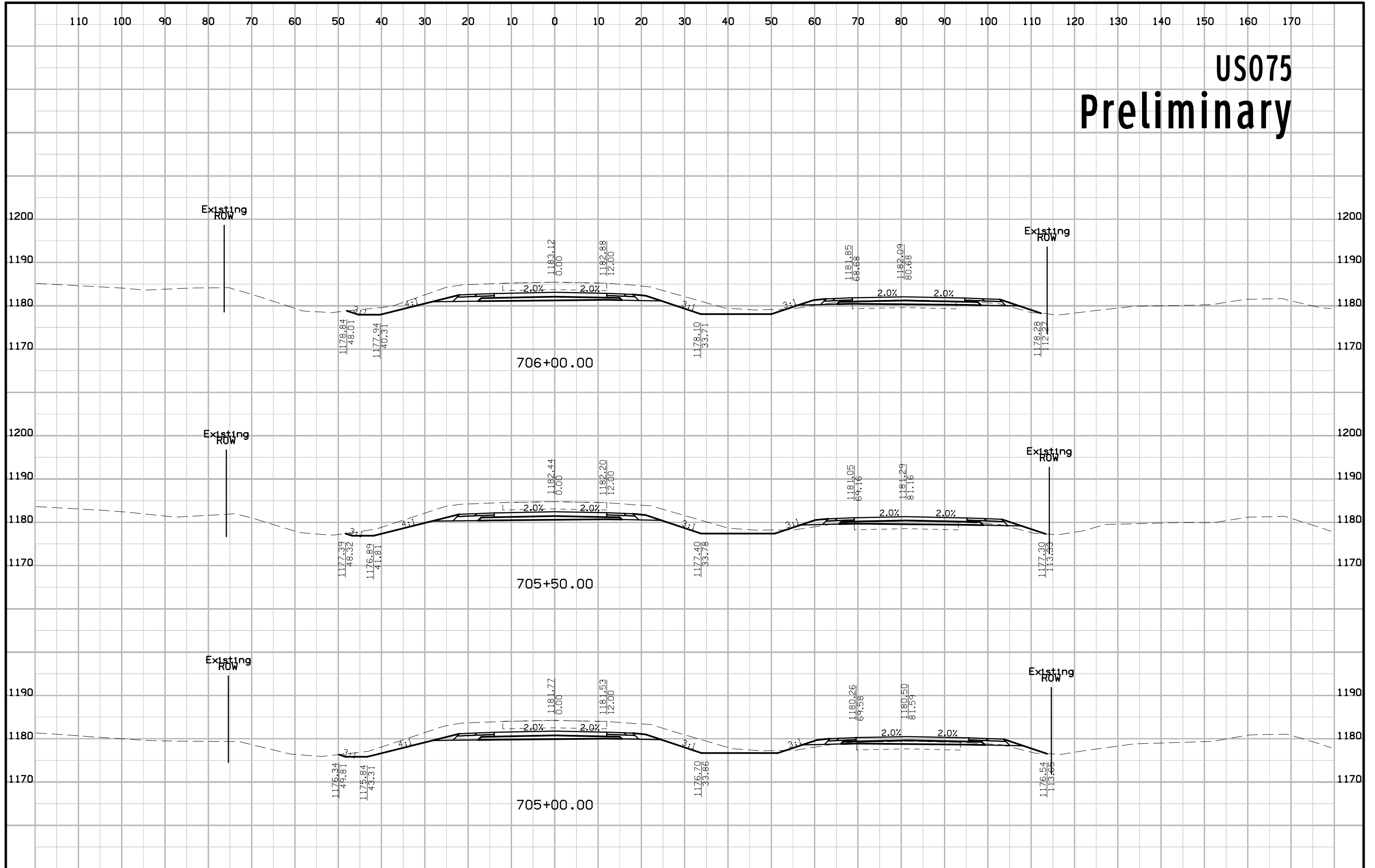
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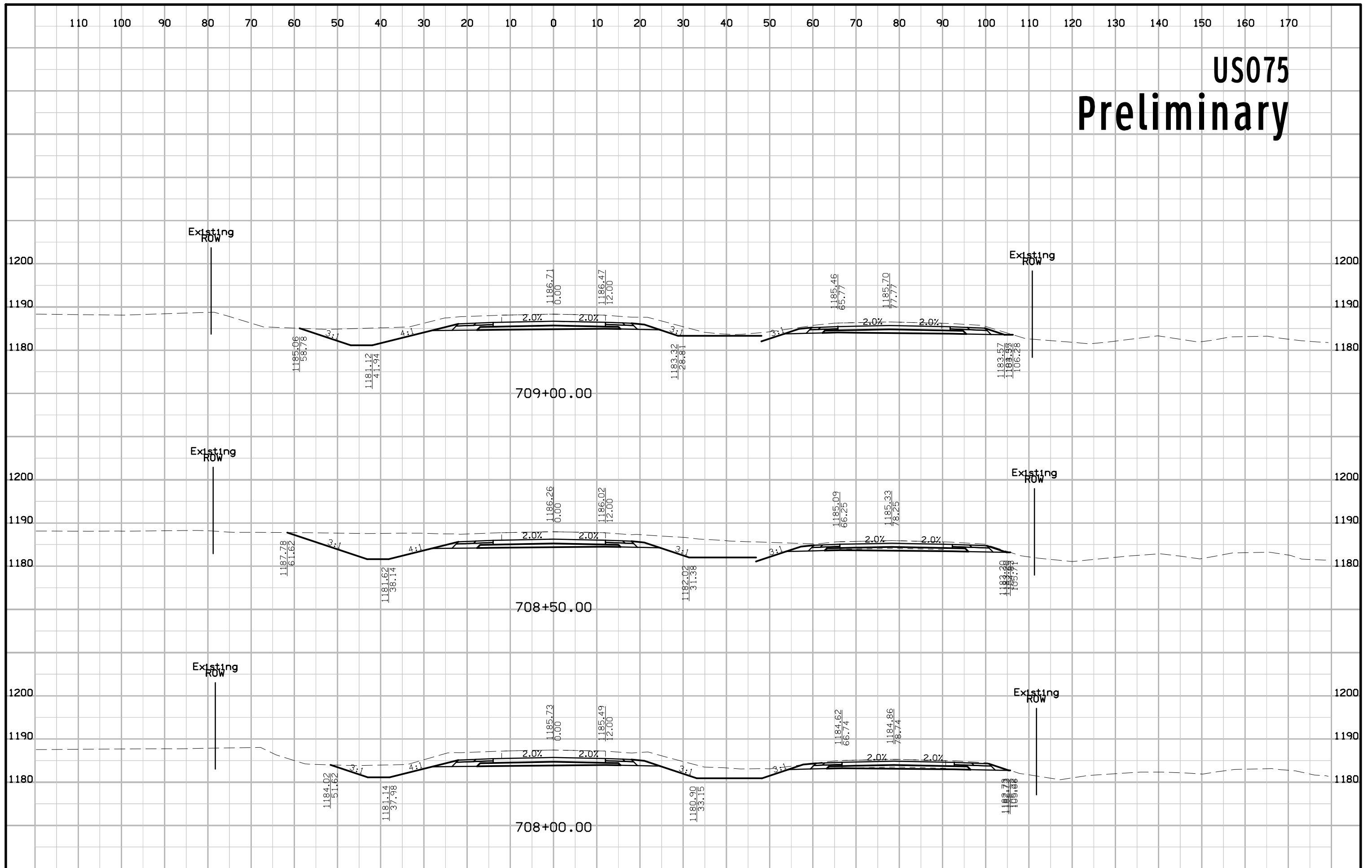
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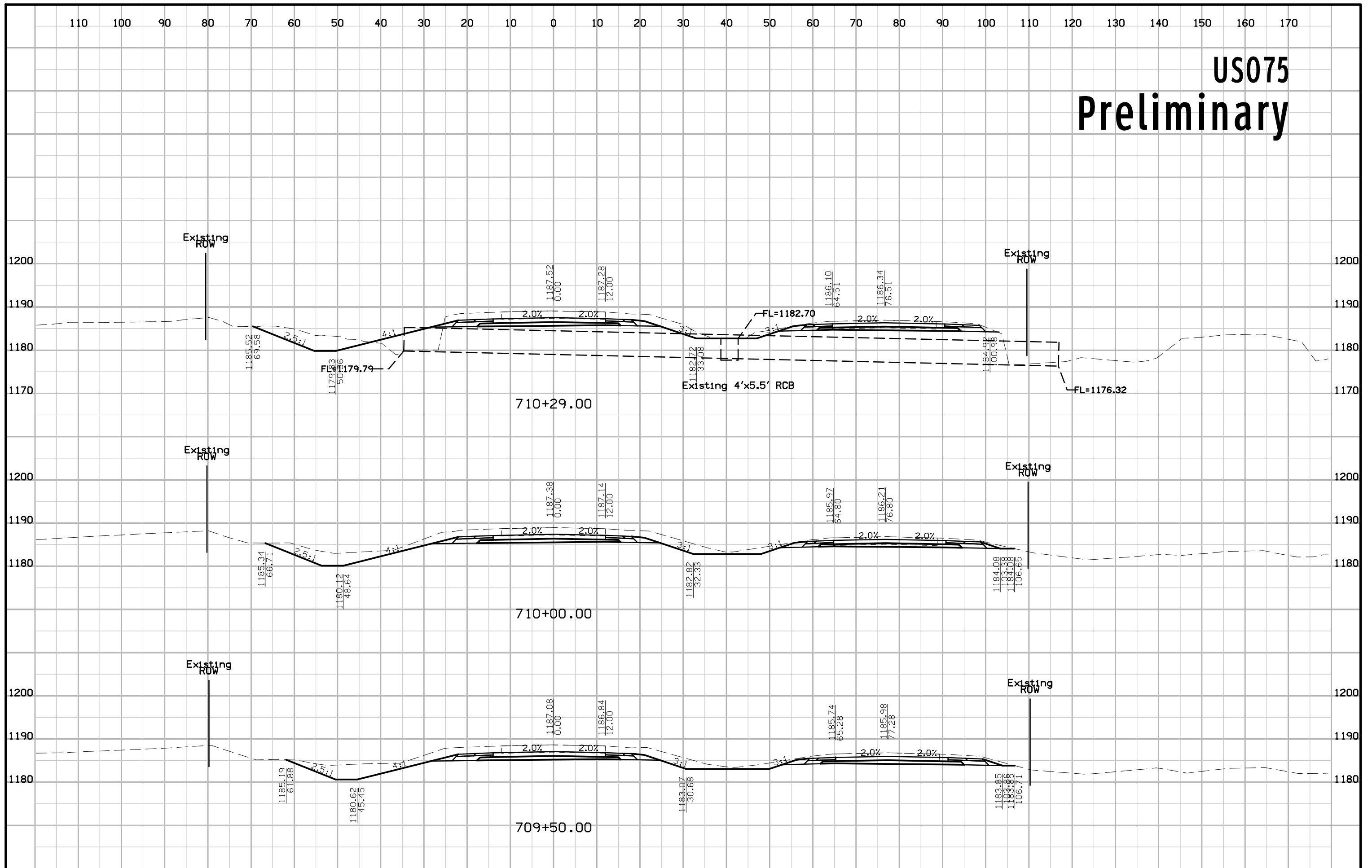
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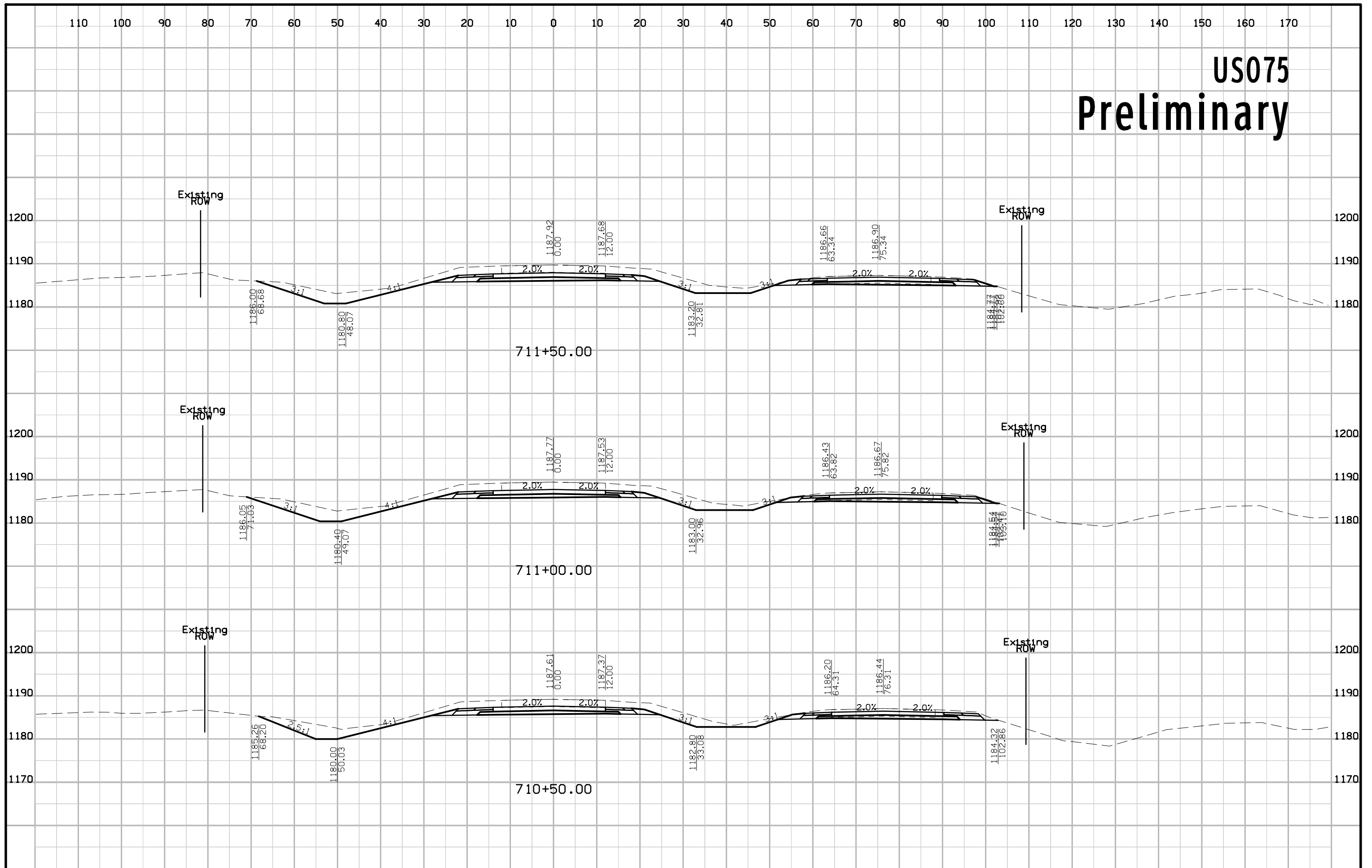
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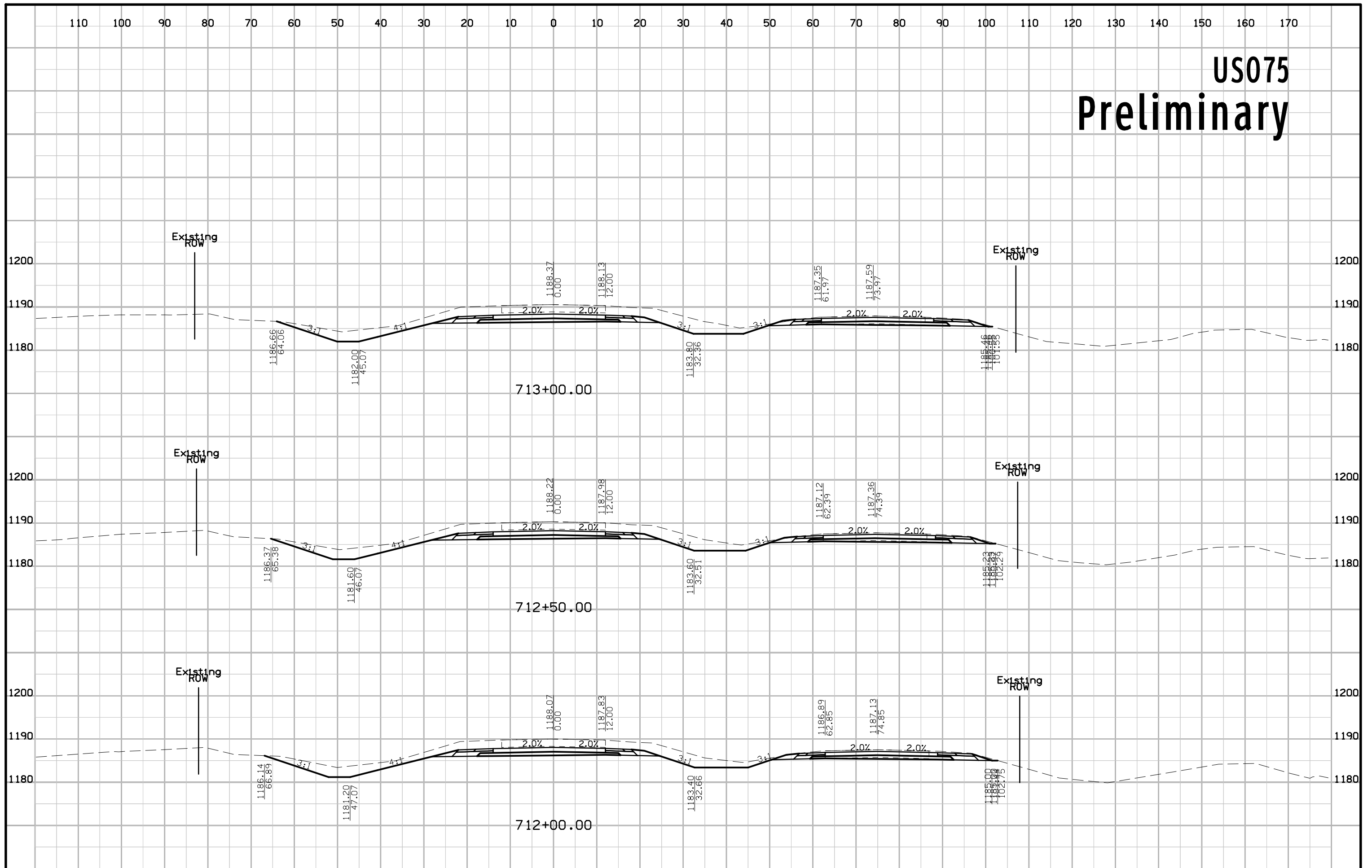
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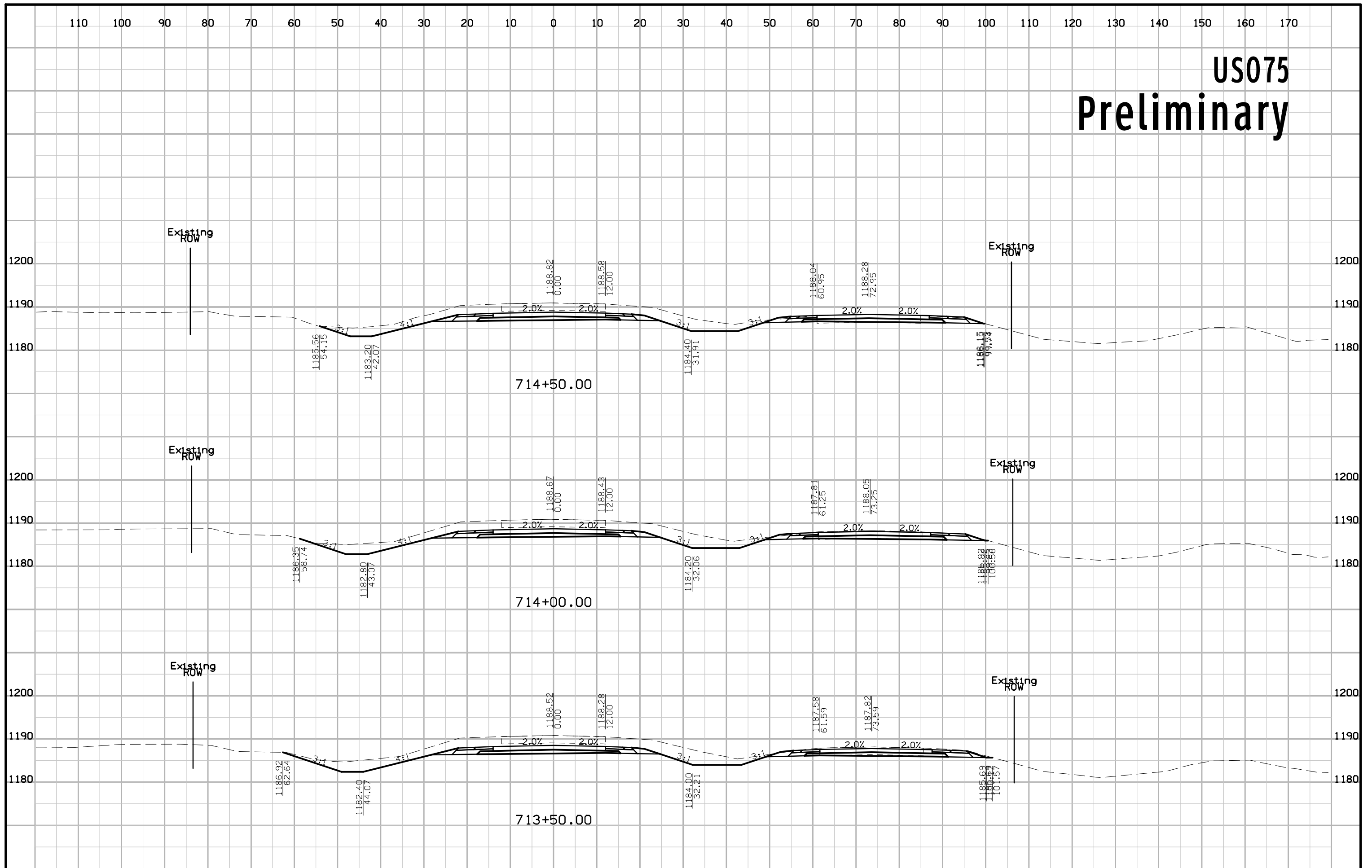
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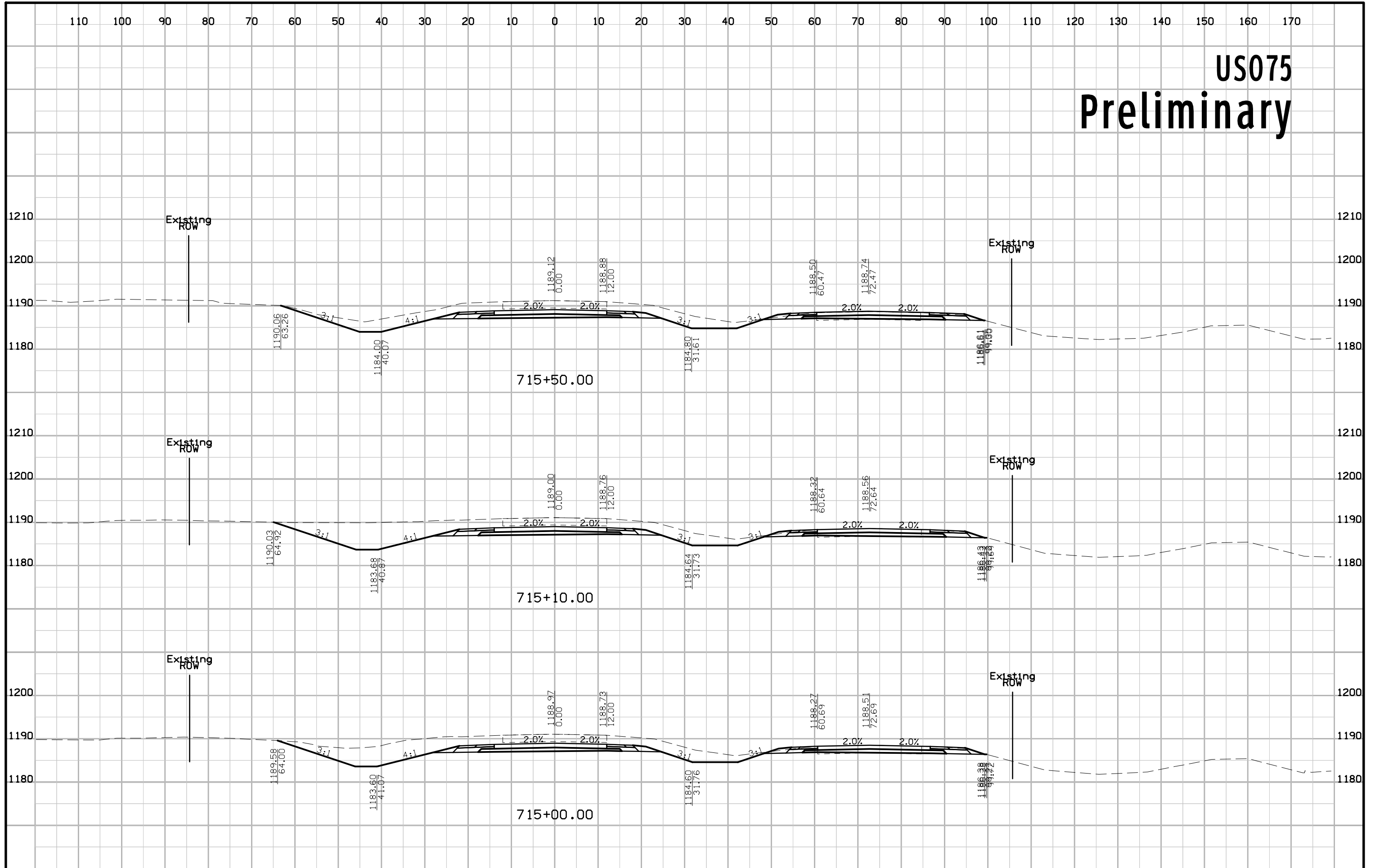
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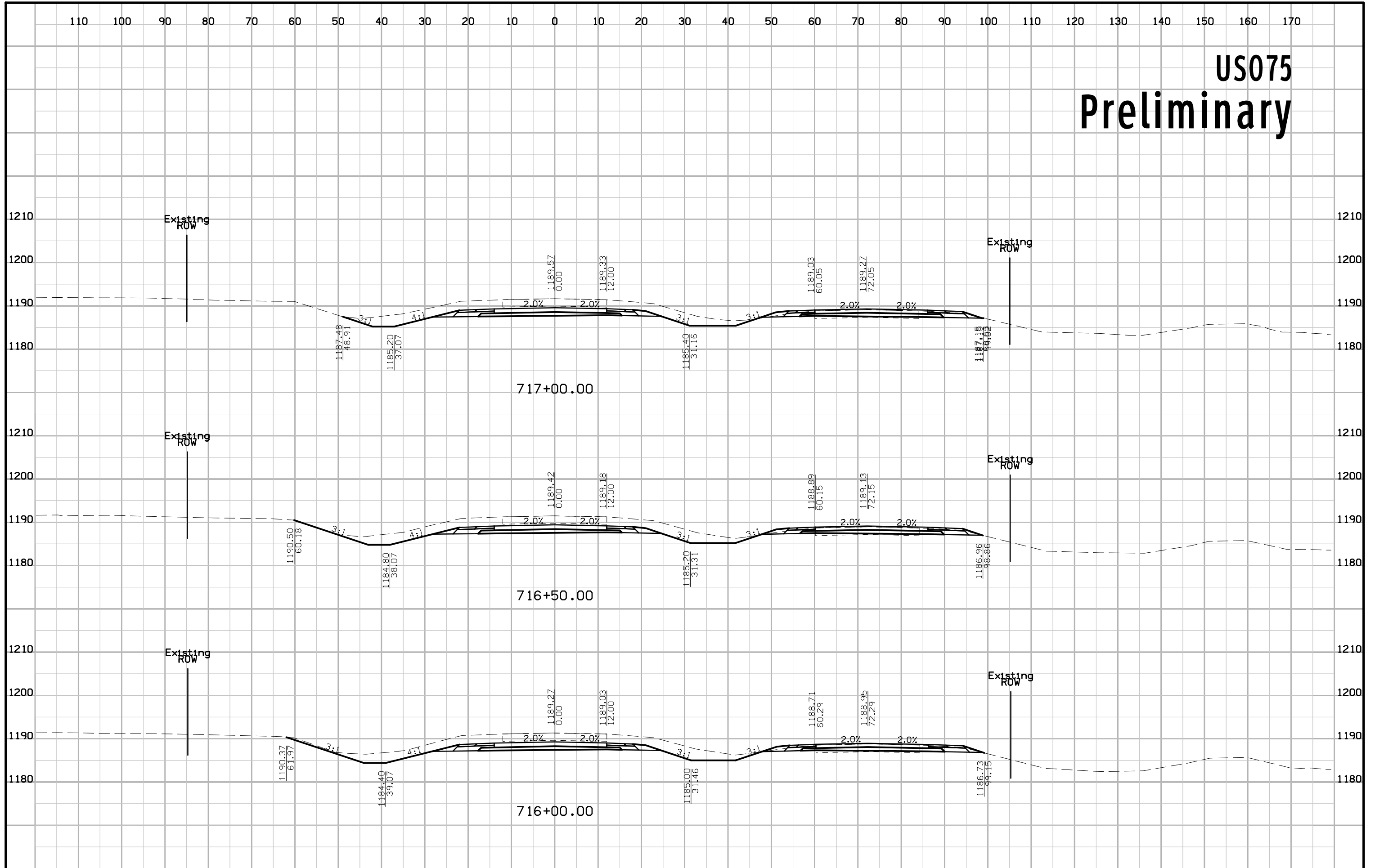
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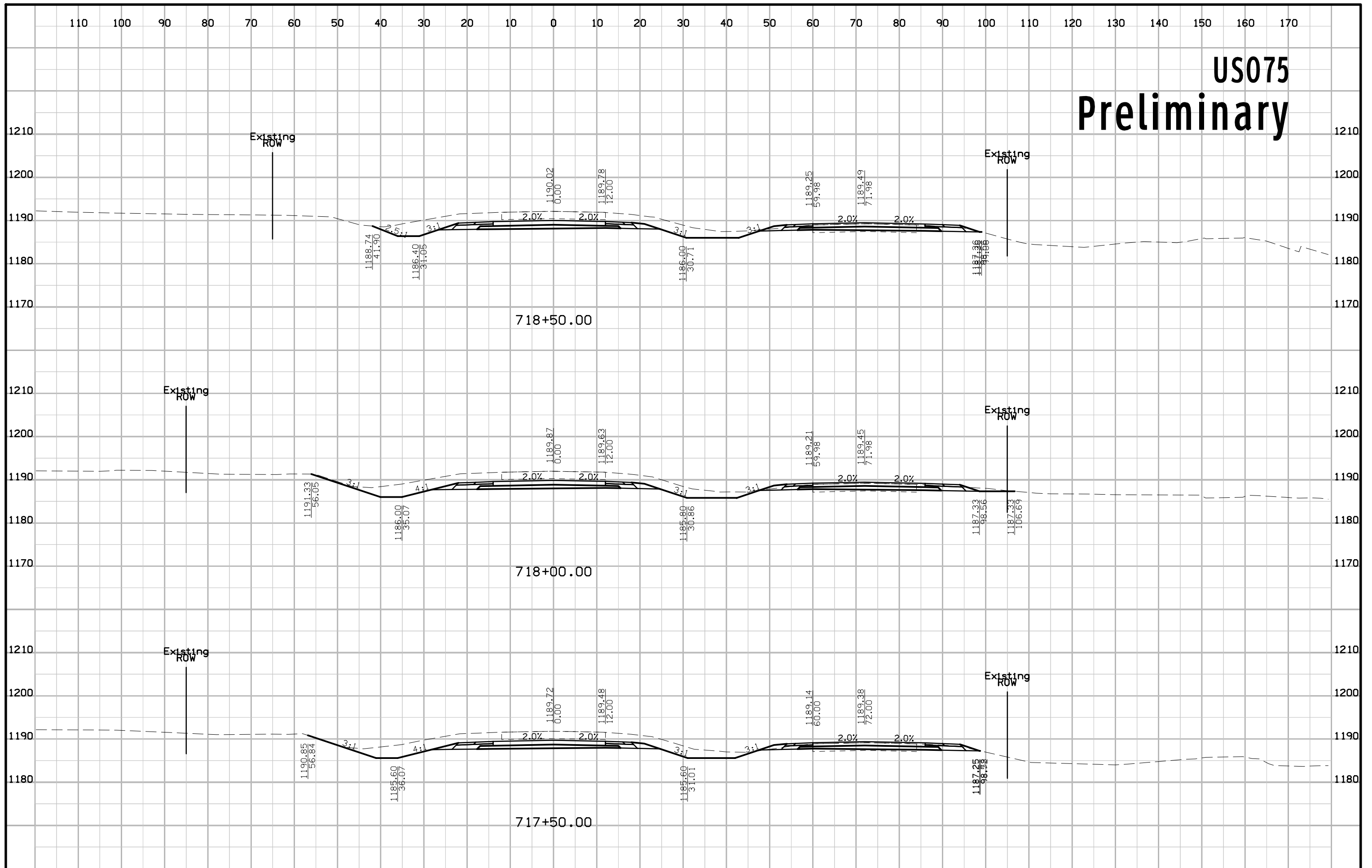
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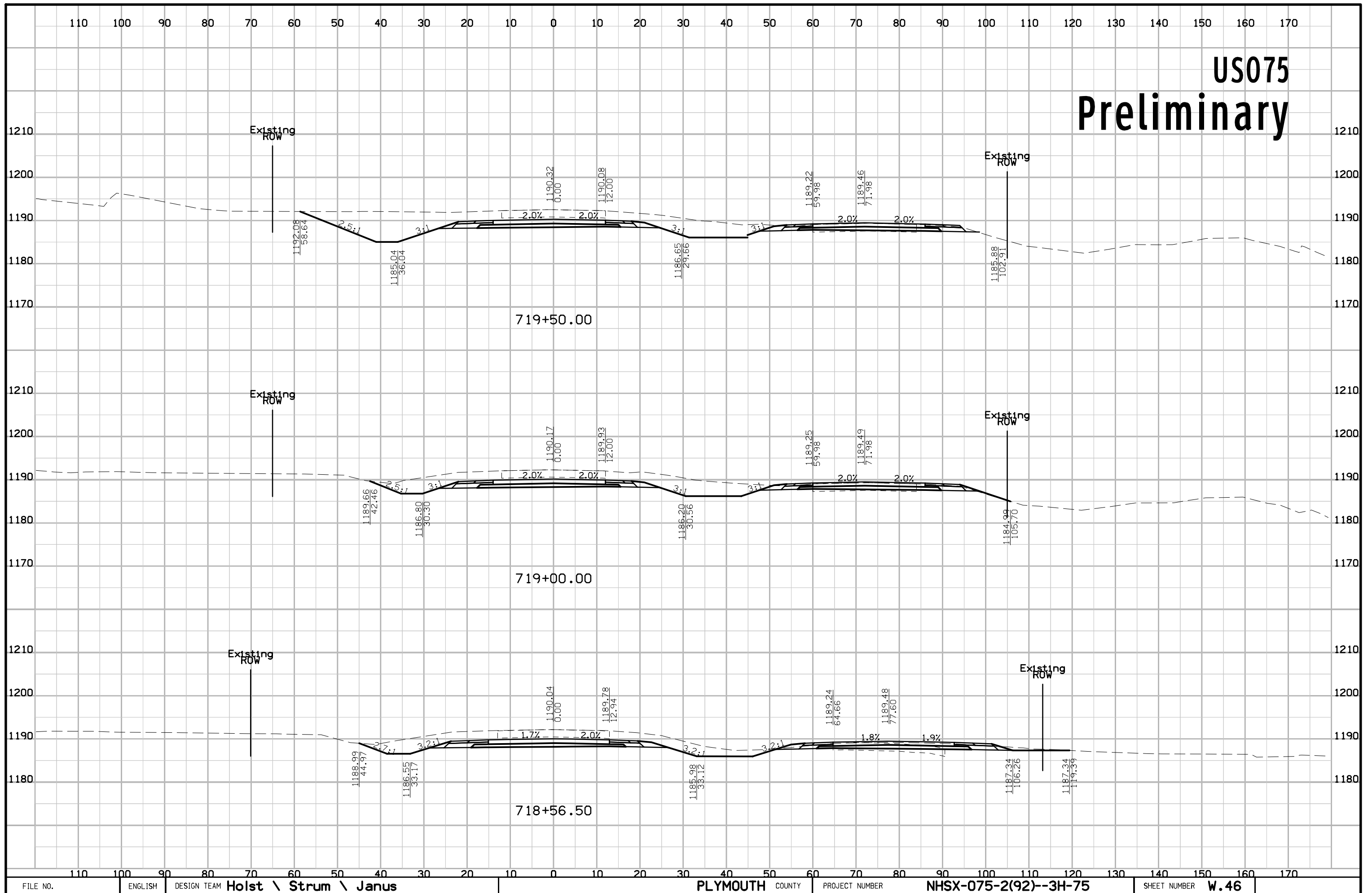
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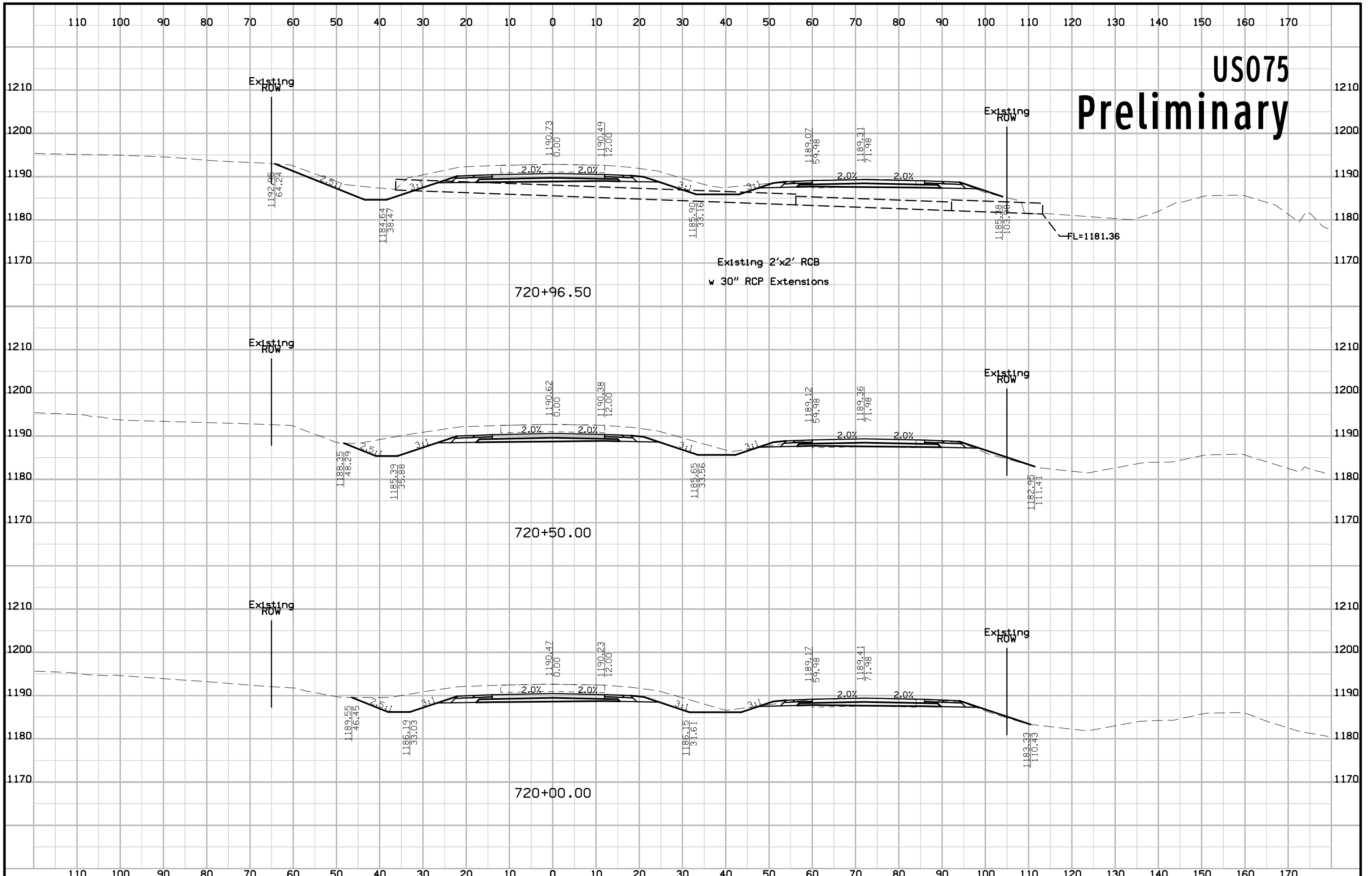
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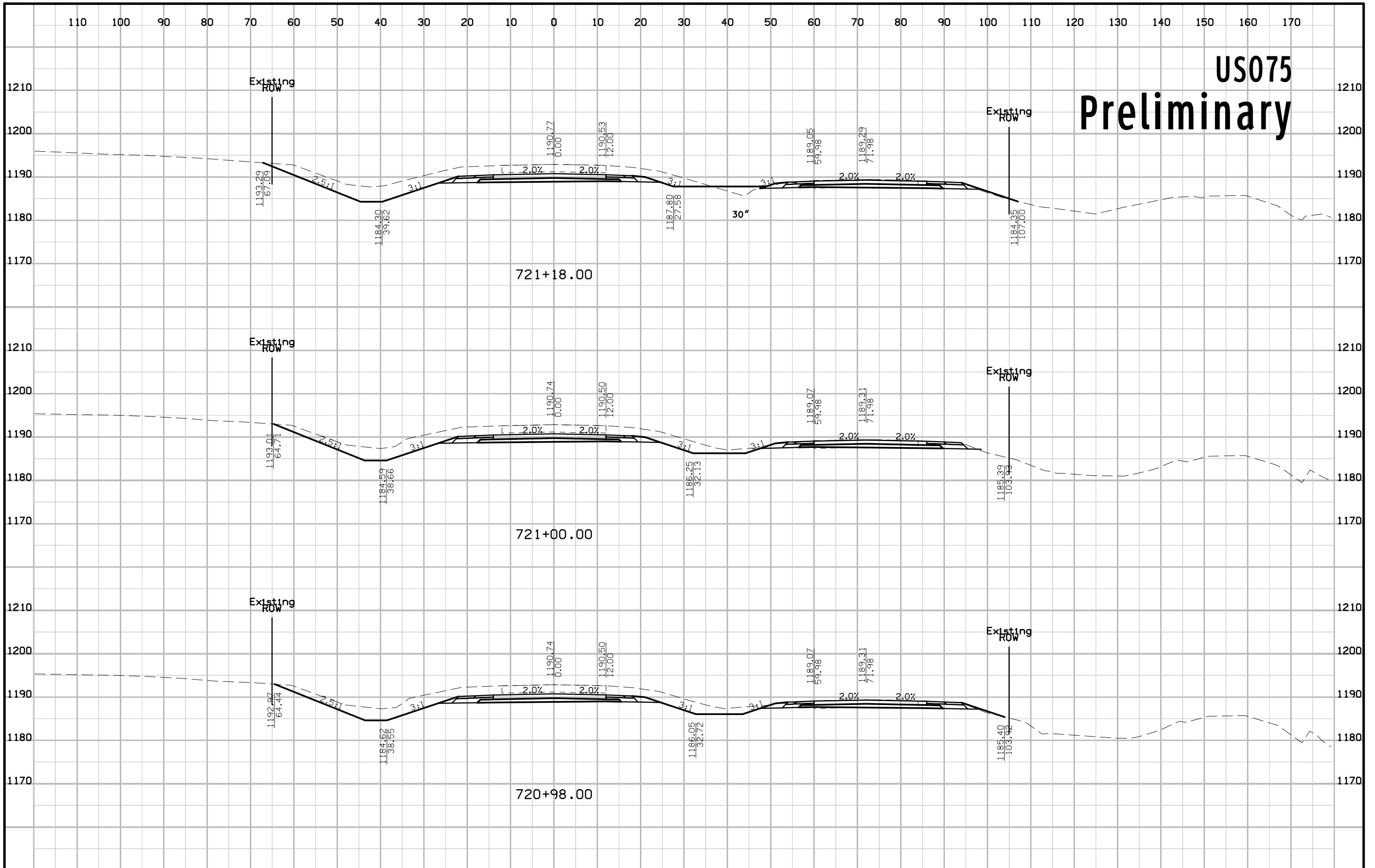
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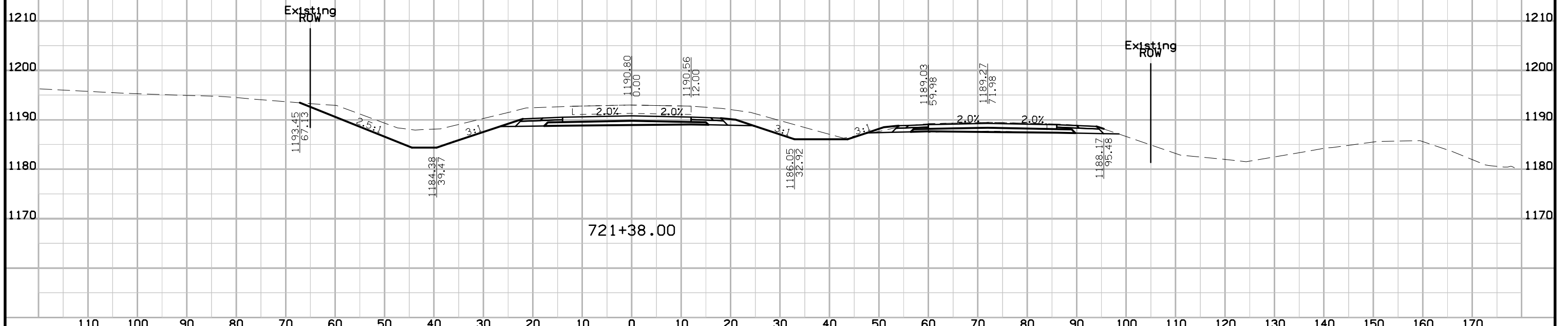
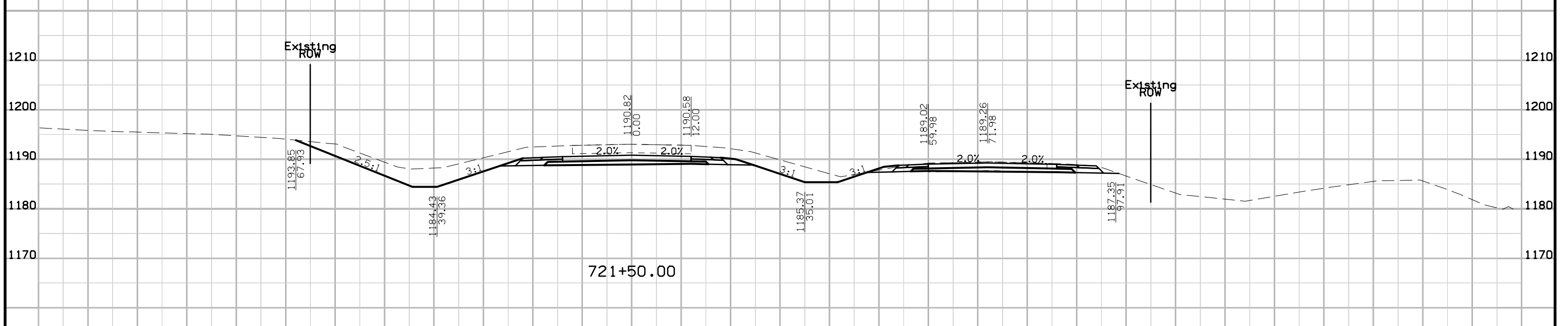
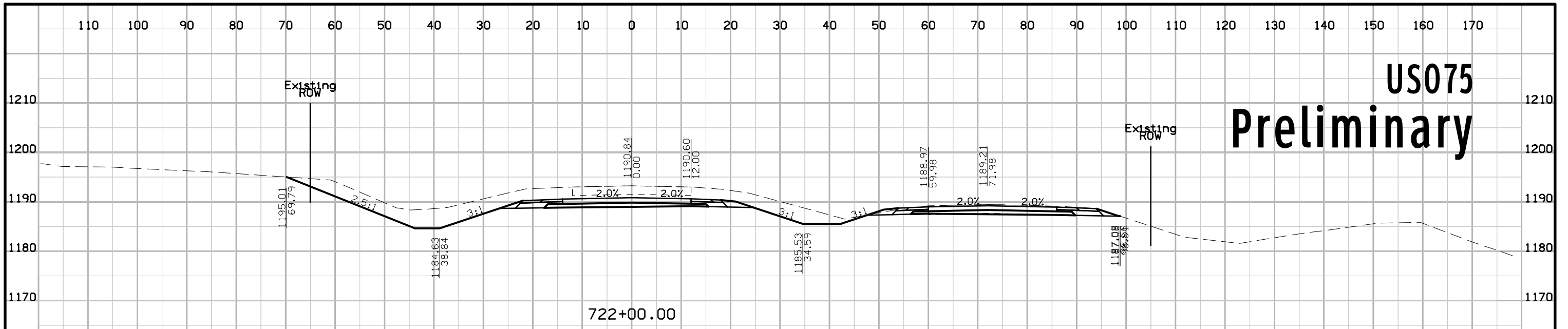
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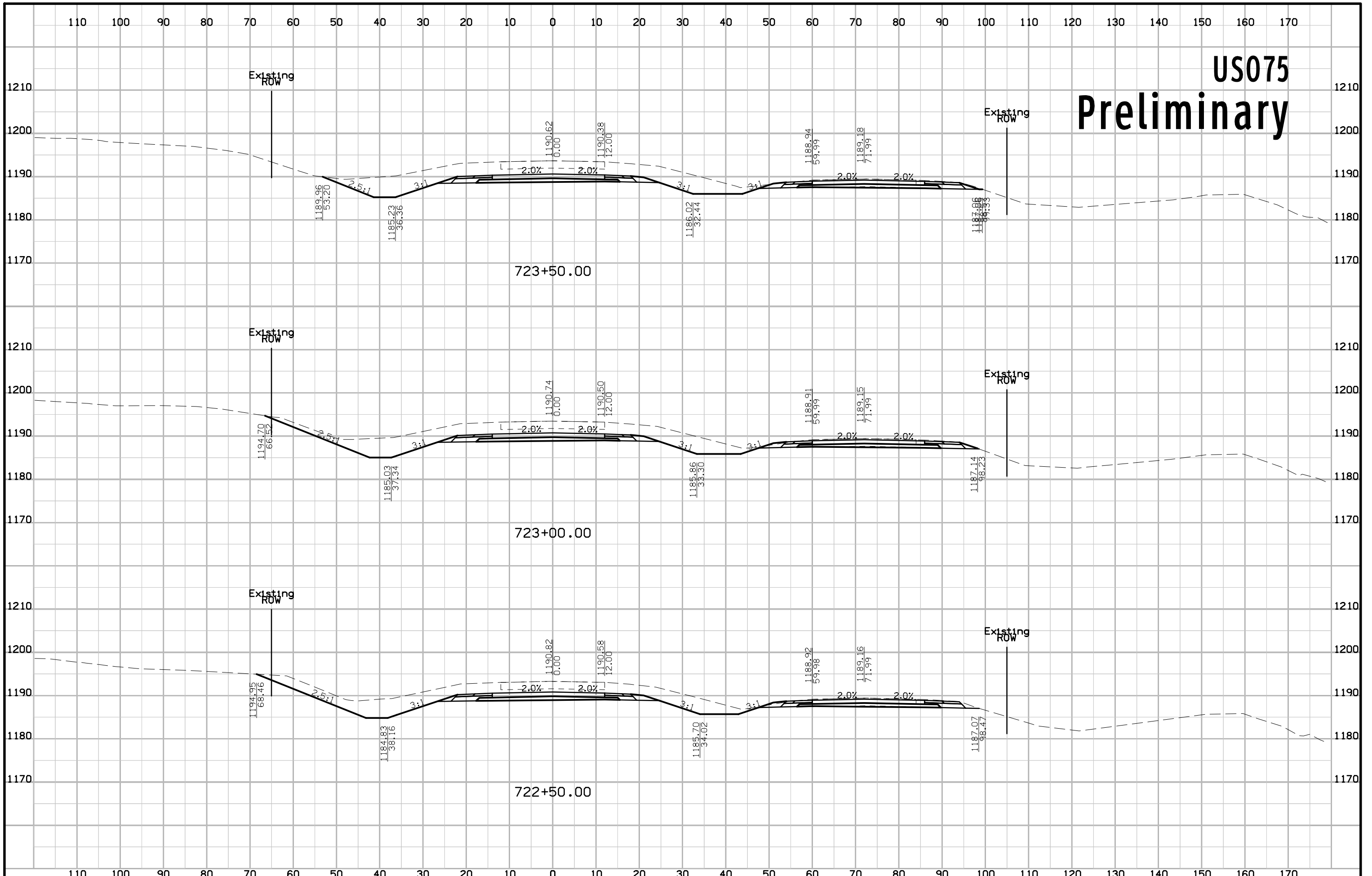
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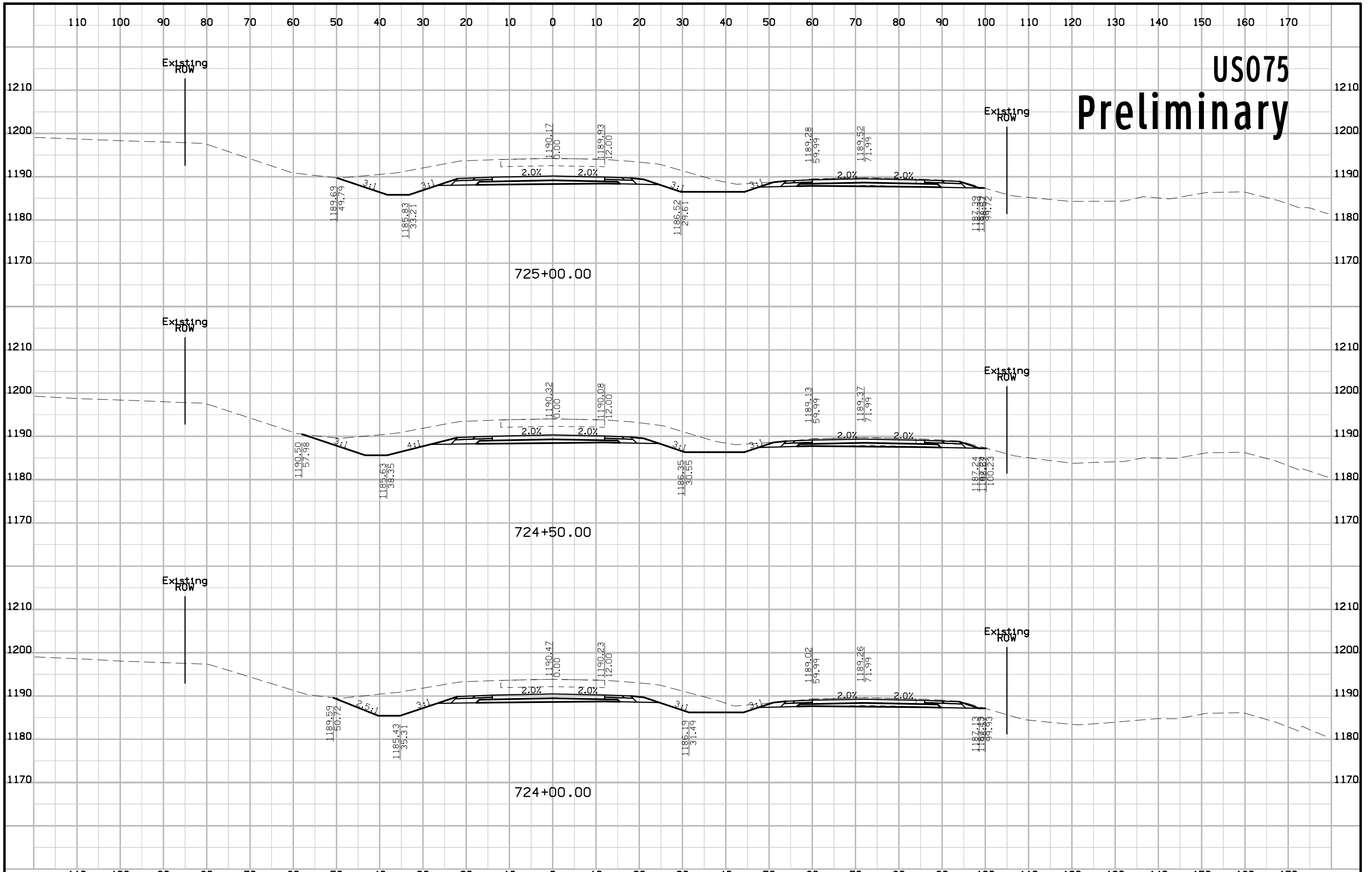
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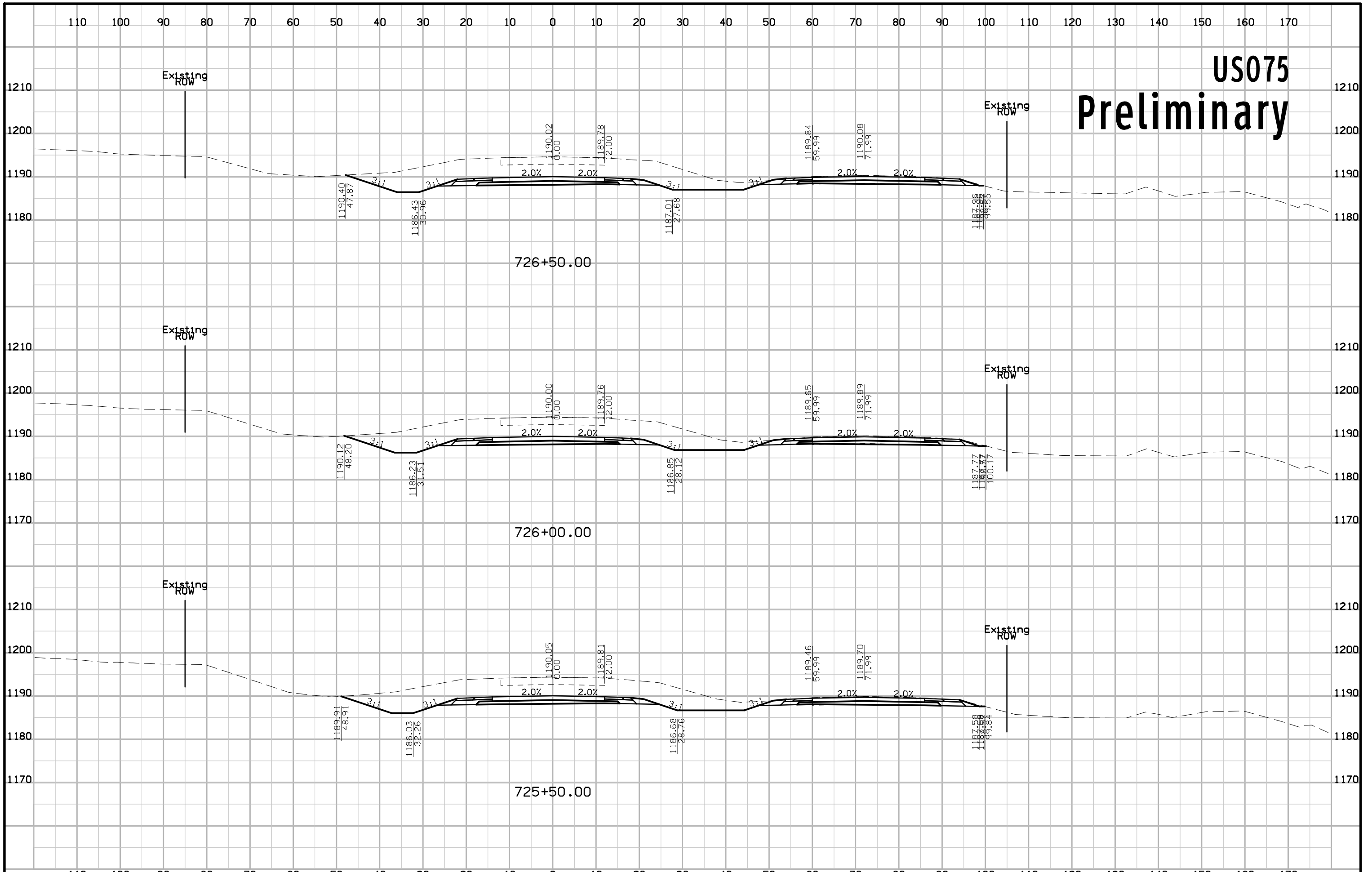
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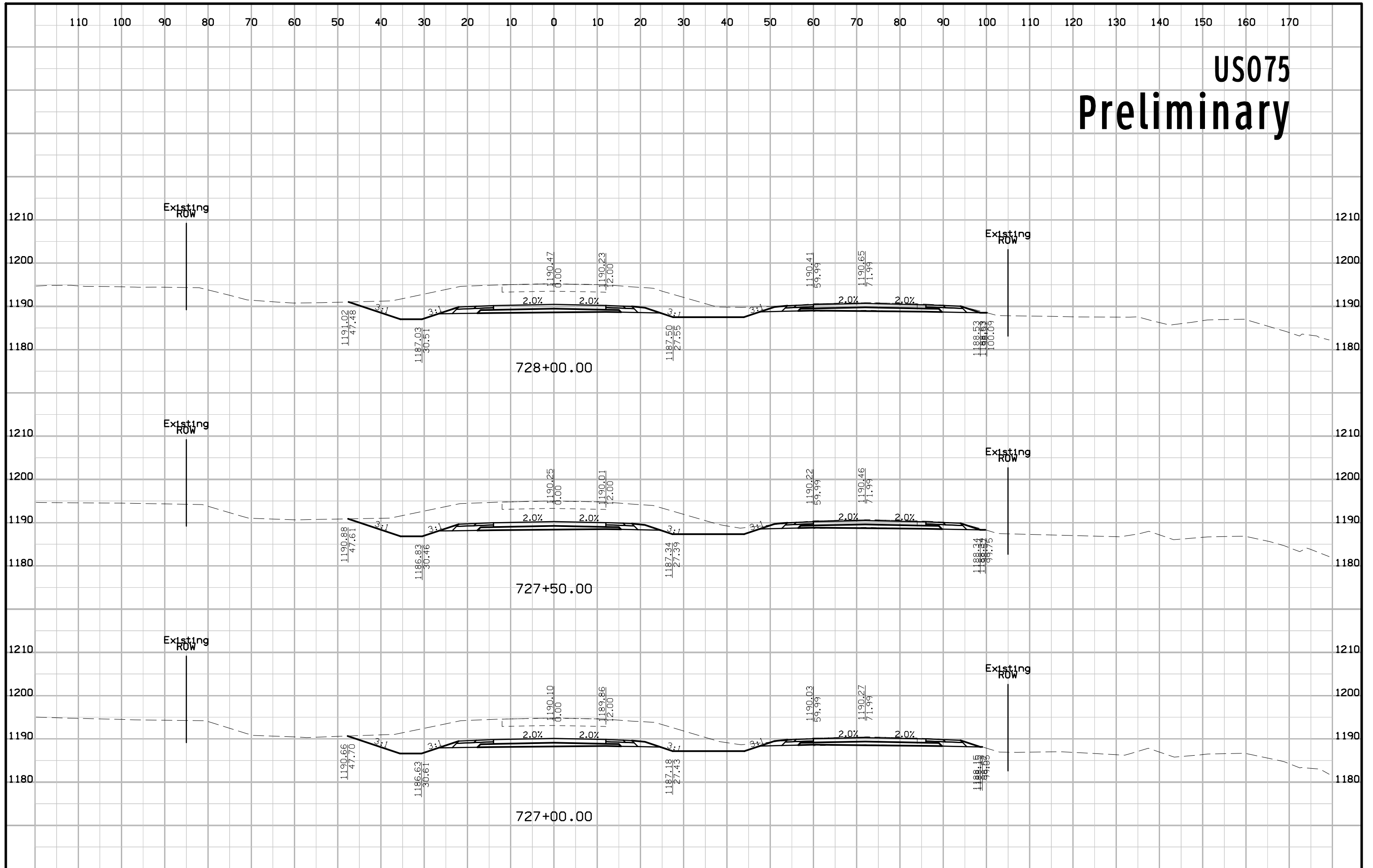
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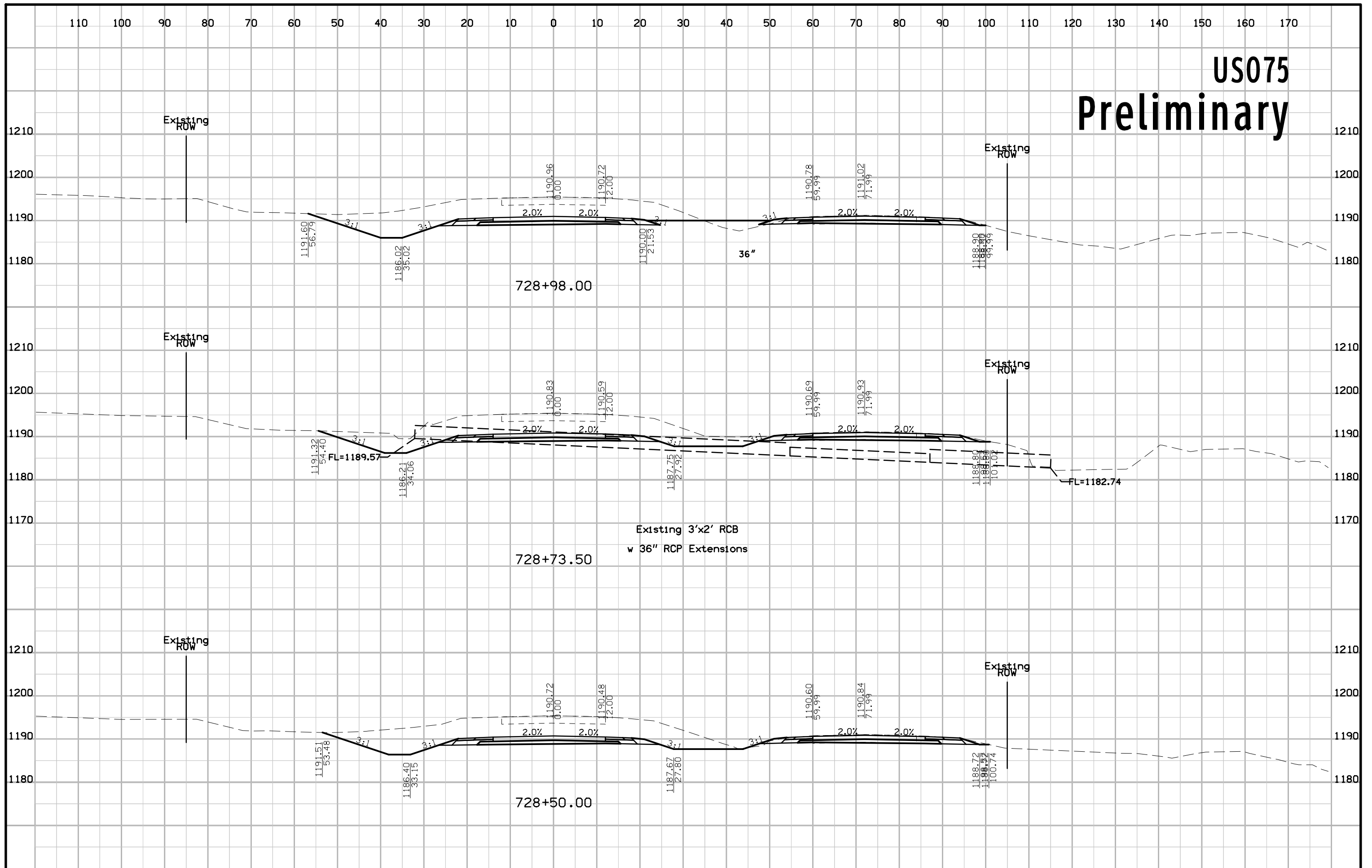
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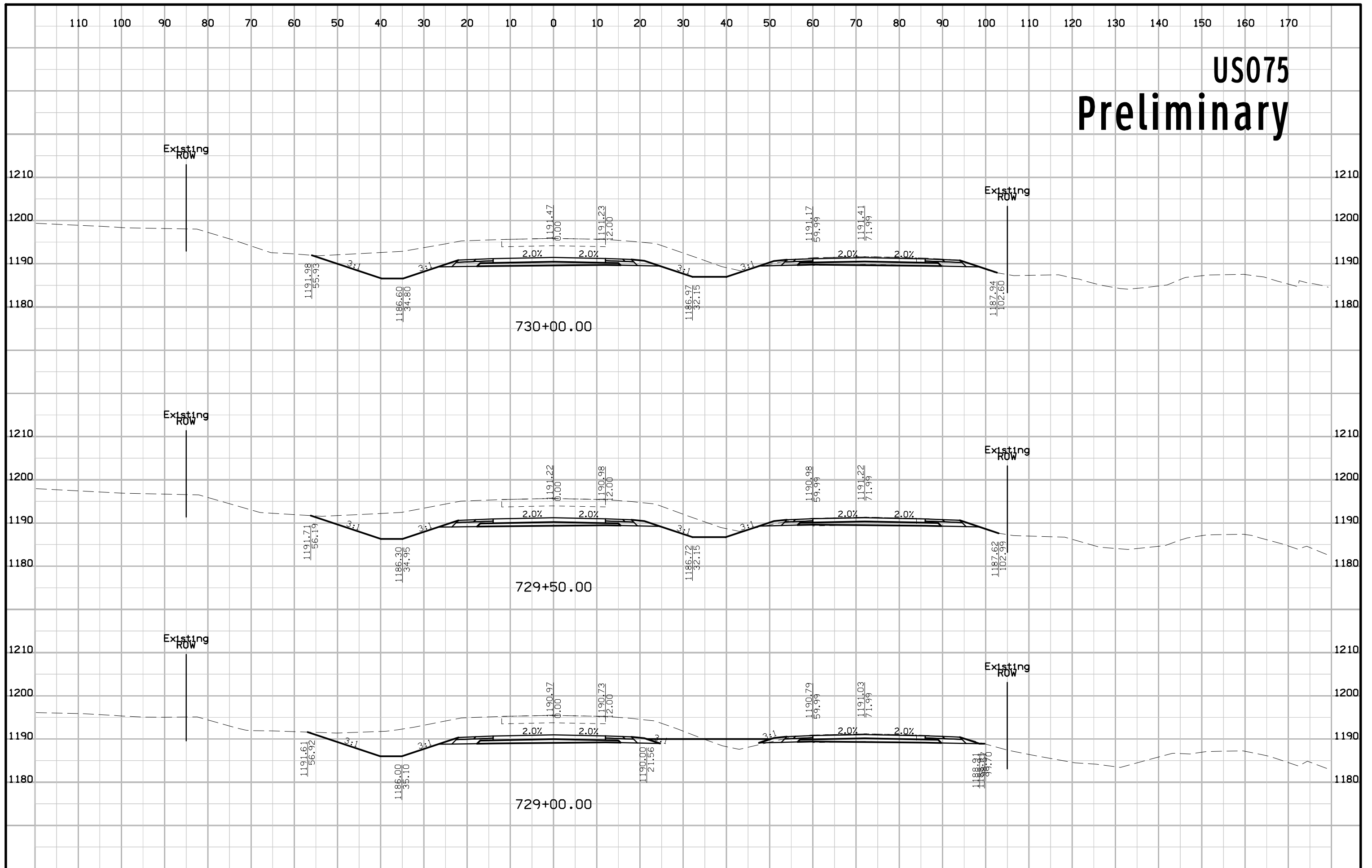
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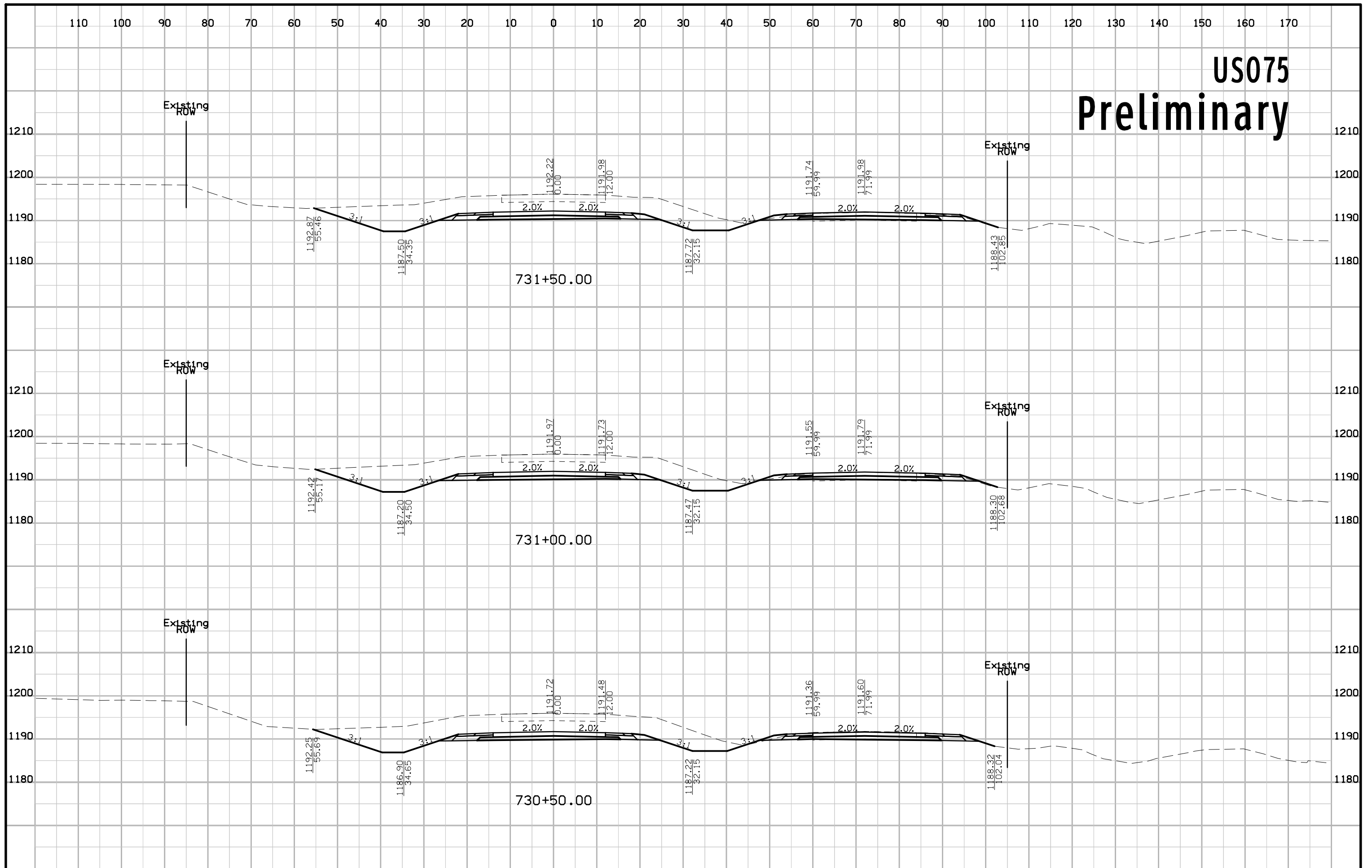
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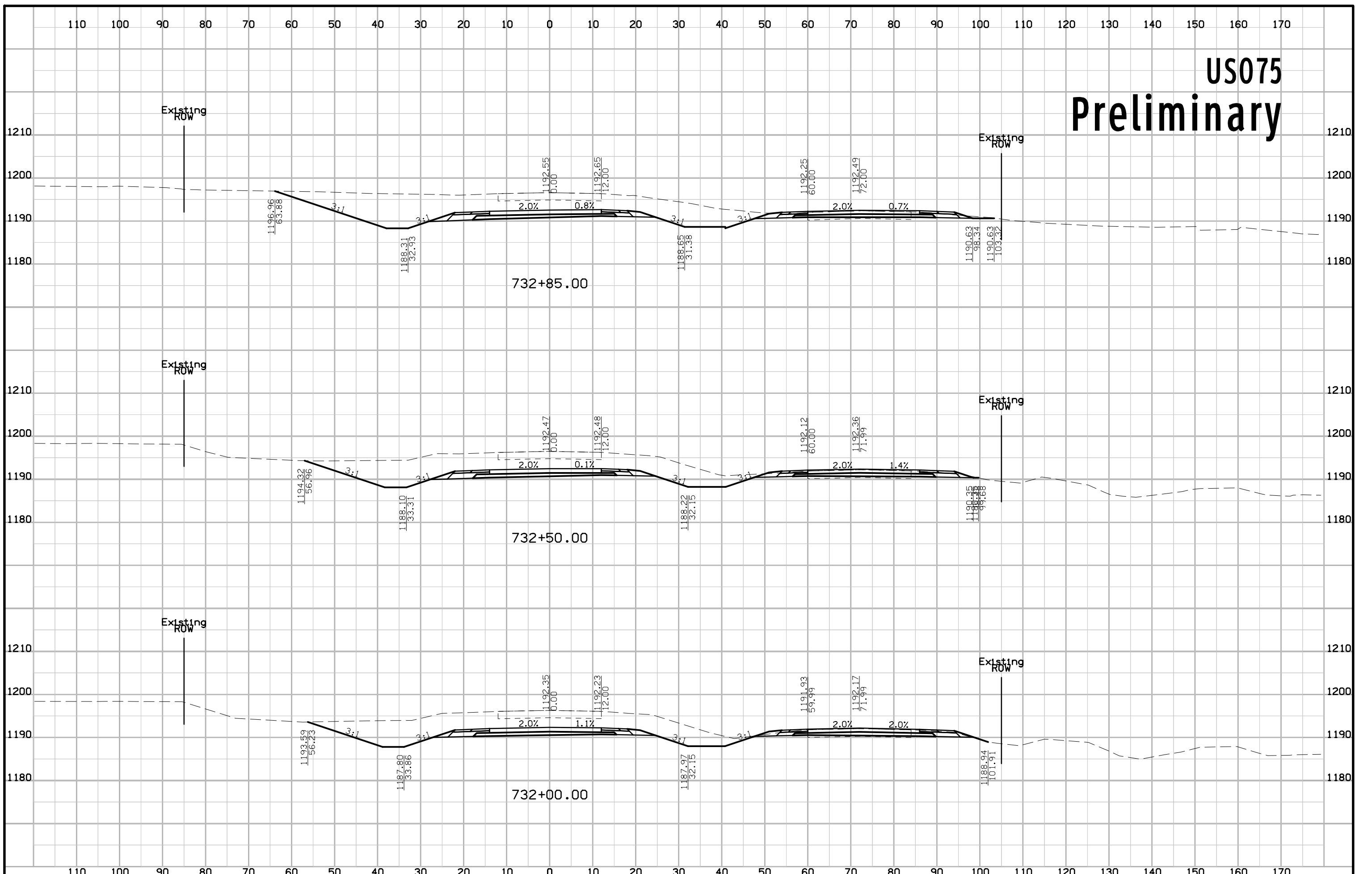
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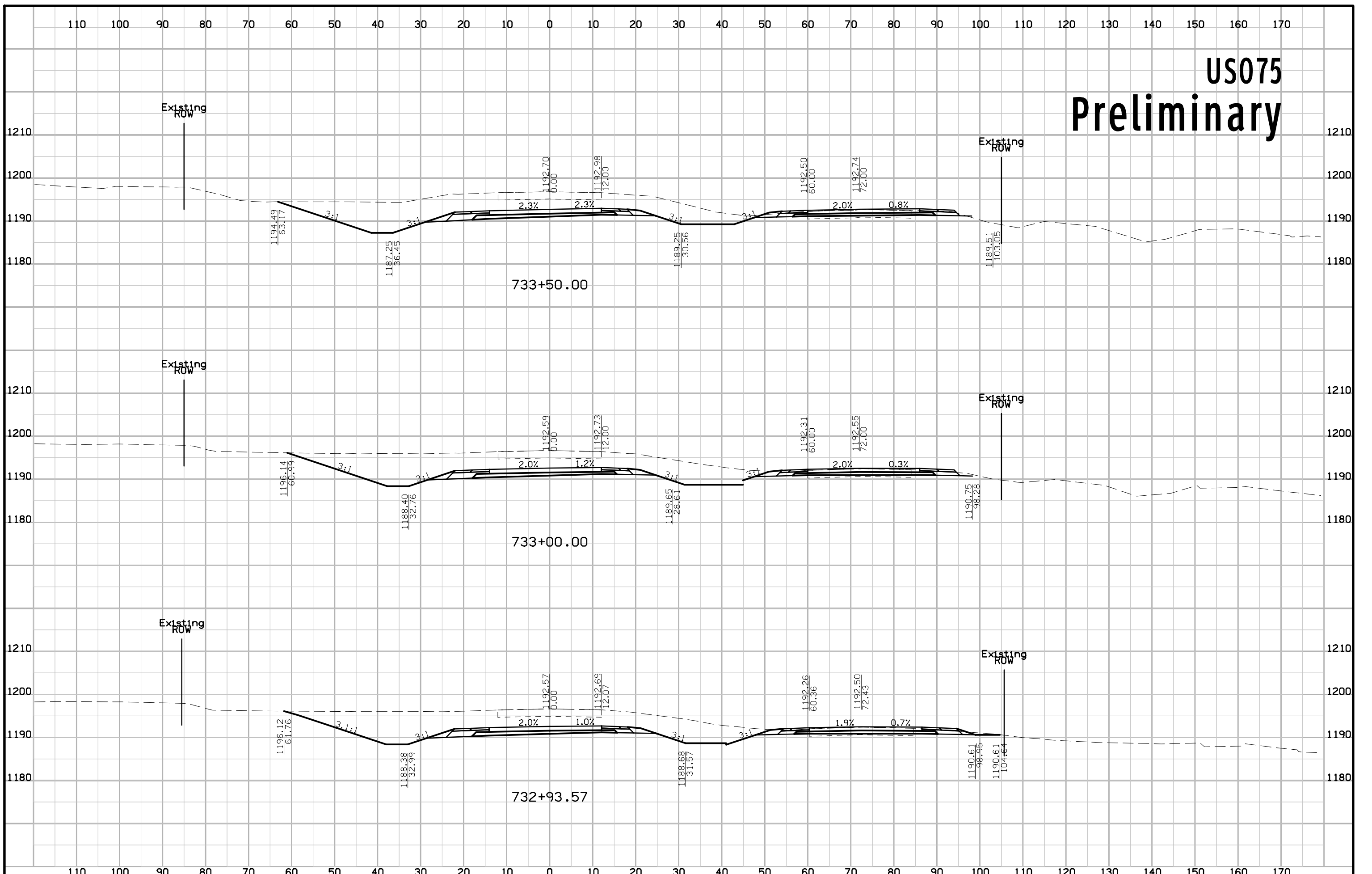
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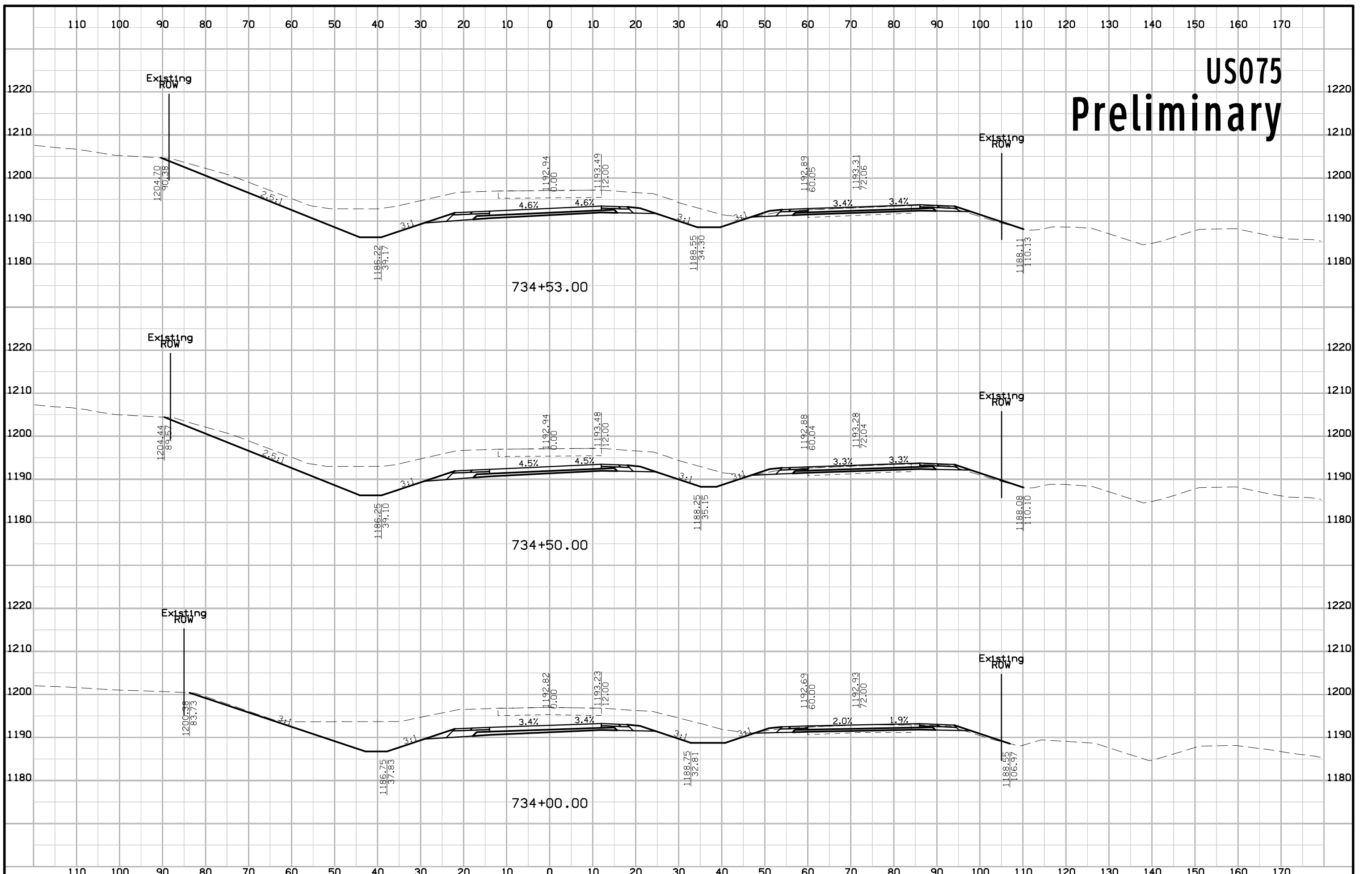
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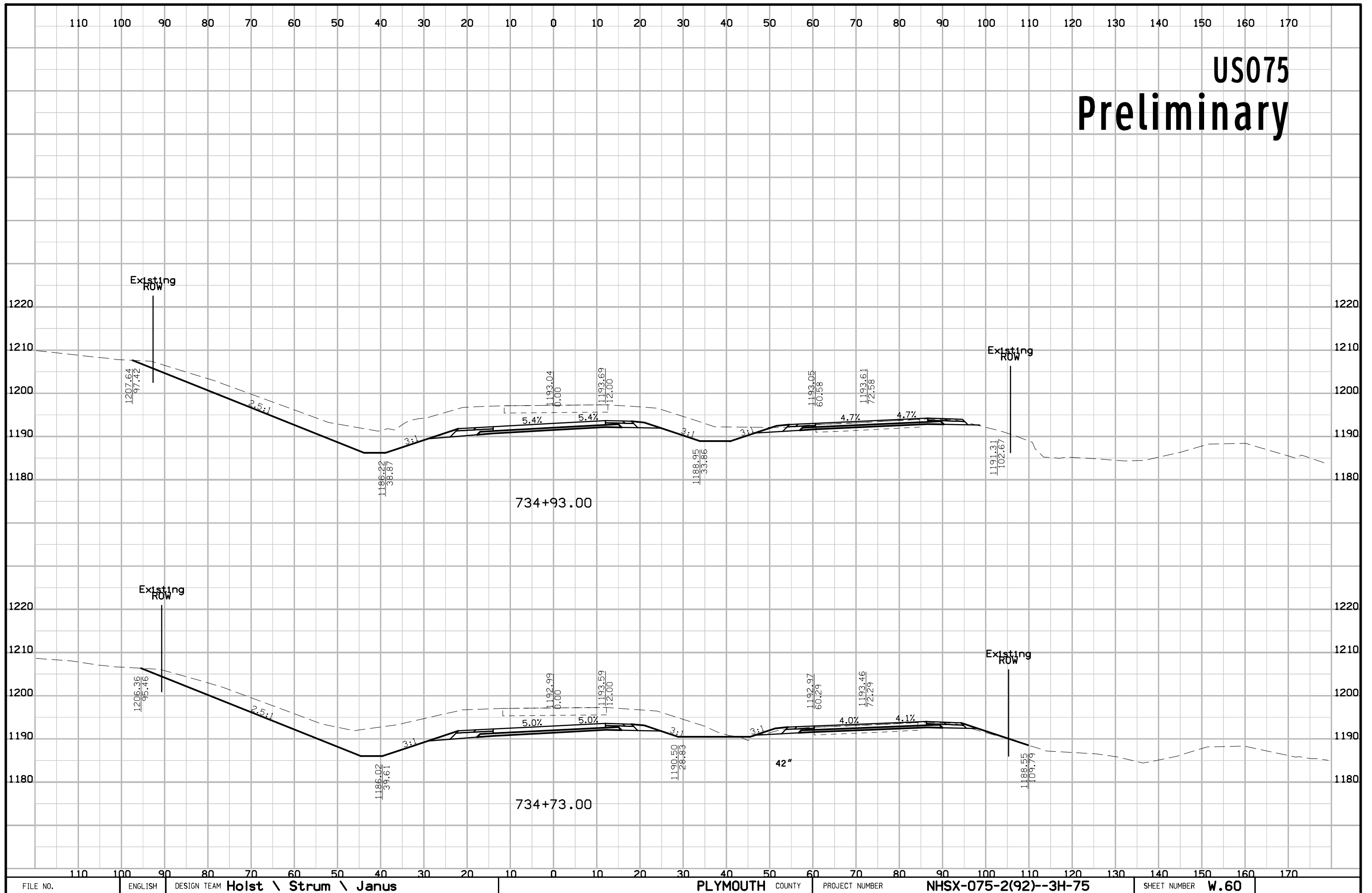
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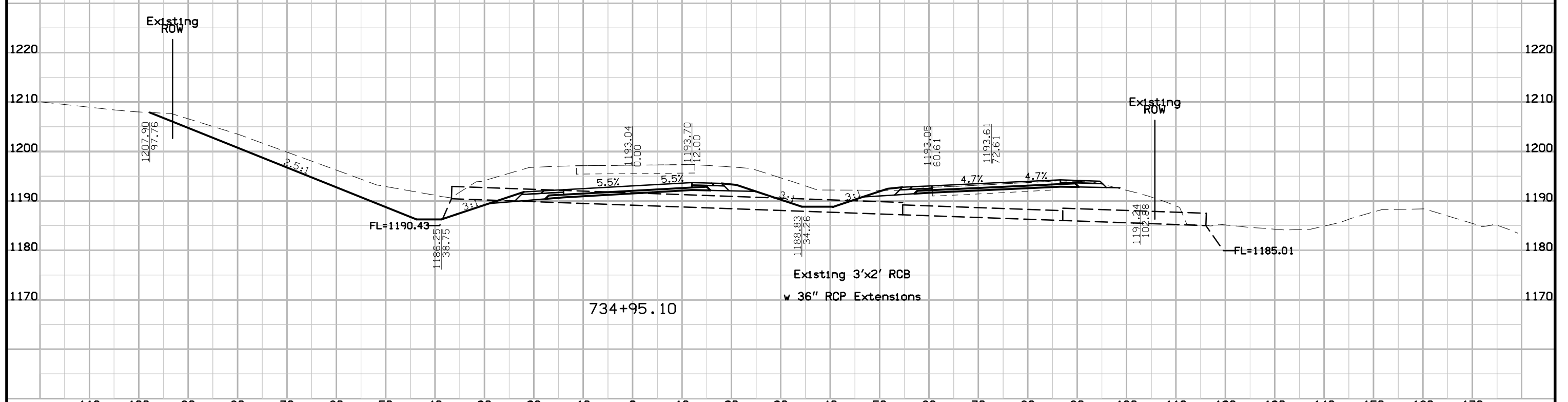
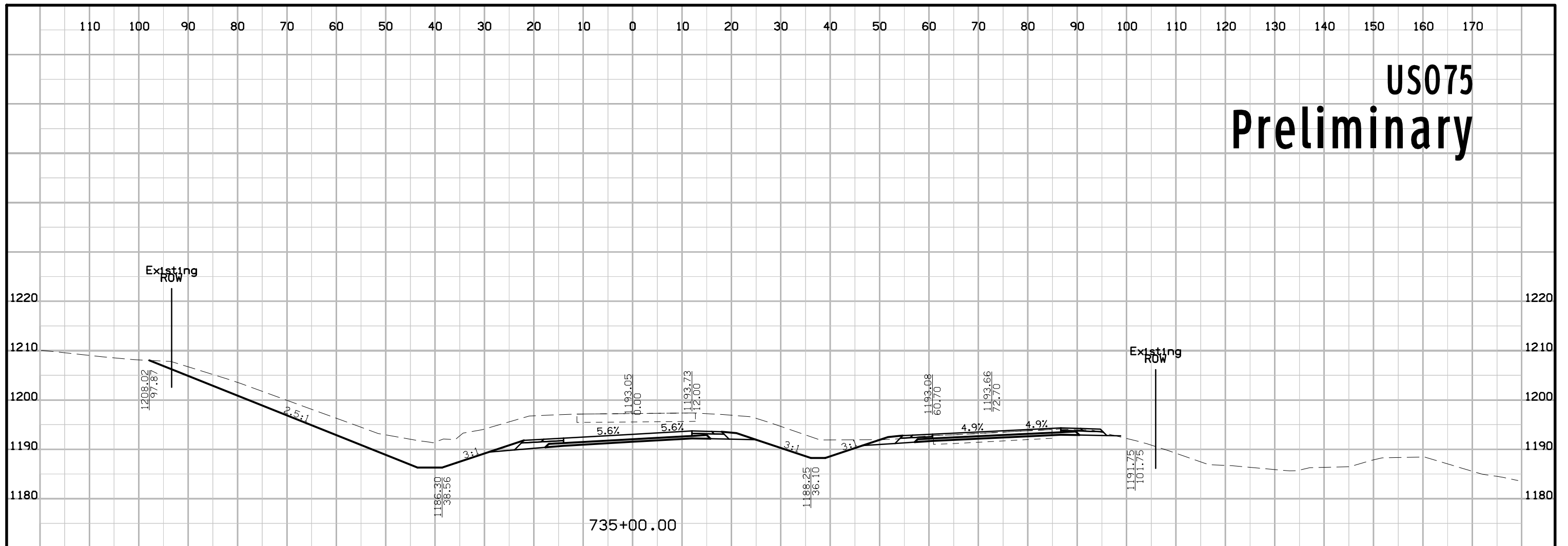
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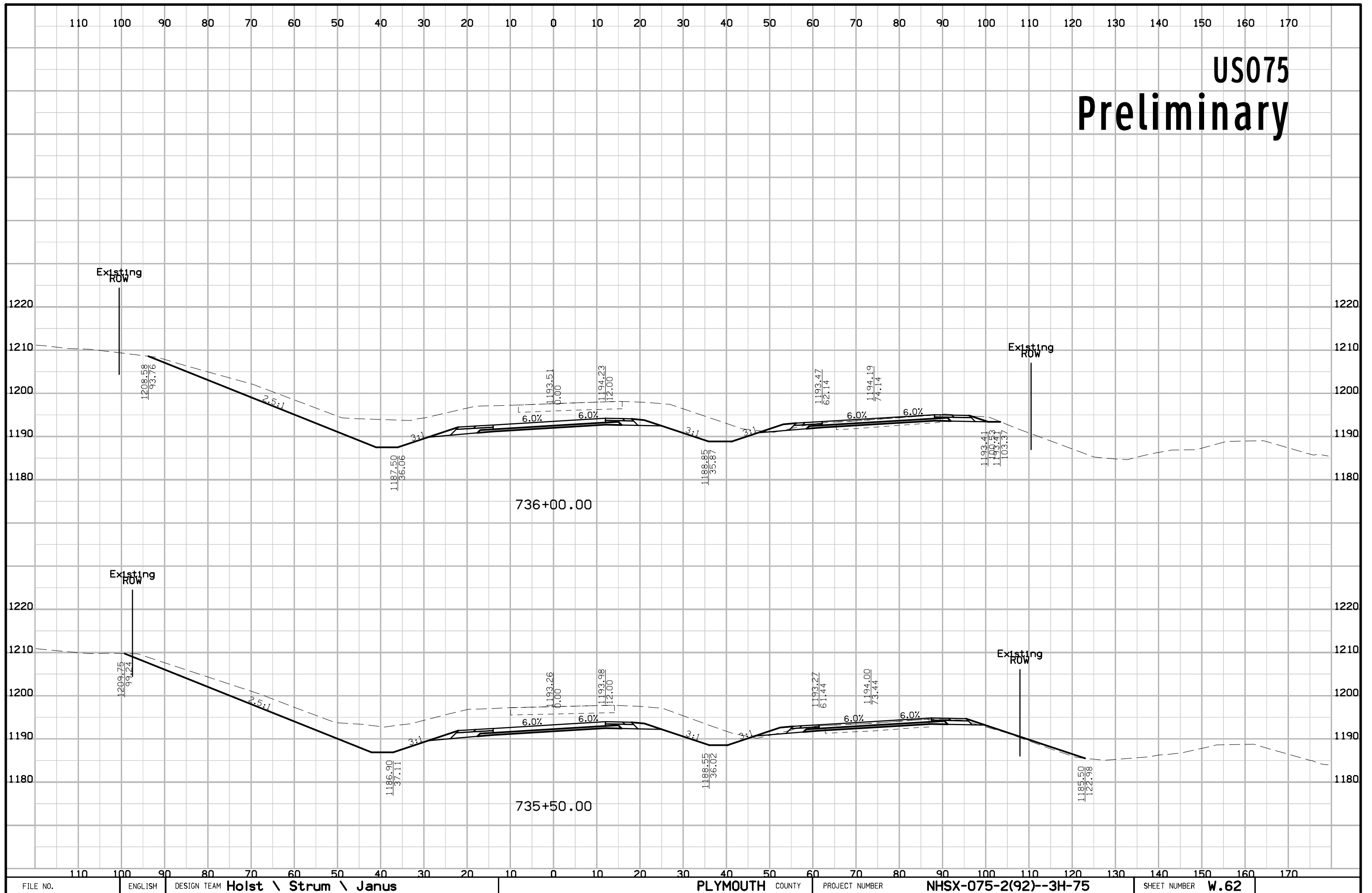
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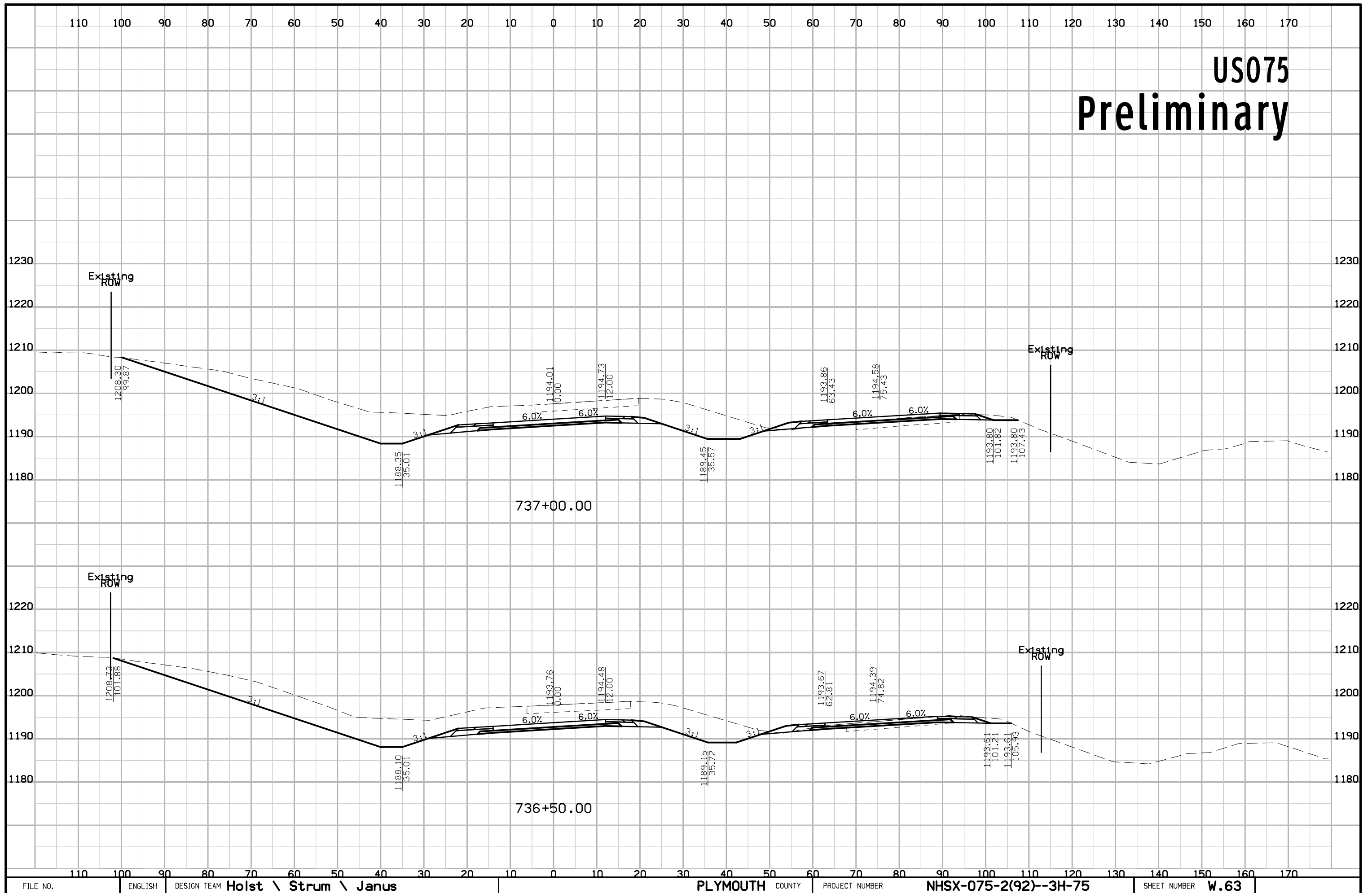
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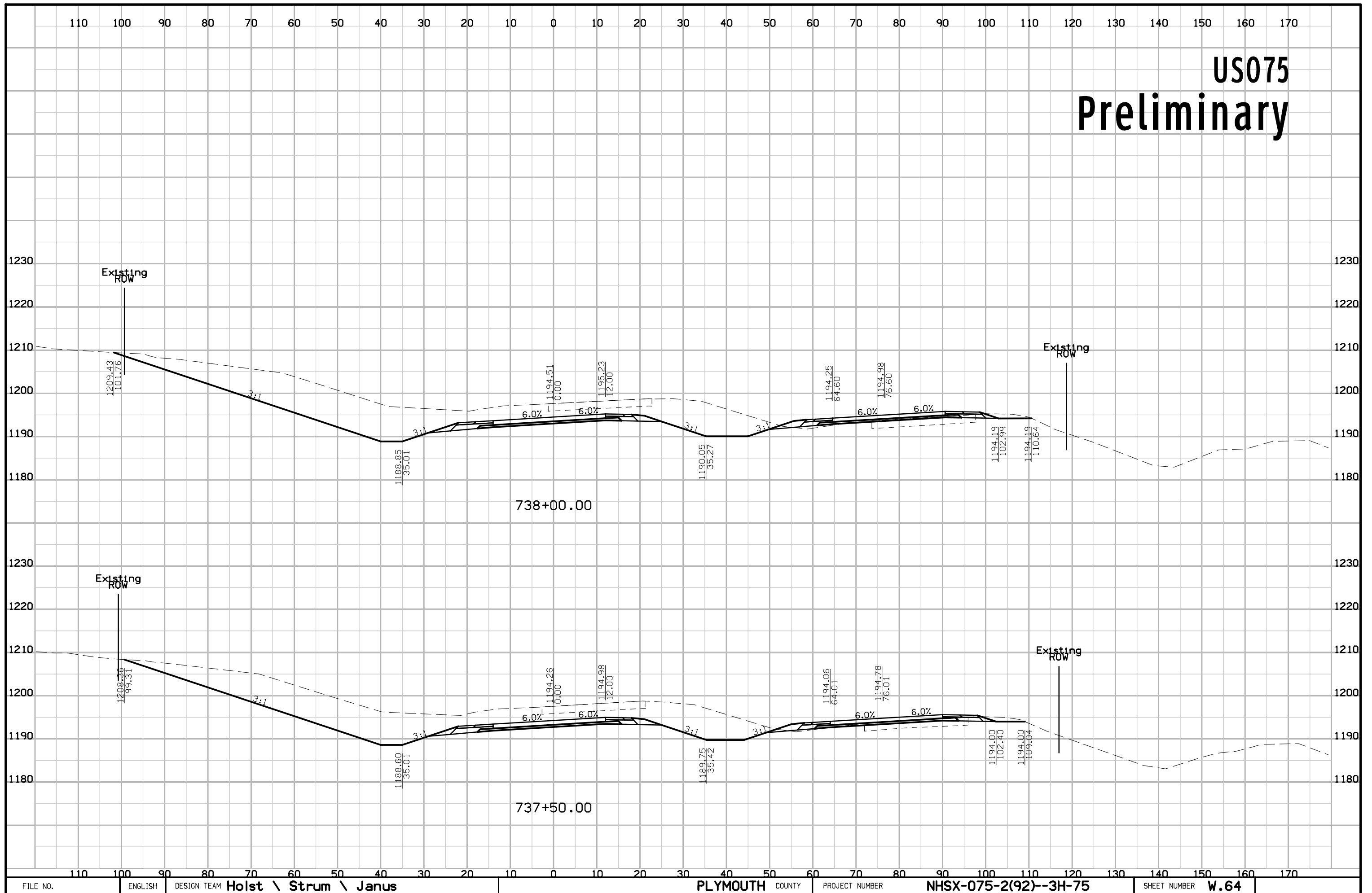
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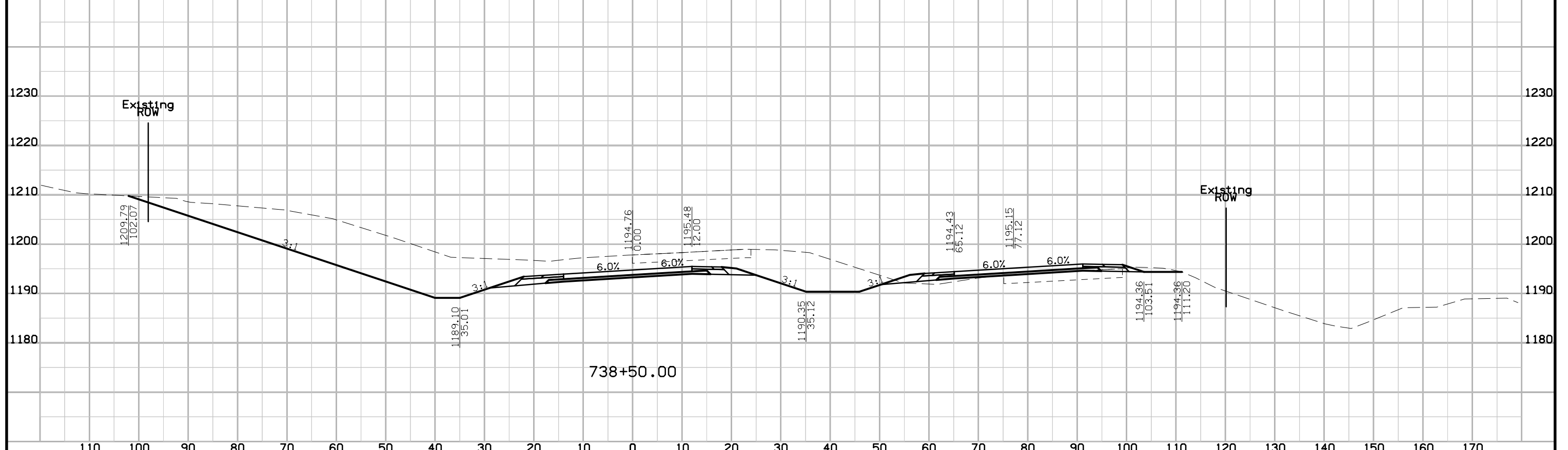
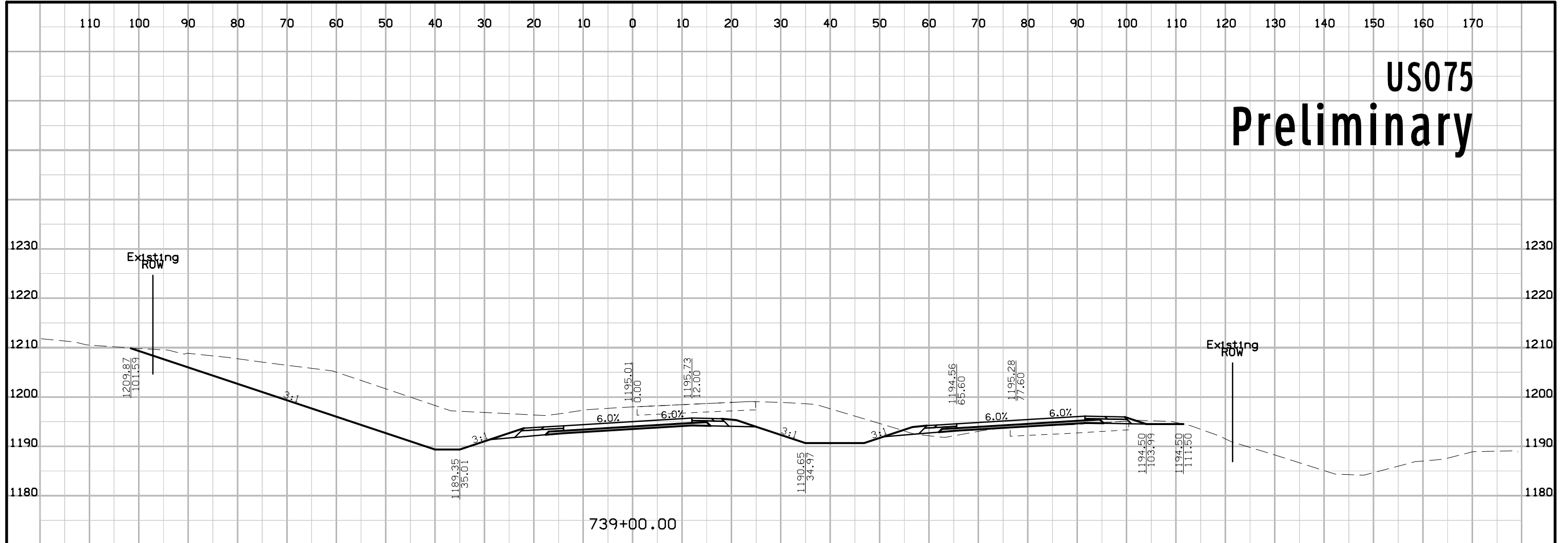
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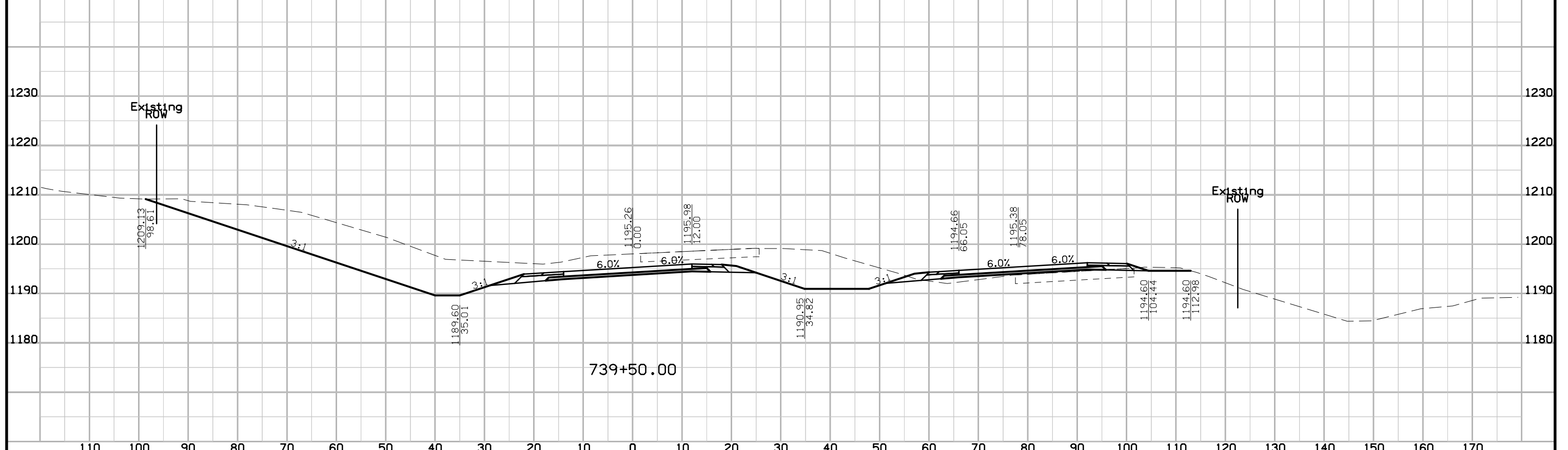
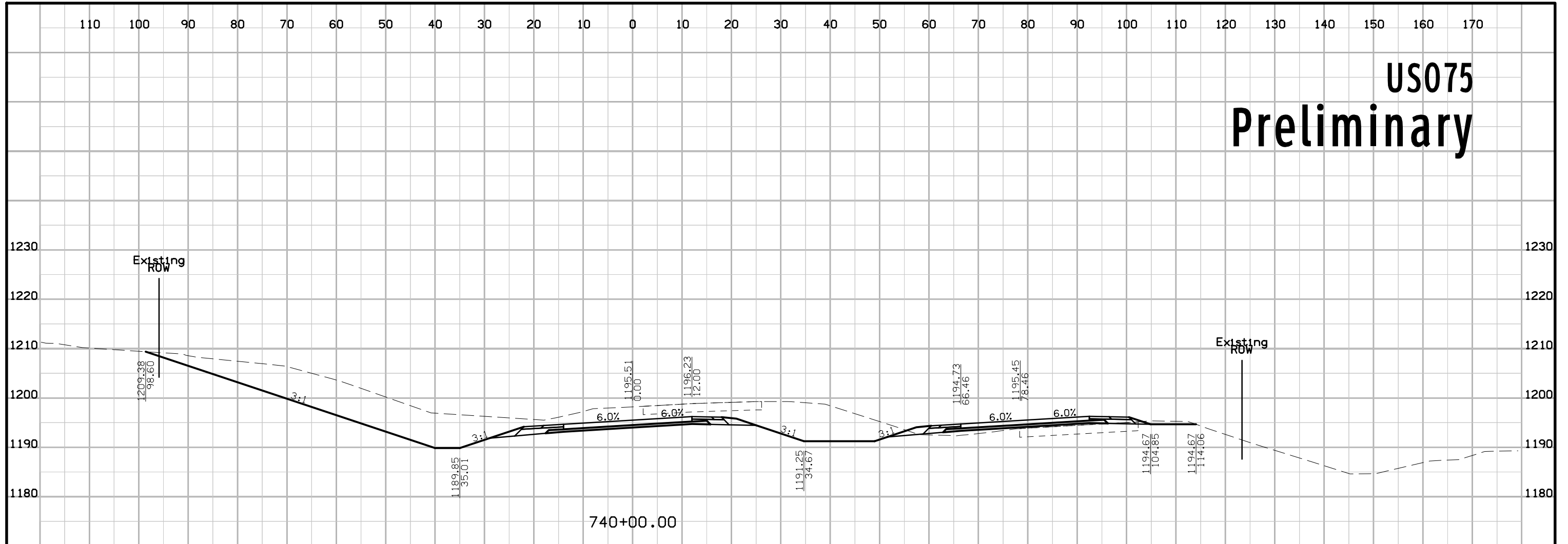
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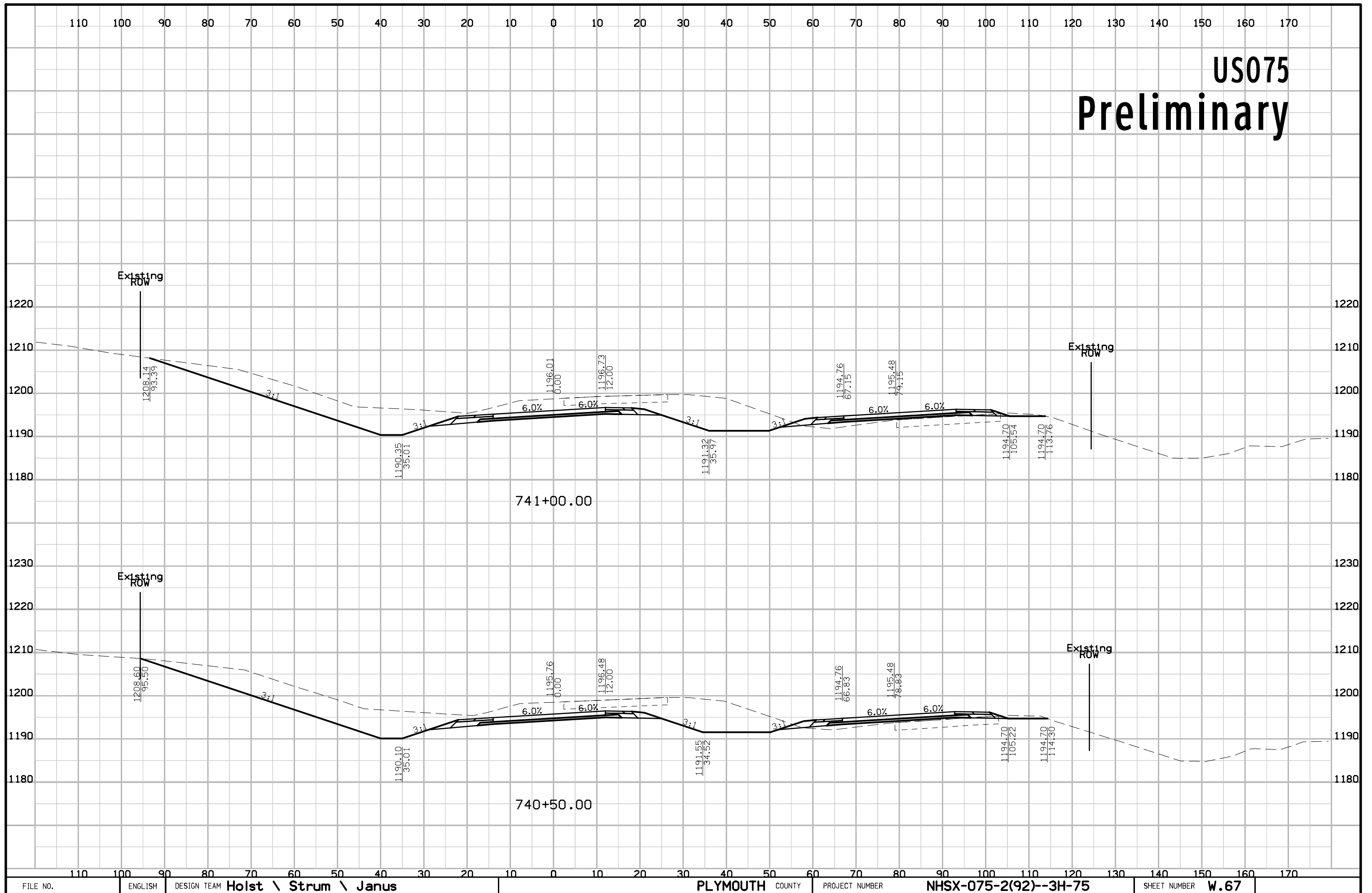
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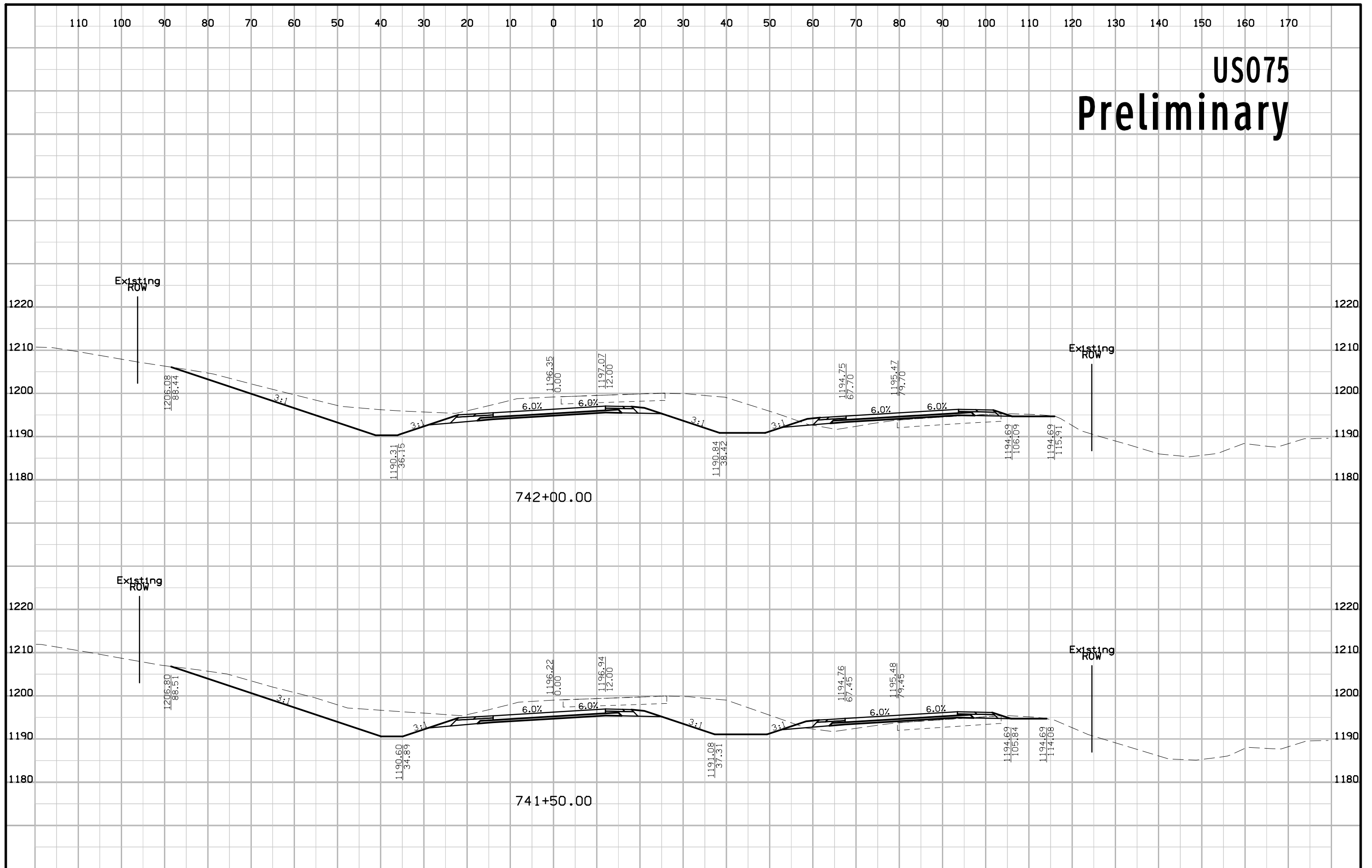
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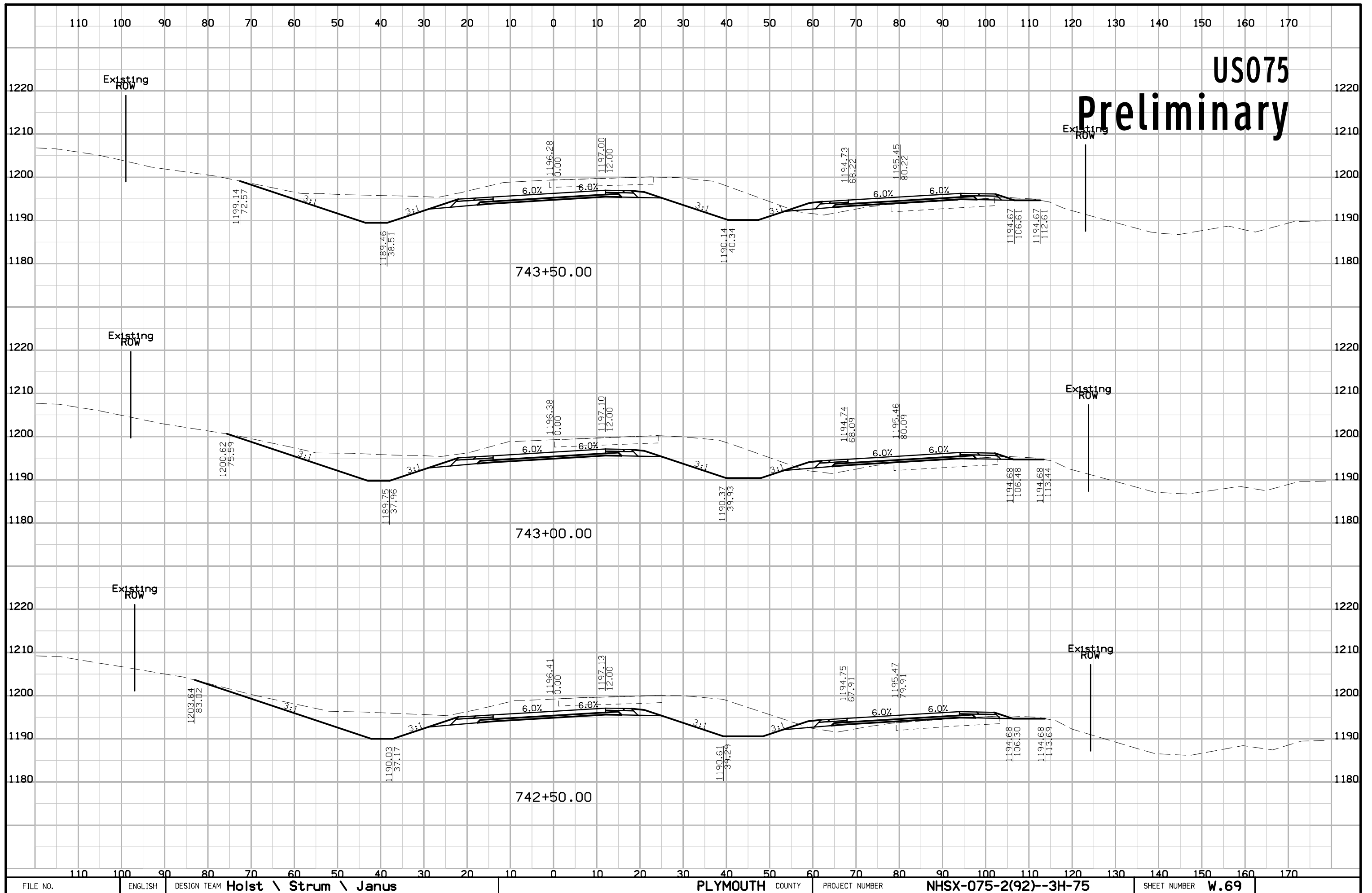
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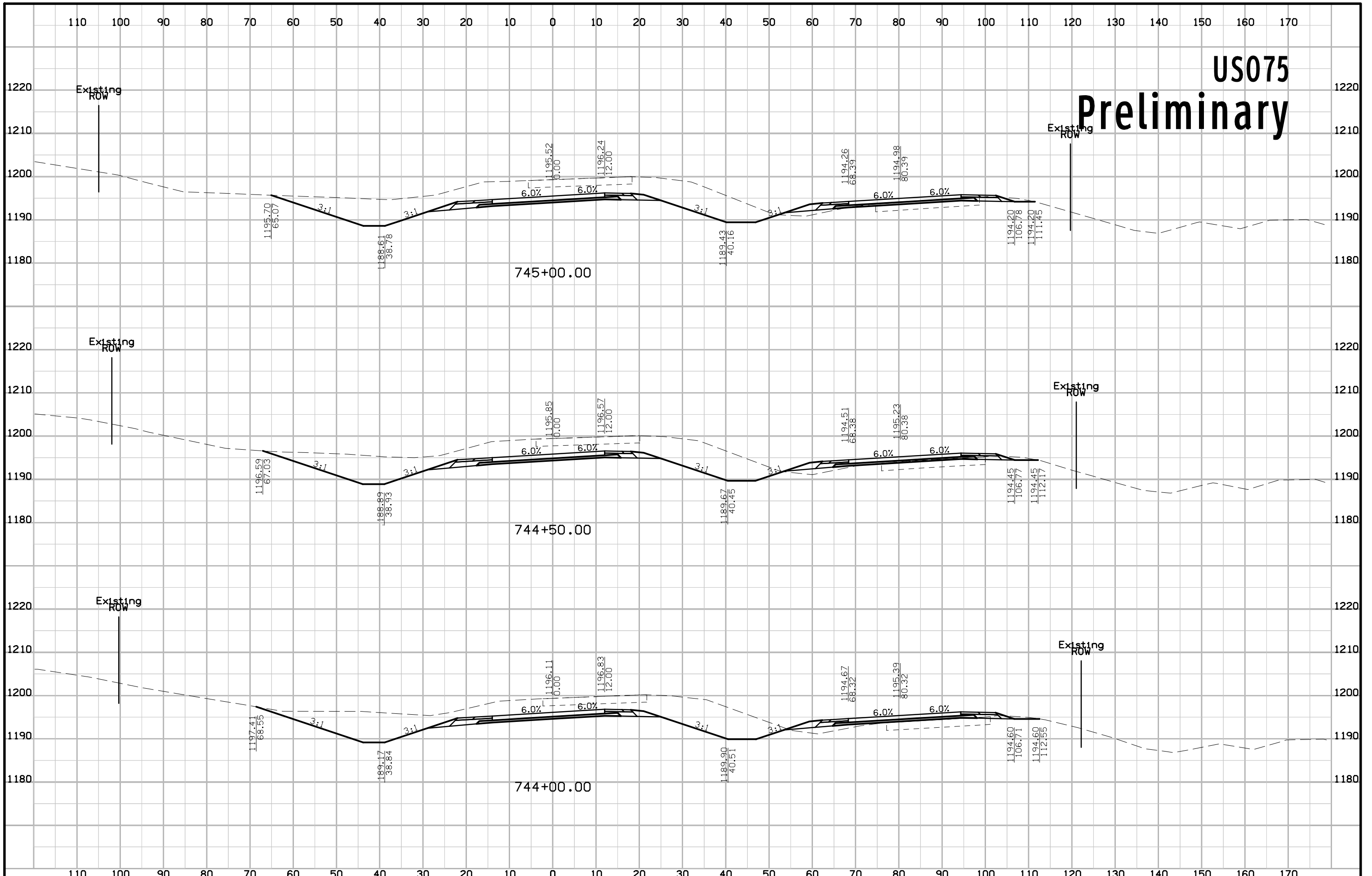
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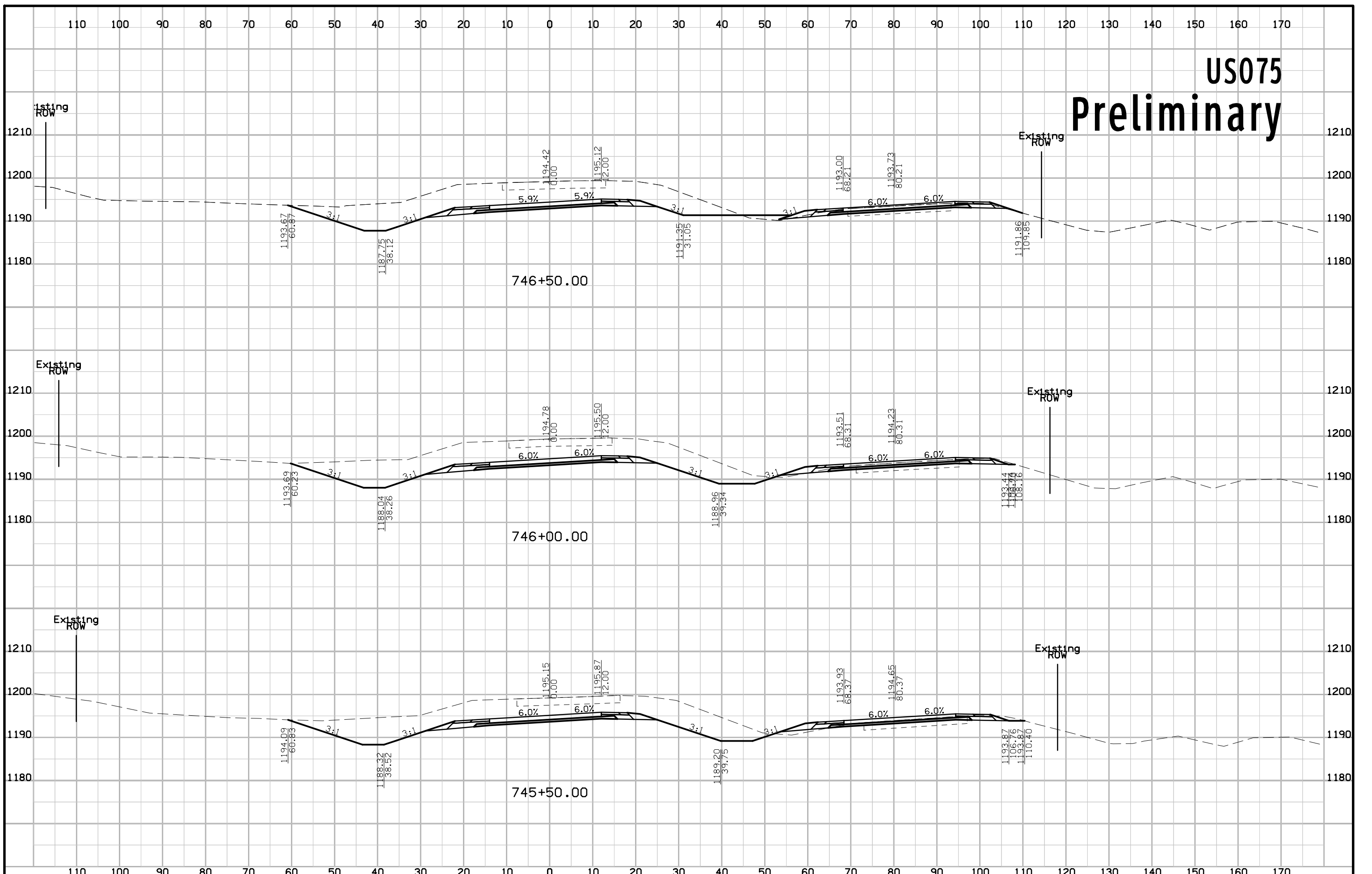
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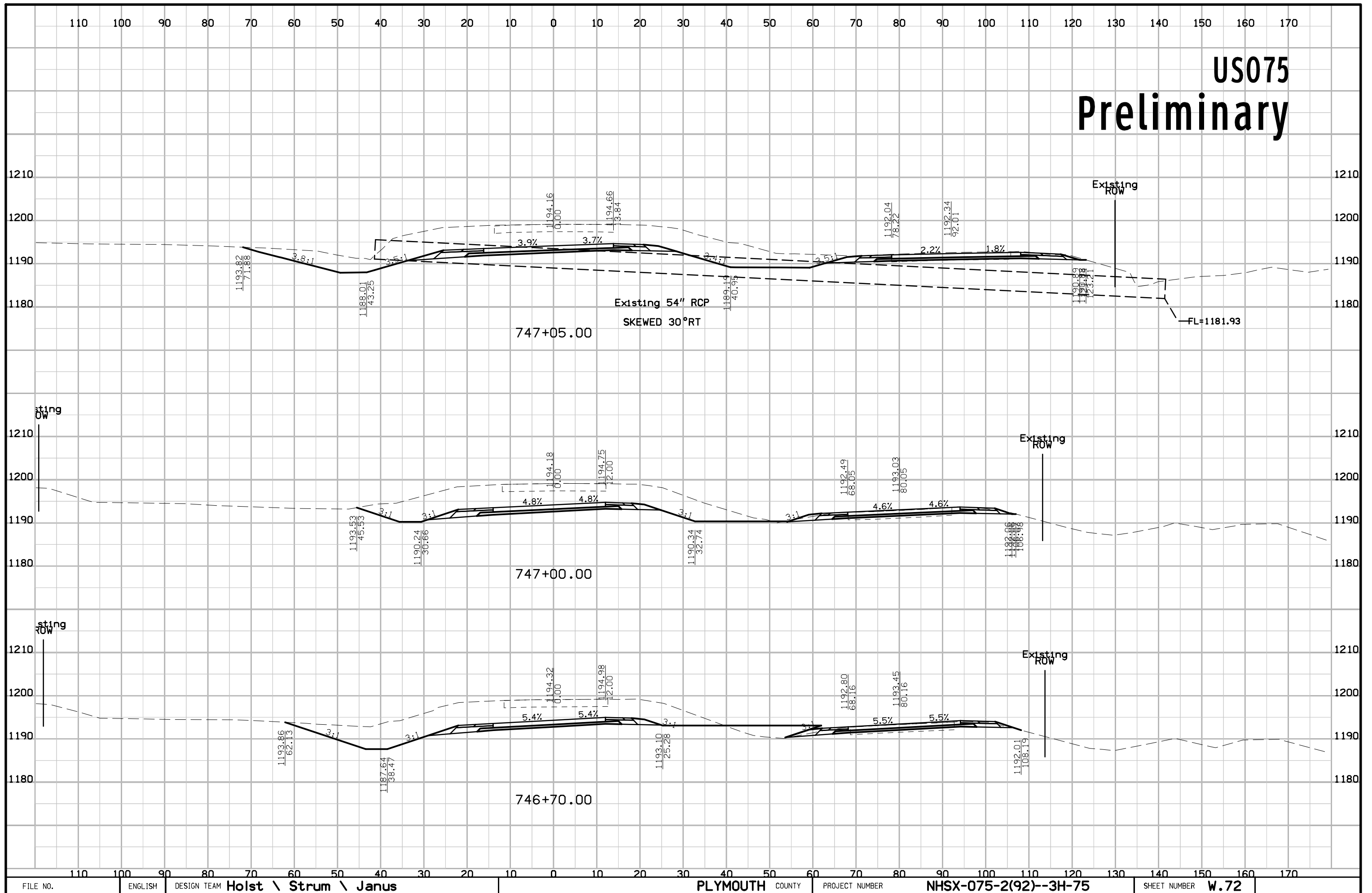
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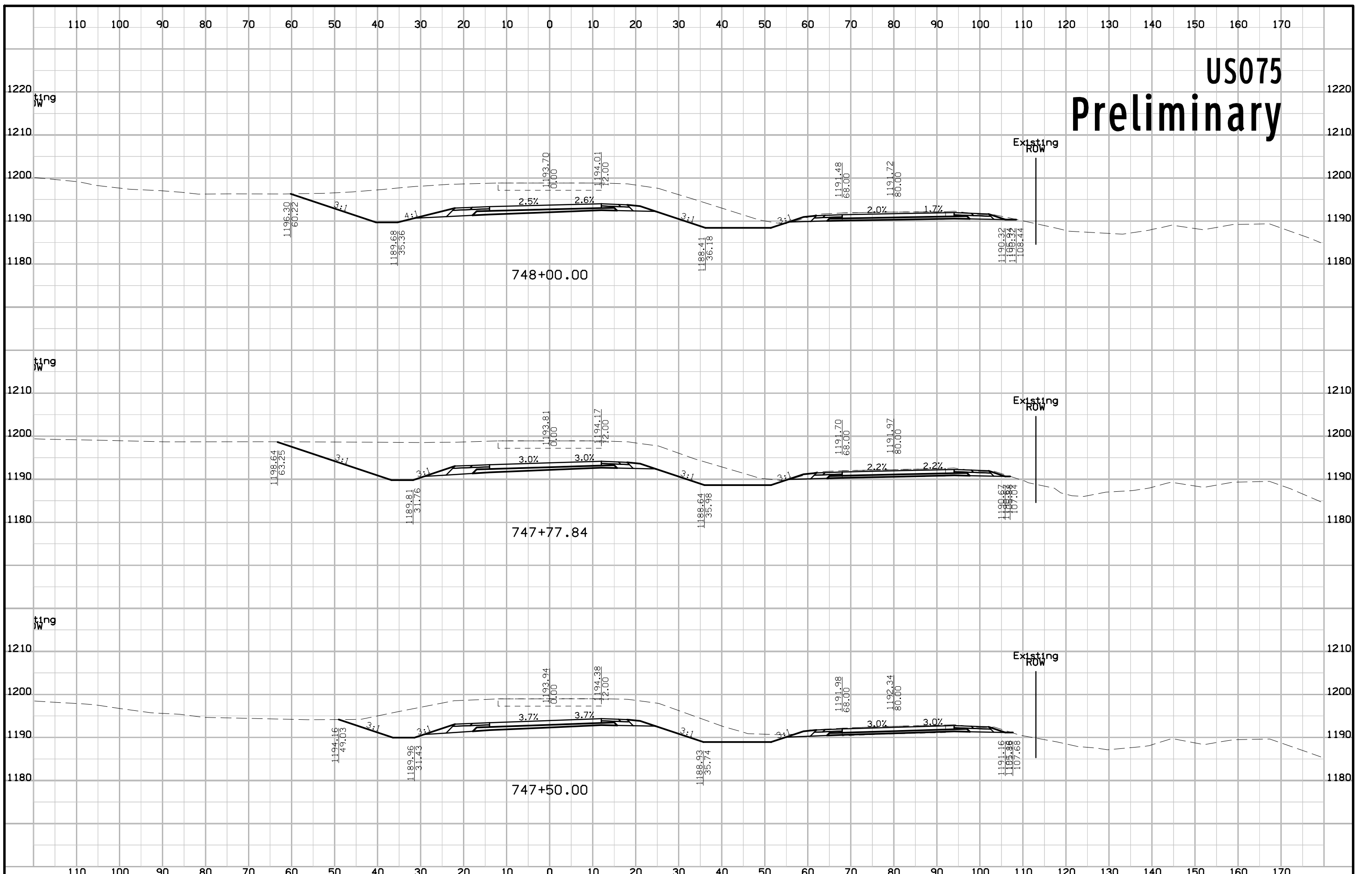
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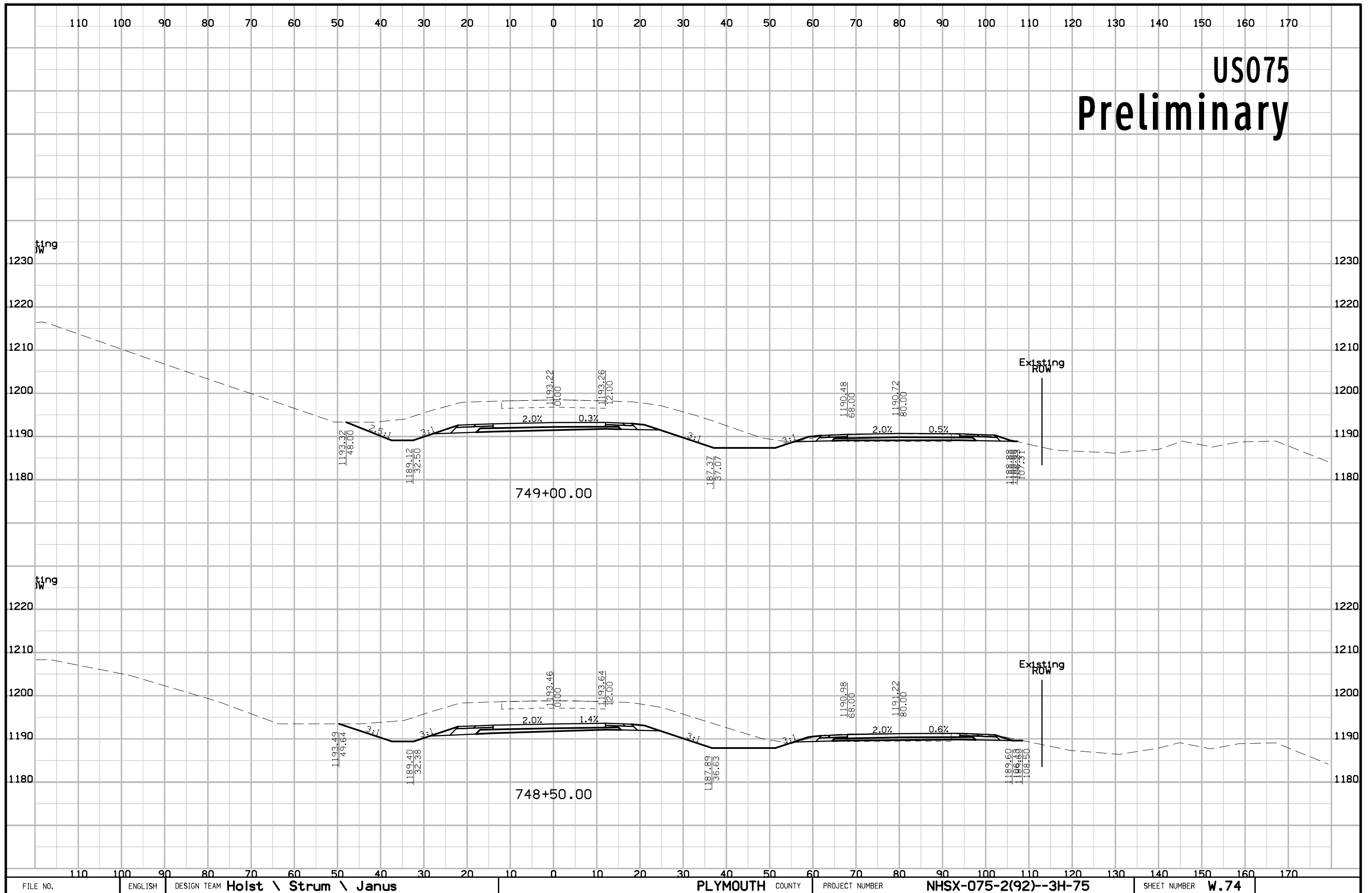
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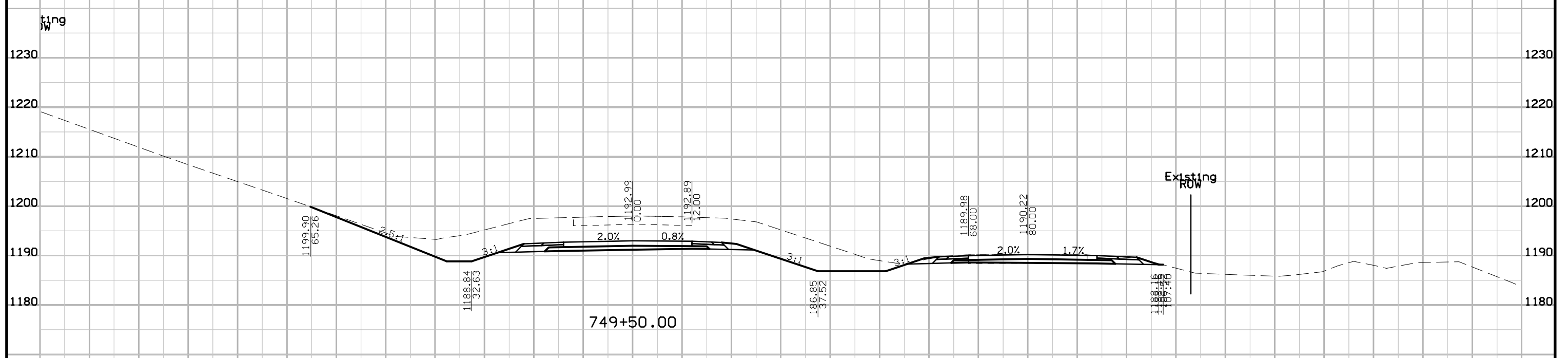
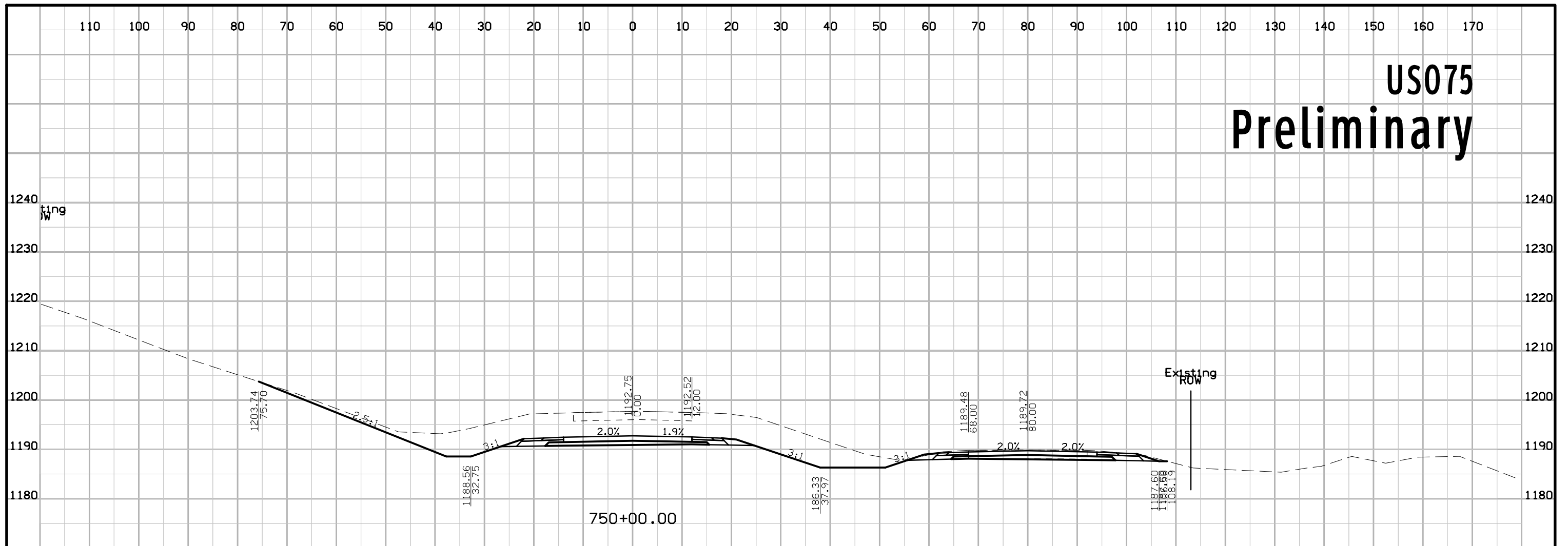
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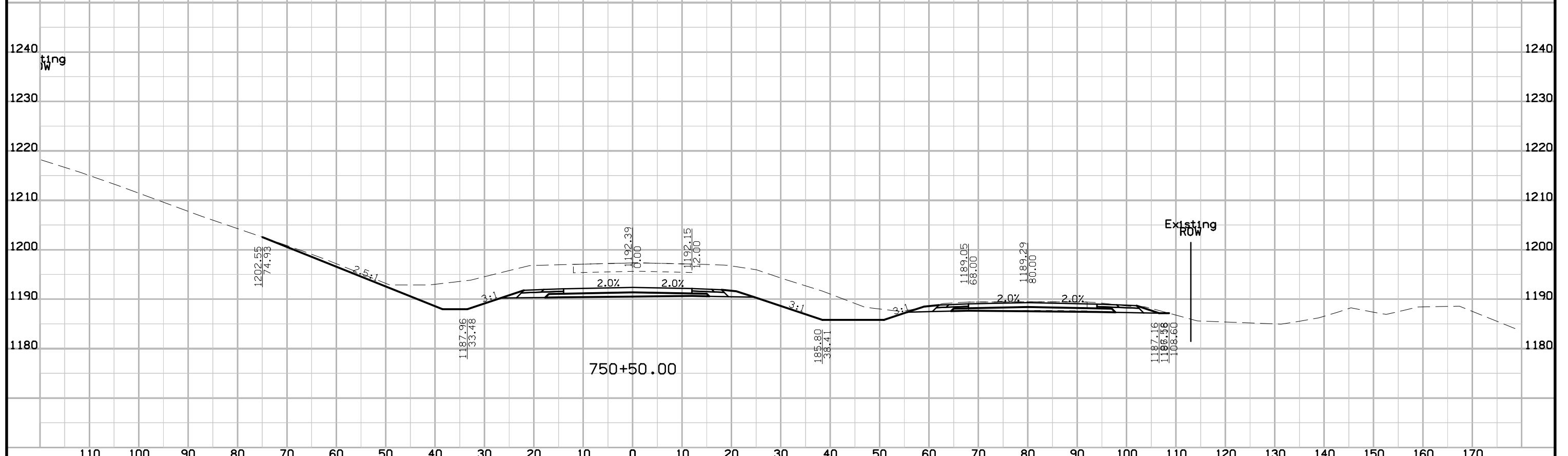
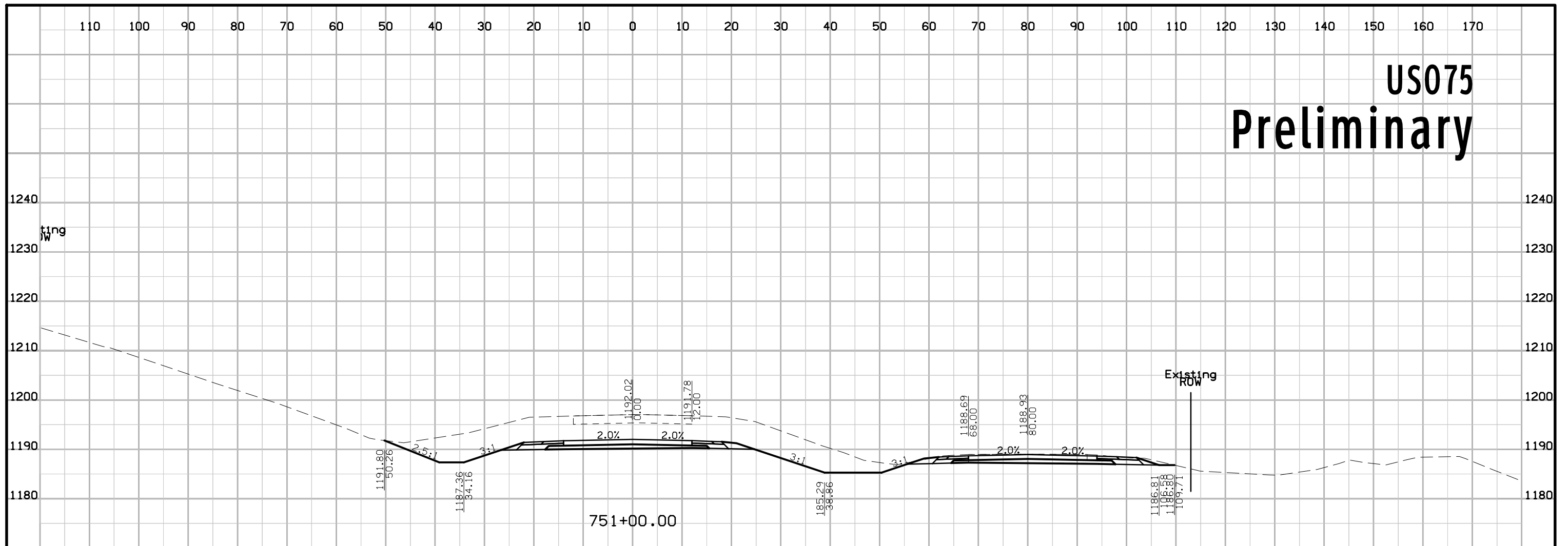
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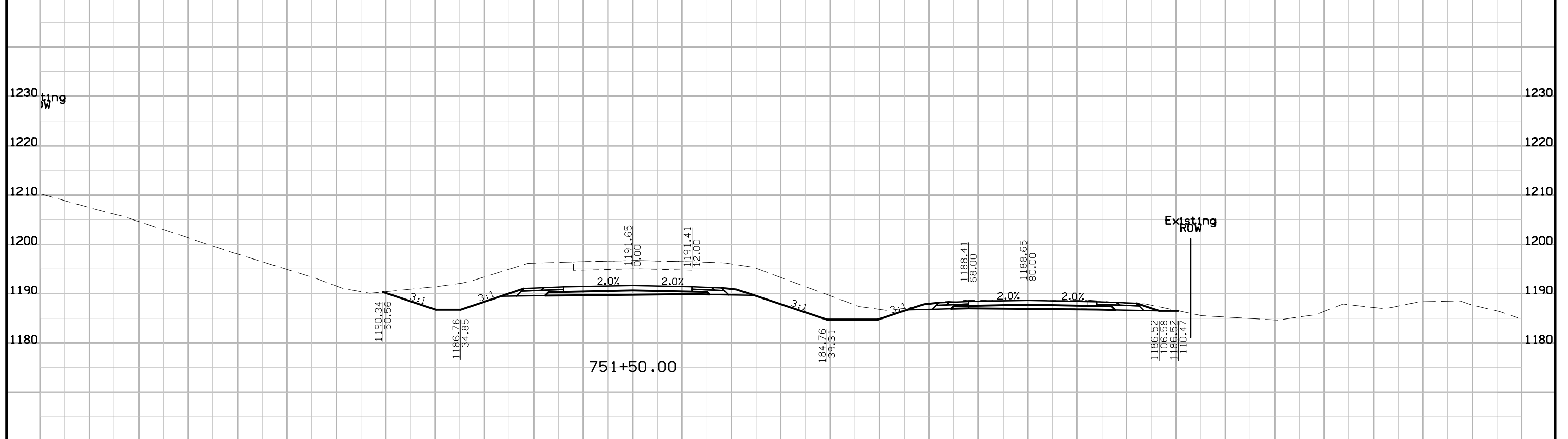
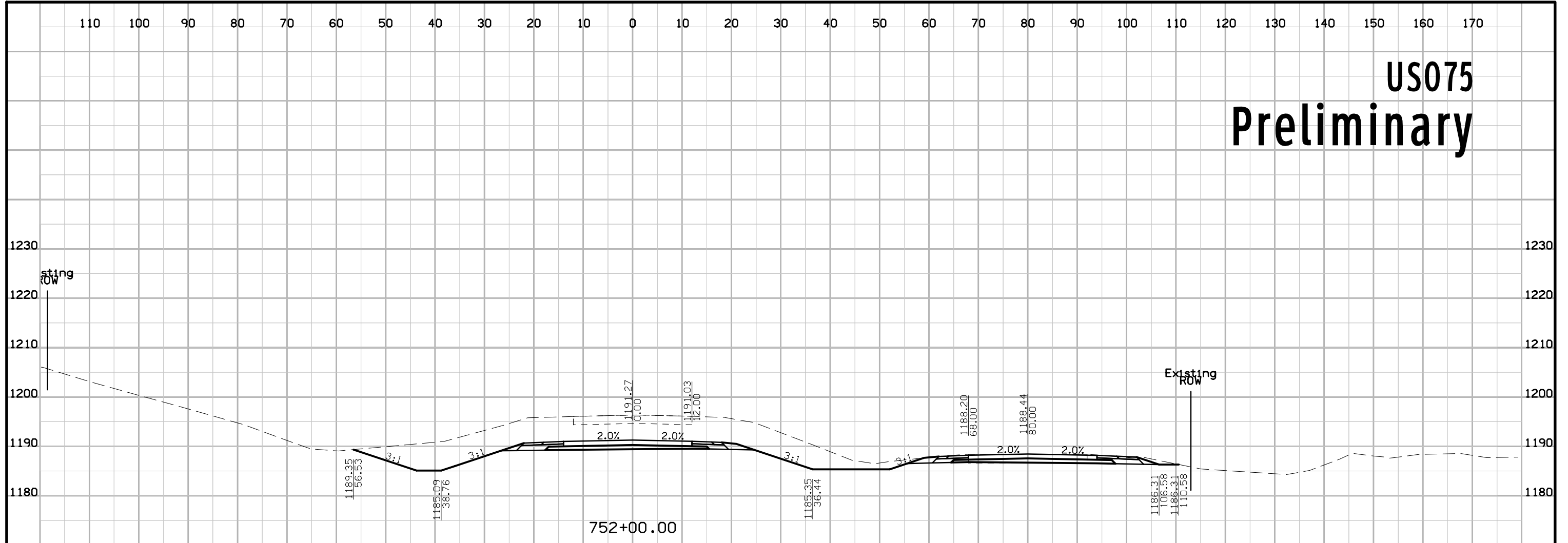
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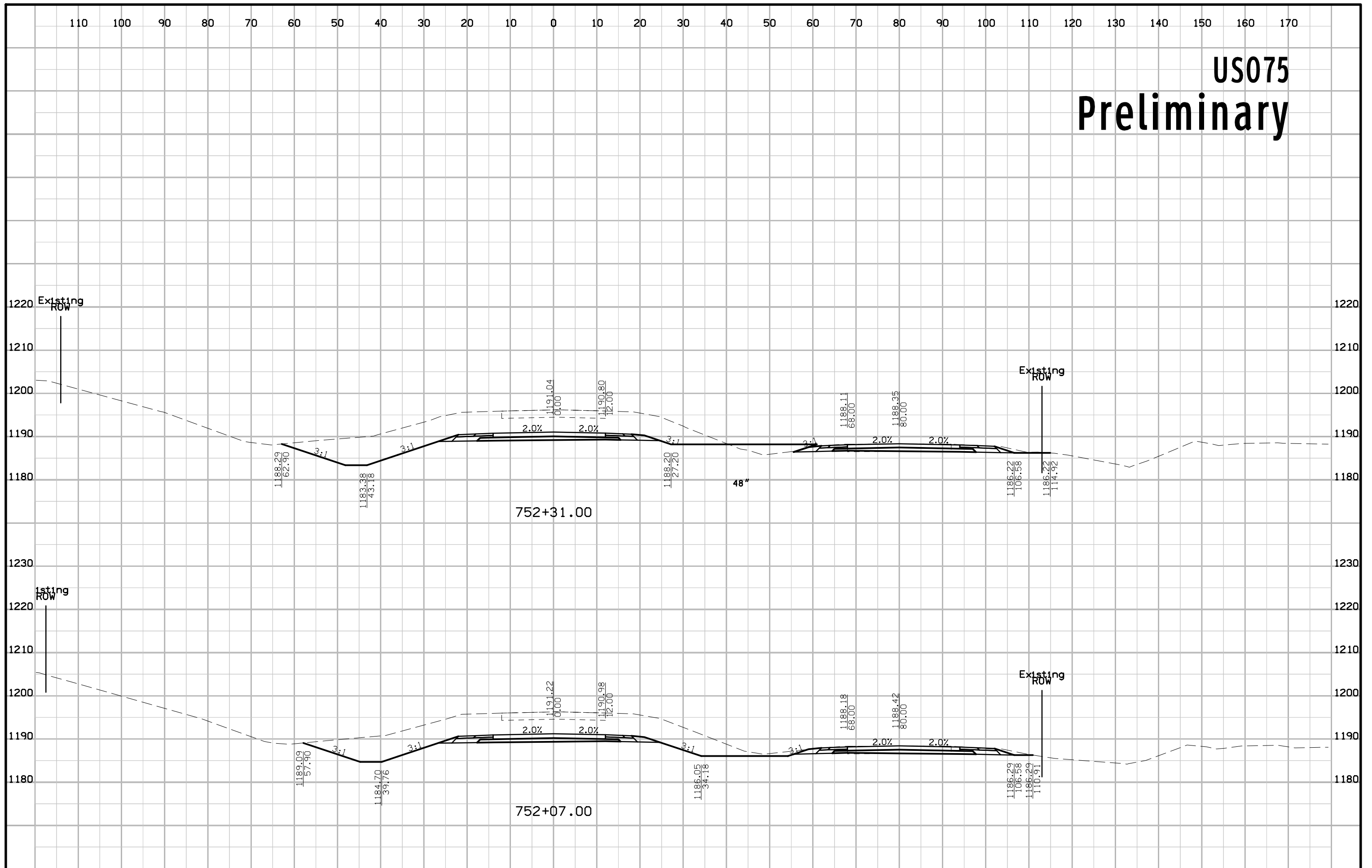
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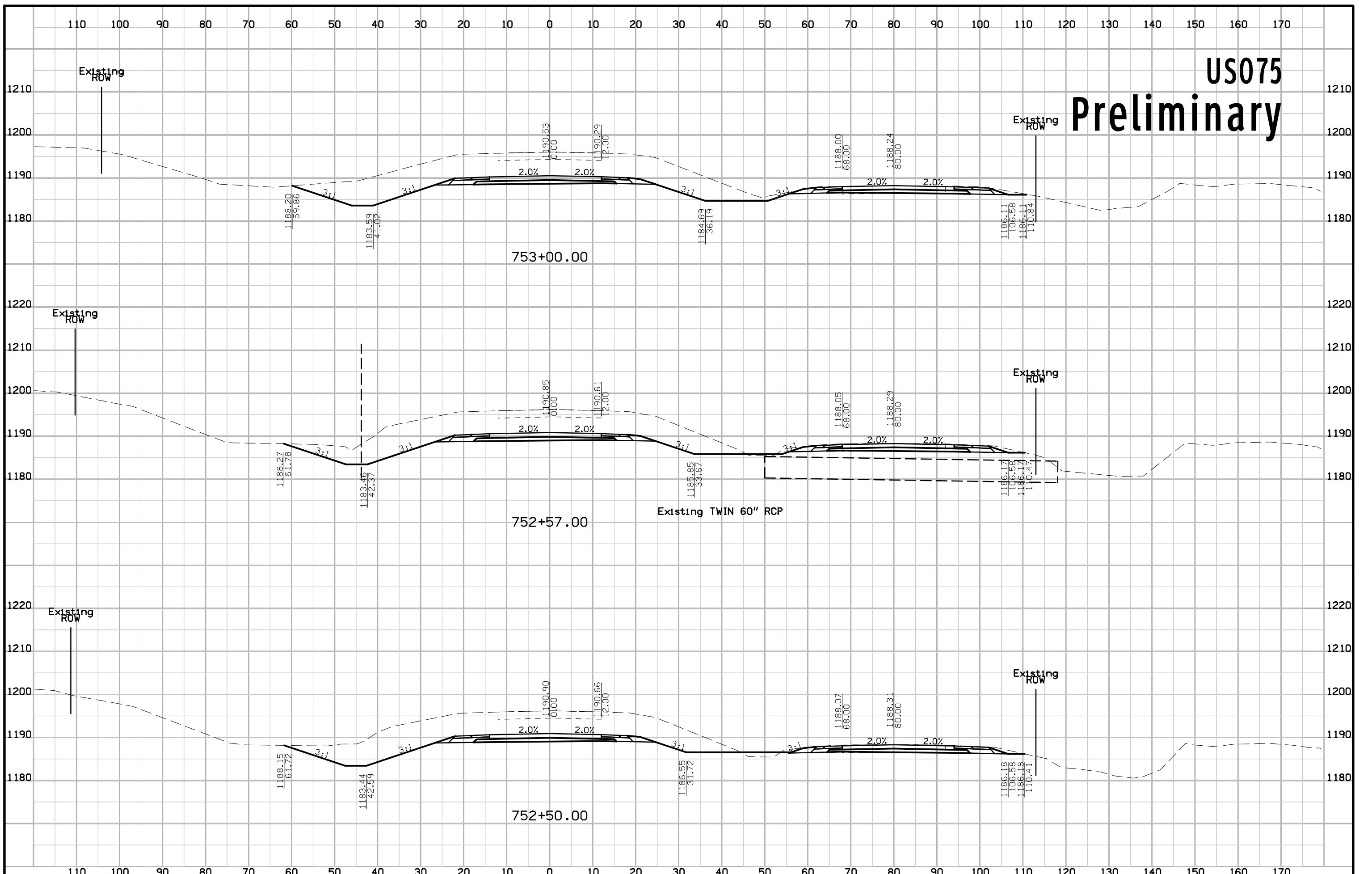
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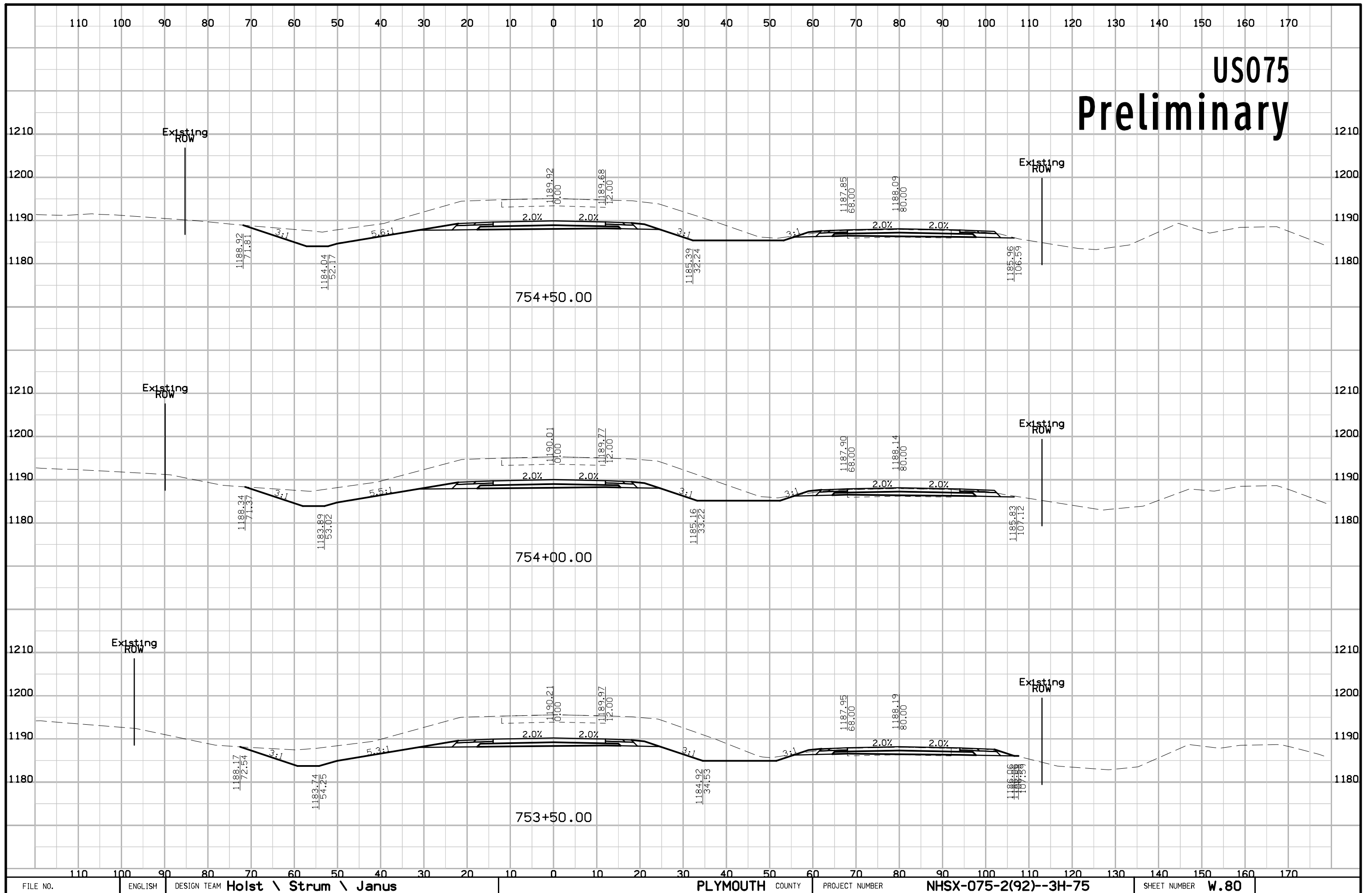
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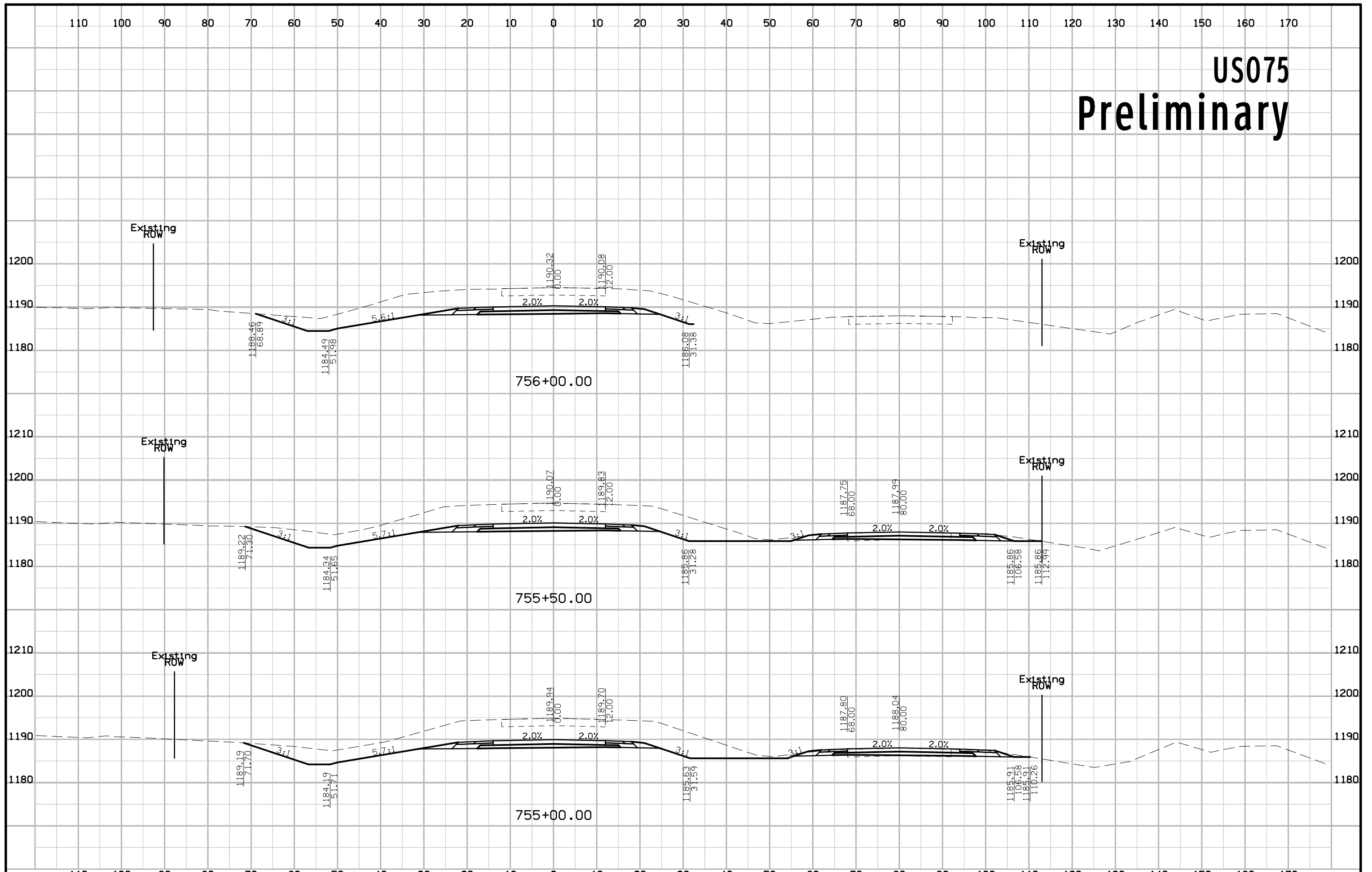
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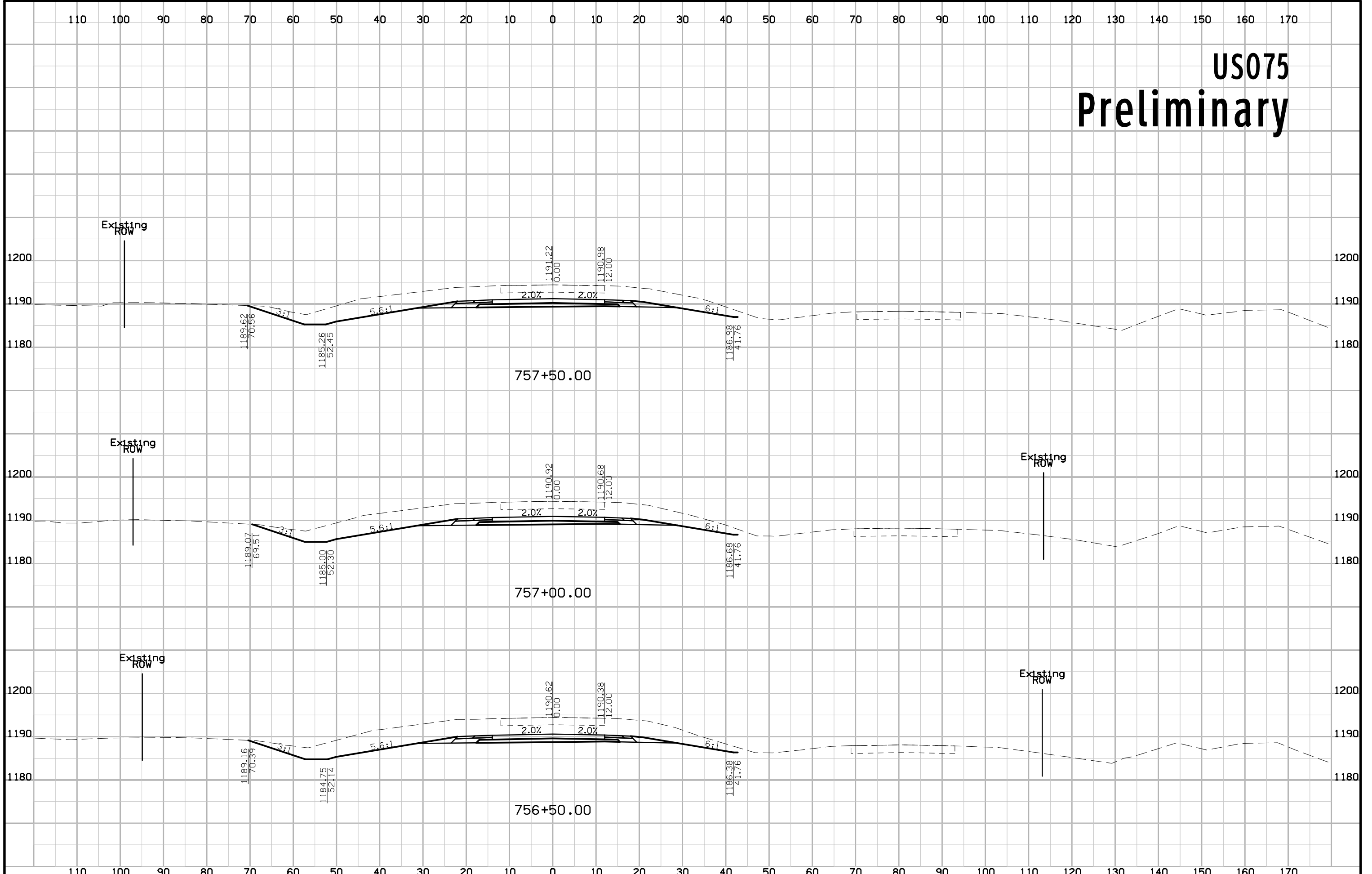
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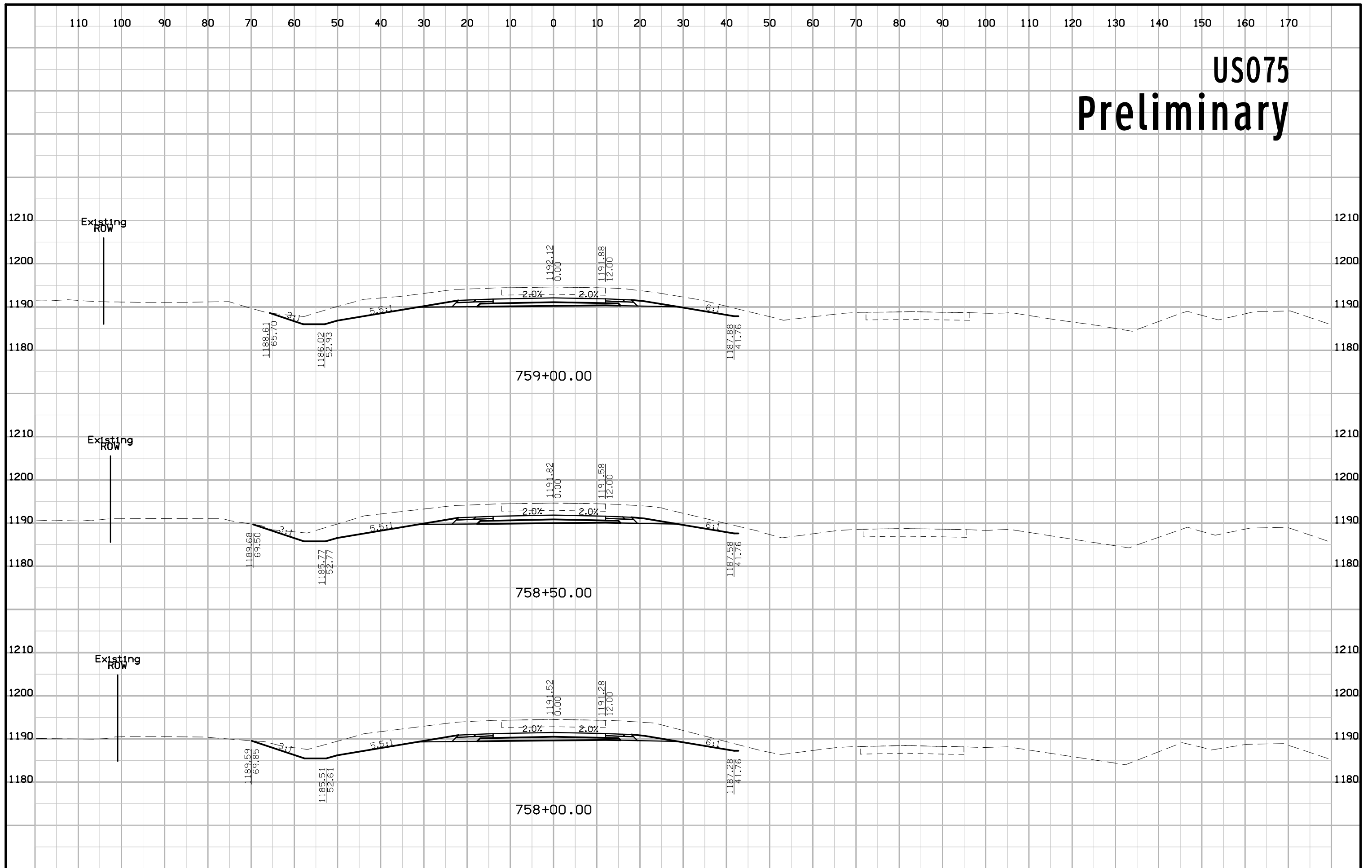
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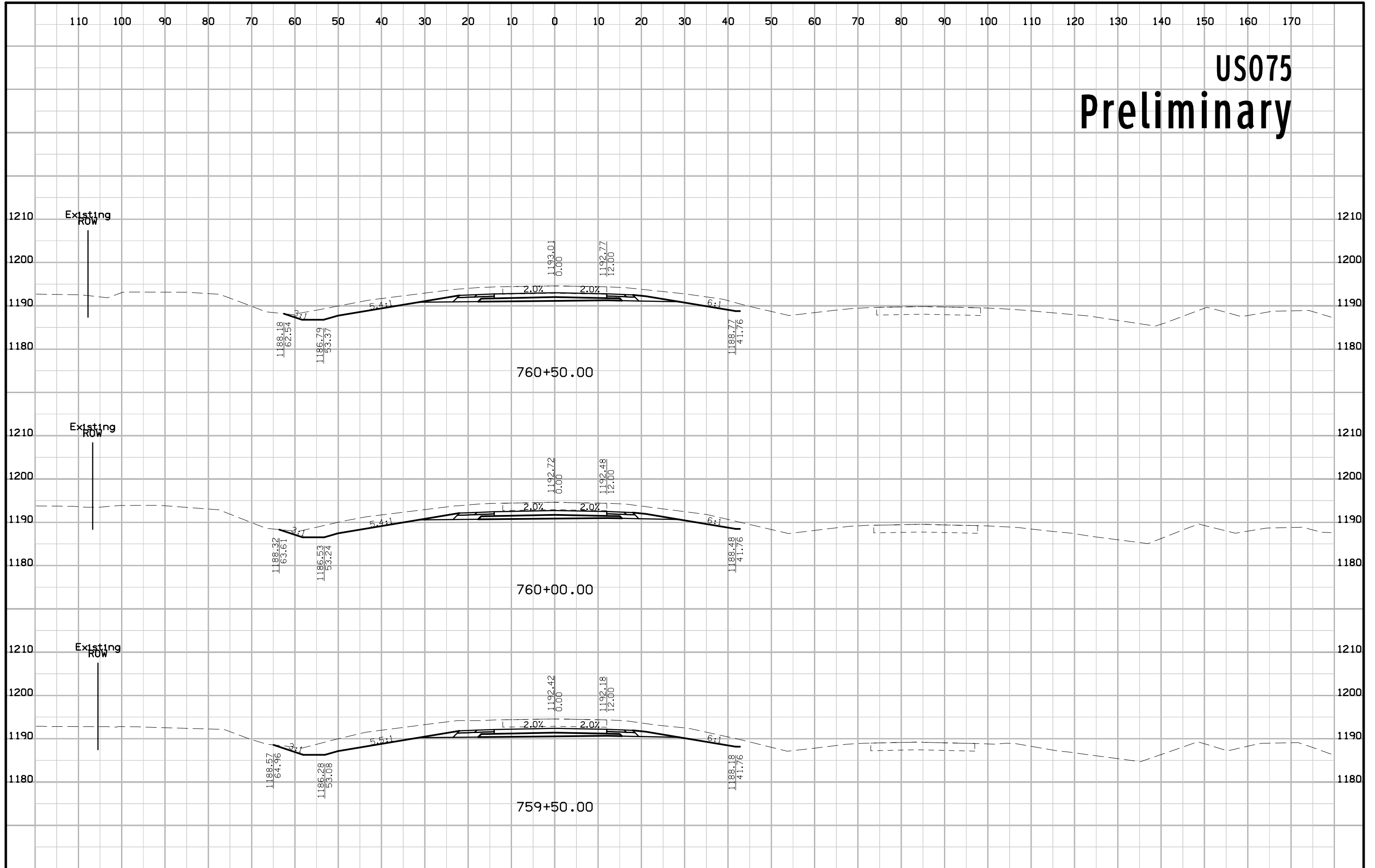
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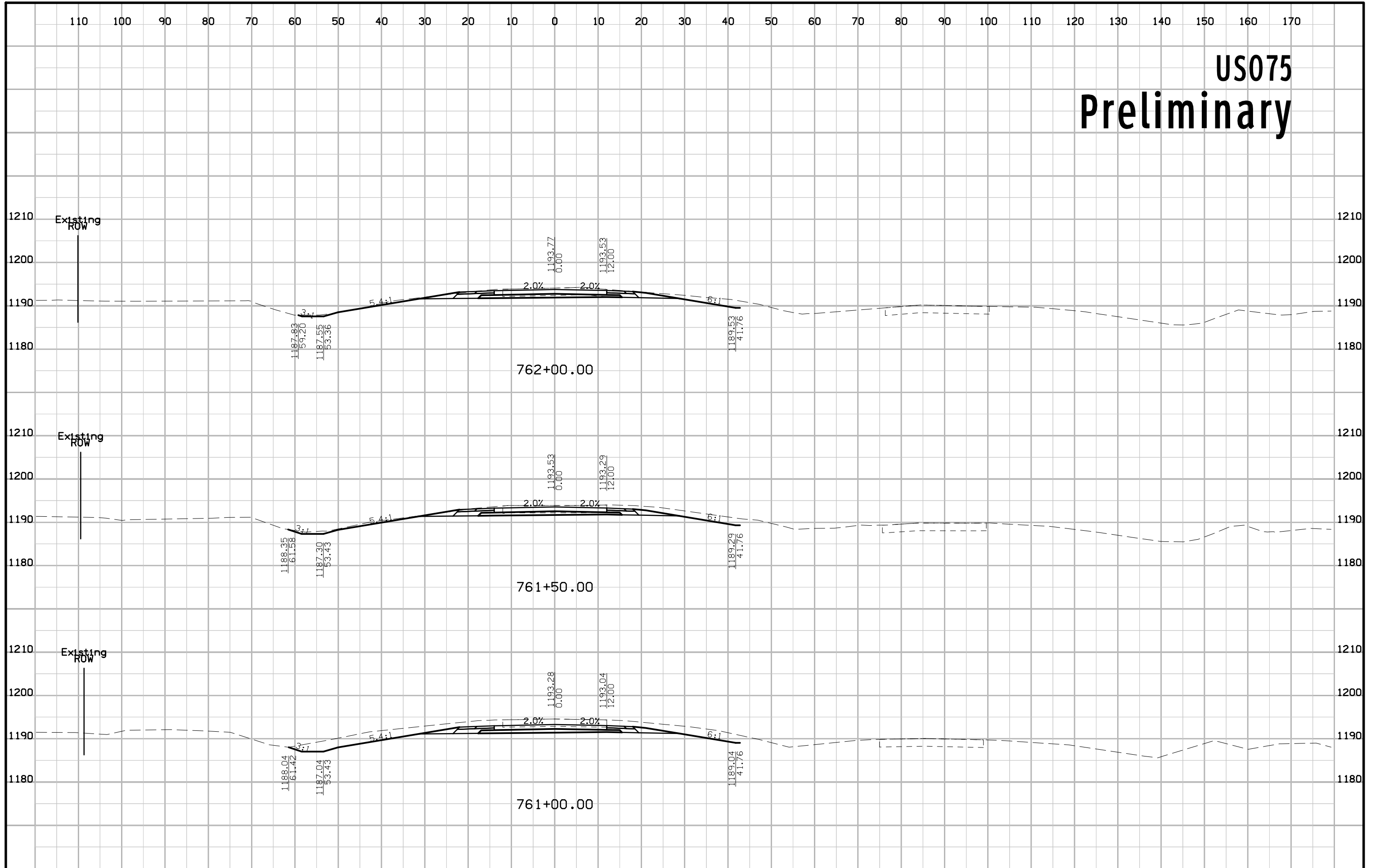
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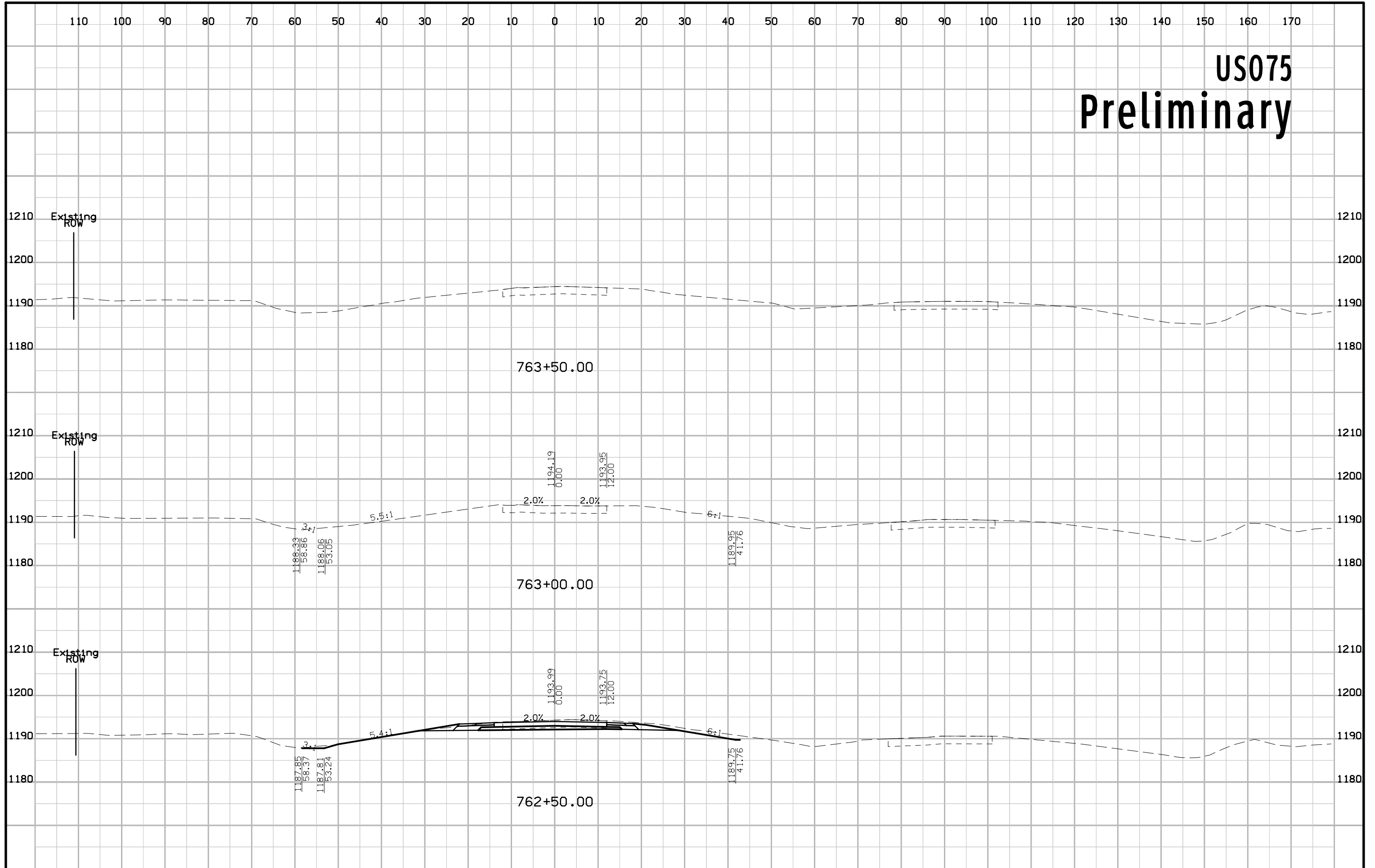
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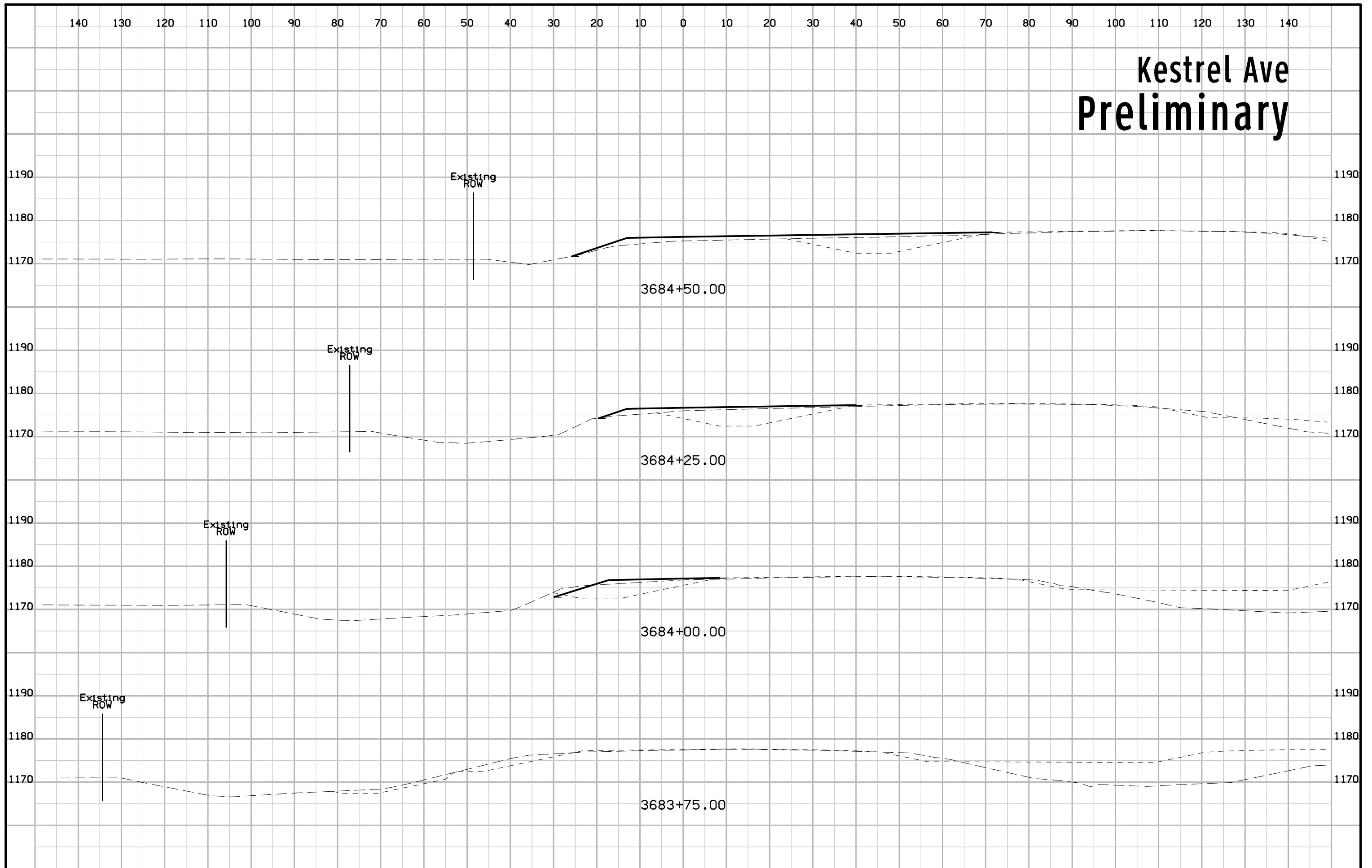
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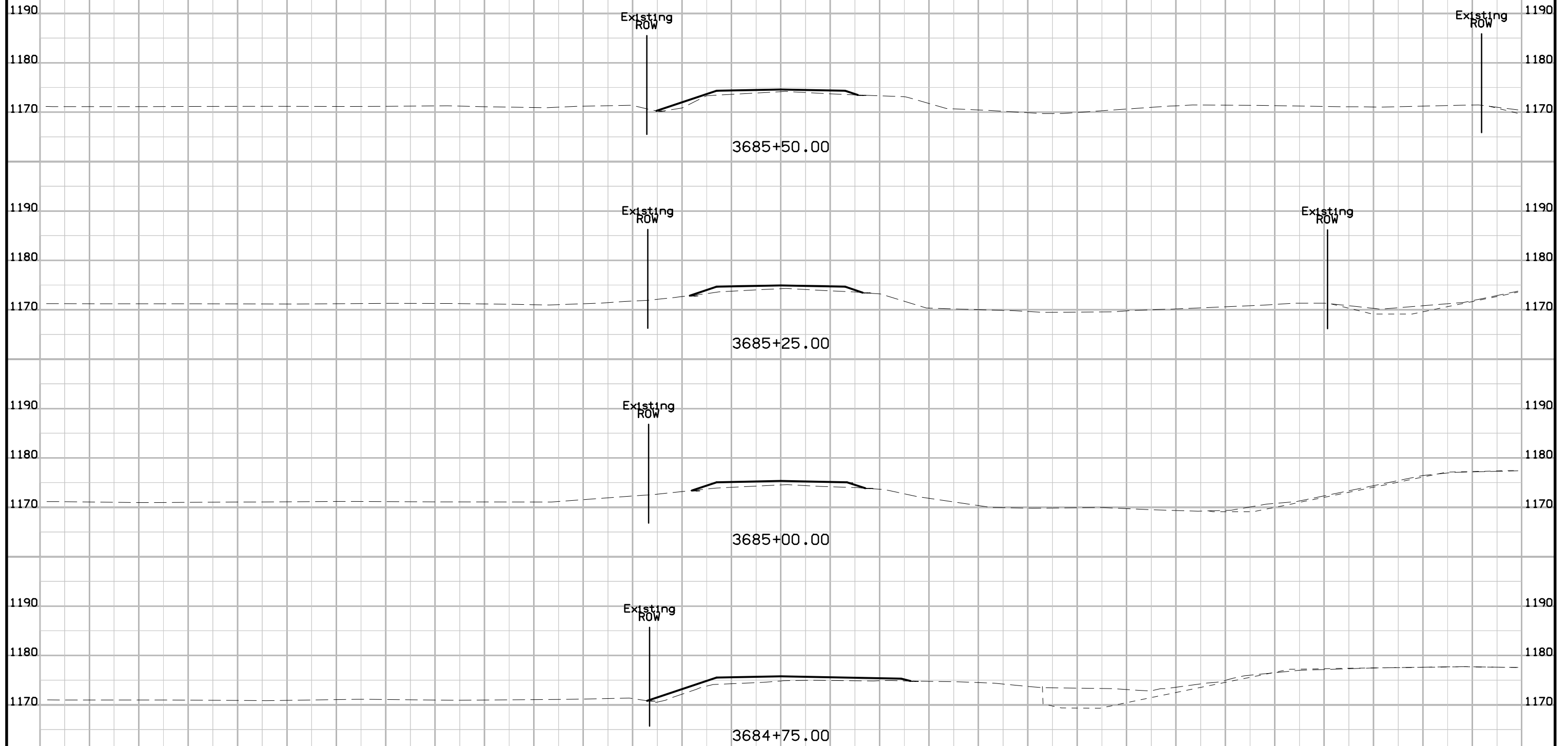
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