

CERRO GORDO CO. PCC PAV'T-GRADE & REPLACE
NHSX-122-1(18)--3H-17

LETTING DATE
 12-19-17



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
CERRO GORDO COUNTY
 PCC PAVEMENT - GRADE AND REPLACE

IN MASON CITY FROM MONROE AVE TO CAROLINA AVE

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.15 of the Specifications.



REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

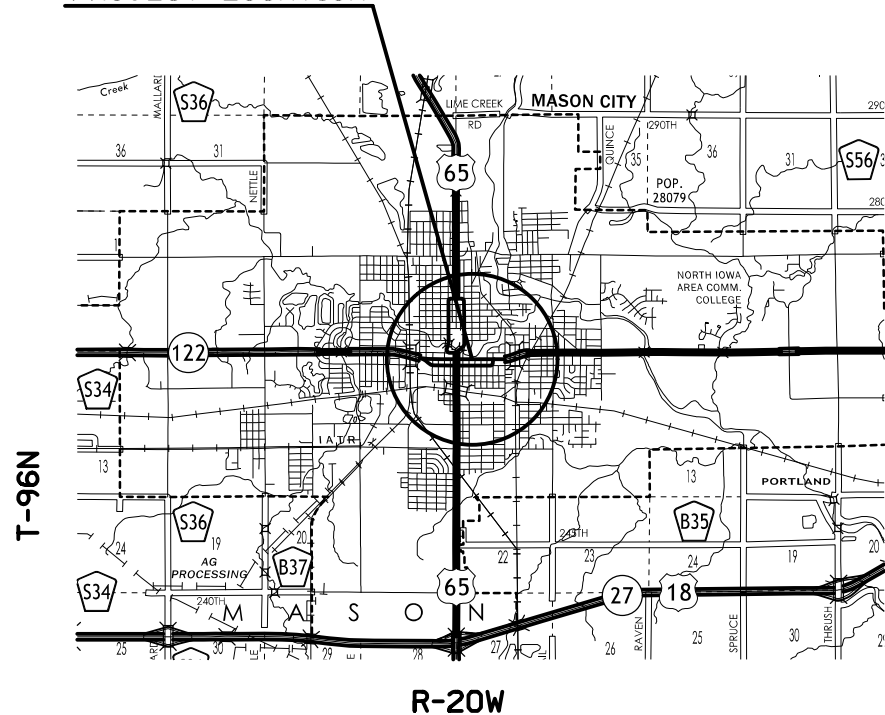
11-17-122-020

PROJECT NUMBER

NHSX-122-1(18)--3H-17

R.O.W. PROJECT NUMBER

PROJECT LOCATION



For Project Location Map
 Refer to Sheet A.2

Project Event Dates

- R1 - 6/5/15
- P9 - 7/28/15
- DM5 - 8/29/17
- D8 - 10/3/17

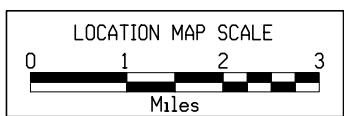
DESIGN DATA URBAN			
2008	AADT	14,500	V.P.D.
20--	AADT	--	V.P.D.
20--	DHV	--	V.P.H.
	TRUCKS	--	%
	Total		
	Design ESALs	--	

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	Ryan R. Miller	Primary Signature Block
X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: March 6, 2015



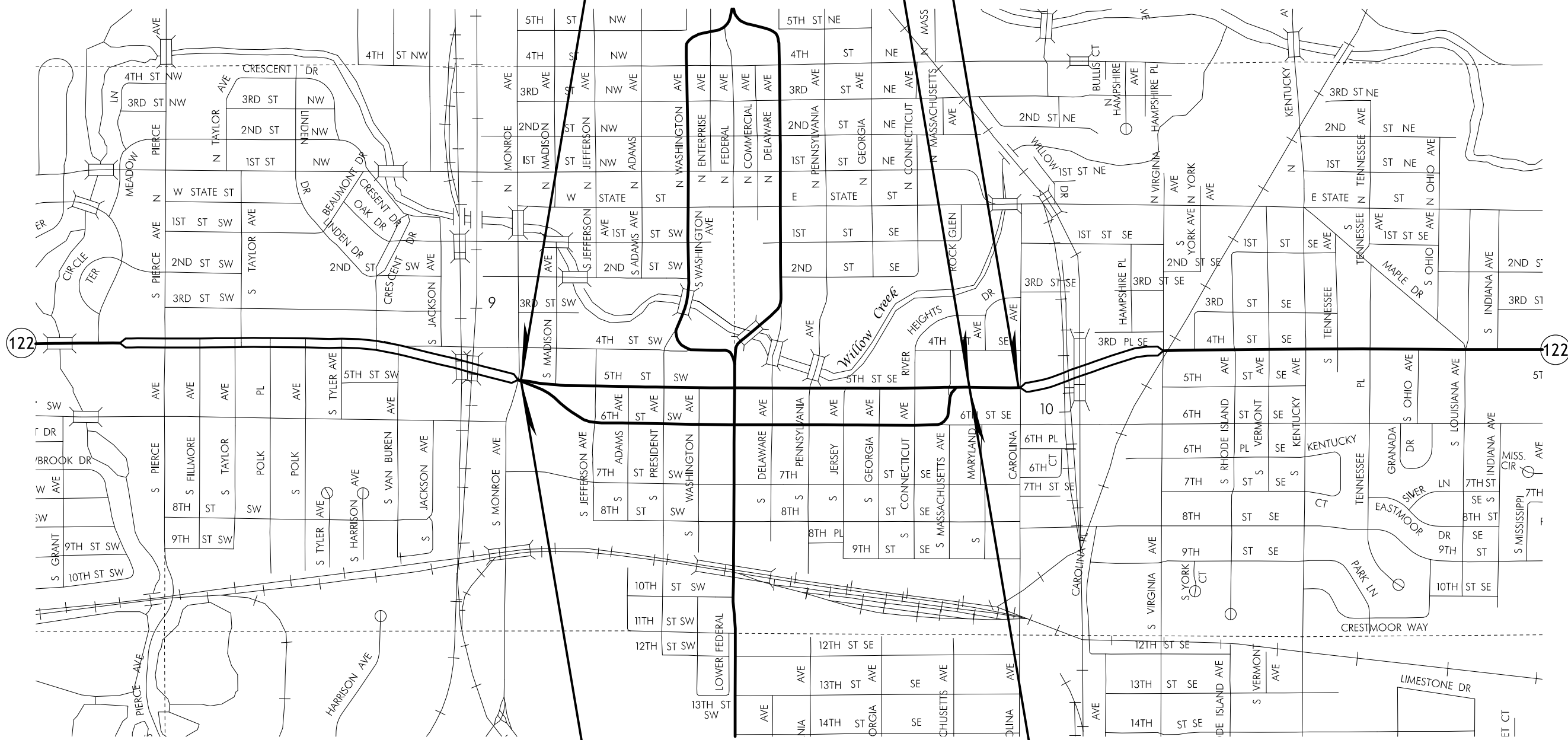
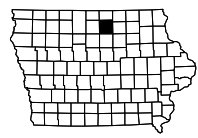
STA 99+28.78 (WB)
BEGIN CONSTRUCTION
(5TH STREET)

STA 142+10.26 (WB)
= STA 347+30.89 (EB & WB)
(5TH STREET)

STA 351+00.87 (EB & WB)
END CONSTRUCTION
(5TH STREET)

STA 202+31.39 (EB)
BEGIN CONSTRUCTION
(6TH STREET)

STA 247+30.89 (EB)
= STA 347+30.89 (EB & WB)
(5TH STREET)



R-20W

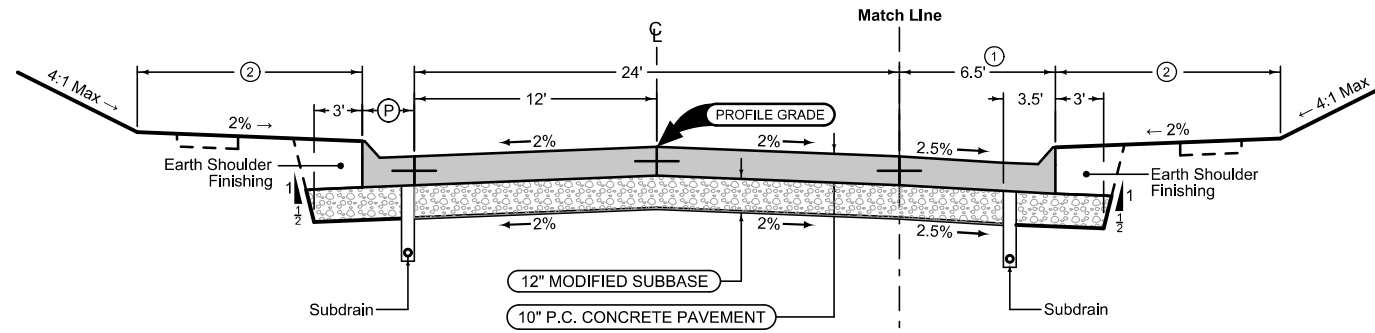
LOCATION MAP

Curbed Shoulder

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

STATION TO STATION		(P) Feet	Curb Type See PV-102
202+31.36	240+13.52	3.5	6" Std.



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

STATION TO STATION	
202+31.36	240+13.52

- ① Pavement for Bike Lane.
- ② Refer to Sheet B.8 for Locations and Details where Sidewalk is required.

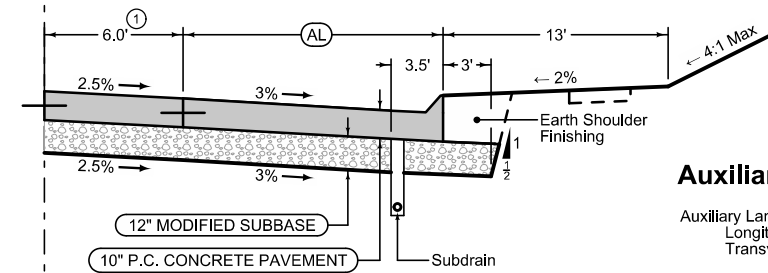
Bike Lane with Curbed Shoulder

Bike Lane Jointing:
 Longitudinal joint: L or KT
 Transverse joint: Match Mainline

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

STATION TO STATION		Curb Type See PV-102
202+31.36	220+61.80	6" Std.
223+27.73	240+13.52	6" Std.



Bike Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

STATION TO STATION	
220+61.80	223+27.73

- ① Pavement for Bike Lane.

Auxiliary Lane with Curbed Shoulder

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

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

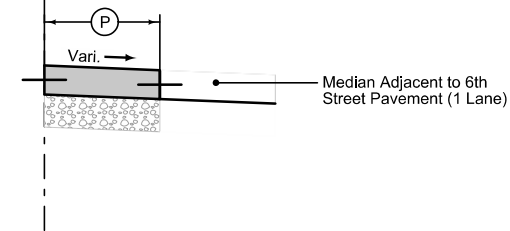
STATION TO STATION		(AL) Feet	Curb Type See PV-102
220+61.80	221+44.92	0 - 12.5	6" Std.
221+44.92	223+27.73	12.5	6" Std.

Median Pavement

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

STATION TO STATION		(P) Feet
240+13.52	241+32.54	Vari.



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

IA 122 EB (6th St. SE)

LOOKING IN DIRECTION OF STATIONING

Curbed Shoulder

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

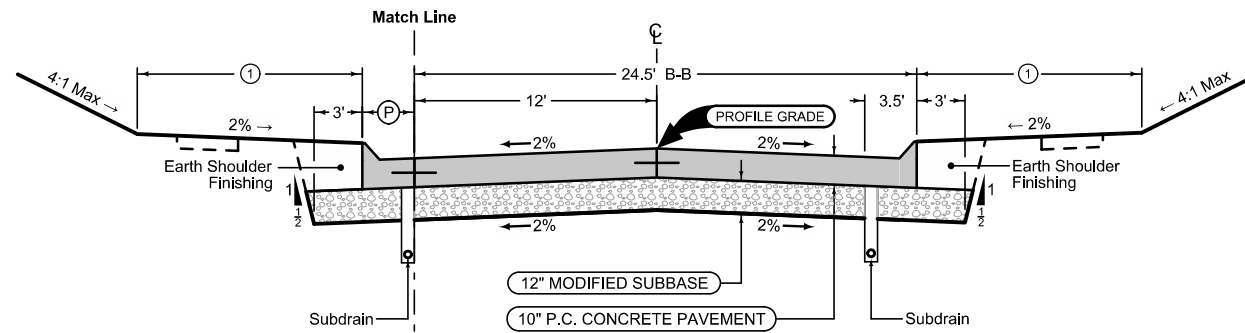
STATION TO STATION		(P) Feet	Curb Type See PV-102
241+32.54	246+32.15	3.5	6" Std.

Median Pavement

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

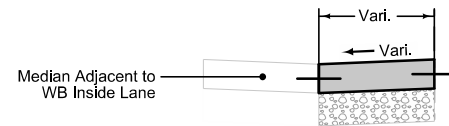
STATION TO STATION		(P) Feet	Curb Type See PV-102
246+32.15	247+30.89	3.5	6" Std.



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

STATION TO STATION	
241+32.54	247+30.89

1 Refer to Sheet B.8 for Locations and Details where Sidewalk is required.



Curbed Shoulder

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

STATION TO STATION		(P) Feet	Curb Type See PV-102
241+32.54	247+30.89	6"	Std.

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

IA 122 EB (6th St. SE)

LOOKING IN DIRECTION OF STATIONING

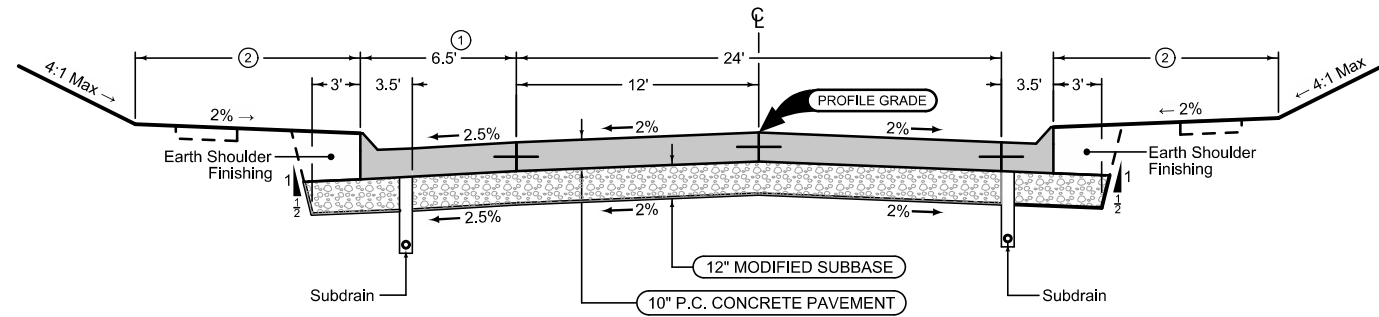
Bike Lane with Curbed Shoulder

Bike Lane Jointing:
 Longitudinal joint: L or KT
 Transverse joint: Match Mainline

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

		2_Curb_ 04-19-11
STATION TO STATION		Curb Type See PV-102
99+28.78	139+41.08	6" Std.



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

		2P_ 10-19-10
STATION TO STATION		
99+28.78	139+41.08	

- ① Pavement for Bike Lane.
- ② Refer to Sheet B.8 for Locations and Details where Sidewalk is required.

Curbed Shoulder

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

		2_Curb_ 04-19-11
STATION TO STATION		Curb Type See PV-102
99+28.78	139+41.08	6" Std.

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

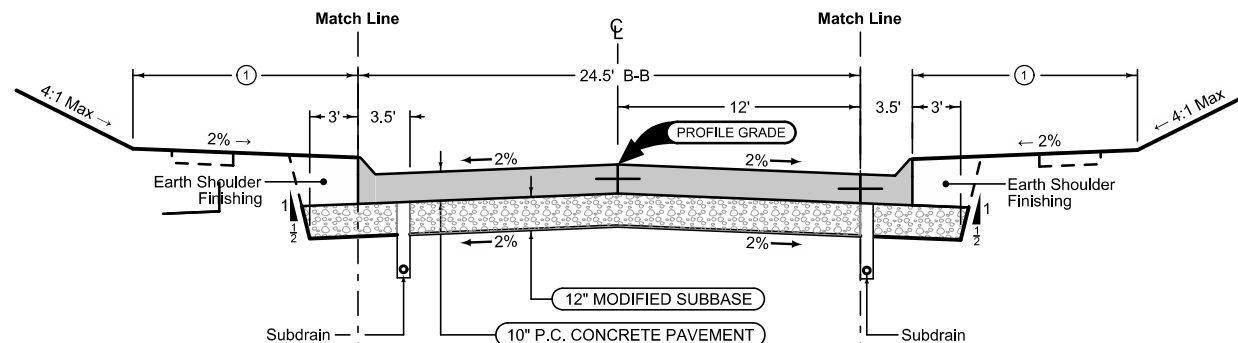
IA 122 WB (5th St. SE)

LOOKING IN DIRECTION OF STATIONING

Curbed Shoulder

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

		2_Curb_ 04-19-11
STATION TO STATION		Curb Type See PV-102
139+41.08	140+35.00	6" Std.



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

		2P_ 10-19-10
STATION TO STATION		
139+41.08	142+10.26	

① Refer to Sheet B.8 for Locations and Details where Sidewalk is required.

Curbed Shoulder

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

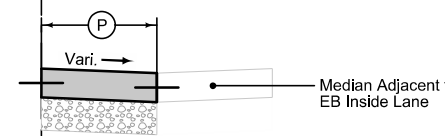
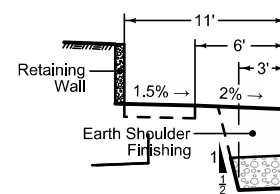
Single pour: L-2
Staged : KT-2
Transverse:C at 20' spacing

		2_Curb_ 04-19-11
STATION TO STATION		Curb Type See PV-102
139+41.08	141+07.27	6" Std.

Curbed Shoulder with Retaining Wall

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

		2_Curb_ 04-19-11
STATION TO STATION		Curb Type See PV-102
140+35.00	142+10.26	6" Std.



Median Pavement

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

Single pour: L-2
Staged : KT-2
Transverse:C at 20' spacing

		2_Med_1 Special
STATION TO STATION		(P) Feet
141+07.27	142+10.26	Vari.

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

IA 122 WB (5th St. SE)

LOOKING IN DIRECTION OF STATIONING

Curbed Shoulder with Retaining Wall

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

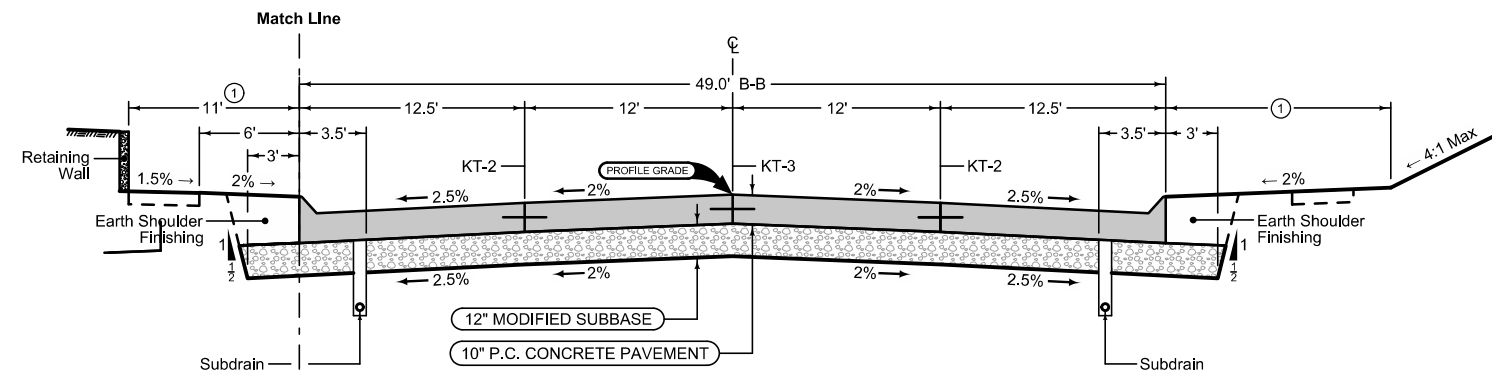
		2_Curb_04-19-11
STATION TO STATION		Curb Type See PV-102
347+30.89	348+00.00	6" Std.

Curbed Shoulder

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

		2_Curb_04-19-11
STATION TO STATION		Curb Type See PV-102
348+00.00	351+00.87	6" Std.

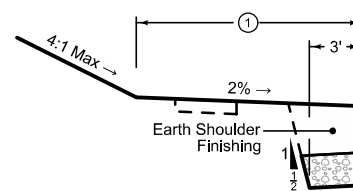


Mainline Jointing:
 Transverse joints: CD at 20' spacing

		4UP_10-16-12
STATION TO STATION		
347+30.89	351+00.87	

NOTE:
 Equation: Sta 142+10.26 (1a 122 WB) (Back)
 = Sta 347+30.89 (5th Street) (Ahead)

① Refer to Sheet B.8 for Locations and Details where Sidewalk is required.



Curbed Shoulder

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

		2_Curb_04-19-11
STATION TO STATION		Curb Type See PV-102
347+30.89	351+00.87	6" Std.

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

IA 122 (5th St. SE)

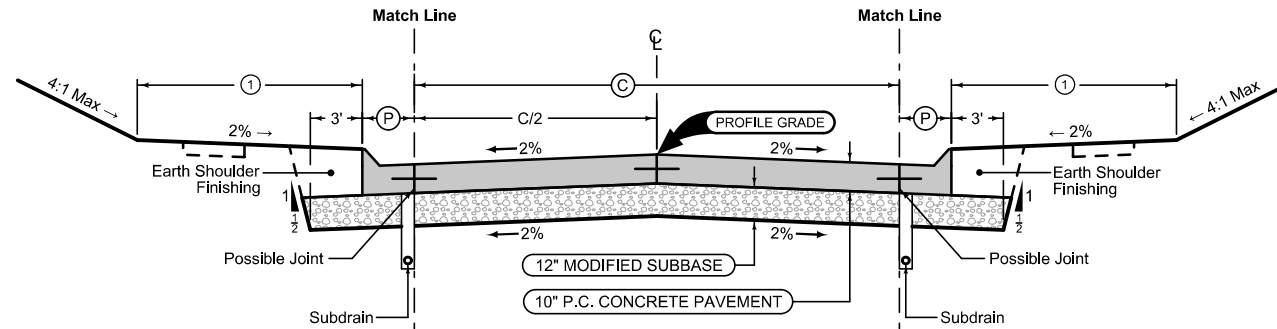
LOOKING IN DIRECTION OF STATIONING

Curbed Shoulder

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

2_Curb_04-19-11				
STREET IDENTIFICATION	STATION TO STATION		(P) Feet	Curb Type See PV-102
Jefferson Av	1209+50	1210+90	2.5	6" Std.
Jefferson Av	1212+90	1214+10		
Adams Av	1312+70	1314+00	3.5	
Adams Av	1315+85	1316+67.23	3.5	
President Av	1415+75	1417+30		
President Av	1419+55	1421+05		
Washington Av	1519+25	1520+44	3.5	
Washington Av	1522+95	1523+25.51	3.5	
Federal Av	1622+07.47	1627+75		
Delaware Av	1726+10	1727+30		
Delaware Av	1729+40	1731+13		
Pennsylvania Av	1829+50	1834+52.50		
Jersey Av	2033+05	2034+25	3.5	
Jersey Av	2036+20	2036+83.67	3.5	
Georgia Av	2136+35	2137+45	3.5	
Georgia Av	2139+75	2140+12.40	3.5	
Connecticut Av	2239+50	2240+85	3.5	
Connecticut Av	2243+05	2244+40	3.5	
Massachusetts Av	2446+61.14	2447+10	3.5	



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

2P_10-19-10				
STREET IDENTIFICATION	STATION TO STATION		(C) Feet	
Jefferson Av	1209+50	1210+90		
Jefferson Av	1212+90	1214+10		
Adams Av	1312+70	1314+00	24	
Adams Av	1315+85	1316+67.23	24	
President Av	1415+75	1417+30		
President Av	1419+55	1421+05		
Washington Av	1519+25	1520+44	24	
Washington Av	1522+95	1523+25.51	24	
Federal Av	1622+07.47	1627+75		
Delaware Av	1726+10	1727+30		
Delaware Av	1729+40	1731+13		
Pennsylvania Av	1829+50	1834+52.50		
Jersey Av	2033+05	2034+25	24	
Jersey Av	2036+20	2036+83.67	24	
Georgia Av	2136+35	2137+45	24	
Georgia Av	2139+75	2140+12.40	24	
Connecticut Av	2239+50	2240+85	24	
Connecticut Av	2243+05	2244+40	24	
Massachusetts Av	2446+61.14	2447+10	24	

① Refer to Sheet B.8 for Locations and Details where Sidewalk is required.

Curbed Shoulder

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

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

2_Curb_04-19-11				
STREET IDENTIFICATION	STATION TO STATION		(P) Feet	Curb Type See PV-102
Jefferson Av	1209+50	1210+90	2.5	6" Std.
Jefferson Av	1212+90	1214+10		
Adams Av	1312+70	1314+00	3.5	
Adams Av	1315+85	1316+67.23	3.5	
President Av	1415+75	1417+30		
President Av	1419+55	1421+05		
Washington Av	1519+25	1520+44	3.5	
Washington Av	1522+95	1523+25.51	3.5	
Federal Av	1622+07.47	1627+75		
Delaware Av	1726+10	1727+30		
Delaware Av	1729+40	1731+13		
Pennsylvania Av	1829+50	1834+52.50		
Jersey Av	2033+05	2034+25	3.5	
Jersey Av	2036+20	2036+83.67	3.5	
Georgia Av	2136+35	2137+45	3.5	
Georgia Av	2139+75	2140+12.40	3.5	
Connecticut Av	2239+50	2240+85	3.5	
Connecticut Av	2243+05	2244+40	3.5	
Massachusetts Av	2446+61.14	2447+10	3.5	

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

SIDE STREET TYPICAL

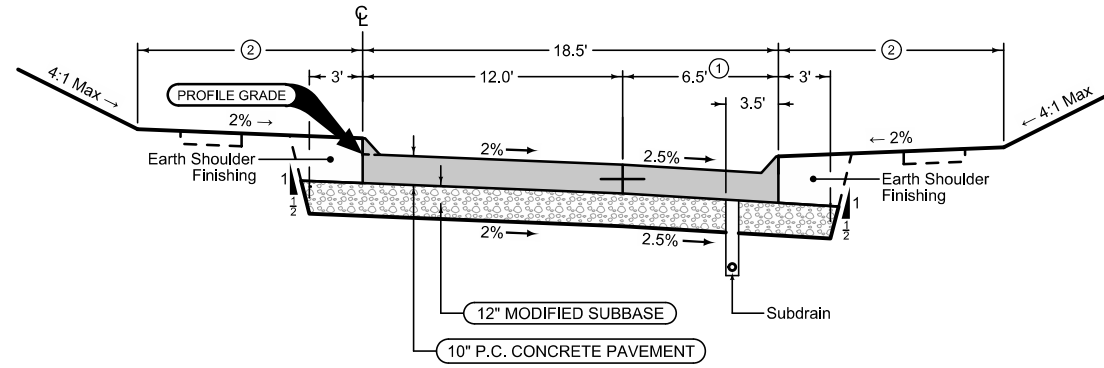
LOOKING IN DIRECTION OF STATIONING

Curbed Shoulder

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

Single pour: L-2
 Staged: KT-2
 Transverse: C at 20' spacing

		2_Curb_04-19-11
STATION TO STATION		Curb Type See PV-102
2341+47.68	2343+38.63	6" Std.



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

		2P_10-19-10
STATION TO STATION		
2341+47.68	2343+38.63	

- ① Pavement for Bike Lane.
- ② Refer to Sheet B.8 for Locations and Details where Sidewalk is required.

Curbed Shoulder

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

Single pour: L-2
 Staged: KT-2
 Transverse: C at 20' spacing

		2_Curb_04-19-11
STATION TO STATION		Curb Type See PV-102
2341+47.68	2343+38.63	6" Std.

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

6TH STREET SE

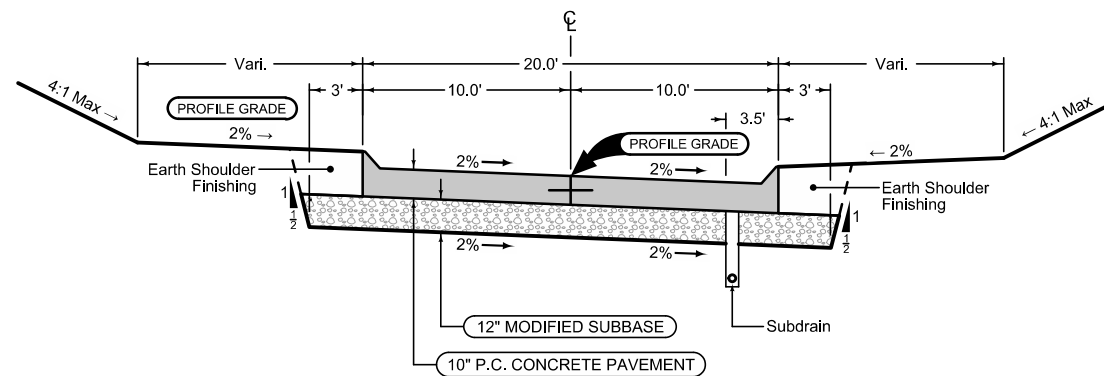
LOOKING IN DIRECTION OF STATIONING

Curbed Shoulder

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

Single pour: L-2
 Staged: KT-2
 Transverse: C at 20' spacing

		2_Curb_04-19-11
STATION TO STATION		Curb Type See PV-102
7+23.83	8+85.93	6" Std.



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

		2P_10-19-10
STATION TO STATION		
7+23.83	8+85.93	

Curbed Shoulder

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

Single pour: L-2
 Staged: KT-2
 Transverse: C at 20' spacing













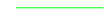
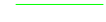








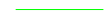

















		2_Curb_04-19-11
STATION TO STATION		Curb Type See PV-102
7+23.83	8+85.93	6" Std.

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

Emergency Vehicle Access

LOOKING IN DIRECTION OF STATIONING

SURVEY SYMBOLS

-  CU Back of Curb
-  SWK Sidewalk
-  RET Retaining Walls
-  FCL Chain Link and Security Fence
-  SI Sign
-  IN Storm Sewer Intake
-  TSG Traffic Signal
-  TDC Tree Deciduous
-  SHR Shrub
-  CON Concrete or A/C Slab
-  LUM Luminaire
-  TEV Evergreen Tree
-  MH Utility Access (Manhole)
-  EP Edge of Paved Roads (ML or SR)
-  ENP Edge Paved Entrance & Park Lot
-  ENU Edge Unpaved Entrance & Parking
-  BLD Building or Foundation
-  FWD Wood Fence
-  GP Guard Post (Less Than 4 Posts)
-  FLG Flag Poles
-  FHD Fire Hydrants
-  EW Edge of Water
-  BNK Stream Bank
-  HDG Hedge Row
-  BRG Bridge
-  GDL Guard Rail Steel
-  GU Gutter In Front of Curb
-  S Soil Sampling Site (Wetlands)
-  EB Electrical Box
-  FHD Fire Hydrants
-  GV Gas Valve
-  IN Storm Sewer Intake
-  PIP Pipe Culvert
-  PPA Power Pole Co. 1
-  TCB Traffic Signal Box
-  TPD Telephone Pedestal
-  TSL Traffic Signal and Luminaire
-  UB Utility Box
-  WV Water Valve
-  PLG Location of General Photo

UTILITY LEGEND

- A T & T (Fiber Optics)
Lenny Vohs
Engineer
1425 Oak Street
Kansas City, MO 64106
Phone: 816-275-4014
e-mail: lv2121@att.com
- Alliant Energy (Electric)
Jason A. Hogan
Senior Permitting & Road Use Coordinator
4902 North Biltmore
Box 77007
Madison, WI 53707-1007
Phone: 608-458-4871
e-mail: jasonhogan@alliantenergy.com
- Century Link (Telephone)
Steve Parker
Manager of Engineering & Construction
2103 E. University Avenue
1st Floor
Des Moines, IA 50317
Phone: 515-265-0968
e-mail: Steven.Parker4@CenturyLink.com
- Cerro Gordo County
Mary Kelly
Engineer
2716 South Federal
Mason City, IA 50401
Phone: 641-424-9037
e-mail: mkelly@co.cerro-gordo.ia.us
- Iowa Hospital Association
Joel Schroeder
1450 N. Center Point RD.
Hiawatha, IA 52233
Phone: 319-790-1514
e-mail: Joel.schroeder@windstream.com
- Iowa Hospital Association
Joel Schroeder
1450 N. Center Point RD.
Hiawatha, IA 52233
Phone: 319-790-1514
e-mail: locate.desk@windstream.com
- Iowa Network Services (Fiber Optics)
Jeff Klocko
Outside Plant Engineer
4201 Corporate Drive
West Des Moines, IA 50266-5906
Phone: 515-830-0445
e-mail: jeff@netins.com
- Mason City Water Department (Water)
Greg Lee
10 First Street NW
Mason City, IA 50401
Phone: 641-421-3683
e-mail: glee@masoncity.net
- MediaCom (Cable TV)
Kevin Parker
Construction Supervisor
4010 Alexandra Drive
Waterloo, IA 50702
Phone: 319-235-2197
e-mail: kparker@mediacomcc.com

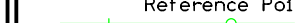

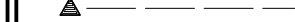


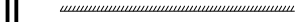



PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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.	Description
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
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

CONVENTIONAL SIGNS

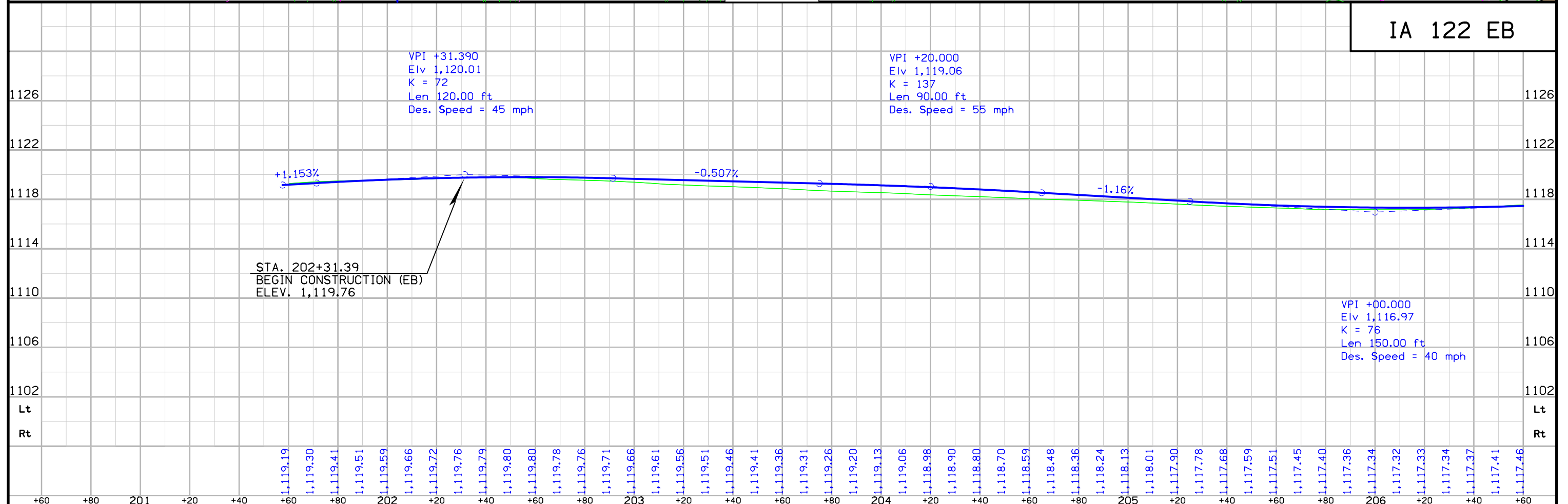
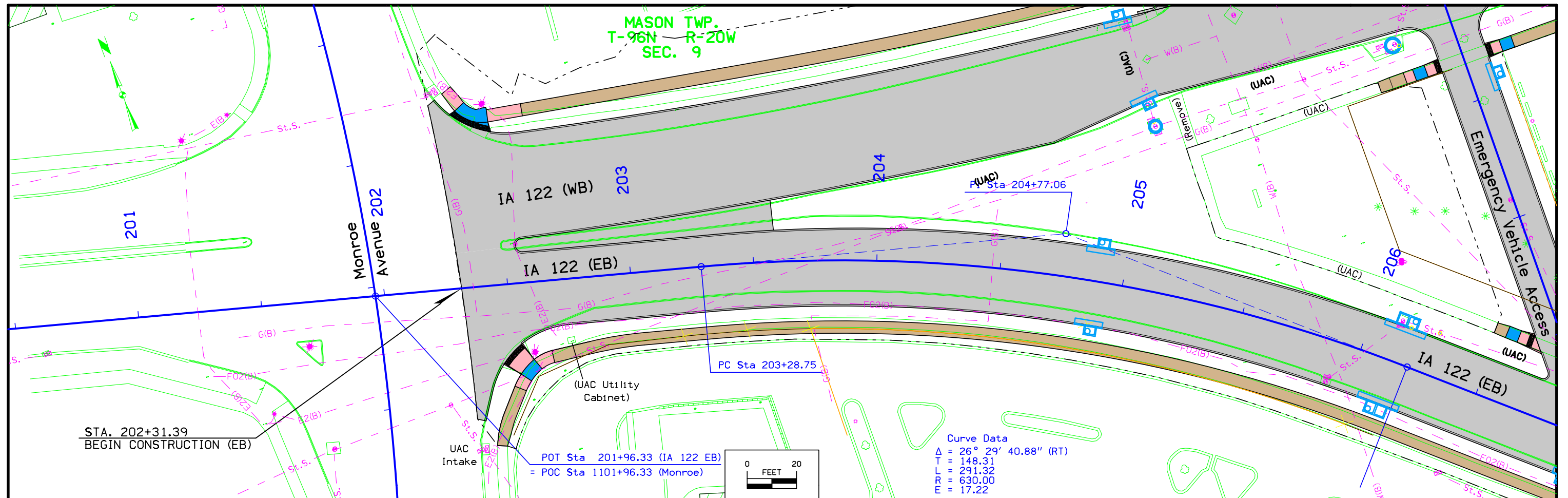
-  Reference Point
-  Station
-  Survey Line
-  Section Corner
-  Ground Line Intercept
-  Saw Cut
-  Guardrail
-  Clearing & Grubbing Area
-  Pavement Removal

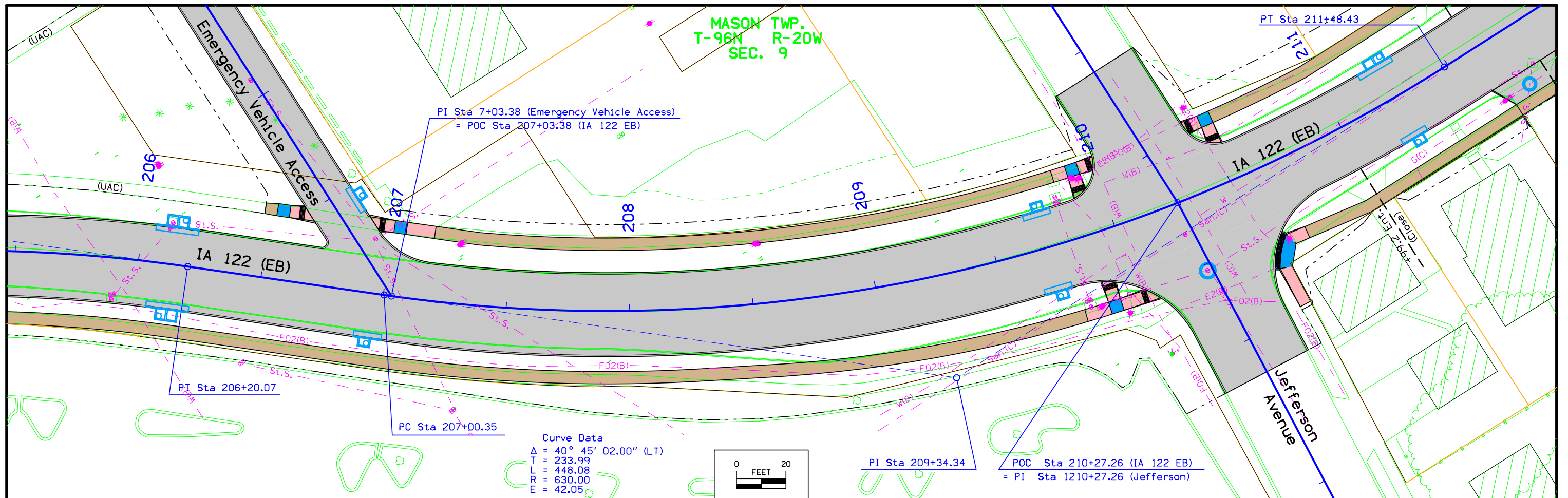
RIGHT-OF-WAY LEGEND

-  Proposed Right-of-Way
-  Existing and Proposed Right-of-Way
-  Easement and Existing Right-of-Way
-  Borrow
-  Easement (Temporary)
-  Easement
-  Excess
-  Access Control

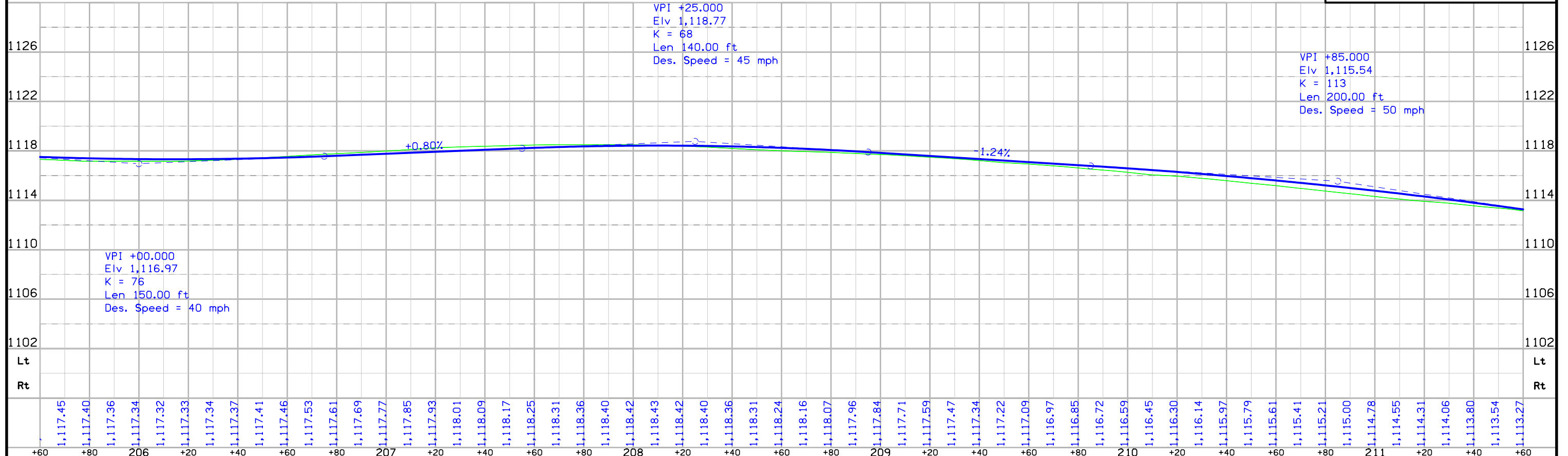
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

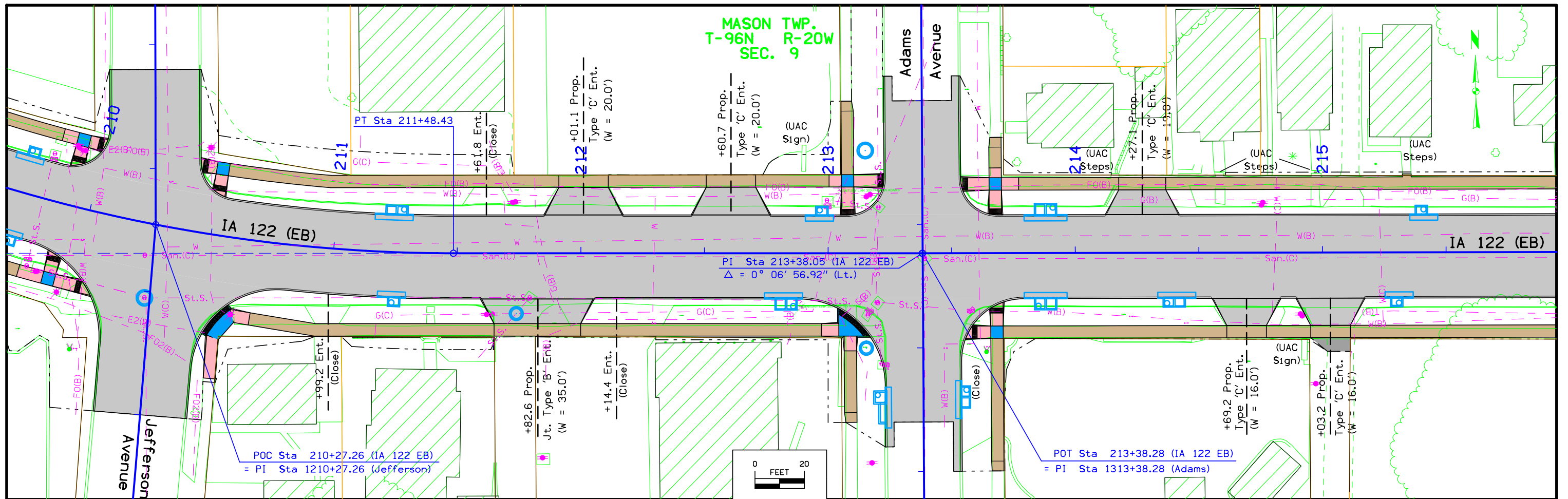
(COVERS SHEET SERIES D, E, F, & K)



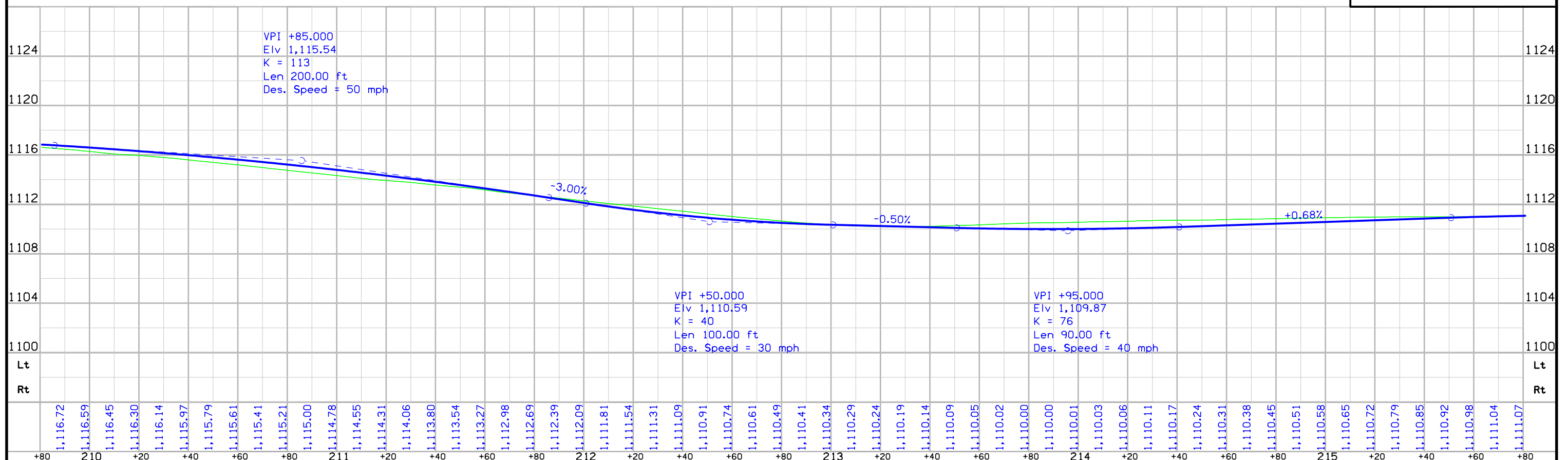


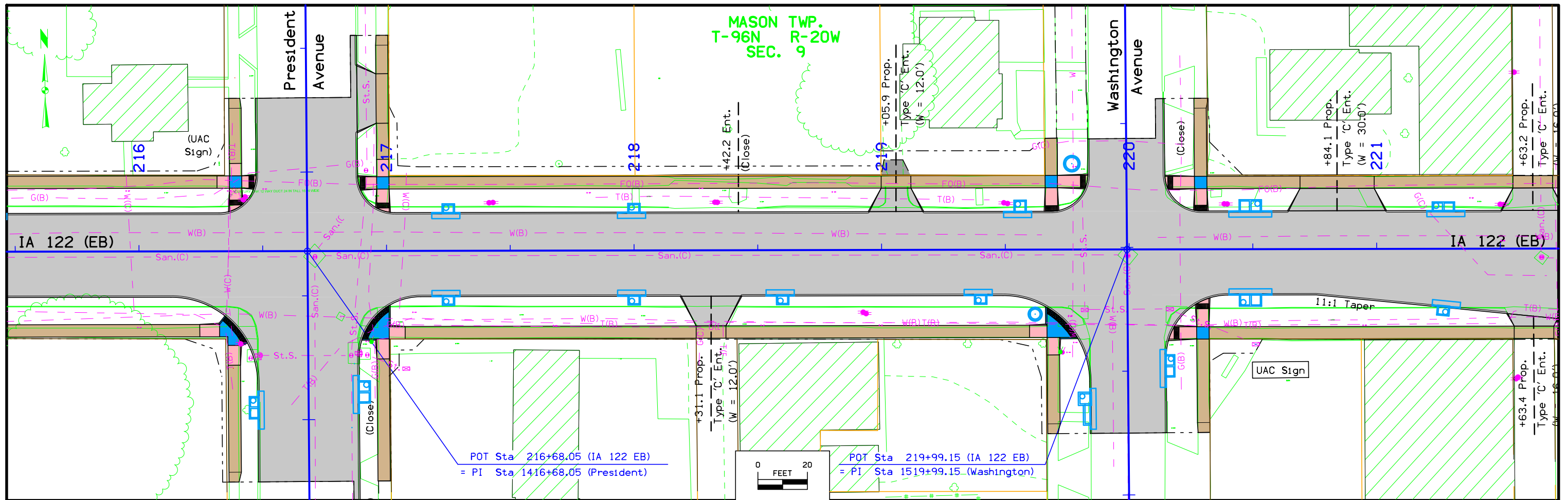
IA 122 EB



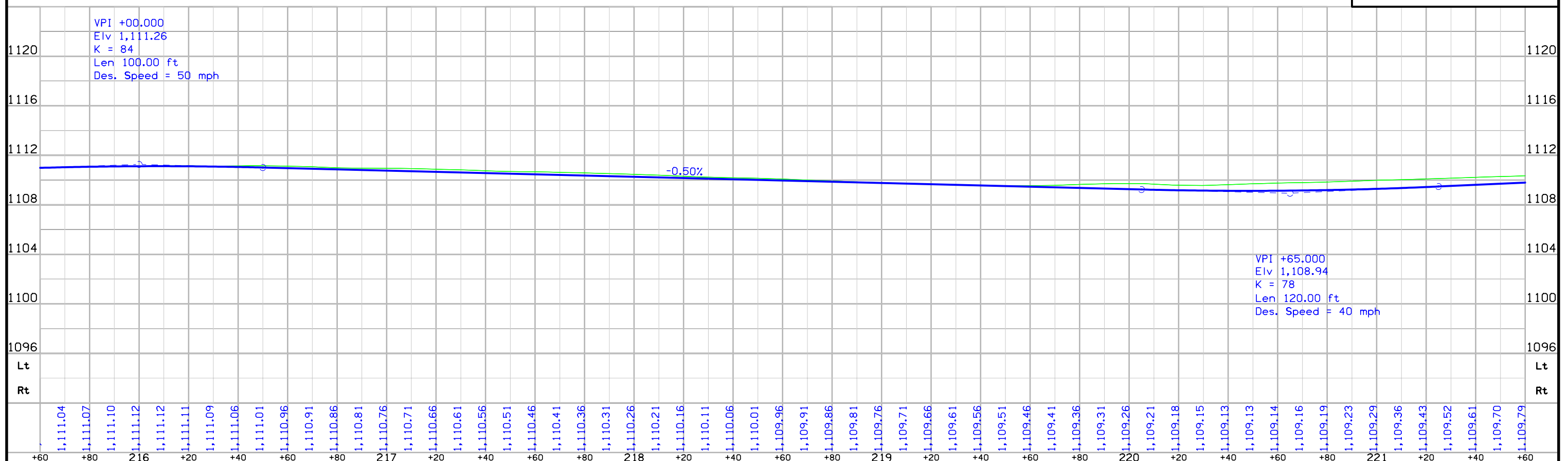


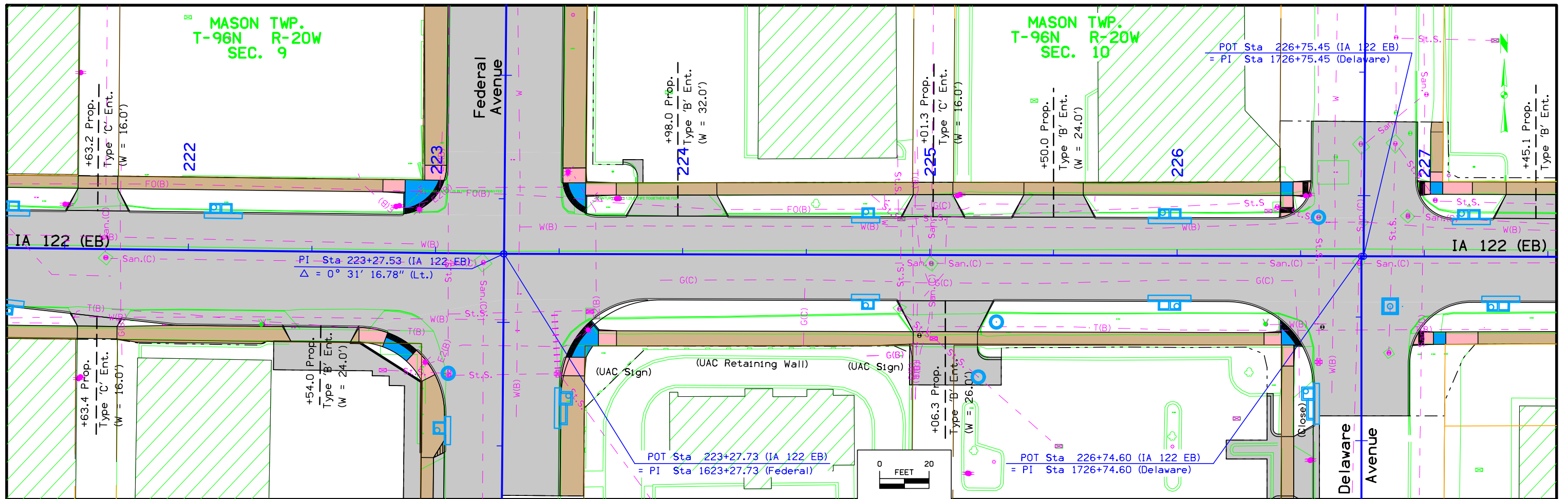
IA 122 EB



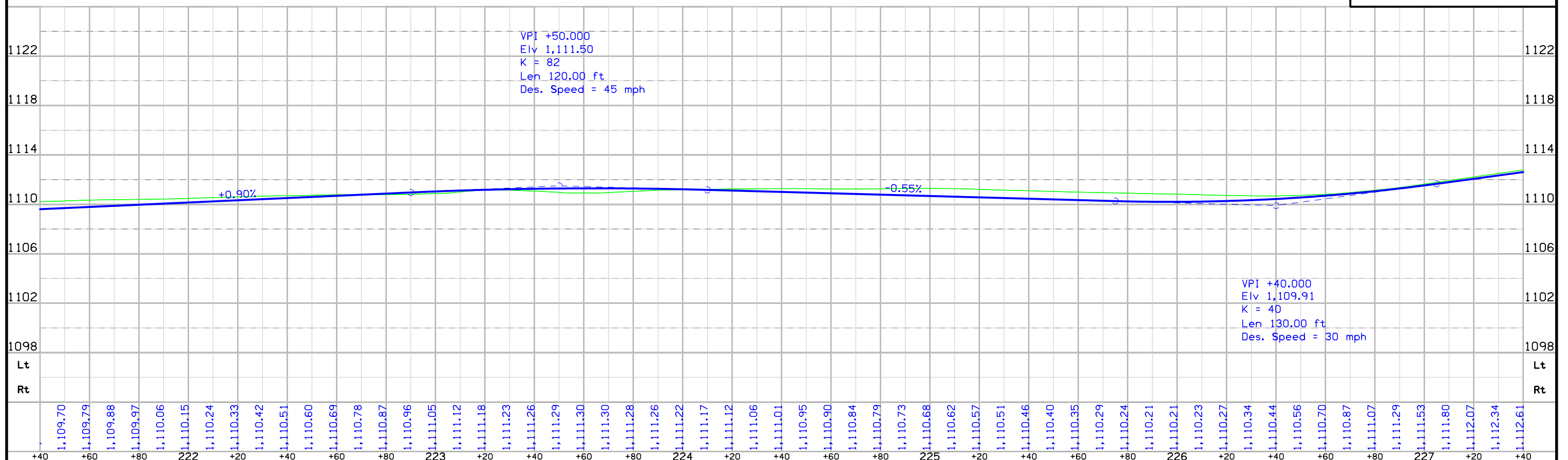


IA 122 EB

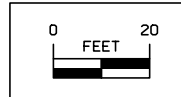
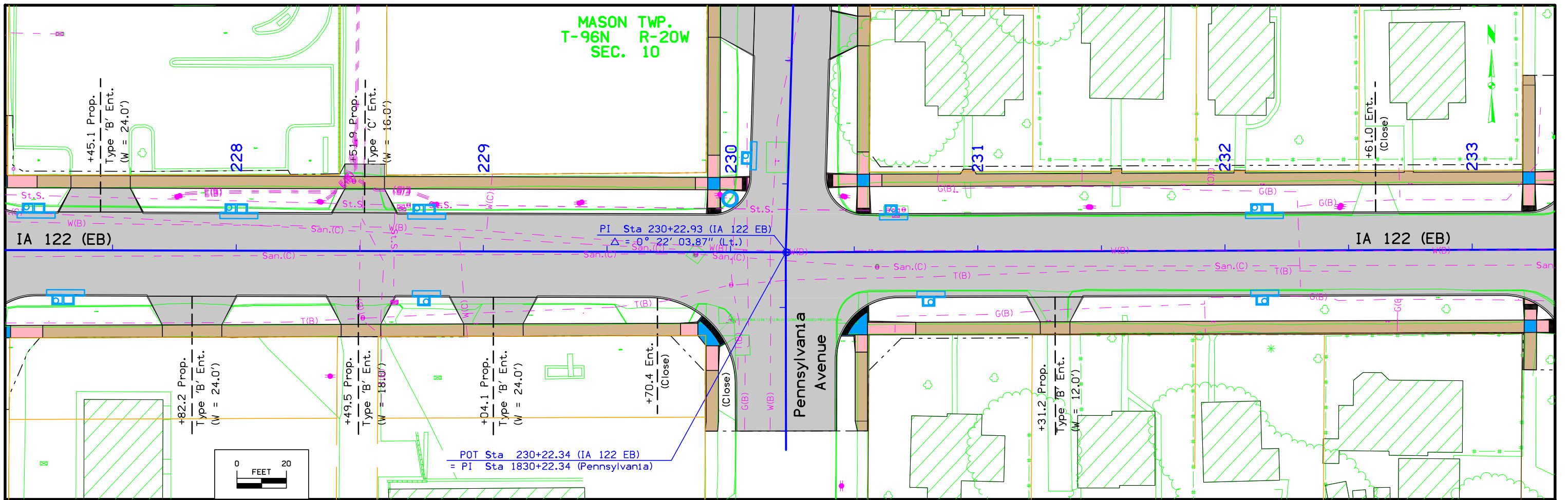




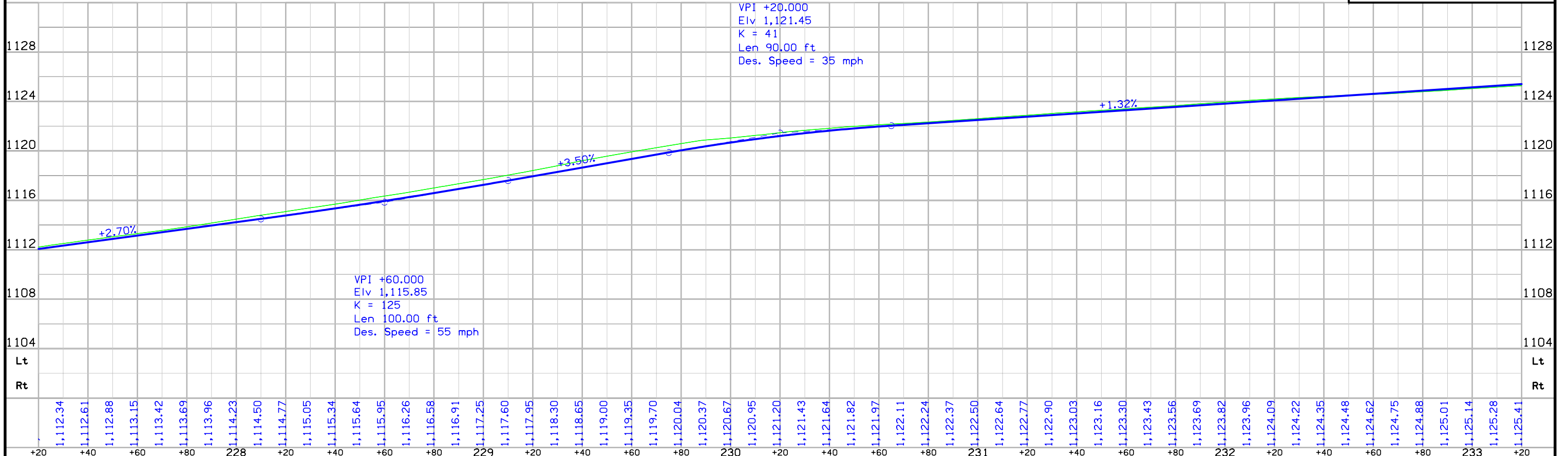
IA 122 EB



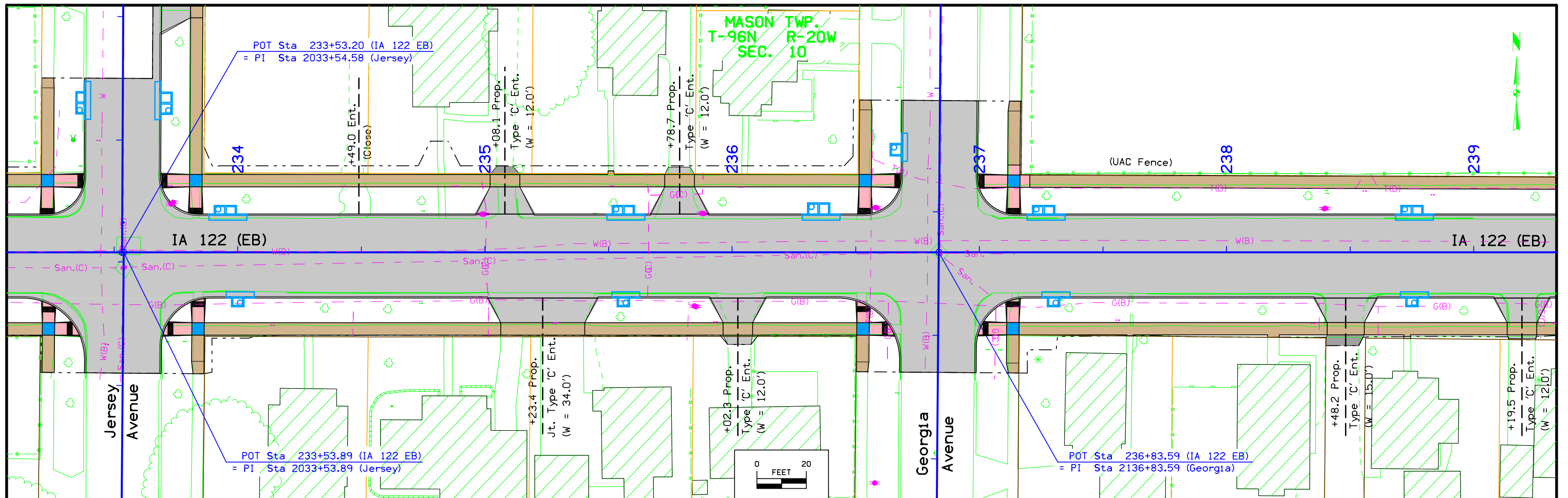
MASON TWP.
T-96N R-20W
SEC. 10



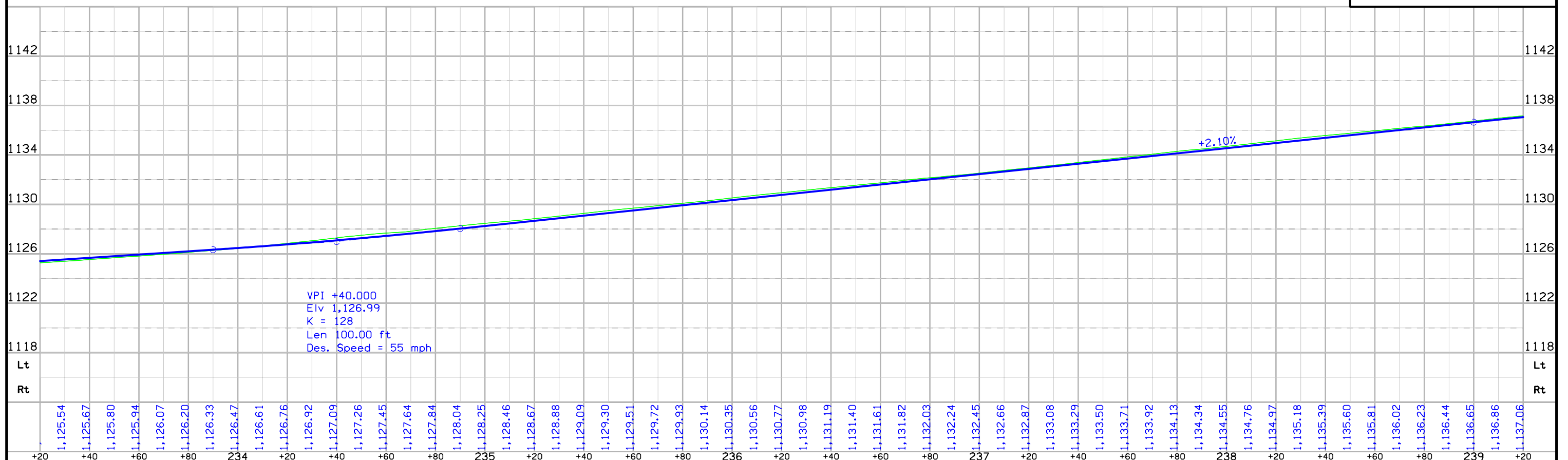
IA 122 EB

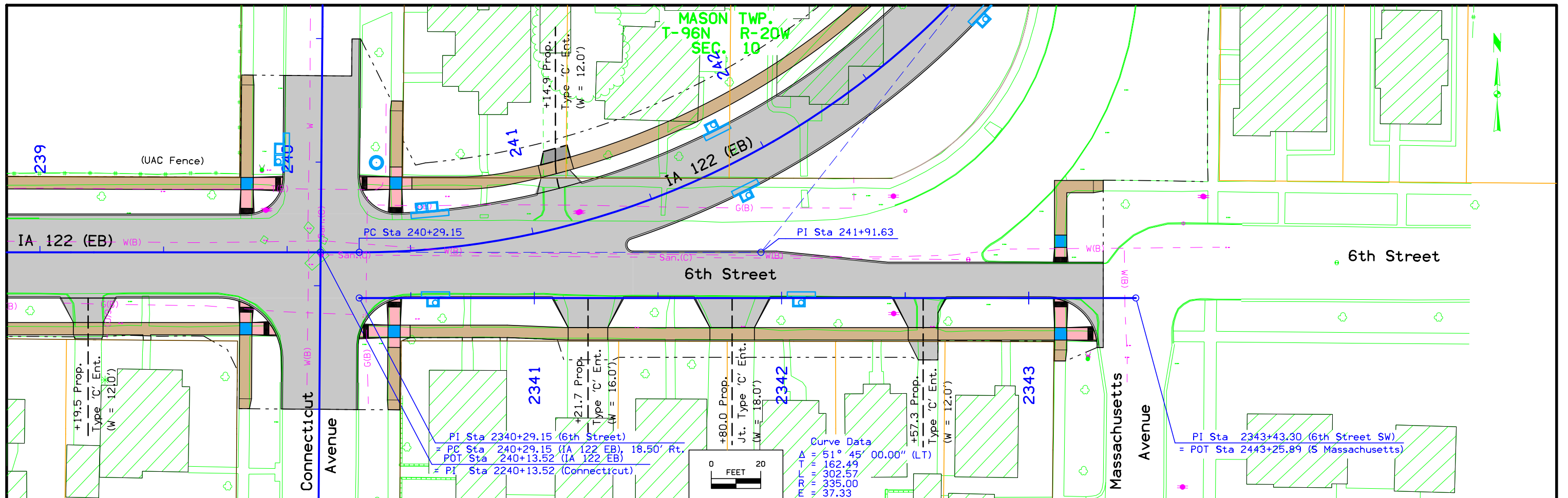


FILE NO.	ENGLISH	DESIGN TEAM	JIA\MILLER\MAACH	CERRO GORDO COUNTY	PROJECT NUMBER	NHSX-122-1(18)--3H-17	SHEET NUMBER	D.7
----------	---------	-------------	------------------	--------------------	----------------	-----------------------	--------------	-----

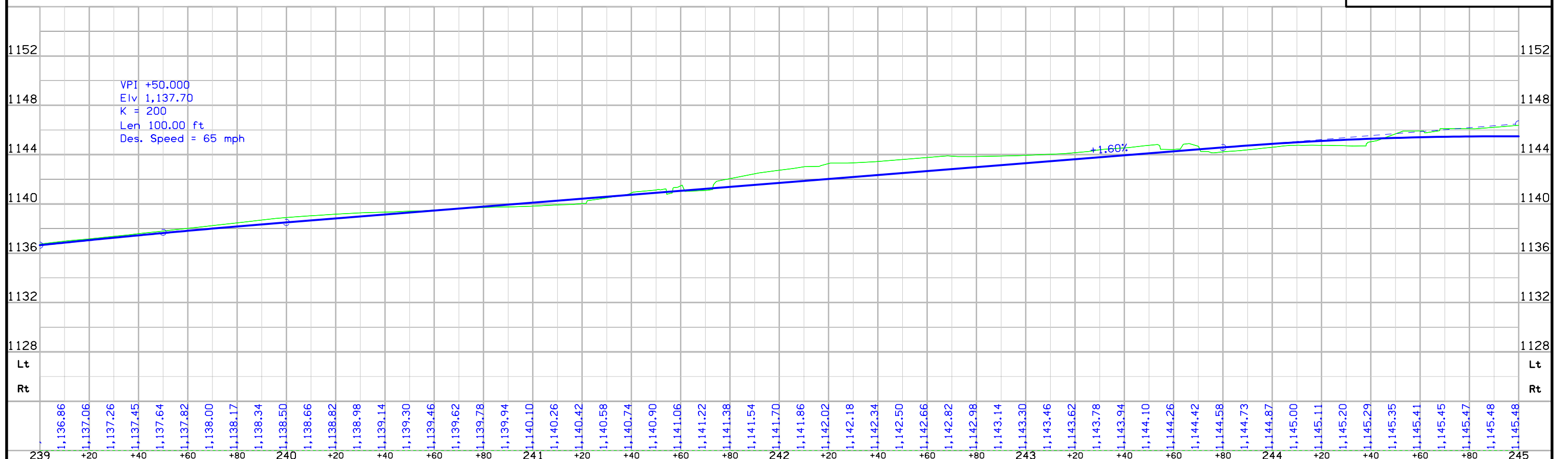


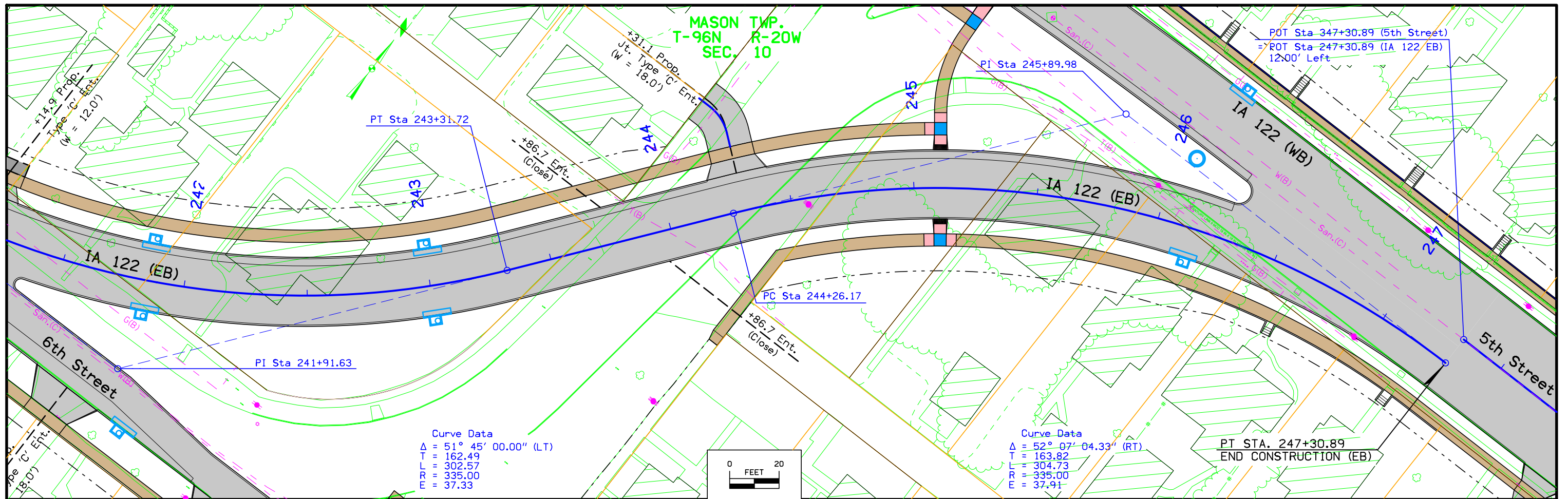
IA 122 EB



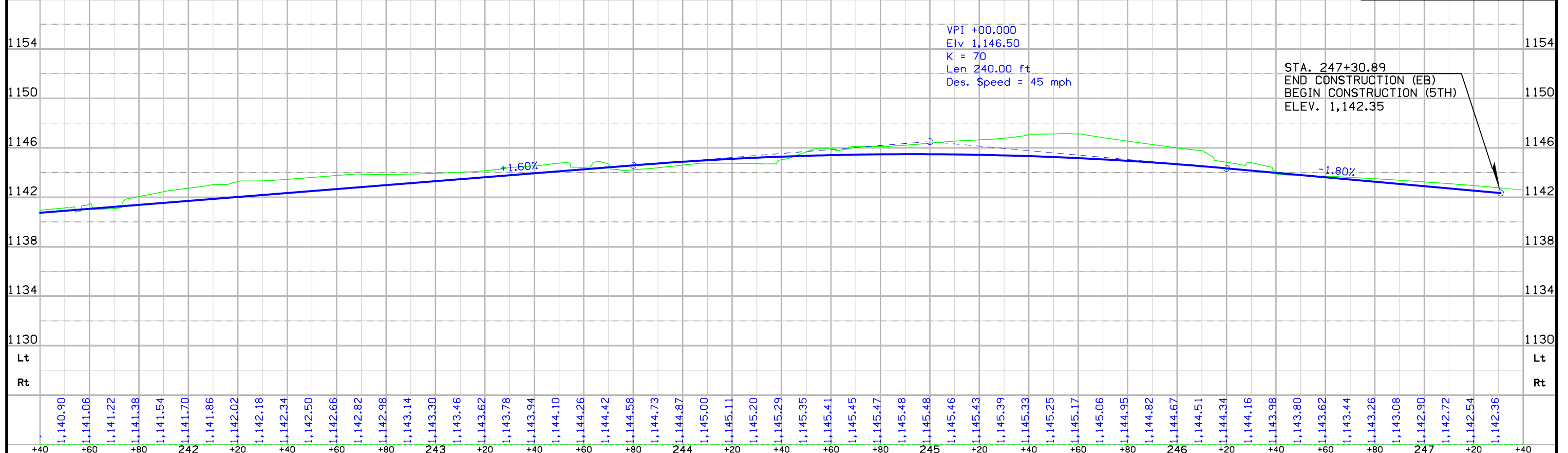


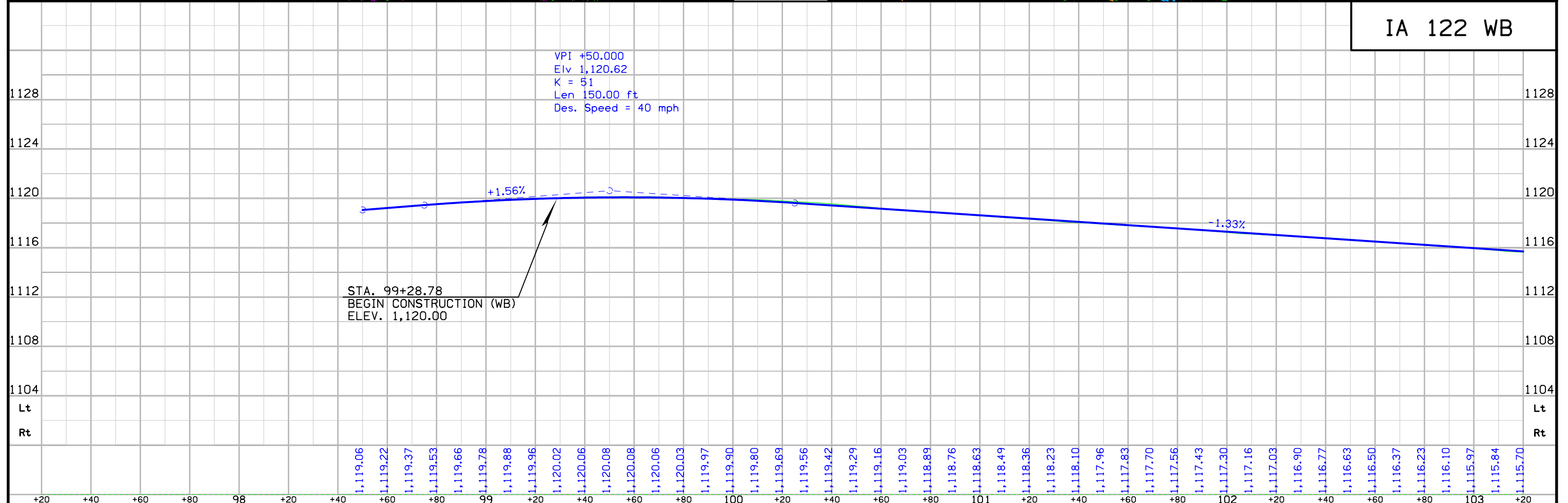
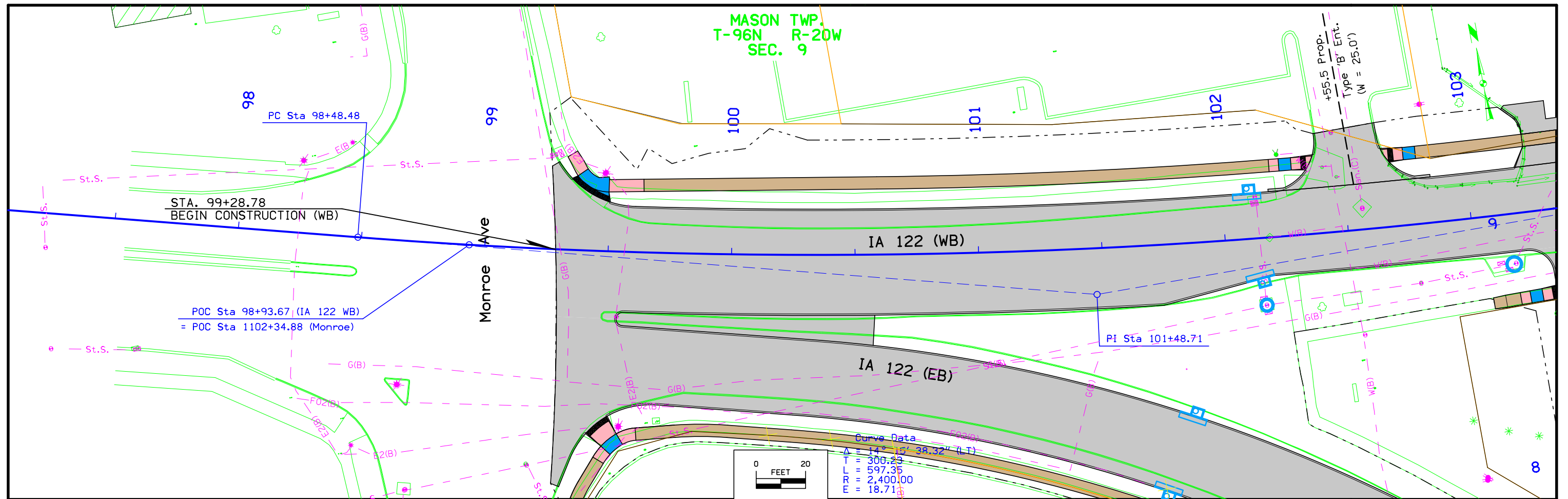
IA 122 EB

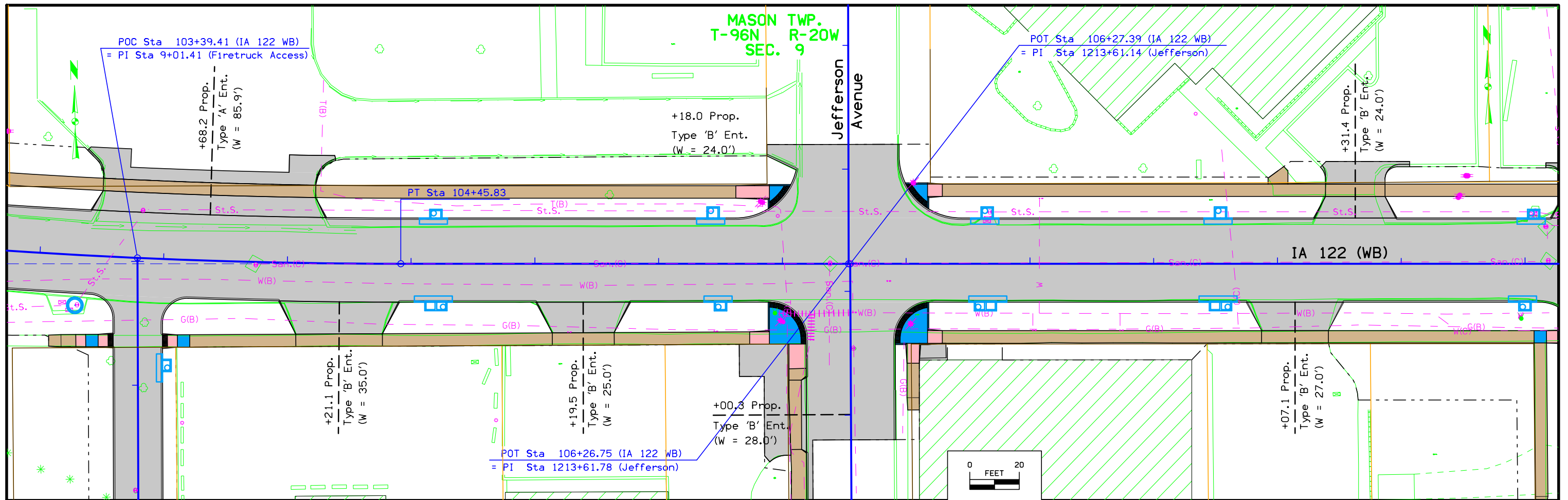




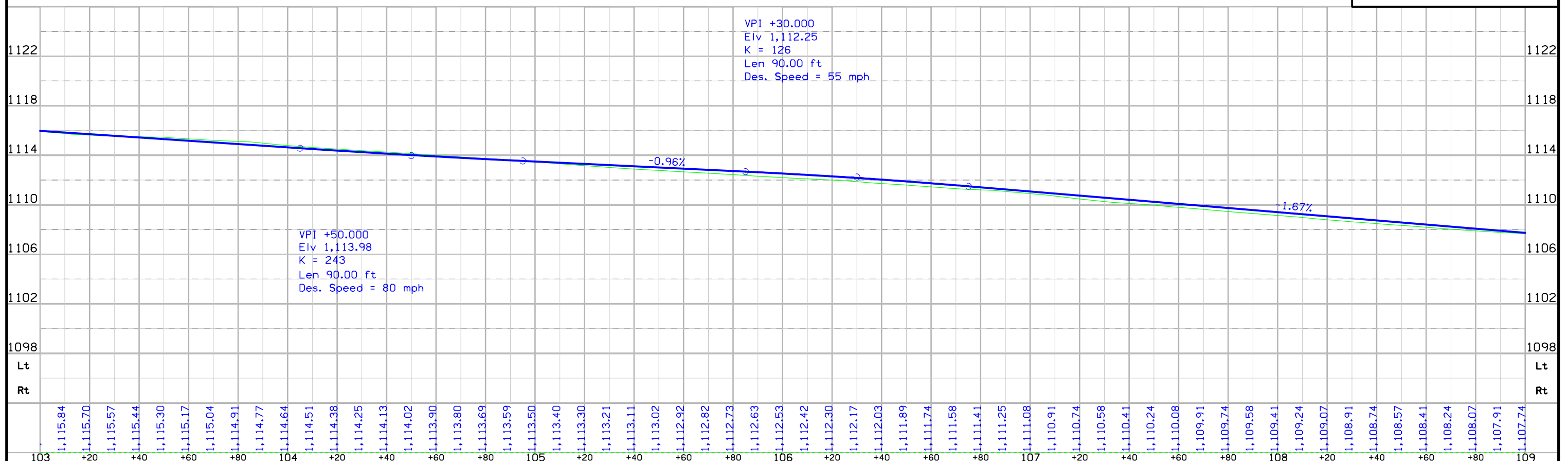
IA 122 EB



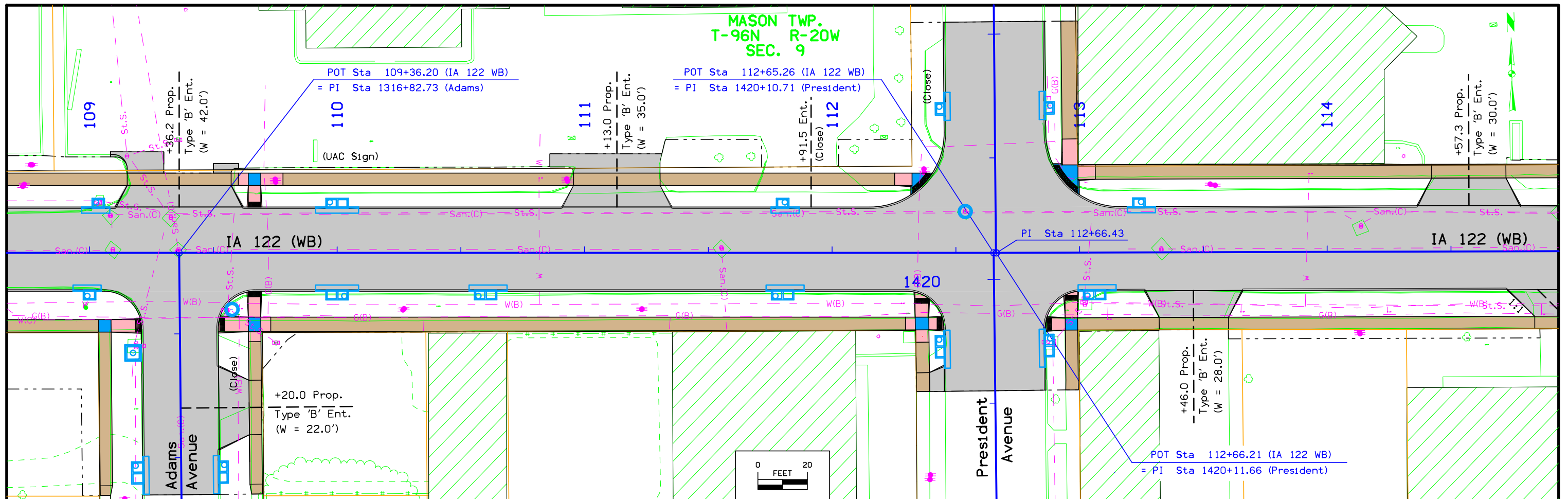




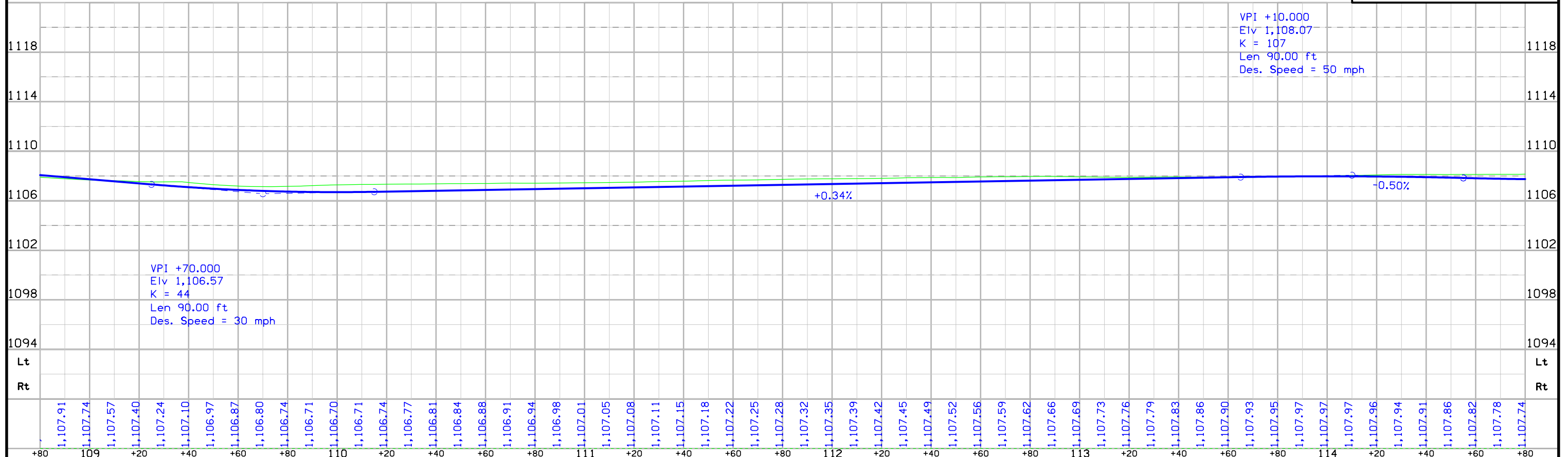
IA 122 WB

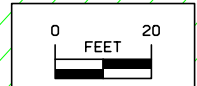
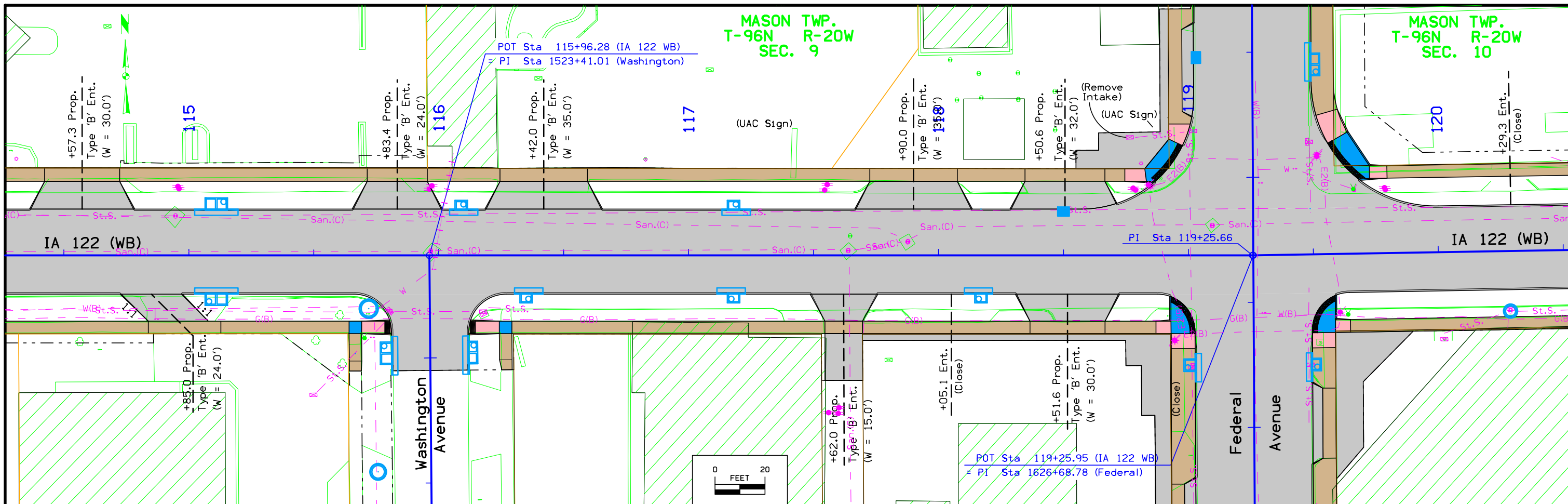


FILE NO.	ENGLISH	DESIGN TEAM	JIA\MILLER\MAACH	CERRO GORDO COUNTY	PROJECT NUMBER	NHSX-122-1(18)--3H-17	SHEET NUMBER	D.12
----------	---------	-------------	------------------	--------------------	----------------	-----------------------	--------------	------

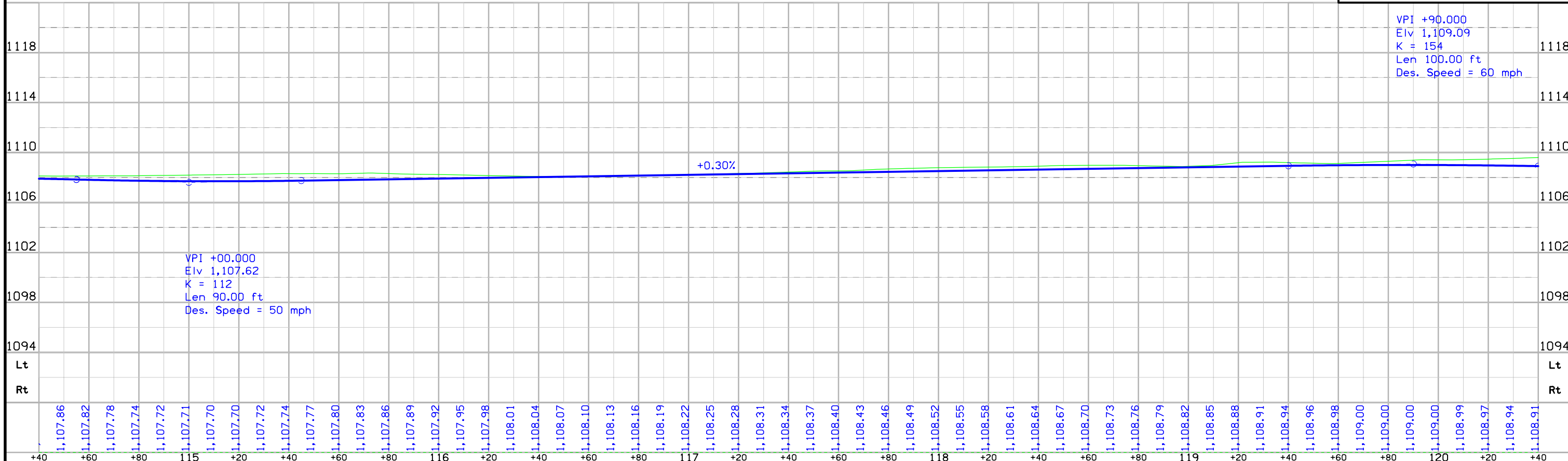


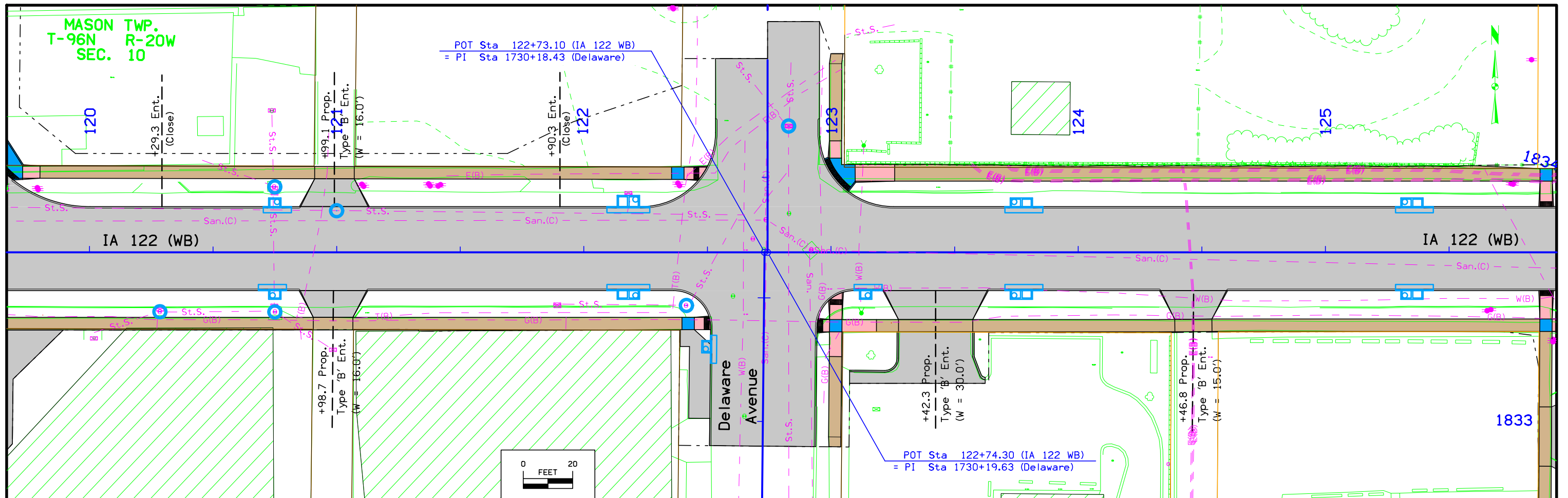
IA 122 WB



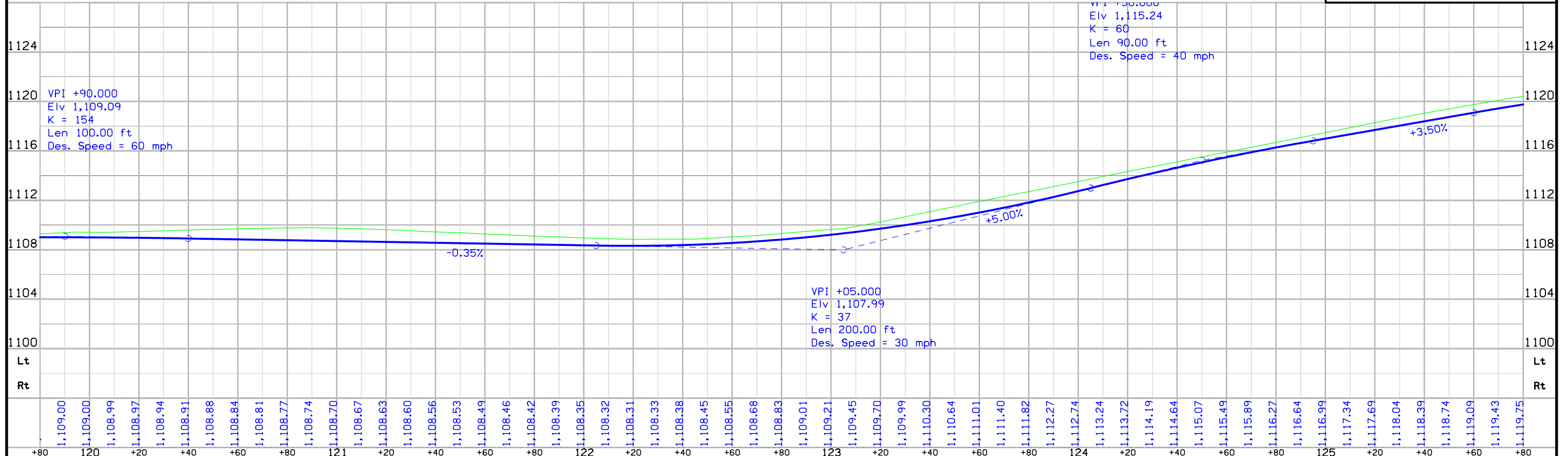


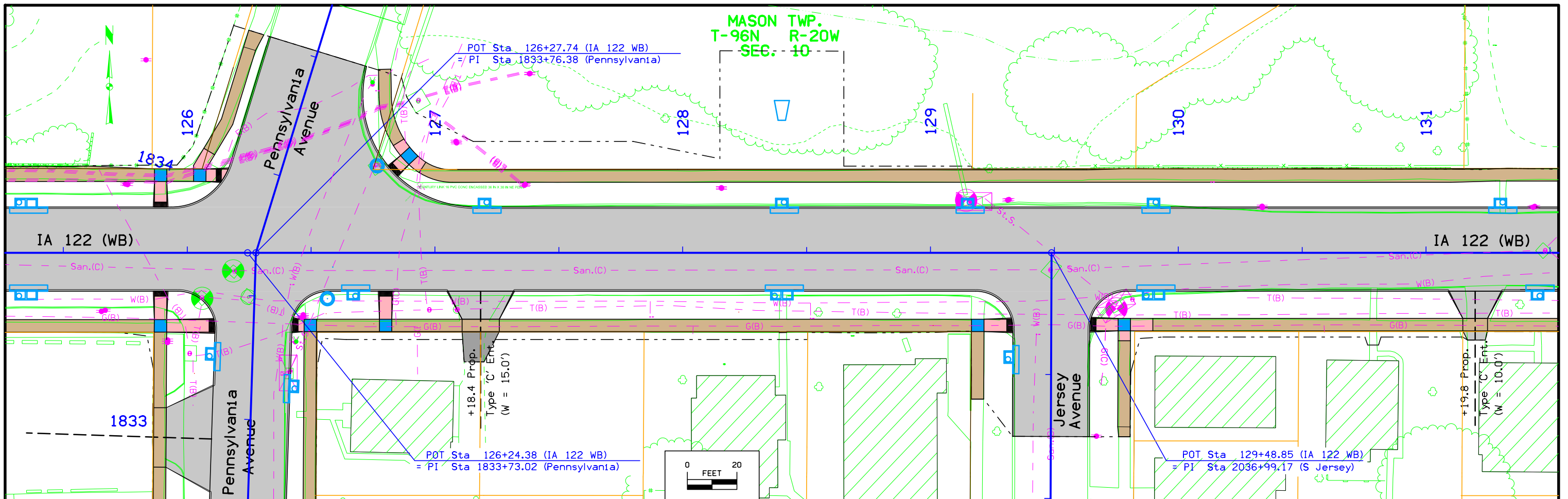
IA 122 WB



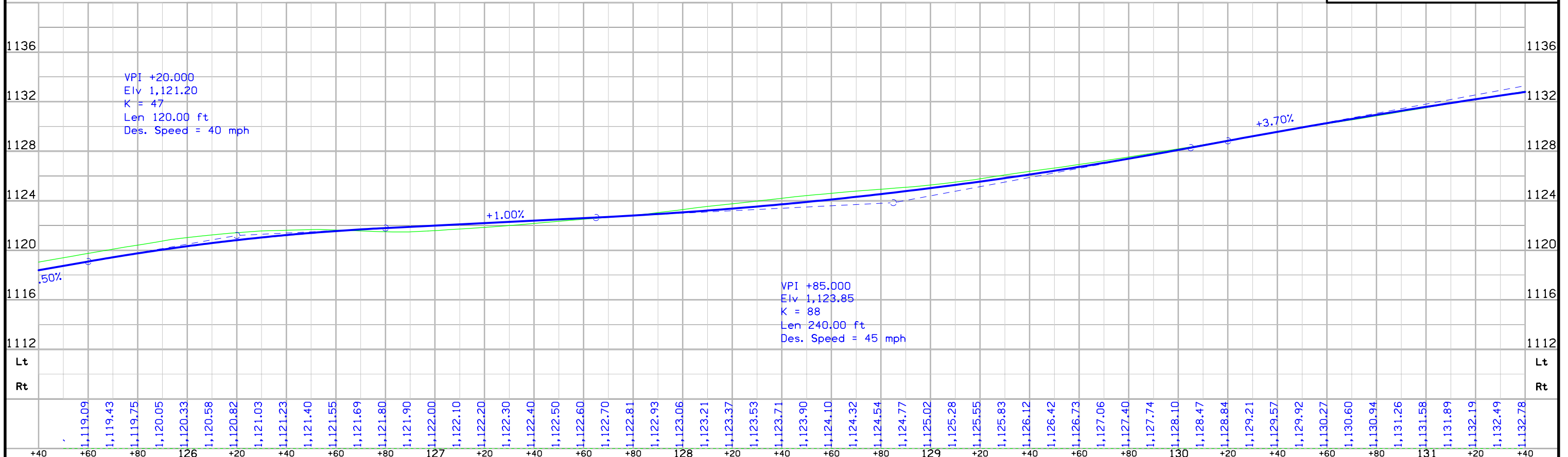


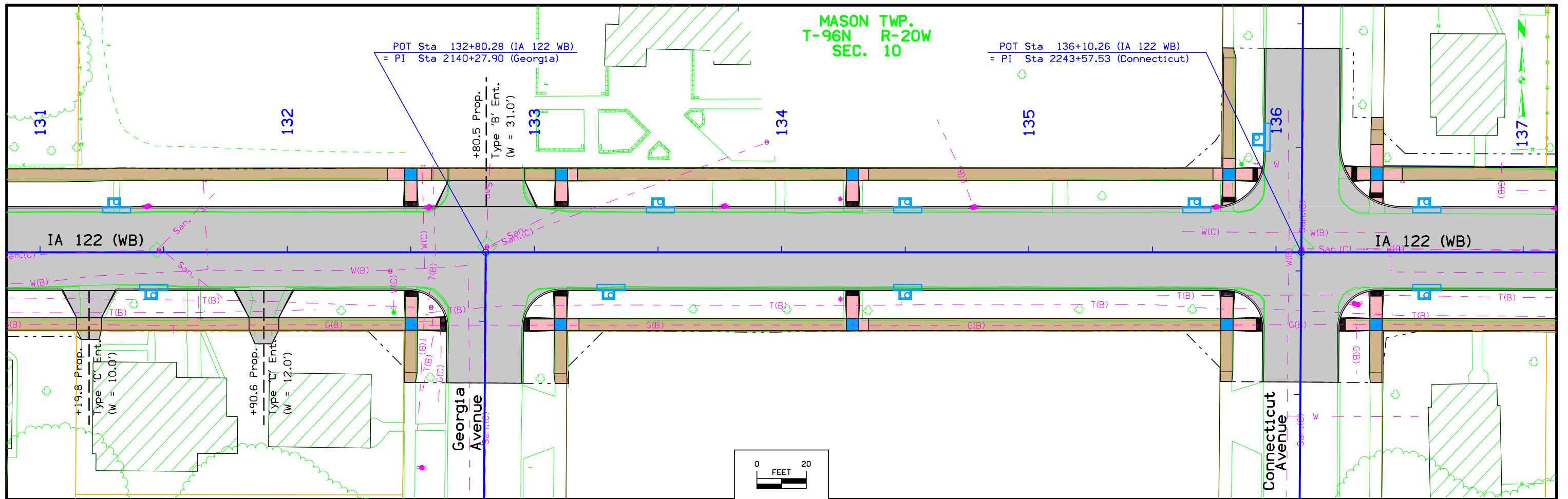
IA 122 WB



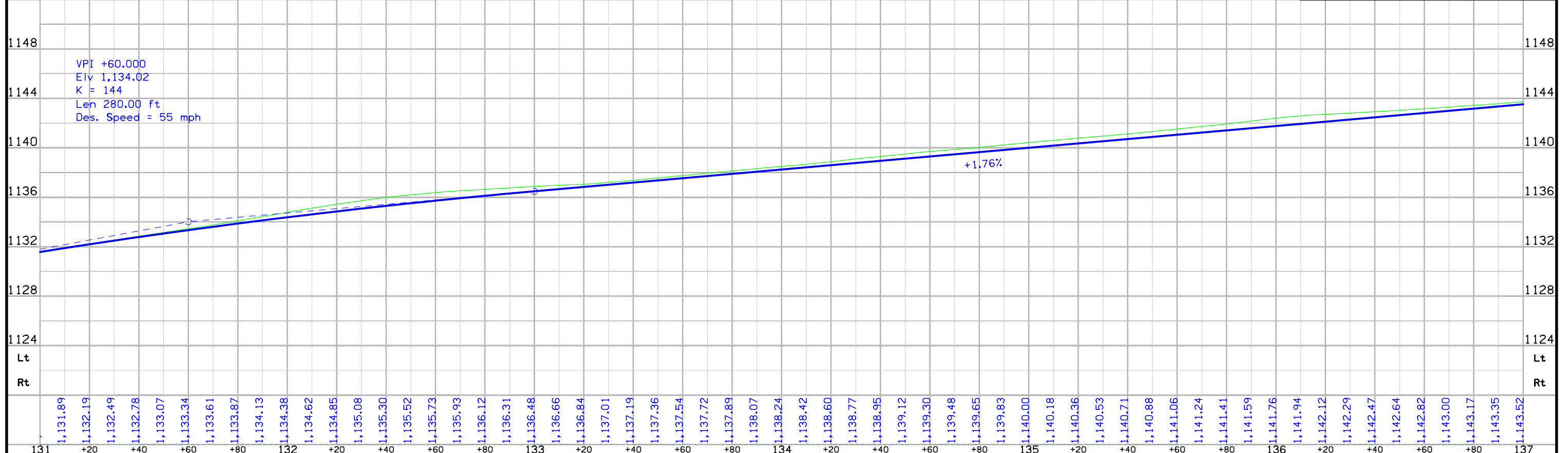


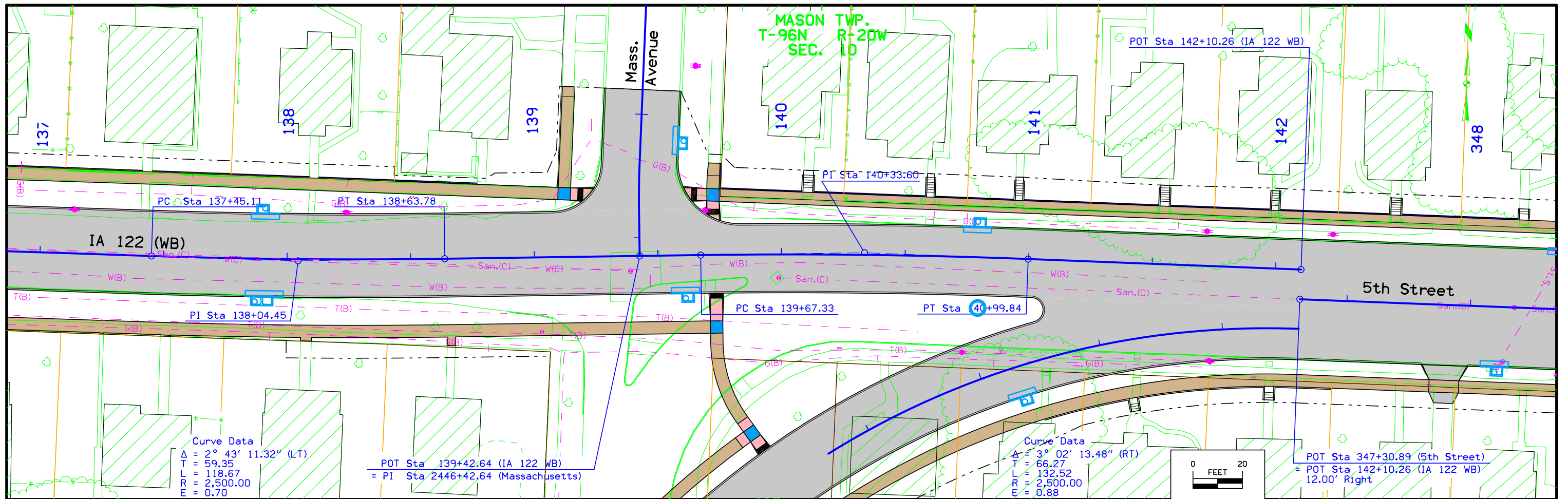
IA 122 WB



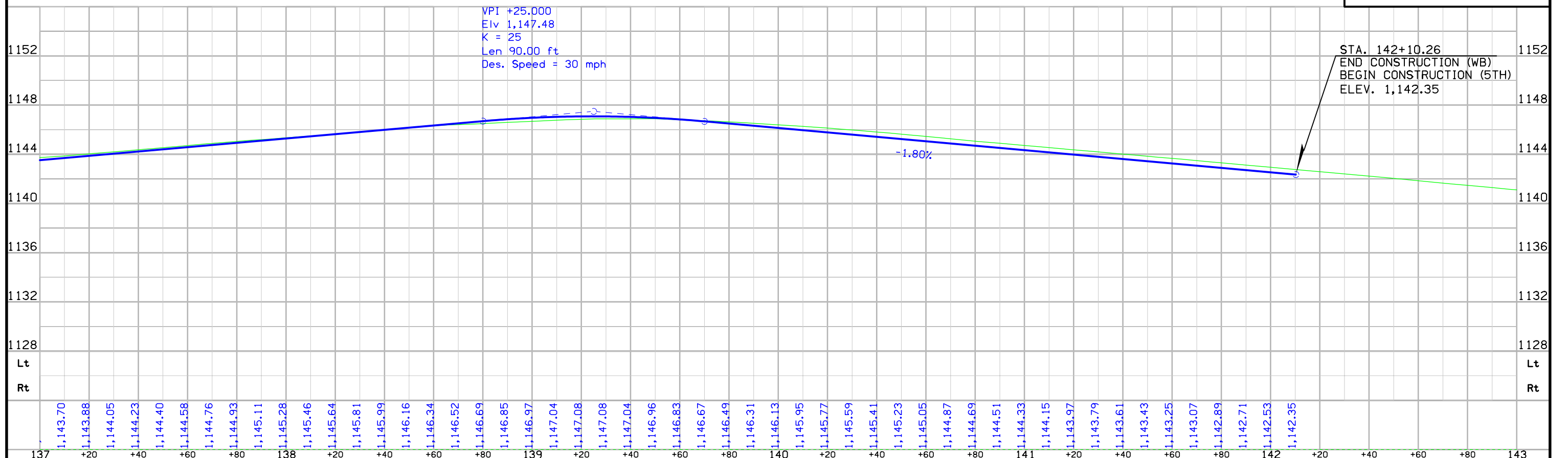


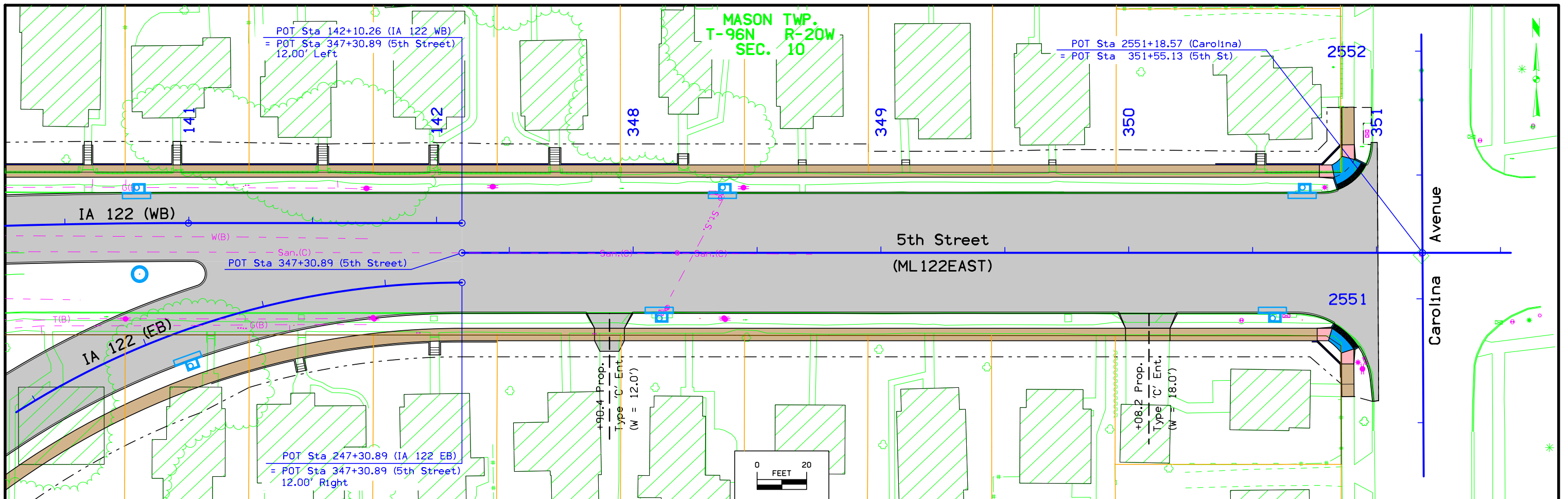
IA 122 WB



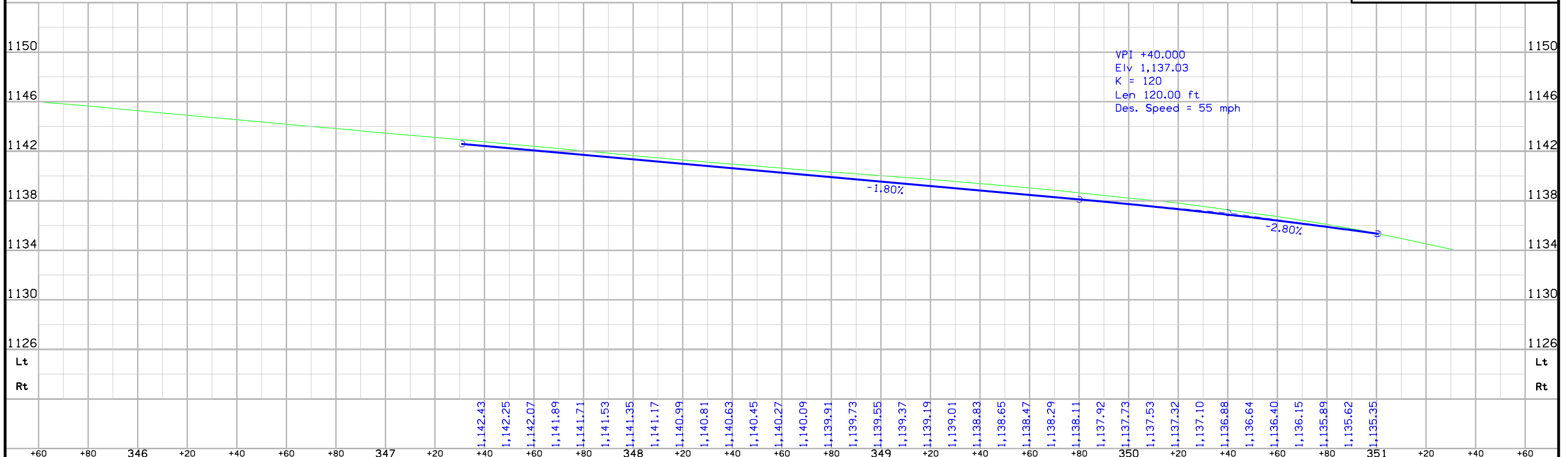


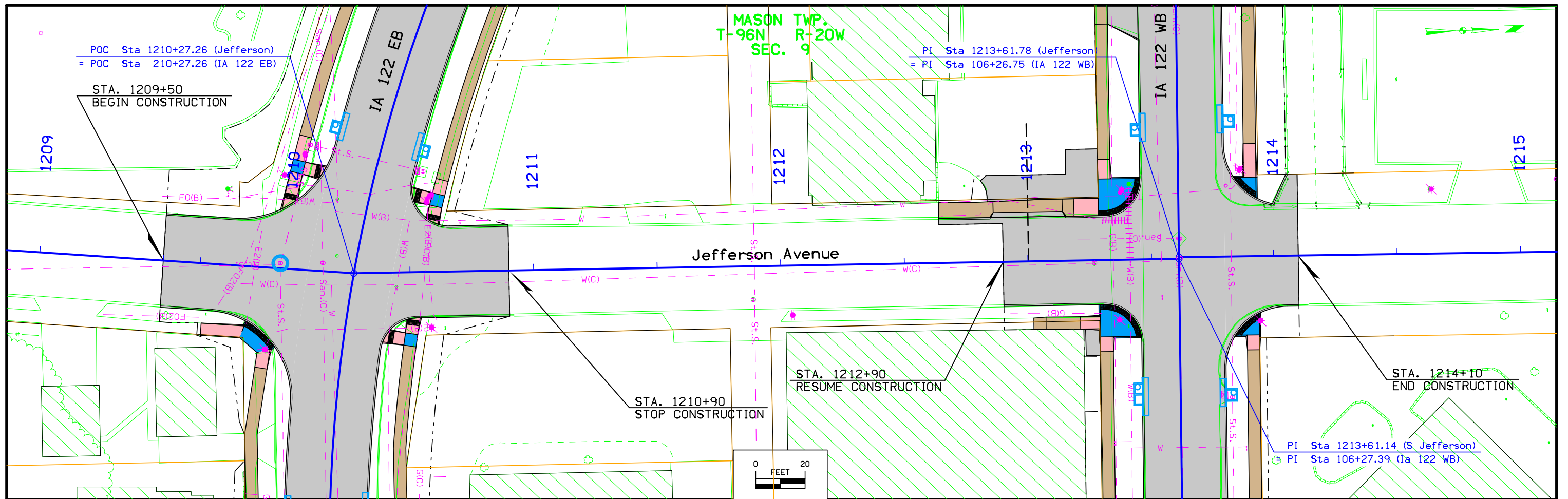
IA 122 WB



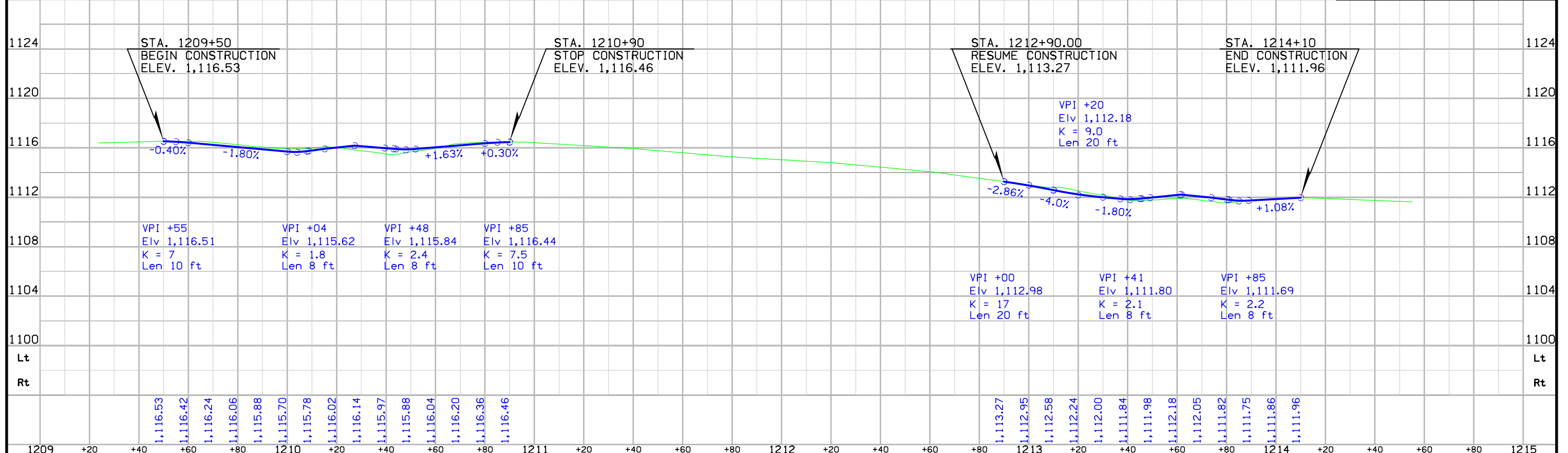


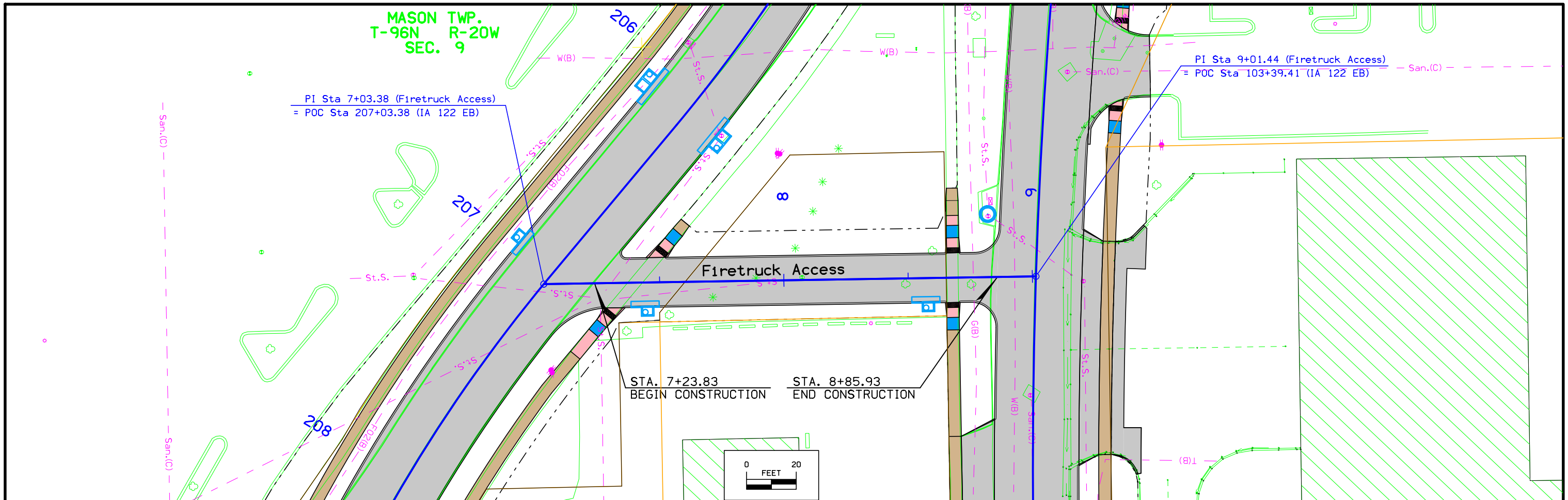
IA 122 EAST



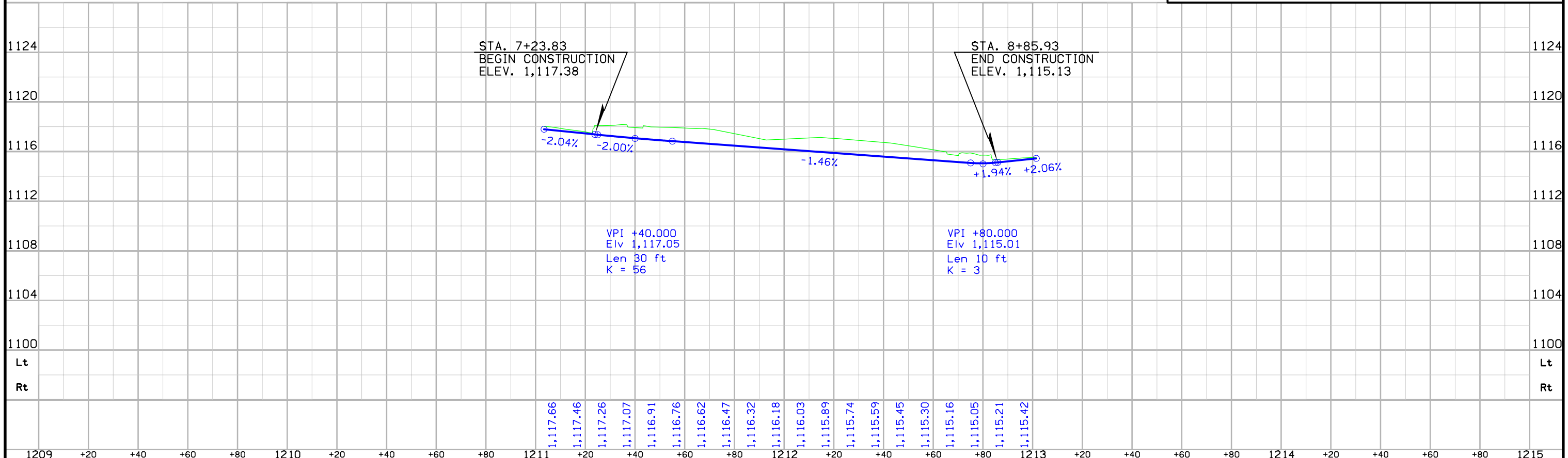


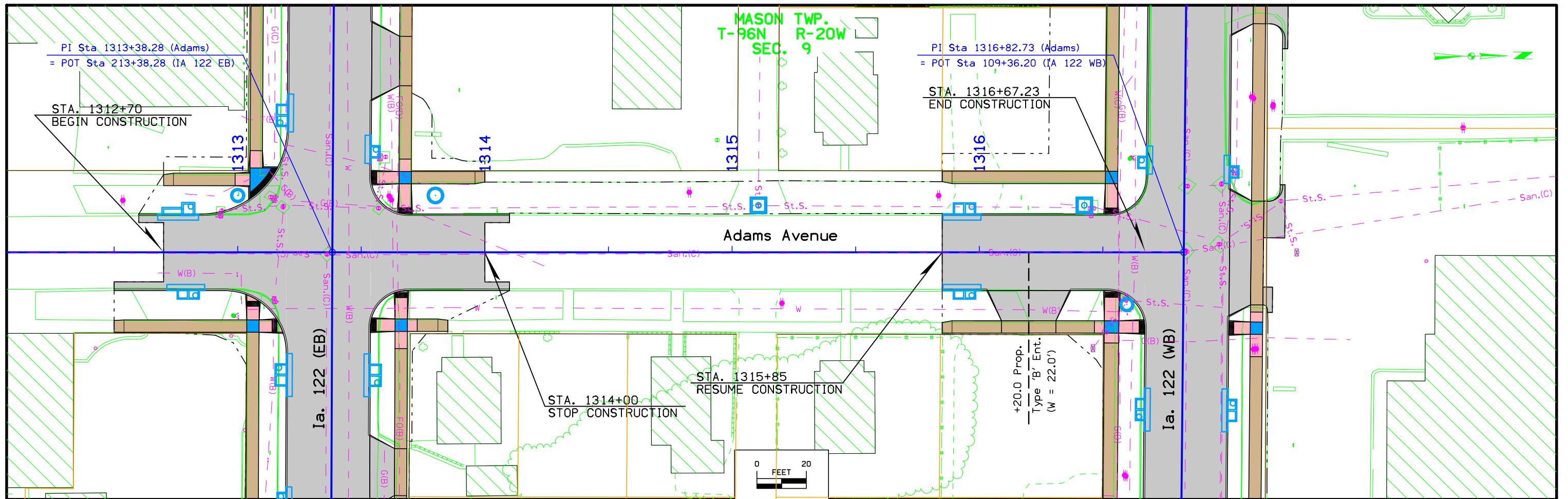
Jefferson Ave.





Emergency Vehicle Access





MASON TWP.
T-96N R-20W
SEC. 9

PI Sta 1313+38.28 (Adams)
= POT Sta 213+38.28 (IA 122 EB)

PI Sta 1316+82.73 (Adams)
= POT Sta 109+36.20 (IA 122 WB)

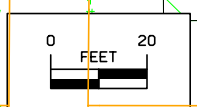
STA. 1312+70
BEGIN CONSTRUCTION

STA. 1316+67.23
END CONSTRUCTION

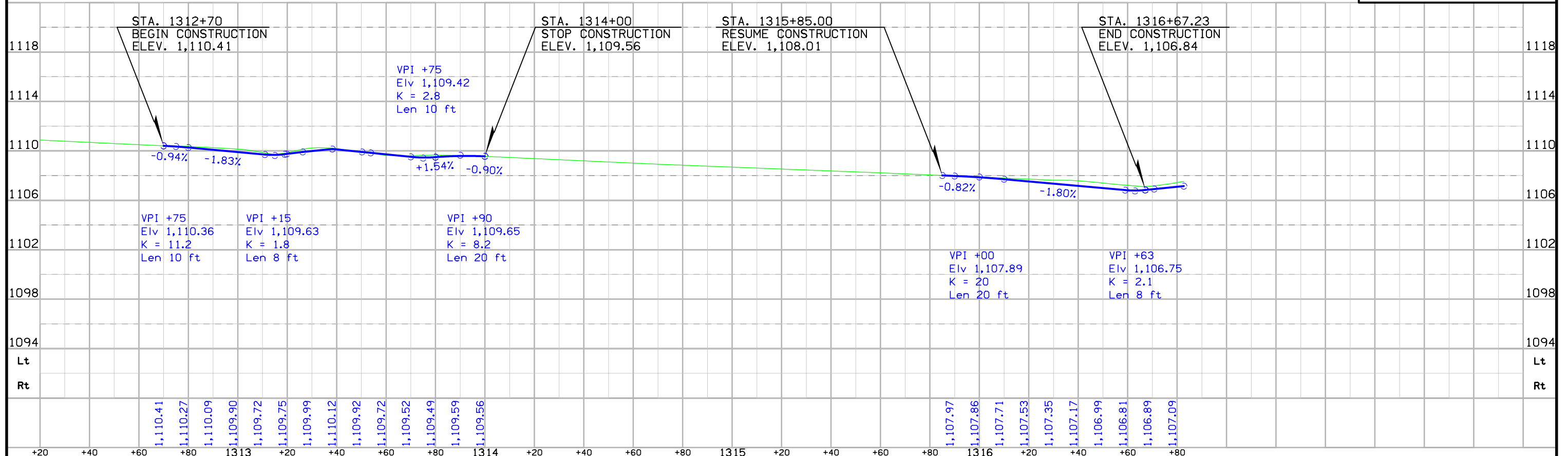
STA. 1314+00
STOP CONSTRUCTION

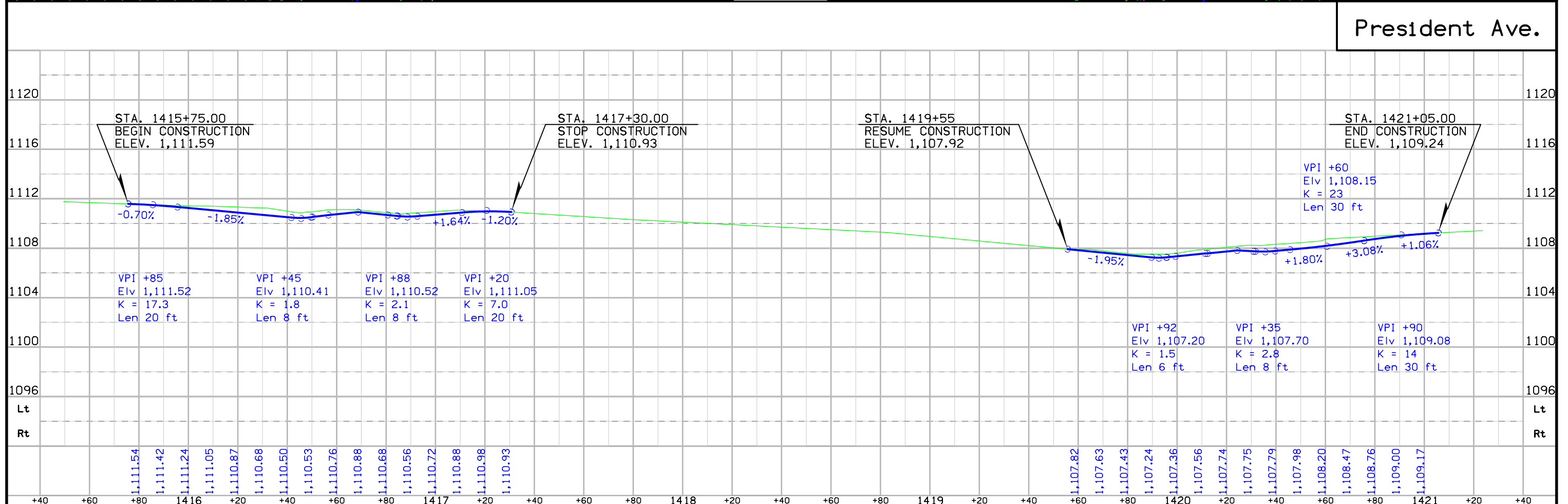
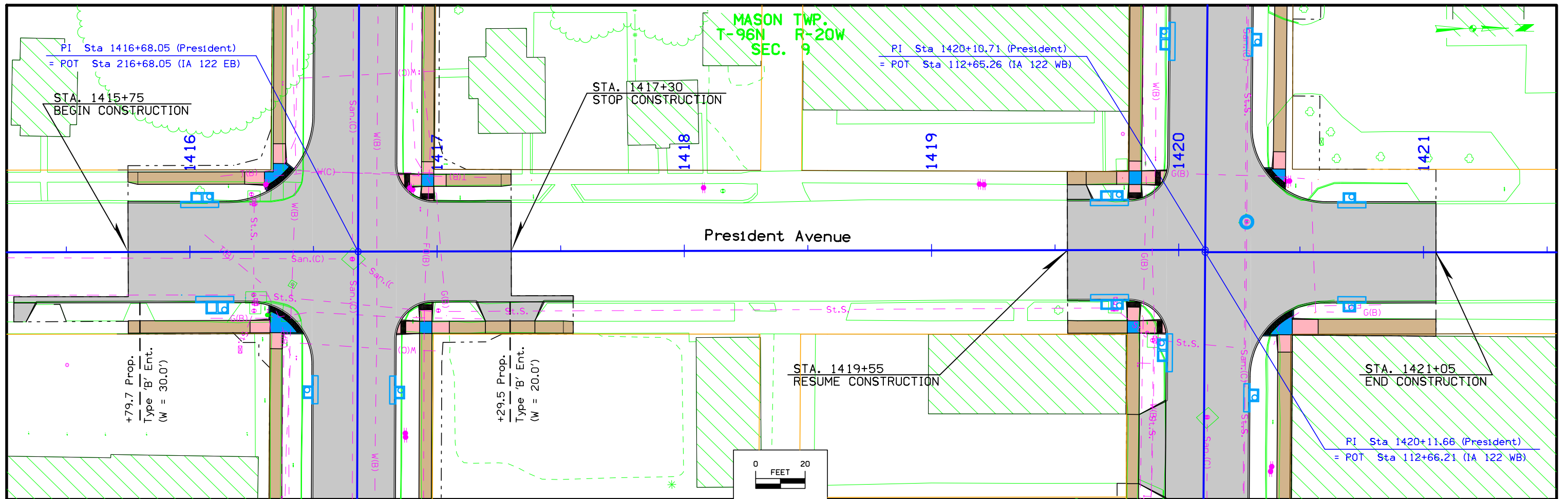
STA. 1315+85
RESUME CONSTRUCTION

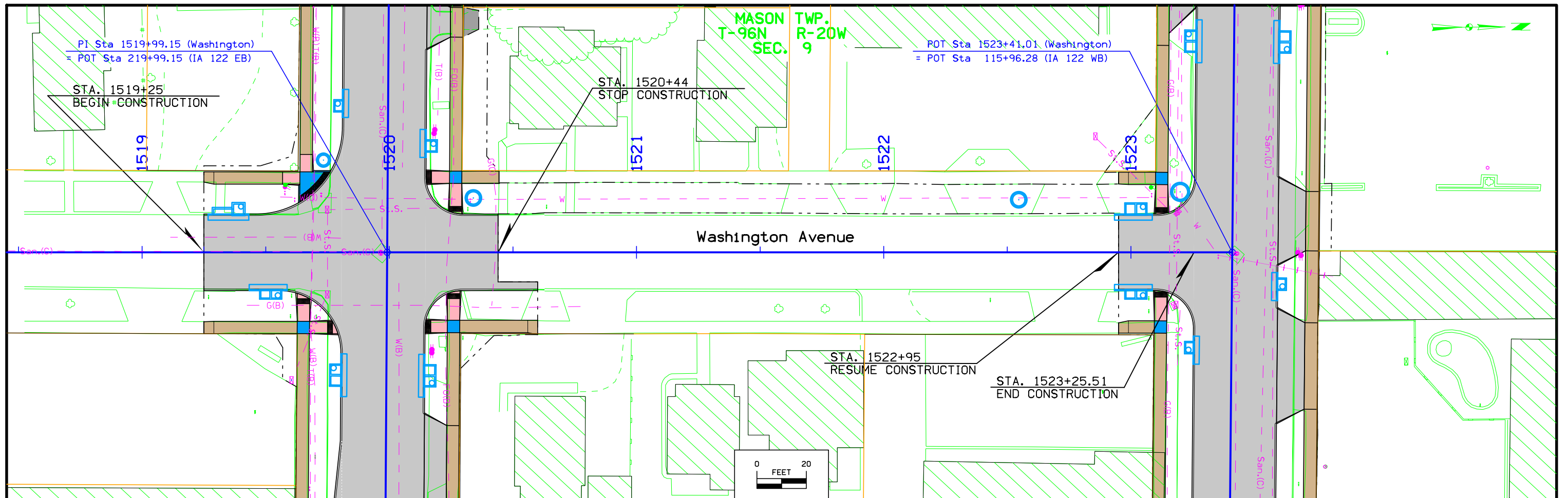
+20.0 Prop.
Type 'B' Ent.
(W = 22.0')



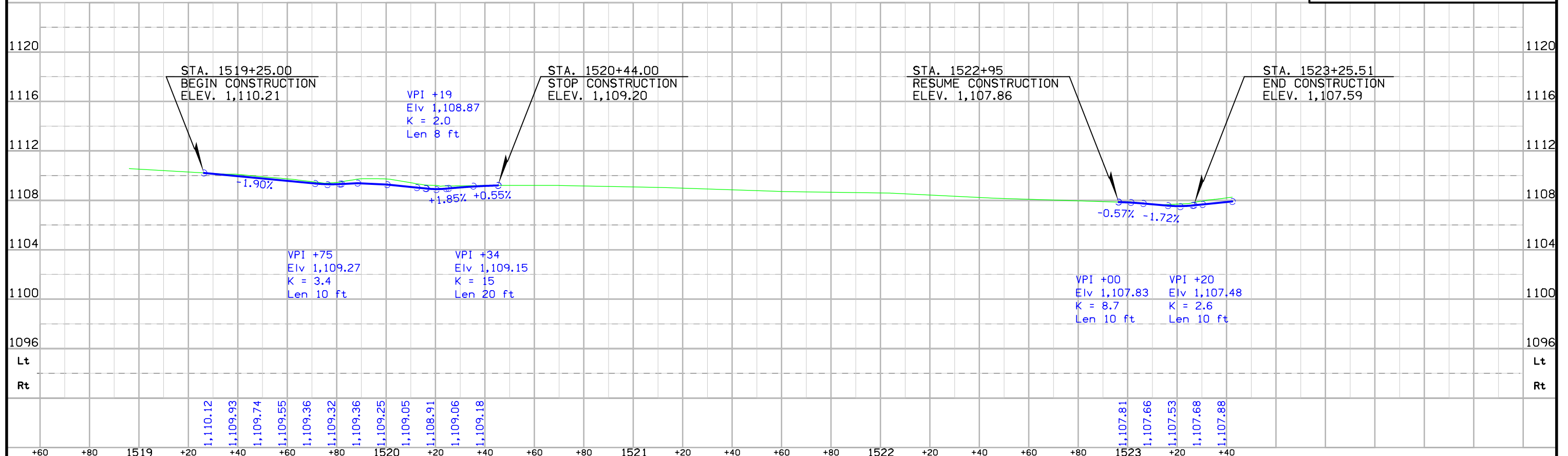
Adams Ave.

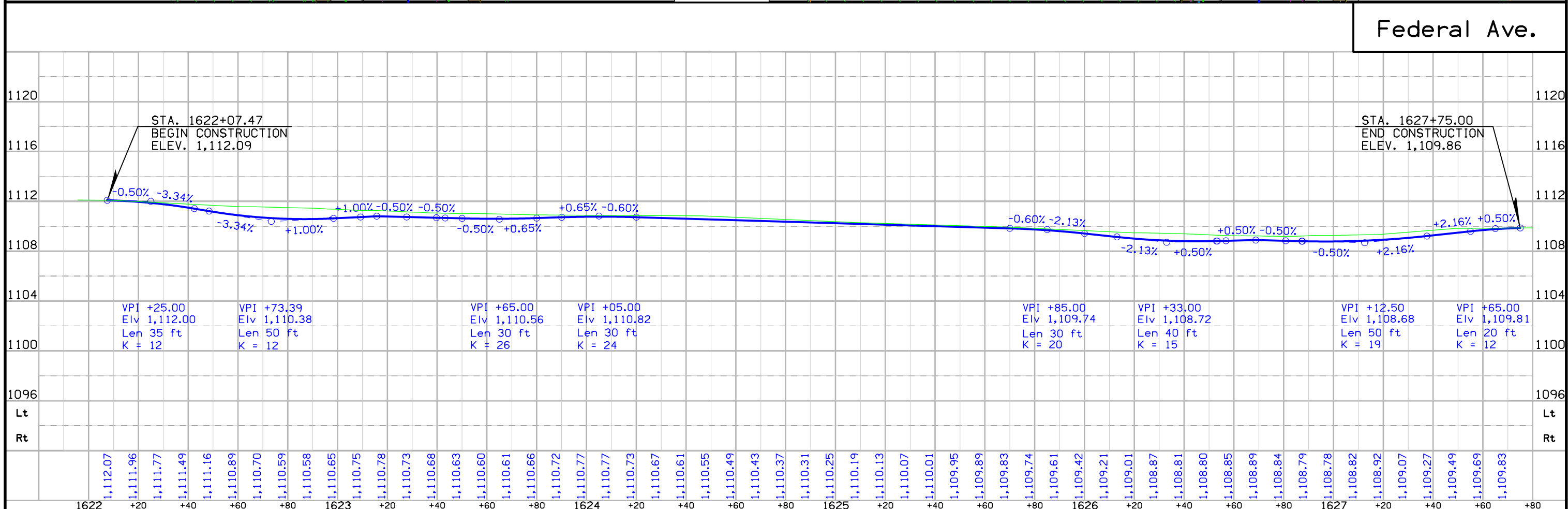
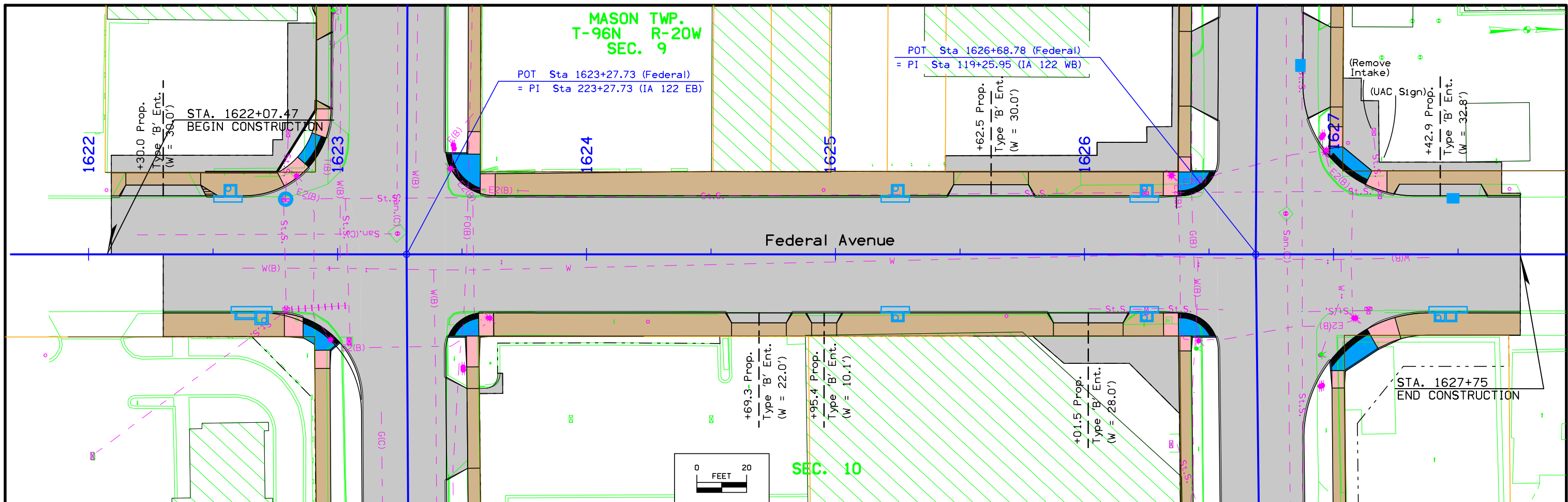


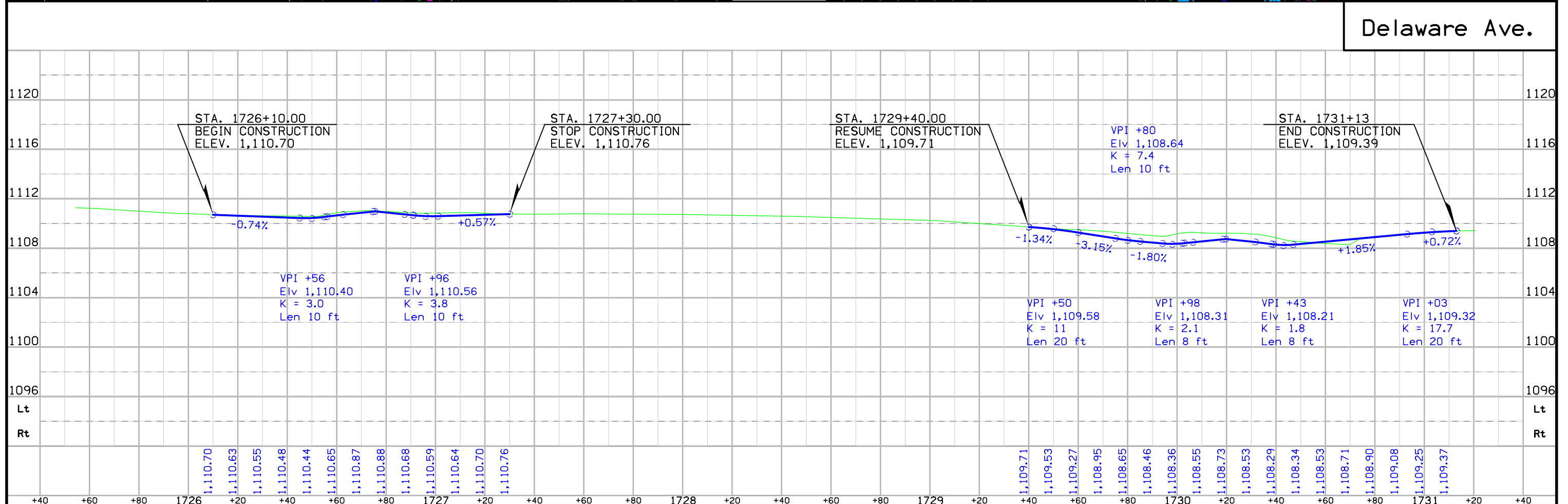
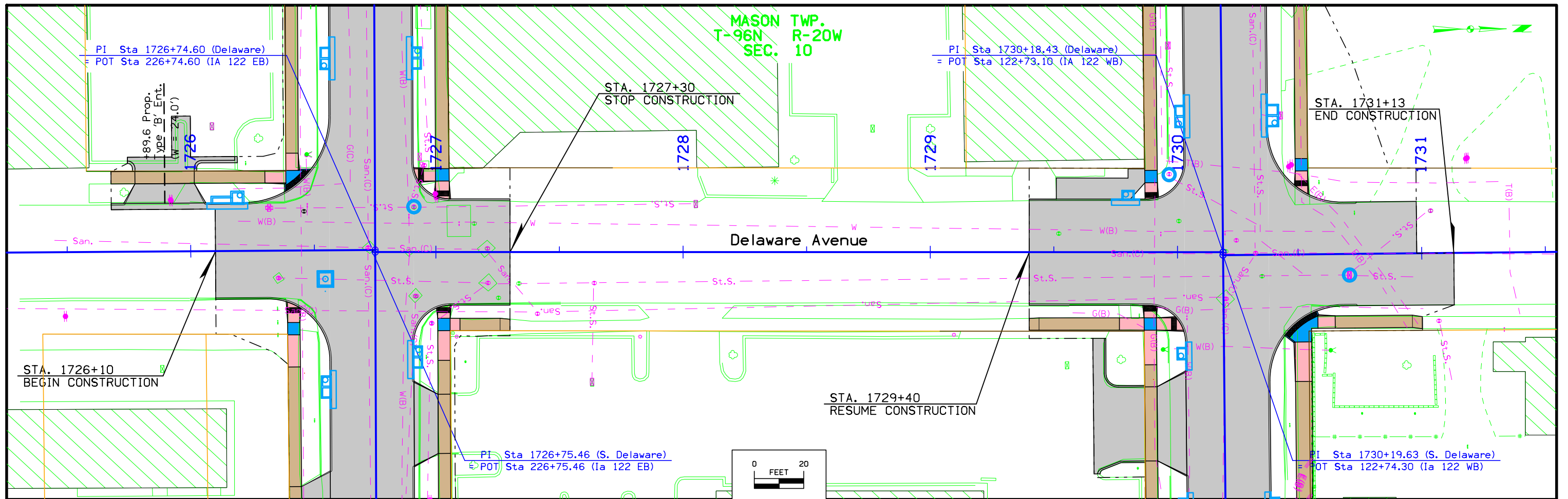


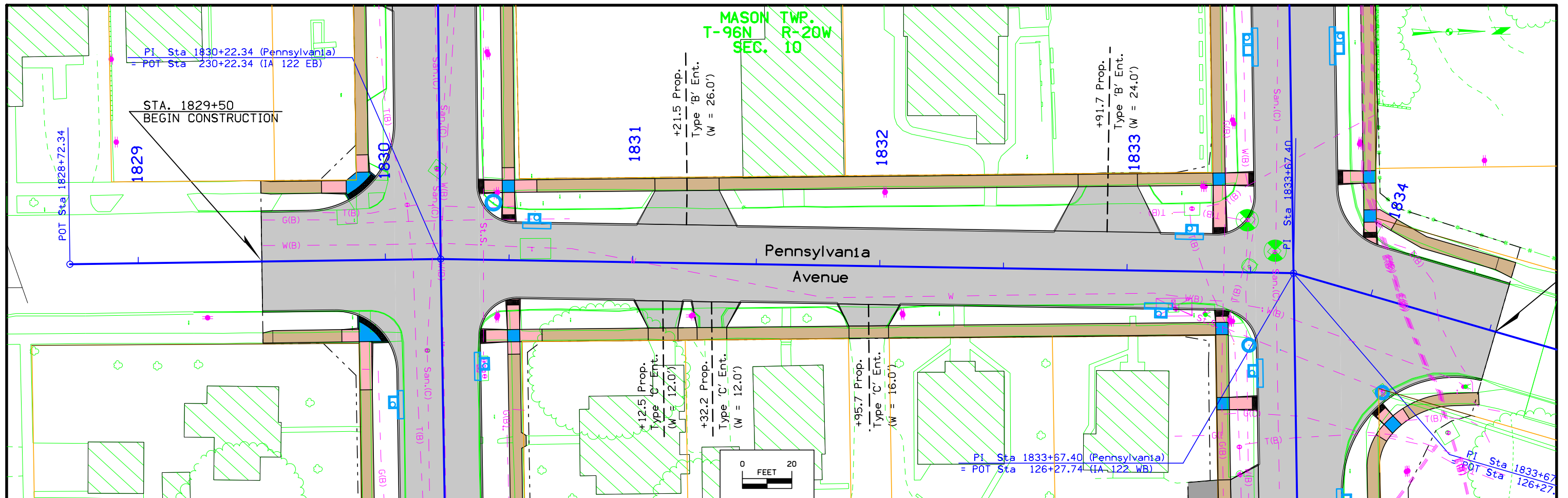


Washington Ave.

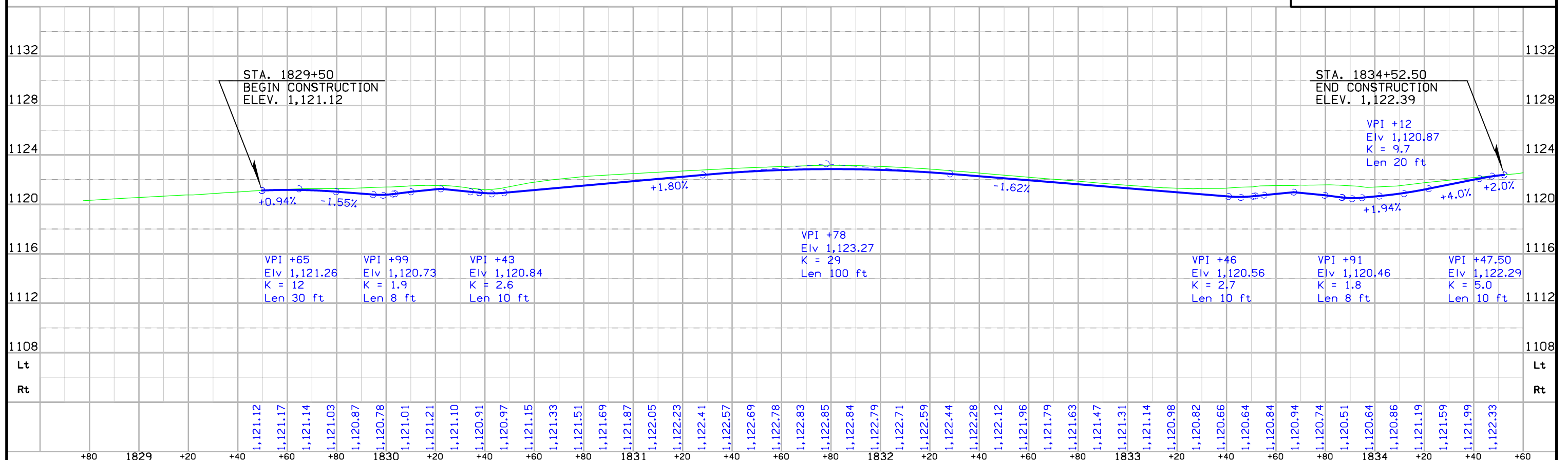


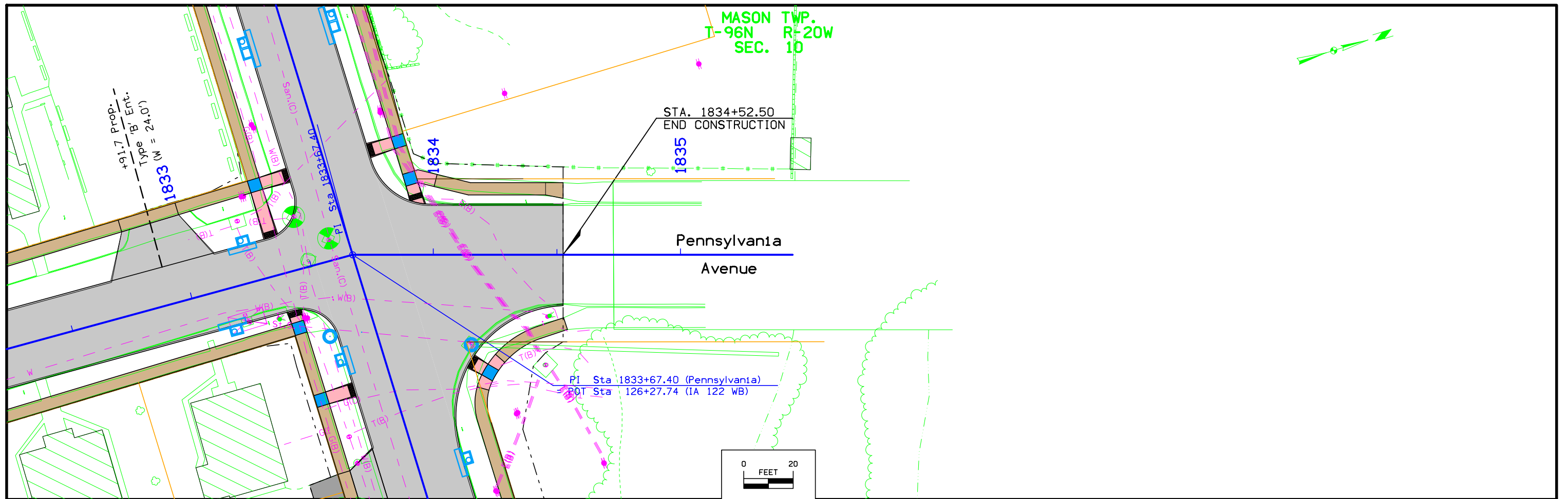




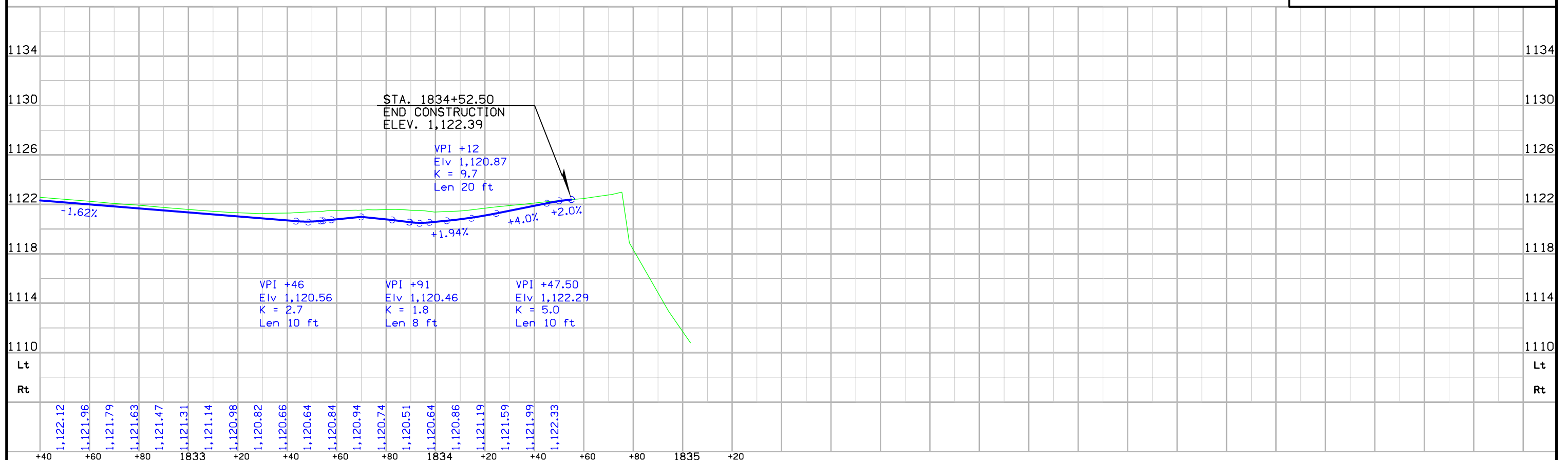


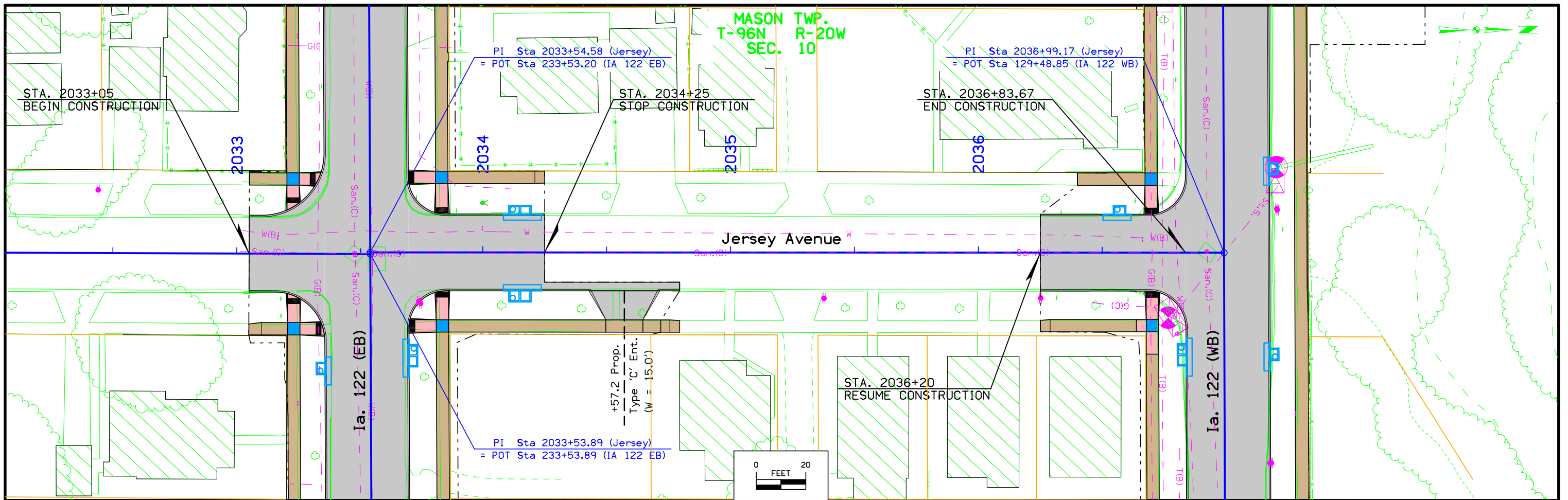
Pennsylvania Ave.



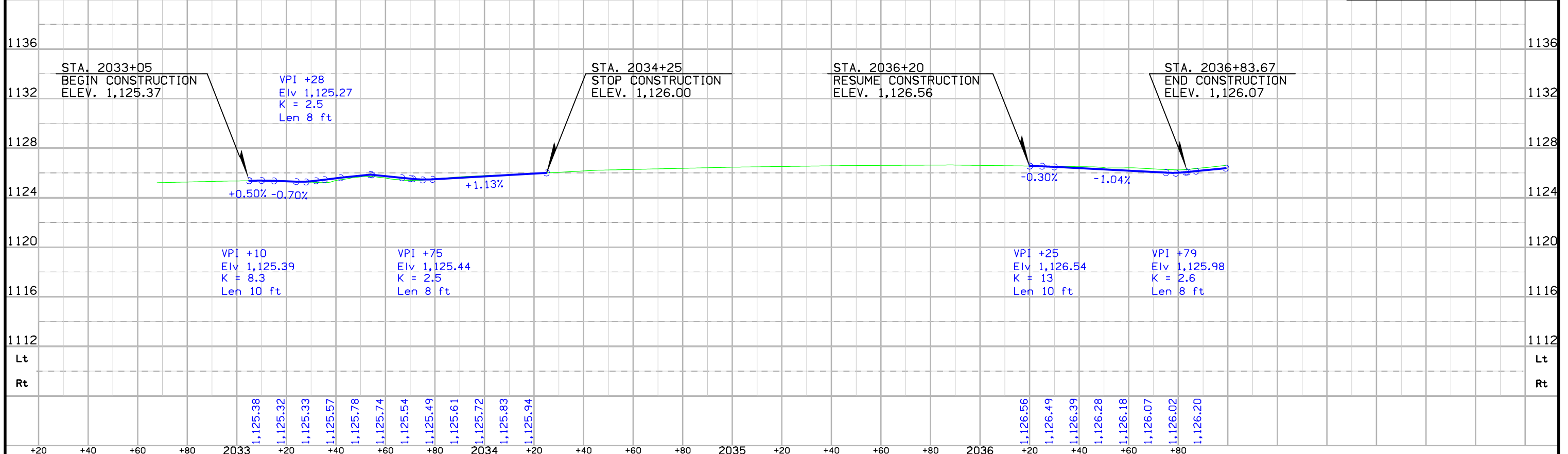


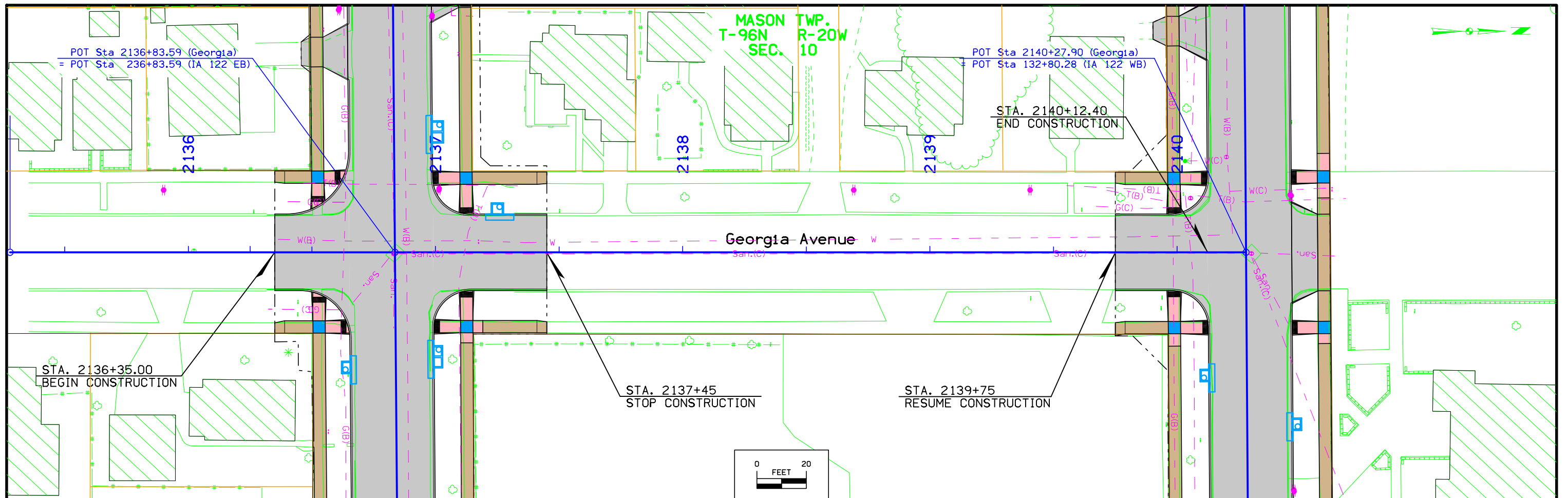
Pennsylvania Ave.



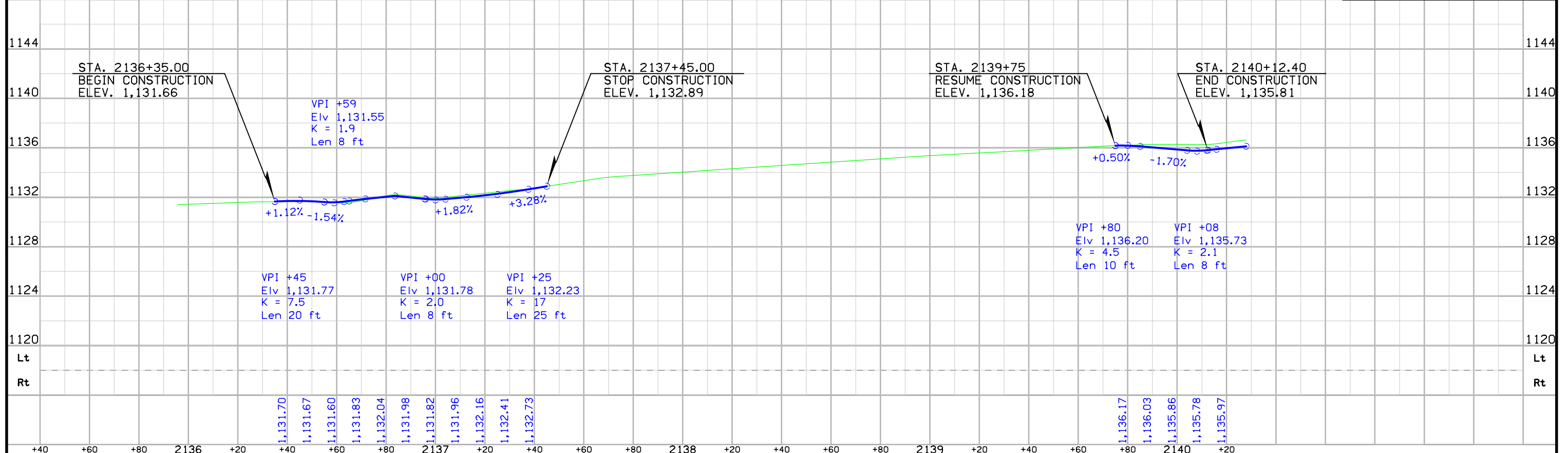


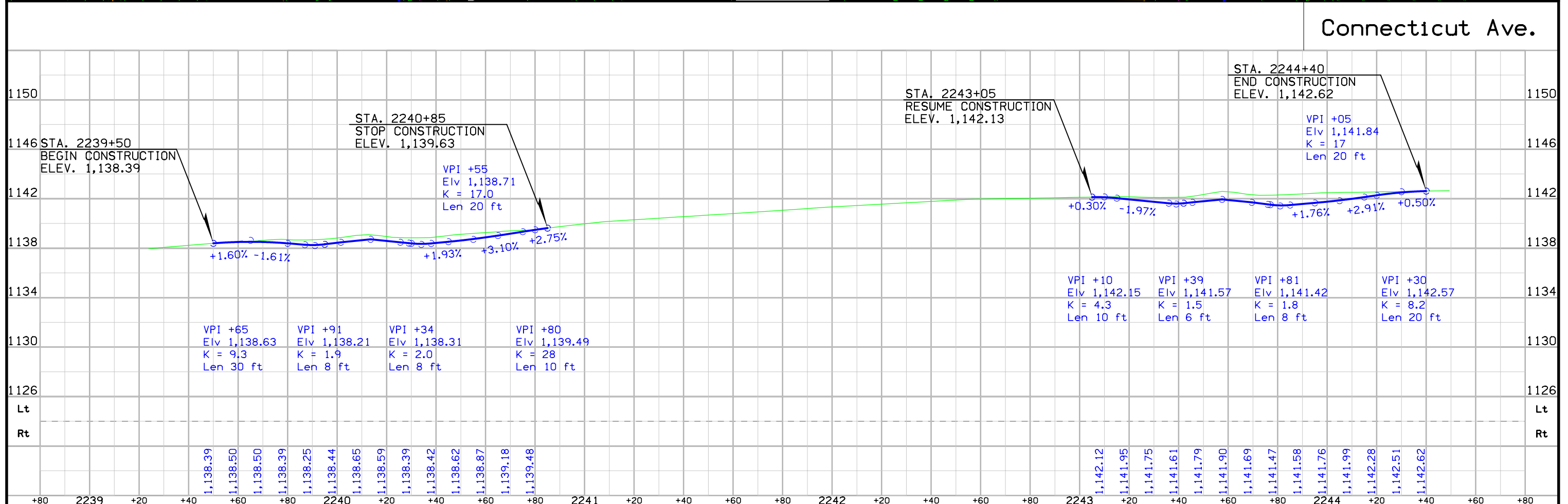
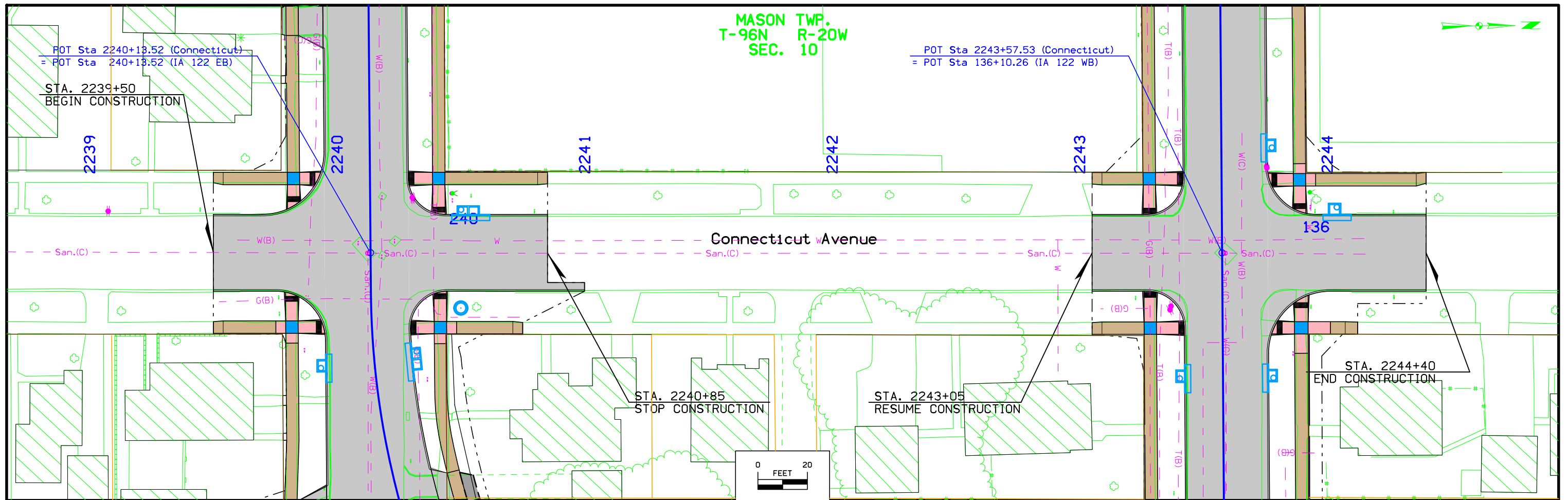
Jersey Ave.

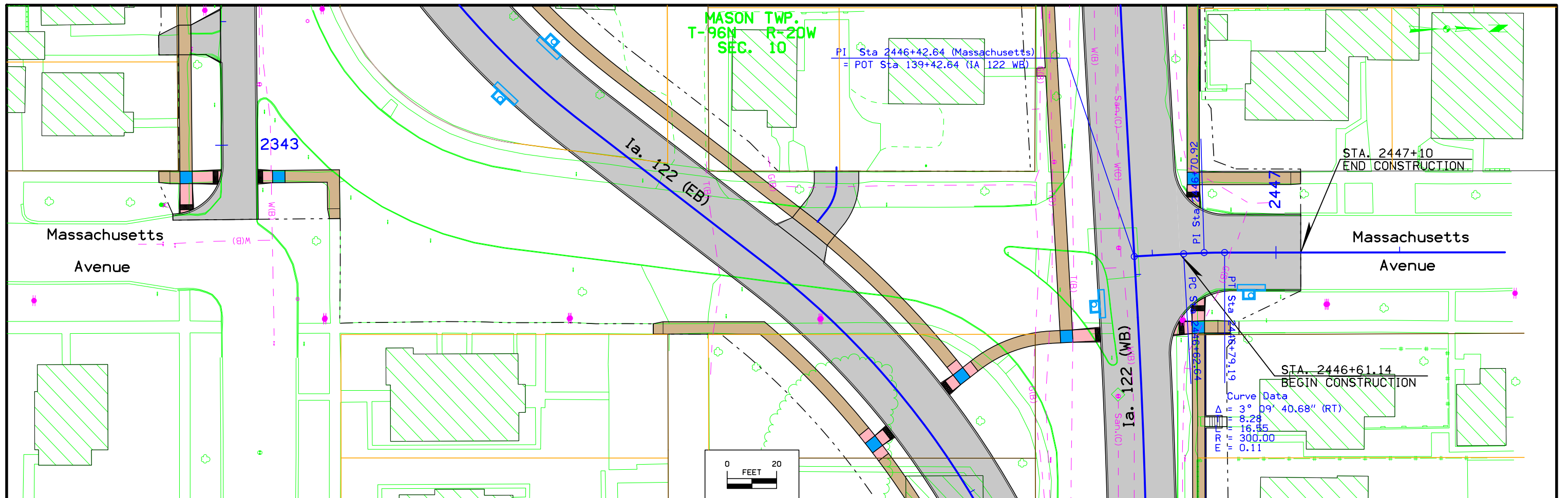




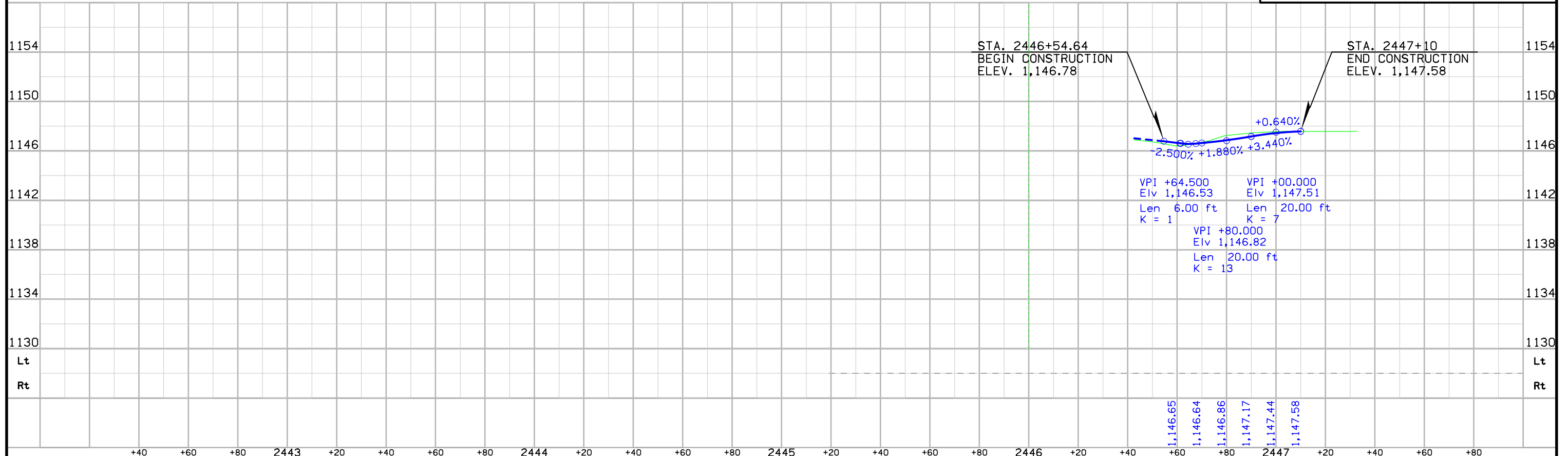
Georgia Ave.

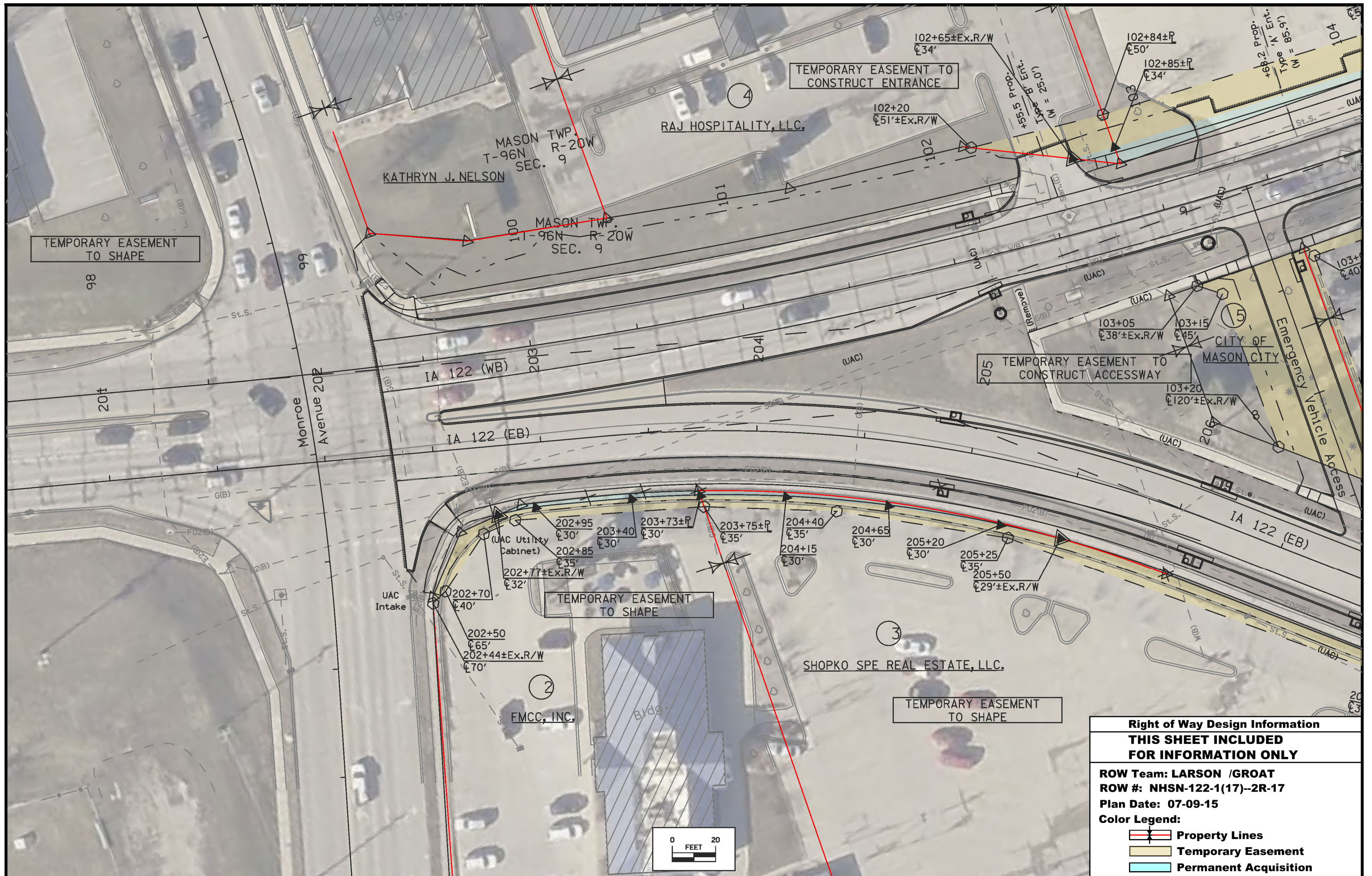




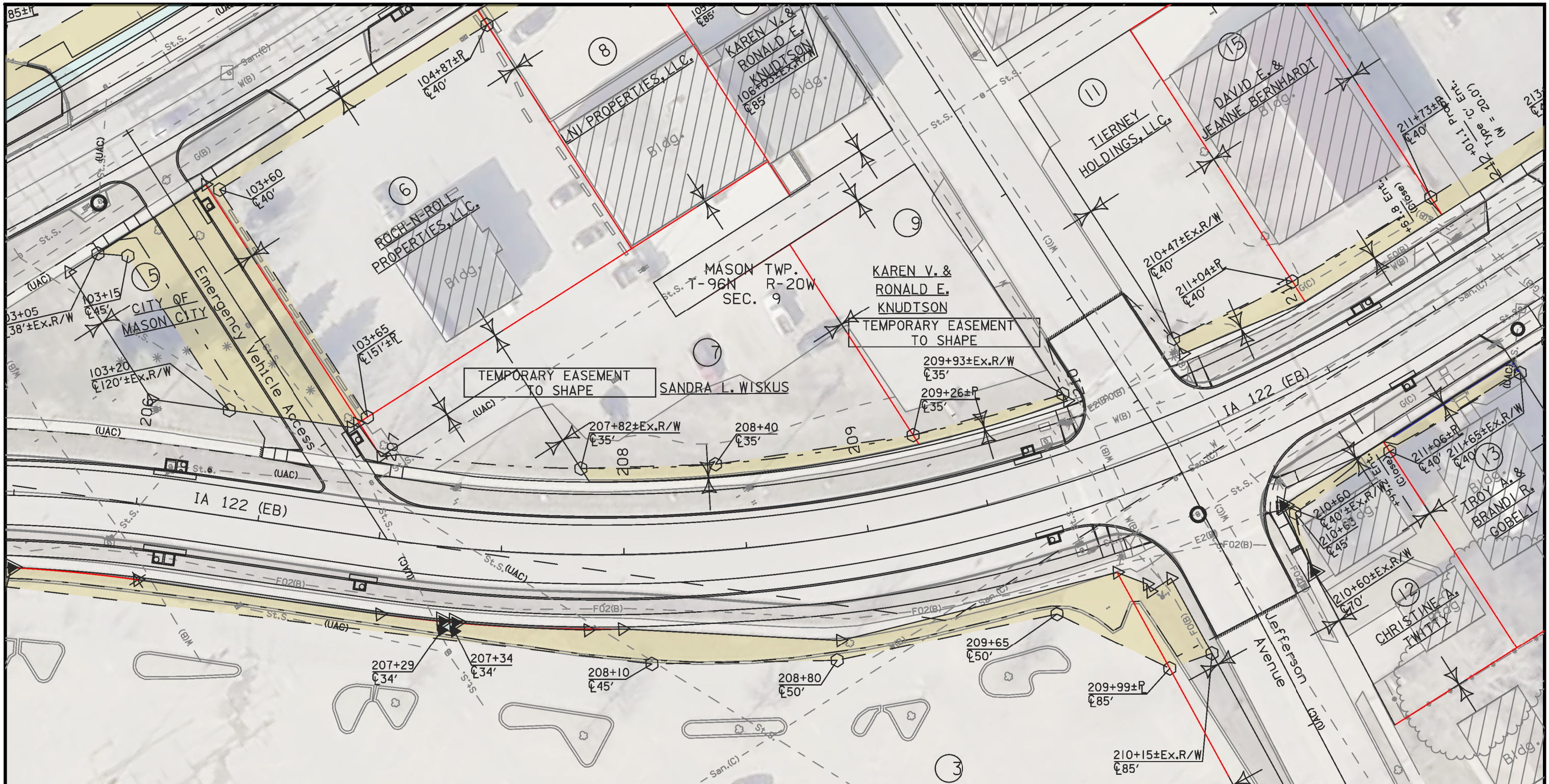


Massachusetts Ave.

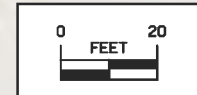


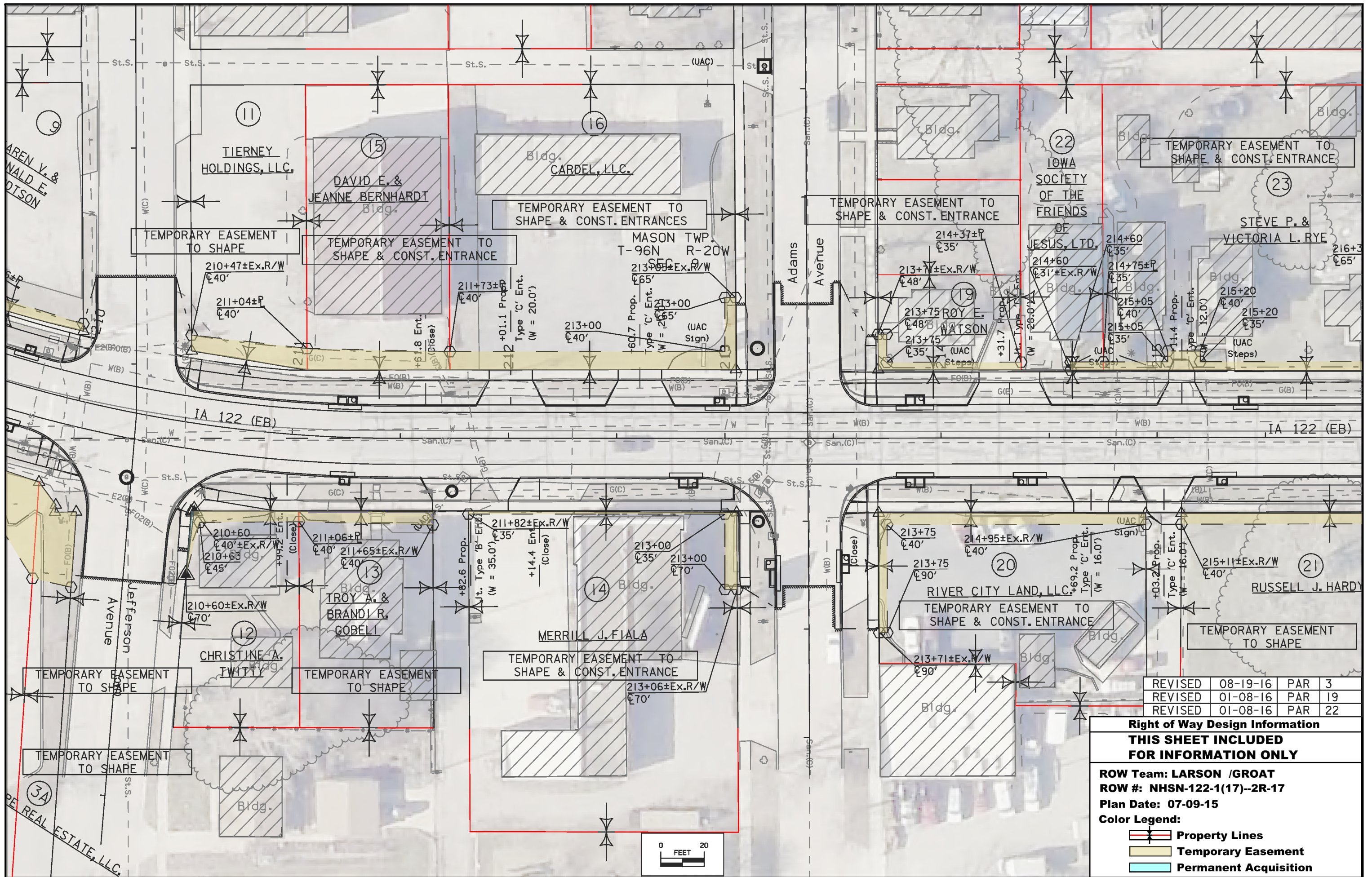


Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: LARSON /GROAT	
ROW #: NHSN-122-1(17)--2R-17	
Plan Date: 07-09-15	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



REVISED	08-19-16	PAR	3
Right of Way Design Information			
THIS SHEET INCLUDED FOR INFORMATION ONLY			
ROW Team: LARSON /GROAT			
ROW #: NHSN-122-1(17)--2R-17			
Plan Date: 07-09-15			
Color Legend:			
	Property Lines		
	Temporary Easement		
	Permanent Acquisition		





REVISED	08-19-16	PAR	3
REVISED	01-08-16	PAR	19
REVISED	01-08-16	PAR	22

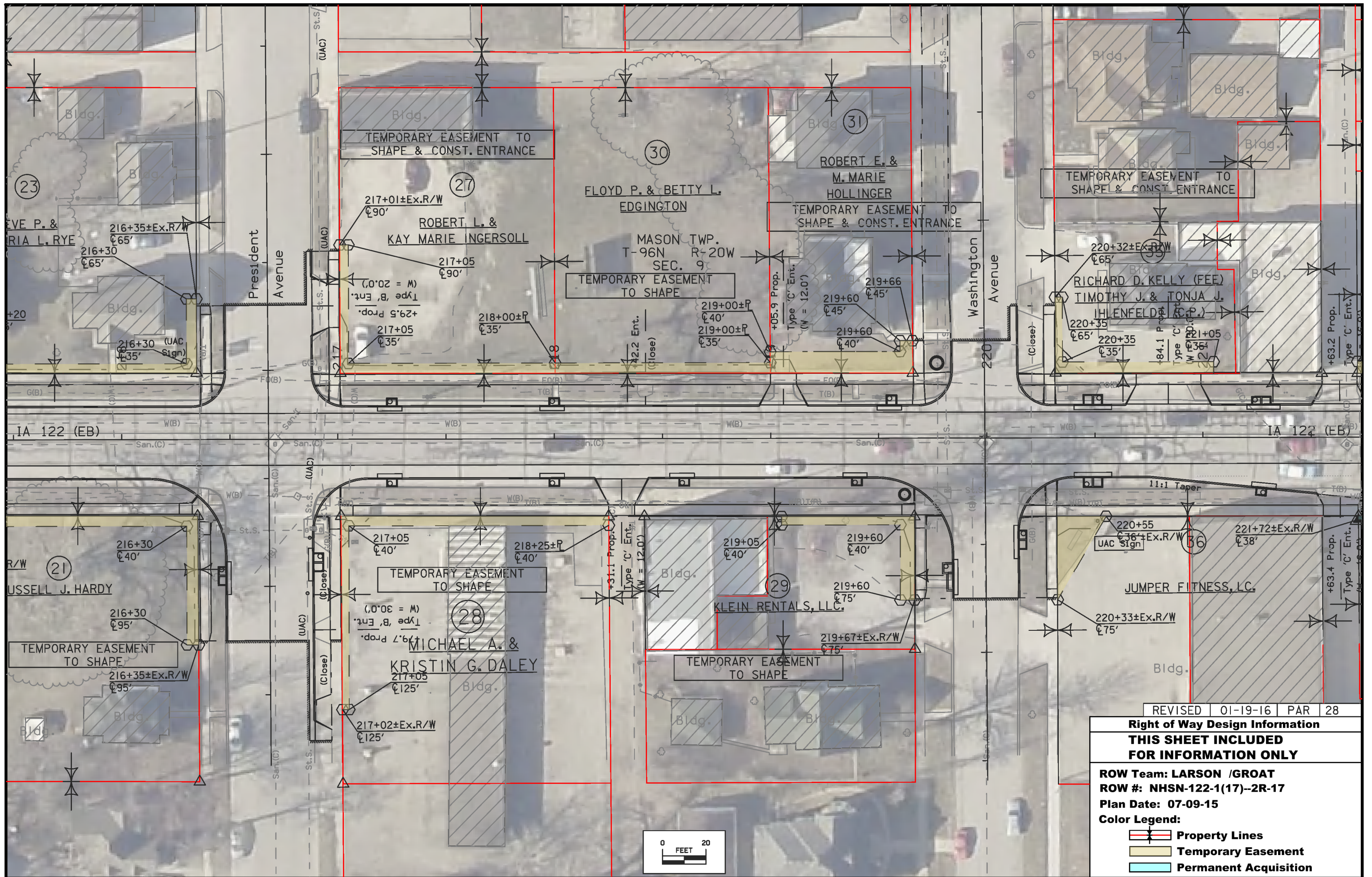
Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15

Color Legend:

- Property Lines**
- Temporary Easement**
- Permanent Acquisition**



REVISED 01-19-16 PAR 28

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

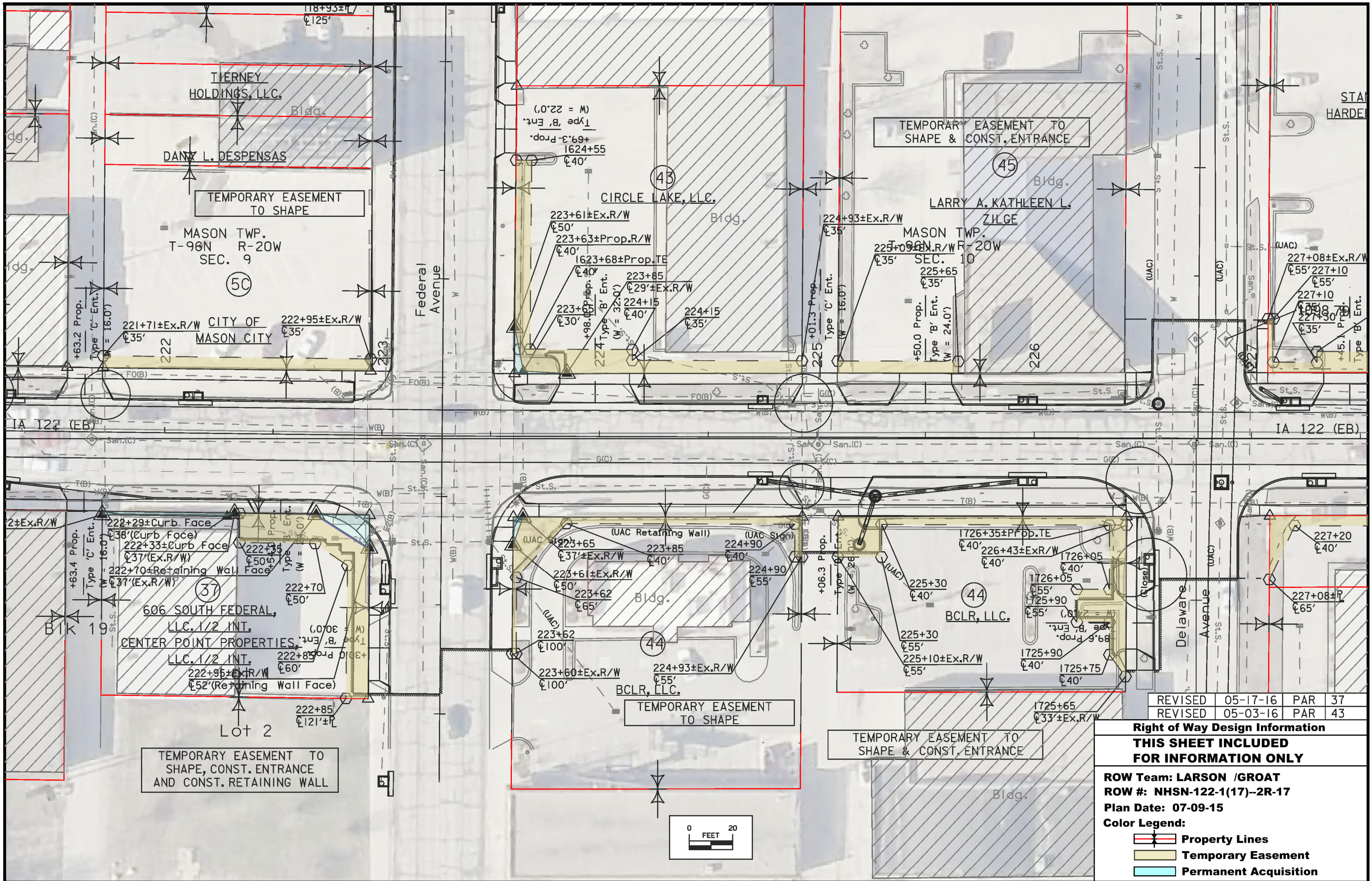
ROW Team: LARSON /GROAT

ROW #: NHSN-122-1(17)--2R-17

Plan Date: 07-09-15

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



REVISED	05-17-16	PAR	37
REVISED	05-03-16	PAR	43

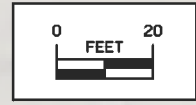
Right of Way Design Information

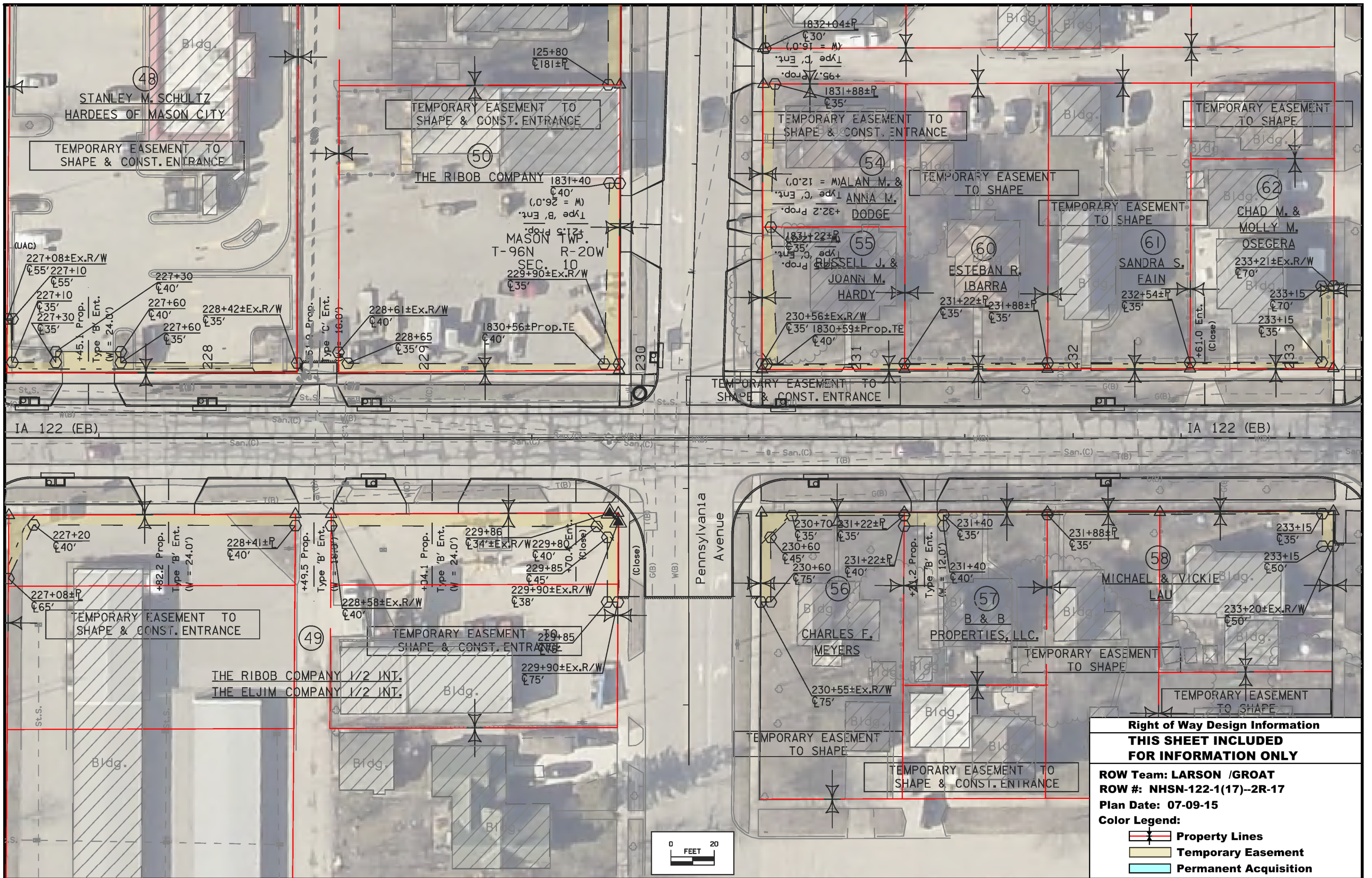
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



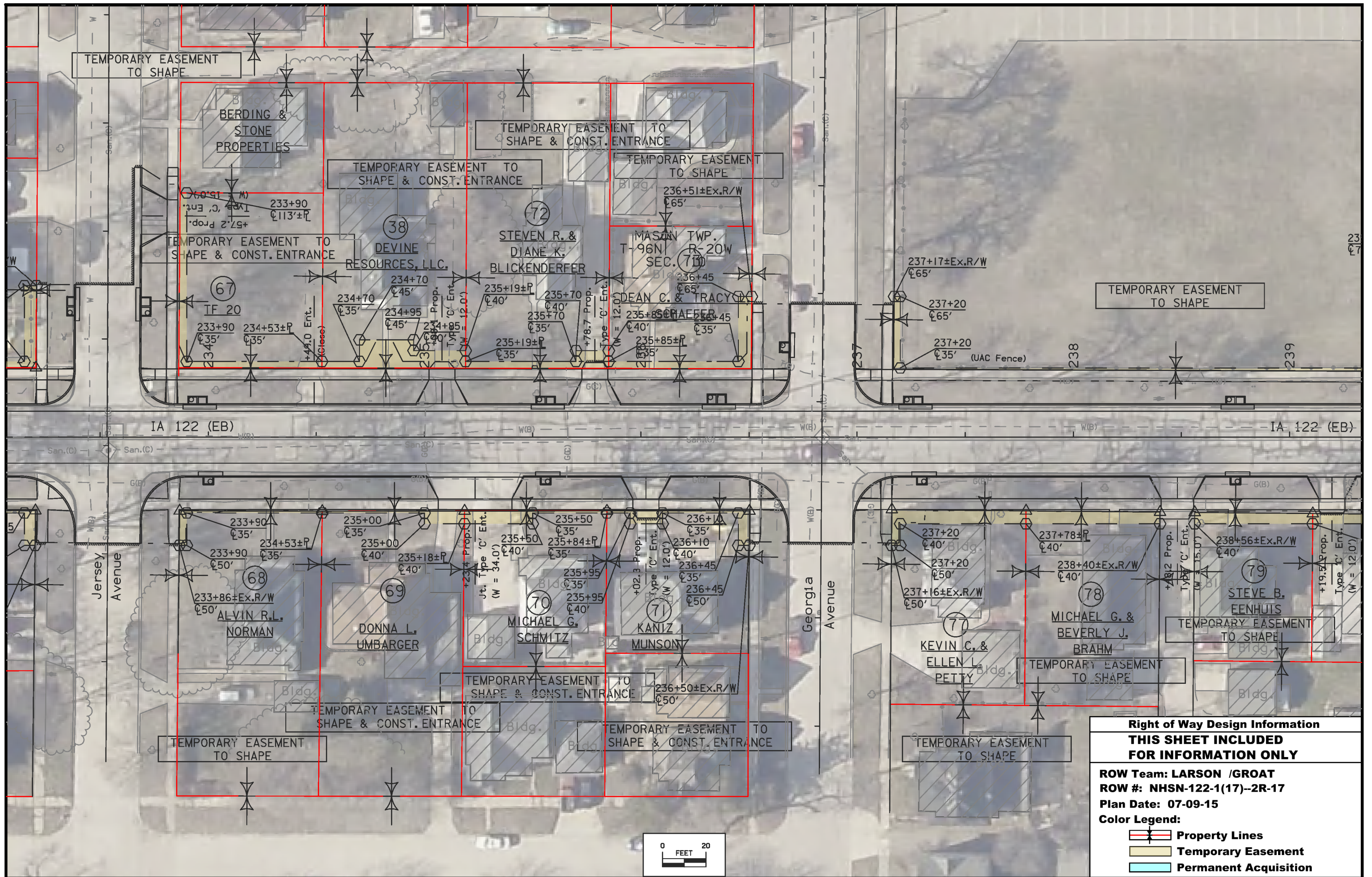


Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15

Color Legend:

- Property Lines**
- Temporary Easement**
- Permanent Acquisition**



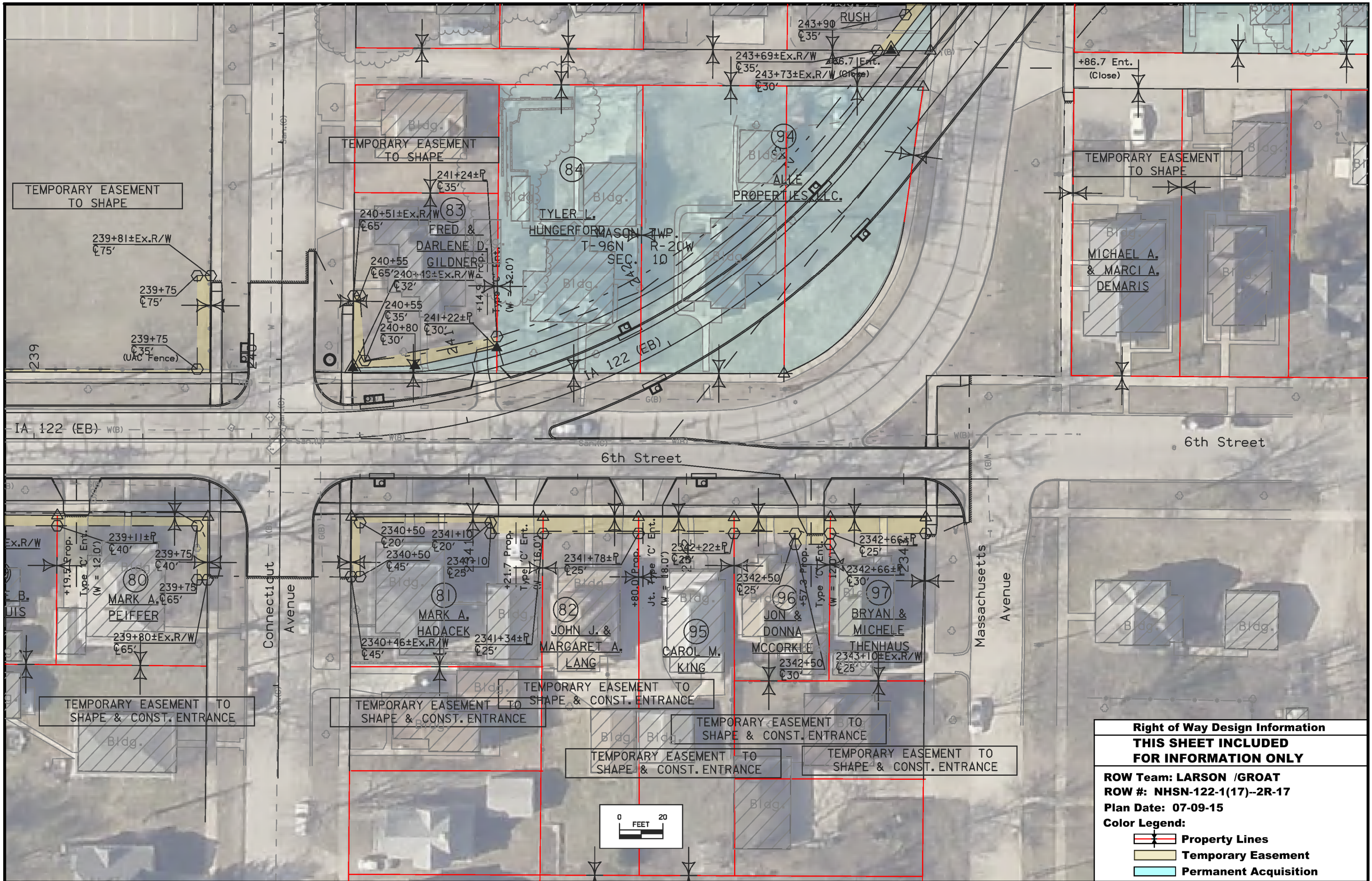
Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

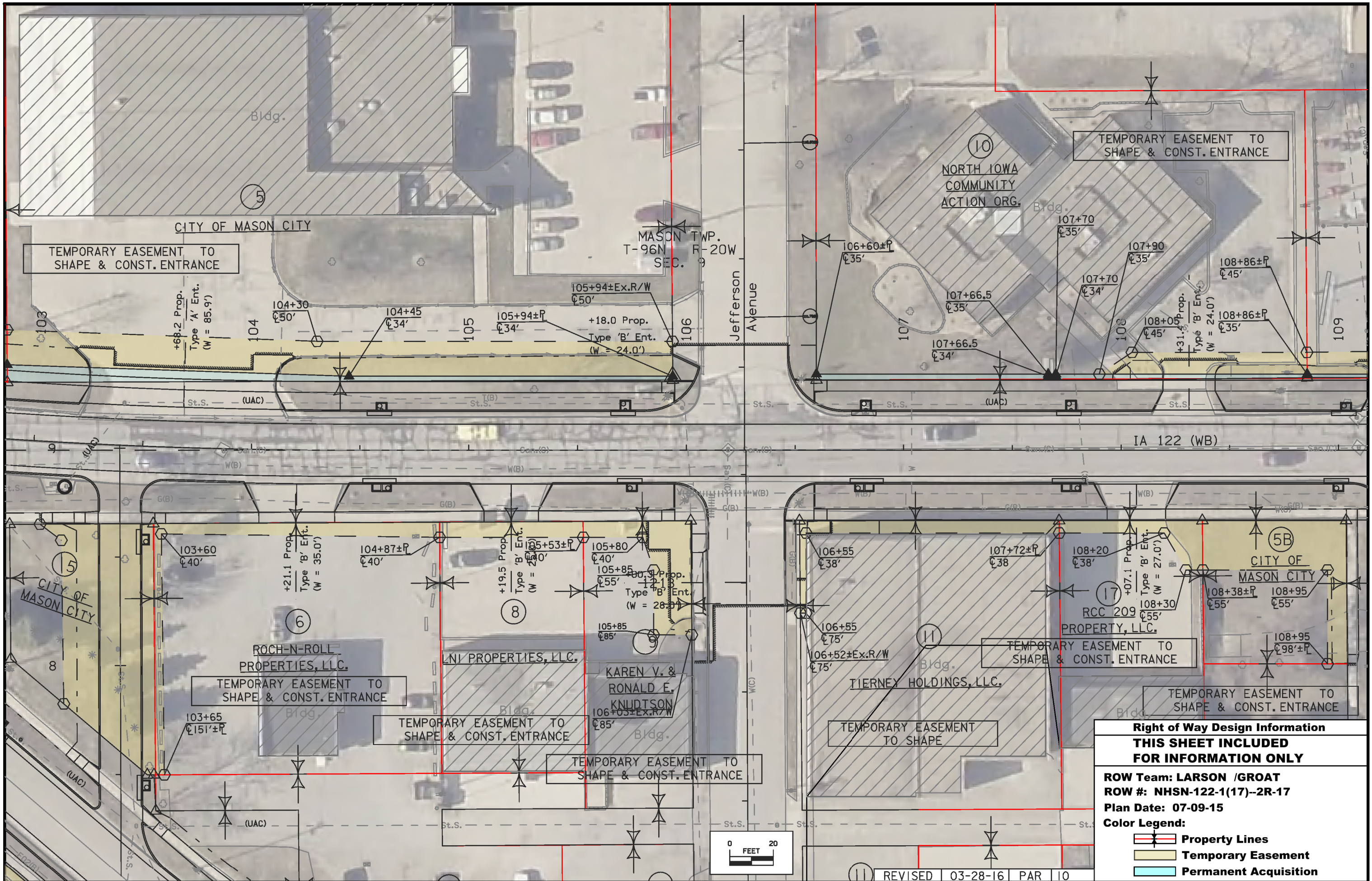
ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: LARSON /GROAT	
ROW #: NHSN-122-1(17)--2R-17	
Plan Date: 07-09-15	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

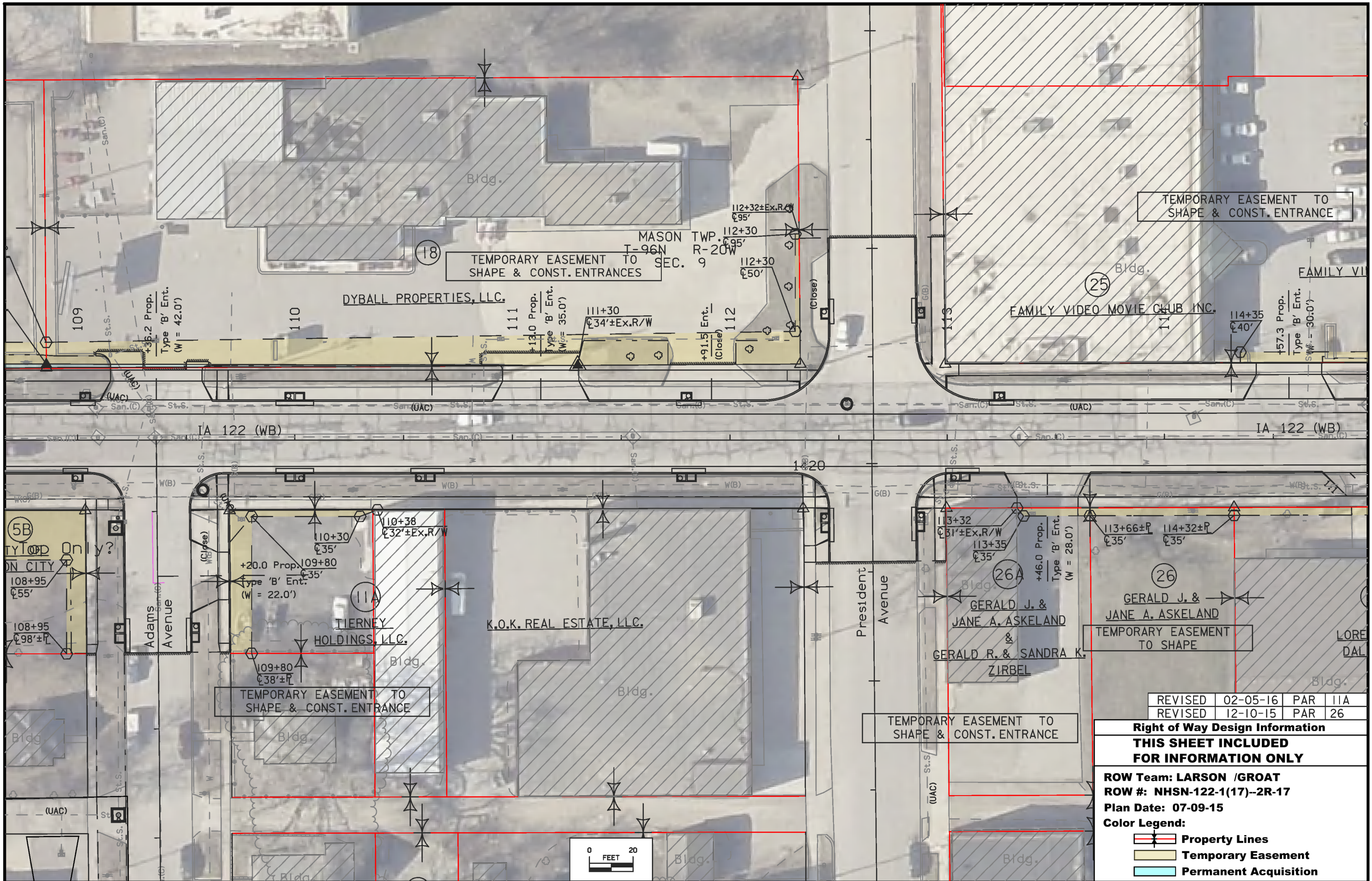
ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15

Color Legend:

- Property Lines**
- Temporary Easement**
- Permanent Acquisition**



REVISION 03-28-16 PAR 10



TEMPORARY EASEMENT TO SHAPE & CONST. ENTRANCE

TEMPORARY EASEMENT TO SHAPE & CONST. ENTRANCES

FAMILY VIDEO MOVIE CLUB INC.

TEMPORARY EASEMENT TO SHAPE & CONST. ENTRANCE

TEMPORARY EASEMENT TO SHAPE & CONST. ENTRANCE

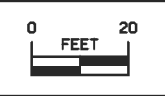
TEMPORARY EASEMENT TO SHAPE

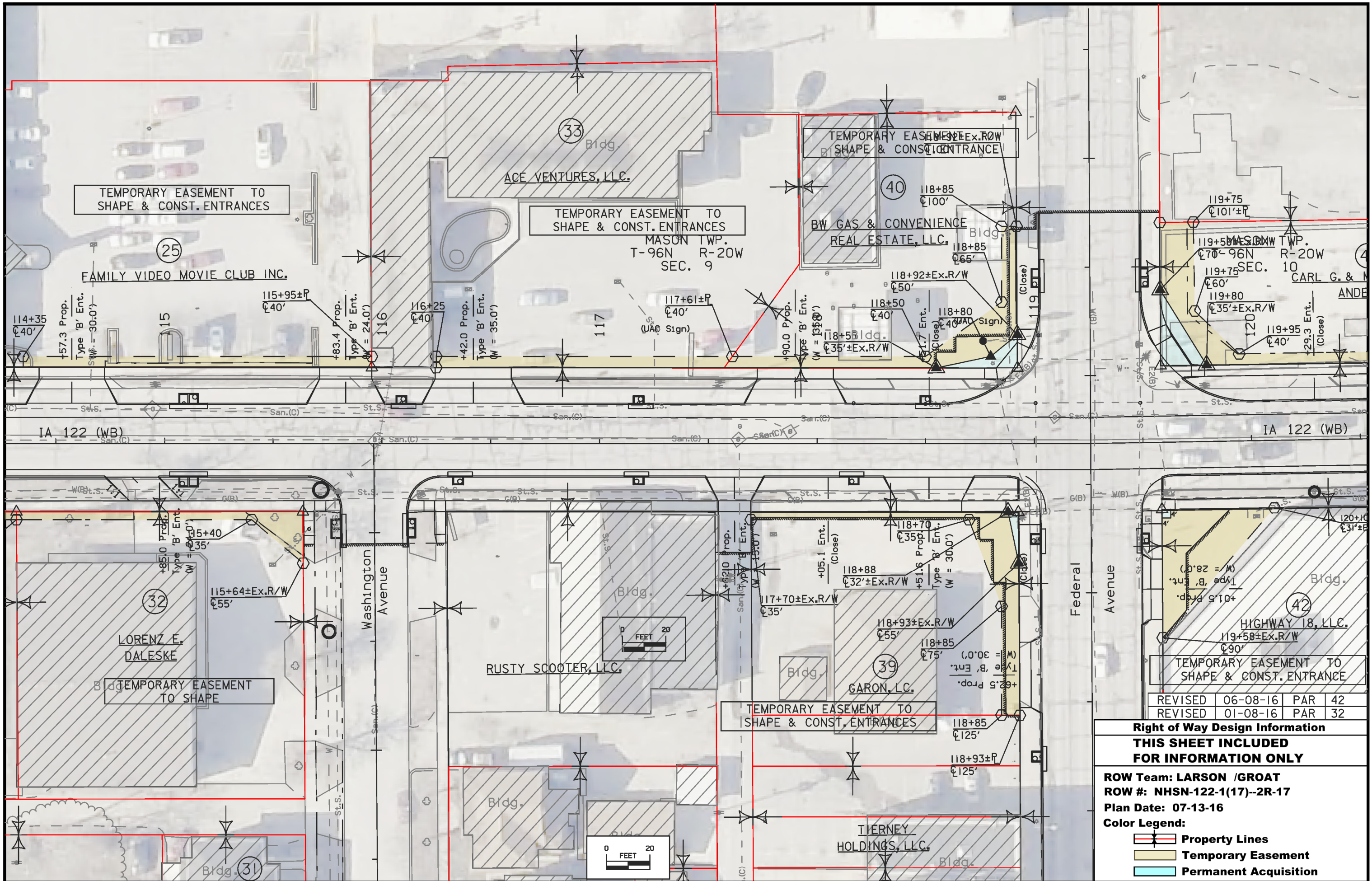
REVISED	02-05-16	PAR	11A
REVISED	12-10-15	PAR	26

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15
Color Legend:

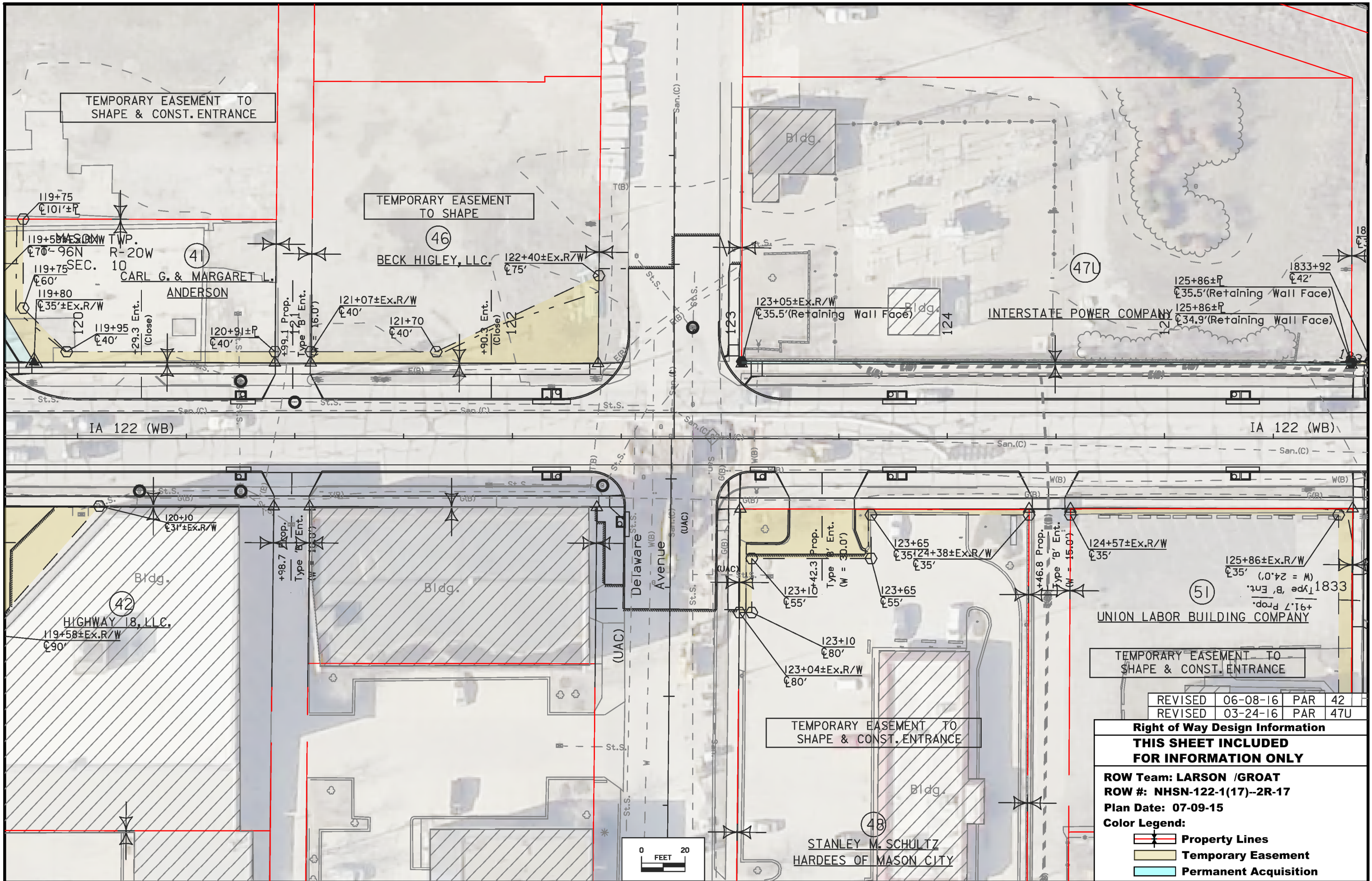
- Property Lines
- Temporary Easement
- Permanent Acquisition





REVISED	06-08-16	PAR	42
REVISED	01-08-16	PAR	32

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY
ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-13-16
Color Legend:
▬ Property Lines
▬ Temporary Easement
▬ Permanent Acquisition



REVISED	06-08-16	PAR	42
REVISED	03-24-16	PAR	47U

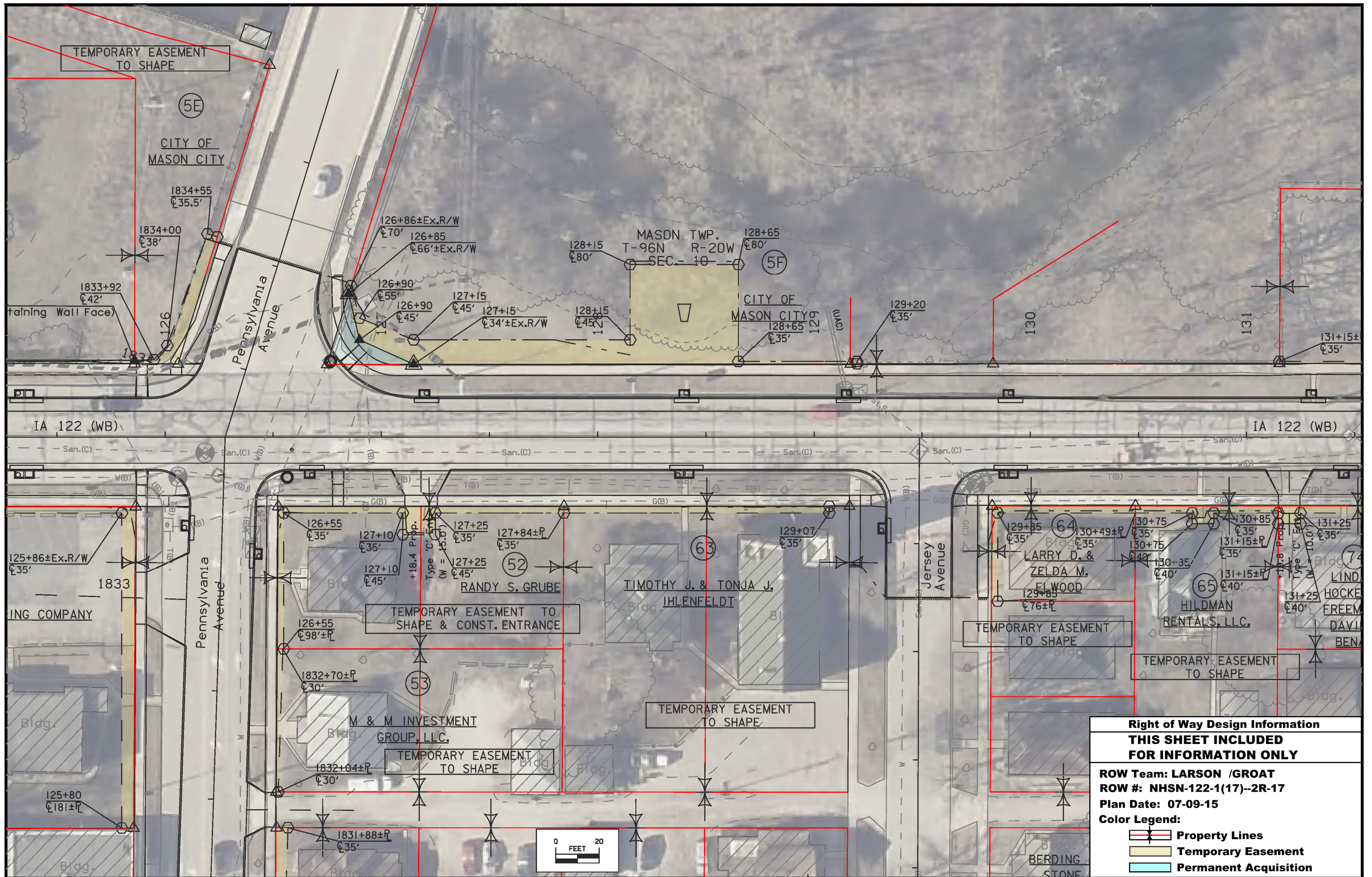
Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: LARSON /GROAT
 ROW #: NHSN-122-1(17)--2R-17
 Plan Date: 07-09-15

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

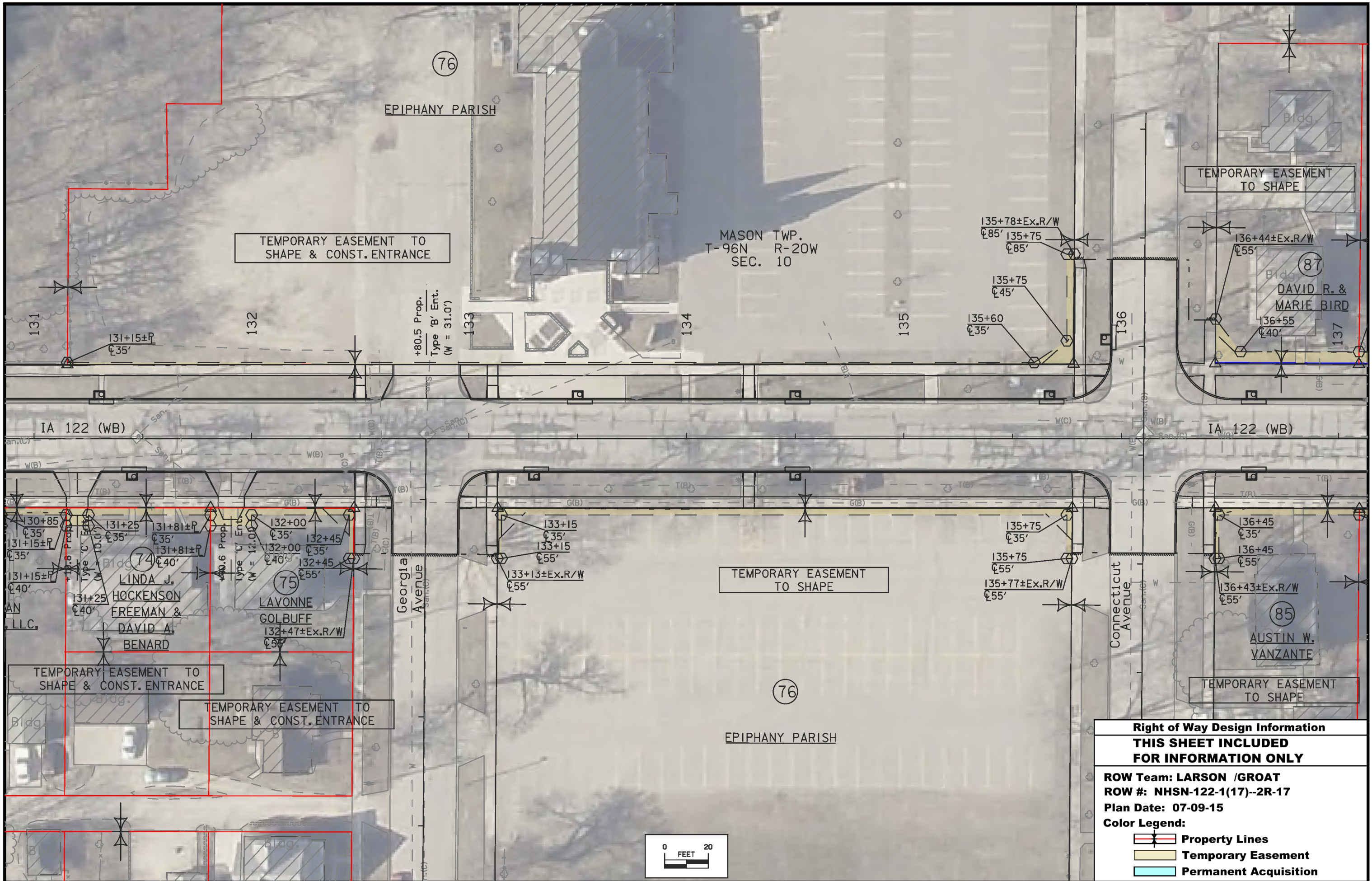


Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15

Color Legend:

- Property Lines**
- Temporary Easement**
- Permanent Acquisition**

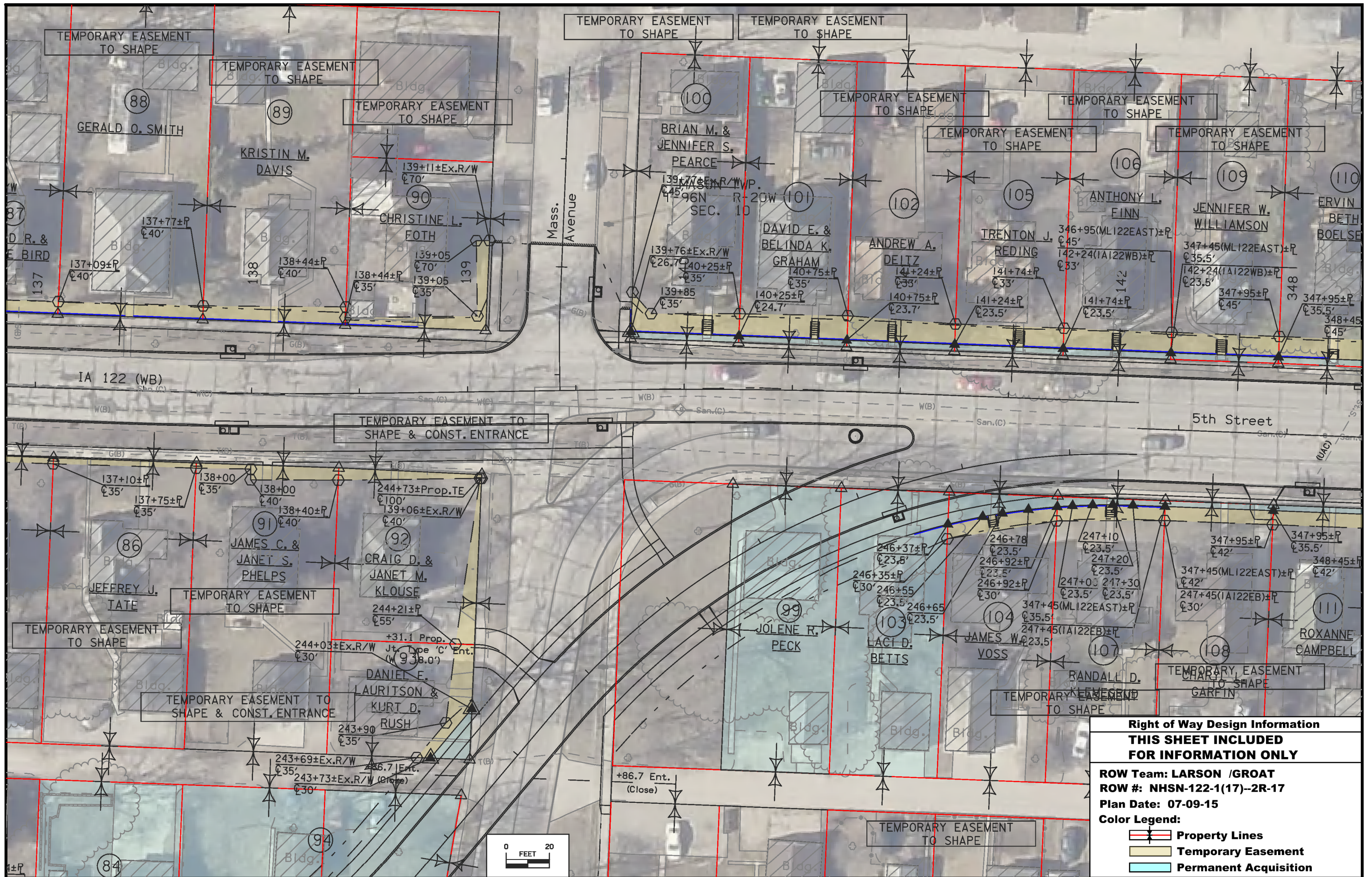


Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15

Color Legend:

- Property Lines**
- Temporary Easement**
- Permanent Acquisition**

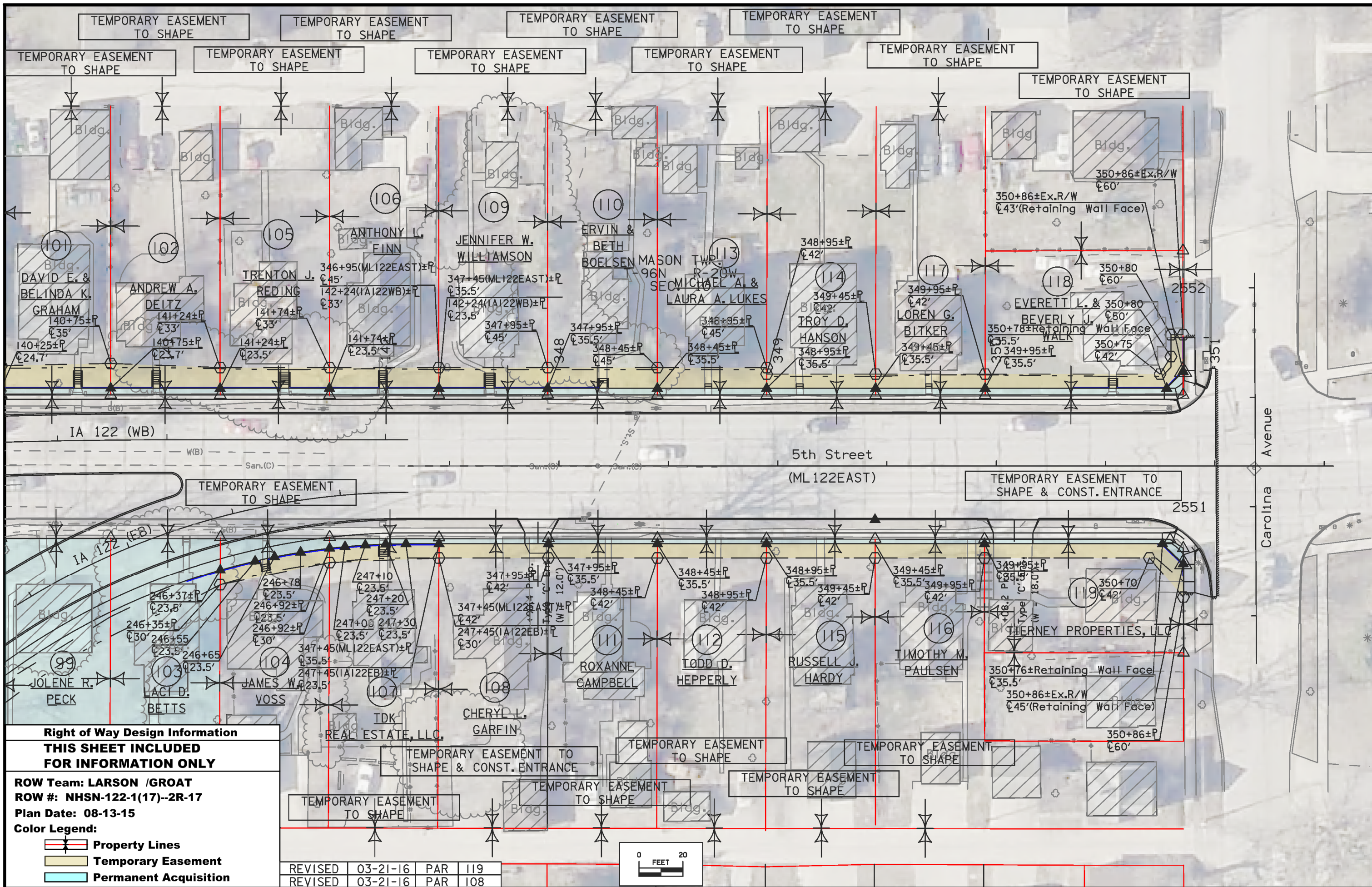


Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: LARSON /GROAT
ROW #: NHSN-122-1(17)--2R-17
Plan Date: 07-09-15

Color Legend:

- Property Lines**
- Temporary Easement**
- Permanent Acquisition**



Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY
 ROW Team: LARSON /GROAT
 ROW #: NHSN-122-1(17)--2R-17
 Plan Date: 08-13-15
 Color Legend:
 - Property Lines
 - Temporary Easement
 - Permanent Acquisition










REVISED	03-21-16	PAR	119
REVISED	03-21-16	PAR	108



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

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

**CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**





















	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

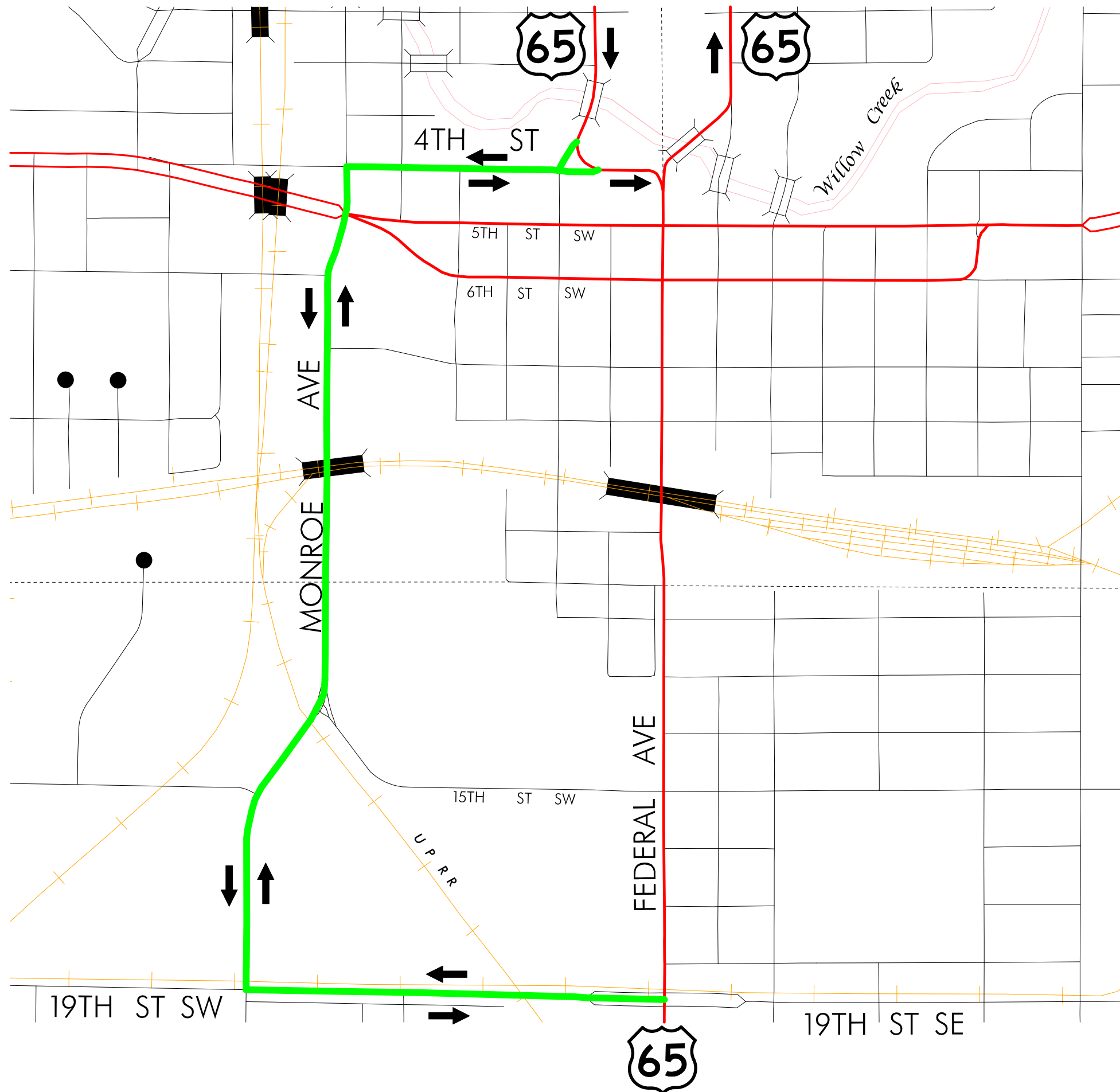
**PLAN VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**


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

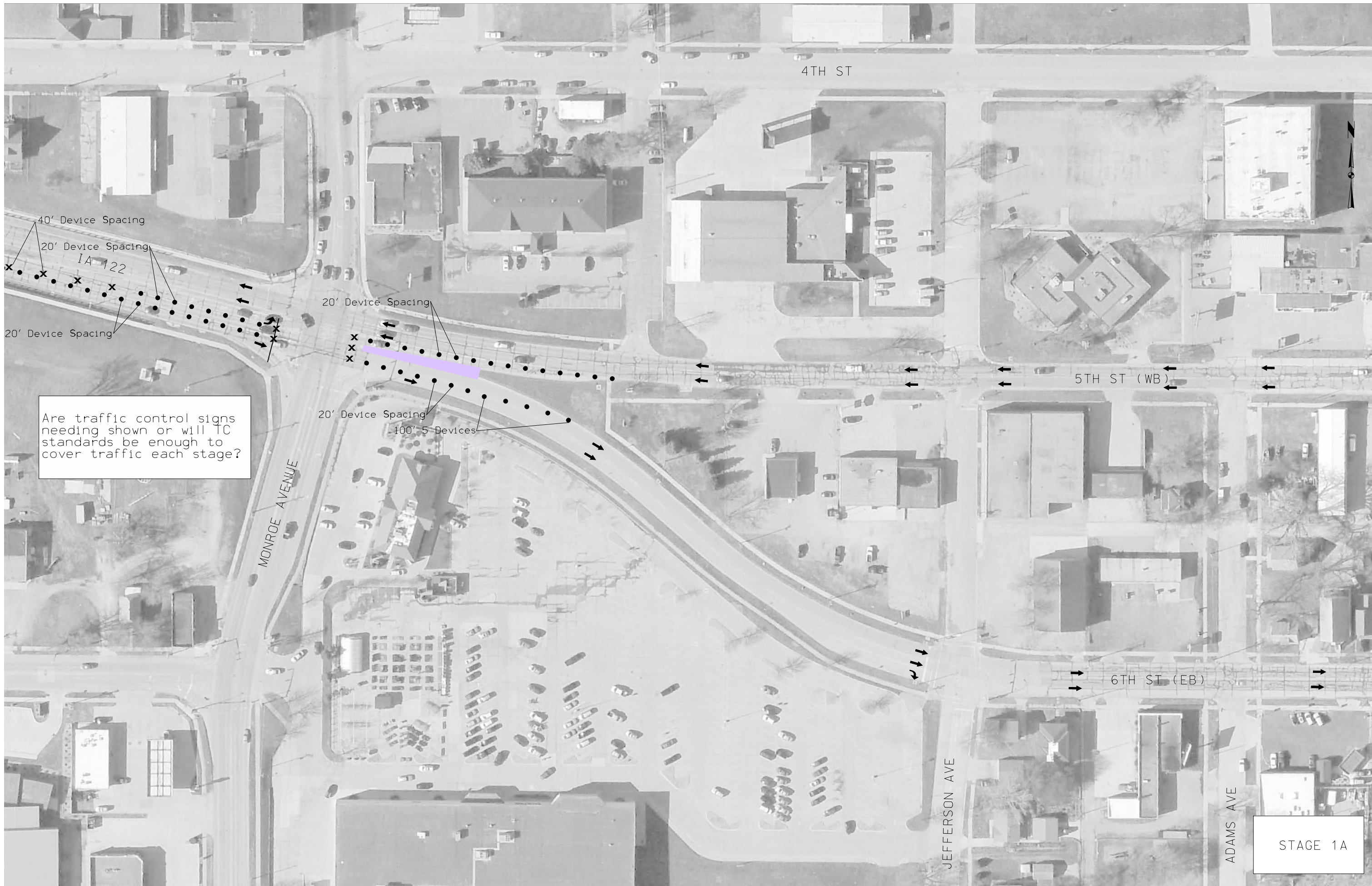
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

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

(COVERS SHEET SERIES J)



DETOUR 



Are traffic control signs needing shown or will TC standards be enough to cover traffic each stage?

STAGE 1A



4TH ST

65

5TH ST (WB)

6TH ST (EB)

PRESIDENT AVE

WASHINGTON AVE

65
FEDERAL AVE

DELAWARE AVE

STAGE 1A



FILE NO.	ENGLISH	DESIGN TEAM	JIA\MILLER\MAACH	CERRO GORDO COUNTY	PROJECT NUMBER	NHSX-122-1(18)--3H-17	SHEET NUMBER	J.6
----------	---------	-------------	------------------	--------------------	----------------	-----------------------	--------------	-----



STAGE 1A



STAGE 1B



4TH ST

65

5TH ST (WB)

6TH ST (EB)

PRESIDENT AVE

WASHINGTON AVE

65
FEDERAL AVE

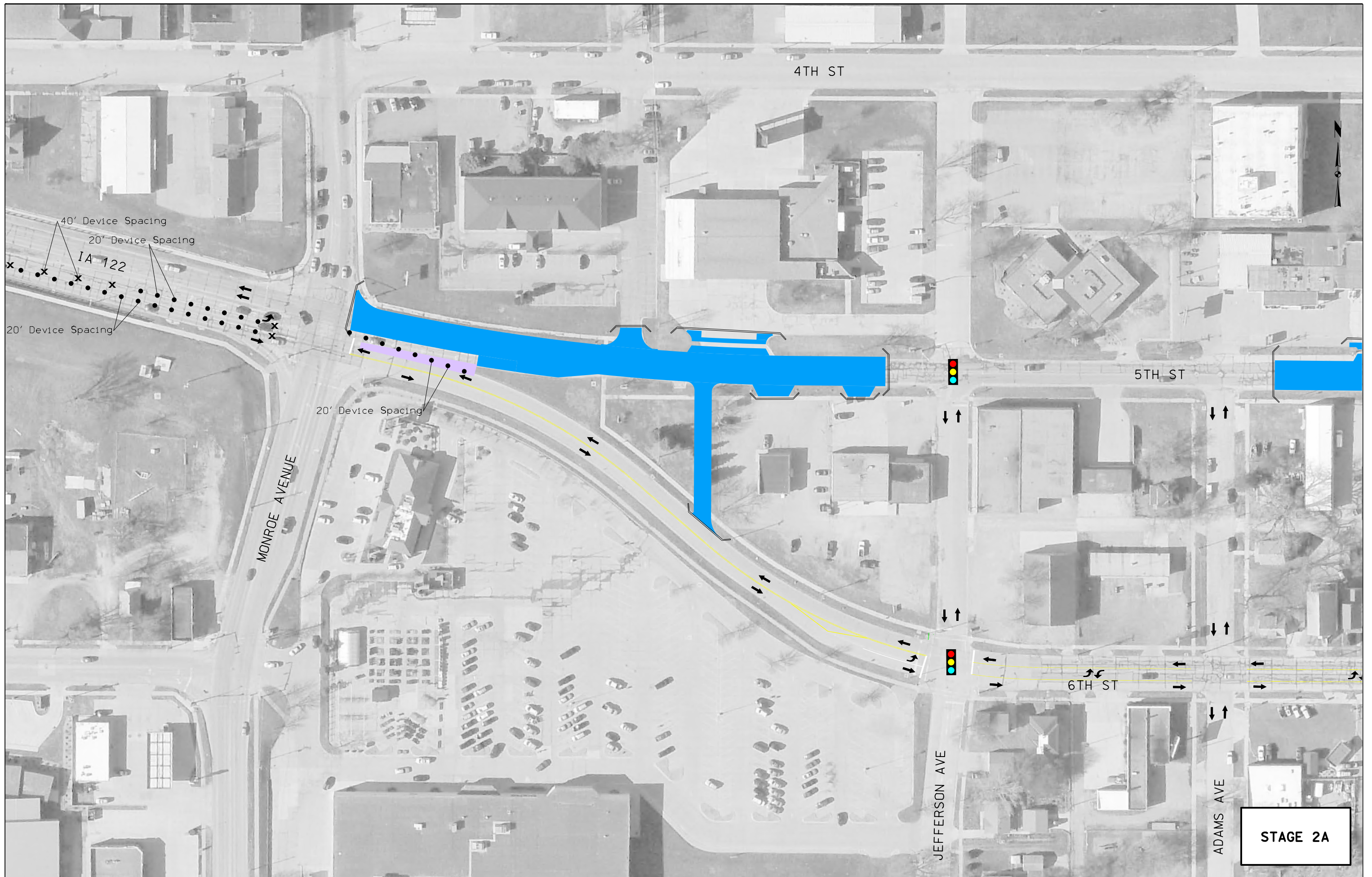
DELAWARE AVE

STAGE 1B

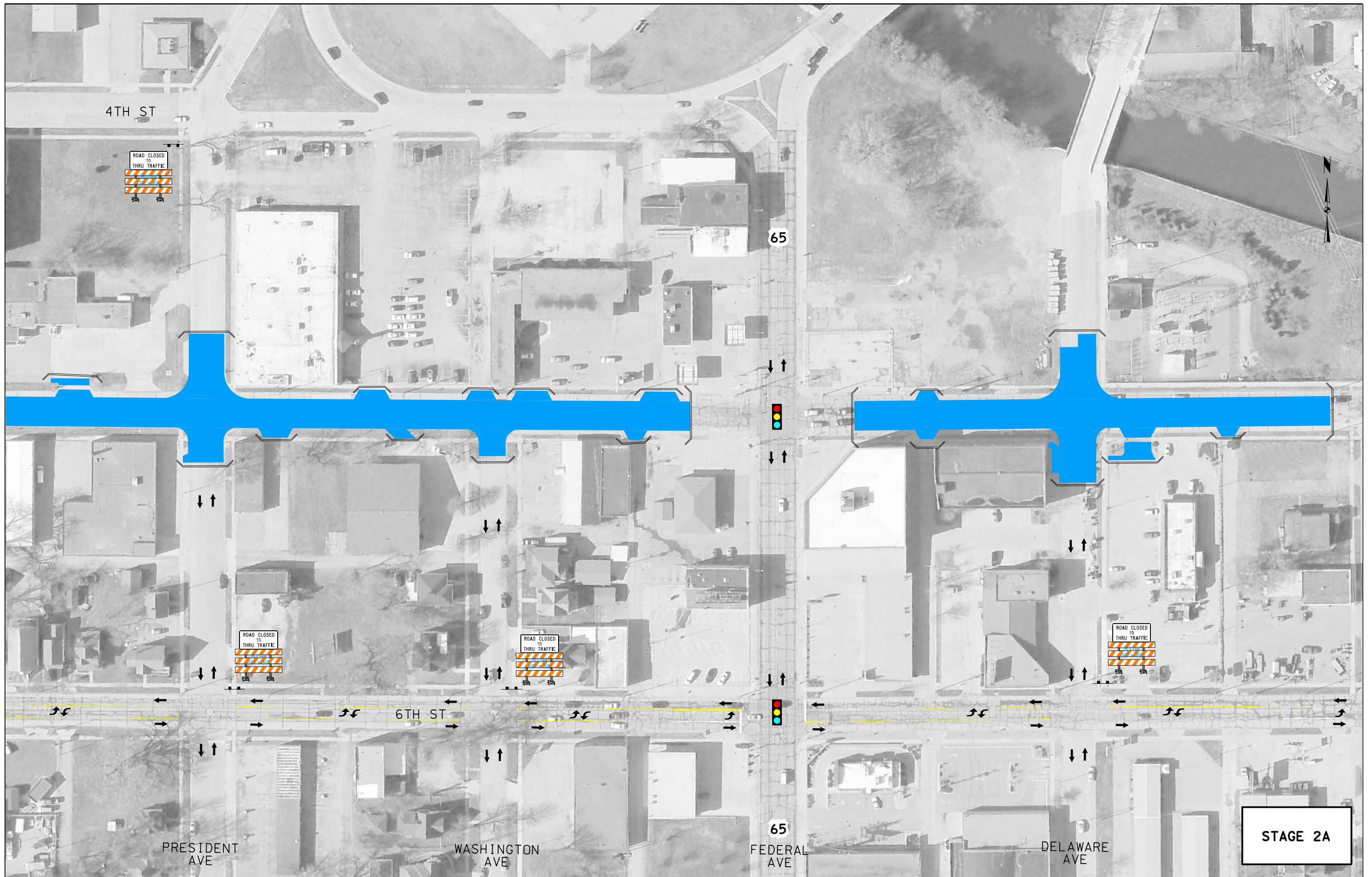


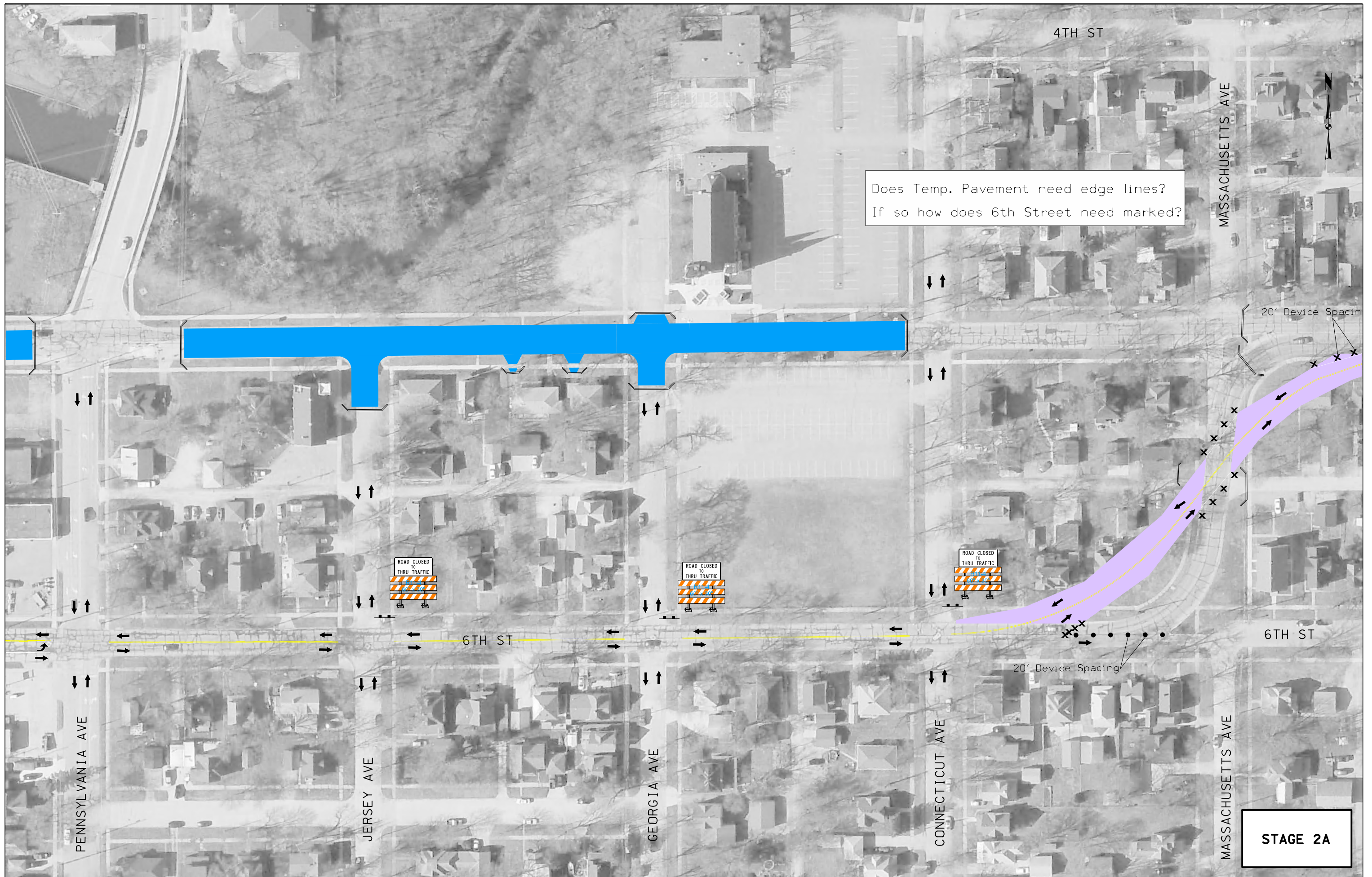
STAGE 1B





STAGE 2A





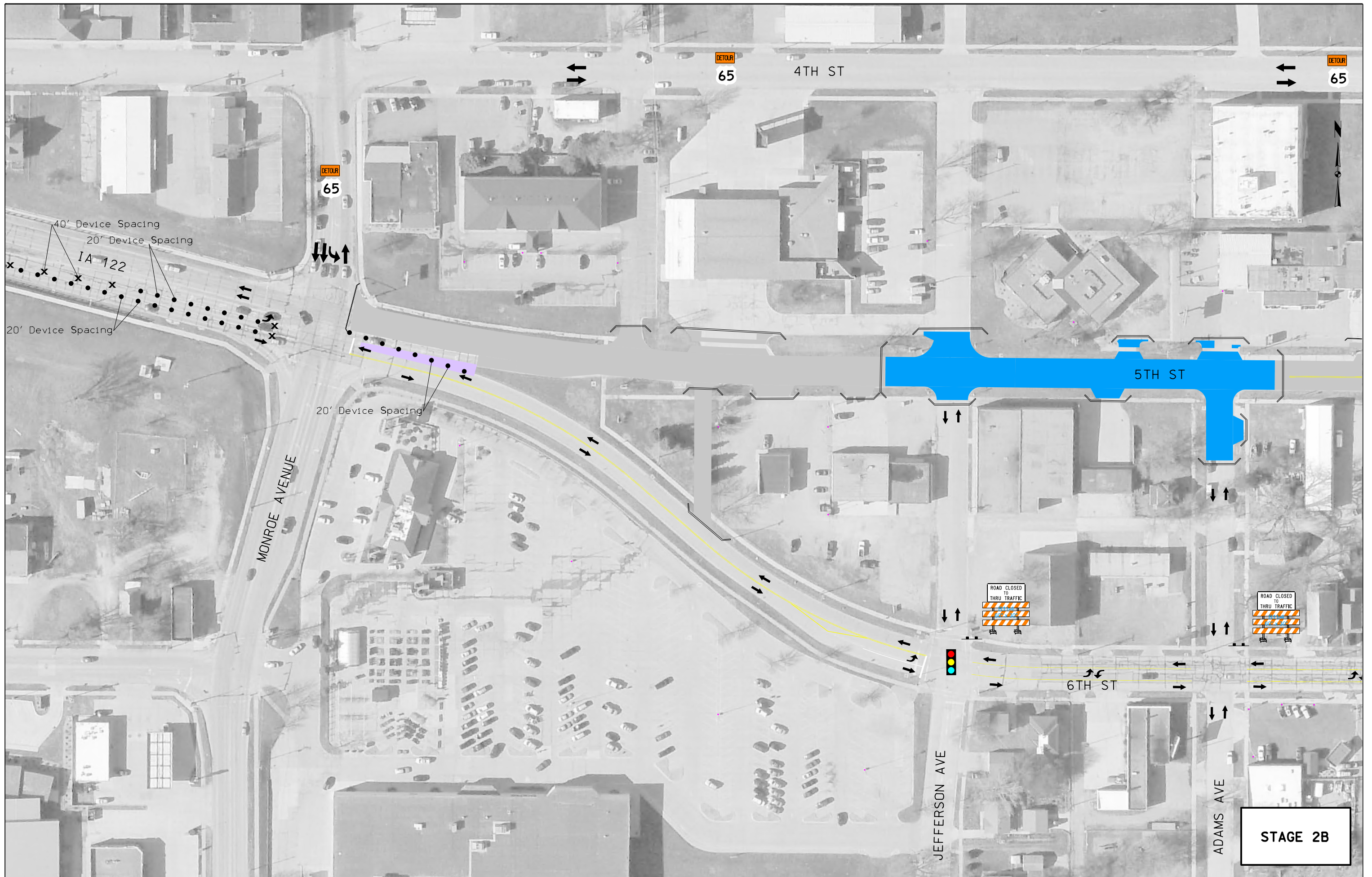
Does Temp. Pavement need edge lines?
If so how does 6th Street need marked?

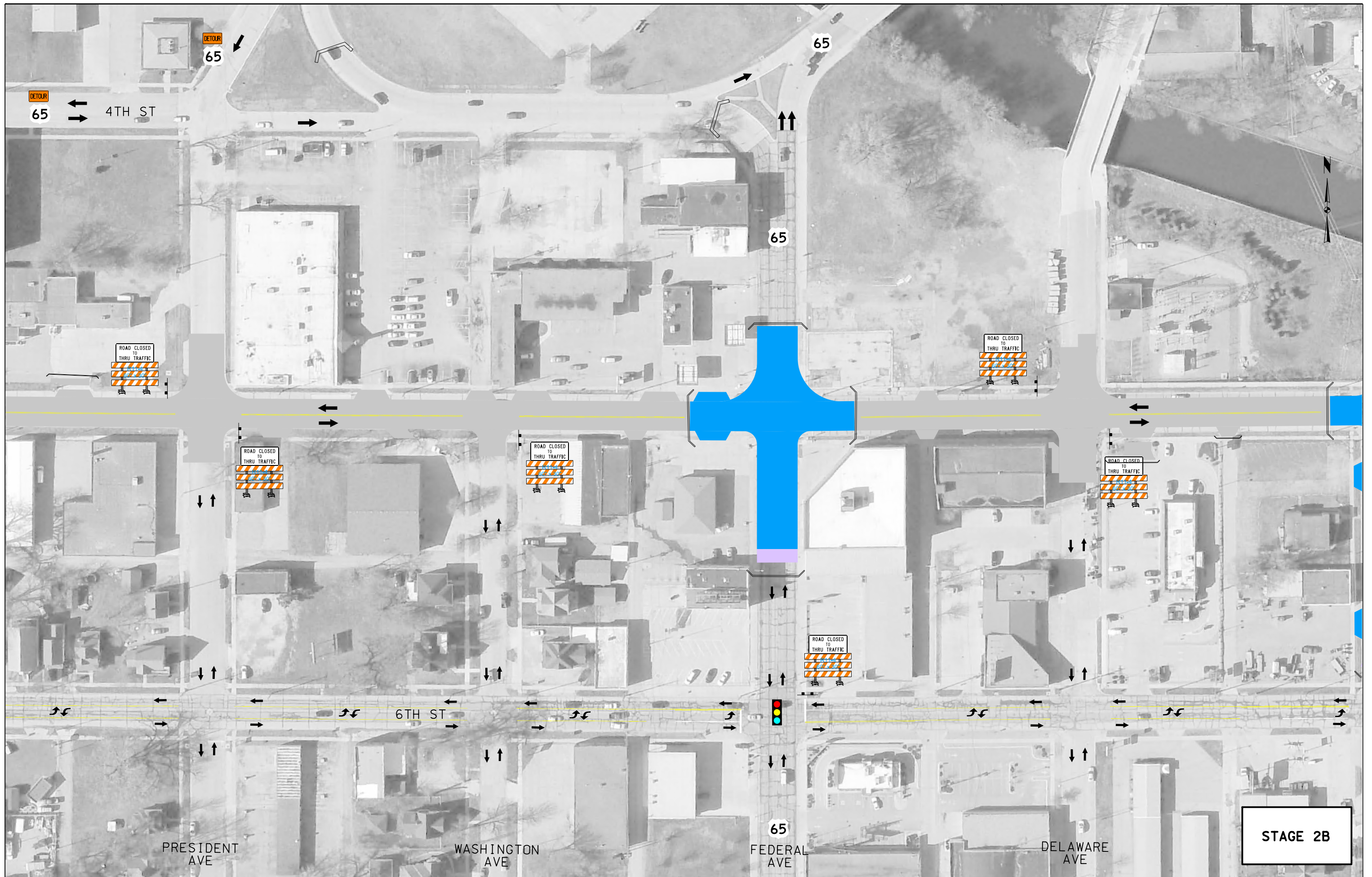
STAGE 2A

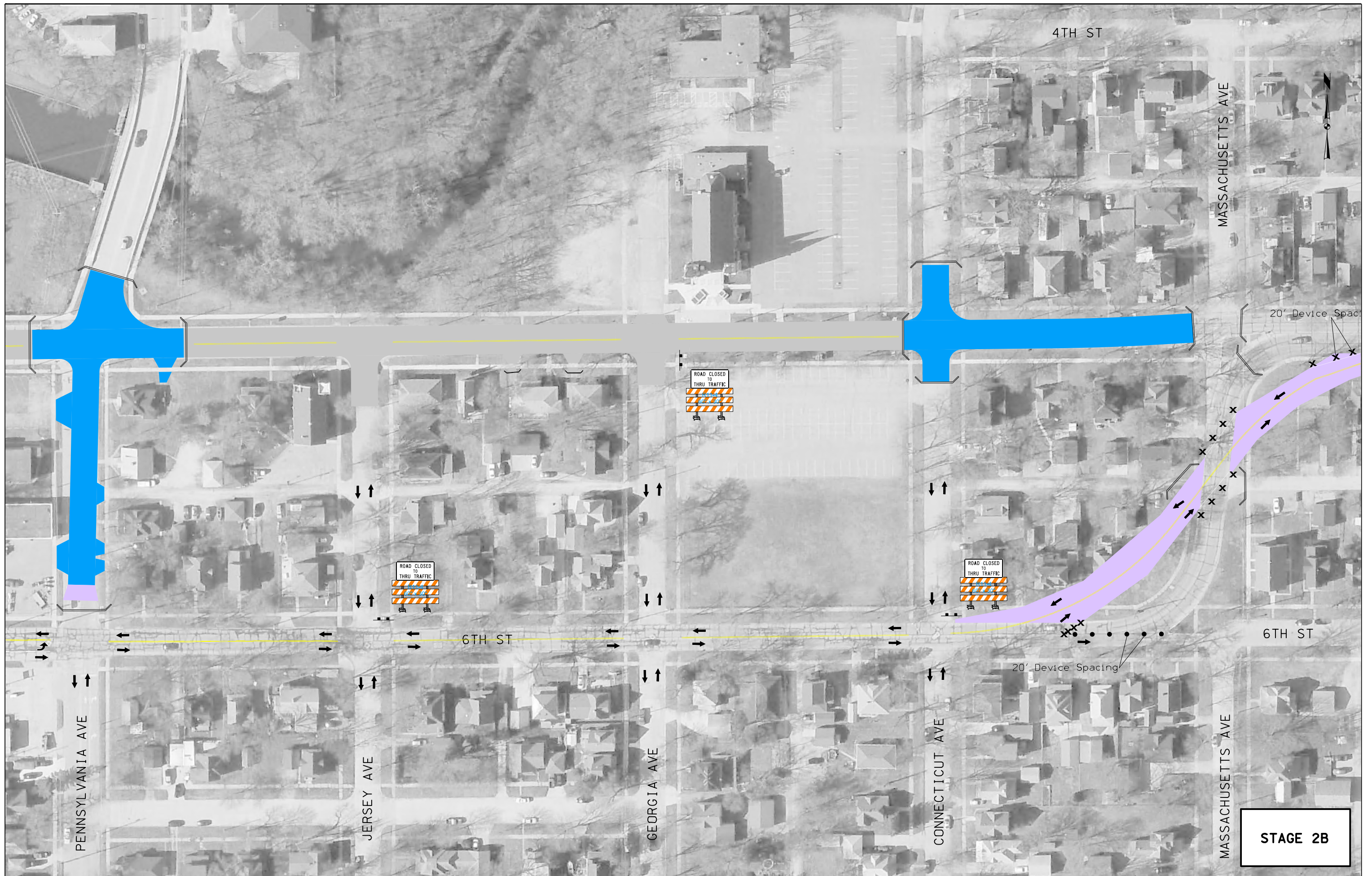


With lane being shut down,
is it necessary to have
right turn lane for WB
traffic?

STAGE 2A



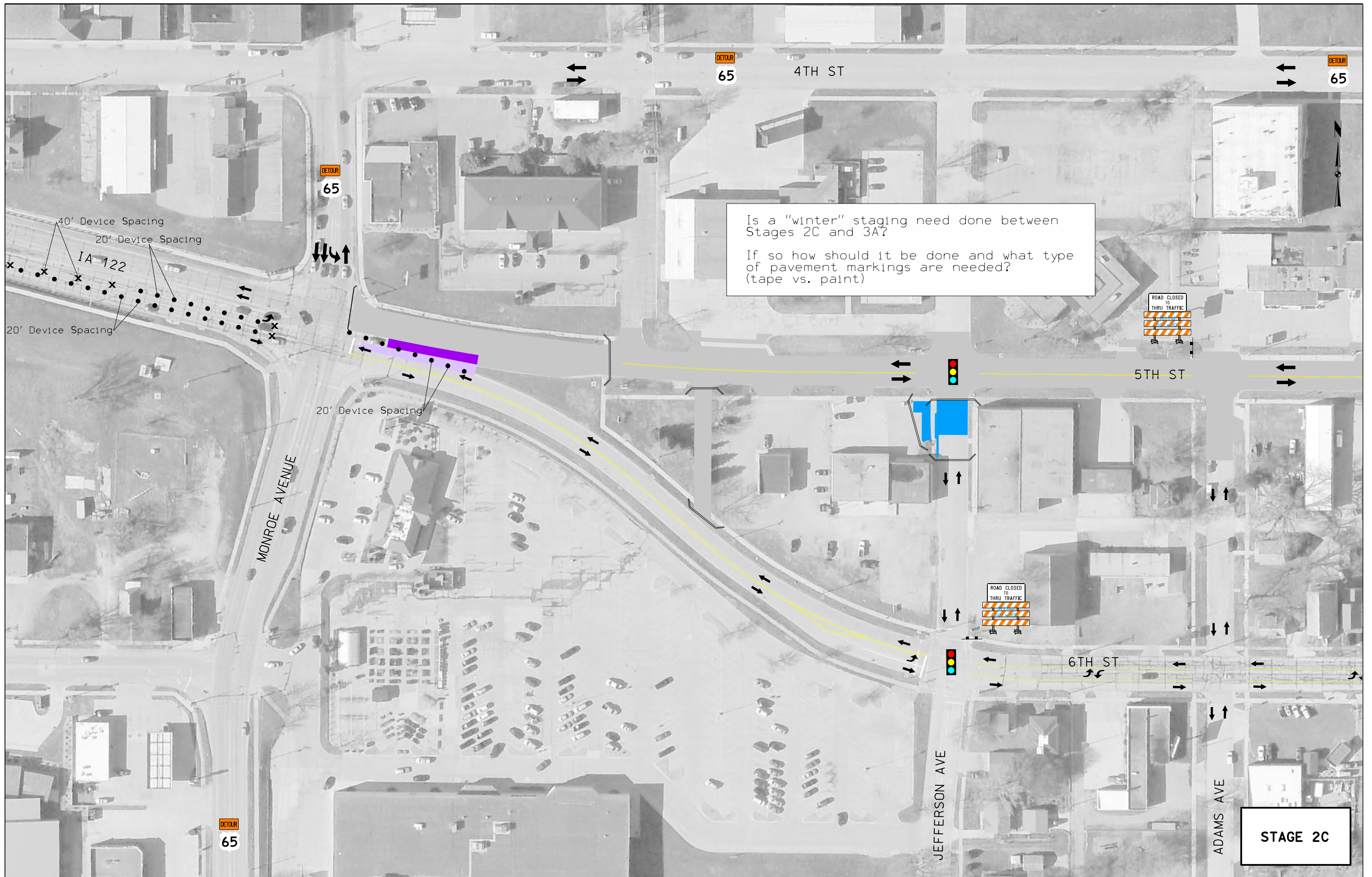




STAGE 2B



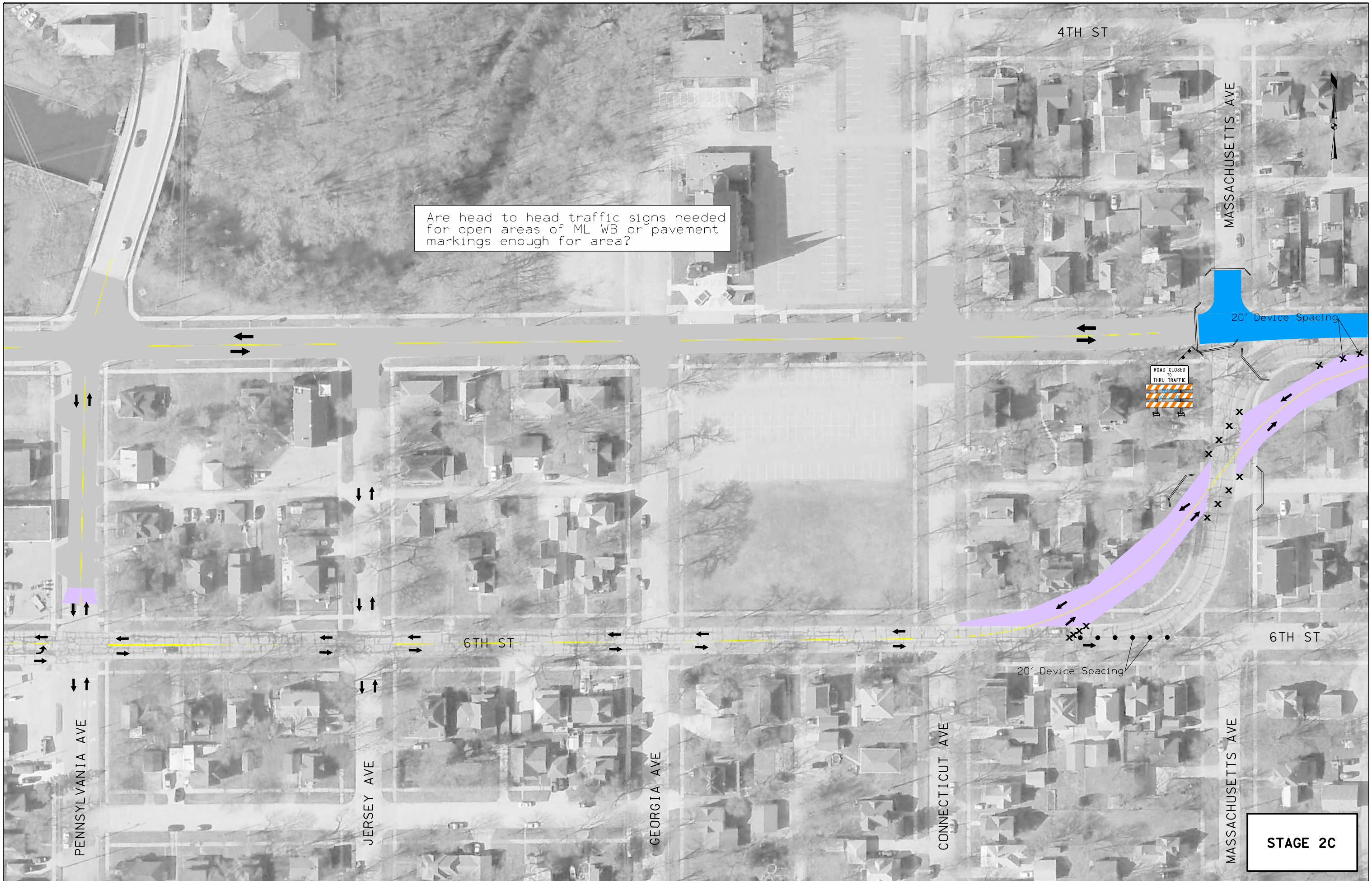
STAGE 2B

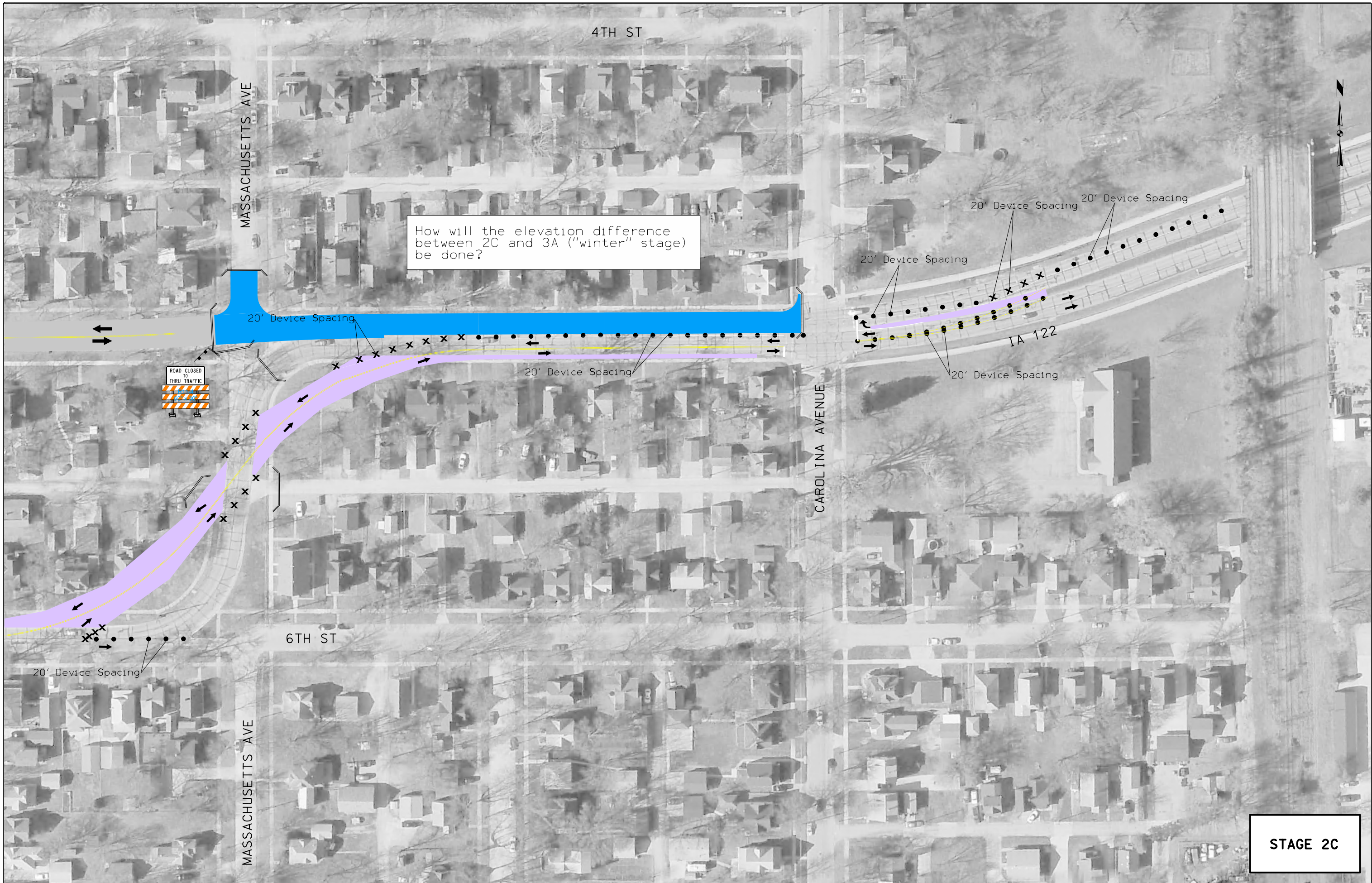




STAGE 2C

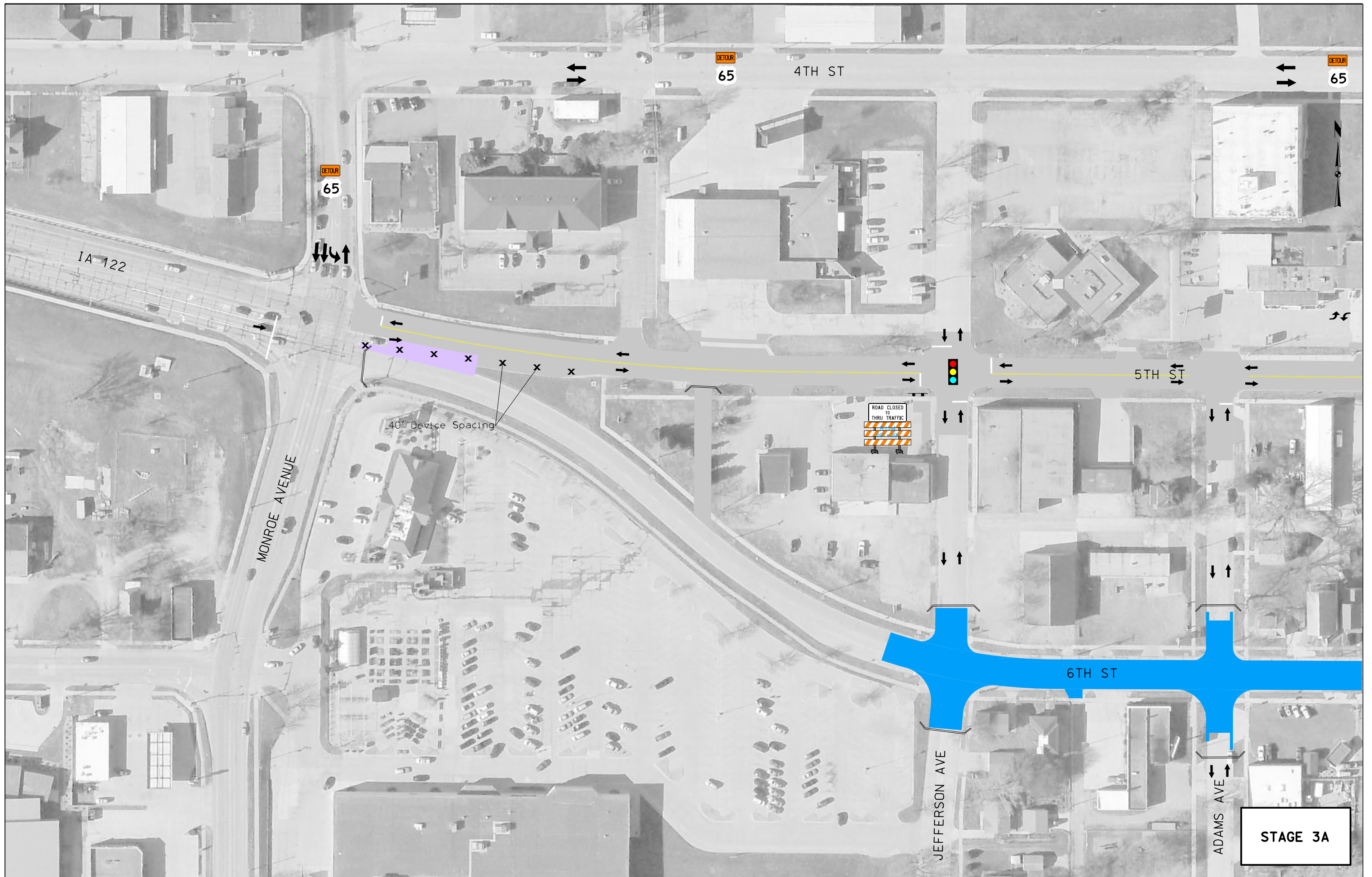
Are head to head traffic signs needed for open areas of ML WB or pavement markings enough for area?

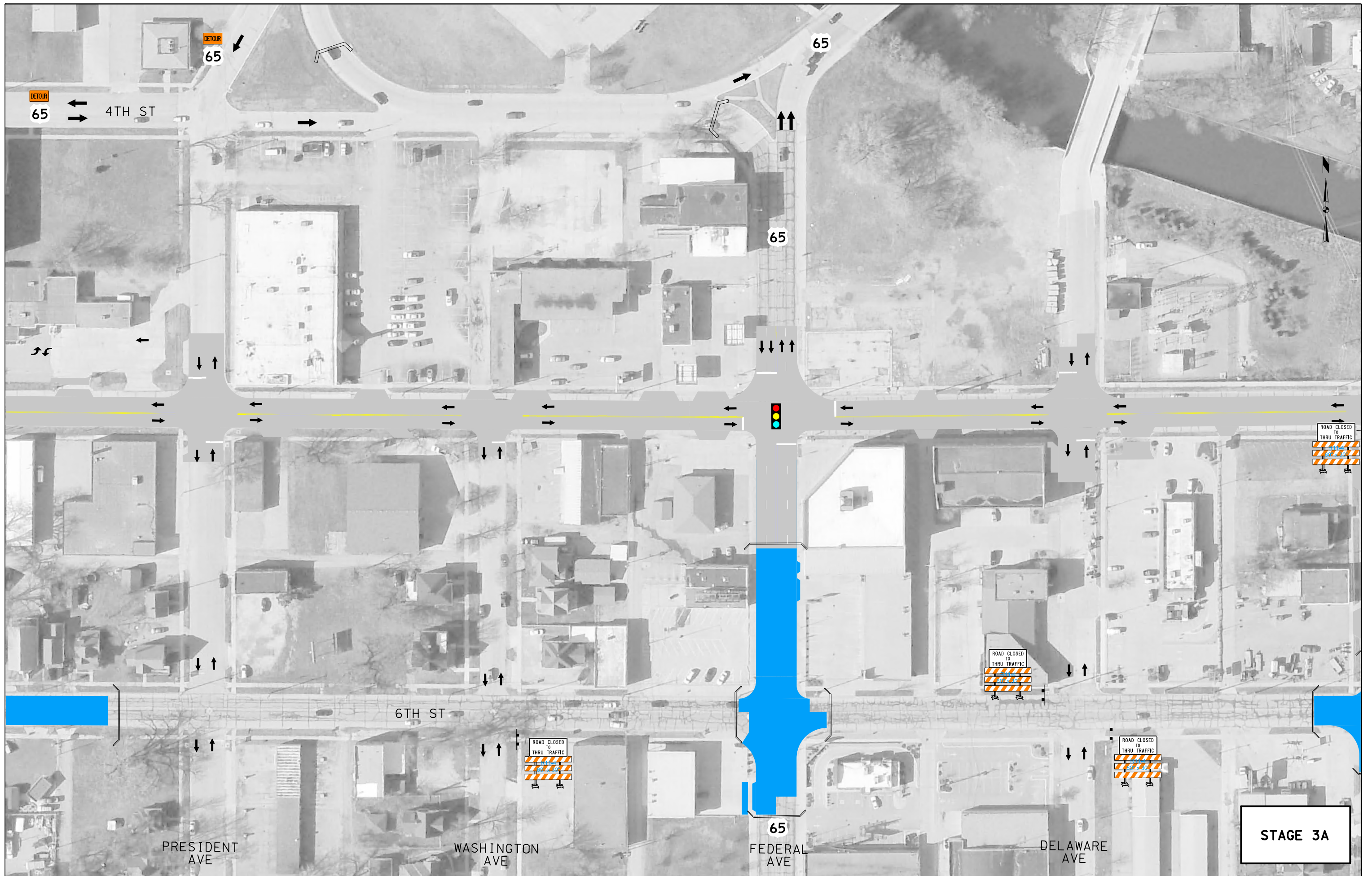




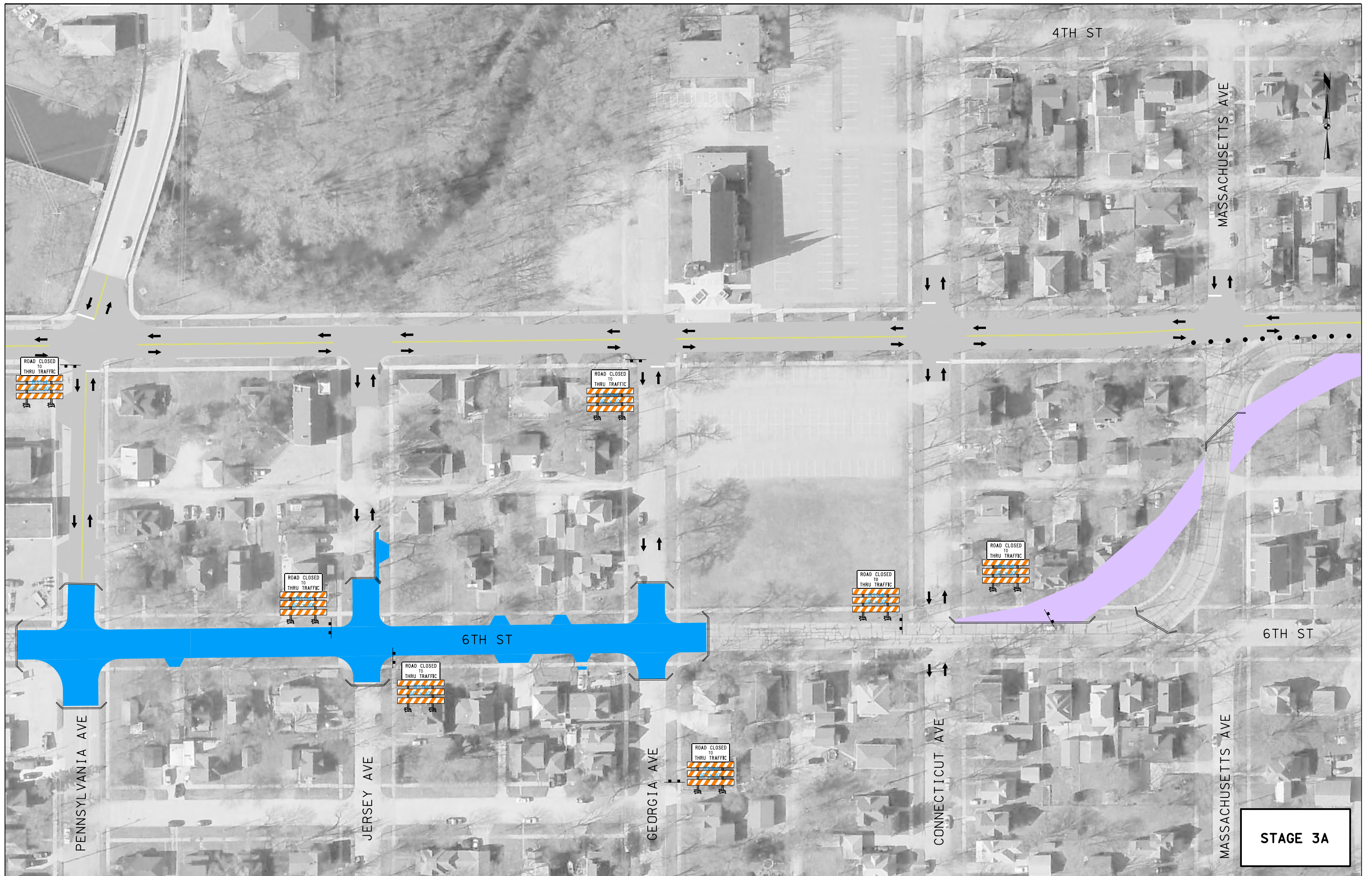
How will the elevation difference between 2C and 3A ("winter" stage) be done?

STAGE 2C





STAGE 3A



4TH ST

MASSACHUSETTS AVE

ROAD CLOSED TO THRU TRAFFIC

ROAD CLOSED TO THRU TRAFFIC

ROAD CLOSED TO THRU TRAFFIC

ROAD CLOSED TO THRU TRAFFIC

ROAD CLOSED TO THRU TRAFFIC

ROAD CLOSED TO THRU TRAFFIC

ROAD CLOSED TO THRU TRAFFIC

6TH ST

6TH ST

PENNSYLVANIA AVE

JERSEY AVE

GEORGIA AVE

CONNECTICUT AVE

MASSACHUSETTS AVE

STAGE 3A



STAGE 3A



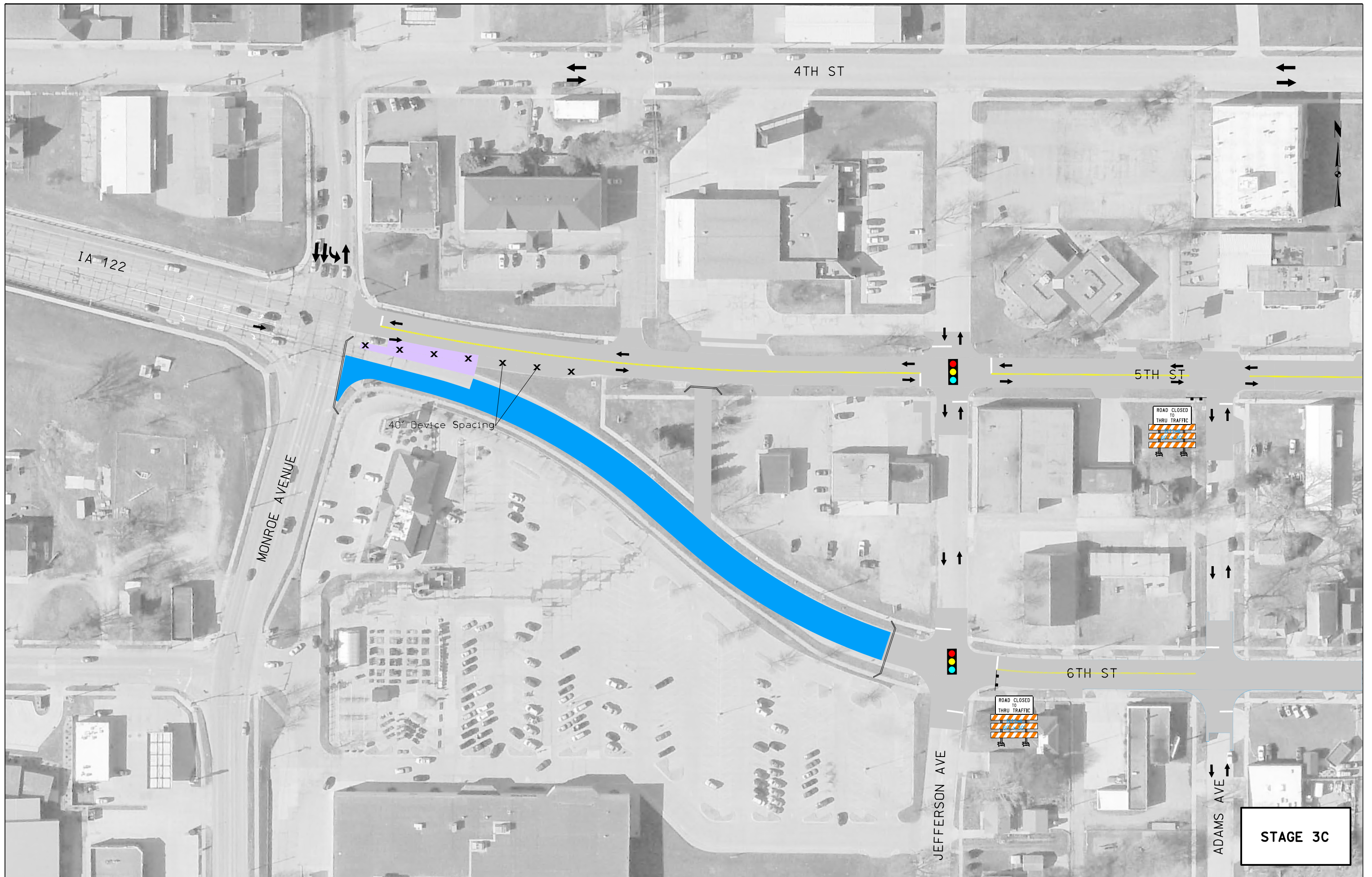
STAGE 3B

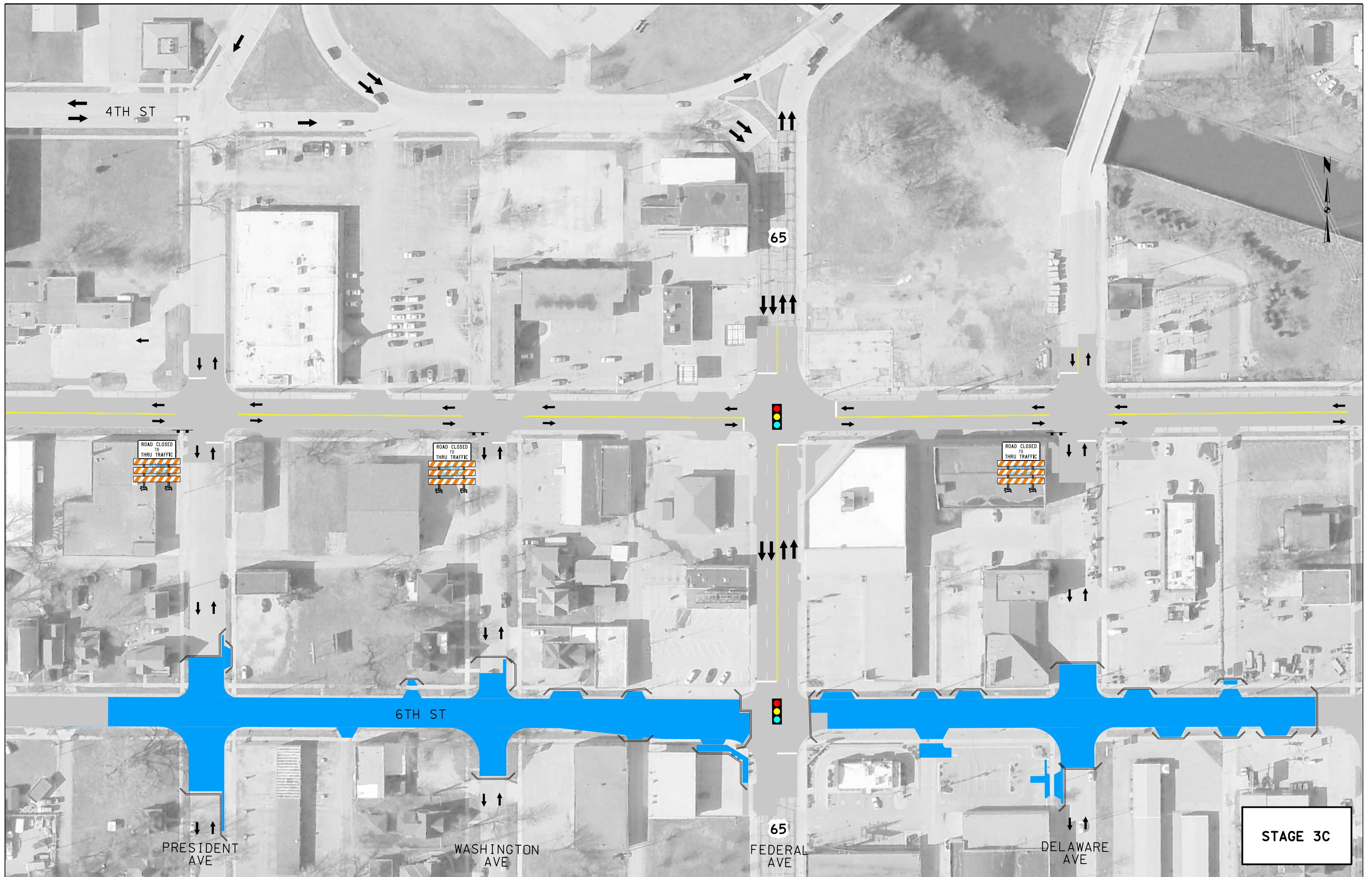




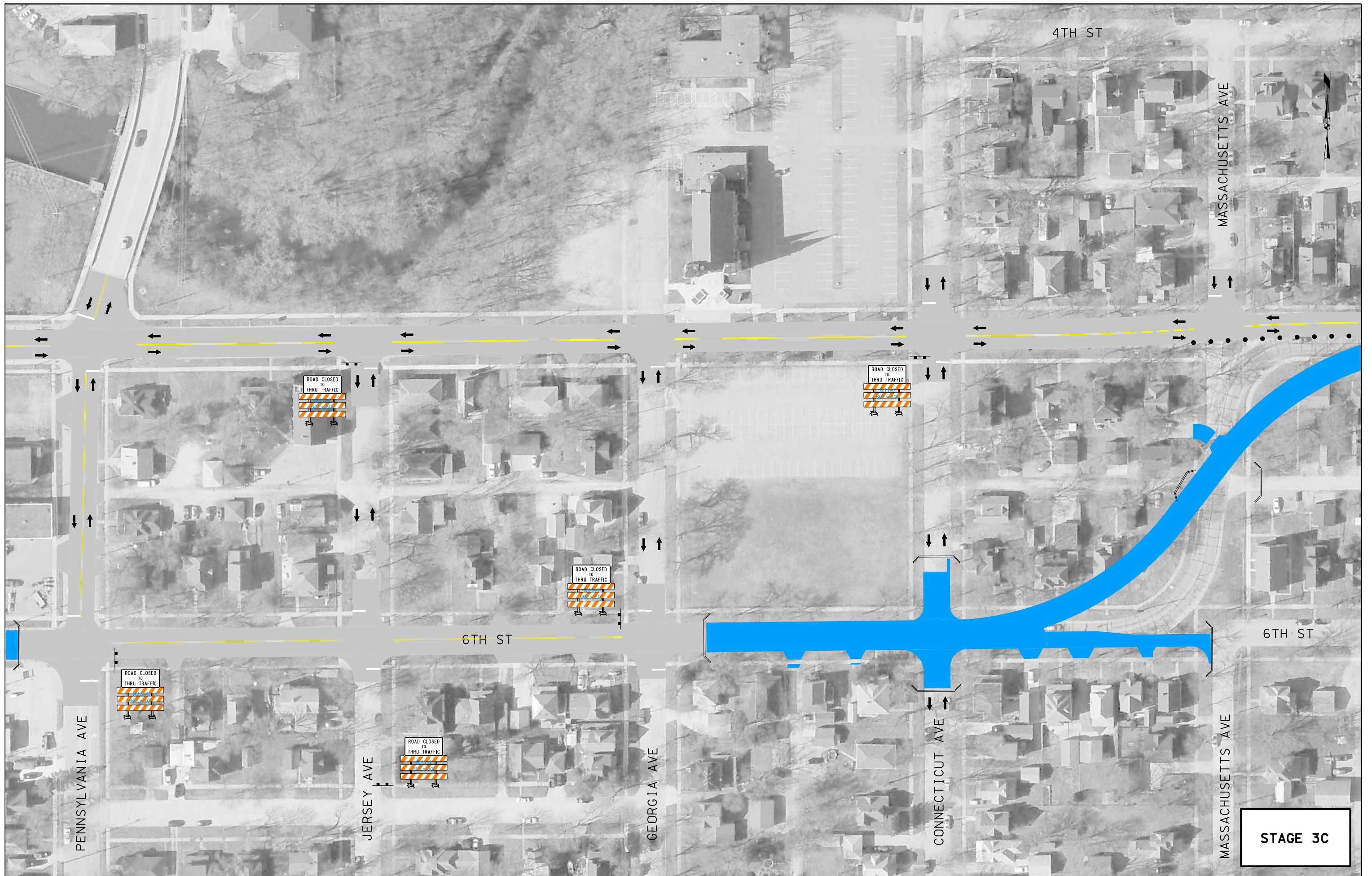


STAGE 3B





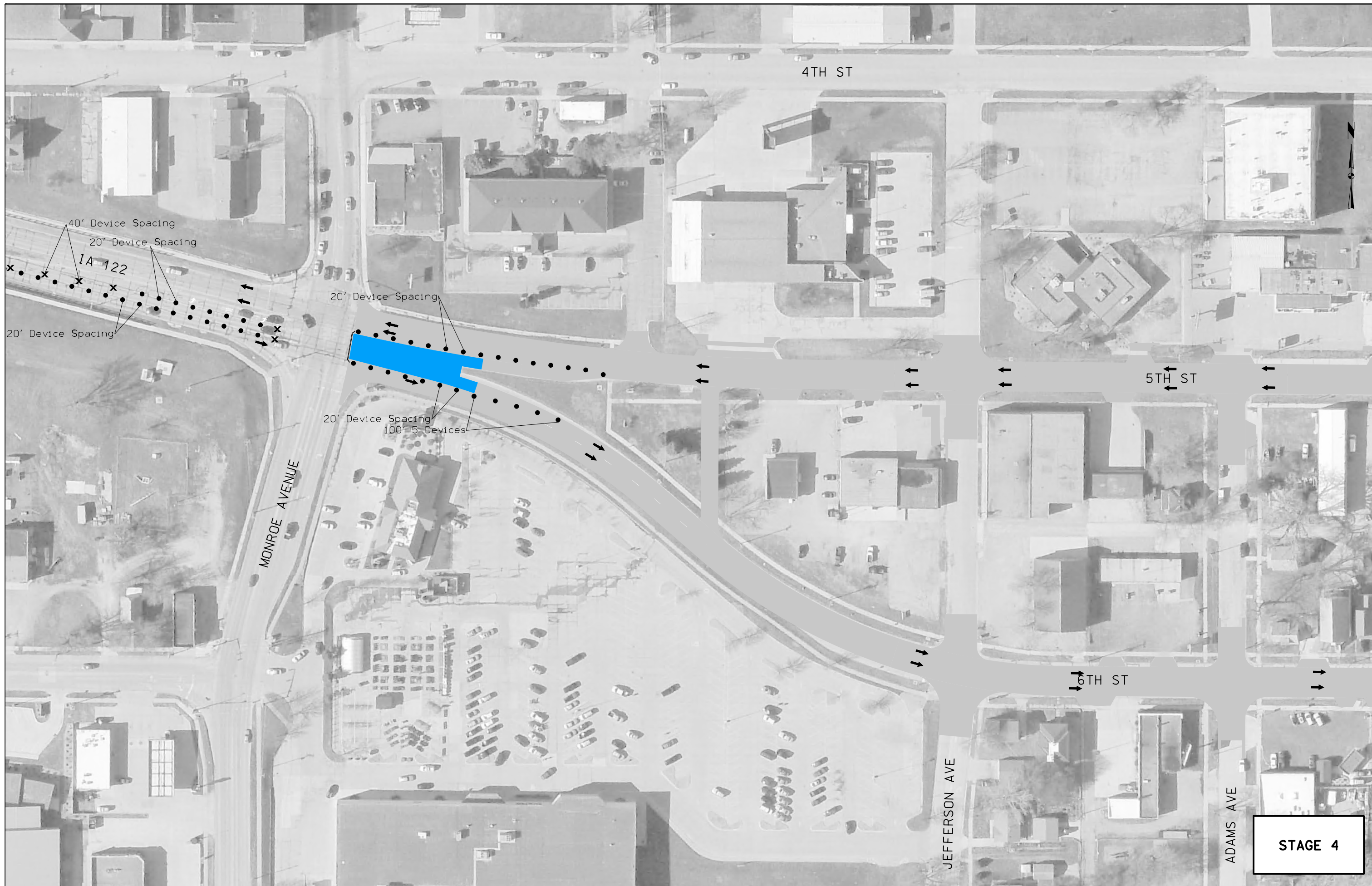
STAGE 3C



STAGE 3C



STAGE 3C



STAGE 4



4TH ST

65

6TH ST

PRESIDENT
AVE

WASHINGTON
AVE

65
FEDERAL
AVE

DELAWARE
AVE

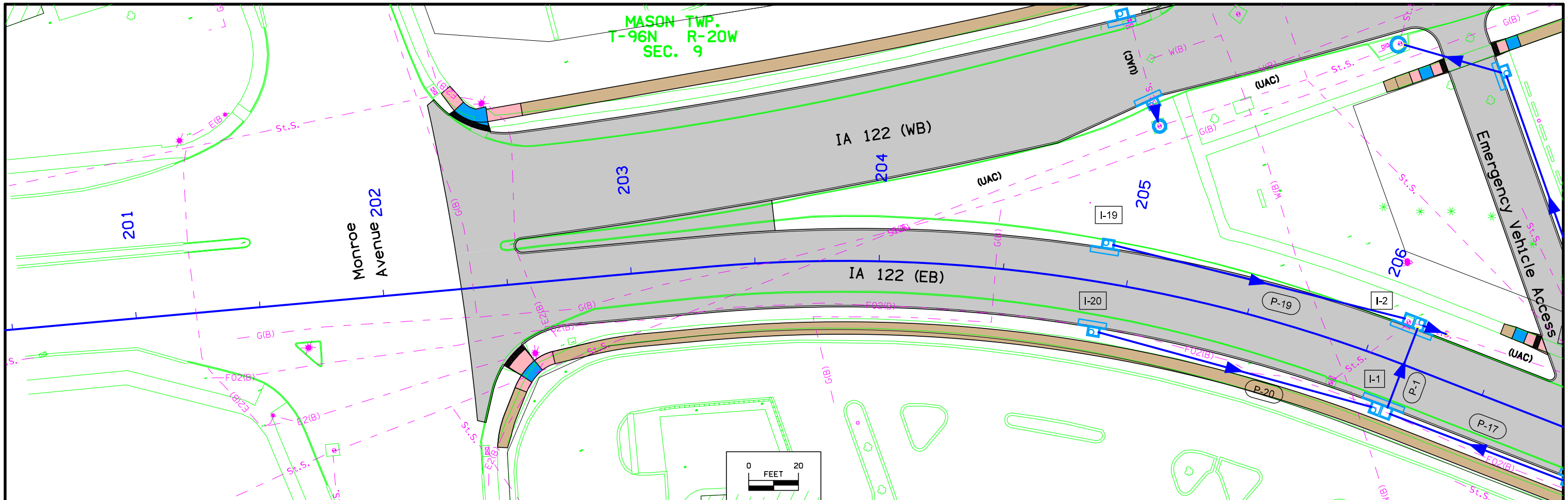
STAGE 4



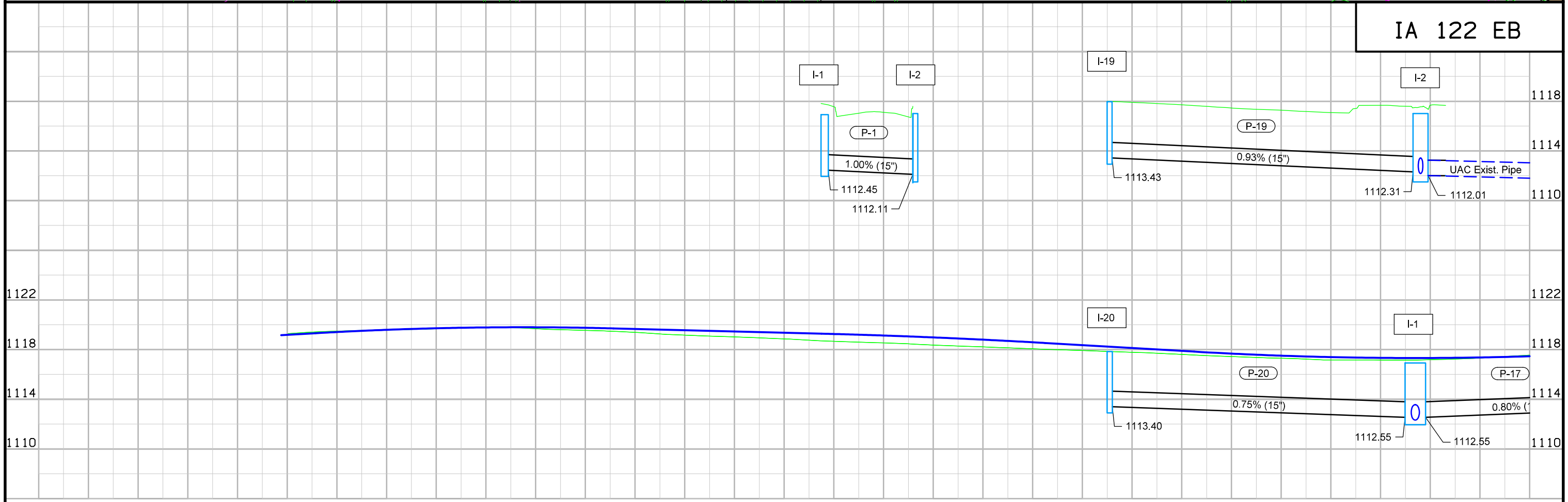


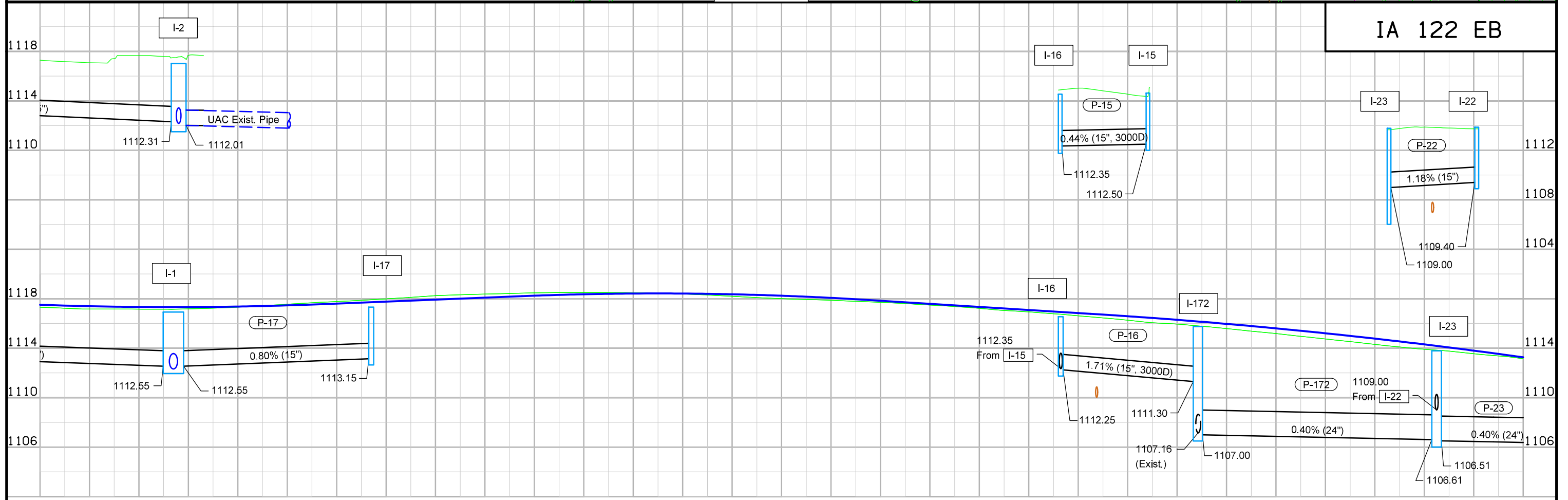
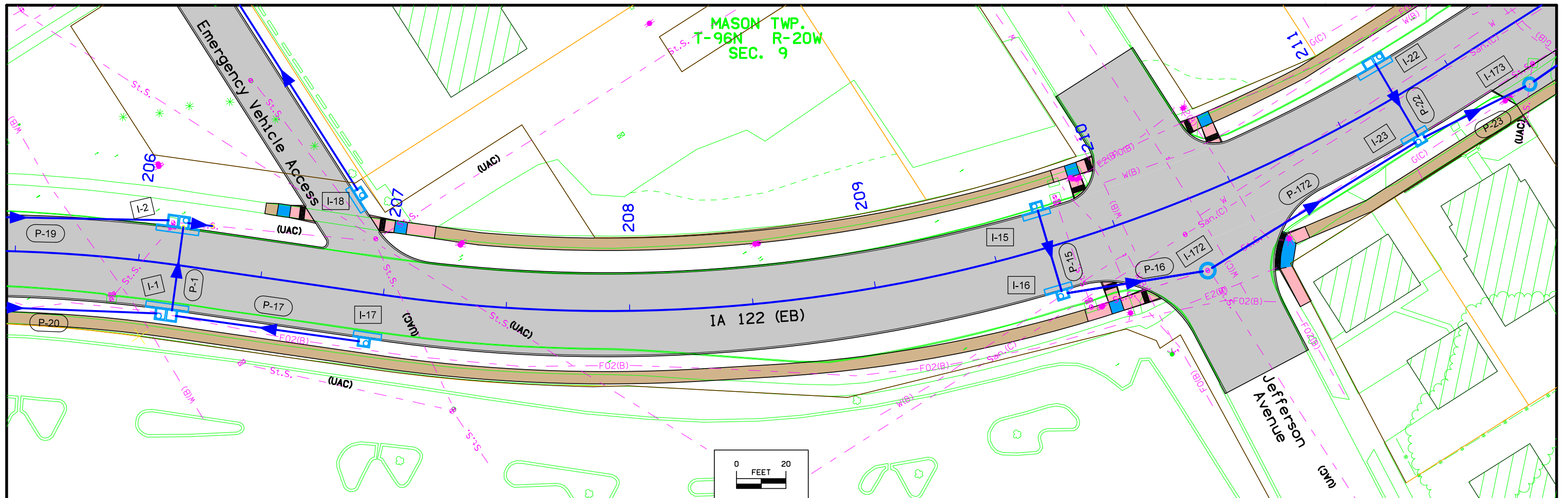
STAGE 4

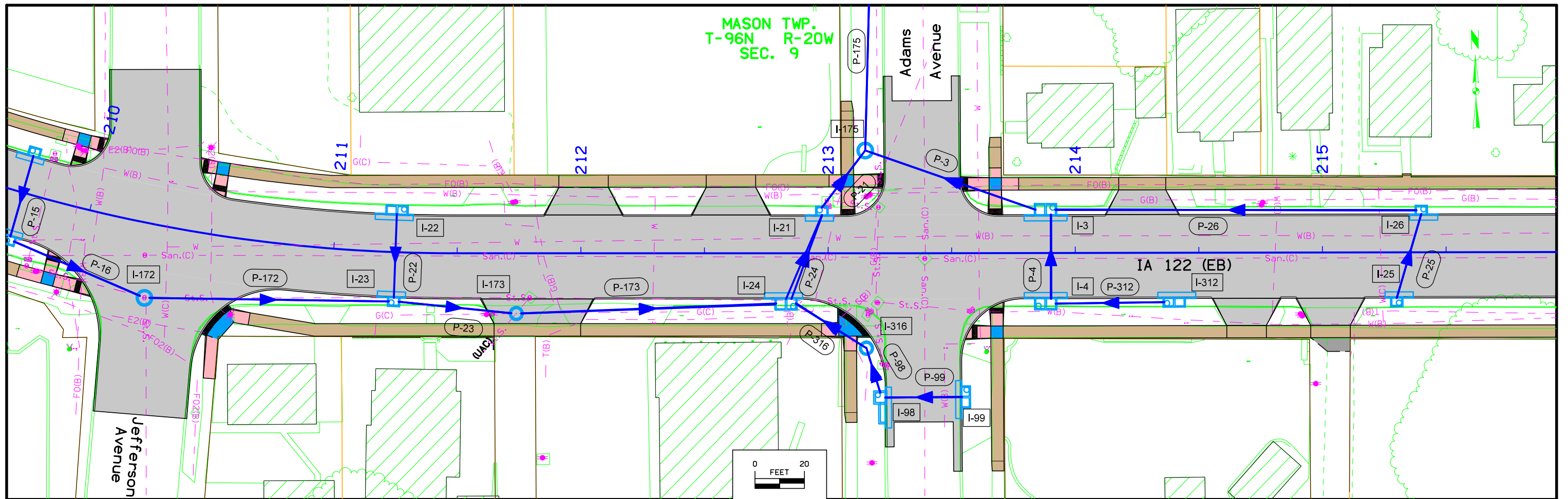
MASON TWP.
T-96N R-20W
SEC. 9



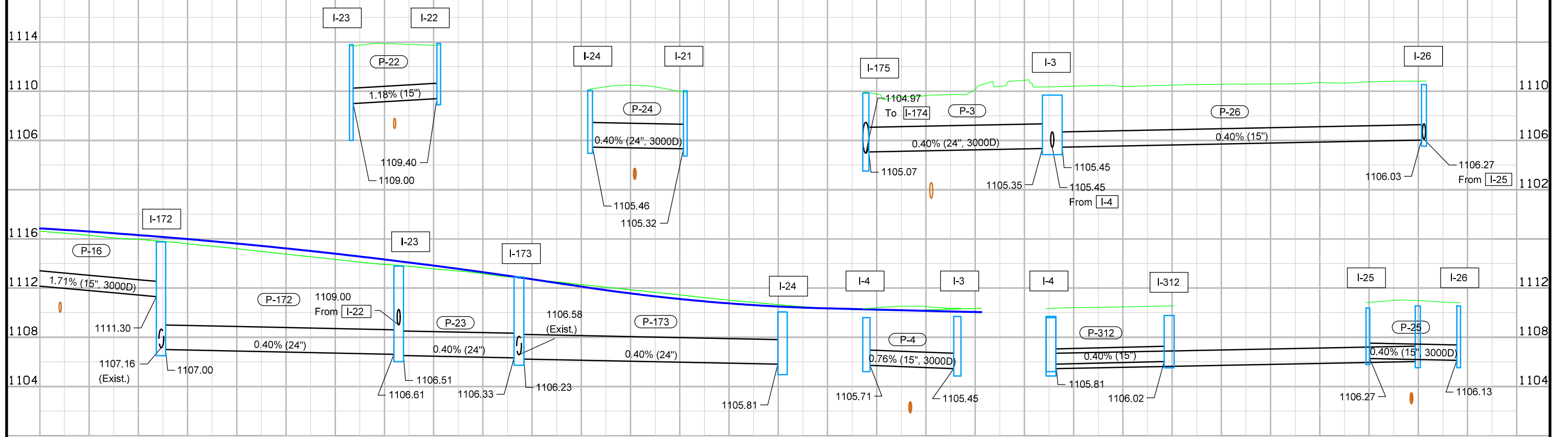
IA 122 EB

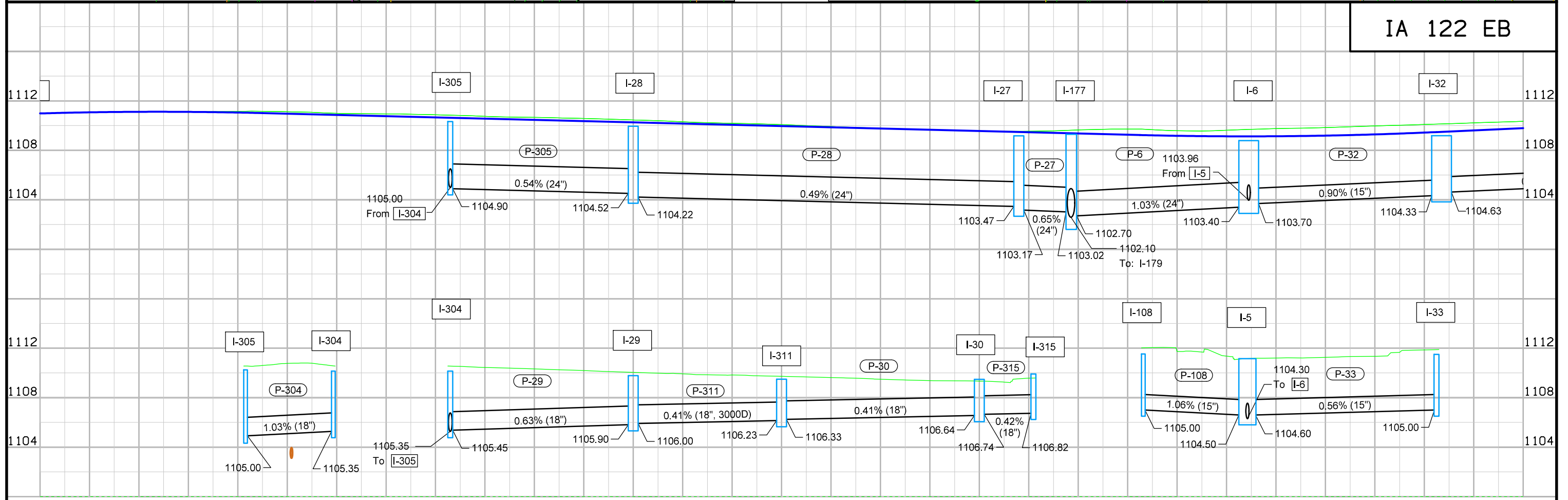
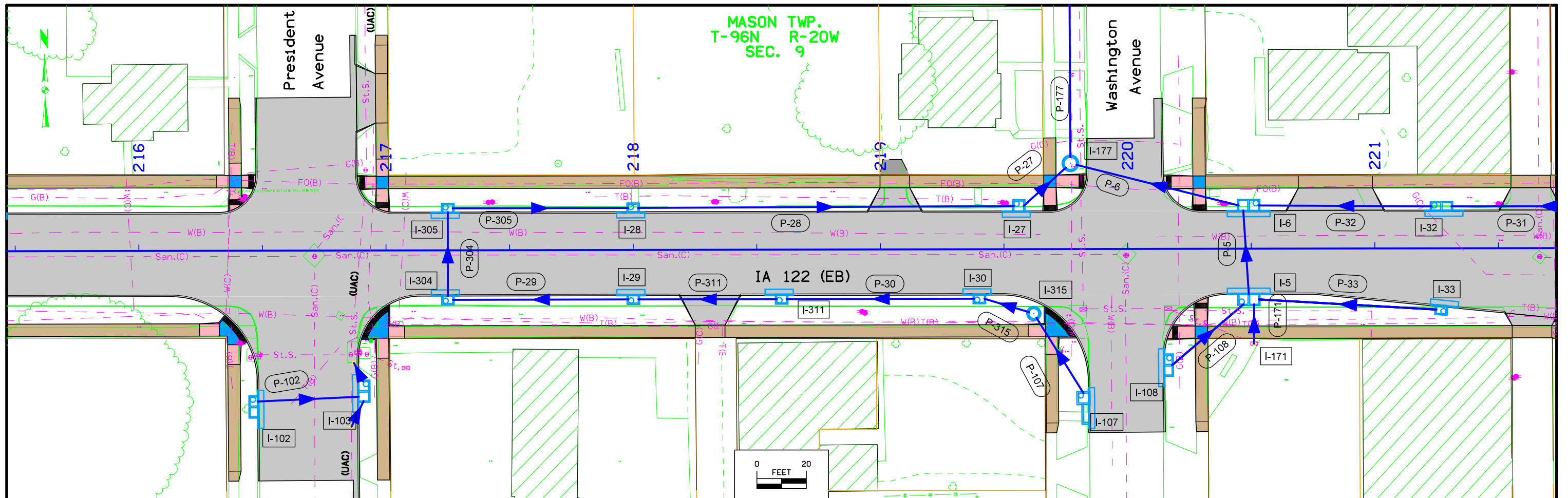


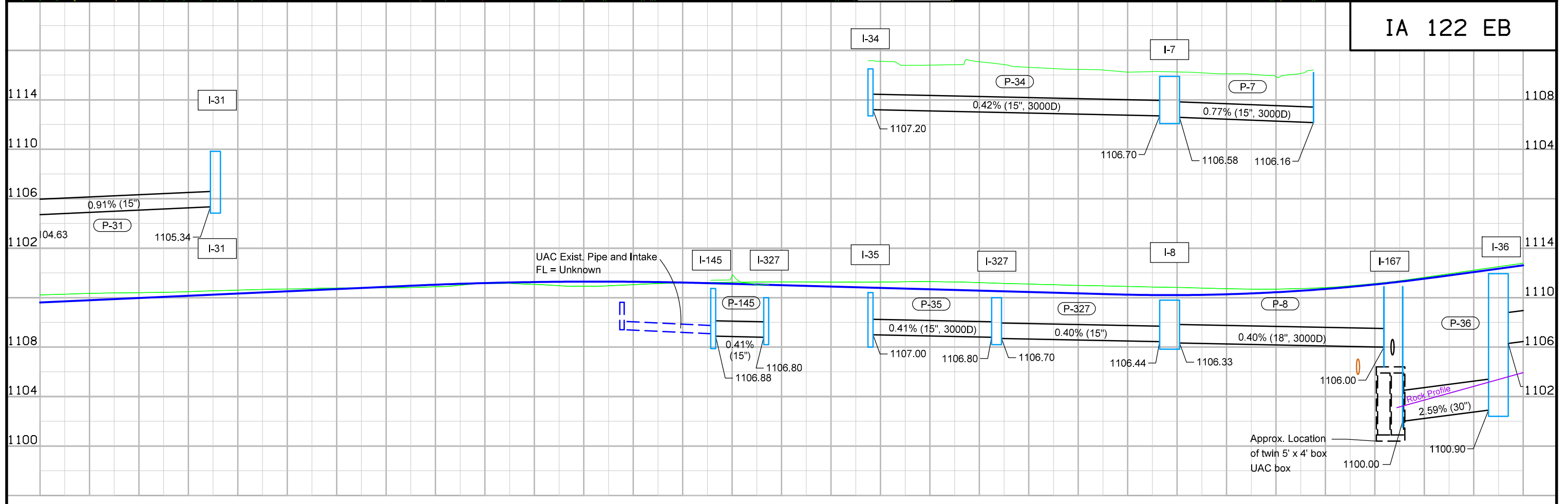
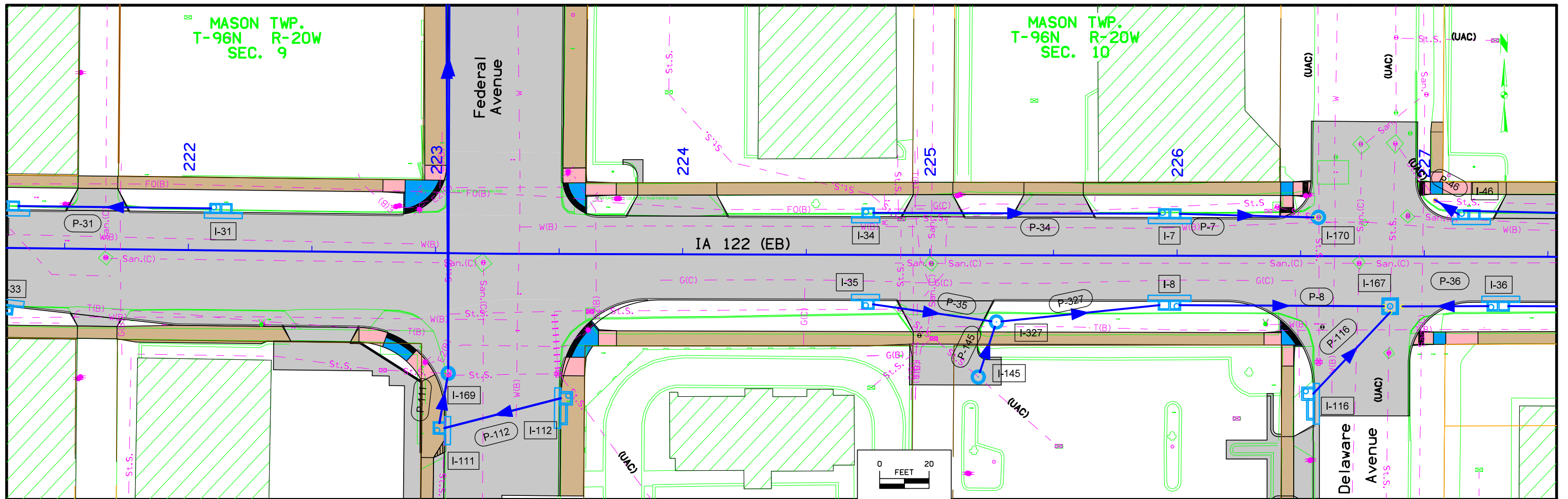


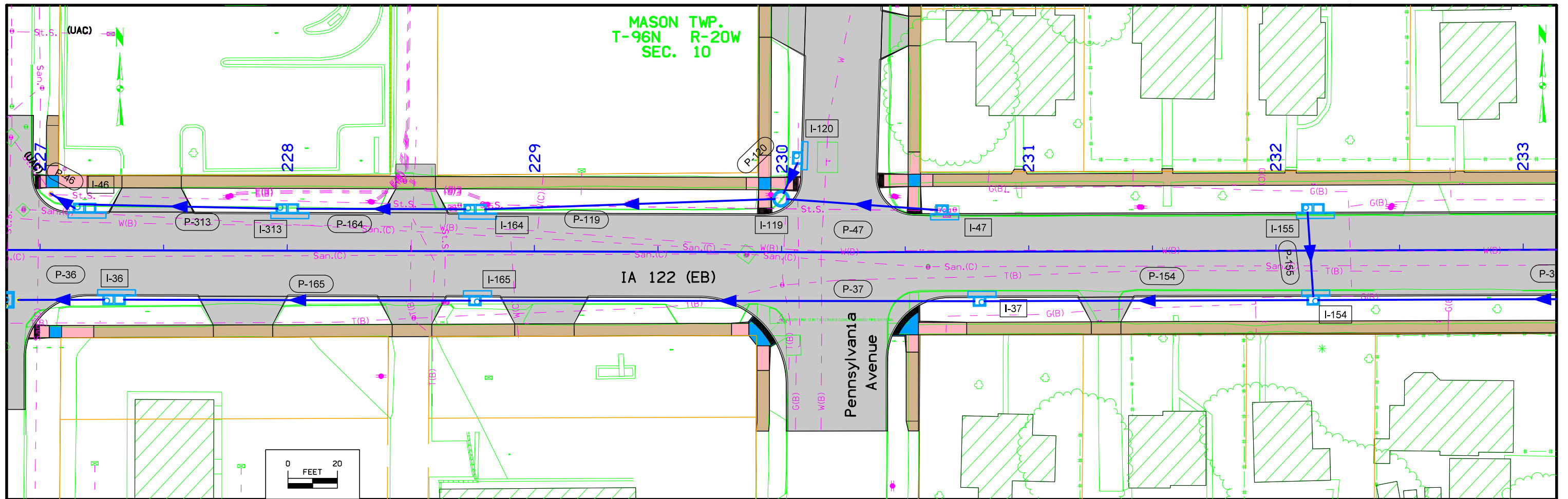


IA 122 EB



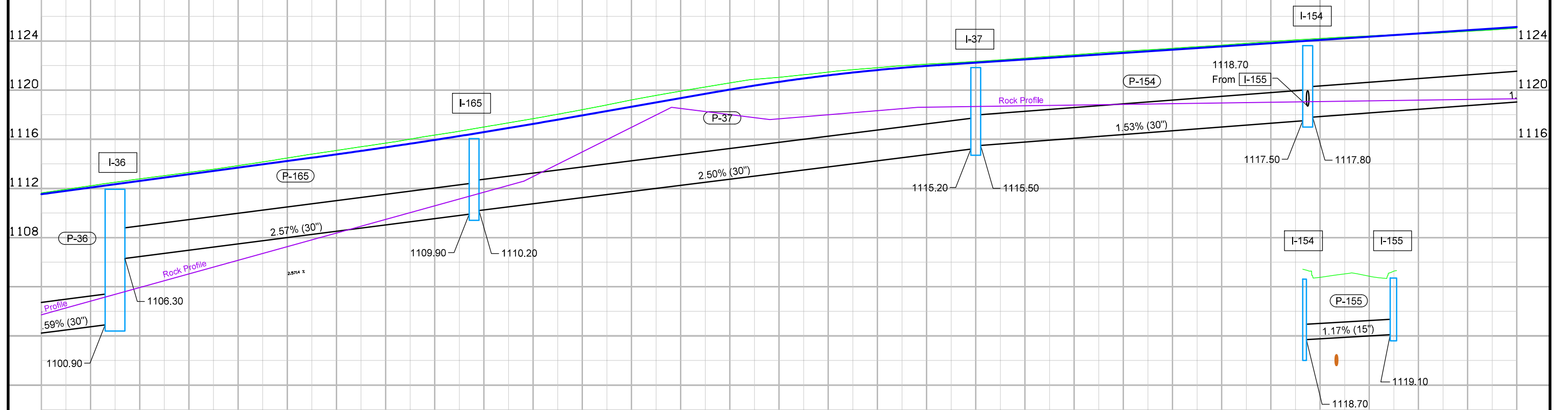
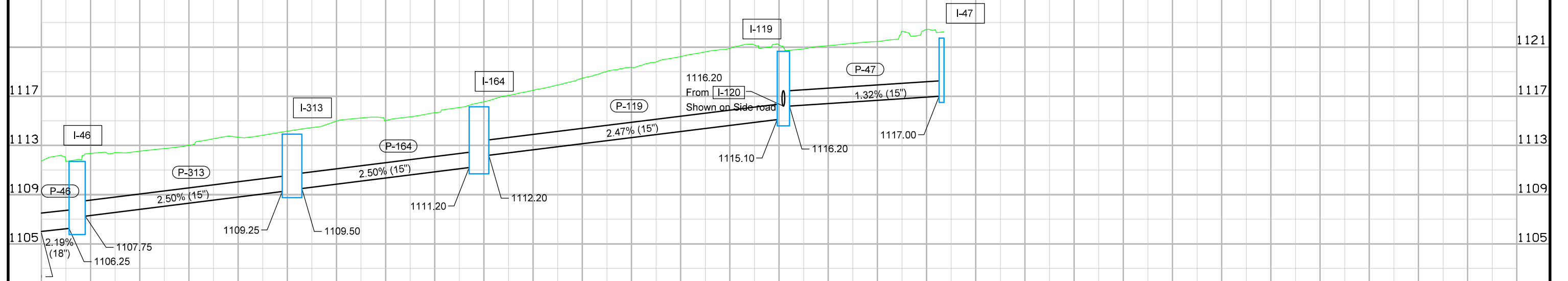


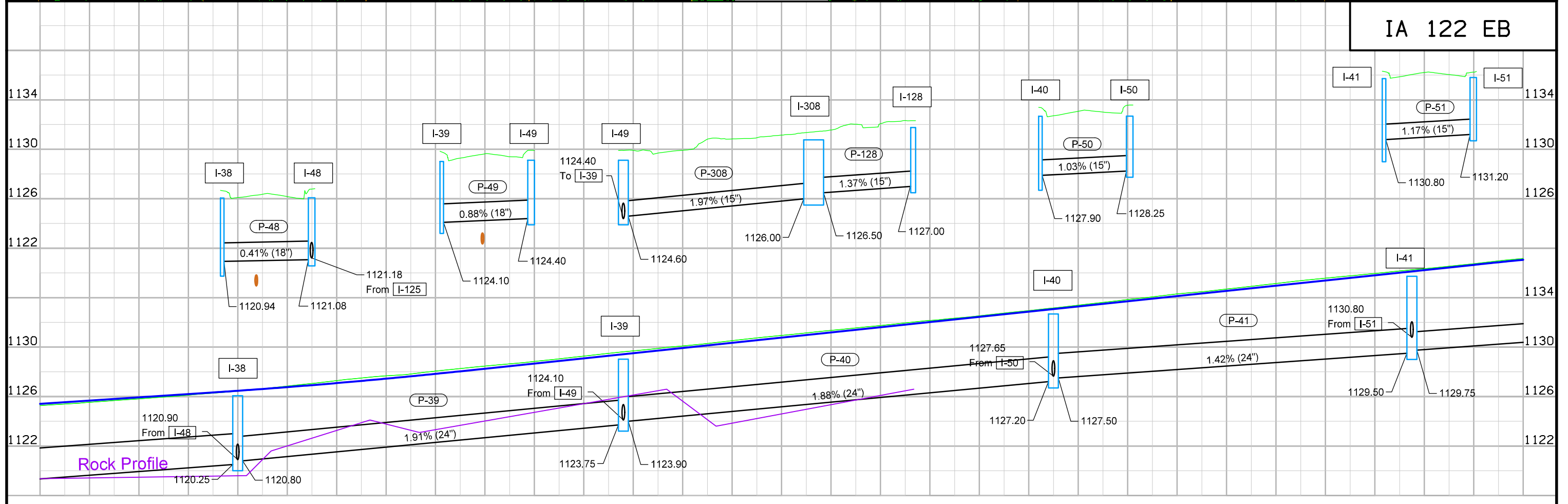
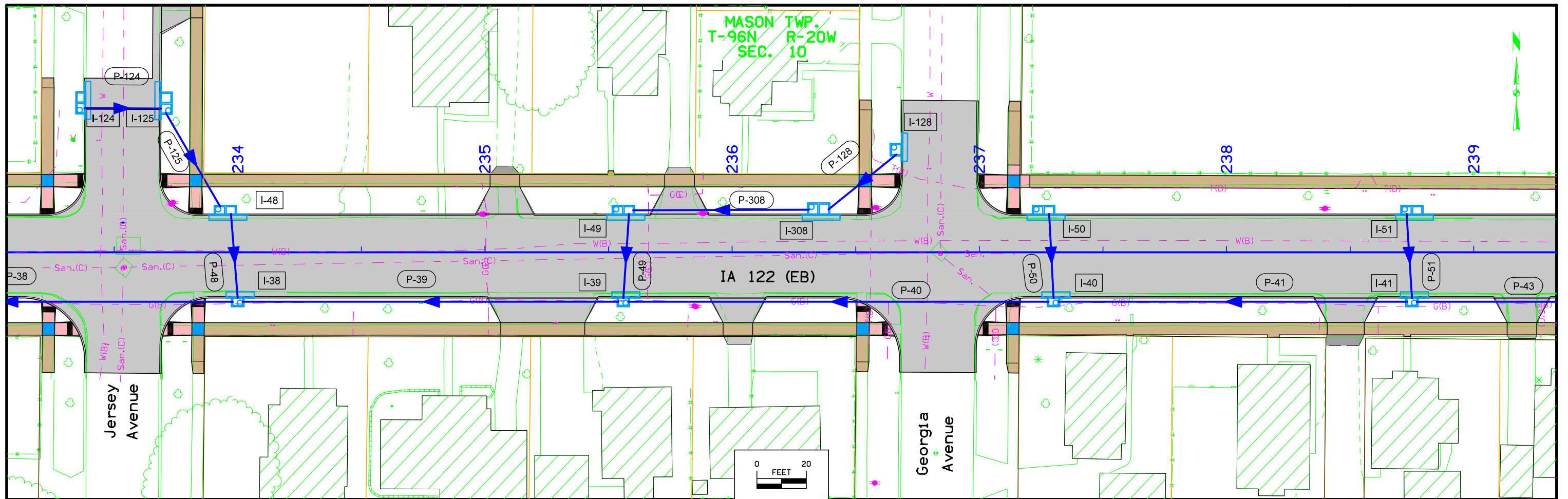


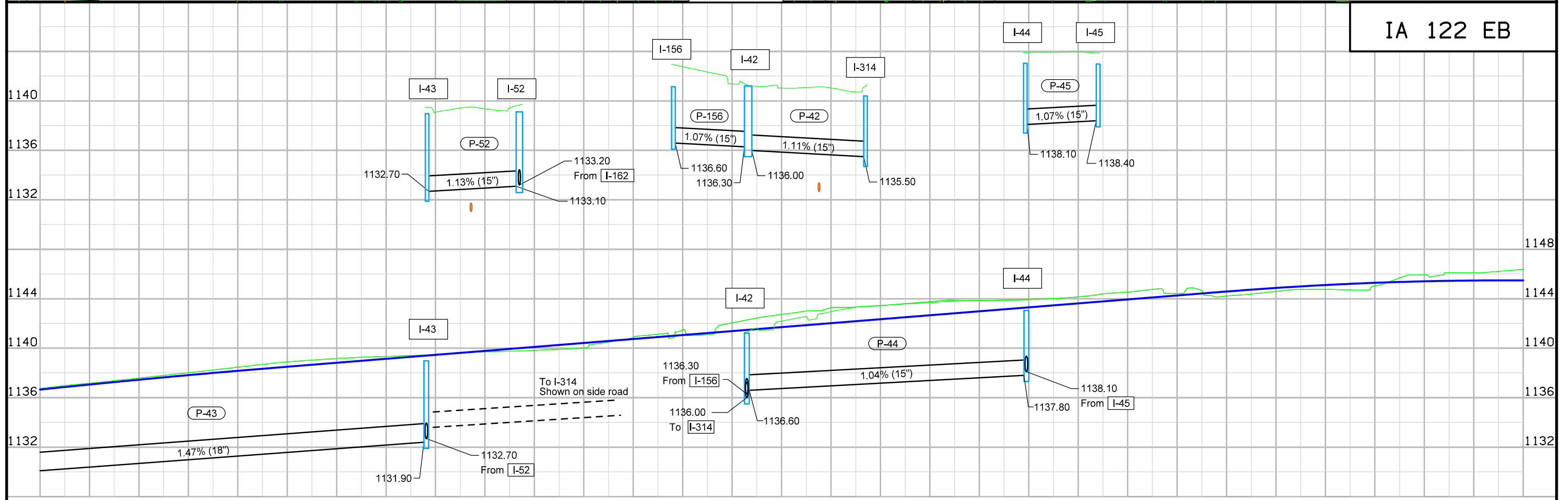
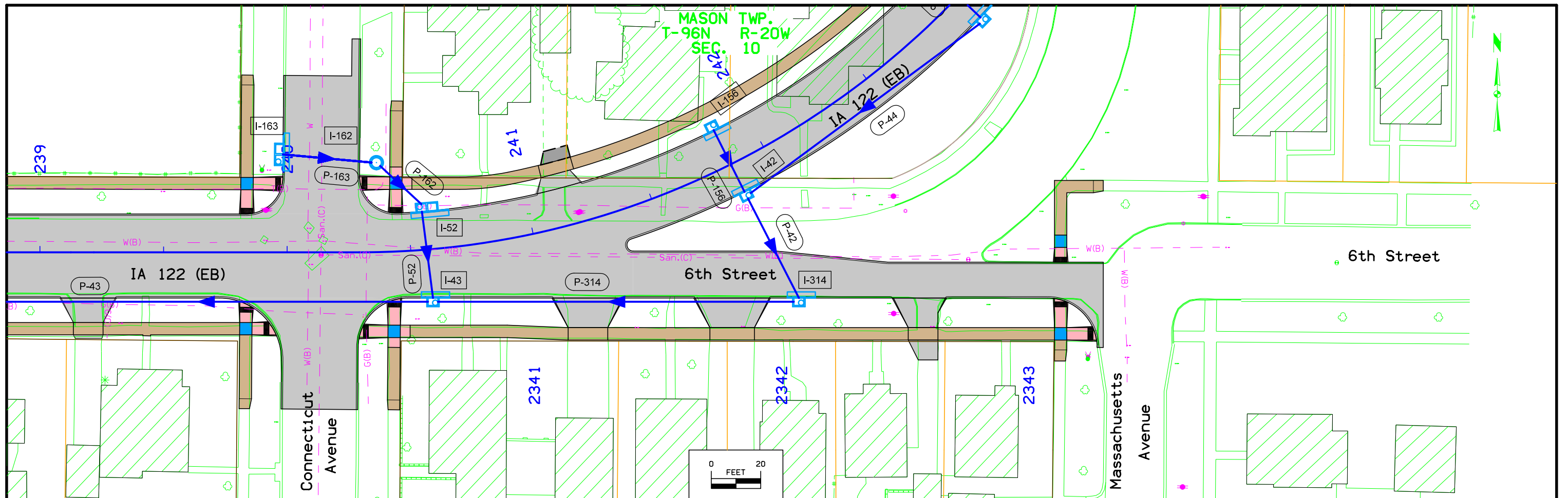


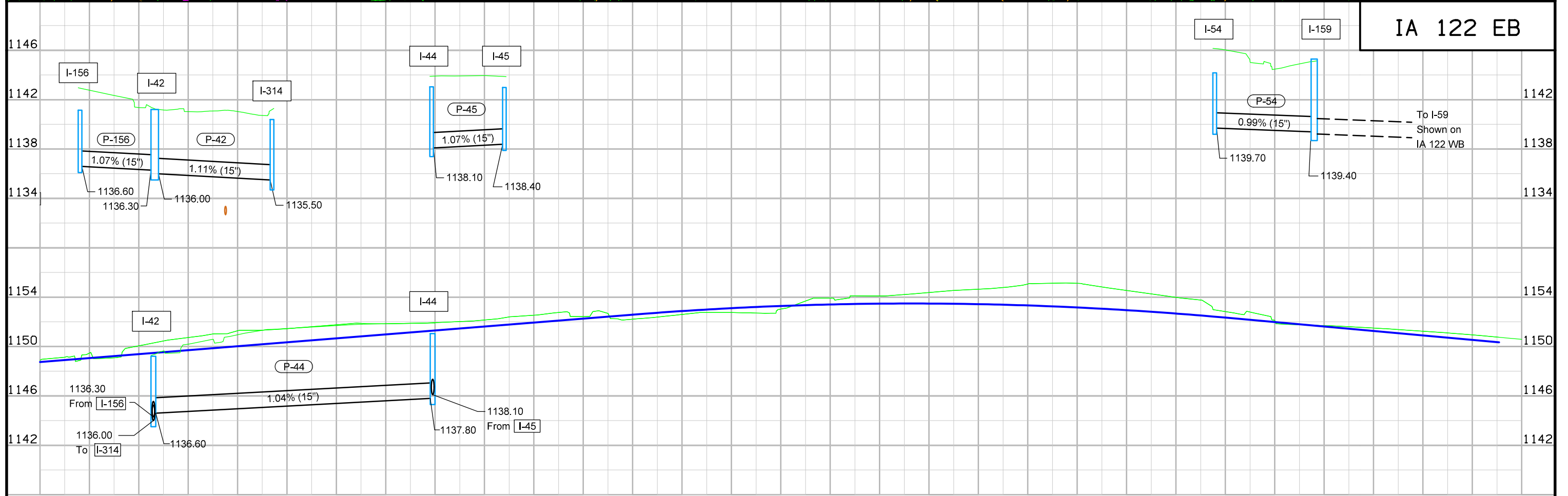
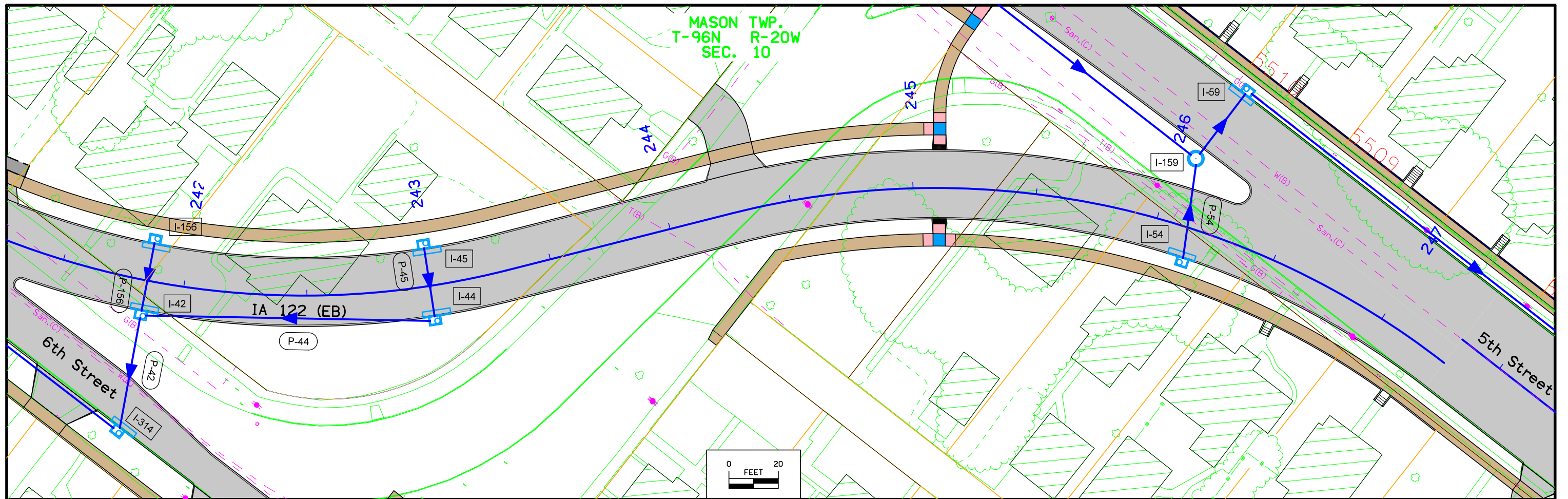
IA 122 EB

Profile on M.9

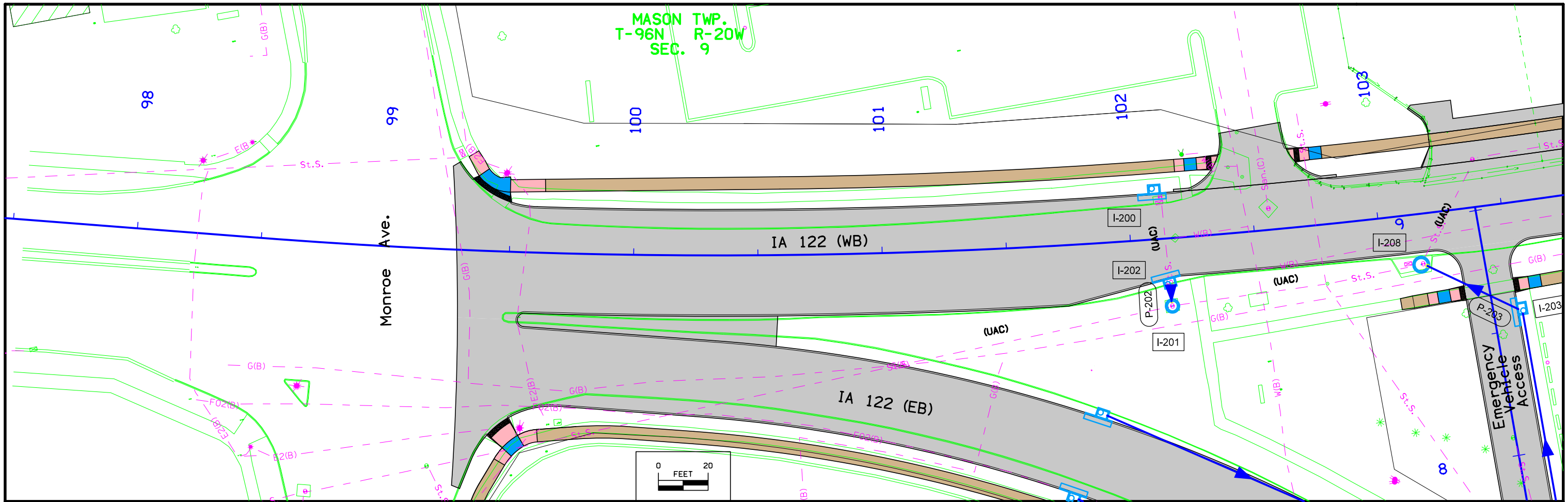




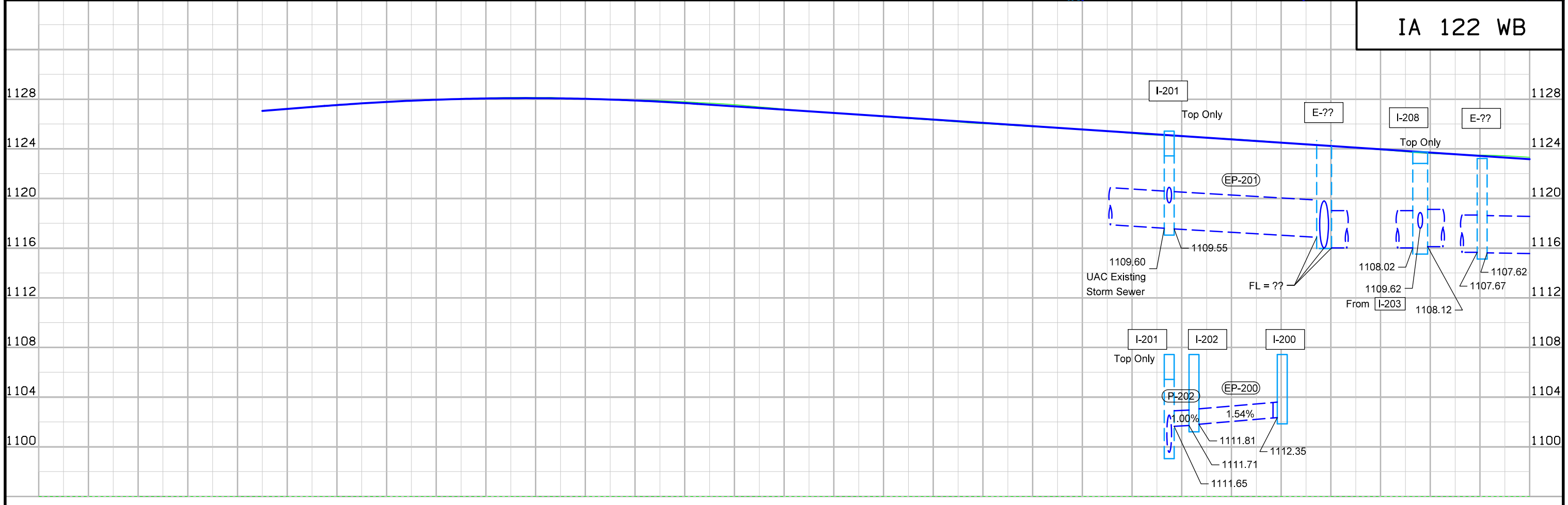


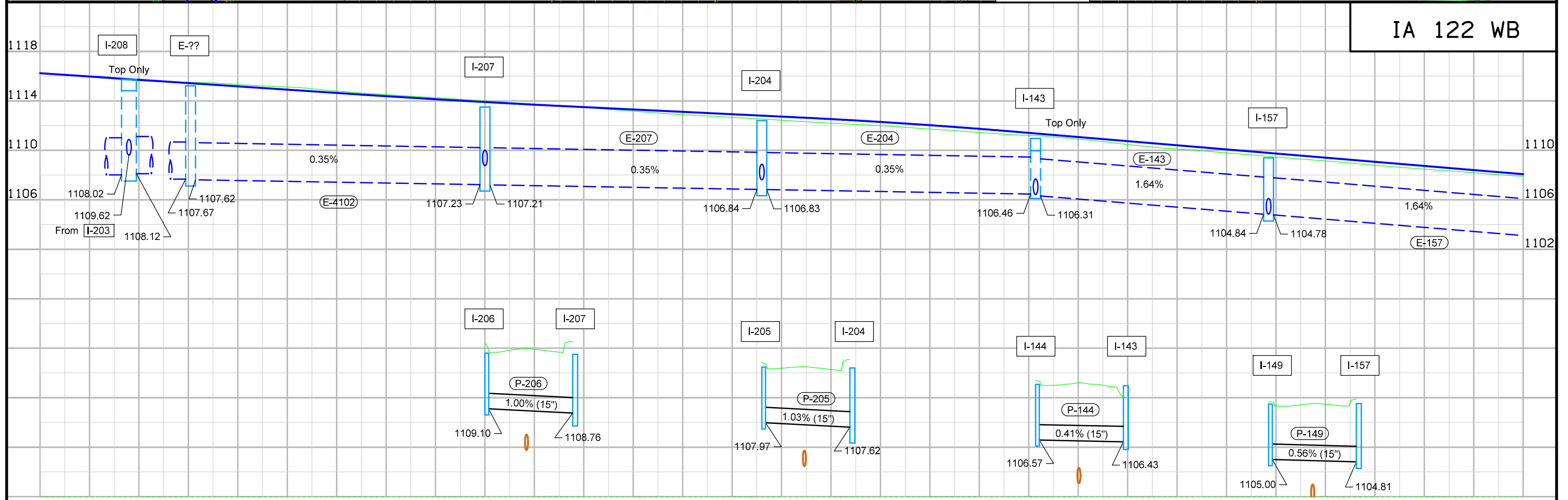
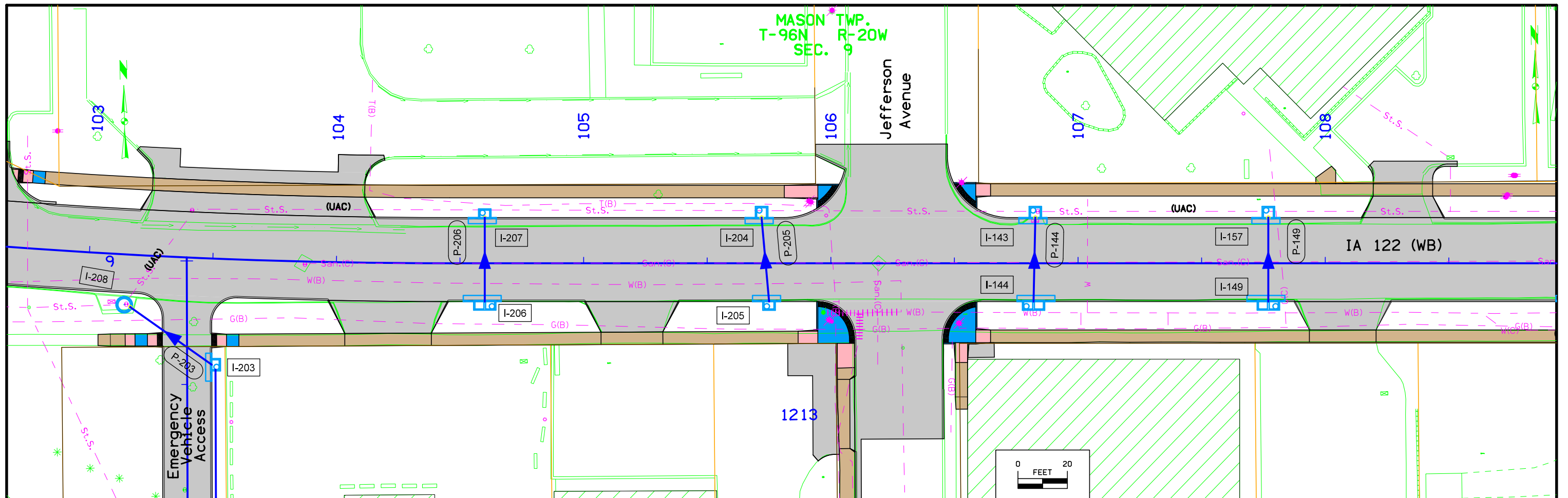


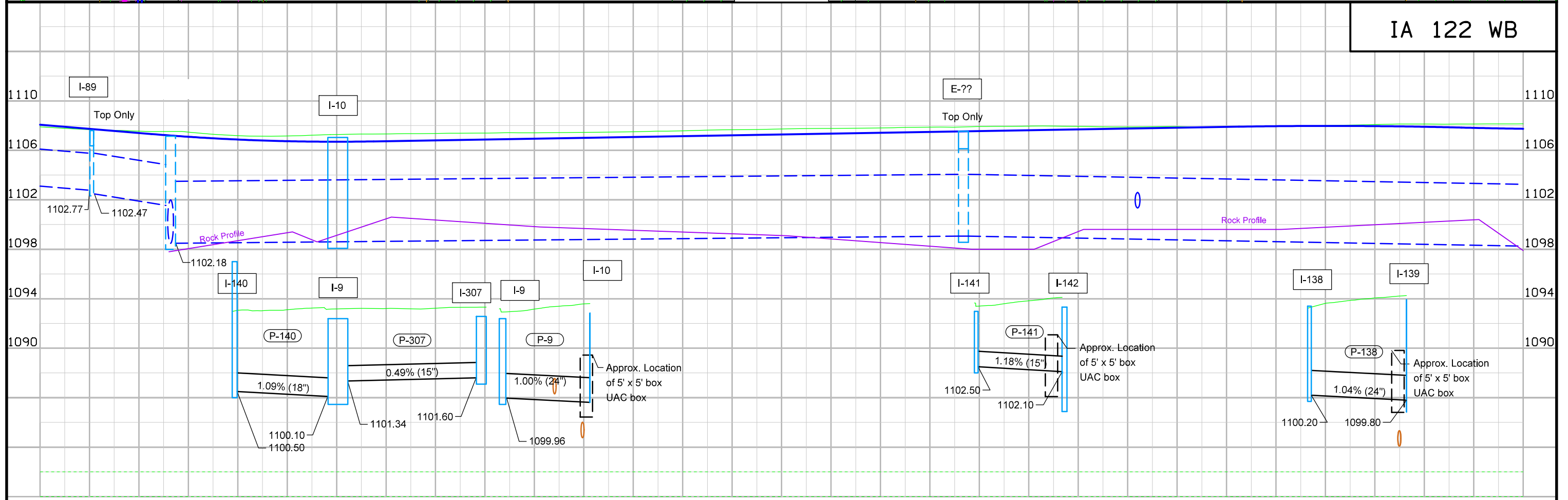
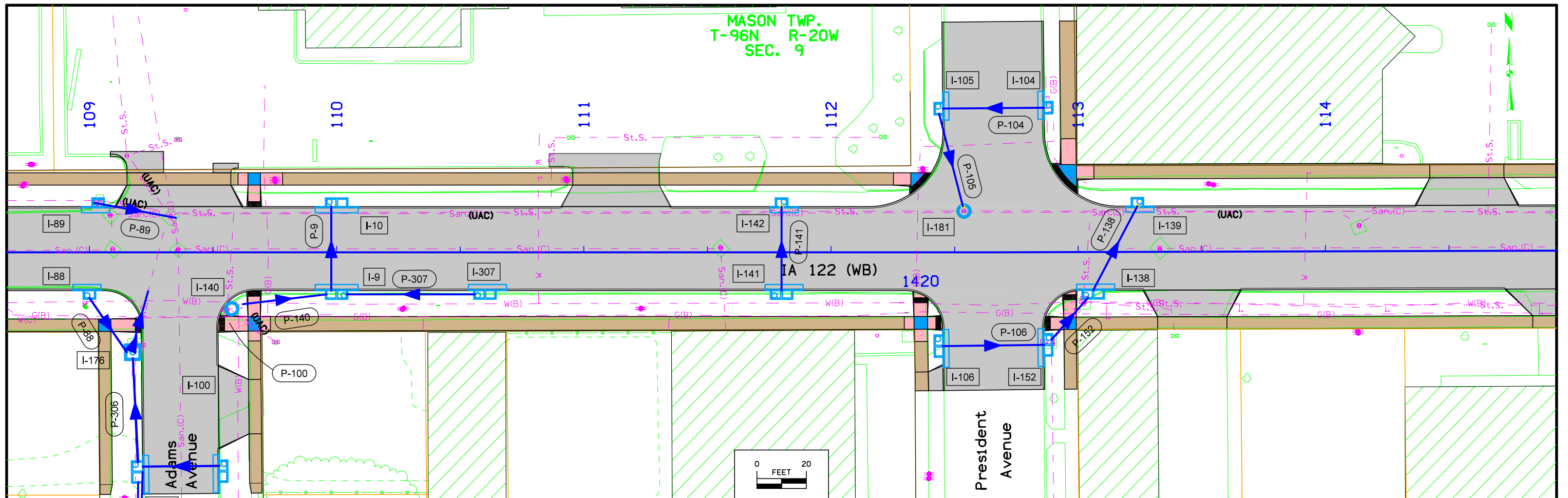
MASON TWP.
T-96N R-20W
SEC. 9

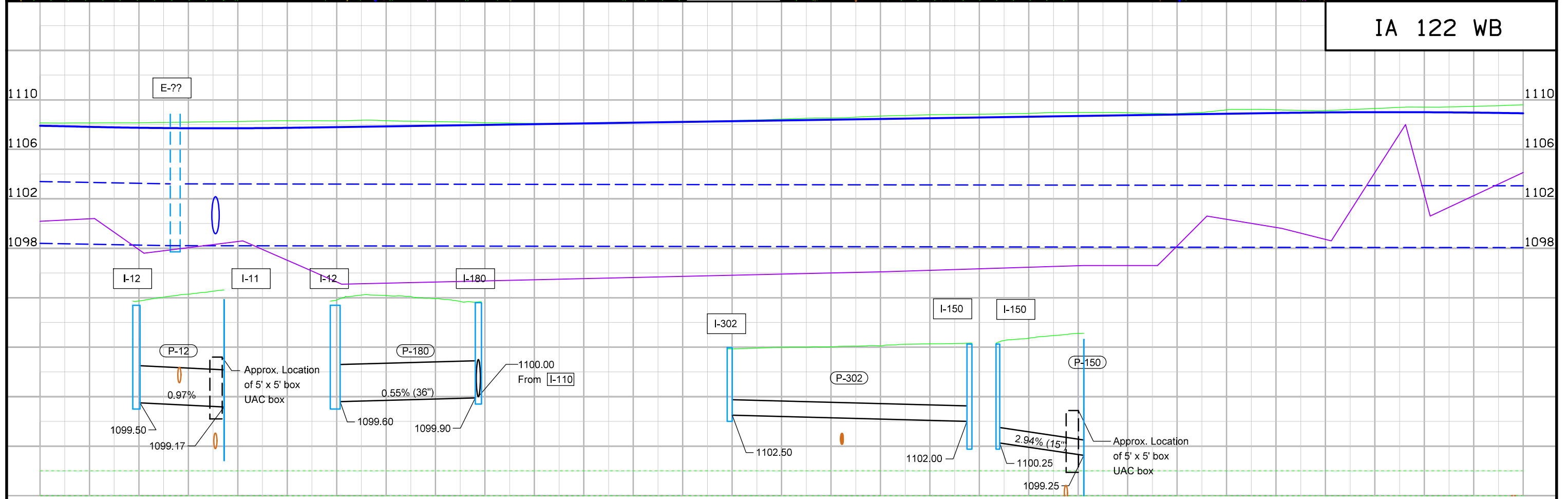
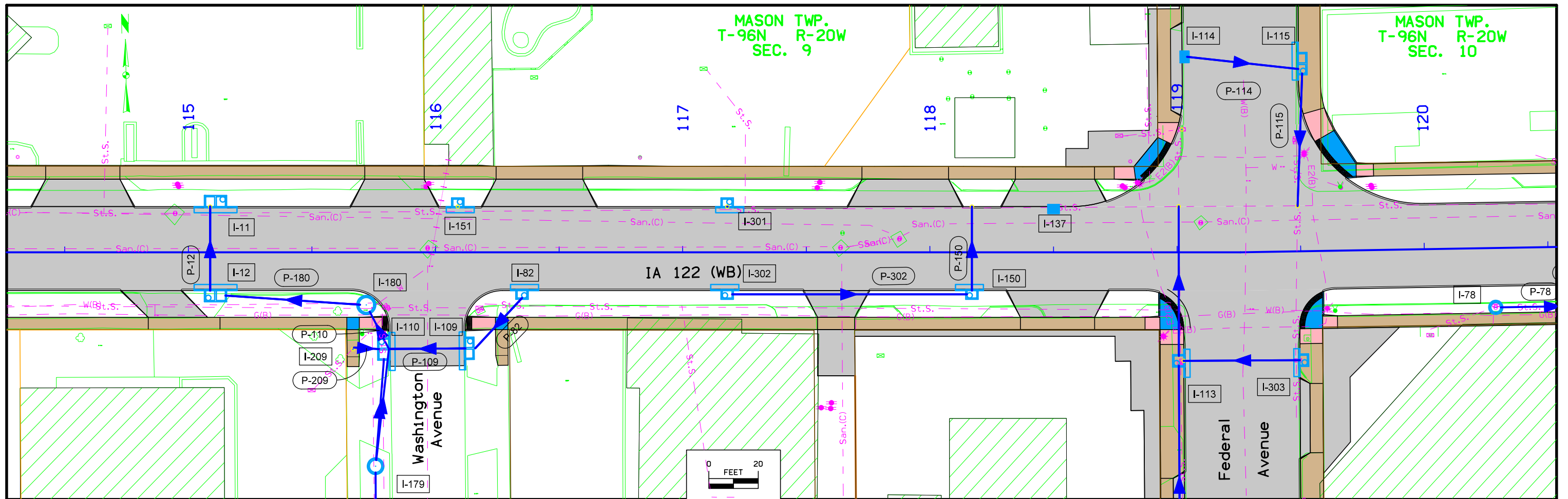


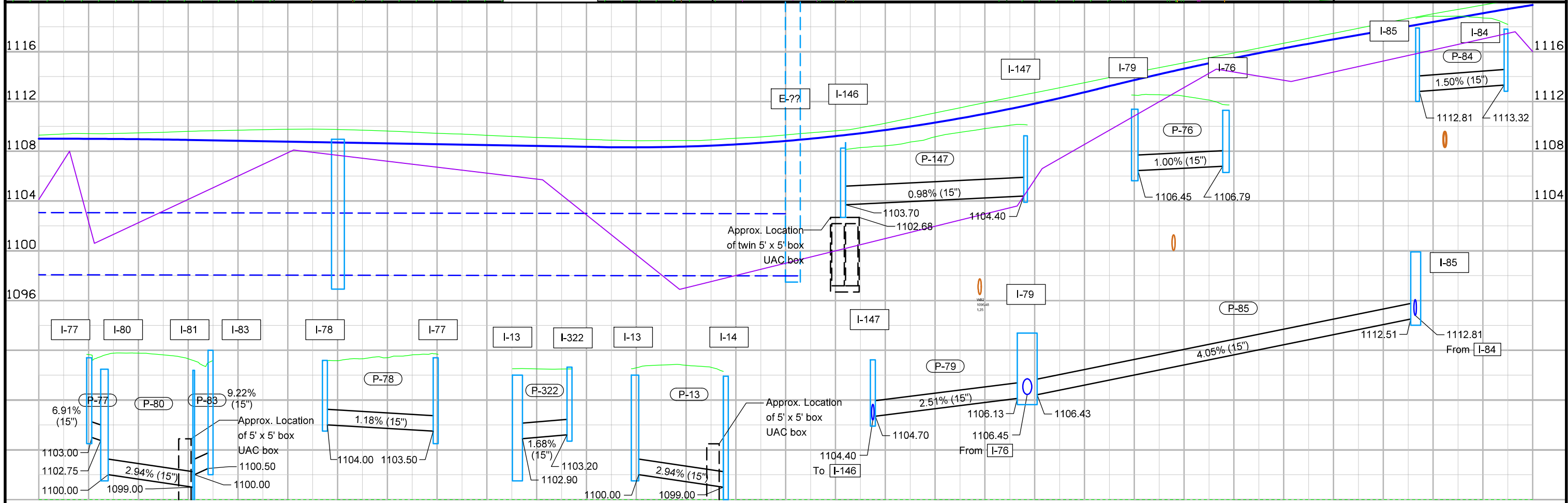
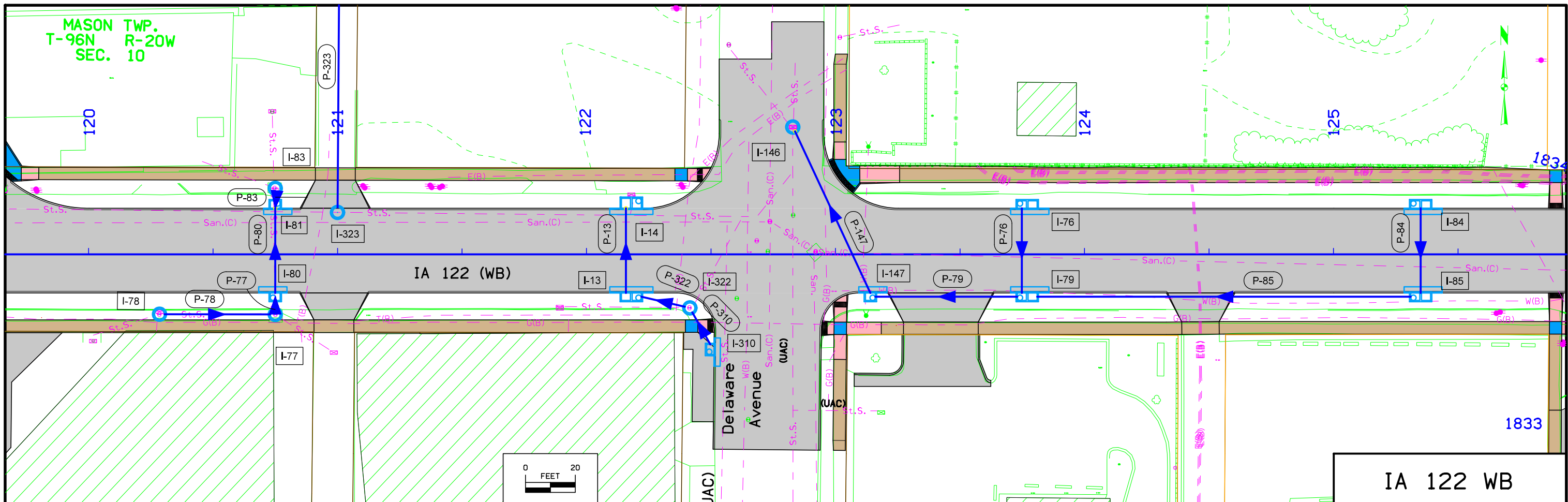
IA 122 WB

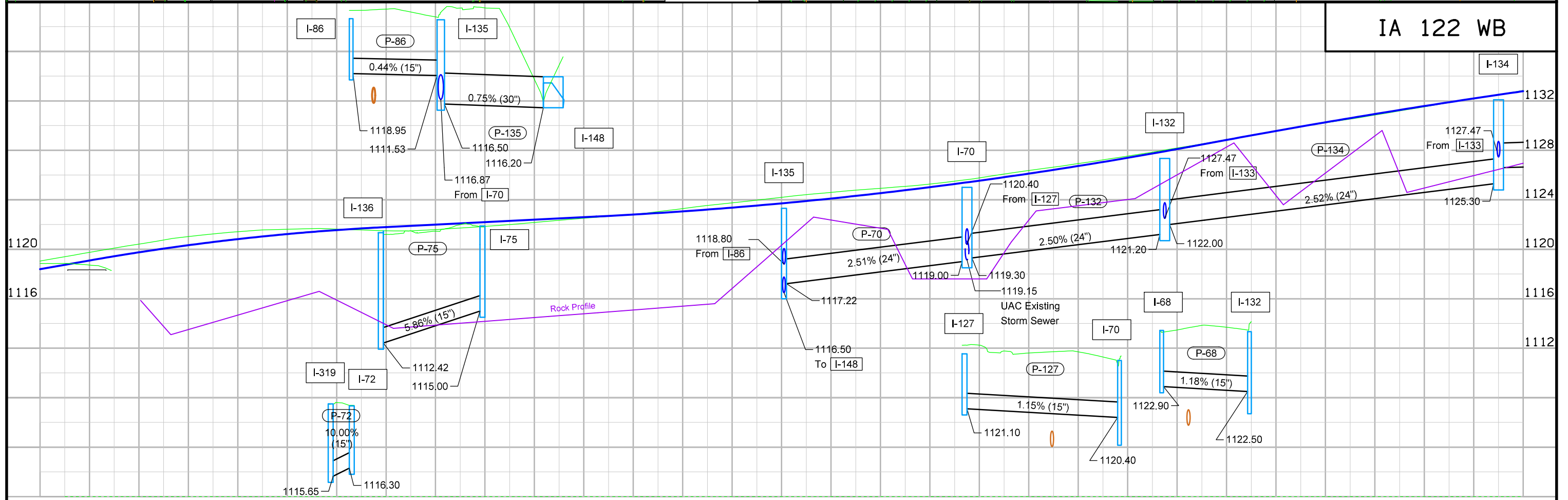
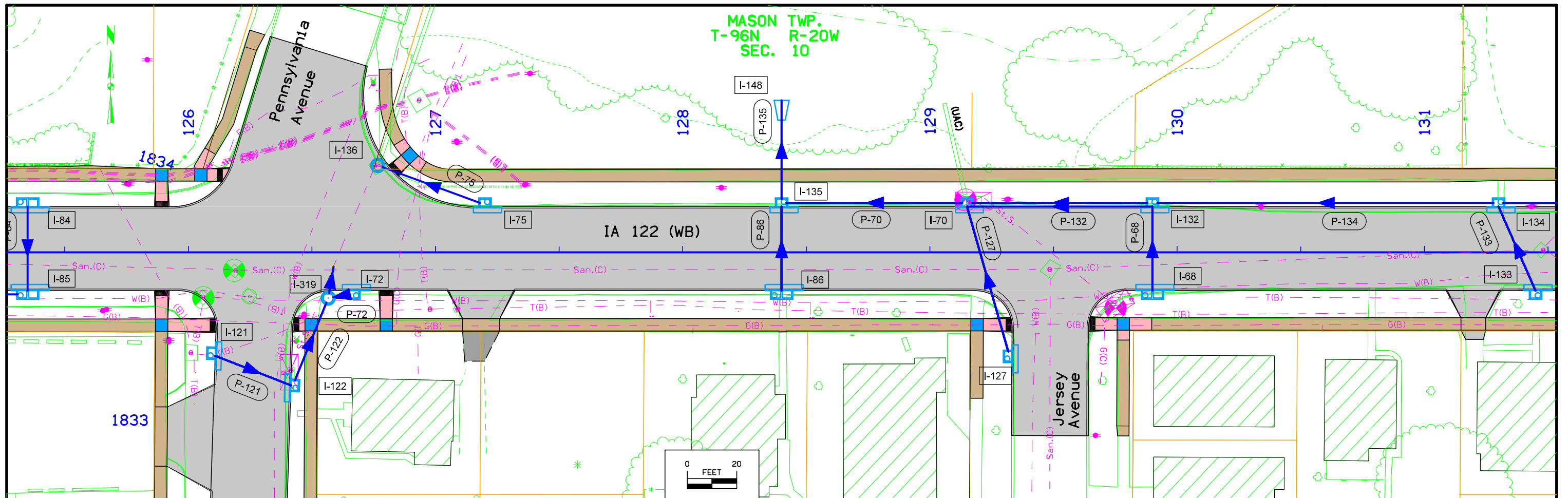


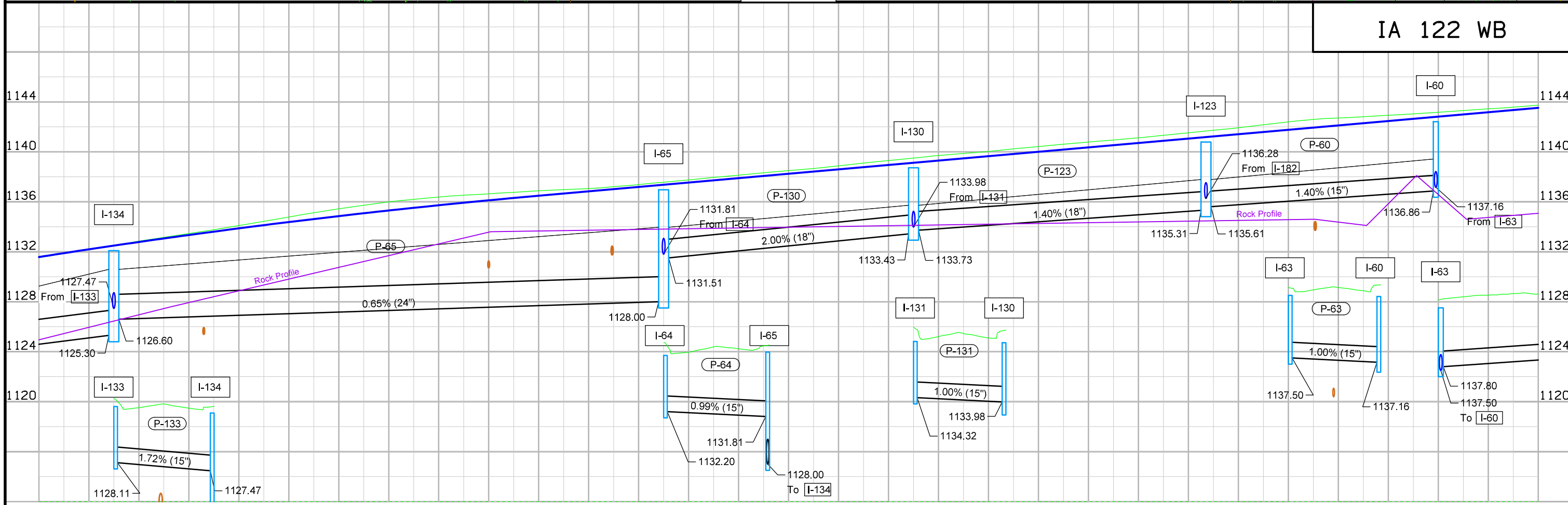
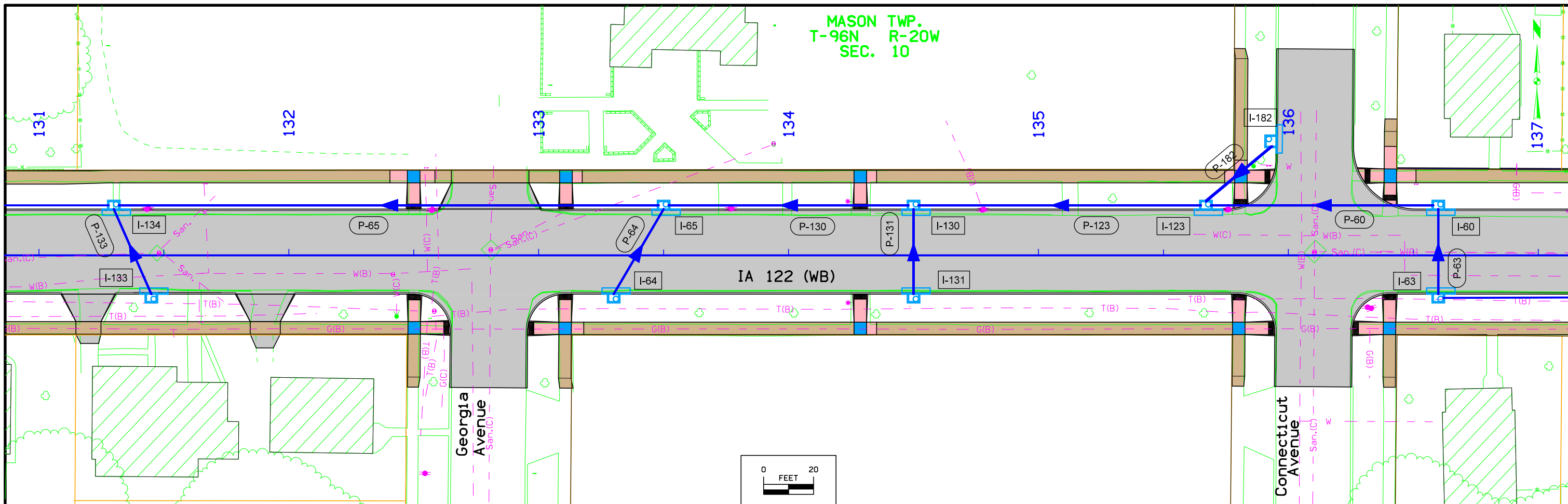


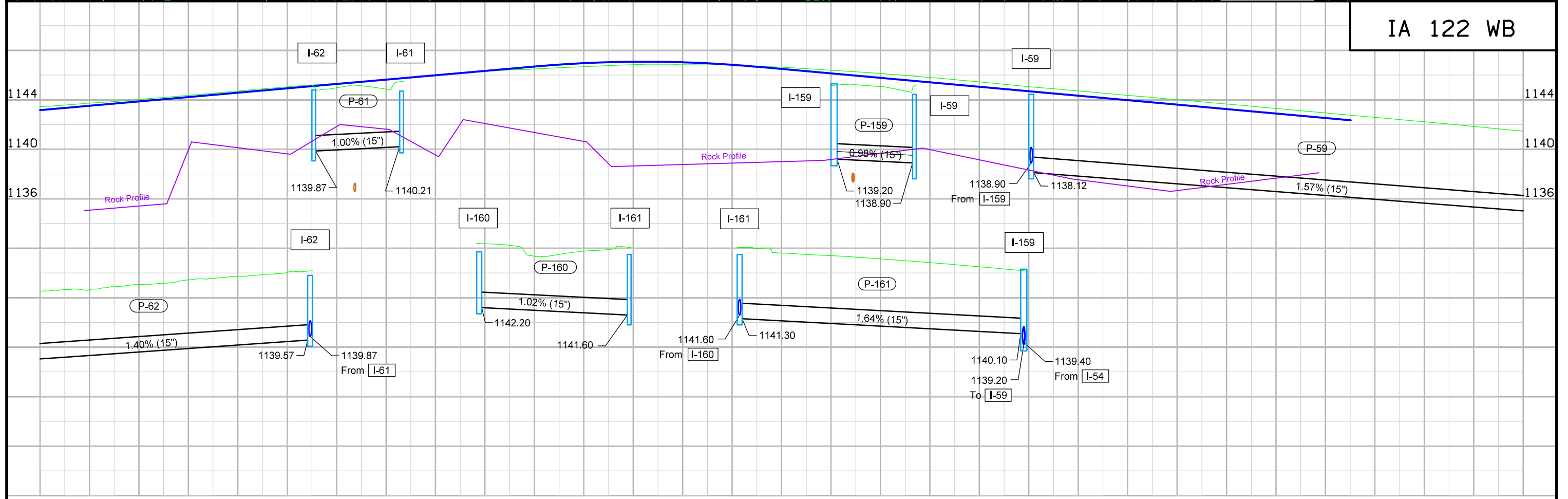
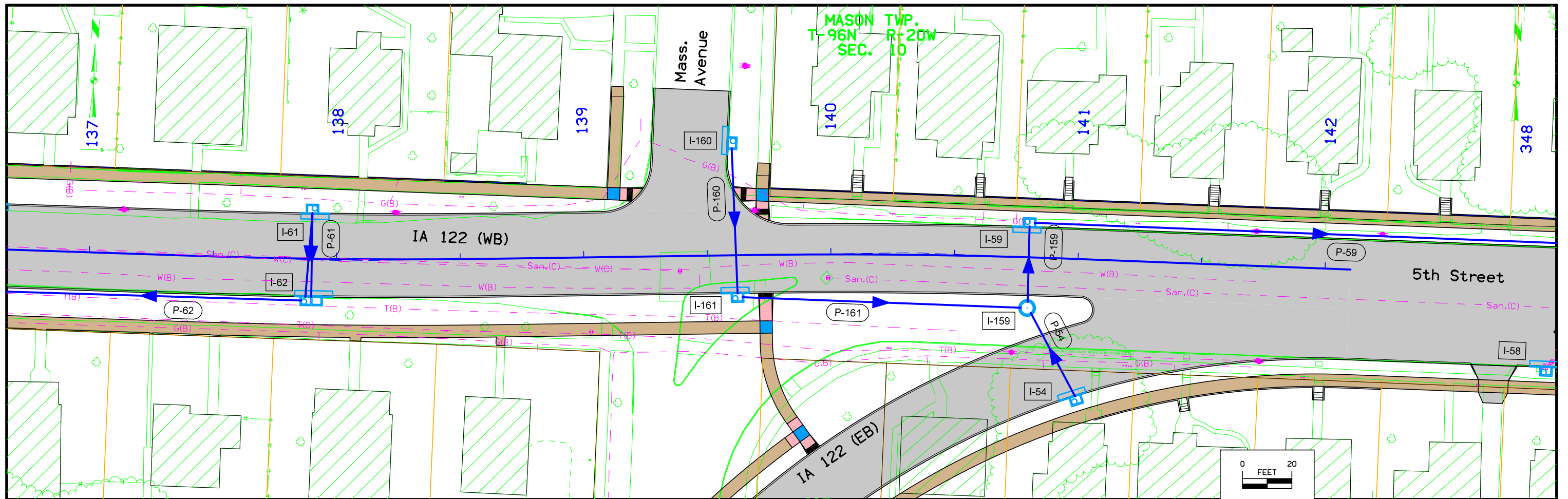


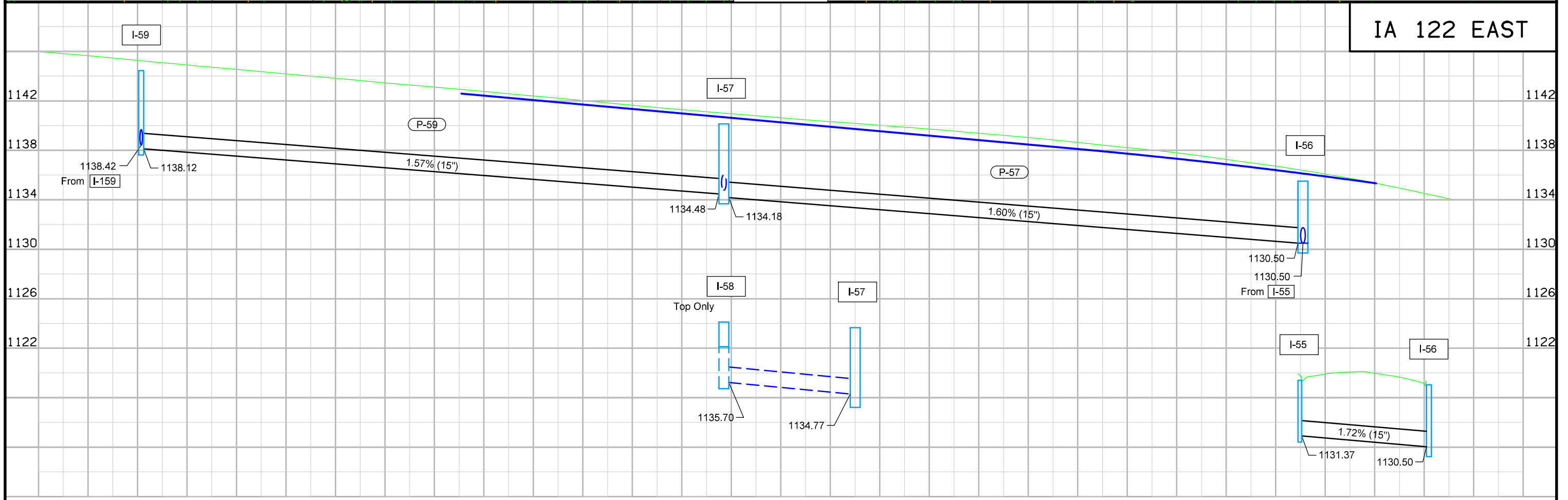
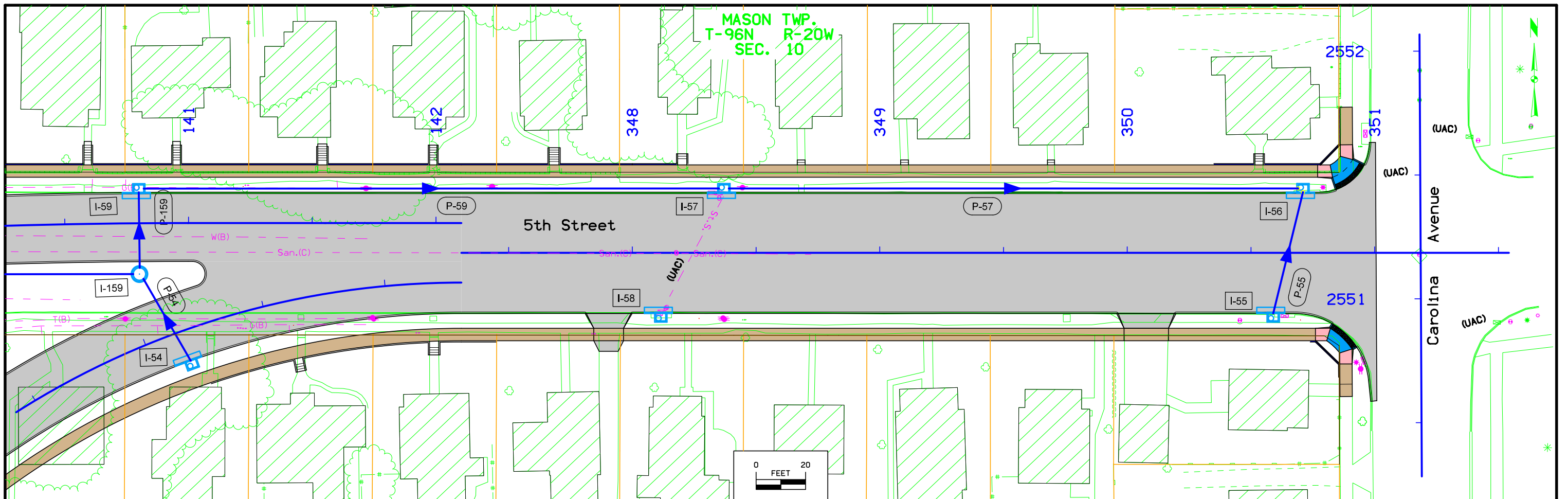




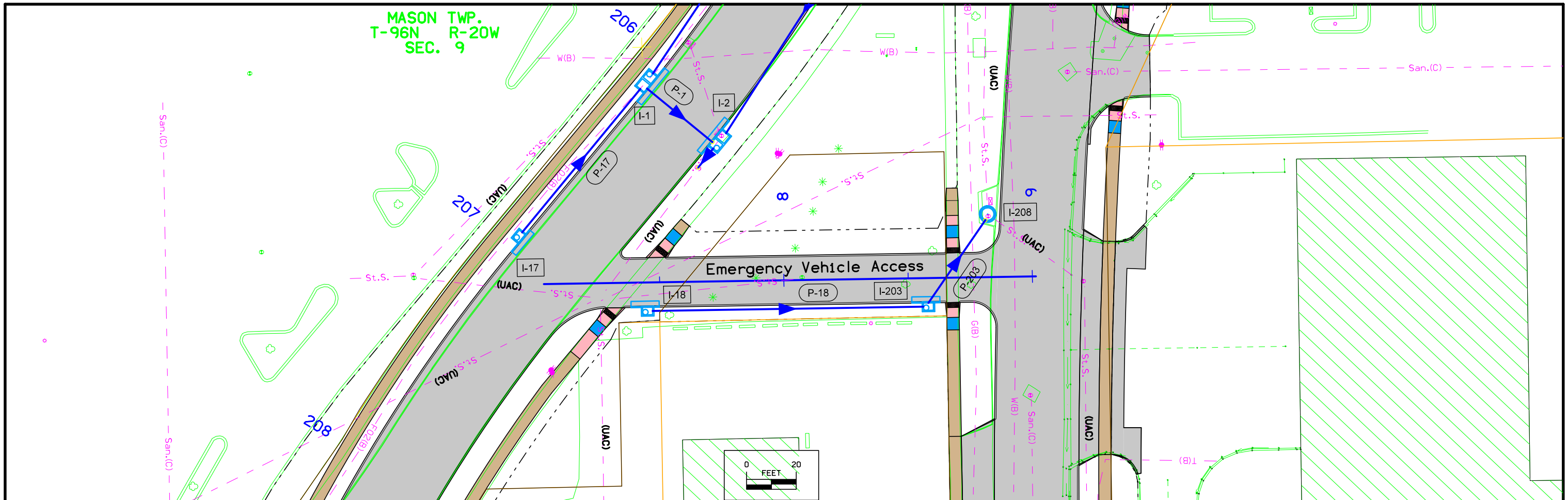




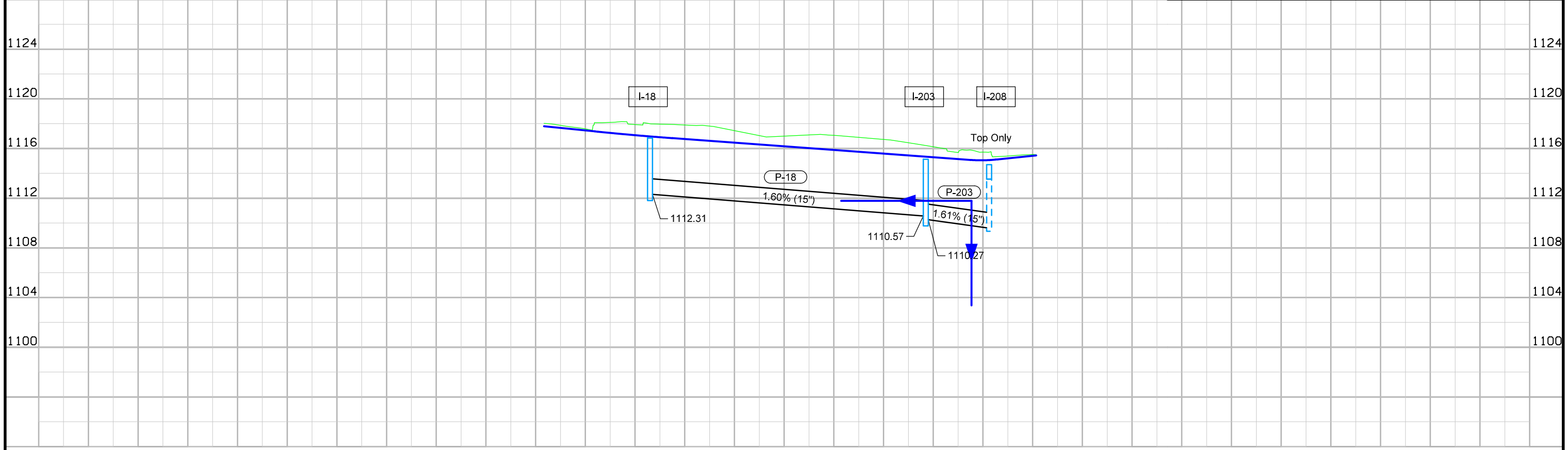


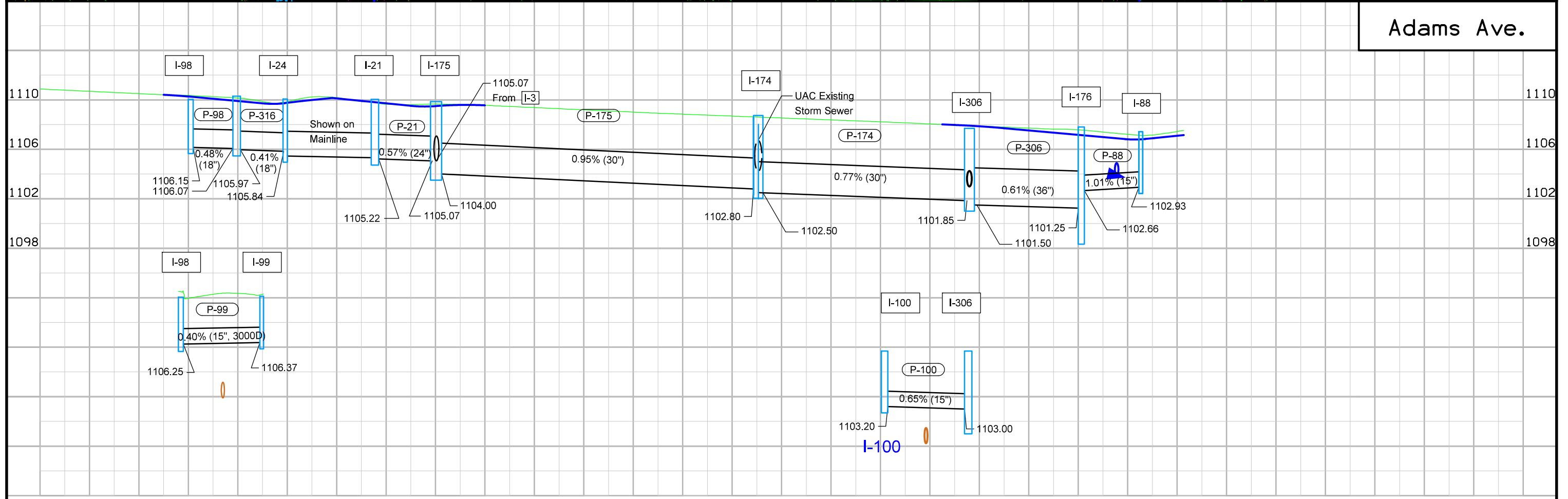
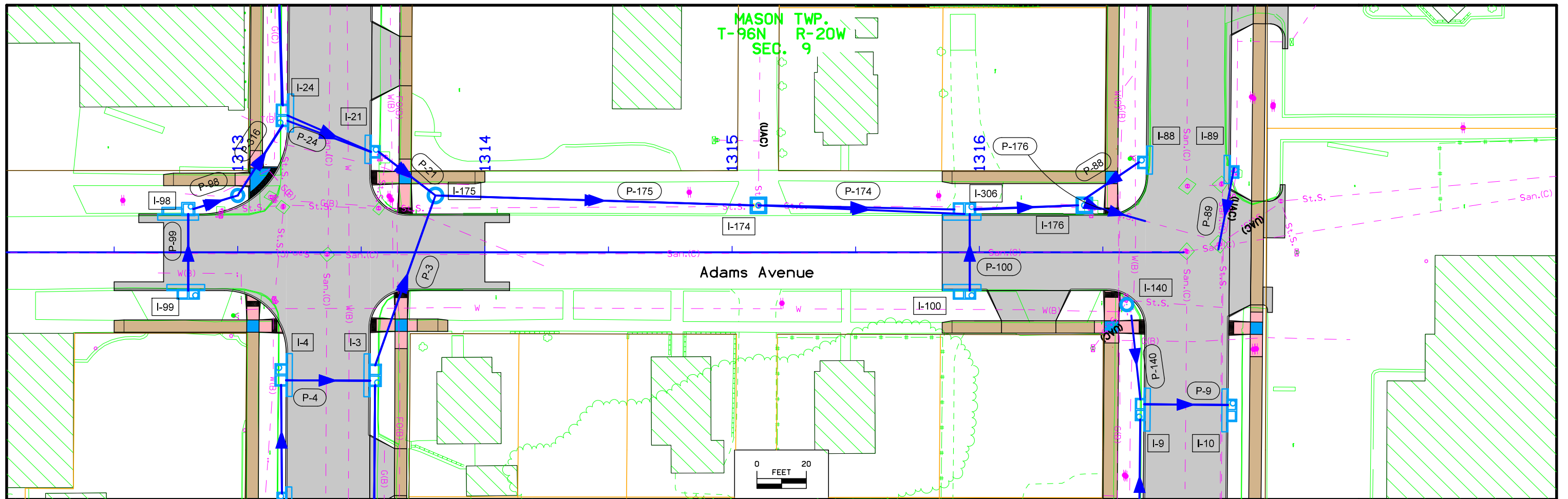


IA 122 EAST

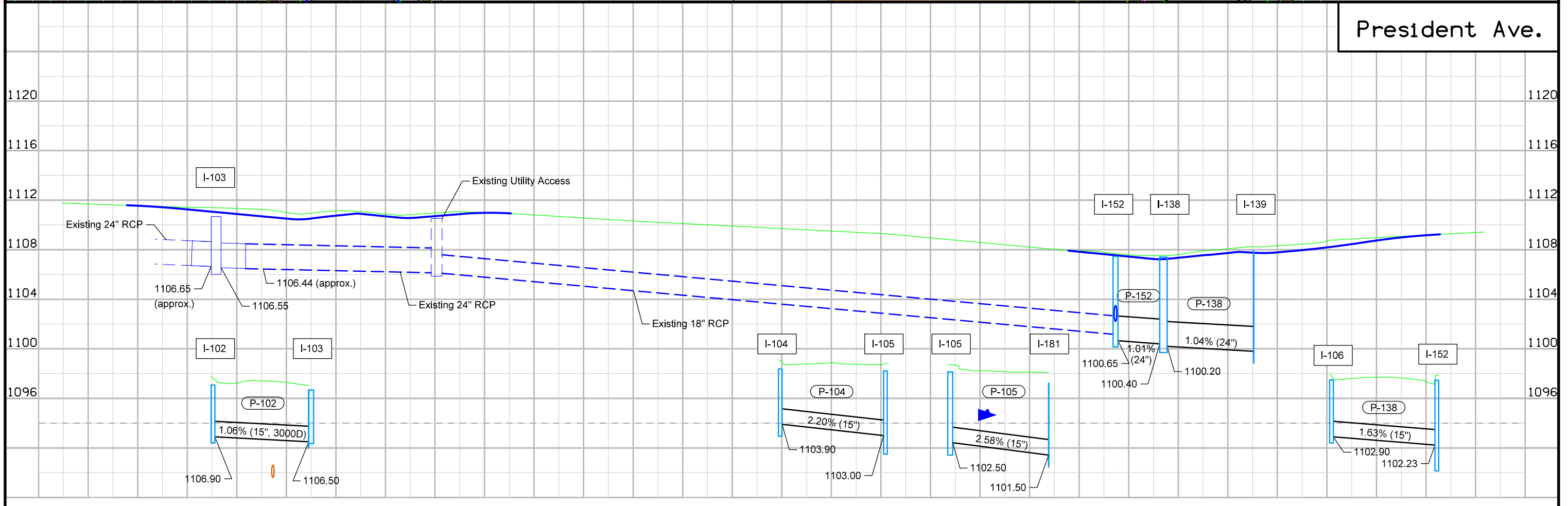
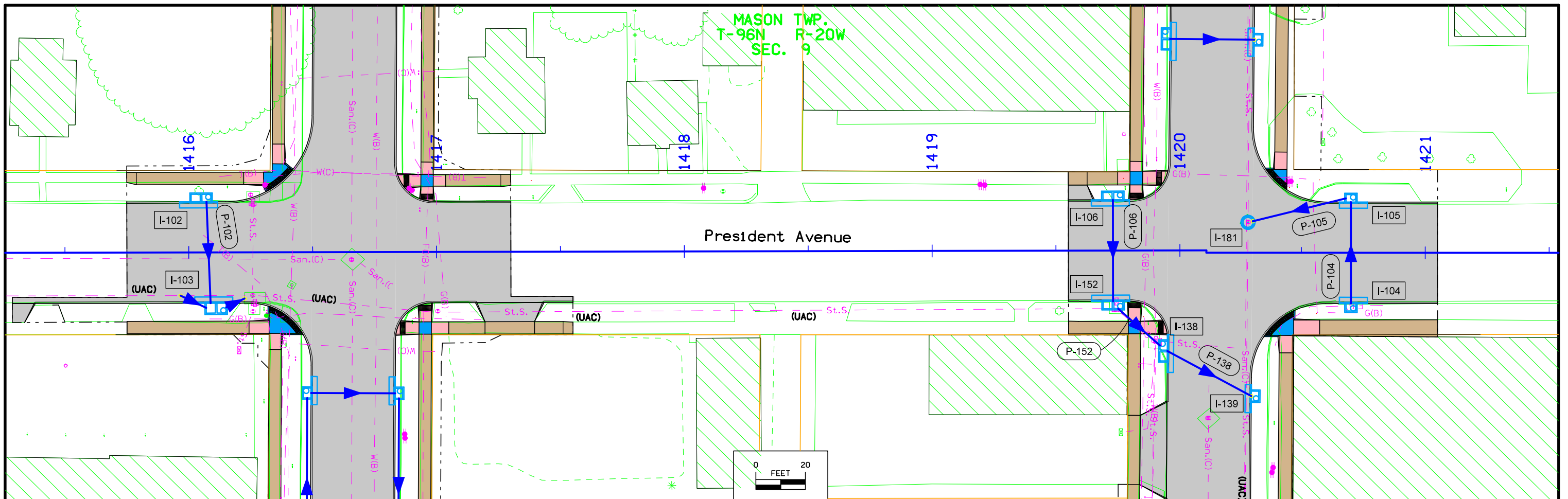


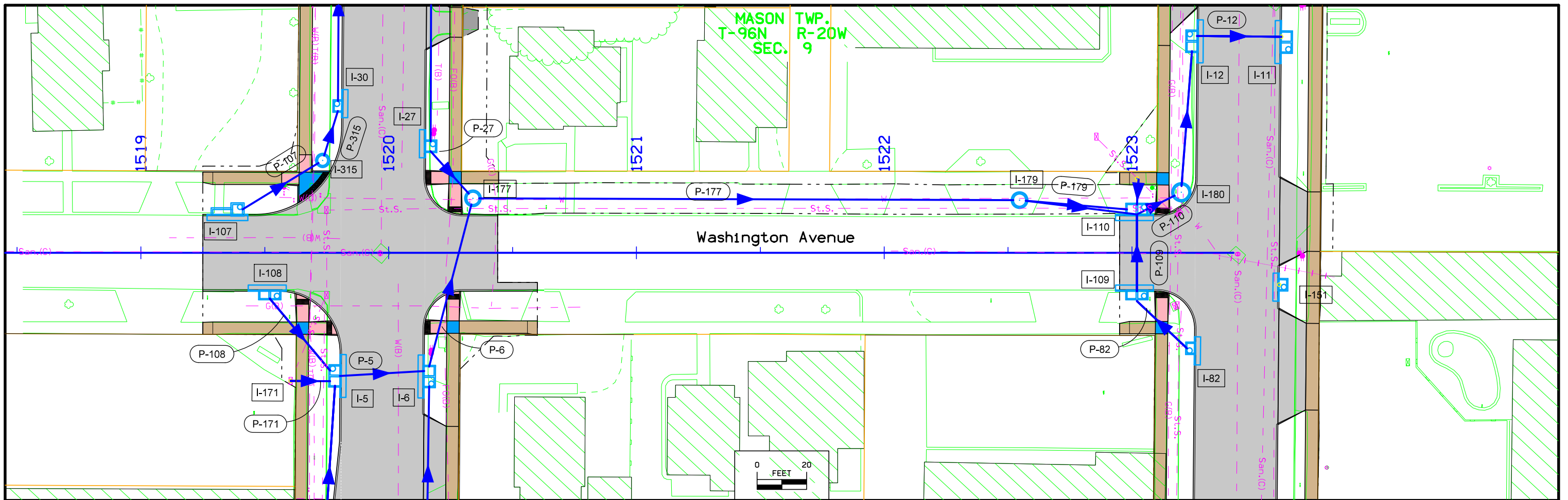
Emergency Vehicle Access



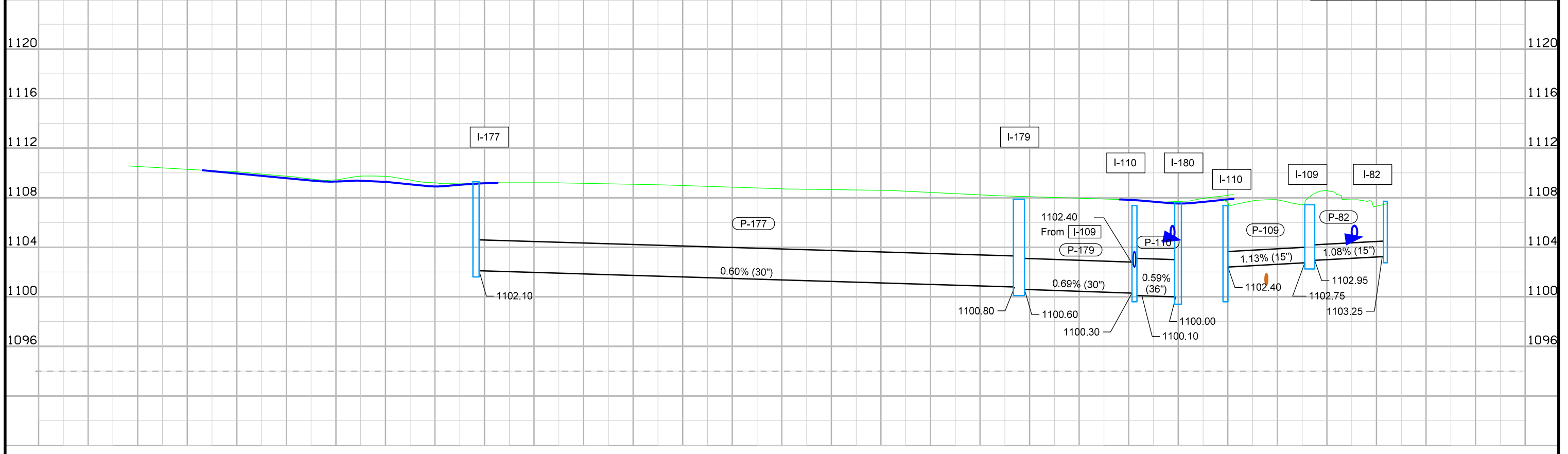


Adams Ave.

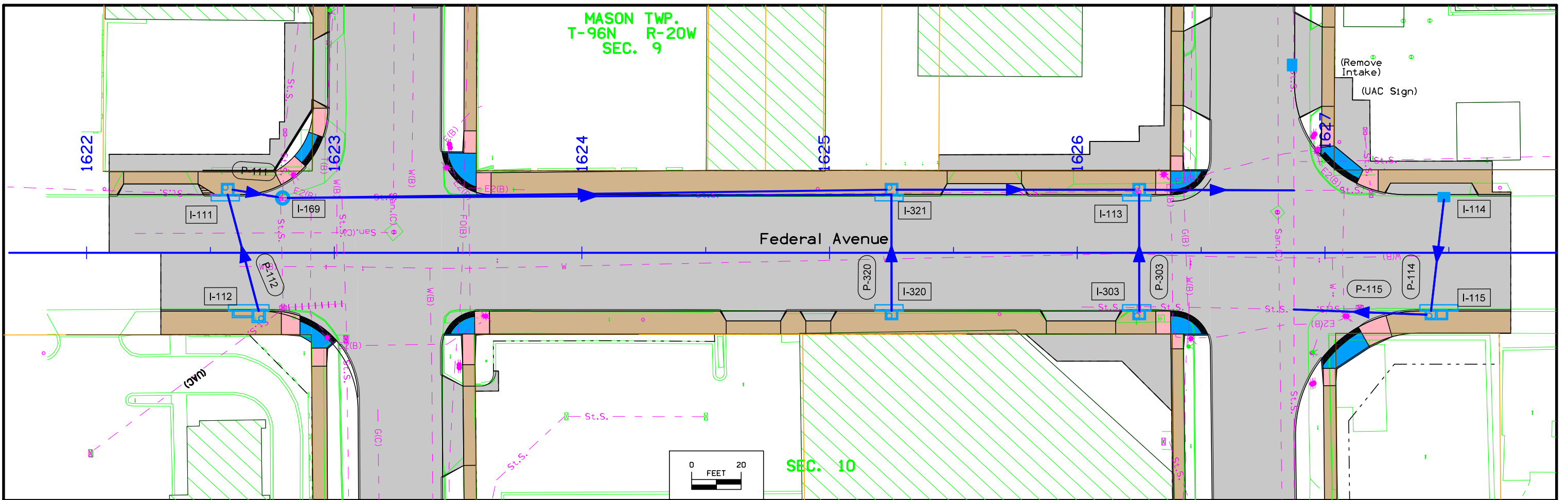




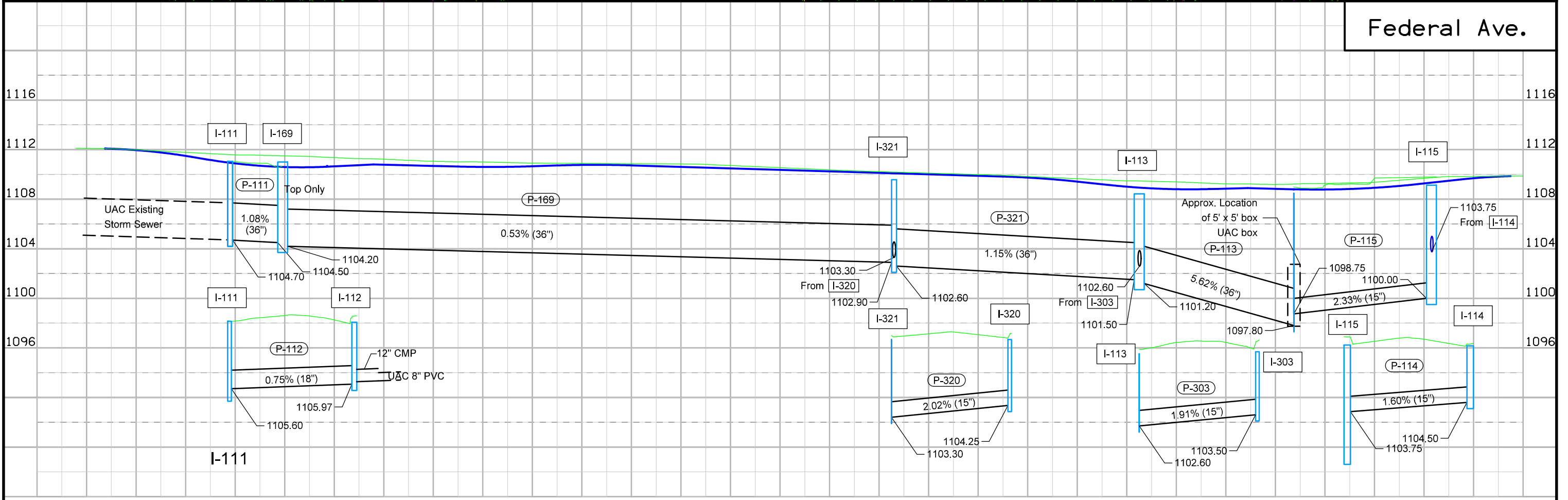
Washington Ave.

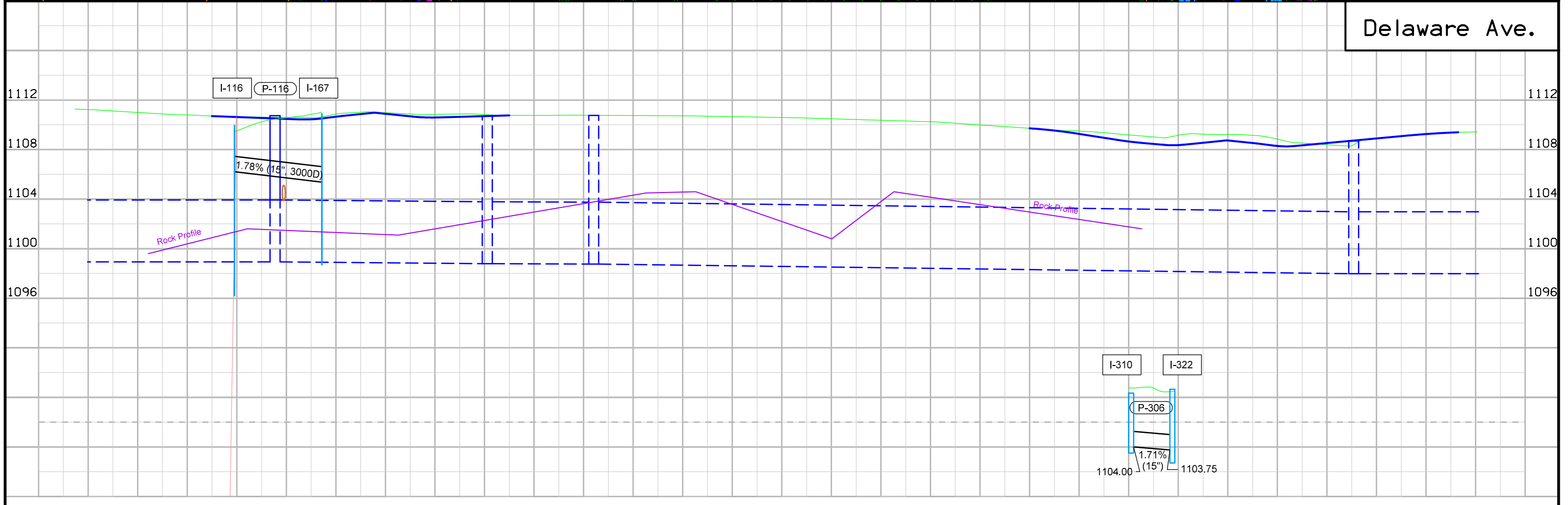
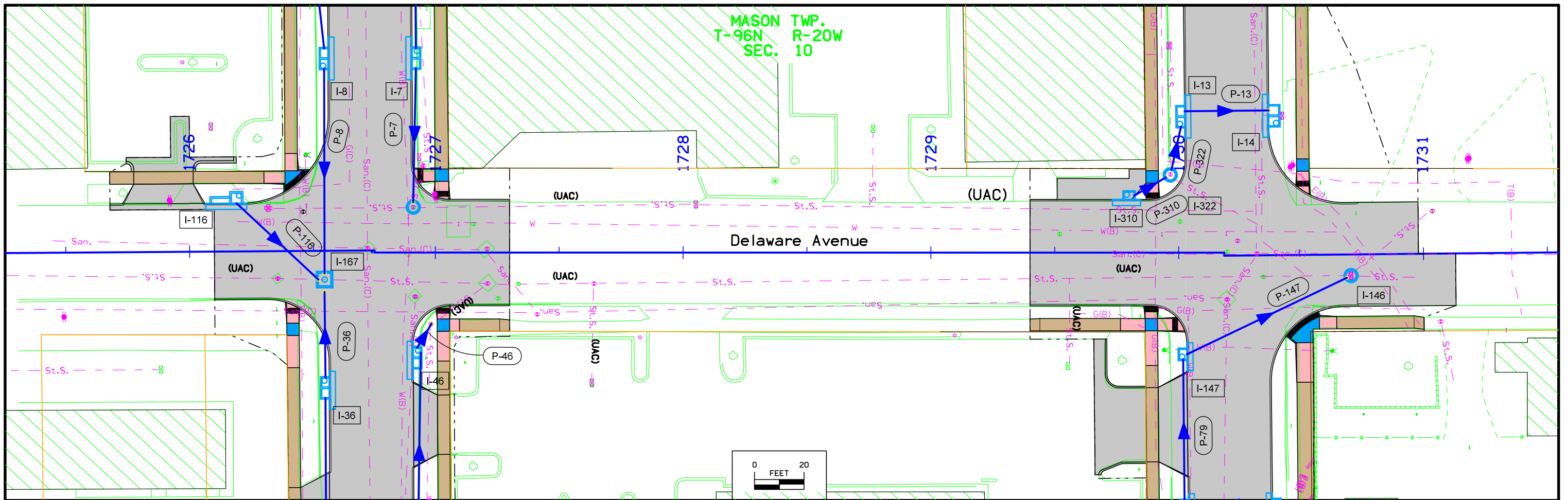


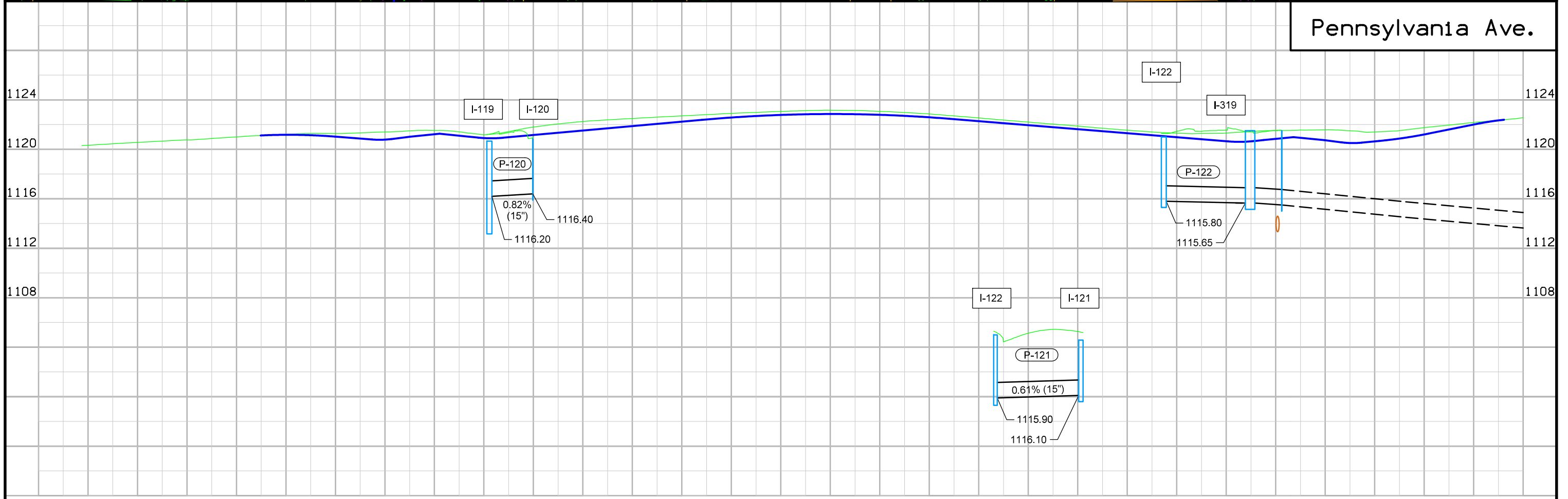
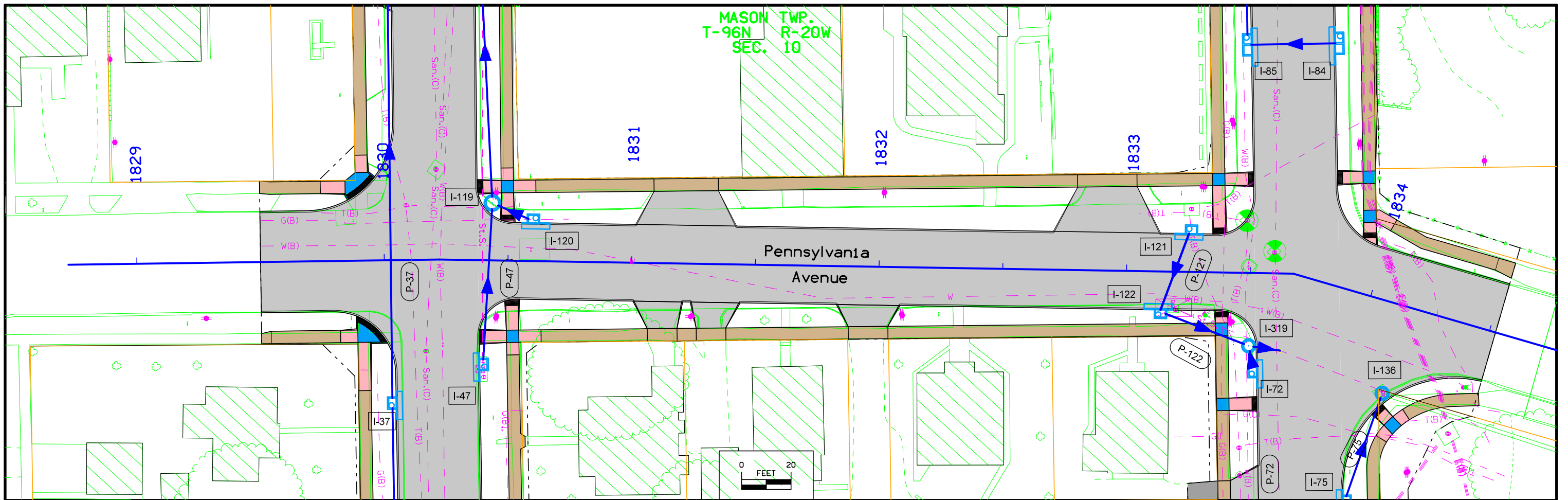
MASON TWP.
T-96N R-20W
SEC. 9

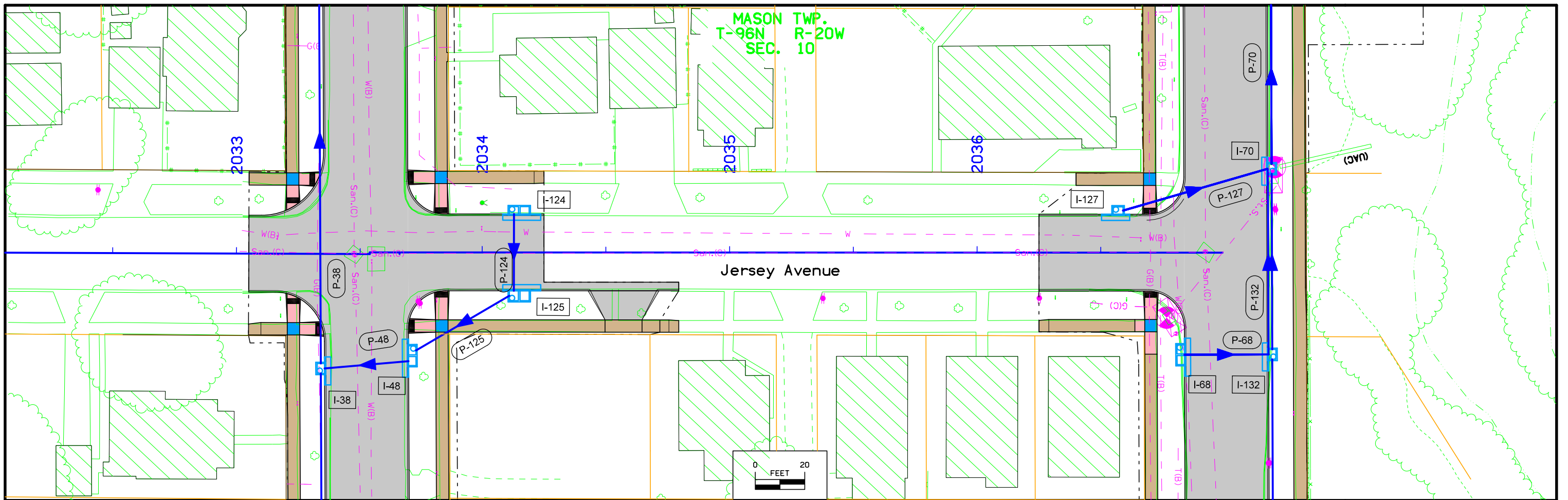


Federal Ave.

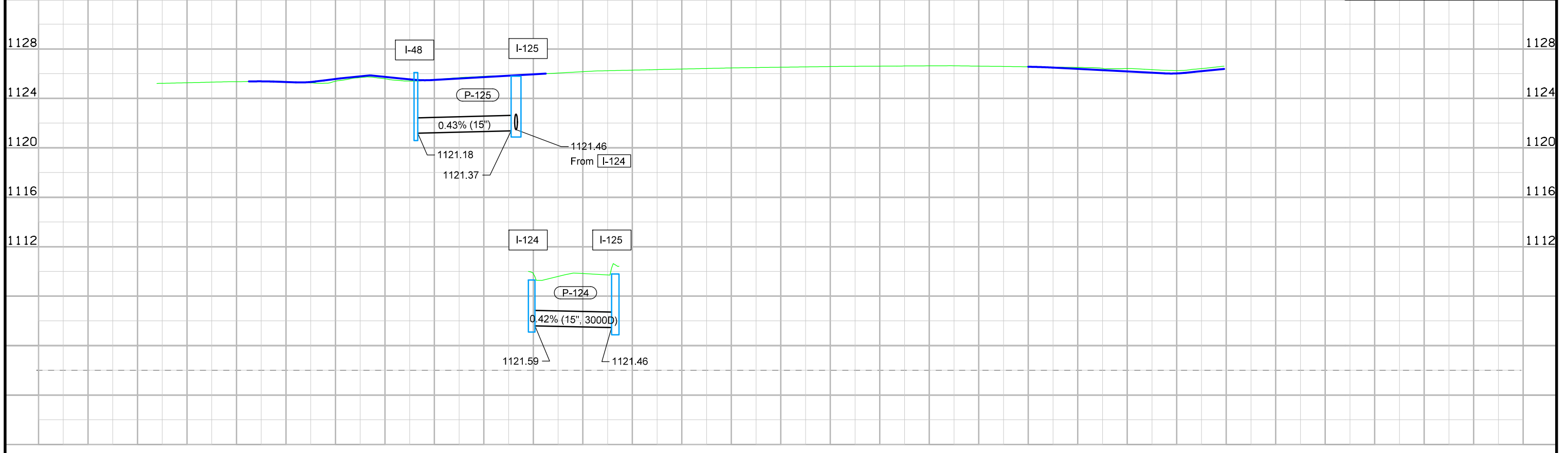




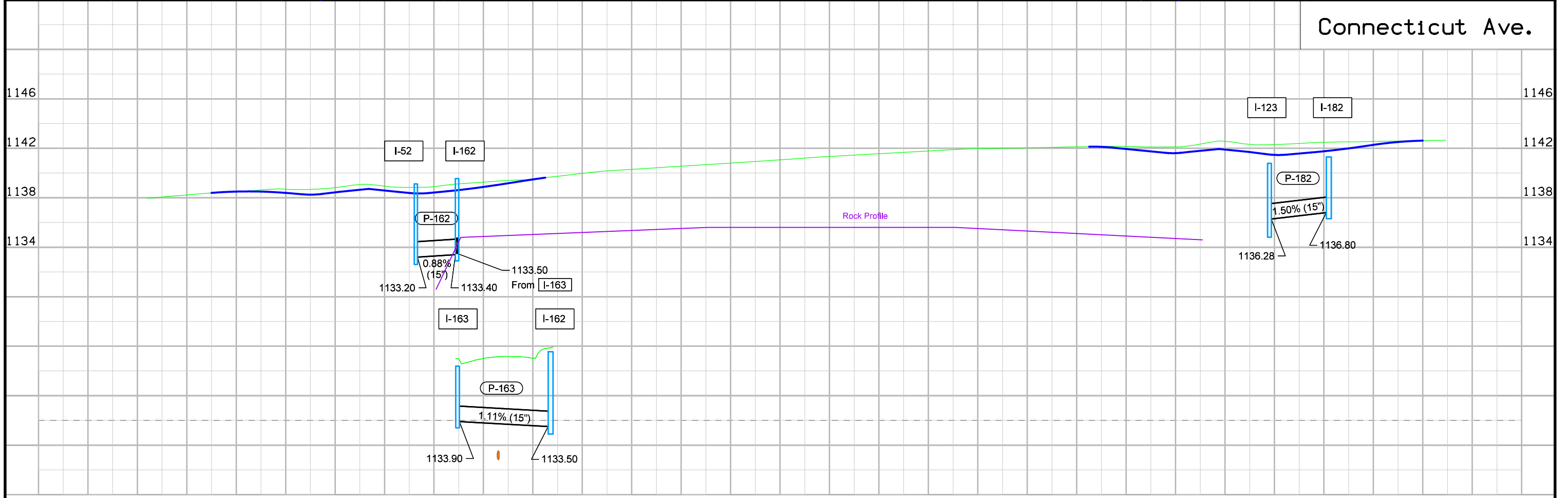
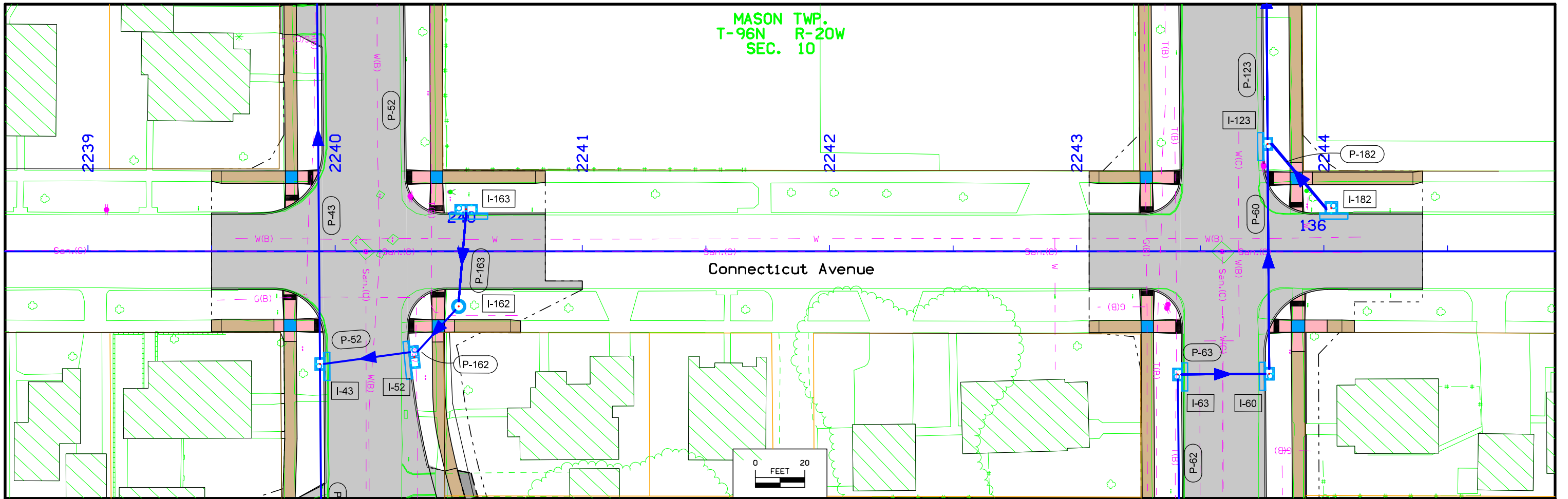


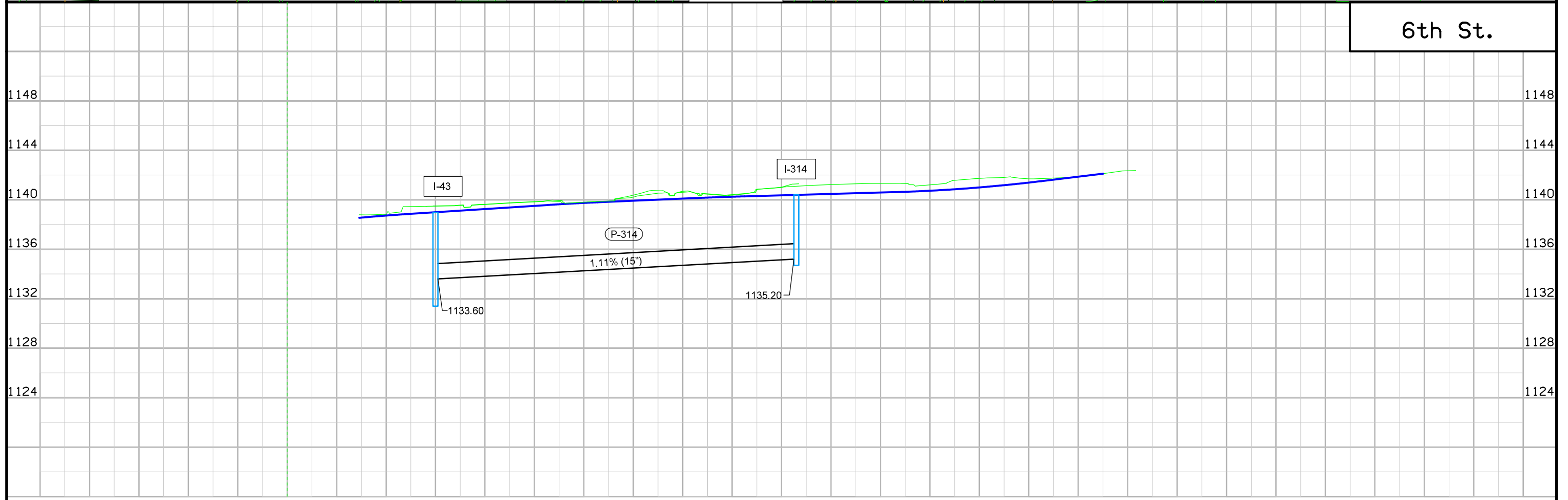
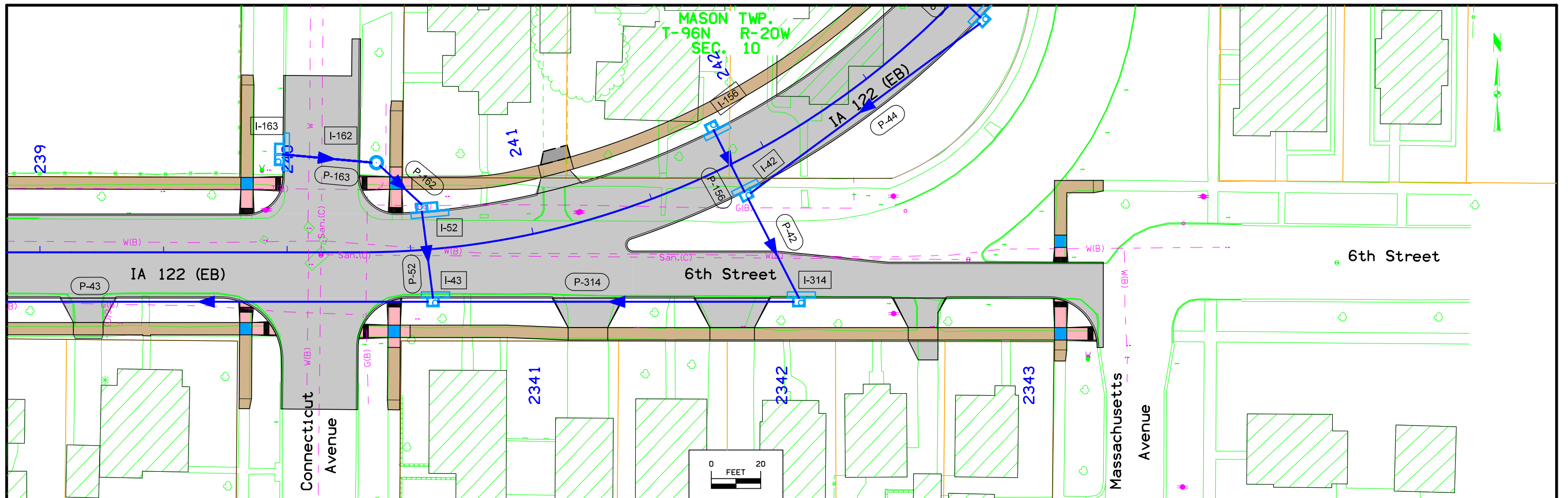


Jersey Ave.



MASON TWP.
T-96N R-20W
SEC. 10





LINE STYLE LEGEND OF CROSS SECTION SHEETS (ROAD)

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

LINE STYLE LEGEND OF CROSS SECTION SHEETS (SOILS)

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

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

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

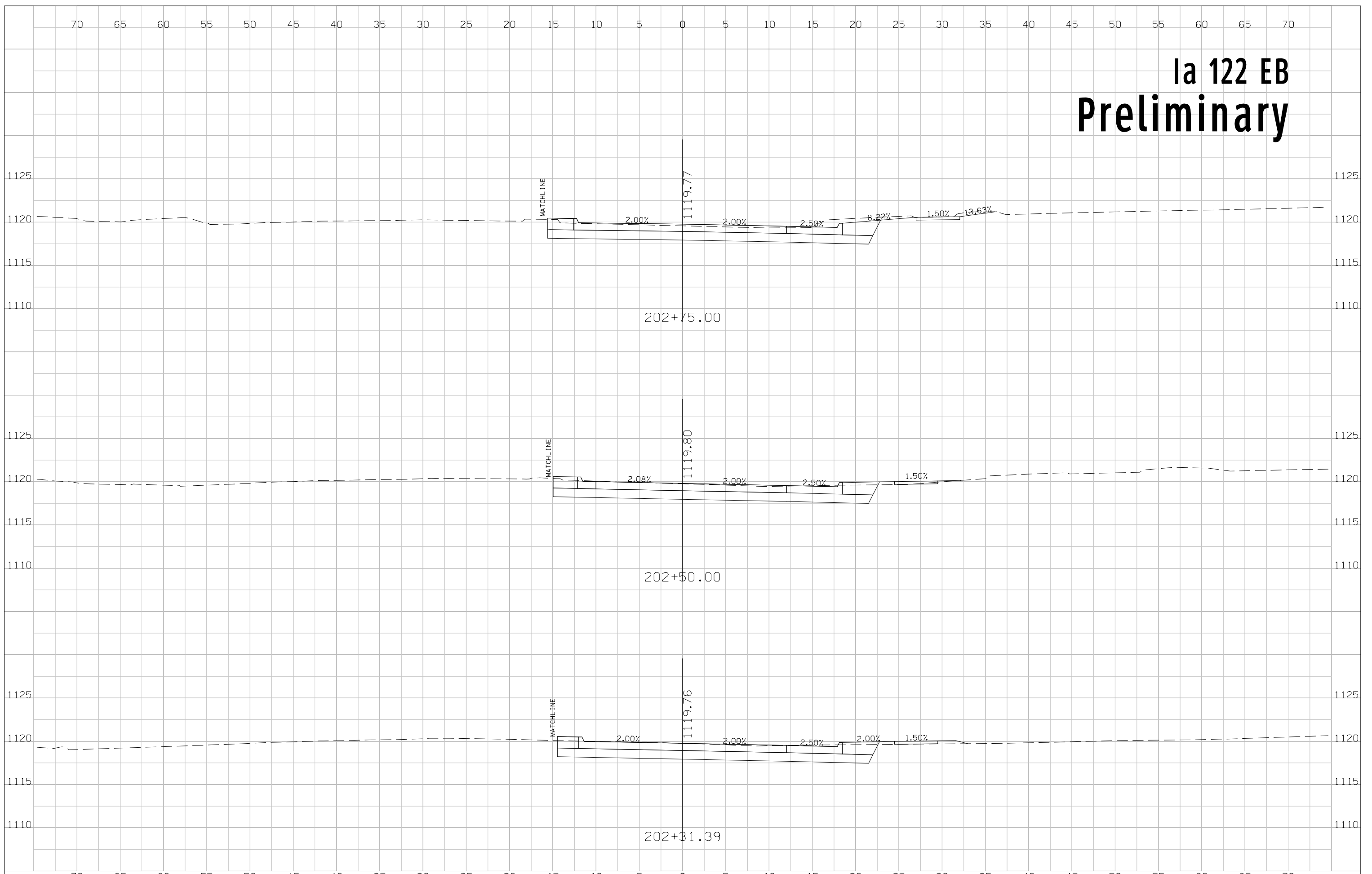
SYMBOL LEGEND OF CROSS SECTION SHEETS

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

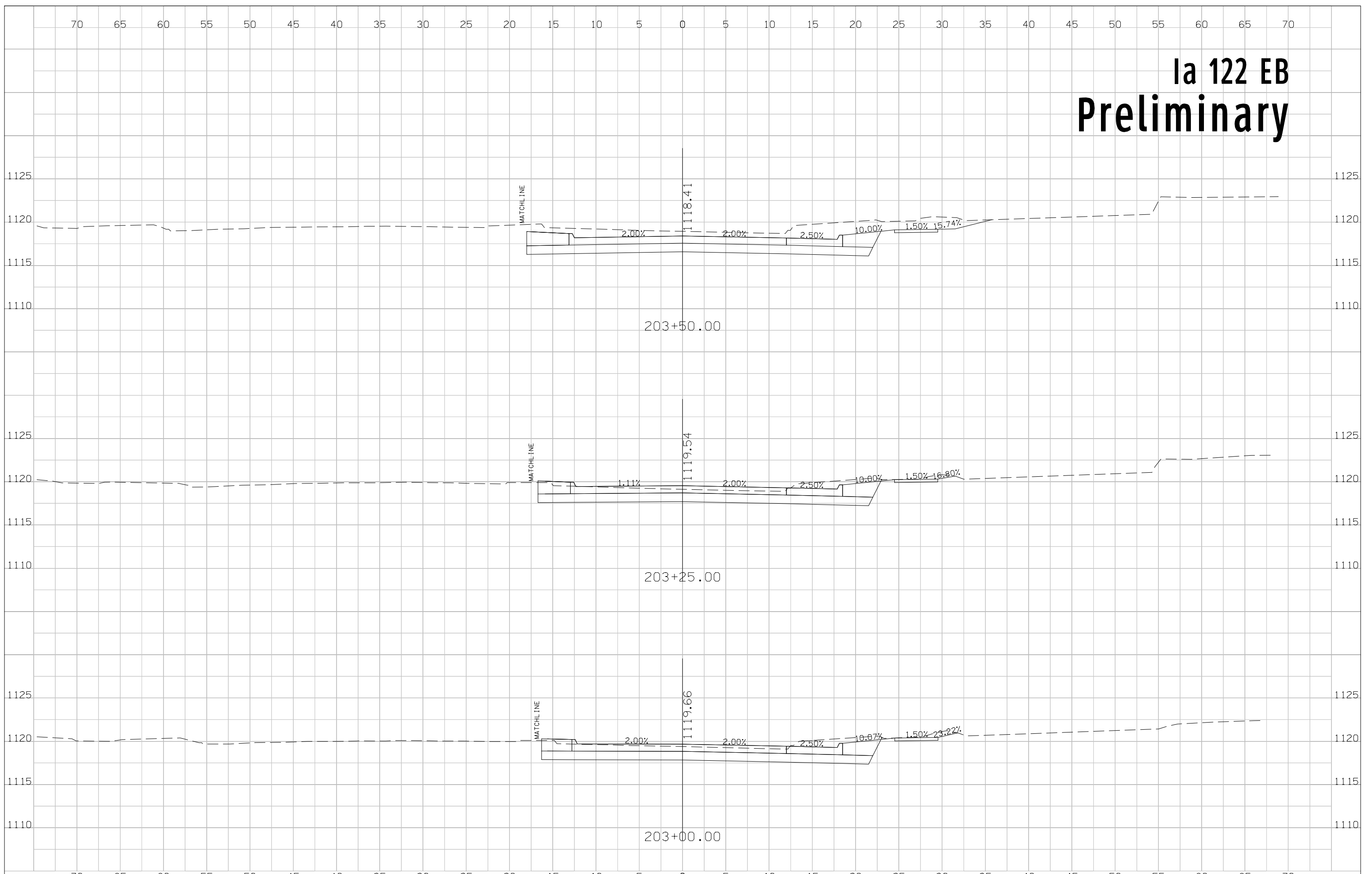
**CROSS SECTION
LEGEND AND SYMBOL
INFORMATION SHEET**

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

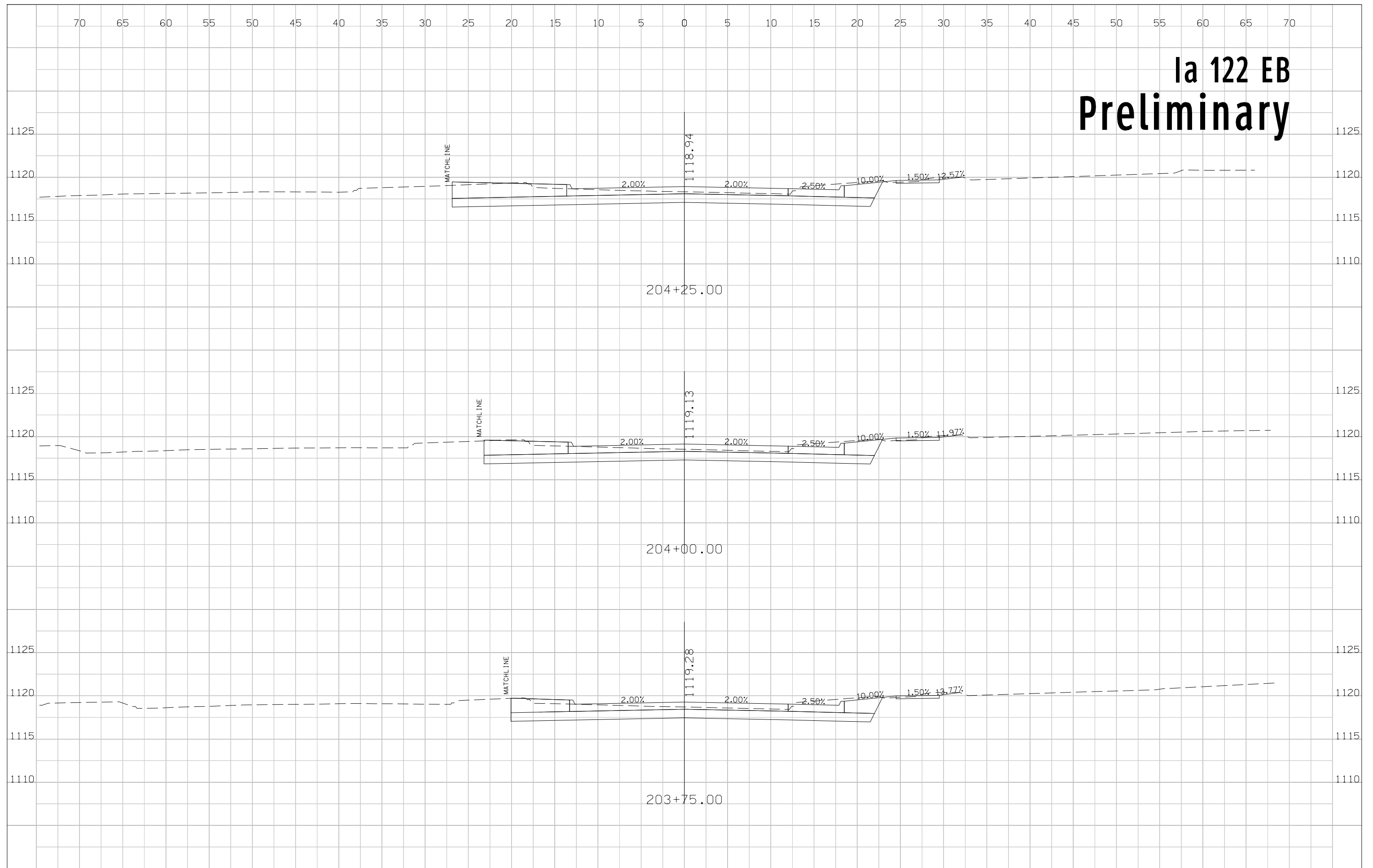
Ia 122 EB Preliminary



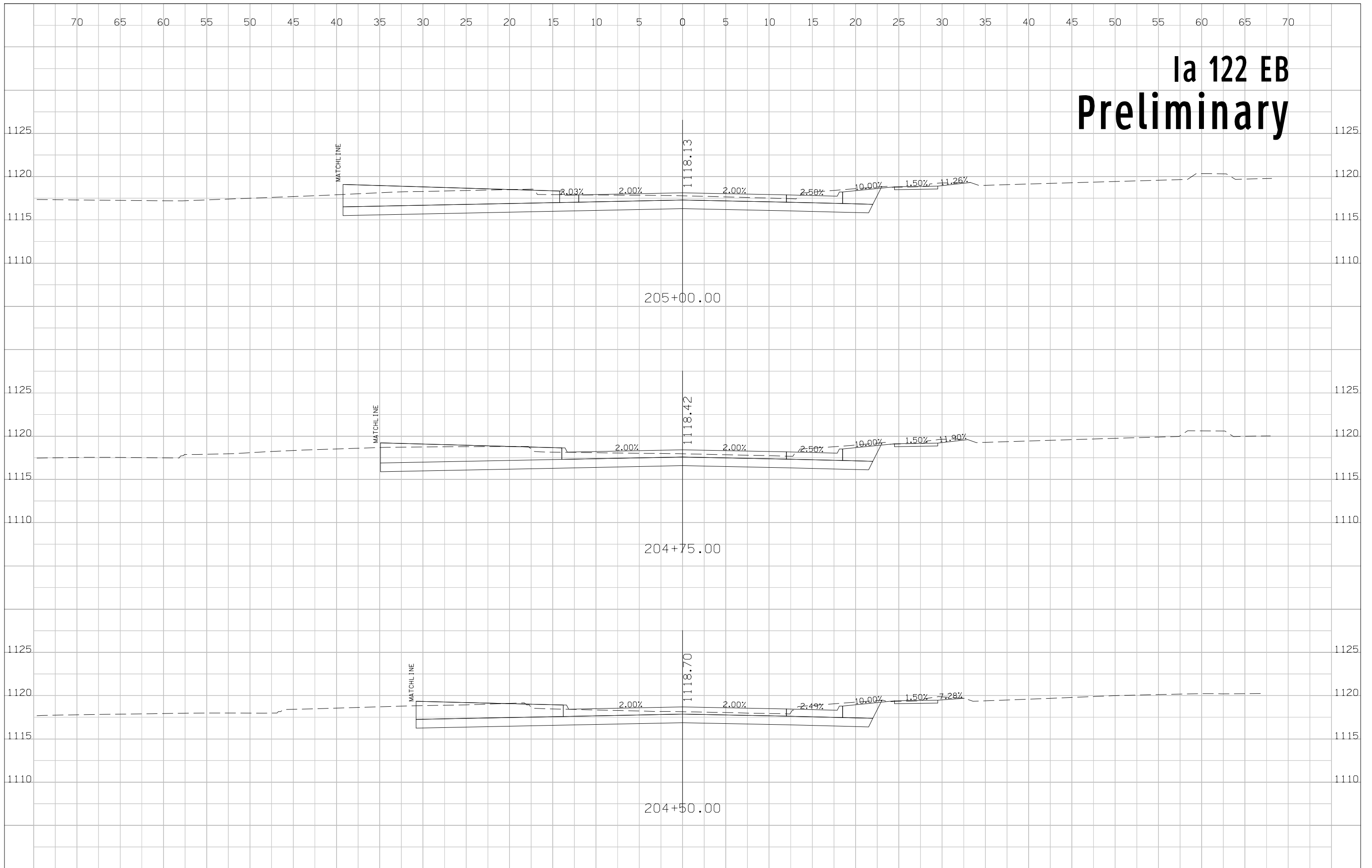
Ia 122 EB Preliminary



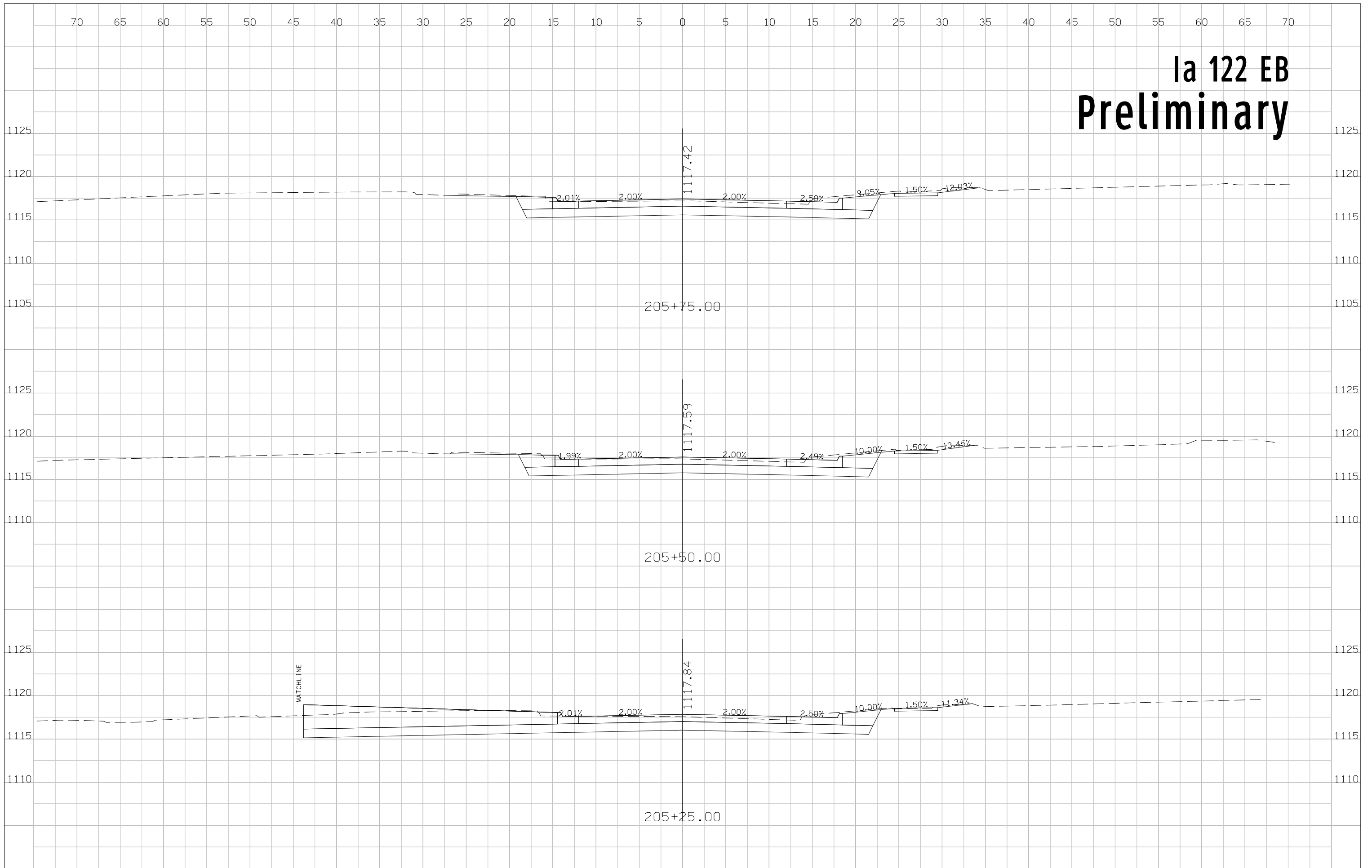
Ia 122 EB Preliminary



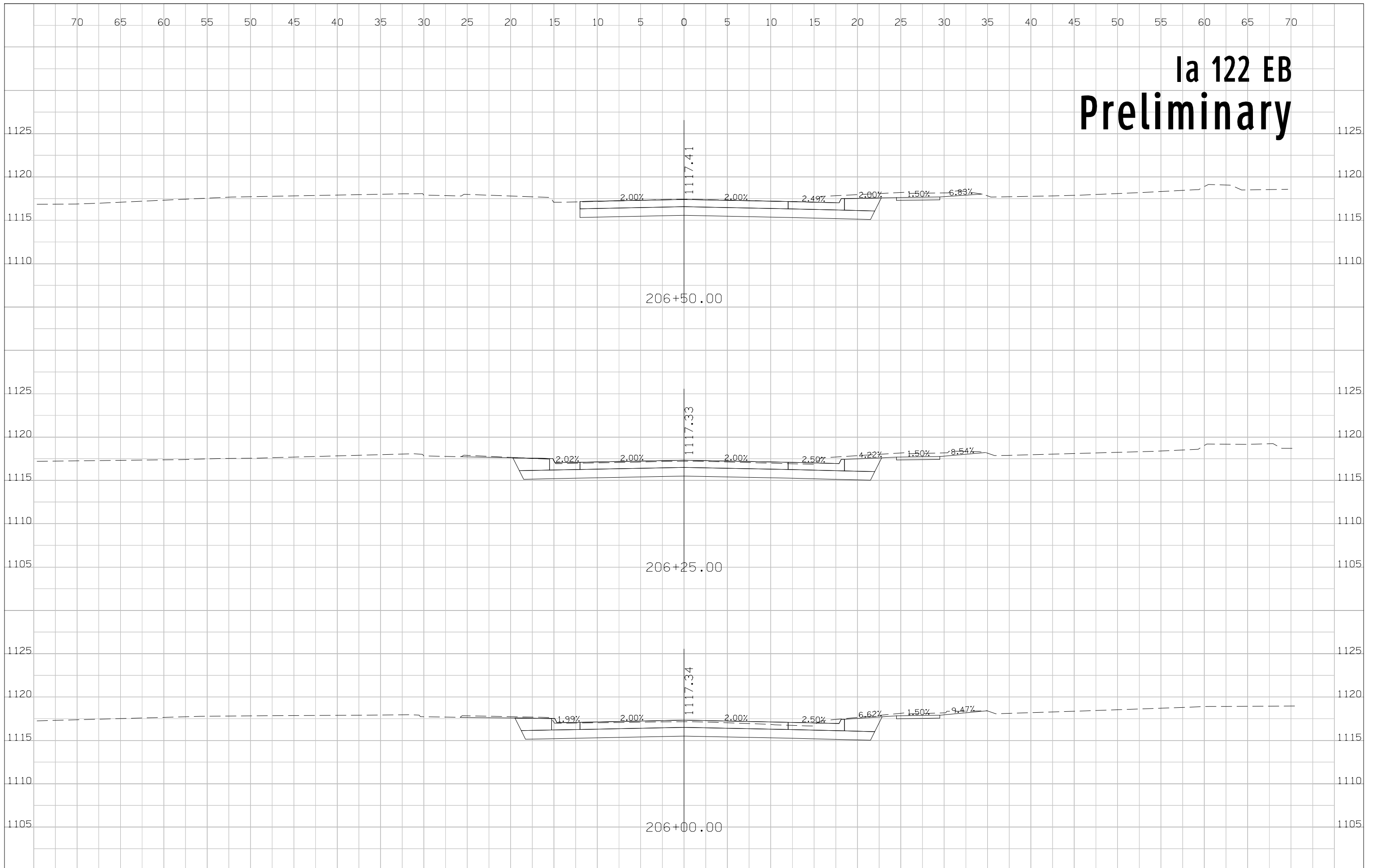
Ia 122 EB Preliminary



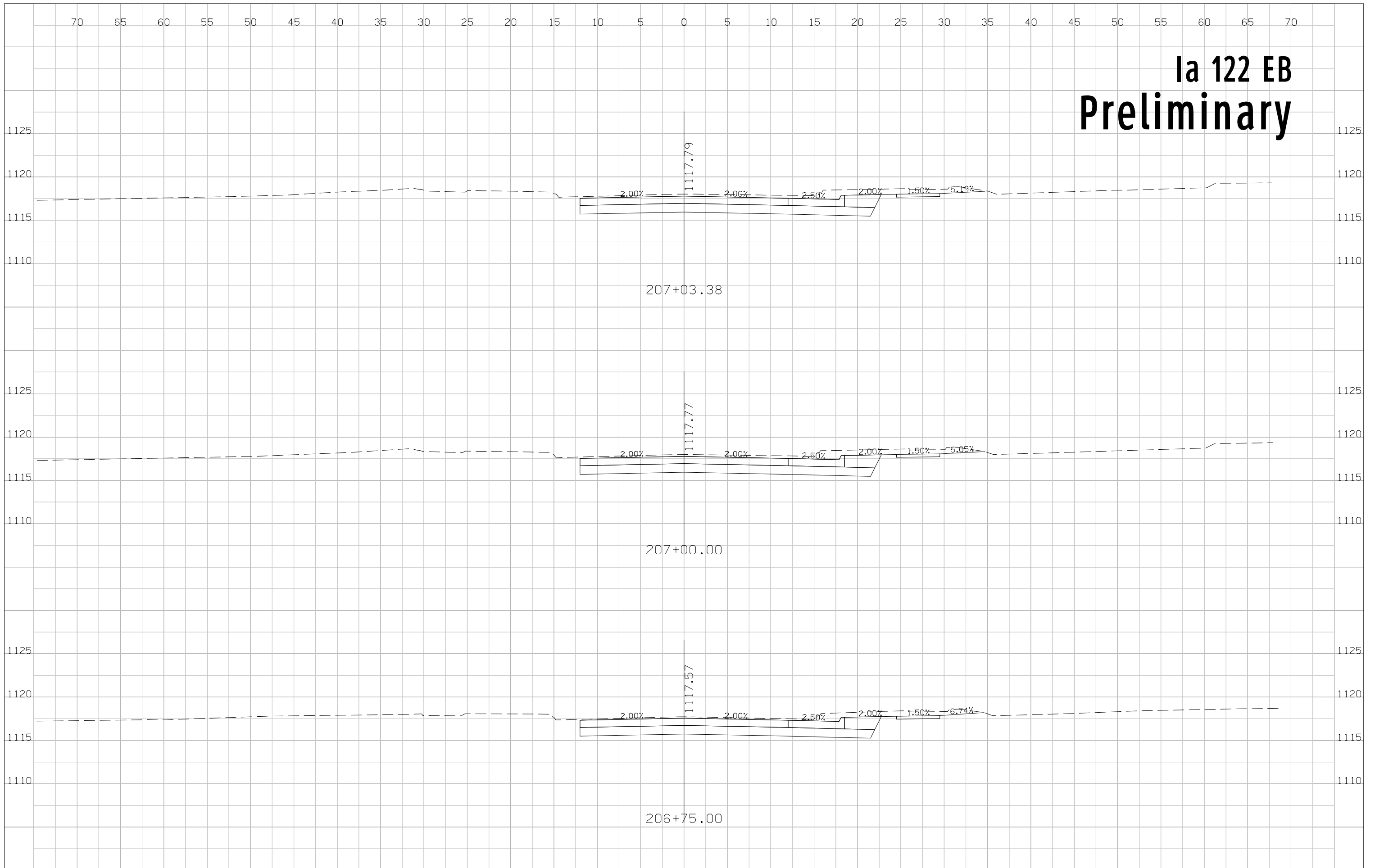
Ia 122 EB Preliminary



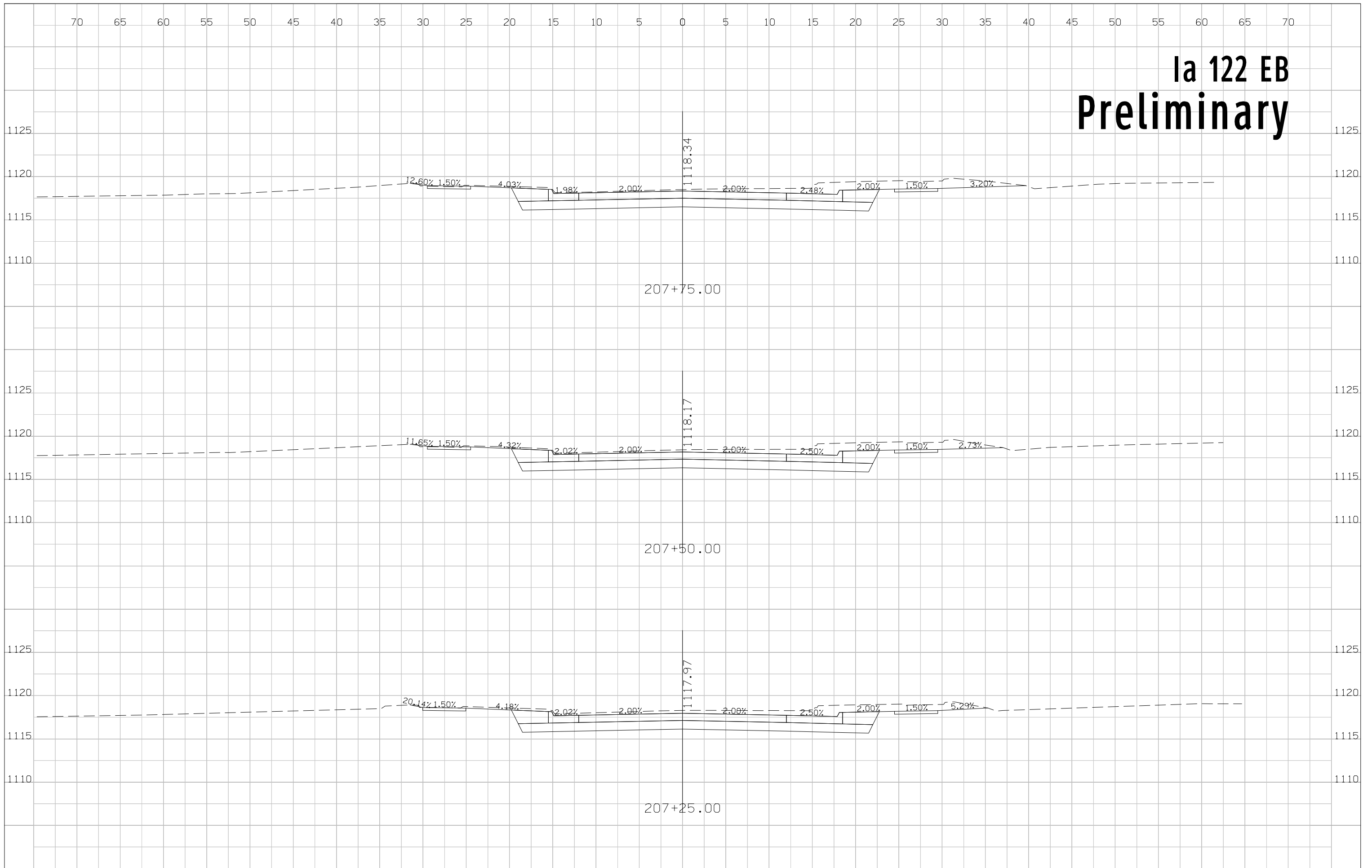
Ia 122 EB Preliminary



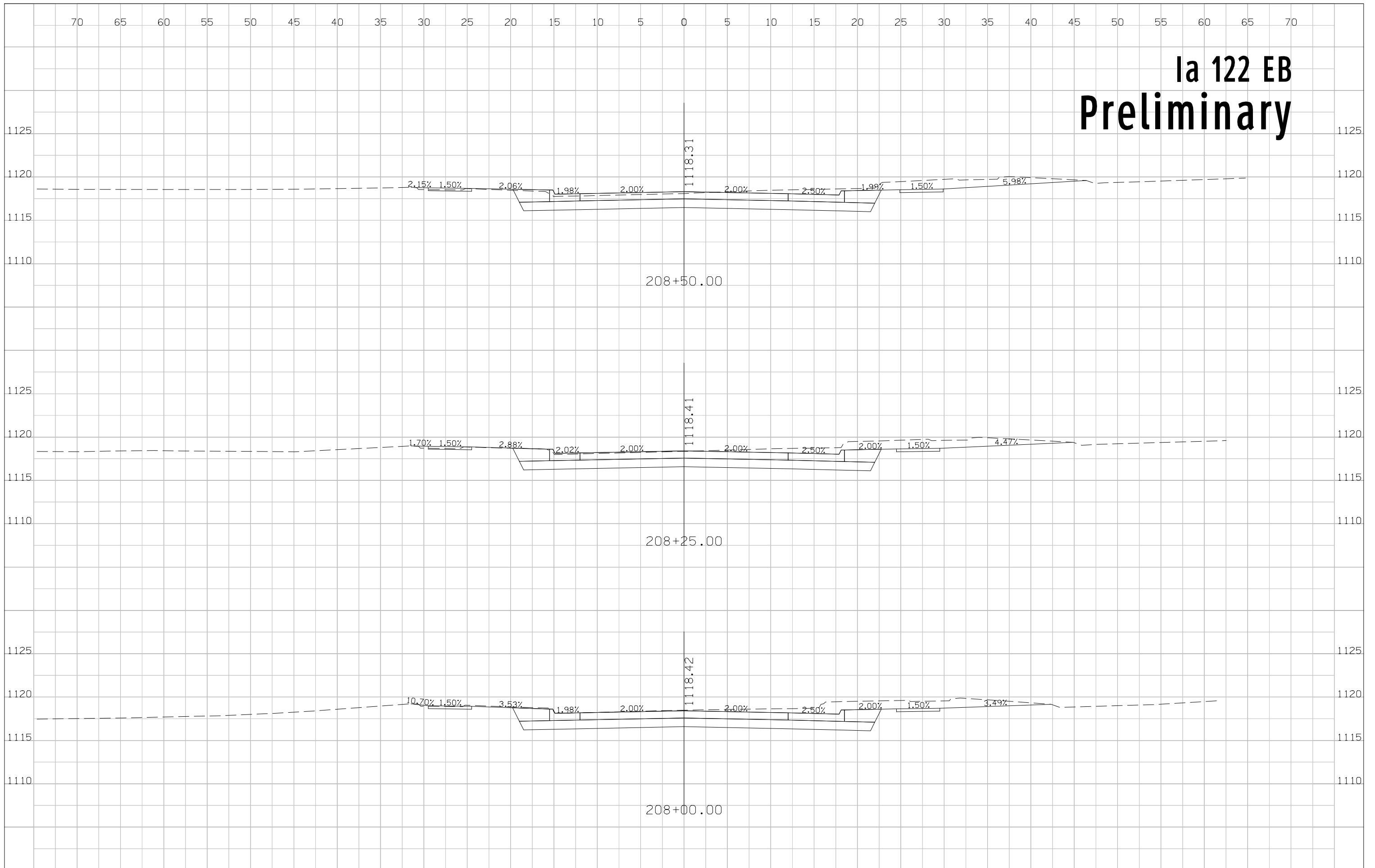
Ia 122 EB Preliminary



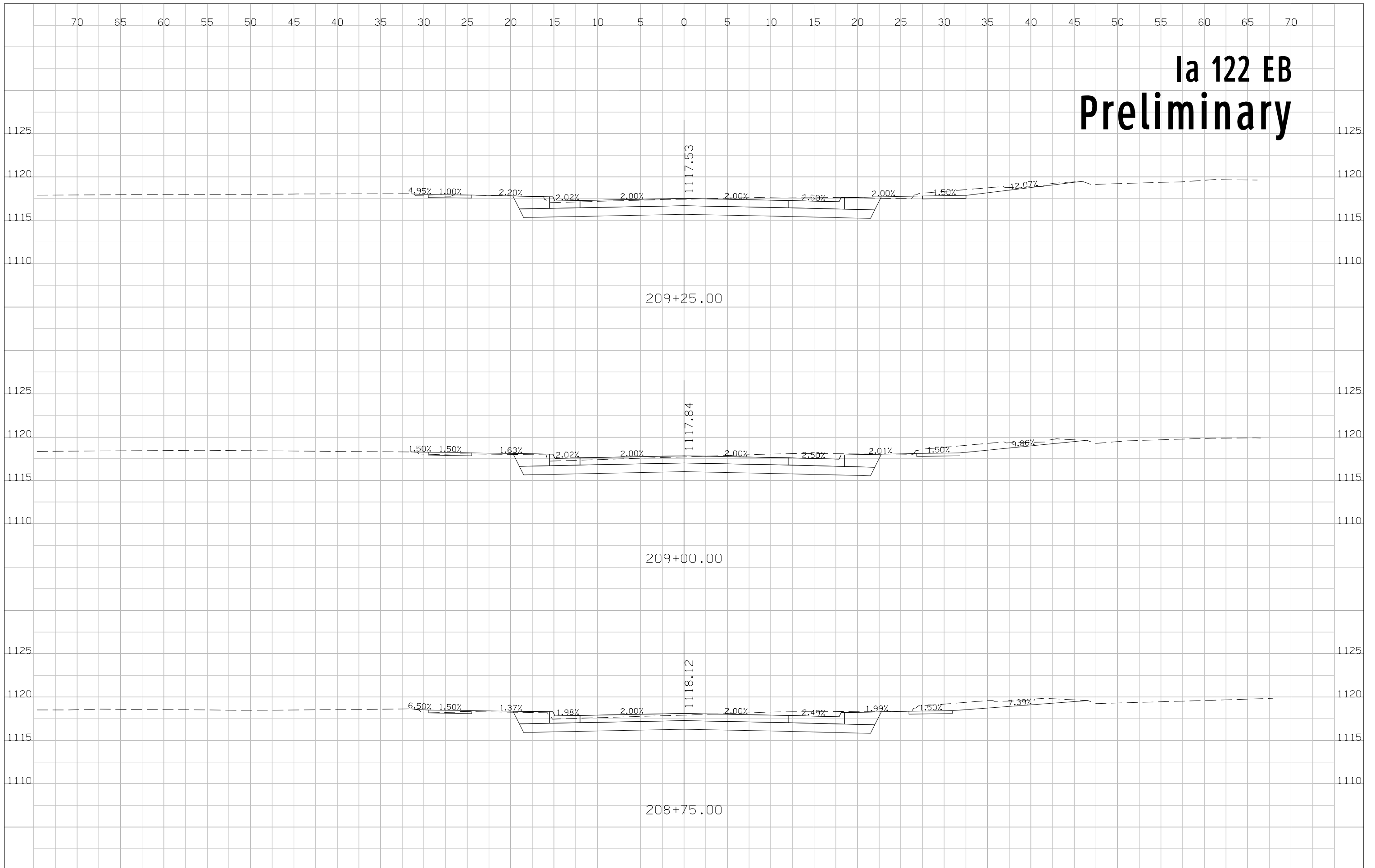
Ia 122 EB Preliminary



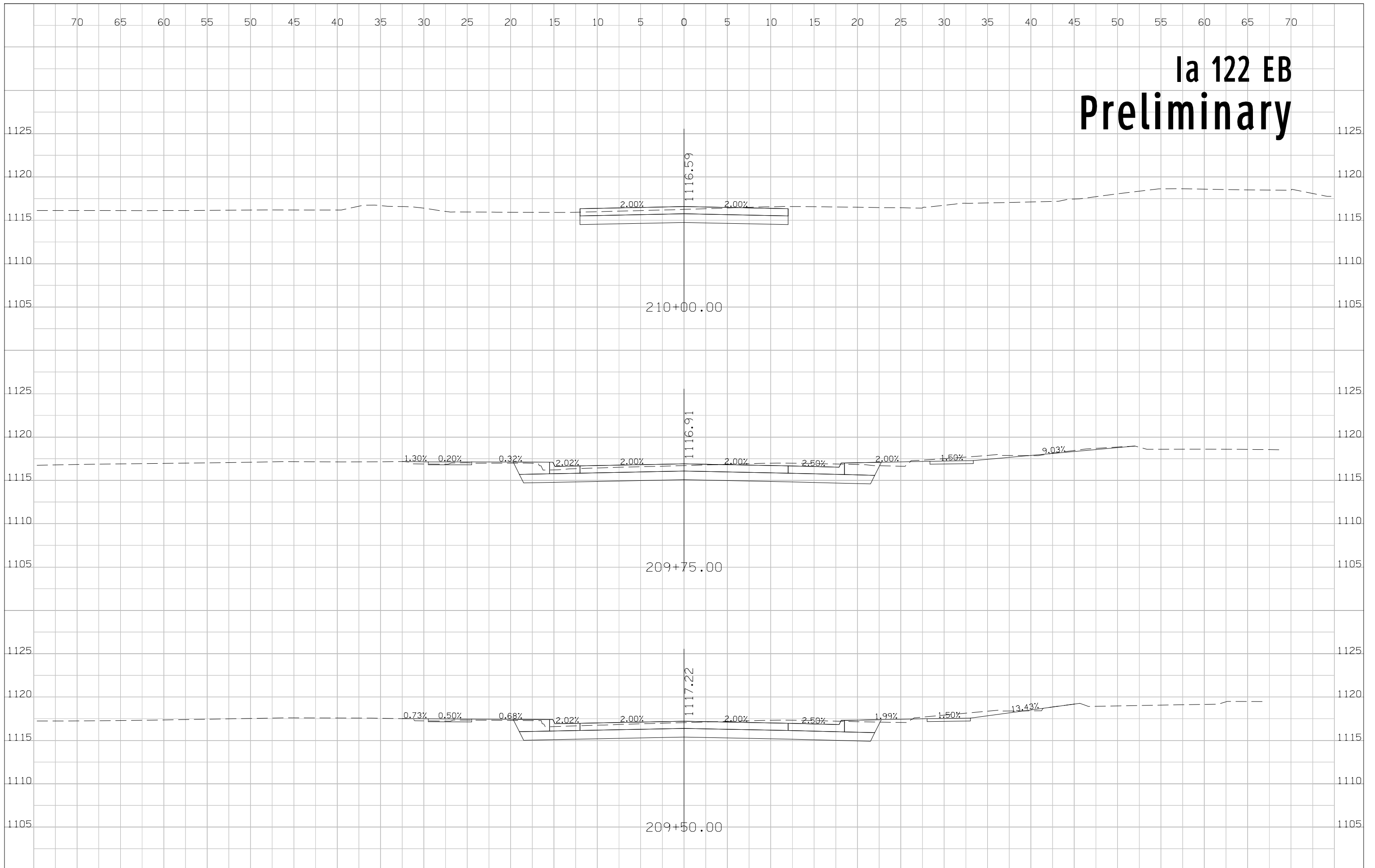
Ia 122 EB Preliminary



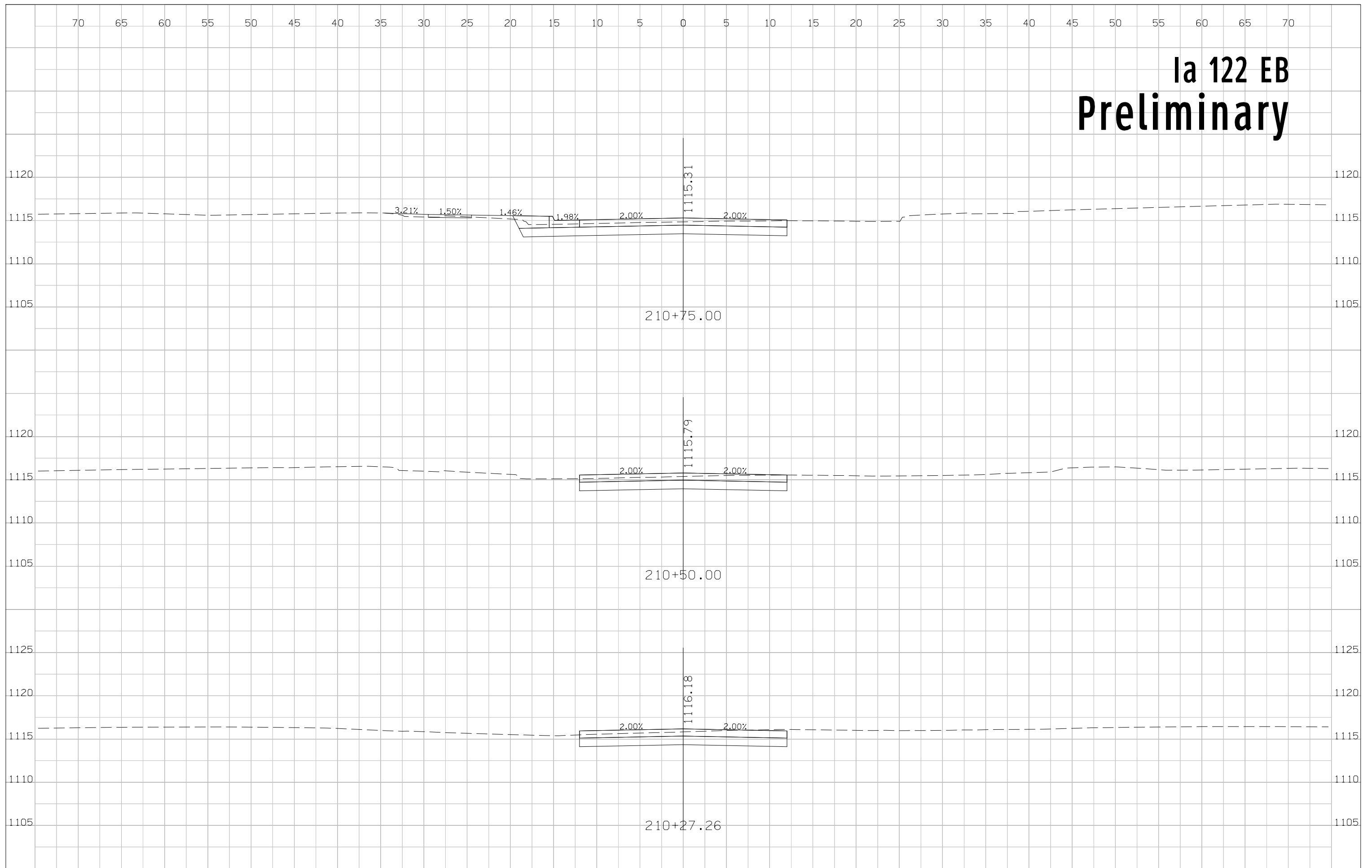
Ia 122 EB Preliminary



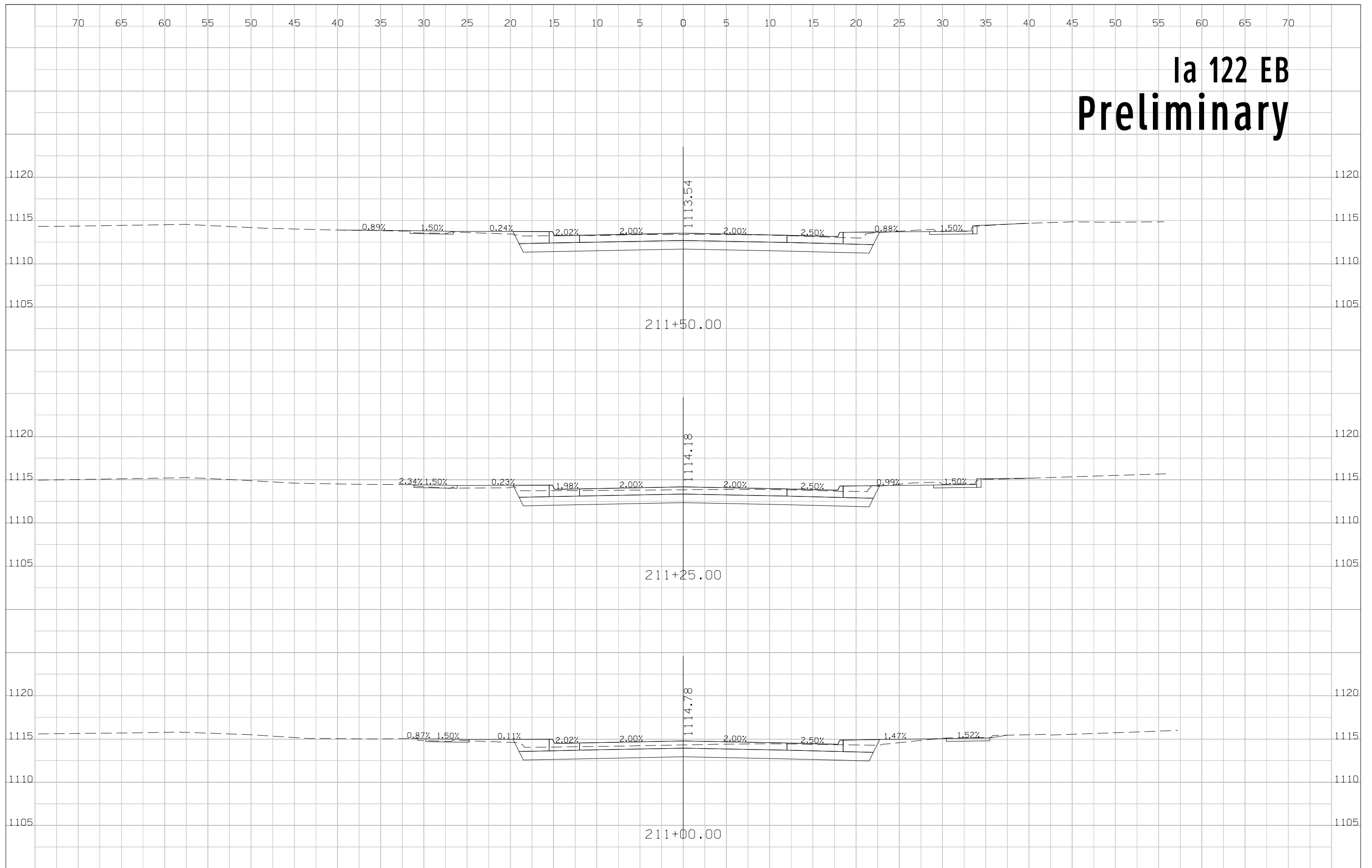
Ia 122 EB Preliminary



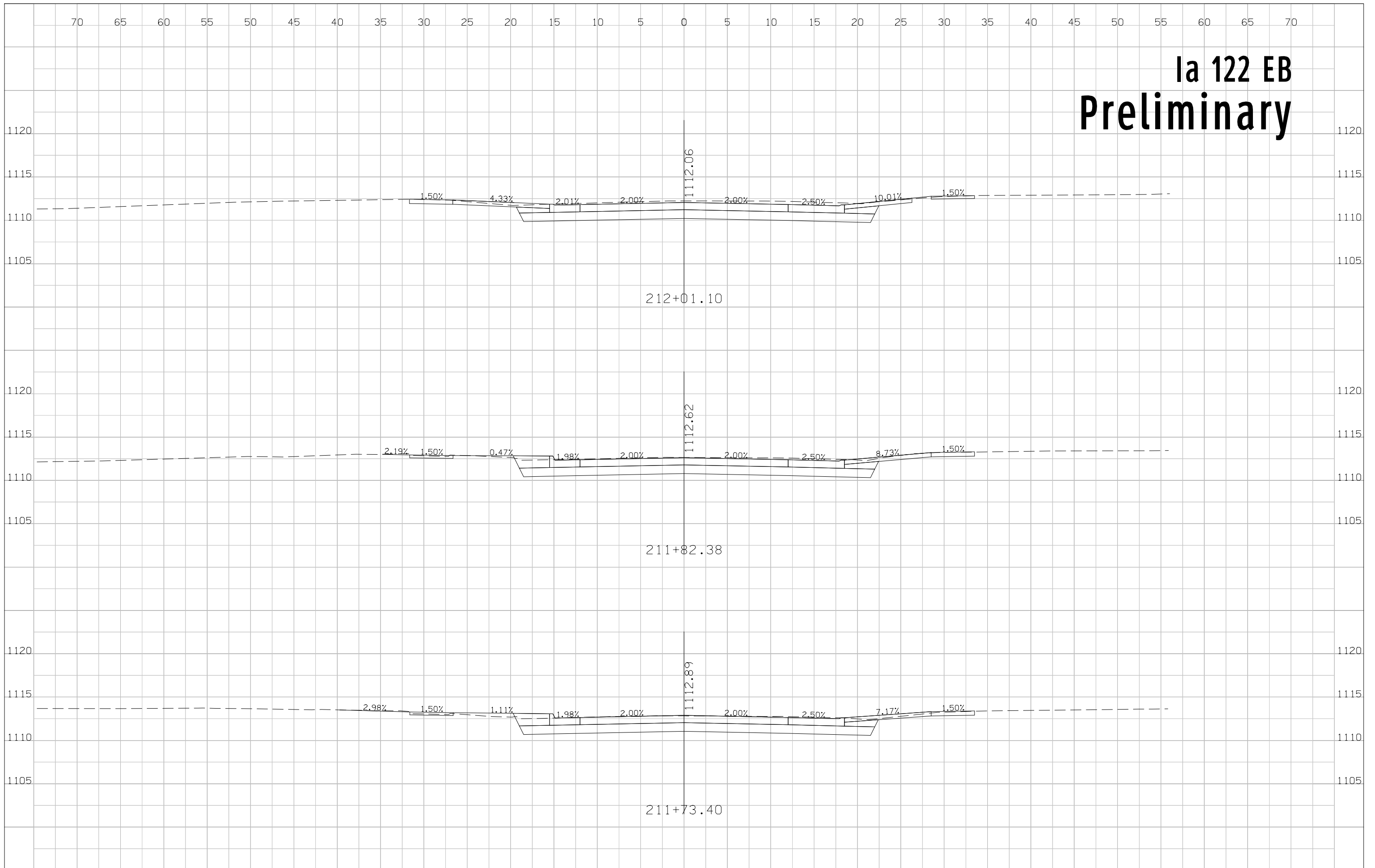
Ia 122 EB Preliminary



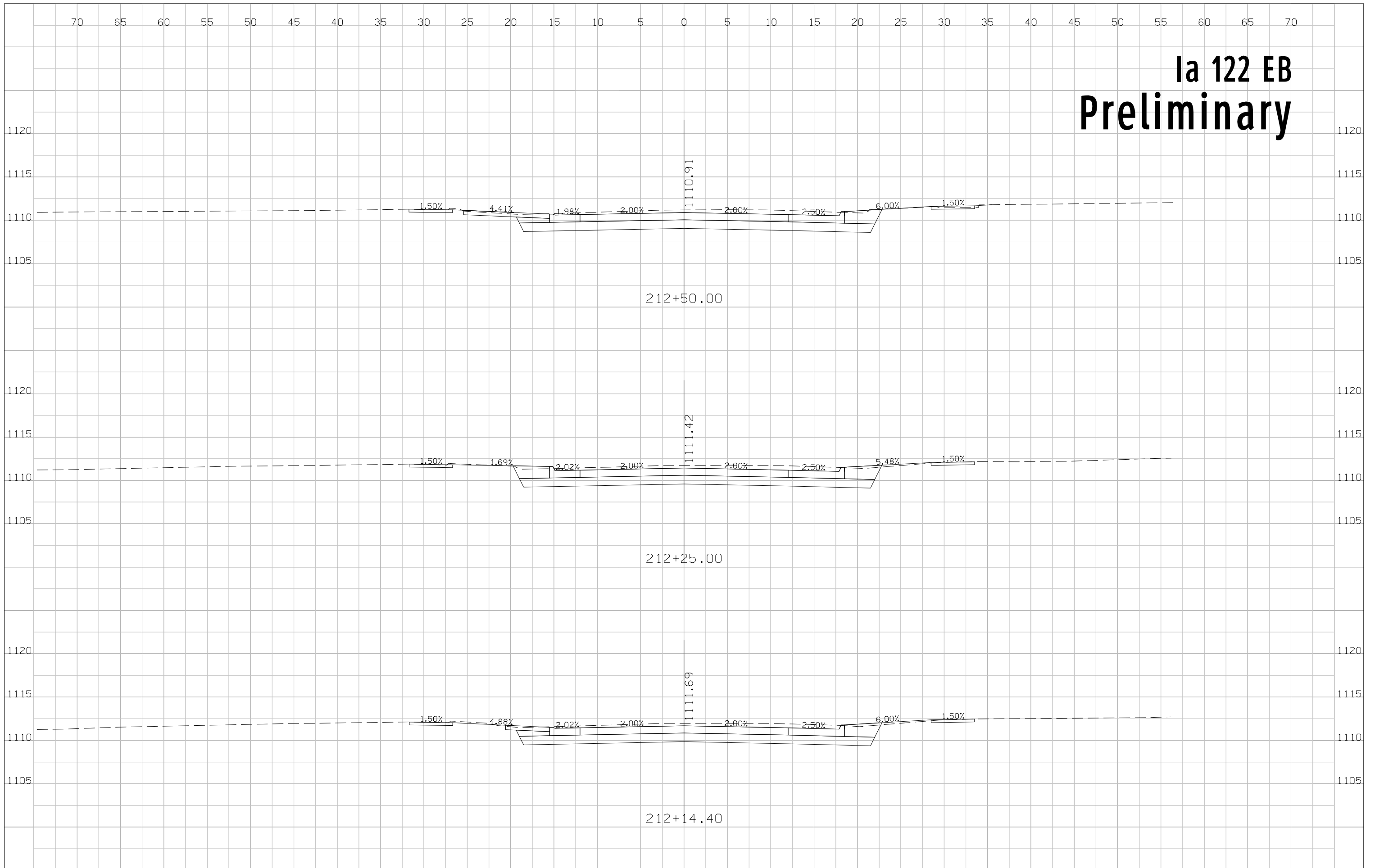
Ia 122 EB Preliminary



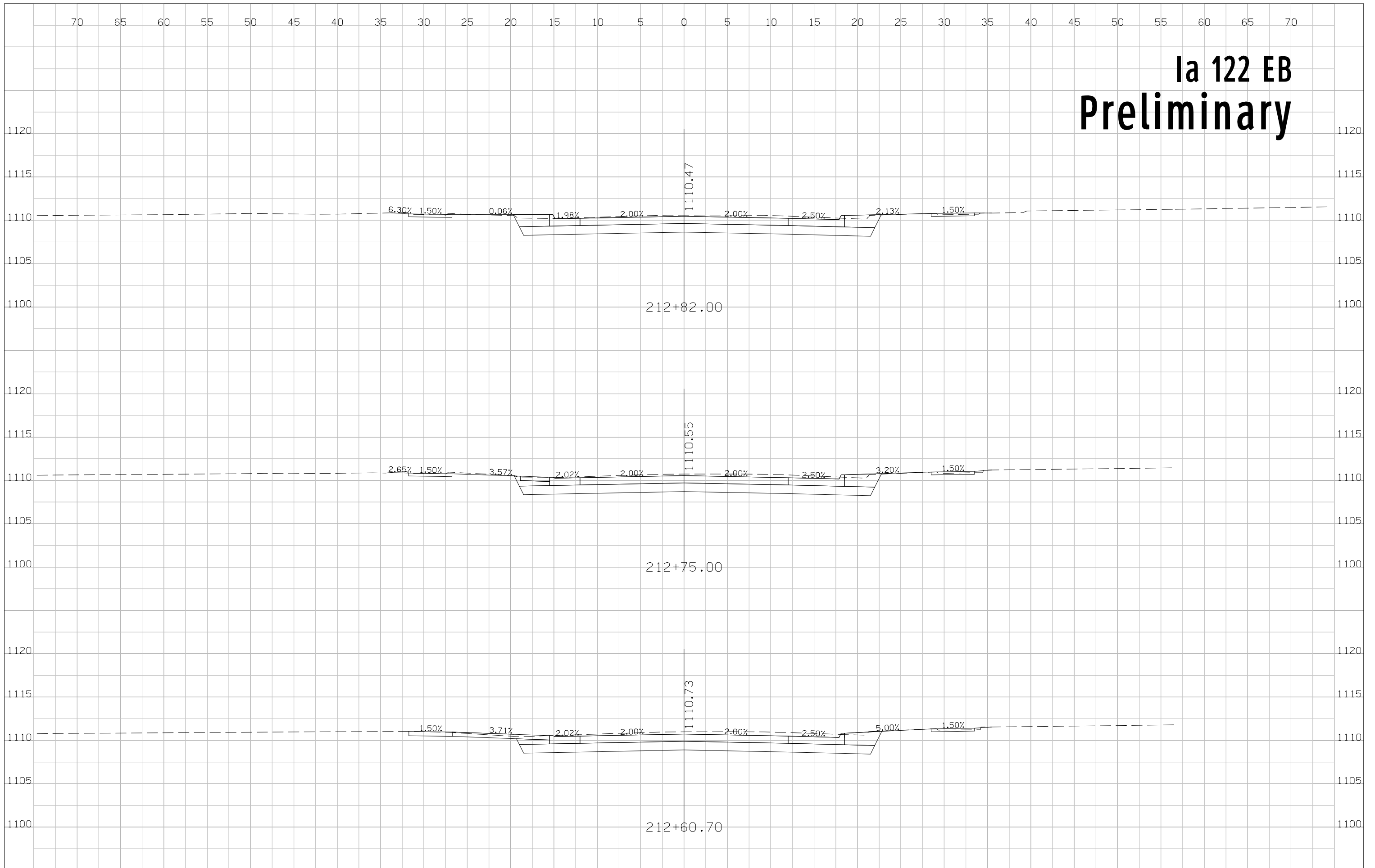
Ia 122 EB Preliminary



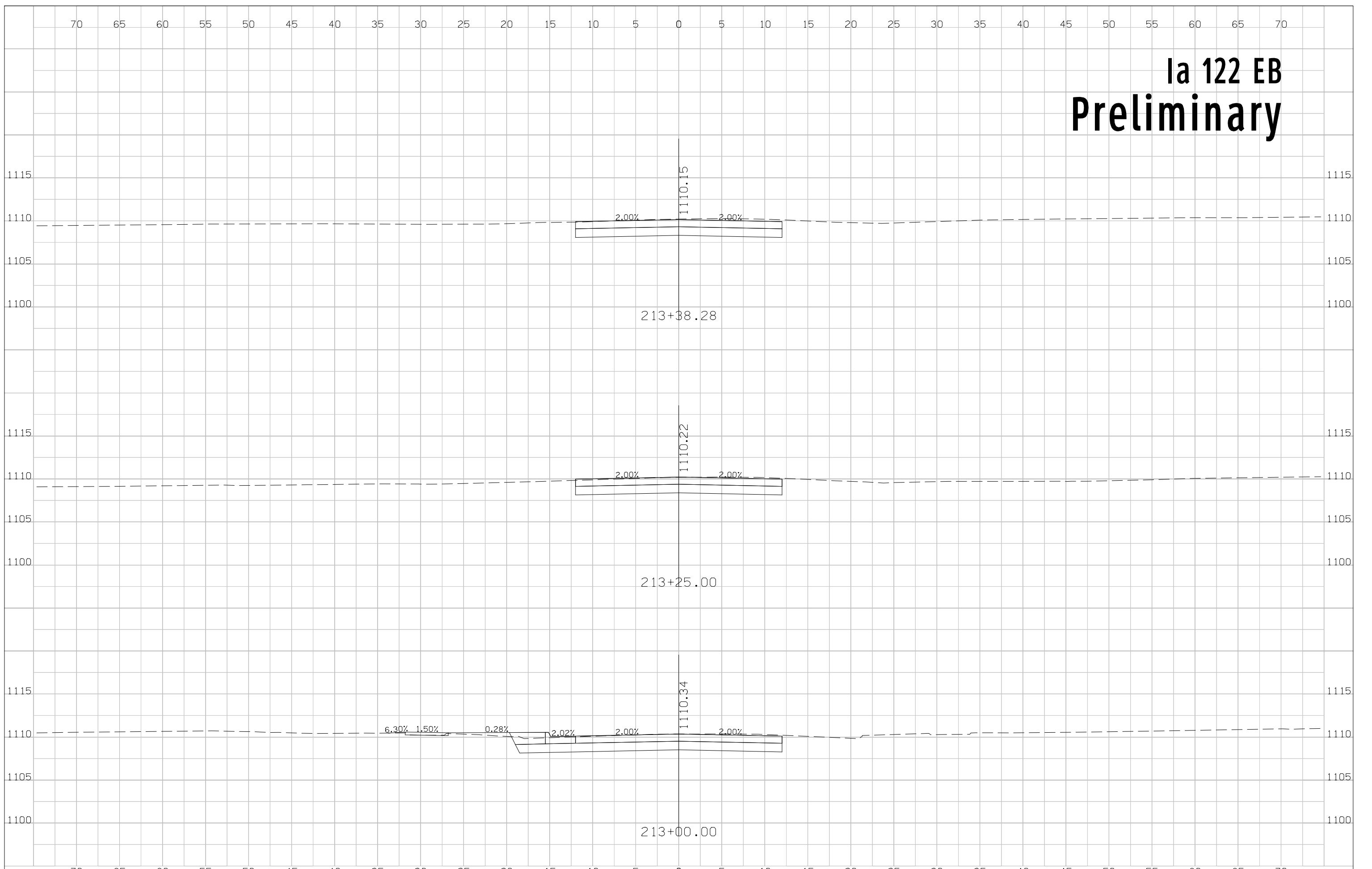
Ia 122 EB Preliminary



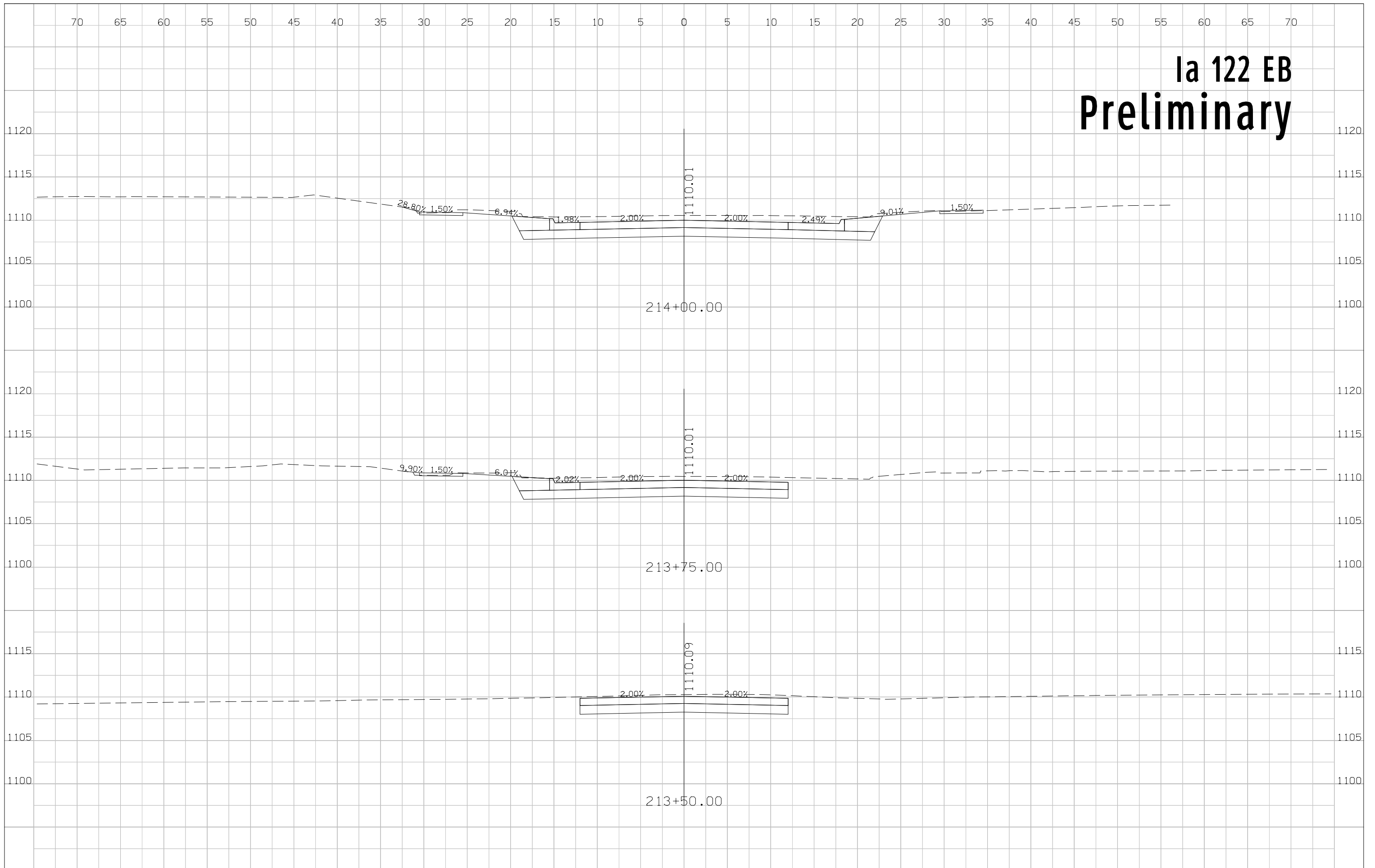
Ia 122 EB Preliminary



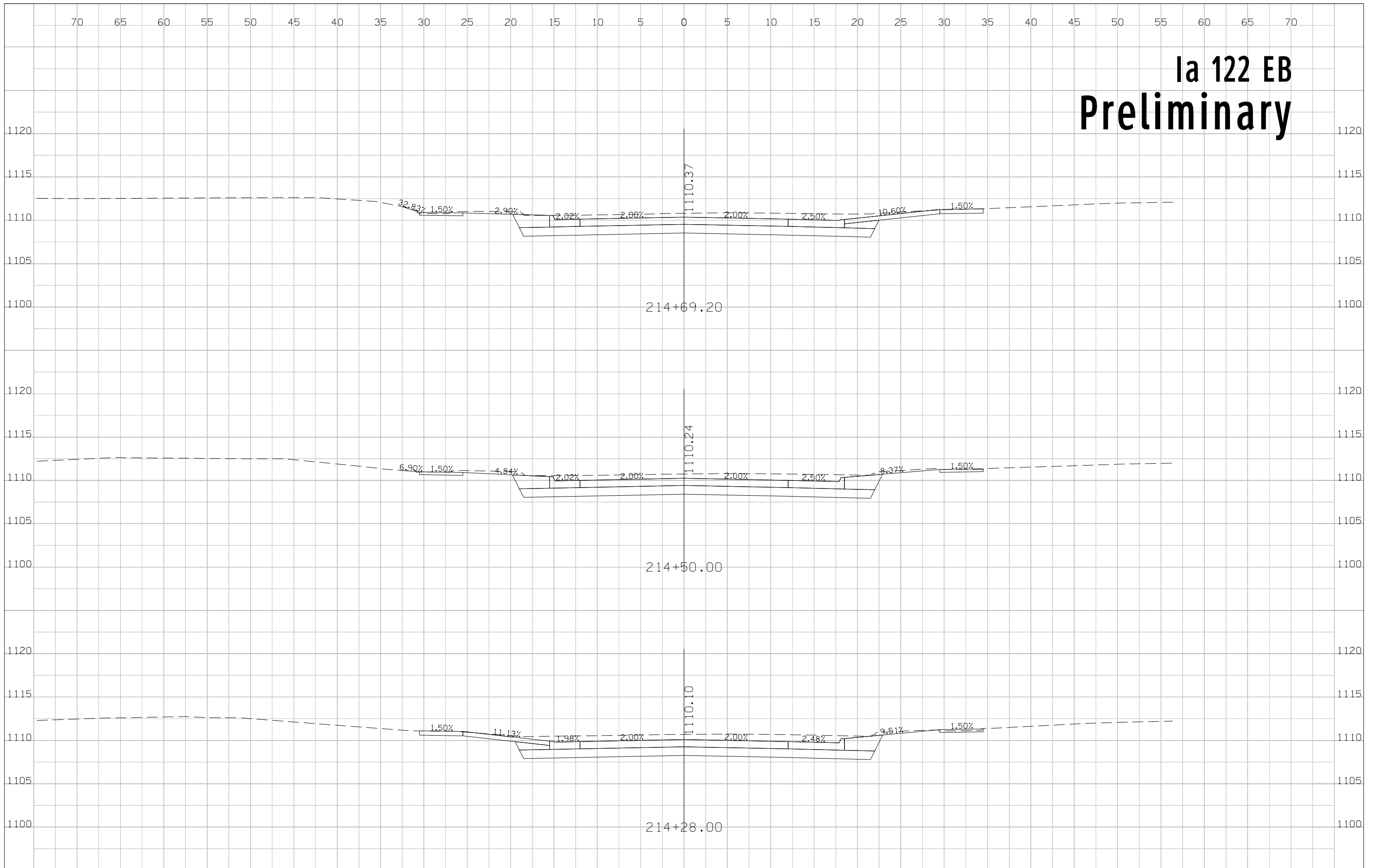
Ia 122 EB Preliminary



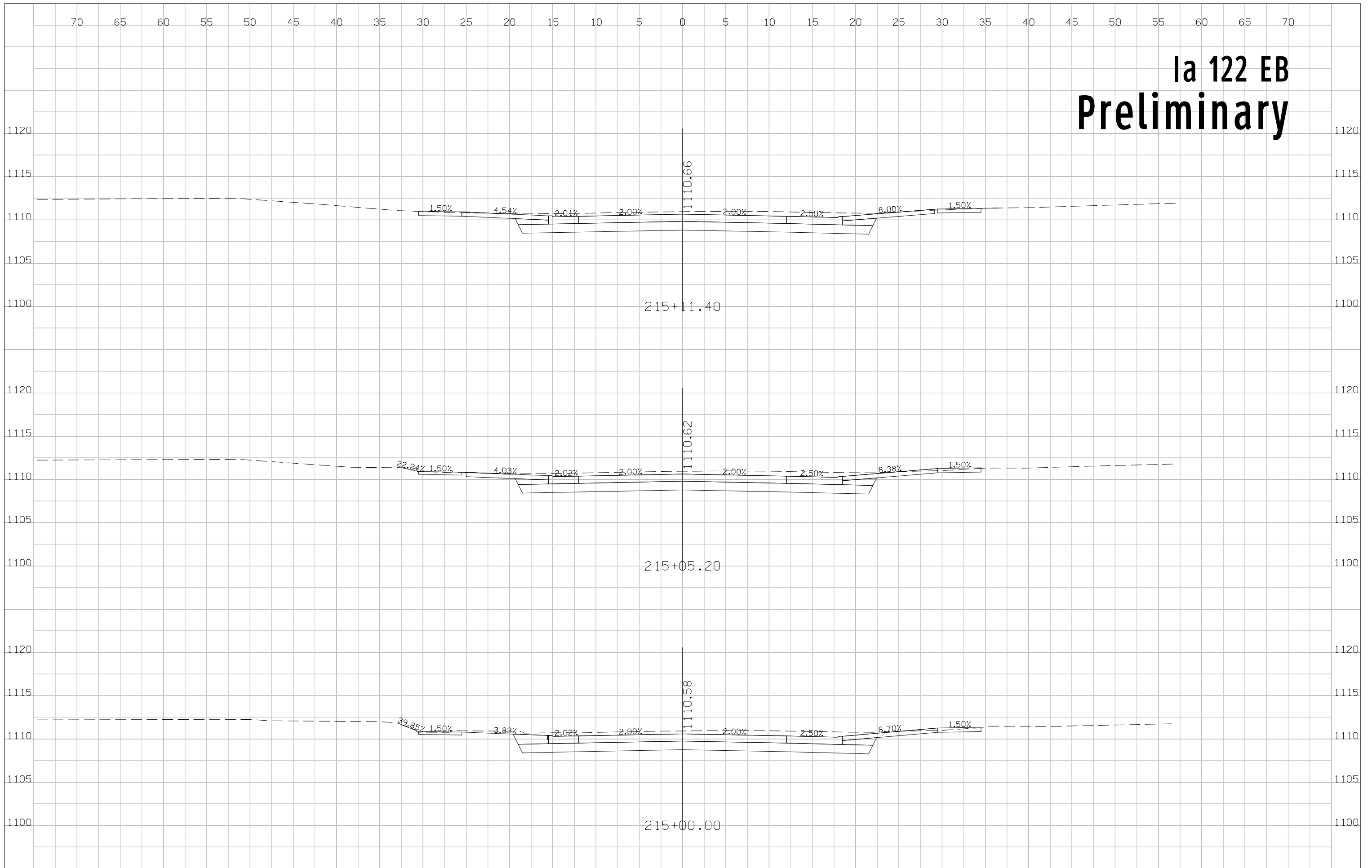
Ia 122 EB Preliminary



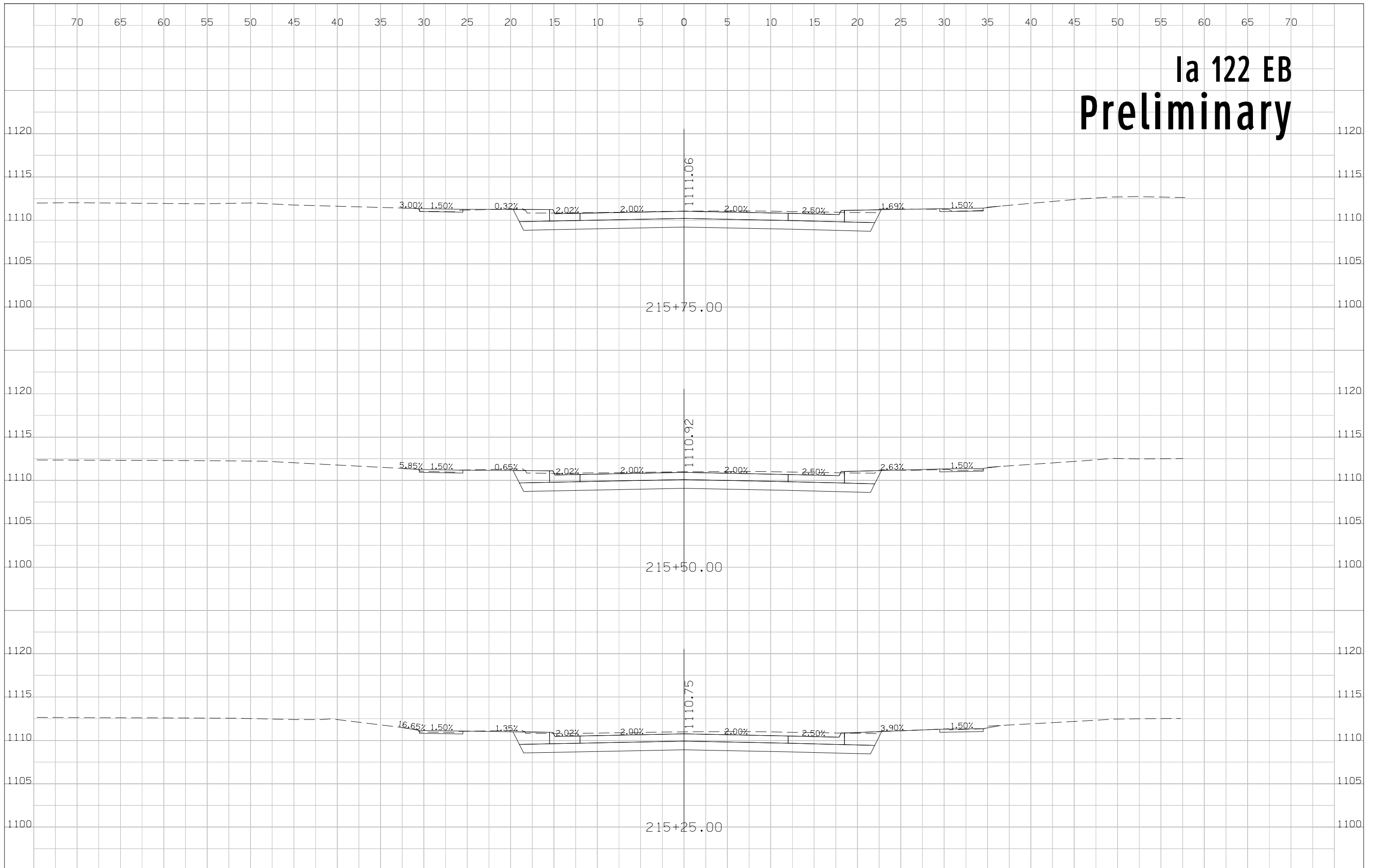
Ia 122 EB Preliminary



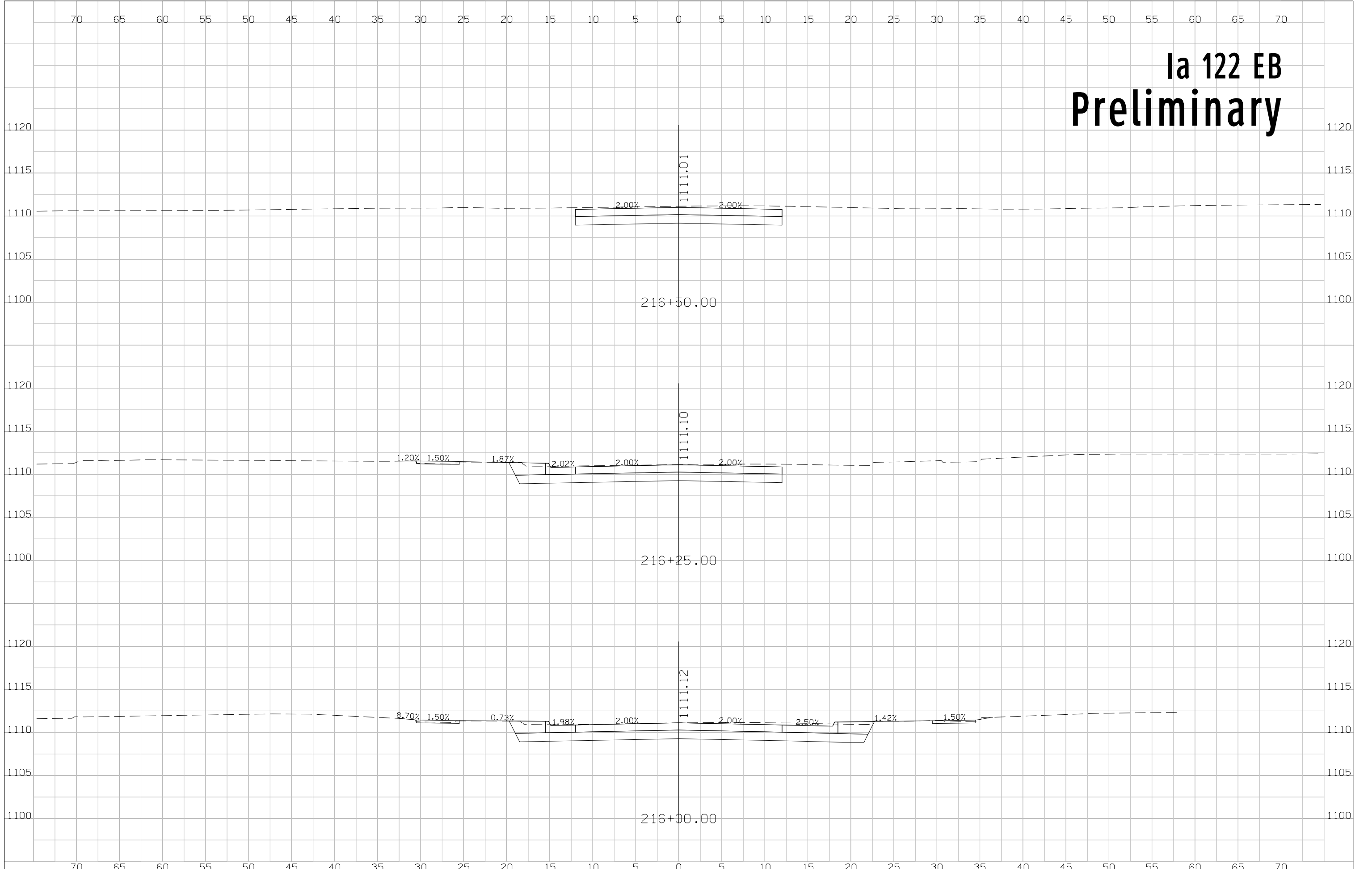
Ia 122 EB Preliminary



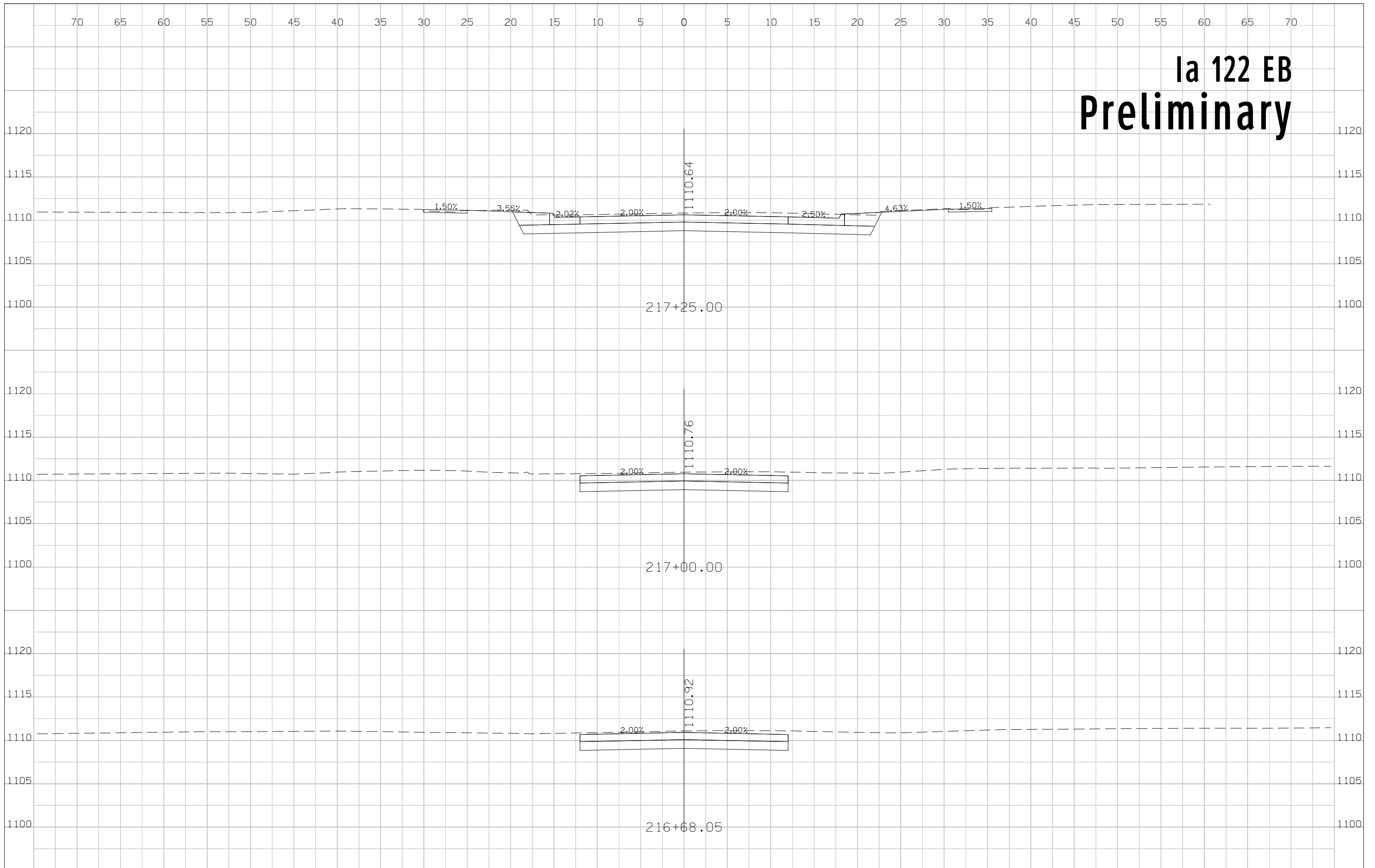
Ia 122 EB Preliminary



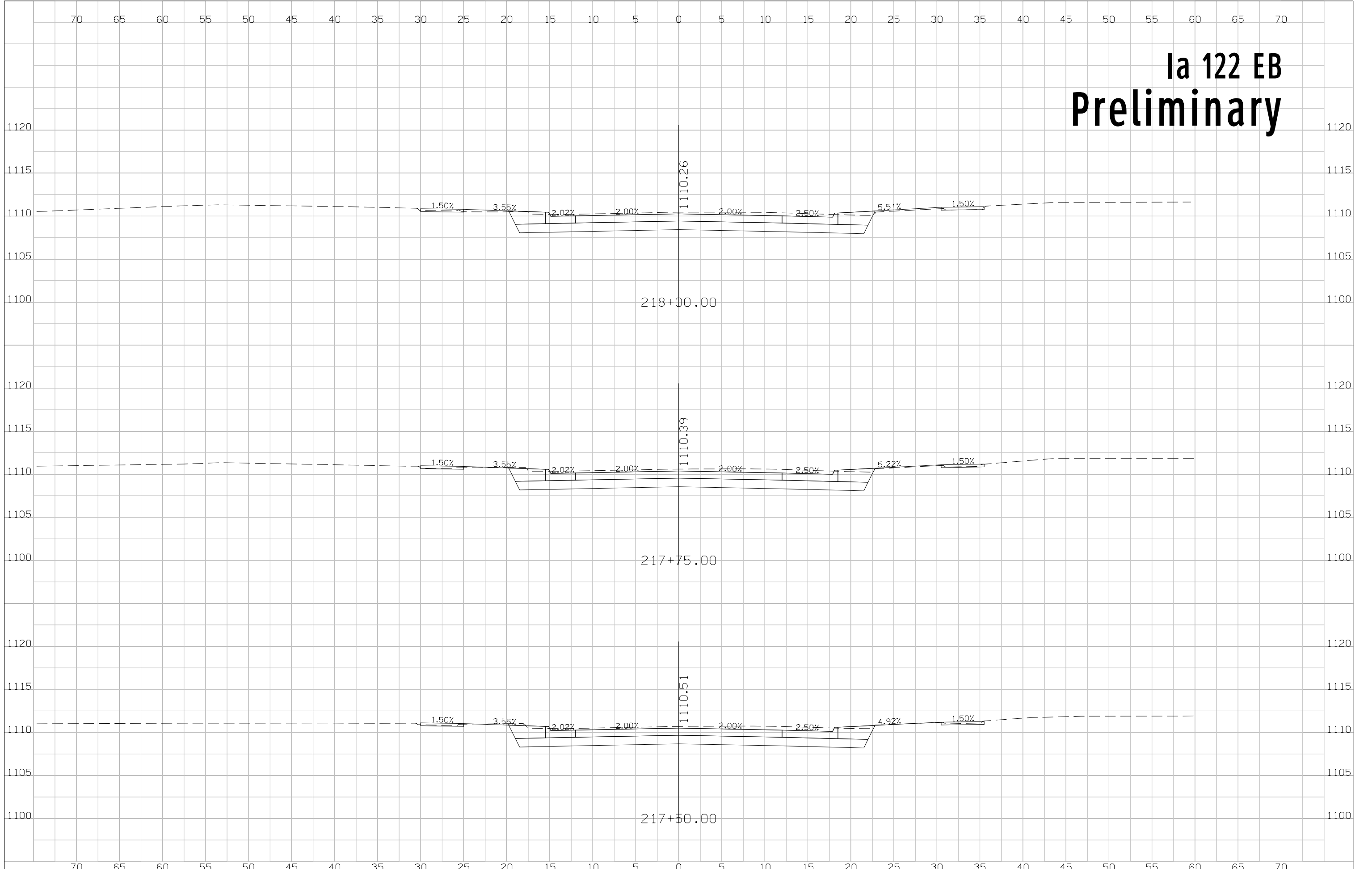
Ia 122 EB Preliminary



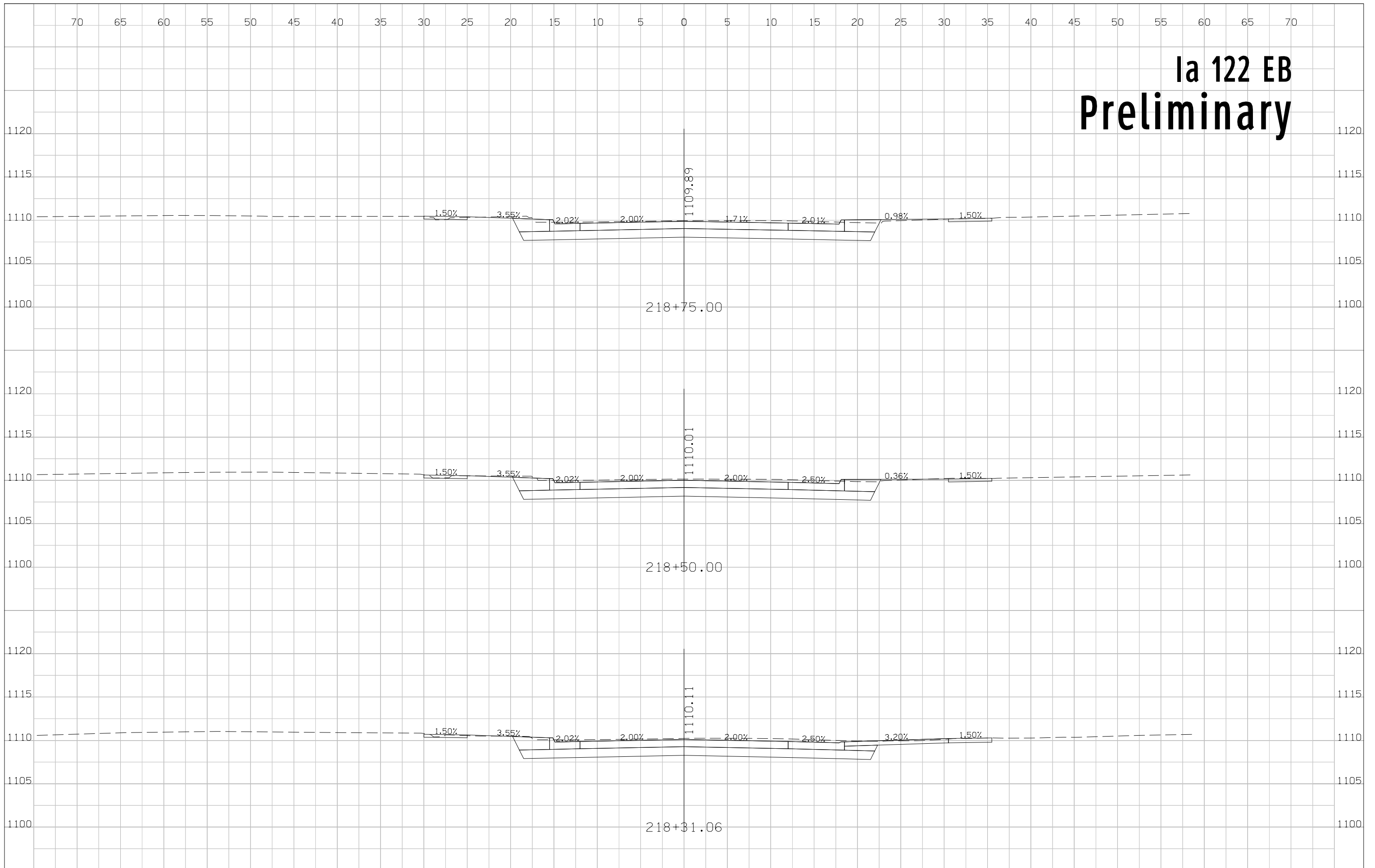
Ia 122 EB Preliminary



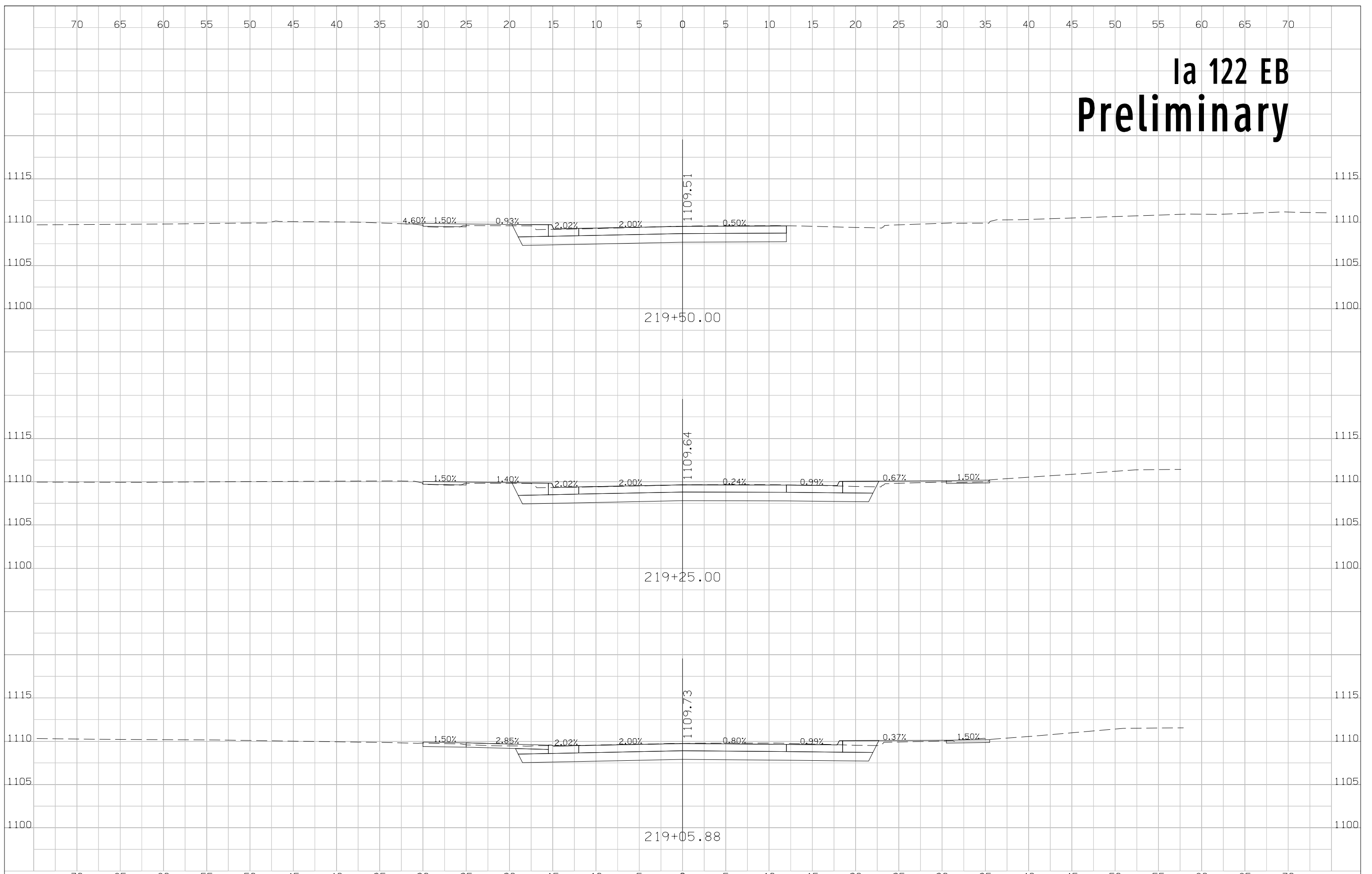
Ia 122 EB Preliminary



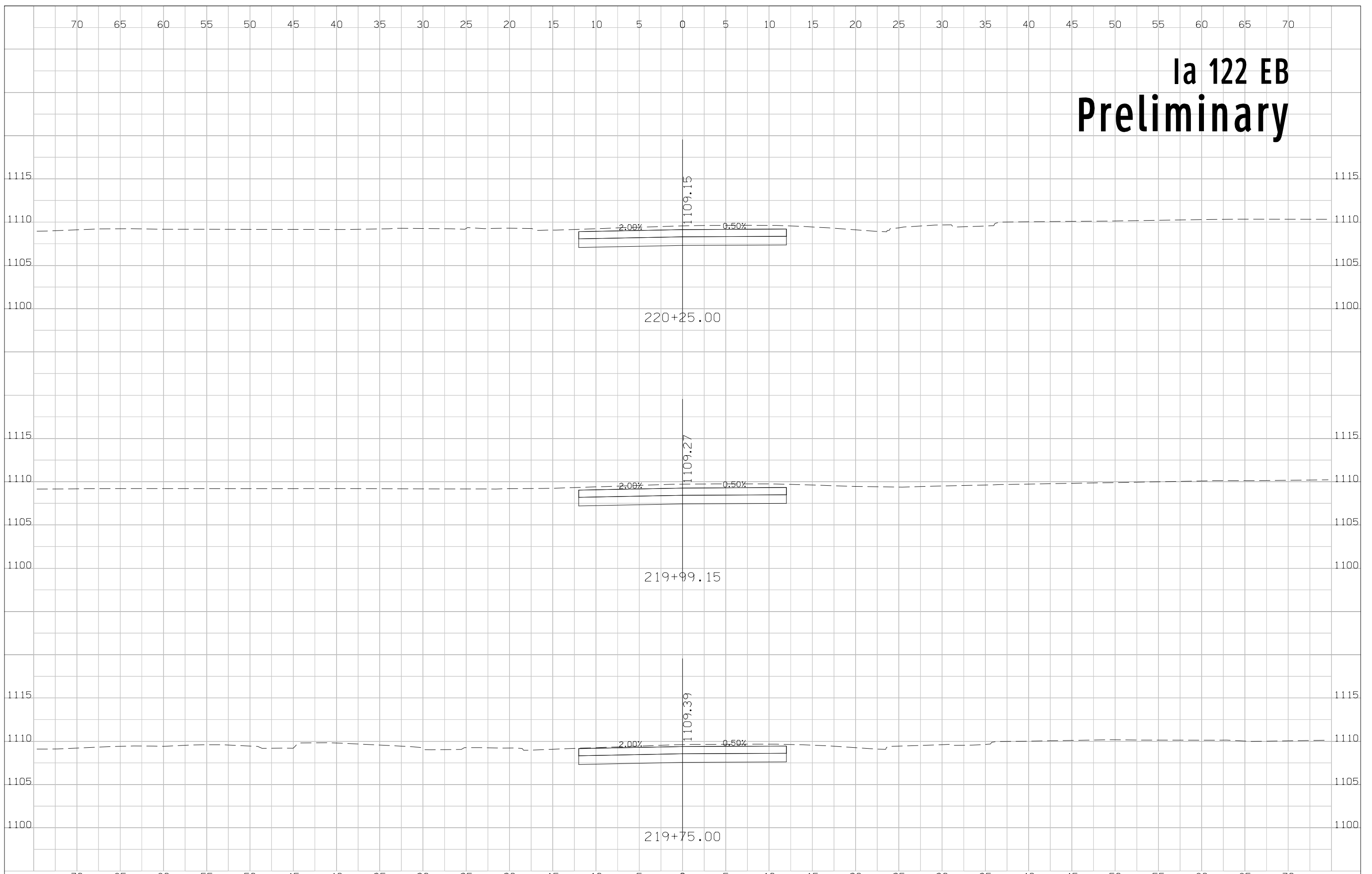
Ia 122 EB Preliminary



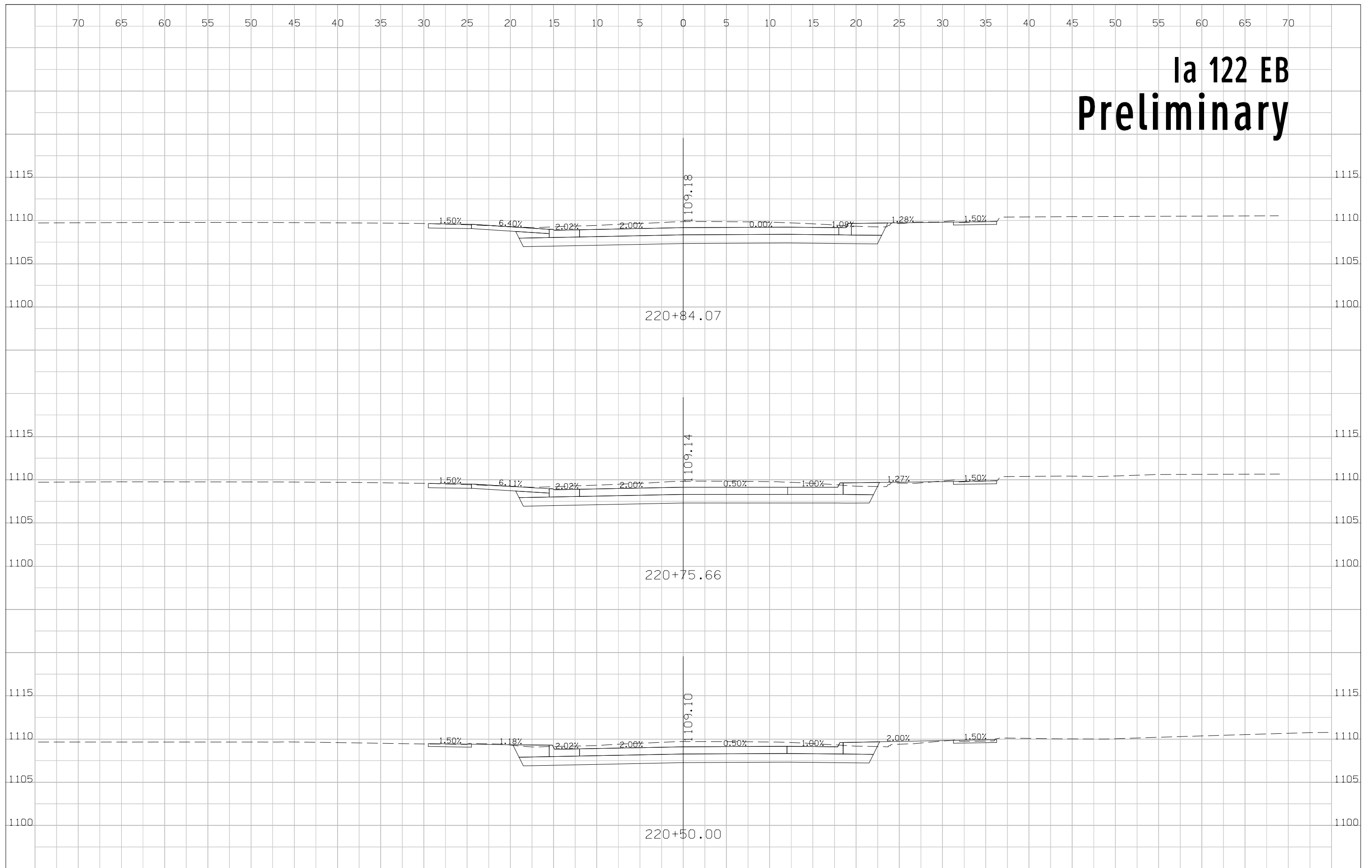
Ia 122 EB Preliminary



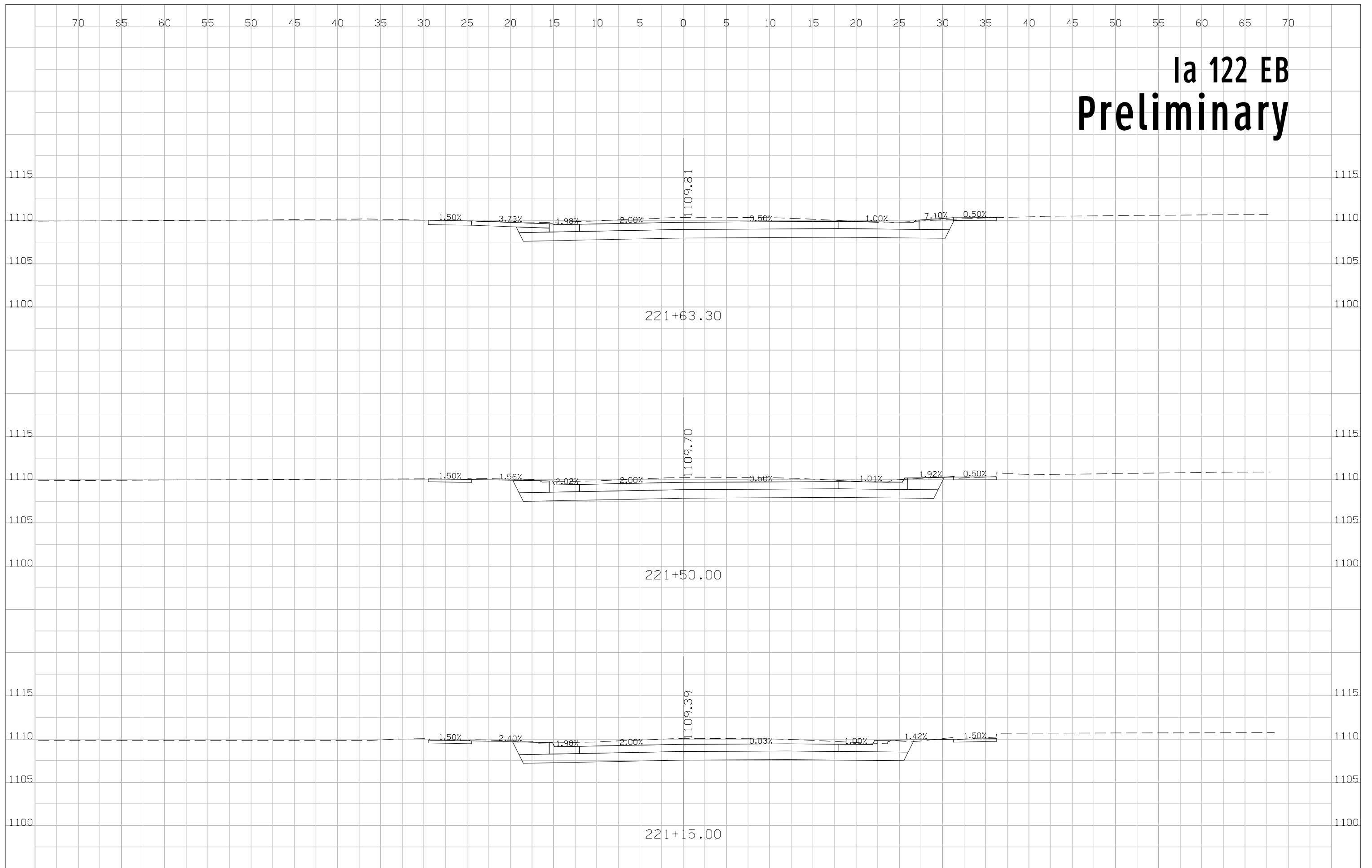
Ia 122 EB Preliminary



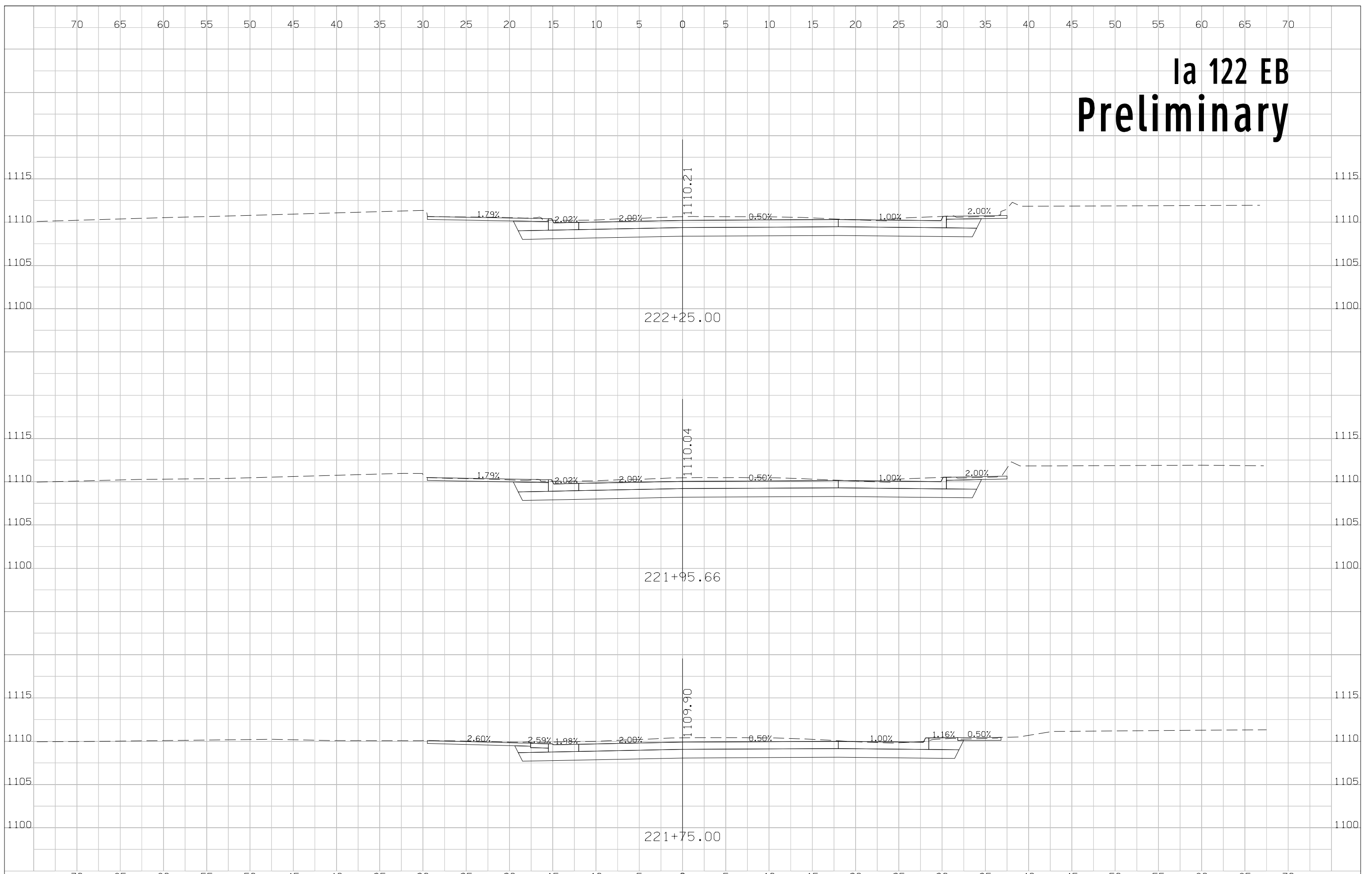
Ia 122 EB Preliminary



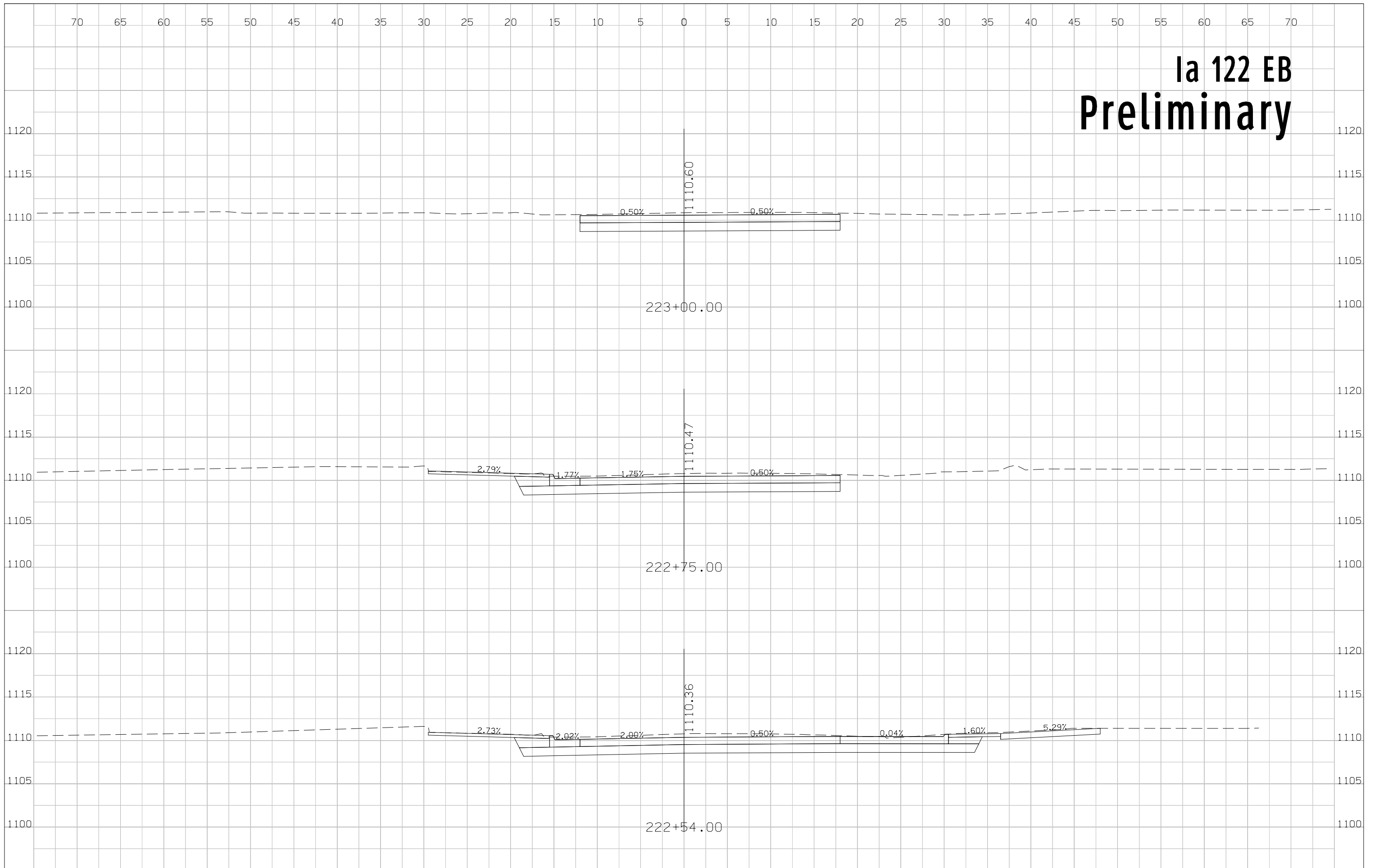
Ia 122 EB Preliminary



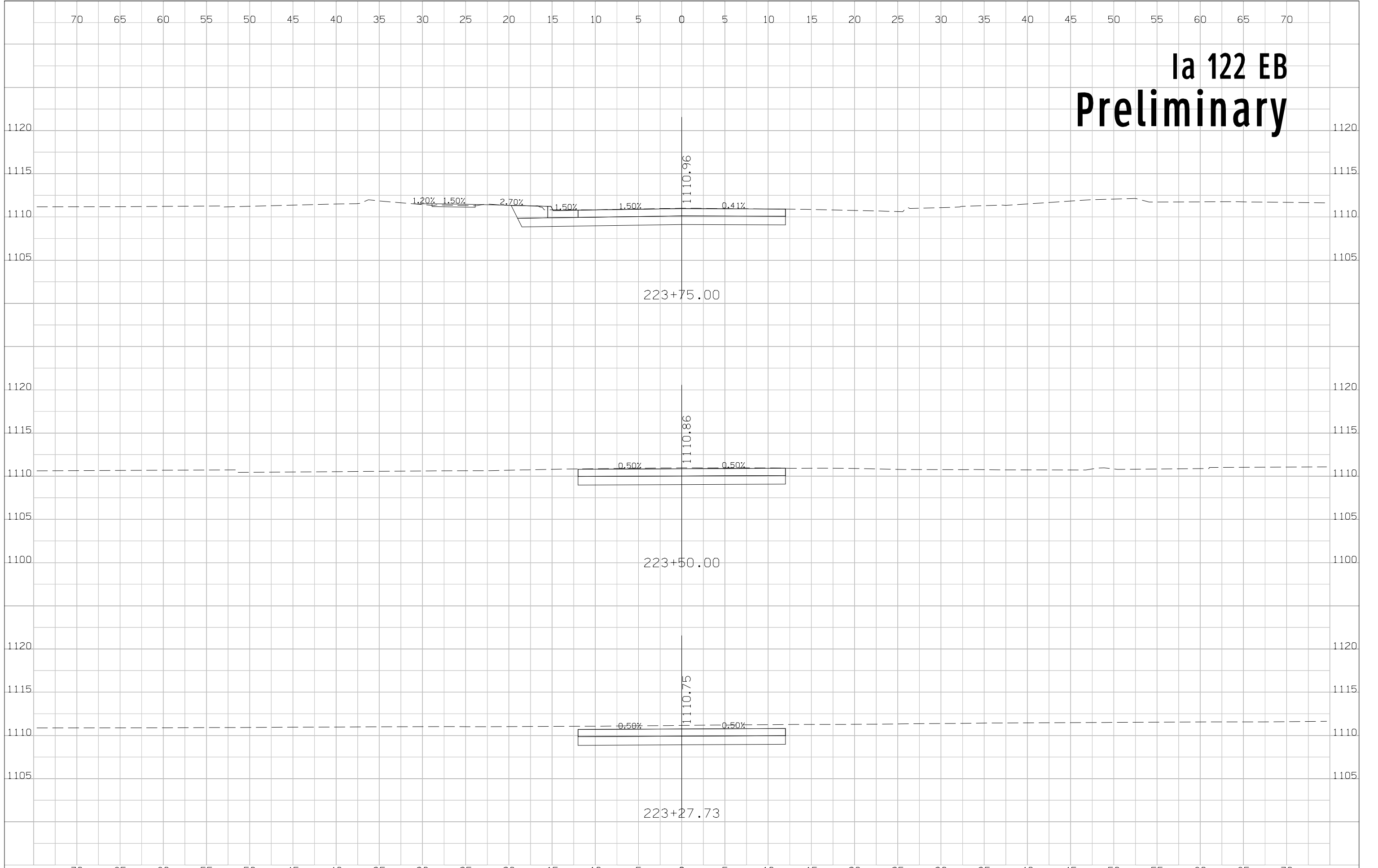
Ia 122 EB Preliminary



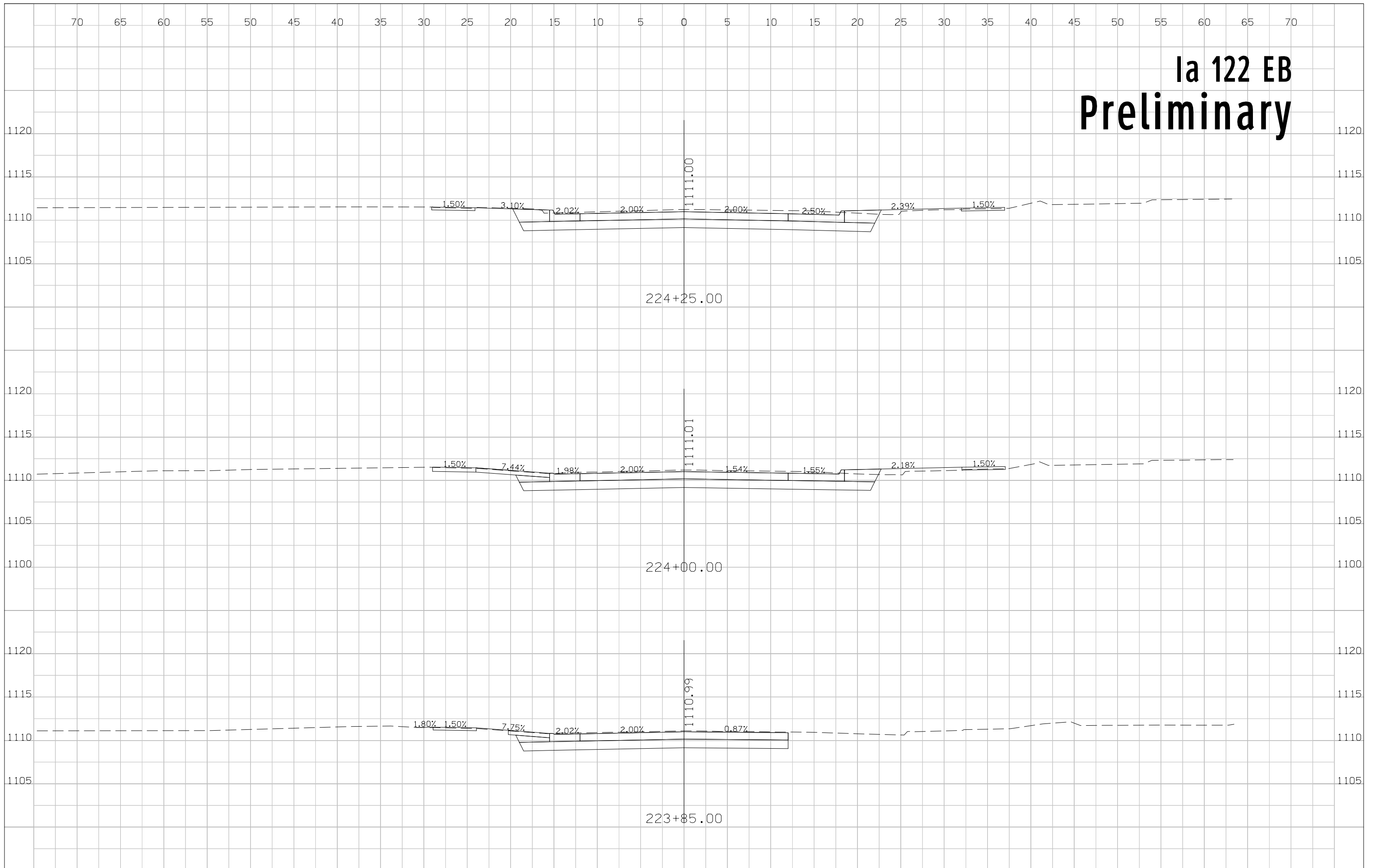
Ia 122 EB Preliminary



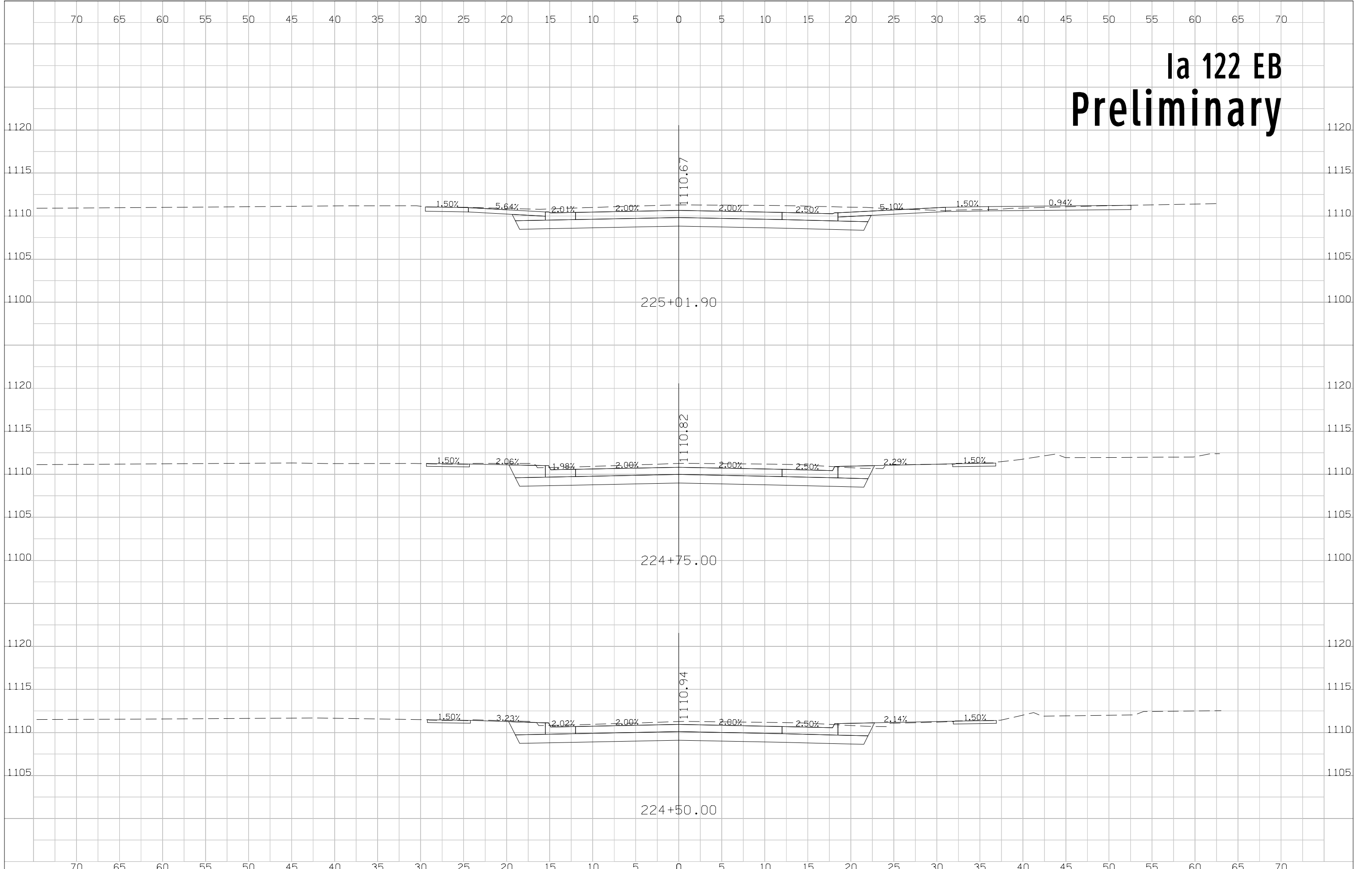
Ia 122 EB Preliminary



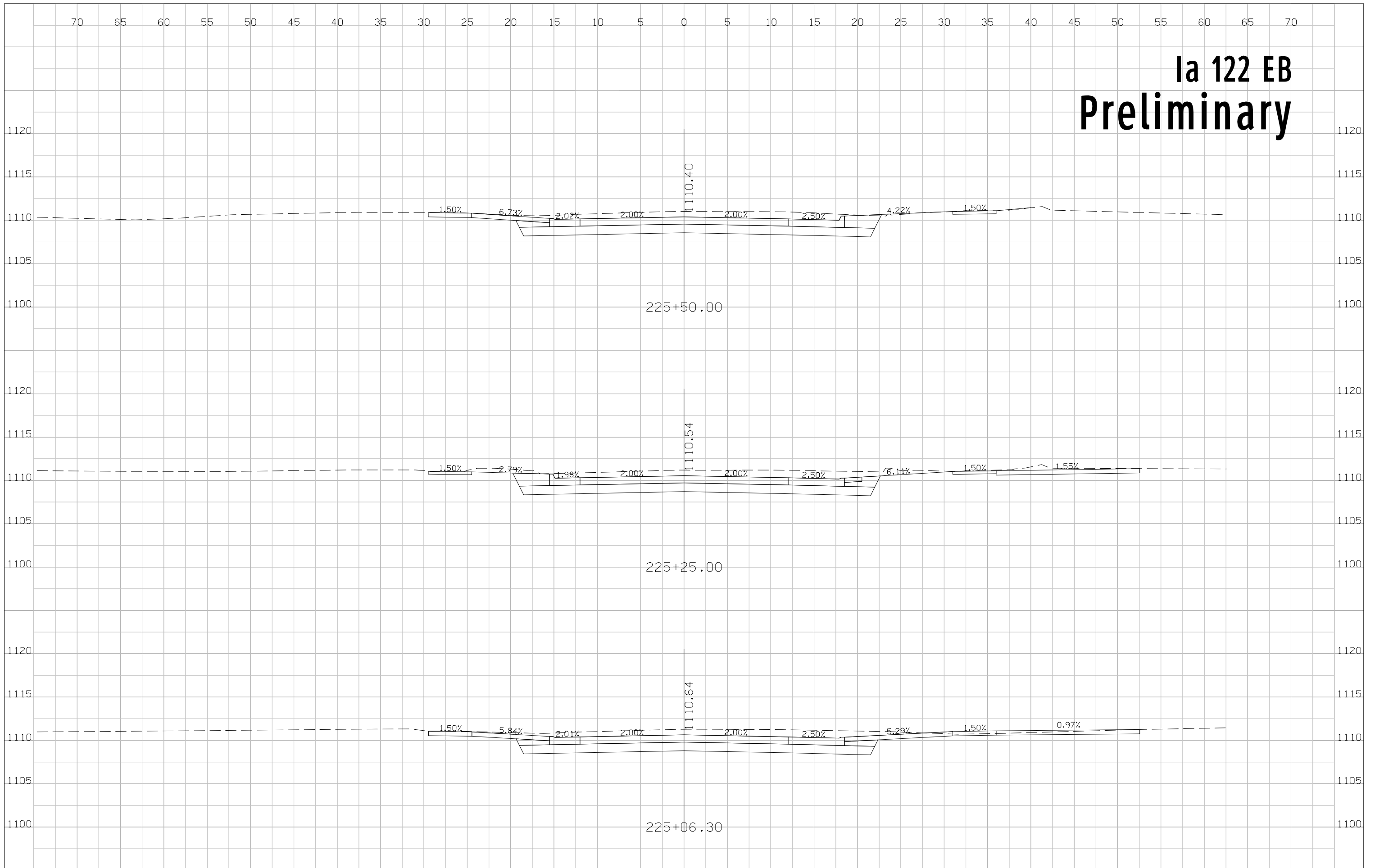
Ia 122 EB Preliminary



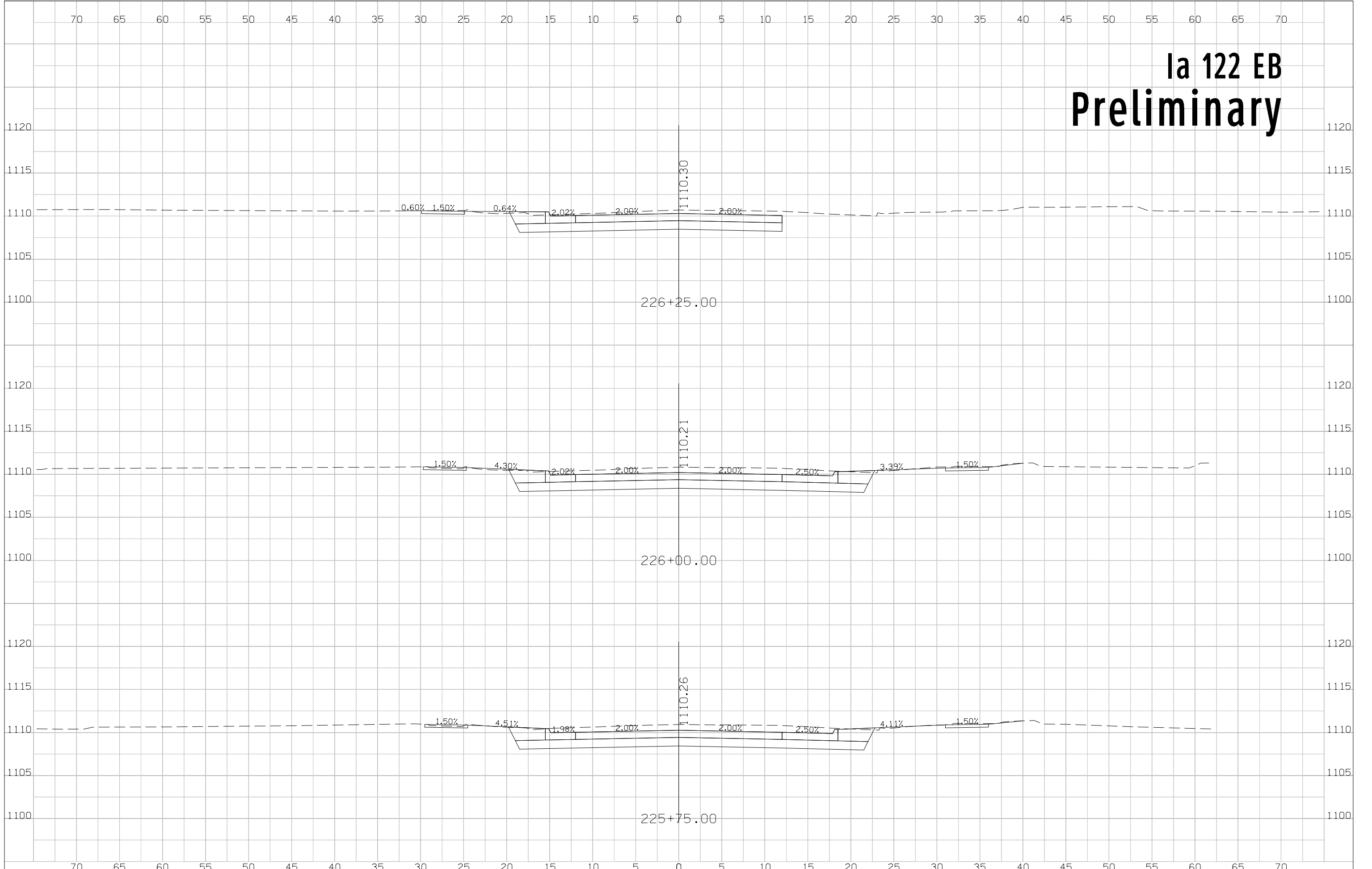
Ia 122 EB Preliminary



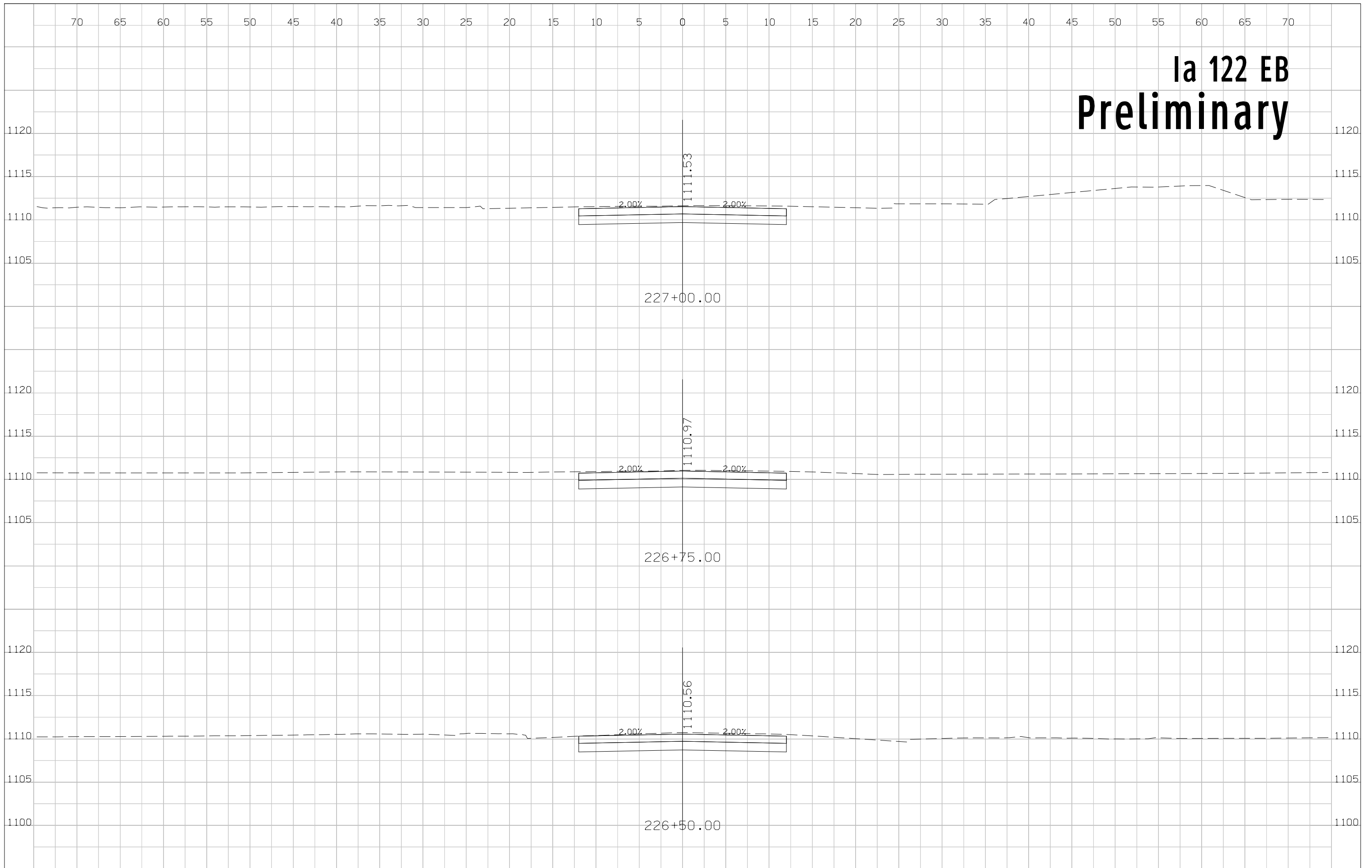
Ia 122 EB Preliminary



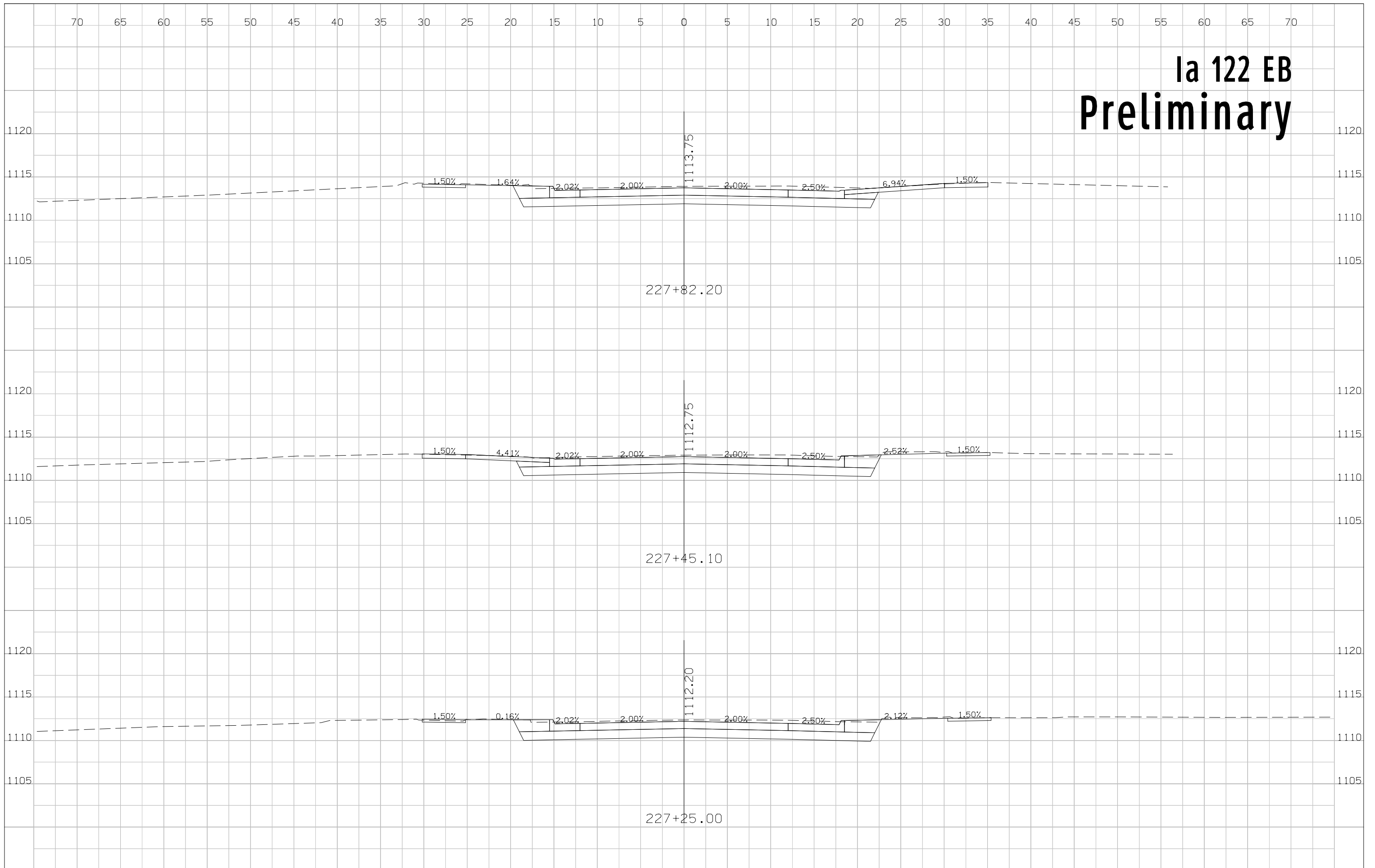
Ia 122 EB Preliminary



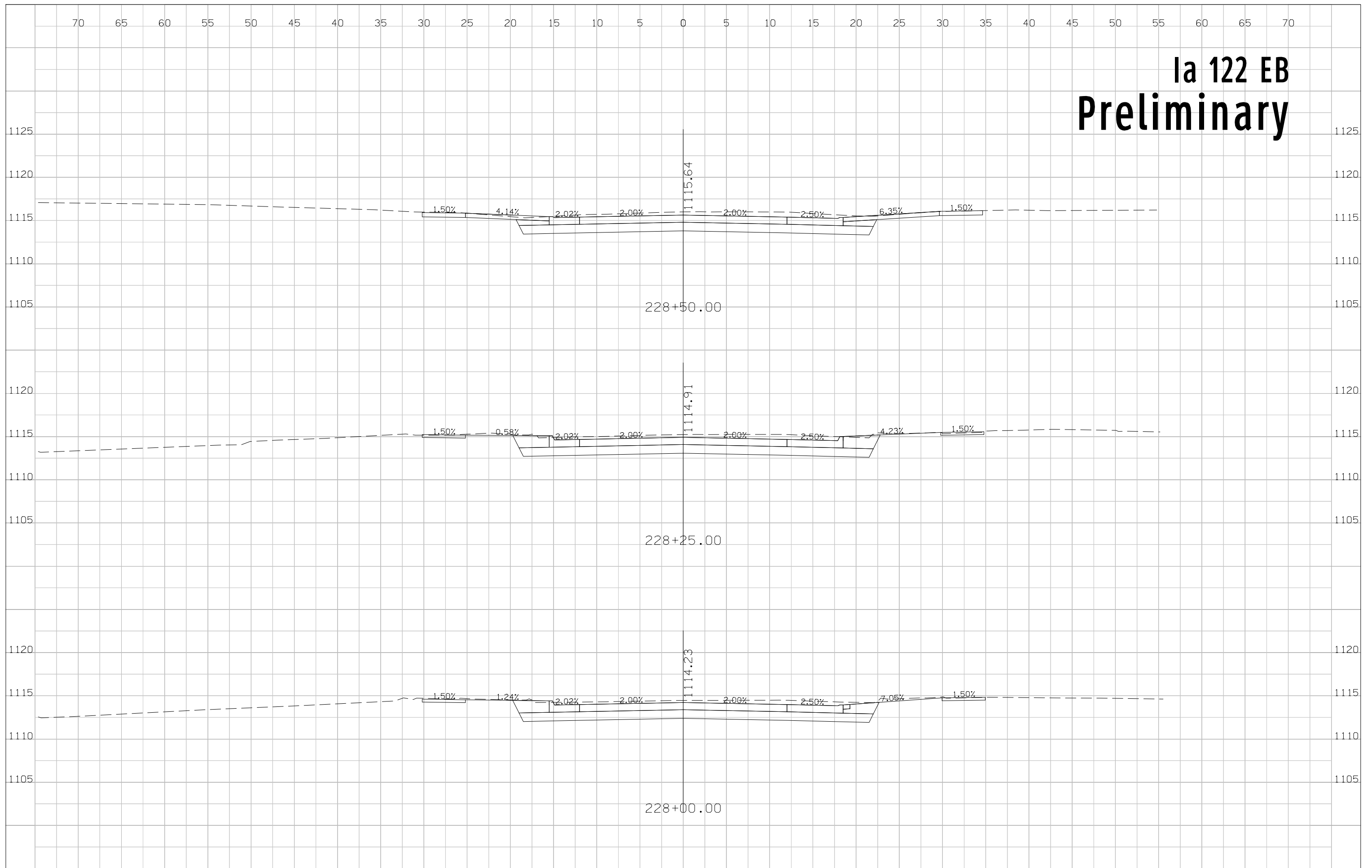
Ia 122 EB Preliminary



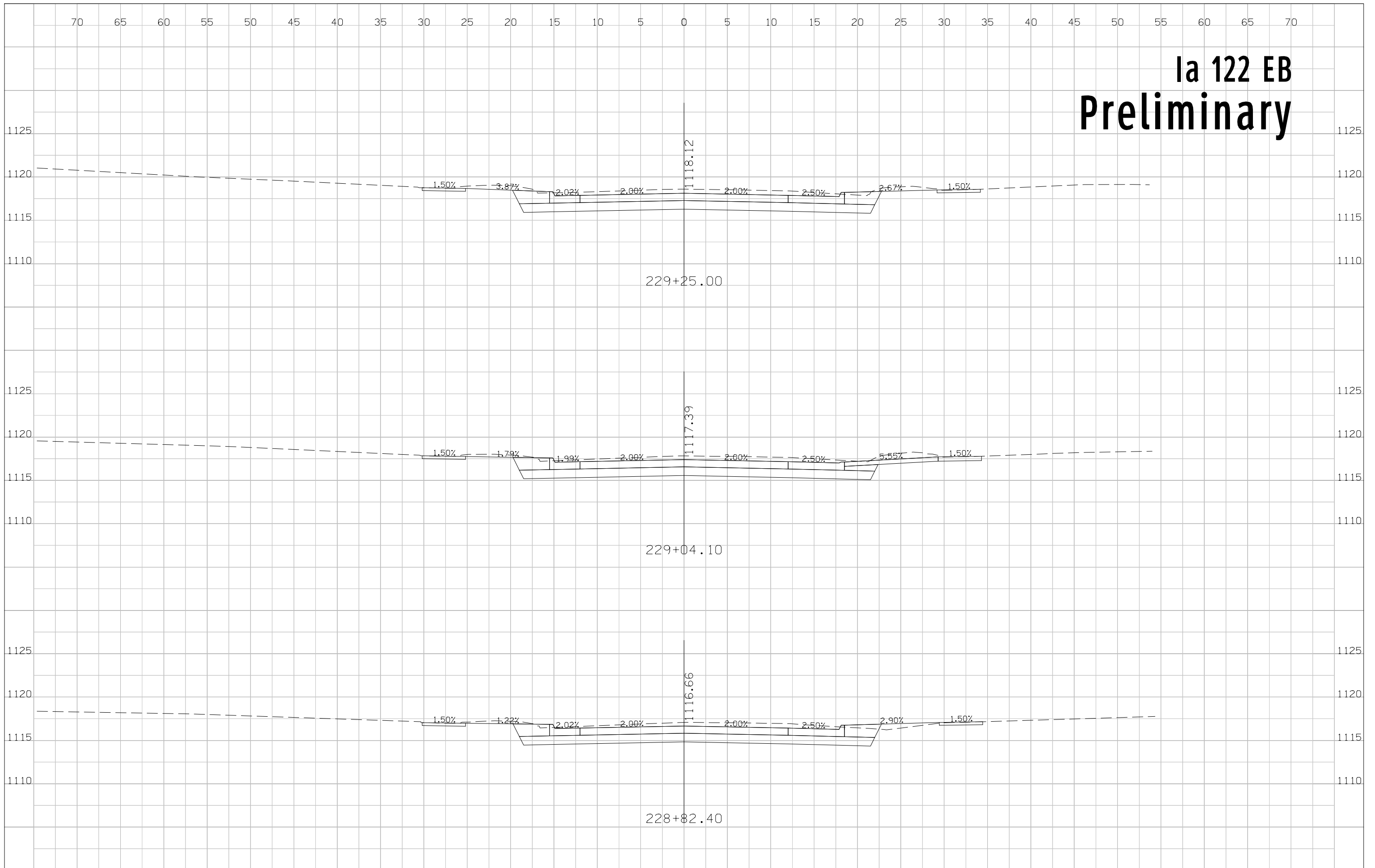
Ia 122 EB Preliminary



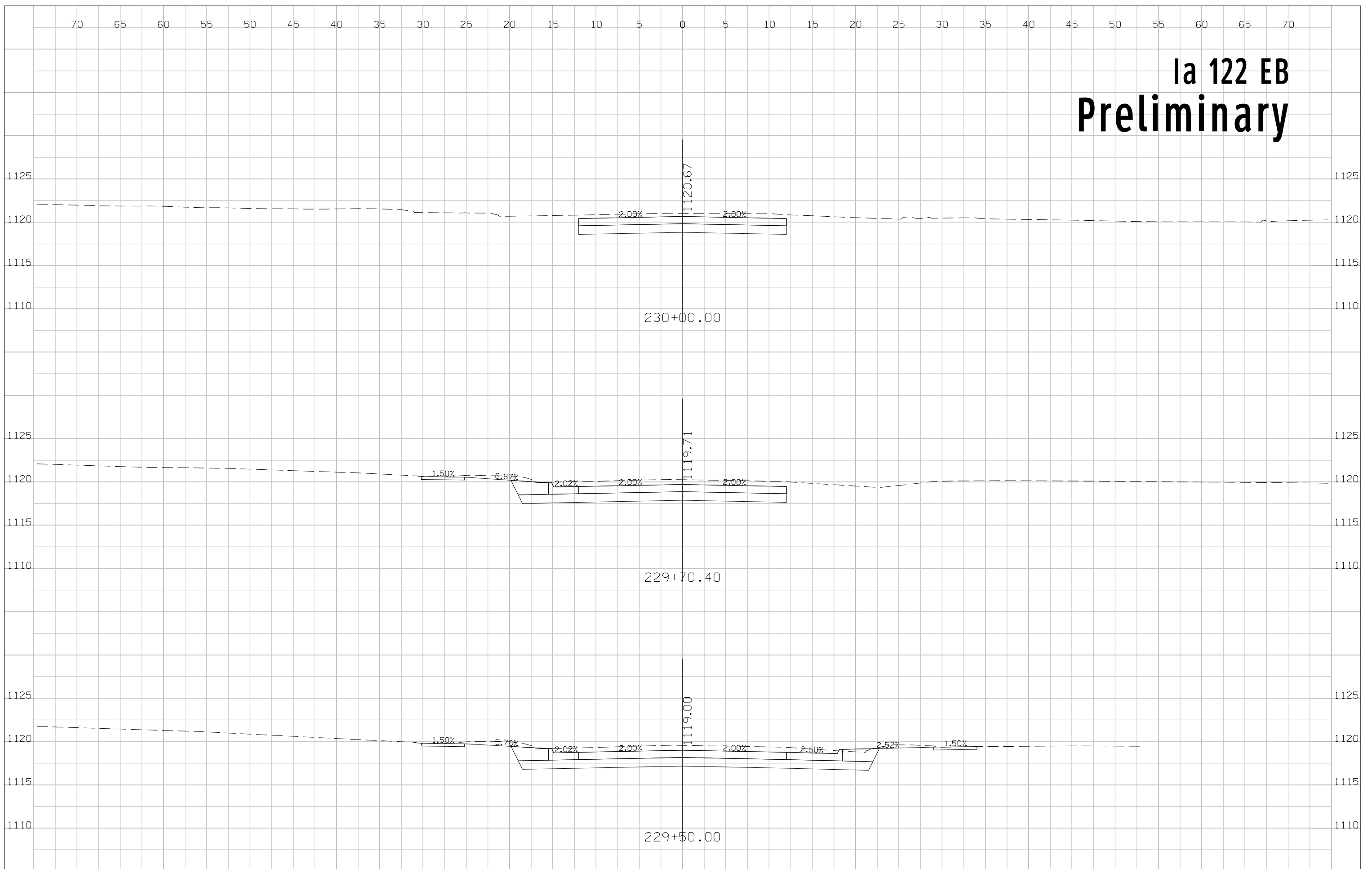
Ia 122 EB Preliminary



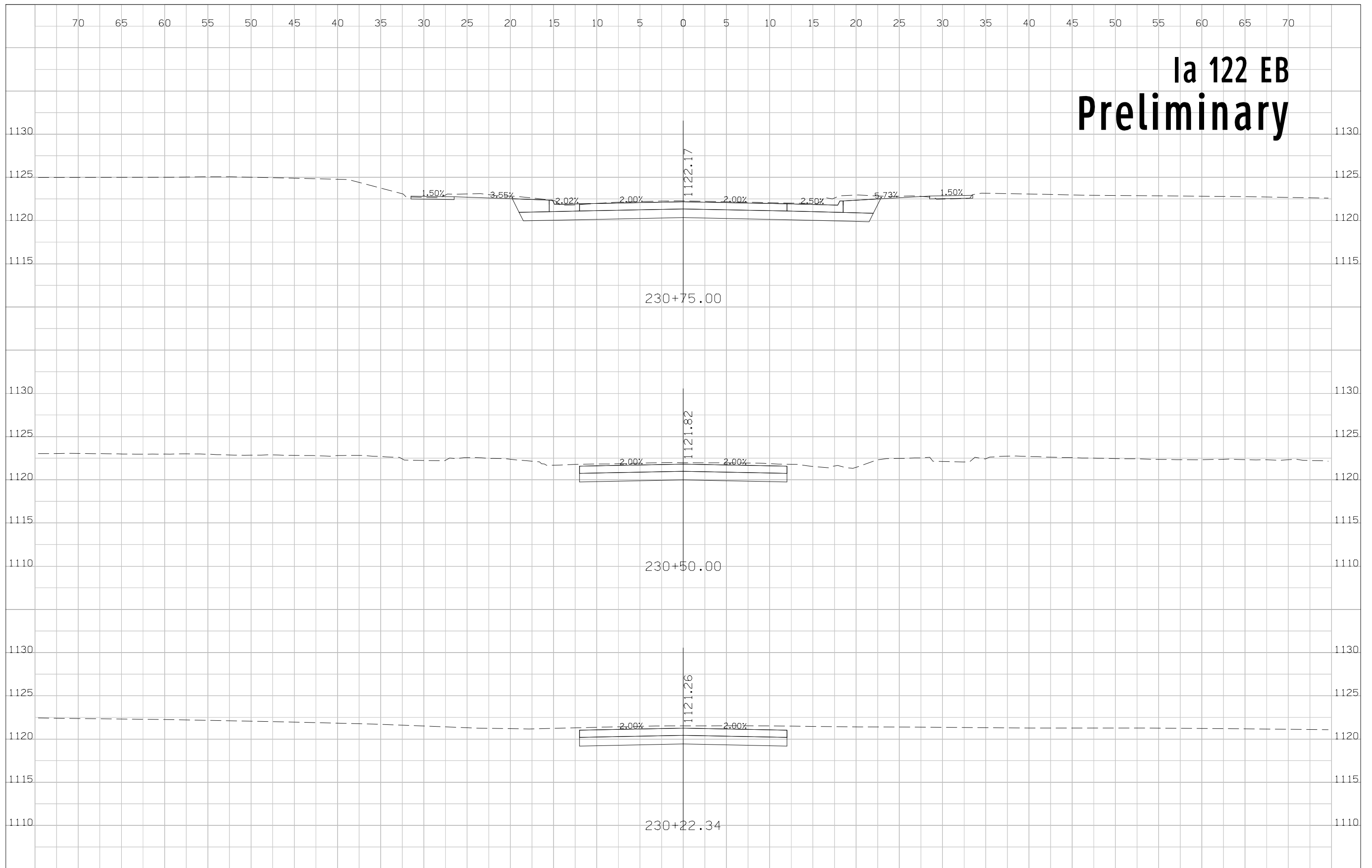
Ia 122 EB Preliminary



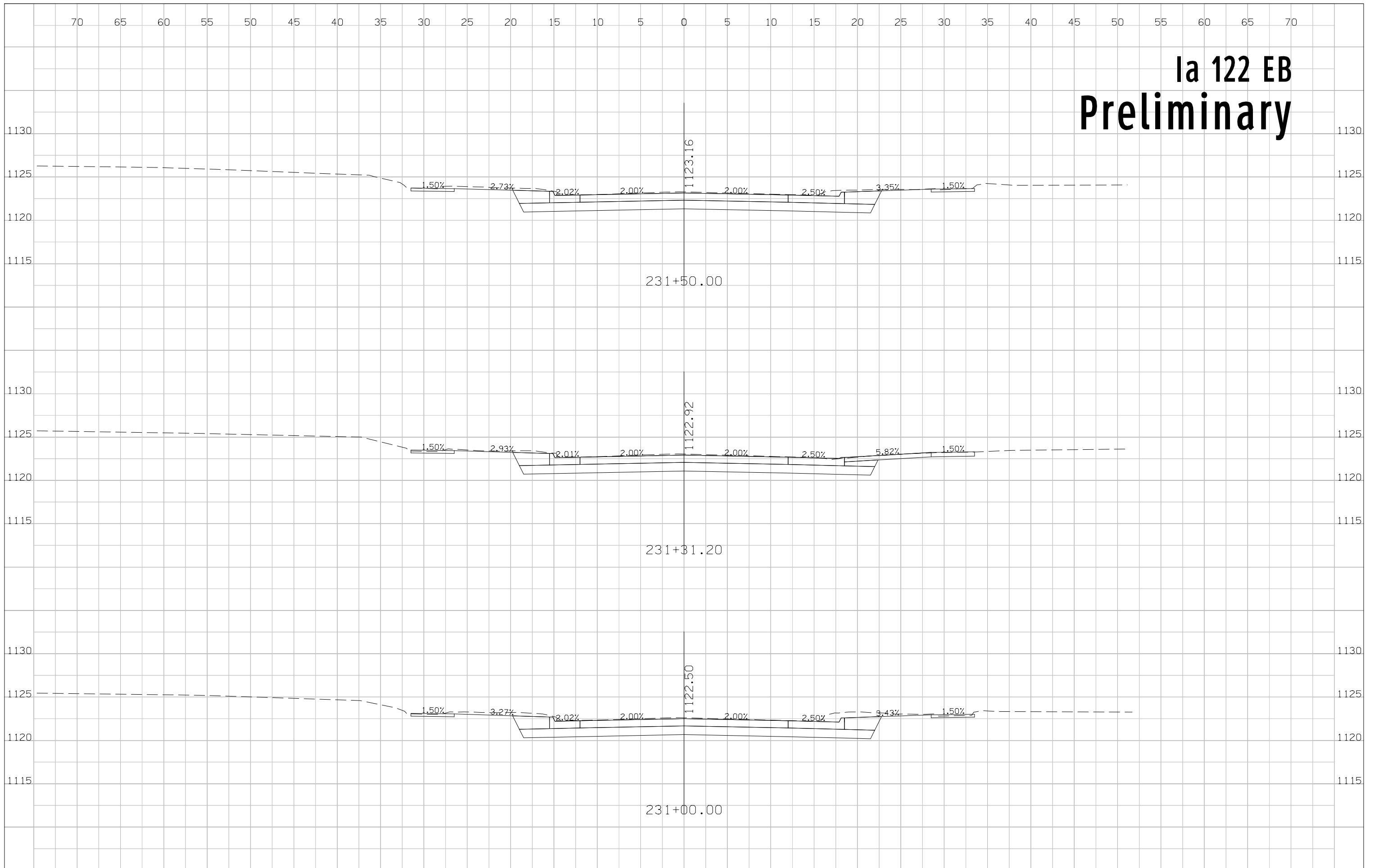
Ia 122 EB Preliminary



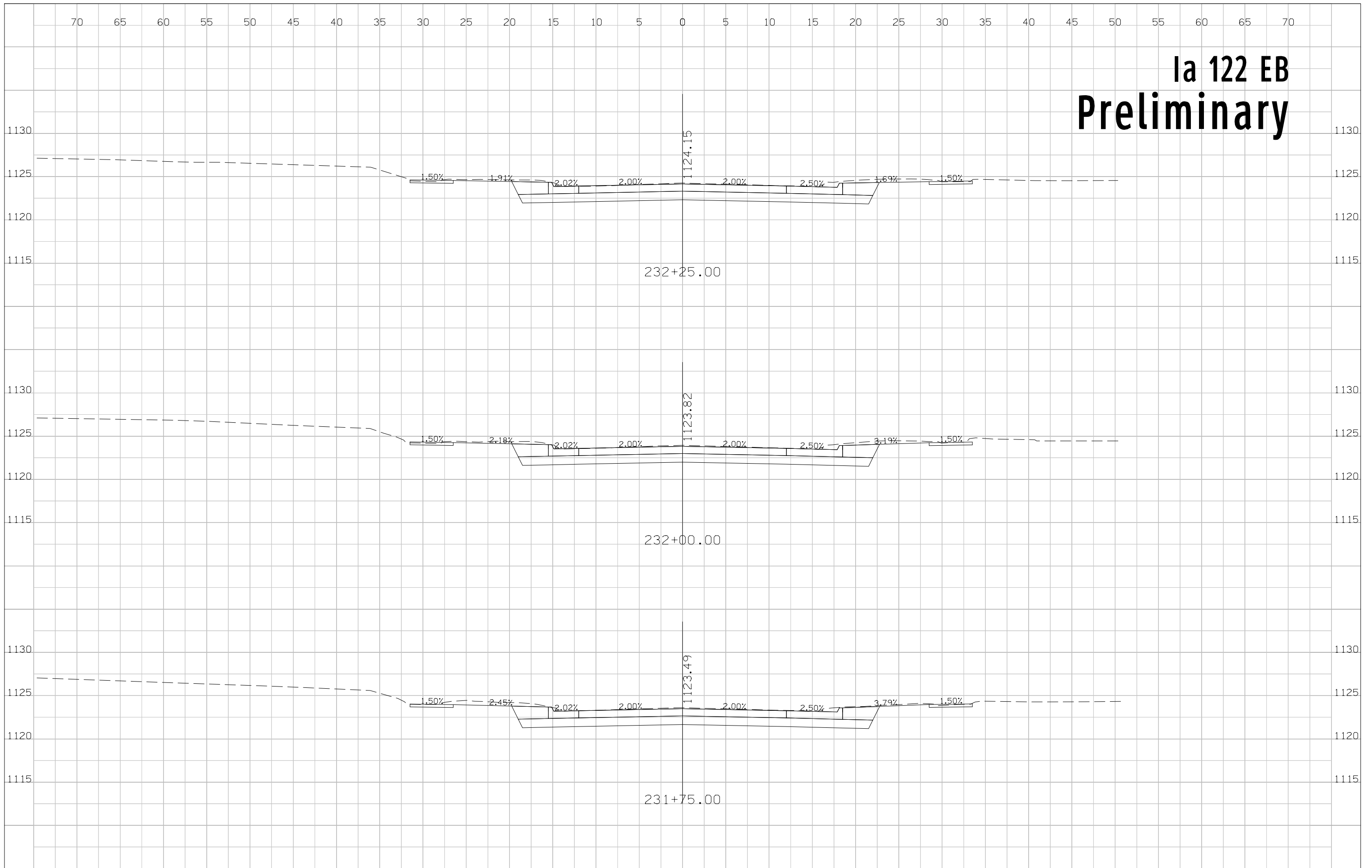
Ia 122 EB Preliminary



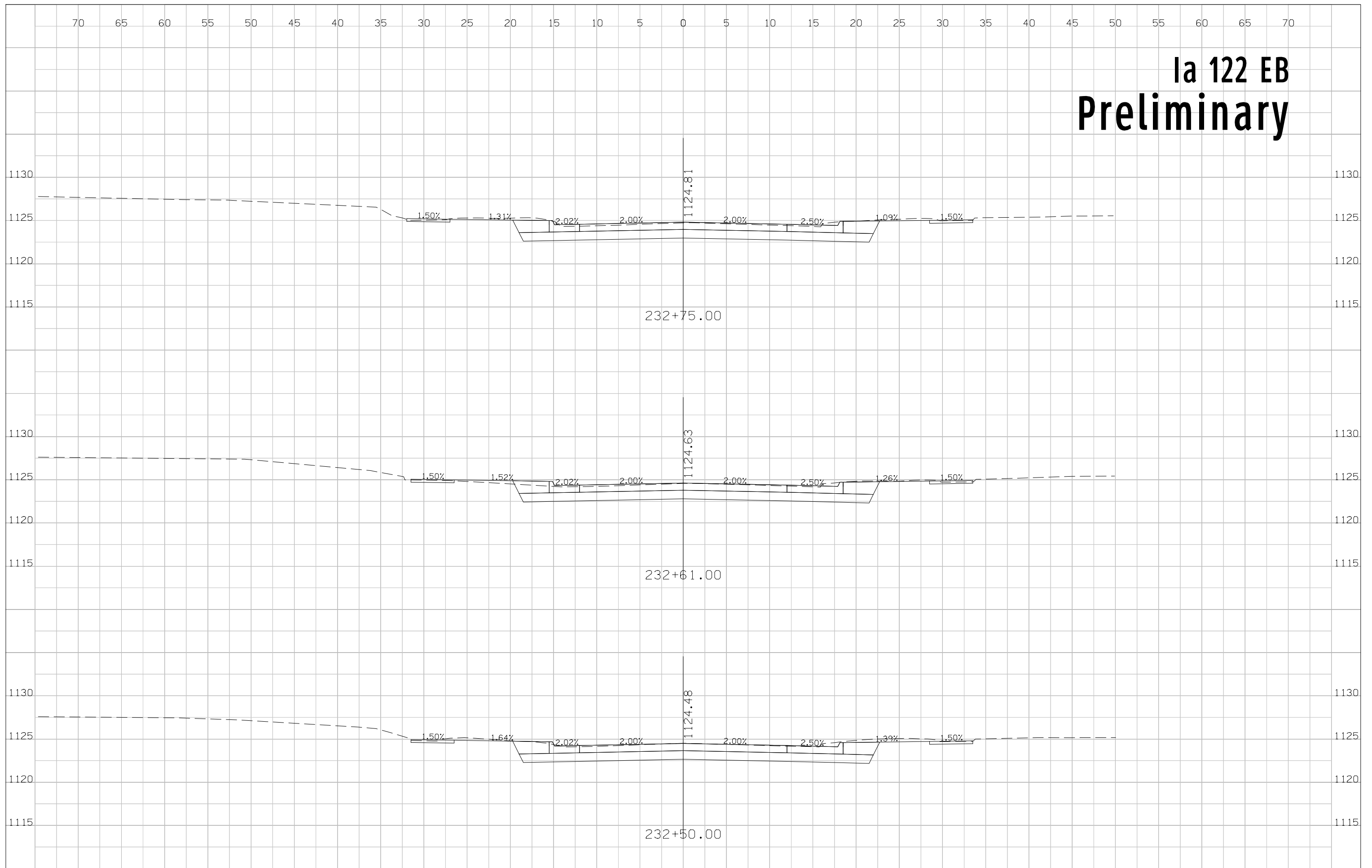
Ia 122 EB Preliminary



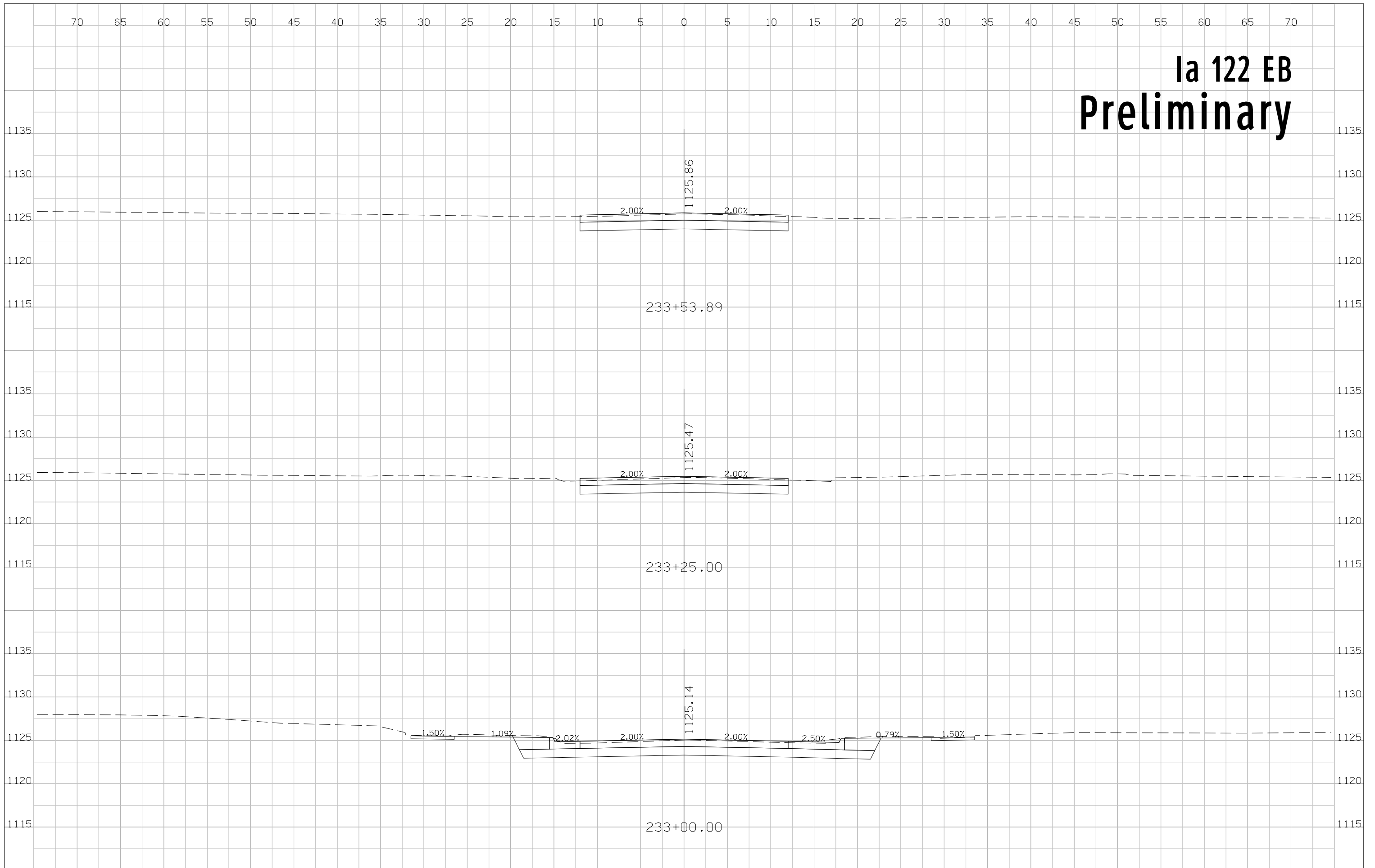
Ia 122 EB Preliminary



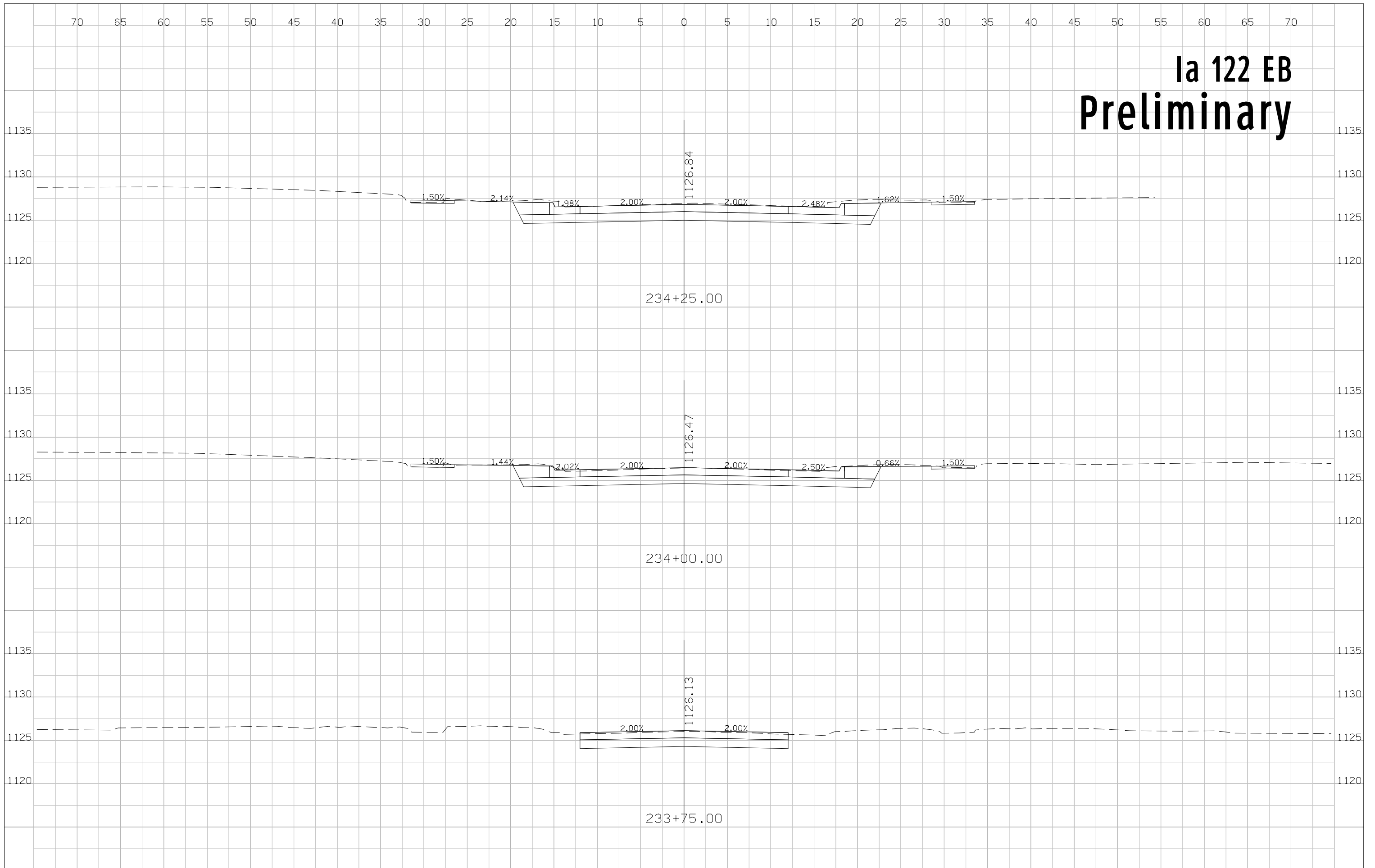
Ia 122 EB Preliminary



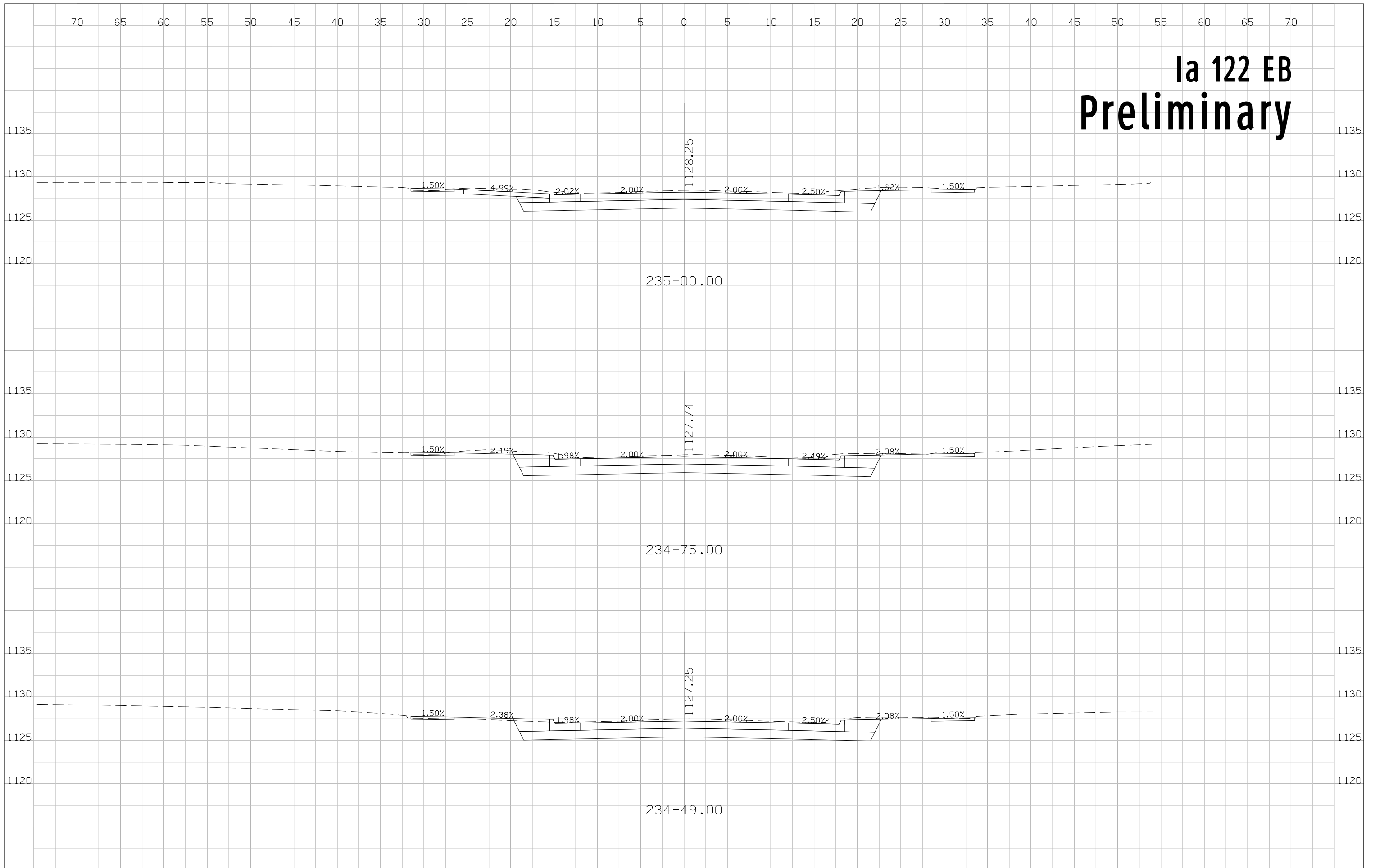
Ia 122 EB Preliminary



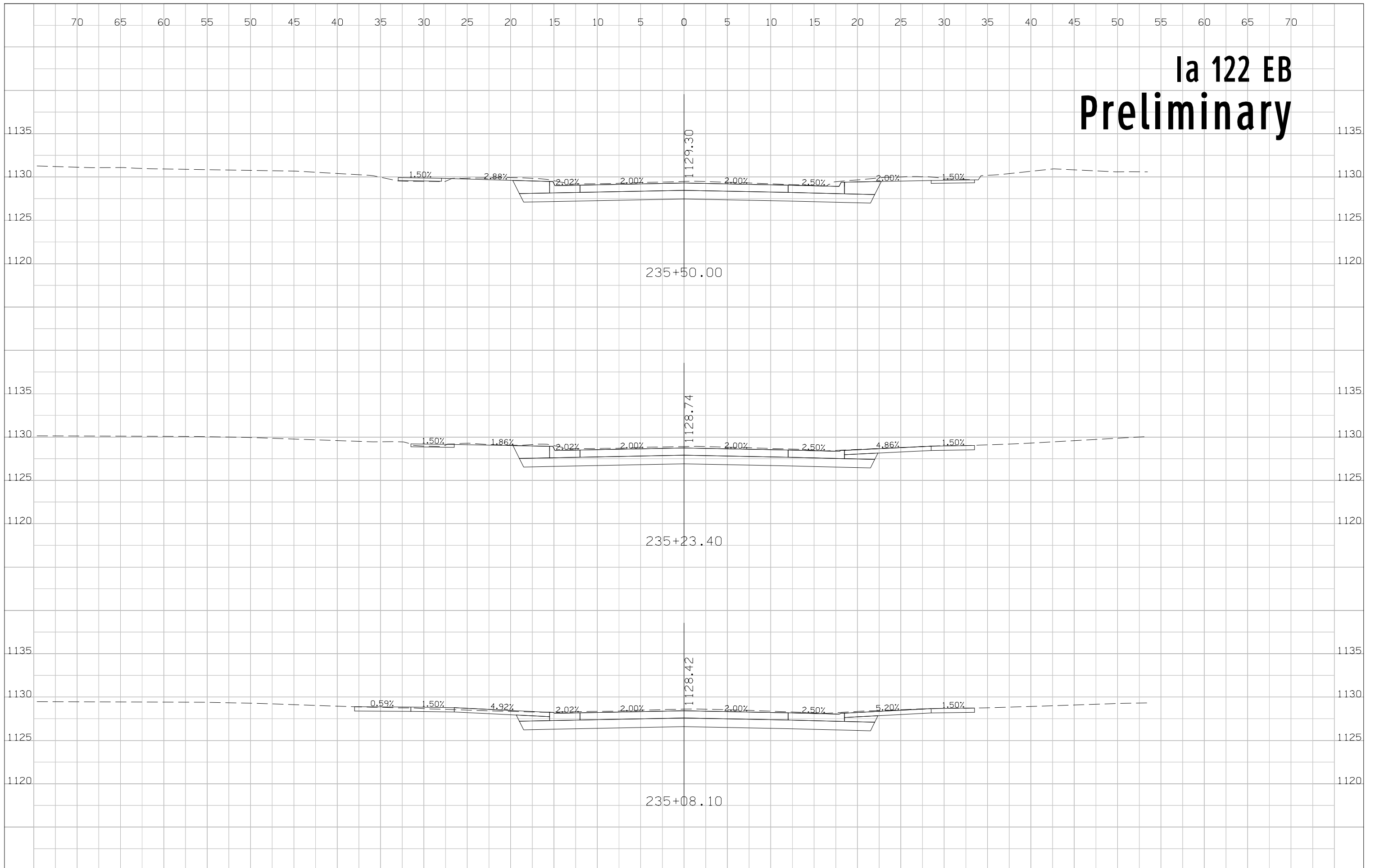
Ia 122 EB Preliminary



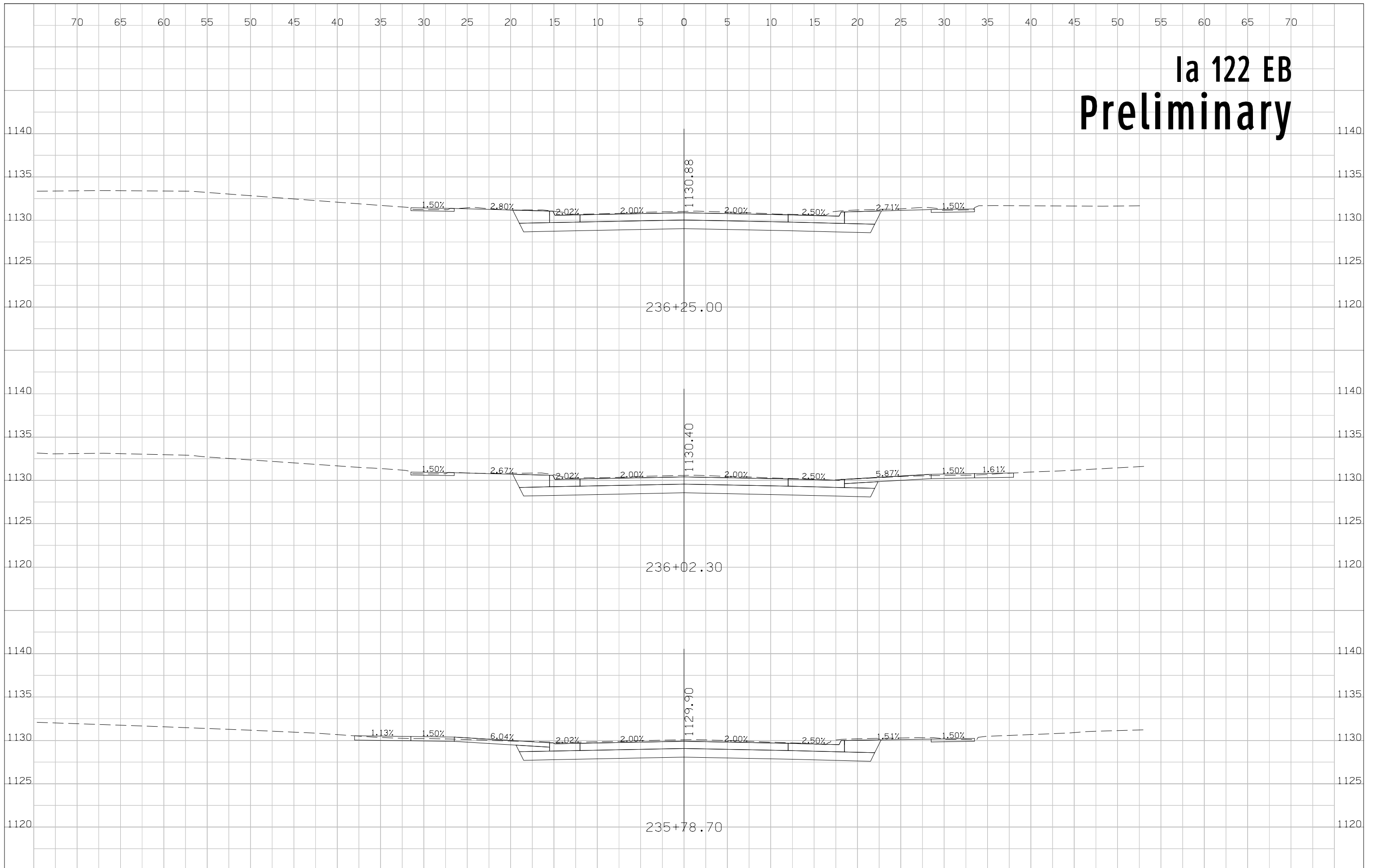
Ia 122 EB Preliminary



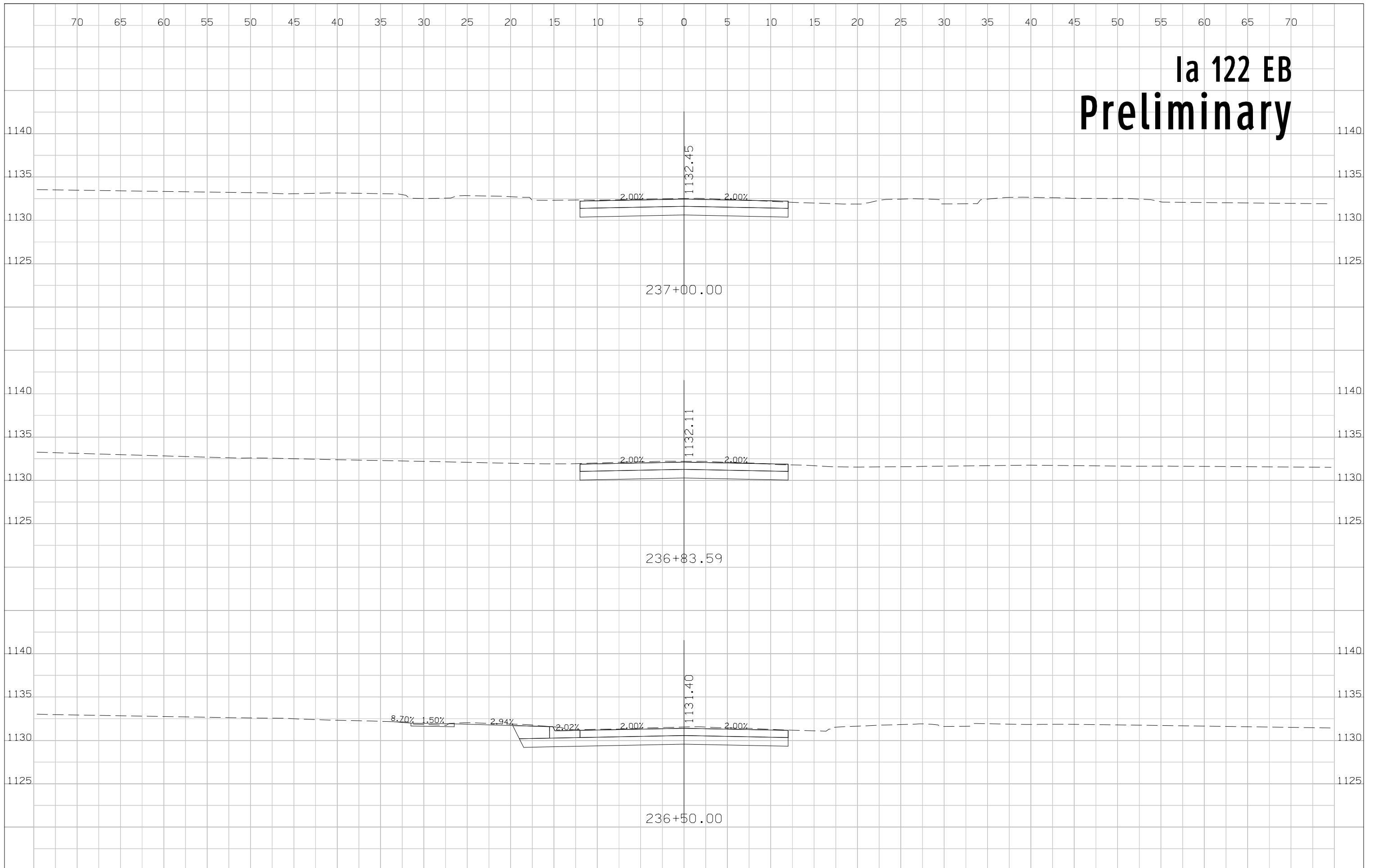
Ia 122 EB Preliminary



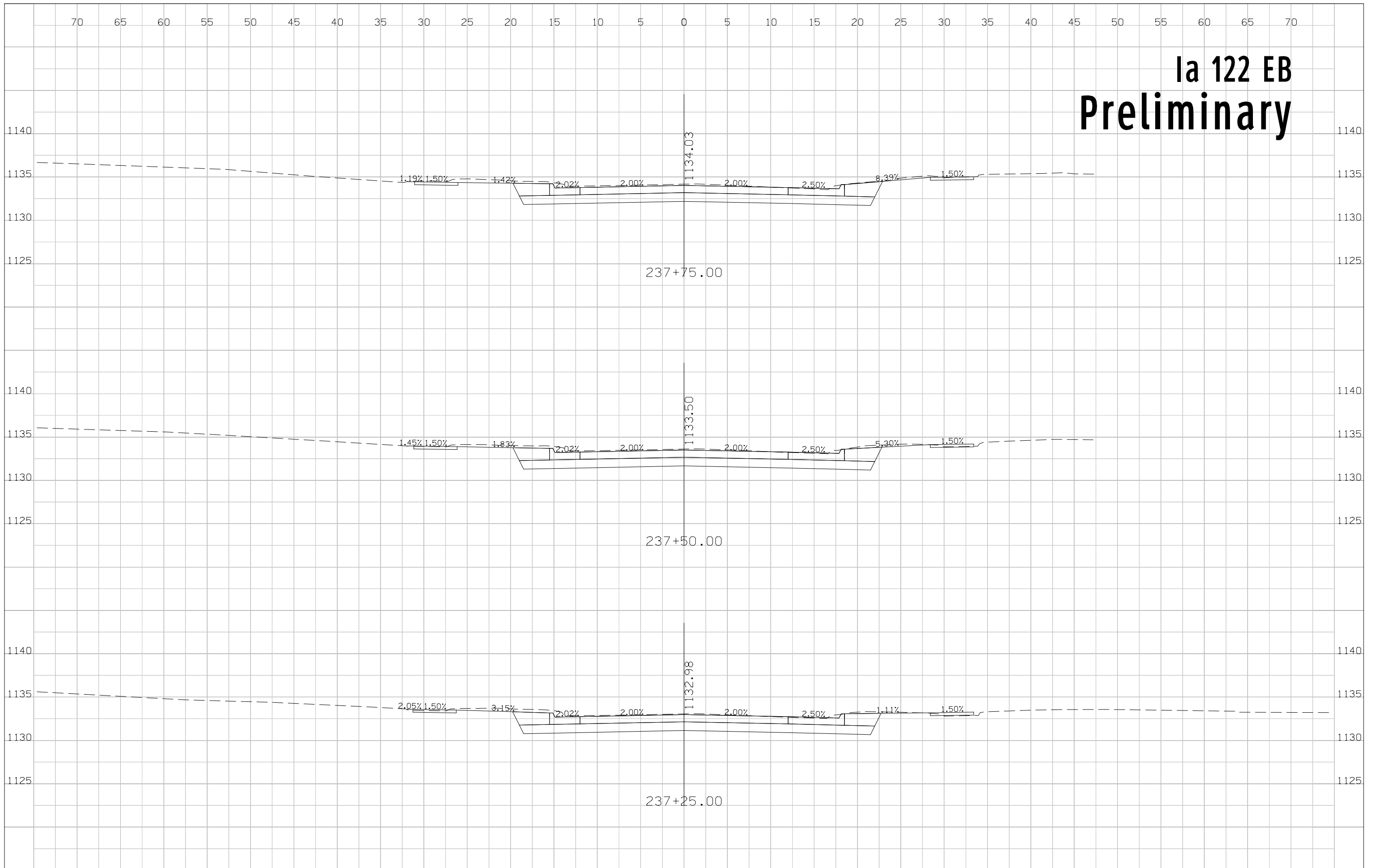
Ia 122 EB Preliminary



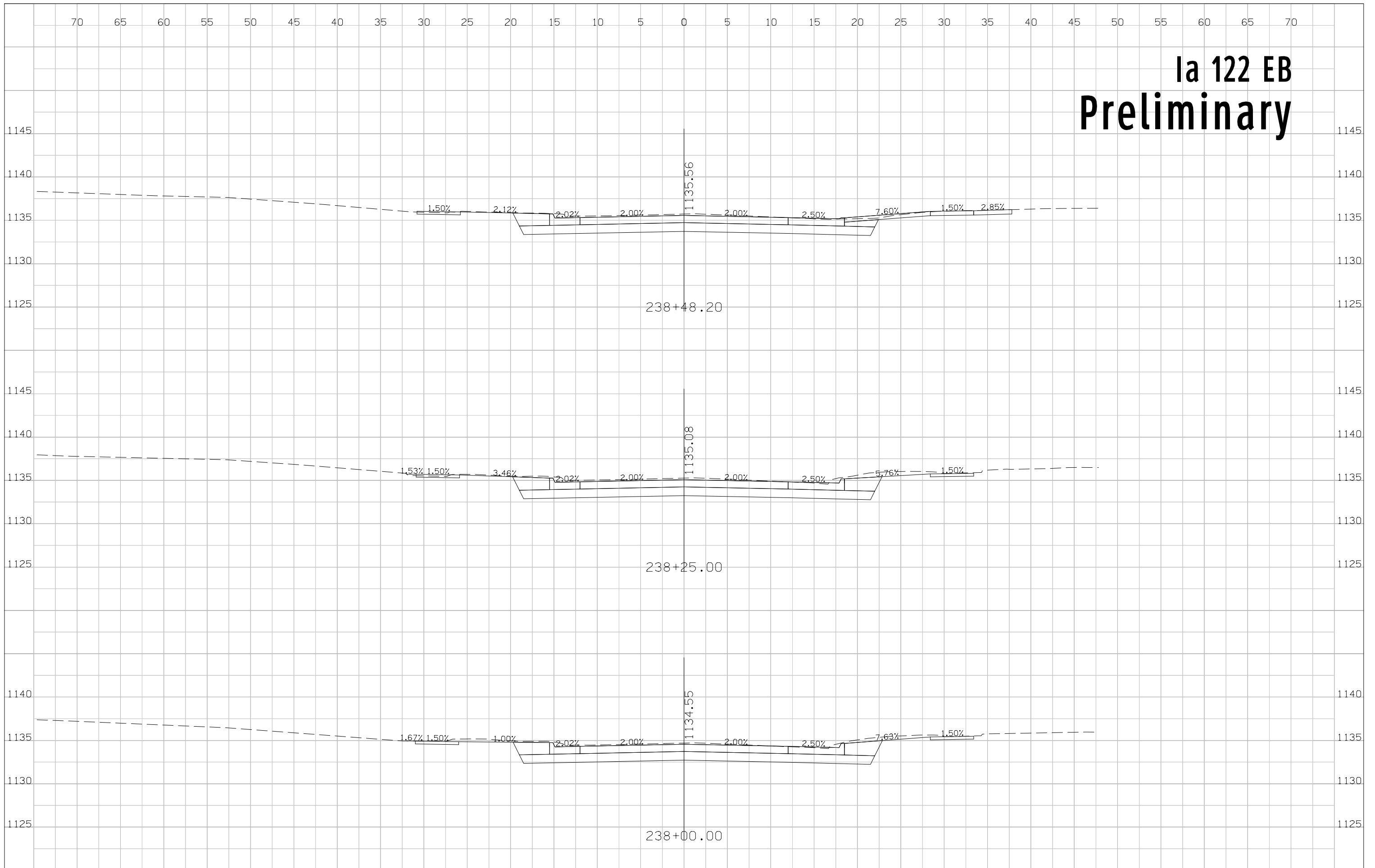
Ia 122 EB Preliminary



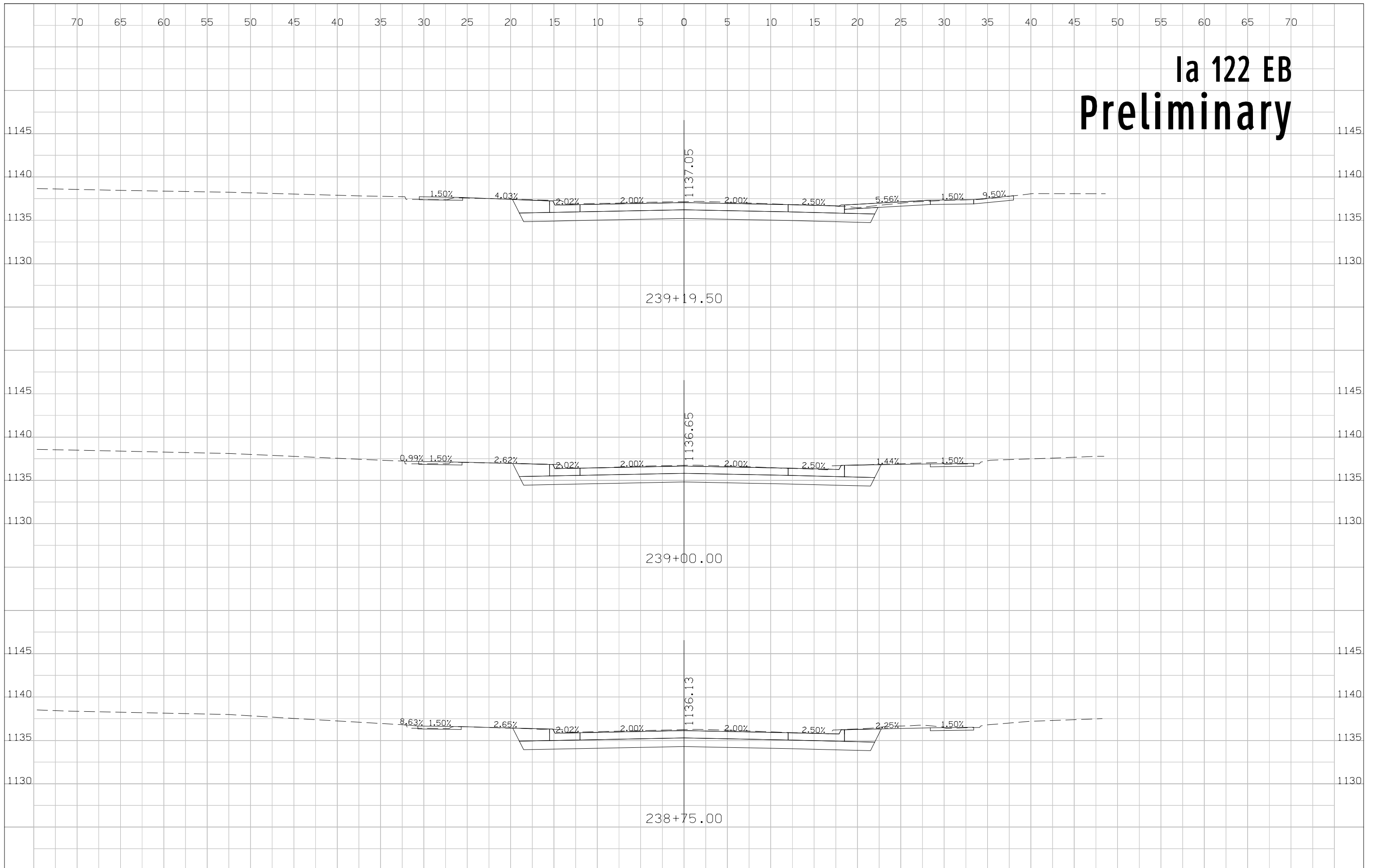
Ia 122 EB Preliminary



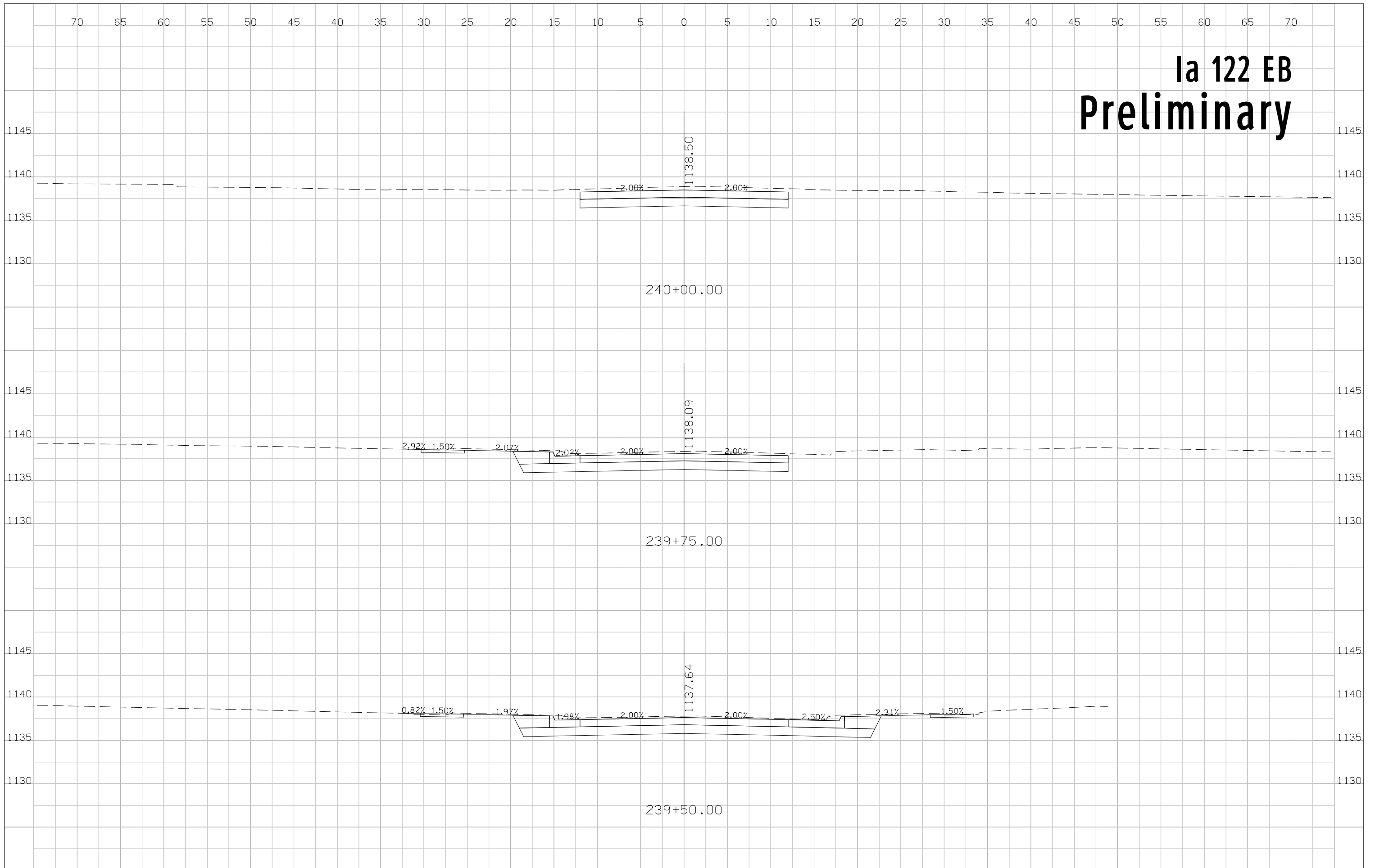
Ia 122 EB Preliminary



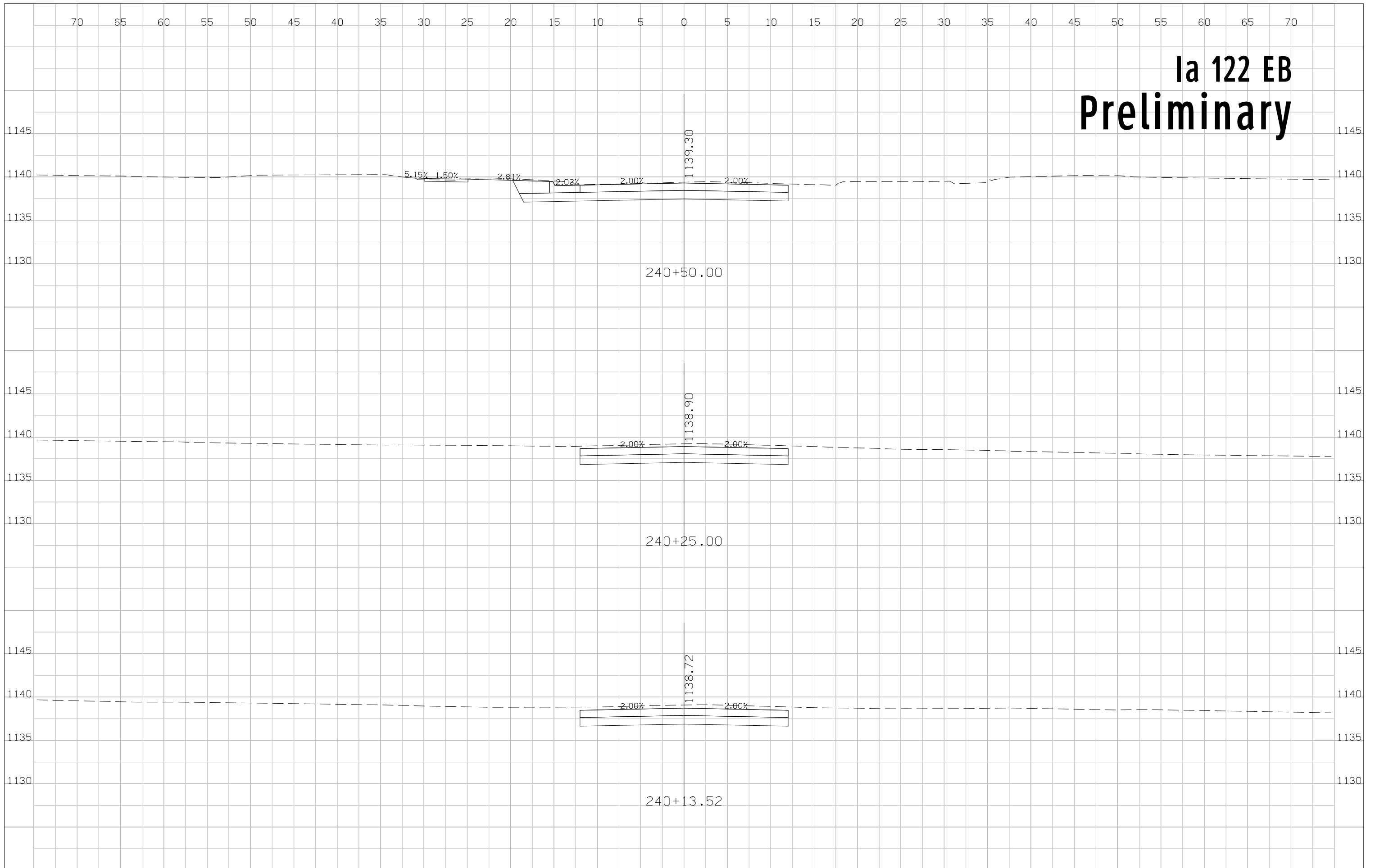
Ia 122 EB Preliminary



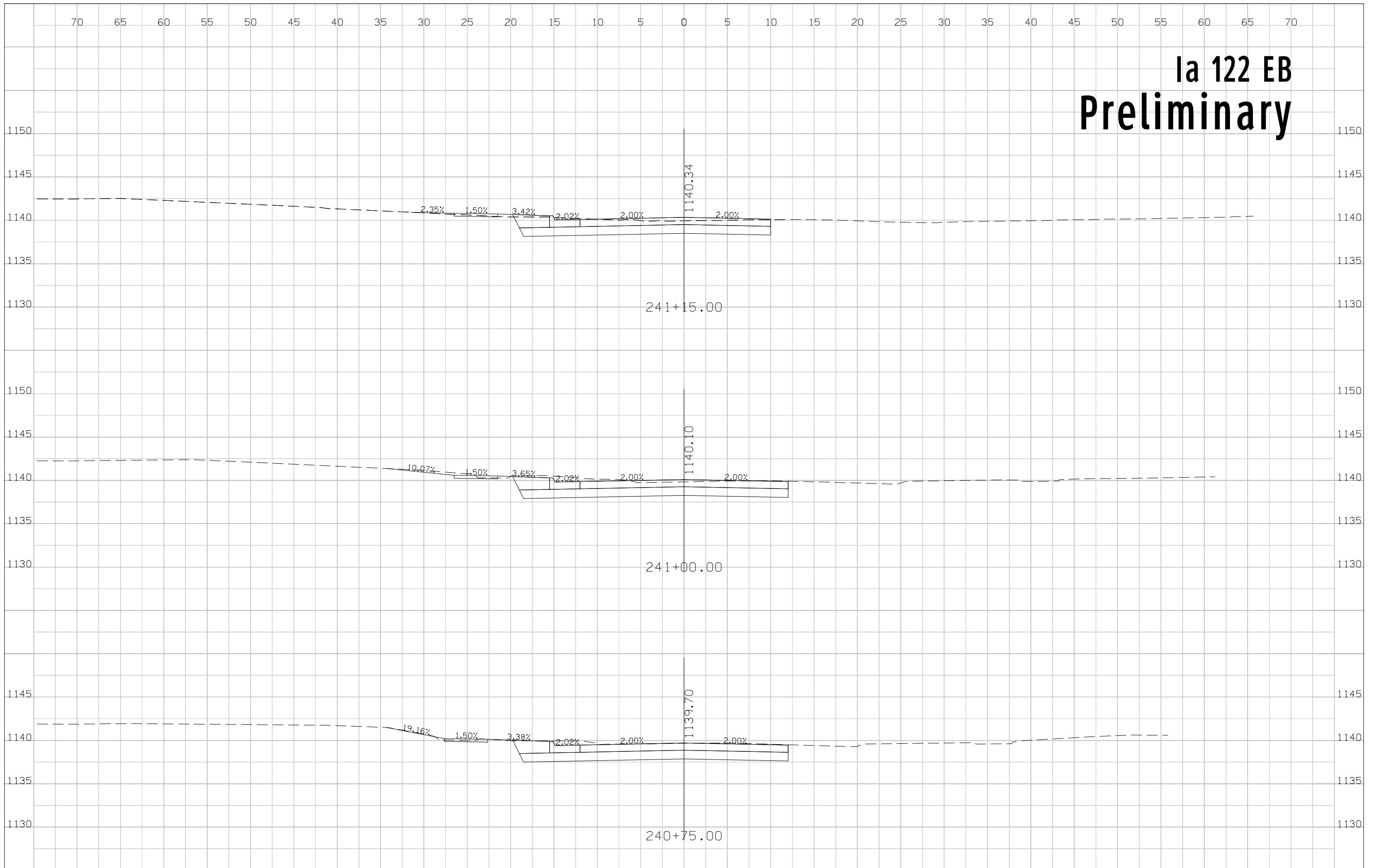
Ia 122 EB Preliminary



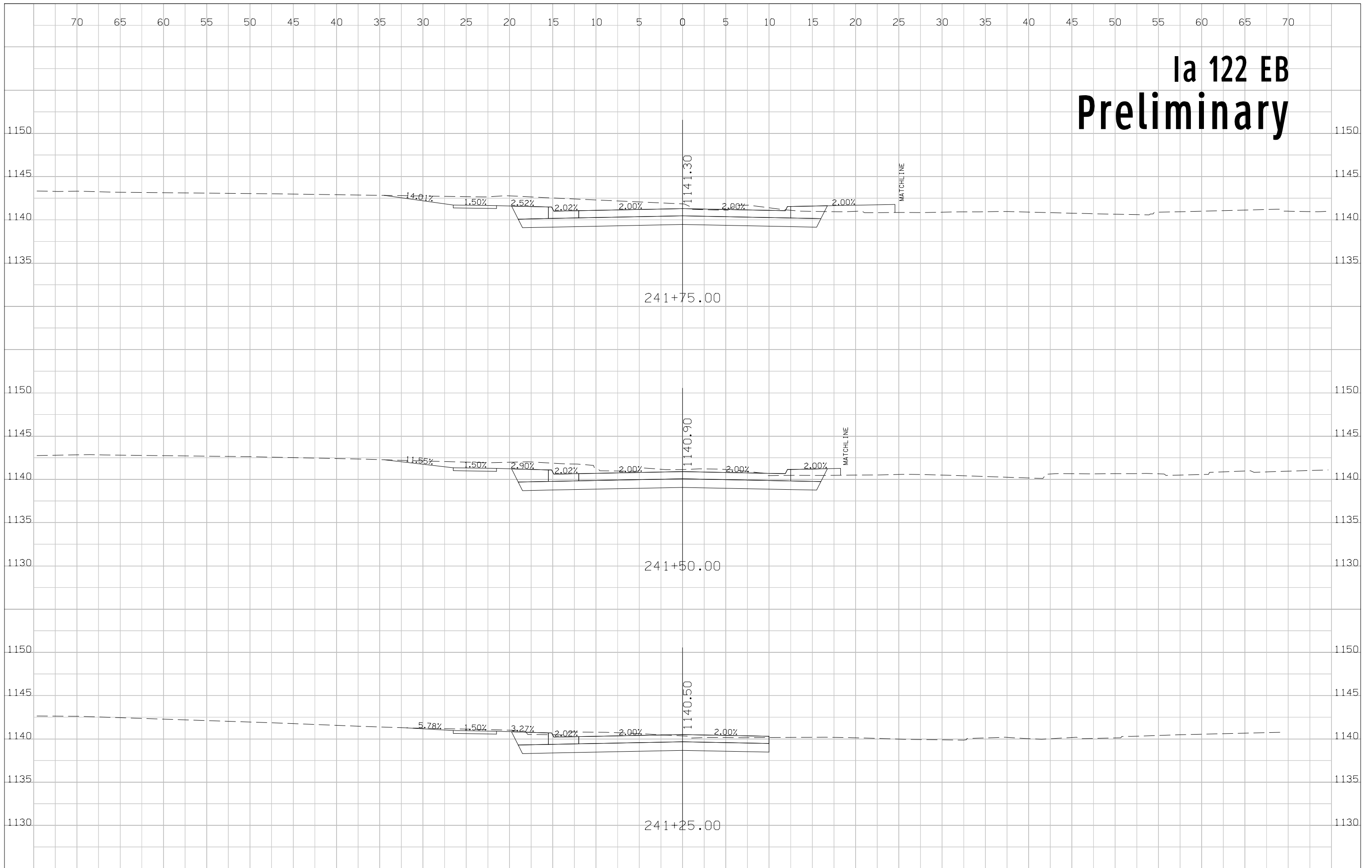
Ia 122 EB Preliminary



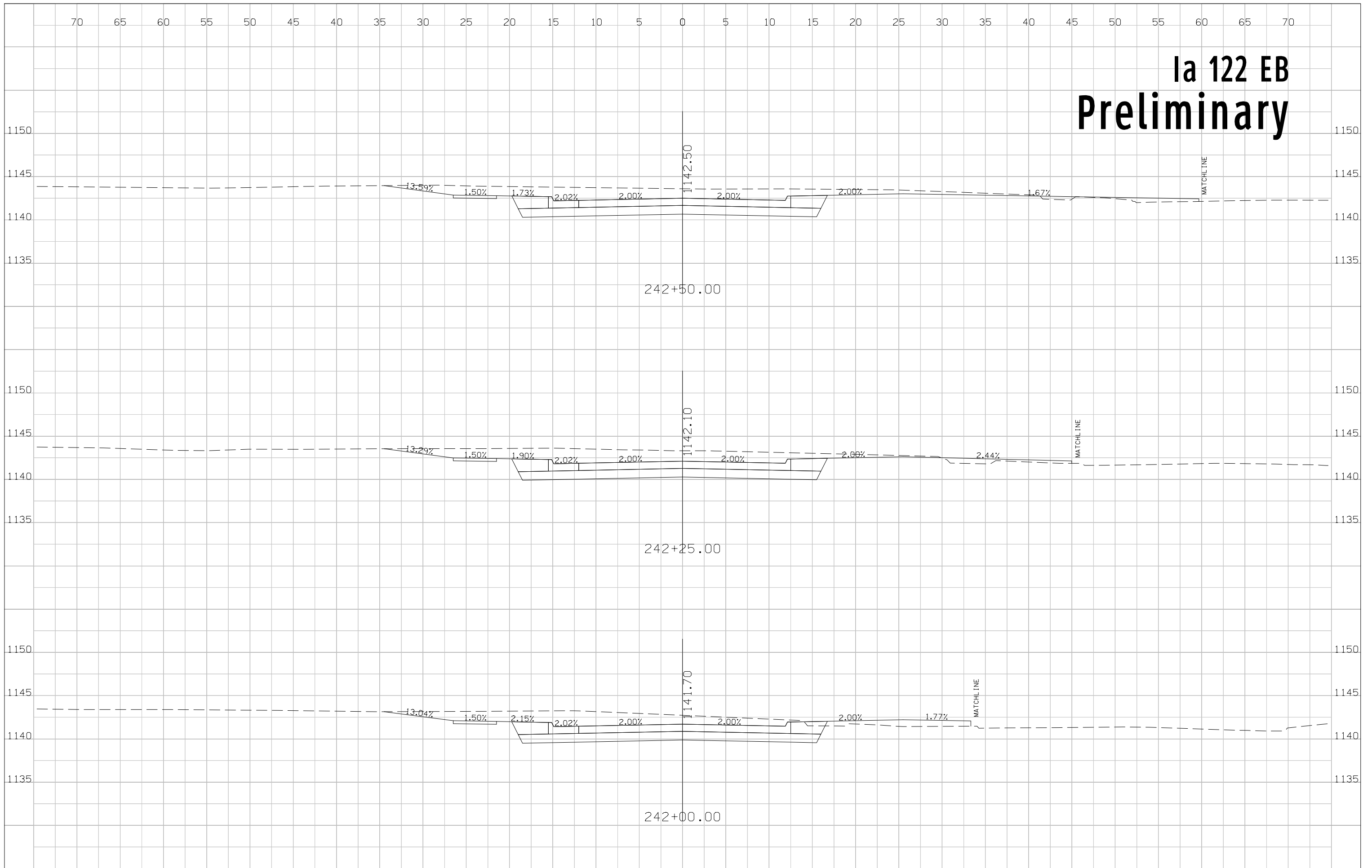
Ia 122 EB Preliminary



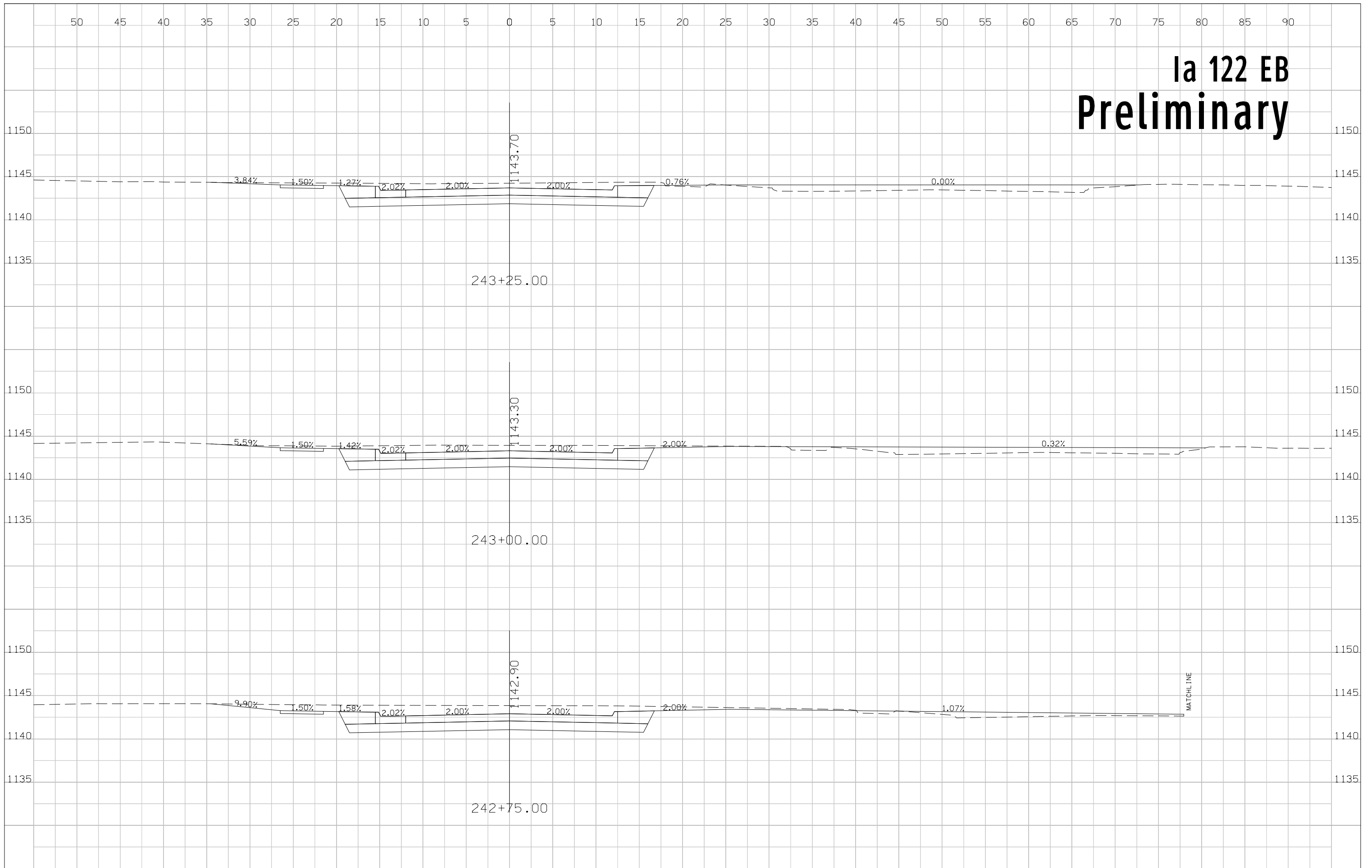
Ia 122 EB Preliminary



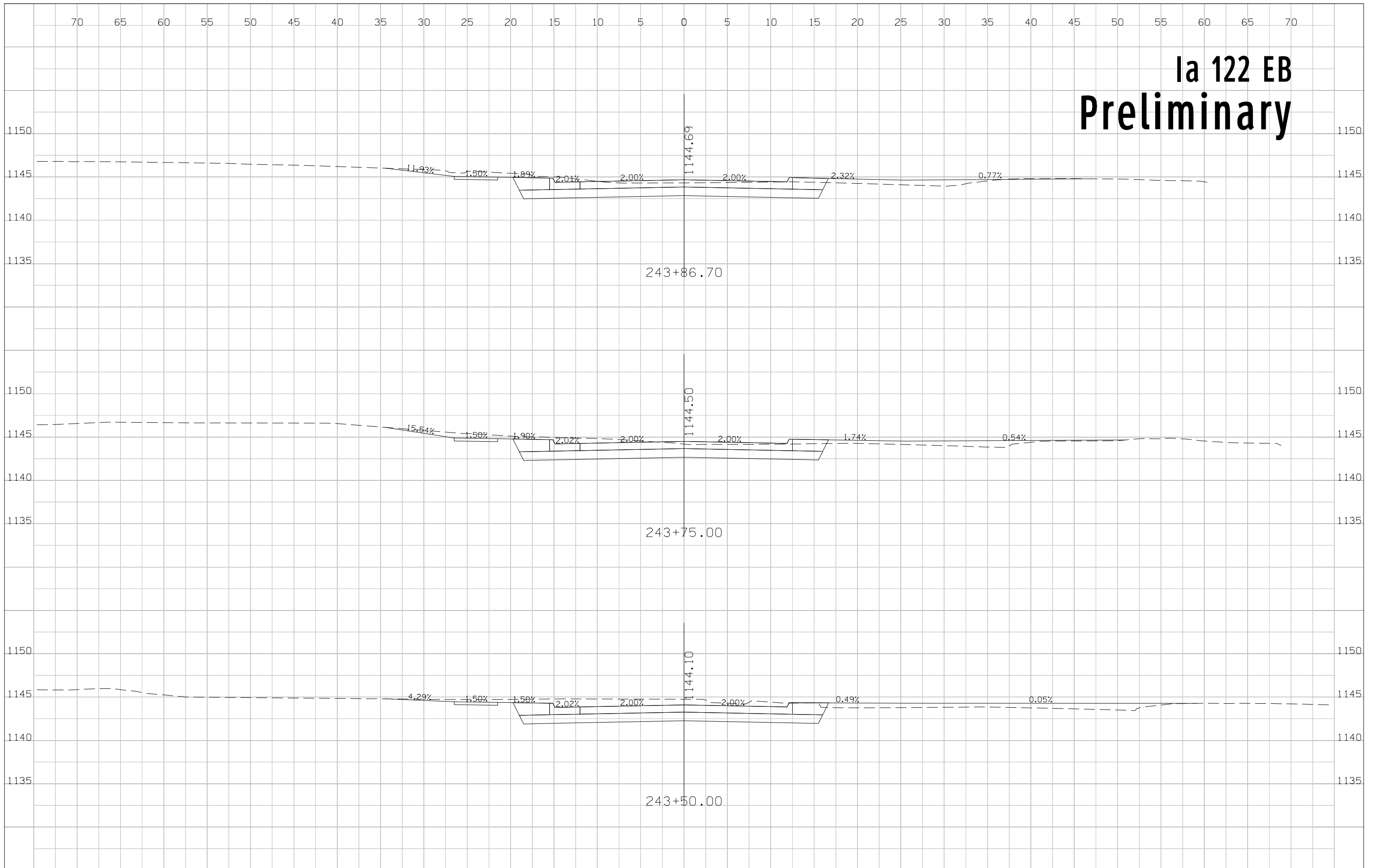
Ia 122 EB Preliminary



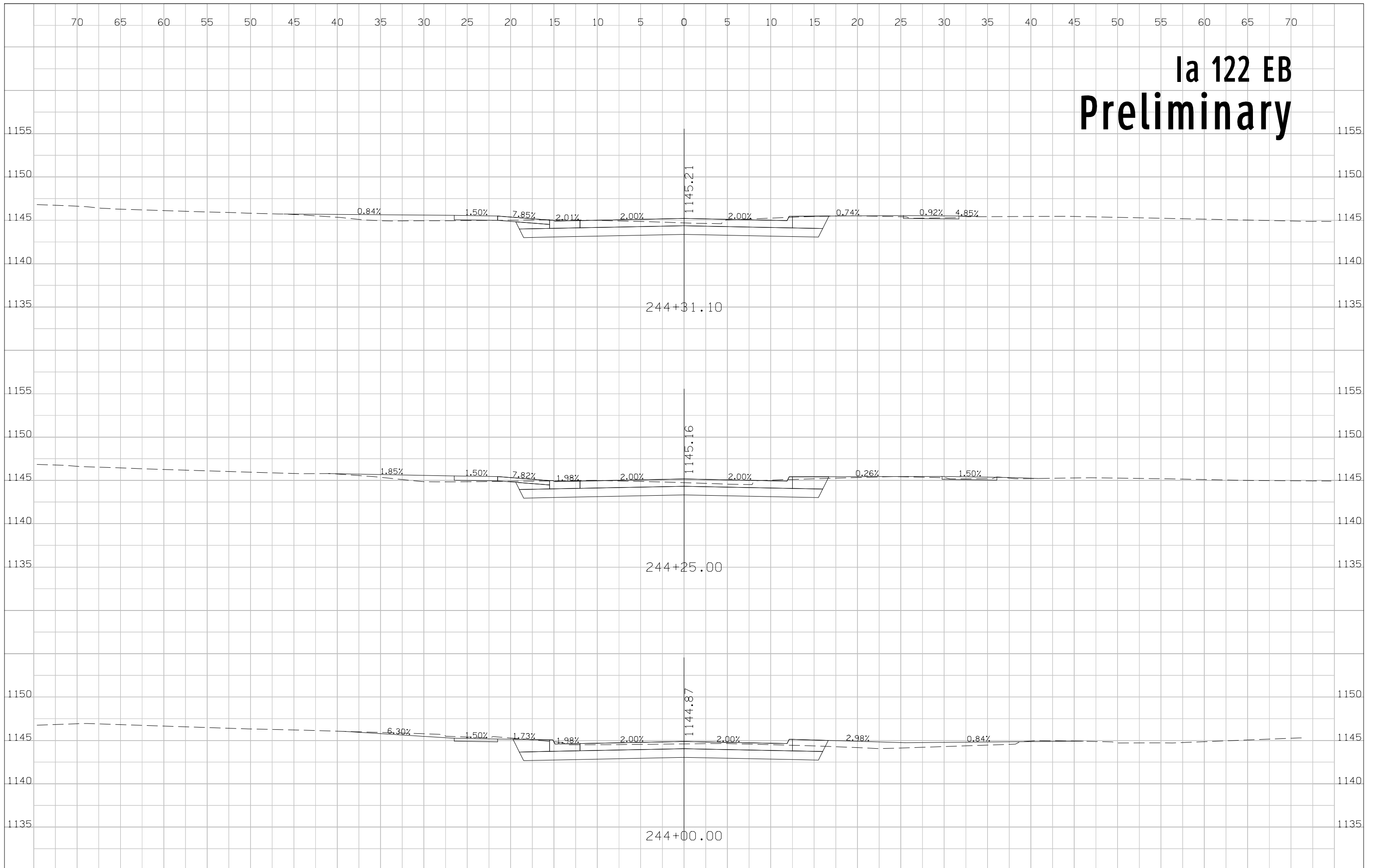
Ia 122 EB Preliminary



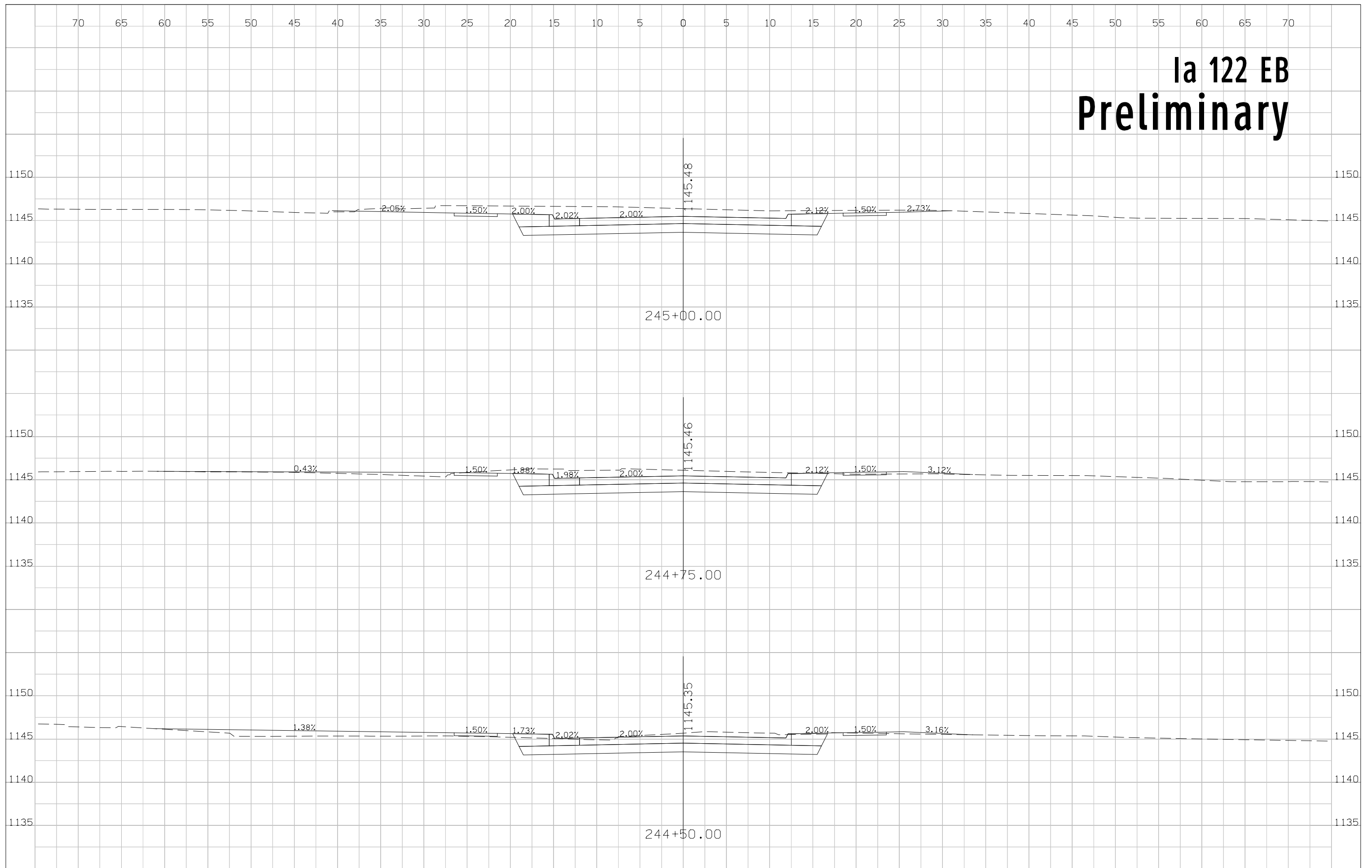
Ia 122 EB Preliminary



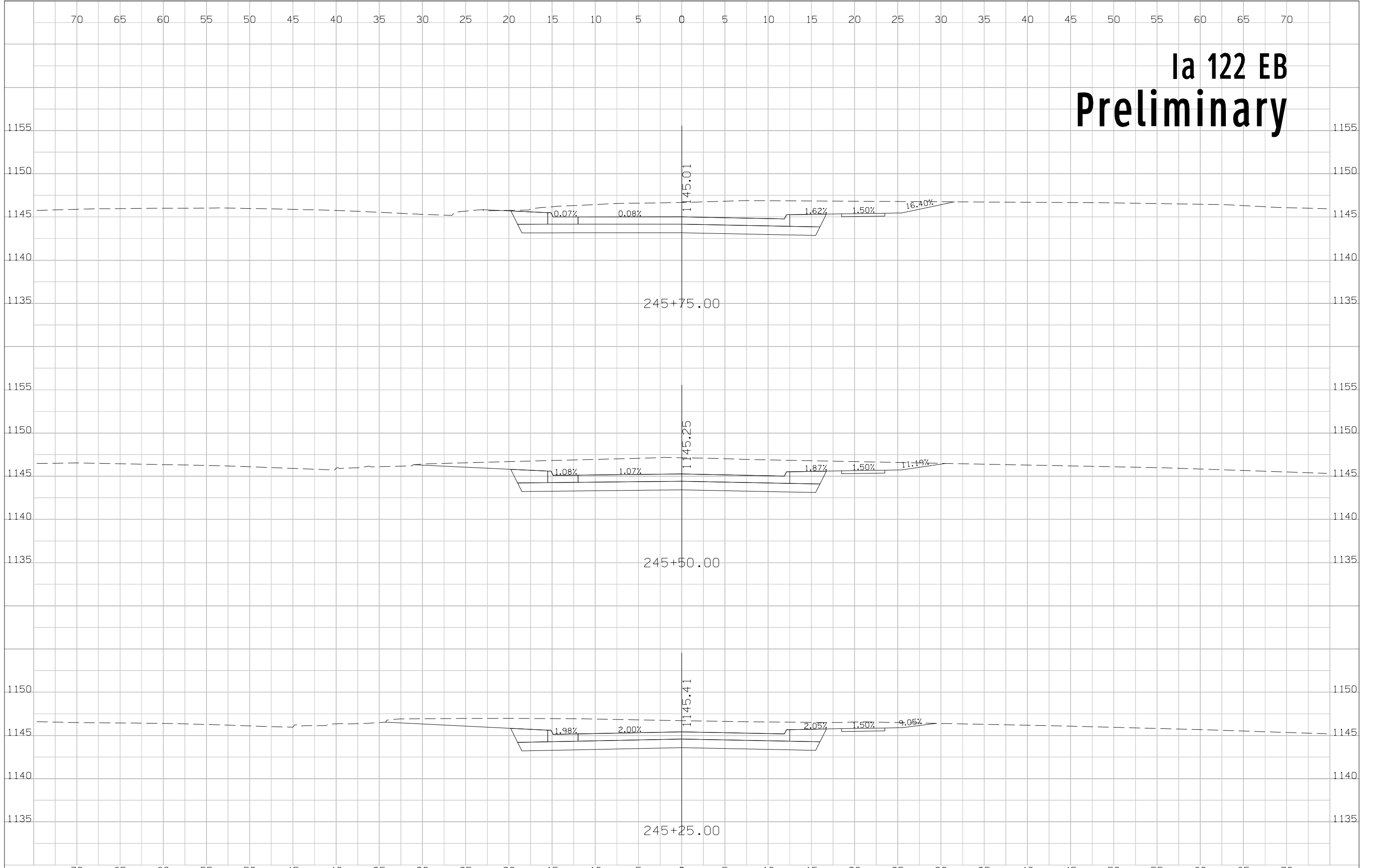
Ia 122 EB Preliminary



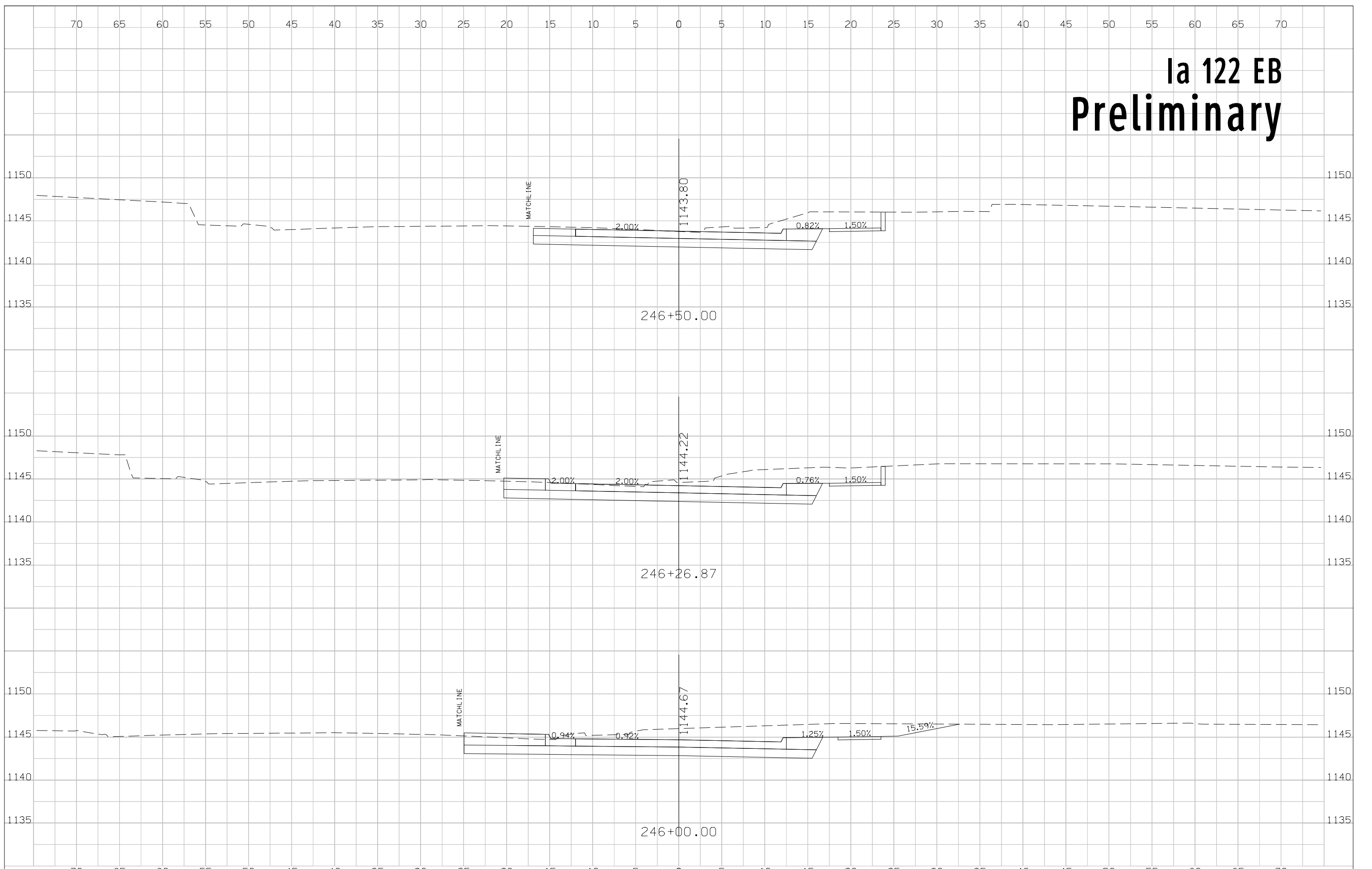
Ia 122 EB Preliminary



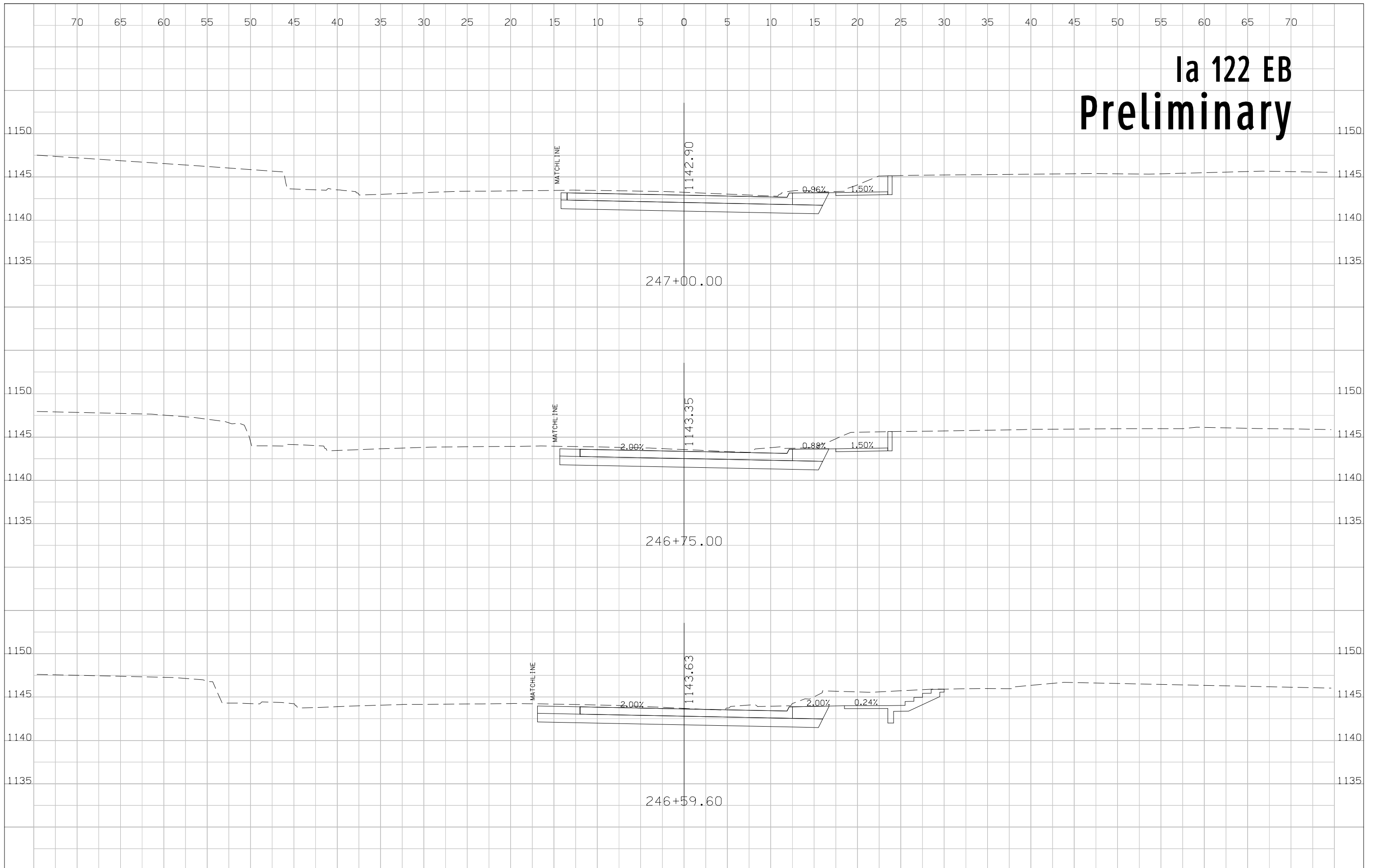
Ia 122 EB Preliminary



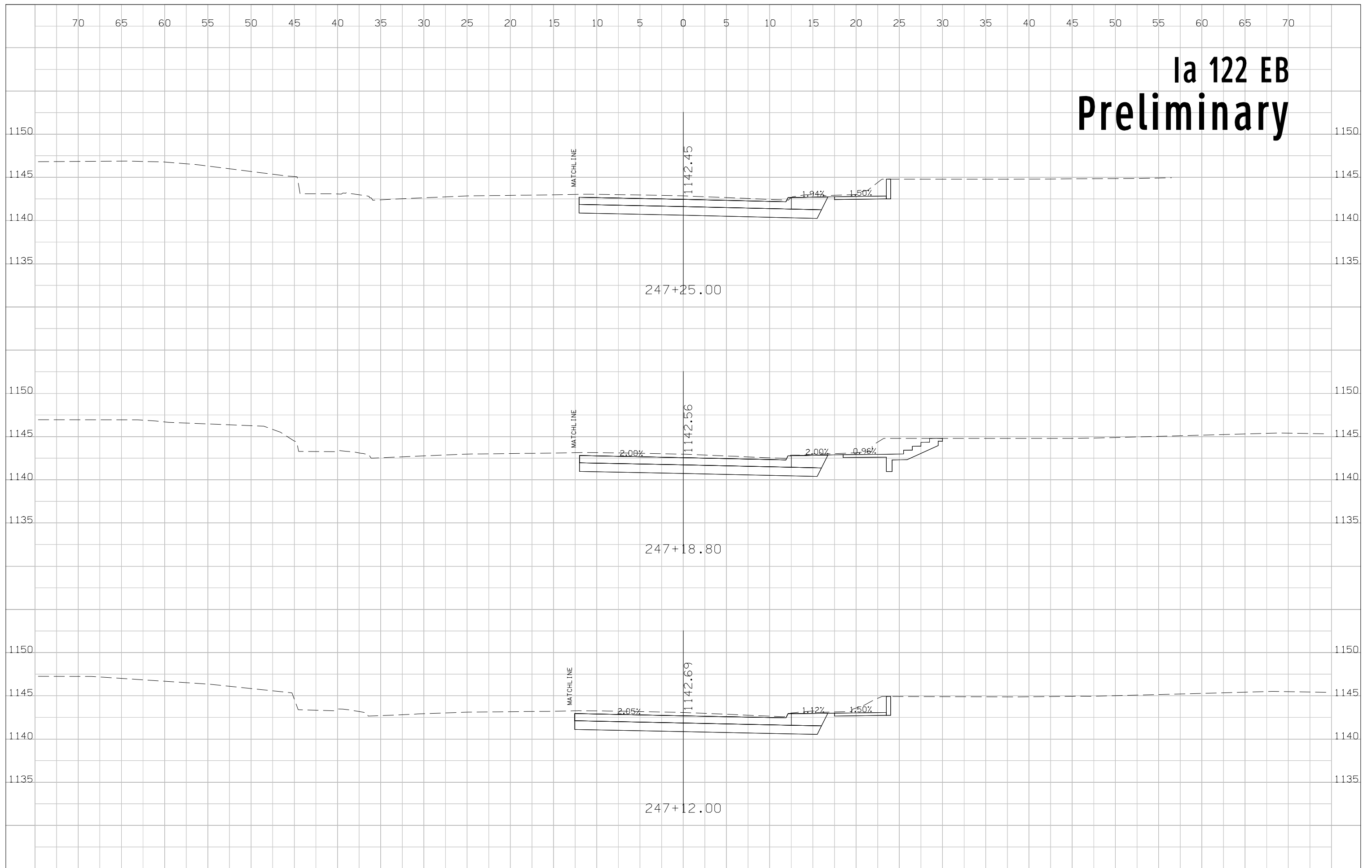
Ia 122 EB Preliminary



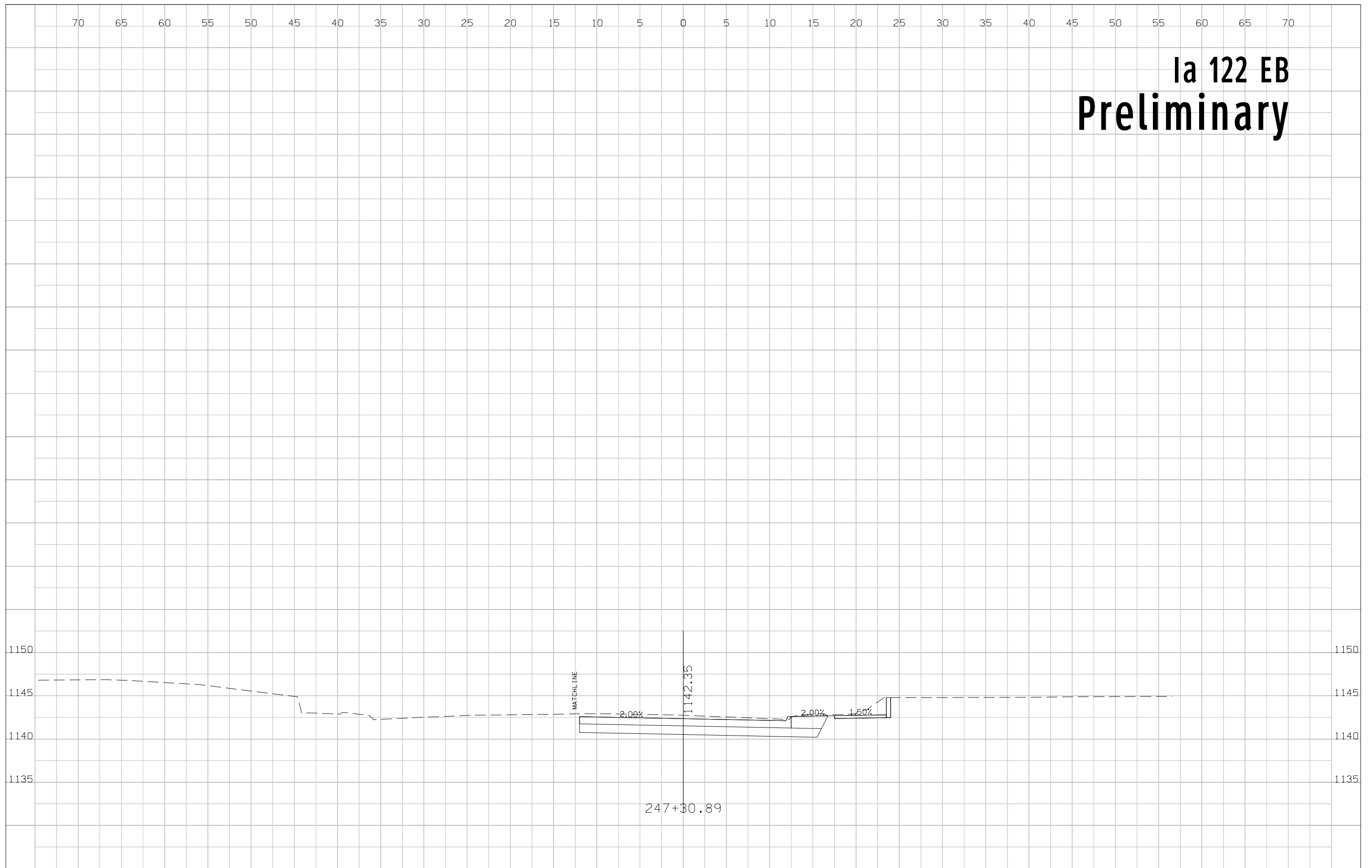
Ia 122 EB Preliminary



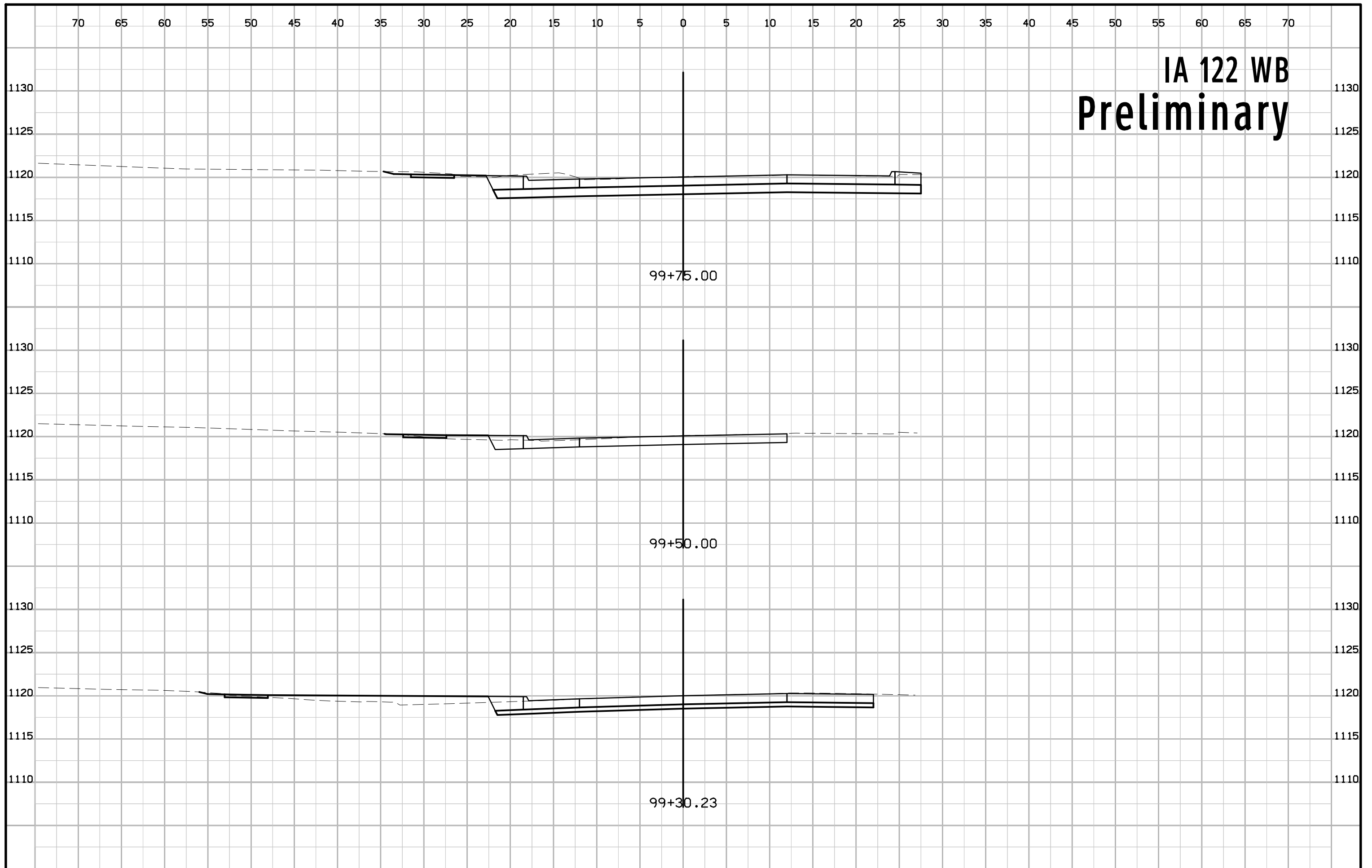
Ia 122 EB Preliminary



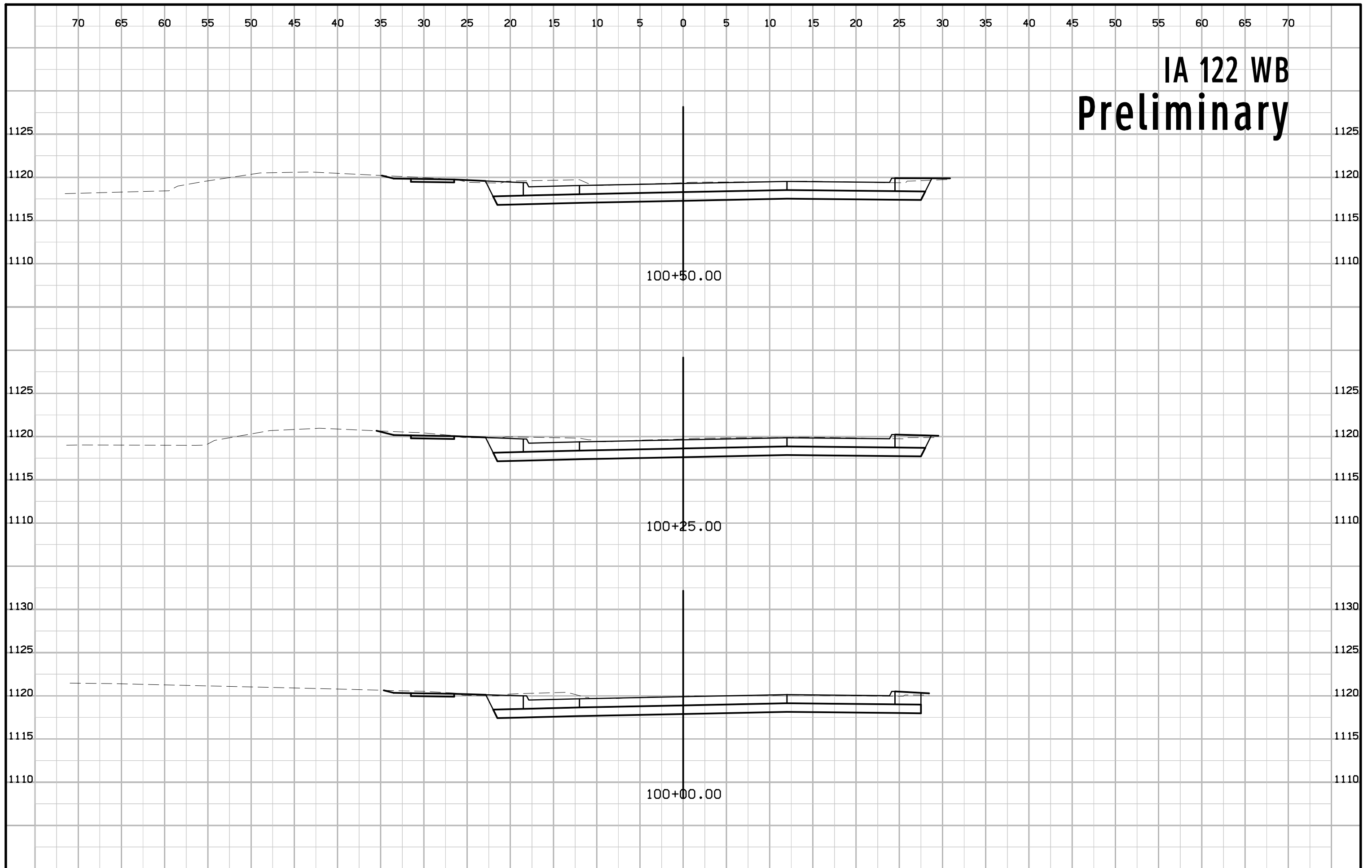
Ia 122 EB Preliminary



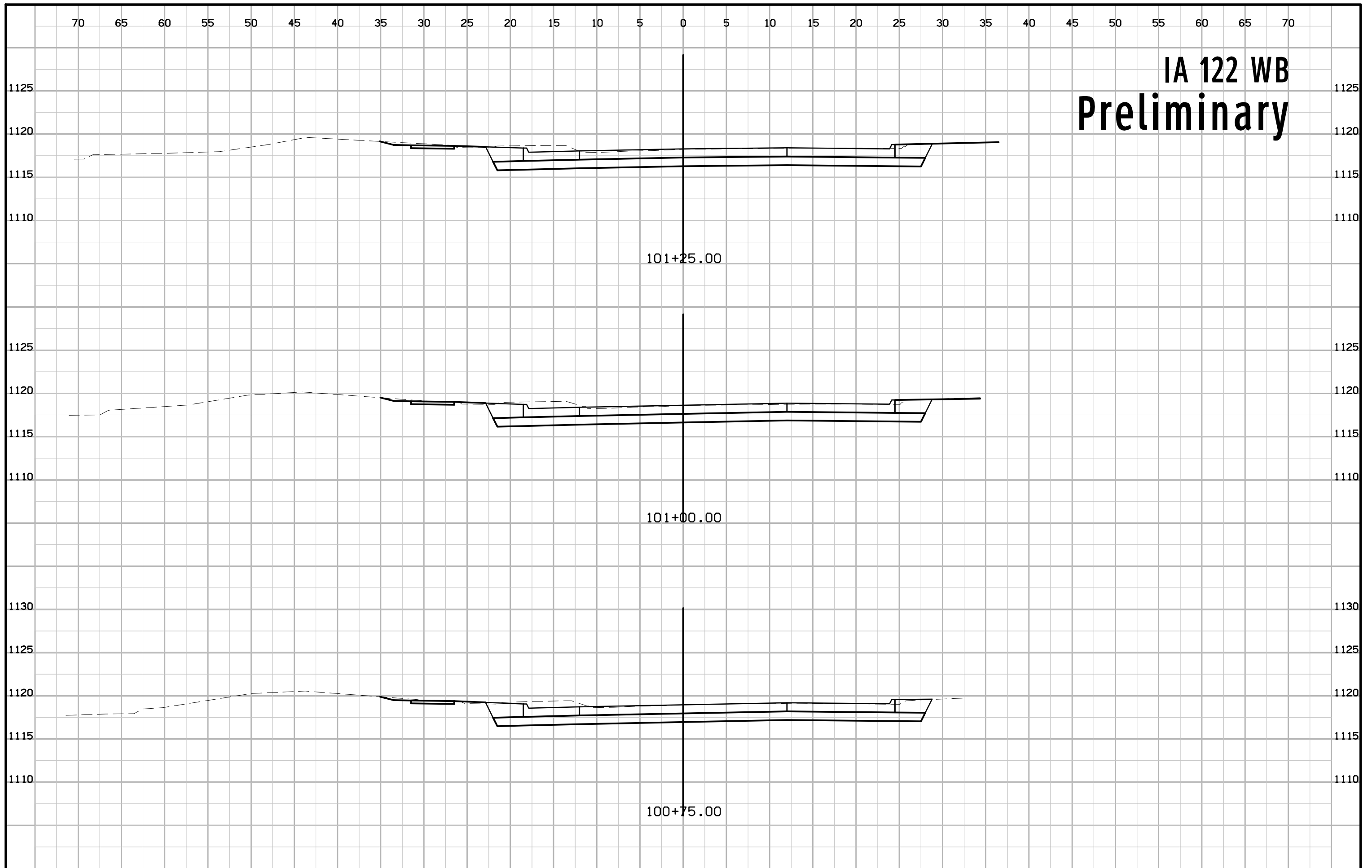
IA 122 WB Preliminary



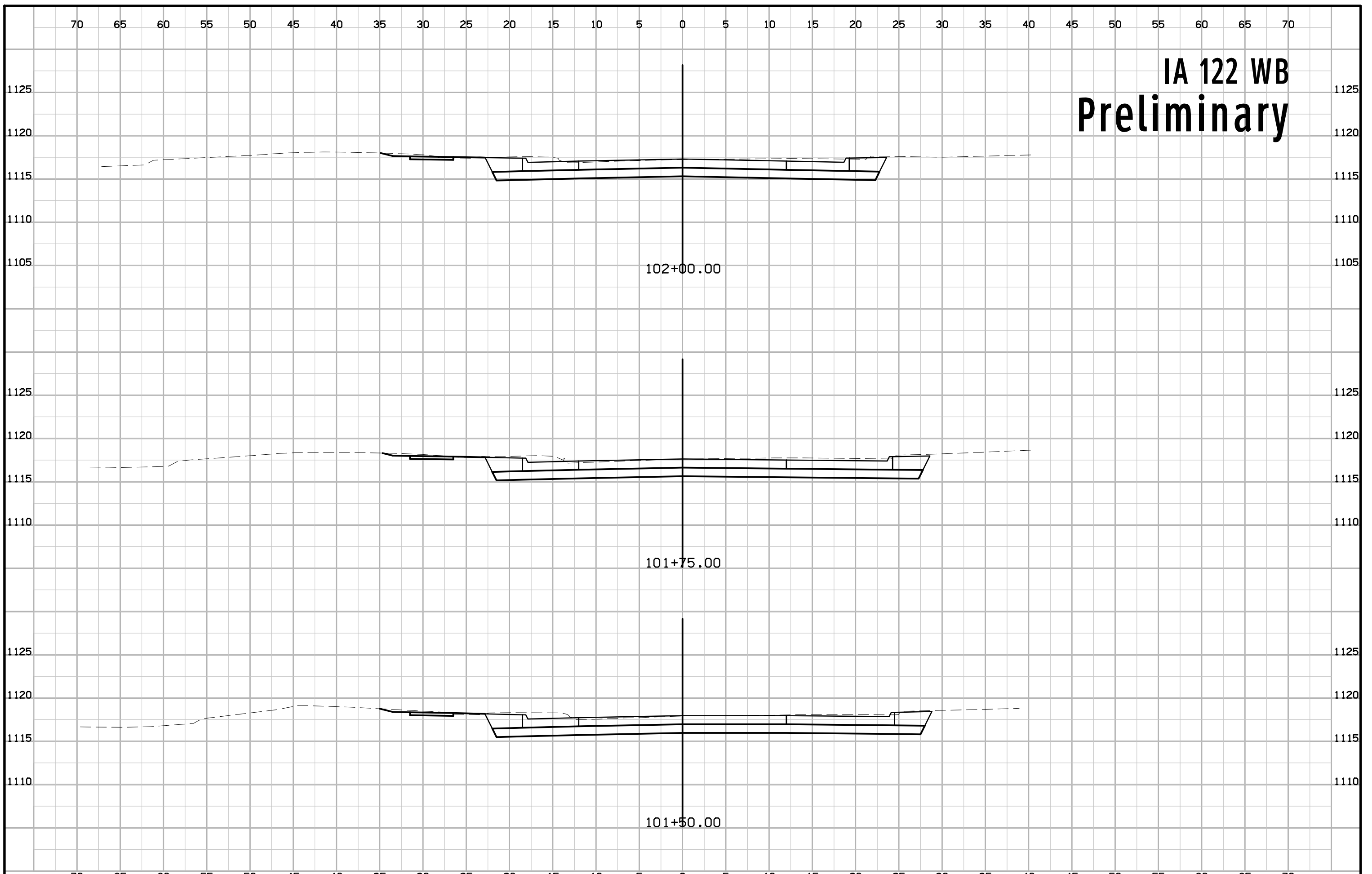
IA 122 WB Preliminary



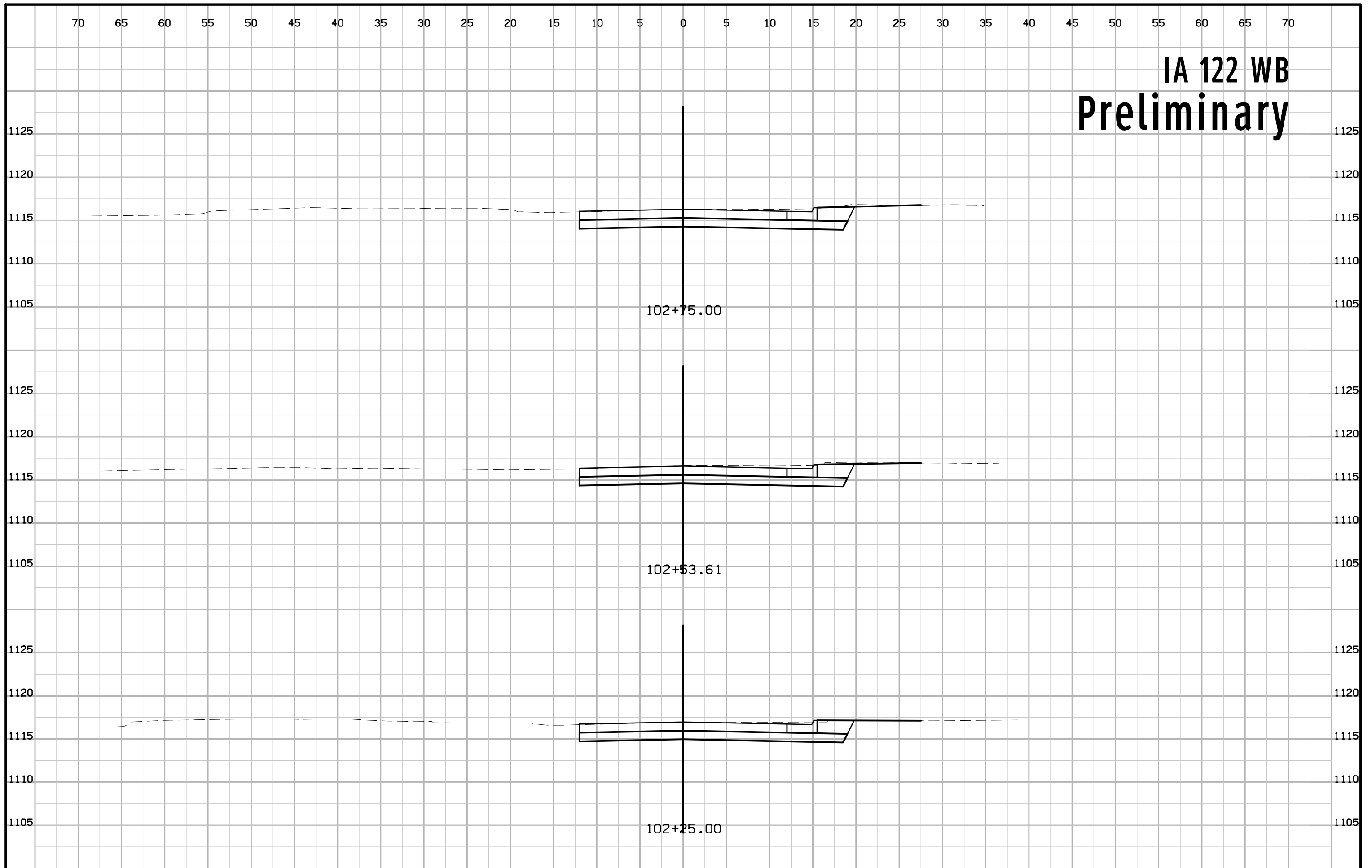
IA 122 WB Preliminary



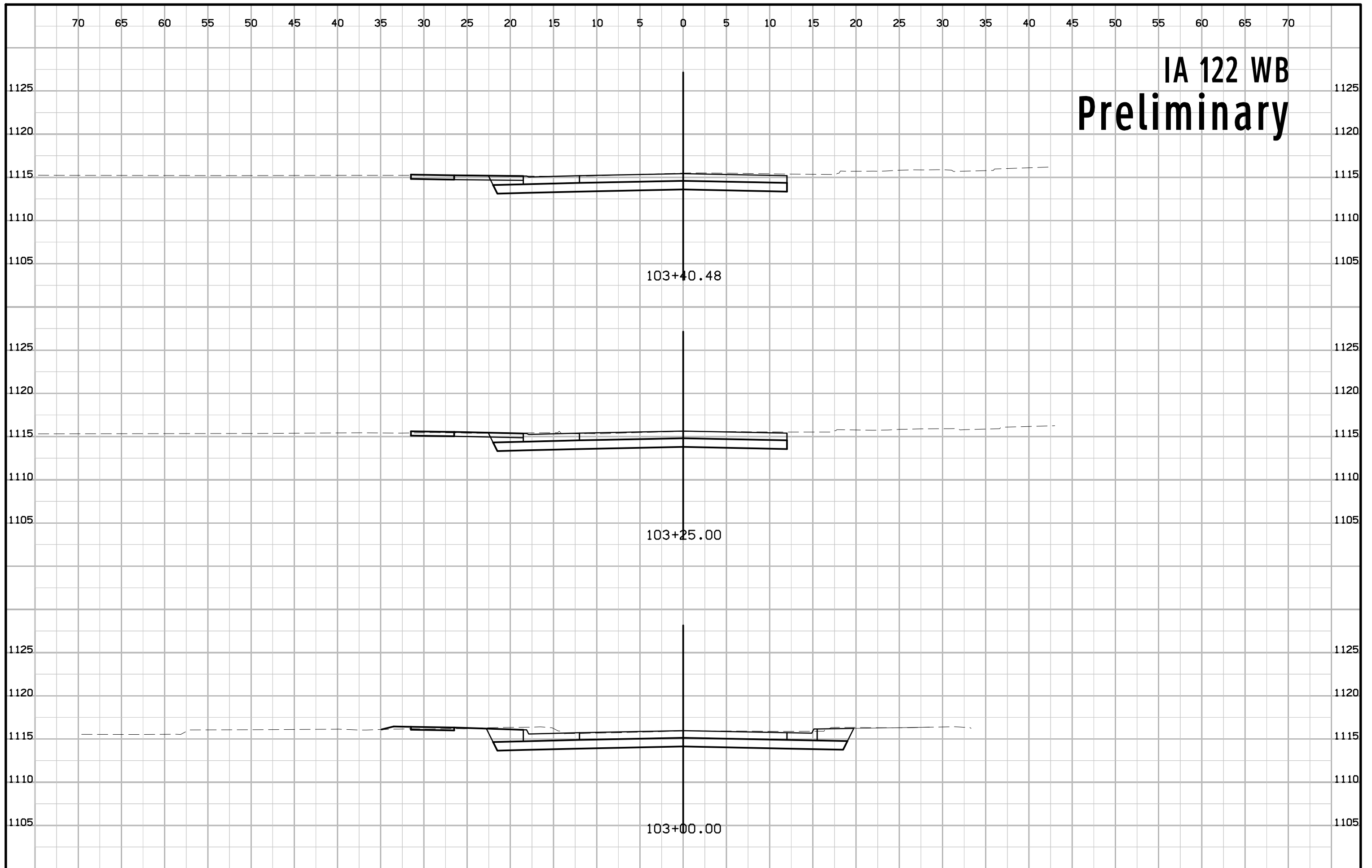
IA 122 WB Preliminary

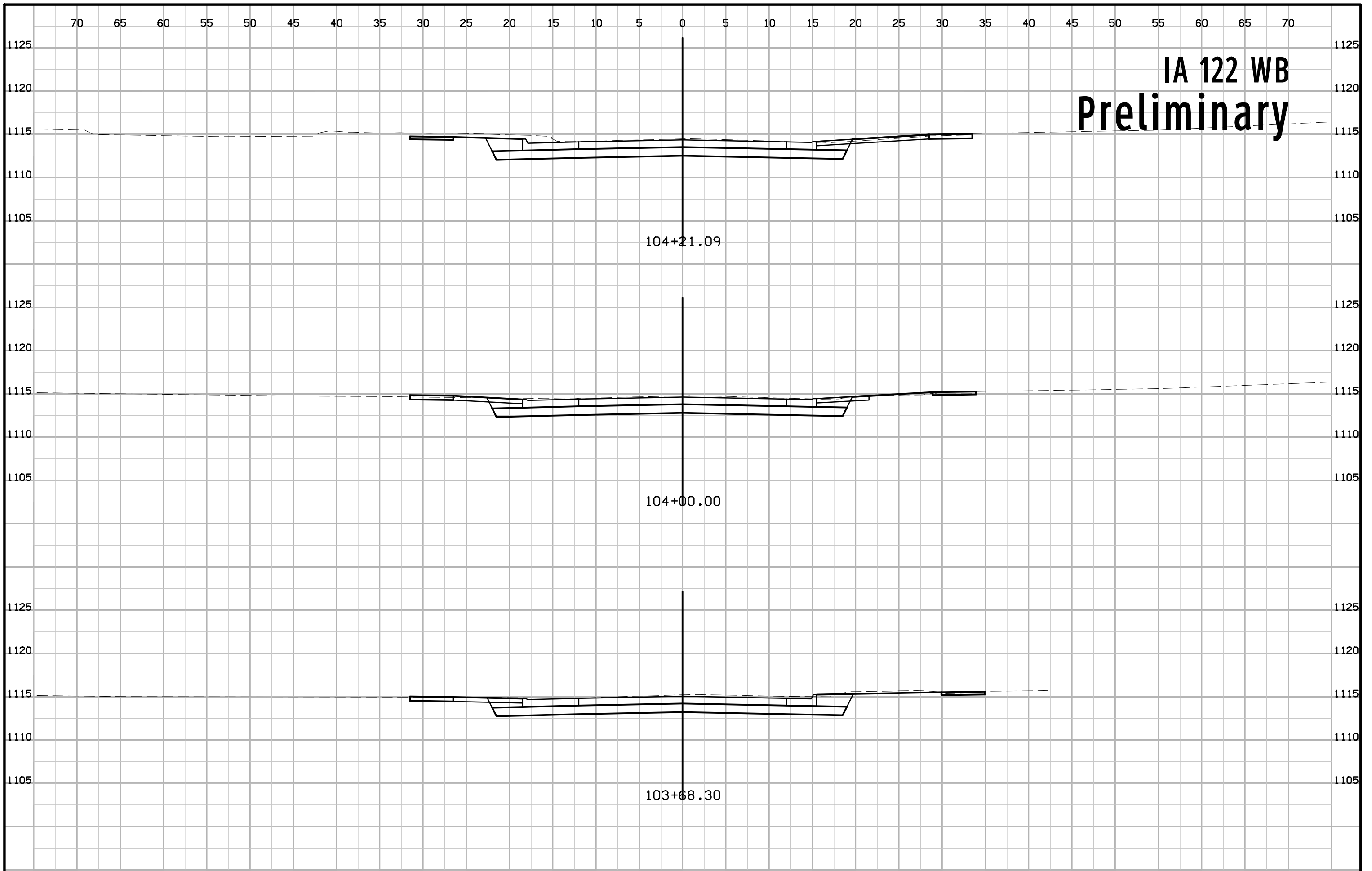


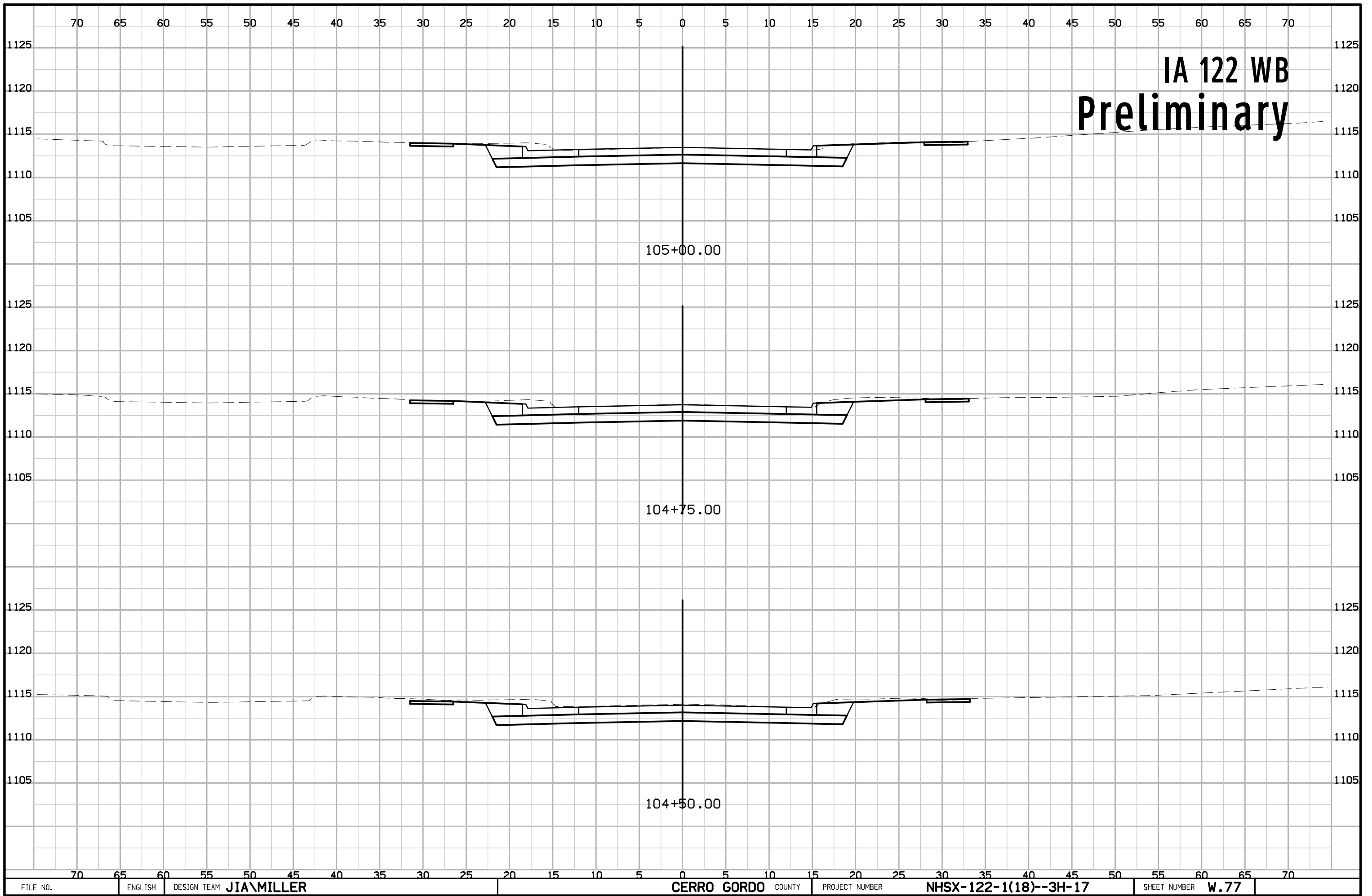
IA 122 WB Preliminary



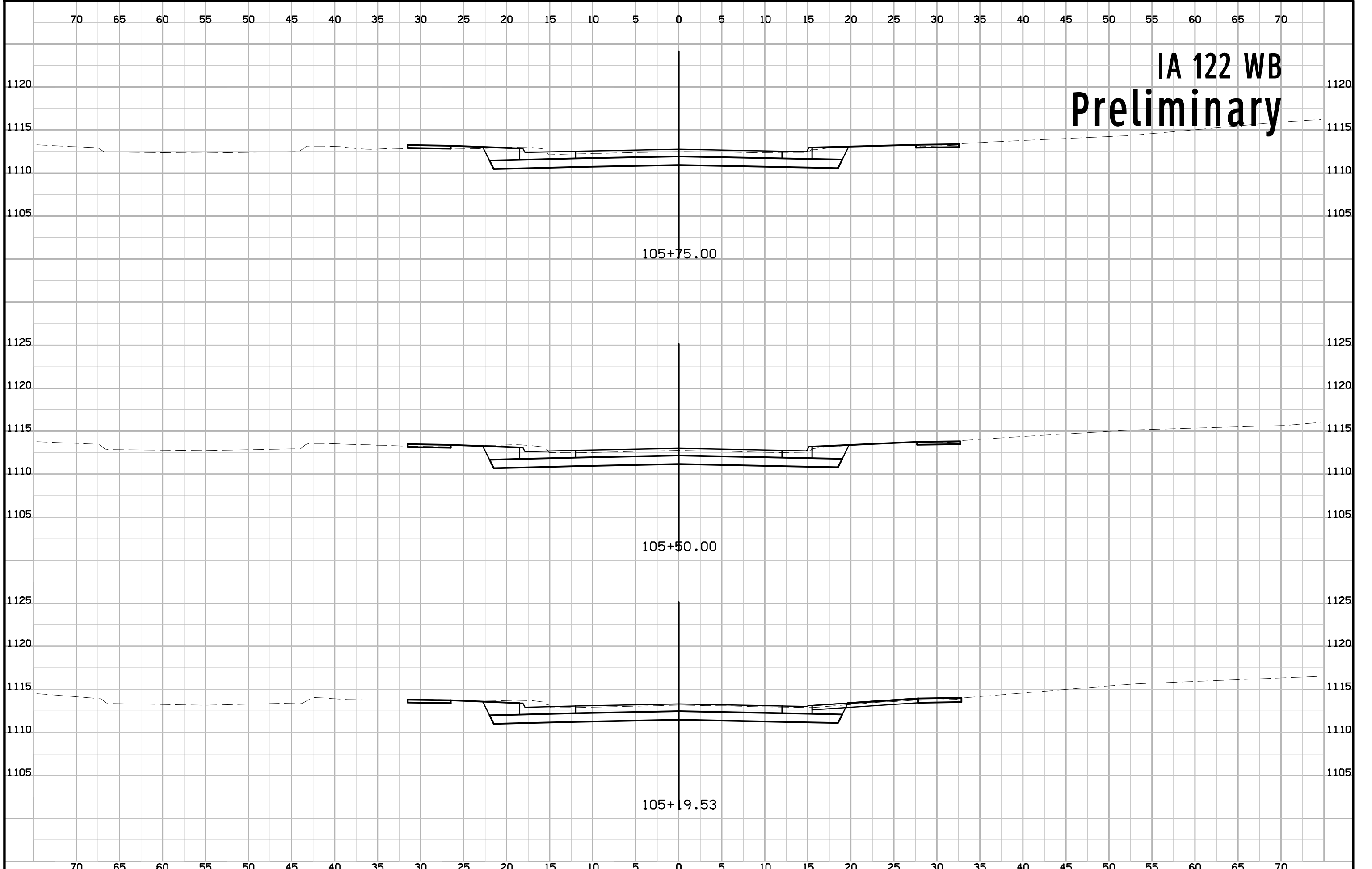
IA 122 WB Preliminary



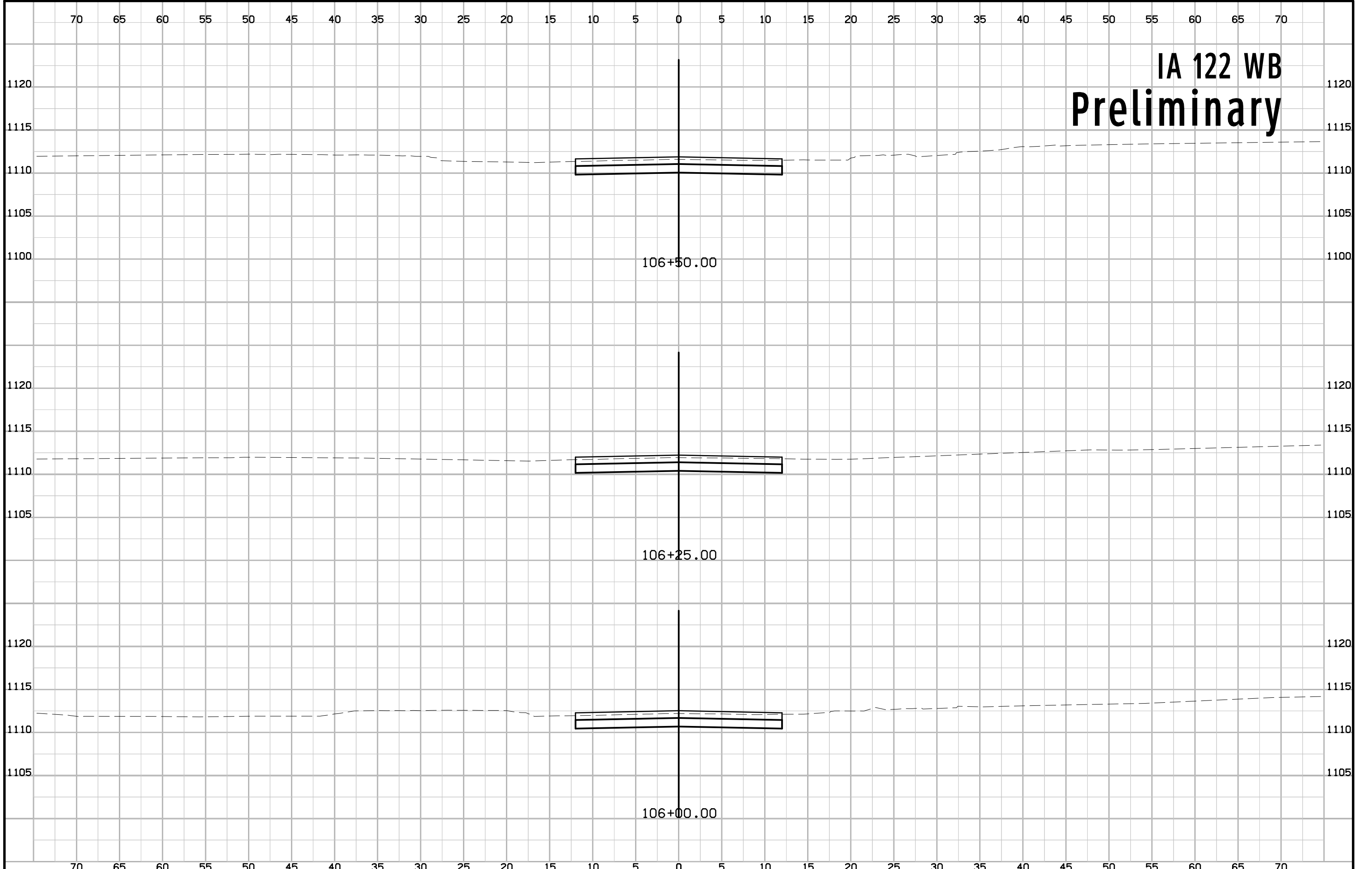




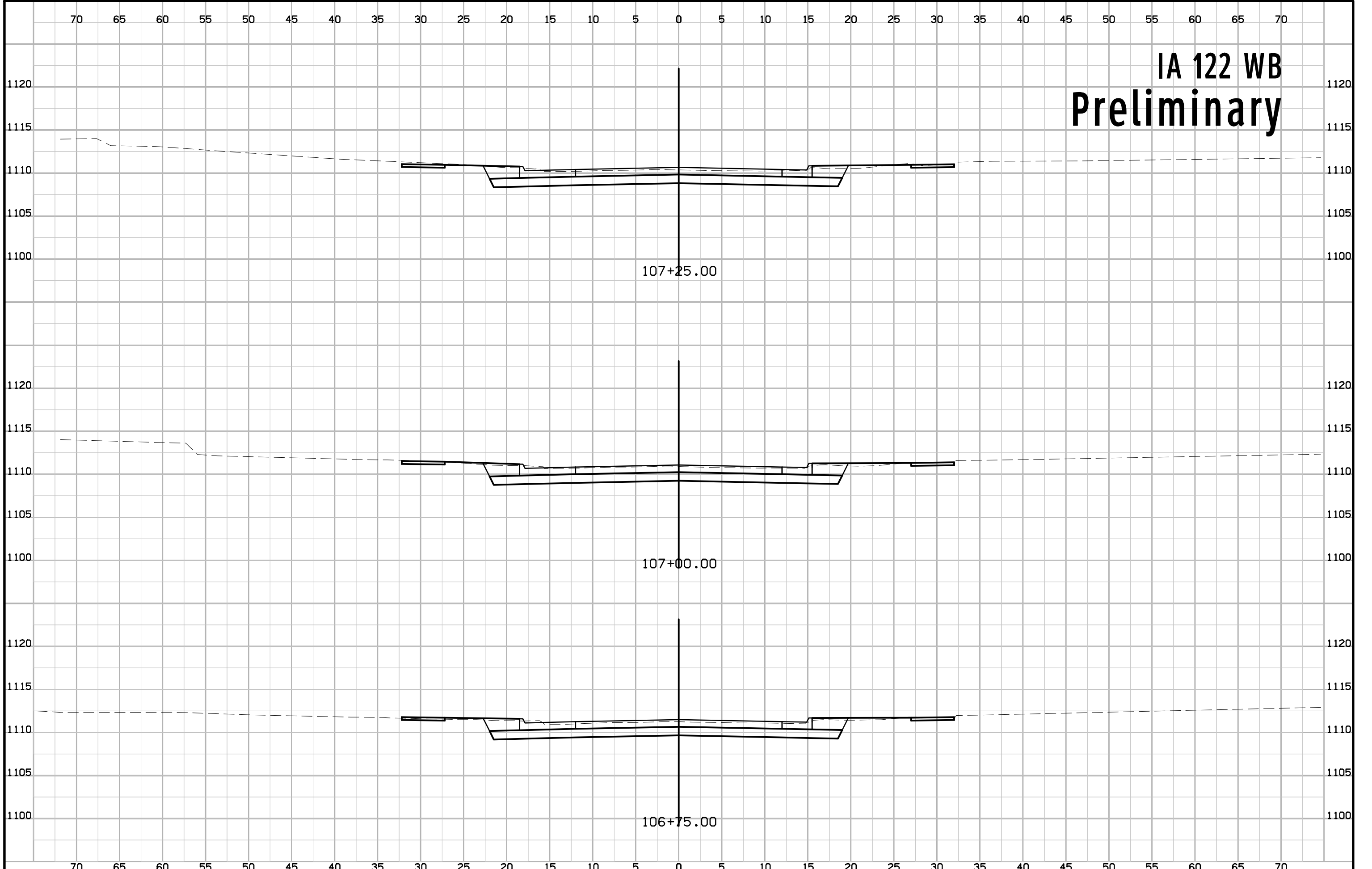
IA 122 WB Preliminary

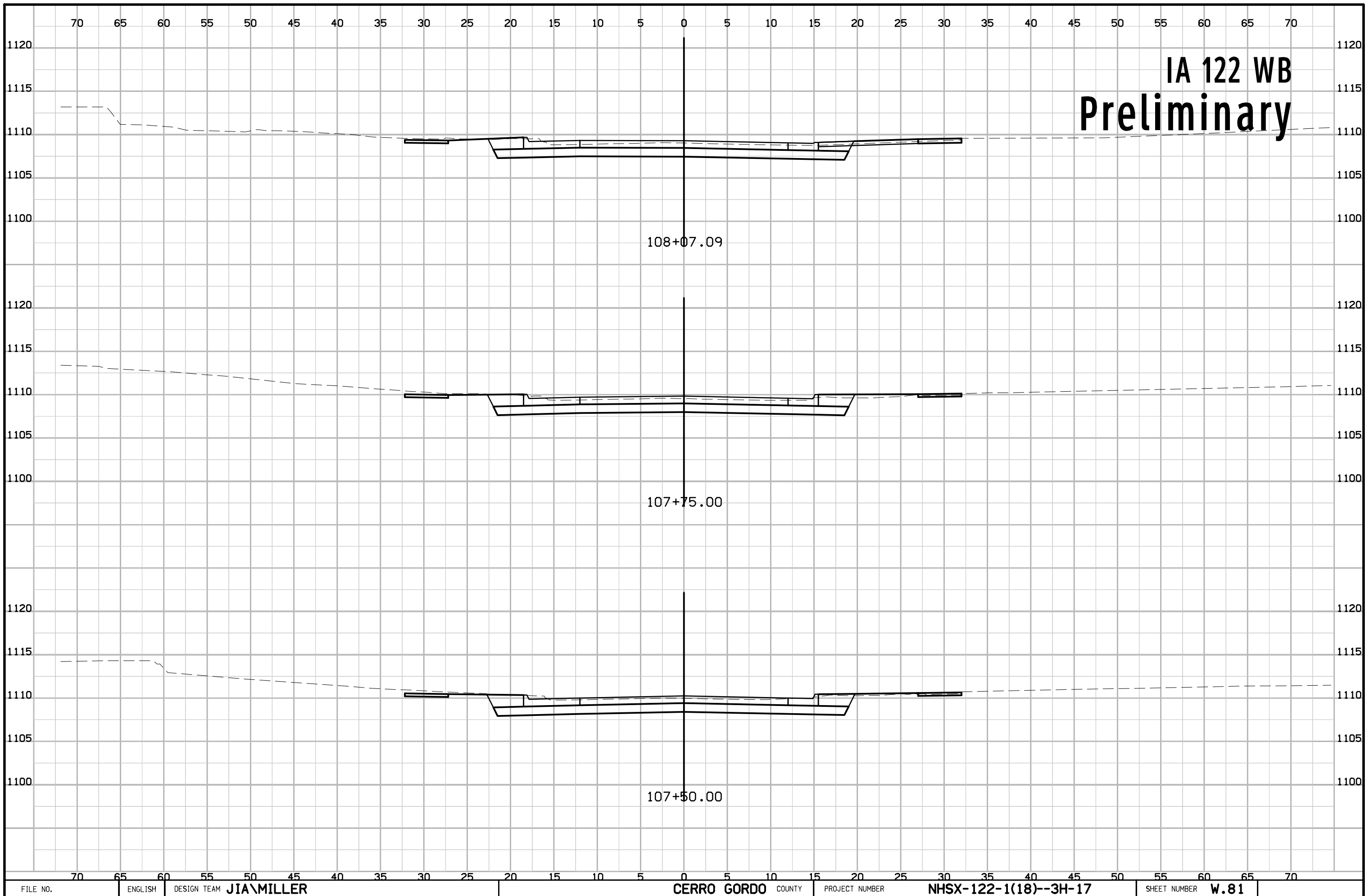


IA 122 WB Preliminary

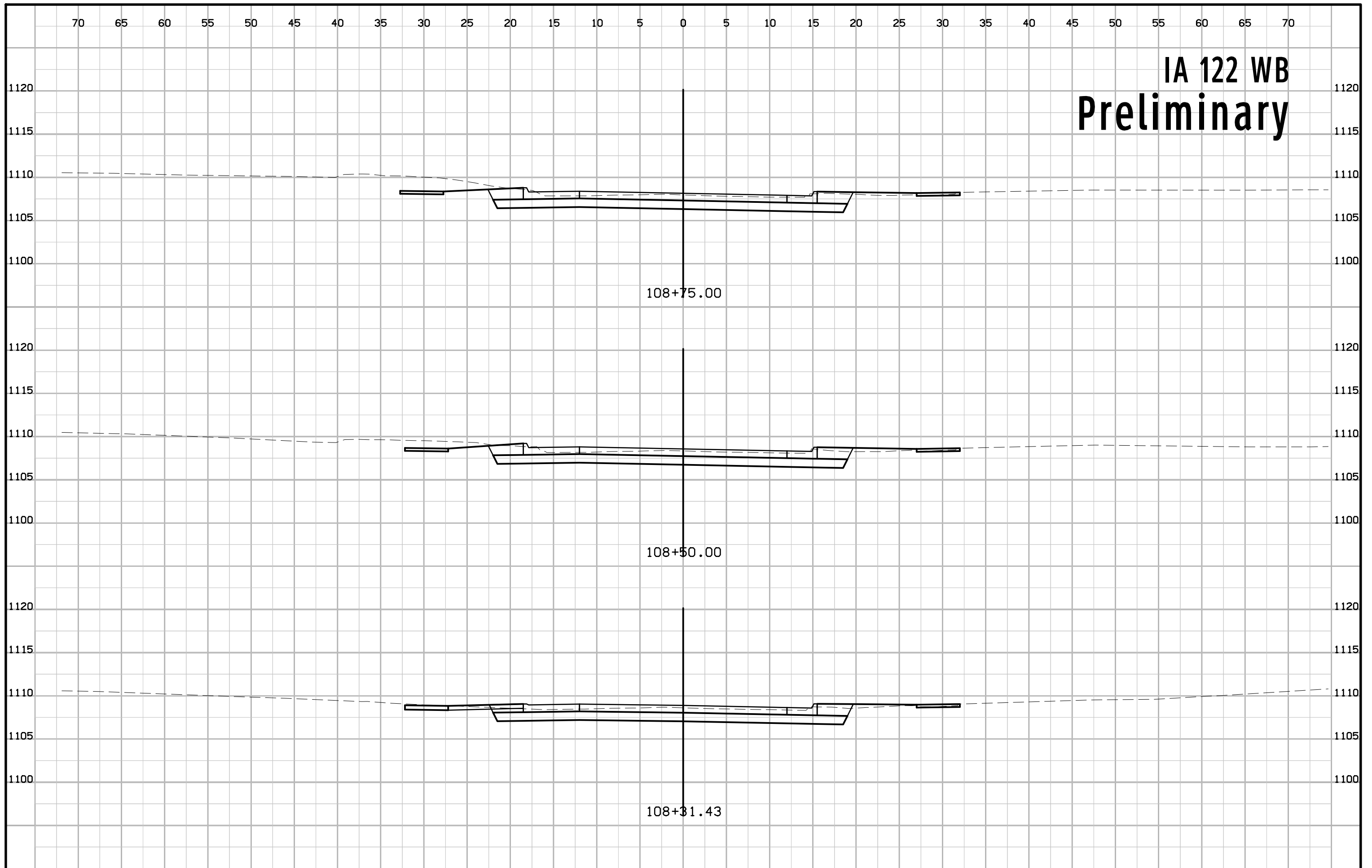


IA 122 WB Preliminary

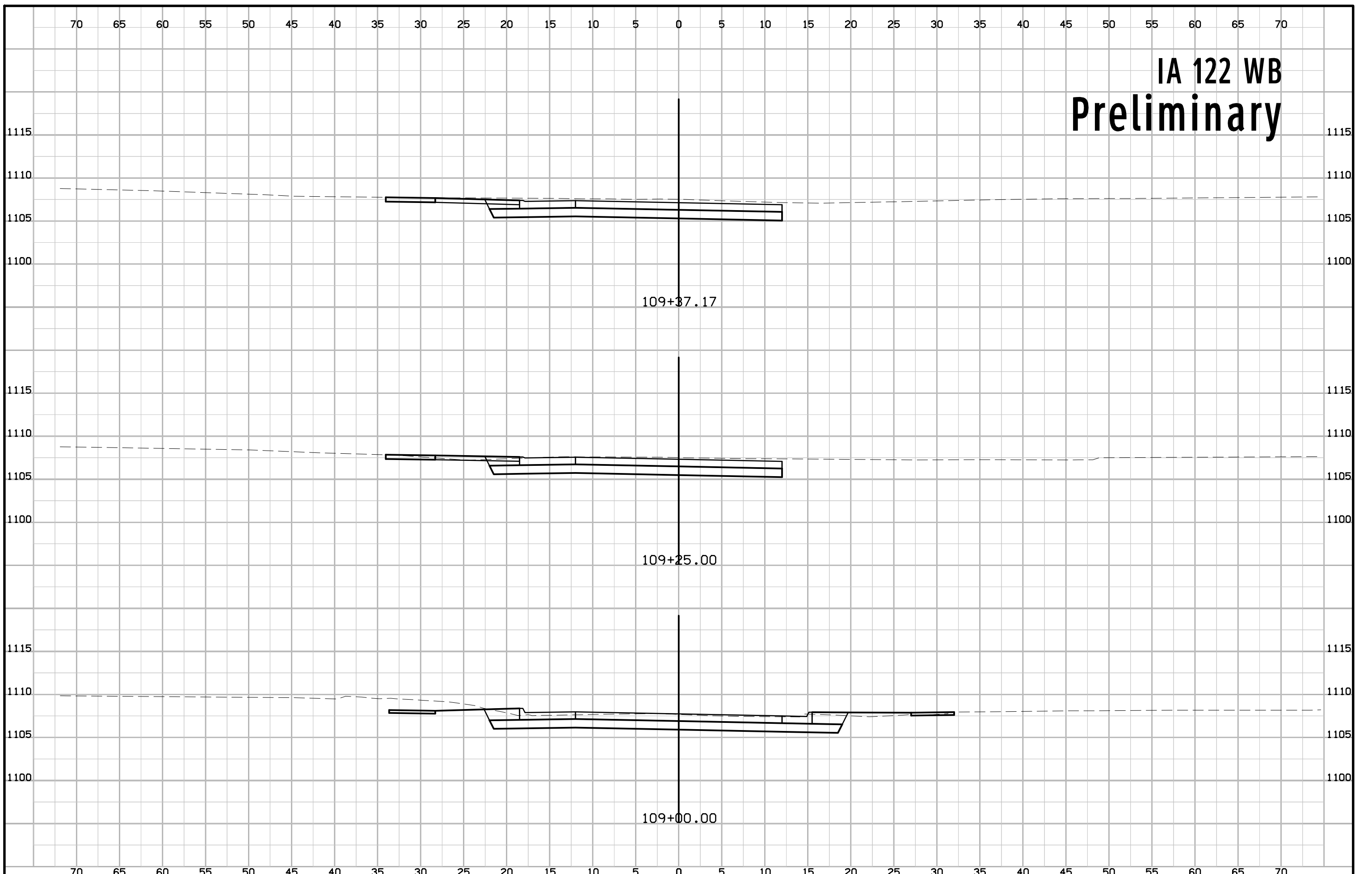




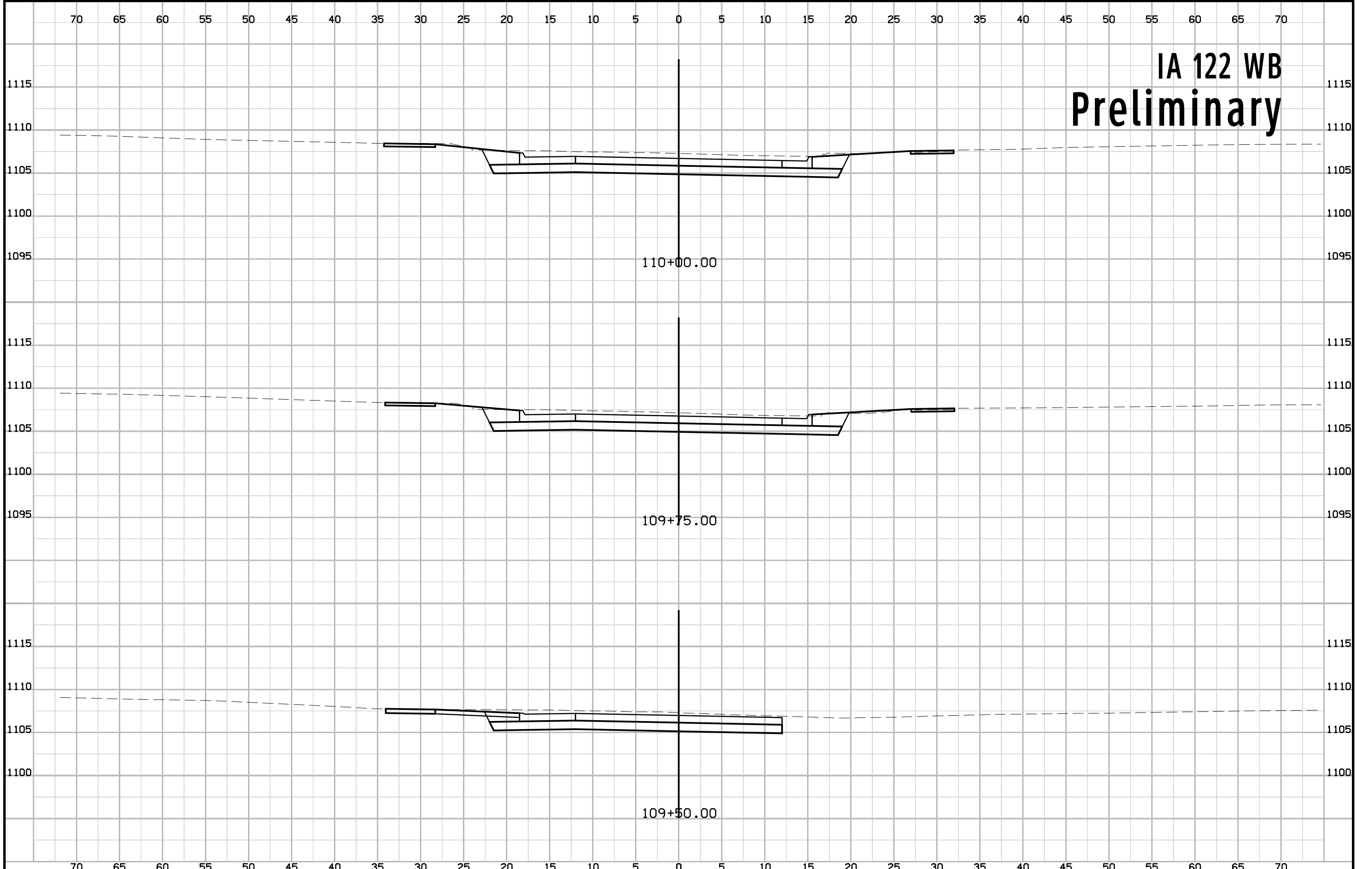
IA 122 WB Preliminary



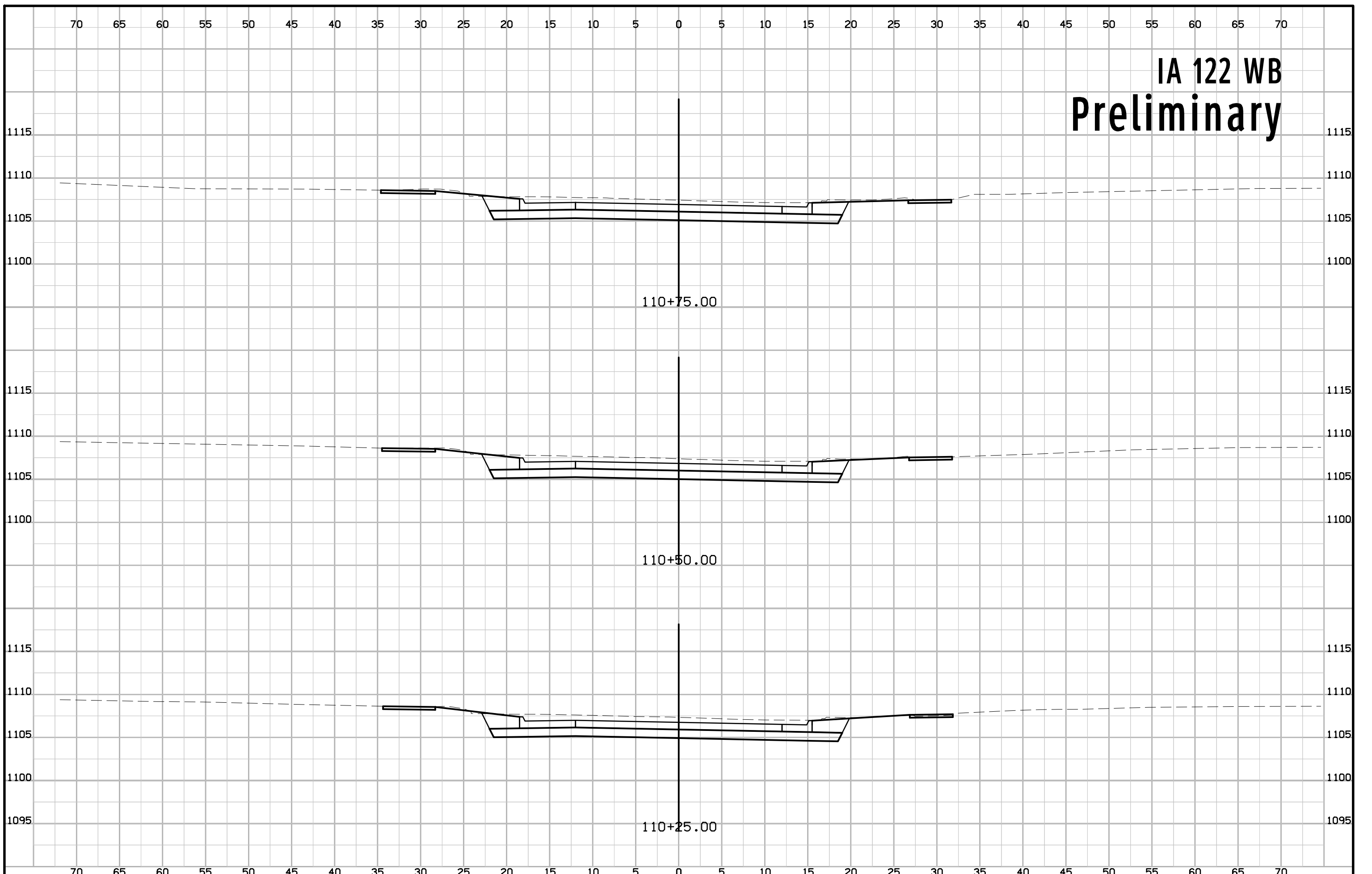
IA 122 WB Preliminary



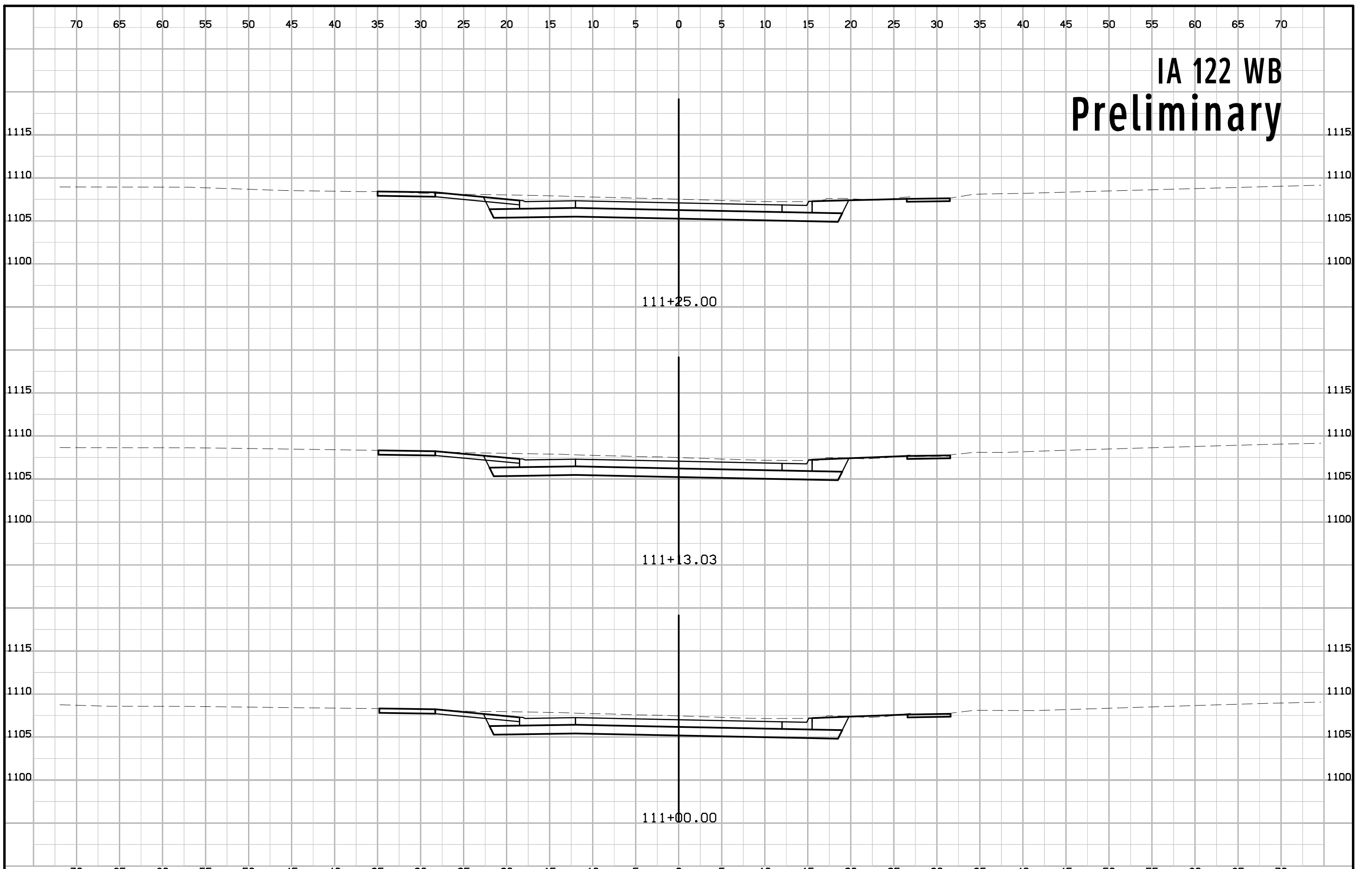
IA 122 WB Preliminary



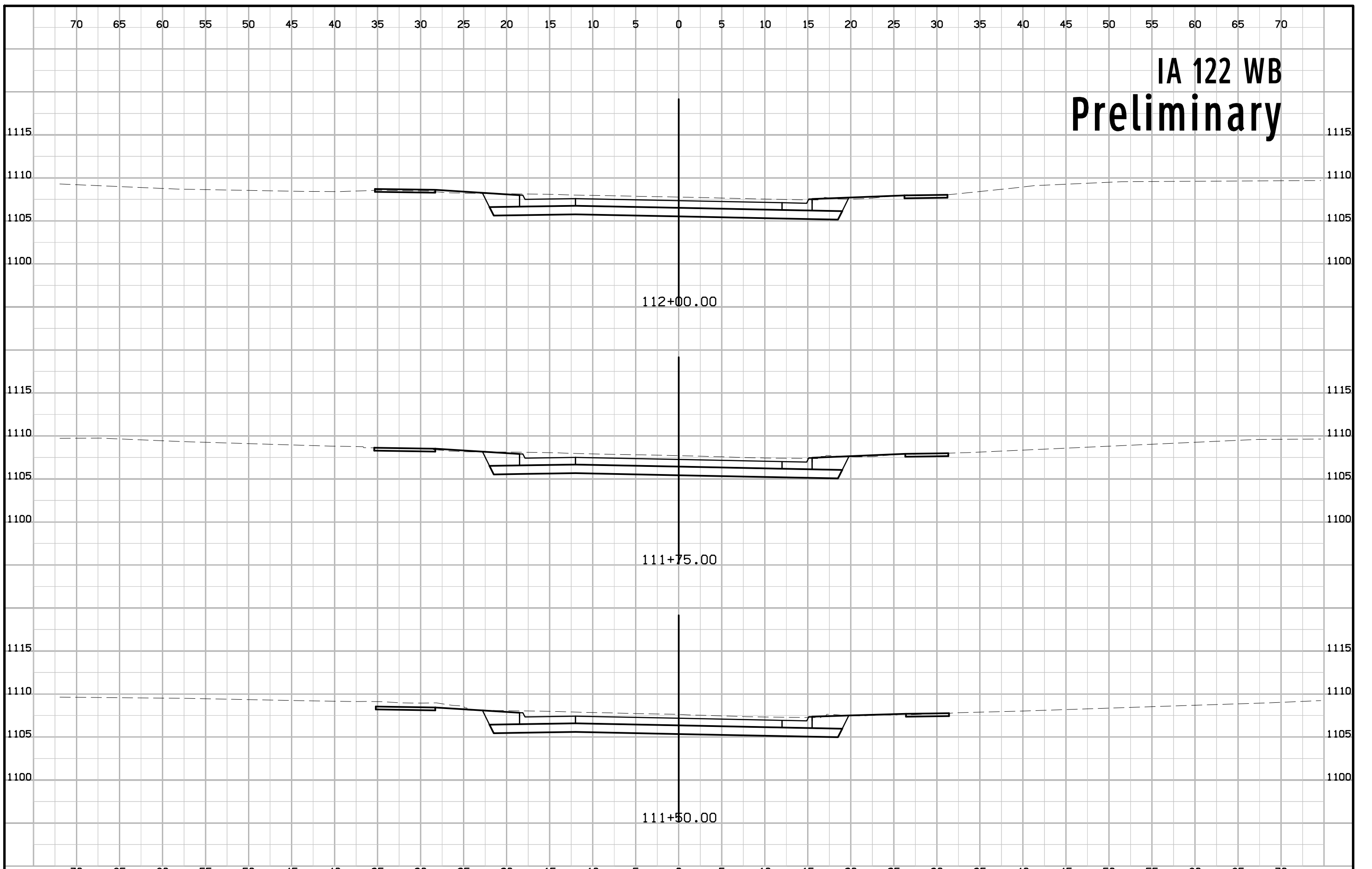
IA 122 WB Preliminary



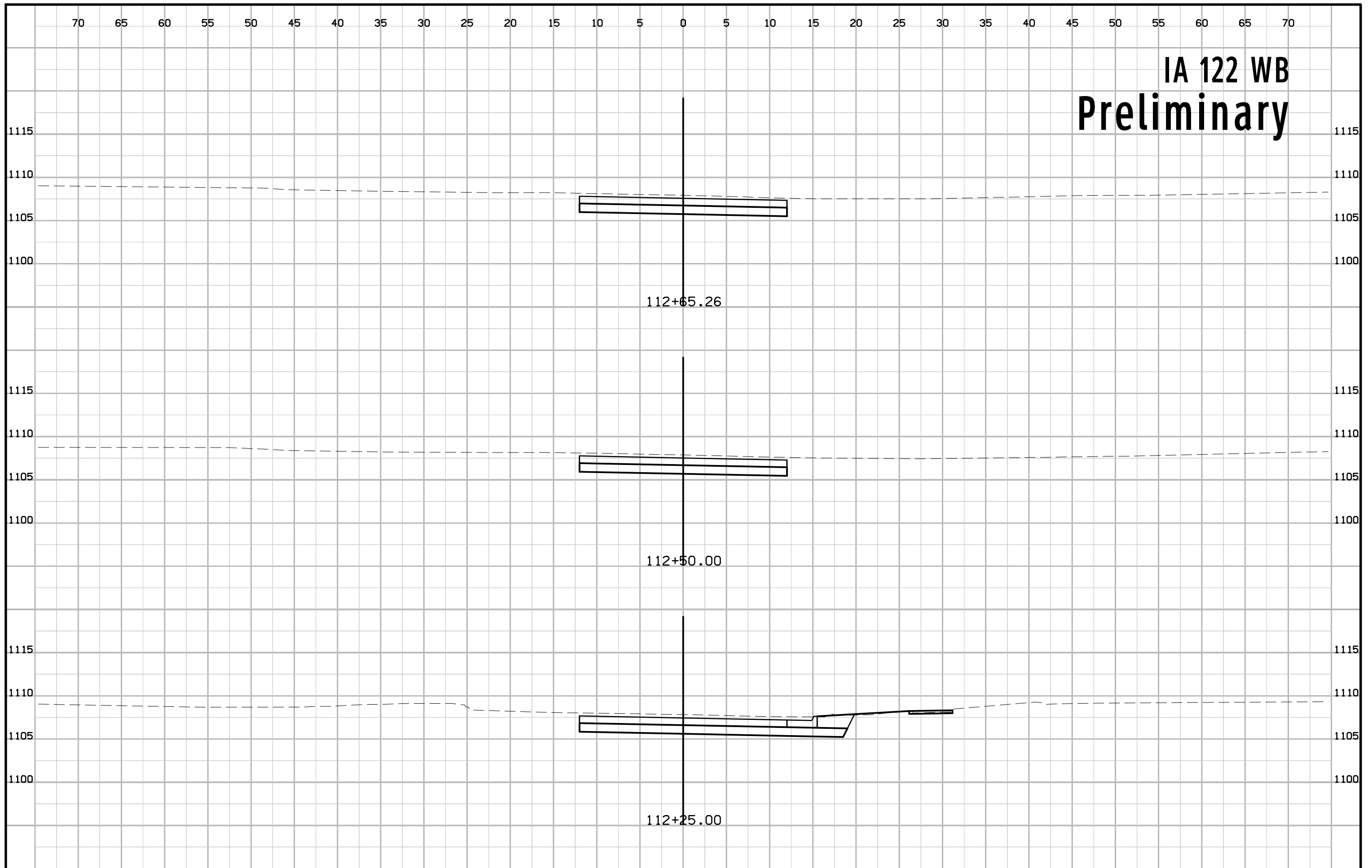
IA 122 WB Preliminary



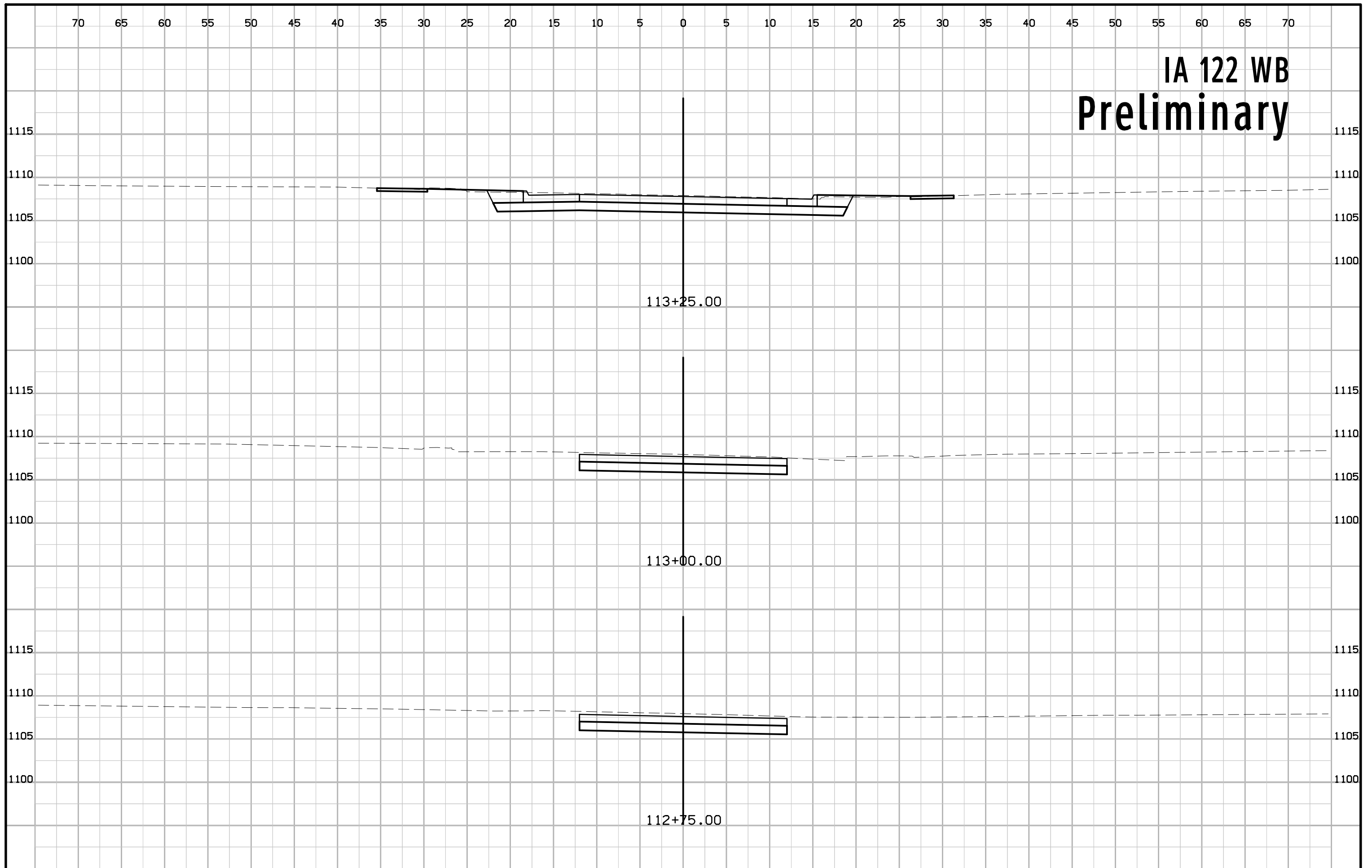
IA 122 WB Preliminary



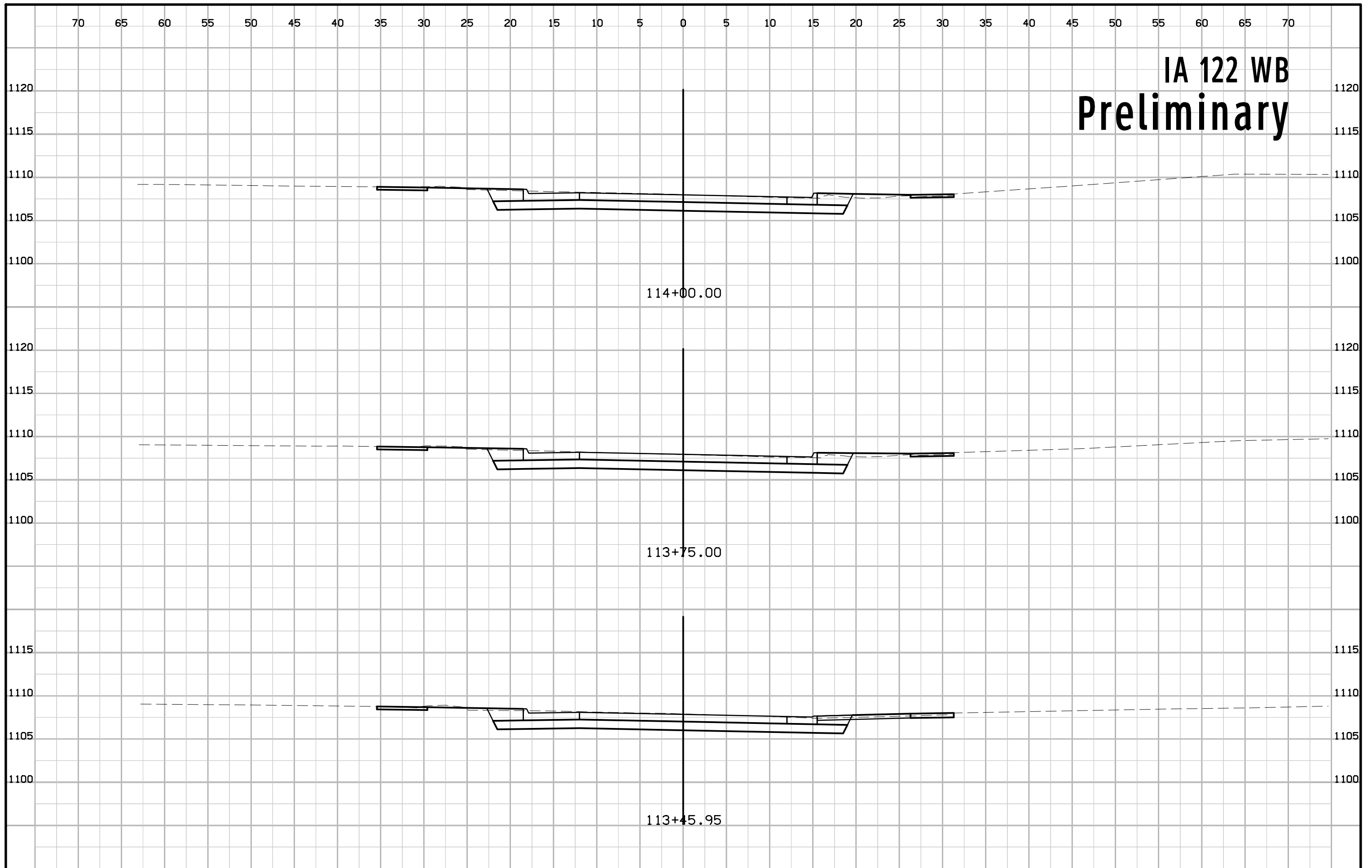
IA 122 WB Preliminary

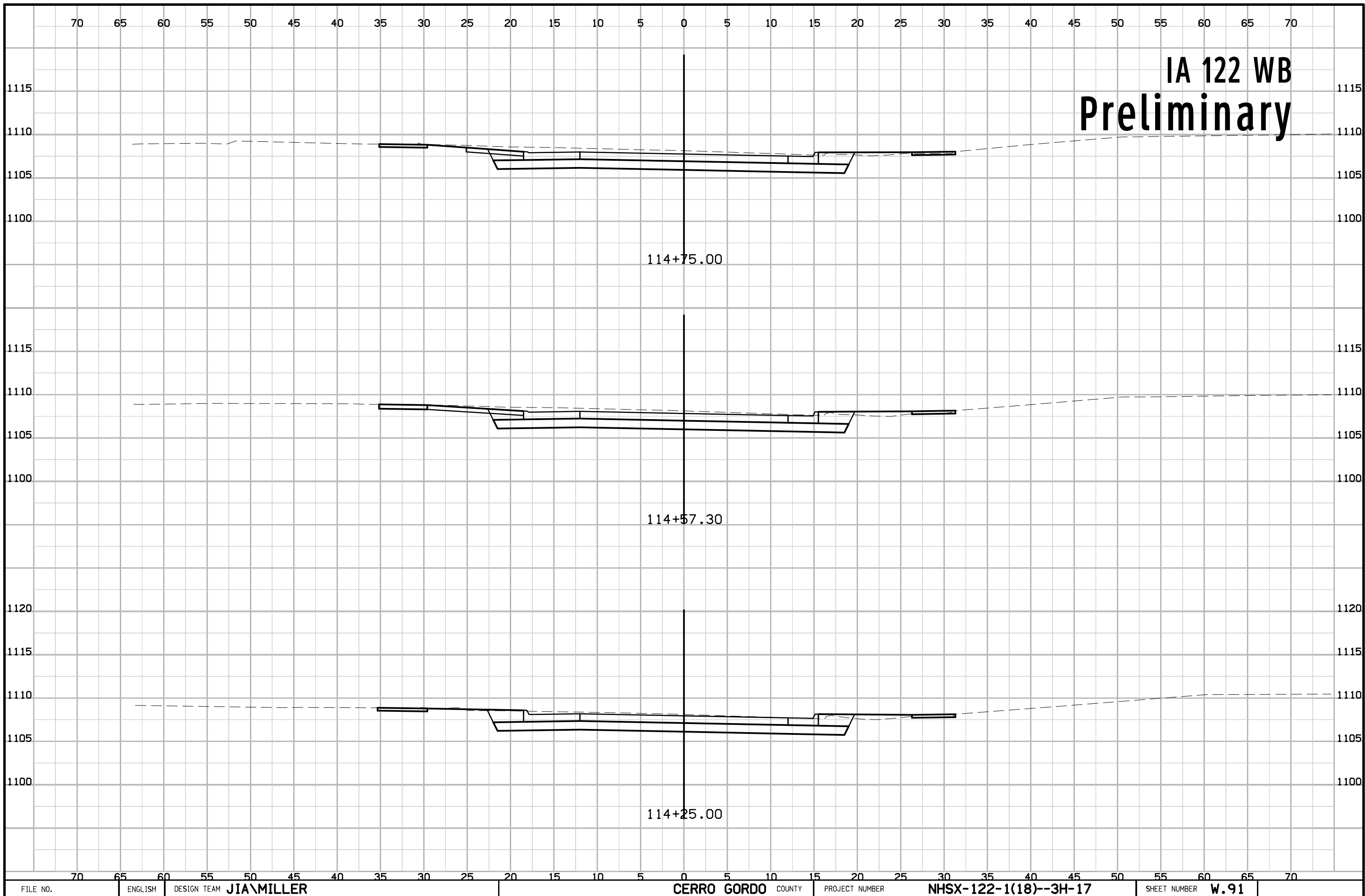


IA 122 WB Preliminary



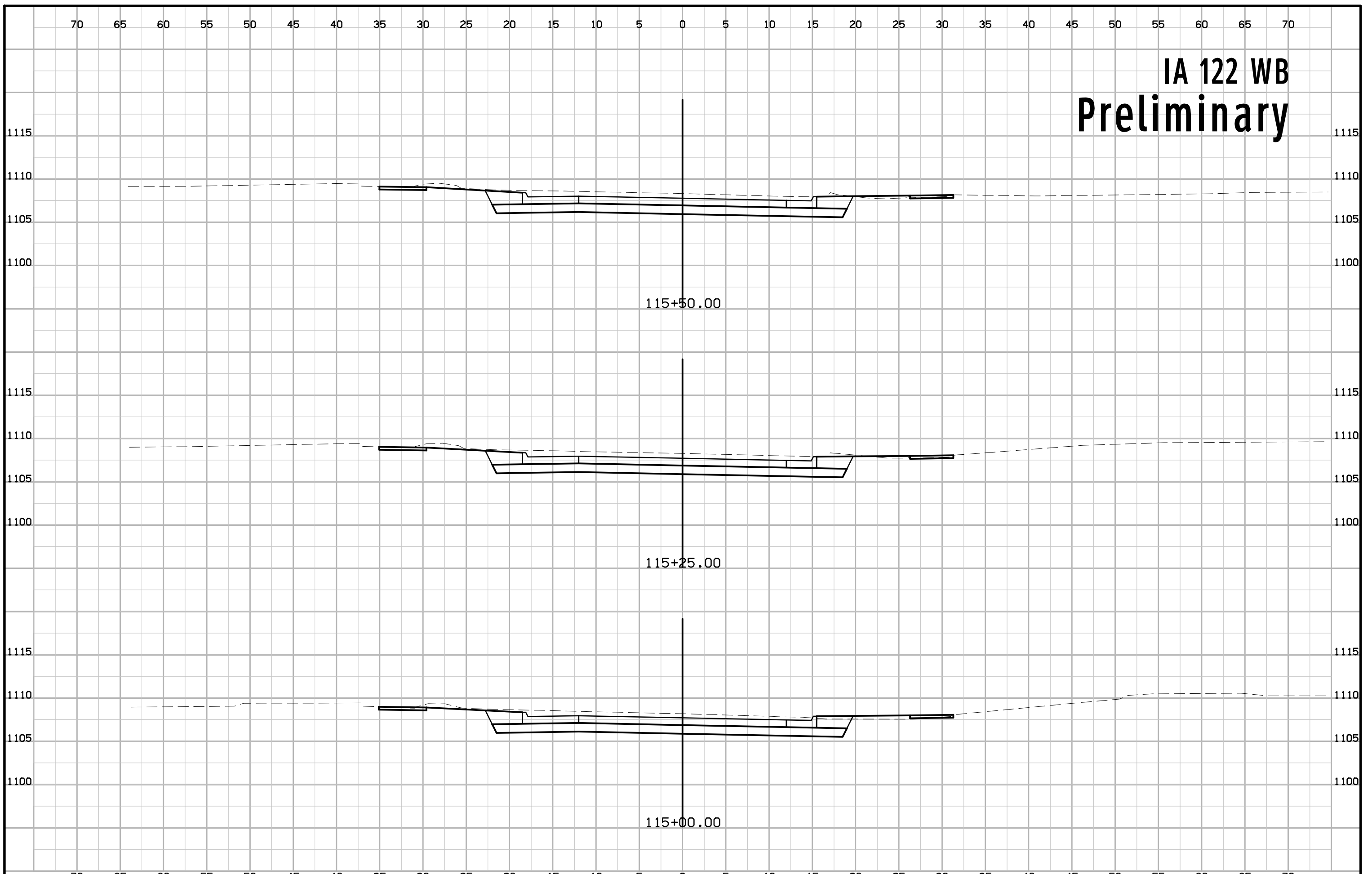
IA 122 WB Preliminary



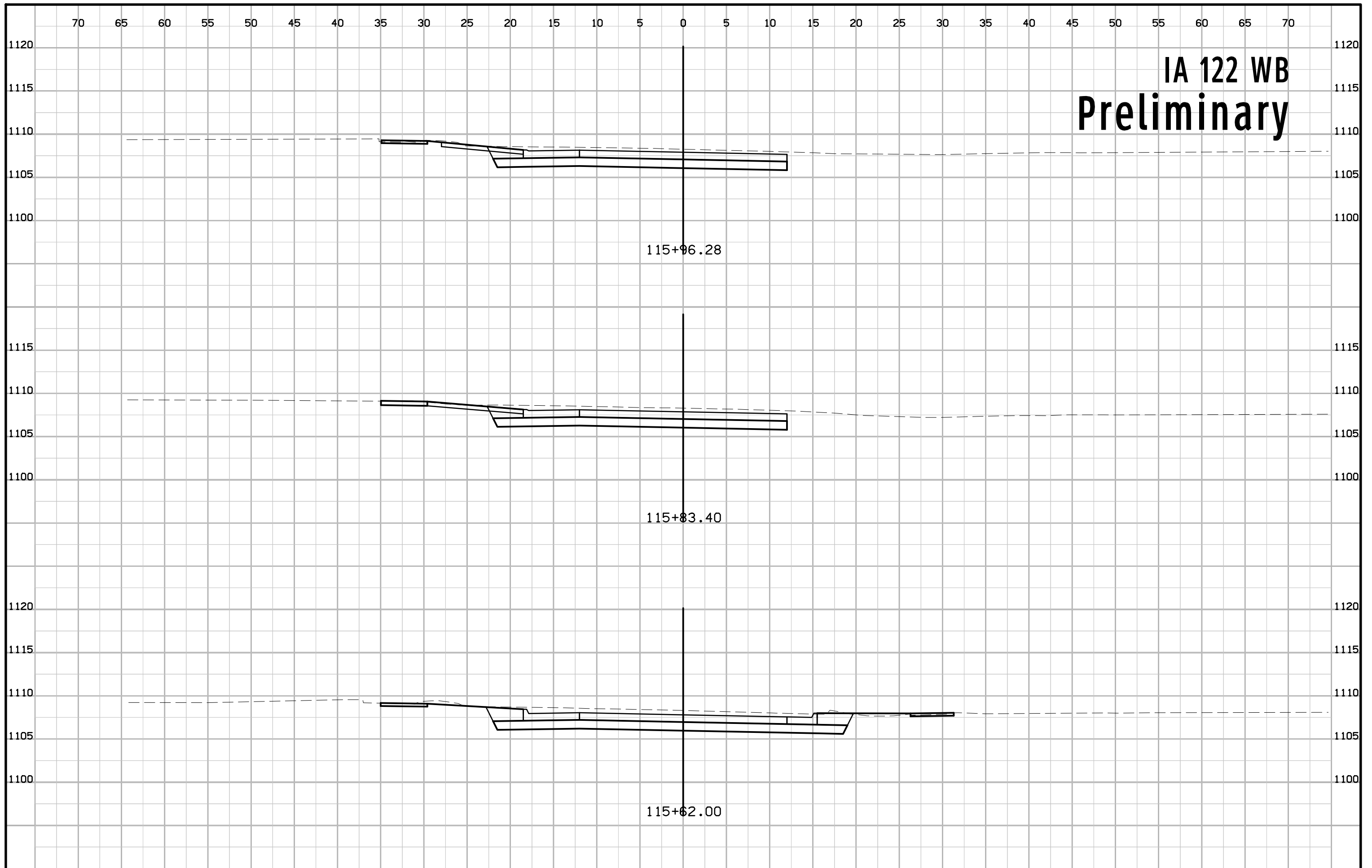


IA 122 WB
Preliminary

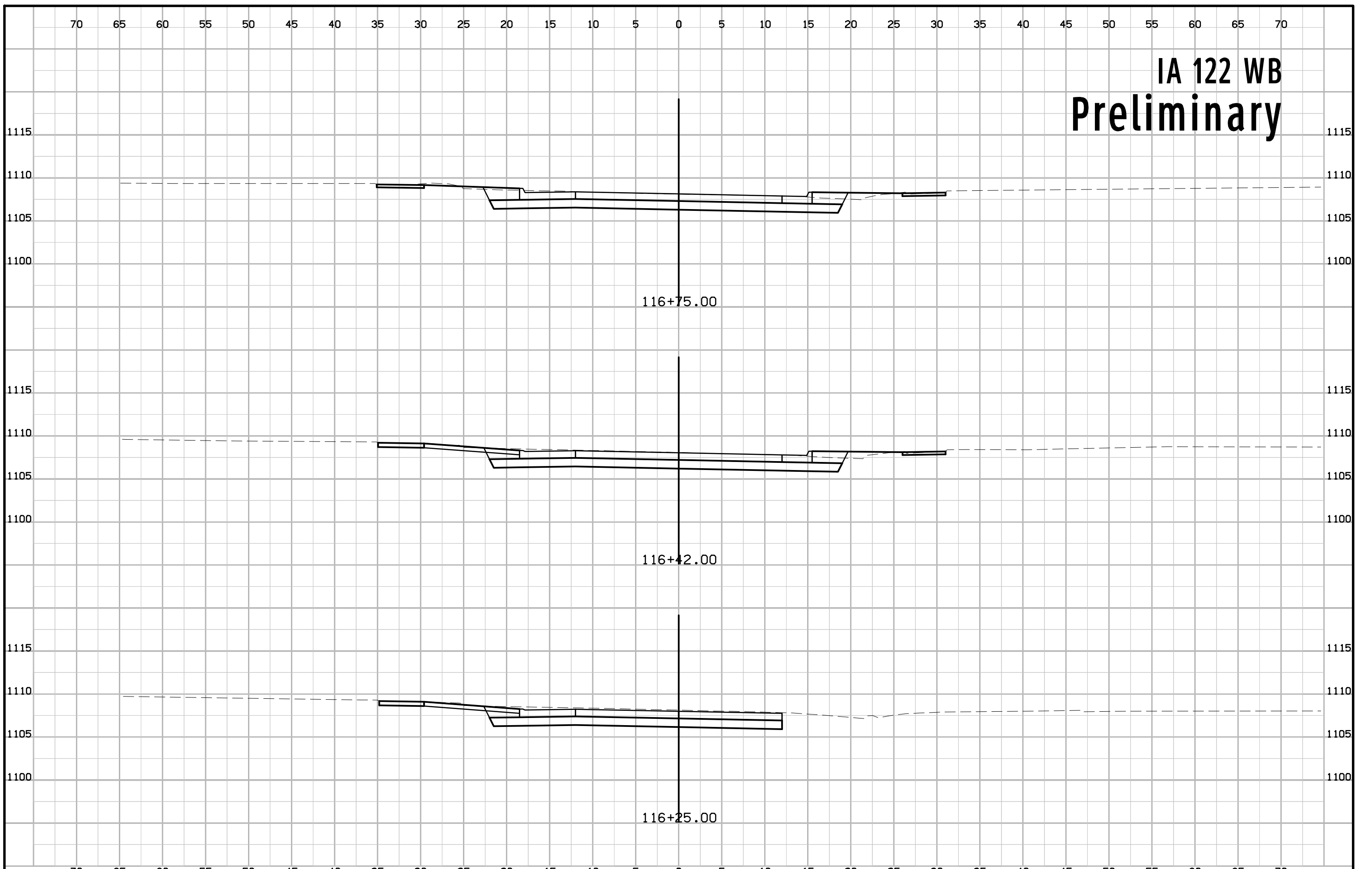
IA 122 WB Preliminary



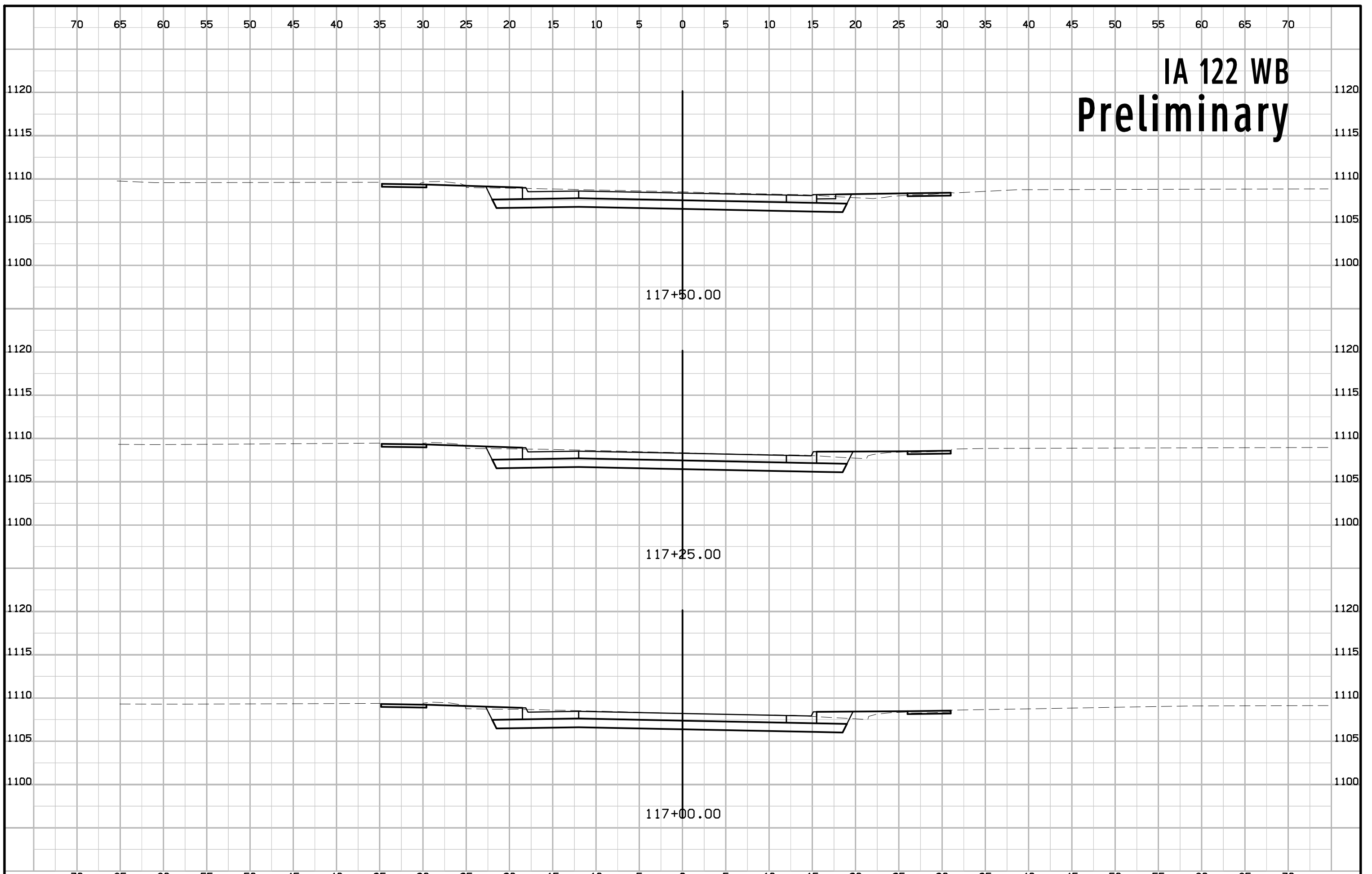
IA 122 WB Preliminary



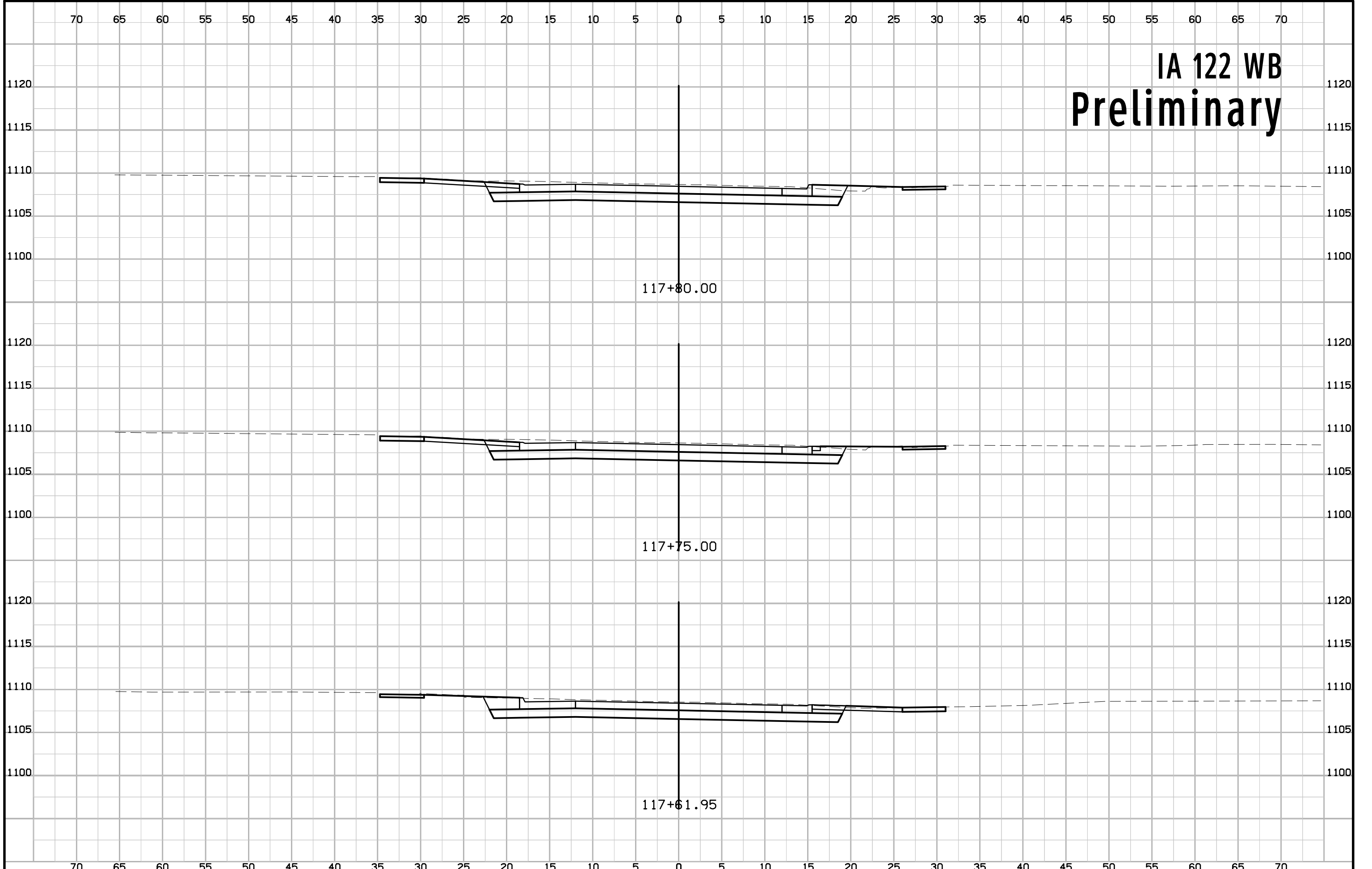
IA 122 WB Preliminary



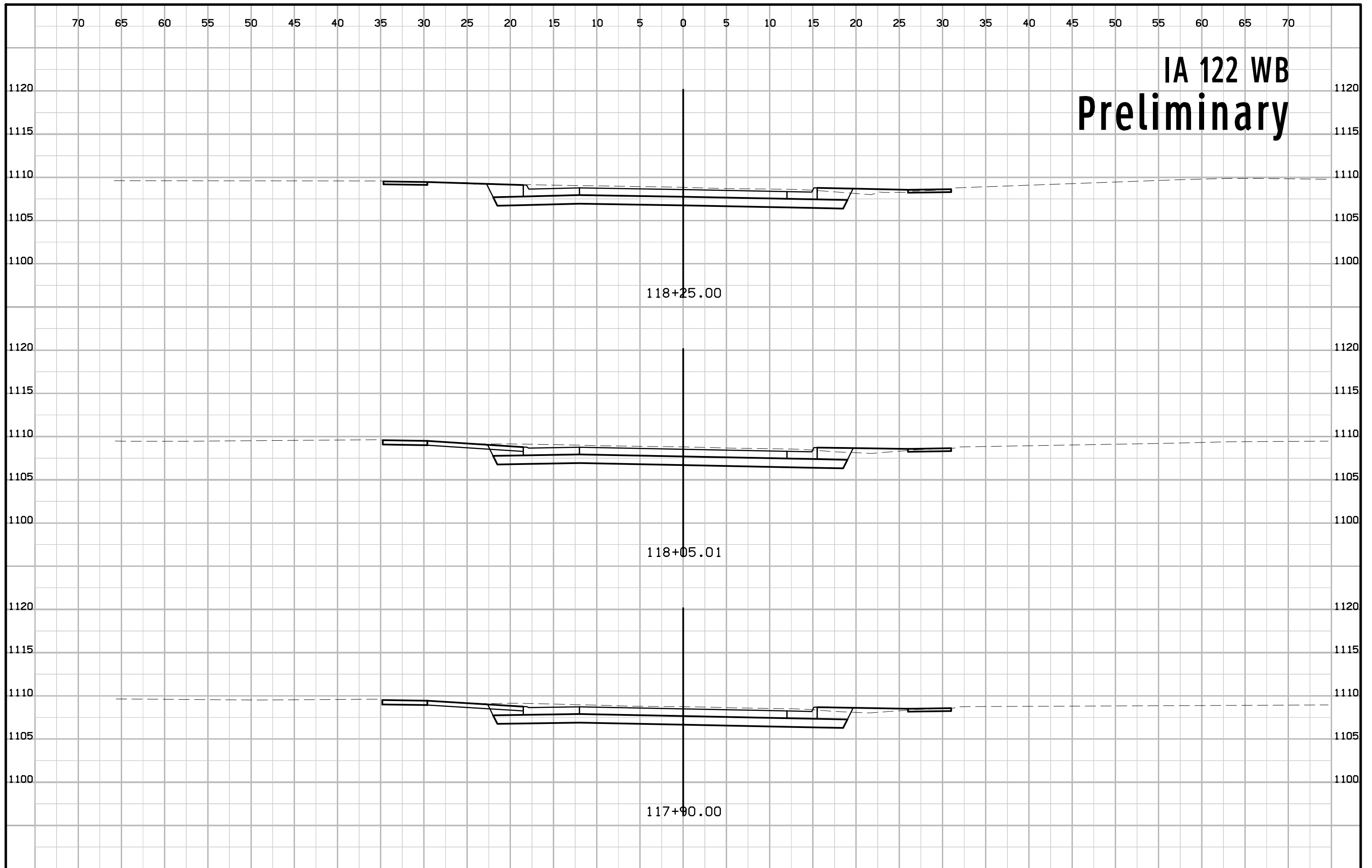
IA 122 WB Preliminary



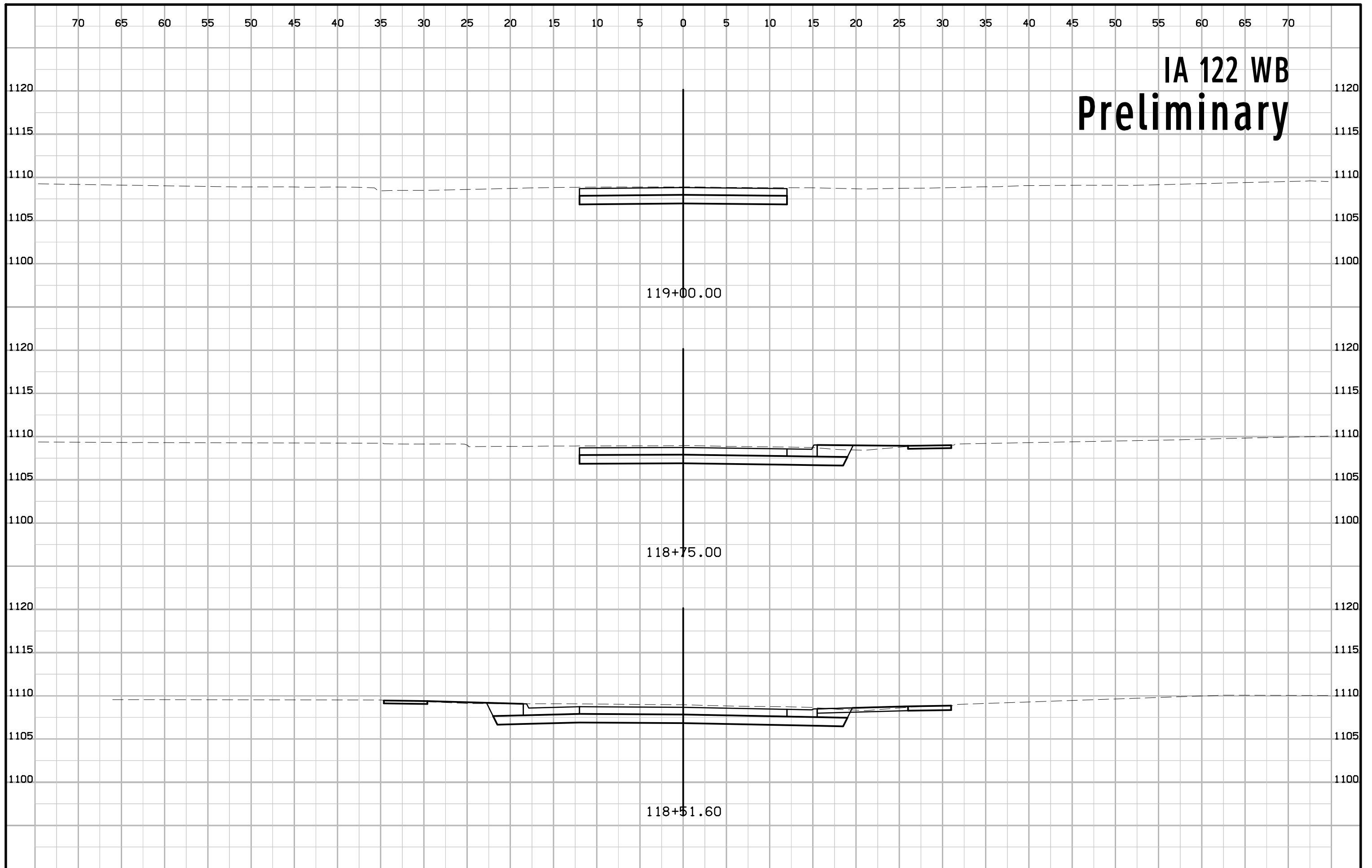
IA 122 WB Preliminary



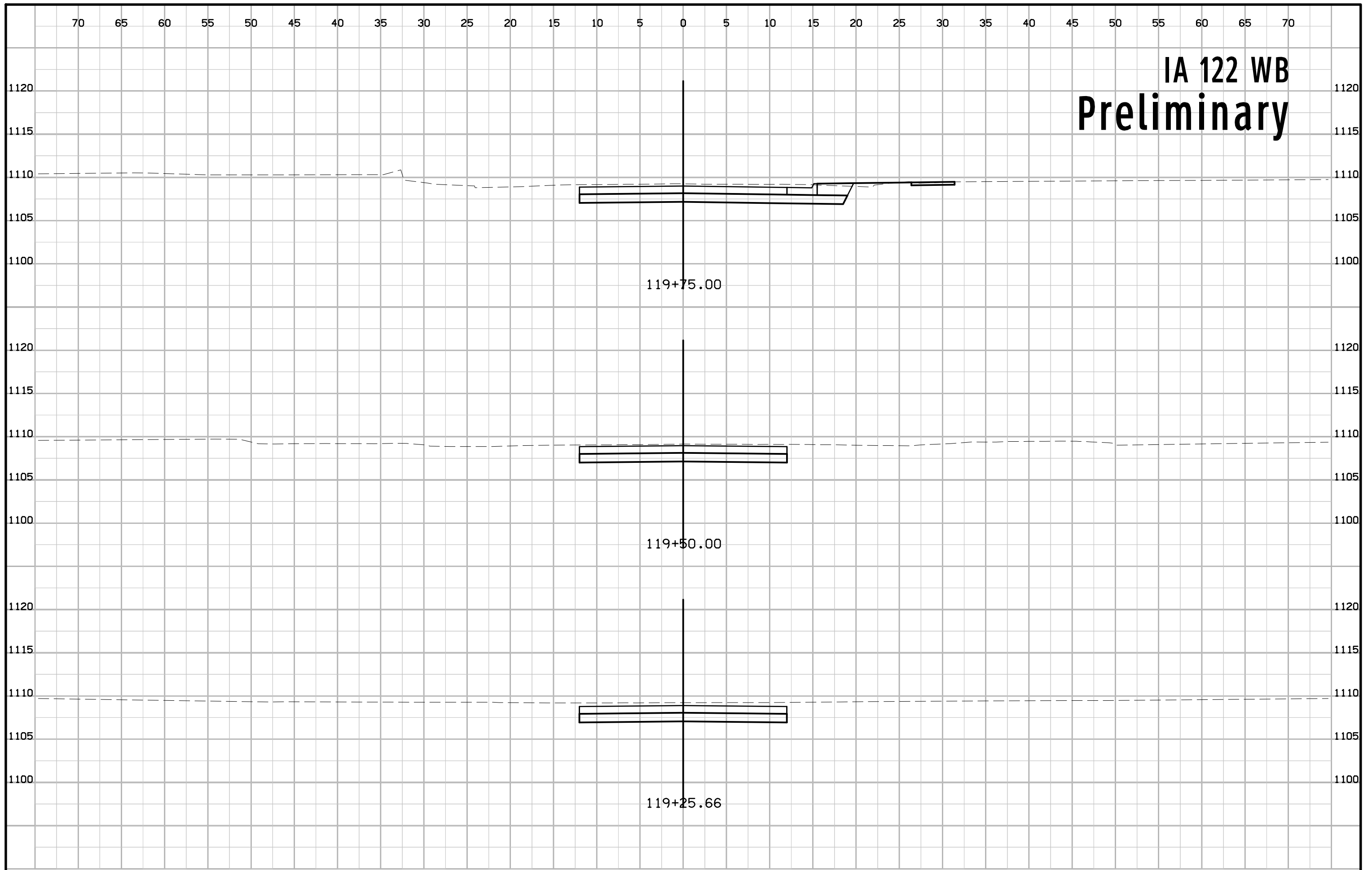
IA 122 WB Preliminary

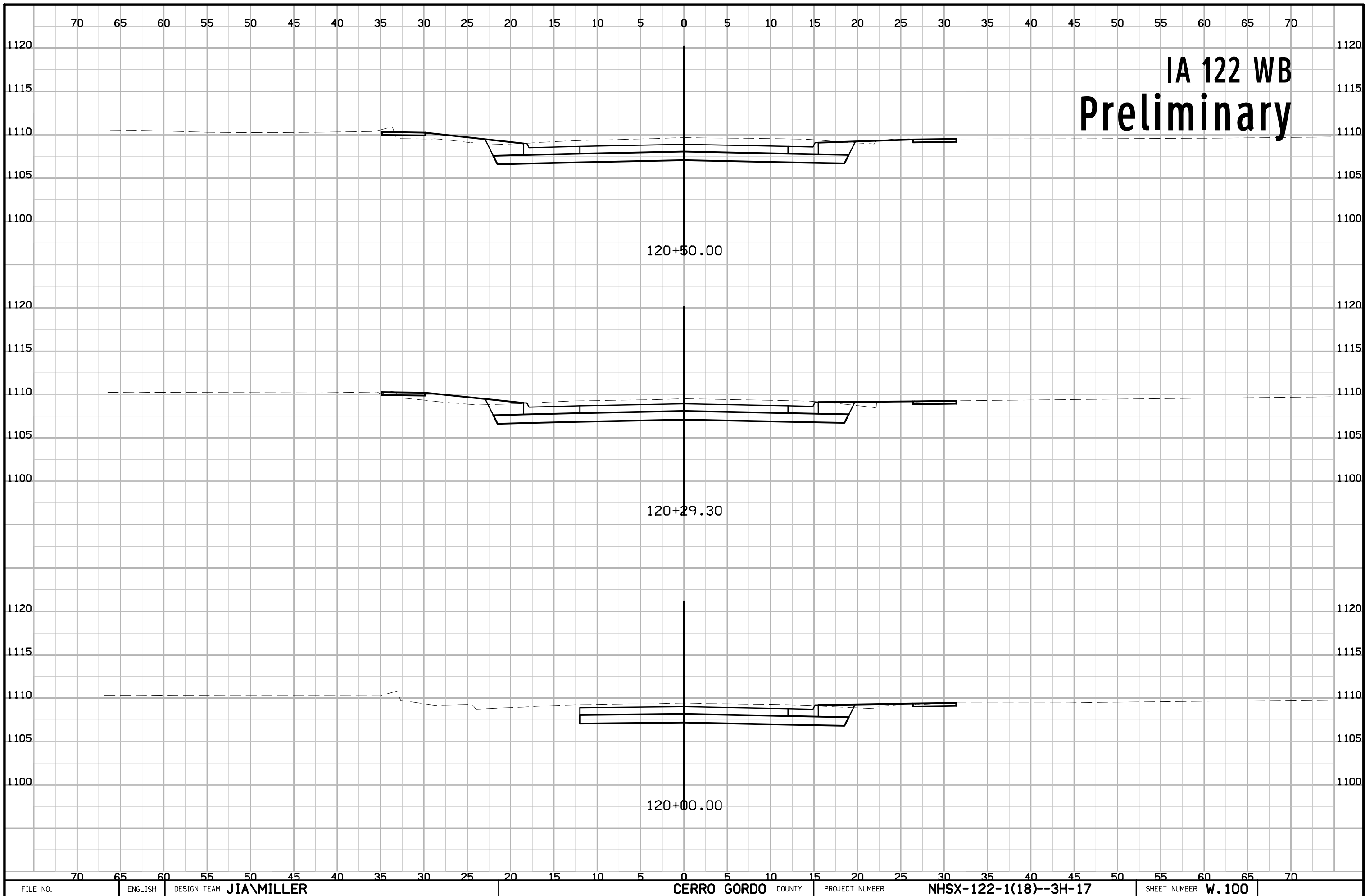


IA 122 WB Preliminary

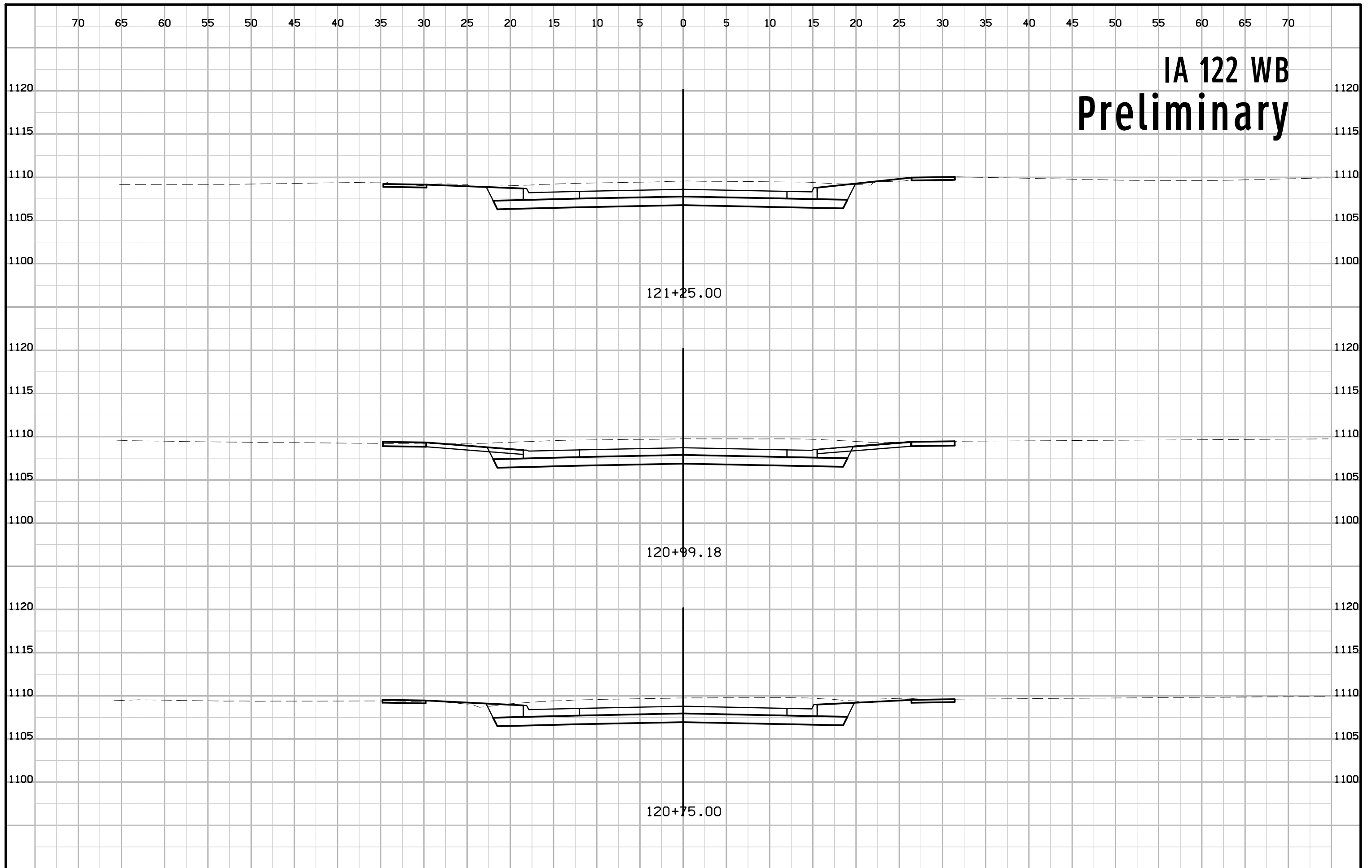


IA 122 WB Preliminary

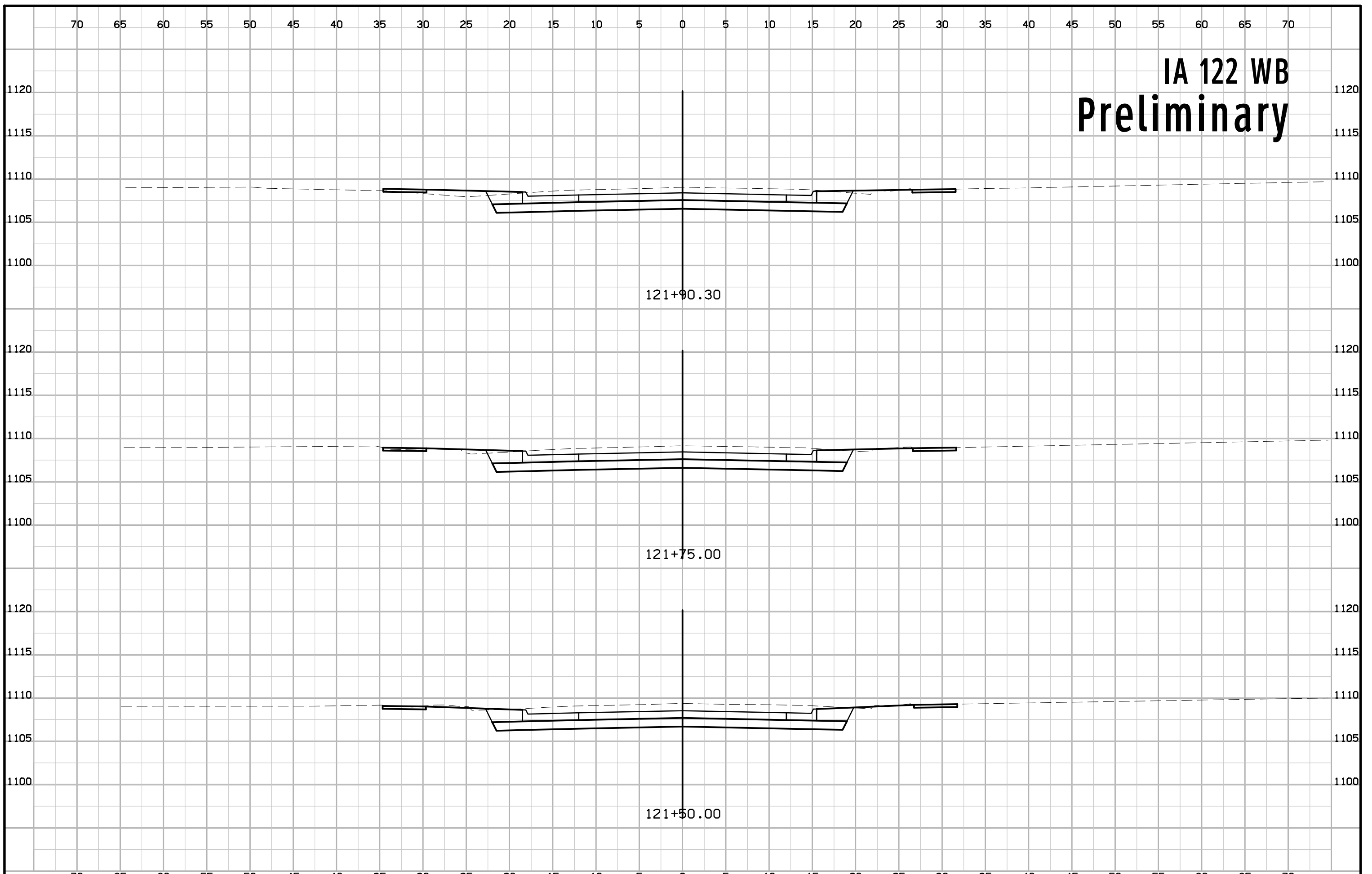




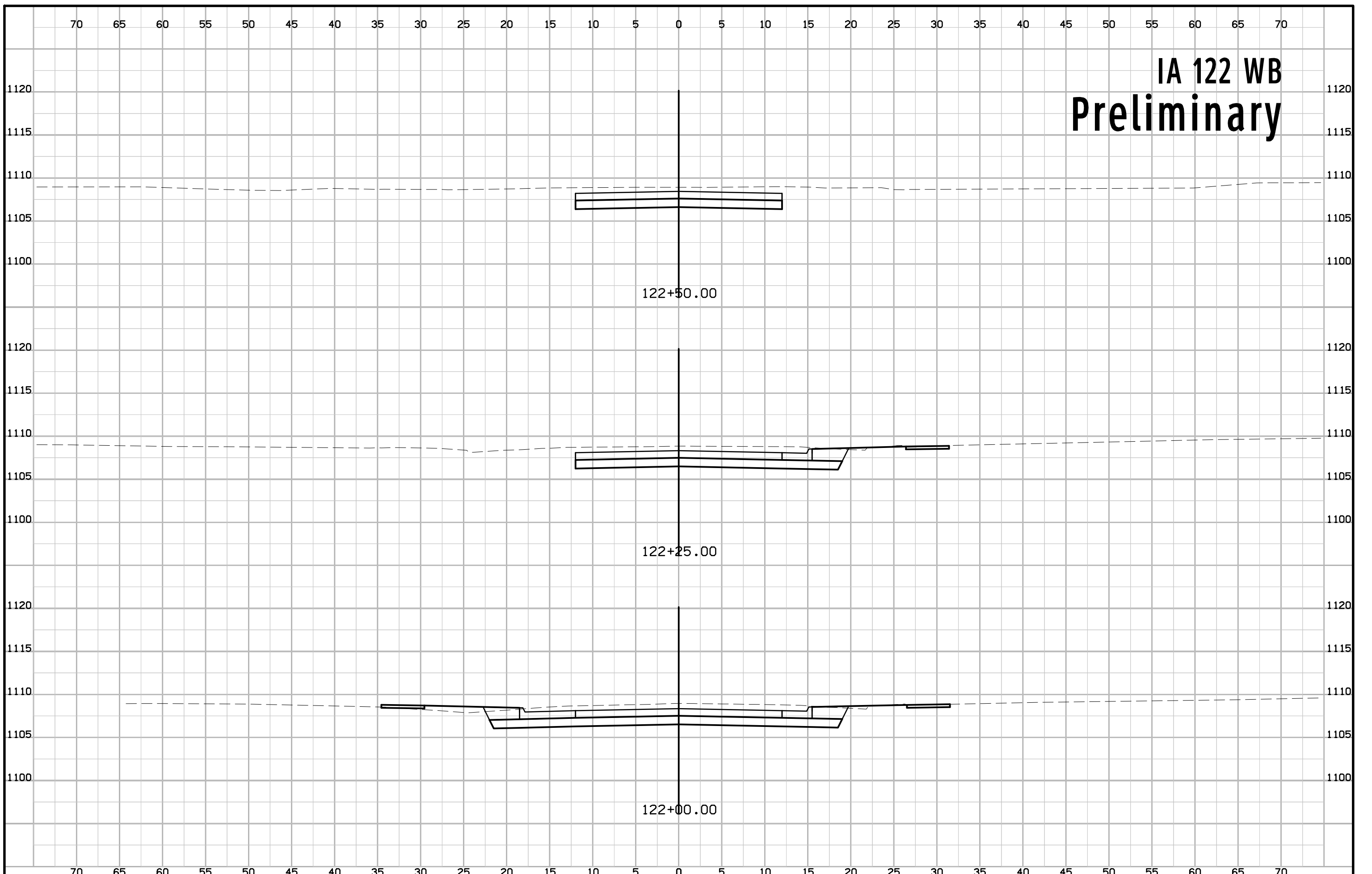
IA 122 WB Preliminary



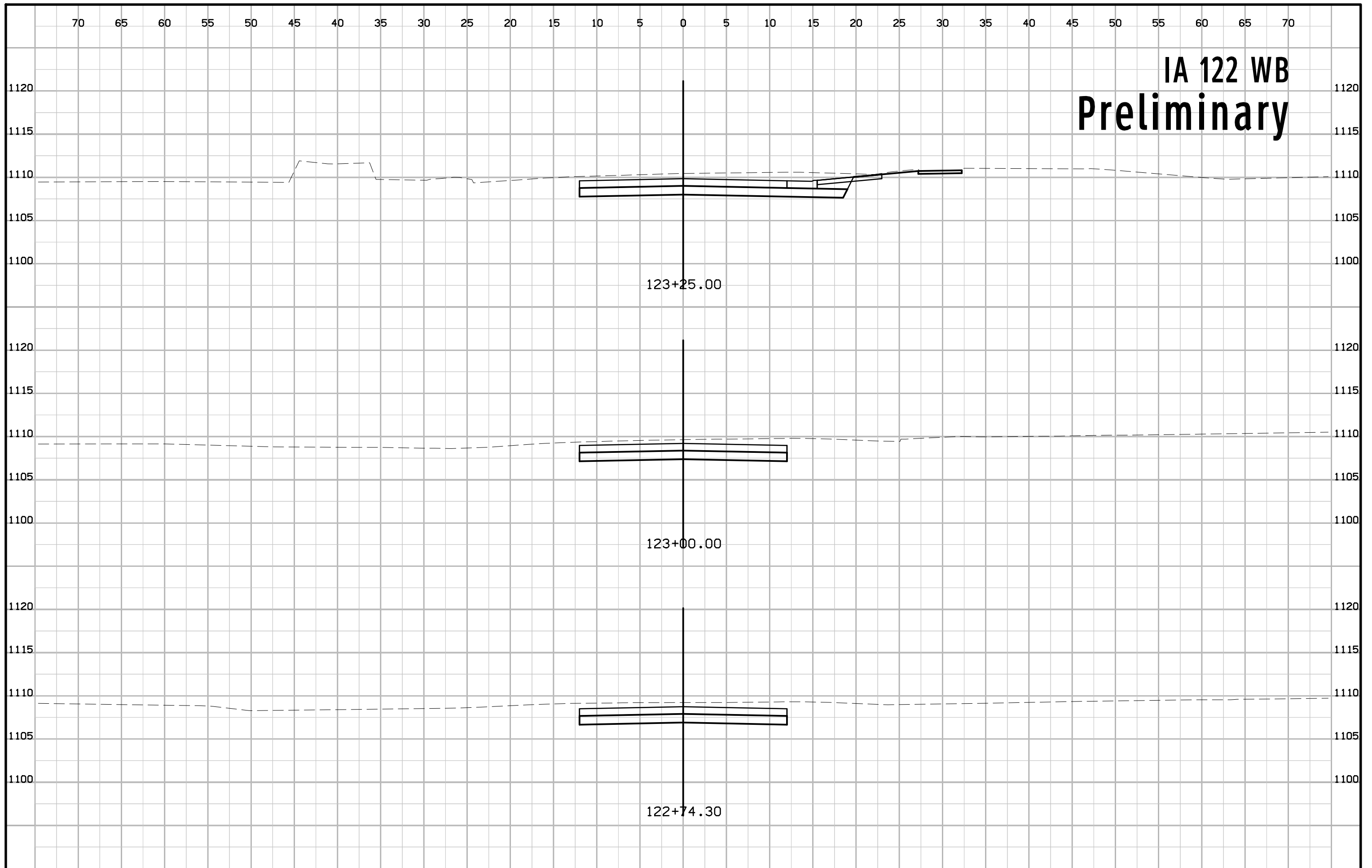
IA 122 WB Preliminary



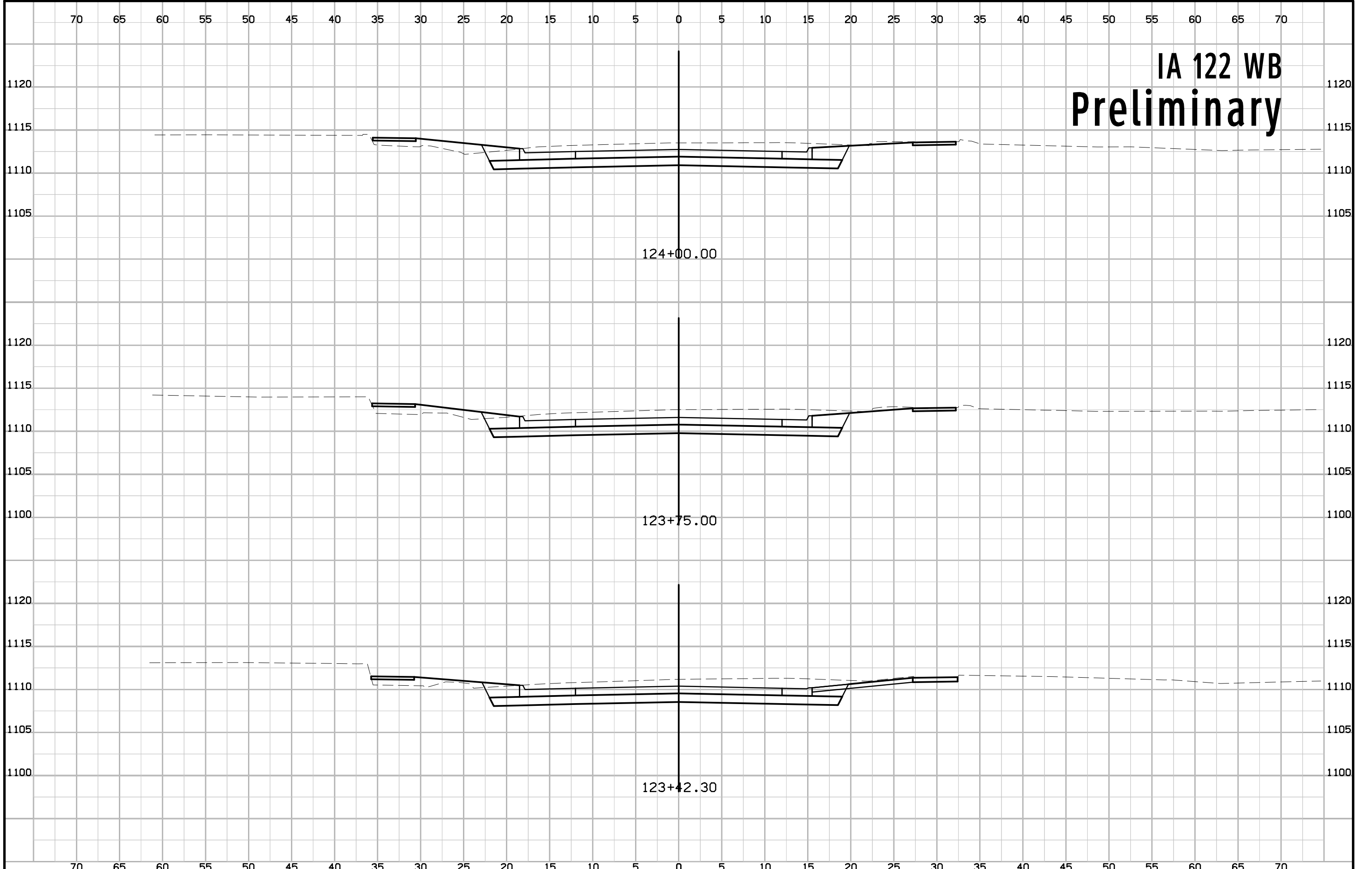
IA 122 WB Preliminary

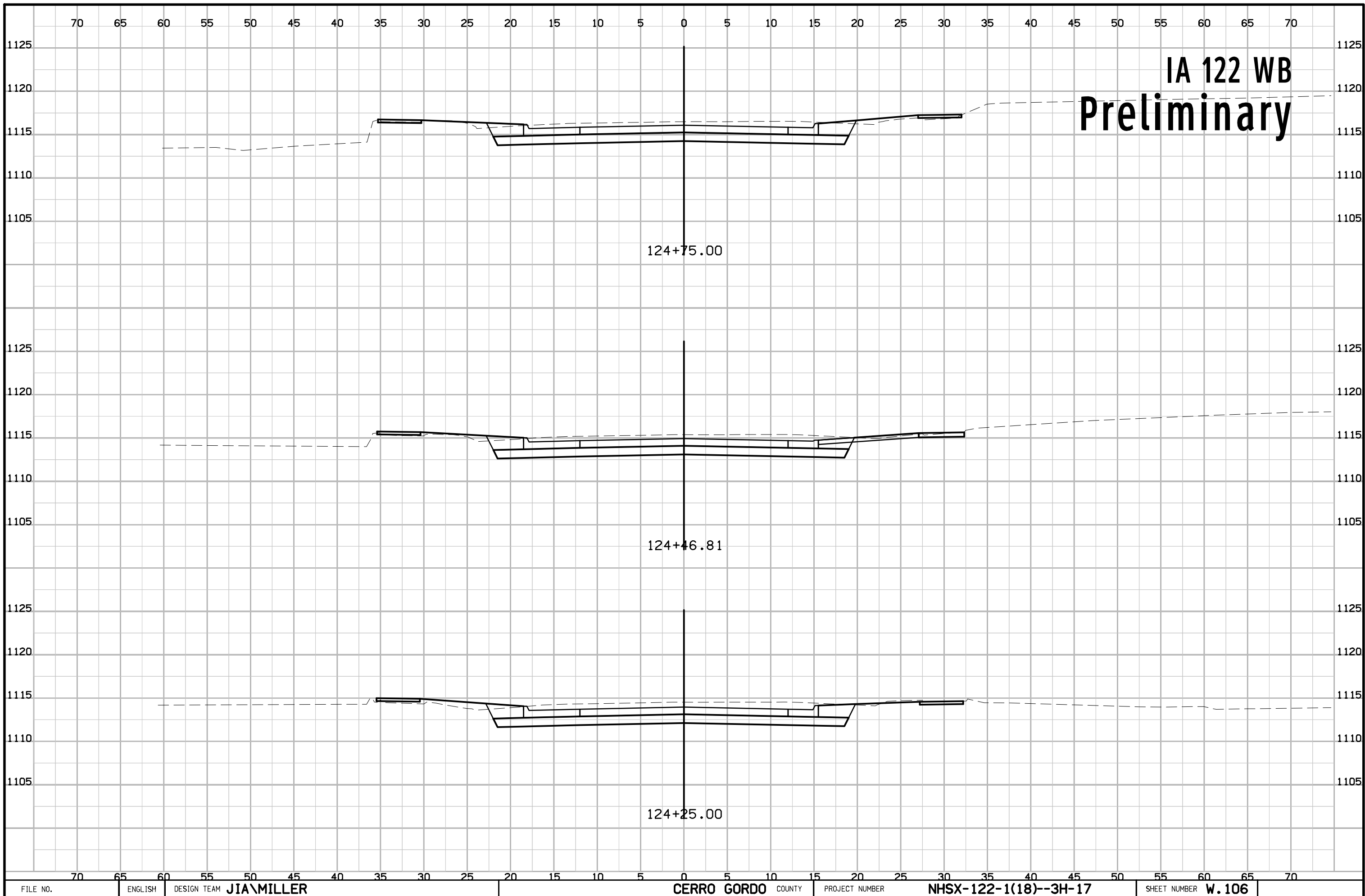


IA 122 WB Preliminary

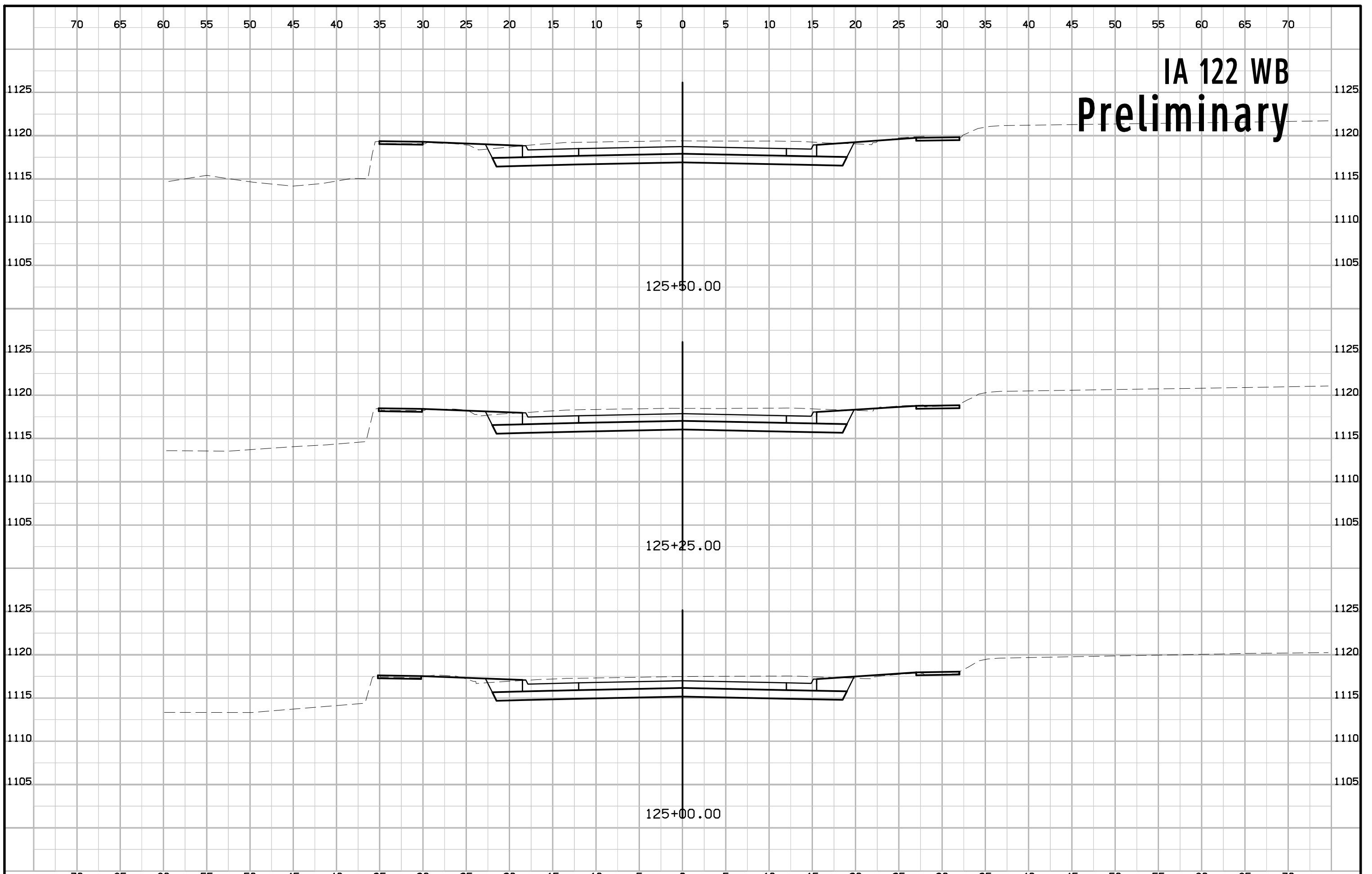


IA 122 WB Preliminary

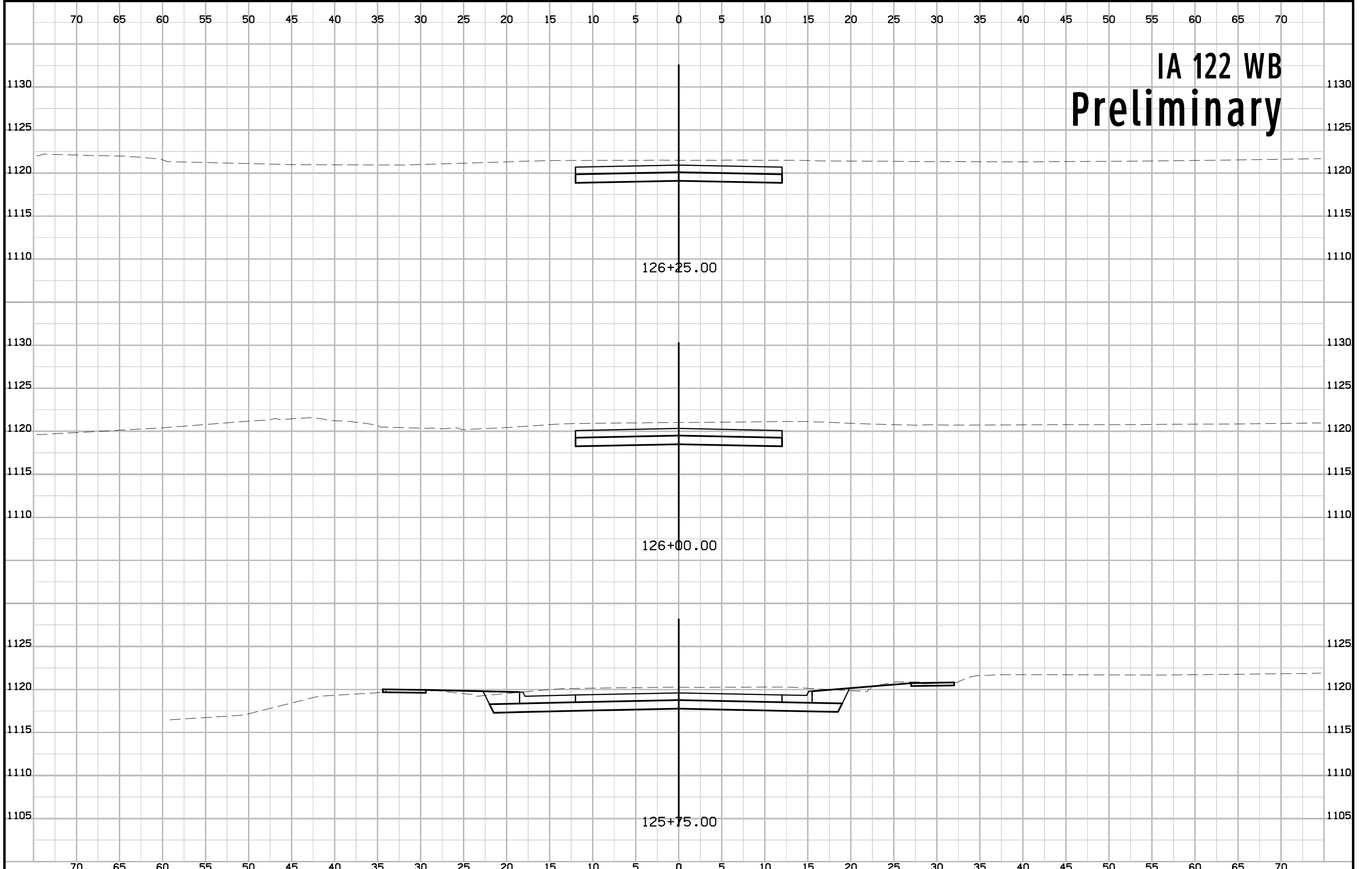




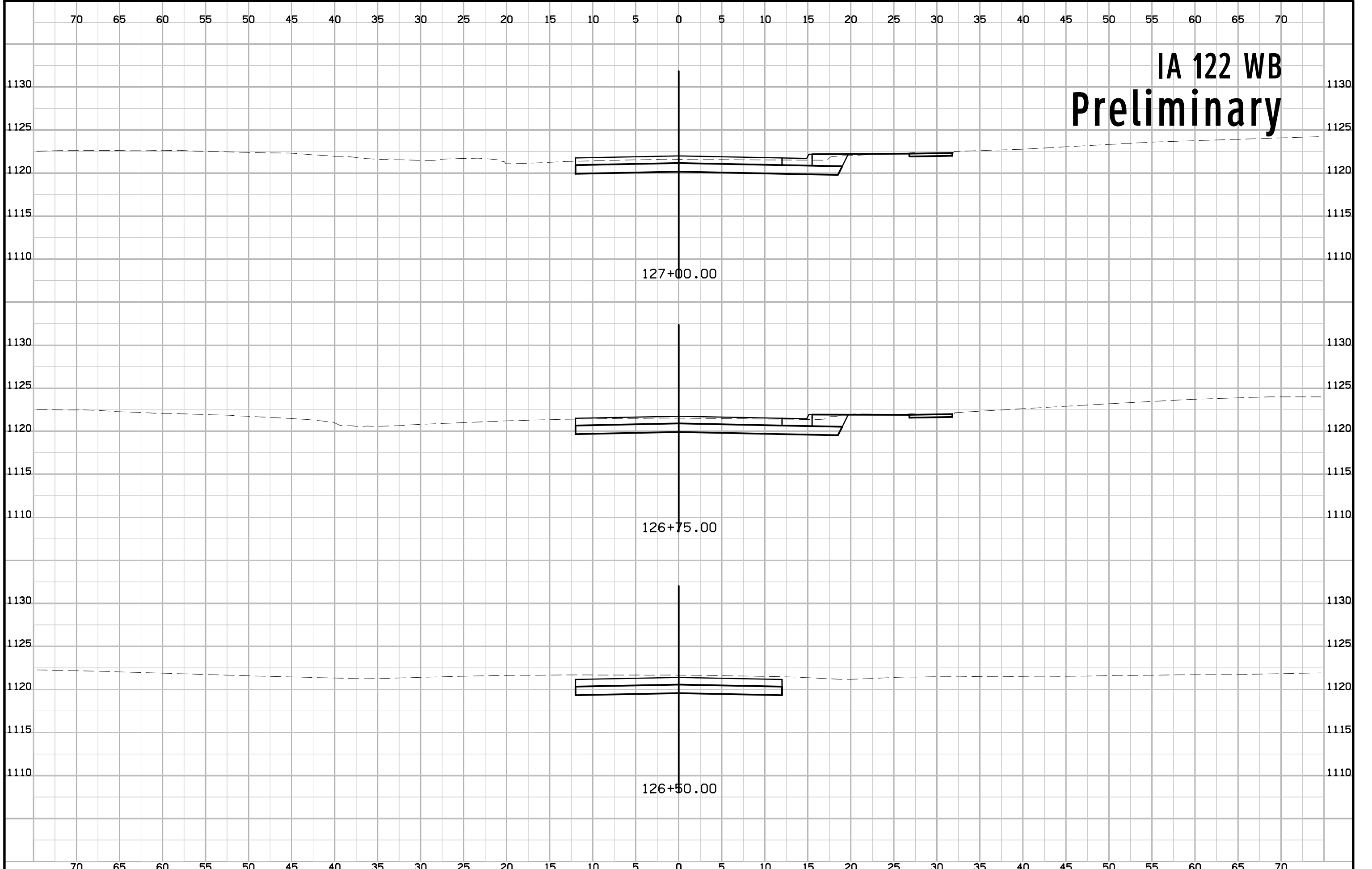
IA 122 WB Preliminary



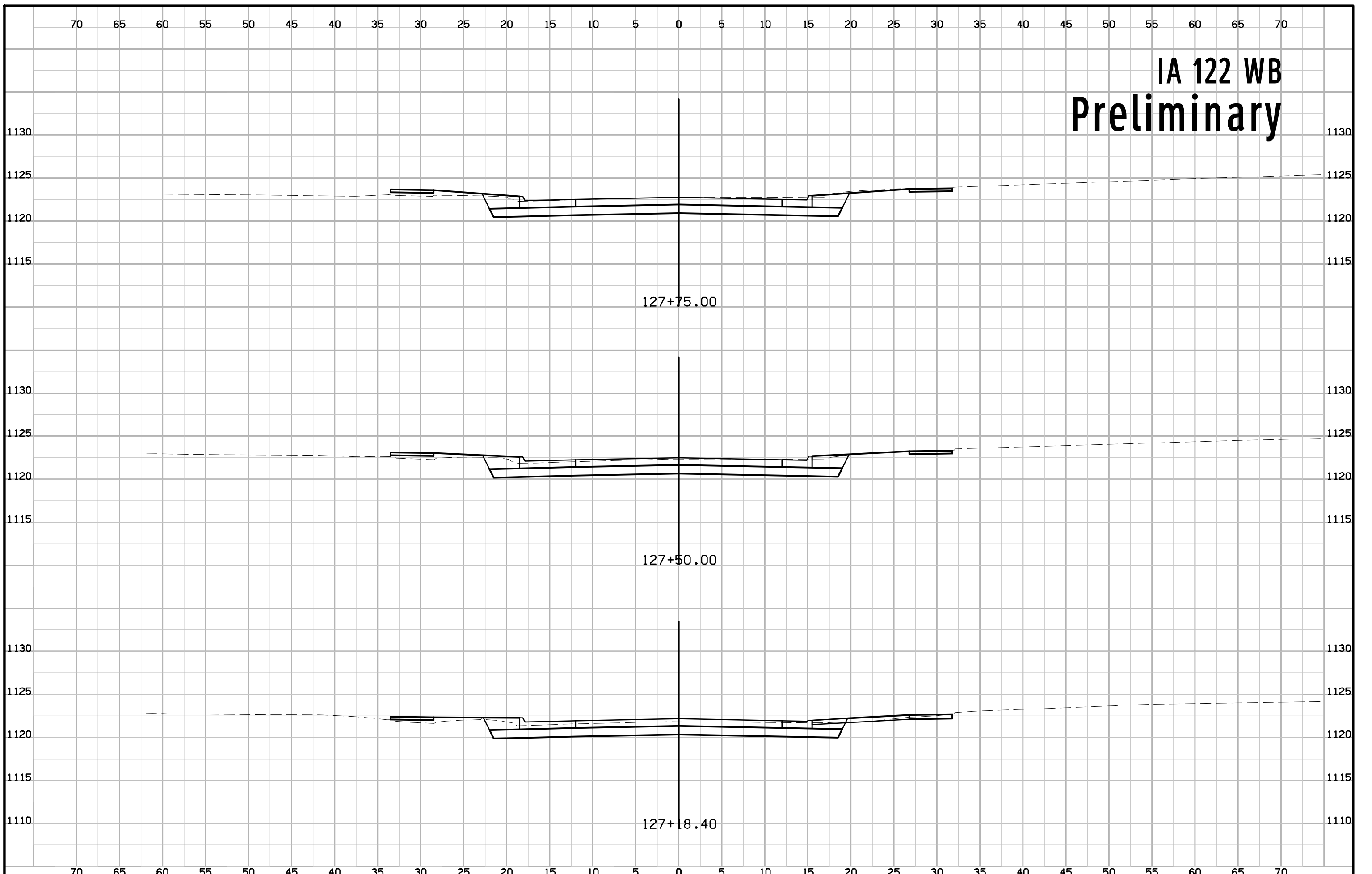
IA 122 WB Preliminary



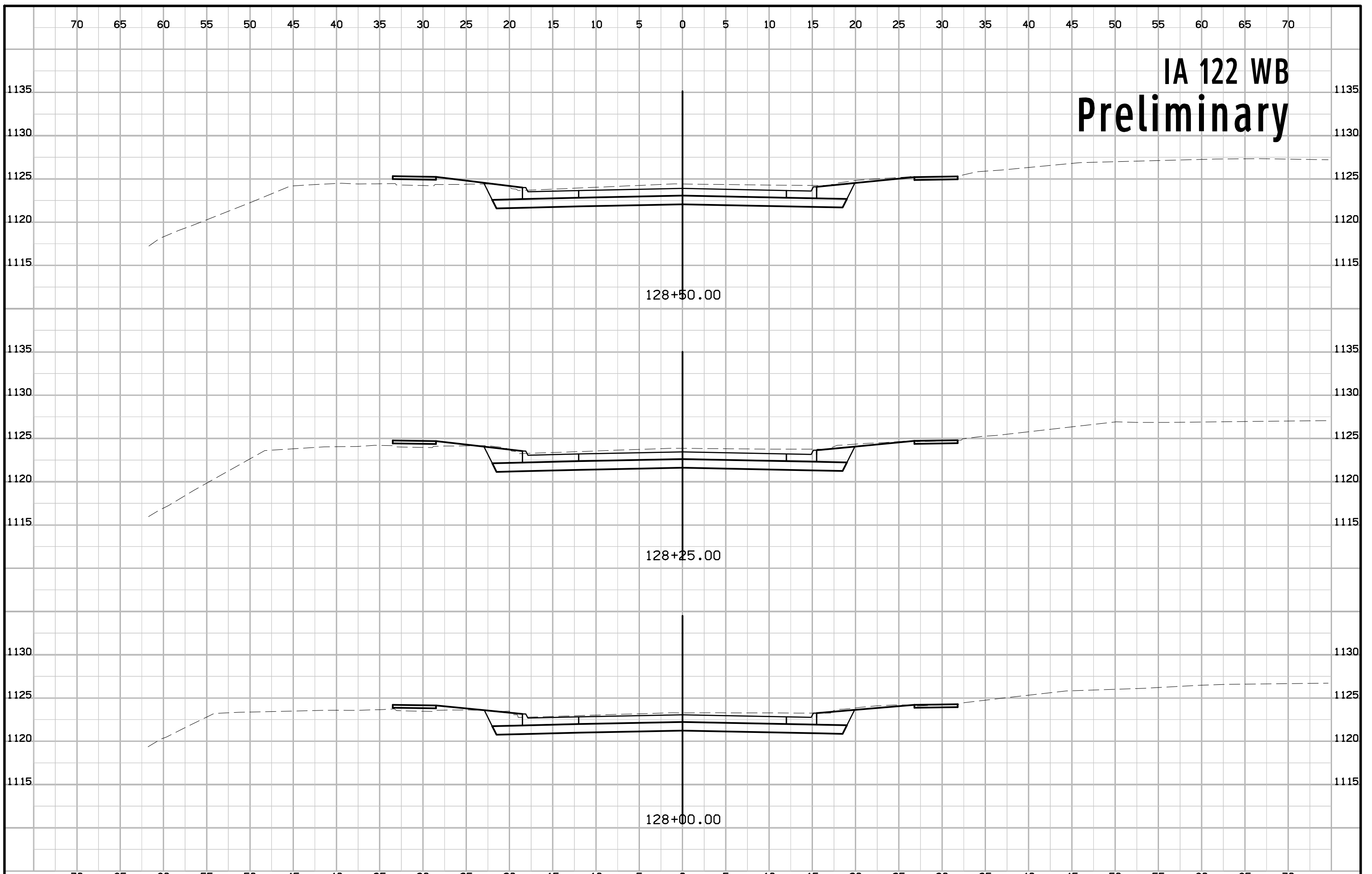
IA 122 WB Preliminary



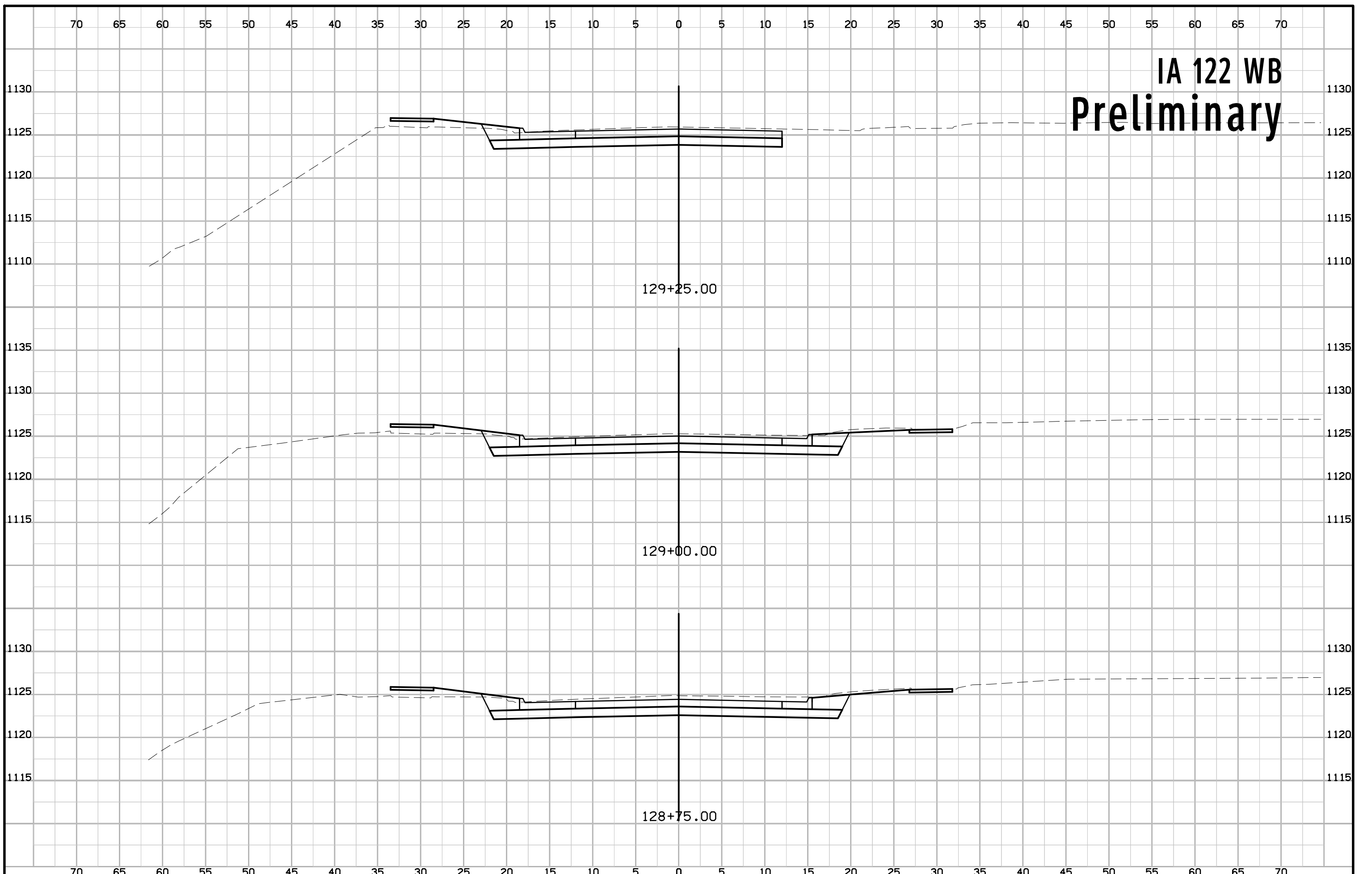
IA 122 WB Preliminary

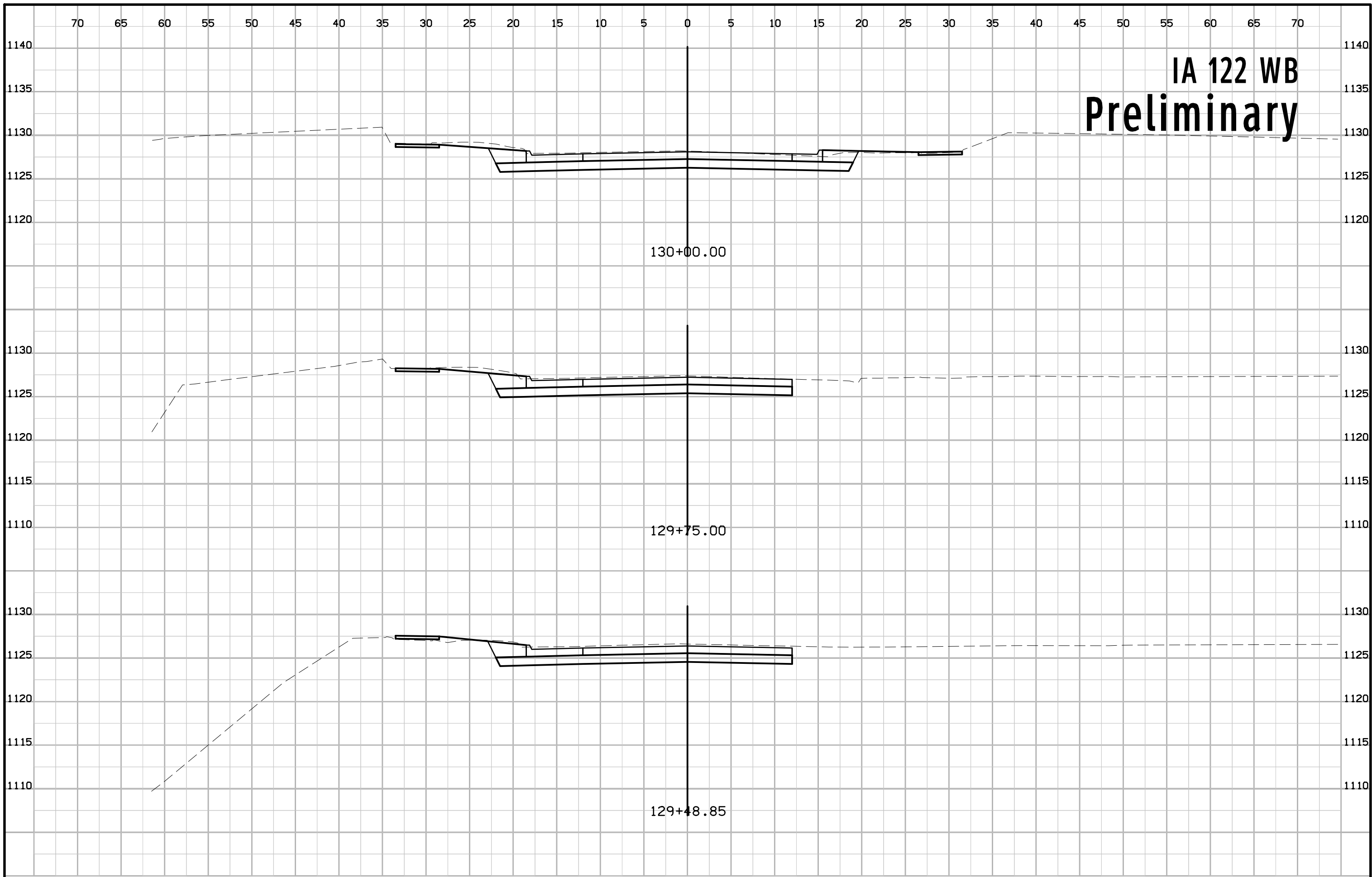


IA 122 WB Preliminary



IA 122 WB Preliminary





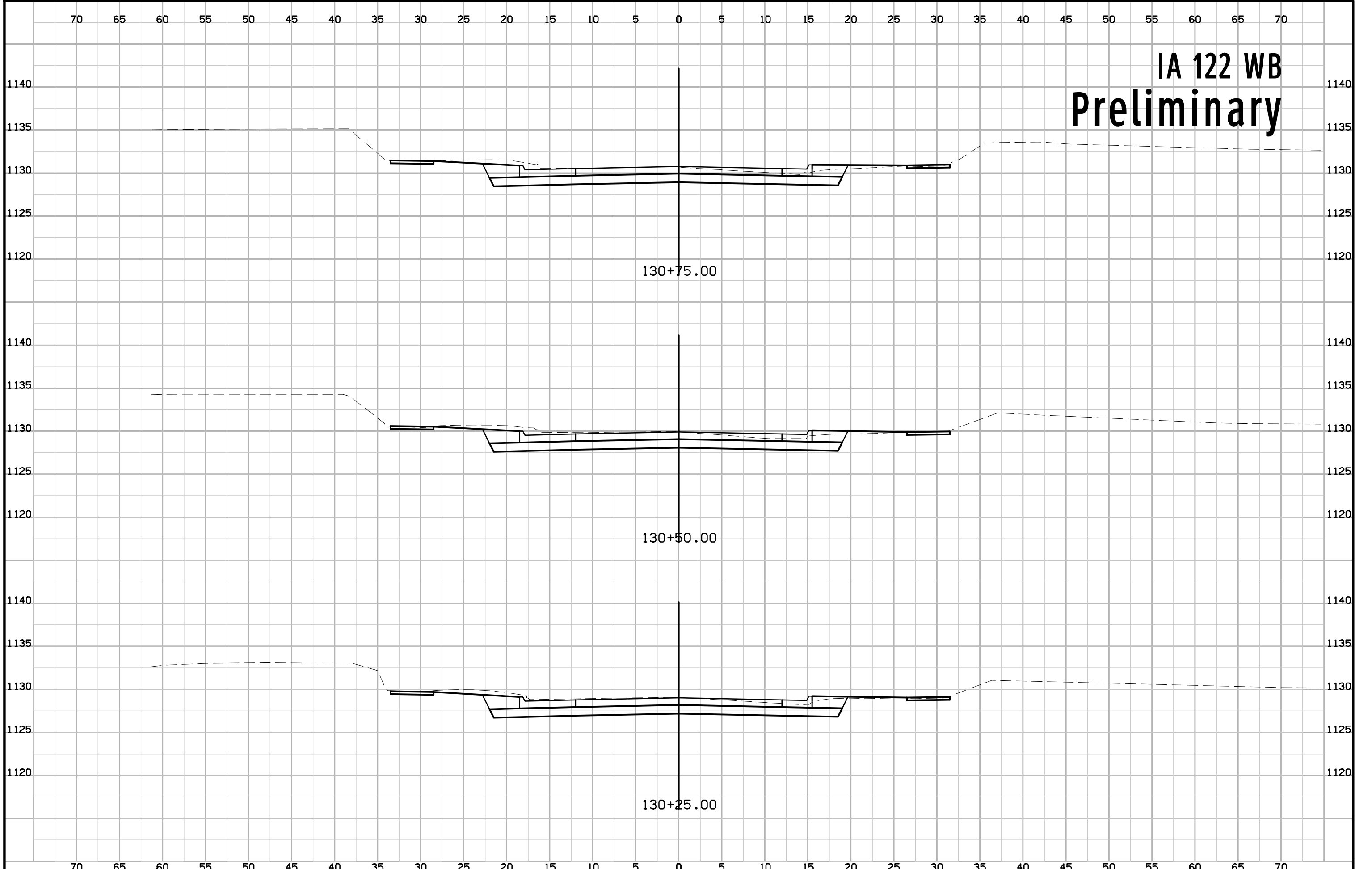
IA 122 WB
Preliminary

130+00.00

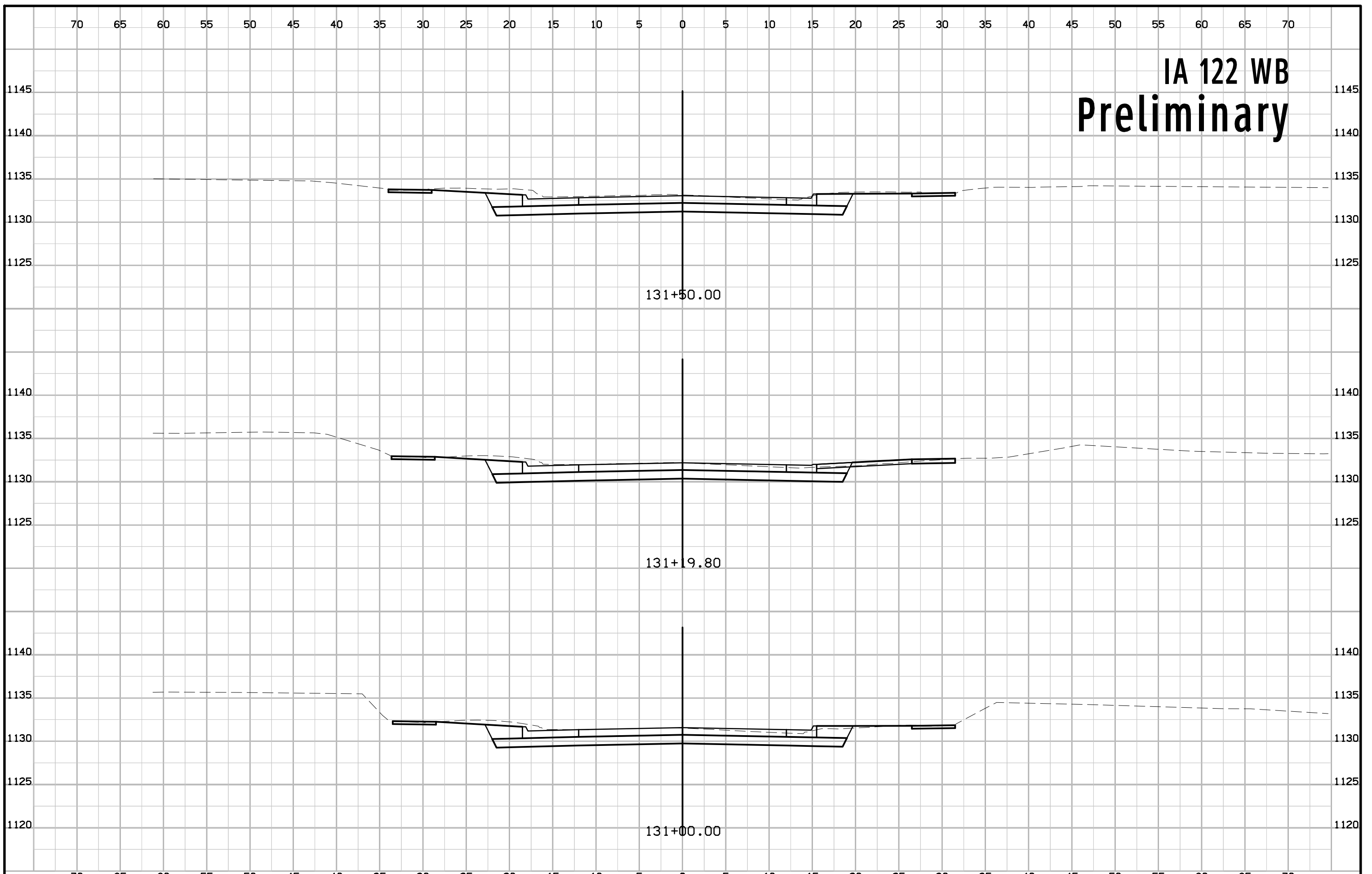
129+75.00

129+48.85

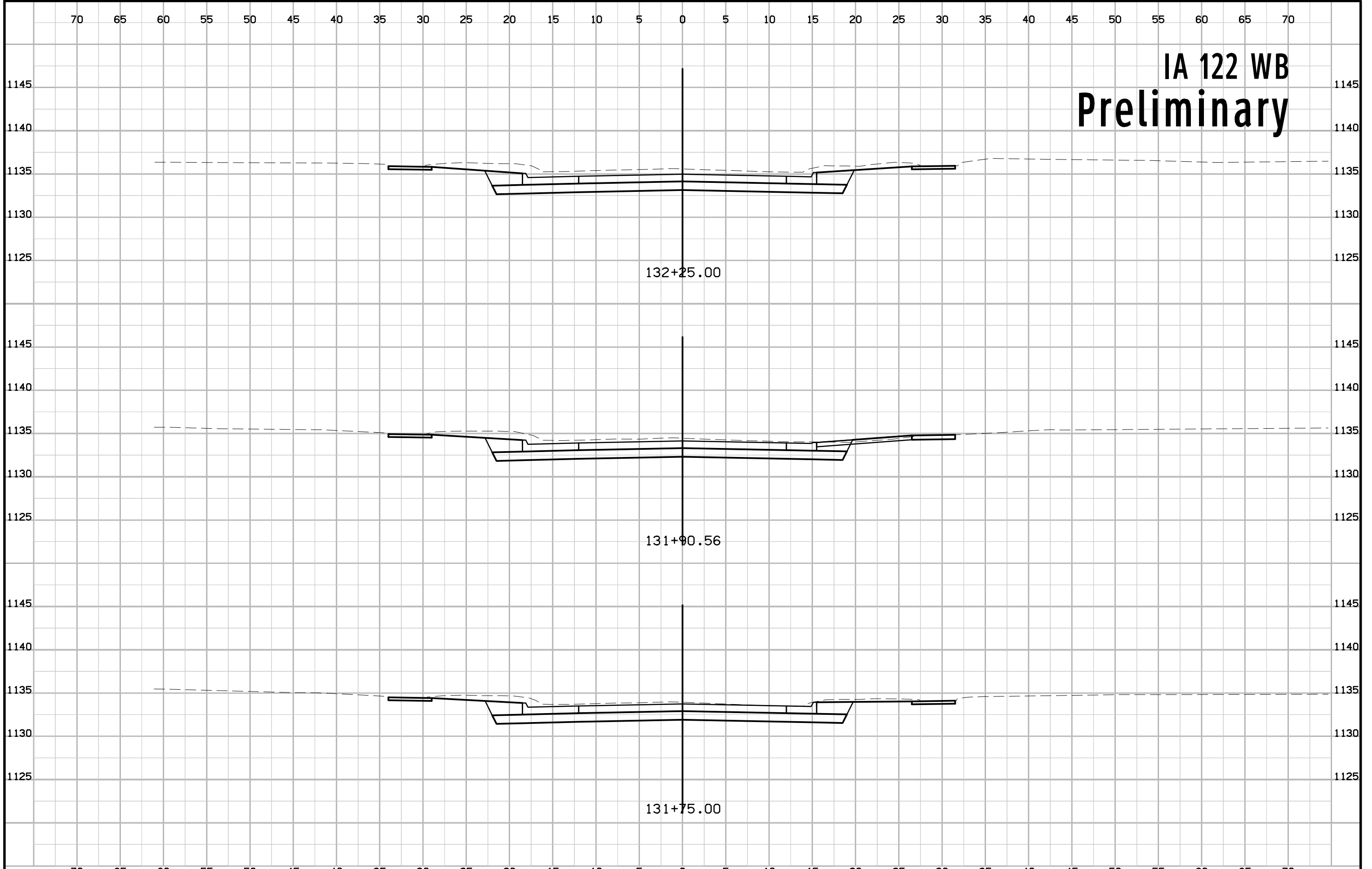
IA 122 WB Preliminary



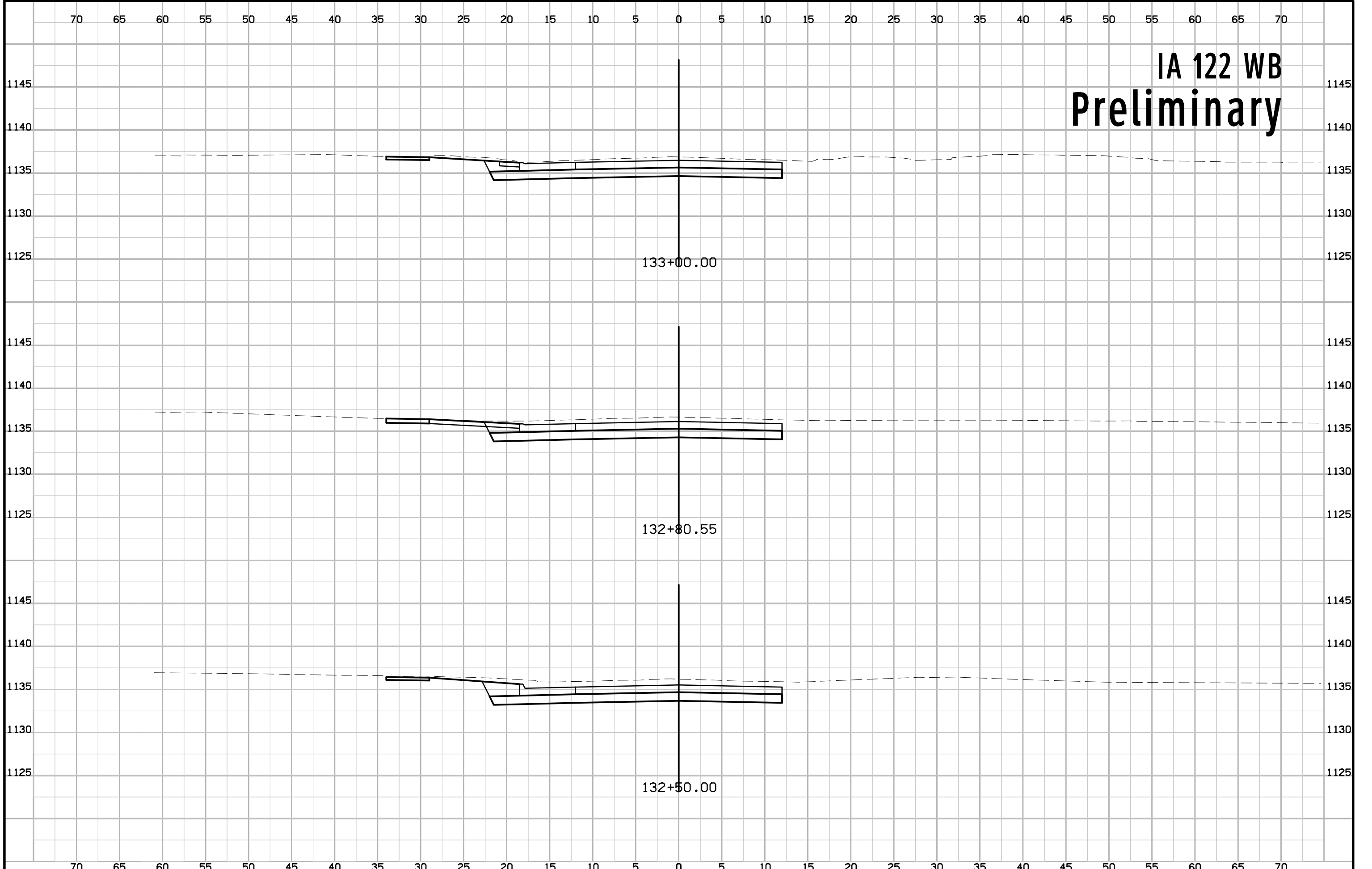
IA 122 WB Preliminary



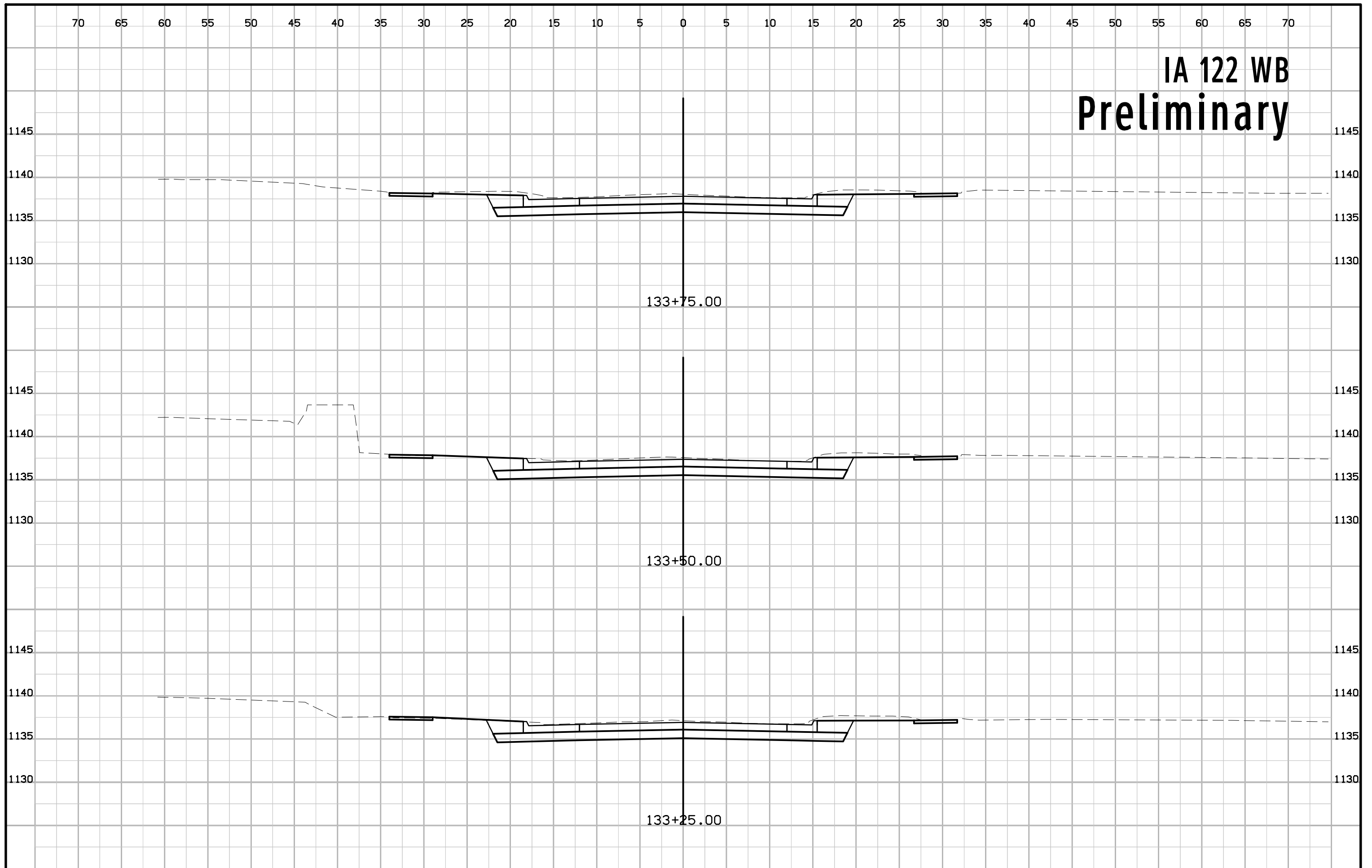
IA 122 WB Preliminary



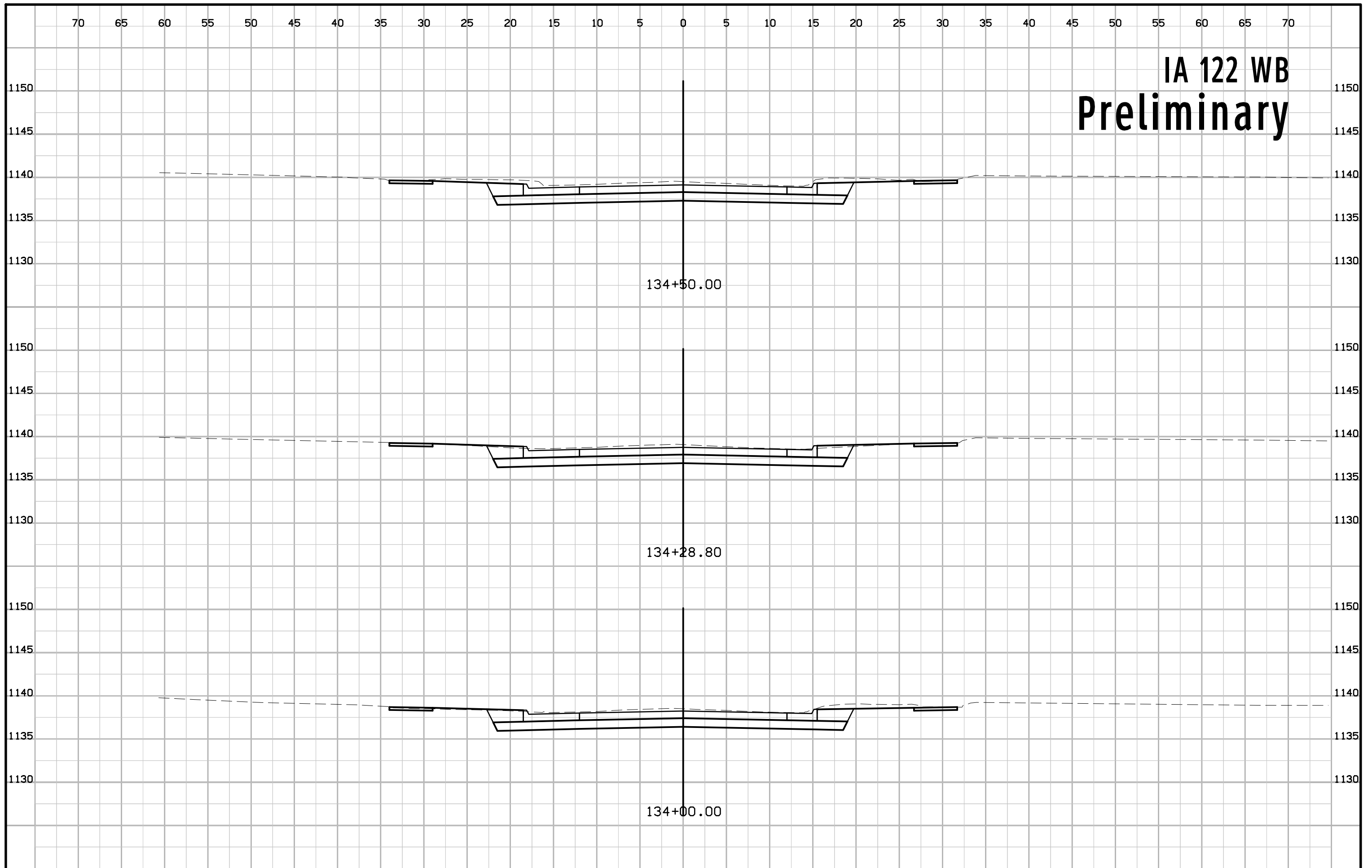
IA 122 WB Preliminary



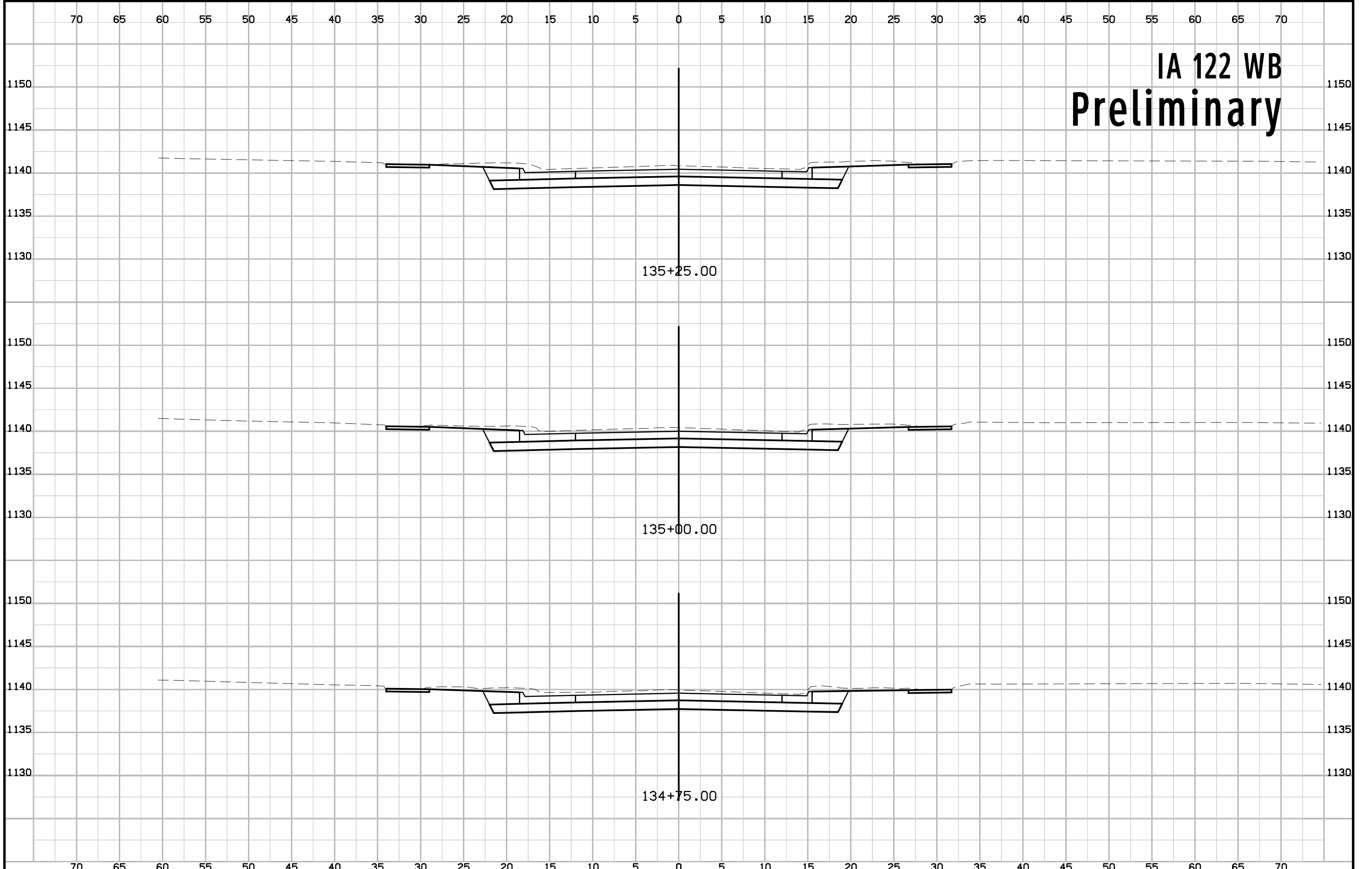
IA 122 WB Preliminary



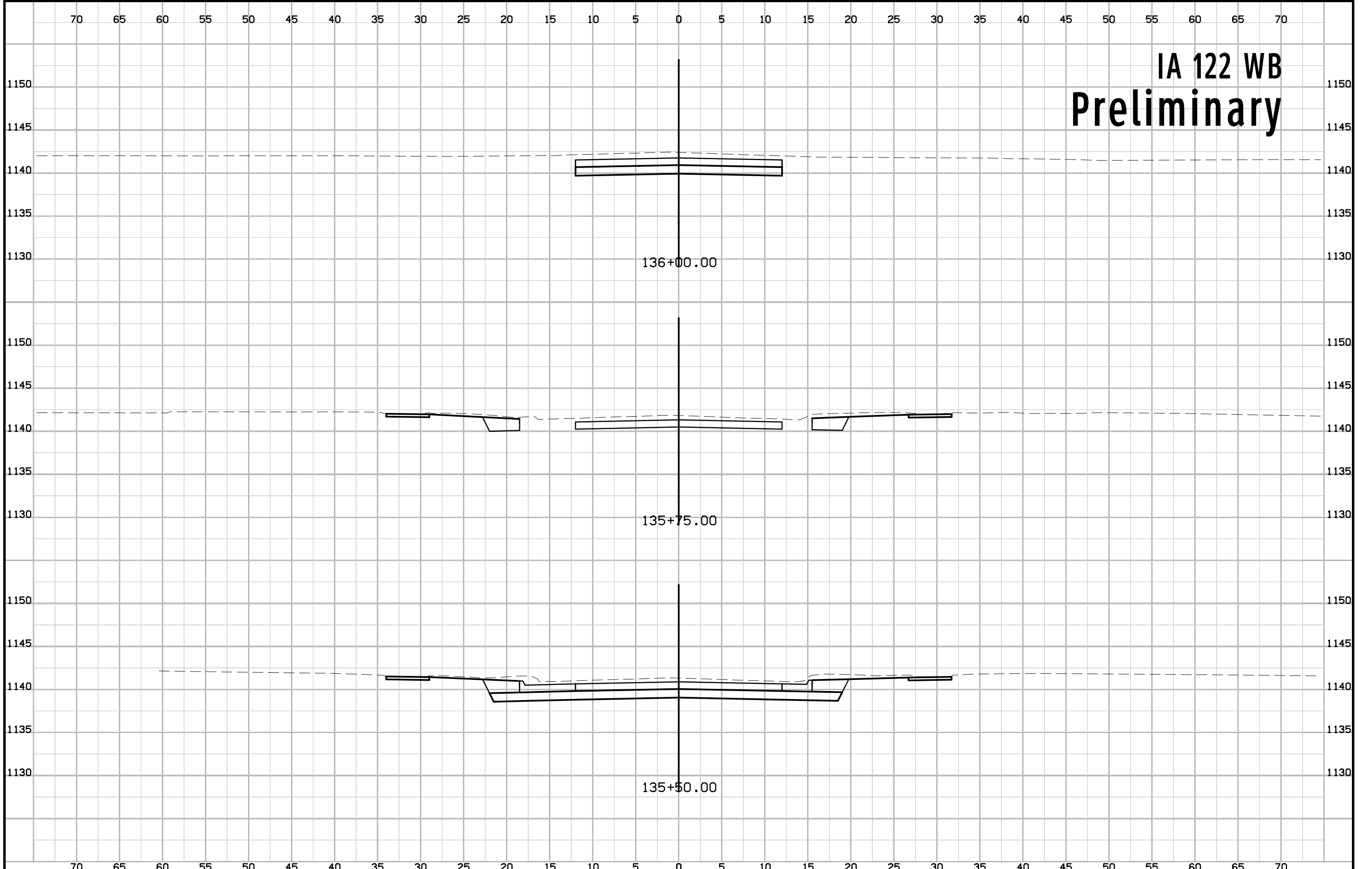
IA 122 WB Preliminary



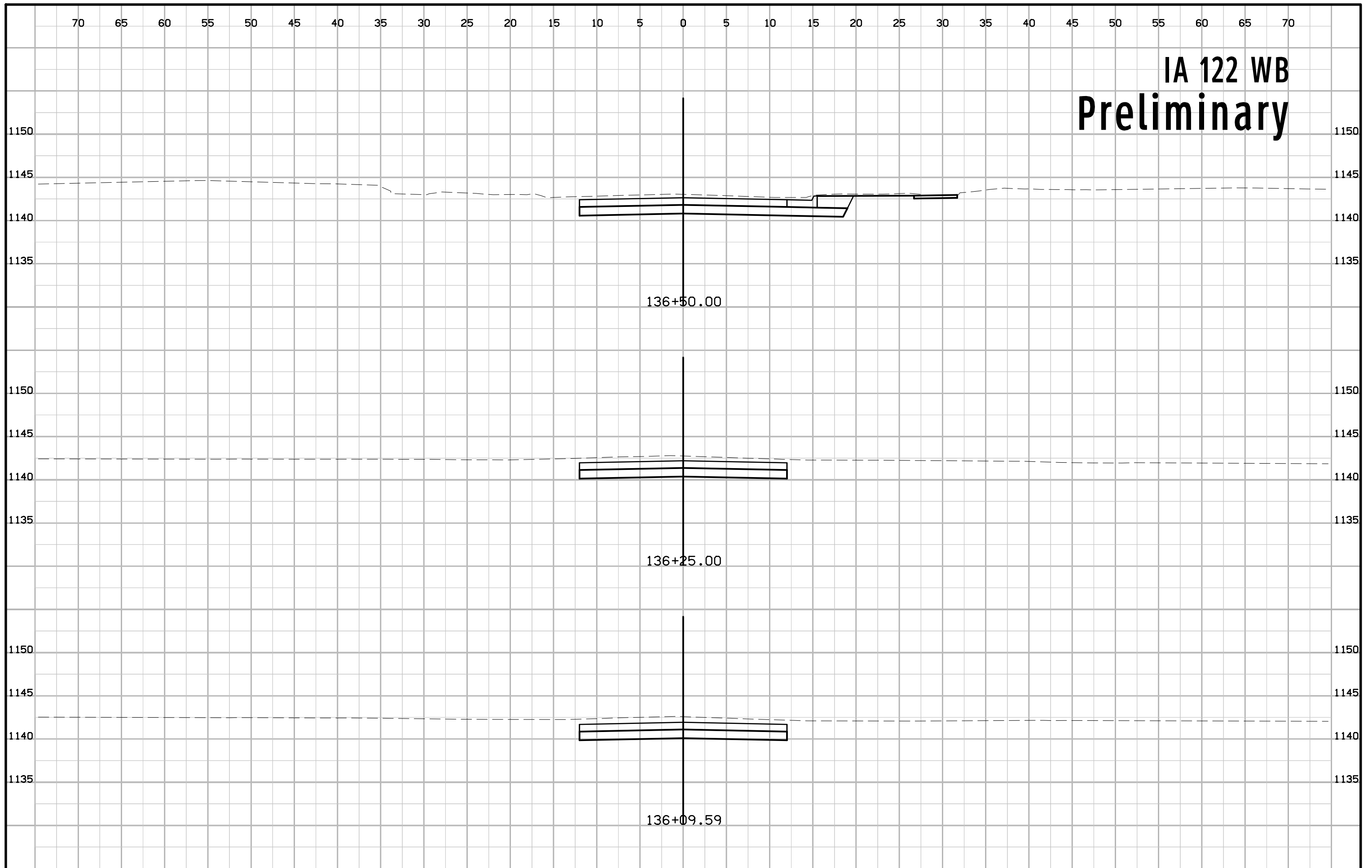
IA 122 WB Preliminary



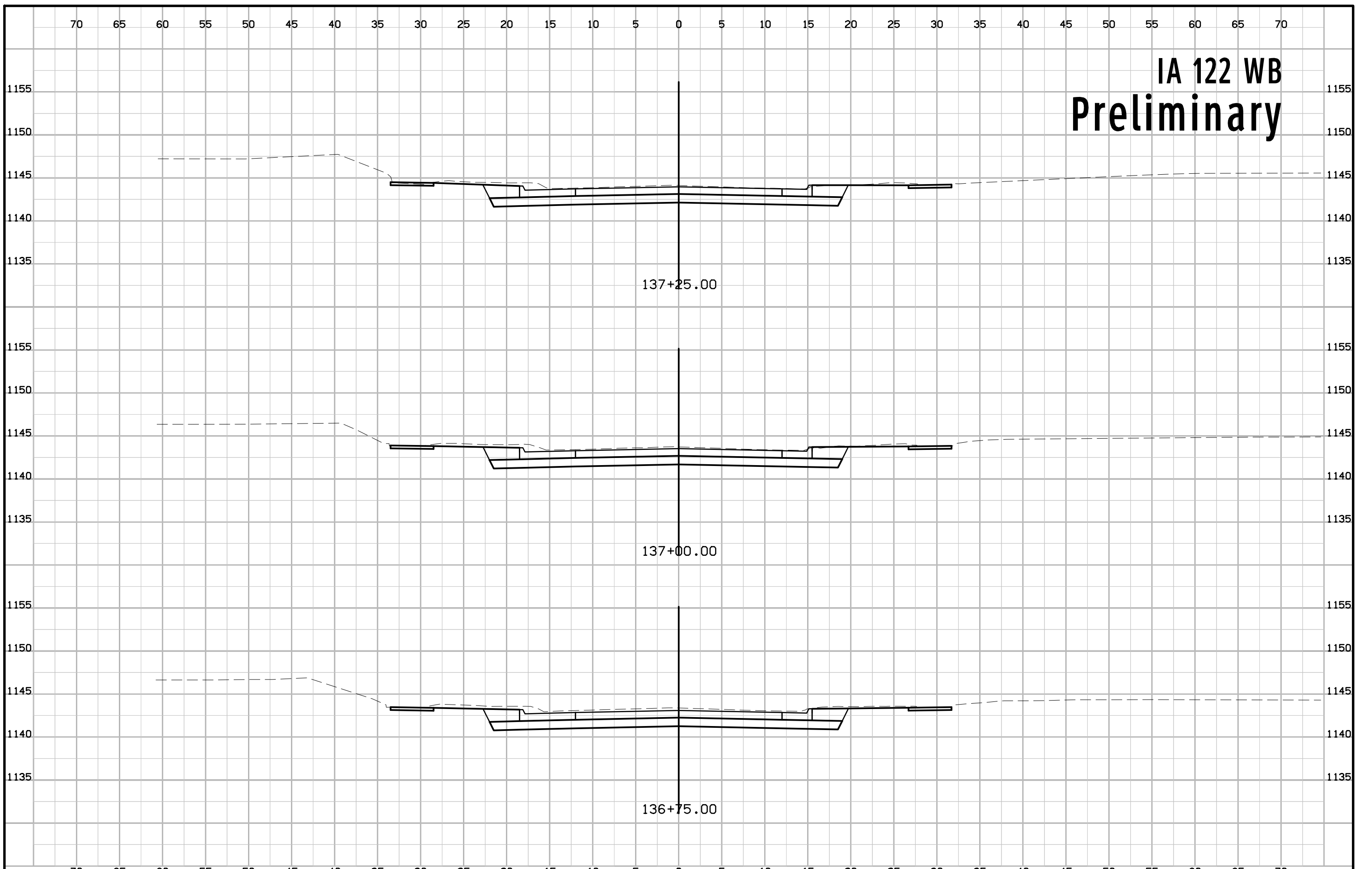
IA 122 WB Preliminary



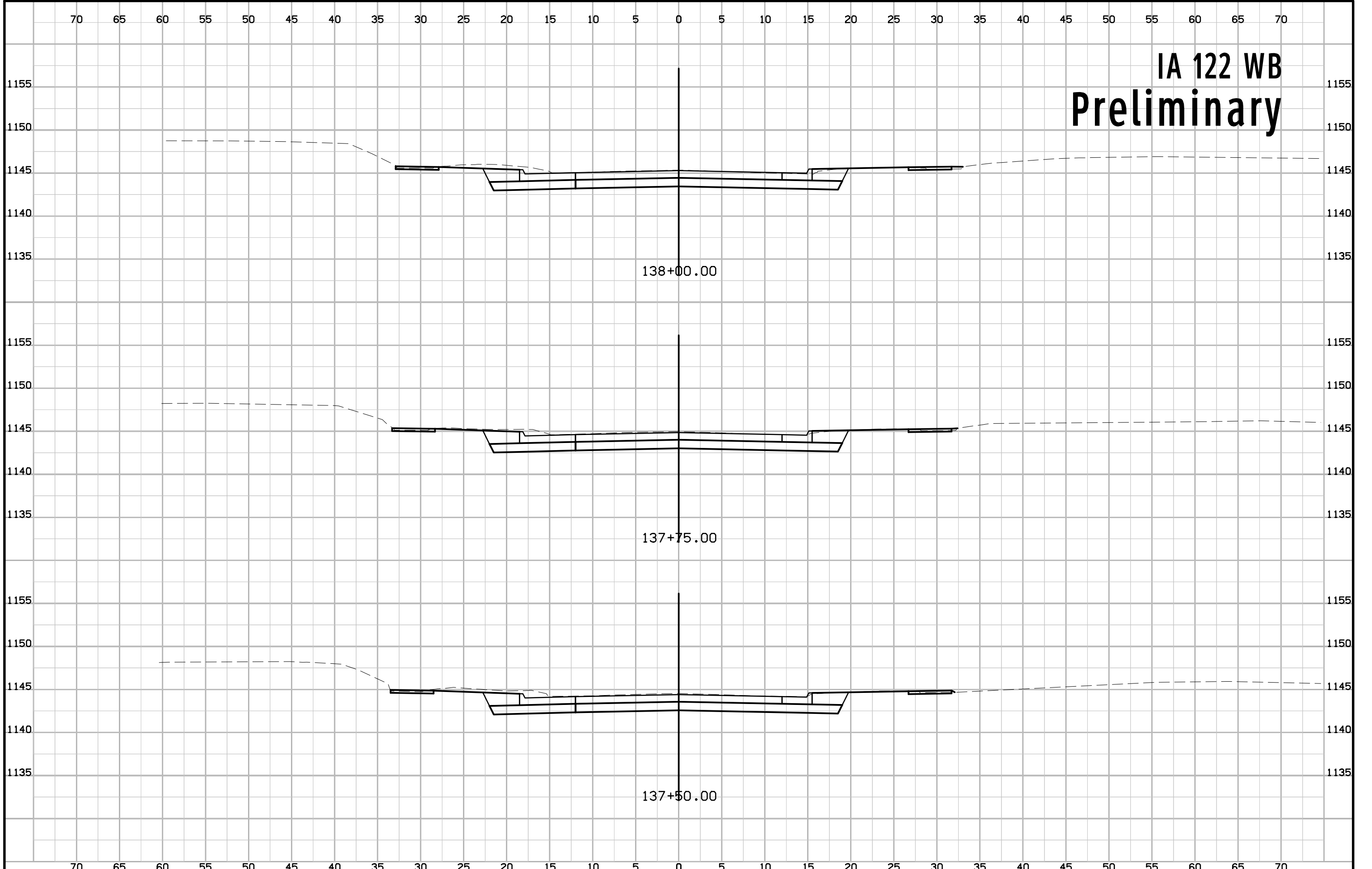
IA 122 WB Preliminary



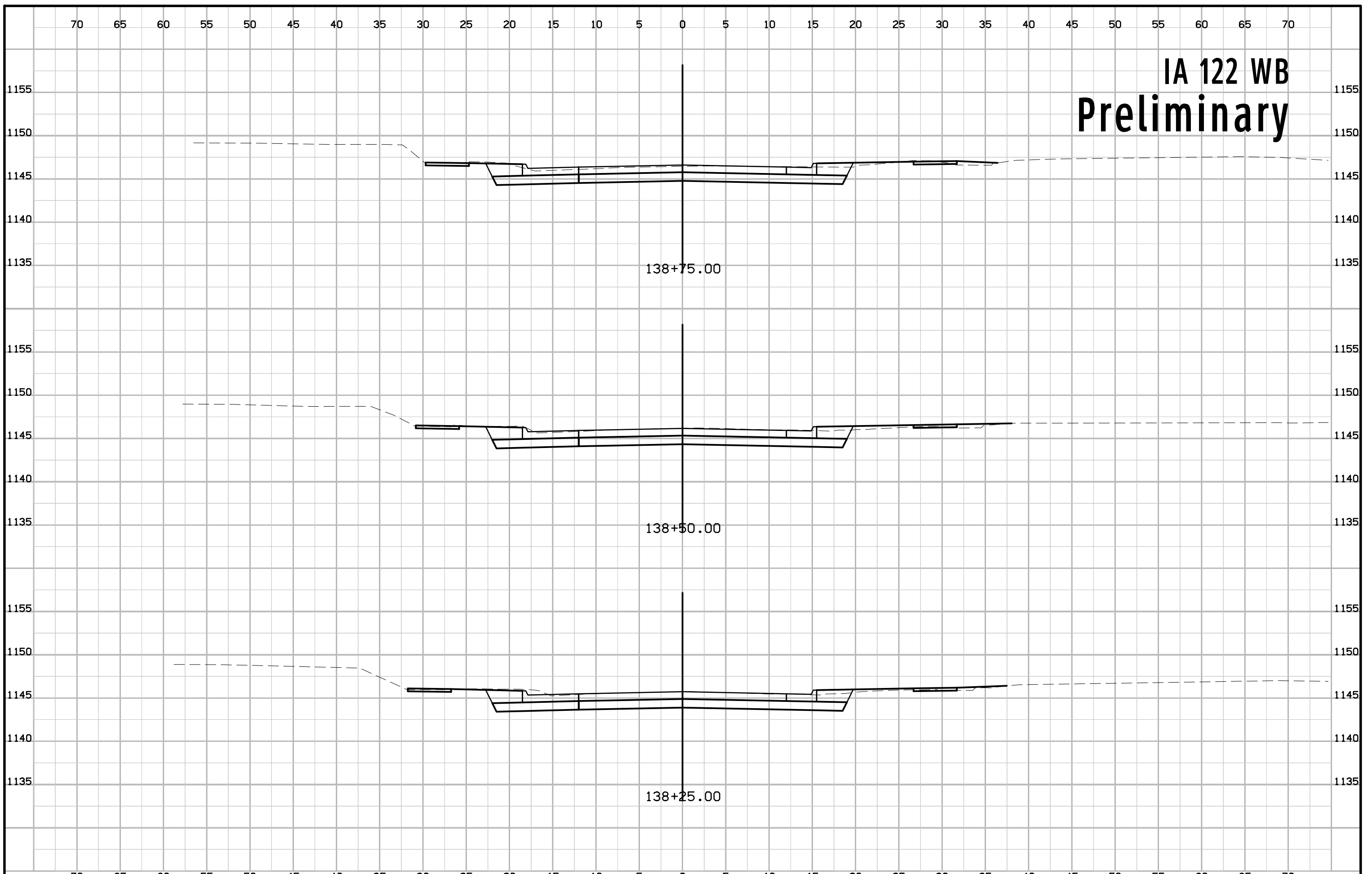
IA 122 WB Preliminary



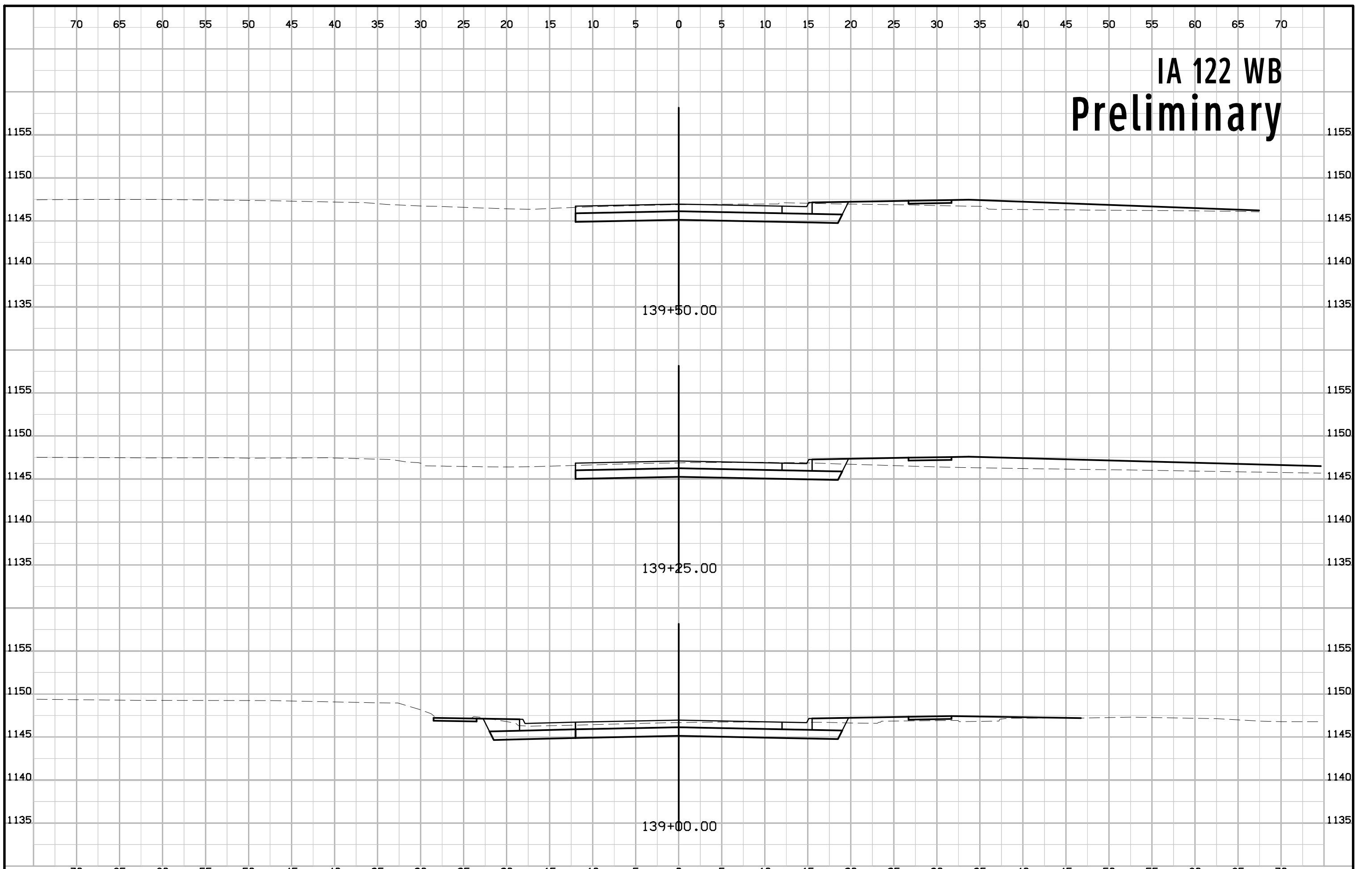
IA 122 WB Preliminary



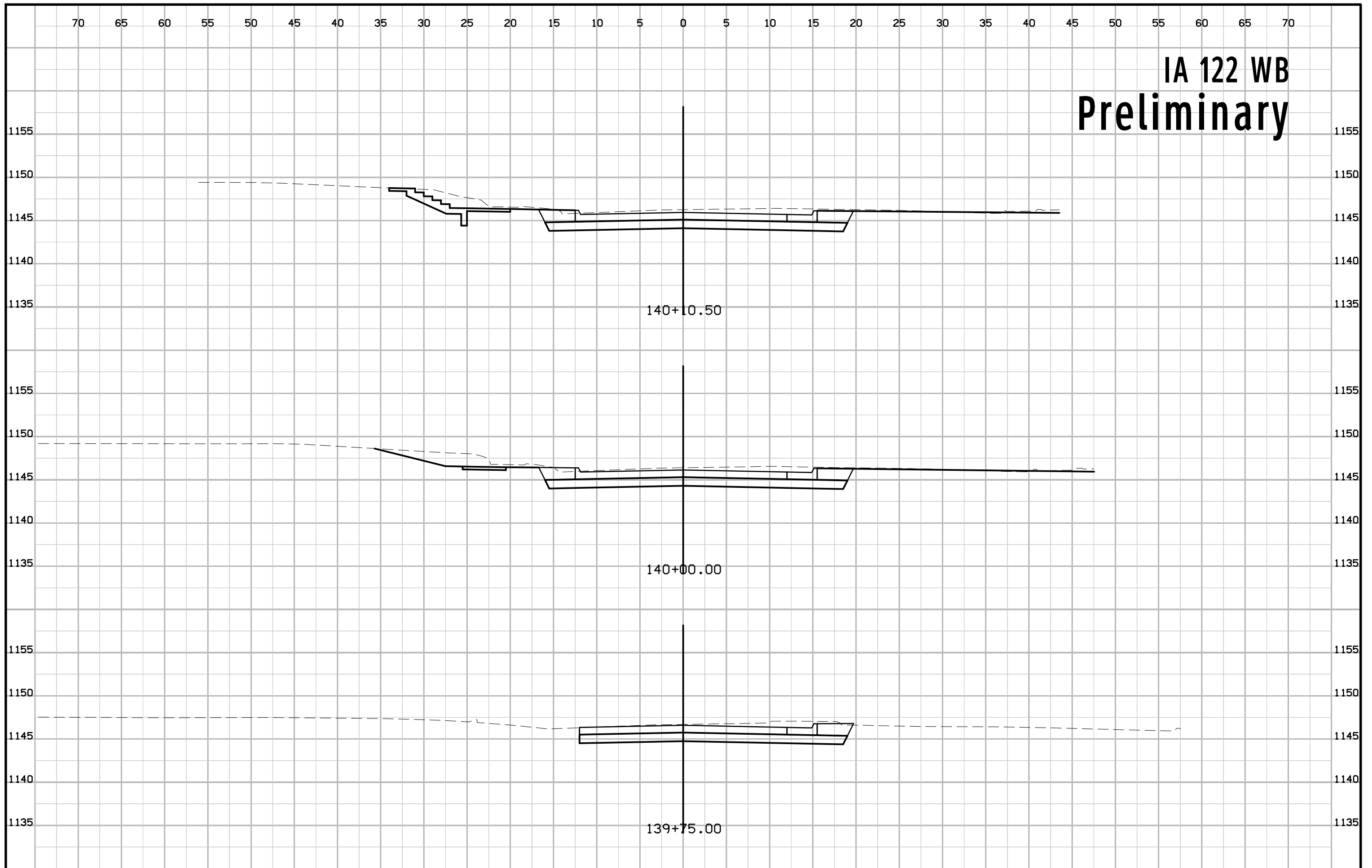
IA 122 WB Preliminary



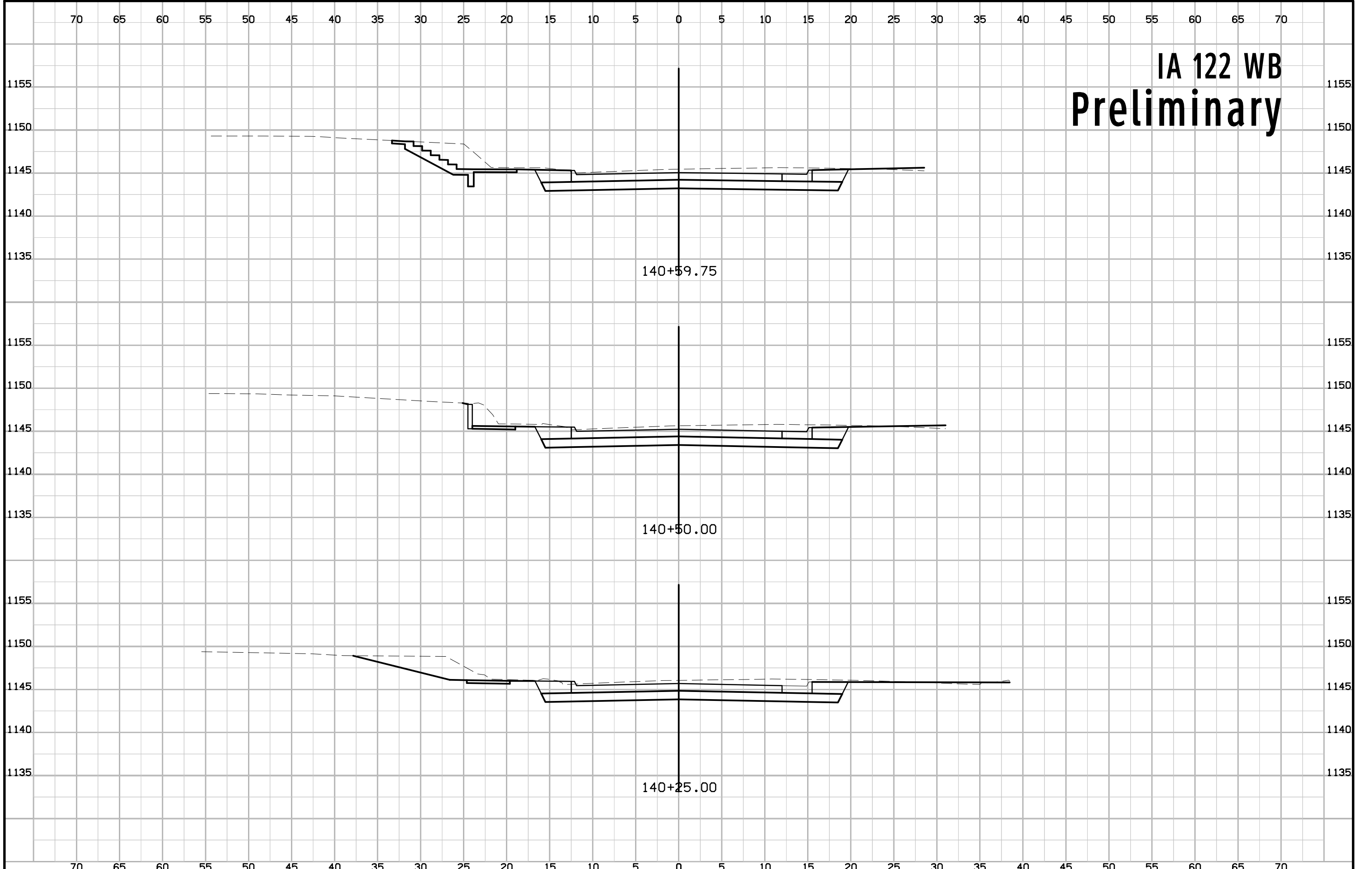
IA 122 WB Preliminary



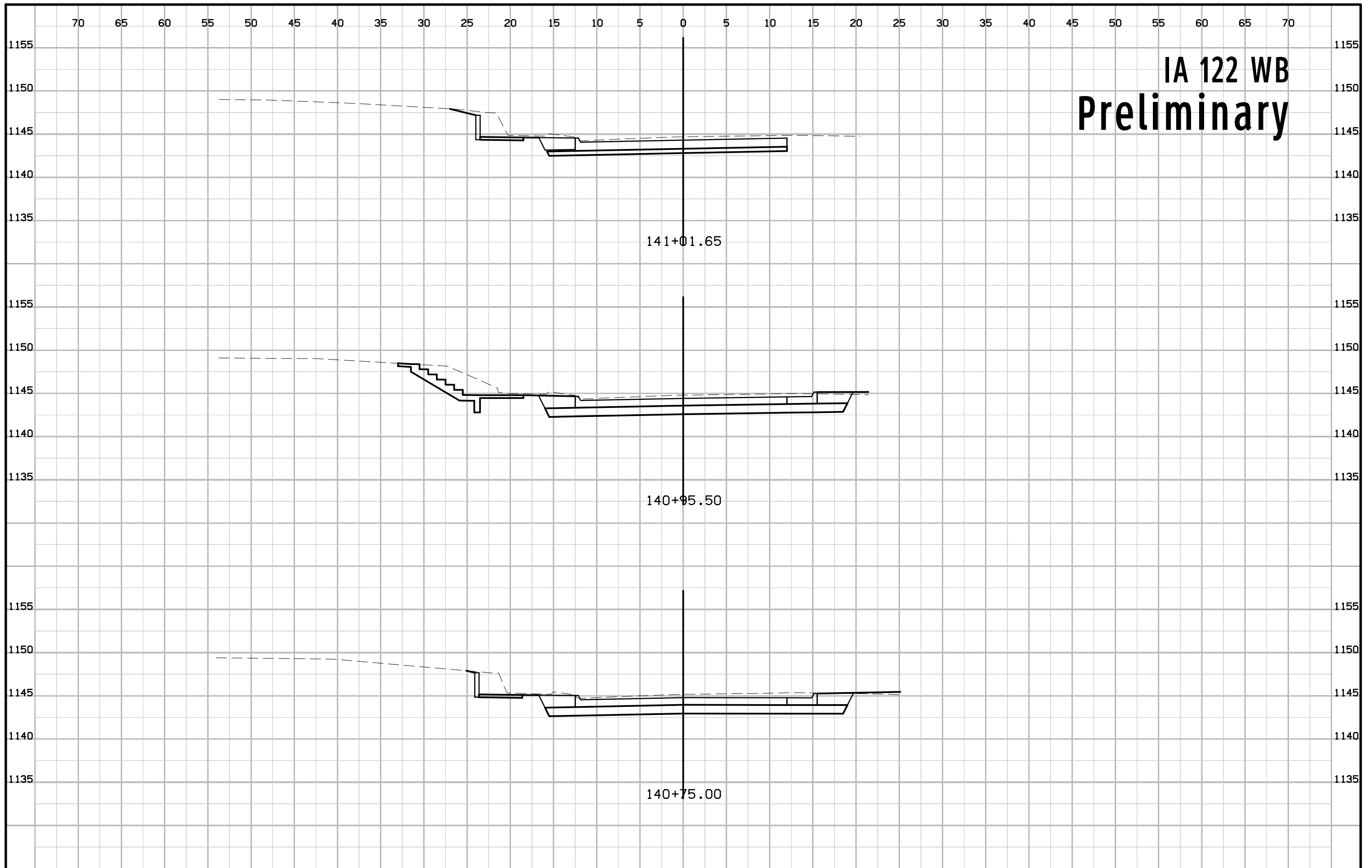
IA 122 WB Preliminary



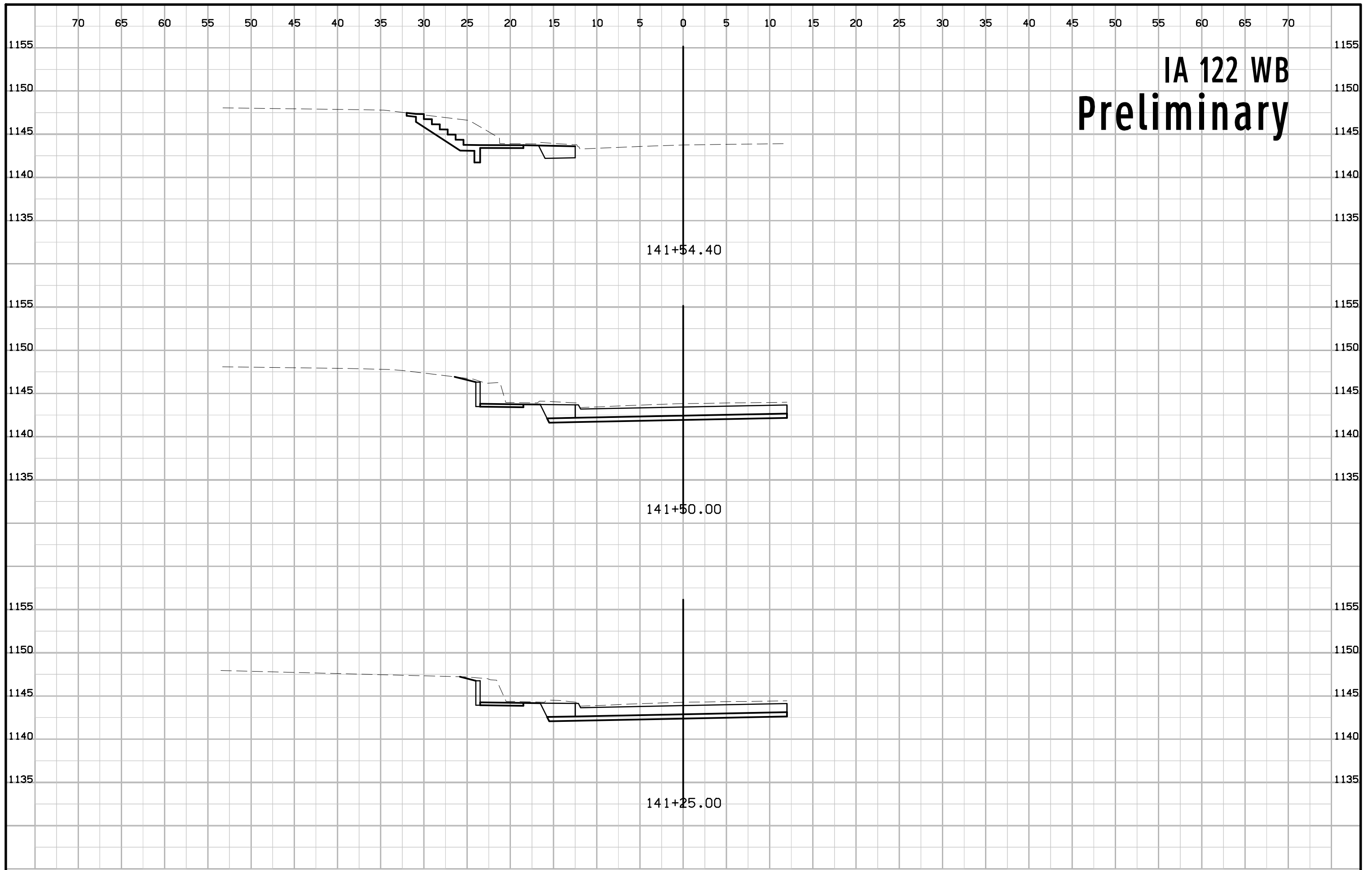
IA 122 WB Preliminary



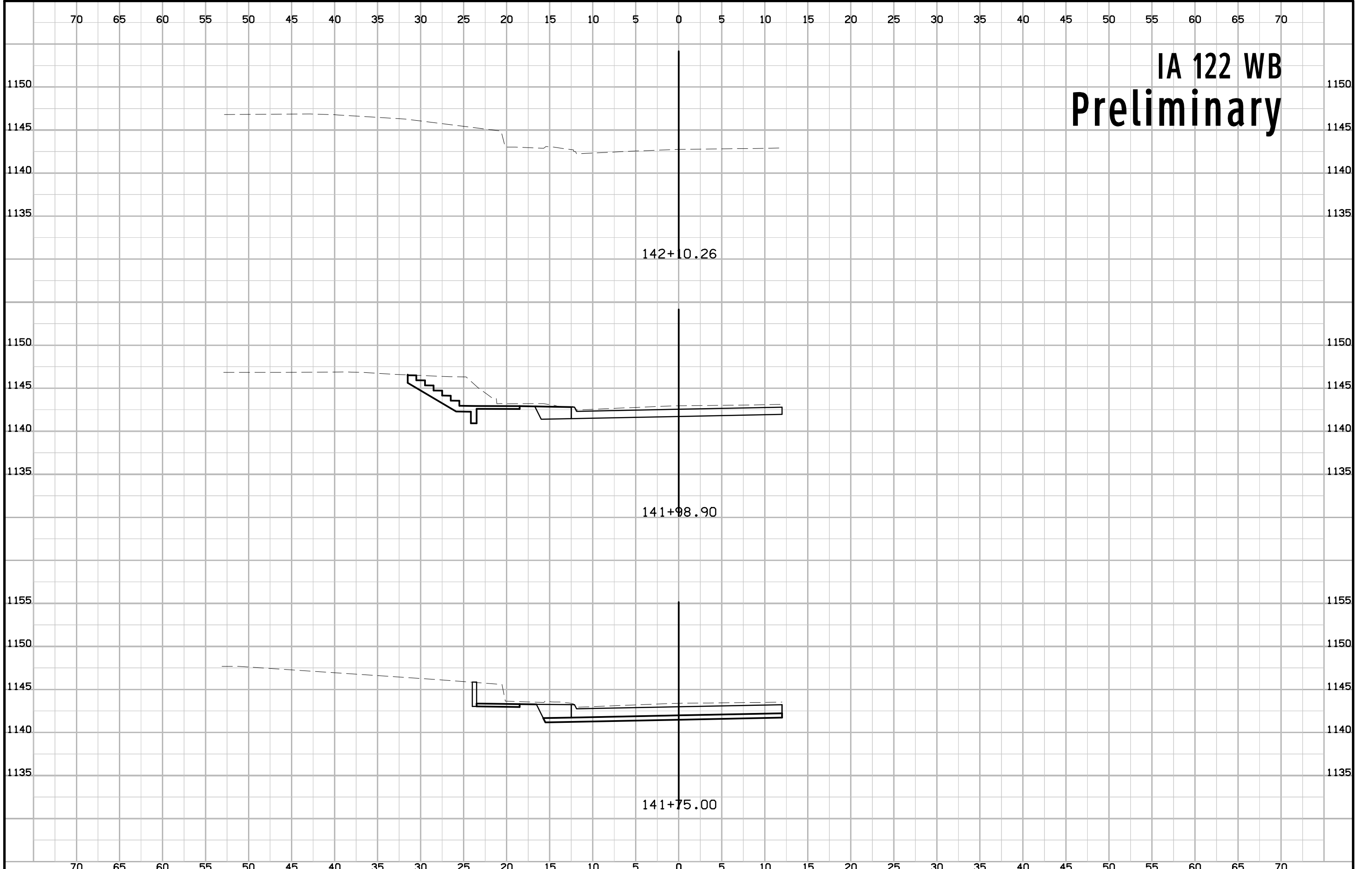
IA 122 WB Preliminary



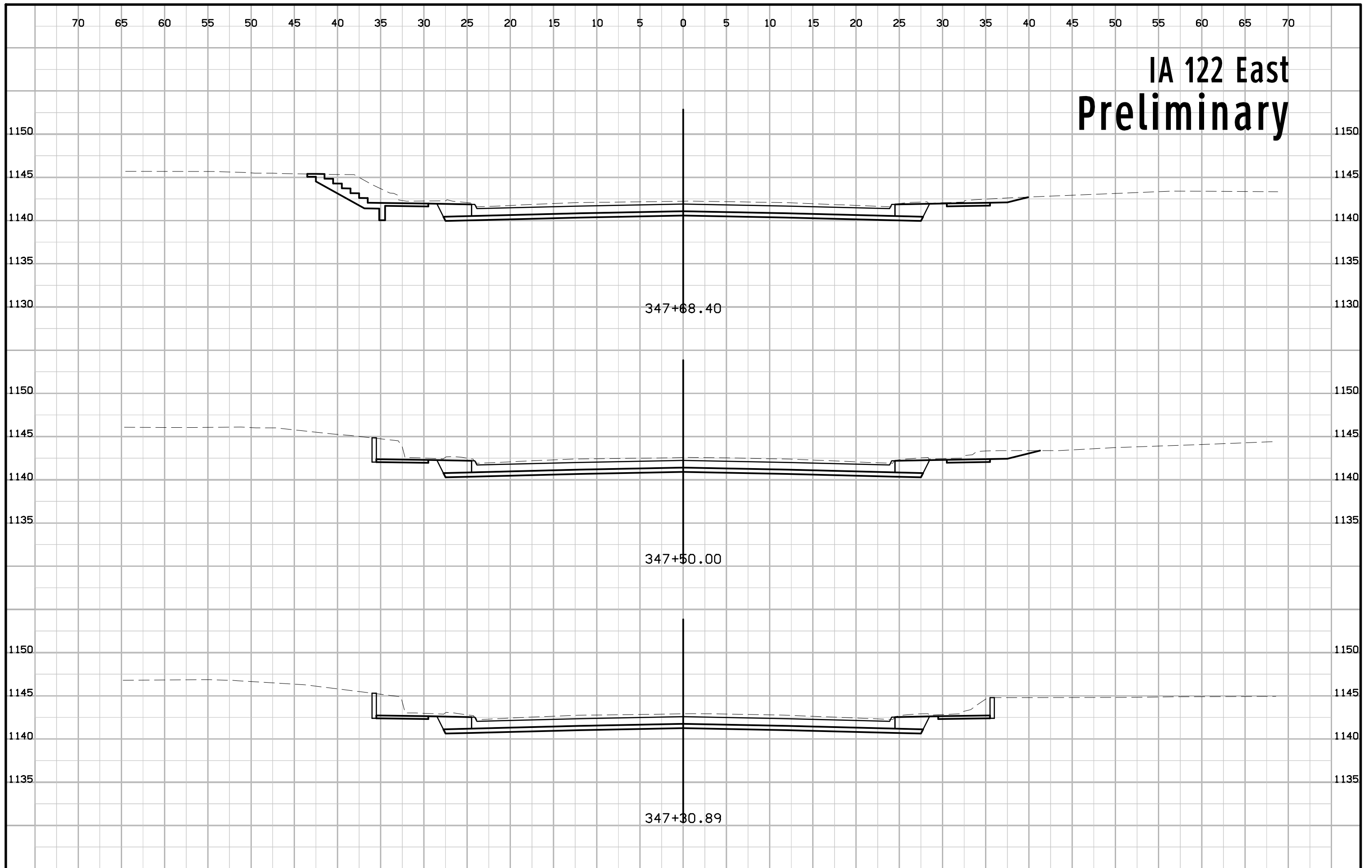
IA 122 WB Preliminary



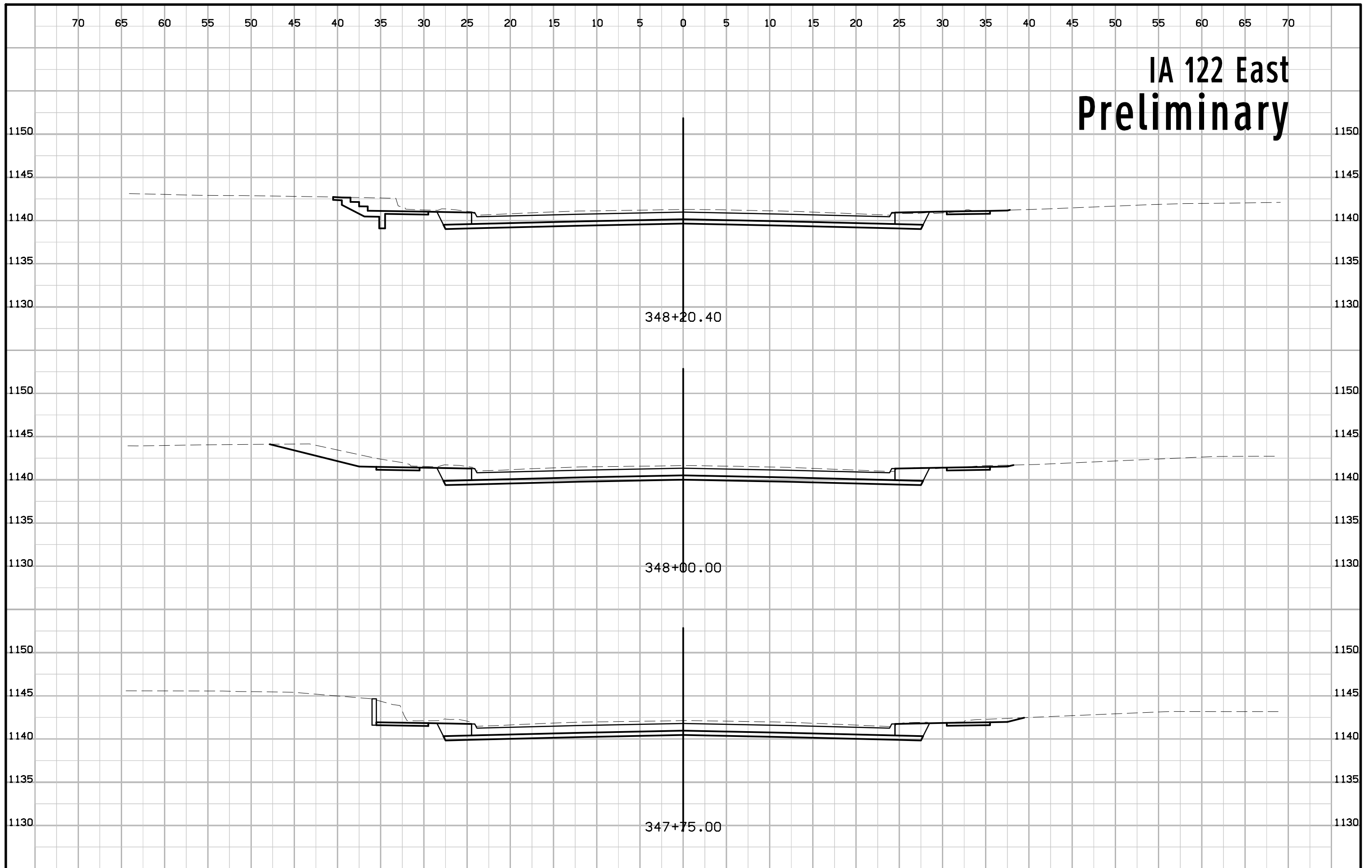
IA 122 WB Preliminary



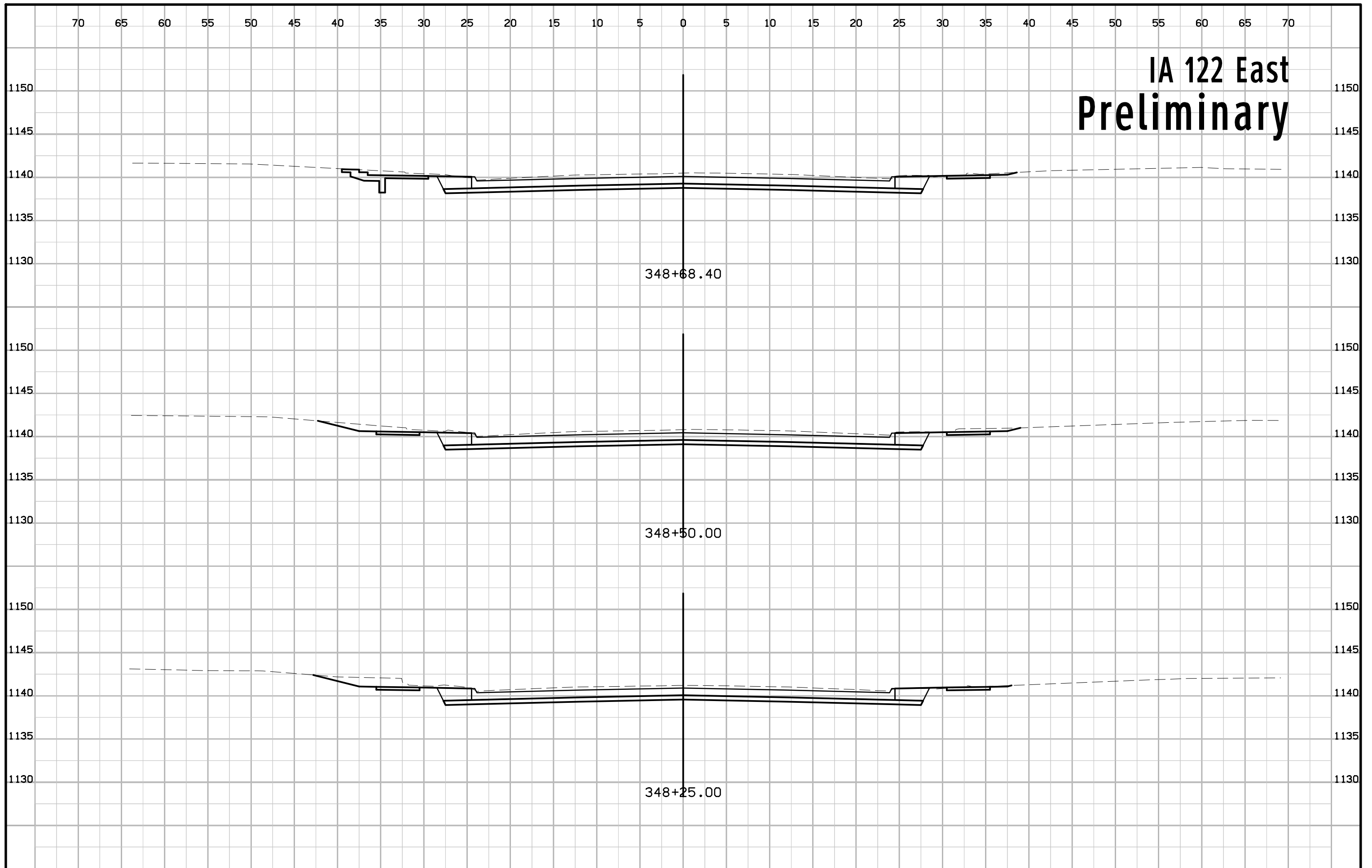
IA 122 East Preliminary



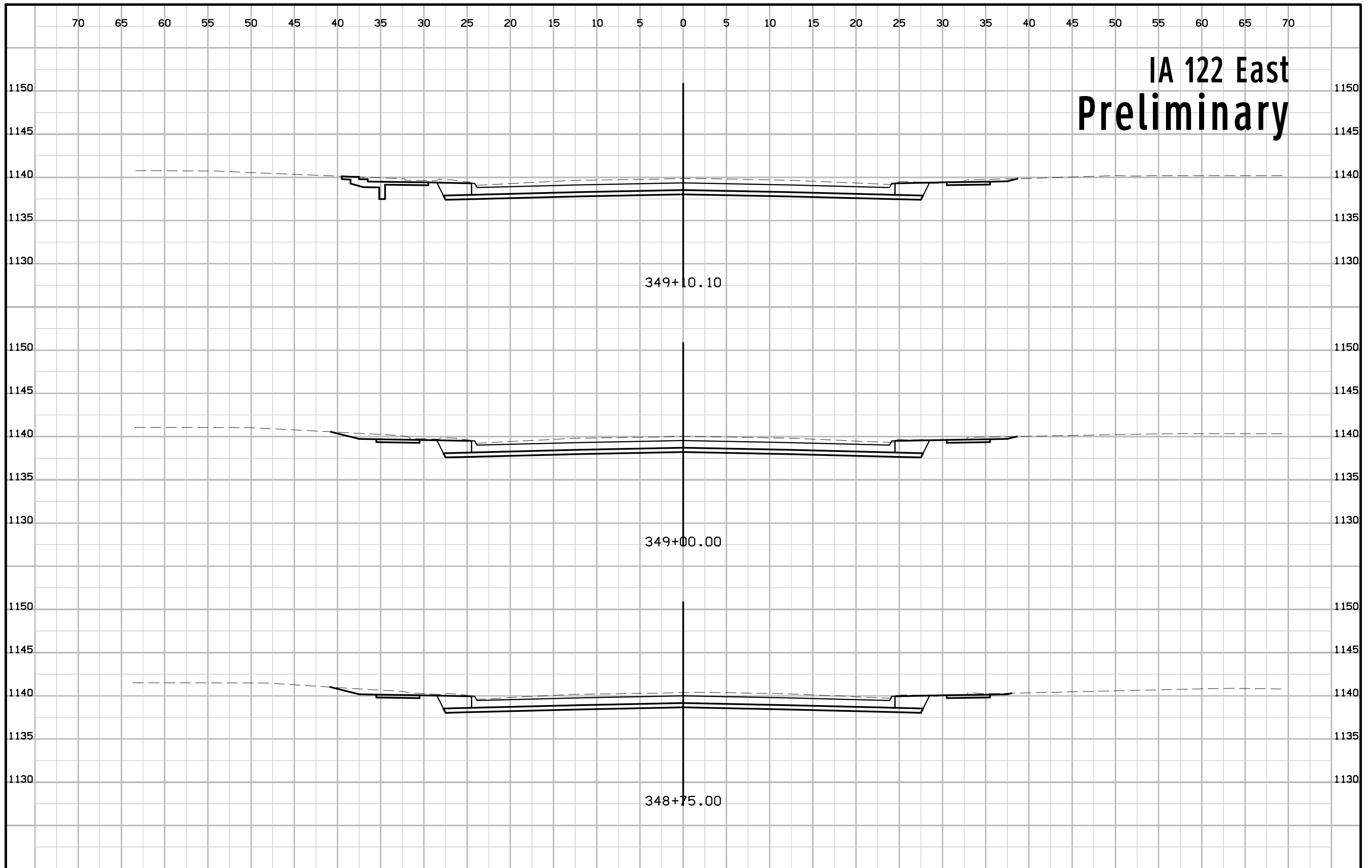
IA 122 East Preliminary



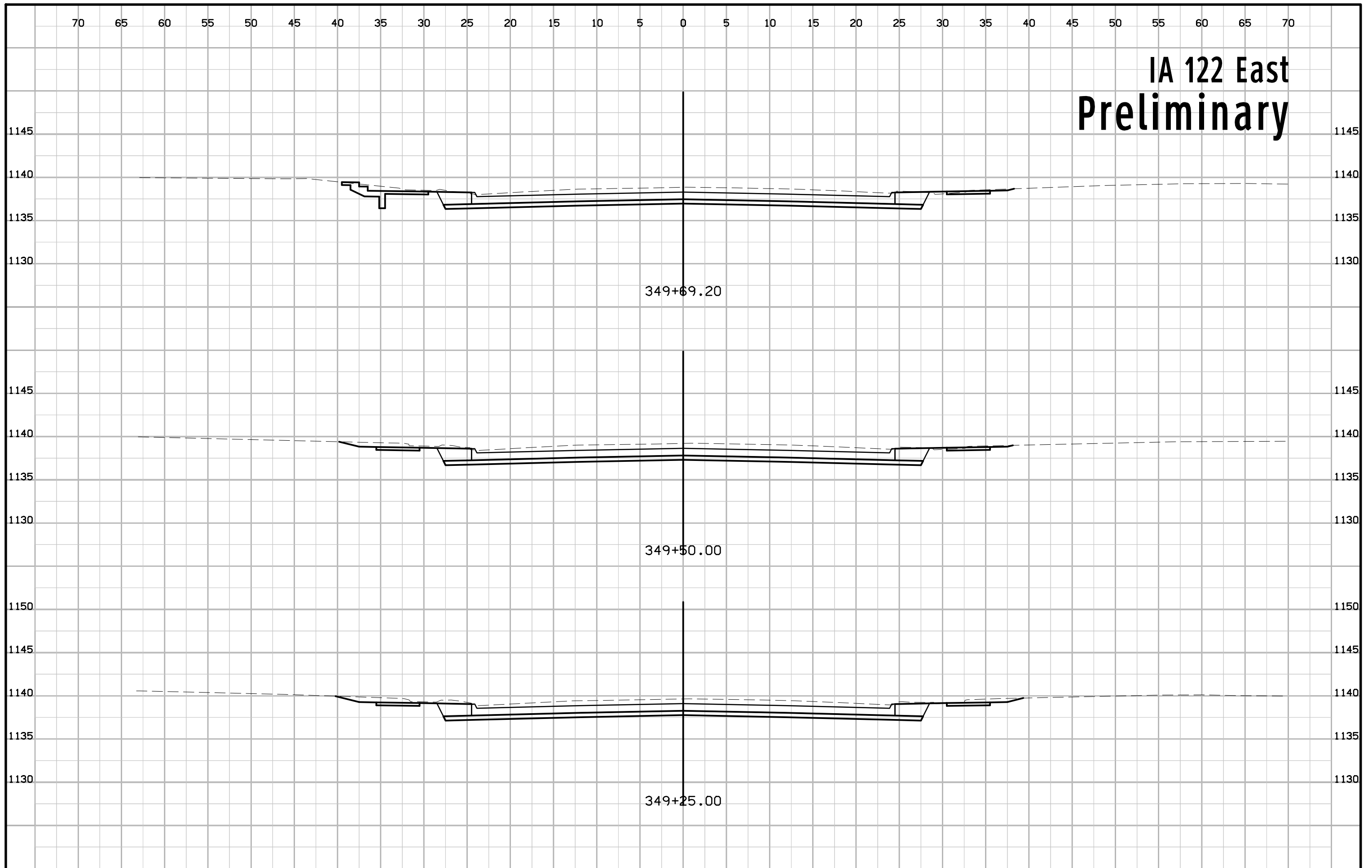
IA 122 East Preliminary



IA 122 East Preliminary



IA 122 East Preliminary

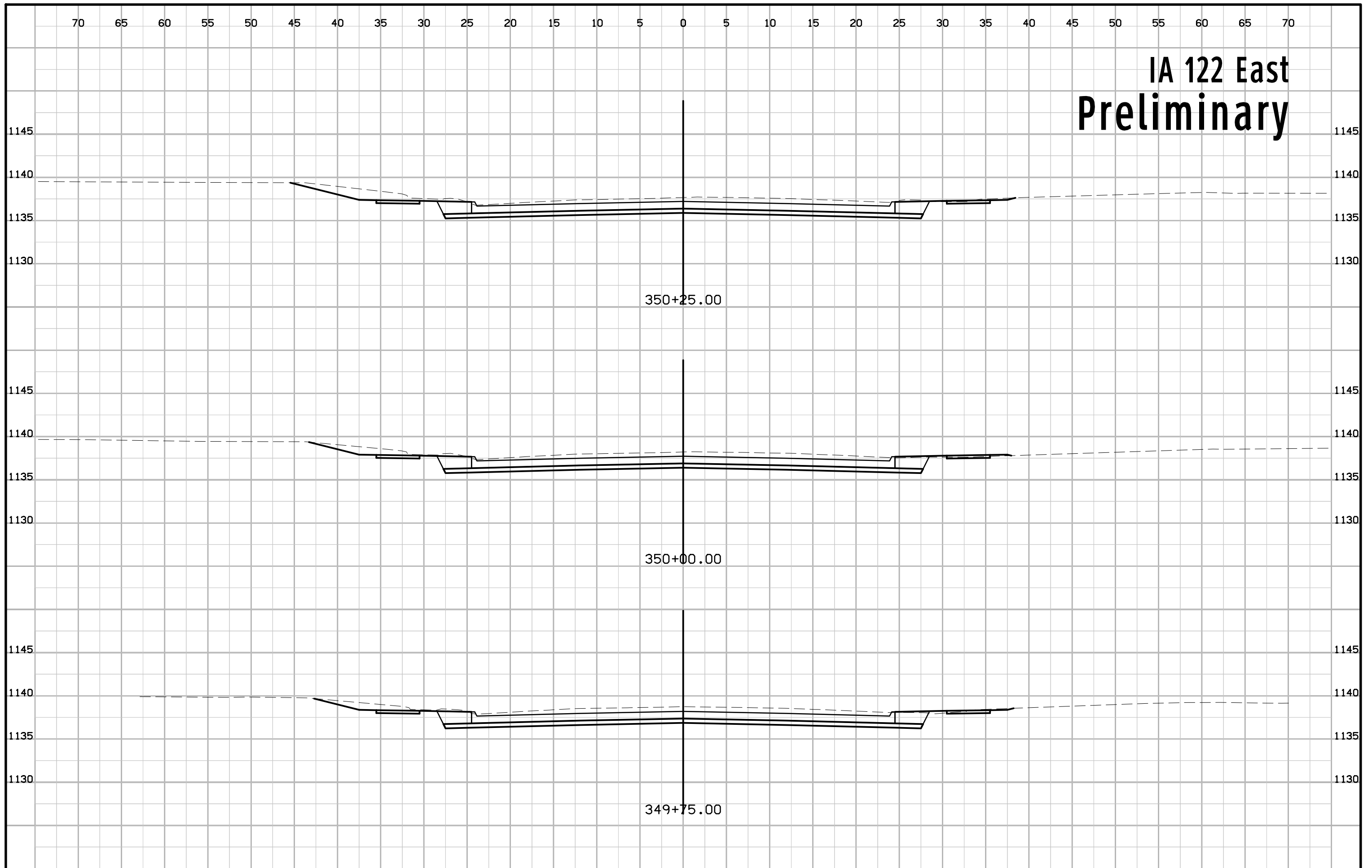


349+69.20

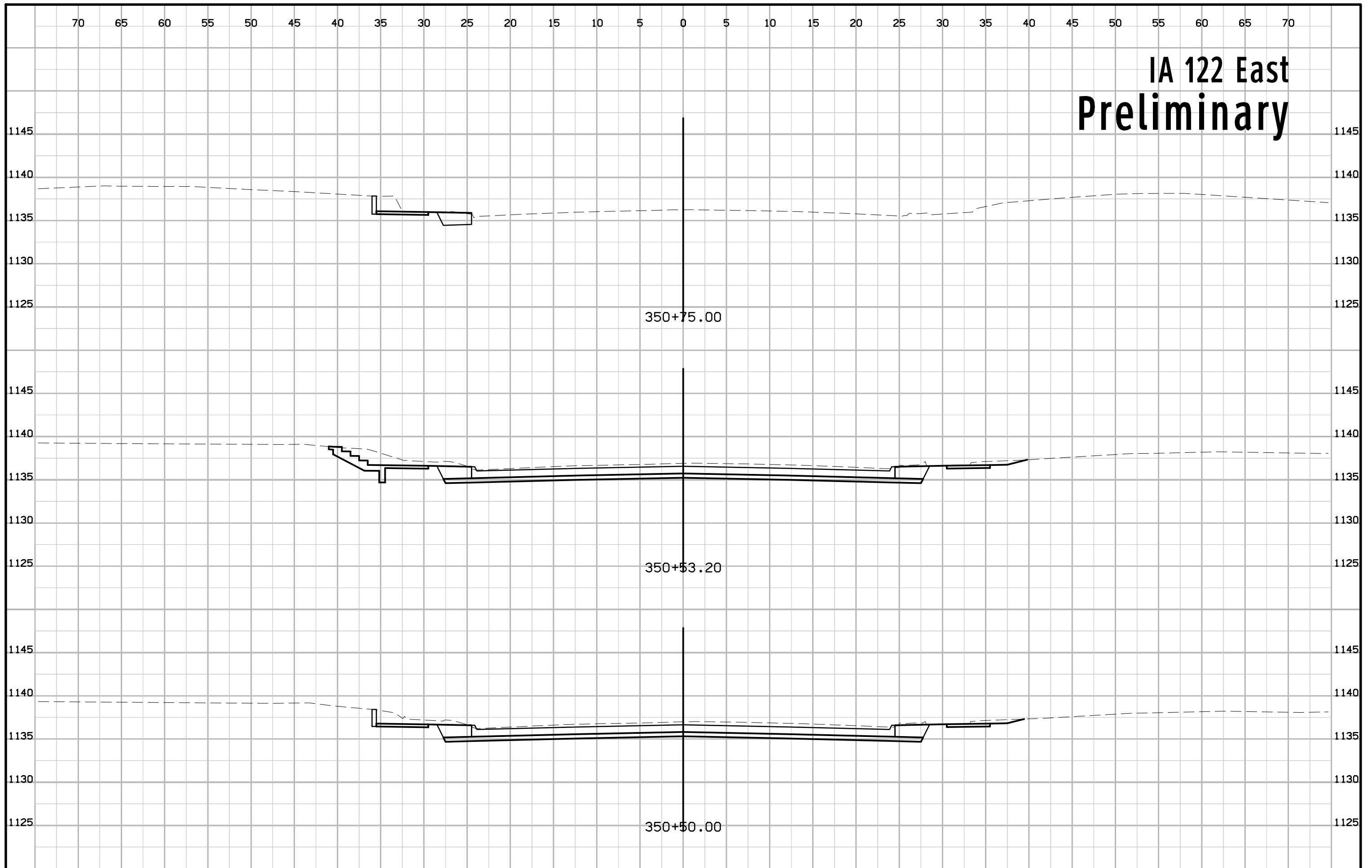
349+50.00

349+25.00

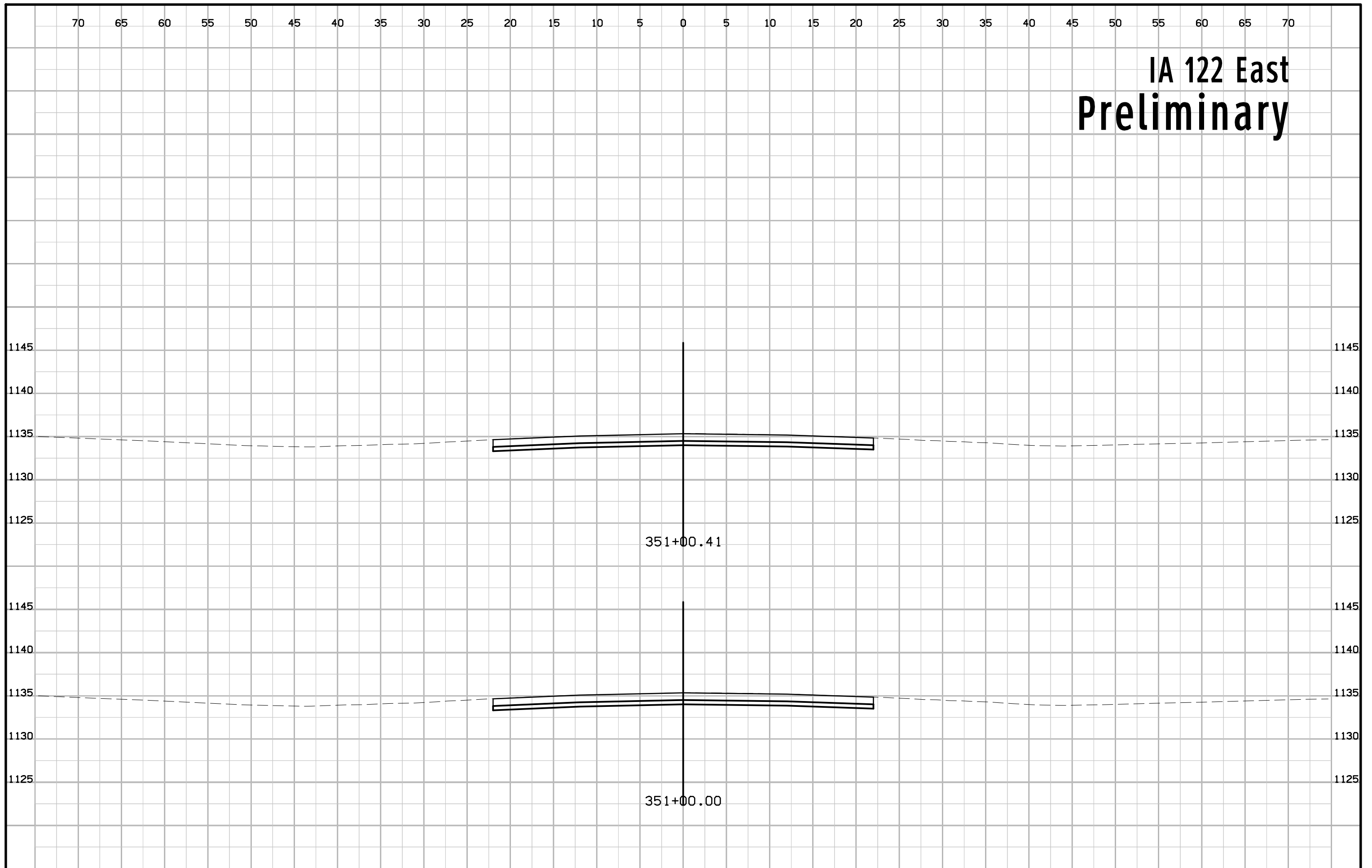
IA 122 East Preliminary



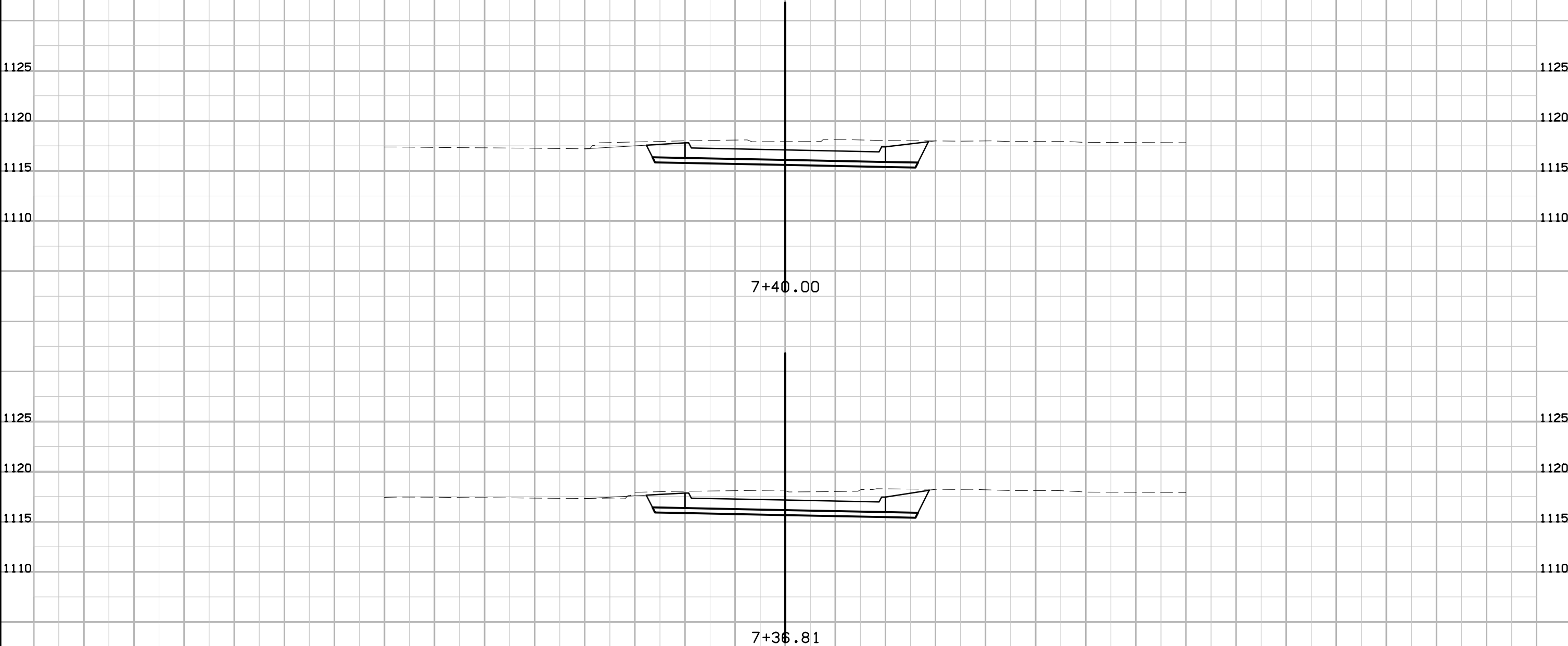
IA 122 East Preliminary



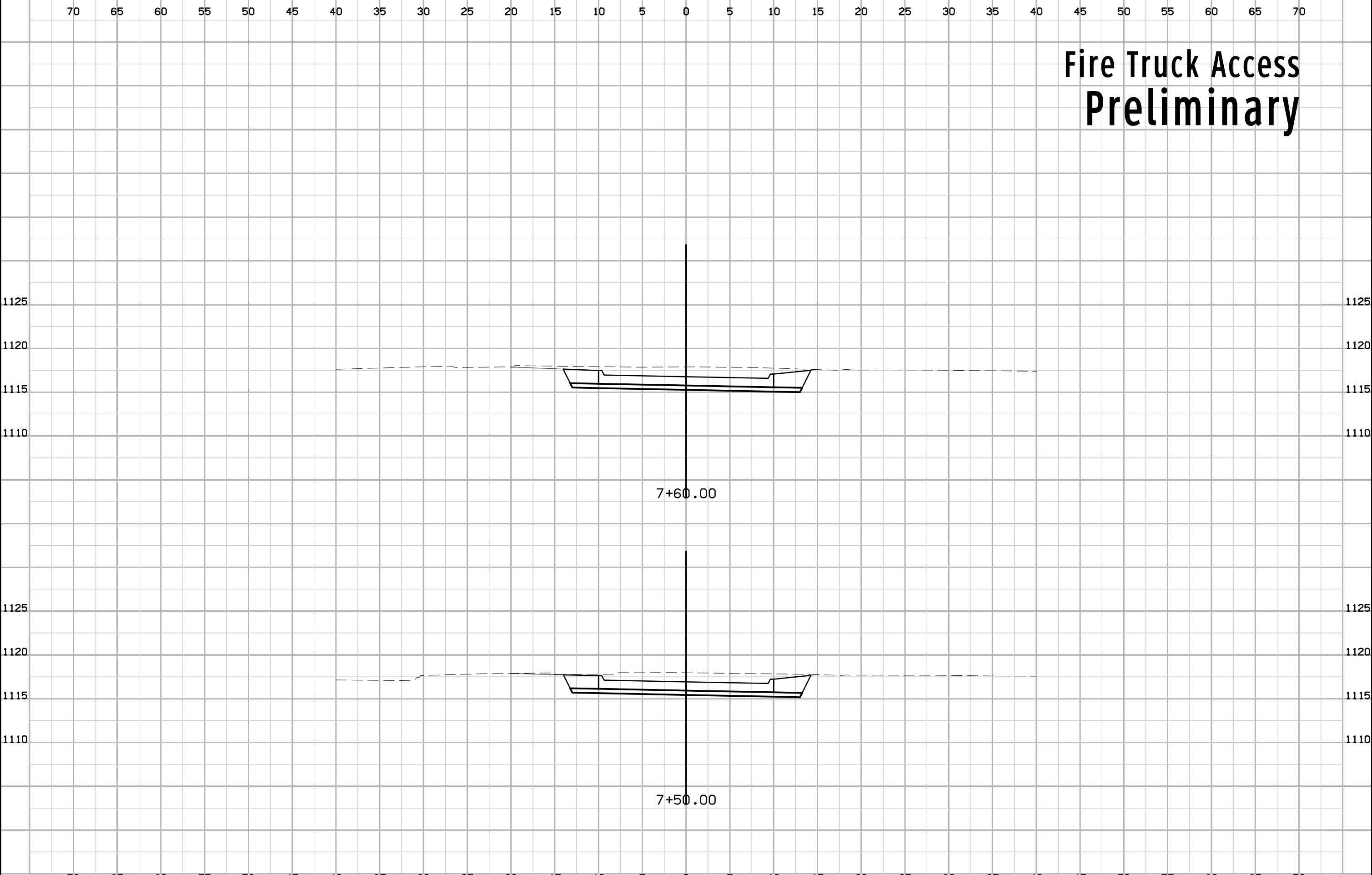
IA 122 East Preliminary



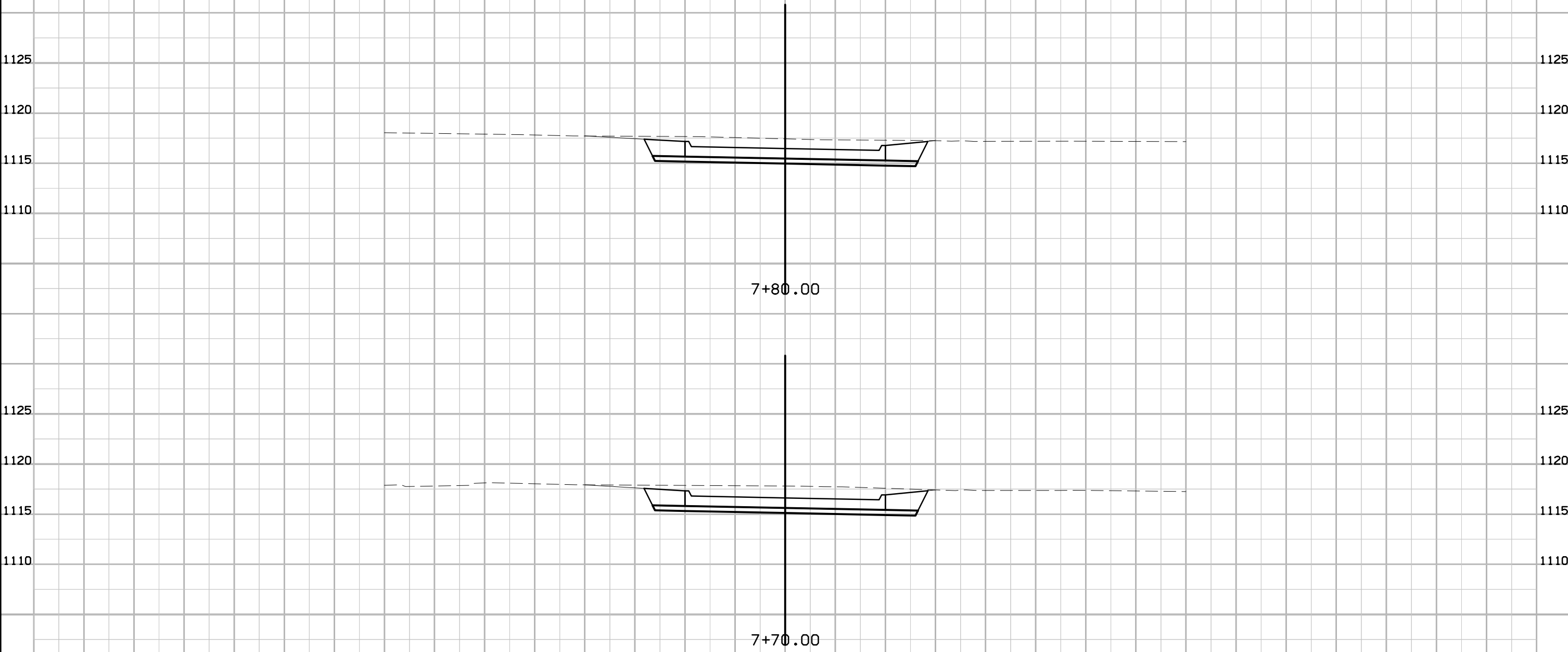
Fire Truck Access Preliminary



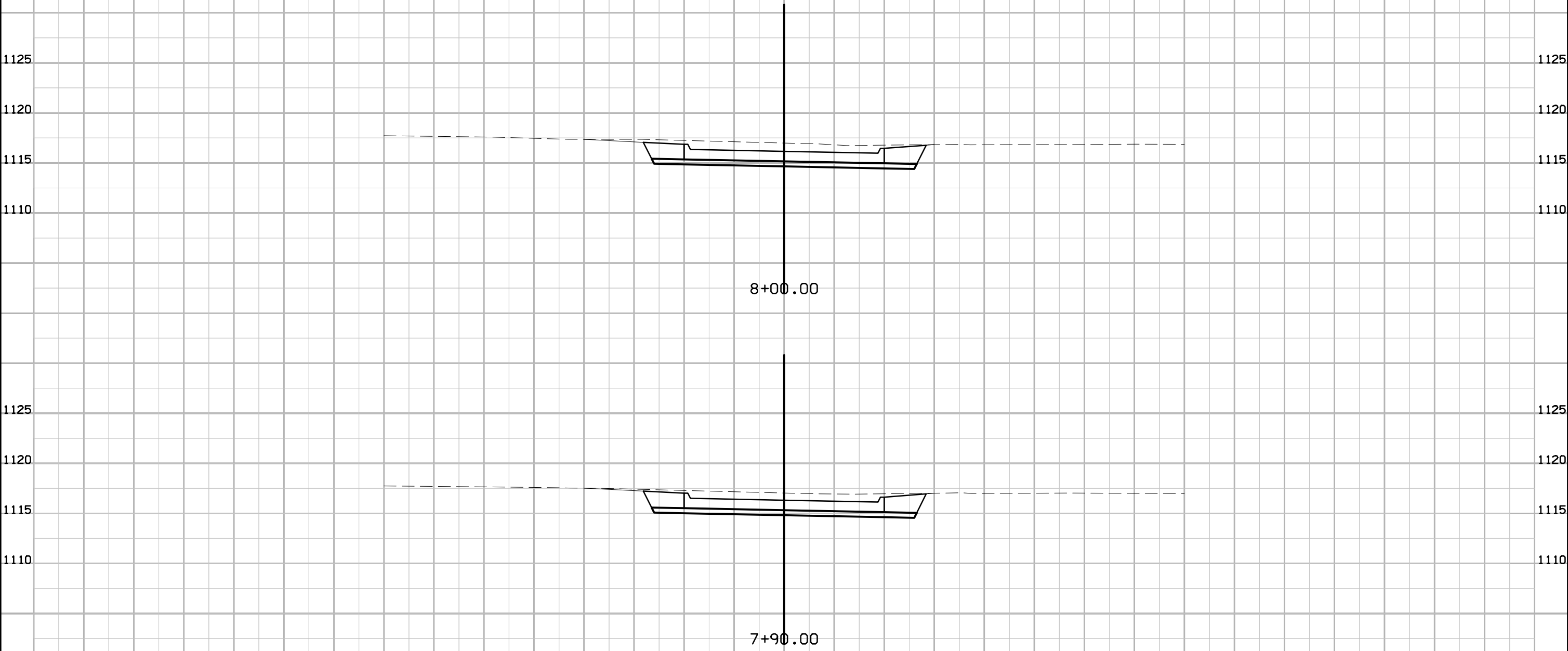
Fire Truck Access Preliminary



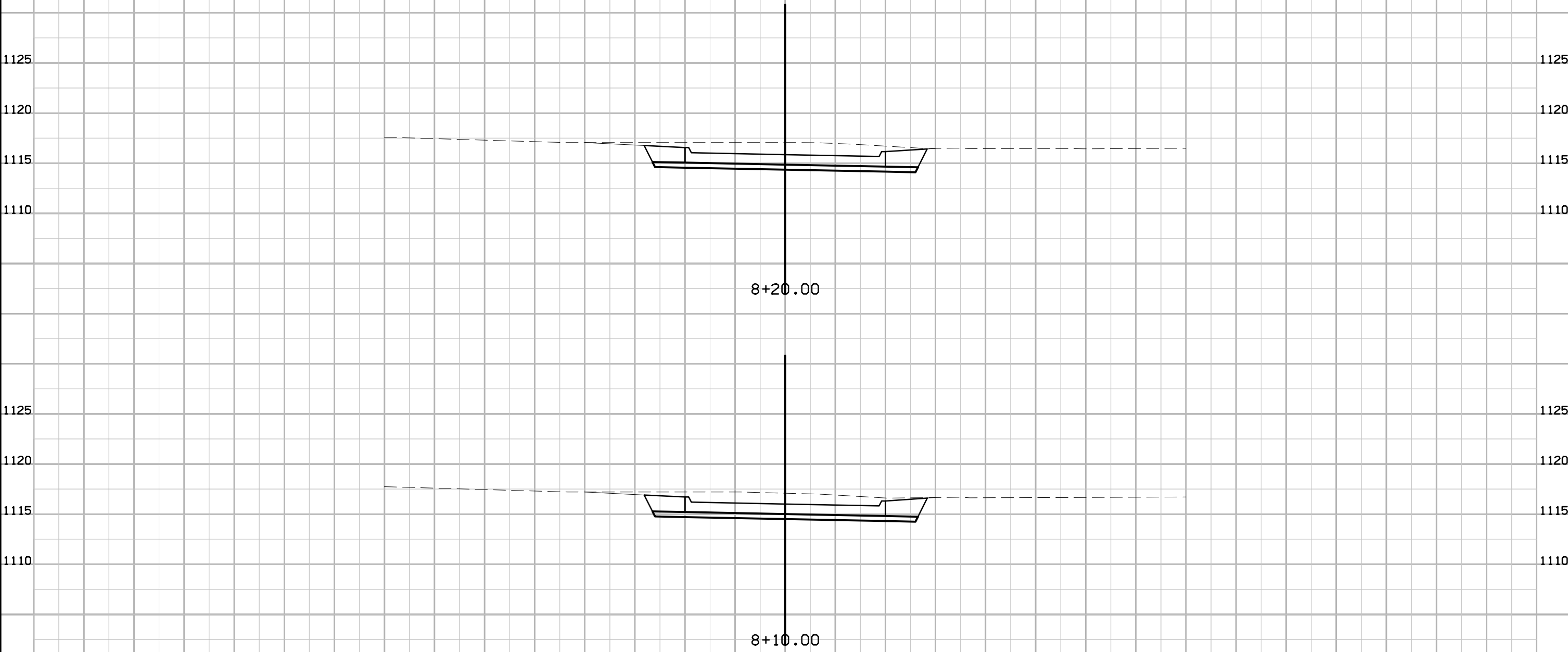
Fire Truck Access Preliminary



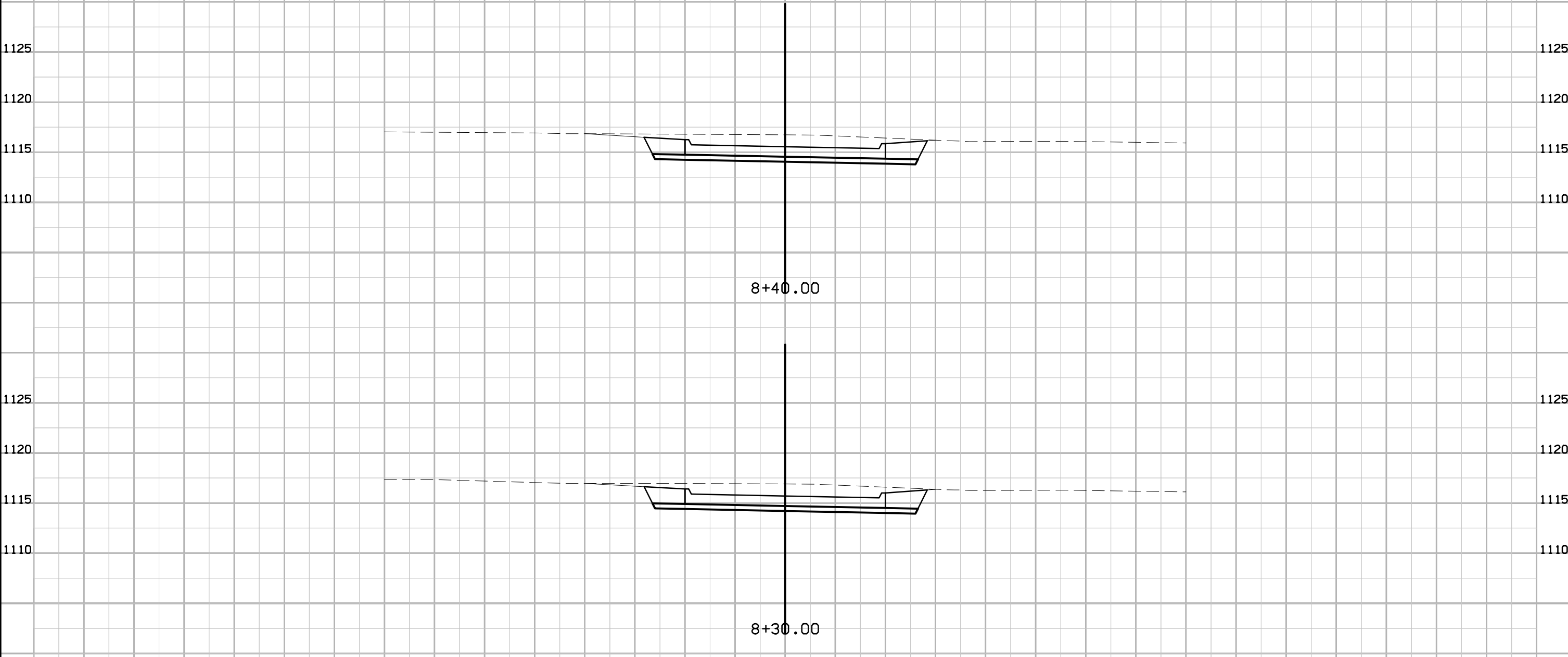
Fire Truck Access Preliminary



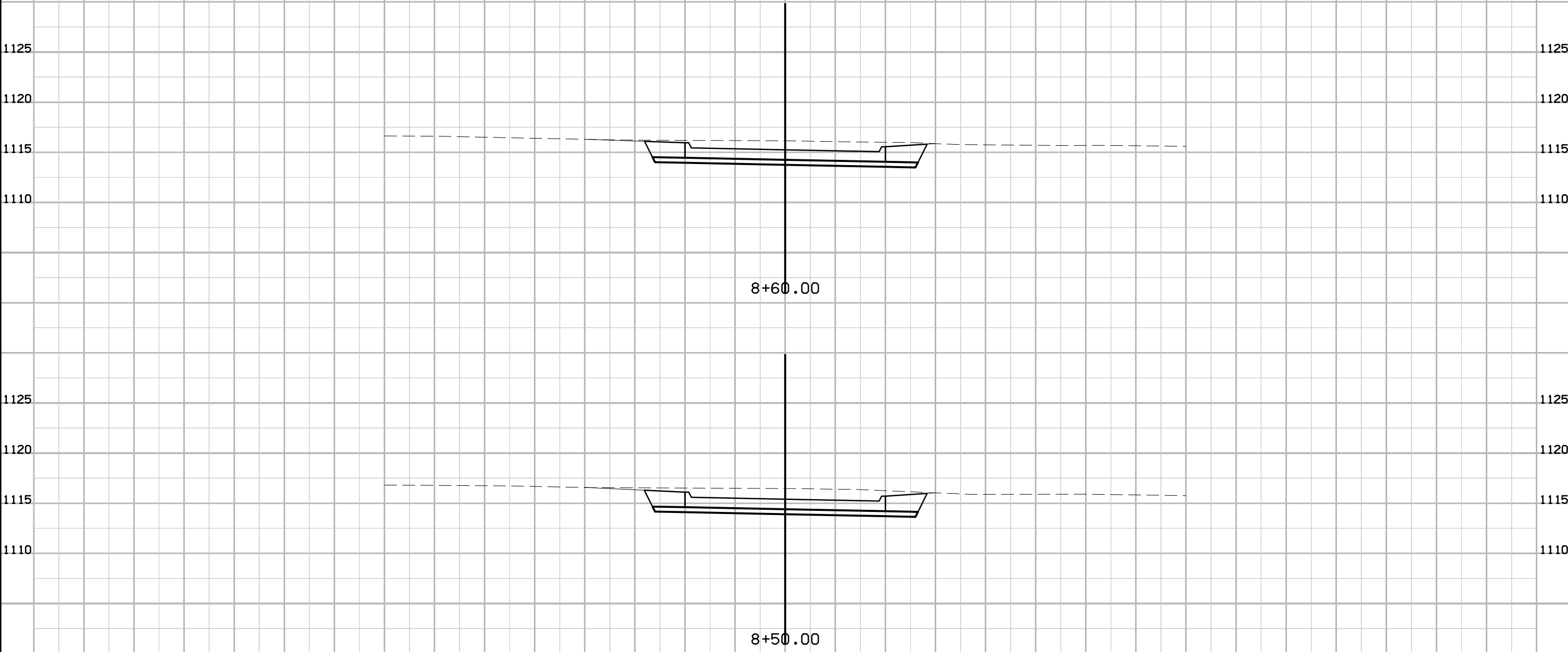
Fire Truck Access Preliminary



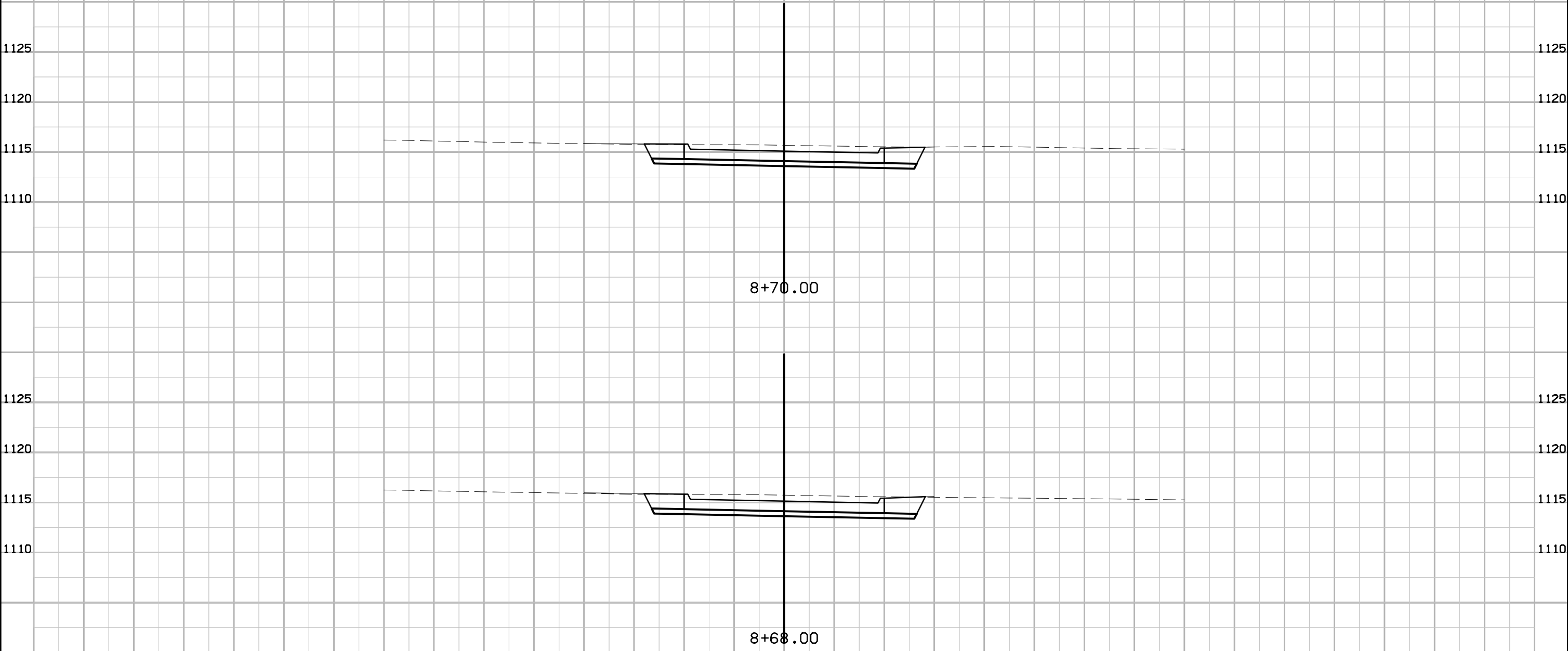
Fire Truck Access Preliminary



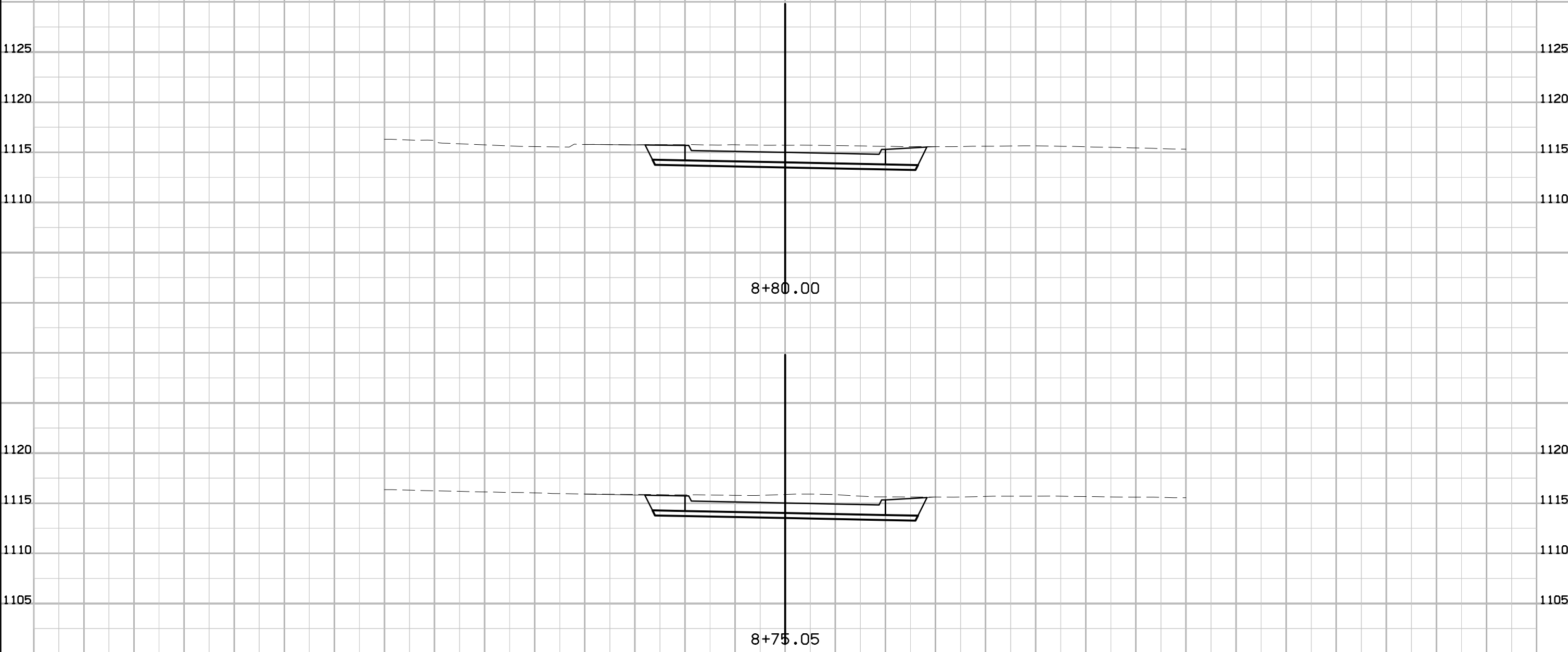
Fire Truck Access Preliminary



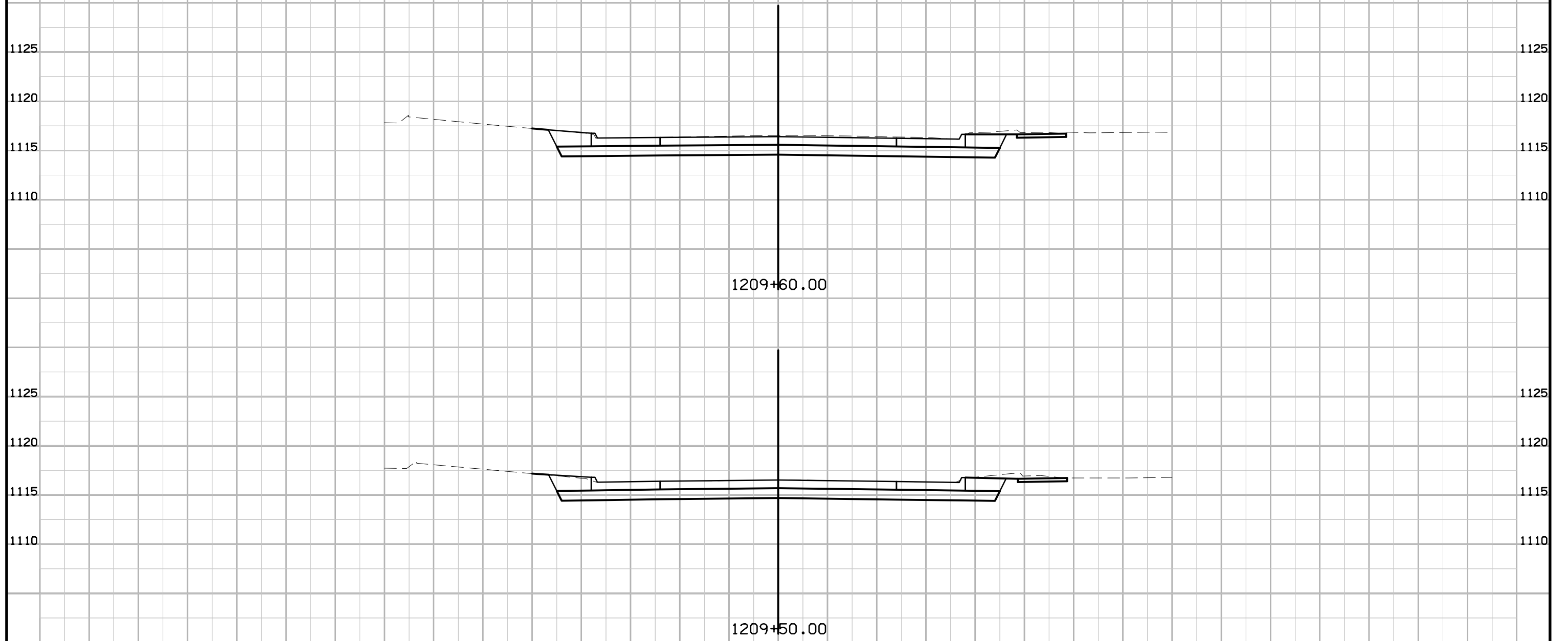
Fire Truck Access Preliminary



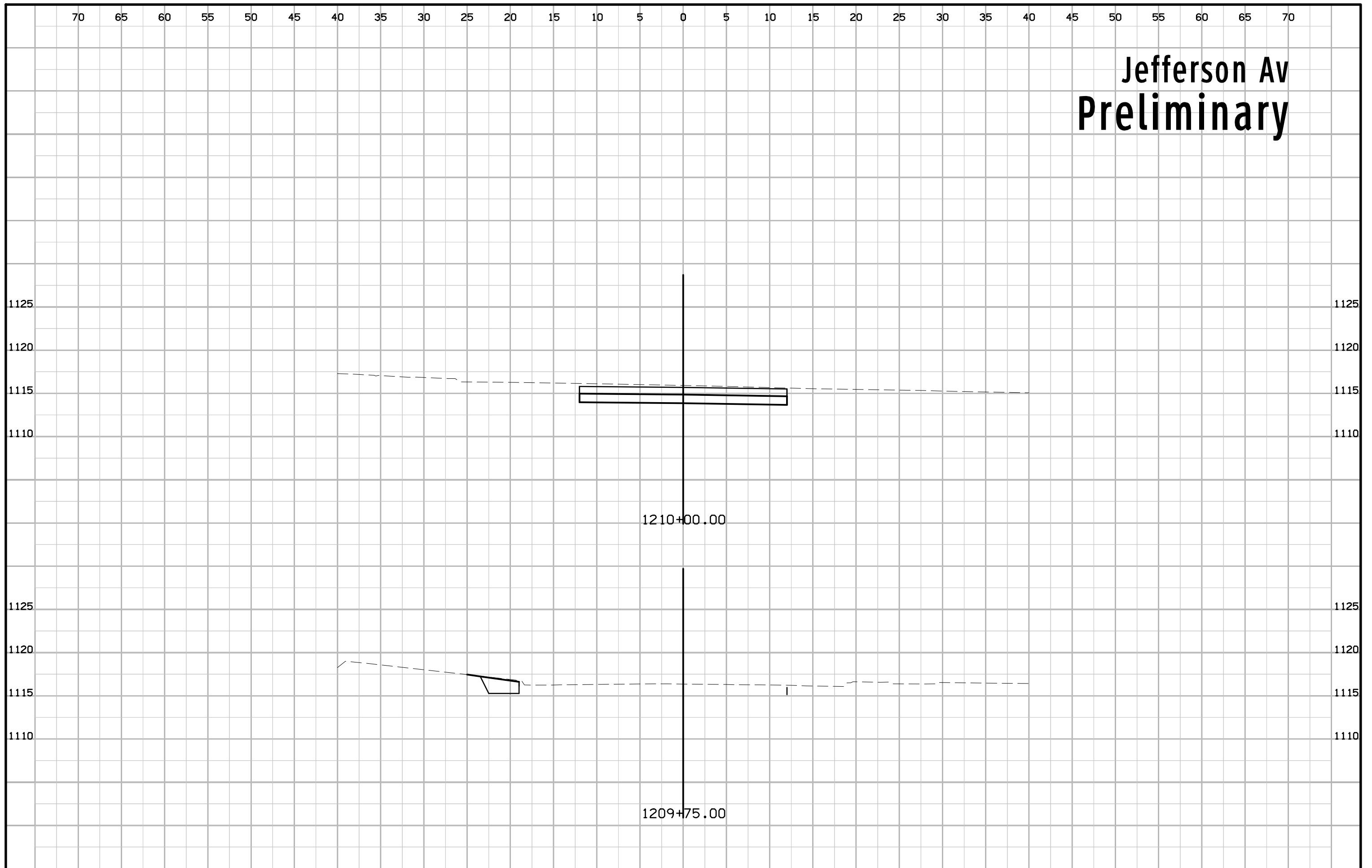
Fire Truck Access Preliminary



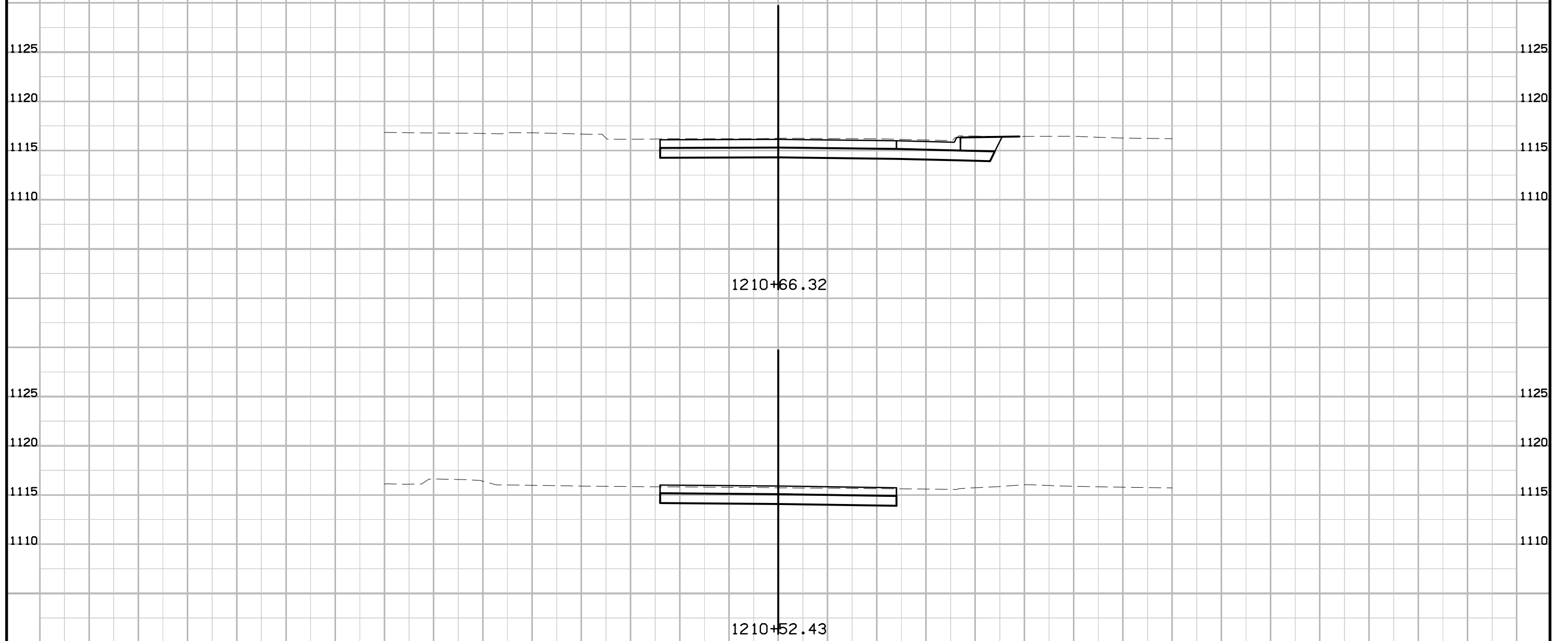
Jefferson Av Preliminary



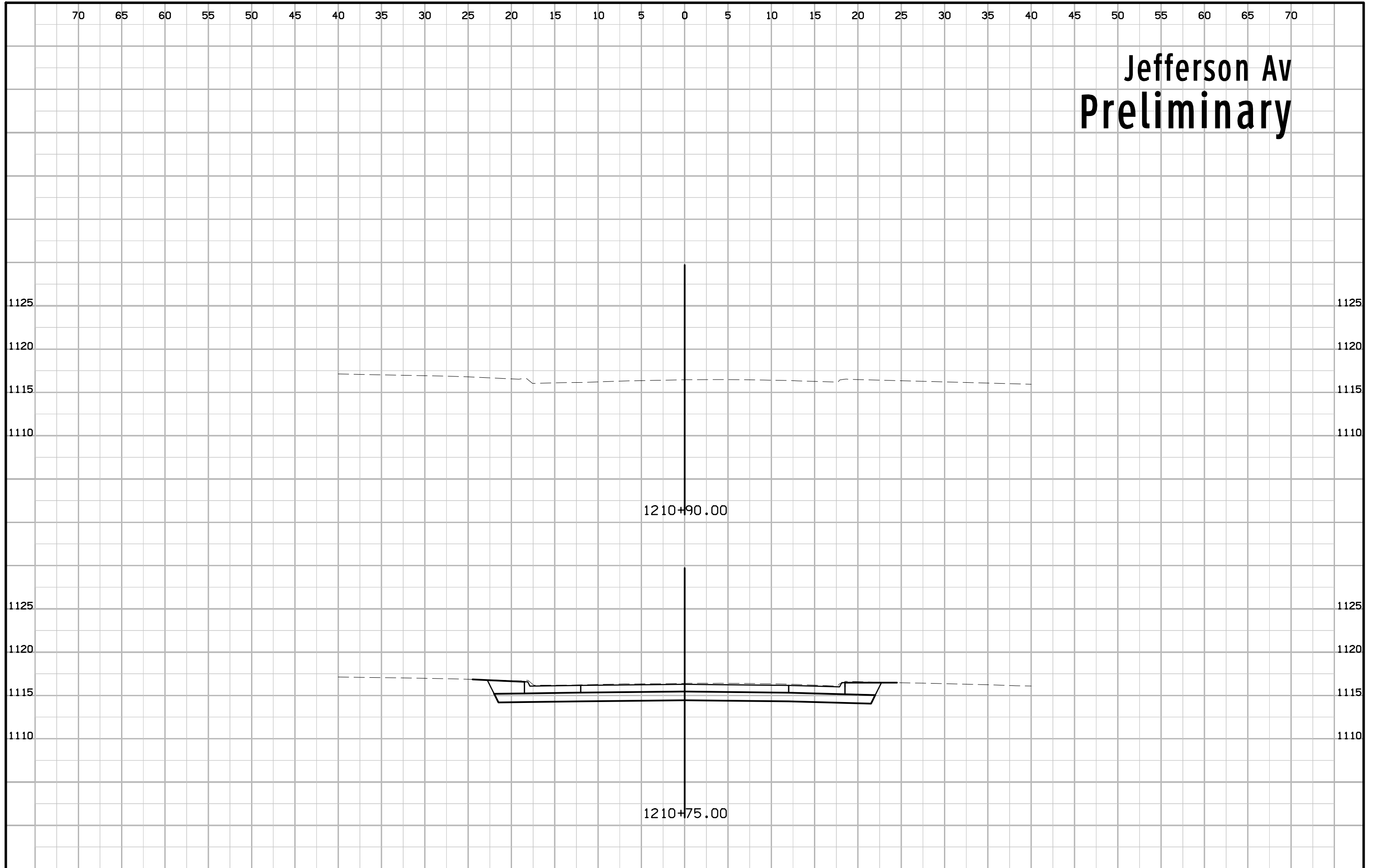
Jefferson Av Preliminary



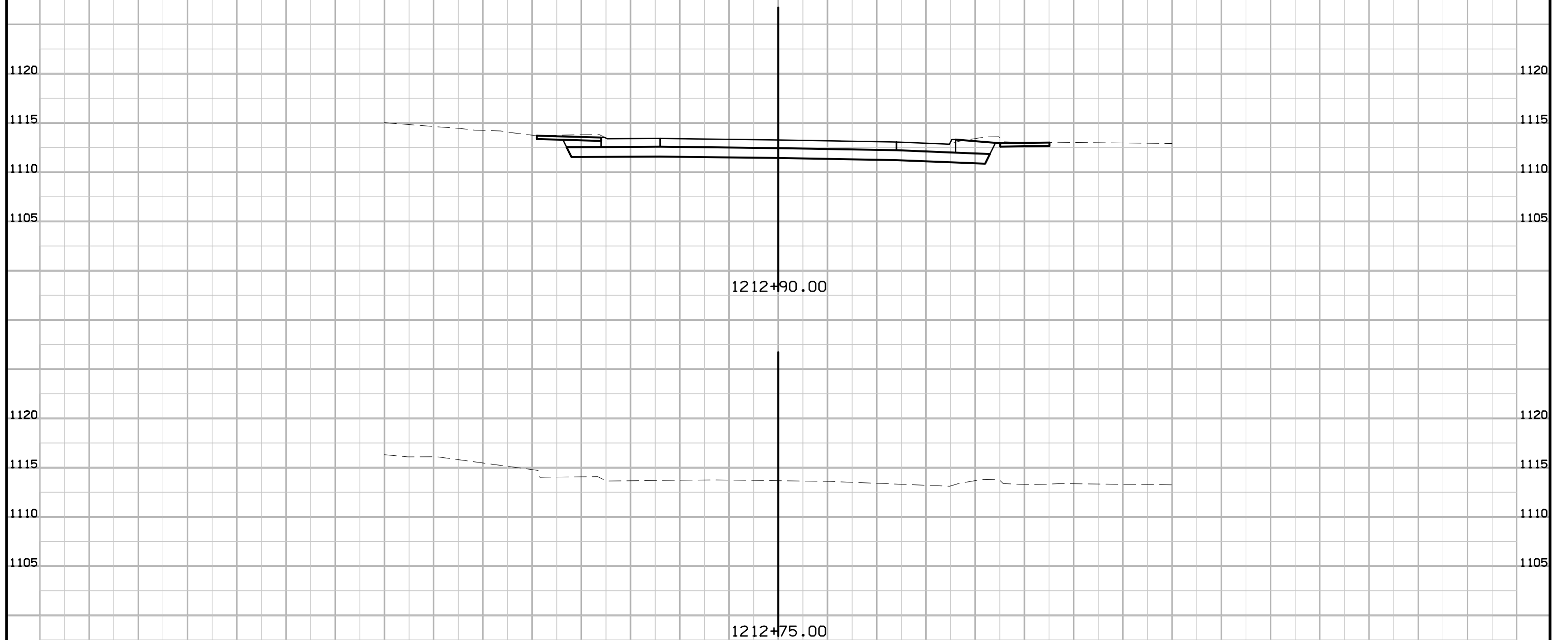
Jefferson Av Preliminary



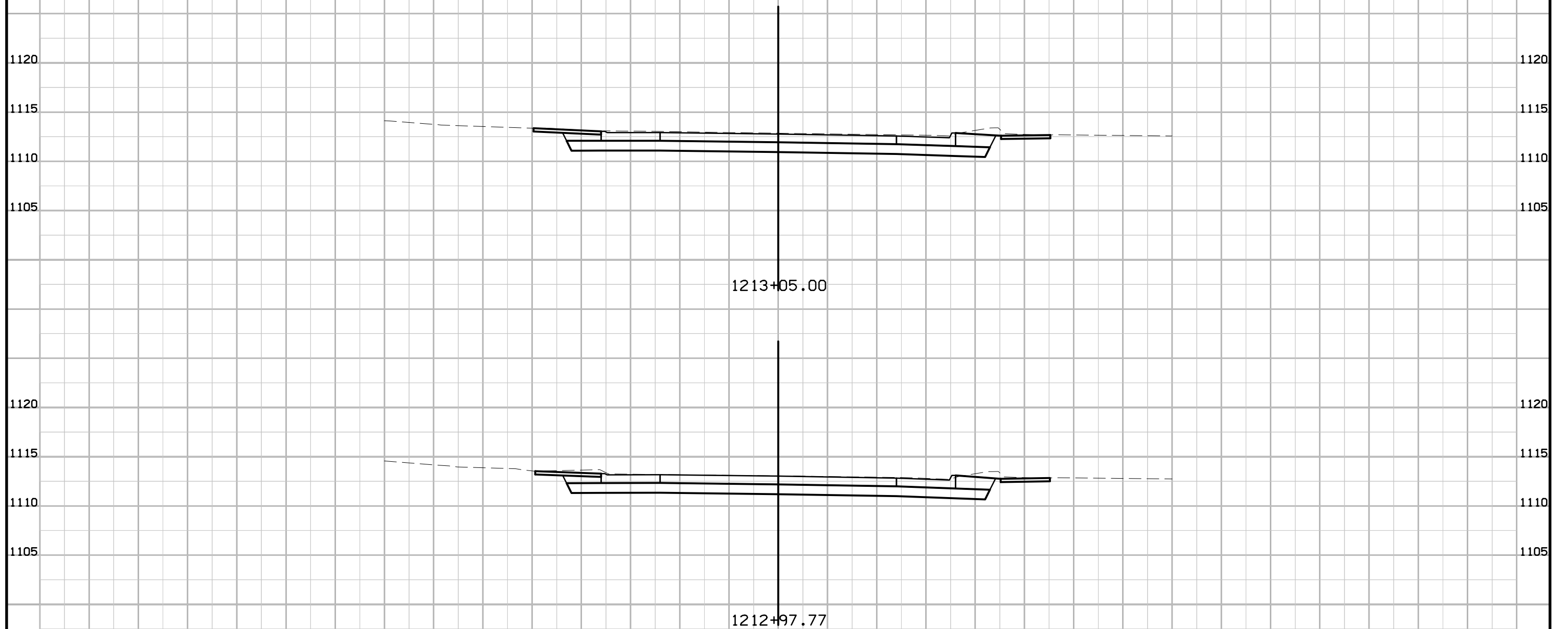
Jefferson Av Preliminary



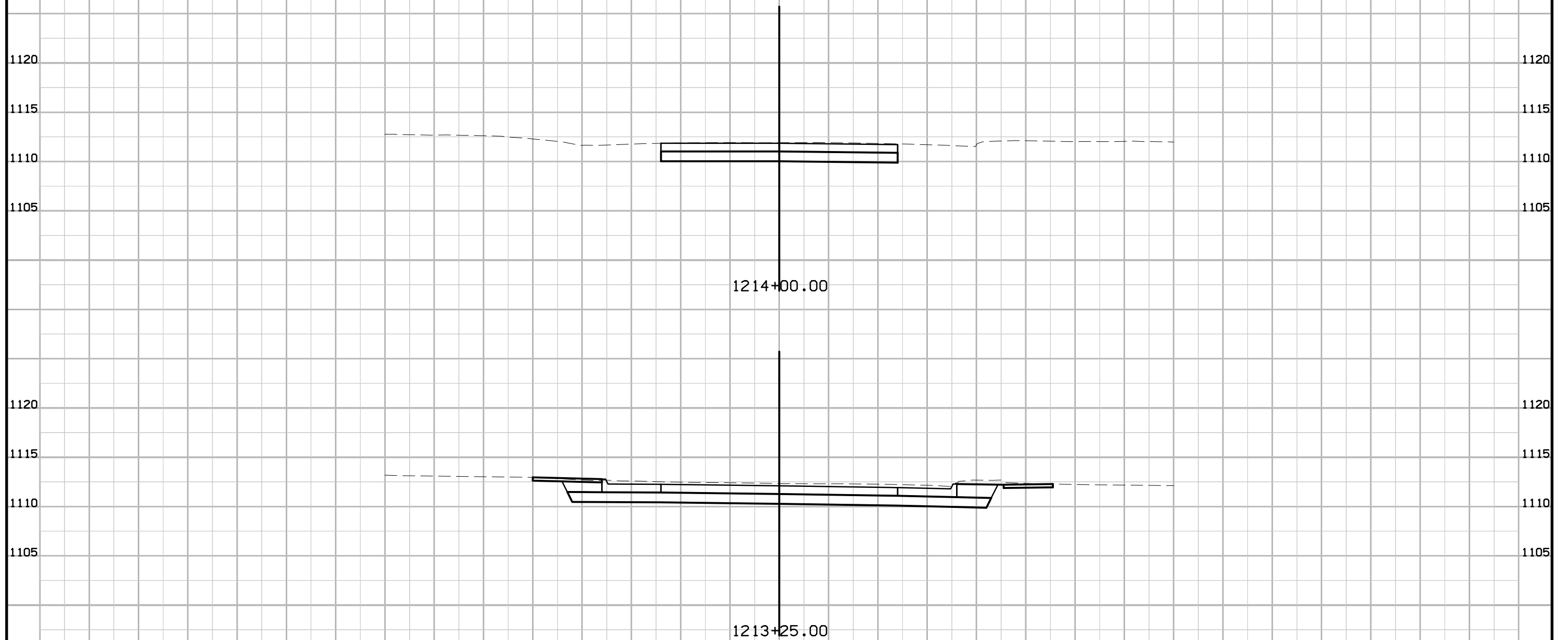
Jefferson Av Preliminary



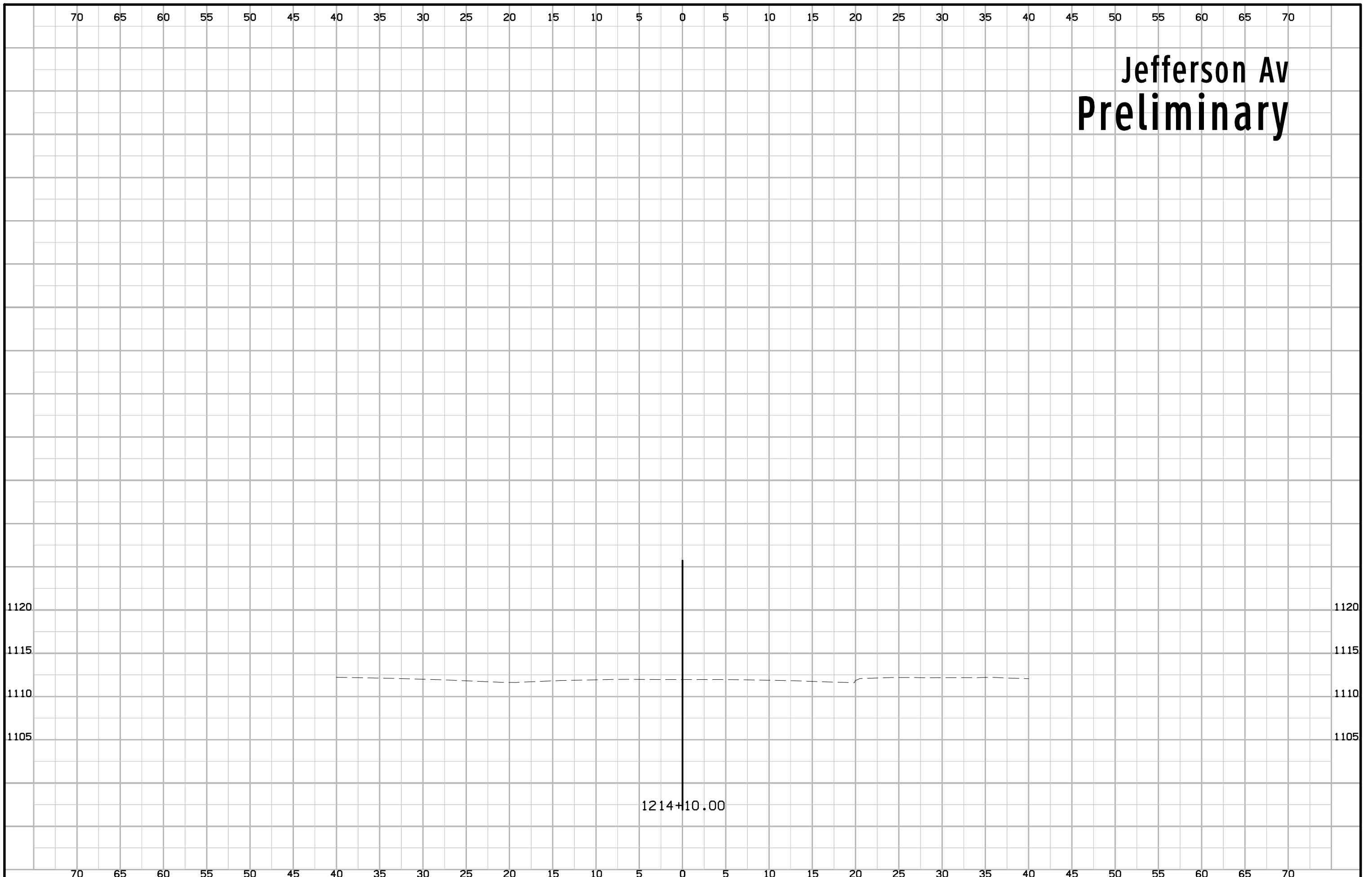
Jefferson Av Preliminary



Jefferson Av Preliminary

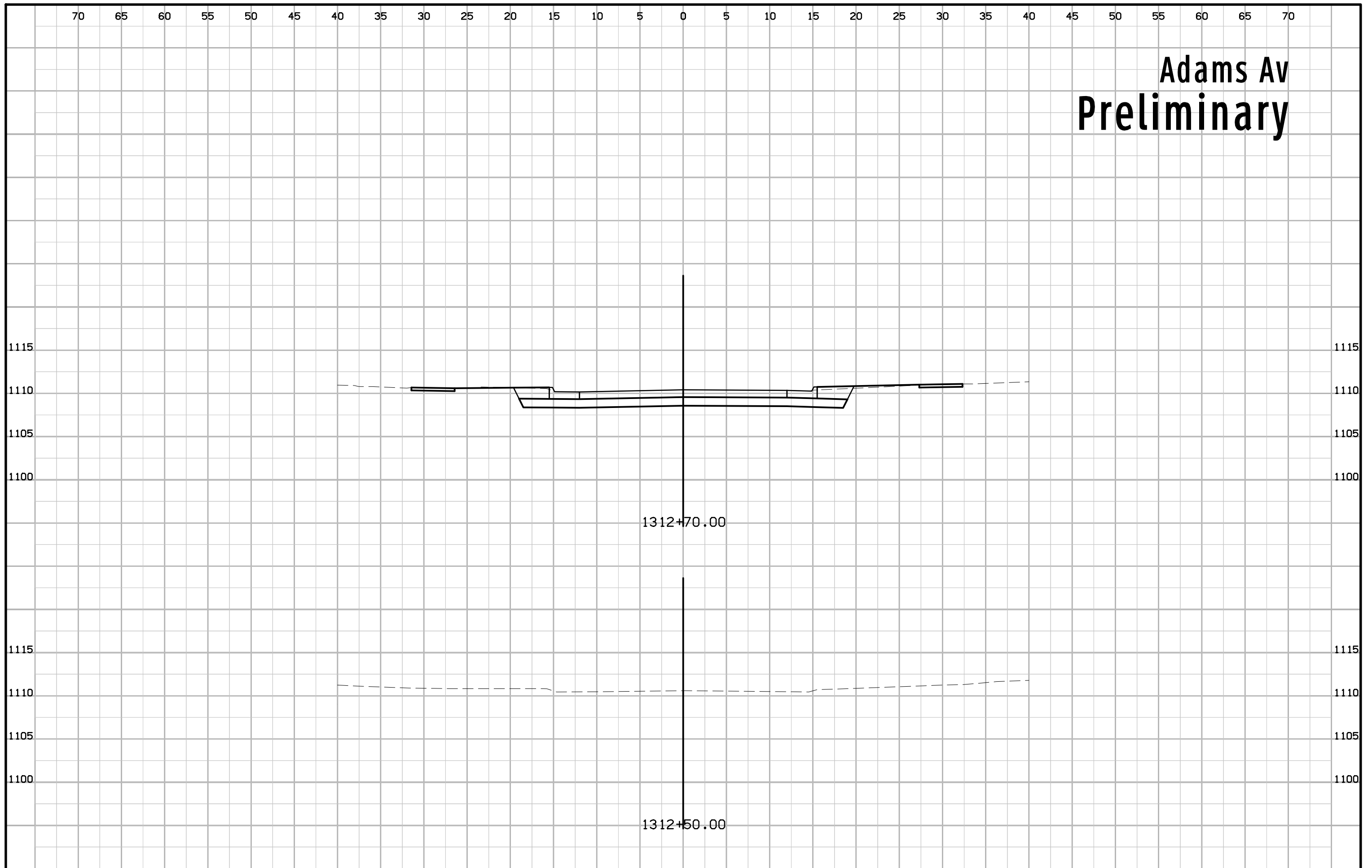


Jefferson Av Preliminary

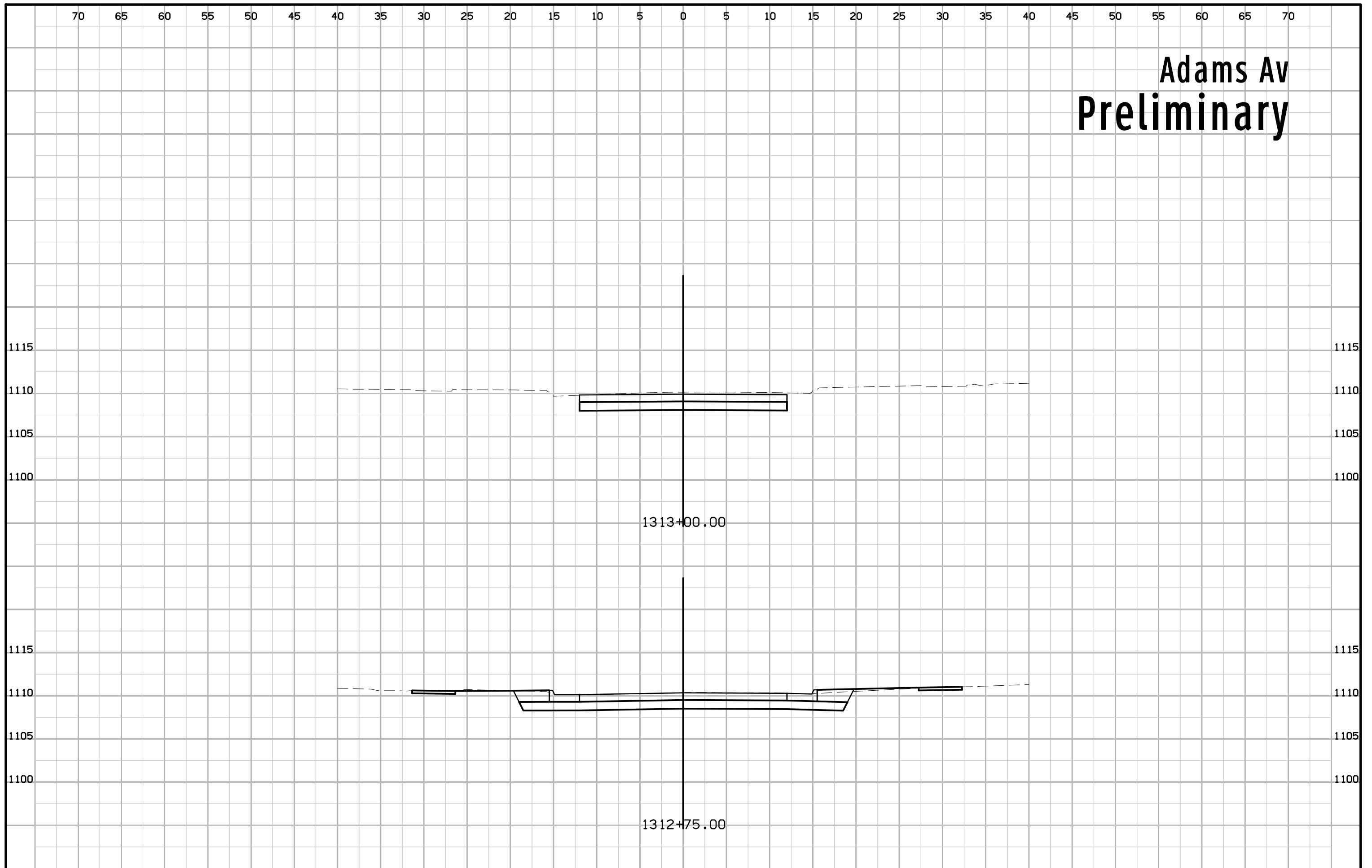


1214+10.00

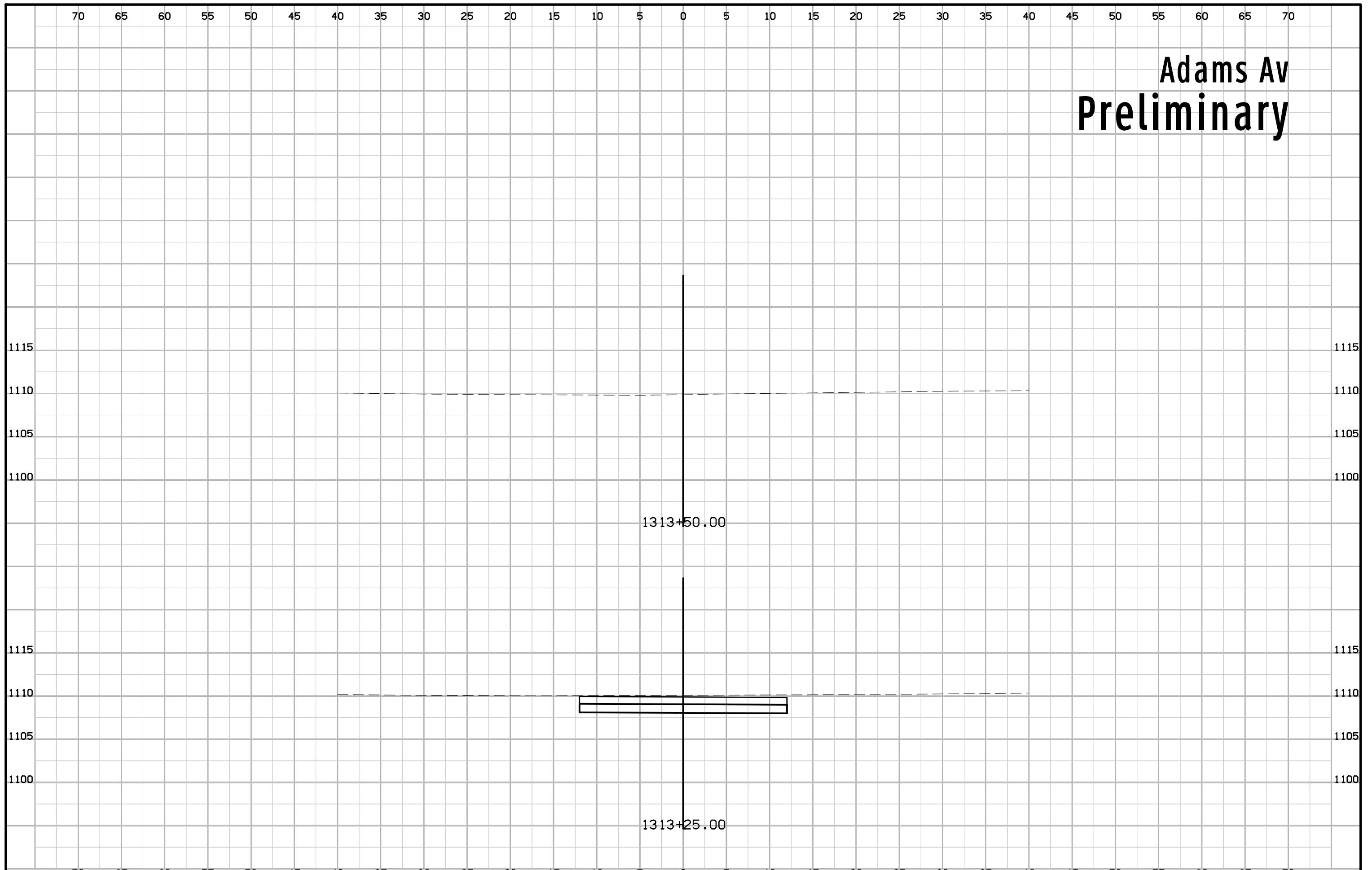
Adams Av Preliminary



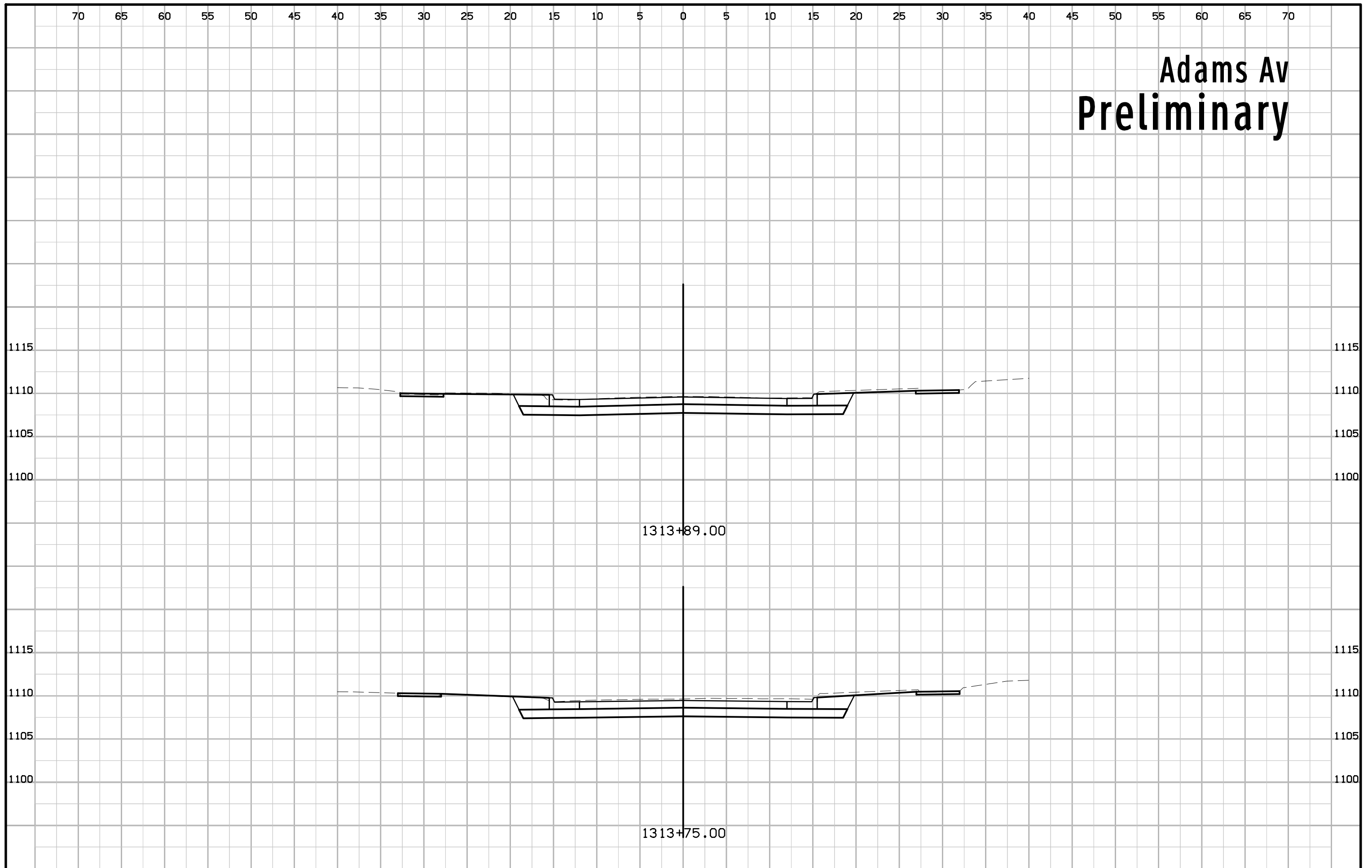
Adams Av Preliminary



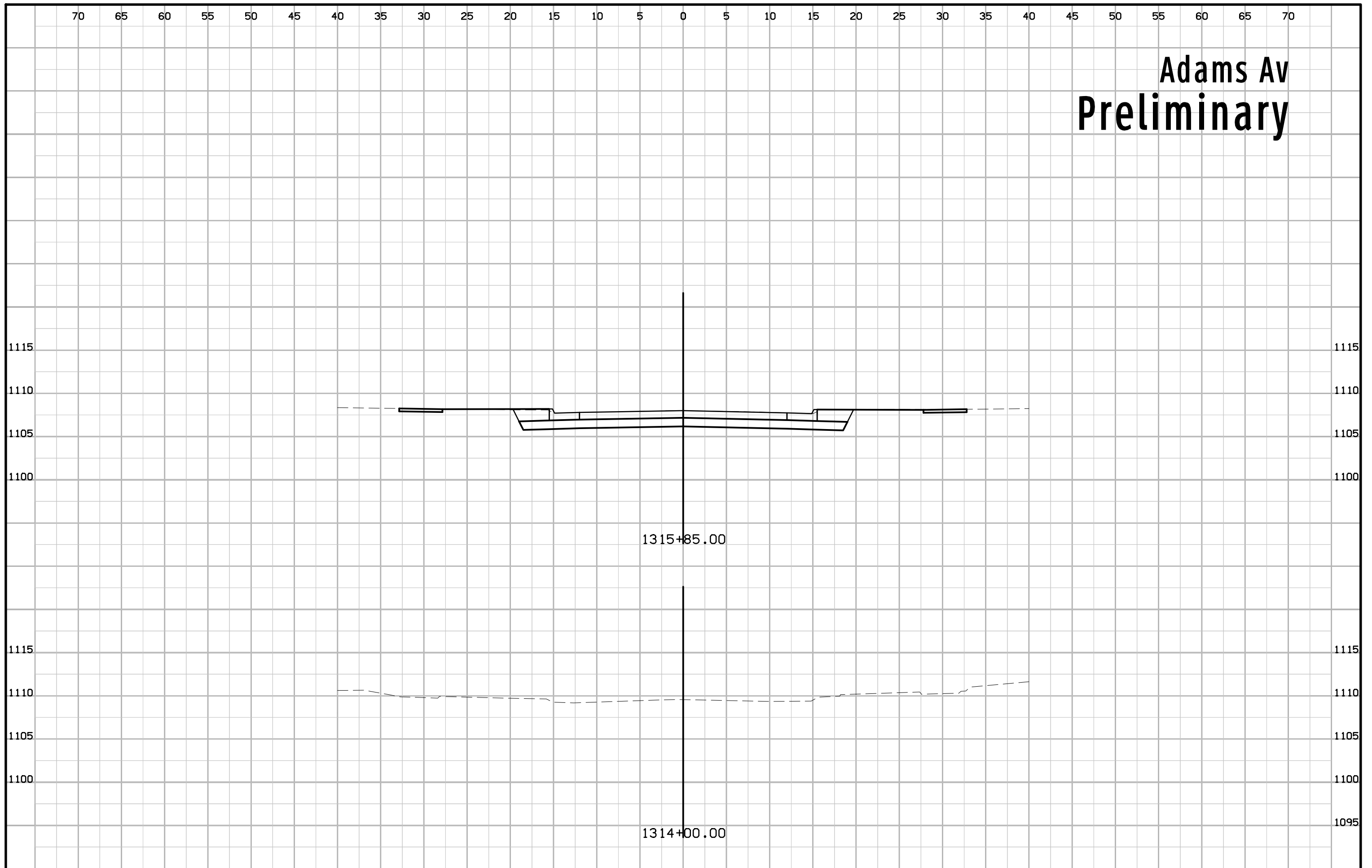
Adams Av Preliminary



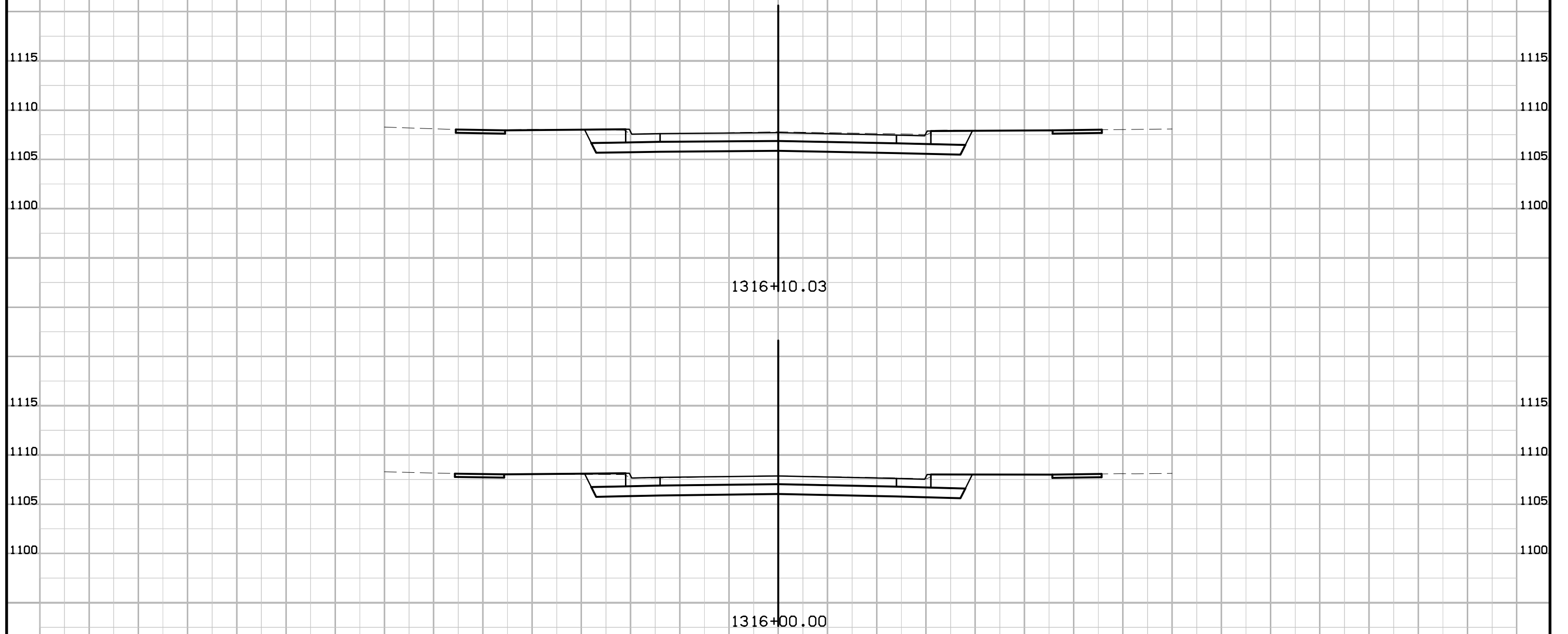
Adams Av Preliminary



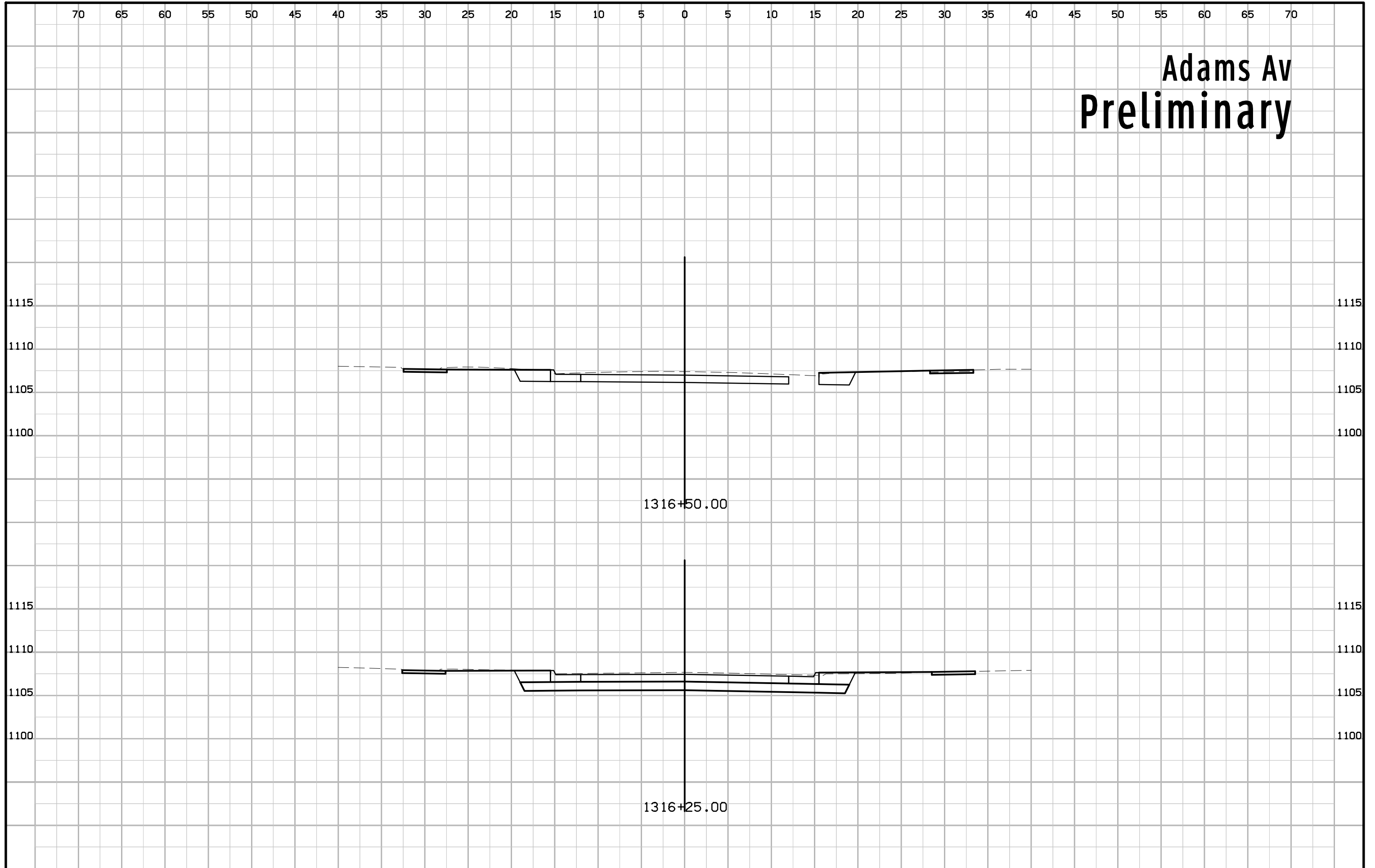
Adams Av Preliminary



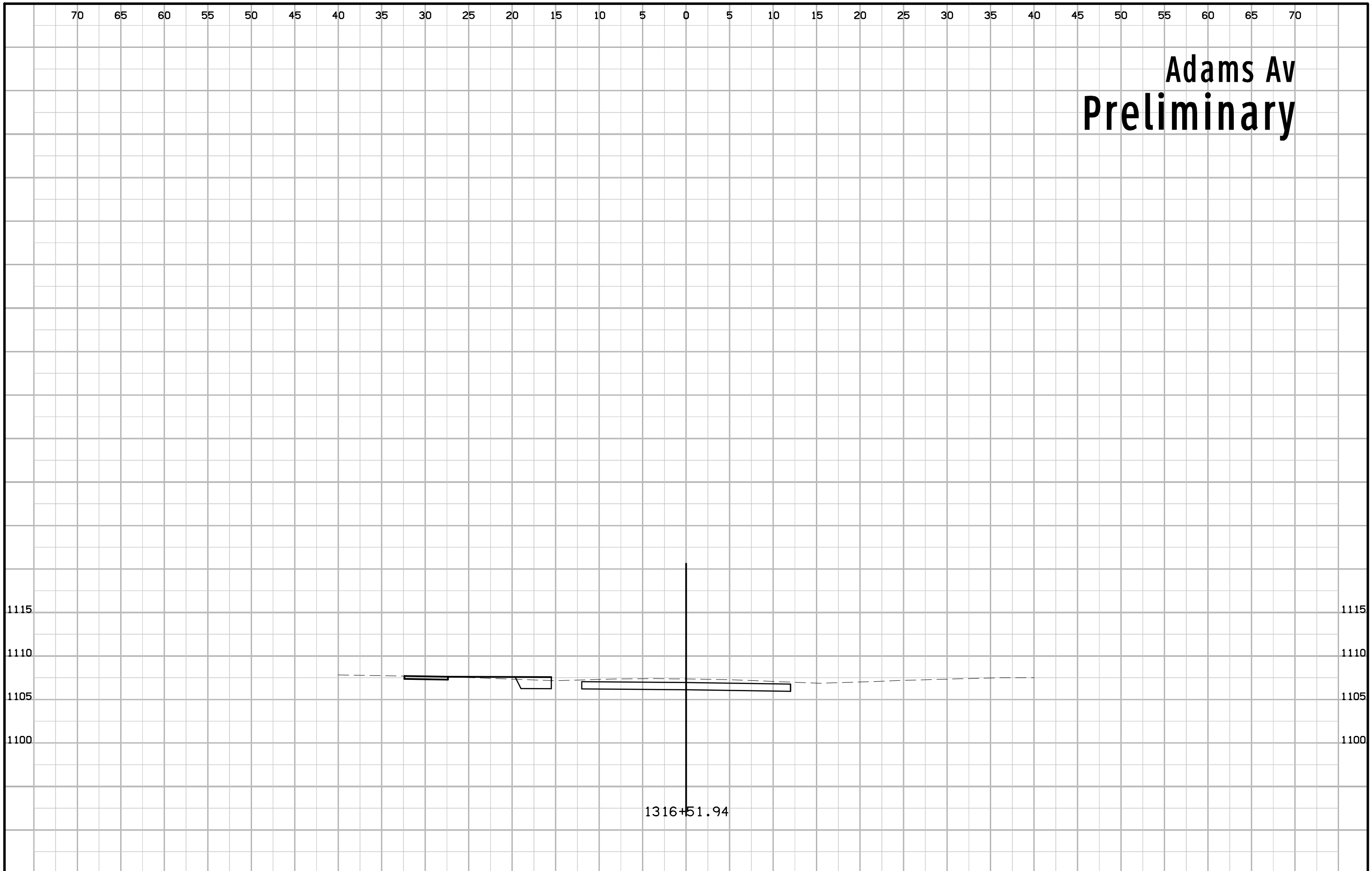
Adams Av Preliminary



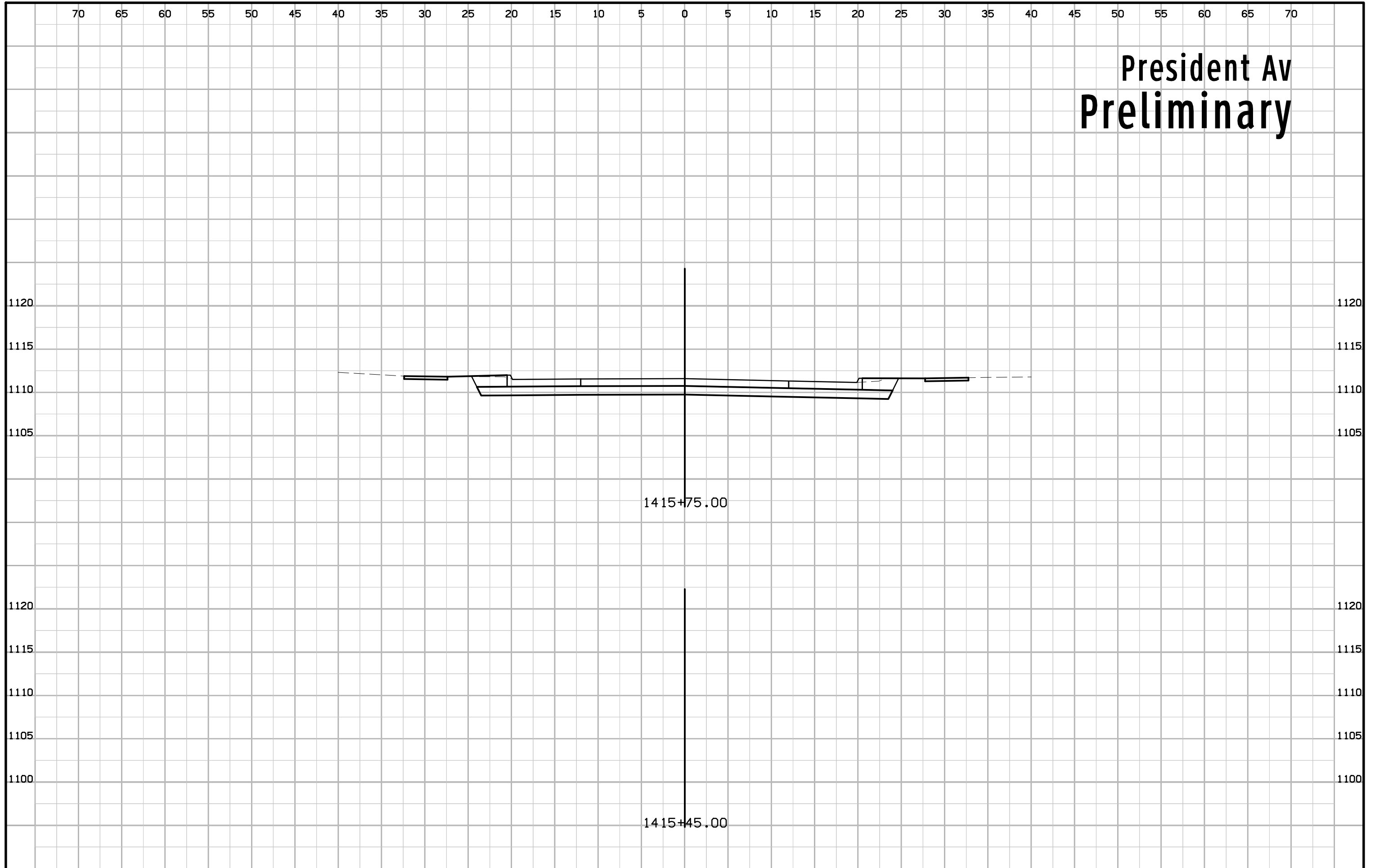
Adams Av Preliminary



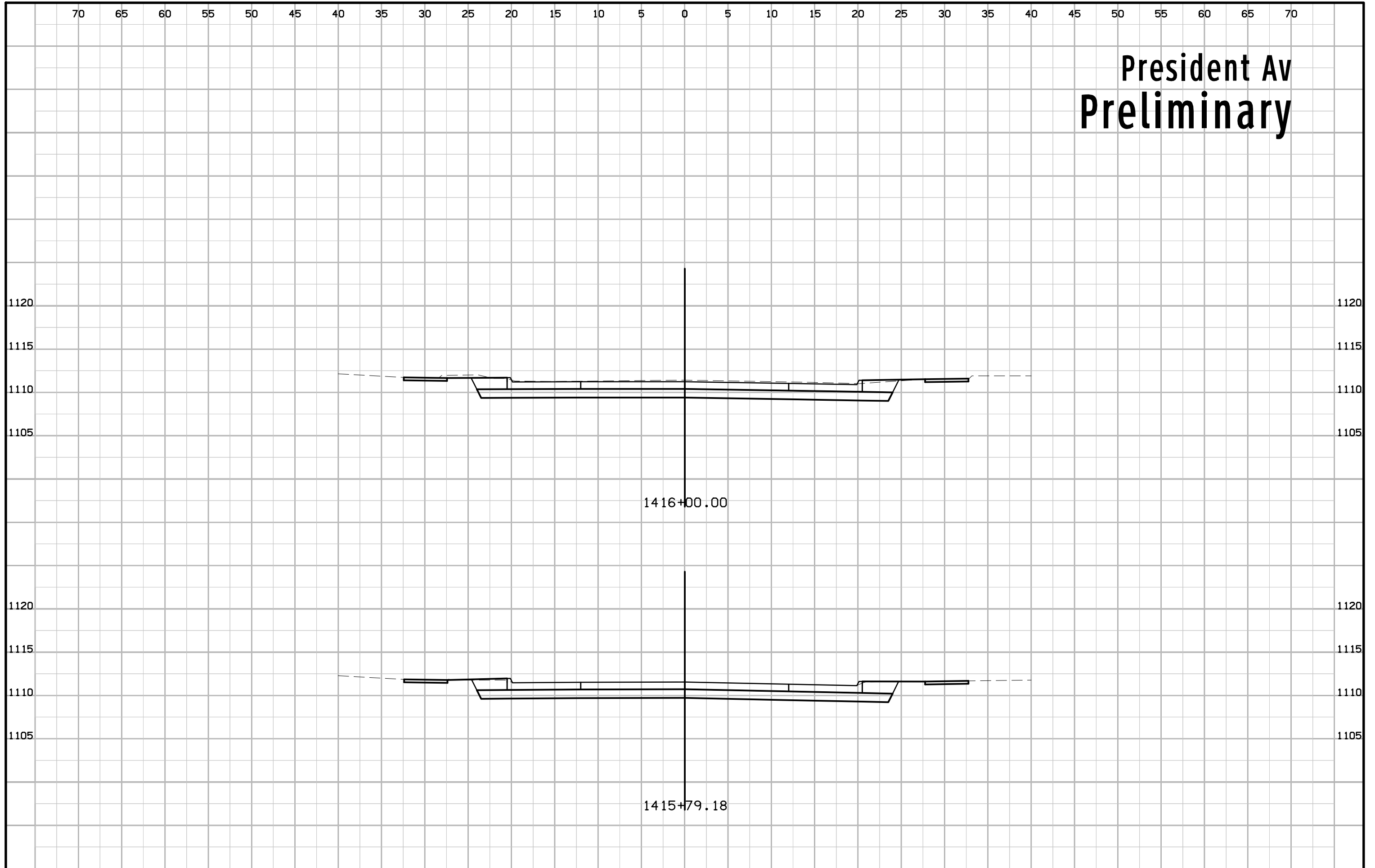
Adams Av Preliminary



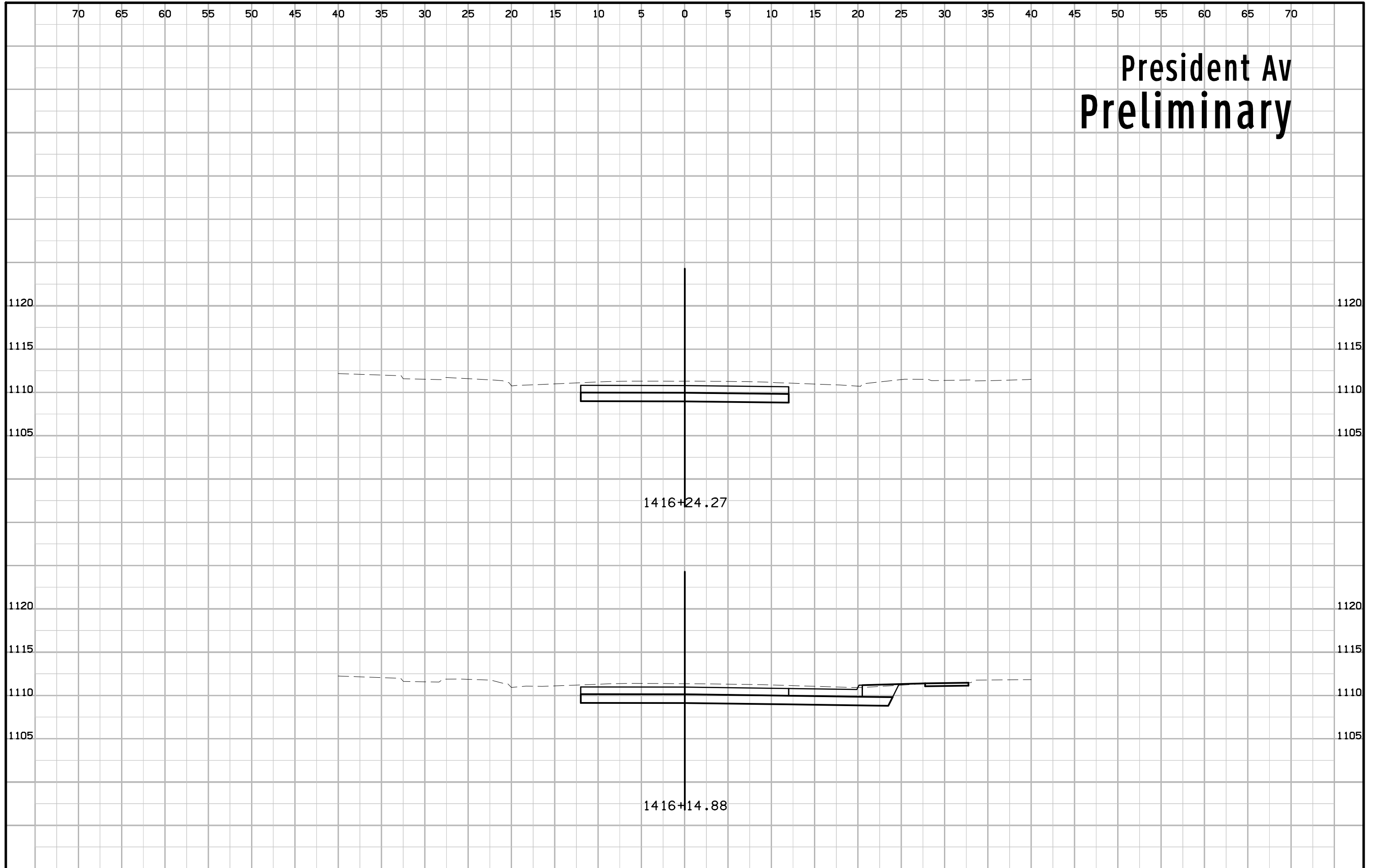
President Av Preliminary



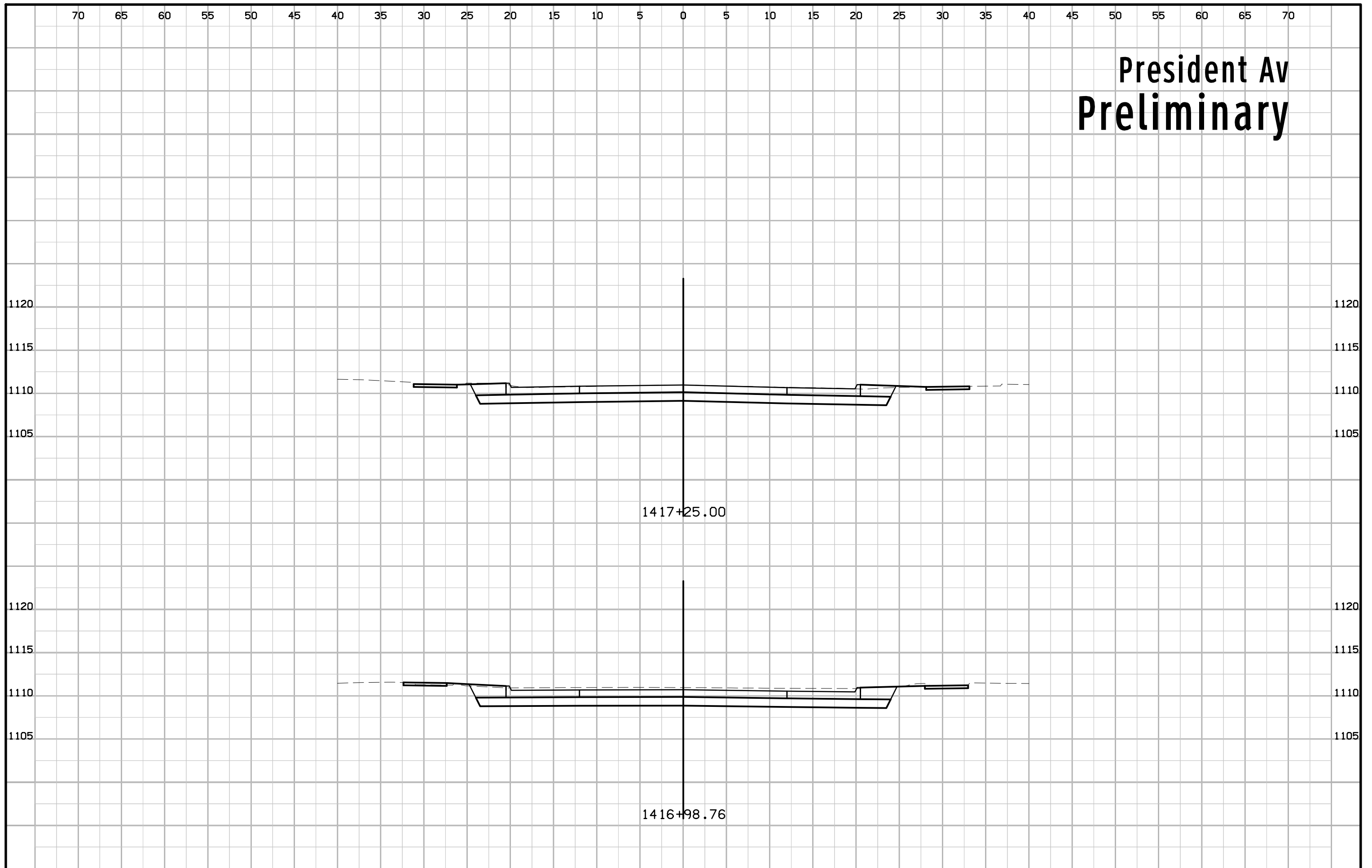
President Av Preliminary



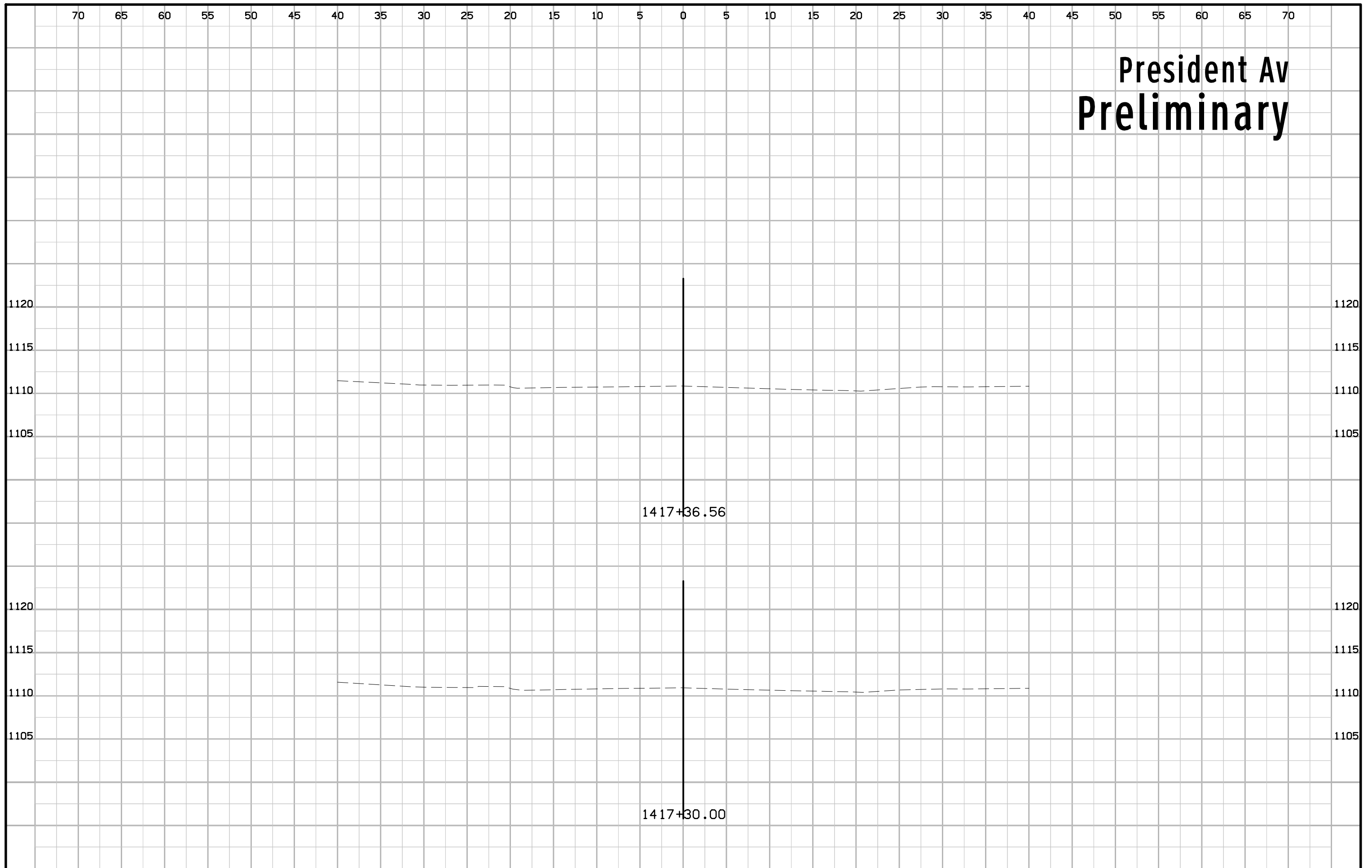
President Av Preliminary



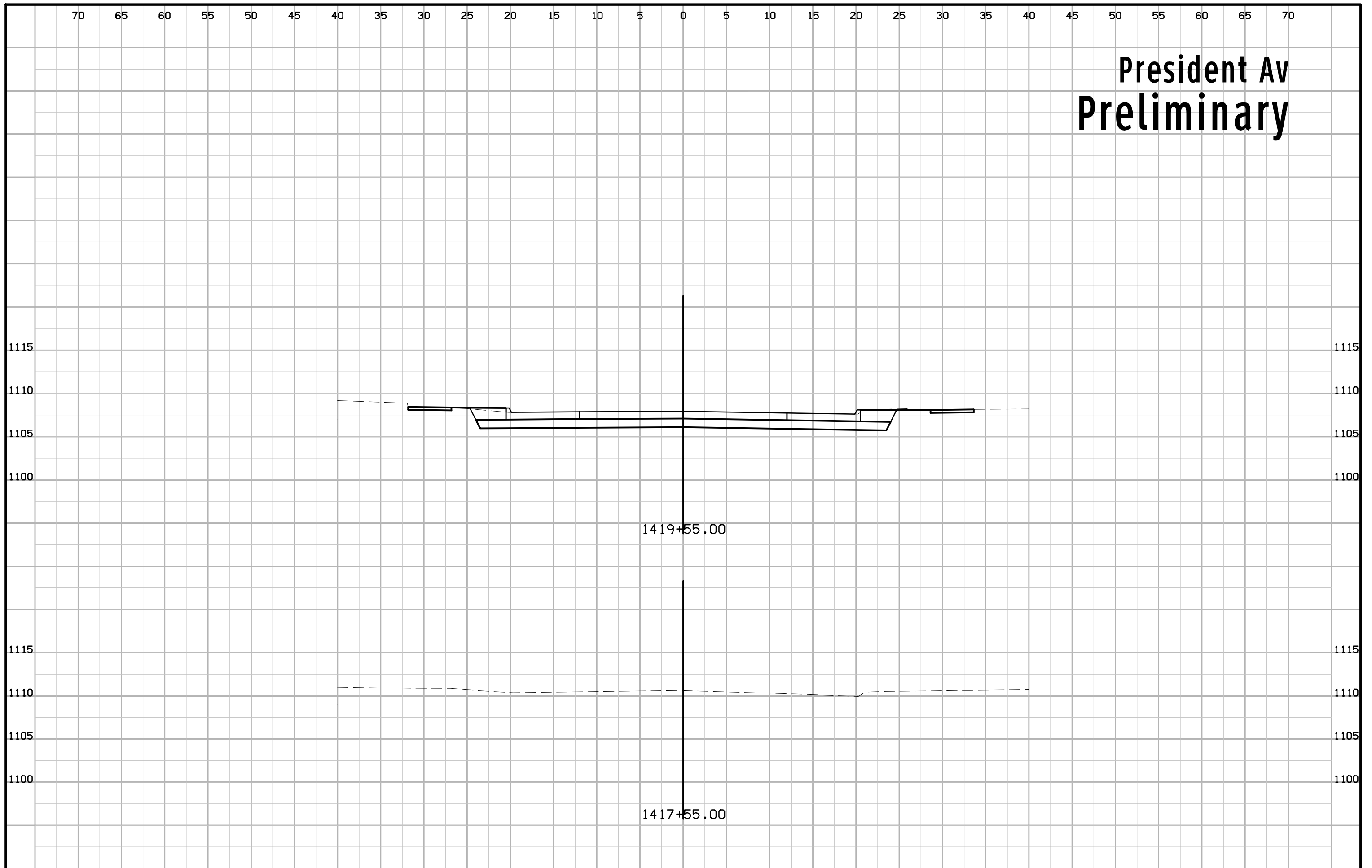
President Av Preliminary



President Av Preliminary



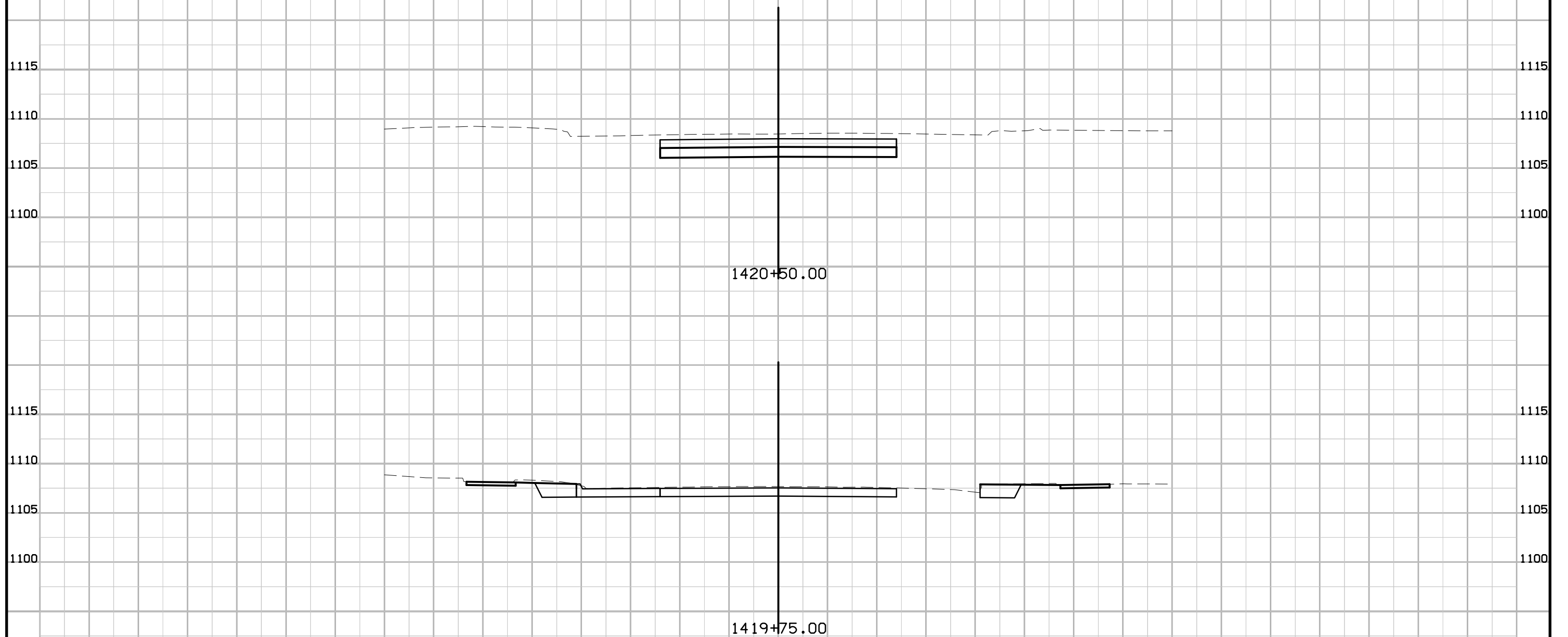
President Av Preliminary



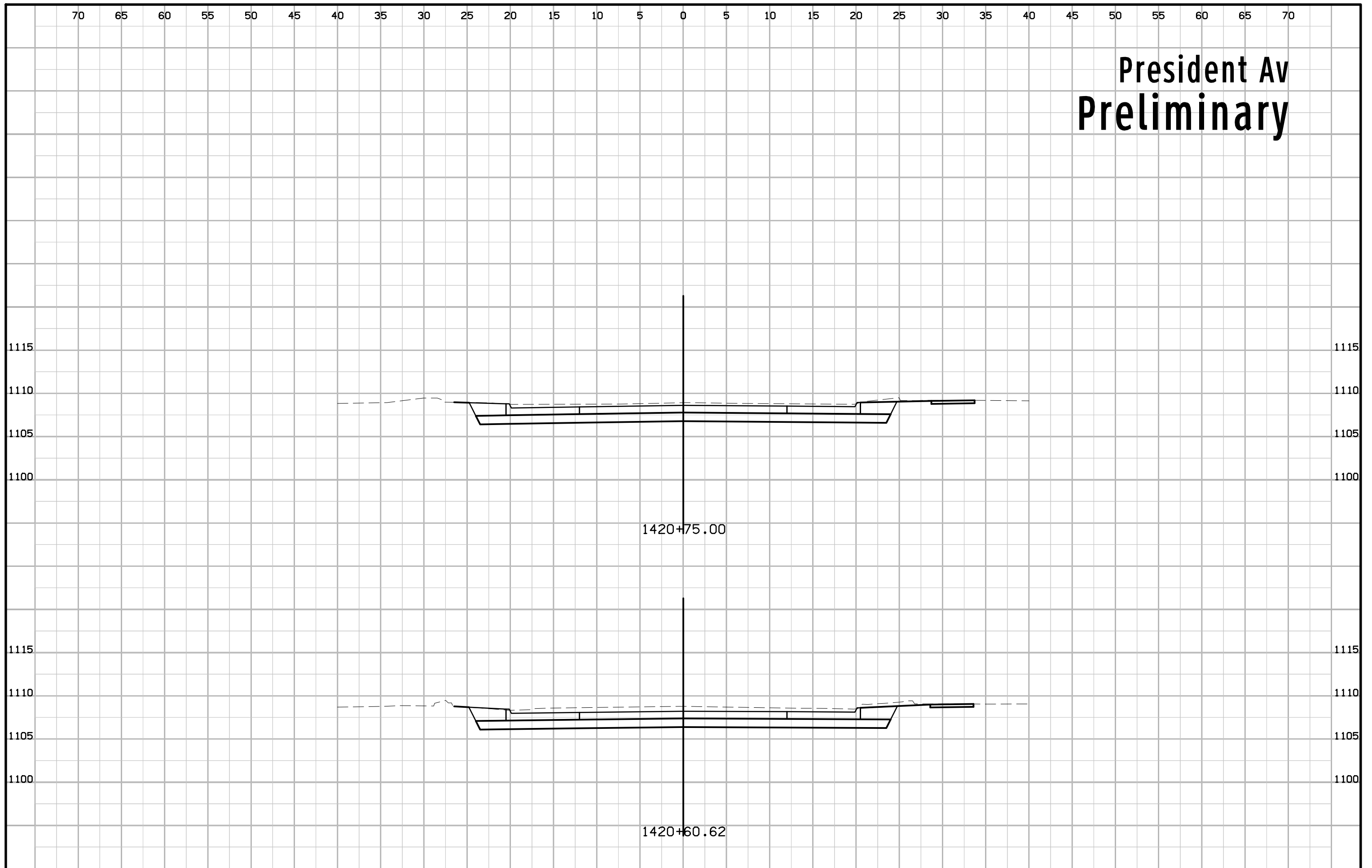
1419+55.00

1417+55.00

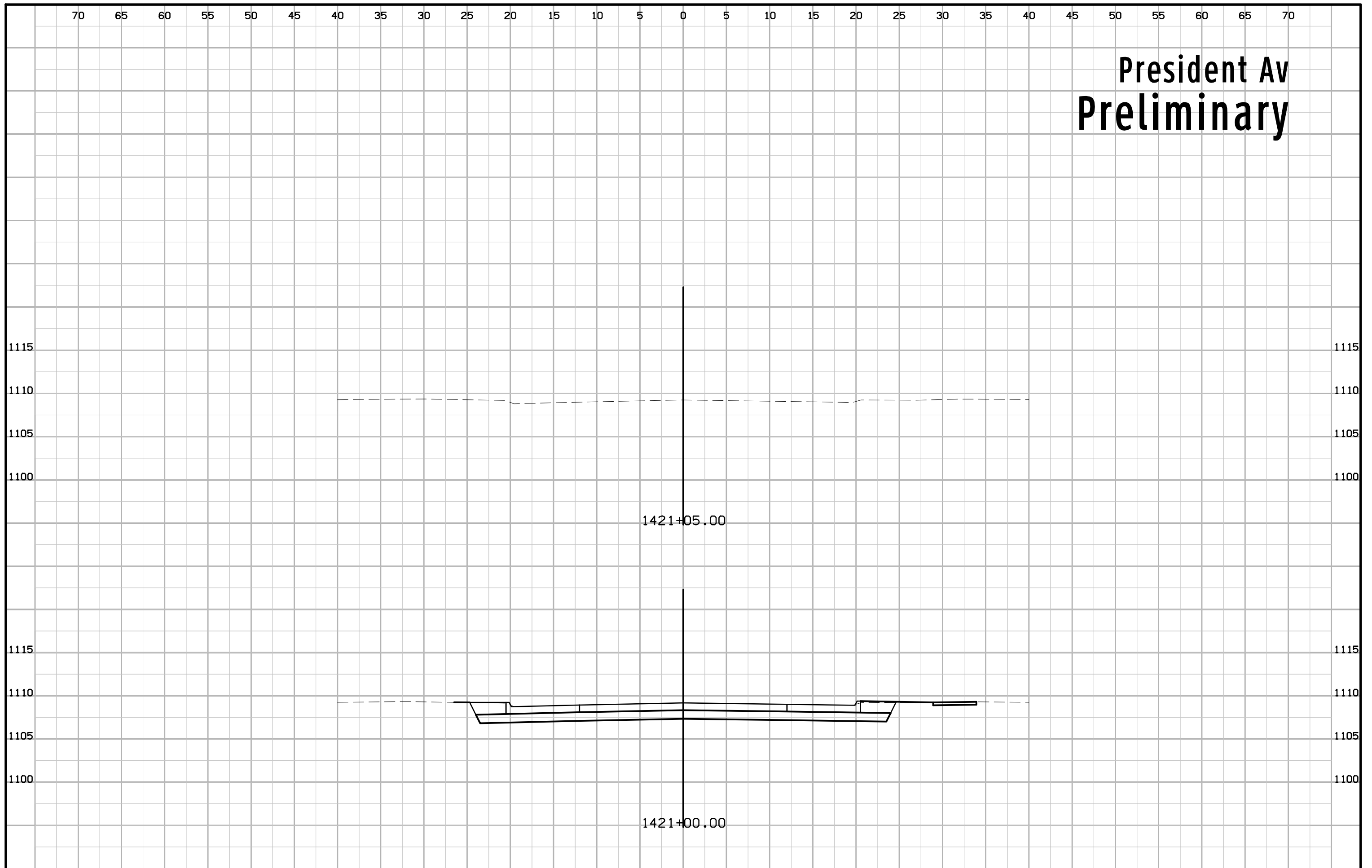
President Av Preliminary



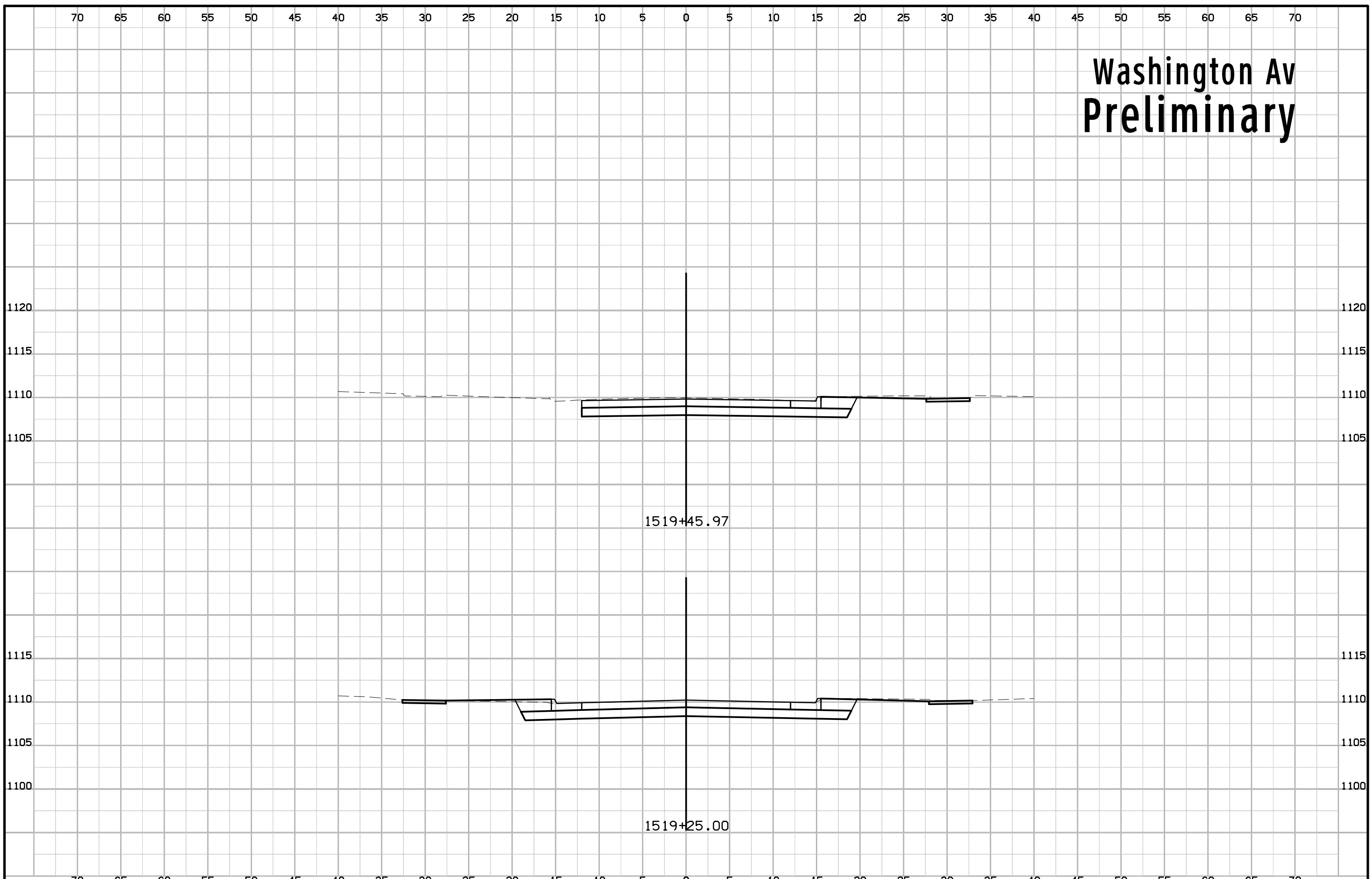
President Av Preliminary



President Av Preliminary



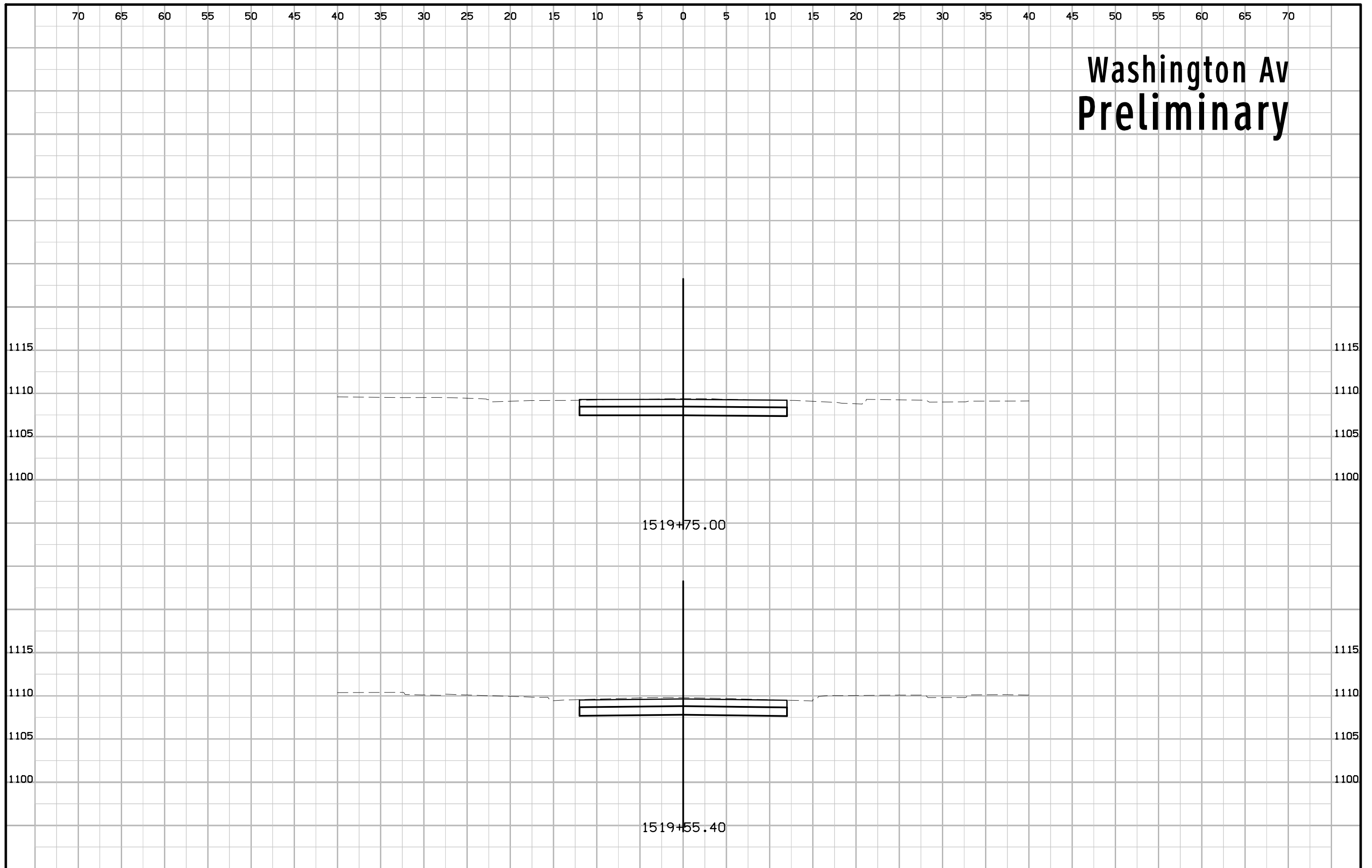
Washington Av Preliminary



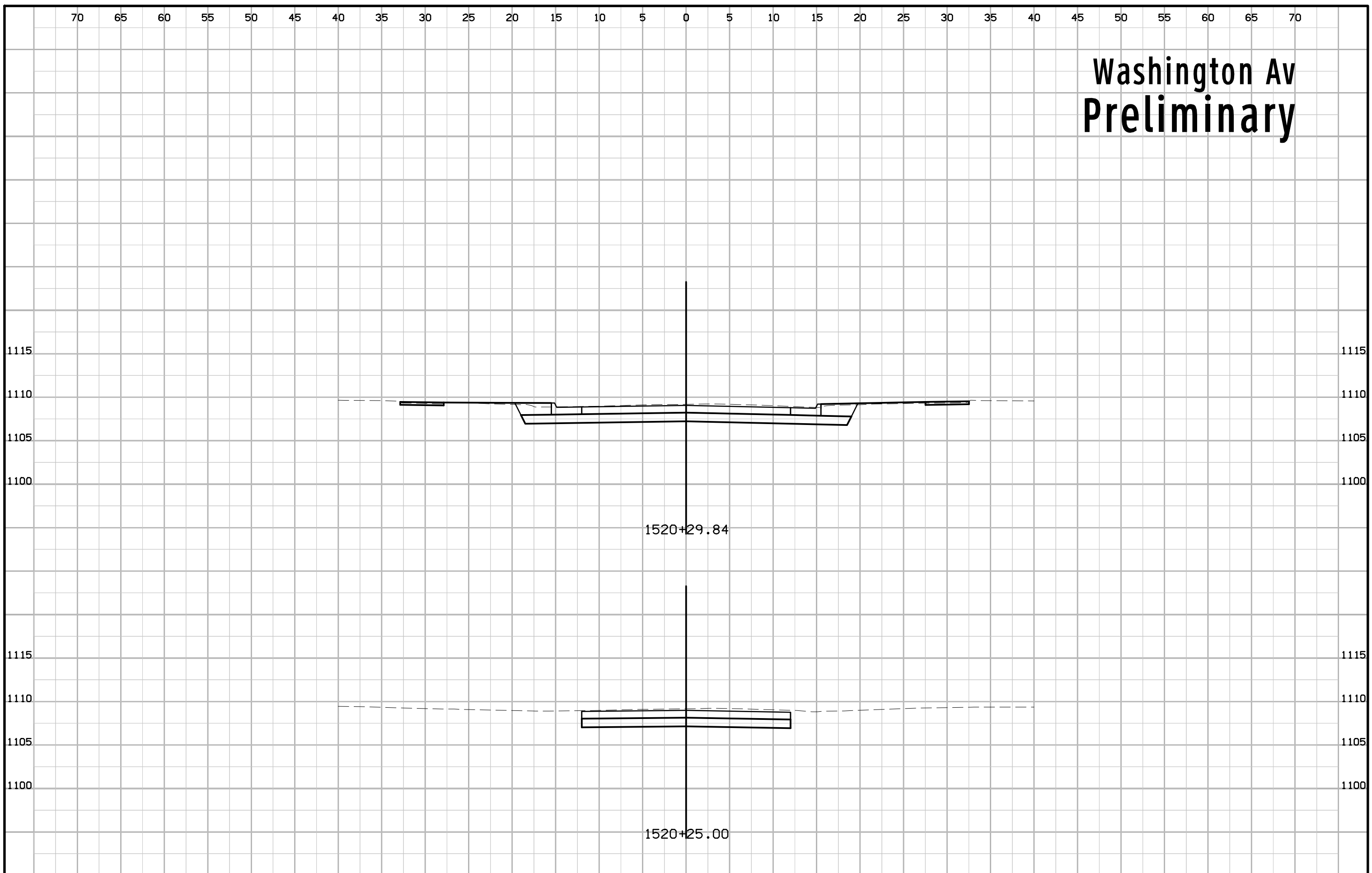
1519+45.97

1519+25.00

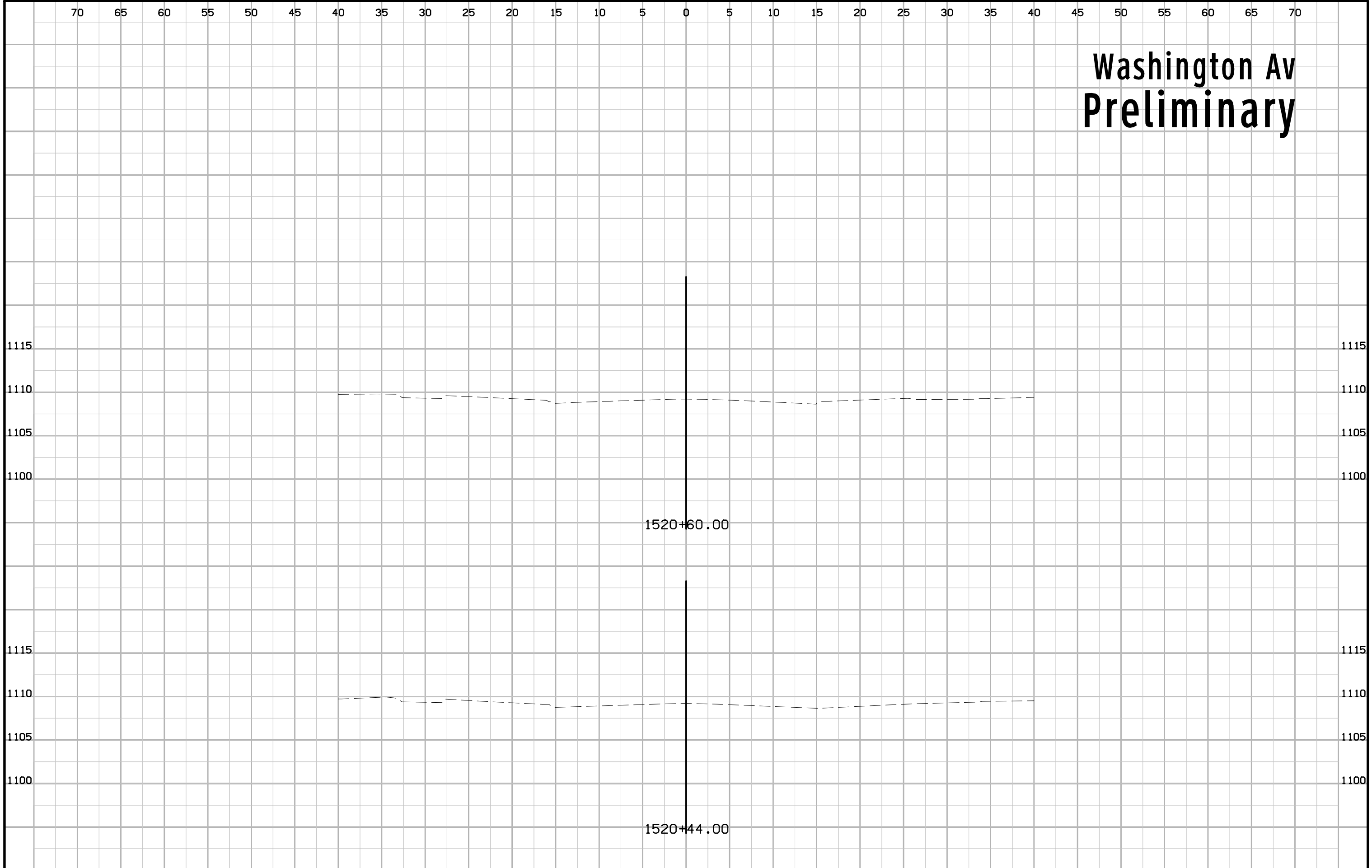
Washington Av Preliminary



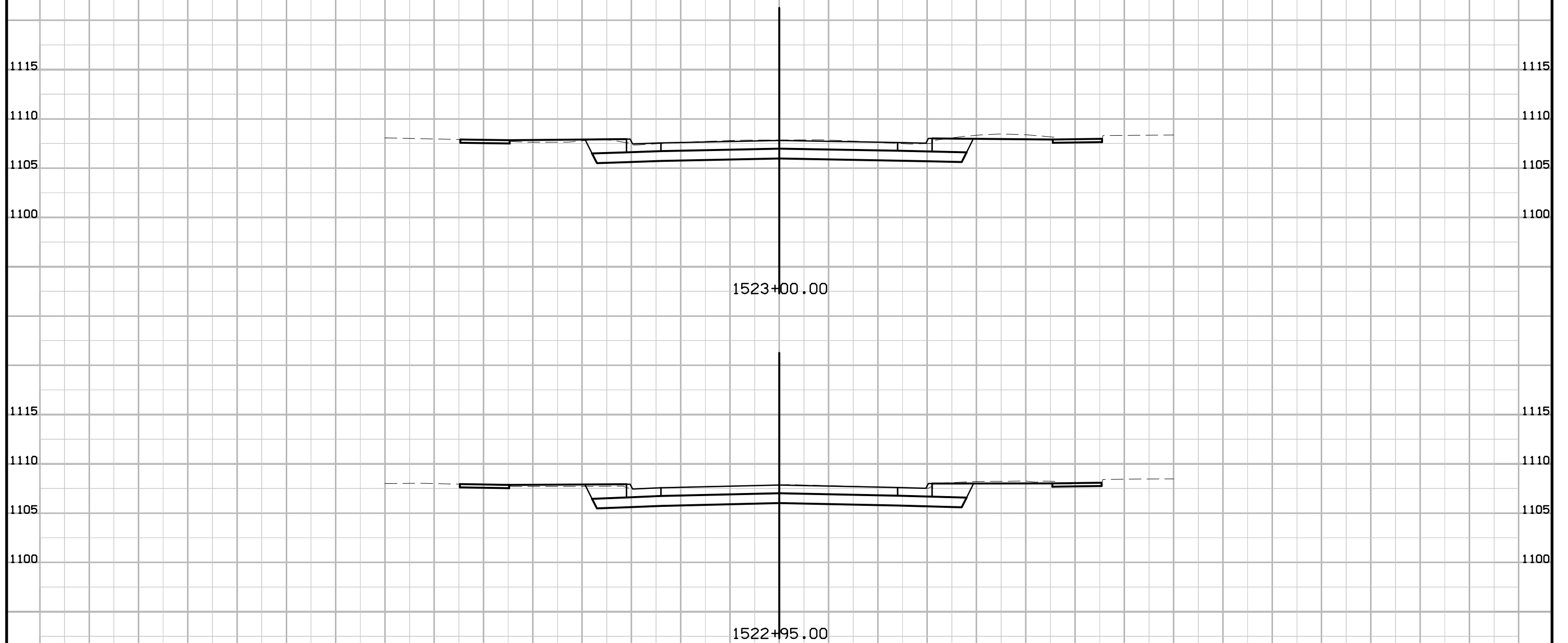
Washington Av Preliminary



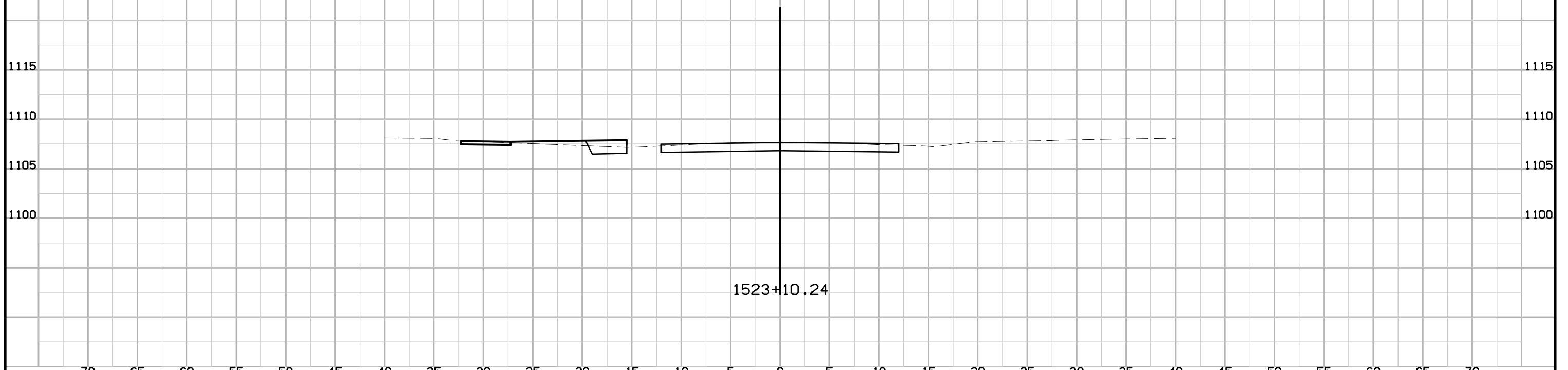
Washington Av Preliminary



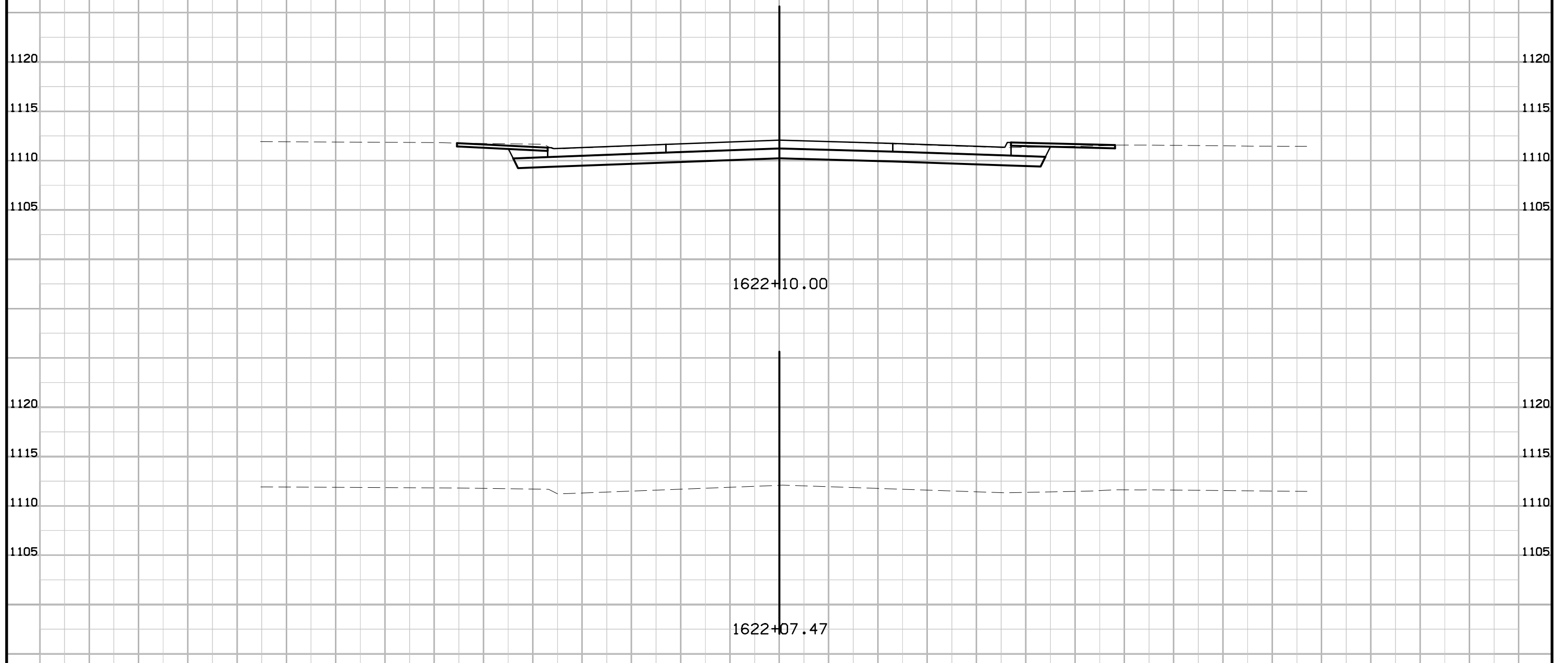
Washington Av Preliminary



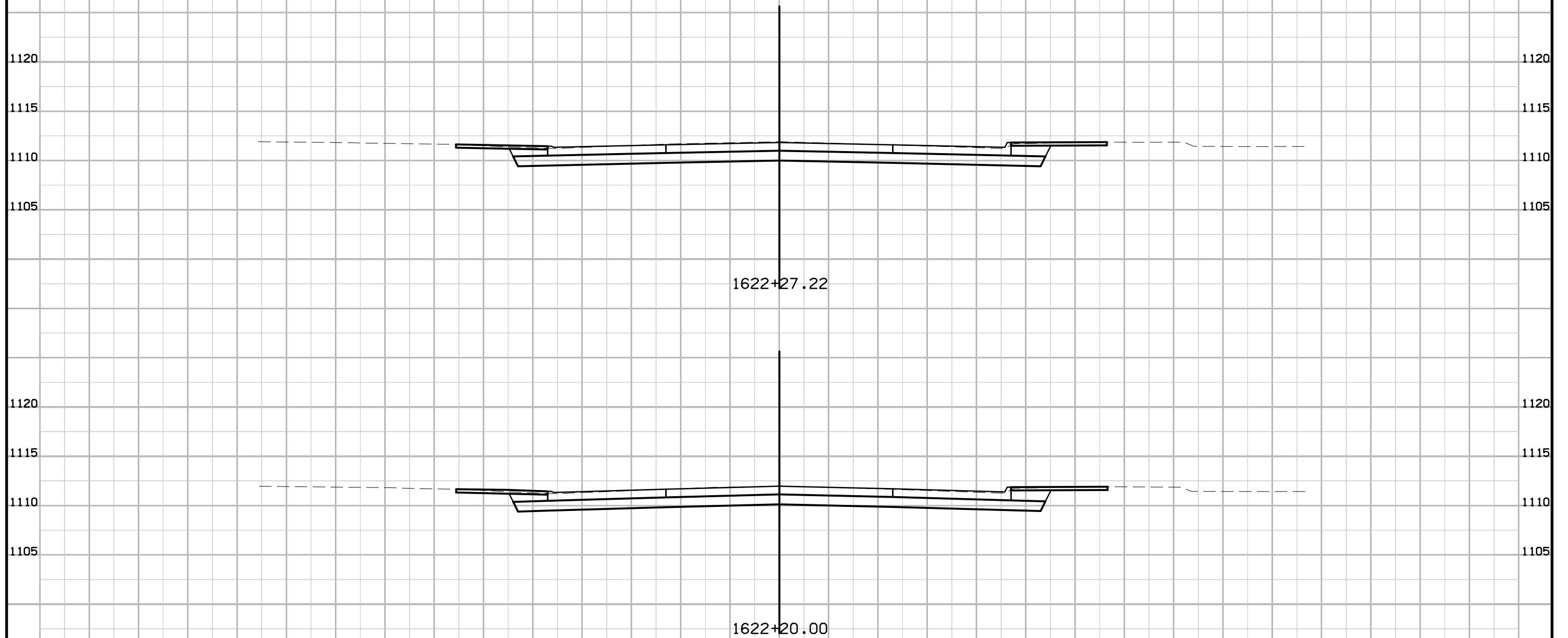
Washington Av Preliminary



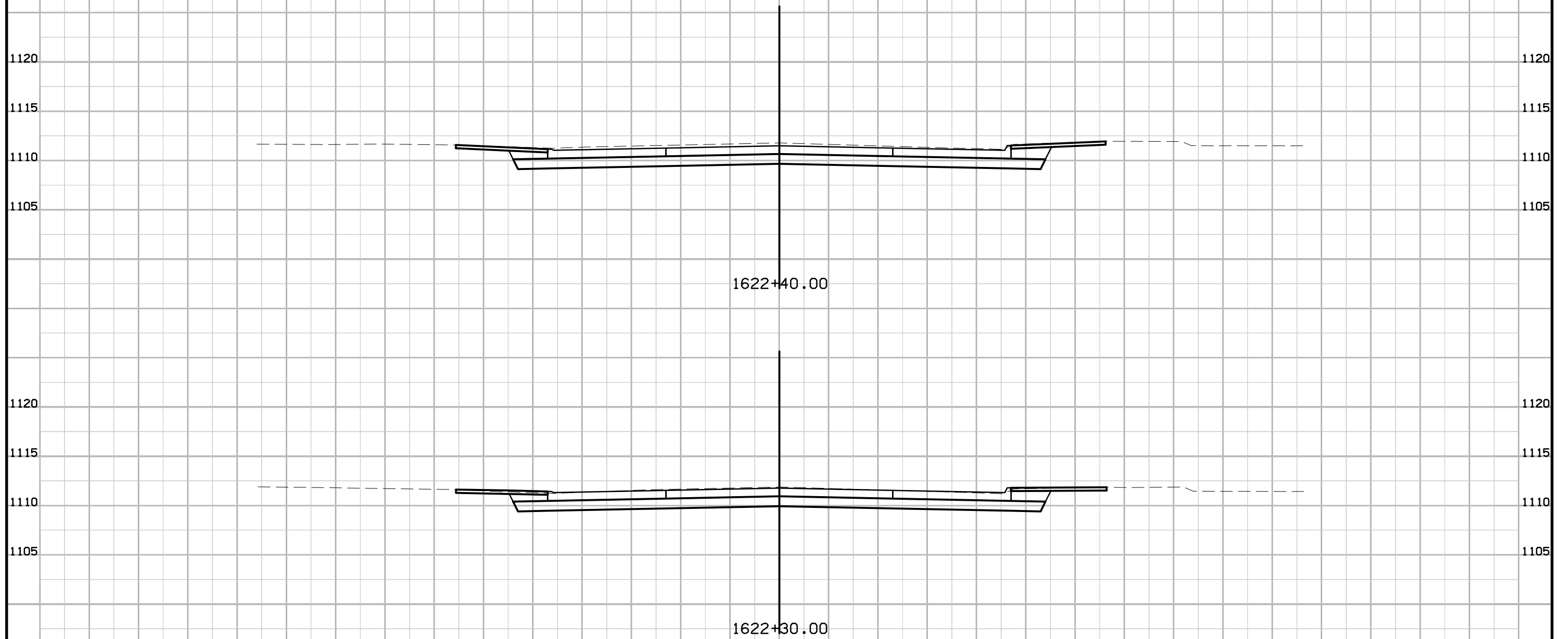
Federal Av Preliminary



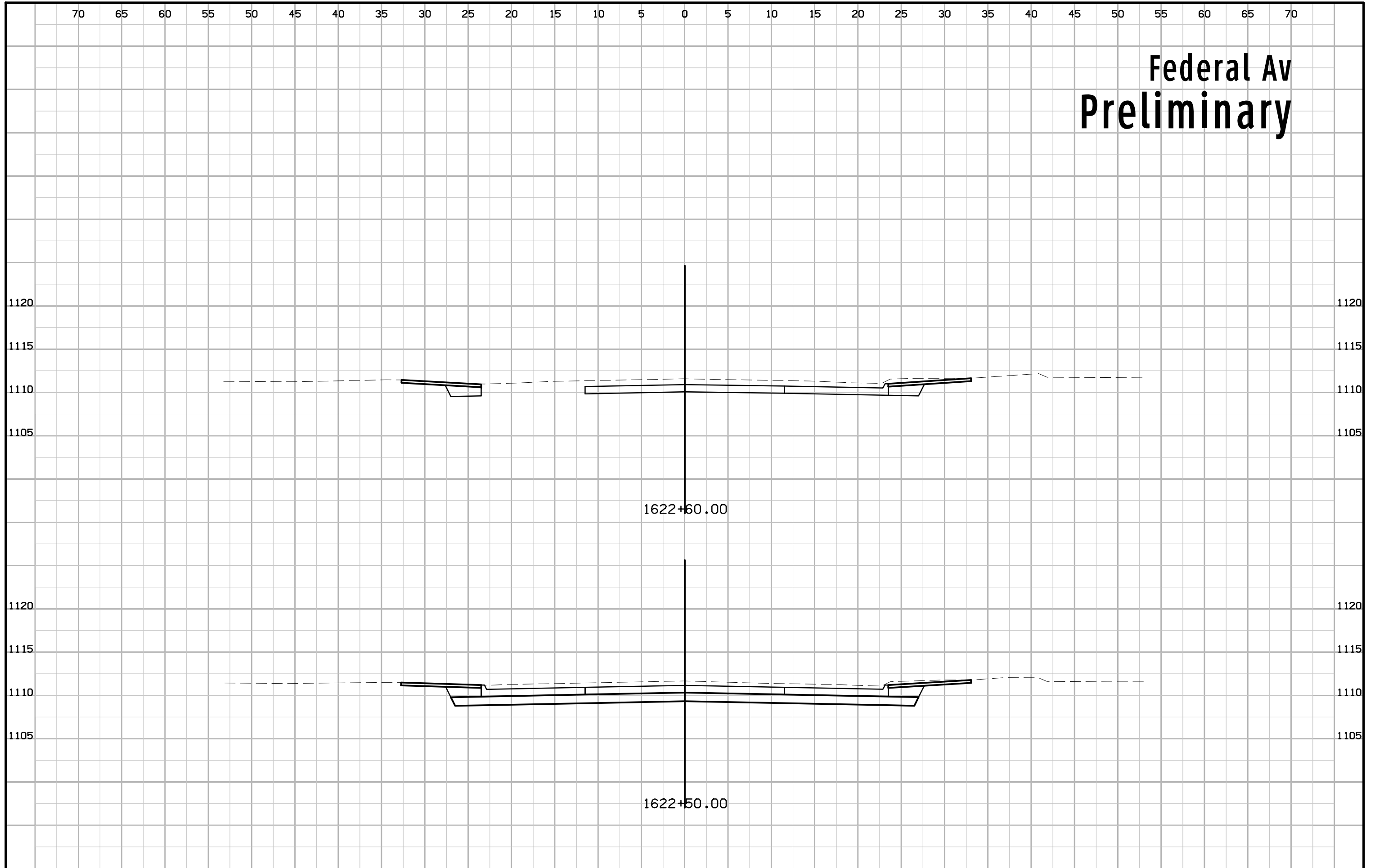
Federal Av Preliminary



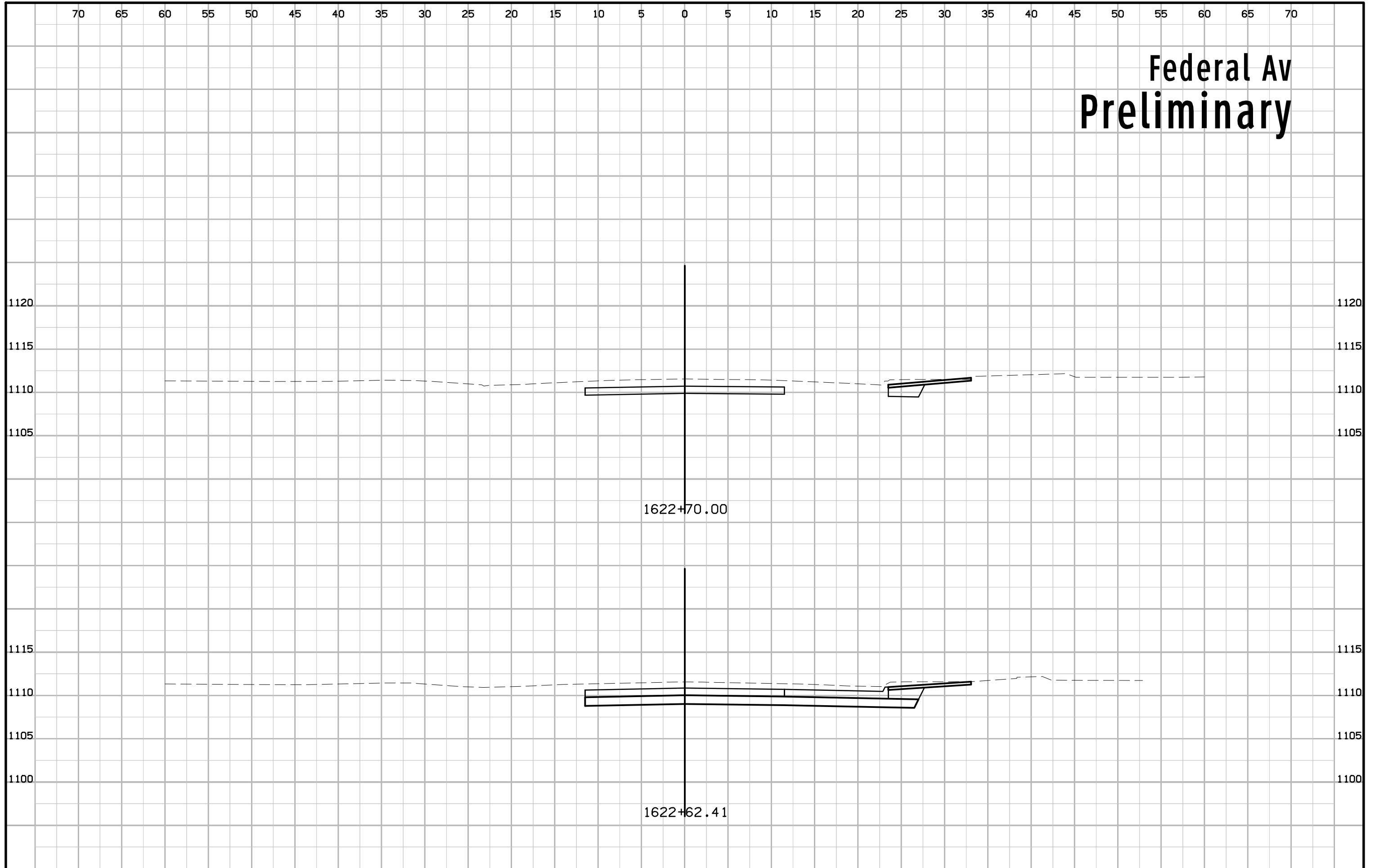
Federal Av Preliminary



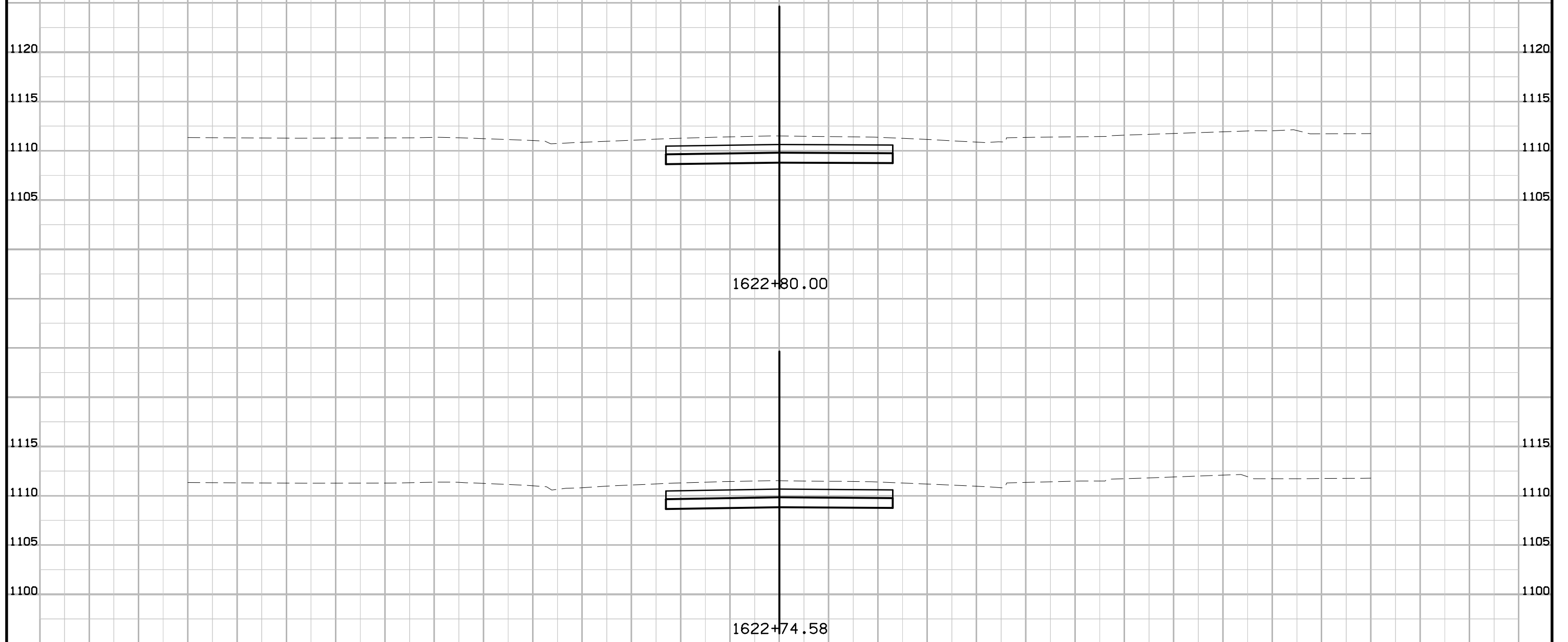
Federal Av Preliminary



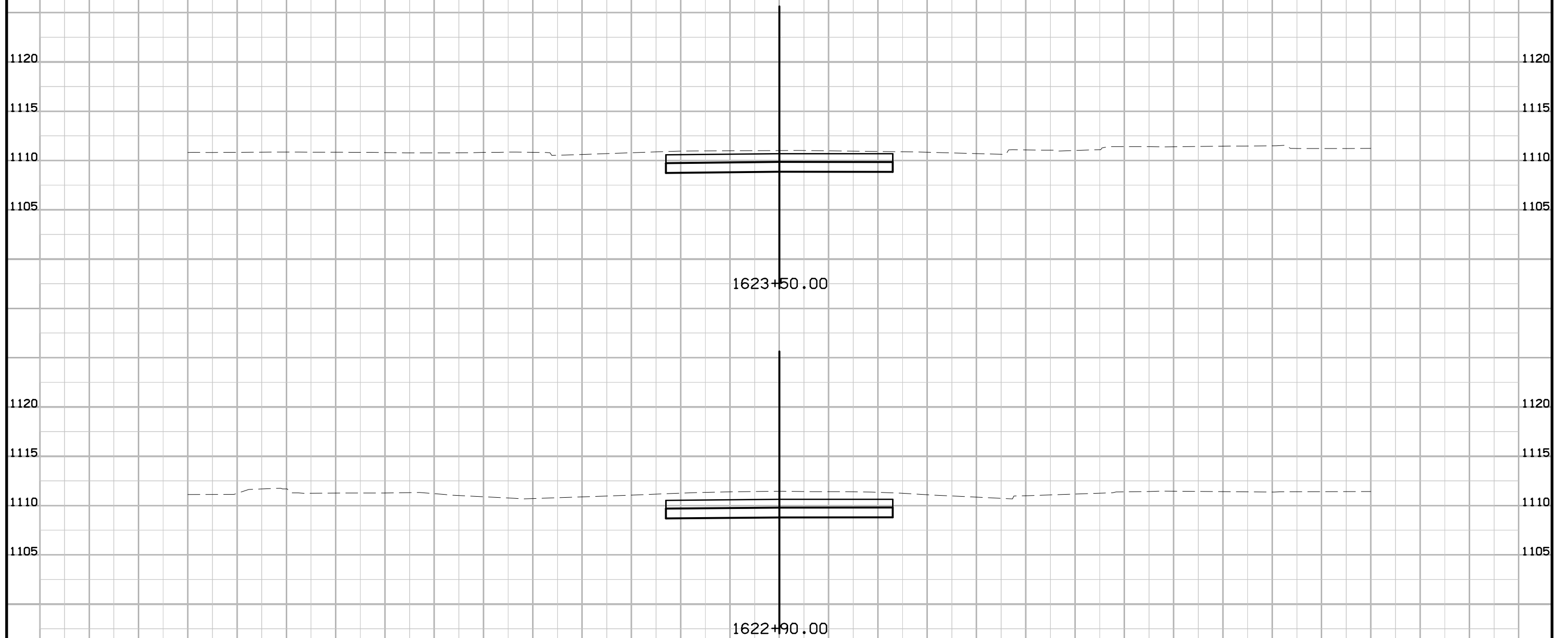
Federal Av Preliminary



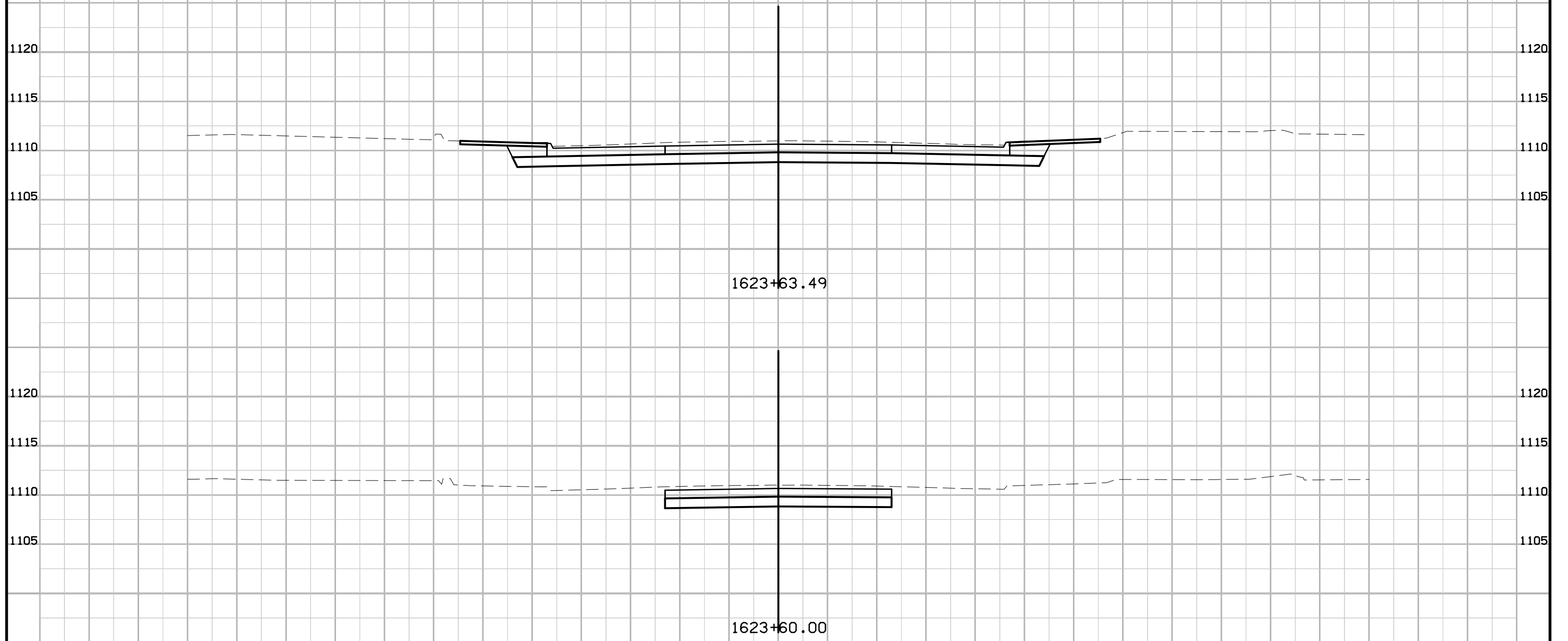
Federal Av Preliminary



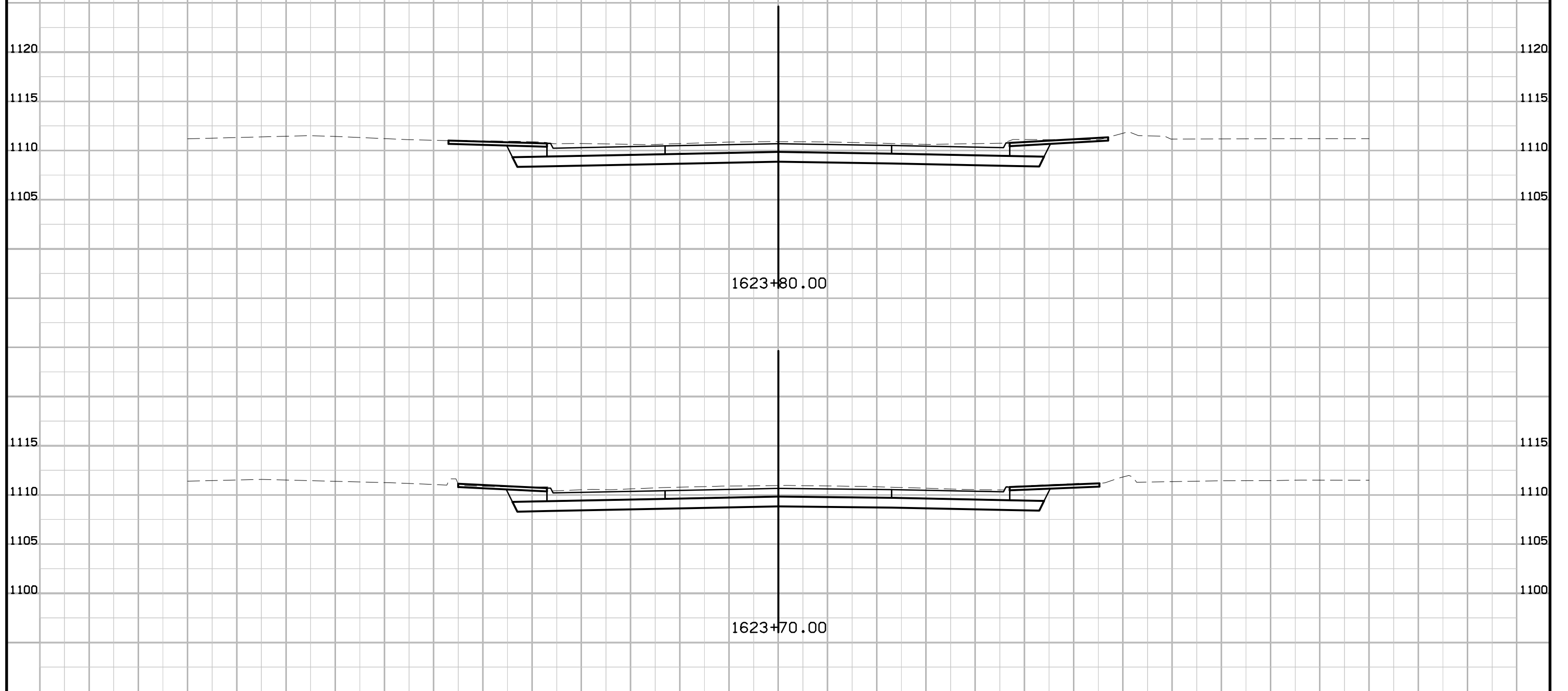
Federal Av Preliminary



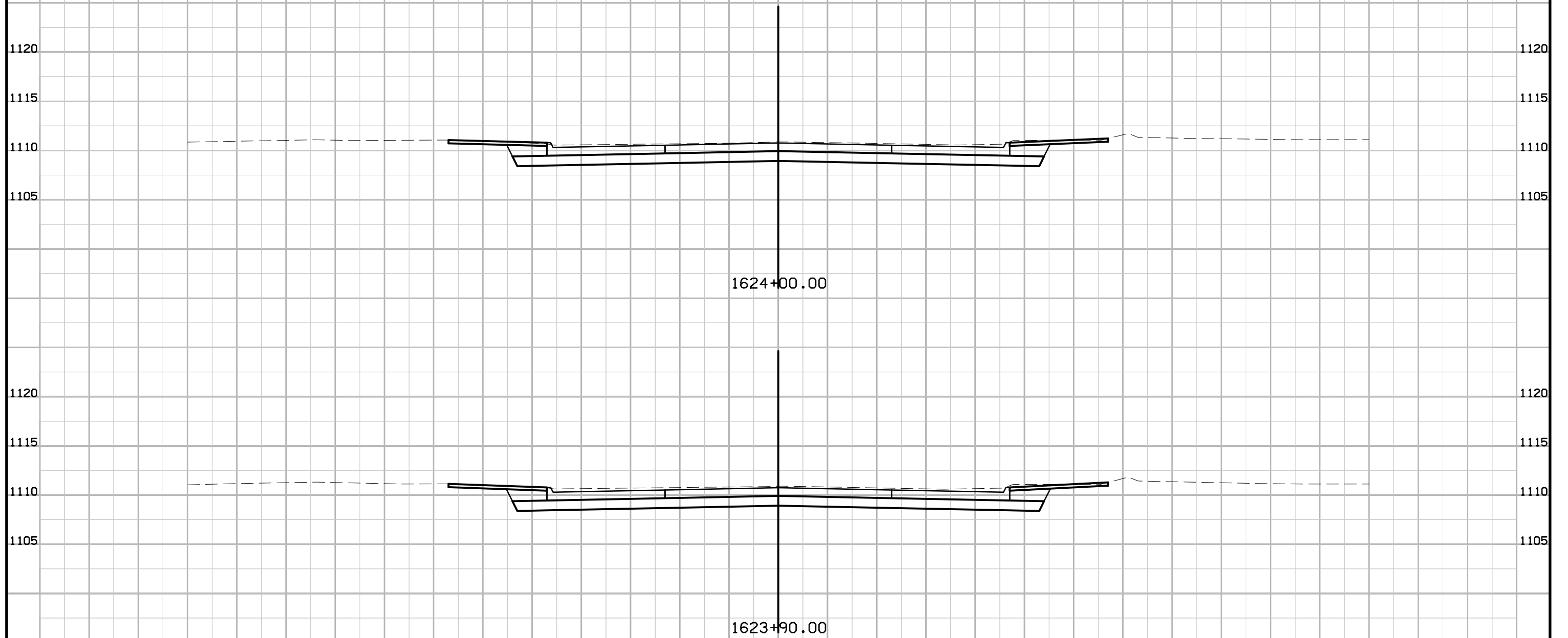
Federal Av Preliminary



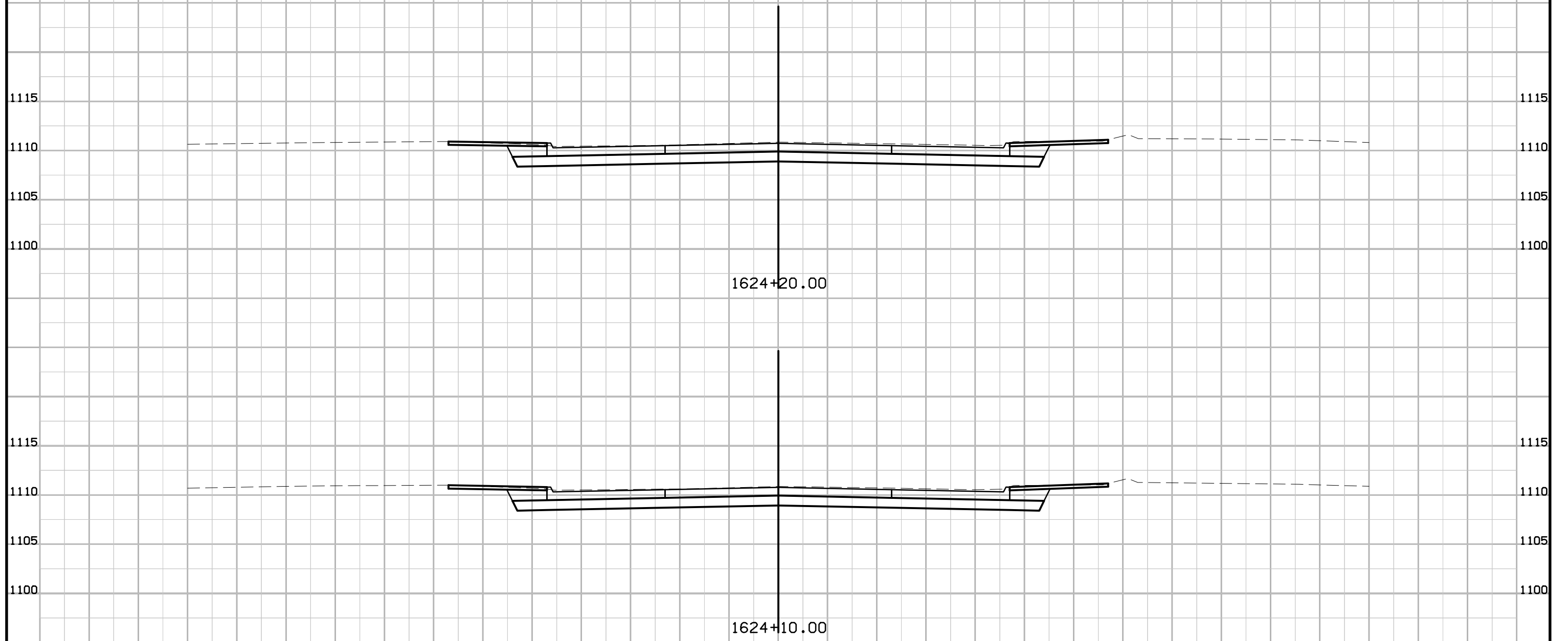
Federal Av Preliminary



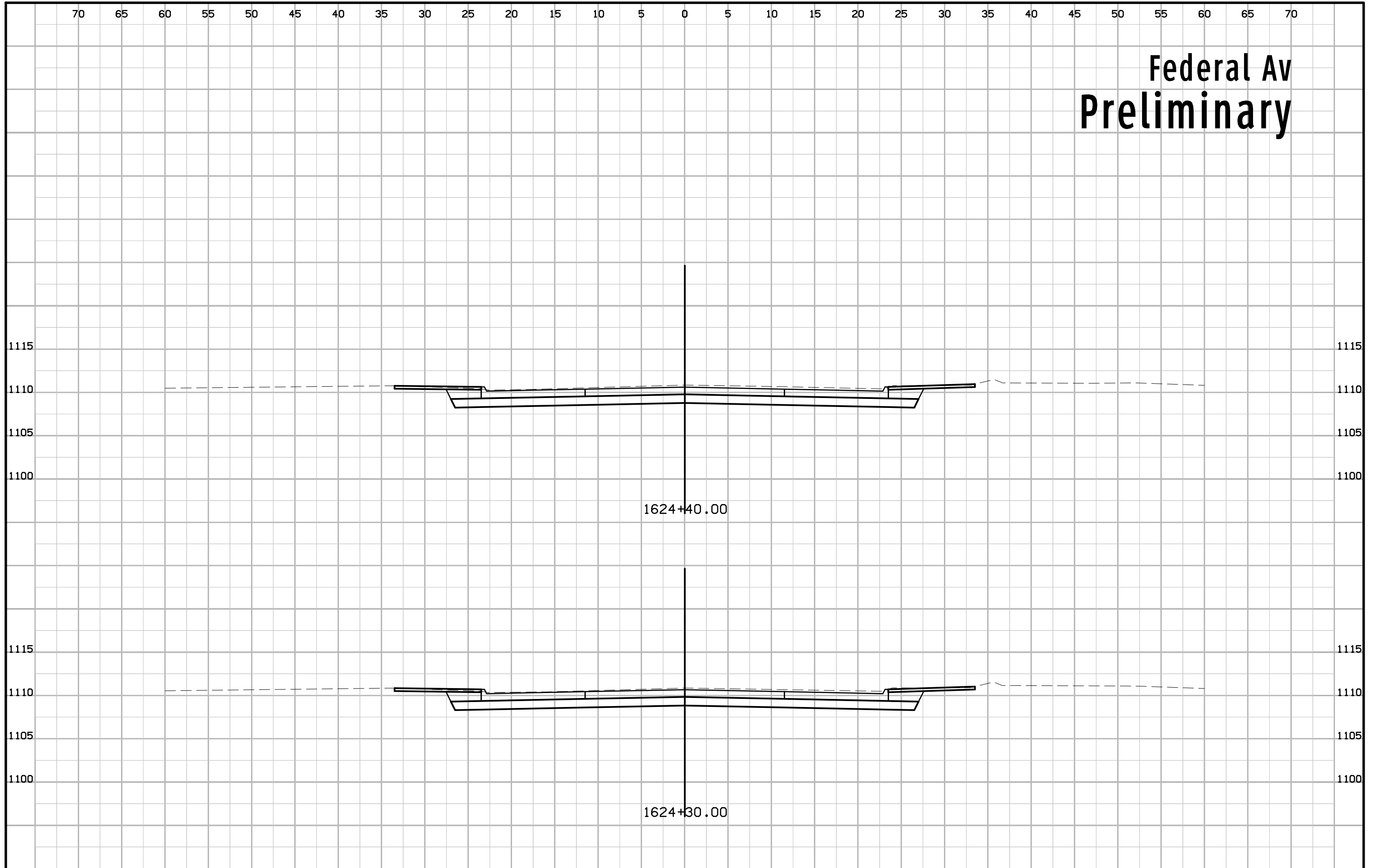
Federal Av Preliminary



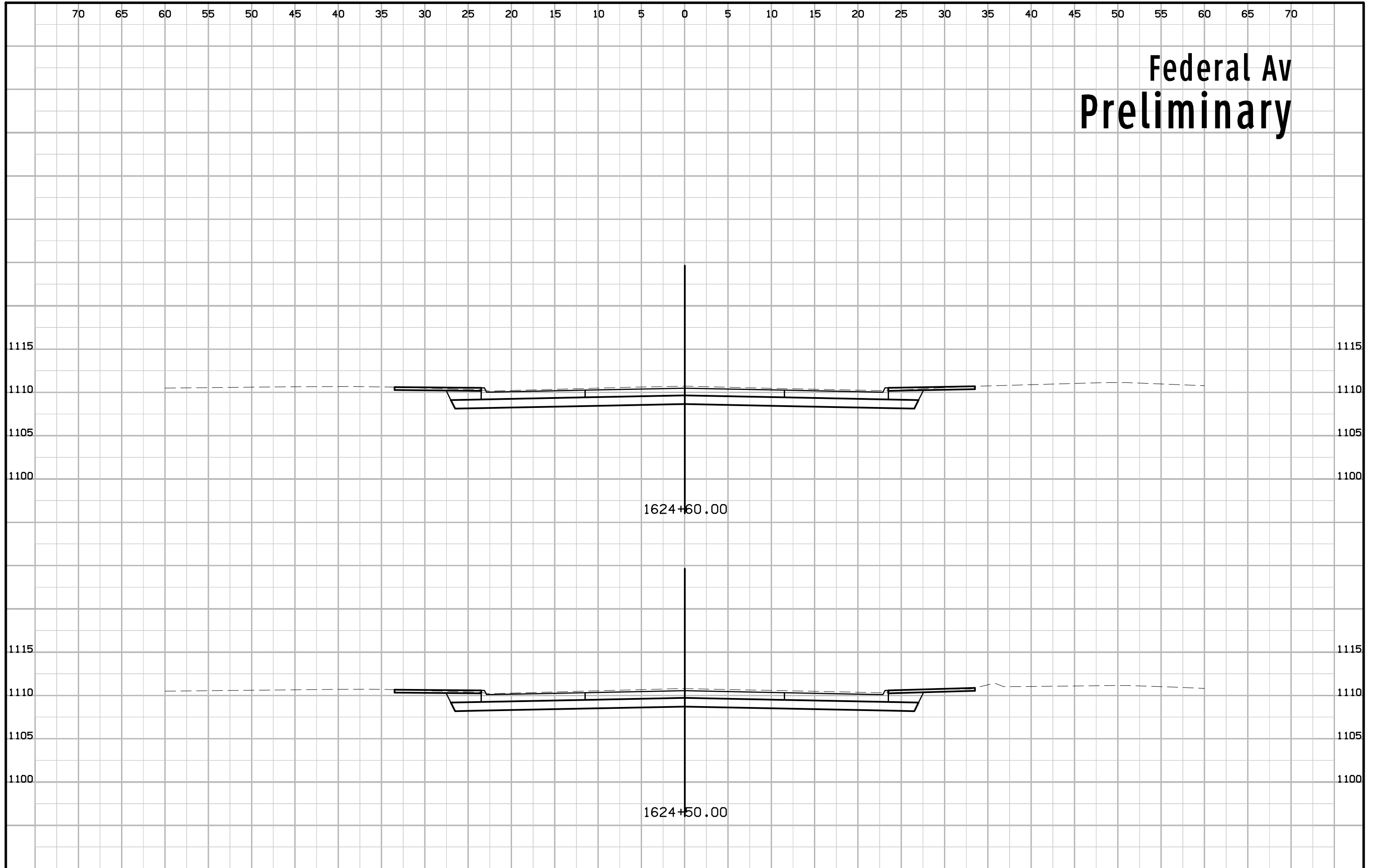
Federal Av Preliminary



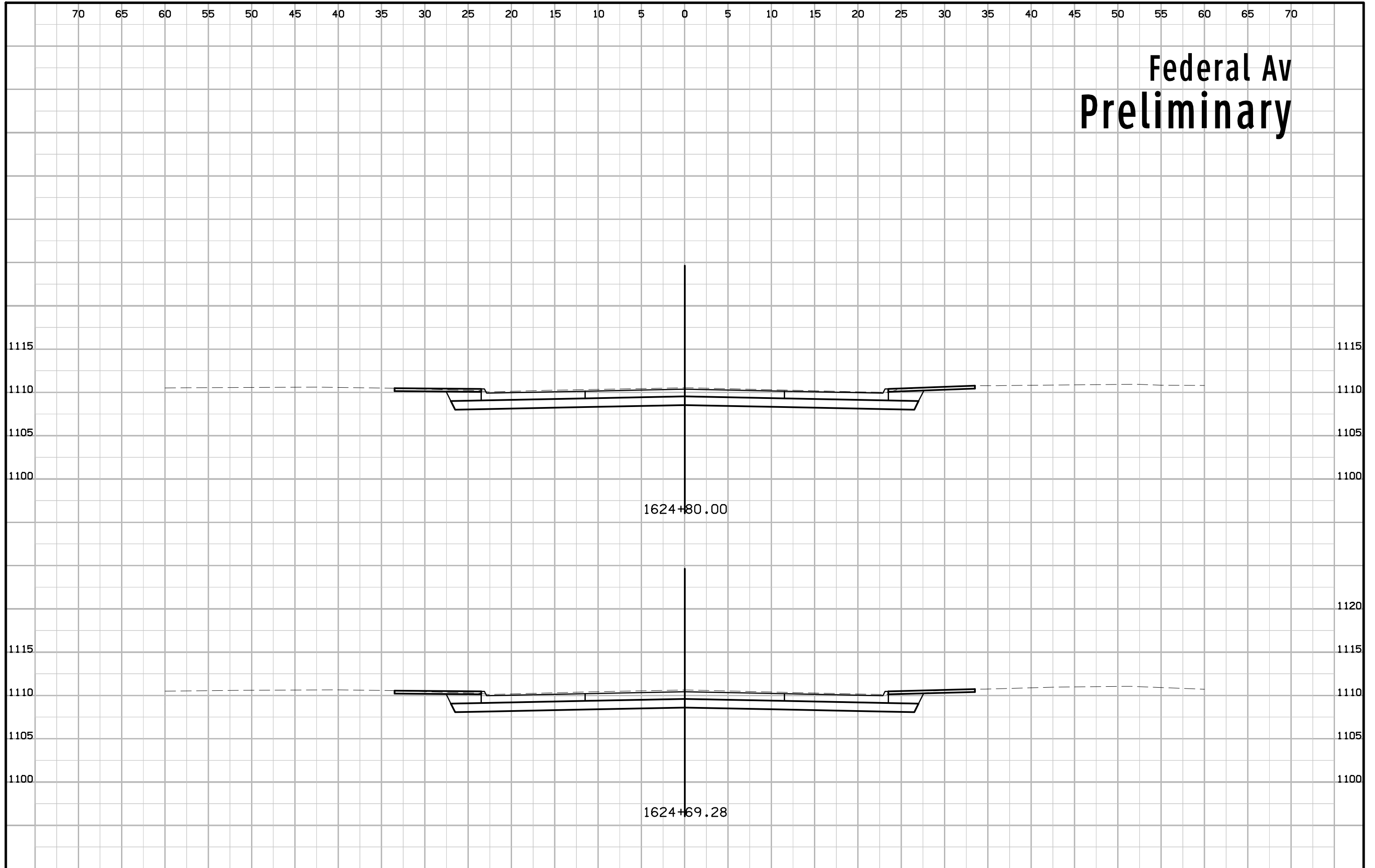
Federal Av Preliminary



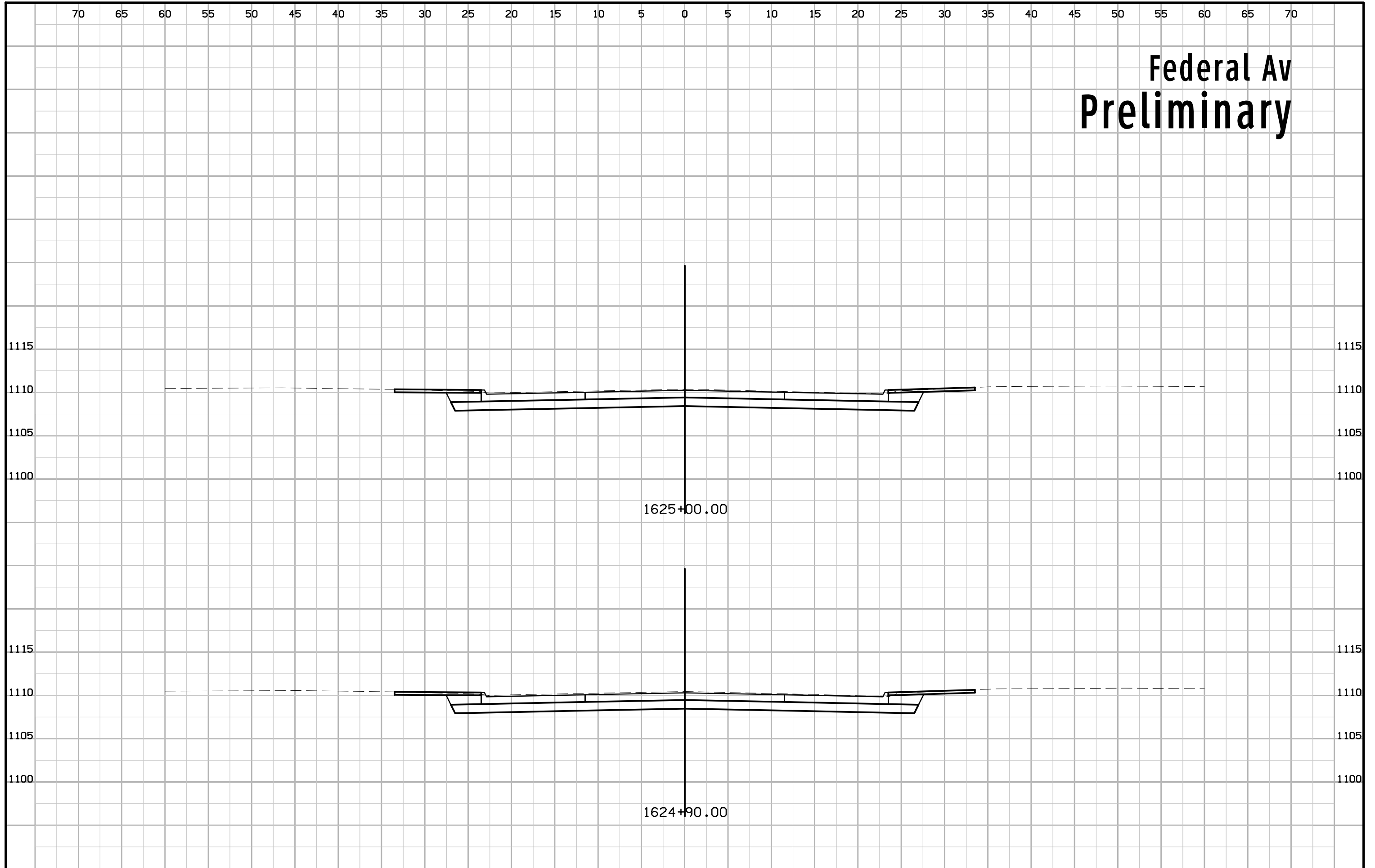
Federal Av Preliminary



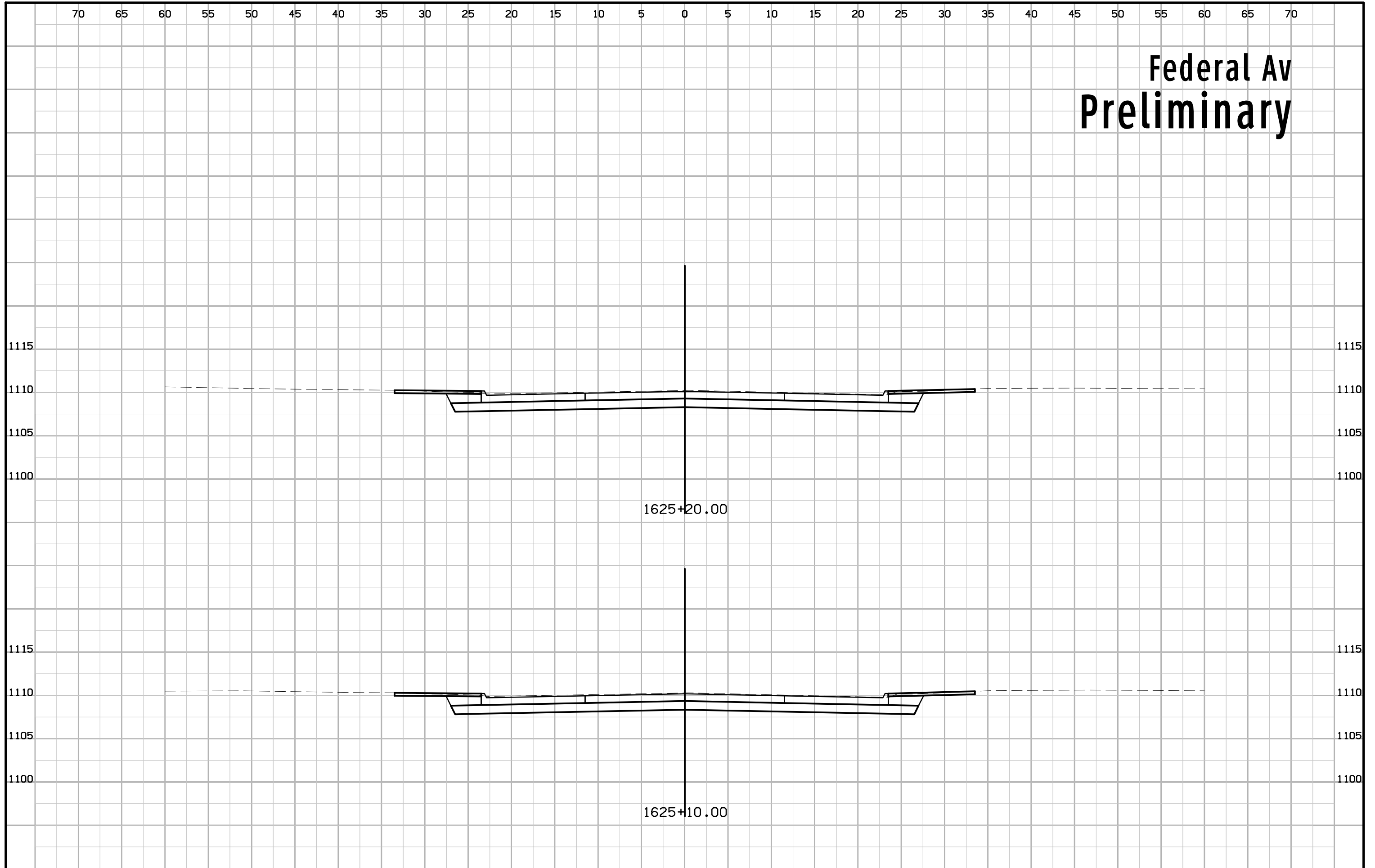
Federal Av Preliminary



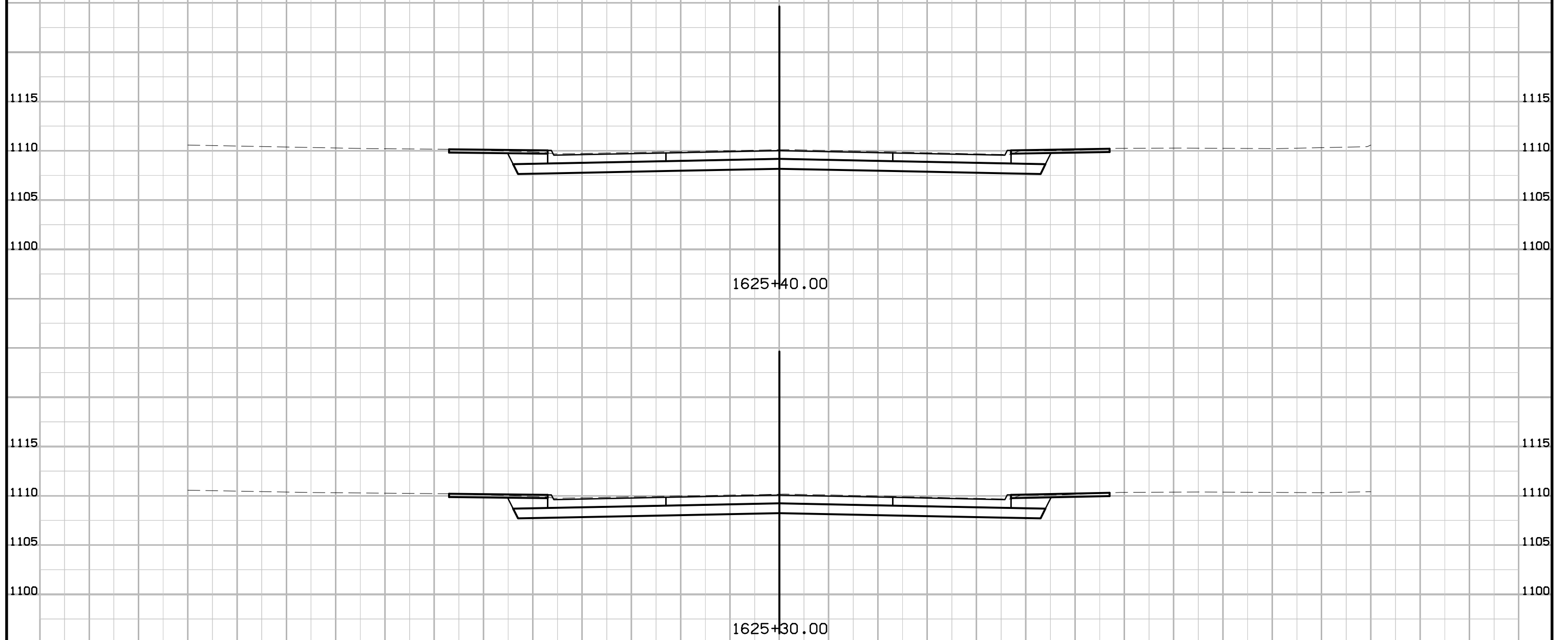
Federal Av Preliminary



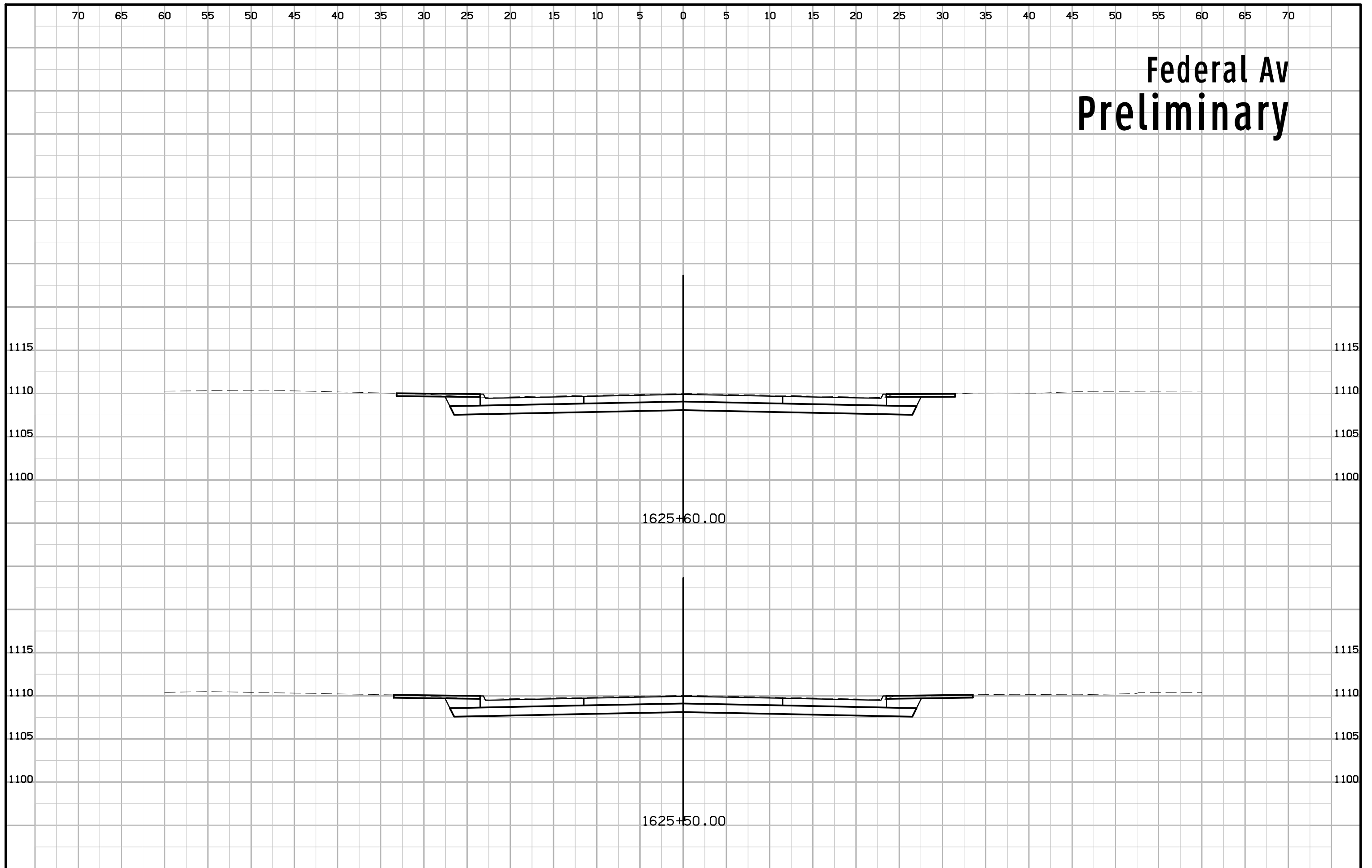
Federal Av Preliminary



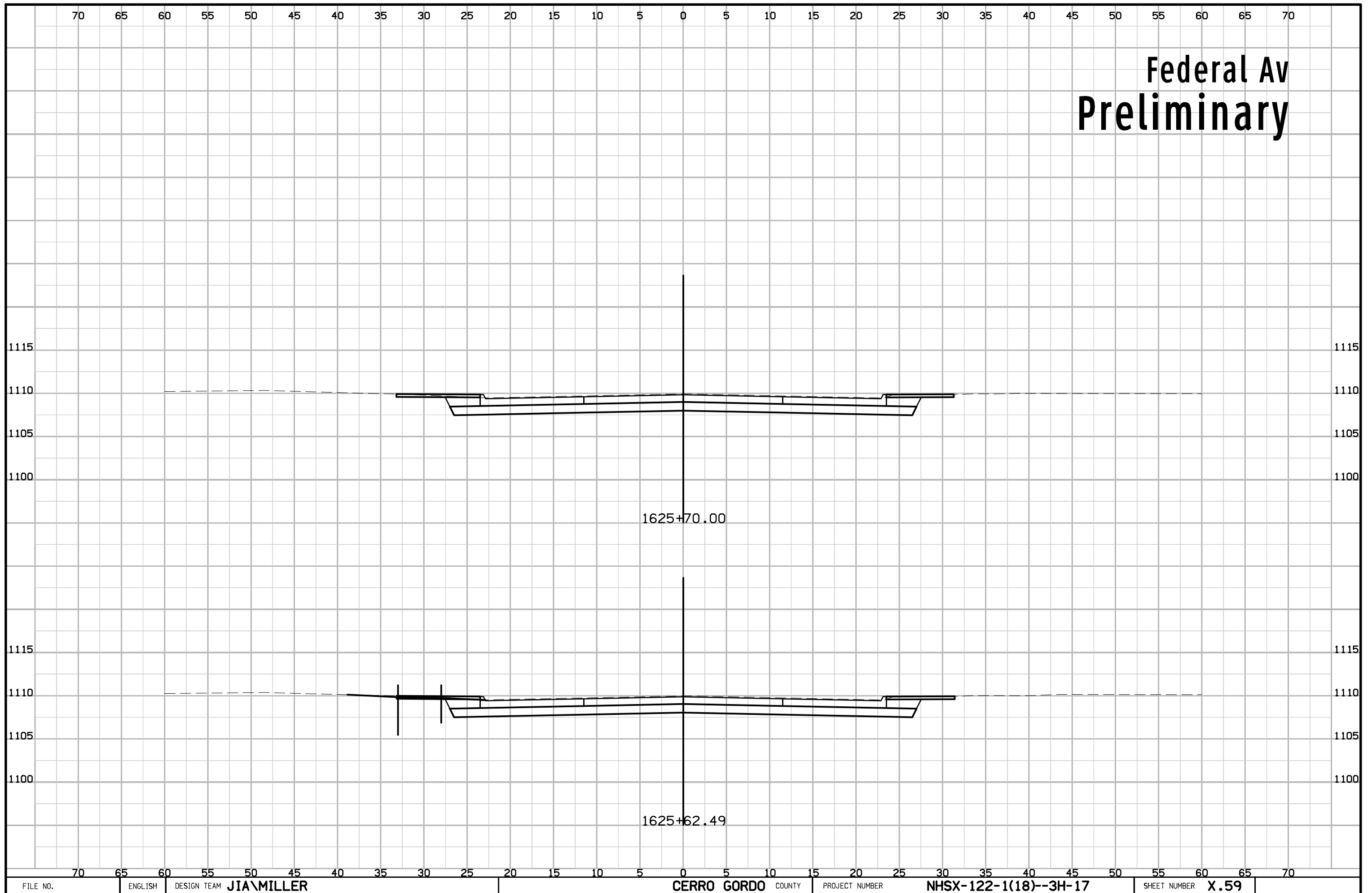
Federal Av Preliminary



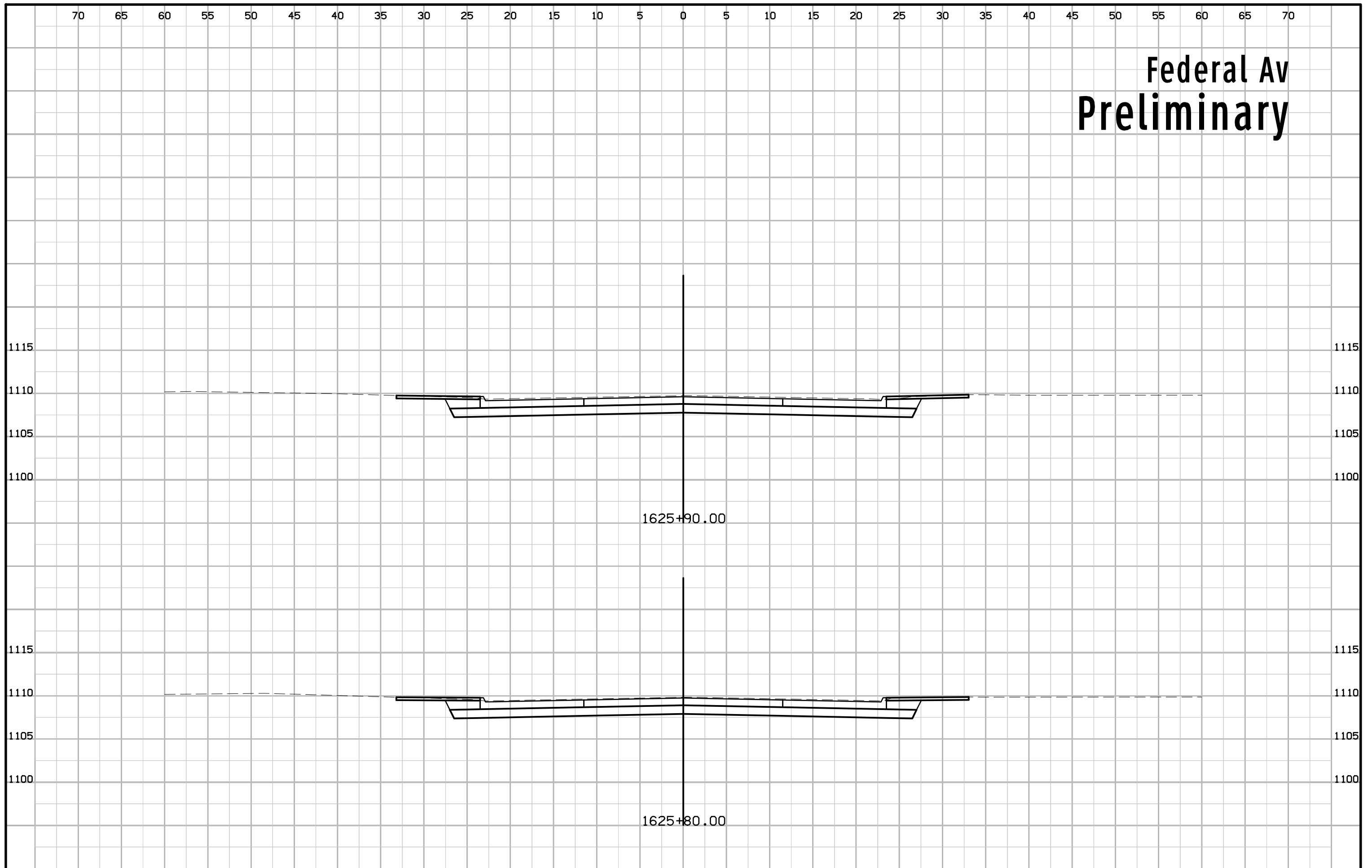
Federal Av Preliminary



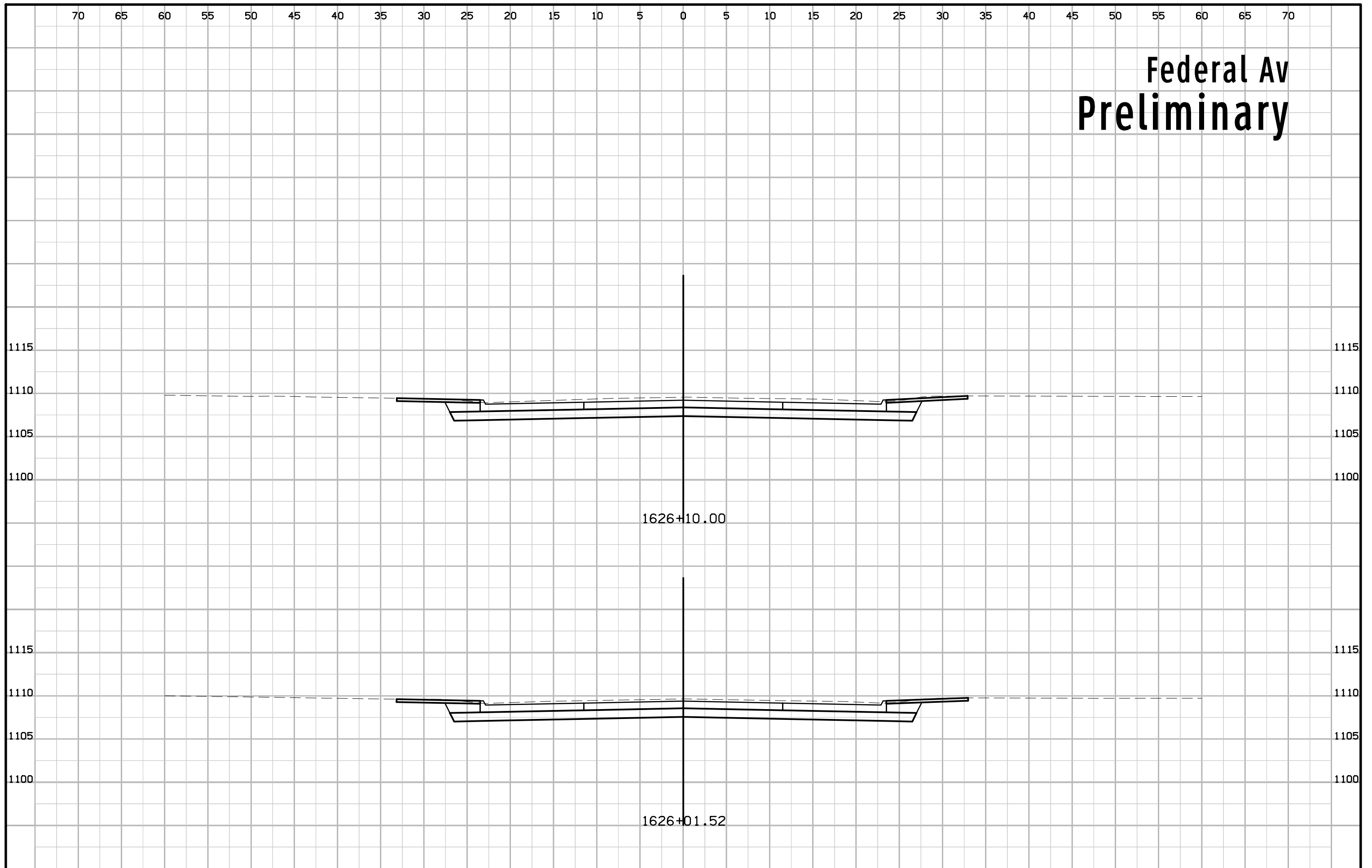
Federal Av Preliminary



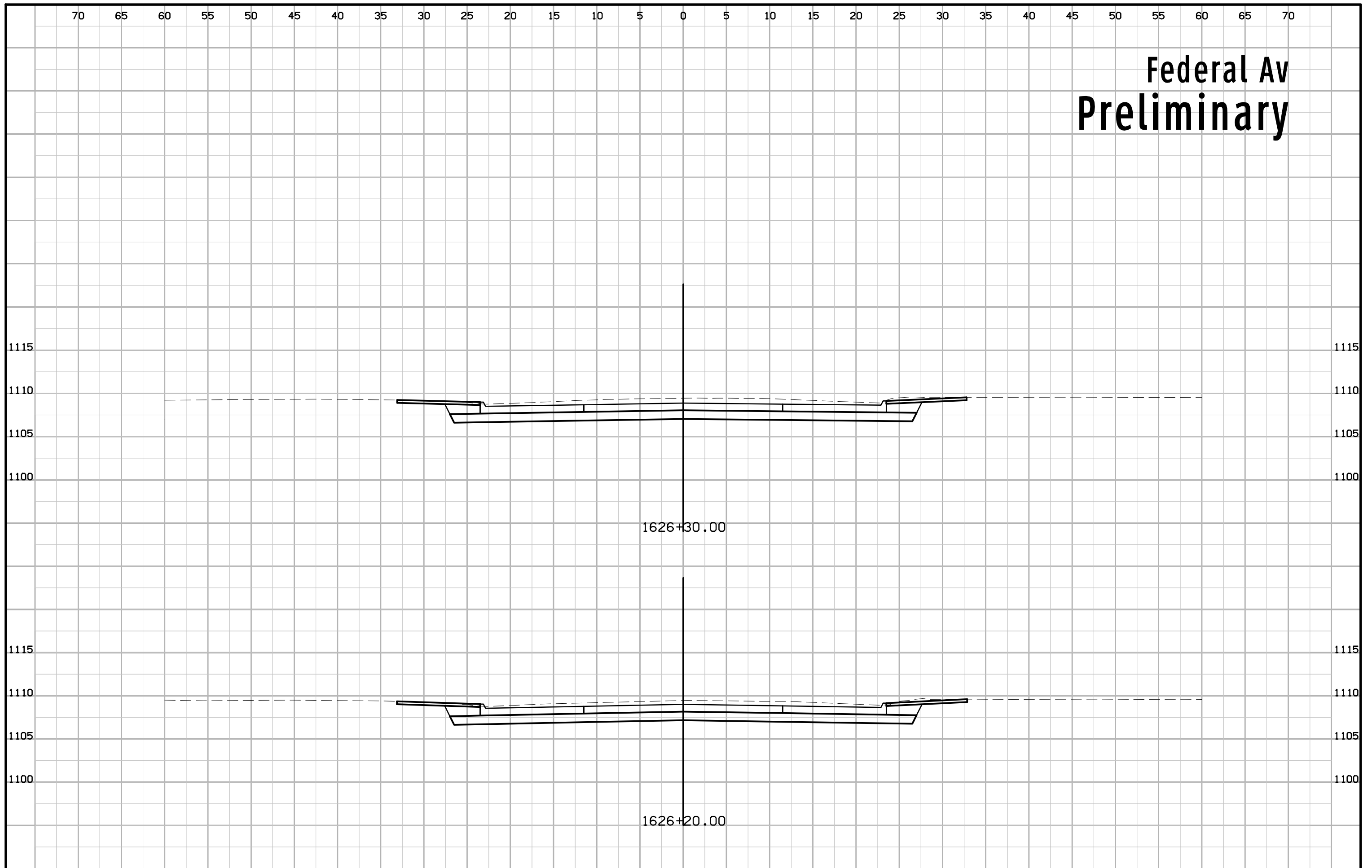
Federal Av Preliminary



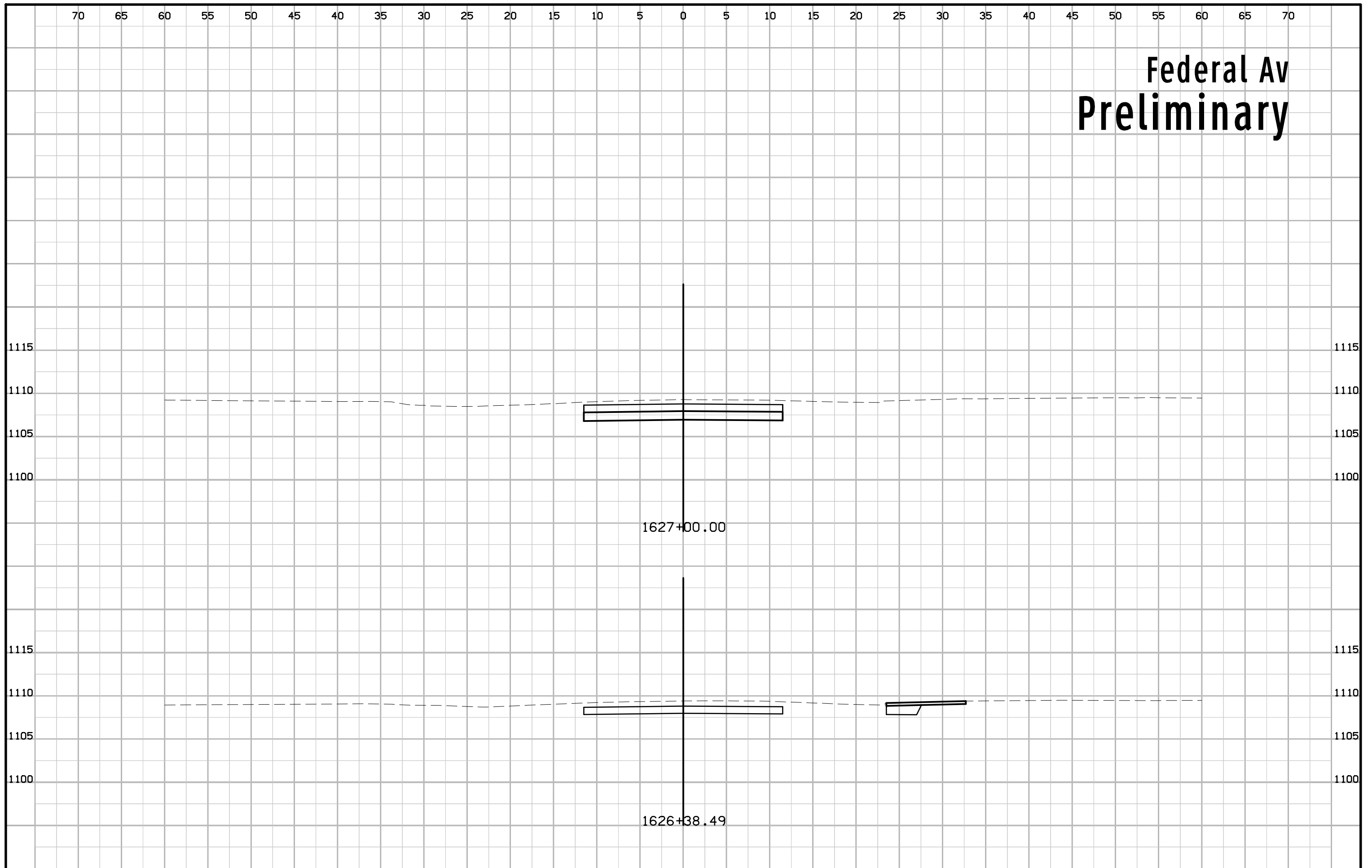
Federal Av Preliminary



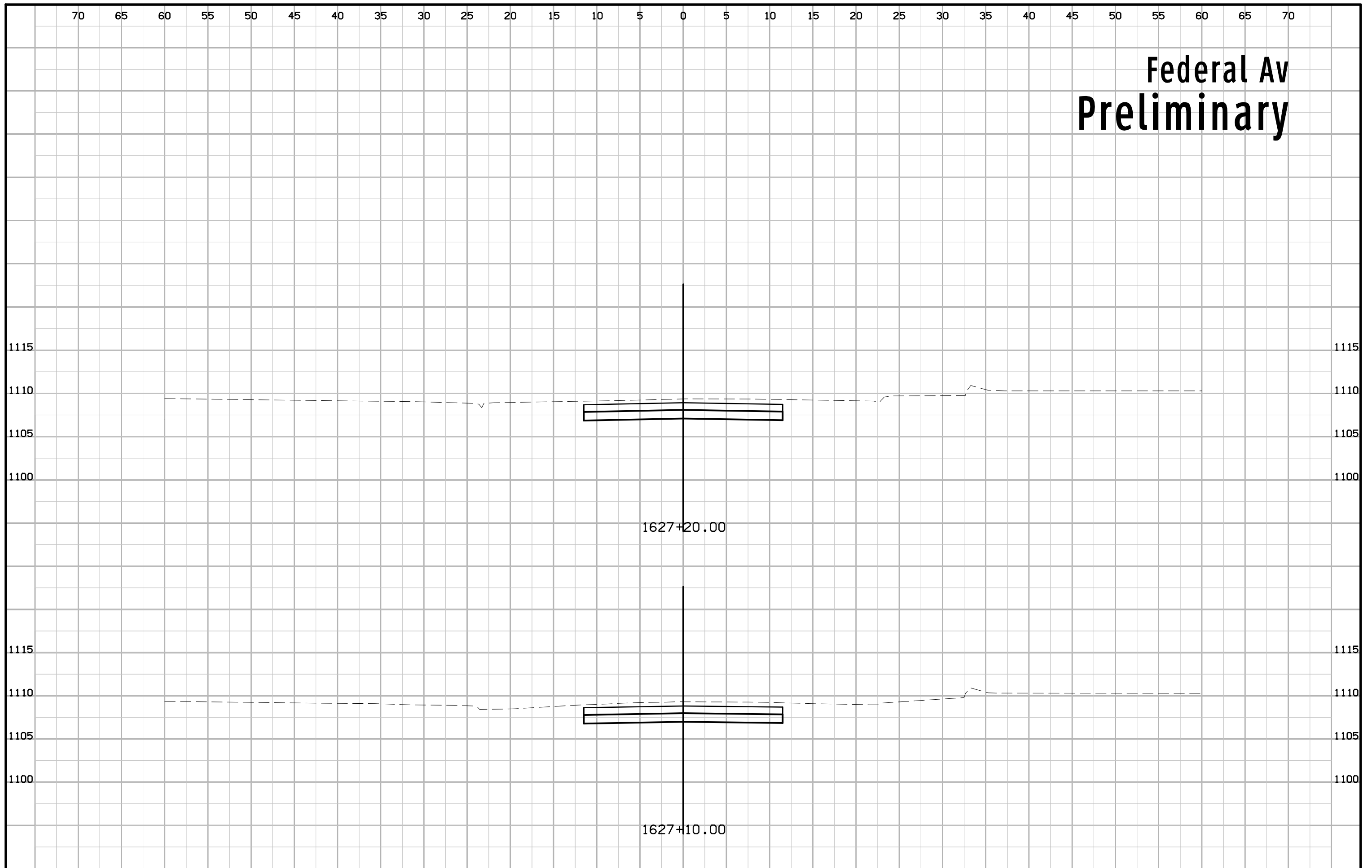
Federal Av Preliminary



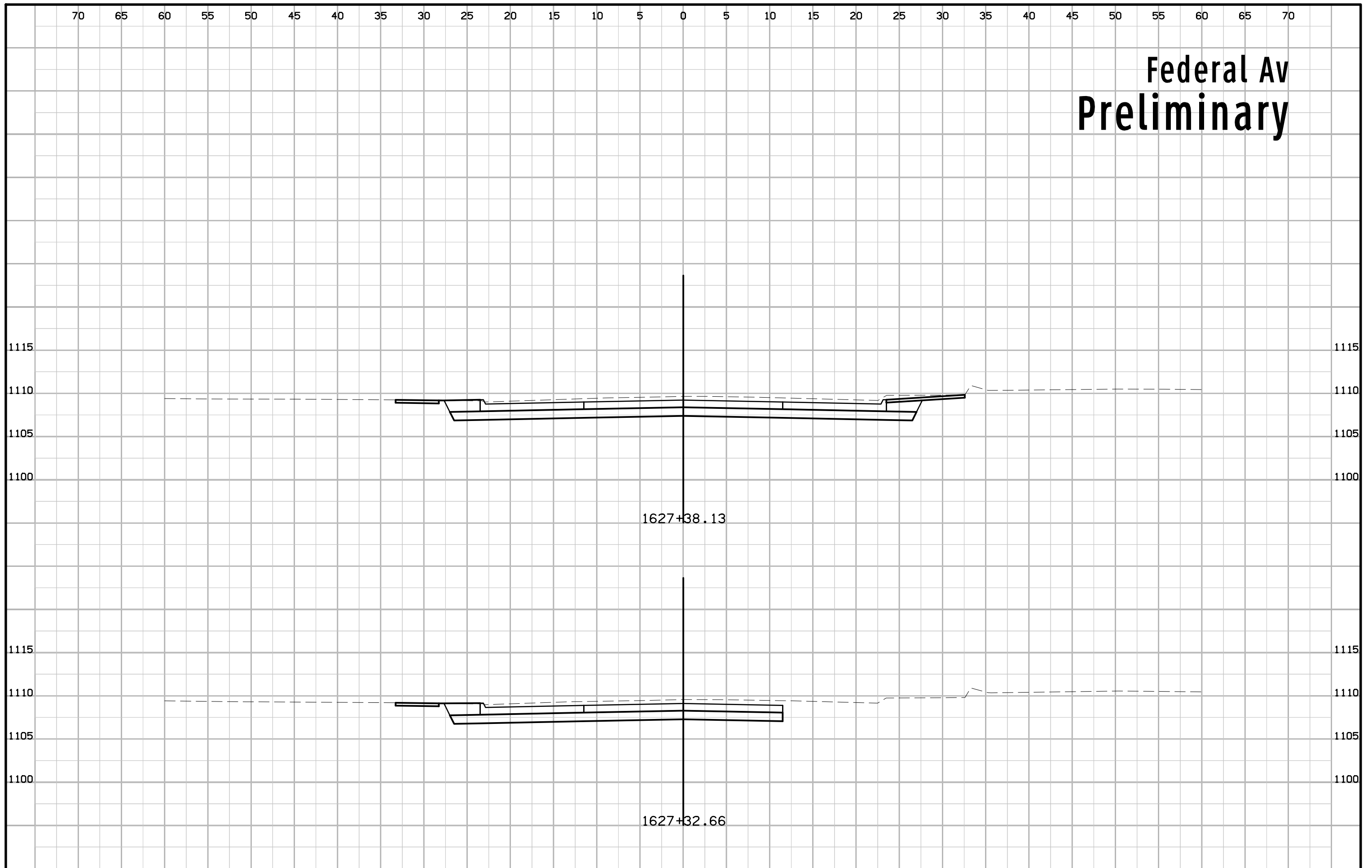
Federal Av Preliminary



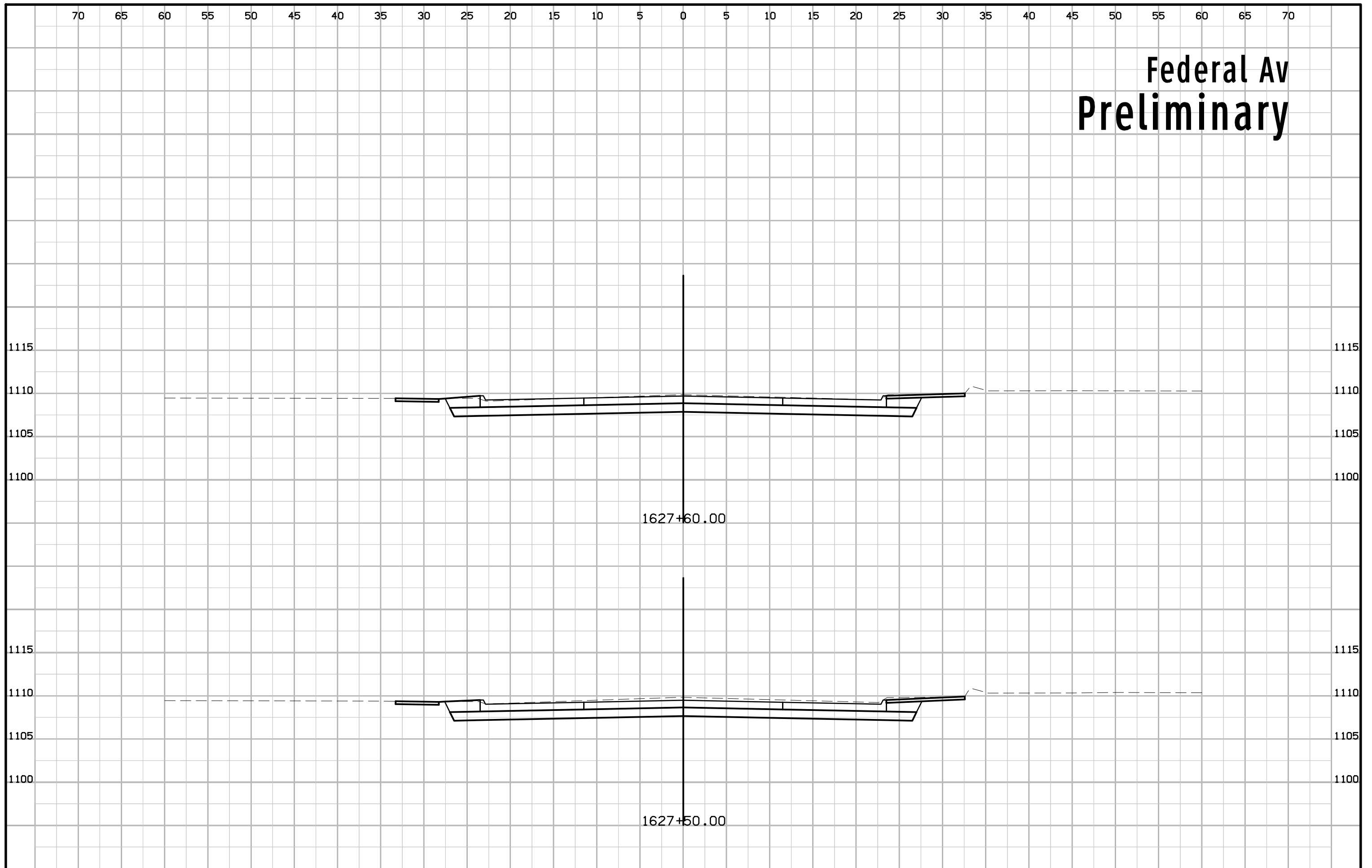
Federal Av Preliminary



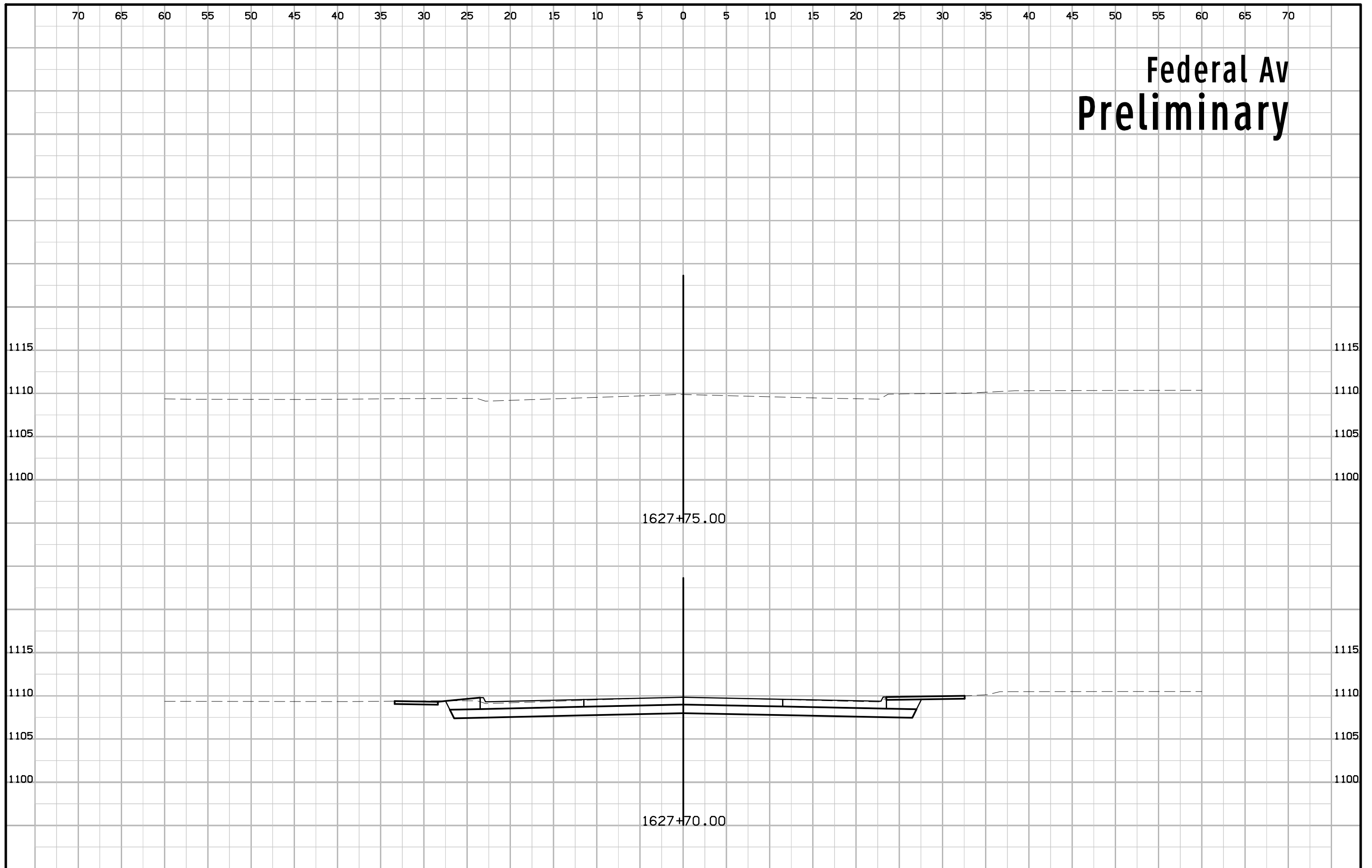
Federal Av Preliminary



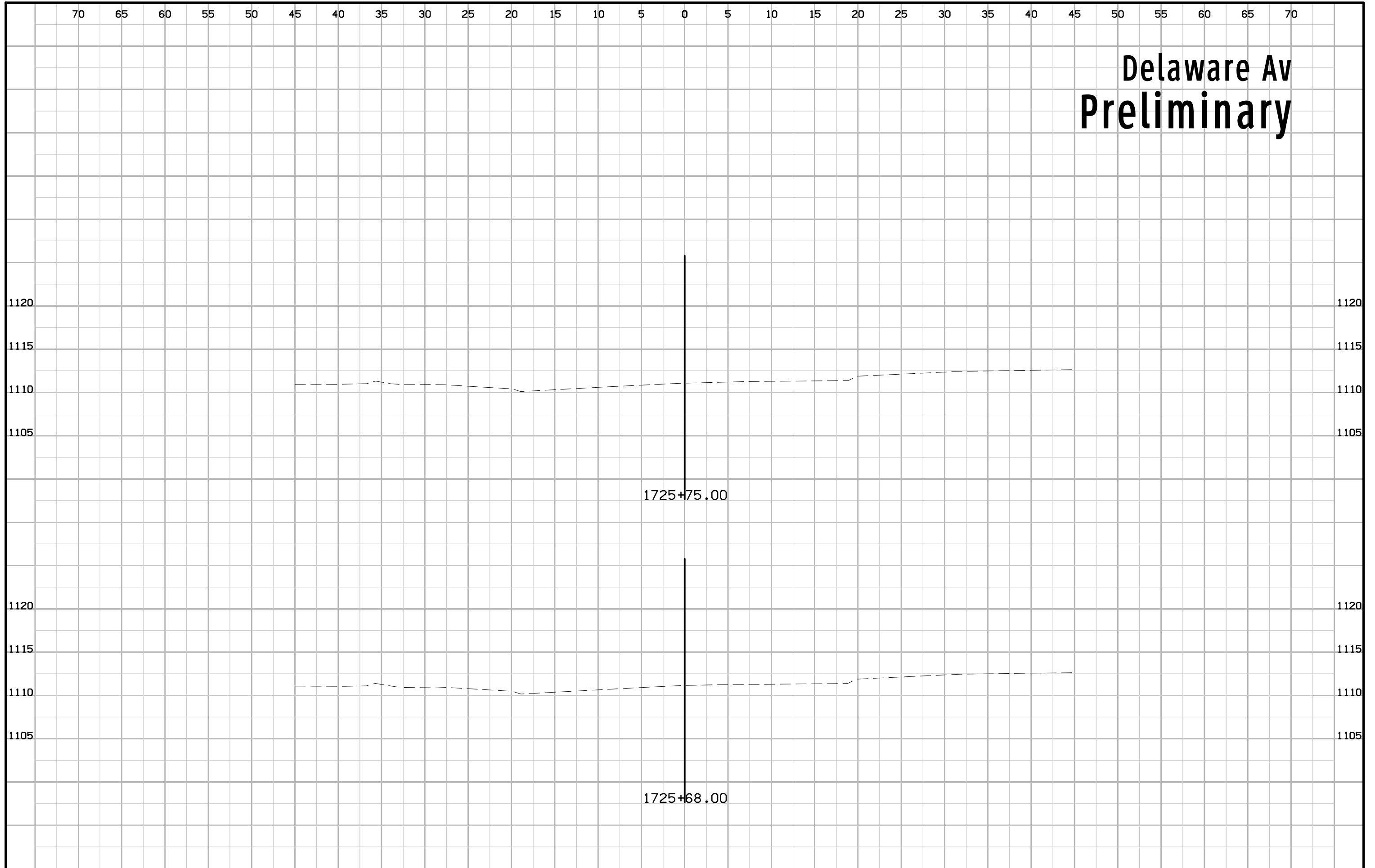
Federal Av Preliminary



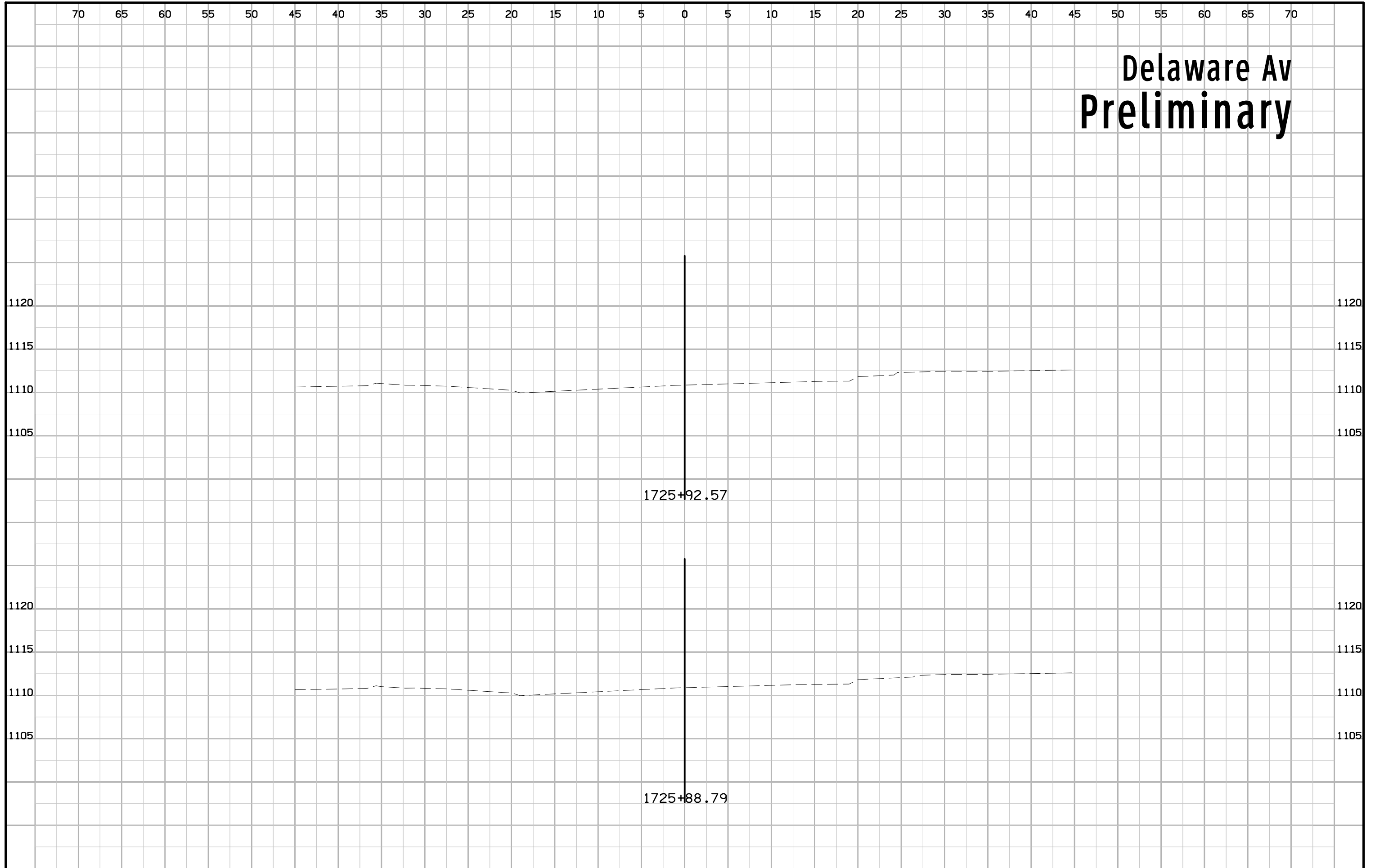
Federal Av Preliminary



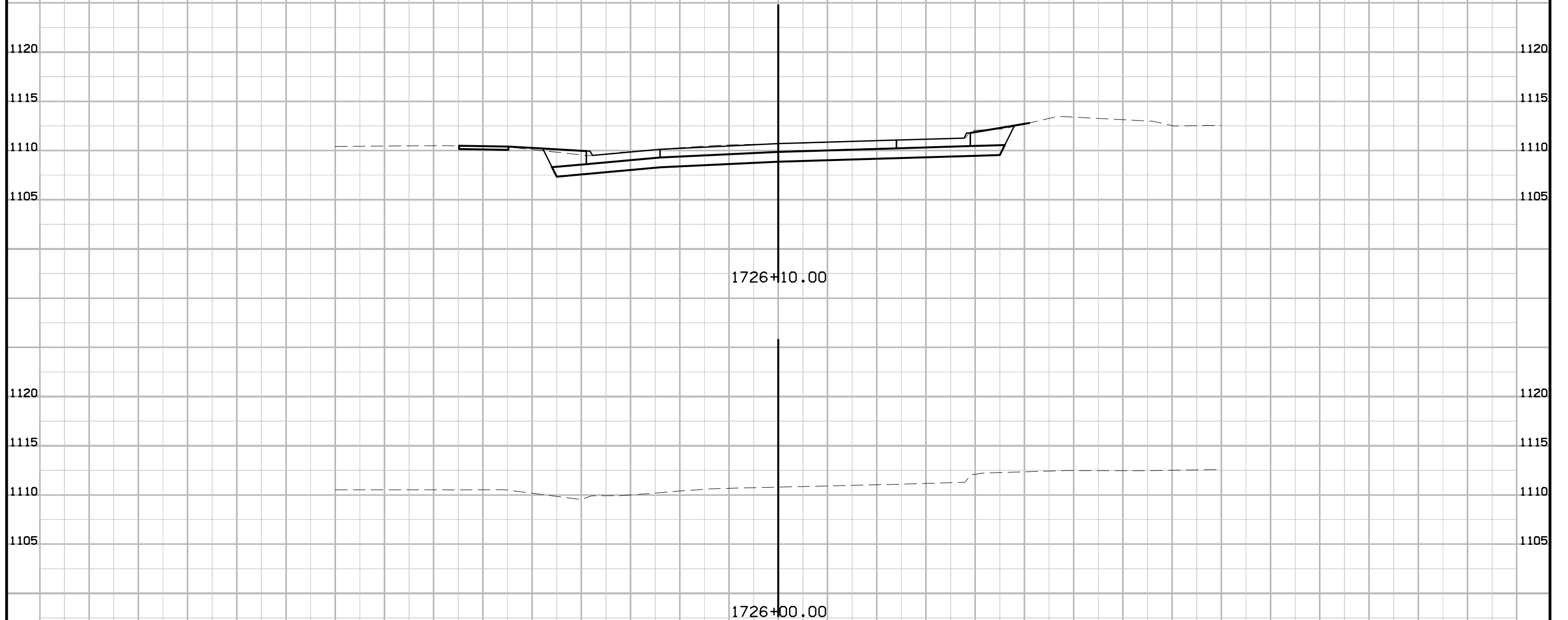
Delaware Av Preliminary



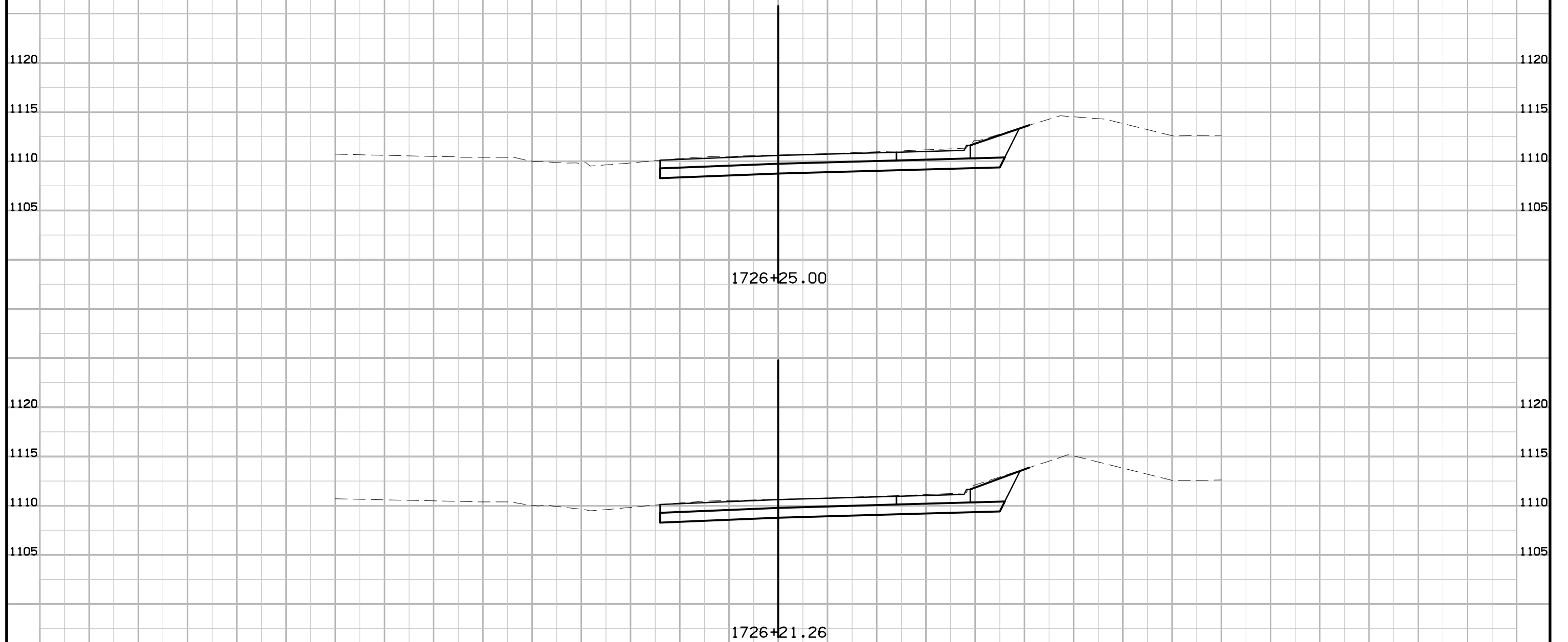
Delaware Av Preliminary



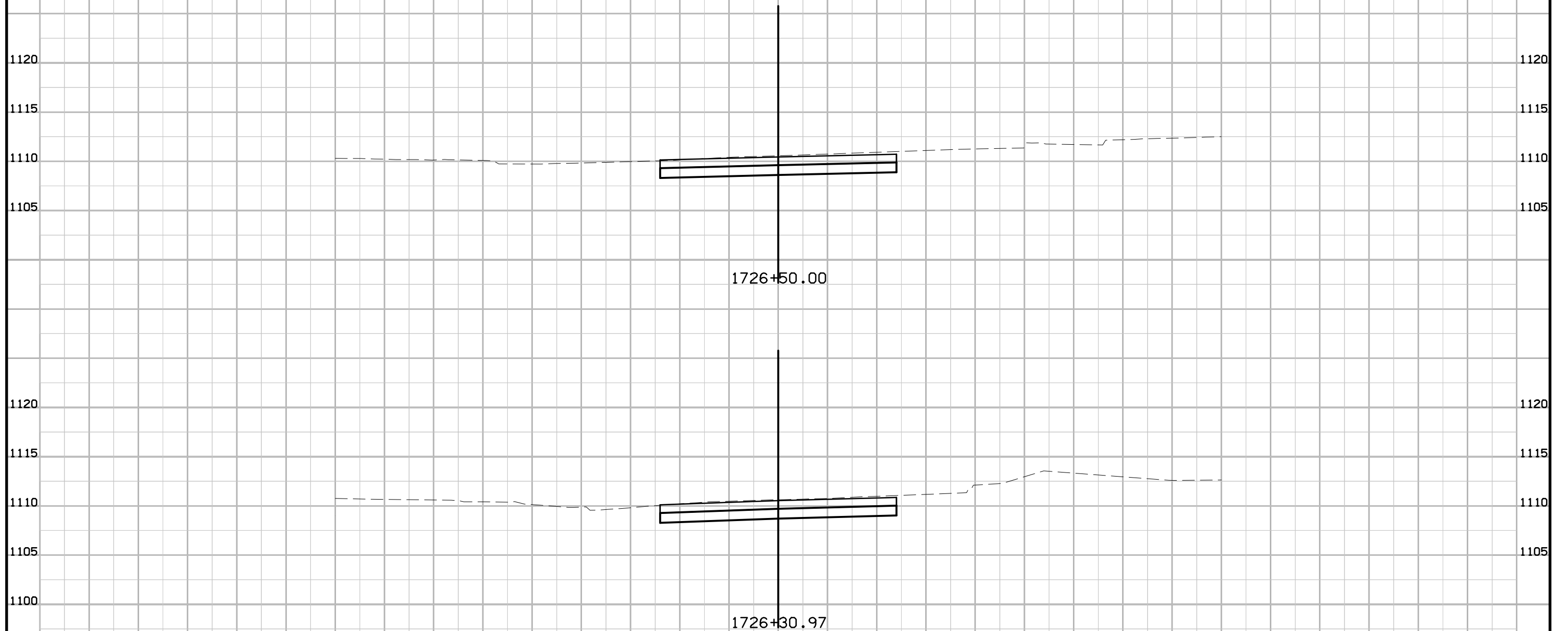
Delaware Av Preliminary



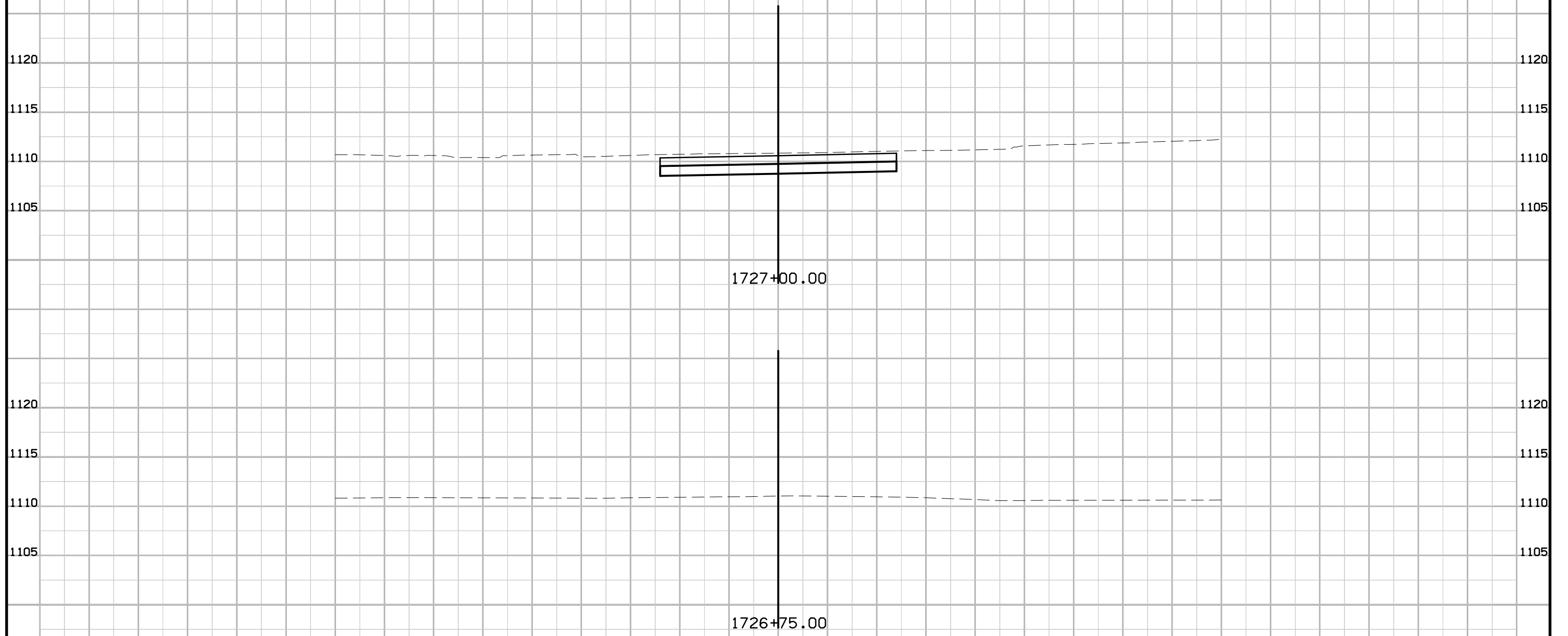
Delaware Av Preliminary



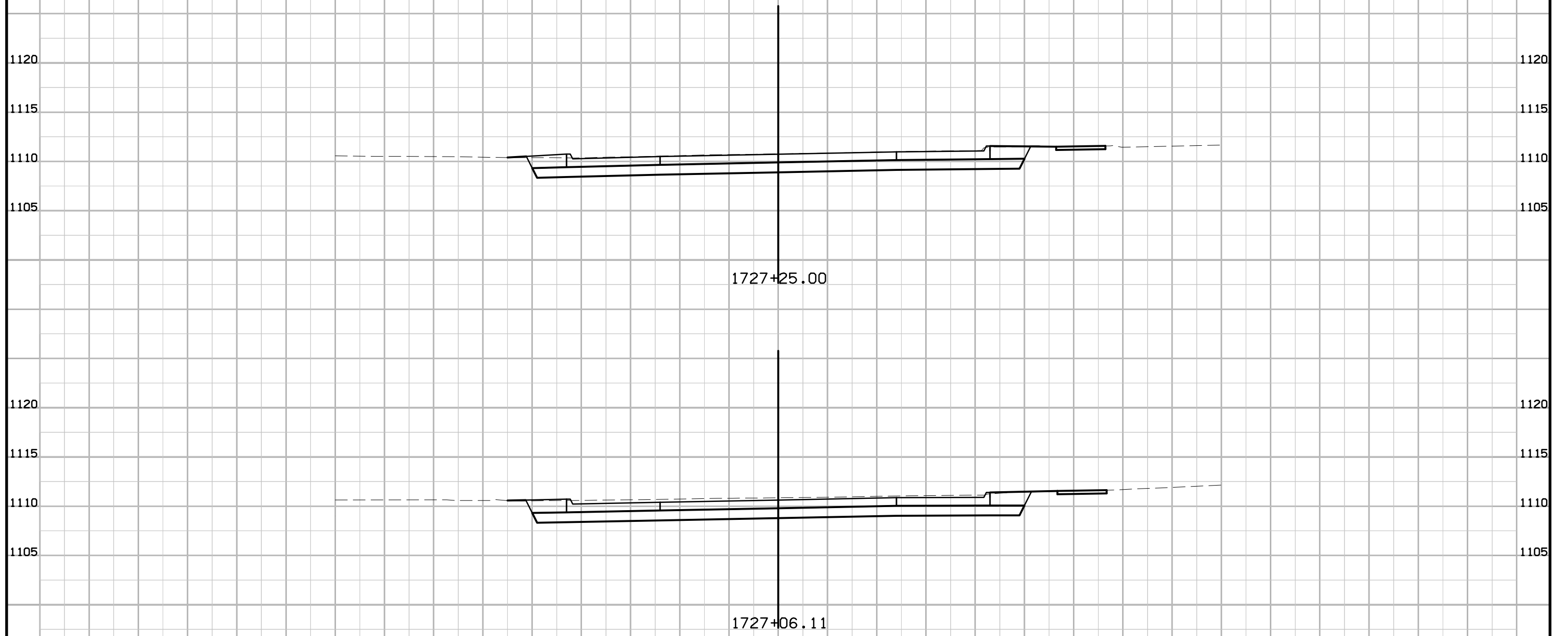
Delaware Av Preliminary



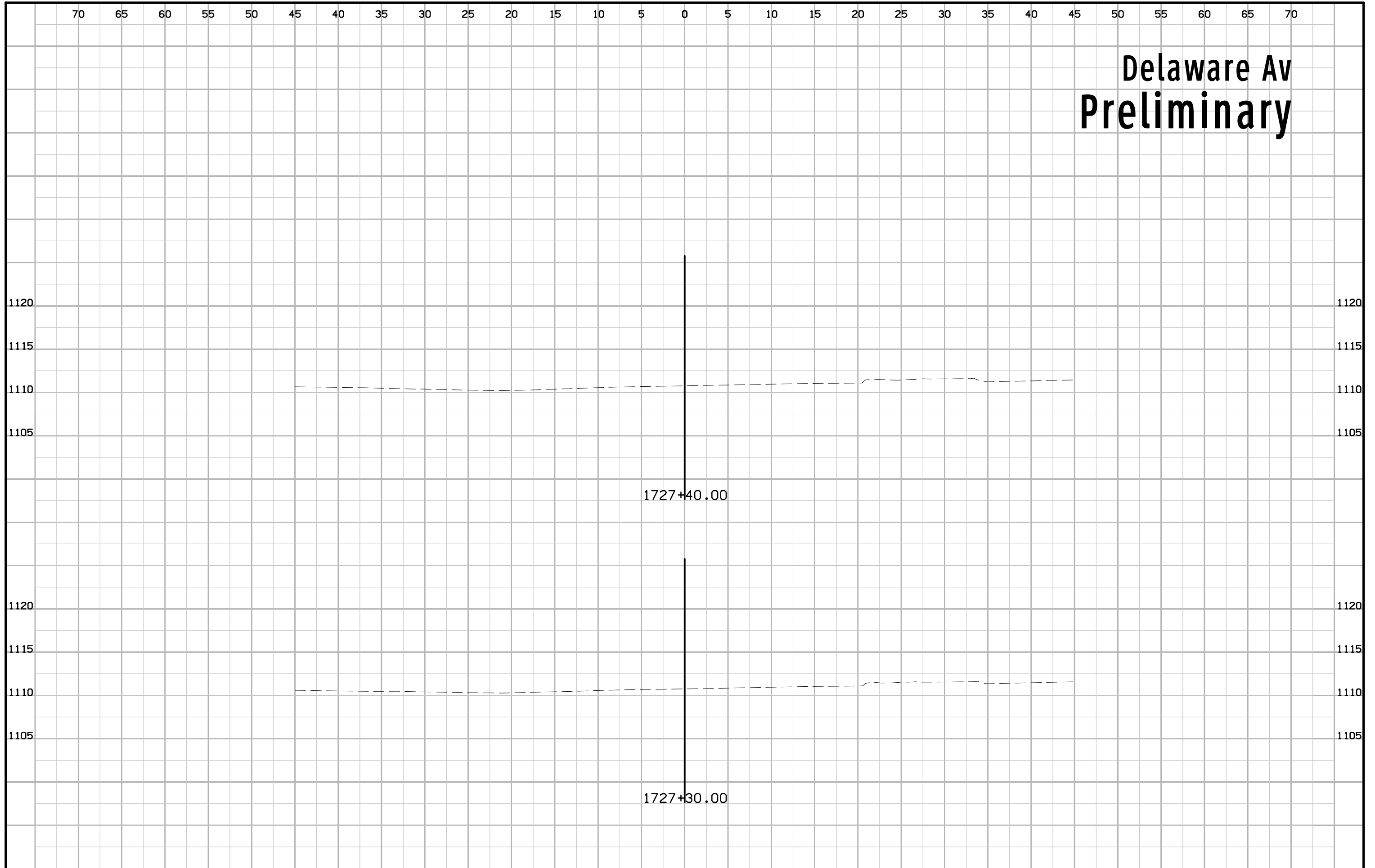
Delaware Av Preliminary



Delaware Av Preliminary



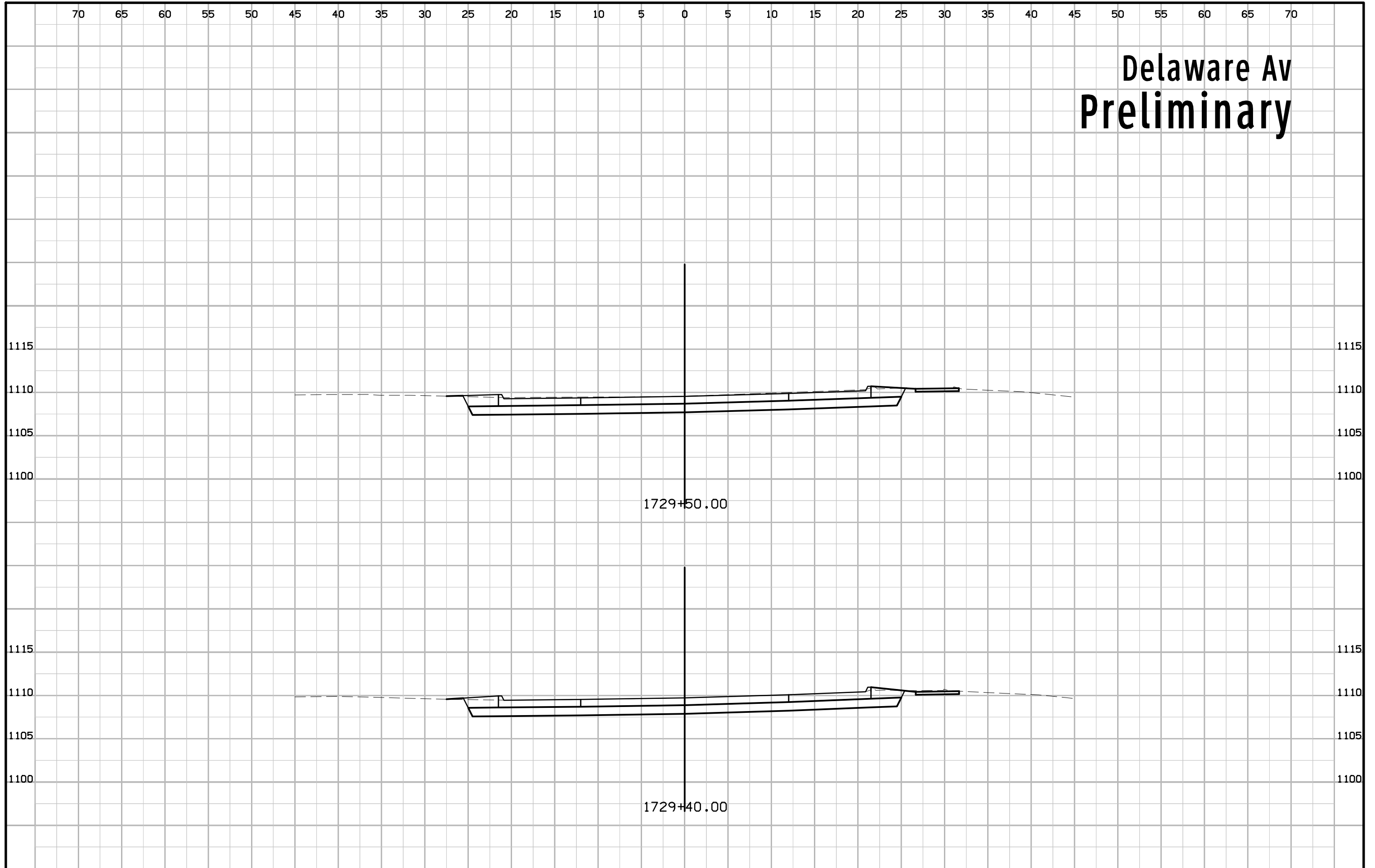
Delaware Av Preliminary



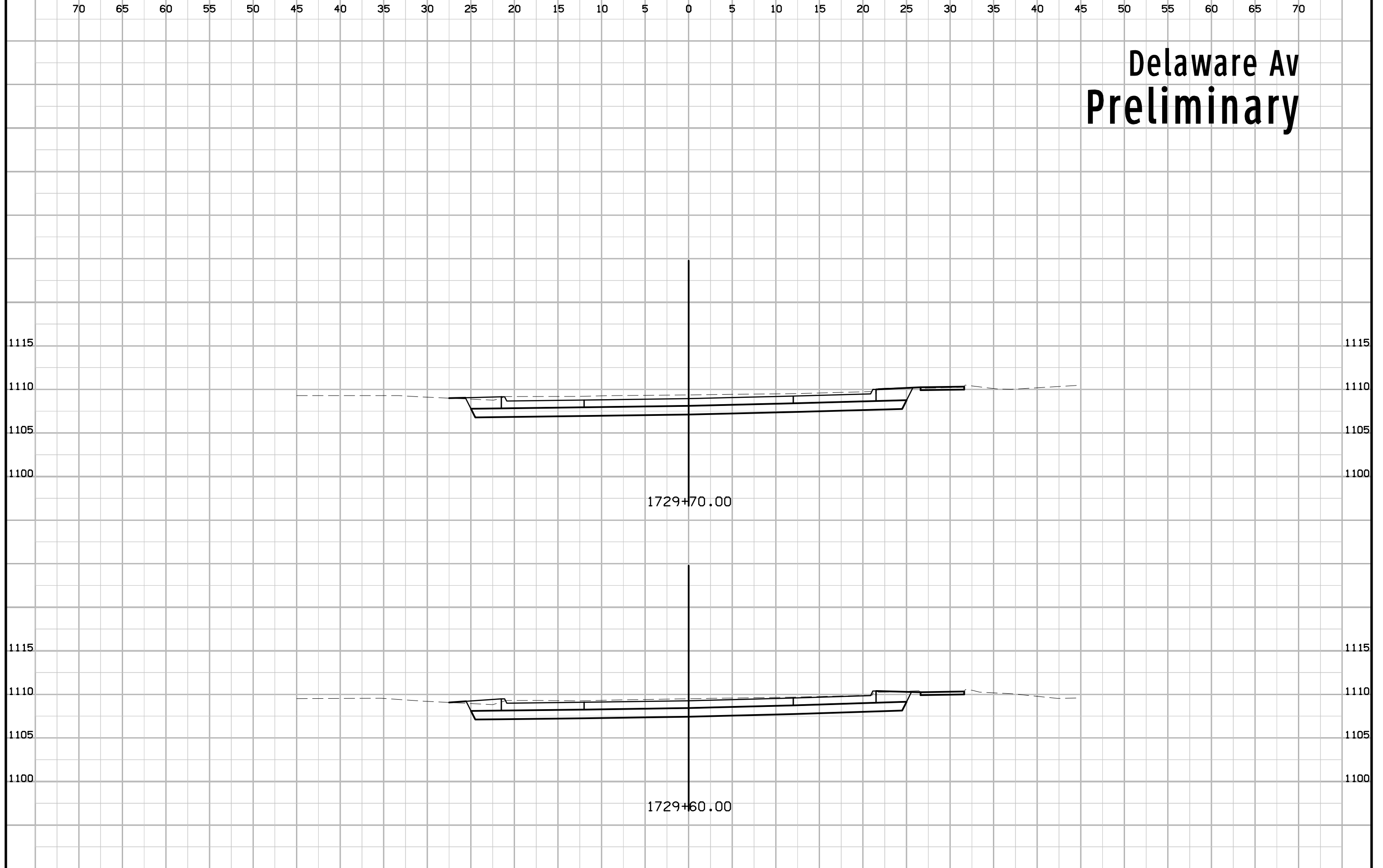
1727+40.00

1727+30.00

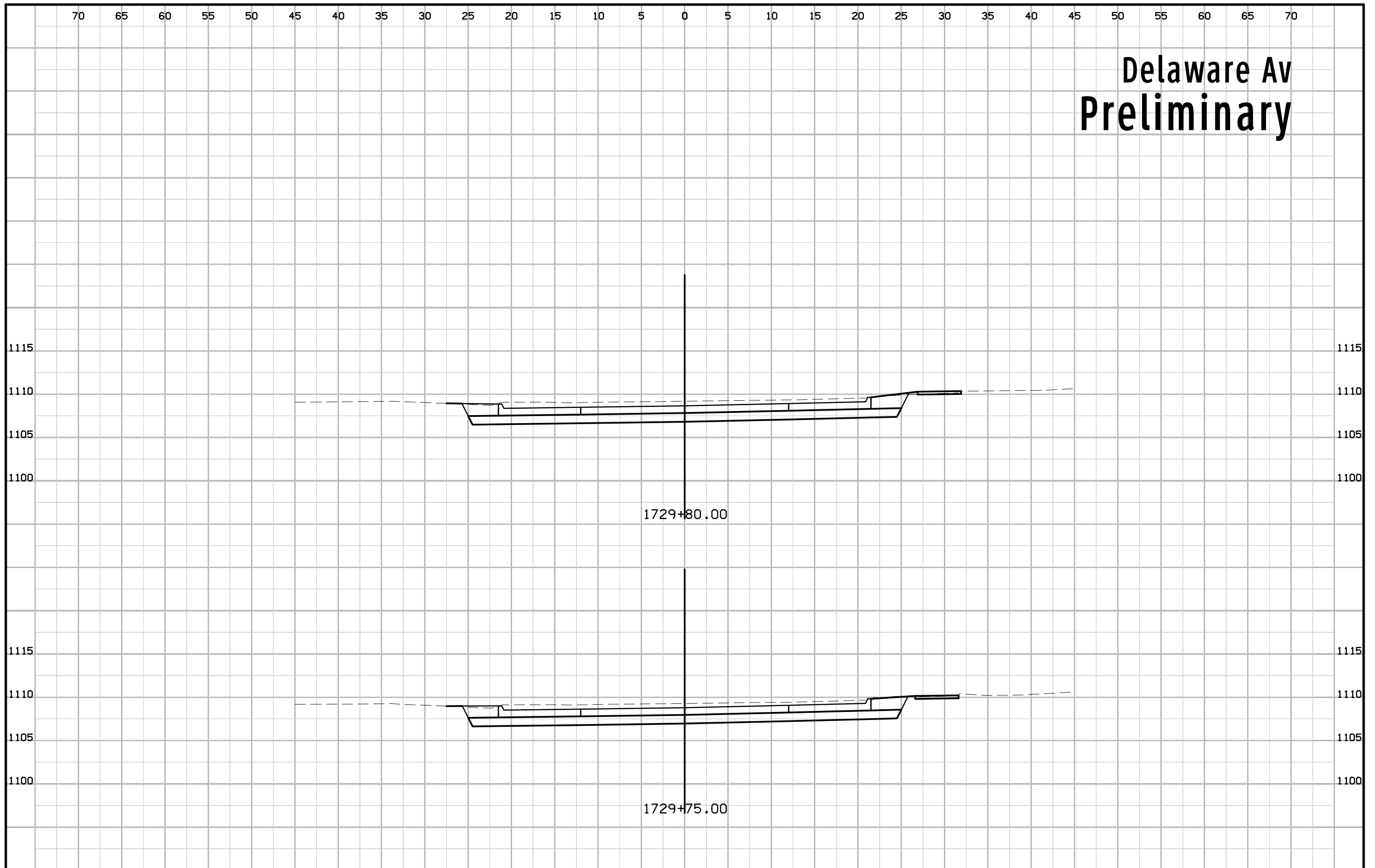
Delaware Av Preliminary



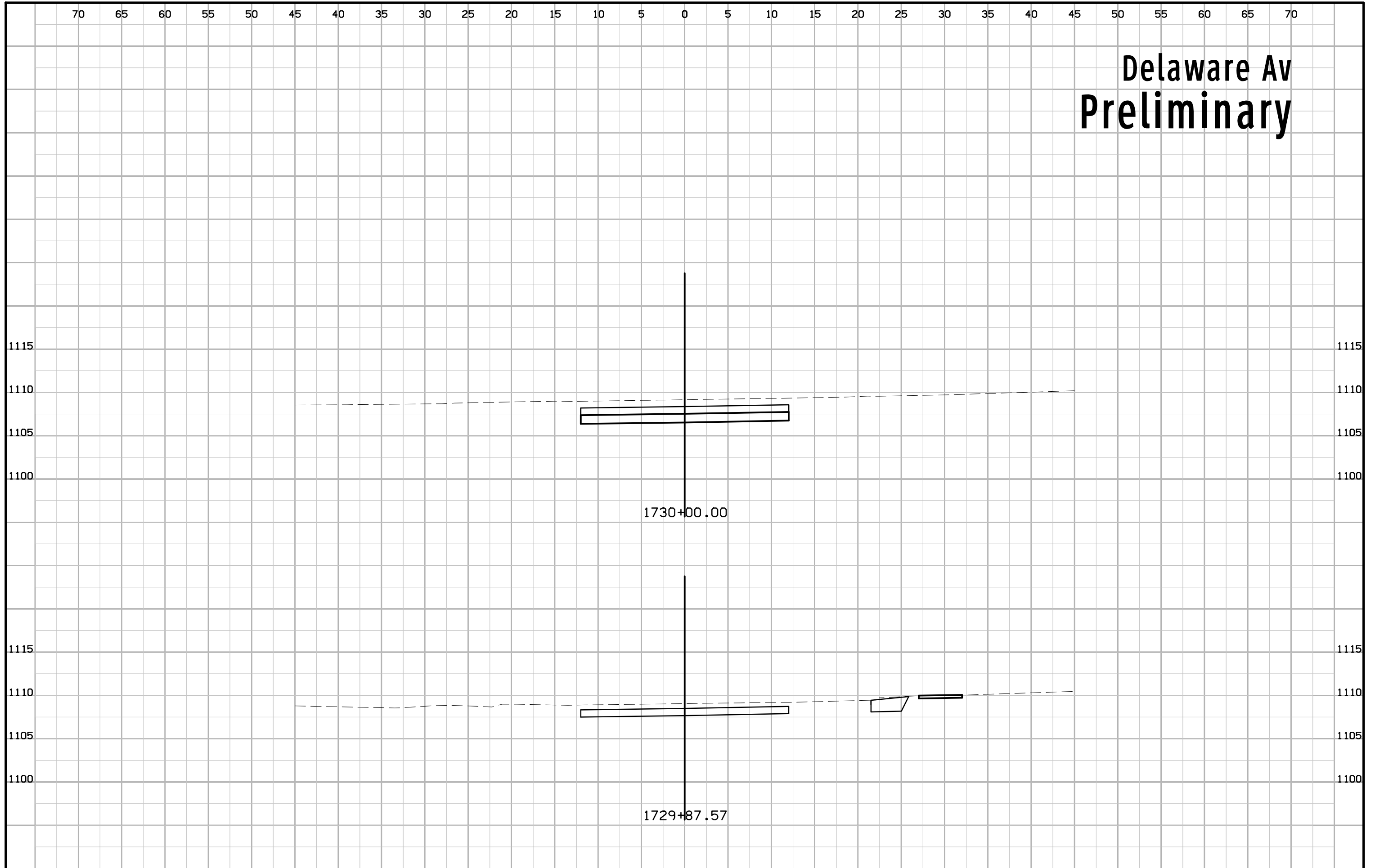
Delaware Av Preliminary



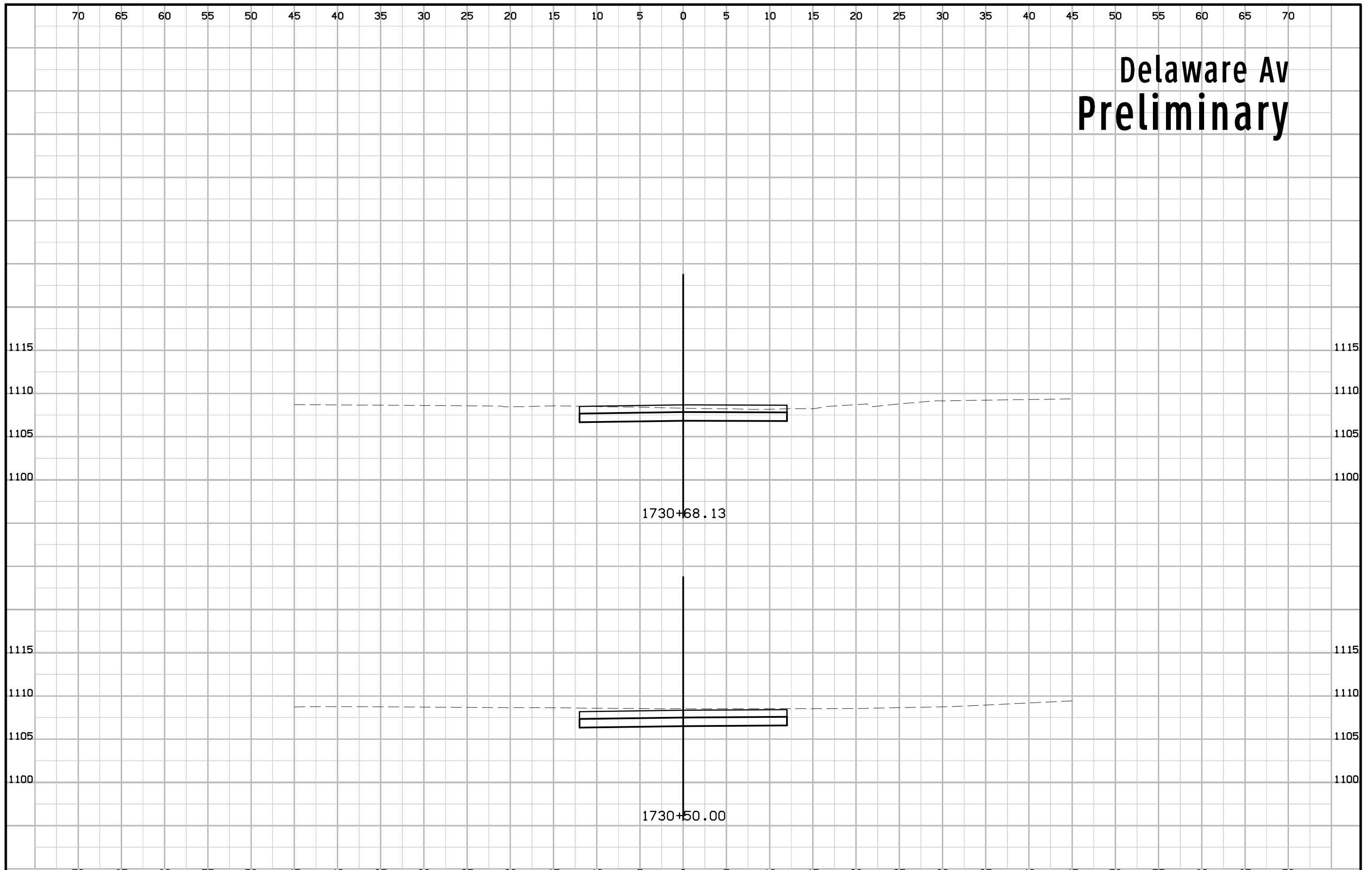
Delaware Av Preliminary



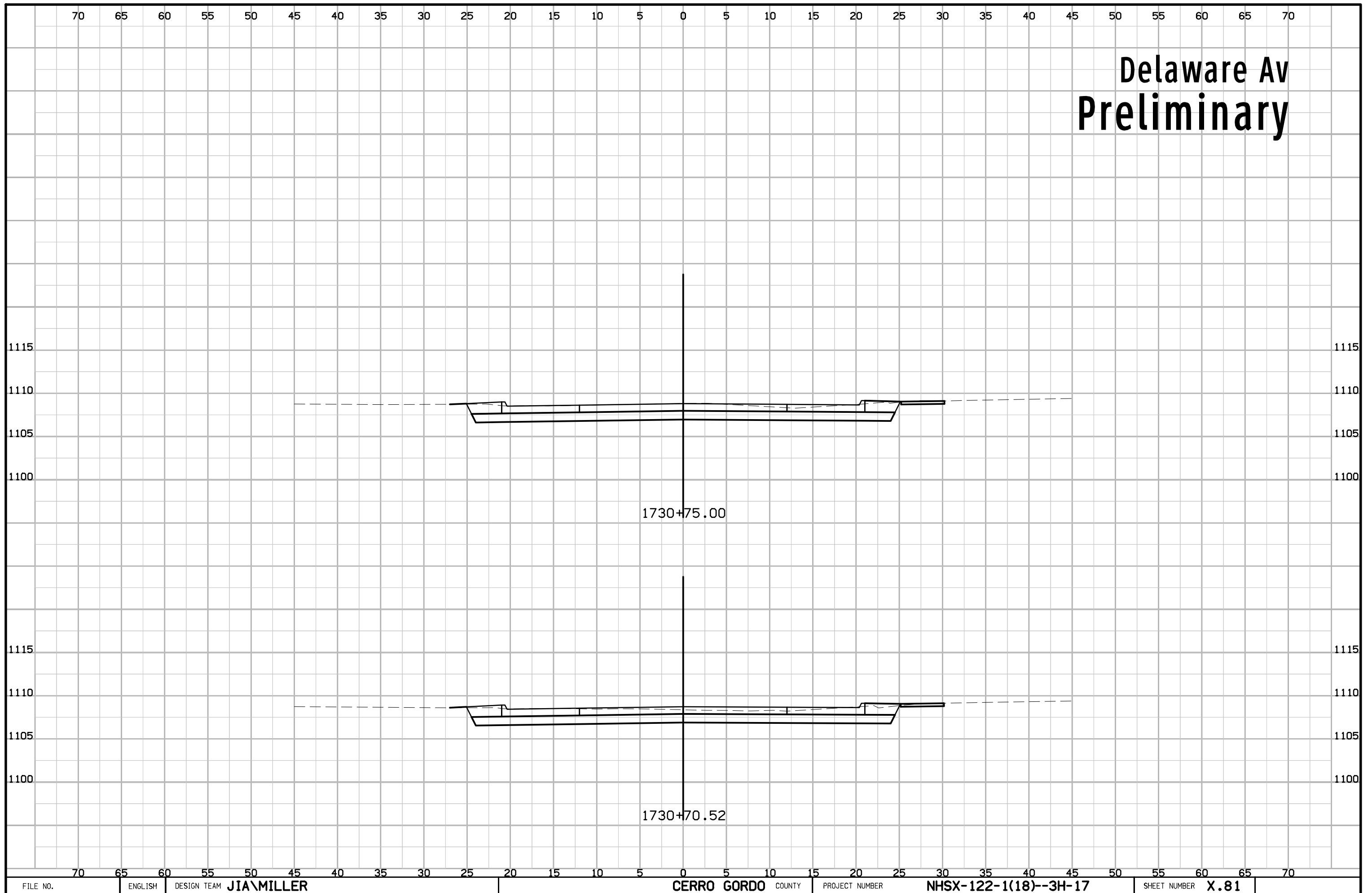
Delaware Av Preliminary



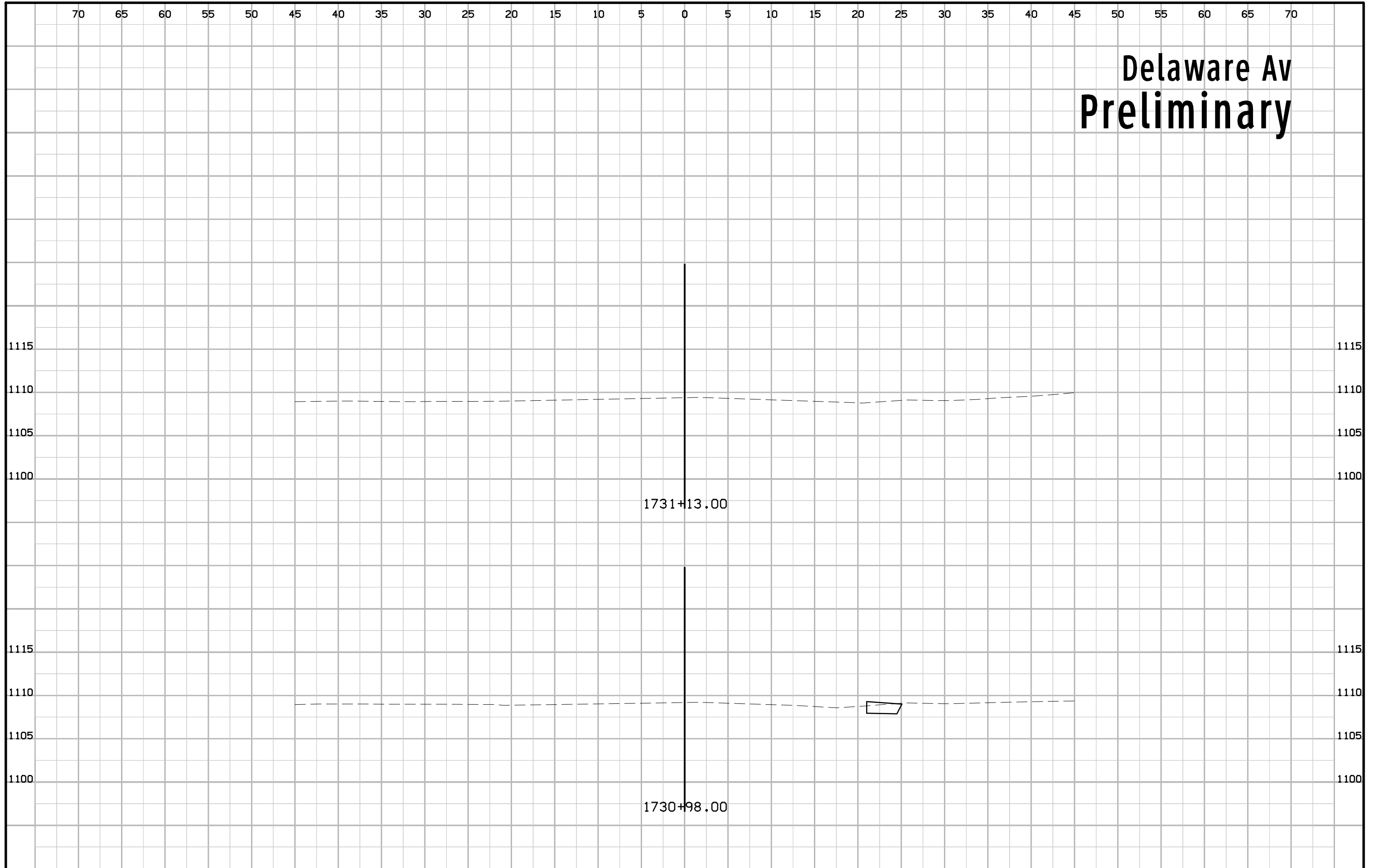
Delaware Av Preliminary



Delaware Av Preliminary

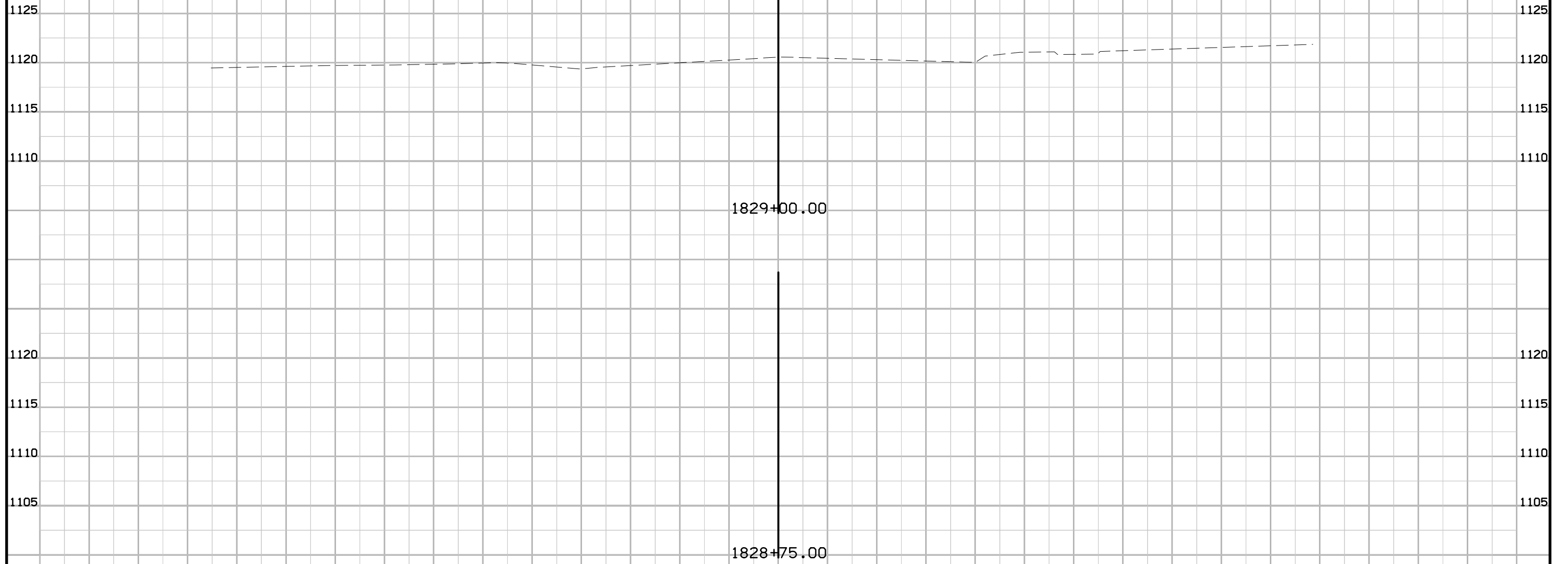


Delaware Av Preliminary

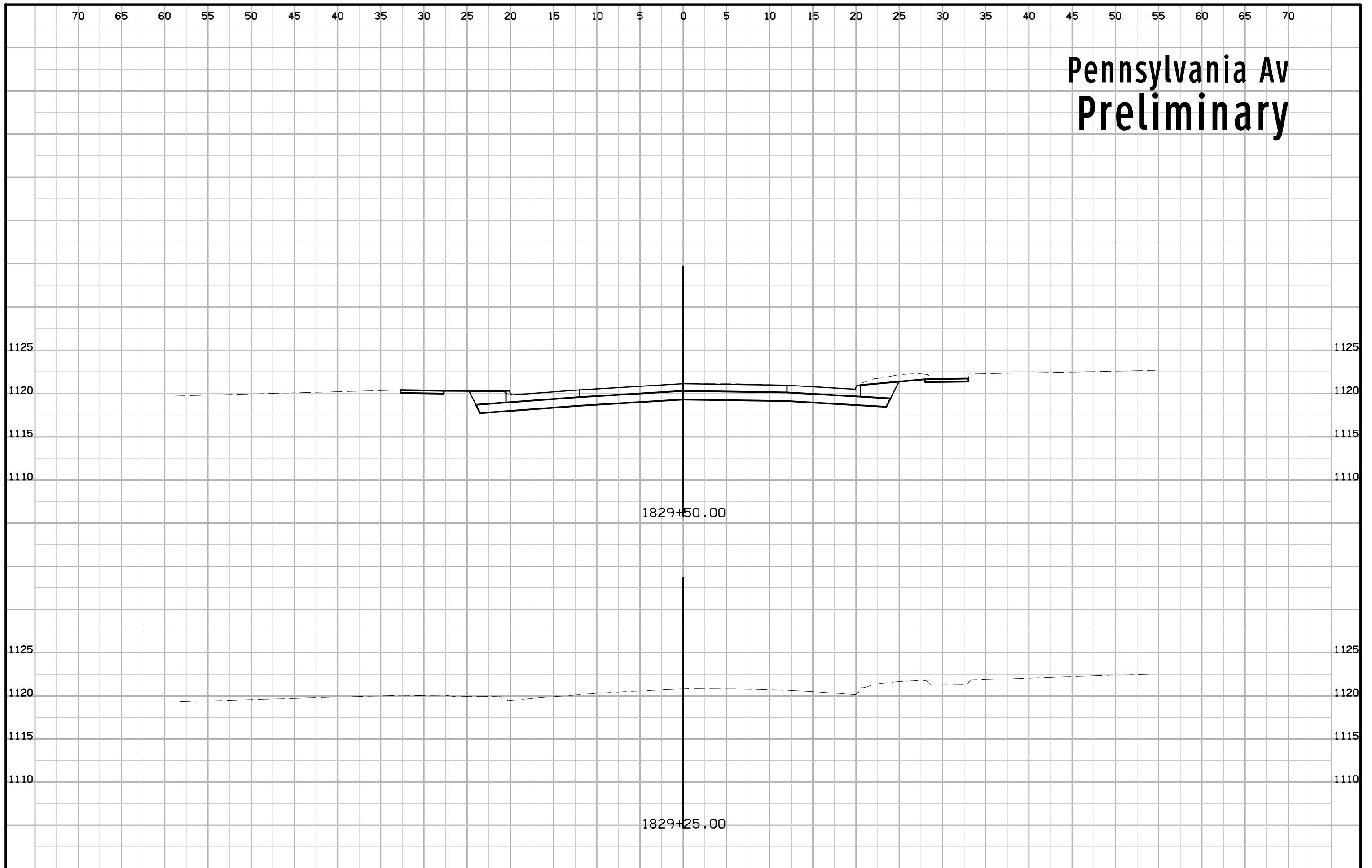


70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

Pennsylvania Av Preliminary

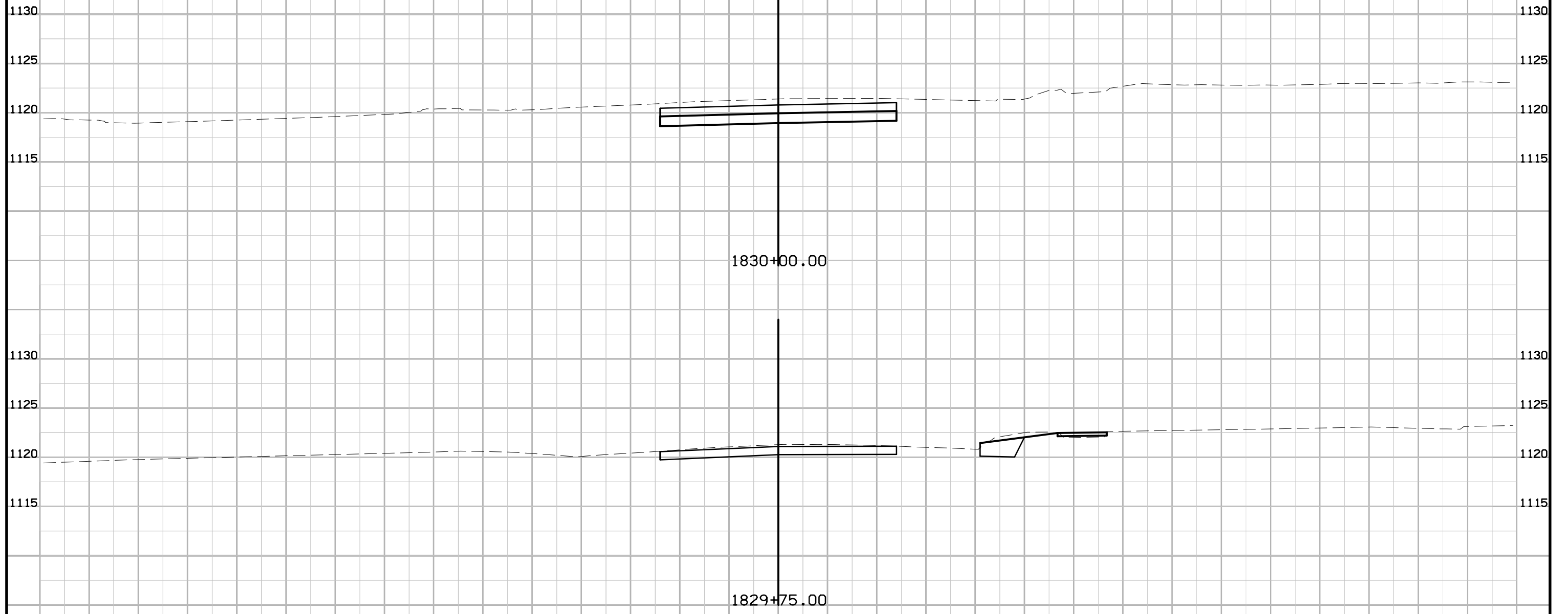


Pennsylvania Av Preliminary



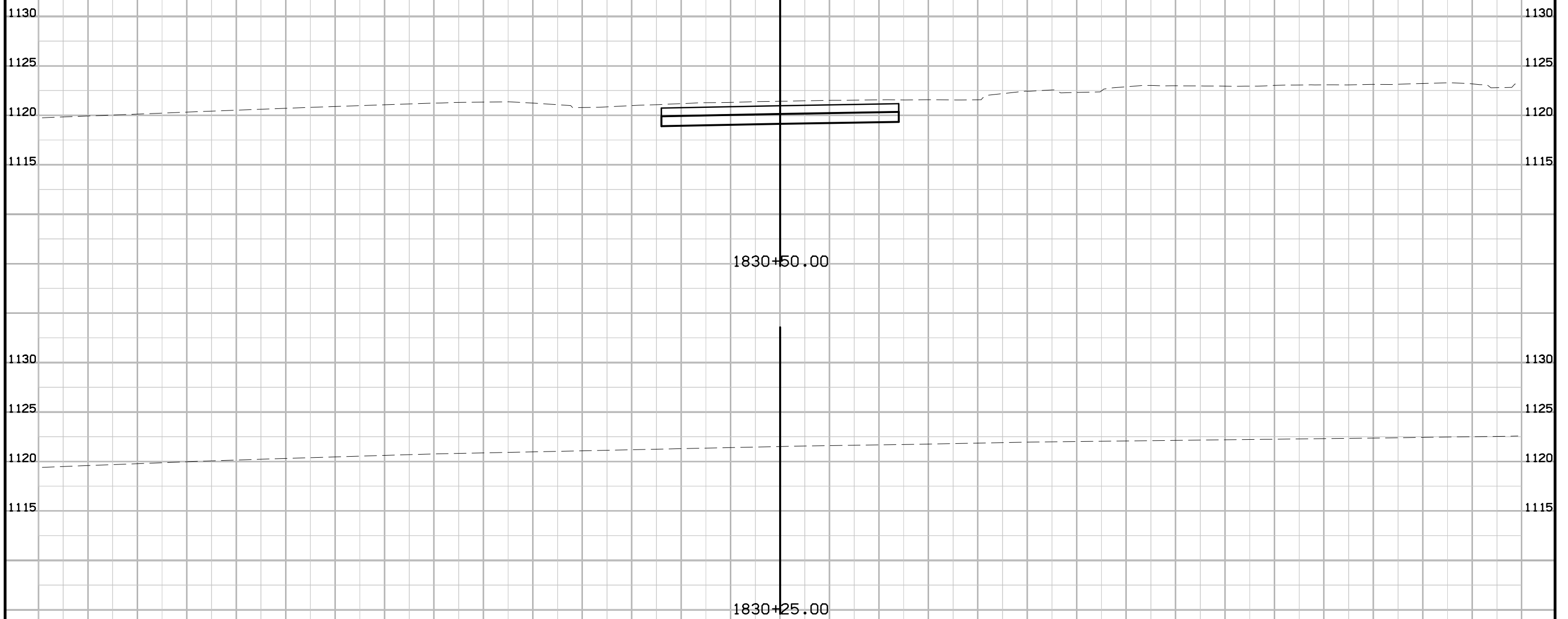
70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

Pennsylvania Av Preliminary



70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

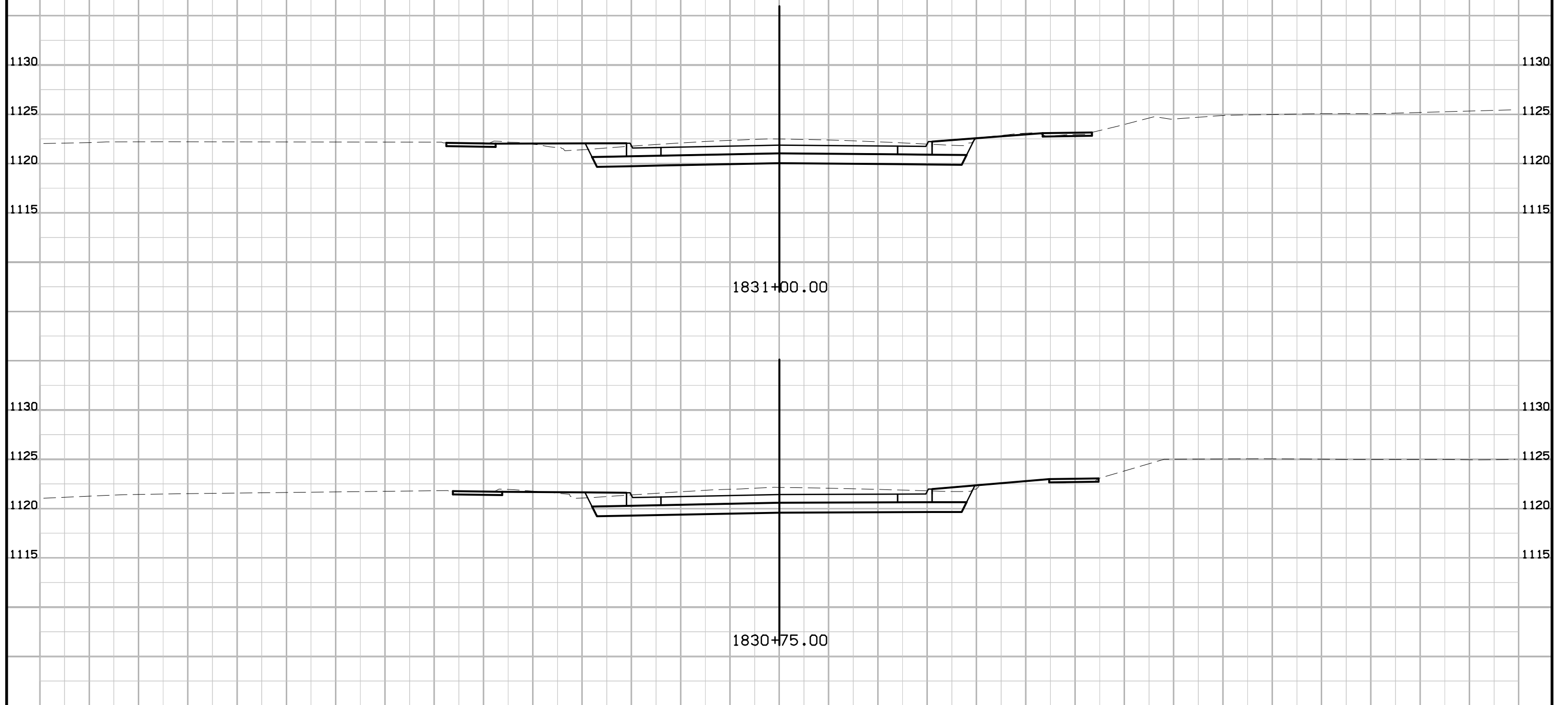
Pennsylvania Av Preliminary



1830+50.00

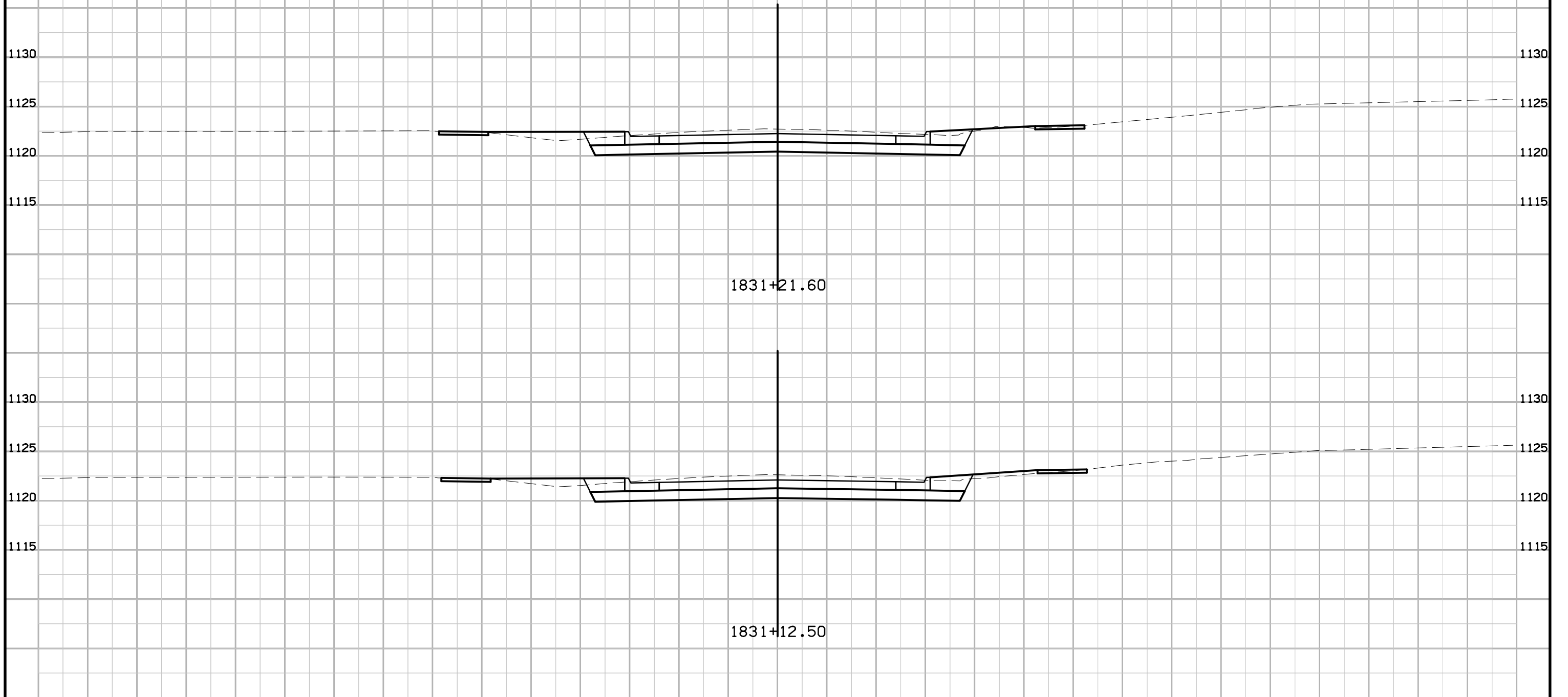
1830+25.00

Pennsylvania Av Preliminary



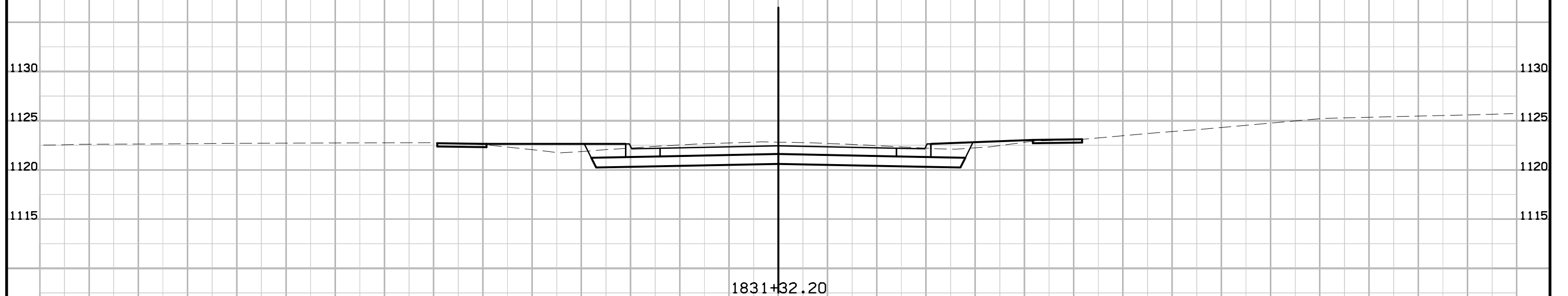
70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

Pennsylvania Av Preliminary



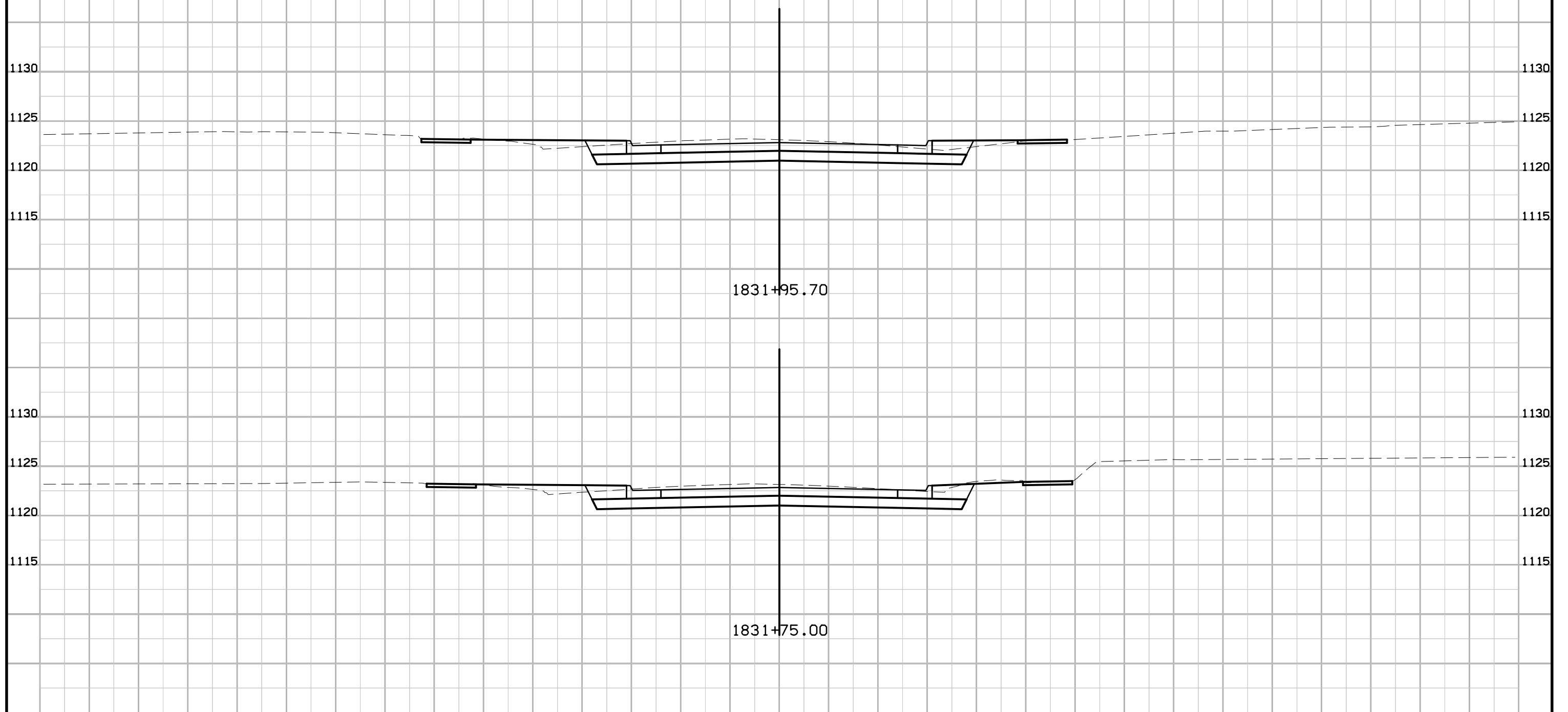
70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

Pennsylvania Av Preliminary



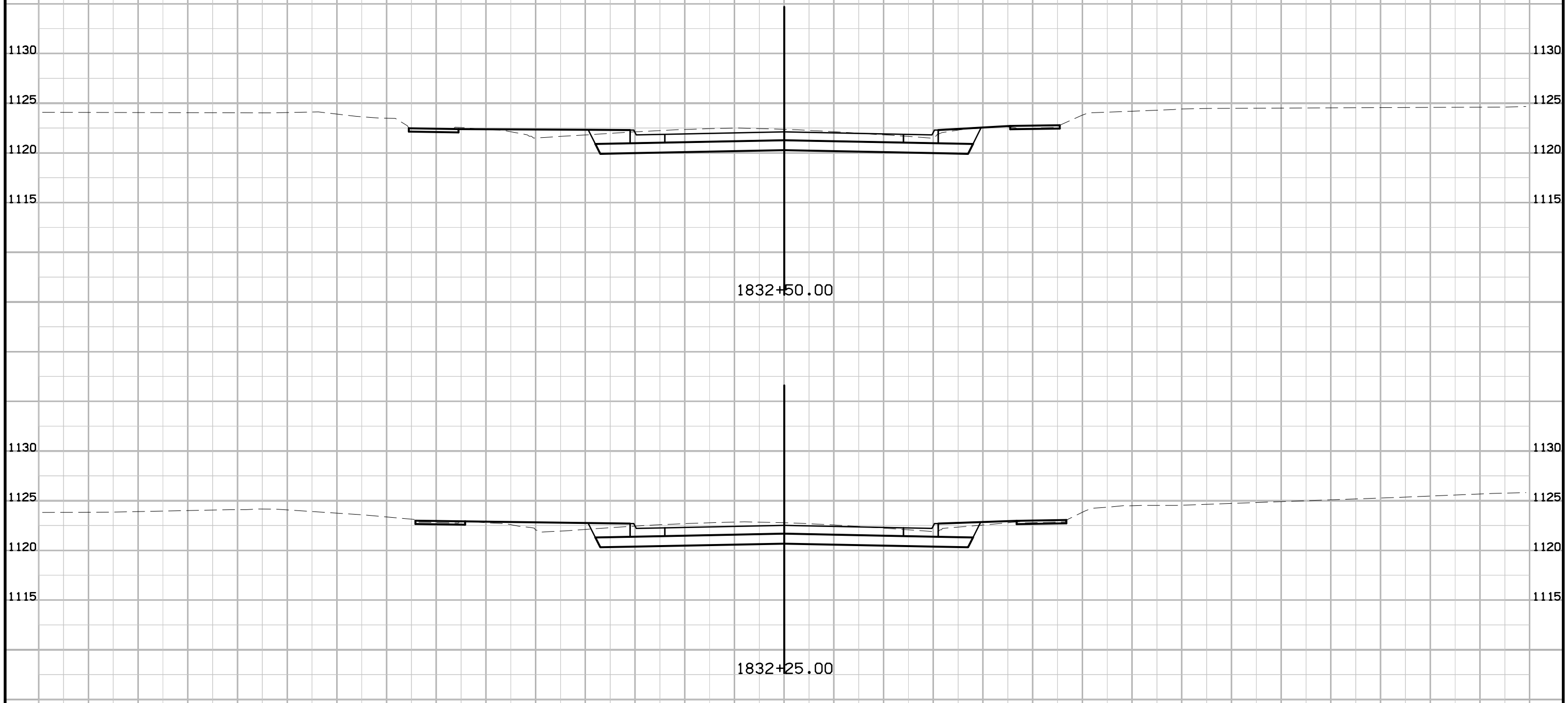
70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

Pennsylvania Av Preliminary

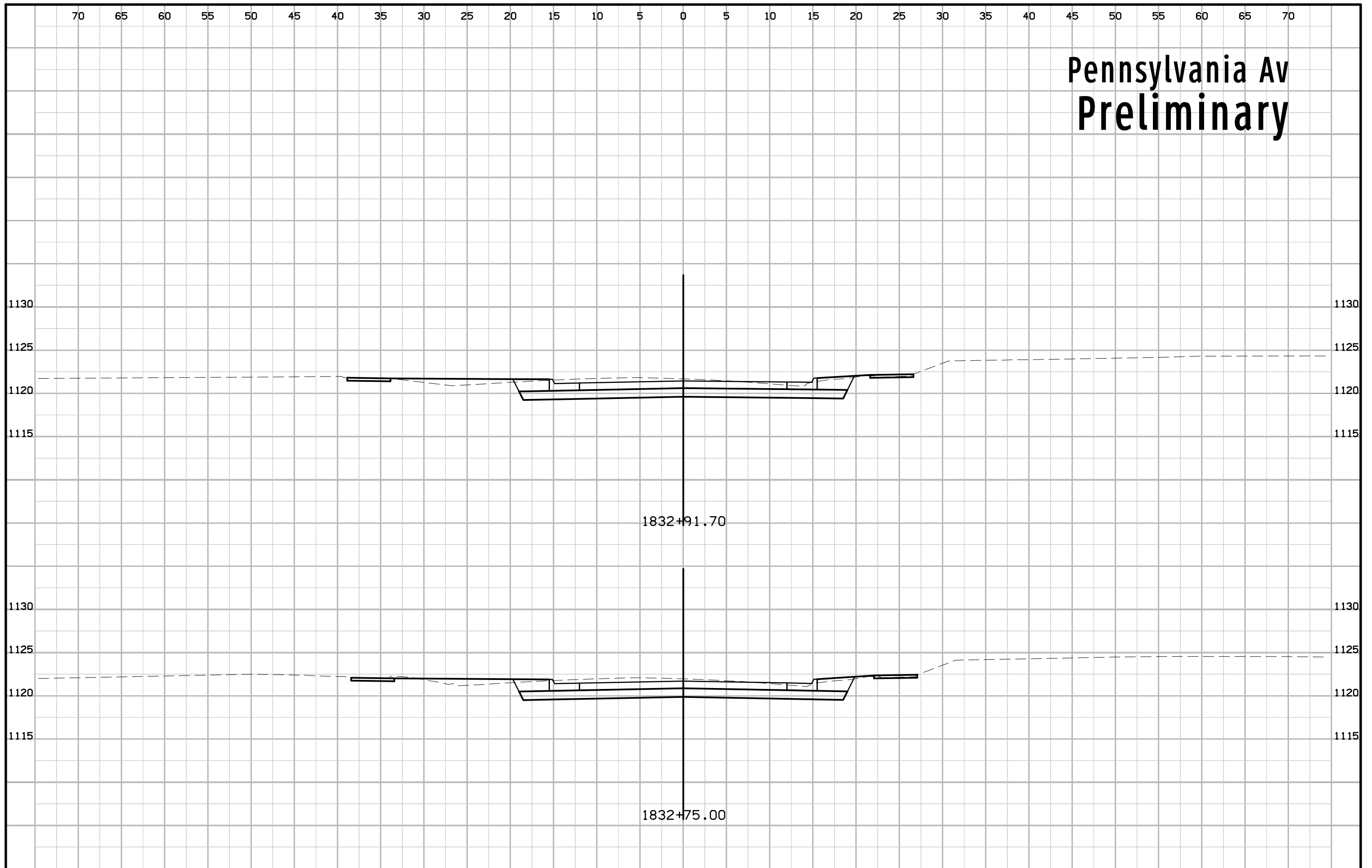


70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

Pennsylvania Av Preliminary

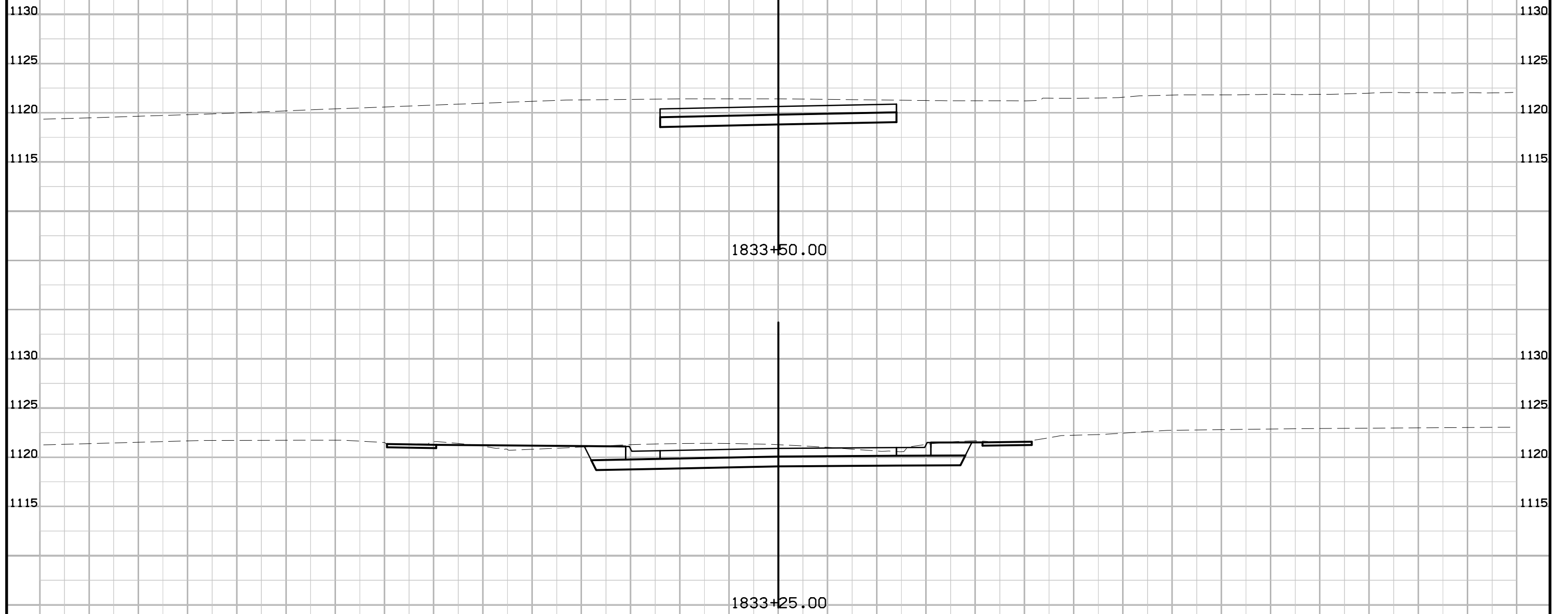


Pennsylvania Av Preliminary

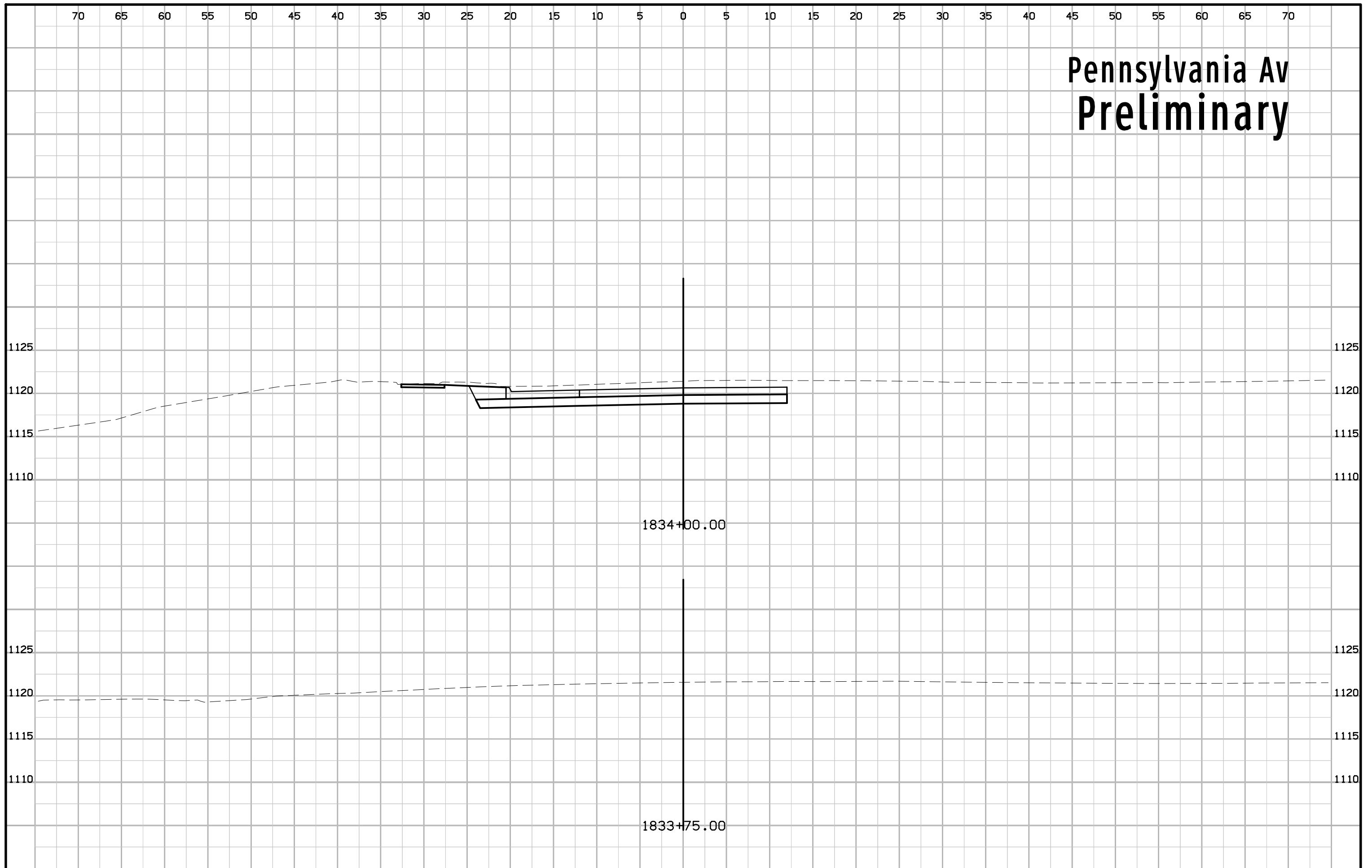


70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

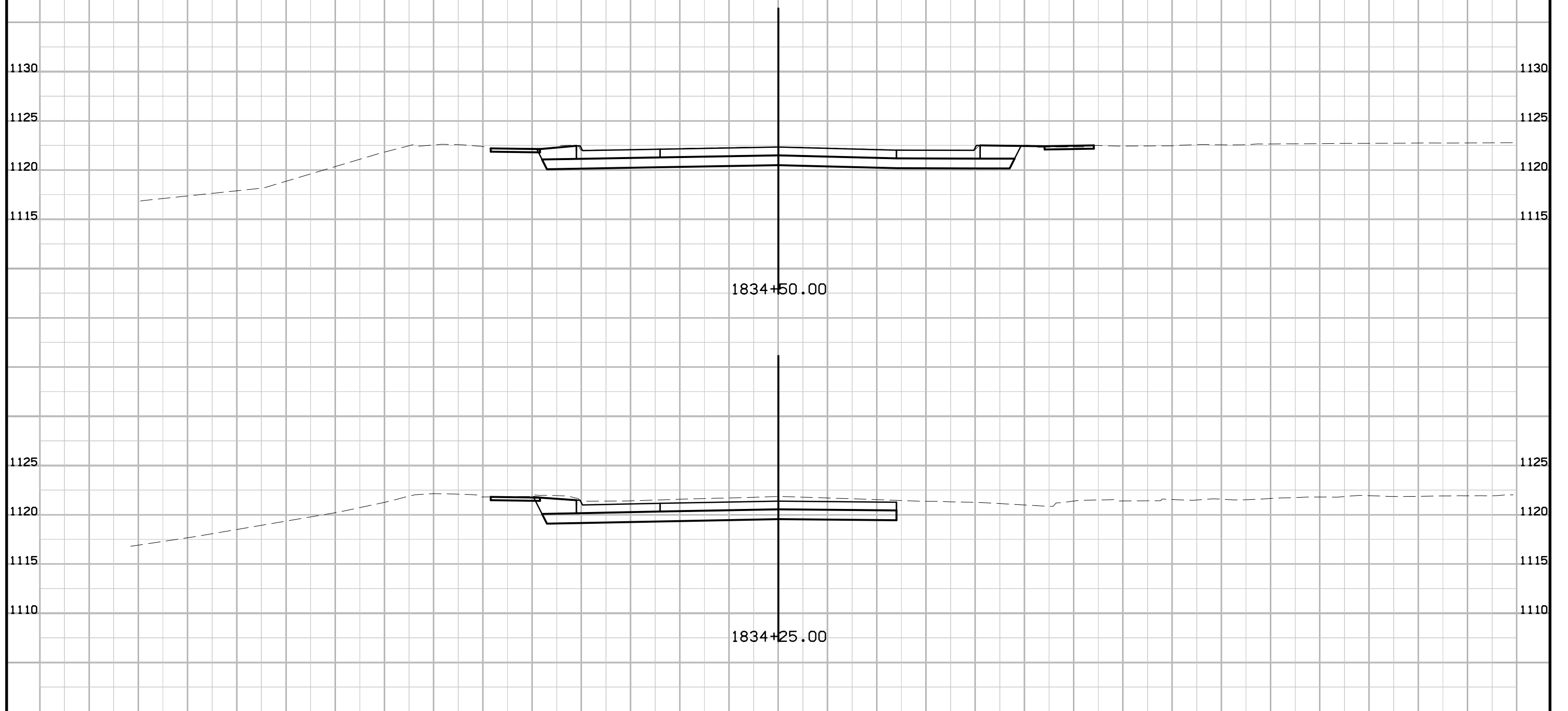
Pennsylvania Av Preliminary



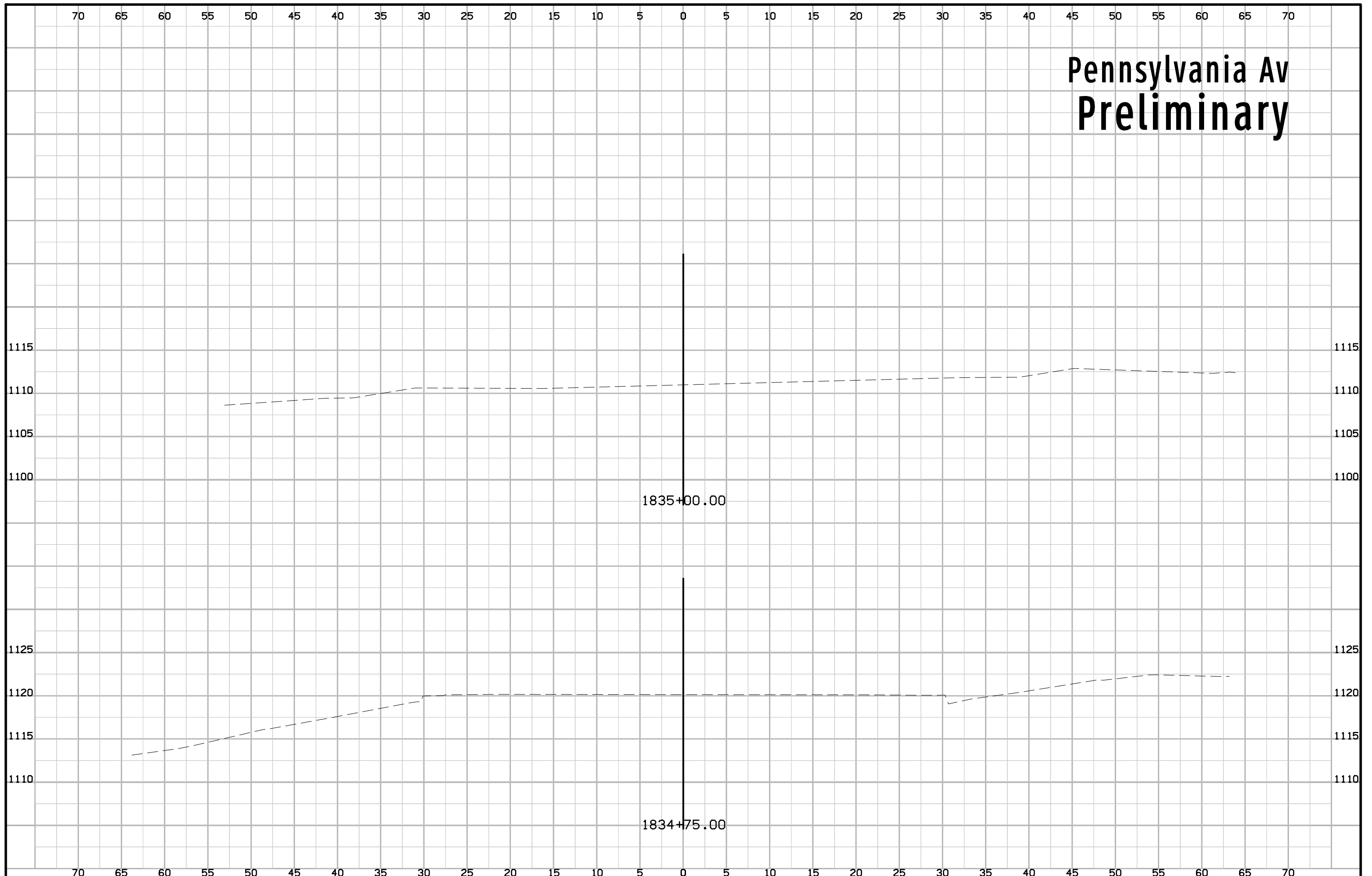
Pennsylvania Av Preliminary



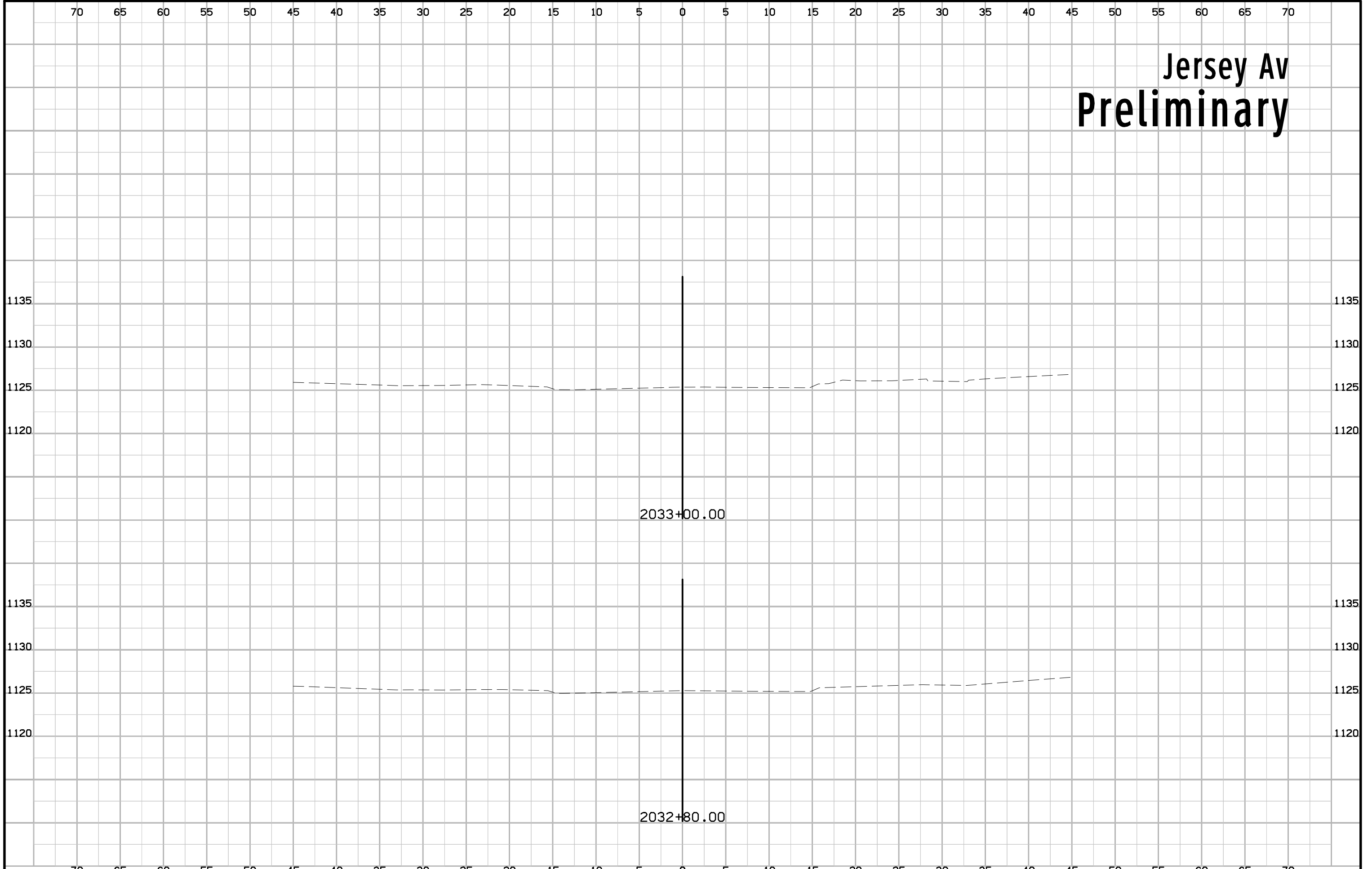
Pennsylvania Av Preliminary



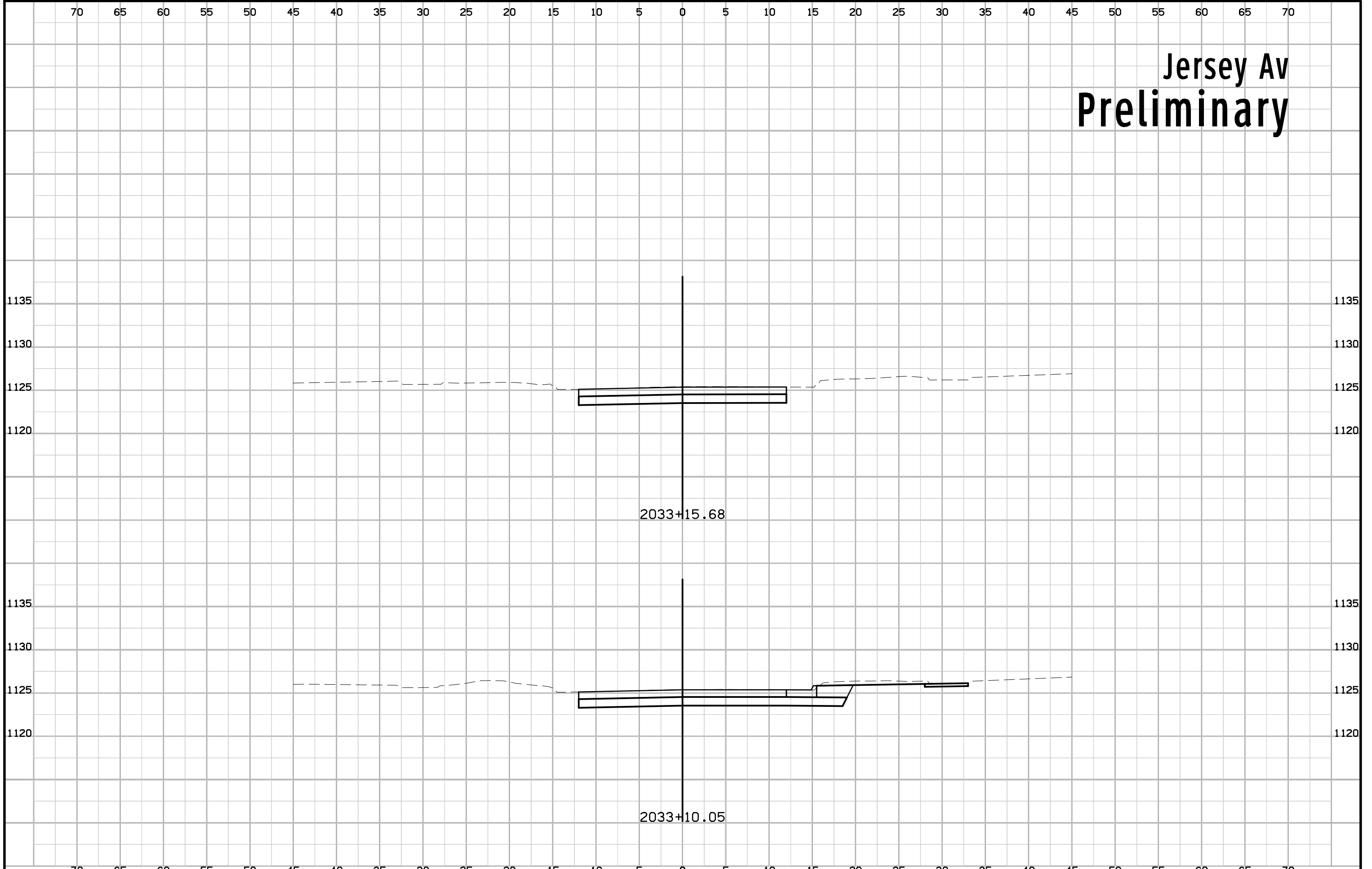
Pennsylvania Av Preliminary



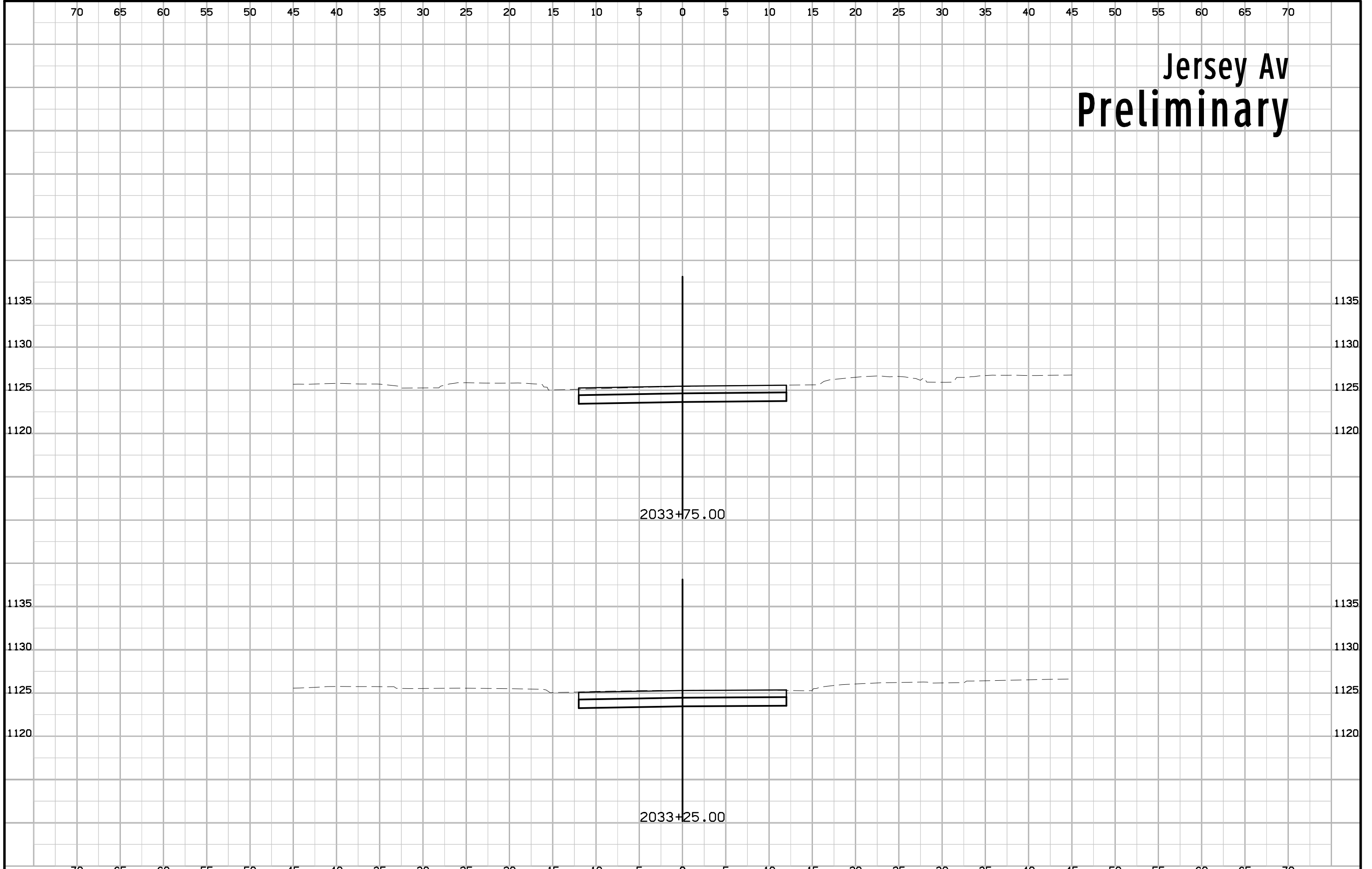
Jersey Av Preliminary



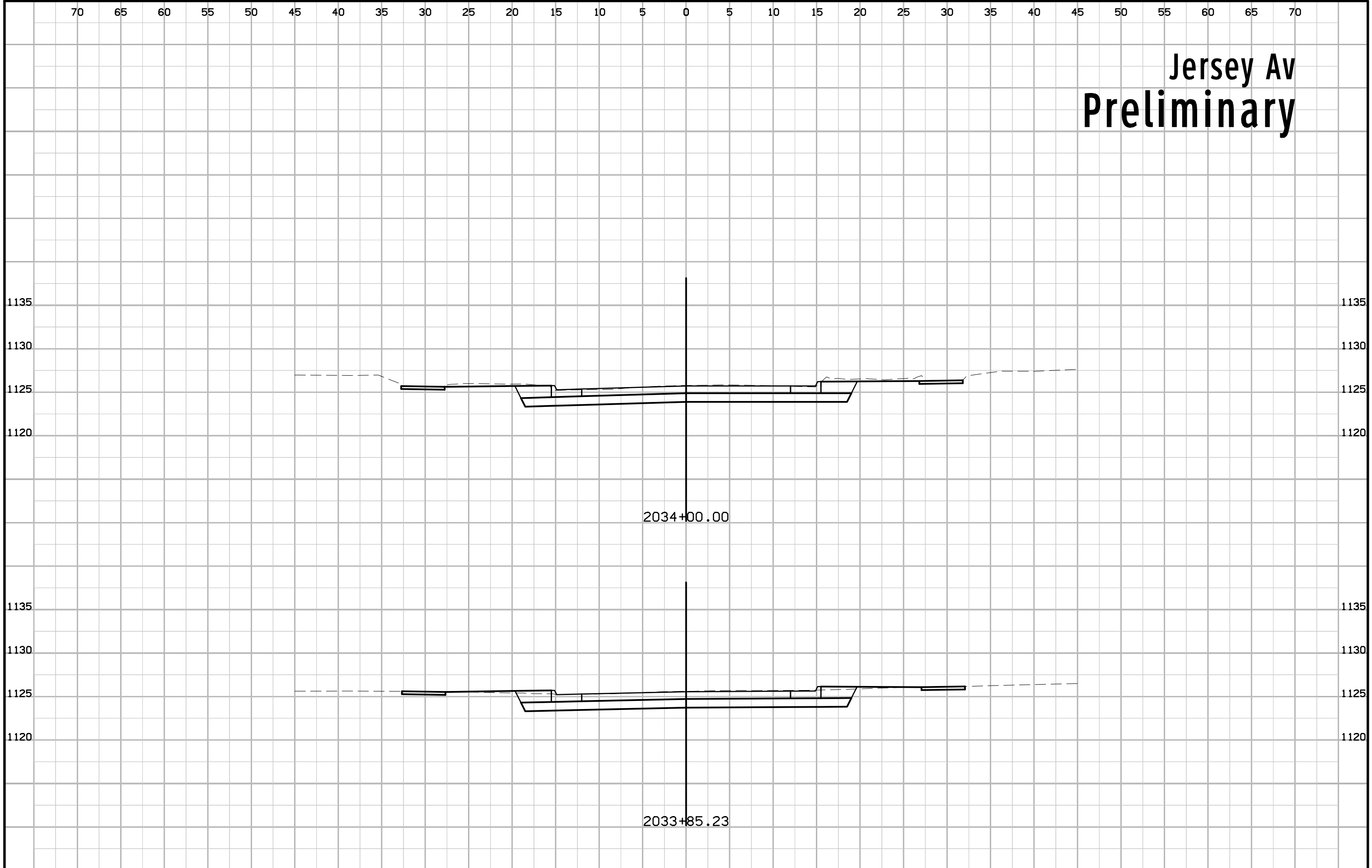
Jersey Av Preliminary



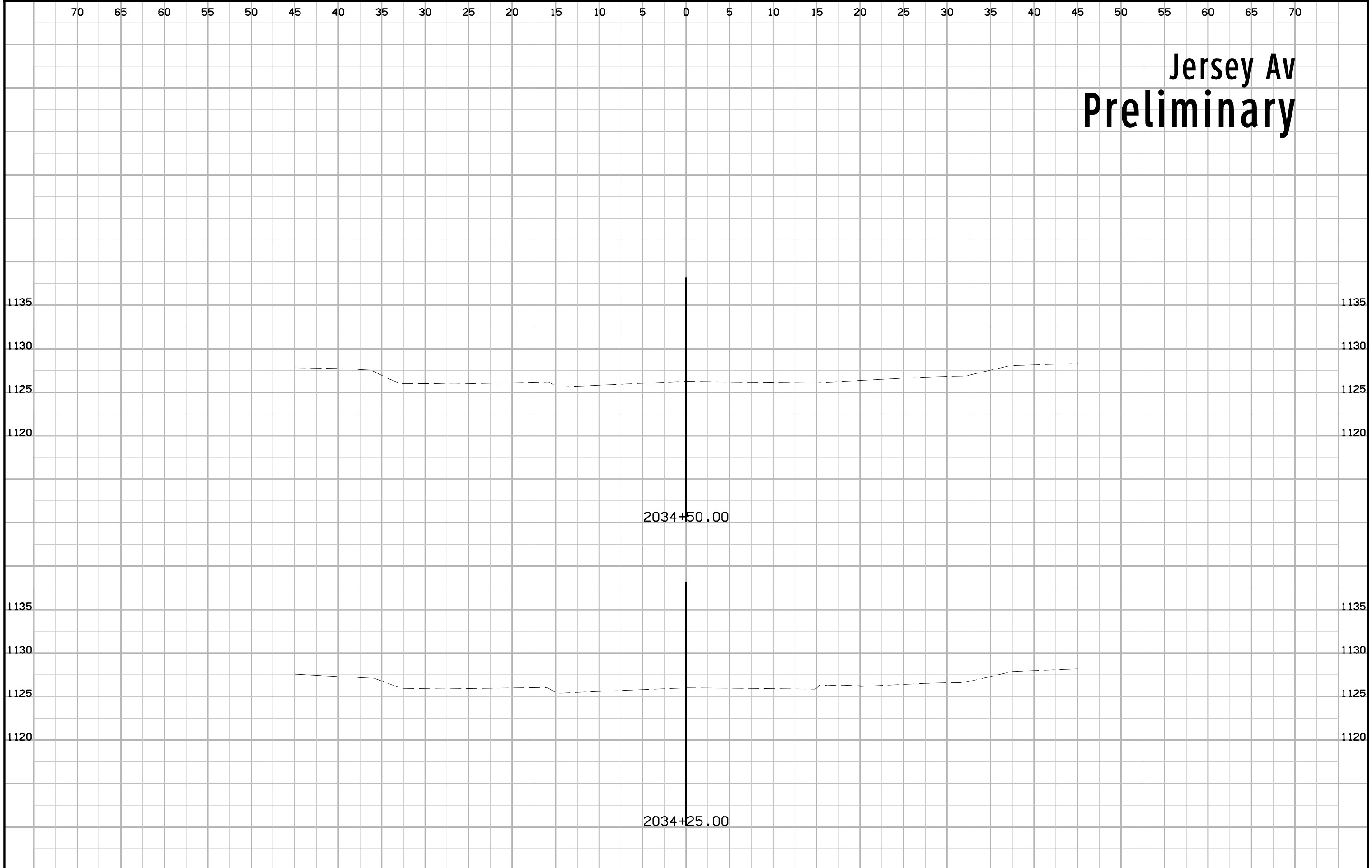
Jersey Av Preliminary



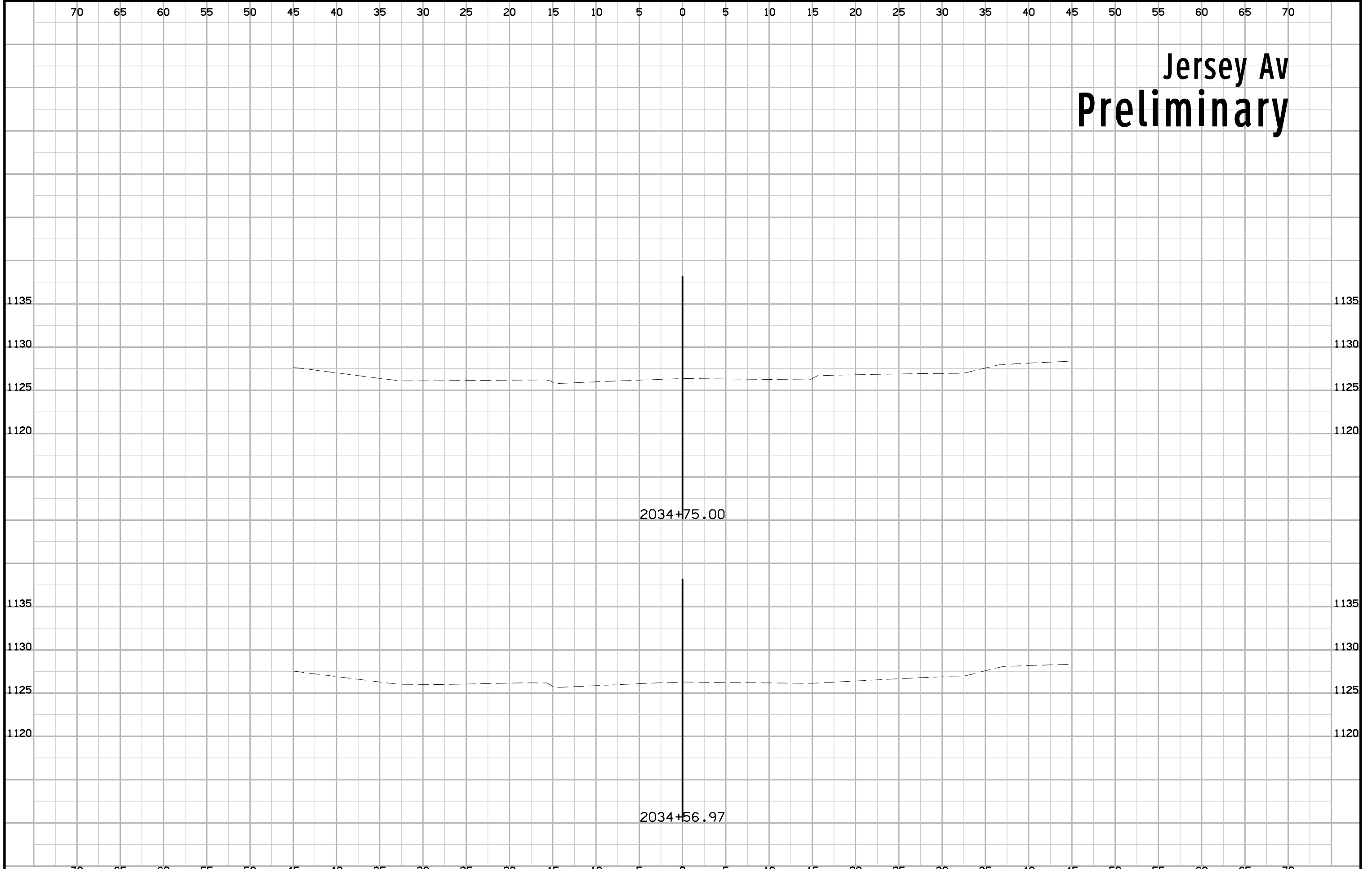
Jersey Av Preliminary



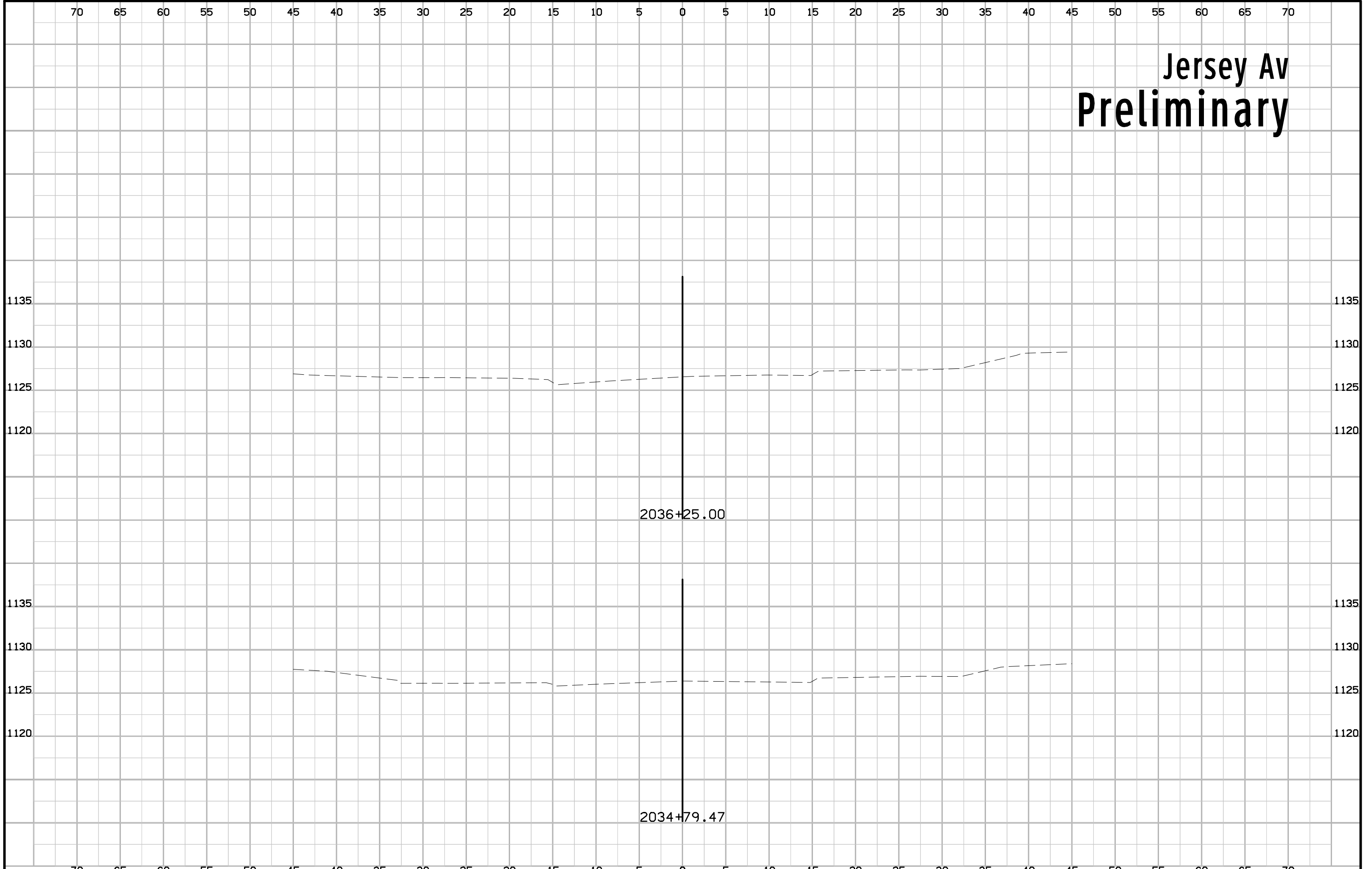
Jersey Av Preliminary



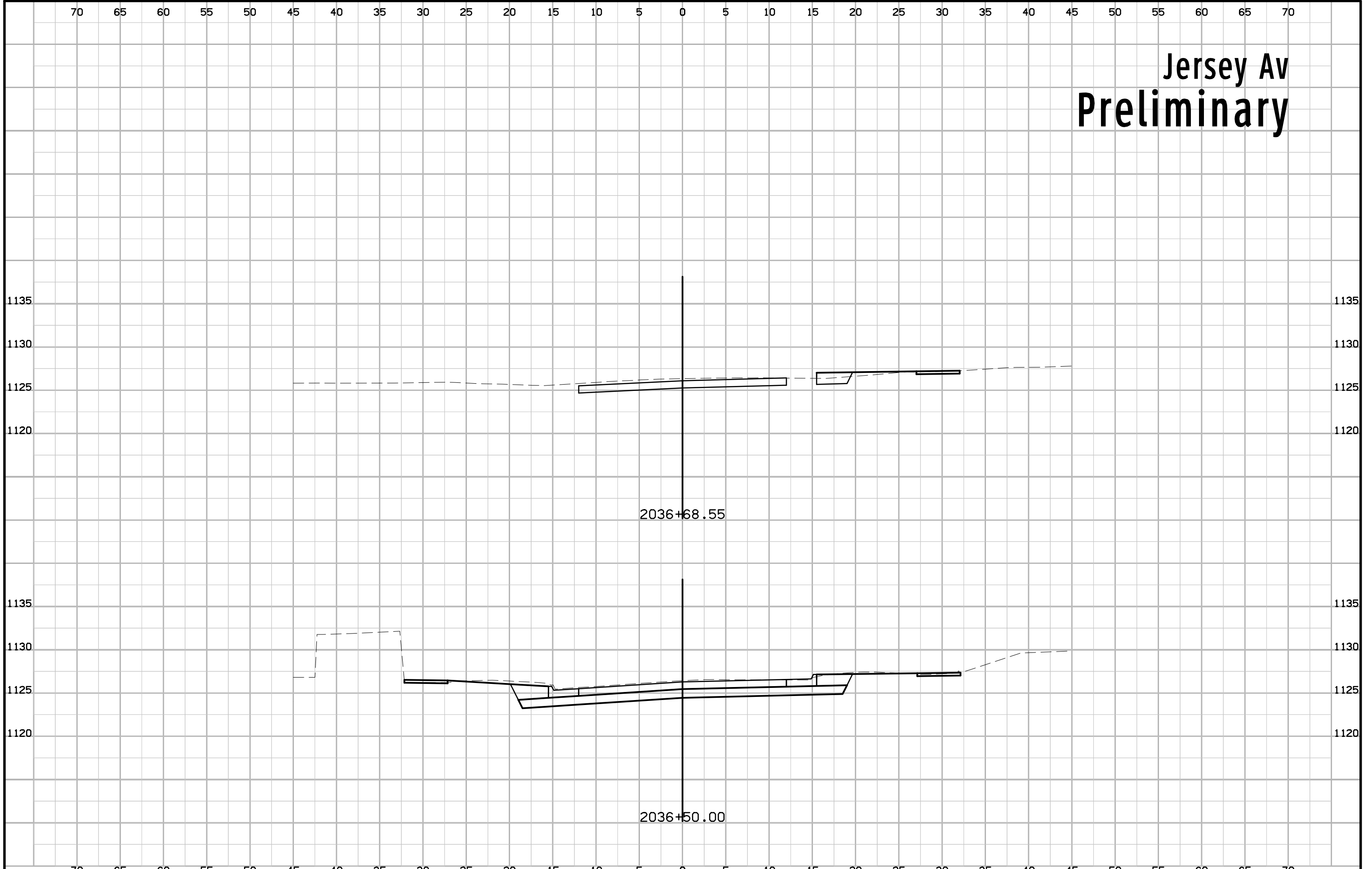
Jersey Av Preliminary



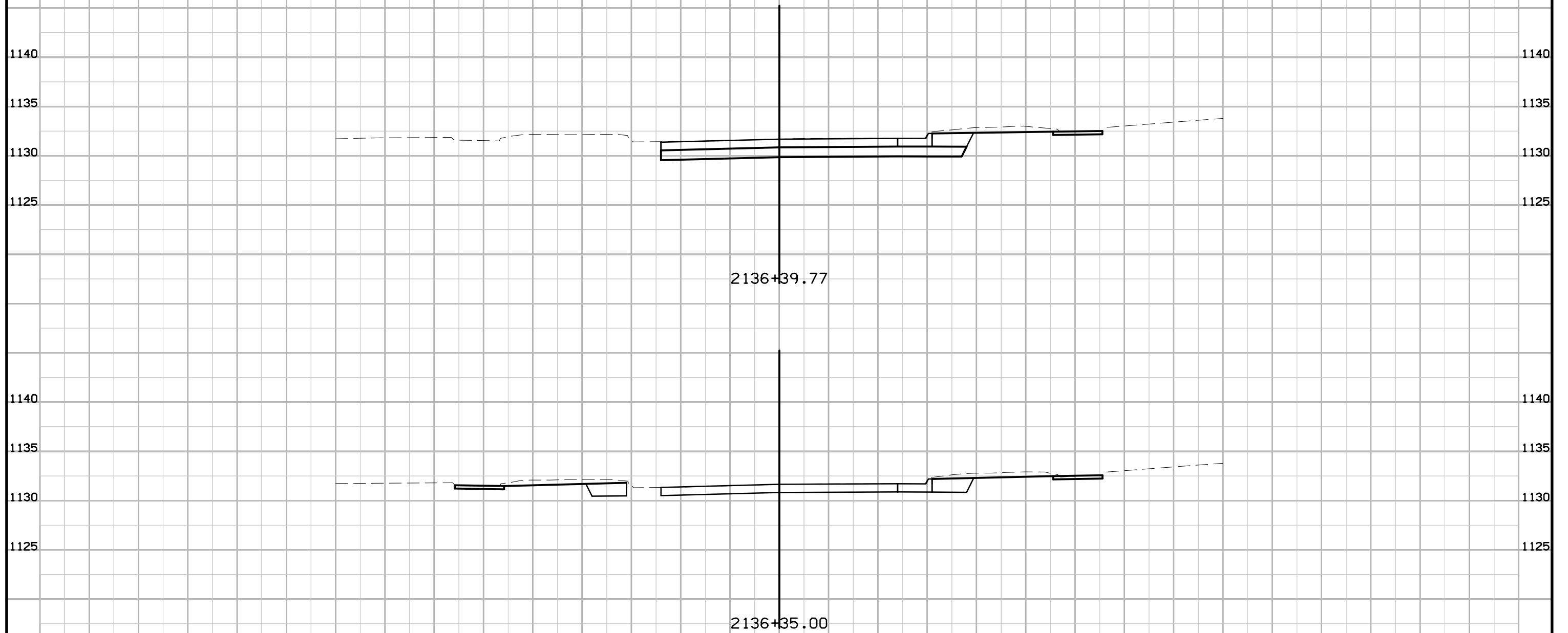
Jersey Av Preliminary



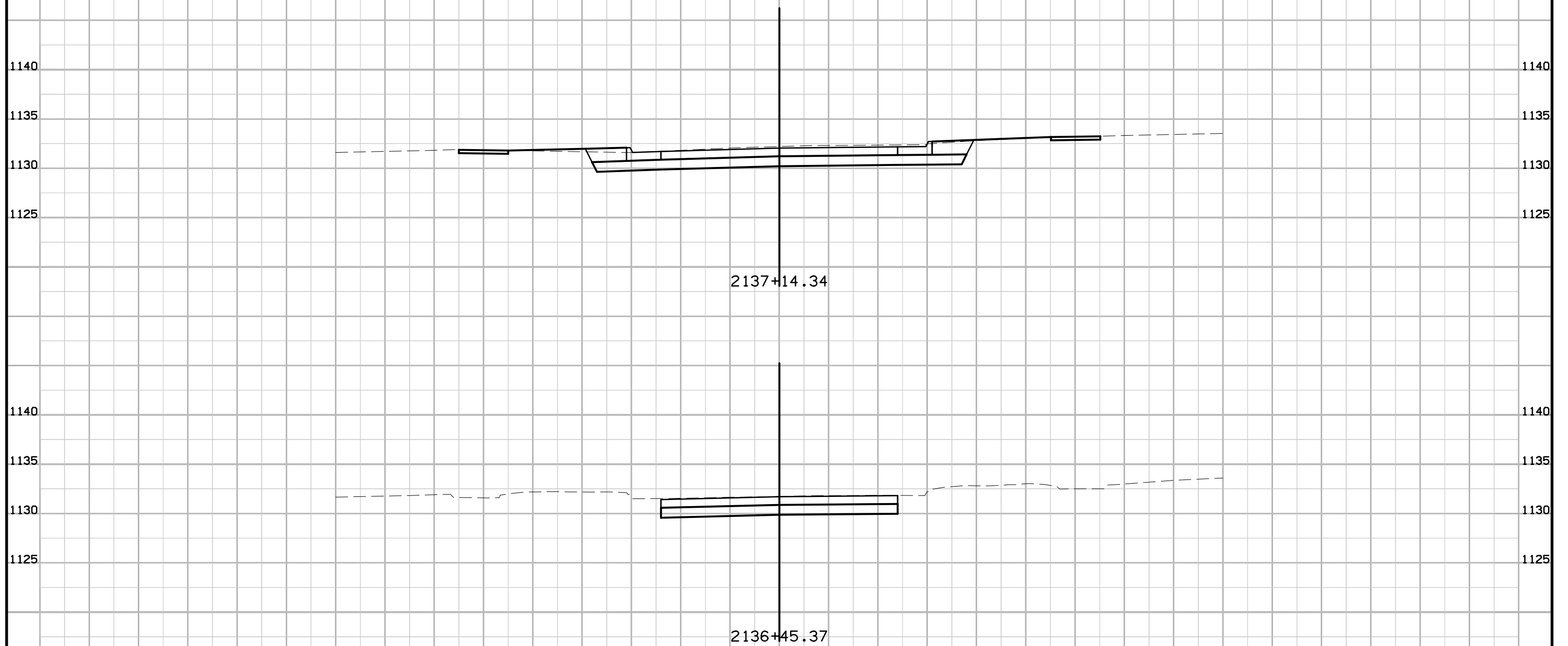
Jersey Av Preliminary



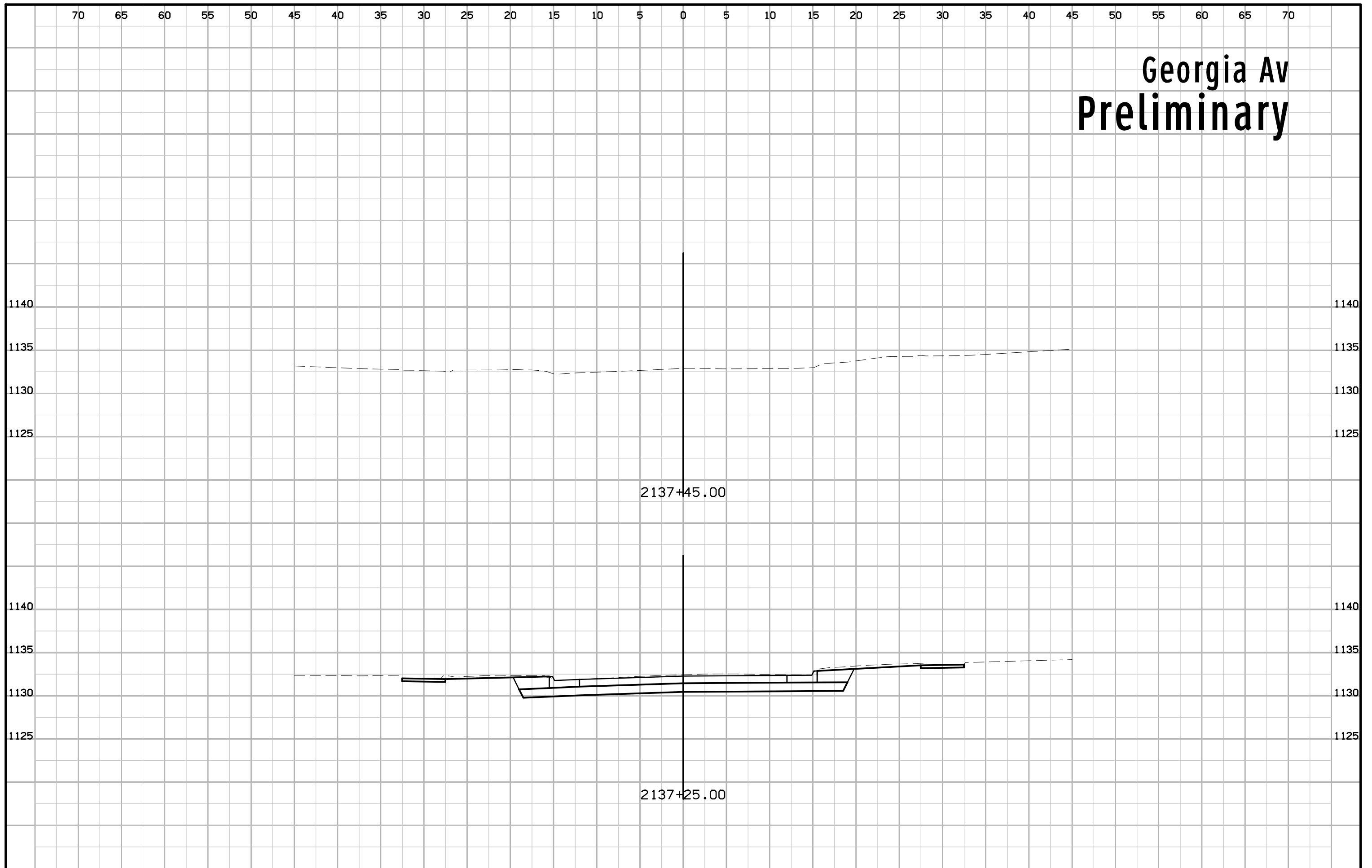
Georgia Av Preliminary



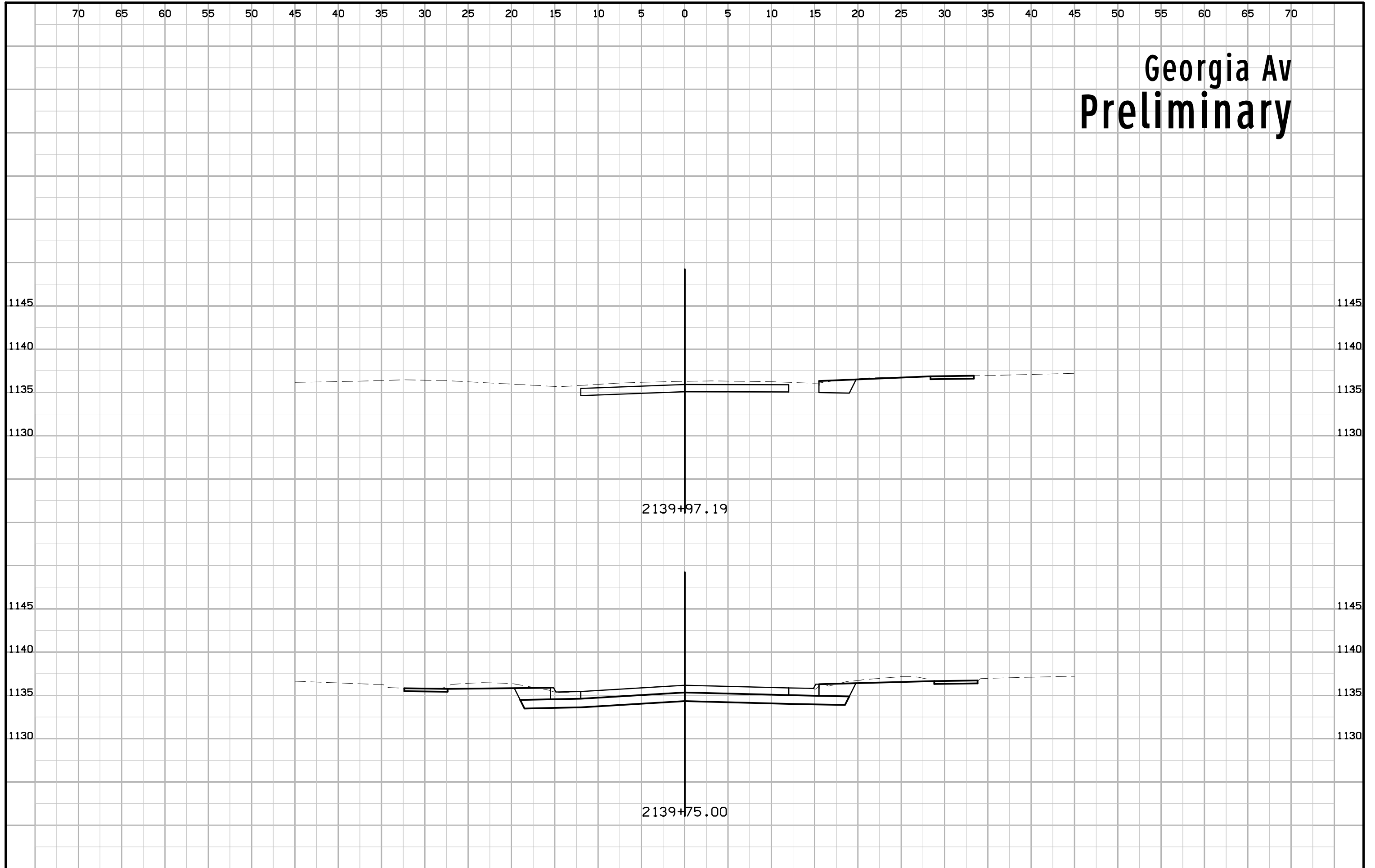
Georgia Av Preliminary



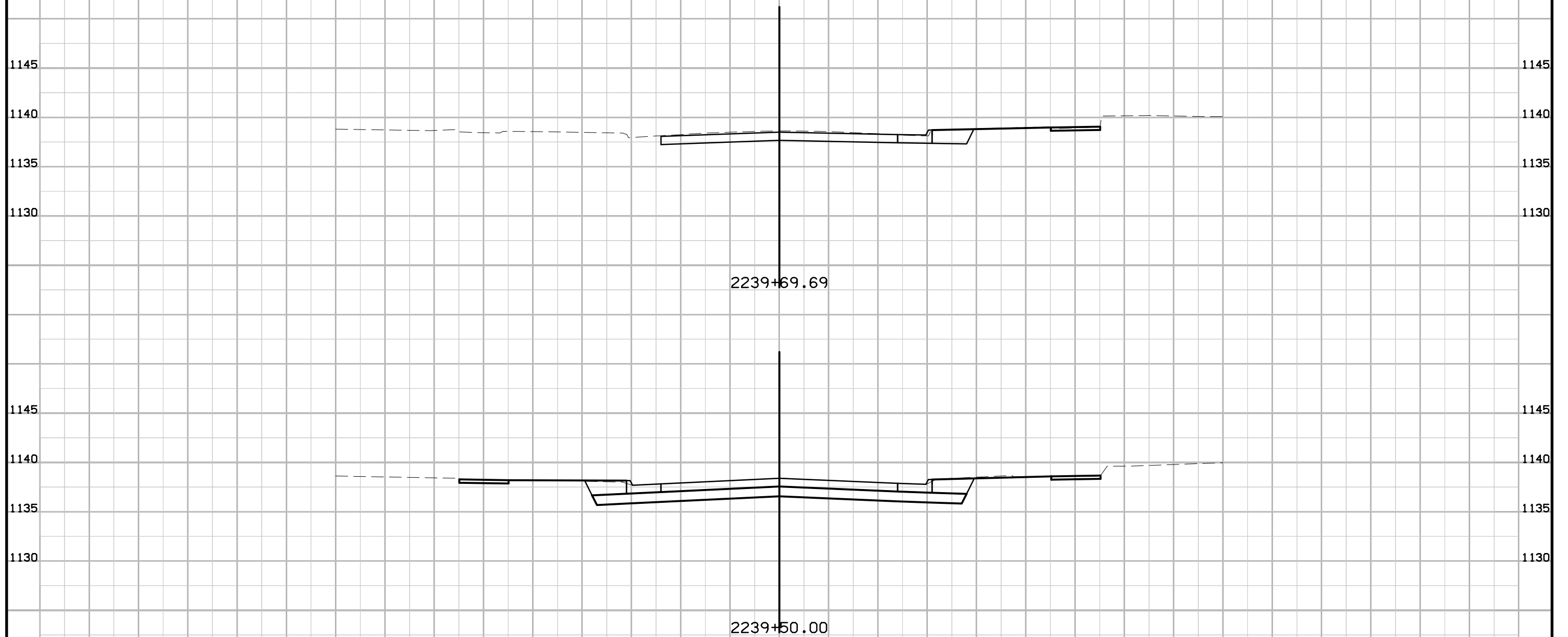
Georgia Av Preliminary



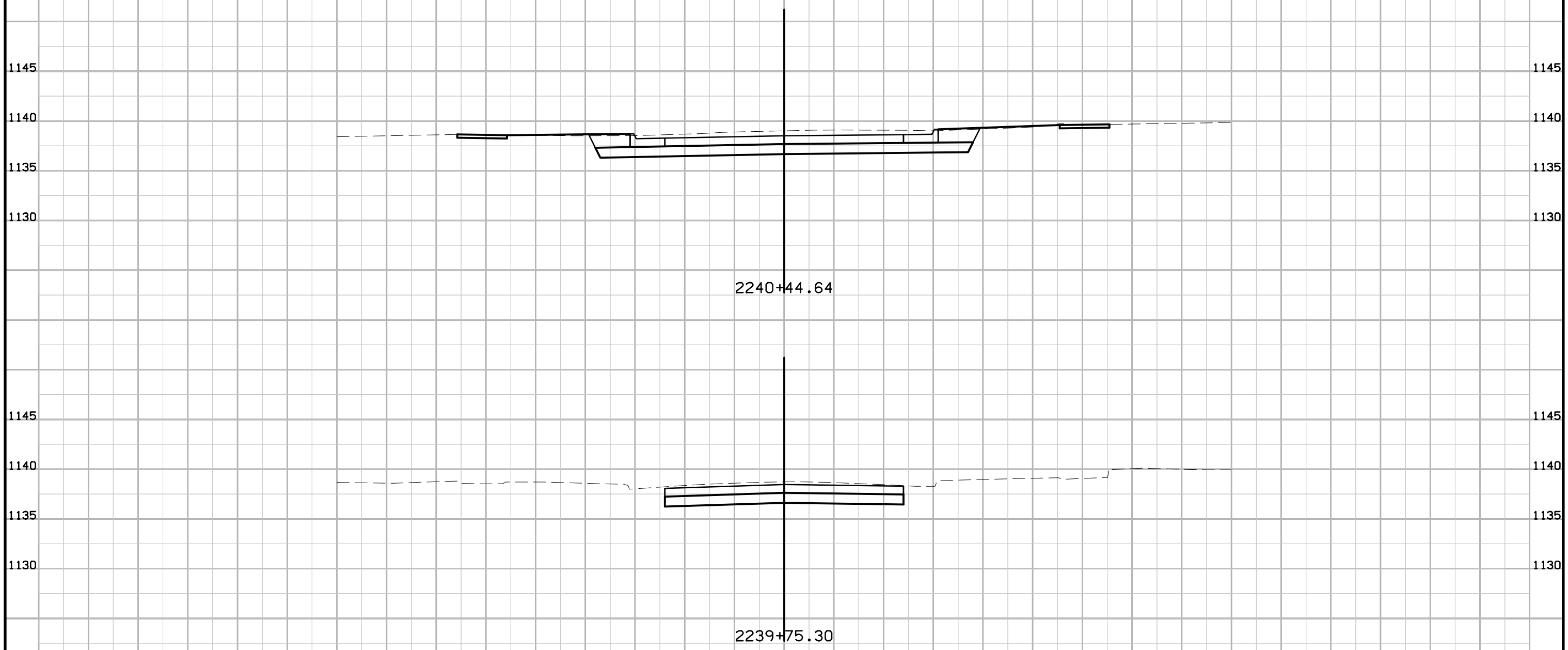
Georgia Av Preliminary



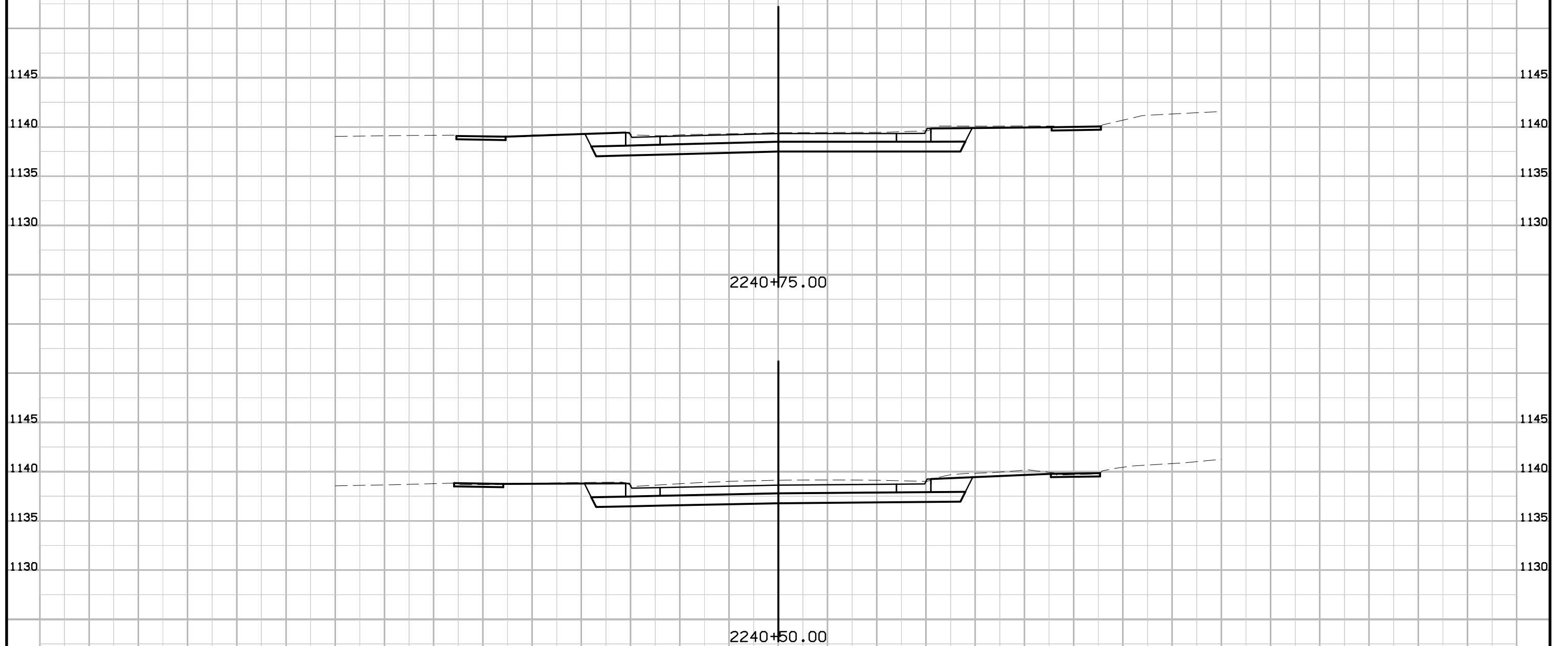
Connecticut Av Preliminary



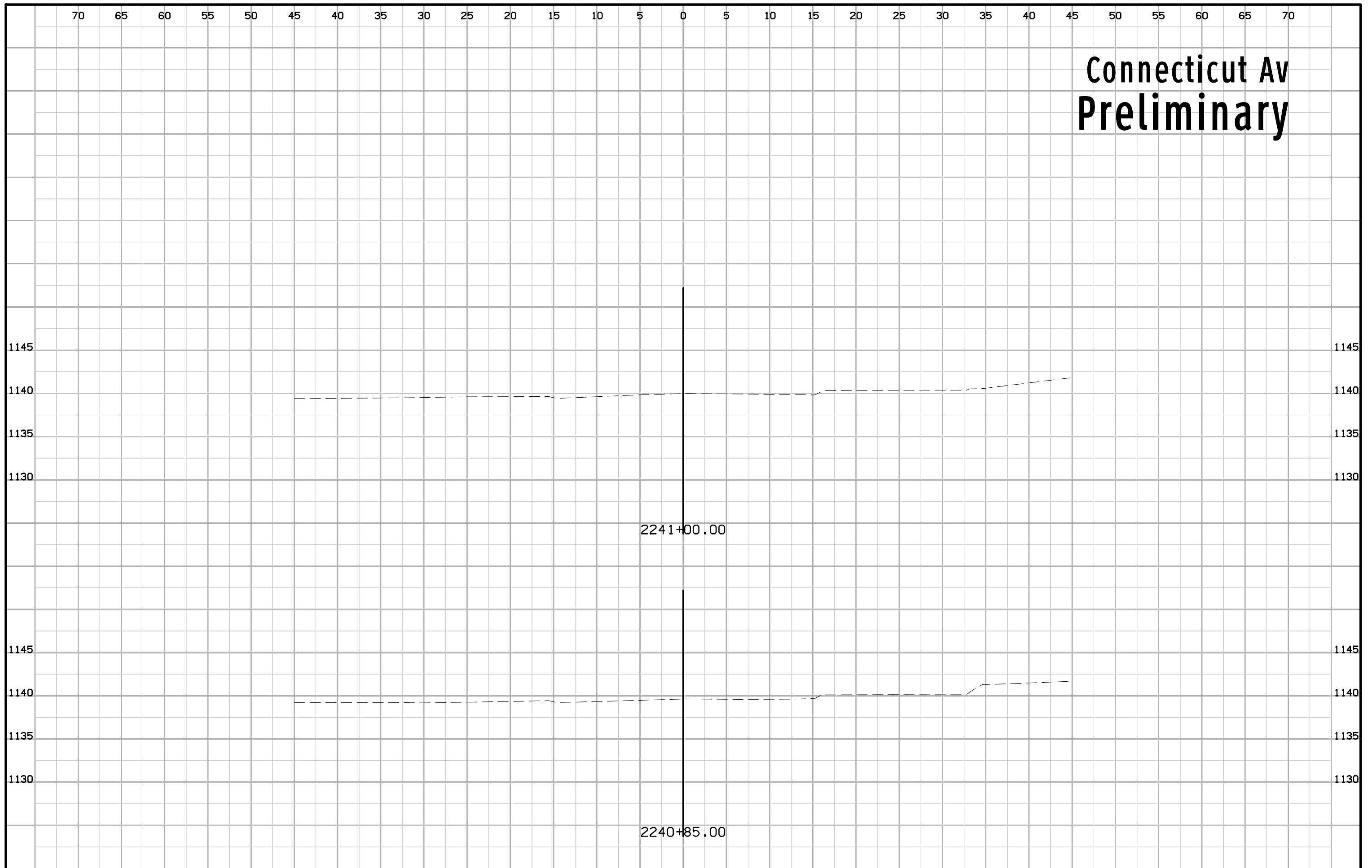
Connecticut Av Preliminary



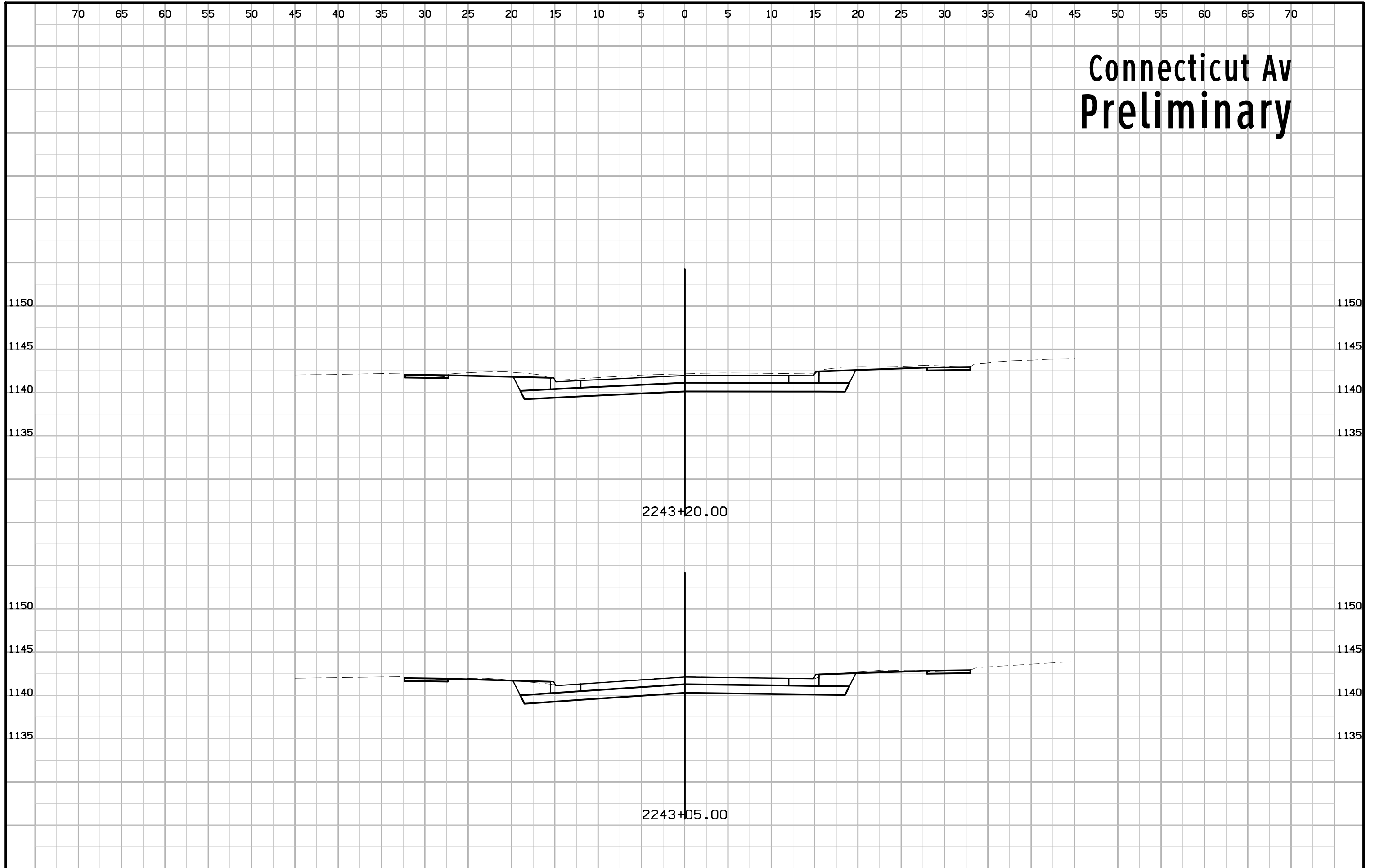
Connecticut Av Preliminary



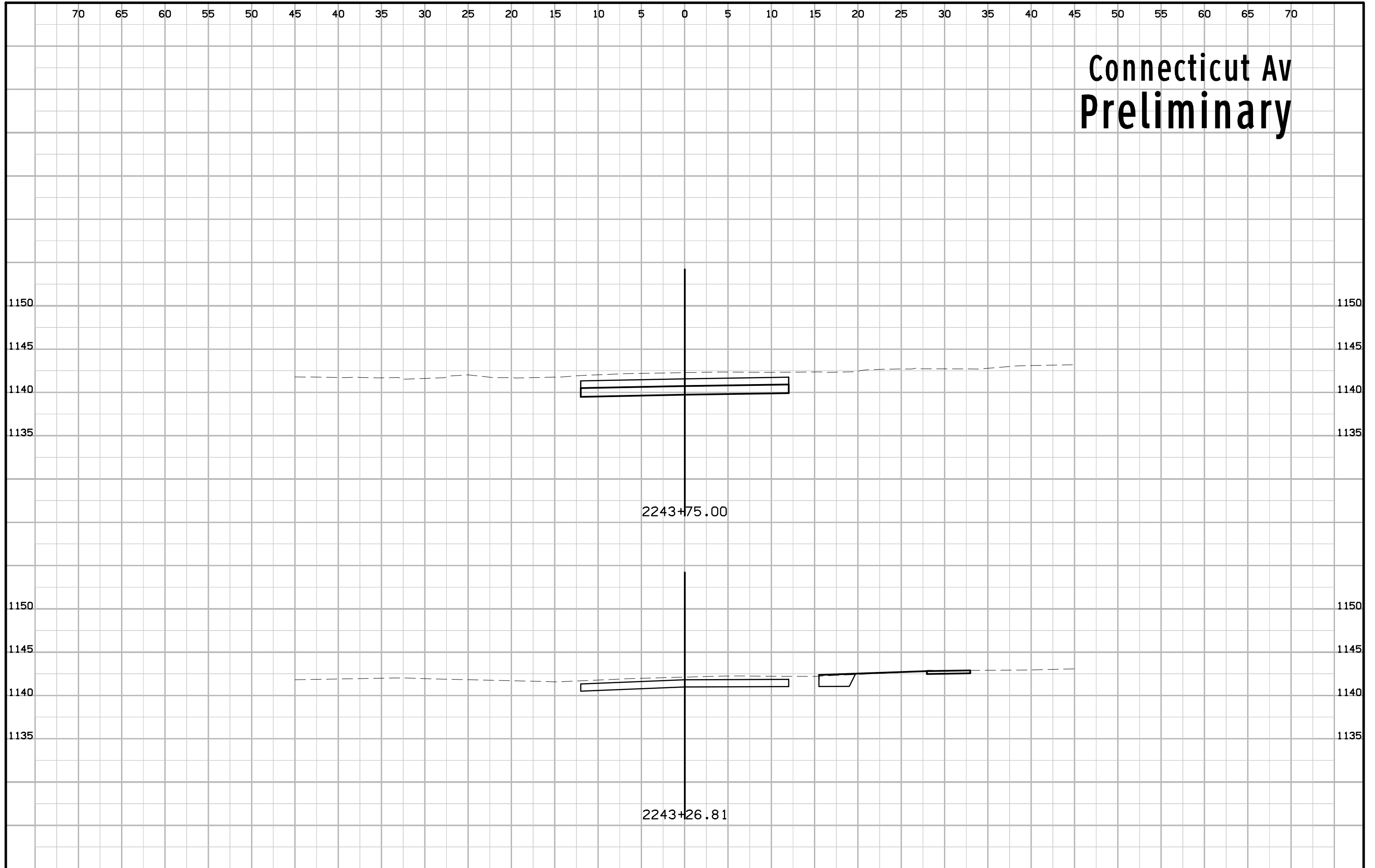
Connecticut Av Preliminary



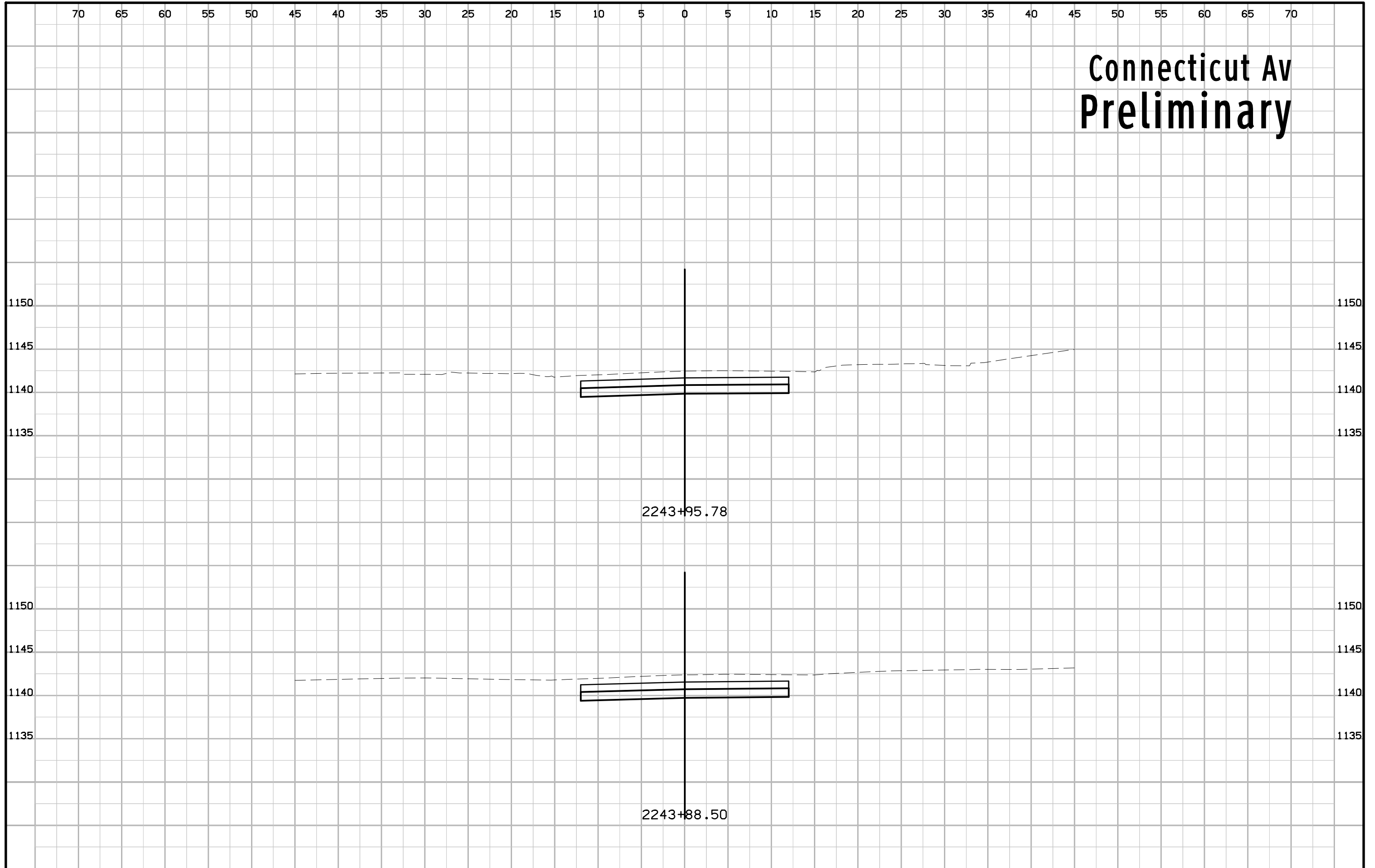
Connecticut Av Preliminary



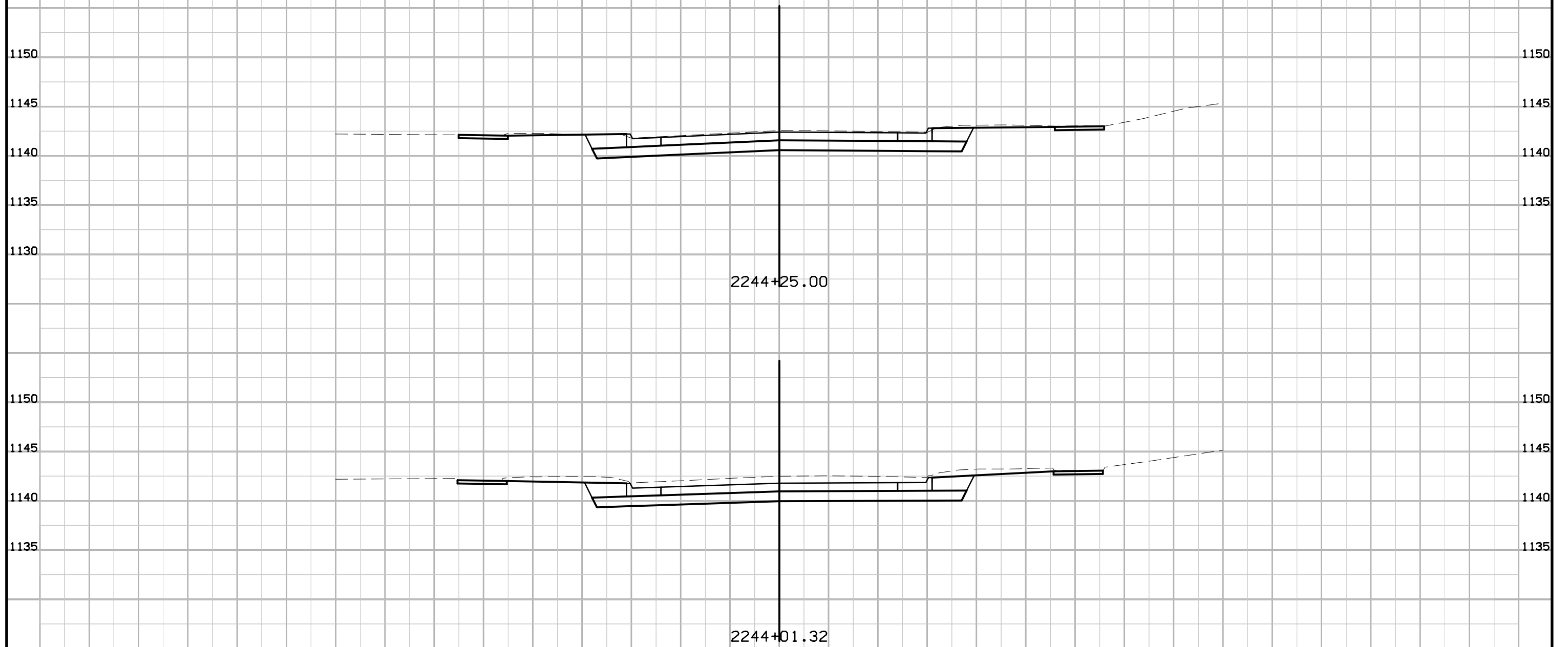
Connecticut Av Preliminary



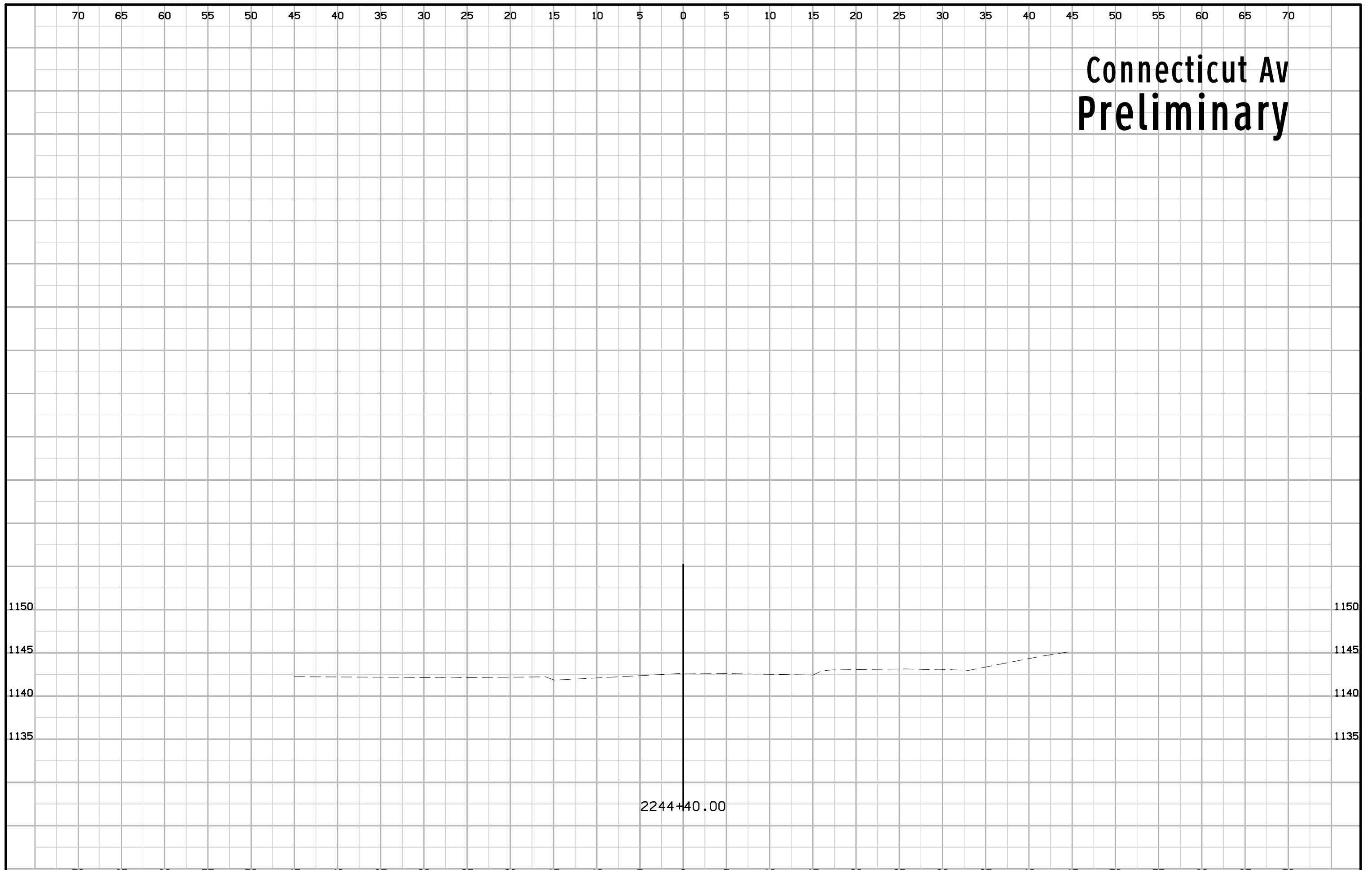
Connecticut Av Preliminary



Connecticut Av Preliminary

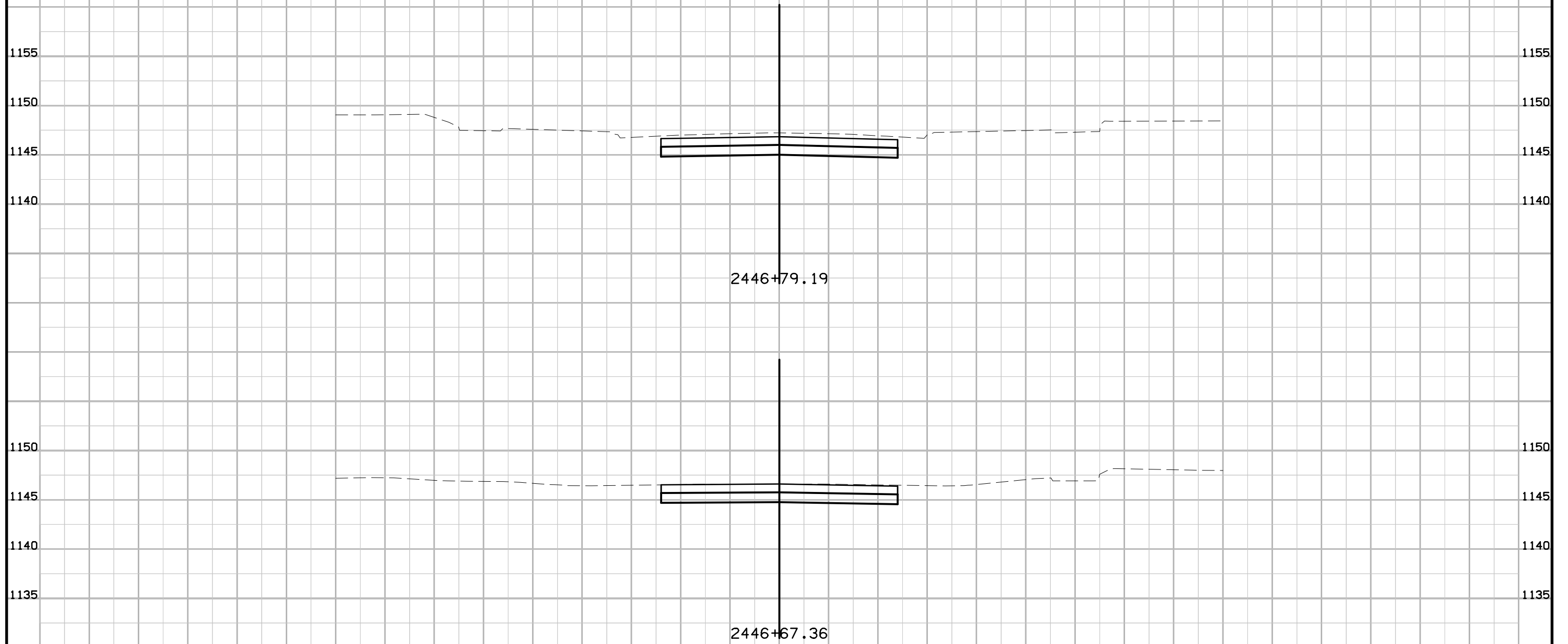


Connecticut Av Preliminary

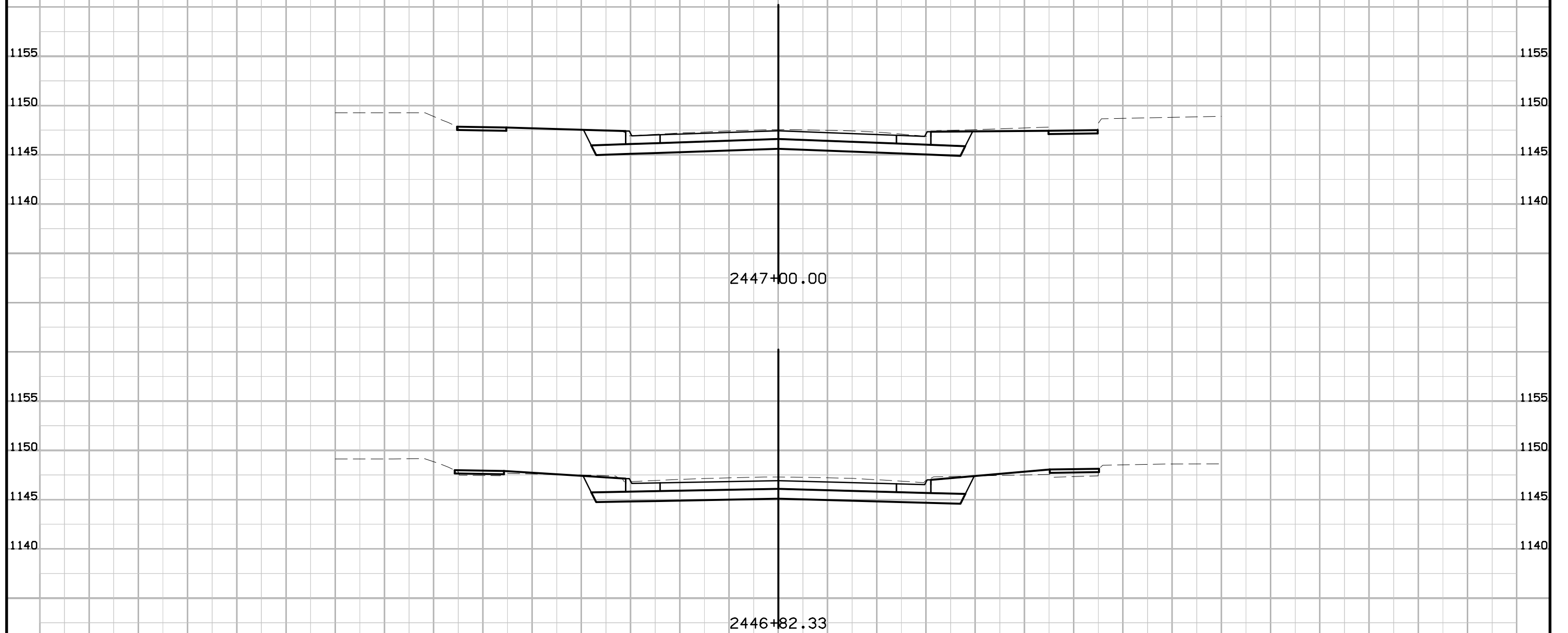


2244+40.00

Massachusetts Av Preliminary



Massachusetts Av Preliminary



Massachusetts Av Preliminary

