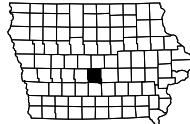


POLK COUNTY

Unknown Pavement - Grade and New
NHSX-141-7(77)--3H-77

LETTING DATE
11/21/2028



INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	Typical Cross Sections and Details
B.1 - 10	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
D.1	Plan & Profile Legend & Symbol Information Sheet
D.2 - 3	Project Overview
D.4	WB ML415 E
D.5	EB ML415 E
D.6	Roundabout Circle
E Sheets	Side Road Plan and Profile Sheets
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E.9	NW 121st
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G.1 - 3	Reference Ties and Bench Marks
W Sheets	Mainline Cross Sections
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 10	ML415_WB_E
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X.1 - 36	Frontage Road
X.100 - 108	FR_SB_N
X.200 - 203	FR_SB_S
X.300 - 303	FR_NB_S
X.400 - 406	FR_NB_N
X.500 - 506	SR NW 121
X.600 - 601	SR NW 119



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
POLK COUNTY
Unknown Pavement - Grade and New
AT THE IA 415 INTERCHANGE

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

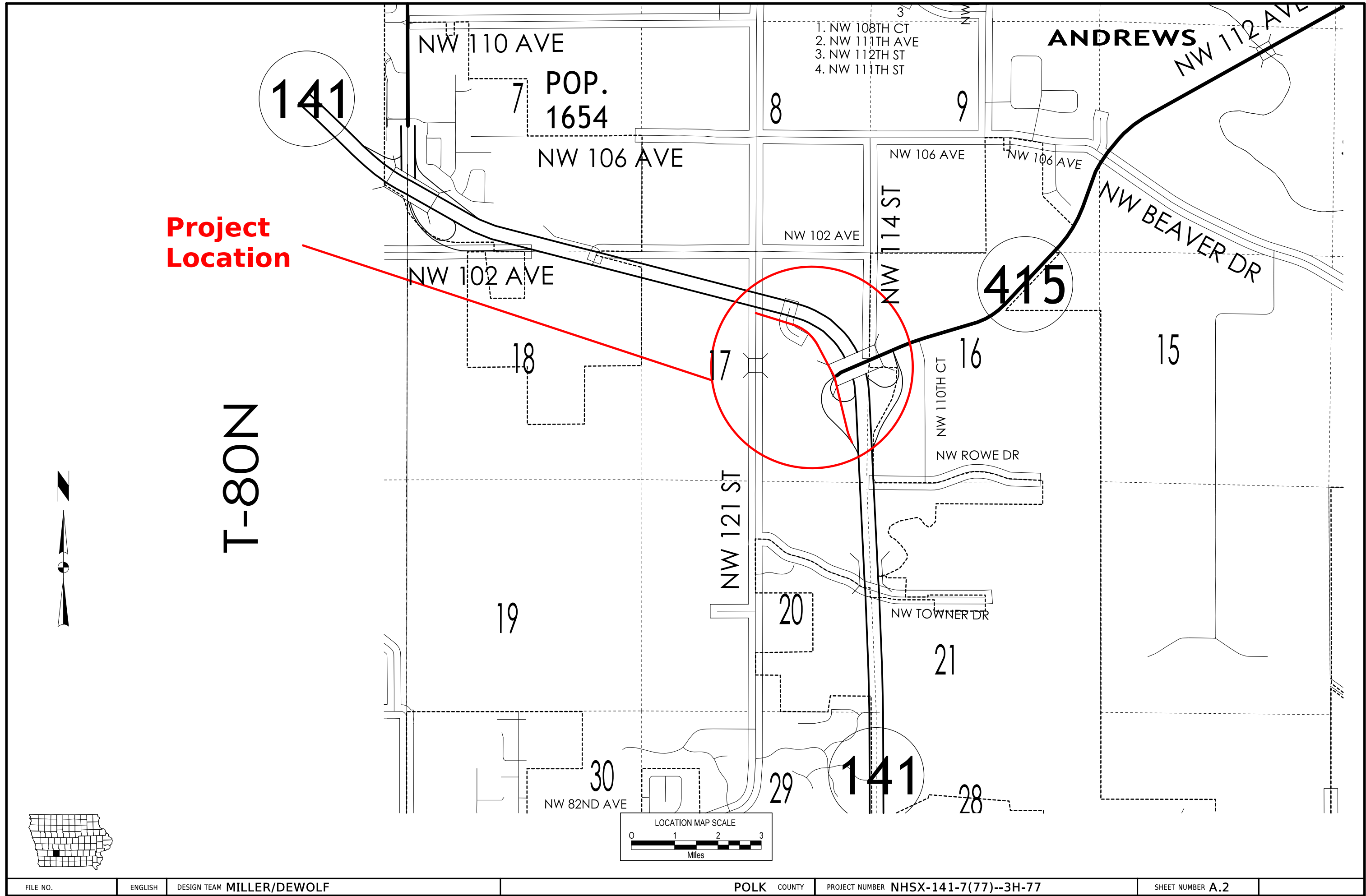
TOTAL
..
PROJECT IDENTIFICATION NUMBER
17-77-141-020-01
PROJECT NUMBER
NHSX-141-7(77)--3H-77
R.O.W. PROJECT NUMBER
NHSN-141-7(78)--2R-77

D5 PLAN - Date: 12/4/2026
DM5 PLAN - Date: 8/1/2028
D8 PLAN - Date: 9/5/2028

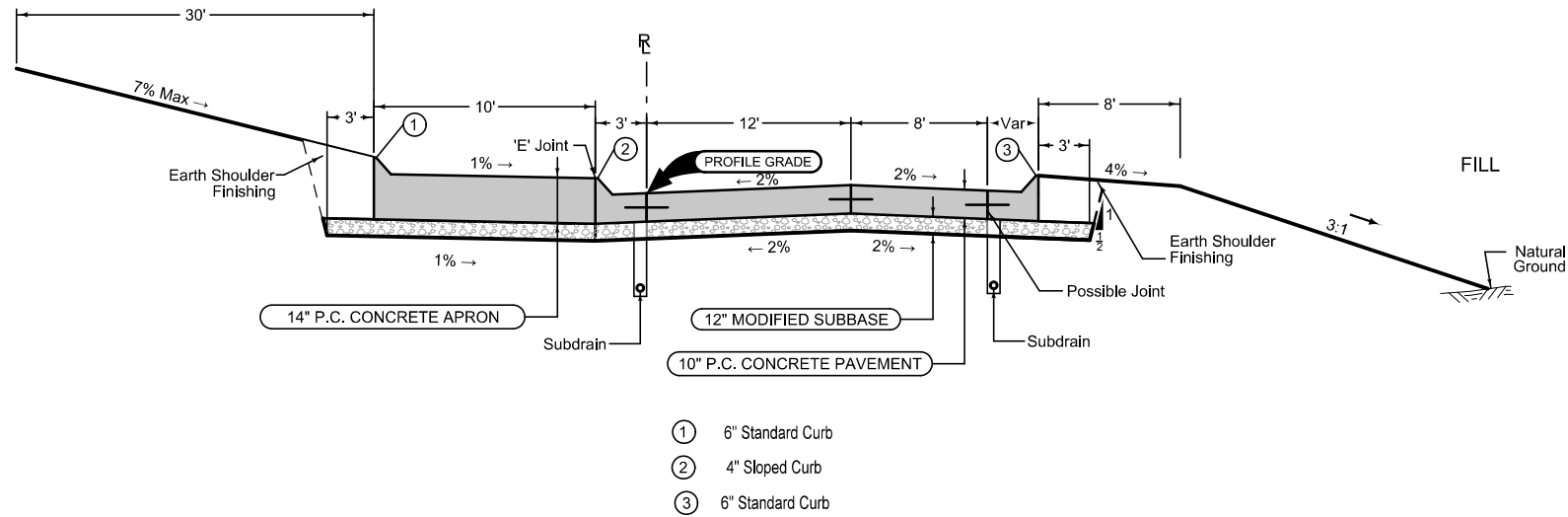
PRELIMINARY PLANS

Subject to change by final design.

D3 PLAN - Date: 8/7/2026



[illegible]



LOCATION		
ROAD IDENTIFICATION	STATION TO STATION	
Inner ICD	0+00.00	3+29.87

Note: See 'L' Sheets for Jointing Layout

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

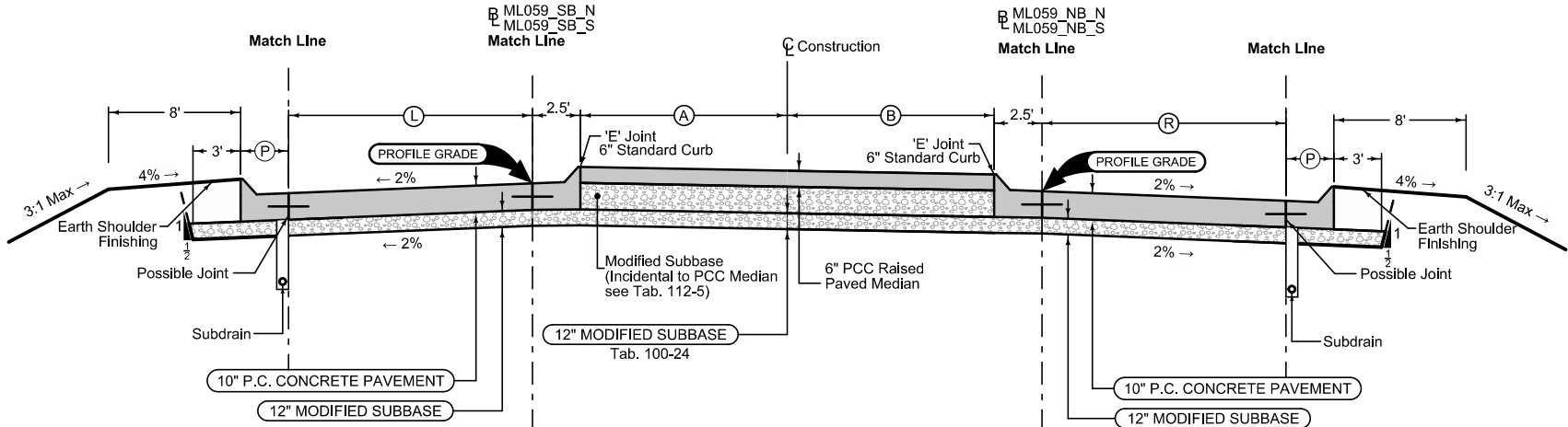
Roundabout

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: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION		(P) Feet	Curb Type See PV-102
100+47.37	102+13.36	2.5	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: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION		(P) Feet	Curb Type See PV-102
202+12.75	202+12.75	2.5	6" Std.

Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

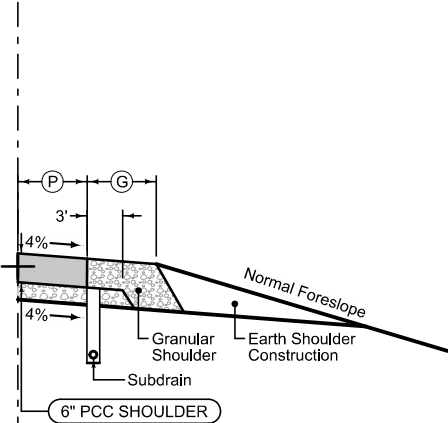
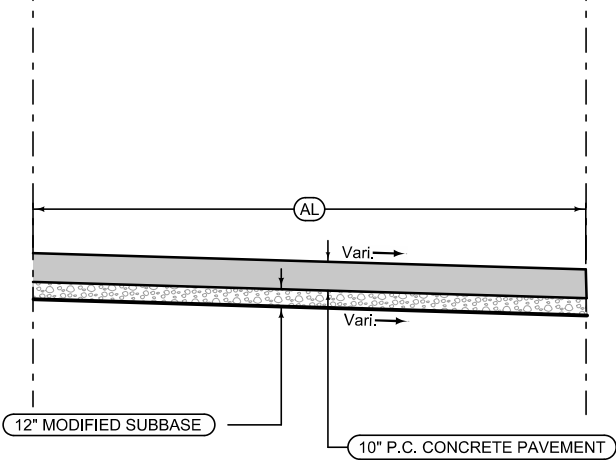
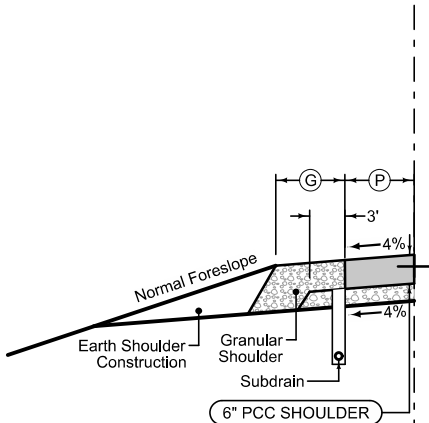
BEGIN STATION	END STATION	(L) Feet
100+47.37	103+47.37	Vari.

Median

4DP_Raised_Out_04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
200+42.85	201+60.00	Vari.	Vari.

Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	(R) Feet
200+42.85	203+47.37	Vari.



Full Depth PCC Combination Shoulder

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

2_C_FullPCC_04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
102+13.36	103+47.37	8	4

Median Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

STATION TO STATION		(AL) Feet
201+60.00	203+47.37	Vari.

Full Depth PCC Combination Shoulder

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

2_C_FullPCC_04-20-21			
STATION TO STATION		(P) Feet	(G) Feet
202+12.75	203+47.37	8	4

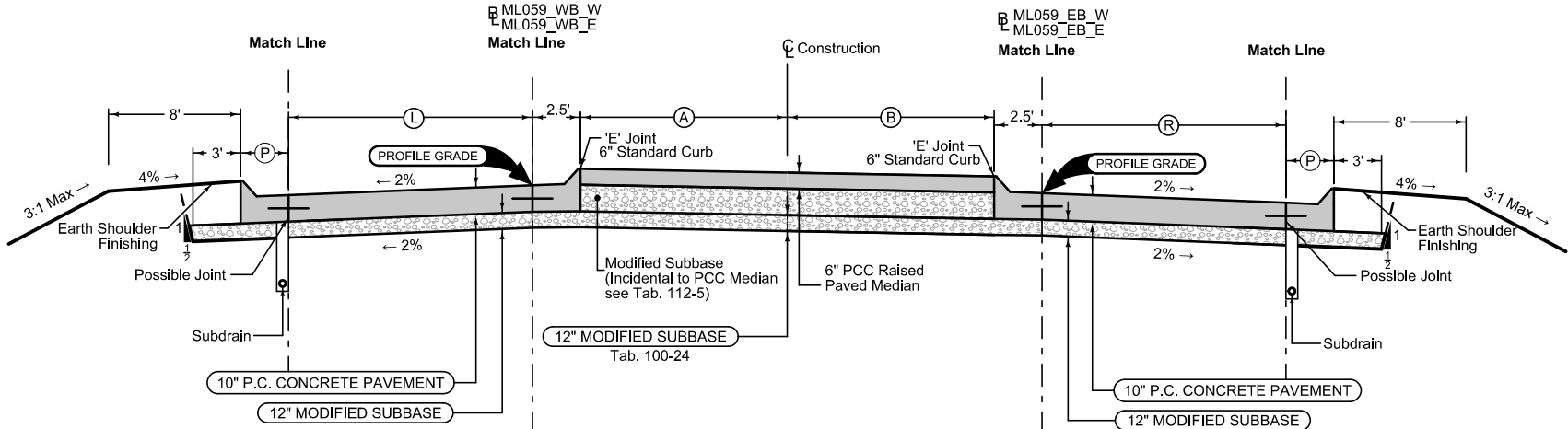
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

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: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION		(P) Feet	Curb Type See PV-102
15025+46.35	15026+98.30	2.5	6" Std.
25028+63.45	25031+15.34	2.5	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: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION		(P) Feet	Curb Type See PV-102
35019+87.81	35021+15.72	2.5	6" Std.
45015+86.00	45018+31.35	2.5	6" Std.

Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

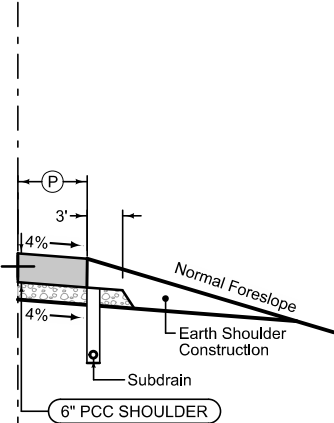
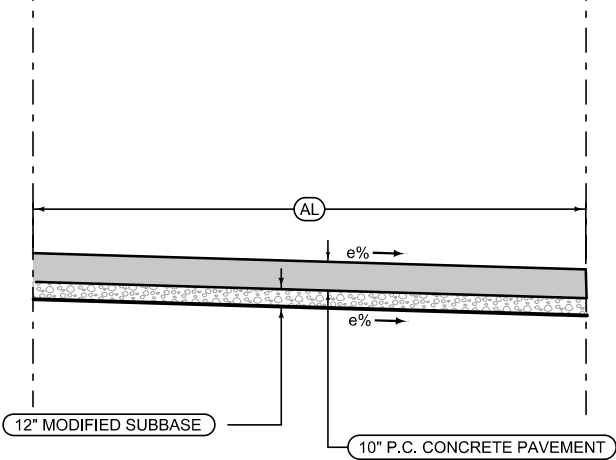
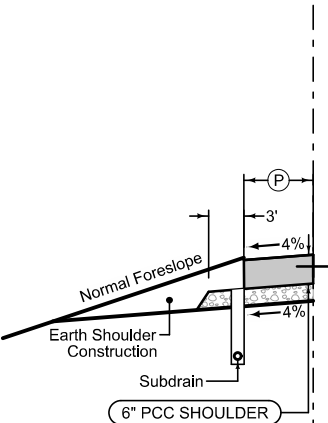
BEGIN STATION	END STATION	(L) Feet
15023+46.74	15026+98.30	Vari.
25028+63.45	25031+15.34	Vari.

Median

4DP_Raised_Out_04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
15025+98.81	15026+98.30	Vari.	Vari.
25028+63.45	25029+35.94	Vari.	Vari.

Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	(R) Feet
35019+87.81	35022+67.98	Vari.
45015+86.00	45018+31.35	Vari.



Full Depth PCC Shoulder

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

2_C_FullPCC_04-20-21			
STATION TO STATION		(P) Feet	
15023+46.74	15025+46.35	8	

Median Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

STATION TO STATION		(AL) Feet
15024+21.62	15025+98.81	Vari
25029+35.94	25031+15.34	Vari

Full Depth PCC Shoulder

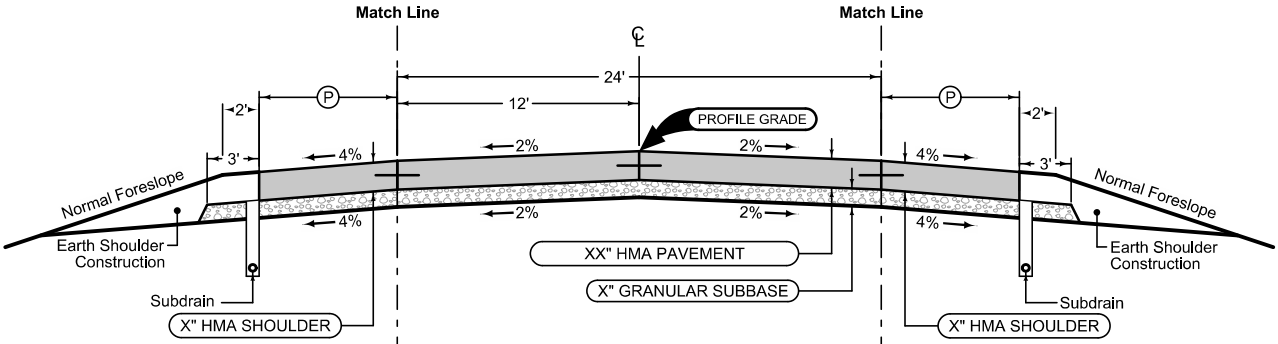
Shoulder Jointing:
Longitudinal joint: BT-2, L-2 or KT-2
Transverse joints: C at 17' spacing

2_C_FullPCC_04-20-21			
STATION TO STATION		(P) Feet	
35021+15.72	35022+67.98	8	

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

See Tab 112-9 for shoulder quantities.

Frontage Road Roundabout Legs



**Full Depth HMA Shoulder
With 2' Earth Shoulder**
Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 17' spacing

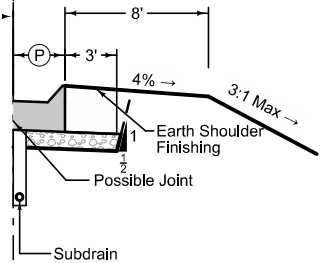
STATION TO STATION		(P) Feet
5002+46.98	5023+42.66	4

Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

STATION TO STATION	
5002+46.98	5023+42.66

**Full Depth HMA Shoulder
With 2' Earth Shoulder**
Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 17' spacing

STATION TO STATION		(P) Feet
5003+80.76	5007+00.74	4
5009+04.92	5023+42.66	



Curbed Shoulder

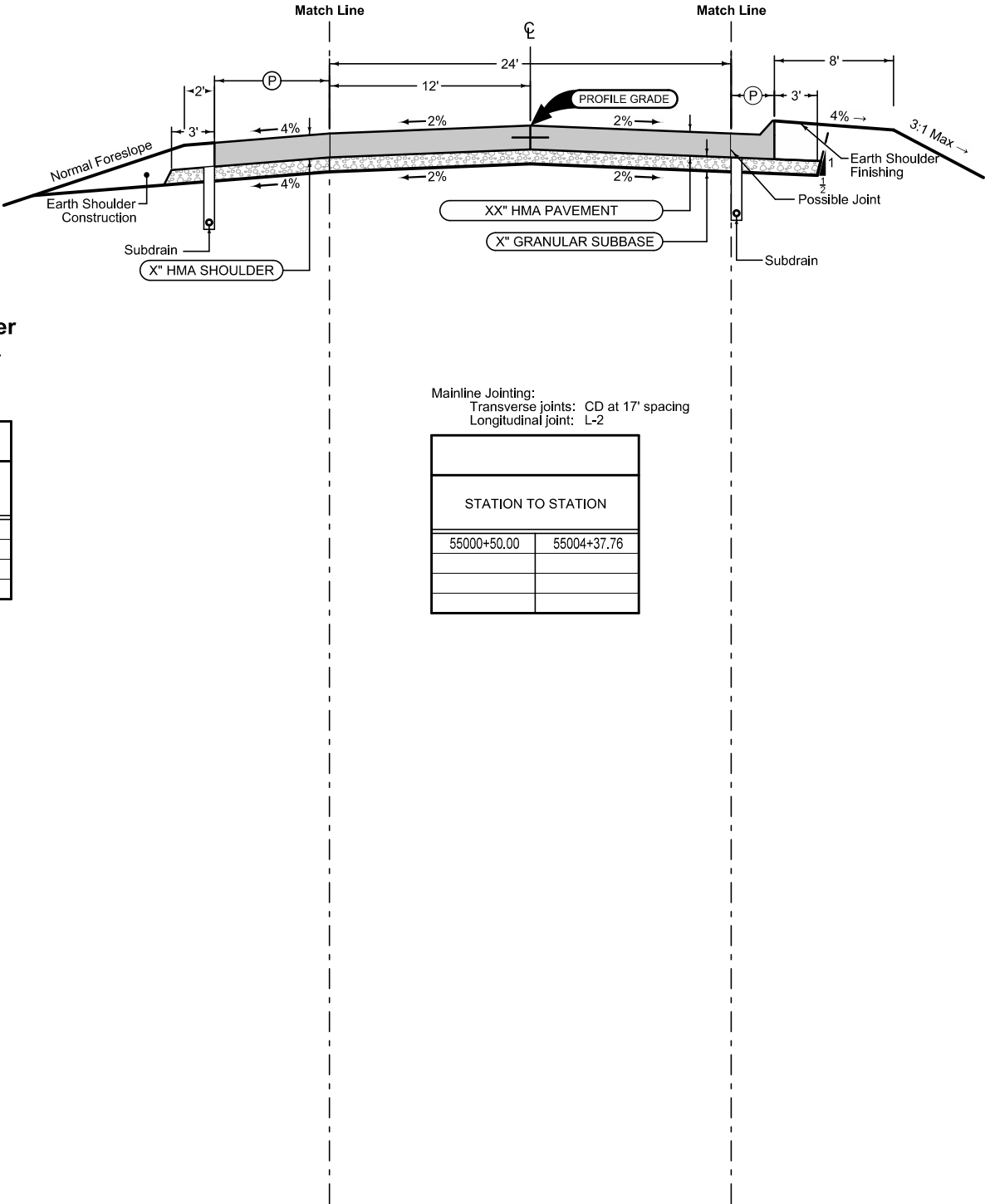
Shoulder jointing:
Longitudinal joint not required when distance from back of
curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

1R_Curb_04-15-25			
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
5002+46.98	5003+80.76	2.5	6" Std.
5007+00.74	5009+04.92	2.5	6" Std.

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

Frontage Road



**Full Depth HMA Shoulder
With 2' Earth Shoulder**

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

STATION TO STATION		(P) Feet
55000+50.00	55004+37.76	4

Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

STATION TO STATION	
55000+50.00	55004+37.76

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of
curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

		1R_Curb_ 04-15-25	
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
55000+50.00	55004+37.76	2.5	6" Std.

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

NW 121st

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

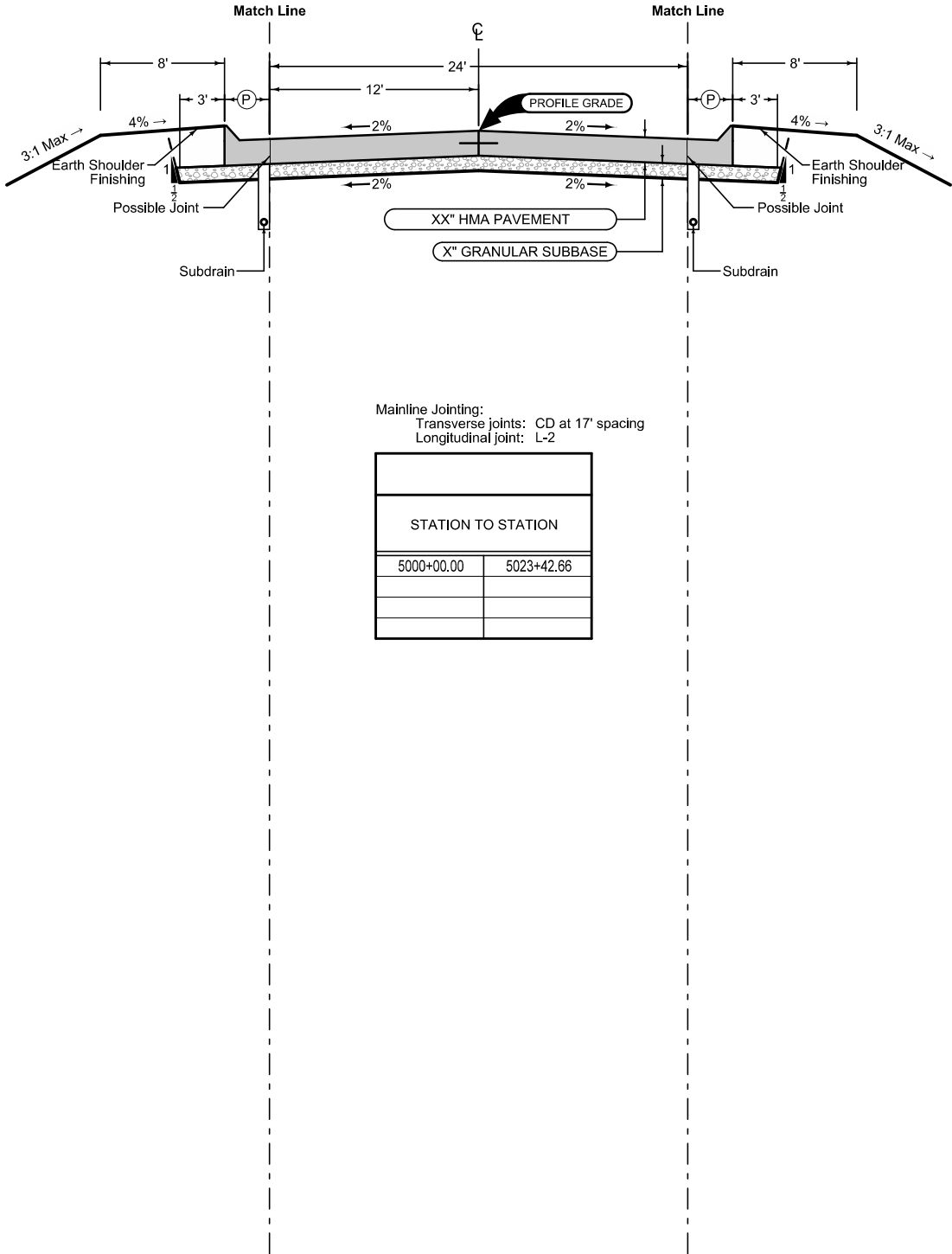
1R_Curb_04-15-25			
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

1R_Curb_04-15-25			
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102

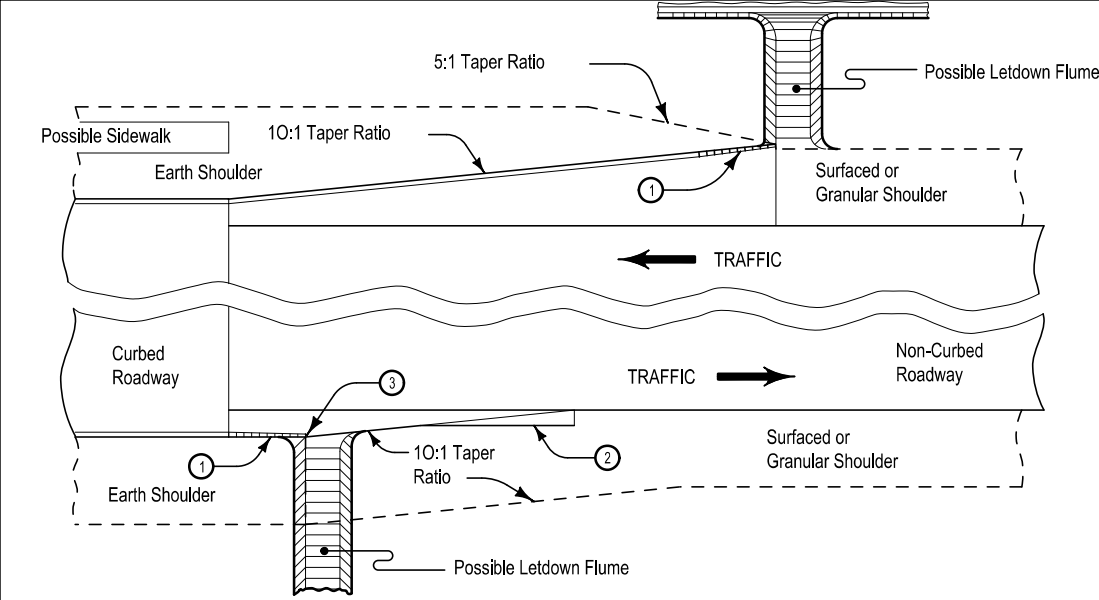


Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

STATION TO STATION	
5000+00.00	5023+42.66

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

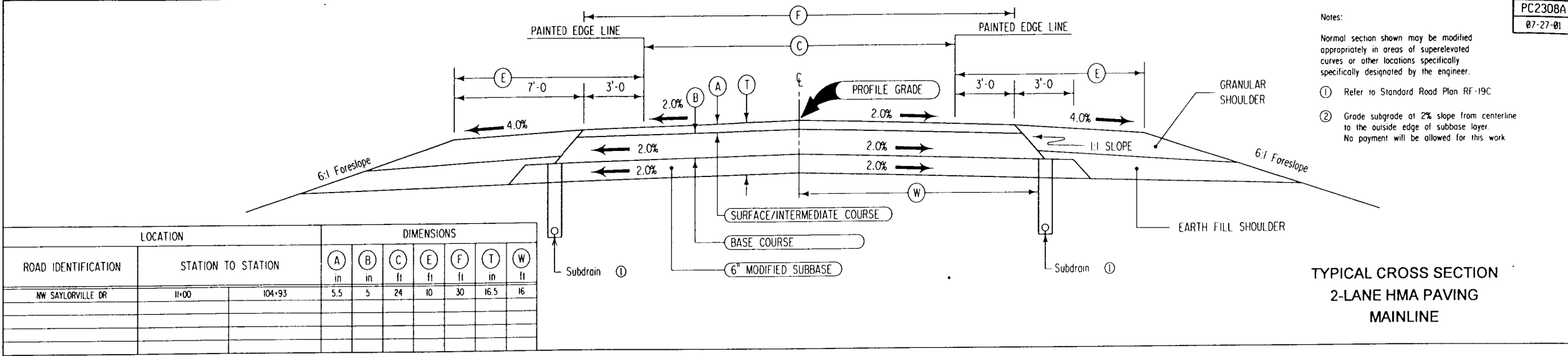
NW 119th



6147
10-20-15

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

TRANSITION
BETWEEN CURBED AND
NON-CURBED ROADWAYS



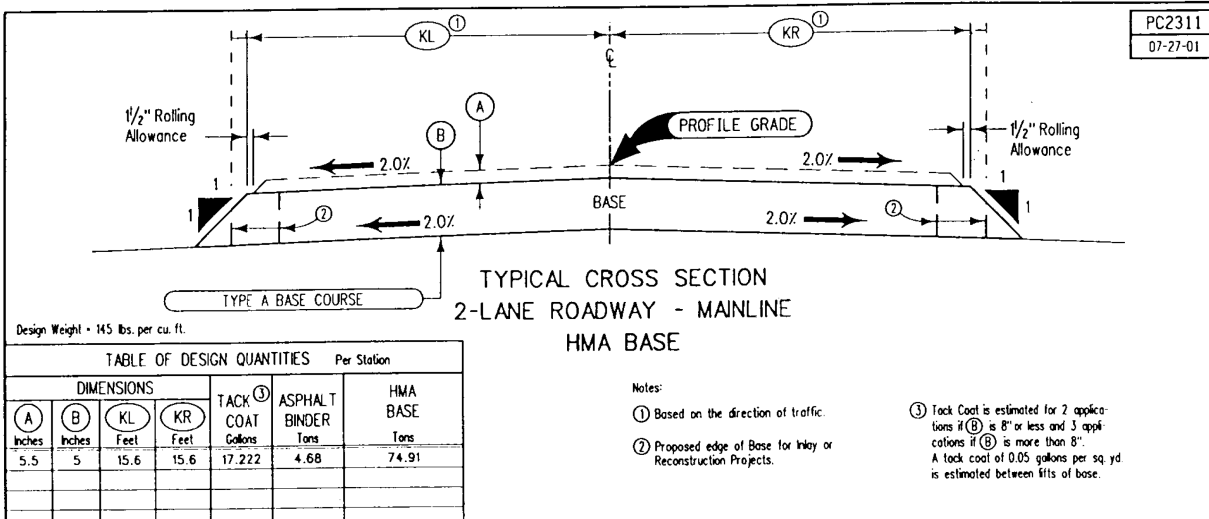
Notes:

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

① Refer to Standard Road Plan RF-19C

② Grade subgrade at 2% slope from centerline to the outside edge of subbase layer. No payment will be allowed for this work.

TYPICAL CROSS SECTION
2-LANE HMA PAVING
MAINLINE

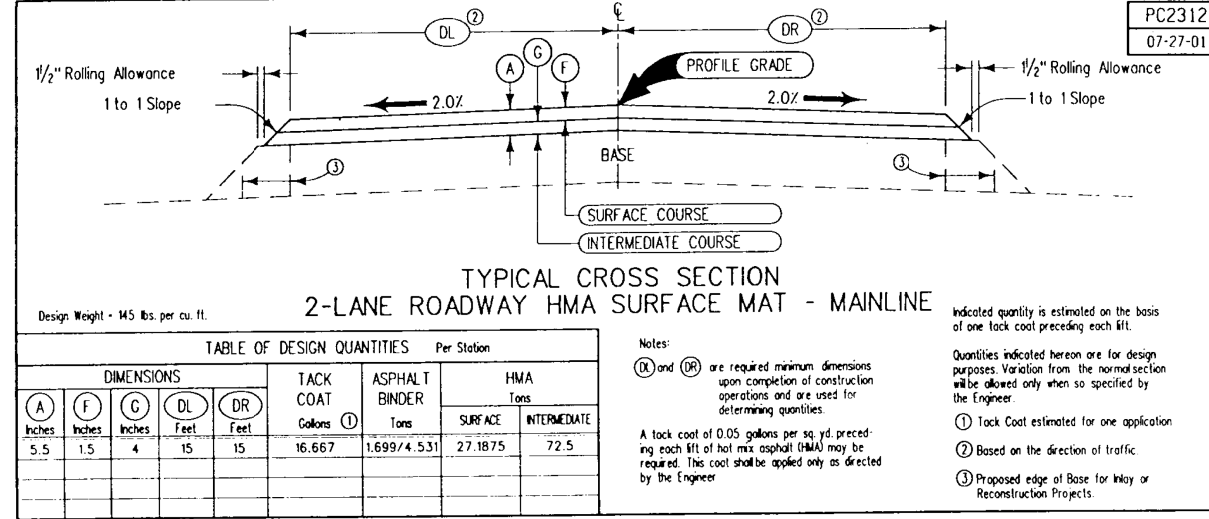


Notes:

① Based on the direction of traffic.

② Proposed edge of Base for Inlay or Reconstruction Projects.

③ Tack Coat is estimated for 2 applications if (B) is 8" or less and 3 applications if (B) is more than 8". A tack coat of 0.05 gallons per sq. yd. is estimated between lifts of base.



Notes:

① and ② are required minimum dimensions upon completion of construction operations and are used for determining quantities.

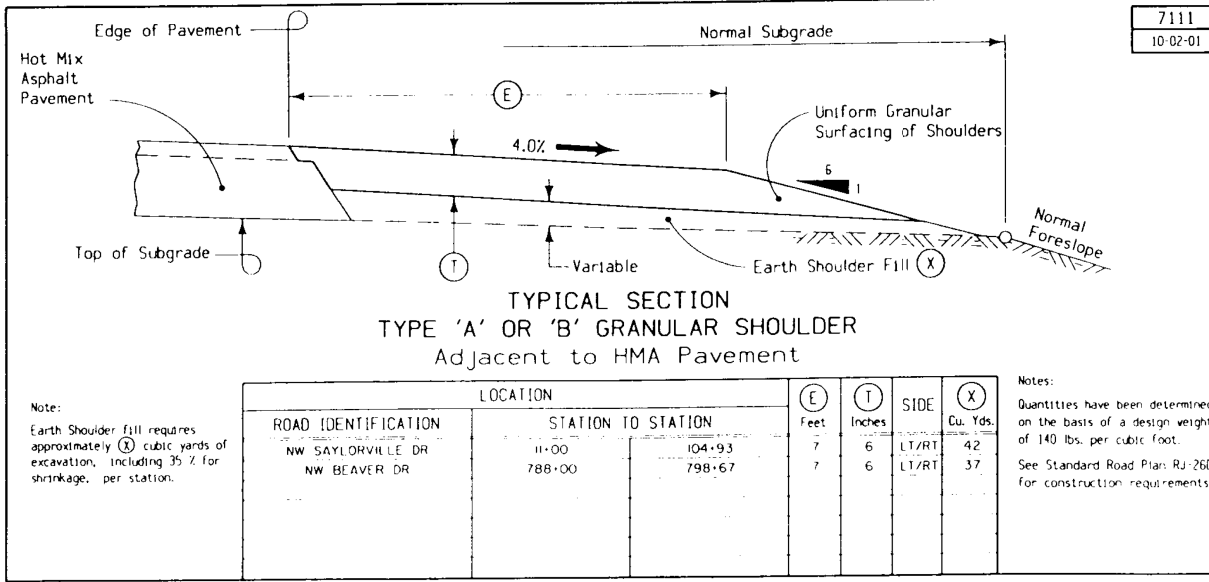
A tack coat of 0.05 gallons per sq. yd. preceding each lift of hot mix asphalt (HMA) may be required. This coat shall be applied only as directed by the Engineer.

Quantities indicated hereon are for design purposes. Variation from the normal section will be allowed only when so specified by the Engineer.

① Tack Coat estimated for one application

② Based on the direction of traffic

③ Proposed edge of Base for Inlay or Reconstruction Projects.



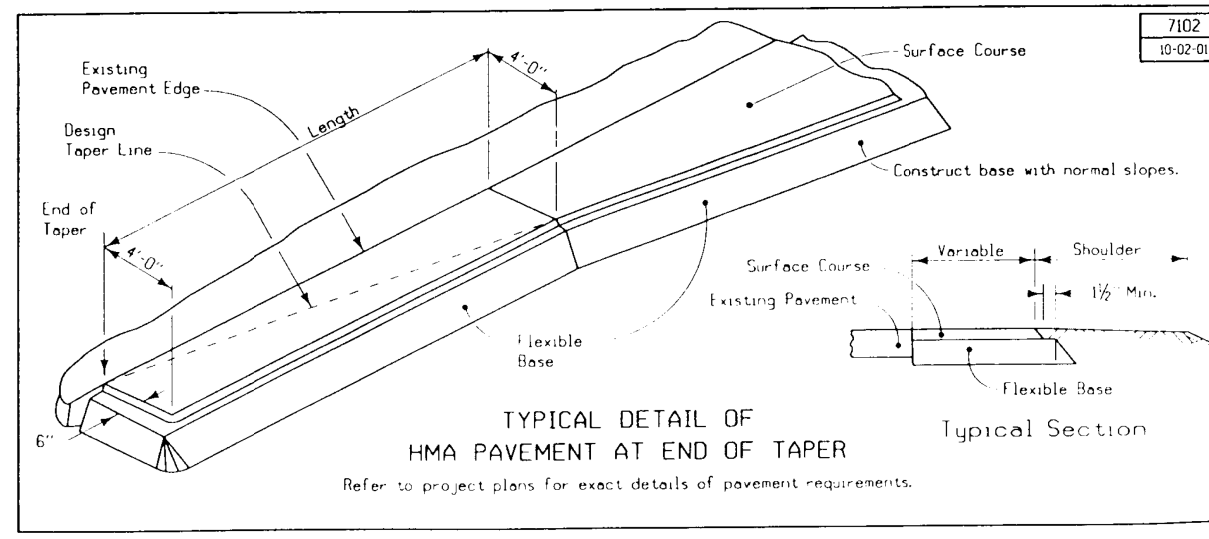
Note:

Earth Shoulder fill requires approximately ① cubic yards of excavation, including 35 % for shrinkage, per station.

Notes:

Quantities have been determined on the basis of a design weight of 140 lbs. per cubic foot.

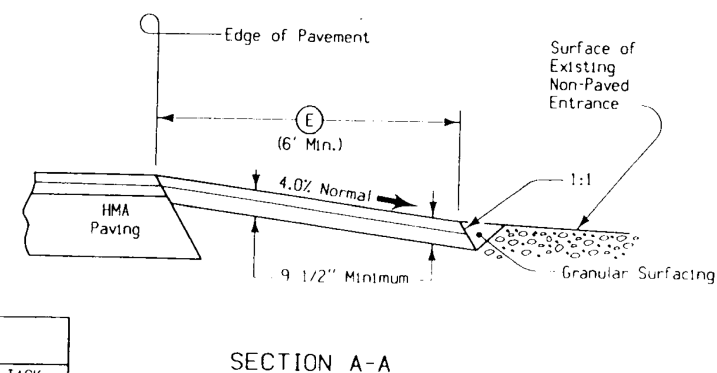
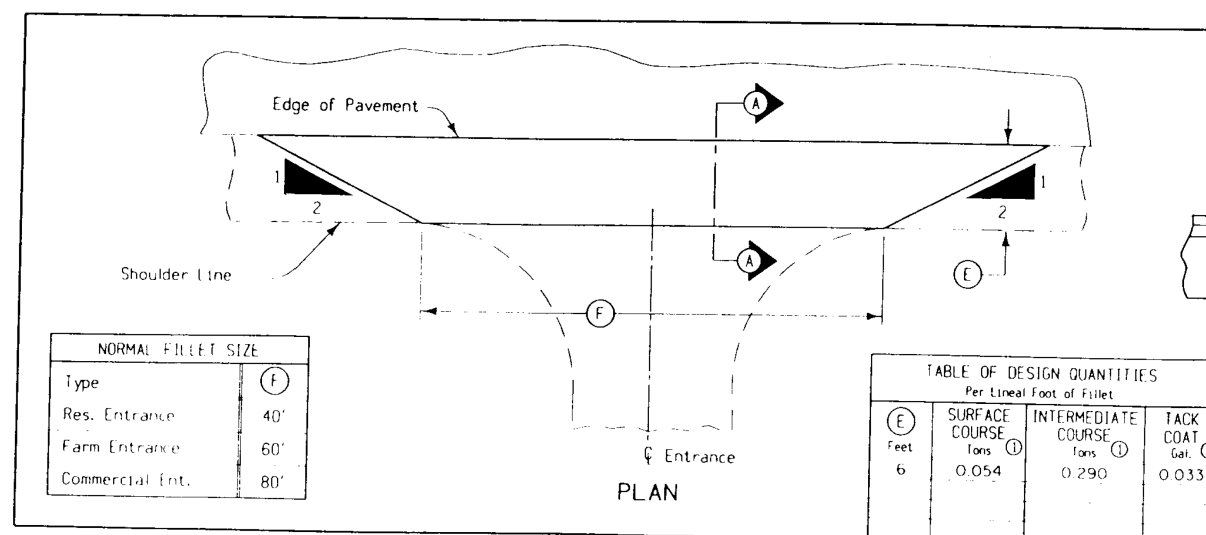
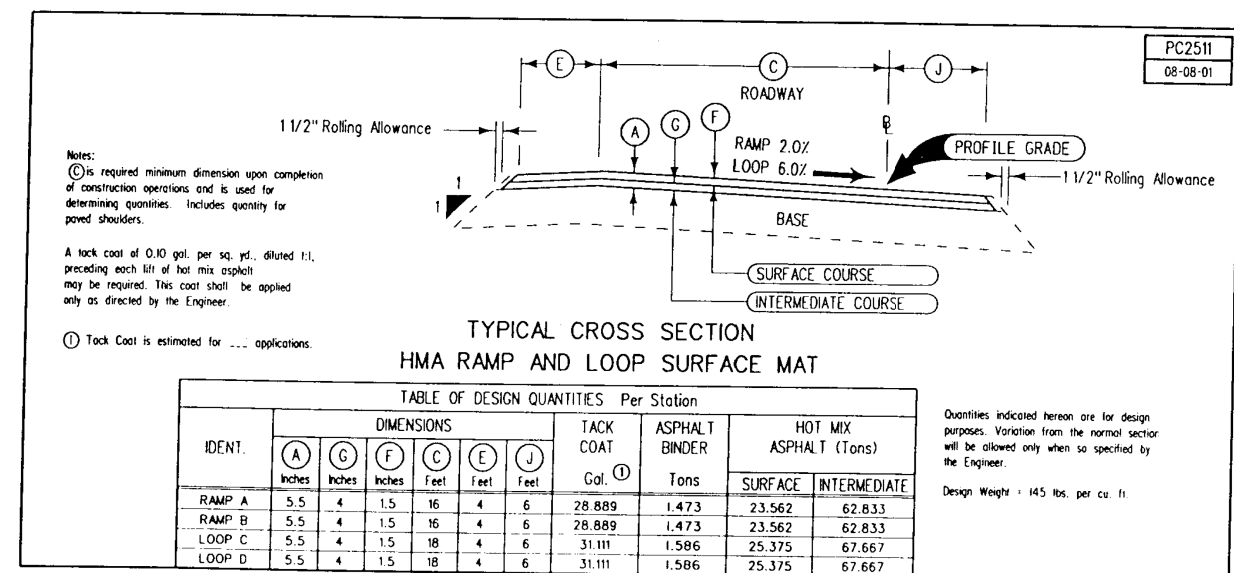
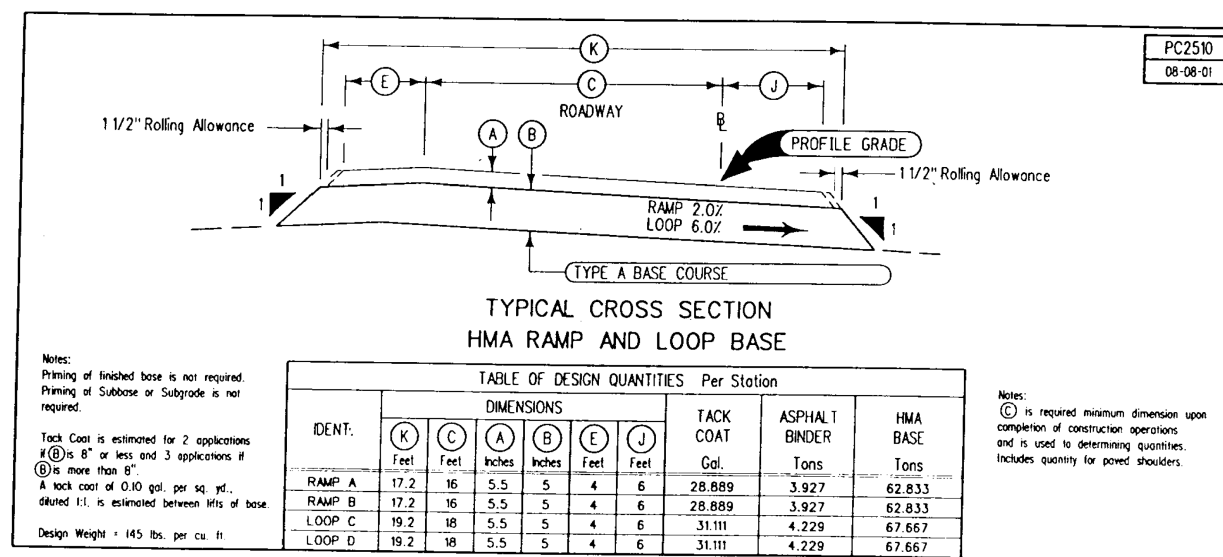
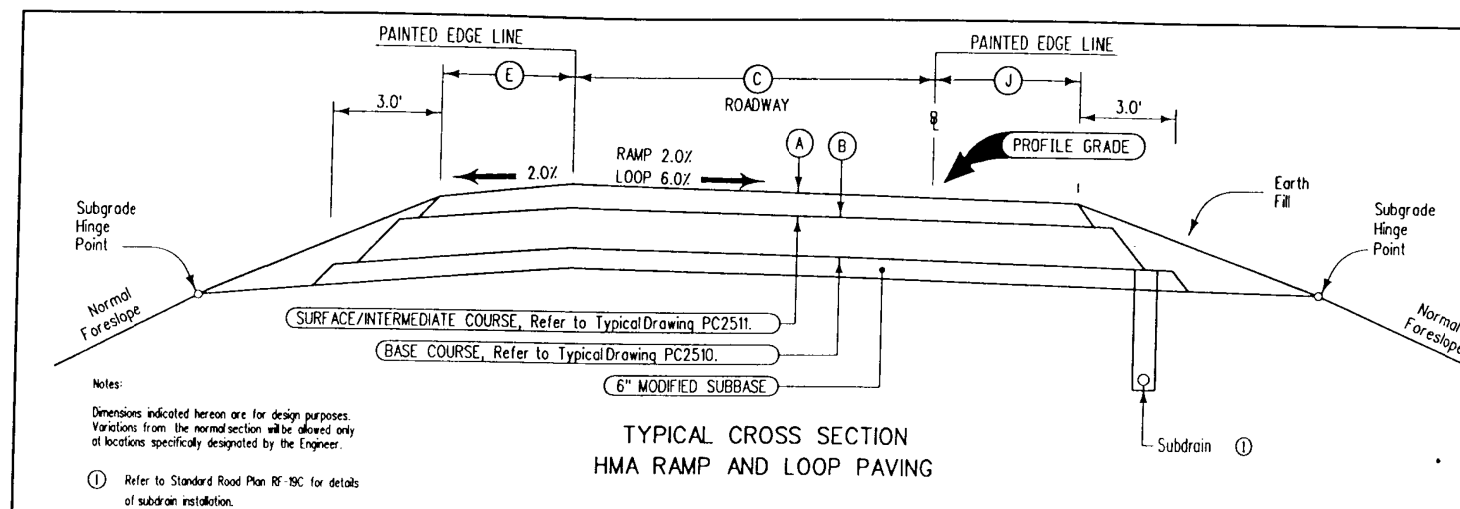
See Standard Road Plan RJ-260 for construction requirements.



TYPICAL DETAIL OF
HMA PAVEMENT AT END OF TAPER

Refer to project plans for exact details of pavement requirements.

For Information Only



FILLET FOR NON-PAVED ENTRANCES
(Full Depth HMA Paving Project)

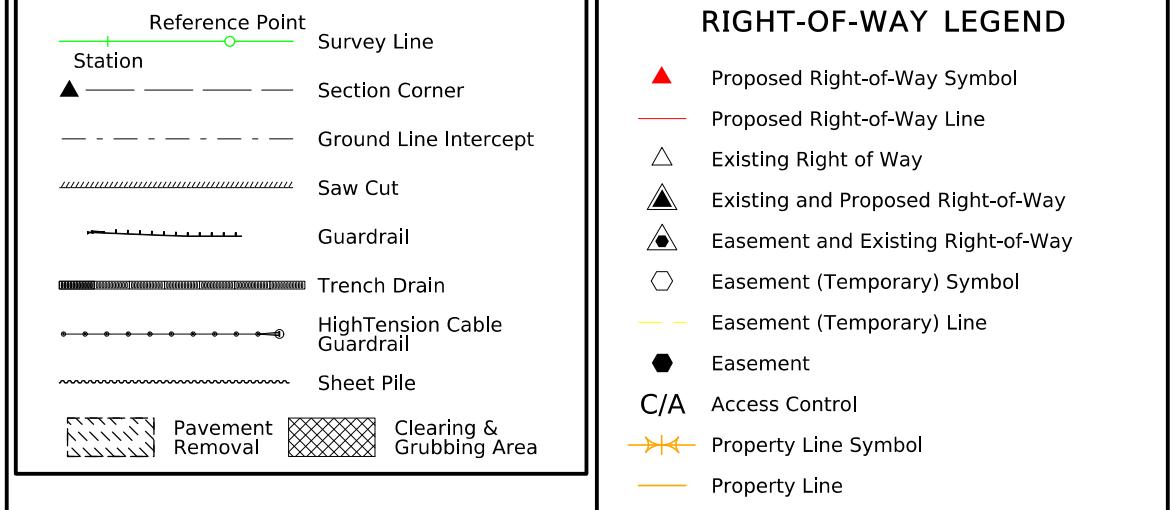
	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		Cistern
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)
	County Road Highway Symbol		Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Satellite TV Dish
	Fruit Tree		Water Hook Up
	Shrub (Bushes)		Radio Tower
	Timber		Tower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

- G — **GL1D, Black Hills Energy - Quality D**
- W — **WL1D, Xenia Rural Water - Quality D**
- E1 — **EL1D, Midamerican Energy - Quality D**
- F0 — **FO1D, Centurylink - Quality D**
- F02 — **FO2D, Huxley Communications - Quality D**
- **PPA, Midamerican Energy**

LINEWORK	Design Color No.		
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities

SHADING	Design Color No.		Transparency
Pink, Dark	(13)		Temporary Pavement Shading
Yellow	(4)		Proposed Pavement Shading
Orange	(6)		Proposed Granular Shading
Orange	(70)		Proposed Shoulder Granular Shading
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading
Brown, Light	(236)		Grading Shading
Orange, Light	(134)		Proposed Granular Entrance Shading
Yellow	(220)		Proposed Paved Entrance Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading
Red	(3)		Proposed Structure Shading
Red	(3)		Delineates Restricted Areas

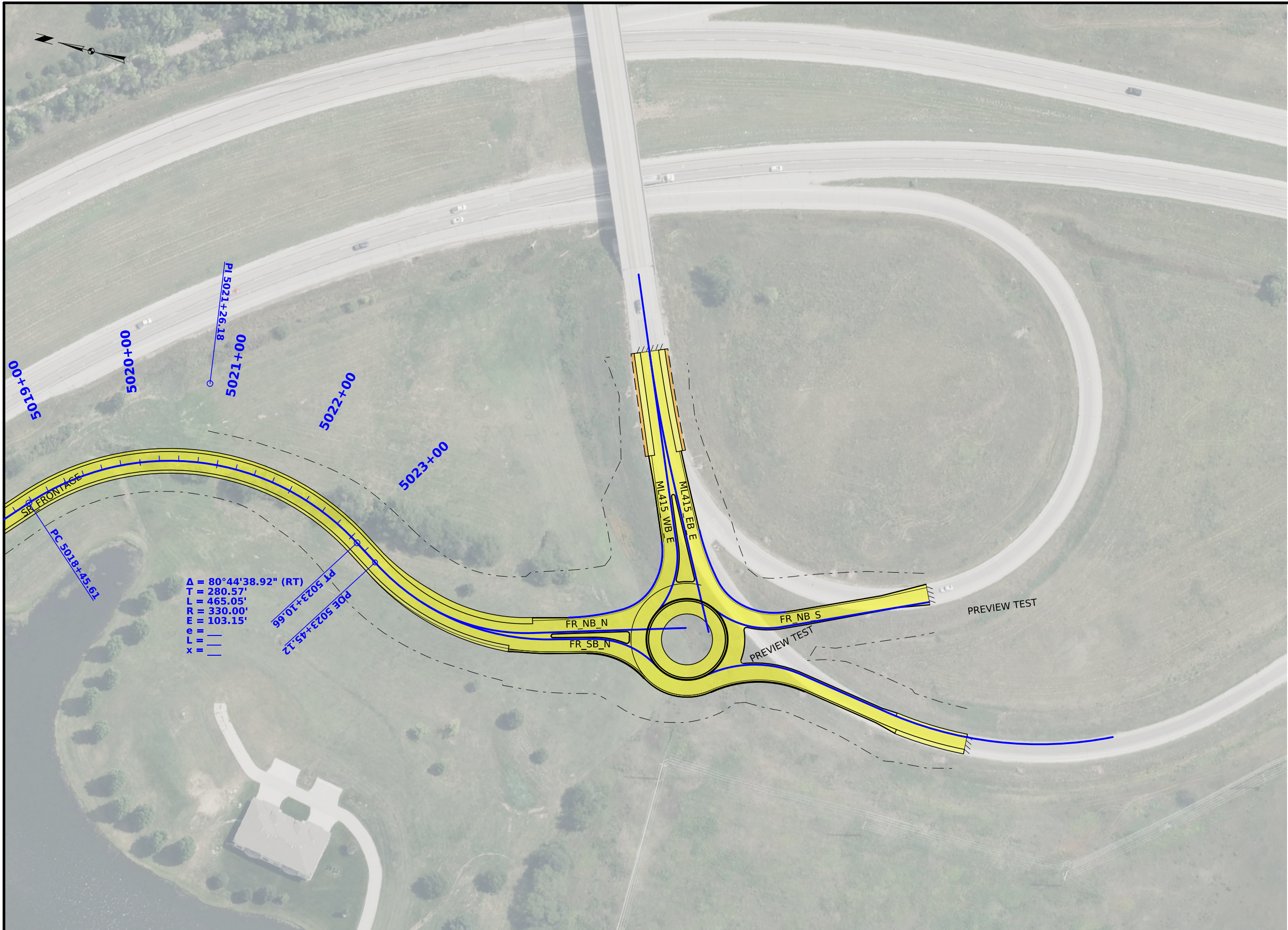
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Blue	(1) Proposed Profile and Annotation
Magenta	(5) Existing Utilities
Blue, Light	(230) Proposed Ditch Grades, Left
Black	(0) Proposed Ditch Grades, Median
Rust	(14) Proposed Ditch Grades, Right



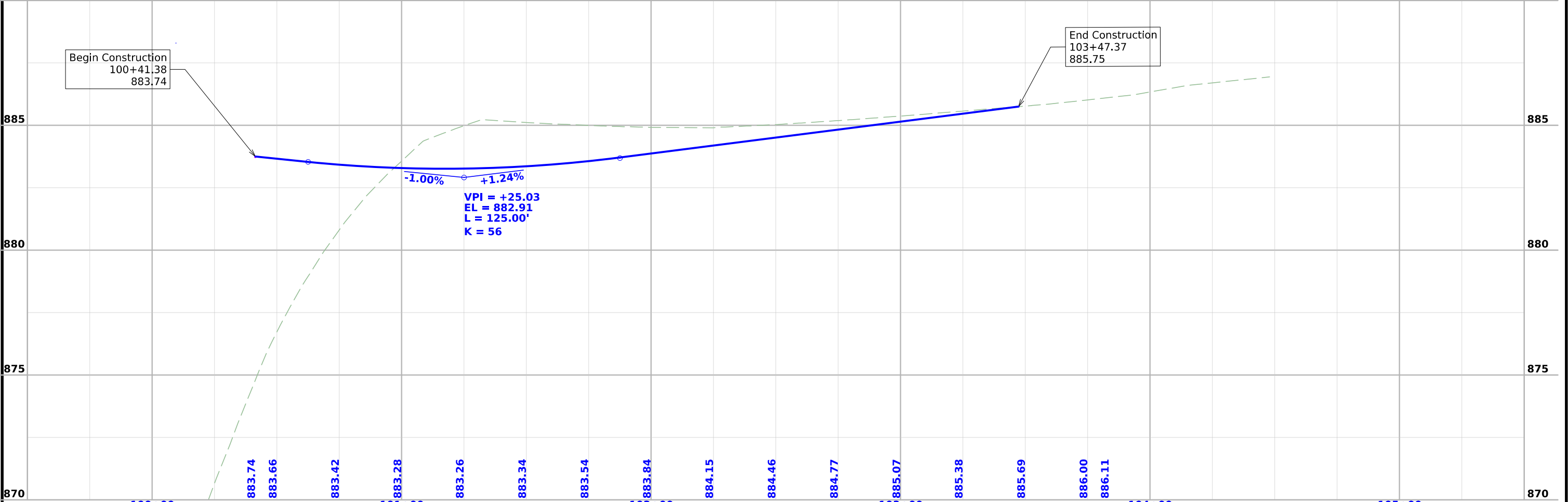
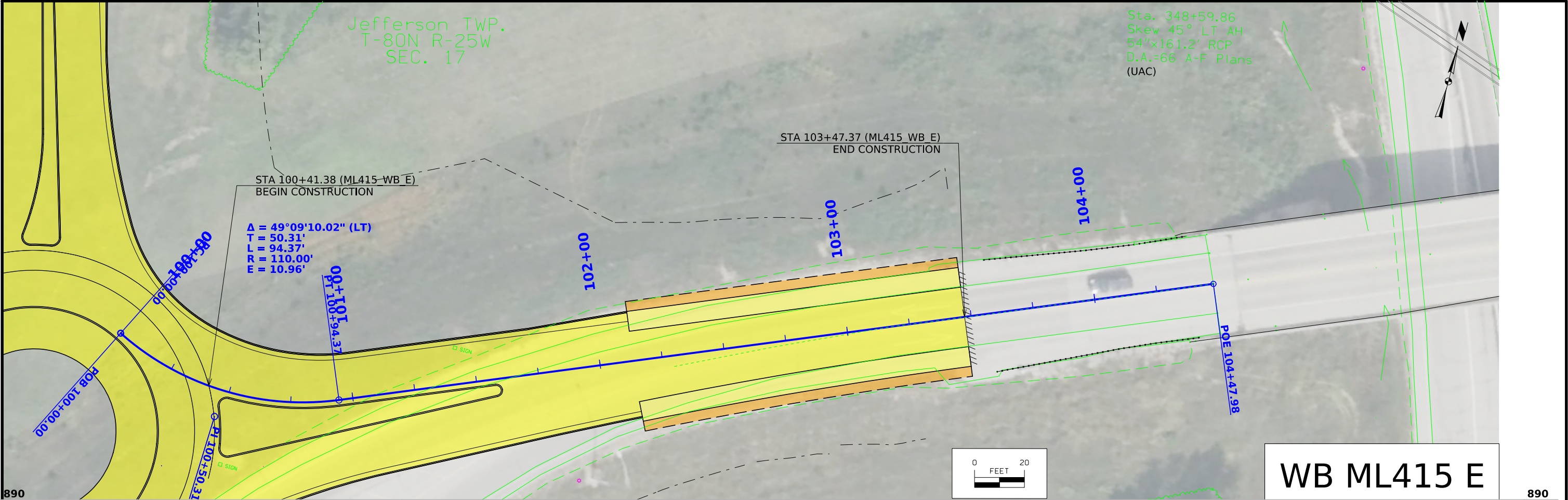
(COVERS SHEET SERIES D, E, F, & K)



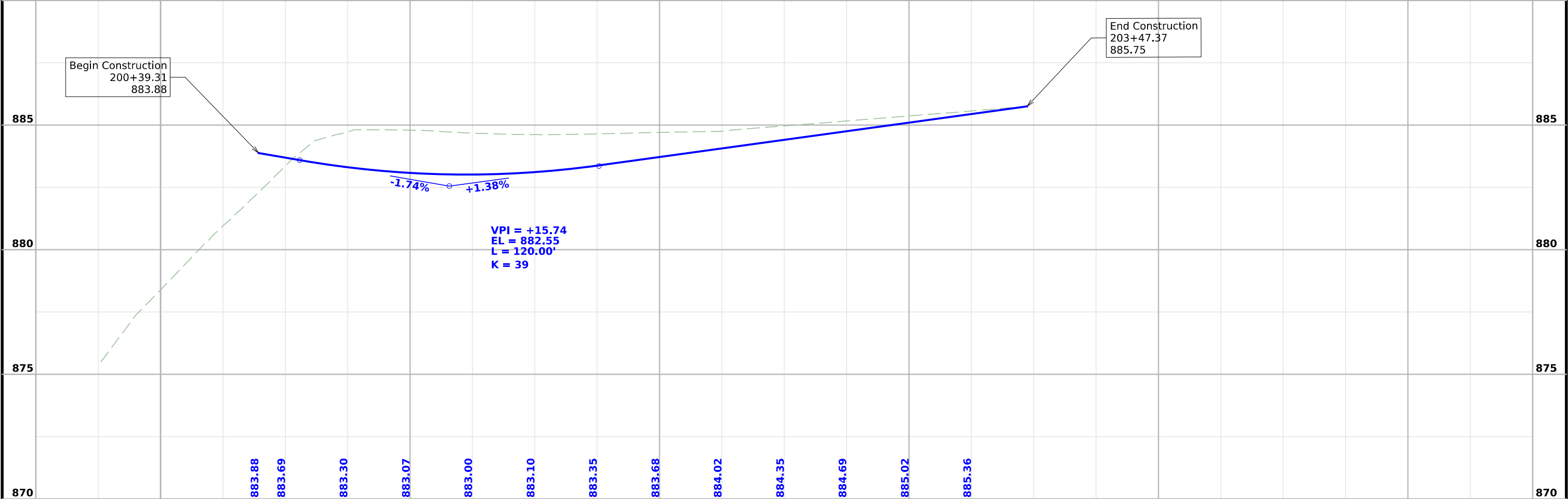
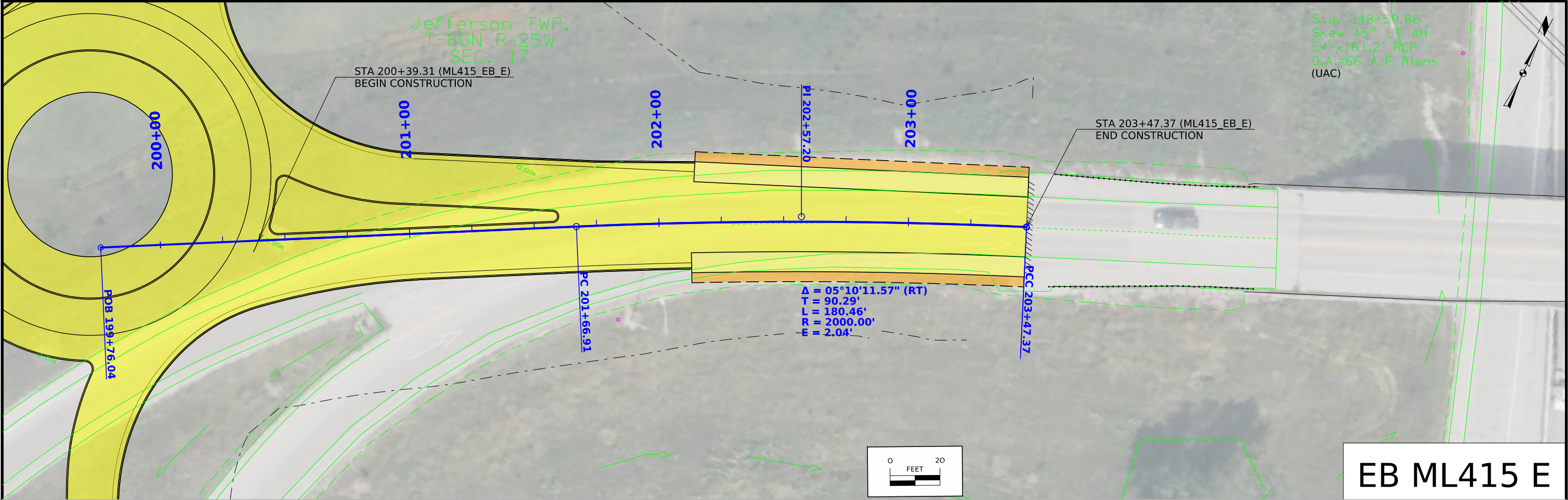
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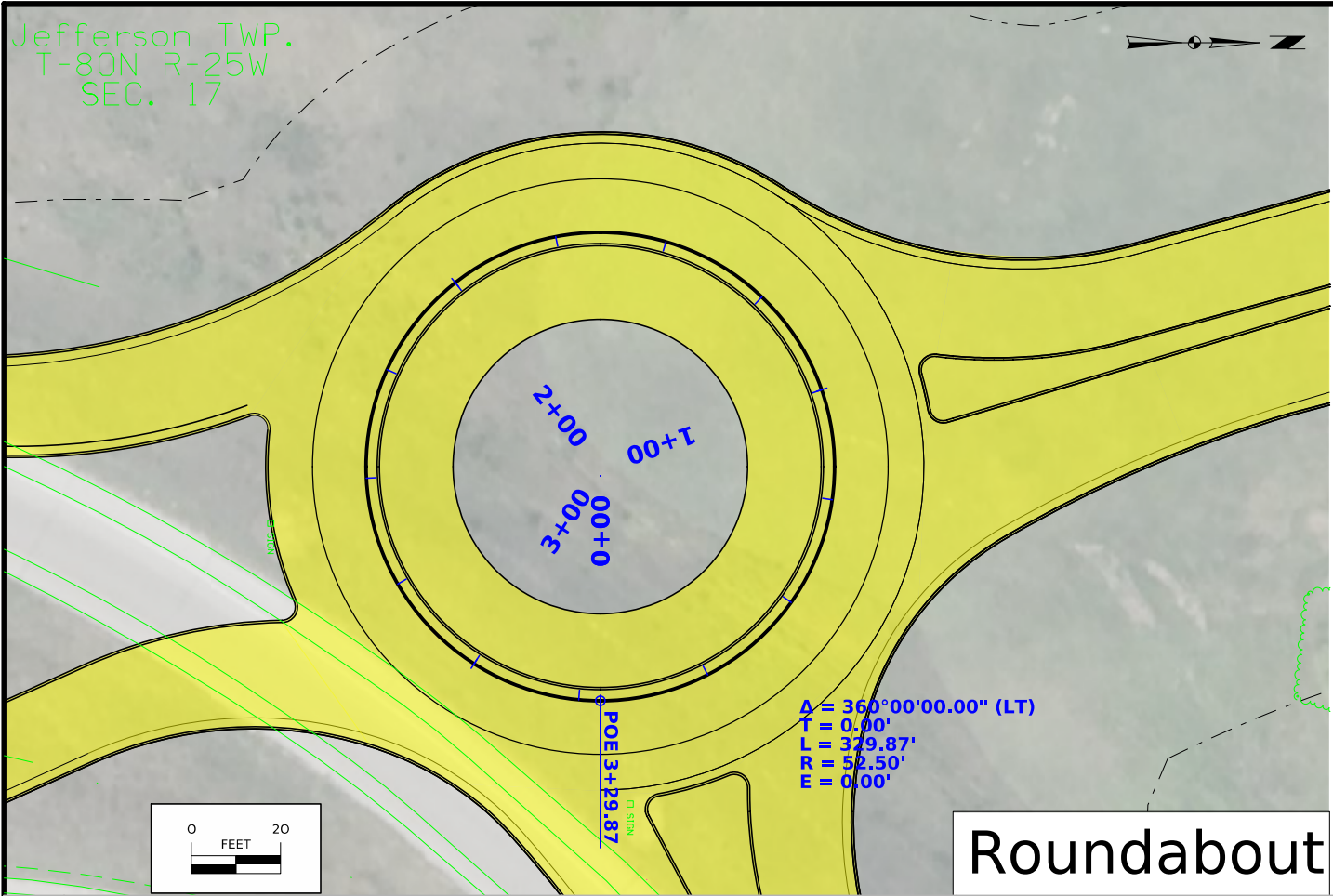
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L = 465.05'
R = 330.00'
E = 103.15'
e =
L =
x =



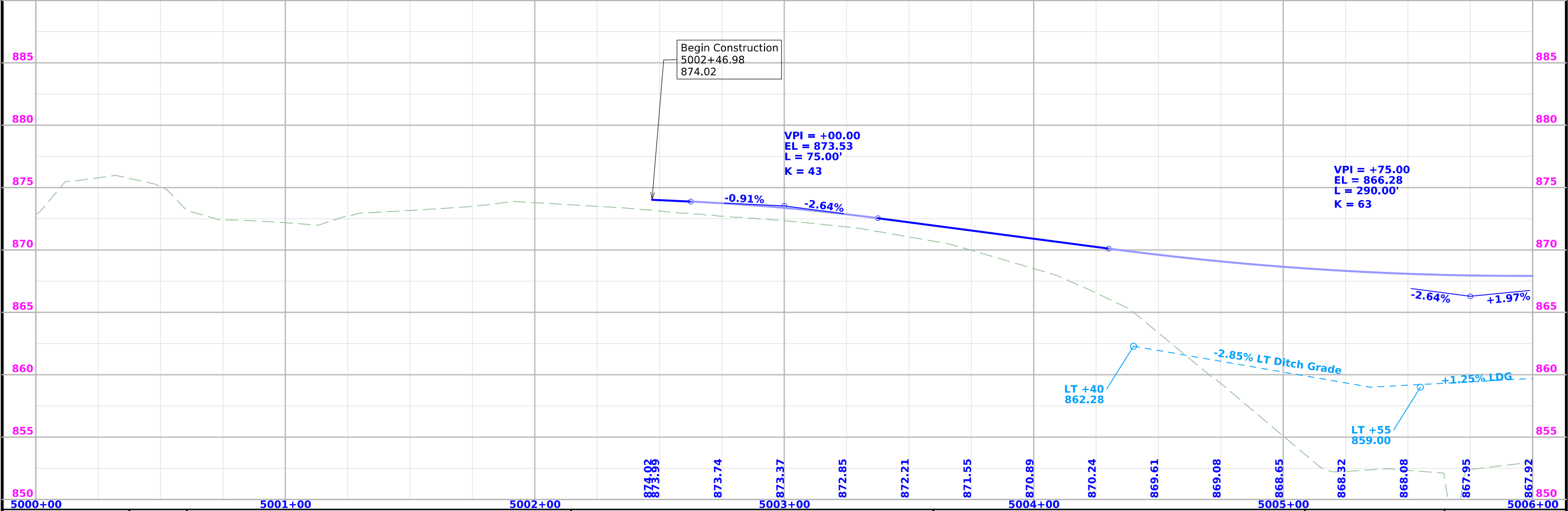
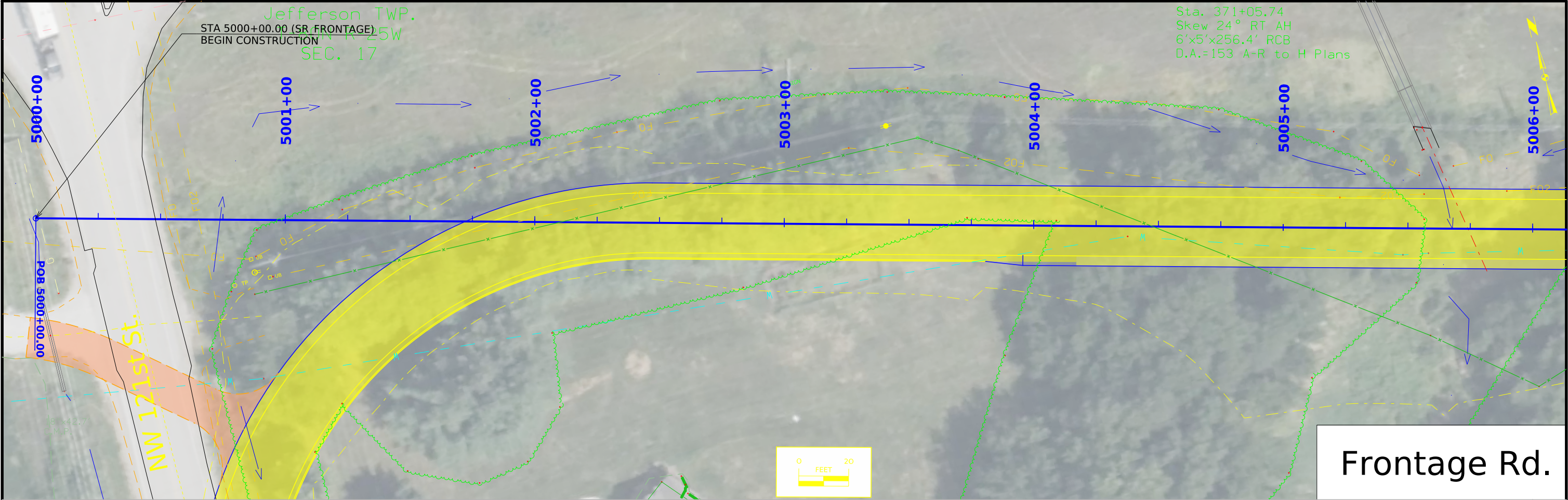
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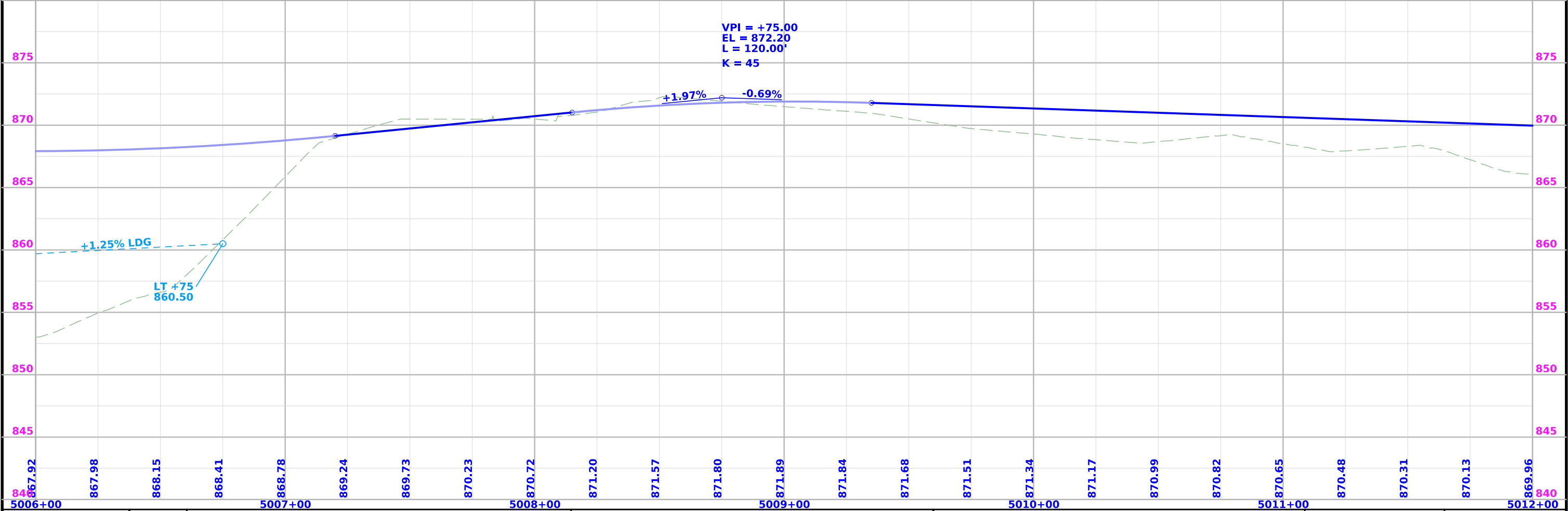
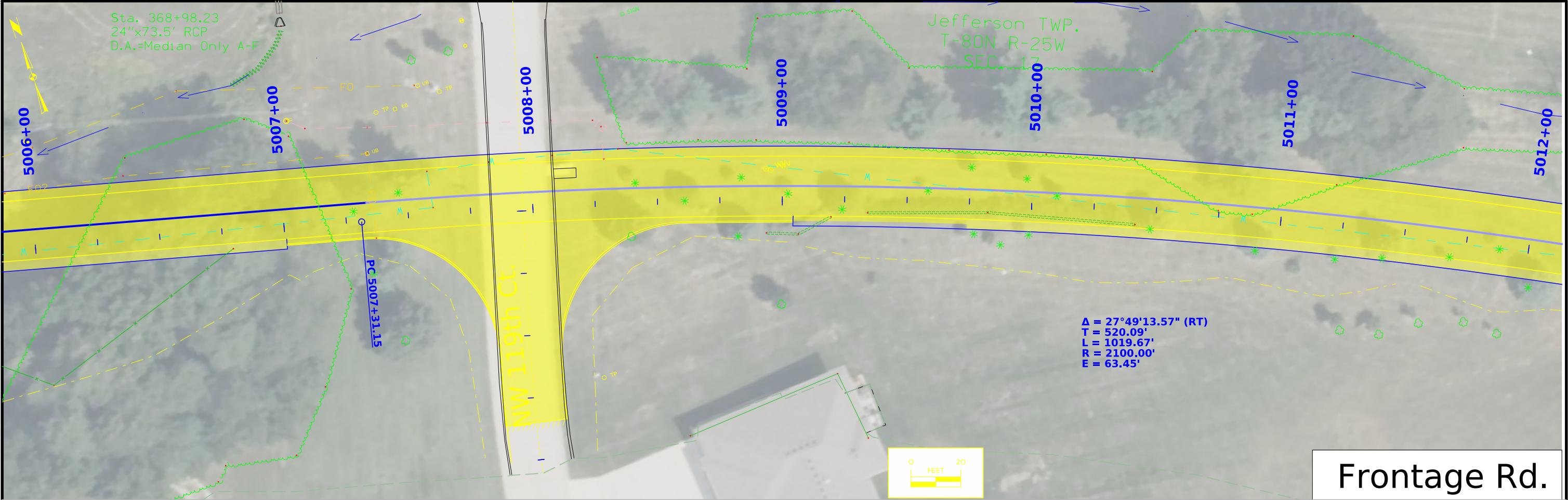


FILE NO.	ENGLISH	DESIGN TEAM	MILLER/DEWOLF	POLK COUNTY	PROJECT NUMBER	NHSX-141-7(77)--3H-77	SHEET NUMBER	D.5
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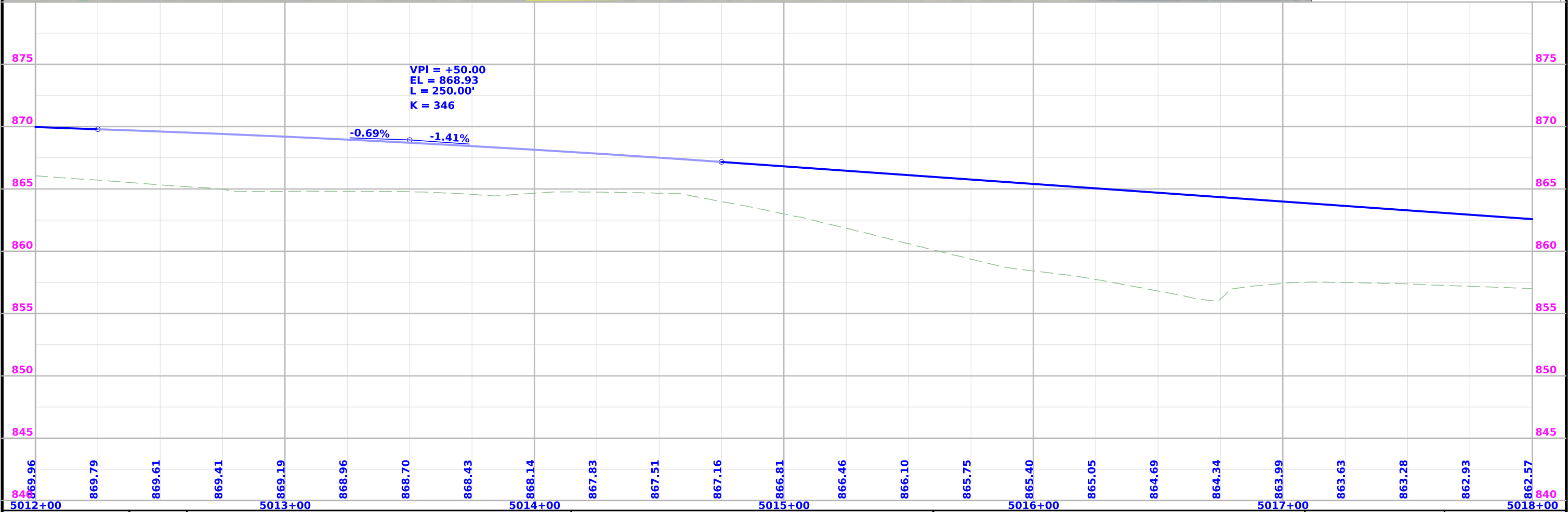
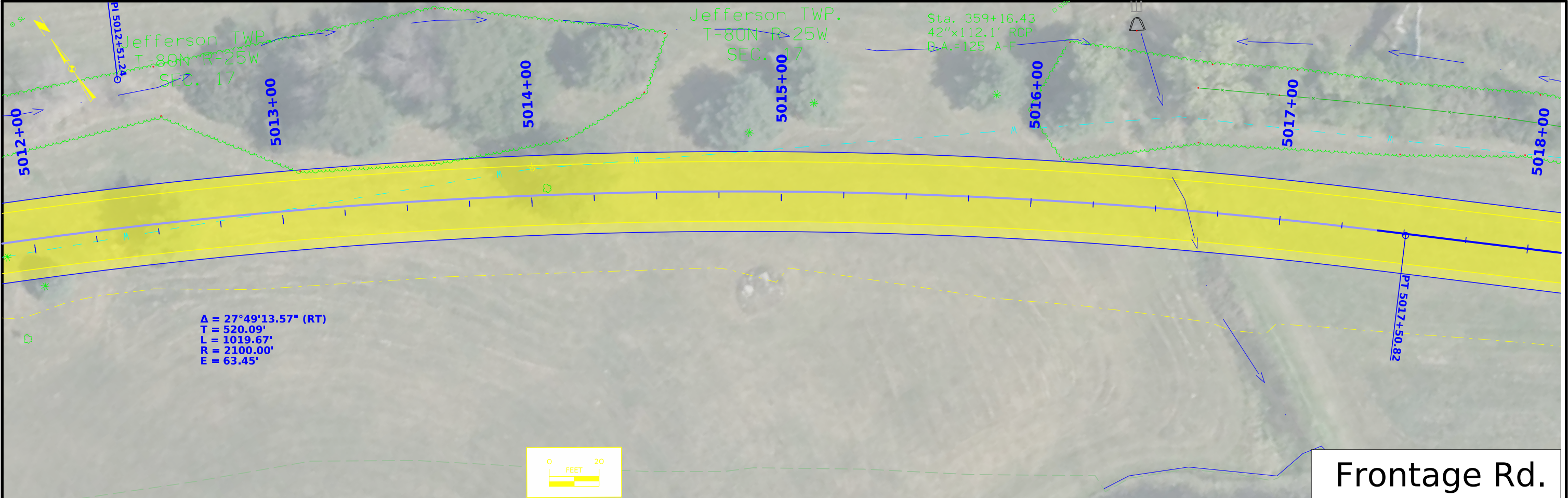


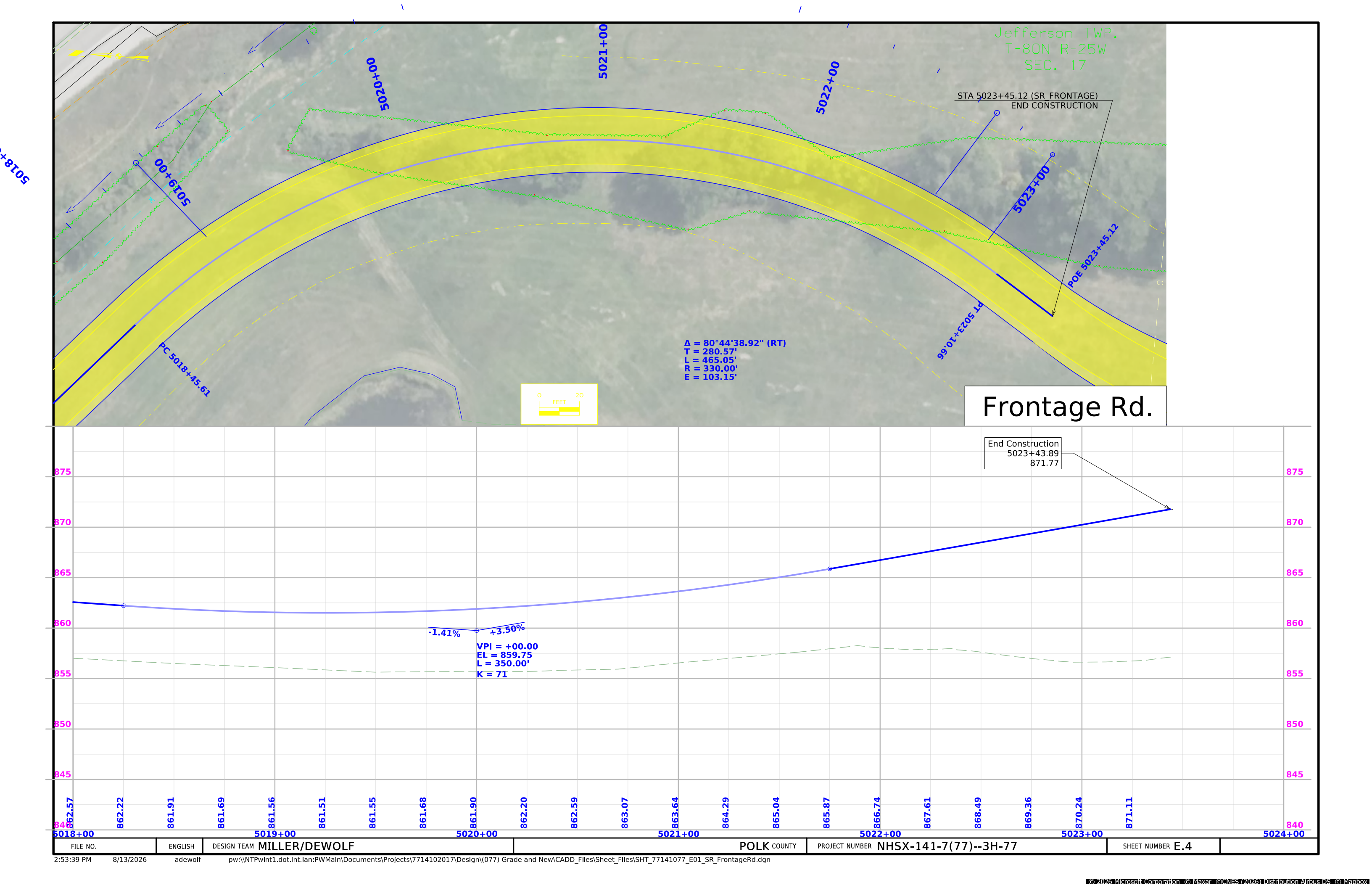
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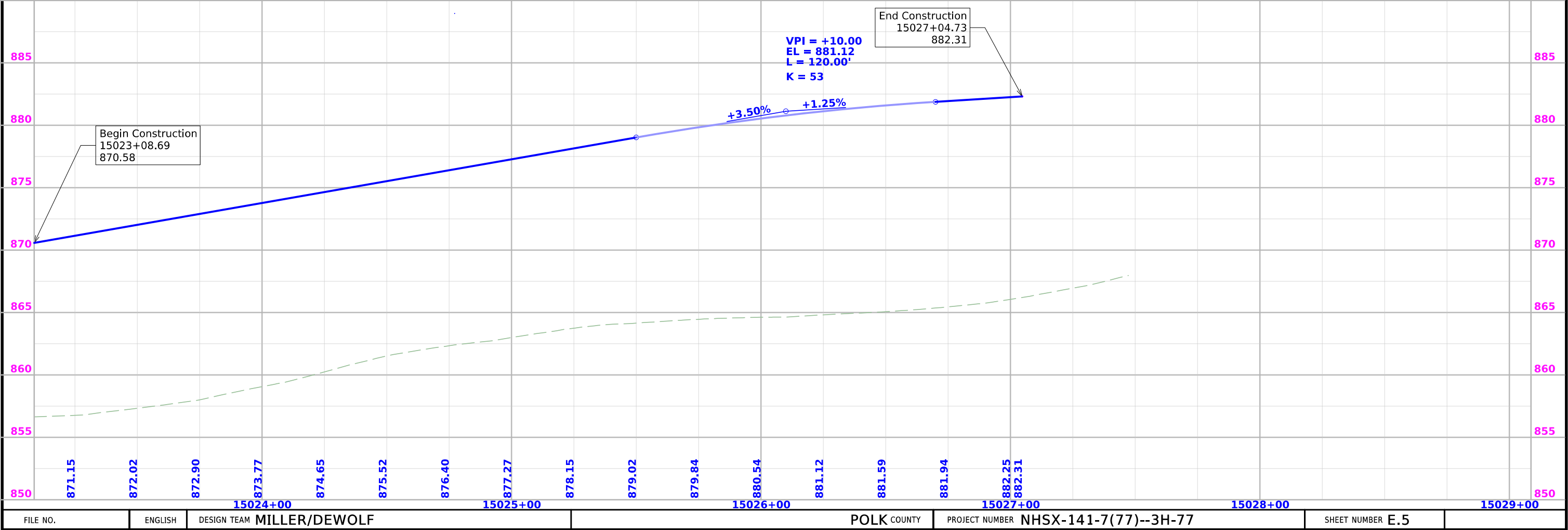
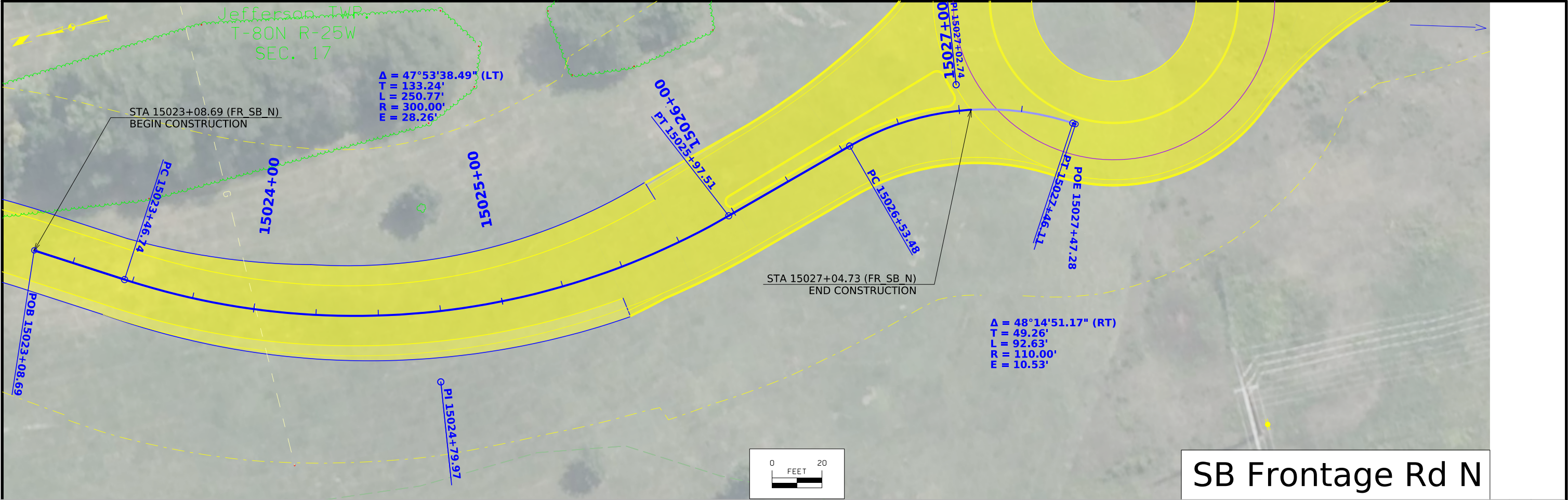


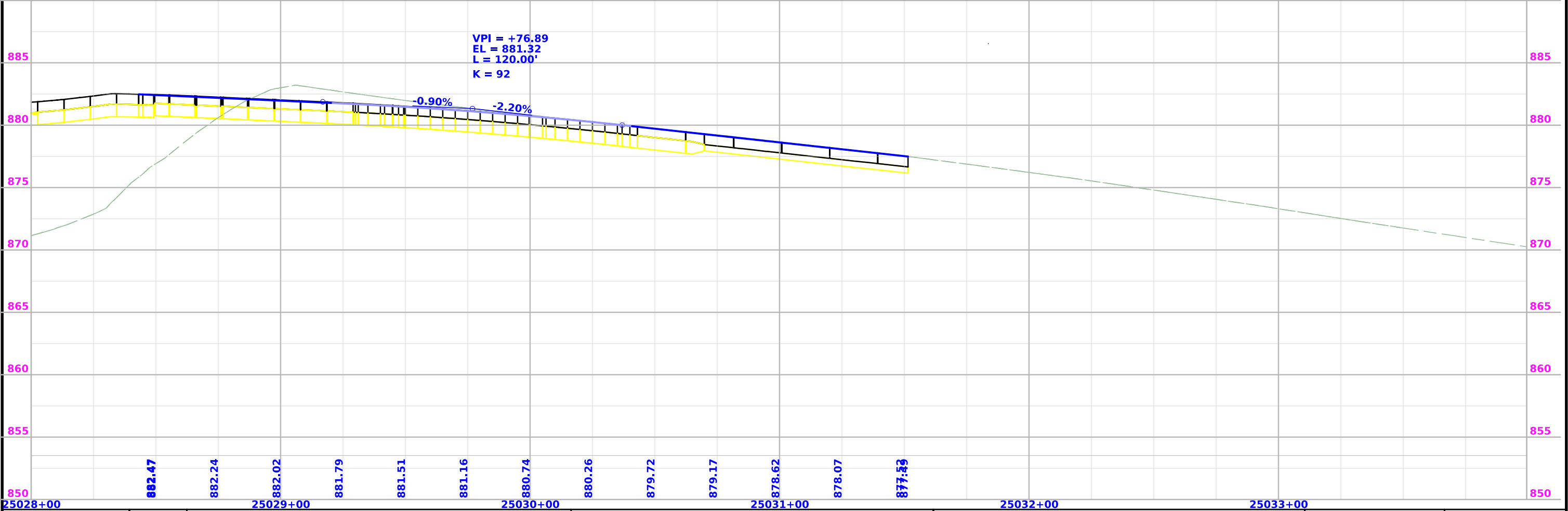
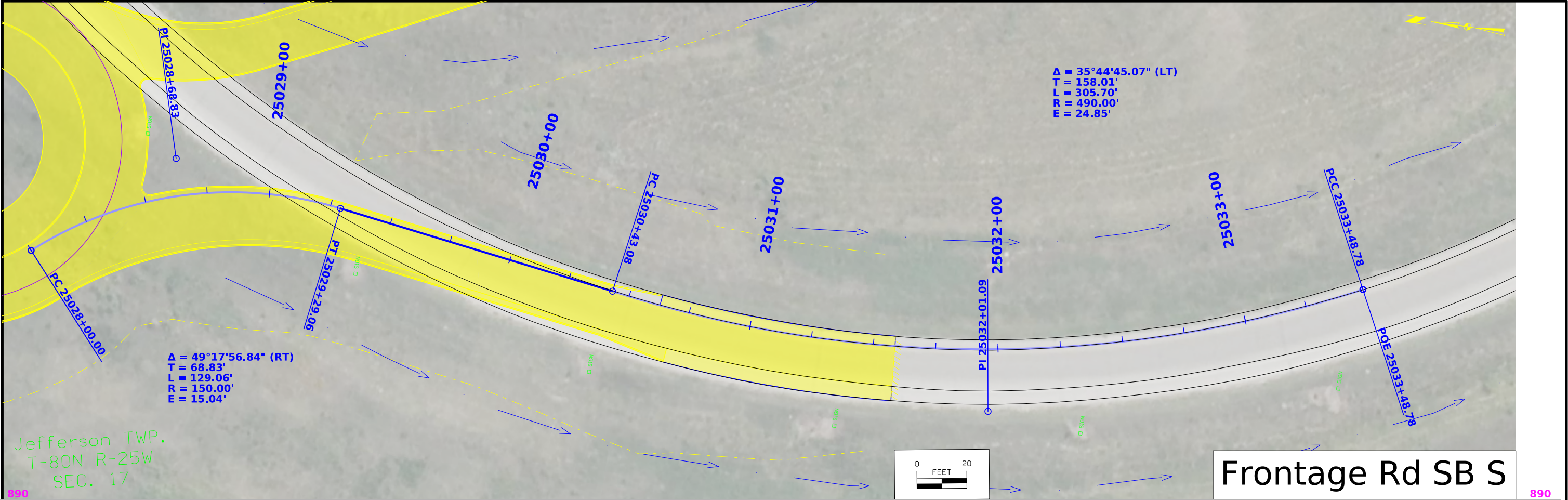


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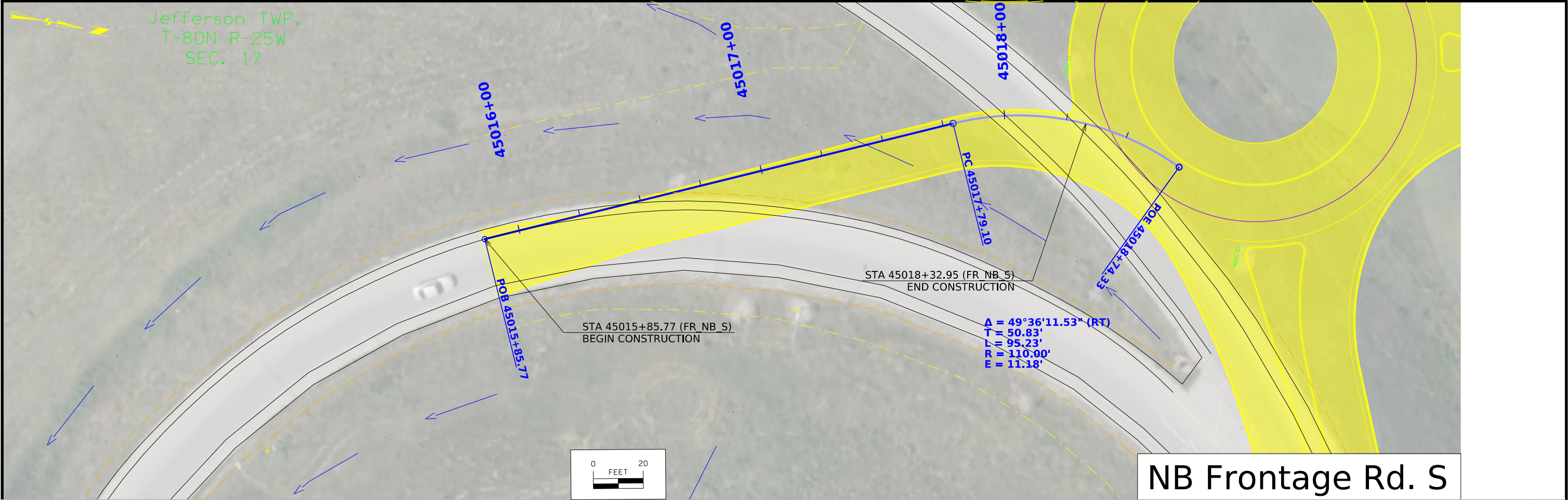




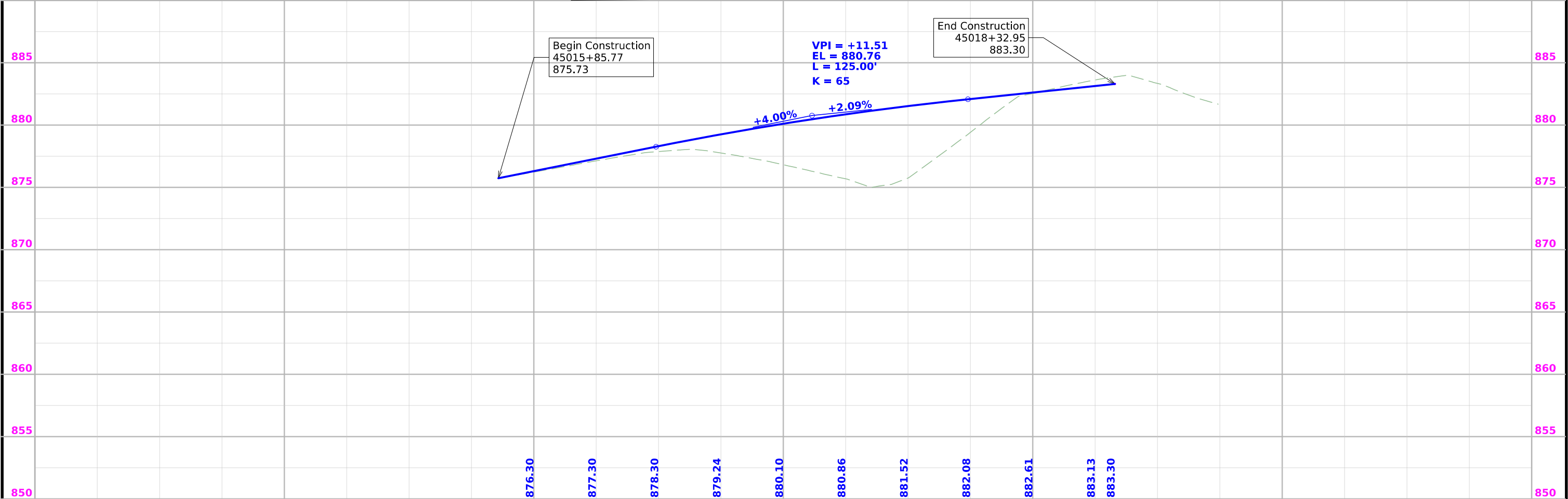




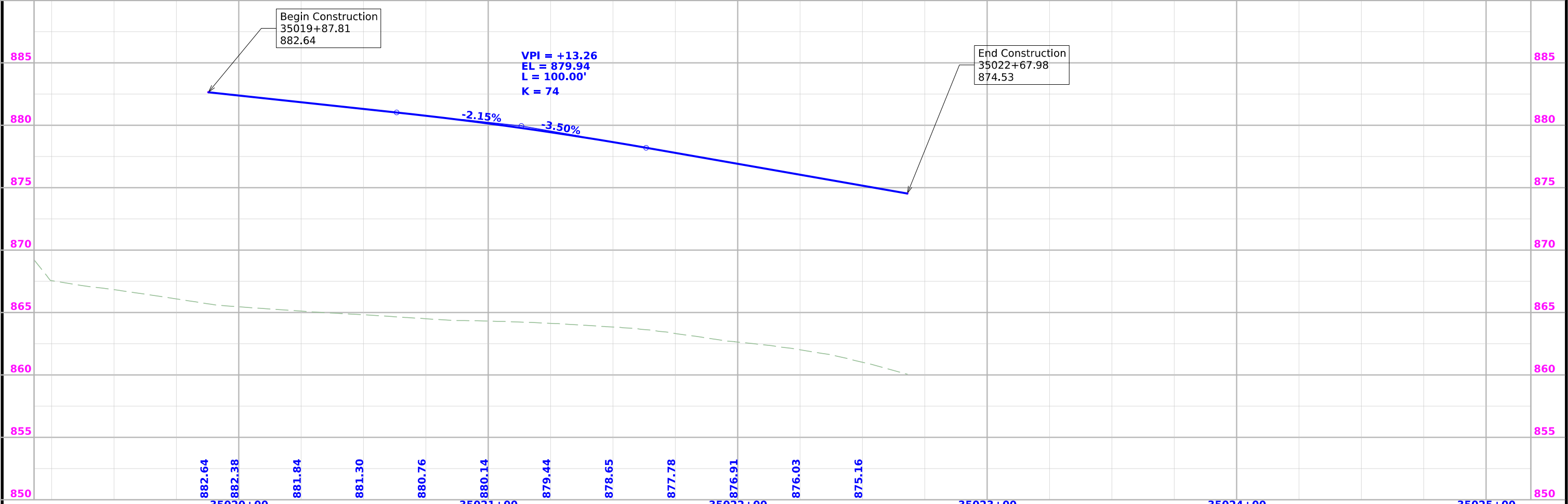
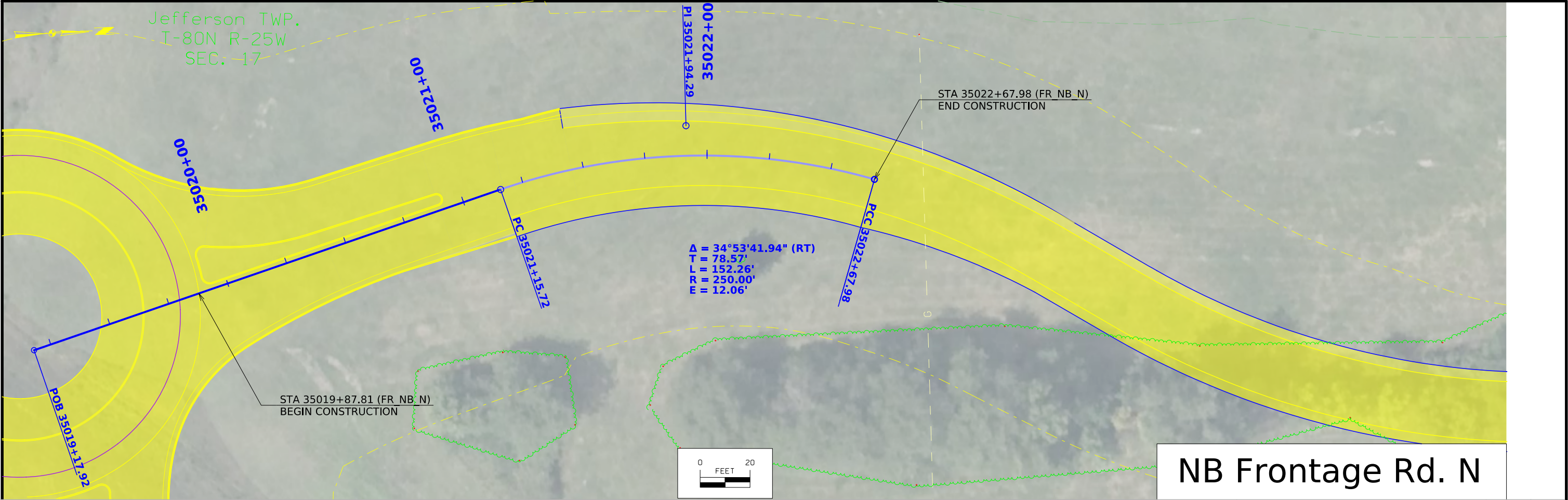
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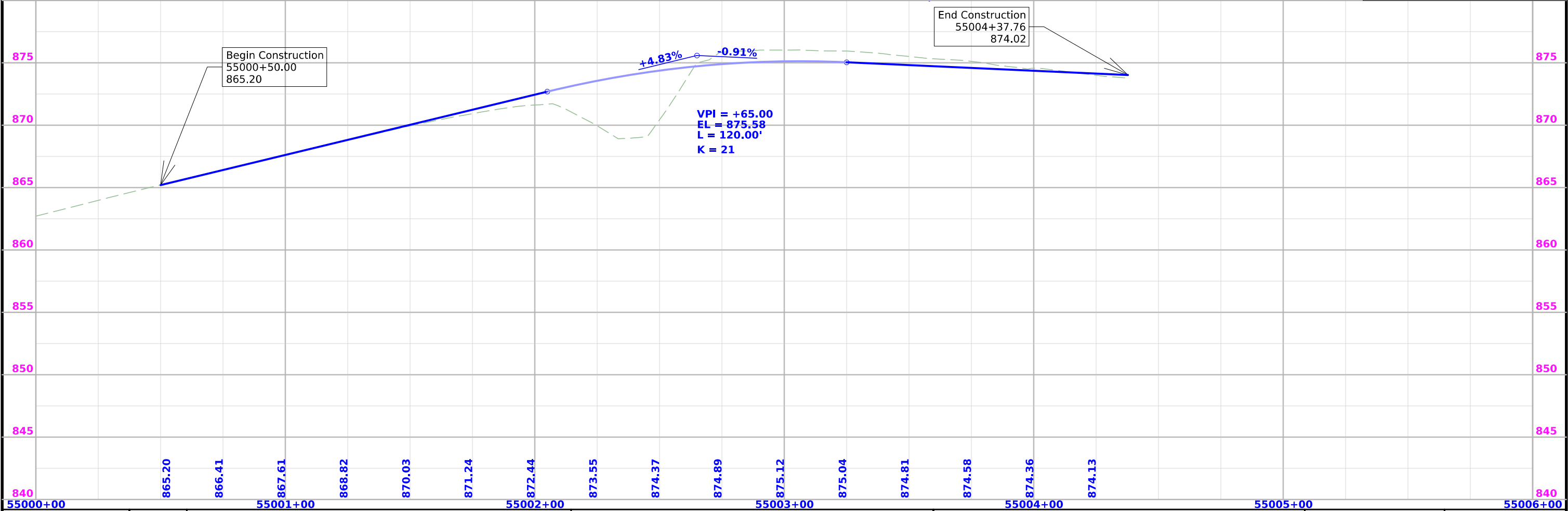
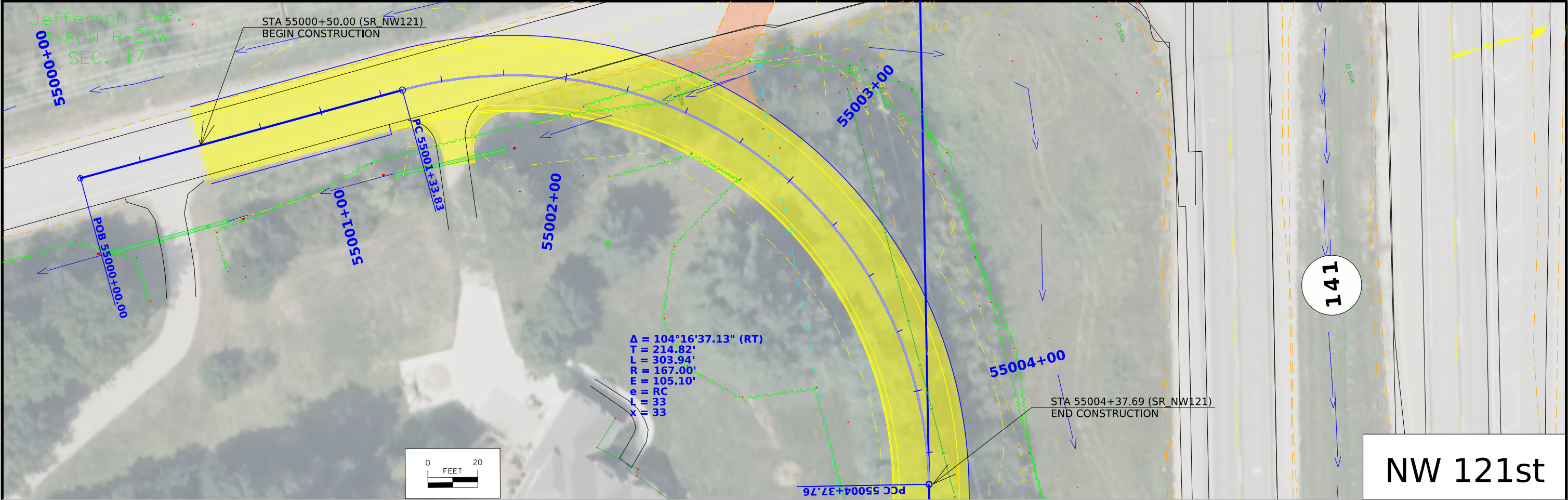


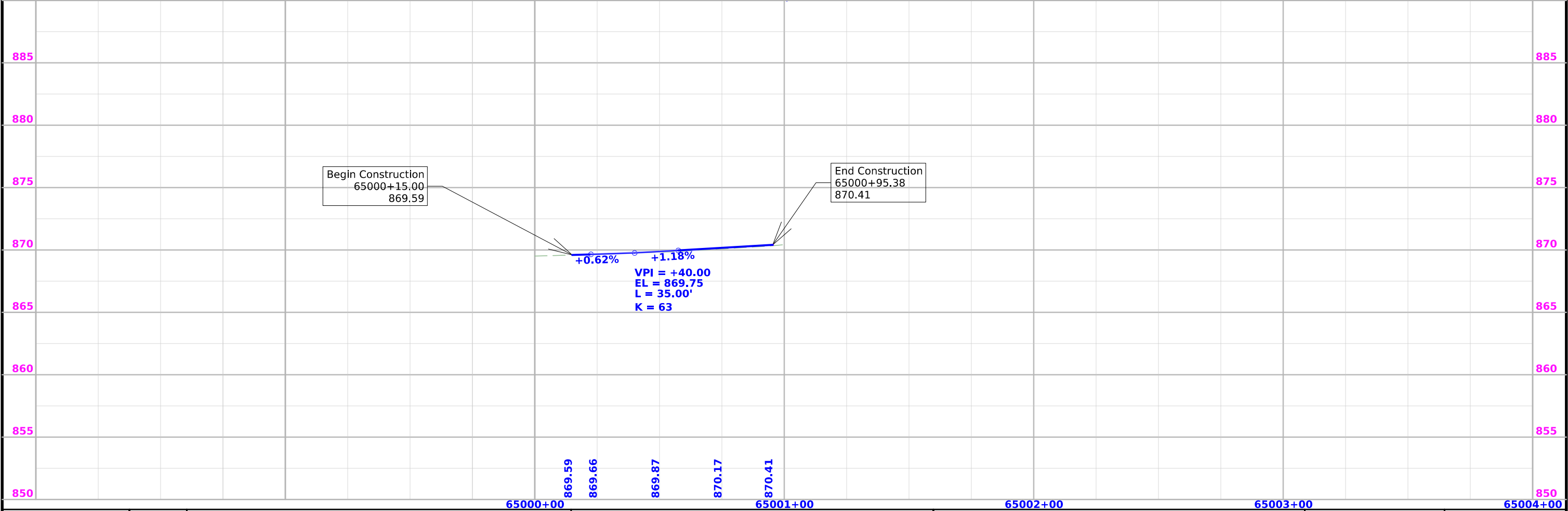
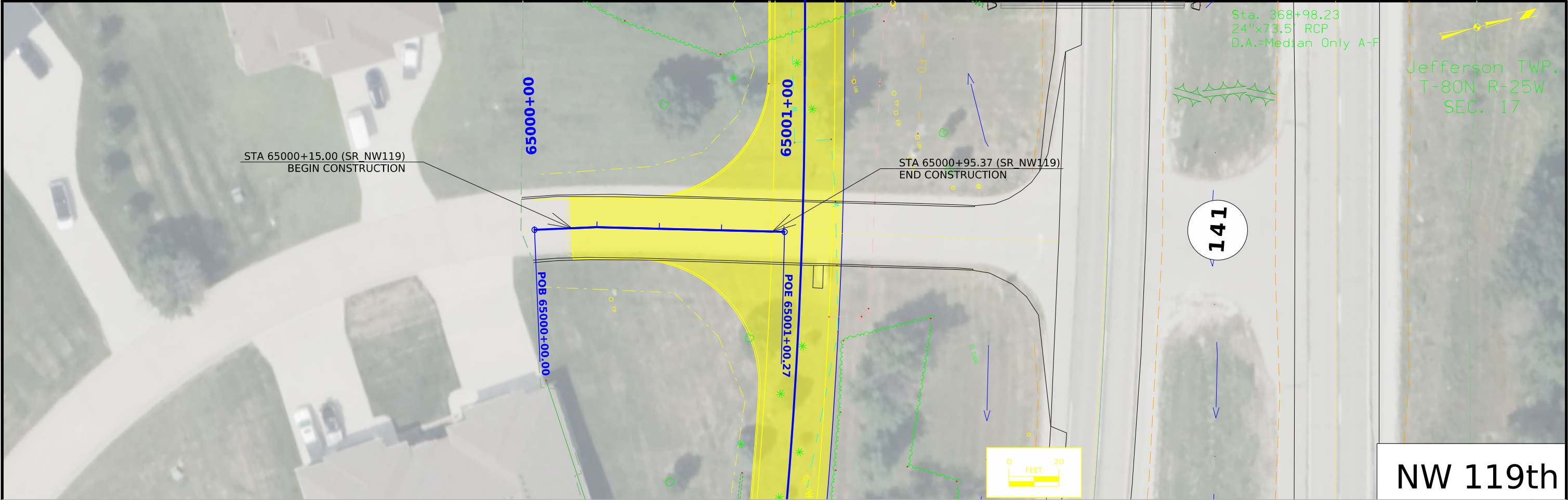
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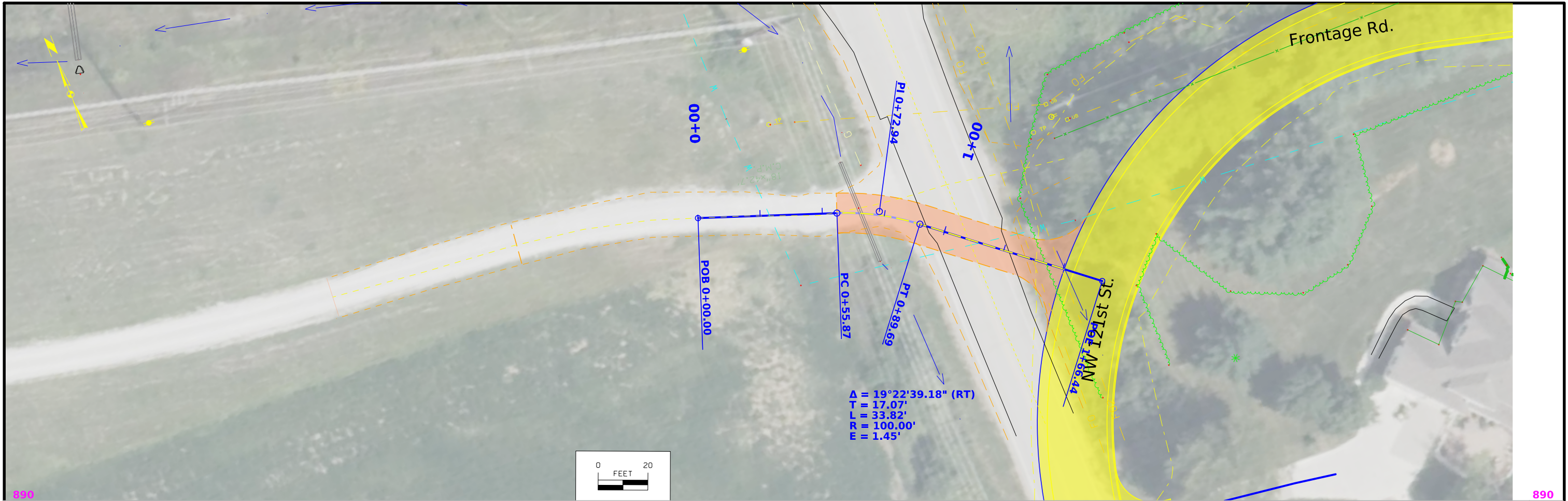
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Survey Information

SURVEY INDEX

County : Polk
Project Code : 17-77-141-020-01
Phase Number : NHSX-141-7(077)--3H-77
Location : At the IA 415 Interchange
Work Code : 1033-Unknown Pavement - Grade and New
Project Directory : 7714102017

Survey Personnel

Clayton Henningsen – Survey Party Chief
Jason Arn – Survey Party Chief
Kokou Allade – Assistant Survey Party Chief

Date(s) of Survey

Begin Date 03/04/2026
End Date 04/16/2026

General Information

This survey is for primarily southbound IA Hwy 141 at the IA 415 interchange. This survey request was for the IA Hwy 141 corridor only. This project is a Full Field DTM survey.

Utility Information

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

Project Control

Previous survey control coordinates verified and utilized for this survey. Additional control added with base-rover.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 08
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for IA Hwy 141 this survey was provided by district 1 survey office.

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 08 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 08 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

<u>Point Name</u>	<u>Northing</u>	<u>Easting</u>	<u>Elevation</u>	<u>Feature Definition-Description</u>
500	7541344.40	18483913.45	859.45	BM FD IHC BM PLUG INLET HDWL 4 X 5 RCB > BM # 1 AB PLANS PROJECT # STP-S-CO77(106)--5E-77
3	7523987.39	18484369.23	982.46	CP FENO MONUMENT ON A BACKSLOPE IN THE SW QUAD INTERSECTION IA HWY 141 & E. 1ST ST. THE MARK IS 99' S. OF E.B. E. 1ST ST./ 71' E. OF THE CENTERLINE OF N.B. IA HWY 141/ 49' SE IDOT PLUG SE WING OF N.B. IA HWY 141 BRIDGE/ 44' NE OF TRAFFIC CAMERA POLE/ AND .5'W. OF CONTROL POINT SIGN/ .5' BELOW GROUND LEVEL
10	7544630.14	18487591.86	882.90	CP FENO MONUMENT ON A FORESLOPE JUST S. OF IA HWY 415/ 162' SW TOP OF OUTLET CONCRETE APRON SECTION/ 68' SE OF MILE MARKER SIGN 16/ 37' SE OF THE CENTERLINE OF IA HWY 415/ .5' BELOW GROUND LEVEL
11	7549033.33	18491375.10	898.41	CP FENO MONUMENT ON THE SHOULDER OF IA HWY 415. THE MARK IS 24' SE OF IA HWY 415/ 84' SW OF SW CORNER SW WING BRIDGE OVER SAYLORVILLE LAKE/ 24' E. OF THE W. END OF GUARDRAIL/ 3' SE OF GUARDRAIL/ .5' BELOW GROUND LEVEL
100	7550741.23	18481230.99	935.50	CP FENO MONUMENT/ IDOT ALUM. CAP IN NW QUAD INTERSECTION NW 121ST ST & NW 110TH/ +/-30' N. OF 1ST LIGHT POLE/ W. OF NW 121ST ST.
101	7531983.90	18489294.32	862.05	CP FENO MONUMENT/ IDOT ALUM. CAP IN SW QUAD INTERSECTION NW 100TH ST. & NW 82ND AVE./ +/-5' W. OF BACK OF CURB/ +/-30' S. OF CENTERLINE OF NW 82ND AVE.
102	7532122.31	18479213.80	919.77	CP FENO MONUMENT/ IDOT ALUM. CAP IN NW QUAD INTERSECTION NE 27TH ST. & NE BRENTWOOD CIR./ +/-15' W. OF LIGHT POLE
25141146	7549080.74	18470771.66	878.92	CP FENO MONUMENT
77141147	7545812.75	18474873.45	867.45	CP FENO MONUMENT
G154	7554373.22	18473172.87	952.93	CP DALLAS CO CONTROL MONUMENT
7714101482	7544355.84	18481390.01	875.86	CP SET FENO ROD AT THE DEAD END OF NW 121ST ST IN TOP OF BACKSLOPE IA 141
NW TOWNER DR	7537961.95	18482909.65	872.78	CP SET FENO ROD ON SOUTH TOP OF BACKSLOPE NW TOWNE DR APPROX. 1200 FT WEST OF CL IA 141

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

NOTES:

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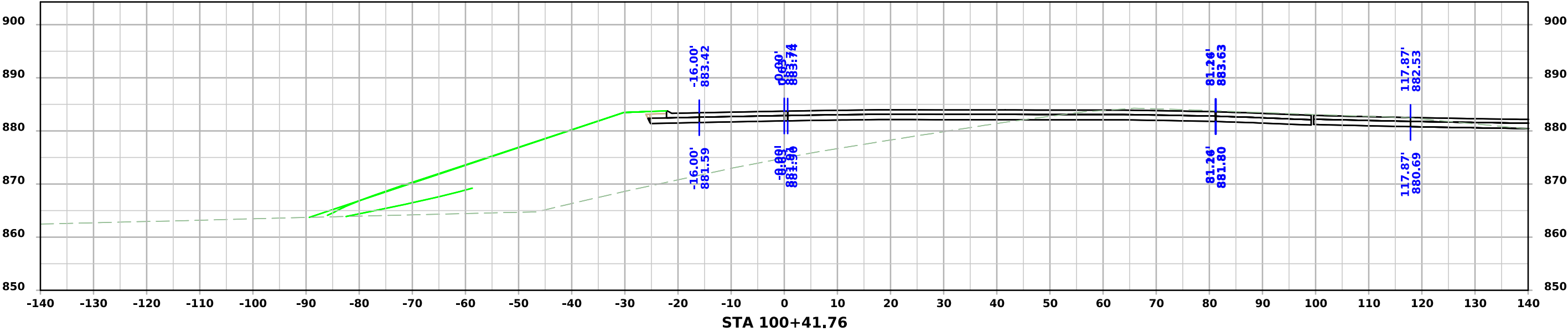
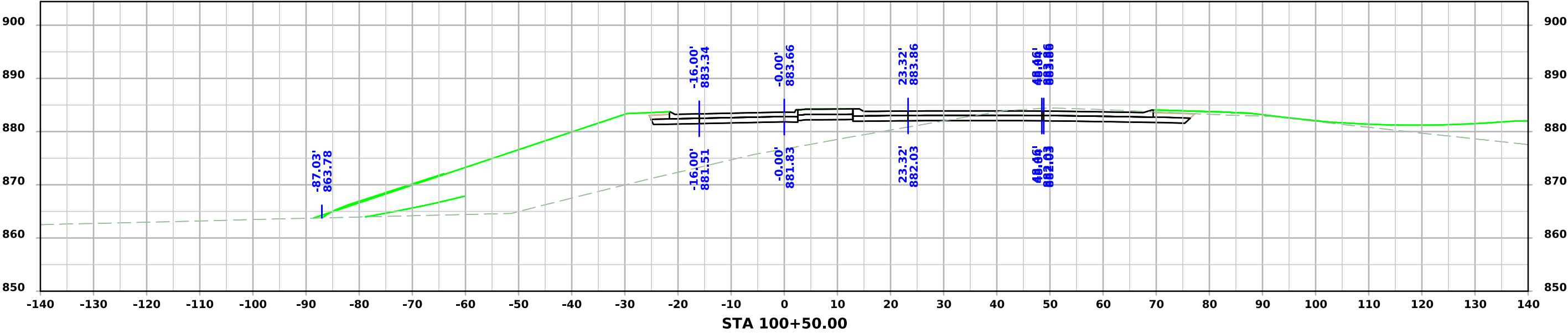
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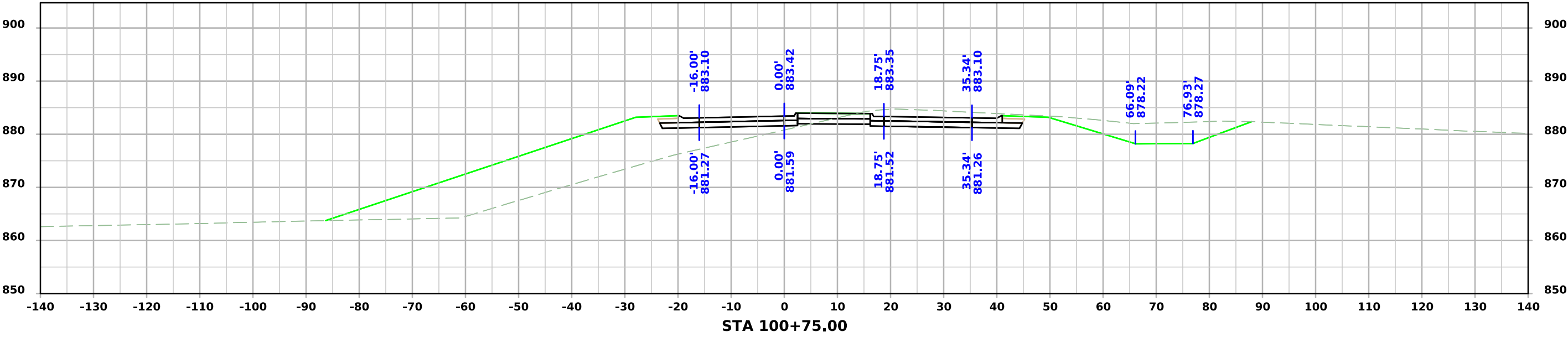
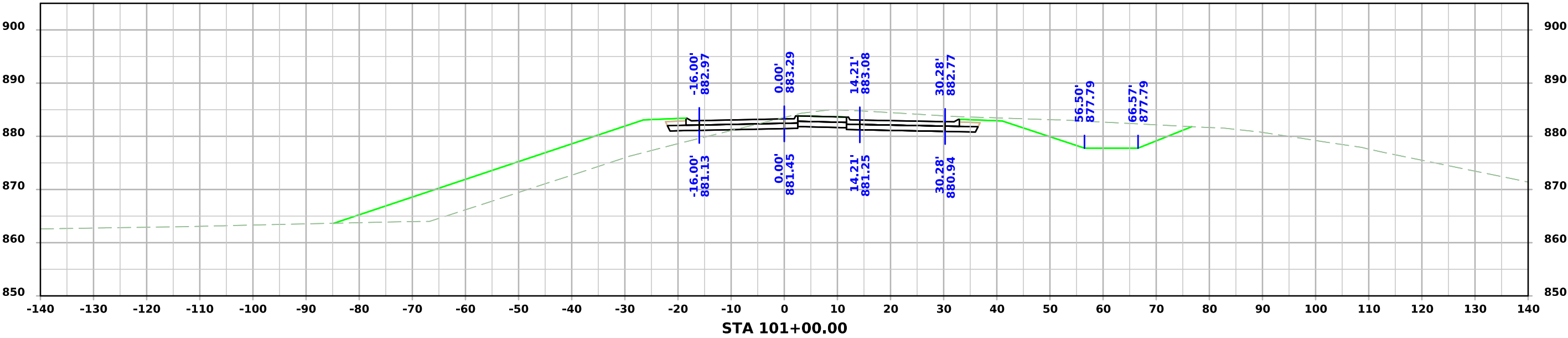
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LEGEND AND INFORMATION SHEET

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

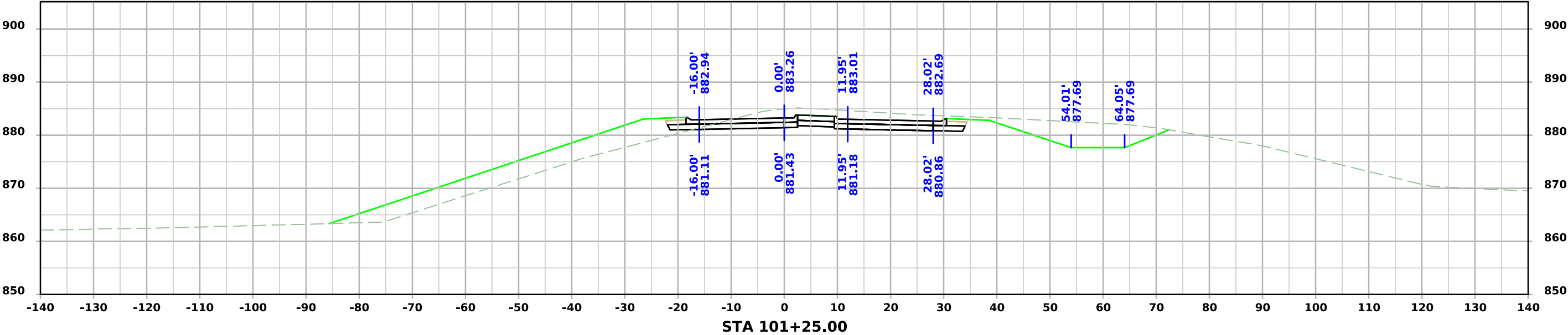
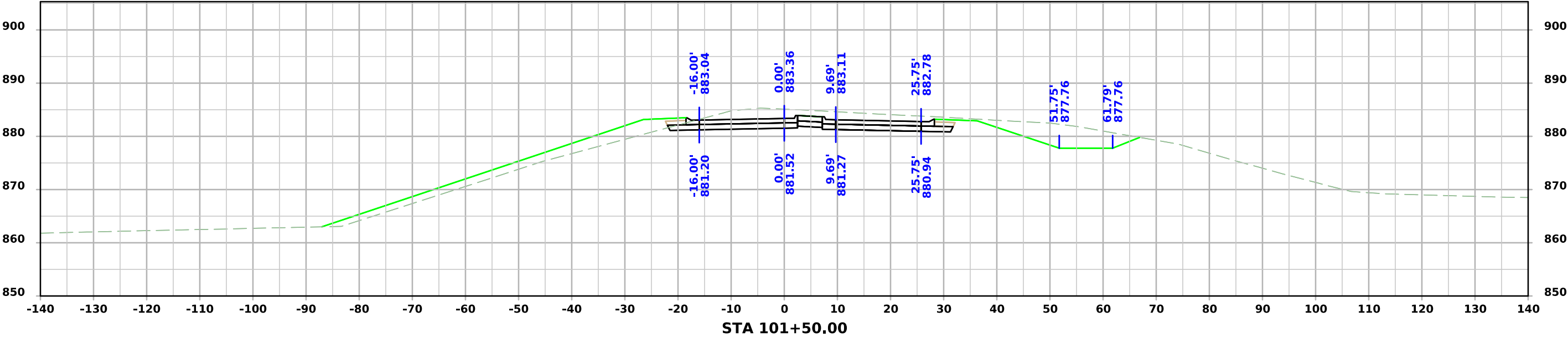
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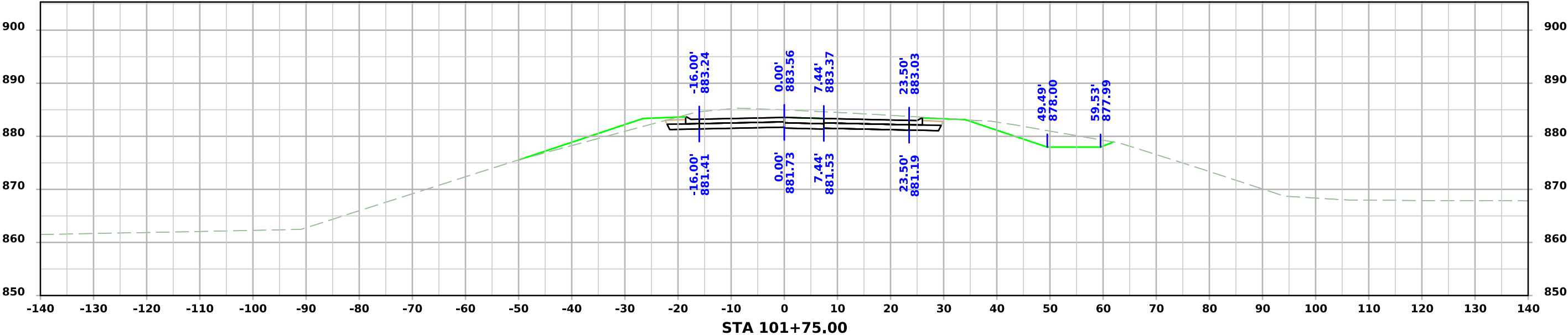
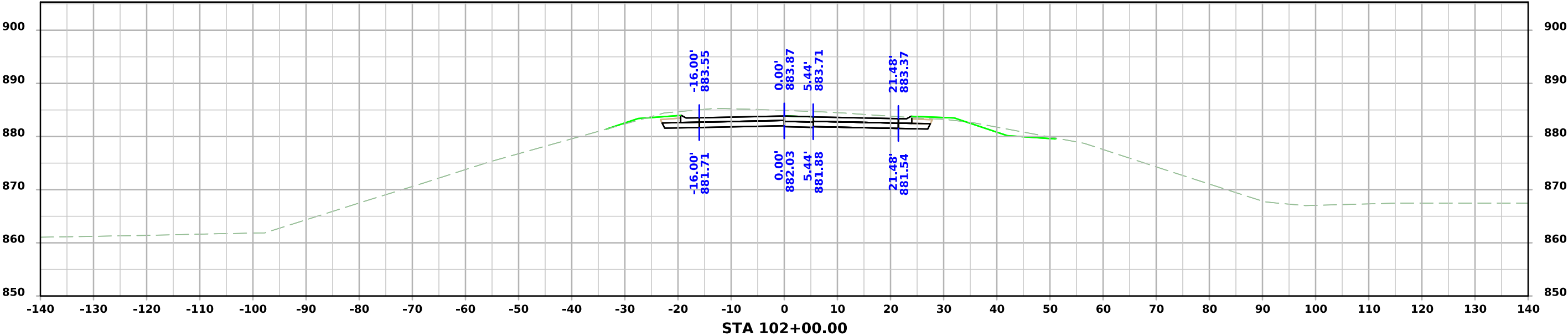
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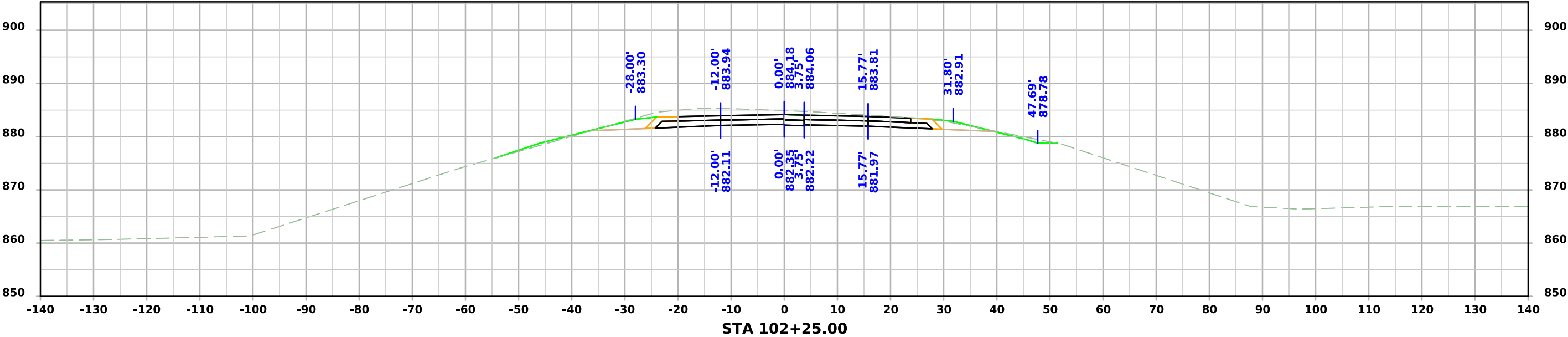
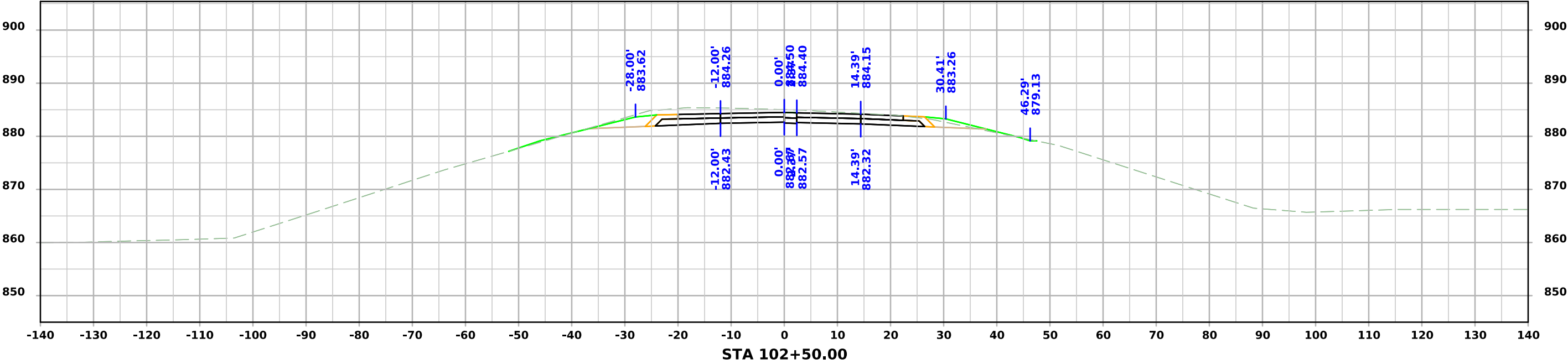
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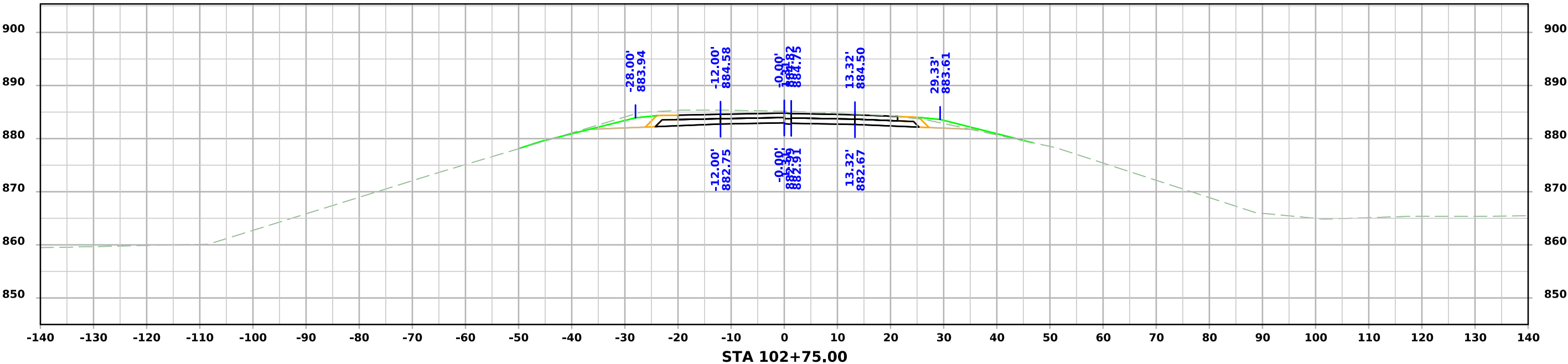
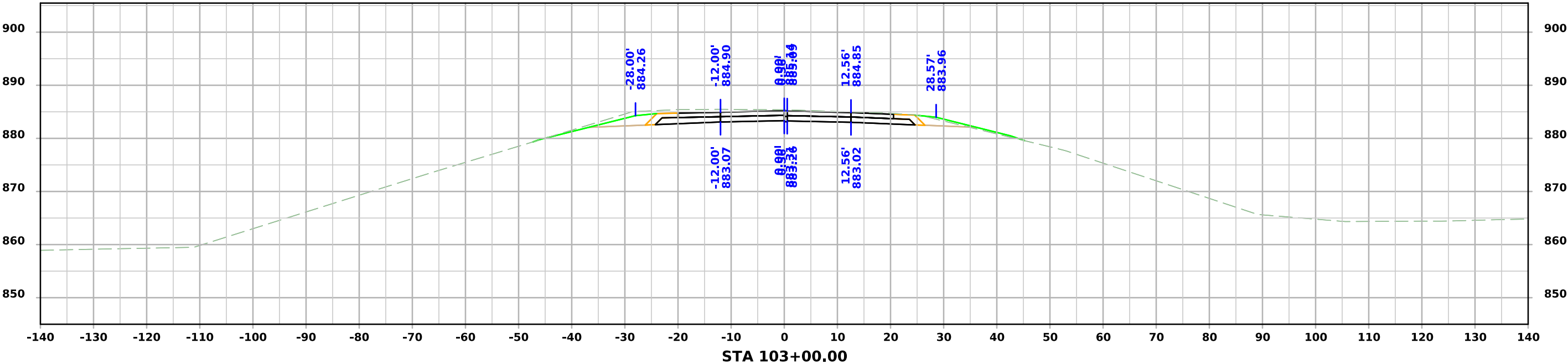
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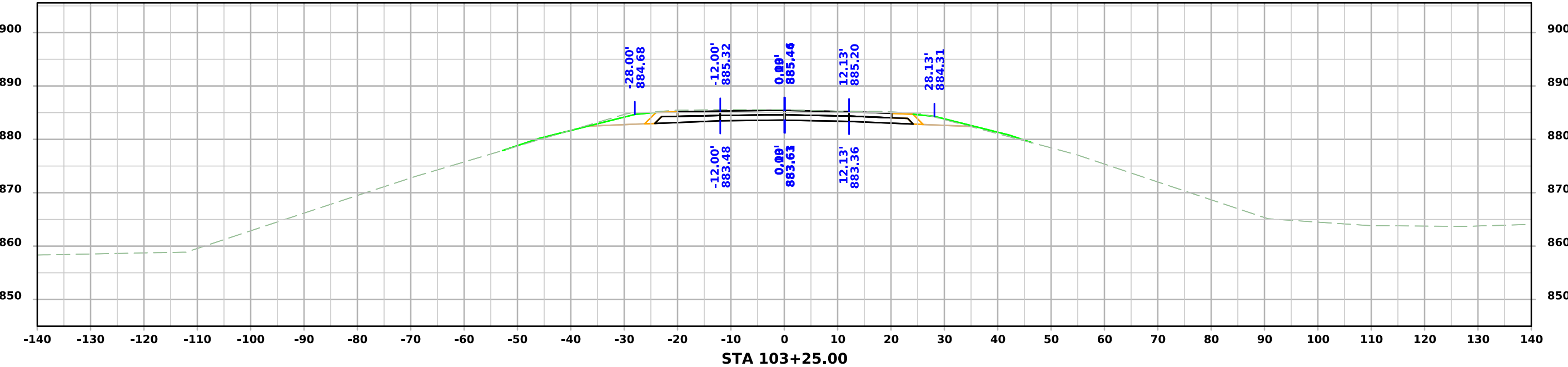
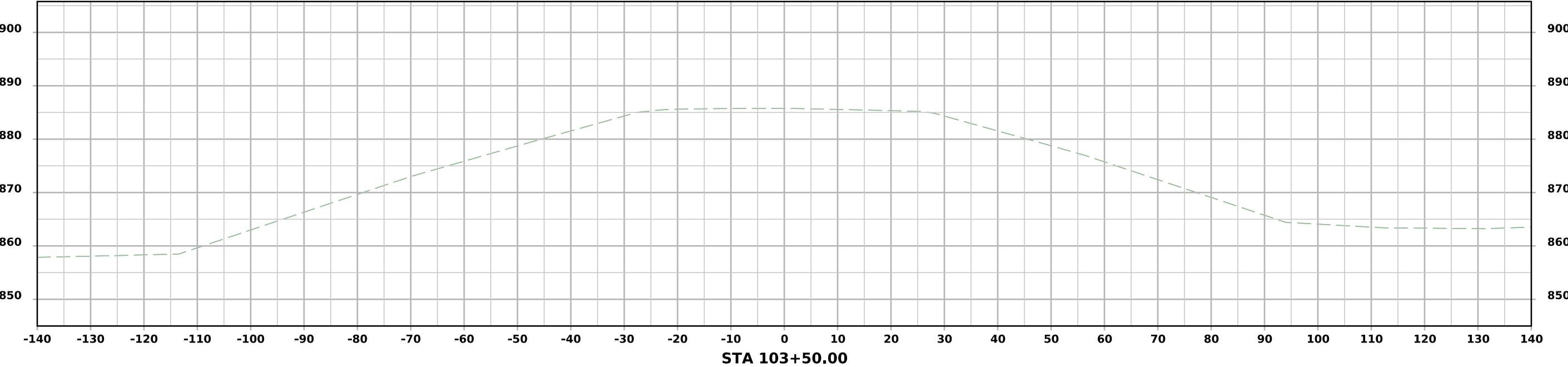
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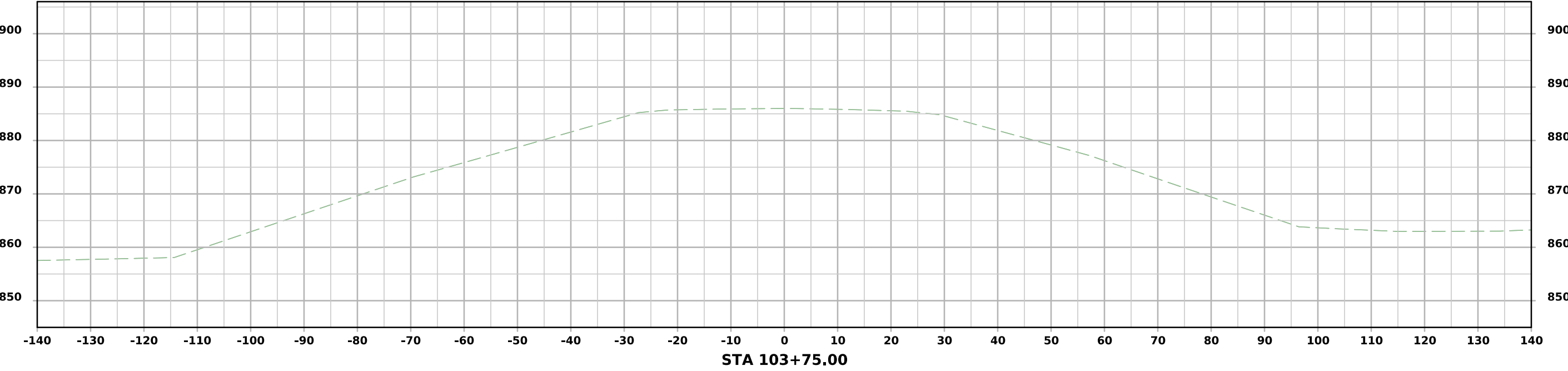
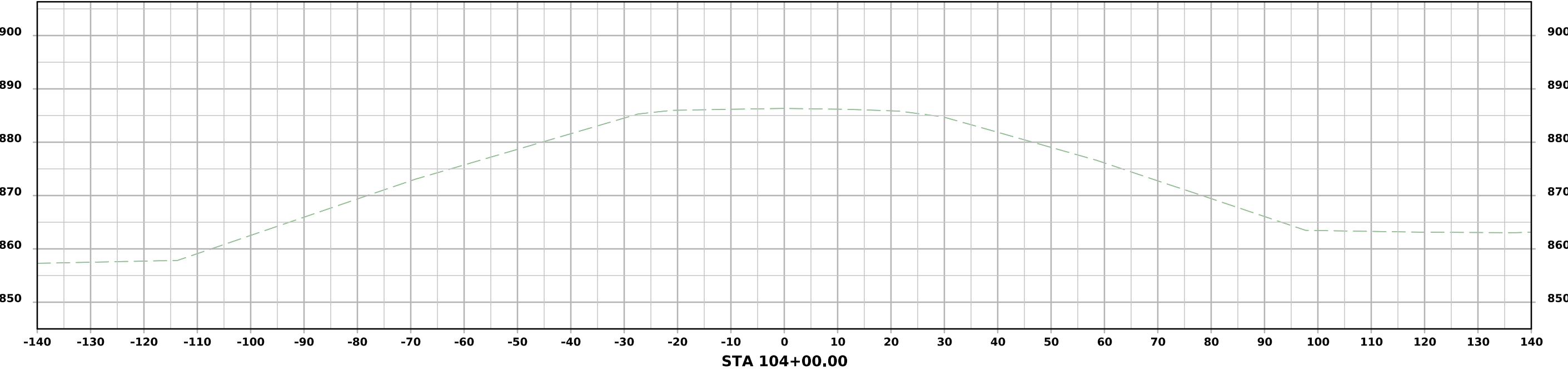
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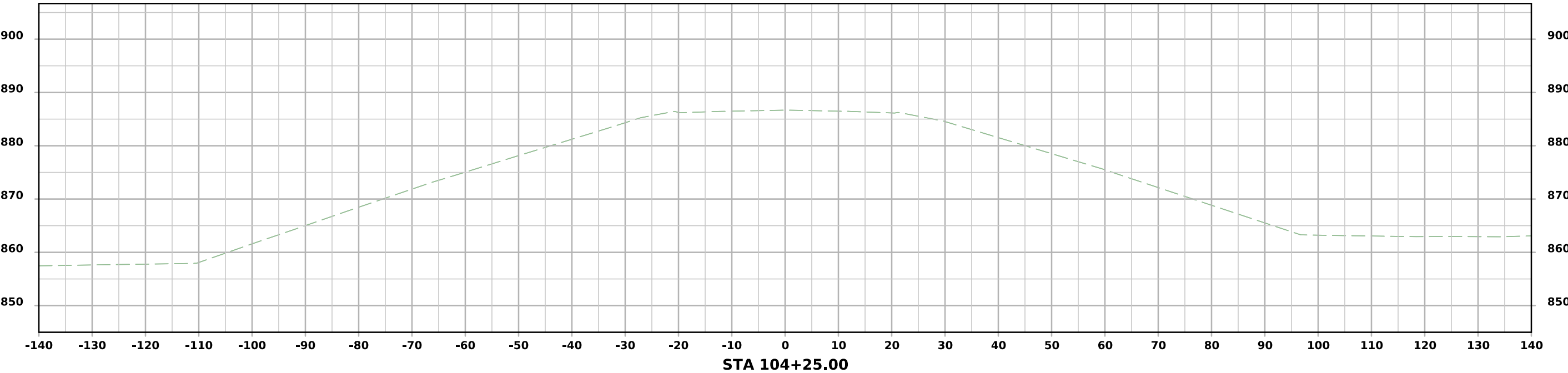
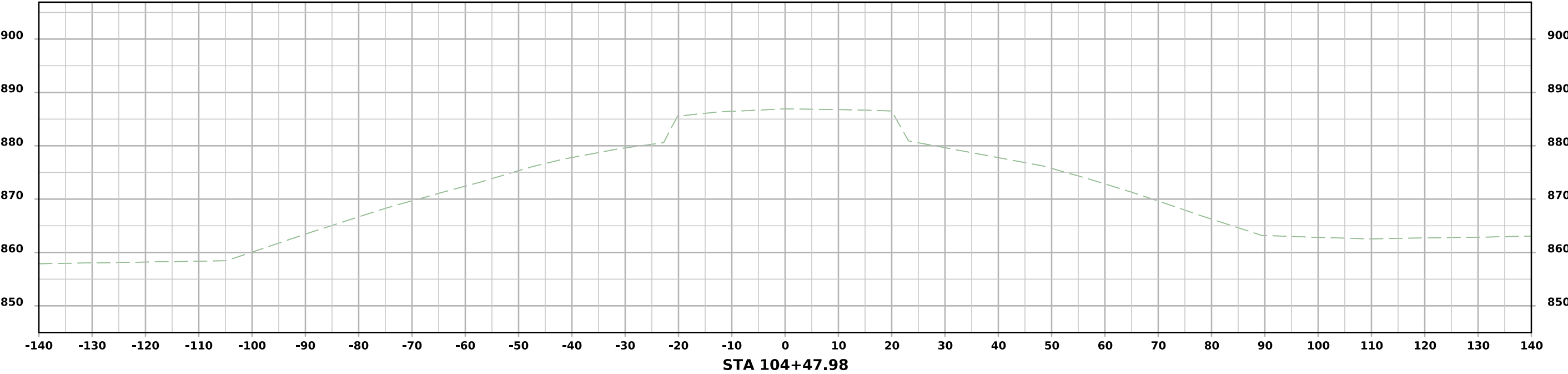
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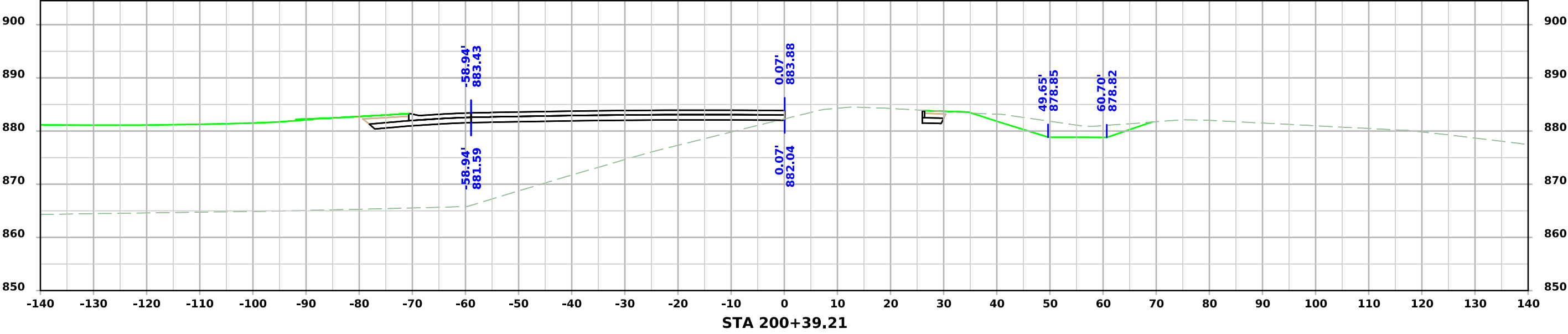
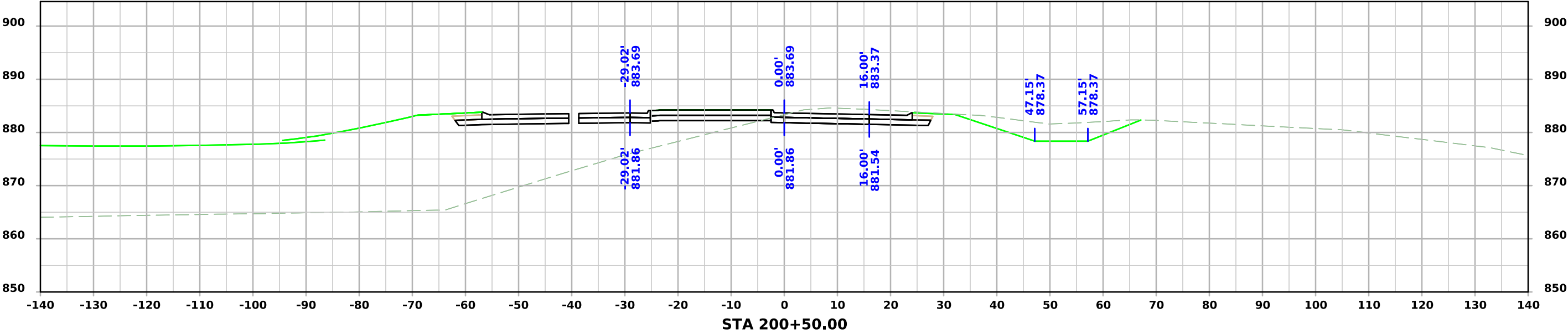
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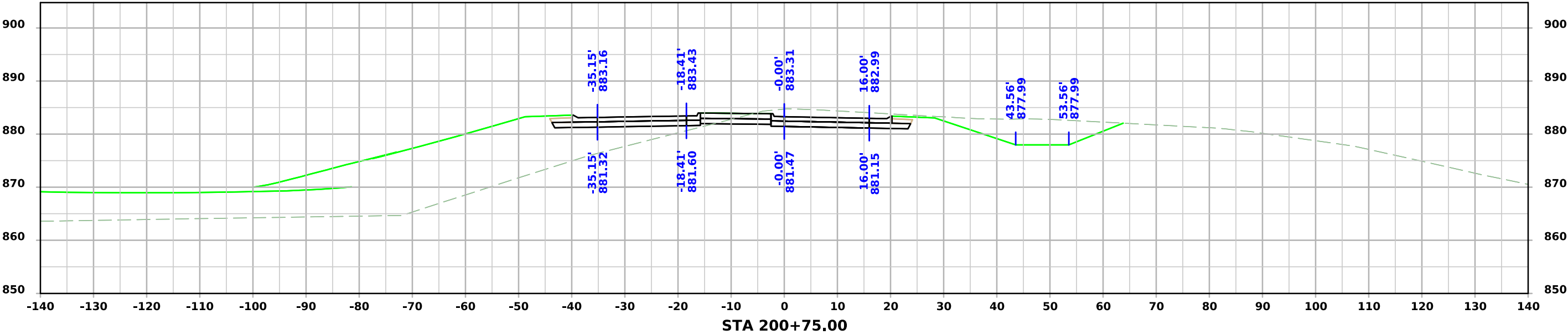
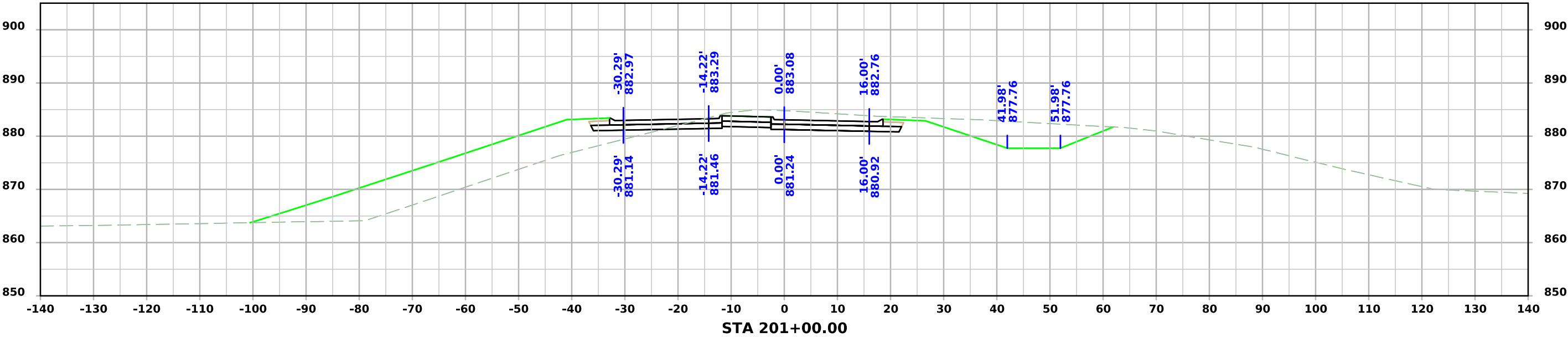
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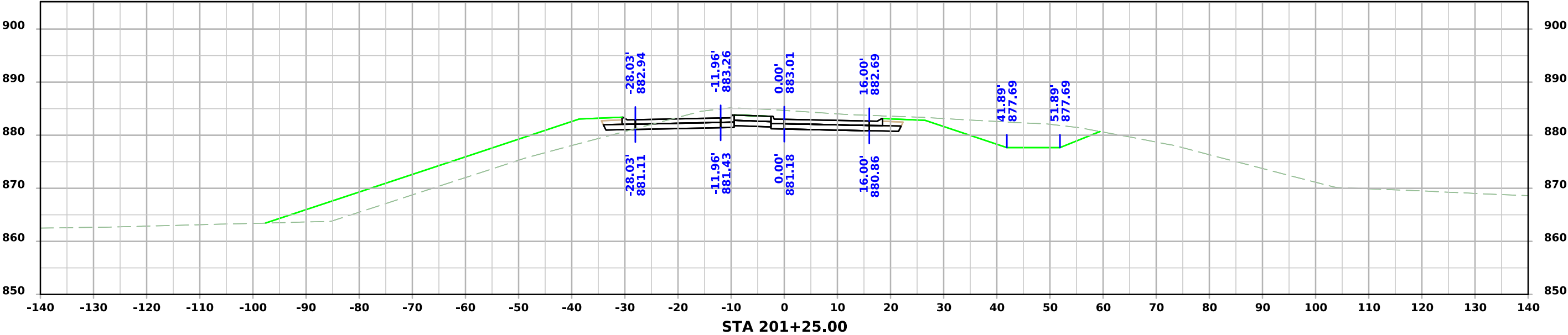
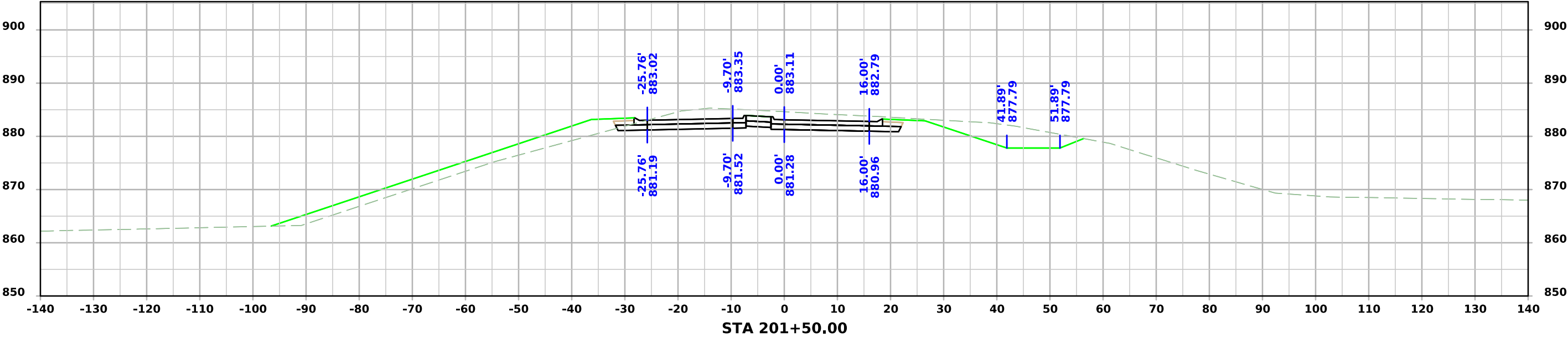
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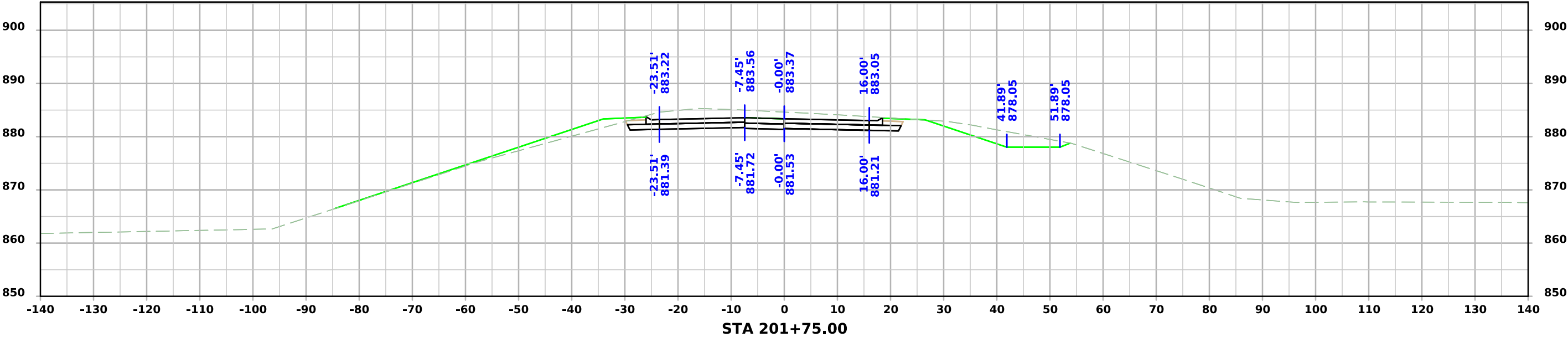
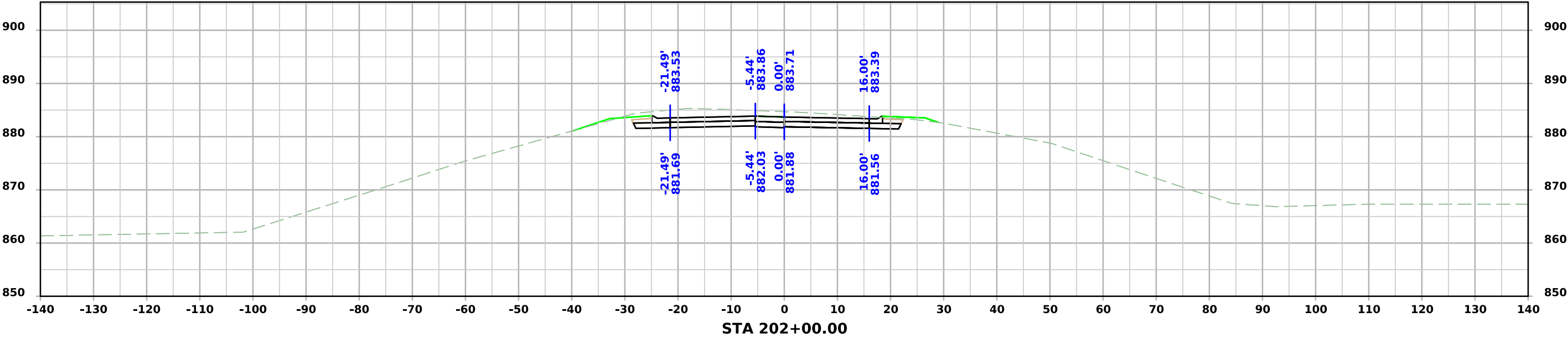
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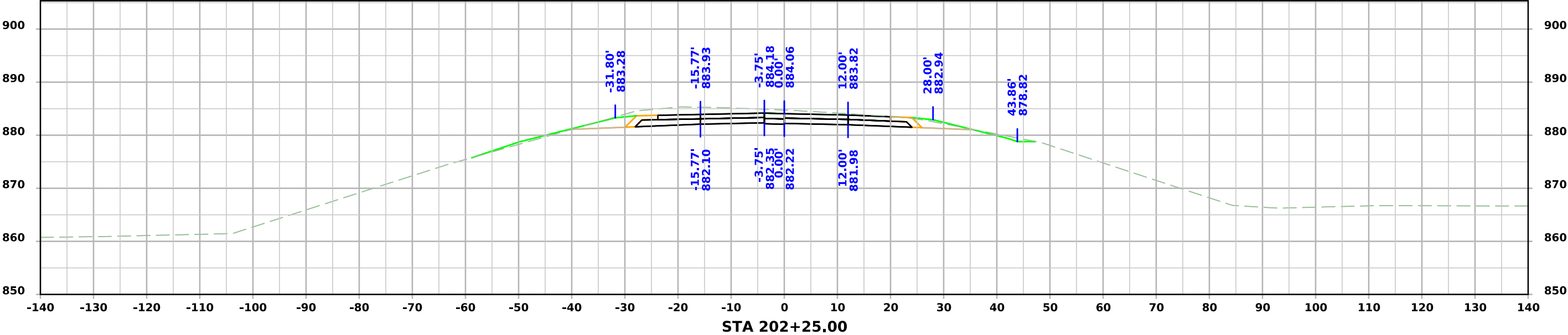
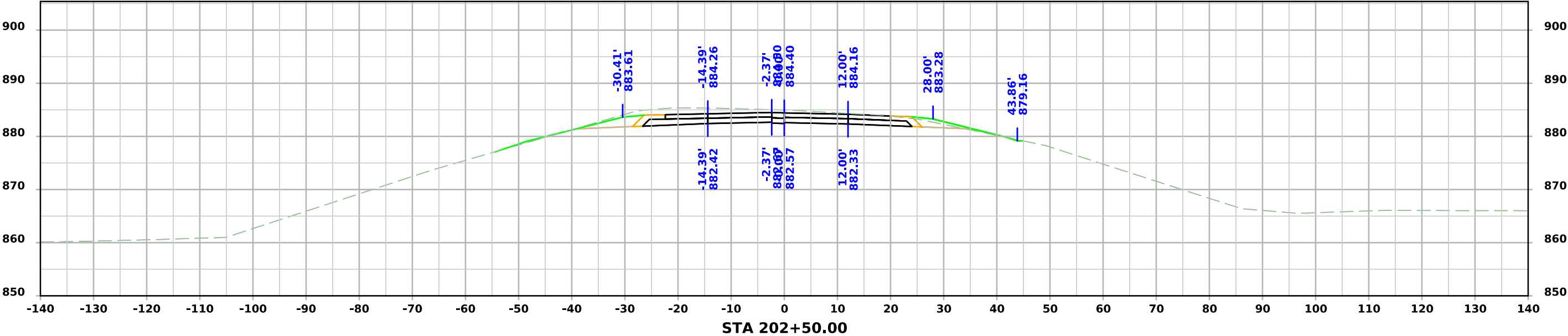
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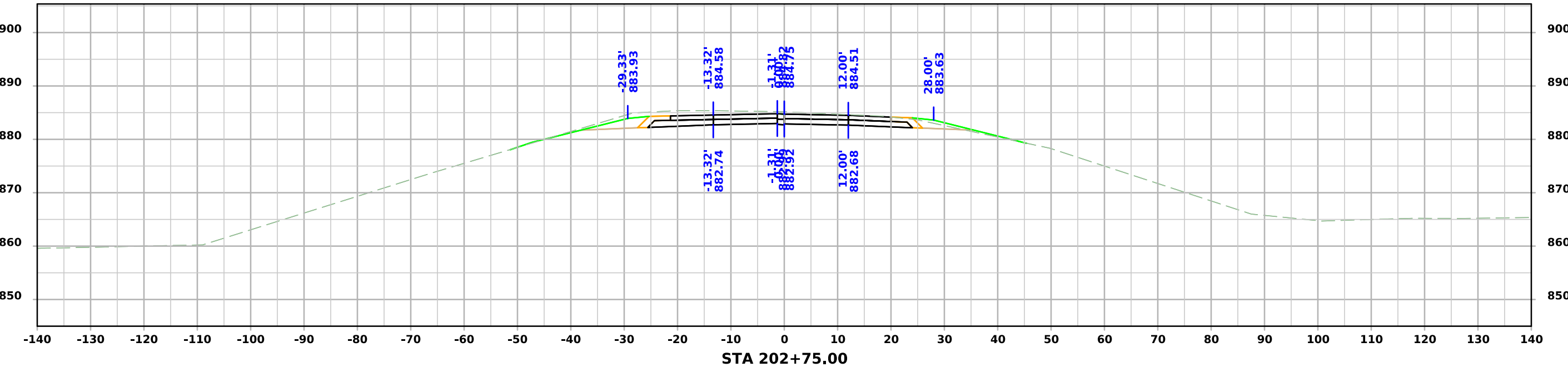
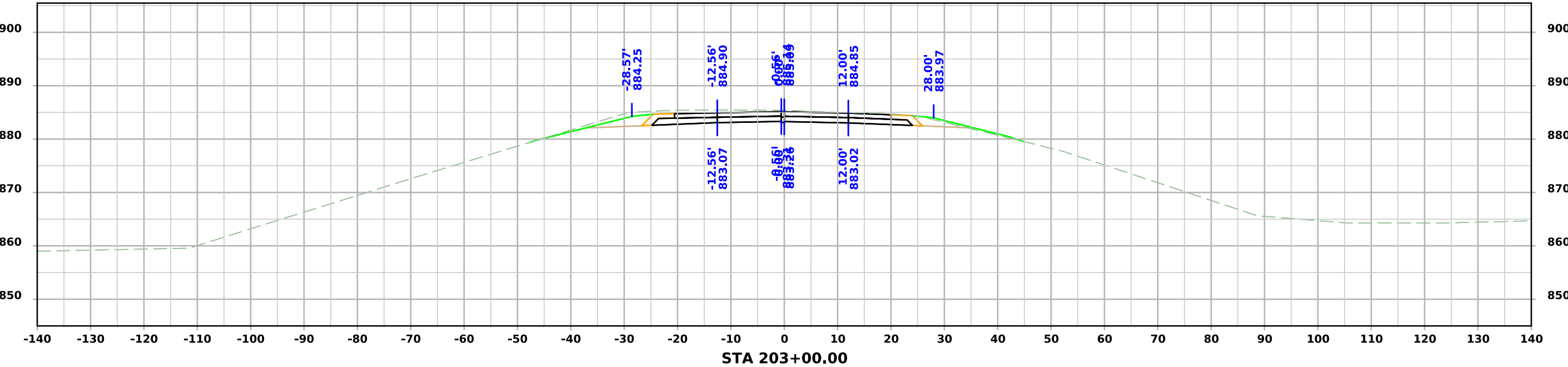
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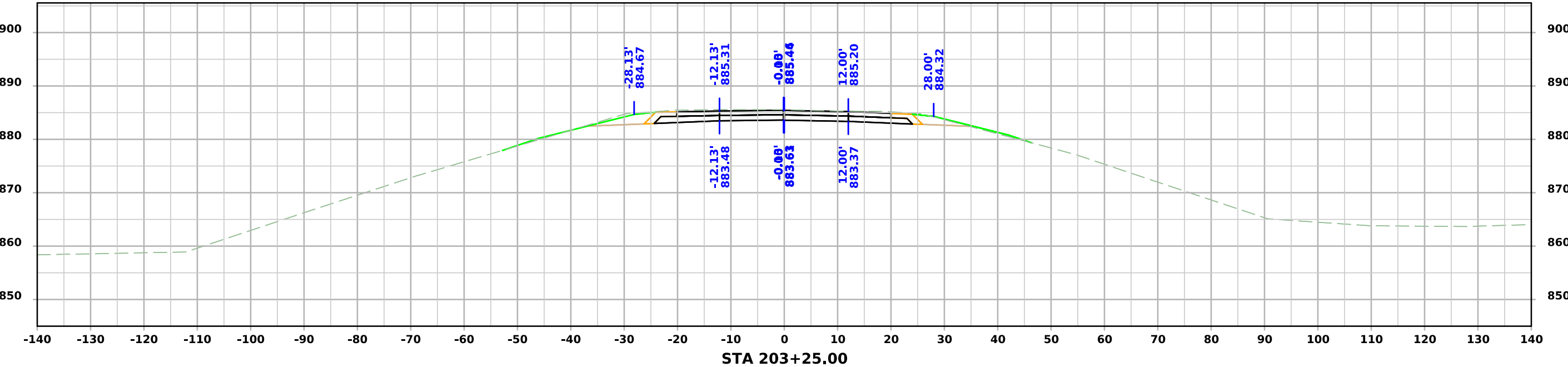
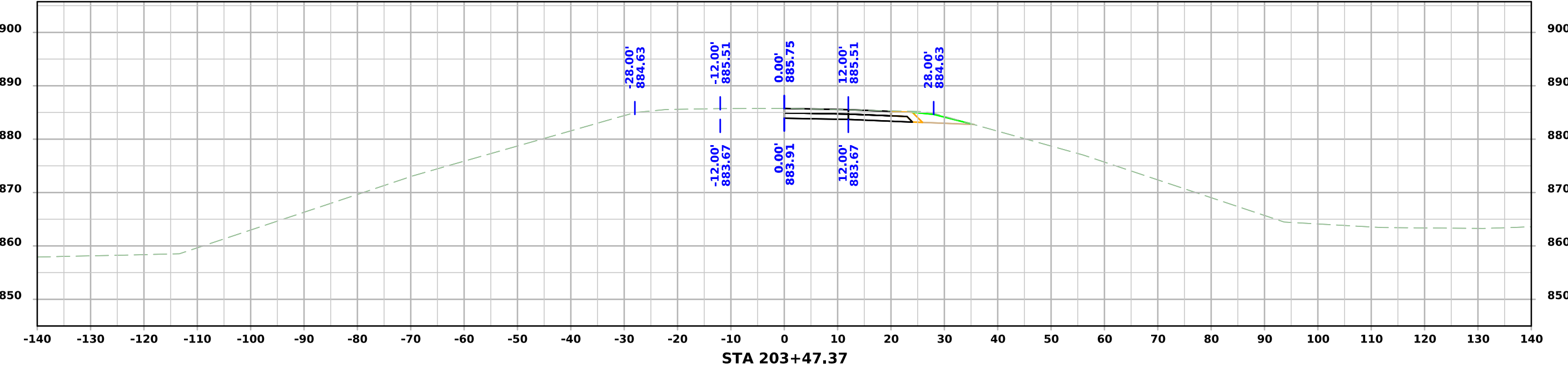
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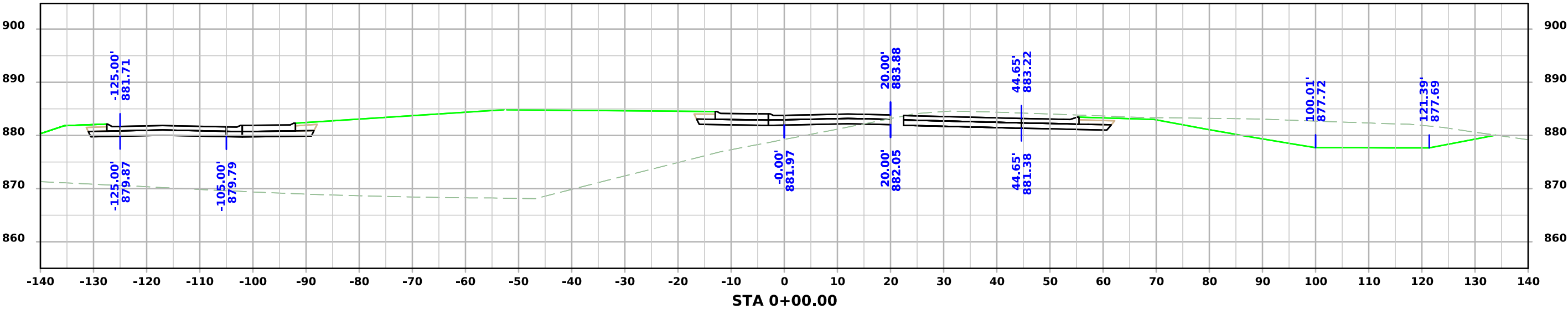
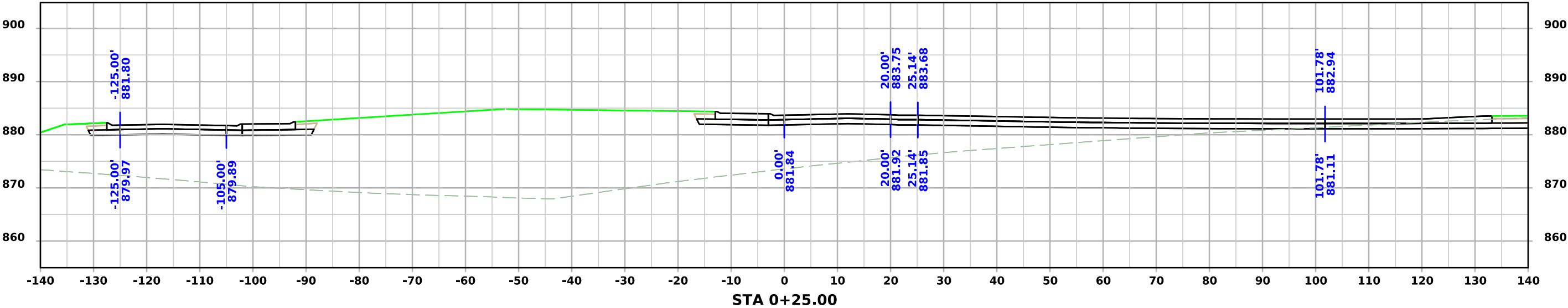
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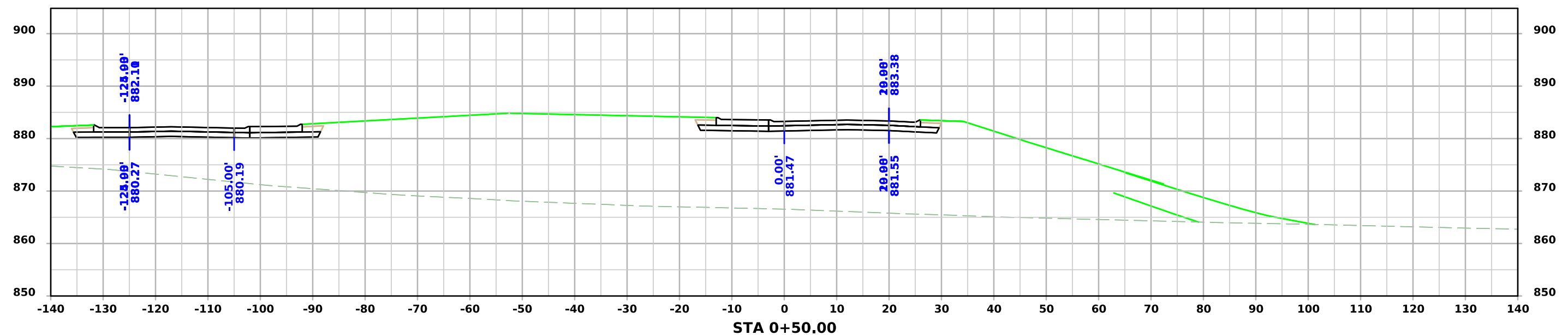
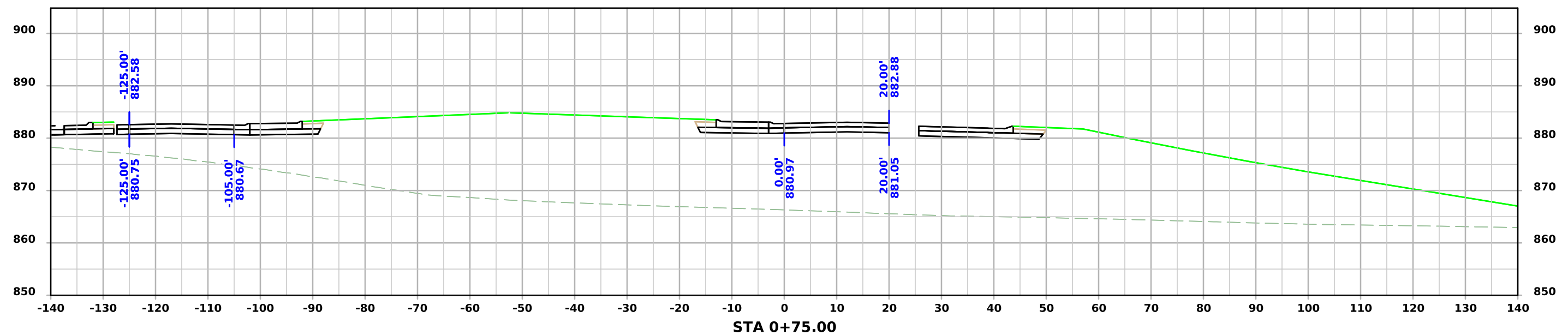
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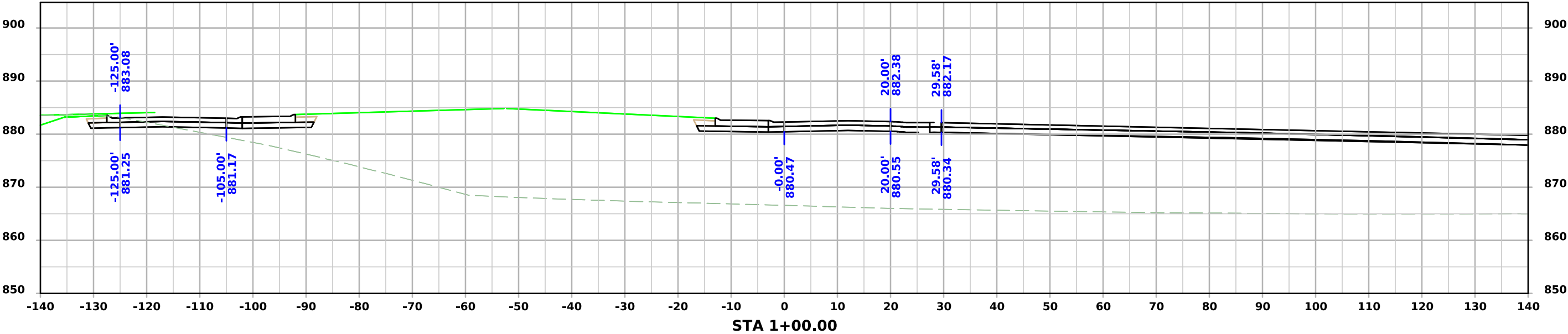
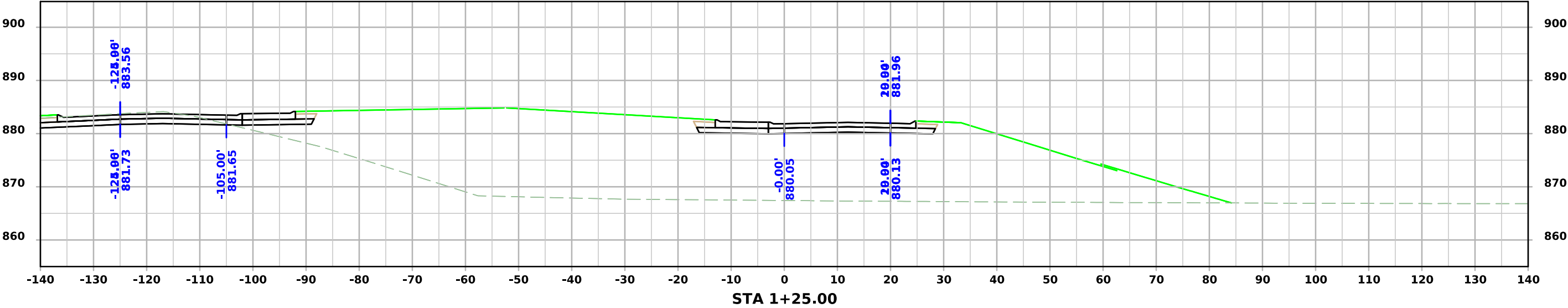
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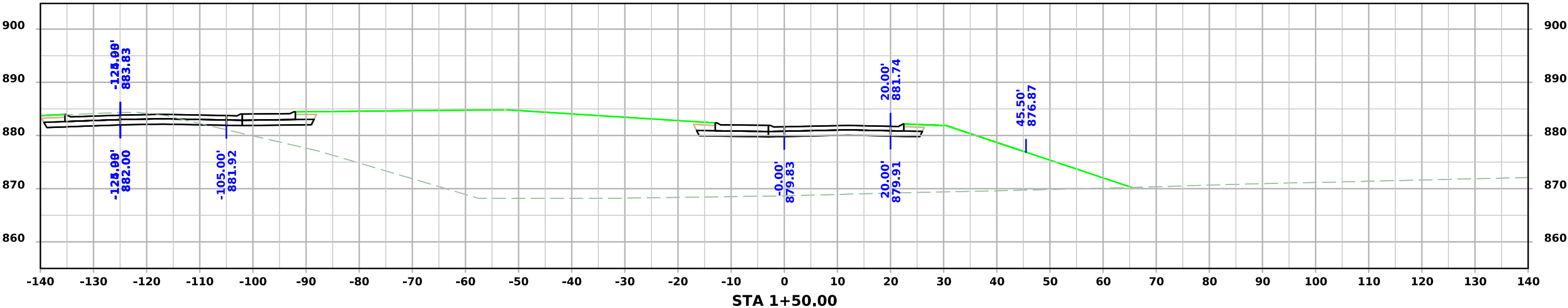
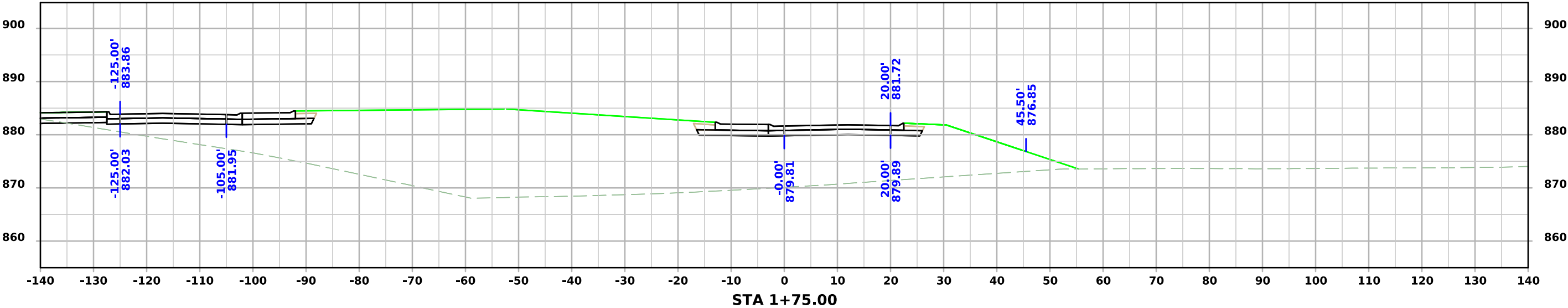
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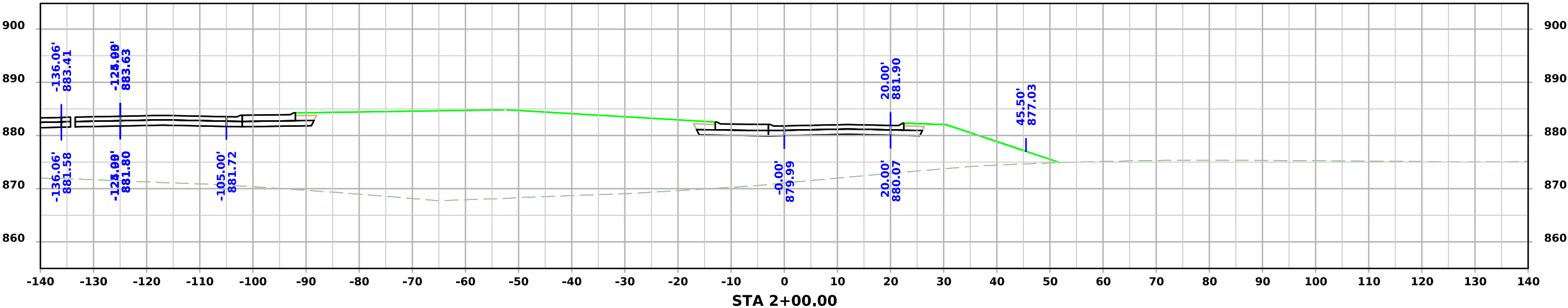
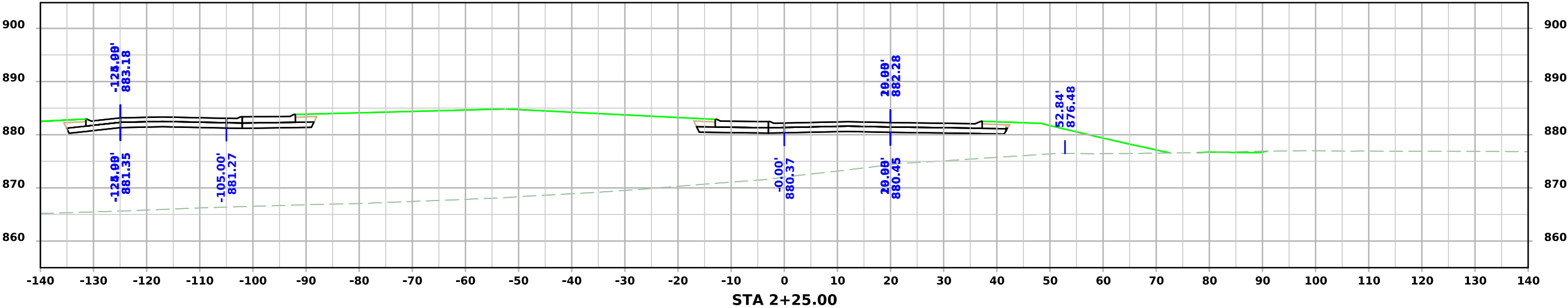
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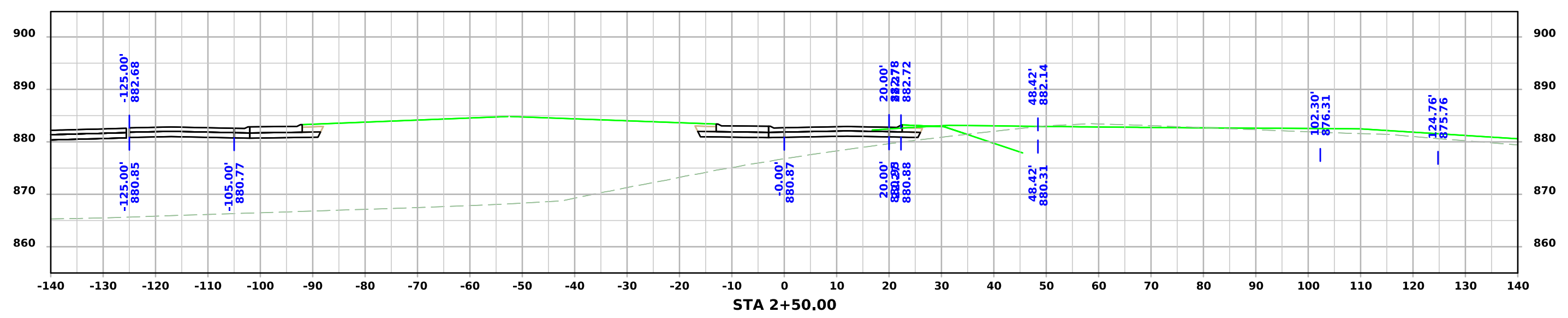
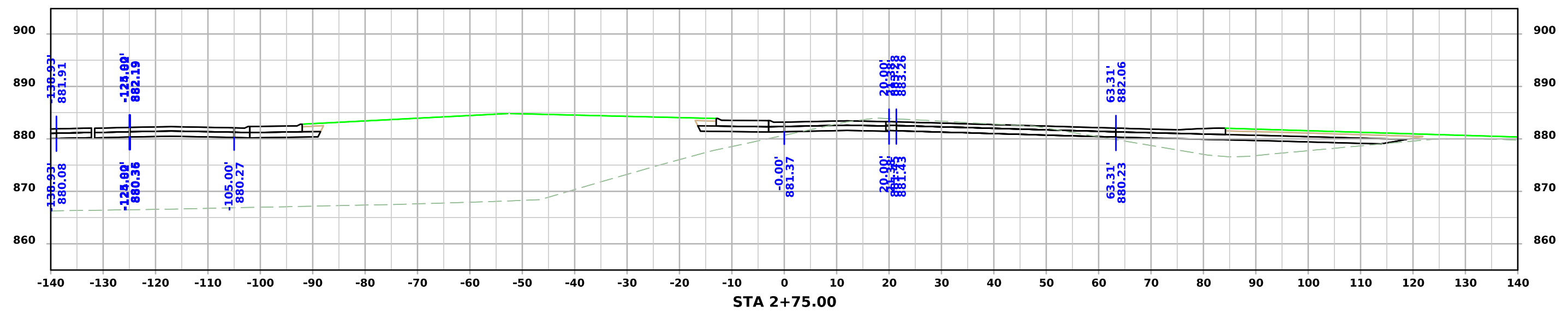
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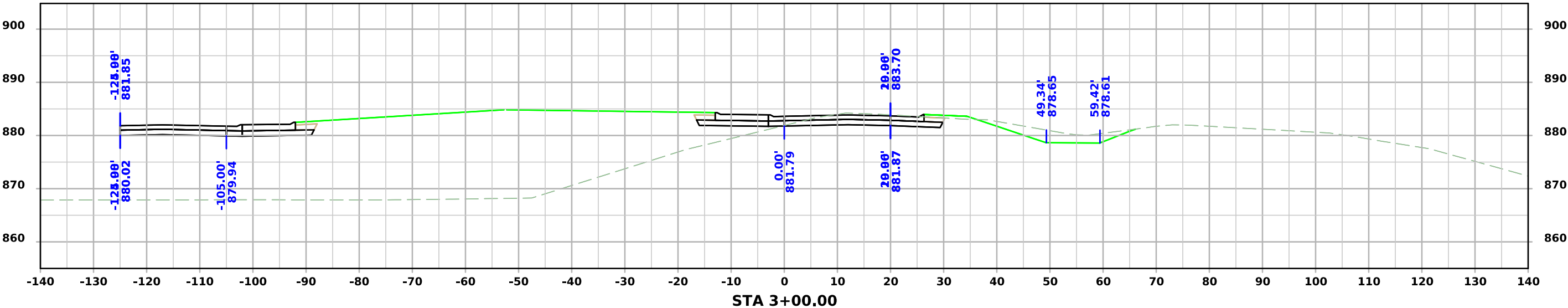
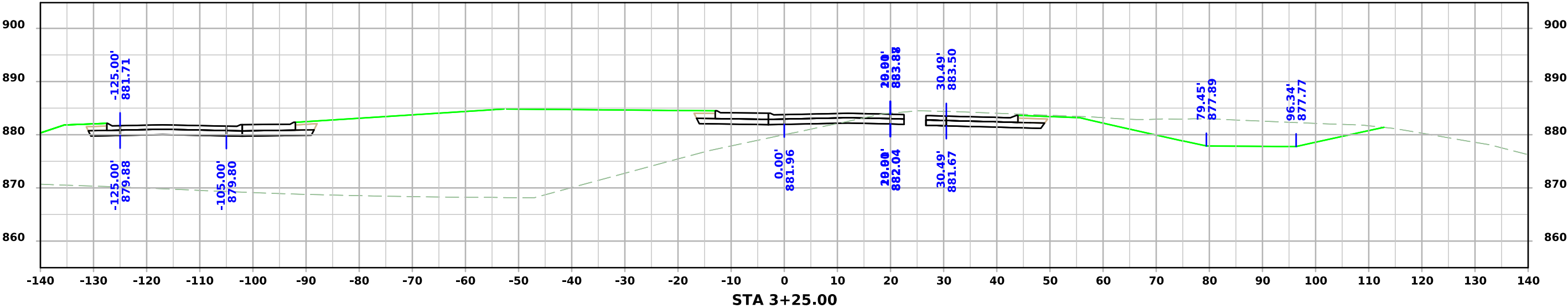
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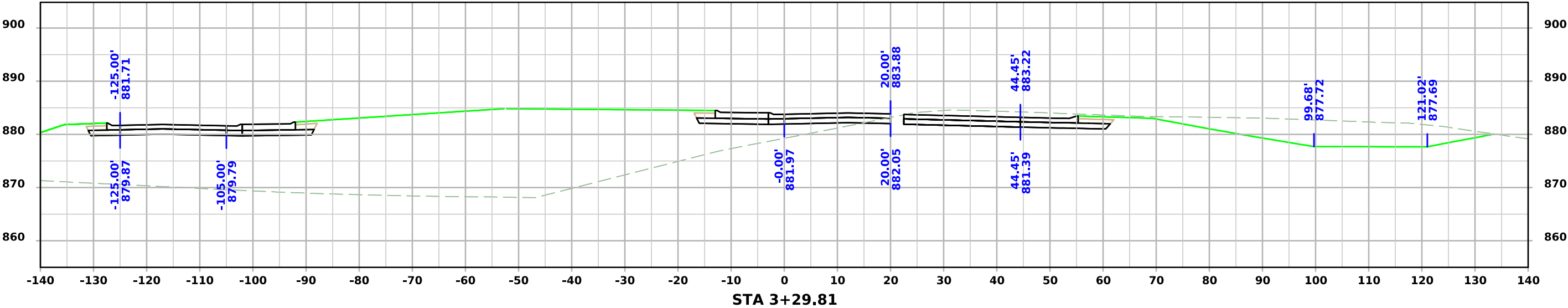
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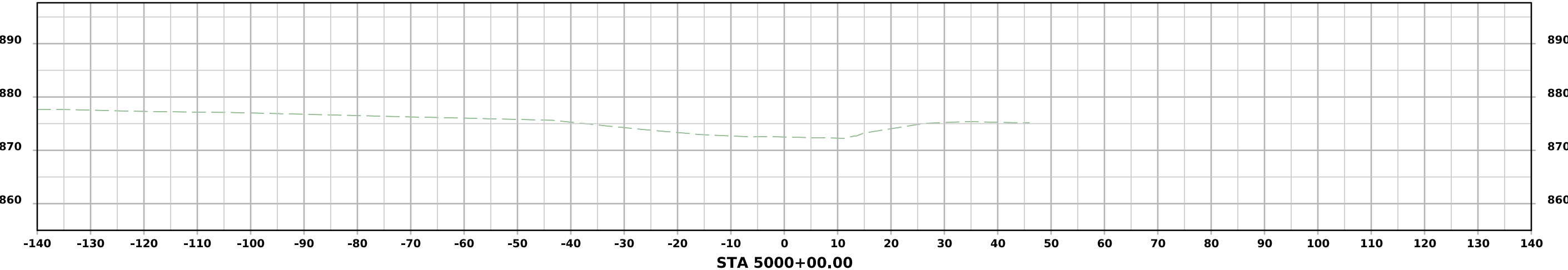
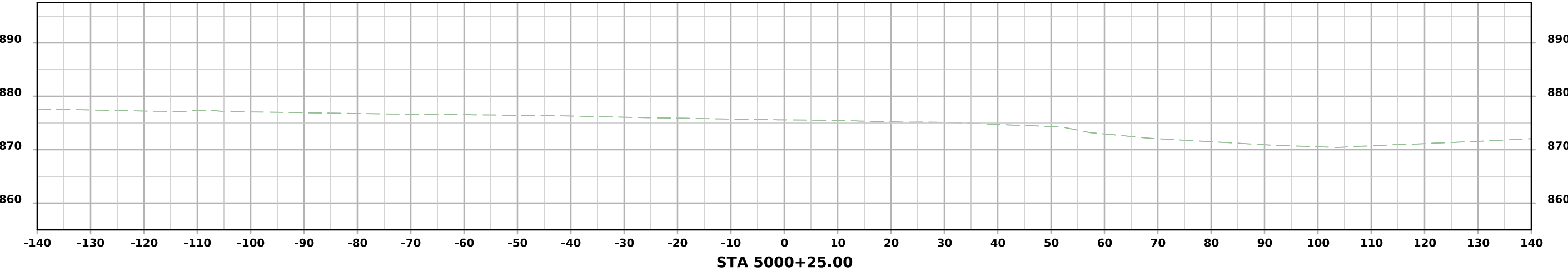
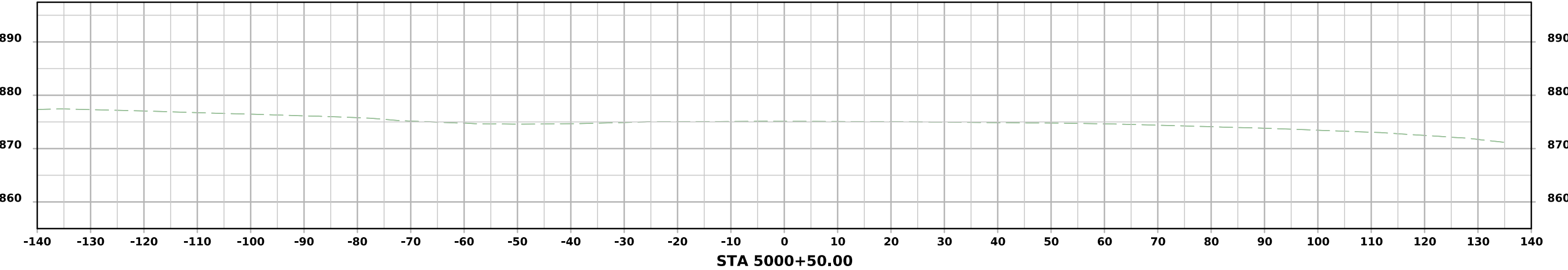
Roundabout Circle



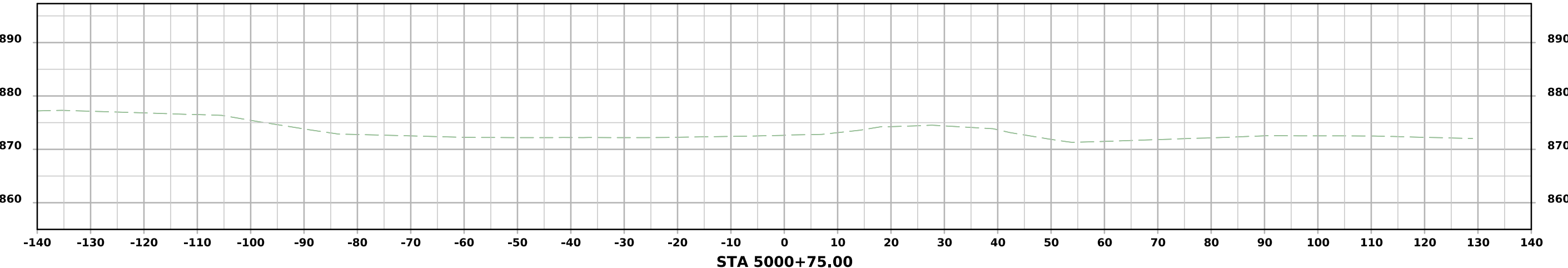
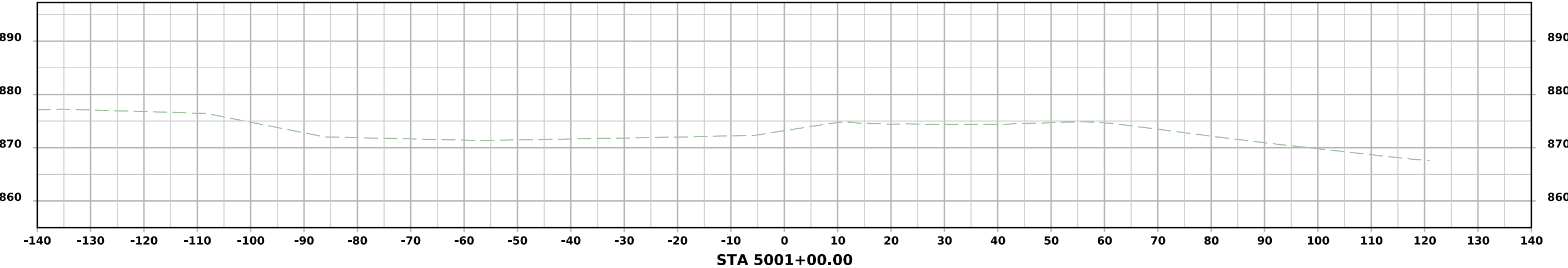
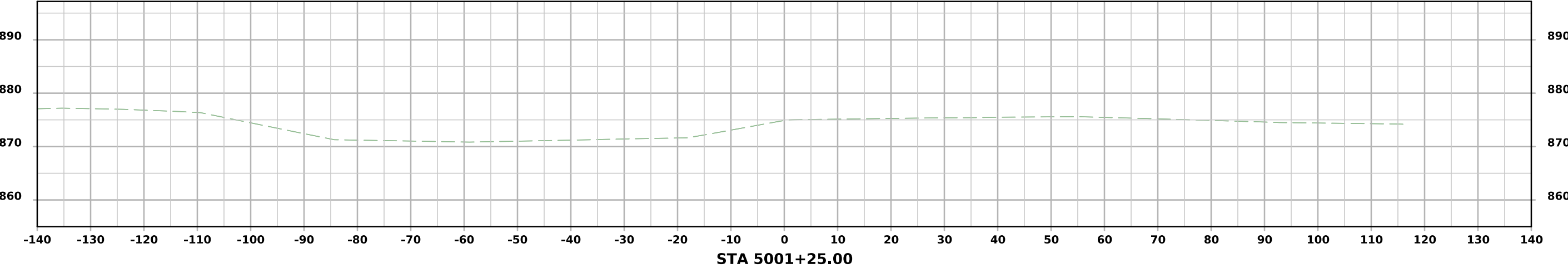
Roundabout Circle



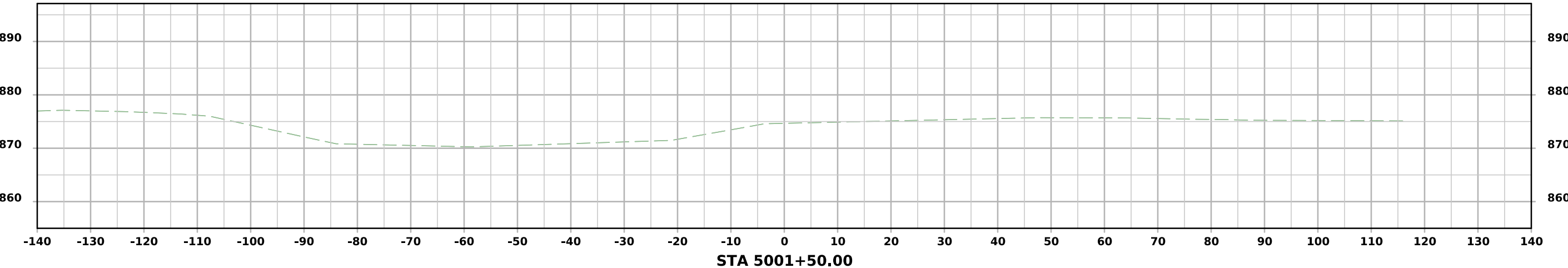
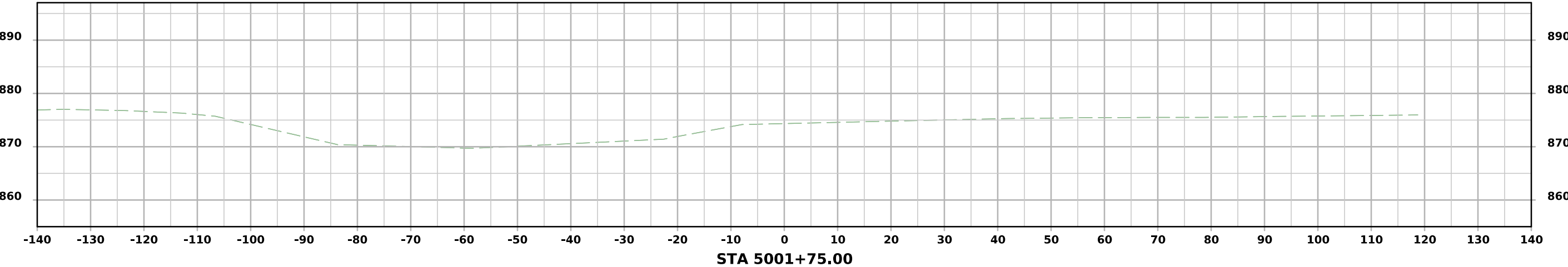
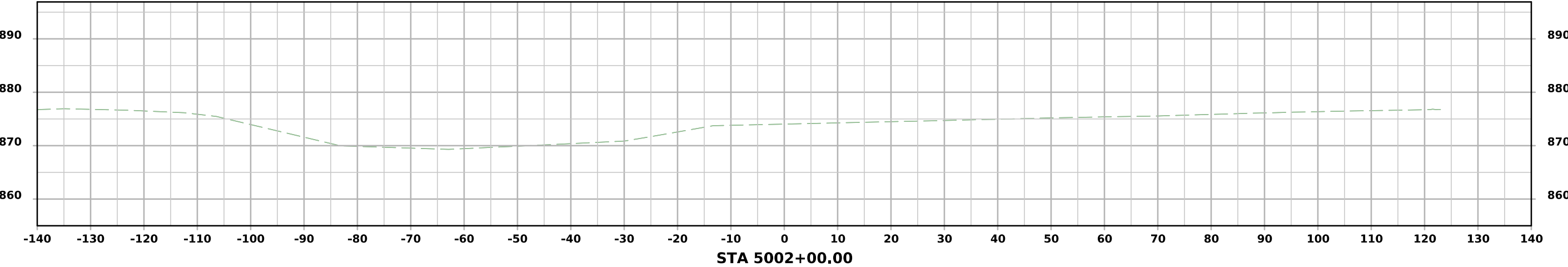
Frontage Road



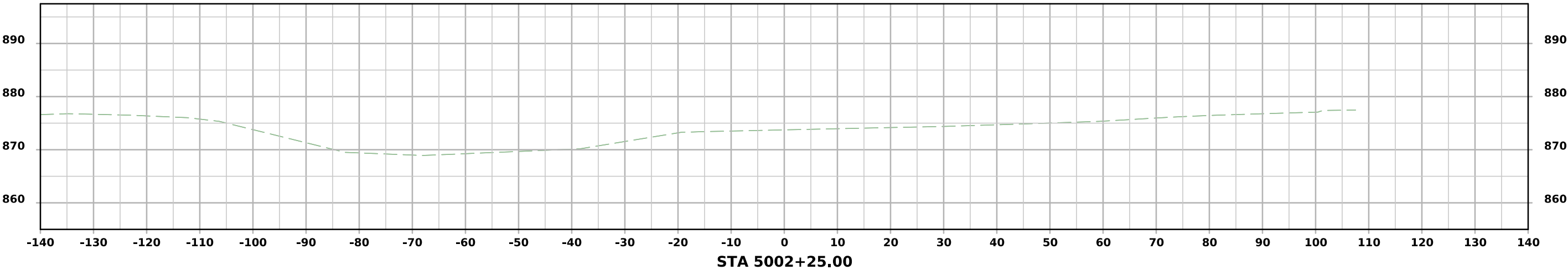
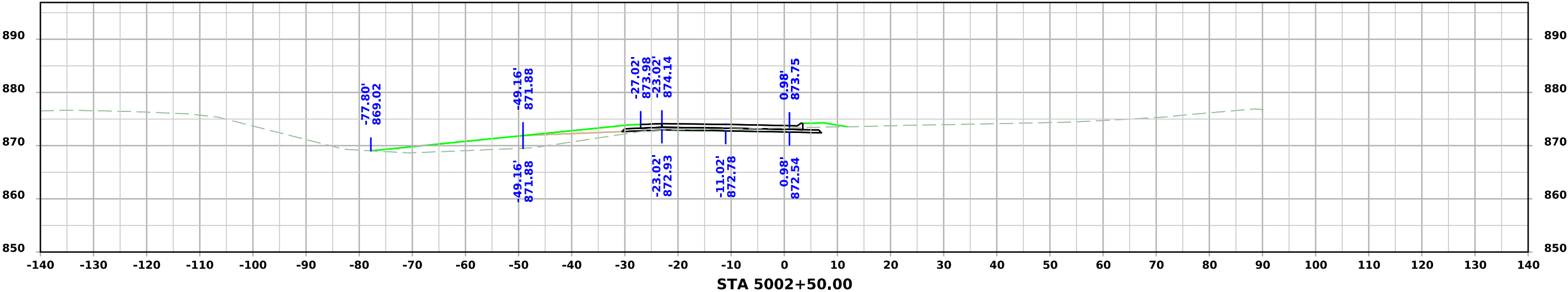
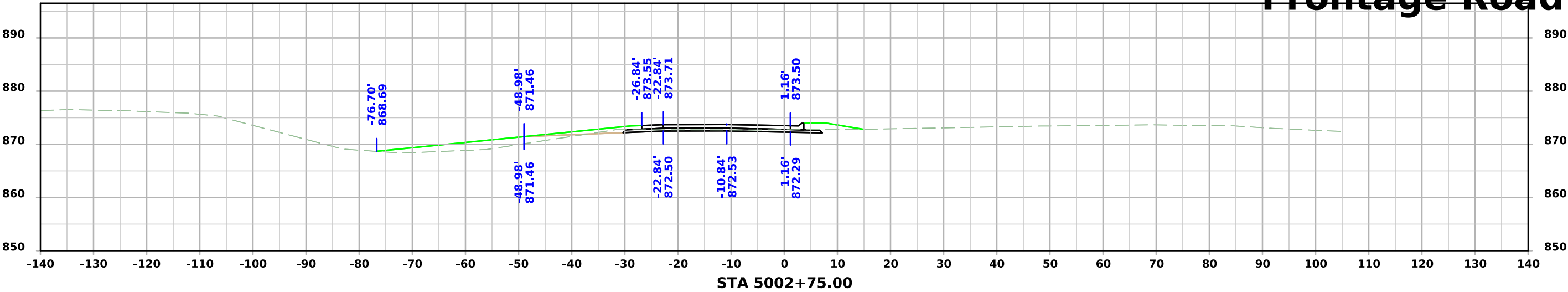
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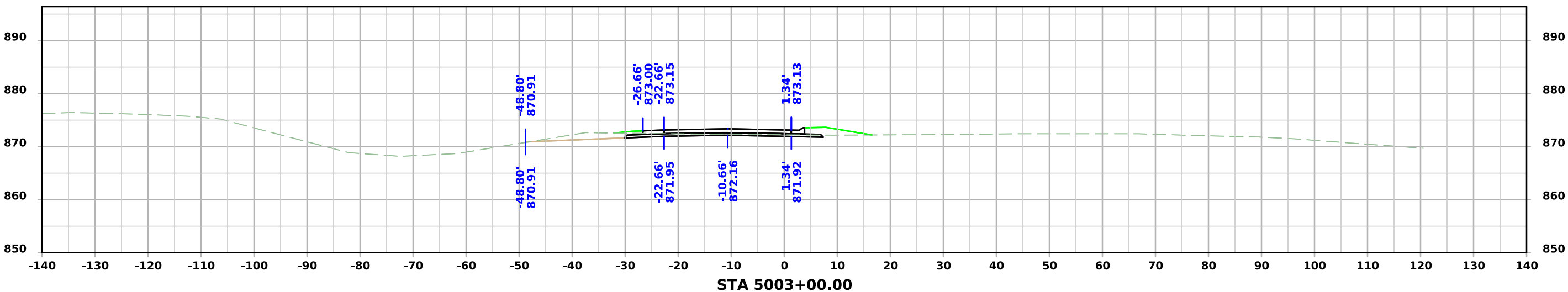
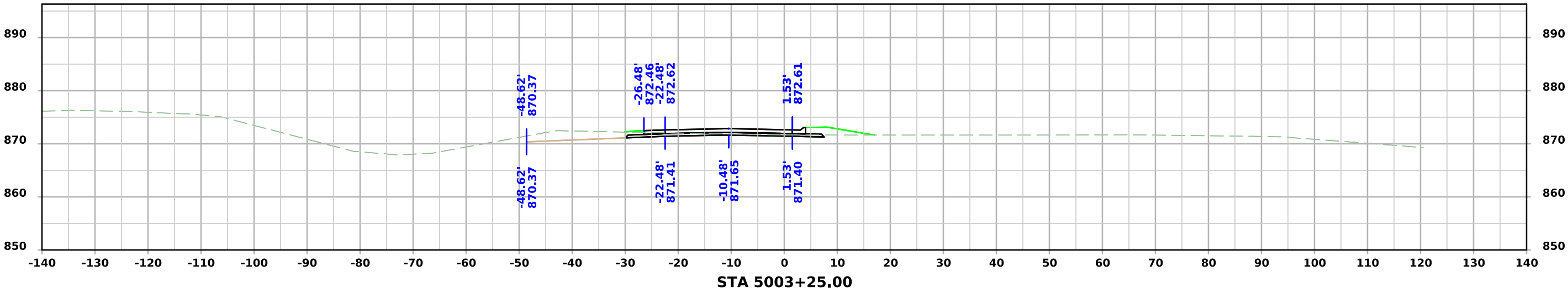
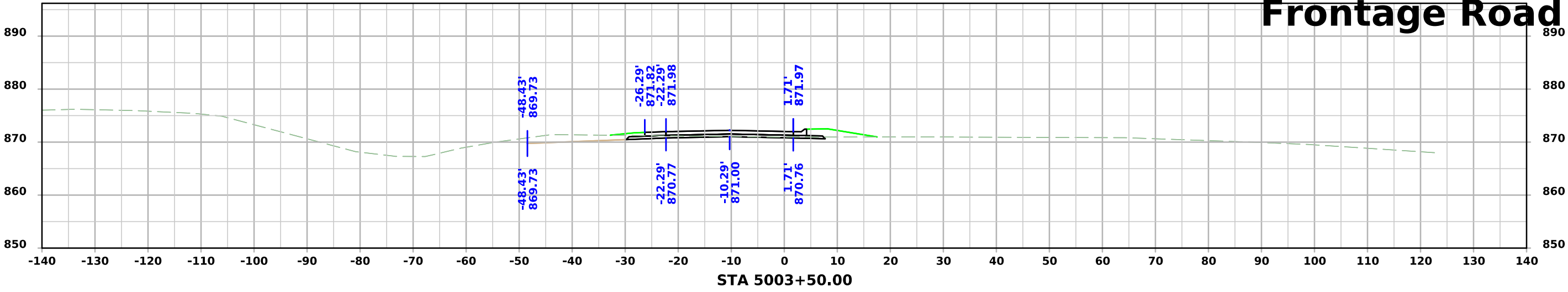
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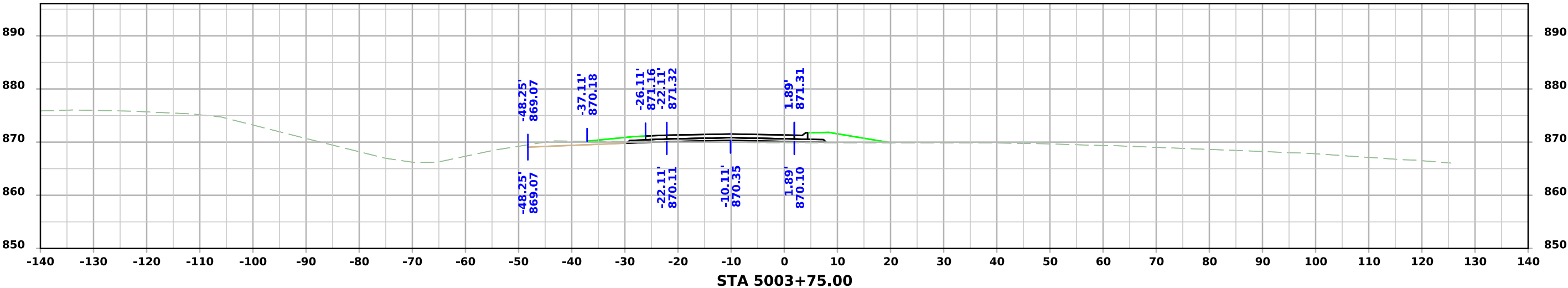
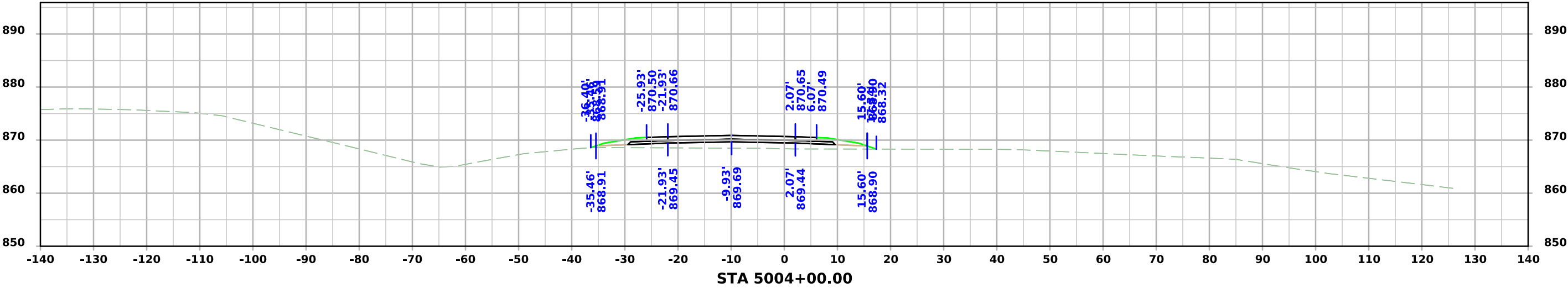
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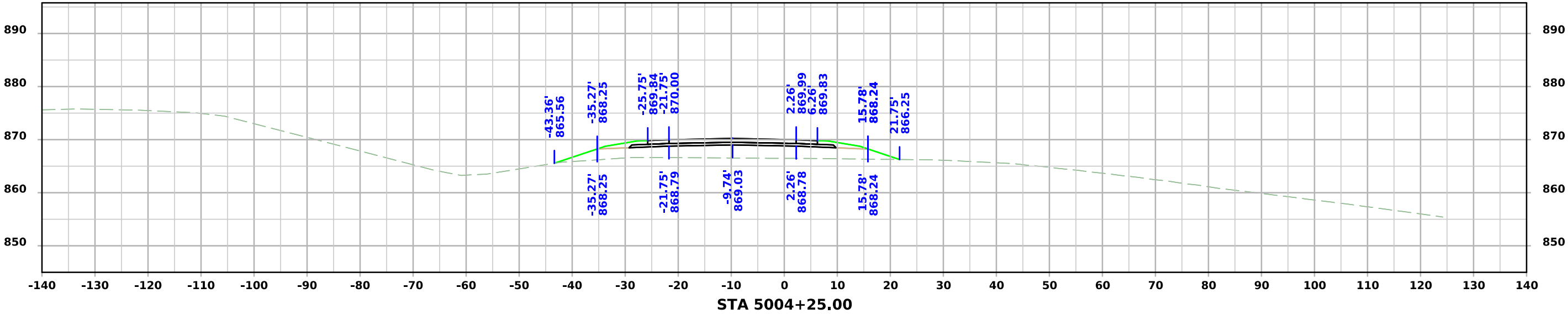
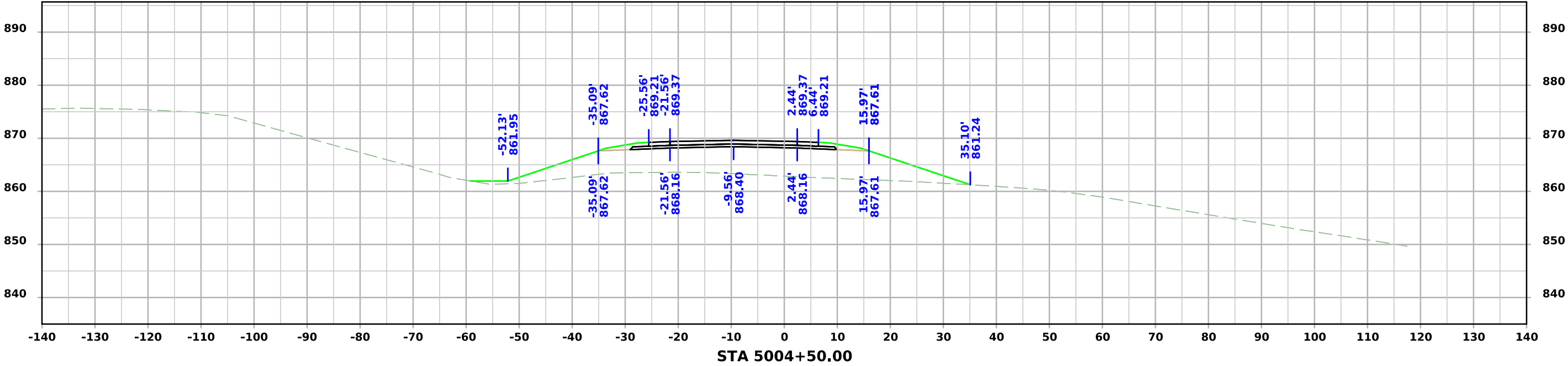
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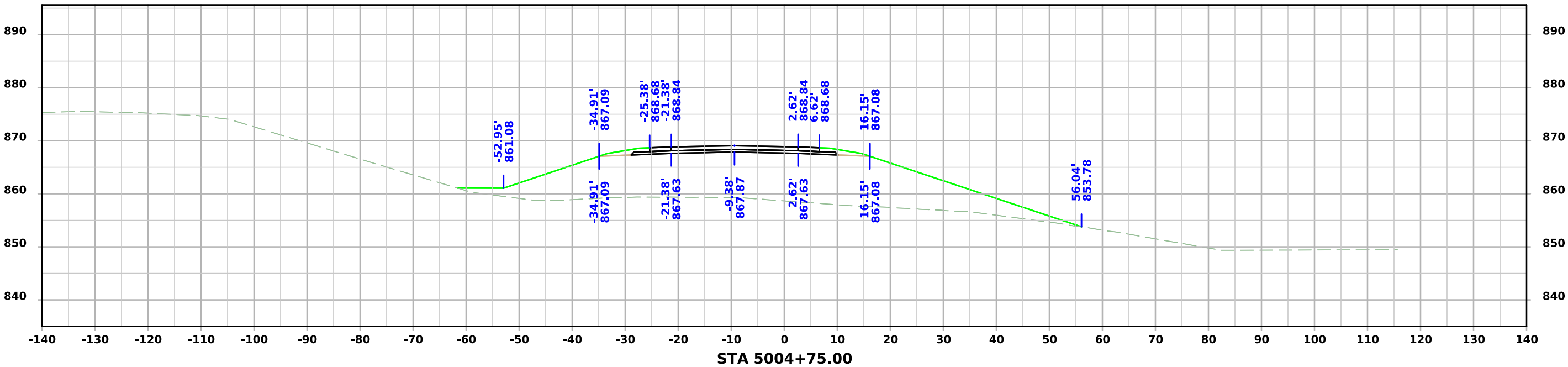
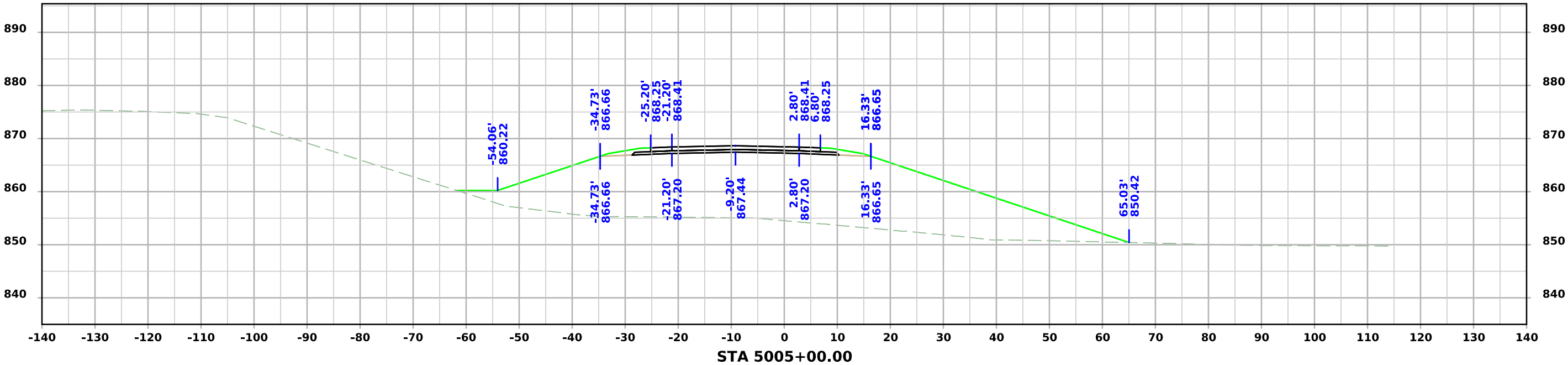
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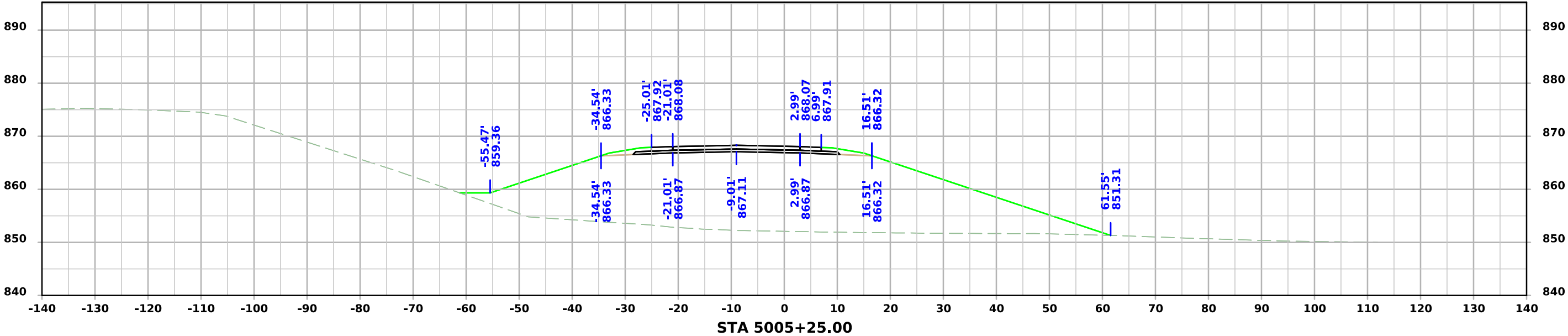
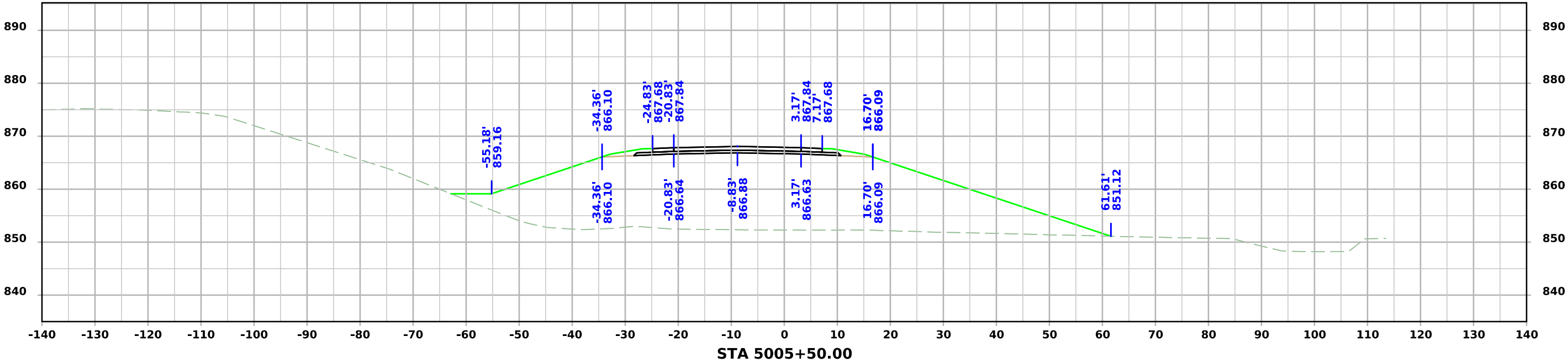
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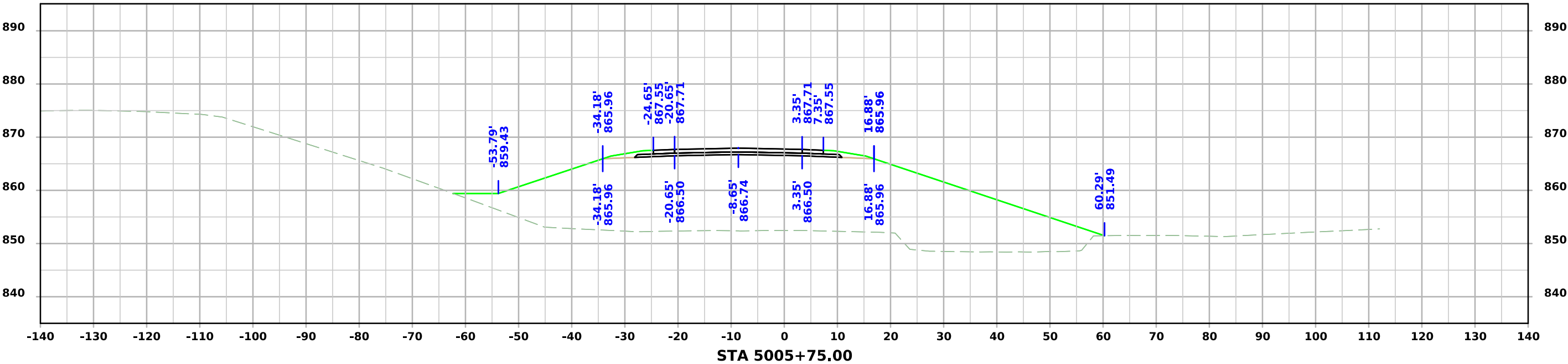
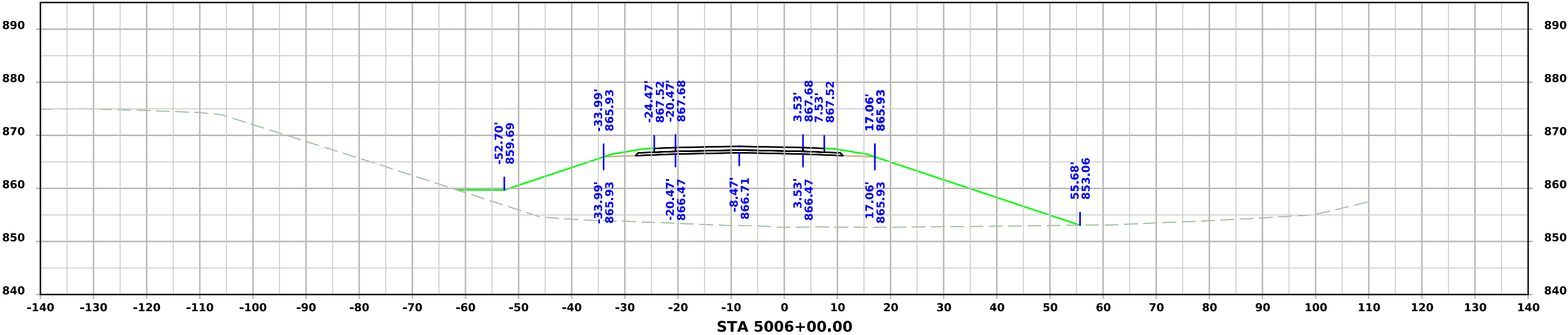
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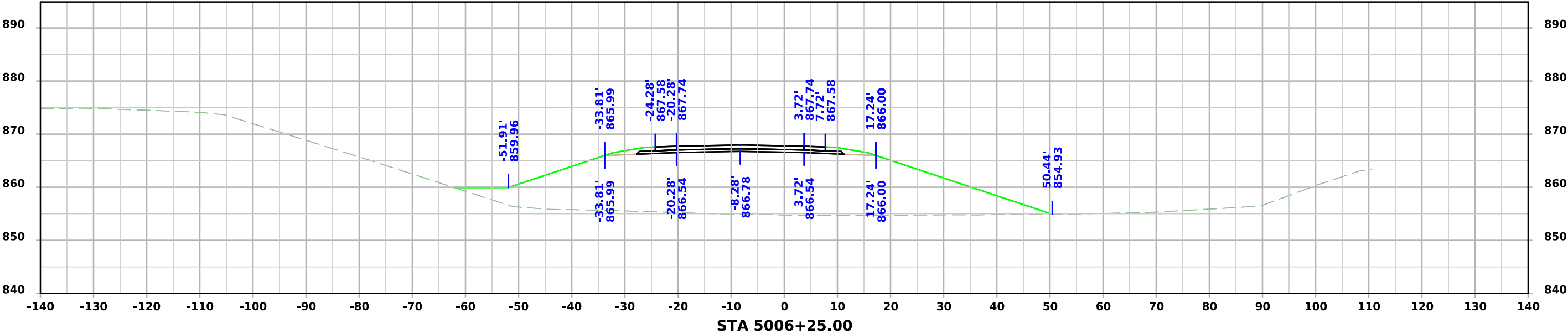
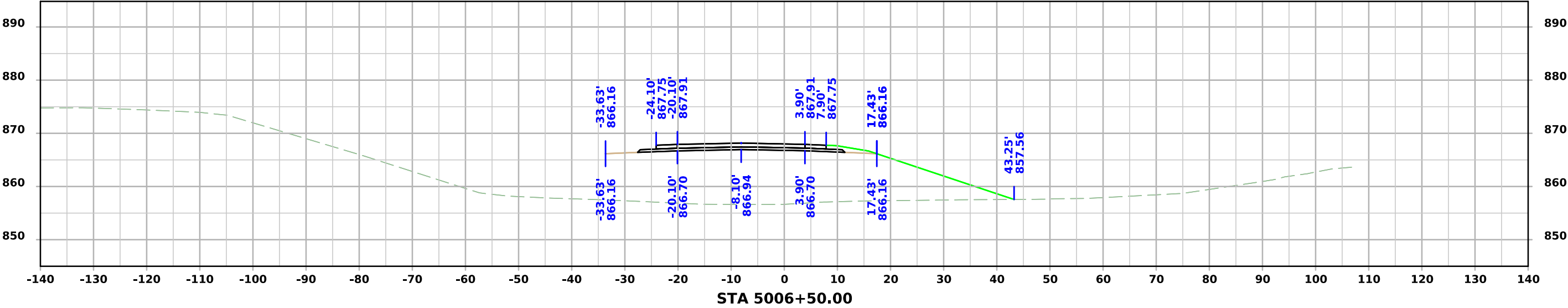
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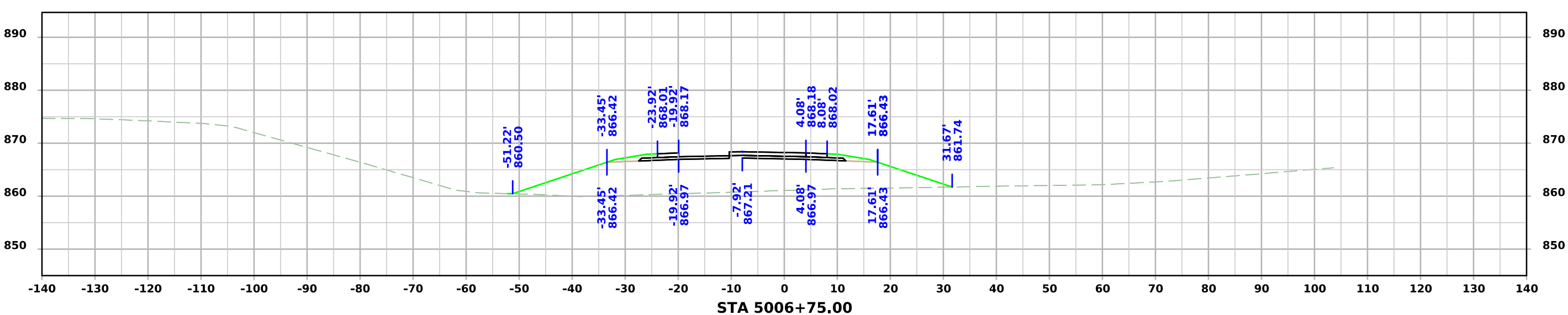
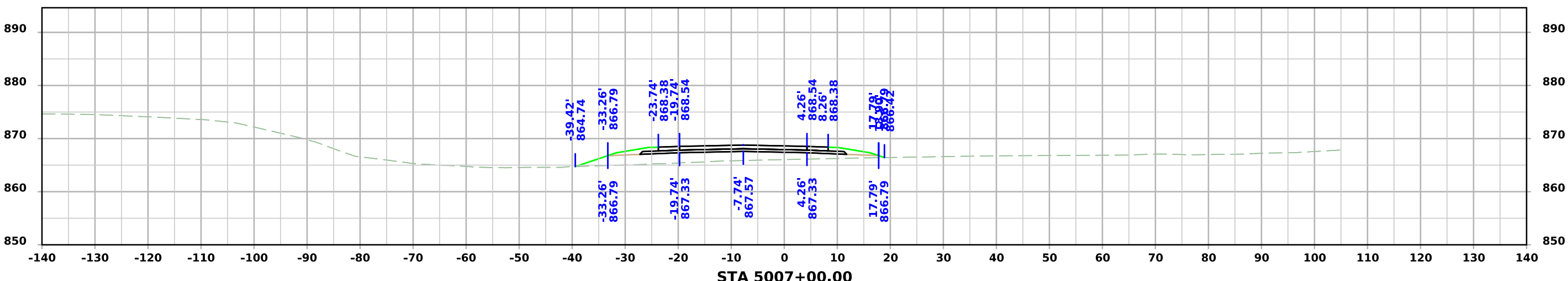
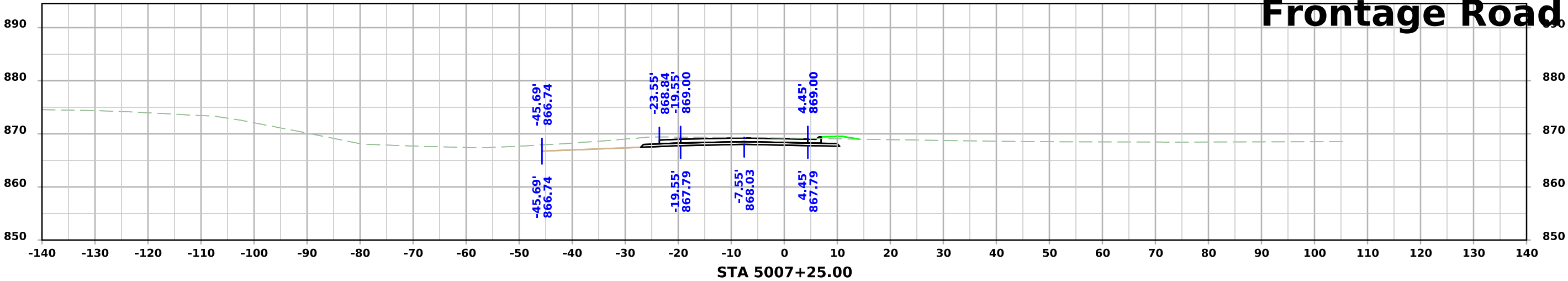
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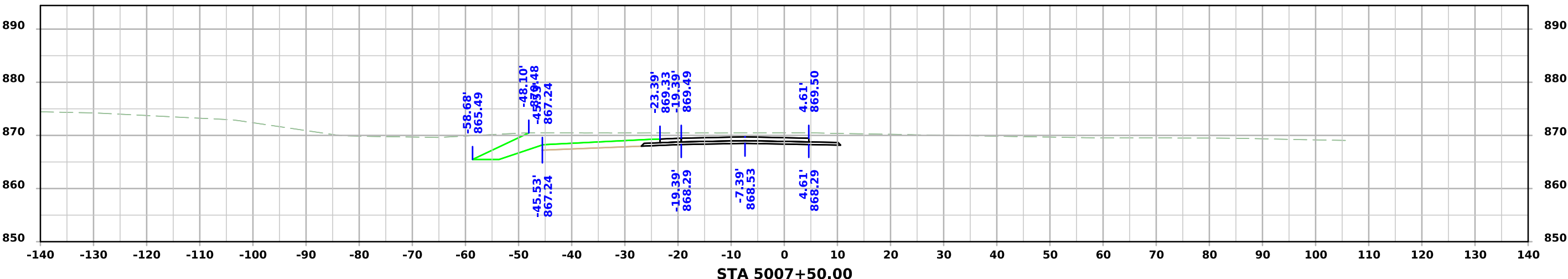
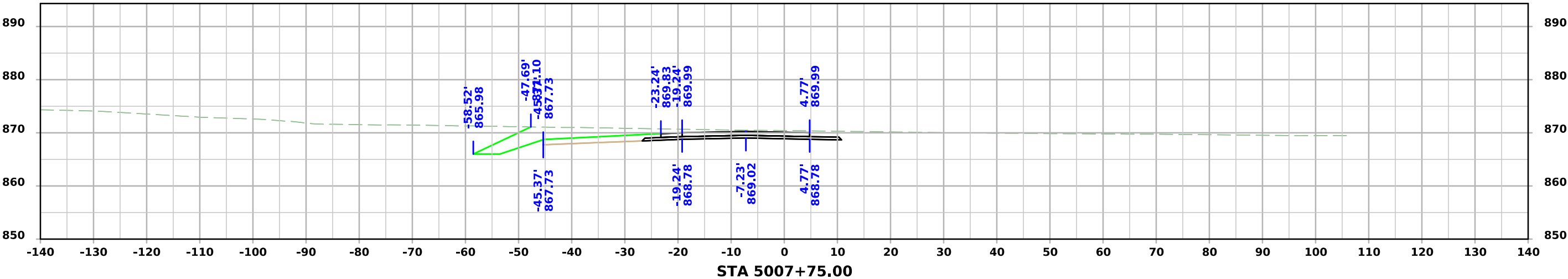
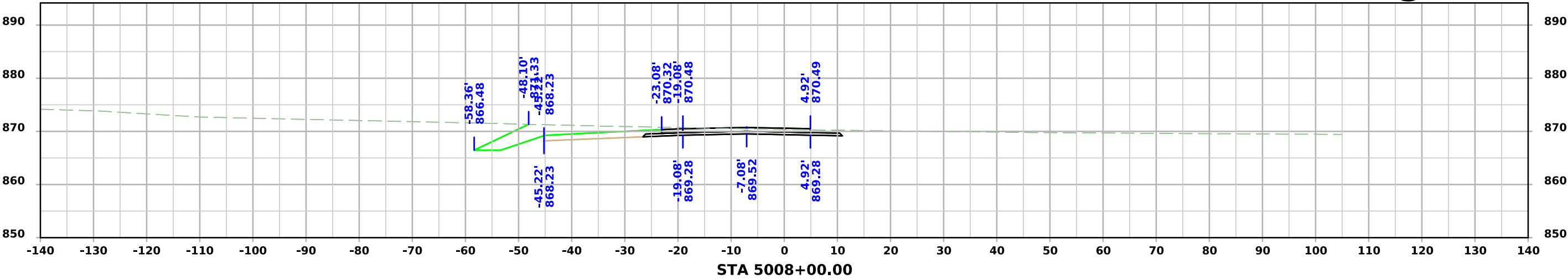
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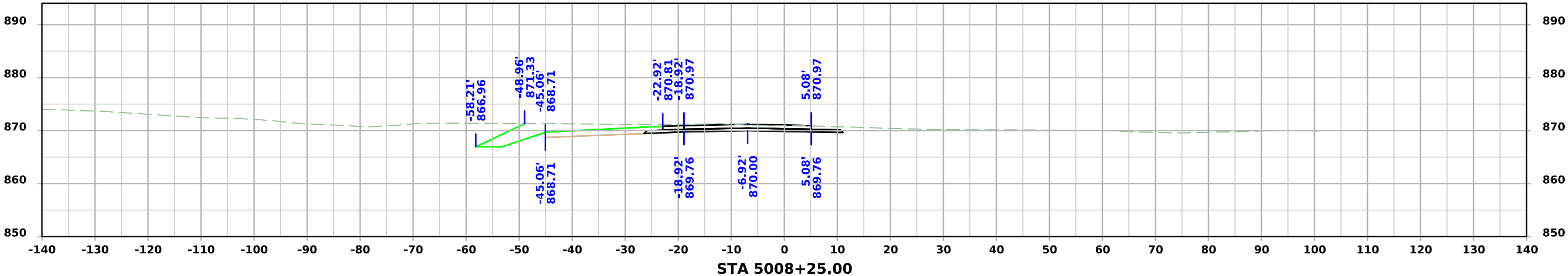
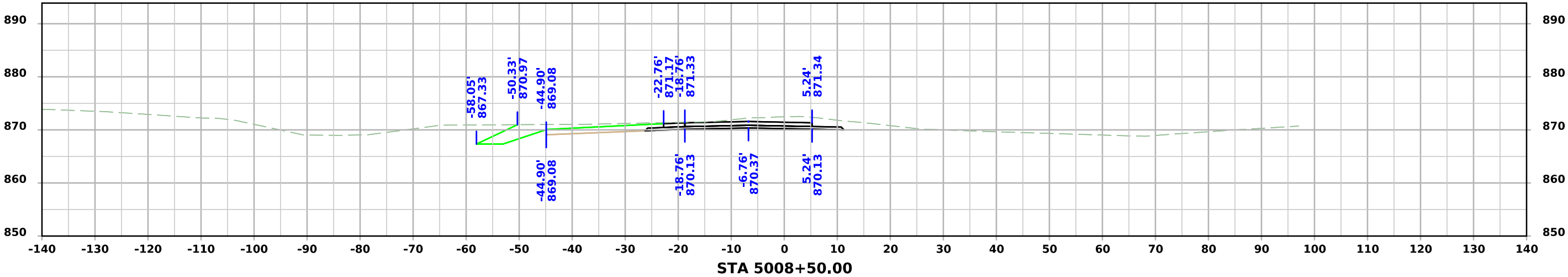
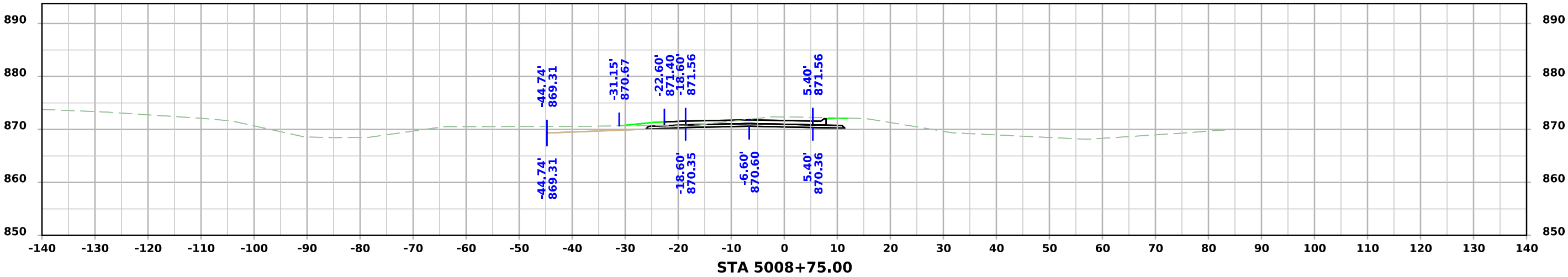
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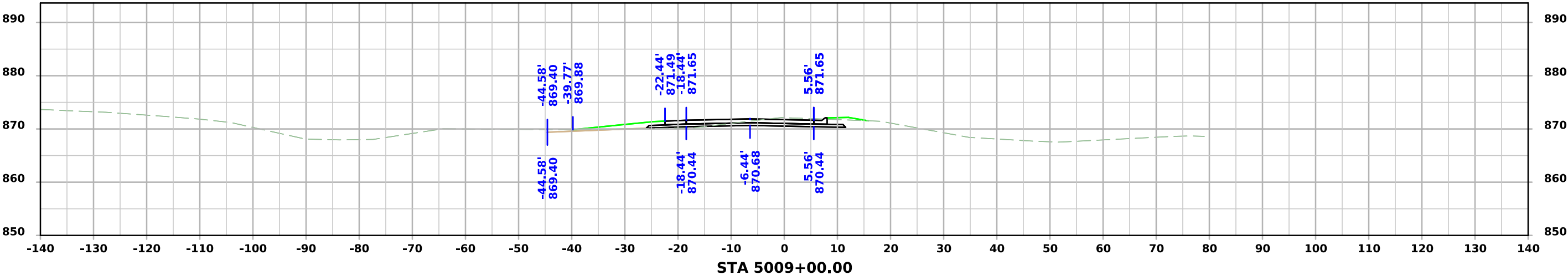
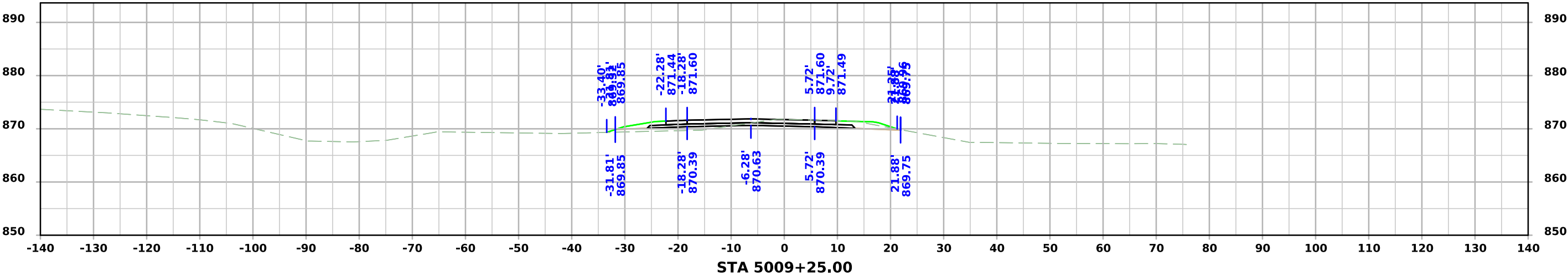
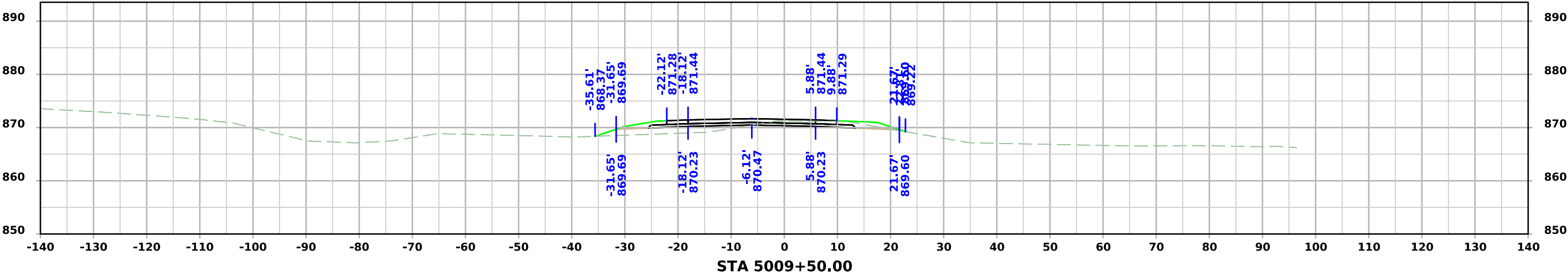
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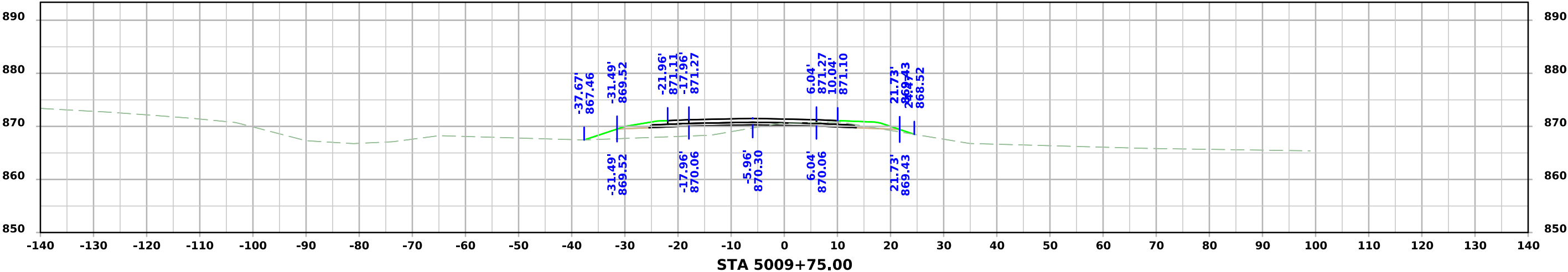
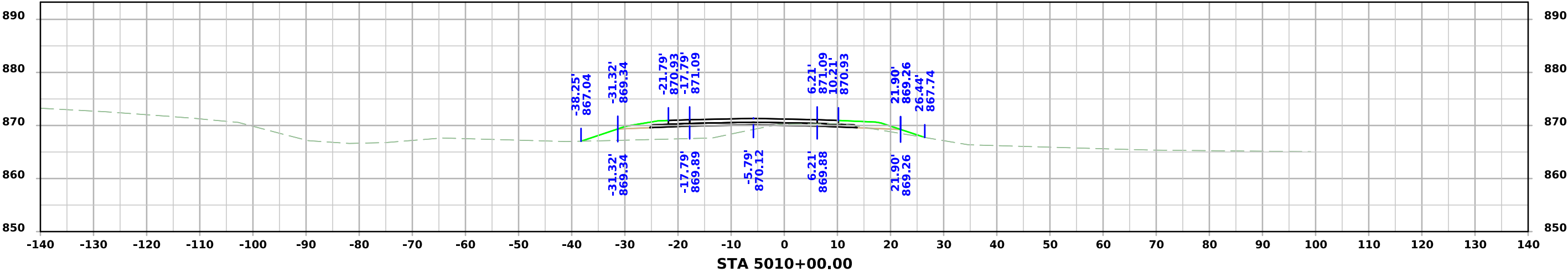
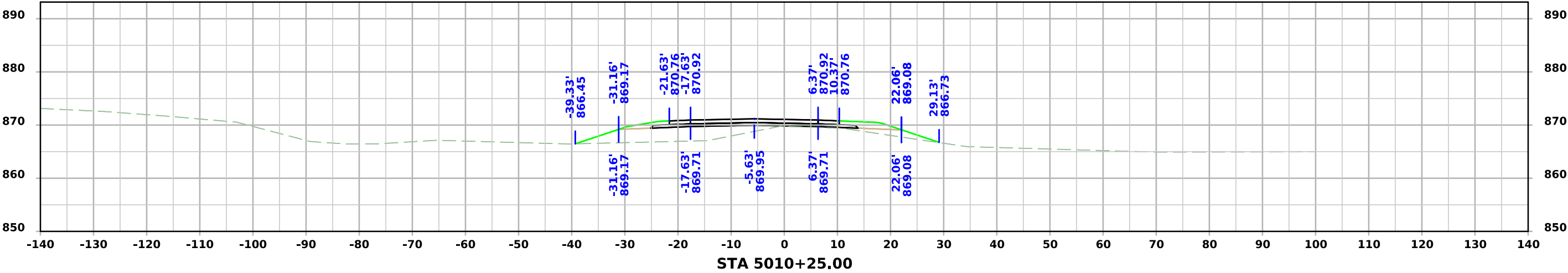
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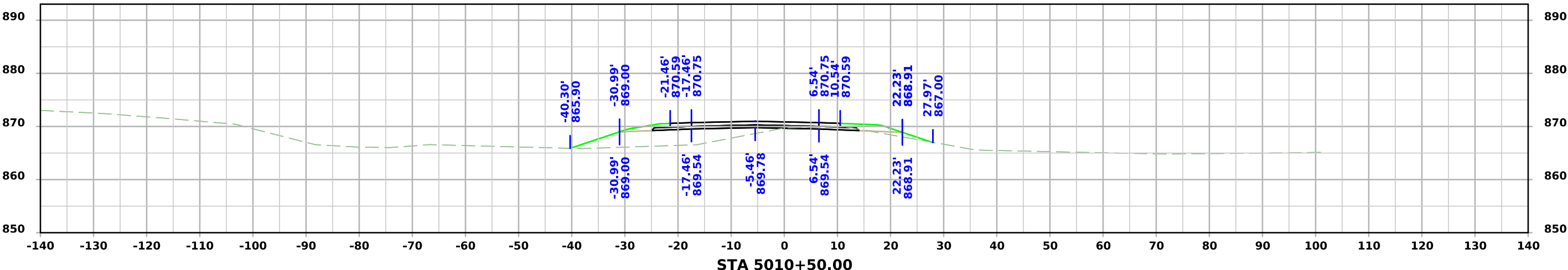
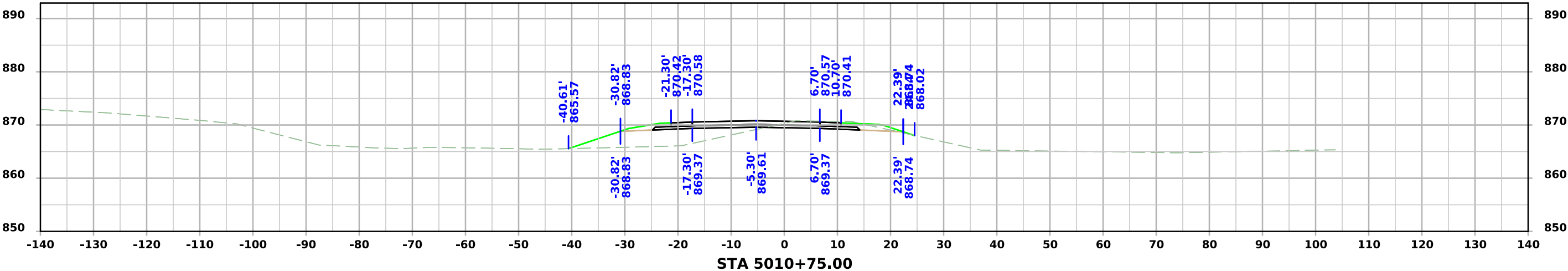
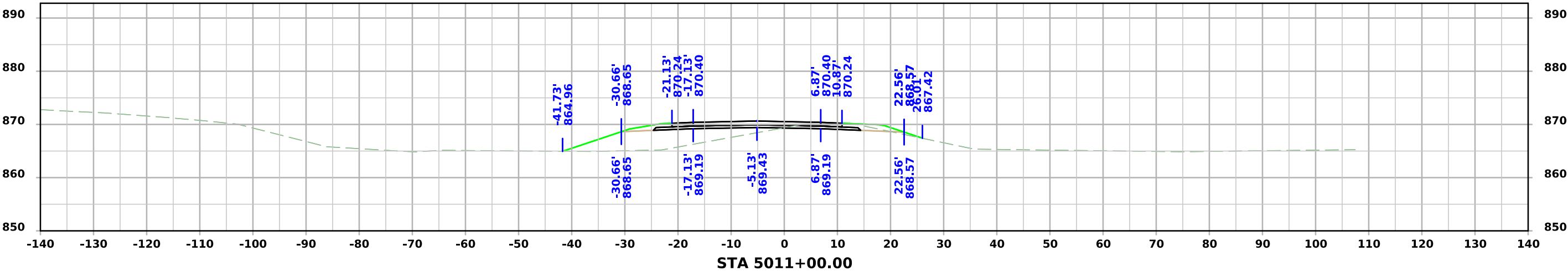
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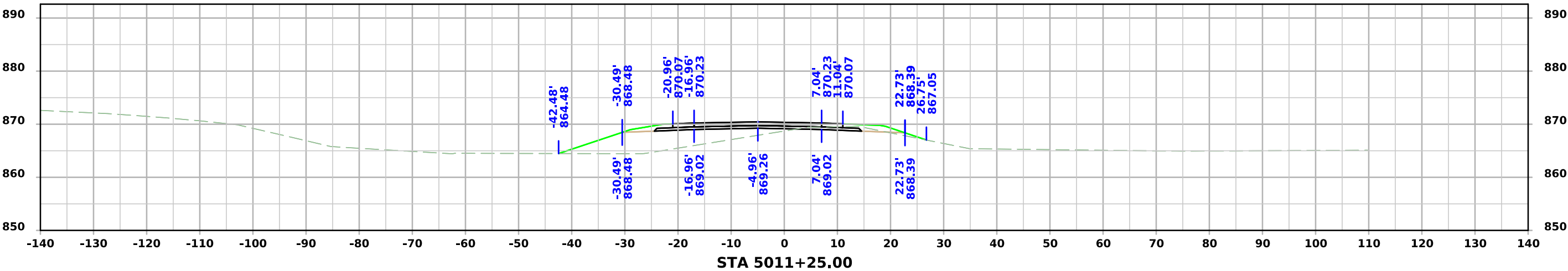
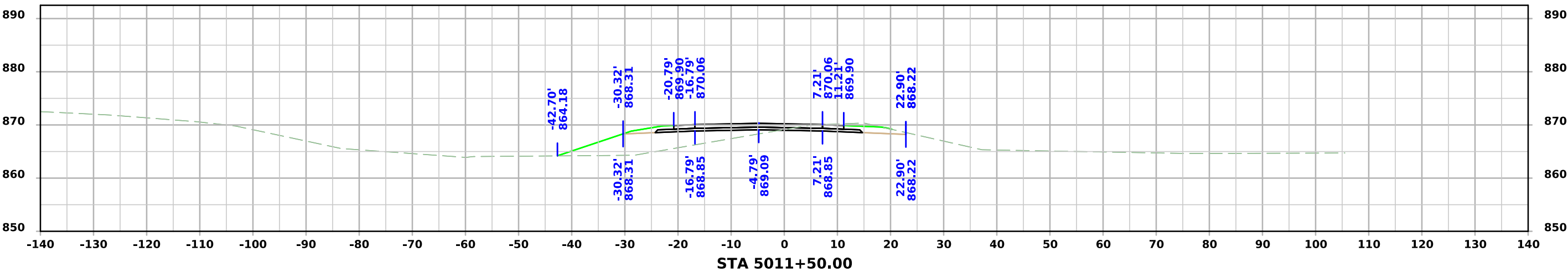
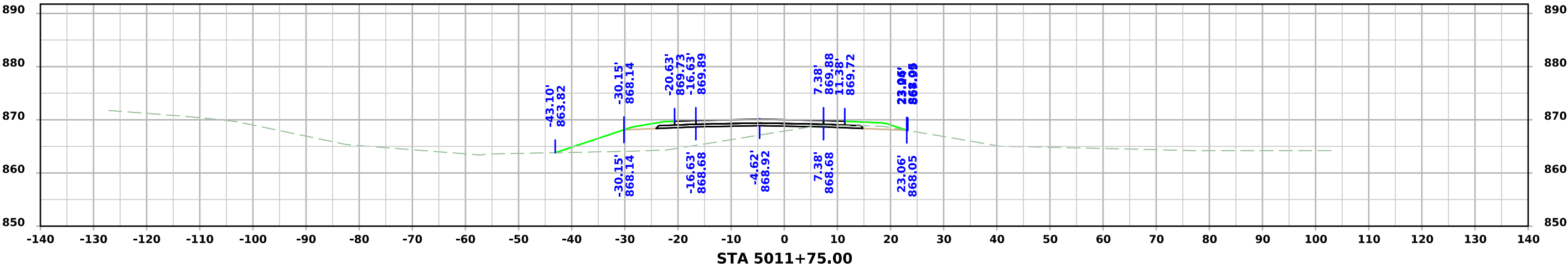
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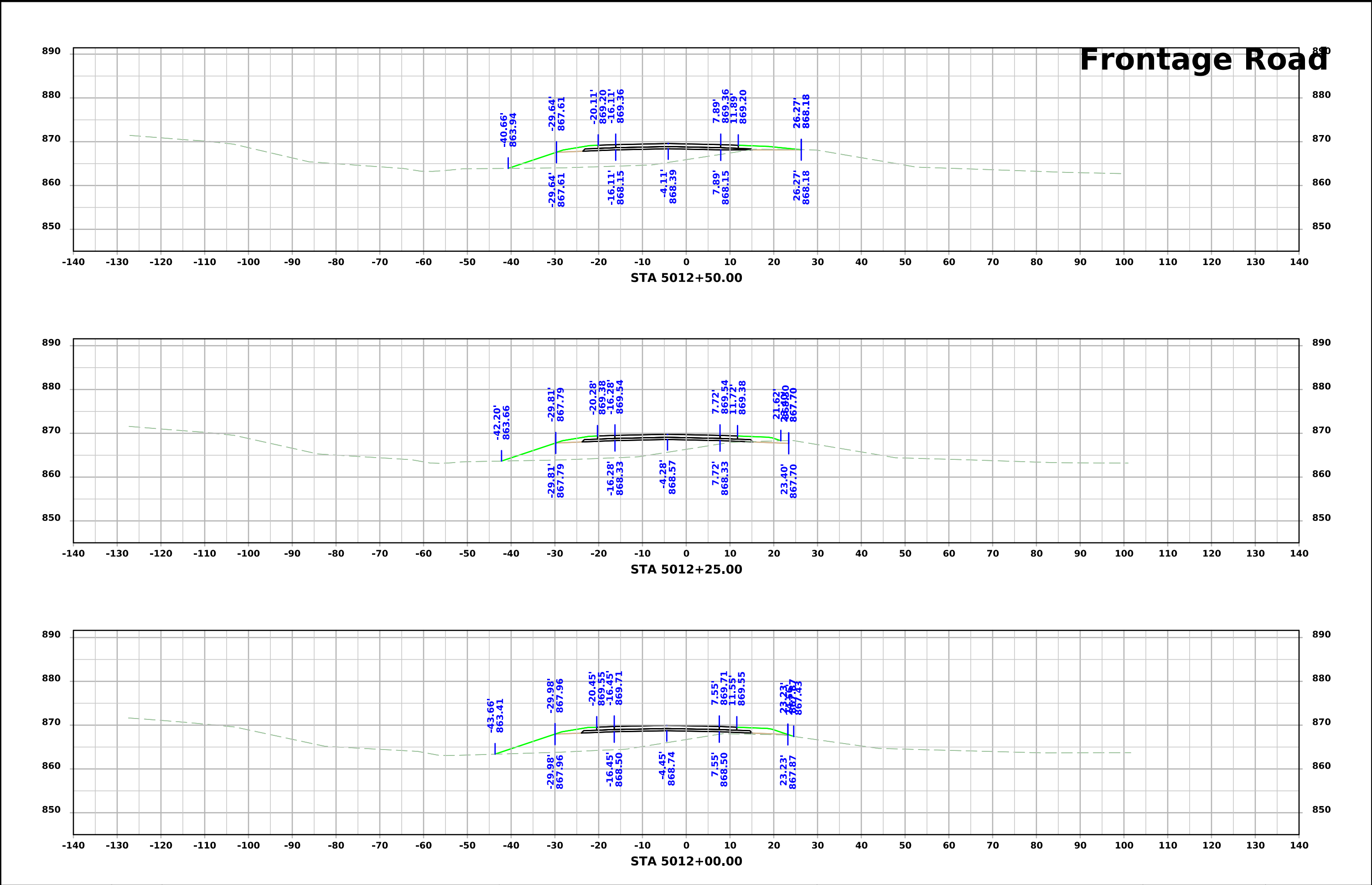


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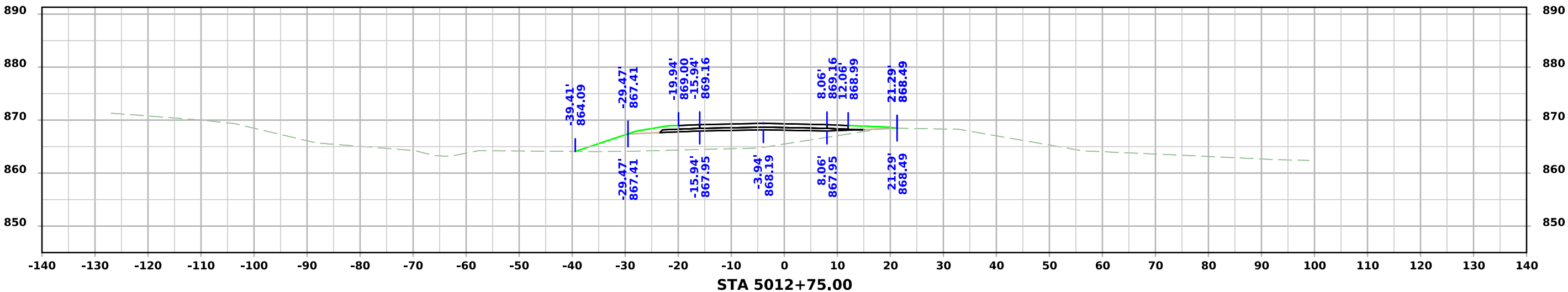
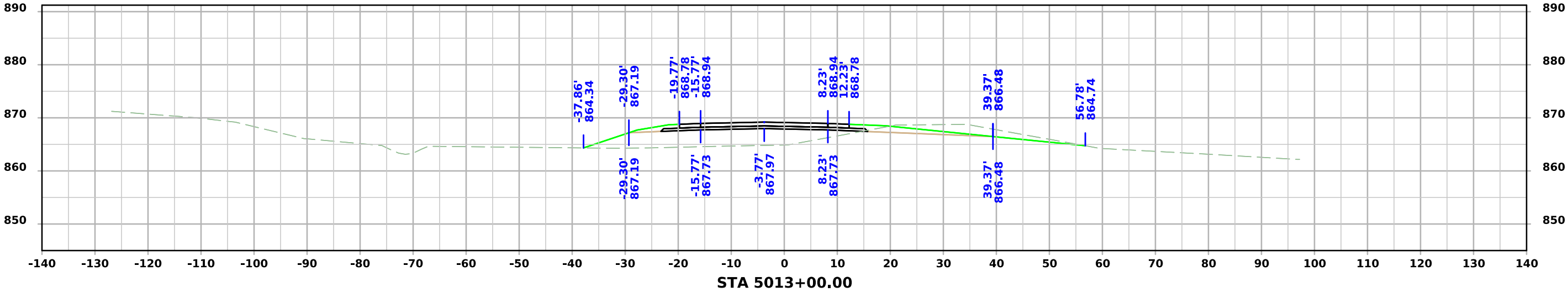
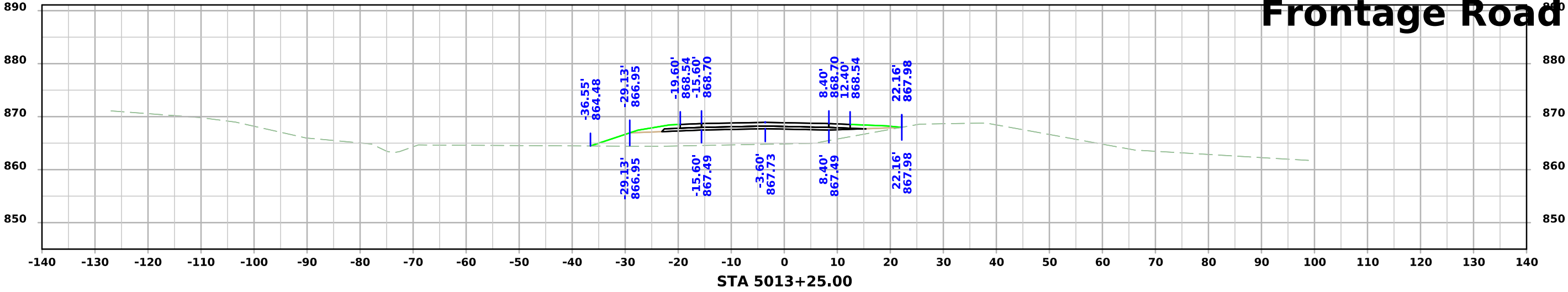


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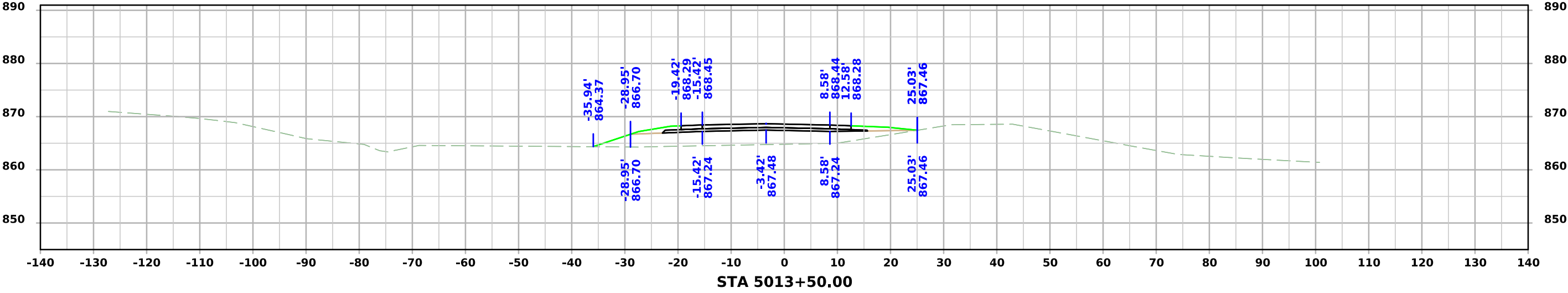
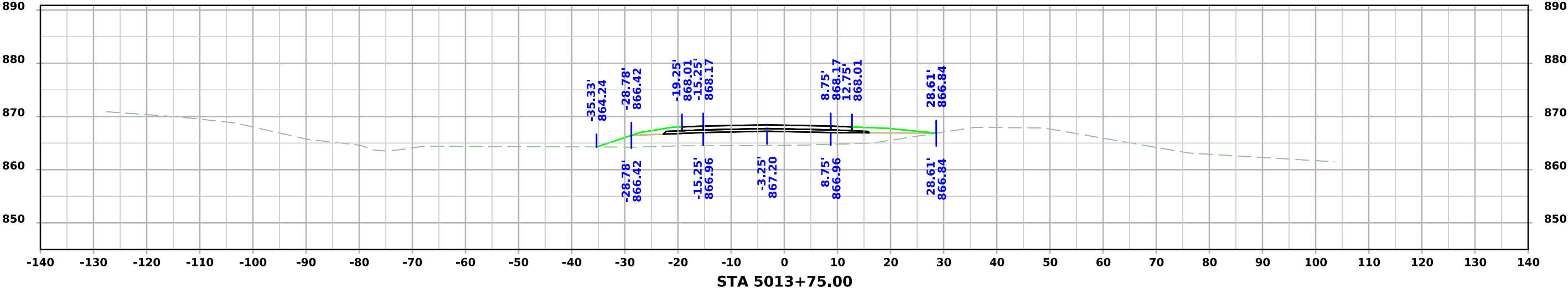
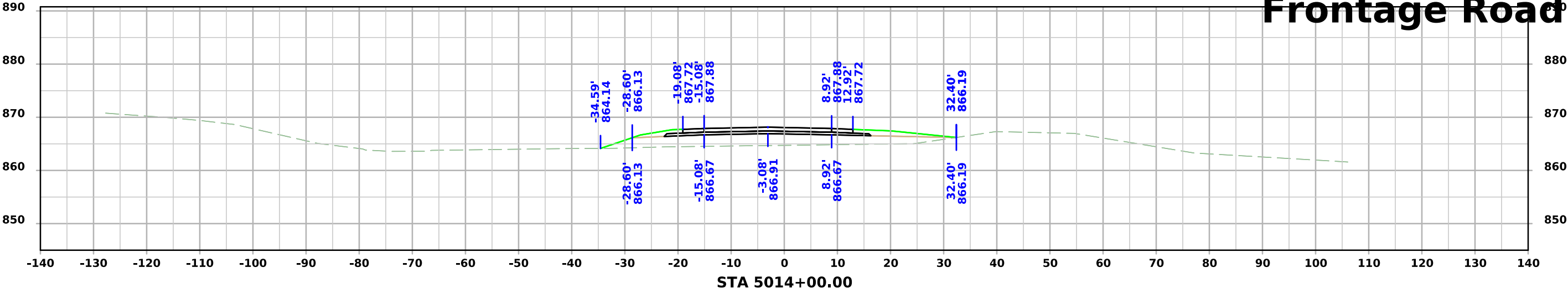




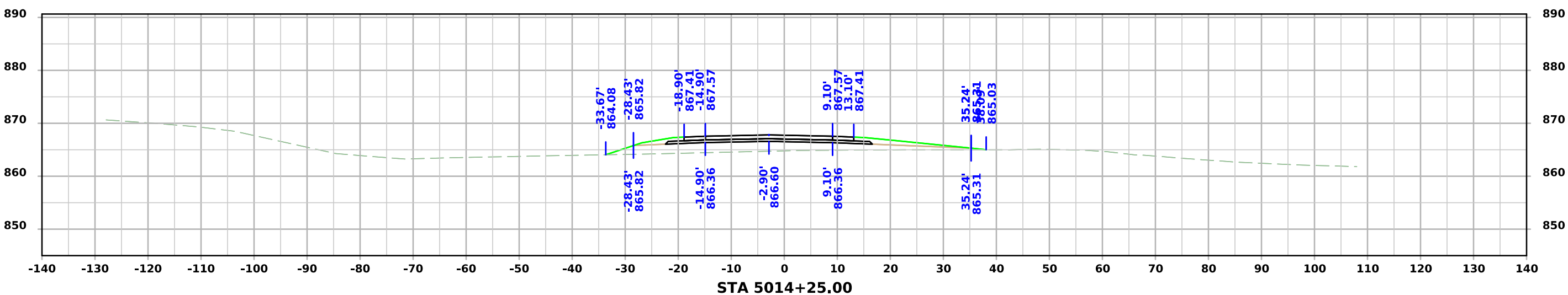
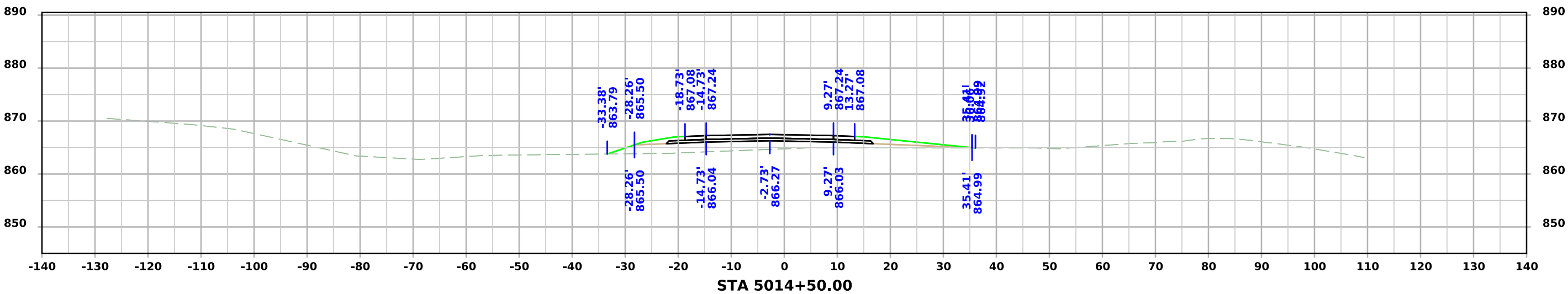
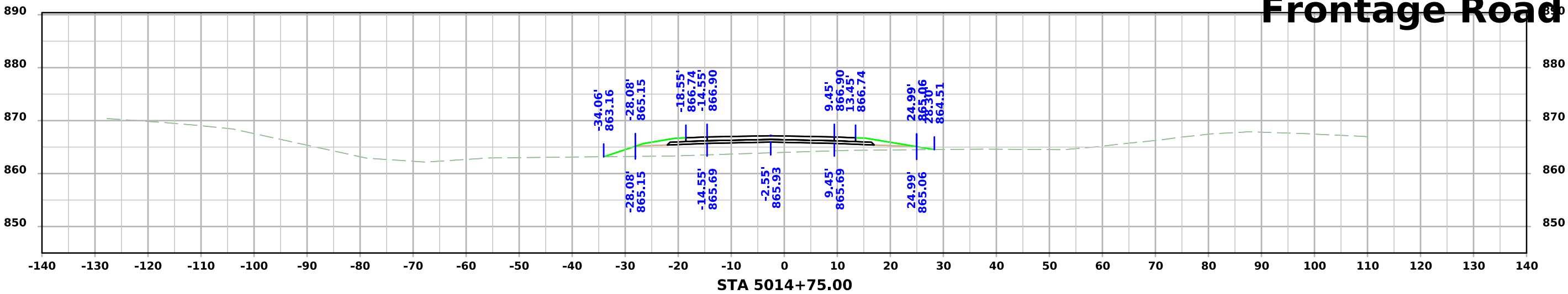
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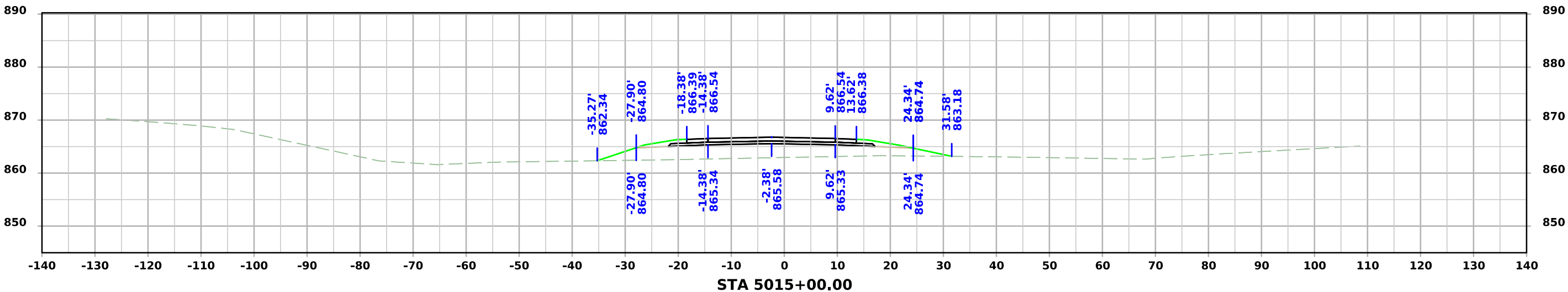
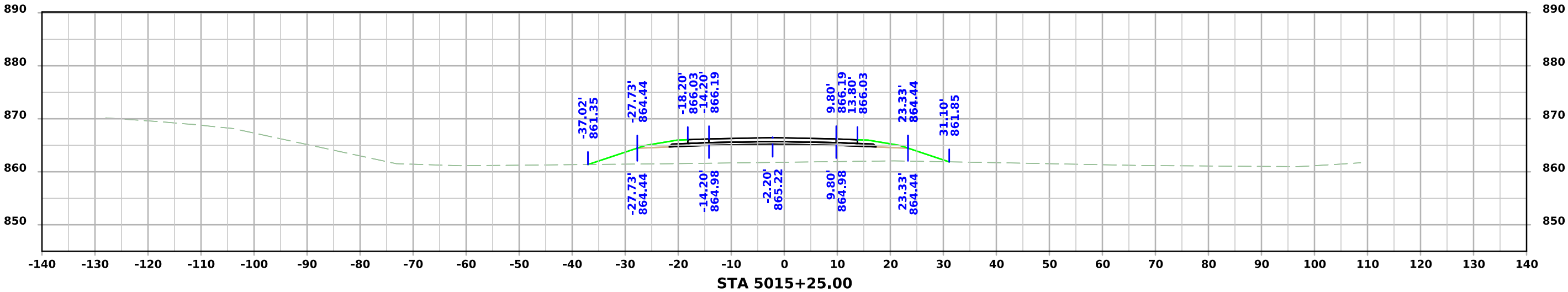
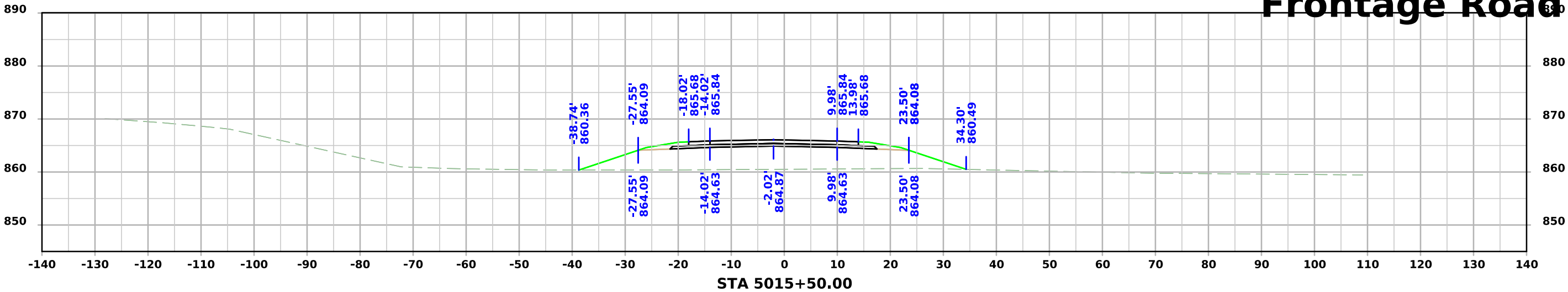
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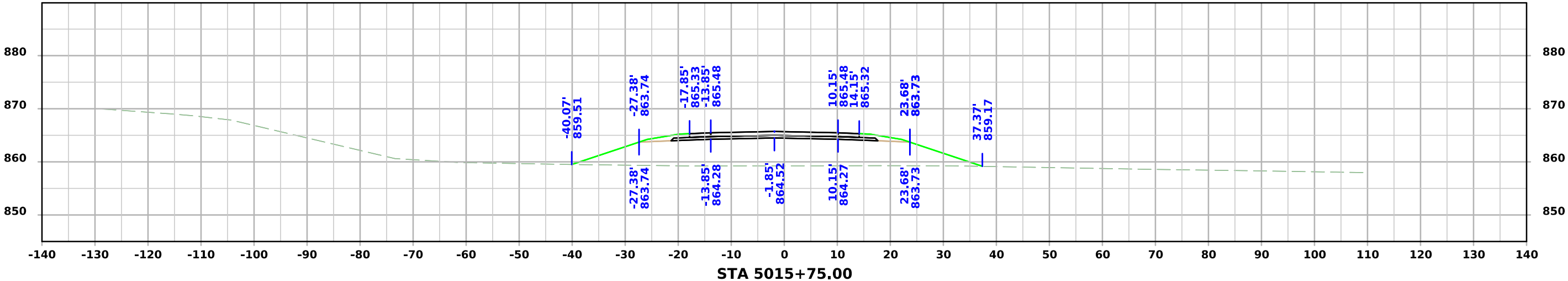
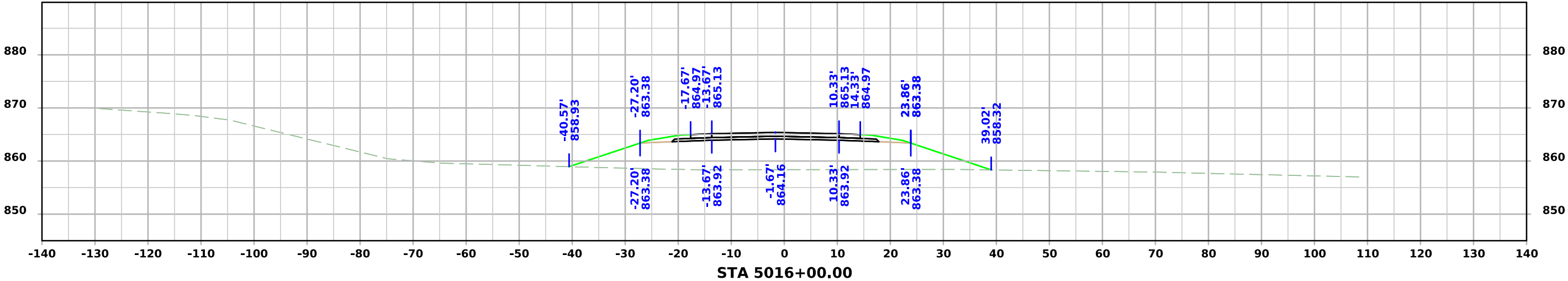
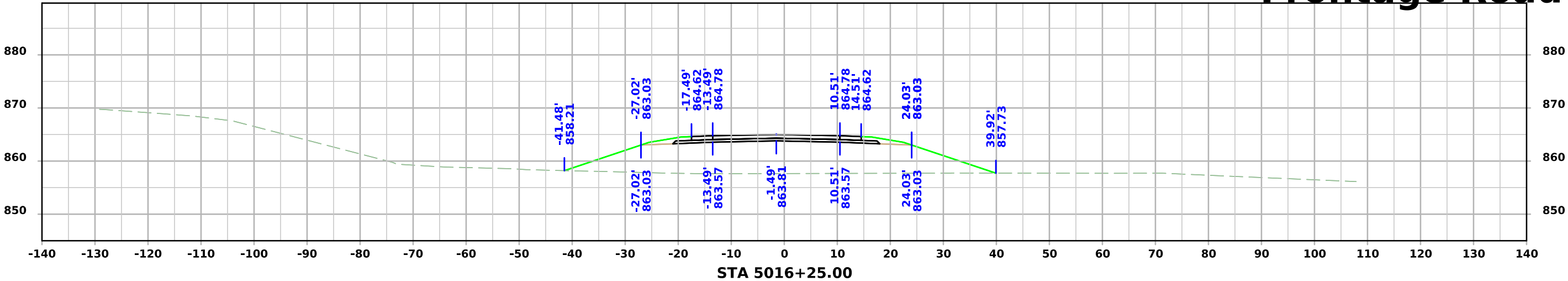
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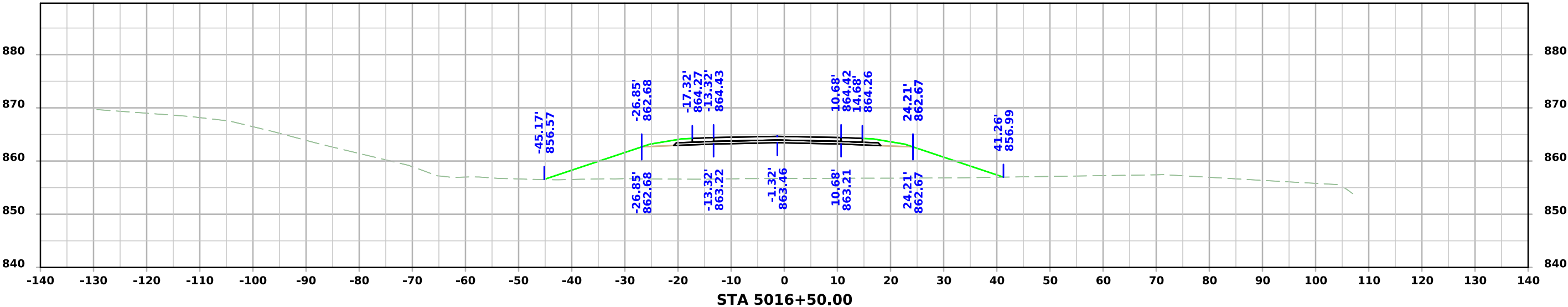
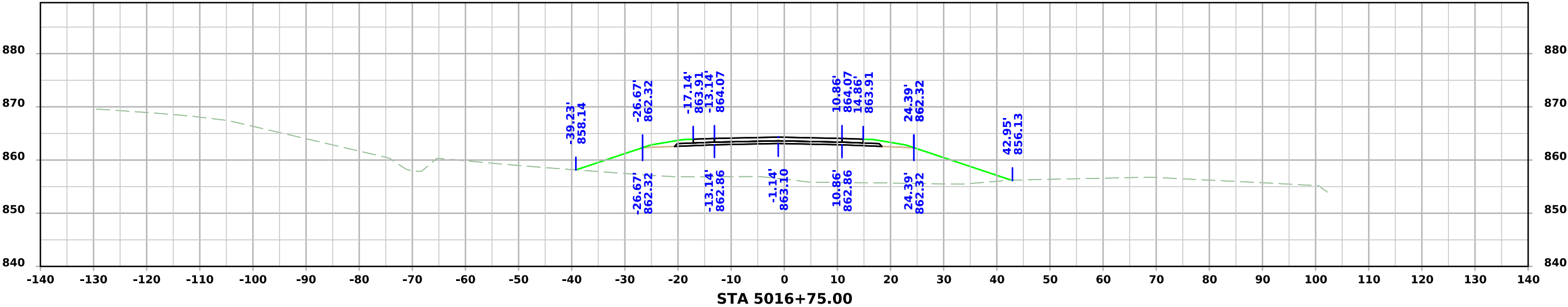
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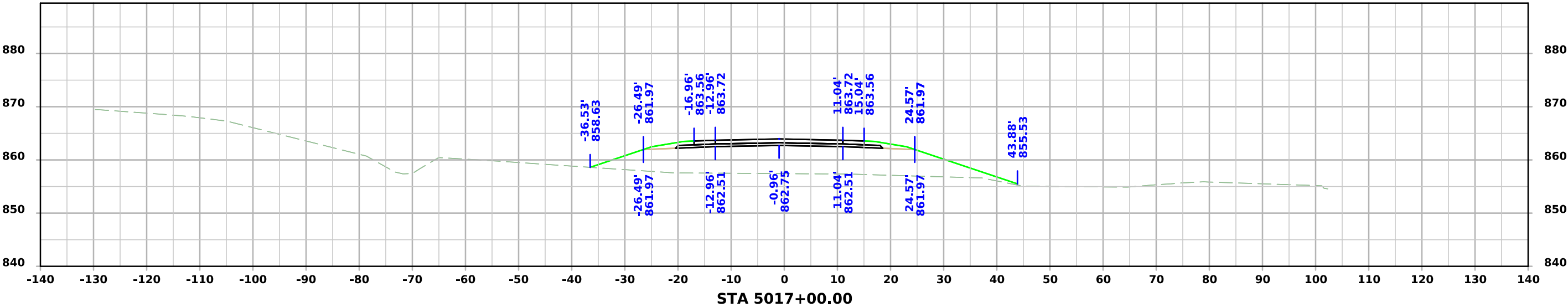
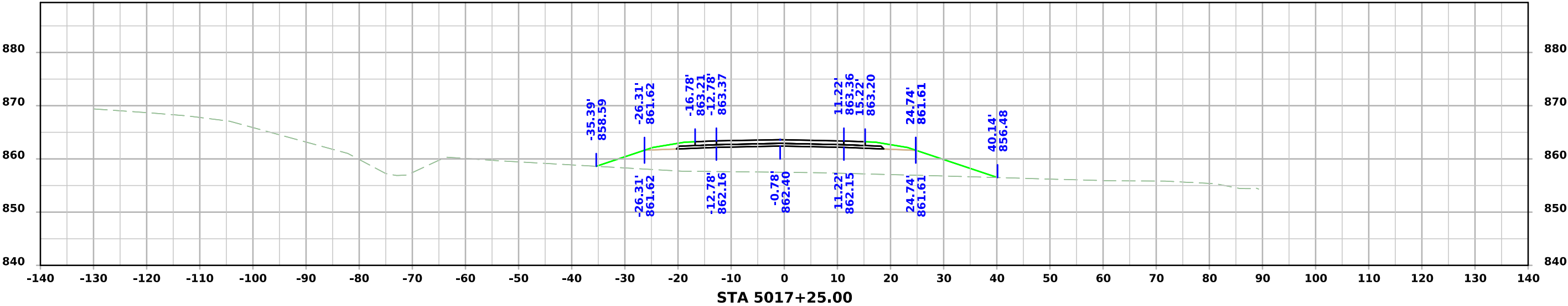
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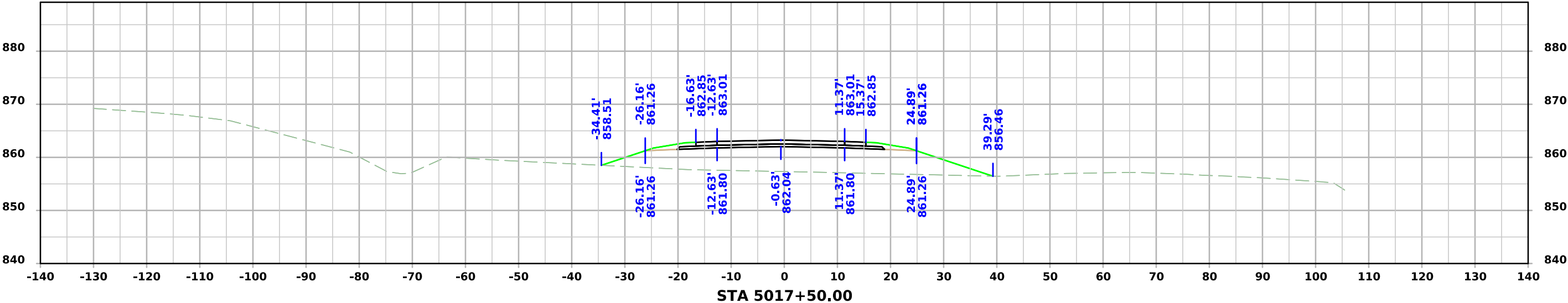
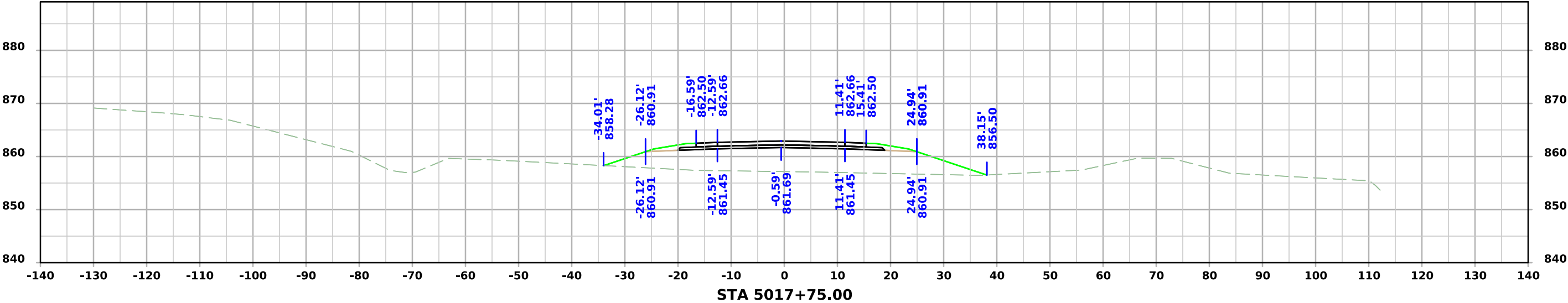
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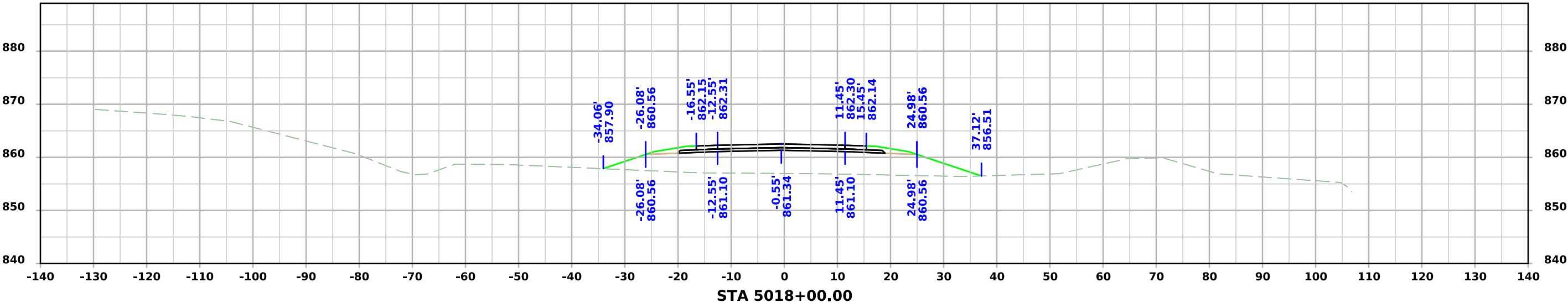
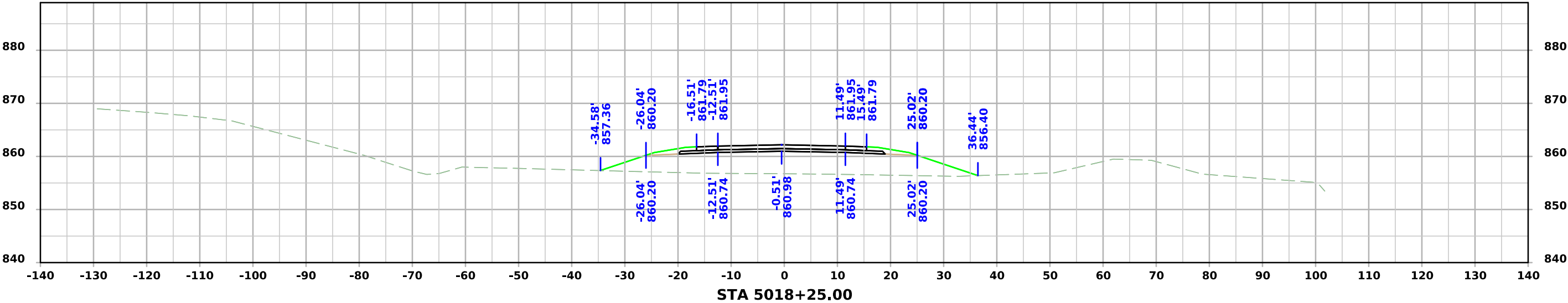
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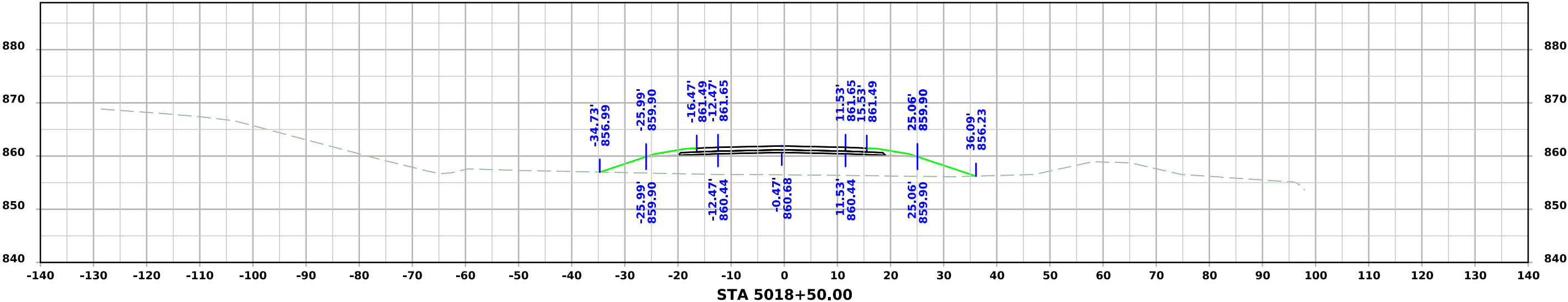
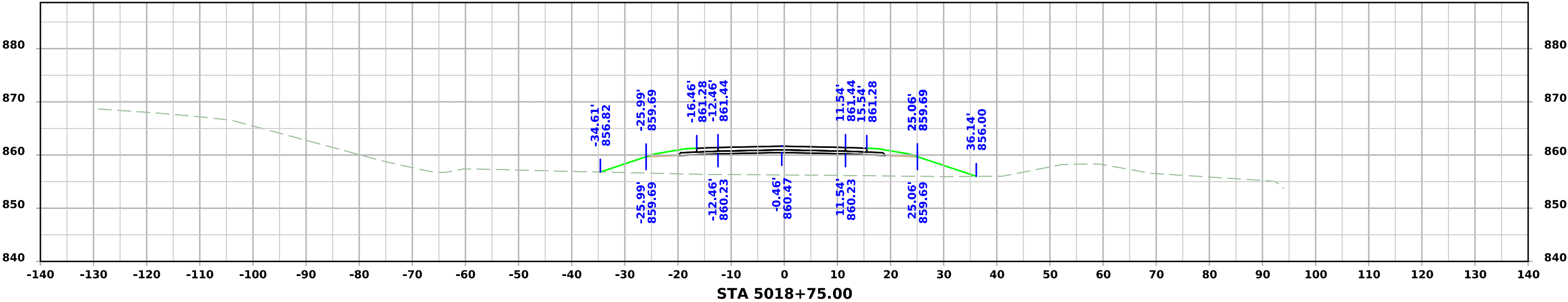
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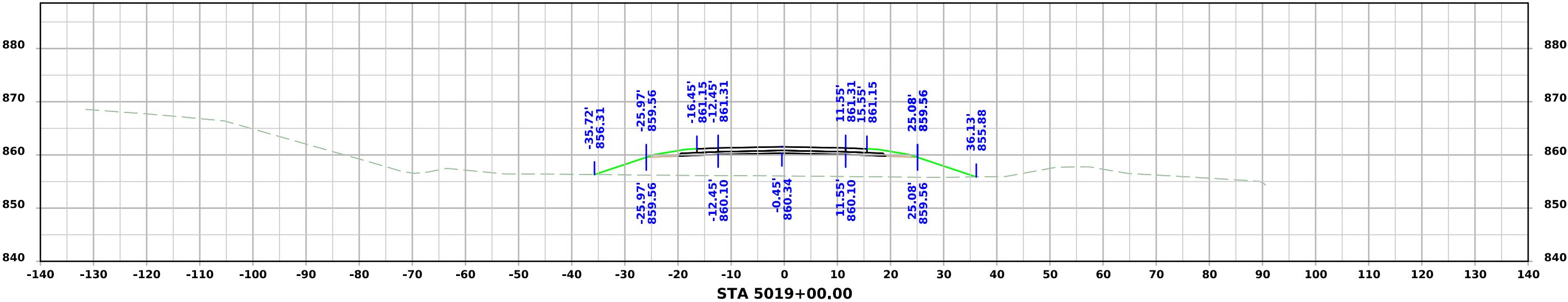
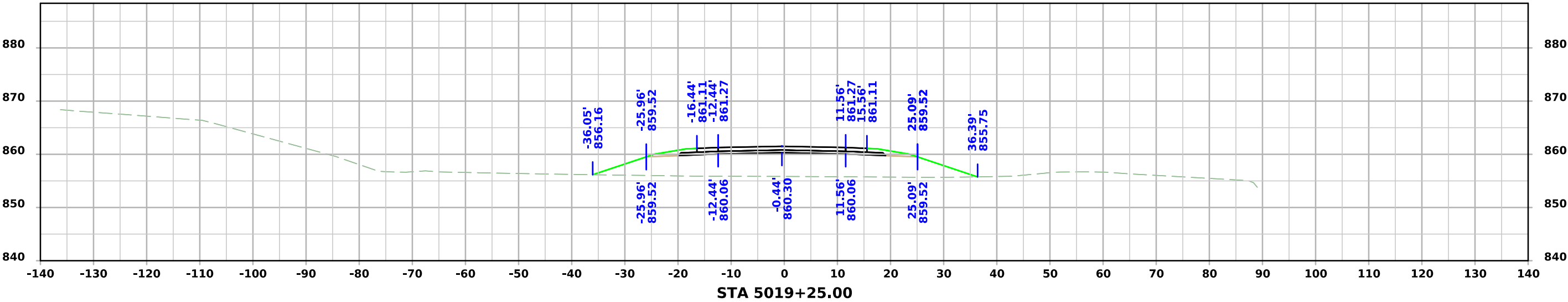
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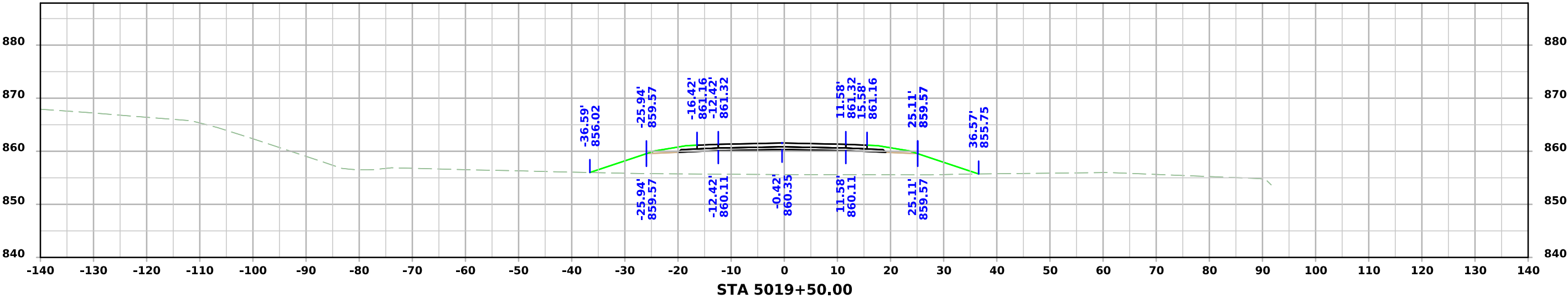
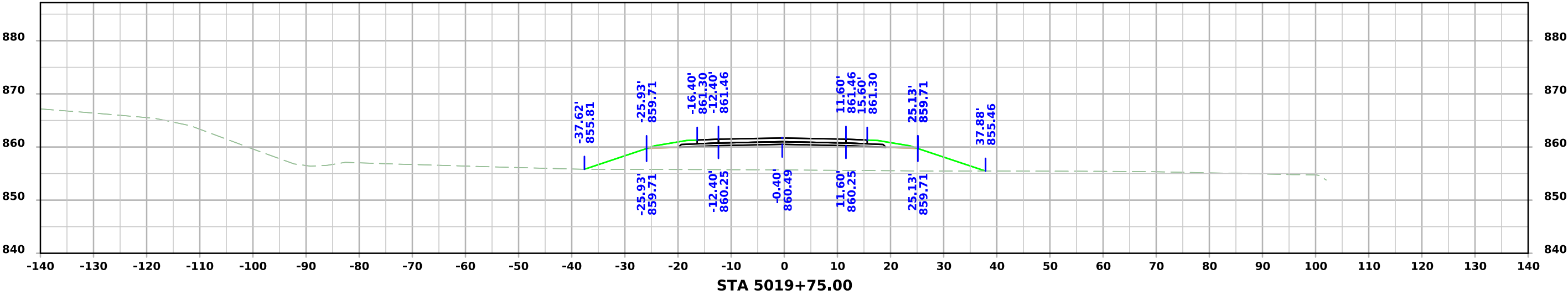
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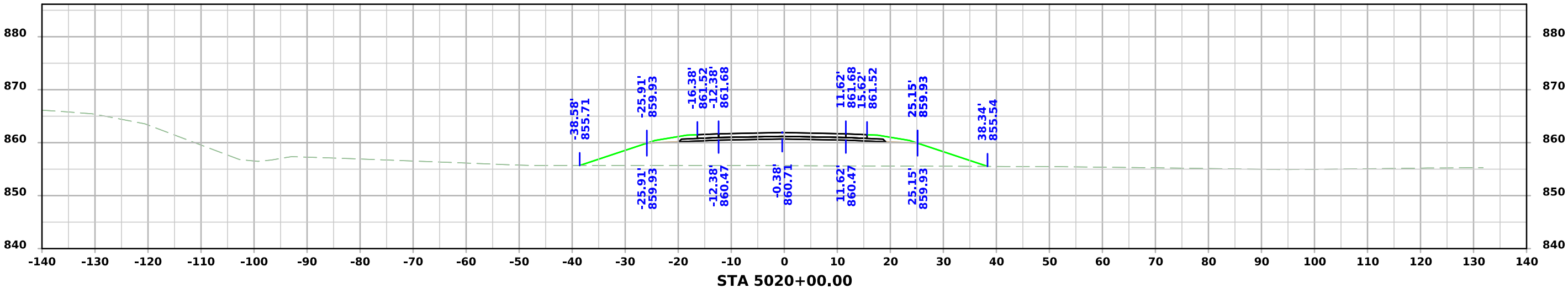
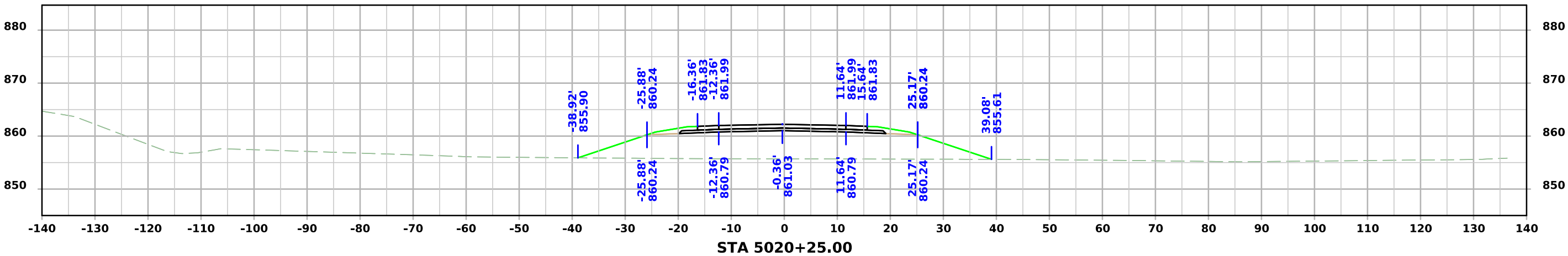
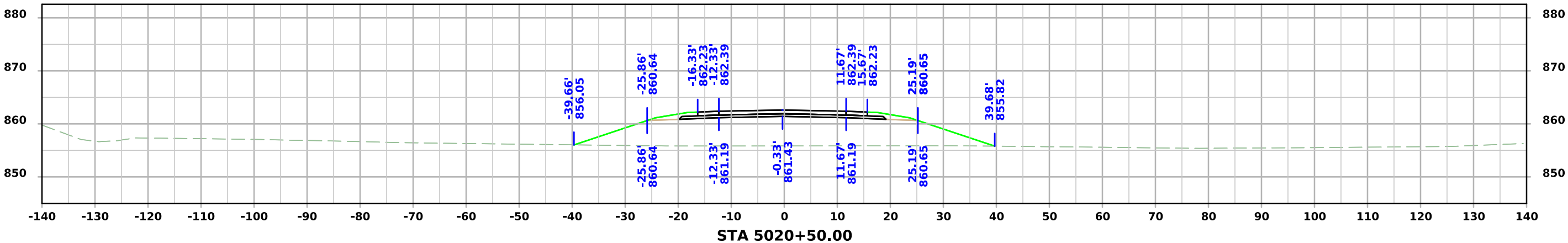
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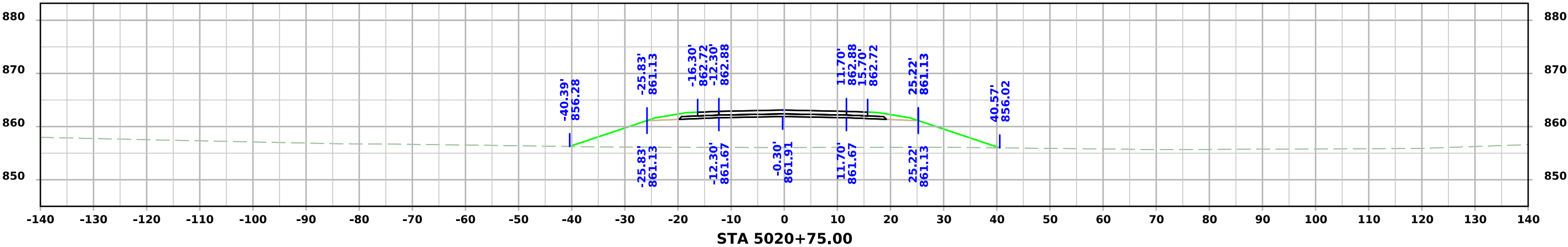
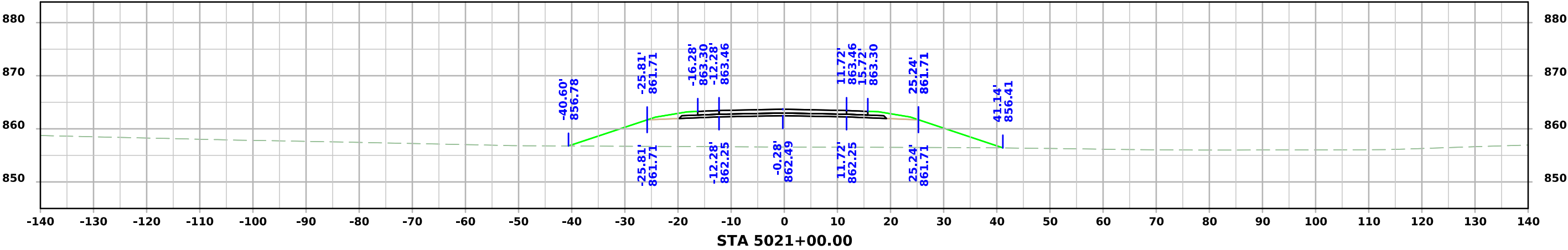
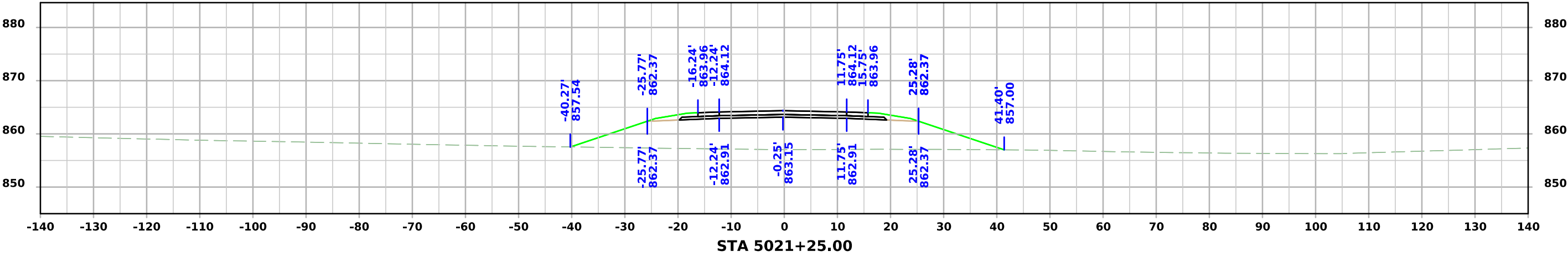
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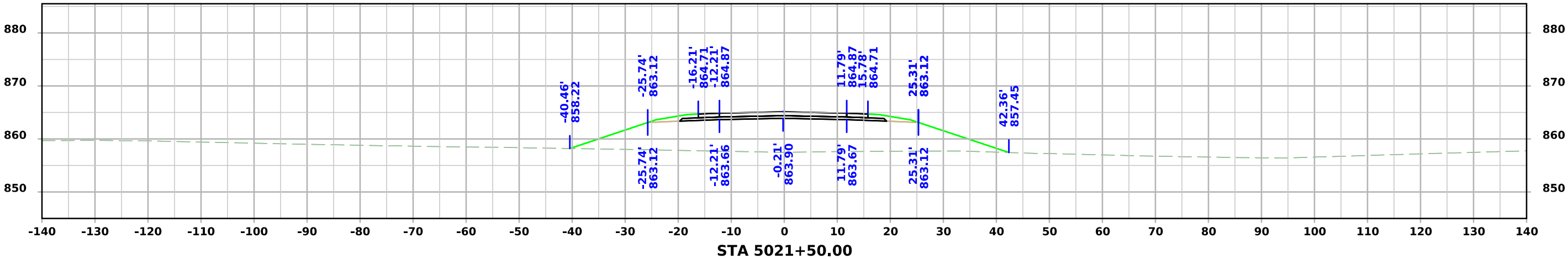
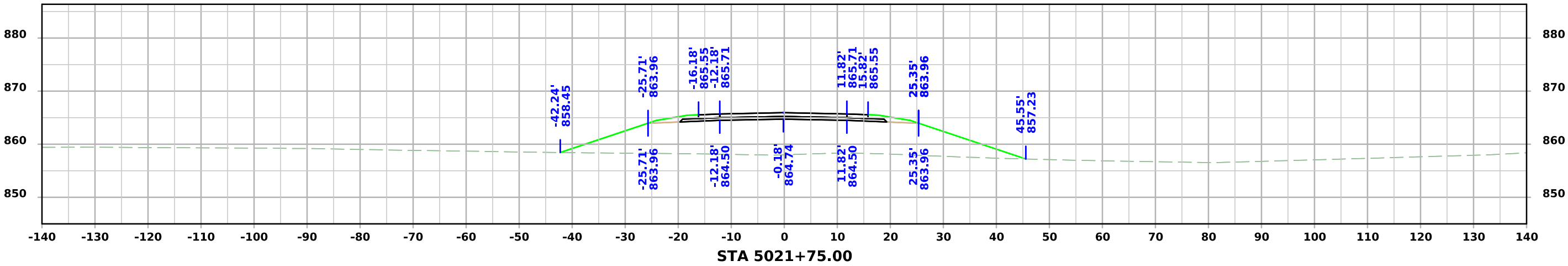
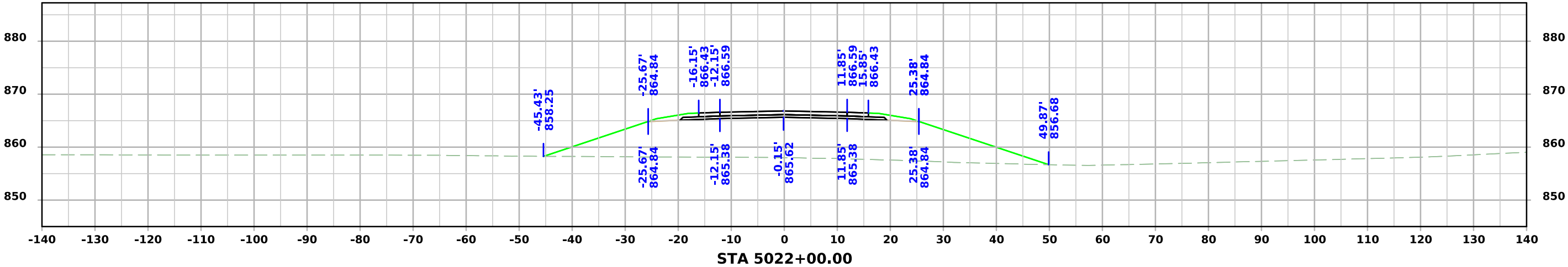
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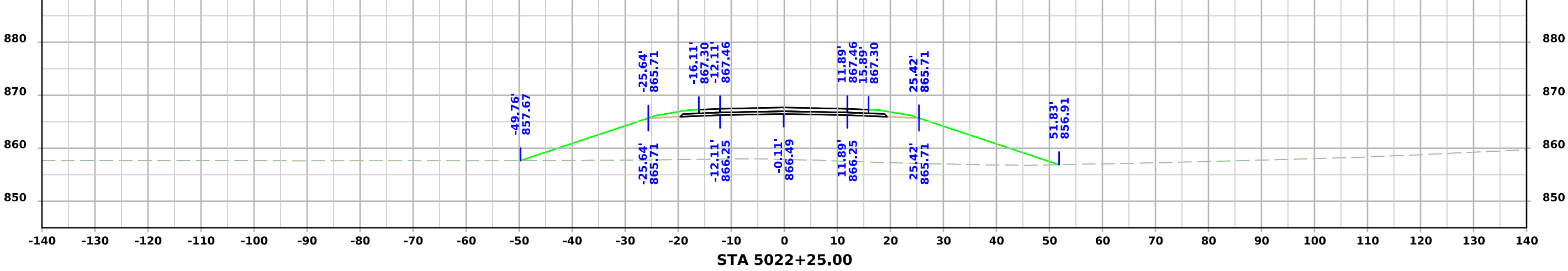
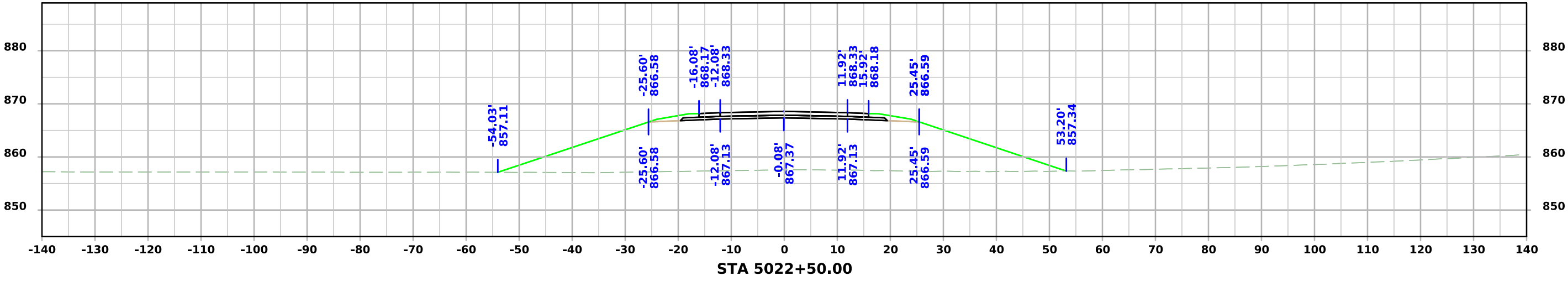
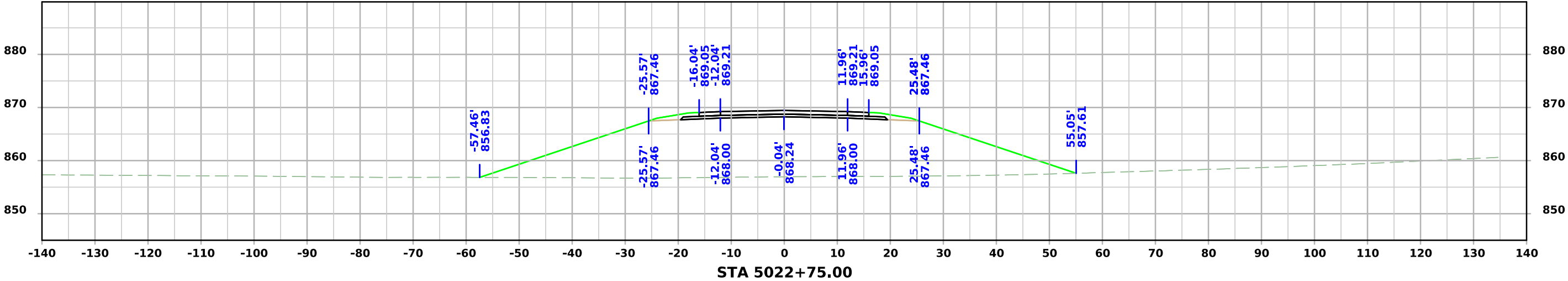
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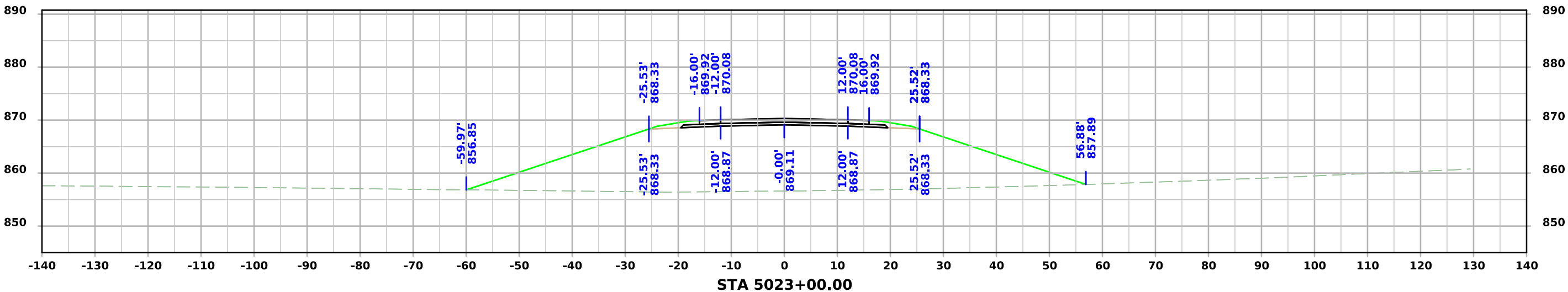
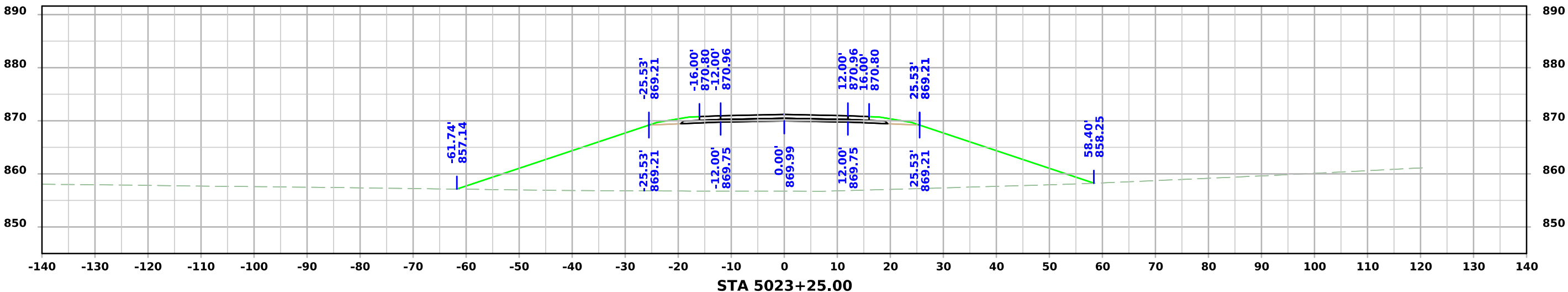
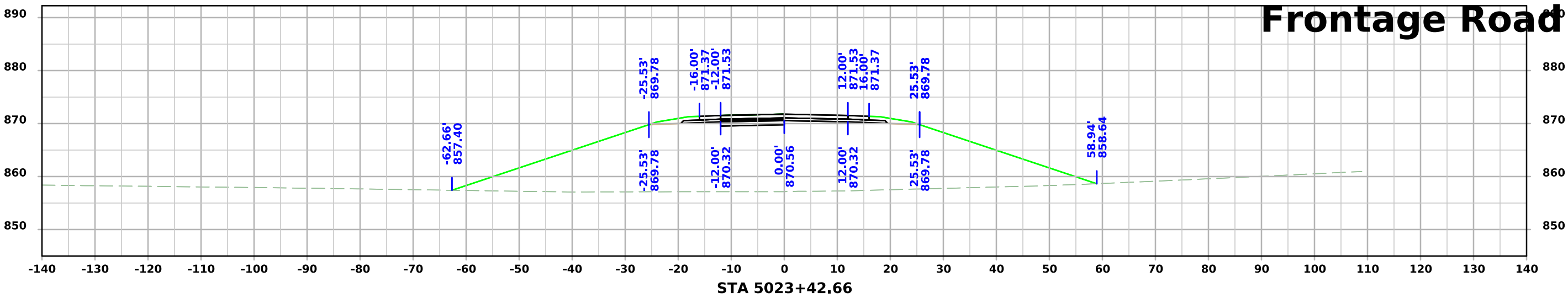
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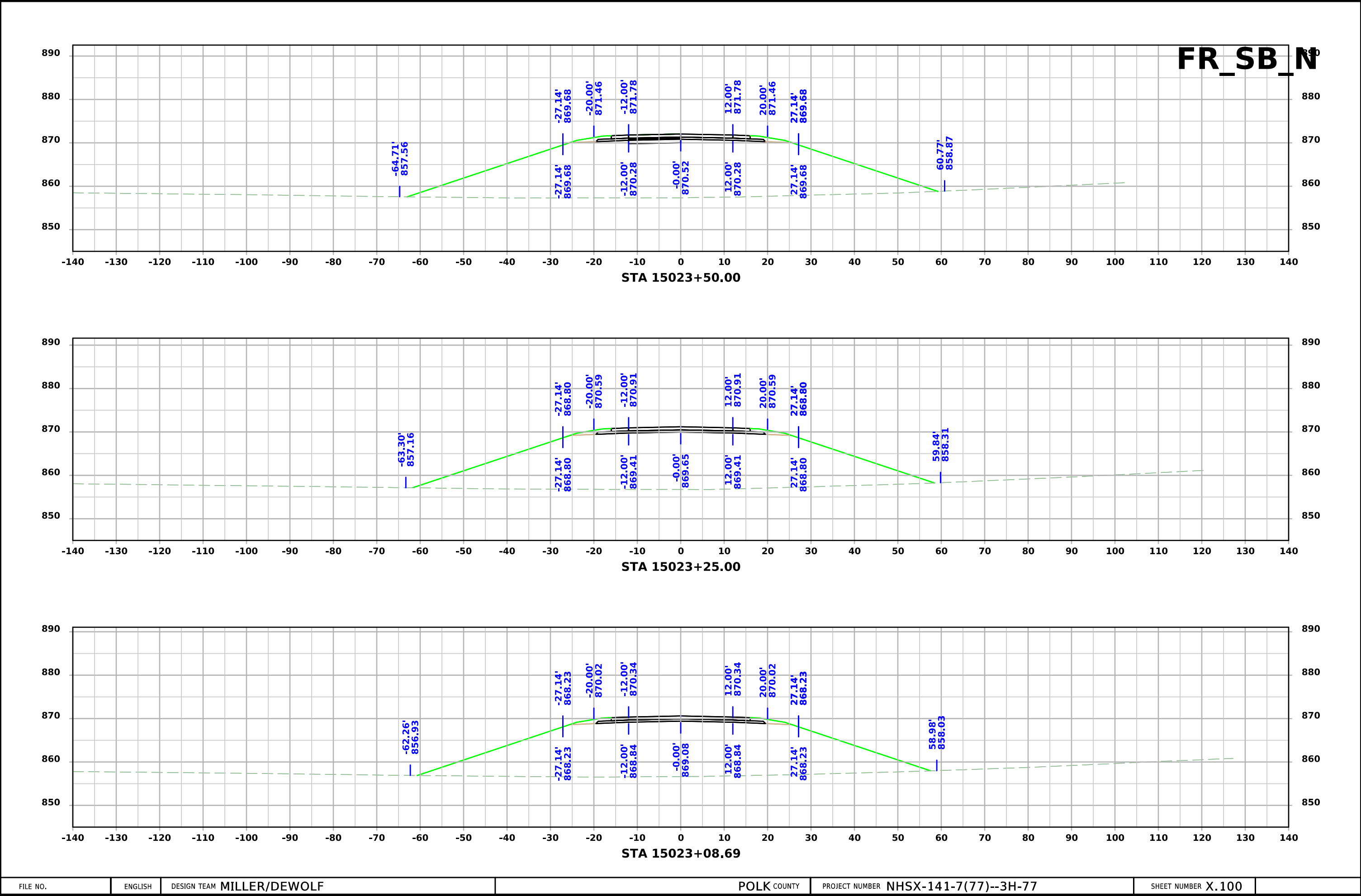


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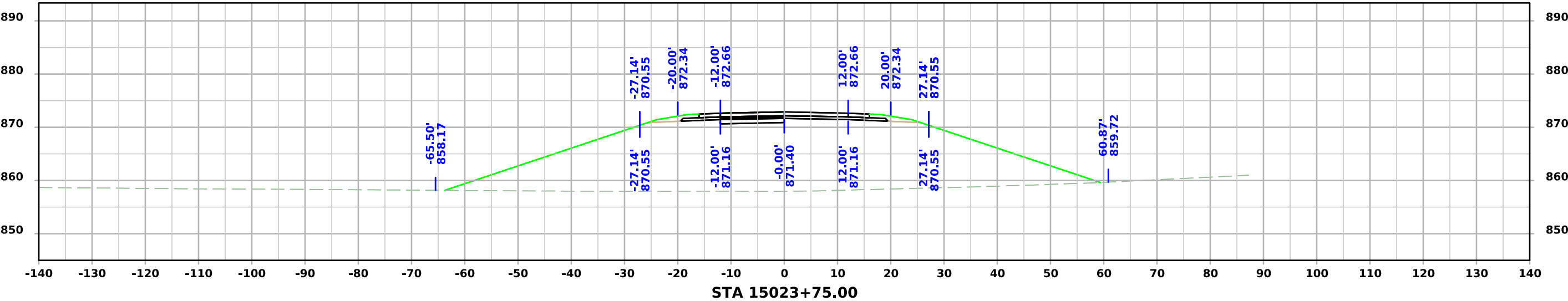
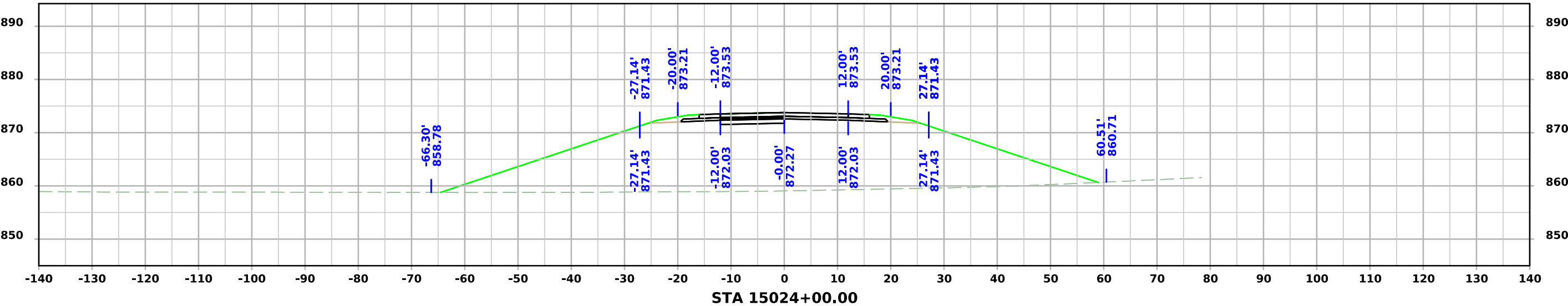


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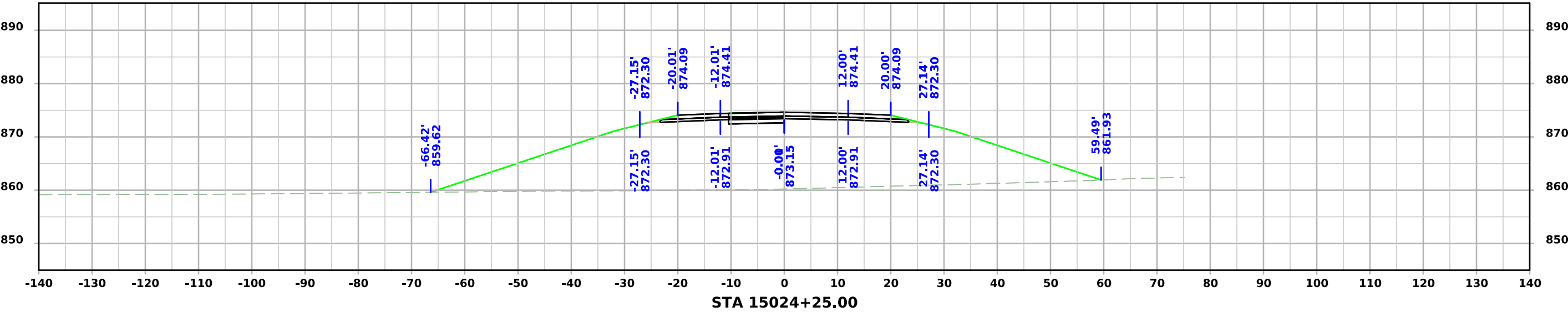
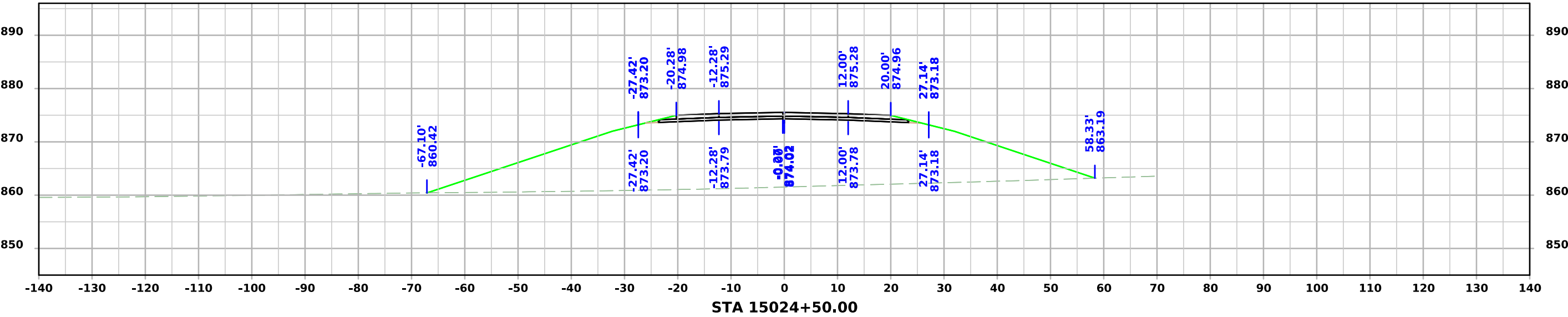




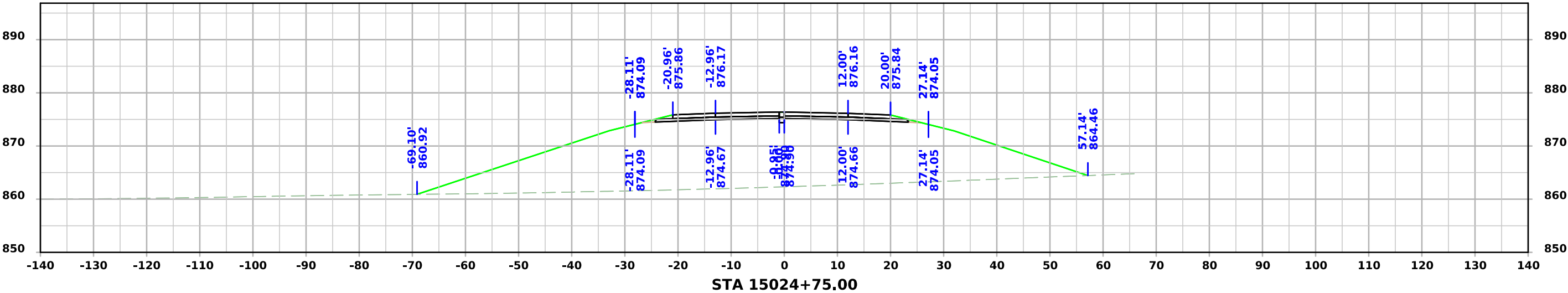
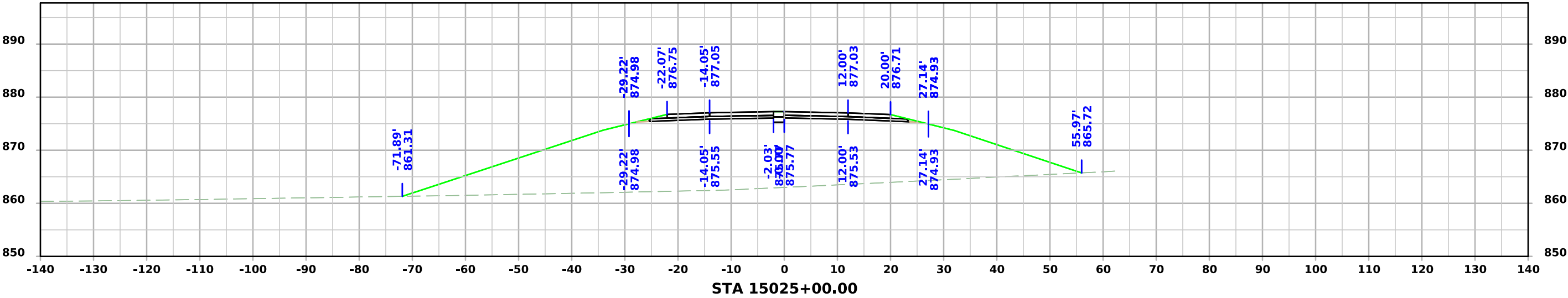
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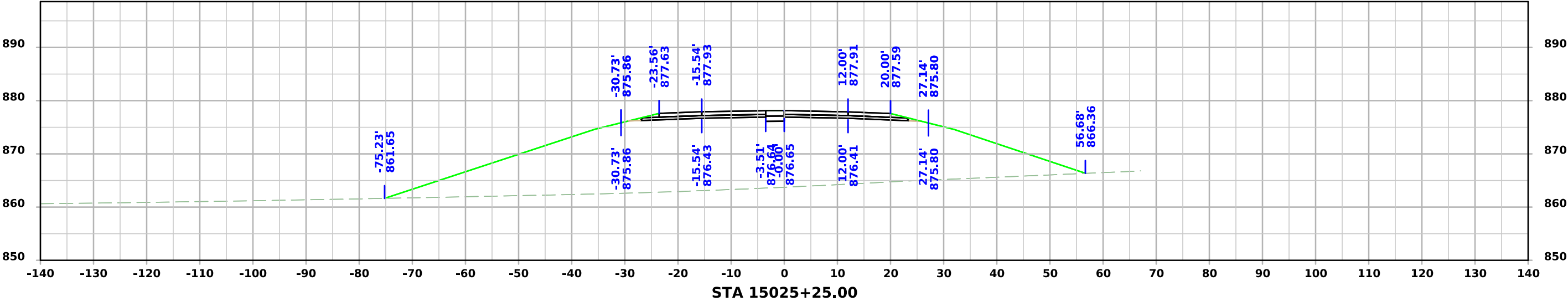
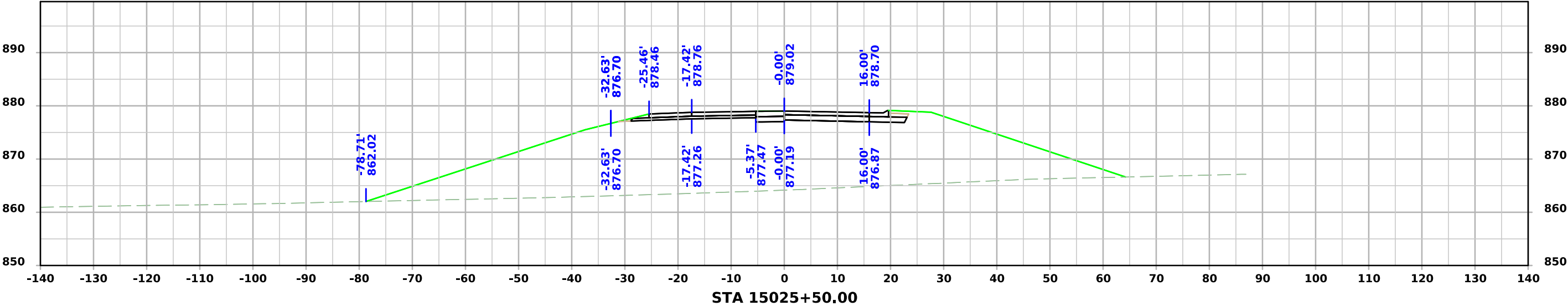
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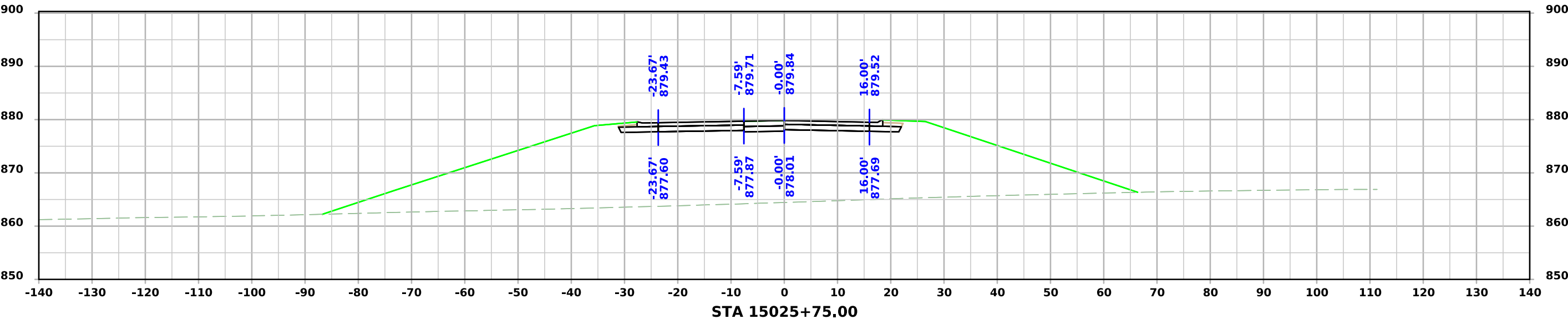
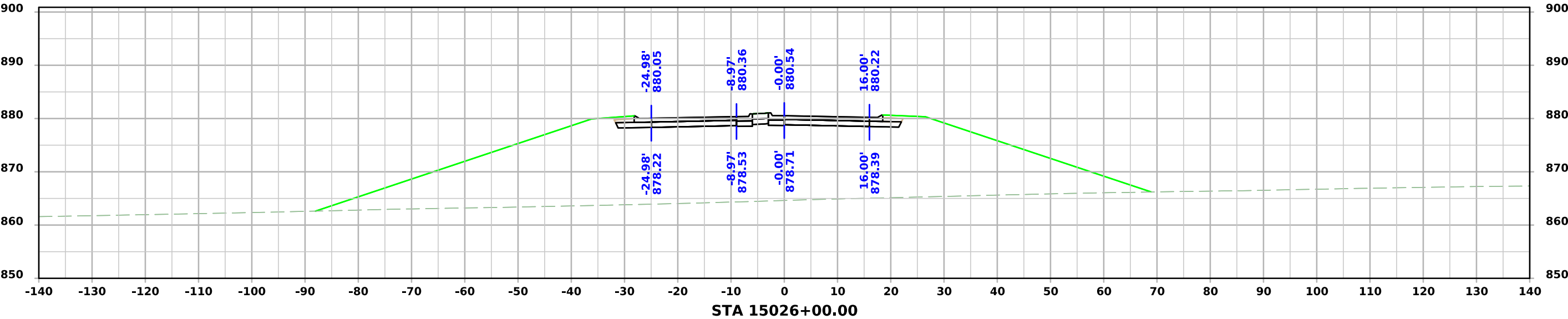
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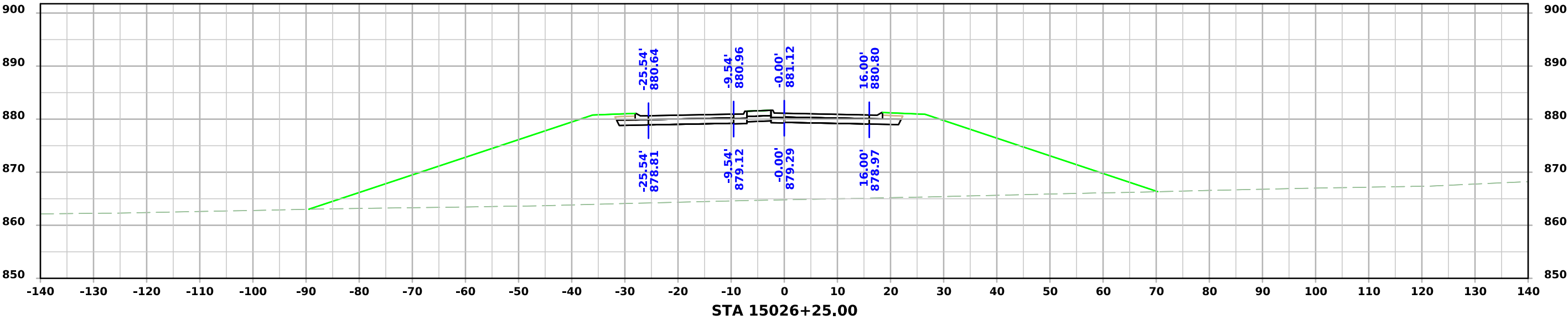
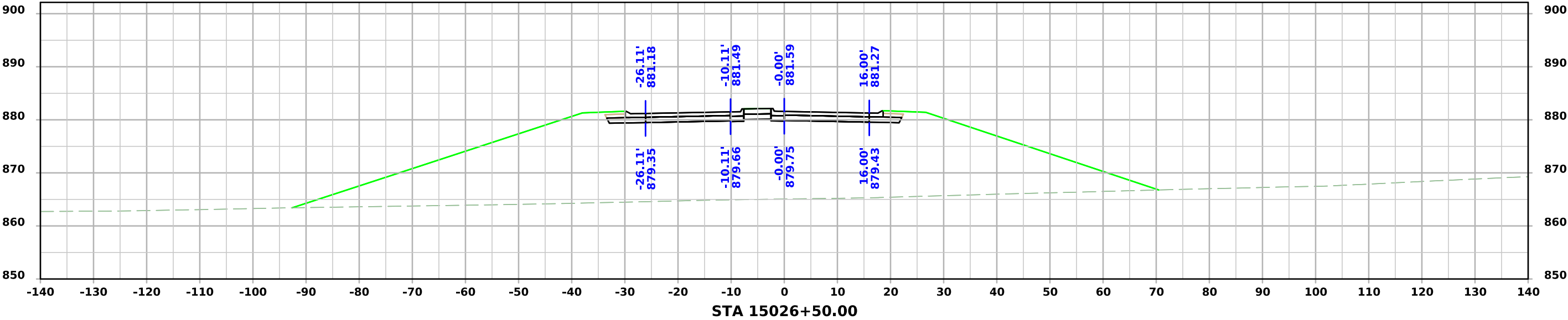
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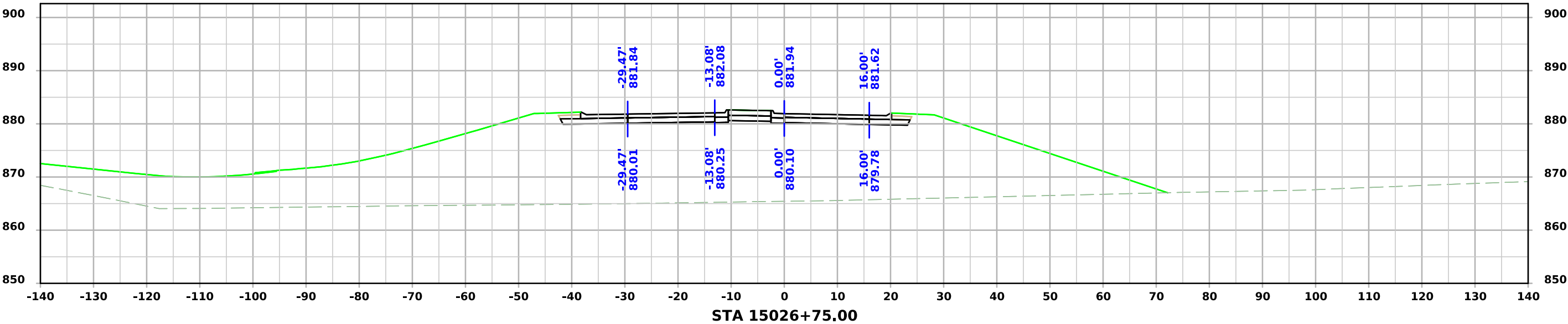
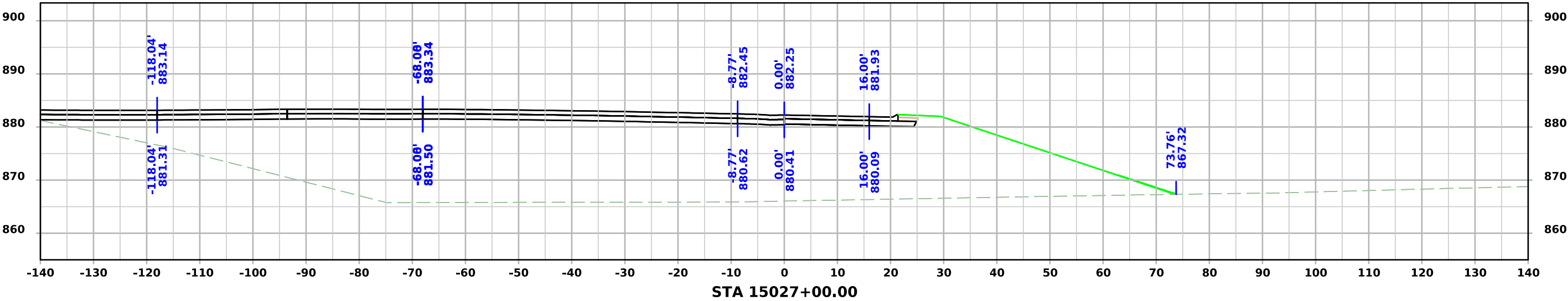
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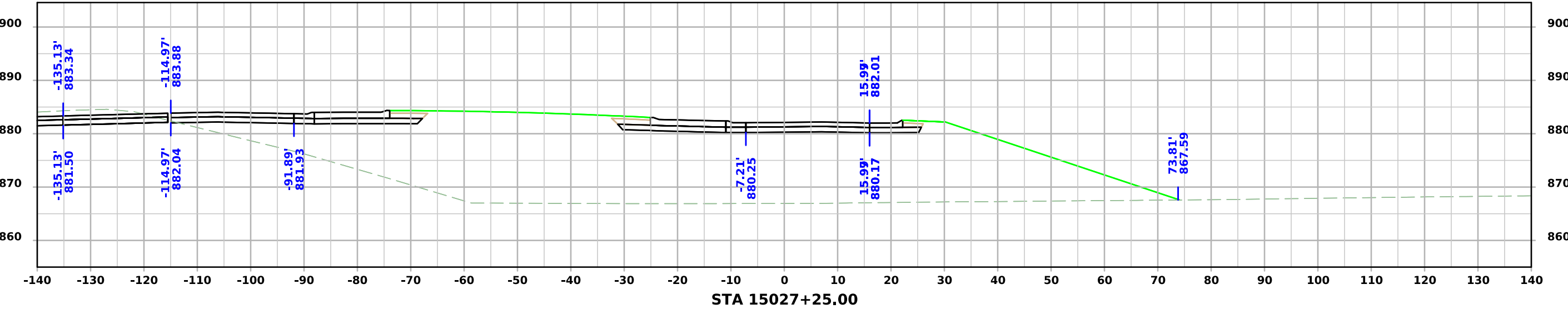
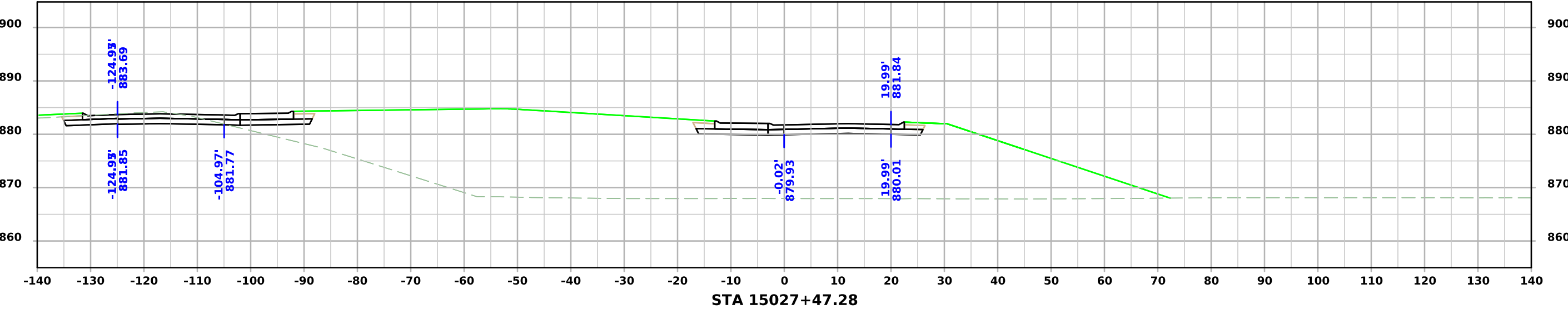
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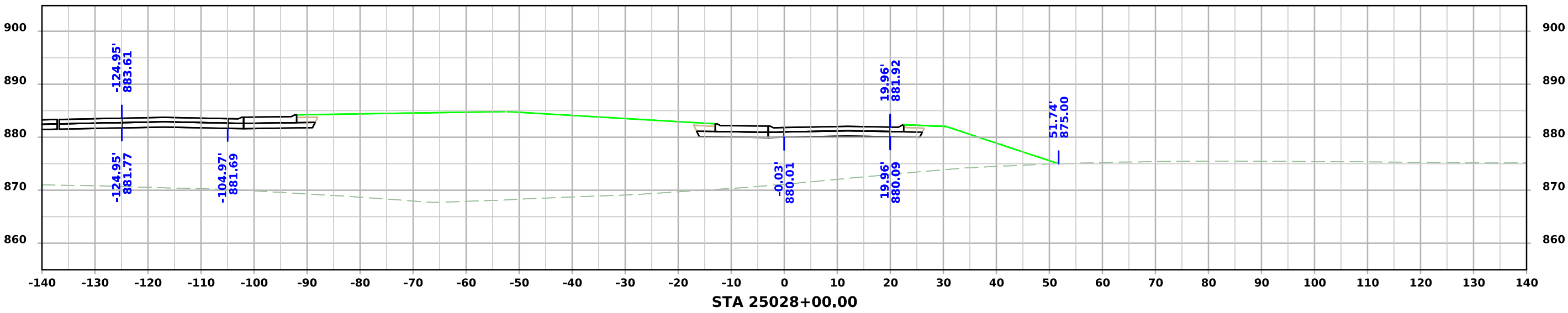
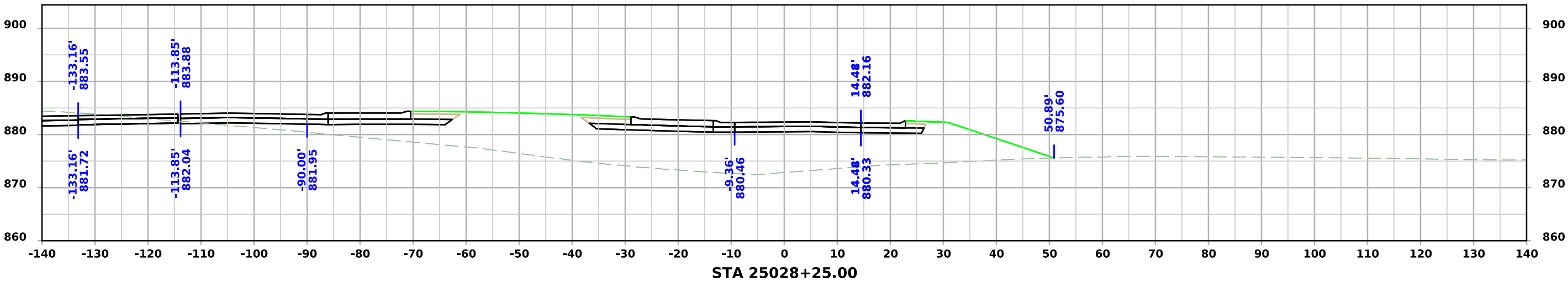
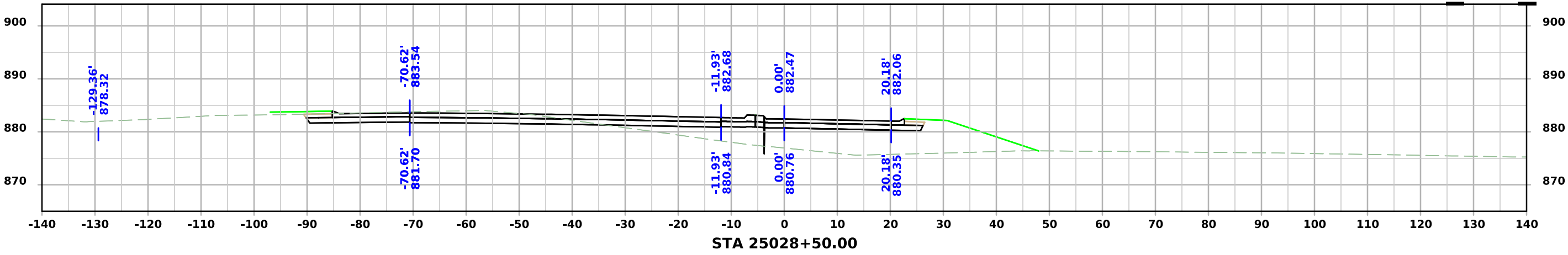
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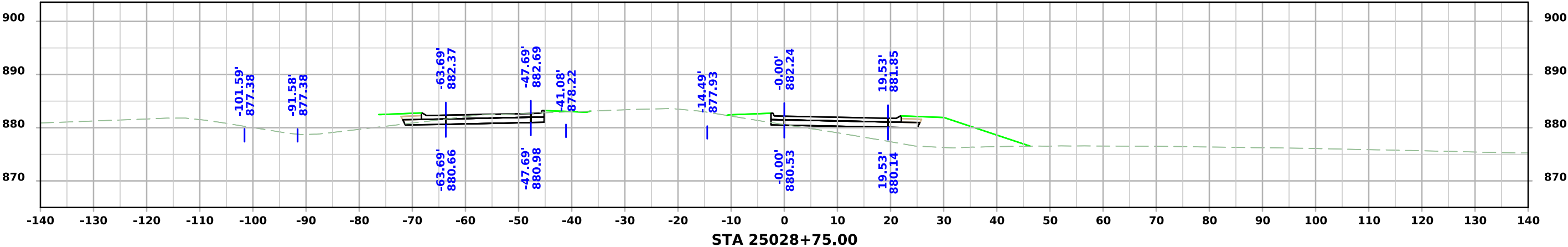
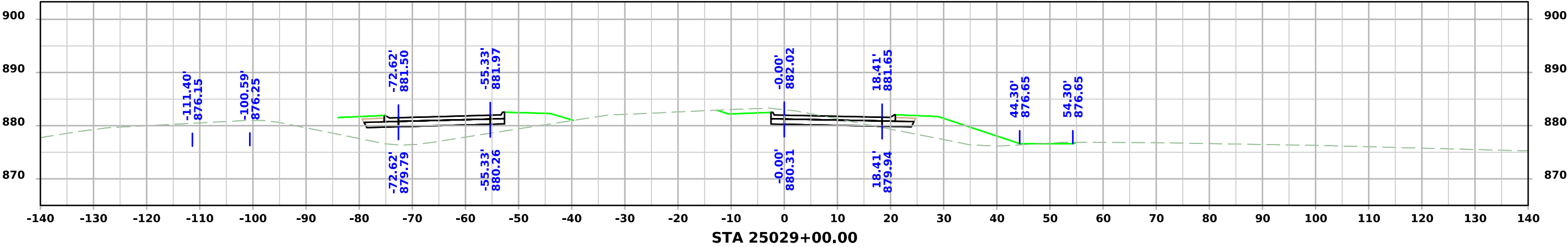
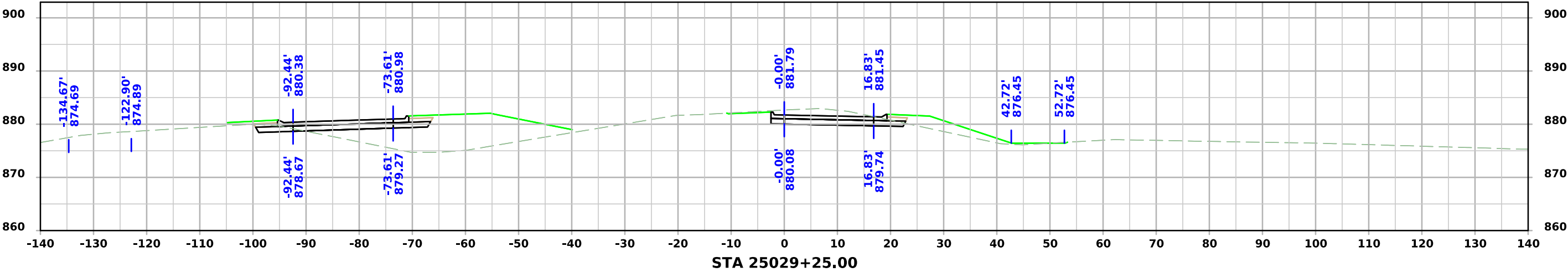
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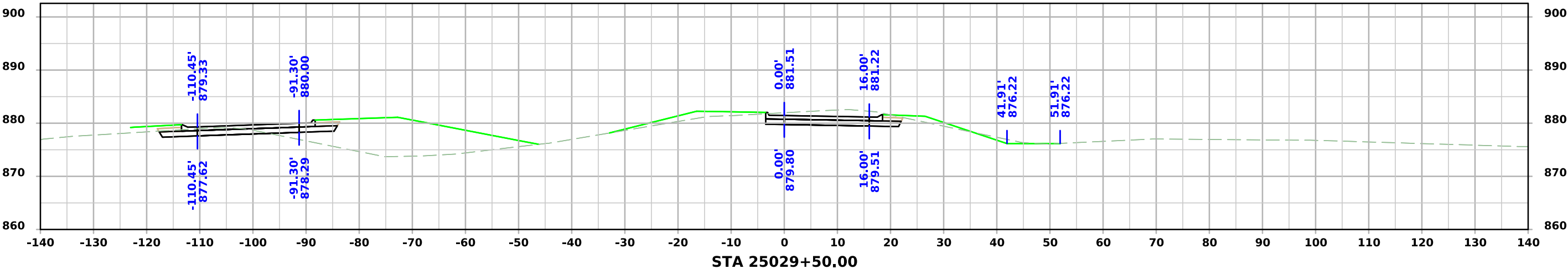
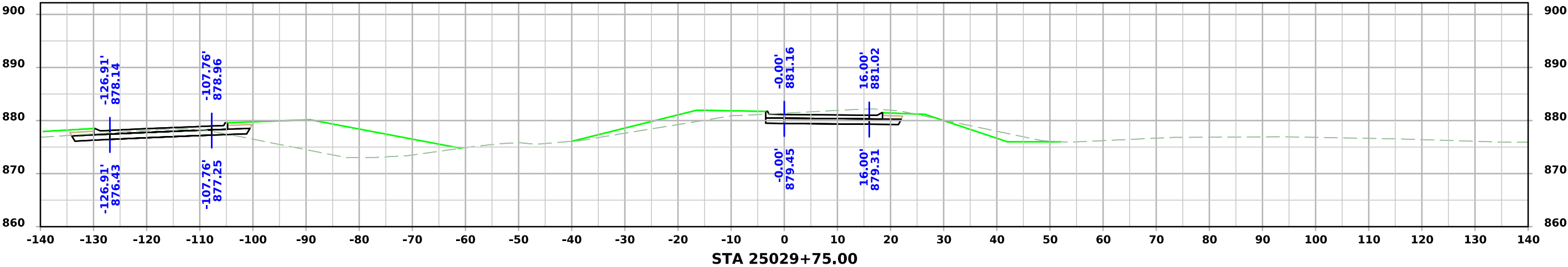
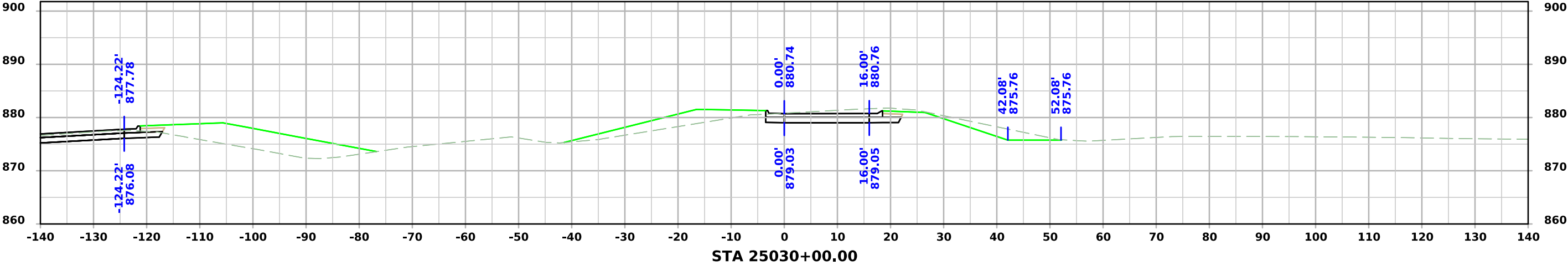
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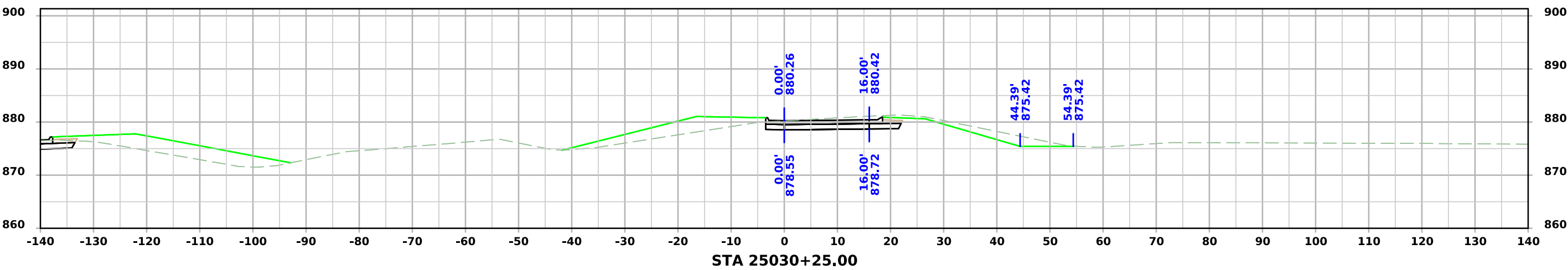
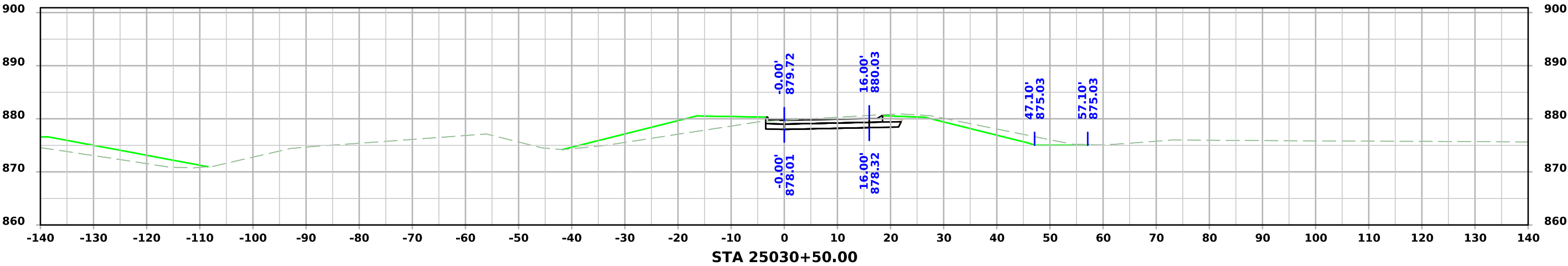
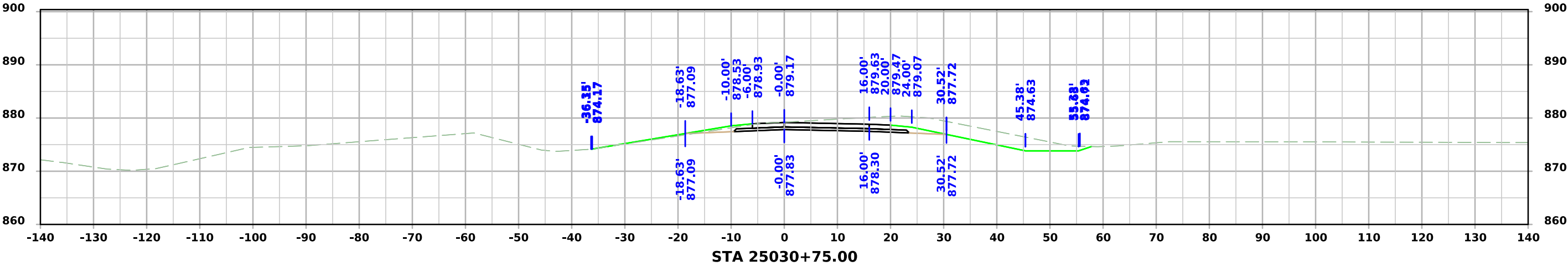
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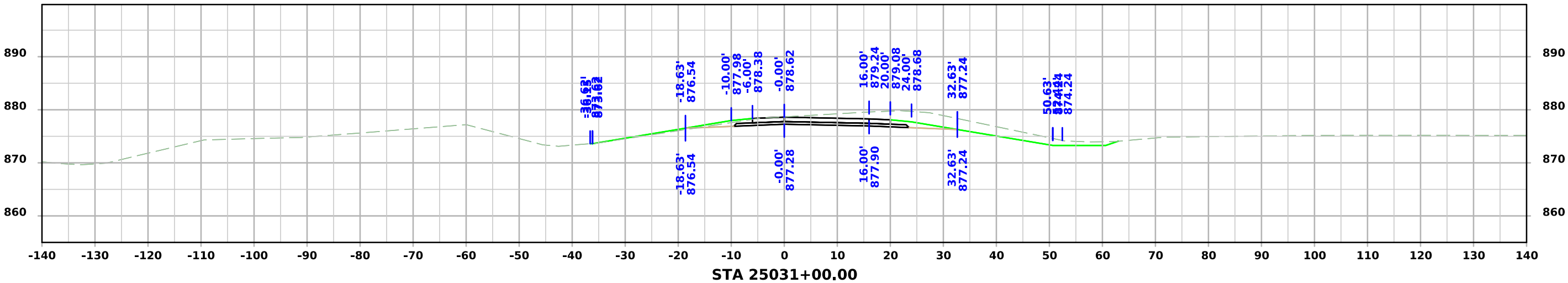
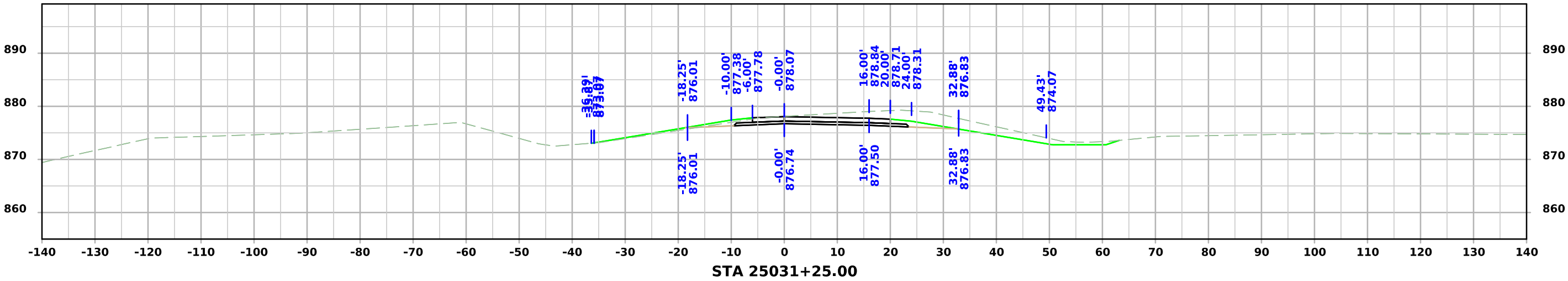
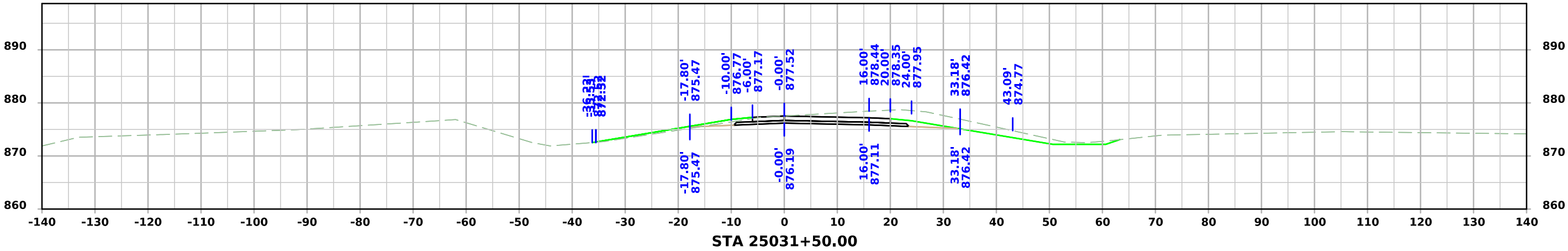
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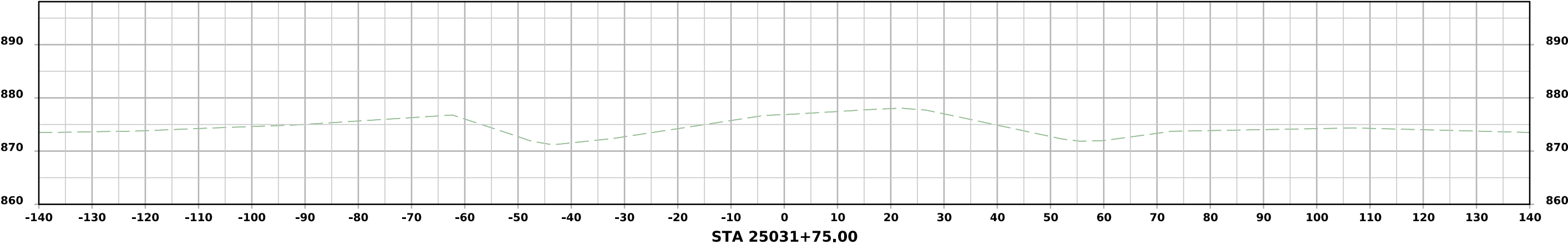
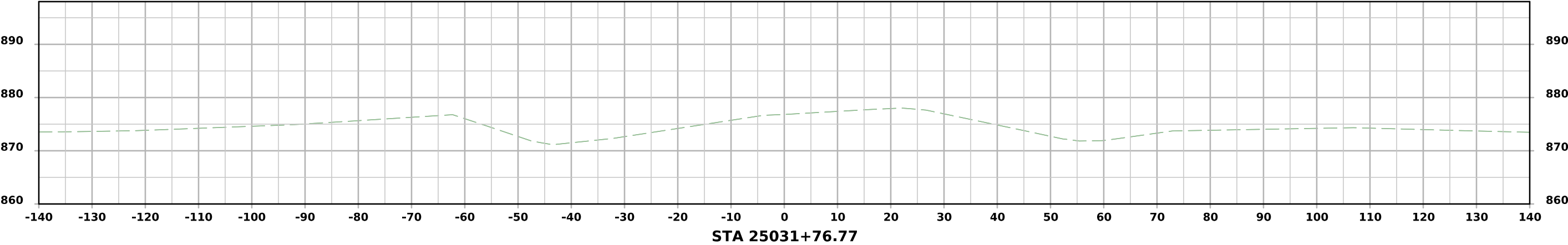
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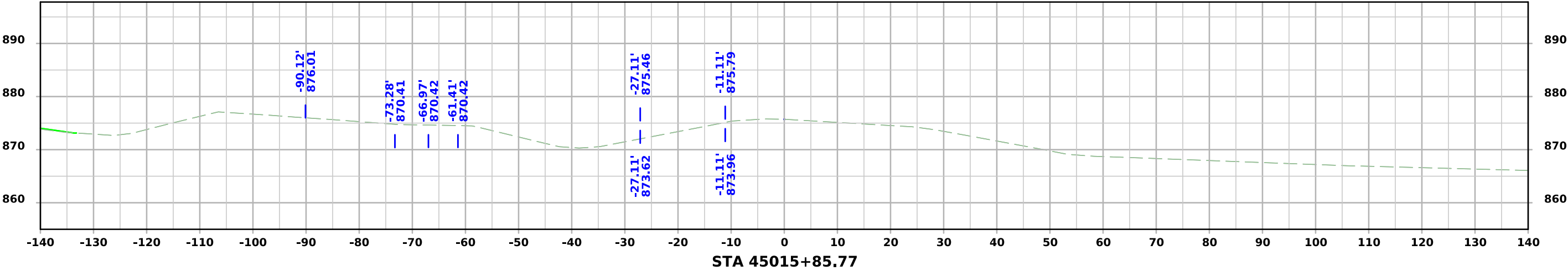
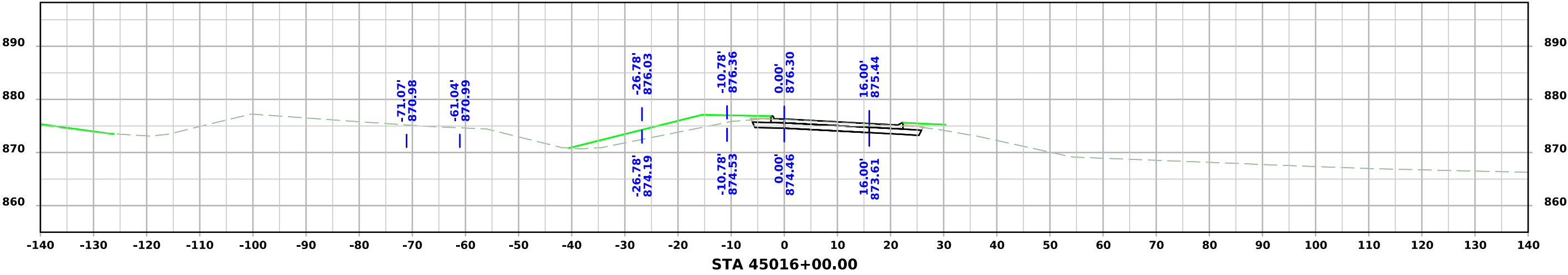
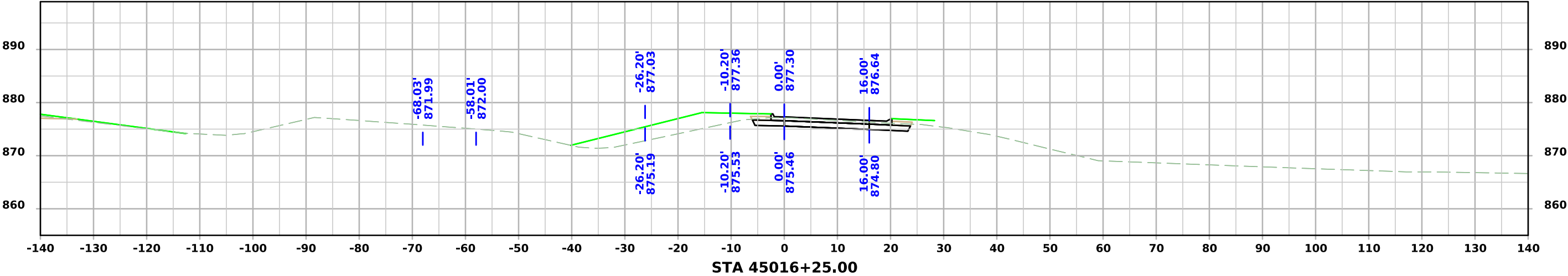
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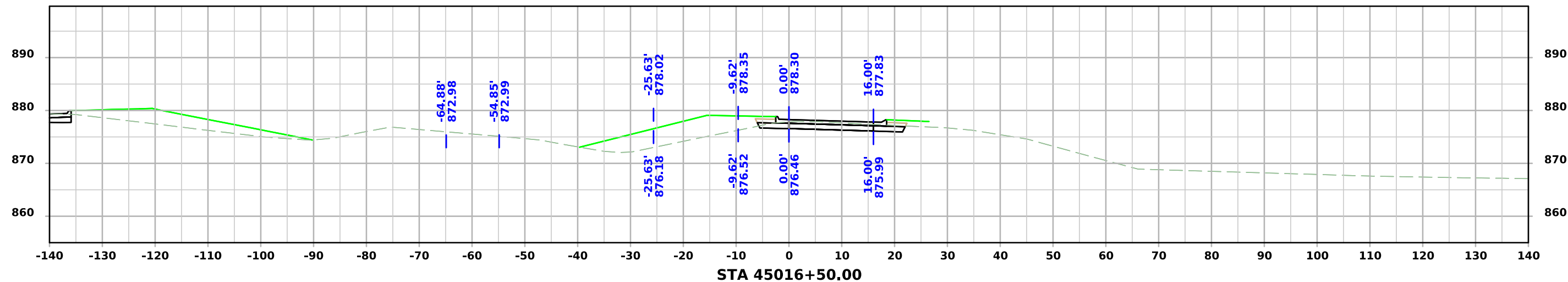
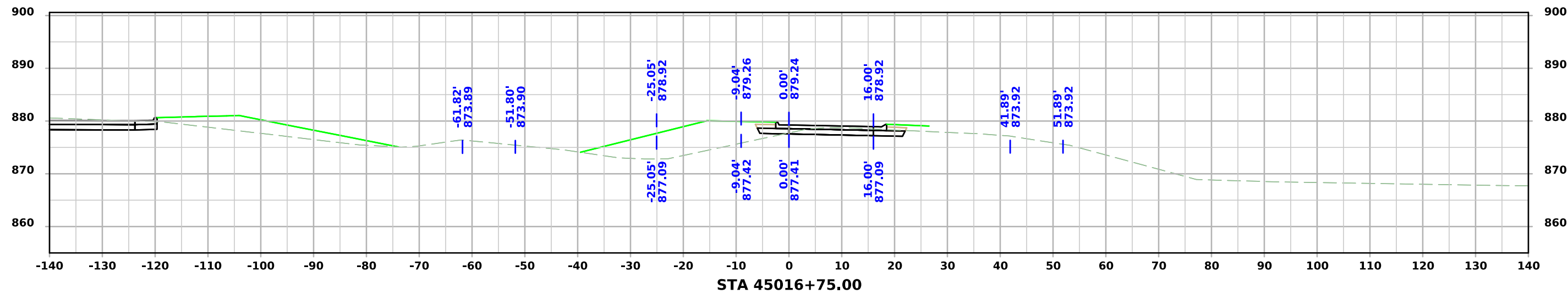
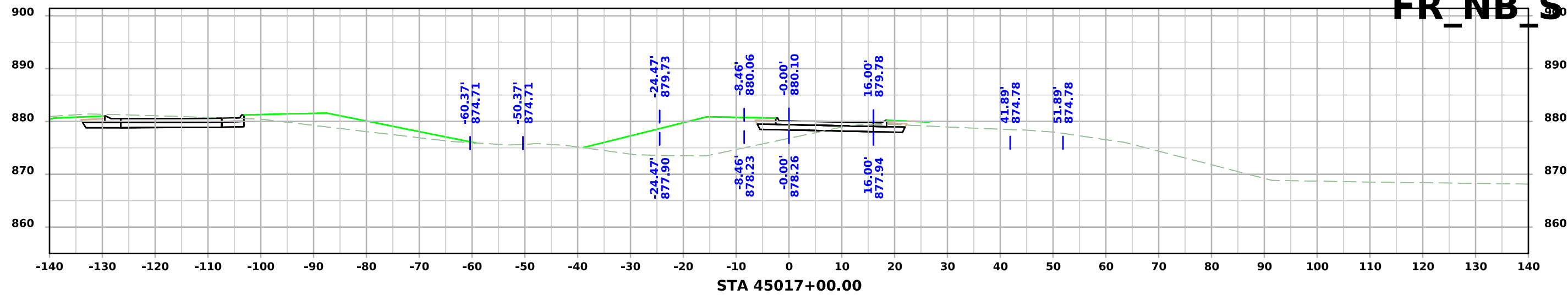
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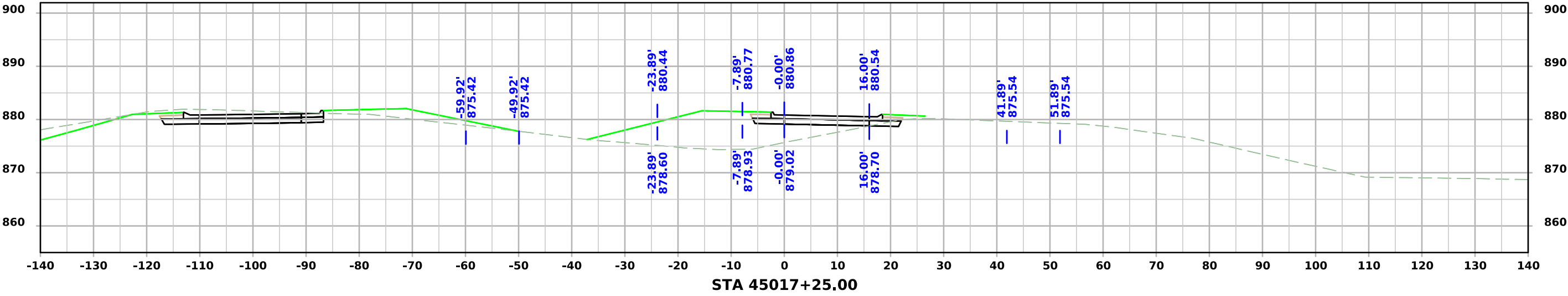
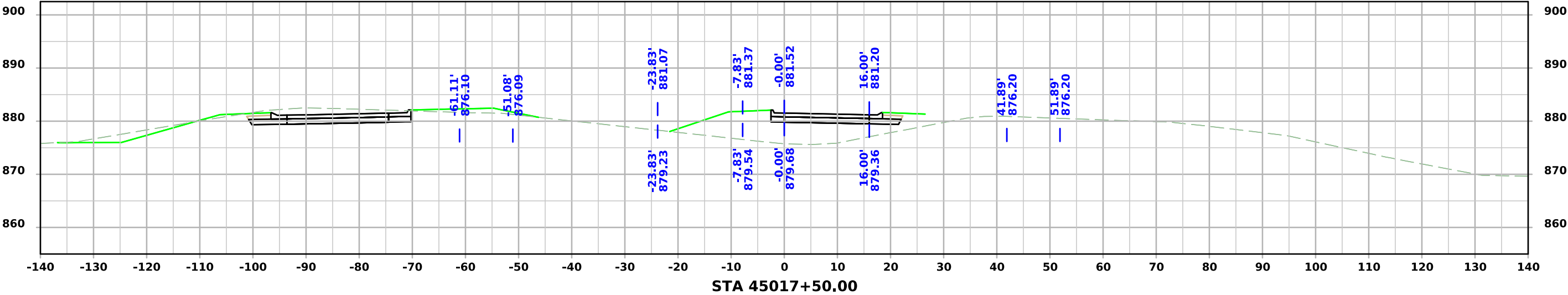
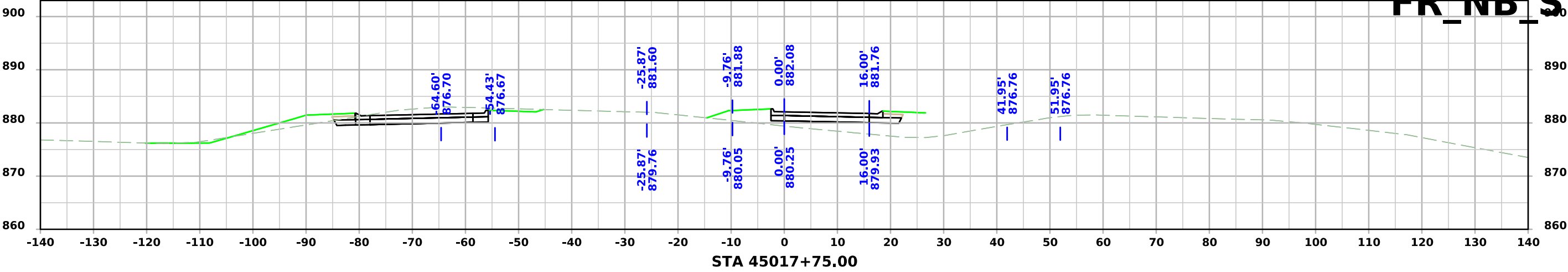
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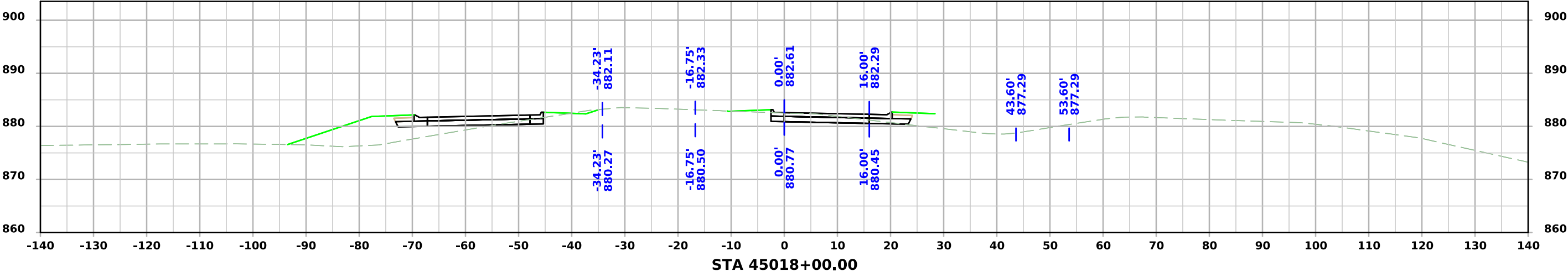
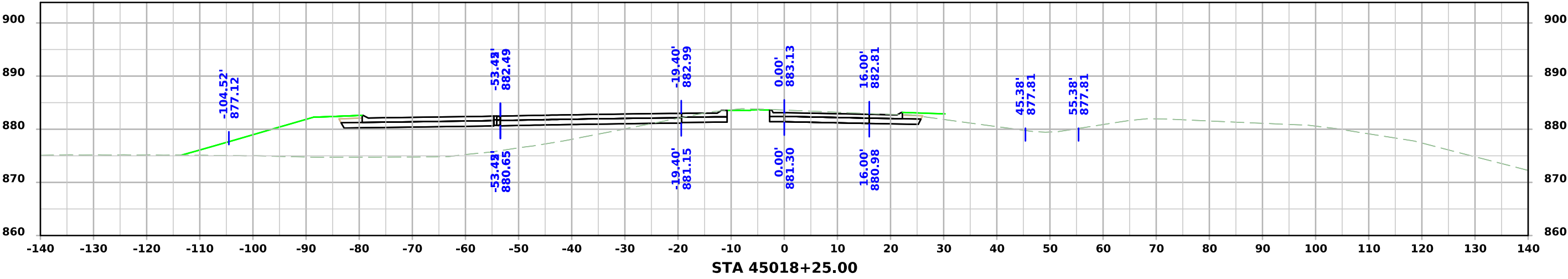
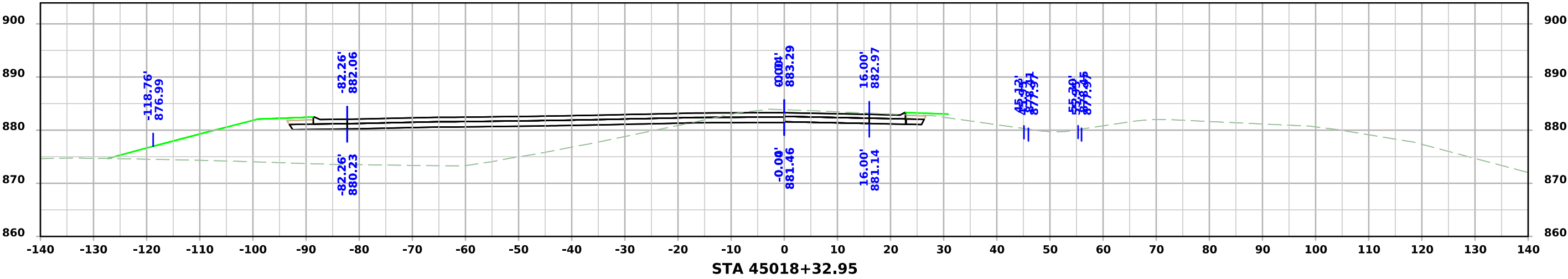
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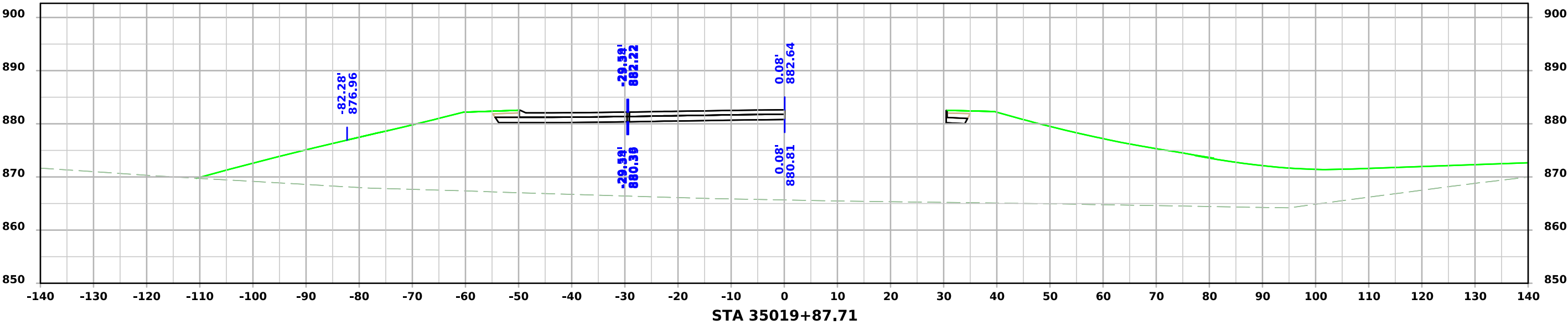
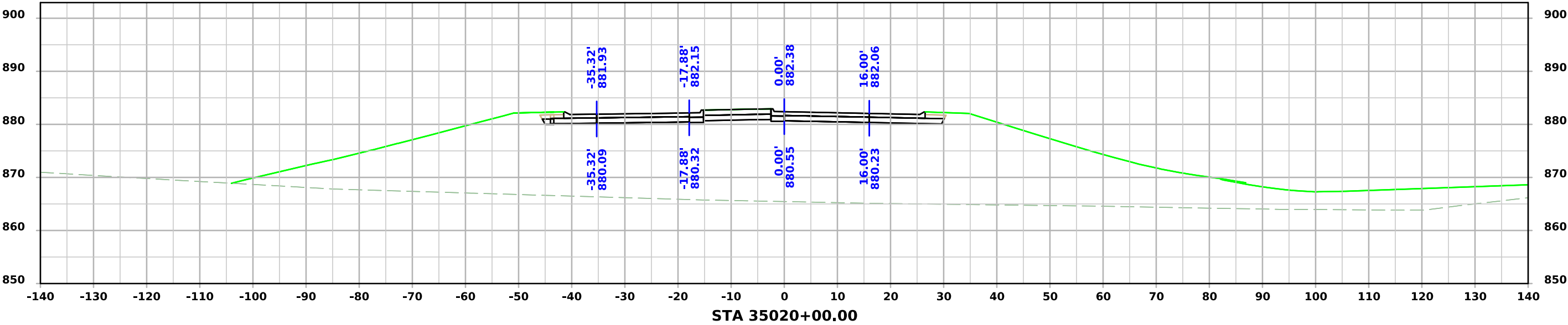
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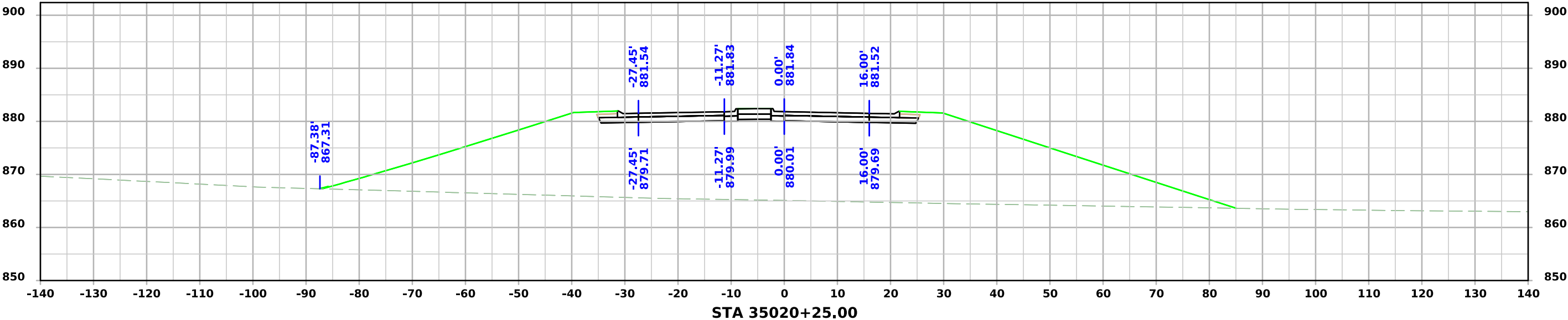
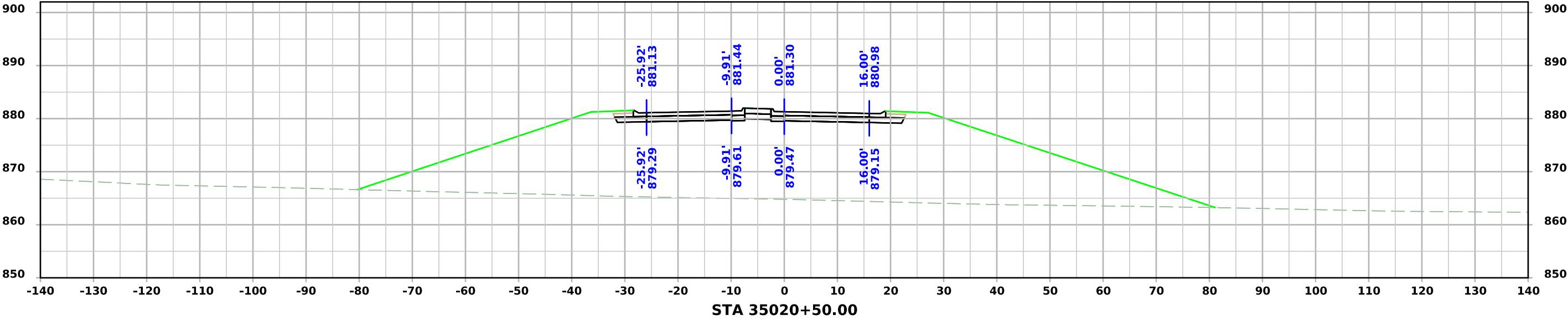
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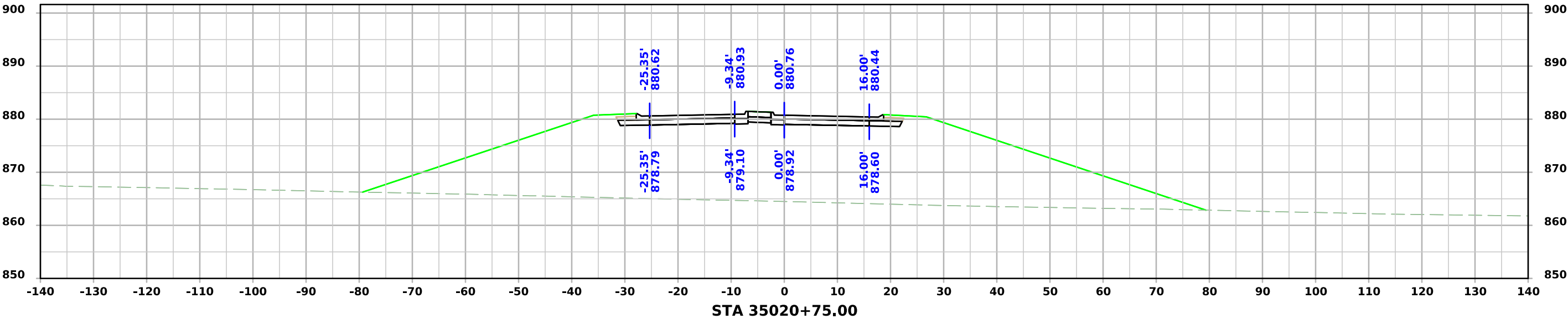
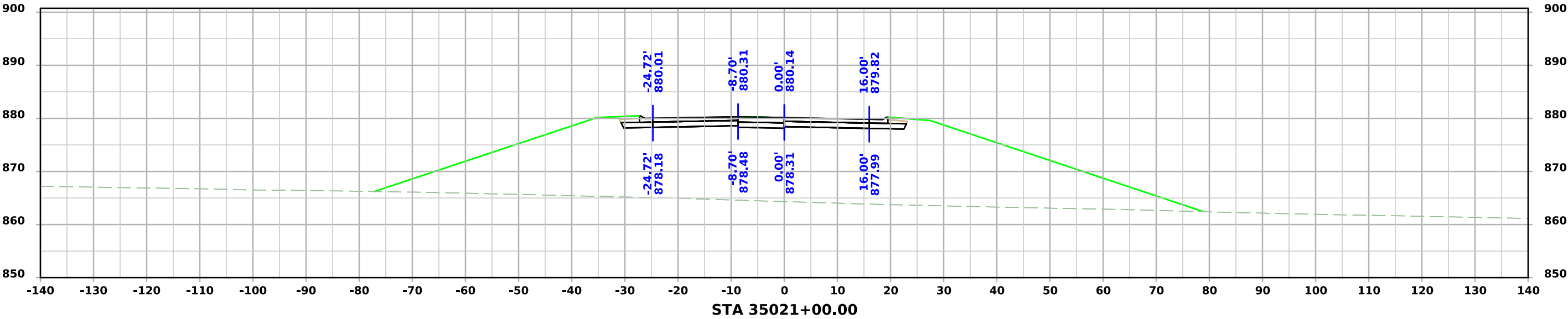
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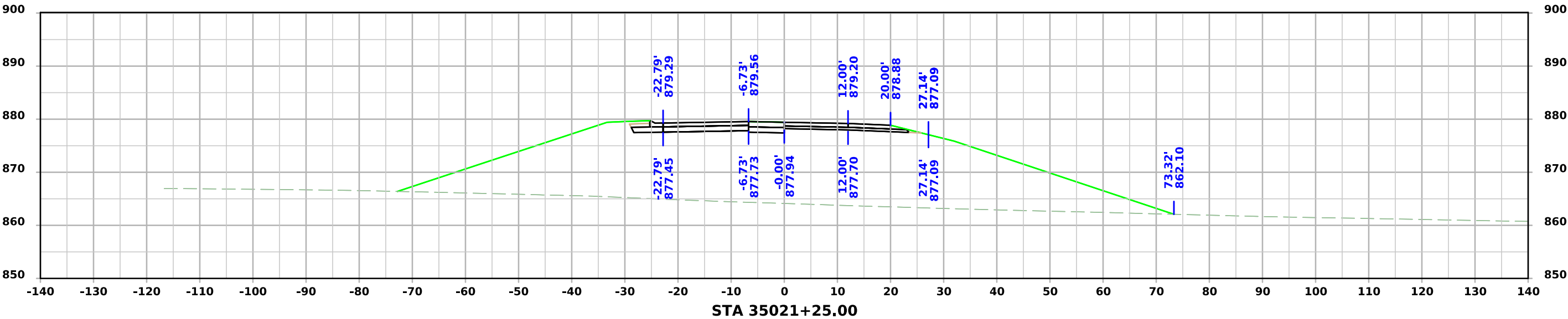
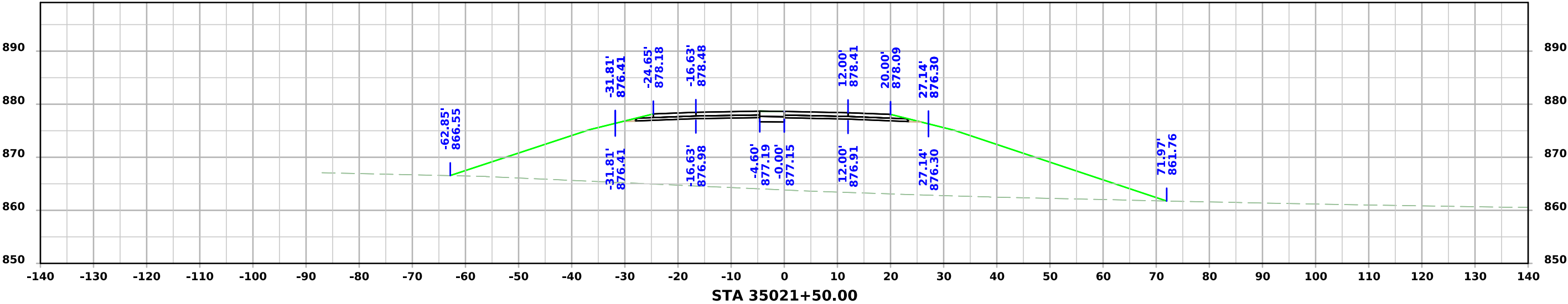
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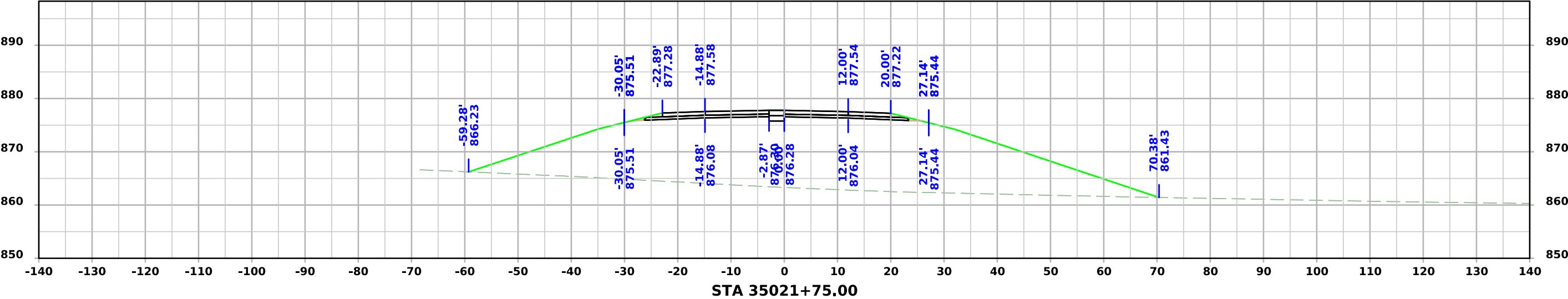
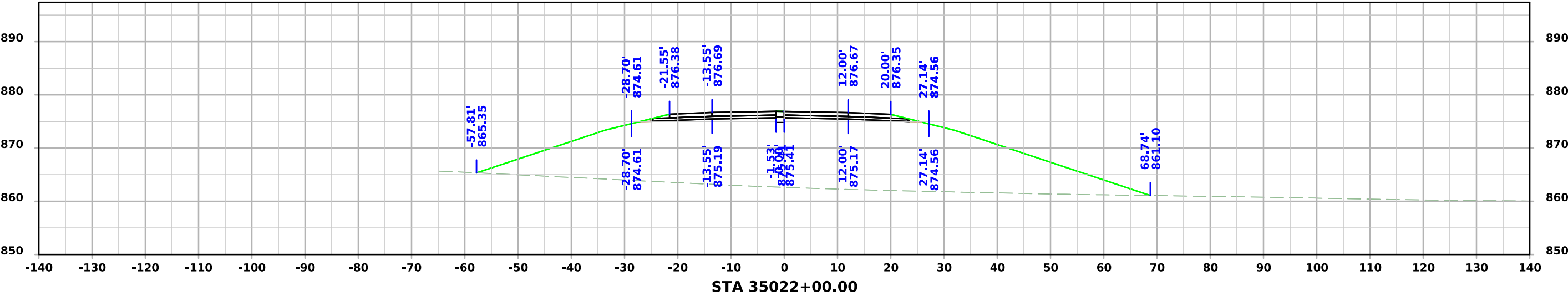
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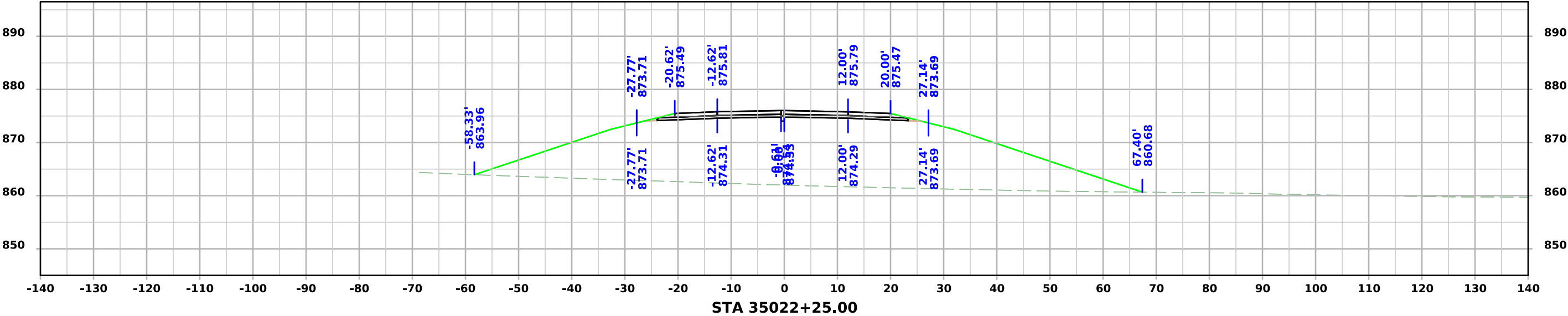
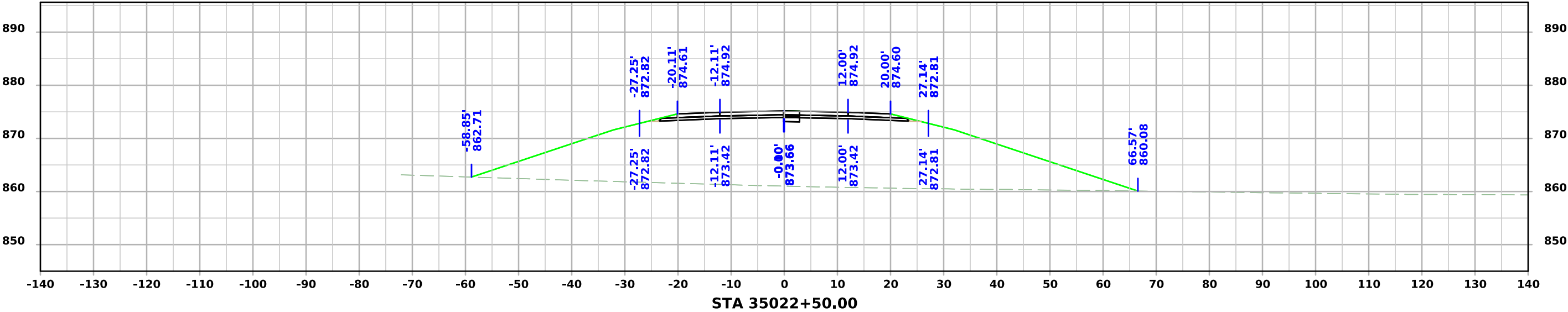
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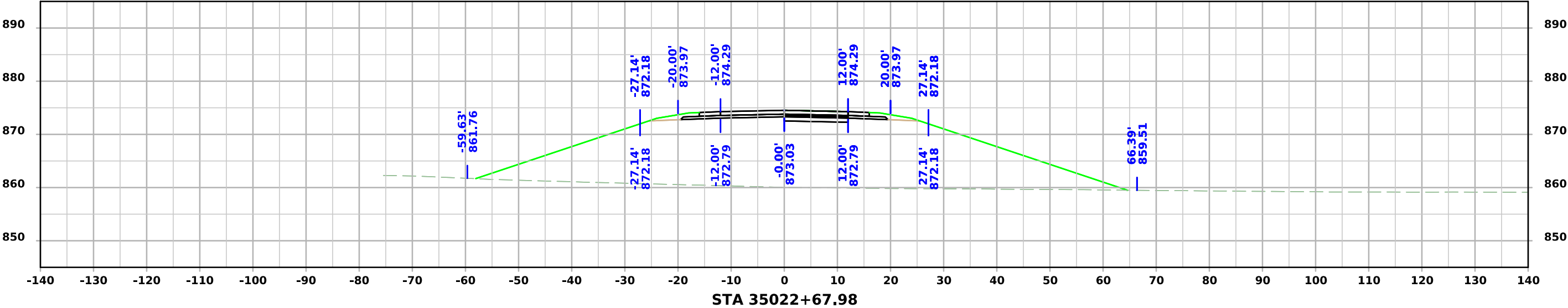


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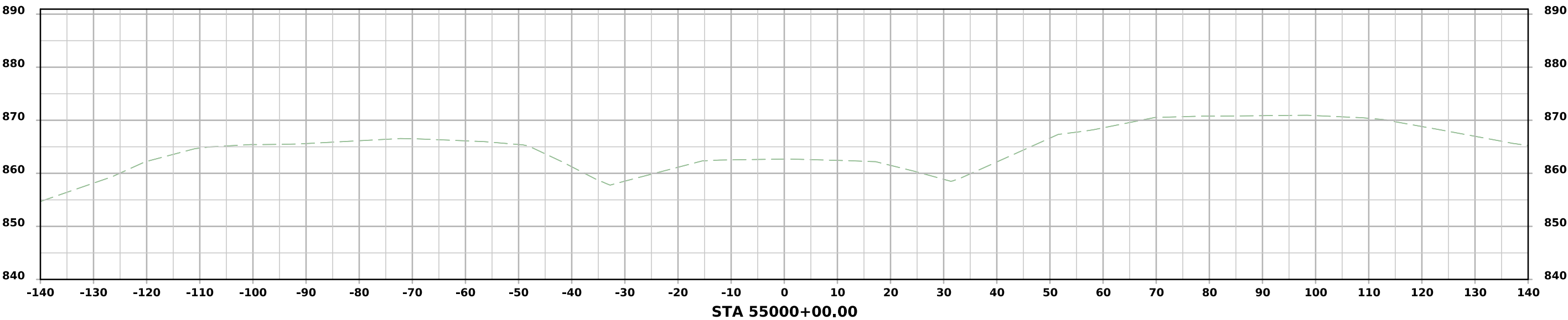
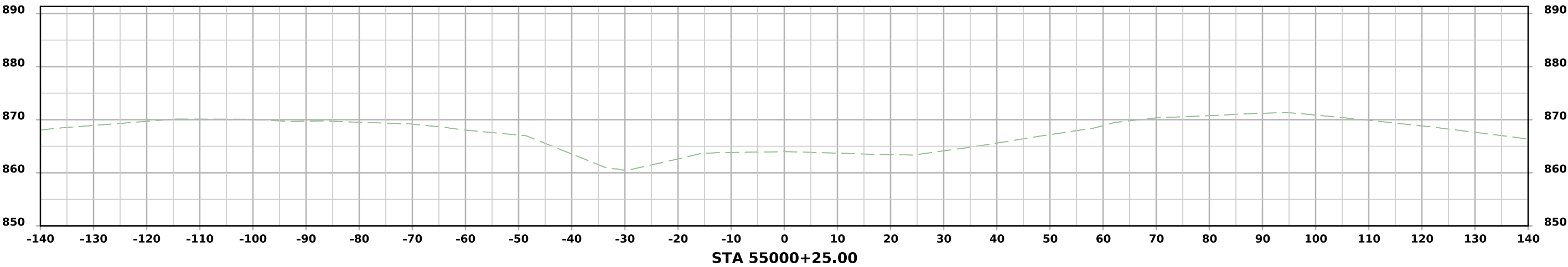
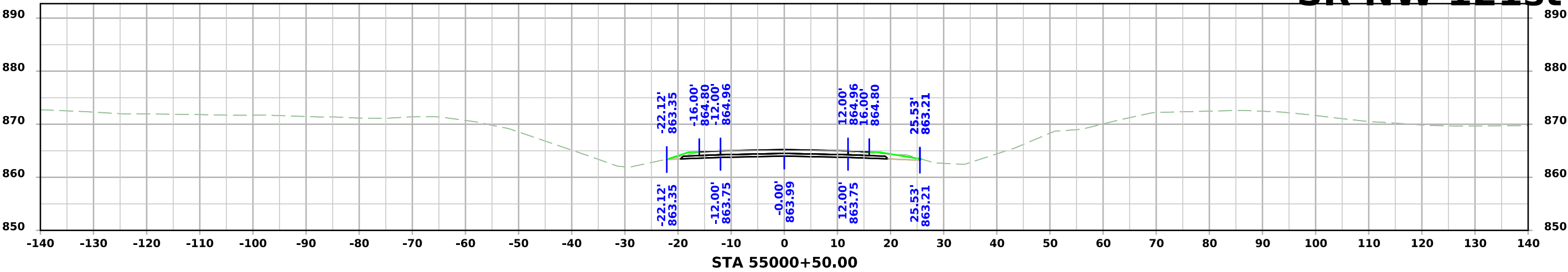


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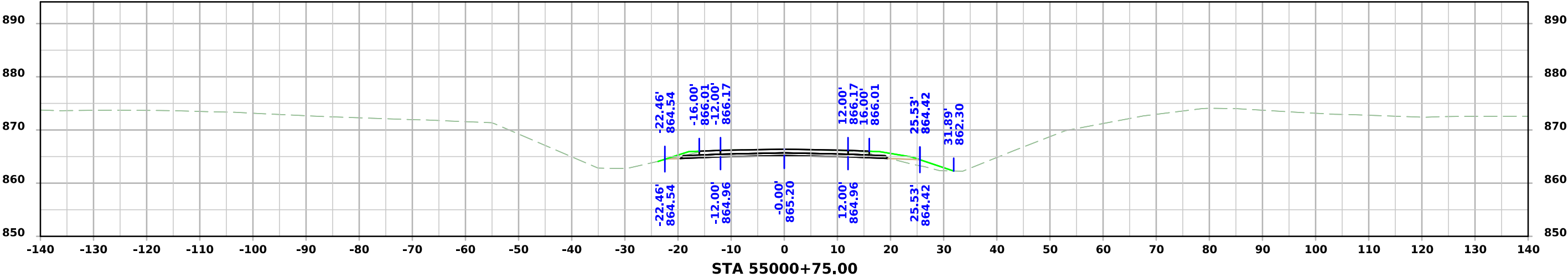
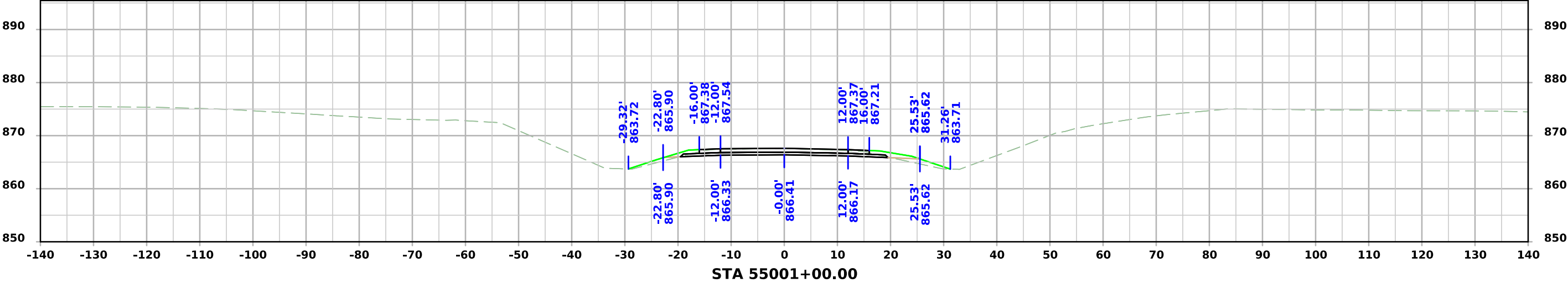
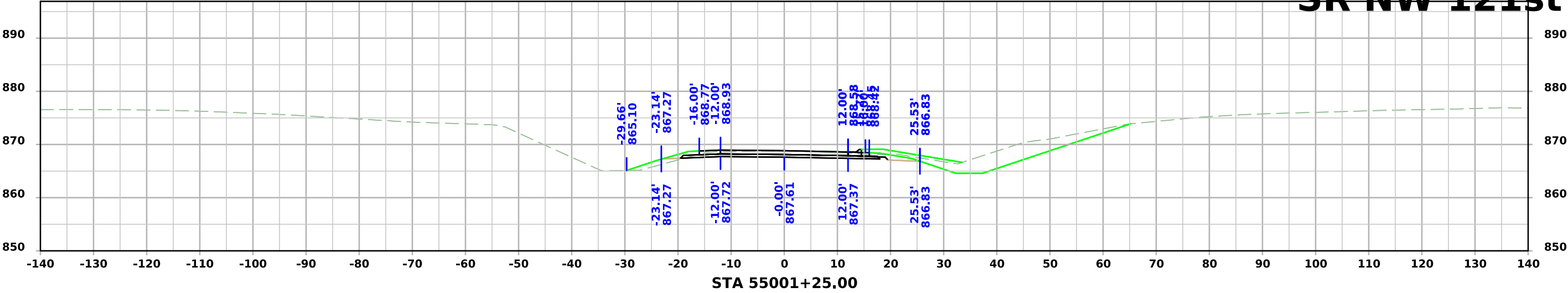




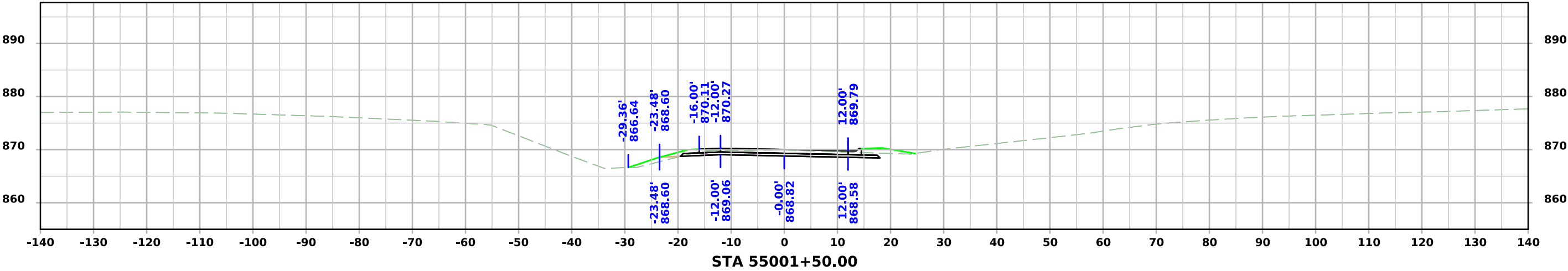
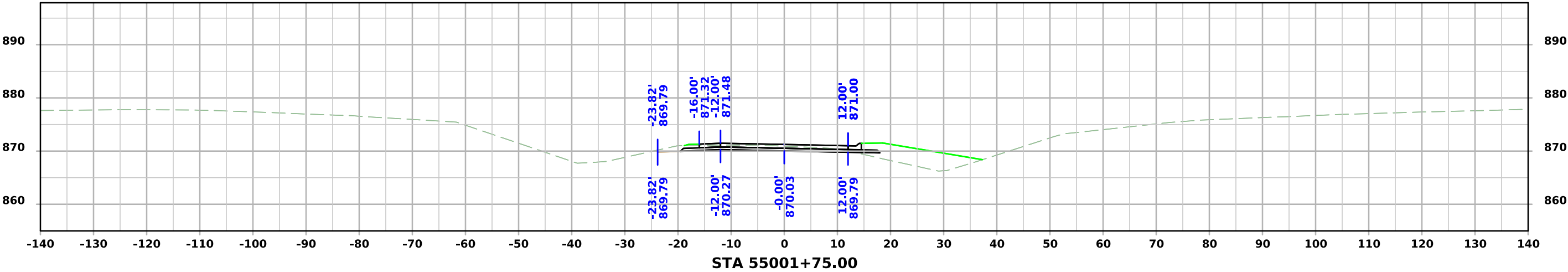
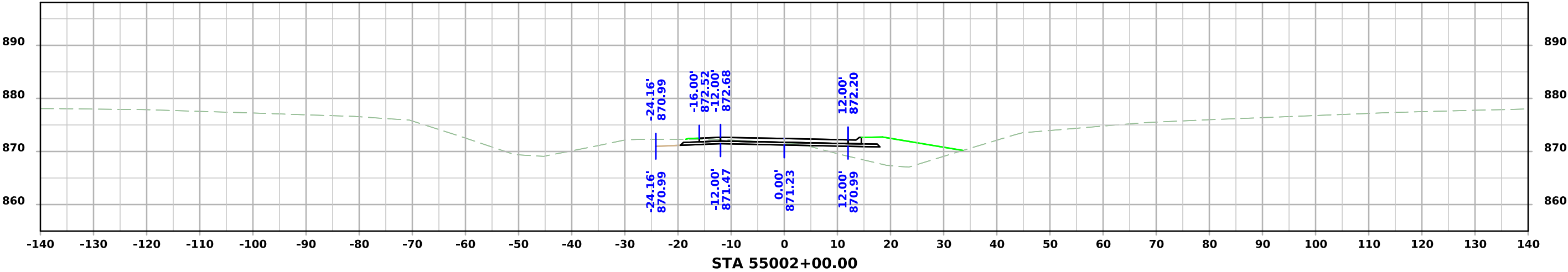
SR NW 121st



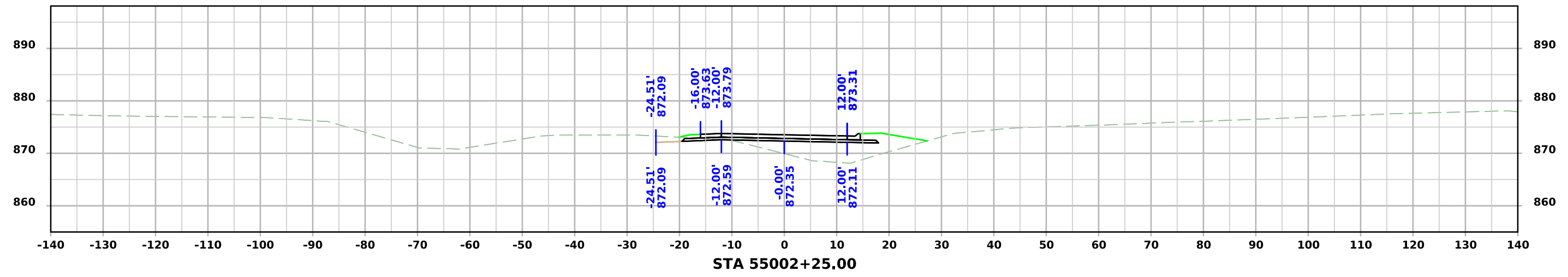
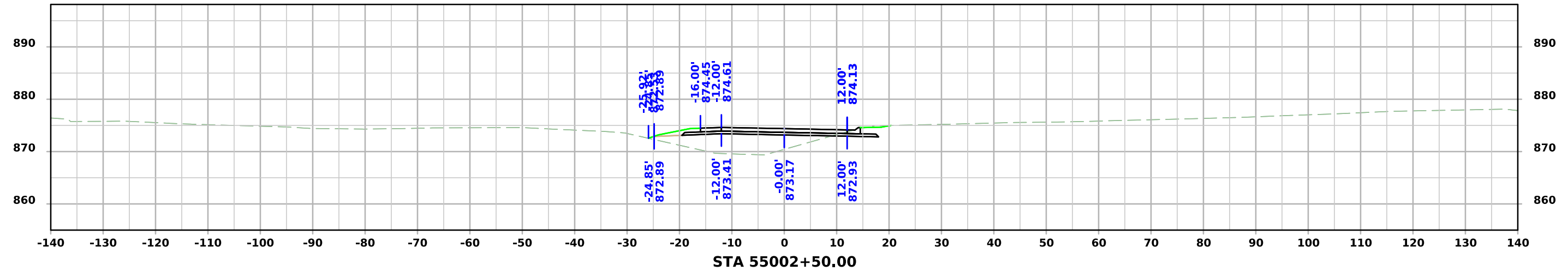
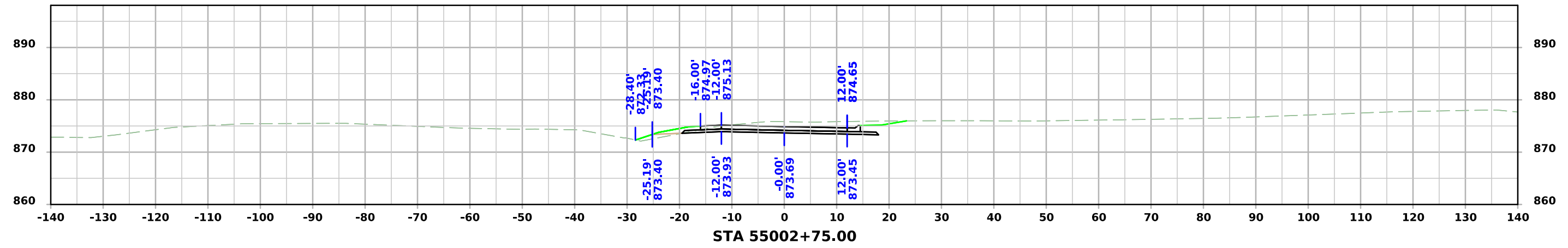
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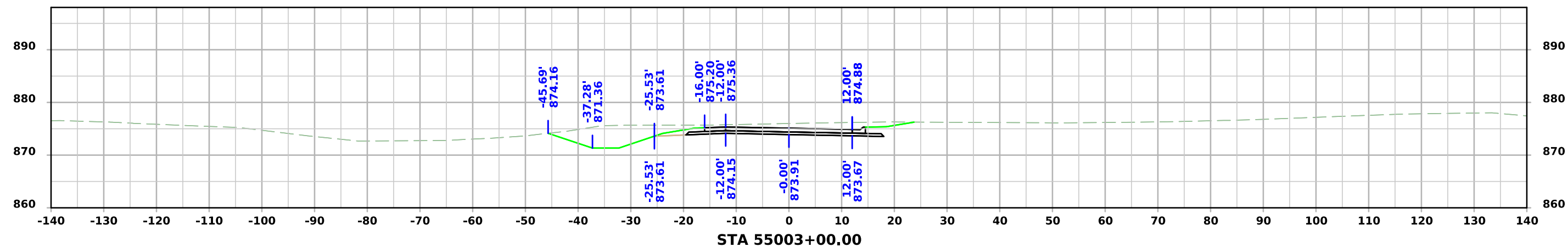
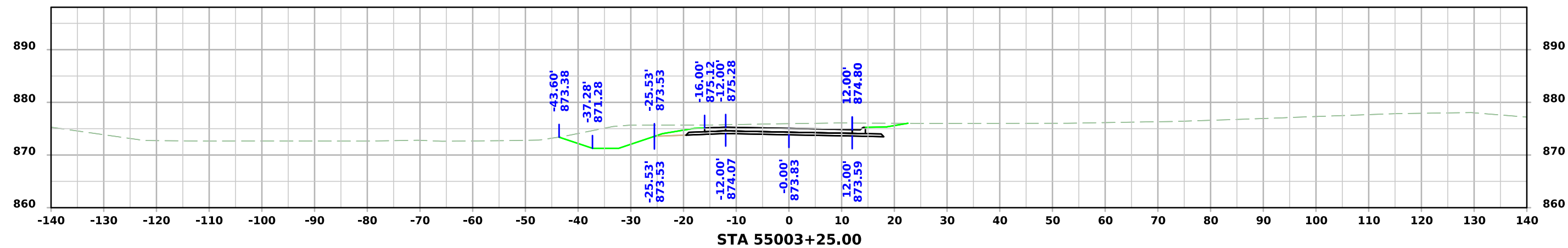
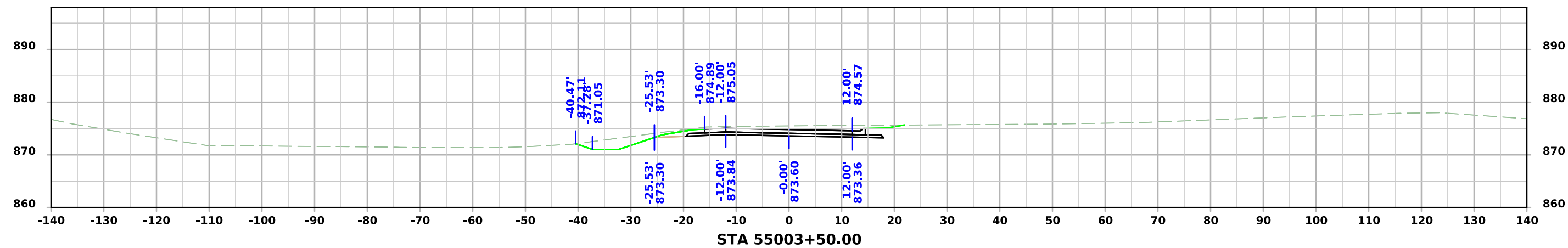
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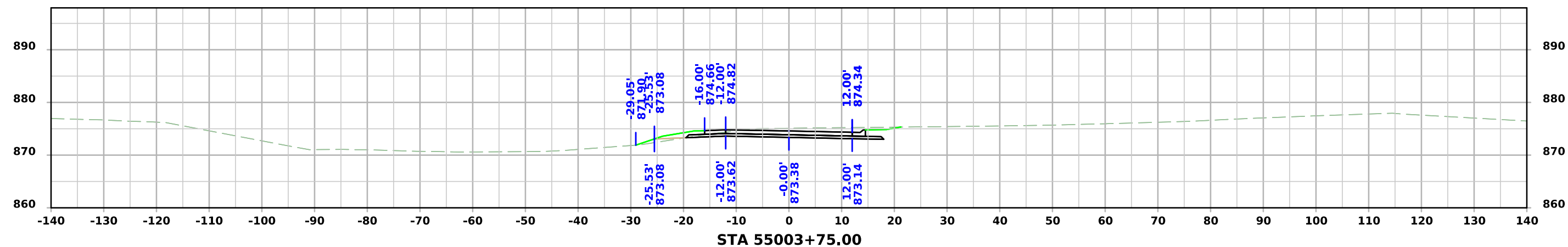
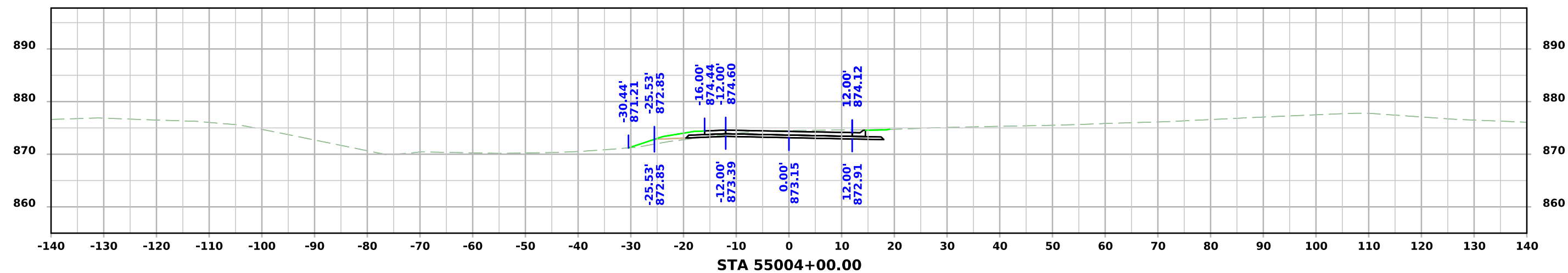
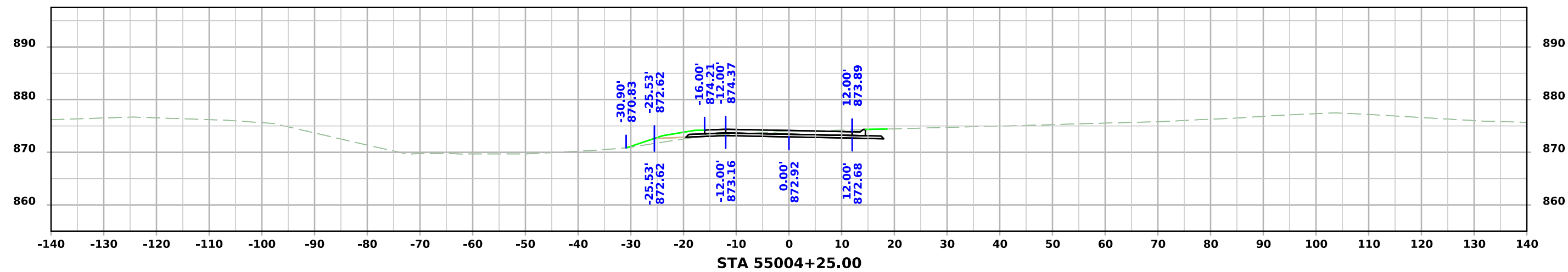
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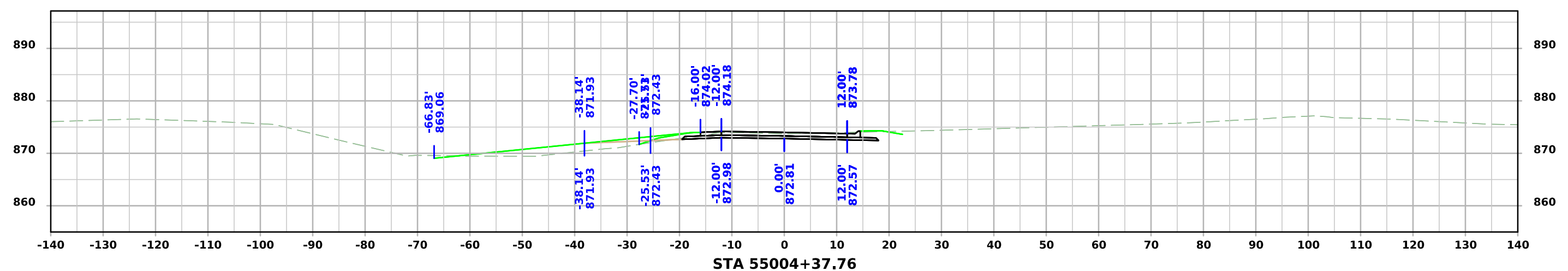
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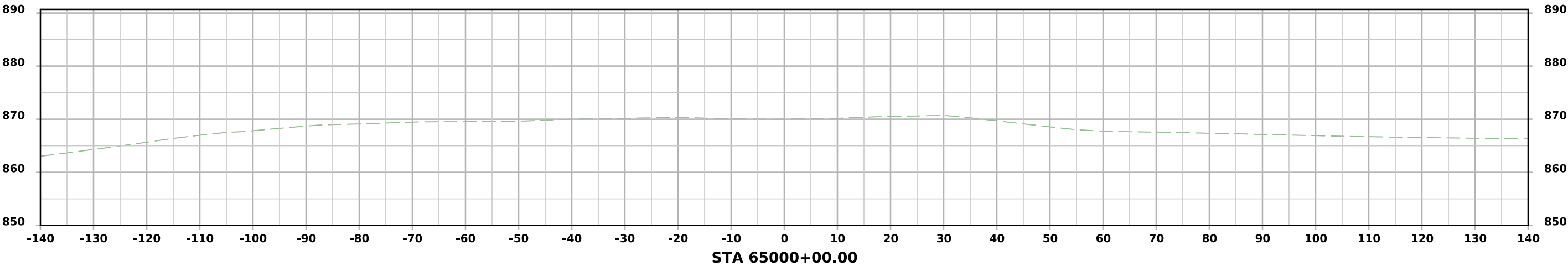
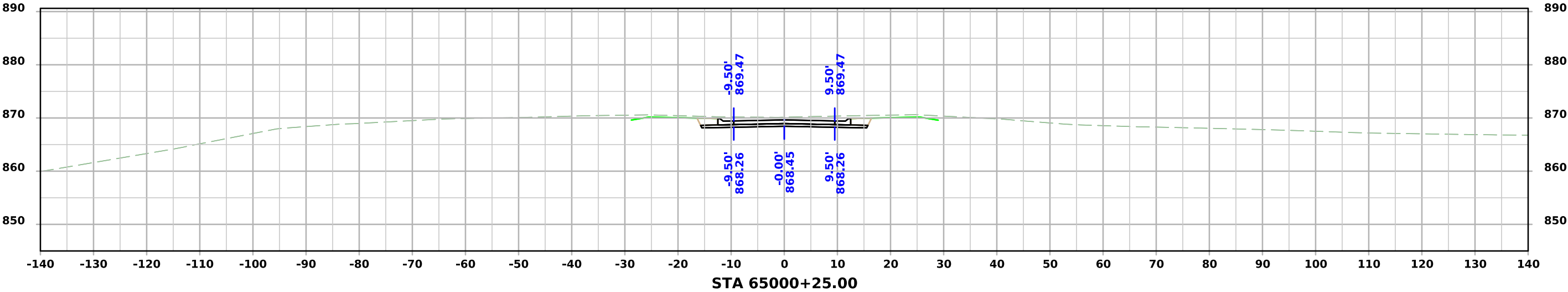
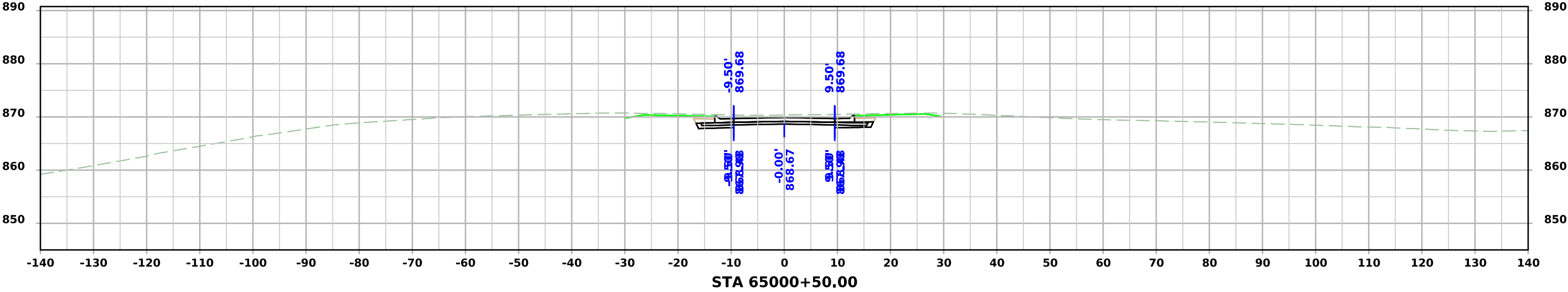
SR NW 121st



SR NW 121st



SR NW 119th



SR NW 119th

