

No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
* A.3 - 11	Project Concept
* A.12 - 14	Design Criteria
* A.15 - 16	D2 Questions
B Sheets	Typical Cross Sections and Details
* B.1 - 2	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 8	IA 9 Plan / Profile Sheets
D.9 - 11	IA 9 As-Built's Plan and Profile
G Sheets	Survey Sheets
* G.1 - 3	Reference Ties and Bench Marks
J Sheets	Traffic Control and Staging Sheets
J.1	Traffic Control Plan & 511 Travel Restrictions
J.1	Coordinated Operations
J.1	Staging Notes Stage
U Sheets	500 Series, Mod.Stds. and Detail Sheets
U.1 - 7	Proposed School Bus Turning Movements
W Sheets	Mainline Cross Sections
W.1 - 38	ML - IA9 Cross Sections
W.39 - 46	ML - IA9/2ND ST Cross Sections
	* Color Plan Sheets



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
ALLAMAKEE COUNTY
PCC Pavement - Grade and Replace
In Lansing, North 7th Street to near Hale Street

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	
24-03-009-020	
PROJECT NUMBER	
STP-009-9(095)--2C-03	
R.O.W. PROJECT NUMBER	
STPN-009-9(102)--2J-03	

PROJECT EVENT DATES

D5 – 02-27-2026
DM5 – 11-02-2027
D8 – 12-07-2027

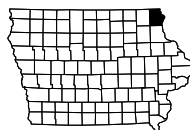
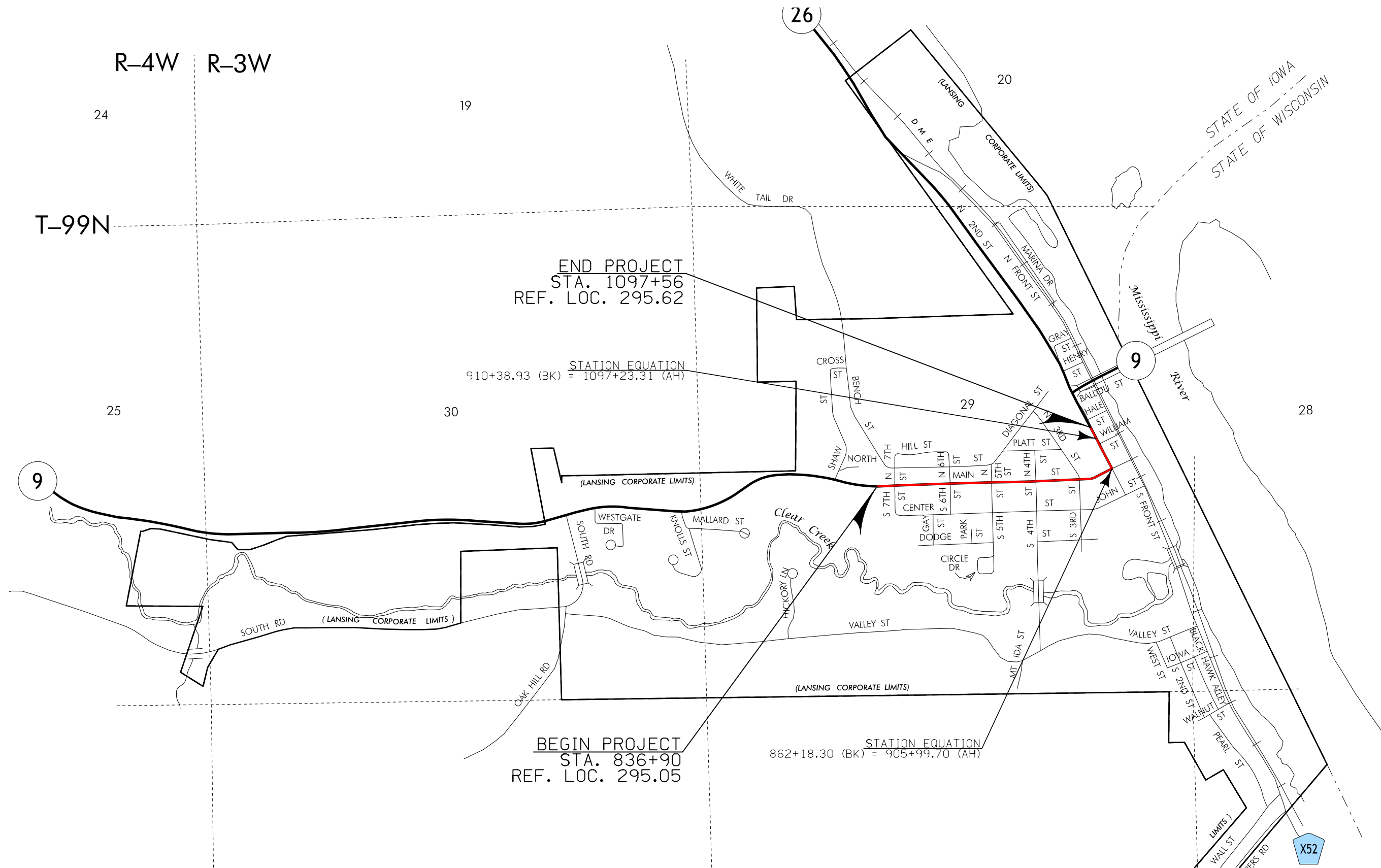
CITY OF LANSING DESIGN DATA URBAN			
2028	AADT	2,934	V.P.D.
2048	AADT	3,111	V.P.D.
2048	DHV	320	V.P.H.
TRUCKS		8	%
Total			
Design ESALs		540,570	

INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	X	Primary Signature Block	X
X	X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D2 Plan – 11-13-2025





FINAL PROJECT CONCEPT STATEMENT

IA 9 – From South Rd to Hale St in Lansing

Allamakee County
STP-009-9(095)--2C-03
PIN: 24-03-009-020
Taylor Theulen, P.E., Stanley Consultants, Inc.
515-447-4402

December 20, 2023

I. STUDY AREA

A. Project Description

This project involves the replacement of existing pavement with 9" PC concrete pavement along IA 9 from 200 ft west of S 7th St to 100 ft south of Hale St. The project is located in Allamakee County in the City of Lansing.

B. Need for Project

The existing pavement structure is near the end of its useful life.

C. Present Facility

This stretch of IA 9 covers an urban section of roadway with curb and gutter and enclosed drainage. The project starts just east of South Road Drive and ends just north of the intersection of IA 9 and South 2nd St. The western part of the project was constructed in 1980 with 8-inch PC concrete and is 31 feet from back of curb to back of curb. The eastern section of the project has an older pavement section comprised of PC concrete with asphalt overlays. From approximately North 7th Street to North 5th Street IA 9 widens to include two parking lanes on either side increasing to 45 feet back of curb to back of curb and then widens again to 60 feet from North 5th Street to South 2nd Street. At South 2nd Street where IA 9 turns north at the east end of the project the overall width narrows to 33 feet before ending prior to Hale Street. This section of IA 9 had an AAC resurfacing in 2000, an HMA resurfacing in 2017, an HMA patching in 2017, and an HMA crack filling in 2020.

D. Traffic Estimates

Starting at the west end of the project and ending at 6th Street the 2022 average daily traffic estimate for IA-9 is 2780 AADT with 8% trucks. From 6th Street to 4th Street the AADT increases slightly to 2790 with 8% trucks. From 4th Street to South 2nd Street the AADT rises to 3520 with 6.4% trucks. Then from South 2nd Street to end of the project the AADT lowers to 2890 with 7.7% trucks.

The 2048 design year average daily traffic estimates are 3,780 ADT with 8% trucks,

E. Access Control

No anticipated changes to access control.

F. Crash History

For the 5-year period from 2019 to 2023 there were 13 crashes from North 5th Street to William Street. 12 of which were property damage only and 1 being listed as possible/unknown injury.

II. PROJECT CONCEPT

West Portion (South Road Drive to North 7th Street (STA 802+38.28 to 836+14.65))

Option 1 – Future HMA Mill and Overlay

The existing IA 9 roadway will be milled 1.5" and overlaid with 3" HMA as part of a future 3R project.

Option 2 – Pavement Reconstruction

The existing IA 9 roadway will be reconstructed using the current horizontal and vertical alignment. The typical cross section in the project area will consist of two 12-foot lanes with 3.5 wide curb and gutter. All existing pavement will be replaced with 9-inch PCC pavement and 12-inch modified subbase. Longitudinal subdrains will also be installed. In addition, all the tops of the existing curb intakes will be replaced. There are no proposed improvements to the existing lighting or signing along this route. It appears right-of-way could potentially be required for this part of the project west of Shaw Street. Additional ROW research is needed to confirm or dismiss this.

A. Cost Breakdown

Item	Unit Cost	Quantity	Units	Cost
9" PCC Pavement	\$76.78	11,544	SY	\$886,306
12" Modified Subbase	\$46.47	4,601	CY	\$213,783
Longitudinal Subdrain 4"	\$7.40	6,753	LF	\$49,972
Pavement Removal	\$11.25	11,544	SY	\$129,846
Class 13 Excavation, Waste	\$11.25	4,601	CY	\$111,975
Intake - Top Only	\$3500.00	19	EACH	\$66,500
Subdrain Outlet (DR-303)	\$289.52	38	EACH	\$11,002
Excavation Class 10	\$4.29	1506	CY	\$6,458
Topsoil, Strip, Salvage, Spread	\$6.91	490	CY	\$3,380
Shoulder Finishing Earth	\$249.00	68	STA	\$16,783
Temporary Traffic Signals	\$19,133.07	6	EACH	\$114,798
Traffic Control (3%)	-	1	LS	\$44,082
Mobilization (5%)	-	1	LS	\$75,124
Contingency (30%)	-	1	LS	\$476,582
Total Cost				\$2,206,609

East Portion (North 7th Street to Hale Street (STA 836+14.65 to 910+64.82))

The existing IA 9 roadway will be reconstructed using the current horizontal and vertical alignment. The typical cross section moving from west to east consists of a driving lane plus a parking lane width of 19, 23, and 26.5 feet with 3.5-foot curb and gutter. At South 2nd Street the typical cross section narrows to a lane width of 13.5 feet with 3.5-foot curb and gutter. All existing pavement will be replaced with 9-inch PCC pavement and 12-inch modified subbase. Longitudinal subdrains will also be installed. In addition, all the tops of the existing curb intakes will be replaced. ADA improvements will consist of removing and replacing any curb ramps and or landings that are directly adjacent to existing IA 9 cross walks. There are no proposed improvements to the existing lighting or signing along this route. It appears that right-of-way may be required for this part of the project. Additional ROW research is needed to confirm or dismiss this.

To improve the existing drainage an area intake is proposed on the NW corner of IA 9 and South 2nd Street. Surface water flowing North to South between Hale Street and South 2nd Street drains from the gutter on the NW corner of IA 9 and South 2nd Street to an existing intake on the NE corner of the same intersection. This non-ideal surface drainage results in icy pavement in the wintertime. Adding an intake on the NW corner that ties to the existing intake on the NE corner will help prevent the buildup of ice in this area during the colder months.

B. Cost Breakdown

Item	Unit Cost	Quantity	Units	Cost
9" PCC Pavement	\$76.78	16,221	SY	\$1,245,389
12" Modified Subbase	\$46.47	6,120	CY	\$284,357
Longitudinal Subdrain 4"	\$7.40	6,137	LF	\$45,414
Pavement Removal	\$11.25	16,221	SY	\$182,478
Class 13 Excavation, Waste	\$11.25	6,120	CY	\$148,940
Sidewalk 6 Inch	\$97.31	314	SY	\$30,555
Detectable Warnings	\$56.58	380	SF	\$21,500
Sidewalk Removal	\$12.56	314	SY	\$3,944
Storm Sewer – 18-inch	\$89.34	22	LF	\$1,965
SW-511 Intake	\$5,431	1	EACH	\$5,431
Intake - Top Only	\$3,500.00	11	EACH	\$38,500
Subdrain Outlet (DR-303)	\$289.52	22	EACH	\$11,002
Excavation Class 10	\$4.29	741	CY	\$3,178
Topsoil, Strip, Salvage, Spread	\$6.91	241	CY	\$1,665
Shoulder Finishing Earth	\$249.00	31	STA	\$7,575
Temporary Traffic Signals	\$19,133.07	2	EACH	\$38,266
Traffic Control (3%)	-	1	LS	\$60,252
Mobilization (5%)	-	1	LS	\$103,432
Contingency (30%)	-	1	LS	\$653,531
Total Cost				\$2,882,651

C. Traffic Control and Staging

West Portion (South Road Drive to North 7th Street)

Option 1: HMA Mill and Overlay

Construction will occur under live traffic utilizing Standard Road Plan TC-214.

Option 2: Pavement Reconstruction

Construction along this portion of the project will occur in 6 stages using a modified version of standard road plan TC-216. By lengthening the timing of the signals in standard road plan TC-216 a maximum work zone length of 1,320 feet can be achieved instead of the standard 520 feet. Since standard road plan TC-216 only allows for one direction of traffic to remain open at a time the project will be broken up into 3 sections with 2 stages for each section for a total of 6 stages (1A-3B). This allows for the construction of each stage to occur while maintaining the flow of traffic. (See Figures 1-3)

East Portion (North 7th Street to Hale Street)

Construction along this portion of the project will occur in 4 stages. The first two stages (4A and 4B) will cover the wider area between North 7th Street and South 2nd Street. Using standard road plan TC-423 in stages 4A and 4B one half of the roadway will be constructed at a time. This will leave the other half open which will be wide enough to accommodate both directions of traffic. The narrower section between South 2nd St and Hale Street will be constructed in the final two stages (5A and 5B) with one half being constructed at a time and allowing for only one direction of traffic using standard road plan TC-216 (See figures 3-6). ADA improvements will occur during stages 4A and 4B and will use standard road plan TC-602 for all pedestrian traffic.

D. Recommendations

It is recommended that the present roadway for the east portion be replaced as described above and the west portion be included as part of a future 3R project.

E. Construction Sequence

It is anticipated that all the work on this project will be awarded to one prime contractor in FY 2028.

F. ADA Accommodations

The existing sidewalk at the crossings of IA 9 or directly adjacent to IA 9 within the project limits will be removed and replaced with ADA compliant ramps and landings during staging 4A and 4B. Note: Only the ramps and landings will be replaced and not the existing sidewalk between sideroads.

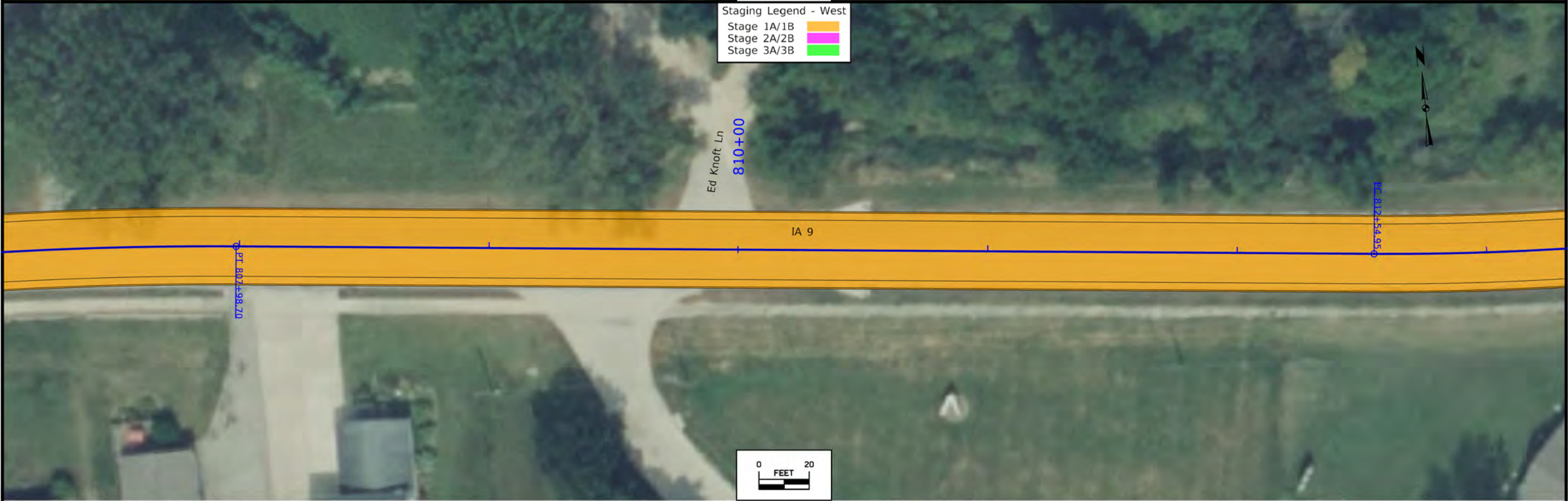
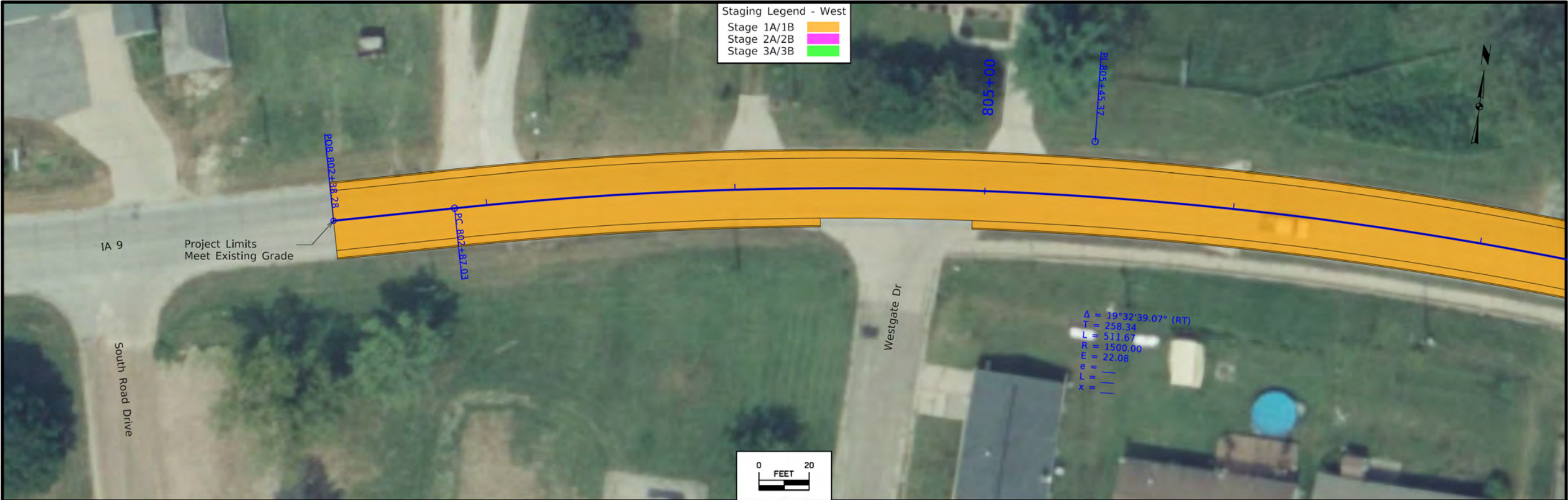
G. Special Considerations

A survey of existing intakes along the route is recommended in order to determine the size and condition of each.

H. Program Status

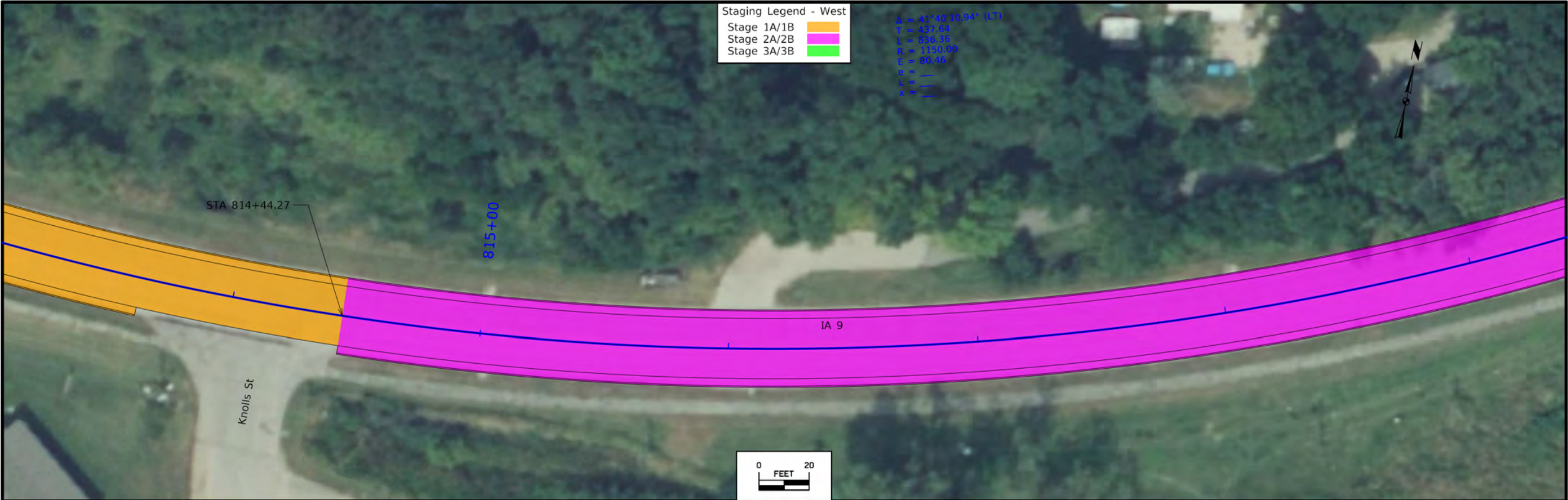
3R Reconstruction programming is anticipated in FY 2028 with approximately \$1,955,000 in funding.

- I. Schedule
D00 Concept: 12/22/2023
D02 Field Exam: 5/02/2025
D05 ROW: 10/03/2025
P09 Public Meeting: 03/04/2026
P08 Agreements: 6/18/2027
DM5 Methods: 06/29/2027
D08 Plan Turn In: 08/03/2027
L02 Letting: 10/19/2027



FILE NO.	ENGLISH	DESIGN TEAM Stanley Consultants	Allamakee COUNTY	PROJECT NUMBER STP-009-9(095)--2C-03	SHEET NUMBER Fig.1
3:32:37 PM	11/29/2023	10072	pw:\ISCI-PW\INTEG-2.stanleygroup.com\Data\source-1\Documents\Iowa_Department_of_Transportation\31557.01 - 613AA Base SA - D00 Concept on IA 9 in Lansing\11-CADD\Concept\SHT_D02_Lansing_Concept.dgn		

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/FINCH/JACKSON	ALLAMAKEE COUNTY	PROJECT NUMBER STP-009-9(095)--2C-03	SHEET NUMBER A.6
4:05:34 PM	11/12/2025	kjackso	pw:\NTP\wint1.dot.int.lan:PWMain\Documents\Projects\0300902024\Design\CADD_Files\Sheet_Files\SHT_03009095_A01.dgn		

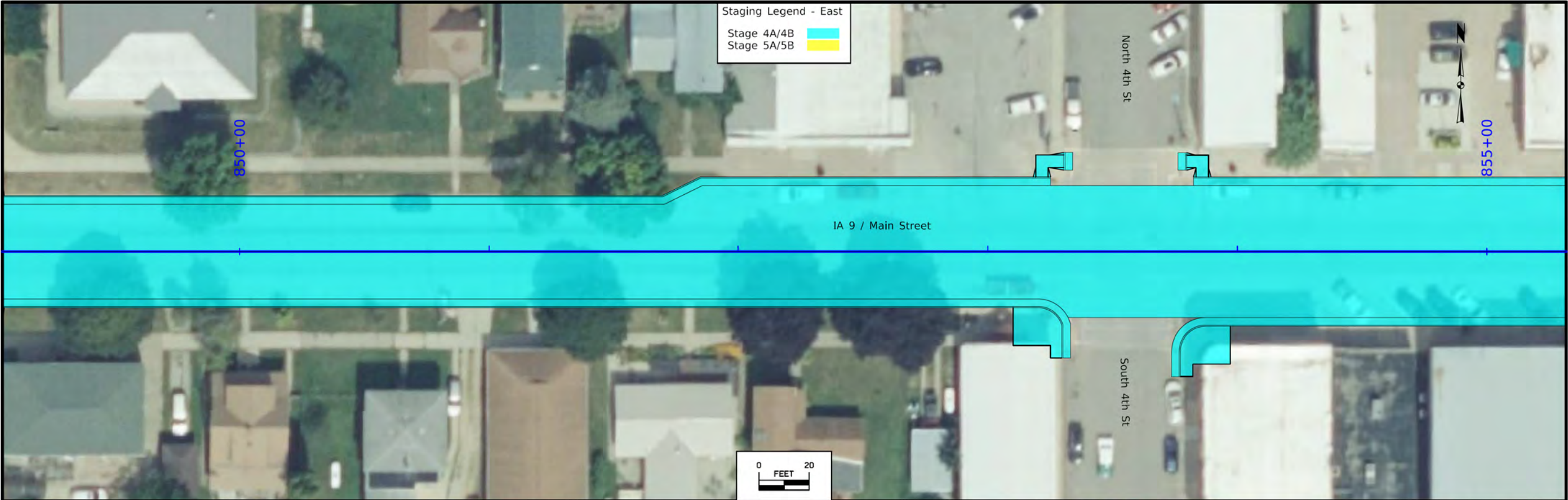


FILE NO.	ENGLISH	DESIGN TEAM Stanley Consultants	Allamakee COUNTY	PROJECT NUMBER STP-009-9(095)--2C-03	SHEET NUMBER Fig.2
3:32:48 PM	11/29/2023	10072	pw:\\ISCI-PW\\INTEG-2.stanleygroup.com\\Datasource-1\\Documents\\Iowa_Department_of_Transportation\\31557.01 - 613AA Base SA - D00 Concept on IA 9 in Lansing\\11-CADD\\Concept\\SHT_D02_Lansing_Concept.dgn		

© 2023 Microsoft Corporation © 2023 Maxar © 2023 NGS (2023) Distribution Airbus DS

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/FINCH/JACKSON	ALLAMAKEE COUNTY	PROJECT NUMBER STP-009-9(095)--2C-03	SHEET NUMBER A.7
4:05:36 PM	11/12/2025	kjackso	pw:\\NTP\\wint1.dot.int.lan:P\\WMain\\Documents\\Projects\\0300902024\\Design\\CADD_Files\\Sheet_Files\\SHT_03009095_A01.dgn		





FILE NO.	ENGLISH	DESIGN TEAM Stanley Consultants	Allamakee COUNTY	PROJECT NUMBER STP-009-9(095)--2C-03	SHEET NUMBER Fig.5
3:33:17 PM	11/29/2023	10072	pw:\\ISCI-PW\\INTEG-2.stanleygroup.com\\Datasource-1\\Documents\\Iowa_Department_of_Transportation\\31557.01 - 613AA Base SA - D00 Concept on IA 9 in Lansing\\11-CADD\\Concept\\SHT_D02_Lansing_Concept.dgn		

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/FINCH/JACKSON	ALLAMAKEE COUNTY	PROJECT NUMBER STP-009-9(095)--2C-03	SHEET NUMBER A.10
4:05:43 PM	11/12/2025	kjackso	pw:\\NTP\\wint1.dot.int.lan:PWMain\\Documents\\Projects\\0300902024\\Design\\CADD_Files\\Sheet_Files\\SHT_03009095_A01.dgn		



FILE NO.	ENGLISH	DESIGN TEAM Stanley Consultants	ALLAMAKEE COUNTY	PROJECT NUMBER STP-009-9(095)--2C-03	SHEET NUMBER Fig.6
3:33:26 PM	11/29/2023	10072	pw:\\SCI-PW\\INTEG-2.stanleygroup.com\\Datasource-1\\Documents\\Iowa_Department_of_Transportation\\31557.01 - 613AA Base SA - D00 Concept on IA 9 in Lansing\\11-CADD\\Concept\\SHT_D02_Lansing_Concept.dgn		

FILE NO.	ENGLISH	DESIGN TEAM SCHROCK/BAHR/FINCH/JACKSON	ALLAMAKEE COUNTY	PROJECT NUMBER STP-009-9(095)--2C-03	SHEET NUMBER A.11
4:05:46 PM	11/12/2025	kjackso	pw:\\NTP\\wint1.dot.int.lan:PWMain\\Documents\\Projects\\0300902024\\Design\\CADD_Files\\Sheet_Files\\SHT_03009095_A01.dgn		

Roadway	IA 9		
PIN Number	24-03-009-020	Submittal Date	03/10/25
Project Number	STP-009-9(095)--2C-03		Approval Date
District	District 2	Assistant District Engineer	Mary Kelly
County	ALLAMAKEE	or	
Route	IA 9	Office Director	
Location	In Lansing, North 7th Street to near Hale Street		
Work Type	PCC Pavement - Grade and Replace		
Segment Manager	Mary Kelly		
Designer	Jonathan Bahr / Hunter Finch		
Design Manual Section 1C-1 Last Updated: 04-29-19			
Urban Two-Lane Roadways (Urban Arterials)			
Design Element		Preferred	Acceptable Criteria
Design speed (mph)		The anticipated posted speed limit	30
Maximum superelevation rate (Refer to Section 2A-2)		4%	6%
Design lane width (ft)		12	11
Full depth paved width (ft)		Design lane width + curb and gutter unit or 14 feet for roadways with shoulders	Match design lane width
Right turn lane (ft)		12	10
Left turn lane (ft)	With raised or painted median	12 ft + median	10 ft + median
	With depressed median	12	10
Two-way left turn lane		14	11
Parking lane width (ft)		10	7
Pavement cross-slope (on tangent sections)	Through lanes	2%	1.5% minimum, 2% maximum
	Auxiliary and turn lanes	3%	3% maximum
	Crown break at centerline	4%	4% maximum
Shoulder cross-slope (on tangent sections)	Shoulders	4%	Shoulder cross-slope cannot be less than the adjacent lane, 6% max for paved or granular shoulders, 8% max for earth shoulders
	Curb and gutter units	Match pavement cross-slope	6% maximum
	Parking lanes	1% greater than pavement cross-slope	6% maximum
Curb type (See Section 3C-2)	Design speed ≤ 45 mph	6-inch standard	any shape
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	3:1
	Beyond standard ditch depth and design clear zone	3.5:1	3:1
	Curbed roadways	2%	not steeper than 3:1
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1
Traverse Slopes	w/ drainage structures	8:1	6:1
	w/o drainage structures	10:1	6:1
Ditches (See Section 3G-1)		Outside ditch (depth x width) (ft)	5 x 10
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths (curbed or uncurbed) or design lane width + 3 ft each side (curbed) which ever is greater	design lane widths + effective shoulder widths or curb-to-curb width in curb and gutter section**
	Bridge length > 200 ft	design lane widths + effective shoulder widths (curbed or uncurbed) or design lane width + 3 ft each side (curbed) which ever is greater	design lane widths + 4 ft offset each side for roadways with shoulders or curb-to-curb width in curb and gutter section**
Bridge width—existing*		design lane widths + no less than 2 ft left and right	design lane widths + 2 ft left and right
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16
	Over non-primary	16.5 at interchange locations, 15 at all other locations	14
	Over railroad	23.3	23.3
	Sign trusses and pedestrian bridges	17.5	17
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures
Level of Service		C	D
*FHWA notification via email is required if acceptable criteria is not met on the NHS system (No formal design exception is required)			
** If travel lanes are less than 12 ft wide contact the Methods Section for assistance.			
Notes:			
Note 1: Existing posted speed limits within the City of Lansing project limits are 20 MPH and 25 MPH.			
Note 2: 44' = 12' lanes x 2 + 3' gutter x 2 + 7' parallel parking x 2. 53' = 12' lanes x 2 + 3' gutter x 2 + 7' parallel parking x 1 + 16' diagonal parking. 30' = 12' lanes x 2 + 3' gutter x 2 + 6' parallel parking x 1. See Note 3.			
Note 3: Parallel parking dimensions = 15' length + 10' width (width includes 3' of gutter). Diagonal parking dimensions = 19' length (length includes 3' of gutter + 10' width).			
Note 4: Existing curb varies in height. Some existing curb height appear to be higher than 12 inches.			

Roadway Design Speed (mph) =			25-30 MPH (posted 20 and 25 MPH)											
Design Manual Section 1C-1 Last Updated: 04-29-19			Design Criteria for Low Speed Roadways											
Design Element			Preferred Criteria					Acceptable Criteria					Project Values	
			Design Speed, mph					Design Speed, mph						
			25	30	35	40	45	25	30	35	40	45		
Stopping sight distance (ft) (Refer to Section 6D-1)			155	200	250	305	360	155	200	250	305	360		
Minimum horizontal curve radius (ft) and superelevation rate (Refer to Sections 2A-2 and 2A-3)	Method 2 superelevation and side friction distribution	e = 4% max	See Table 10 in Section 2A-3					--					n/a	
		Method 5 superelevation and side friction distribution	e _{max} = 6%	144	231	340	485	643	144	231	340	485	643	n/a
		e _{max} = 8%	—	--	—	—	—	134	214	314	444	587	n/a	
Minimum vertical curve length (ft) (Refer to Section 2B-1)			75	90	105	120	135	75	90	105	120	135		
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		12	19	29	44	61	12	19	29	44	61		
	sag vertical curves	roadways without fixed-source lighting	26	37	49	64	79	26	37	49	64	79	n/a	
		roadways with fixed-source lighting	26	37	49	64	79	14	20	27	35	44		
Minimum gradient (%) (Refer to Section 2B-1)			0.5					0.3% with a curb, 0.0% without a curb						
Maximum gradient (%) (Refer to Section 2B-1)	Urban roadways		5					—	9	8	8	7		
	Rural roadways							—	—	—	6	6		
Clear zone			See "Preferred Clear Zone" table in Section 8A-2					See "Acceptable Clear Zone" table in Section 8A-2						

D2 Questions for District 2:
Date: 11/13/2025
Time: 10:00am to 12:00pm
Description: D2 Field Exam
Location: Lansing City Hall (201 John Street, Lansing, IA) and via Microsoft Teams Teleconference

Attendees:
To Be Determined

County : Allamakee
Project Code : 24-03-009-020
Phase Number : STP-009-9(095)--2C-03
Location : In Lansing, North 7th Street to near Hale Street
Work Code : 1014-PCC Pavement - Grade and Replace
Project Directory : 0300902024

1. PROJECT GAP

- a. Road Design is currently anticipating gapping the Project (Sidewalk AND Roadway) from STA 861+25 to STA 907+85 because of structural concerns at 200 Main Street (Building at the NW corner of 2nd Street and Main Street, “Milty’s”). Does the City, District, or Location and Environment Bureau have any updates regarding the property?

2. SIDEROAD TREATMENT

- a. 15' back of curb radii (min. per Iowa SUDAS) were utilized for most intersection quadrants. Some quadrants allowed for larger radii while a couple other quadrants required smaller radii.
- b. 7th Street:
 - i. South Leg: South 7th Street is effectively a 12' wide alley only meant for one passenger vehicle at a time. No changes appear to be needed to the design of the return, but the alley should be discussed between the District and the City. If the City wants to reconfigure S. 7th Street to a two lane roadway all the way down to south to Center Street then the City can do that work under a separate project and reconfigure the apron at IA 9 accordingly (a lot of work with respect to utilities and trees along S. 7th Street would need to be done).
- c. 6th Street:
 - i. NW Corner: SB to WB climbs the curb, however the City requested curb bump-outs to protect students crossing IA 9 at this location. The 15' minimum curb radius was utilized. Using a larger radius reduces pedestrian safety as increasing the radius effectively increases the length of the crosswalk. Discuss the design with the City.
 - ii. SW Corner: SB to WB climbs the curb, however the City requested curb bump-outs to protect students crossing IA 9 at this location. The 15' minimum curb radius was utilized. Using a larger radius reduces pedestrian safety as increasing

the radius effectively increases the length of the crosswalk. Discuss the design with the City.

- d. 4th Street:
 - i. SW Corner: EB to SB movement is OK, but the curb radius had to be enlarged to 27' to avoid climbing the curb. There were no issues with enlarging the radius and the proposed conditions are improved over the existing conditions. The jog in the curb along the SB side of 4th Street mimics the existing conditions. Discuss the layout with the City.
 - ii. SE Corner: NB to EB movement is OK. The 15' minimum curb radius was utilized. The proposed conditions are similar to existing conditions, but whether a jog in the curb on the NB side of 4th Street is needed should be discussed with the City.

3. ENTRANCE TREATMENT

- a. There are entrances within the Project Limits that have a width that is less than the 15' minimum. The Design Manual 3K-2 Access Design, Table 1, Type C of Curbed Entrances says that a minimum 15' width is okay if the posted speed is less than 35 MPH (entire project has posted speeds 25 MPH or less). The current design shows a 15' width for entrances that have an existing width less than 15'.
- b. The residential 'entrance' at 840+24 RT (671 Main Street) is shown as 'Closed'. The property is vacant. A new curb cut for the vacant lot will not be provided with this Project. A new entrance permit and location will be established for the lot if and when the property is developed. This was also discussed during the 6/3/2025 Kick-off Meeting with the City.
- c. Kwik Star Gas Station (STA 857+32 RT, 301 Main Street, SW corner of 3rd and Main) has effectively a large entrance through the entire lot adjacent to IA 9 and 3rd Street. The property should have a single entrance for Access Control purposes. That entrance should be to the west of the canopy (off of IA 9). This will have to be discussed with the City and probably Kwik Star as well.
- d. 2nd Hand Heaven Thrift Store / Head and Sole Salon (STA 859+17 RT, 287 Main Street, SE corner of 3rd and Main). The property has two entrances (one off of IA 9 and one off of 3rd Street). The property should have a single entrance for Access Control purposes. That entrance should be in front of the main entrance (off of IA 9). This will have to be discussed with the City and the Property Owner as well.
- e. Skinny Dip Restaurant (STA 908+67, 115 N 2nd Street, across from William Street). The property has effectively a large entrance through the entire lot adjacent to IA 9/2nd Street. The property should have a single entrance for Access Control purposes. That entrance should be at the south side of the property facing 2nd Street. A full-curb should be put through the rest of the property facing 2nd Street.
- f. The residential 'entrance' at 1097+46 RT (160 Great River Road, next to the Gazebo) is shown as 'Closed'. The property has a separate entrance on the opposite side of the house (off of Black Hawk Alley) that appears to be actively used according to Google Earth Street View. The depth of the enclosed 'garage' section is 11.6 feet (width is 11.5'), the 'ramp' up to the garage is 7.8' wide. Discuss the closure of the entrance with the City.

4. TREATMENT OF EXISTING UTILITY POLES

- a. There are some Utility Poles within the Project Limits that may be affected by the project. Some of the Utility Poles along the southbound side of 2nd Street fall within the flow line of the roadway. A couple other intersections require atypical curb configurations to avoid placing poles in the Roadway (see locations at SW corner of 5th Street and NW corner of 3rd Street). Is it possible that the Utility Poles can be relocated or perhaps have their associated utilities buried?

5. SPECIAL EVENTS

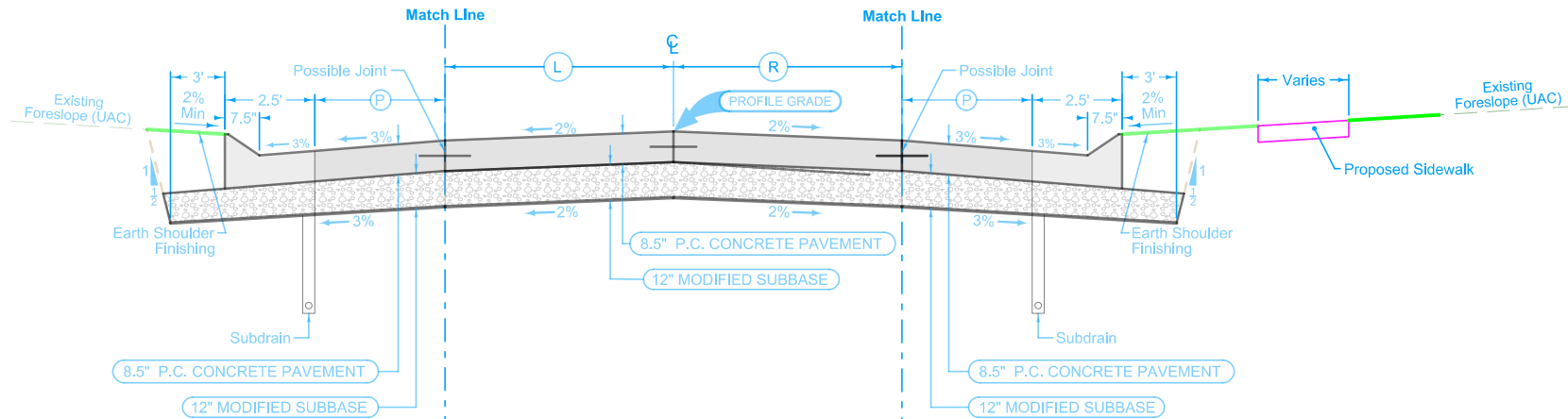
- a. Are there any Special Events that need to be identified? If so, what are their schedules?

6. LETTING DATE

- a. The Letting Date is currently scheduled for 2/15/2028 (Contracts Turn-In 12/7/2027). Road Design Team does not currently have any issues with this schedule. Does the District have any issues with the Letting Date?

7. PARKING

- a. Existing Parking Stall Count: 173 + 6 ADA = 179 TOTAL EXISTING STALLS)
 - i. Westbound / Southbound (74 + 2 ADA = 76 TOTAL WB STALLS)
 - 1. BOP to 7th Street: 3
 - 2. 7th Street to 6th Street: 16 + 2 ADA = 18
 - 3. 6th Street to 5th Street: 14
 - 4. 5th Street to 4th Street: 15
 - 5. 4th Street to 3rd Street: 12
 - 6. 3rd Street to 2nd Street: 14
 - 7. 2nd Street to End of Project: 0
 - ii. Eastbound / Northbound (99 + 4 ADA = 103 TOTAL EB STALLS)
 - 1. BOP to 7th Street: 3
 - 2. 7th Street to 6th Street: 19
 - 3. 6th Street to 5th Street: 14 + 1 ADA = 15
 - 4. 5th Street to 4th Street: 13 + 1 ADA = 14
 - 5. 4th Street to 3rd Street (Diagonal): 22 + 1 ADA = 23
 - 6. 3rd Street to 2nd Street (Diagonal): 17 + 1 ADA = 18
 - 7. 2nd Street to End of Project: 11
- b. Proposed Parking Stall Count: 134 + 6 ADA = 140 TOTAL PROPOSED STALLS (following current intersection separation requirements; 55' is required on the approach side of the intersection and 22' on the trailing side of the intersection. Existing ADA Parking Stalls along IA 9 will be retained.):
 - i. Westbound / Southbound (60 + 2 ADA = 62 TOTAL WB STALLS)
 - 1. BOP to 7th Street: 3
 - 2. 7th Street to 6th Street: 16 + 2 ADA = 18
 - 3. 6th Street to 5th Street: 11
 - 4. 5th Street to 4th Street: 12
 - 5. 4th Street to 3rd Street: 8
 - 6. 3rd Street to 2nd Street: 10
 - 7. 2nd Street to End of Project: 0
 - ii. Eastbound / Northbound (74 + 4 ADA = 78 TOTAL EB STALLS)
 - 1. BOP to 7th Street: 1
 - 2. 7th Street to 6th Street: 17
 - 3. 6th Street to 5th Street: 10 + 1 ADA = 11
 - 4. 5th Street to 4th Street: 8 + 1 ADA = 9
 - 5. 4th Street to 3rd Street (Diagonal): 24 + 1 ADA = 25
 - 6. 3rd Street to 2nd Street (Diagonal): 14 + 1 ADA = 15
 - 7. 2nd Street to End of Project: 0 (The roadway is shown to be narrowed along the NB side of 2nd Street to discourage parallel parking. Vehicles currently climb the full height curb and park on the sidewalk because the Roadway is currently not wide enough to allow for parallel parking on the roadway.)
 - iii. Parallel Stall Dimensions (24' long x 10.5' wide from Back of Curb)
 - iv. Diagonal Stall Dimensions (19' Long from Back of Curb x 9' wide, 60°)

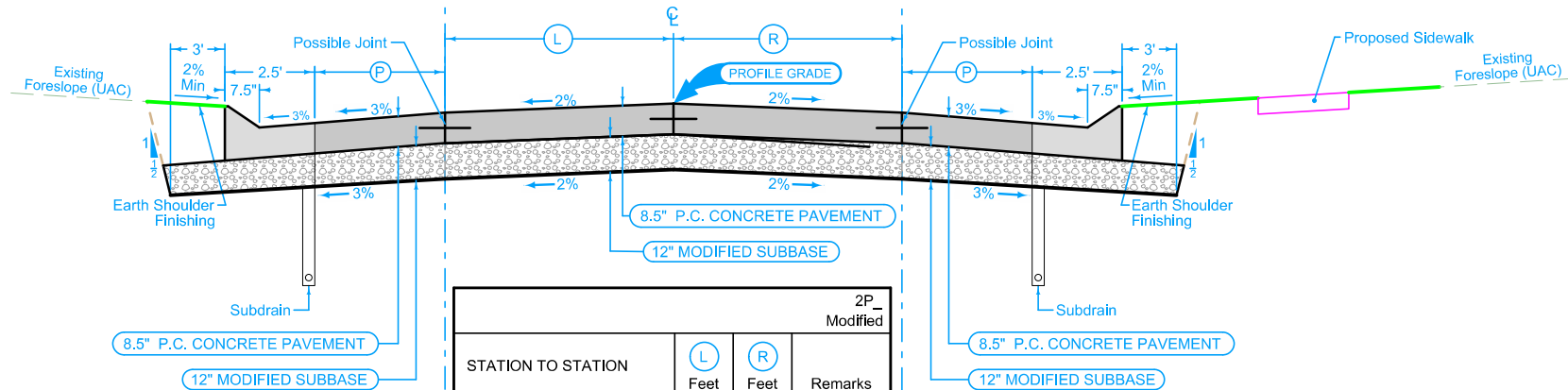


Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		Feet	Curb Type See PV-102
835+76.42	836+90.00	NA	UAC
1097+56.00	1098+49.00	NA	UAC

Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		Feet	Curb Type See PV-102
836+90.00	837+09.94	Varies	6" Stnd
837+09.94	837+67.00	8	6" Stnd



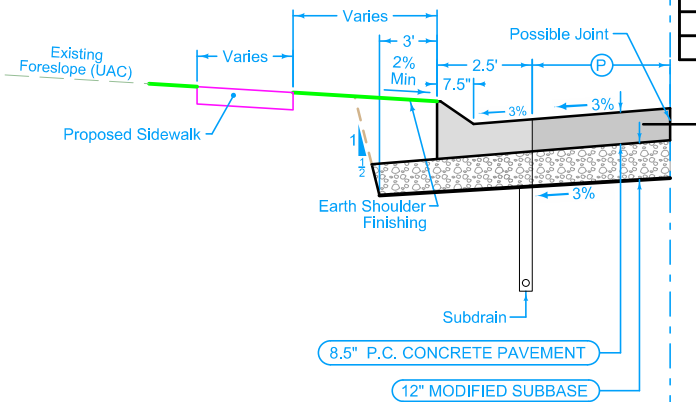
Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		Feet	Curb Type See PV-102
836+90.00	843+47.06	8	6" Stnd
843+47.06	844+00.00	Varies	6" Stnd
843+47.06	844+17.50	0	6" Stnd
844+17.50	852+68.50	8	6" Stnd
910+19.68	1097+56.00	2	6" Stnd

2P_ Modified				
STATION TO STATION		L Feet	R Feet	Remarks
XX+XX	XX+XX	12	12	

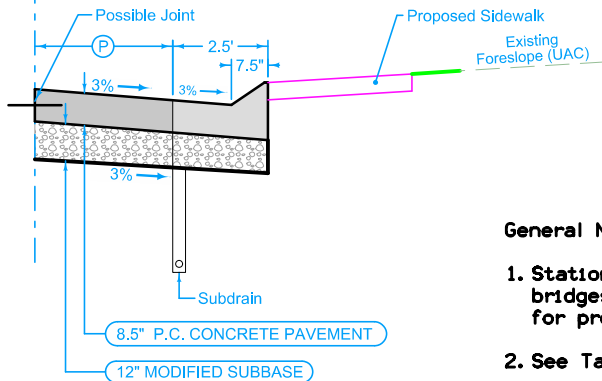
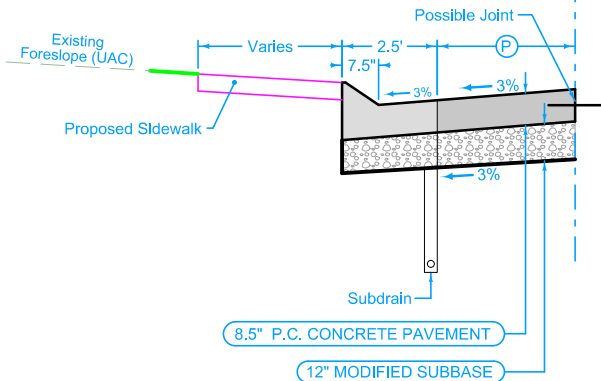
Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		Feet	Curb Type See PV-102
837+67.00	839+29.30	8	6" Stnd
844+41.00	847+10.33	8	6" Stnd
850+21.97	851+82.69	X	6" Stnd
851+82.69	851+86.44	Varies	6" Stnd



Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		Feet	Curb Type See PV-102
851+86.44	853+31.50	14.5	6" Stnd
907+57.50	908+49.50	4.5	6" Stnd
908+49.50	908+85.50	Varies	6" Stnd
908+85.50	1097+56.00	2.5	6" Stnd



Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		Feet	Curb Type See PV-102
856+96.50	859+39.54	14.5	6" Stnd
906+32.83	906+77.52	2	6" Stnd

General Notes:

1. Stationing on typical sections does not include gapping for bridges, sideroads, or entrances. Refer to tabulations and details for precise stationing and quantities.
2. See Tab 100-25 for Pavement quantities.

IA 9 PCC Pavement - Grade and Replace

Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		(P) Feet	Curb Type See PV-102
853+71.23	861+29.82	14.5	6" Stnd

Paved Shoulder with Wall

2_Curb_ Modified			
STATION TO STATION		(P) Feet	Curb Type See PV-102
861+29.82	862+01.94	14.5	UAC
906+26.19	907+57.50	4.5	UAC

Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		(P) Feet	Curb Type See PV-102
839+29.30	843+82.50	8	6" Stnd
843+82.50	844+17.00	0	6" Stnd
847+10.33	850+21.97	8	6" Stnd

Paved Shoulder with Curb

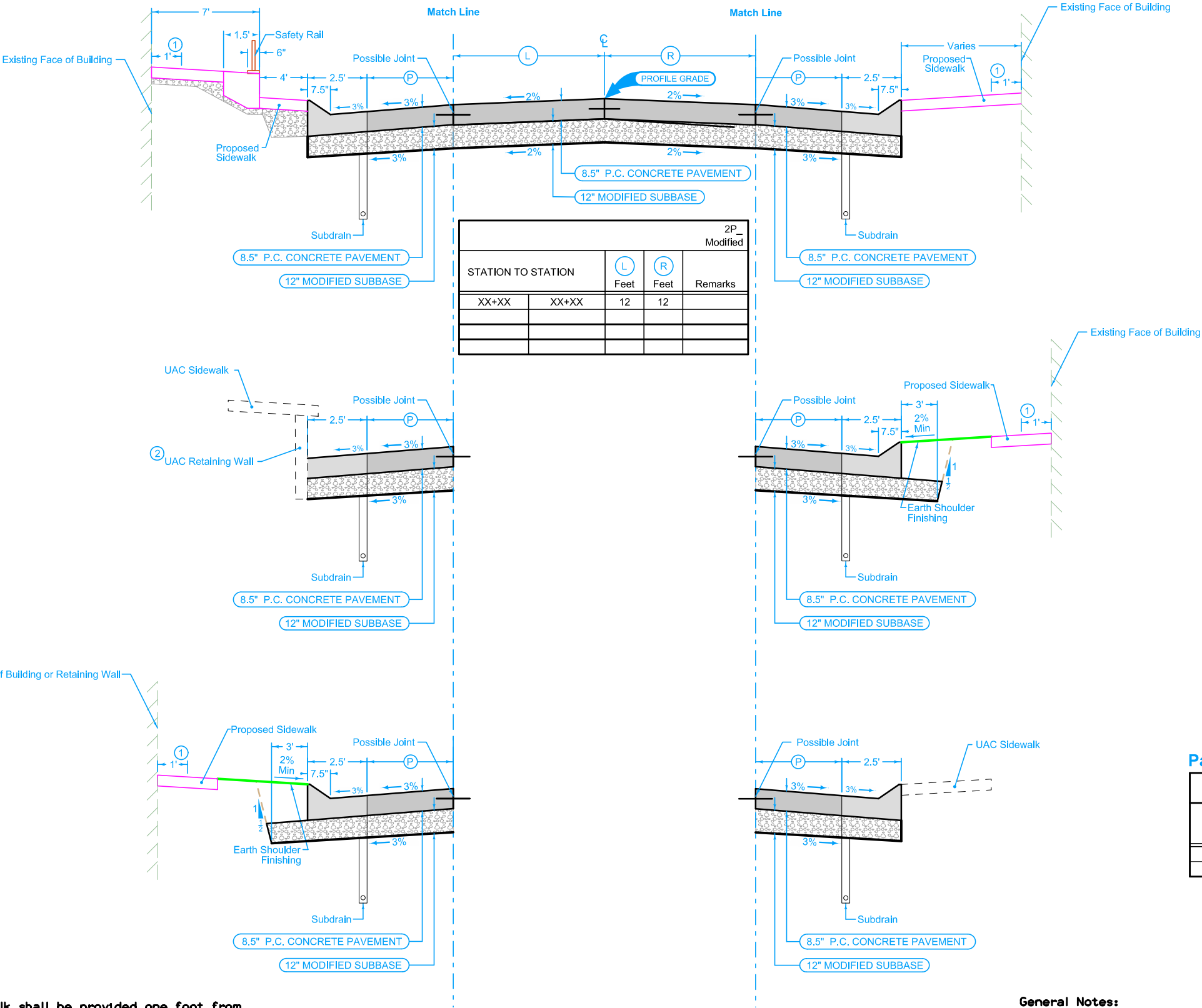
2_Curb_ Modified			
STATION TO STATION		(P) Feet	Curb Type See PV-102
852+68.50	853+40.18	8	6" Stnd
853+40.18	856+96.50	14.5	6" Stnd
859+39.54	862+84.95	14.5	6" Stnd
905+15.36	905+74.21	5	6" Stnd
906+77.52	908+47.00	2	6" Stnd

Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		(P) Feet	Curb Type See PV-102
908+47.00	910+19.68	2	6" Stnd

Paved Shoulder with Curb

2_Curb_ Modified			
STATION TO STATION		(P) Feet	Curb Type See PV-102
XX+XX	XX+XX	X	6" Stnd



- ① Mechanical removal (sawcut) in the sidewalk shall be provided one foot from the face of building or retaining wall. Mechanical removal of sidewalk shall not be done within one foot of the face of building or retaining wall. The remainder of sidewalk adjacent to the face of building or retaining shall be removed by hand. Existing weepholes shall not be blocked.
- ② Do not disturb existing retaining wall. Existing weepholes shall not be blocked.

- General Notes:
1. Stationing on typical sections does not include gapping for bridges, sideroads, or entrances. Refer to tabulations and details for precise stationing and quantities.
2. See Tab 100-25 for Pavement quantities.

IA 9 PCC Pavement - Grade and Replace

SURVEY SYMBOLS

	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		Cistern
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)
	County Road Highway Symbol		Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Satellite TV Dish
	Fruit Tree		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
	Sink Hole		Traffic Signal Control Box
	Board Fence		Rail Road Signal Control Box
	Chain Link or Security Fence		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)		

UTILITY LEGEND

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

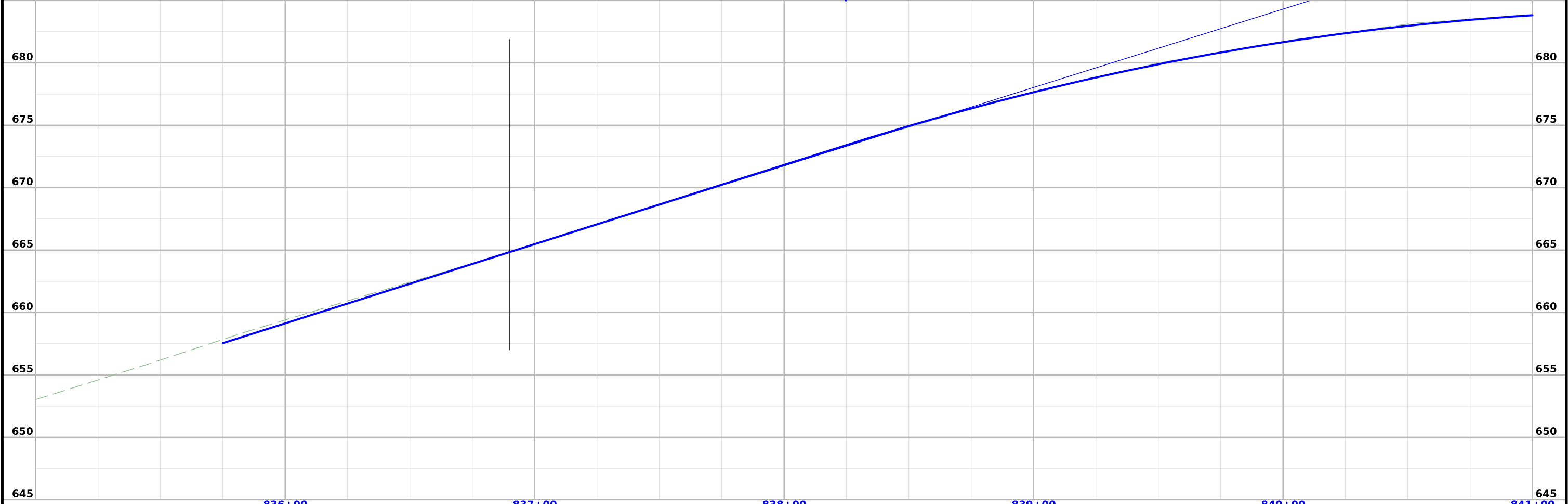
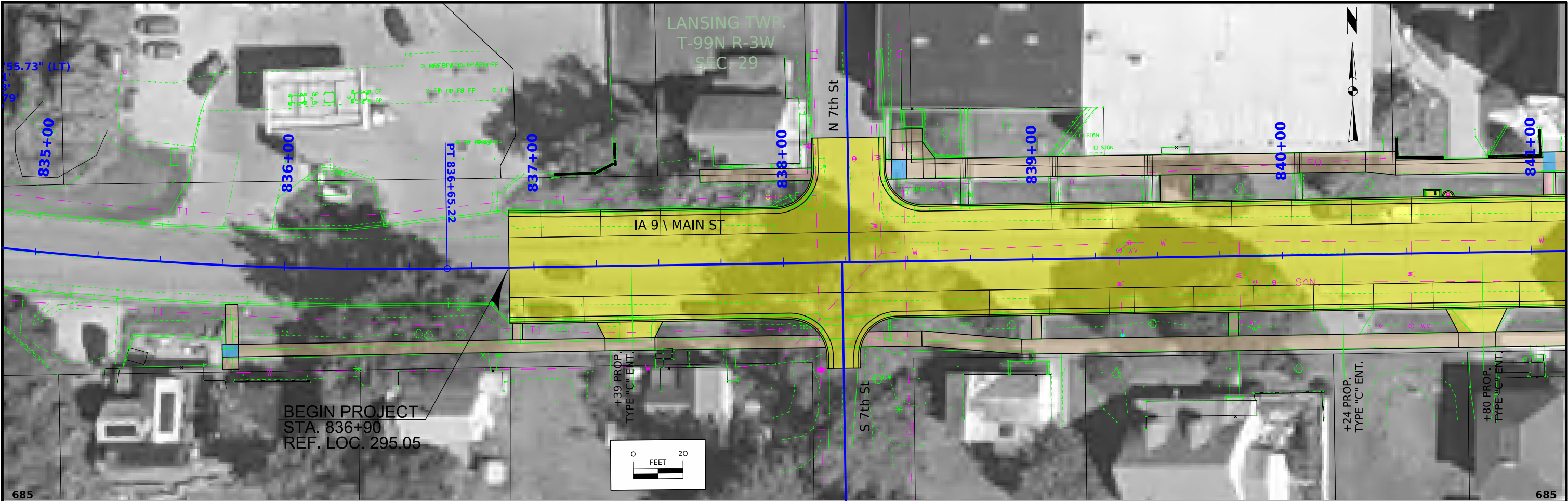
LINEWORK	Design Color No.	
Green	(10)	 Existing Ground Line Profile
Blue	(1)	 Proposed Profile and Annotation
Magenta	(5)	 Existing Utilities
Blue, Light	(230)	 Proposed Ditch Grades, Left
Black	(0)	 Proposed Ditch Grades, Median
Rust	(14)	 Proposed Ditch Grades, Right

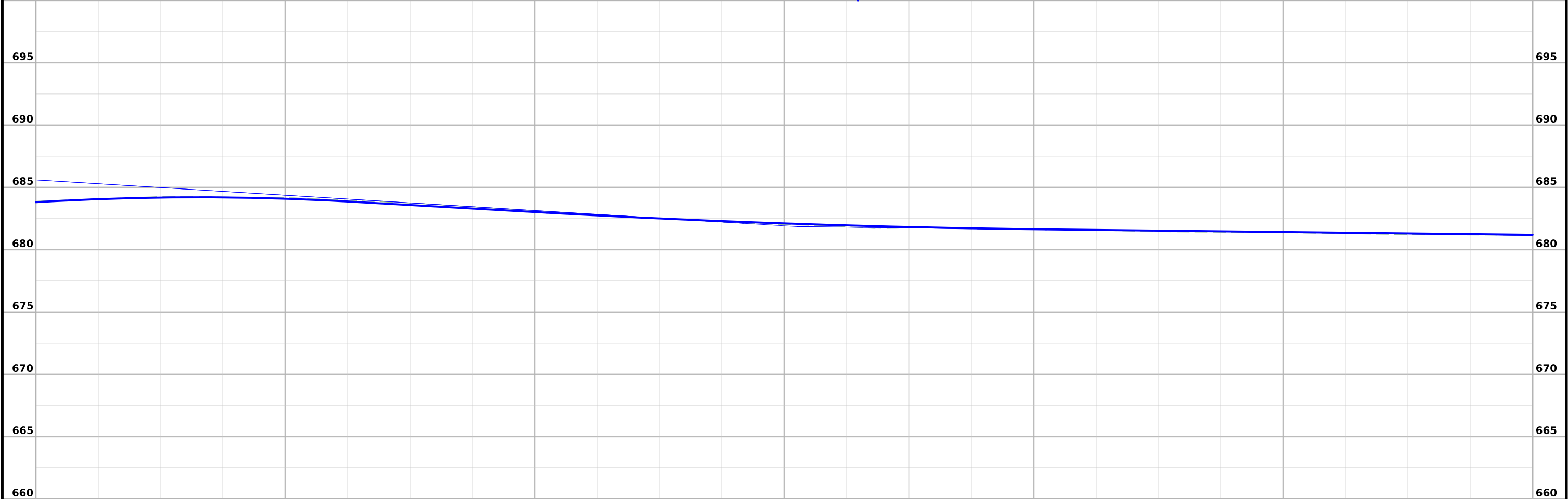
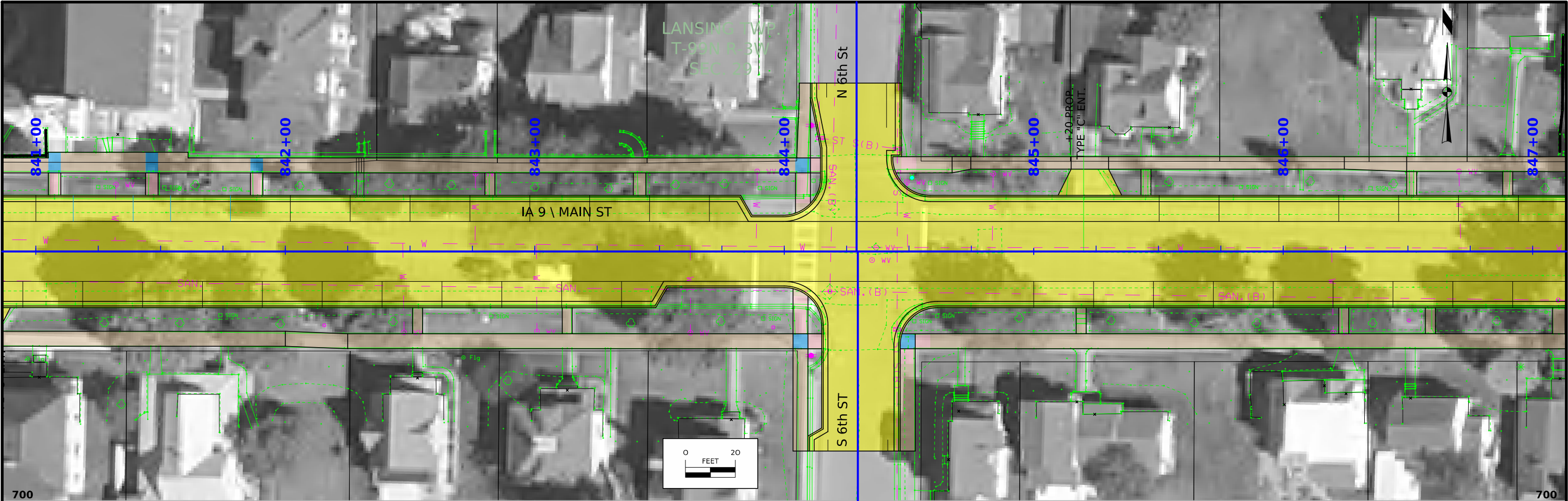
RIGHT-OF-WAY LEGEND

	Reference Point		Proposed Right-of-Way Symbol
	Station		Proposed Right-of-Way Line
	Section Corner		Existing Right of Way
	Ground Line Intercept		Existing and Proposed Right-of-Way
	Saw Cut		Easement and Existing Right-of-Way
	Guardrail		Easement (Temporary) Symbol
	Trench Drain		Easement (Temporary) Line
	HighTension Cable Guardrail		Easement
	Sheet Pile		Access Control
	Pavement Removal		Property Line Symbol
	Clearing & Grubbing Area		Property Line

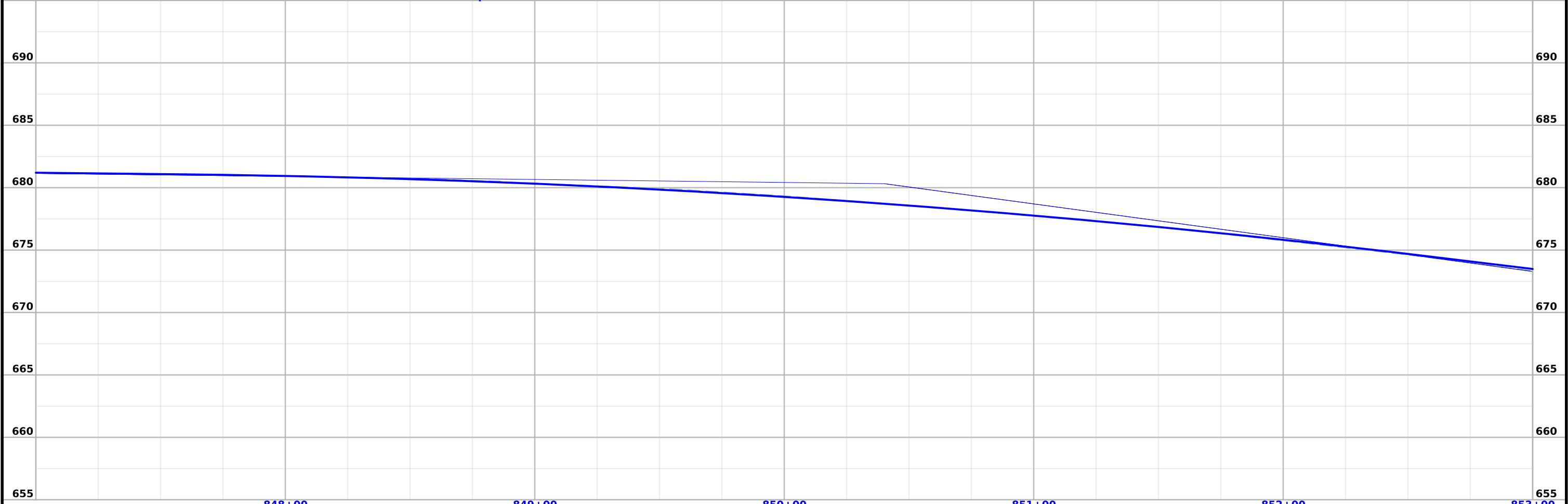
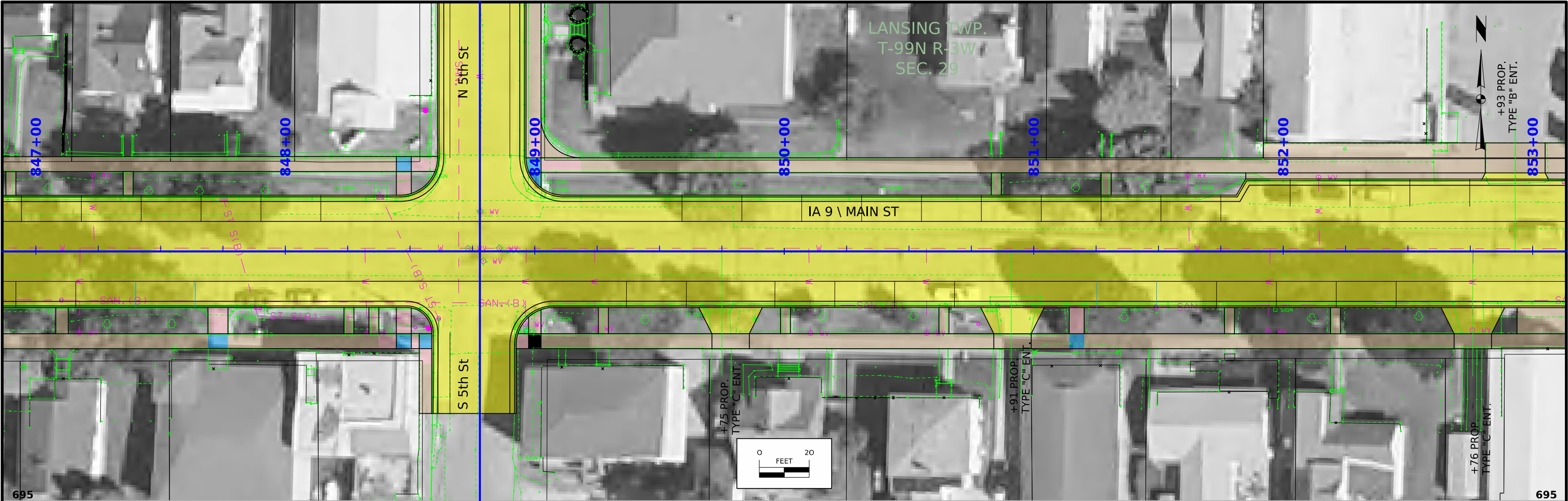
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

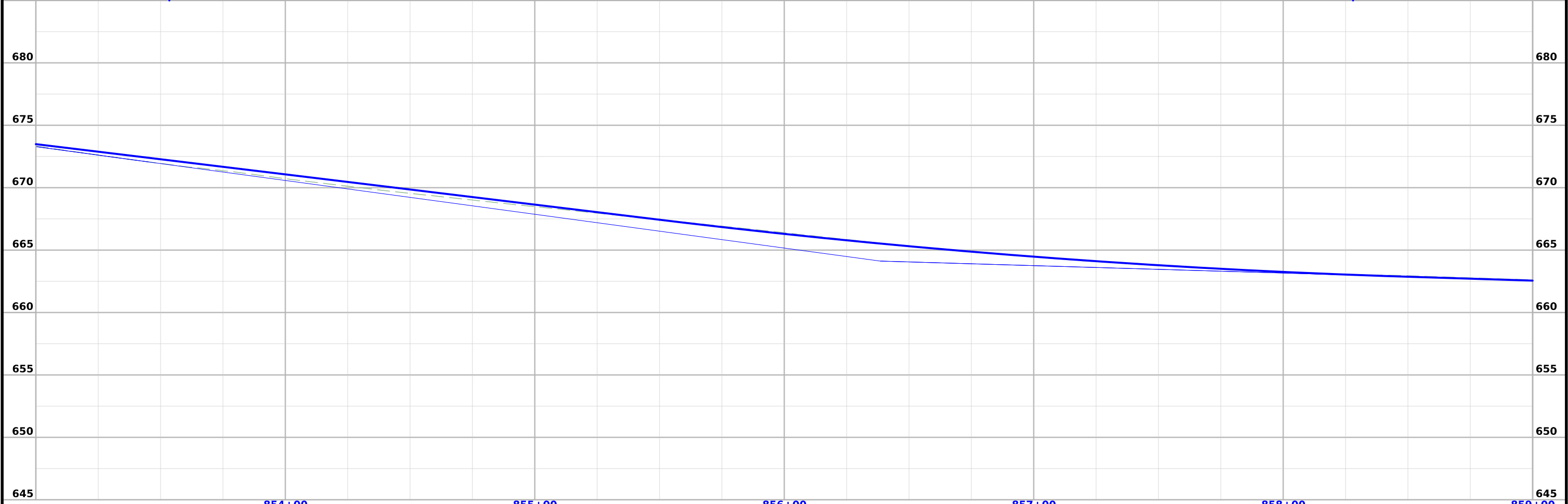
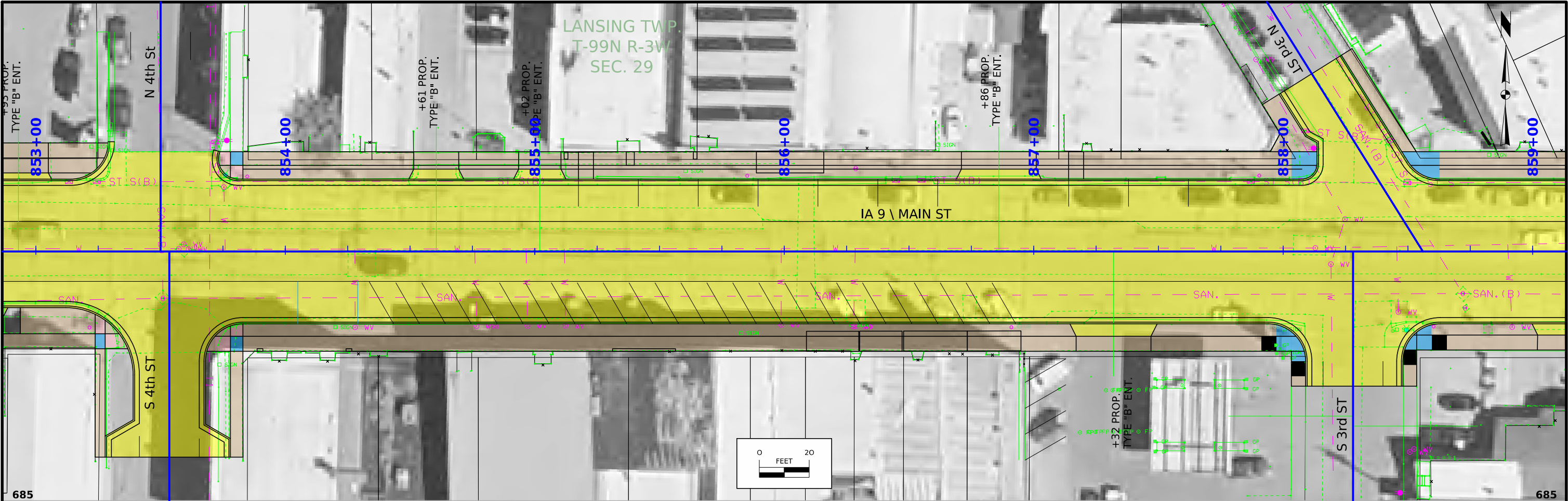
(COVERS SHEET SERIES D, E, F, & K)



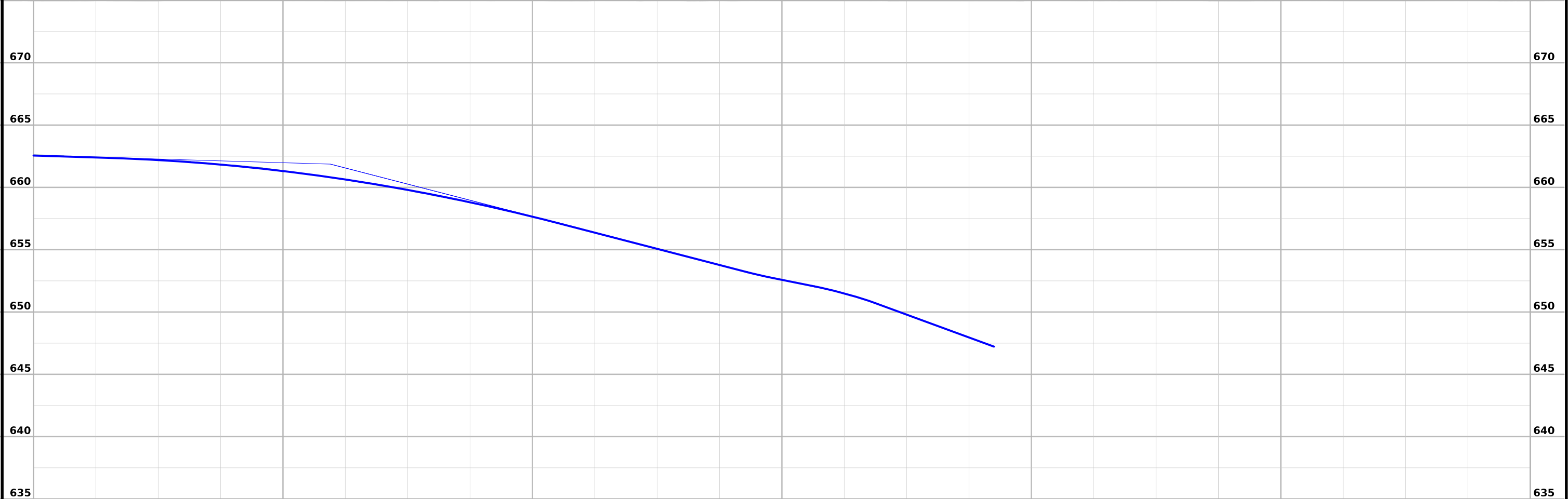
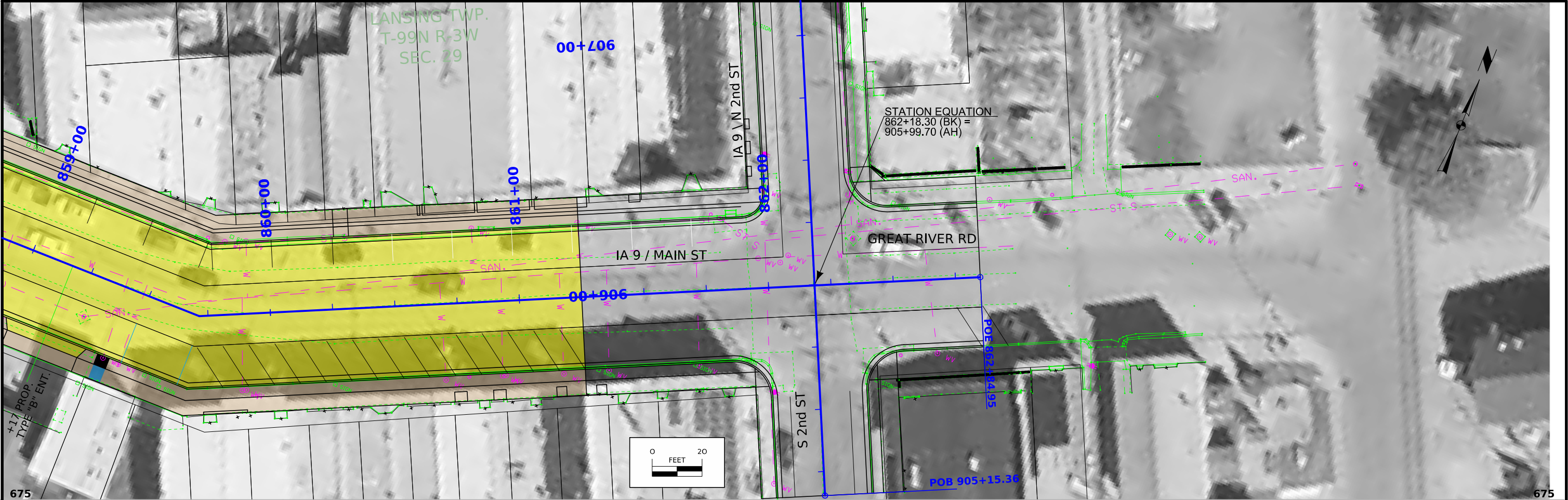


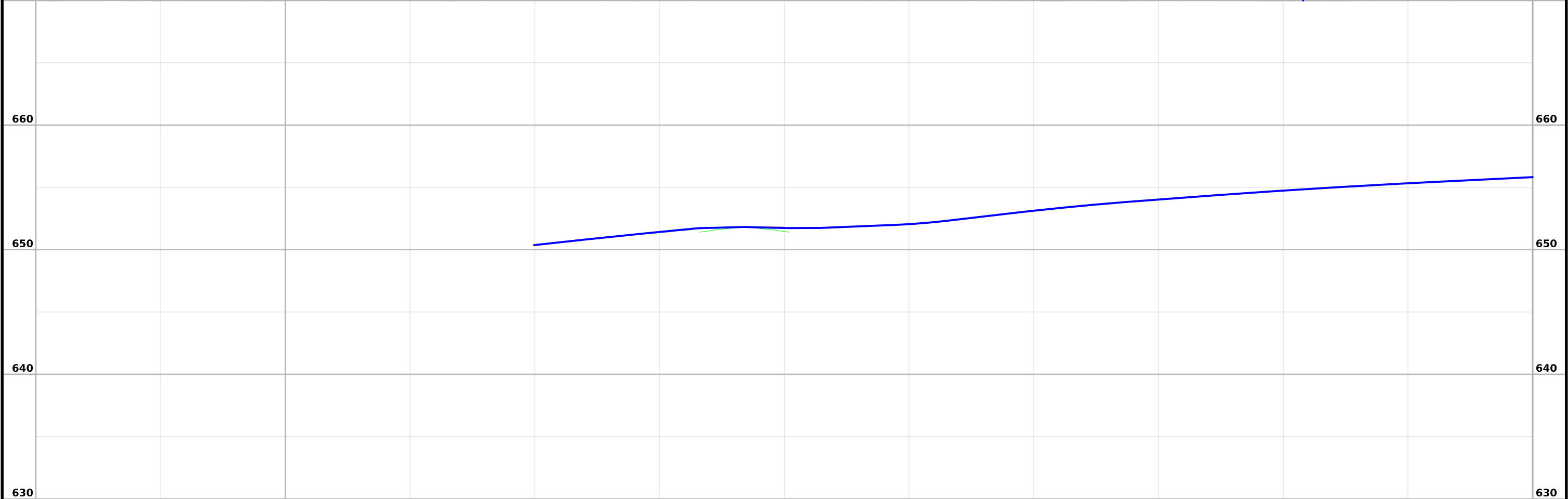
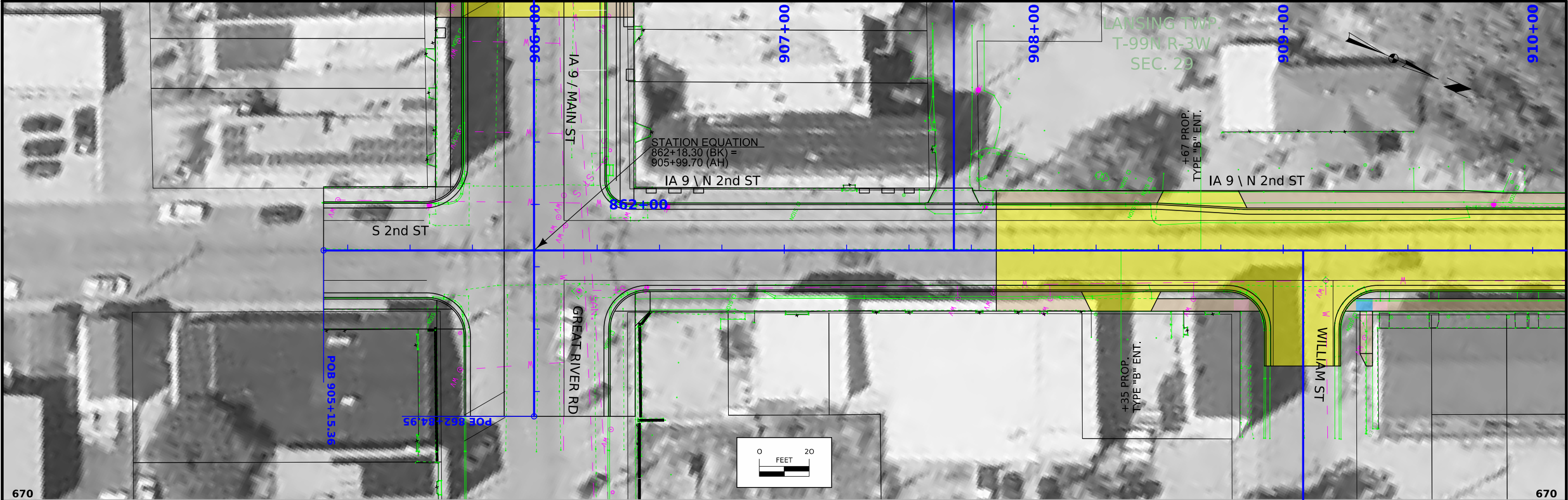
FILE NO.	ENGLISH	DESIGN TEAM	ALLAMAKEE COUNTY	PROJECT NUMBER	SHEET NUMBER
		SCHROCK/BAHR/FINCH/JACKSON		STP-009-9(095)--2C-03	D.3

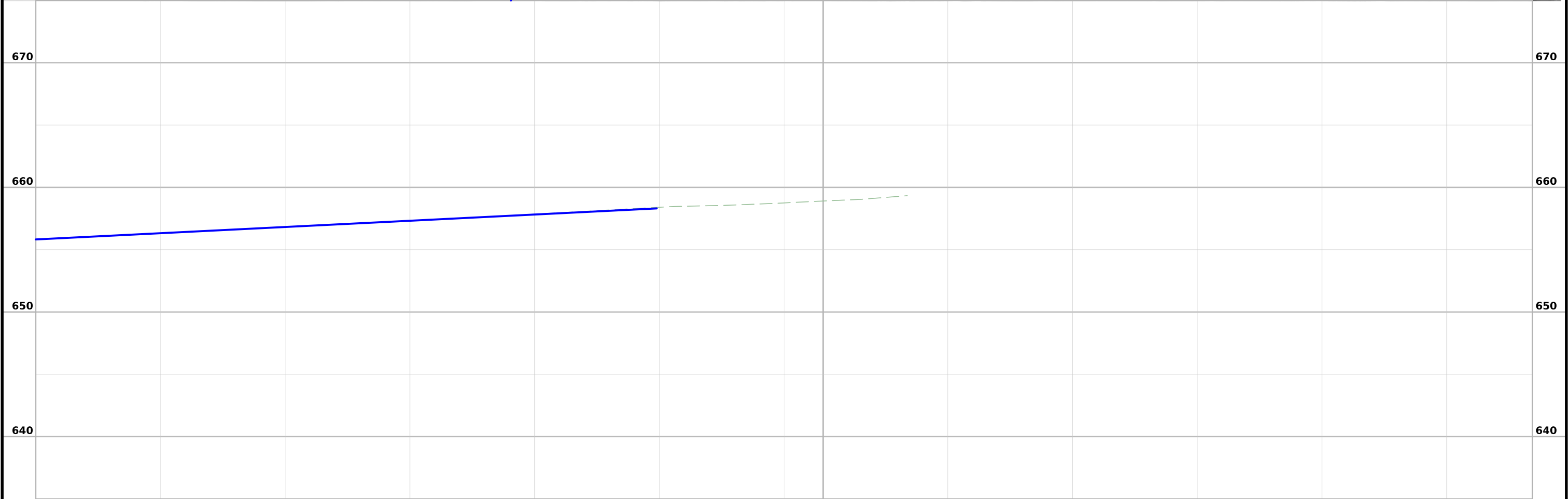




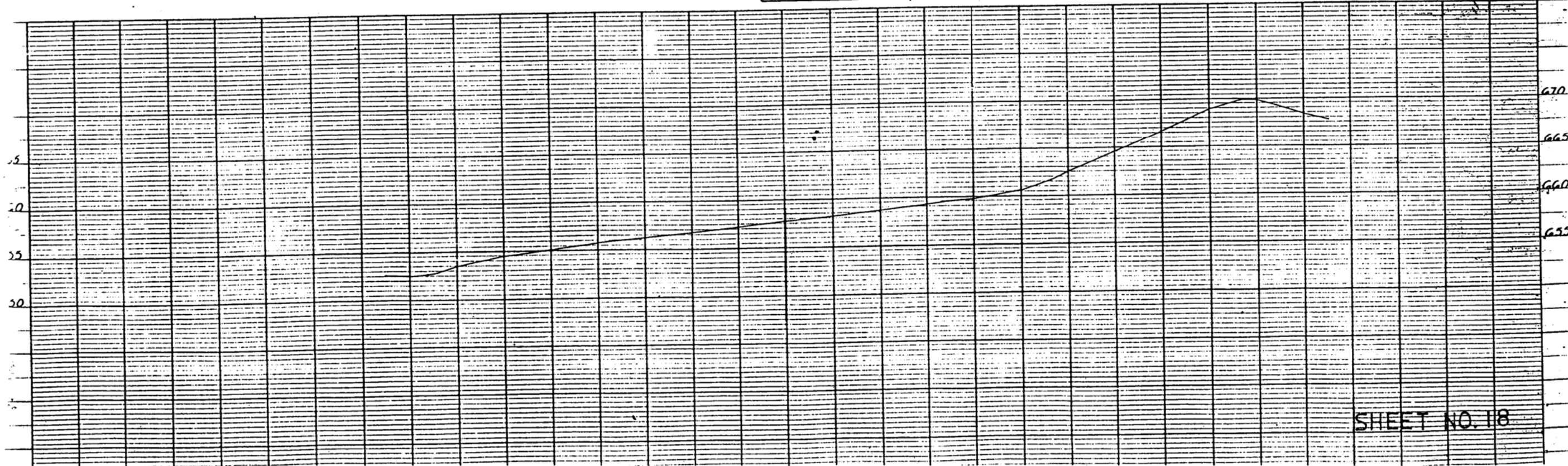
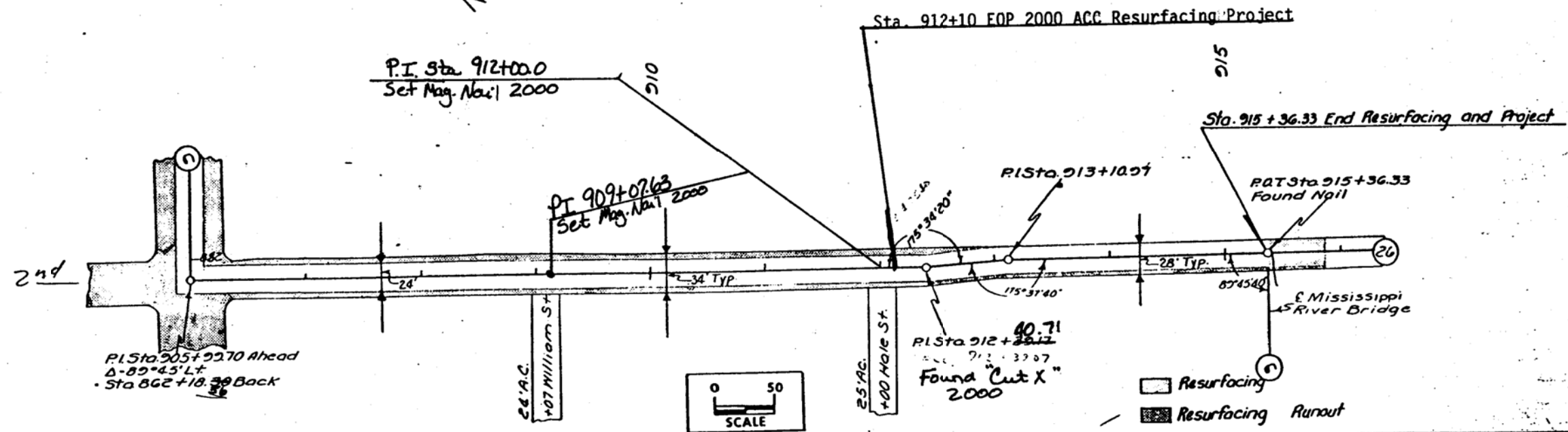
FILE NO.	ENGLISH	DESIGN TEAM	ALLAMAKEE COUNTY	PROJECT NUMBER	SHEET NUMBER
		SCHROCK/BAHR/FINCH/JACKSON		STP-009-9(095)--2C-03	D.5



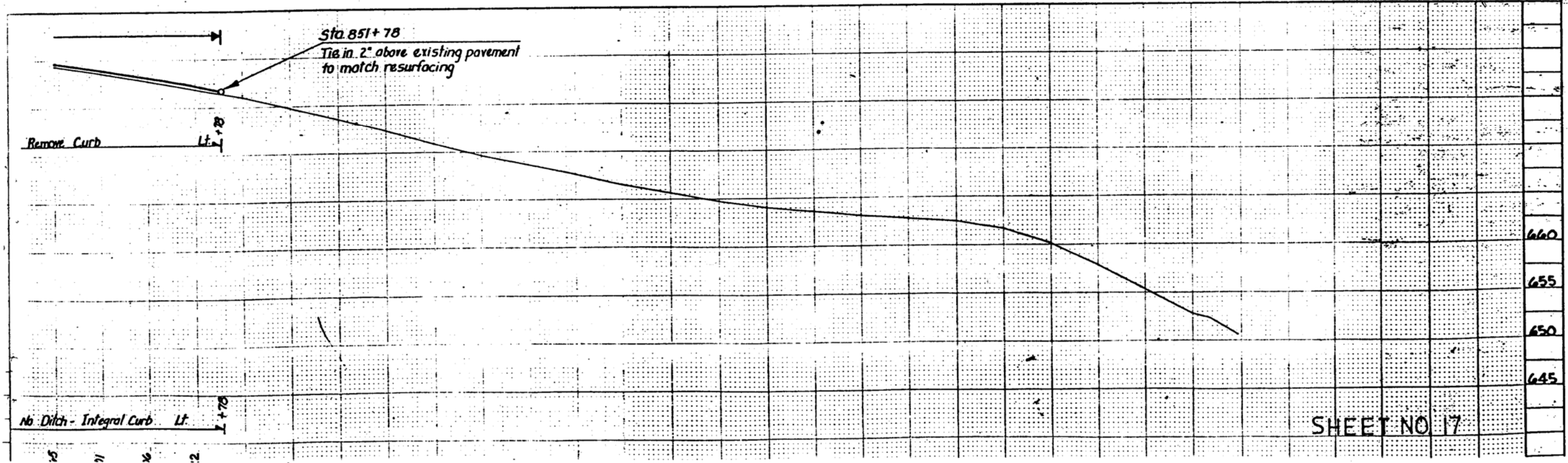
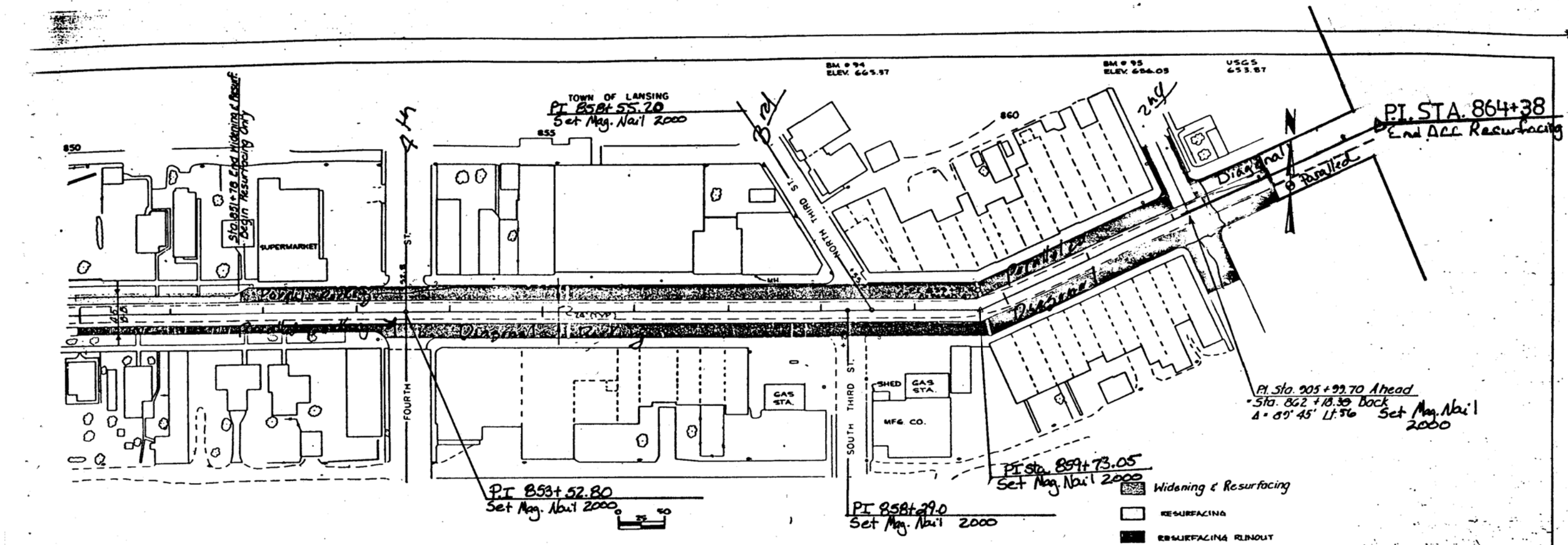


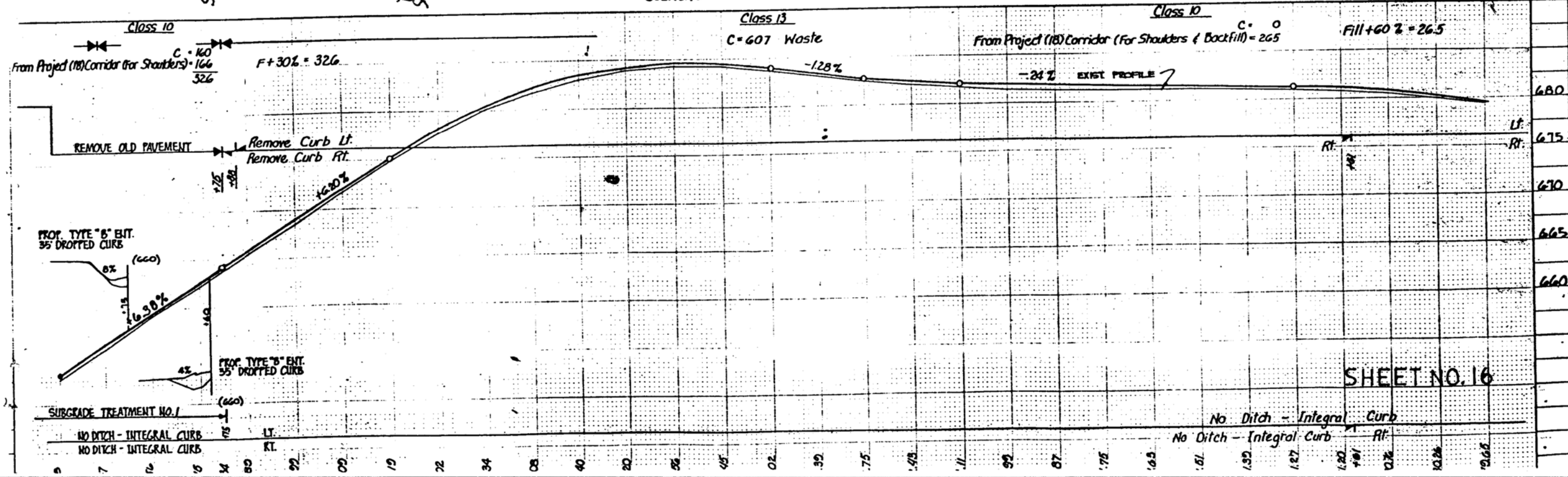
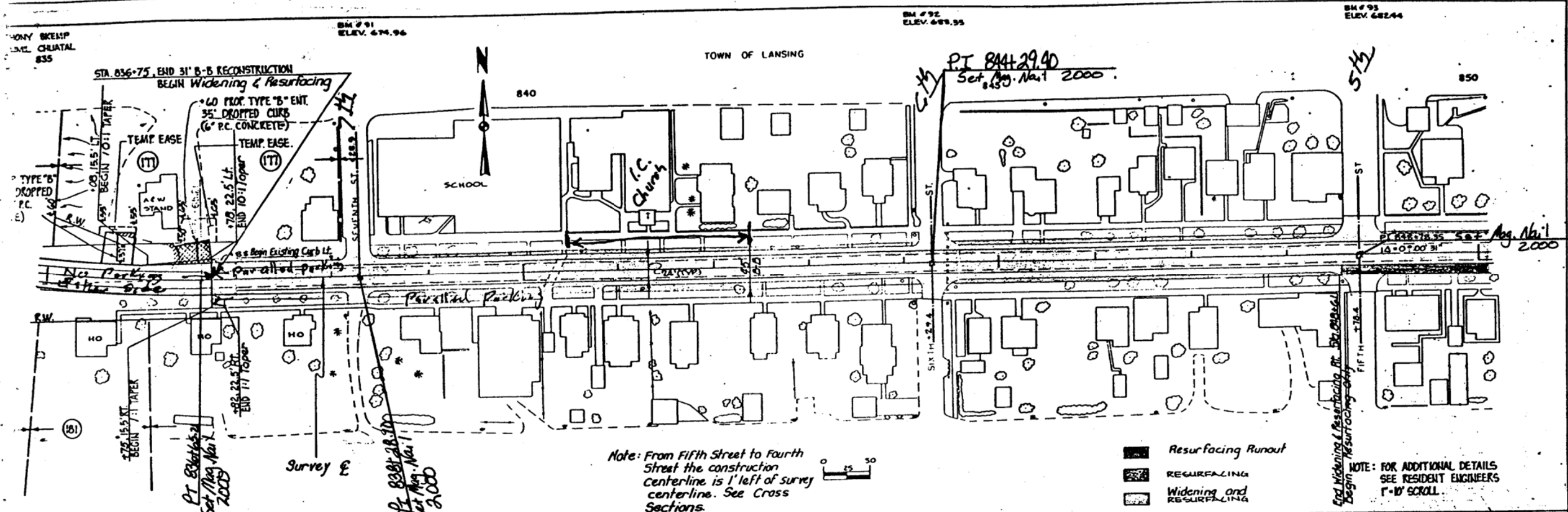


LANSING TWP
T99N R3W
Sec. 29
TOWN OF LANSING

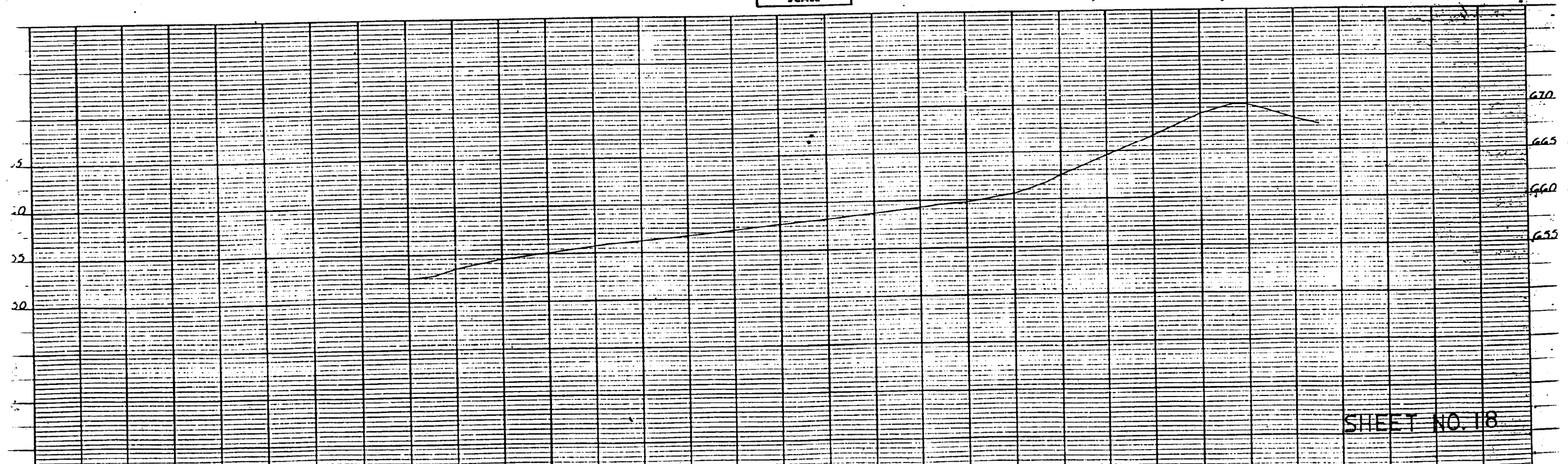
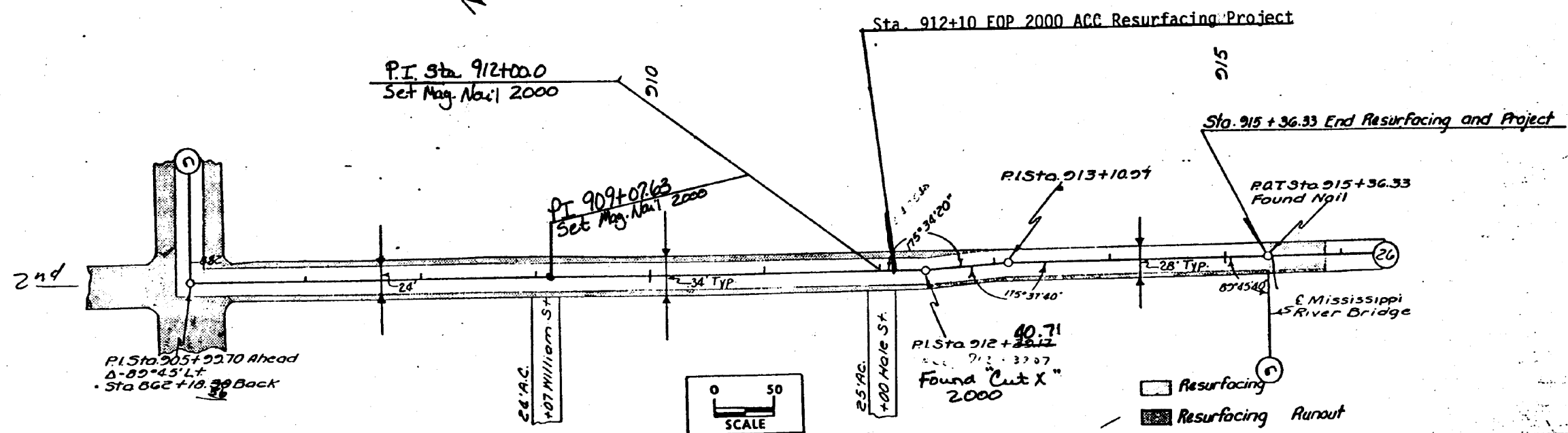


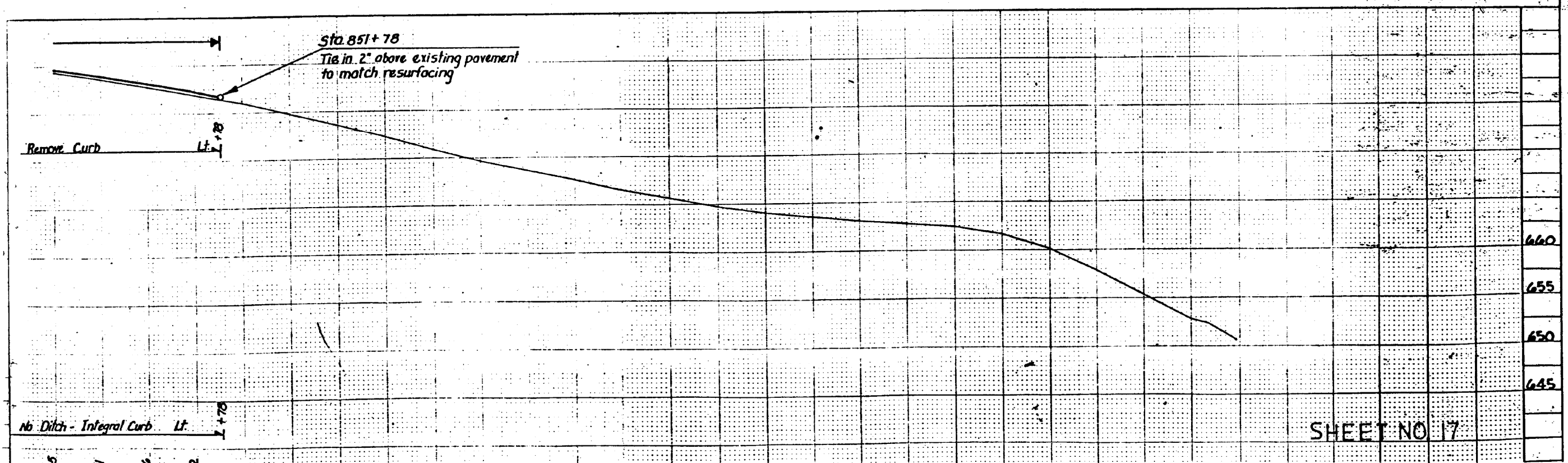
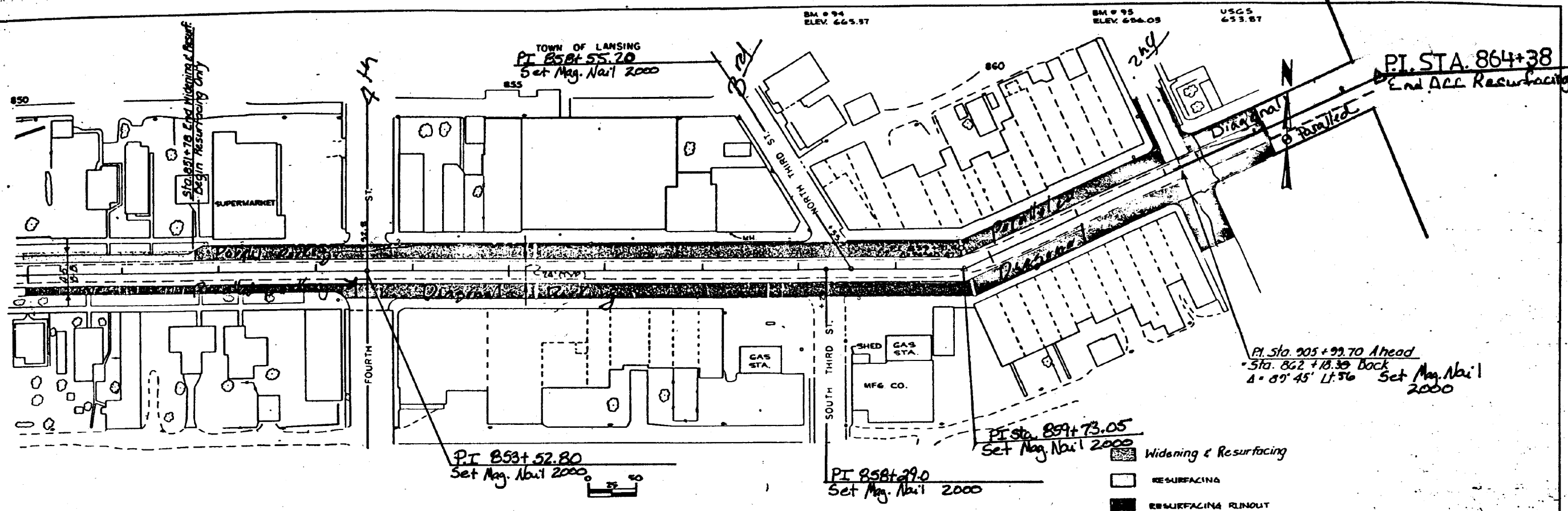
SHEET NO. 18





LANSING TWP
T29N R3W
Sec.29
TOWN OF LANSING





Survey Information

SURVEY INDEX

County: Allamkee
PIN: 24-03-009-020
Project Number: STP-009-9(095)—2C-03
Location: In Lansing, North 7th St. to near Hale St.
Type of Work: PCC Pavement – Grade and Replace
Project Directory: 0300902024

Survey Personnel

Tom Hoyle – Lead Survey Technician
Dave Ciskowski – Survey Technician

Date(s) of Survey

Begin Date 03/03/2025
End Date 03/26/2025

General Information

This survey is for Iowa Hwy 9 from approximately 500 feet west of 7th St. to Hale St.
This project is a Full Field DTM survey with project control, alignment and SUE QLD.

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

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal
and vertical control on primary project control points. Between three and four (300
epoch) five-minute observations were taken with a minimum two-hour time span
between and used in a weighted average to obtain final coordinate values. Two existing
control points from SAP 414.6, points 20 and 31 along with new points 1 and 2 where
observed. The resulting coordinates of point 20 and 31 were compared to the record
values from SAP 414.6. The differences in northings were 0.024' and 0.007'
respectively. The difference in the easting were 0.030' and 0.020' respectively. The
difference in elevations were 0.077' and 0.061' respectively. The record values from
SAP 414.6 were held.

A double run level loop was run through control points 1, 2, 20, 31 and benchmarks 500
and 501. The RTN derived elevations of control point 1 and the record elevation of 20

and 31 were held fixed. The estimated standard error of the observed height differences
from loop closures was 0.0095 ft/mile. The estimated standard error of the observed
height differences from the network adjustment was 0.0202 ft/mile.

USGS Brass Disk on the SE side of a stone building in the NE corner of 2nd St. and IA
9, benchmark 96 on FN-9-9(19)—21-03, with a record orthometric height of 653.87 is
0.162' higher than the elevation derived by this survey of 653.708.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 3
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018

Alignment Information

The horizontal alignment for Iowa Hwy 9 this survey is a retrace of As-built Plans No.
FN-9-9(19)—21-03 and STP-009-9(82)—2C-03. Survey stationing was equated to the
plan PI at Sta.834+60.10 and carried back without equation and ahead to record
equations throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PC Sta. 825+77.35 As-built Plans Project No. FN-9-9(19)—21-03.
Survey PI Sta. 825+77.39.

PI Sta. 828+51.45 As-built Plans Project No. FN-9-9(19)—21-03.
Survey PI Sta. 828+51.49.

PI Sta. 834+60.10 As-built Plans Project No. FN-9-9(19)—21-03.
Survey PI Sta. 834+60.10.

PI Sta. 848+78.35 As-built Plans Project No. FN-9-9(19)—21-03.
Survey PI Sta. 848+78.15.

PI Sta. 859+71.40 As-built Plans Project No. FN-9-9(19)—21-03.
Survey PI Sta. 859+71.47.

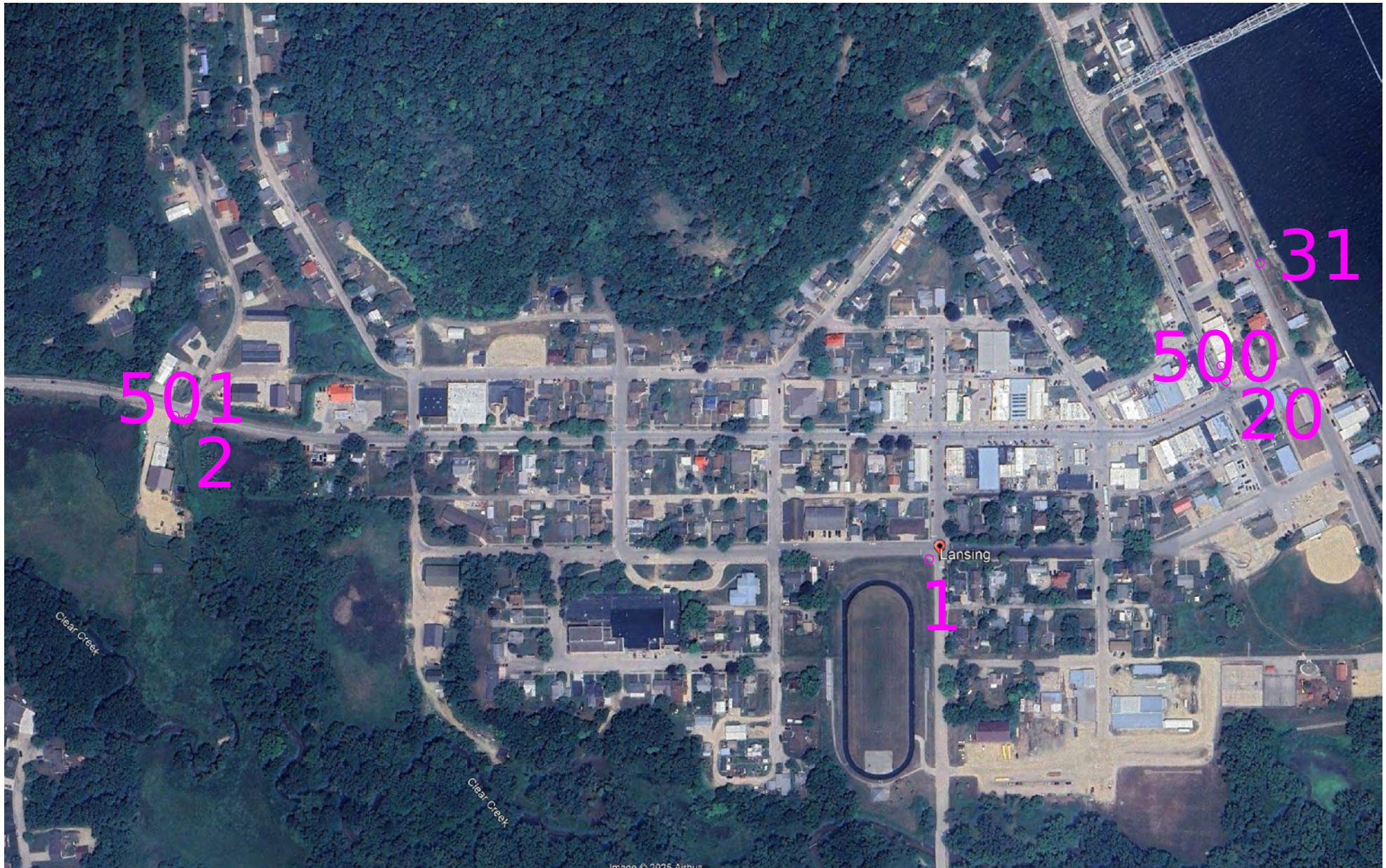
PI Sta. EQ. 862+18.30 Bk = 905+99.70 Ah. As-built Plans Project No. FN-9-9(19)—21-
03.
Survey PI Sta. EQ. 862+18.45 Bk = 905+99.70 Ah.

POT Sta. 1097+23.31. As-built Plans Project No. STP-009-9(82)—2C-03.
Survey POT Sta. EQ. 910+83.93 Bk = 1097+23.31 Ah.

PI Sta. 1099+97.45 As-built Plans Project No. STP-009-9(82)—2C-03.
Survey PI Sta. 1099+97.45.

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 03 (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 03 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point	Northing	Easting	Elevation	Code-Description
1	9433618.601	13494983.850	664.456	CP SET FENO 3 INCHES DEEP IN SW QUADRANT OF 4TH ST AND CENTER ST.
2	9434027.024	13492830.160	640.067	CP SET FENO FLUSH S SIDE OF HWY 9 OPPOSITE SHAW ST.
20	9434136.030	13495847.640	650.900	CP FD DISK FLUSH
31	9434480.020	13495945.800	635.660	CP FD DISK FLUSH
500	9434181.567	13495833.509	653.708	BM FD USGS DISK SET VERTICALLY IN THE SW CORNER OF STONE BUILDING
501	9434035.828	13492791.189	638.894	BM SET OUT X ON CENTER OF SOUTHERLY HEADWALL OF A DOUBLE 6' X 6' BOX CULVERT

108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. Through traffic on IA 9 shall be maintained at all times.

2. Access to all properties shall be maintained at all times.

3. The following Special Events are expected to take place in the vicinity of this project:

a. TBD

NOTE: The Contractor shall be responsible for contacting City officials prior to the events to confirm dates and plan not to work those dates. The Contractor shall allow normal traffic operations within the City during the duration of the Special Events.

4. Sideroads may be closed during the resurfacing and reconstruction operations, but must be staggered as to not close consecutive sideroads. The Contractor shall notify the Engineer at least 72 hours in advance of each anticipated sideroad closure.

5. Lane closures and street closures shall be in accordance with TC-213, TC-251, and TC-252.

6. Contractor will use Portable Dynamic Message Signs (PDMS) for advanced notification of project work as well as use for sideroad closures. Locations shall be coordinated with the Engineer.

111-01
04-17-12

COORDINATED OPERATIONS

Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
To Be Determined	

108-25 10-21-14												
511 TRAVEL RESTRICTIONS												
Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
IA 9	BOTH	Allamakee	In Lansing, North 7th Street to near Hale Street		Traffic Control Device		Horizontal	N/A	12'	10'	N/A	(1)
(1) Restriction is during paving operations.												

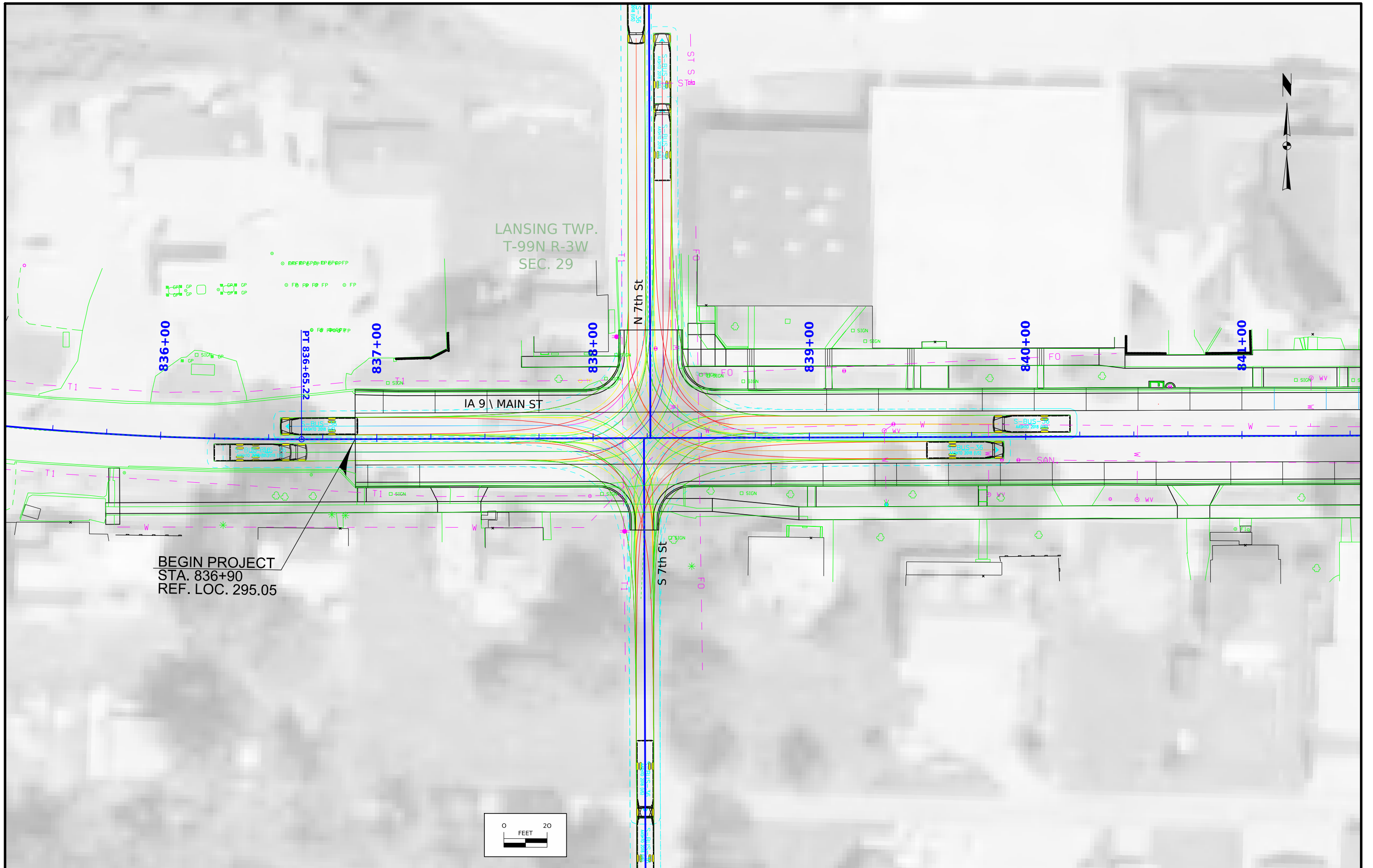
108-26A
08-01-08

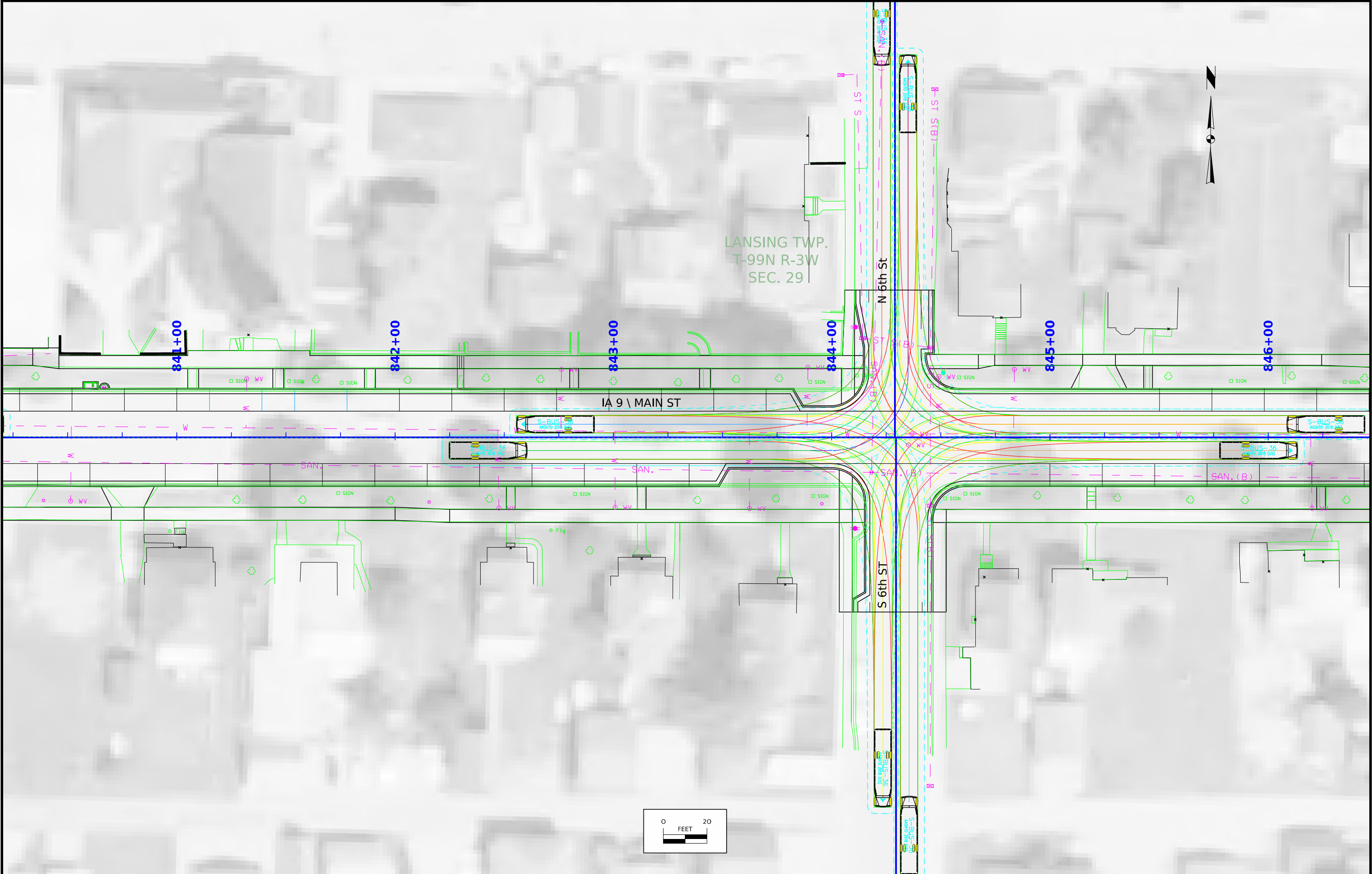
STAGING NOTES

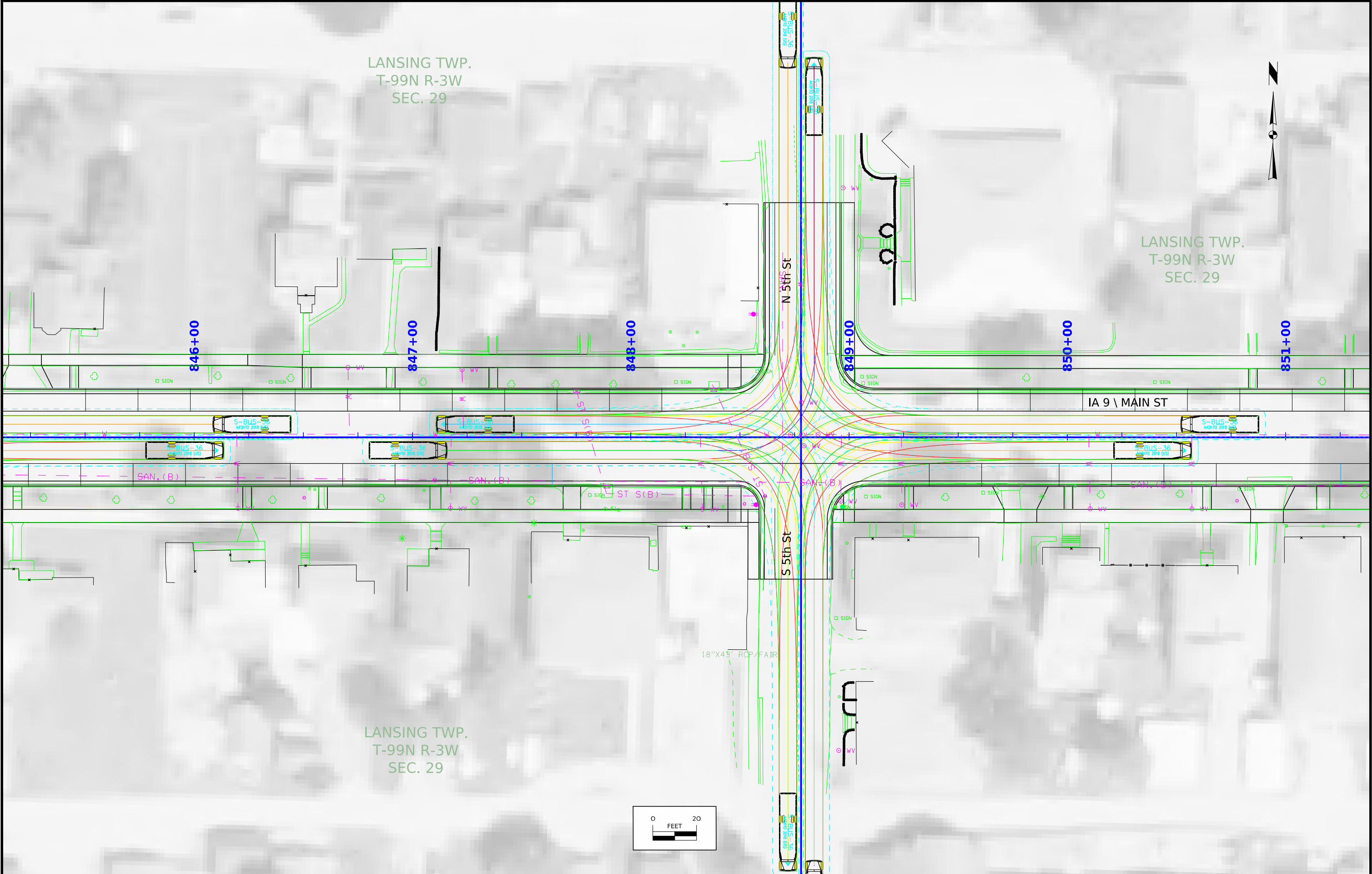
General Notes:

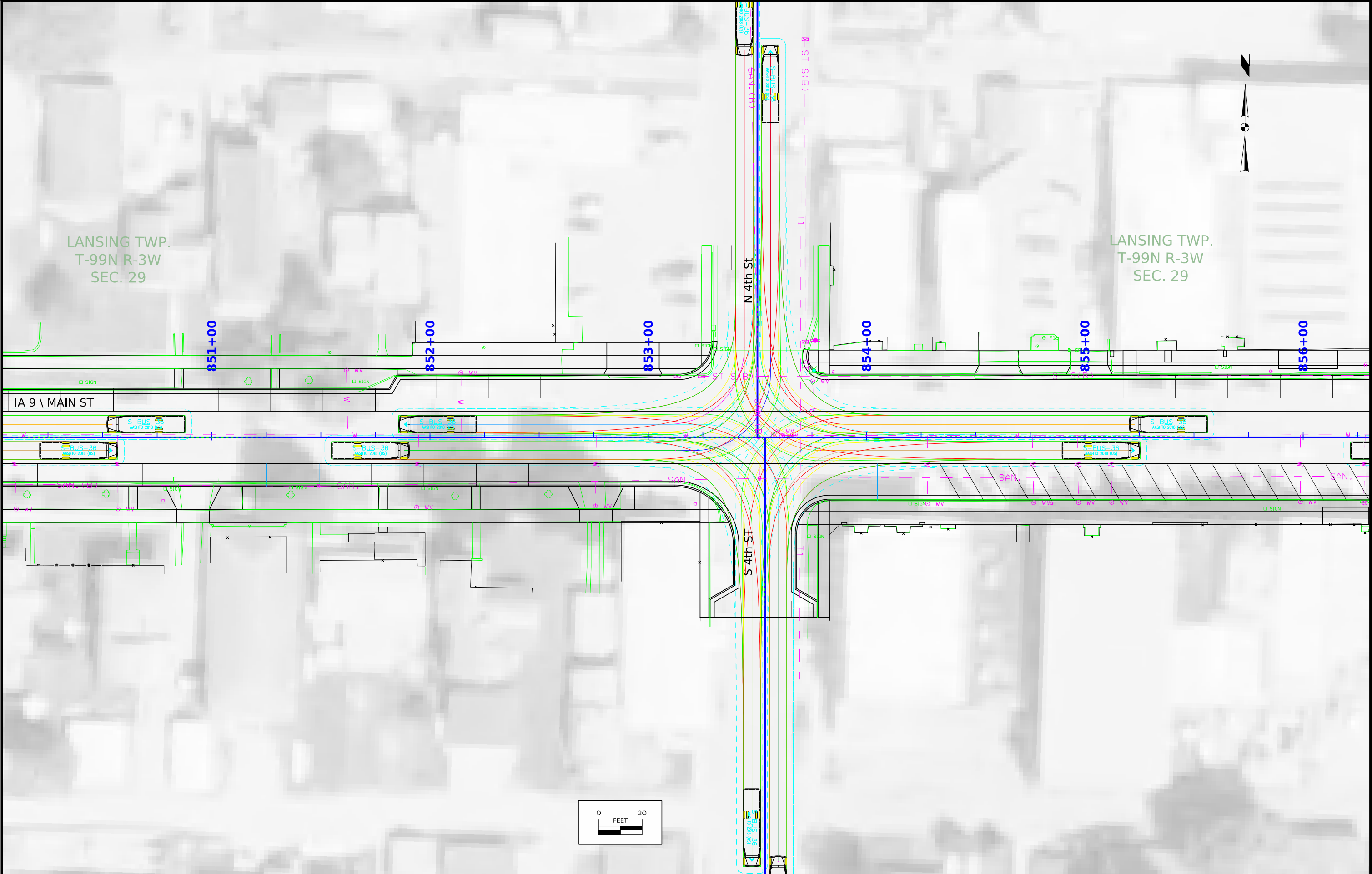
1. To Be Determined.

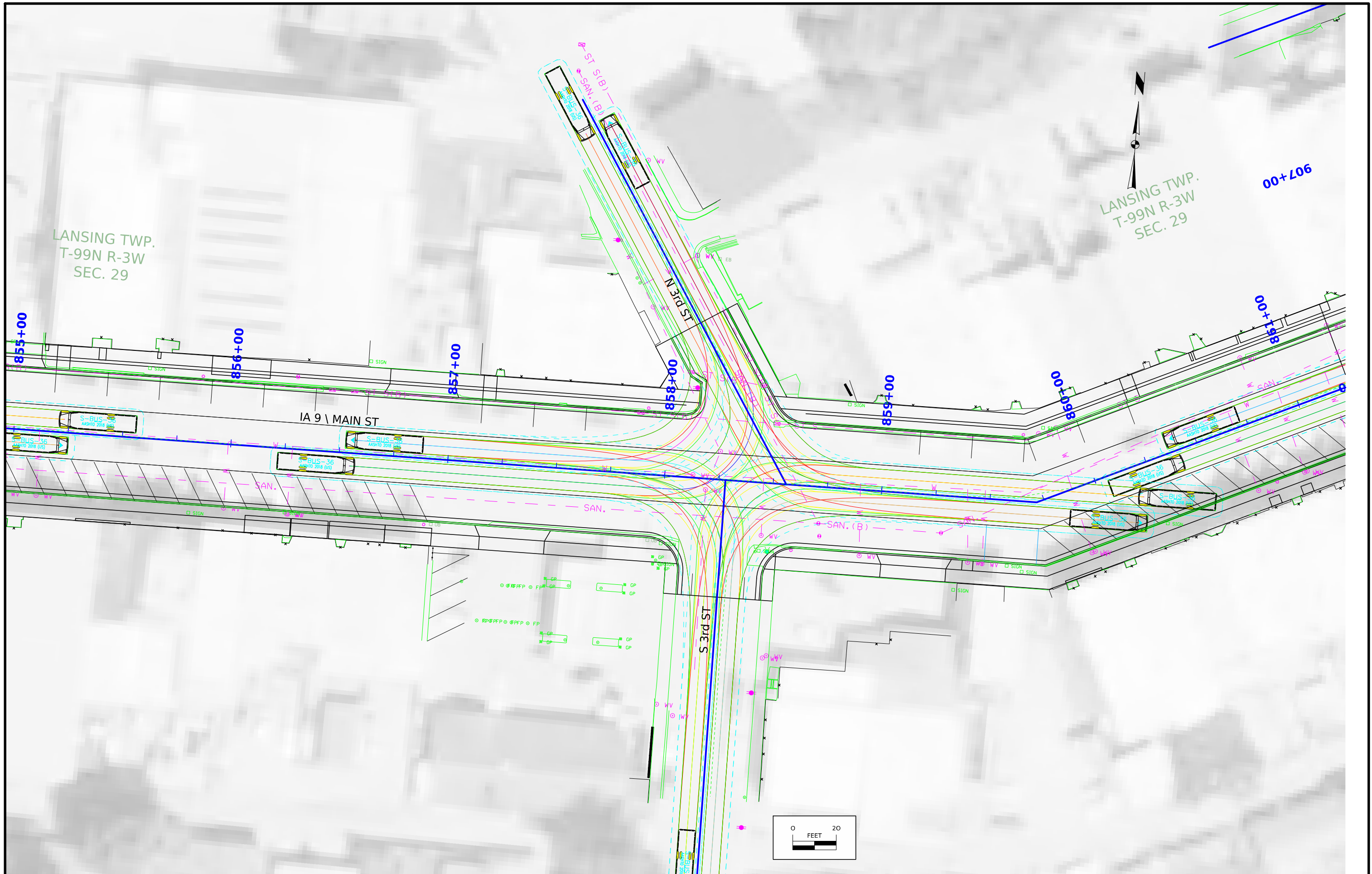
2. To Be Determined.

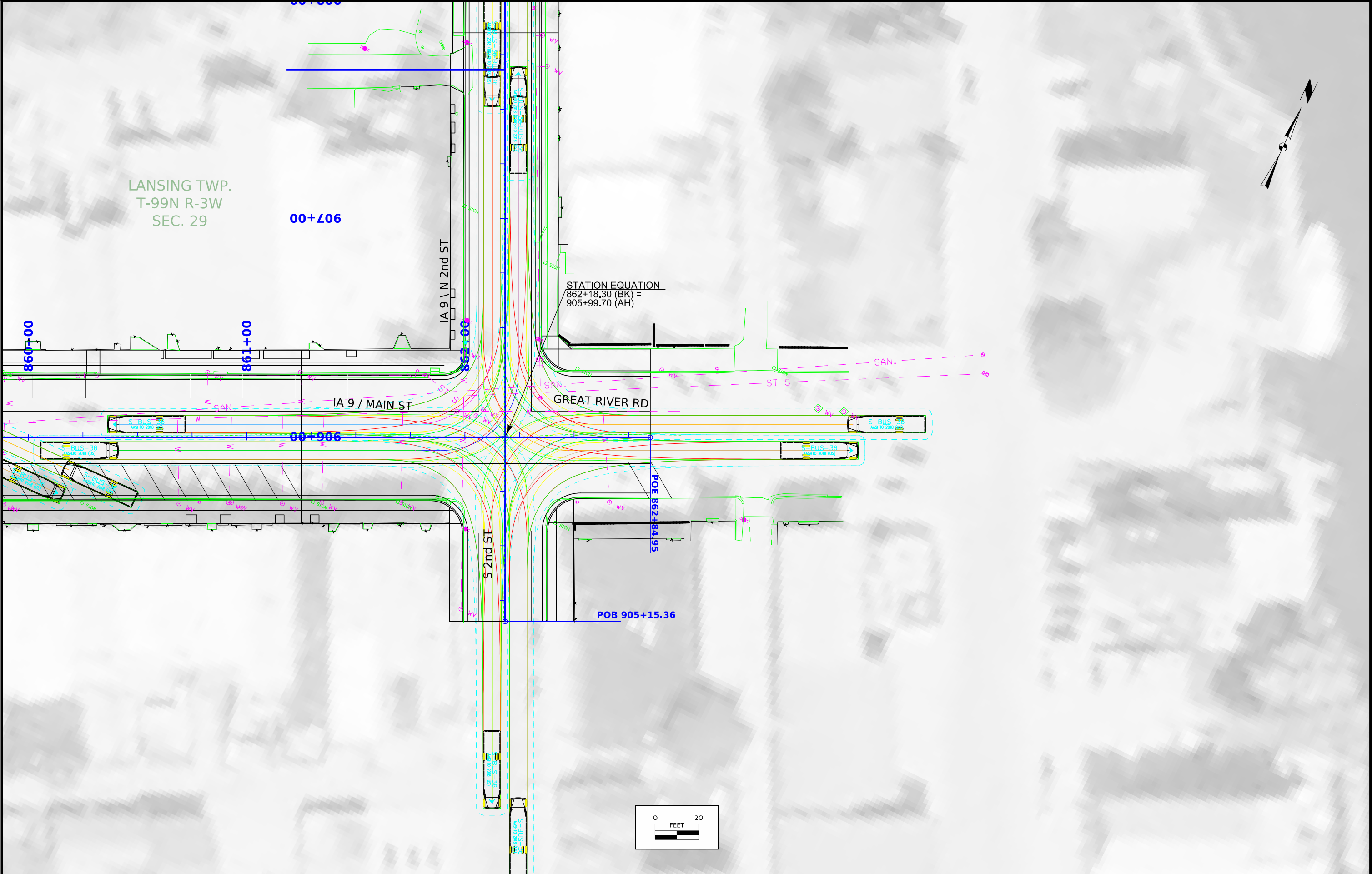


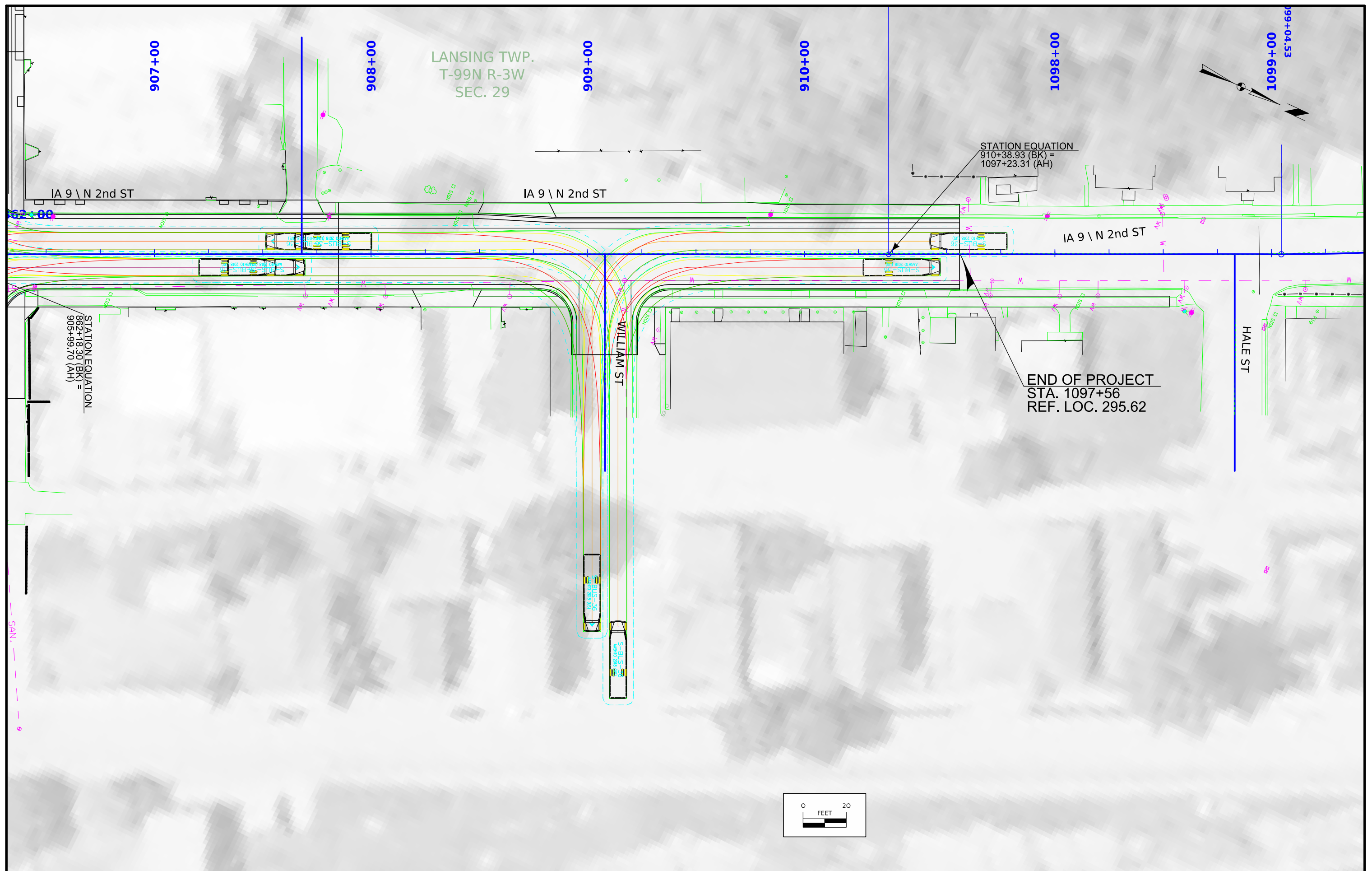




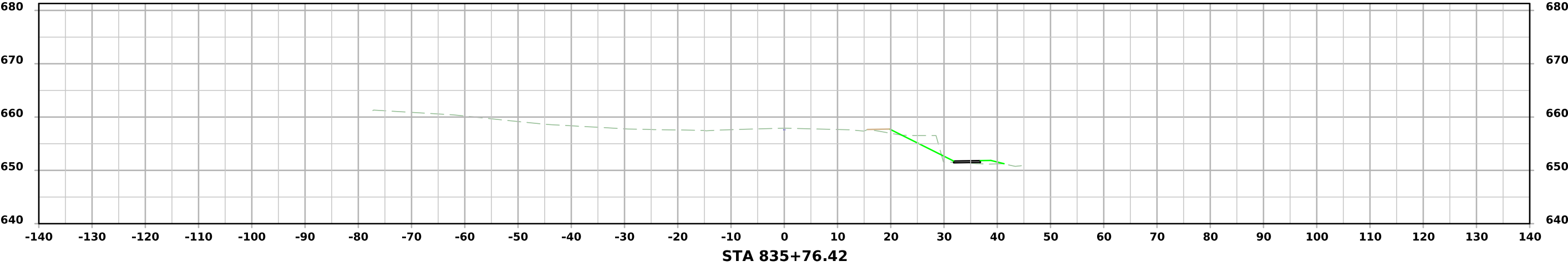
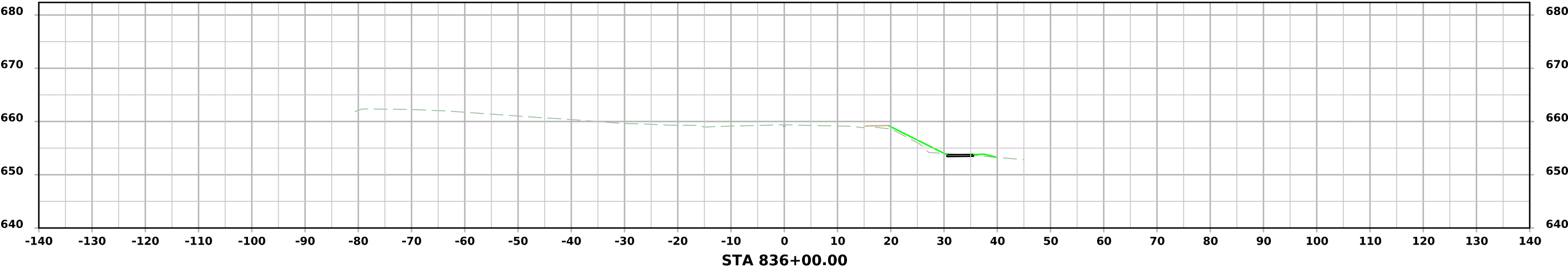
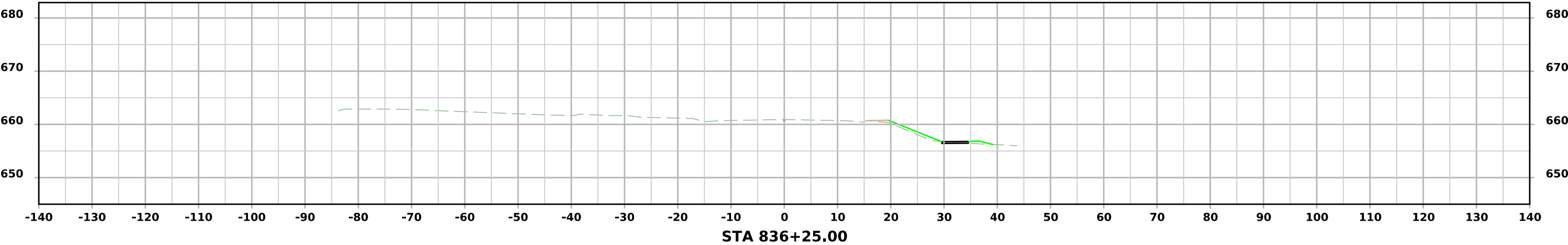




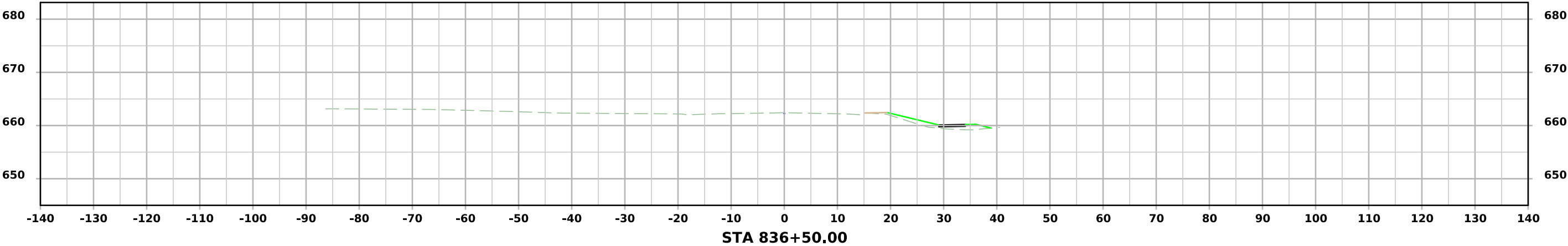
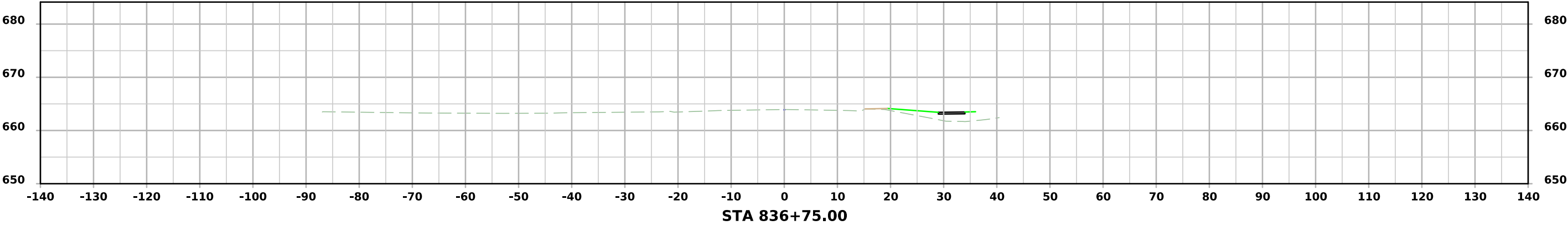
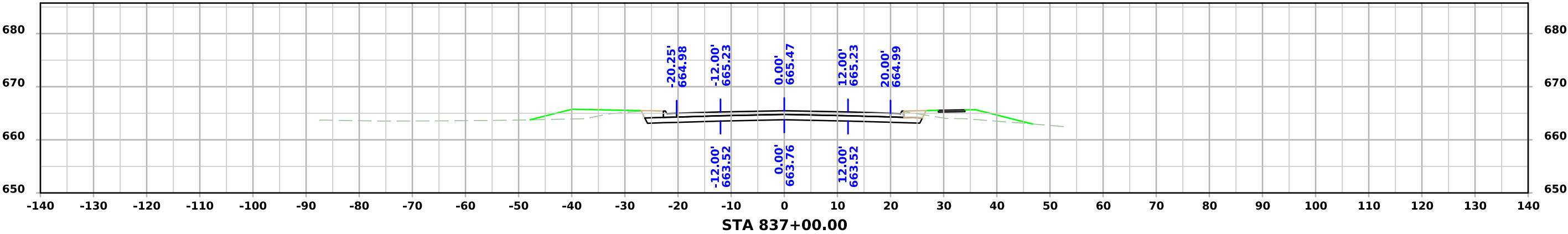




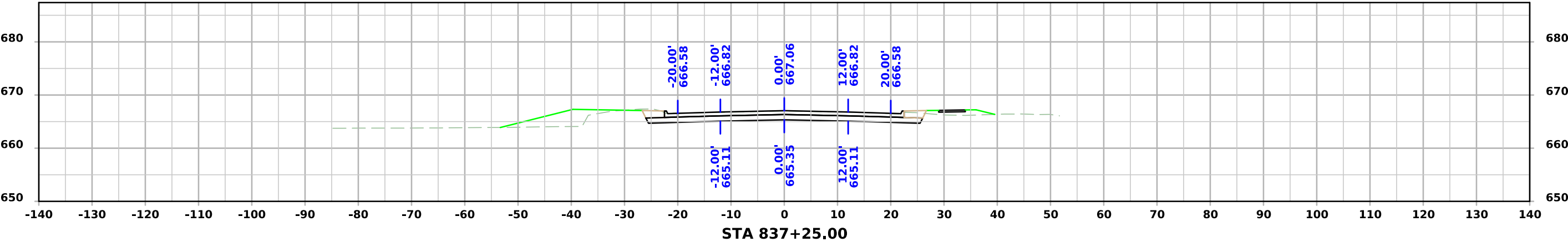
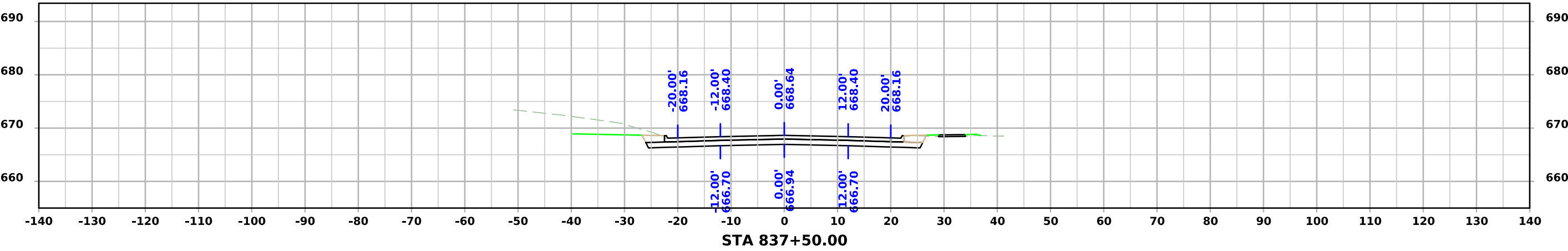
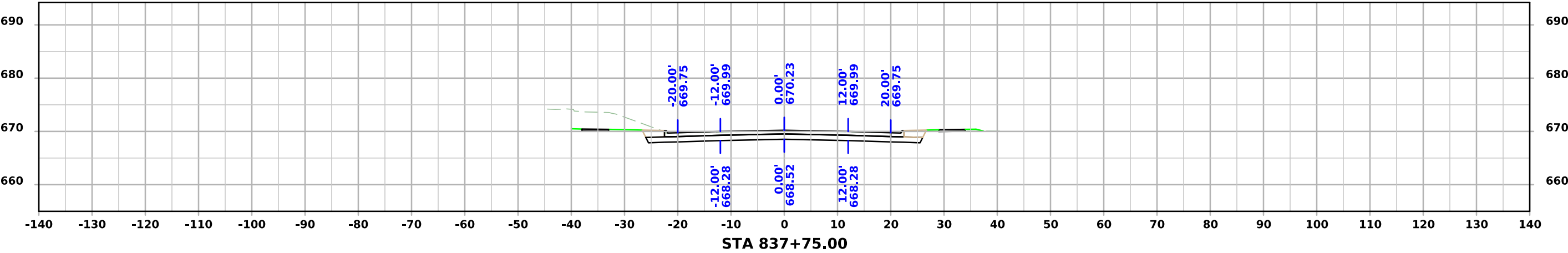
ML - IA9



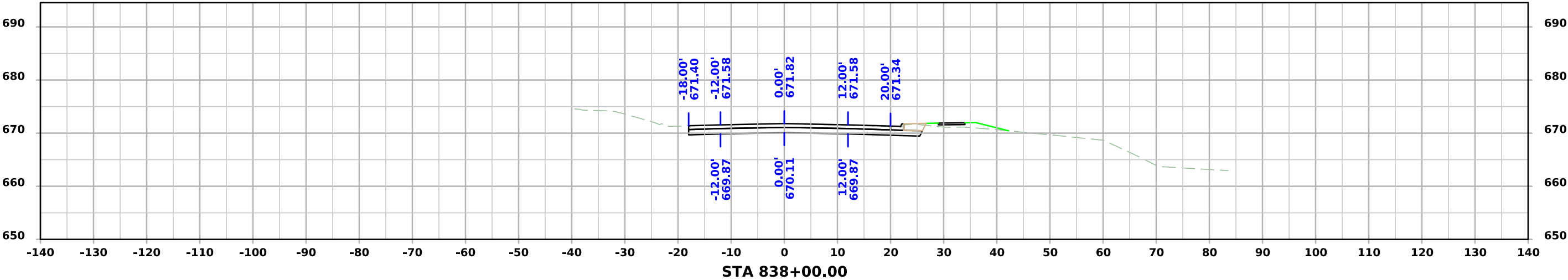
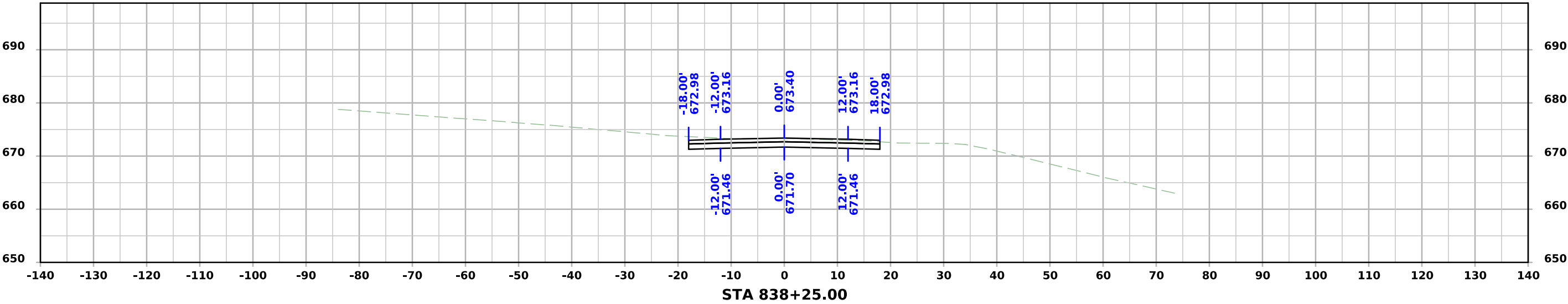
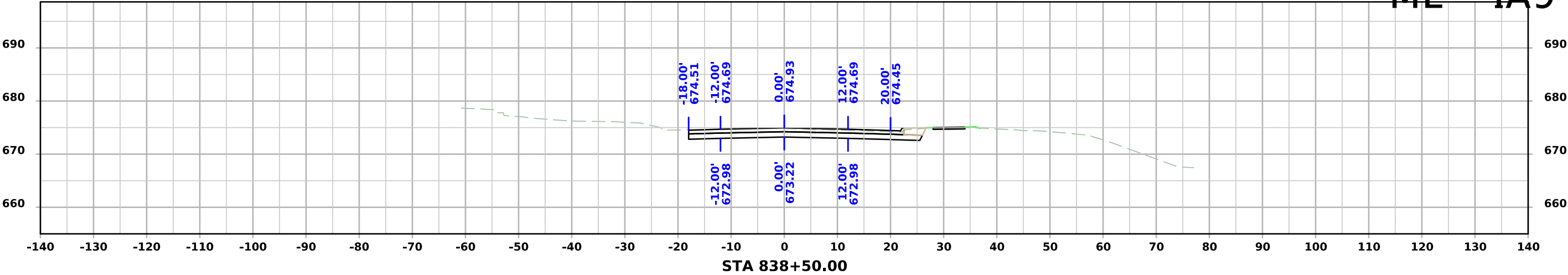
ML - IA9



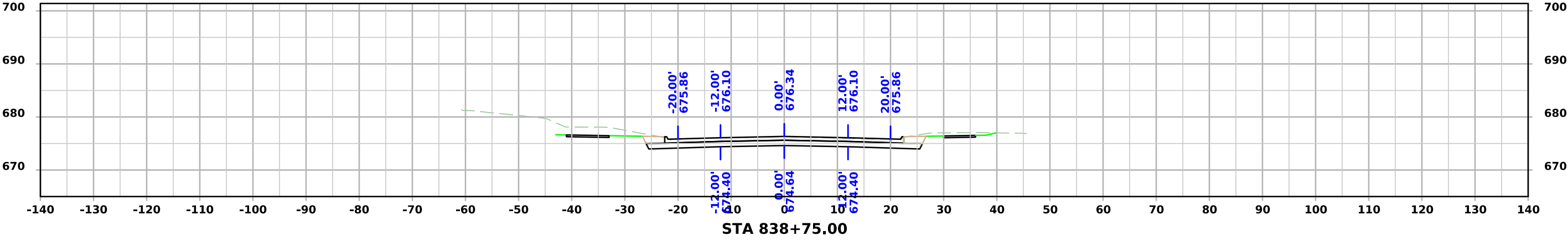
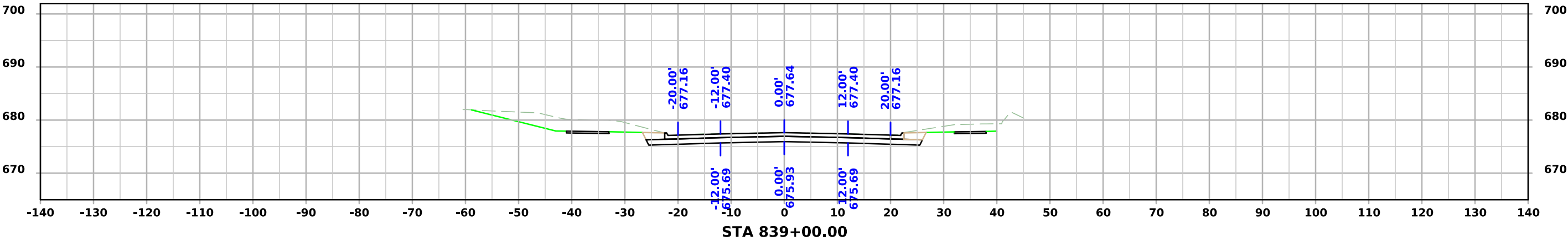
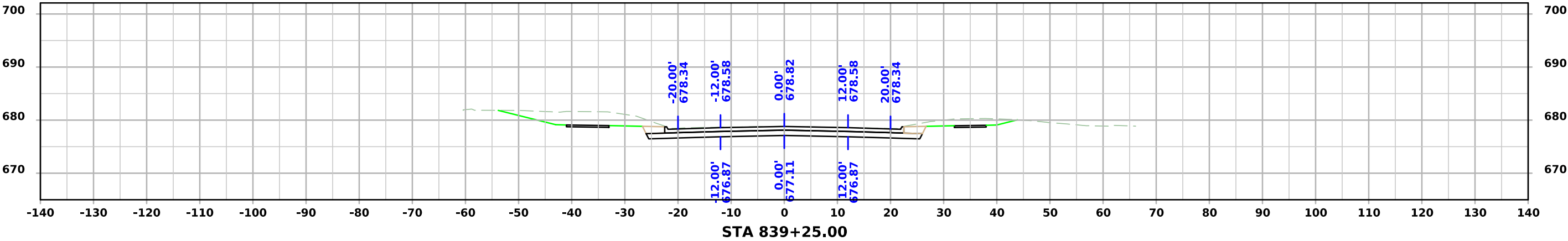
ML - IA9



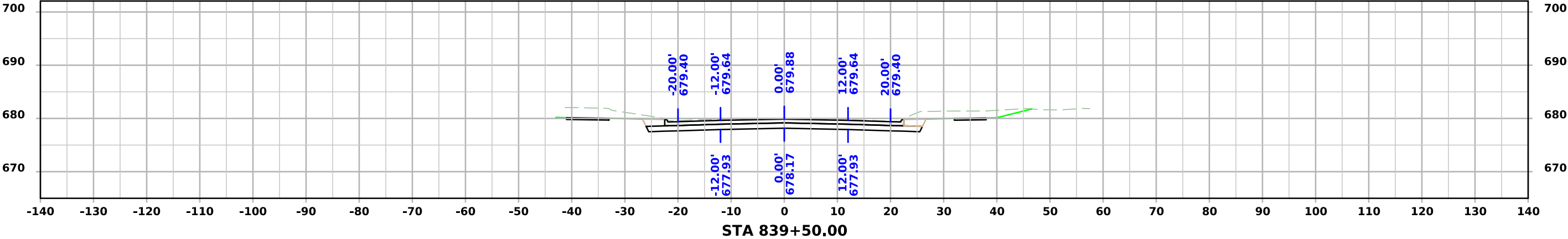
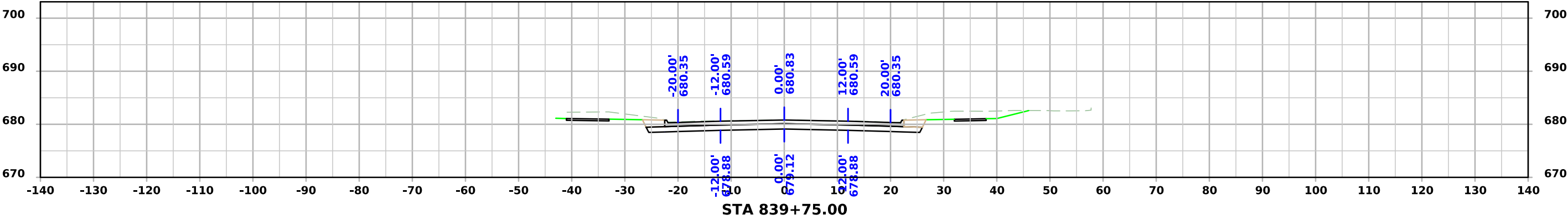
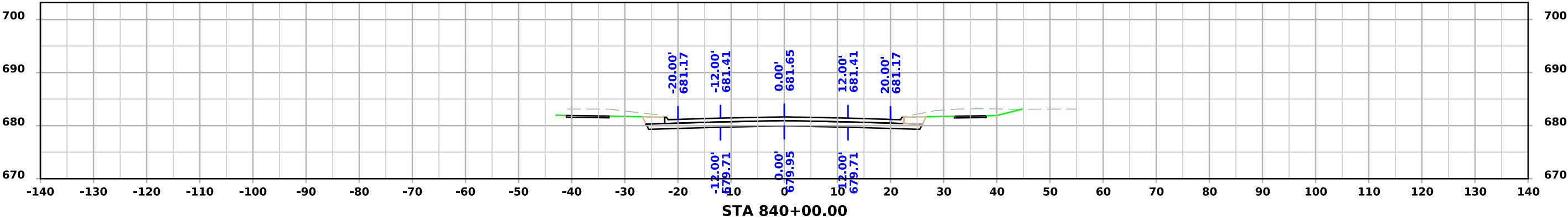
ML - 1A9



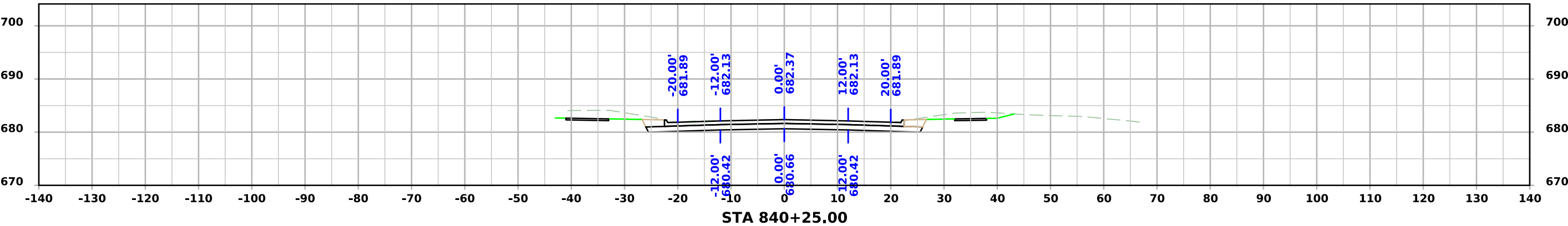
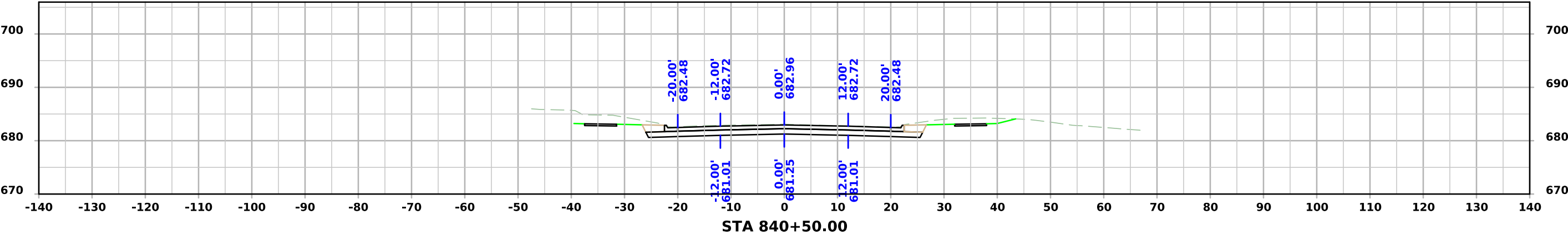
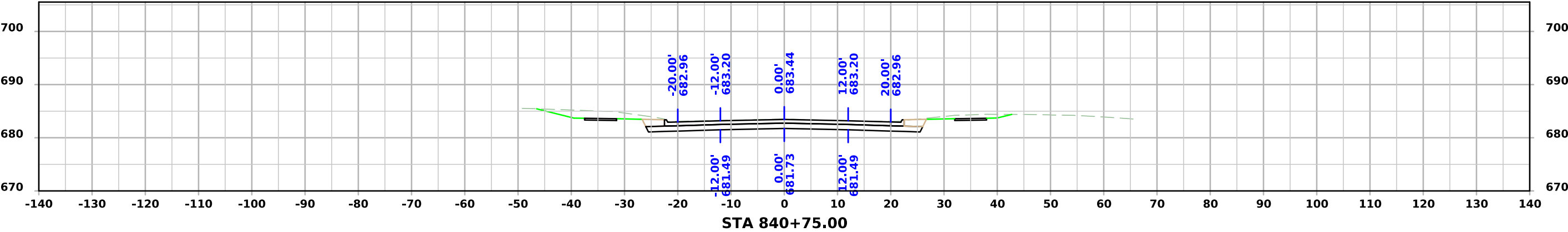
ML - IA9



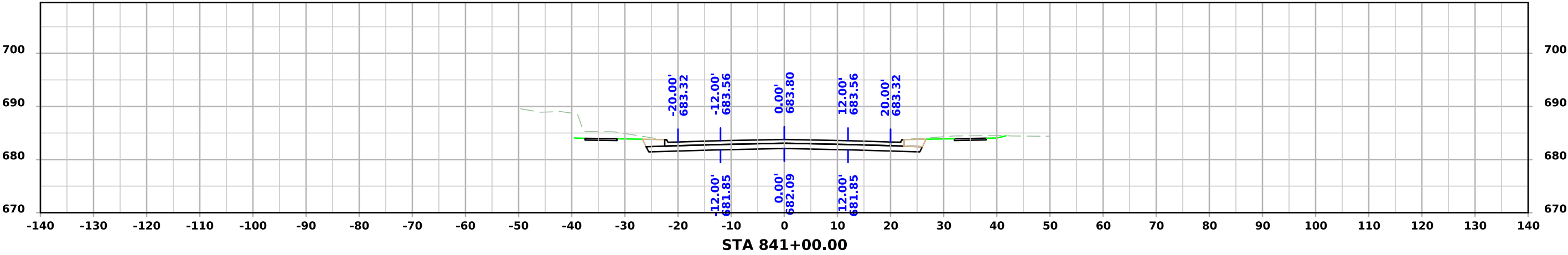
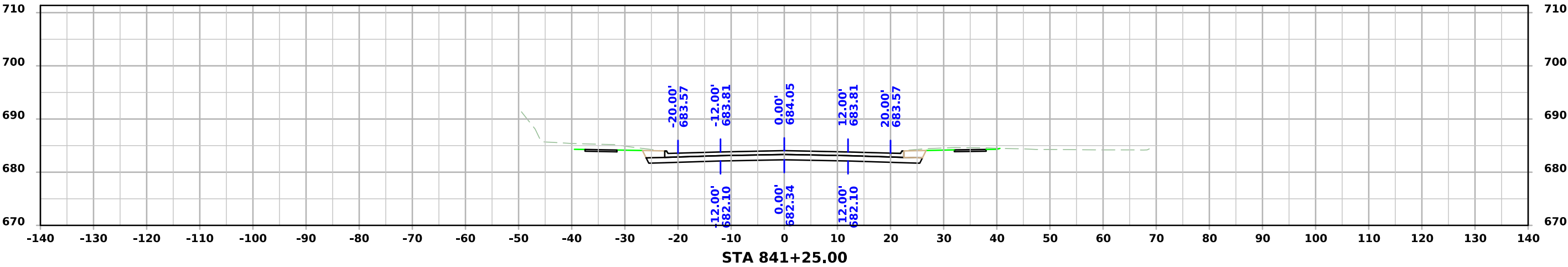
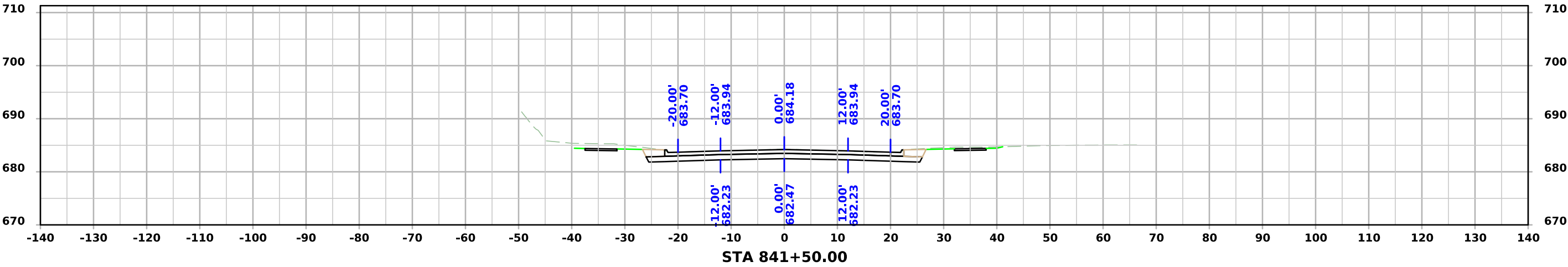
ML - IA9



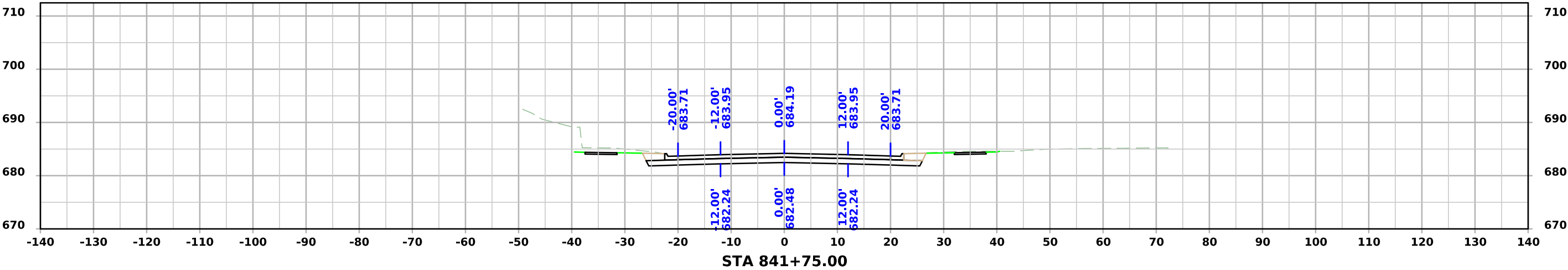
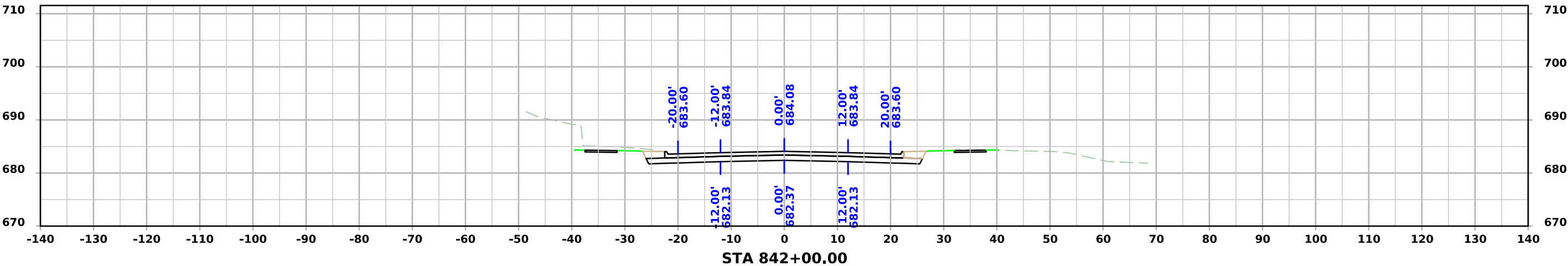
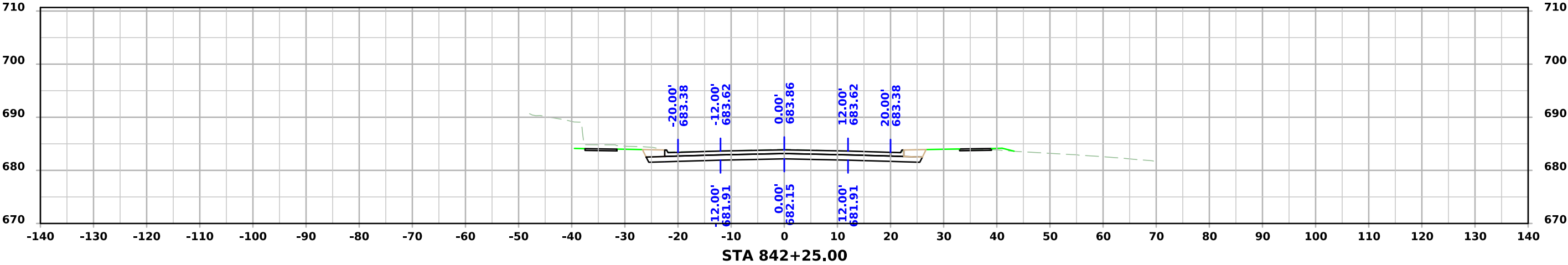
ML - IA9



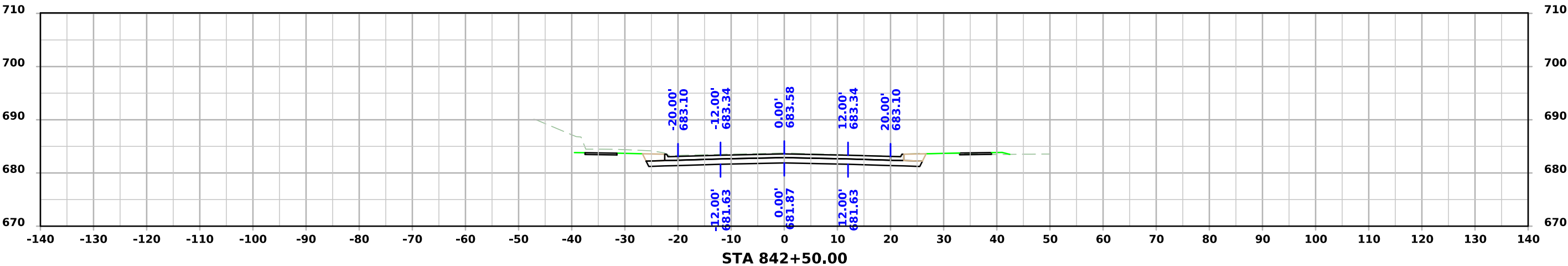
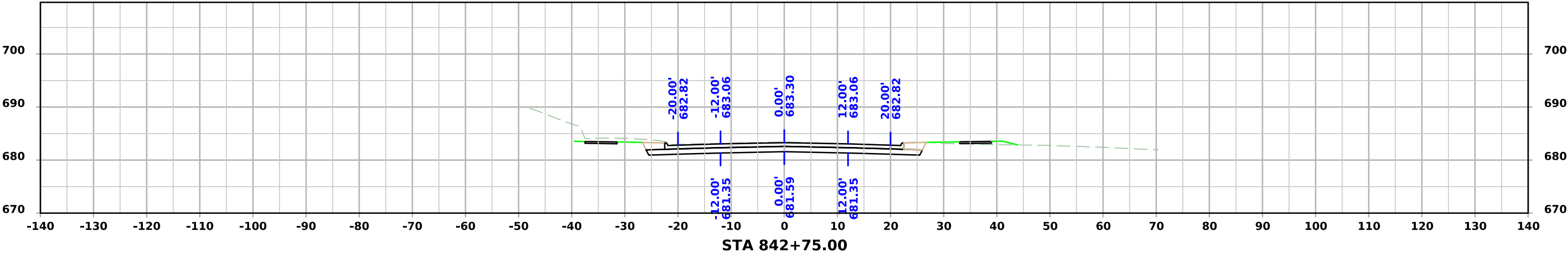
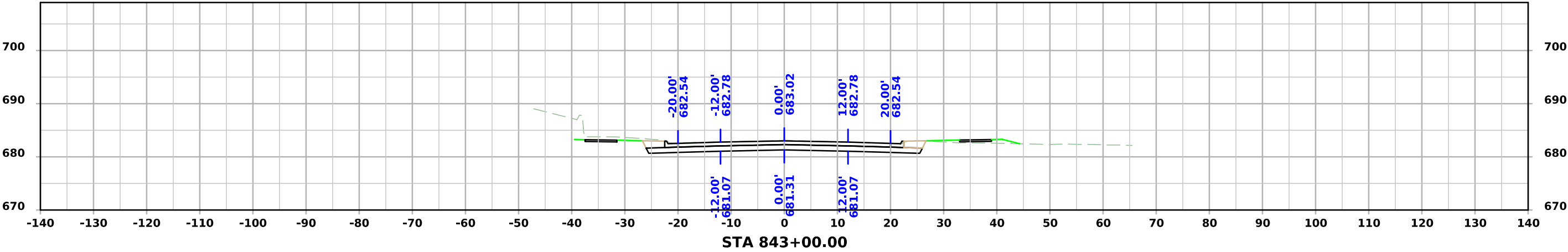
ML - IA9



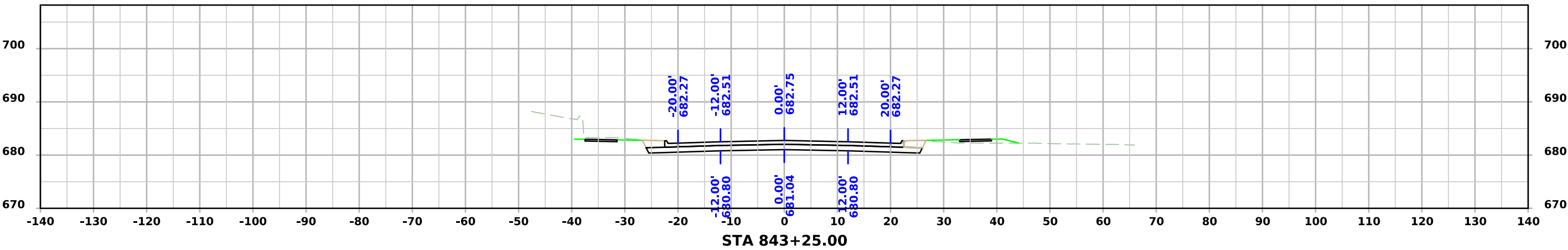
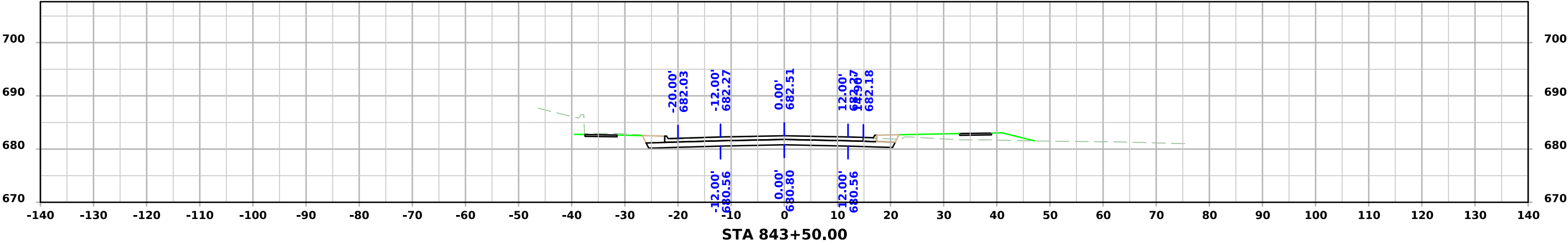
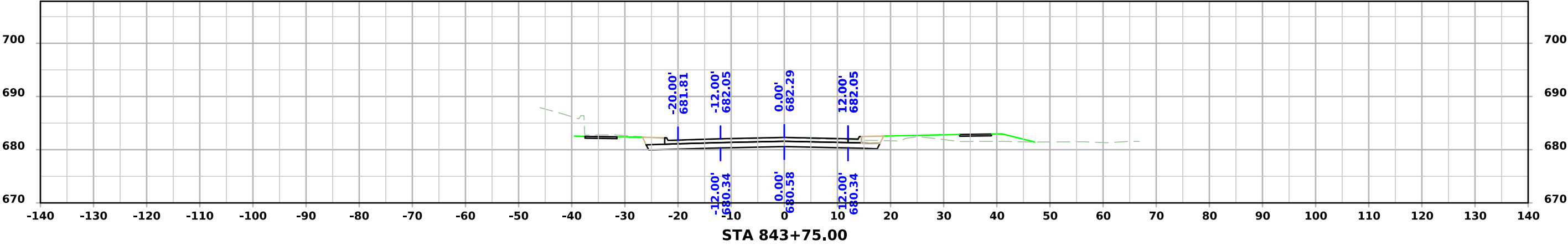
ML - IA9

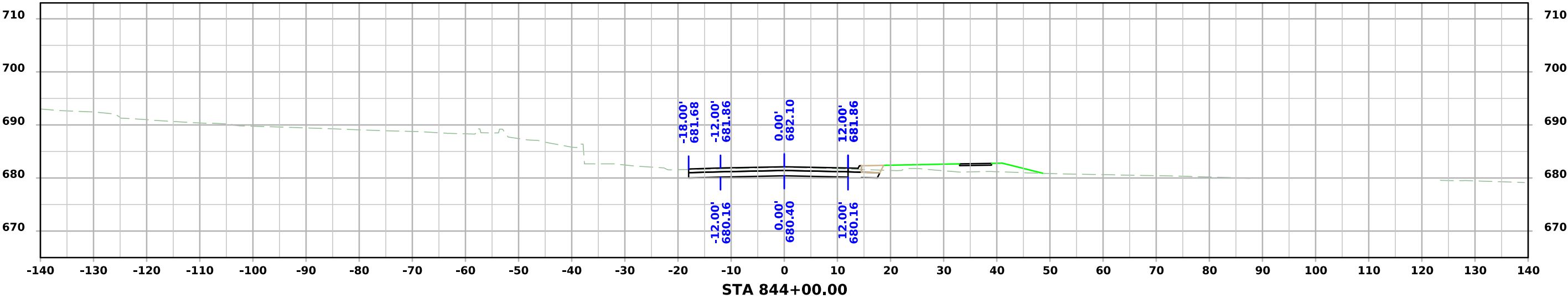
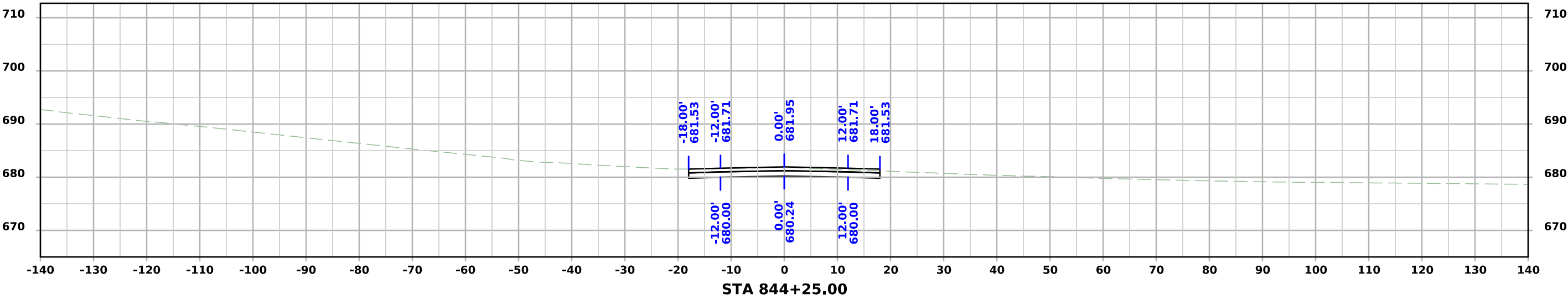


ML - IA9

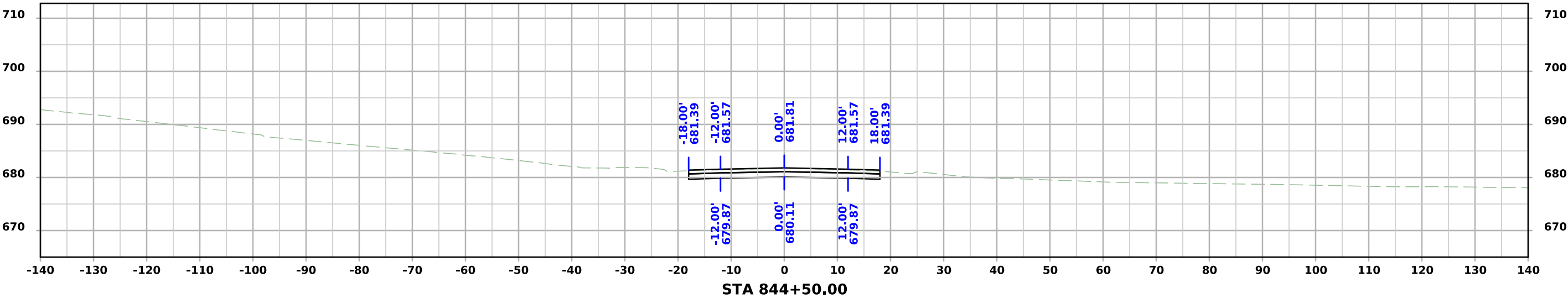
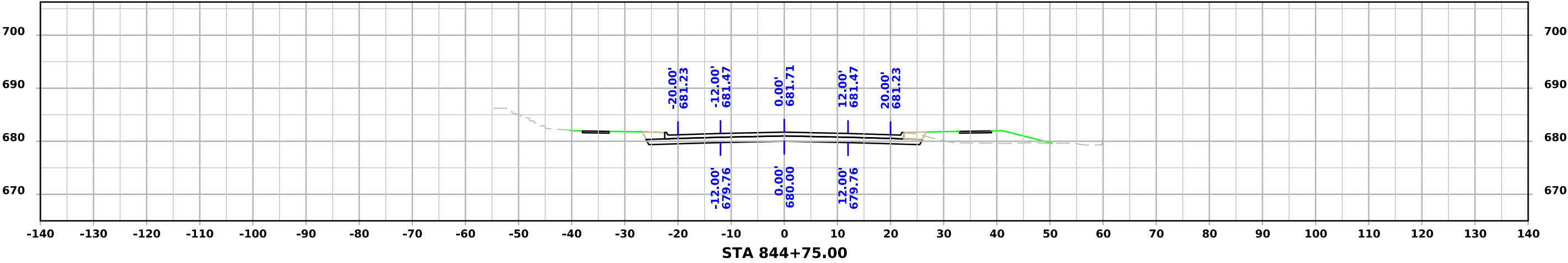
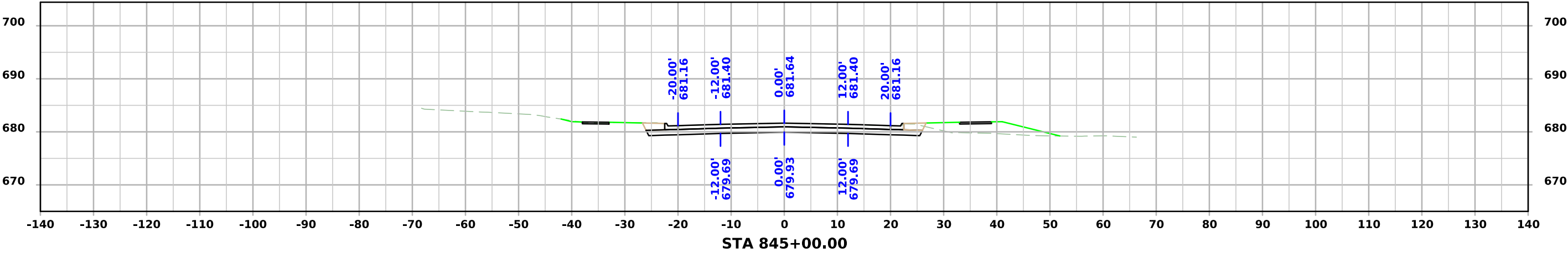


ML - IA9

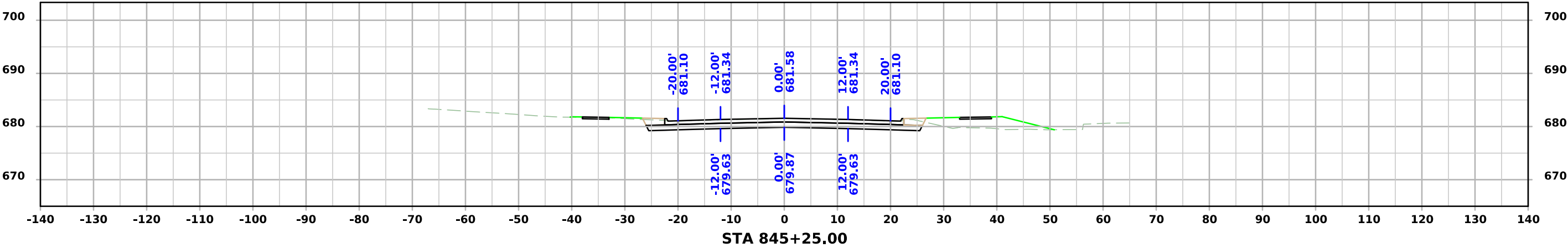
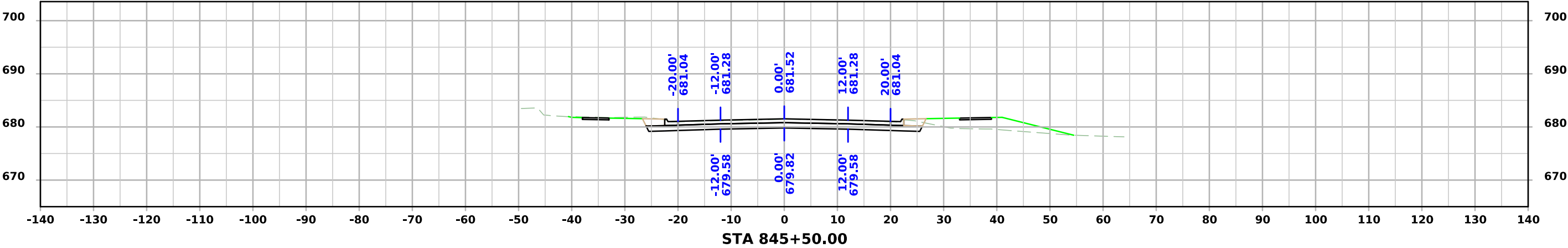
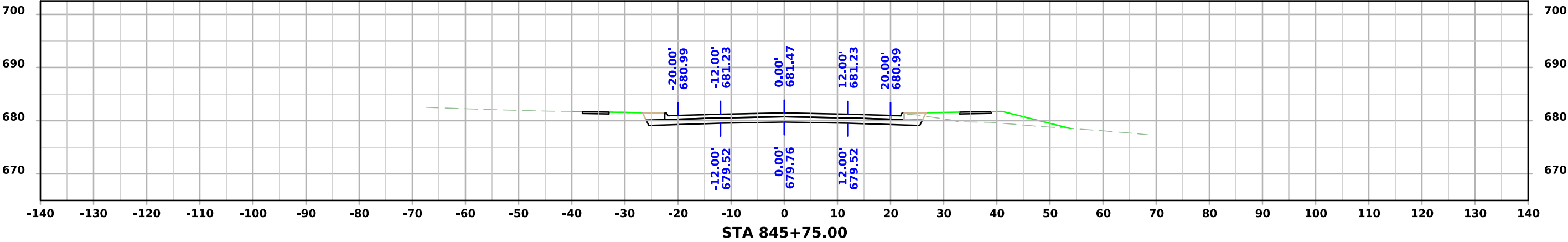




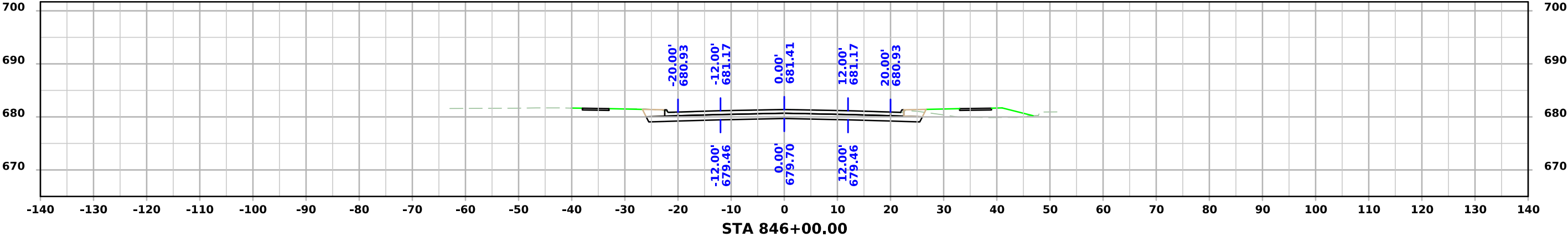
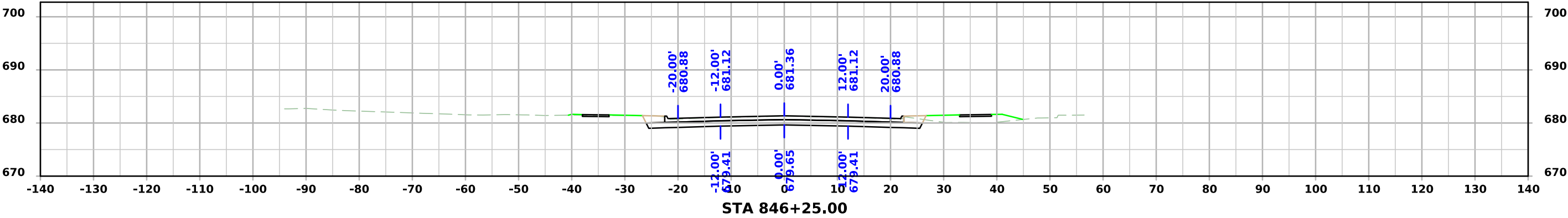
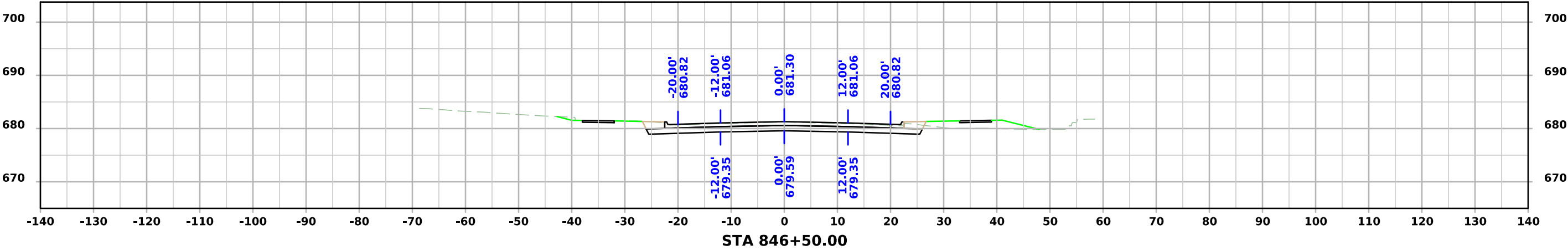
ML - IA9



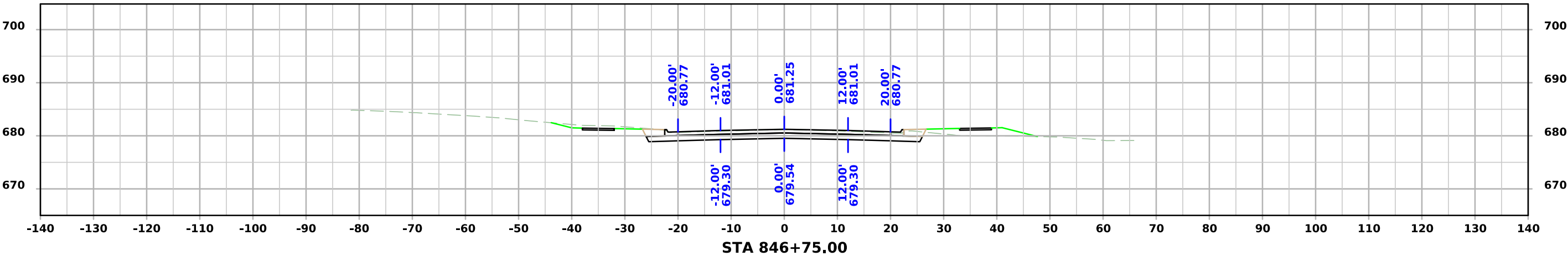
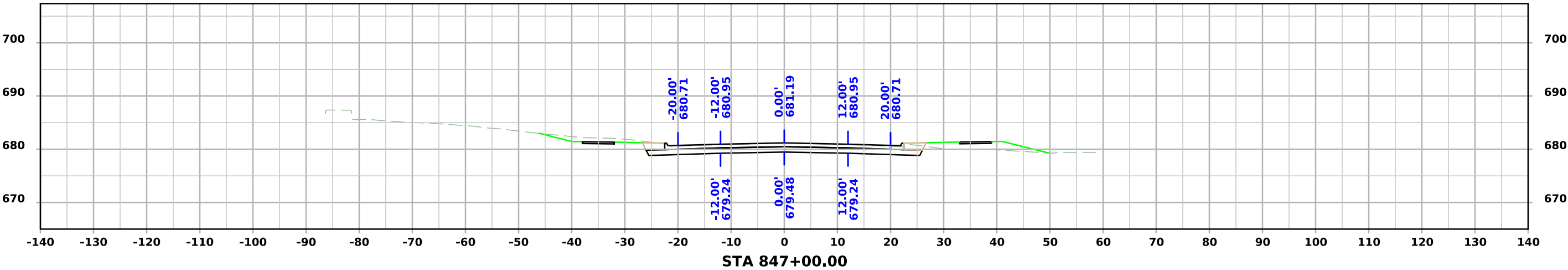
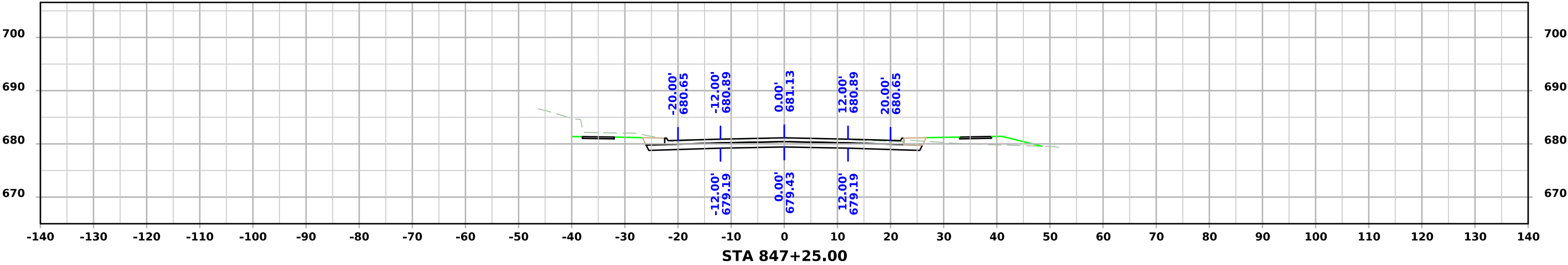
ML - IA9



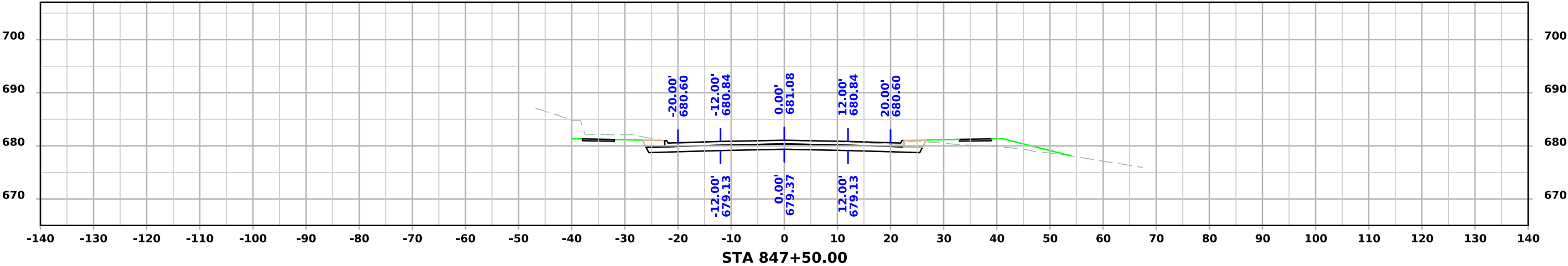
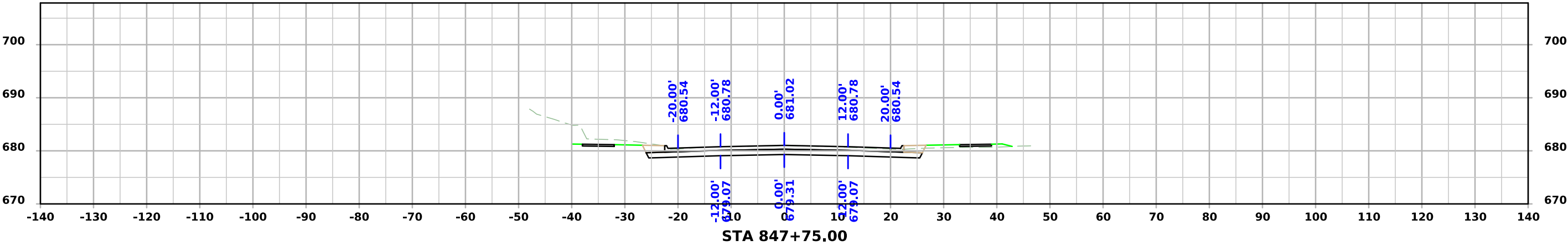
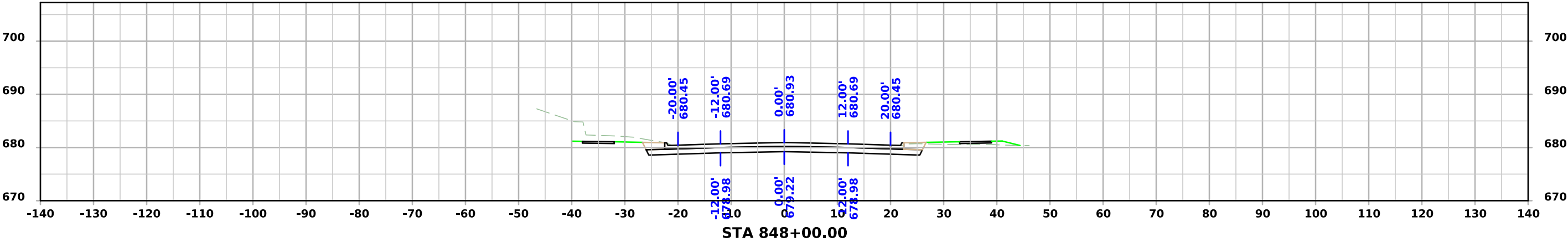
ML - IA9

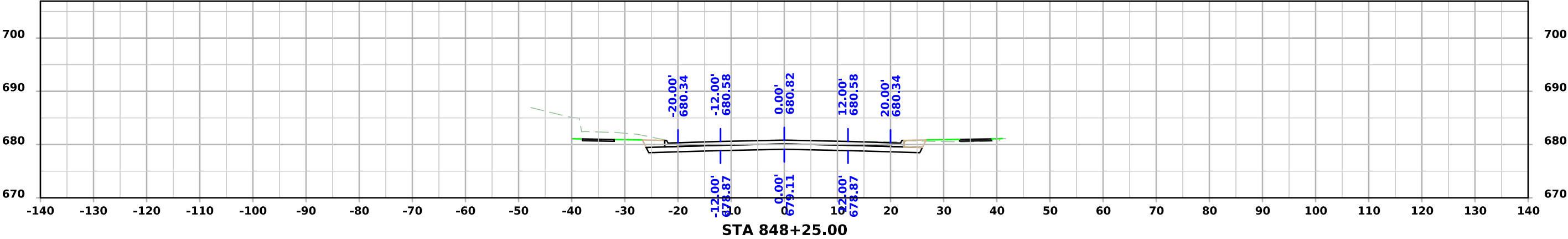
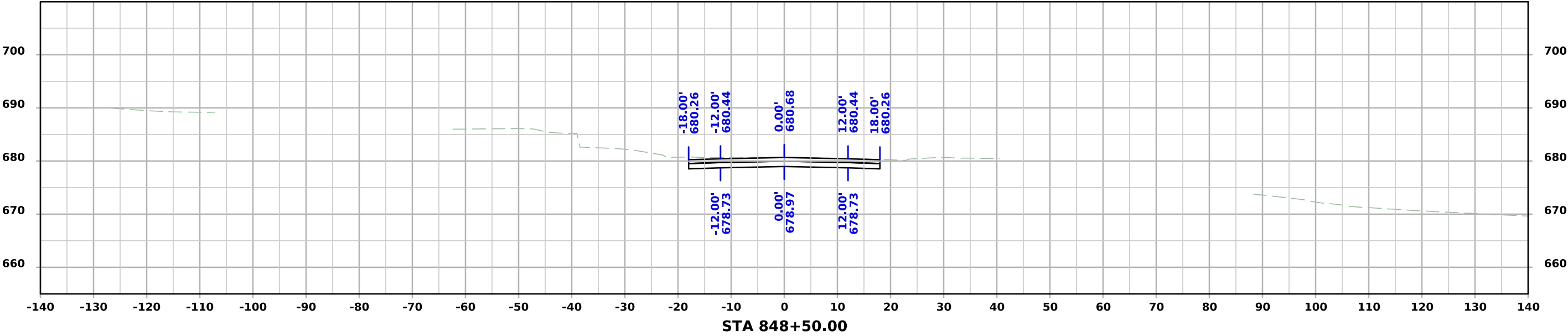


ML - IA9

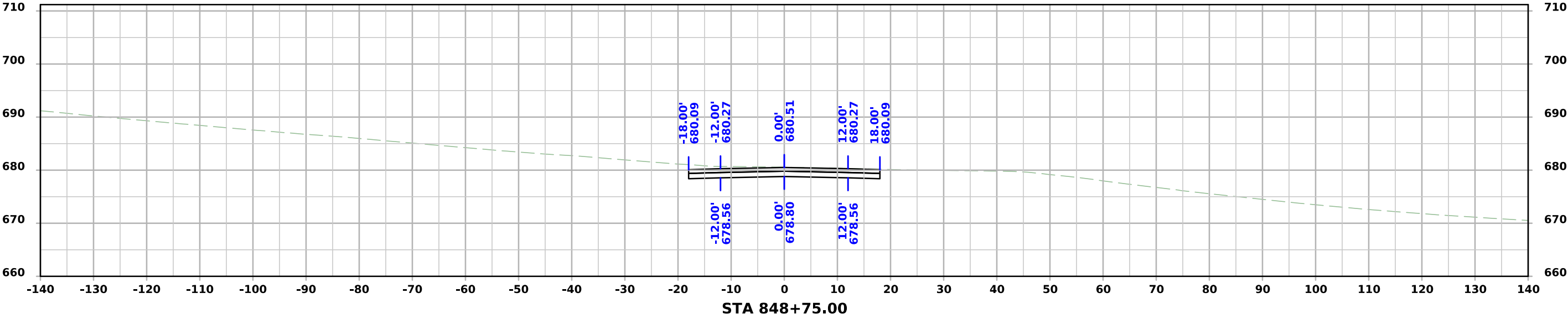
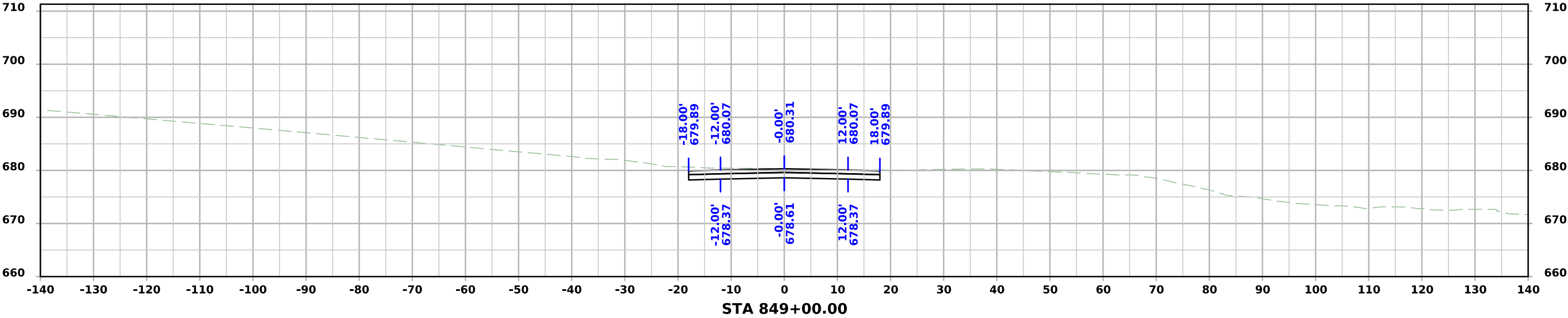


ML - IA9

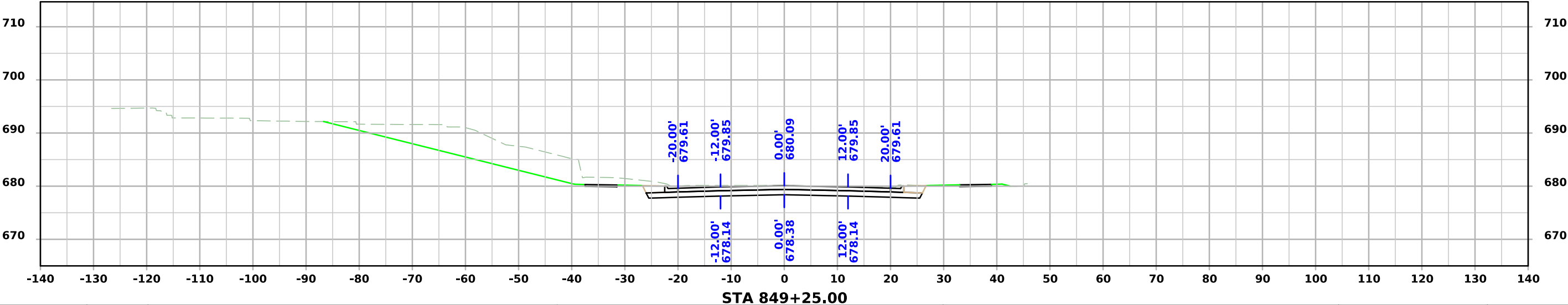
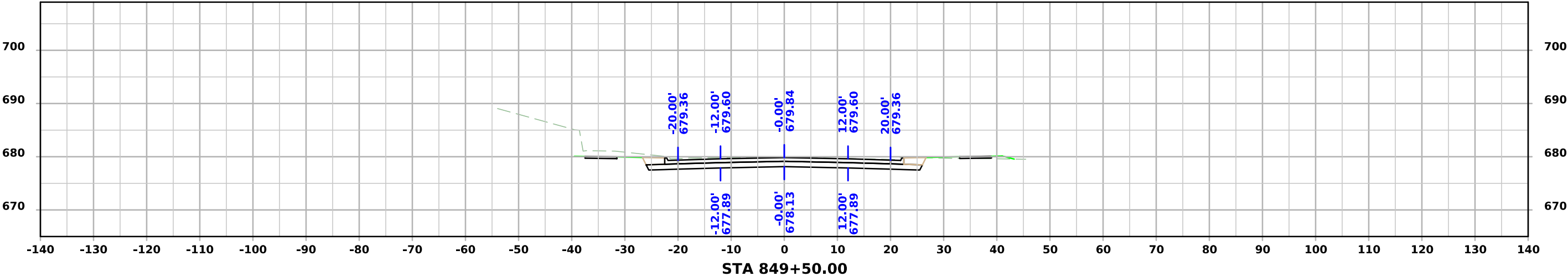
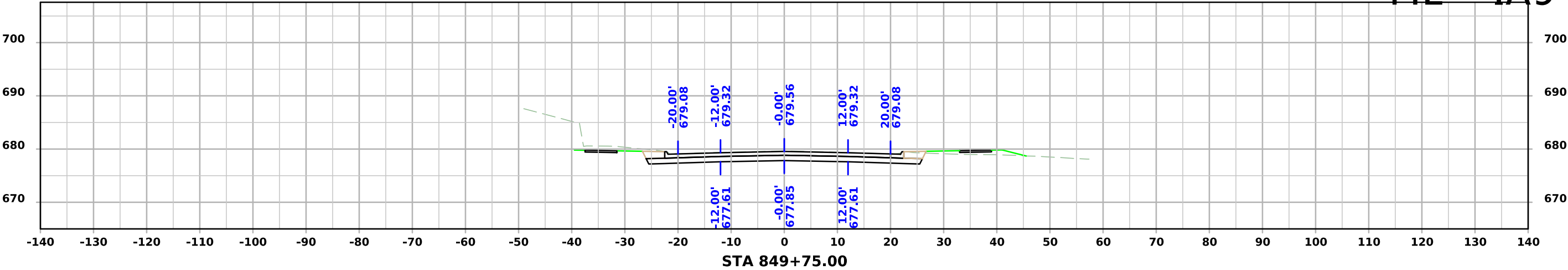




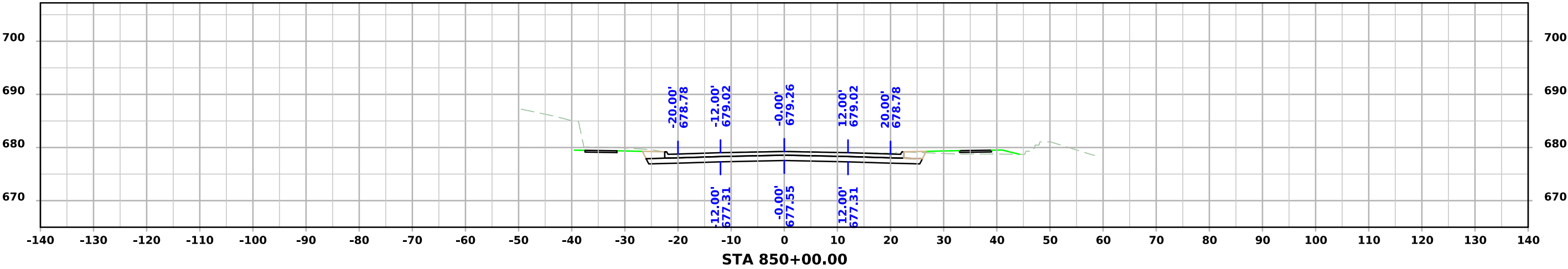
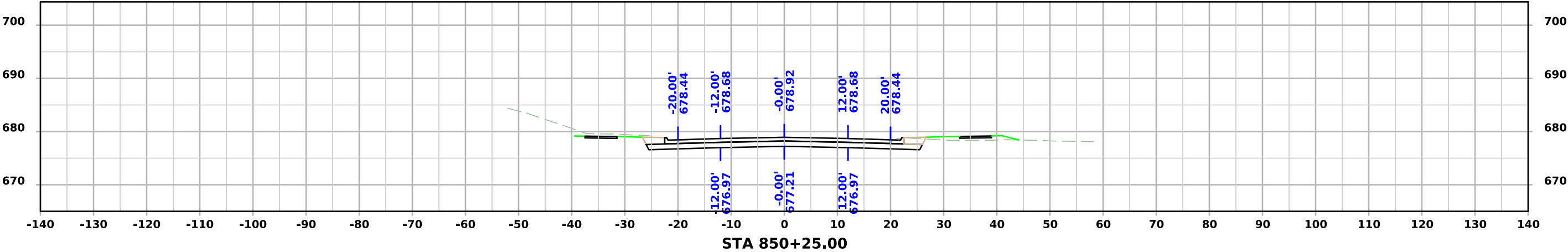
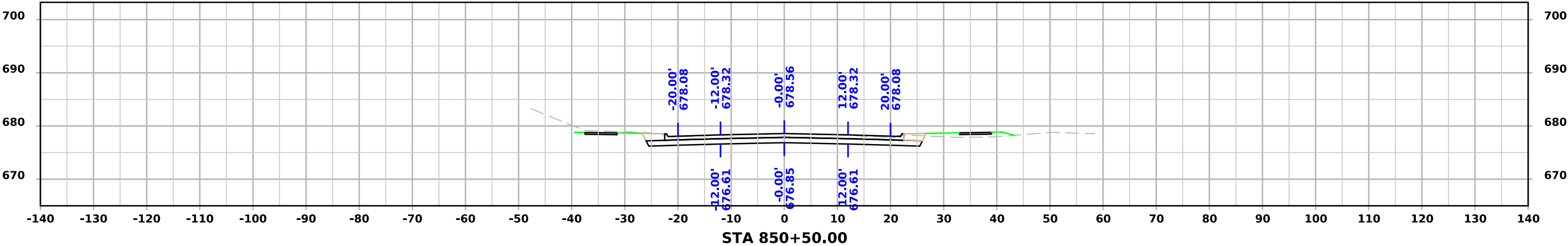
ML - IA9



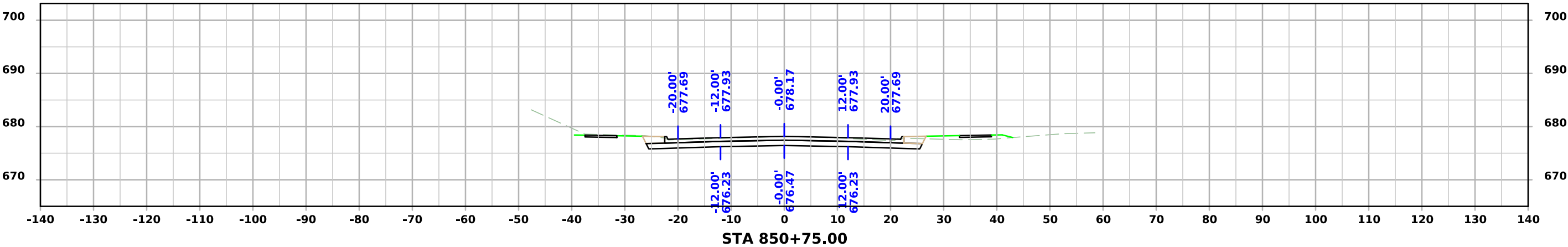
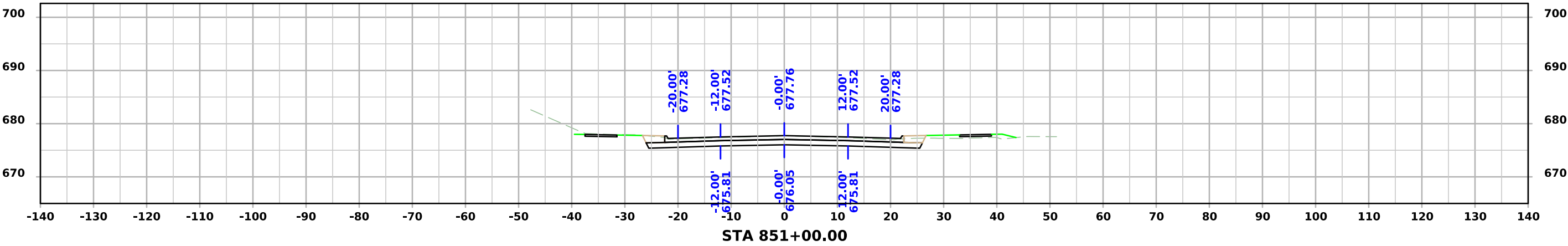
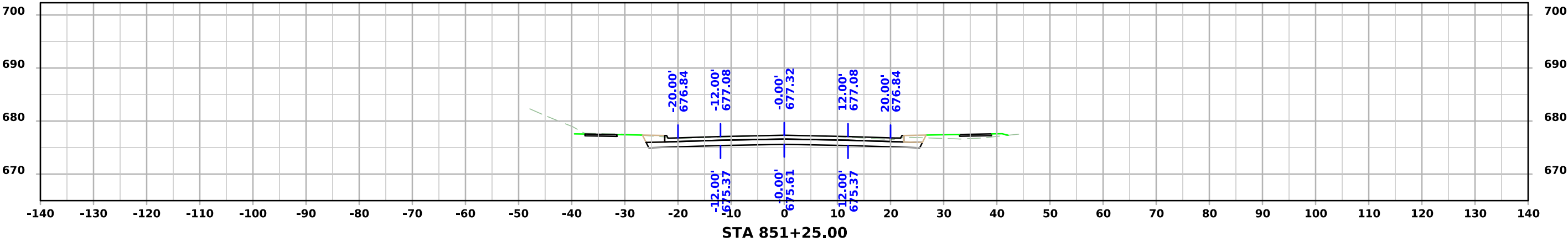
ML - IA9



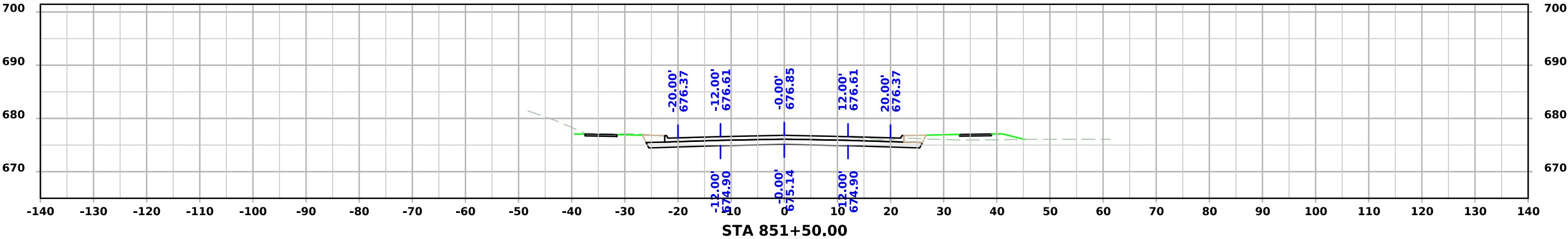
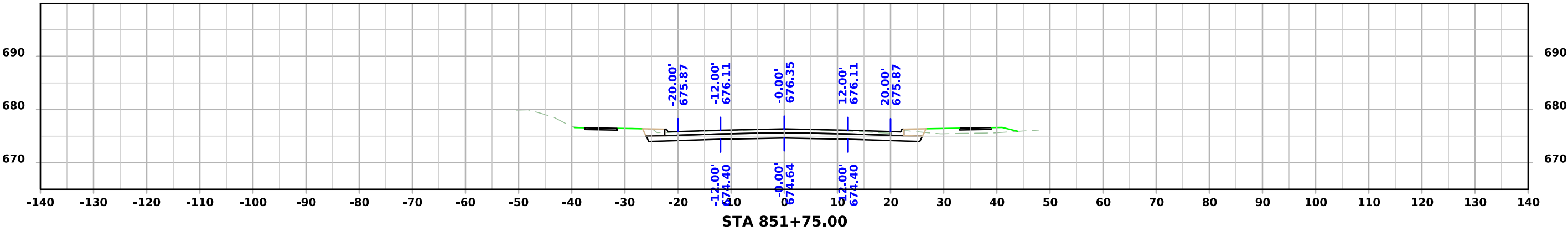
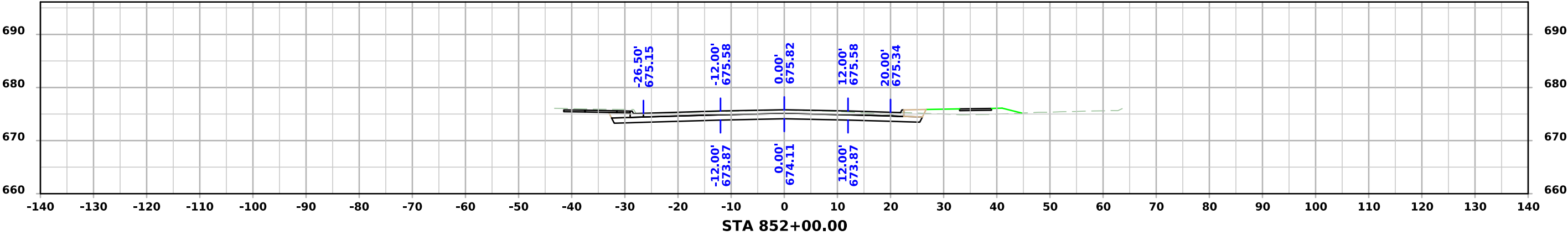
ML - IA9



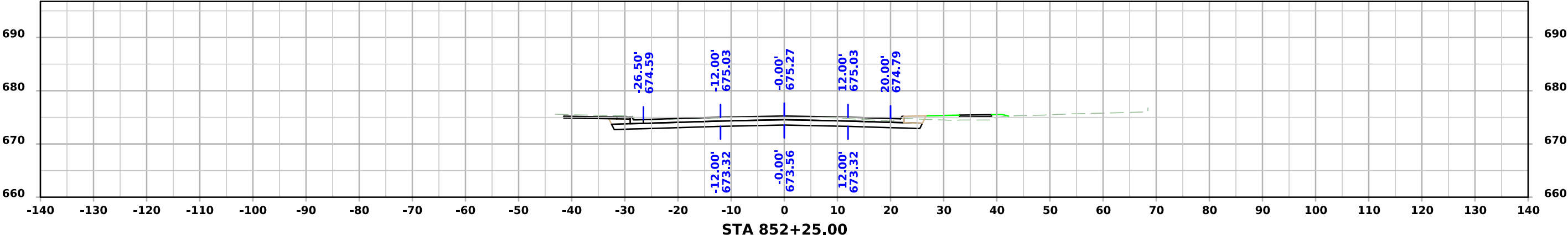
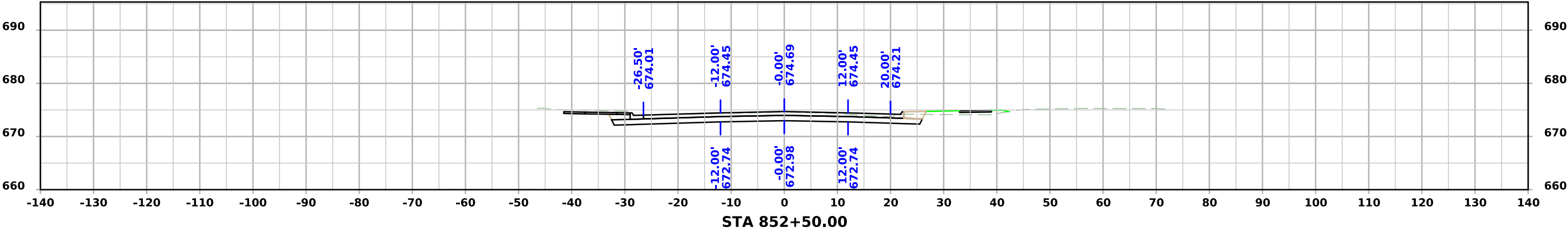
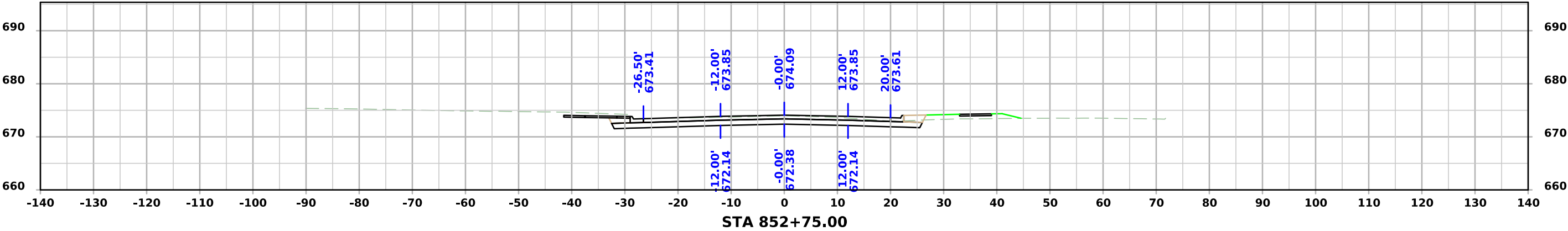
ML - IA9



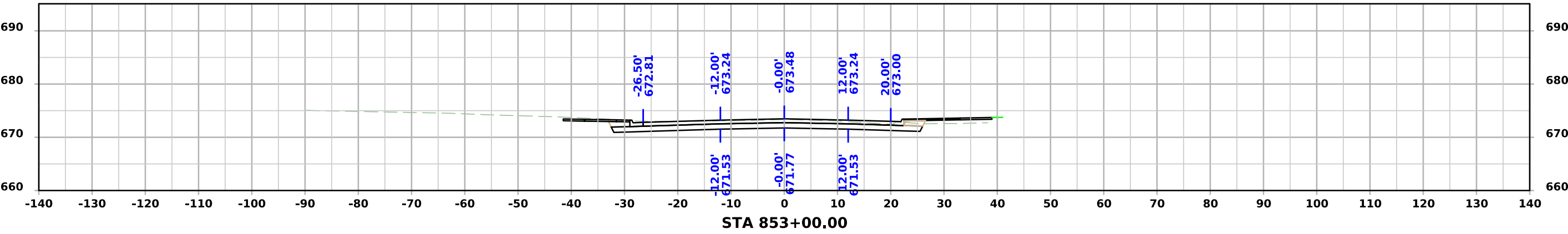
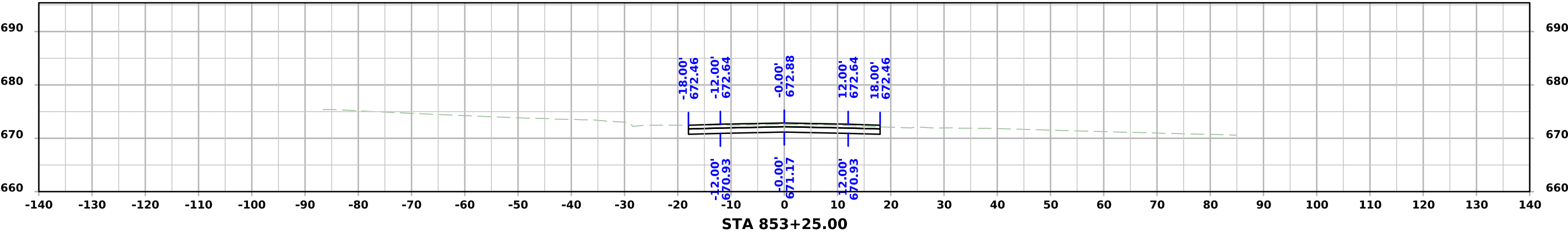
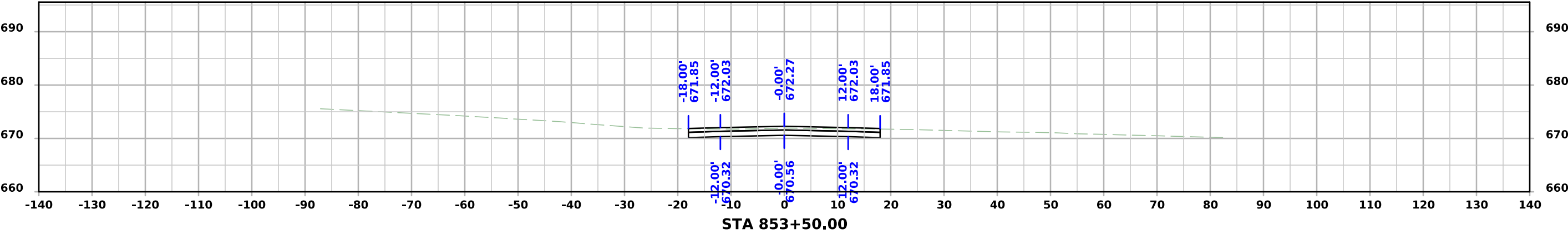
ML - IA9



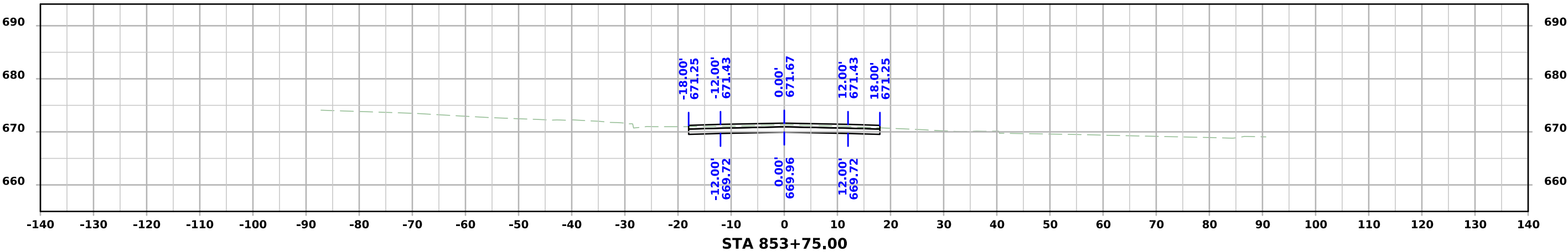
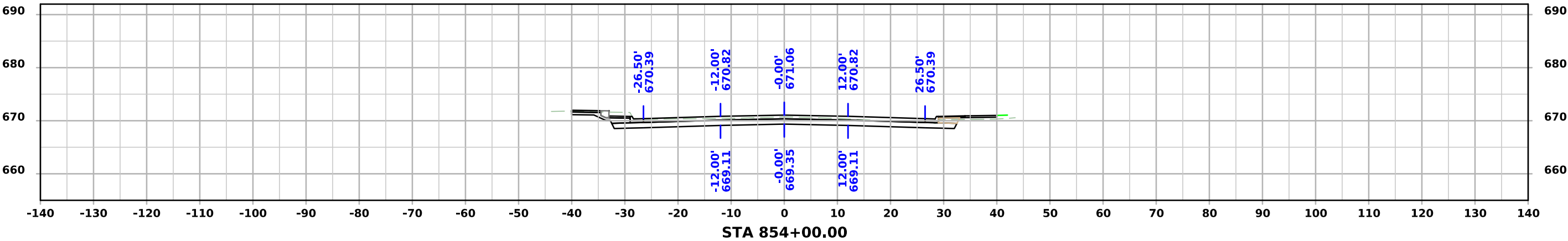
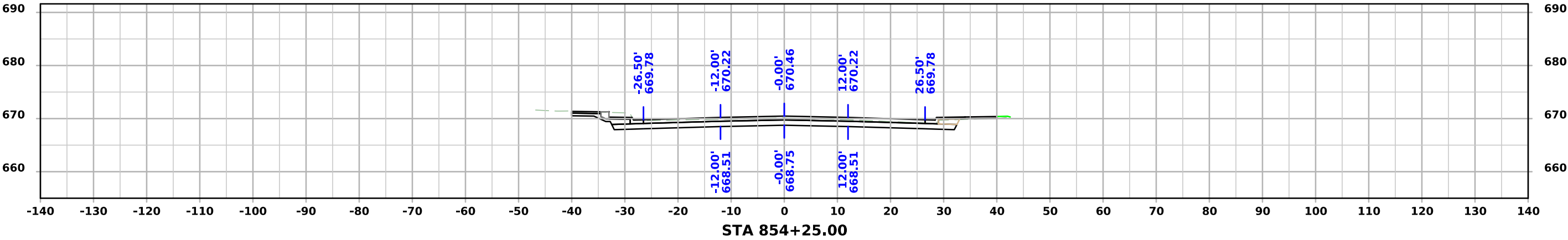
ML - IA9



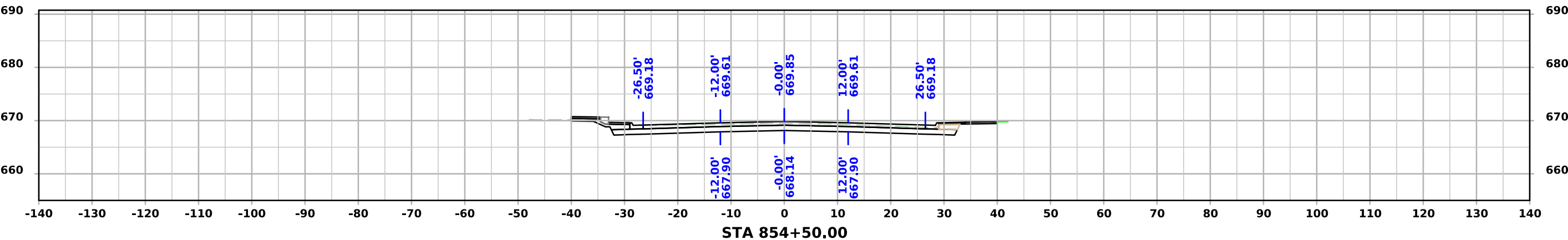
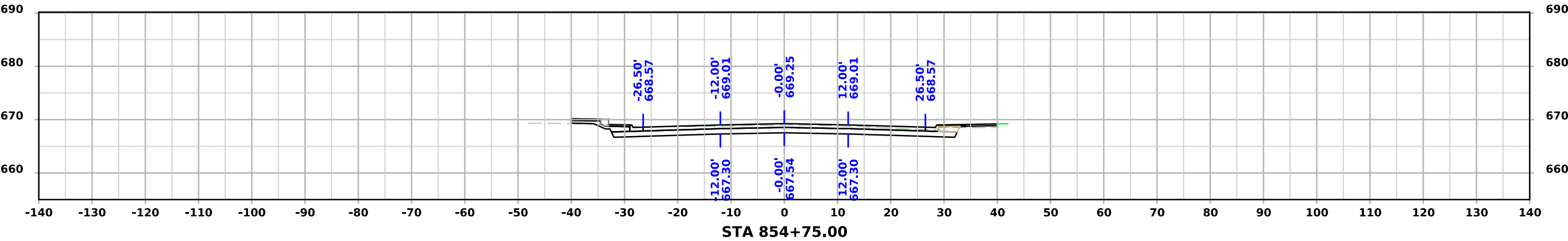
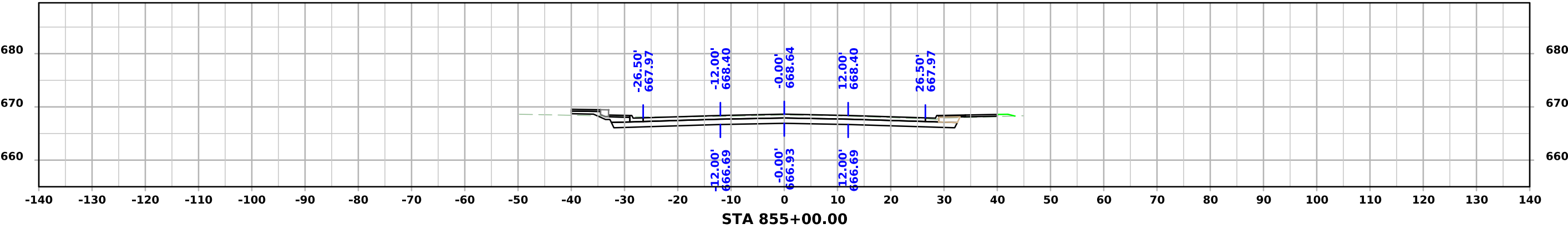
ML - IA9



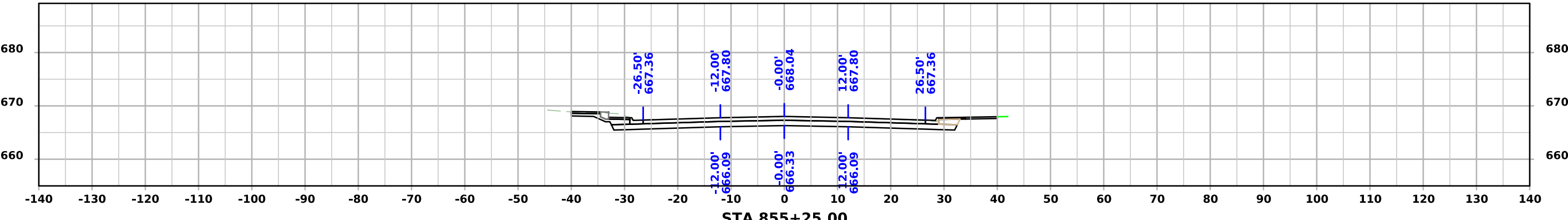
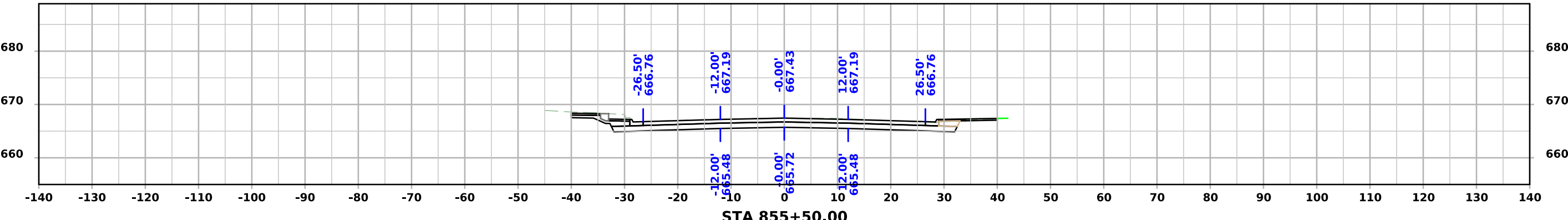
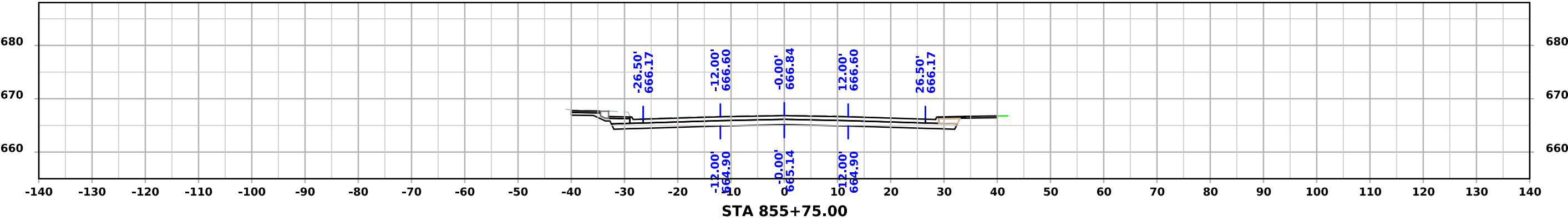
ML - IA9

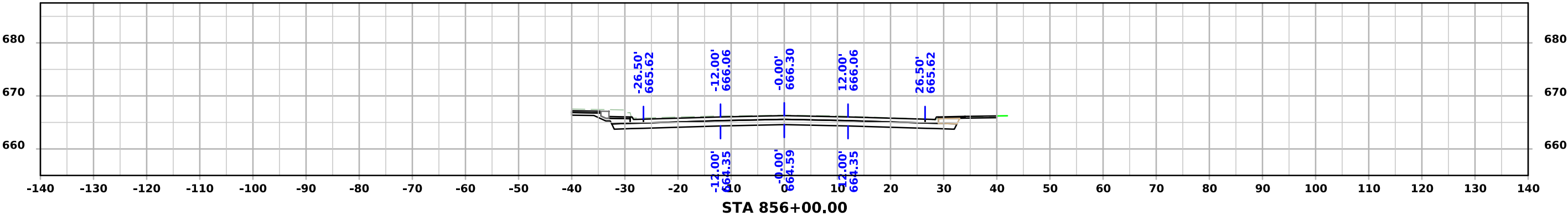
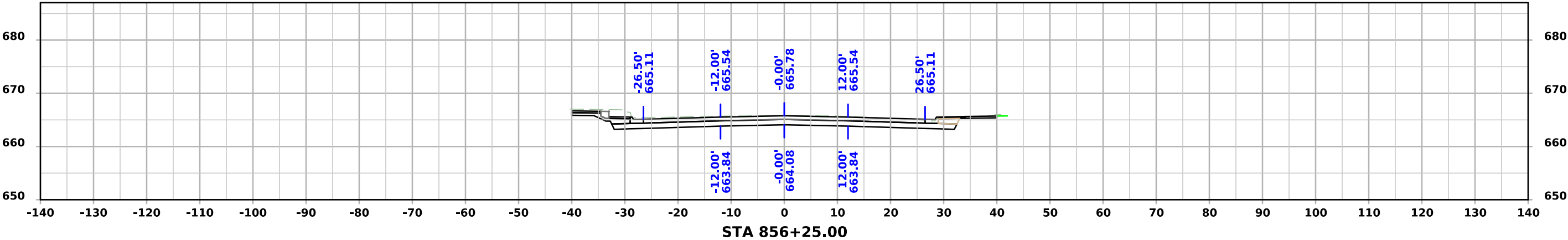
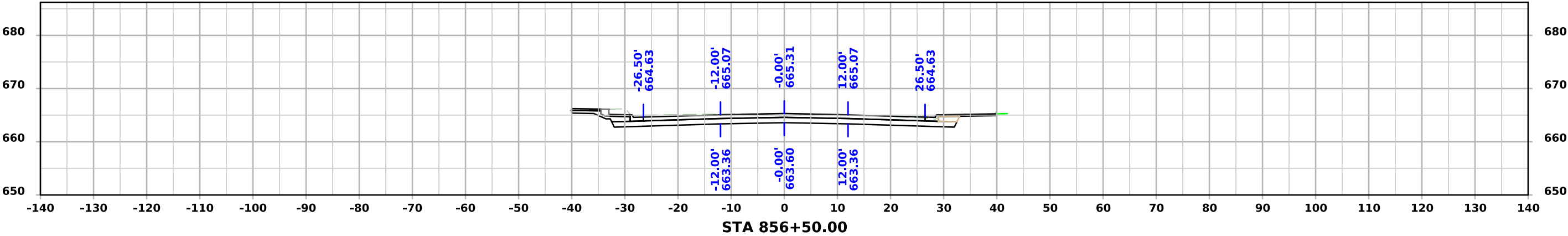


ML - IA9

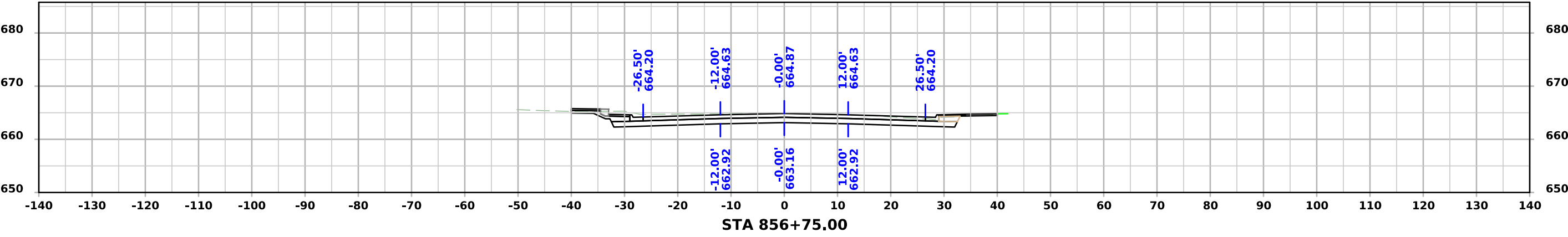
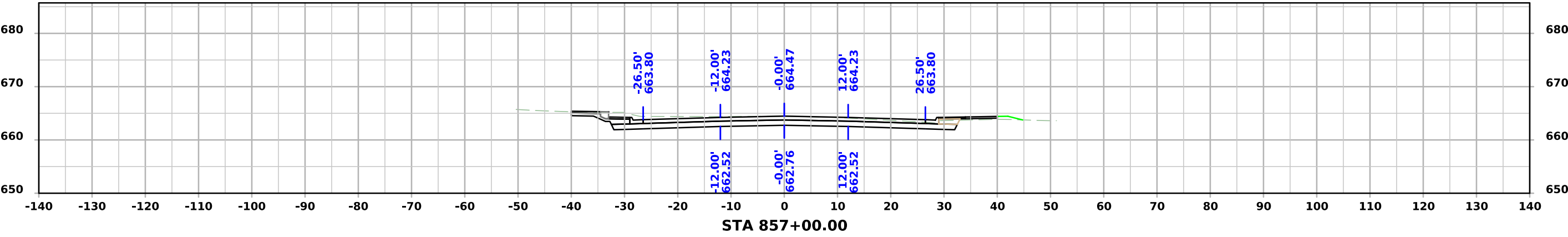
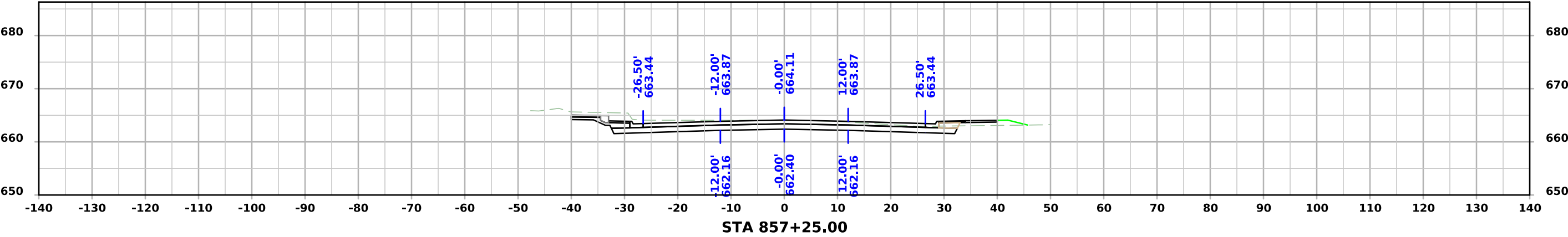


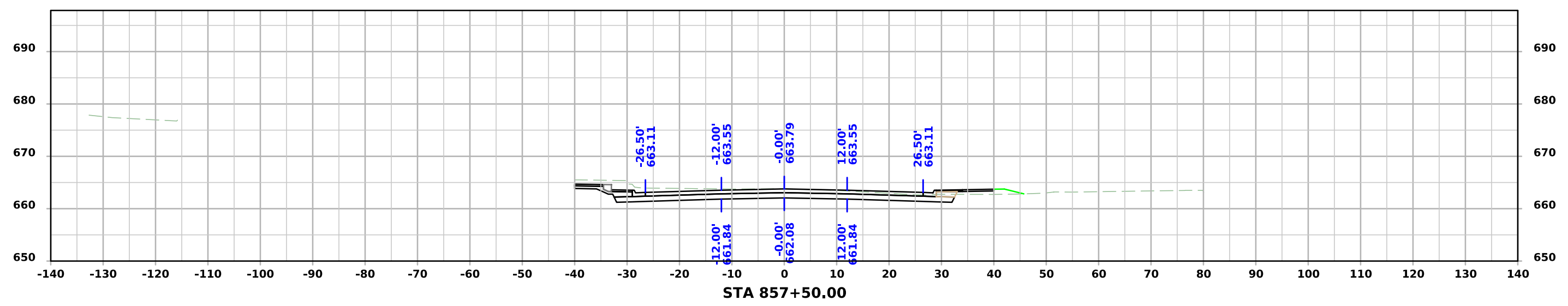
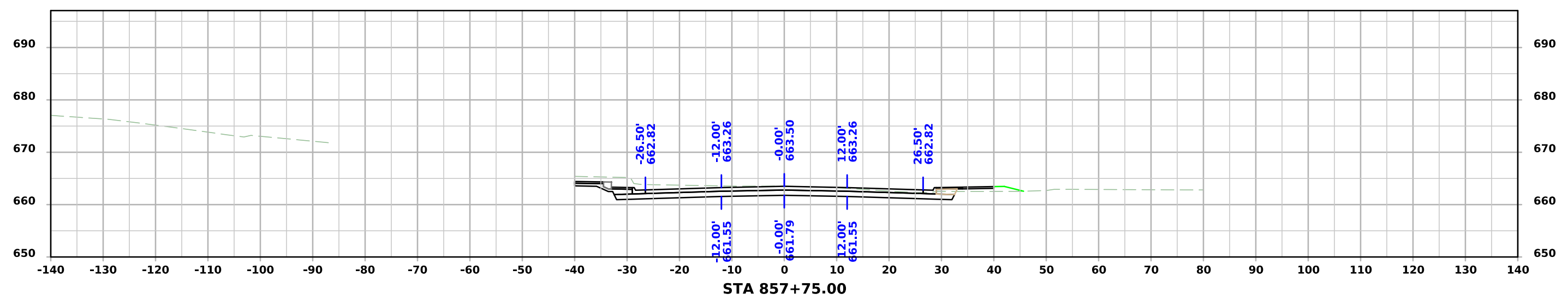
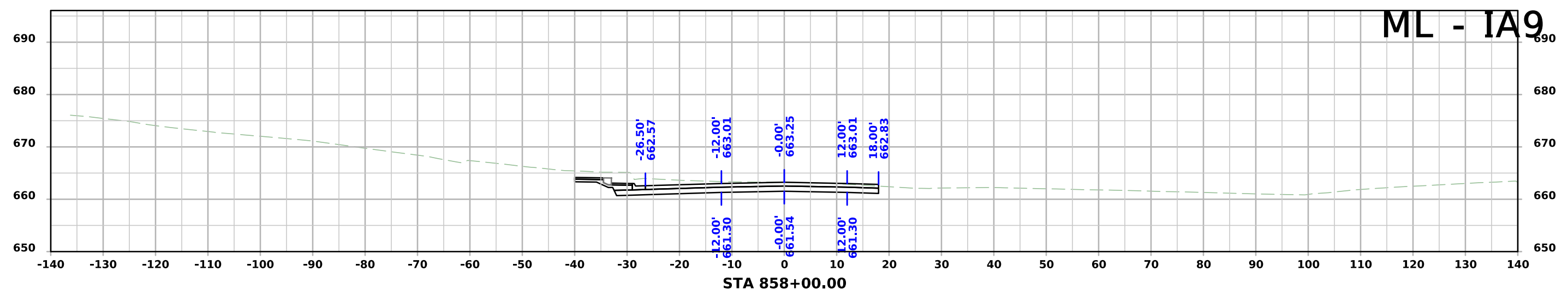
ML - IA9



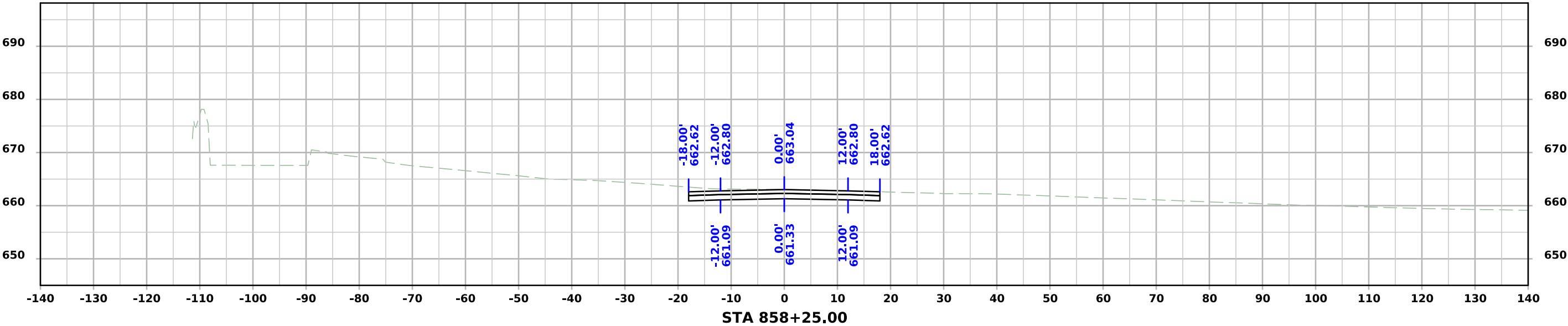
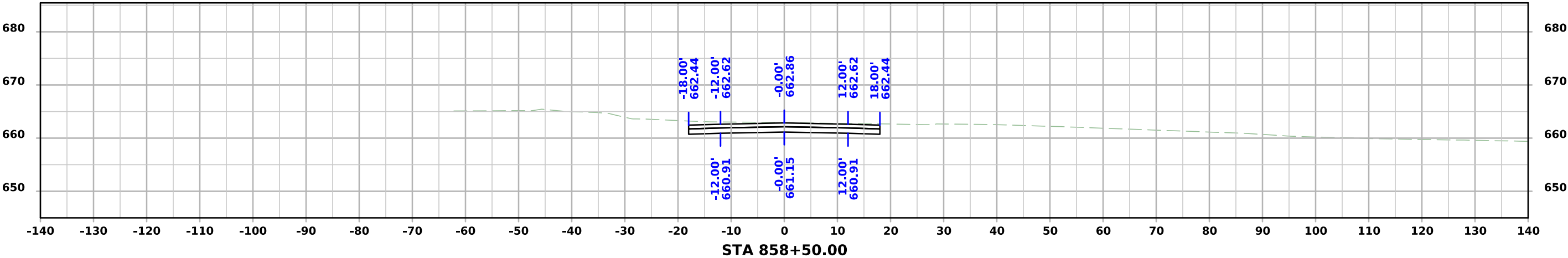
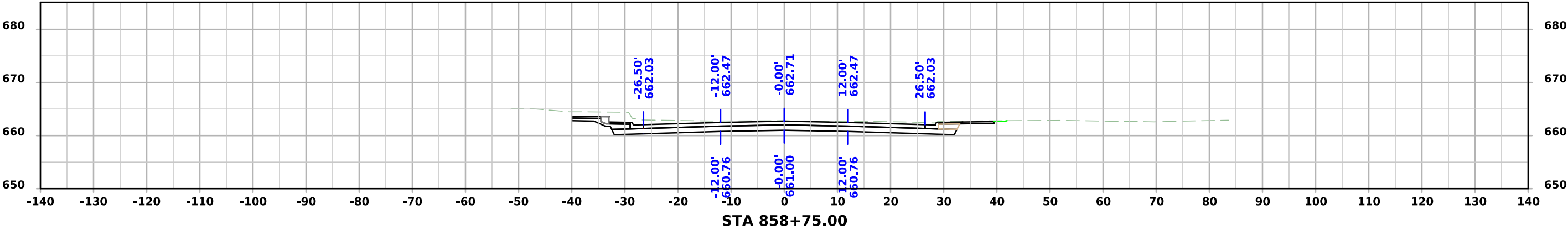


ML - IA9

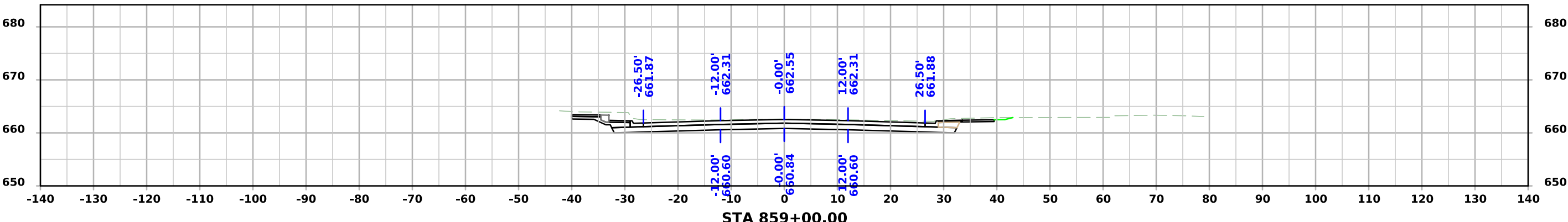
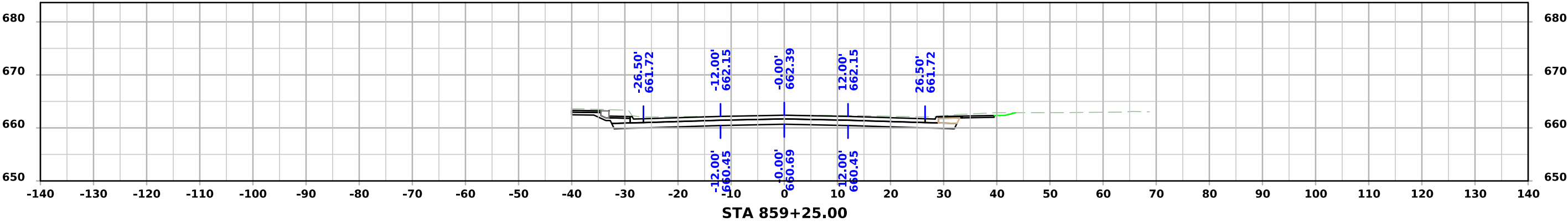
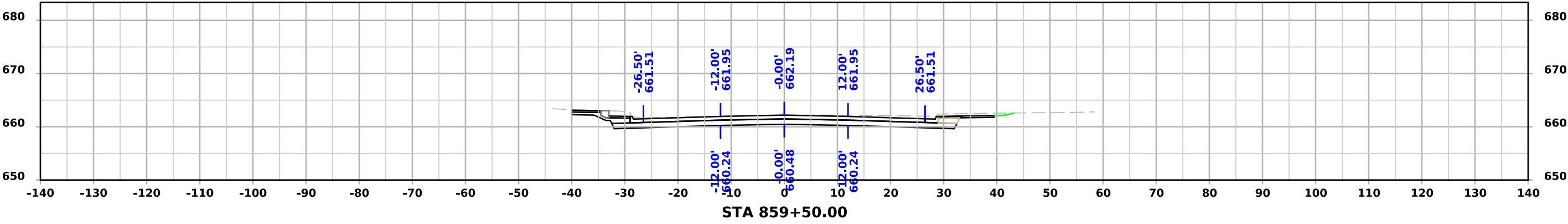




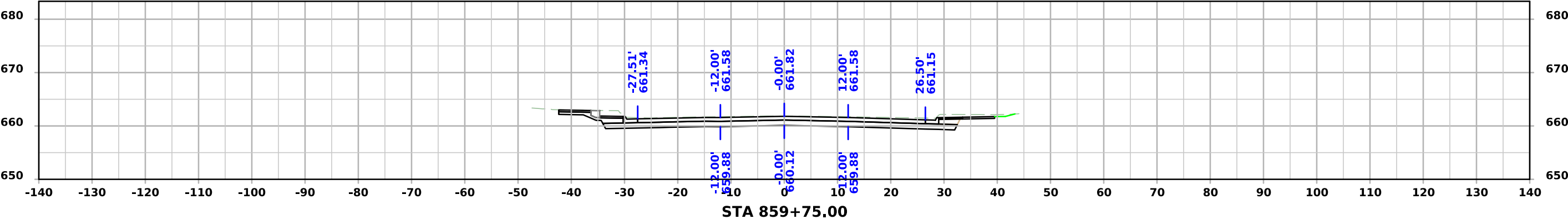
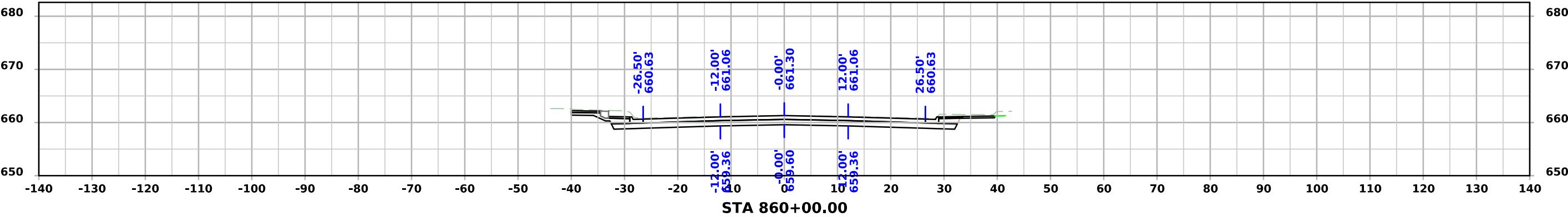
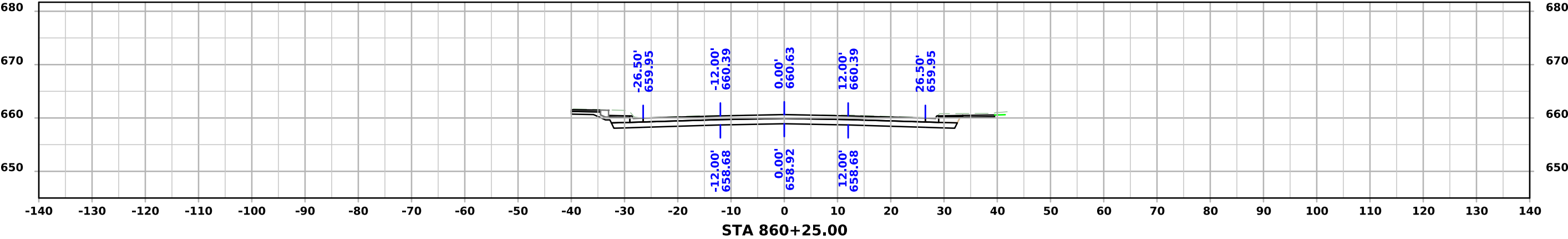
ML - IA9



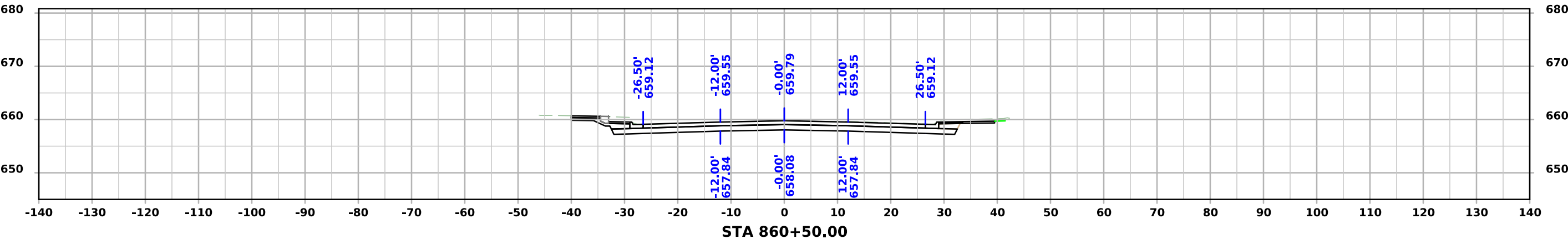
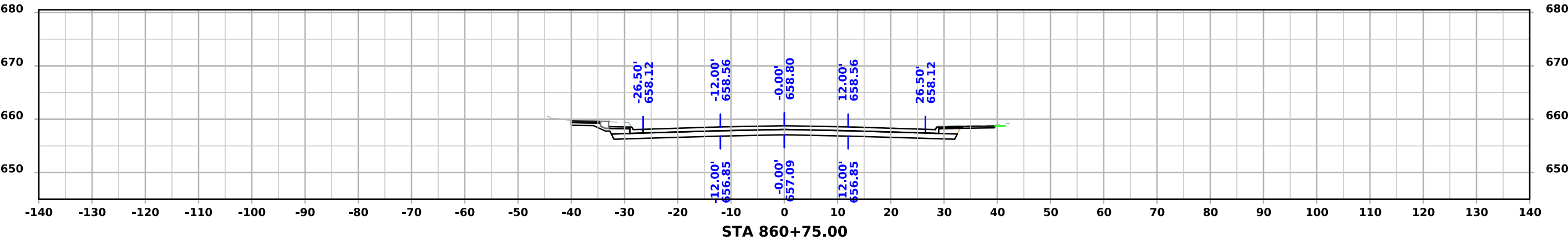
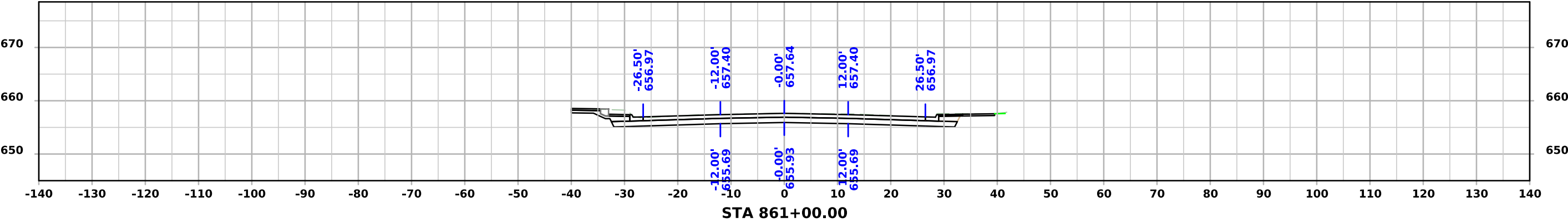
ML - IA9



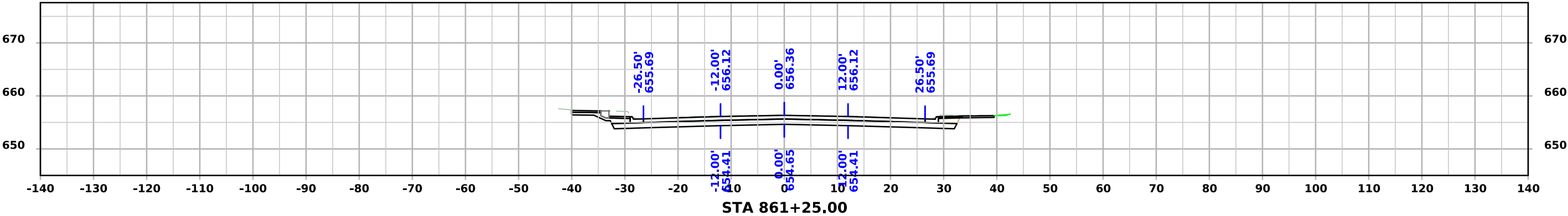
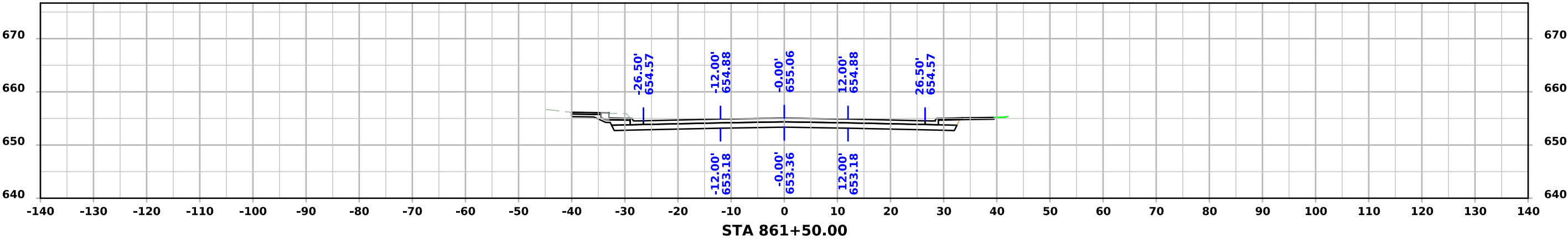
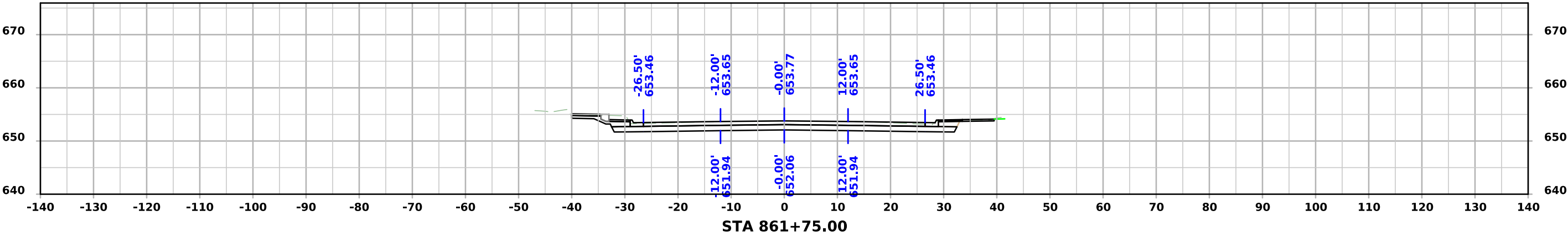
ML - IA9



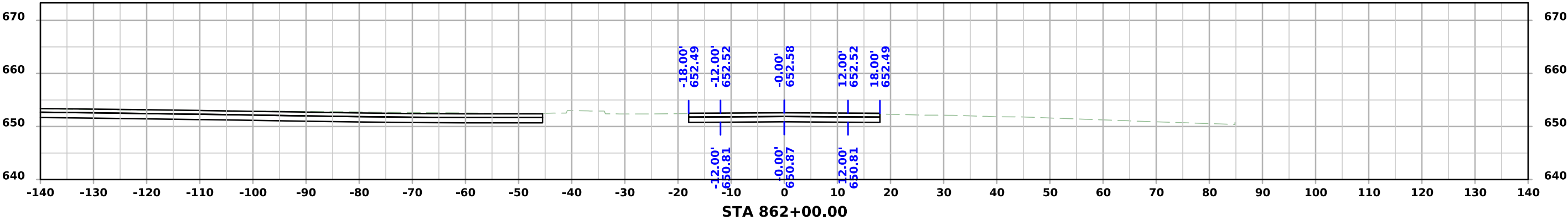
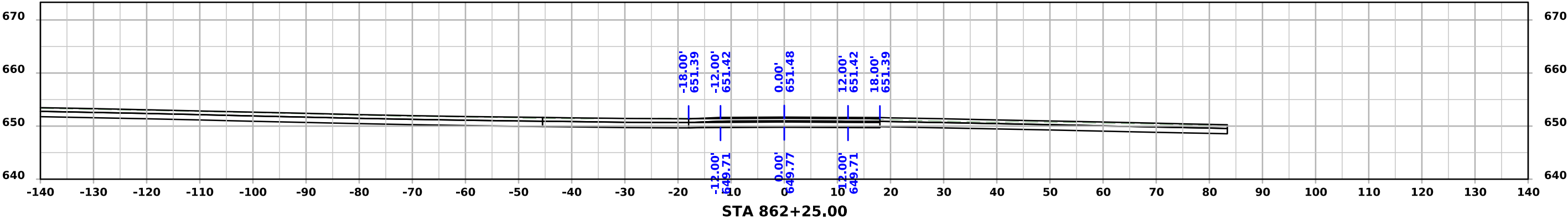
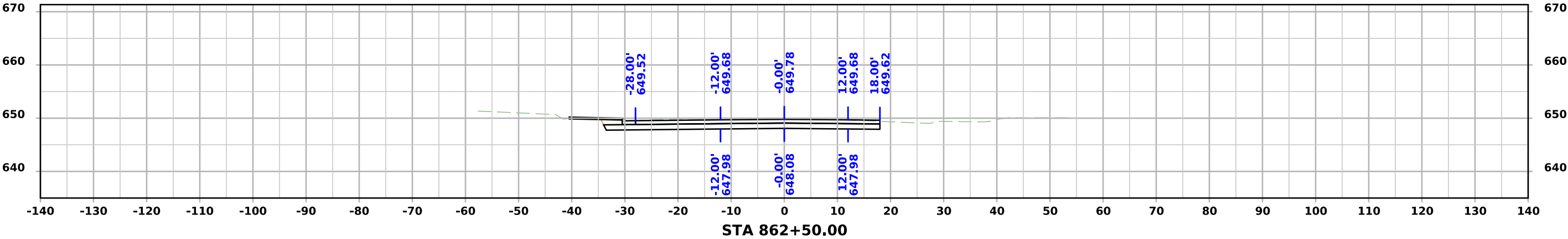
ML - IA9

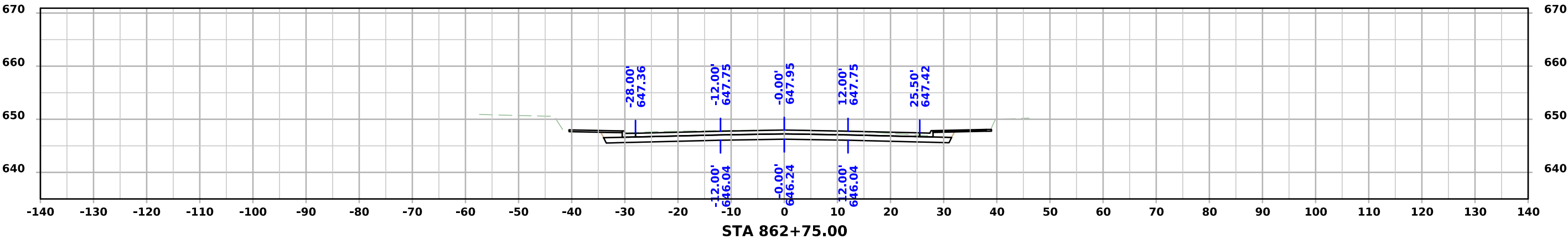
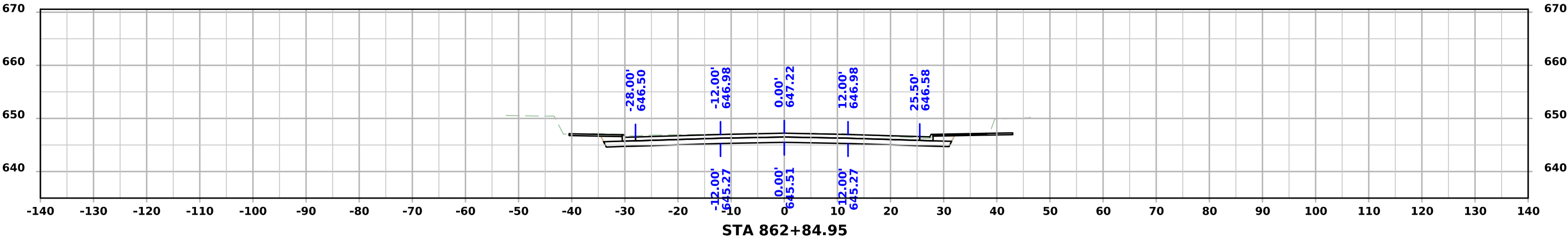


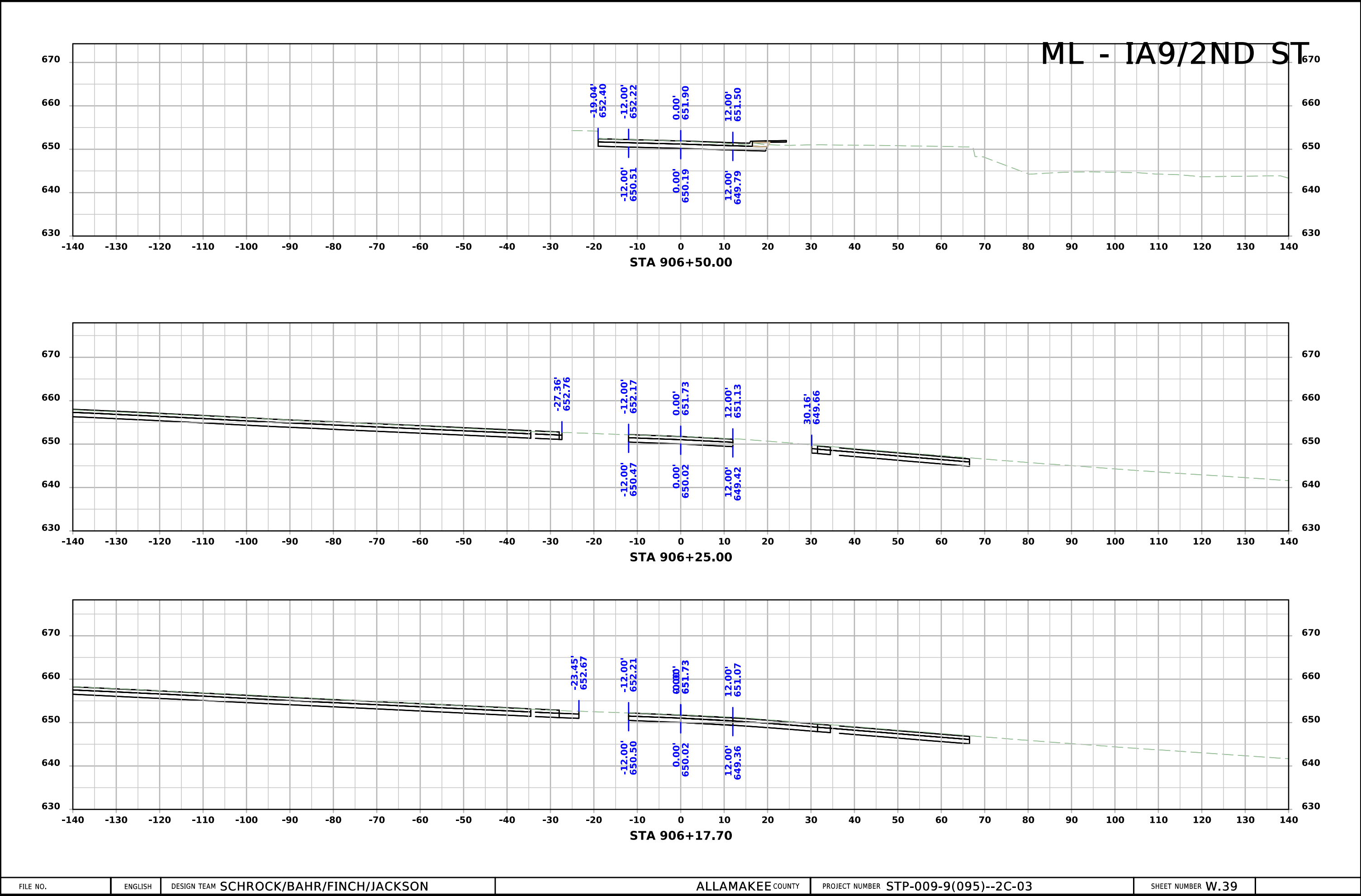
ML - IA9



ML - IA9







670

660

650

640

630

-140

-130

-120

-110

-100

-90

-80

-70

-60

-50

-40

-30

-20

-10

0

10

20

30

40

50

60

70

80

90

100

110

120

130

140

STA 906+17.70

-23.45'

652.67

-12.00'

652.21

-12.00'

650.50

0.00'

651.73

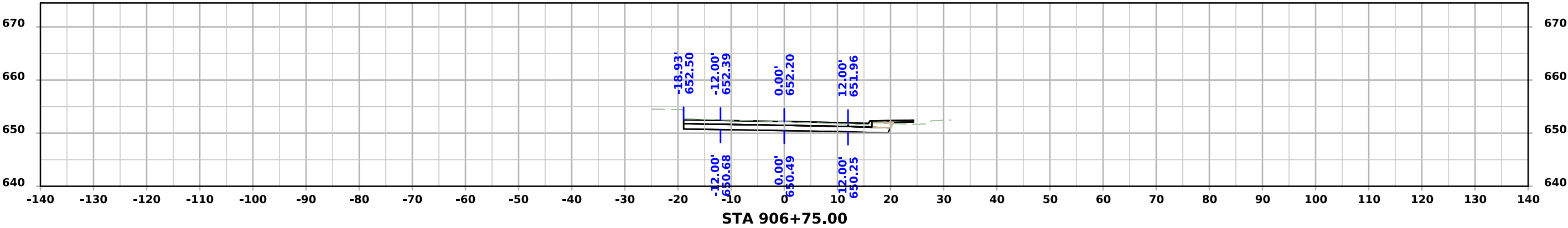
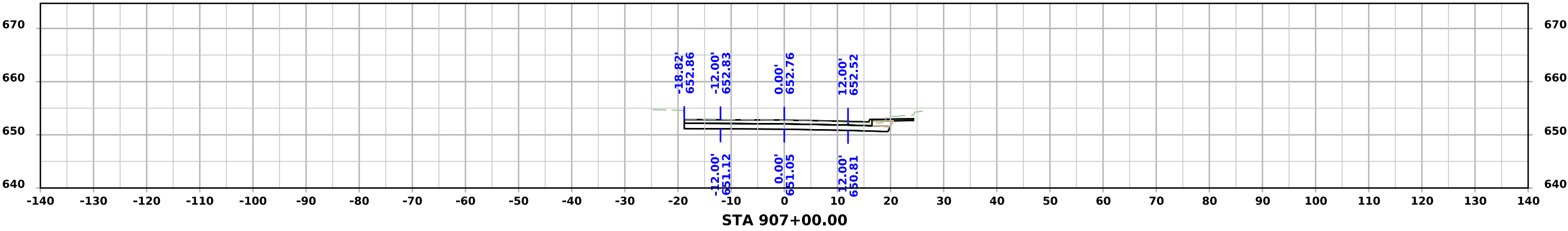
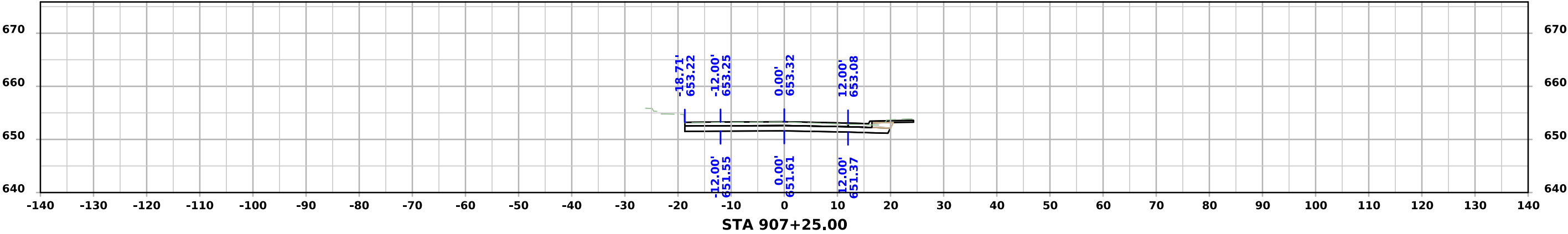
12.00'

651.07

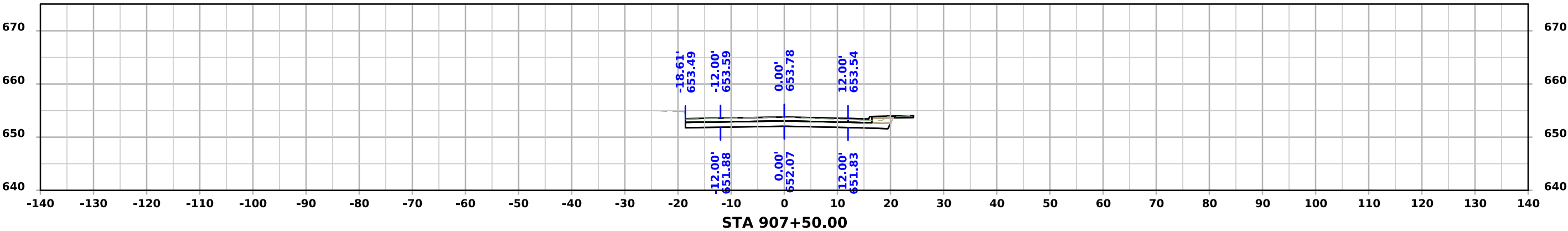
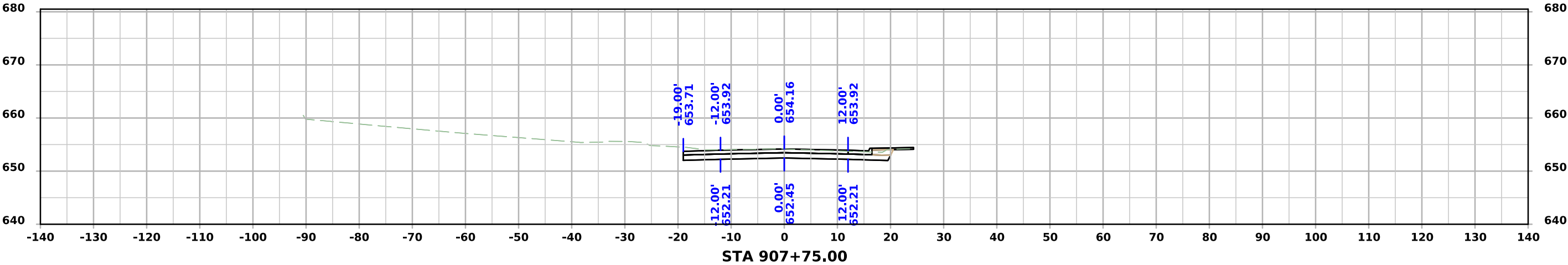
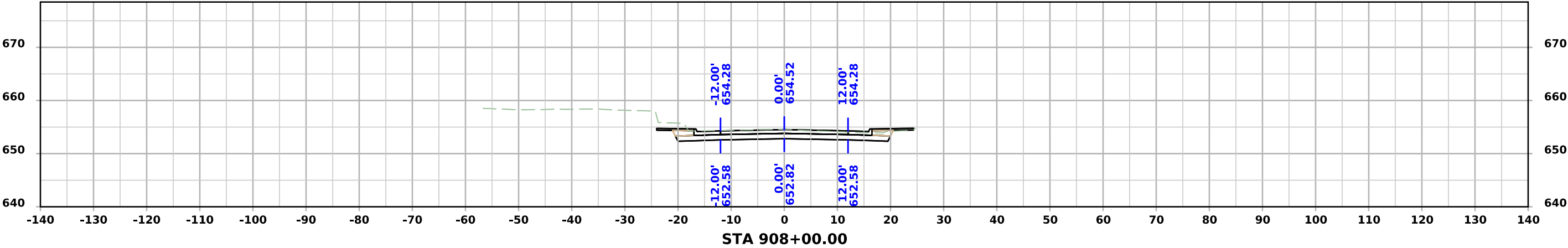
12.00'

649.36

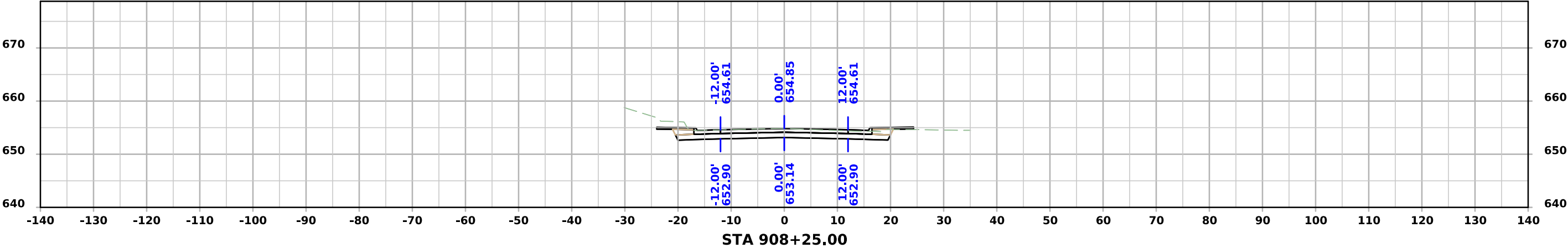
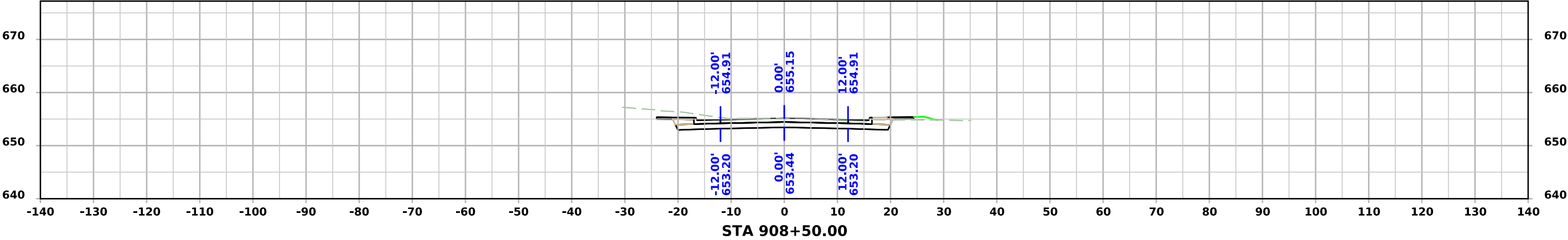
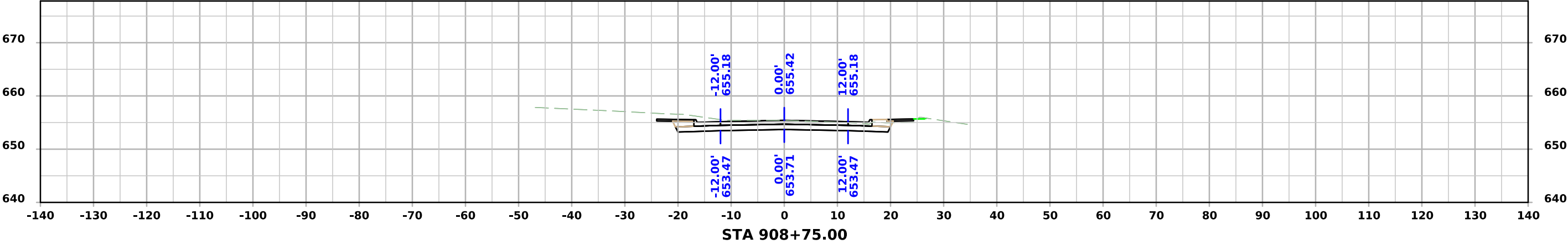
ML - IA9/2ND ST



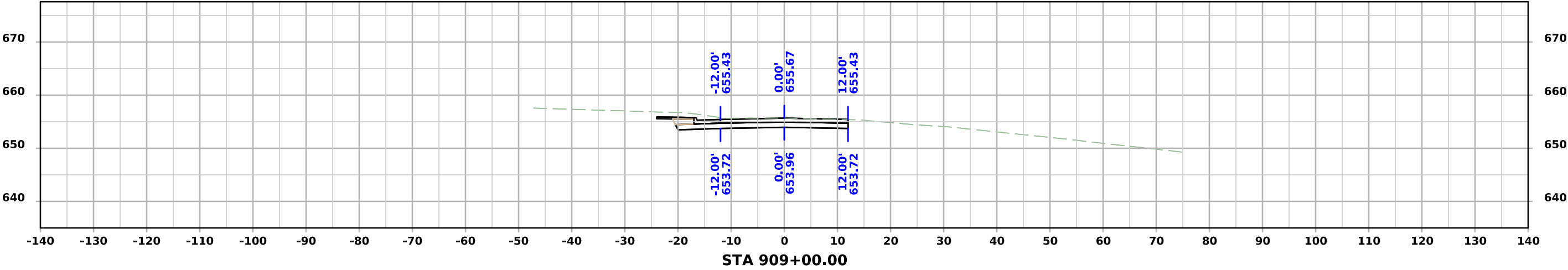
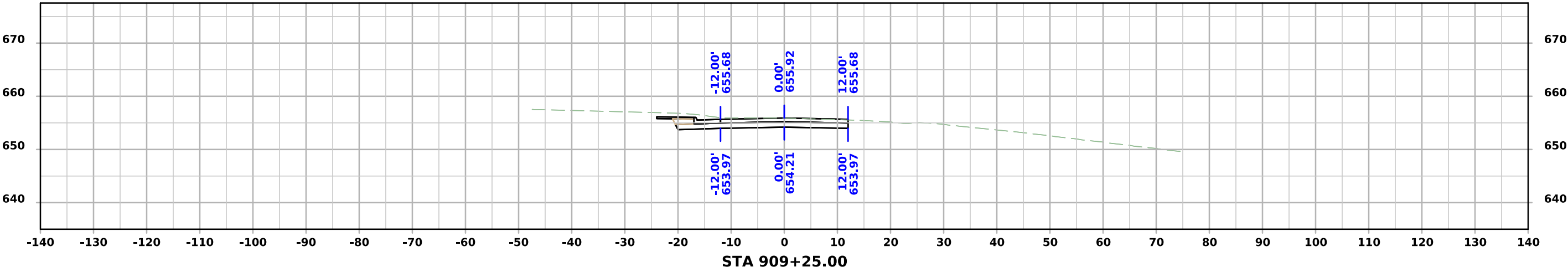
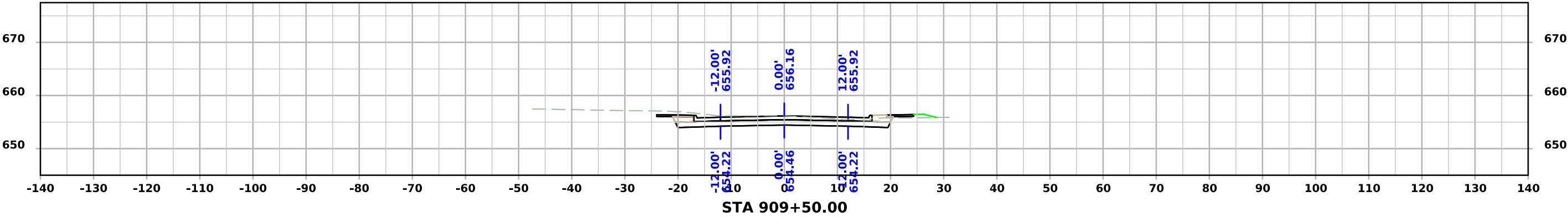
ML - IA9/2ND ST



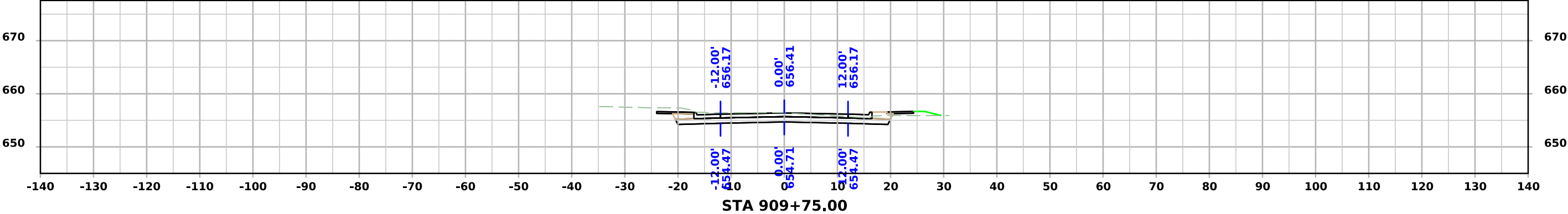
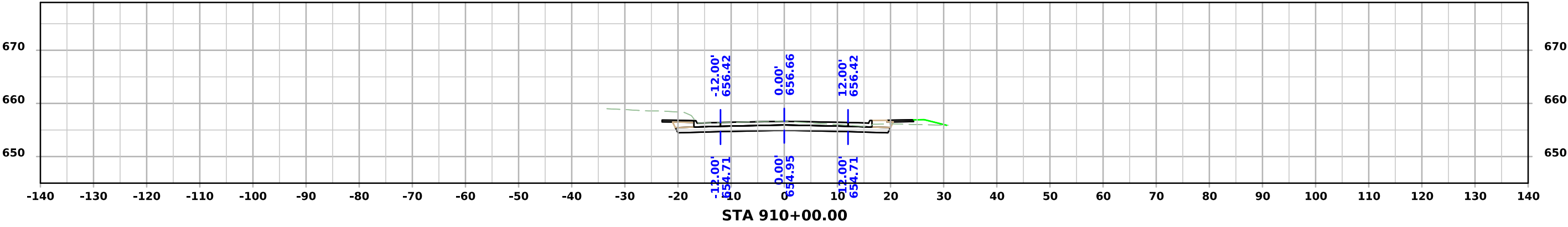
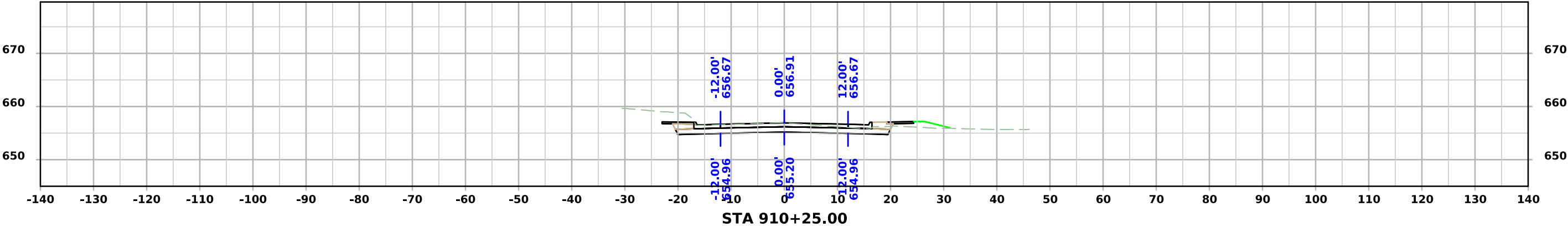
ML - IA9/2ND ST



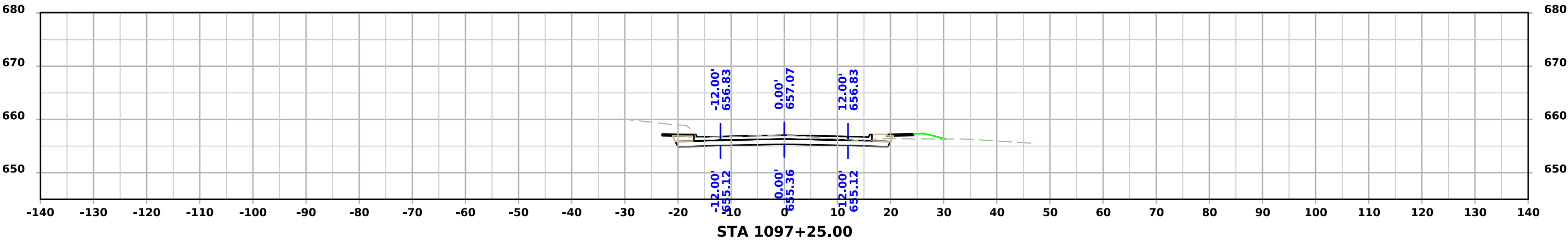
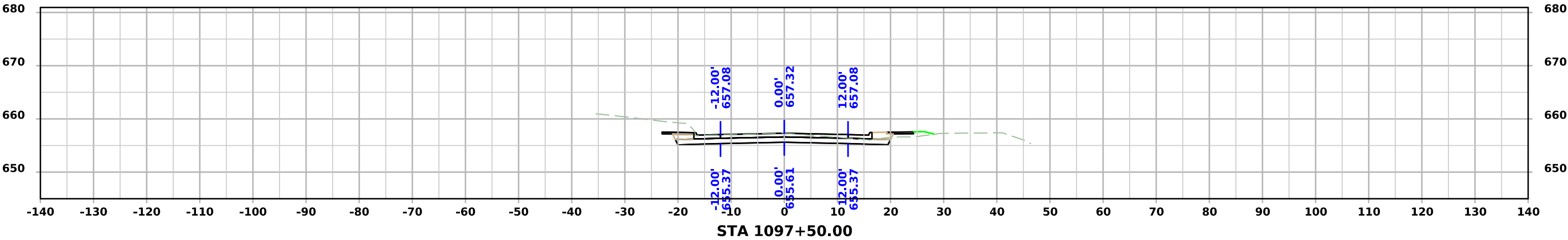
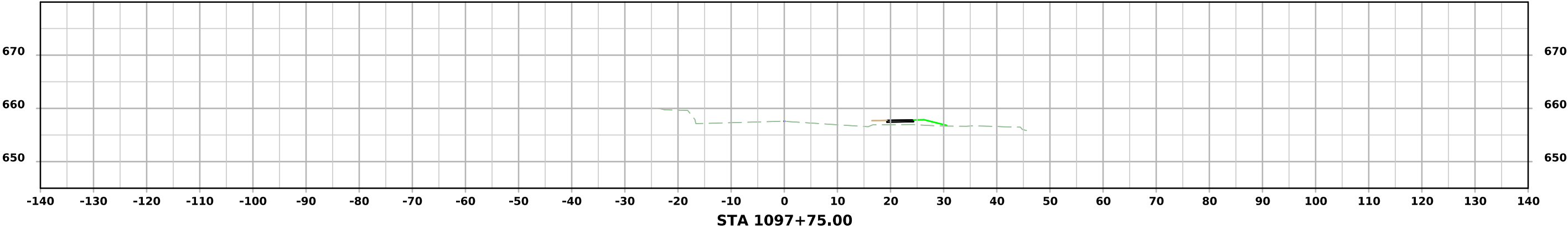
ML - IA9/2ND ST



ML - IA9/2ND ST



ML - IA9/2ND ST



ML - IA9/2ND ST

