

LETTING DATE  
 JUL 15 2025  
 Bridge Replacement  
 BRF-060-2(87)--38-84

SIOUX COUNTY

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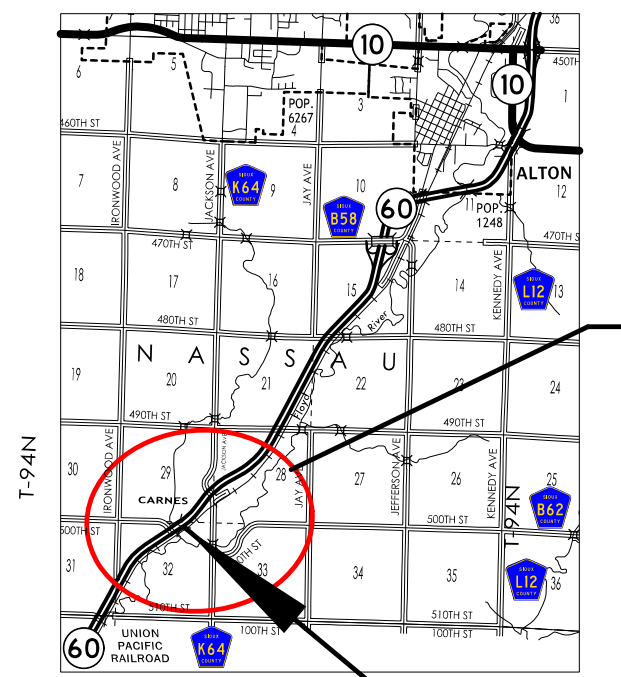
PLANS OF PROPOSED IMPROVEMENT ON THE  
**PRIMARY ROAD SYSTEM**  
**SIOUX COUNTY**  
 Bridge Replacement  
 Floyd River Tributary 0.5 mi S of Co Rd K64 (NB)

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	
21-84-060-010	
PROJECT NUMBER	
BRF-060-2(87)--38-84	
R.O.W. PROJECT NUMBER	
NHSN-060-2(88)--2R-84	



**PROJECT LOCATION**  
 Ref. Loc. 9.89

R-44W  
 NB FHWA 731713  
 SB FHWA 708905

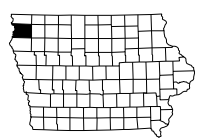
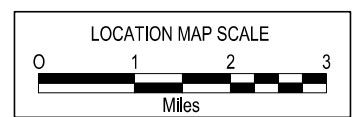
K64 North AADT 2500  
 K64 South AADT 980  
 500th St AADT 30

DESIGN DATA RURAL	
20 19	AAADT 6400 V.P.D.
20 -	AAADT -- V.P.D.
20 -	DHV -- V.P.H.
	TRUCKS 22.2 %
	Total Design ESALs --

PRELIMINARY PLANS

Subject to change by final design.

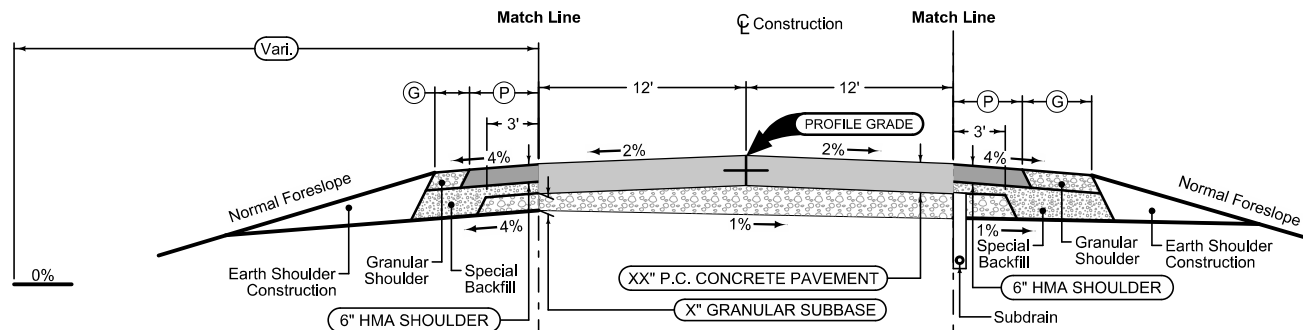
D5 PLAN - Date: 05-17-2024



**Combination Shoulder**

Shoulder Jointing:  
Longitudinal joint: B

		4_C_04-21-20		
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
NB			4	2



Mainline Jointing:  
Transverse joints: CD at 17' spacing

4UP_04-21-20	
STATION TO STATION	
1527+00.00	1527+80.00

**Combination Shoulder**

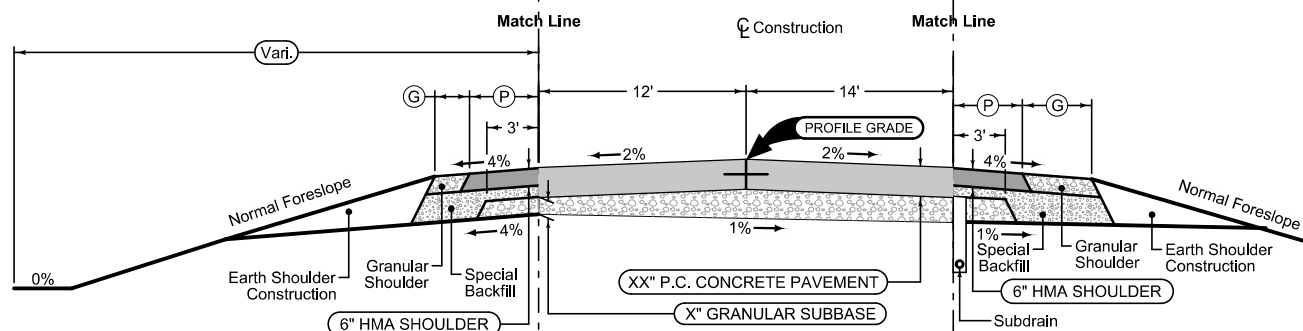
Shoulder Jointing:  
Longitudinal joint: B

		4_C_04-21-20		
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
NB			6	4

**Combination Shoulder**

Shoulder Jointing:  
Longitudinal joint: B

		4_C_04-21-20		
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
NB			4	2



Mainline Jointing:  
Transverse joints: CD at 17' spacing

4UP_04-21-20	
STATION TO STATION	
1528+70.00	1529+44.00

**Combination Shoulder**

Shoulder Jointing:  
Longitudinal joint: B

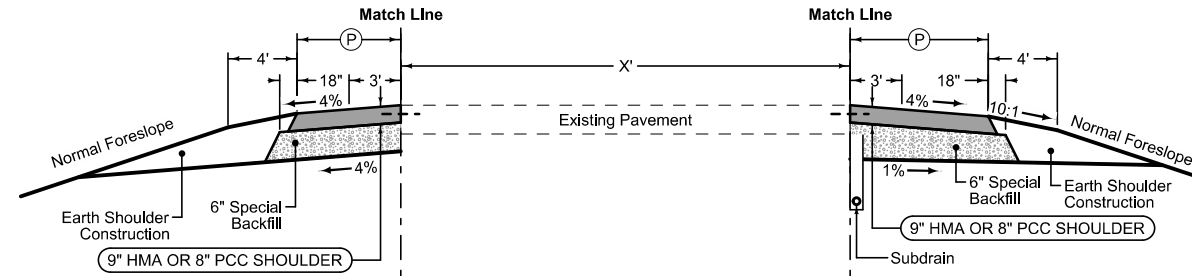
		4_C_04-21-20		
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
NB			4	4

**US 60 NB**  
**(For Information only)**

**Paved Shoulder at Guardrail**

PCC Shoulder Jointing:  
 Longitudinal joint: BT-1 or BT-5  
 Transverse joints: C at mainline spacing  
 HMA Shoulder Jointing  
 Longitudinal joint: B

4_P_Guard_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	1524+84	1526+83	Vari.
NB	1526+83	1527+08	7.5



**Paved Shoulder at Guardrail**

PCC Shoulder Jointing:  
 Longitudinal joint: BT-1 or BT-5  
 Transverse joints: C at mainline spacing  
 HMA Shoulder Jointing  
 Longitudinal joint: B

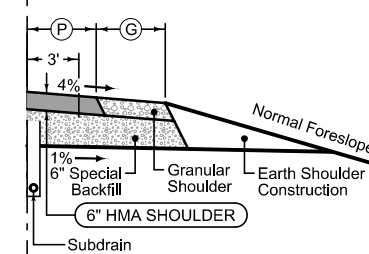
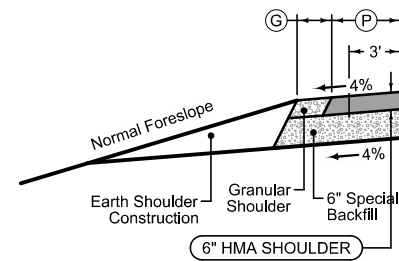
4_P_Guard_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	1525+20	1526+83	Vari.
NB	1526+83	1527+08	11.6

4E_10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(X) Feet
NB	1524+84	1526+83	34
NB	1526+83	1527+08	24
NB	1529+44	1529+69	26

**Combination Shoulder**

Shoulder Jointing:  
 Longitudinal joint: B

4_C_04-21-20					
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
NB	1529+44	1529+69	4	2	



**Combination Shoulder**

Shoulder Jointing:  
 Longitudinal joint: B

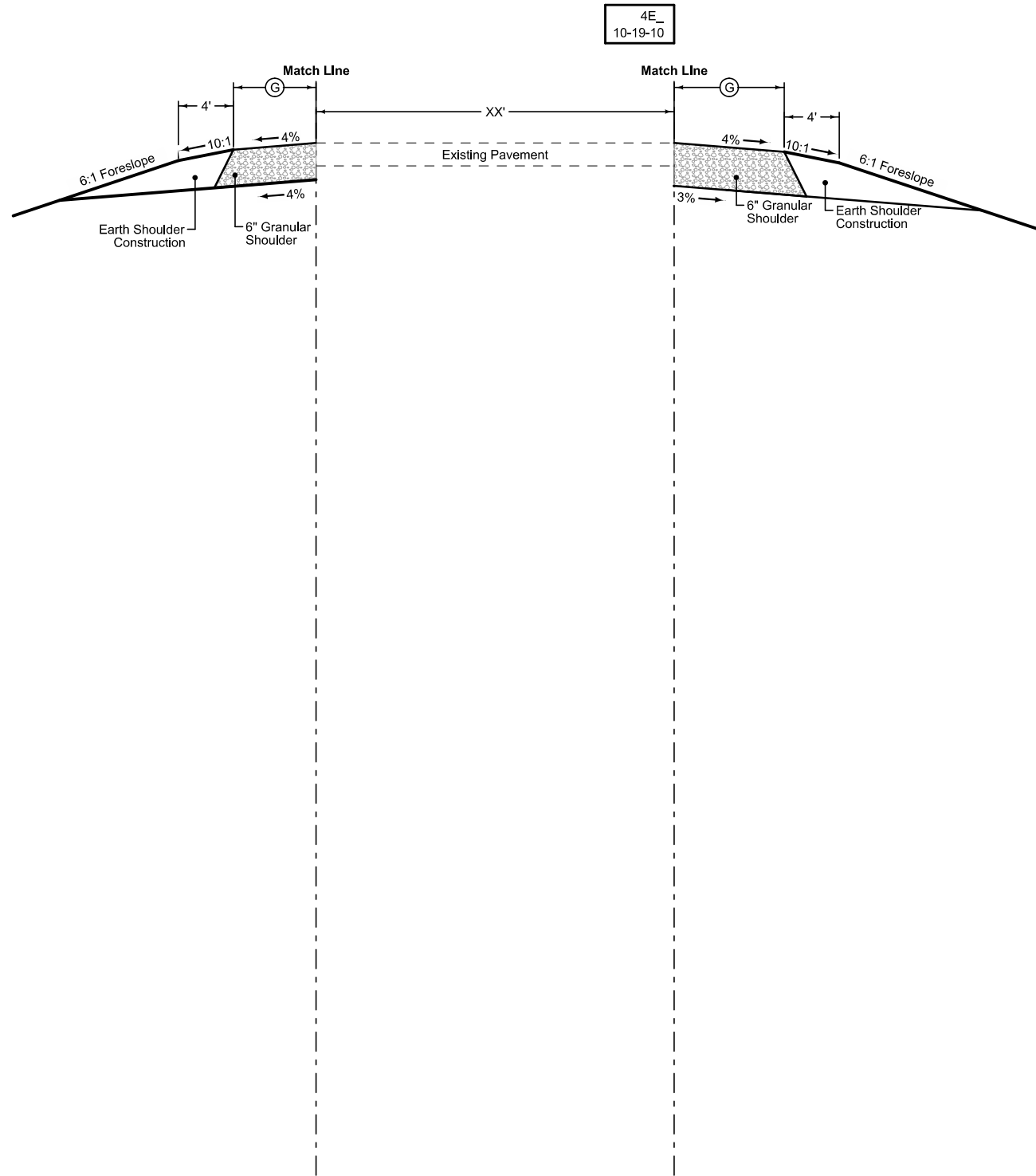
4_C_04-21-20					
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
NB	1529+44	1529+69	4	4	

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

**US 60 NB**

**Granular Shoulder at guardrail**

2_G_SR_ 04-21-20		Ⓞ
STATION TO STATION		Feet
529+370	530+57	Var.



**Granular Shoulder at guardrail**

2_G_SR_ 04-21-20		Ⓞ
STATION TO STATION		Feet
528+60	530+67	Var.

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

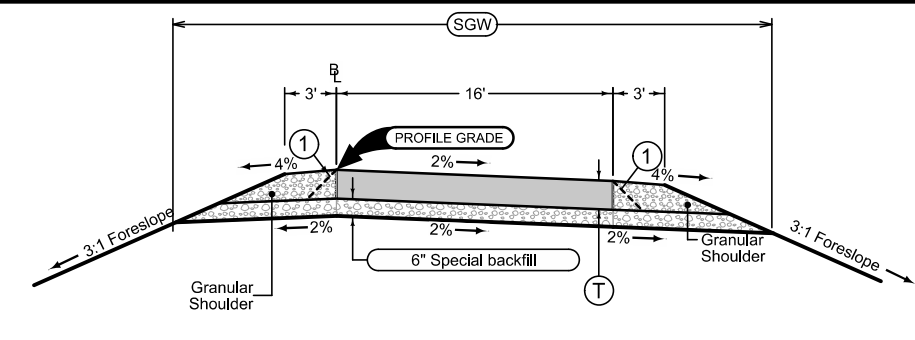
**US 60 SB**

LOCATION		DIMENSIONS						6" Special Backfill Tons/Station	Earth Shoulder Construction Station
ROAD IDENTIFICATION	STATION TO STATION	HMA			PCC				
		PW Feet	T Inches	SGW Feet	PW Feet	T Inches	SGW Feet		
DET100 (South Crossover)			12			9			
DET200 (North Crossover)			12			9			

Quantity calculations based on vertical pavement edges.

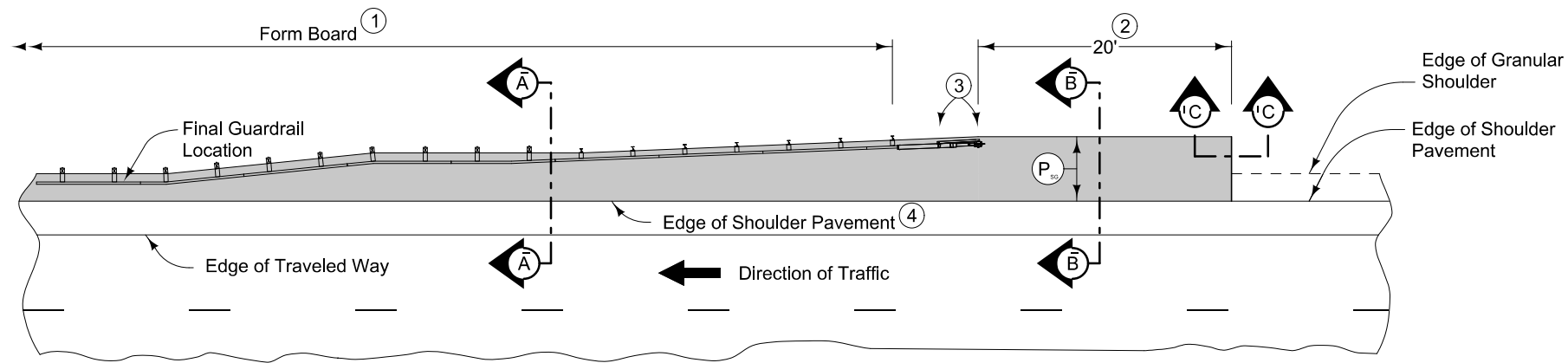
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

① Possible HMA 1:1 slope



DETOUR PAVING

D Detour  
MODIFIED



PLAN VIEW

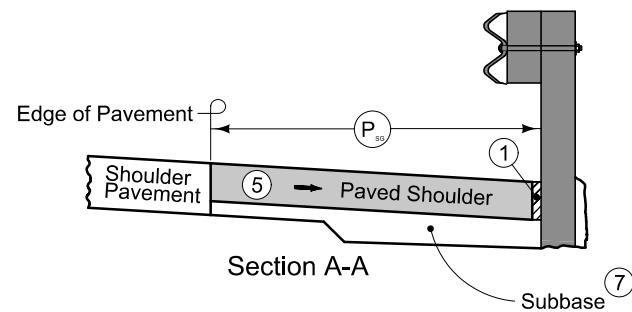
9" HMA Paved Shoulder at guardrail. 8" PCC may be substituted with the following jointing layout:

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

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

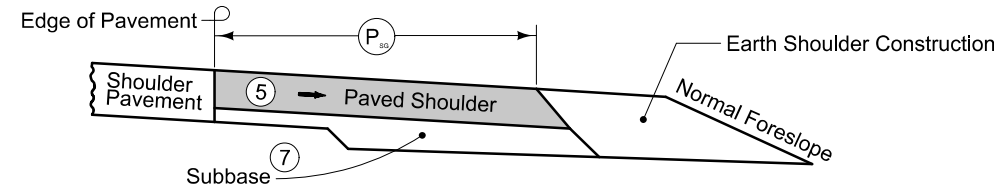
Refer to Tabulation 112-9 for shoulder quantities.

- ① PCC option only: When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
- ② Continue paved shoulder 20 feet beyond the center of the first post.
- ③ Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ④ 'KT' (per PV-101) joint for PCC shoulder. 'B' (per PV-101) joint for HMA shoulder.
- ⑤ Match shoulder slope.
- ⑥ The Contractor has the option to pave the paved shoulder at guardrail and the partial width paved shoulder as one operation.
- ⑦ Refer to other details in the plan.

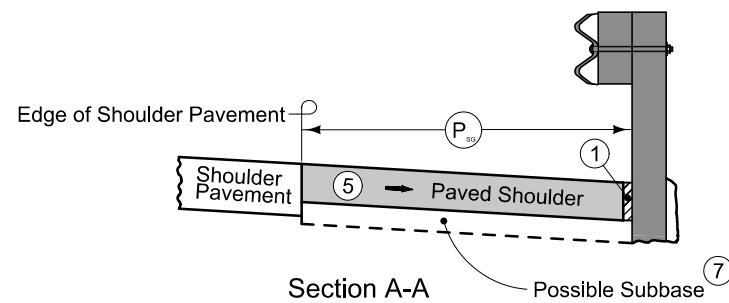


Section A-A

NEW CONSTRUCTION

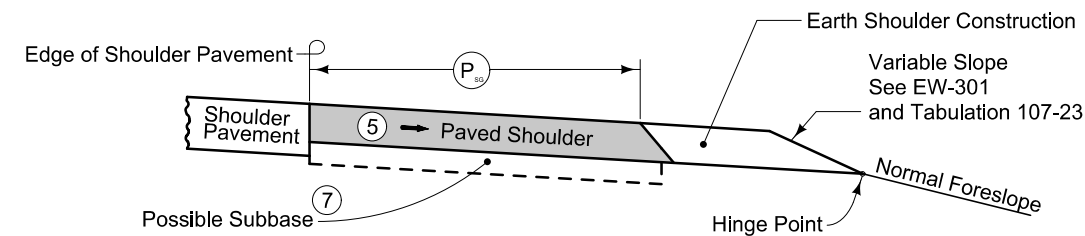


Section B-B

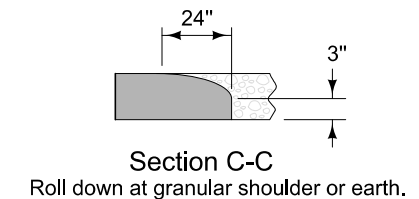


Section A-A

EXISTING SHOULDER



Section B-B



PAVED SHOULDER AT GUARDRAIL  
(ADJACENT TO PARTIAL WIDTH PAVED SHOULDER)

### SURVEY SYMBOLS

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

### UTILITY LEGEND

- F0 FO1D, Fiber Optic Frontier Communications - Quality D
- F02 FO2D, Fiber Optic Premier Communications - Quality D
- F03 FO3D, Fiber Optic Long Lines Broadband - Quality D
- T1 TL1D, Telephone Line Western Iowa Telephone - Quality D
- E1 EL1D, Electric Line Iowa DOT - Quality D
- W WL1D, Water Line Southern Sioux County Regional Water - Quality D

### 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.	
Lavender	(9)		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
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
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
Green, Light	(225)		Existing Pavement Shading
Red	(3)		Proposed Structure Shading
Red	(3)		Delineates Restricted Areas

### PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

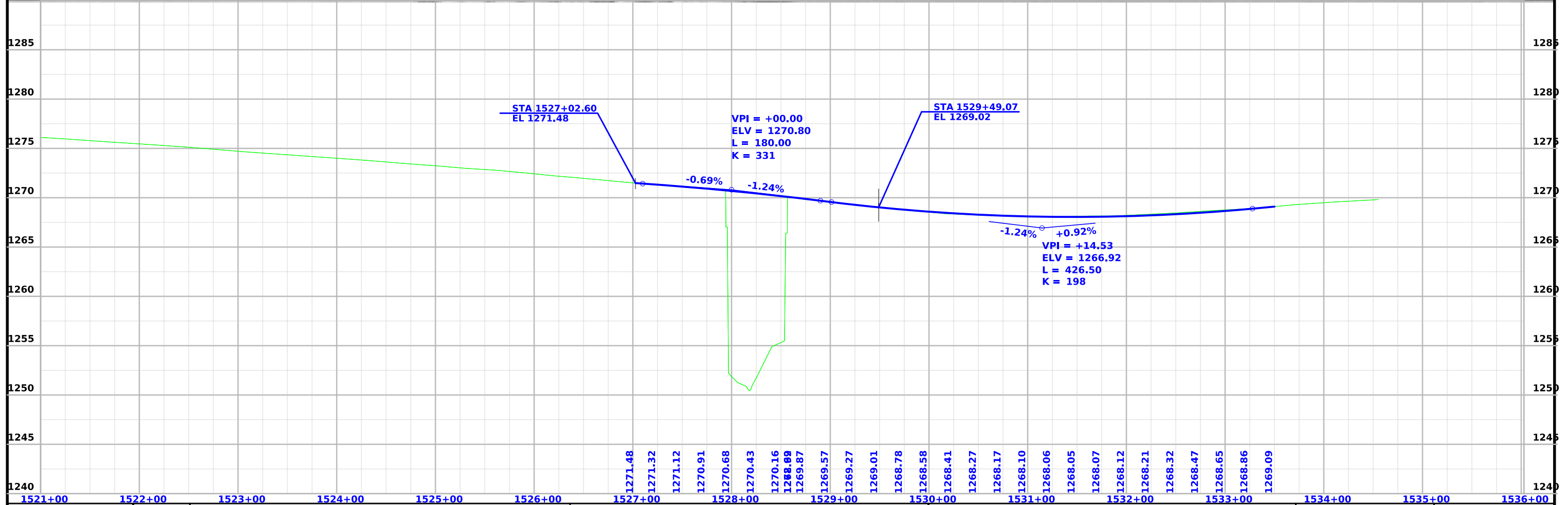
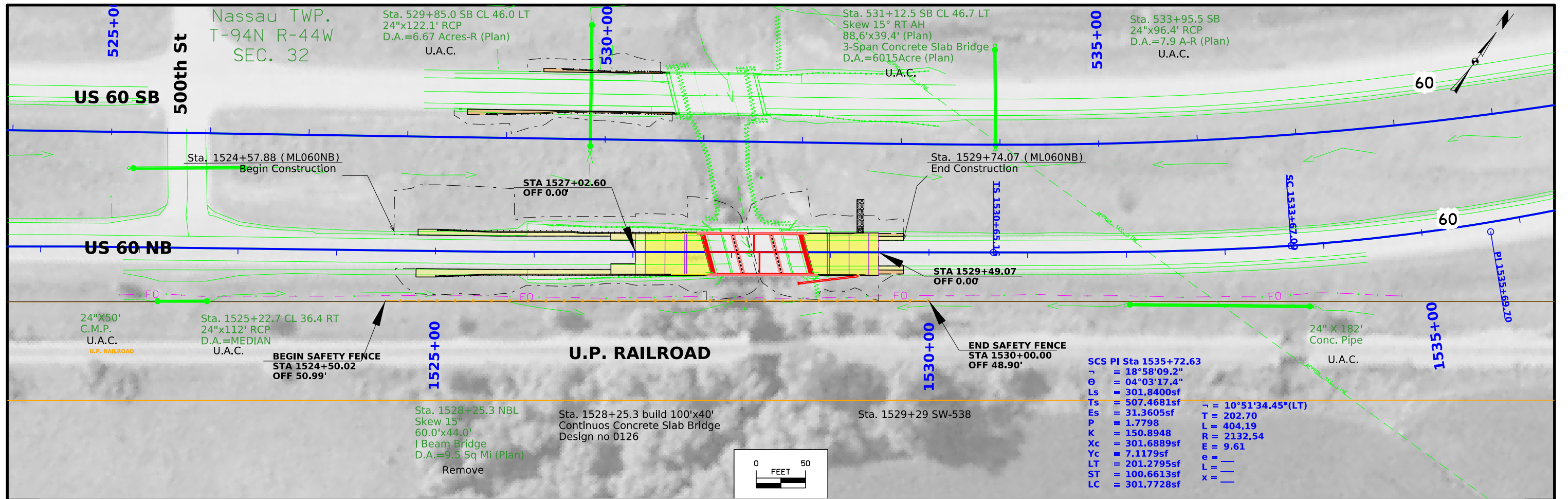
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

### RIGHT-OF-WAY LEGEND

- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- Access Control
- Property Line

## PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

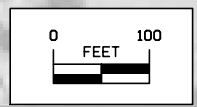
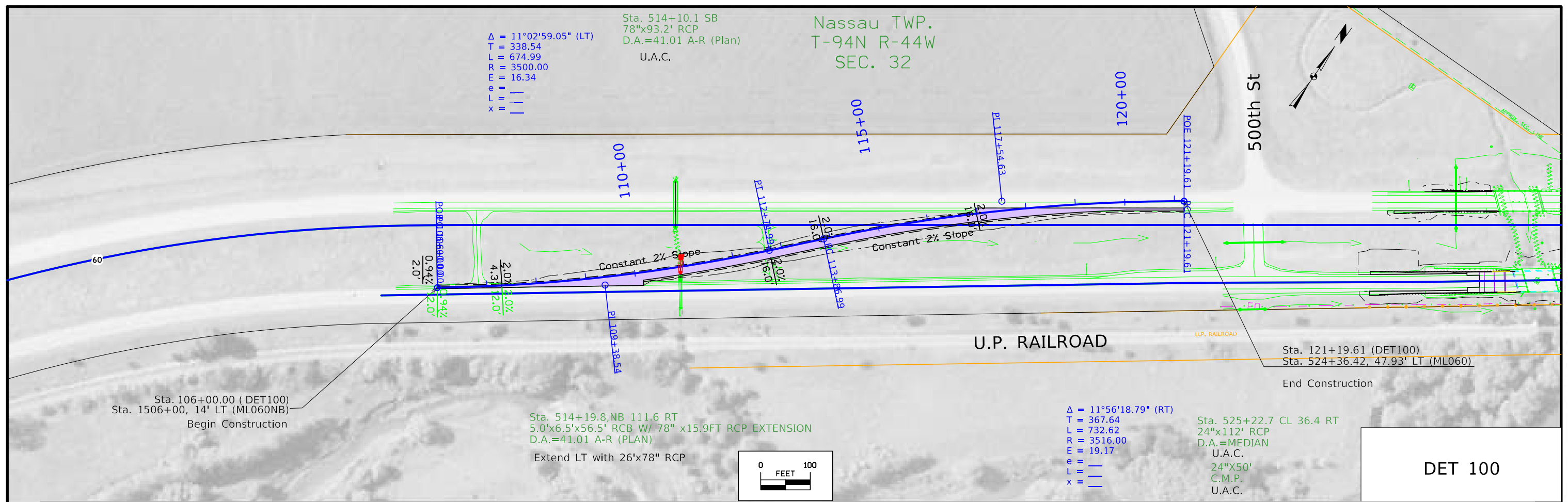




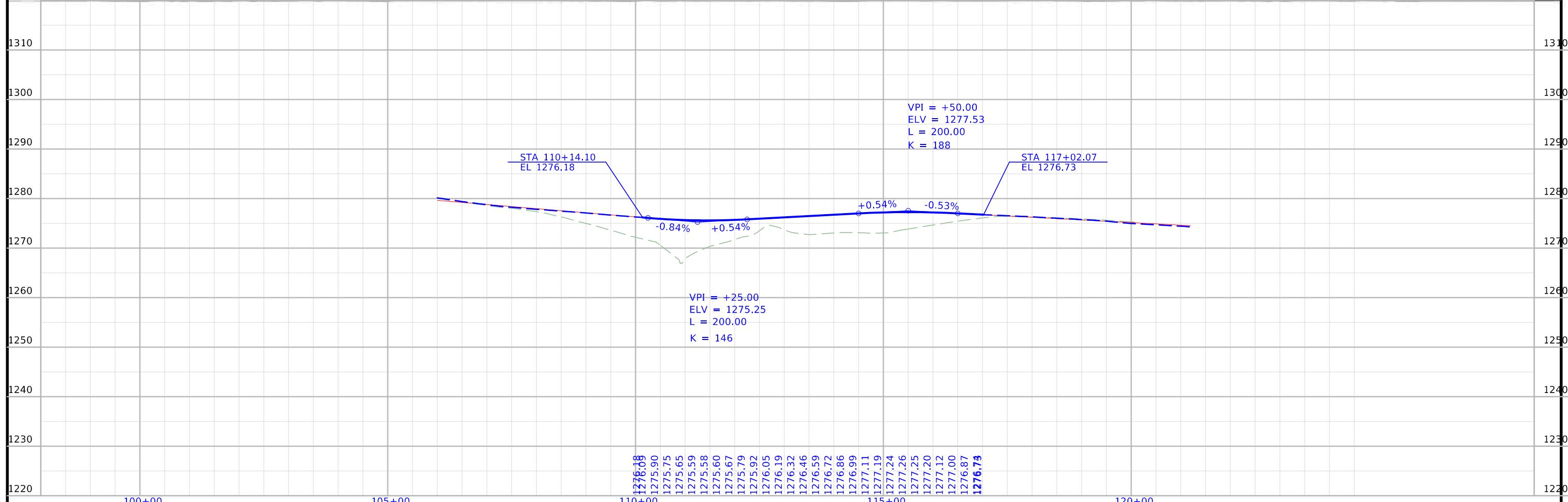
$\Delta = 11^\circ 02' 59.05''$  (LT)  
 T = 338.54  
 L = 674.99  
 R = 3500.00  
 E = 16.34  
 e = —  
 L = —  
 x = —

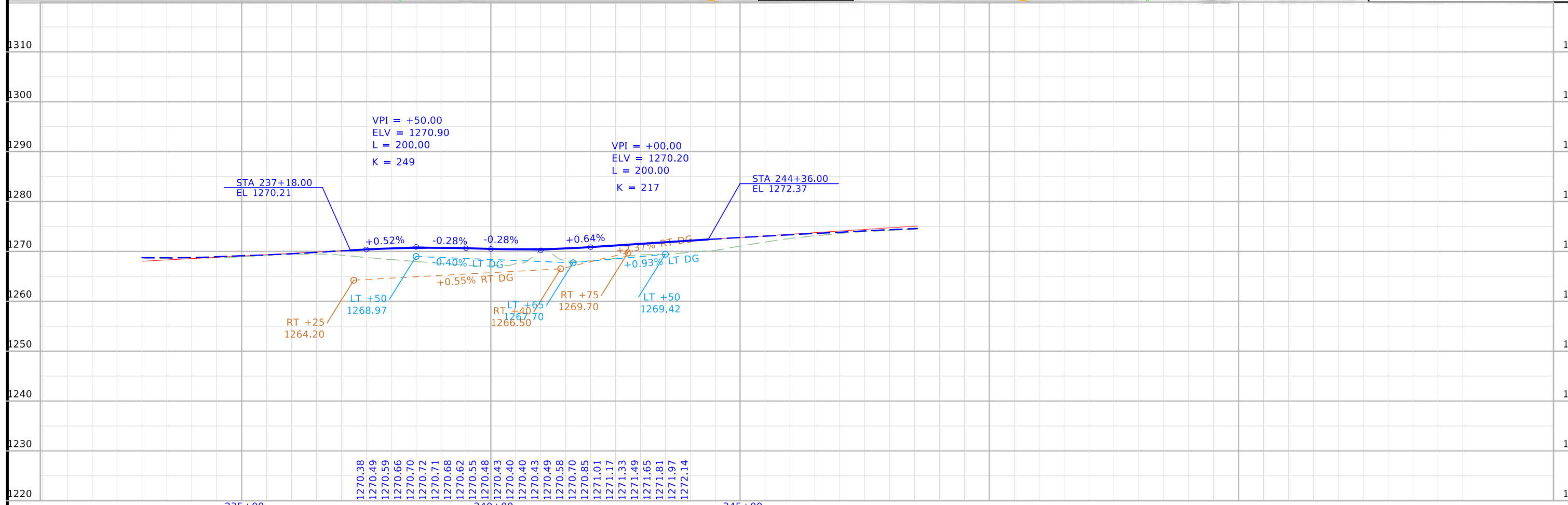
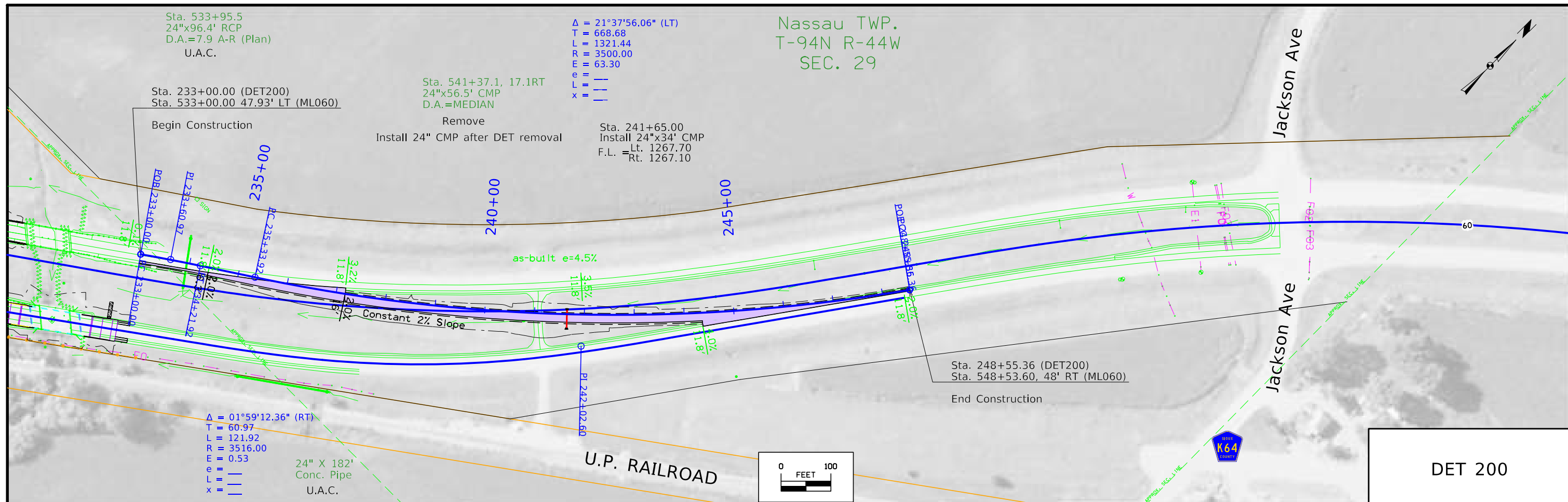
Sta. 514+10.1 SB  
 78"x93.2' RCP  
 D.A.=41.01 A-R (Plan)  
 U.A.C.

Nassau TWP.  
 T-94N R-44W  
 SEC. 32



DET 100





## Survey Information

### SURVEY INDEX

**County: Sioux**  
**PIN: 21-84-060-010**  
**Project Number: BRF-060-2(87)—38-84**  
**Location: Floyd River Tributary 0.5mi S of Co Rd K64 NB**  
**Type of Work: Bridge Unspecified**  
**Project Directory: 8406001021**

### Survey Personnel

Paul Harry – Survey Party Chief  
Dan Duncan – Survey Party Chief

### Date(s) of Survey

Begin Date 10/19/2022  
End Date 11/21/2022

### Additional Survey

Begin Date 8/21/2023  
End Date 9/5/2023

### General Information

This survey is for IA 60 NB bridge over Floyd River Tributary. This survey is full field DTM without Photo.

### 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. Three five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values.

An additional control point was placed at the north end of the project using a GNSS Base-Rover setup relative to Pts. 840600098 and 840600090.

For additional details of the control survey, contact the Preliminary Survey department.

**PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)**  
**COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 01**  
**(U.S. SURVEY FOOT)**  
**VERTICAL DATUM: NAVD88**  
**GEOID MODEL: 2018u2**

### Alignment Information

Original main line alignment for this project was provided by the District 3 ROW Office. The main line alignment was extended back and ahead without equation throughout the additional survey request. The alignment is a retrace of metric As-built Plans NHSX-60-1(21)—3H-75. Metric stationing was converted to English stationing.

The north bound lanes alignment is a best fit of metric As-built Plans NHSX-60-1(21)—3H-75 and English As-built Plans F-342(23). English stationing was equated to Bridge Station 528+25.3 from As-built Plans FN—33-2(1)—21-84 (bridge widening). Stationing was carried back and ahead without equation.

ty D

### 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.



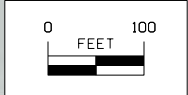
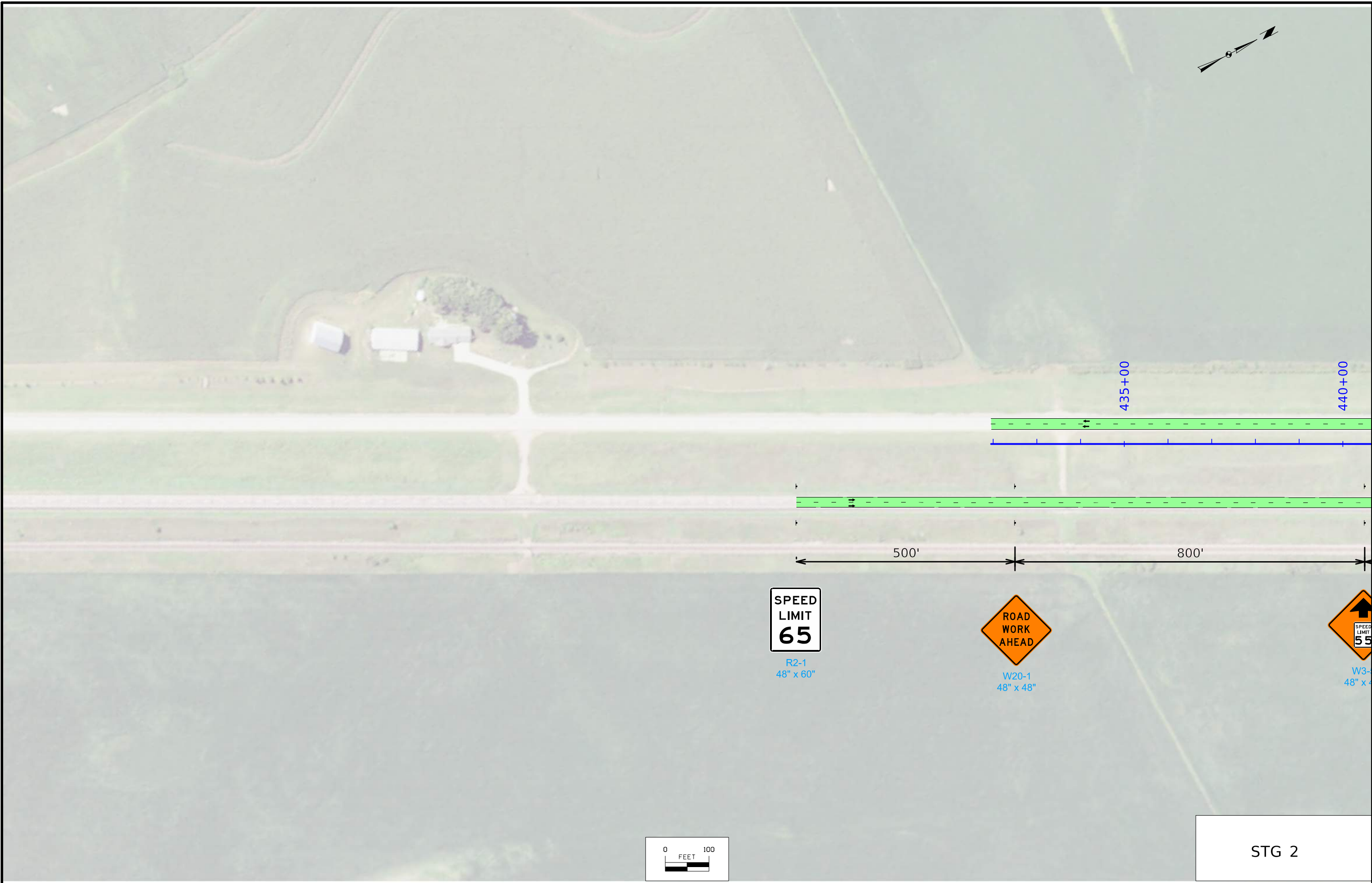
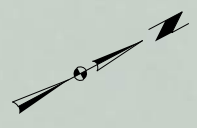
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 01 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u2

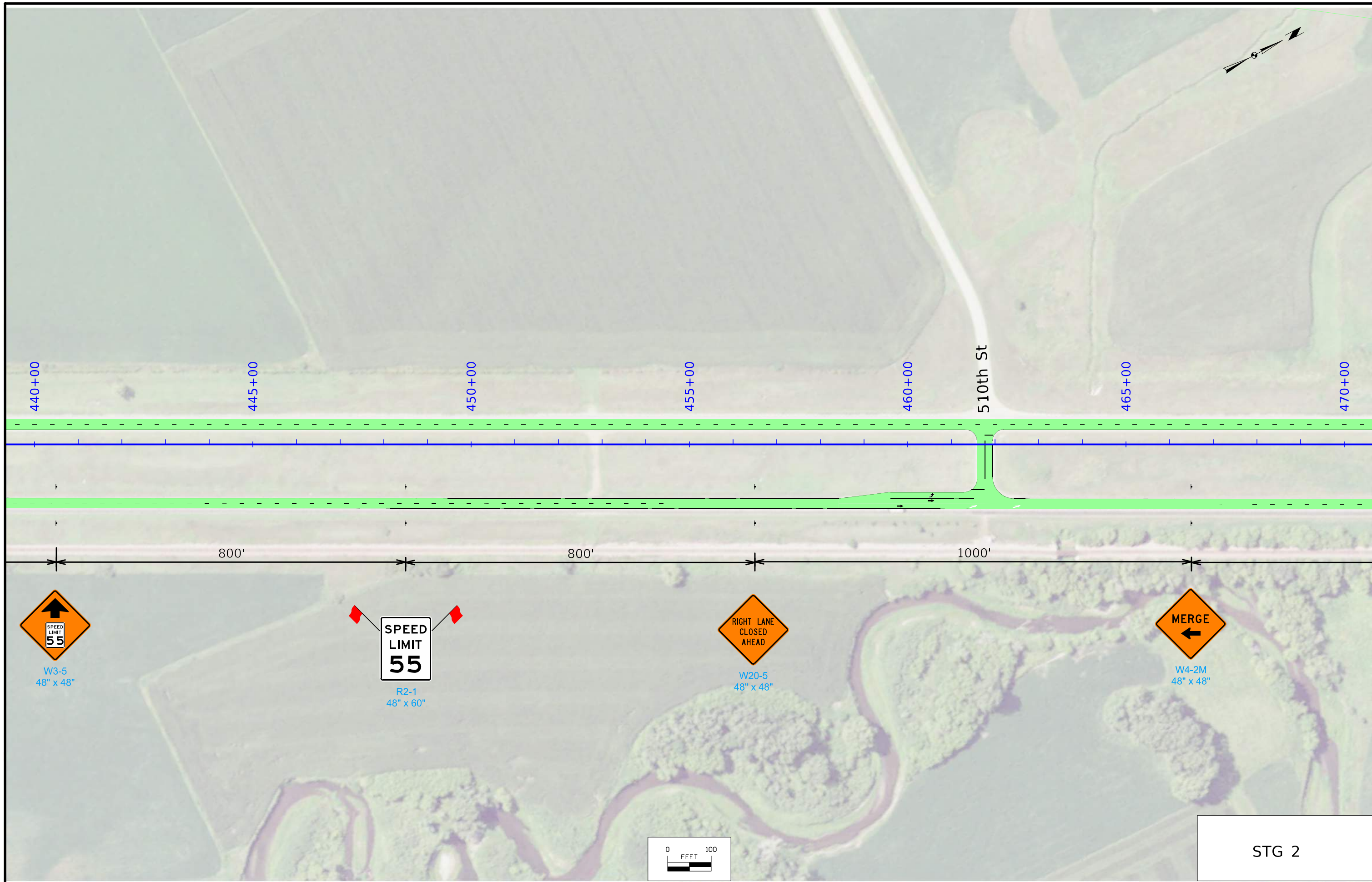
Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

**HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING**  
**HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)**  
**Ia. Regional Coordinate System Zone 01 (U.S. Survey Foot)**  
**VERT. DATUM: NAVD88**  
**Geoid Model: 2018u2**

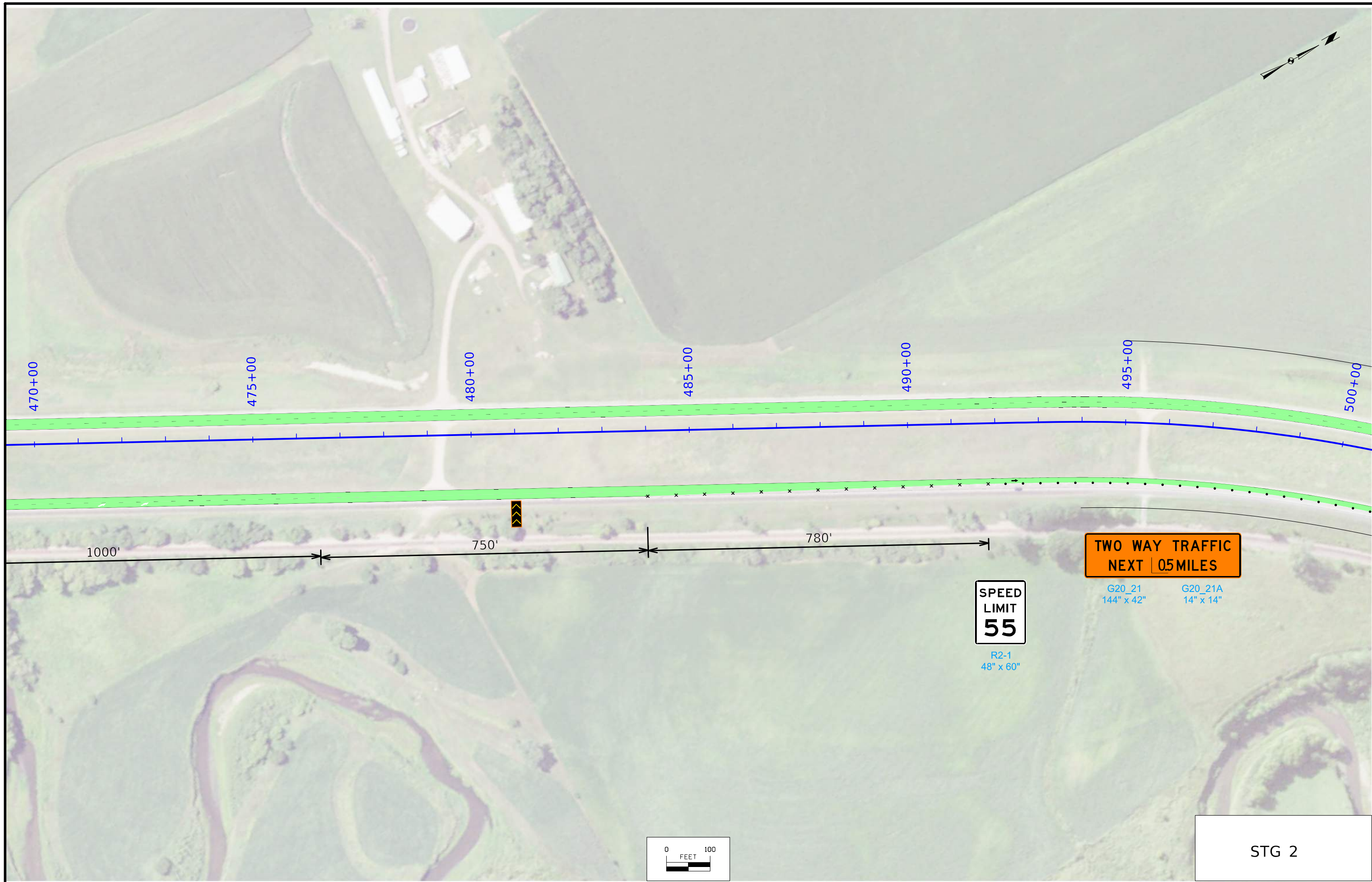
Point Name	Northing	Easting	Elevation	Code - Description
840600090	9498766.28	11279490.55	1298.32	CP SET FENO 5IN BELOW GRADE 0.5MILES SW ALONG HWY 60 FROM THE INTERSECTION OF HWY 60 AND 500TH ST MONUMENT IS 96FT NW OF THE OUTSIDE EDGE PAVED SHOULDER HWY 60 SB 86FT NW OF MILE MARKER 9 AND 53FT S OF A ROW POST
840600098	9501296.78	11283193.64	1270.89	CP SET FENO 3IN BELOW GRADE 0.2MILES SW ALONG HWY 60 FROM THE INTERSECTION OF HWY 60 AND JACKSON AVE MONUMENT IS 81FT SE OF THE OUTSIDE EDGE OF THE PAVED SHOULDER HWY 60 NB 57FT E OF A SIGN POST BASE AND 10FT W OF A ROW POST
840600107	9504249.84	11286569.14	1286.90	CP SET FENO 3IN DEEP EAST ROW IA 60 NB TOP OF BANK 0.34mi SOUTH OF 490TH ST
G103	9495347.78	11289320.32	1399.34	CP FOUND SIOUX COUNTY MONUMENT NEAR THE INTERSECTION OF 510TH ST AND JAY AVE MONUMENT IS 52FT E OF CL JAY AVE 28FT N OF CL 510TH ST 20FT SE OF POWER POLE AND 5FT W OF A BURIED FIBER MARKER POST
G104	9495469.85	11273745.66	1363.12	CP FOUND SIOUX COUNTY MONUMENT 0.8MILES W ALONG 510TH ST FROM THE INTERSECTION OF HWY 60 AND 510TH ST MONUMENT IS 30 FT N OF THE CL 510TH ST 39FT E OF CL FIELD ENT AND 1.7FT S OF WITNESS POST
HOMAN RESET	9495327.36	11292526.64	1422.78	CP FOUND NGS MOMUMENT 0.6MILES E ALONG 510TH ST FROM THE INTERSECTION OF 510TH ST AND JAY AVE MONUMENT IS 30FT N OF CL 510TH ST 214FT NE OF NGS MONUMENT STAMPED HOMAN3 AND 110FT NW OF NGS MONUMENT STAMPED HOMAN1



STG 2



STG 2



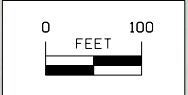
**TWO WAY TRAFFIC  
NEXT .05 MILES**

**SPEED  
LIMIT  
55**

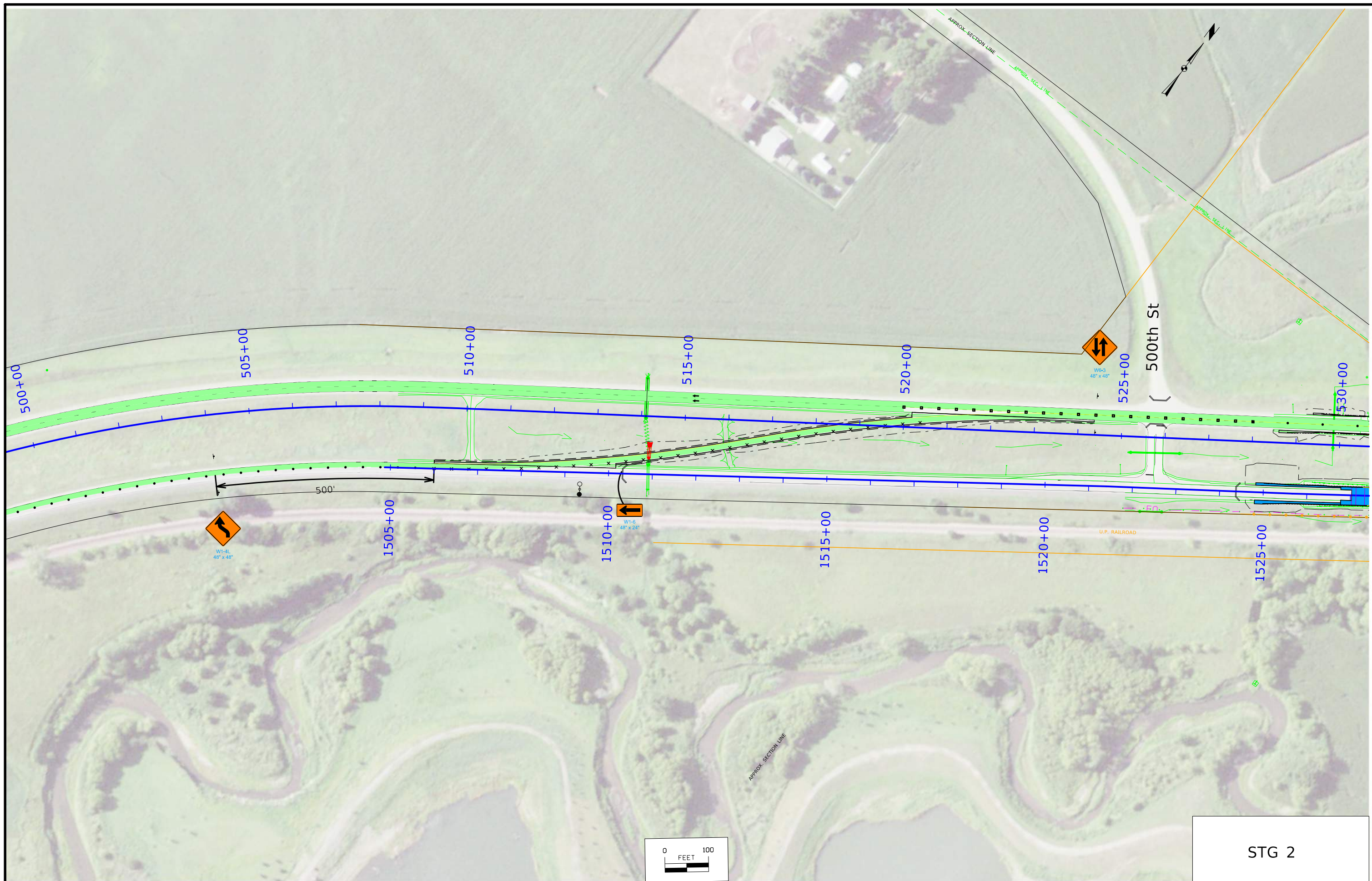
G20\_21  
144" x 42"      G20\_21A  
14" x 14"

R2-1  
48" x 60"

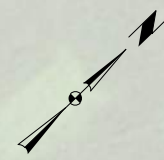
**STG 2**







STG 2



**TWO WAY TRAFFIC  
NEXT 0.5 MILES**

G20\_21  
144" x 42"

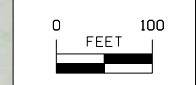
G20\_21A  
14" x 14"

**SPEED  
LIMIT  
55**

R2-1  
48" x 60"

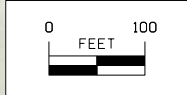
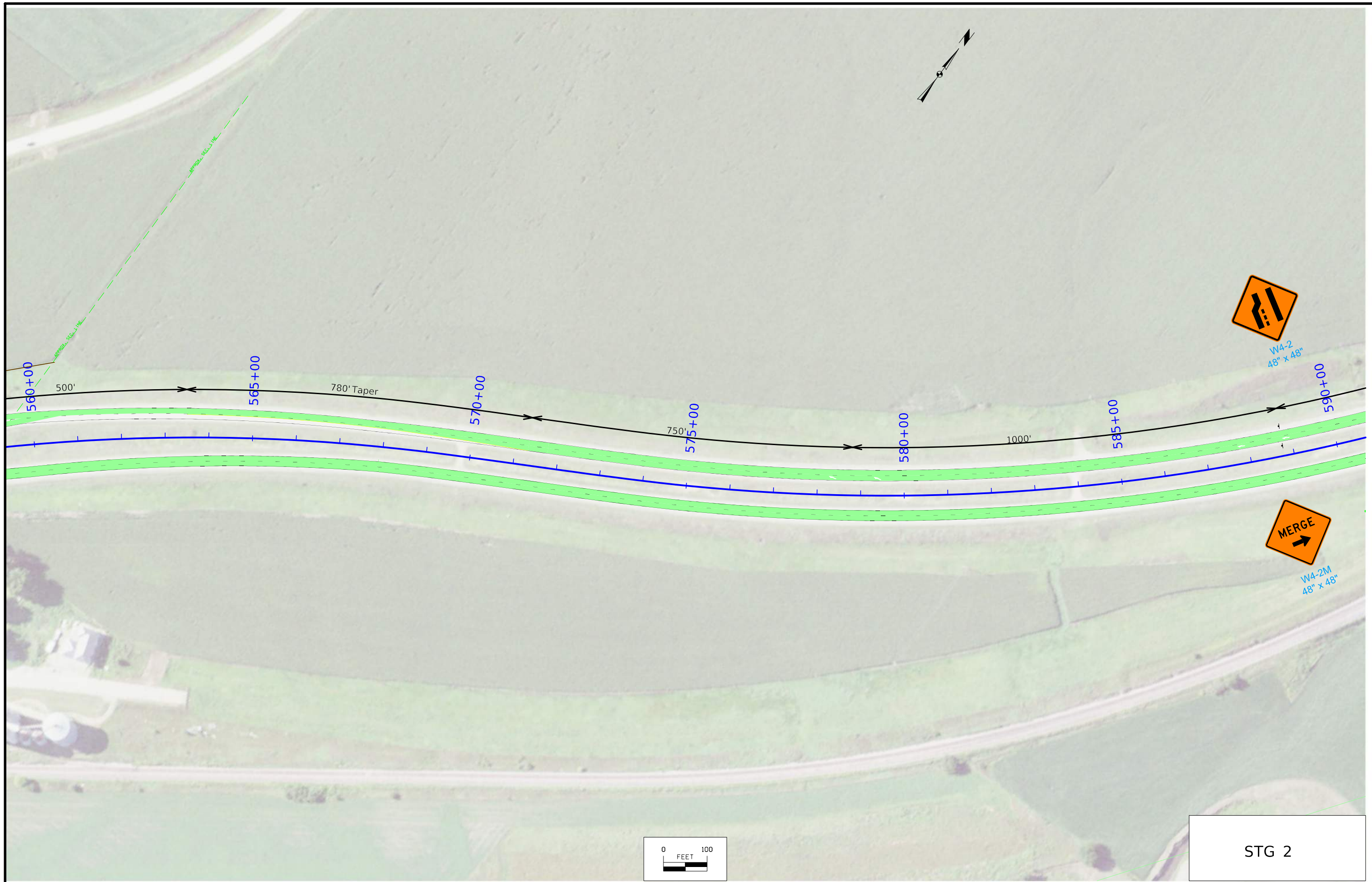
Jackson Ave

Jackson Ave

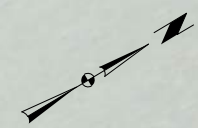


**STG 2**





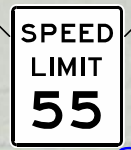
STG 2



W4-2  
48" x 48"



W20-5  
48" x 48"



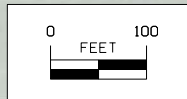
R2-1  
48" x 60"



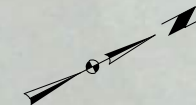
W3-5  
48" x 48"



W4-2M  
48" x 48"



STG 2



W20-1  
48" x 48"

800'

620+00

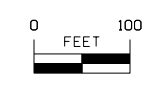
625+00

630+00

635+00

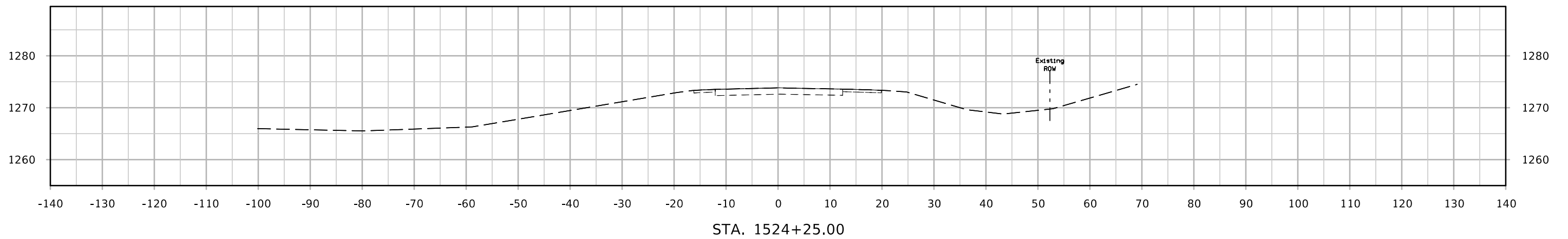
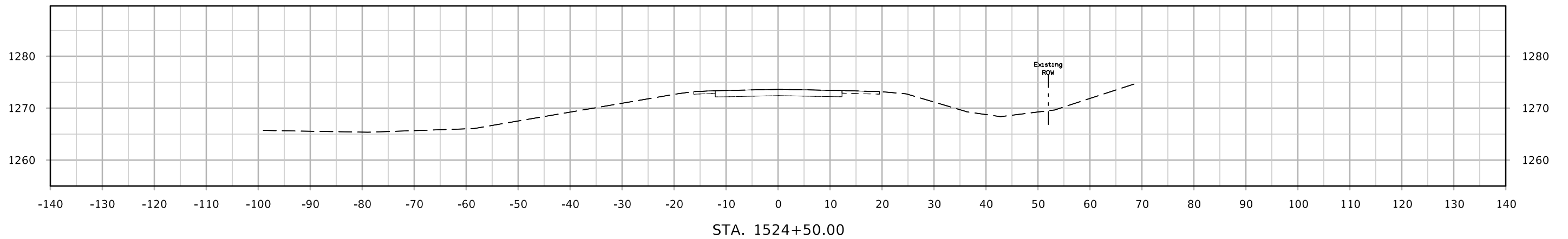
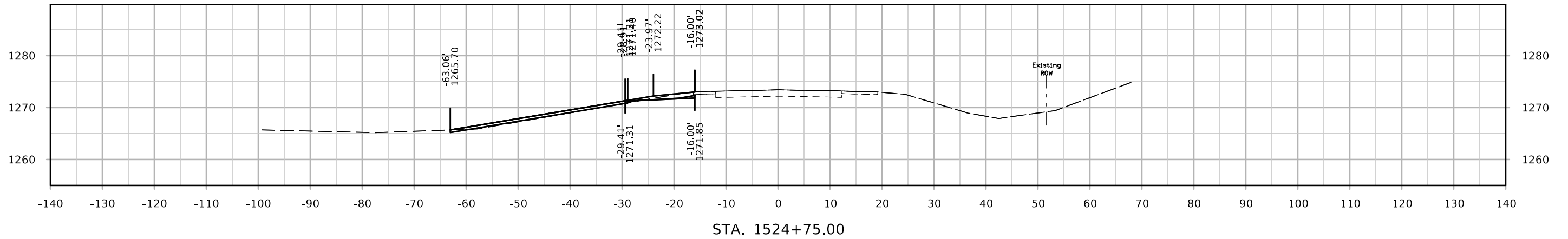
640+00

645+00

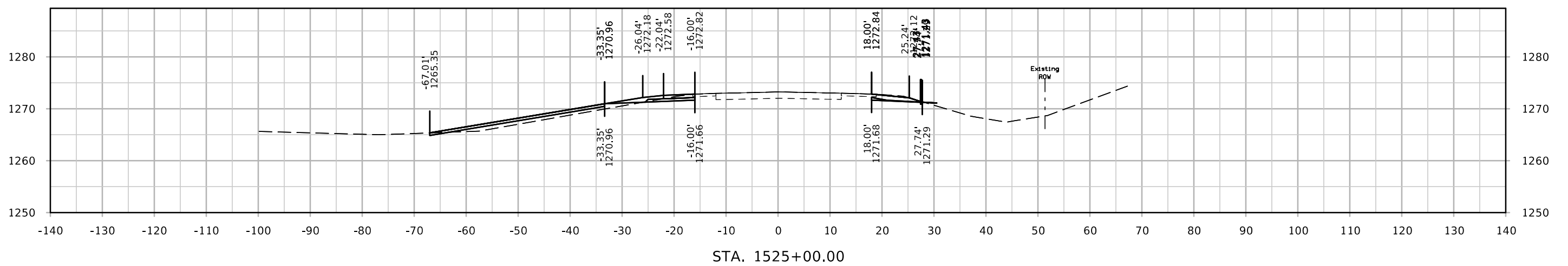
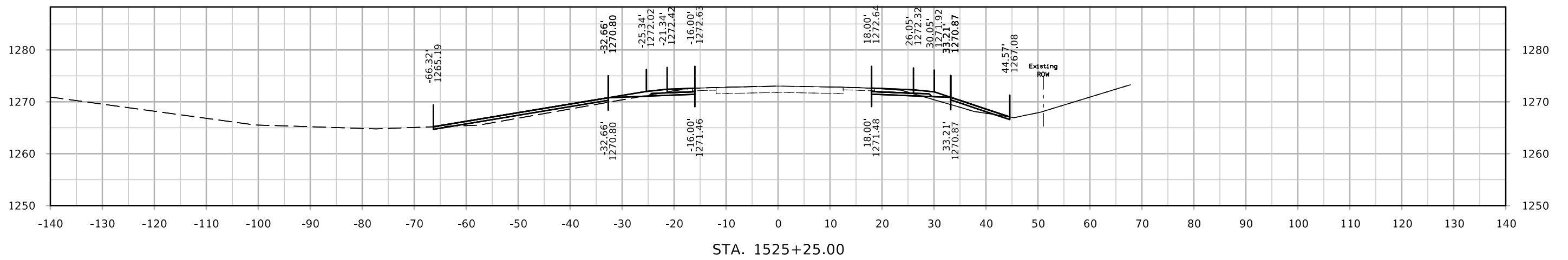
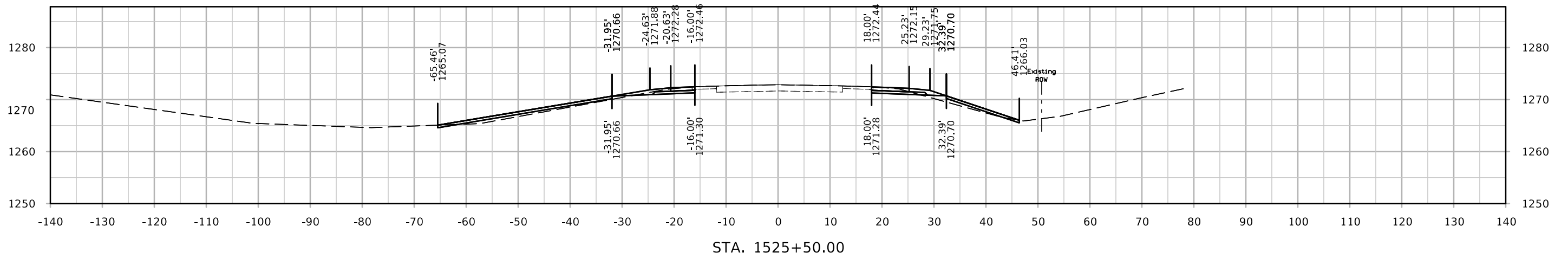


STG 2

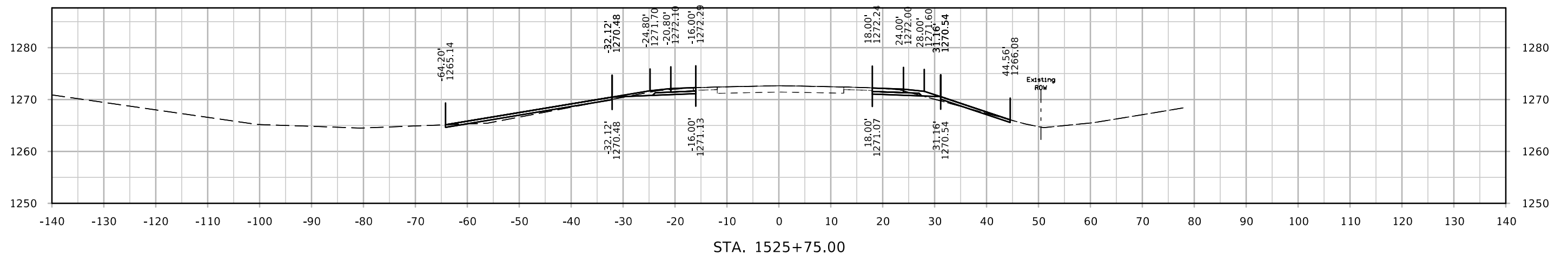
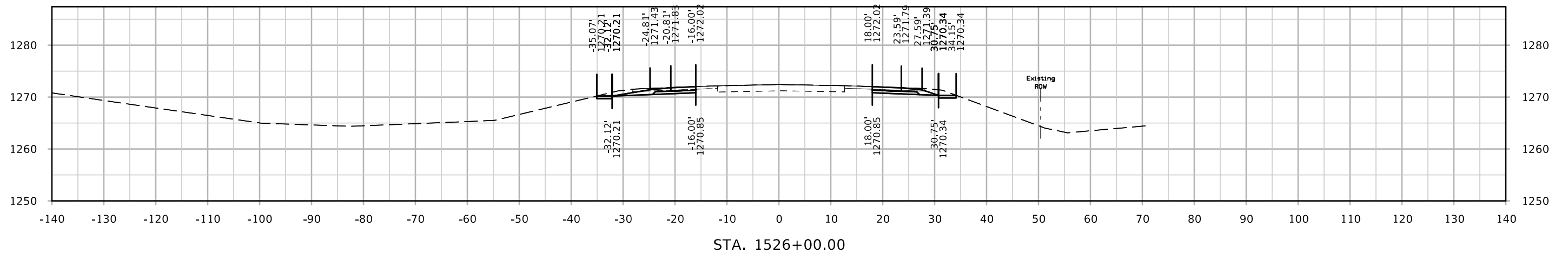
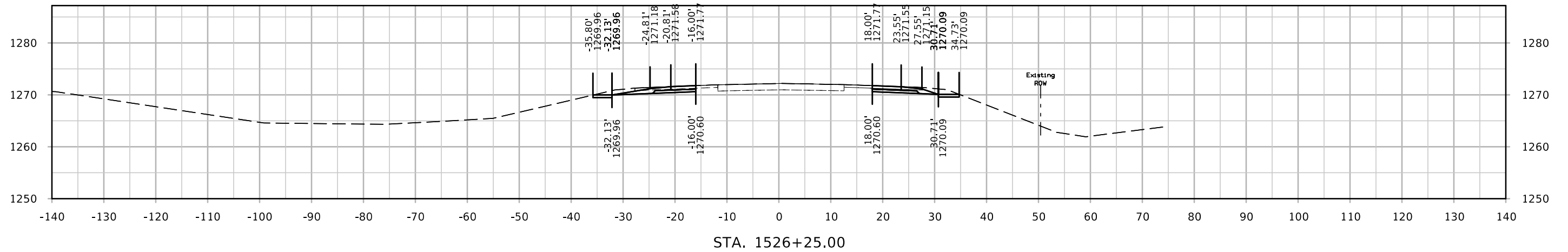
# US60 NB



# US60 NB

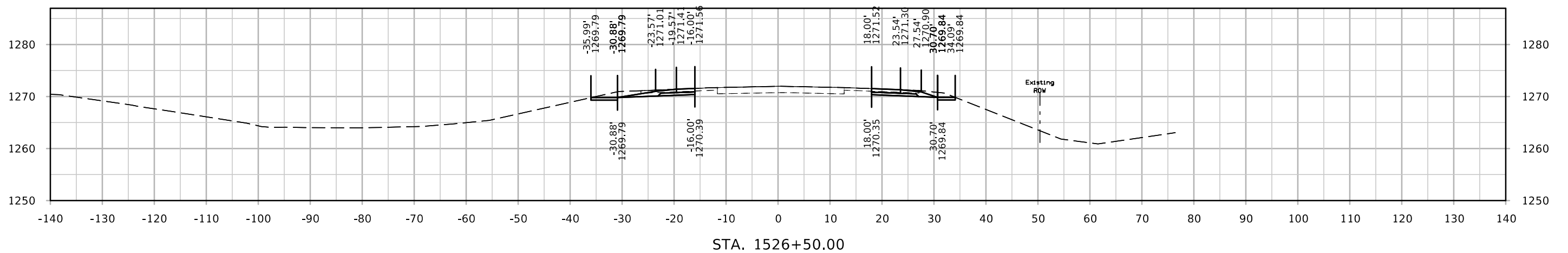
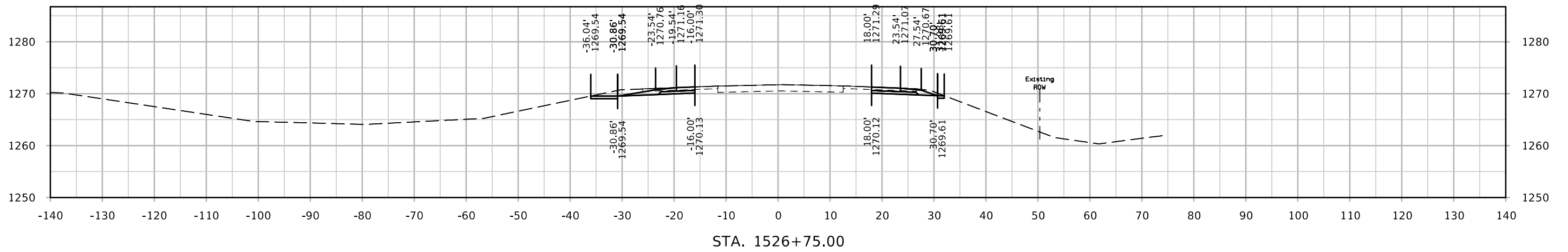
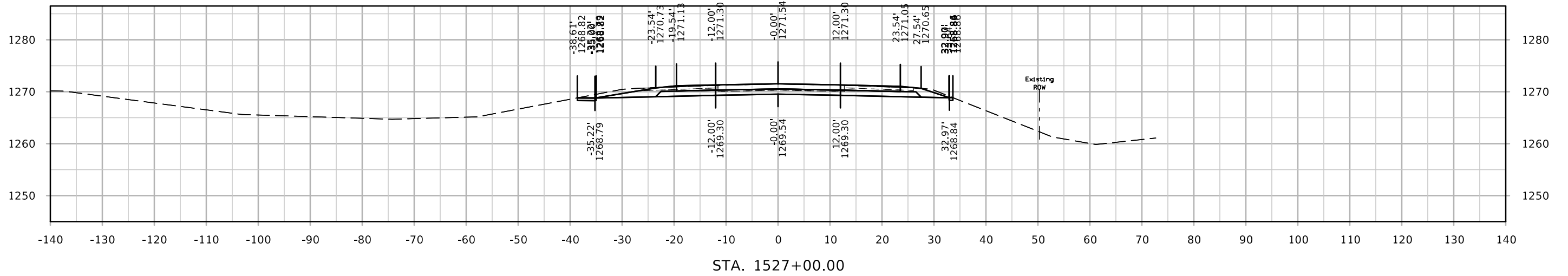


# US60 NB

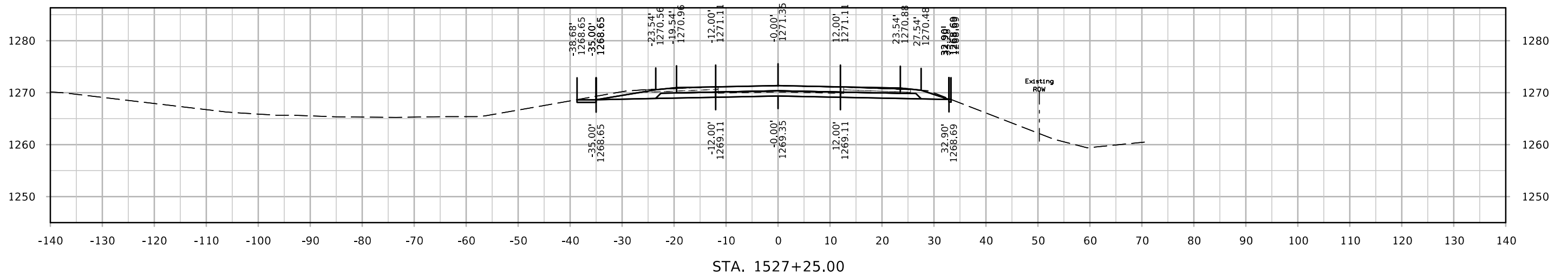
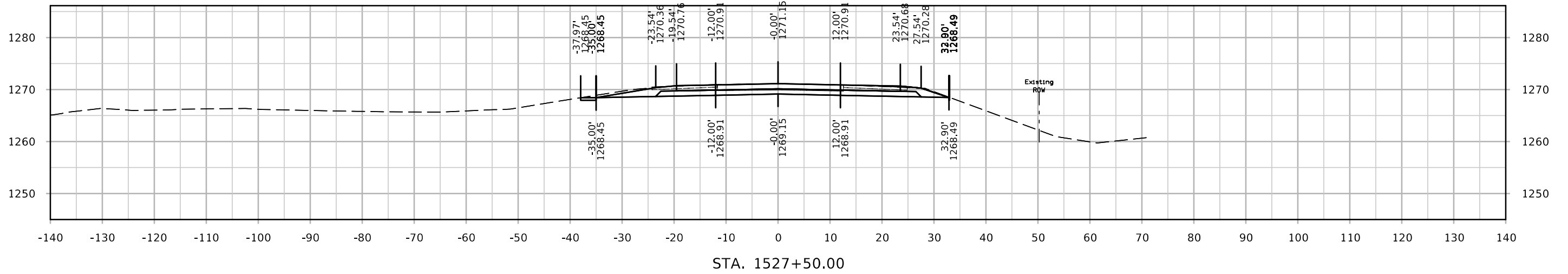
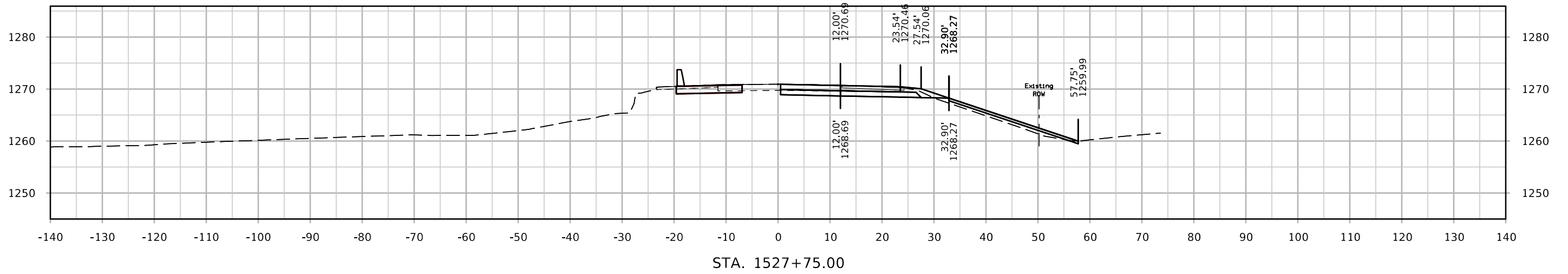




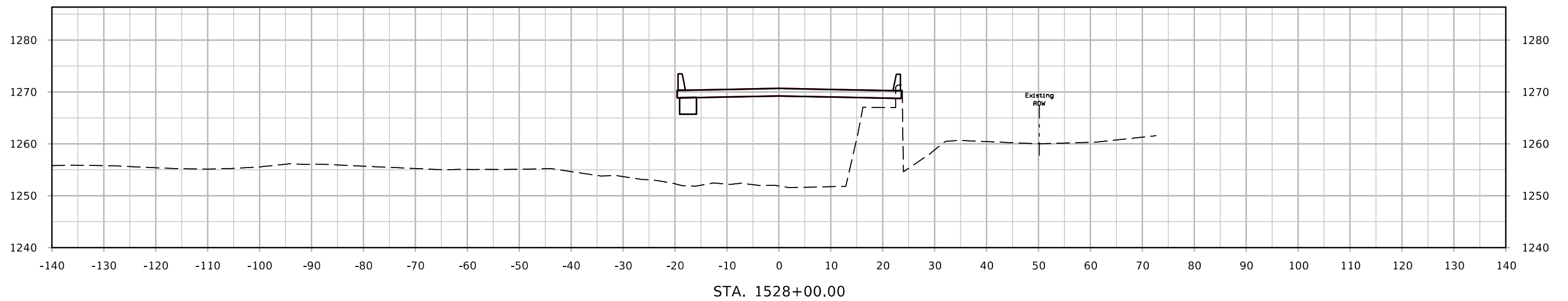
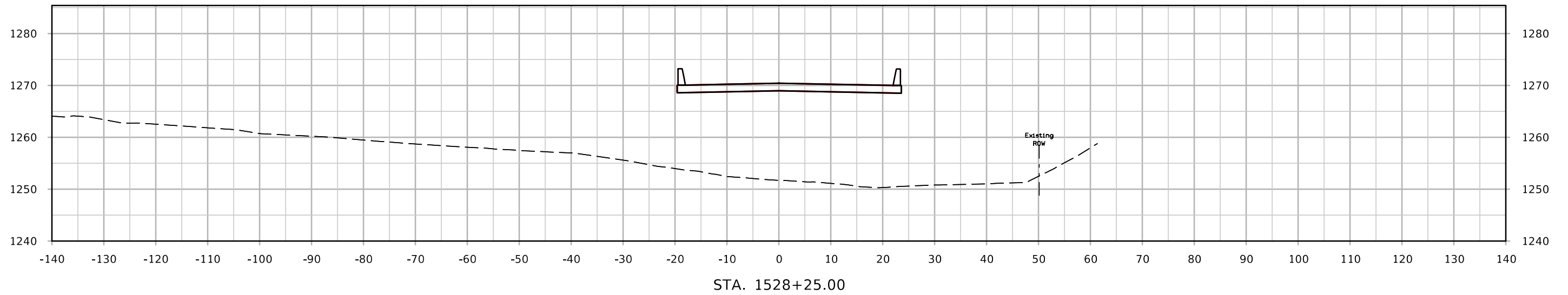
# US60 NB



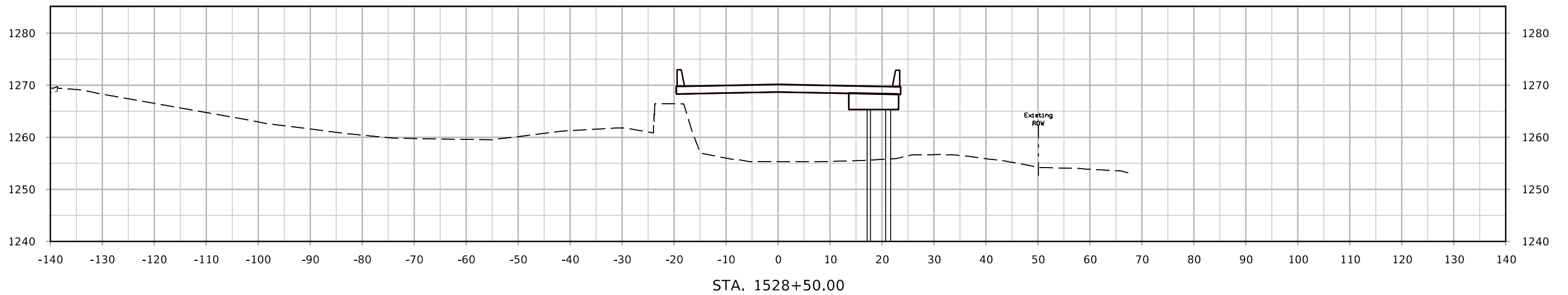
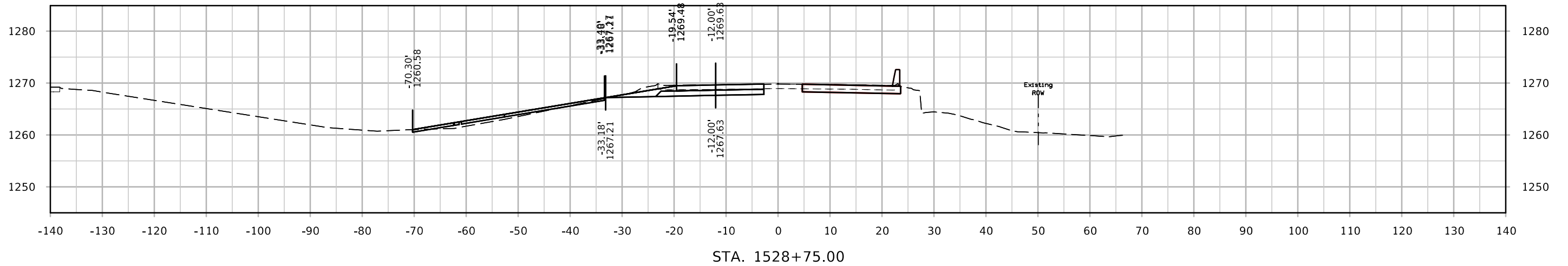
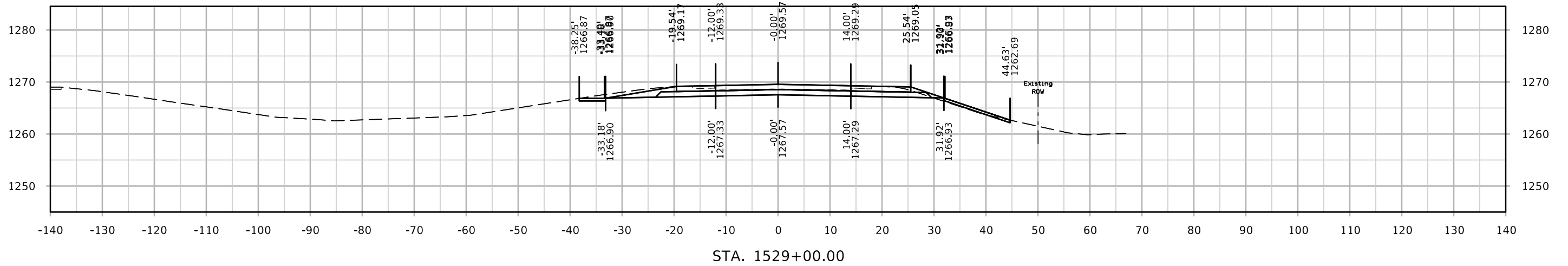
# US60 NB



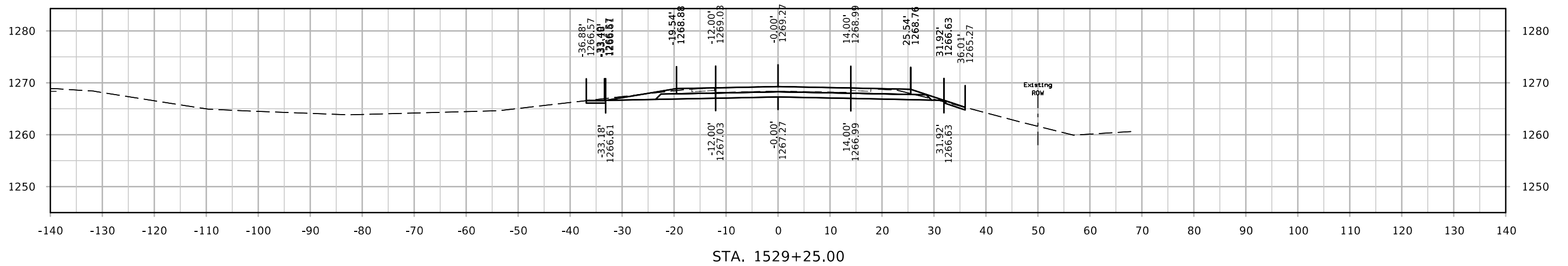
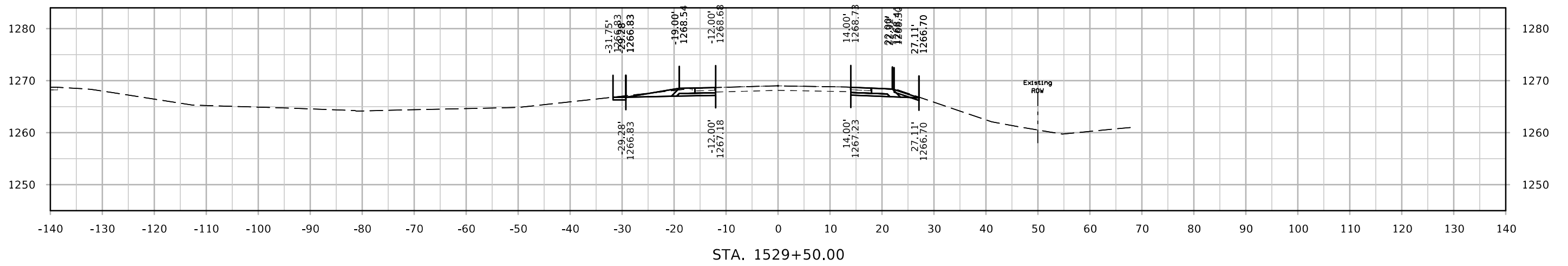
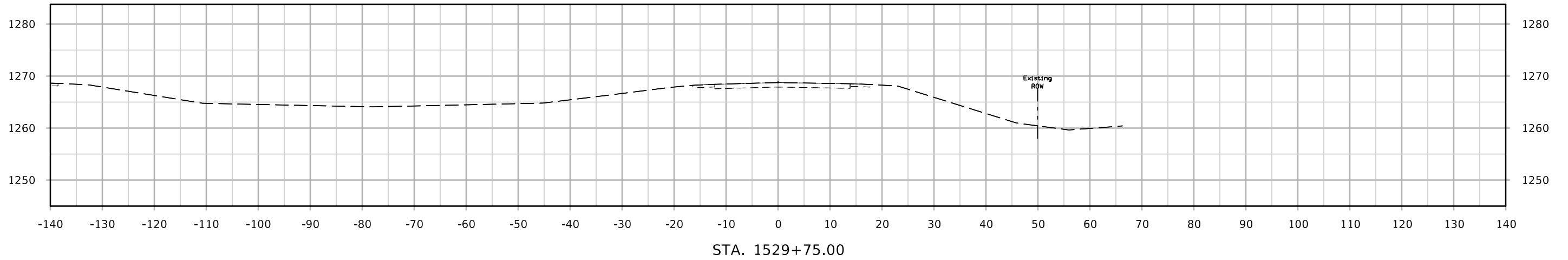
# US60 NB



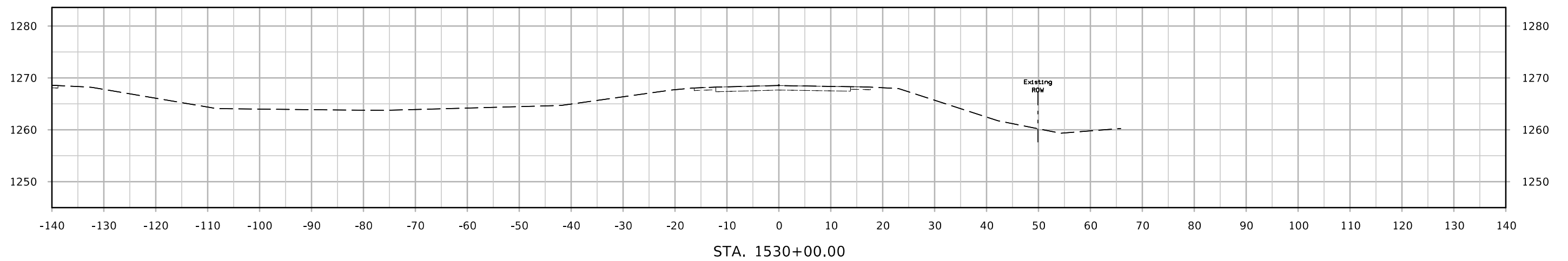
# US60 NB



# US60 NB

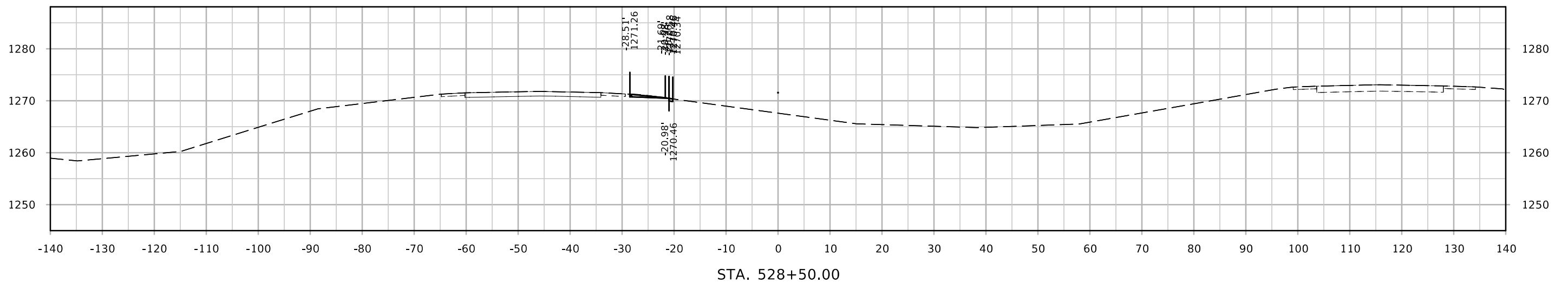
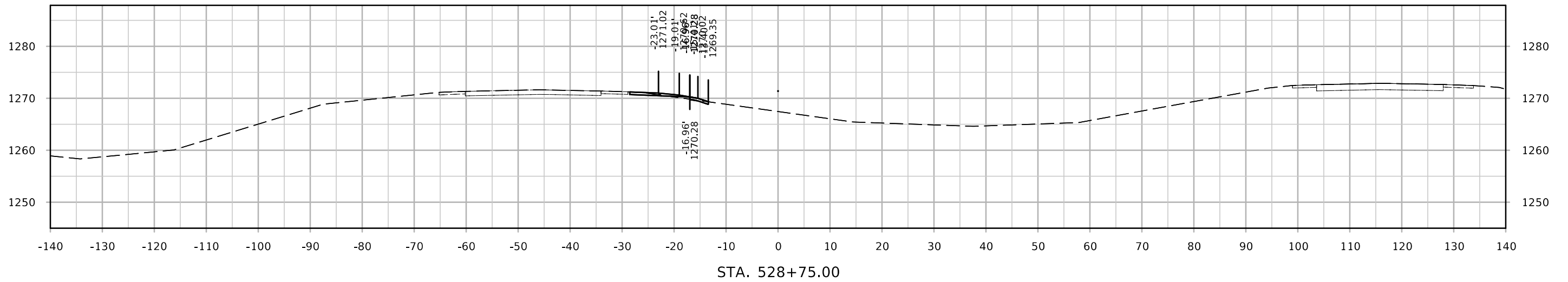
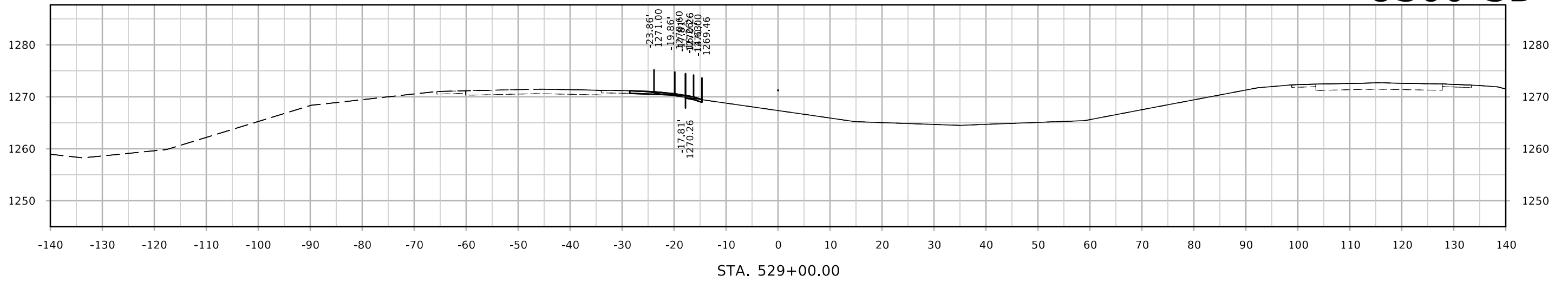


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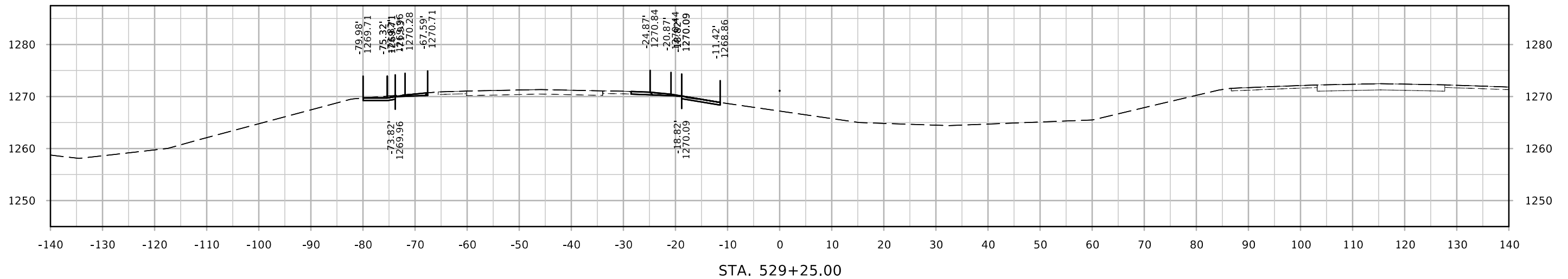
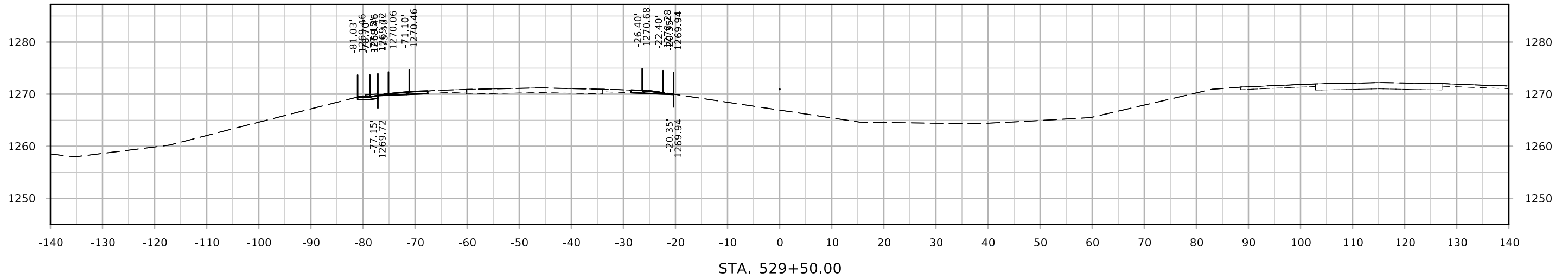
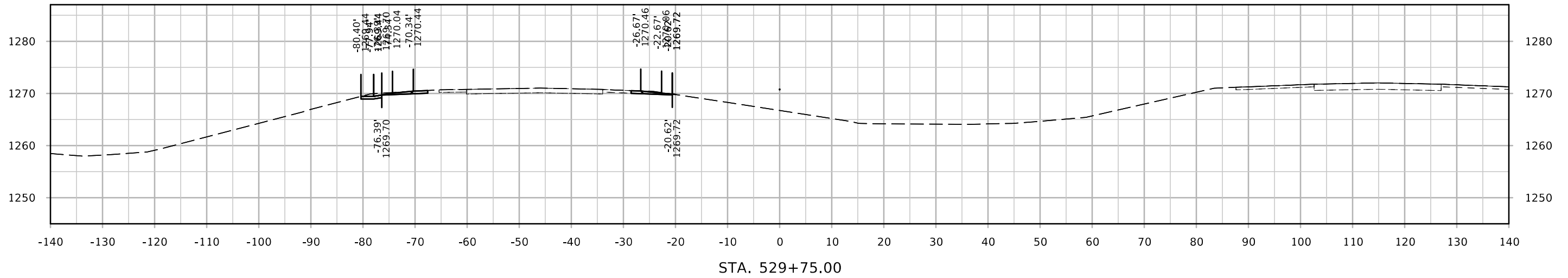


STA. 1530+00.00

# US60 SB

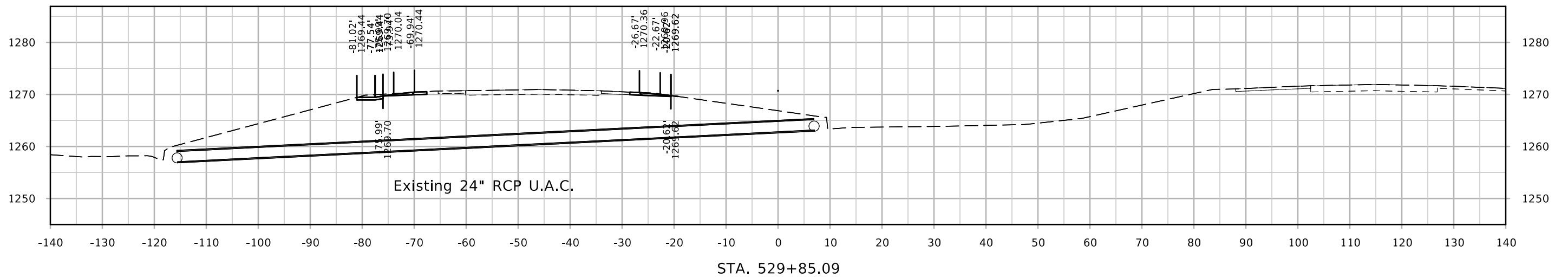
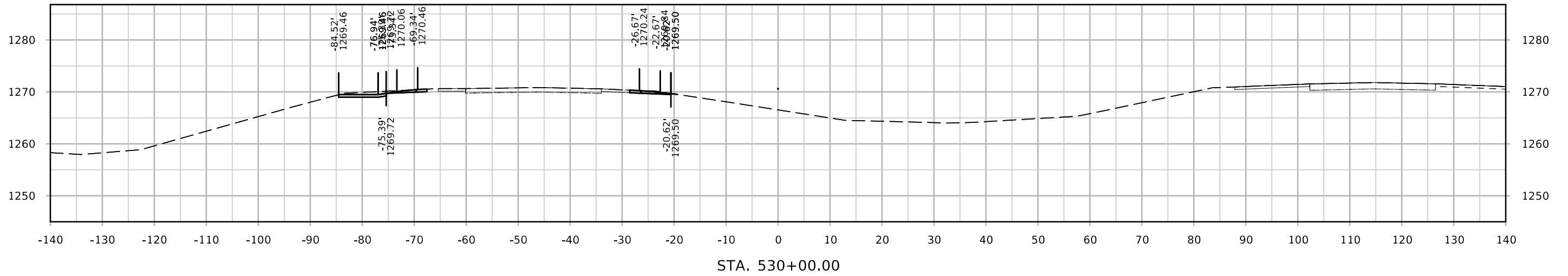
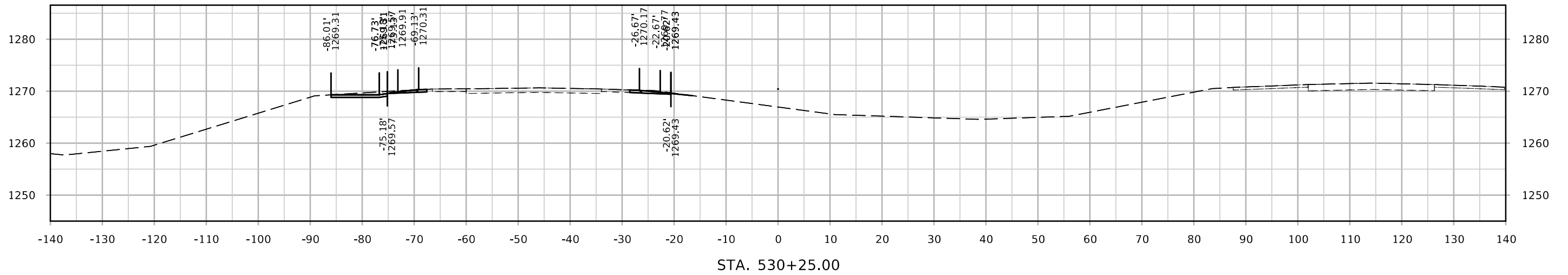


# US60 SB

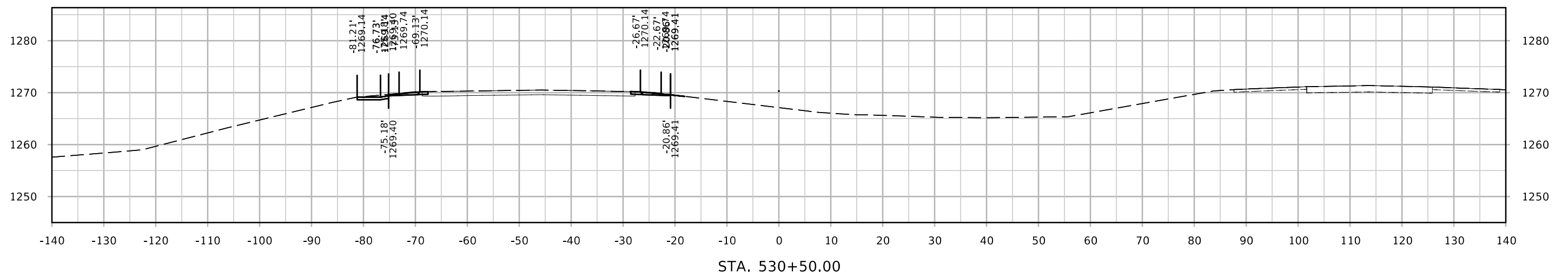
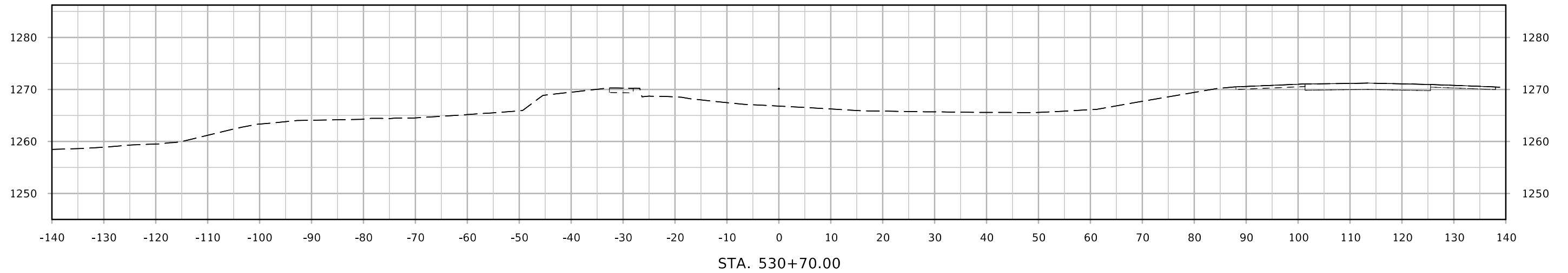




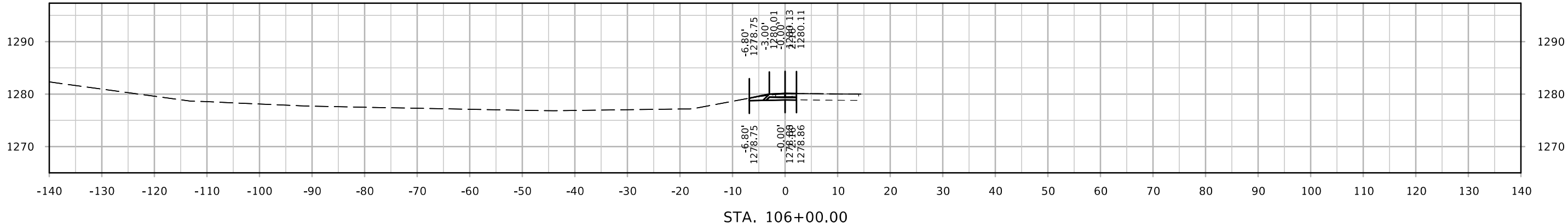
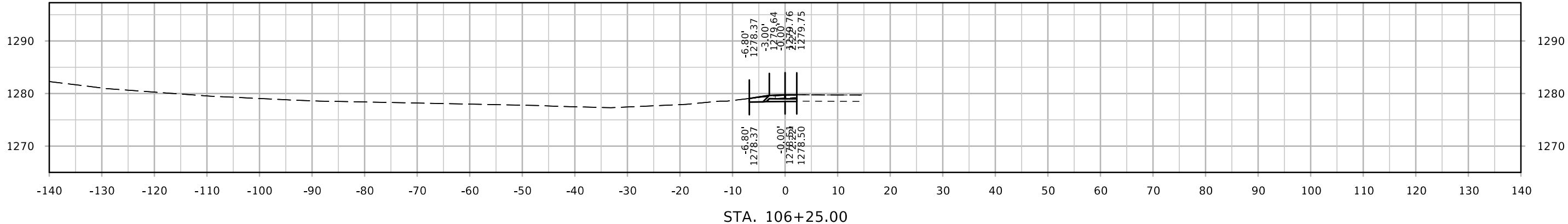
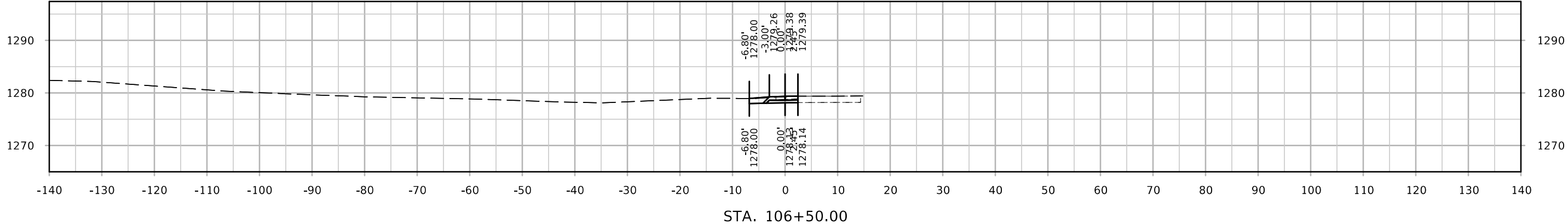
# US60 SB



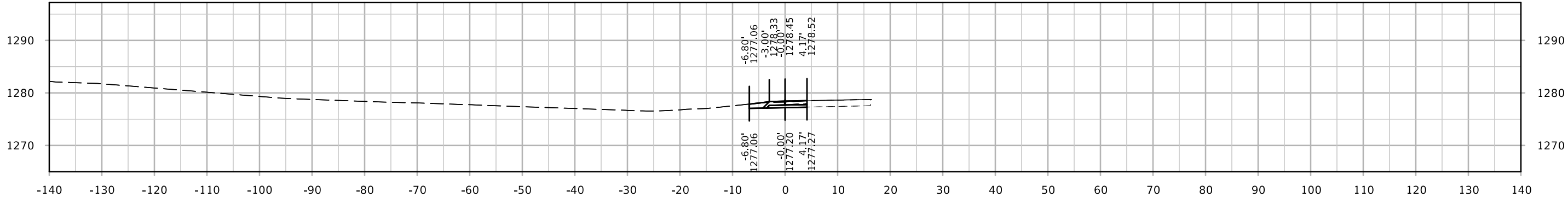
# US60 SB



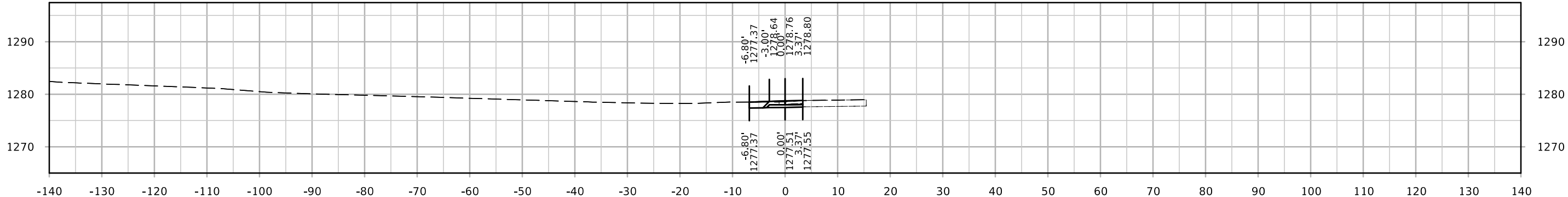
# DET100



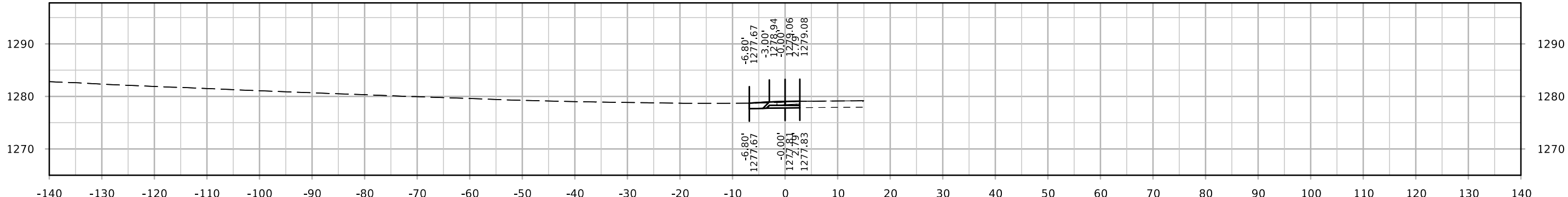
# DET100



STA. 107+25.00

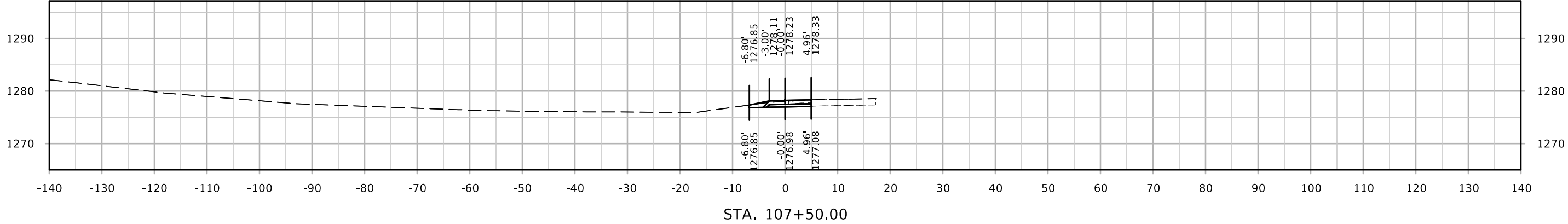
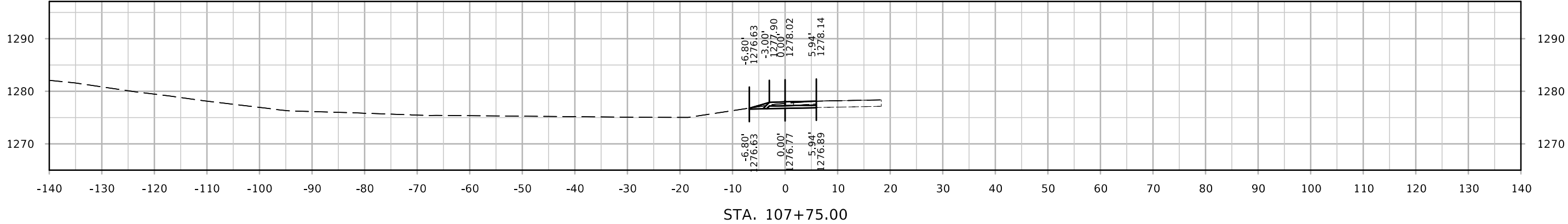
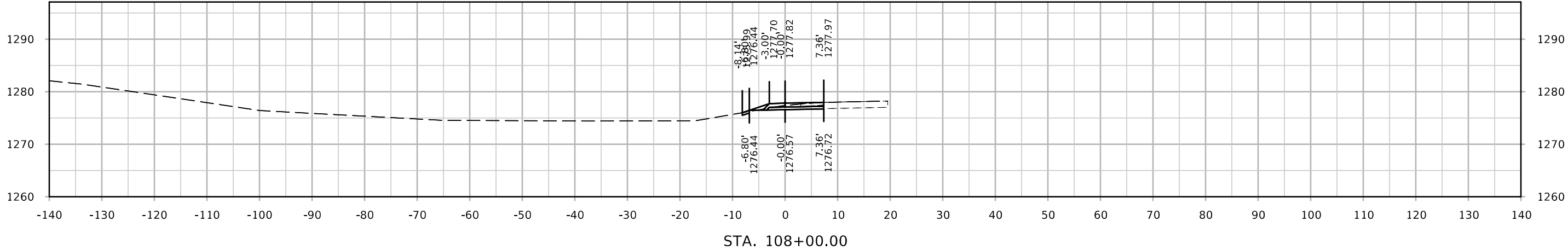


STA. 107+00.00

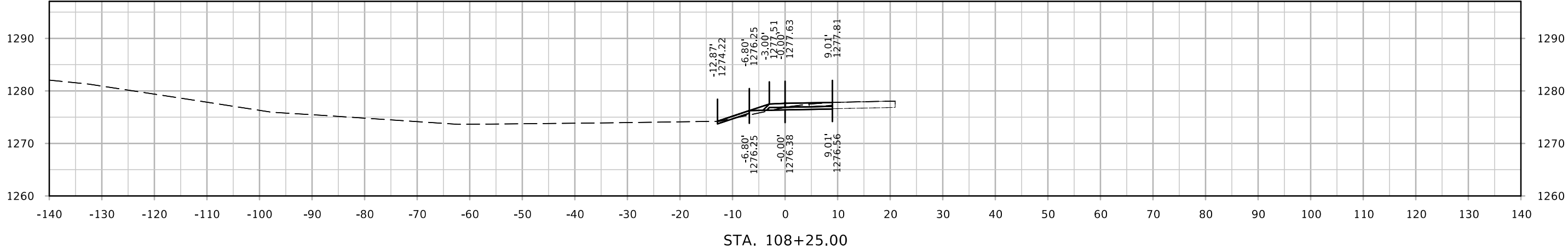
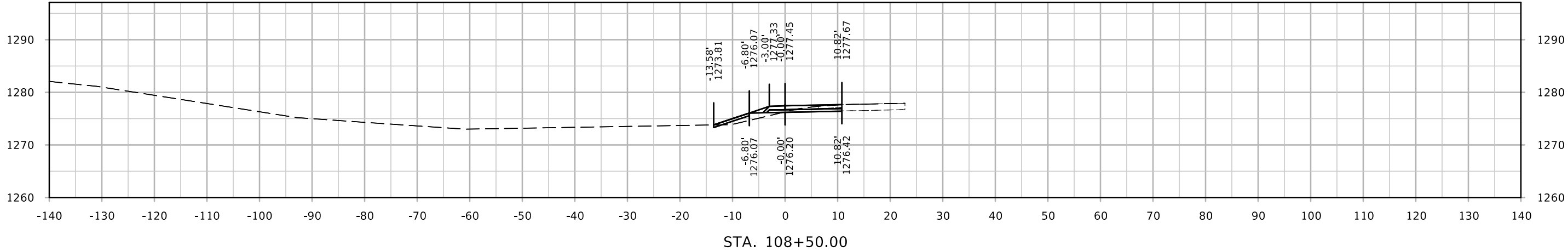
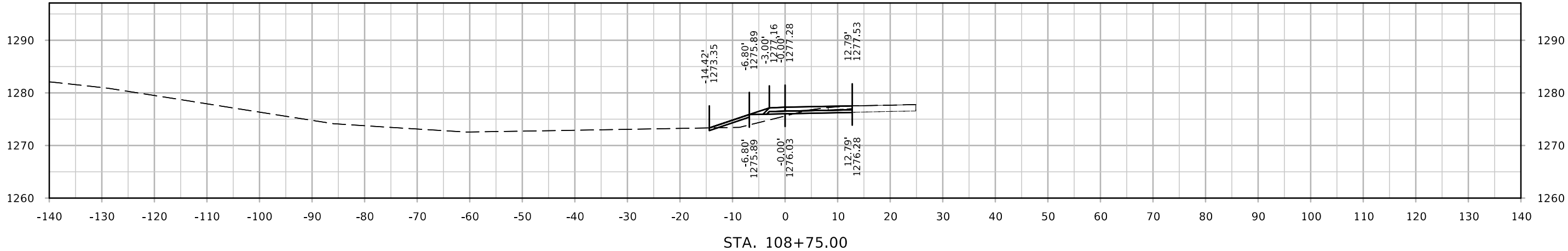


STA. 106+75.00

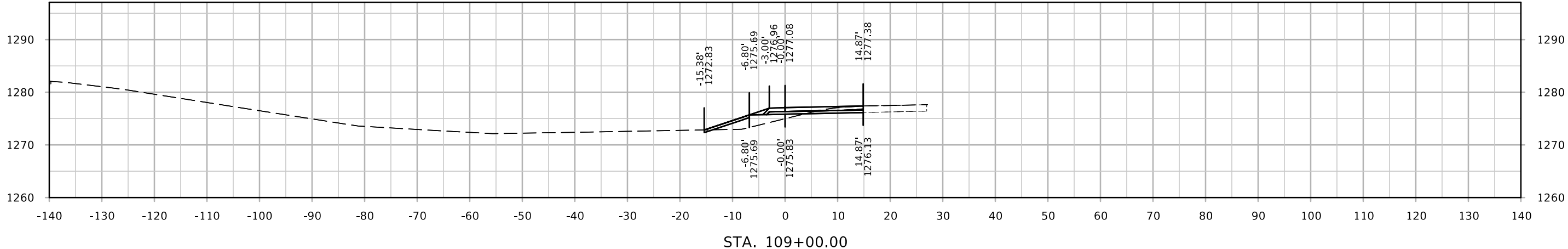
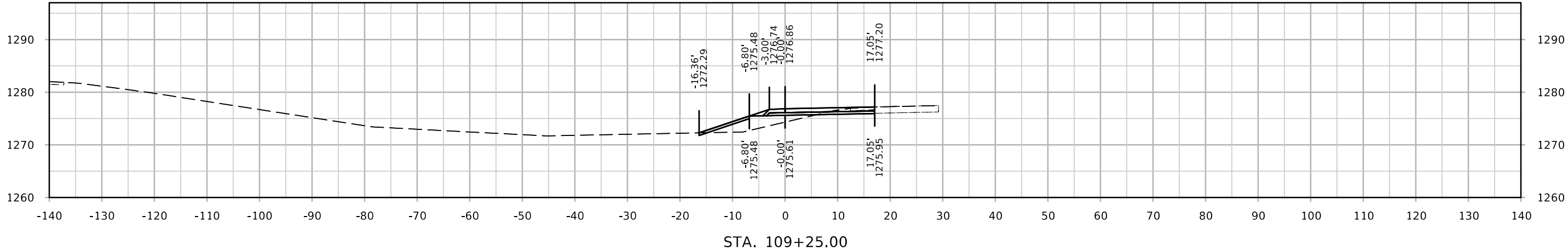
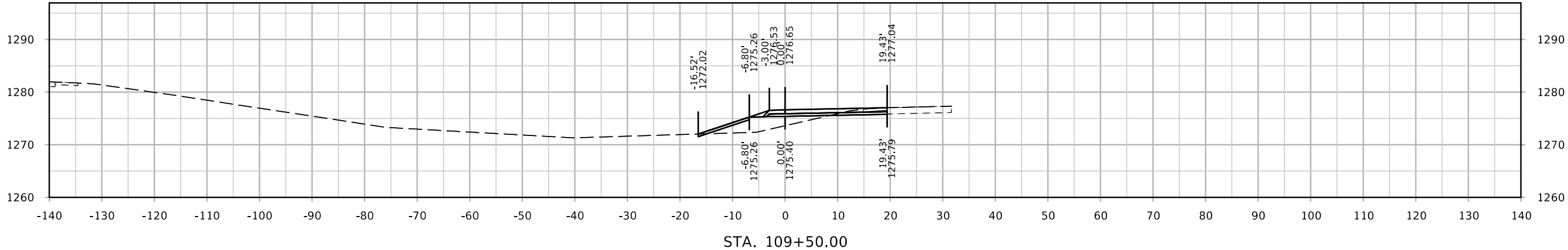
# DET100



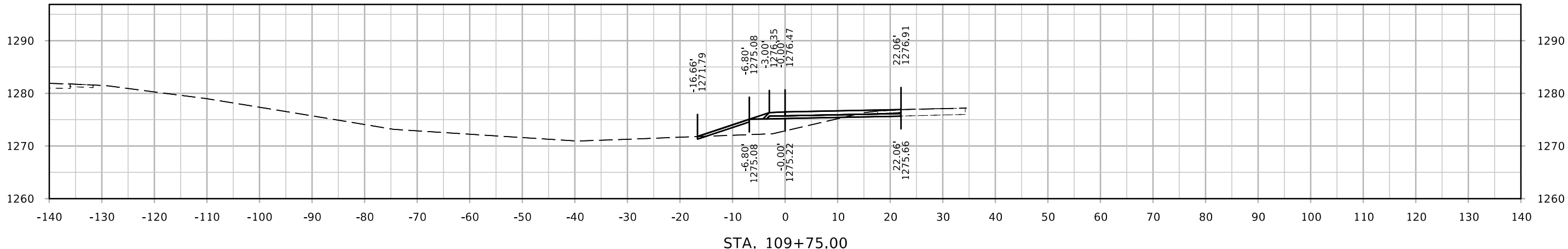
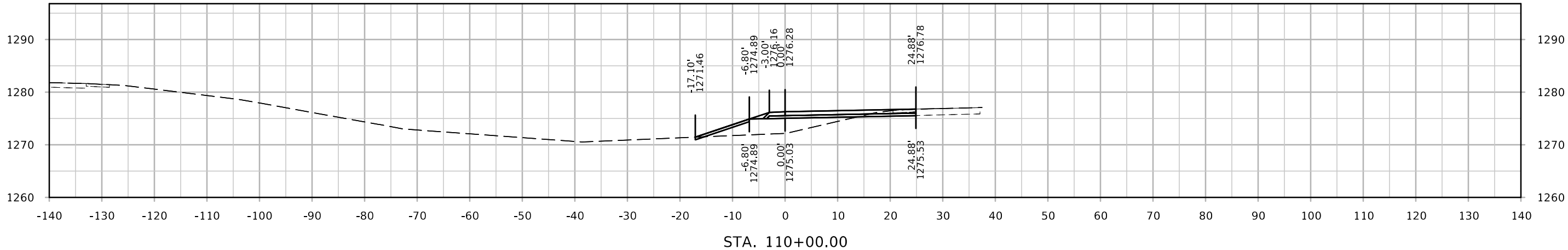
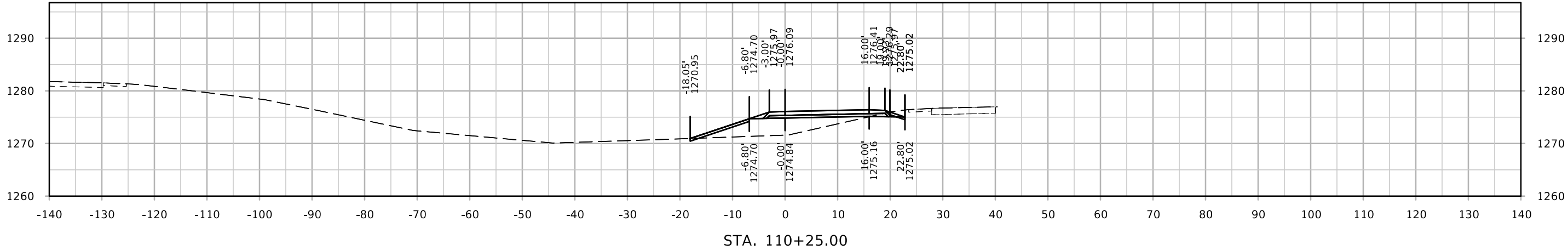
# DET100



# DET100

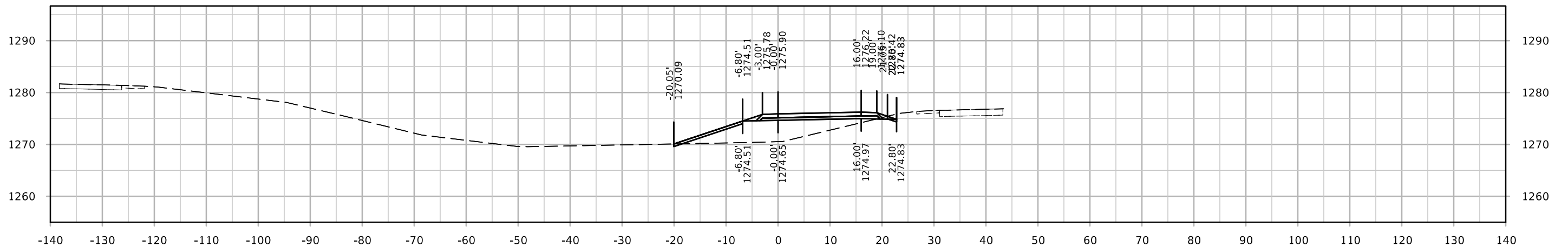
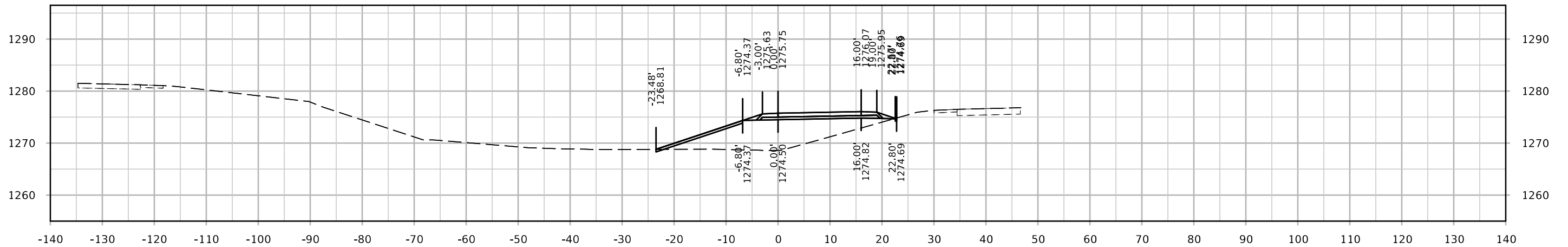
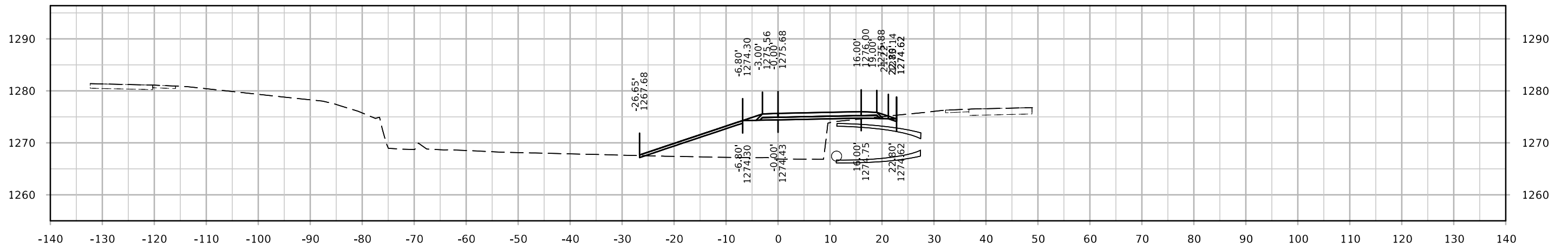


# DET100

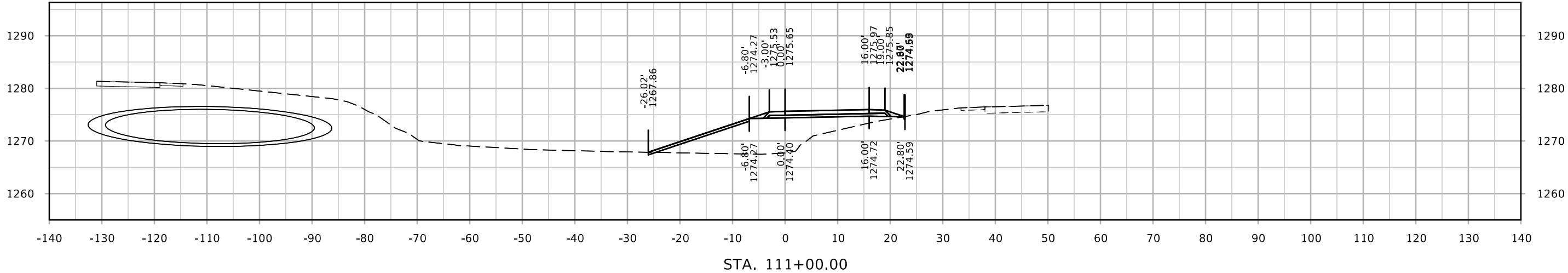
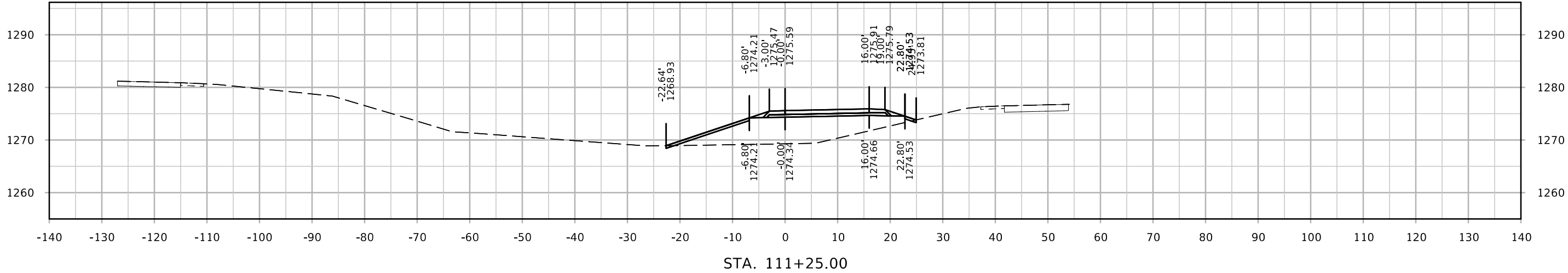
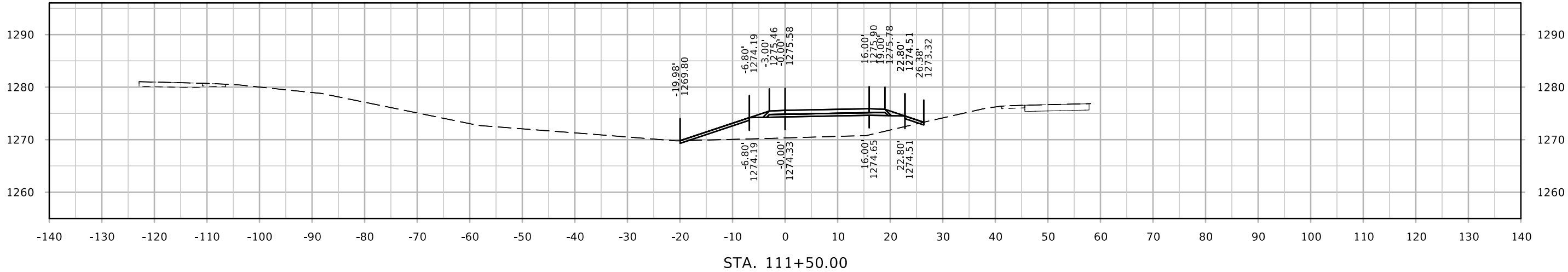




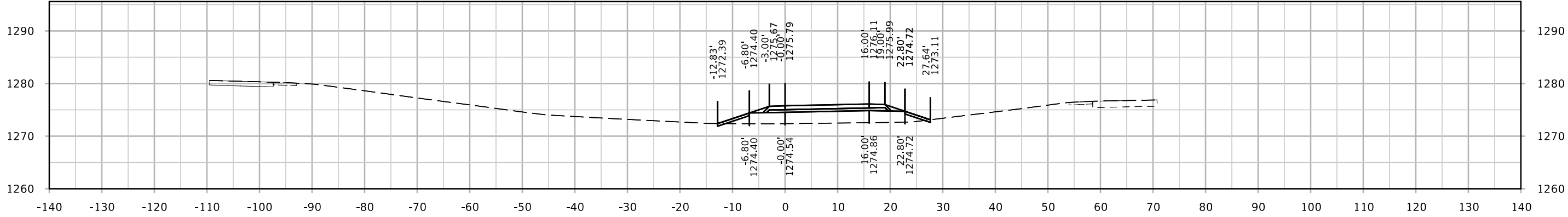
# DET100



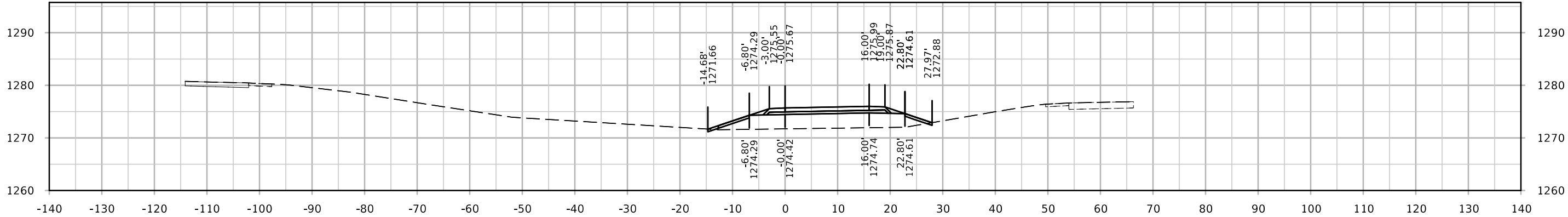
# DET100



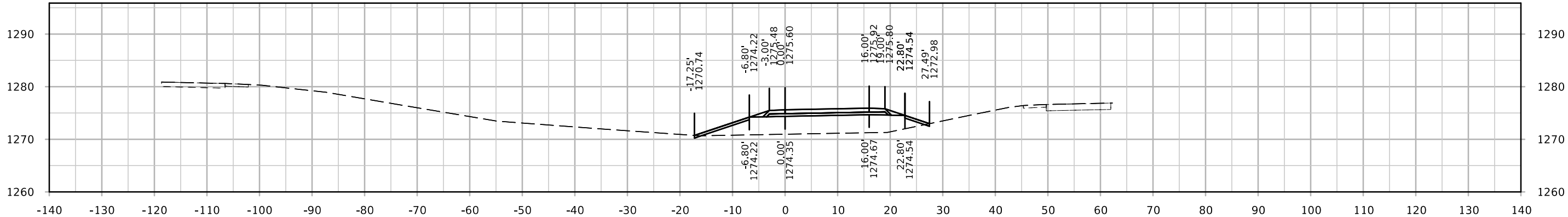
# DET100



STA. 112+25.00

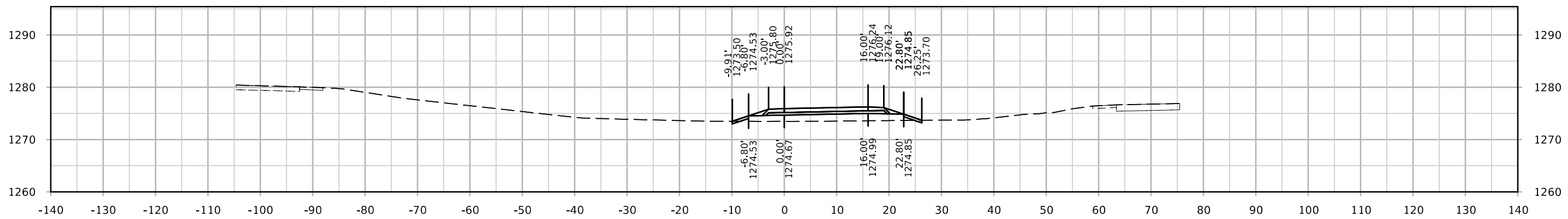
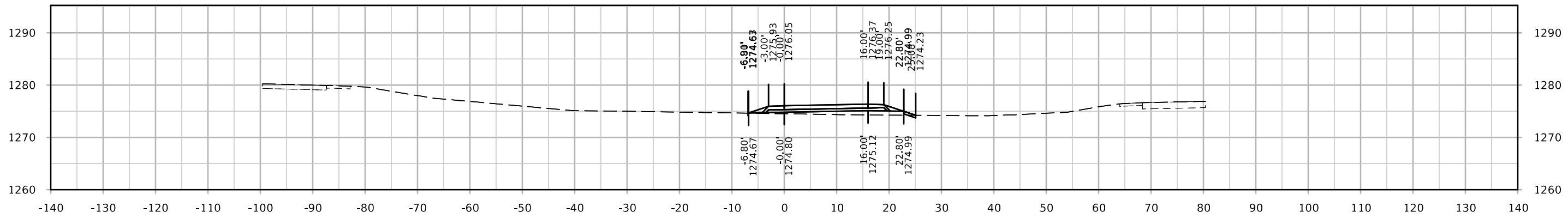
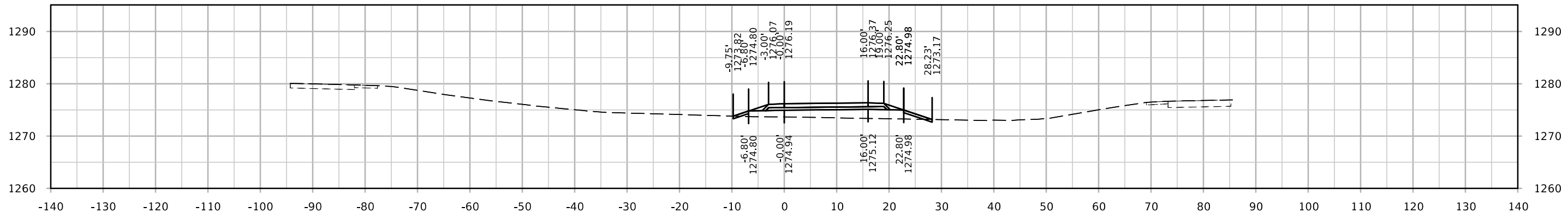


STA. 112+00.00

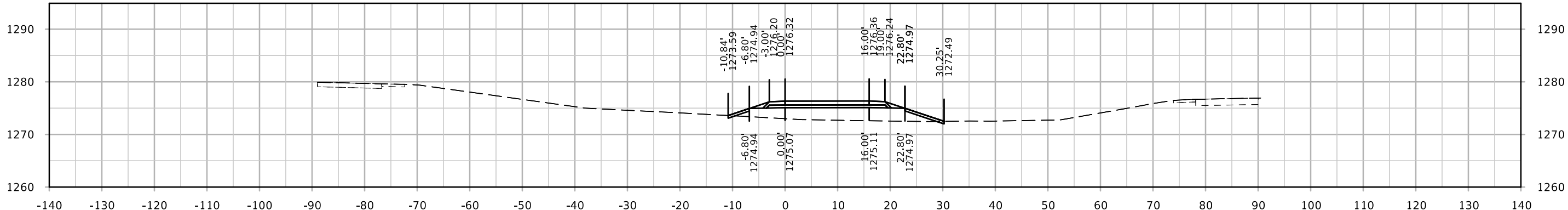
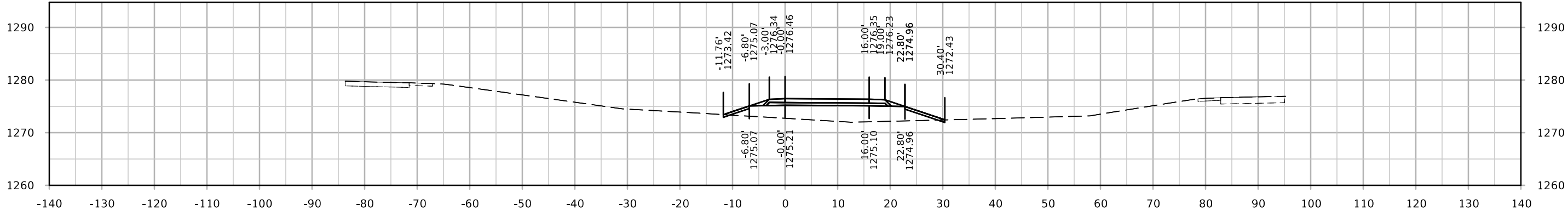
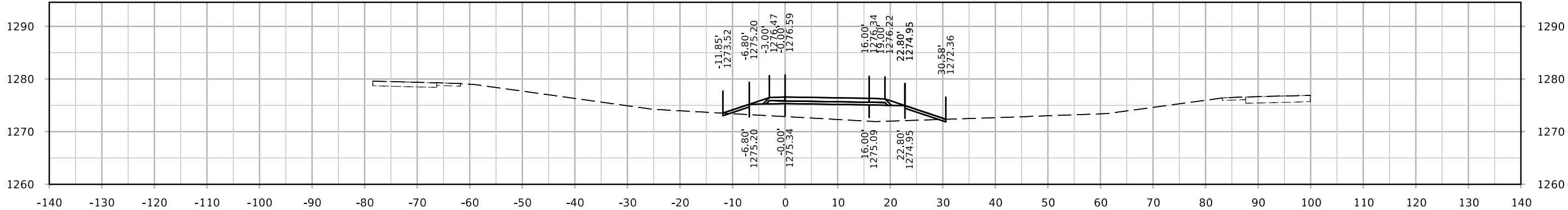


STA. 111+75.00

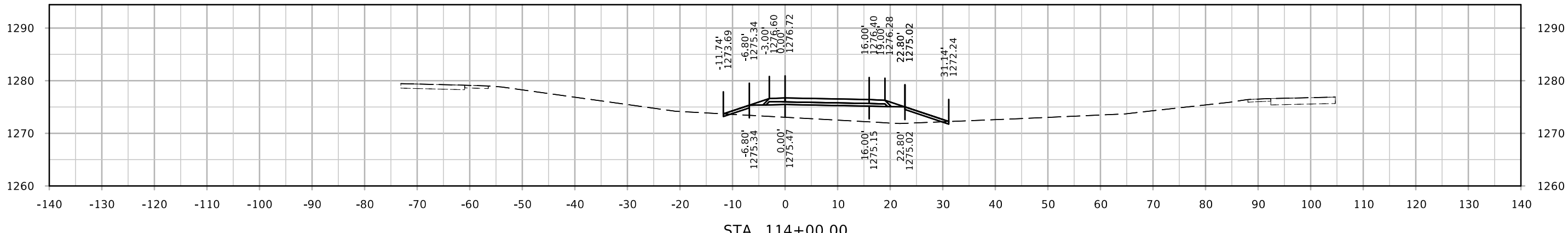
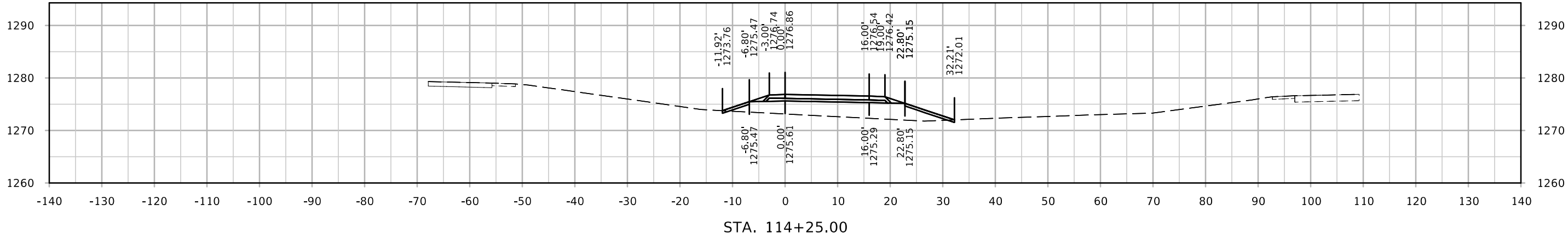
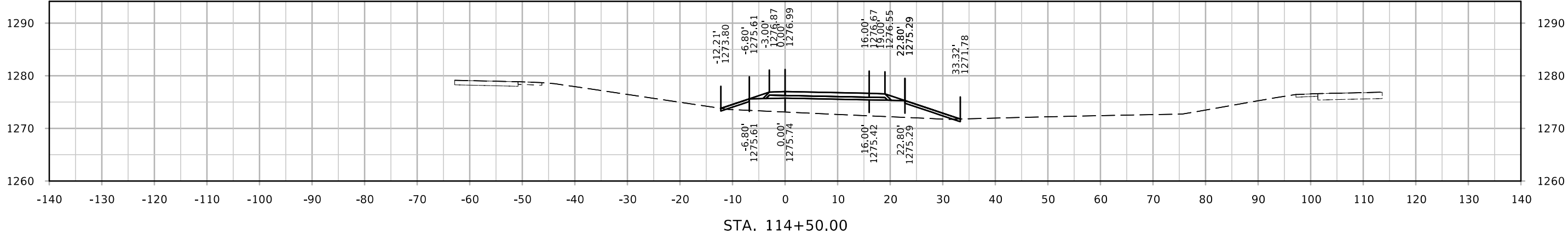
# DET100



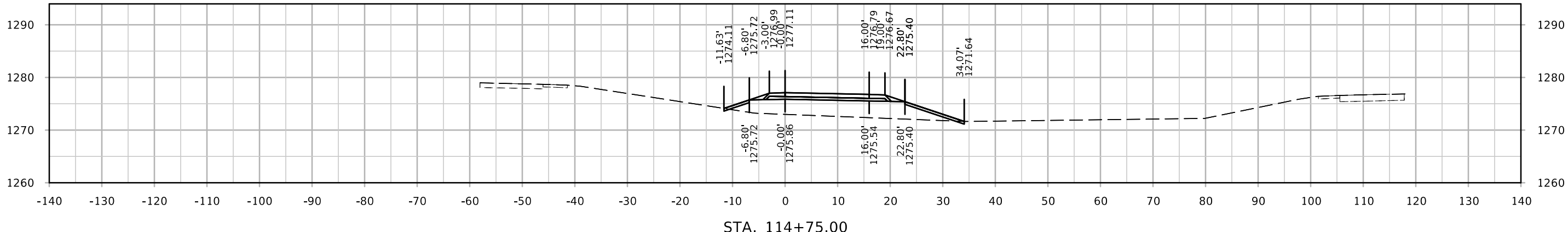
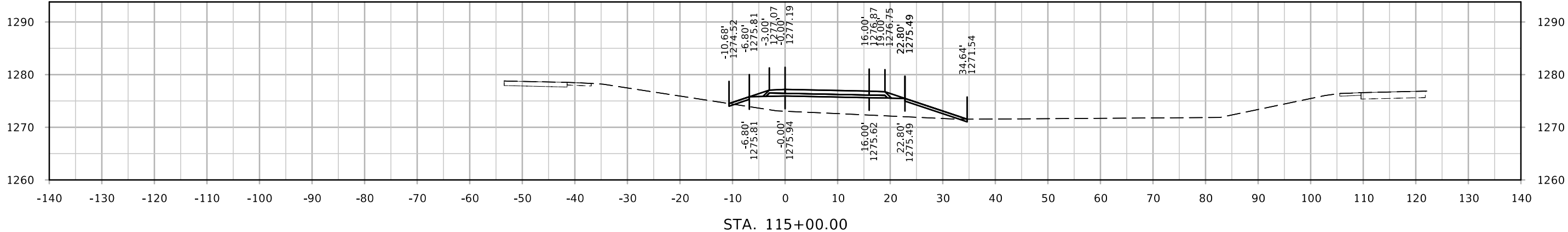
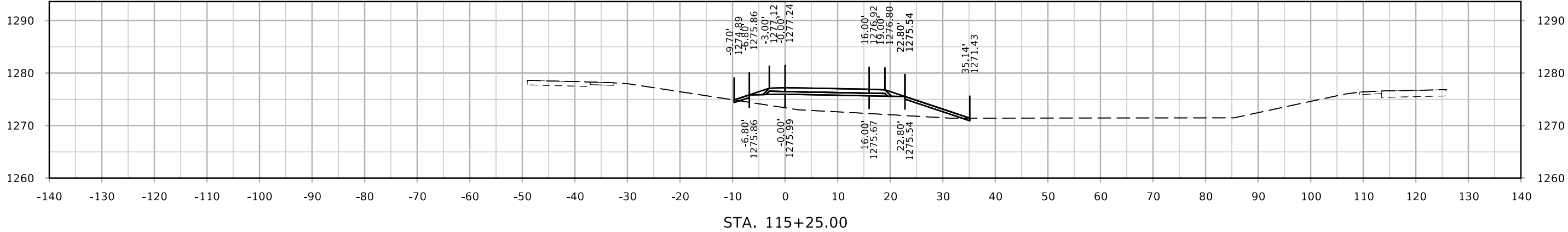
# DET100



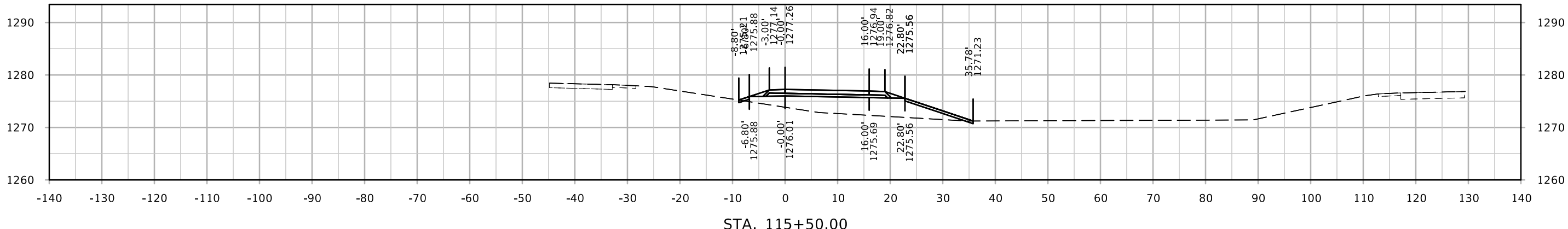
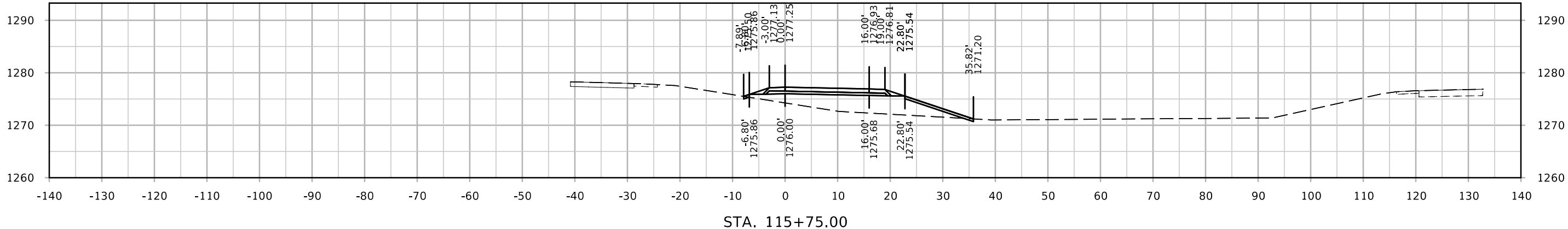
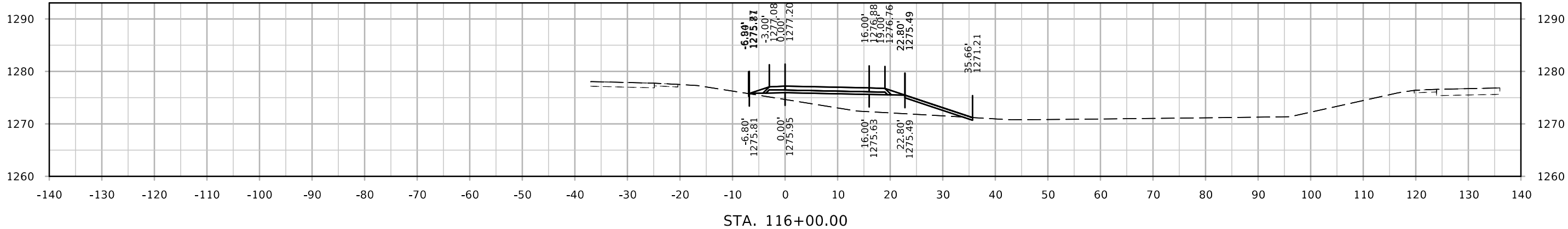
# DET100



# DET100

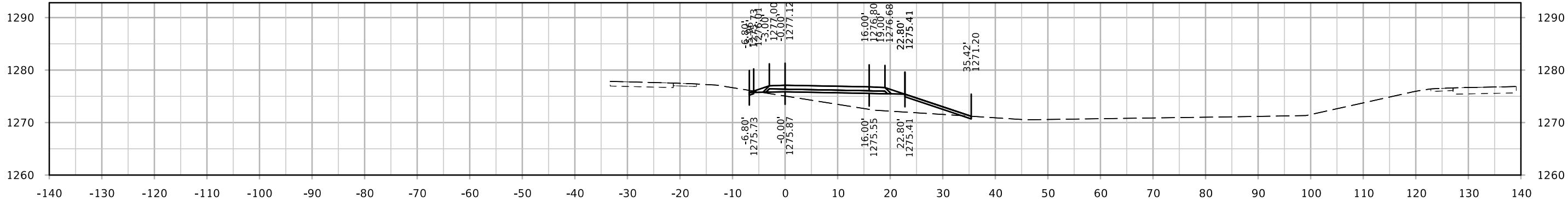
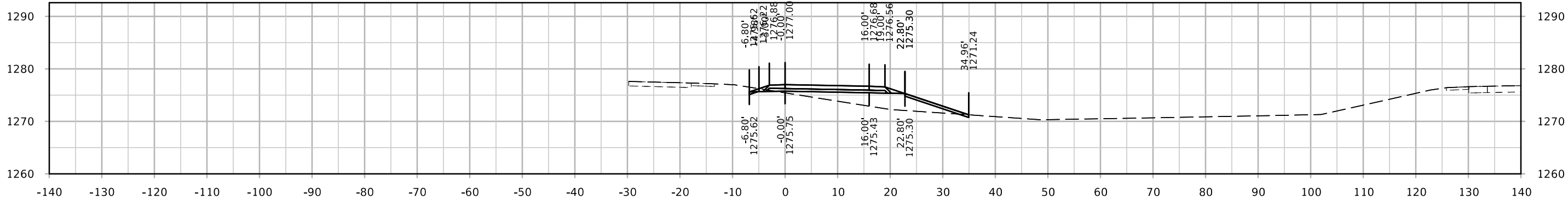
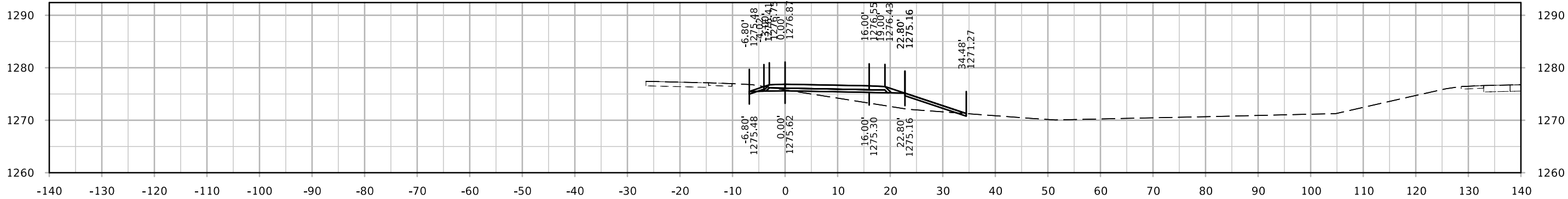


# DET100

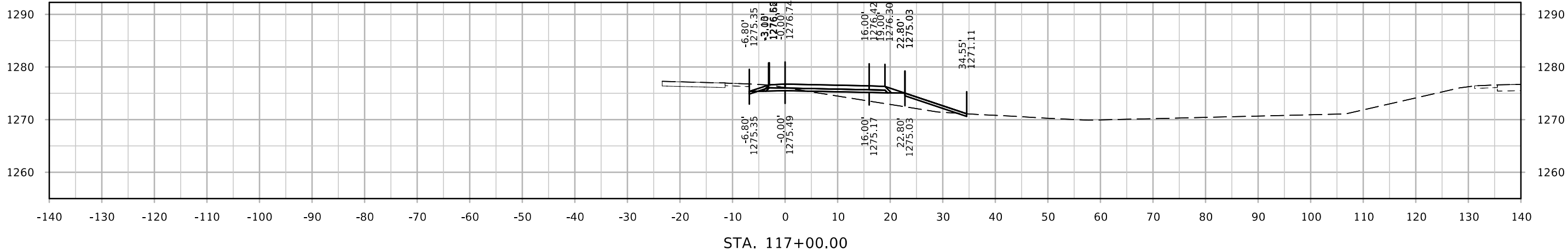
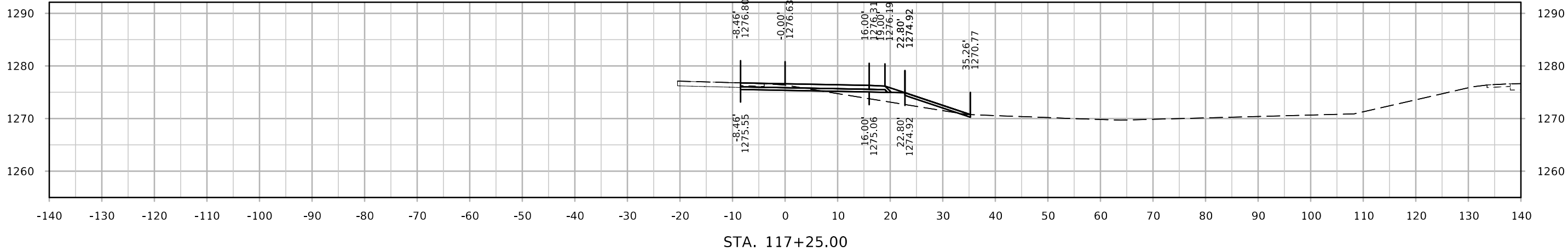
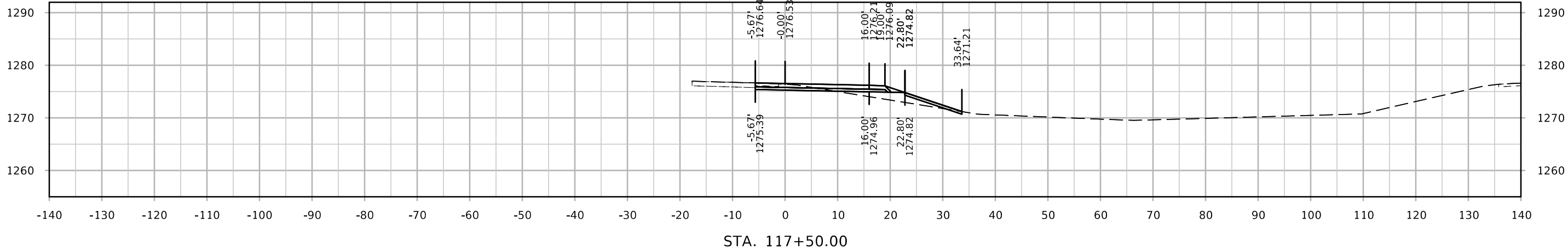




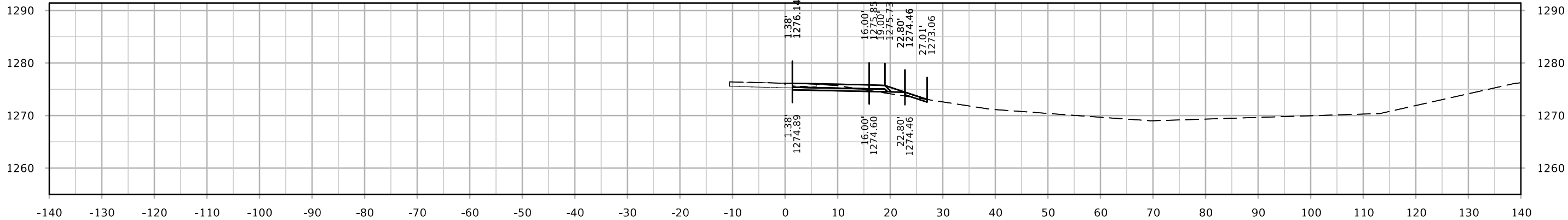
# DET100



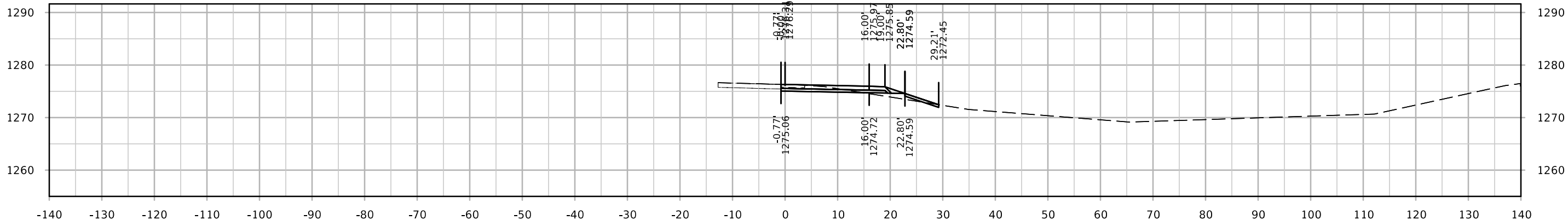
# DET100



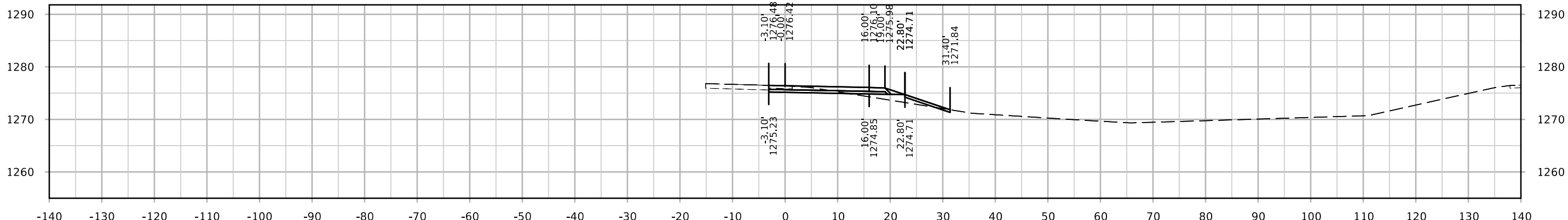
# DET100



STA. 118+25.00

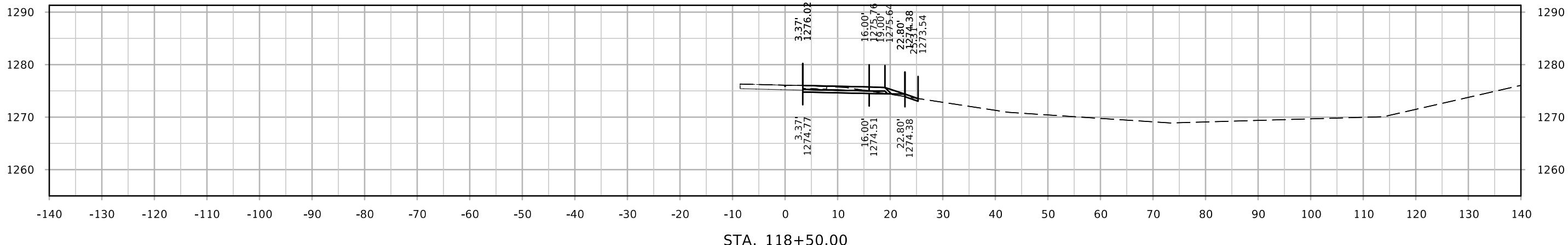
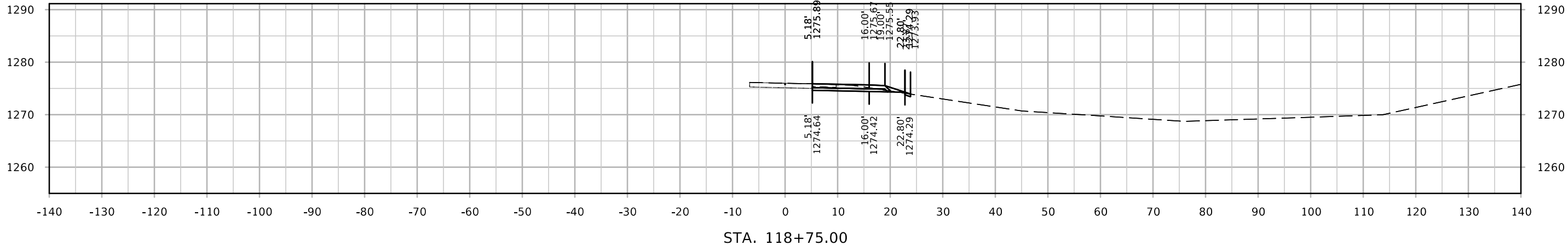
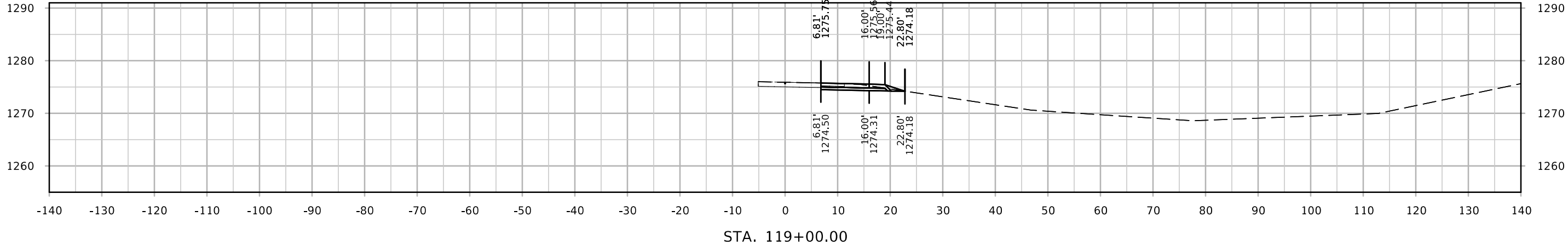


STA. 118+00.00

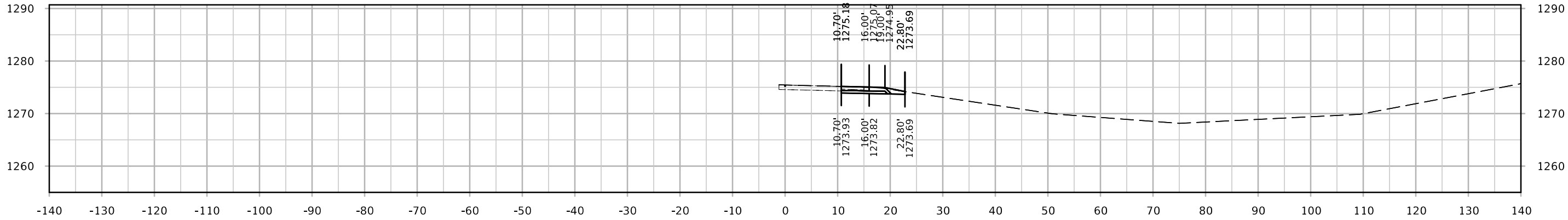


STA. 117+75.00

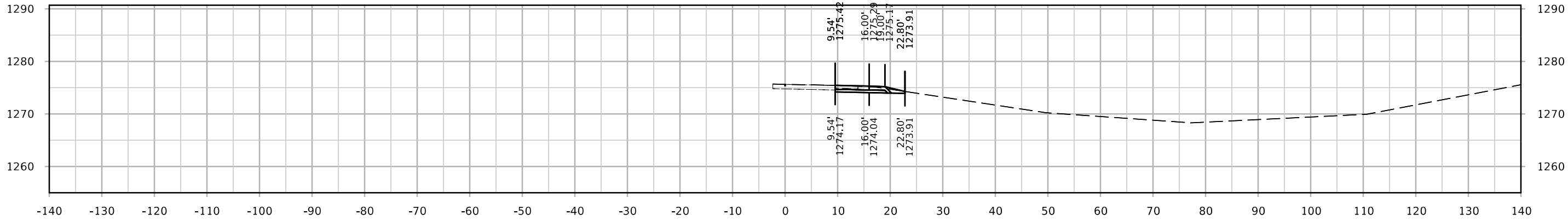
# DET100



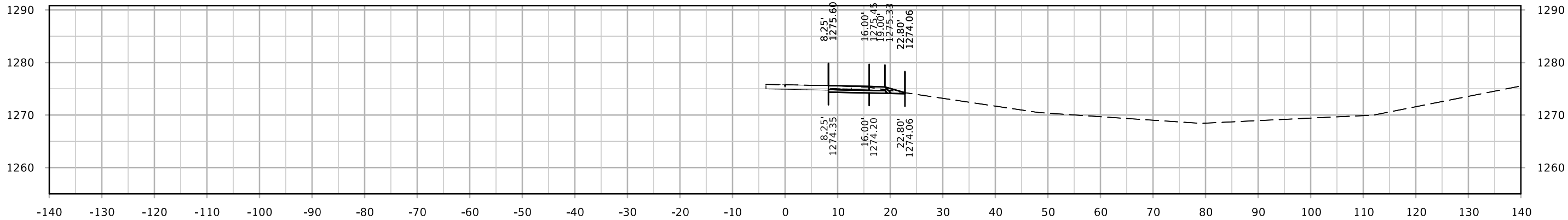
# DET100



STA. 119+75.00

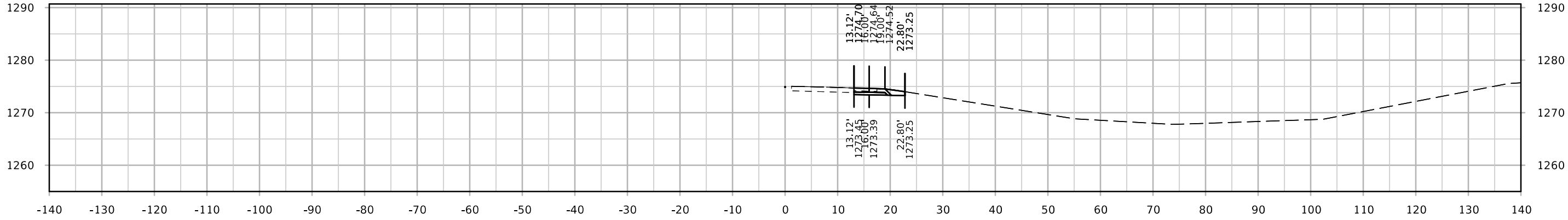


STA. 119+50.00

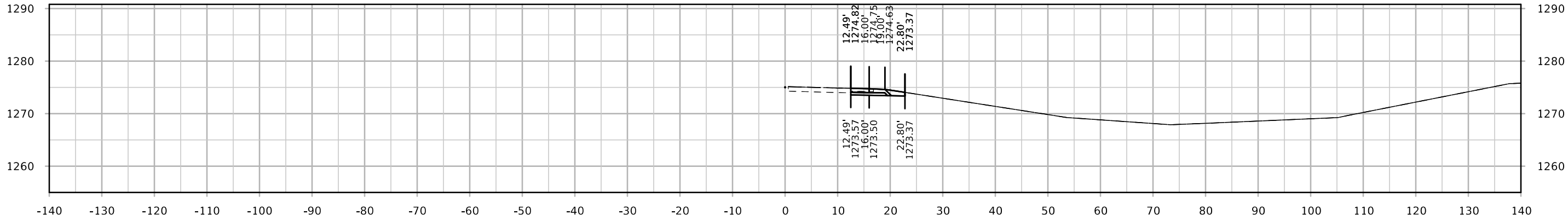


STA. 119+25.00

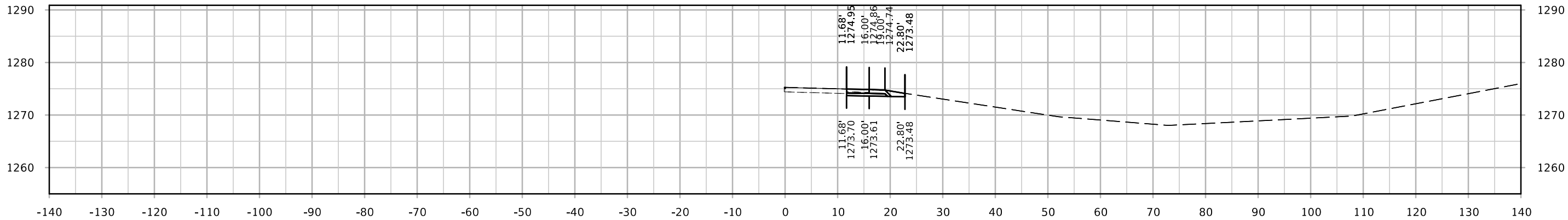
# DET100



STA. 120+50.00

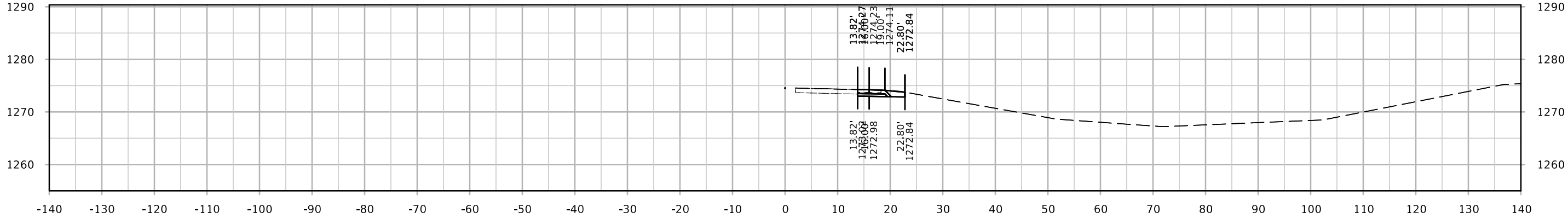


STA. 120+25.00

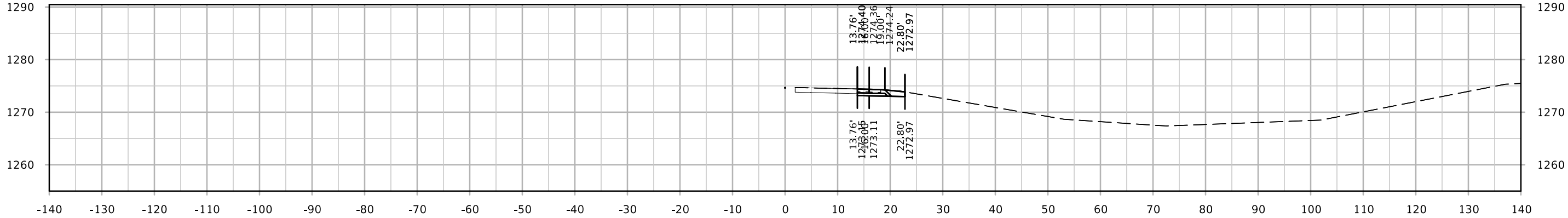


STA. 120+00.00

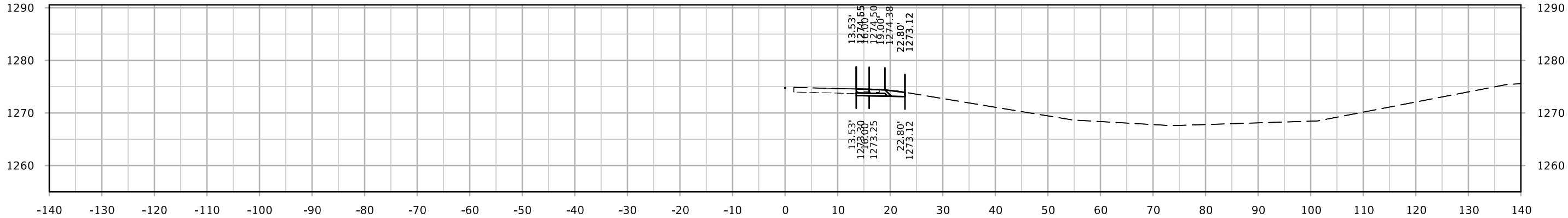
# DET100



STA. 121+19.61

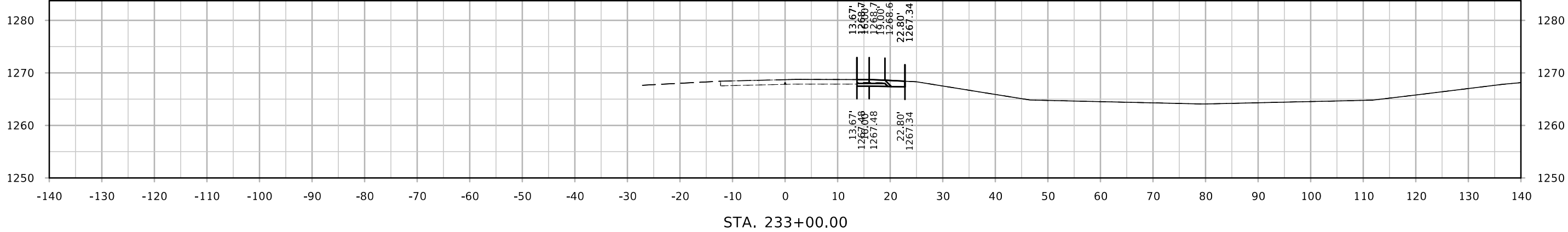
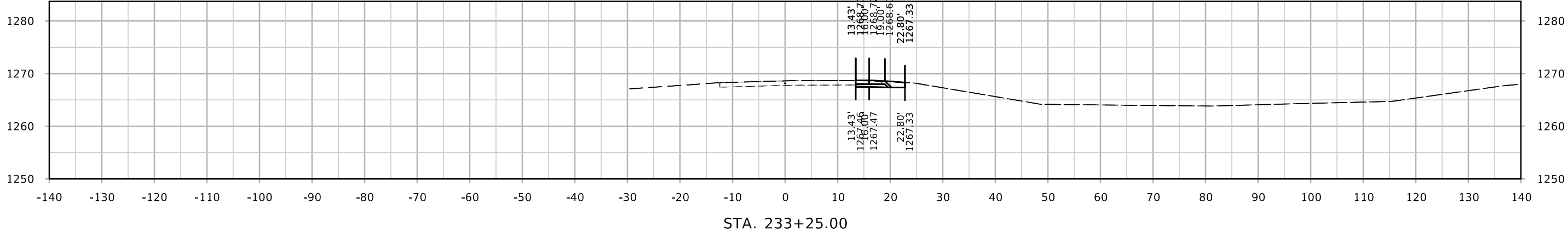
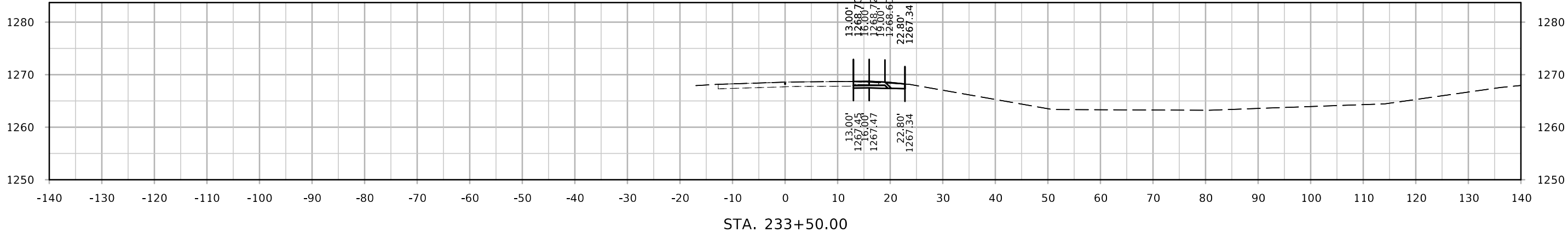


STA. 121+00.00



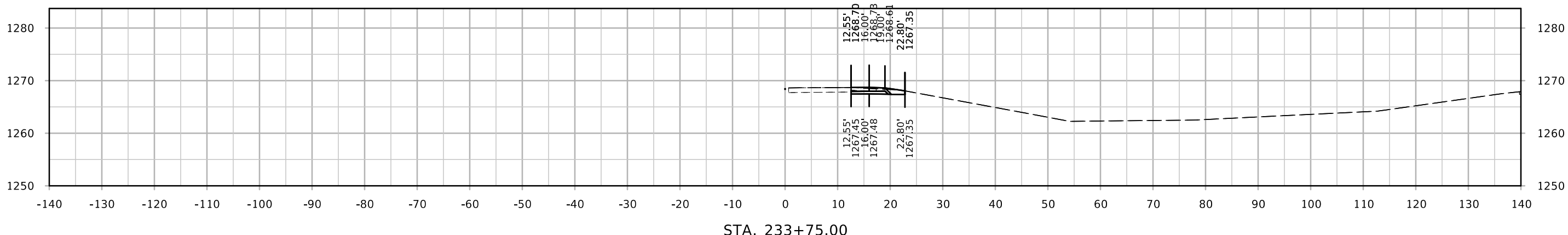
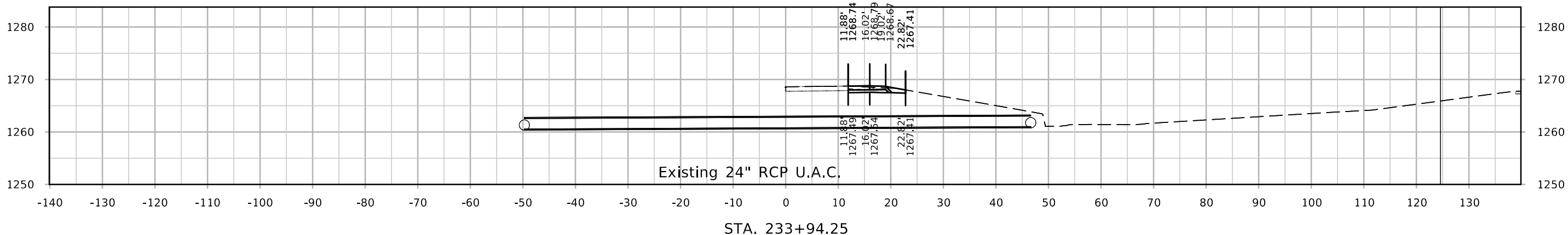
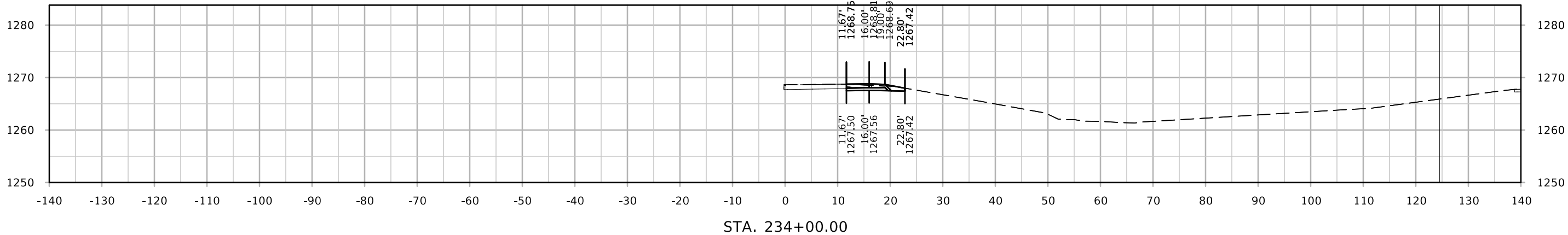
STA. 120+75.00

# DET200

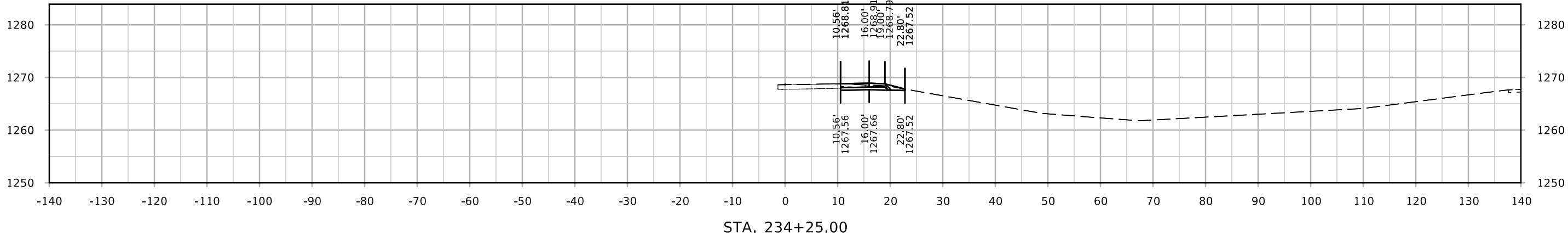
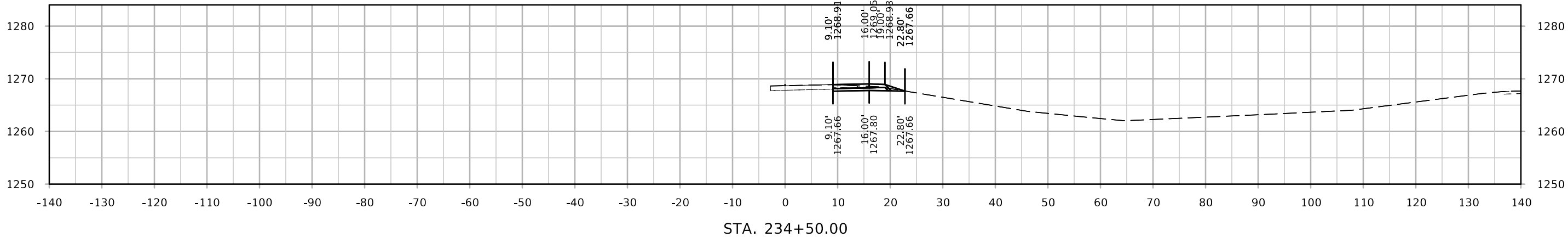
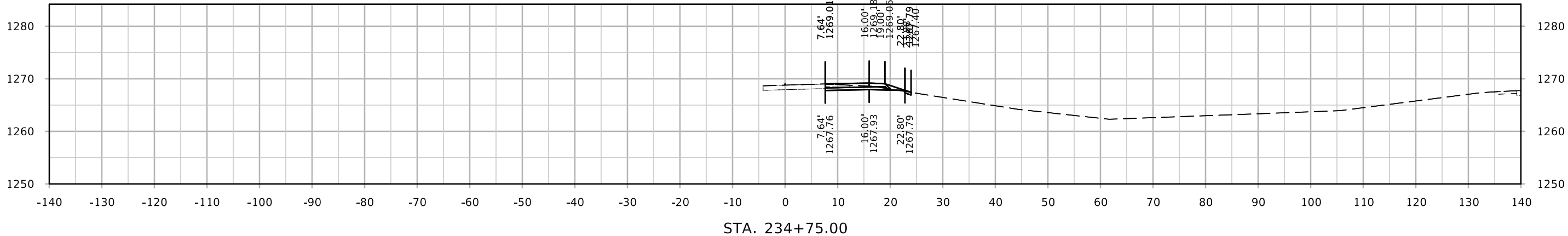




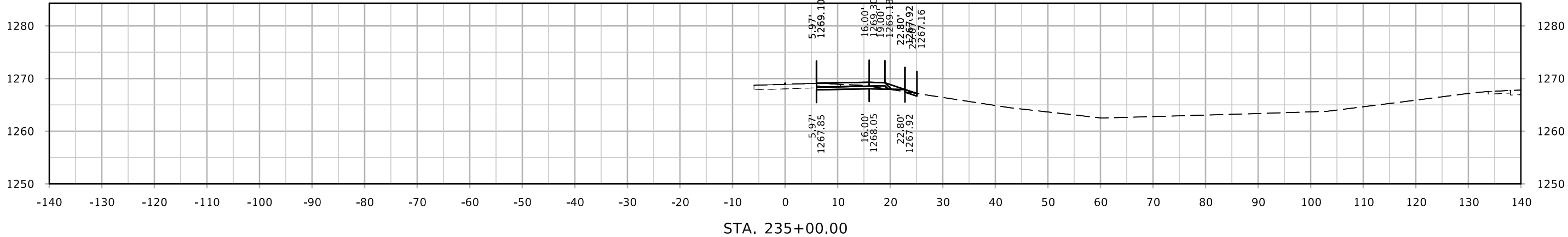
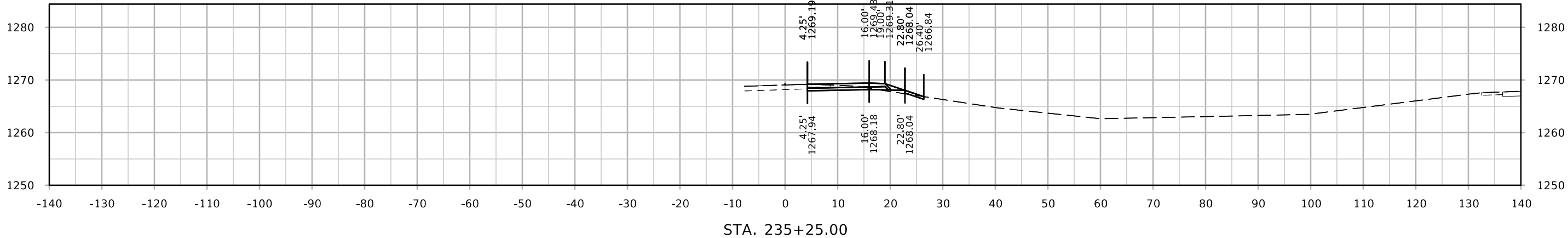
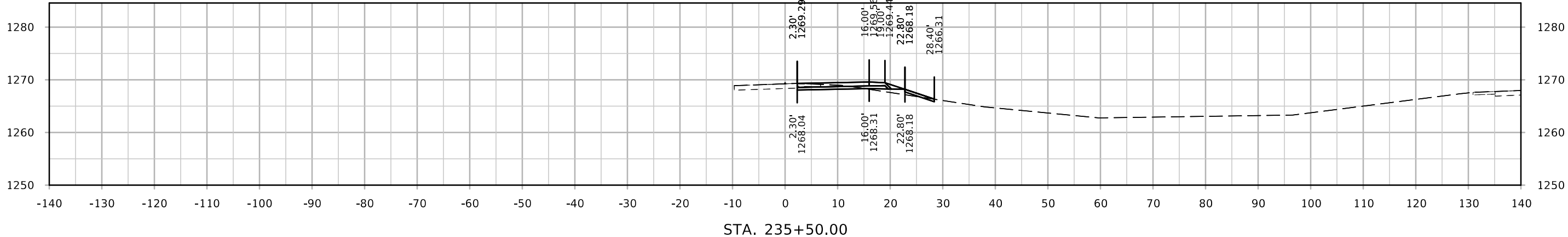
# DET200



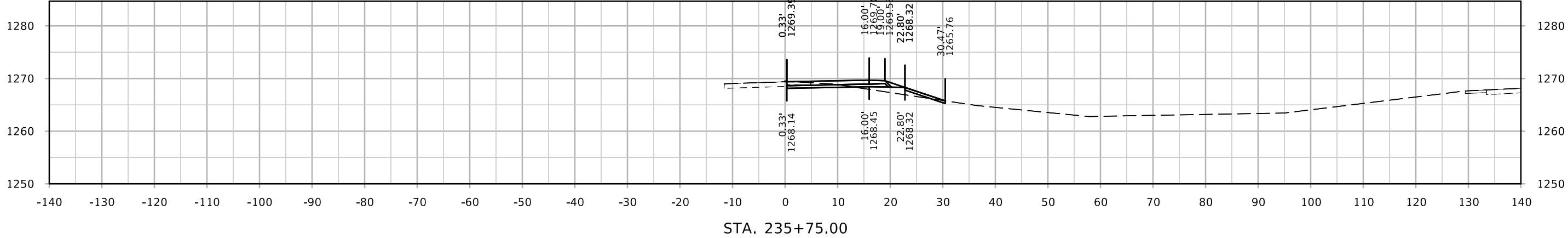
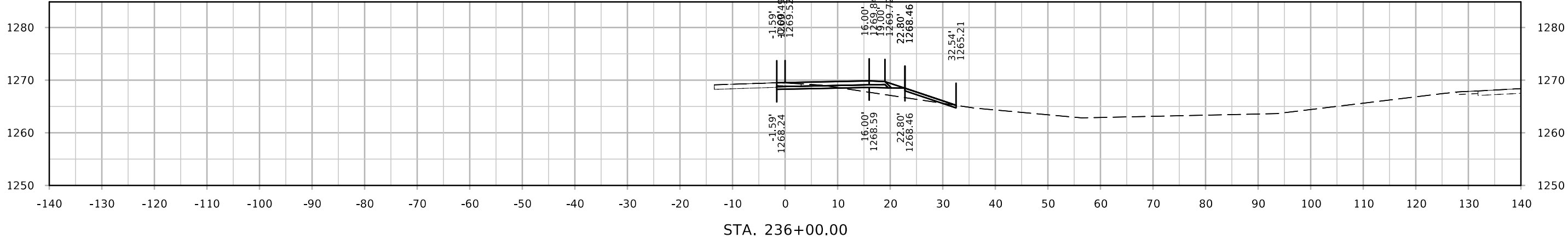
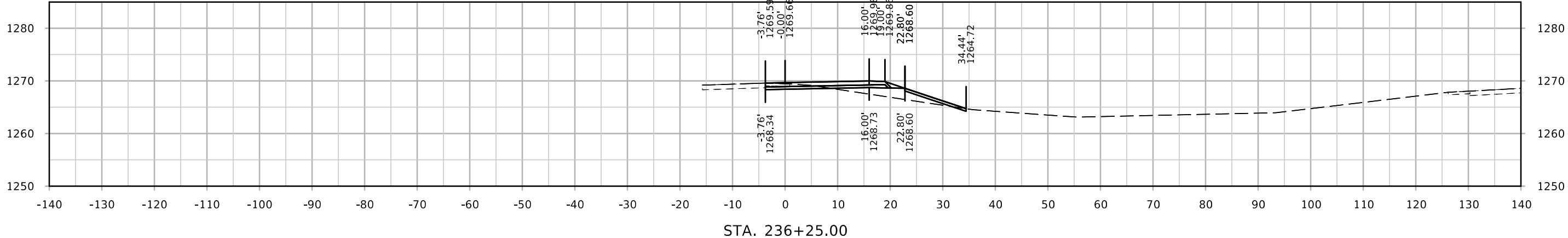
# DET200



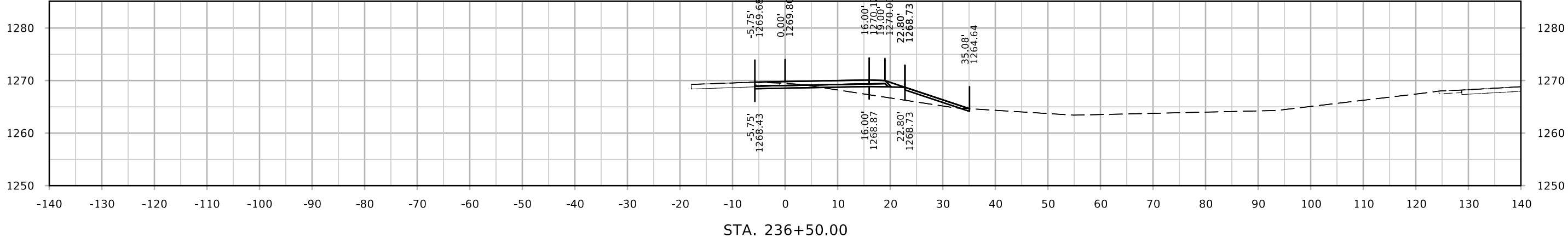
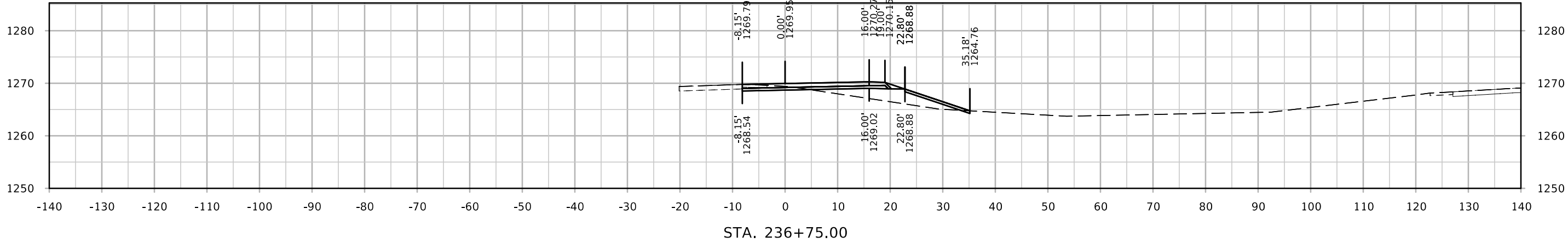
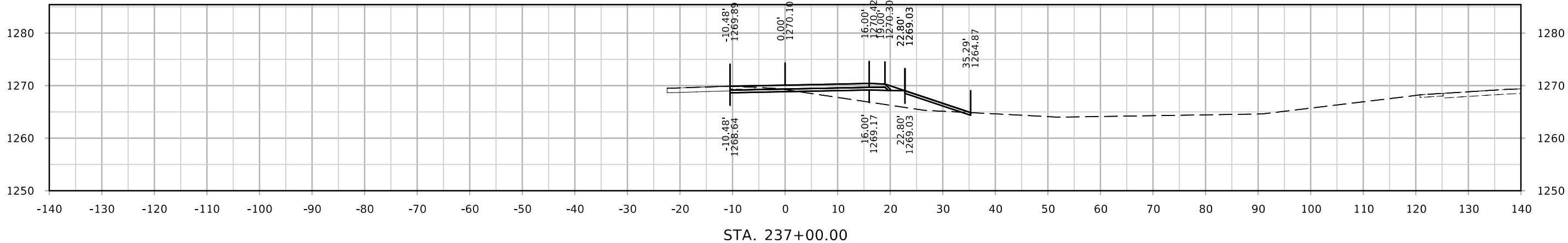
# DET200



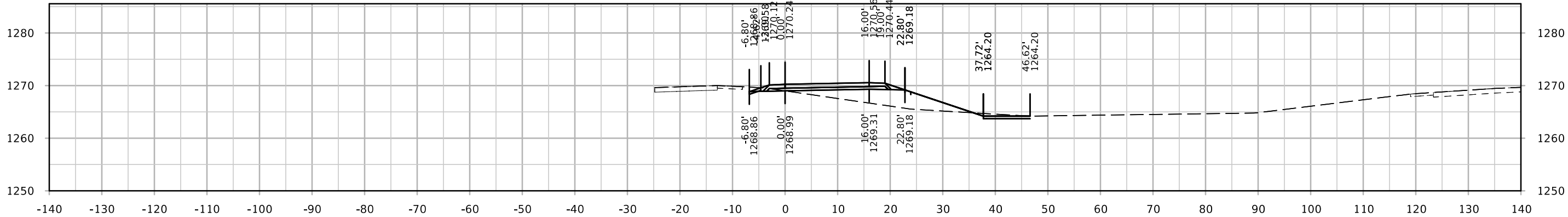
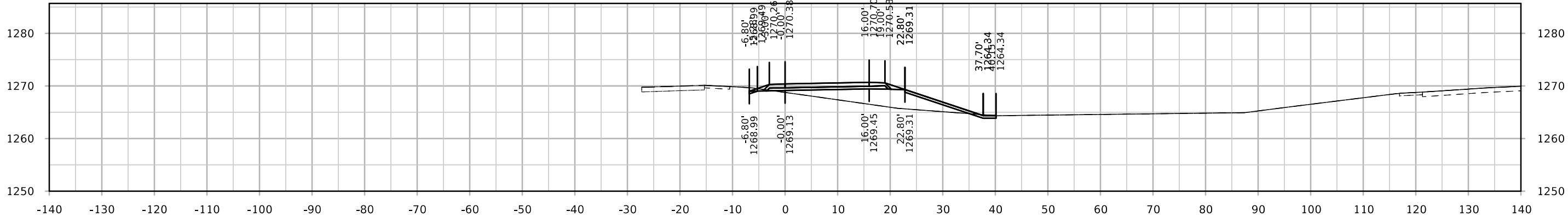
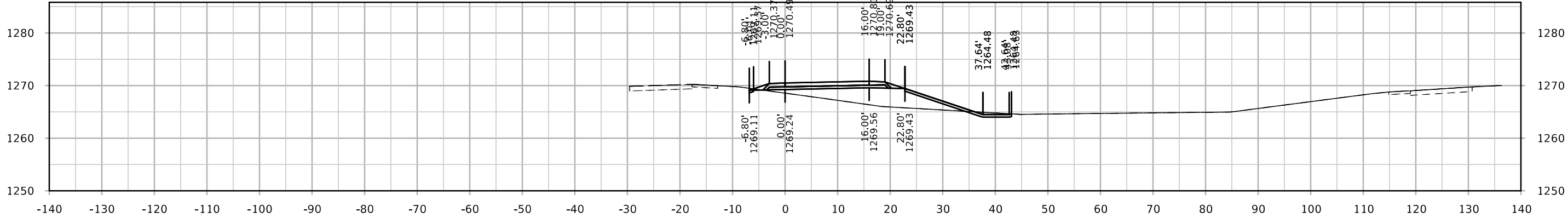
# DET200



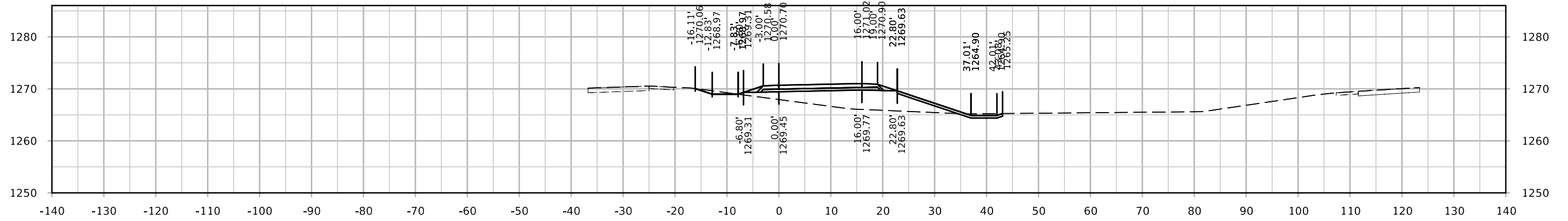
# DET200



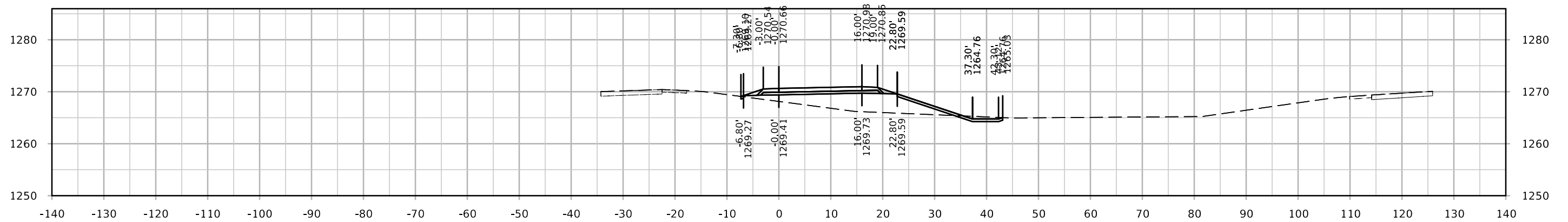
# DET200



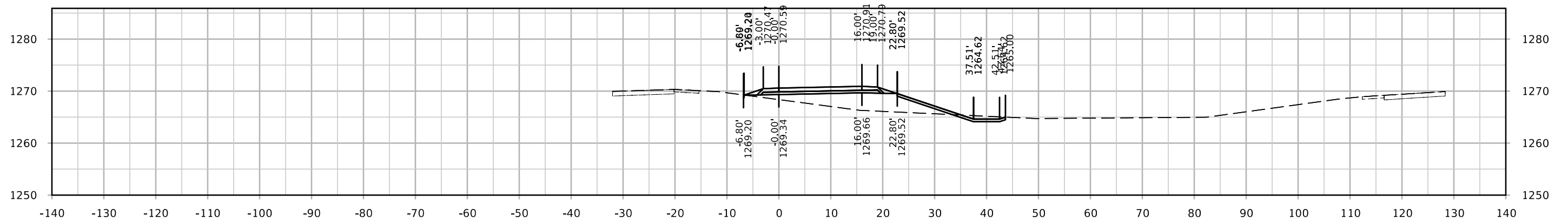
# DET200



STA. 238+50.00

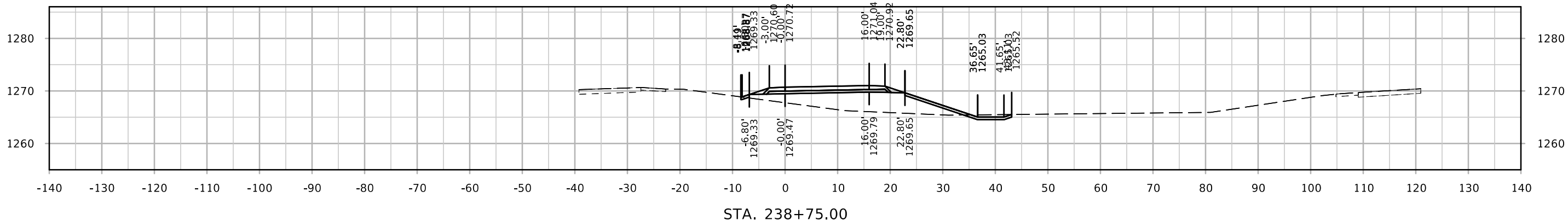
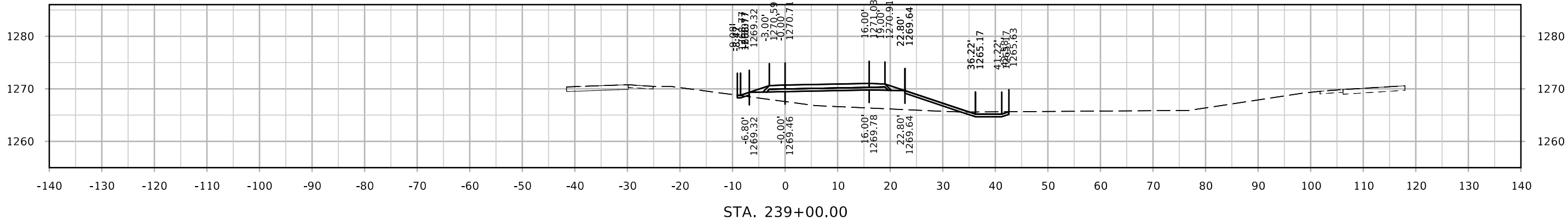
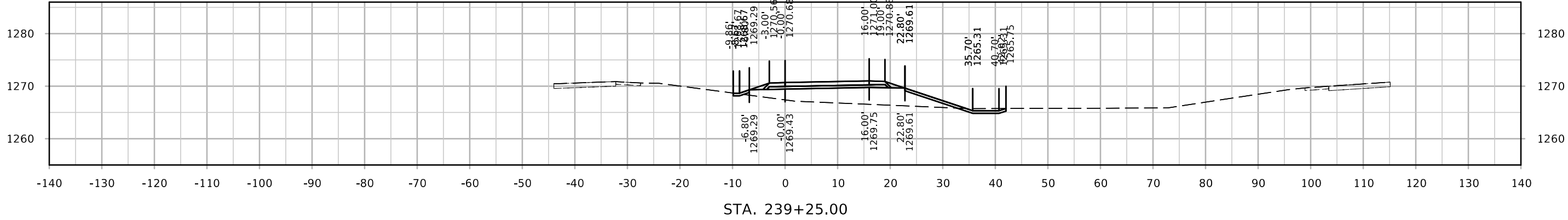


STA. 238+25.00



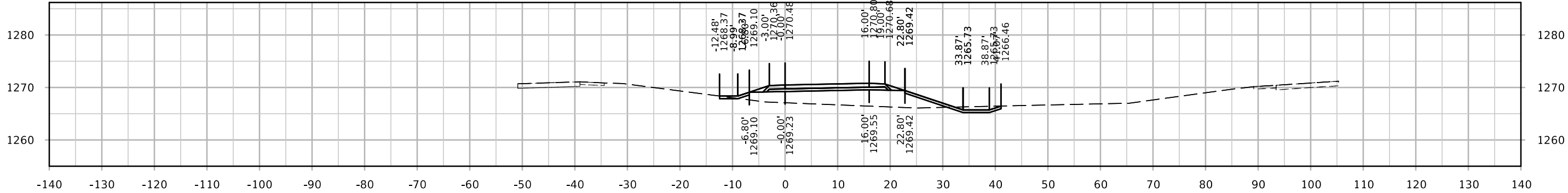
STA. 238+00.00

# DET200

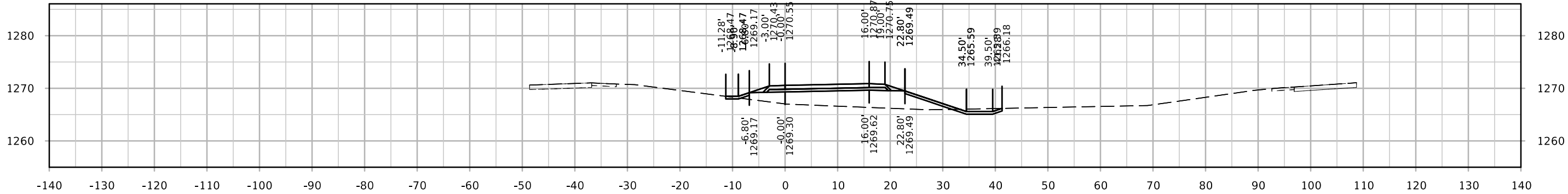




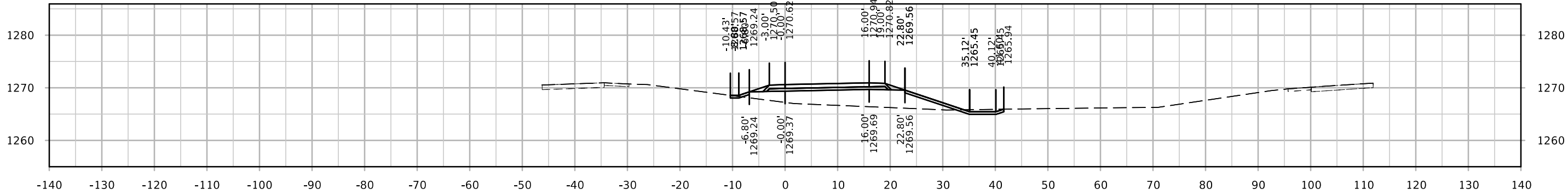
# DET200



STA. 240+00.00

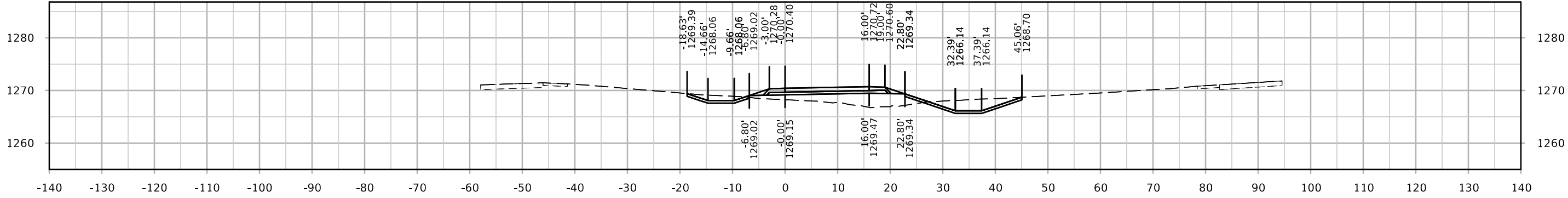


STA. 239+75.00

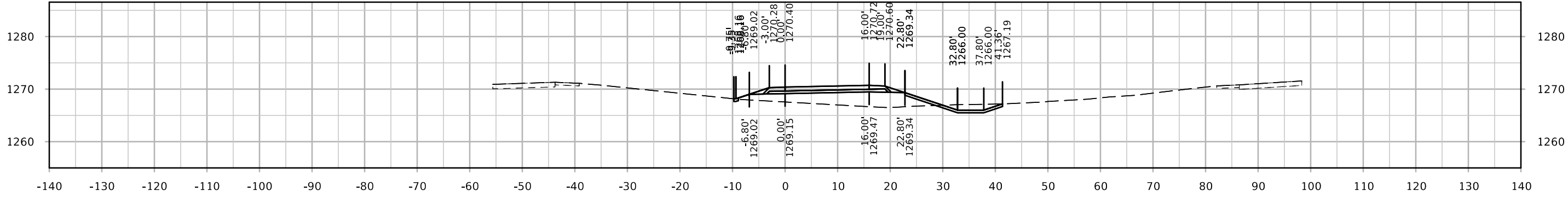


STA. 239+50.00

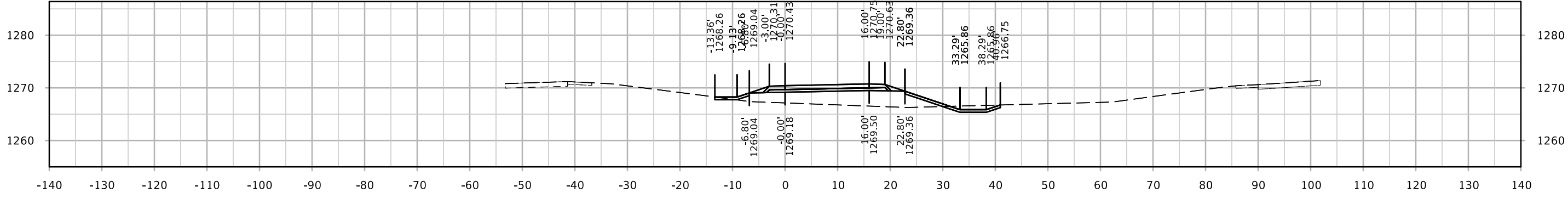
# DET200



STA. 240+75.00

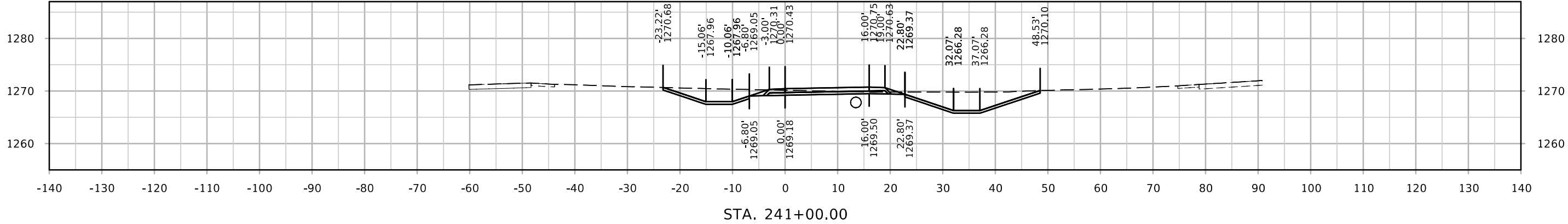
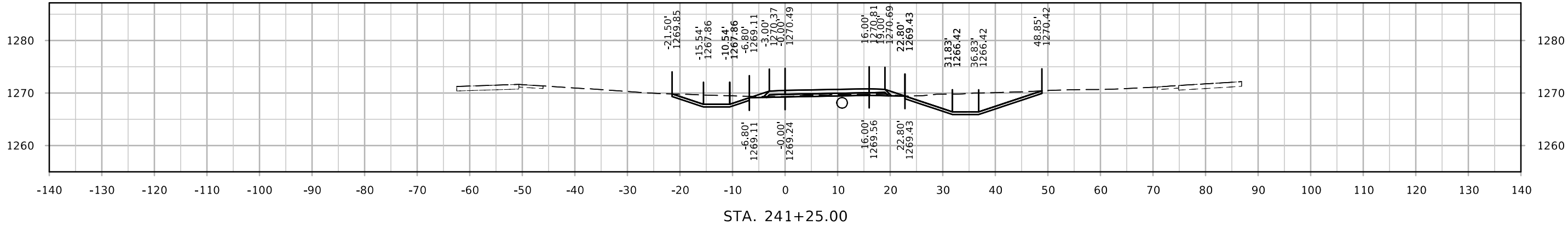
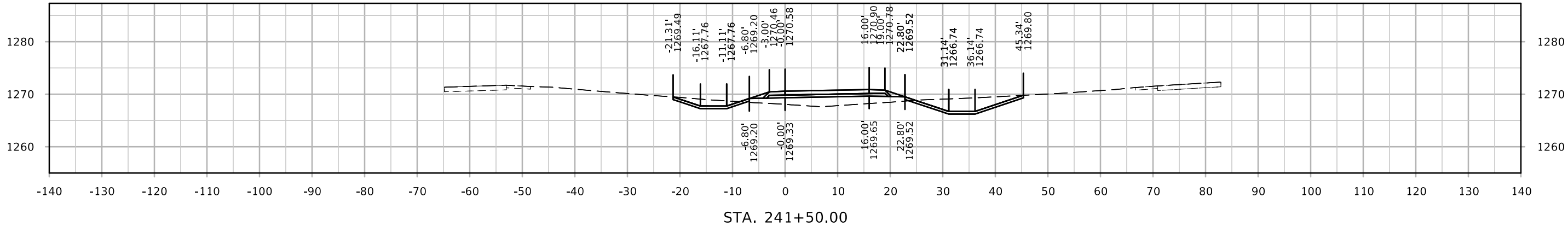


STA. 240+50.00

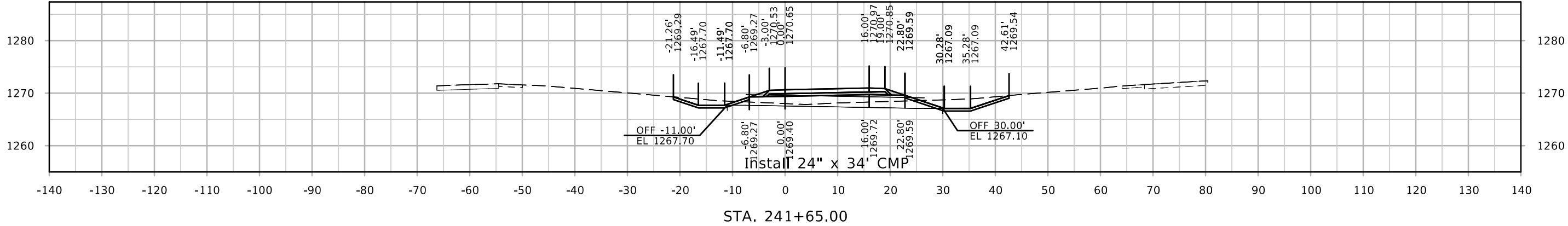
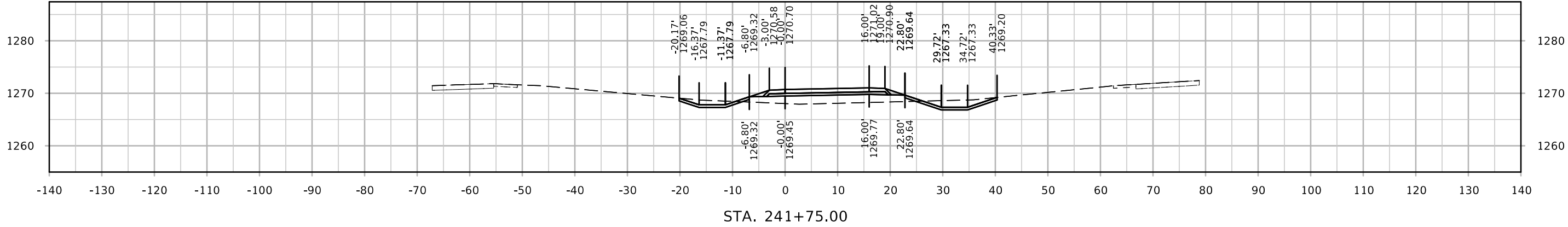
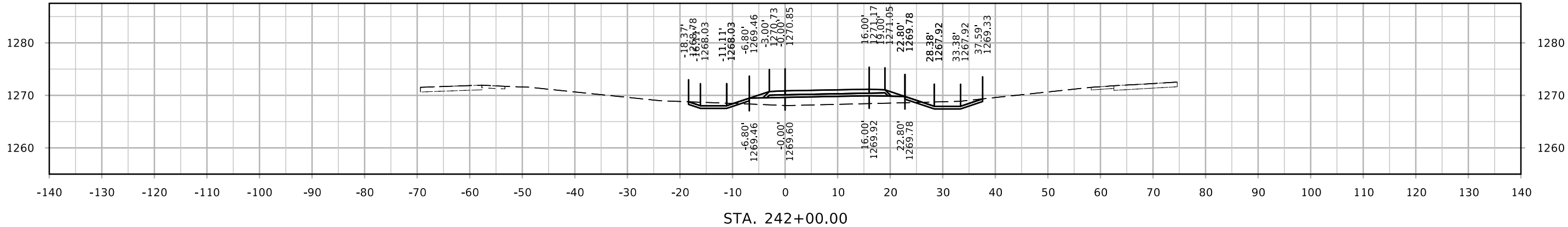


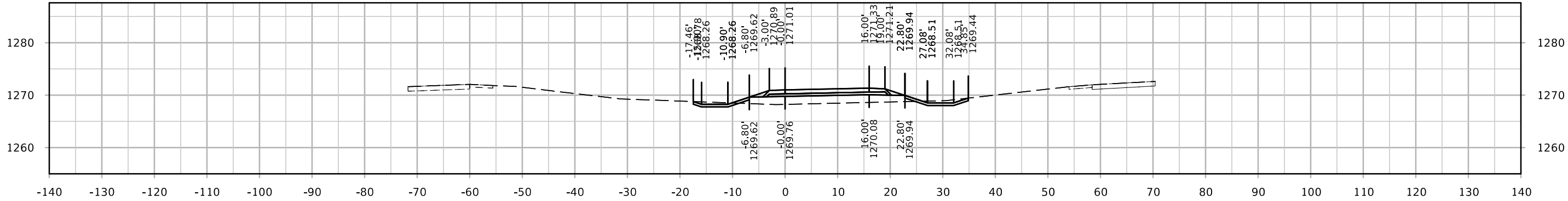
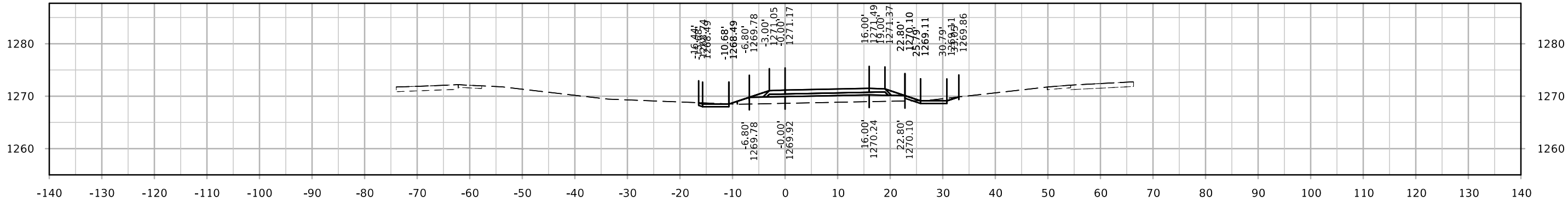
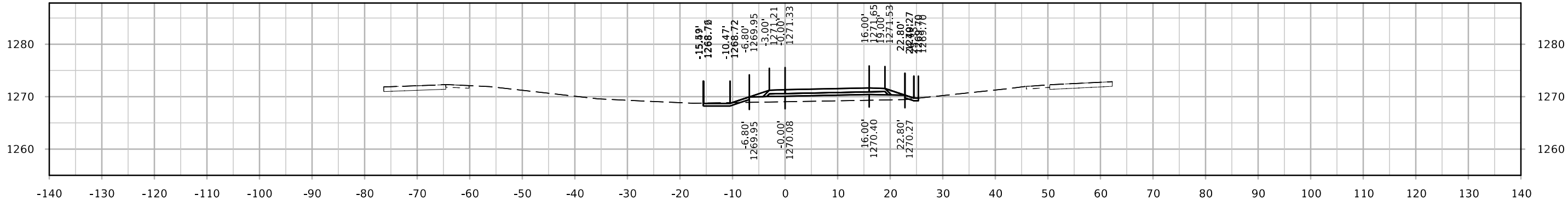
STA. 240+25.00

# DET200

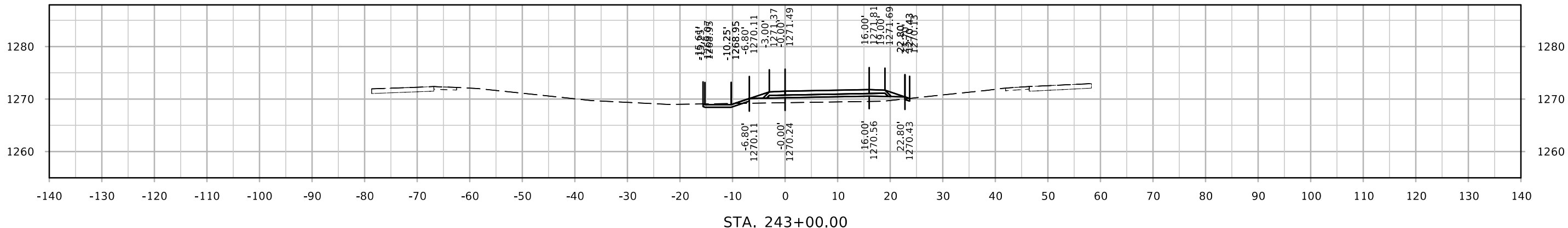
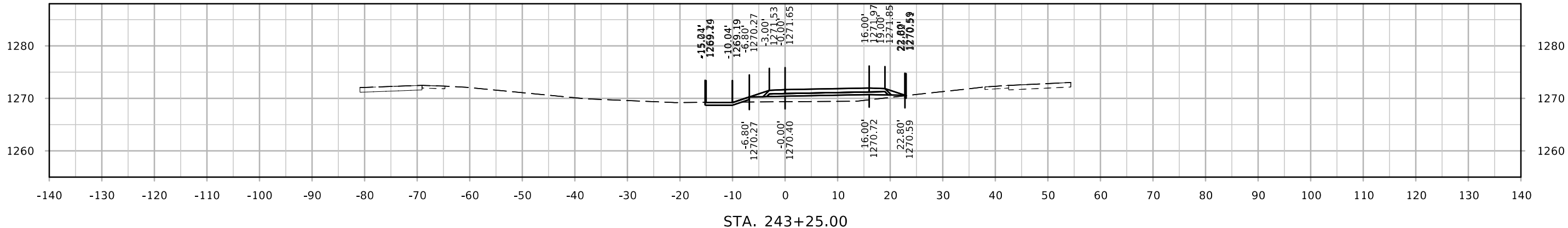
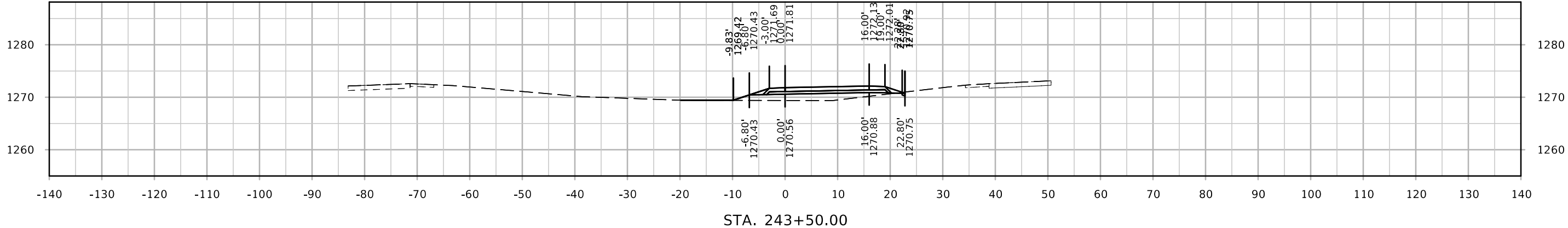


# DET200

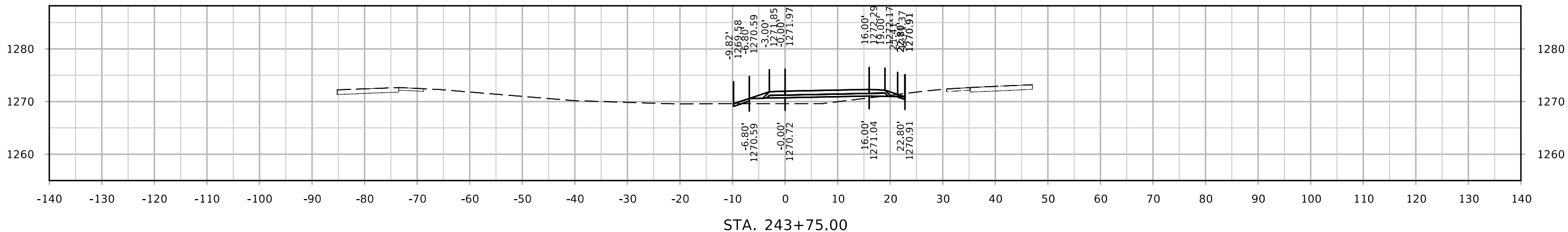
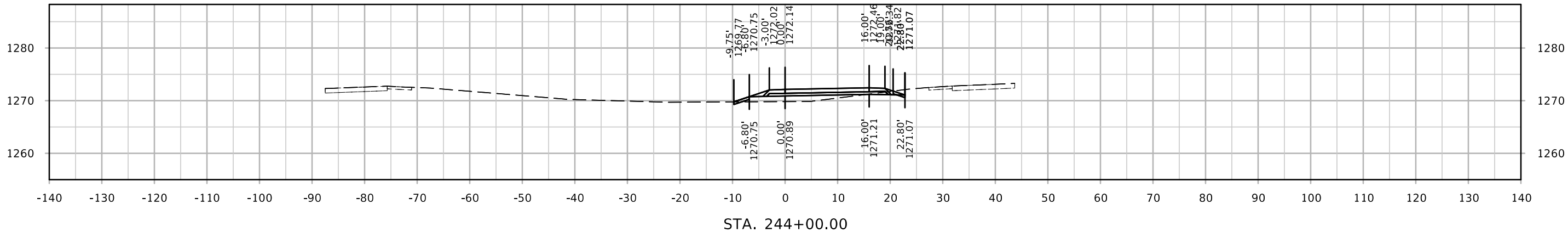
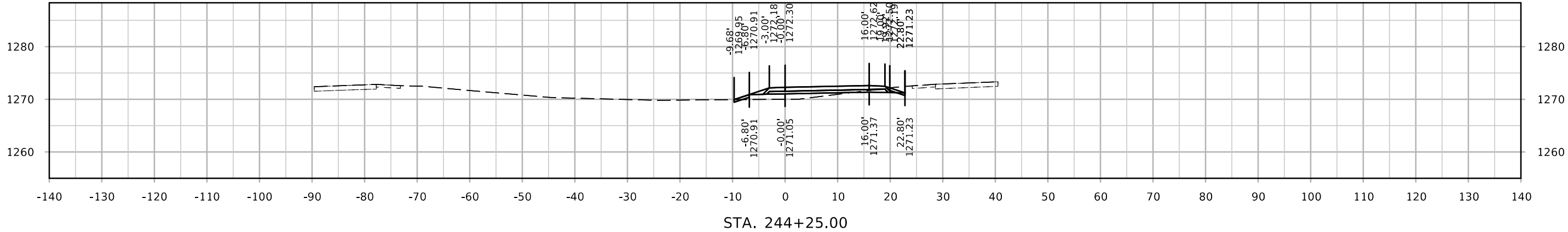




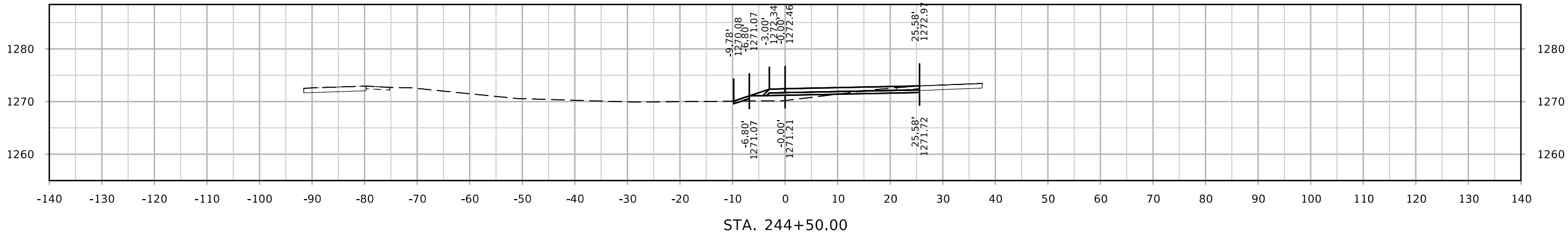
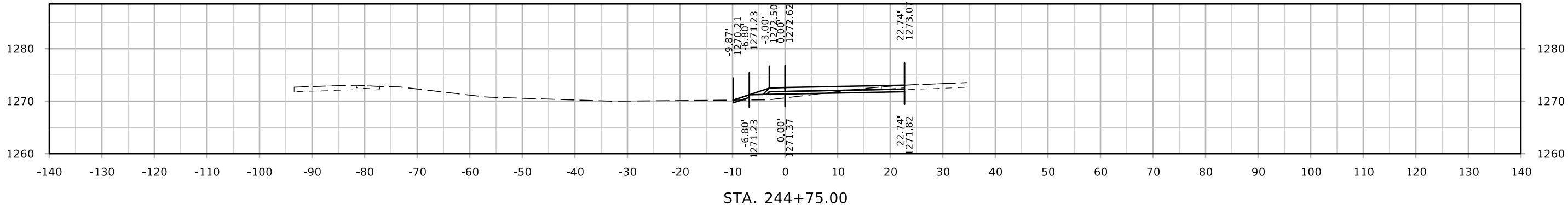
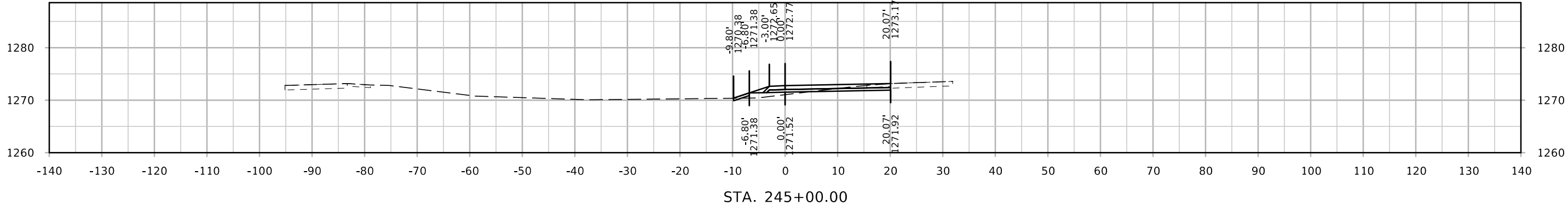
# DET200



# DET200

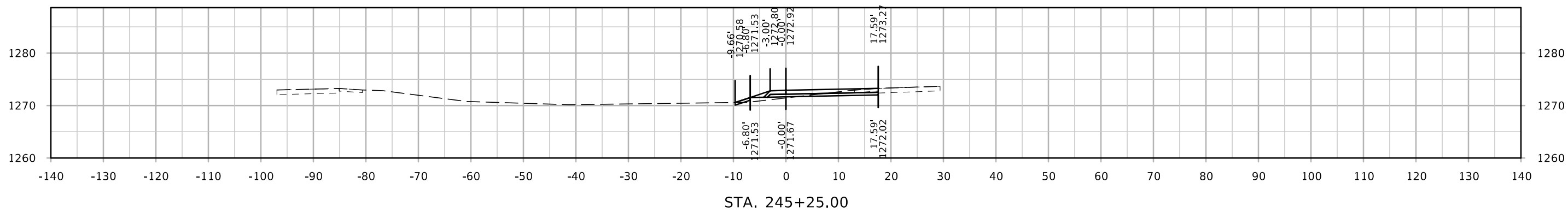
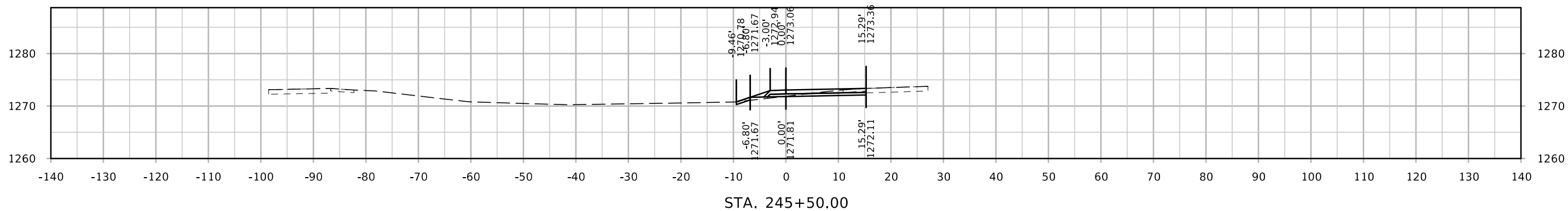
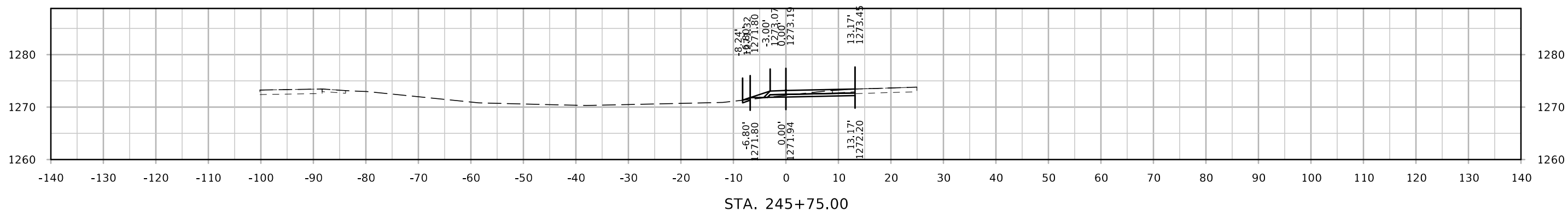


# DET200

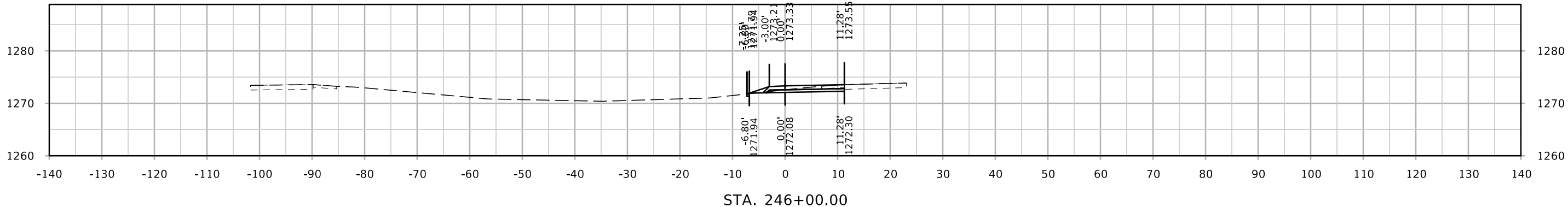
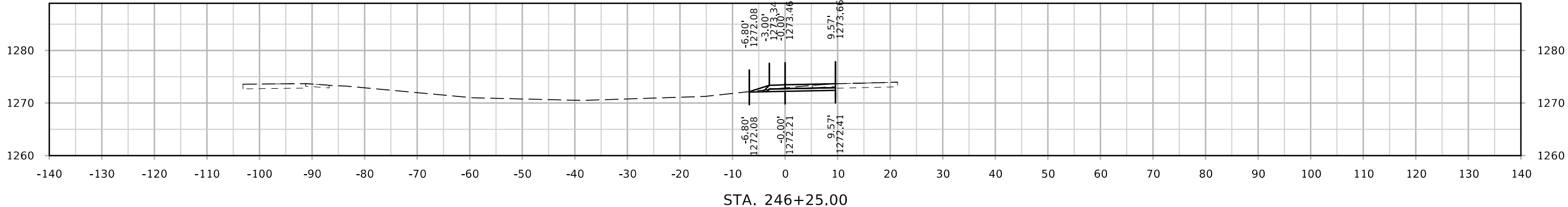
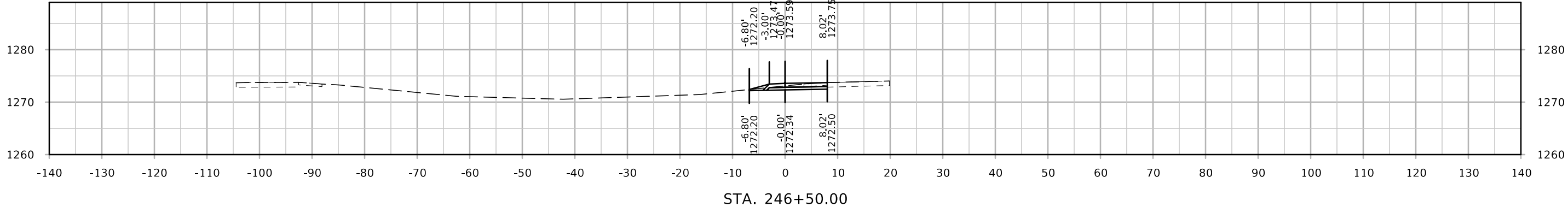


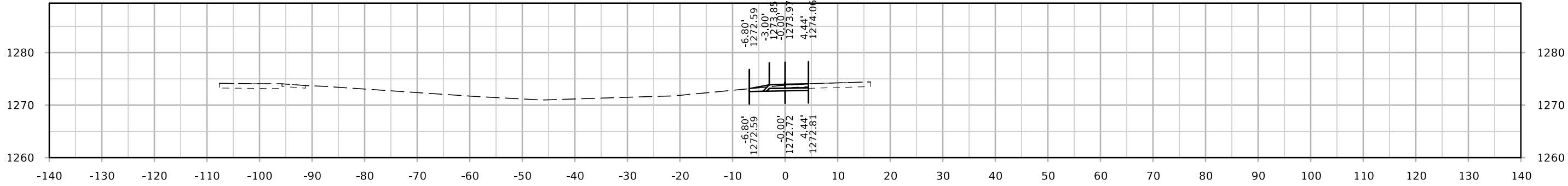


# DET200

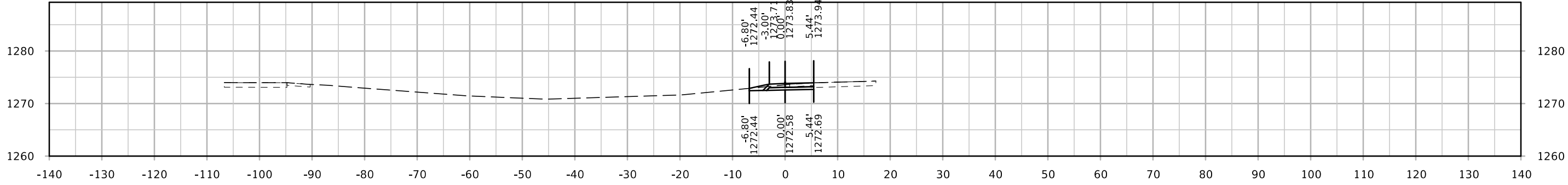


# DET200

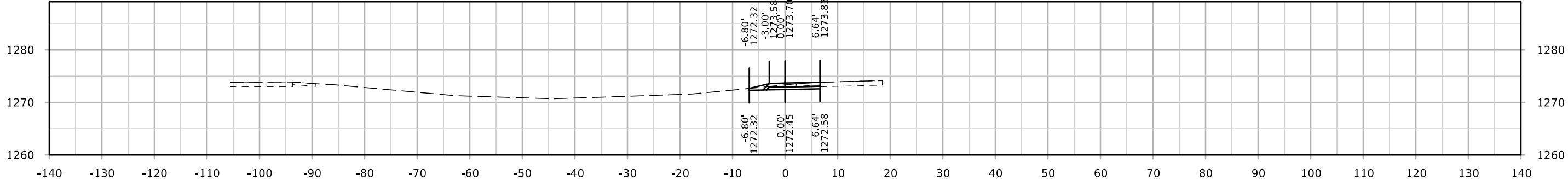




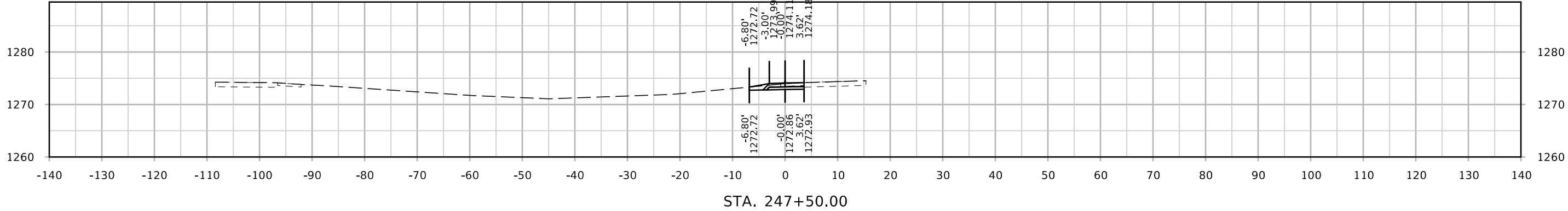
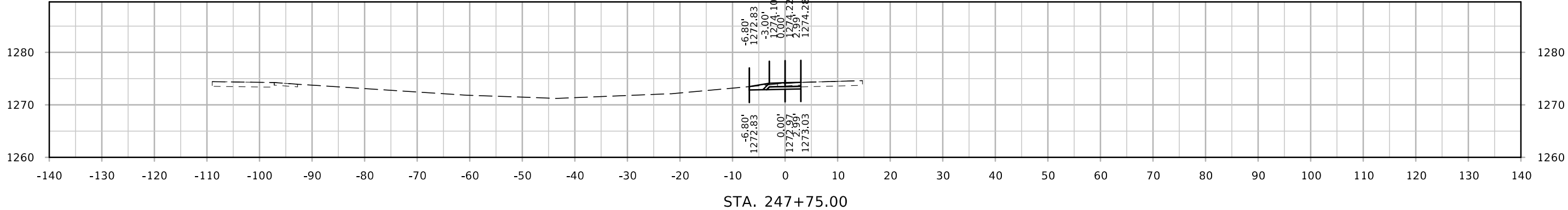
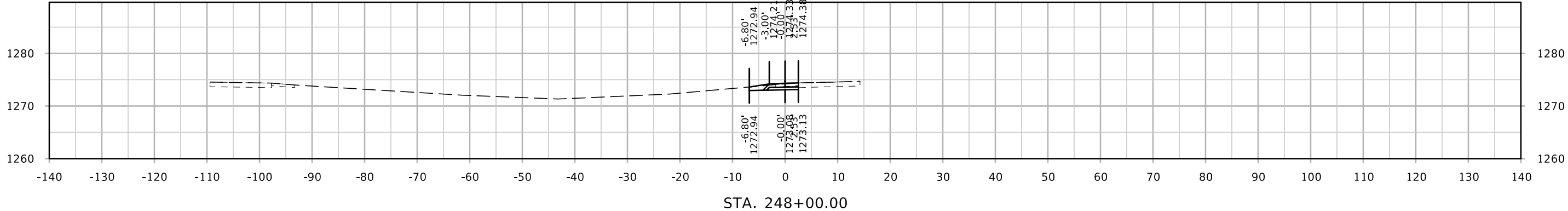
STA. 247+25.00



STA. 247+00.00



STA. 246+75.00



# DET200

