

HAMILTON CO.

PCC PAVEMENT-GRADE AND REPLACE
IM-035-5(110)133--13-40

LETTING DATE
7/17/2018



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM
HAMILTON COUNTY
PCC PAVEMENT-GRADE AND REPLACE

I-35 over IA 175

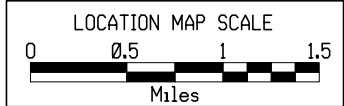
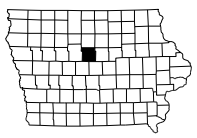
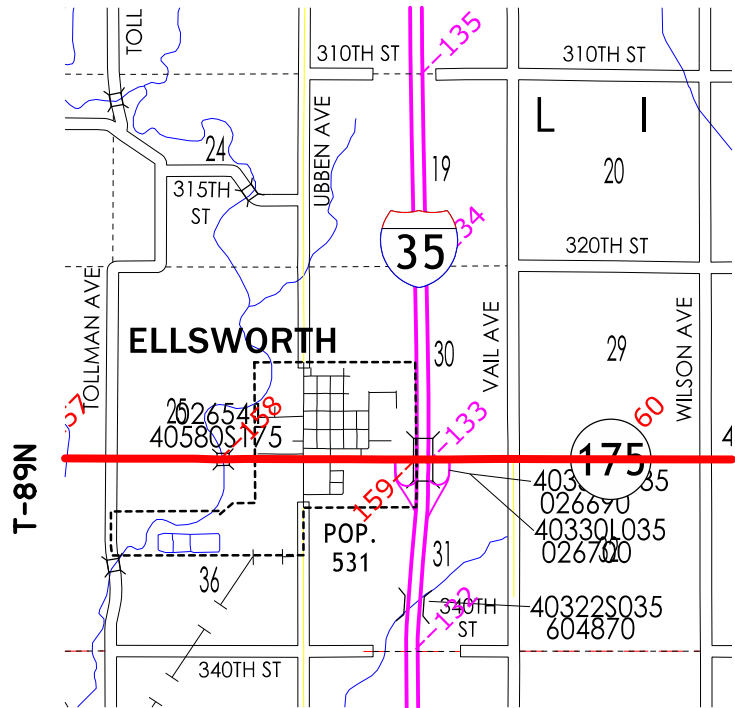
SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



NO MILEAGE SUMMARY



DESIGN DATA RURAL			
2013	AADT	22,700	V.P.D.
2033	AADT	31,512	V.P.D.
20--	DHV	--	V.P.H.
	TRUCKS	12.1	%
Total			
Design	ESALs	18,070,052	

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

REVISIONS	TOTAL
	X
PROJECT IDENTIFICATION NUMBER	
15-40-035-020	
PROJECT NUMBER	
IM-035-5(110)133--13-40	
R.O.W. PROJECT NUMBER	

SCHEDULED PROJECTS	
<i>Ellsworth Interchange Projects</i>	
PCC Pavement - Grade and New	10/16/18
Traffic Signs	10/16/18
Lighting	10/16/18
Erosion Control	12/17/19
<i>Nearby Projects</i>	
Bridge Deck Overlay on Co Rd D-41	10/18/16
Median Cable - Story City to Ellsworth	07/19/16
Median Cable - Ellsworth to US 20	07/18/17
Resurfacing - I-35 SB at Ellsworth	10/17/17

SCHEDULE SUMMARY			
D0	- Concept	9/10/2015	Complete
D2	- Field Exam	5/9/2016	Complete
D3	- Bridge Submittal	6/10/2016	Complete
D5	- ROW Submittal	10/7/2016	Complete
R1	- ROW Layout	1/9/2017	Complete
S3	- Soils Design	1/5/2018	Current
DM5	- Review Plans	3/27/2018	Scheduled
D8	- Contracts Submittal	5/1/2018	Scheduled
L3	- Letting	7/17/2018	Scheduled

PRELIMINARY PLANS

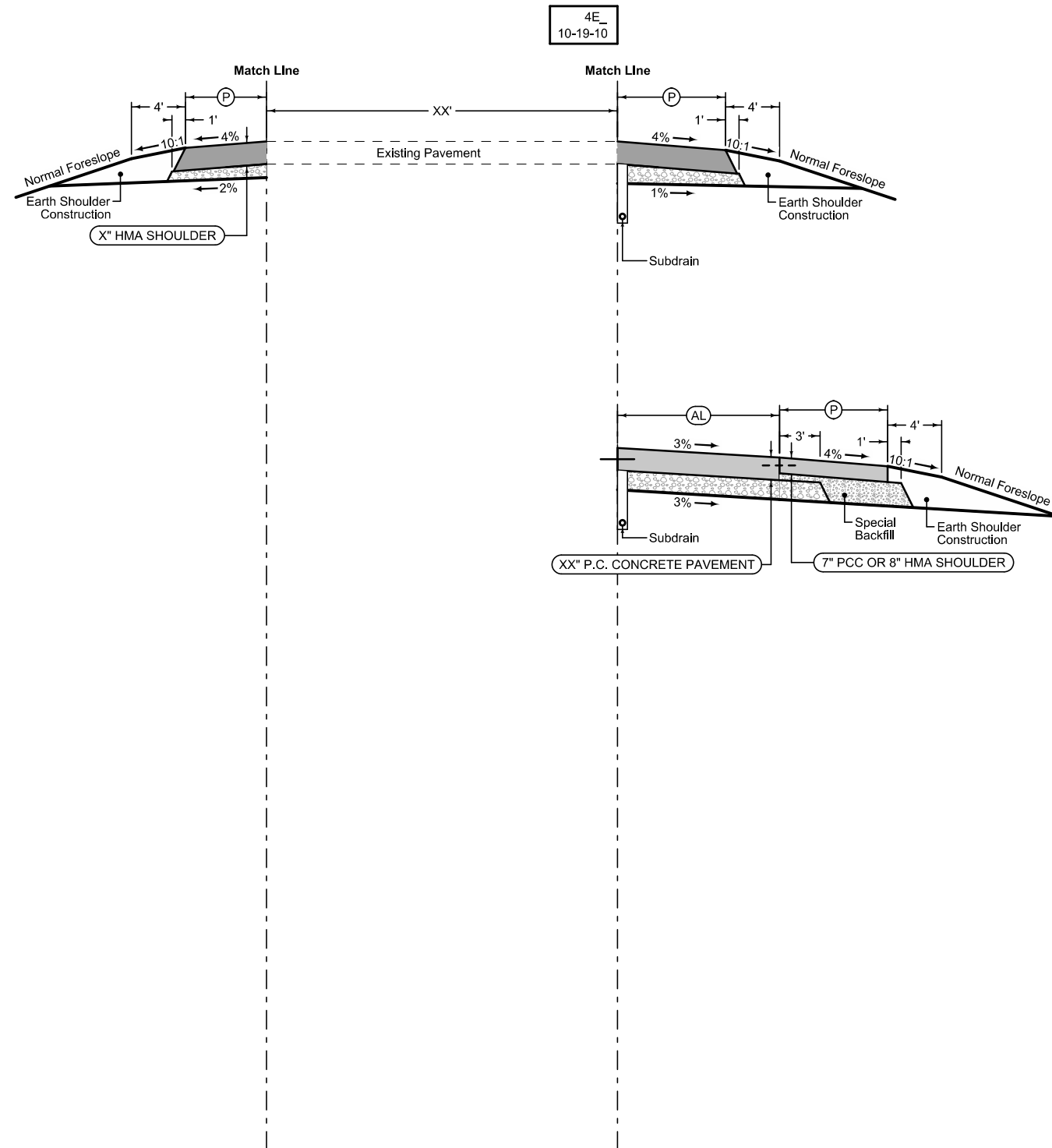
Subject to change by final design.

U3 PLAN - Date: 1/13/17

Full Depth HMA Shoulder

Shoulder Jointing:
Longitudinal joint: B

4_P_FullHMA_10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet



Full Depth HMA Shoulder

Shoulder Jointing:
Longitudinal joint: B

4_P_FullHMA_10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

4_AuxLane_PCC_10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet

Auxiliary Lane

Paved Shoulder Alternates

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 20' spacing
HMA Shoulder Jointing:
Longitudinal joint: B

4_AL_Shldr_ALT_10-21-14	
(P)	Feet

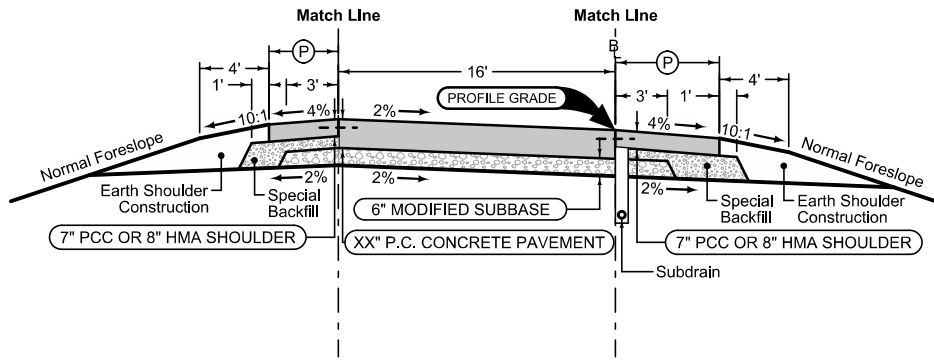
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

I-35 SHOULDER & TAPER CONSTRUCTION

Paved Shoulder Alternates

PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

1R_P_ALT_10-21-14		
BEGIN STATION	END STATION	(P) Feet



Section shown in the direction of traffic.

Ramp Jointing:
 Transverse joints: CD at 20' spacing.

1RP_10-19-10	
BEGIN STATION	END STATION

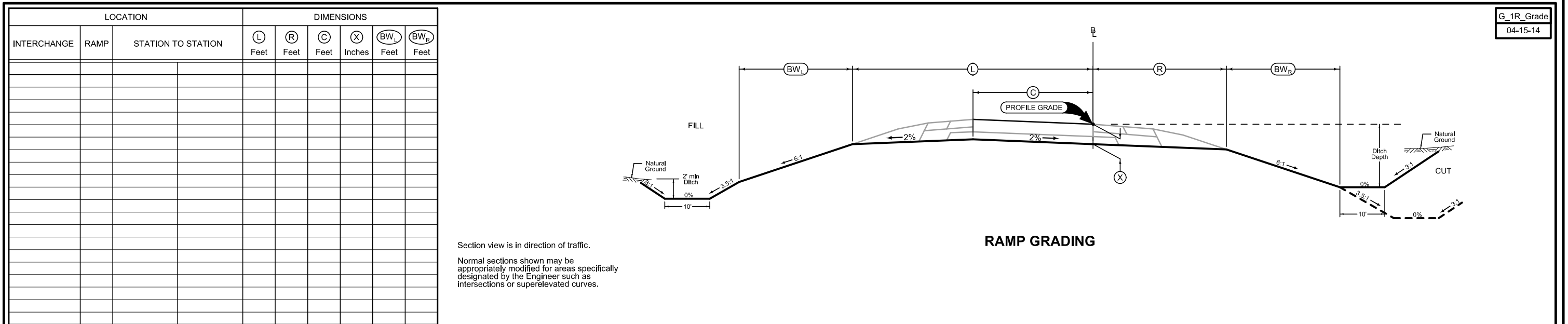
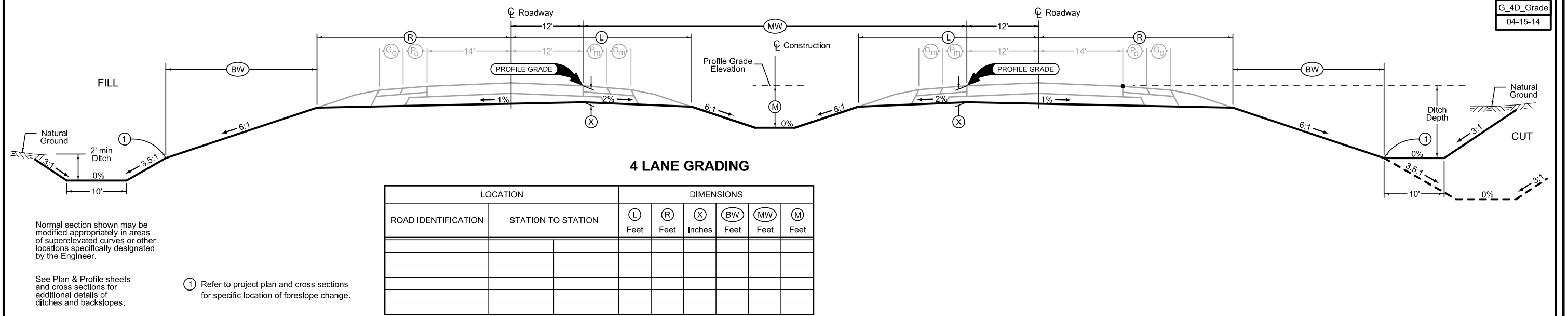
Paved Shoulder Alternates

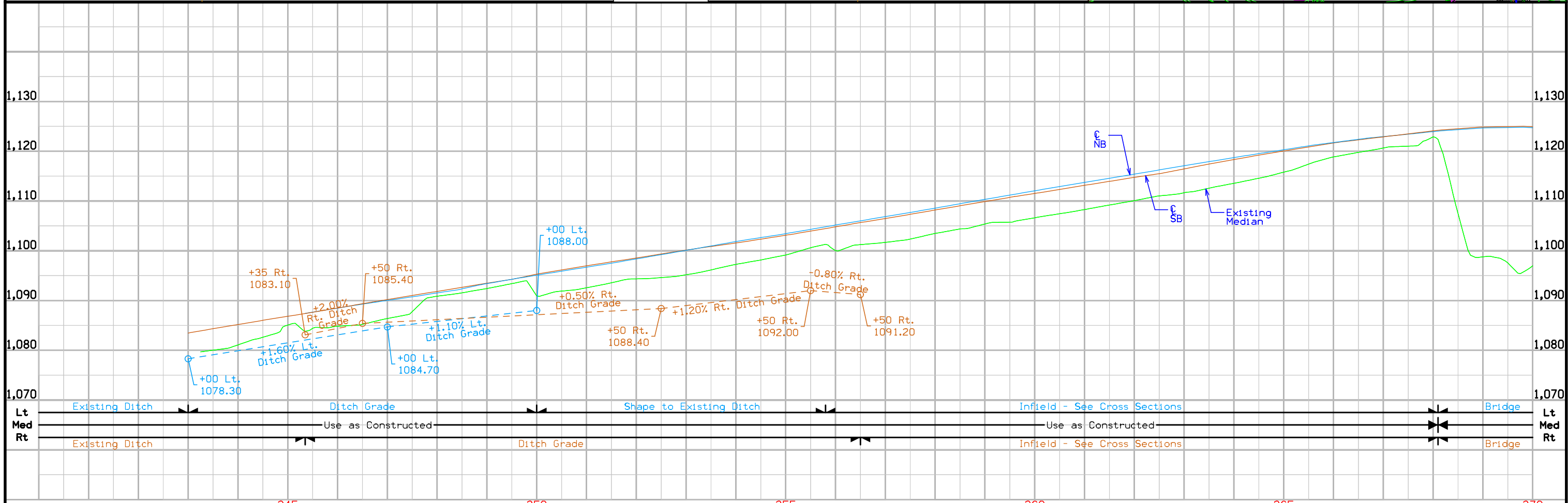
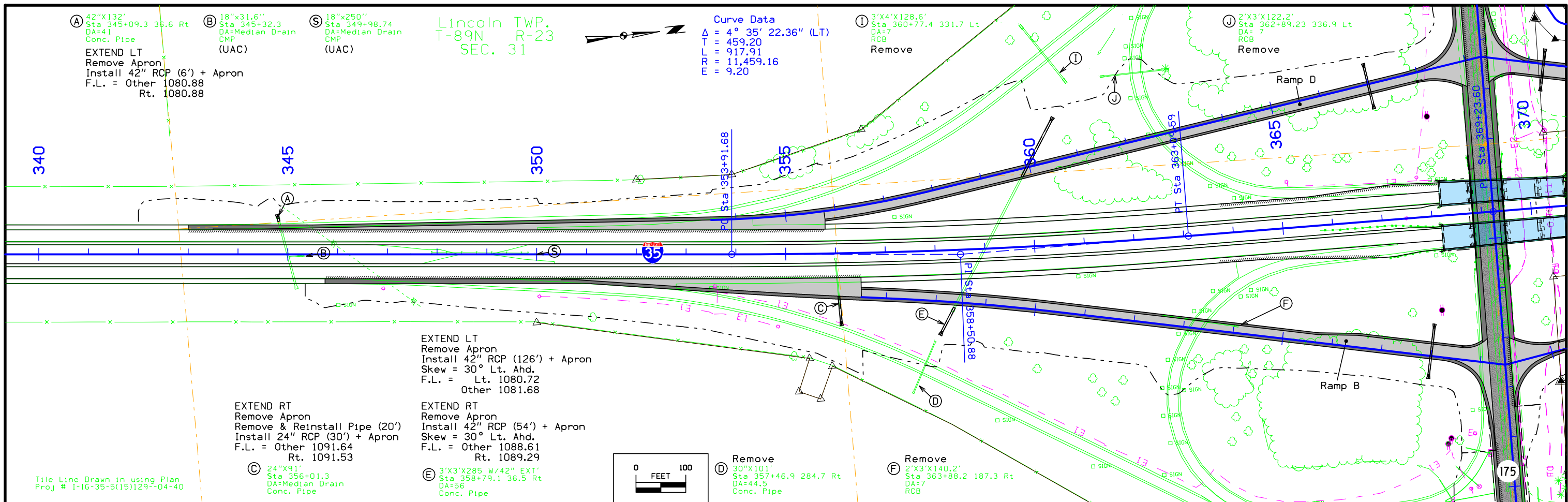
PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

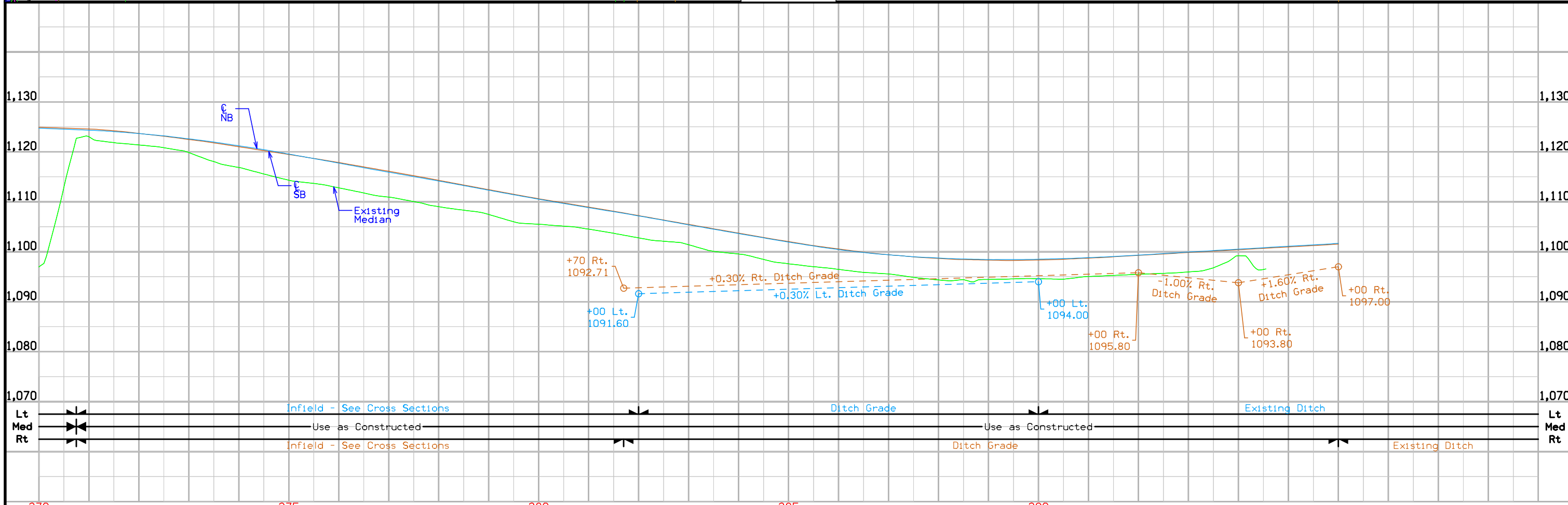
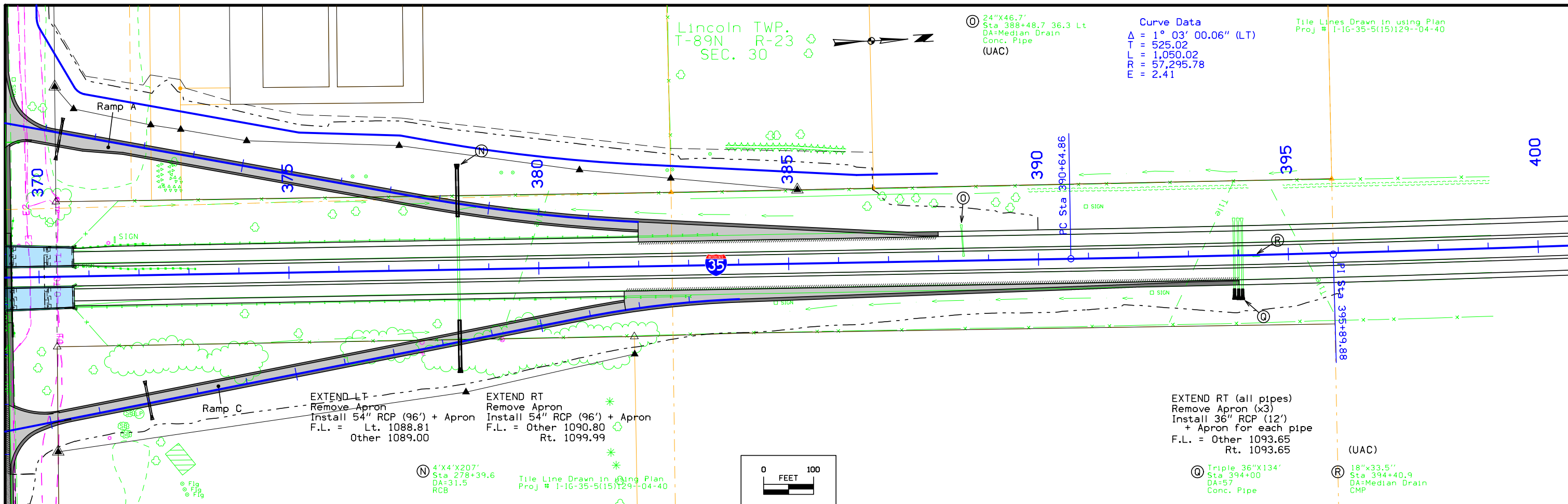
1R_P_ALT_10-21-14		
BEGIN STATION	END STATION	(P) Feet

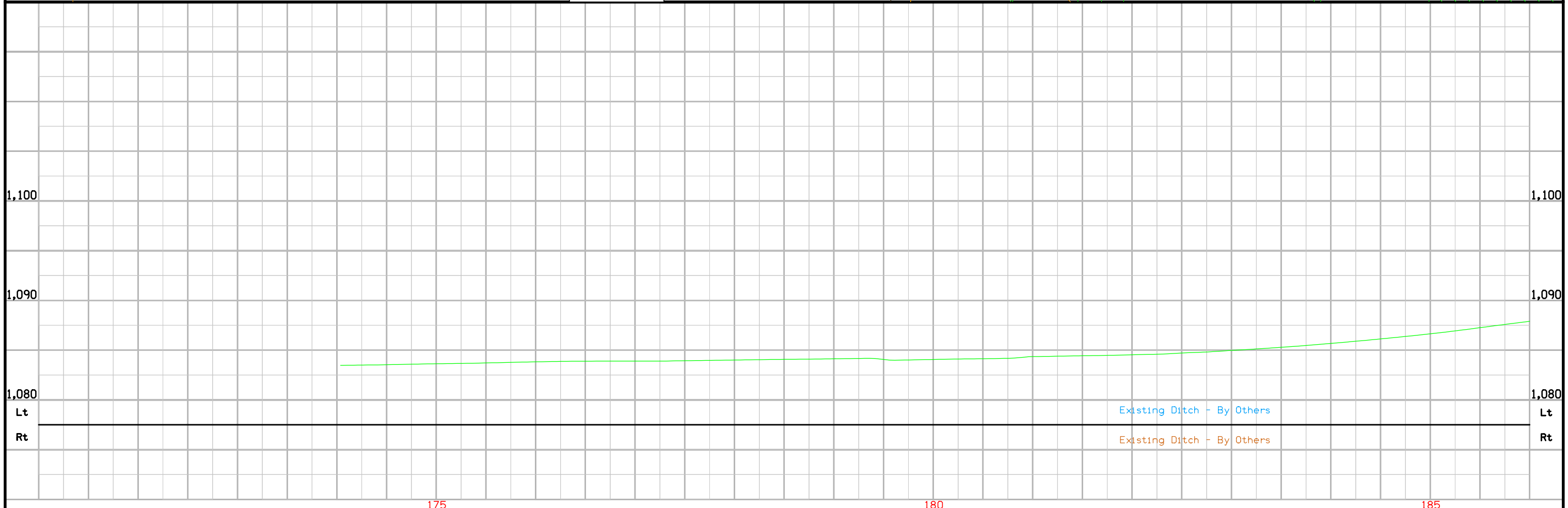
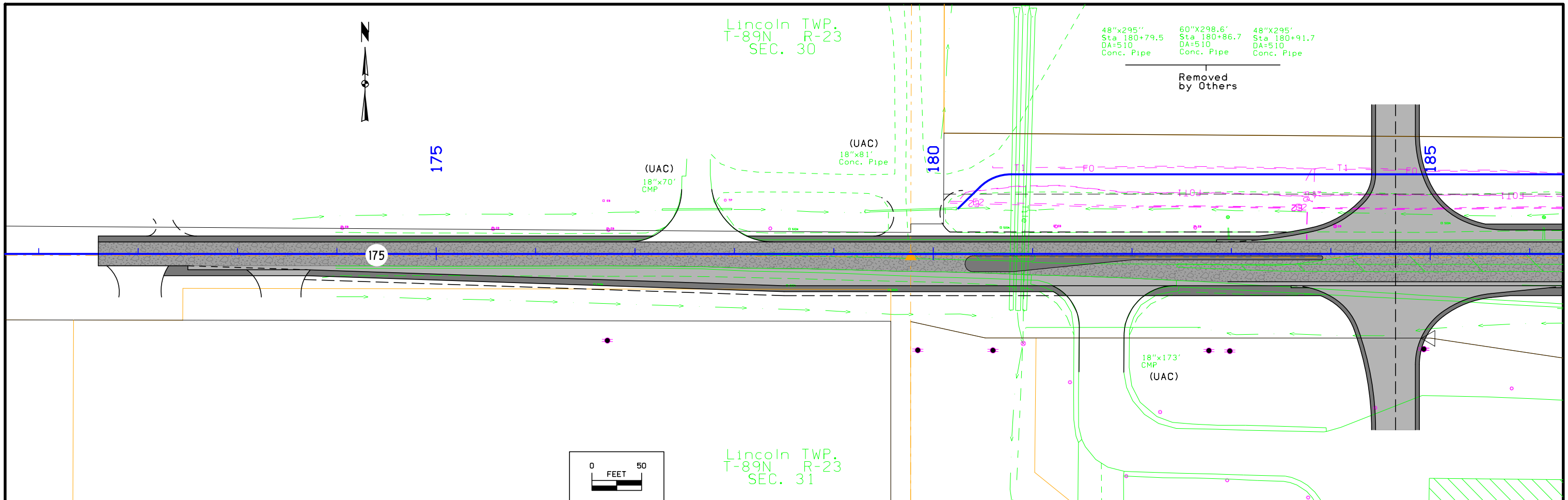
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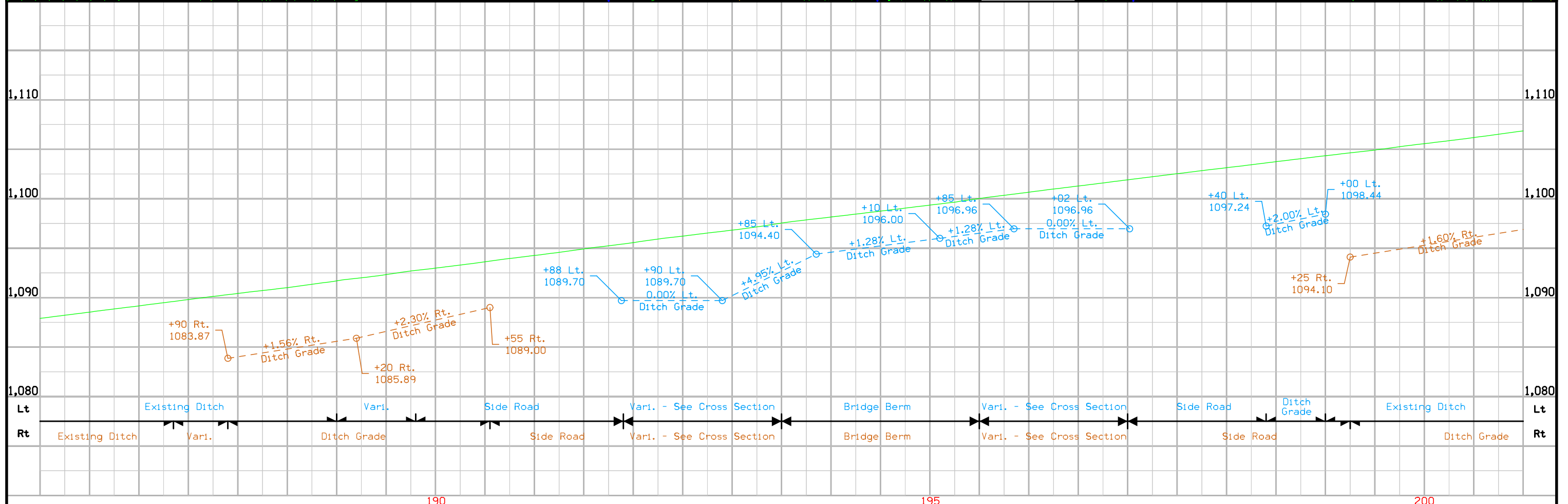
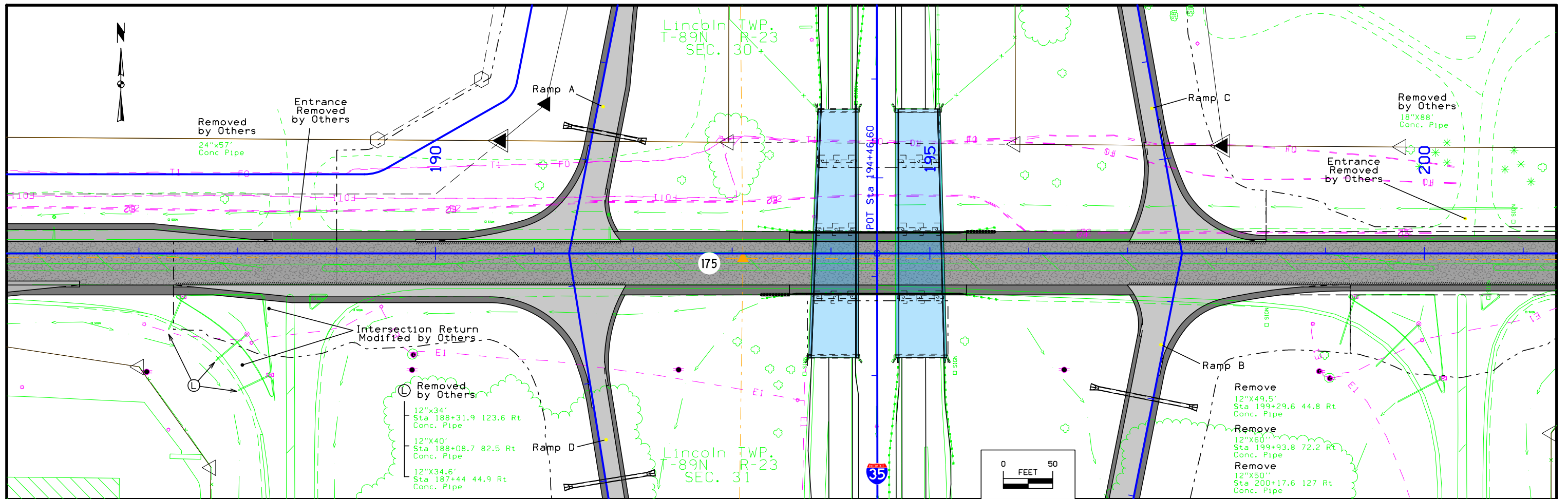
RAMP CONSTRUCTION

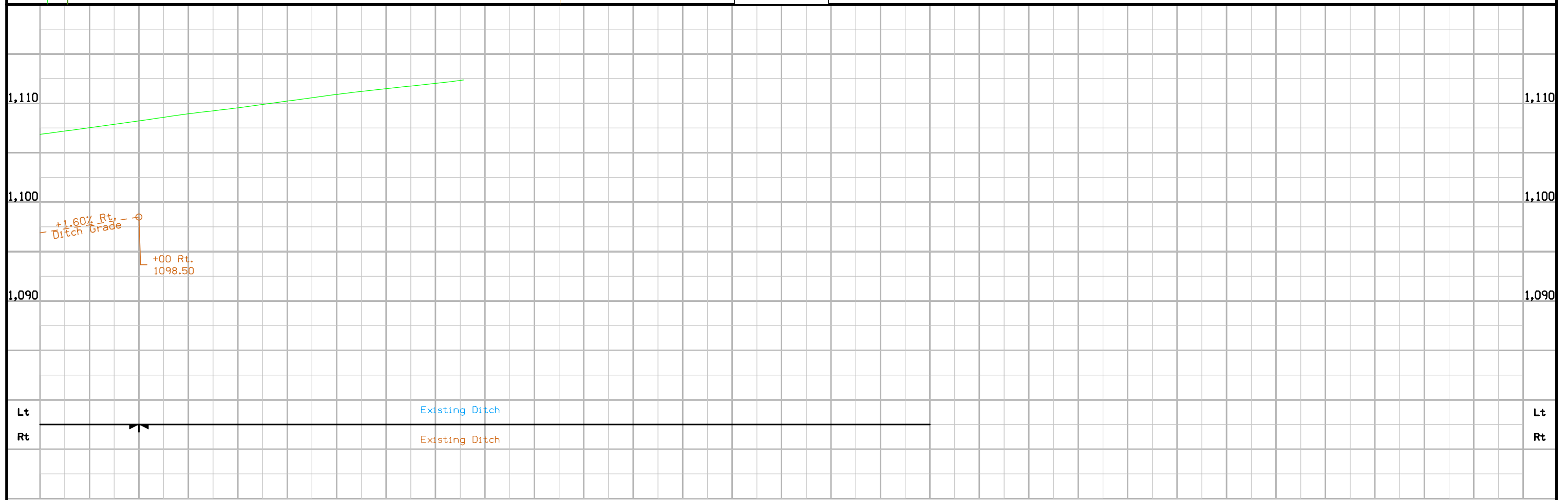
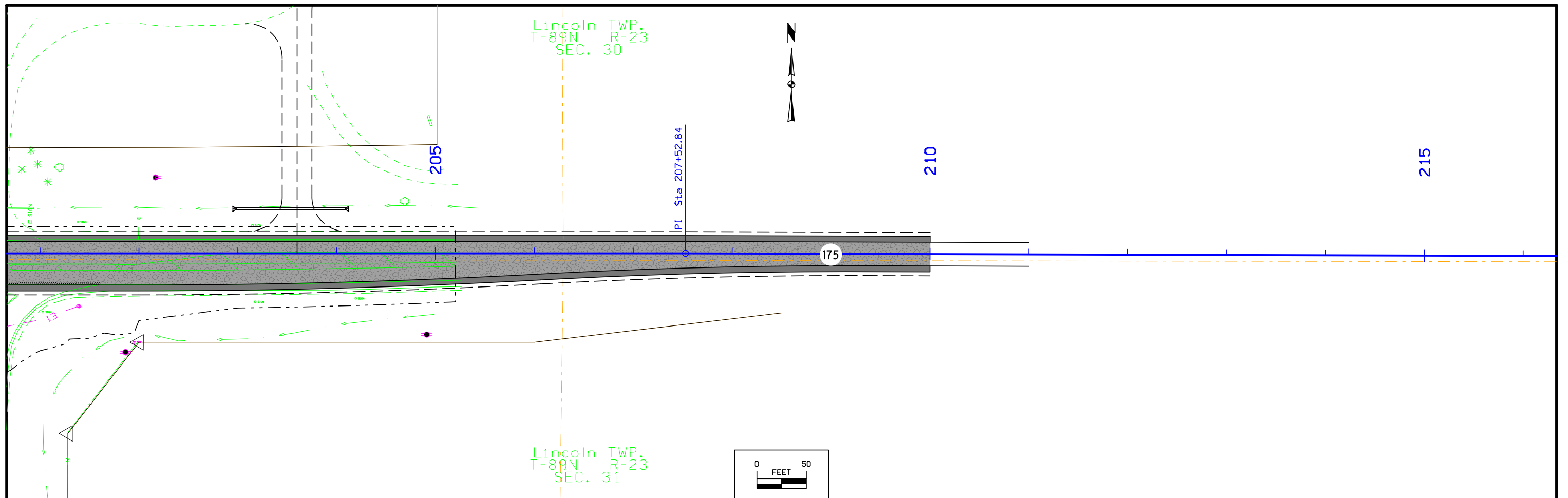












Survey Information

Hamilton County
 IM-035-5(110)133--13-40
 I-35 and IA 175 Interchange
 PIN 15-40-035-020
 Sap-0858

General Information

Measurement units for this survey are US survey feet. This survey is for proposed interchange reconstruction at Iowa Highway 175 and Interstate 35. Project datum and control information is provided by Design Survey Office. This project is a Partial DTM with Photo control.

Vertical Control

Vertical control was established by running a 6 hour static observation on FENO Monument No. 1. and processing the static observation using OPUS solution.

This survey also observed 1 Hamilton County Control Monument with published NAVD88 height to compare with observed survey height: Mark 47 is located 1.1 miles SW of the project.

Palo Alto County Control mark GPS 47 published height = 1068.82
 RTK NAVD88 height computed using Geoid 12A = 1068.77

Horizontal Control

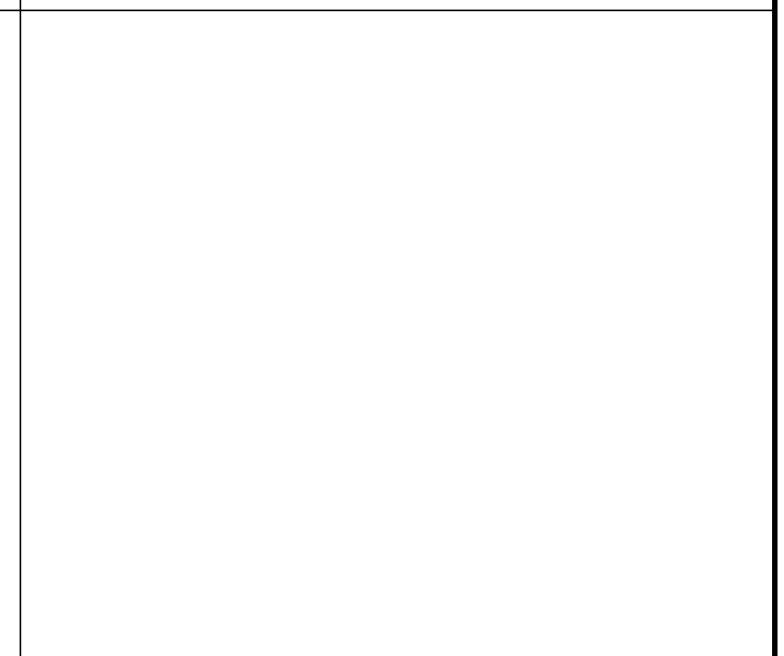
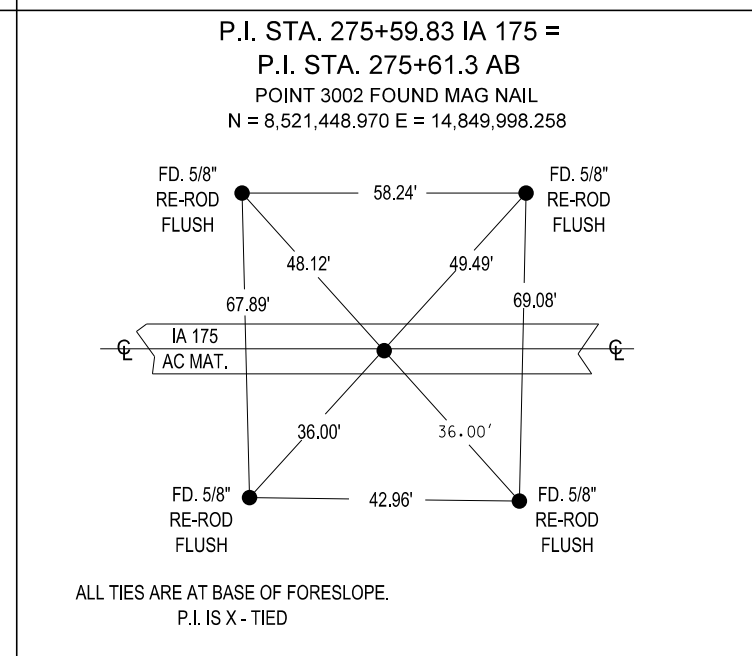
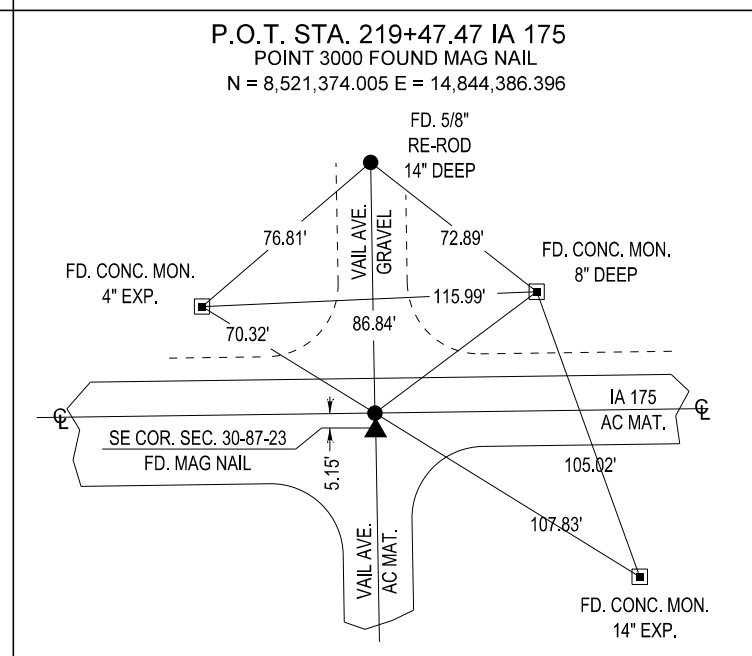
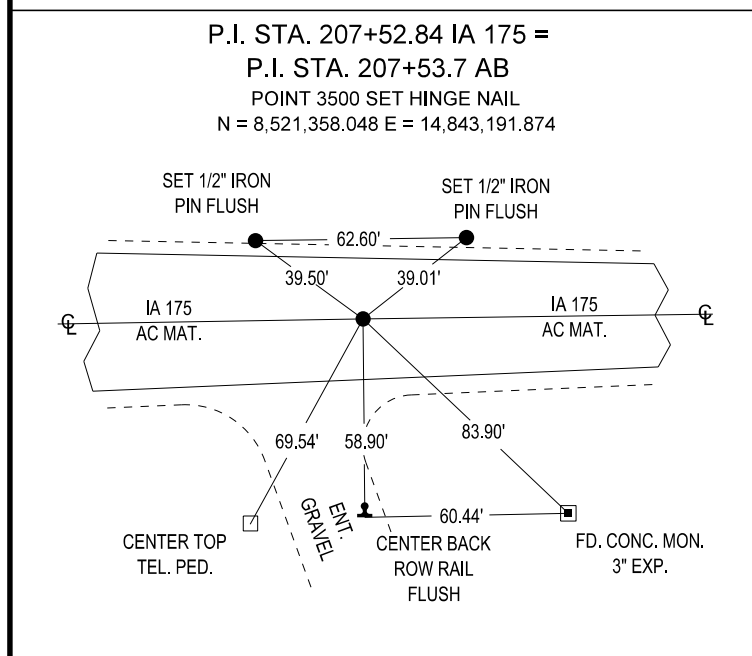
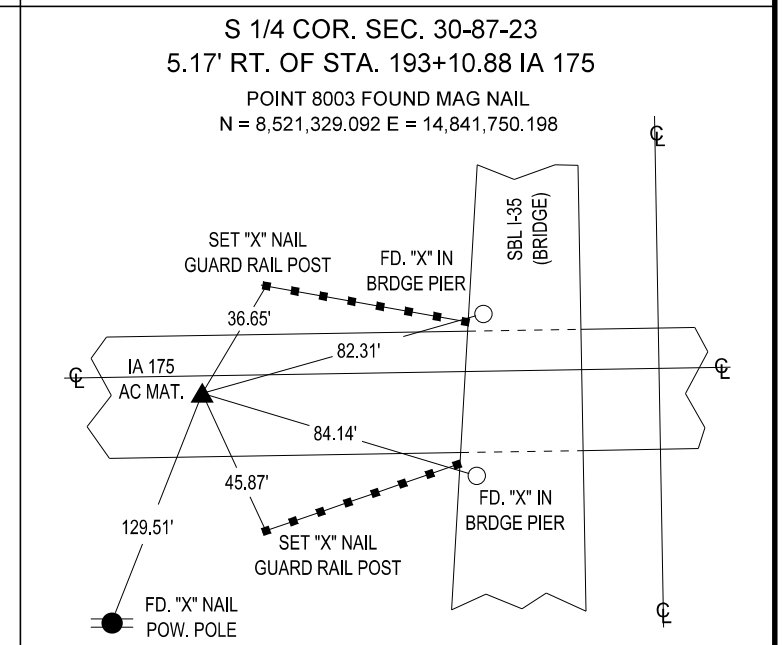
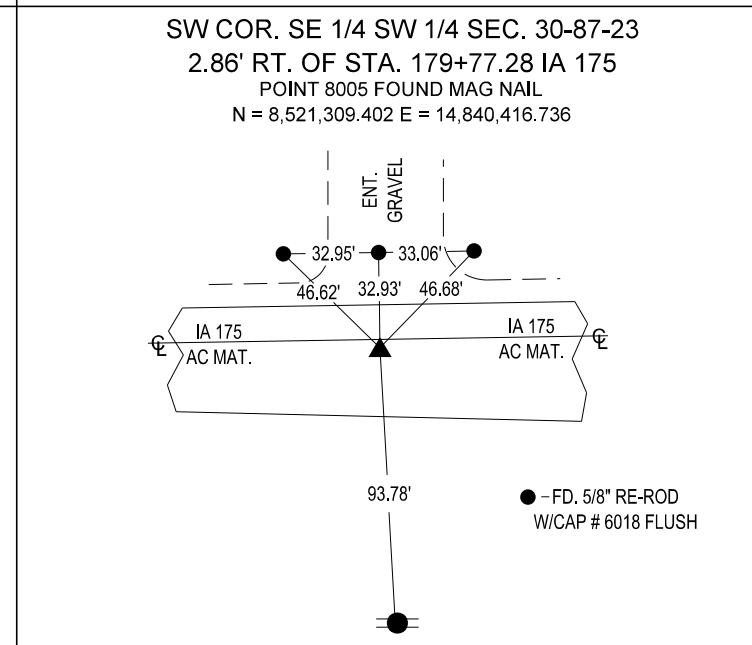
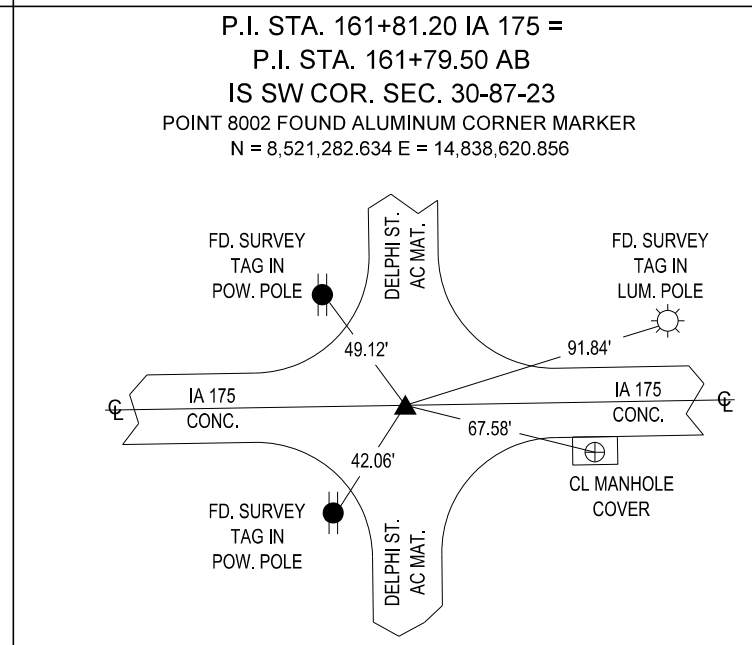
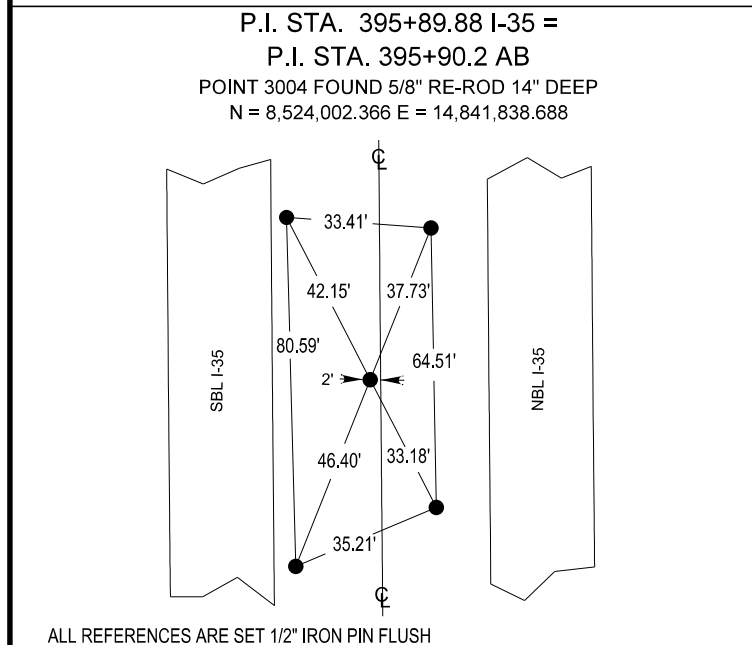
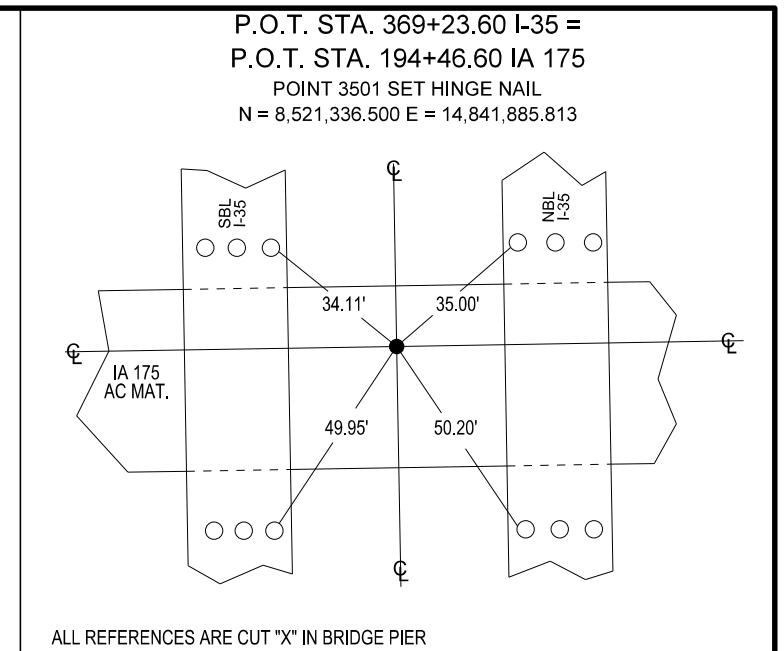
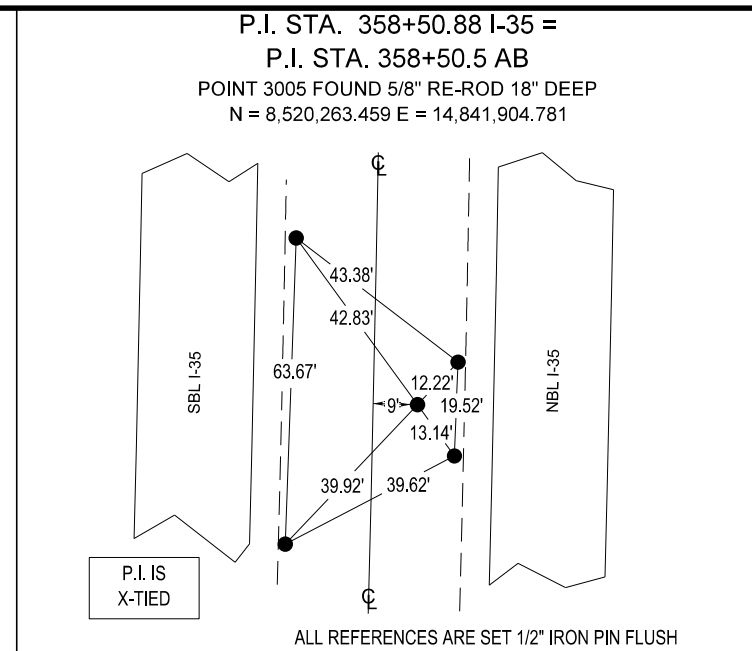
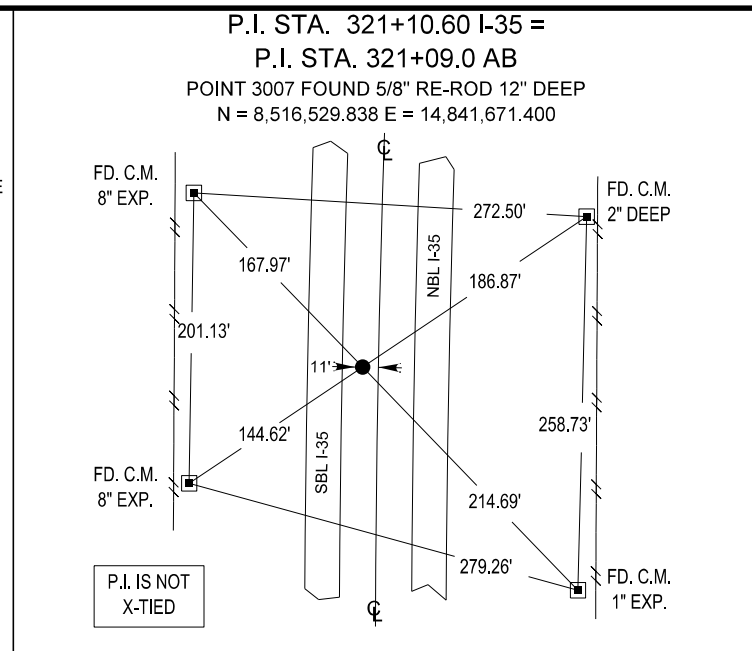
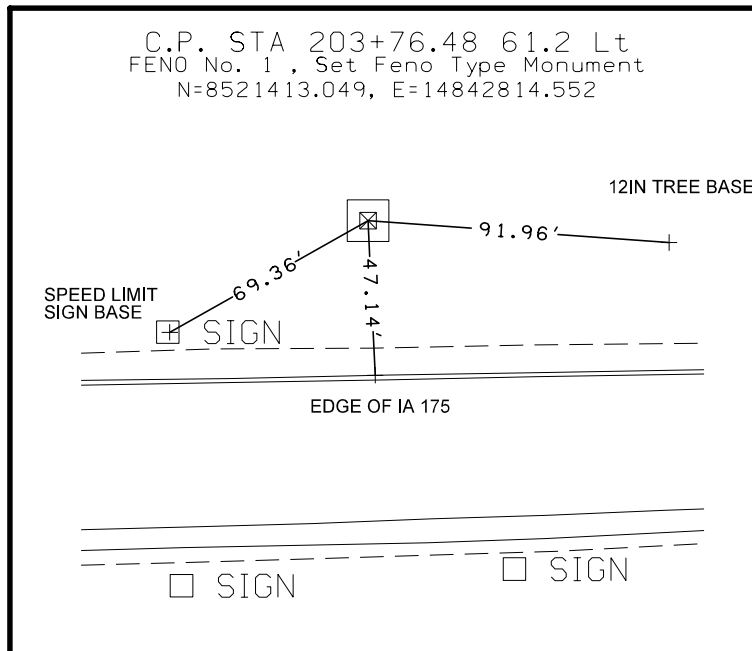
The project coordinate system is IARCS Zone 4 (U.S. Survey Feet). Project coordinates were established by running a 6 hour static observation on FENO No.1and processing the static observation using OPUS solution.

Alignment Information

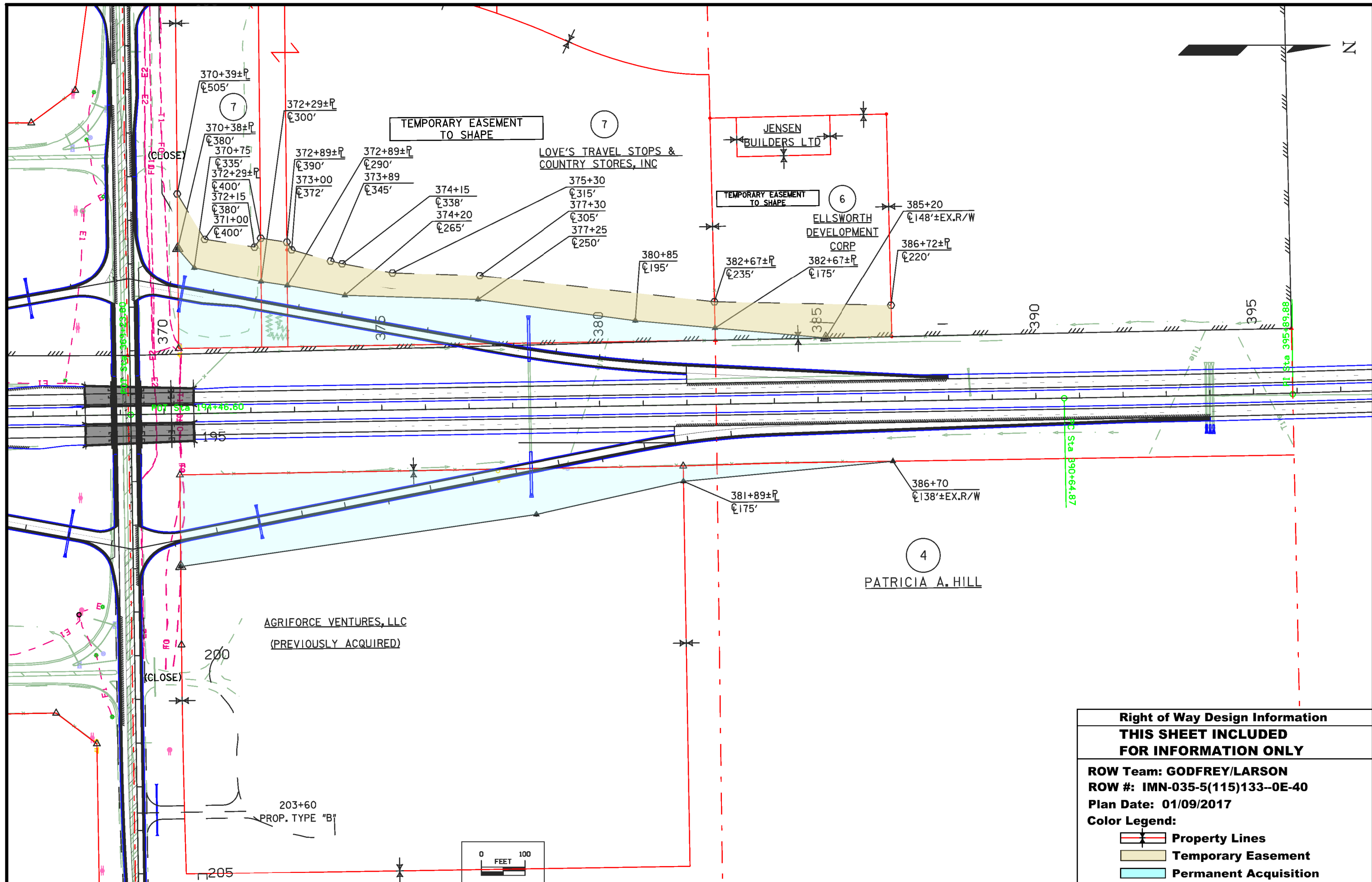
Alignment was provided by District 1 ROW office.

VERTICAL CONTROL

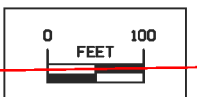
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1	8521413.049	14842814.552	1102.797	269+86.48	-61.2	FENO	FENO TYPE MONUMENT
47	8515975.415	14838644.702	1068.768	OFF CHAIN	OFF CHAIN	CP	CP COUNTY GPS
500	8521232.184	14841958.730	1123.936	368+18.01	71.062	BM	DOT BUTTON SE CORNER NORTH BOUND BRIDGE
501	8521481.910	14841823.460	1124.642	370+70.09	-59.773	BM	DOT BUTTON NW CORNER SOUTH BOUND BRIDGE

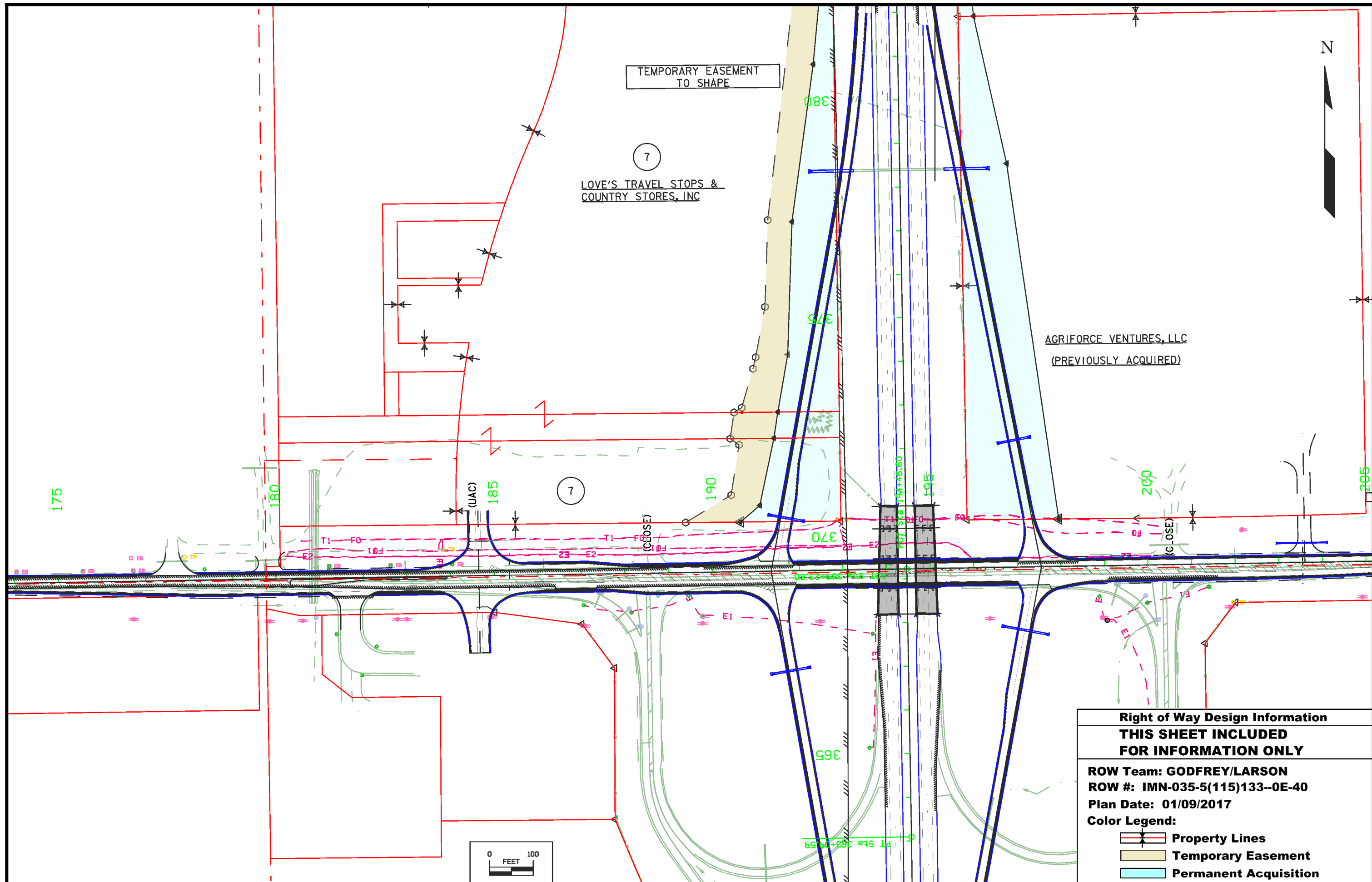


Hamilton	ROW: IMN-035-5(115)133--0E-40				PIN	15-40-035-020												
	IA 175 Interchange																	
		STATE		COUNTY		CITY			BORROW									
PARCEL NO.	OWNER NAME	FEE	EASE	FEE	EASE	FEE	EASE	EXCESS	FEE	T.E.	MITIGATION	OTHER	HOUSE	BUILDING(S)	A/C ONLY	TOTAL ACQ.		
4	Patricia A Hill - Fee	.19 AC																
6	Ellsworth Development Corp - Fee	.08 AC																
7	Love's Travel Stops & Country Stores, INC - Fee	2.89 AC																
3 Parcels	"TOTALS	3.16 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC				
		0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF				



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: GODFREY/LARSON	
ROW #: IMN-035-5(115)133--0E-40	
Plan Date: 01/09/2017	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition





TEMPORARY EASEMENT
TO SHAPE

7
LOVE'S TRAVEL STOPS &
COUNTRY STORES, INC

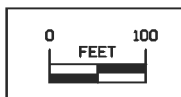
AGRIFORCE VENTURES, LLC
(PREVIOUSLY ACQUIRED)

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

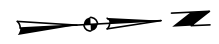
ROW Team: GODFREY/LARSON
 ROW #: IMN-035-5(115)133--0E-40
 Plan Date: 01/09/2017

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

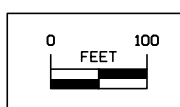
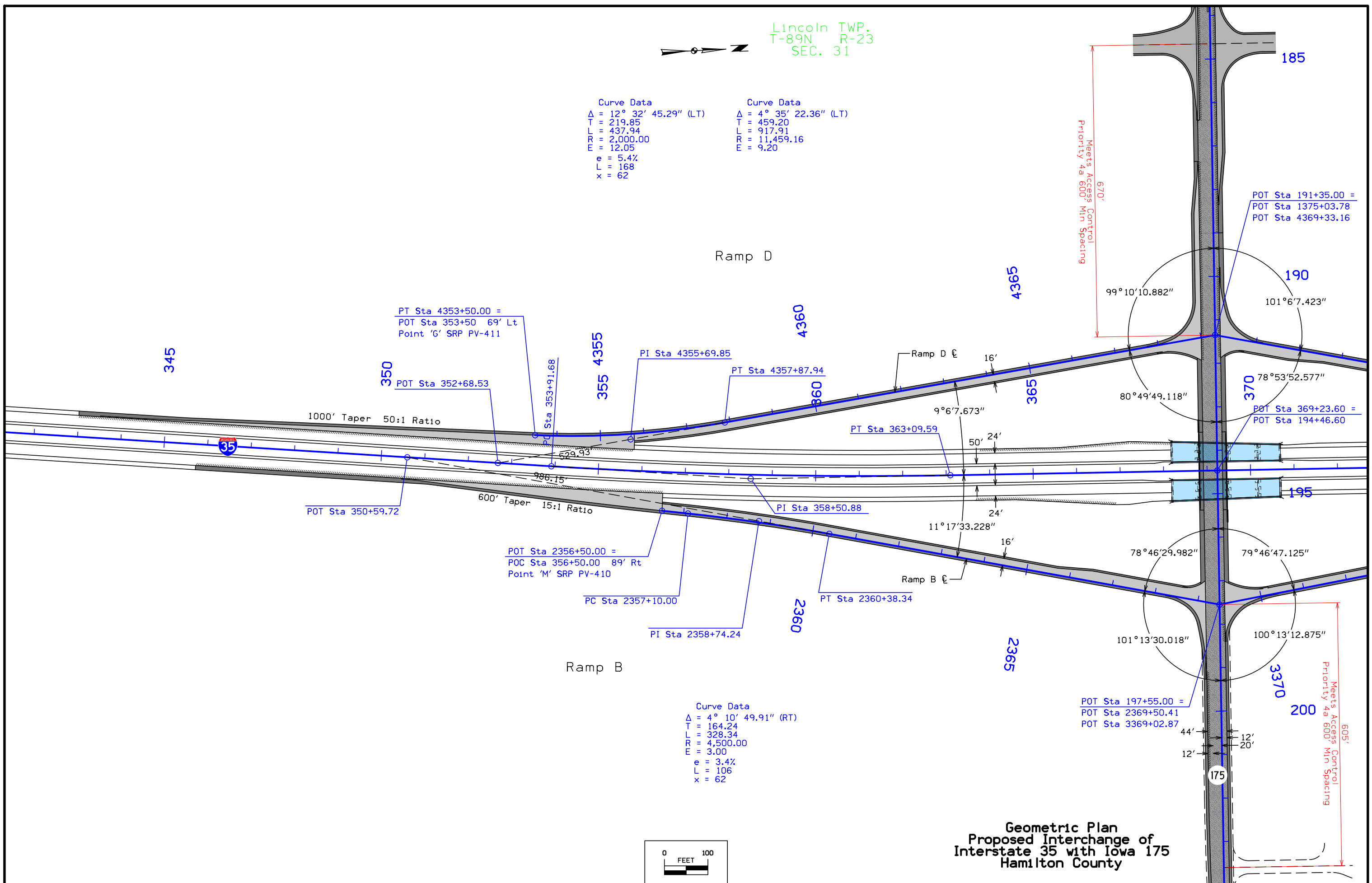


Lincoln TWP.
T-89N R-23
SEC. 31



Curve Data
 $\Delta = 12^\circ 32' 45.29''$ (LT)
 $T = 219.85$
 $L = 437.94$
 $R = 2,000.00$
 $E = 12.05$
 $e = 5.4\%$
 $L = 168$
 $x = 62$

Curve Data
 $\Delta = 4^\circ 35' 22.36''$ (LT)
 $T = 459.20$
 $L = 917.91$
 $R = 11,459.16$
 $E = 9.20$



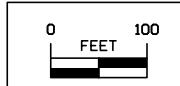
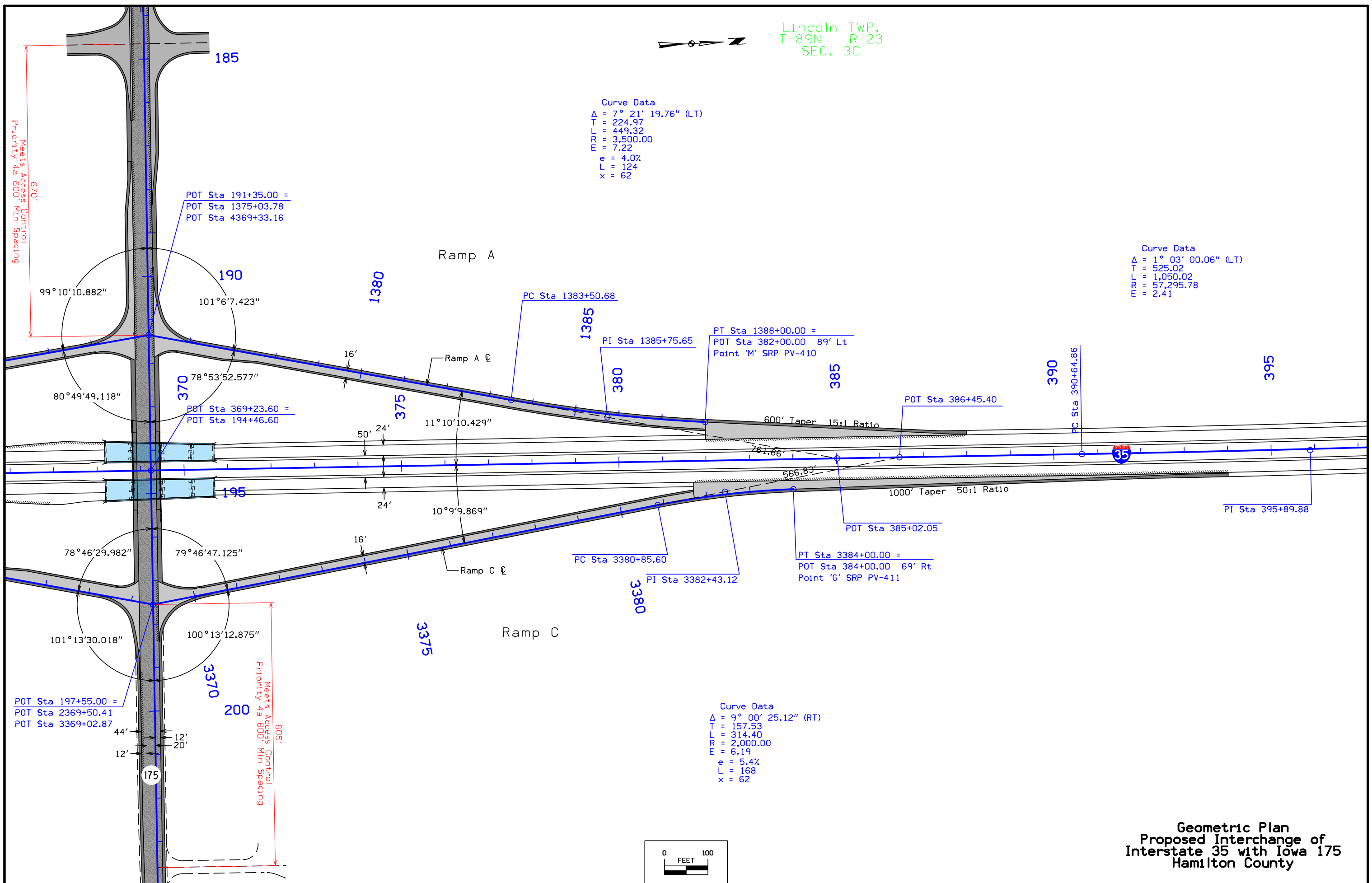
**Geometric Plan
Proposed Interchange of
Interstate 35 with Iowa 175
Hamilton County**

Lincoln TWP.
T-89N R-23
SEC. 30

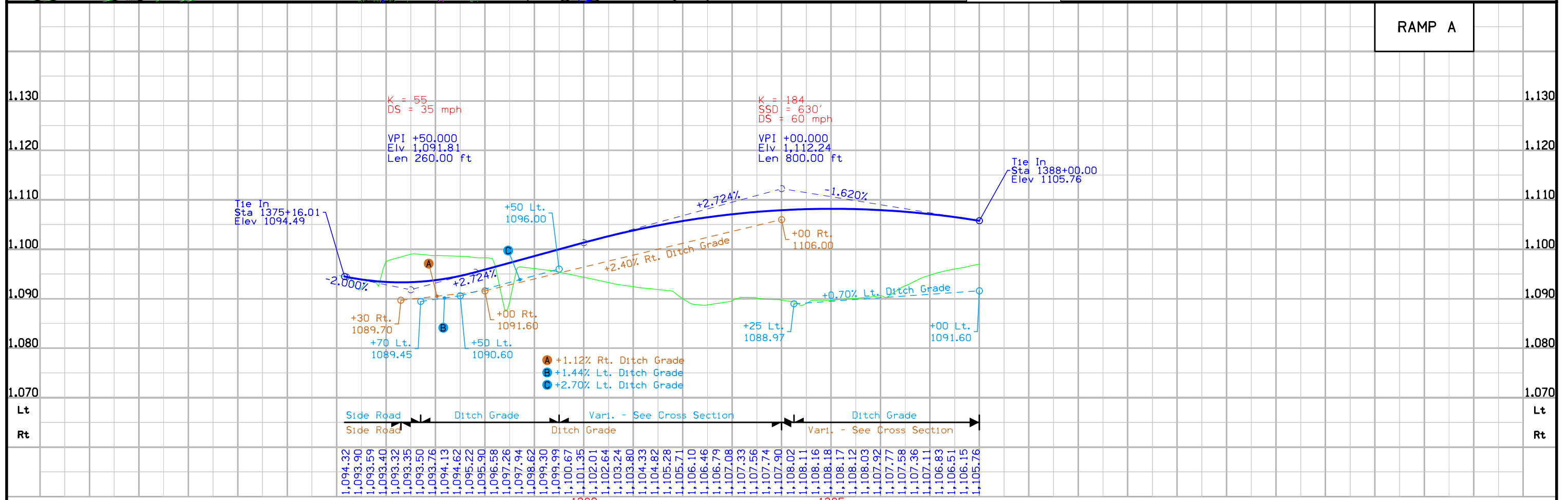
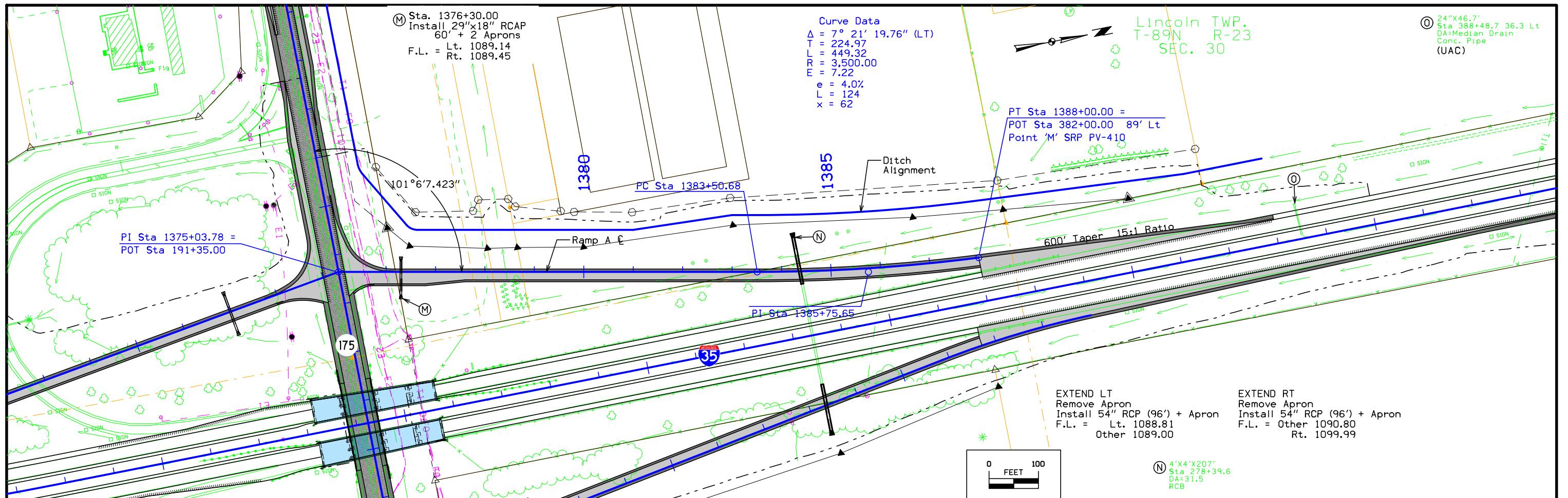
Curve Data
 $\Delta = 7^\circ 21' 19.76''$ (LT)
 T = 224.97
 L = 449.32
 R = 3,500.00
 E = 7.22
 e = 4.0%
 L = 124
 x = 62

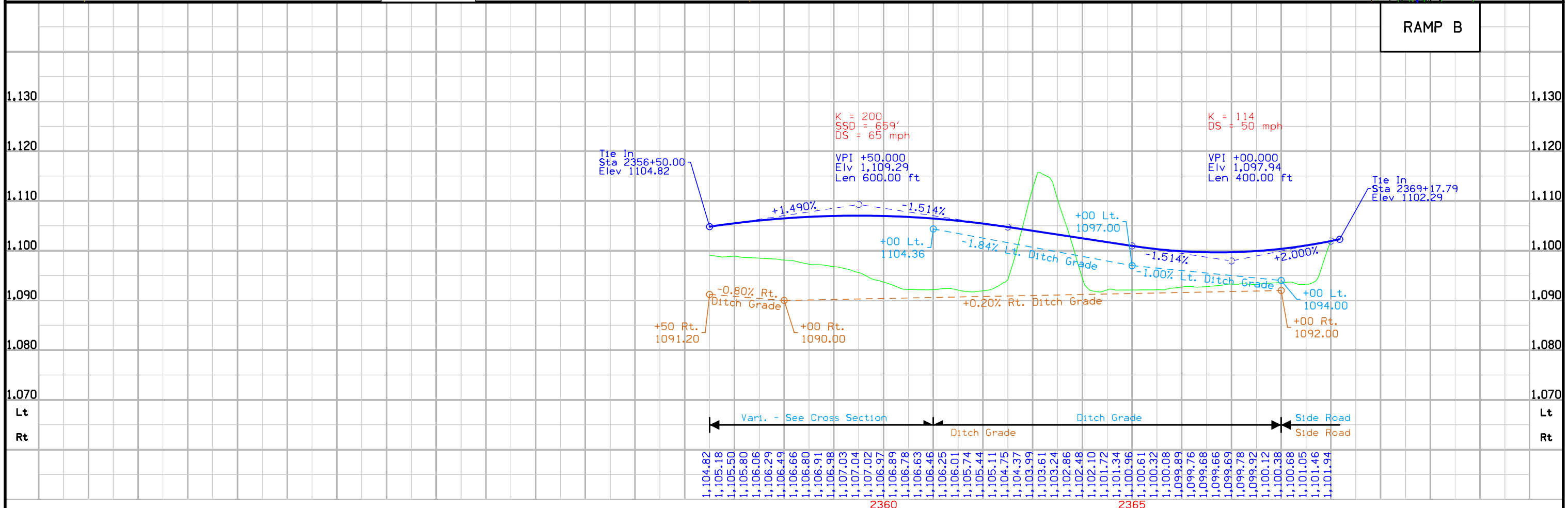
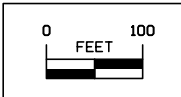
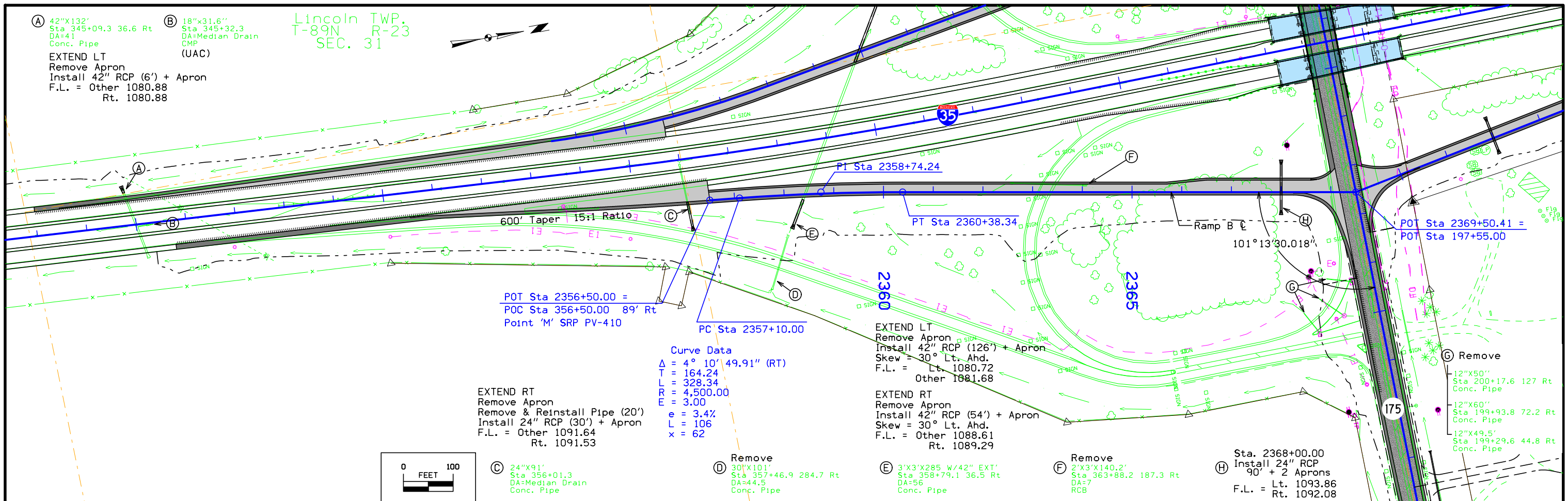
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 L = 1,050.02
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 E = 2.41

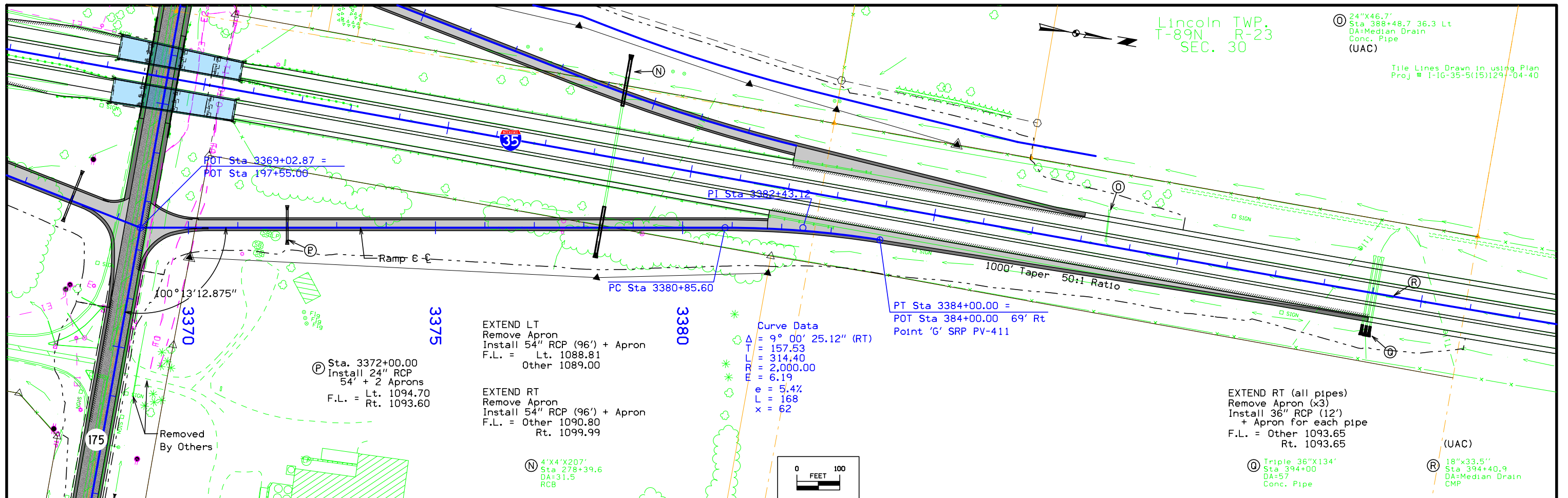
Curve Data
 $\Delta = 9^\circ 00' 25.12''$ (RT)
 T = 157.53
 L = 314.40
 R = 2,000.00
 E = 6.19
 e = 5.4%
 L = 168
 x = 62



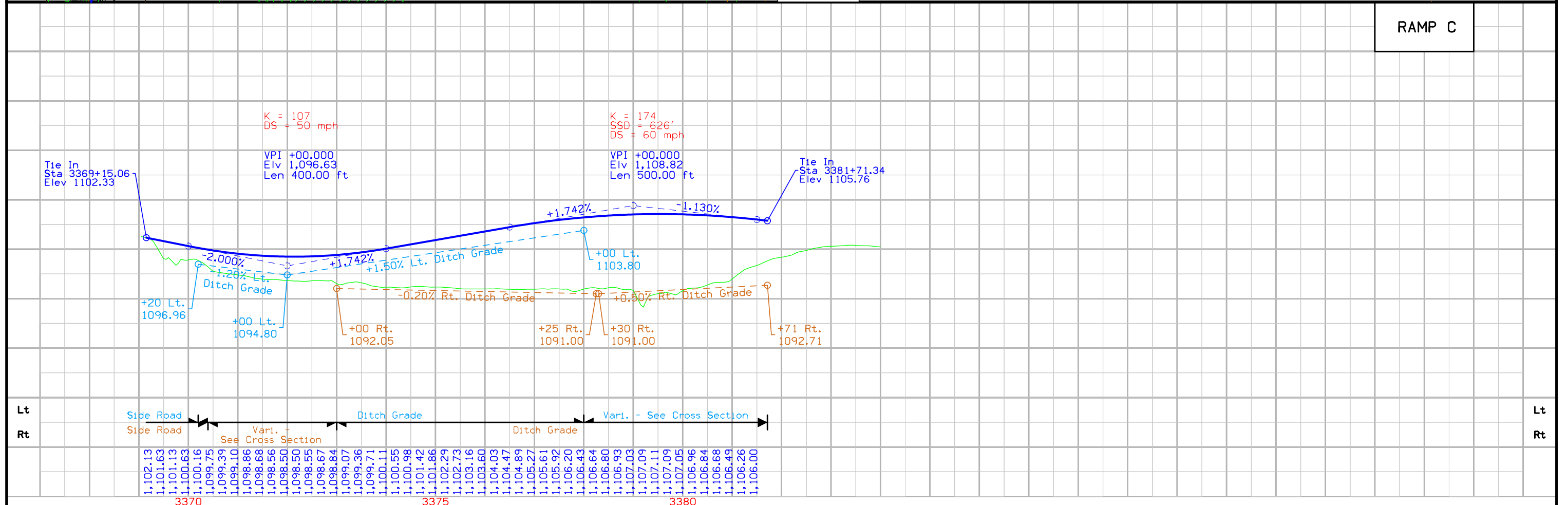
Geometric Plan
 Proposed Interchange of
 Interstate 35 with Iowa 175
 Hamilton County



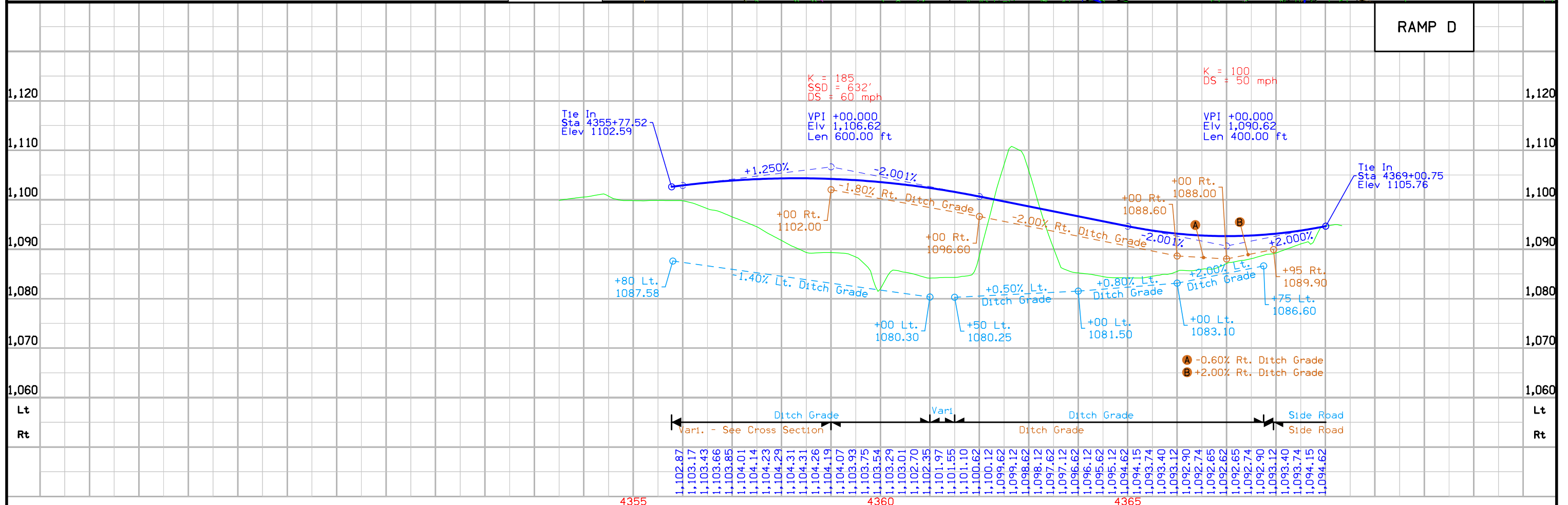
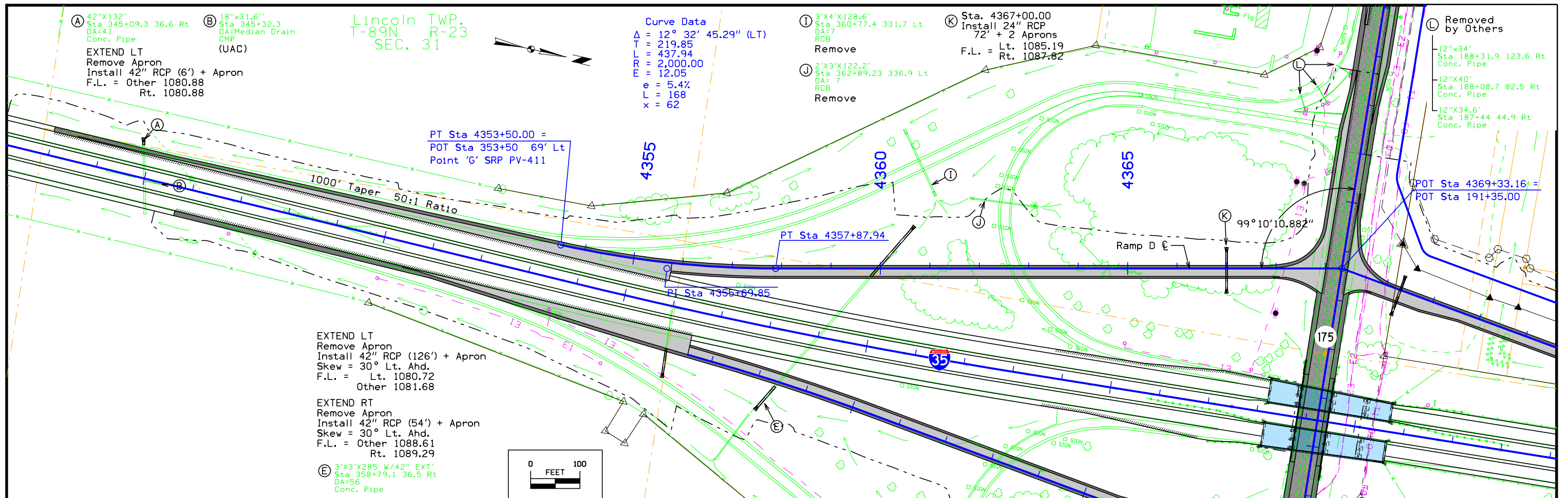




RAMP C



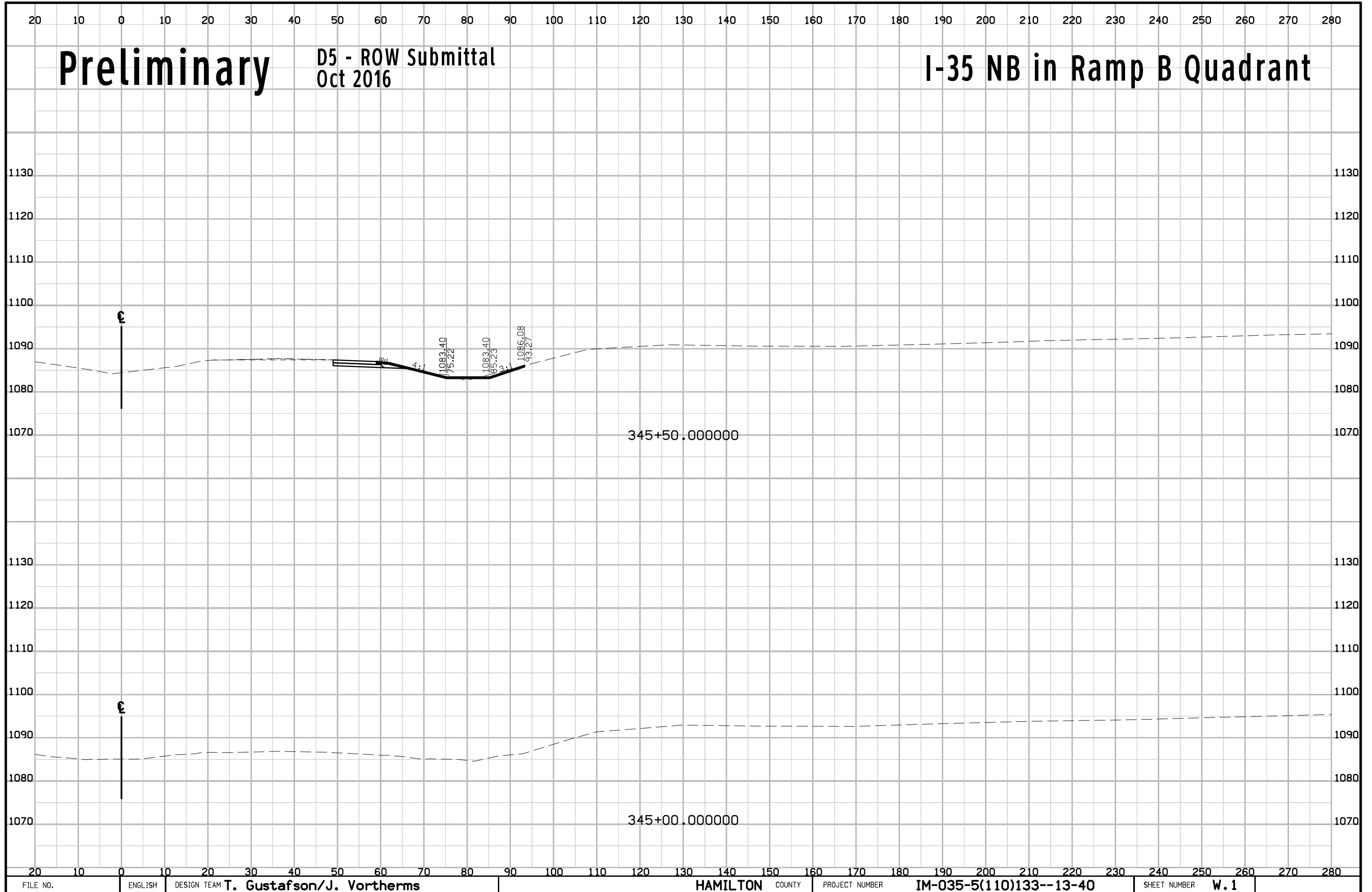
FILE NO.	ENGLISH	DESIGN TEAM	T. Gustafson/J. Vortherms	HAMILTON COUNTY	PROJECT NUMBER	IM-035-5(110)133--13-40	SHEET NUMBER	K.5
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Preliminary

D5 - ROW Submittal
Oct 2016

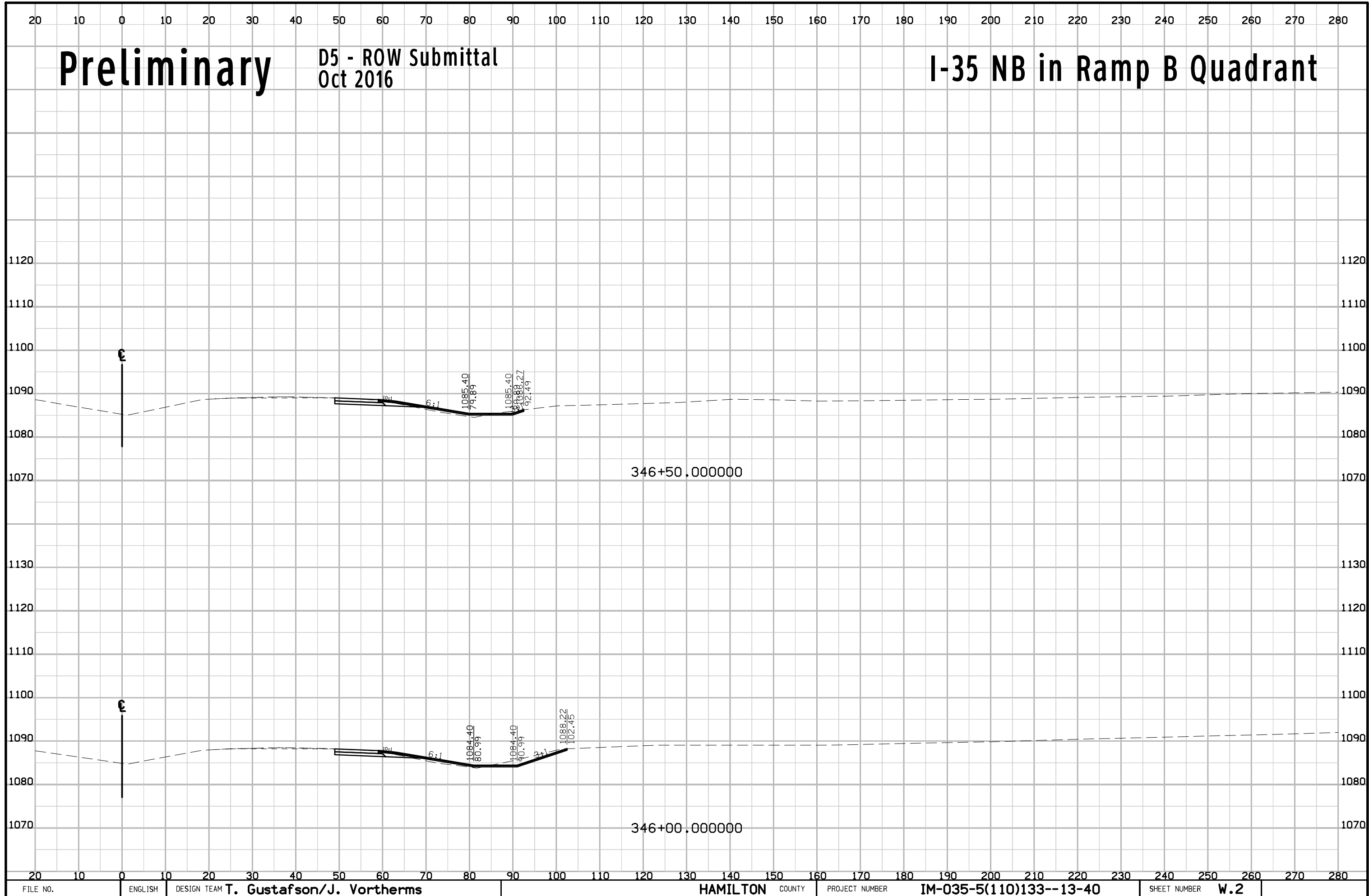
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

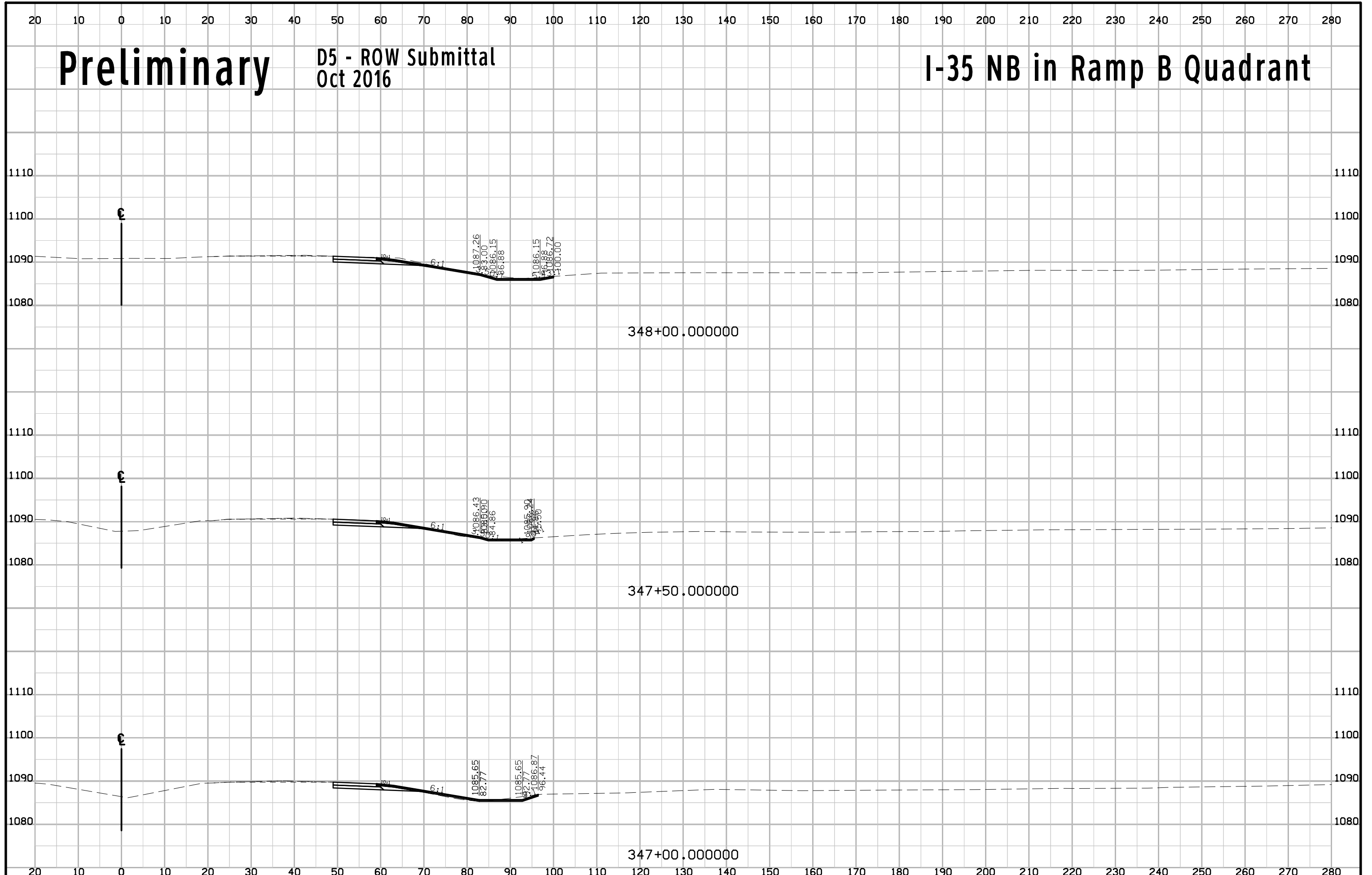
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

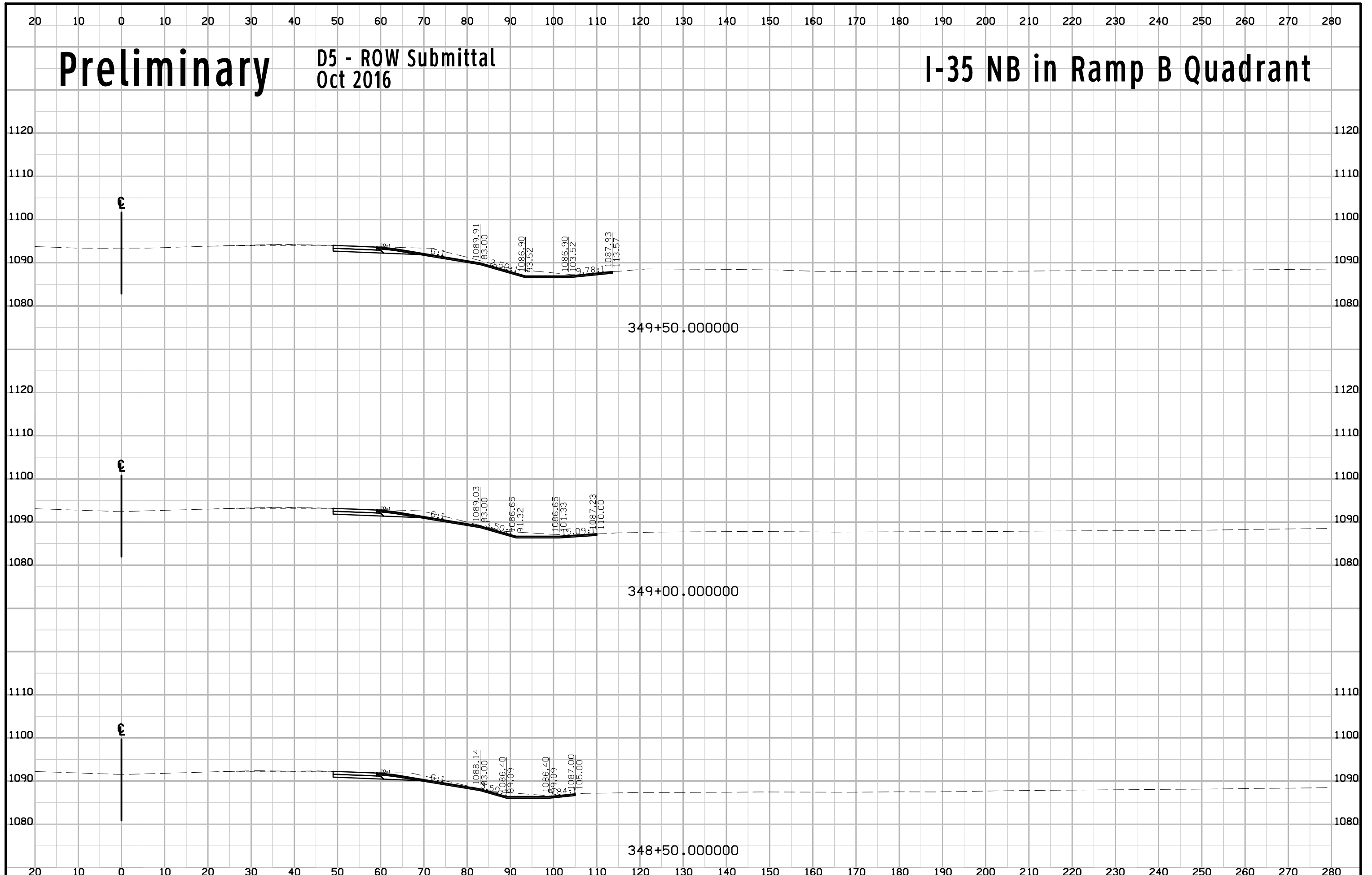
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

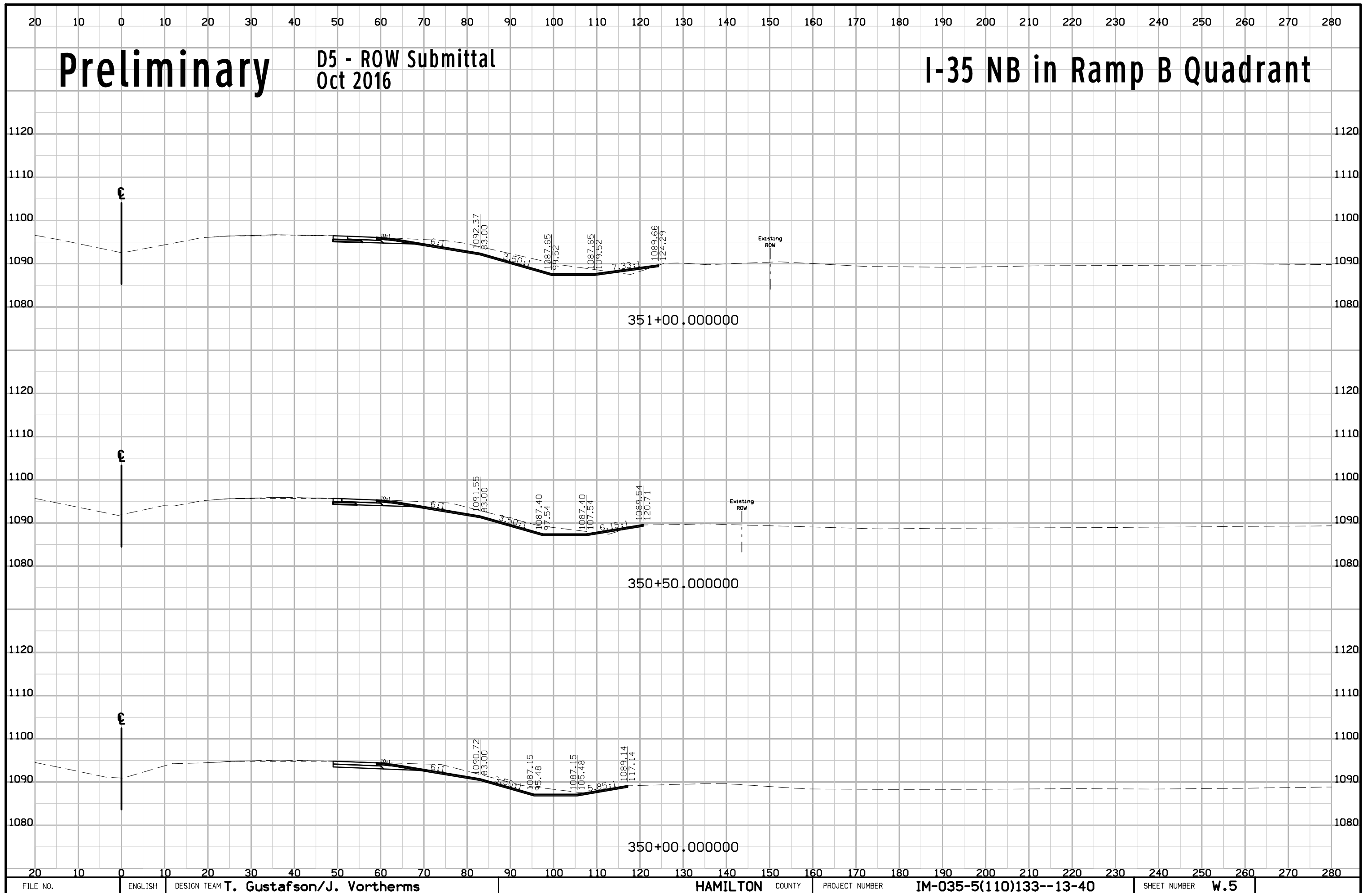
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

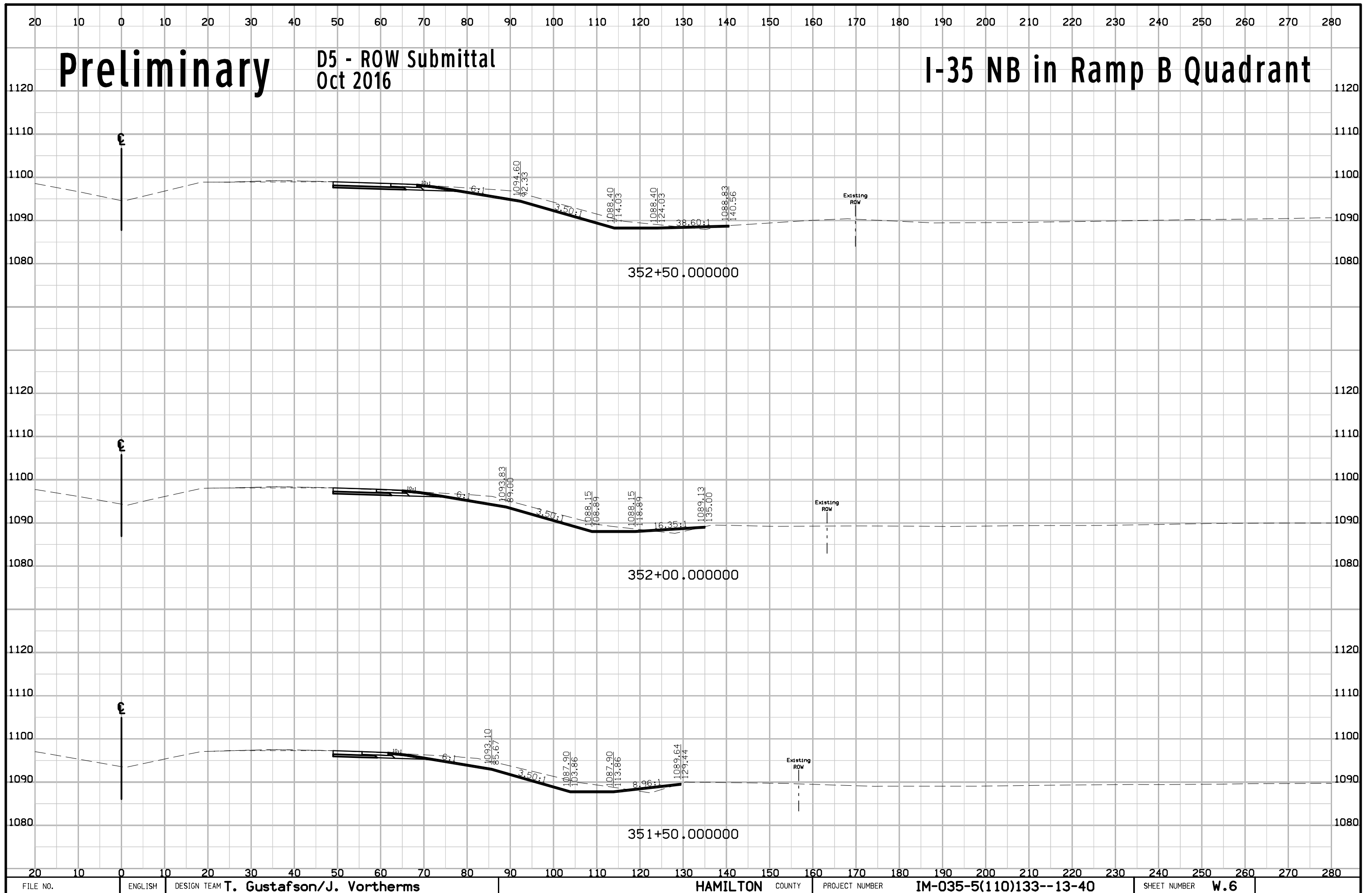
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

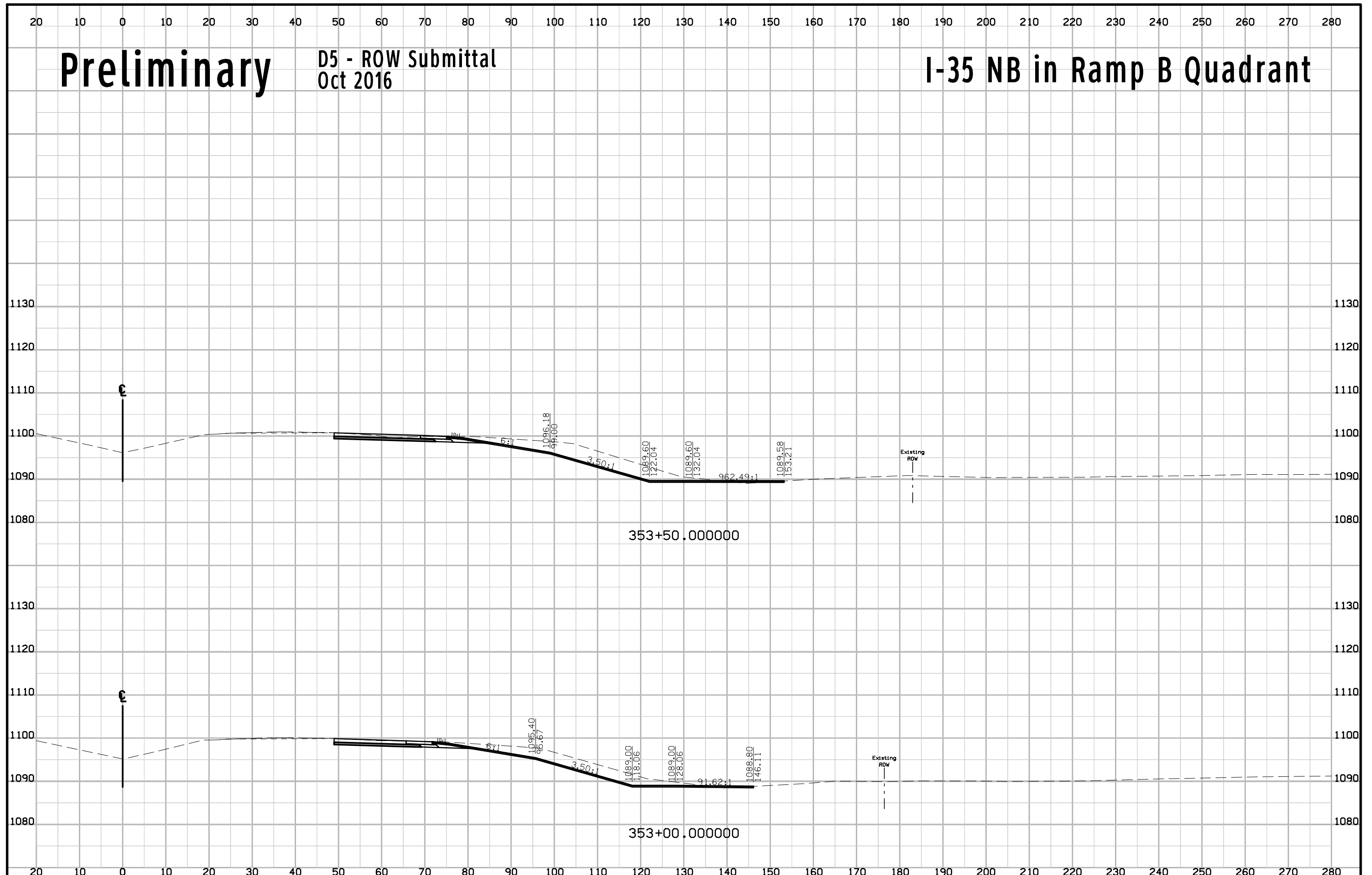
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

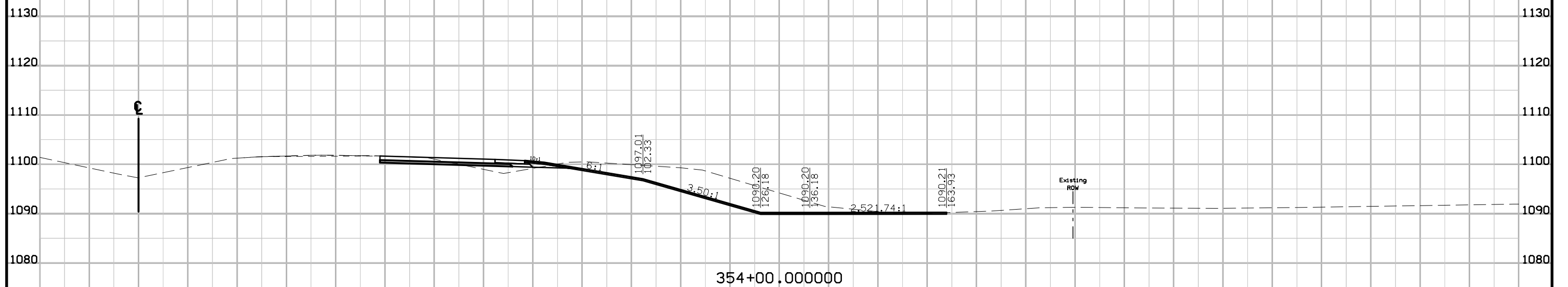
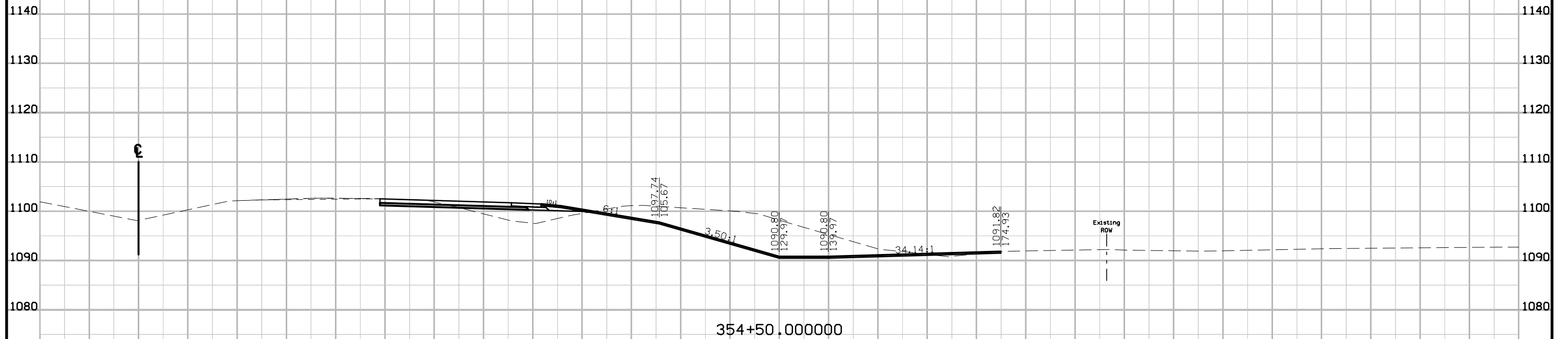
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

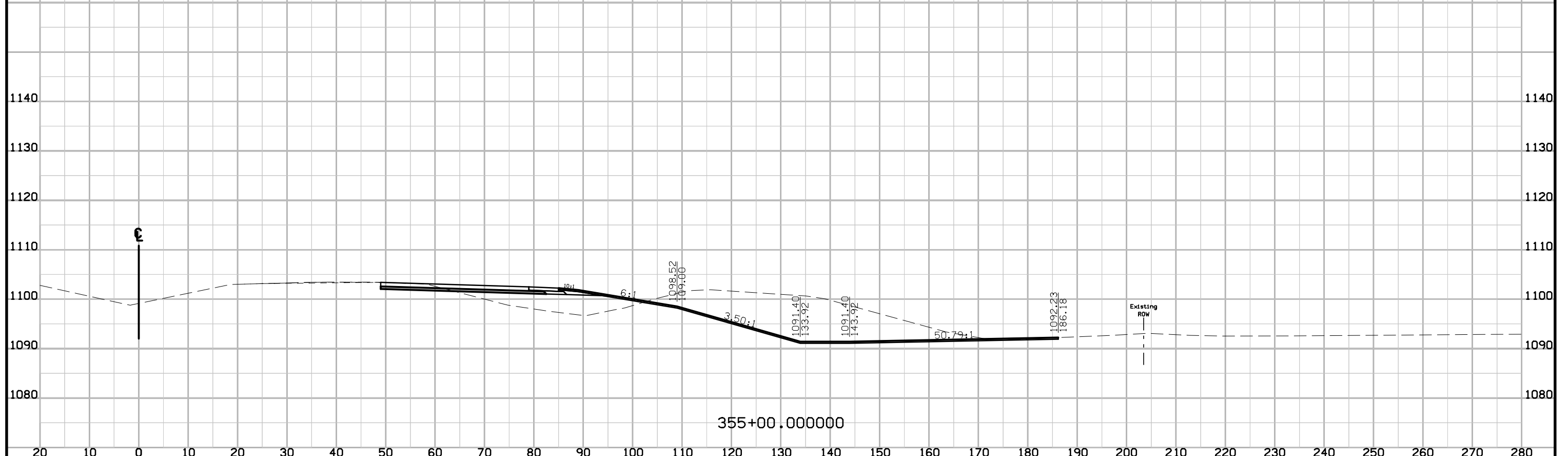
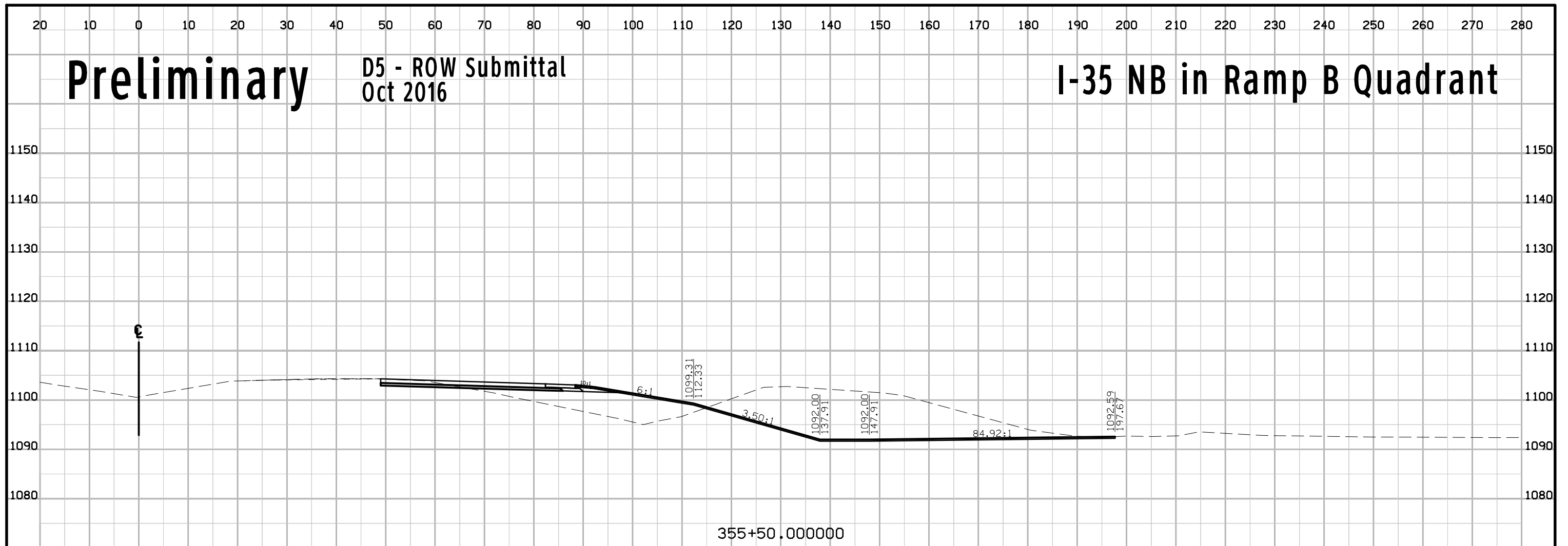
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

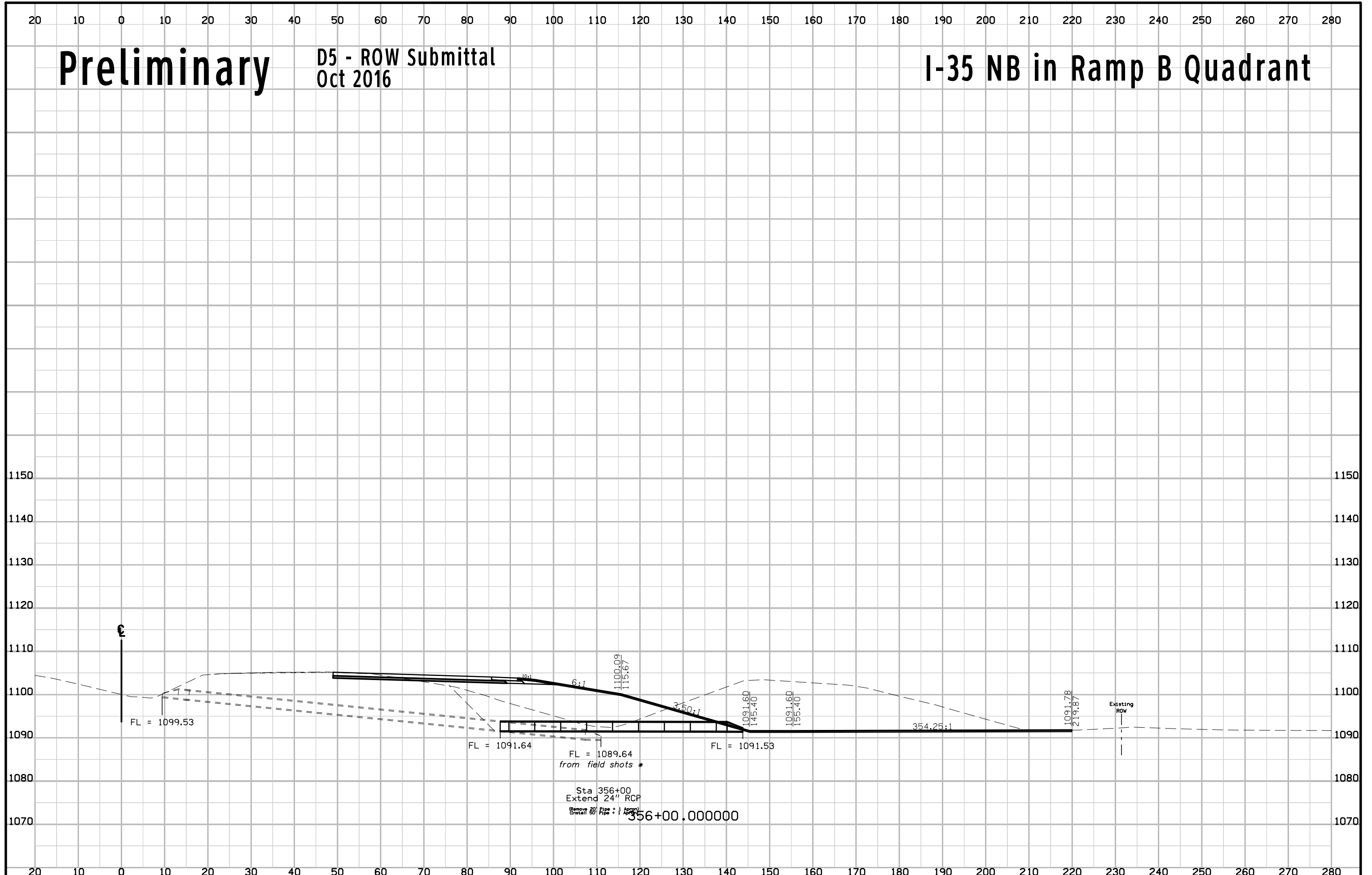
I-35 NB in Ramp B Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

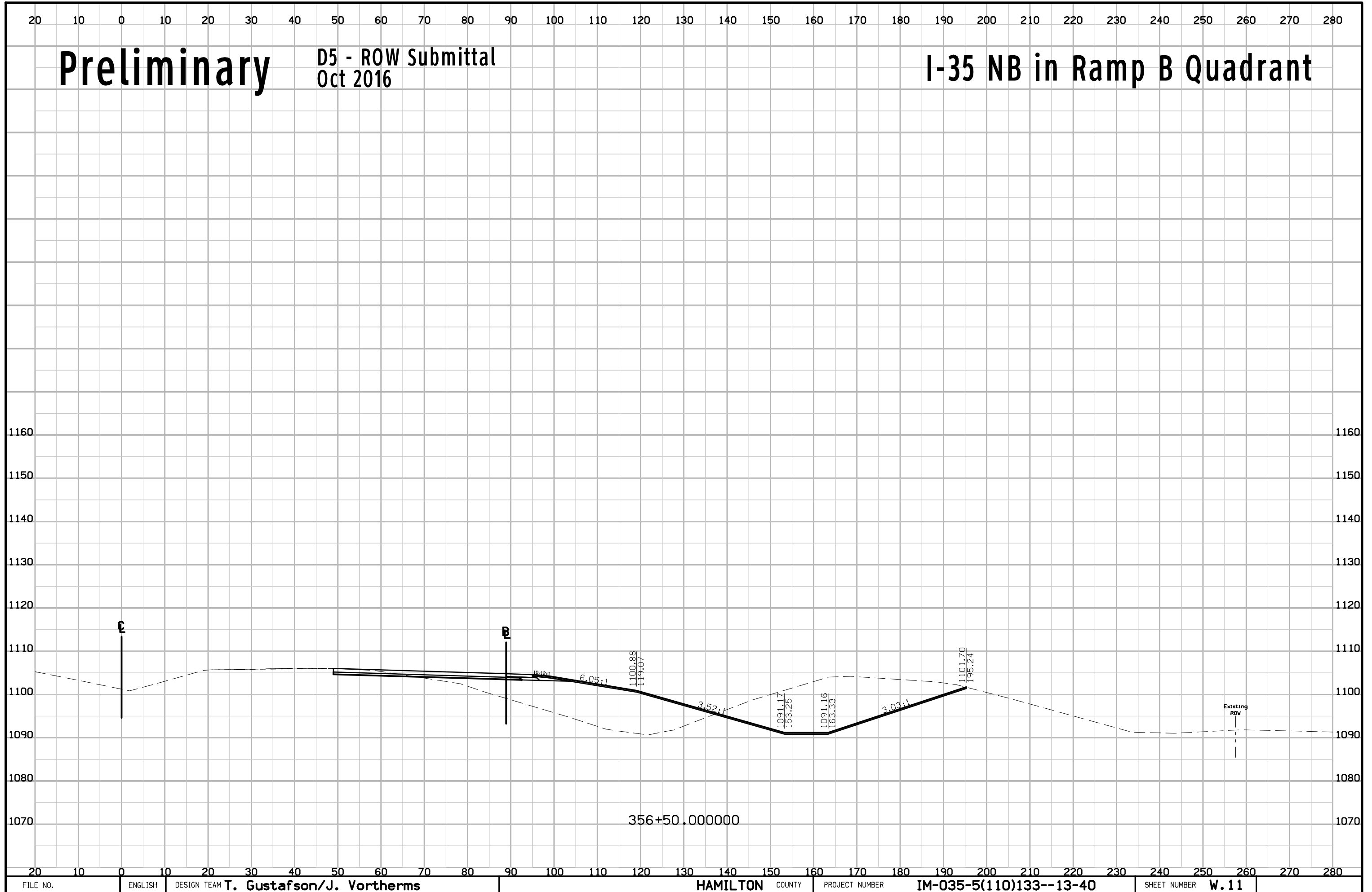
I-35 NB in Ramp B Quadrant



Preliminary

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I-35 NB in Ramp B Quadrant

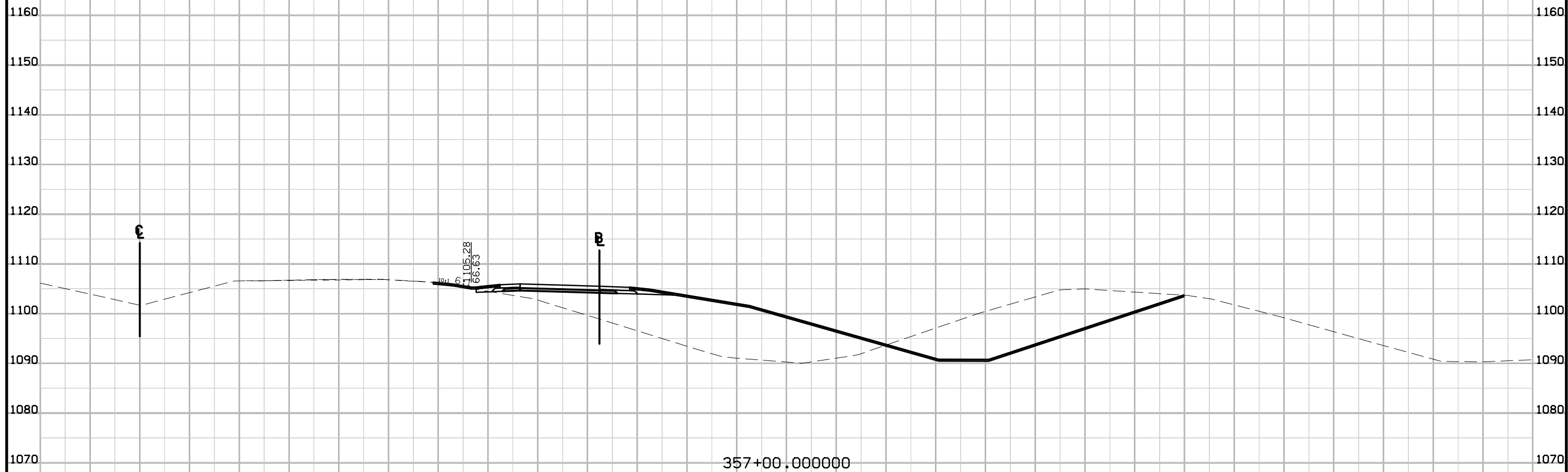


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Preliminary

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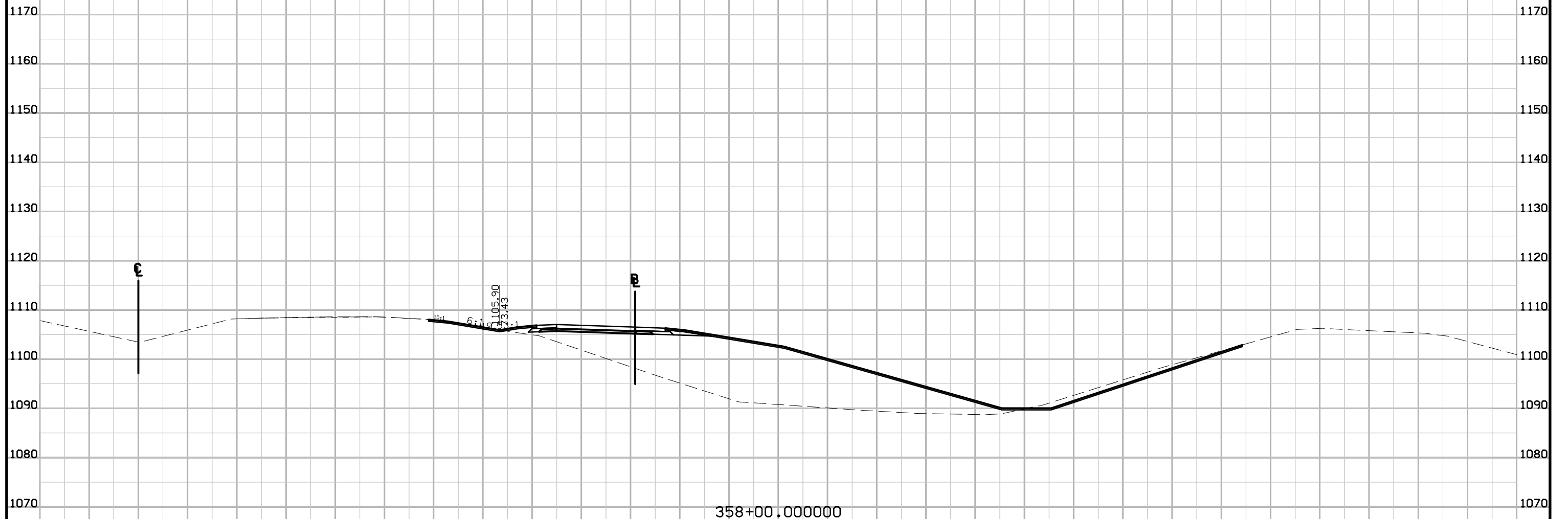
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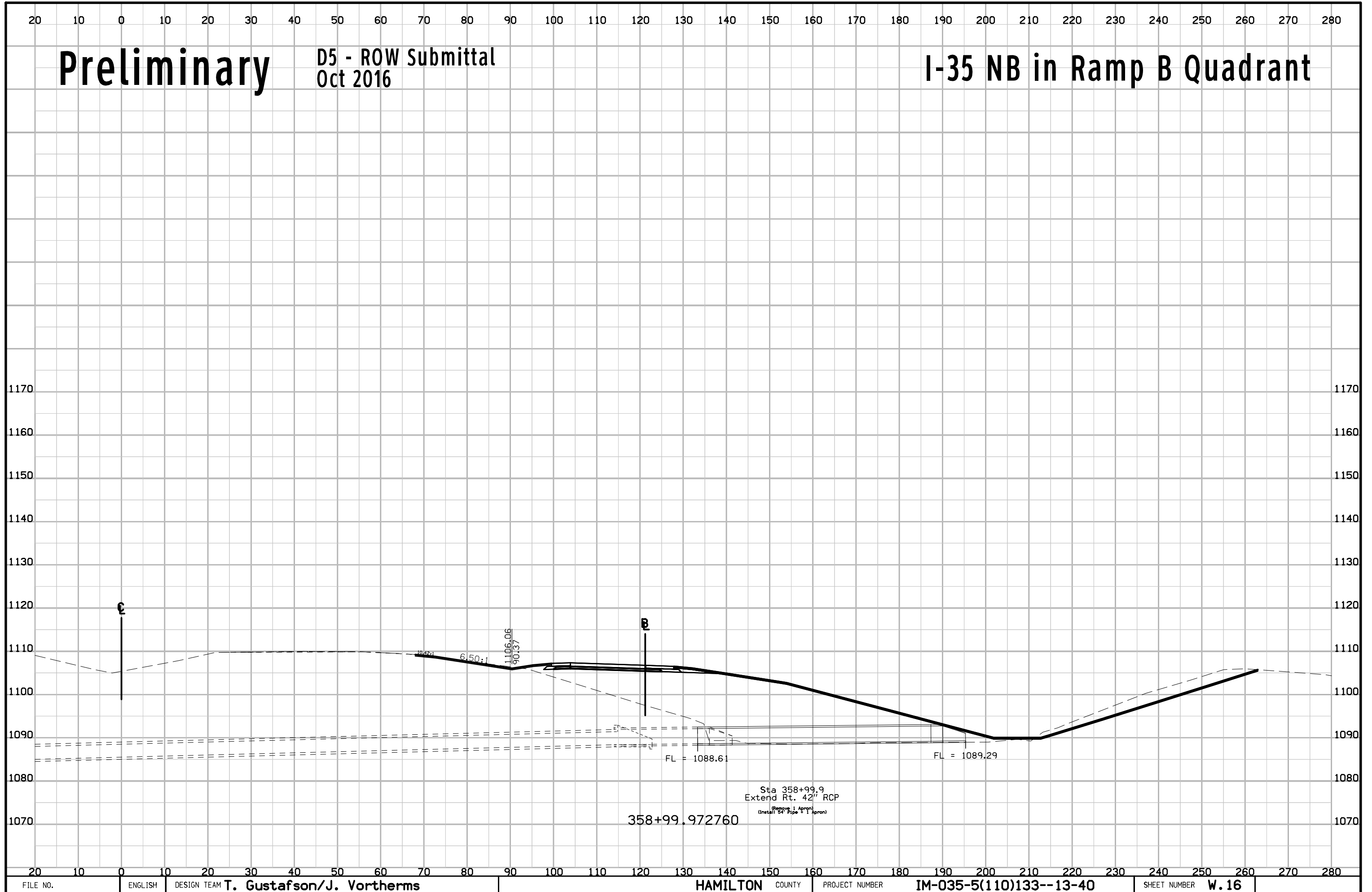


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Oct 2016

I-35 NB in Ramp B Quadrant

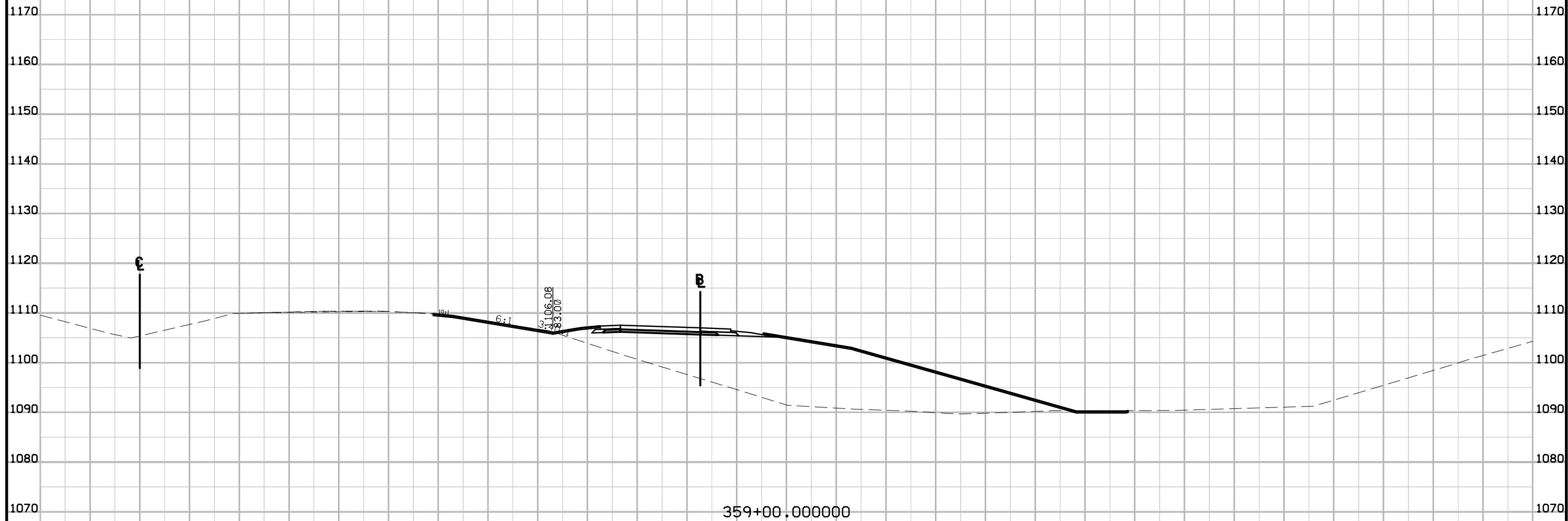


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I-35 NB in Ramp B Quadrant



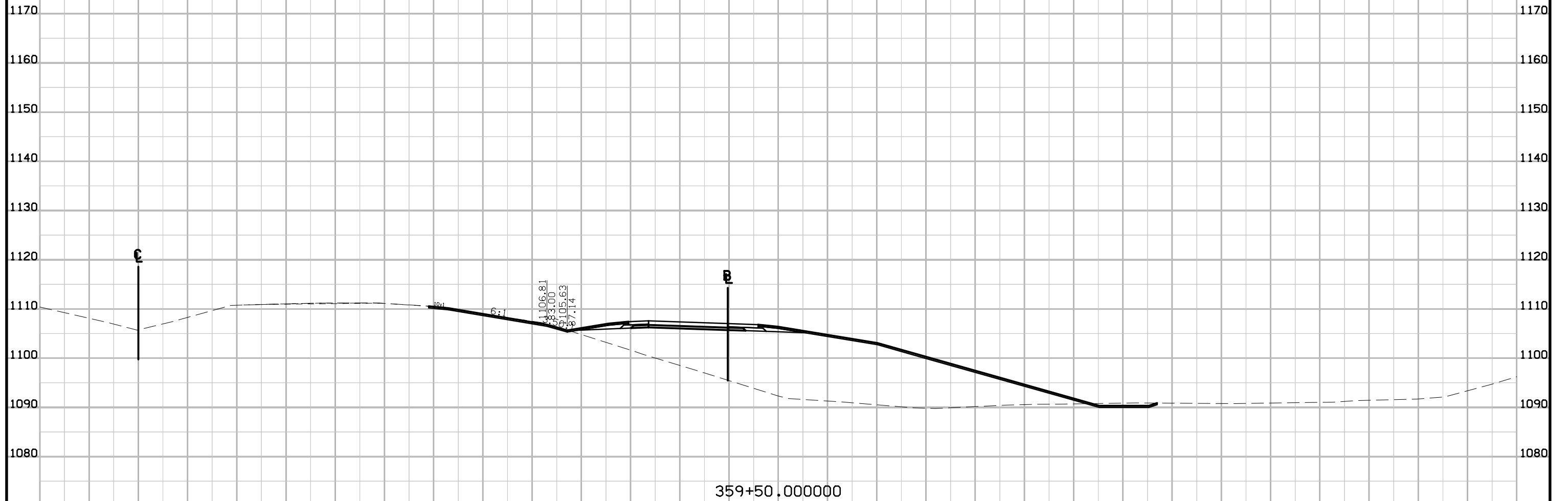
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**D5 - ROW Submittal
Oct 2016**

I-35 NB in Ramp B Quadrant



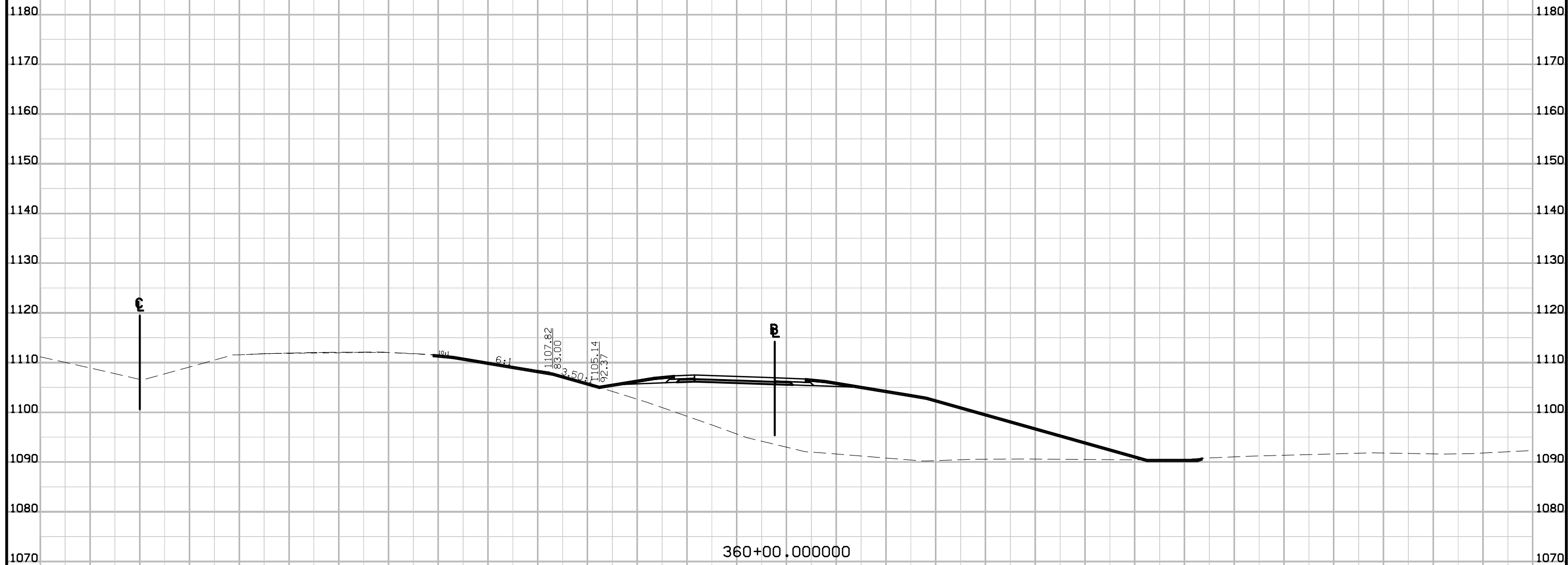
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Preliminary

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Oct 2016

I-35 NB in Ramp B Quadrant



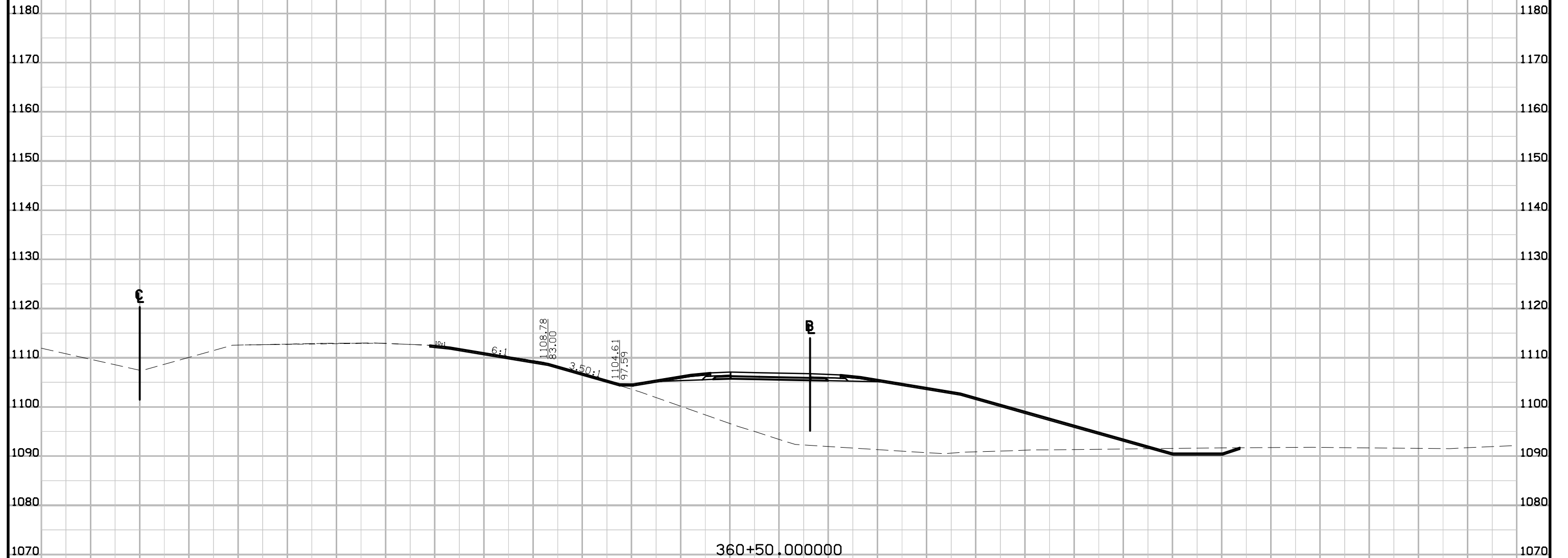
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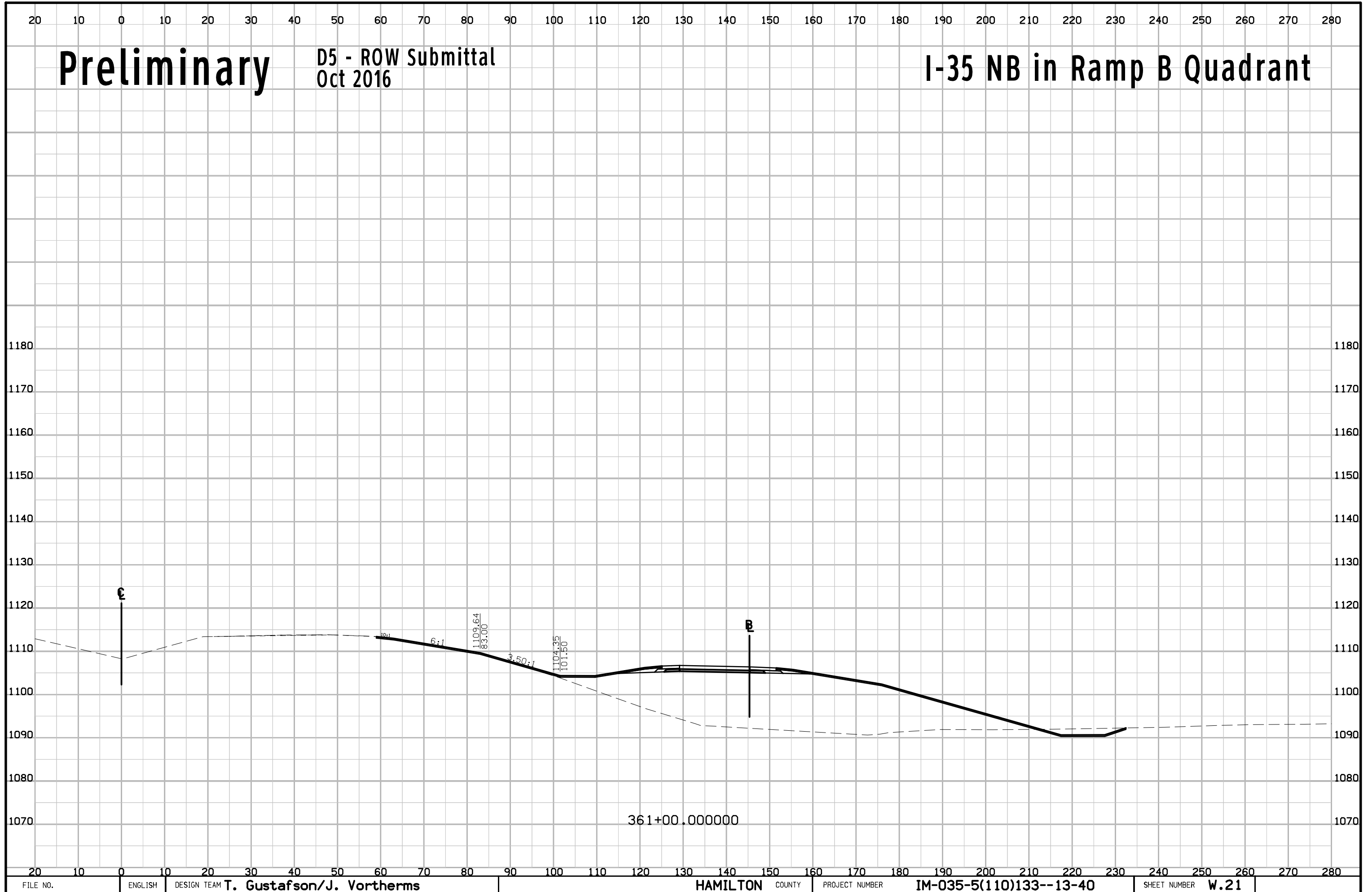


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I-35 NB in Ramp B Quadrant

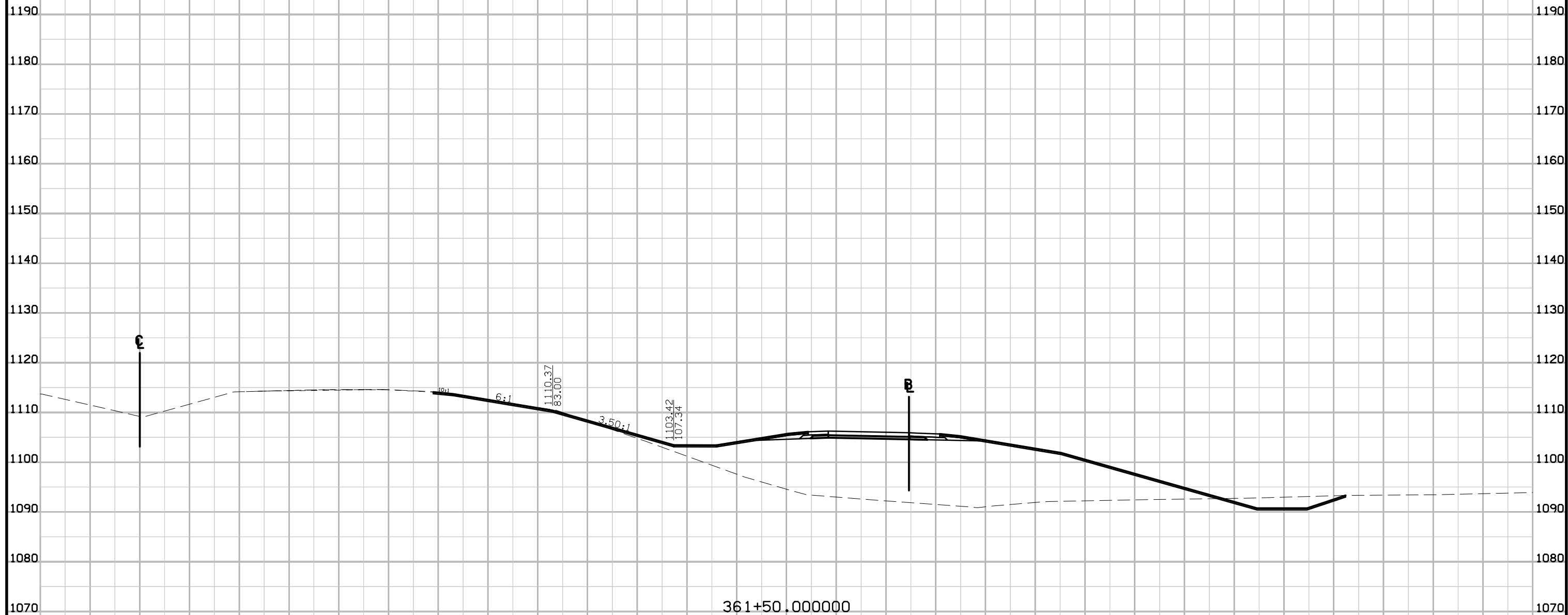


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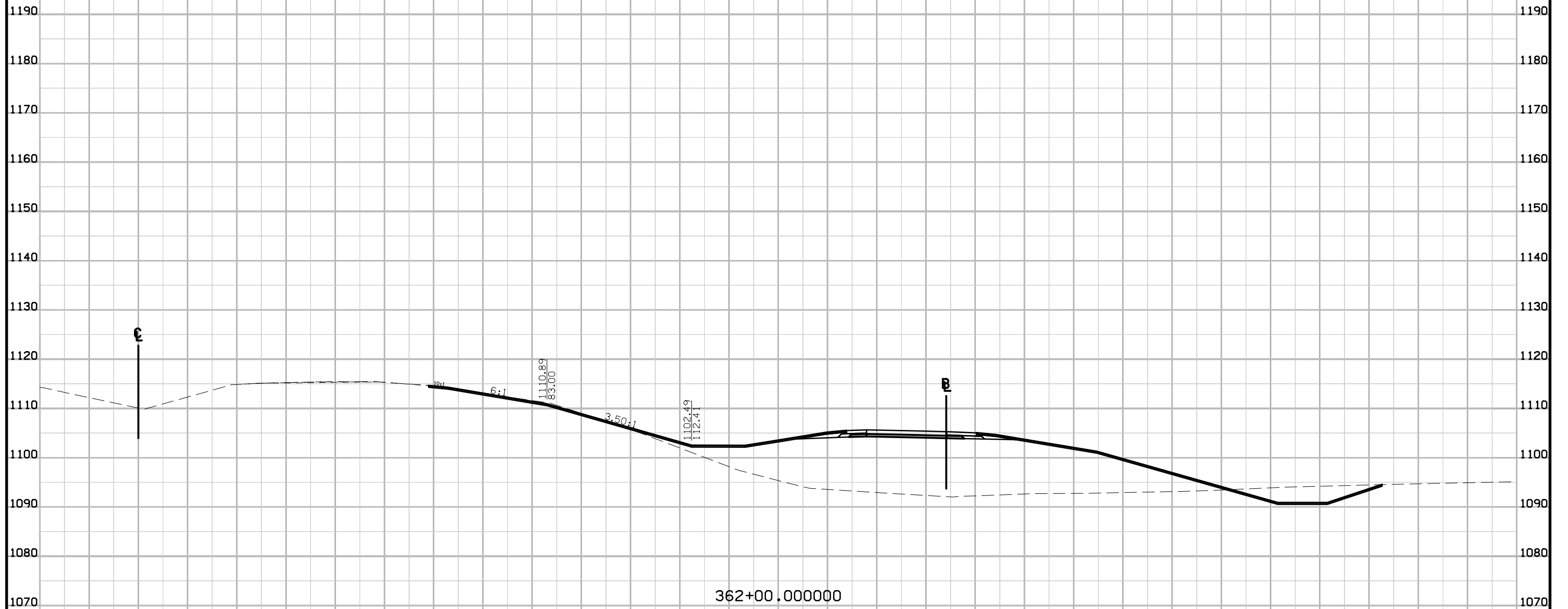


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I-35 NB in Ramp B Quadrant

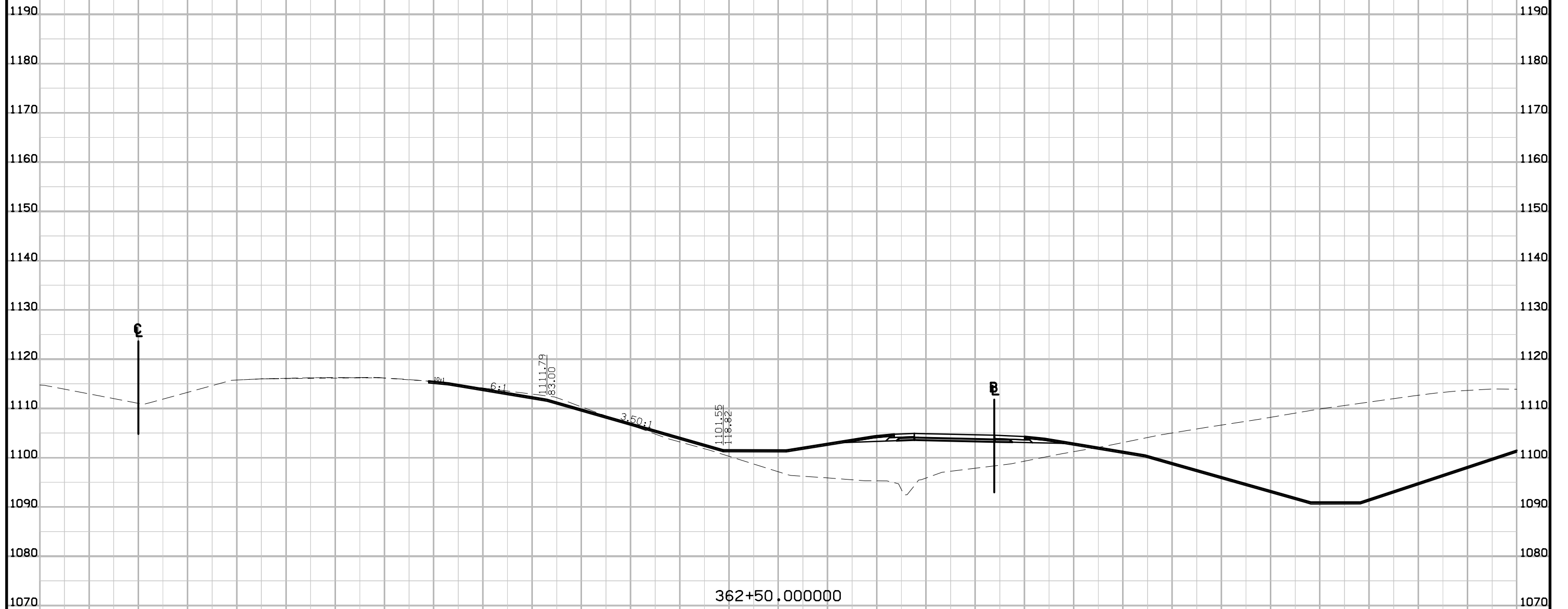


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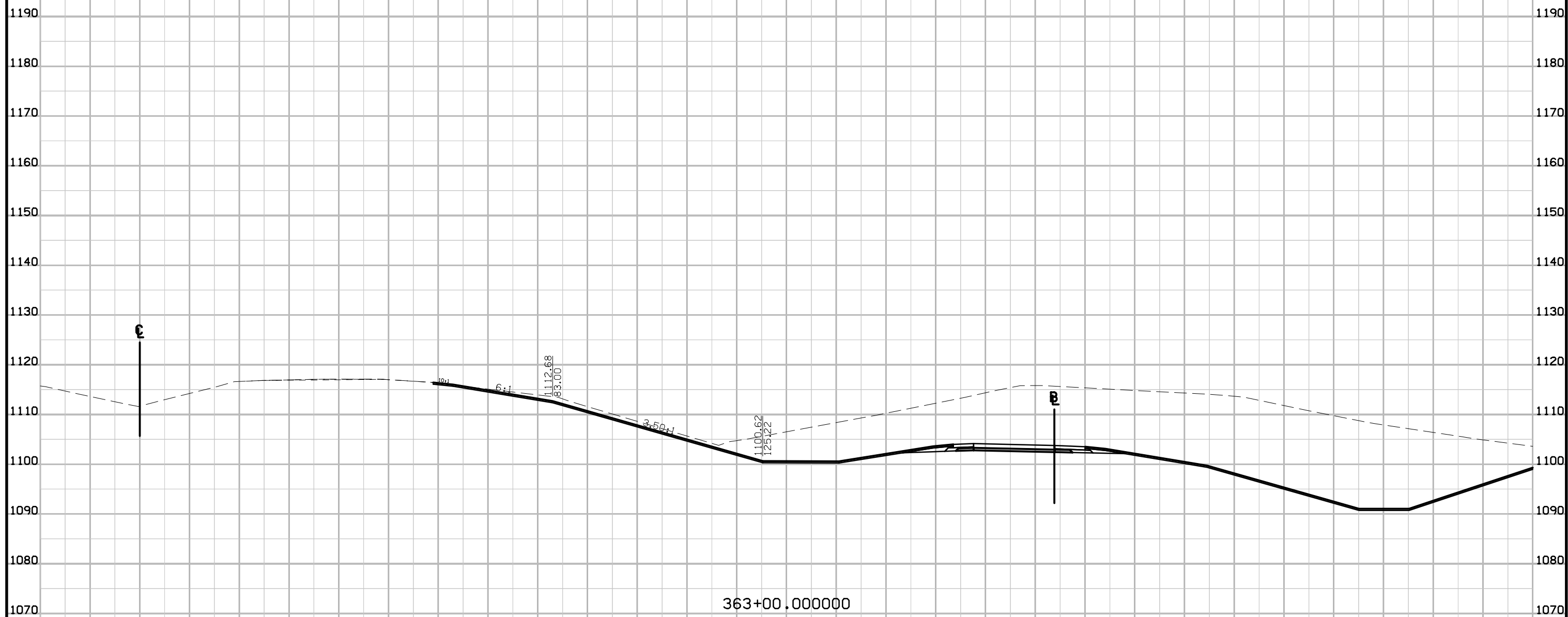
I-35 NB in Ramp B Quadrant



Preliminary

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Oct 2016

I-35 NB in Ramp B Quadrant



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I-35 NB in Ramp B Quadrant



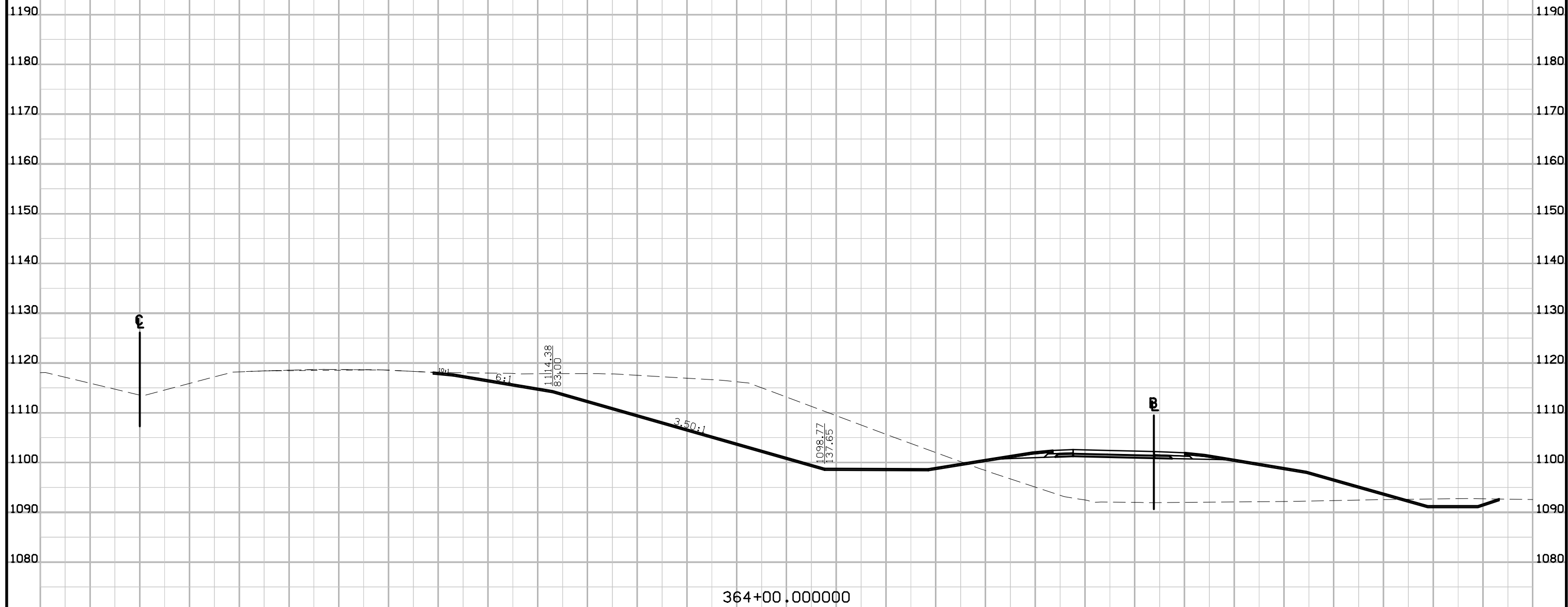
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I-35 NB in Ramp B Quadrant

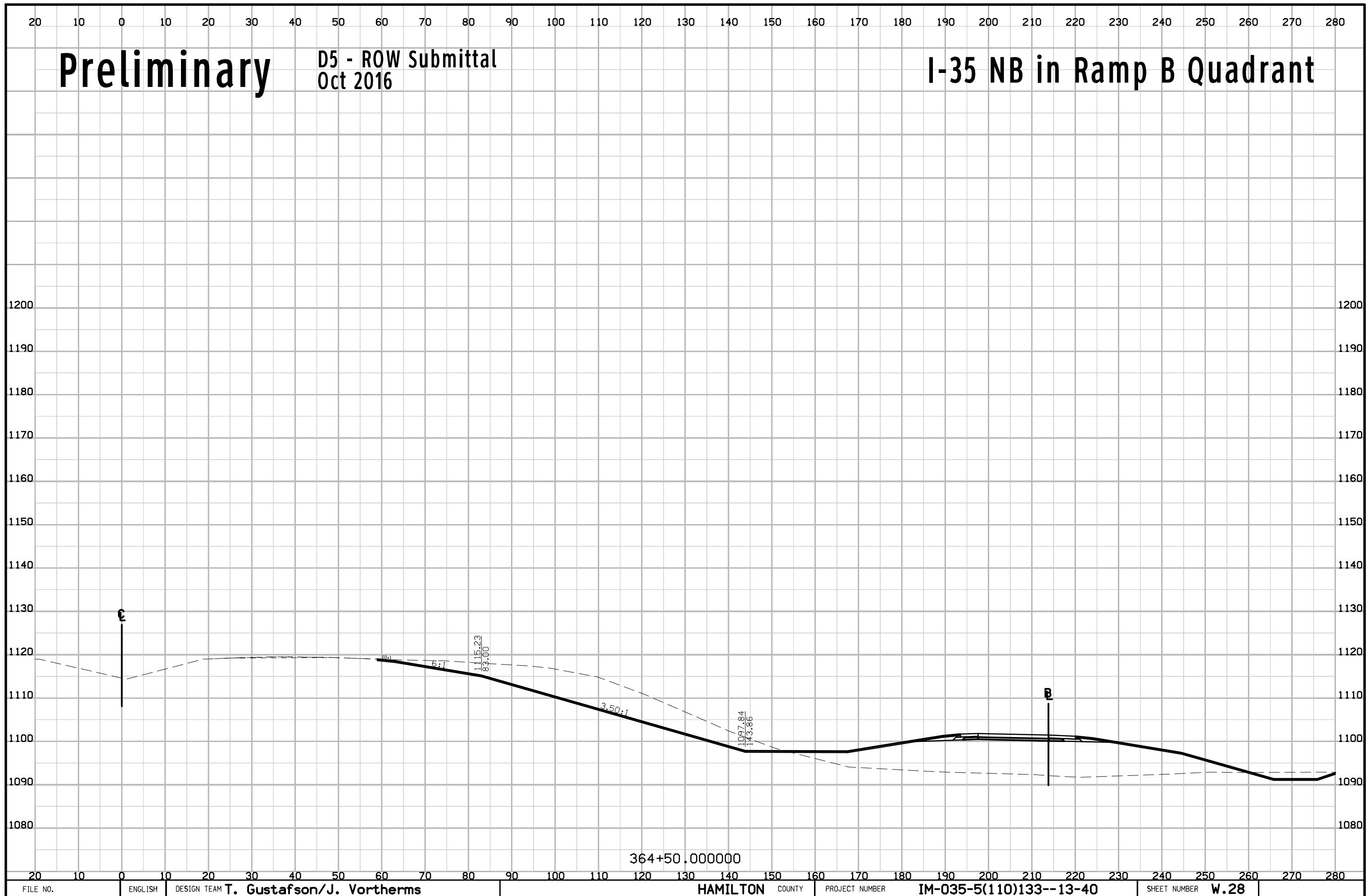


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I-35 NB in Ramp B Quadrant

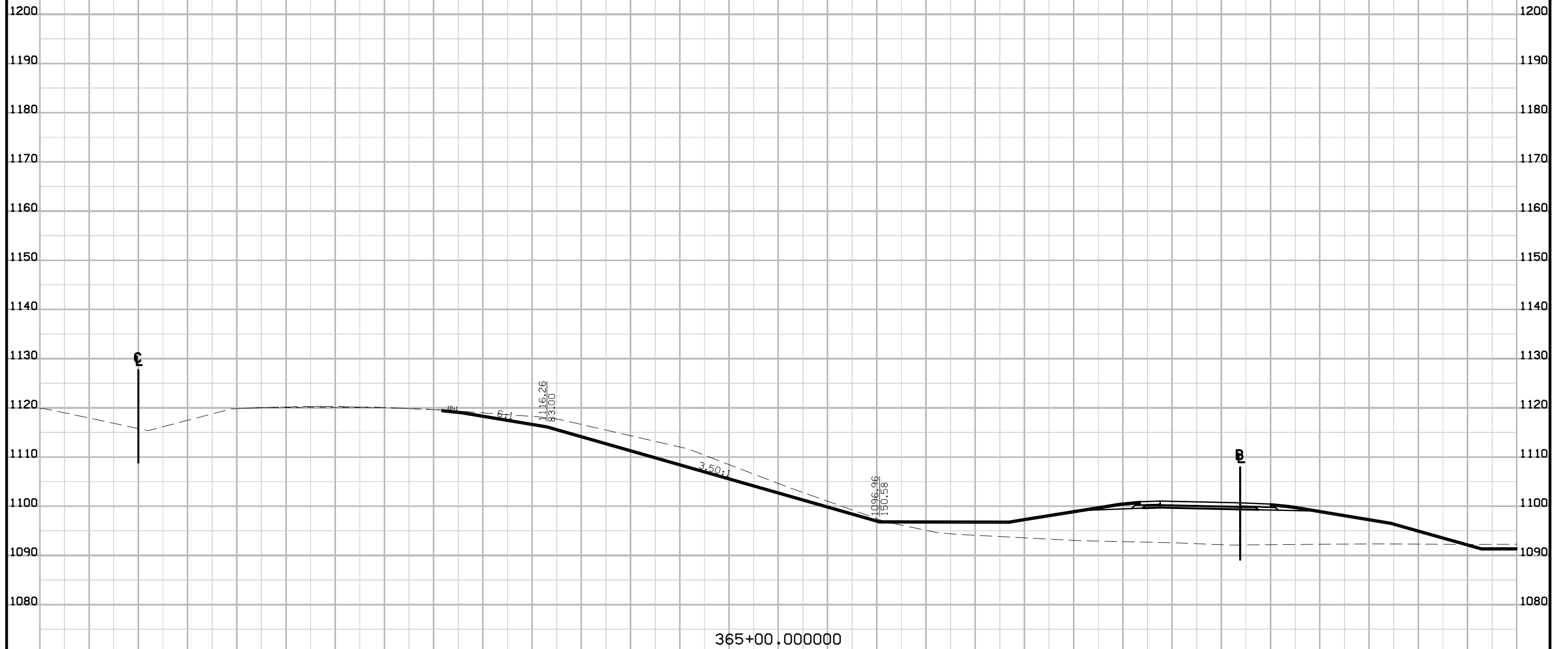


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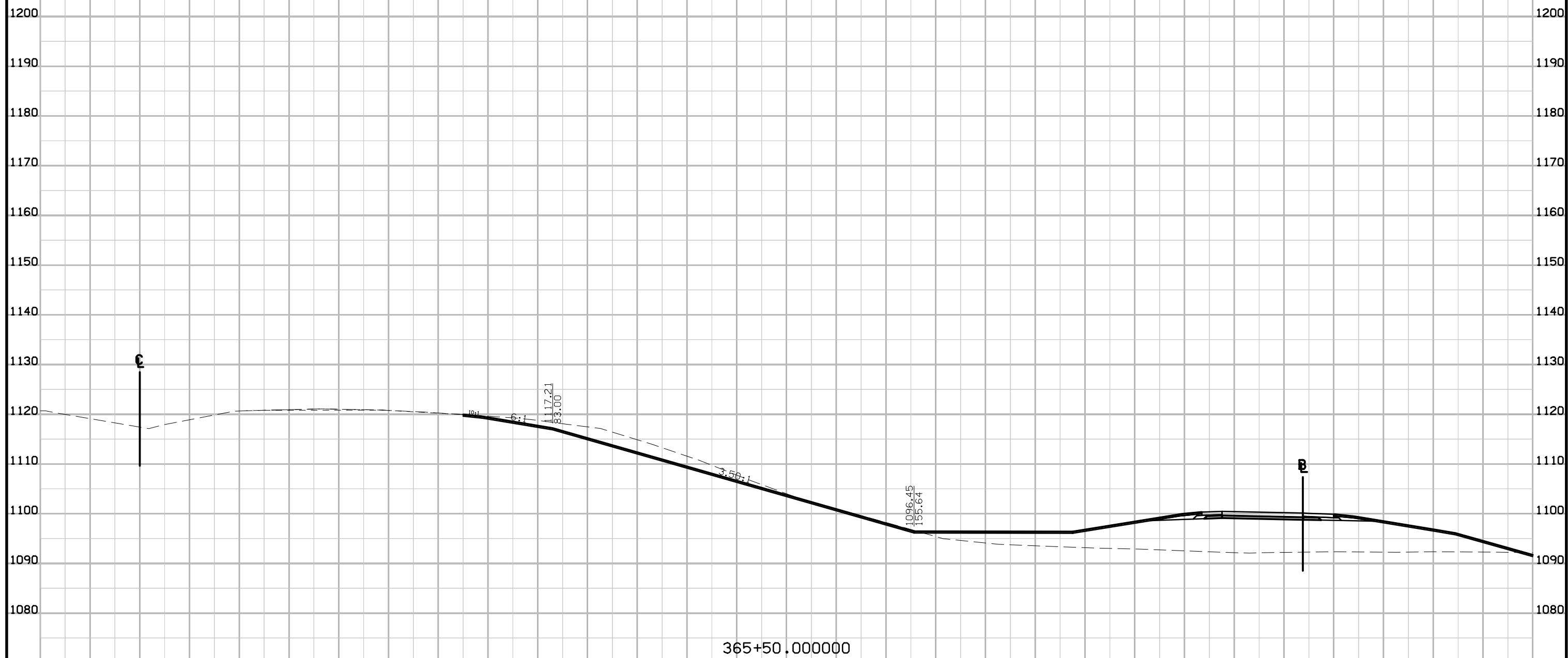


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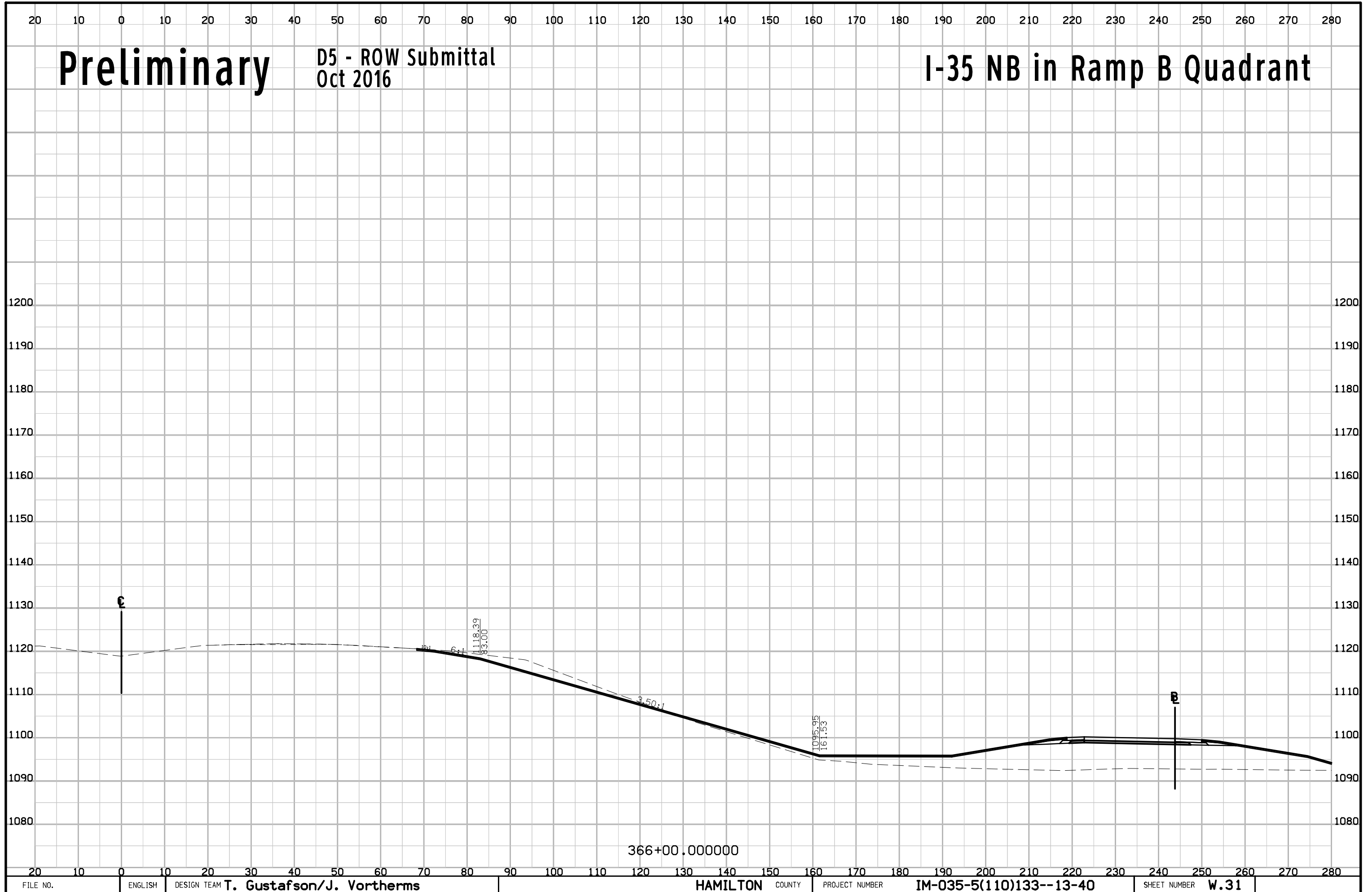
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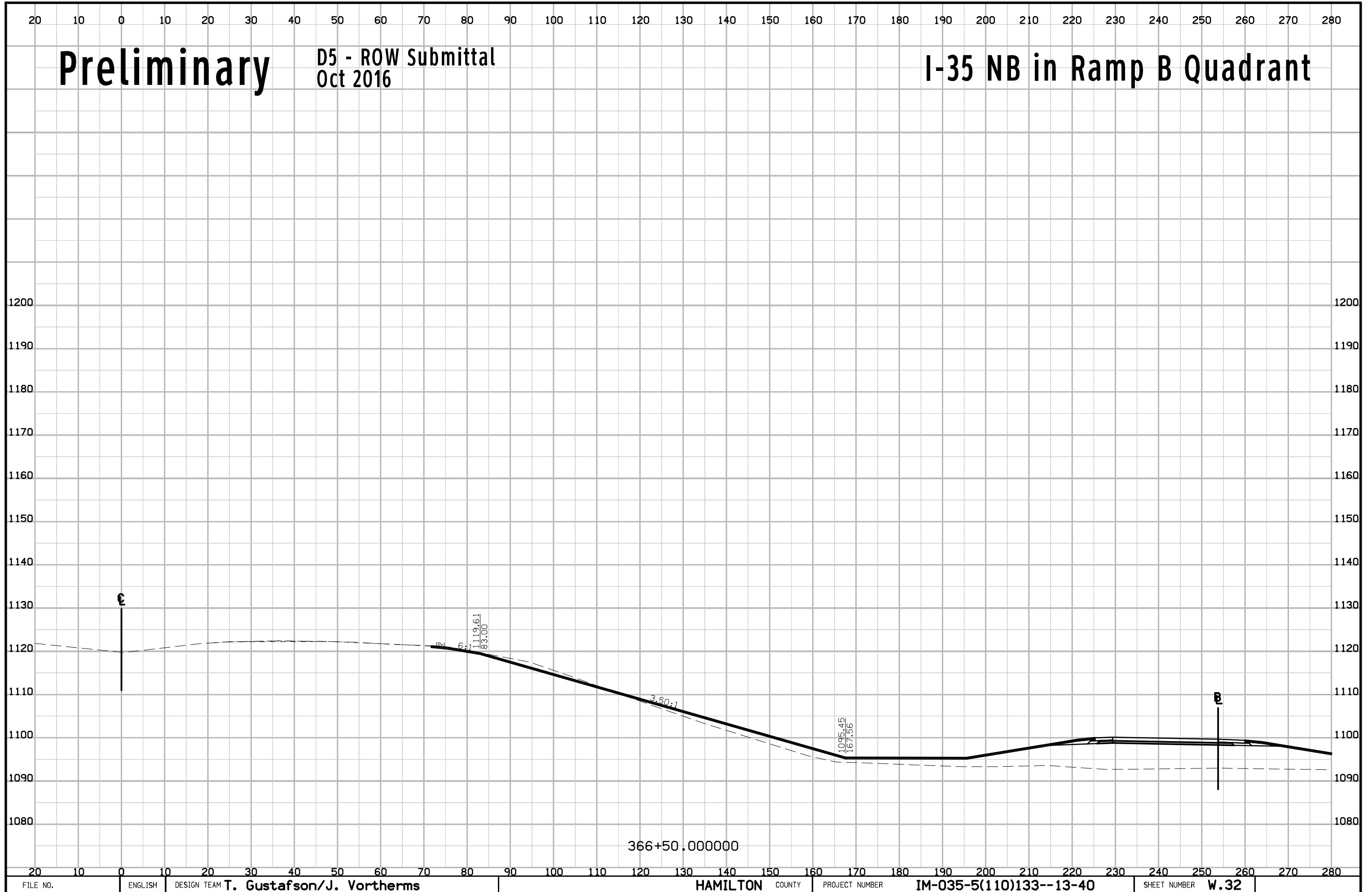
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I-35 NB in Ramp B Quadrant

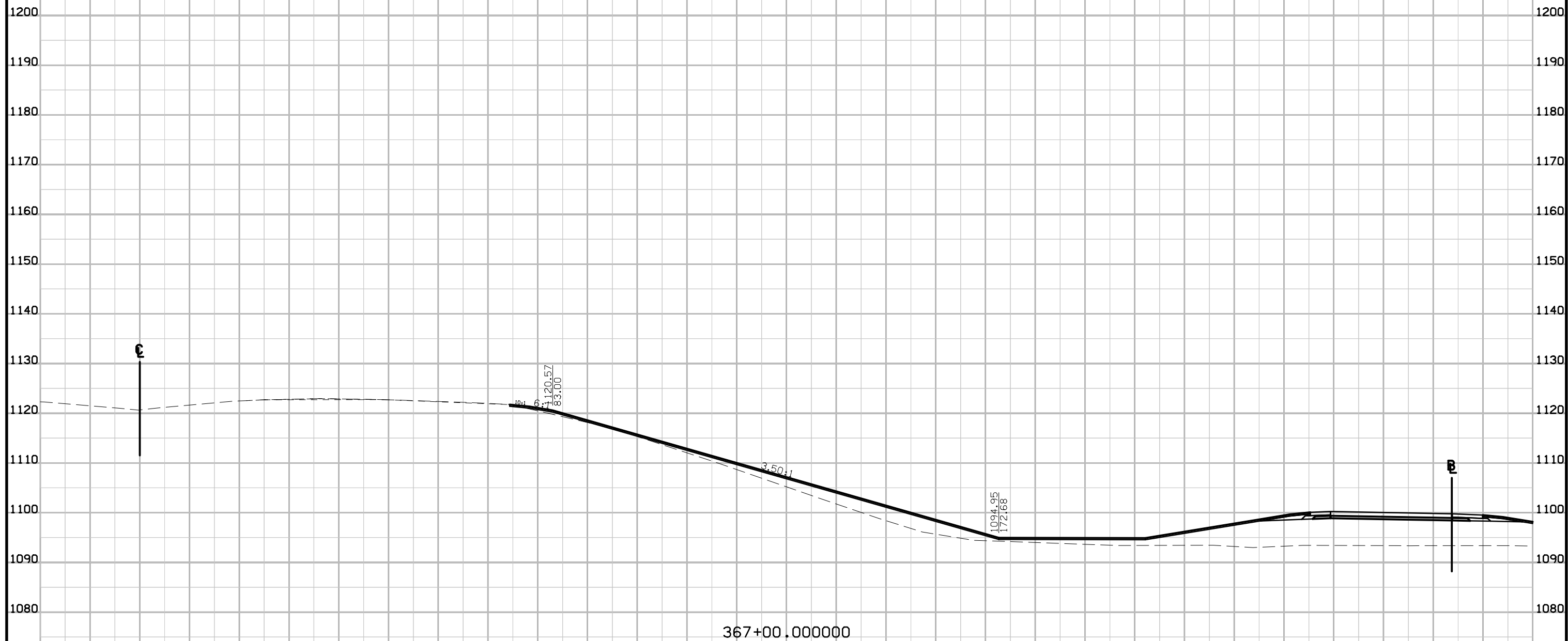


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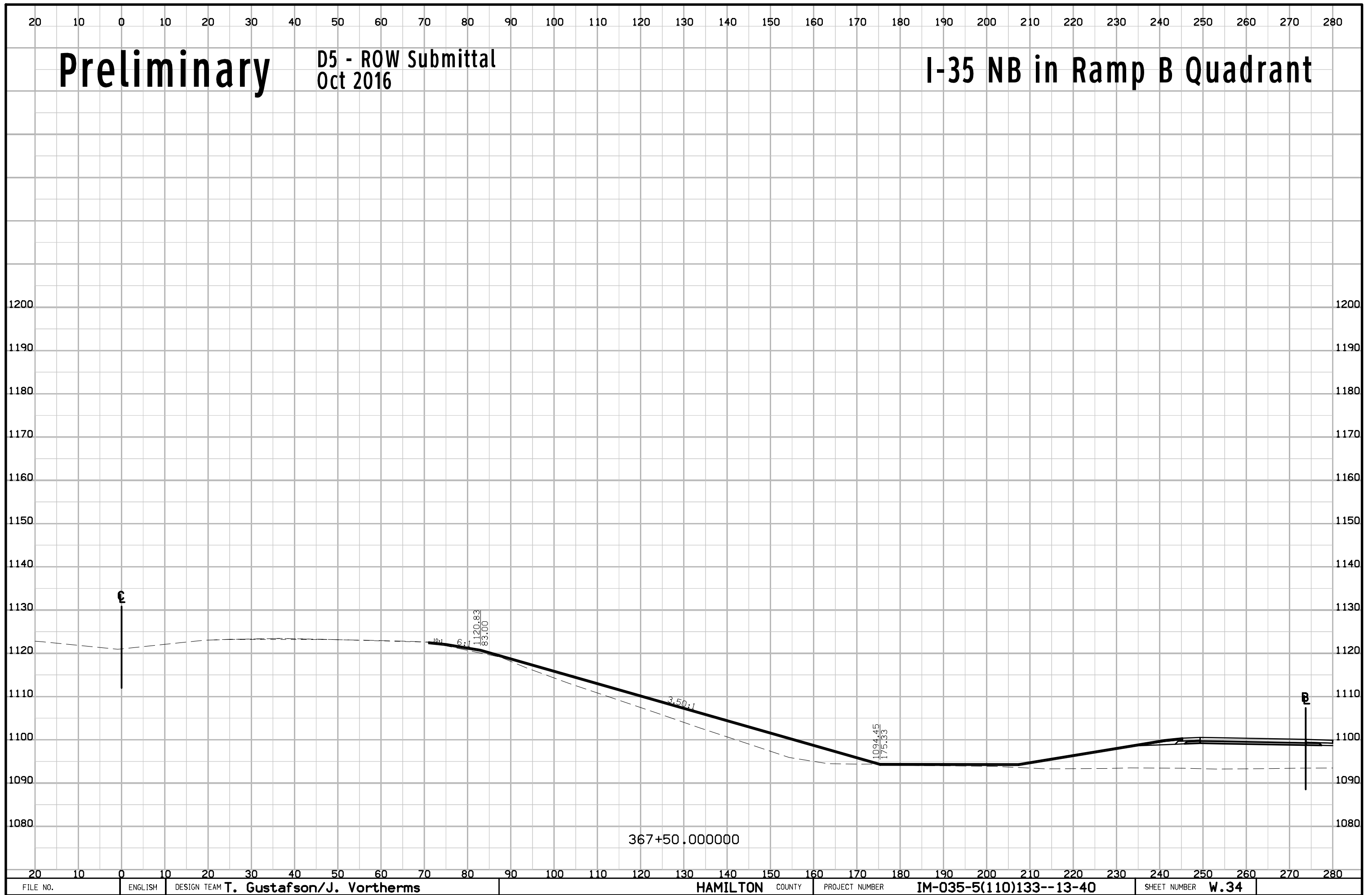
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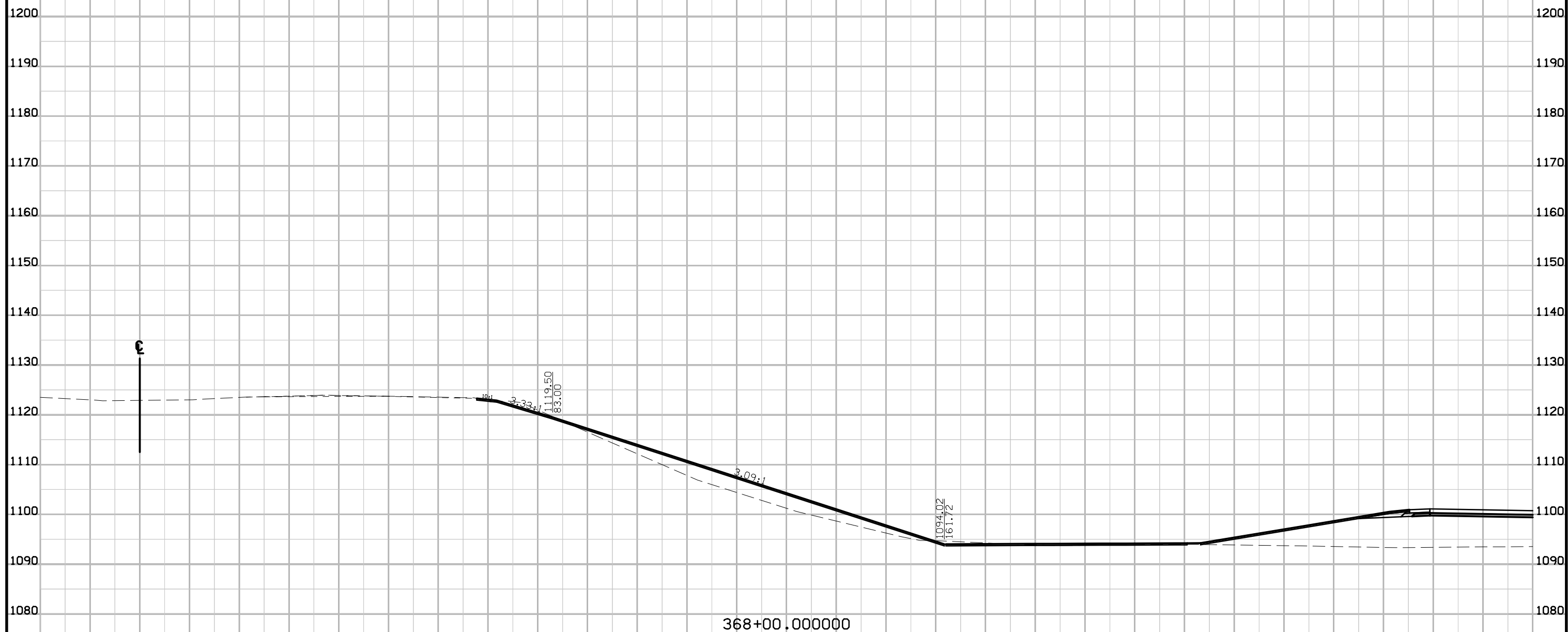


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I-35 NB in Ramp B Quadrant

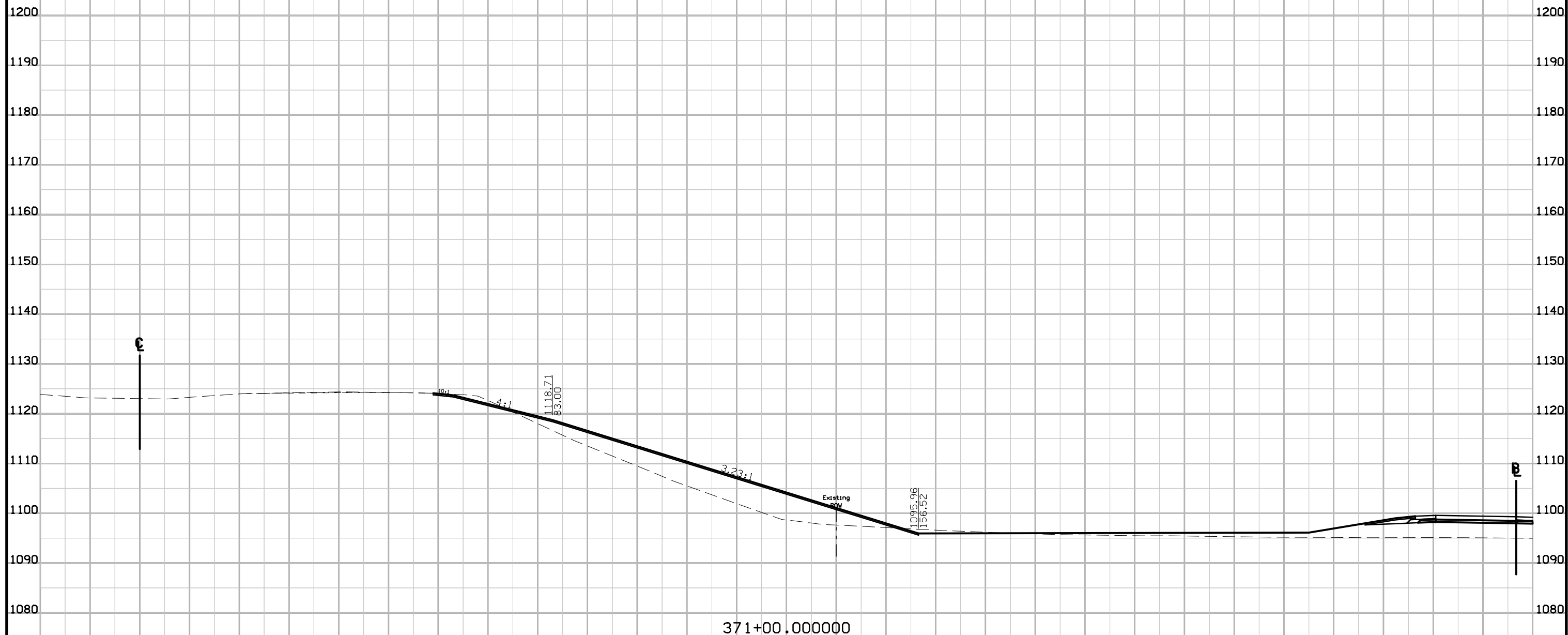


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Preliminary

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Oct 2016

I-35 NB in Ramp C Quadrant



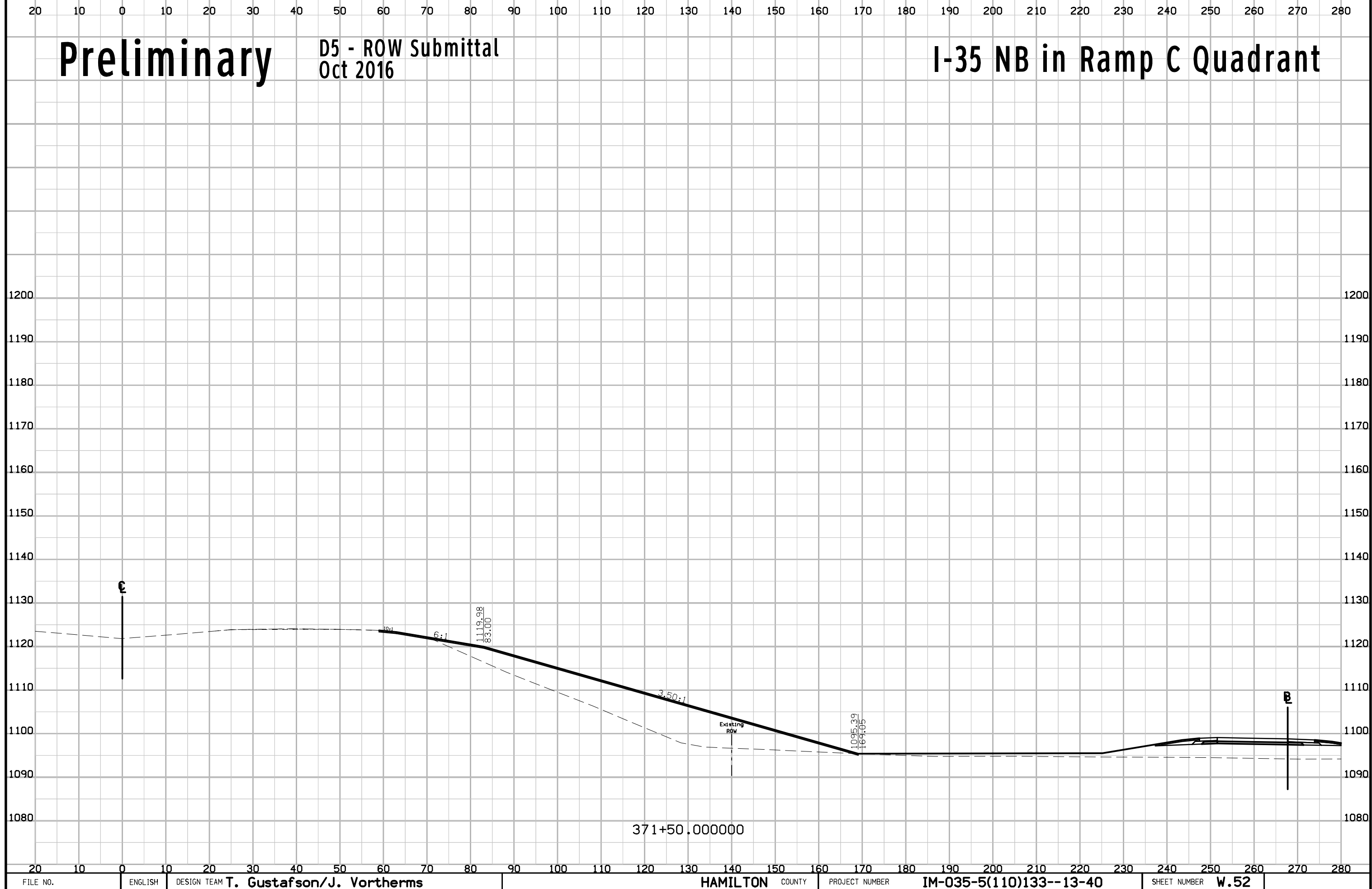
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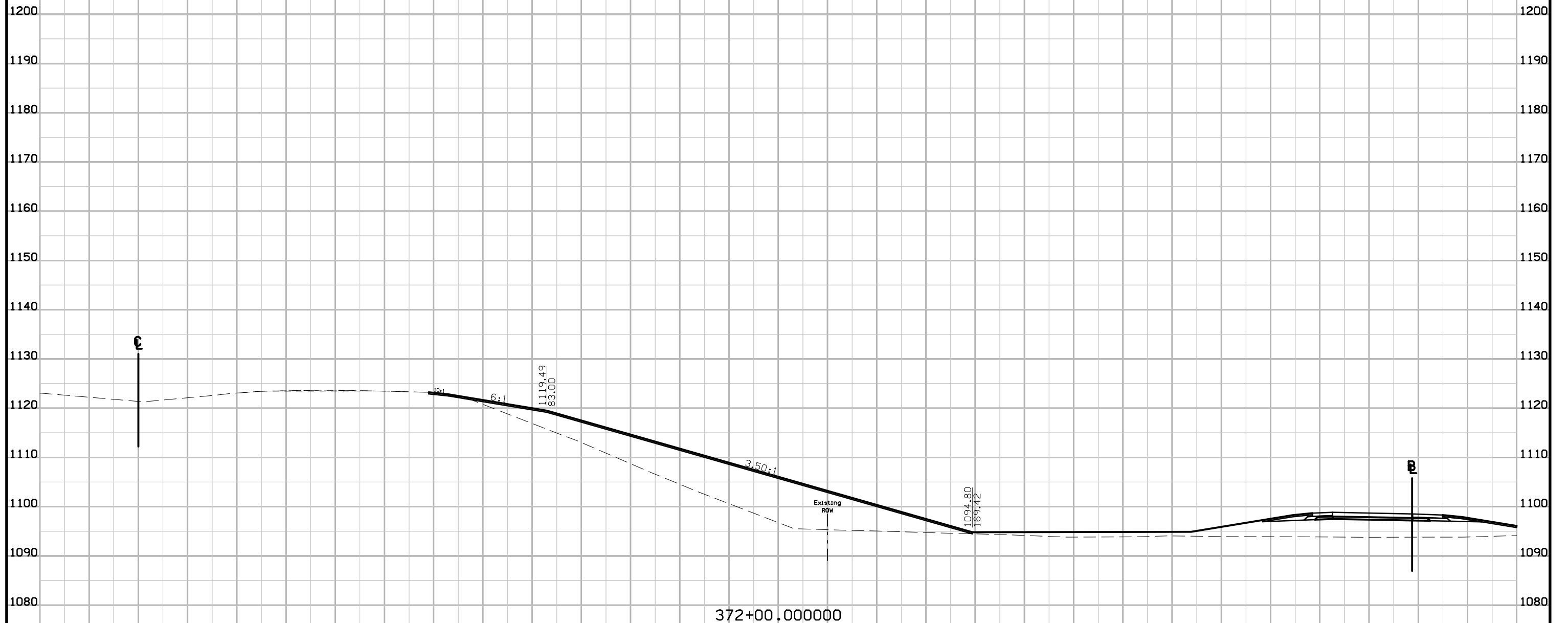
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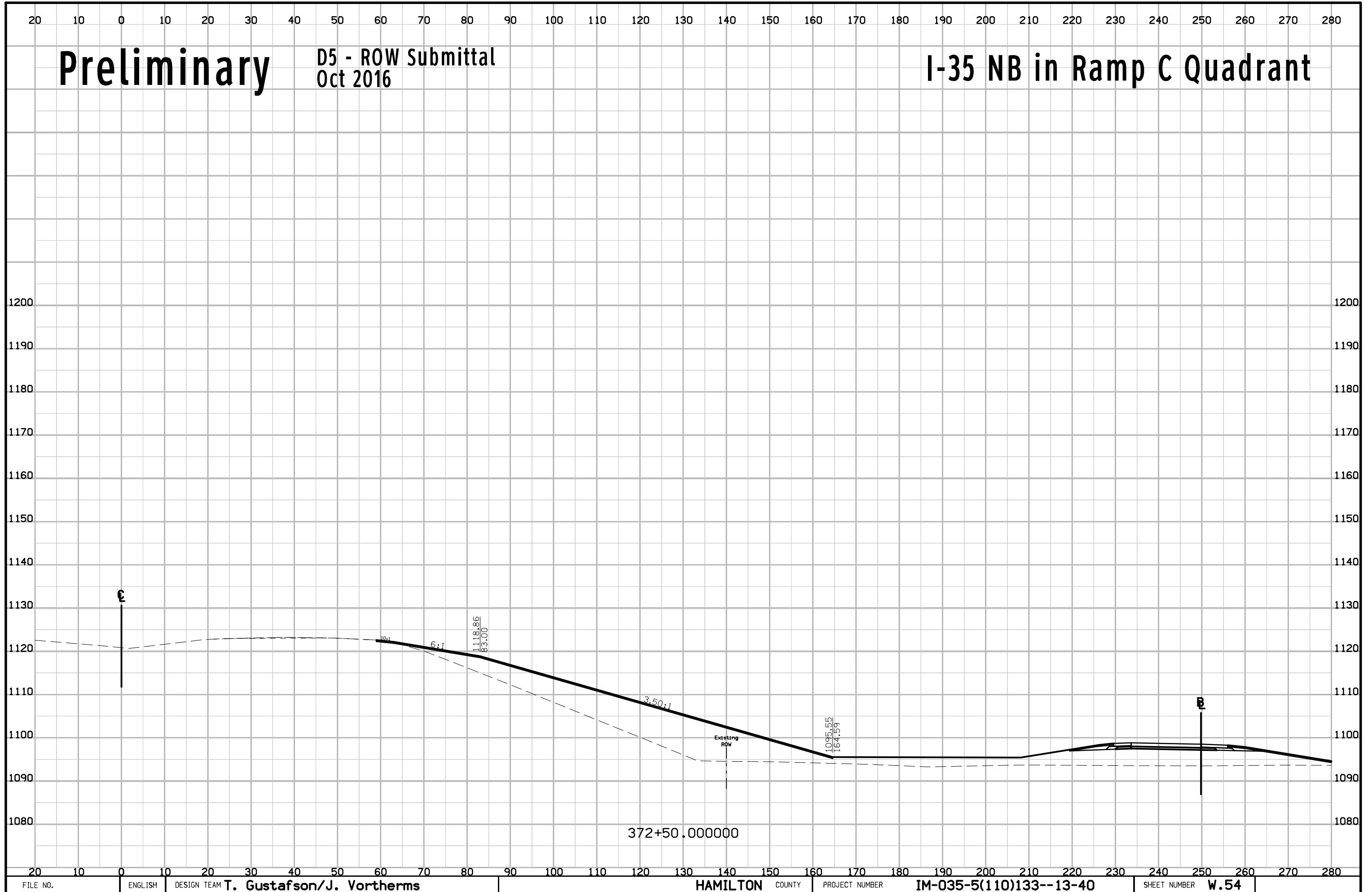
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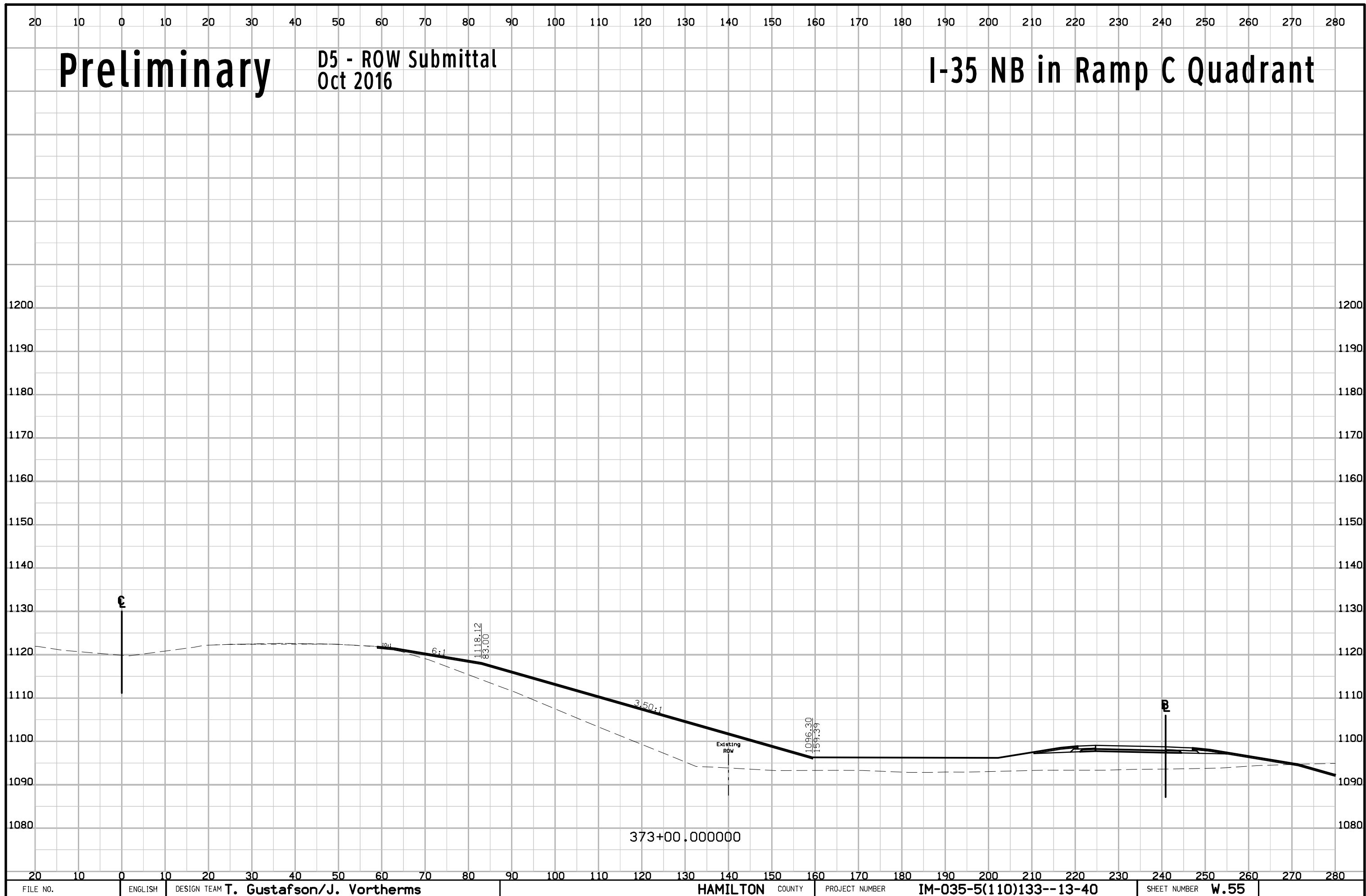
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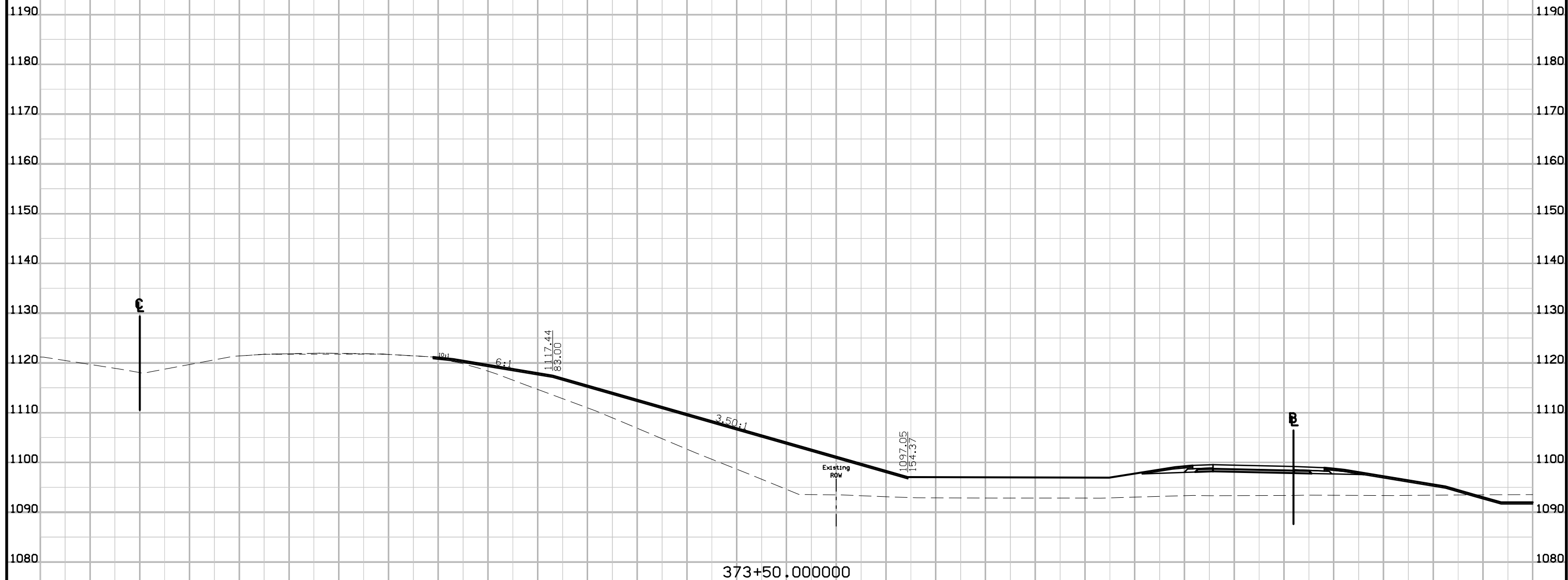


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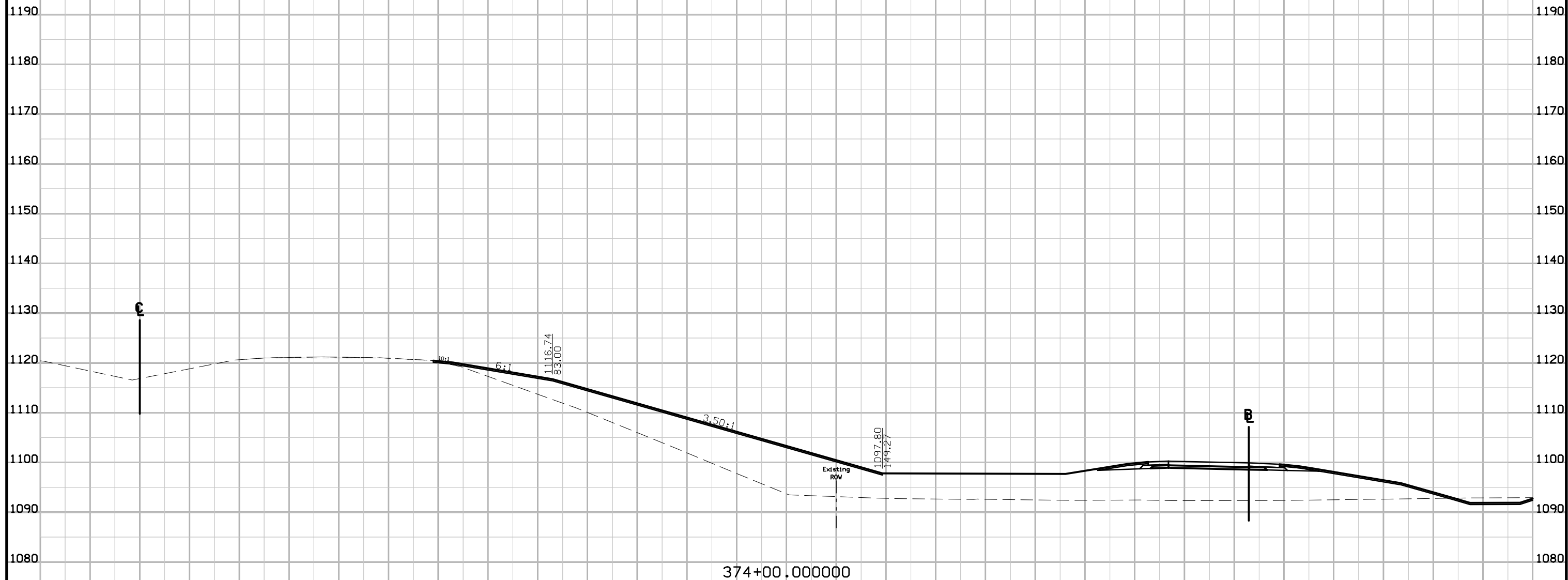
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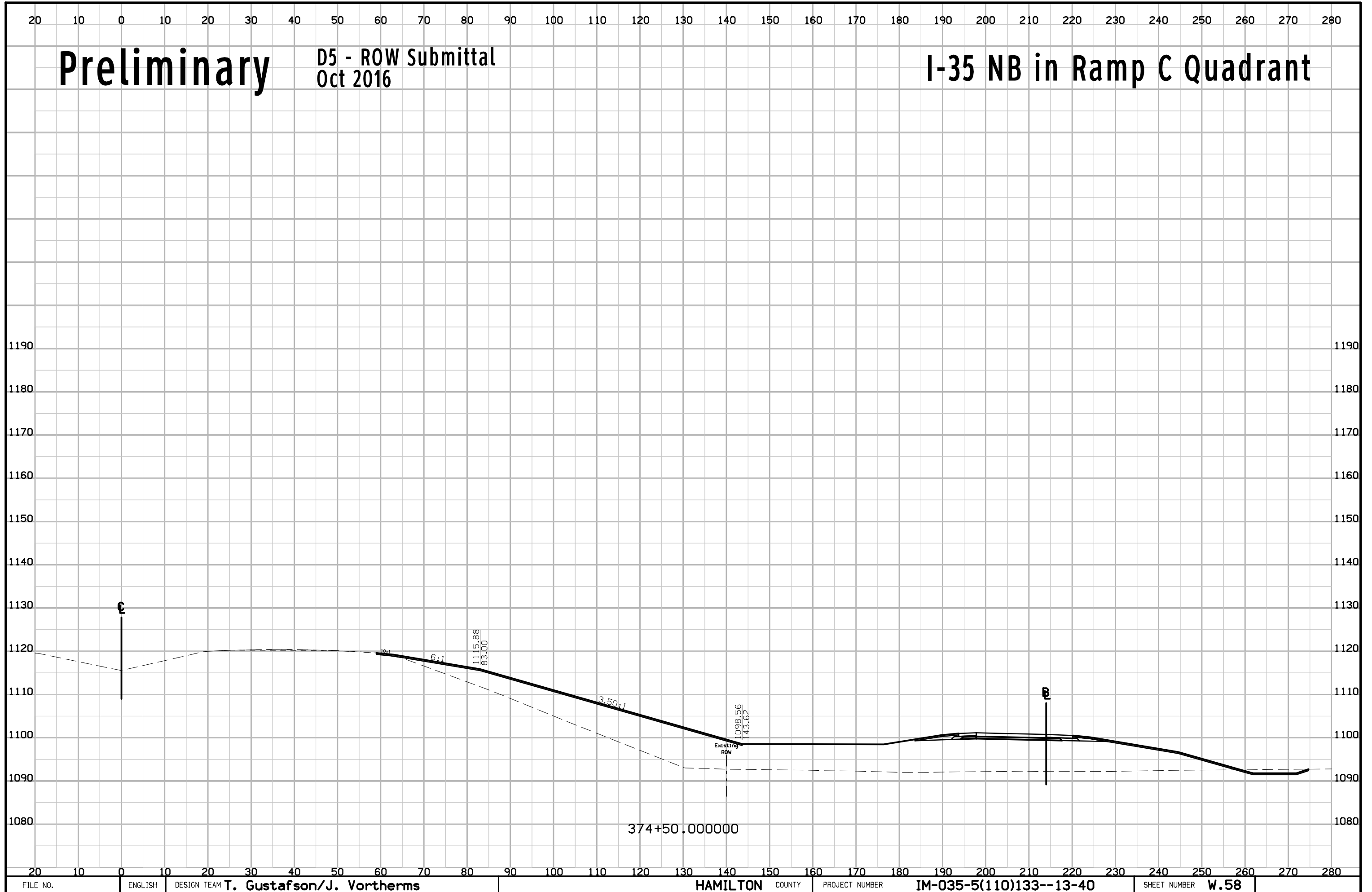
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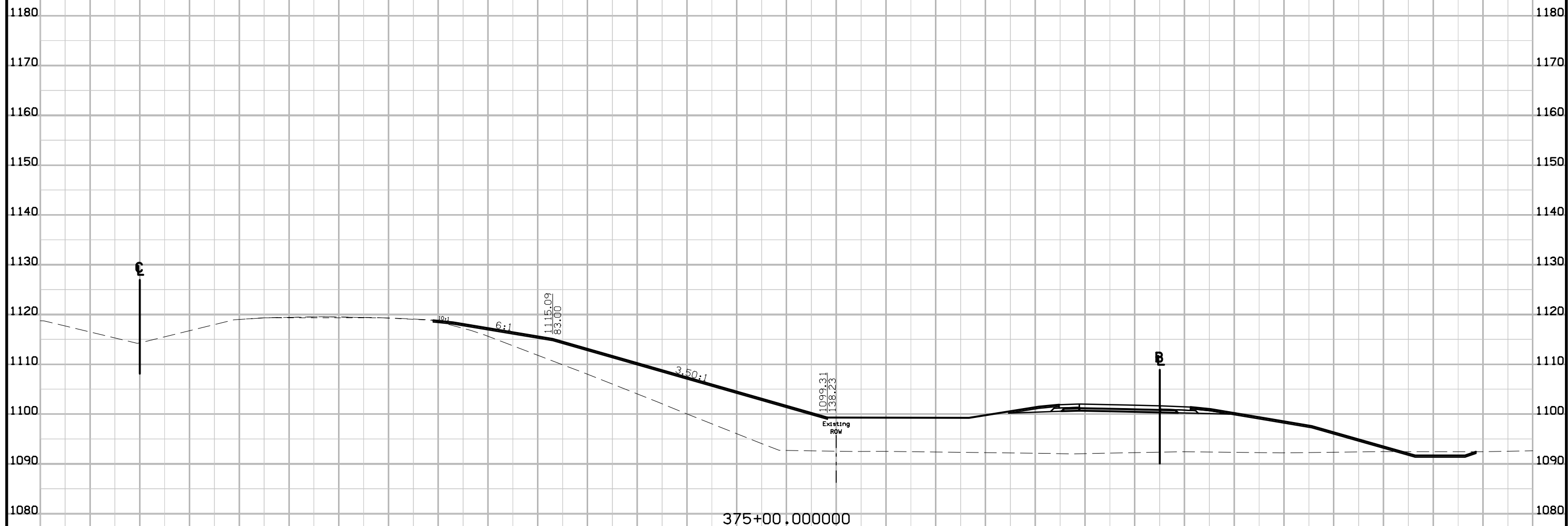


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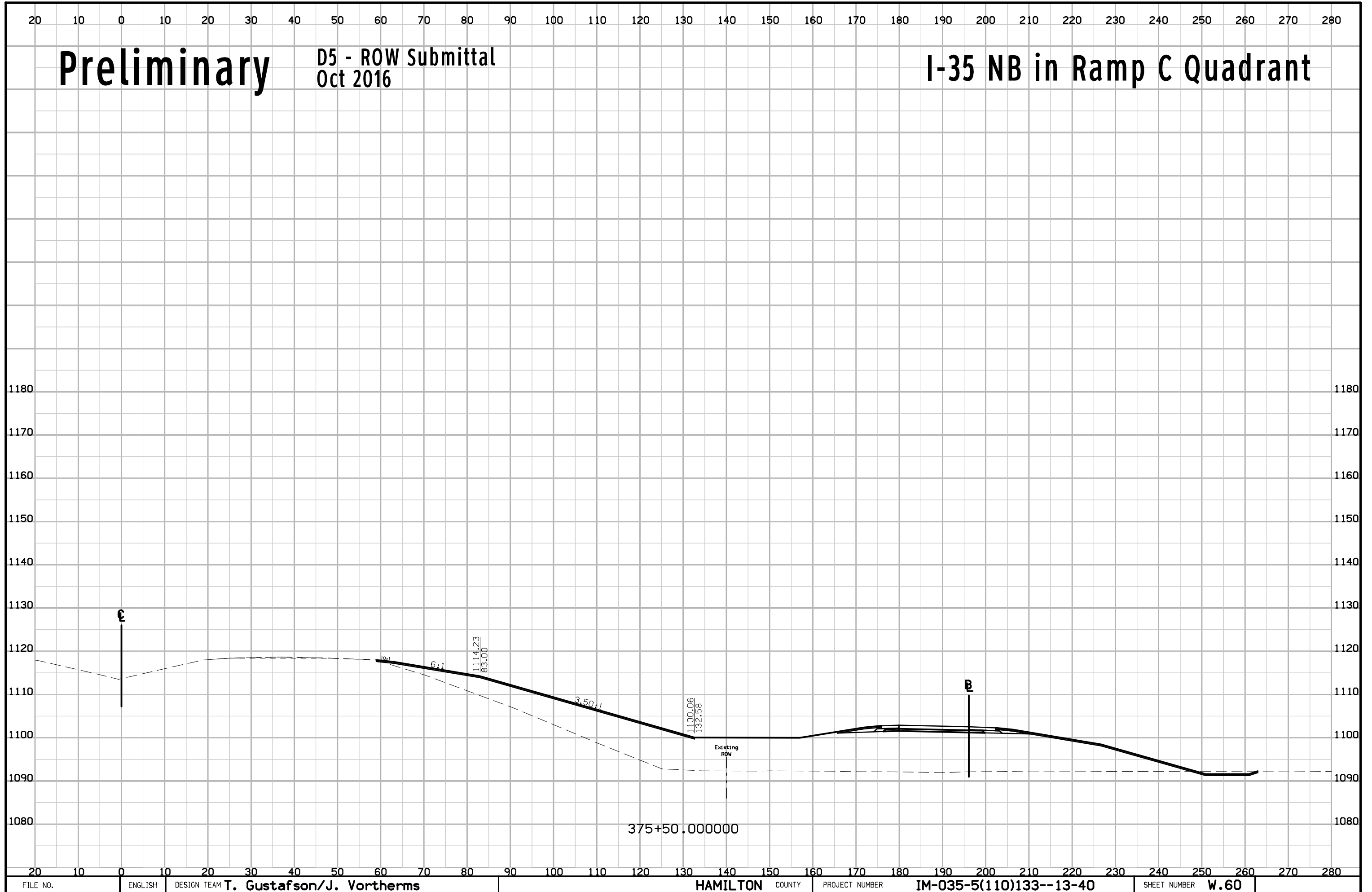


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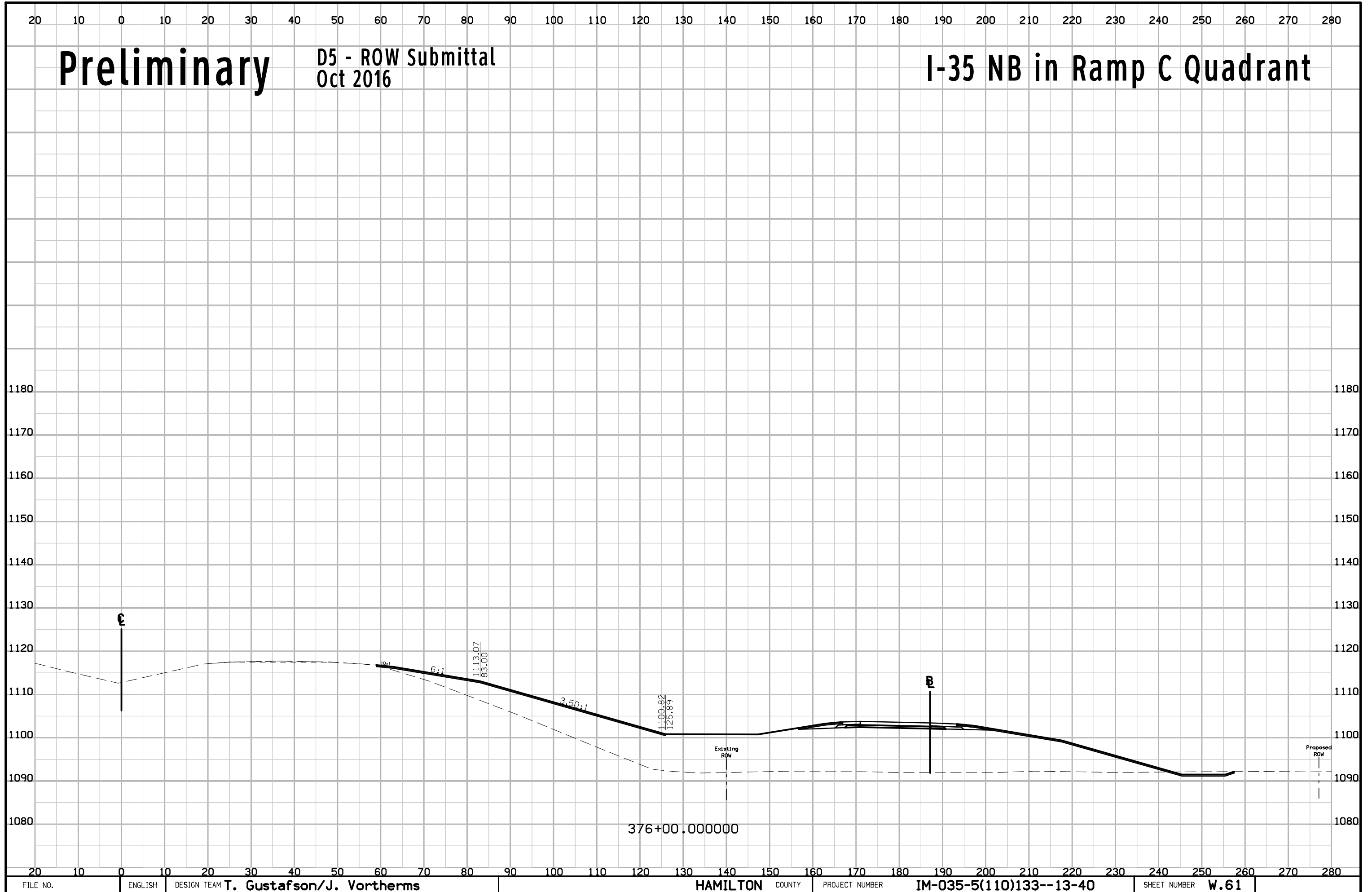
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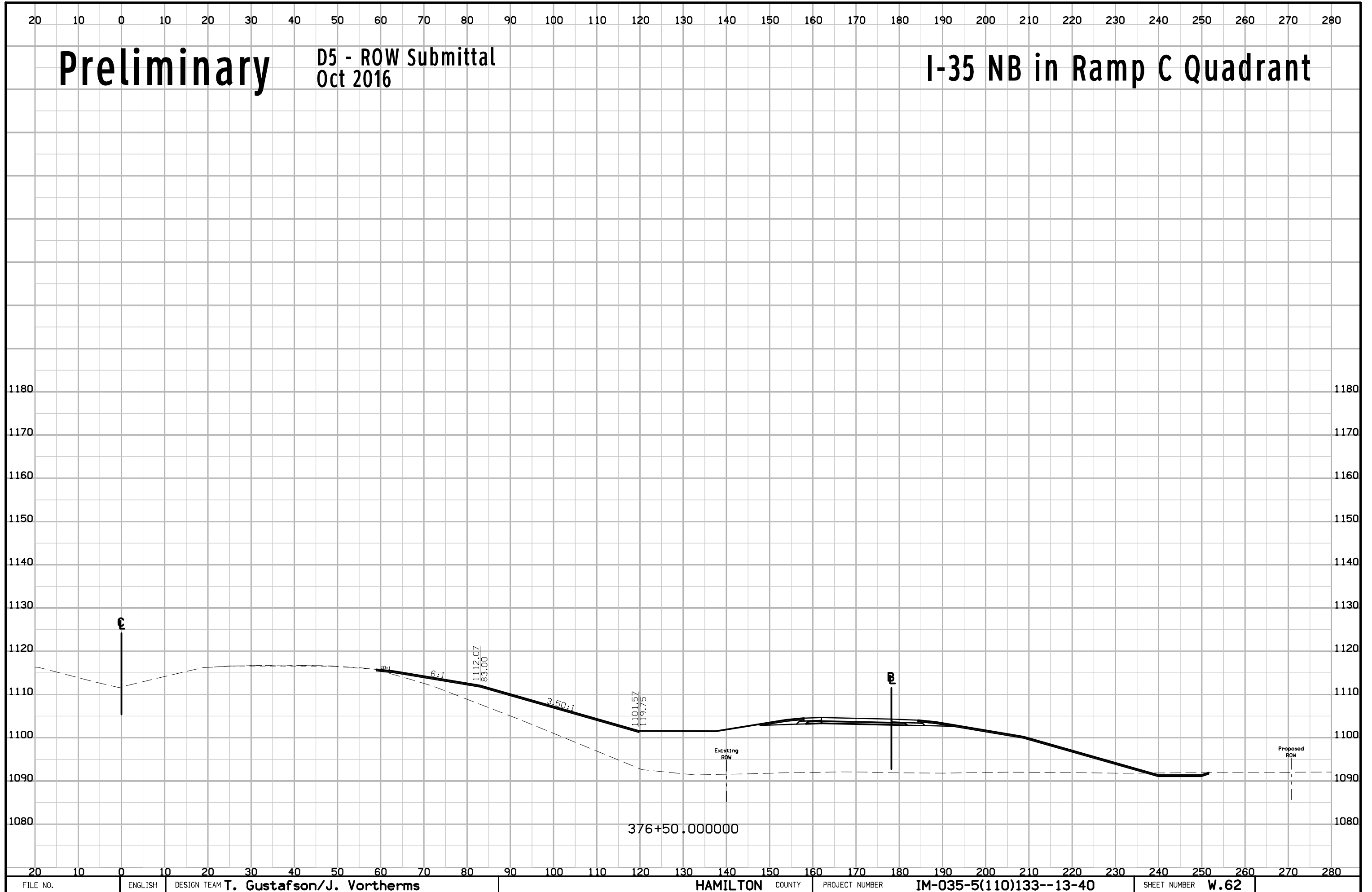
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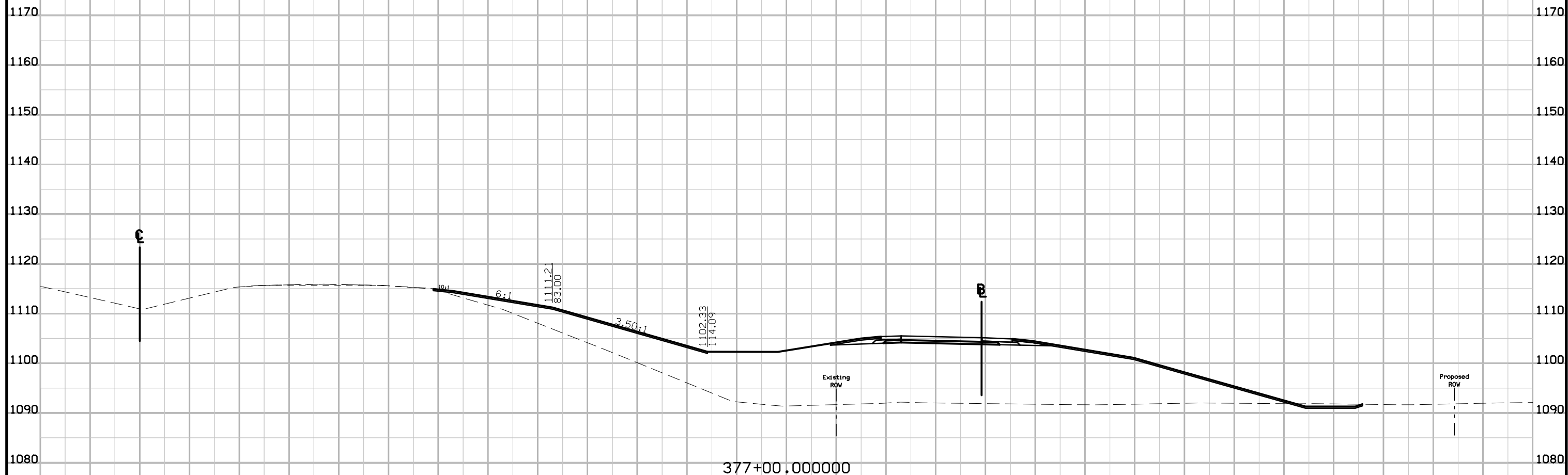


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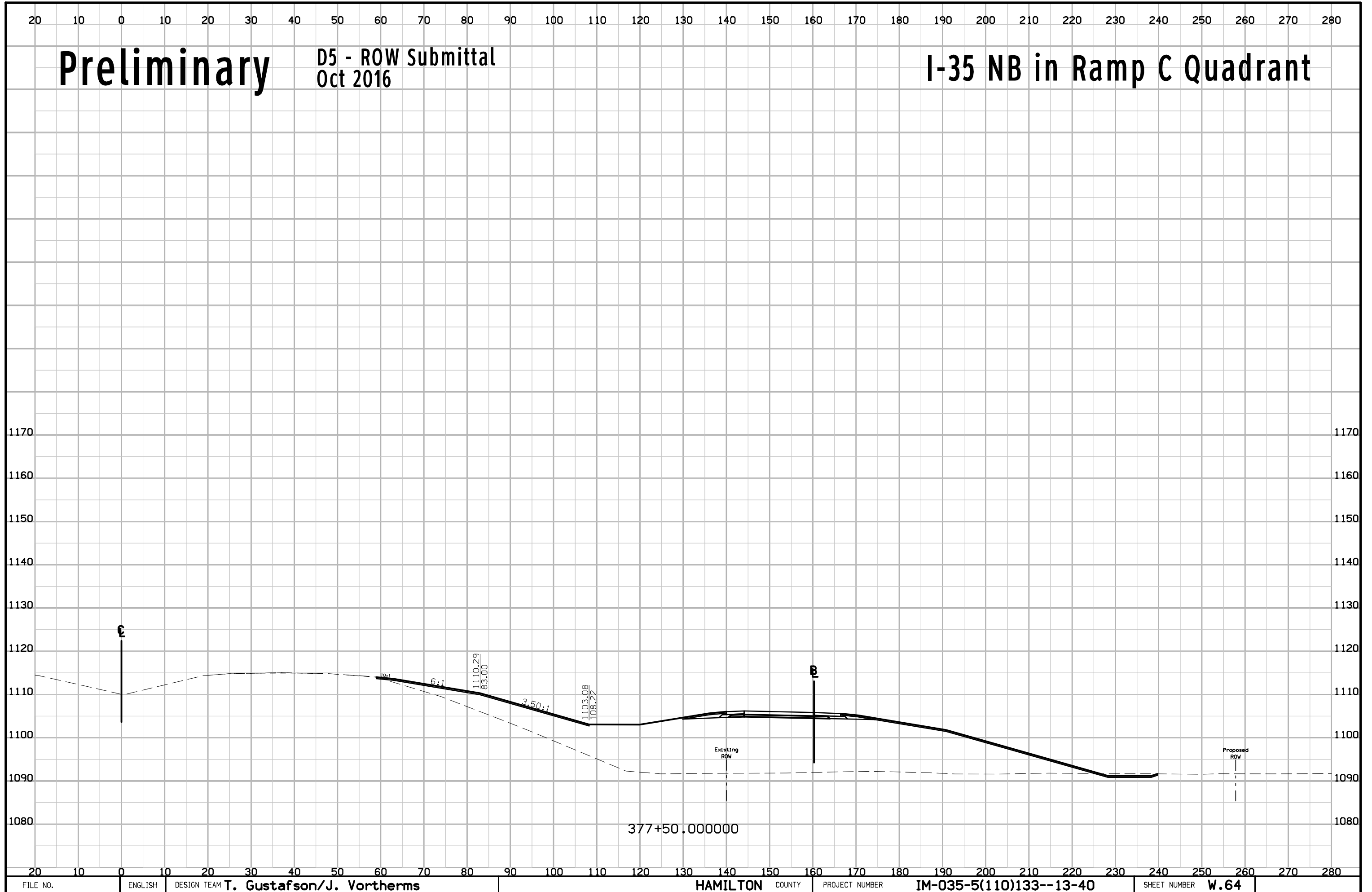


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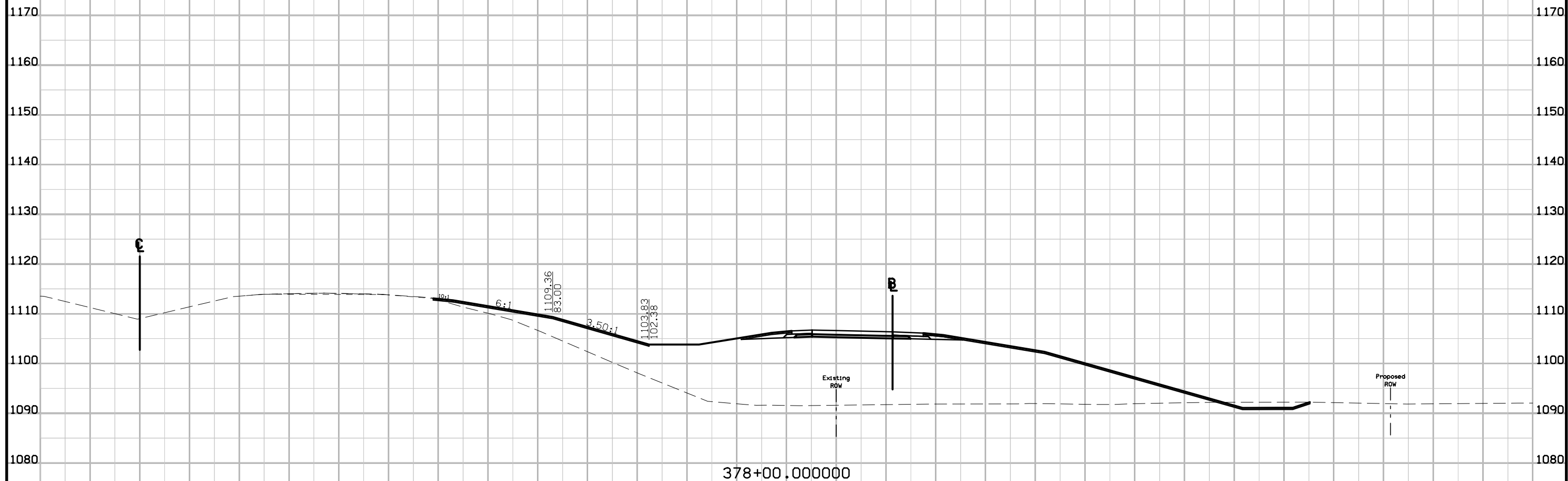


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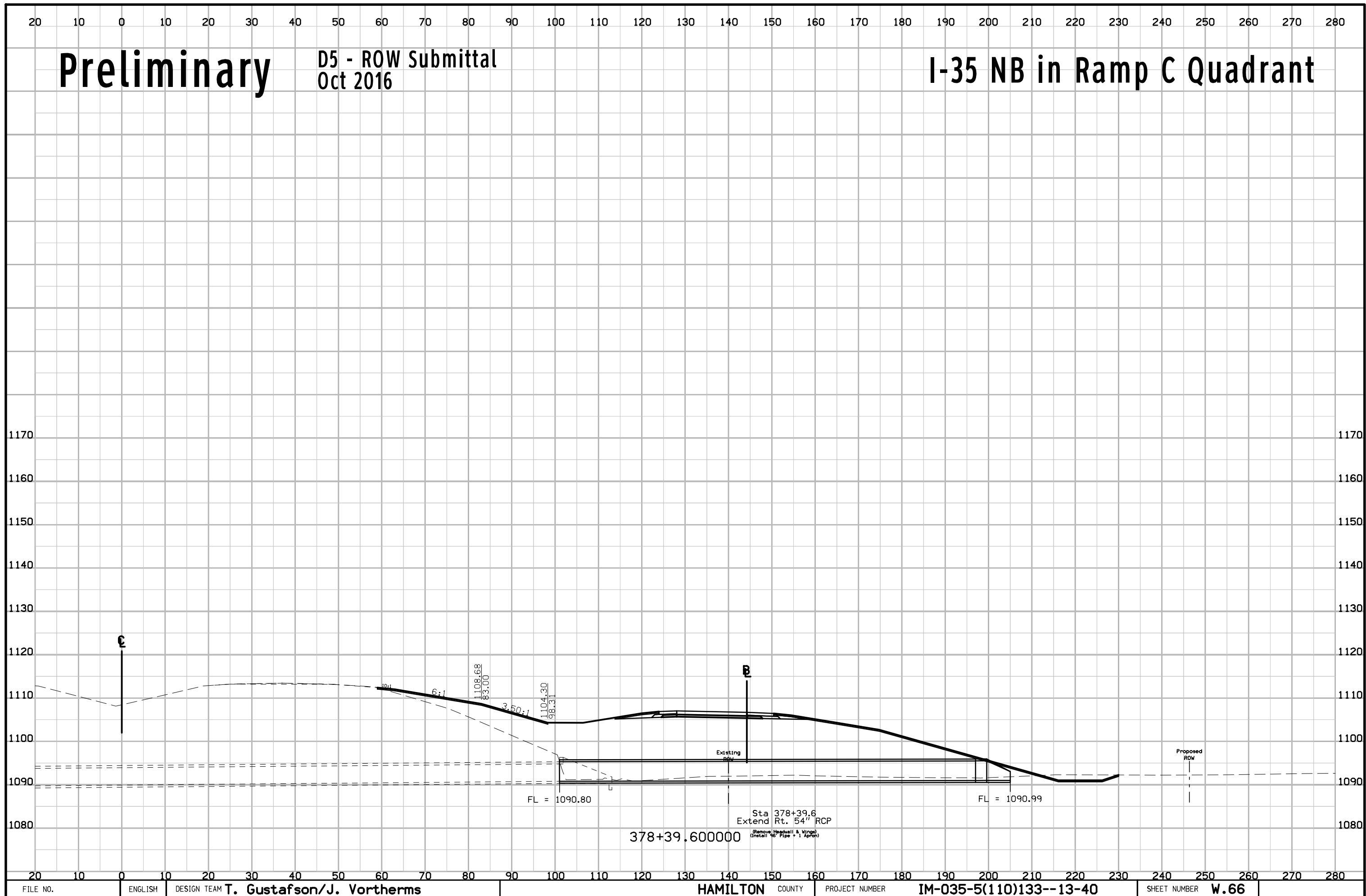


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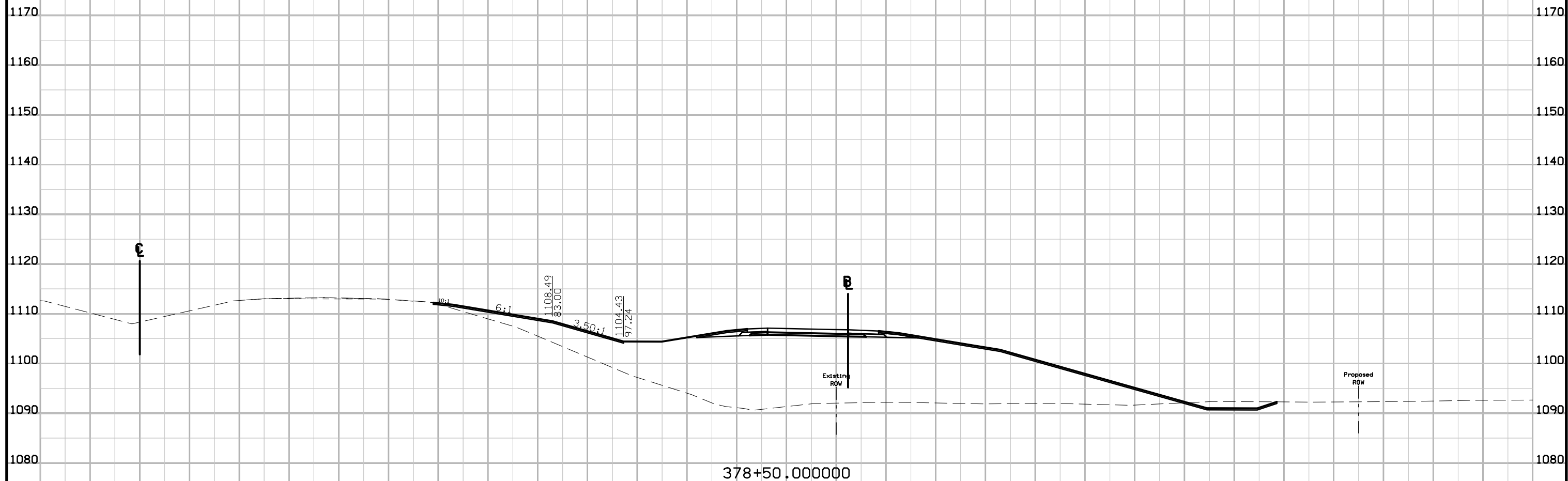


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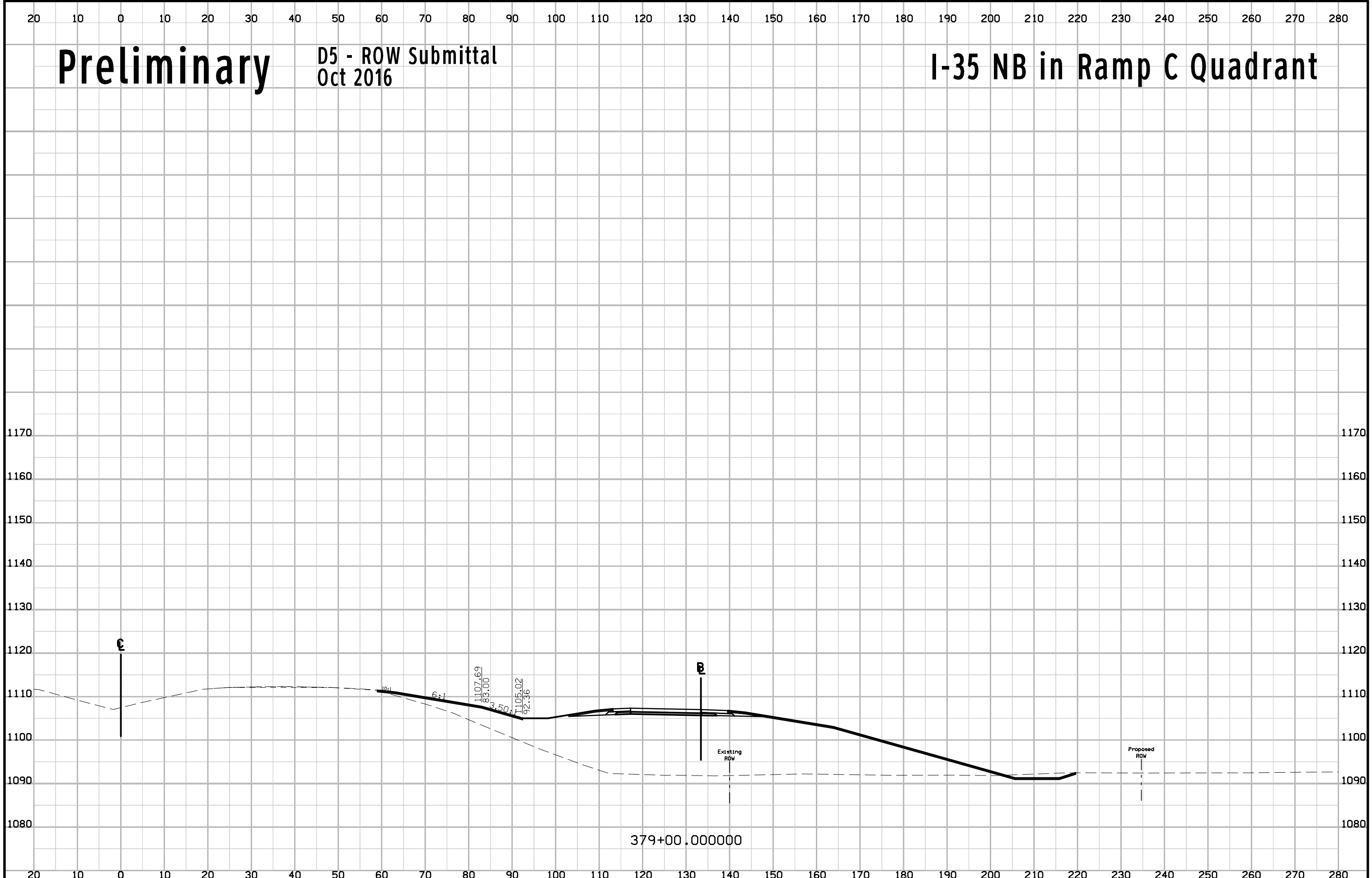


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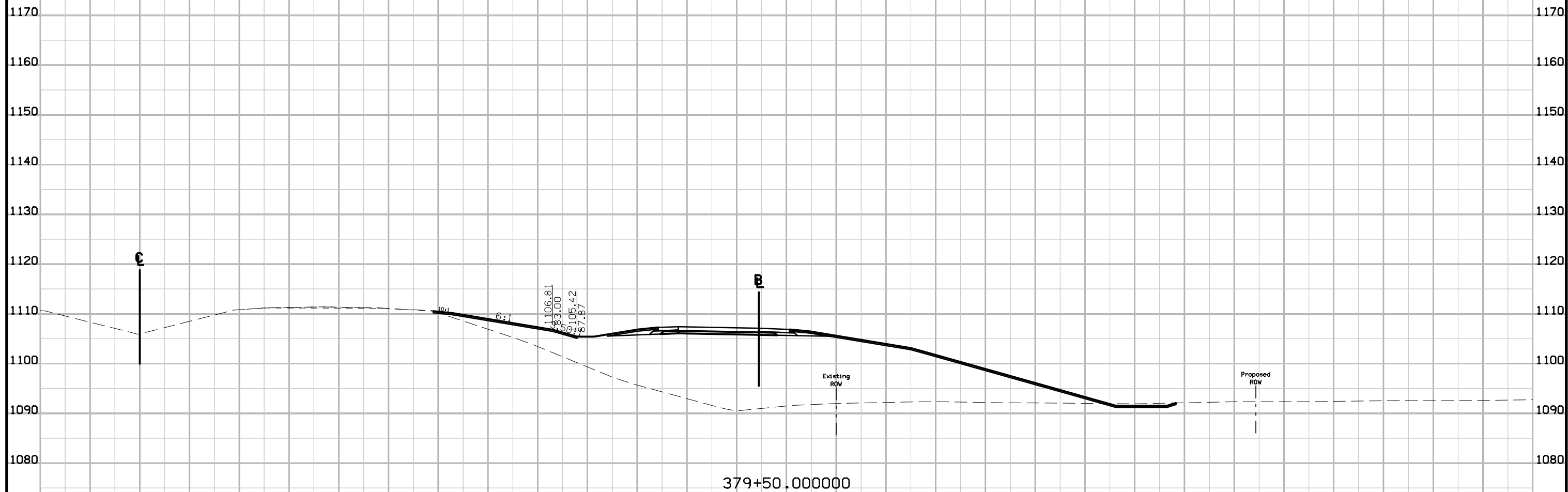


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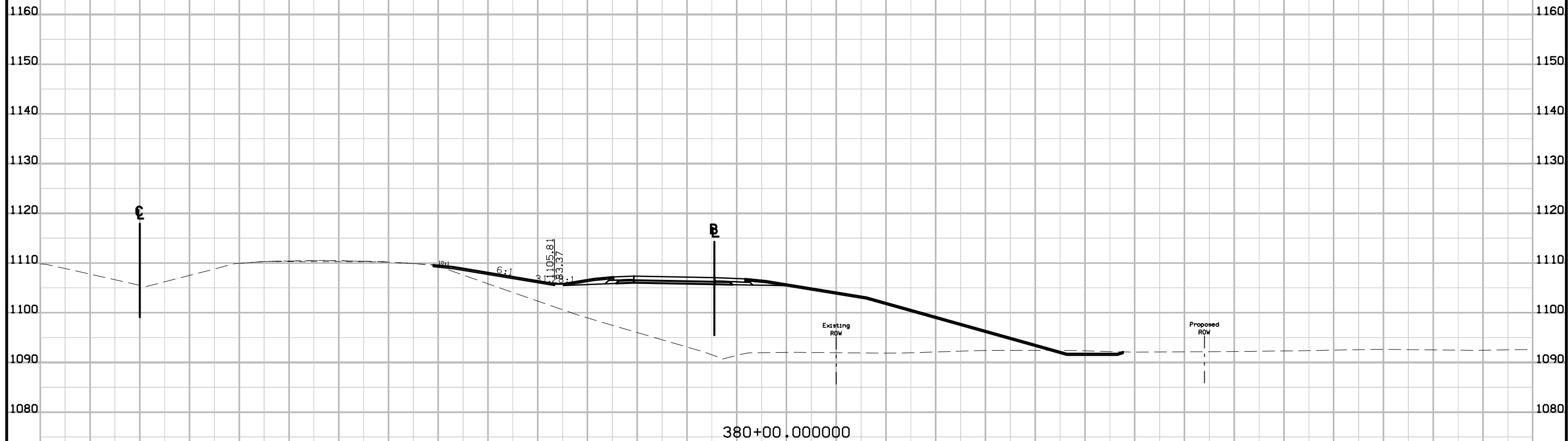


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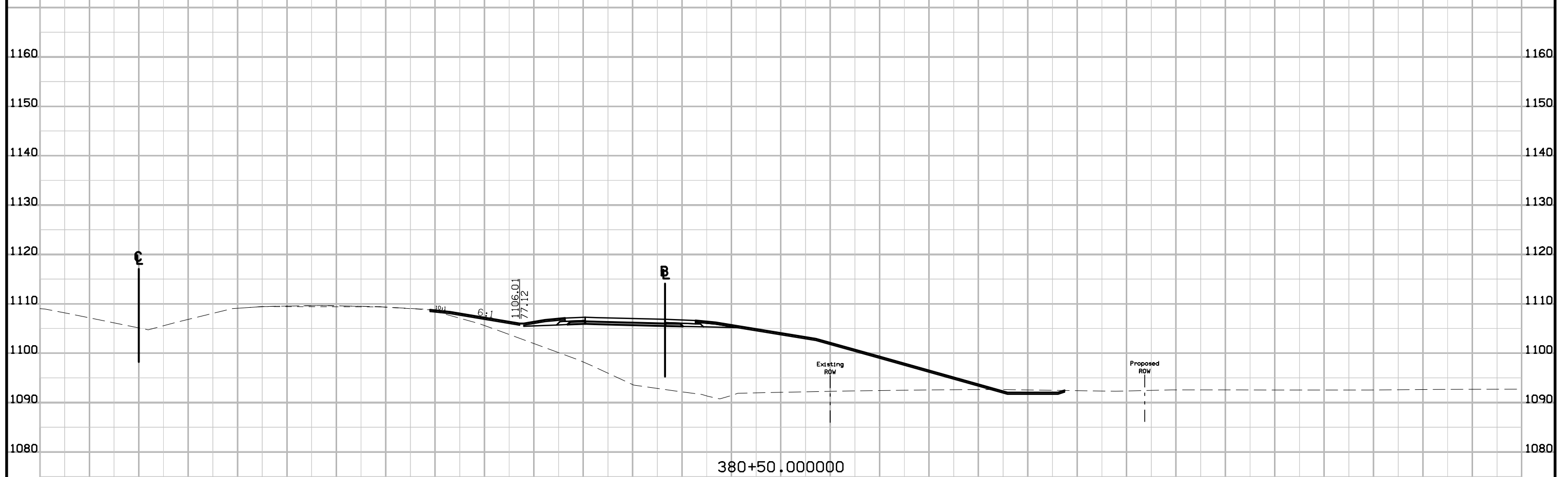
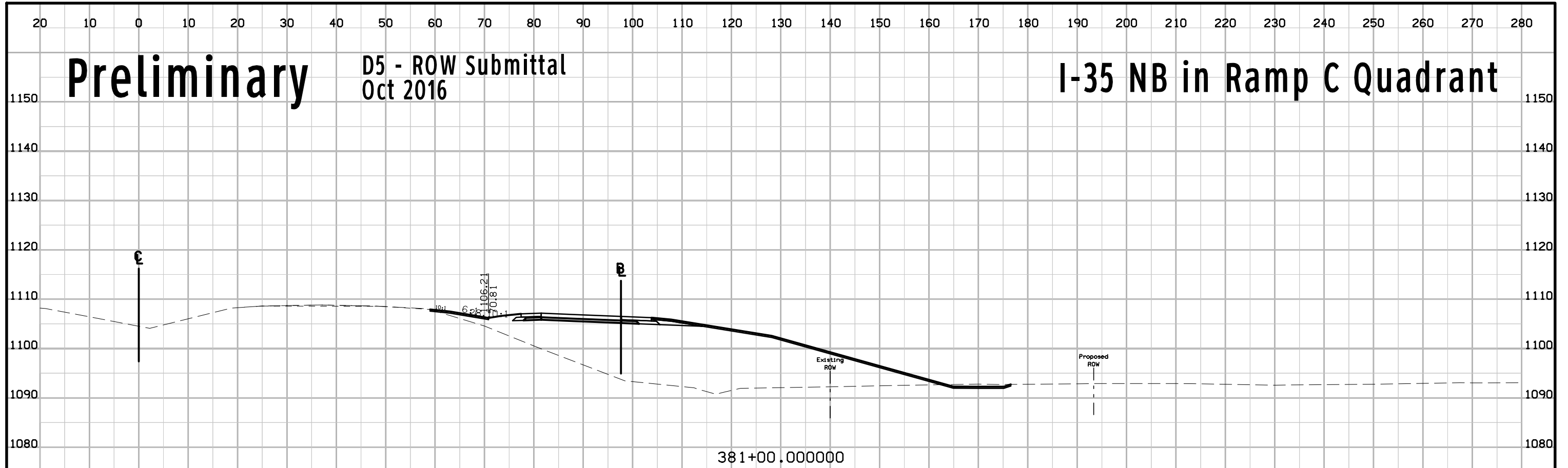
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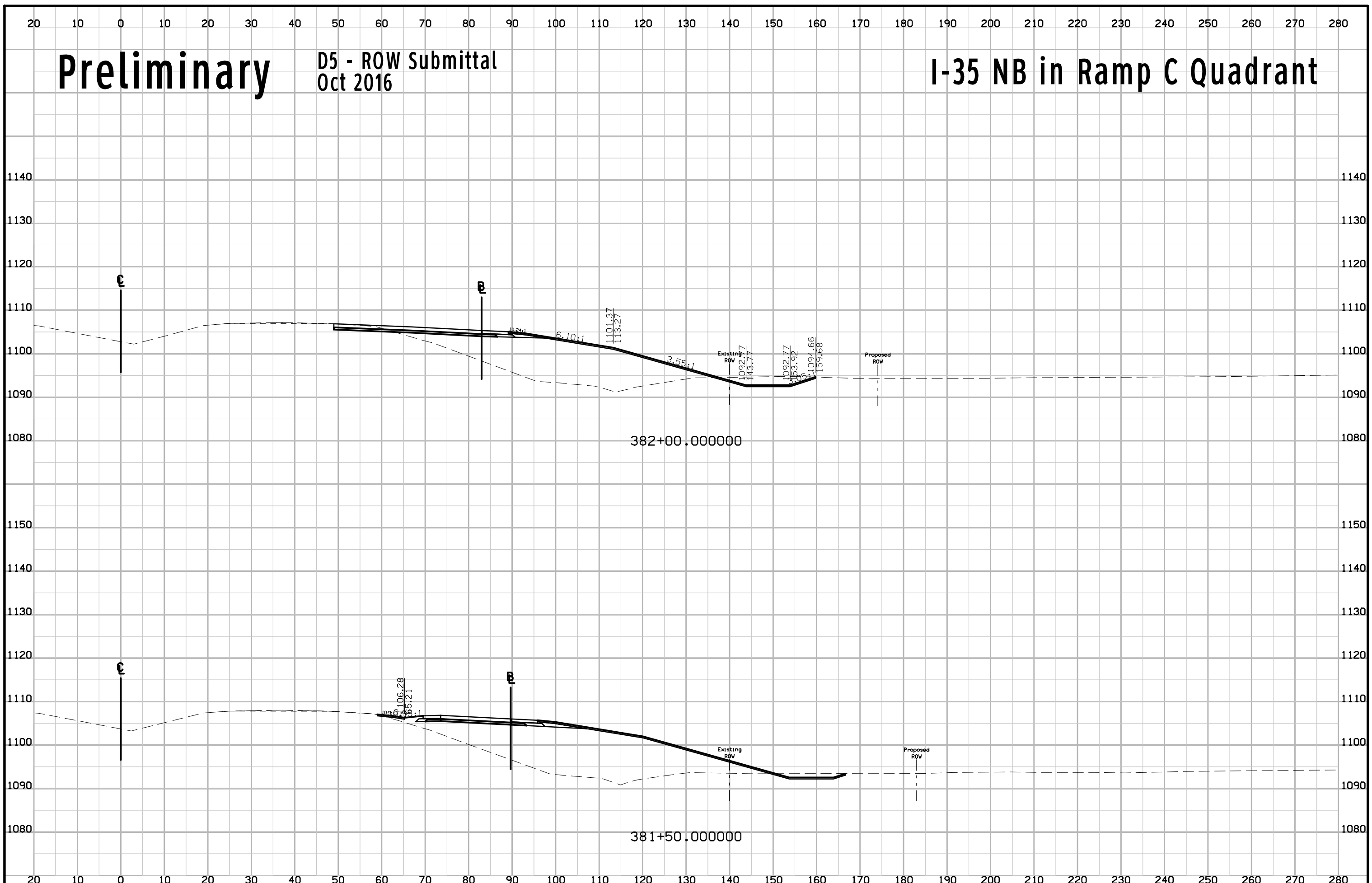
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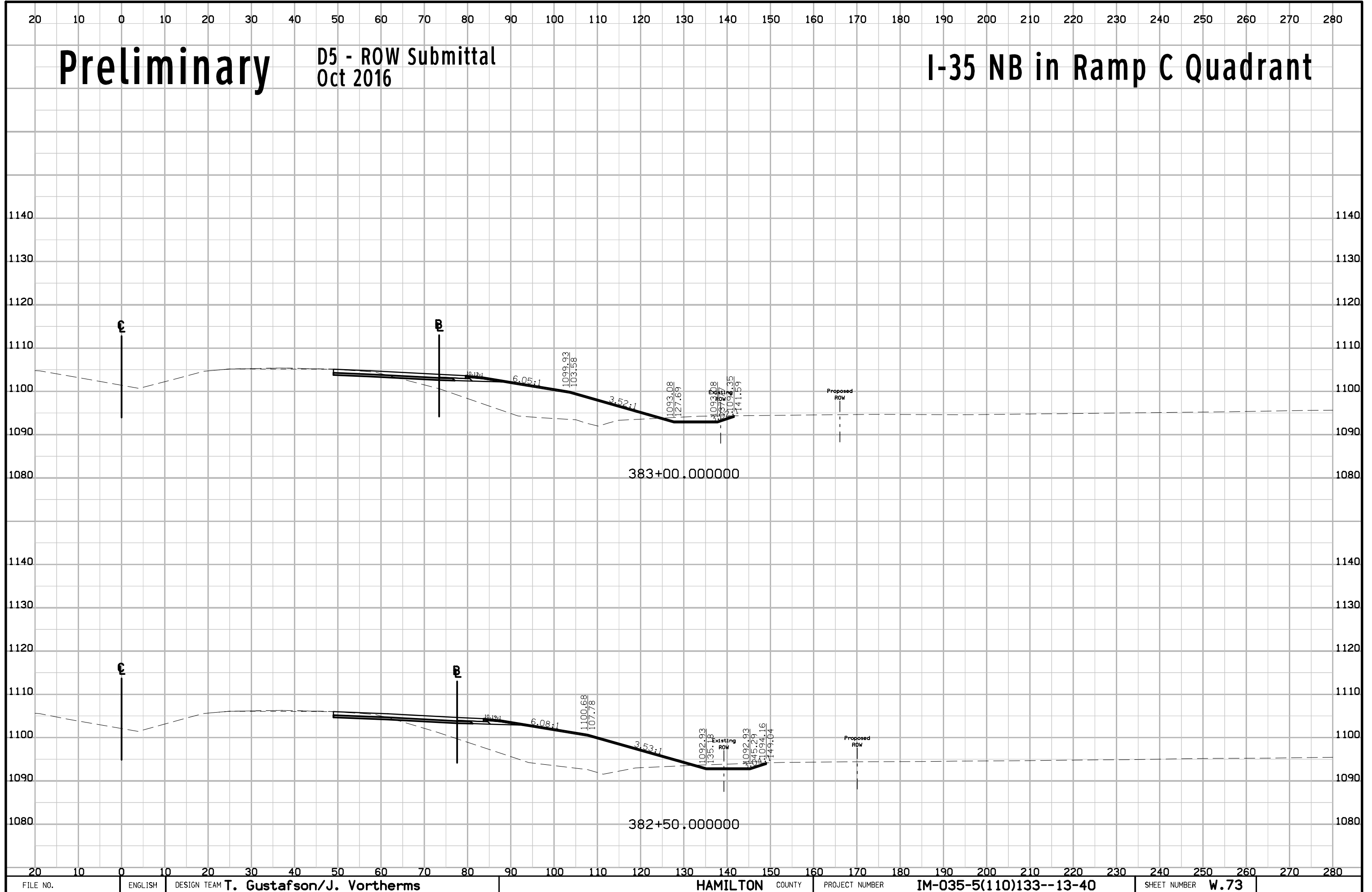
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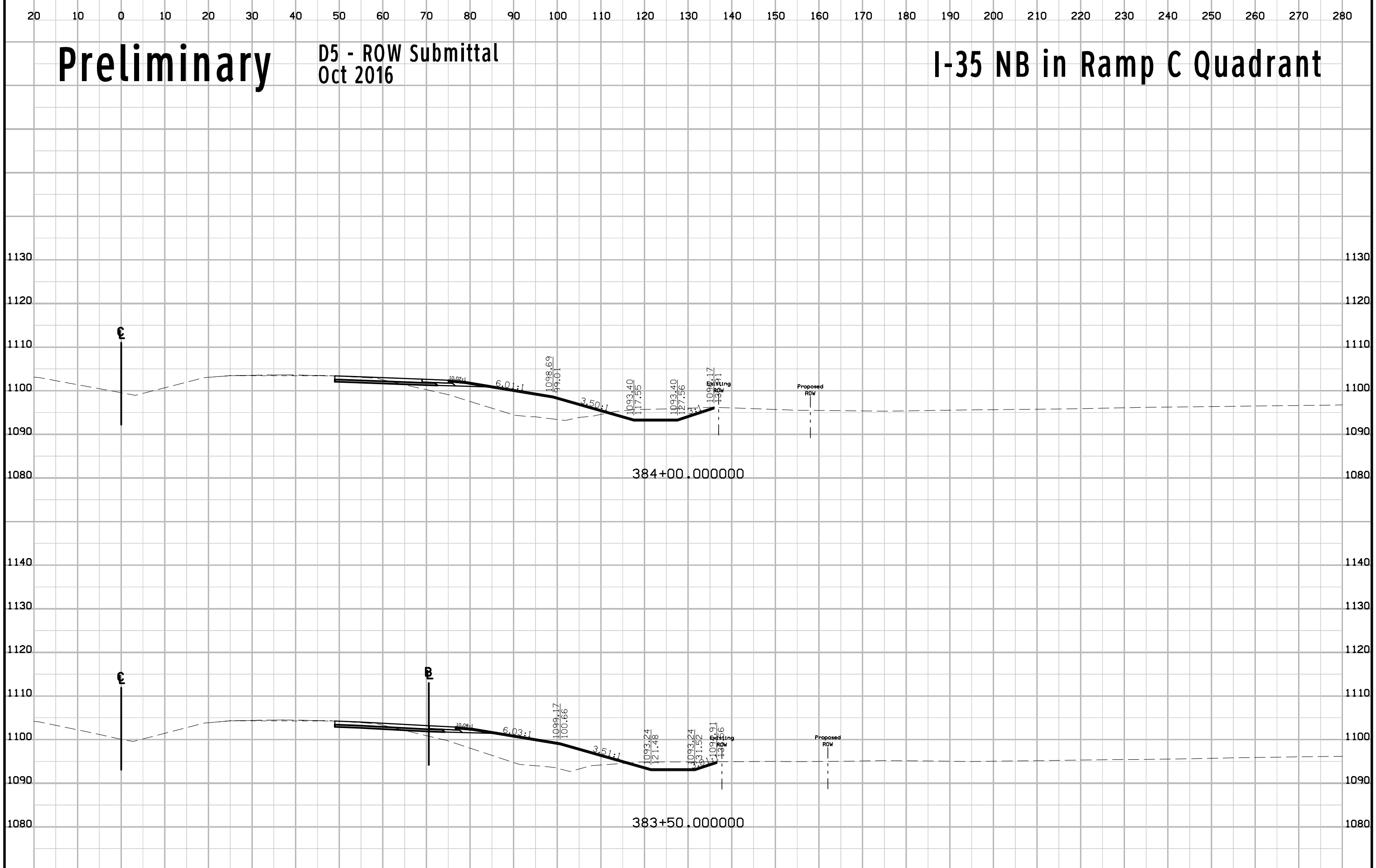
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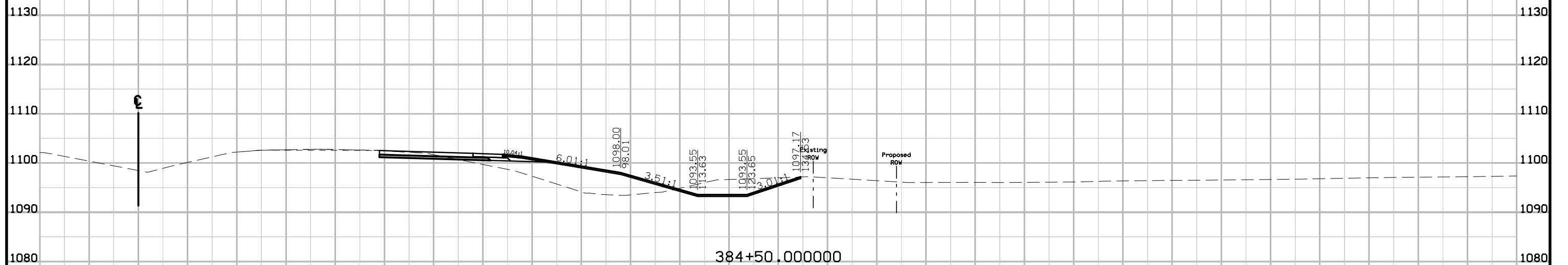
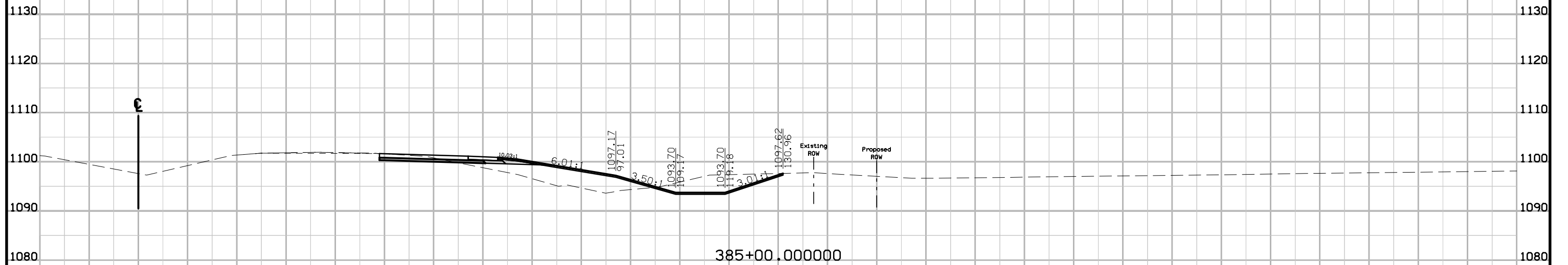


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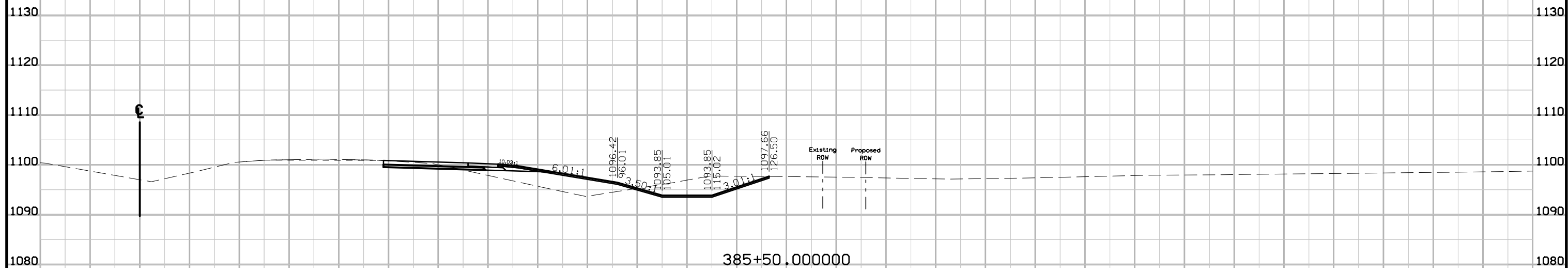
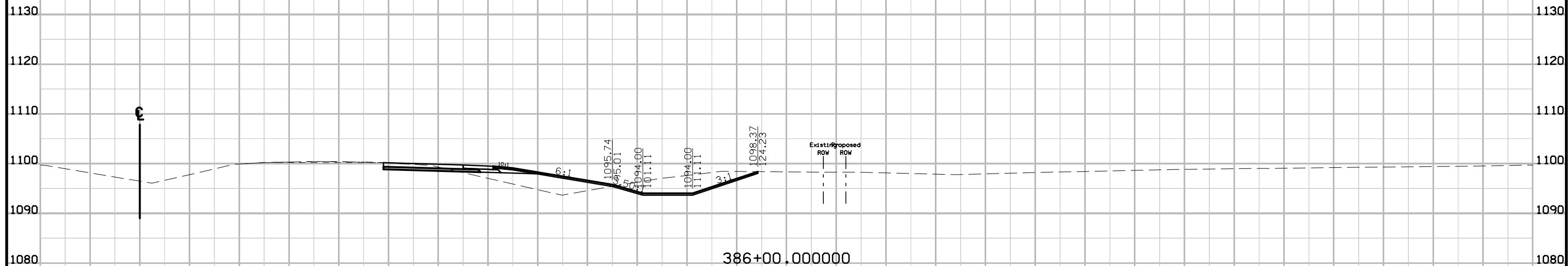
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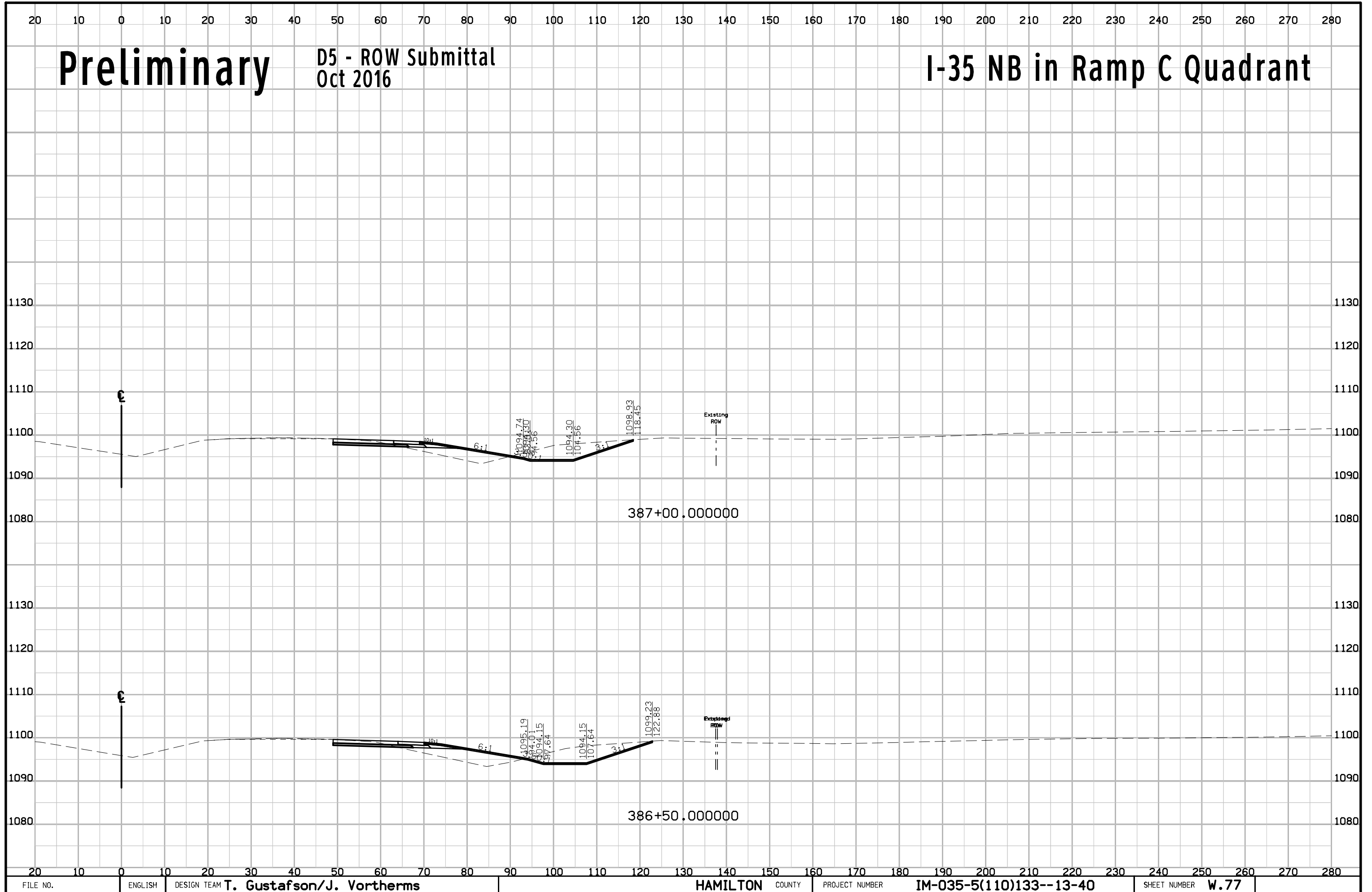


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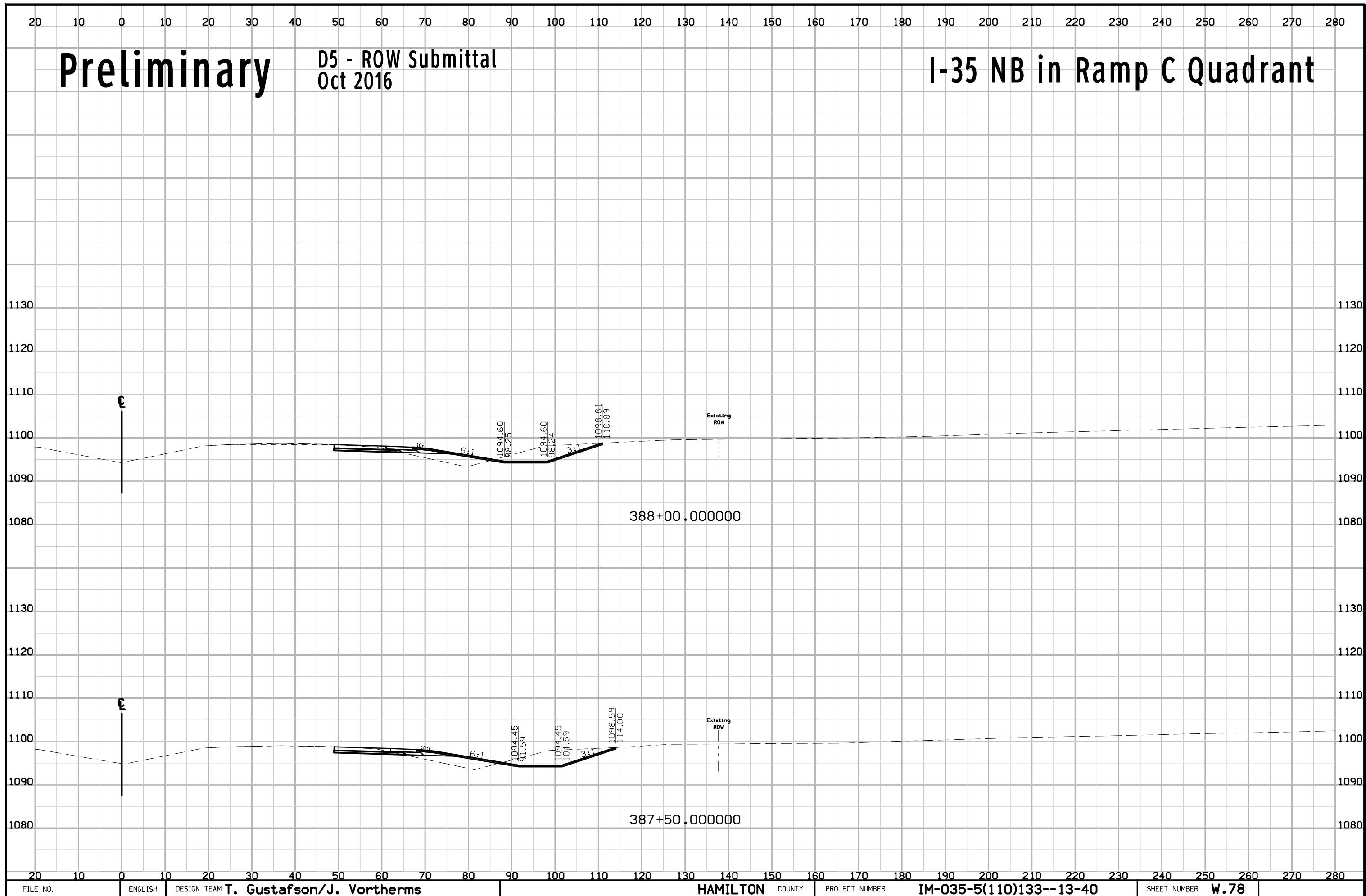
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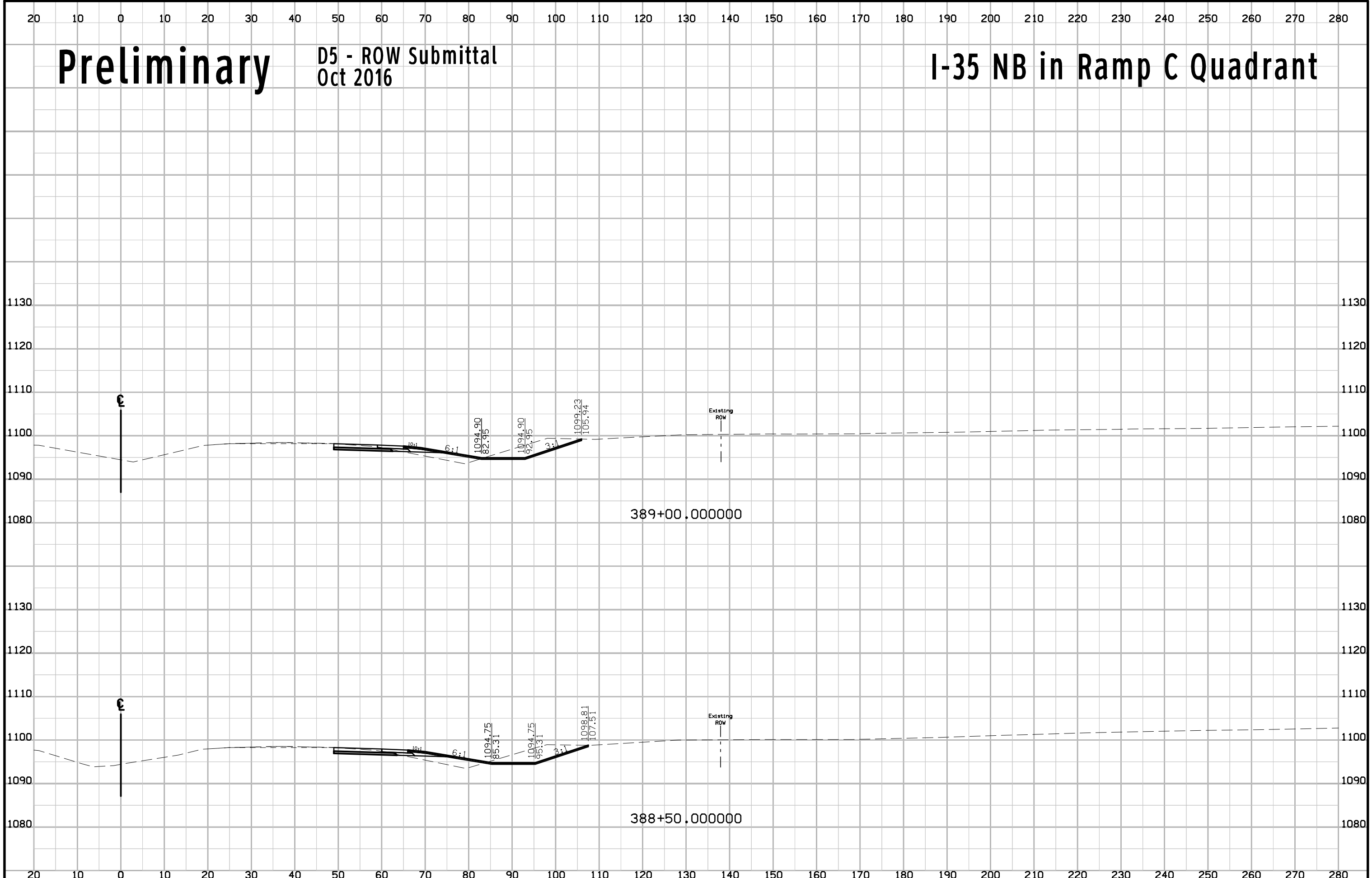
I-35 NB in Ramp C Quadrant



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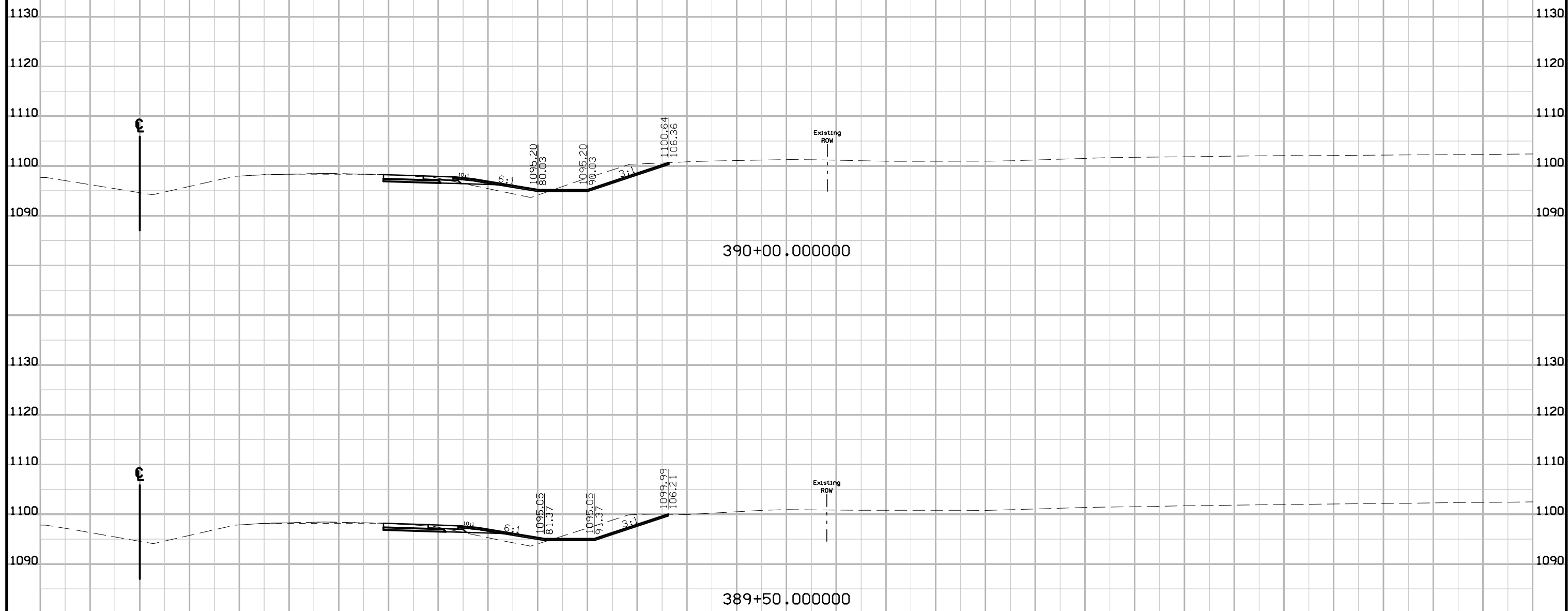


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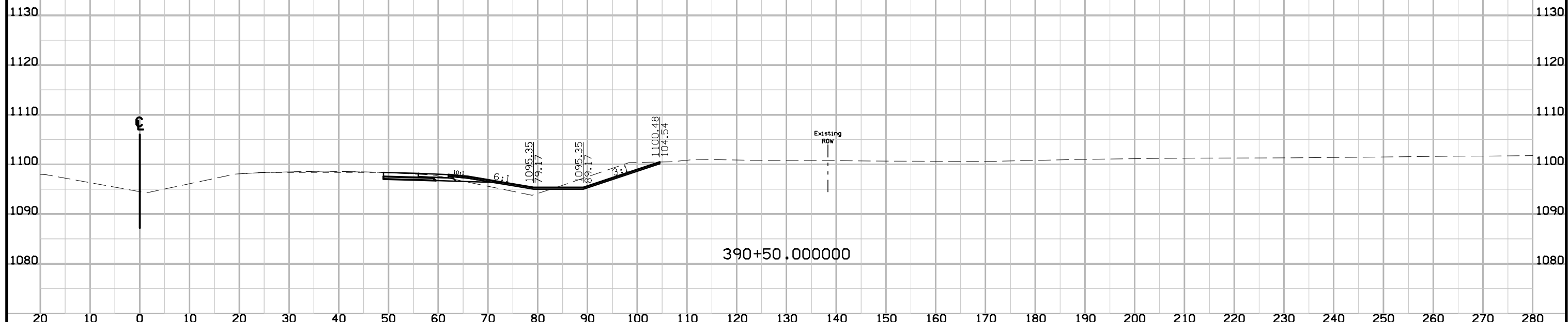


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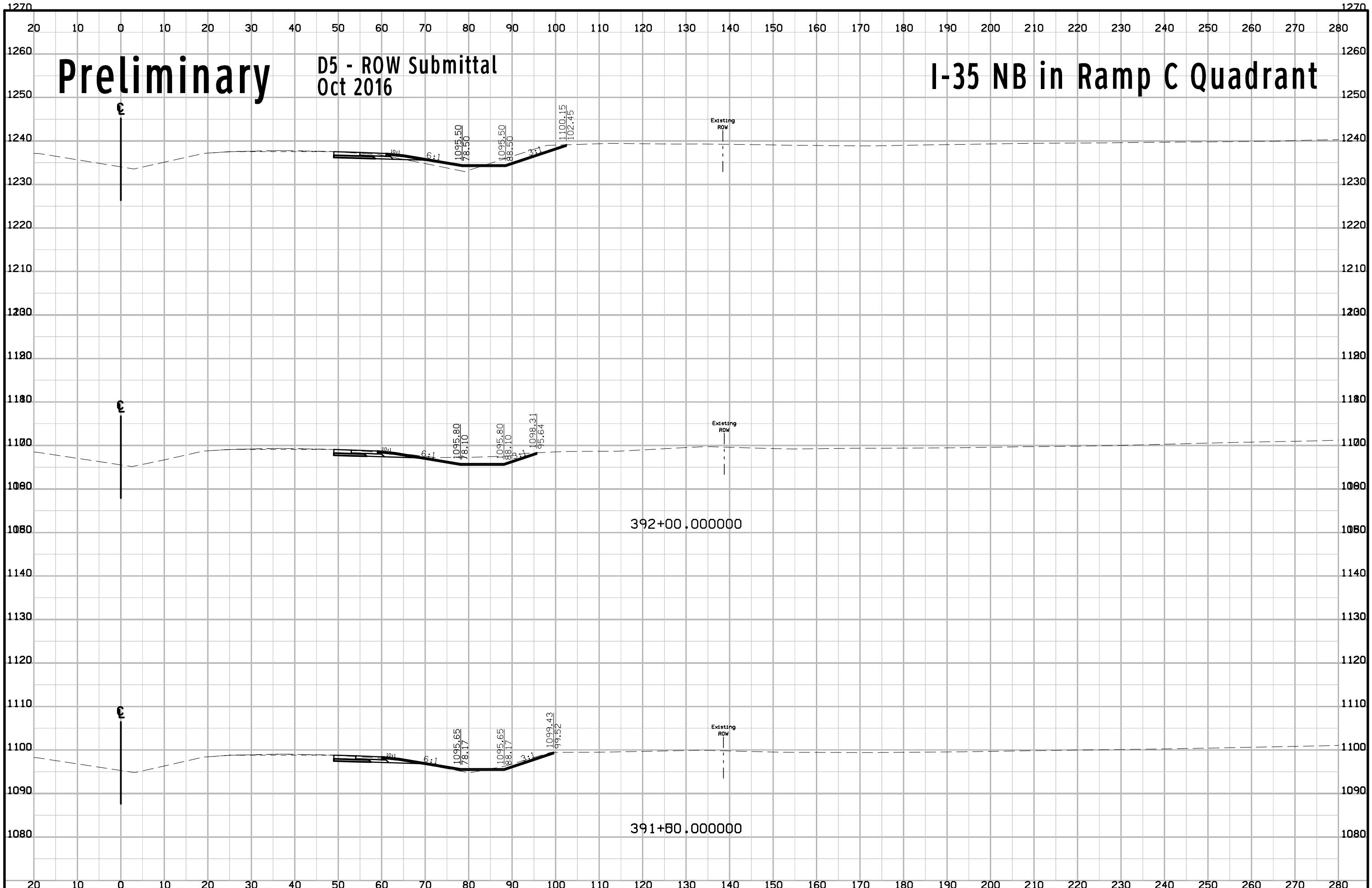
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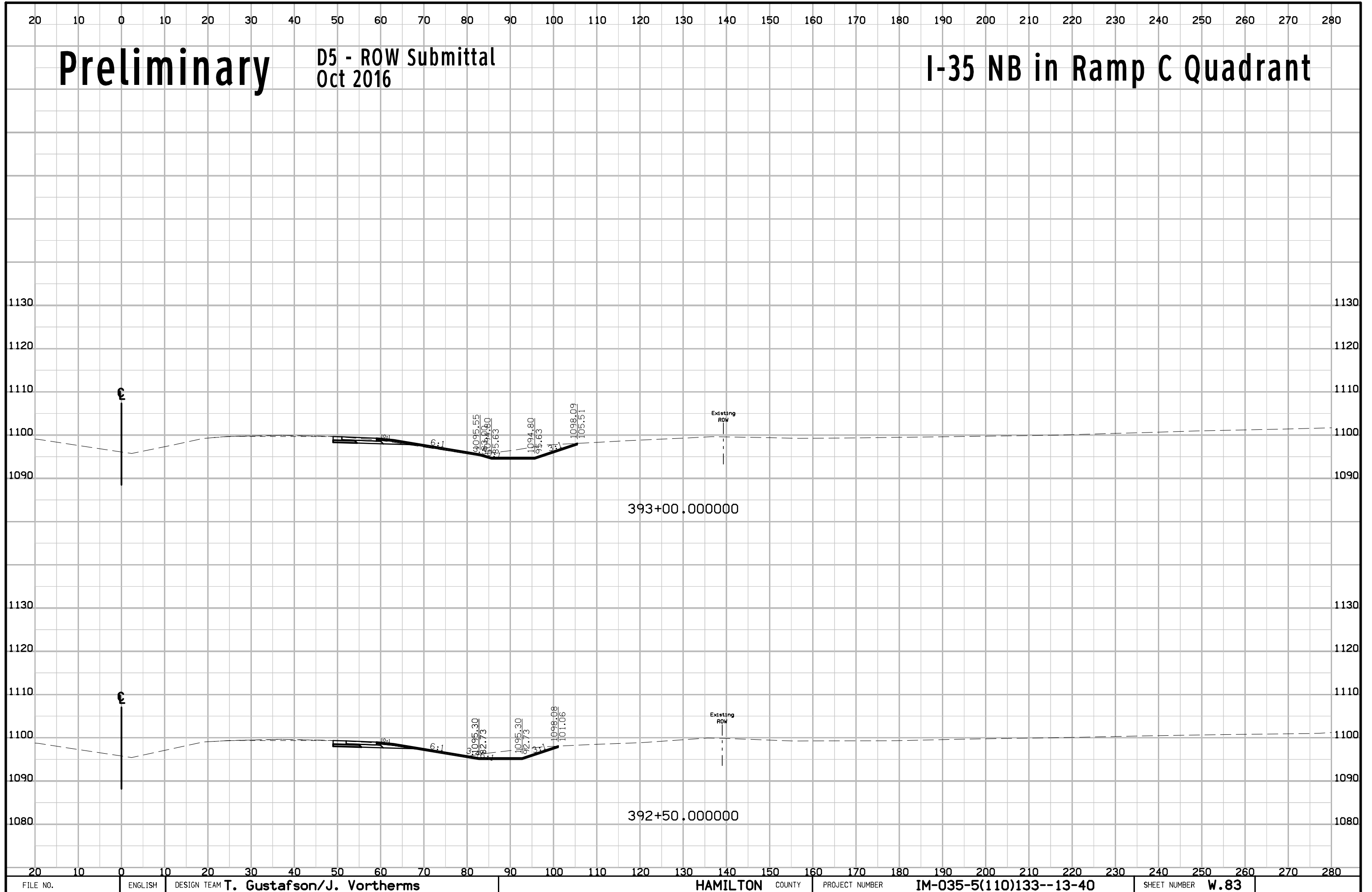
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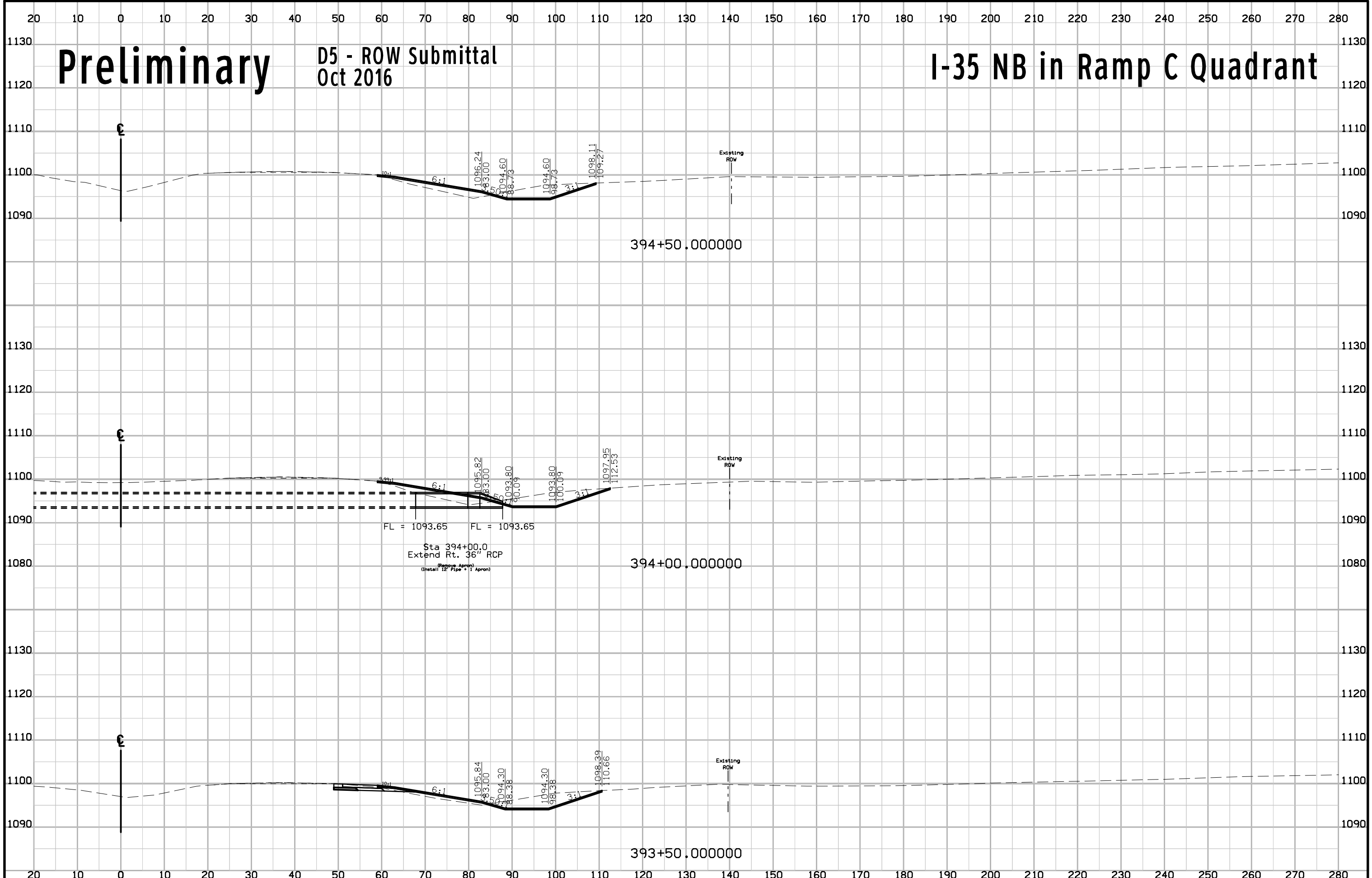
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Preliminary

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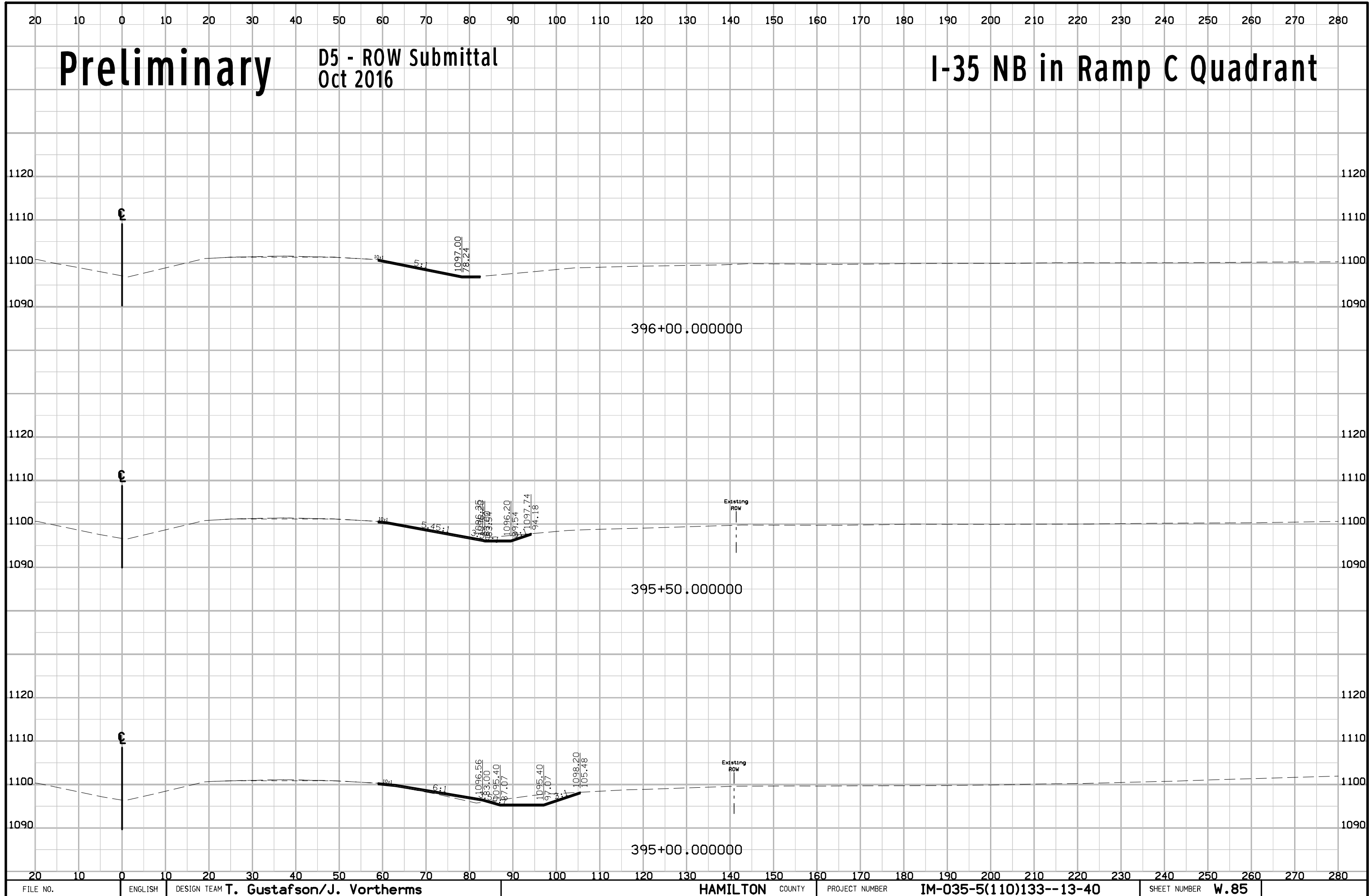
I-35 NB in Ramp C Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

I-35 NB in Ramp C Quadrant

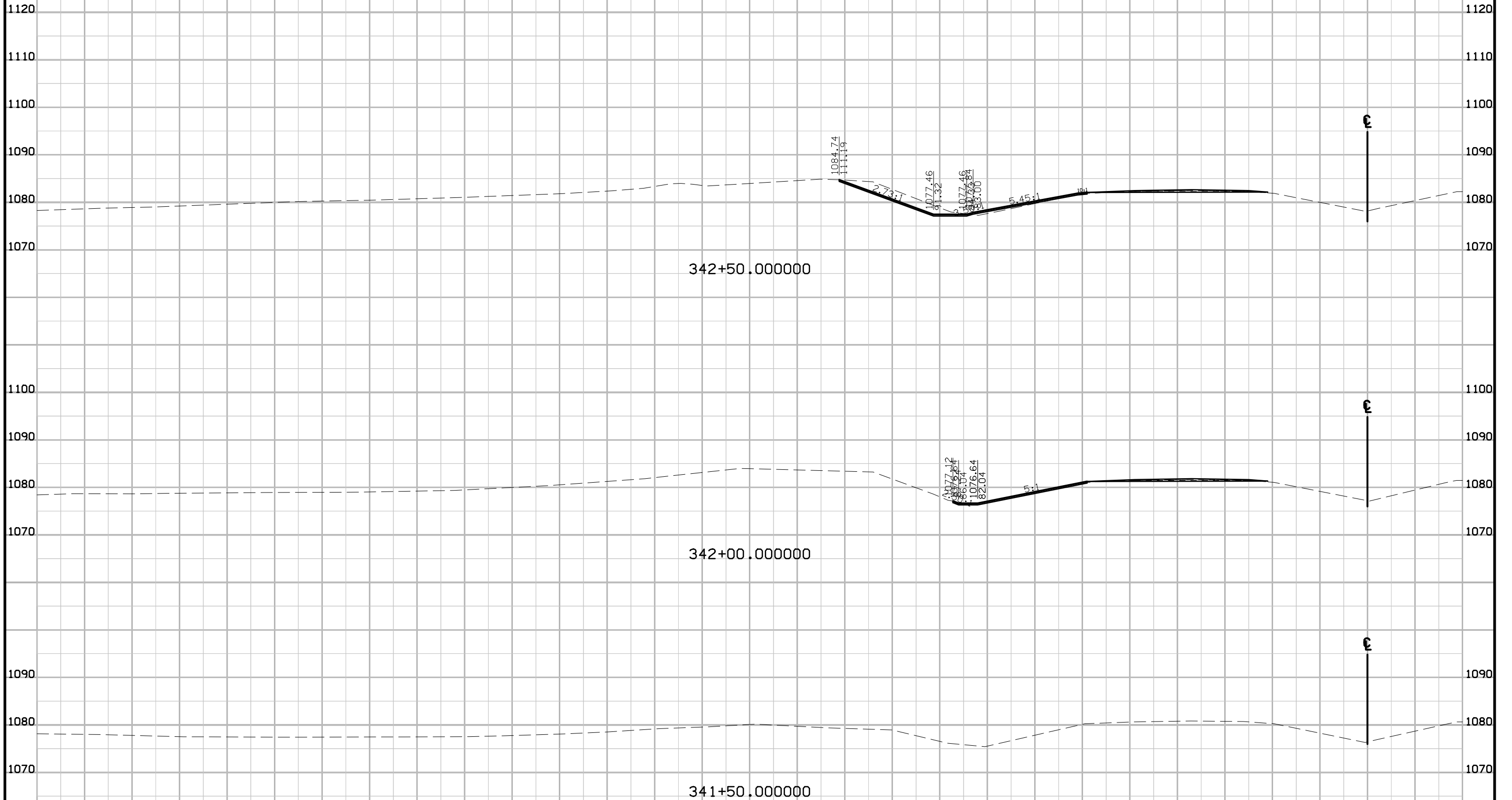


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Preliminary

**D5 - ROW Submittal
Oct 2016**

I-35 SB in Ramp D Quadrant



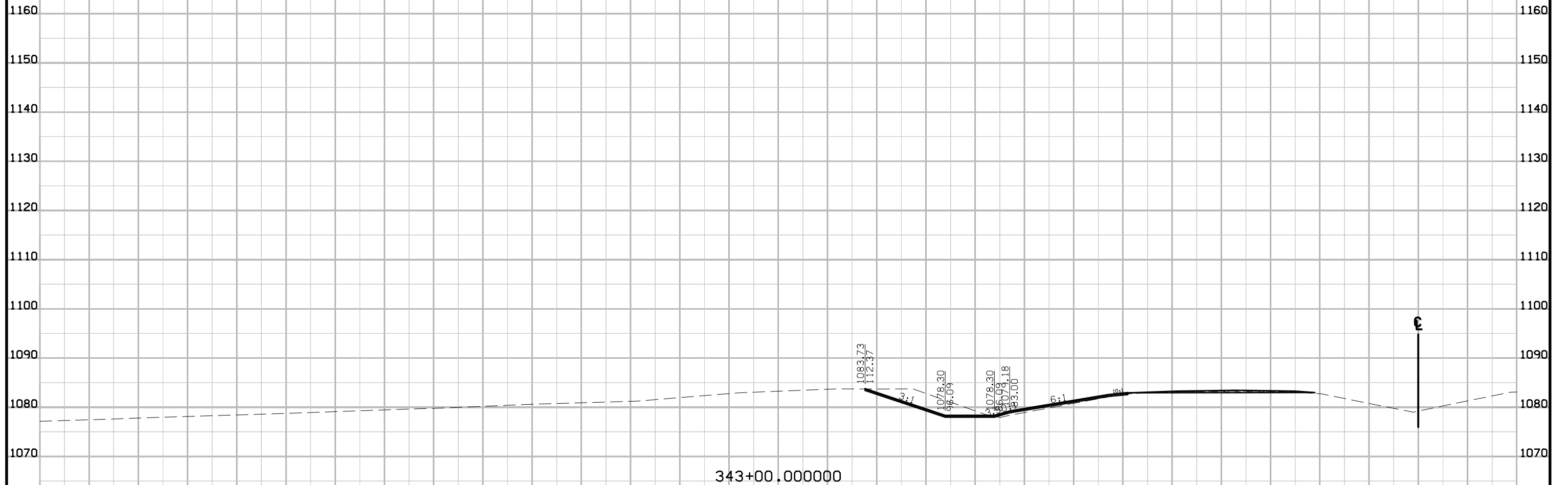
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

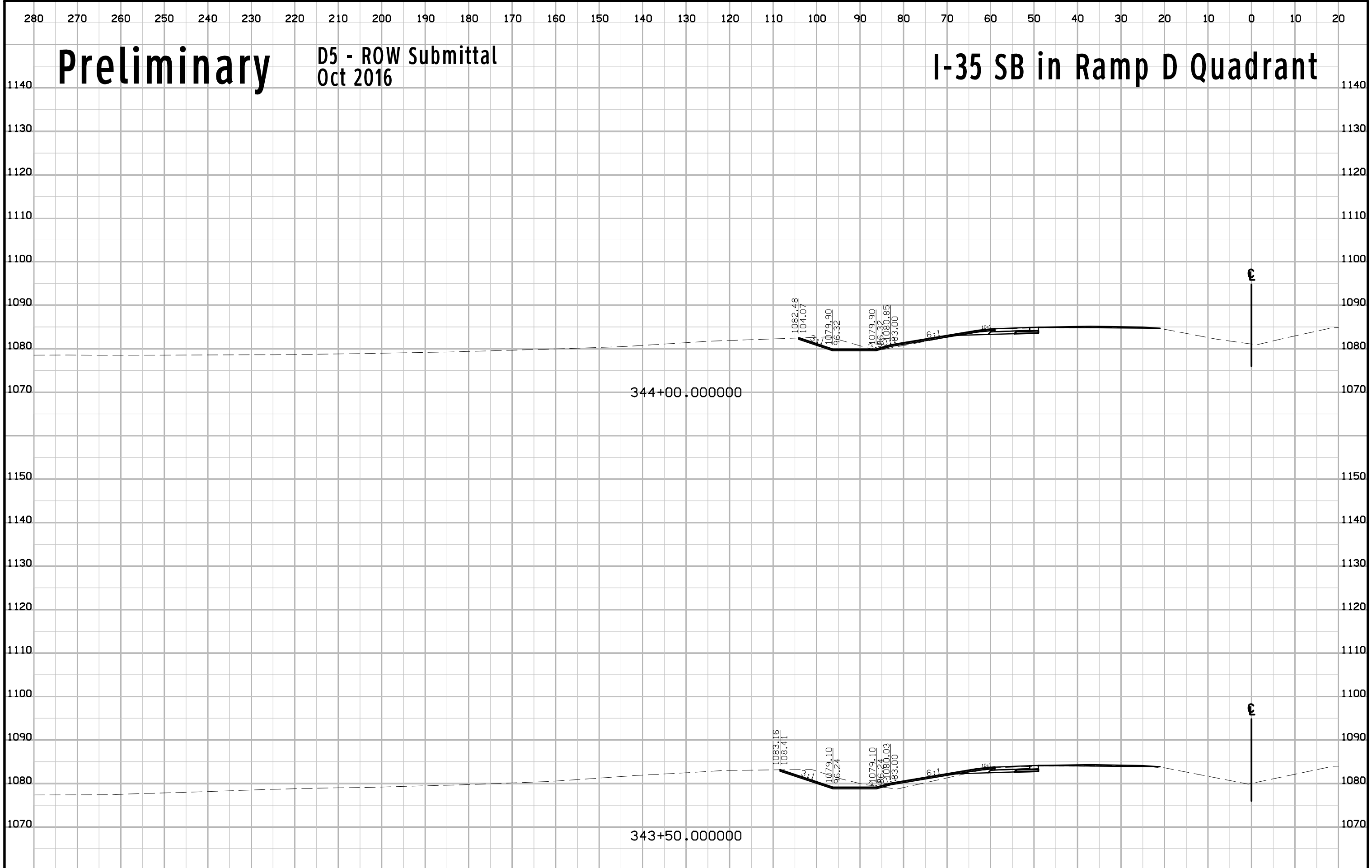


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

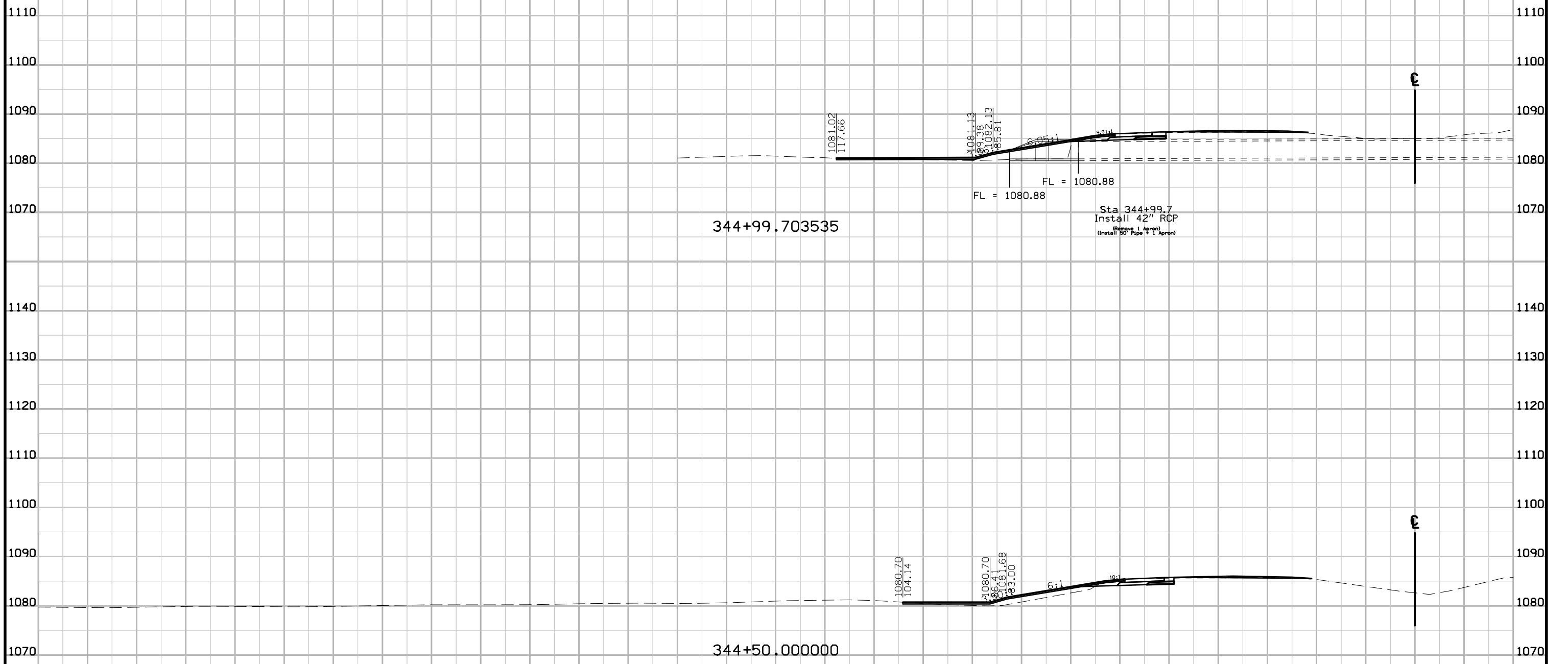


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Preliminary

D5 - ROW Submittal Oct 2016

I-35 SB in Ramp D Quadrant

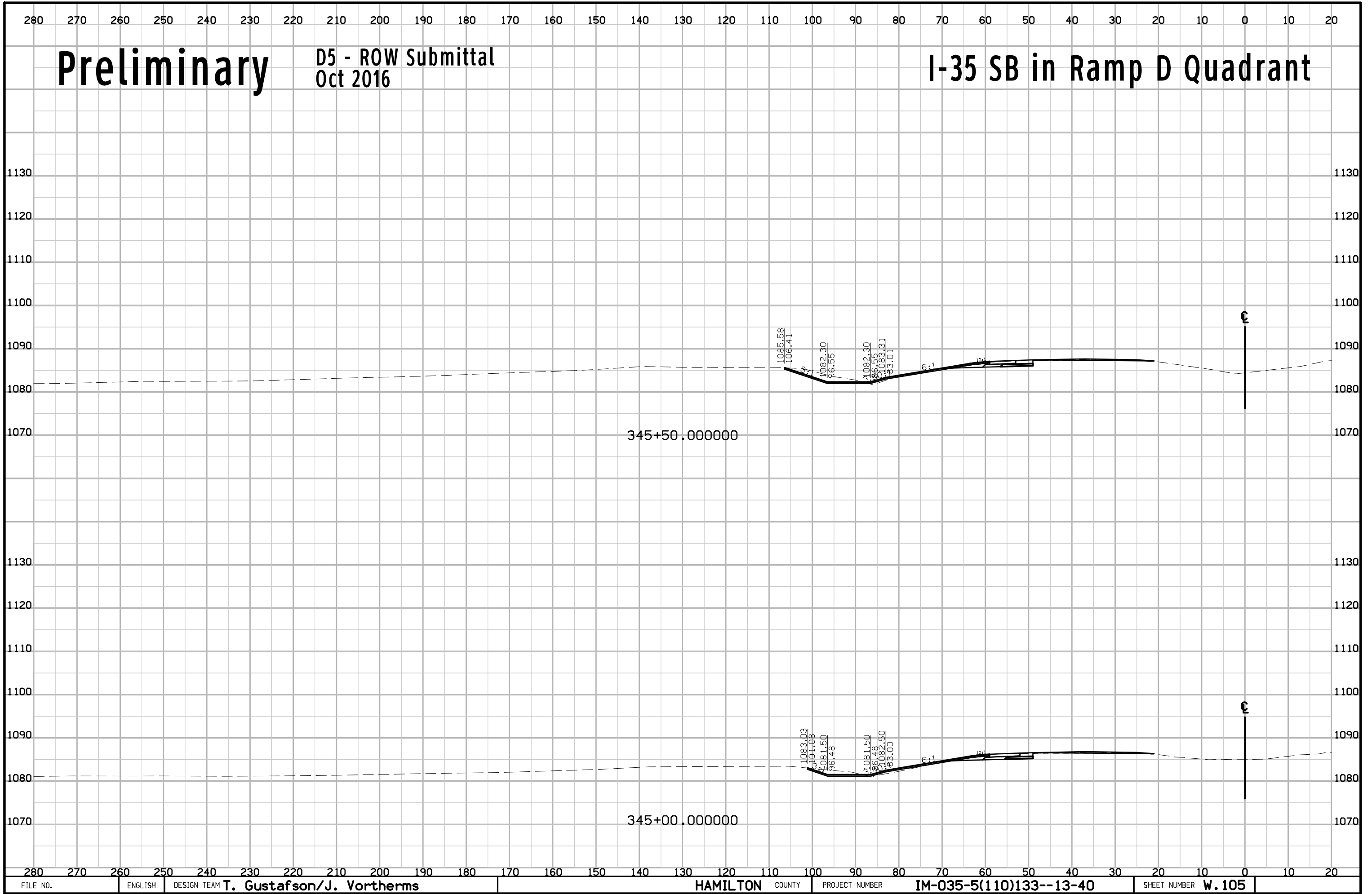


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

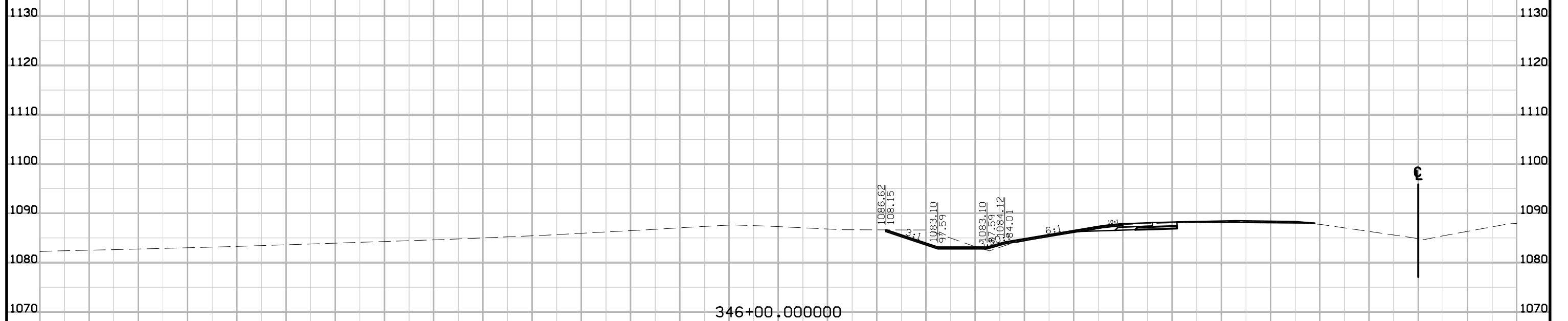
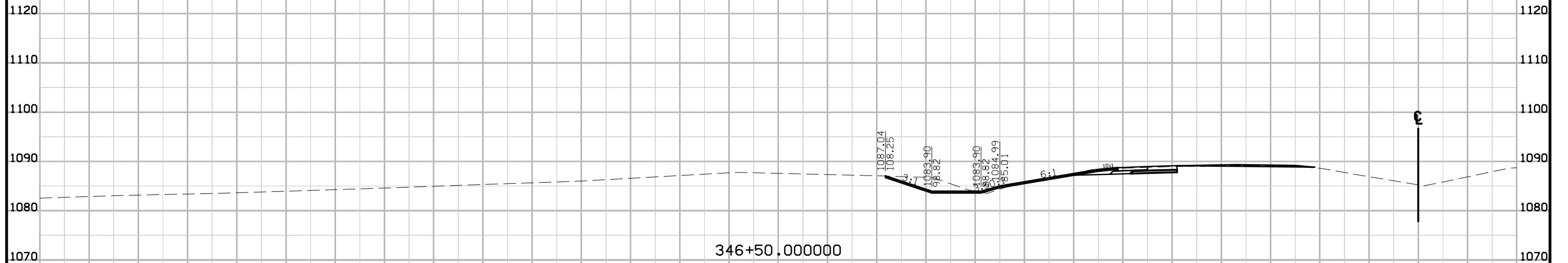


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

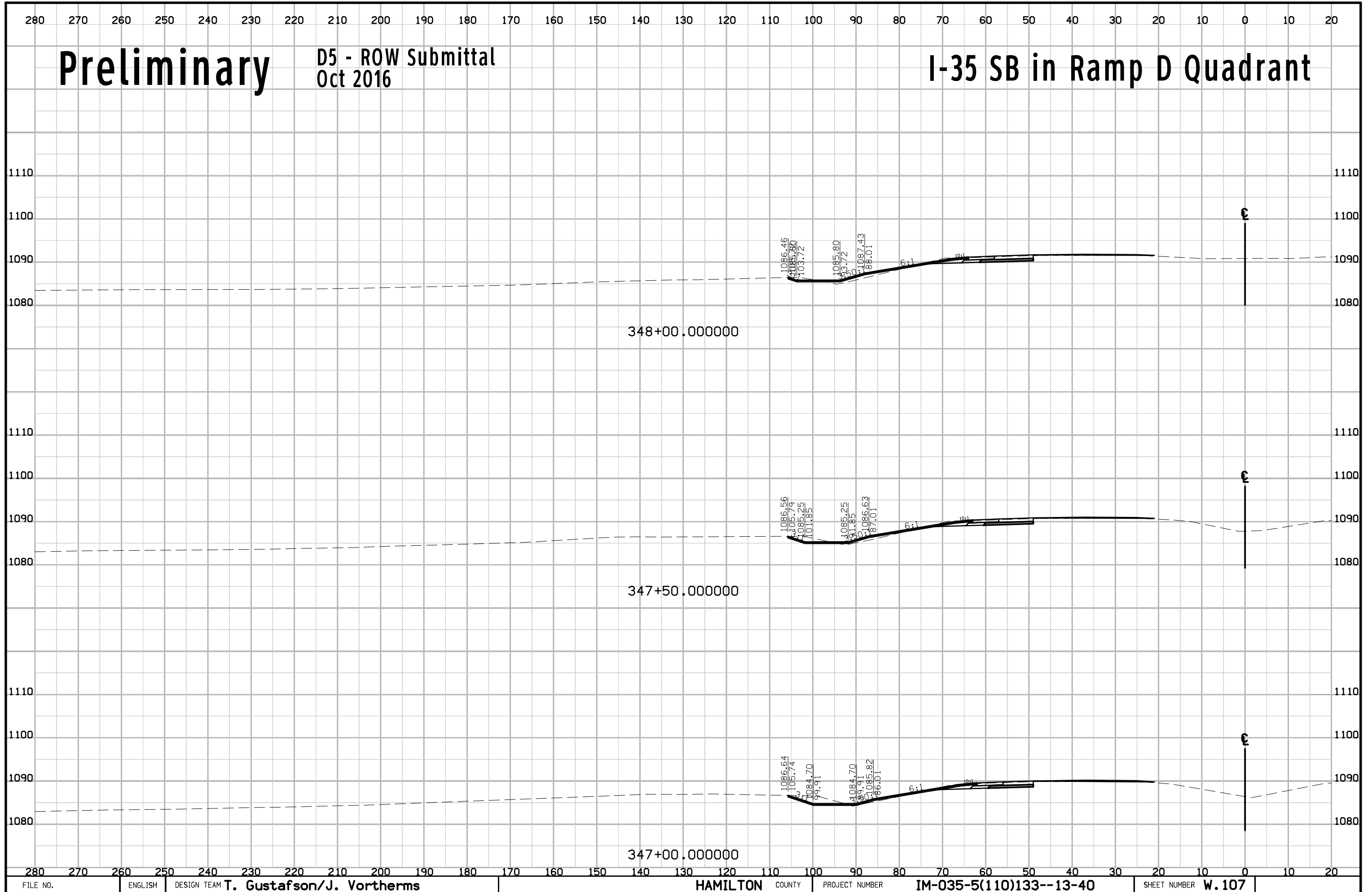


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Preliminary

D5 - ROW Submittal
Oct 2016

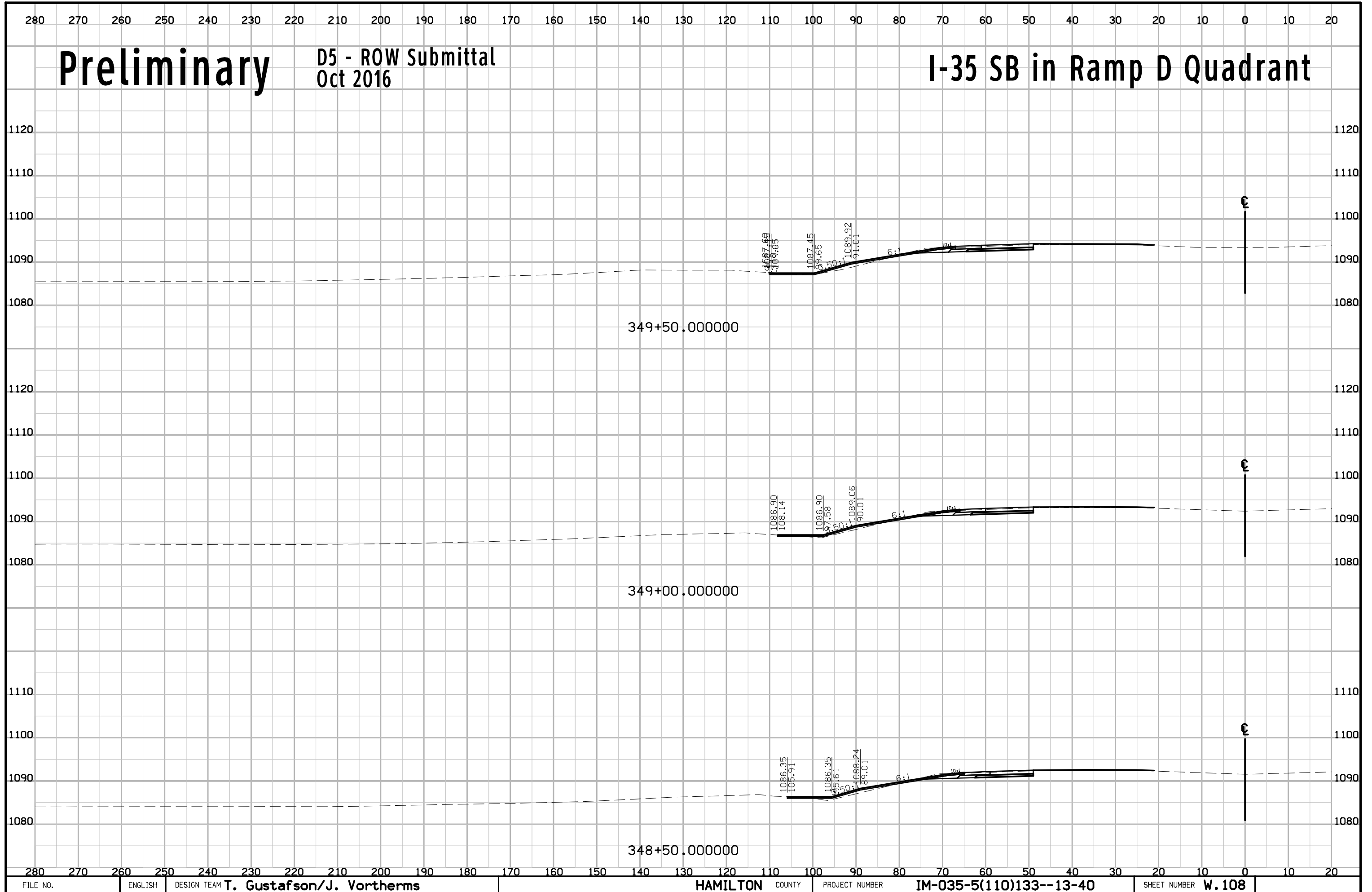
I-35 SB in Ramp D Quadrant



Preliminary

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Oct 2016

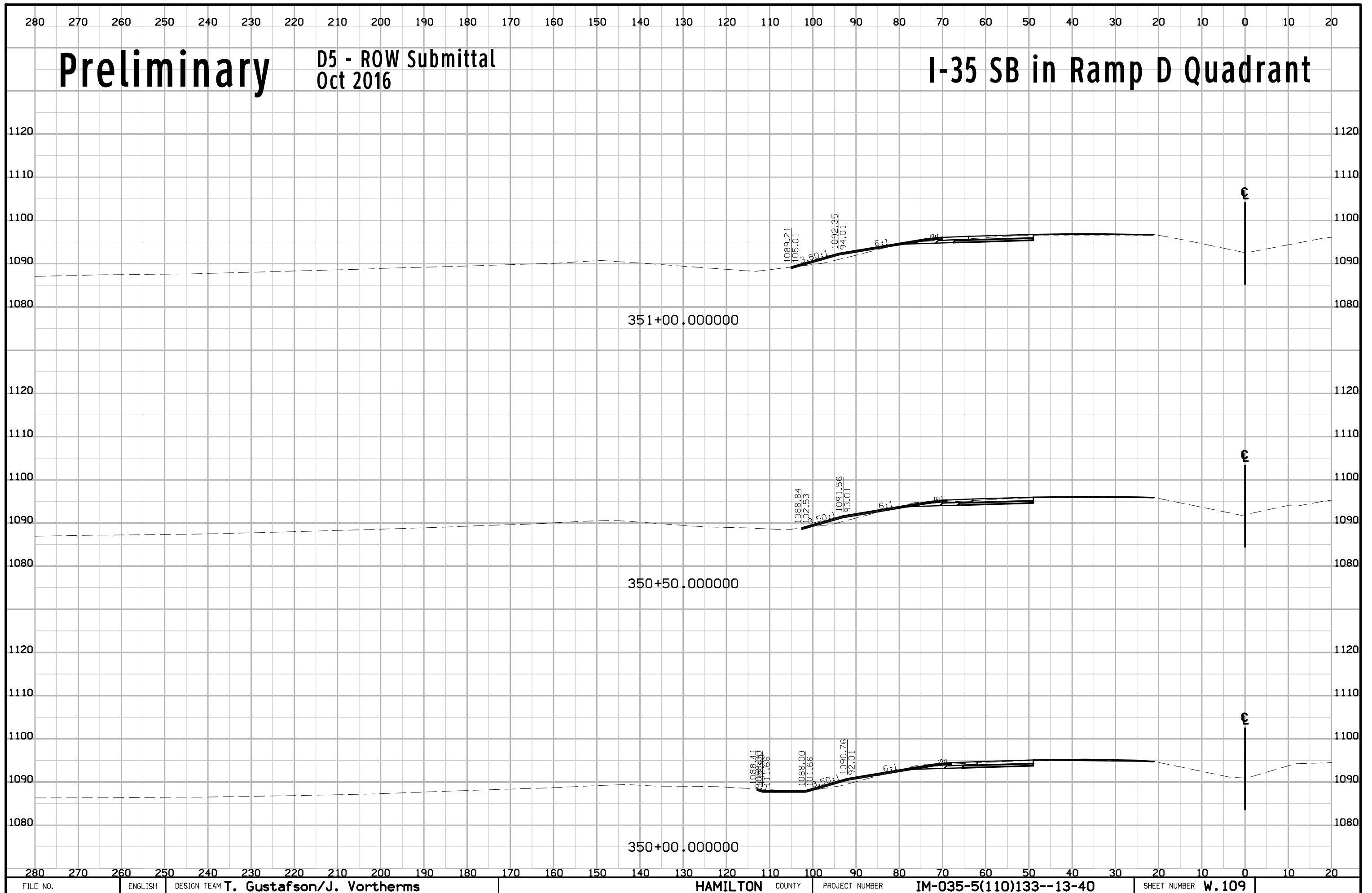
I-35 SB in Ramp D Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

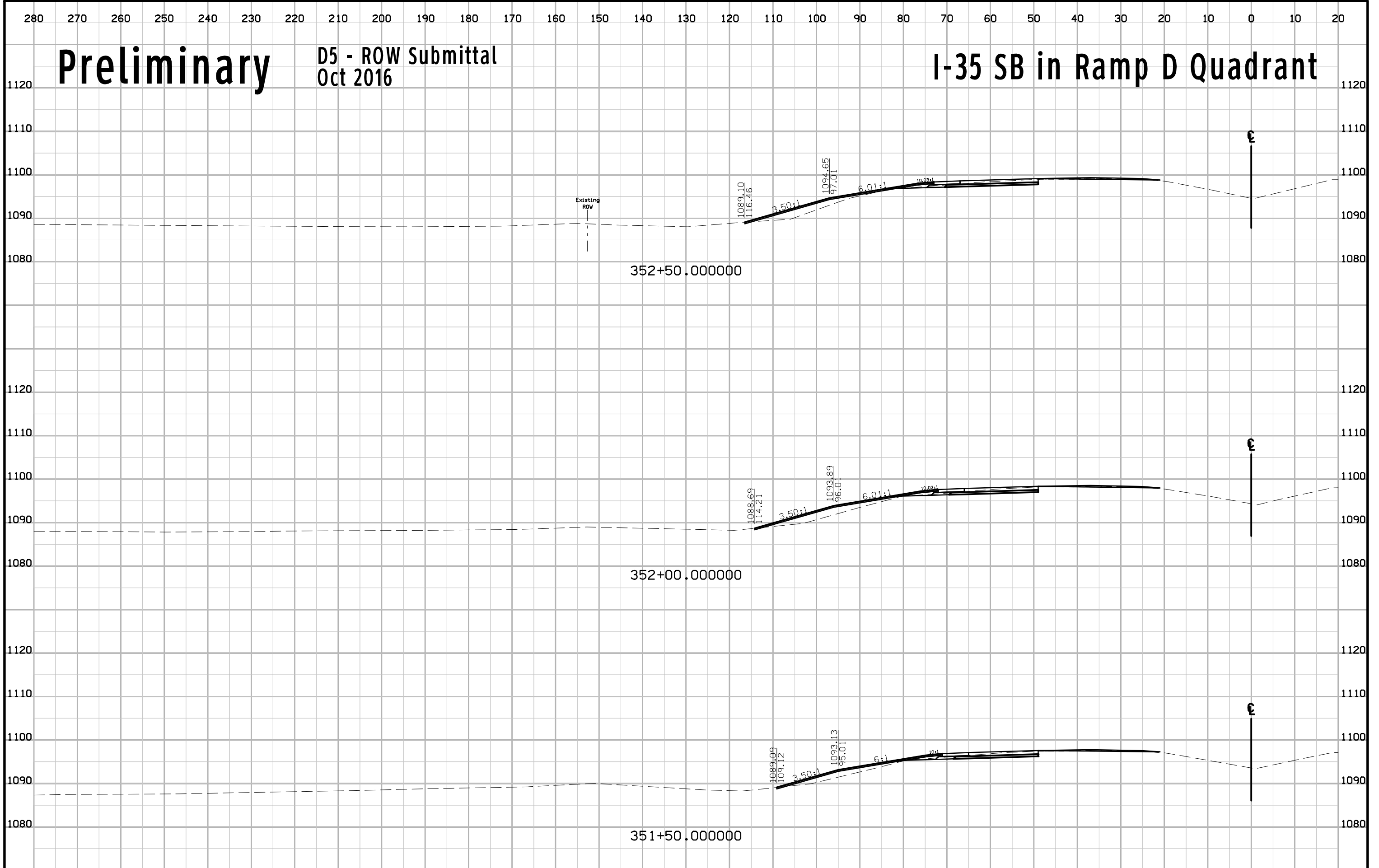
I-35 SB in Ramp D Quadrant



Preliminary

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Oct 2016

I-35 SB in Ramp D Quadrant

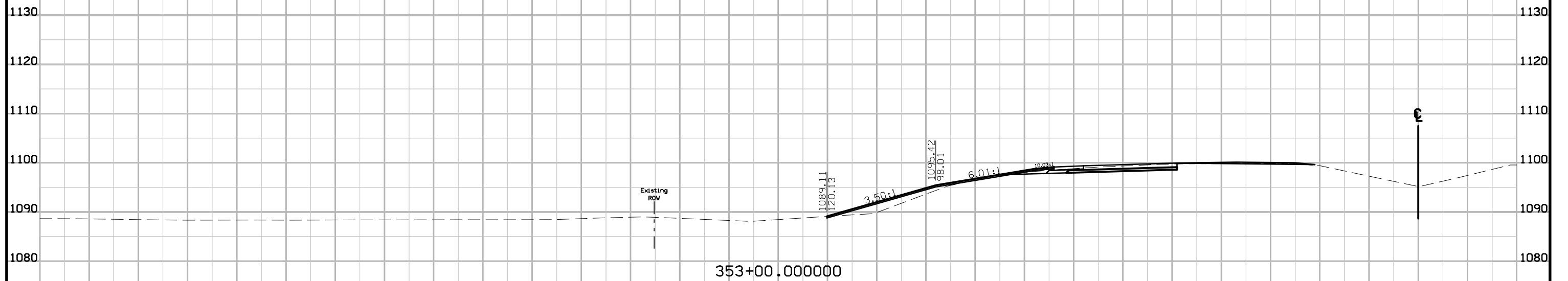
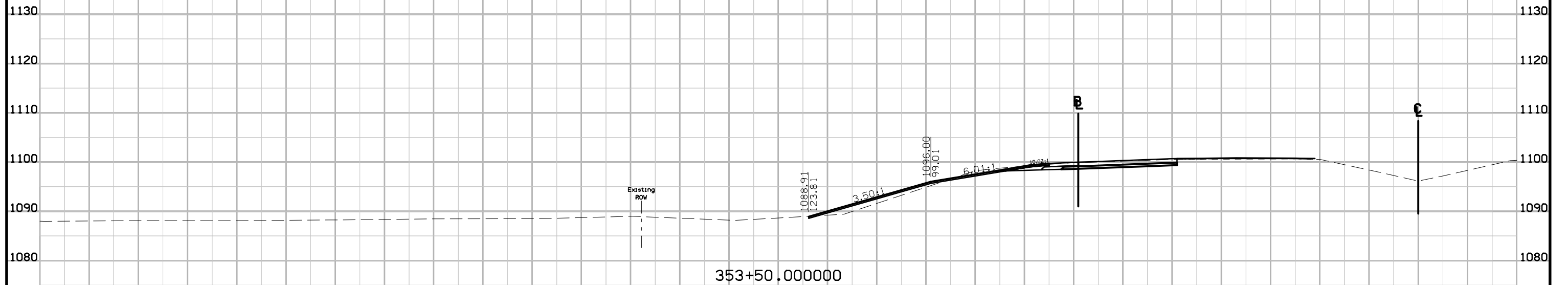


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

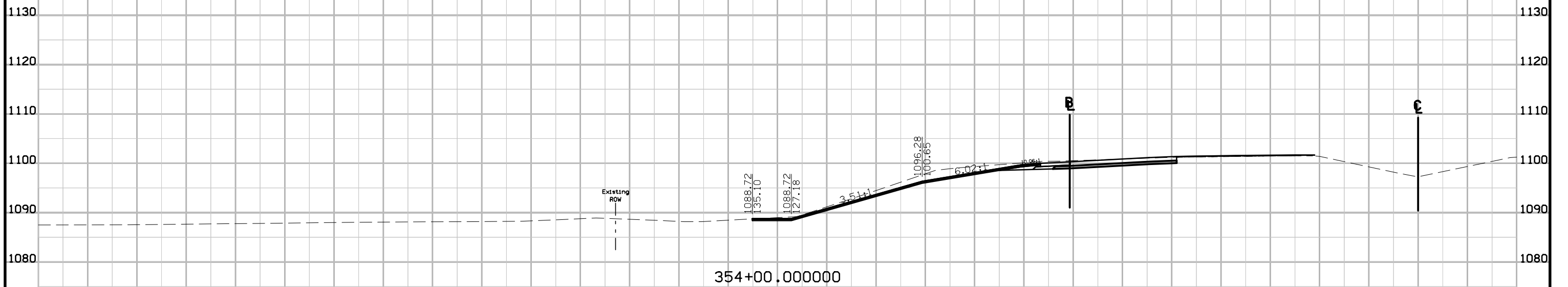
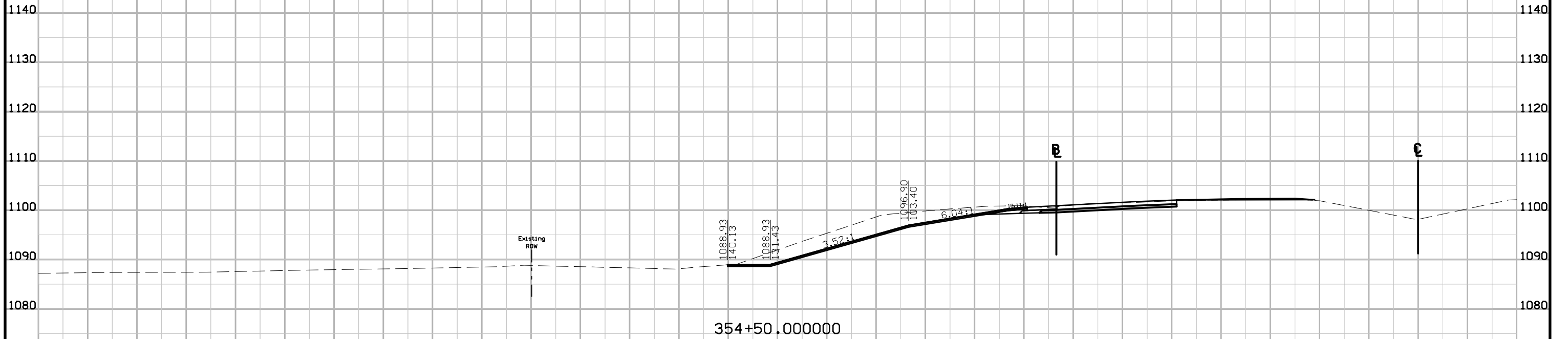


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

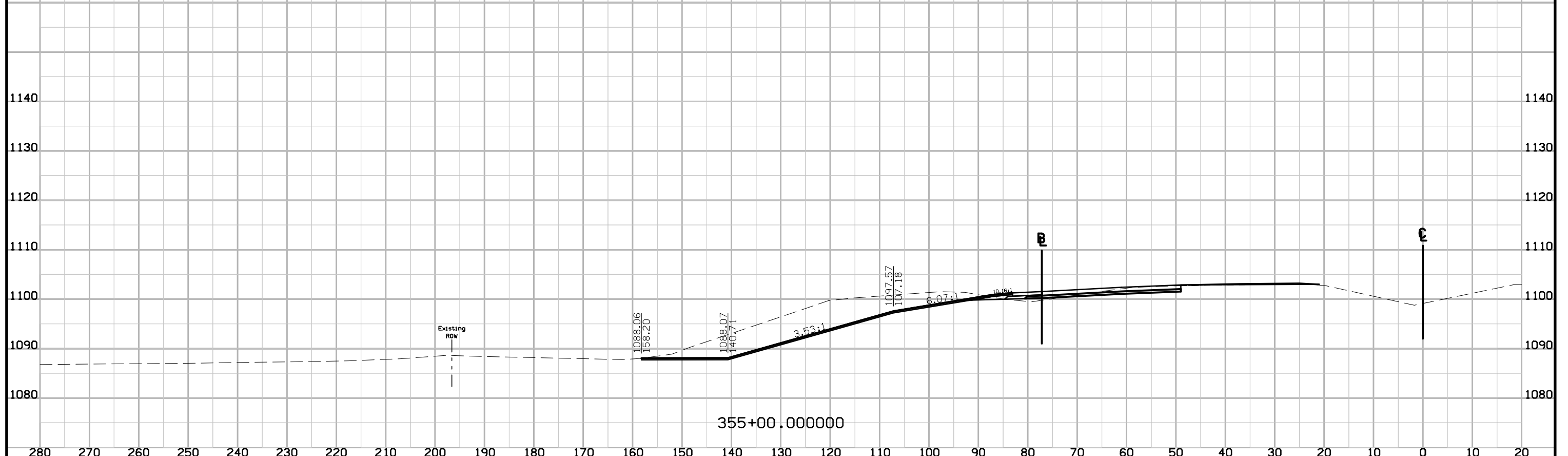
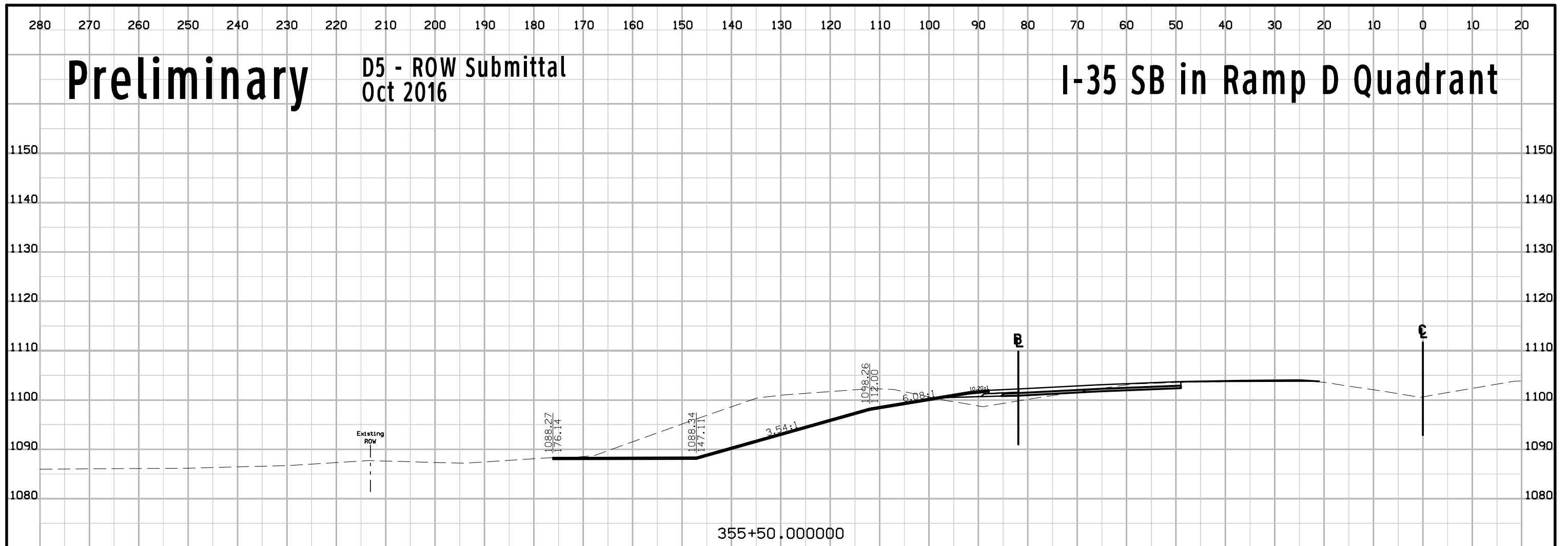


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

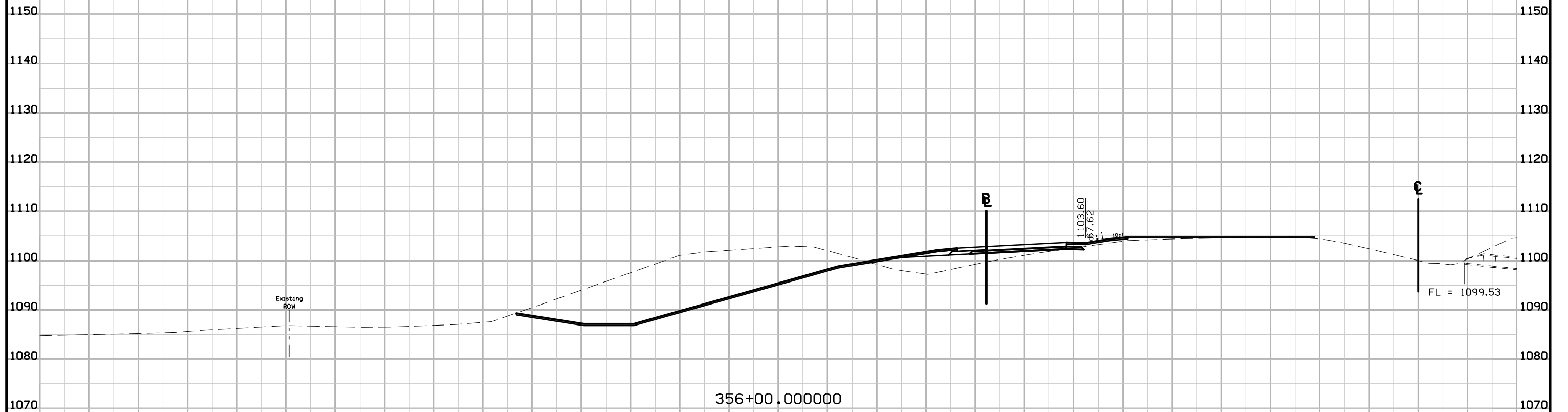


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



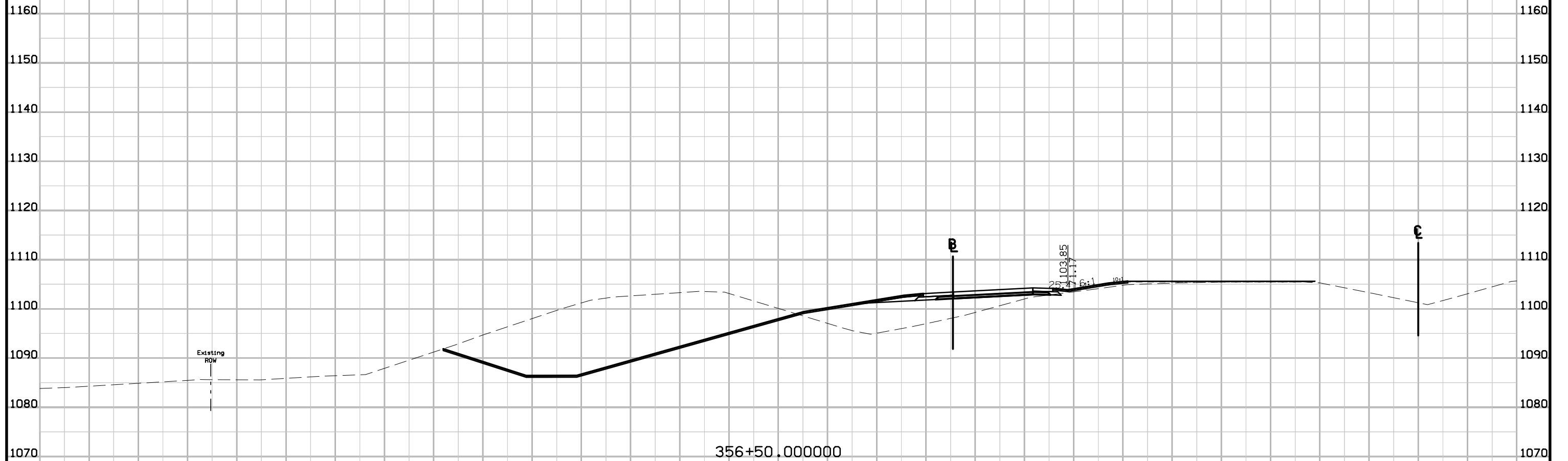
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



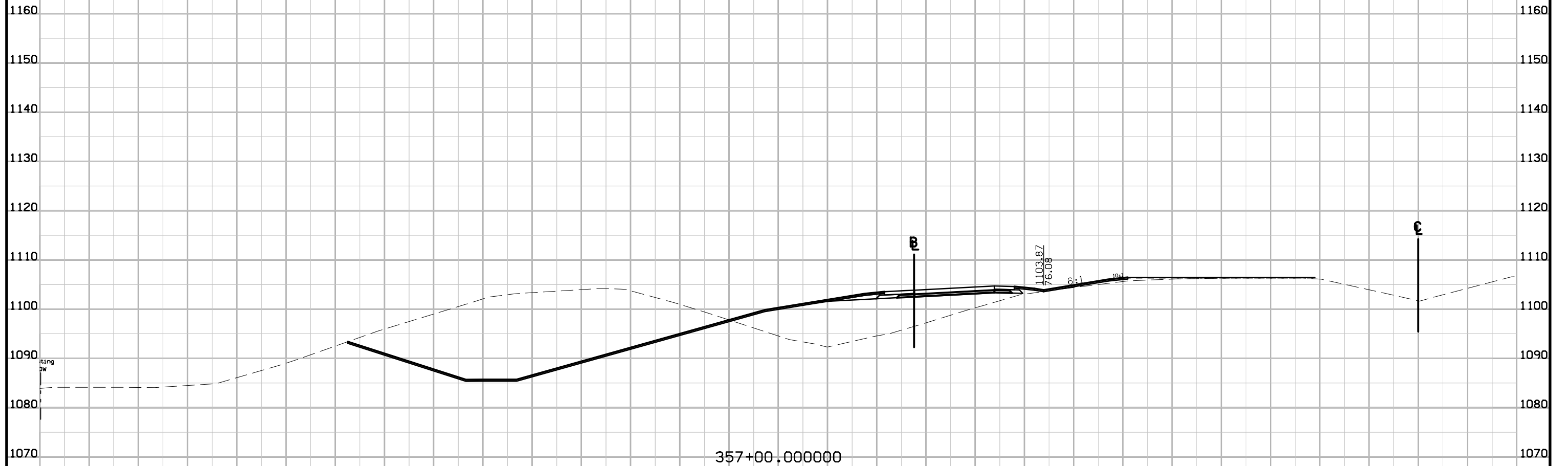
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



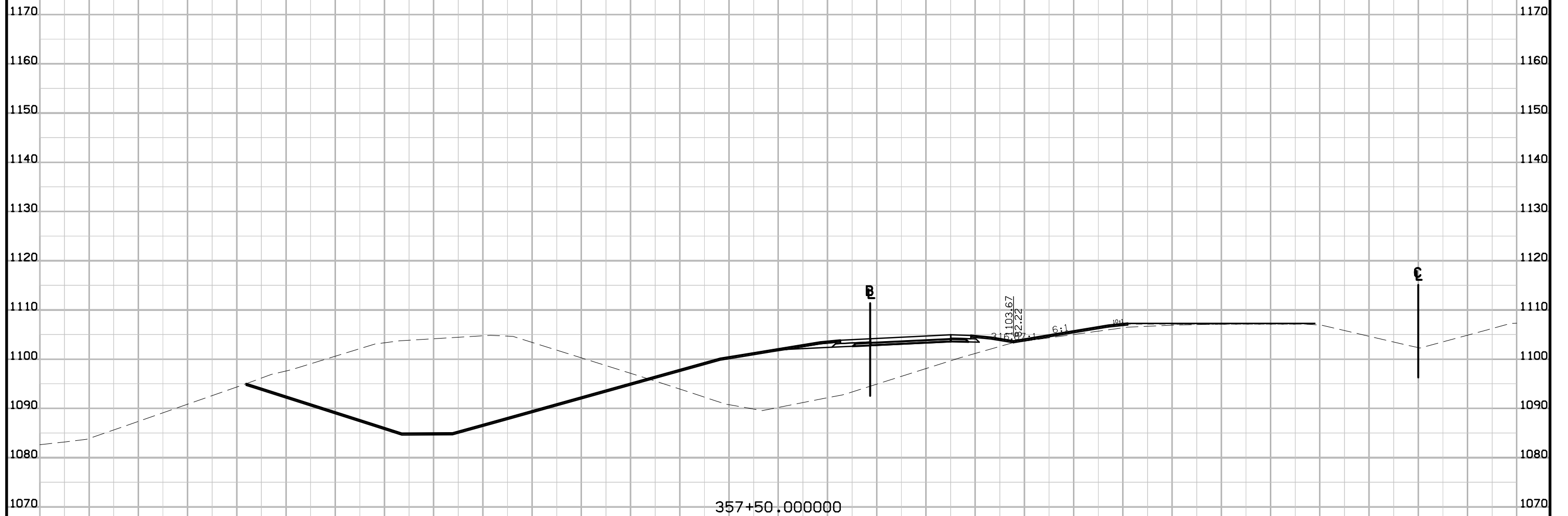
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



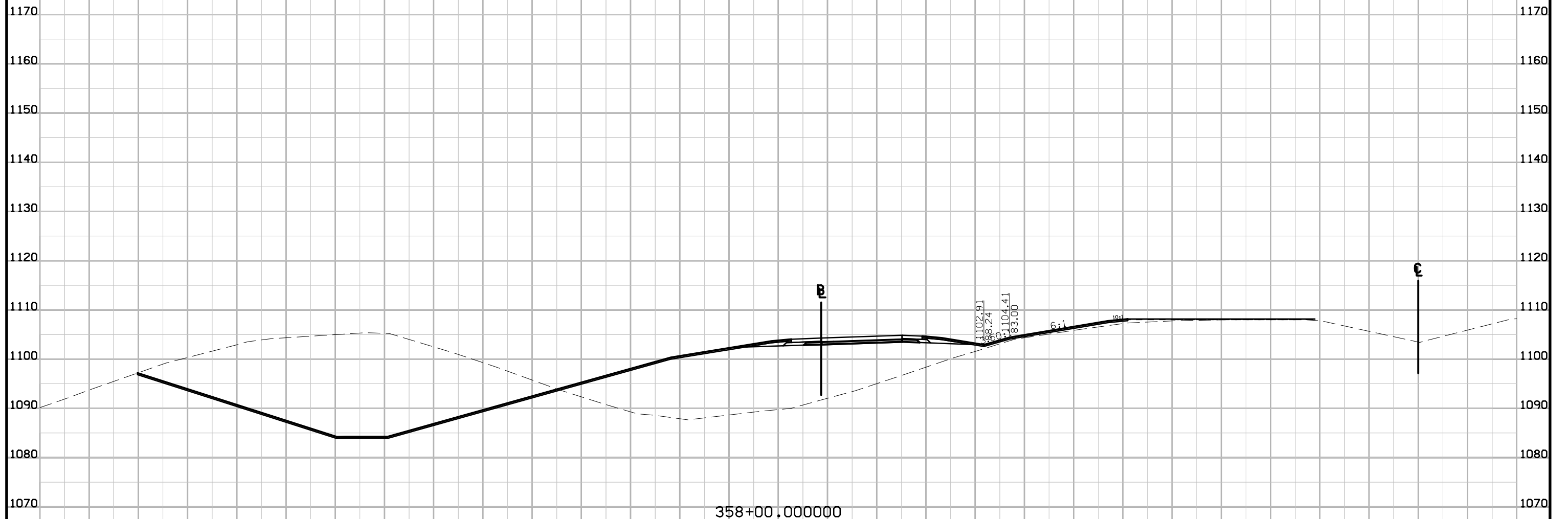
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



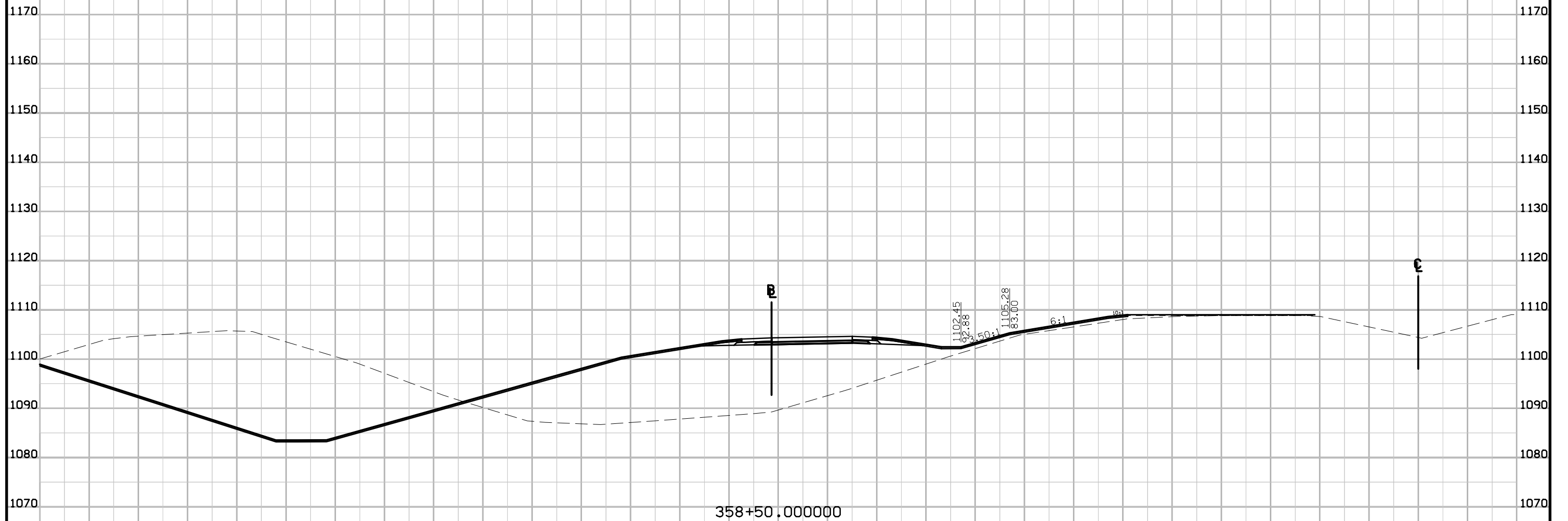
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



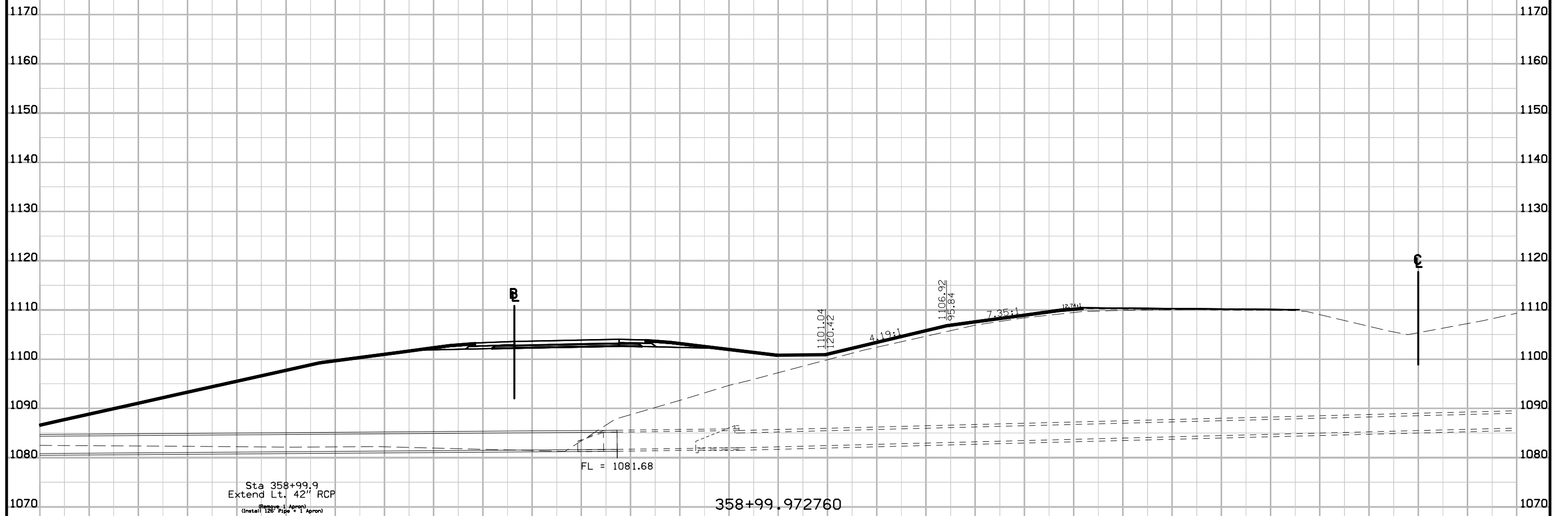
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Preliminary

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I-35 SB in Ramp D Quadrant



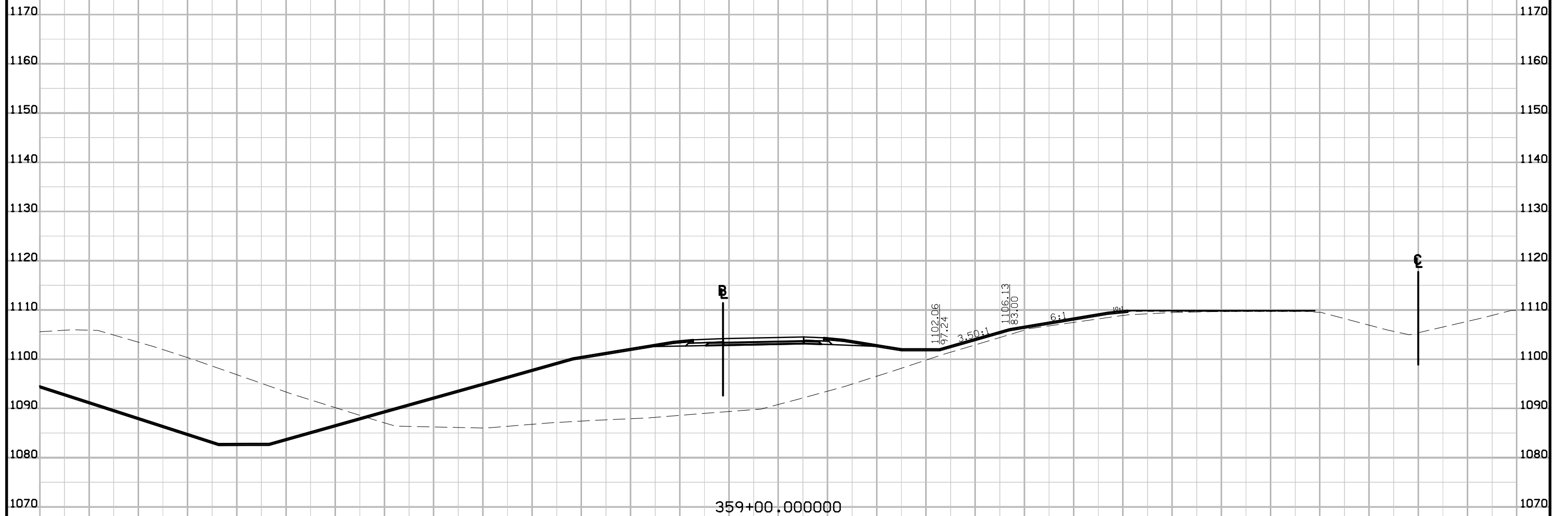
FILE NO.	ENGLISH	DESIGN TEAM T. Gustafson/J. Vortherms	HAMILTON COUNTY	PROJECT NUMBER IM-035-5(110)133--13-40	SHEET NUMBER W.120
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Preliminary

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Oct 2016

I-35 SB in Ramp D Quadrant



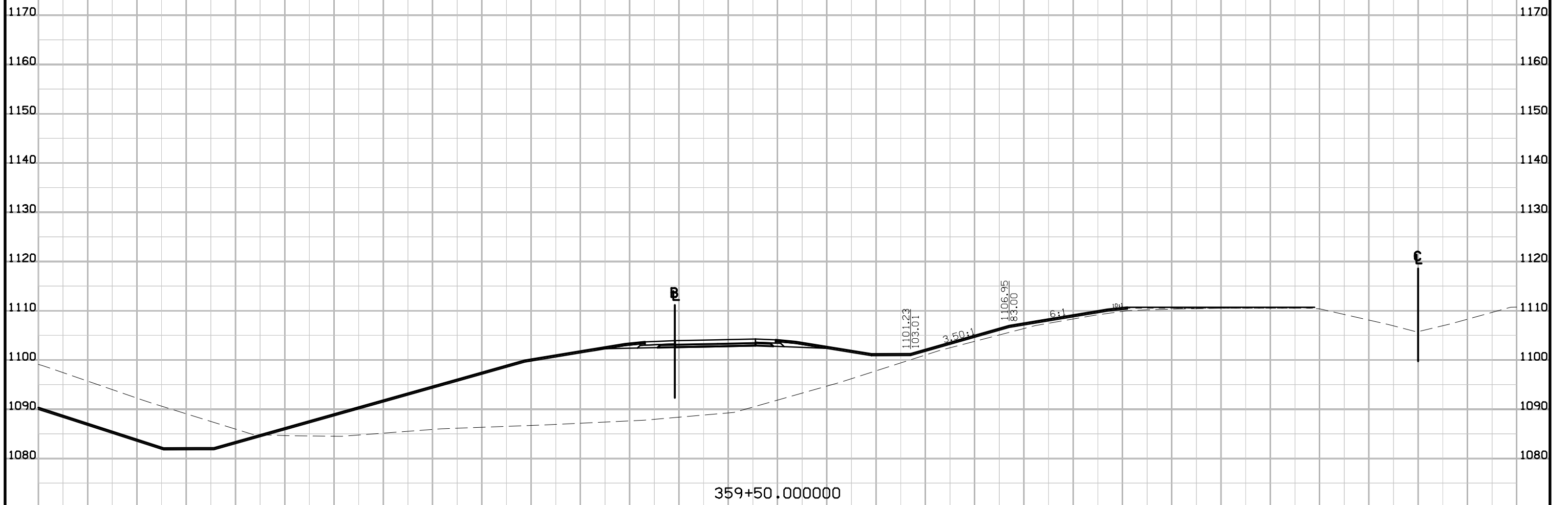
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

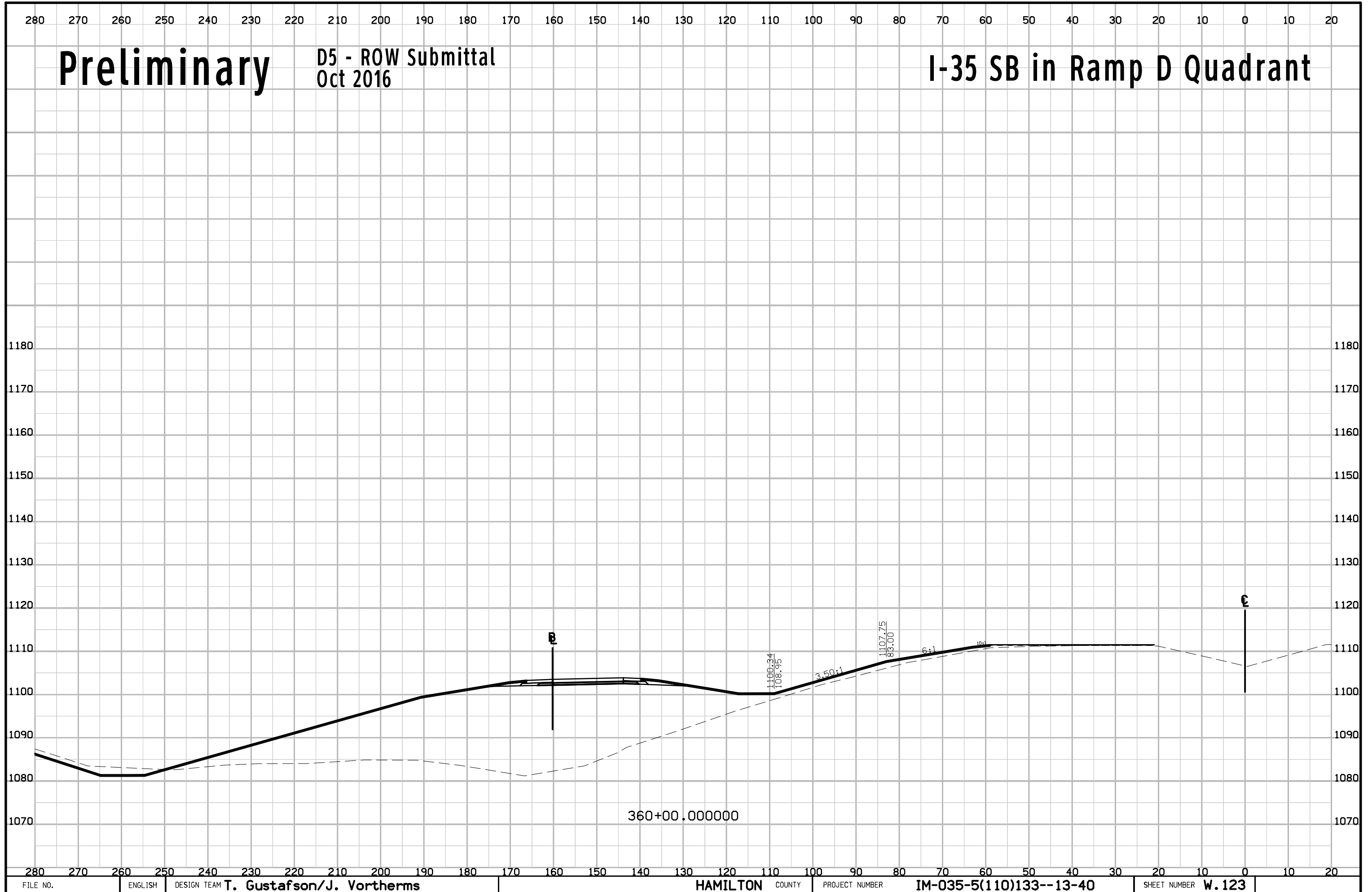


FILE NO.	ENGLISH	DESIGN TEAM T. Gustafson/J. Vortherms	HAMILTON COUNTY	PROJECT NUMBER IM-035-5(110)133--13-40	SHEET NUMBER W.122
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

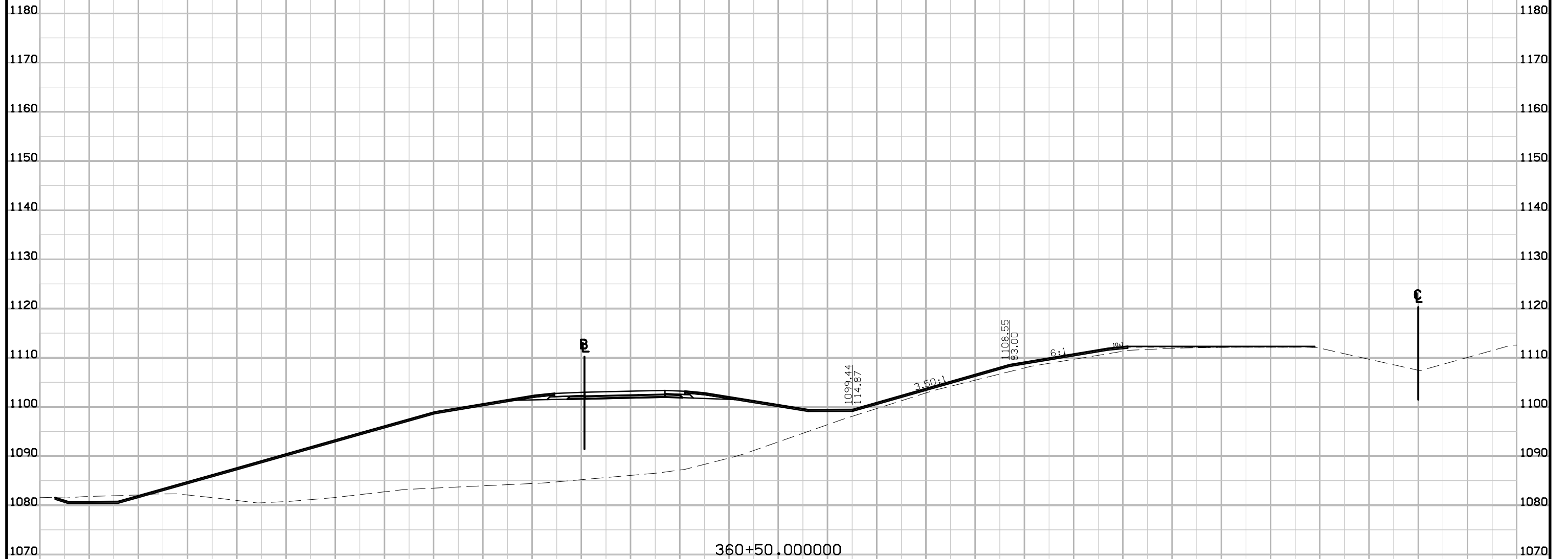


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



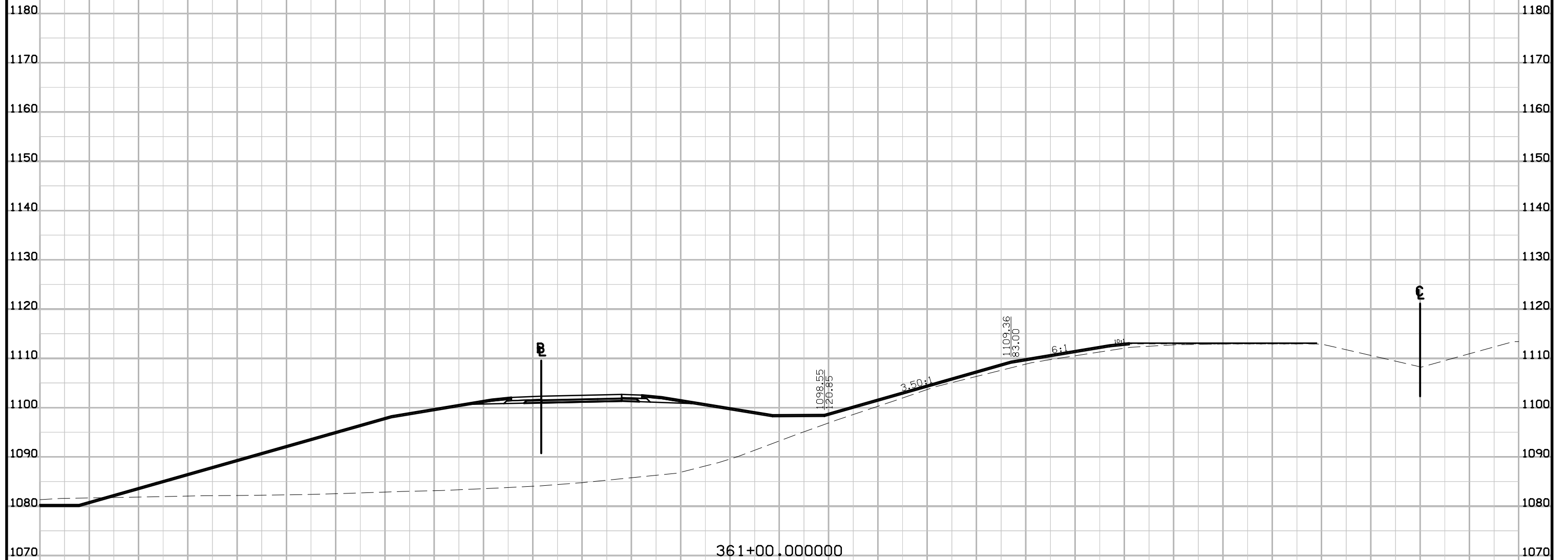
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



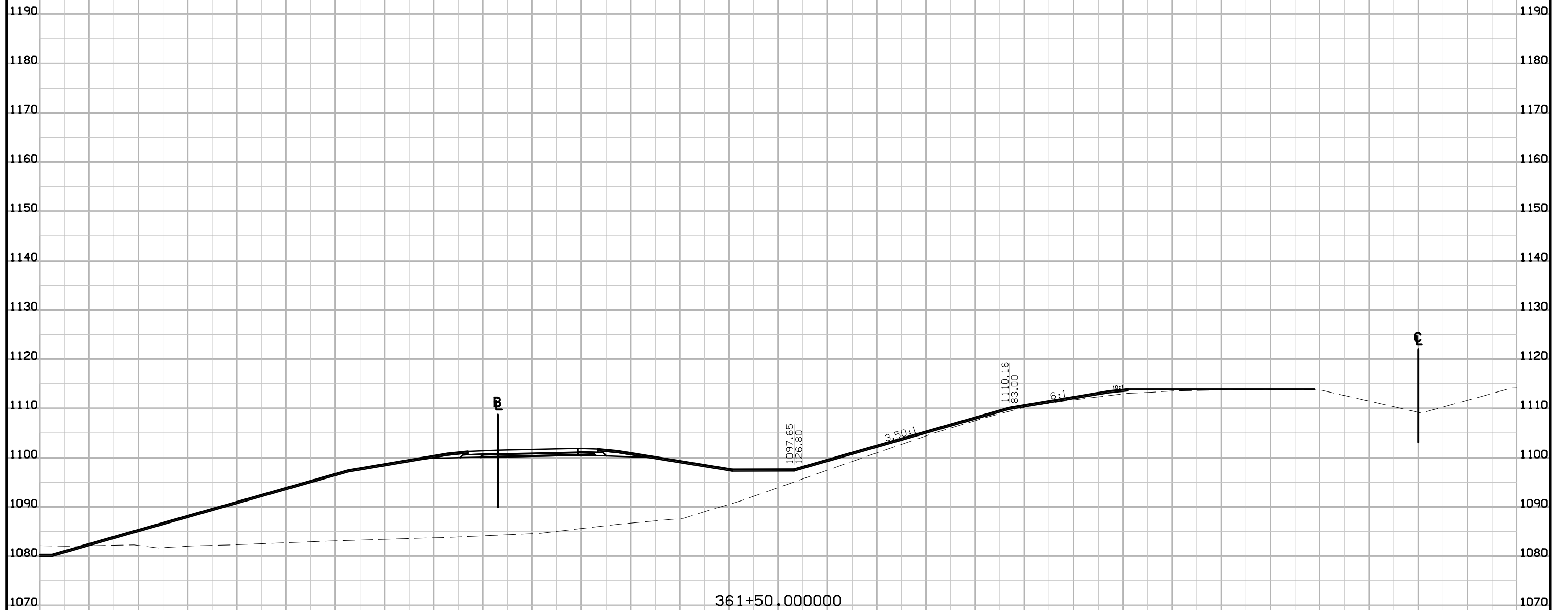
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



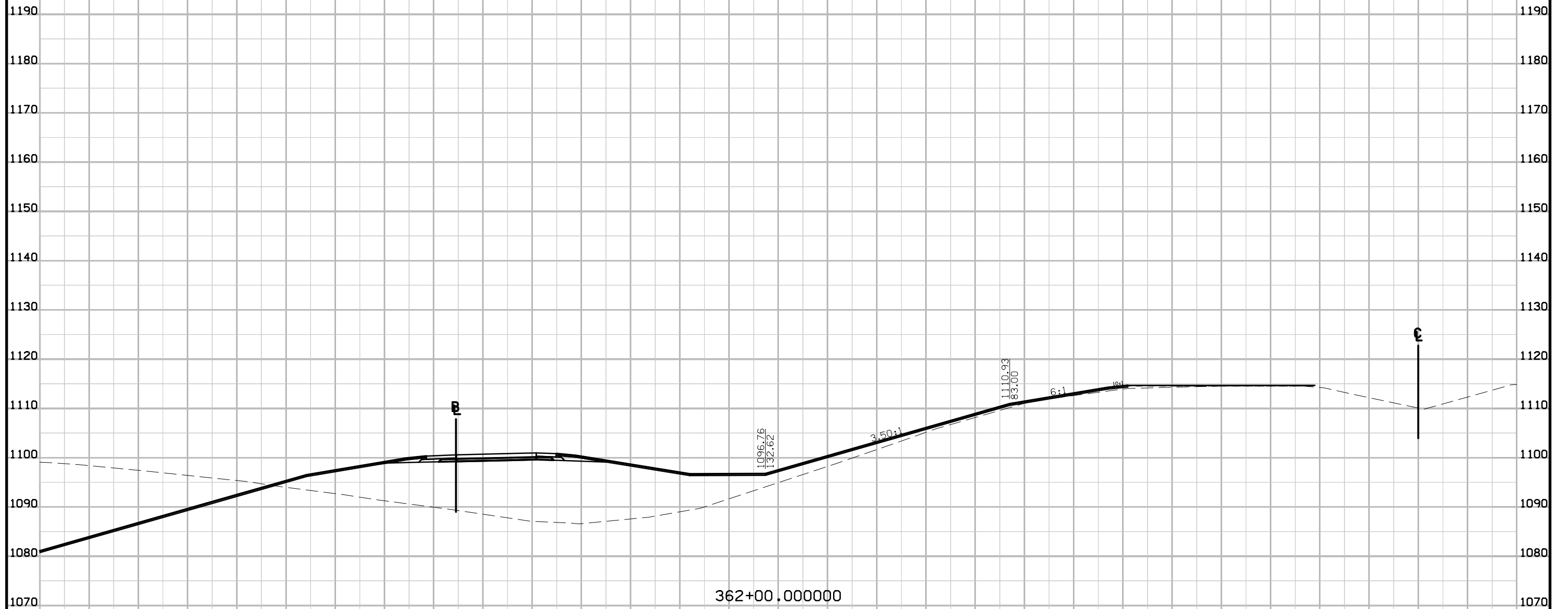
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Preliminary

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Oct 2016

I-35 SB in Ramp D Quadrant



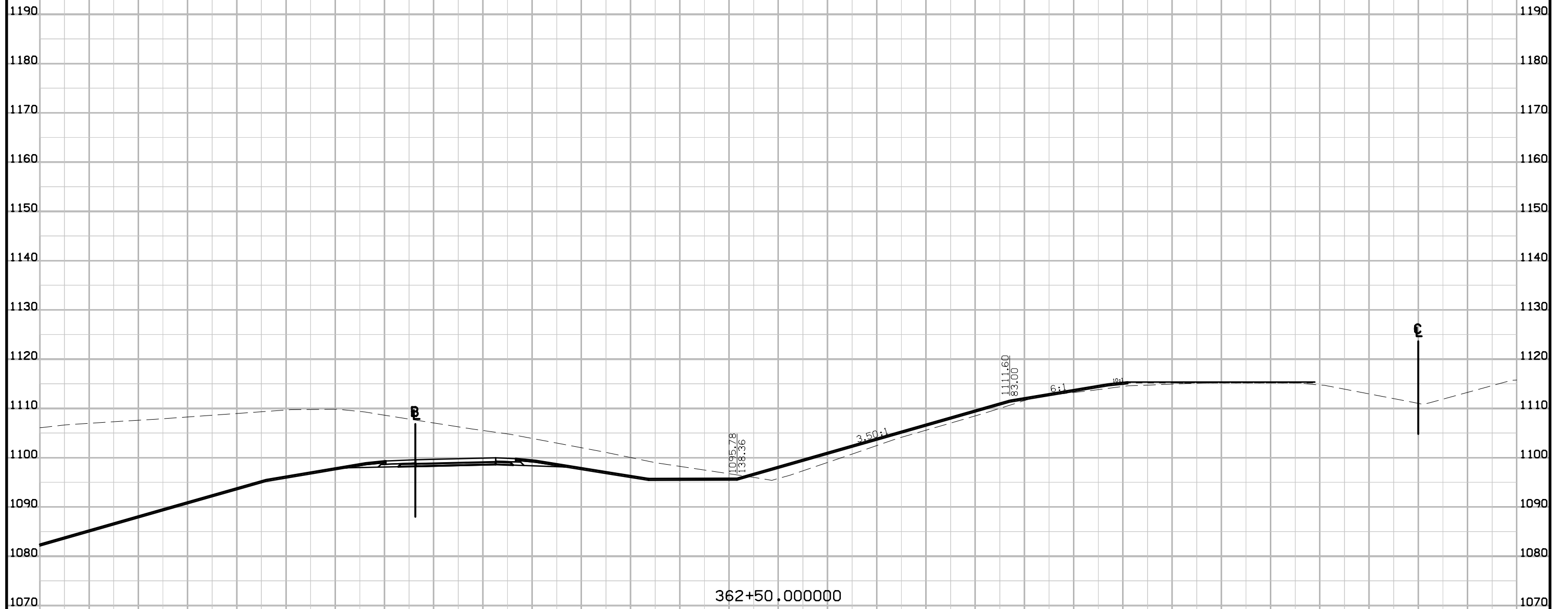
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



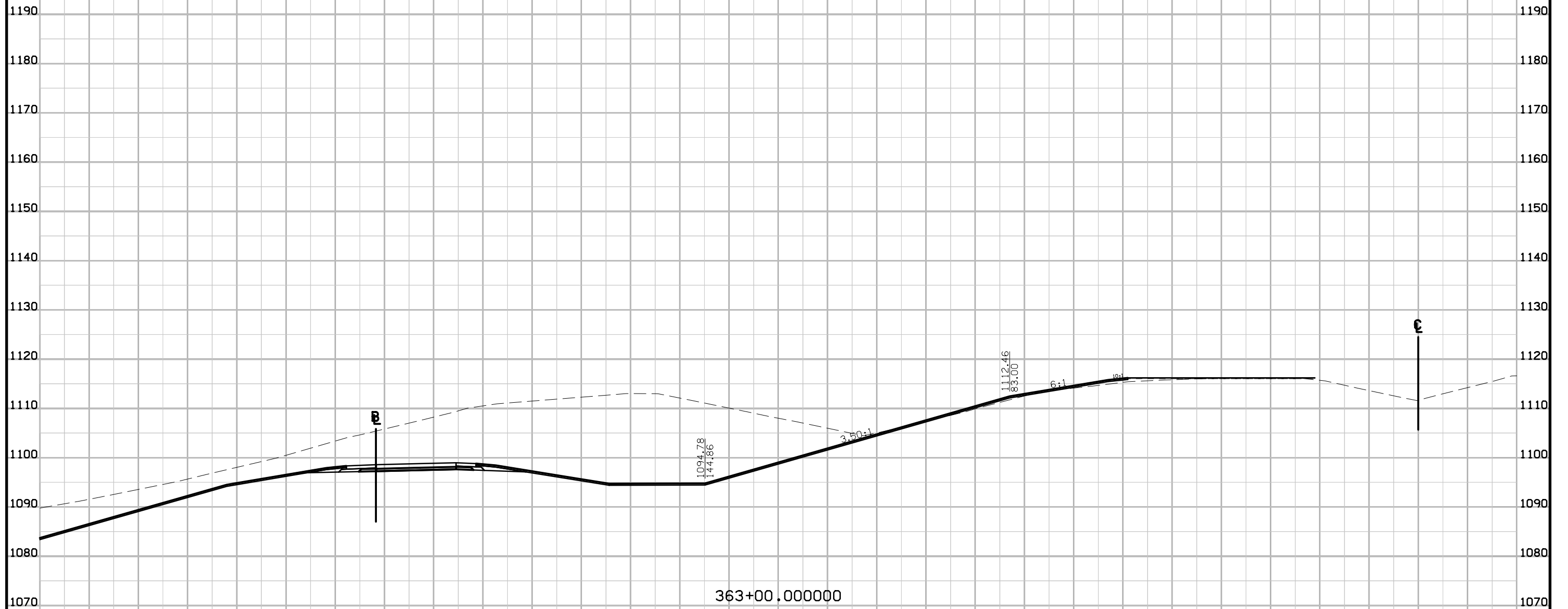
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



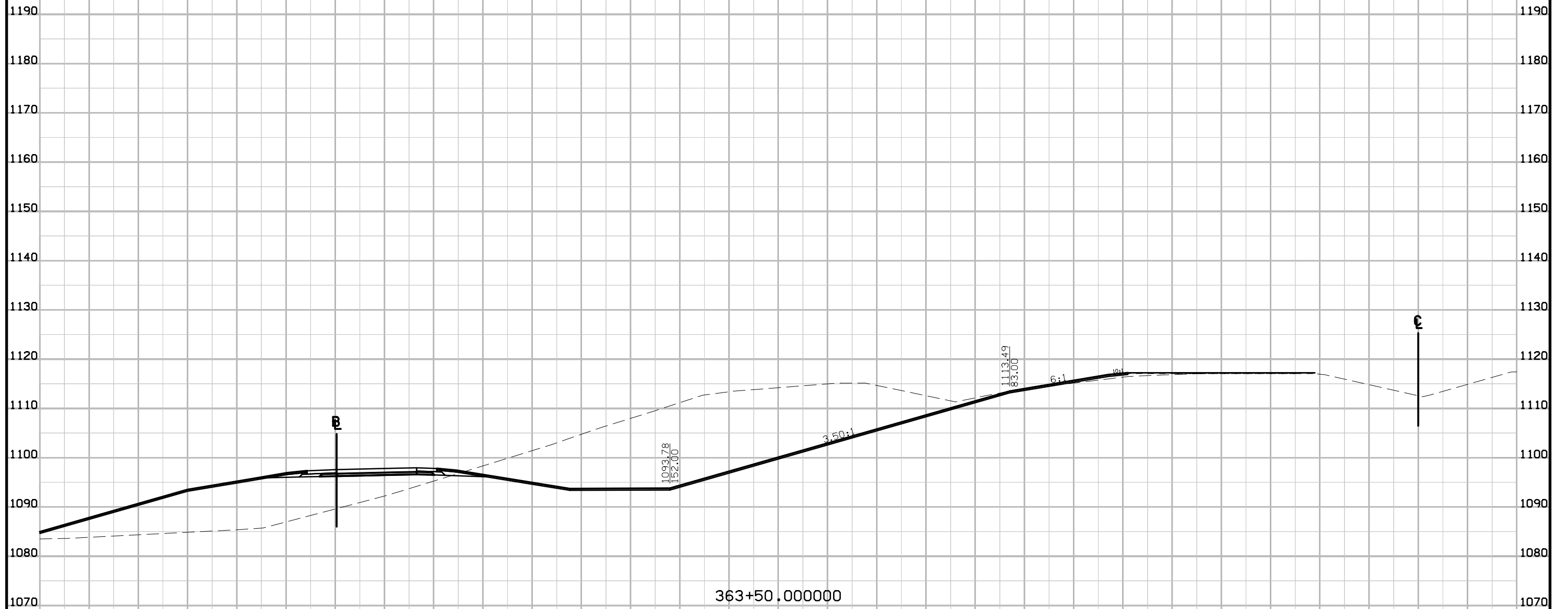
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Preliminary

D5 - ROW Submittal Oct 2016

I-35 SB in Ramp D Quadrant



363+50.000000

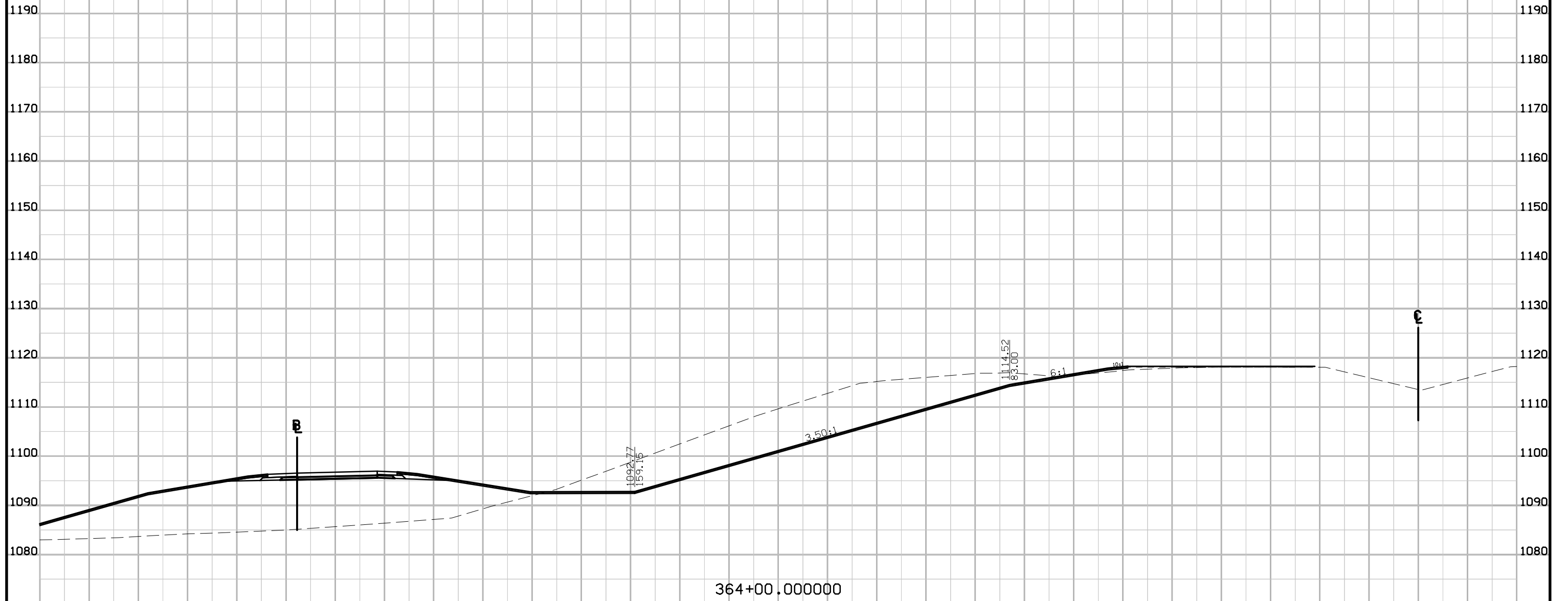
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Preliminary

D5 - ROW Submittal Oct 2016

I-35 SB in Ramp D Quadrant



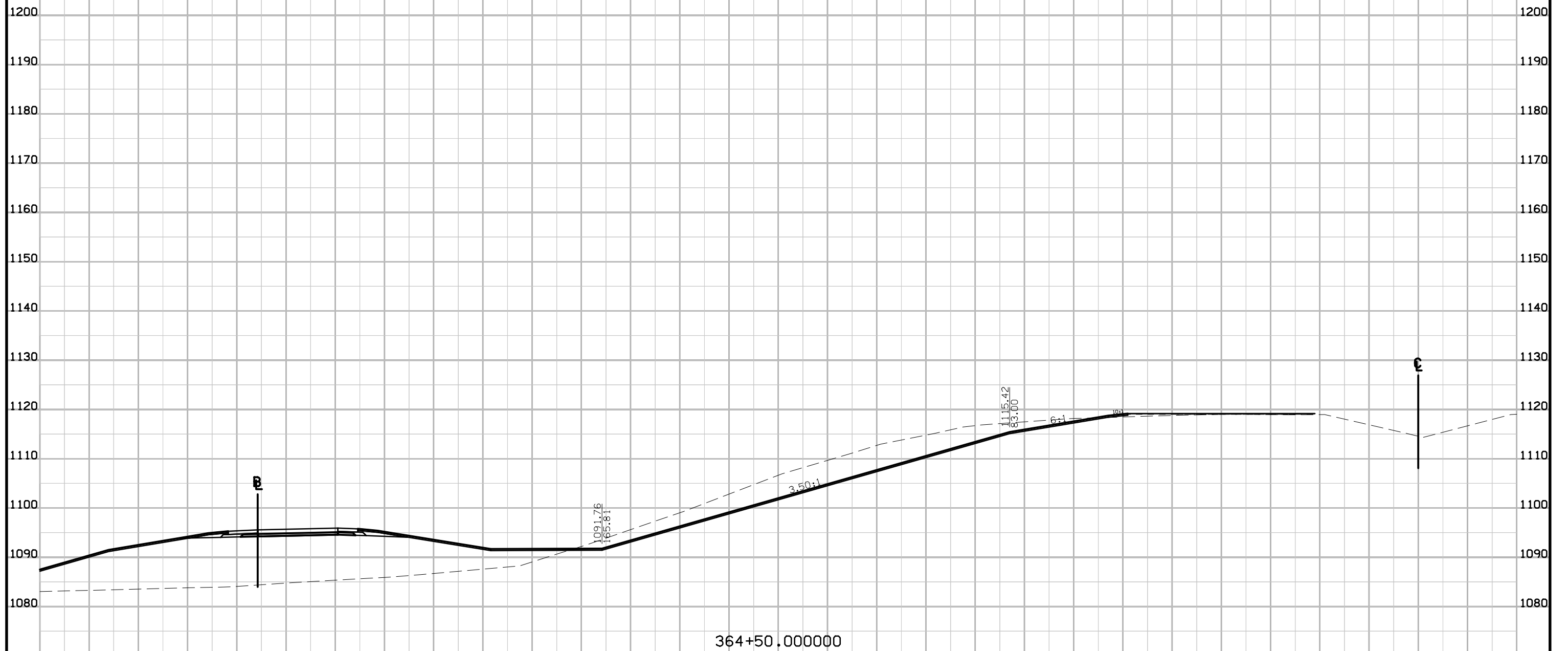
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Preliminary

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Oct 2016

I-35 SB in Ramp D Quadrant



364+50.000000

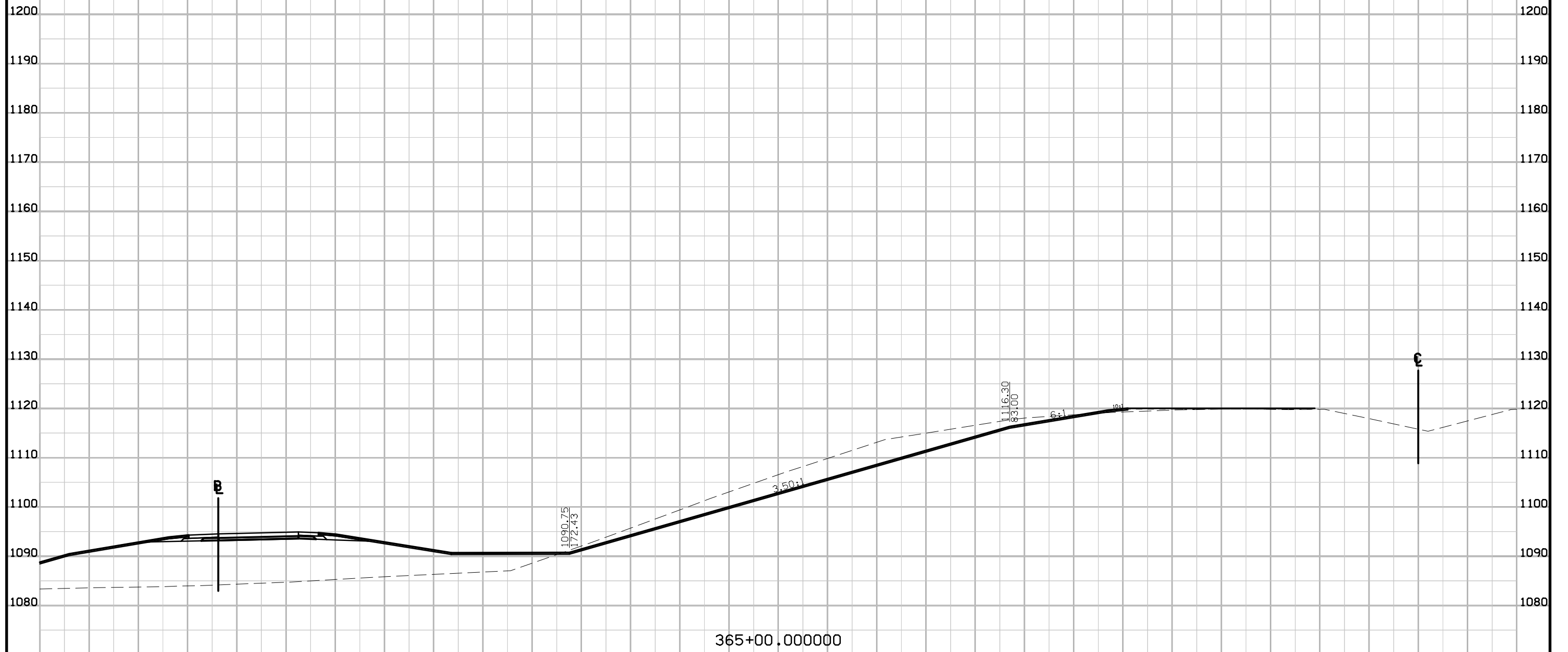
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



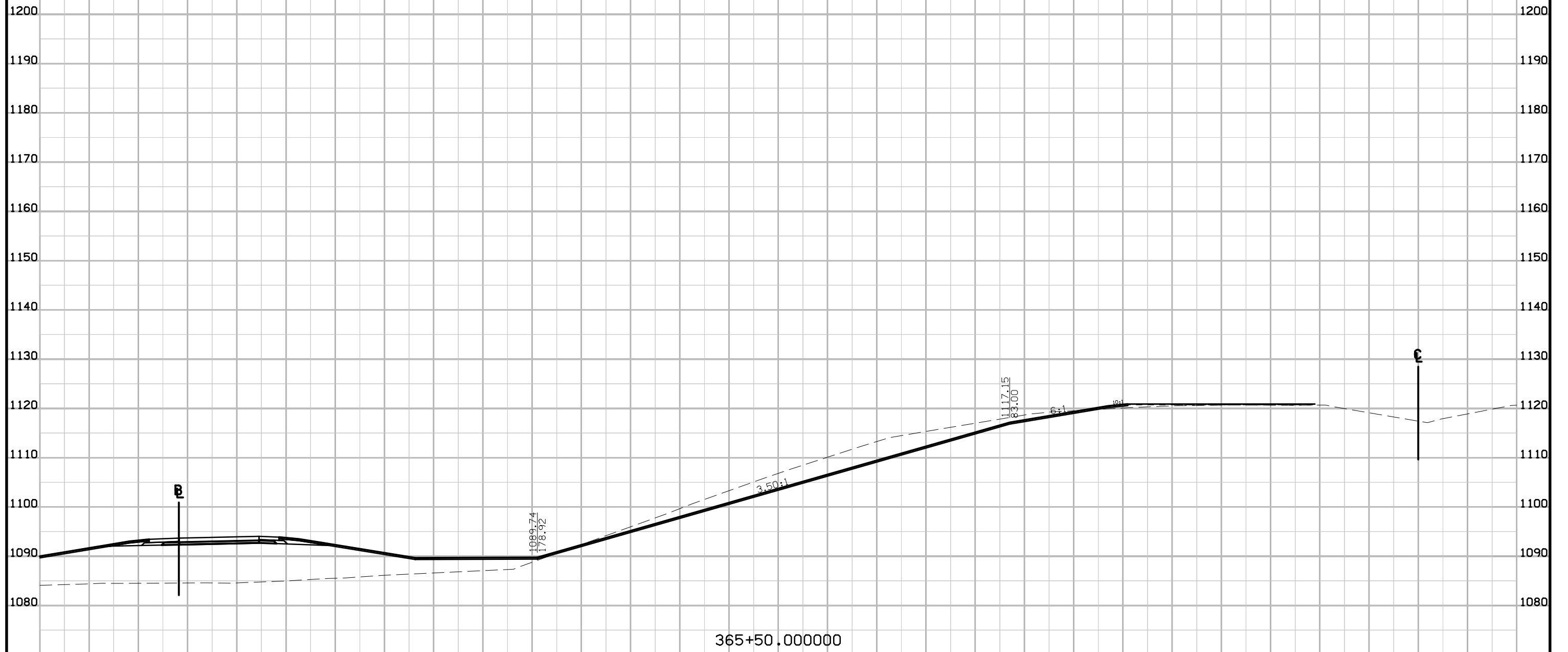
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

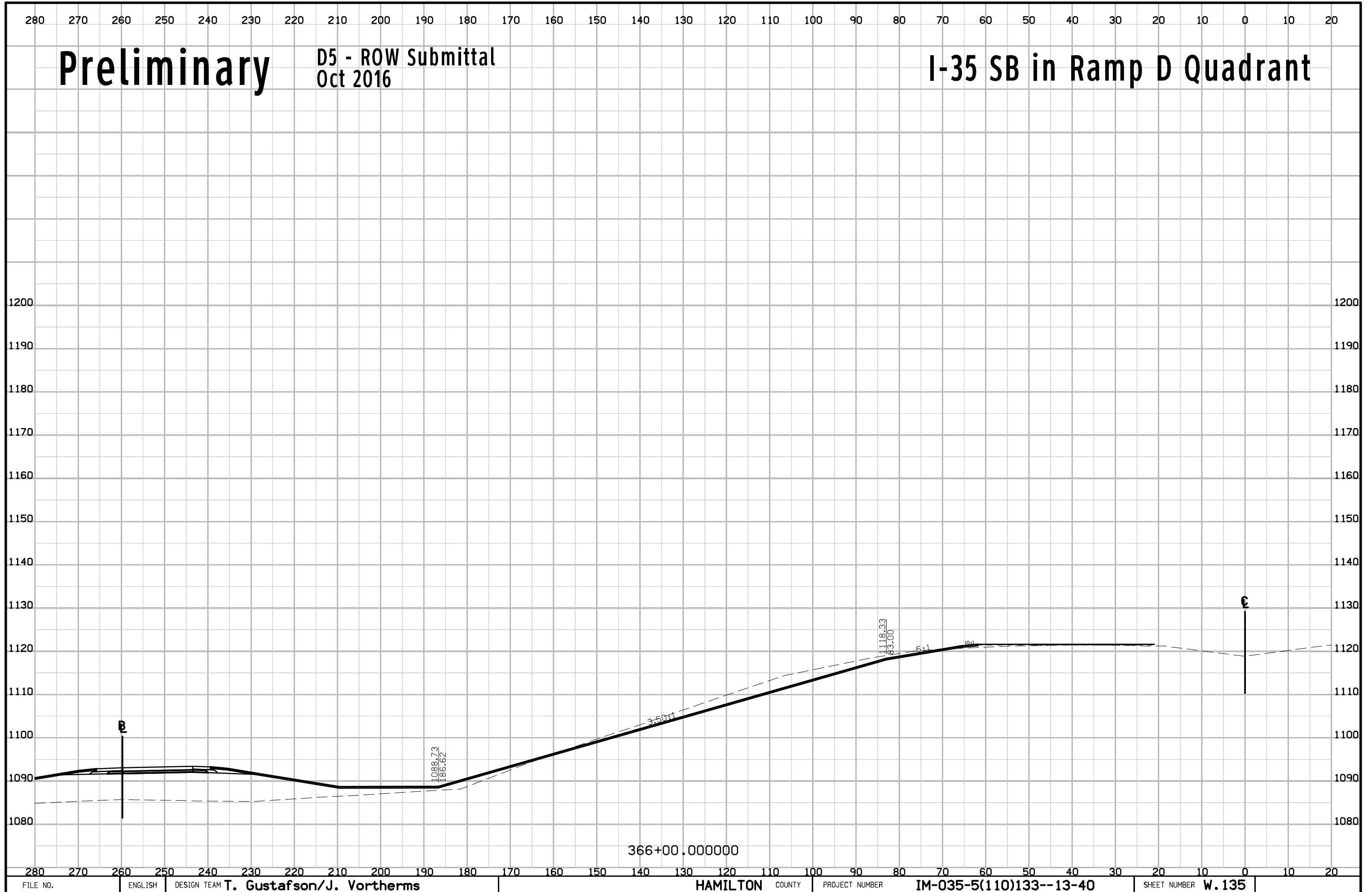


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

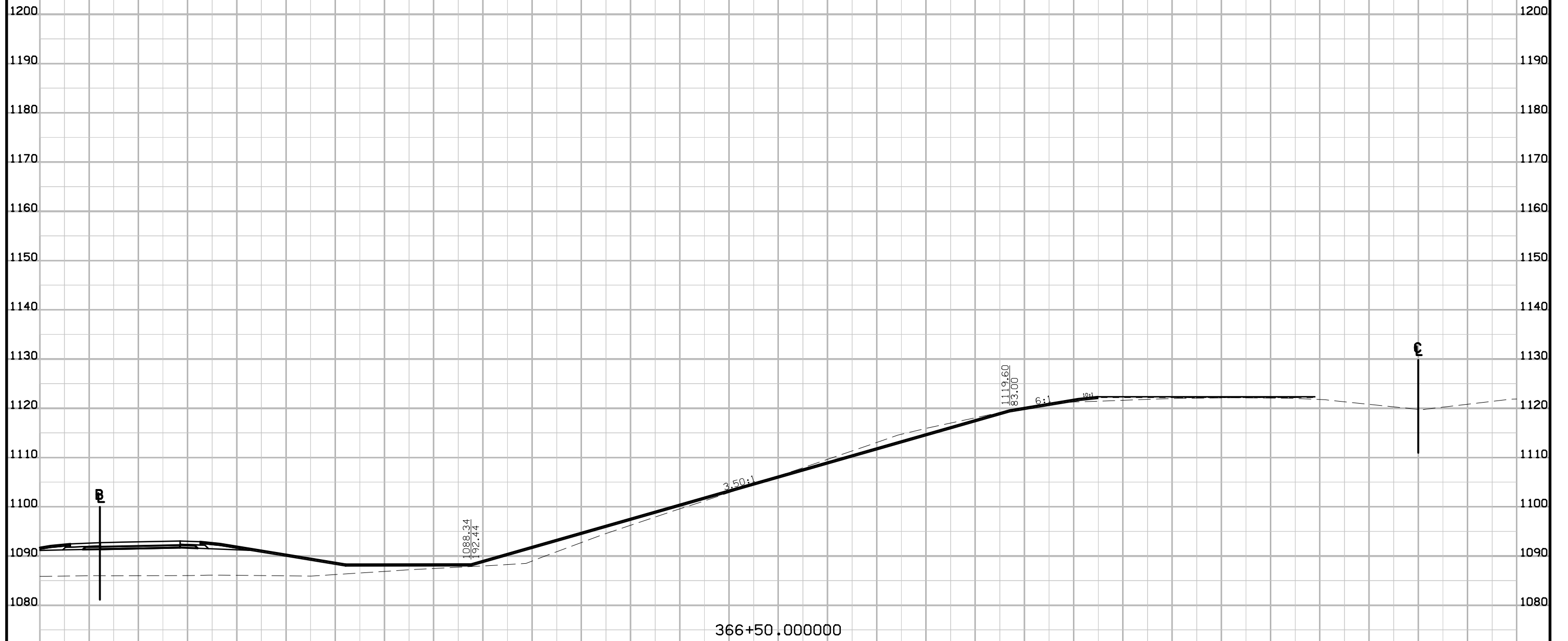


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

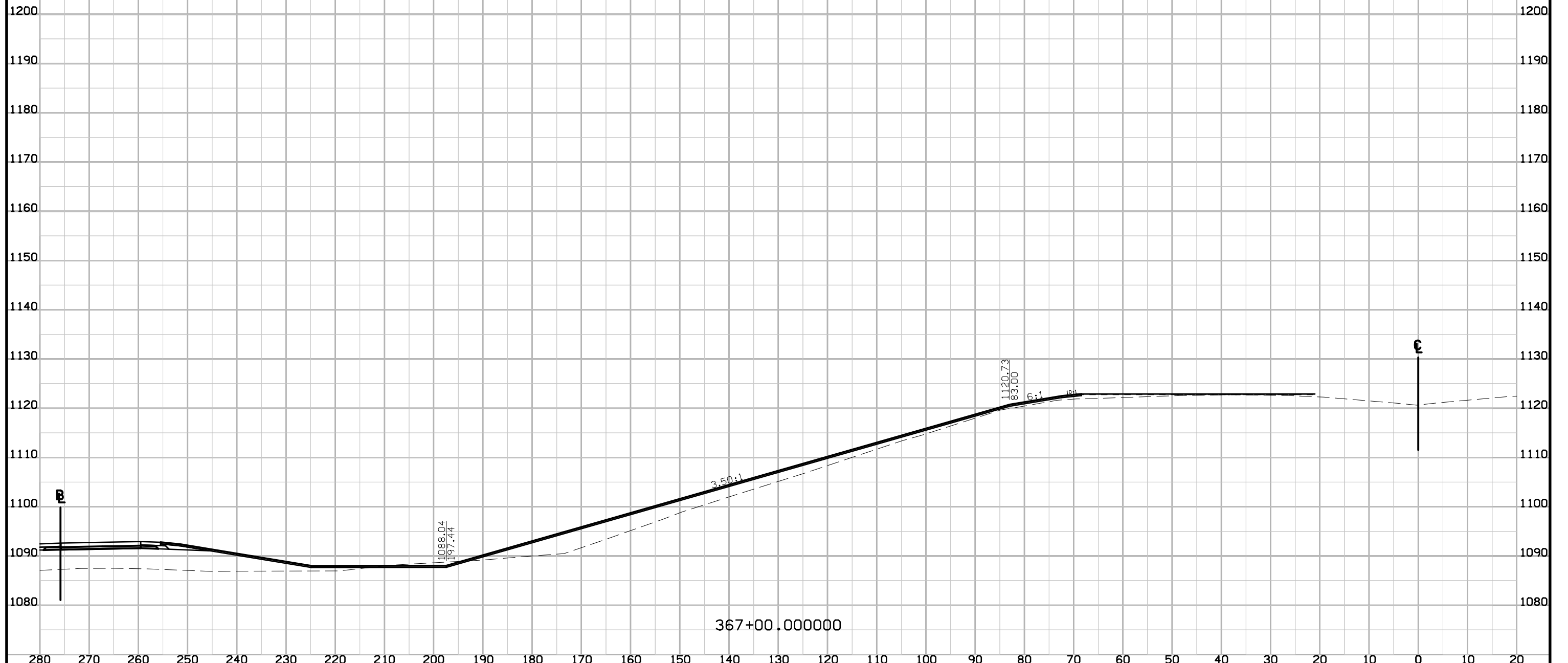


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Preliminary

D5 - ROW Submittal
Oct 2016

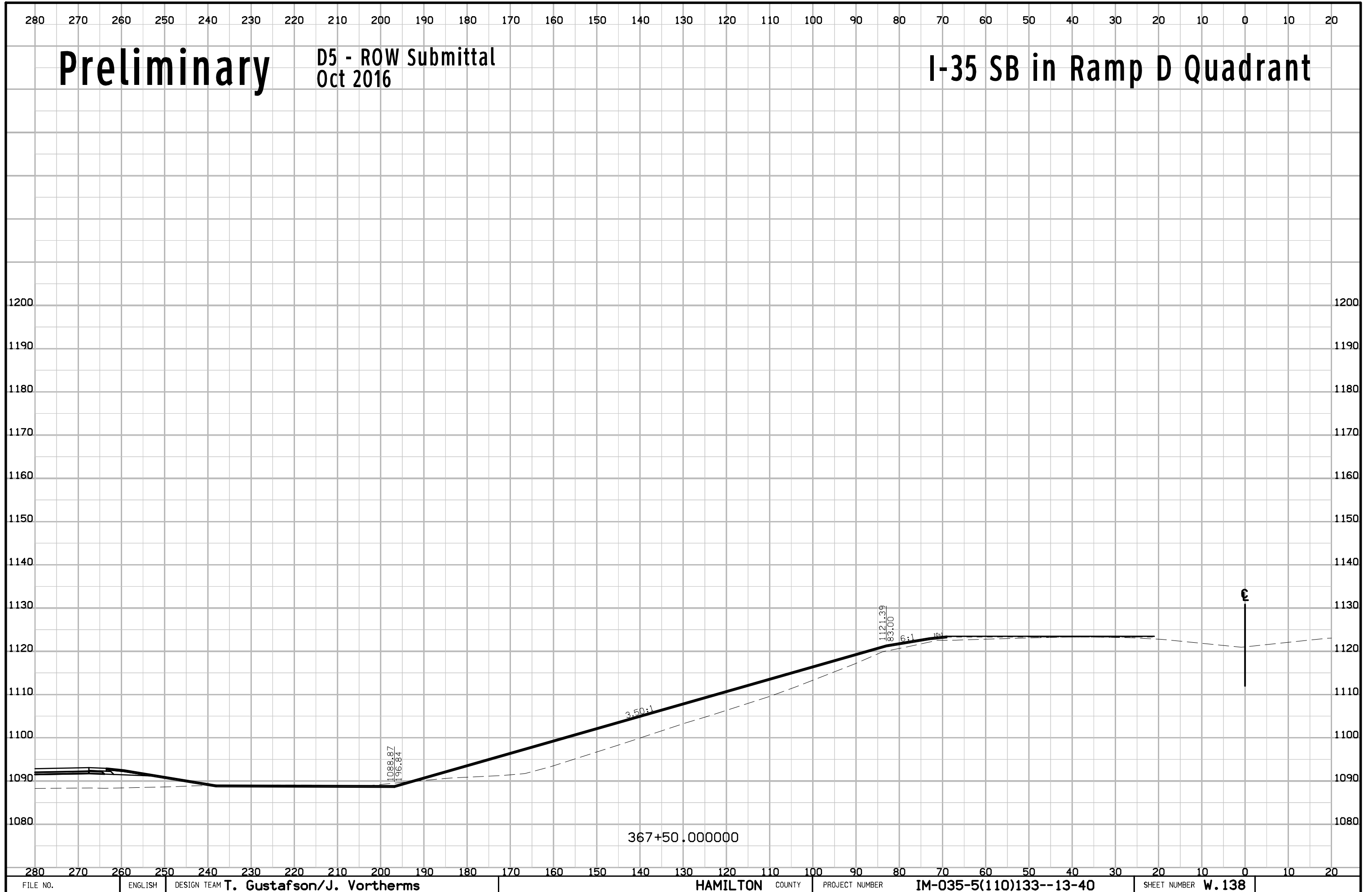
I-35 SB in Ramp D Quadrant



Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant

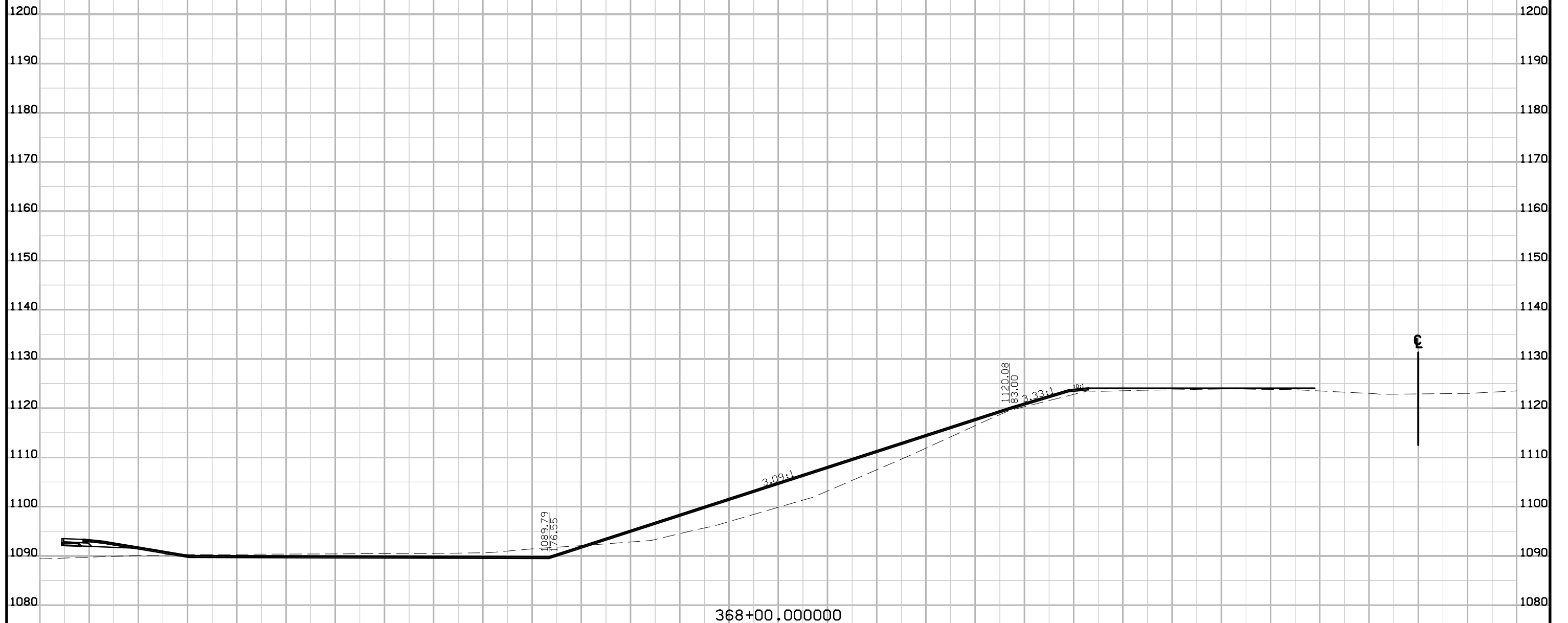


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp D Quadrant



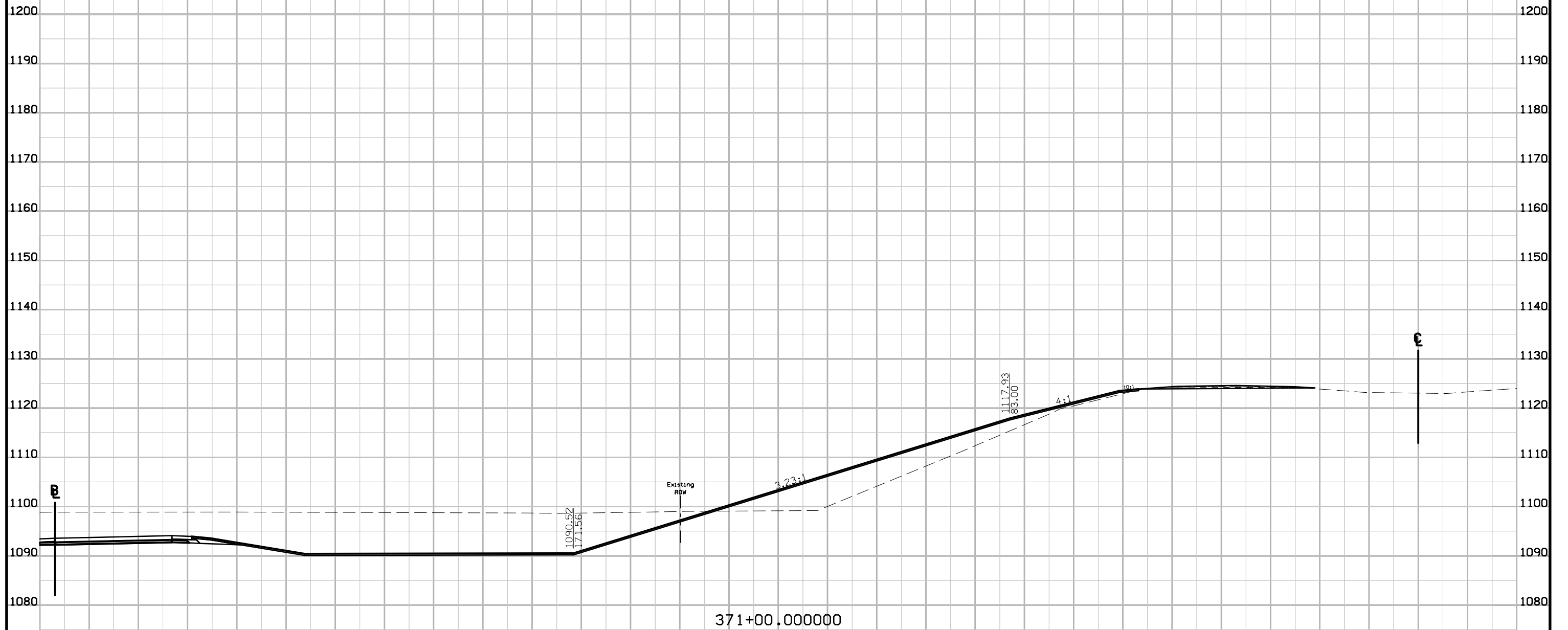
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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant



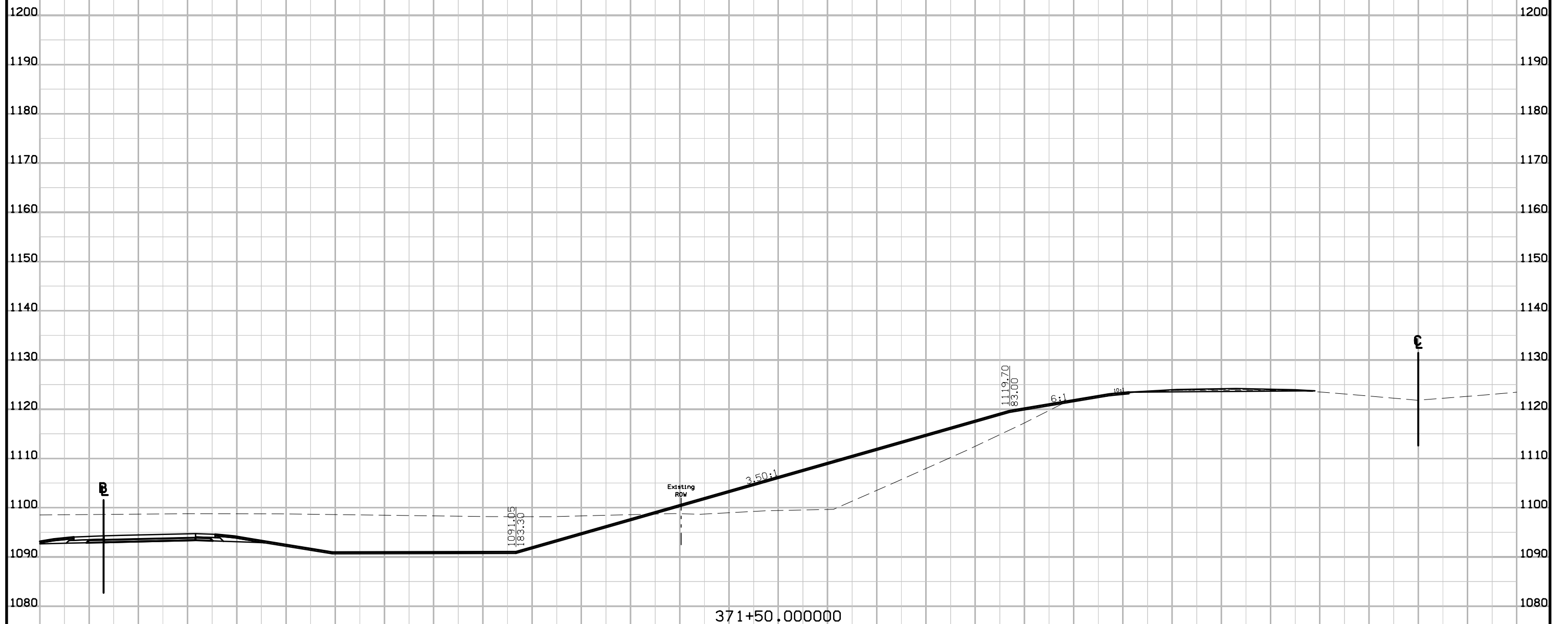
FILE NO.	ENGLISH	DESIGN TEAM T. Gustafson/J. Vortherms	HAMILTON COUNTY	PROJECT NUMBER IM-035-5(110)133--13-40	SHEET NUMBER W.151
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp A Quadrant

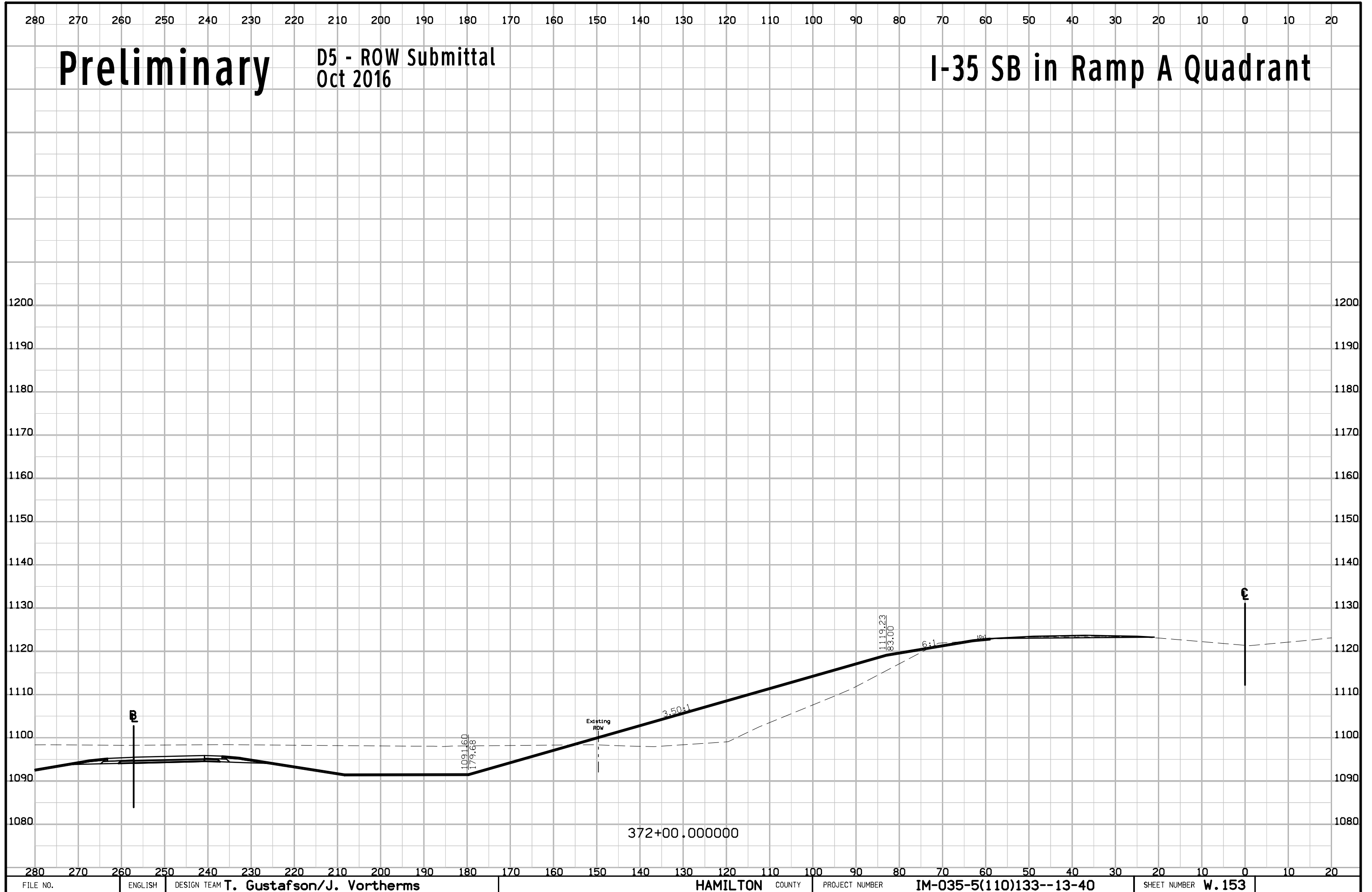


FILE NO.	ENGLISH	DESIGN TEAM T. Gustafson/J. Vortherms	HAMILTON COUNTY	PROJECT NUMBER IM-035-5(110)133--13-40	SHEET NUMBER W.152
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp A Quadrant



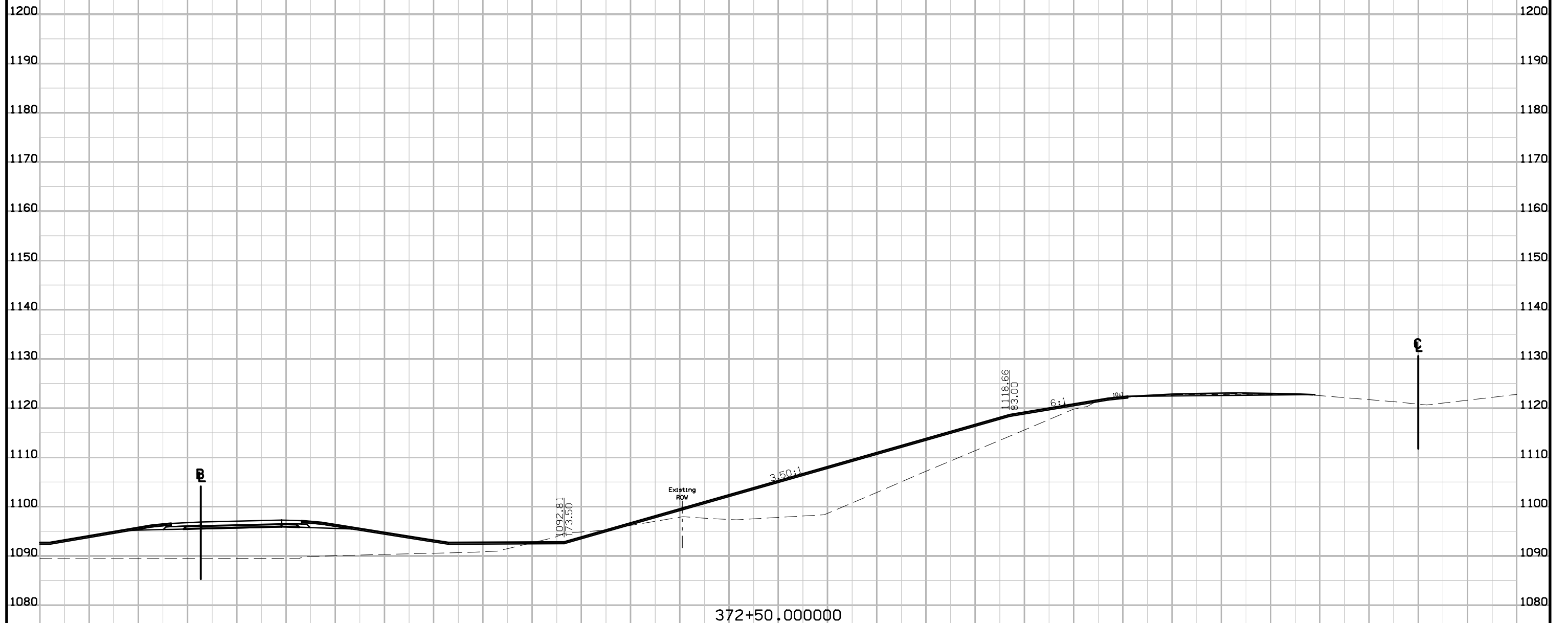
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp A Quadrant



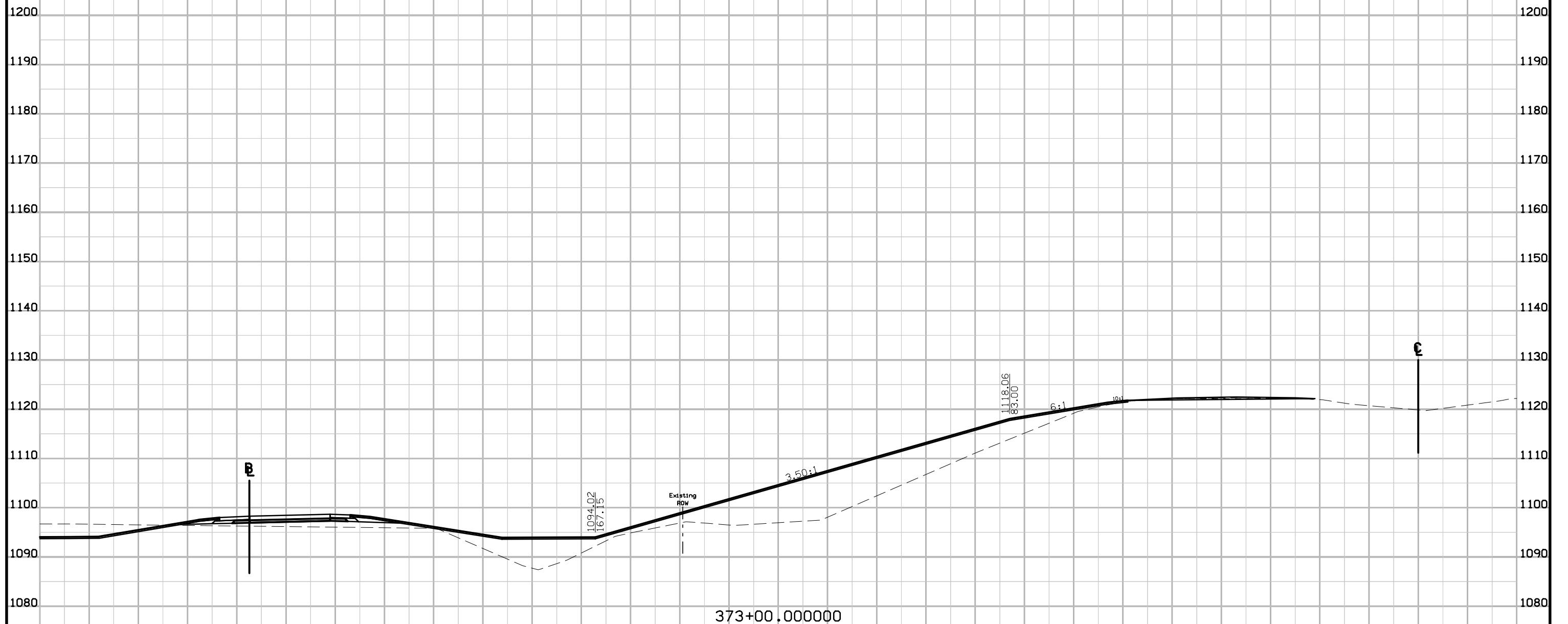
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp A Quadrant



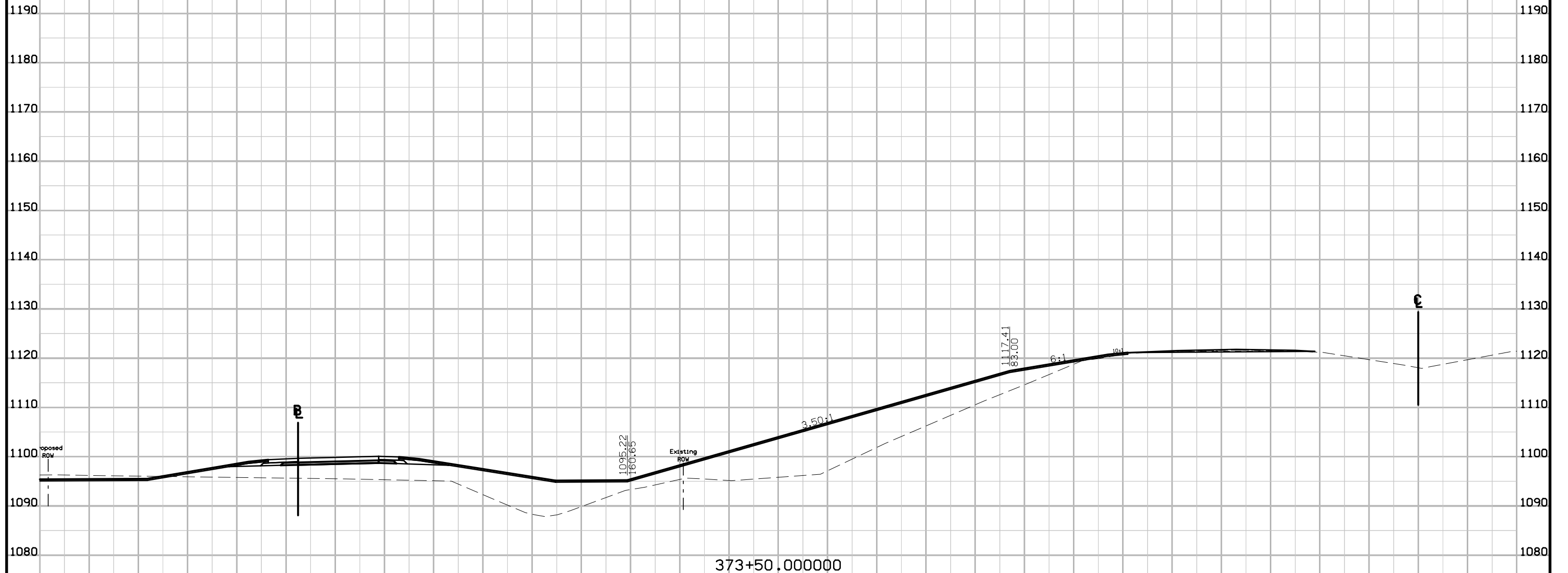
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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp A Quadrant



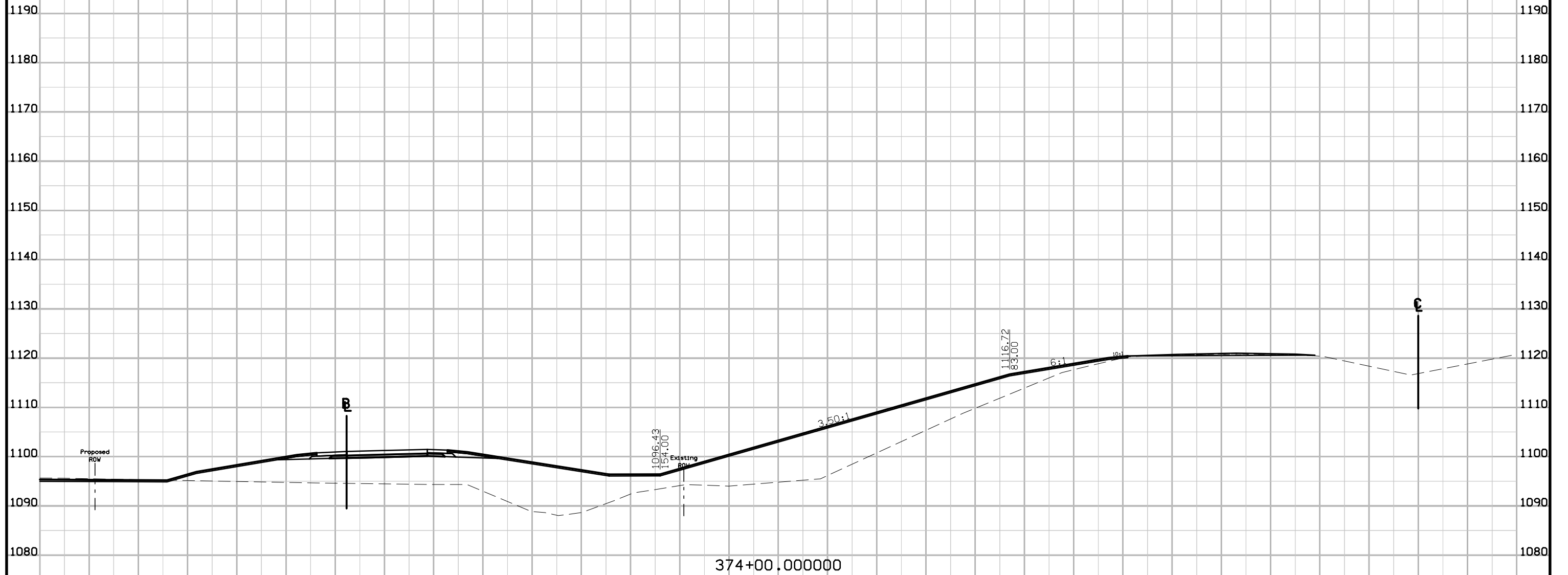
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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant



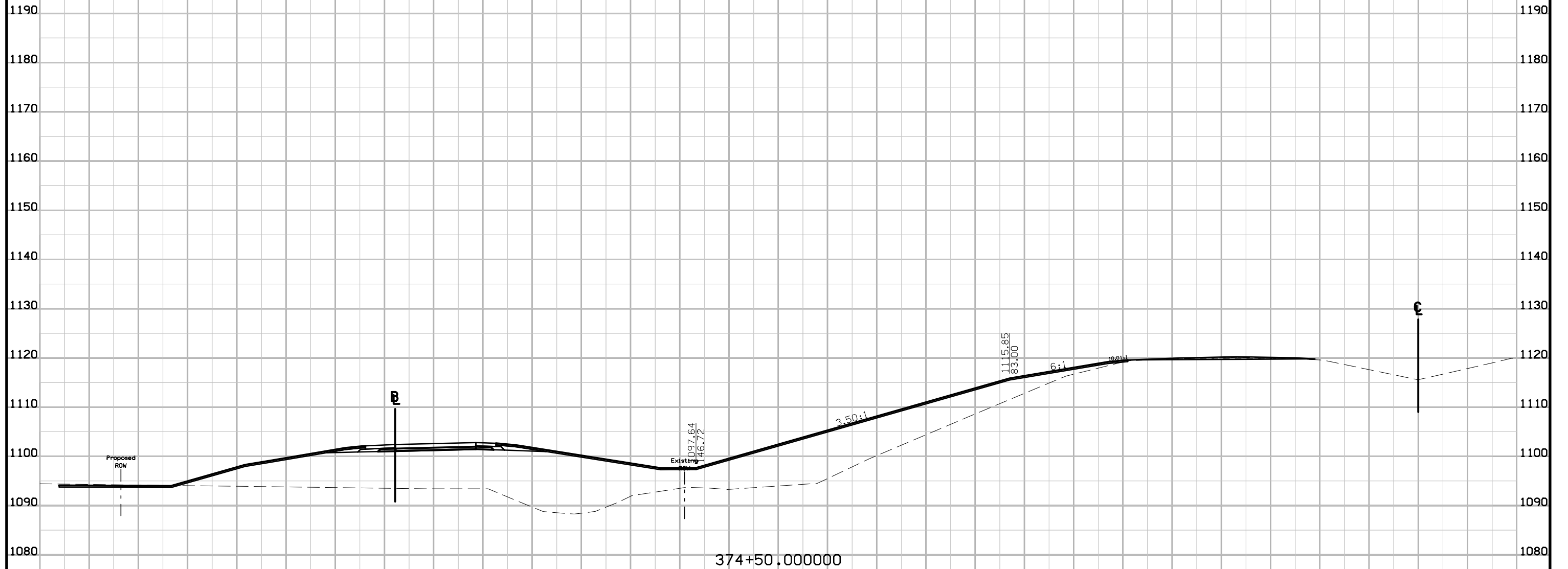
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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant



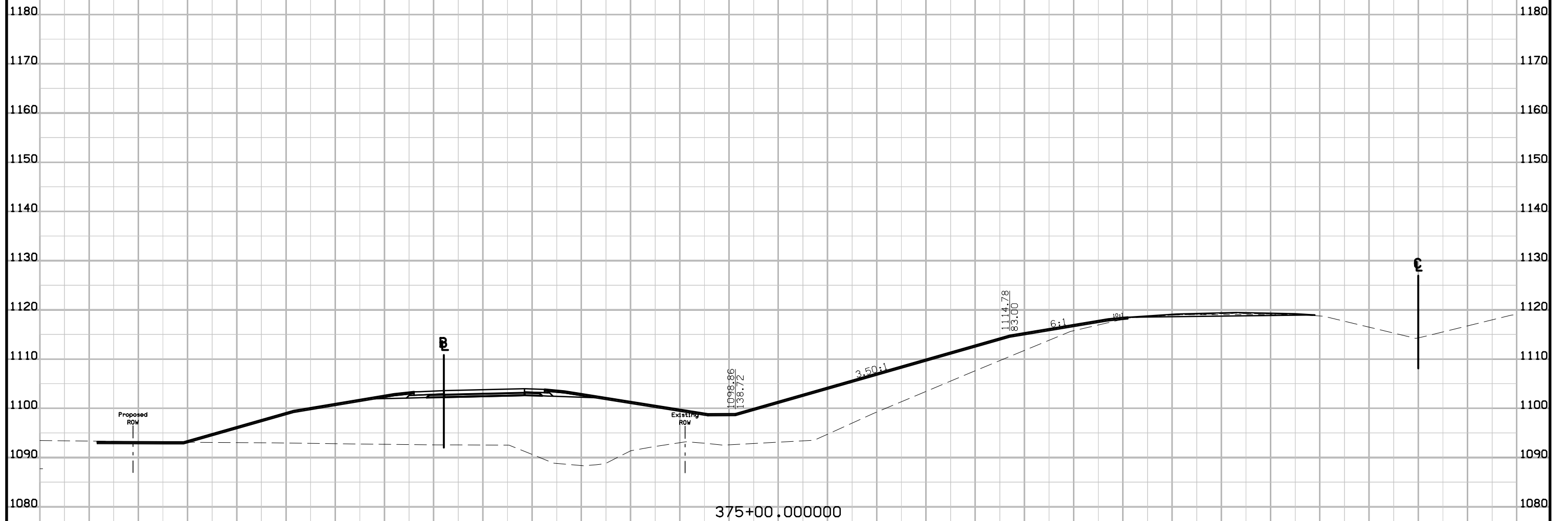
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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant



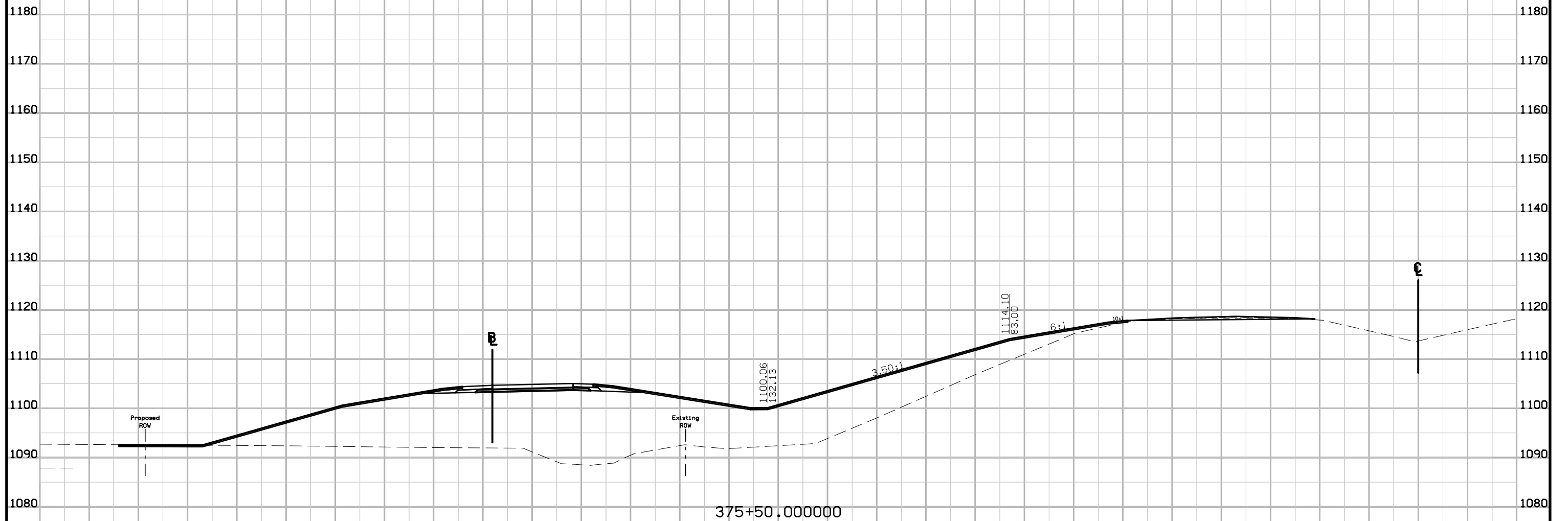
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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant



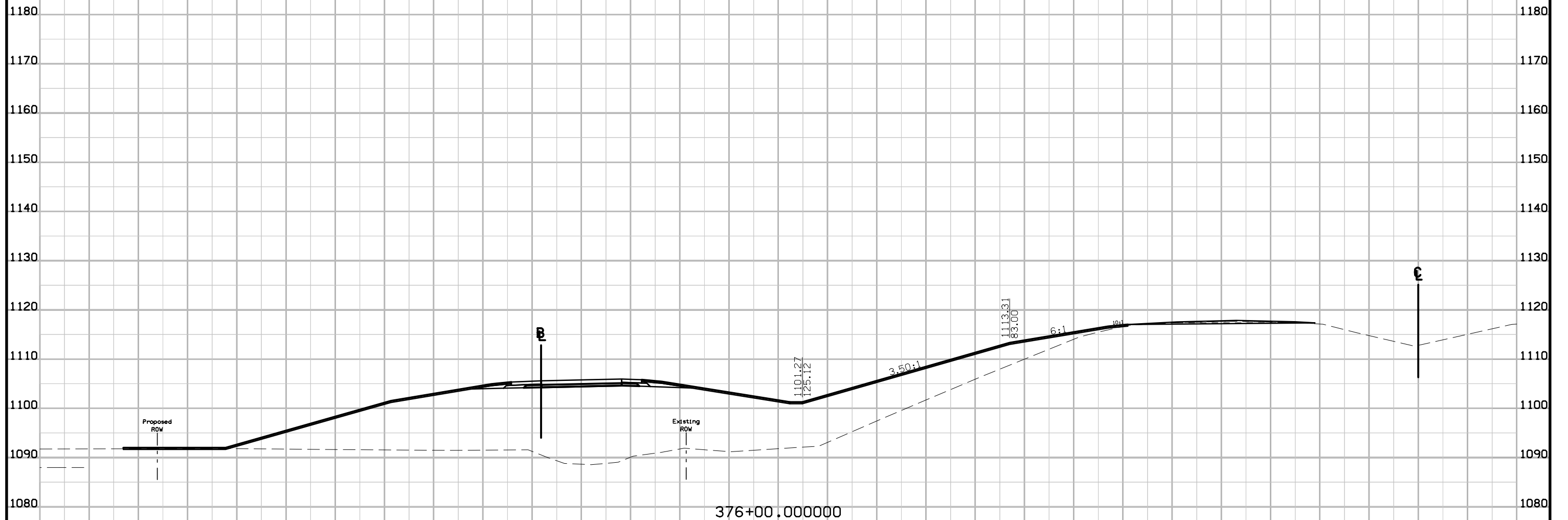
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Preliminary

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I-35 SB in Ramp A Quadrant



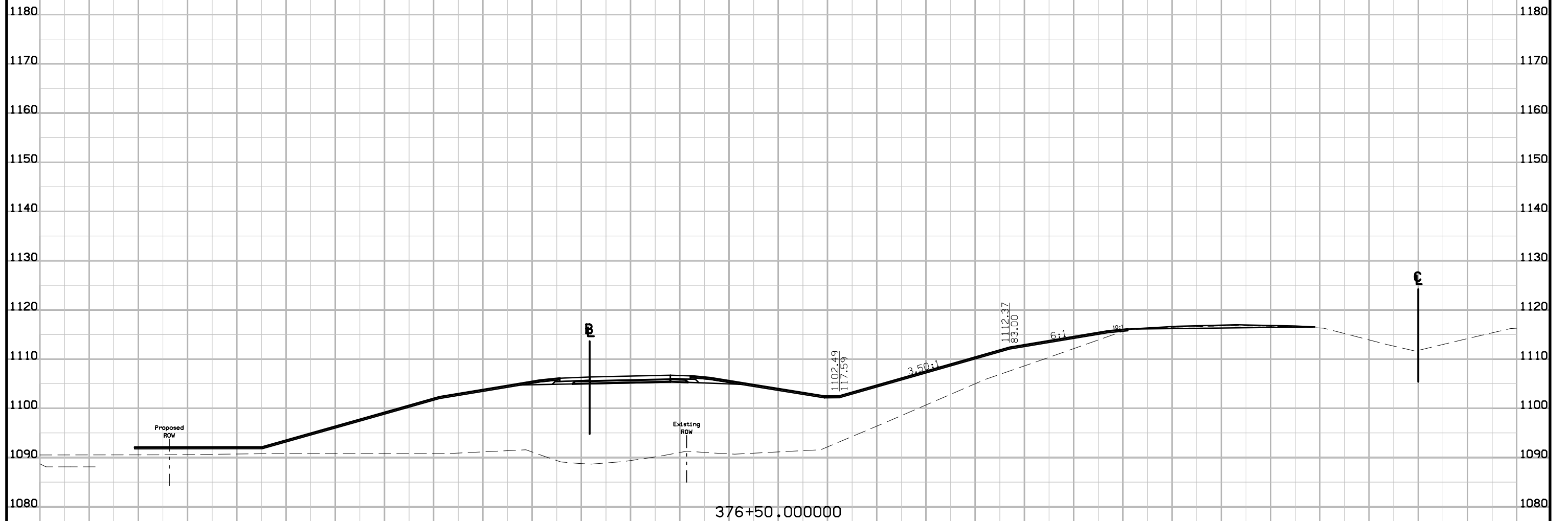
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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant



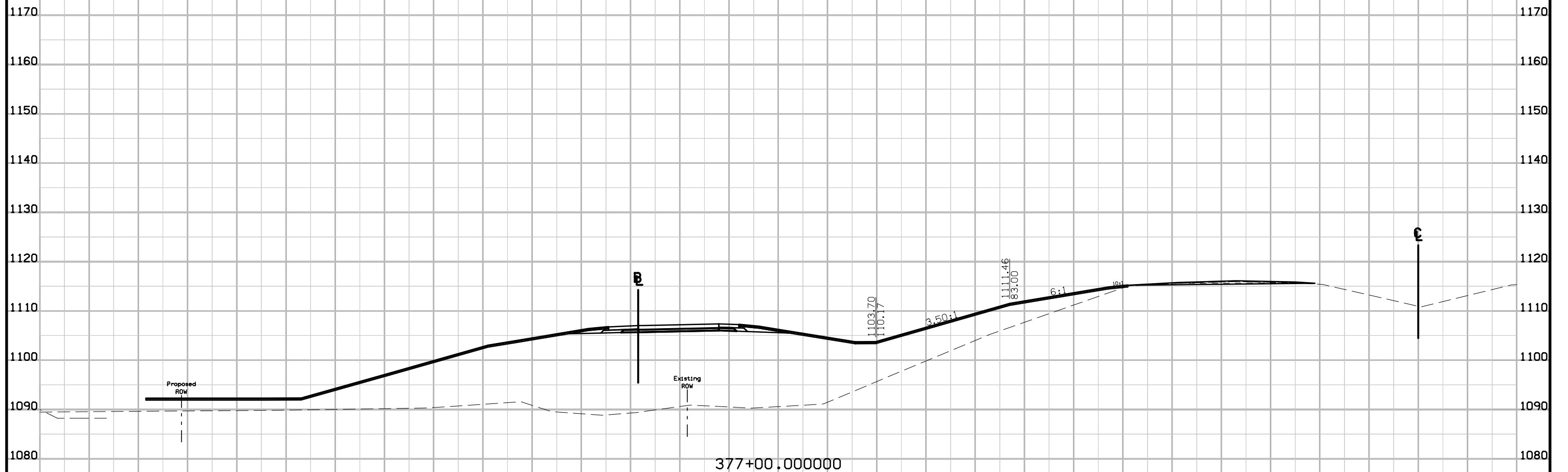
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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant



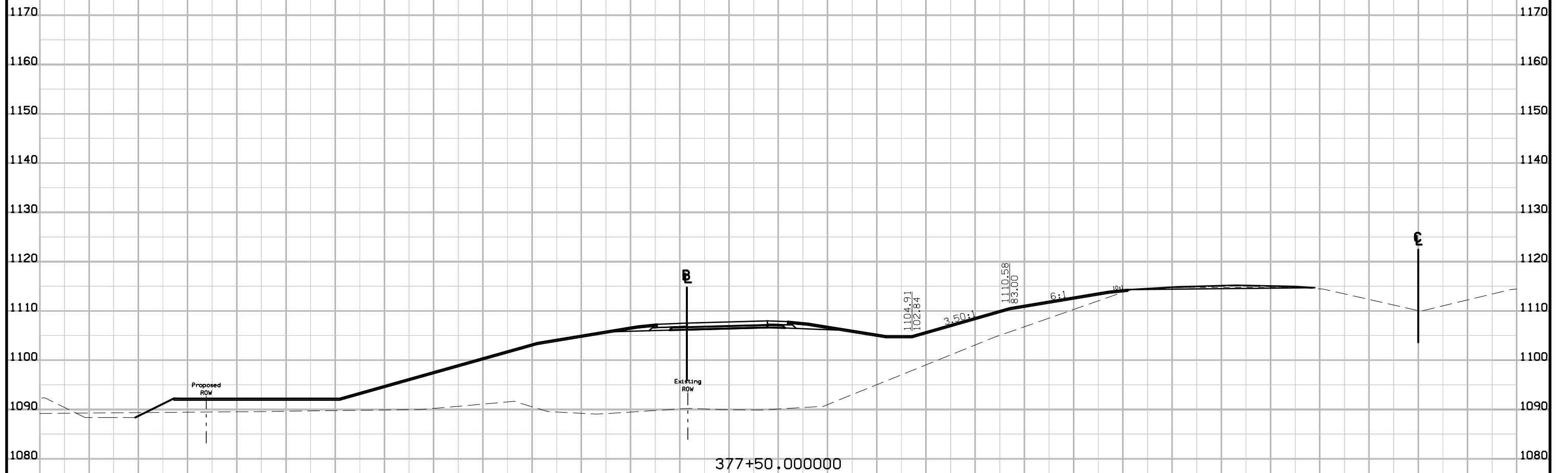
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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant

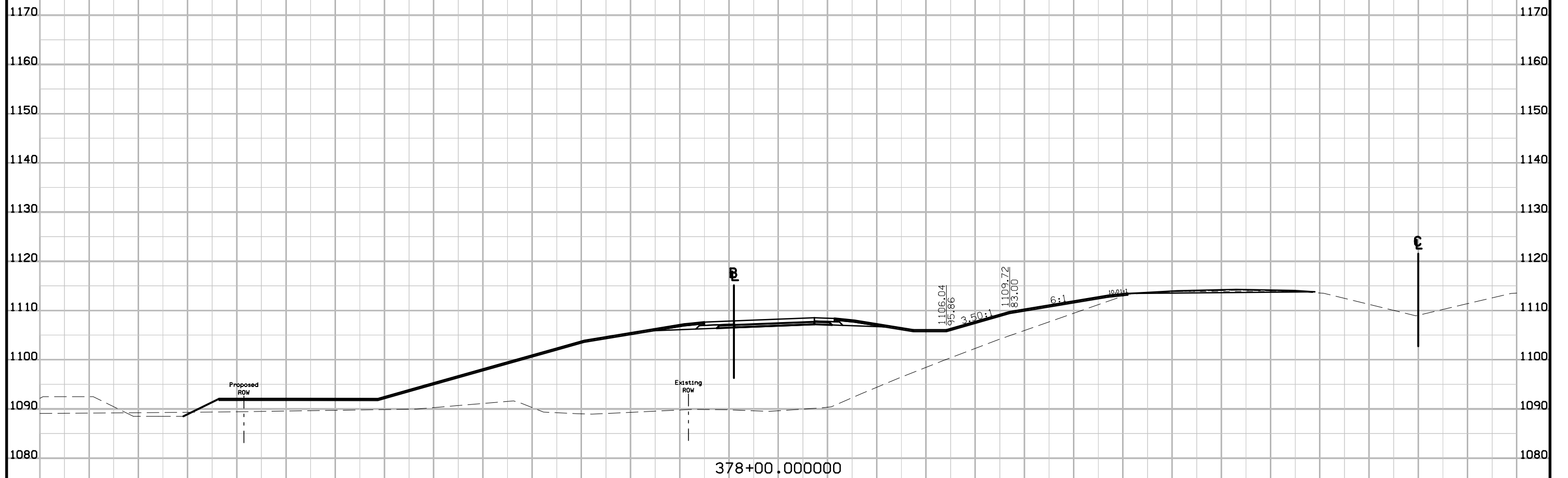


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Preliminary

D5 - ROW Submittal
Oct 2016

I-35 SB in Ramp A Quadrant



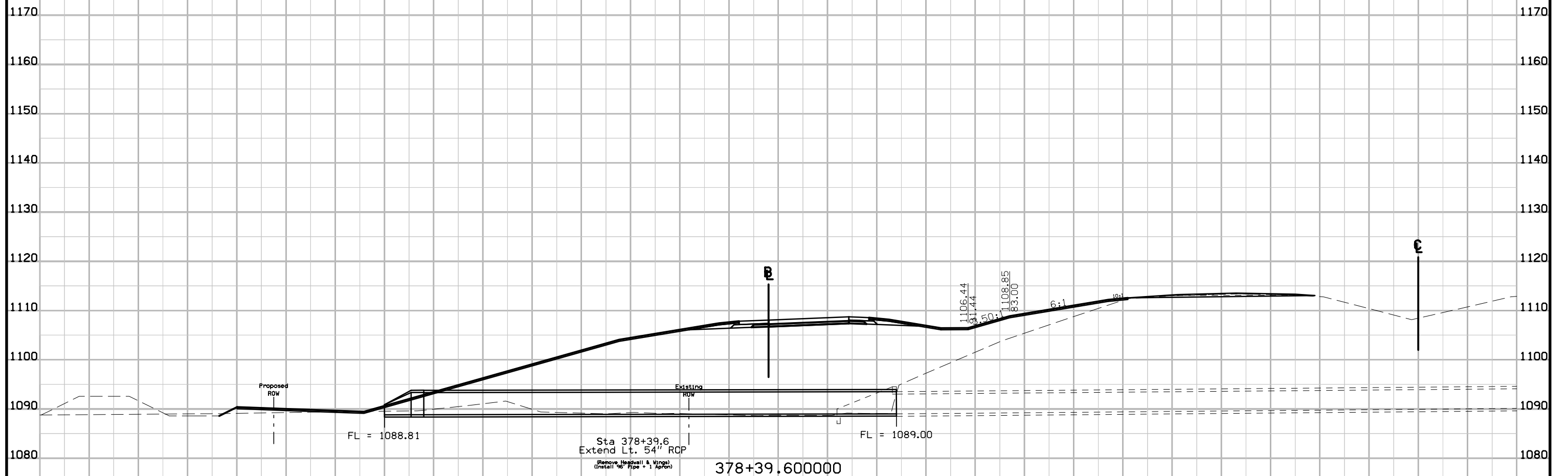
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Preliminary

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I-35 SB in Ramp A Quadrant

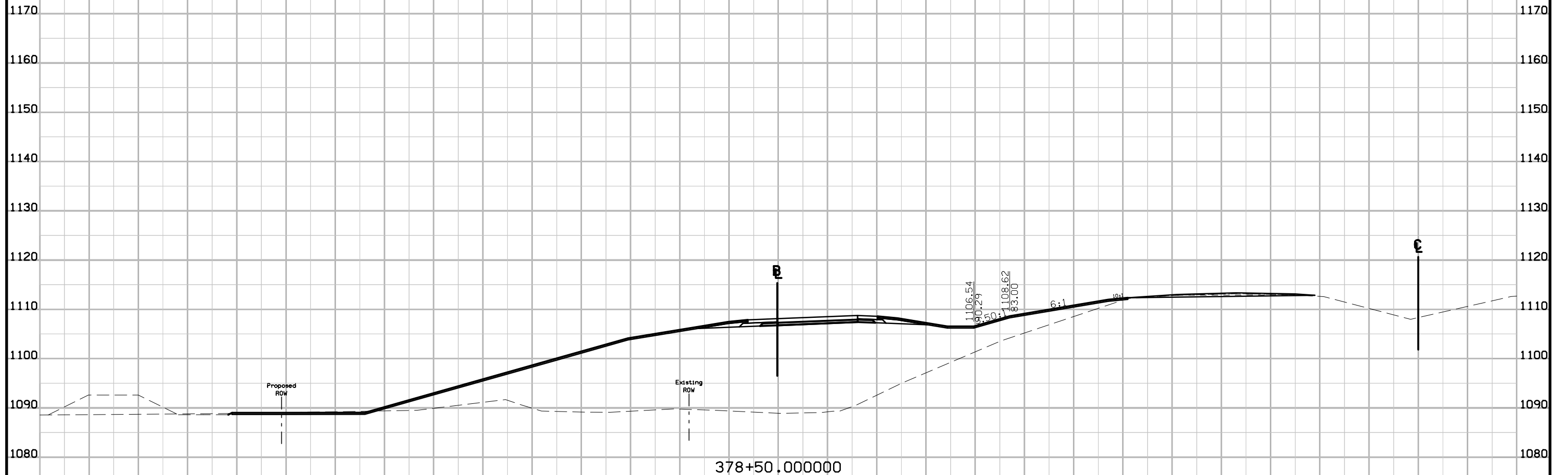


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Oct 2016

I-35 SB in Ramp A Quadrant



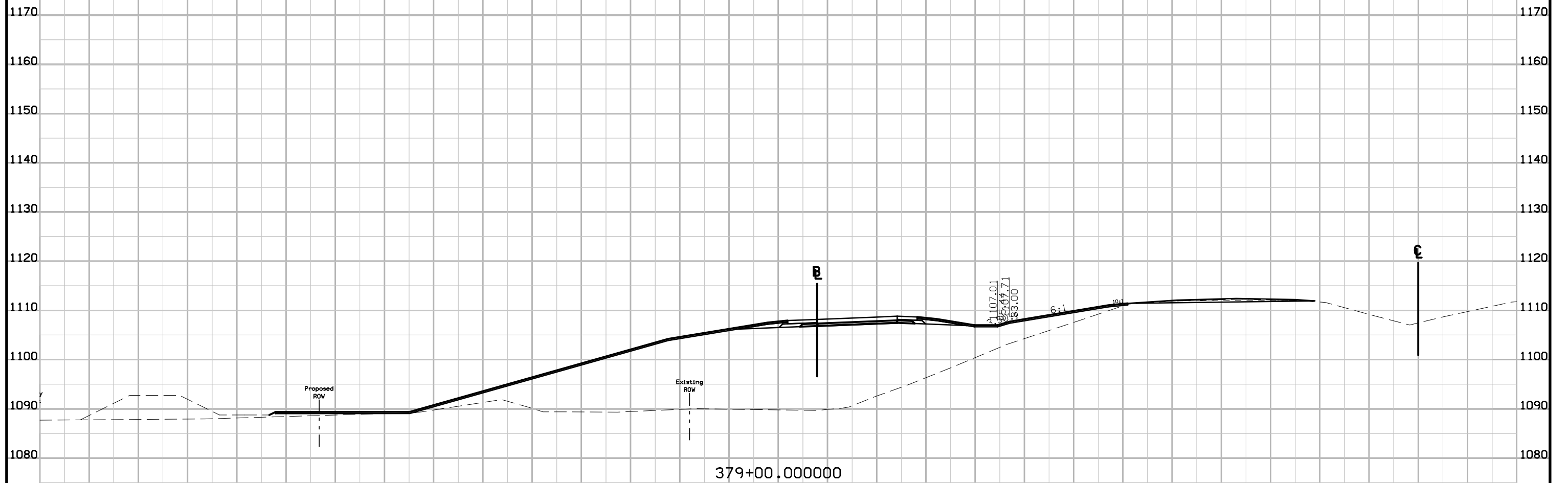
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Preliminary

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I-35 SB in Ramp A Quadrant



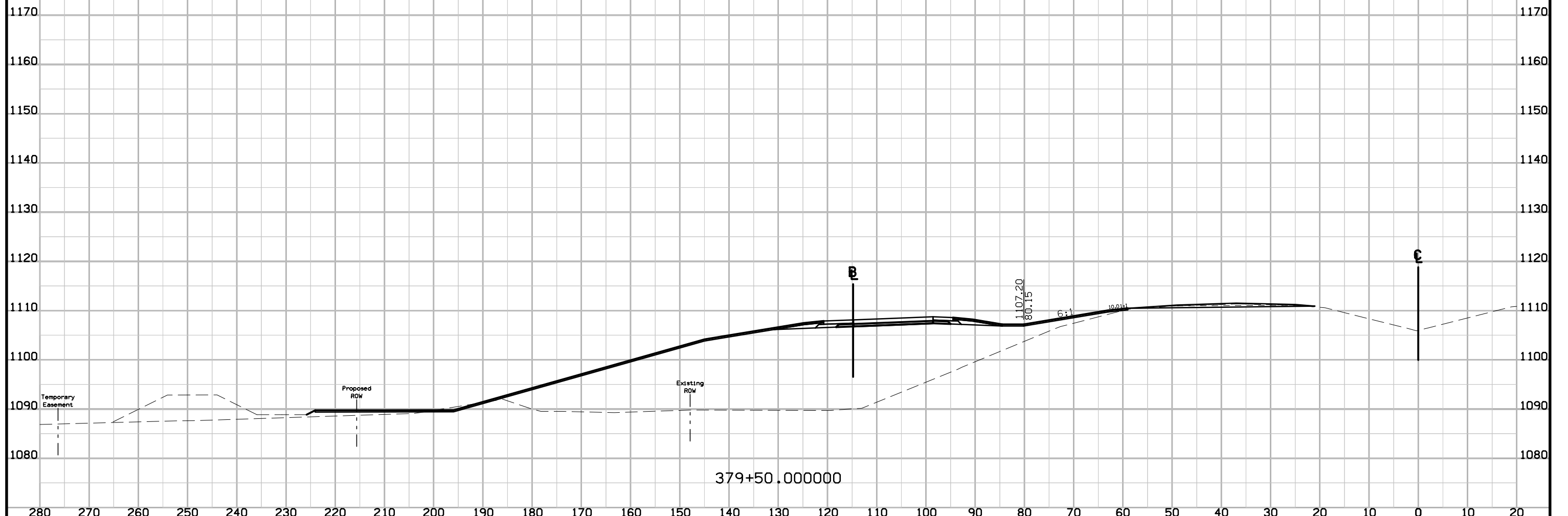
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Preliminary

D5 - ROW Submittal Oct 2016

I-35 SB in Ramp A Quadrant

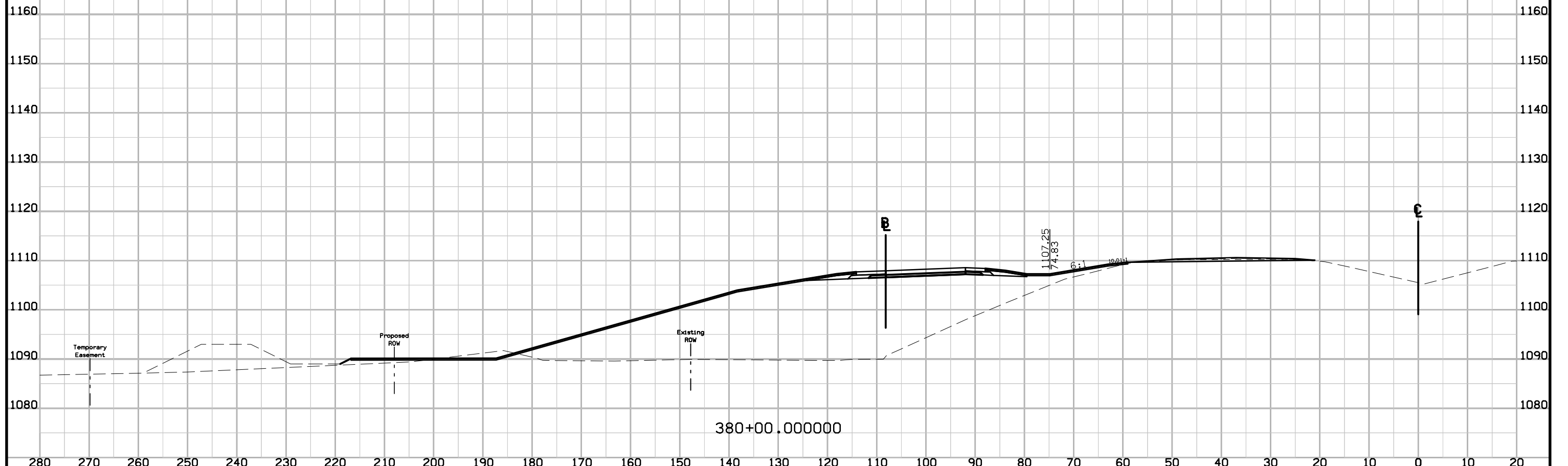


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Preliminary

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I-35 SB in Ramp A Quadrant

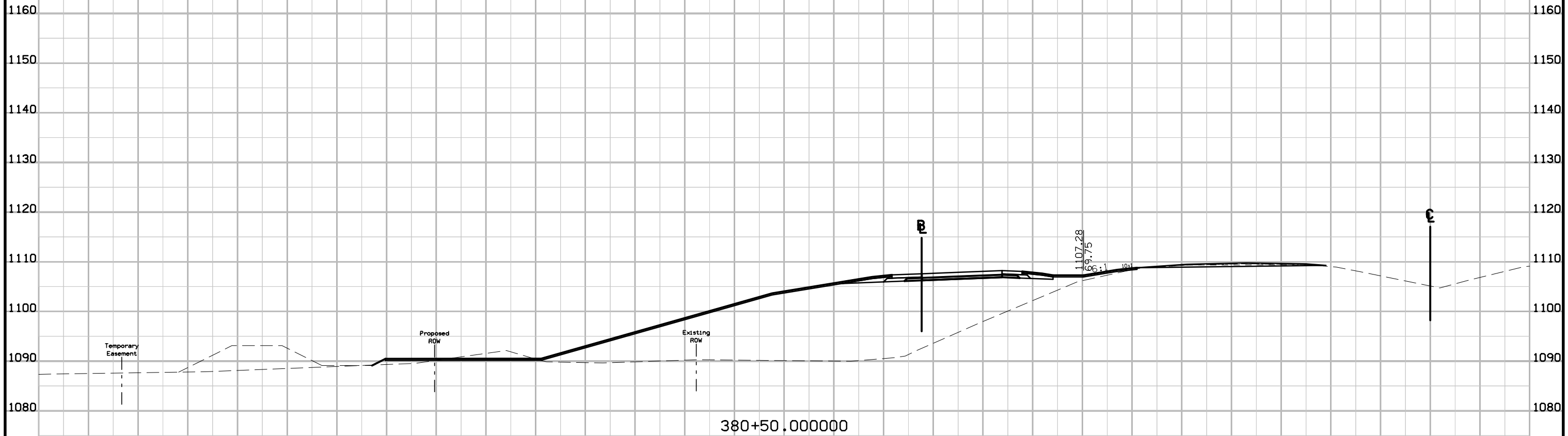
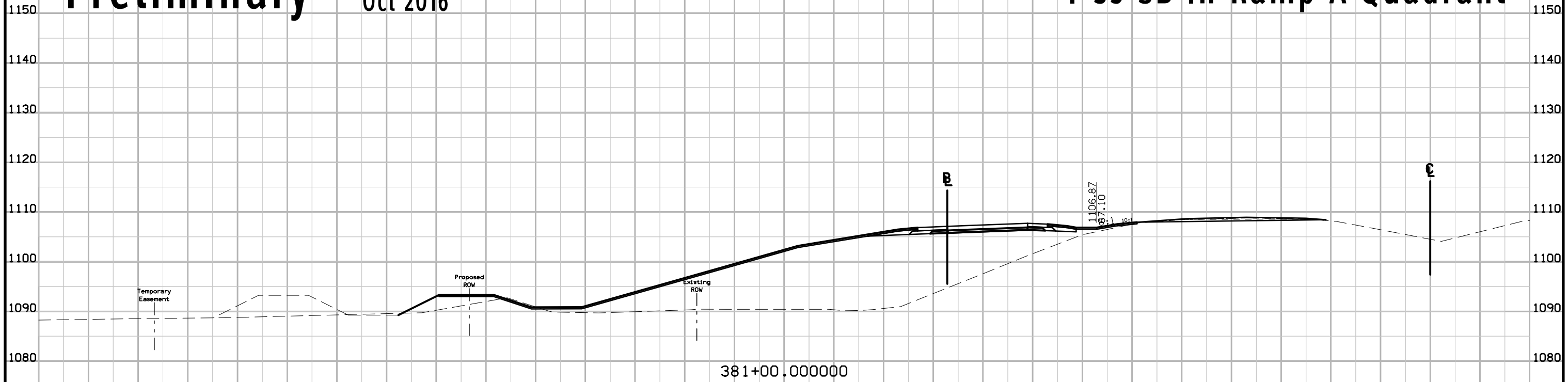


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Preliminary

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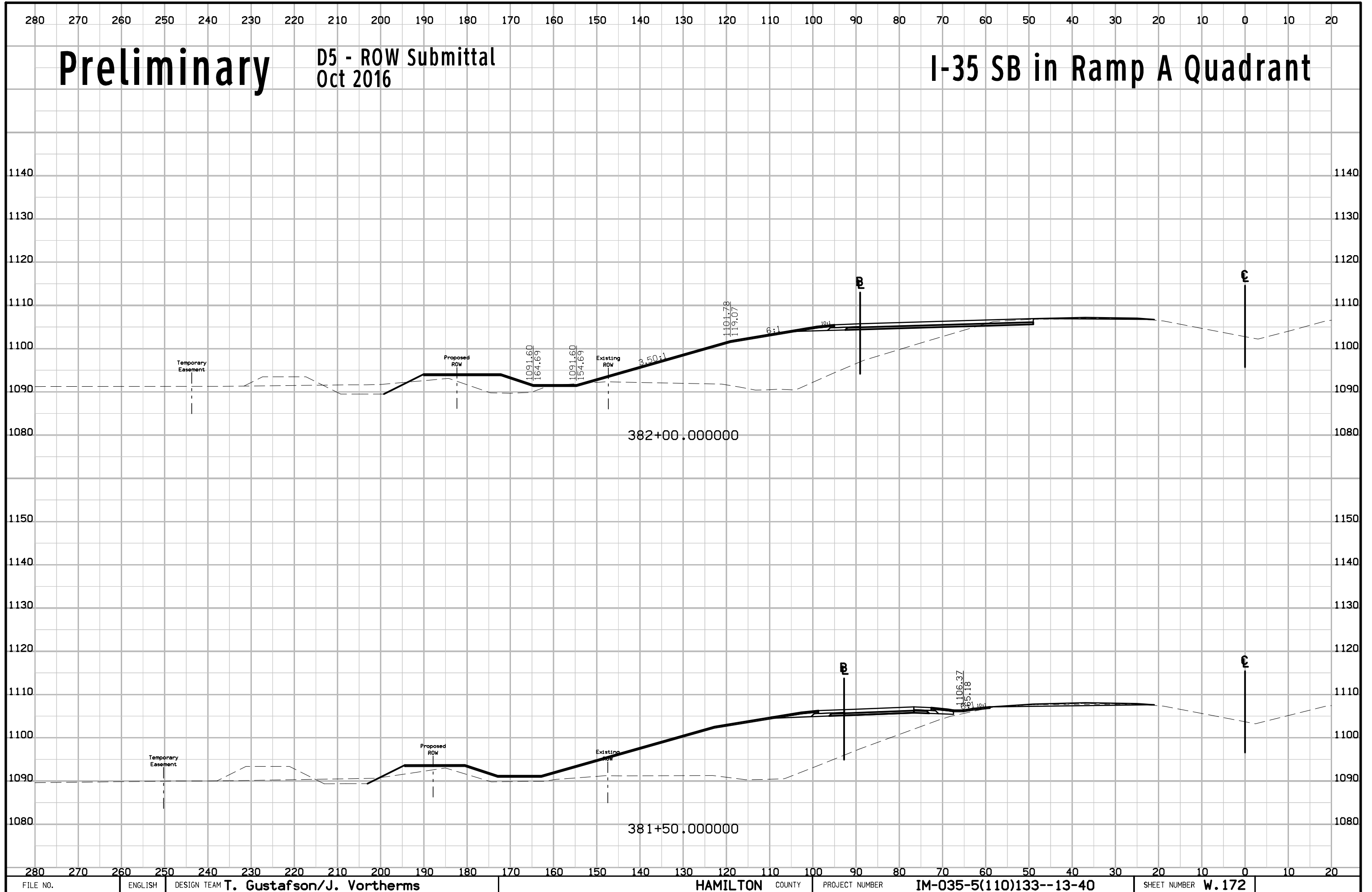
I-35 SB in Ramp A Quadrant



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Oct 2016

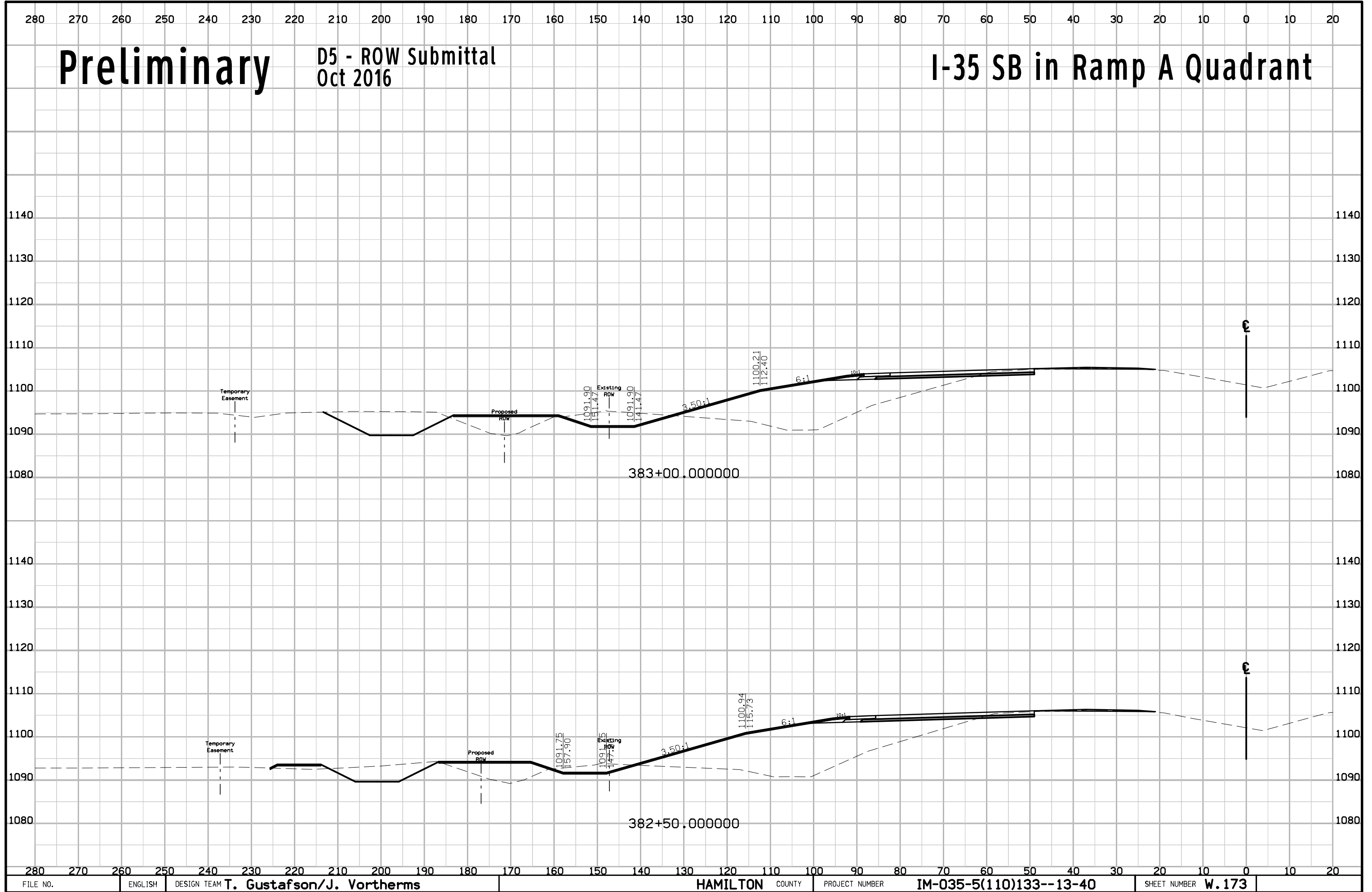
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Oct 2016

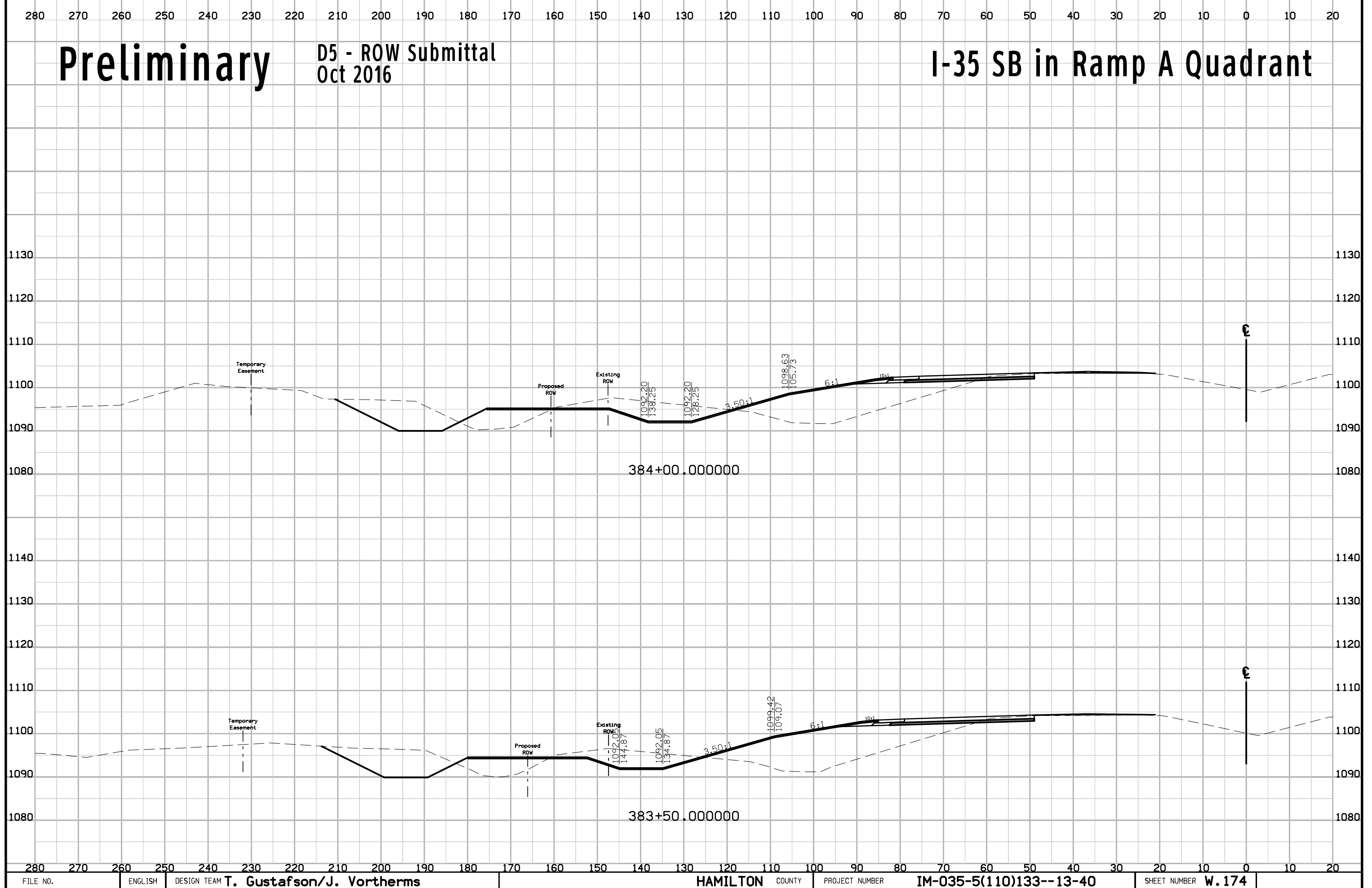
I-35 SB in Ramp A Quadrant



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I-35 SB in Ramp A Quadrant

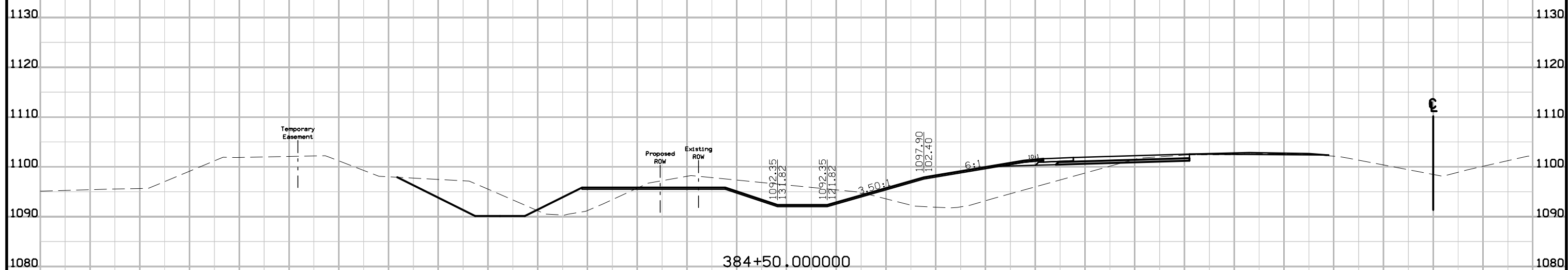
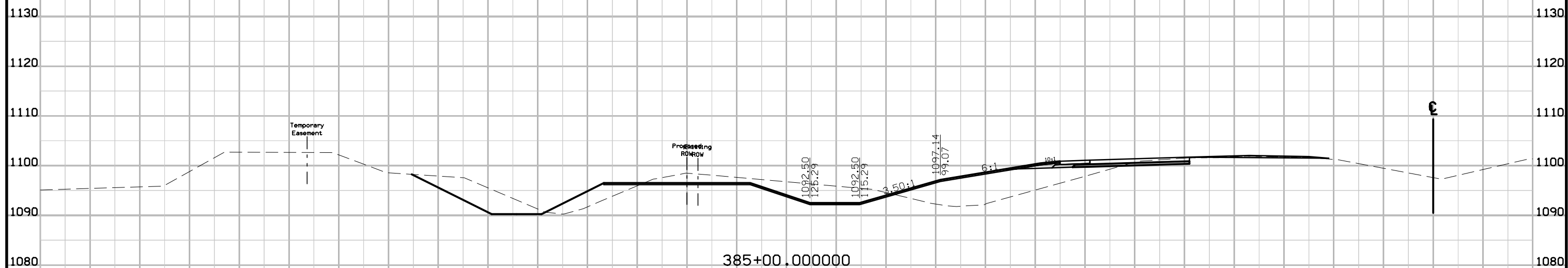


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Oct 2016

I-35 SB in Ramp A Quadrant

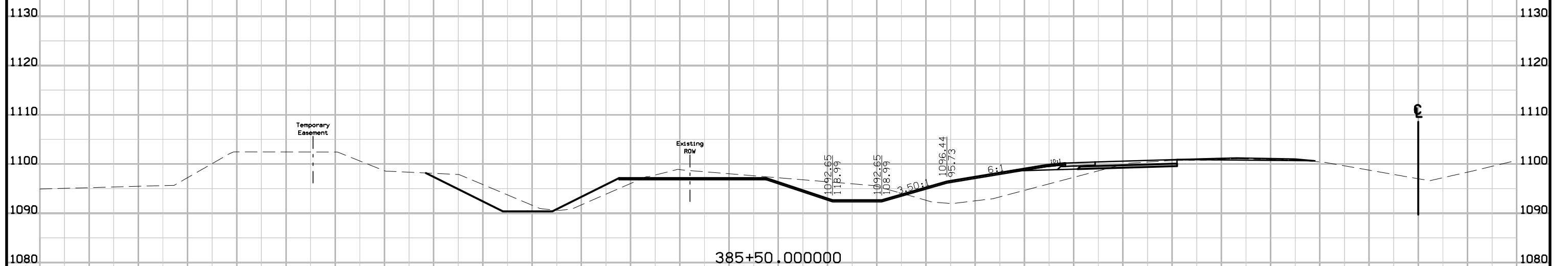
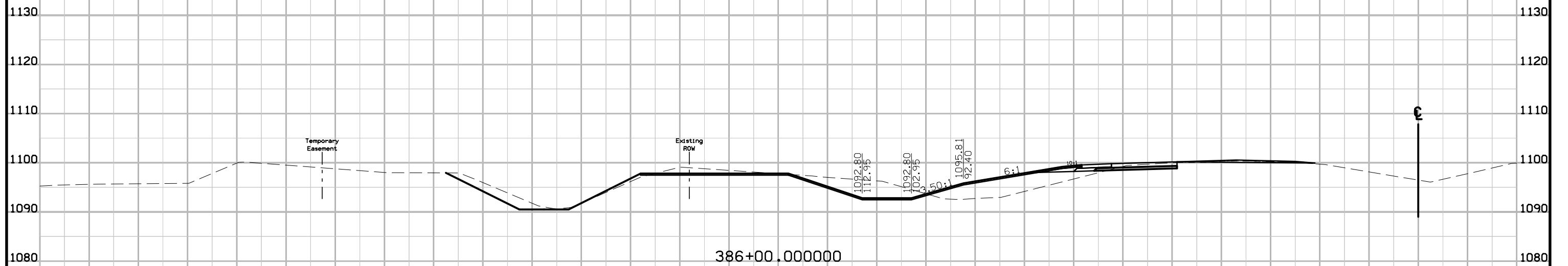


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Preliminary

D5 - ROW Submittal Oct 2016

I-35 SB in Ramp A Quadrant

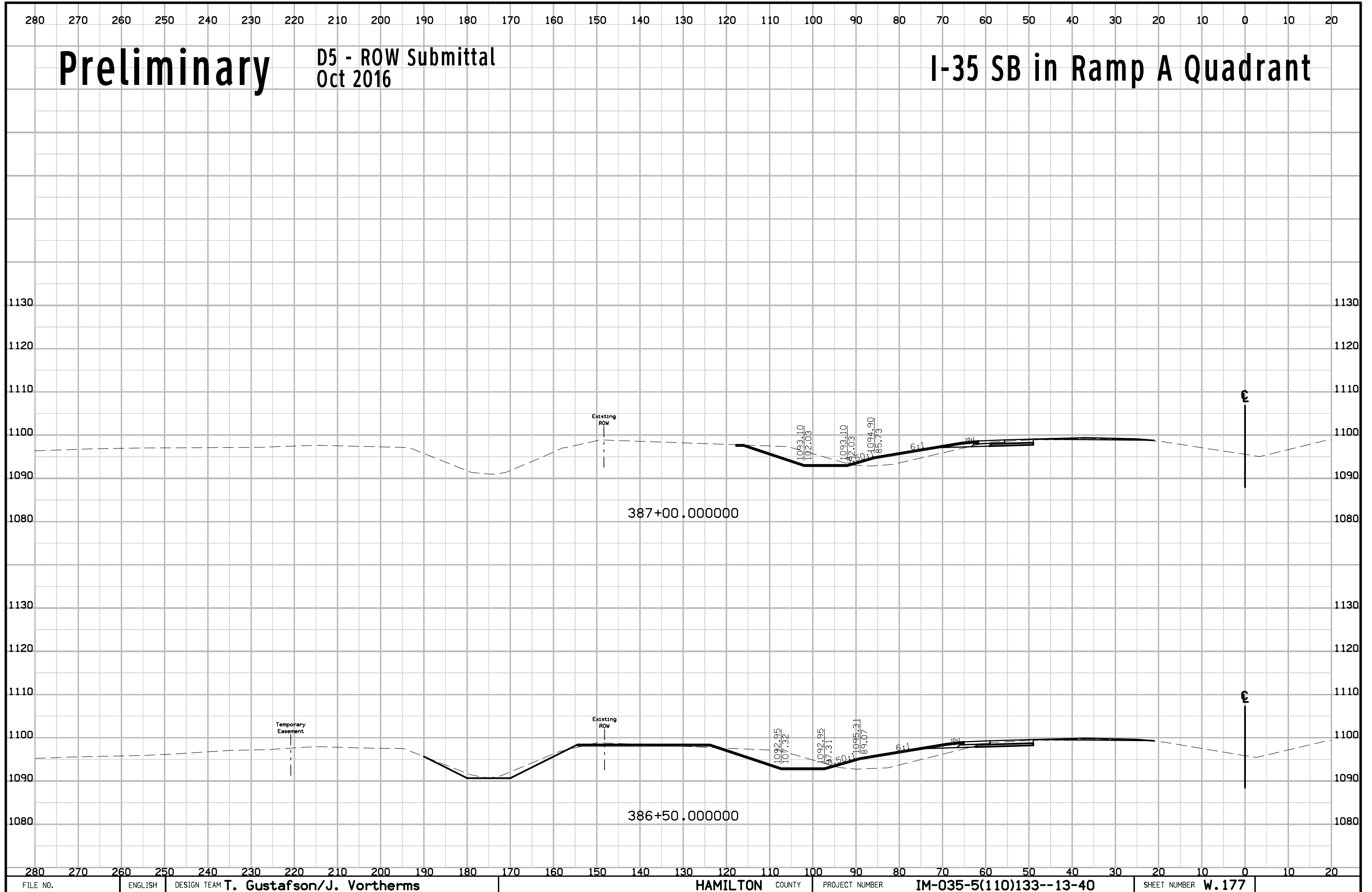


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Oct 2016

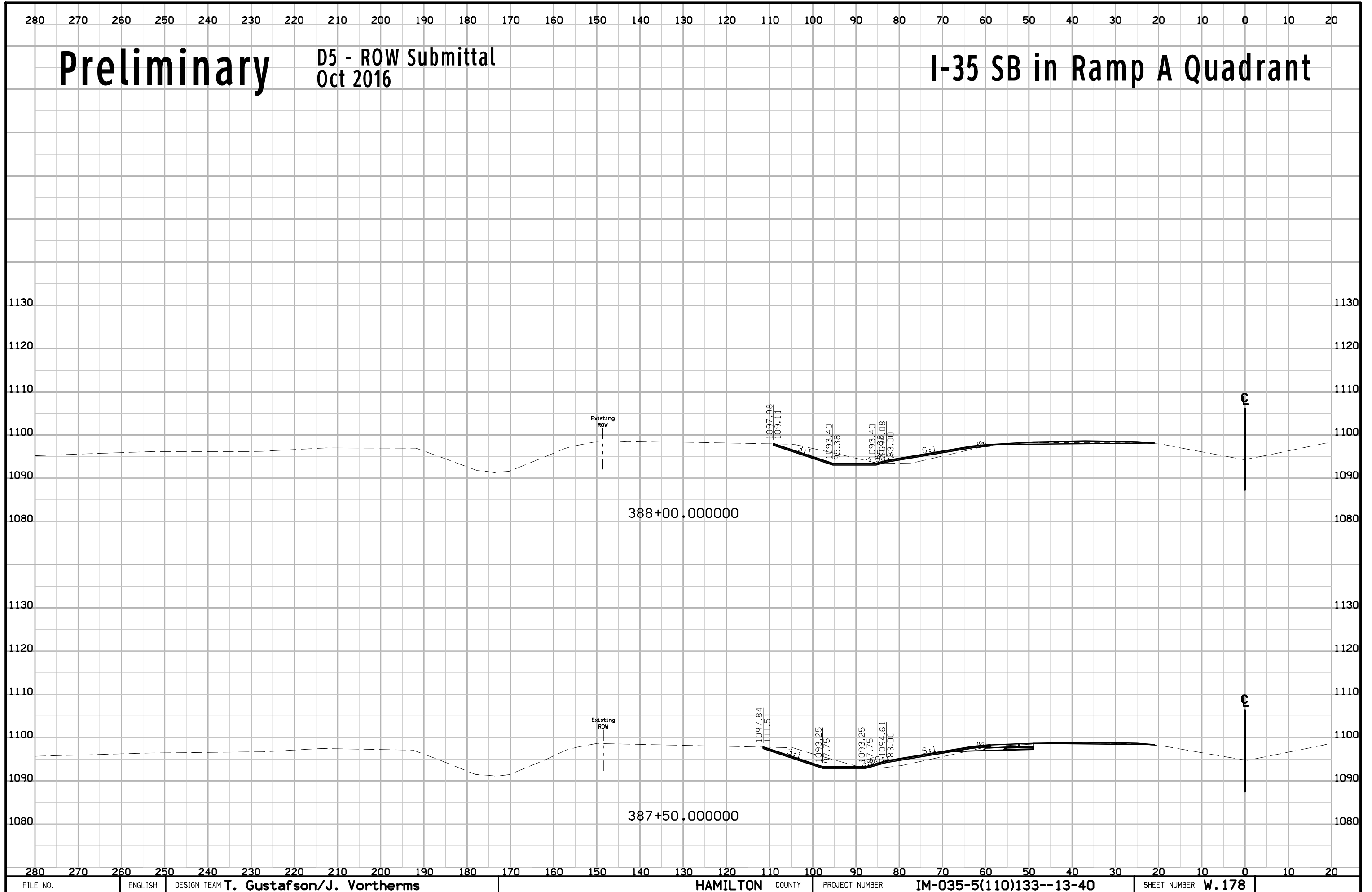
I-35 SB in Ramp A Quadrant



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Oct 2016

I-35 SB in Ramp A Quadrant

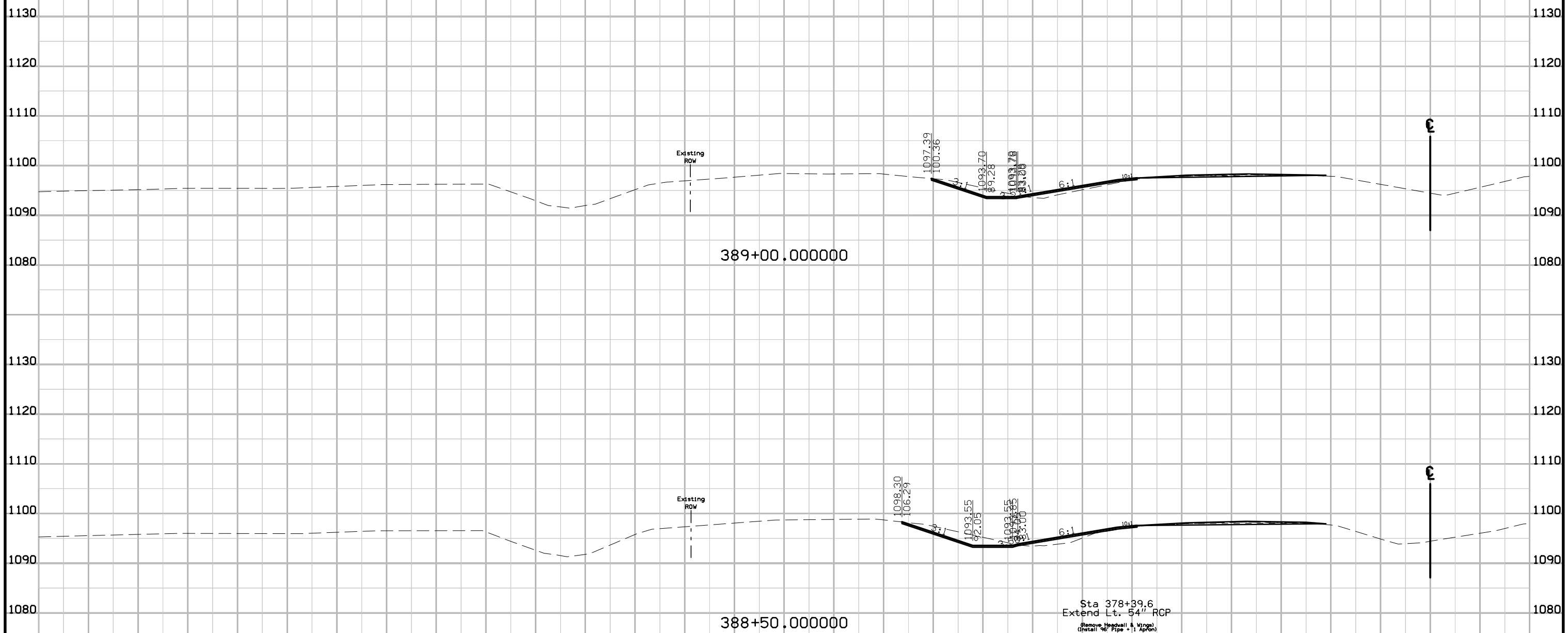


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Preliminary

D5 - ROW Submittal Oct 2016

I-35 SB in Ramp A Quadrant



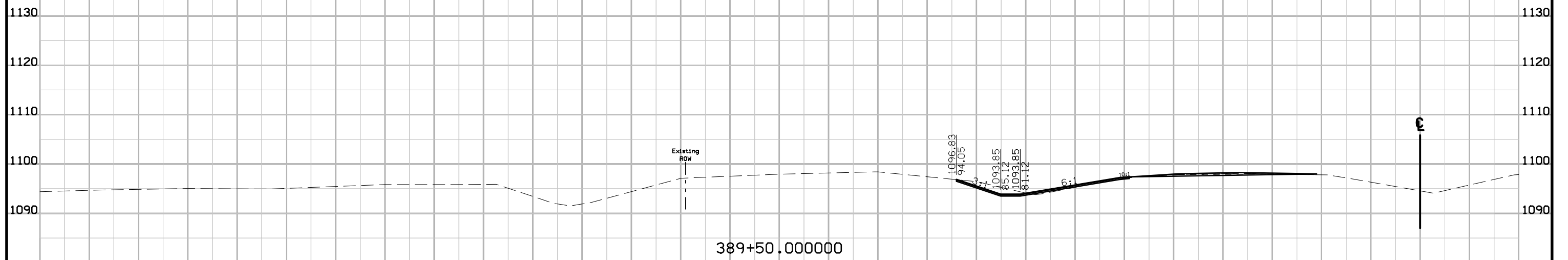
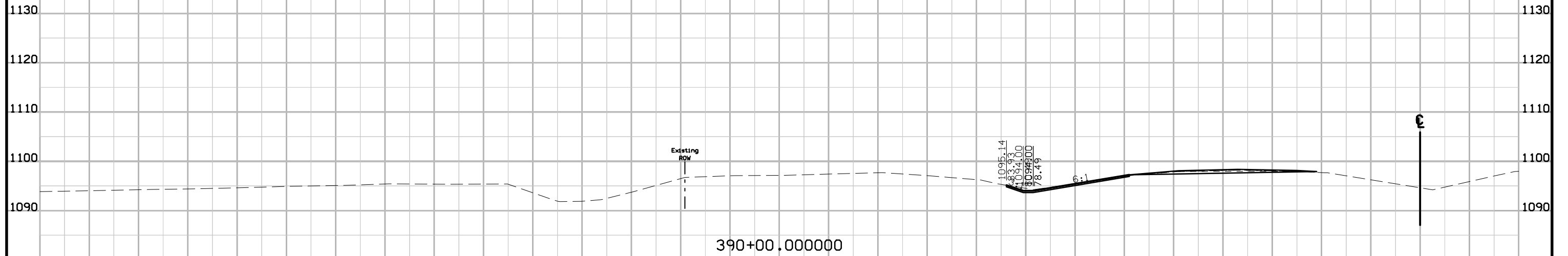
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Preliminary

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I-35 SB in Ramp A Quadrant

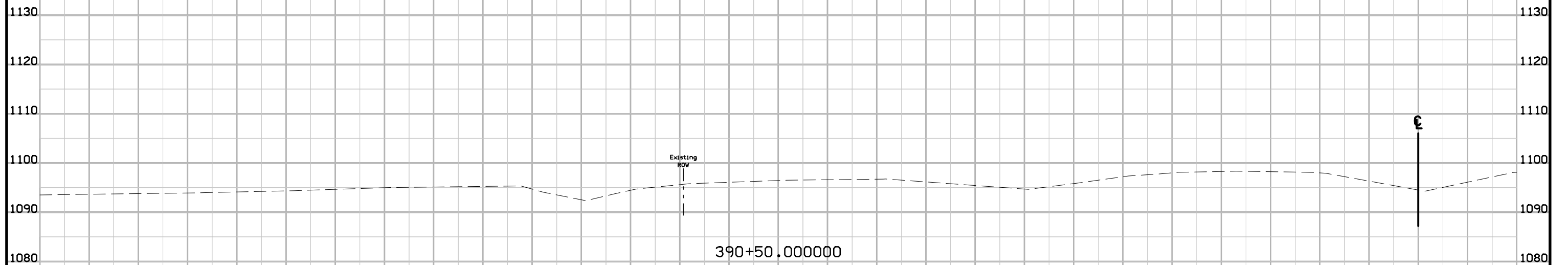
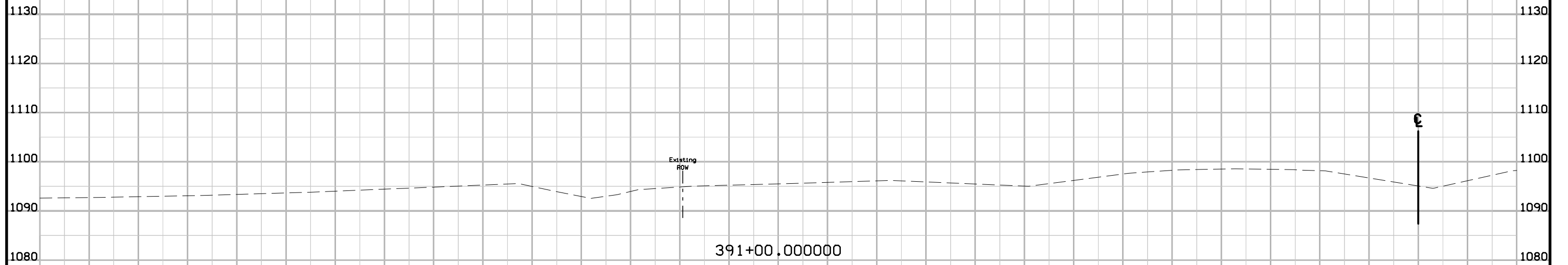


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Preliminary

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Oct 2016

I-35 SB in Ramp A Quadrant

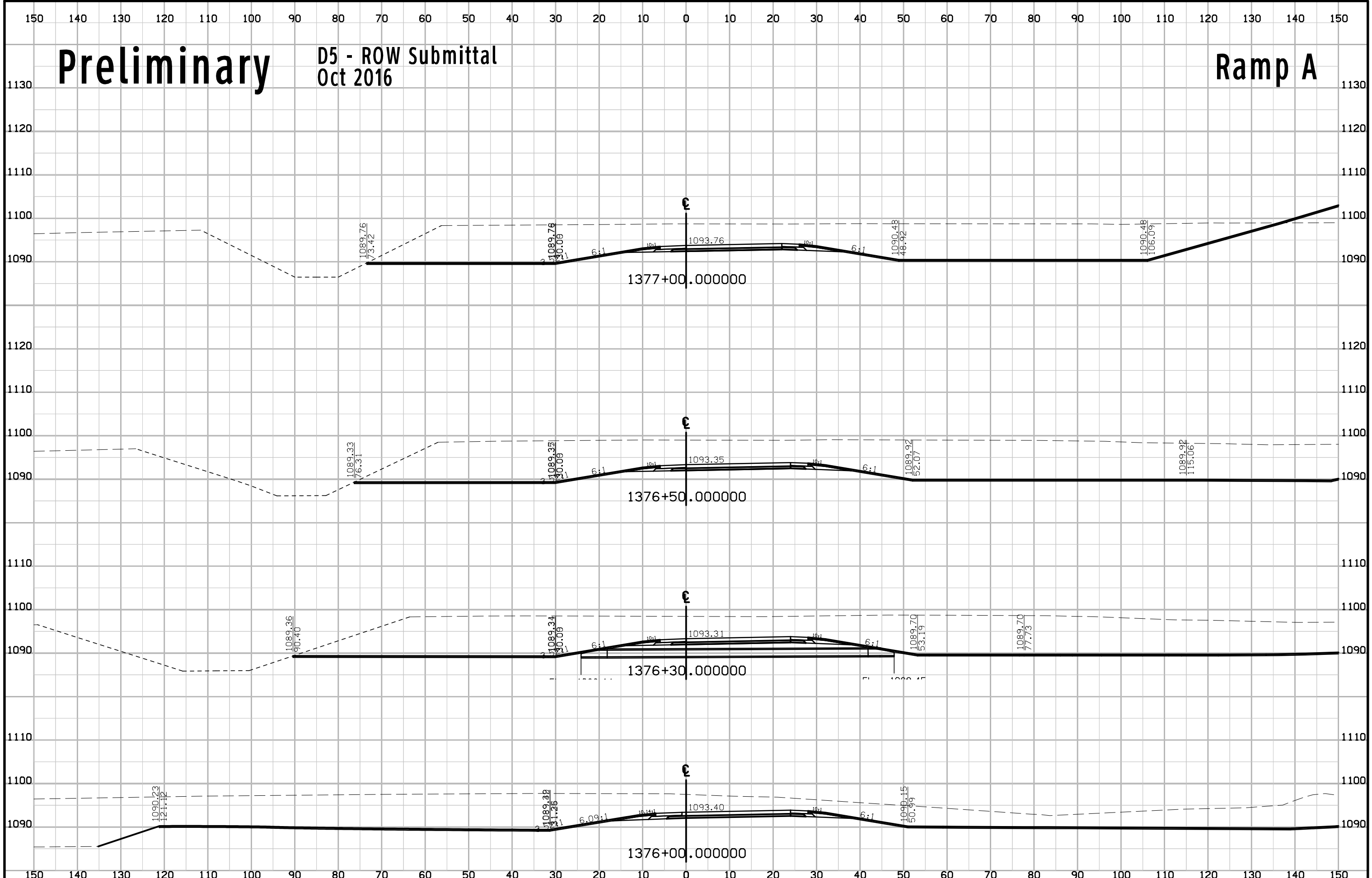


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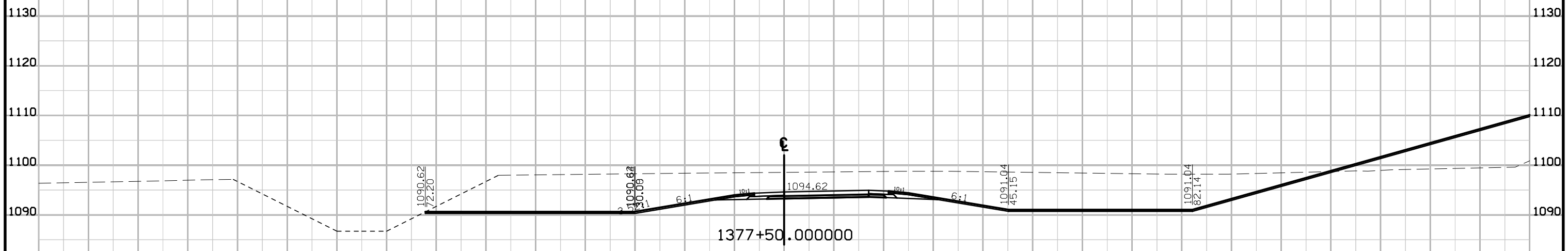
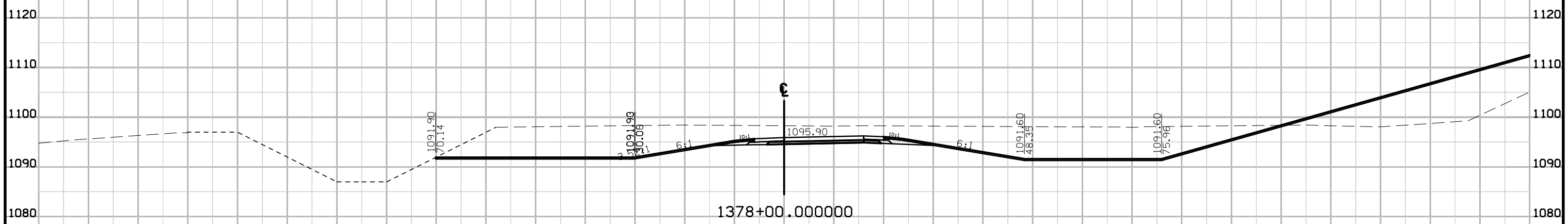
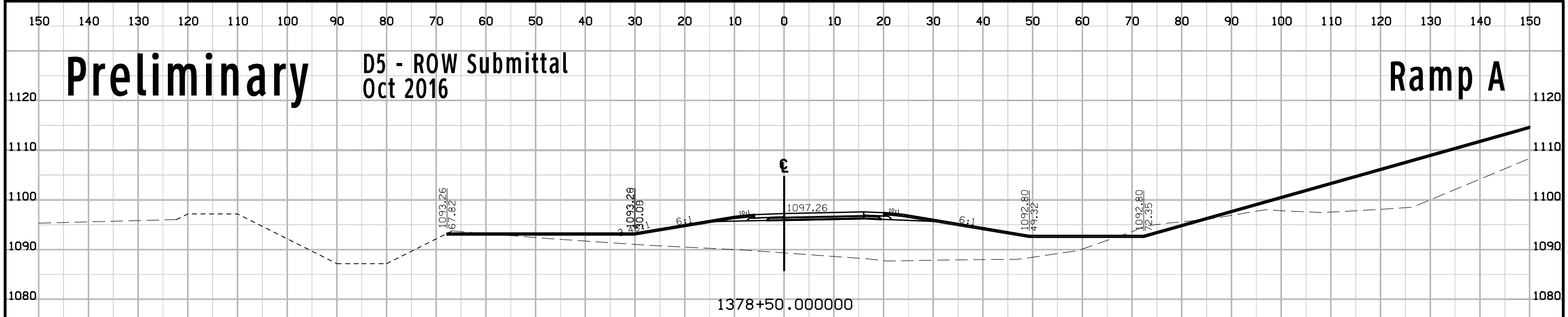
Ramp A



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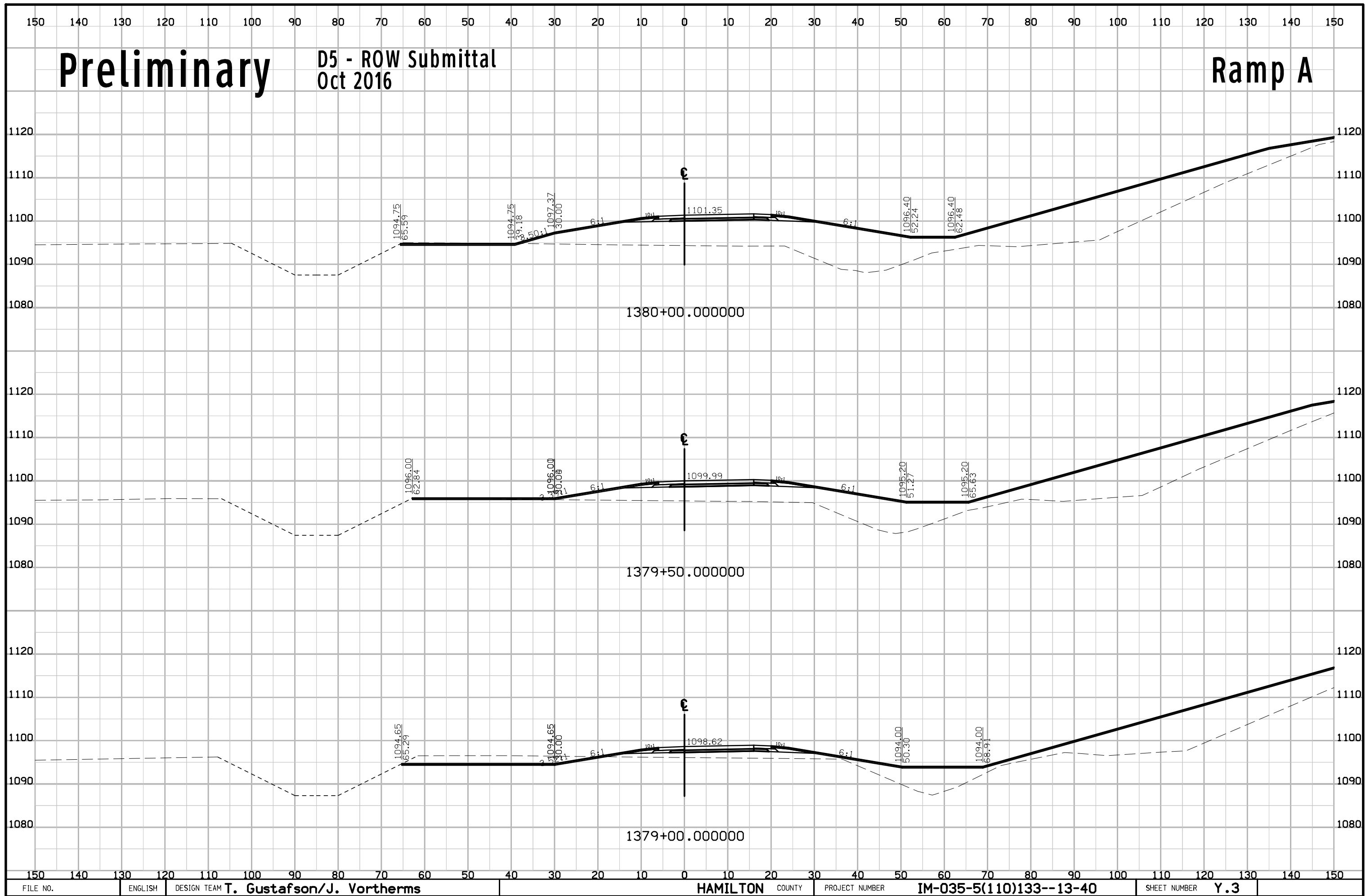
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Oct 2016

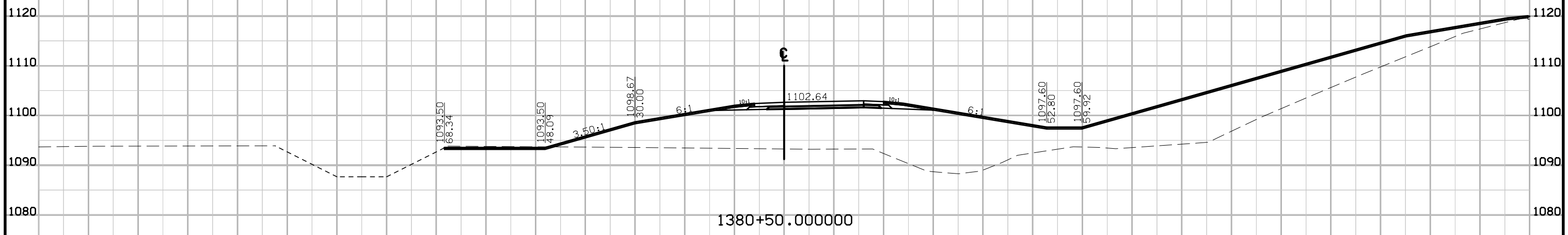
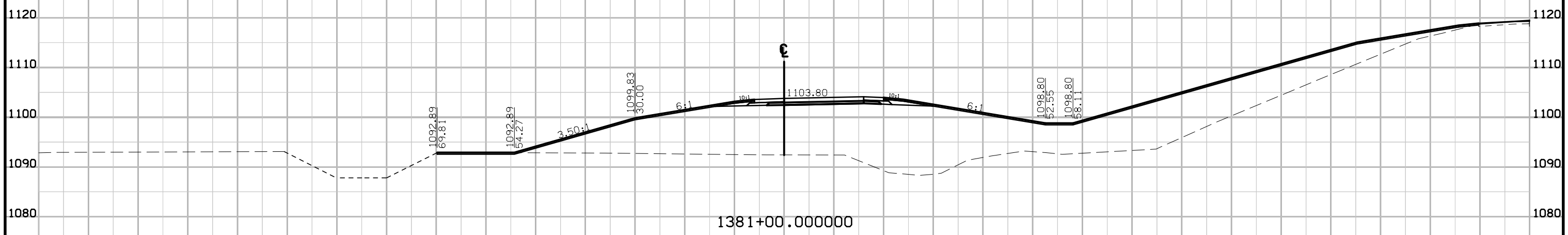
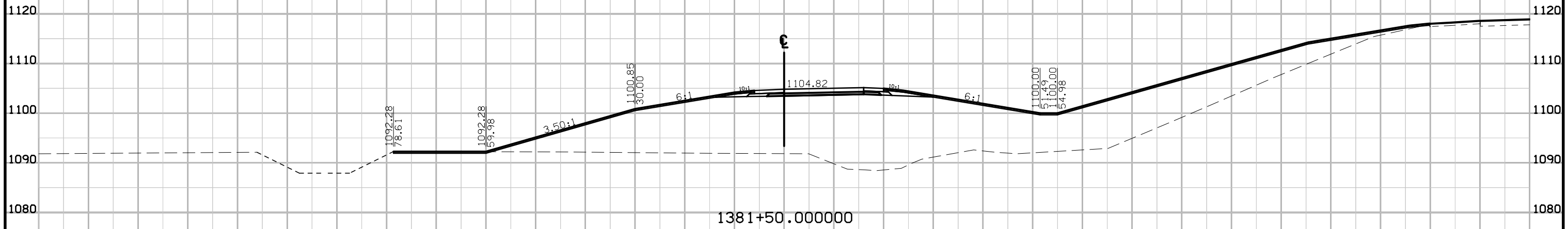
Ramp A



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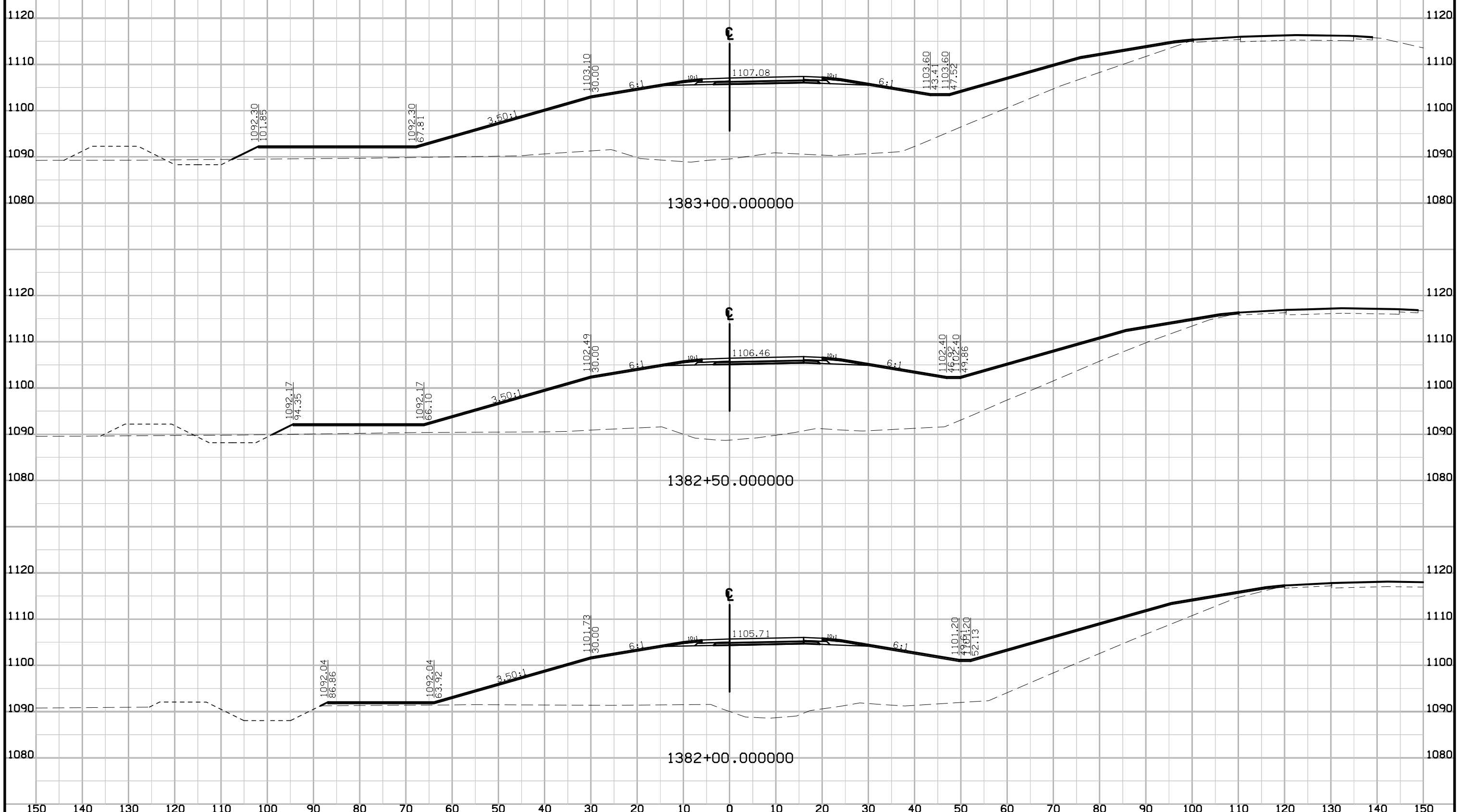
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Preliminary

D5 - ROW Submittal Oct 2016

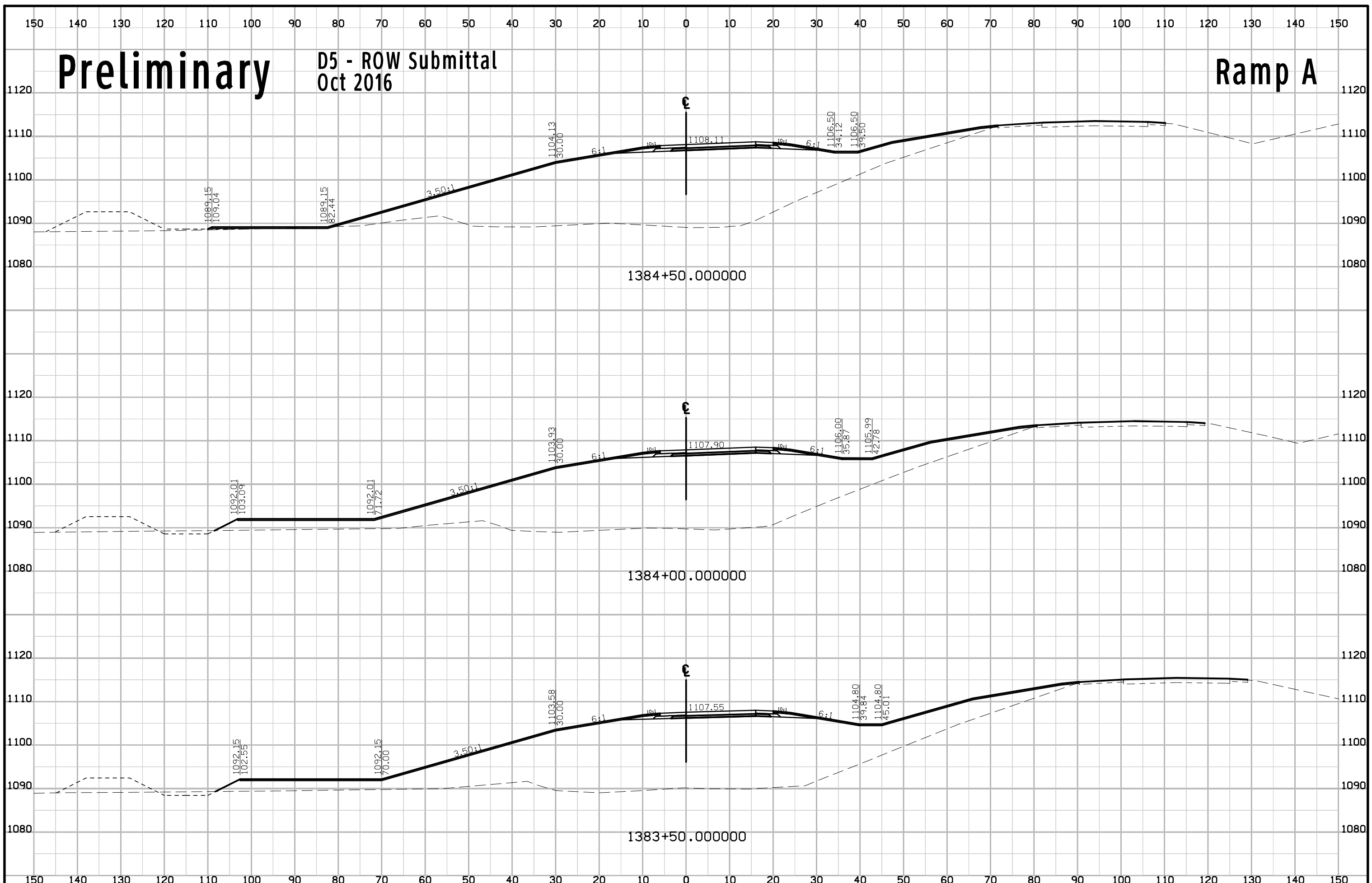
Ramp A



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D5 - ROW Submittal Oct 2016

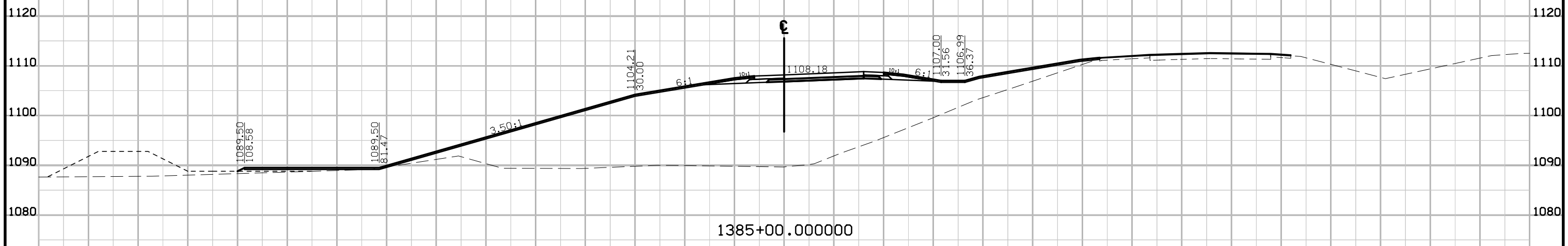
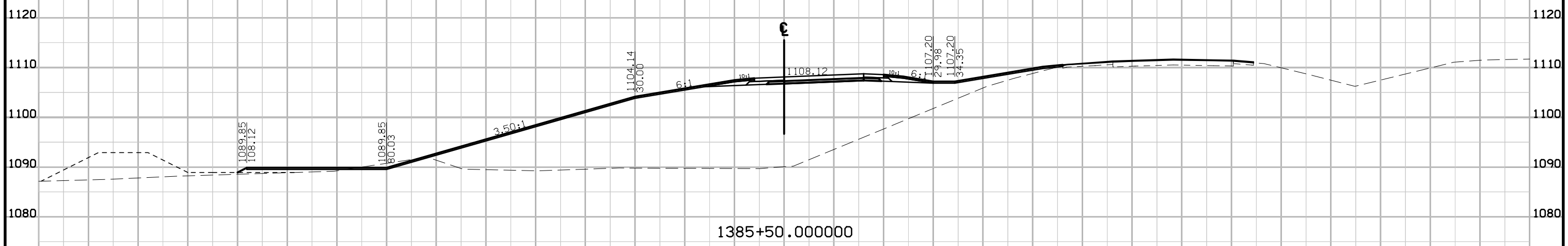
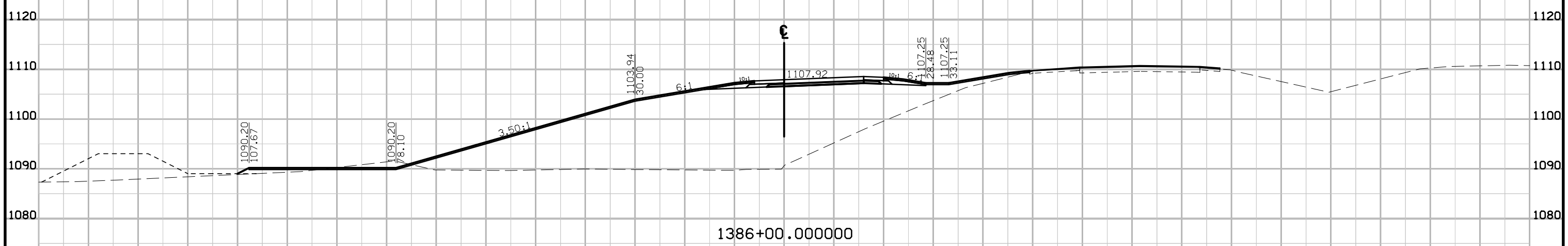
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Preliminary

D5 - ROW Submittal Oct 2016

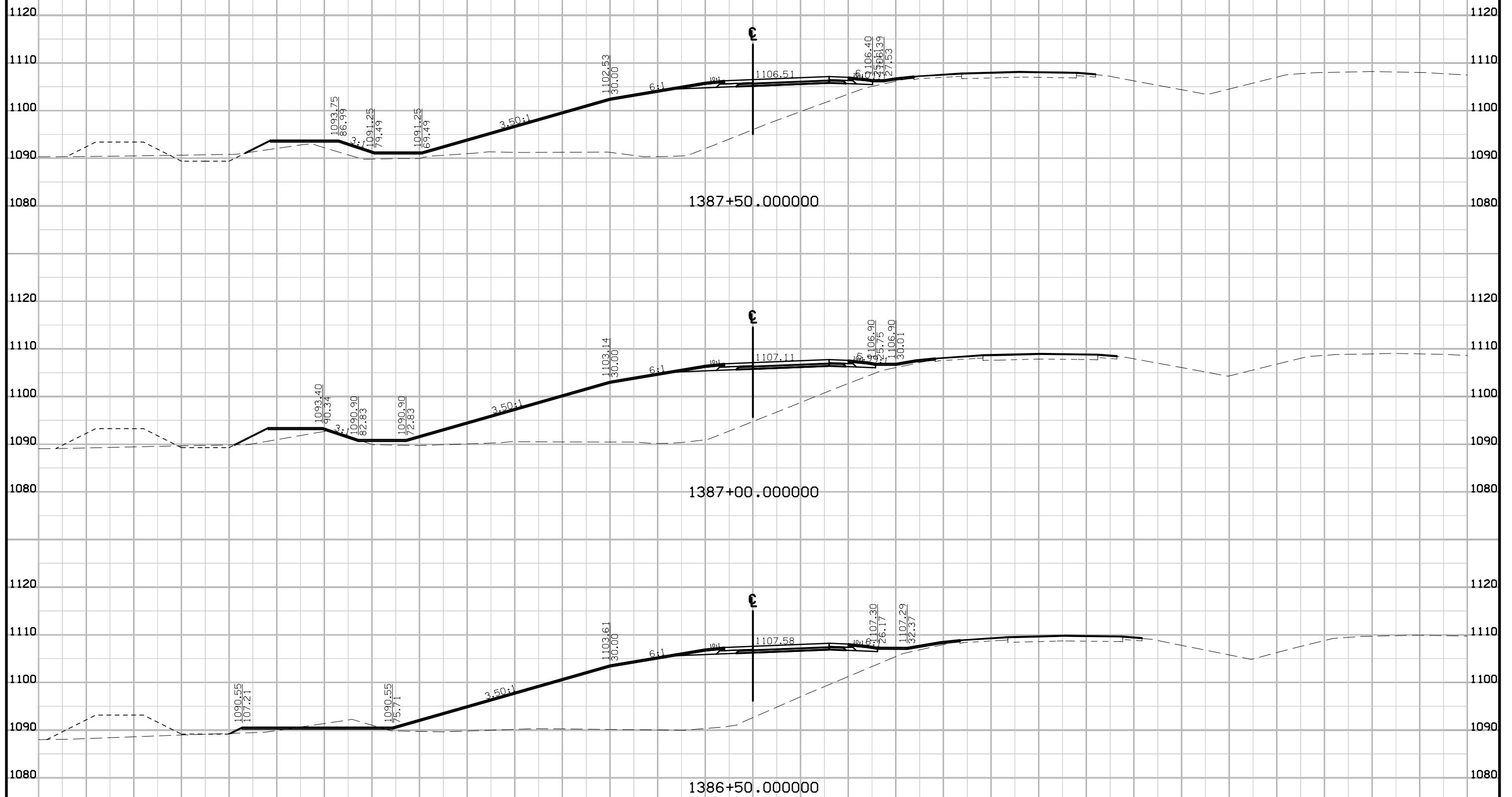
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D5 - ROW Submittal Oct 2016

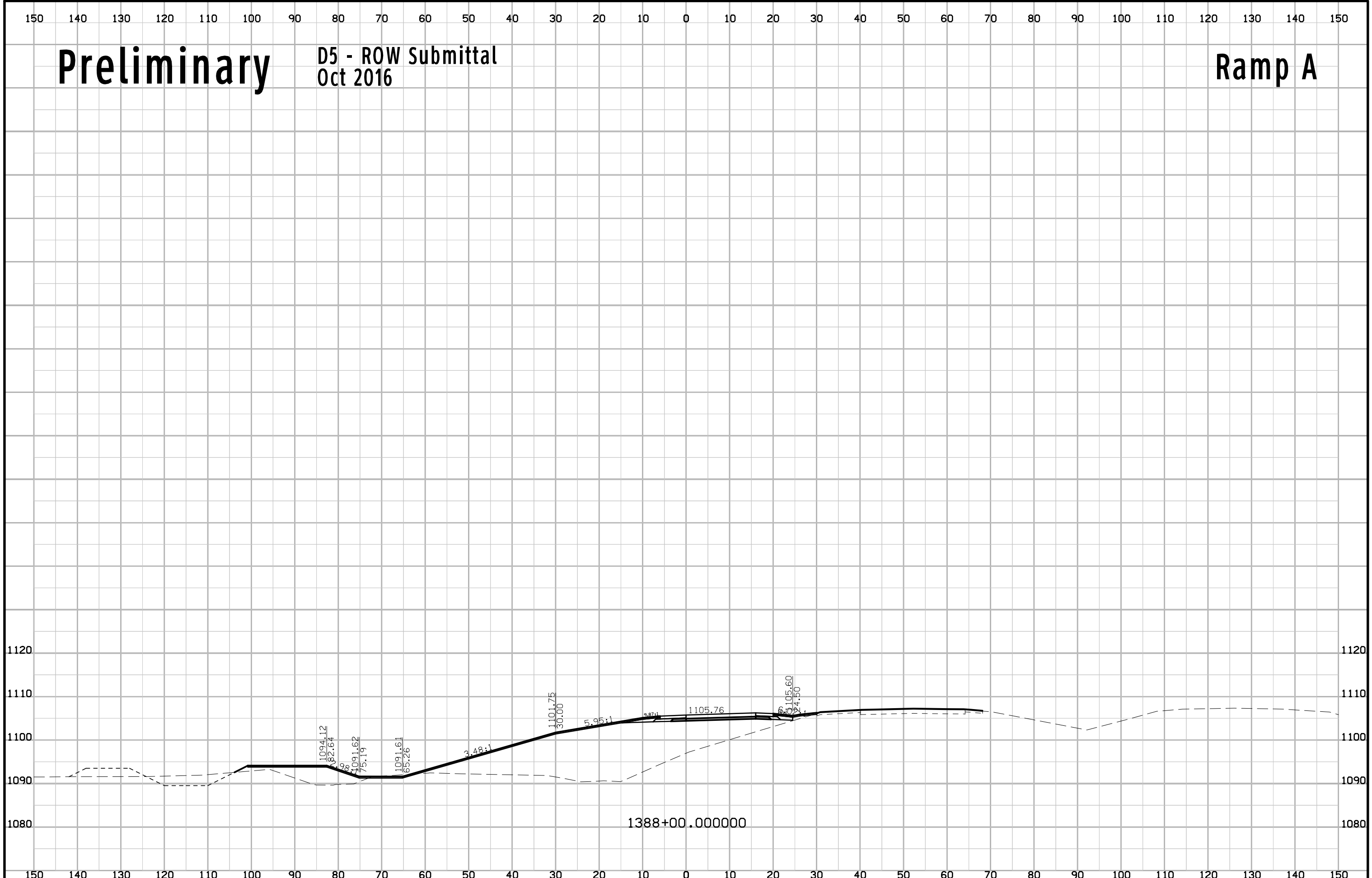
Ramp A



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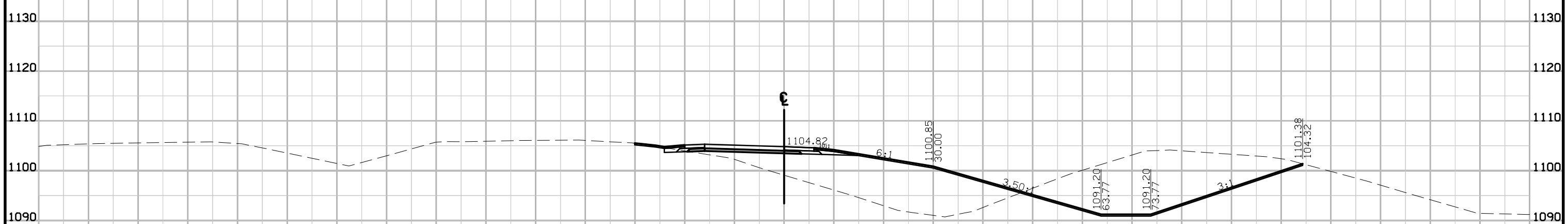
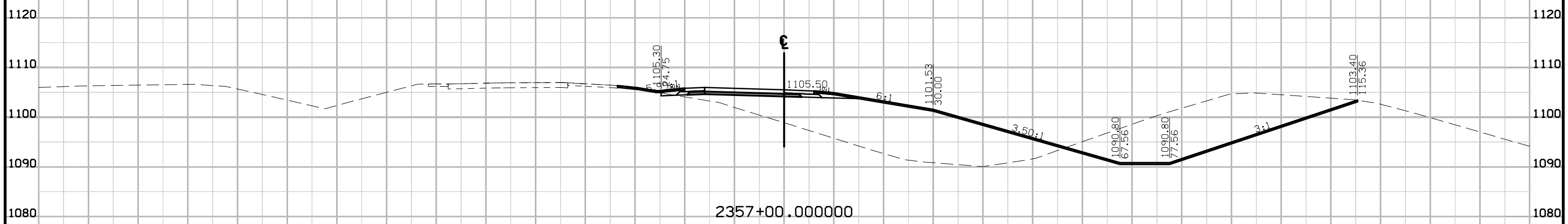
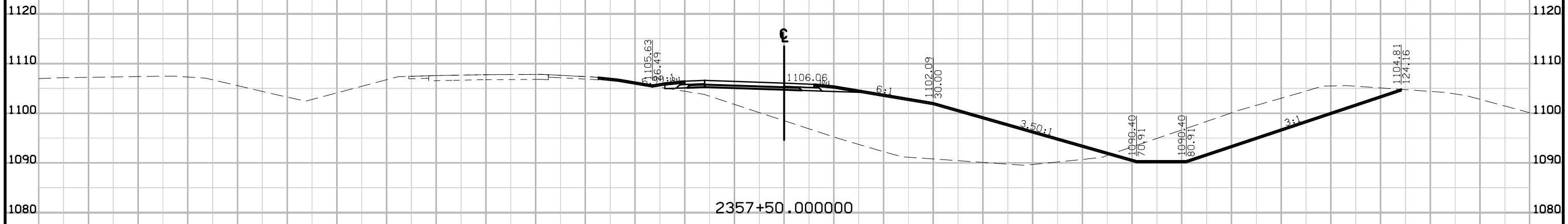
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Oct 2016

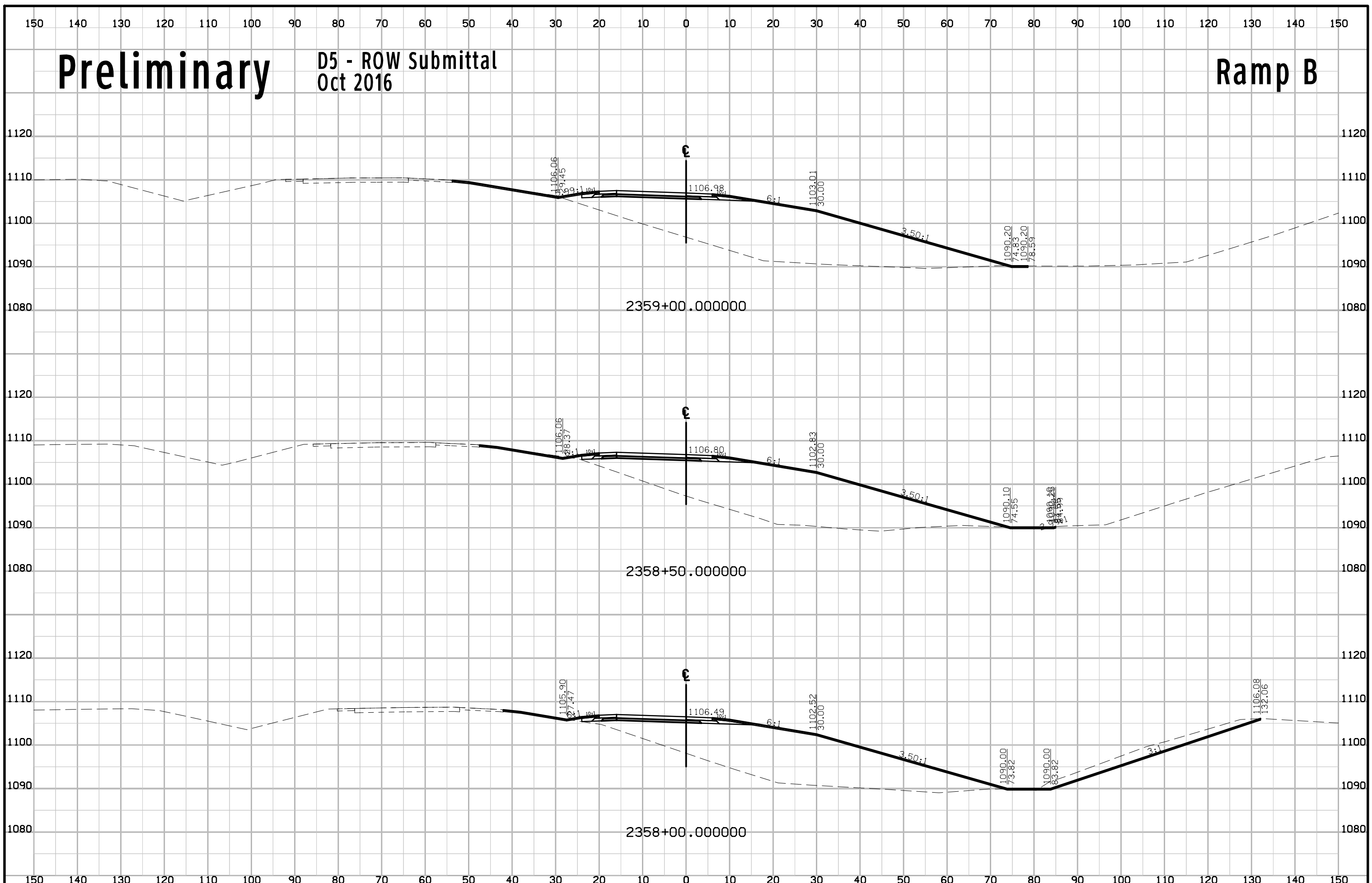
Ramp B



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D5 - ROW Submittal Oct 2016

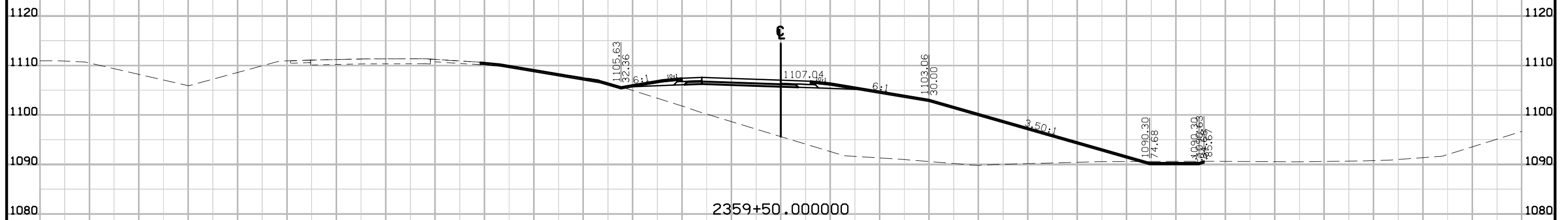
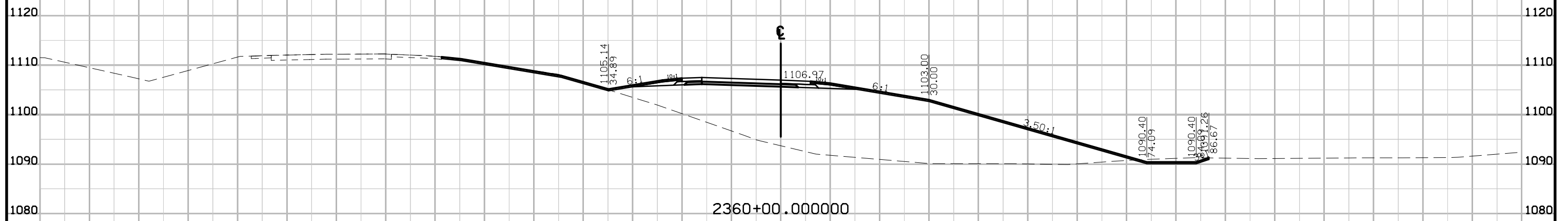
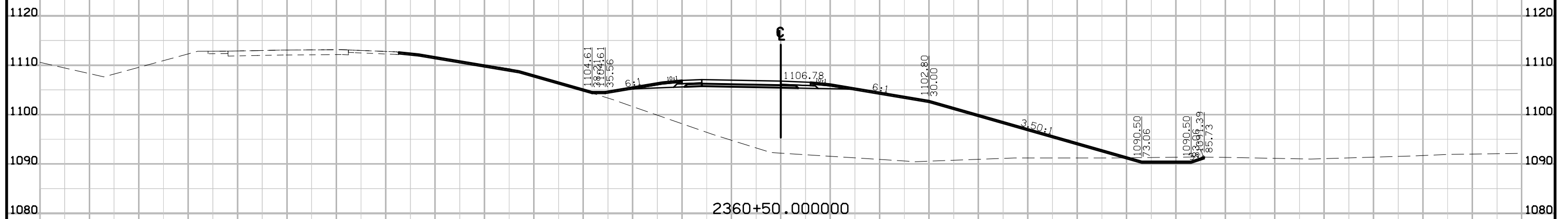
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D5 - ROW Submittal Oct 2016

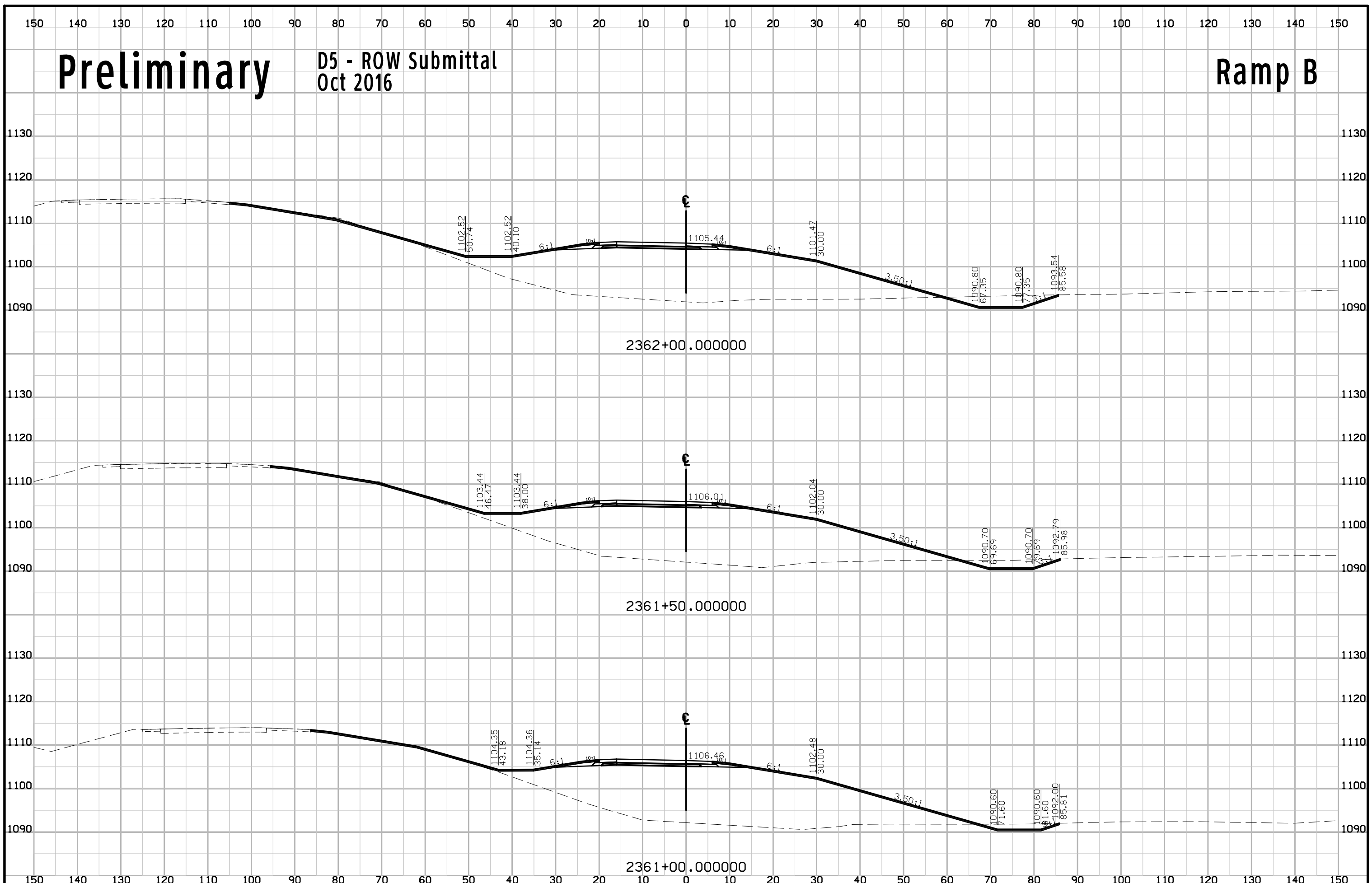
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Preliminary

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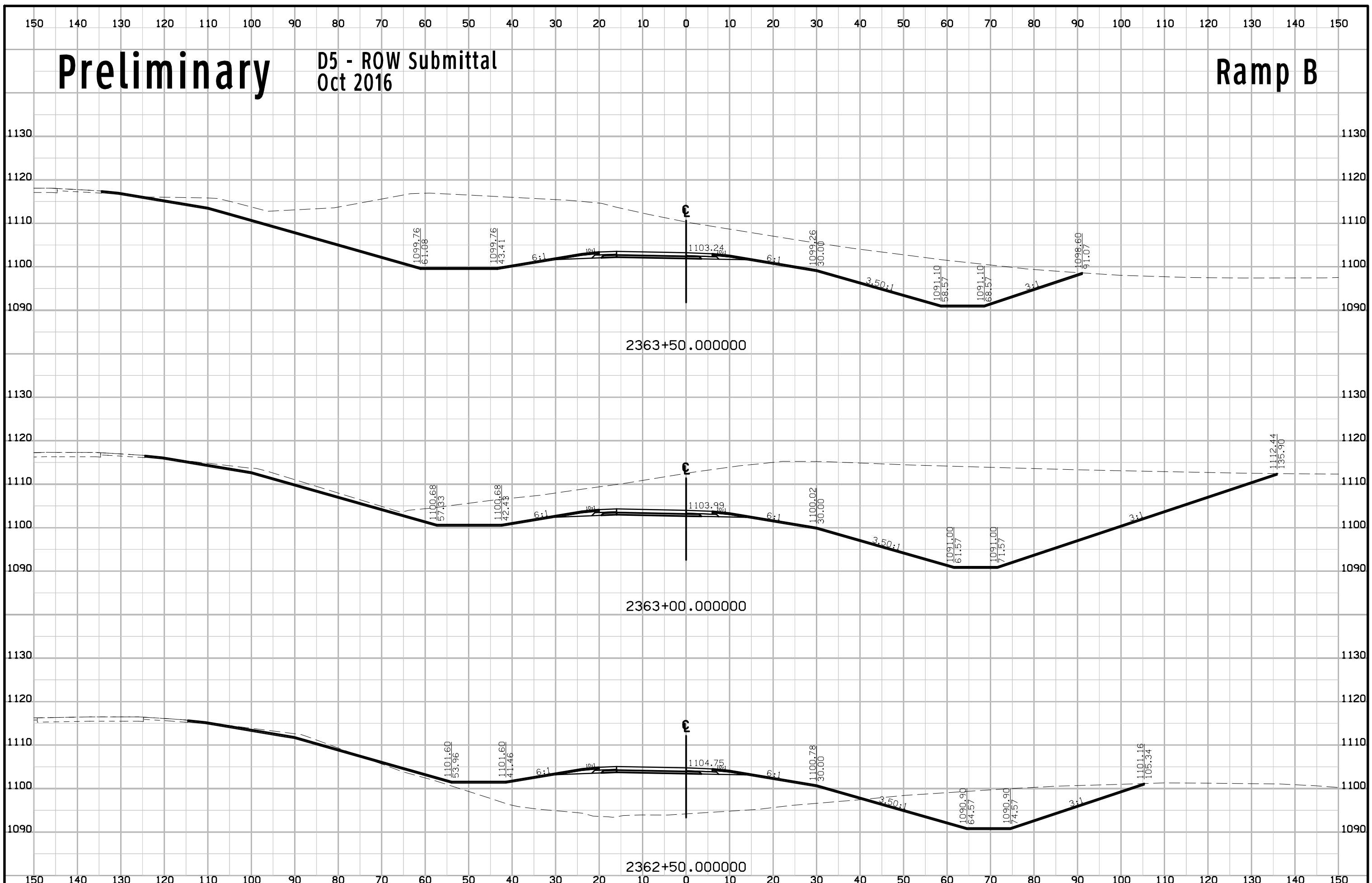
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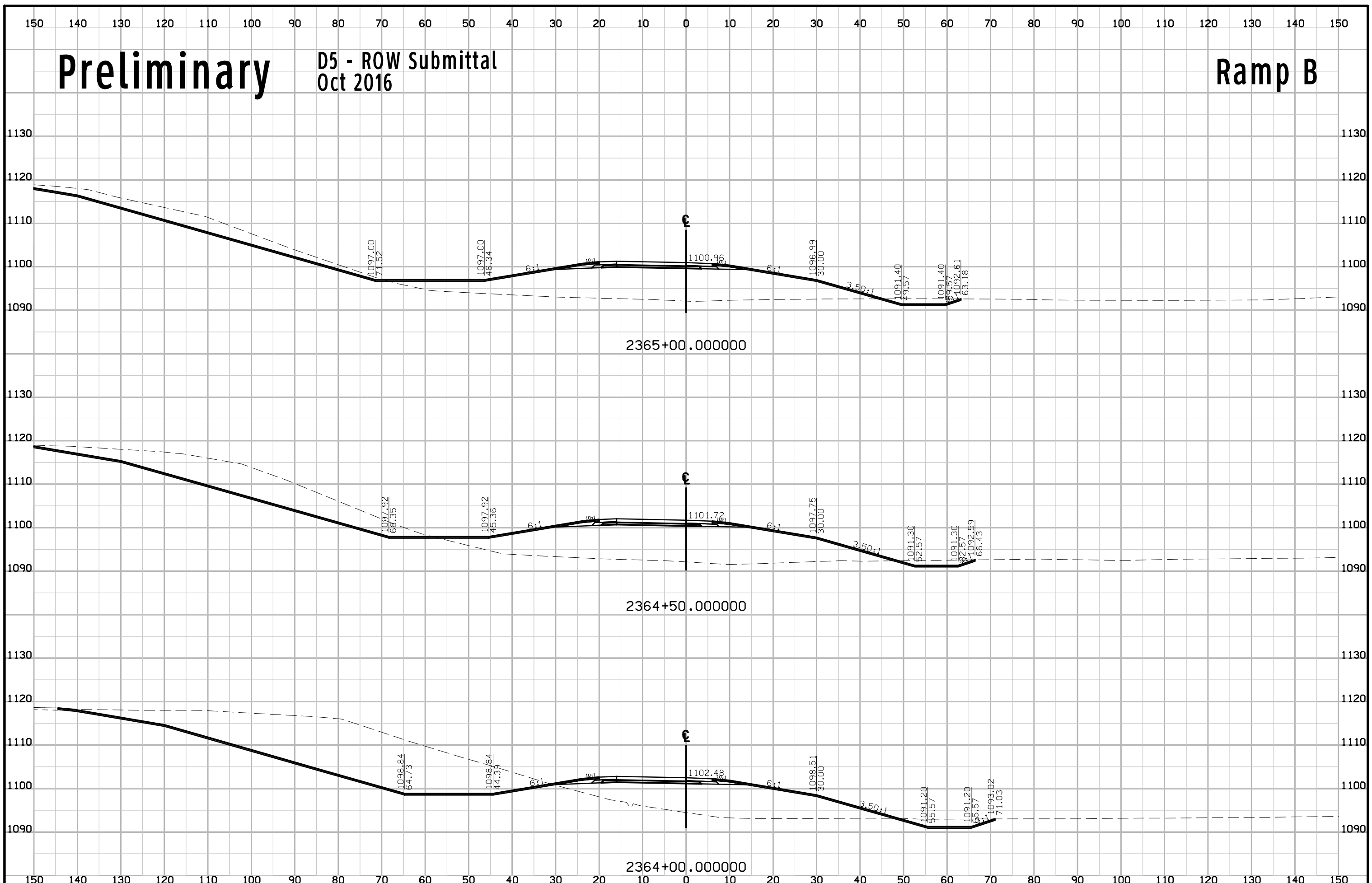
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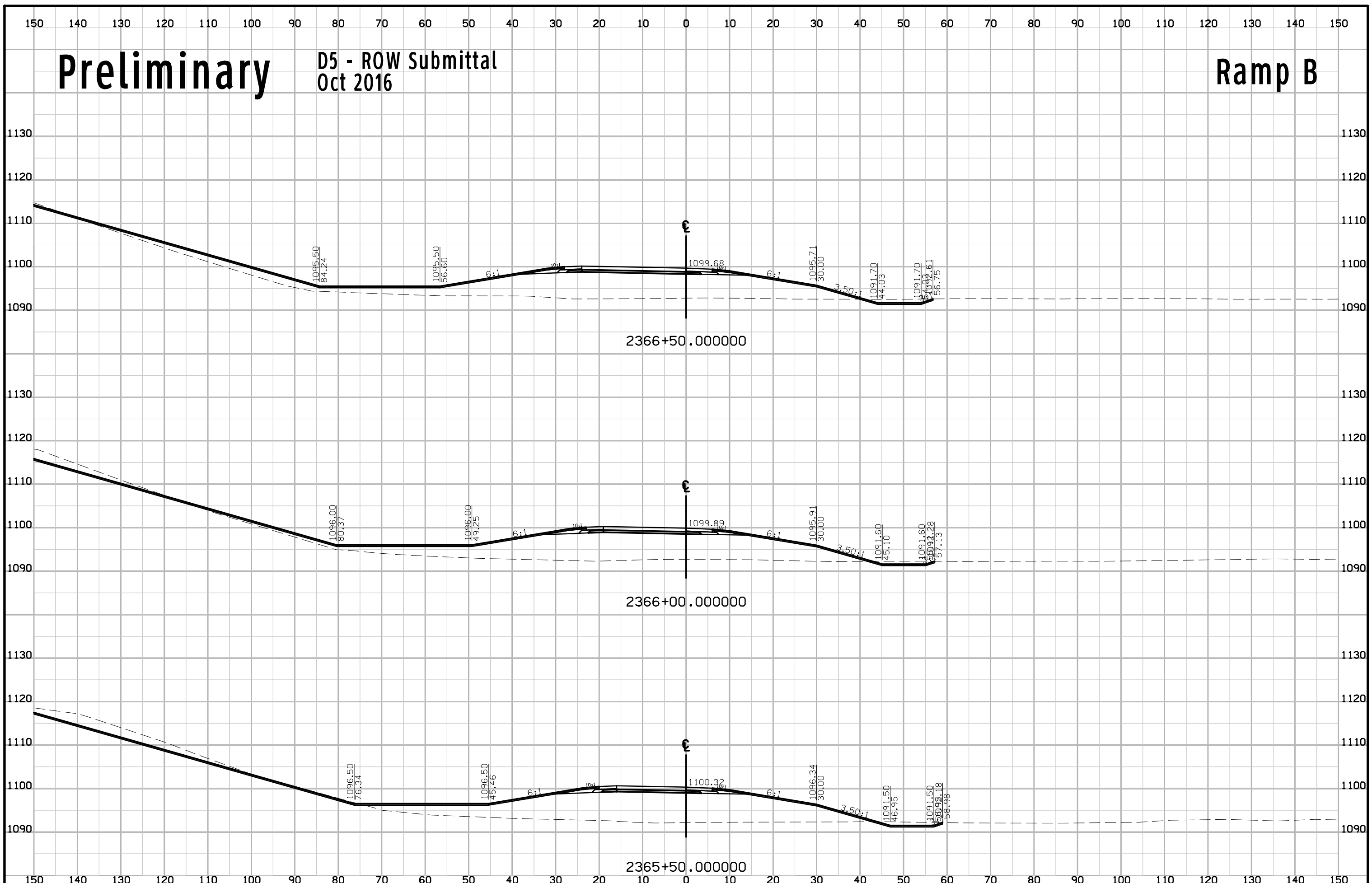
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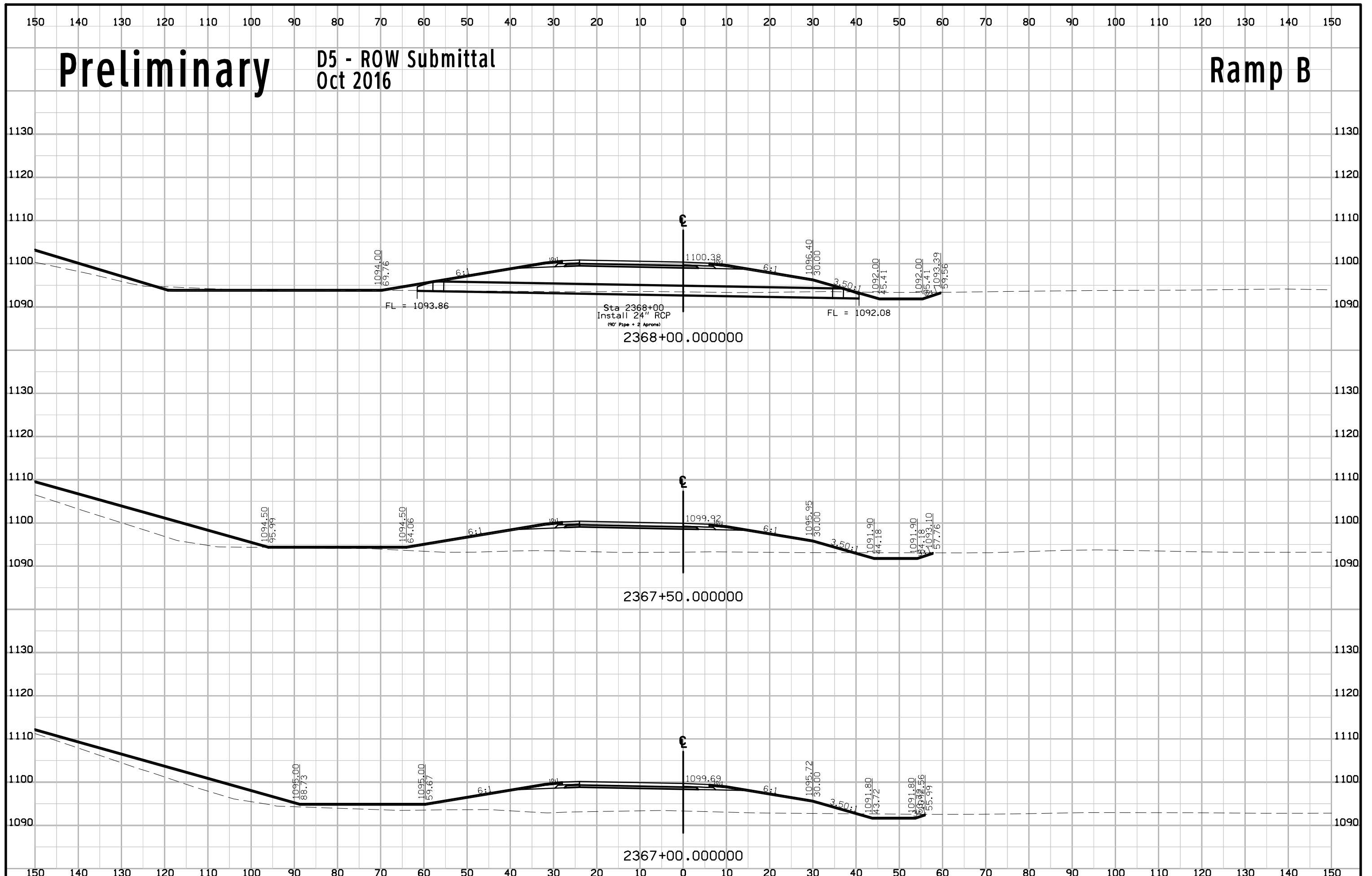
Ramp B



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Ramp B

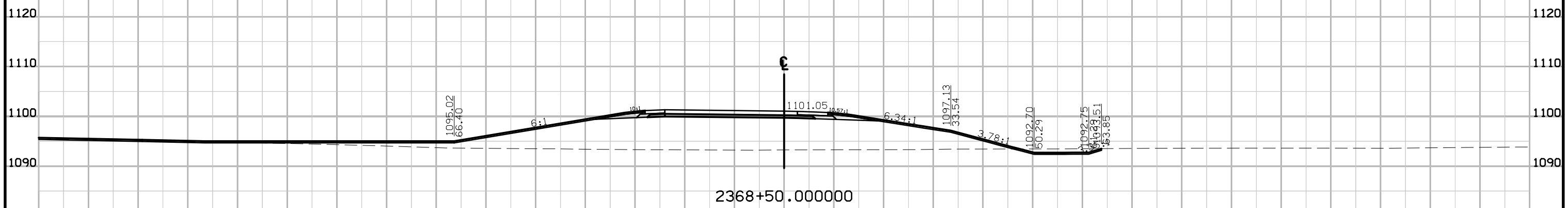


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Preliminary

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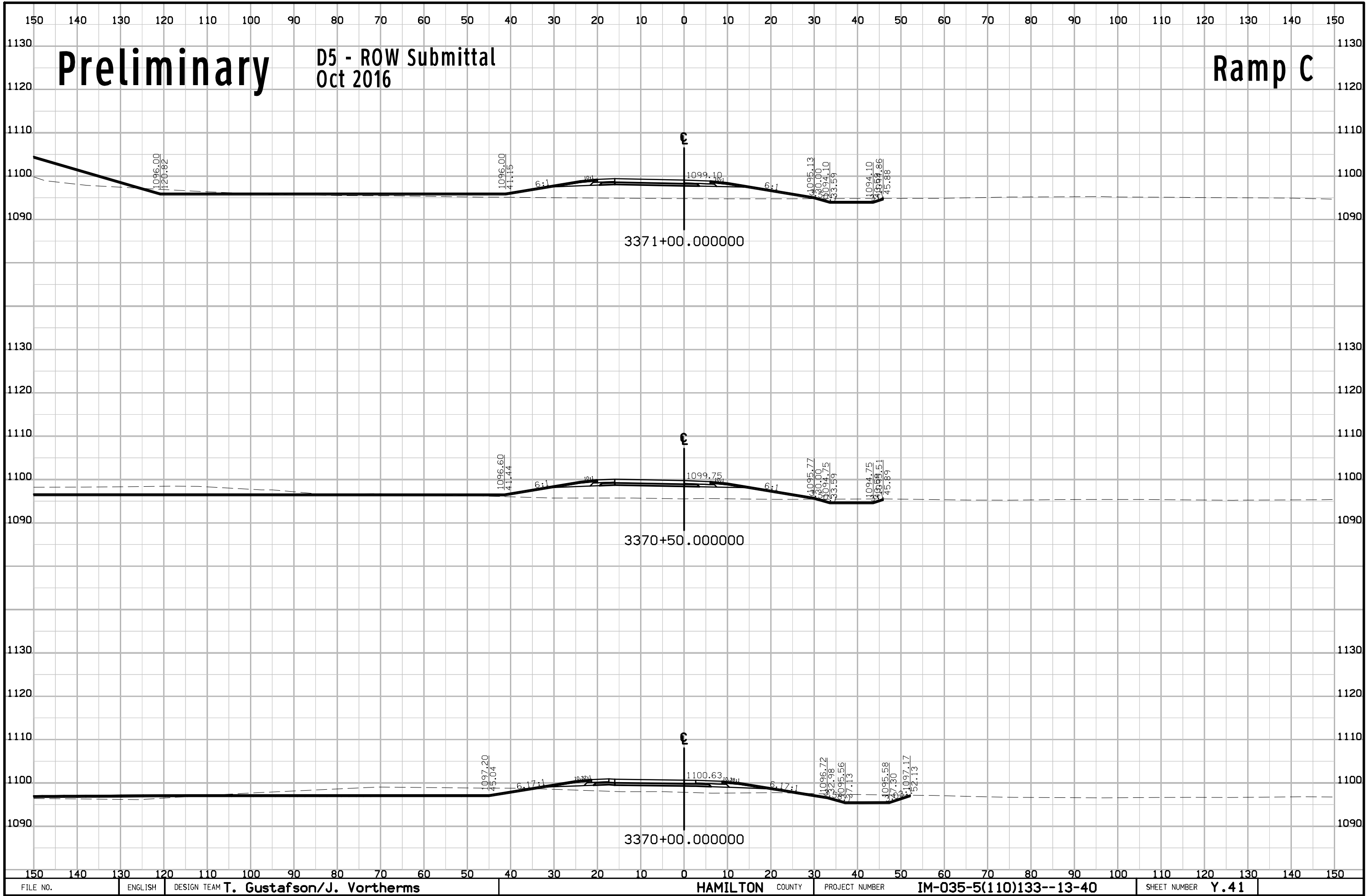
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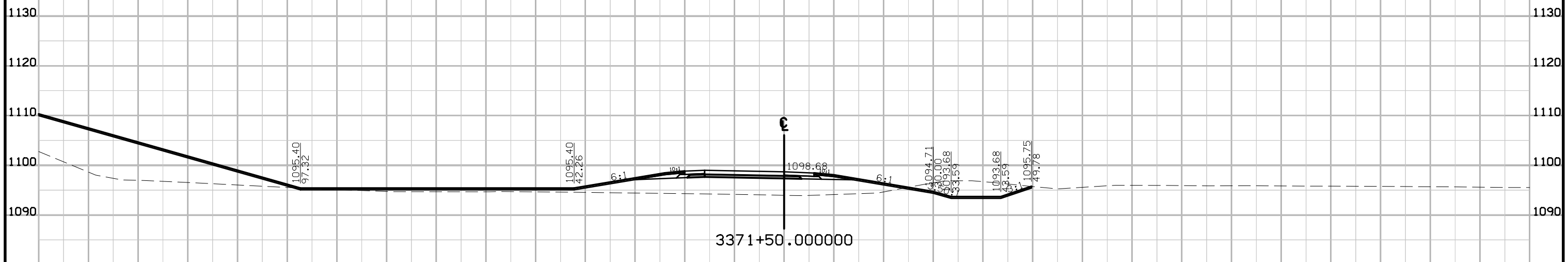
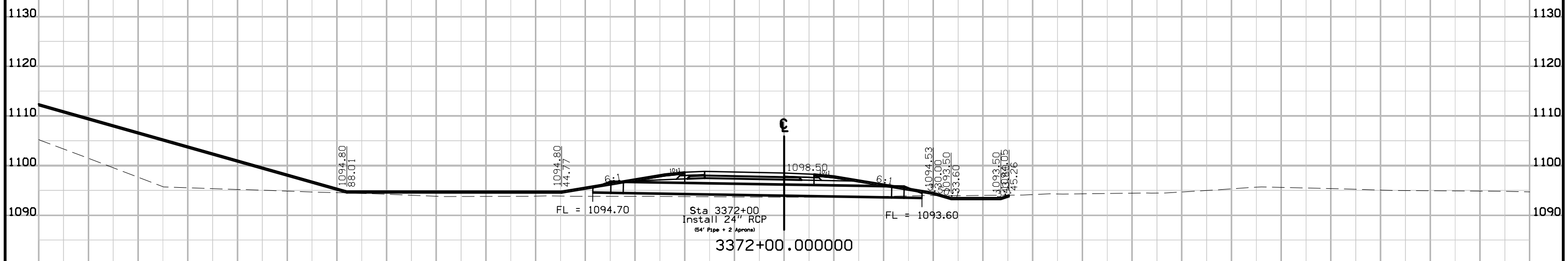
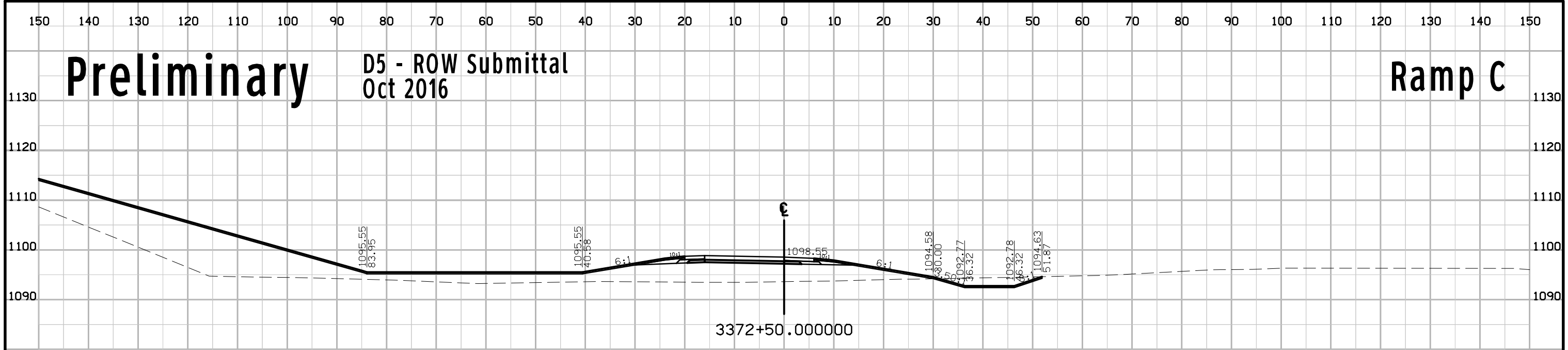
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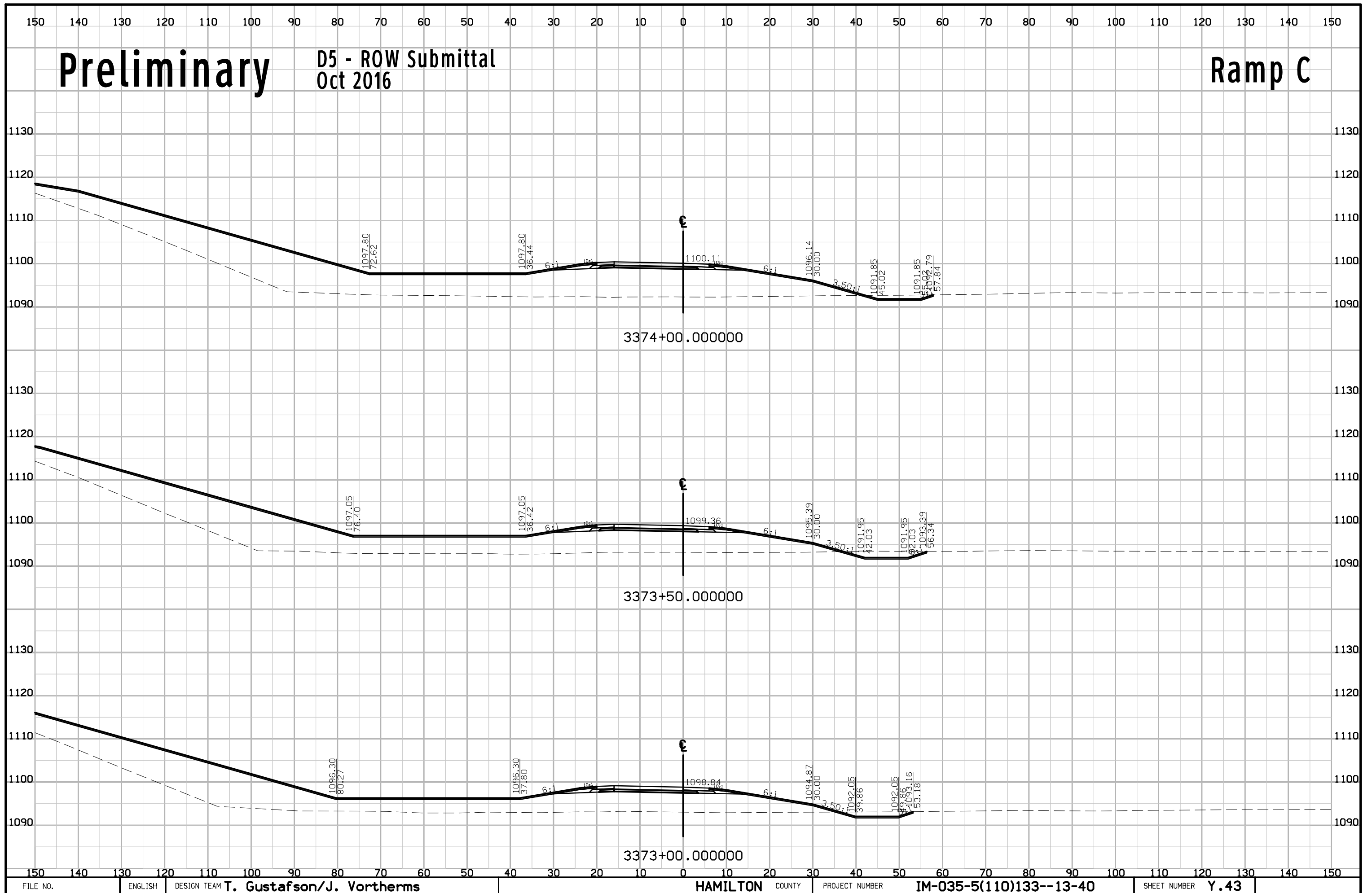
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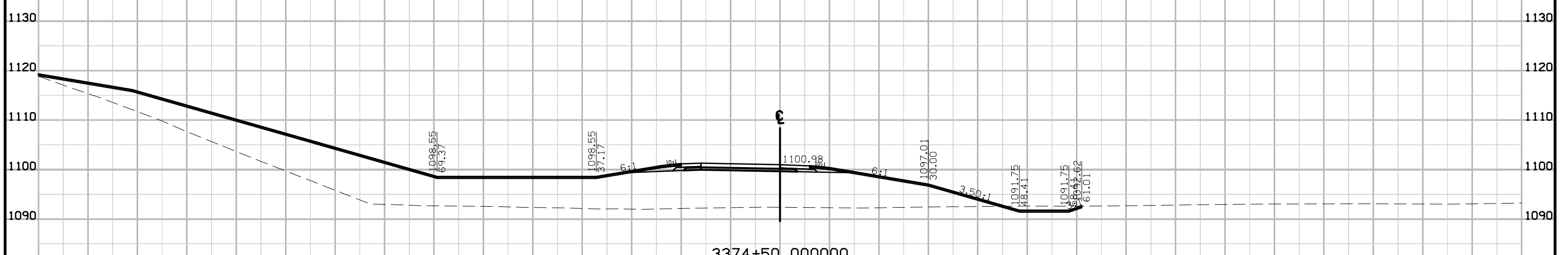
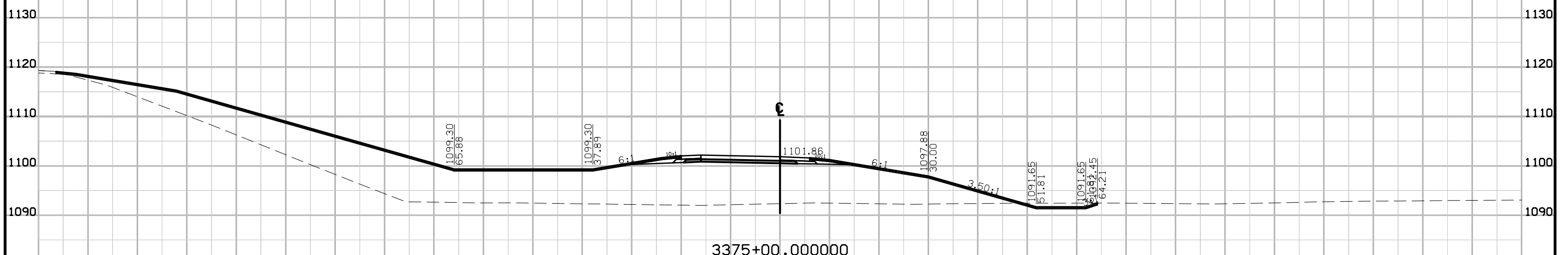
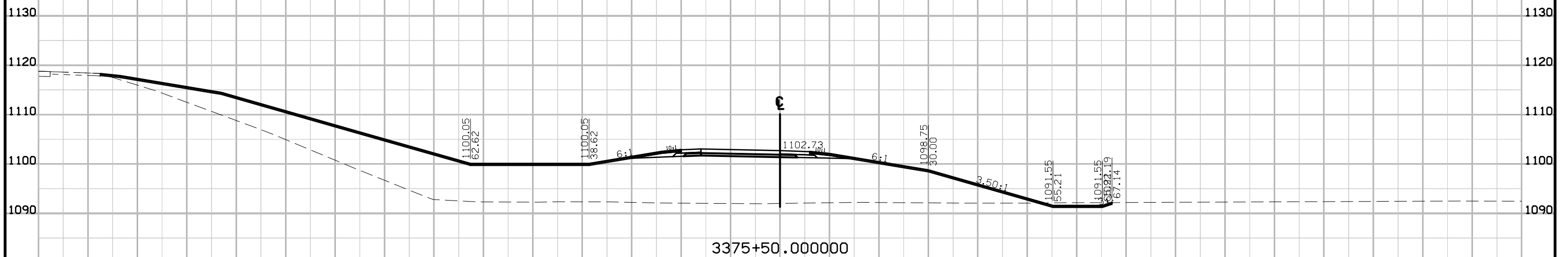
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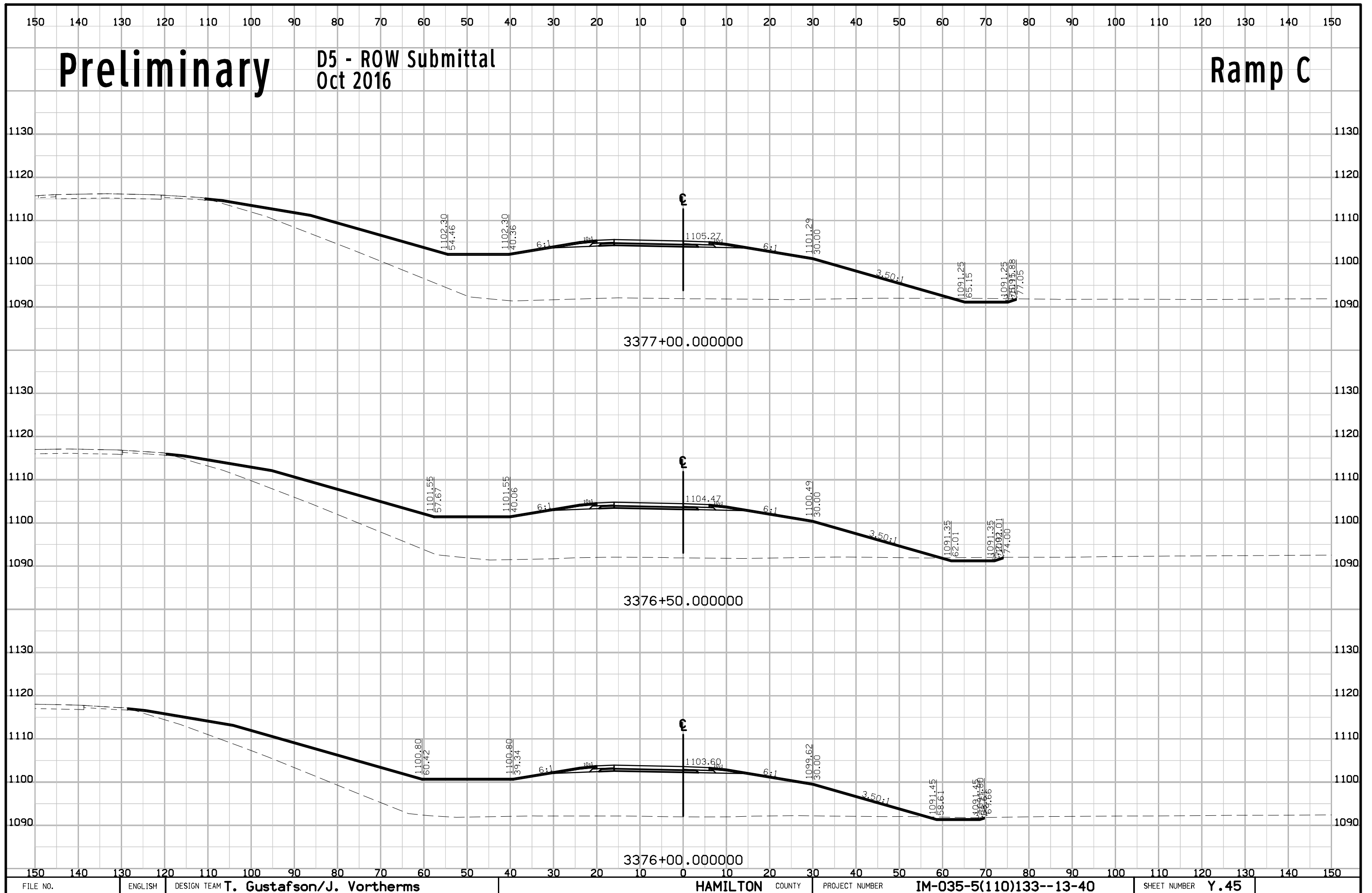
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Preliminary

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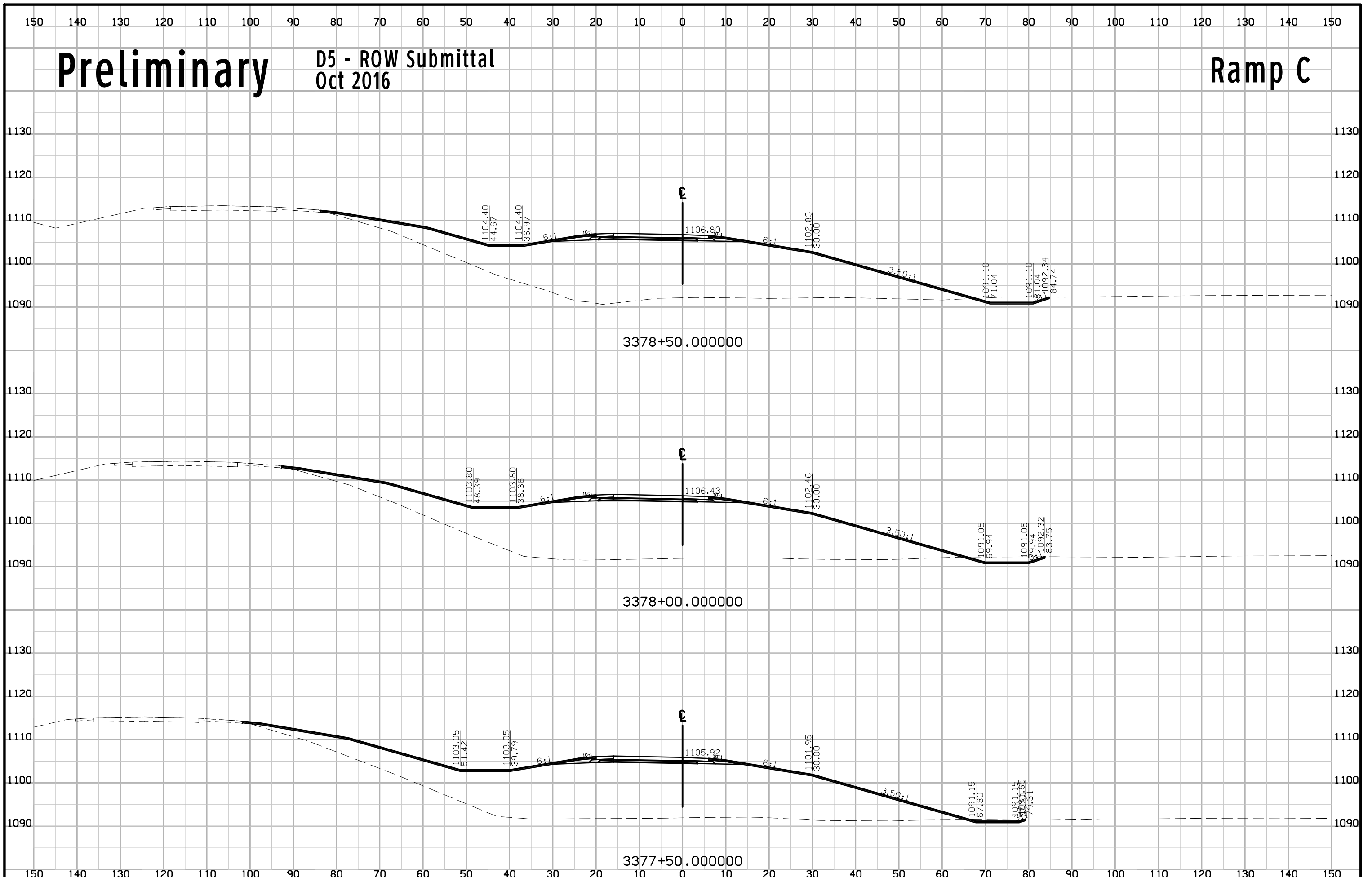
Ramp C



Preliminary

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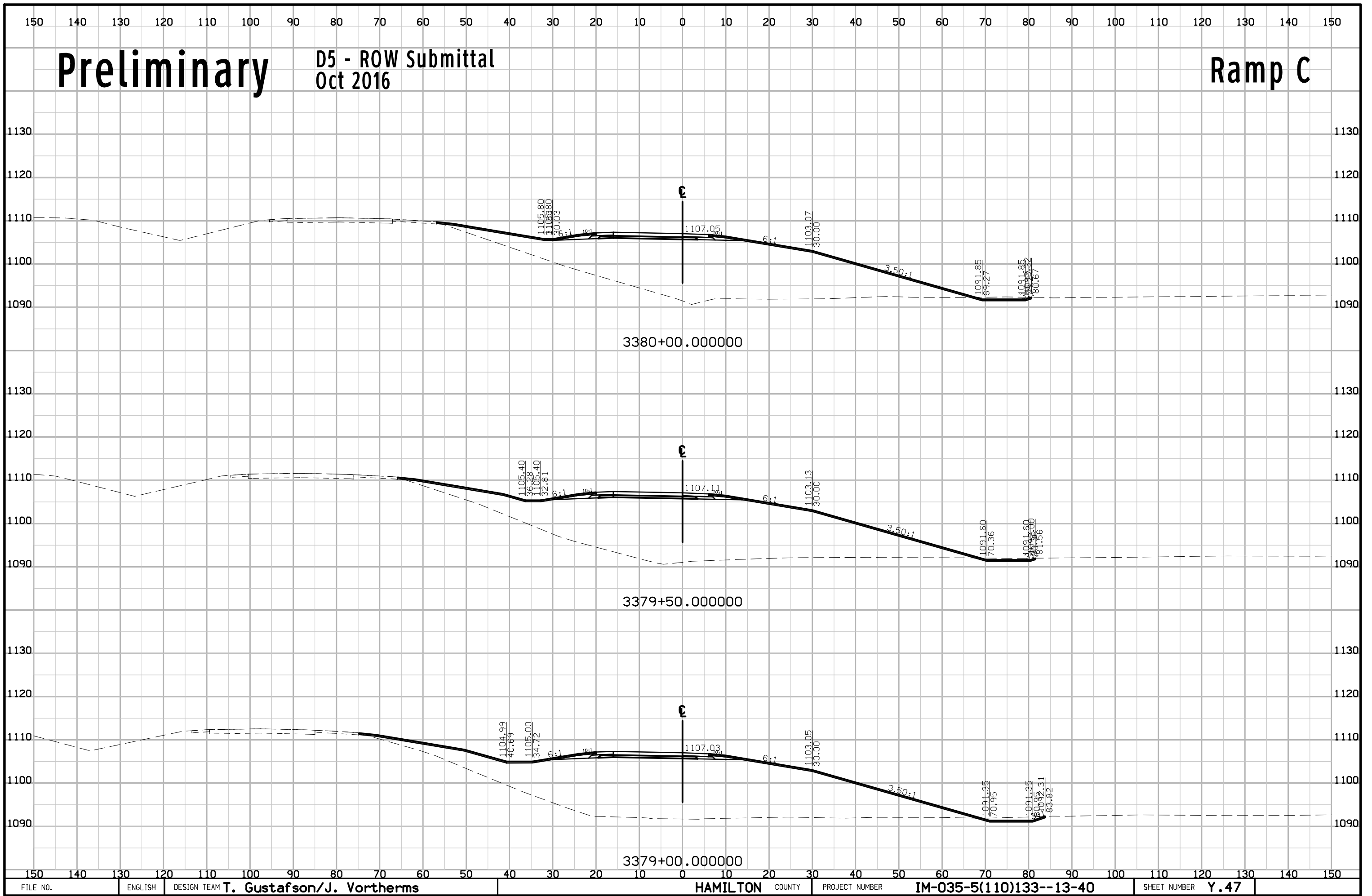
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Preliminary

D5 - ROW Submittal Oct 2016

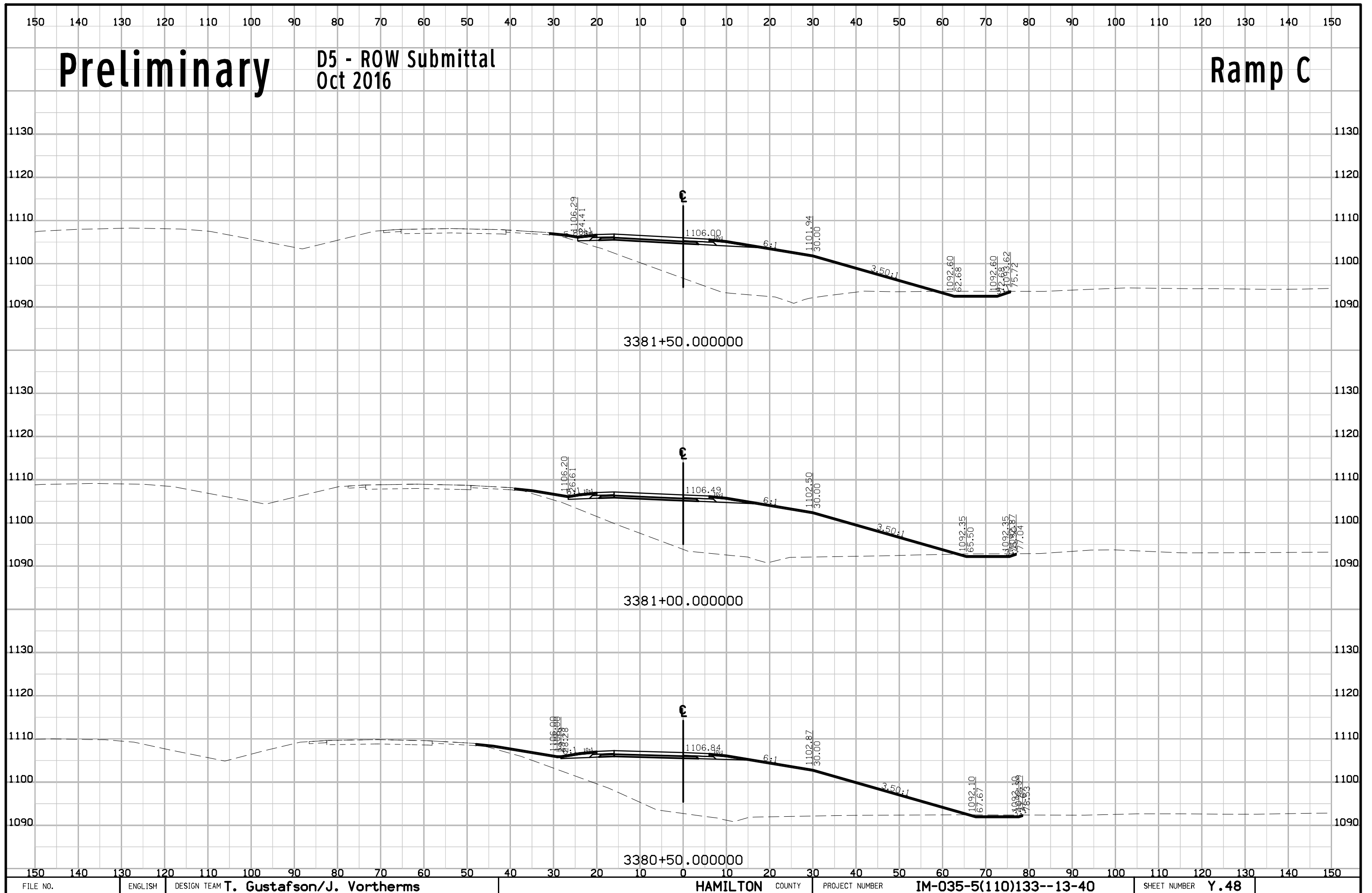
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Preliminary

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Ramp C



Preliminary

D5 - ROW Submittal
Oct 2016

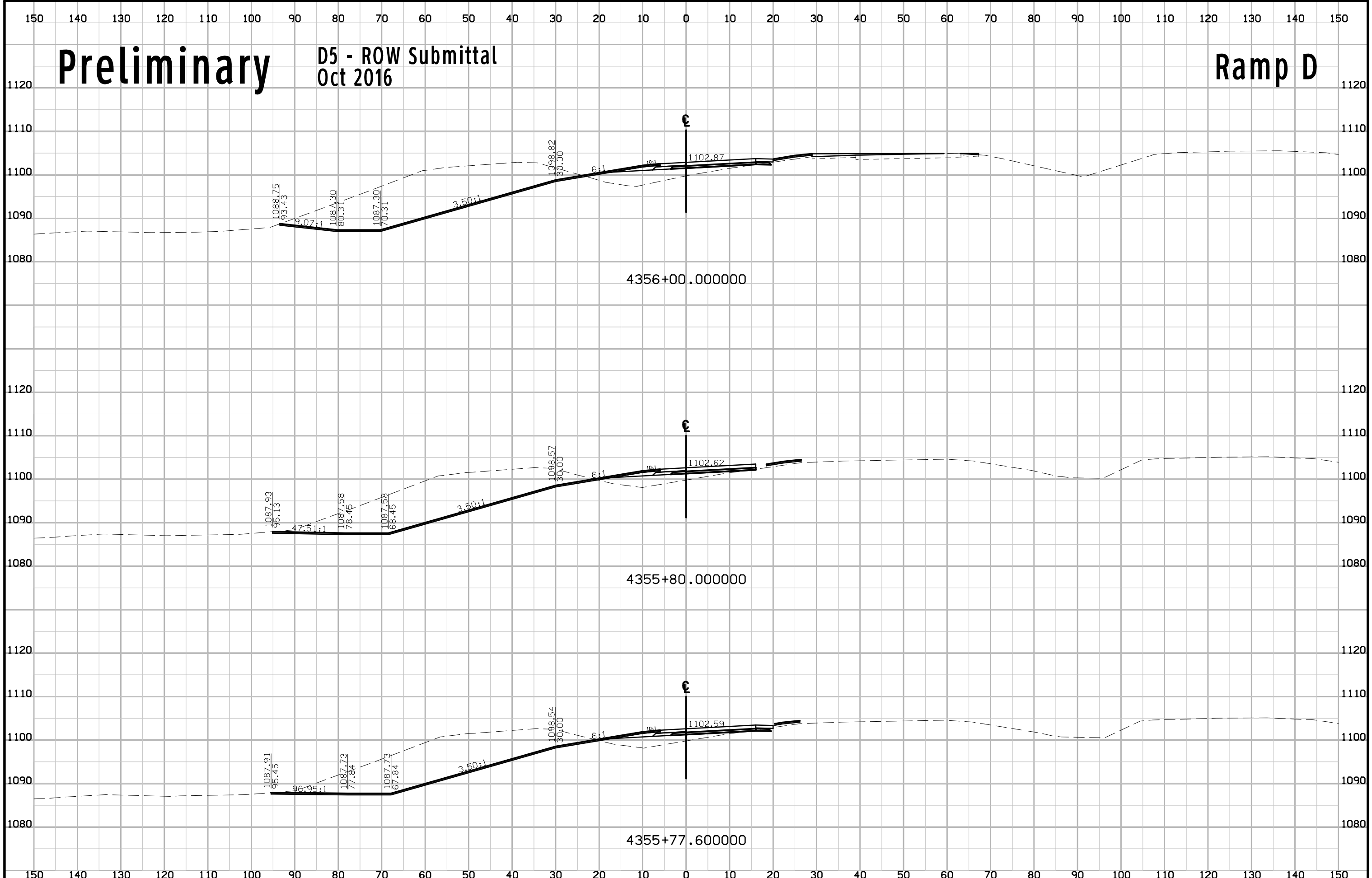
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Preliminary

D5 - ROW Submittal Oct 2016

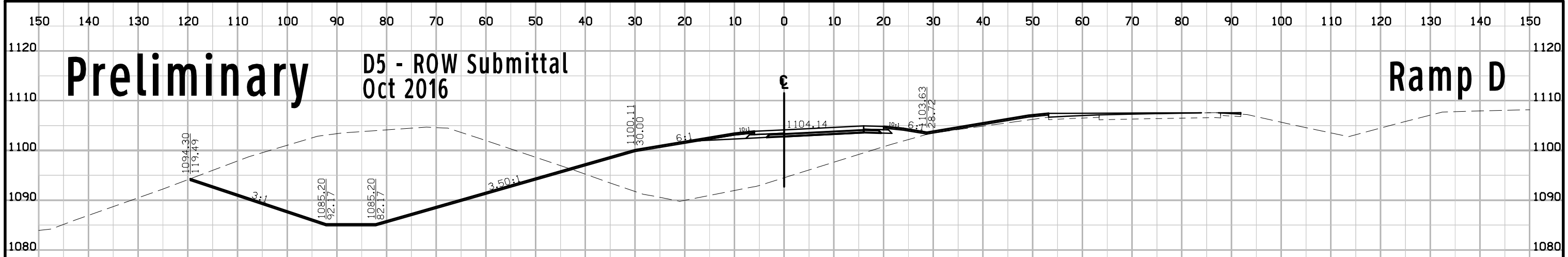
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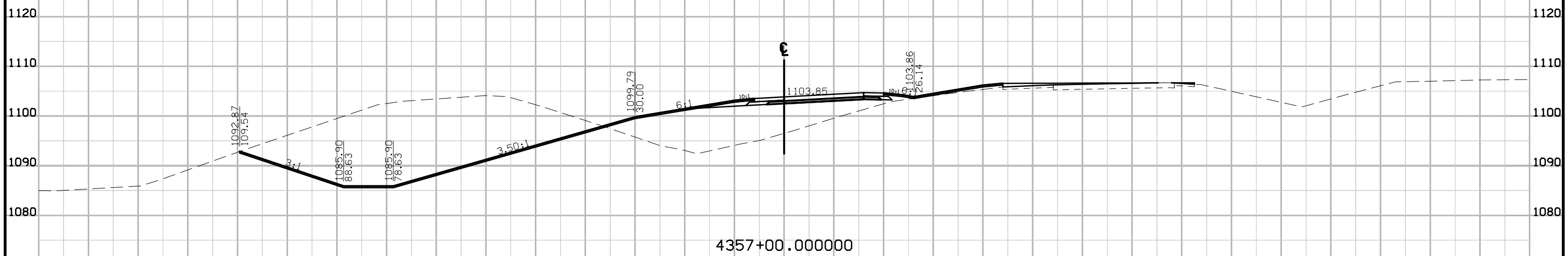
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D5 - ROW Submittal Oct 2016

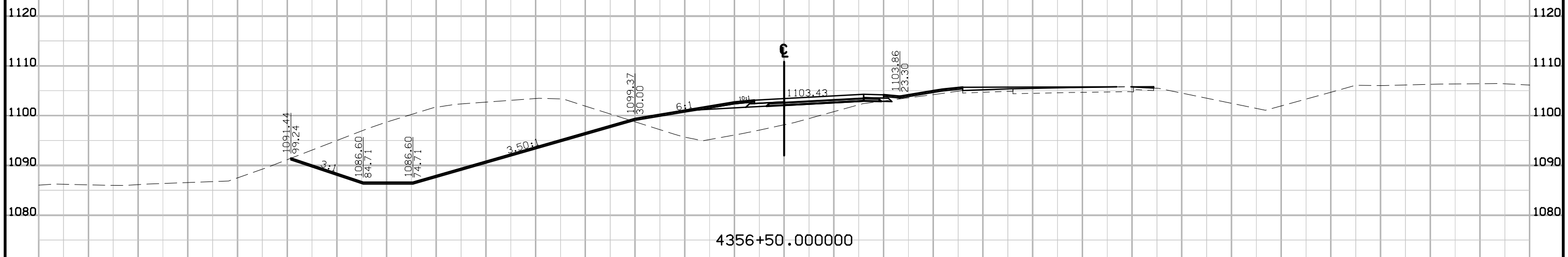
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4357+50.000000



4357+00.000000

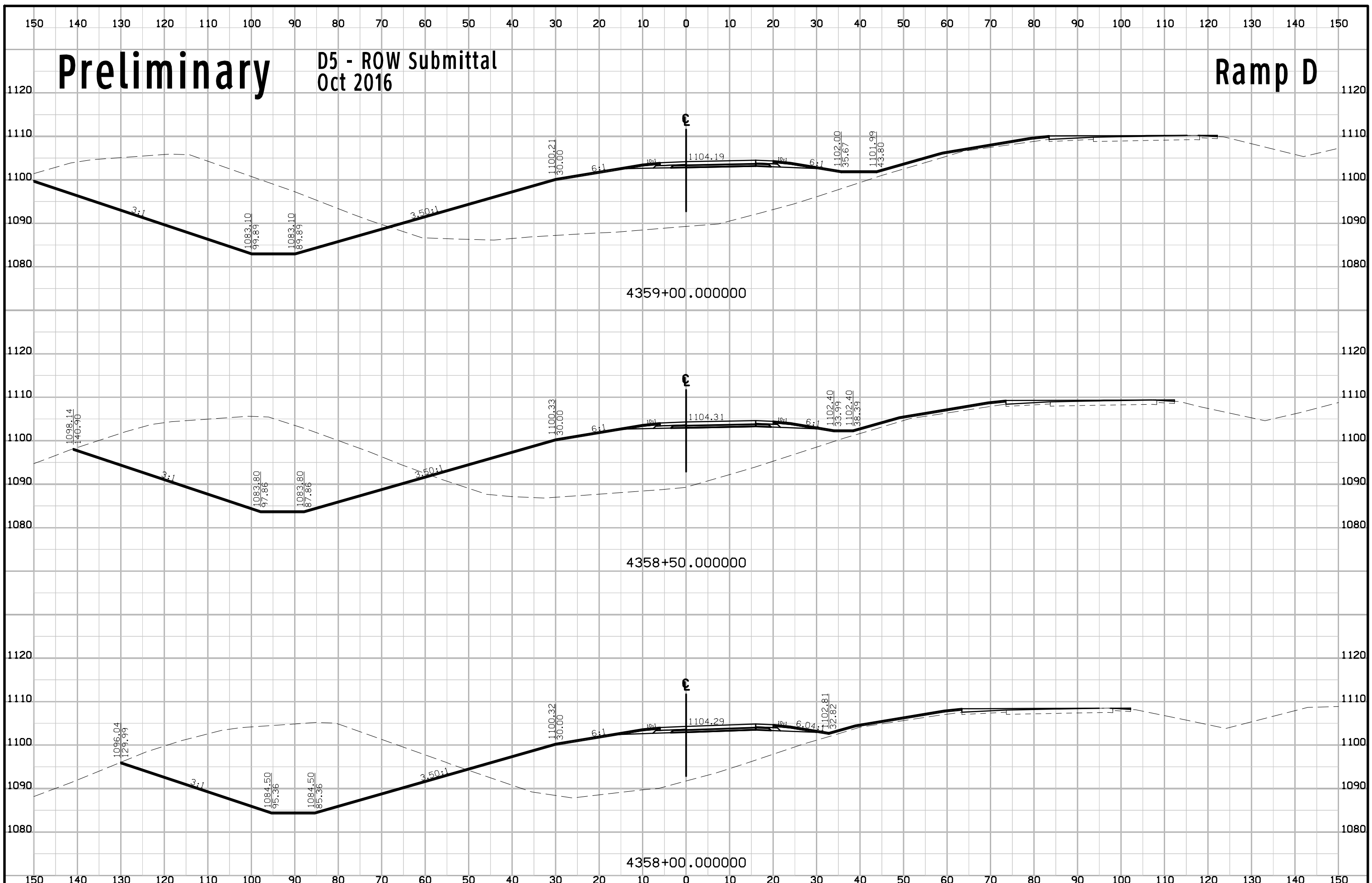


4356+50.000000

Preliminary

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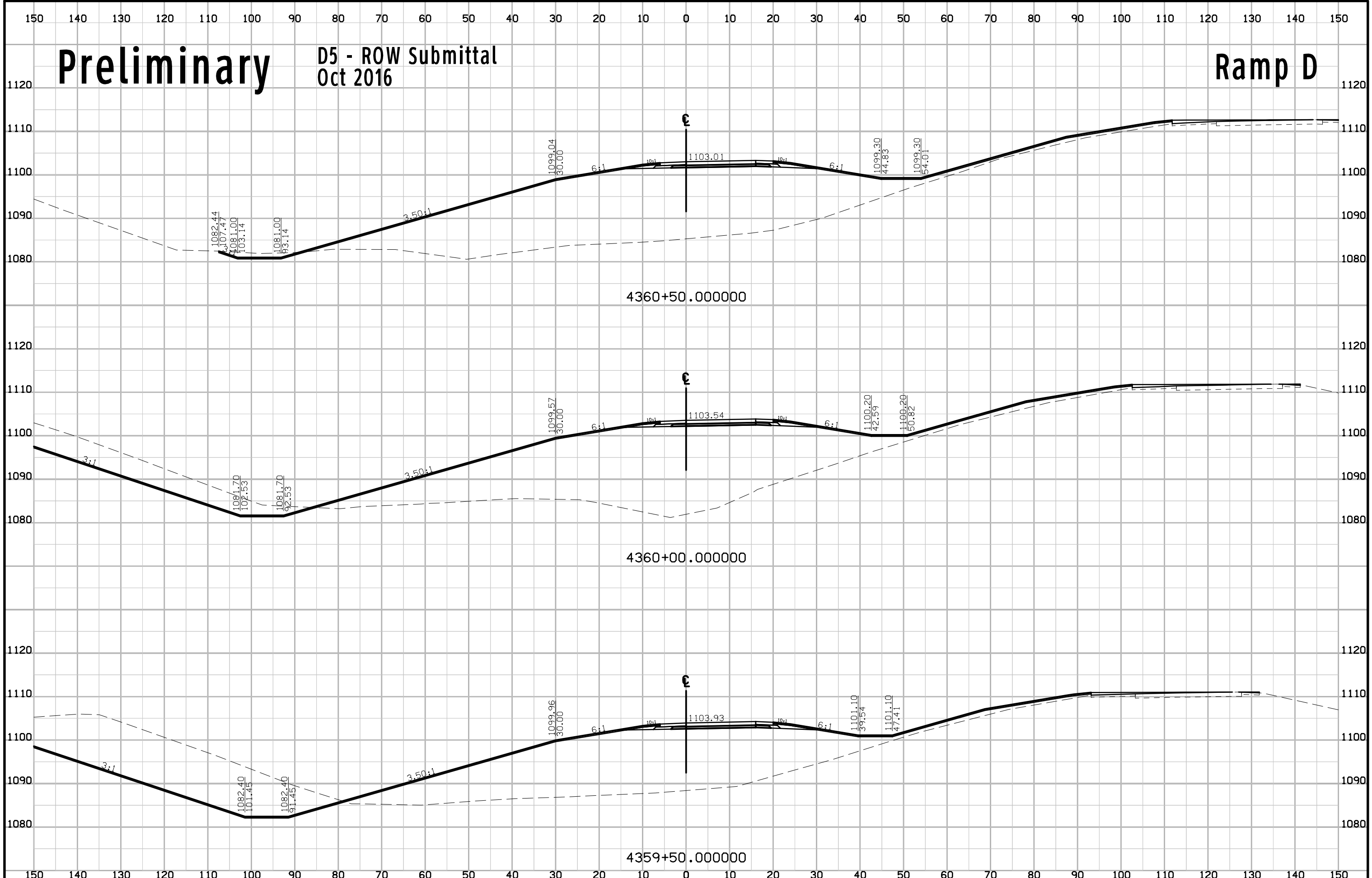
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Preliminary

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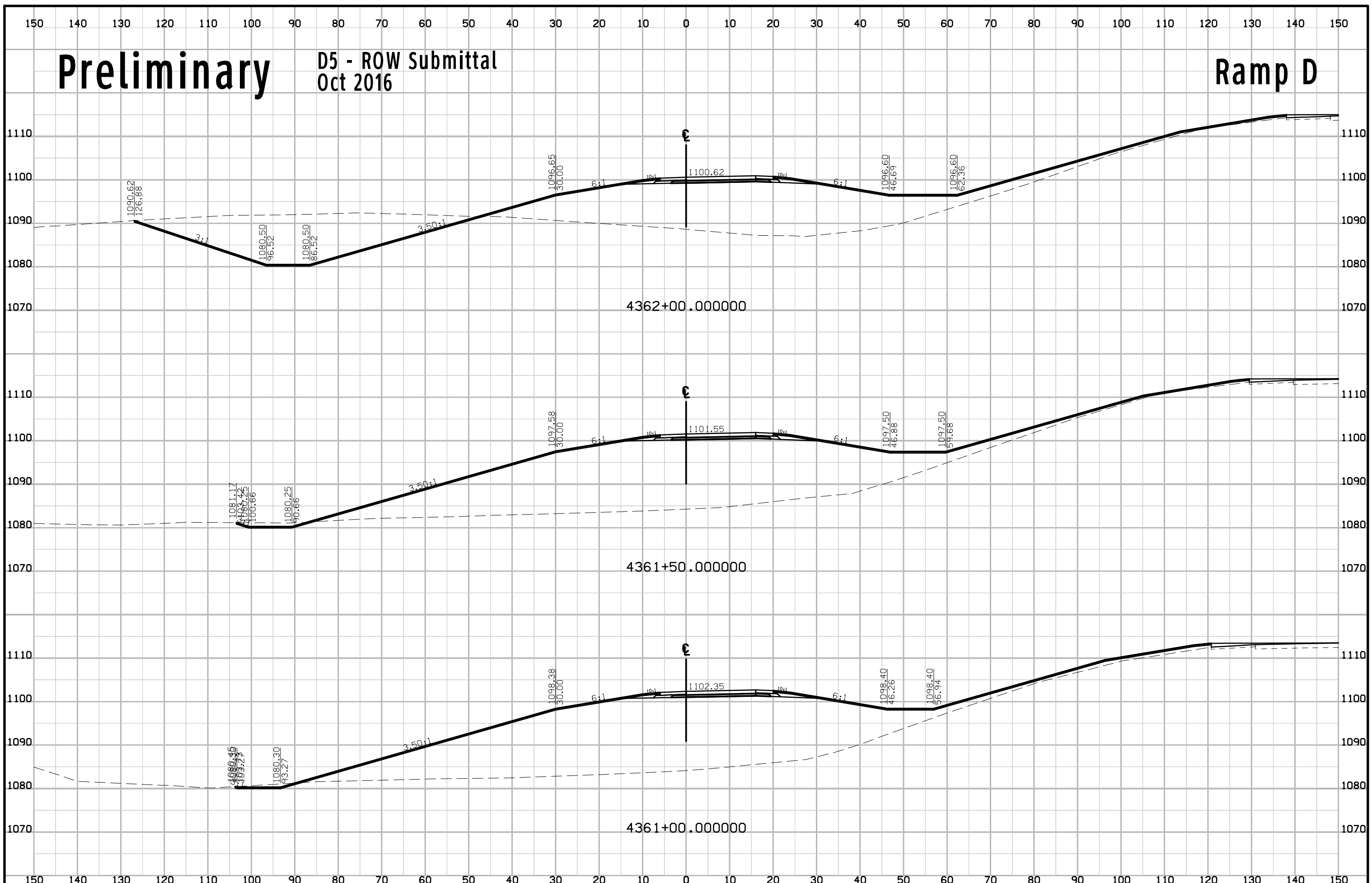
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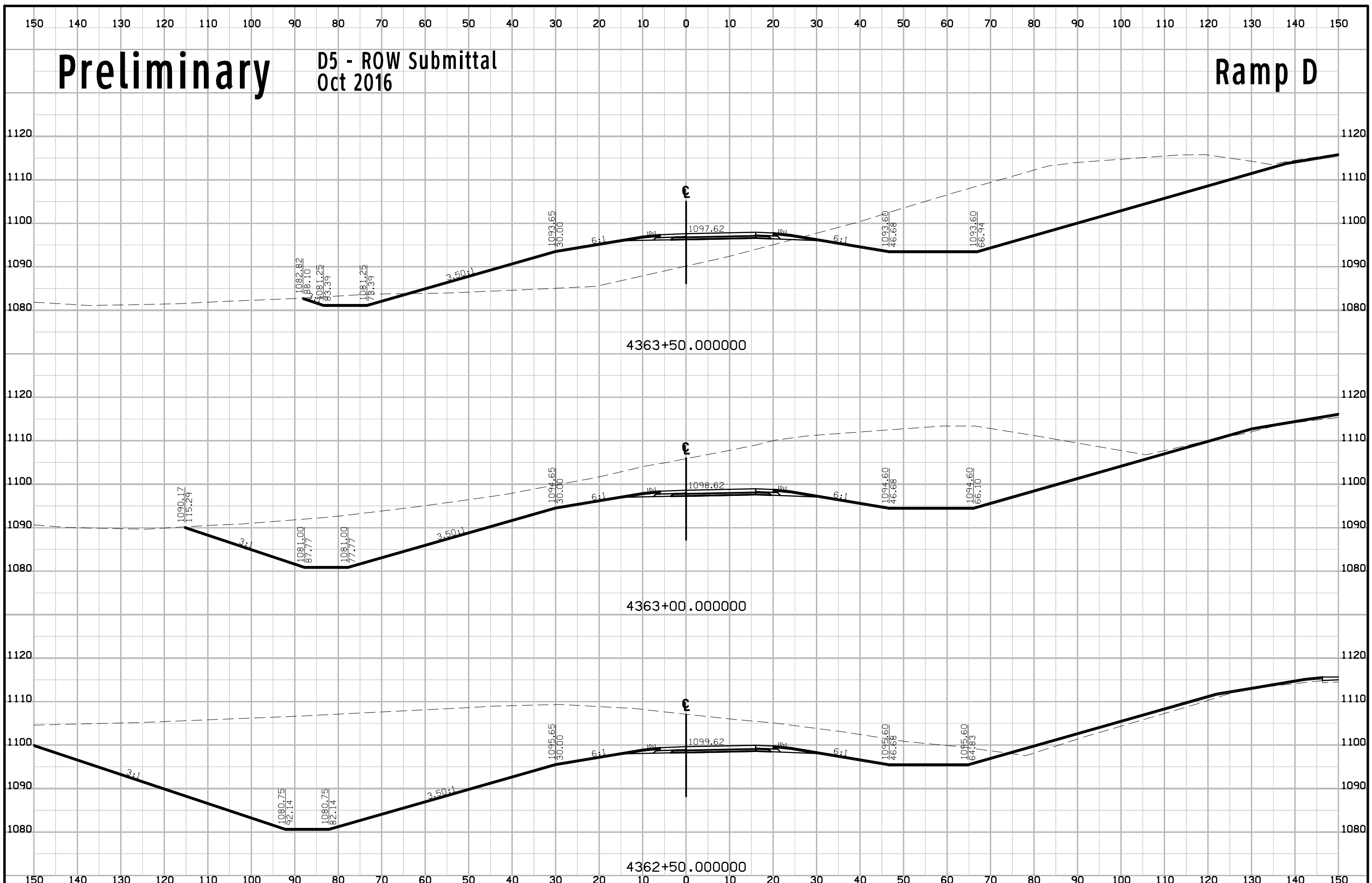
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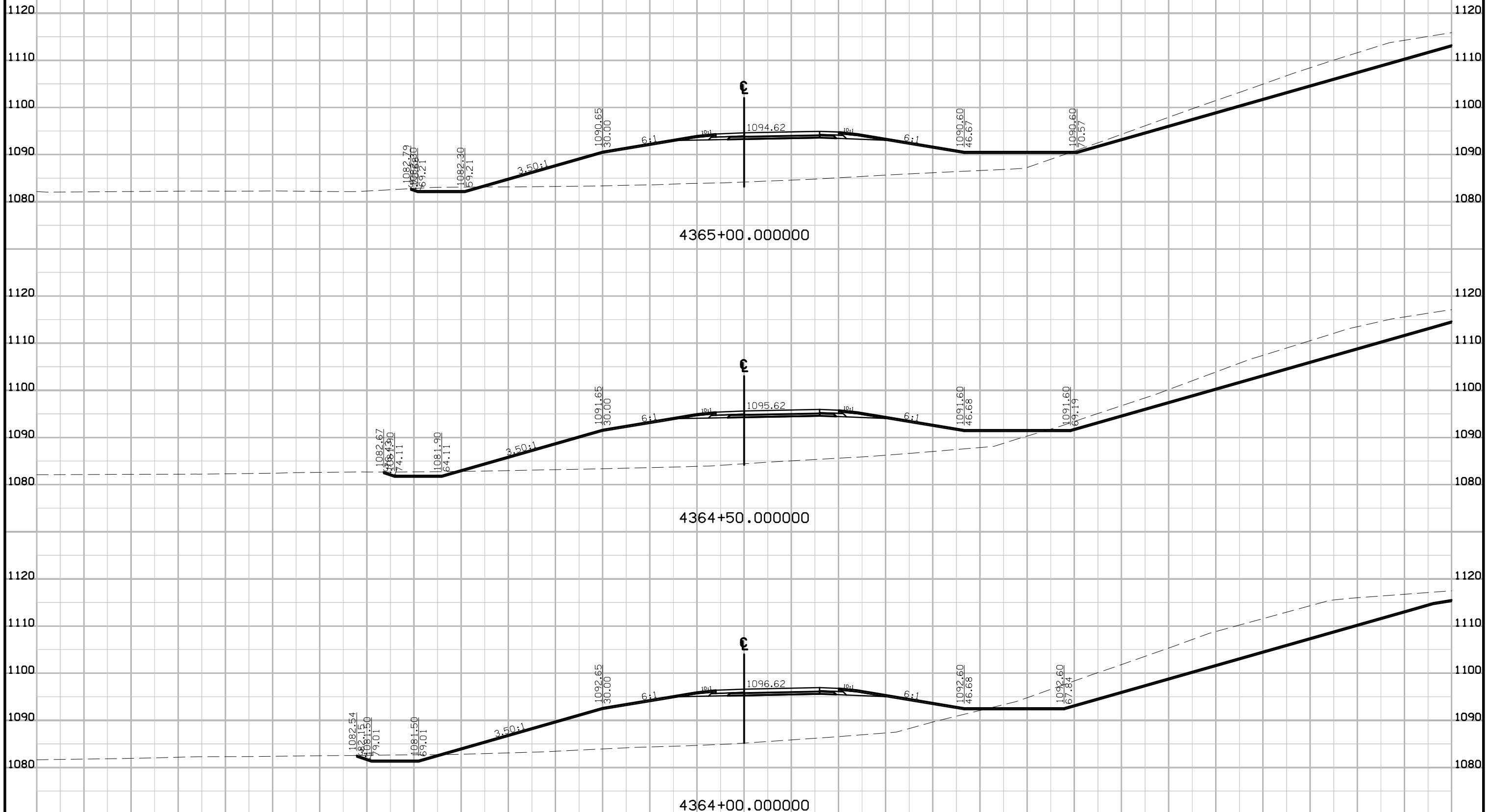
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Preliminary

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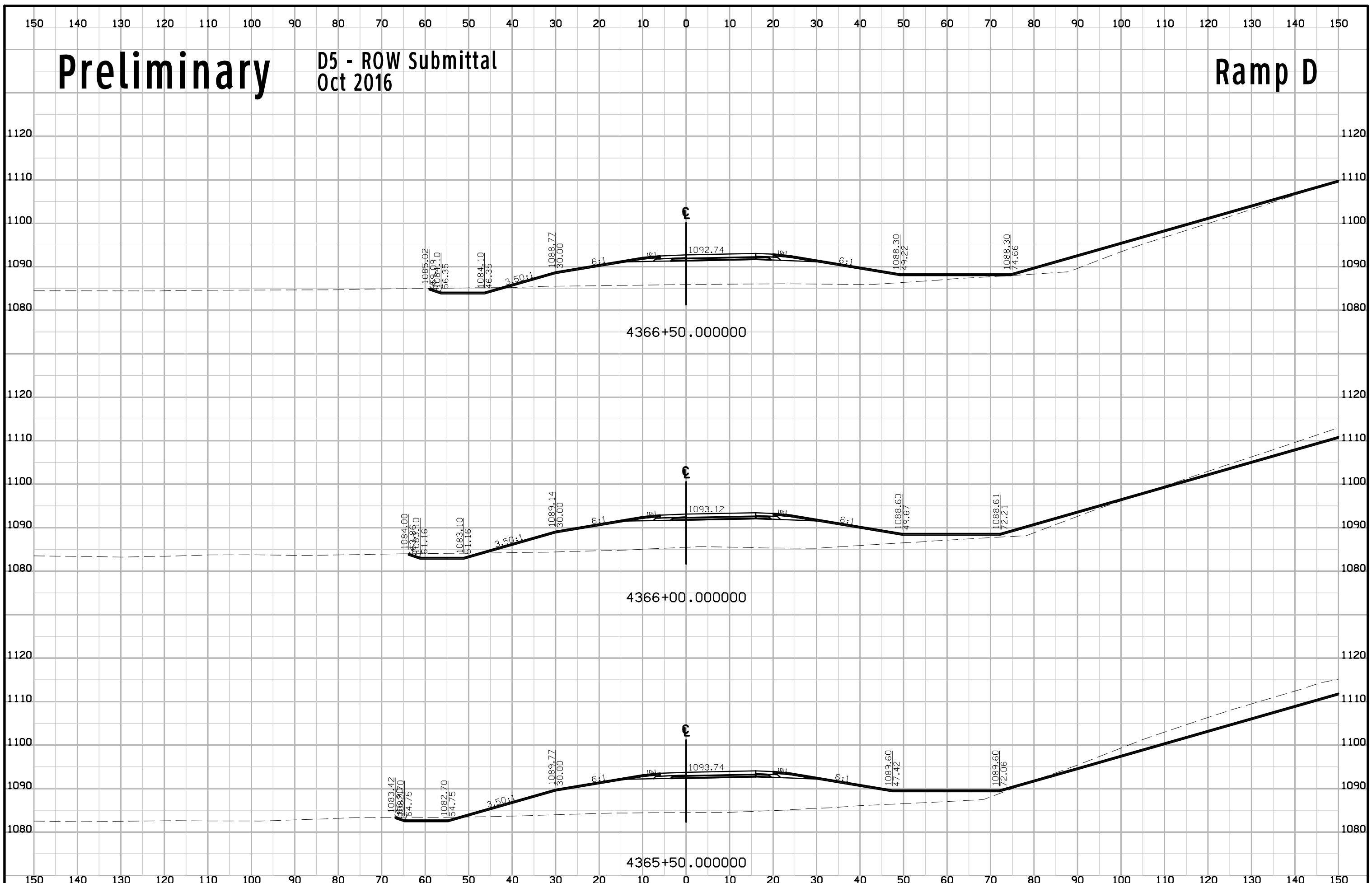
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Preliminary

D5 - ROW Submittal Oct 2016

Ramp D



Preliminary

D5 - ROW Submittal Oct 2016

Ramp D

