

POTTAWATTAMIE CO. PRELIMINARY ENGINEERING IM-029-3(166)54--13-78
 LETTING DATE



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM
POTTAWATTAMIE COUNTY
 PRELIMINARY ENGINEERING

I-29 in Council Bluffs from N of UP RR to 0.7 mi N of Ave G
 and I-480 from E of Missouri River to I-29

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

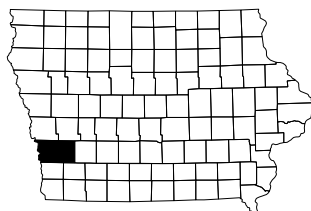
Value Engineering Saves. Refer to Article 1105.14 of the Specifications.

MILEAGE SUMMARY

LOCATION	LIN. FT.	MILES
Urban:		
I-29	505+00.00 TO 605+00.00	10,000.00
Omit Bridge	516+98.00	105.00
Omit Bridge	538+83.17	203.99
Omit Bridge	546+77.52	239.00
Omit Bridge	569+99.11	239.04
Total I-29		9,215.57 1.745
Total I-480	105+60.40 TO 110+00.00	439.60 0.083
NB I-29 to WB I-480	8529+30.00 TO 8569+41.42	4,011.42
Omit Bridge	8535+21.00	2,218.00
Omit Bridge	8557+39.00	269.00
Total NB I-29 to WB I-480		1,465.42 0.278
SB I-29 to WB I-480	1542+93.29 TO 1559+50.00	1,656.71
Omit Bridge	1544+71.00	960.00
Total SB I-29 to WB I-480		696.71 0.132
EB I-480 to SB I-29	3531+71.71 TO 3565+14.85	3,343.14
Omit Bridge	3539+00.00	1,424.00
Omit Bridge	3553+24.00	306.00
Total EB I-480 to SB I-29		1,547.14 0.293
EB I-480 to NB I-29	6542+33.35 TO 6572+00.00	2,966.65
Omit Bridge	6542+71.00	1,895.00
Total EB I-480 to NB I-29		1,071.65 0.203
Total Net Length of Roadway in Project		22,417.52 4.246
Total Net Length of Bridge in Project		8,085.43 1.531
Total Net Length of Project		14,332.09 2.714



For Index Sheets Refer to Sheet A.2
 For Project Location Map Refer to Sheet A.3



INTERSTATE 480

DESIGN DATA			
2015 AADT	48400	V.P.D.	
2040 AADT	63000	V.P.D.	
2040 DHV	6320	V.P.H.	
TRUCKS	5	%	
Total Design ESALs			

INTERSTATE 29

DESIGN DATA			
2015 AADT	38900	V.P.D.	
2040 AADT	51700	V.P.D.	
2040 DHV	4810	V.P.H.	
TRUCKS	12	%	
Total Design ESALs			

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

PRELIMINARY PLANS

Subject to change by final design.

D5 Plans - Date October 26, 2017

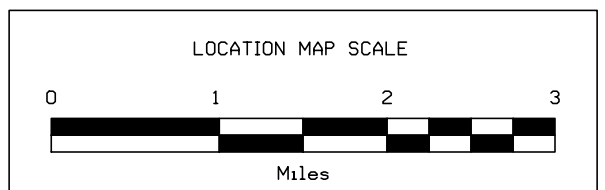
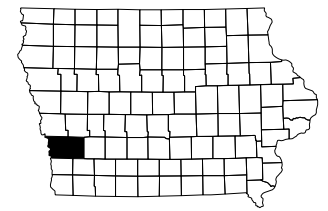
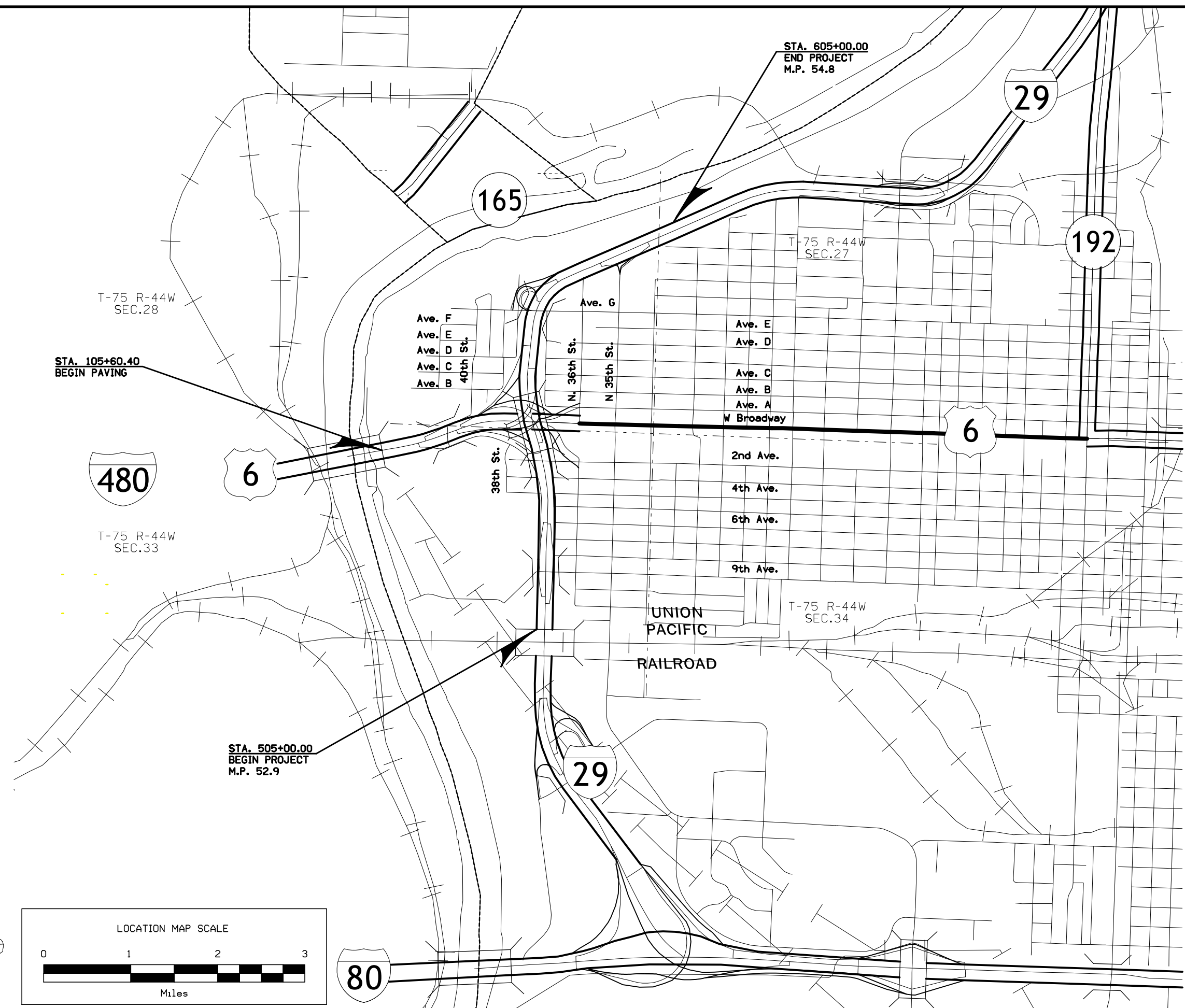
INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
*A.1	Title Sheet
A.2	Index of Sheets
A.3	Locaton Map Sheet
B Sheets	Typical Cross Sections and Details
B.1-39	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
*D.1	Plan and Profile Legend and Symbol Info Sheet
*D.2-10	I-29
*D.11	I-480
E Sheets	Side Road Plan and Profile Sheets
*E.1-2	WB W Broadway
*E.3-4	EB W Broadway
*E.5-7	W Broadway
*E.8-11	NB Frontage Rd.
*E.12-17	SB Frontage Rd.
*E.18-20	9th Ave.
*E.21-24	Dodge Riverside Dr.
*E.25	2nd Ave.
*E.26-27	Ave. G
*E.28-29	40th St.
*E.30-31	8th to 6th Conn.
*E.32	7th Ave.
*E.33	5th Ave.
*E.34	W 4th Ave.
*E.35	4th to 3rd Conn.
*E.36	W 3rd Ave.
*E.37	W 2nd Ave.
*E.38	S 38th St.
*E.39	Ave. A
*E.40	W Ave. B
*E.41	Ave. B
*E.42	N 38th St.
*E.43	W Ave. D
*E.44	Ave. D
*E.45	Benson St.
*E.46	N 37th St.
*E.47	35th St.
*E.48	6th Ave. Alley
*E.49	3rd Ave. Alley
*E.50	Ave. A Alley
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G.4-8	Alignment Coordinates
G.9-11	Spiral or Circular Curve Data
H/HE Sheets	Right-of-Way Sheets
*H.1-8	I-29 and I-480
*HE.1-10	Side Roads East of I-29
*HE.11-22	Side Roads West of I-29
J Sheets	Traffic Control and Staging Sheets
*J.1	Traffic Control Plan
*J.2	Preliminary Schedule
*J.3-16	Preliminary Construction Staging
K Sheets	Interchange Sheets
*K.1-4	Interchange Layout Sheets
*K.5	9th Ave. Ramp A
*K.6	9th Ave. Ramp B
*K.7	9th Ave. Ramp C
*K.8	9th Ave. Ramp D
*K.9	40th St. Ramp B
*K.10	40th St. Ramp C
*K.11	I-480 Ramp A
*K.12-15	I-480 Ramp C
*K.16-19	I-480 Ramp F
*K.20-25	I-480 Ramp H
*K.26-27	Ave. G Ramp A
*K.28	Ave. G Ramp D
K.29-33	Grading Plans
L Sheets	Intersection Geometrics
*L.1-10	Geometric Details
M Sheets	Storm Sewer Sheets
*M.1	Storm Sewer Legend & Symbol Information Sheet
*M.2-102	Storm Sewer Plan and Profile Sheets
N Sheets	Traffic Signal Sheets
*N.1	Traffic Signal General Notes
*N.2	9th Ave. & 9th Ave. Ramp C
*N.3	9th Ave. & 9th Ave. Ramp B
*N.4	W Broadway & SB Frontage Road
*N.5	W Broadway & NB Frontage Road
*N.6	40th St. & 40th St. Ramp B
*N.7	40th St. & 40th St. Ramp C

* Color Plan Sheet

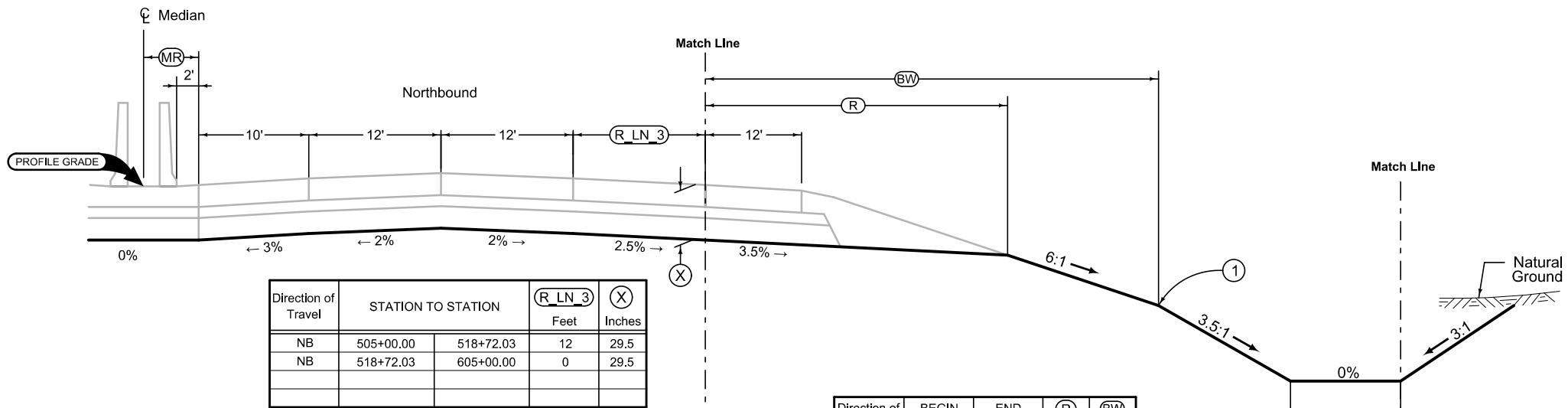
INDEX OF SHEETS	
No.	DESCRIPTION
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U Sheets	Special Details and Modified Standards
U.1-16	Gore Details
V Sheets	Bridge and Retaining Wall Situation Plans
*V.1-2	Situation Plan (SB I-29/9th Ave.)
*V.3-4	Situation Plan (NB I-29/9th Ave.)
*V.5	Situation Plan (SB I-29/2nd Ave.)
*V.6	Situation Plan (NB I-29/2nd Ave.)
*V.7	Situation Plan (SB I-29/W Broadway)
*V.8	Situation Plan (NB I-29/W Broadway)
*V.9	Situation Plan (SB I-29/Ave. G)
*V.10	Situation Plan (NB I-29/Ave. G)
*V.11-12	Situation Plan (EB I-480/40th Ave.)
*V.13	Site Plan (EB I-480/40th Ave.)
*V.14-17	Situation Plan (I-480 Ramp C)
*V.18	Site Plan (I-480 Ramp C)
*V.19-23	Situation Plan (I-480 Ramp F)
*V.24	Site Plan (I-480 Ramp F)
*V.25-26	Situation Plan (WB I-480/40th Ave.)
*V.27	Site Plan (WB I-480/40th Ave.)
*V.28-33	Situation Plan (I-480 Ramp H)
*V.34	Site Plan (I-480 Ramp H)
*V.35-37	Situation Plan (I-480 Ramp A)
*V.38	Site Plan (I-480 Ramp A)
*V.39	Retaining Wall #2010
*V.40	Retaining Wall #2011
*V.41	Retaining Wall #2012
*V.42-43	Retaining Wall #2020
*V.44	Retaining Wall #2021
*V.45	Retaining Wall #2022
*V.46	Retaining Wall #3140
*V.47	Retaining Wall #3430
*V.48	Retaining Wall #5831
*V.49	Retaining Wall #5832
*V.50	Retaining Wall #5370
*V.51	Retaining Wall #5650
*V.52	Retaining Wall #2060
W Sheets	Mainline Cross Sections
W.1	Cross Section Legend and Symbols
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W.200-207	I-480 Cross Sections
X Sheets	Side Road Cross Sections
X.1-6	WB W Broadway
X.7-13	EB W Broadway
X.14-22	W Broadway
X.23-53	NB Frontage Rd.
X.54-91	SB Frontage Rd.
X.92-98	9th Ave.
X.99-112	Dodge Riverside Dr.
X.113-115	2nd Ave.
X.116-118	Ave. G
X.119-122	40th St.
X.123-129	8th to 6th Conn.
X.130-134	4th to 3rd Conn.
X.135-136	W Ave. B
X.137-138	N 38th St.
X.139	W Ave. D
Y Sheets	Ramp Cross Sections
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Y.8-12	9th Ave. Ramp B
Y.13-18	9th Ave. Ramp C
Y.19-24	9th Ave. Ramp D
Y.25-32	40th St. Ramp B
Y.33-41	40th St. Ramp C
Y.42-47	I-480 Ramp A
Y.48-50	I-480 Ramp C
Y.51-59	I-480 Ramp F
Y.60-74	I-480 Ramp H
Y.75-90	Ave. G Ramp A
Y.91-96	Ave. G Ramp D

These sheets are not included with this set

* Color Plan Sheet

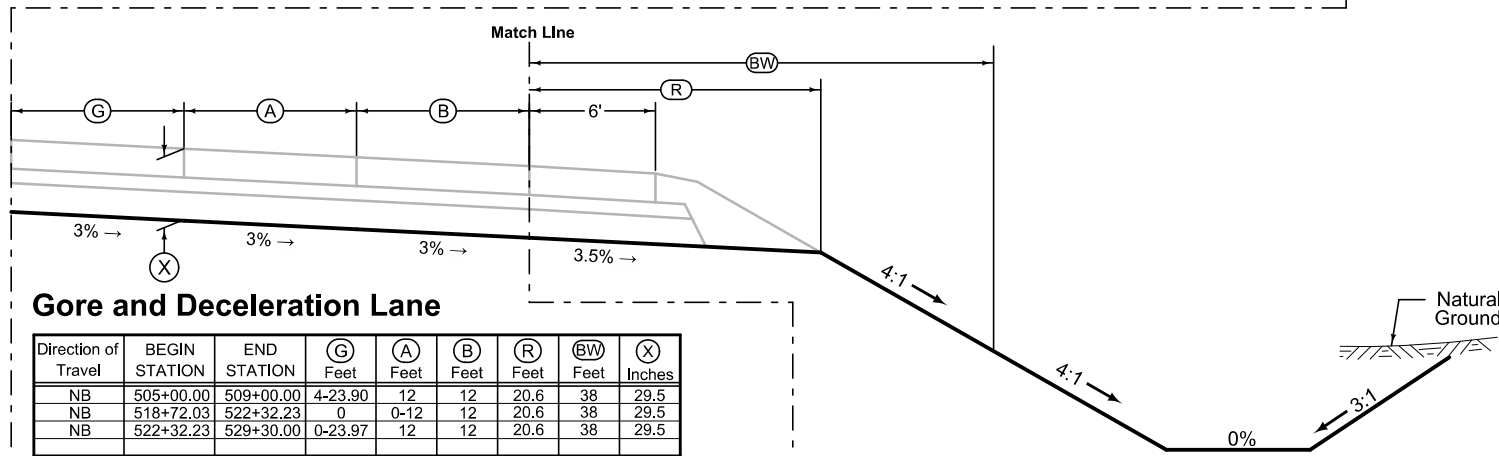


Direction of Travel	BEGIN STATION	END STATION	(MR) Feet
NB	505+00.00	538+25.00	5
NB	538+25.00	542+00.00	5-9.8
NB	542+00.00	553+55.00	9.8
NB	553+55.00	557+30.00	9.8-5
NB	557+30.00	595+80.00	5



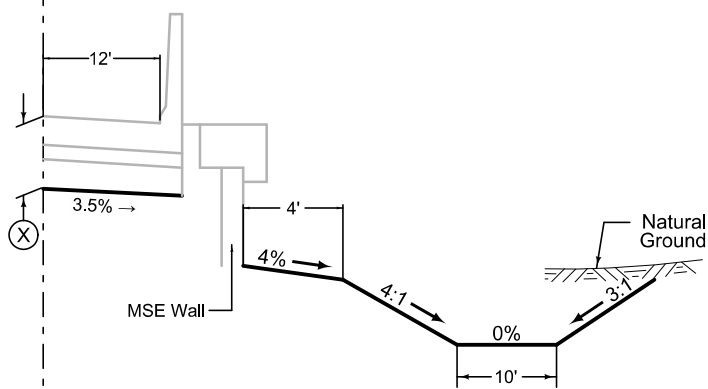
Direction of Travel	STATION TO STATION		(R LN 3) Feet	(X) Inches
NB	505+00.00	518+72.03	12	29.5
NB	518+72.03	605+00.00	0	29.5

Direction of Travel	BEGIN STATION	END STATION	(R) Feet	(BW) Feet
NB	529+30.00	538+60.00	29.6	34
NB	540+90.00	546+35.00	25.3	34
NB	549+15.00	568+65.00	35.5	34



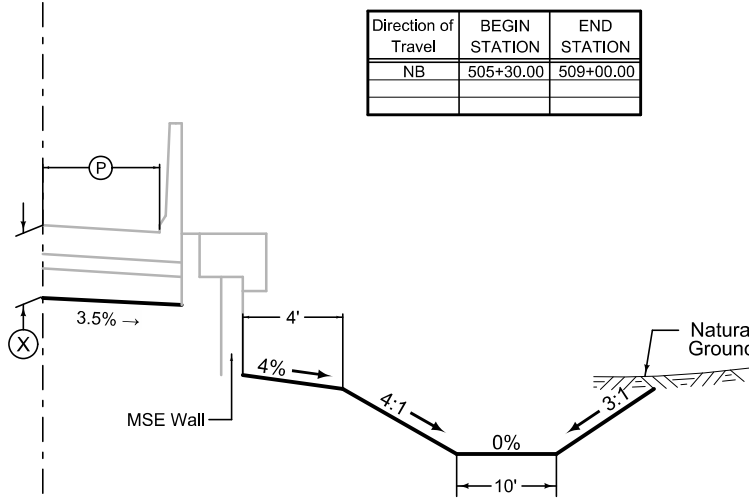
Gore and Deceleration Lane

Direction of Travel	BEGIN STATION	END STATION	(G) Feet	(A) Feet	(B) Feet	(R) Feet	(BW) Feet	(X) Inches
NB	505+00.00	509+00.00	4-23.90	12	12	20.6	38	29.5
NB	518+72.03	522+32.23	0	0-12	12	20.6	38	29.5
NB	522+32.23	529+30.00	0-23.97	12	12	20.6	38	29.5



MSE Wall

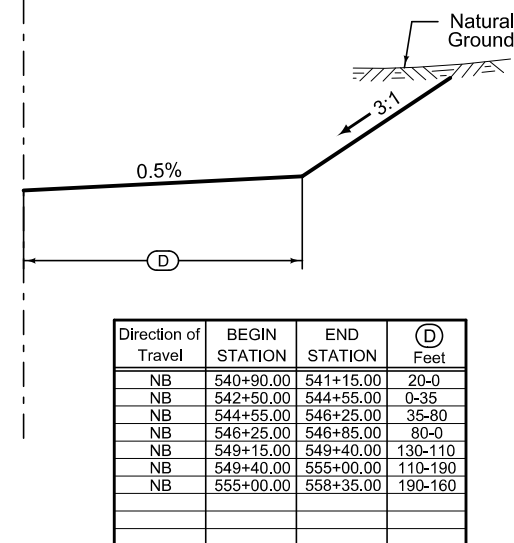
Direction of Travel	BEGIN STATION	END STATION	(X) Inches
NB	511+20.00	516+98.00	29.5
NB	518+03.00	518+72.03	29.5



MSE Wall

Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(X) Inches
NB	518+72.03	520+51.73	12-6	29.5
NB	520+51.73	529+30.00	6	29.5

Direction of Travel	BEGIN STATION	END STATION
NB	505+30.00	509+00.00



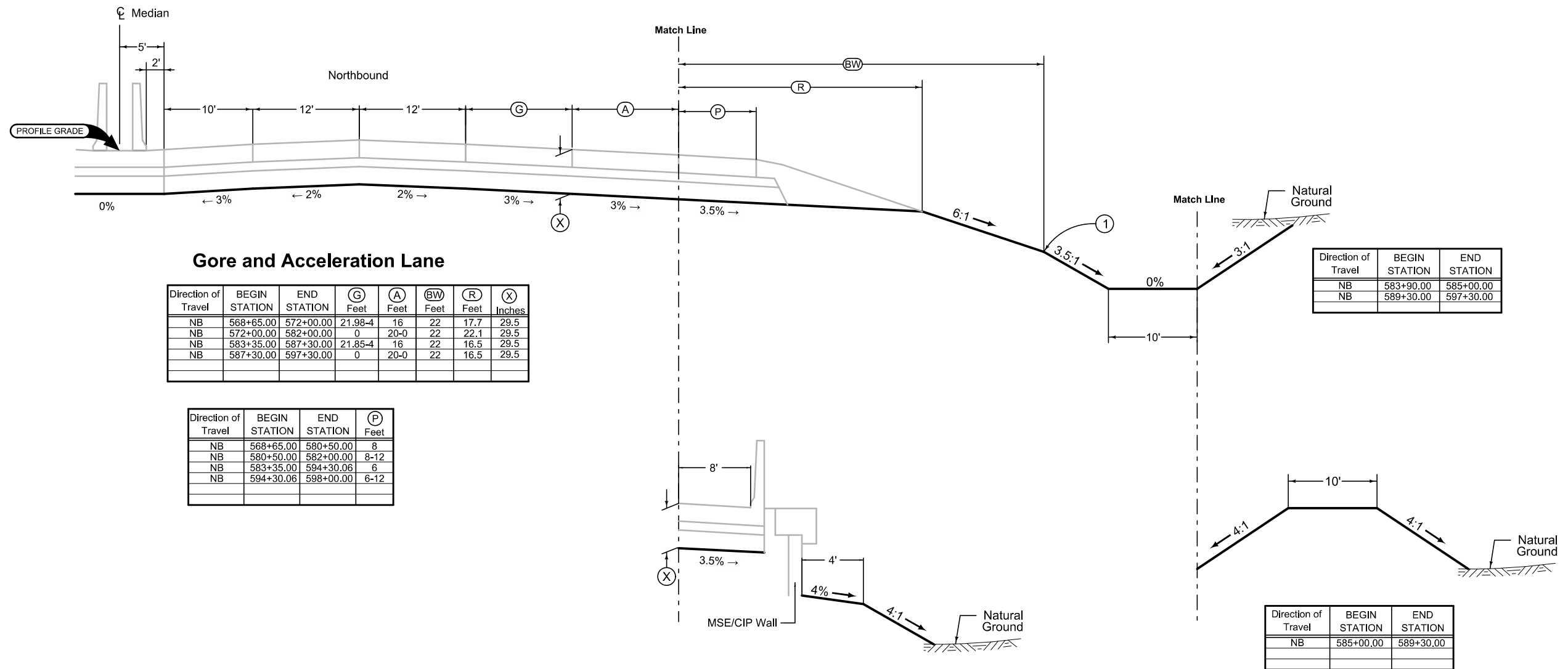
Direction of Travel	BEGIN STATION	END STATION	(D) Feet
NB	540+90.00	541+15.00	20-0
NB	542+50.00	544+55.00	0-35
NB	544+55.00	546+25.00	35-80
NB	546+25.00	546+85.00	80-0
NB	549+15.00	549+40.00	130-110
NB	549+40.00	555+00.00	110-190
NB	555+00.00	558+35.00	190-160

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

① Refer to project plan and cross sections for specific location of foreslope change.

I-29 NB Grading



Gore and Acceleration Lane

Direction of Travel	BEGIN STATION	END STATION	(G) Feet	(A) Feet	(BW) Feet	(R) Feet	(X) Inches
NB	568+65.00	572+00.00	21.98-4	16	22	17.7	29.5
NB	572+00.00	582+00.00	0	20-0	22	22.1	29.5
NB	583+35.00	587+30.00	21.85-4	16	22	16.5	29.5
NB	587+30.00	597+30.00	0	20-0	22	16.5	29.5

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	568+65.00	580+50.00	8
NB	580+50.00	582+00.00	8-12
NB	583+35.00	594+30.06	6
NB	594+30.06	598+00.00	6-12

Direction of Travel	BEGIN STATION	END STATION
NB	583+90.00	585+00.00
NB	589+30.00	597+30.00

Direction of Travel	BEGIN STATION	END STATION
NB	585+00.00	589+30.00

MSE/CIP Wall

Direction of Travel	BEGIN STATION	END STATION	Wall Type	(X) Inches
NB	568+65.00	570+36.52	MSE	29.5
NB	572+85.76	580+00.00	MSE	29.5
NB	583+35.00	583+90.00	CIP	29.5

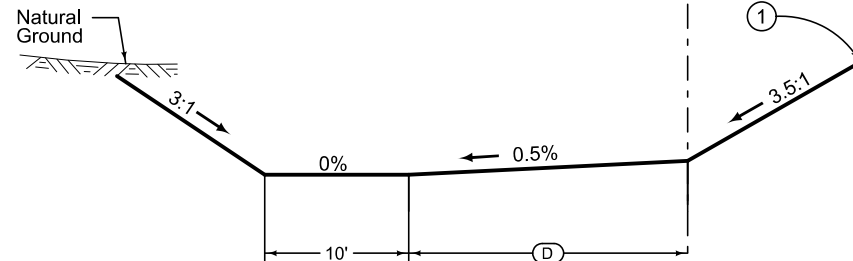
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① Refer to project plan and cross sections for specific location of foreslope change.

**I-29 NB
Grading**

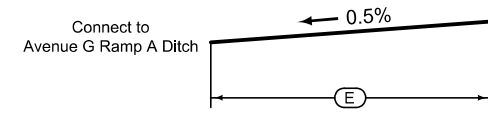
Direction of Travel	BEGIN STATION	END STATION	(D) Feet
SB	541+20.00	546+80.00	50-100
SB	549+60.00	554+00.00	130-160



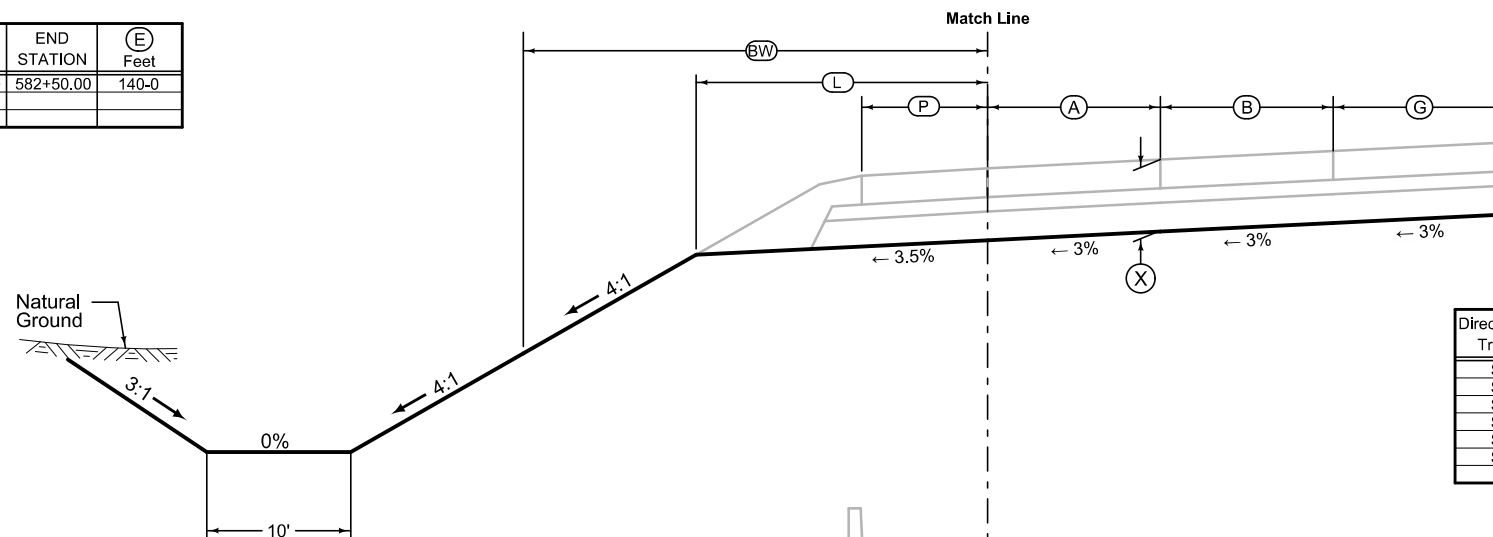
Direction of Travel	BEGIN STATION	END STATION	(L) Feet	(BW) Feet
SB	541+20.00	546+80.00	33.2	34
SB	549+60.00	559+50.00	30.8	34
SB	568+60.00	569+60.00	25.1	34
SB	572+20.00	587+00.00	30.8	34
SB	593+00.00	605+00.00	32.7	34

Direction of Travel	STATION TO STATION	(L LN 3) Feet	(X) Inches
SB	505+00.00 - 510+00.00	12	29.5
SB	510+00.00 - 605+00.00	0	29.5

Direction of Travel	BEGIN STATION	END STATION	(ML) Feet
SB	505+00.00	538+25.00	5
SB	538+25.00	542+00.00	5-9.8
SB	542+00.00	553+55.00	9.8
SB	553+55.00	557+30.00	9.8-5
SB	557+30.00	595+80.00	5



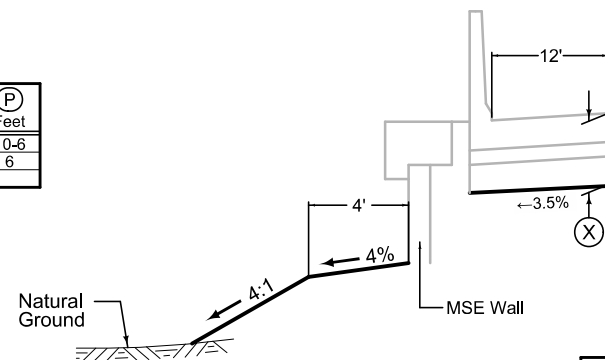
Direction of Travel	BEGIN STATION	END STATION	(E) Feet
SB	572+20.00	582+60.00	140-0



Gore and Acceleration Lane

Direction of Travel	BEGIN STATION	END STATION	(A) Feet	(B) Feet	(G) Feet	(BW) Feet	(L) Feet	(X) Inches
SB	505+00.00	505+20.00	12	0	0	38	16.4	29.5
SB	505+20.00	507+00.00	12-19	0	0	38	16.4	29.5
SB	507+00.00	508+80.00	16	0	3-21.90	38	16.4	29.5
SB	510+00.00	516+00.00	0-12	12	0	38	16.4	29.5
SB	516+00.00	531+71.71	12	12	0	38	16.4	29.5
SB	531+71.71	536+30.00	12	12	0-21.80	38	16.4	29.5

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	505+20.00	506+85.81	10-6
SB	506+85.81	508+80.00	6



MSE Wall

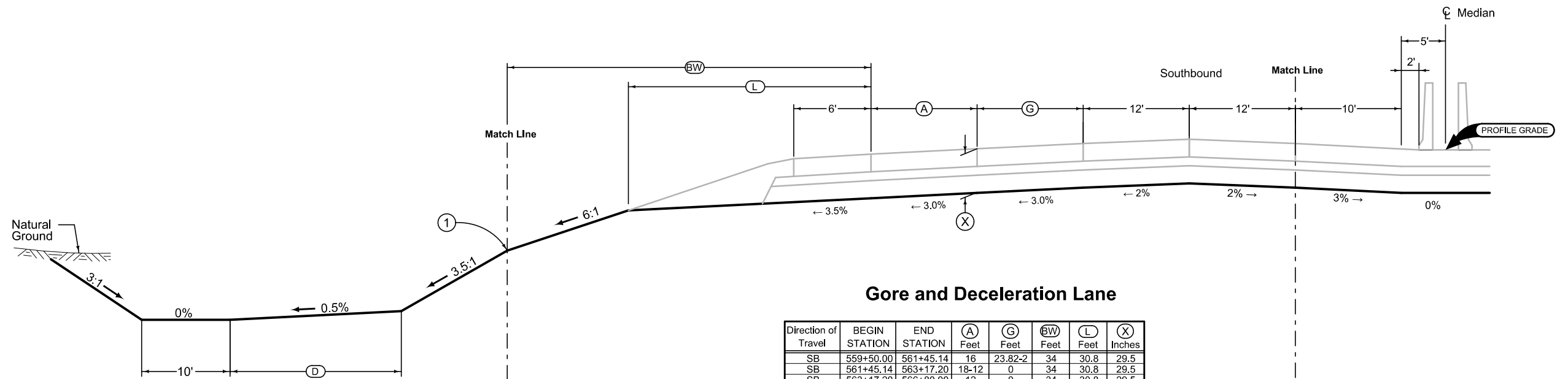
Direction of Travel	BEGIN STATION	END STATION	(X) Inches
SB	512+30.00	516+98.00	29.5
SB	518+03.00	536+30.00	29.5

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

① Refer to project plan and cross sections for specific location of foreslope change.

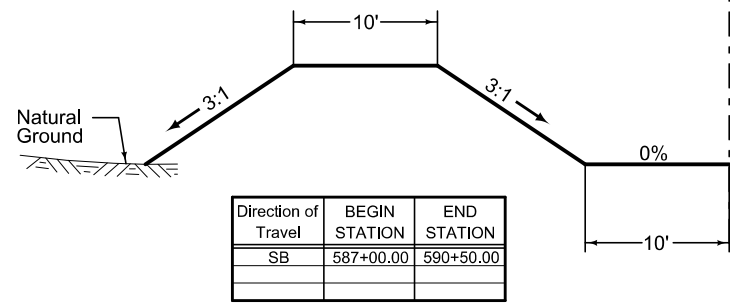
I-29 SB Grading



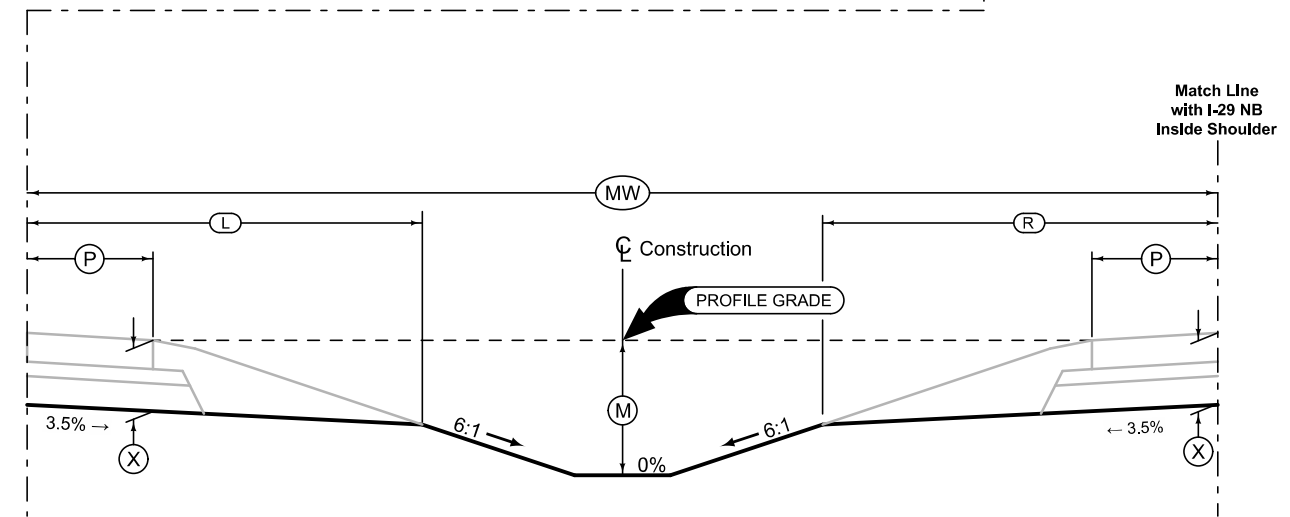
Gore and Deceleration Lane

Direction of Travel	BEGIN STATION	END STATION	(A) Feet	(G) Feet	(BW) Feet	(L) Feet	(X) Inches
SB	559+50.00	561+45.14	16	23.82-2	34	30.8	29.5
SB	561+45.14	563+17.20	18-12	0	34	30.8	29.5
SB	563+17.20	566+80.00	12	0	34	30.8	29.5
SB	566+80.00	568+60.00	12-0	0	34	30.8	29.5
SB	587+00.00	590+20.00	16	23.96-3	34	30.8	29.5
SB	590+20.00	593+00.00	19-0	0	34	30.8	29.5

Direction of Travel	BEGIN STATION	END STATION	(D) Feet
SB	559+50.00	568+60.00	0-55



Direction of Travel	BEGIN STATION	END STATION	(D) Feet
SB	587+00.00	590+50.00	



Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	600+50.00	603+50.00	12
SB	603+50.00	605+00.00	12-6

Direction of Travel	BEGIN STATION	END STATION	(MW) Feet	(M) Feet	(L) Feet	(R) Feet	(X) Inches
NB/SB	600+50.00	605+00.00	37-50	0.5-3.5	22	22	29.5

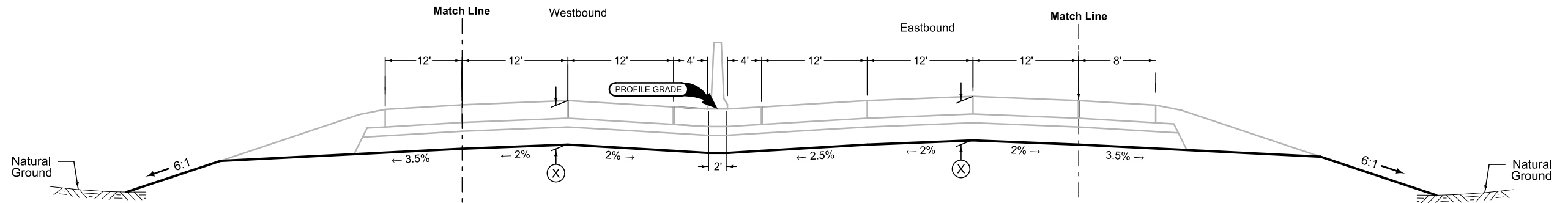
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	600+50.00	603+50.00	12
NB	603+50.00	605+00.00	12-6

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

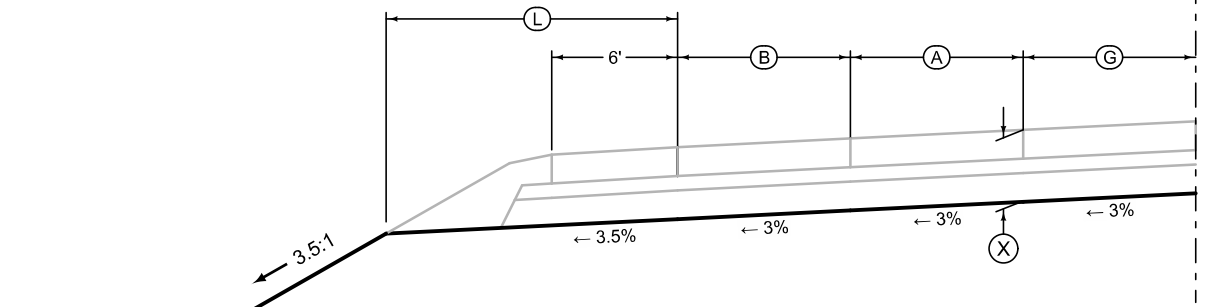
See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

① Refer to project plan and cross sections for specific location of foreslope change.

I-29 SB and Median Grading

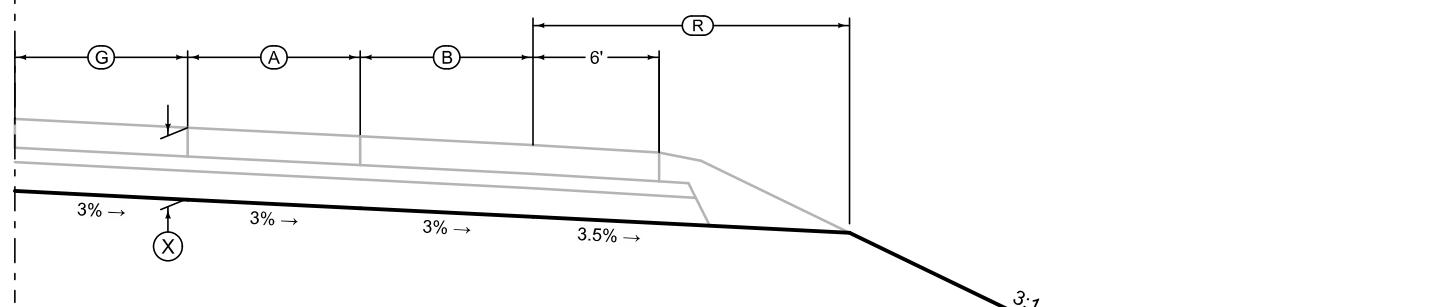


Direction of Travel	STATION TO STATION		(X) Inches
EB/WB	105+60.40	110+00.00	29.5



Gore and Acceleration Lane

Direction of Travel	BEGIN STATION	END STATION	(L) Feet	(B) Feet	(A) Feet	(G) Feet	(X) Inches
WB	105+60.40	107+15.00	20	12	12-14.5	0	29.5
WB	107+15.00	109+65.00	20	12	12	2.5-21.6	29.5



Gore and Deceleration Lane

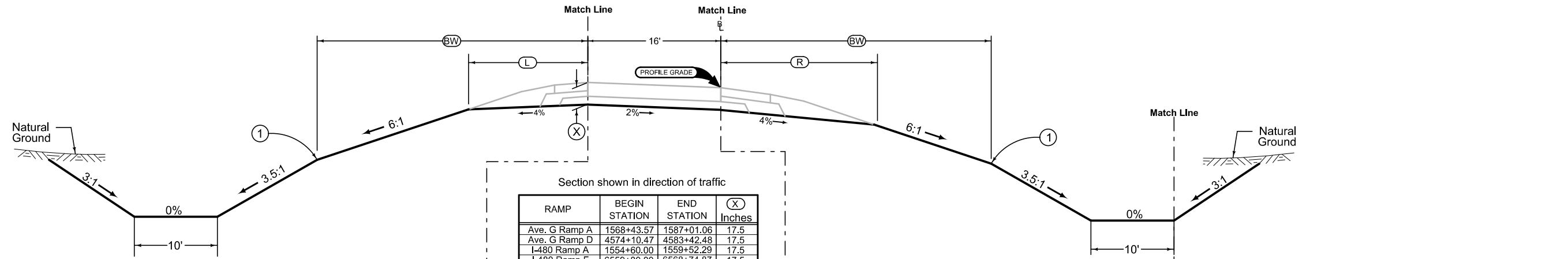
Direction of Travel	BEGIN STATION	END STATION	(G) Feet	(A) Feet	(B) Feet	(R) Feet	(X) Inches
EB	105+60.40	107+35.00	0	0-14.8	12	18.4	29.5
EB	107+35.00	109+10.00	2.8-23.8	12	12	18.4	29.5

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See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

① Refer to project plan and cross sections for specific location of foreslope change.

**I-480
Grading**

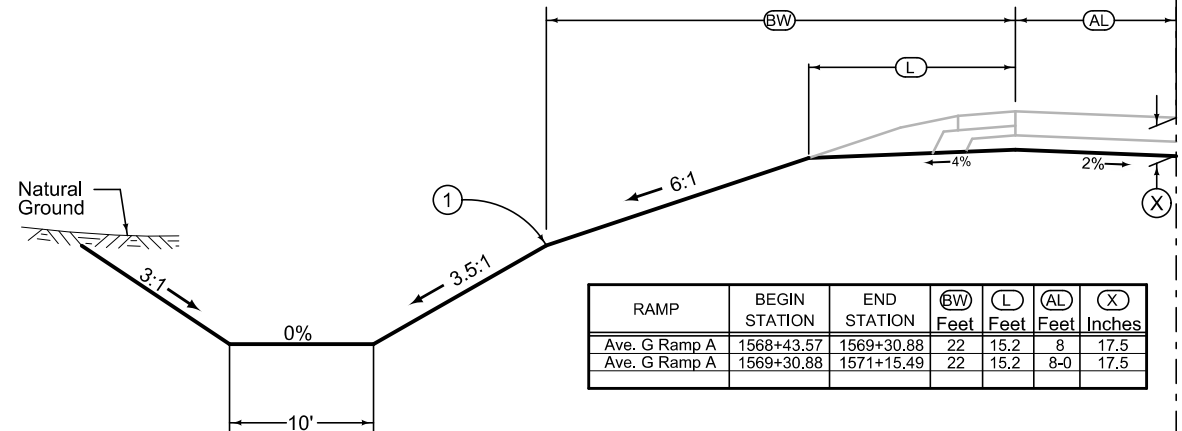


RAMP	BEGIN STATION	END STATION	(BW) Feet	(L) Feet
Ave. G Ramp A	1571+15.49	1582+50.00	22	15.2
I-480 Ramp A	1554+60.00	1559+52.29	22	22.1
I-480 Ramp F	6559+80.00	6568+74.87	22	19.7
9th Ave. Ramp D	4525+36.19	4533+48.07	-	8.8

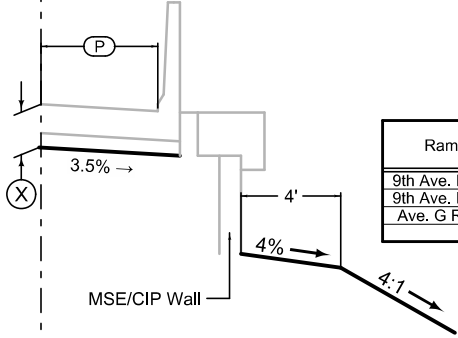
Section shown in direction of traffic

RAMP	BEGIN STATION	END STATION	(X) Inches
Ave. G Ramp A	1568+43.57	1587+01.06	17.5
Ave. G Ramp D	4574+10.47	4583+42.48	17.5
I-480 Ramp A	1554+60.00	1559+52.29	17.5
I-480 Ramp F	6559+80.00	6568+74.87	17.5
9th Ave. Ramp A	1529+03.47	1537+52.27	17.5
9th Ave. Ramp C	3508+79.39	3516+14.89	17.5
9th Ave. Ramp D	4525+36.19	4533+48.07	17.5

Ramp	BEGIN STATION	END STATION	(BW) Feet	(R) Feet
Ave. G Ramp A	1568+43.57	1587+01.06	22	16.9
Ave. G Ramp D	4574+10.47	4580+50.00	22	16.9
I-480 Ramp A	1554+60.00	1559+52.29	22	22.1
I-480 Ramp F	6559+80.00	6568+74.87	22	15.1
9th Ave. Ramp A	1529+03.47	1532+20.00	-	20.0
9th Ave. Ramp D	4525+36.19	4527+30.00	-	-

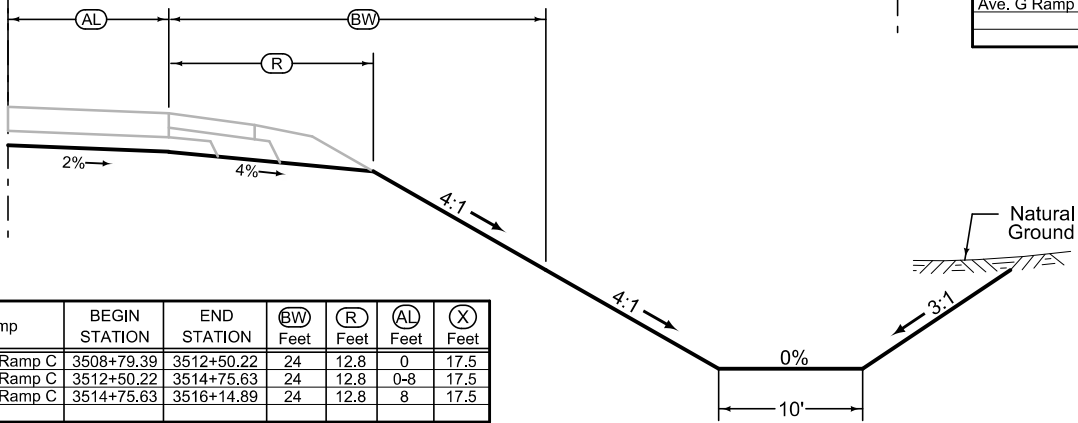


RAMP	BEGIN STATION	END STATION	(BW) Feet	(L) Feet	(AL) Feet	(X) Inches
Ave. G Ramp A	1568+43.57	1569+30.88	22	15.2	8	17.5
Ave. G Ramp A	1569+30.88	1571+15.49	22	15.2	8-0	17.5



Ramp	BEGIN STATION	END STATION	(P) Feet	(X) Inches
9th Ave. Ramp A	1532+20.00	1537+52.27	8	17.5
9th Ave. Ramp D	4527+30.00	4574+10.47	6	17.5
Ave. G Ramp D	4580+50.00	4583+42.48	6	17.5

Ramp	BEGIN STATION	END STATION	(E) Feet
Ave. G Ramp A	1568+43.57	1569+60.00	200
Ave. G Ramp A	1569+60.00	1571+20.00	200-0



RAMP	BEGIN STATION	END STATION
9th Ave. Ramp A	1529+03.47	1537+52.27
9th Ave. Ramp C	3508+79.39	3516+14.89
Ave. G Ramp D	4574+10.47	4583+42.48

Ramp	BEGIN STATION	END STATION	(BW) Feet	(R) Feet	(AL) Feet	(X) Feet
9th Ave. Ramp C	3508+79.39	3512+50.22	24	12.8	0	17.5
9th Ave. Ramp C	3512+50.22	3514+75.63	24	12.8	0-8	17.5
9th Ave. Ramp C	3514+75.63	3516+14.89	24	12.8	8	17.5

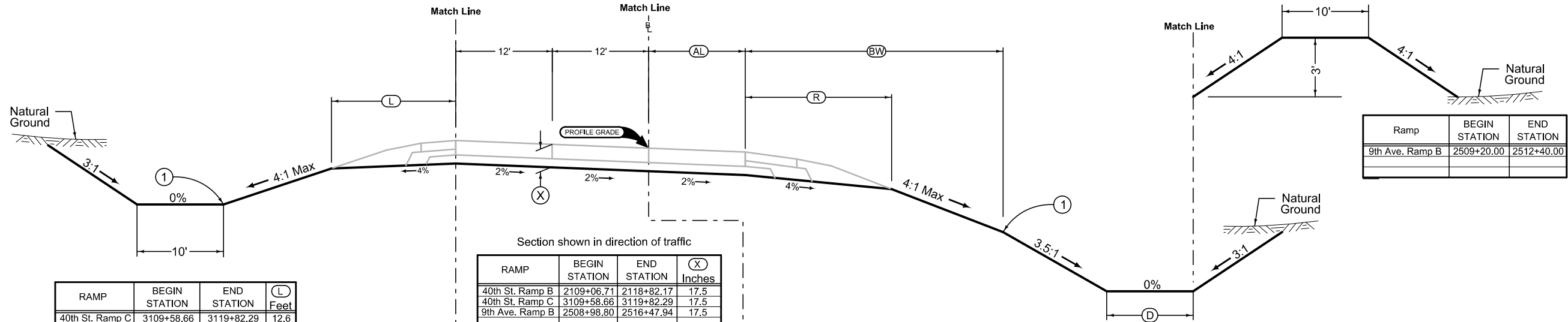
Ramp	BEGIN STATION	END STATION
Ave. G Ramp A	1571+85.00	1587+01.06

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

See Plan & Profile sheets and cross sections for additional details of ditches and back-slopes.

① Refer to project plan and cross sections for specific location of foreslope change.

1 Lane Ramp Grading

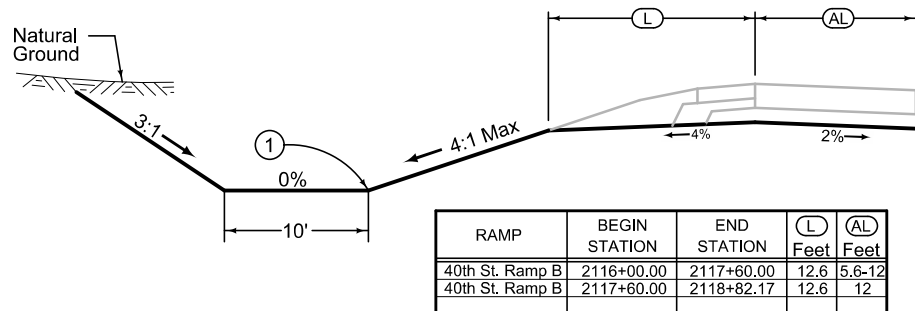


RAMP	BEGIN STATION	END STATION	(L) Feet
40th St. Ramp C	3109+58.66	3119+82.29	12.6

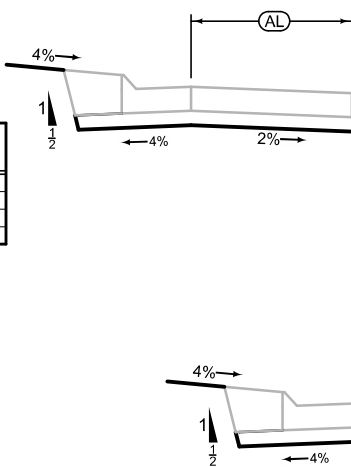
Section shown in direction of traffic

RAMP	BEGIN STATION	END STATION	(X) Inches
40th St. Ramp B	2109+06.71	2118+82.17	17.5
40th St. Ramp C	3109+58.66	3119+82.29	17.5
9th Ave. Ramp B	2508+98.80	2516+47.94	17.5

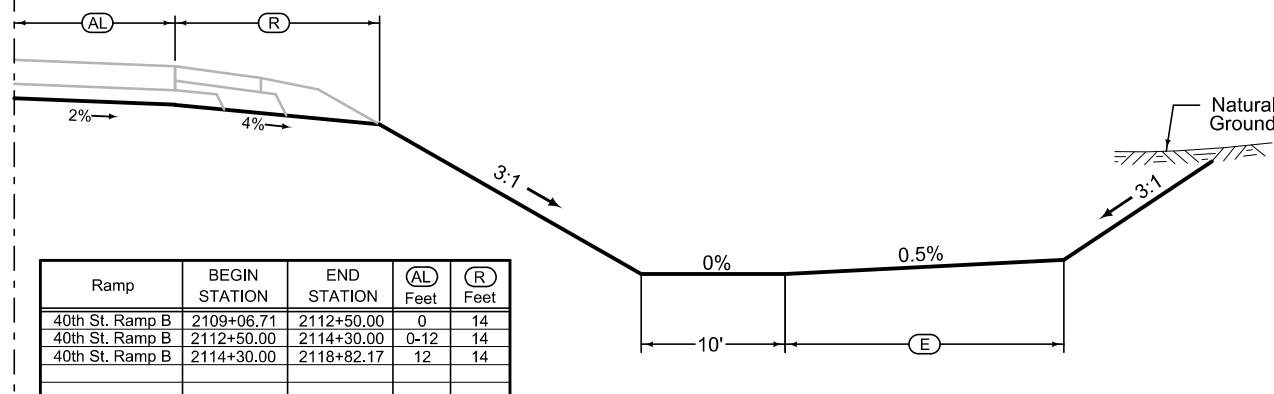
Ramp	BEGIN STATION	END STATION	(AL) Feet	(BW) Feet	(R) Feet	(D) Feet
40th St Ramp C	3109+58.66	3116+00.00	0	22	12.6	0
9th Ave. Ramp B	2508+98.80	2512+20.00	0	24	14	10
9th Ave. Ramp B	2512+20.00	2514+00.00	0-12	24	14	10
9th Ave. Ramp B	2514+00.00	2516+47.94	12	24	14	10



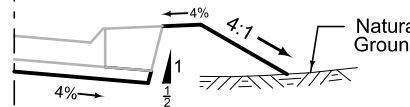
RAMP	BEGIN STATION	END STATION	(AL) Feet
40th St. Ramp B	2109+06.71	2115+80.00	0
40th St. Ramp B	2115+80.00	2116+00.00	0-5.6



RAMP	BEGIN STATION	END STATION
9th Ave. Ramp B	2508+98.80	2516+47.94



Ramp	BEGIN STATION	END STATION	(E) Feet
40th St. Ramp B	2109+06.71	2110+20.00	0
40th St. Ramp B	2110+20.00	2114+00.00	110-0
40th St. Ramp B	2114+00.00	2118+82.17	0



RAMP	BEGIN STATION	END STATION
40th St Ramp C	3116+00.00	3119+82.29

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

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

① Refer to project plan and cross sections for specific location of foreslope change.

2 Lane Ramp Grading

RAMP	BEGIN STATION	END STATION	(L) Feet
480 Ramp C	3536+21.95	3539+00.00	17.6
480 Ramp H	8529+28.83	8531+67.00	17.6
480 Ramp H	8560+15.00	8569+41.45	17.6

Section shown in direction of traffic

RAMP	BEGIN STATION	END STATION	(X) Inches
480 Ramp C	3536+21.95	3539+00.00	17.5
480 Ramp C	3556+35.60	3565+14.85	17.5
480 Ramp H	8529+28.83	8536+42.00	17.5
480 Ramp H	8560+15.00	8569+41.45	17.5

RAMP	BEGIN STATION	END STATION	(R) Feet
480 Ramp C	3536+60.00	3537+51.16	17.6

RAMP	BEGIN STATION	END STATION	(P) Feet	(AL) Feet	(X) Inches
480 Ramp C	3556+35.60	3556+54.24	12	12.2-12	17.5
480 Ramp C	3556+54.24	3556+91.96	12	12	17.5
480 Ramp C	3556+91.96	3560+91.96	12-4	12	17.5
480 Ramp C	3560+91.96	3565+14.85	4	12	17.5

MSE Wall

RAMP	BEGIN STATION	END STATION	(G) Feet	(AL) Feet	(P) Feet	(X) Inches
480 Ramp C	3537+51.16	3539+00.00	24-14.2	16	8	17.5
480 Ramp H	8533+50.00	8536+42.00	21.8-7	16	6-4	17.5

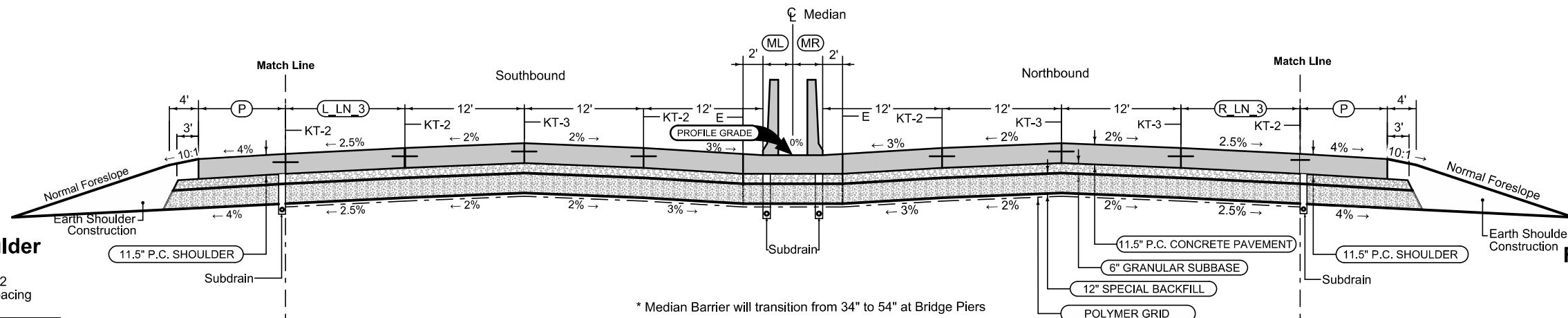
MSE Wall

RAMP	BEGIN STATION	END STATION	(P) Feet	(X) Inches
480 Ramp C	3556+35.60	3559+35.00	8	17.5
480 Ramp C	3536+21.95	3536+60.00	12	17.5
480 Ramp H	8529+28.83	8530+70.00	6	17.5

RAMP	BEGIN STATION	END STATION	(P) Feet	(X) Inches
480 Ramp H	8531+67.00	8536+42.00	8	17.5

RAMP	BEGIN STATION	END STATION	(AL) Feet	(R) Feet	(X) Inches
480 Ramp C	3559+35.00	3565+14.85	0	17.2	17.5
480 Ramp H	8530+70.00	8533+50.00	0	16.7	17.5
480 Ramp H	8560+15.00	8569+15.61	18-0	20.4	17.5
480 Ramp H	8569+15.61	8569+41.45	0	20.4	17.5

I-480 Ramp C and Ramp H Grading



Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	505+00.00	505+20.00	12
SB	508+80.00	510+00.00	12
SB	536+30.00	559+50.00	12
SB	568+60.00	587+00.00	12
SB	593+00.00	605+00.00	12-8

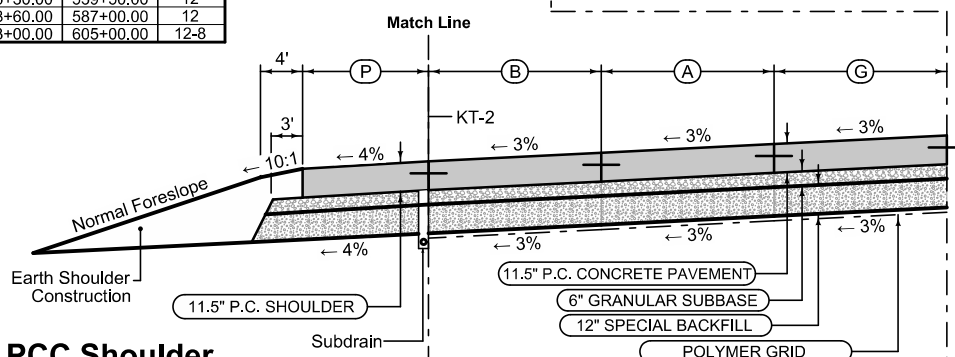
Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	509+00.00	518+72.03	12
NB	529+30.00	568+65.00	12
NB	582+00.00	583+35.00	12
NB	597+30.00	605+00.00	12-7

* Median Barrier will transition from 34" to 54" at Bridge Piers

Direction of Travel	STATION TO STATION	(L_LN_3)	(R_LN_3)	
		Feet	Feet	
NB	505+00.00	518+72.03	0	12
NB	518+72.03	605+00.00	0	0
SB	505+00.00	510+00.00	12	0
SB	510+00.00	605+00.00	0	0



Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

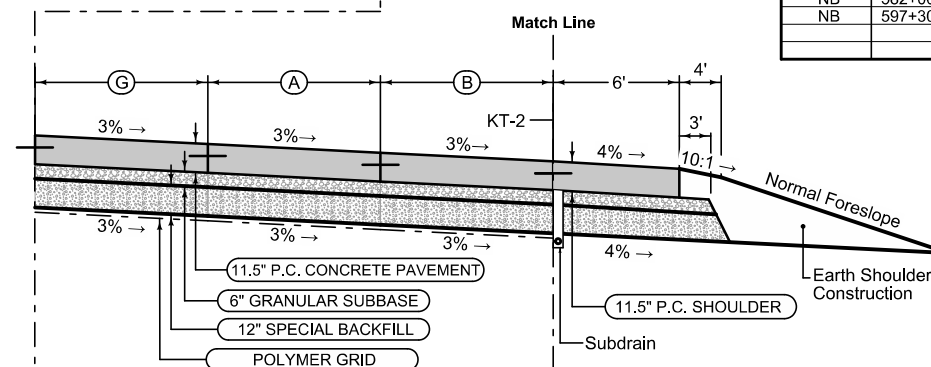
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	505+00.00	505+20.00	12
SB	505+20.00	506+85.81	12-6
SB	506+85.81	508+80.00	6
SB	510+00.00	510+85.00	12

Gore and Acceleration Lane

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(B)	(A)	(G)
			Feet	Feet	Feet
SB	505+00.00	507+00.00	12-19	0	0
SB	507+00.00	508+80.00	16	0	3-21.9
SB	510+00.00	516+00.00	0-12	12	0
SB	516+00.00	531+71.71	12	12	0
SB	531+71.71	536+30.00	12	12	0-21.80

Median Shoulder Transitions				
Direction of Travel	STATION TO STATION	(ML)	(MR)	
		Feet	Feet	
NB/SB	505+00.00	538+25.00	3	3
NB/SB	538+25.00	542+00.00	3-7.75	3-7.75
NB/SB	542+00.00	553+55.00	7.75	7.75
NB/SB	553+55.00	557+30.00	7.75-3	7.75-3
NB/SB	557+30.00	598+00.00	3	3



Gore and Deceleration Lane

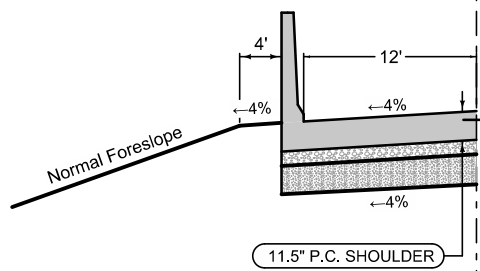
Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(G)	(A)	(B)
			Feet	Feet	Feet
NB	505+00.00	509+00.00	3.9-23.9	12	12
NB	518+72.03	522+32.23	0	0-12	12
NB	522+32.23	529+30.00	0-24	12	12

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

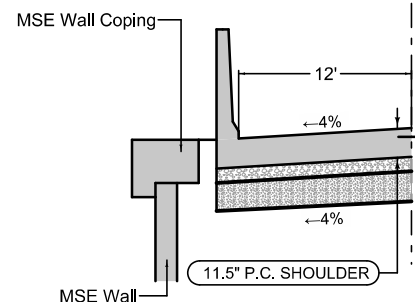
Direction of Travel	BEGIN STATION	END STATION
NB	505+00.00	509+00.00



Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

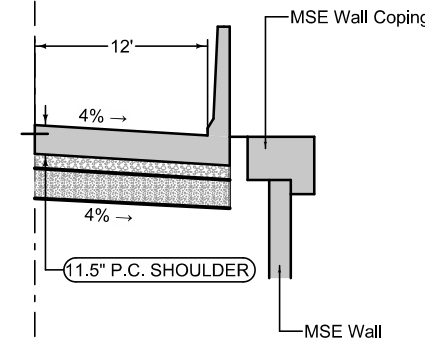
Direction of Travel	BEGIN STATION	END STATION
SB	510+85.00	512+30.00



Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

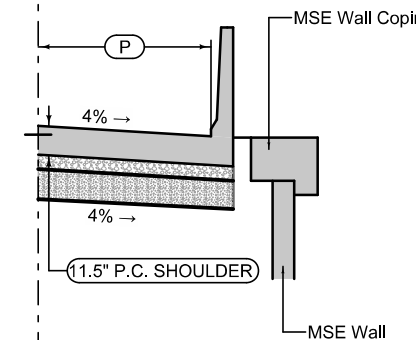
Direction of Travel	BEGIN STATION	END STATION
SB	512+30.00	516+98.00
SB	518+03.00	536+04.00



Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

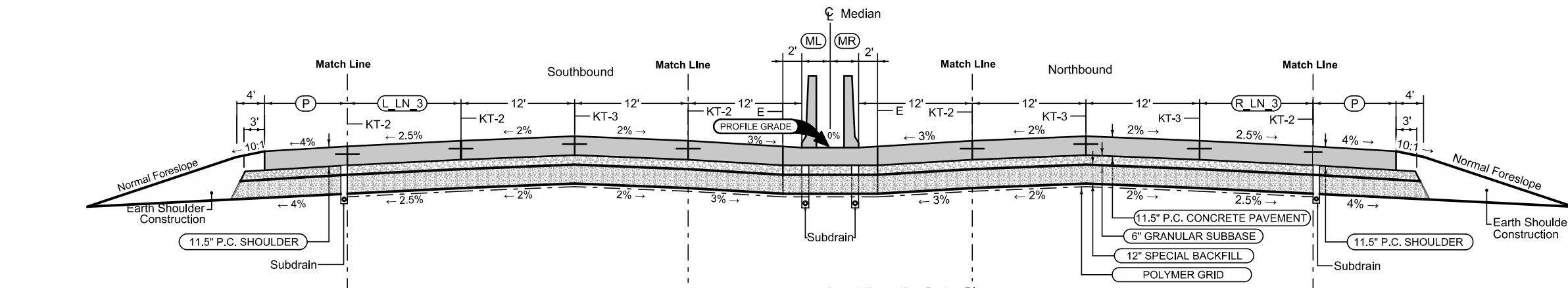
Direction of Travel	BEGIN STATION	END STATION
NB	511+20.00	516+98.00
NB	518+03.00	518+72.03



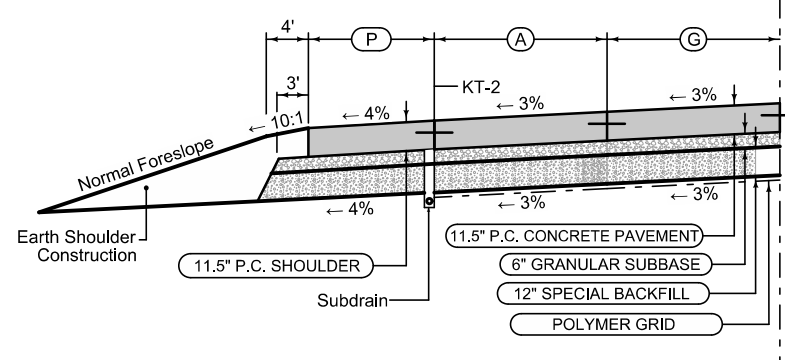
Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	518+72.03	520+51.73	12-6
NB	520+51.73	529+30.00	6



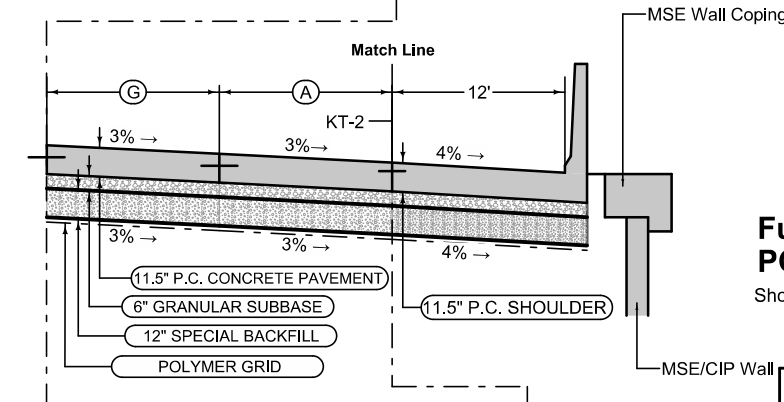
* Median Barrier will transition from 34" to 54" at Bridge Piers



Gore and Deceleration Lane Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(A) Feet	(G) Feet	(P) Feet
SB	559+50.00	561+45.14	16	23.8-2	12
SB	561+45.14	563+17.20	18-12	0	12
SB	563+17.20	566+80.00	12	0	12
SB	566+80.00	568+60.00	12-0	0	12
SB	587+00.00	590+20.00	16	24-2.6	6
SB	590+20.00	593+00.00	18.6-0	0	6-12



Gore and Acceleration Lane

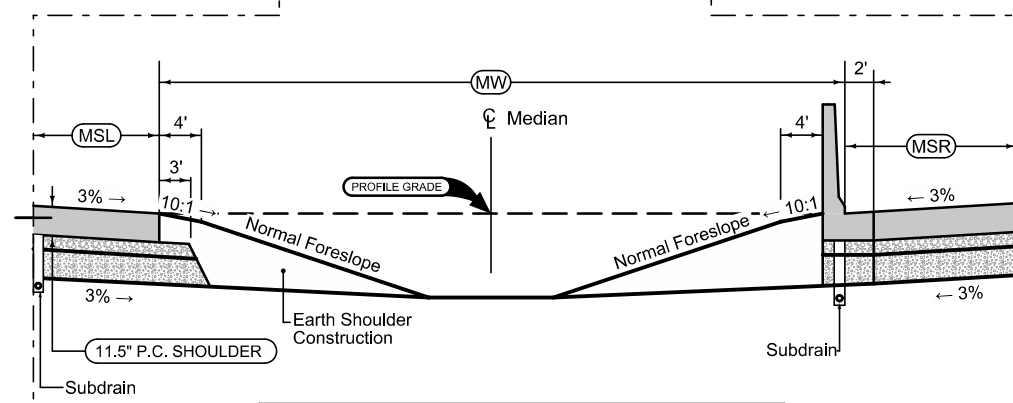
Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(G) Feet	(A) Feet
NB	568+65.00	572+00.00	22-4	16
NB	572+00.00	582+00.00	0	20-0
NB	583+35.00	587+30.00	21.8-4	16
NB	587+30.00	597+30.00	0	20-0

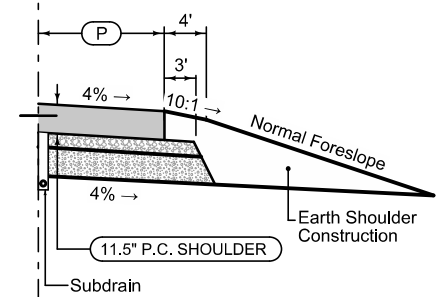
Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	Wall Type
NB	568+65.00	570+39.84	MSE
NB	572+84.13	580+00.00	MSE
NB	583+35.00	583+95.61	CIP



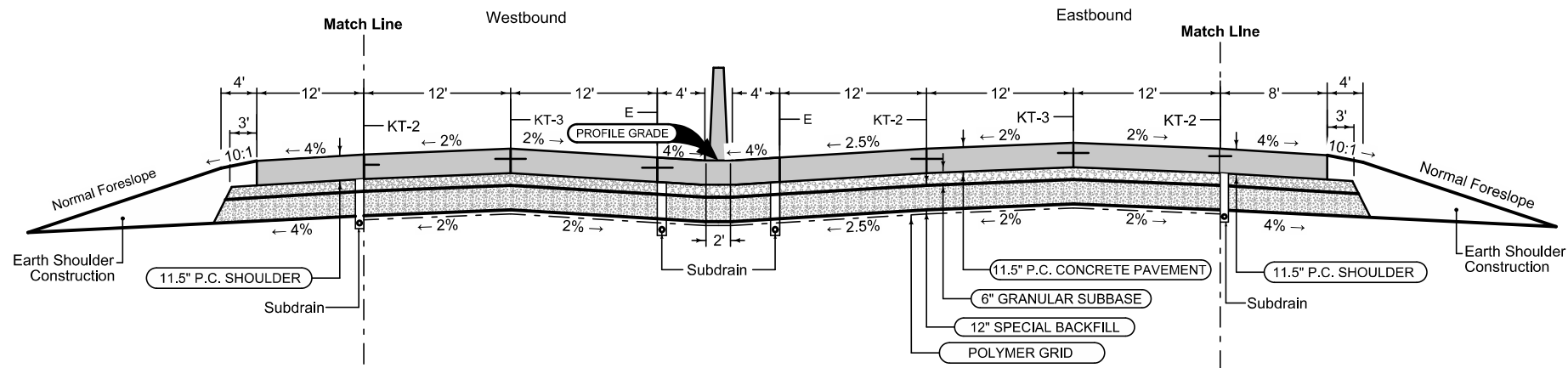
Direction of Travel	STATION TO STATION	(MW) Feet	(MSL) Feet	(MSR) Feet
NB/SB	598+00.00	603+50.00	6-22	12
NB/SB	603+50.00	605+00.00	22-38	12-6



Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	583+95.61	594+30.00	6
NB	594+30.00	597+30.00	6-12



Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

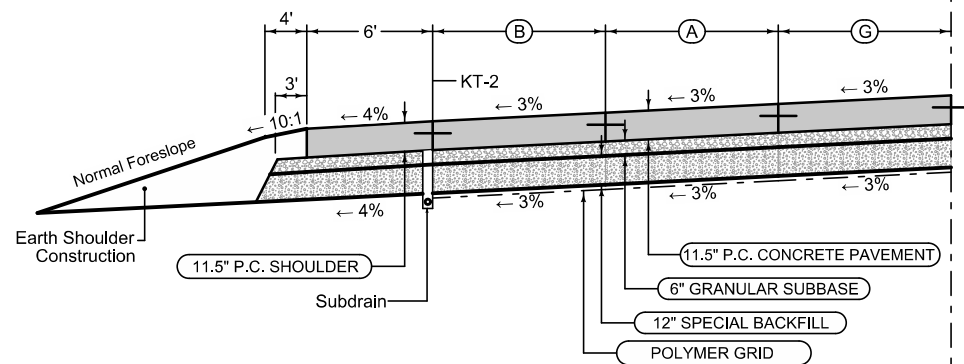
Direction of Travel	BEGIN STATION	END STATION
WB	109+65.00	110+00.00

Direction of Travel	STATION TO STATION	
EB/WB	105+60.40	110+00.00

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

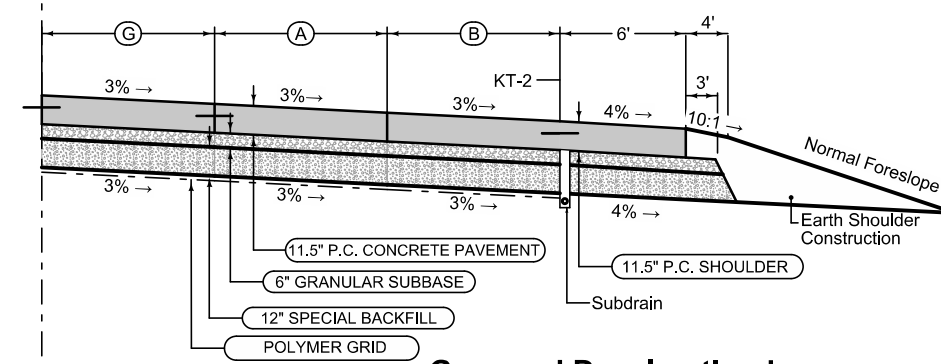
Direction of Travel	BEGIN STATION	END STATION
EB	109+10.00	110+00.00



Gore and Acceleration Lane Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(B) Feet	(A) Feet	(G) Feet
WB	105+60.40	107+15.00	12	12-14.5	0
WB	107+15.00	109+65.00	12	12	2.5-21.6



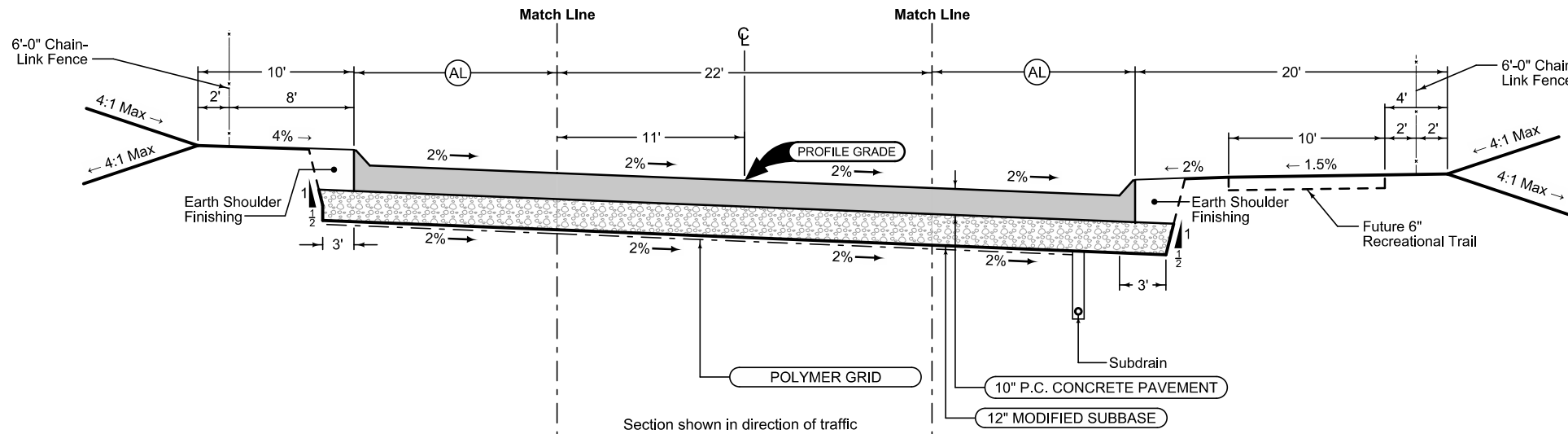
Gore and Deceleration Lane Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

Direction of Travel	BEGIN STATION	END STATION	(G) Feet	(A) Feet	(B) Feet
EB	105+60.40	107+35.00	0	0.5-14.8	12
EB	107+35.00	109+10.00	2.8-23.8	12	12

Auxiliary Lane

STATION TO STATION		(AL) Feet
1192+33.57	1193+57.00	11.5
1193+57.00	1195+22.00	11.5-0



Auxiliary Lane

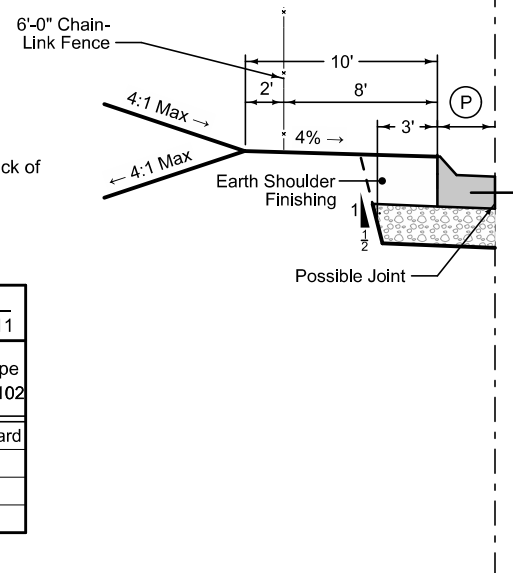
STATION TO STATION		(AL) Feet
1192+33.57	1193+57.00	11.5
1193+57.00	1195+22.00	11.5-0

Curbed Shoulder

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

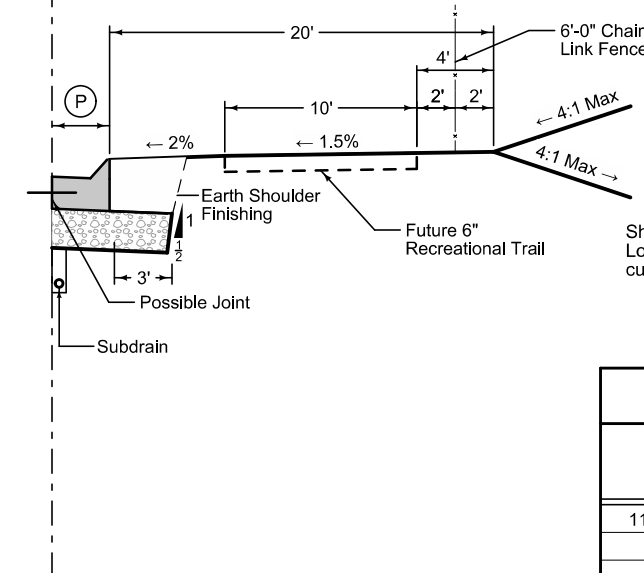
Single pour: L-2
Staged : KT-2
Transverse:C at 20' spacing

STATION TO STATION		(P) Feet	Curb Type See PV-102
1195+22.00	1199+07.38	3	6" Standard



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

2P_ 10-18-16		
ROAD IDENTIFICATION	BEGIN STATION	END STATION
WB W. Broadway	1192+33.57	1199+07.38



Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
1195+22.00	1199+07.38	3	6" Standard

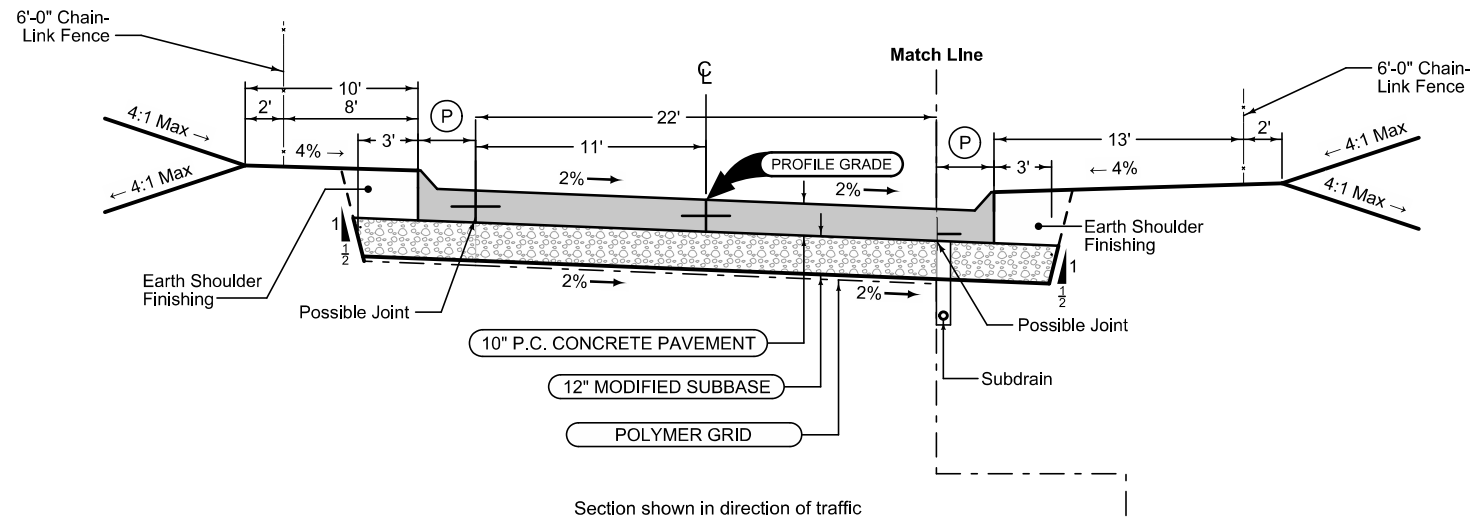
WB W. BROADWAY

Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
4192+13.33	4200+09.02	3	6" Standard



Section shown in direction of traffic

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

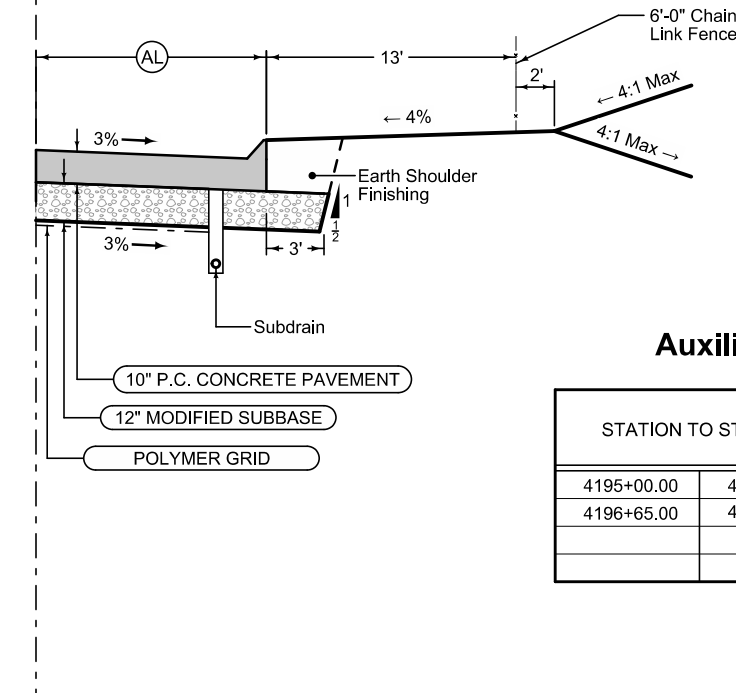
2P_ 10-18-16		
ROAD IDENTIFICATION	BEGIN STATION	END STATION
EB W. Broadway	4192+13.33	4200+09.02

Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
4192+13.33	4195+00.00	3	6" Standard



Auxiliary Lane

STATION TO STATION		(AL) Feet
4195+00.00	4196+65.00	0-11.5
4196+65.00	4200+09.02	11.5

EB W. BROADWAY

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
200+77.45	203+03.93	2.5	6" Standard
204+27.50	206+73.61	2.5	6" Standard

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
201+27.97	203+43.94	2.5	6" Standard
204+67.51	206+80.29	2.5	6" Standard

Curbed Shoulder

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

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

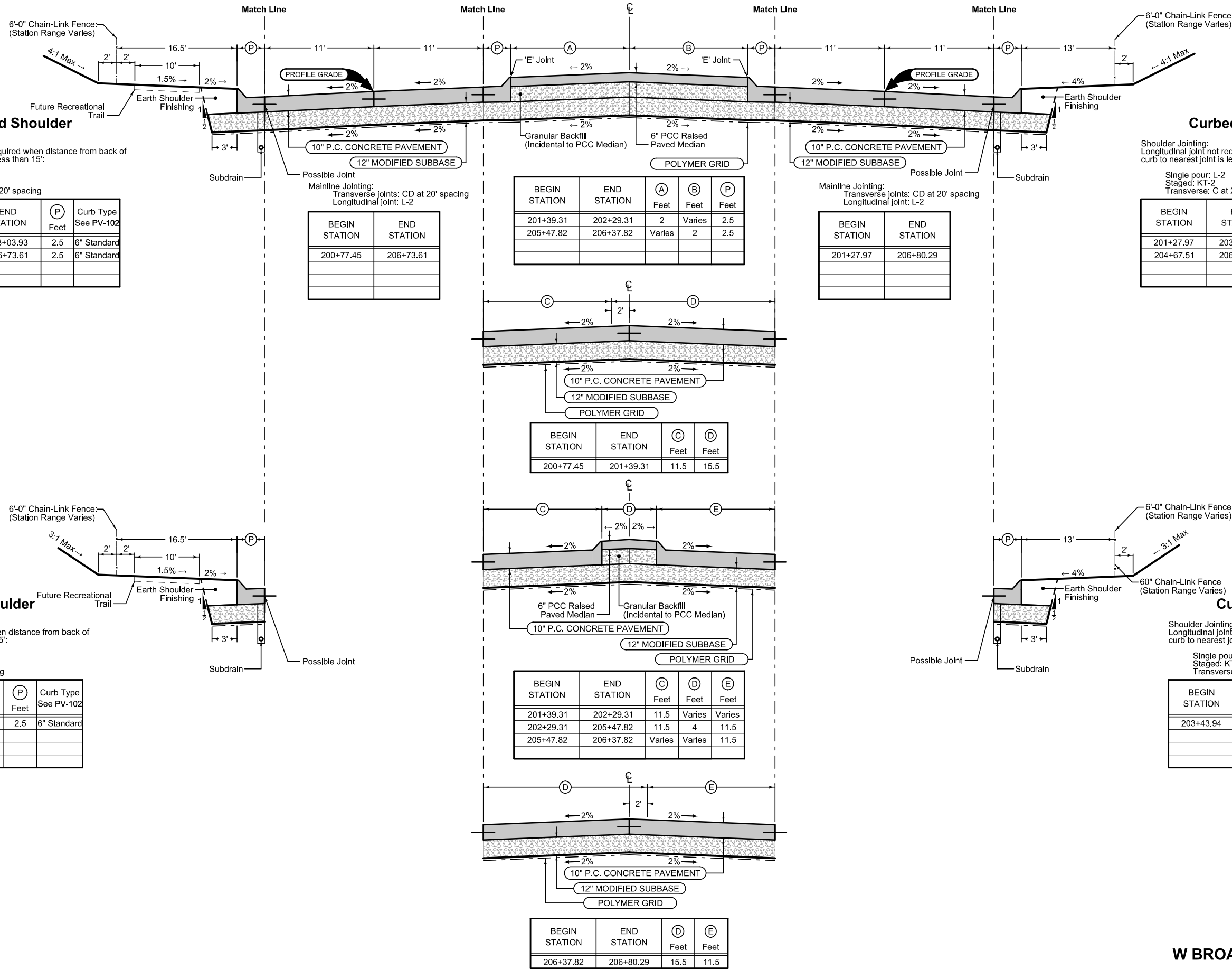
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
203+03.93	204+27.50	2.5	6" Standard

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
203+43.94	204+67.51	2.5	6" Standard



BEGIN STATION	END STATION
200+77.45	206+73.61

BEGIN STATION	END STATION	(A) Feet	(B) Feet	(P) Feet
201+39.31	202+29.31	2	Varies	2.5
205+47.82	206+37.82	Varies	2	2.5

BEGIN STATION	END STATION
201+27.97	206+80.29

BEGIN STATION	END STATION	(C) Feet	(D) Feet
200+77.45	201+39.31	11.5	15.5

BEGIN STATION	END STATION	(C) Feet	(D) Feet	(E) Feet
201+39.31	202+29.31	11.5	Varies	Varies
202+29.31	205+47.82	11.5	4	11.5
205+47.82	206+37.82	Varies	Varies	11.5

BEGIN STATION	END STATION	(D) Feet	(E) Feet
206+37.82	206+80.29	15.5	11.5

W BROADWAY

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
211+03.78	213+07.53	2.5	6" Standard

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

BEGIN STATION	END STATION
207+96.56	213+07.53

BEGIN STATION	END STATION	(A) Feet	(B) Feet	(P) Feet
207+96.56	209+03.16	11	11	2.5
209+03.16	209+53.71	Varies	Varies	2.5
209+53.71	211+03.16	Varies	Varies	2.5
211+03.16	213+07.53	3	3	2.5

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

BEGIN STATION	END STATION
208+30.04	213+07.53

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
208+30.04	213+07.53	2.5	6" Standard

Curbed Shoulder

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

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

BEGIN STATION	END STATION	Curb Type See PV-102
207+96.56	211+03.78	6" Standard

Auxiliary Lane

BEGIN STATION	END STATION	(AL) Feet
207+96.56	209+53.71	11.5
209+53.71	211+03.78	Varies

W BROADWAY

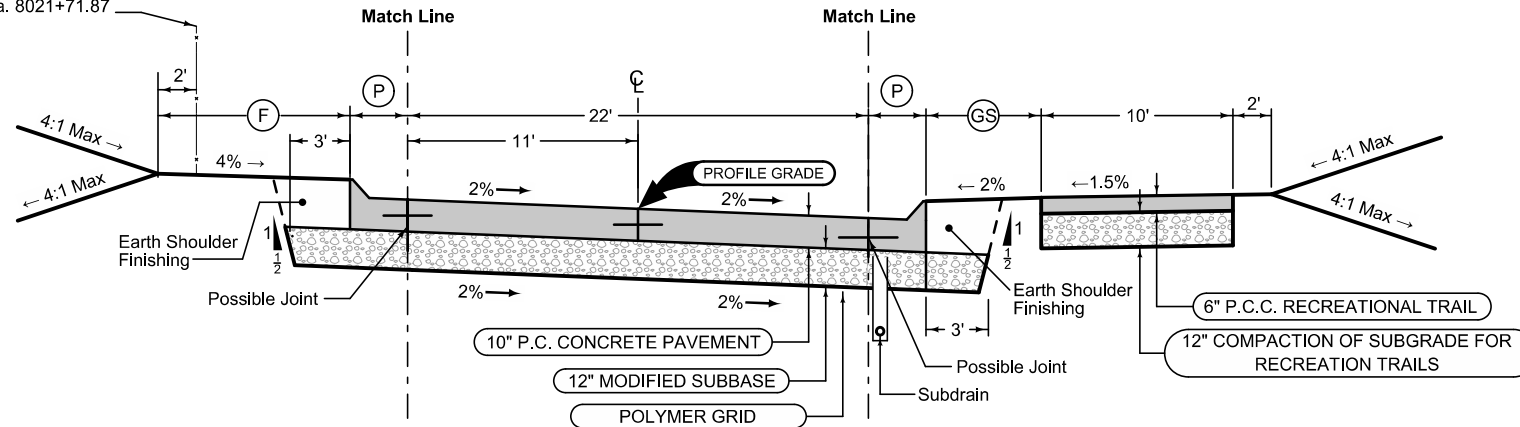
Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	(F) Feet	Curb Type See PV-102
8008+00.00	8020+81.98	3	10	6" Standard
8020+81.98	8020+99.12	3	10-22	6" Standard
8020+99.12	8021+71.87	3	22	6" Standard

6'-0" Chain-Link Fence:
 Sta. 8018+00.00 - Sta. 8021+71.87



Curbed Shoulder

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

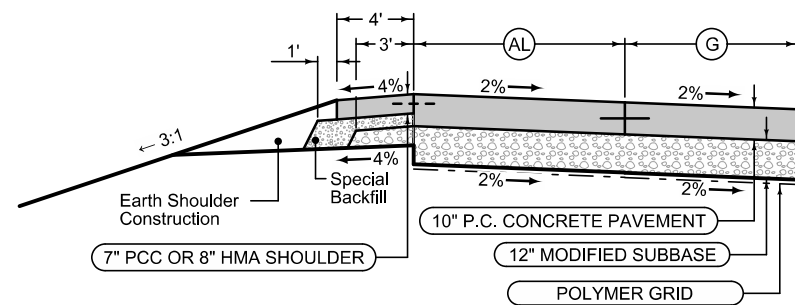
Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

STATION TO STATION		(GS) Feet	(P) Feet	Curb Type See PV-102
8010+60.00	8012+78.18	6	3	6" Standard
8013+63.19	8018+55.00	6	3	6" Standard
8018+55.00	8018+75.00	6-4	3	6" Standard
8018+75.00	8020+30.00	4	3	6" Standard
8020+30.00	8020+50.00	4-6	3	6" Standard
8020+50.00	8021+71.87	6	3	6" Standard

Section shown in direction of traffic

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

ROAD IDENTIFICATION	BEGIN STATION	END STATION
NB Frontage Rd.	8001+16.55	8021+71.87



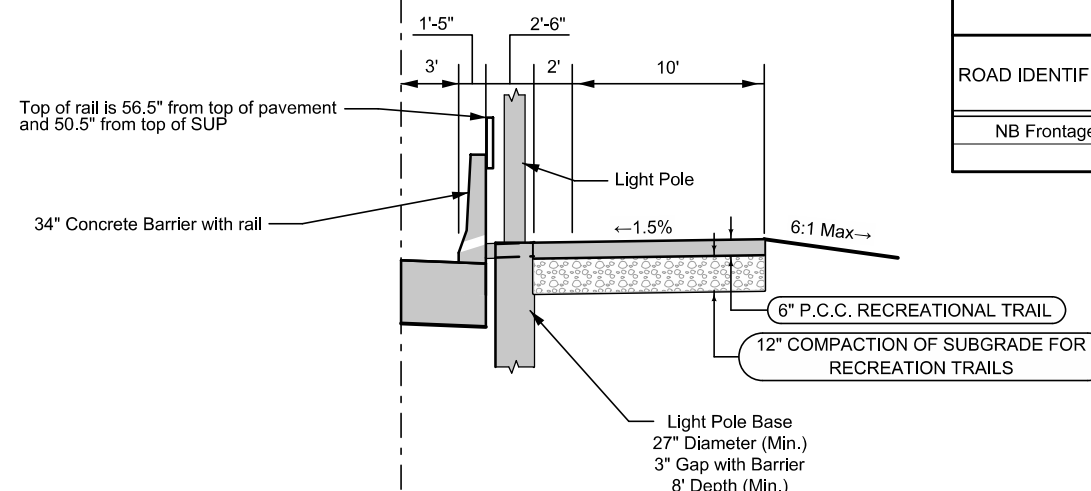
Gore and Acceleration Lane Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

STATION TO STATION		(G) Feet	(AL) Feet
8001+16.55	8002+89.29	0	0
8002+89.29	8005+29.41	0	0-16
8005+29.41	8008+00.00	0-18.1	16

Concrete Barrier Access Control

ROAD IDENTIFICATION	BEGIN STATION	END STATION
NB Frontage Rd.	8001+20.00	8010+60.00



NB FRONTAGE RD.

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
8022+95.20	8023+50.00	3	6" Standard
8031+27.28	8051+98.65	3	6" Standard

Curbed Shoulder

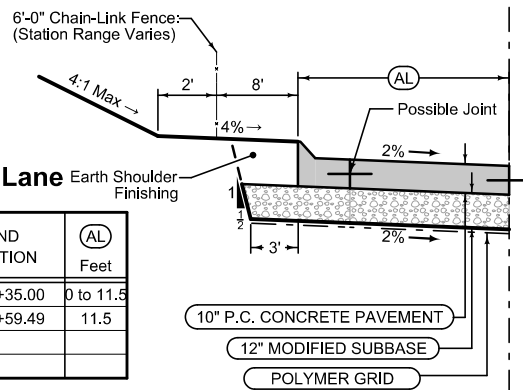
Shoulder Jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

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

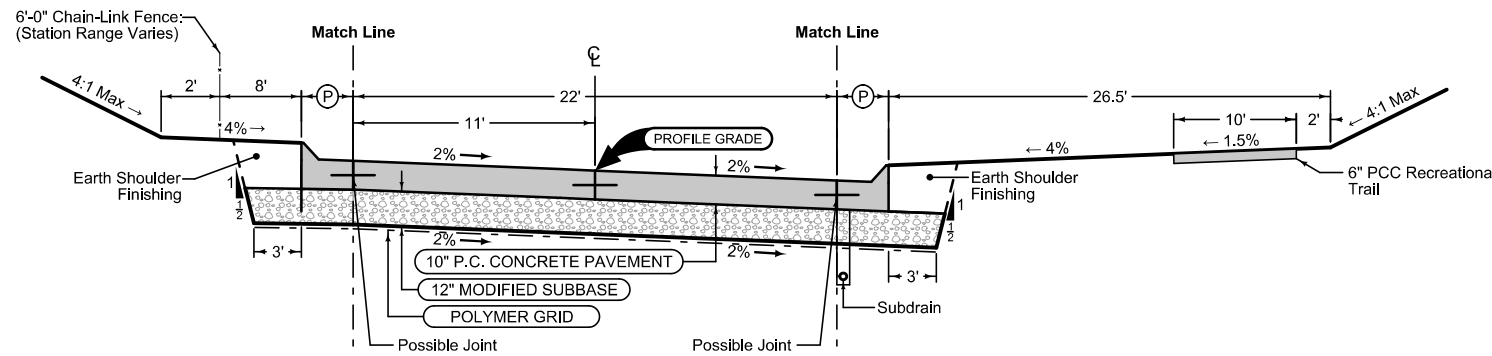
BEGIN STATION	END STATION	Curb Type See PV-102
8023+50.00	8029+59.49	6" Standard

BEGIN STATION	END STATION	(AL) Feet
8023+50.00	8024+35.00	0 to 11.5
8024+35.00	8029+59.49	11.5

Auxiliary Lane

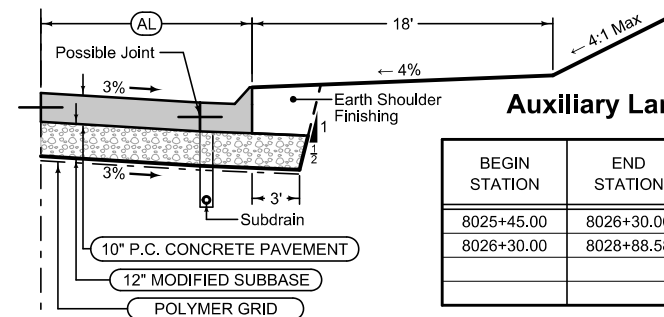


10" P.C. CONCRETE PAVEMENT
 12" MODIFIED SUBBASE
 POLYMER GRID

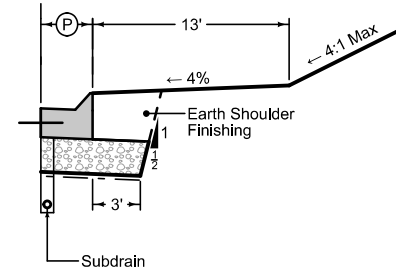
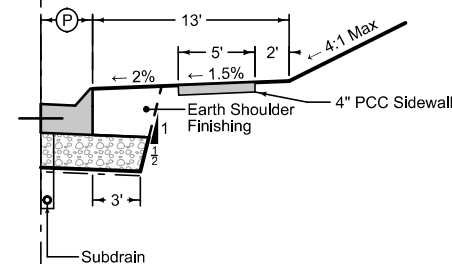


Mainline Jointing:
 Transverse joints: CD at 20' spacing
 Longitudinal joint: L-2

BEGIN STATION	END STATION
8022+95.20	8029+59.49
8031+27.28	8051+98.65



BEGIN STATION	END STATION	(AL) Feet
8025+45.00	8026+30.00	0 to 11.5
8026+30.00	8028+88.58	11.5



Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
8023+40.91	8024+27.68	3	6" Standard

Curbed Shoulder

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

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

BEGIN STATION	END STATION	Curb Type See PV-102
8025+45.00	8028+88.58	6" Standard

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
8031+27.28	8032+90.86	3	6" Standard
8033+94.29	8036+15.12	3	6" Standard

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
8037+06.68	8042+84.58	3	6" Standard
8043+60.59	8051+98.65	3	6" Standard

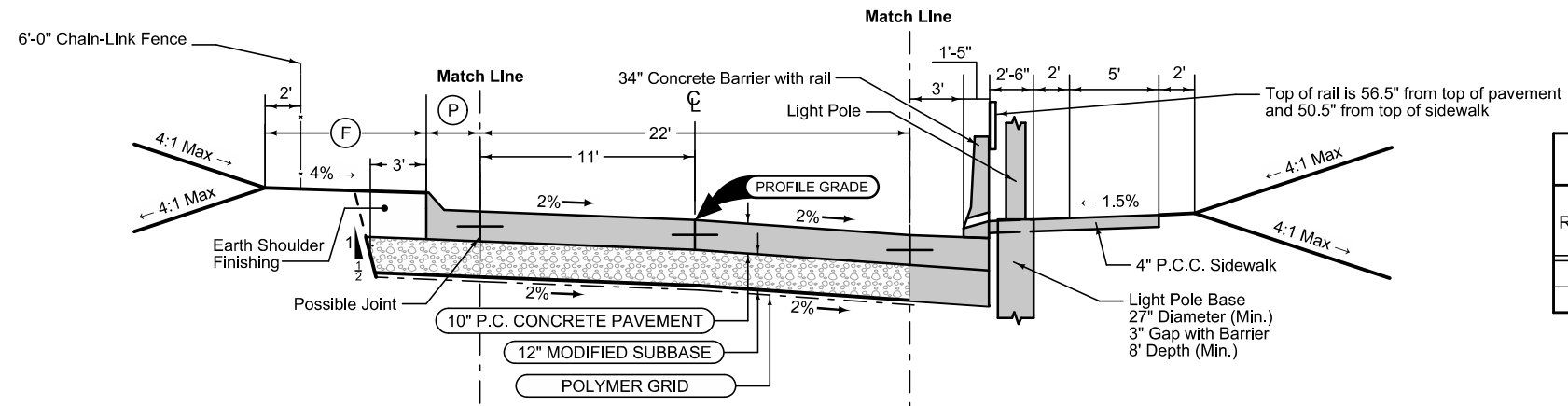
NB FRONTAGE RD.

Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	(F) Feet	Curb Type See PV-102
9011+40.00	9021+72.84	3	10	6" Standard
9023+33.56	9030+13.70	3	10	6" Standard
9034+75.00	9038+54.09	3	10	6" Standard
9038+54.09	9039+54.09	3	10-6	6" Standard
9039+54.09	9053+26.37	3	6	6" Standard



Concrete Barrier Access Control

2P_10-18-16		
ROAD IDENTIFICATION	BEGIN STATION	END STATION
SB Frontage Rd.	9001+20.00	9015+00.00

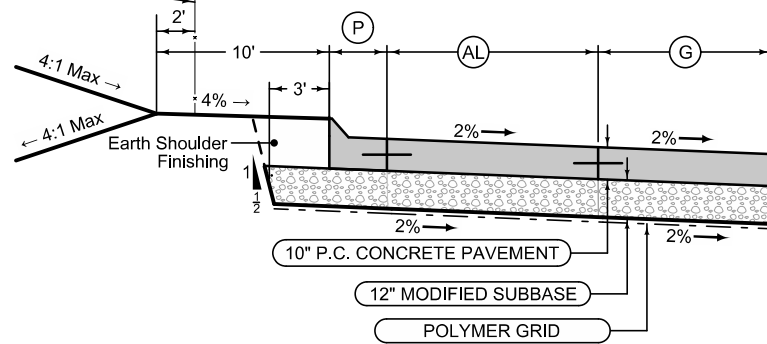
Curbed Shoulder

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

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

STATION TO STATION		(GS) Feet	(SW) Feet	(P) Feet	Curb Type See PV-102
9000+99.02	9001+20.00	4	5	3	6" Standard
9015+00.00	9015+45.21	4	5	3	6" Standard
9016+30.13	9018+60.69	4	5	3	6" Standard
9019+50.23	9020+00.00	4	5	3	6" Standard
9020+20.00	9020+40.00	4-0	5-6	3	6" Standard
9020+40.00	9021+72.84	0	6	3	6" Standard
9023+33.56	9030+13.70	4	5	3	6" Standard

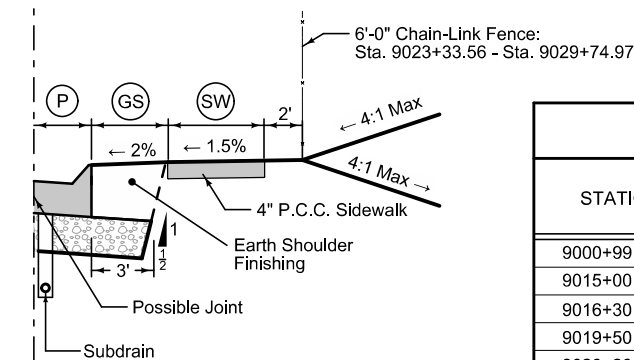
6'-0" Chain-Link Fence:
Sta. 9032+38.25 - Sta. 9034+75.00



Section shown in direction of traffic

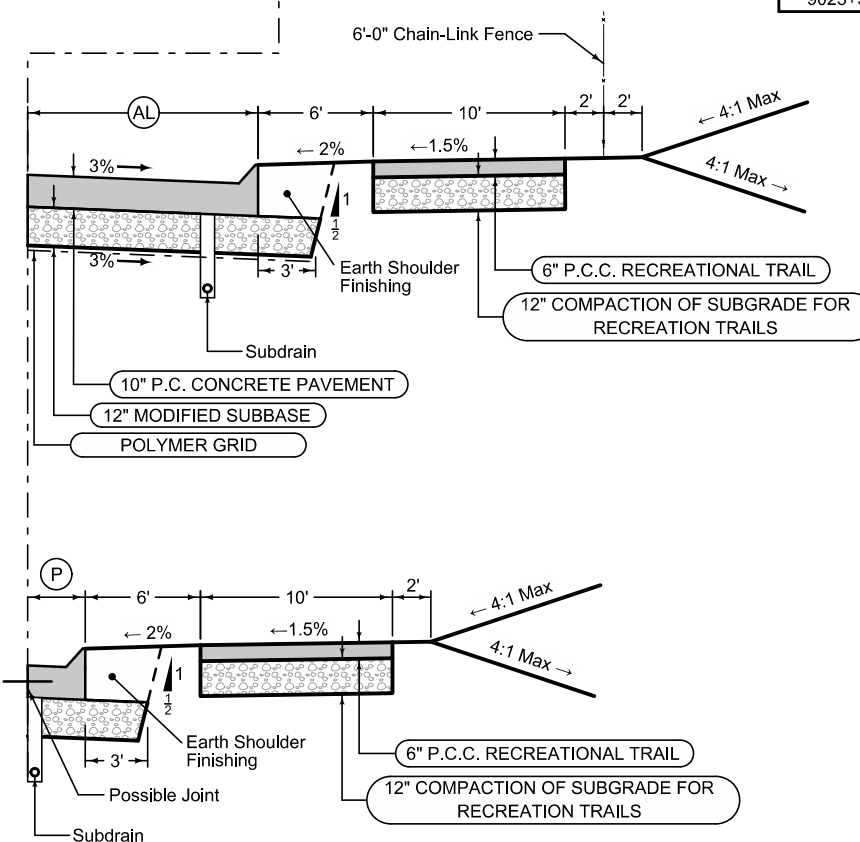
Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

2P_10-18-16		
ROAD IDENTIFICATION	BEGIN STATION	END STATION
SB Frontage Rd.	9000+99.02	9021+72.84
SB Frontage Rd.	9023+33.56	9030+13.70
SB Frontage Rd.	9032+38.25	9053+26.36



Gore and Auxiliary Lane

STATION TO STATION		(AL) Feet	(G) Feet	(P) Feet	Curb Type See PV-102
9000+99.01	9007+90.08	11	0	5	4" Sloped
9007+90.08	9011+40.00	11-16	0-20.6	5	4" Sloped
9032+38.25	9033+10.00	11.5	0	0.5	6" Standard
9033+10.00	9034+75.00	11.5-0	0	0.5-3	6" Standard



Auxiliary Lane

STATION TO STATION		(AL) Feet
9032+38.25	9035+35.00	11.5
9035+35.00	9037+00.00	11.5-0

Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
9037+00.00	9037+12.57	3	6" Standard
9037+99.37	9043+77.55	3	6" Standard
9044+65.92	9053+26.36	3	6" Standard

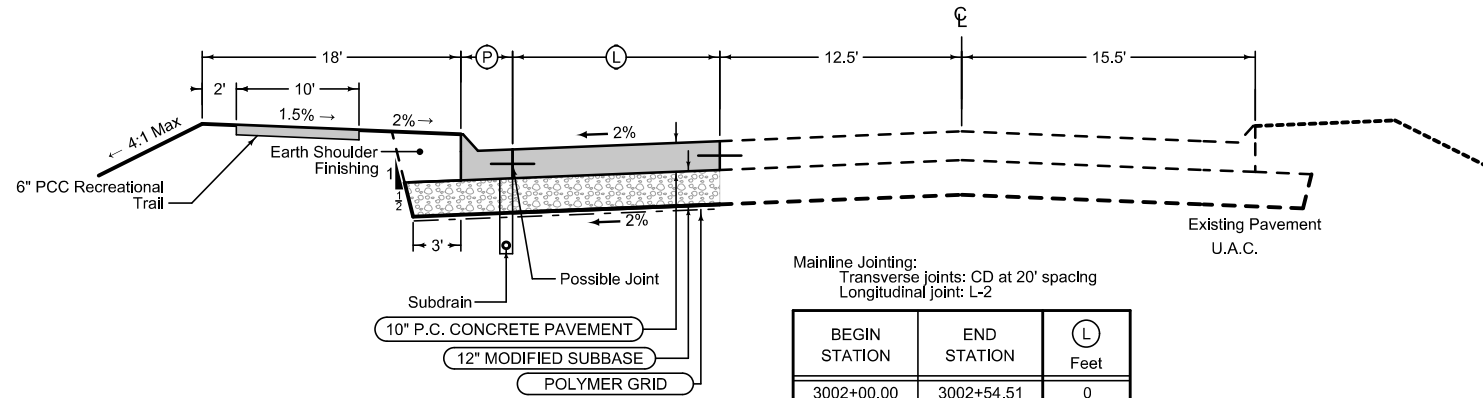
SB FRONTAGE RD.

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3002+00.00	3005+00.00	3	6" Standard



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

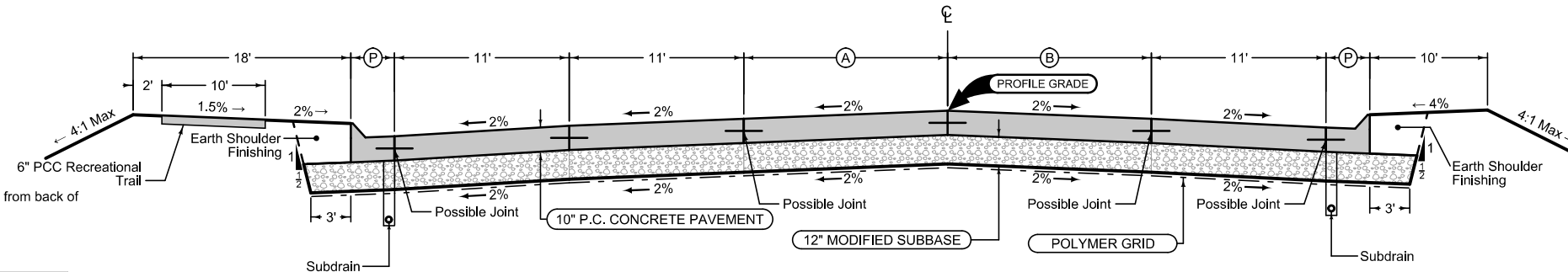
BEGIN STATION	END STATION	(L) Feet
3002+00.00	3002+54.51	0
3002+54.51	3004+80.16	0 to 11
3004+80.16	3005+00.00	11

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3005+00.00	3006+53.64	3	6" Standard



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

BEGIN STATION	END STATION
3005+00.00	3005+53.72

BEGIN STATION	END STATION	(A) Feet	(B) Feet
3005+00.00	3005+12.70	5.5	7
3005+12.70	3005+53.64	5.5 to 6.65	7 to 8.10

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

BEGIN STATION	END STATION
3005+00.00	3005+00.00

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3005+00.00	3005+00.00	3	6" Standard

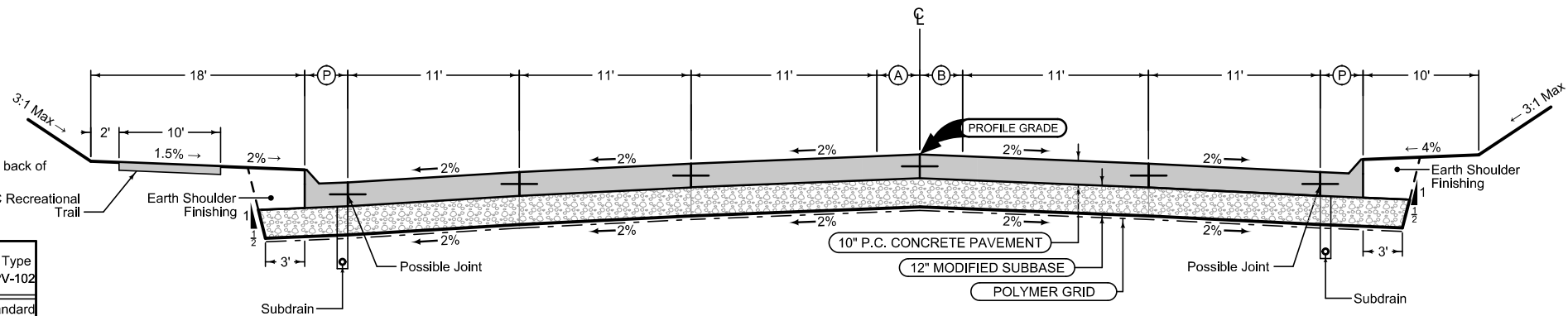
9TH AVE.

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3007+02.12	3008+99.44	2	6" Standard



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

BEGIN STATION	END STATION
3007+02.12	3008+99.44

BEGIN STATION	END STATION	(A) Feet	(B) Feet
3007+01.32	3008+81.27	2	2

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

BEGIN STATION	END STATION
3007+01.32	3008+81.27

Curbed Shoulder

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

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

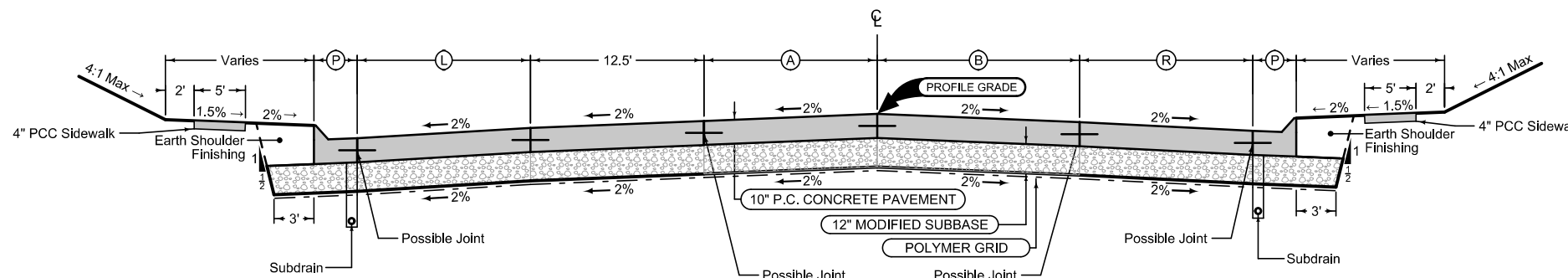
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3007+01.32	3008+81.27	2	6" Standard

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3010+01.96	3011+80.00	2	6" Standard



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

BEGIN STATION	END STATION	(L) Feet
3010+01.96	3011+80.00	10 to 0

BEGIN STATION	END STATION	(A) Feet	(B) Feet
3010+01.96	3011+80.00	13 to 0	13 to 0

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

BEGIN STATION	END STATION	(R) Feet
3009+92.02	3010+99.61	Varies
3010+99.61	3011+80.00	12.5

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
3009+92.02	3011+80.00	2	6" Standard

9TH AVE.

Curbed Shoulder

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

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

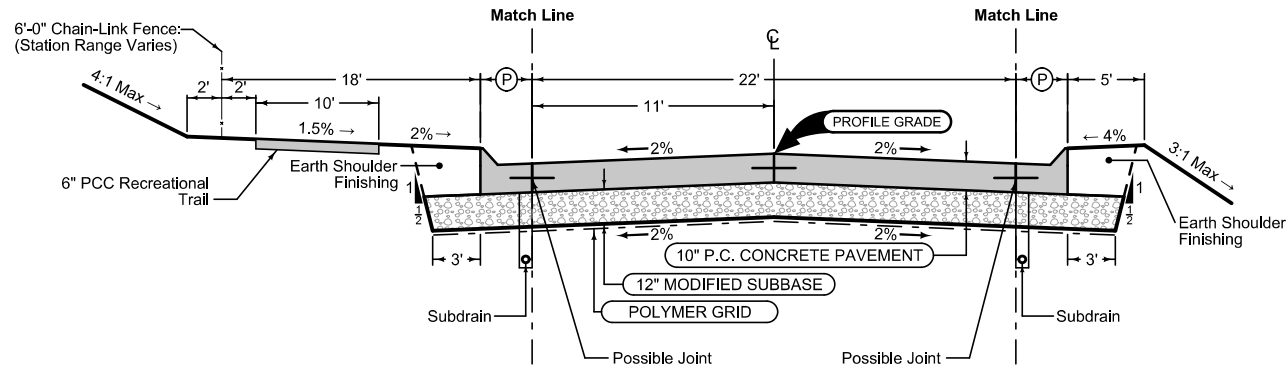
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
4007+60.40	4019+31.00	3	6" Standard

Curbed Shoulder

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

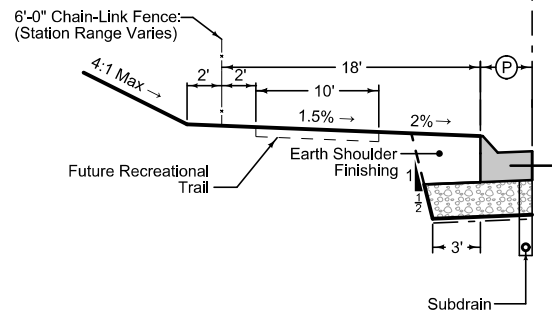
Single pour: L-2
Staged: KT-2
Transverse: C at 20' spacing

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
4001+10.00	4001+35.00	3	6" Standard
4002+43.00	4005+38.09	3	6" Standard



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

BEGIN STATION	END STATION
4001+10.00	4019+31.00



Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
4001+10.00	4001+56.60	3	6" Standard
4002+24.60	4014+61.66	3	6" Standard
4015+52.83	4017+94.11	3	6" Standard
4018+85.38	4019+07.58	3	6" Standard
4019+25.68	4019+32.17	3	6" Standard
4019+50.11	4020+10.75	3	6" Standard

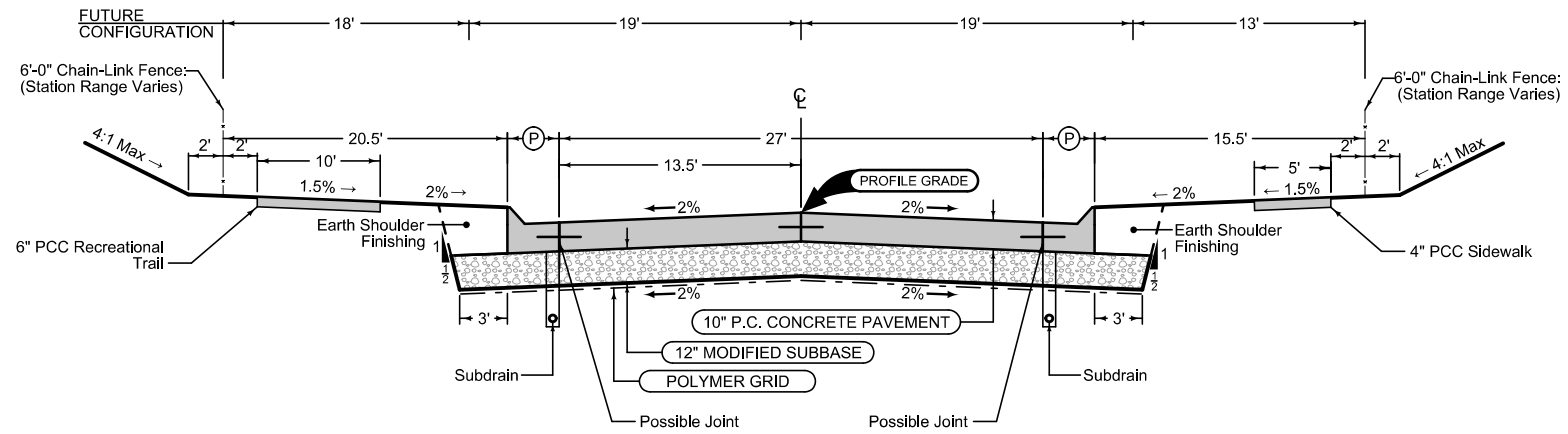
DODGE RIVERSIDE DR.

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
5000+41.19	5001+00.00	3	6" Standard



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

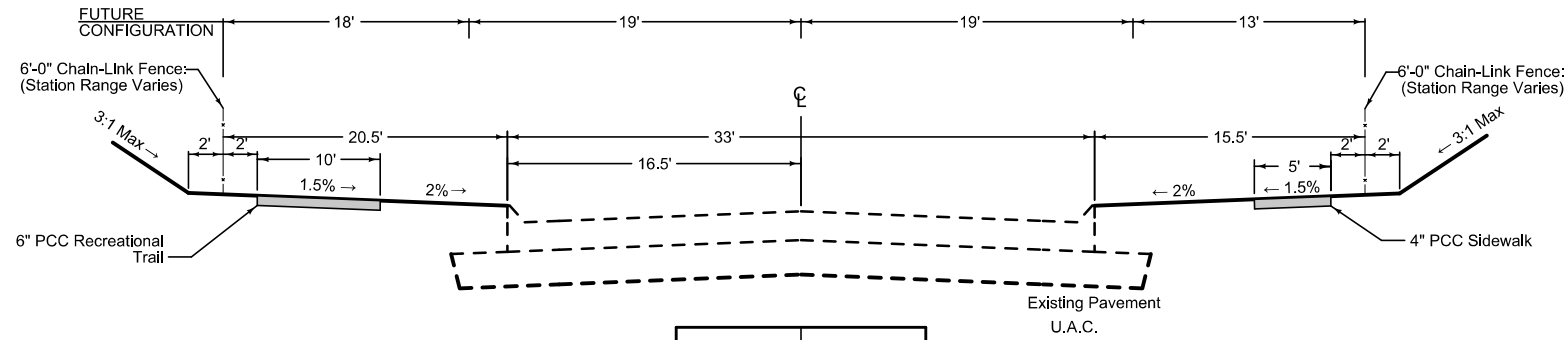
BEGIN STATION	END STATION
5000+82.86	5001+00.00

Curbed Shoulder

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

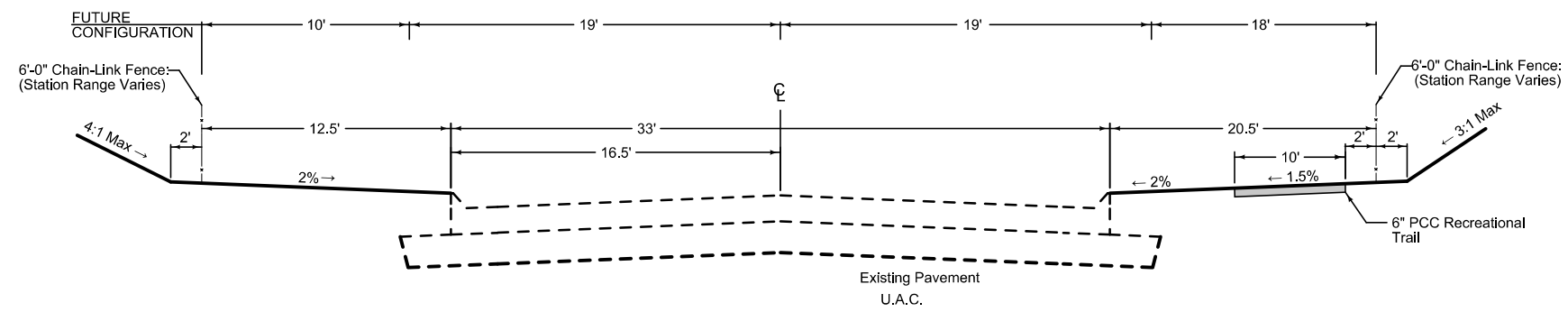
Single pour: L-2
 Staged: KT-2
 Transverse: C at 20' spacing

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
5000+82.86	5001+00.00	3	6" Standard



BEGIN STATION	END STATION
5001+00.00	5003+80.71

2ND AVE.



BEGIN STATION	END STATION
6001+31.09	6002+13.97
6003+45.32	6006+16.44

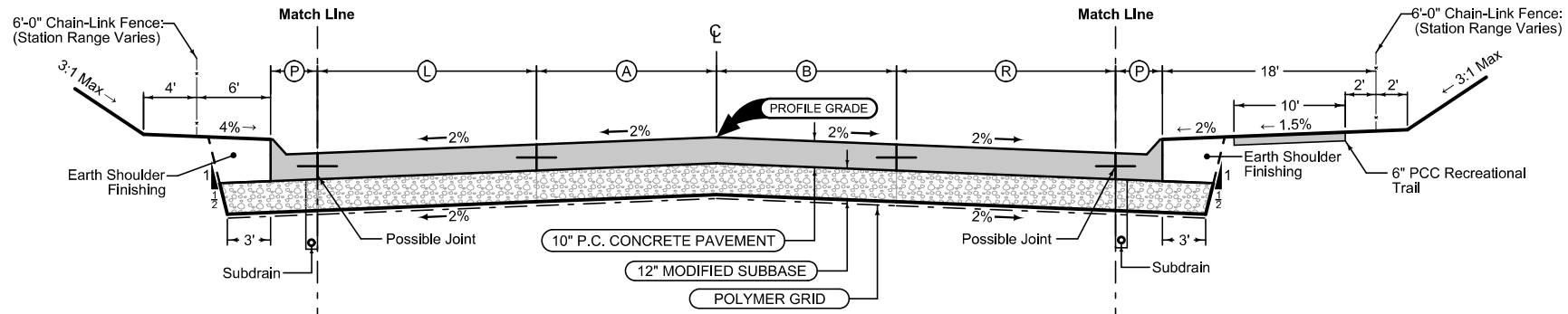
AVE. G

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
7002+12.45	7004+86.83	2	6" Standard



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

BEGIN STATION	END STATION	(L) Feet
7000+47.12	7000+94.38	Varies
7002+12.45	7005+95.00	11
7005+95.00	7007+00.00	11 to 10

BEGIN STATION	END STATION	(A) Feet	(B) Feet
7000+47.12	7005+95.00	6	6
7005+95.00	7007+00.00	6 to 0	6 to 0

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

BEGIN STATION	END STATION	(R) Feet
7000+47.12	7001+10.25	Varies
7002+22.51	7005+95.00	11
7005+95.00	7007+00.00	11 to 10

Curbed Shoulder

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

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

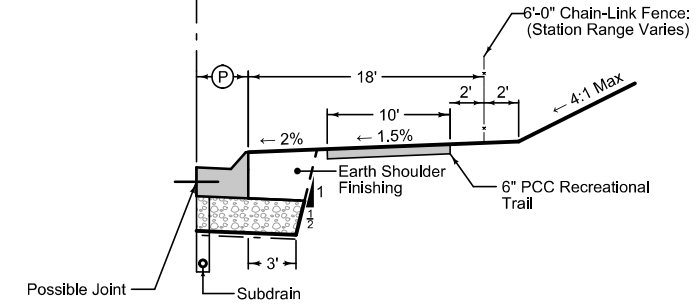
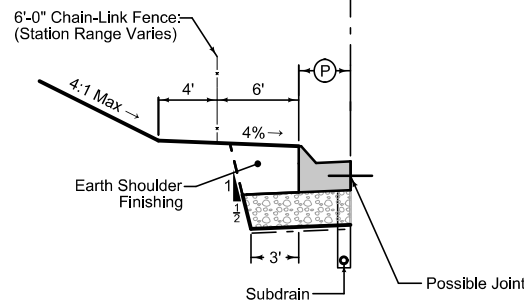
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
7002+22.51	7005+09.06	2	6" Standard

Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
7000+47.12	7000+94.38	2	6" Standard
7006+07.30	7007+00.00	2	6" Standard



Curbed Shoulder

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

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

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
7000+58.23	7001+10.25	2	6" Standard
7006+09.72	7007+00.00	2	6" Standard

40TH ST.

Curbed Shoulder

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

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

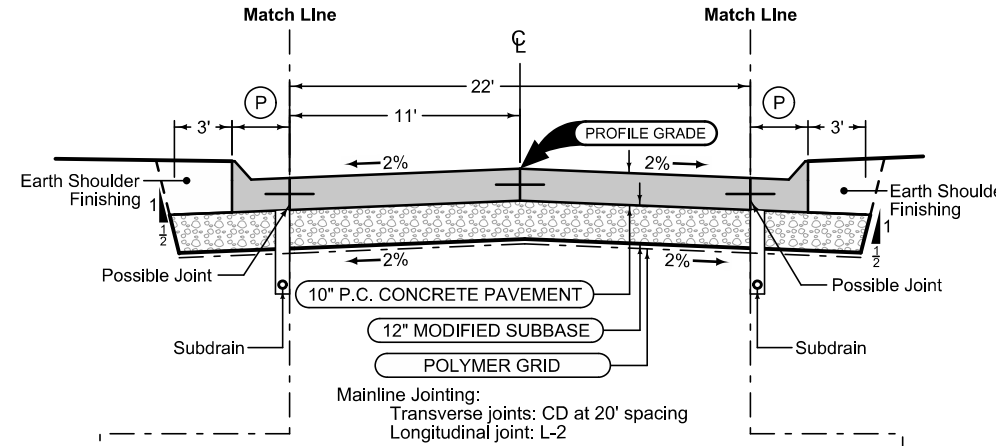
2_Curb_ 04-19-11				
ROAD IDENTIFICATION	STATION TO STATION		(P) Feet	Curb Type See PV-102
8th to 6th Conn.	8099+85.00	8107+50.00	2	6" Standard
4th to 3rd Conn.	8400+00.00	8404+20.00	2	6" Standard

Curbed Shoulder

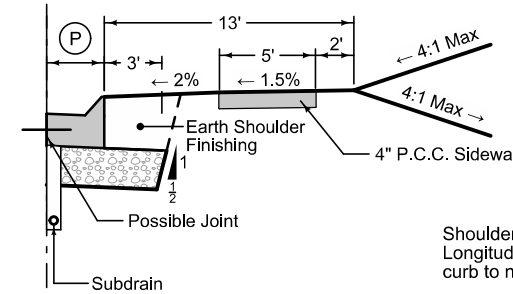
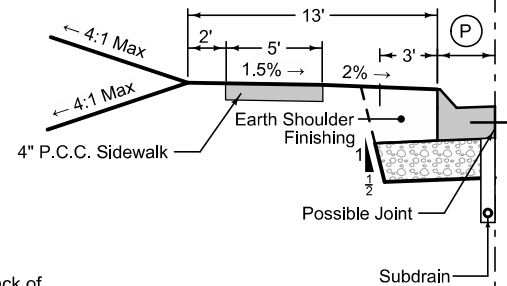
Shoulder Jointing:
 Longitudinal joint not required when distance from back of
 curb to nearest joint is less than 15':

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

2_Curb_ 04-19-11				
ROAD IDENTIFICATION	STATION TO STATION		(P) Feet	Curb Type See PV-102
7th Ave.	8199+11.00	8200+60.00	2	6" Standard



2P_ 10-18-16		
ROAD IDENTIFICATION	BEGIN STATION	END STATION
8th - 6th Conn.	8099+85.00	8107+50.00
7th Ave.	8200+11.00	8200+60.00
5th Ave.	8300+11.00	8300+70.00
4th - 3rd Conn.	8400+00.00	8404+20.00



Curbed Shoulder

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

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

2_Curb_ 04-19-11				
ROAD IDENTIFICATION	STATION TO STATION		(P) Feet	Curb Type See PV-102
5th Ave.	8300+11.00	8300+70.00	2	6" Standard
7th Ave.	8200+11.00	8200+60.00	2	6" Standard

Curbed Shoulder

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

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

2_Curb_ 04-19-11				
ROAD IDENTIFICATION	STATION TO STATION		(P) Feet	Curb Type See PV-102
8th - 6th Conn.	8099+85.00	8107+50.00	2	6" Standard
5th Ave.	8300+11.00	8300+70.00	2	6" Standard
4th - 3rd Conn.	8400+00.00	8404+20.00	2	6" Standard

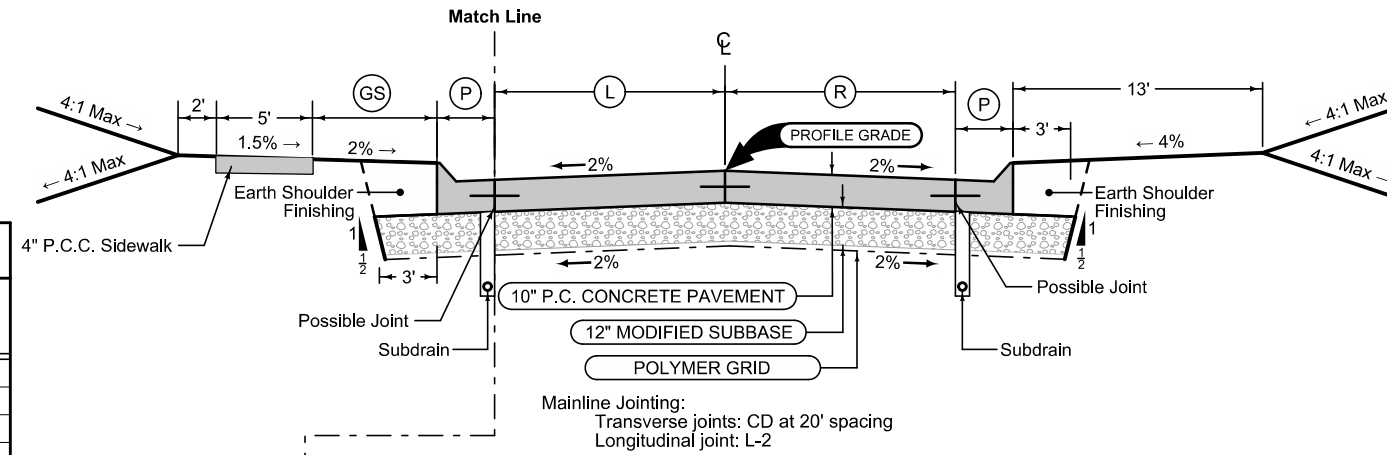
**4TH TO 3RD CONN.
 5TH AVE.
 7TH AVE.
 8TH TO 6TH CONN.**

Curbed Shoulder

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

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

2_Curb_ 04-19-11					
ROAD IDENTIFICATION	STATION TO STATION		(P) Feet	(GS) Feet	Curb Type See PV-102
N 38th St.	9310+40.41	9312+61.00	2	4	6" Standard
W Ave. B	9300+50.00	9301+17.28	3.5	4	6" Standard
W Ave. B	9301+95.28	9302+11.88	3.5	4	6" Standard
W Ave. D	9400+70.00	9401+64.95	2	6	6" Standard



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

2P_ 10-18-16					
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(L) Feet	(R) Feet	
W 4th Ave.	9100+49.00	9100+88.88	10	10	
W 3rd Ave	9200+45.00	9200+88.88	11	11	
N 38th St.	9310+12.00	9312+61.00	12	12	
W Ave. B	9300+50.00	9302+38.95	12	12	
W Ave. D	9400+70.00	9401+88.72	11	11	

Curbed Shoulder

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

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

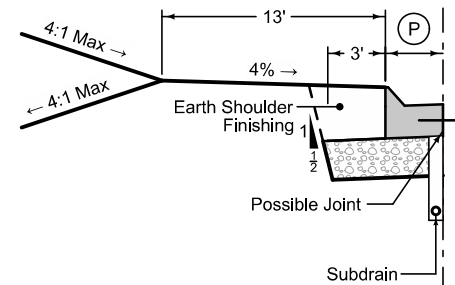
2_Curb_ 04-19-11					
ROAD IDENTIFICATION	STATION TO STATION		(P) Feet		Curb Type See PV-102
W 4th Ave.	9100+49.00	9100+61.75	2		6" Standard
W 3rd Ave	9200+45.00	9200+61.78	2		6" Standard
N 38th St.	9310+40.59	9312+61.00	2		6" Standard
W Ave. B	9300+50.00	9302+02.08	3.5		6" Standard
W Ave. D	9400+70.00	9401+44.62	2		6" Standard

Curbed Shoulder

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

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

2_Curb_ 04-19-11					
ROAD IDENTIFICATION	STATION TO STATION		(P) Feet		Curb Type See PV-102
W 4th Ave.	9100+49.00	9100+49.29	2		6" Standard
W 3rd Ave	9200+45.00	9200+47.86	2		6" Standard



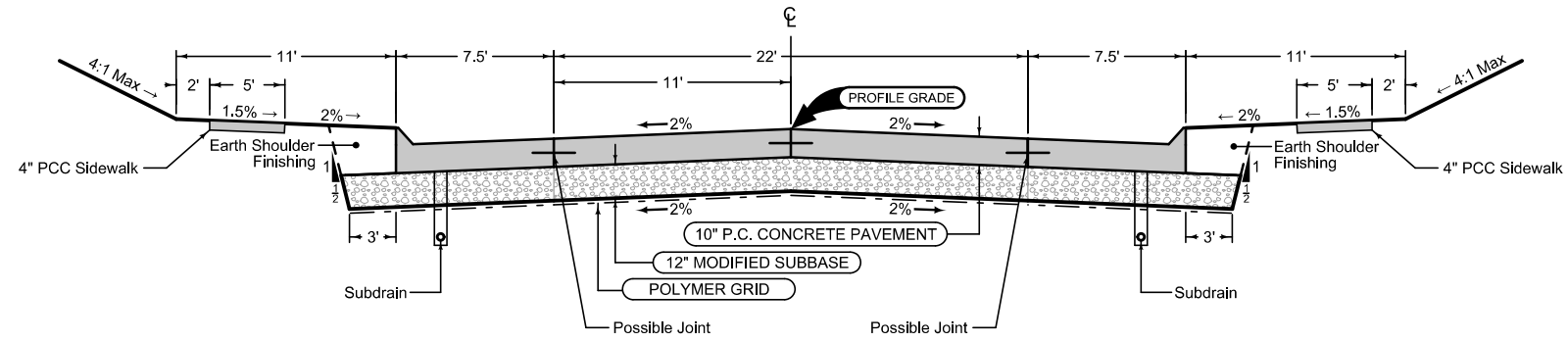
**W 4TH AVE.
 W 3RD AVE.
 N. 38TH ST.
 W AVE. B
 W AVE. D**

Curbed Shoulder

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

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

BEGIN STATION	END STATION	Curb Type See PV-102
4600+55.60	4600+90.00	6" Standard



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

BEGIN STATION	END STATION
4600+55.60	4600+90.00

Curbed Shoulder

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

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

BEGIN STATION	END STATION	Curb Type See PV-102
4600+55.60	4600+90.00	6" Standard

AVE. A

Curbed Shoulder

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

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

ROAD IDENTIFICATION	BEGIN STATION	END STATION	(BWL)	(P) Feet	Curb Type See PV-102
W 2nd Ave.	4200+50.00	4200+70.45	13	3	6" Standard
Ave. D	4800+38.42	4800+42.83	13	3	6" Standard
N 37th St.	4300+50.00	4300+87.64	5	2	6" Standard

Curbed Shoulder

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

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

ROAD IDENTIFICATION	BEGIN STATION	END STATION	(BWL)	(P) Feet	Curb Type See PV-102
Ave. B	4700+49.30	4700+75.00	13	3	6" Standard
S 38th St.	4100+50.00	4100+57.35	18	3	6" Standard
N 37th St.	4300+66.96	4301+99.03	13	3	6" Standard

Curbed Shoulder

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

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

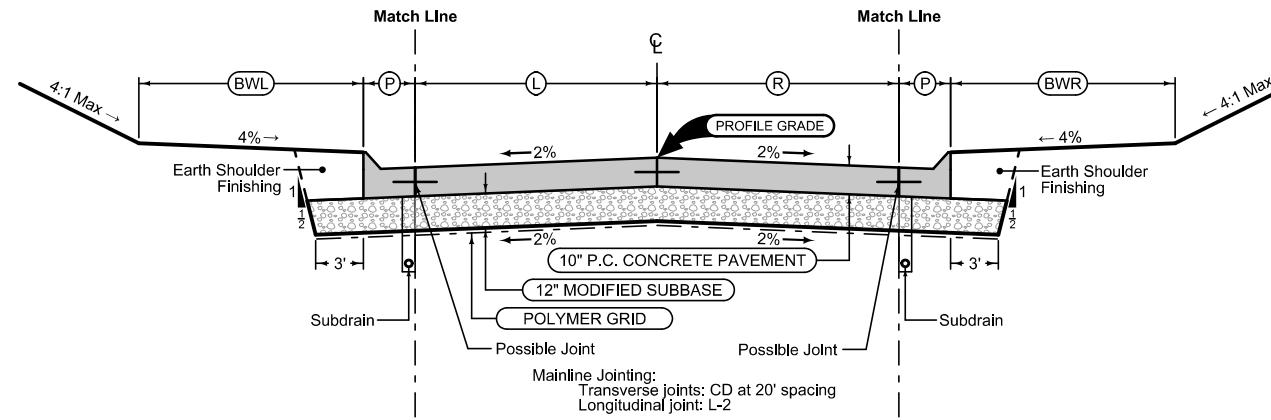
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(BWR)	(P) Feet	Curb Type See PV-102
W 2nd Ave.	4200+50.00	4200+70.45	13	3	6" Standard
S 38th St.	4100+50.00	4100+57.35	13	3	6" Standard
Ave. D	4800+39.66	4800+42.76	13	3	6" Standard

Curbed Shoulder

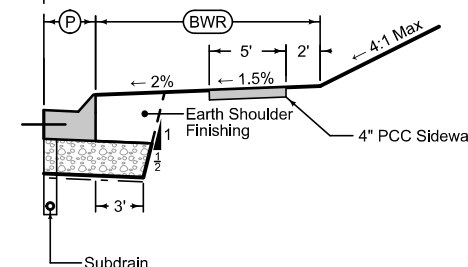
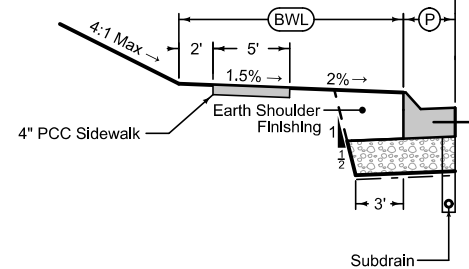
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

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

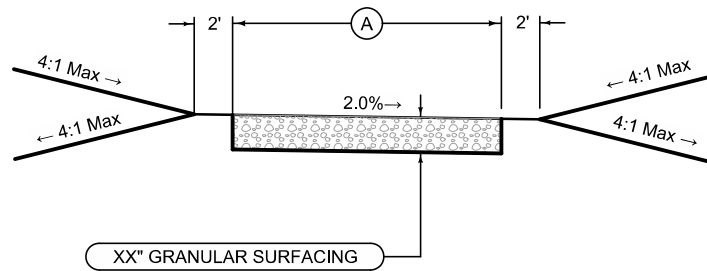
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(BWR)	(P) Feet	Curb Type See PV-102
Ave. B	4700+49.30	4700+75.00	13	3	6" Standard
N 37th St.	4300+50.00	4300+87.64	7	2	6" Standard



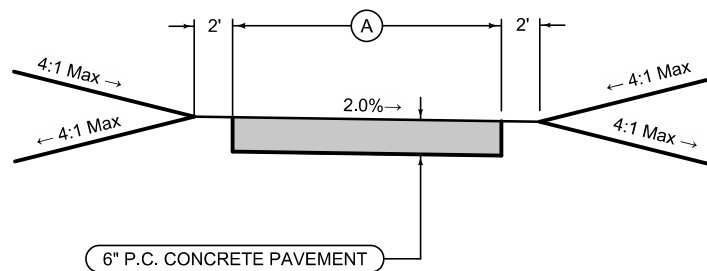
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(L) Feet	(R) Feet
S 38th St.	4100+50.00	4100+57.35	10	10
W 2nd Ave.	4200+50.00	4200+70.45	10	10
Ave. D	4800+39.66	4800+42.76	10	10
N 37th St.	4300+50.00	4300+87.64	11	11
Ave. B	4700+49.30	4700+75.00	12.5	12.5



**S 38TH ST.
W 2ND AVE.
AVE. D
N 37TH ST.
AVE. B**

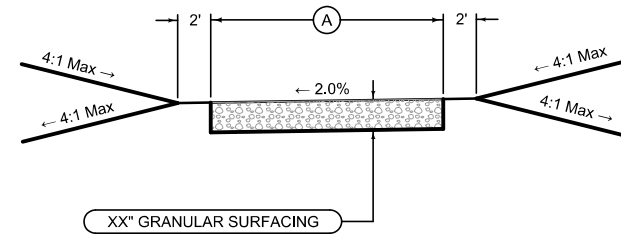


2P_			
10-18-16			
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(A) Feet
6th Ave. Alley	8110+60.00	8112+11.39	14
3rd Ave. Alley	8410+85.00	8412+46.00	10



2P_			
10-18-16			
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(A) Feet
6th Ave. Alley	8110+12.00	8110+60.00	14
3rd Ave. Alley	8410+13.04	8410+85.00	10

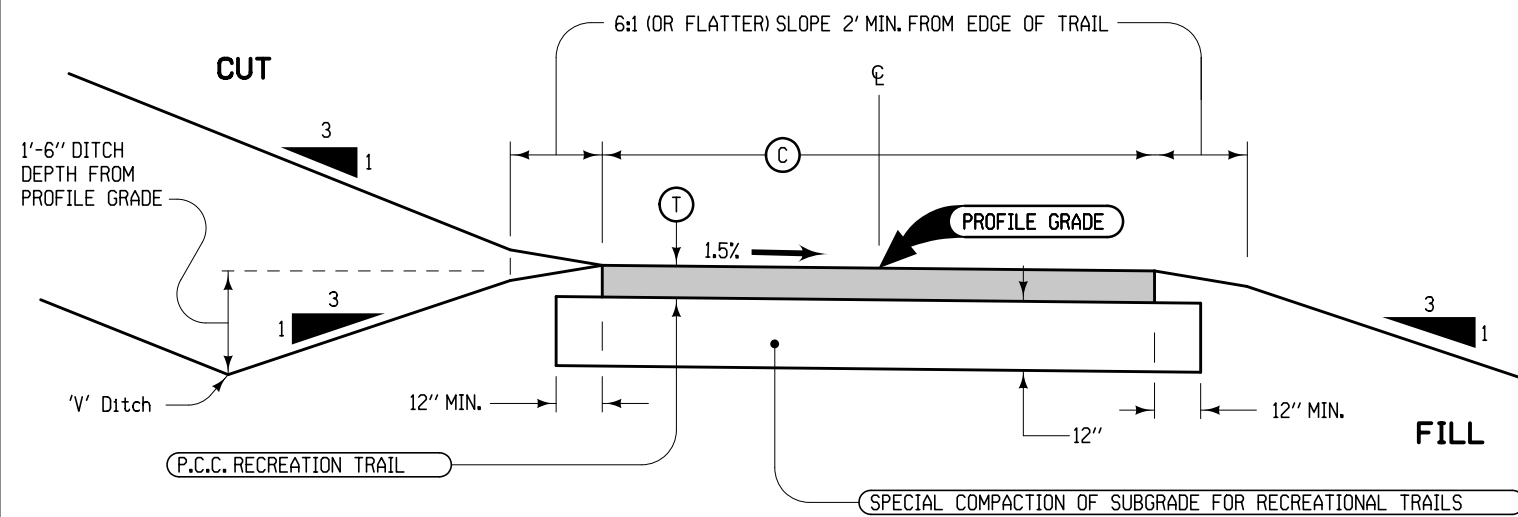
ALLEYS



Section shown in direction of traffic

ROAD IDENTIFICATION	BEGIN STATION	END STATION	(A) Feet
Ave. A Alley	8420+28.50	8421+50.50	12

AVE. A ALLEY



STATION TO STATION	PAVEMENT TYPE PCC, HMA, or option	(C) Feet	(T) Inches	'V' DITCH	
				Left	Right
	PCC	10	6		

TYPICAL CROSS SECTION
RECREATIONAL TRAIL
PAVED SURFACE

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

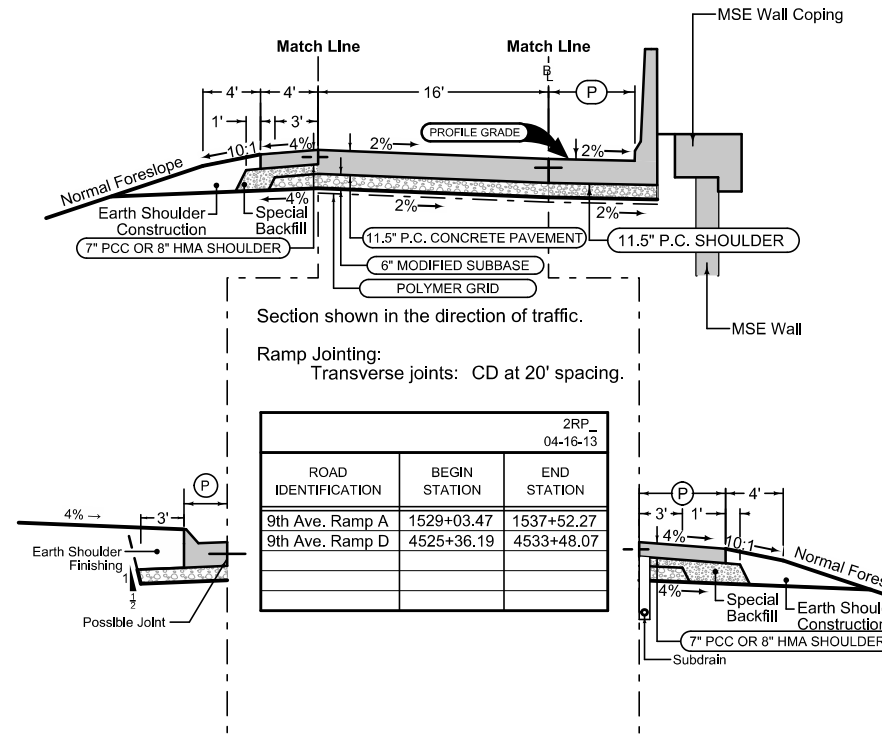
1R_P_ALT_10-21-14			
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
9th Ave. Ramp D	4525+36.19	4533+48.07	

Curbed Shoulder

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

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

2_Curb_04-19-11				
ROAD IDENTIFICATION	STATION TO STATION	(P) Feet	Curb Type	See PV-102
9th Ave. Ramp A	1529+03.47	1537+52.27	5	4" Sloped



Section shown in the direction of traffic.
 Ramp Jointing:
 Transverse joints: CD at 20' spacing.

2RP_04-16-13			
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
9th Ave. Ramp A	1529+03.47	1537+52.27	
9th Ave. Ramp D	4525+36.19	4533+48.07	

Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

ROAD IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
9th Ave. Ramp A	1532+20.00	1537+52.27	8
9th Ave. Ramp D	4527+30.00	4533+48.07	6

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			
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
9th Ave. Ramp A	1529+03.47	1532+20.00	8
9th Ave. Ramp D	4525+36.19	4527+30.00	6

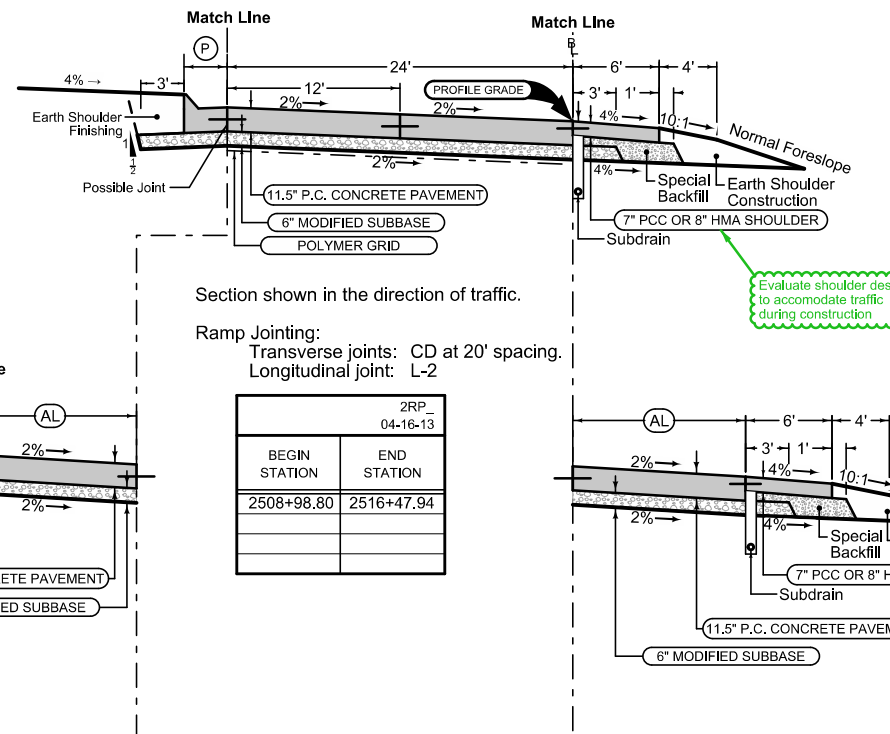
9TH AVE. RAMP A
9TH AVE. RAMP D

Curbed Shoulder

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

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

2_Curb_04-19-11				
STATION TO STATION	(P) Feet	Curb Type	See PV-102	
2508+98.80	2513+70.00	5	4" Sloped	



Section shown in the direction of traffic.
 Ramp Jointing:
 Transverse joints: CD at 20' spacing.
 Longitudinal joint: L-2

2RP_04-16-13		
BEGIN STATION	END STATION	(P) Feet
2508+98.80	2516+47.94	

Paved Shoulder Alternates

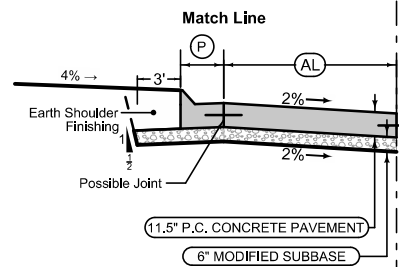
PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

1R_P_ALT_10-21-14		
BEGIN STATION	END STATION	(P) Feet
2508+98.80	2512+20.00	

Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16				
STATION TO STATION	AL Feet	(P) Feet	Curb Type	See PV-102
2513+70.00	2515+50.00	0-12	5	4" Sloped
2515+50.00	2516+47.94	12	5	4" Sloped



Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16				
STATION TO STATION	AL Feet	(P) Feet	Curb Type	See PV-102
2512+20.00	2514+00.00	0-12	5	4" Sloped
2514+00.00	2516+47.94	12	5	4" Sloped

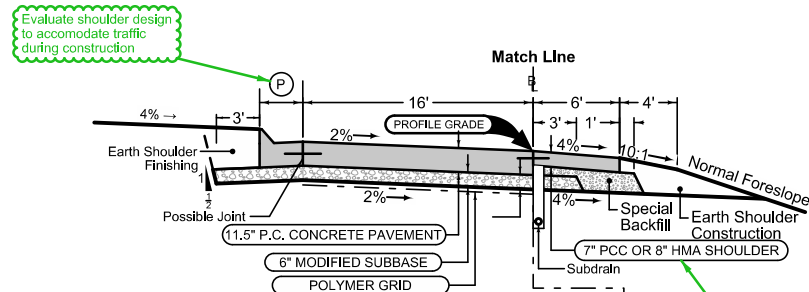
9TH AVE. RAMP B

Curbed Shoulder

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

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

STATION TO STATION		(P) Feet	Curb Type See PV-102
3508+78.10	3515+44.76	5	4" Sloped



Section shown in the direction of traffic.

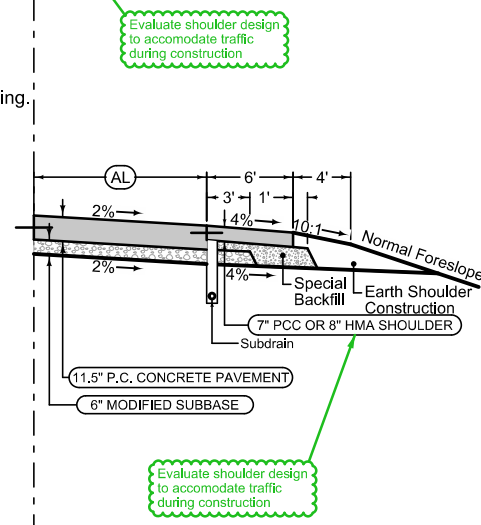
Ramp Jointing:
 Transverse joints: CD at 20' spacing.

1RP_ 10-19-10	
BEGIN STATION	END STATION
3508+79.39	3516+14.89

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
3508+79.39	3512+50.22



Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

2_AuxLane_PCC_ 10-18-16		
STATION TO STATION		(AL) Feet
3512+50.22	3514+75.63	0-8
3514+75.63	3516+14.89	8

9TH AVE. RAMP C

Curbed Shoulder

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

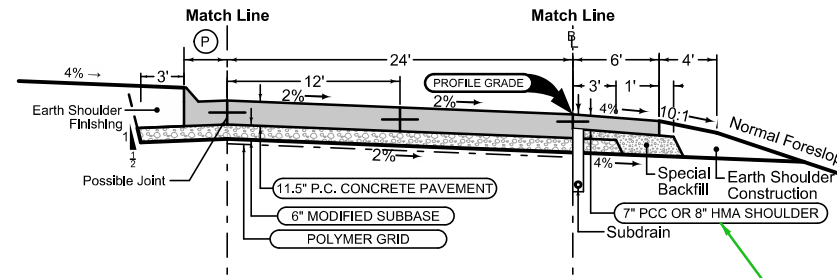
Single pour: L-2
Staged : KT-2
Transverse:C at 20' spacing

2_Curb_04-19-11				
Road Identification	STATION TO STATION		(P) Feet	Curb Type See PV-102
40th St. Ramp B	2109+06.71	2115+80.00	8	4" Sloped
40th St. Ramp B	2115+80.00	2116+00.00	8-6.7	4" Sloped

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		
Road Identification	BEGIN STATION	END STATION
40th St. Ramp B	2109+06.71	2112+50.00
40th St. Ramp C	3109+58.66	3116+00.00



Section shown in the direction of traffic.

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

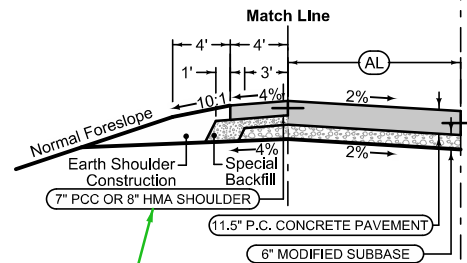
2RP_04-16-13		
Road Identification	BEGIN STATION	END STATION
40th St. Ramp B	2109+06.71	2118+82.17
40th St. Ramp C	3109+58.66	3119+82.29

Evaluate shoulder design to accommodate traffic during construction

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16			
Road Identification	STATION TO STATION		(AL) Feet
40th St. Ramp B	2115+80.00	2117+60.00	0-12
40th St. Ramp B	2117+60.00	2118+82.17	12



Evaluate shoulder design to accommodate traffic during construction

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16			
Road Identification	STATION TO STATION		(AL) Feet
40th St. Ramp B	2112+50.00	2114+30.00	0-12
40th St. Ramp B	2114+30.00	2118+82.17	12

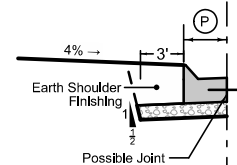
Evaluate shoulder design to accommodate traffic during construction

Curbed Shoulder

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

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

2_Curb_04-19-11				
Road Identification	STATION TO STATION		(P) Feet	Curb Type See PV-102
40th St. Ramp B	2115+80.00	2116+00.00	8-6.7	4" Sloped



Curbed Shoulder

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

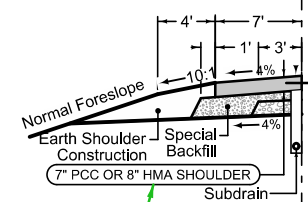
Single pour: L-2
Staged : KT-2
Transverse:C at 20' spacing

2_Curb_04-19-11				
Road Identification	STATION TO STATION		(P) Feet	Curb Type See PV-102
40th St. Ramp C	3116+00.00	3119+82.29	7	4" Sloped

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		
Road Identification	BEGIN STATION	END STATION
40th St. Ramp C	3109+58.66	3119+82.29



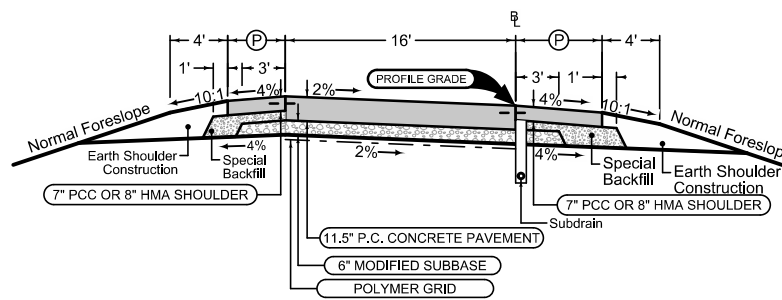
Evaluate shoulder design to accommodate traffic during construction

40TH ST. RAMP B
40TH ST. RAMP C

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			
Road Identification	BEGIN STATION	END STATION	(P) Feet
I-480 Ramp A	1554+31.00	1559+52.29	4
I-480 Ramp F	6559+56.00	6562+00.00	12
I-480 Ramp F	6562+00.00	6565+00.00	12-4
I-480 Ramp F	6565+00.00	6568+74.87	4



Section shown in the direction of traffic.

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

1RP 10-19-10		
Road Identification	BEGIN STATION	END STATION
I-480 Ramp A	1554+31.00	1559+52.29
I-480 Ramp F	6559+56.00	6568+74.87

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

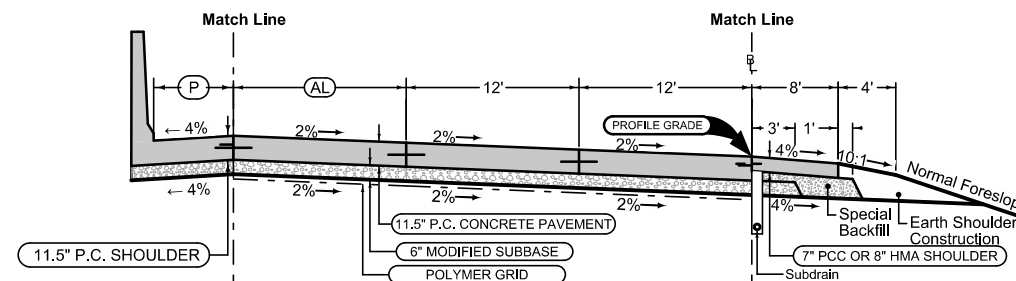
1R_P_ALT 10-21-14			
Road Identification	BEGIN STATION	END STATION	(P) Feet
I-480 Ramp A	1554+31.00	1559+52.29	12
I-480 Ramp F	6559+56.00	6562+00.00	4
I-480 Ramp F	6562+00.00	6565+00.00	4-8
I-480 Ramp F	6565+00.00	6568+74.87	8

I-480 RAMP A
I-480 RAMP F

Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

BEGIN STATION	END STATION	(P) Feet
3565+30.00	3556+91.96	12
3556+91.96	3560+91.96	12-4
3560+91.96	3565+14.85	4



Section shown in the direction of traffic.

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

BEGIN STATION	END STATION	(AL) Feet
3536+21.95	3539+00.00	0
3556+30.00	3565+14.85	12

Paved Shoulder Alternates

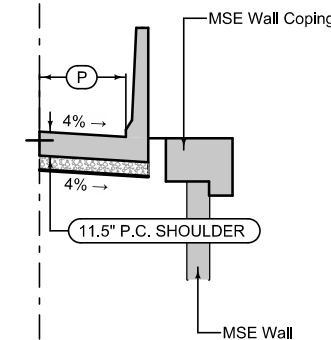
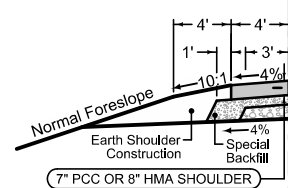
PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

1R_P_ALT 10-21-14		
BEGIN STATION	END STATION	(P) Feet
3536+60.00	3537+51.16	8
3559+35.00	3565+14.85	12

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
3536+21.95	3539+00.00	4



Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

BEGIN STATION	END STATION	(P) Feet
3556+30.00	3559+35.00	8
3536+21.95	3536+60.00	12

Gore and Deceleration Lane

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

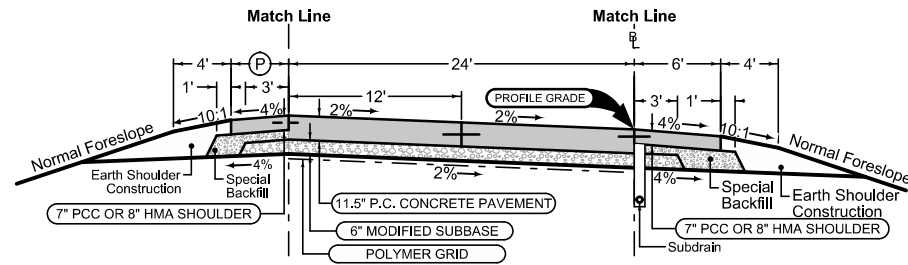
2_AuxLane_PCC 10-18-16			
STATION TO STATION	(G) Feet	(AL) Feet	(P) Feet
3537+51.16	3539+00.00	24-14.2	16

I-480 RAMP C

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	① Feet
8529+28.83	8531+67.00	8
8560+08.00	8561+00.00	8
8561+00.00	8563+00.00	8-4
8563+00.00	8569+41.45	4



Section shown in the direction of traffic.
 Ramp Jointing:
 Transverse joints: CD at 20' spacing.
 Longitudinal joint: L-2

2RP_04-16-13	
BEGIN STATION	END STATION
8529+28.83	8535+42.00
8560+08.00	8569+41.45

Paved Shoulder Alternates

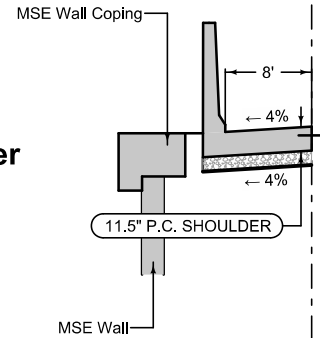
PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

1R_P_ALT_10-21-14	
BEGIN STATION	END STATION
8530+70.00	8533+50.00

Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

BEGIN STATION	END STATION
8531+67.00	8535+42.00



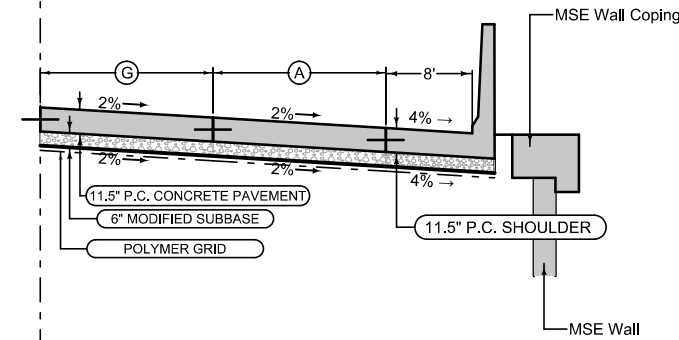
Full Depth Reinforced PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

BEGIN STATION	END STATION
8529+28.83	8530+70.00

Gore and Acceleration Lane

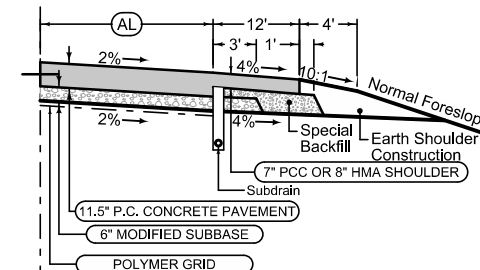
Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing



2_AuxLane_PCC_10-18-16			
STATION TO STATION	① Feet	② Feet	③ Feet
8533+50.00	8536+42.00	21.8-4	16

Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline



2_AuxLane_PCC_10-18-16		
STATION TO STATION	① Feet	② Feet
8560+08.00	8569+15.61	18-0
8569+15.61	8569+41.45	0

I-480 RAMP H

Paved Shoulder Alternates

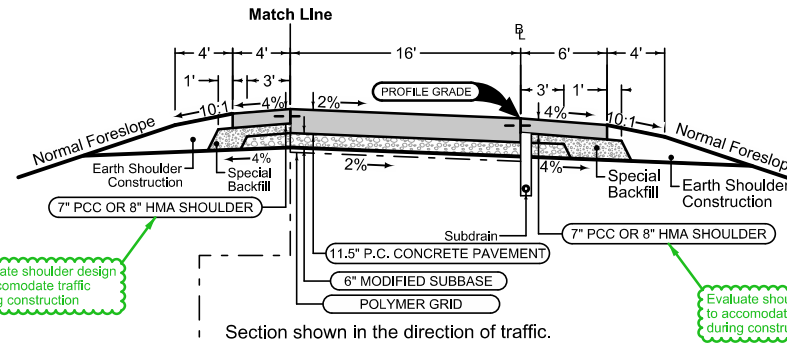
PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

1R_P_ALT_10-21-14		
Road Identification	BEGIN STATION	END STATION
Ave. G Ramp A	1571+15.49	1587+01.06

Paved Shoulder Alternates

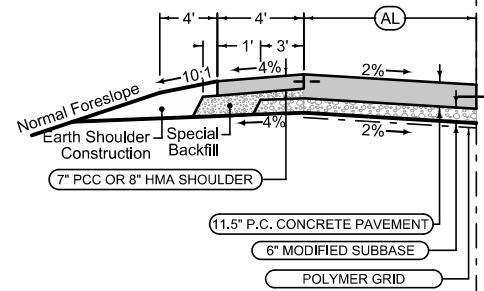
PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

1R_P_ALT_10-21-14		
Road Identification	BEGIN STATION	END STATION
Ave. G Ramp A	1568+43.57	1587+01.06
Ave. G Ramp D	4574+10.47	4583+42.48



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

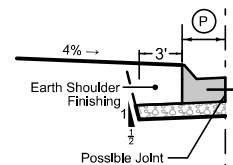
1RP_10-19-10		
Road Identification	BEGIN STATION	END STATION
Ave. G Ramp A	1568+43.57	1587+01.06
Ave. G Ramp D	4574+10.47	4583+42.48



Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16			
Road Identification	STATION TO STATION	AL Feet	
Ave. G Ramp A	1568+43.57 1569+30.88	8	
Ave. G Ramp A	1569+30.88 1571+15.49	8-0	



Curbed Shoulder

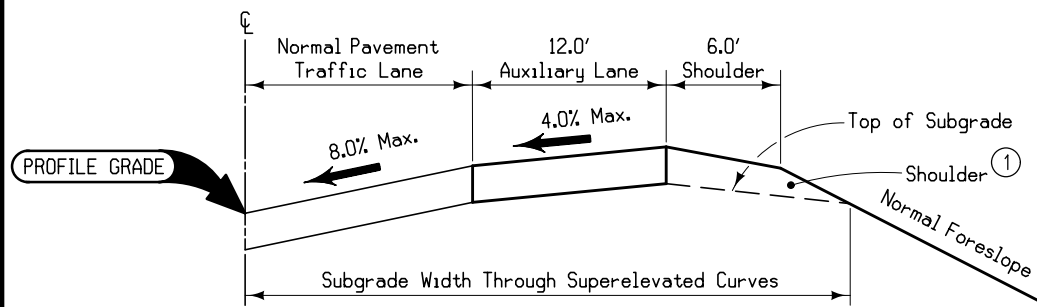
Shoulder Jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15'

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

2_Curb_04-19-11				
Road Identification	STATION TO STATION	P Feet	Curb Type	
Ave. G Ramp D	4574+48.52 4583+44.12	5	4" Sloped	

AVE. G RAMP A
AVE. G RAMP D

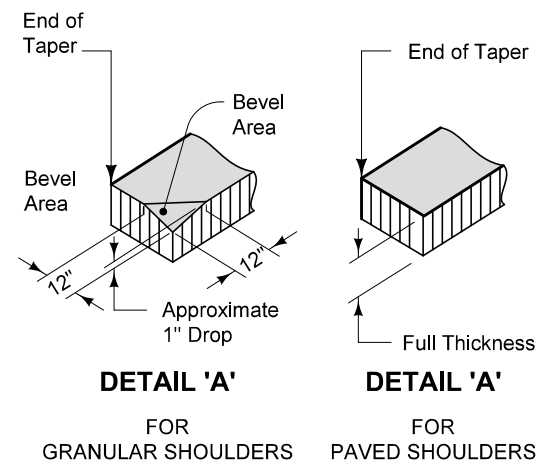
2013
09-29-92



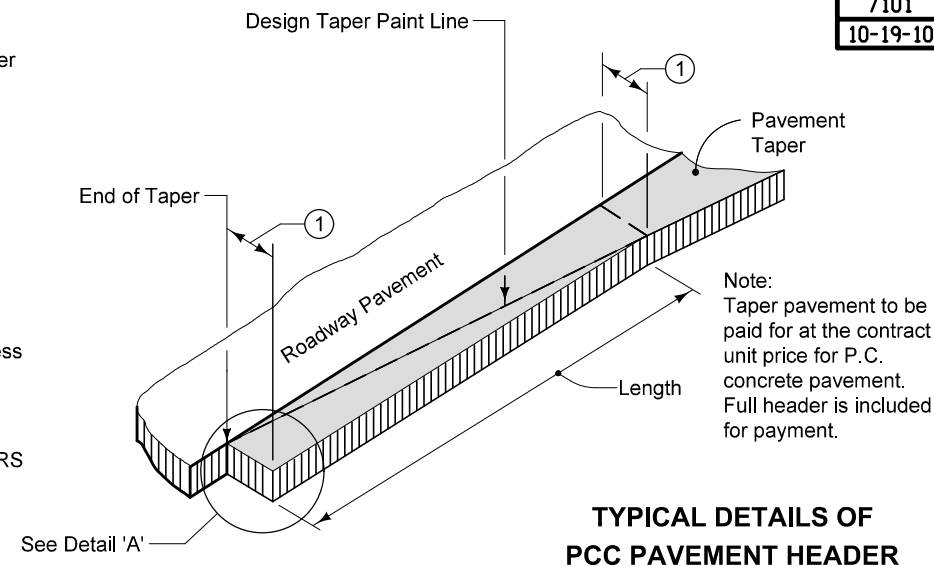
Notes:
On the high side of super-elevated curves, the surface of auxiliary lane pavement shall be maintained at the same slope as the adjacent traffic lane until the super-elevation reaches 4.0%. When the traffic lane pavement slope is greater than 4.0%, the auxiliary slope will remain constant at 4.0%.
On the low side of super-elevated curves, the surface of auxiliary lane pavement shall slope the same as the adjacent lane pavement.
① Refer to other drawings for details of shoulder design and construction.

TYPICAL HALF SECTION OF AUXILIARY LANE THROUGH AREAS OF SUPERELEVATION

7101
10-19-10

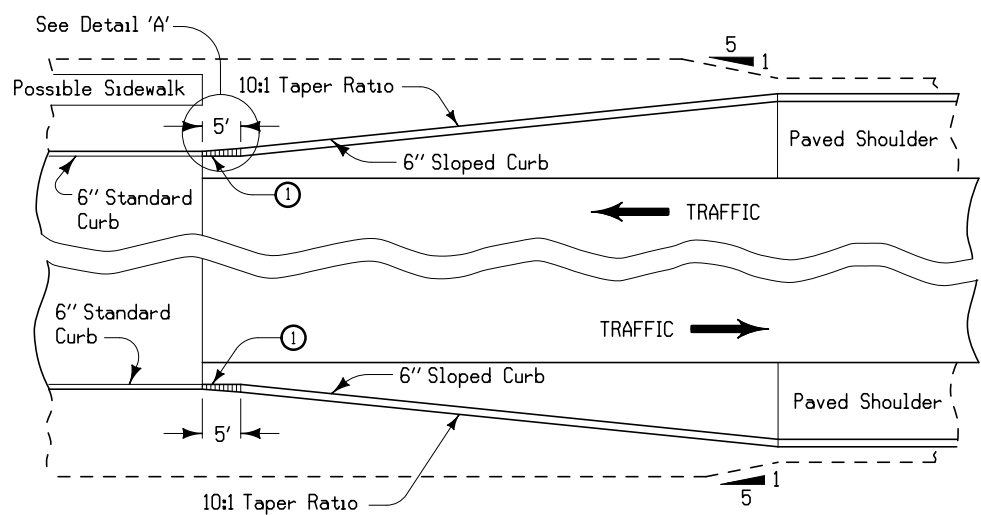


① Normal width is 2'-0". Construct 4'-0" width when butting into 4' wide HMA shoulders (See Typical 7154A).

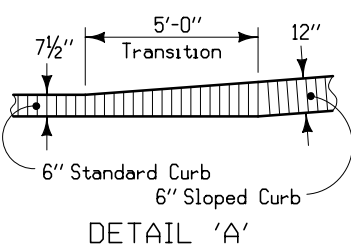


TYPICAL DETAILS OF PCC PAVEMENT HEADER

6148
11-10-92

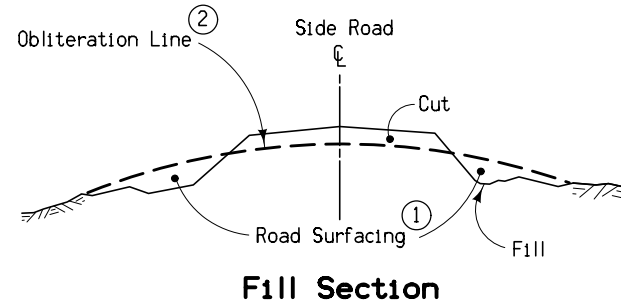


TRANSITION BETWEEN STANDARD CURB AND SLOPED CURB ON SHOULDER

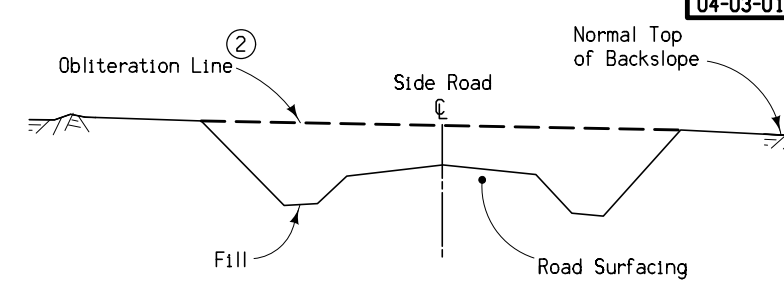


① Transition to sloped curb in 5'.

4302
04-03-01



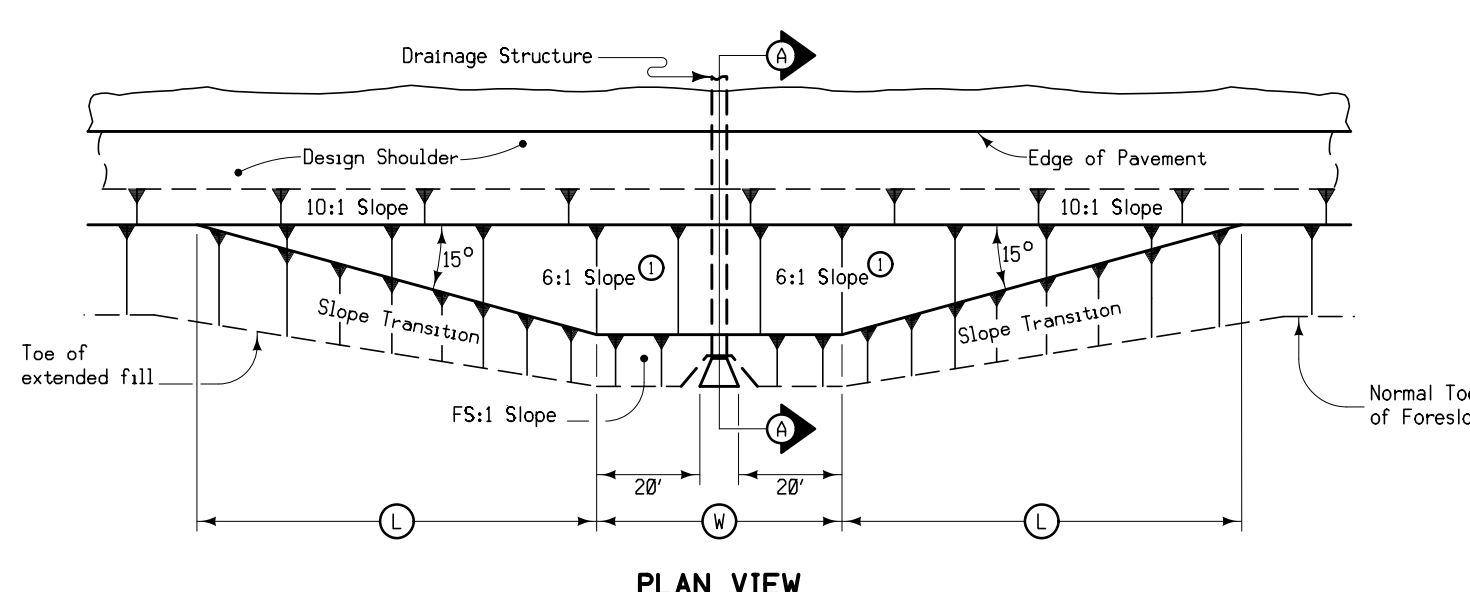
Fill Section



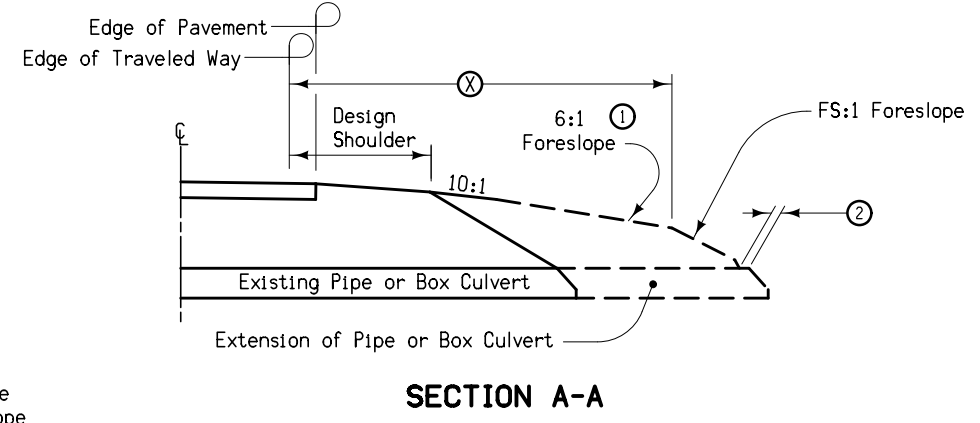
Cut Section

TYPICAL DETAILS FOR OBLITERATION EXISTING ROADBED

DESIGNER INFO
4311
04-18-17



PLAN VIEW



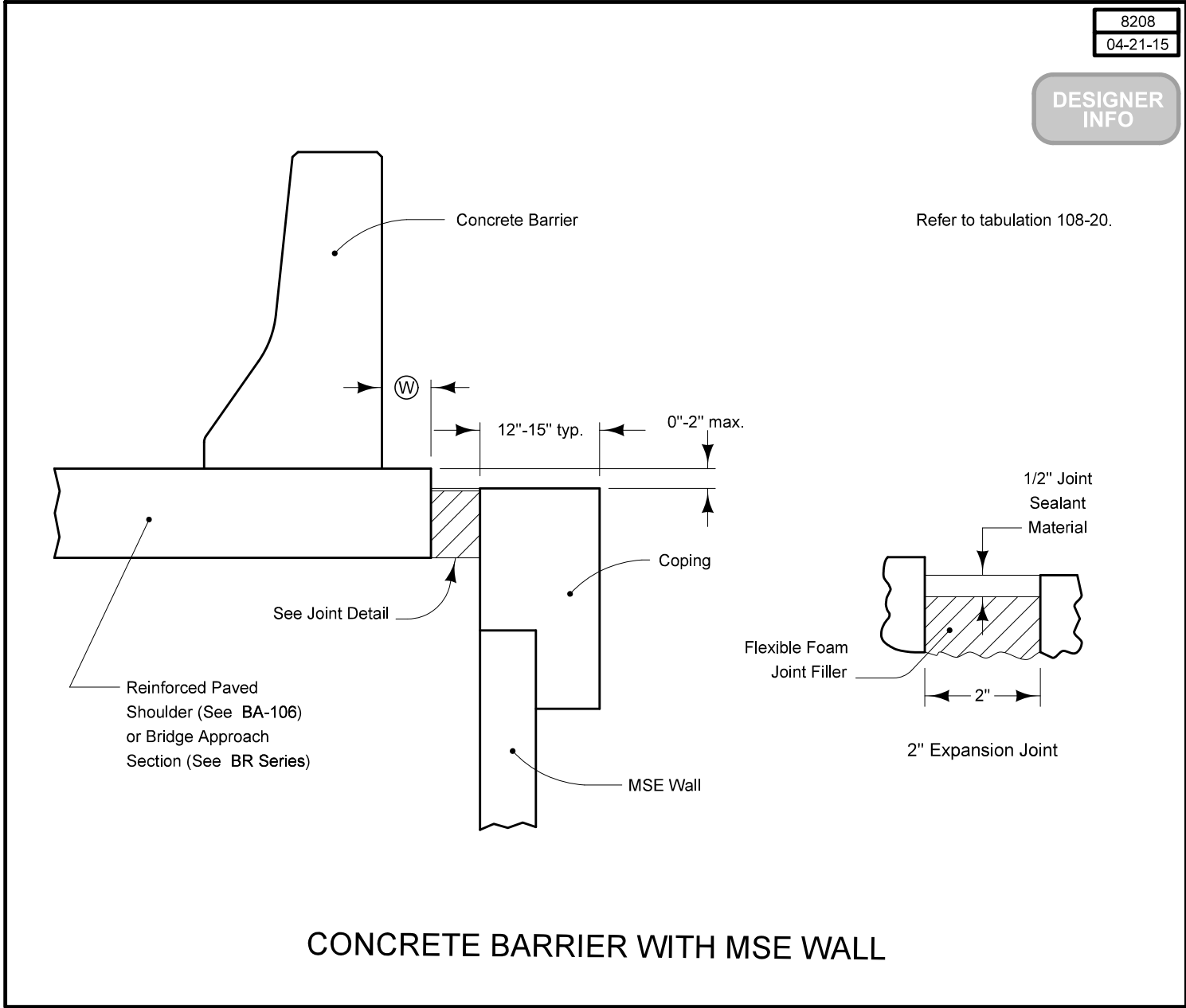
SECTION A-A

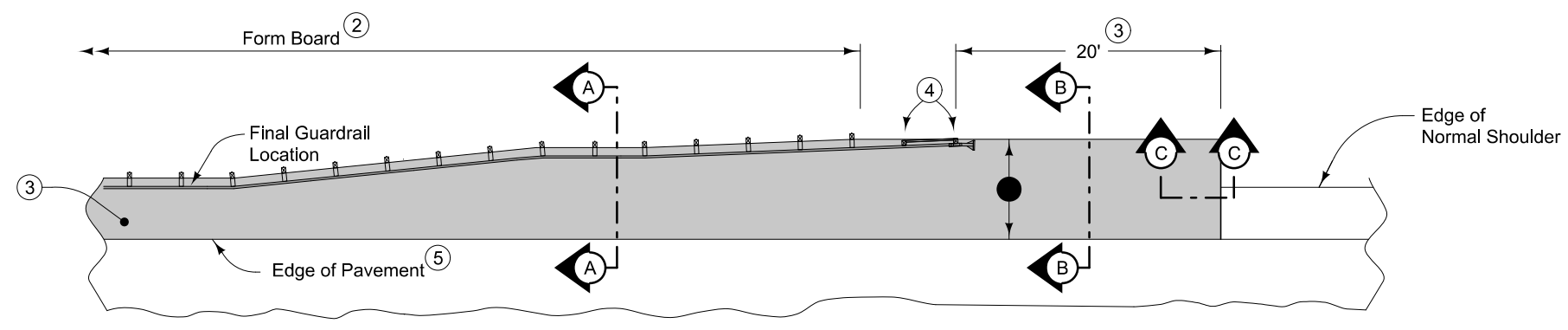
STRUCTURE LOCATION		W	L	X	FS
STATION	SIDE	Feet	Feet	Feet	

BARNROOF FORESLOPE AT DRAINAGE STRUCTURE

8208
04-21-15

DESIGNER
INFO

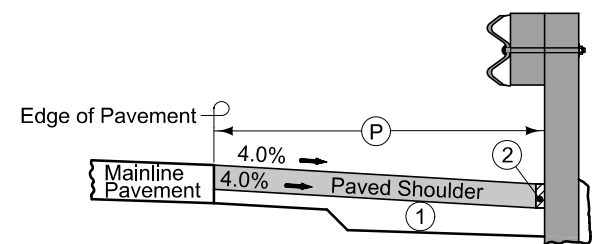




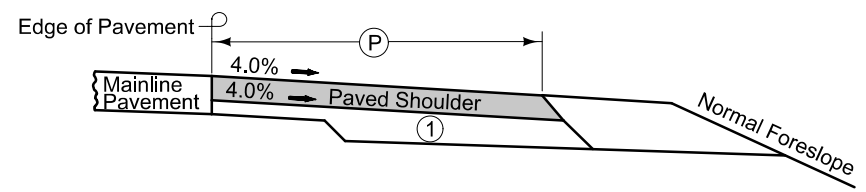
PLAN VIEW

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 For subgrade treatment, refer to other details in the plan.
- ② 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. Refer to note 4 for final 2 posts.
- ③ Continue paved shoulder to existing paved shoulder or 20 feet beyond the center of the first post.
- ④ Shoulder may be notched for final 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ⑤ 'KT-1 joint for PCC shoulder.
'B' joint for HMA shoulder.

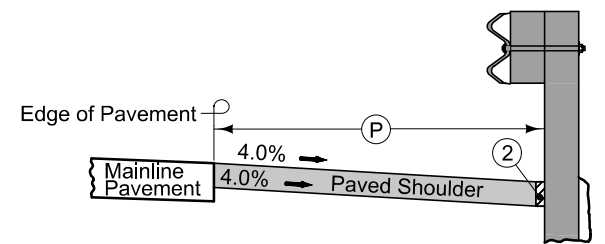


Section A-A

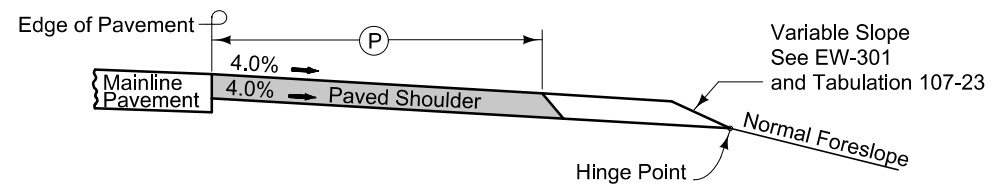


Section B-B

NEW CONSTRUCTION

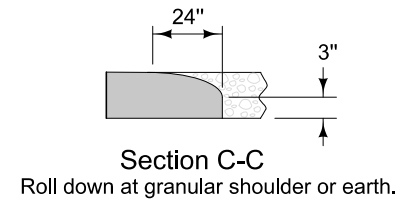


Section A-A



Section B-B

EXISTING SHOULDER



Section C-C

Roll down at granular shoulder or earth.

PAVED SHOULDER AT GUARDRAIL

SURVEY SYMBOLS

- IN Storm Sewer Intake**
- MH Utility Access (Manhole)**
- PIP Pipe Culvert**
- MIS Miscellaneous**
- INB Storm Sewer Beehive Intake**
- PLG Location of General Photo**
- OUT Tile Outlet**
- BRG Bridge**
- CON Concrete or A/C Slab**
- CU Back of Curb**
- GU Gutter In Front of Curb**
- EP Edge of Paved Roads (ML or SR)**

- UE Utility Elevation**
- WV Water Valve**
- FHD Fire Hydrants**
- LIN Miscellaneous Line**
- SI Sign**
- TLNR Tree Line Right**
- LUM Luminaire**
- UB Utility Box**
- FCL Chain Link and Security Fence**

- TDC Tree Deciduous**
- TPD Telephone Pedestal**
- GP Guard Post (Less Than 4 Posts)**
- HDG Hedge Row**
- RET Retaining Walls**
- UV Underground Utility Vault**
- GDL Guard Rail Steel**
- GPR Guard Post (4 or More Posts)**
- FWD Wood Fence**
- SHR Shrub**
- EB Electrical Box**
- TEV Evergreen Tree**
- STP Stump**
- TLNL Tree Line Left**
- FW Wire Fence**
- SL Speed Limit Sign**
- LC Lot Corner**
- SNP Unpaved Shoulder**
- SWK Sidewalk**
- ENP Edge Paved Entrance & Park Lot**
- ENU Edge Unpaved Entrance & Parking**
- EG Edge of Gravel Road**
- ENT Centerline BL of Entrance**
- DU Centerline Draw or Stream (Up)**
- TW Top of Water**

SURVEYED UTILITY OWNER SYMBOLS

SUB-SURFACE MAPPING QUALITY LEVEL
LEVEL (A) POT HOLE LOCATION OR ACTUAL XYZ Location
LEVEL (B) UTILITY FLAG LOCATION
LEVEL (C) PLOTTED FROM REFERENCE TO GROUND FEATURES
LEVEL (D) PLOTTED FROM UTILITY MAPS OR HEARSAY

<ul style="list-style-type: none"> EB Electrical Box FHD Fire Hydrant GV Gas Valve IN Storm Sewer Intake LUM Luminaire MH Utility Access (Manhole) PPA Power Pole TCB Traffic Signal Box TPC Telephone Pole AT&T TPD Telephone Pedestal UB Utility Box Water Valve 	<p>AT&T Lenny Vohs 1425 Oak Street Kansas City, MO 64106 816-275-4014 lv2121@att.com</p> <p>Black Hills Energy Chris Dewey 1414 W. Broadway P.O. Box 68 Council Bluffs, IA 51502 712-325-3022 chris.dewey@blackhillscorp.com</p> <p>CenturyLink Ed Krieger 7404 N. 78th St., Bldg A Omaha, NE 68112 402-572-5856 edward.krieger@centurylink.com</p> <p>City of Council Bluffs - Power/Signals Mark Franz Public Works Operations 1001 10th Avenue Council Bluffs, IA 51503 712-328-4645 mfranz@councilbluffs-ia.gov</p> <p>City of Council Bluffs - Sanitary Sewer Dave Vermillion City of Council Bluffs Public Works 209 Pearl Street Council Bluffs, IA 51503 712-328-4635 ex 3153# dvermillion@councilbluffs-ia.gov</p> <p>City of Council Bluffs - Storm Sewer Dave Vermillion City of Council Bluffs Public Works 209 Pearl Street Council Bluffs, IA 51503 712-328-4635 ex 3153# dvermillion@councilbluffs-ia.gov</p> <p>Council Bluffs Water Works Brian Cady 2000 N. 25th St. P.O. Box 309 Council Bluffs, IA 51502 712-328-1006 x.1039 bcady@cbwaterworks.com</p> <p>Cox Communications Dave Kloch 401 North 117th, Suite 101 Omaha, NE 68154 402-934-0550 dave.kloch@cox.com</p>	<p>Iowa Communications Network Larry Klawitter Grimes State Office Bldg 400 E. 14th St. Des Moines, IA 50319 515-725-4741 larry.klawitter@iowa.gov</p> <p>Iowa DOT Tony Arrick Maintenance Supervisor 3540 South Expressway Council Bluffs, IA 51501 712-366-0332</p> <p>MidAmerican Energy Company Tim Theobald 3003 S. 11th St. Council Bluffs, IA 51501 712-366-5668 trtheobald@midamerican.com</p> <p>Sprint Dan J. Hilliard 849 Earl Street St. Paul, MN 55106 651-772-6714 dan.j.hilliard@sprint.com</p> <p>TeleCom Unknown</p> <p>Unite Private Network (UPN) Shanon Morris 402-575-1239 shanon.morris@upnfiber.com</p> <p>Windstream Joe Green 319-790-7510</p> <p>Unknown</p> <p>Indicates Utility As Abandoned</p>
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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.	
Yellow	(4)		Highlight for Critical Notes or Features
Red	(3)		Delineates Restricted Areas
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed Pavement Shading
Gray, Med	(80)		Proposed Granular Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)		Grading Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.	
Green	(2)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

Reference Point

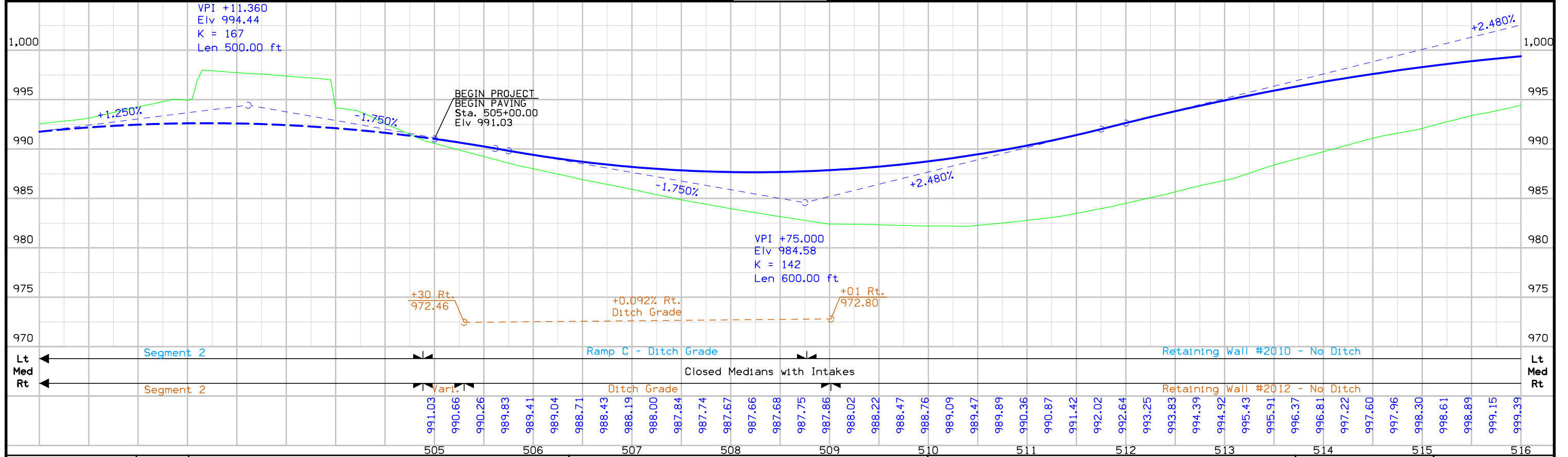
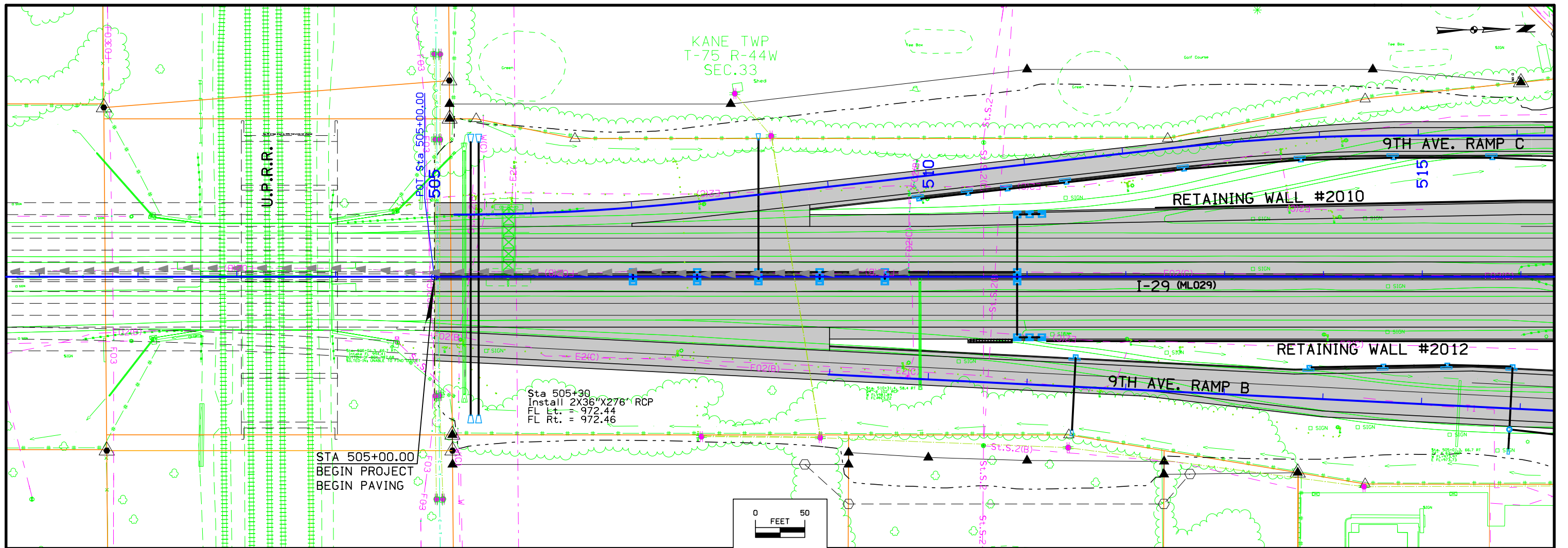
	Station		Reference Point
	Section Corner		Ground Line Intercept
	Saw Cut		Guardrail
	Trench Drain		High Tension Cable
	Guardrail		Sheet Pile
	Pavement Removal		Clearing & Grubbing Area

RIGHT-OF-WAY LEGEND

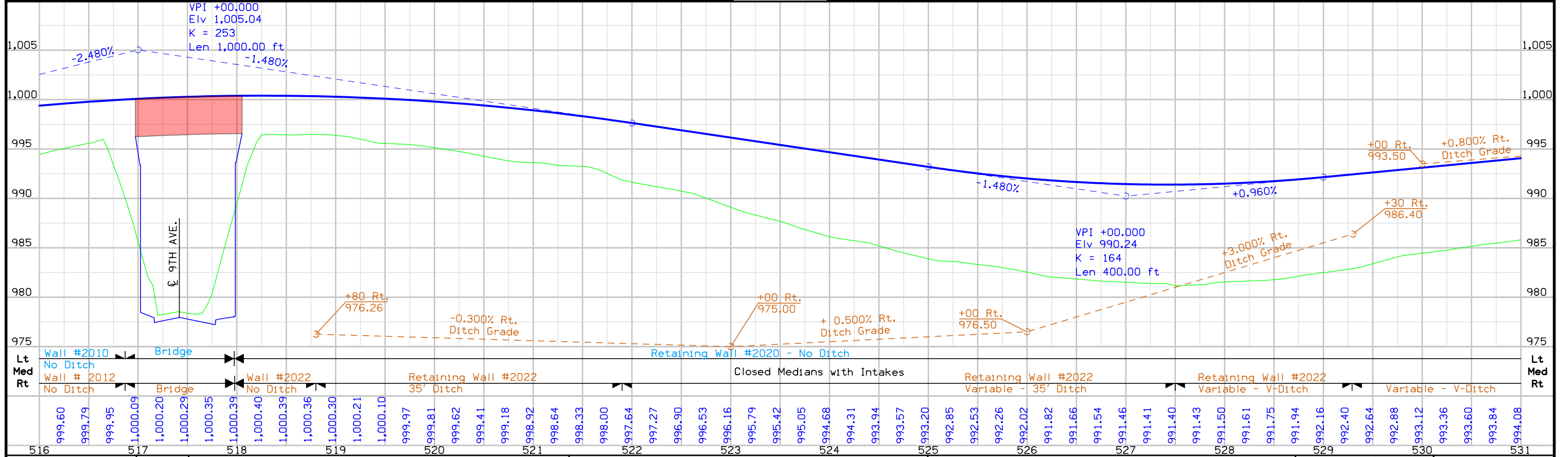
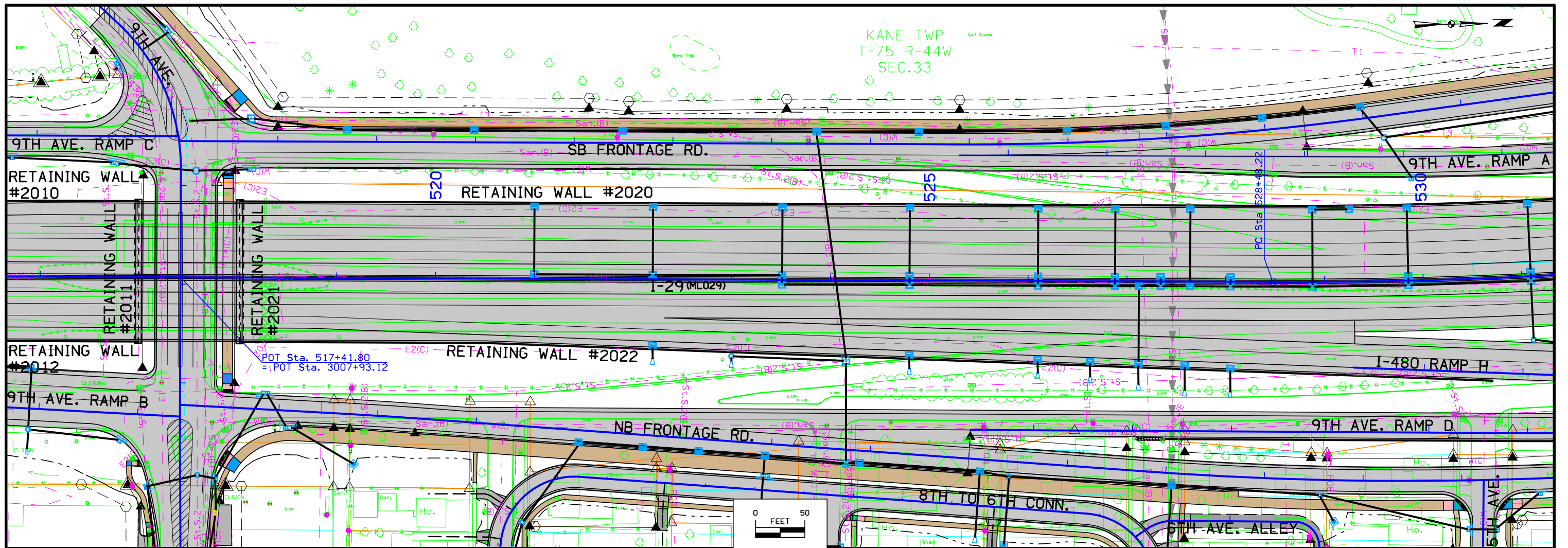
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary)
	Easement
	Access Control
	Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

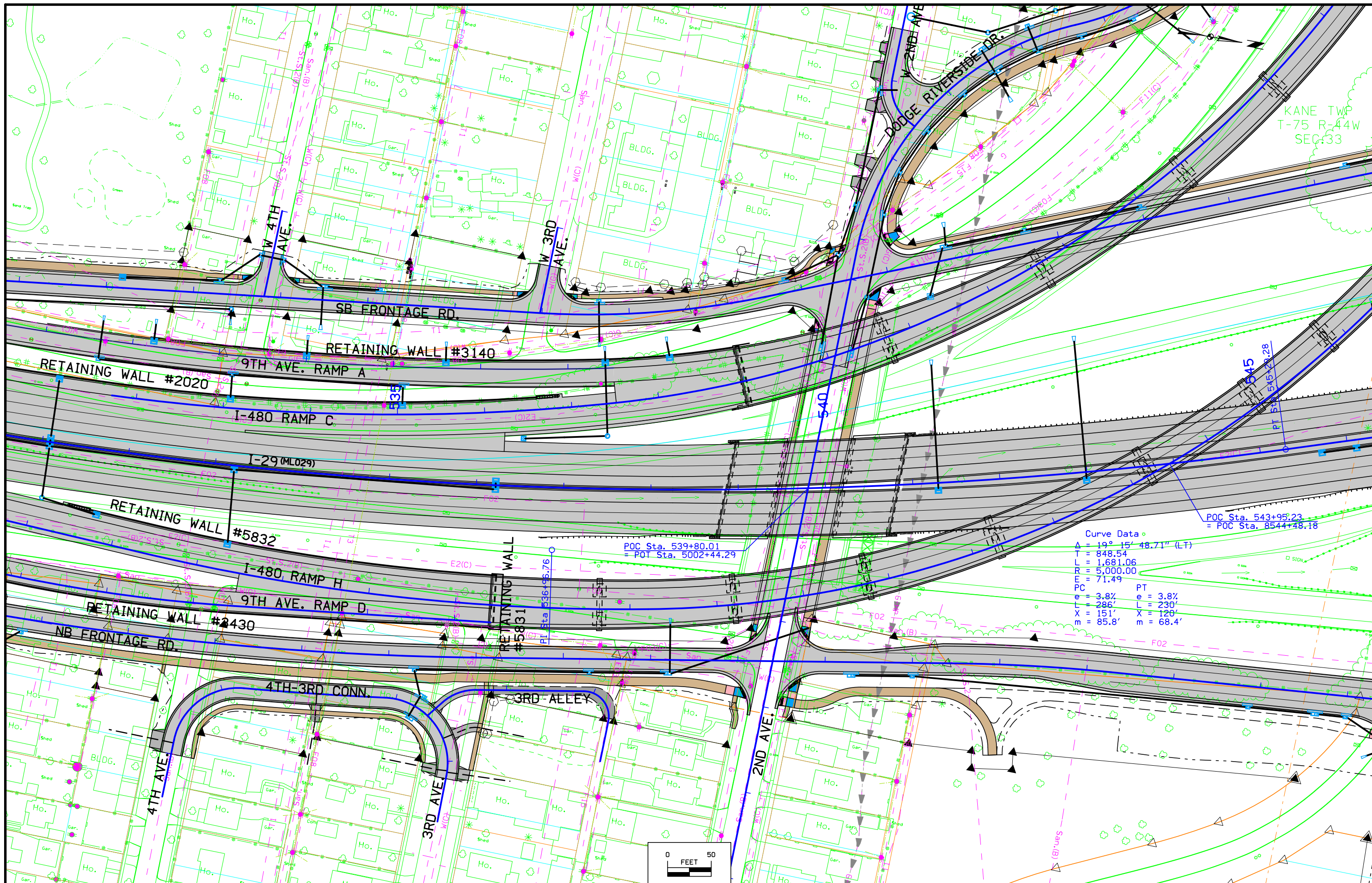
(COVERS SHEET SERIES D, E, & K)



FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	D.2
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FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	D.3
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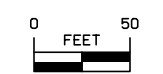
KANE TWP
T-75 R-44W
SEC. 33

Curve Data

$\Delta = 19^\circ 15' 48.71''$ (LT)	
T = 848.54	
L = 1,681.06	
R = 5,000.00	
E = 71.49	
PC =	PT =
e = 3.8%	e = 3.8%
L = 286'	L = 230'
X = 151'	X = 120'
m = 85.8'	m = 68.4'

POC Sta. 539+80.01
= POT Sta. 5002+44.29

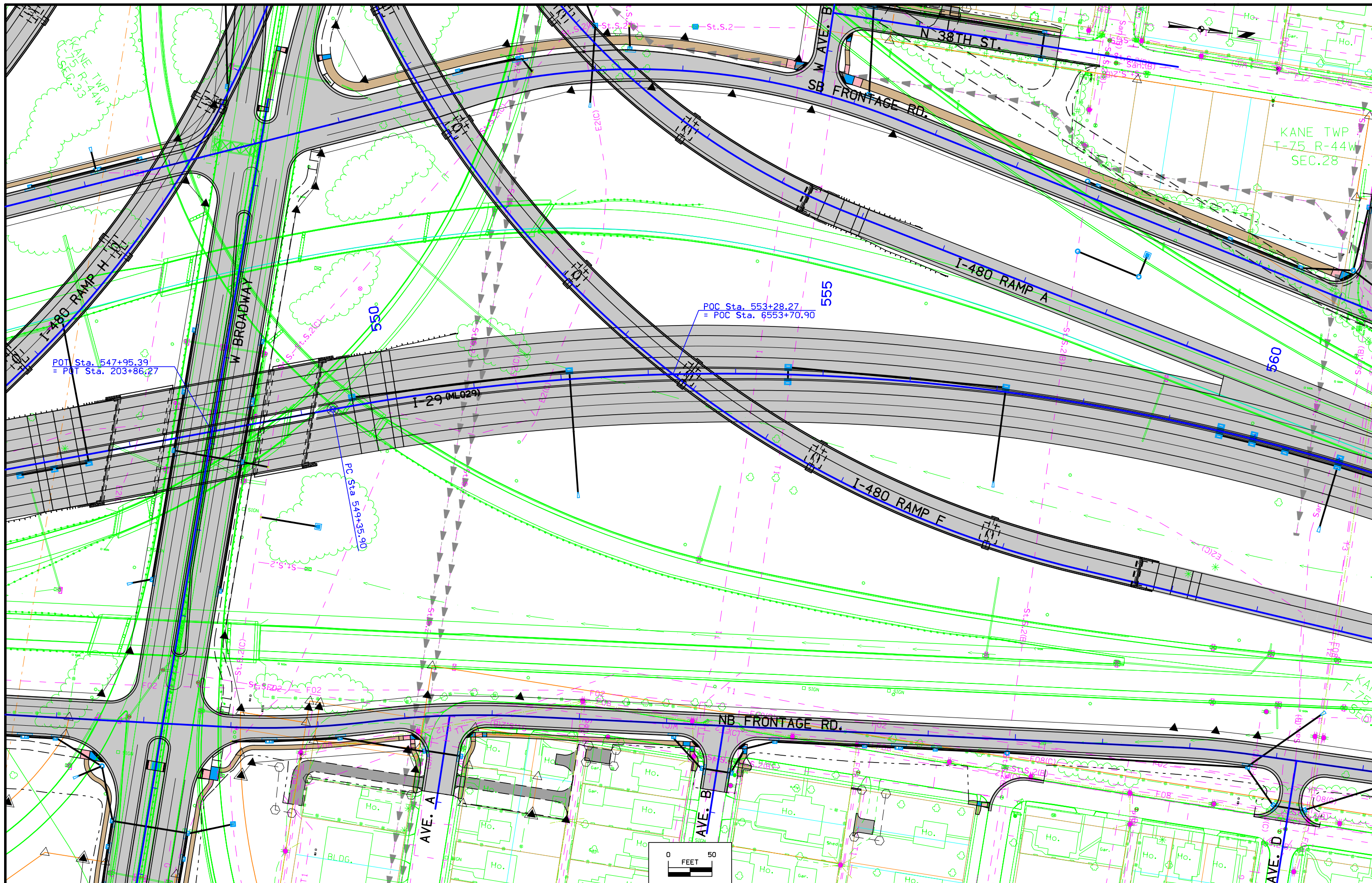
POC Sta. 543+95.23
= POC Sta. 8544+48.18





531	994.32	994.56	994.80	995.04	995.28	995.52	995.76	996.00	996.24	996.48	996.72	996.96	997.20	997.44	997.68	997.92	998.16	998.40	998.64	998.88	999.12	999.36	999.60	999.84	1,000.08	1,000.32	1,000.56	1,000.80	1,001.04	1,001.28	1,001.52	1,001.76	1,002.00	1,002.24	1,002.48	1,002.72	1,002.96	1,003.20	1,003.44	1,003.68	1,003.91	1,004.11	1,004.29	1,004.45	1,004.58	1,004.69	1,004.78	1,004.84	1,004.88	1,004.89	1,004.88	1,004.85	1,004.79	1,004.71	1,004.61	1,004.48	1,004.33	1,004.15	1,003.95	546
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FILE NO. ENGLISH DESIGN TEAM **Mayberry \ HNTB \ HR Green** POTTAWATTAMIE COUNTY PROJECT NUMBER **IM-029-3(166)54--13-78** SHEET NUMBER **D.5**

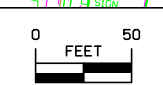


KANE TWP
T-75 R-44W
SEC.28

POT Sta. 547+95.39
= POT Sta. 203+86.27

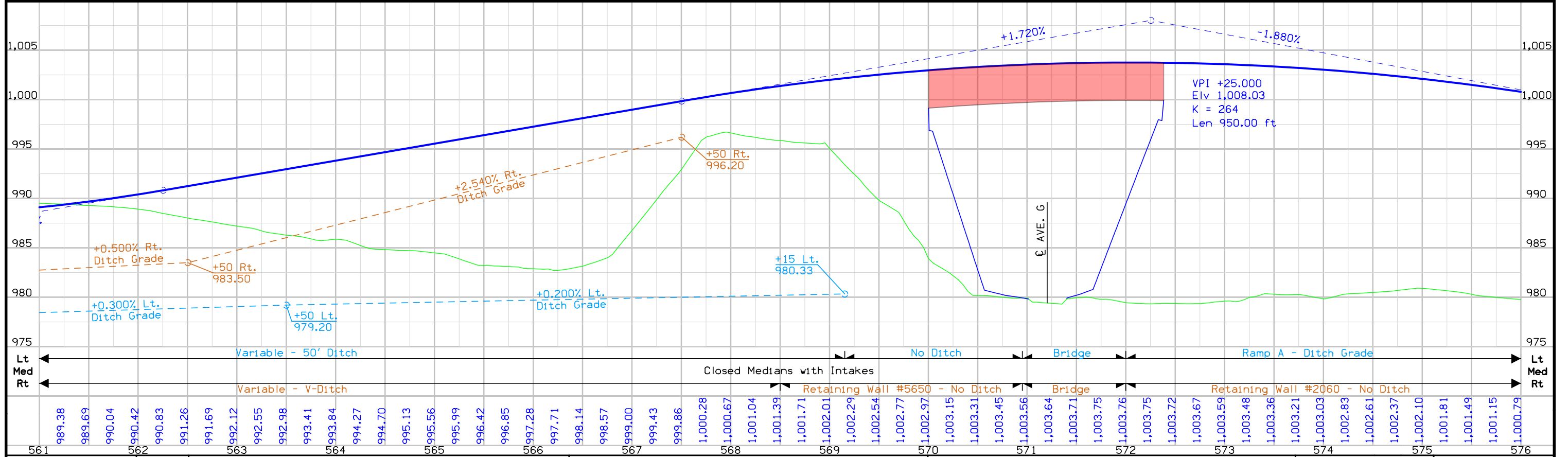
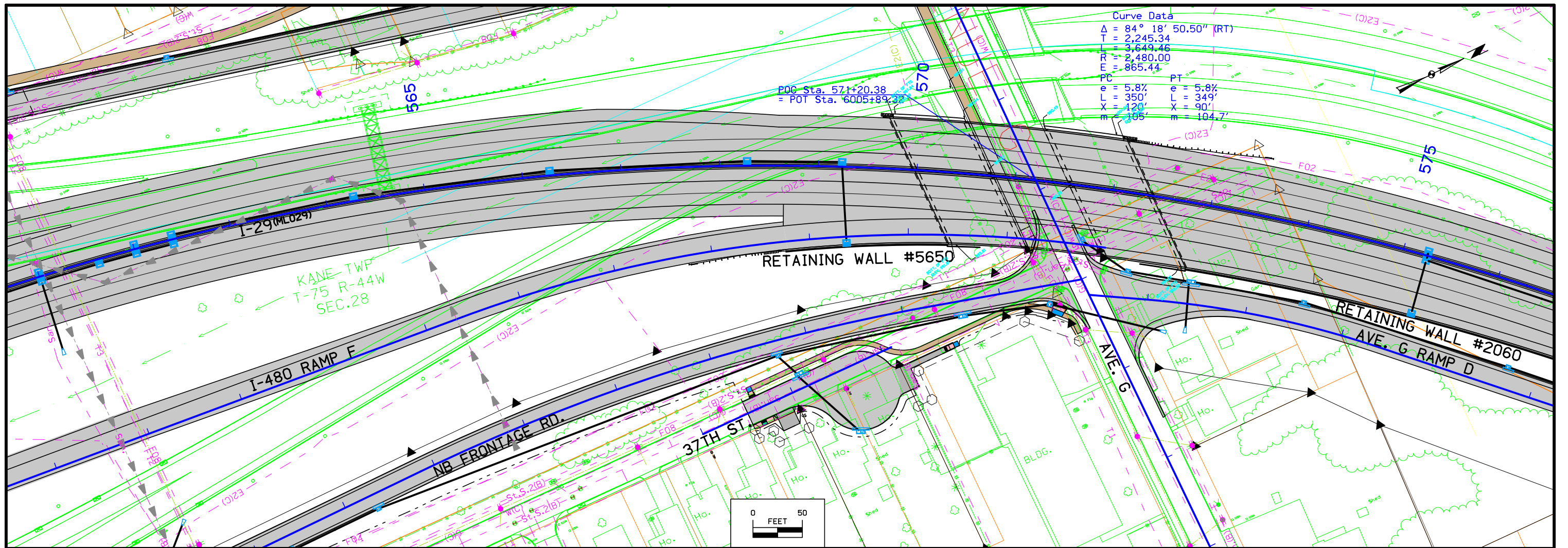
POC Sta. 553+28.27
= POC Sta. 6553+70.90

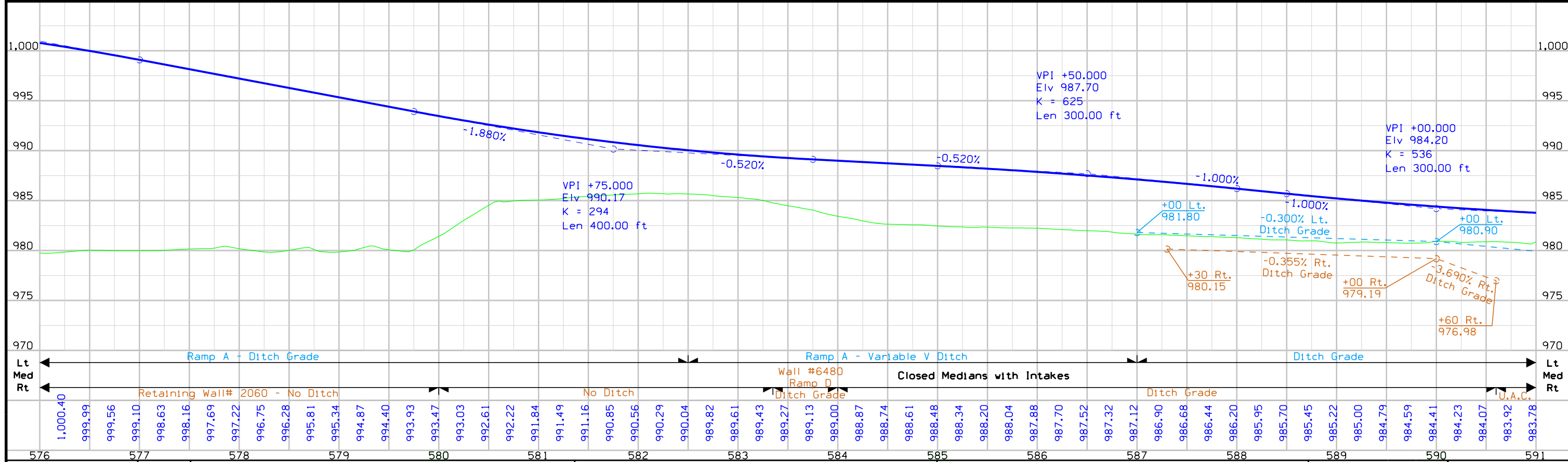
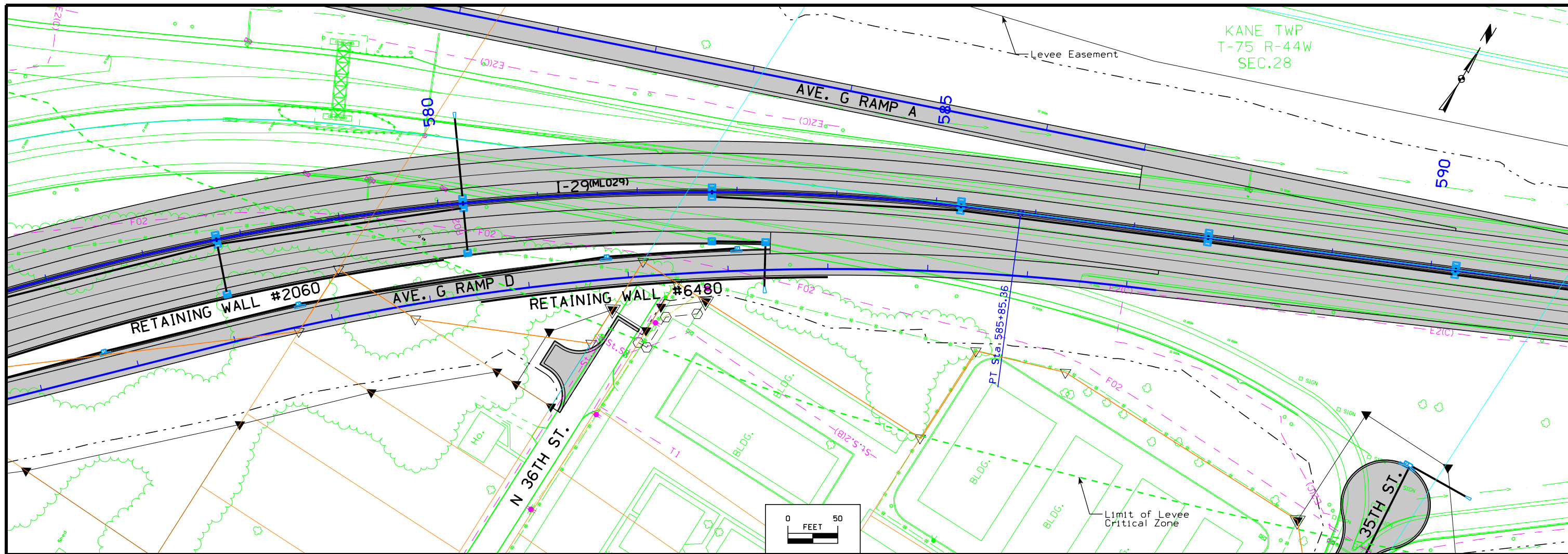
PC Sta 549+35.90



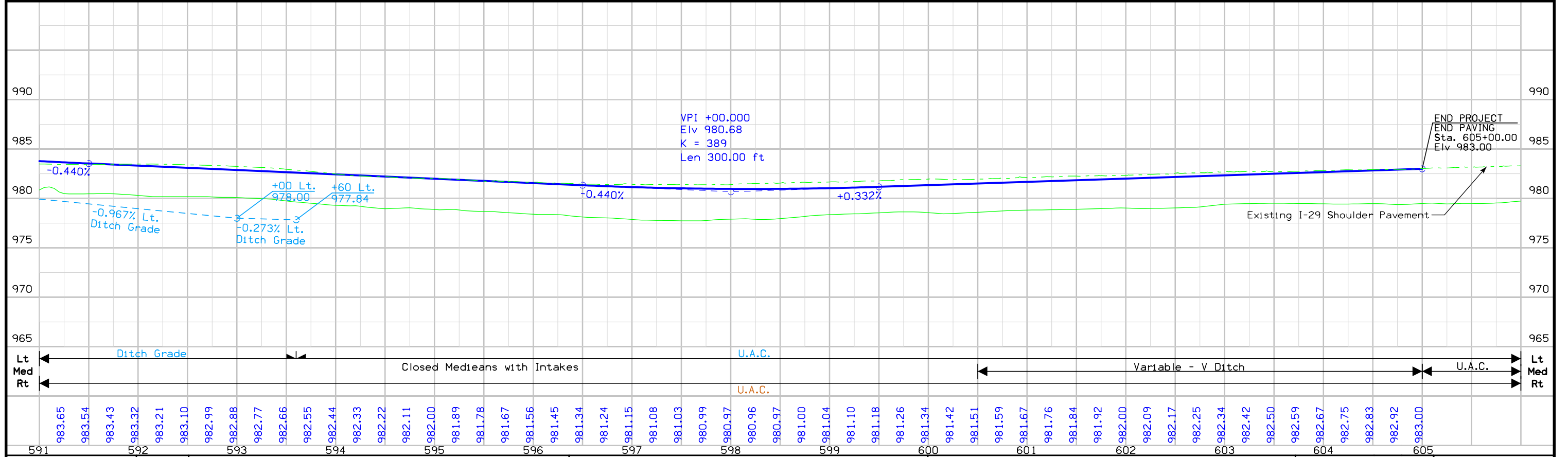
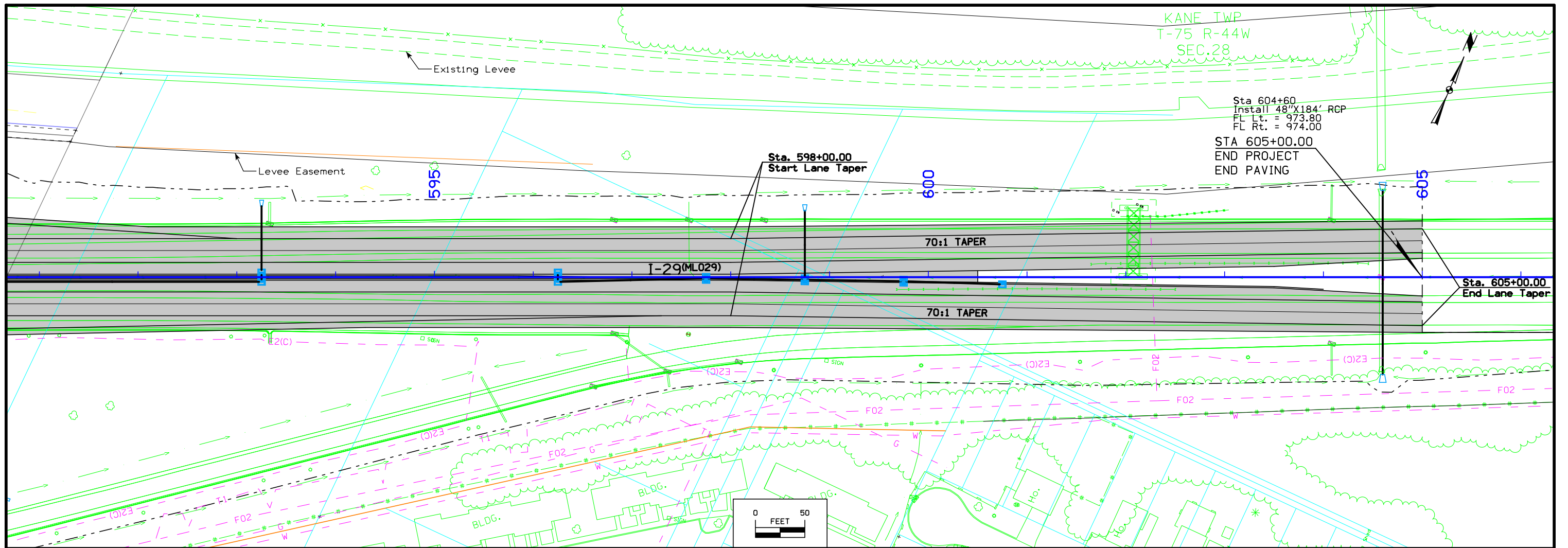


FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	D.7
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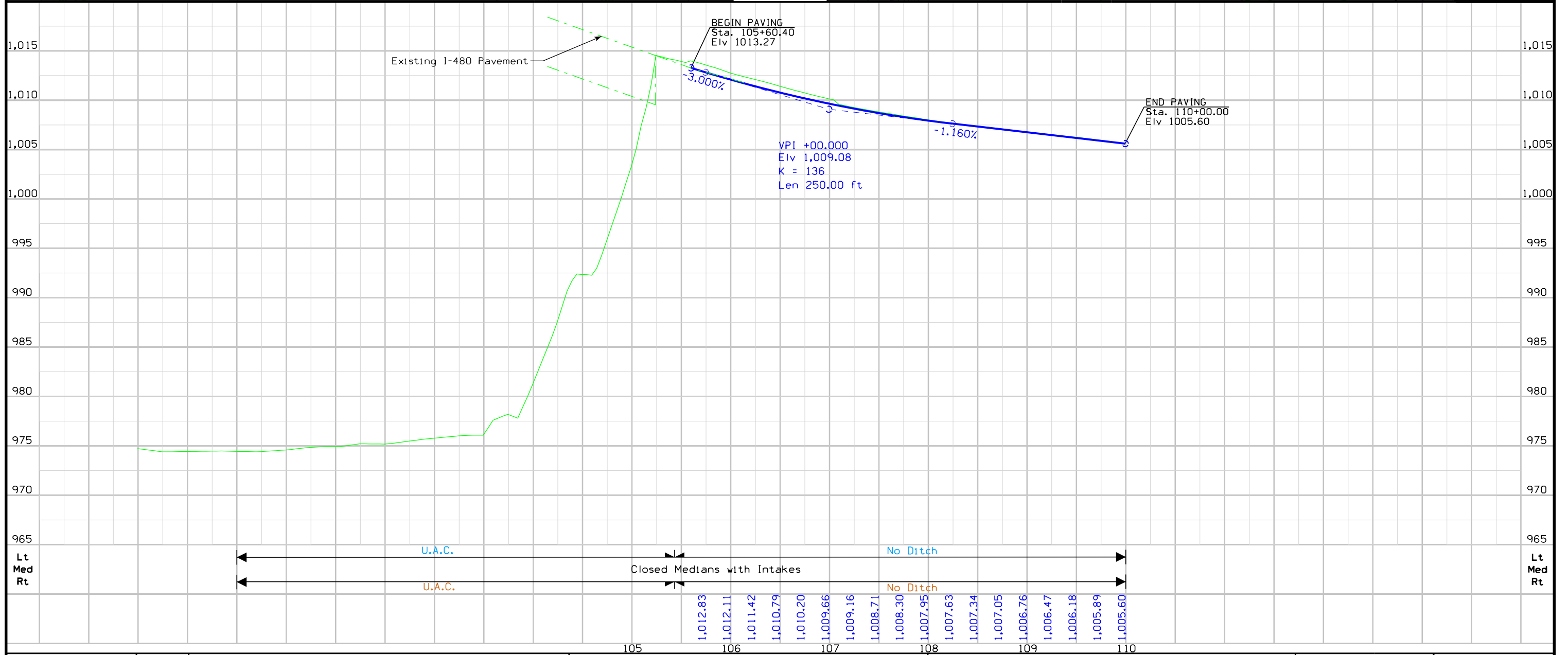
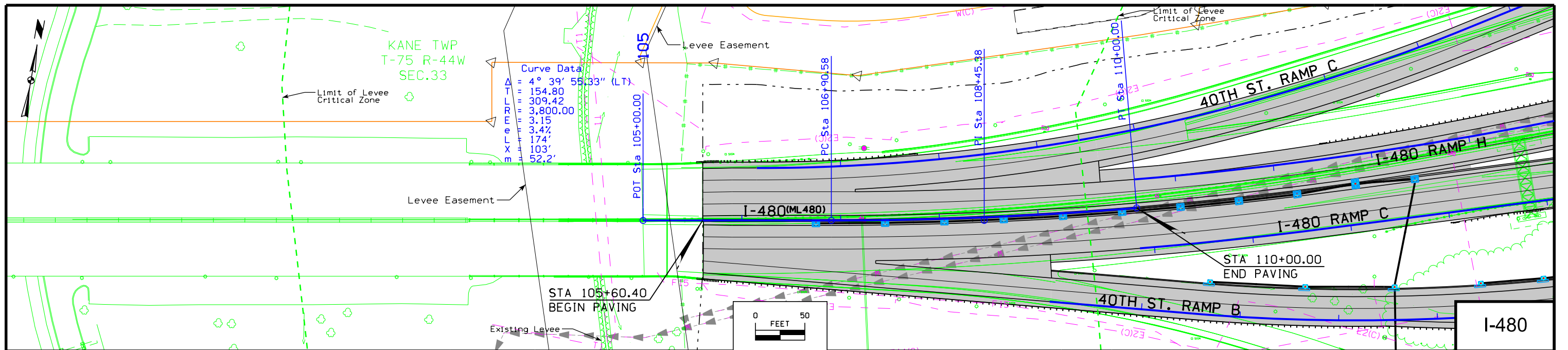


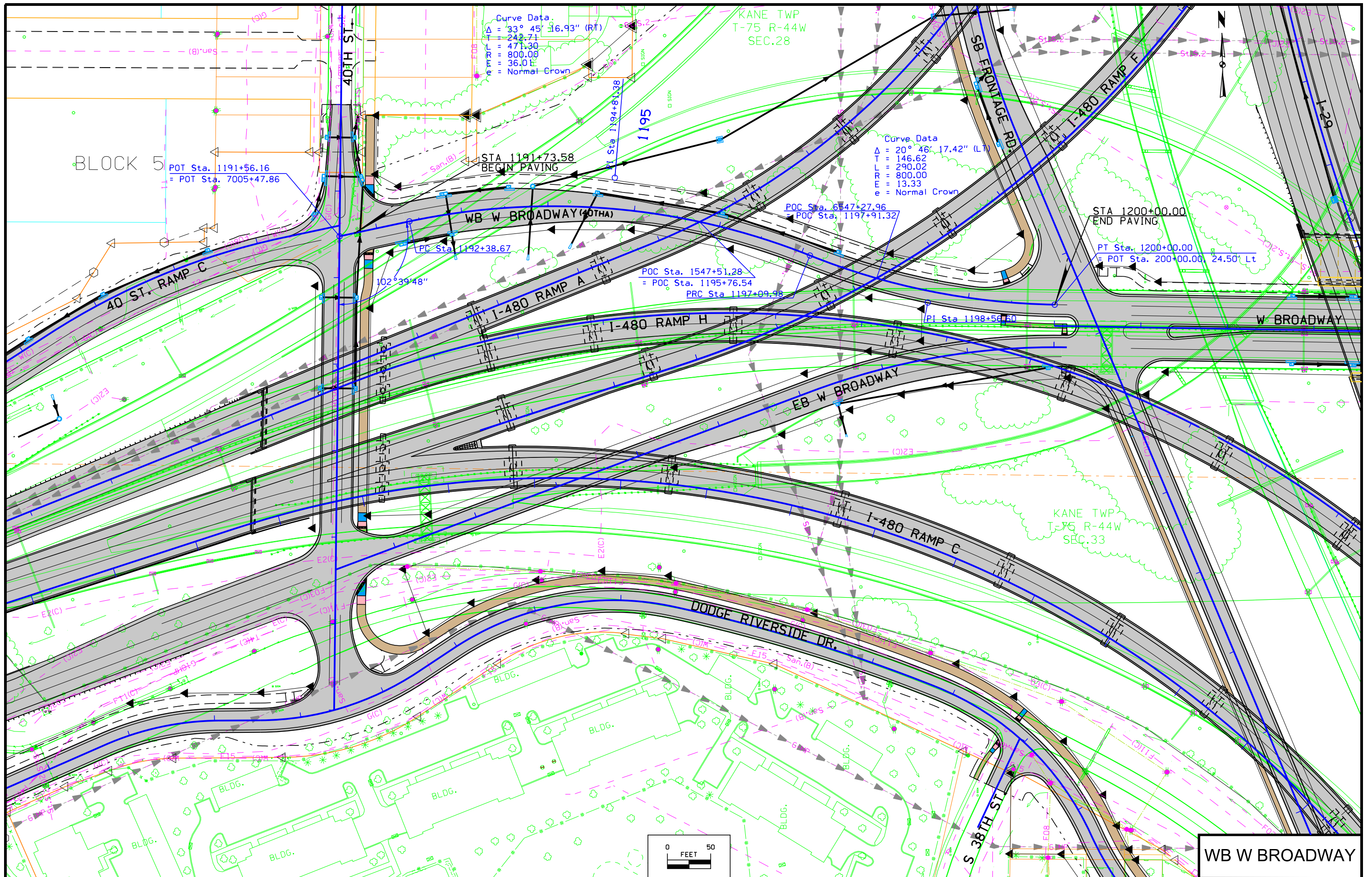


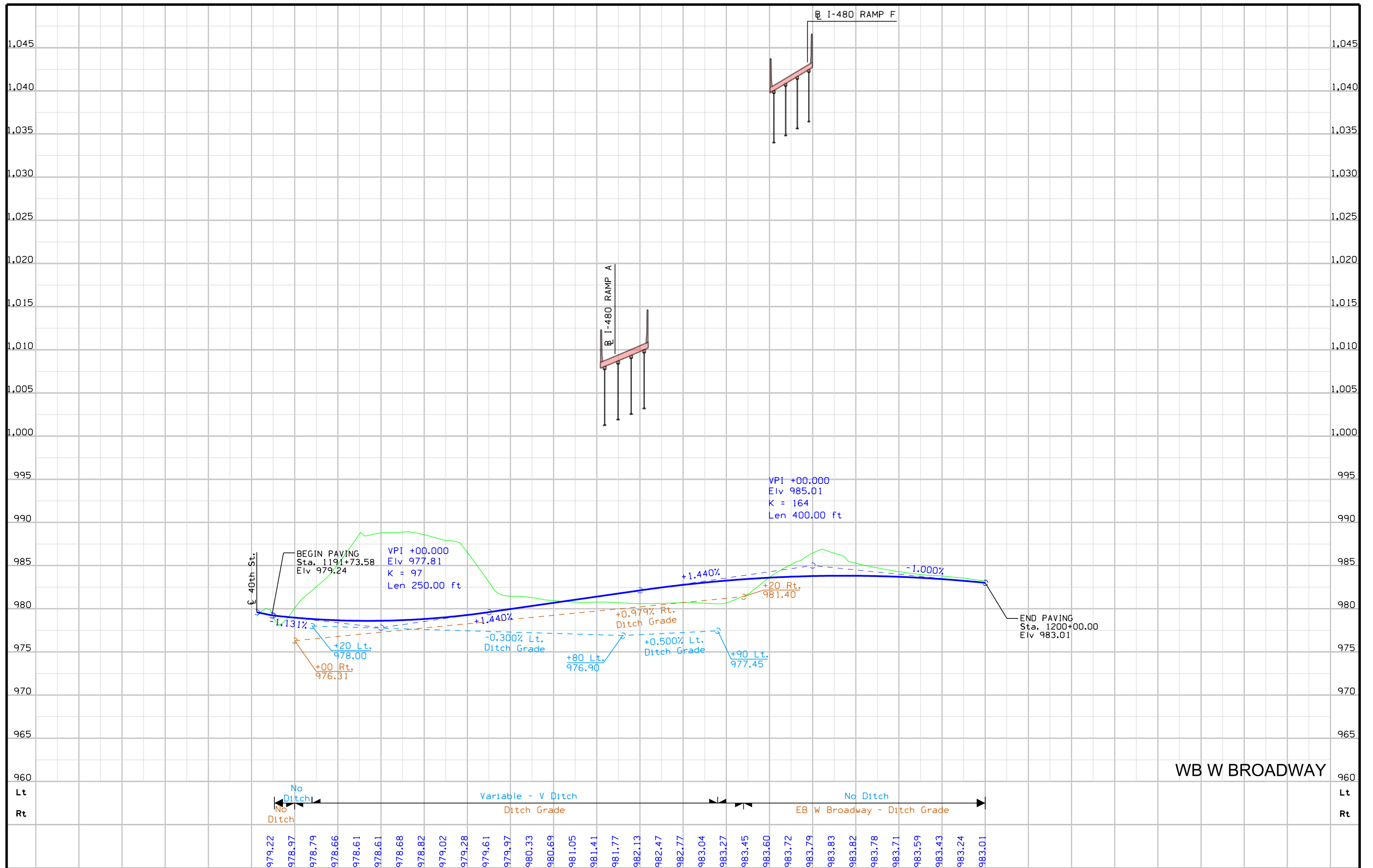
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	D.9
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FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	D.10
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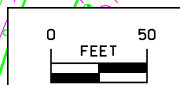
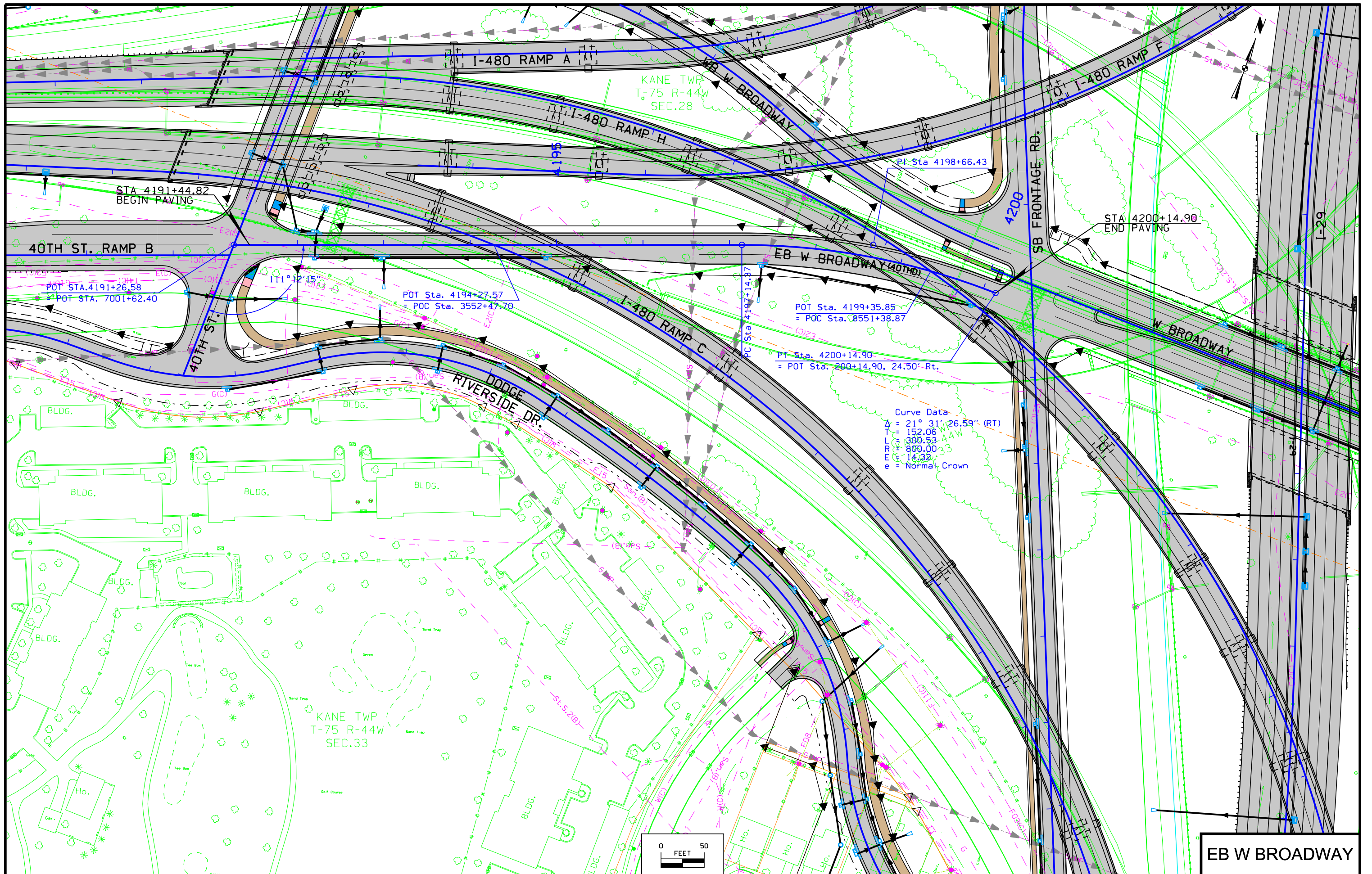




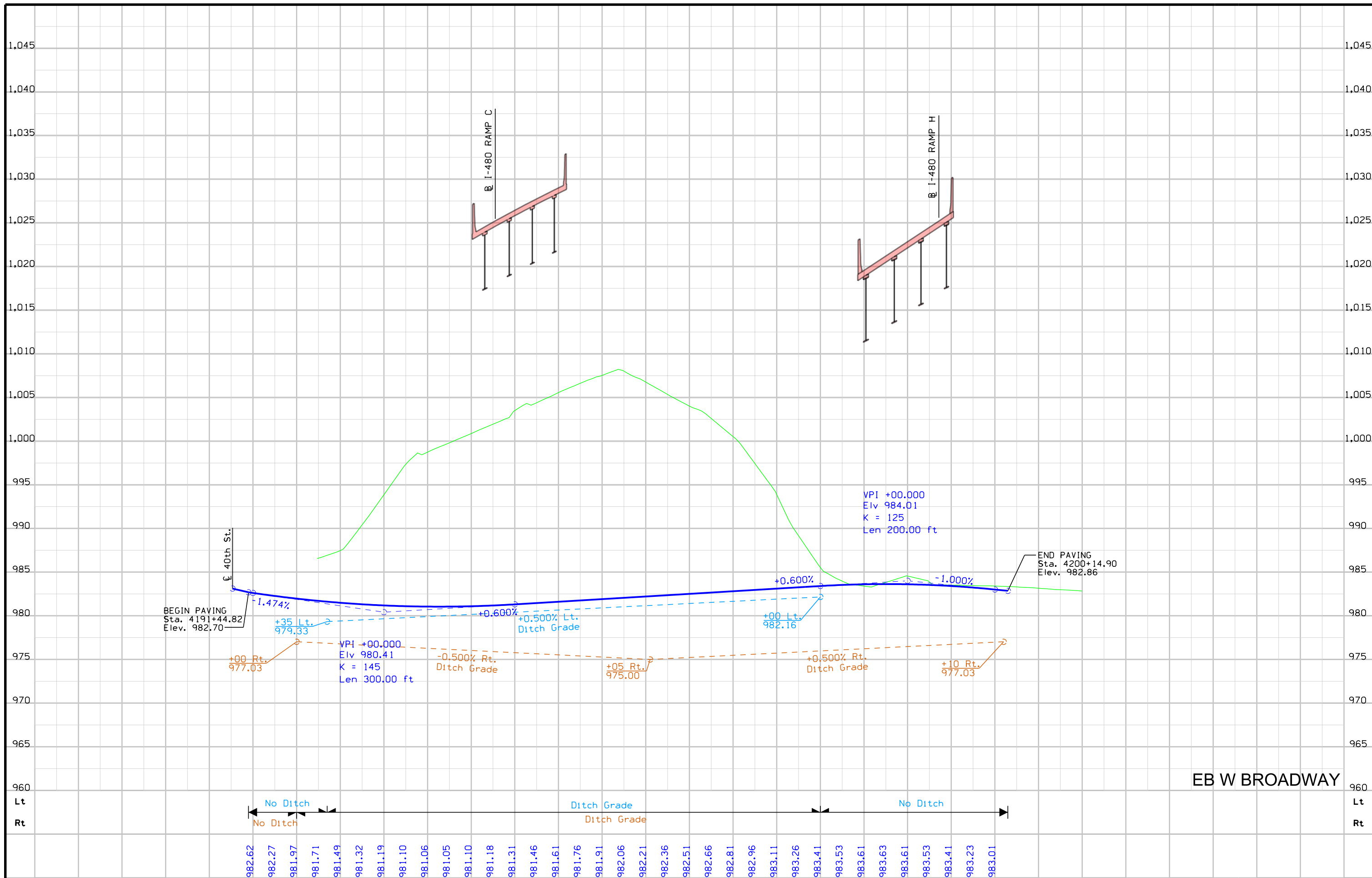


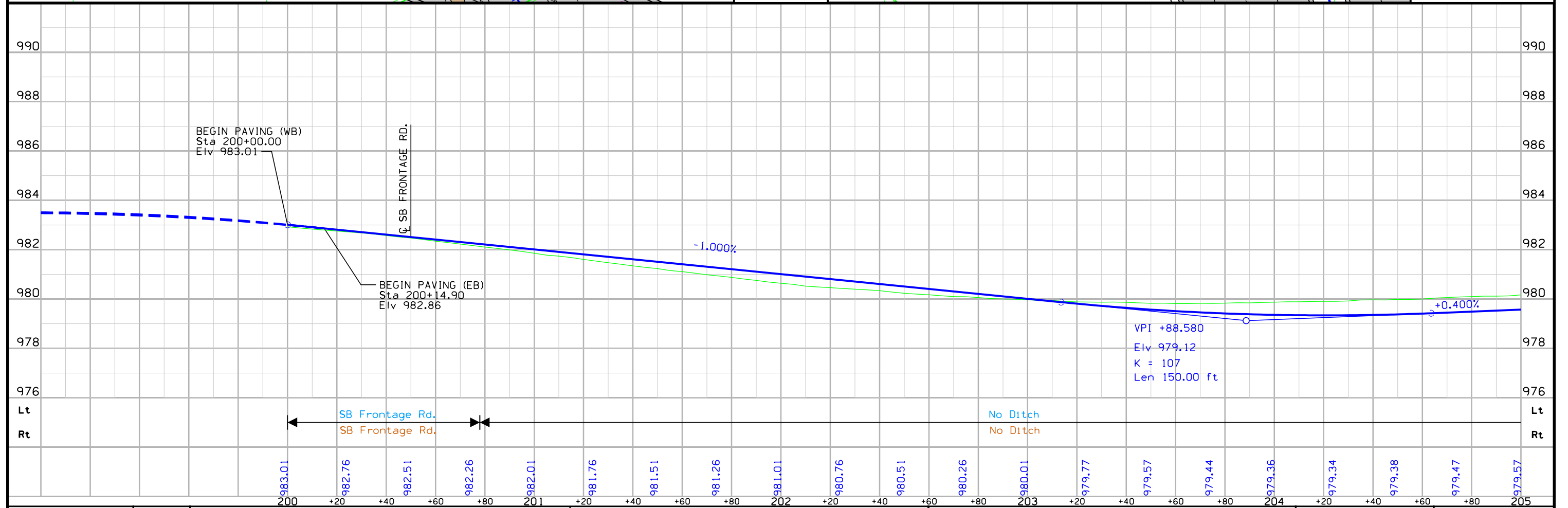
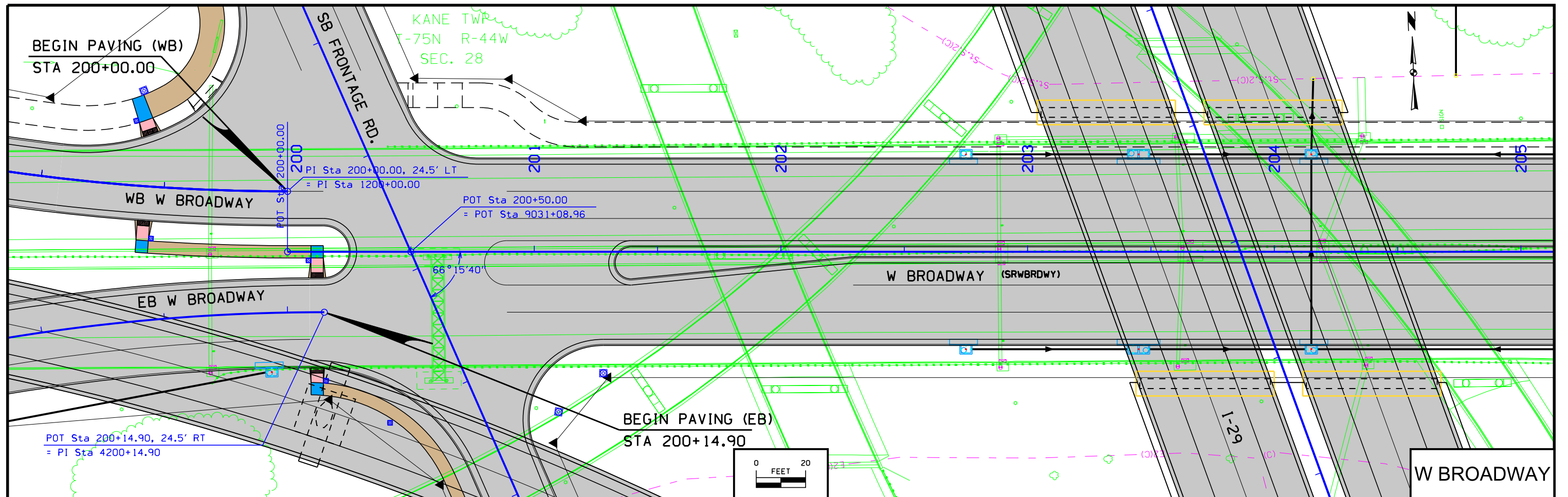
WB W BROADWAY

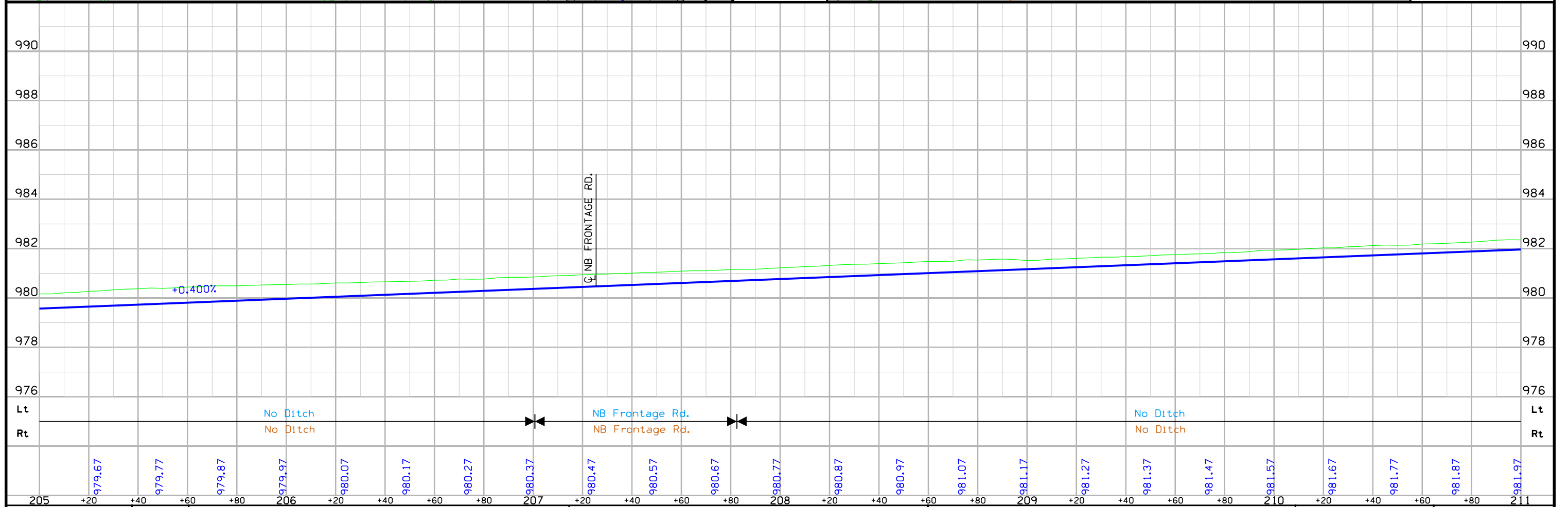
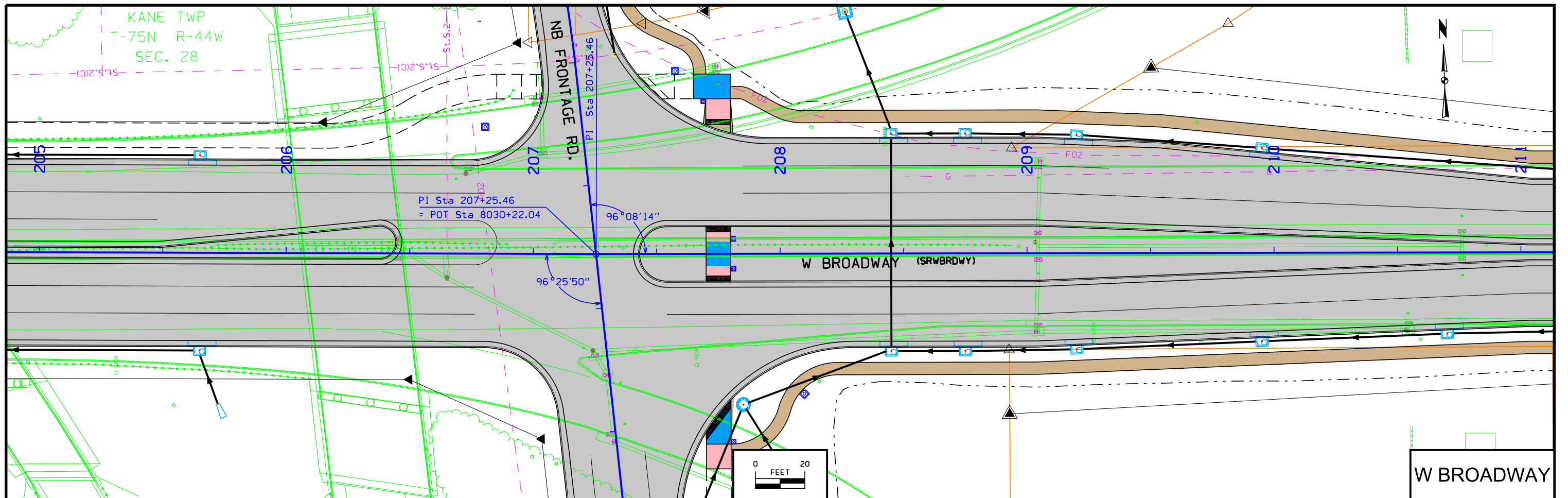
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	E.2
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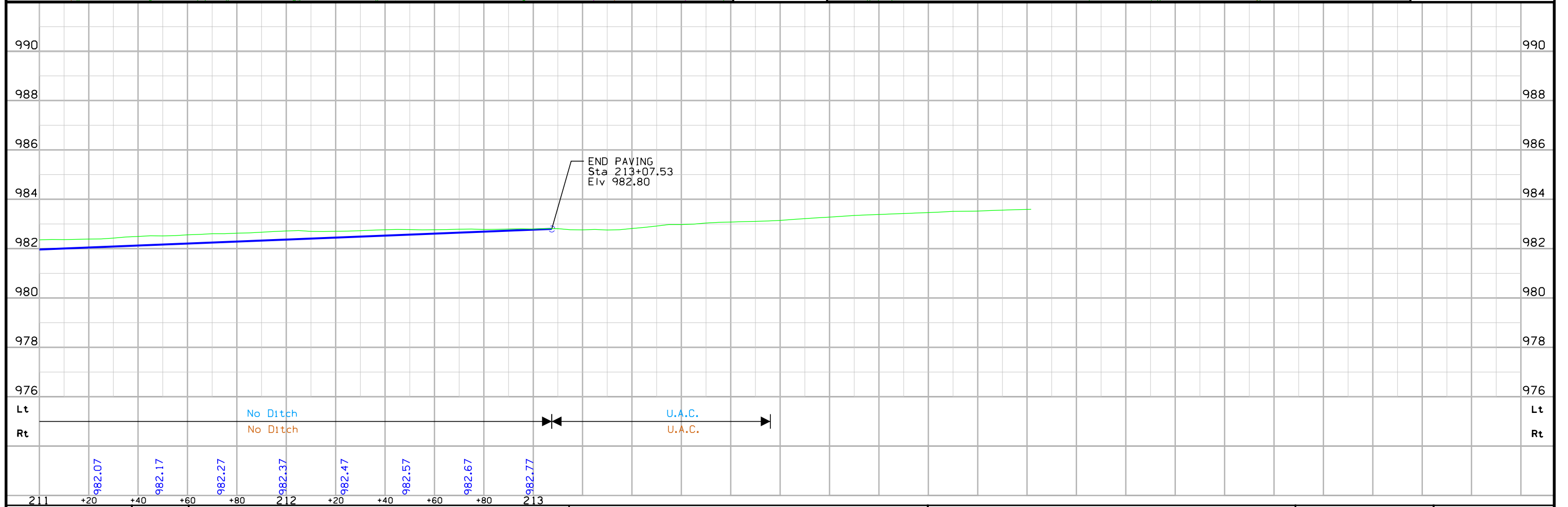
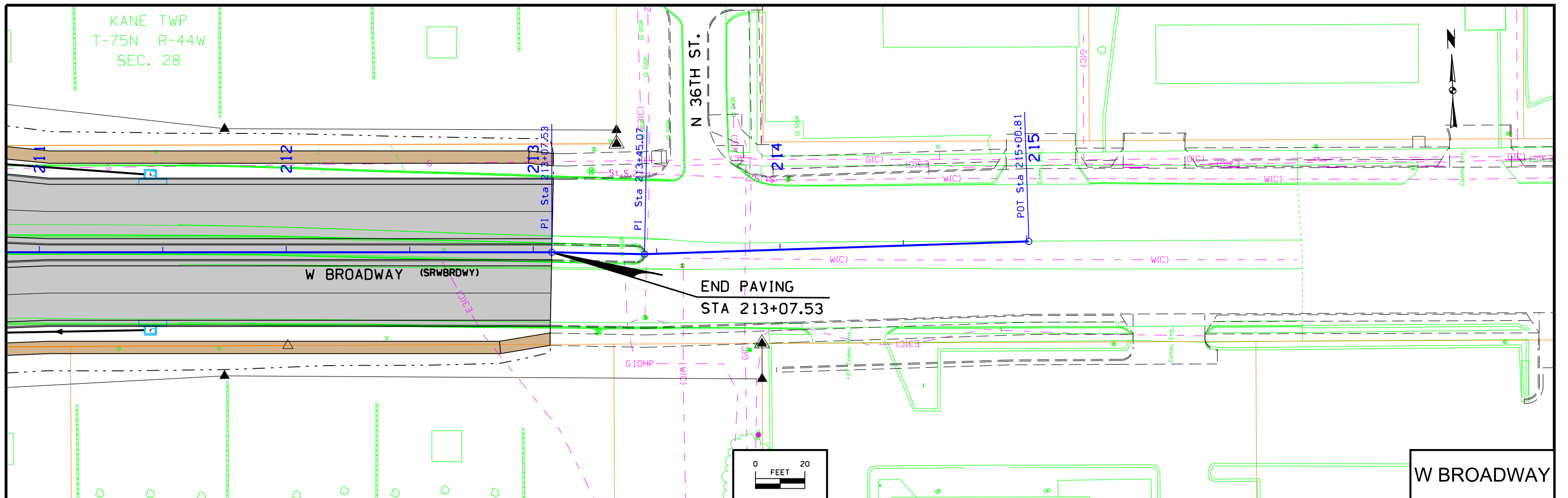


EB W BROADWAY

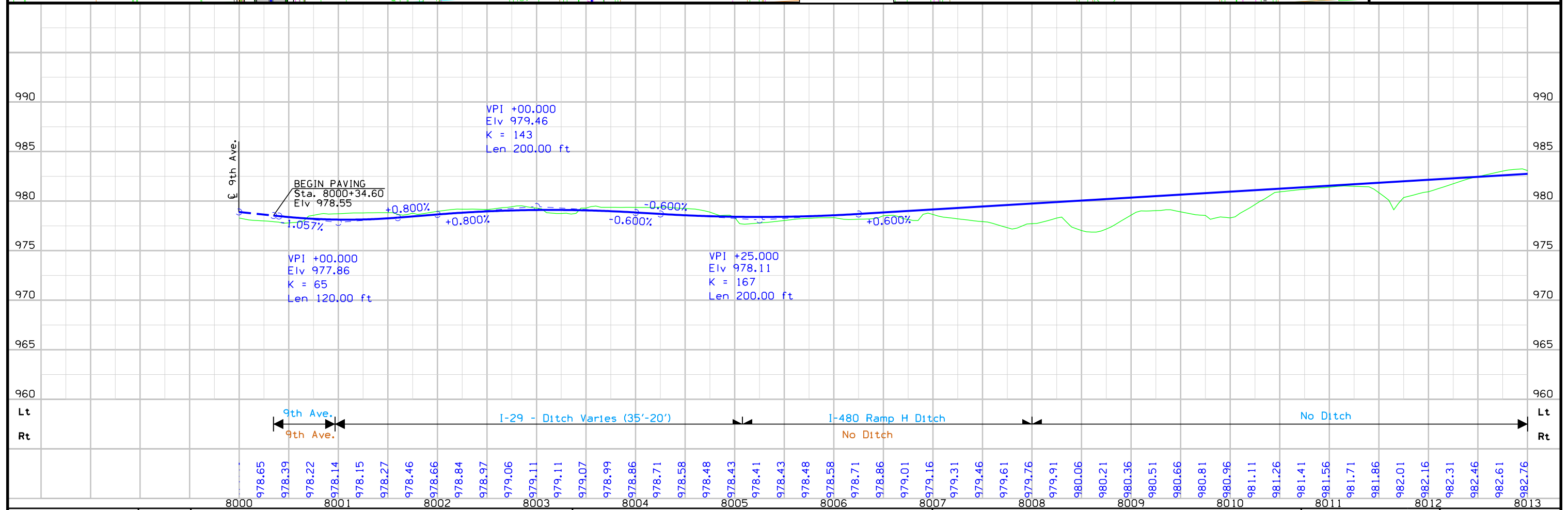
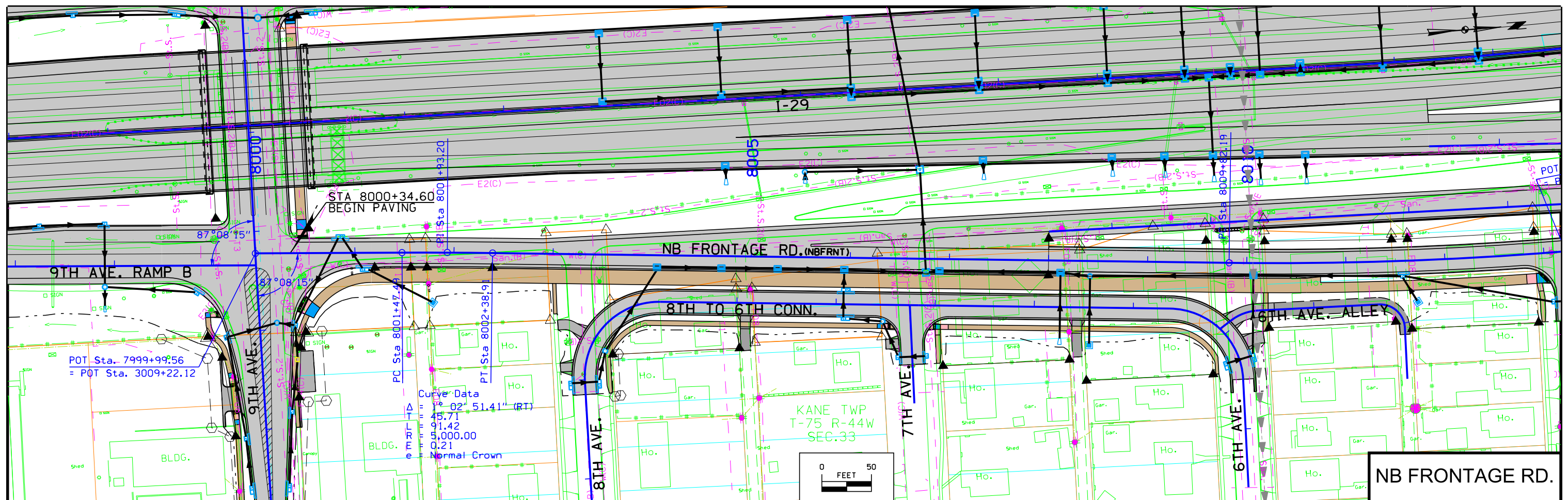




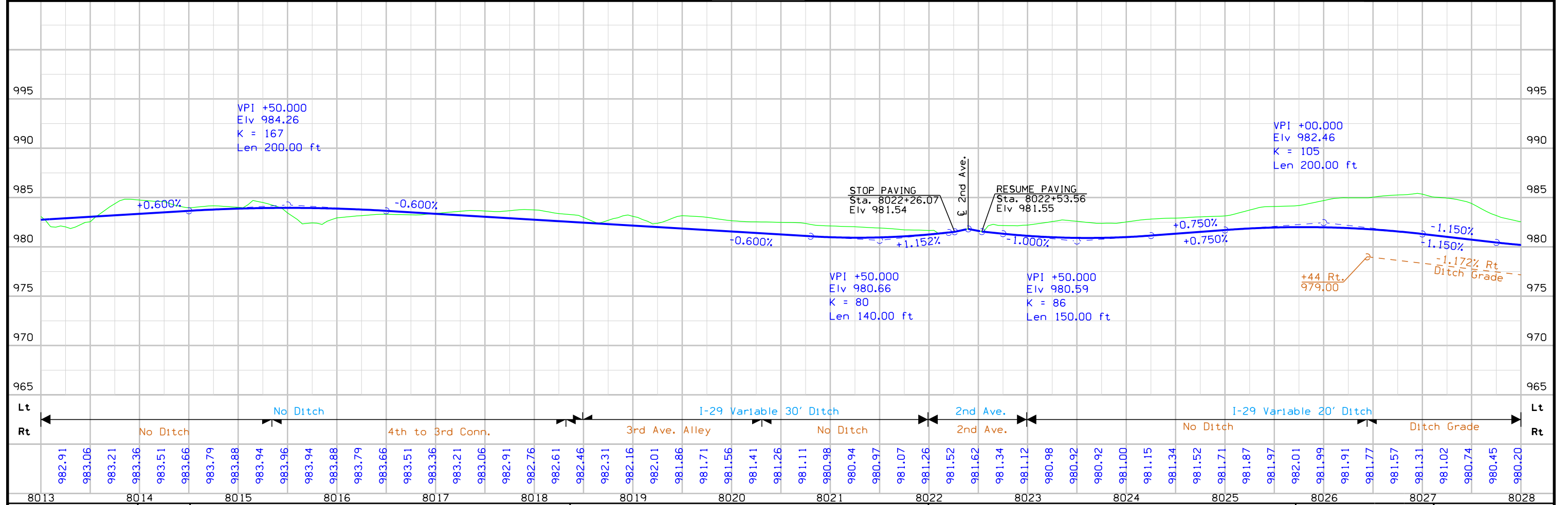
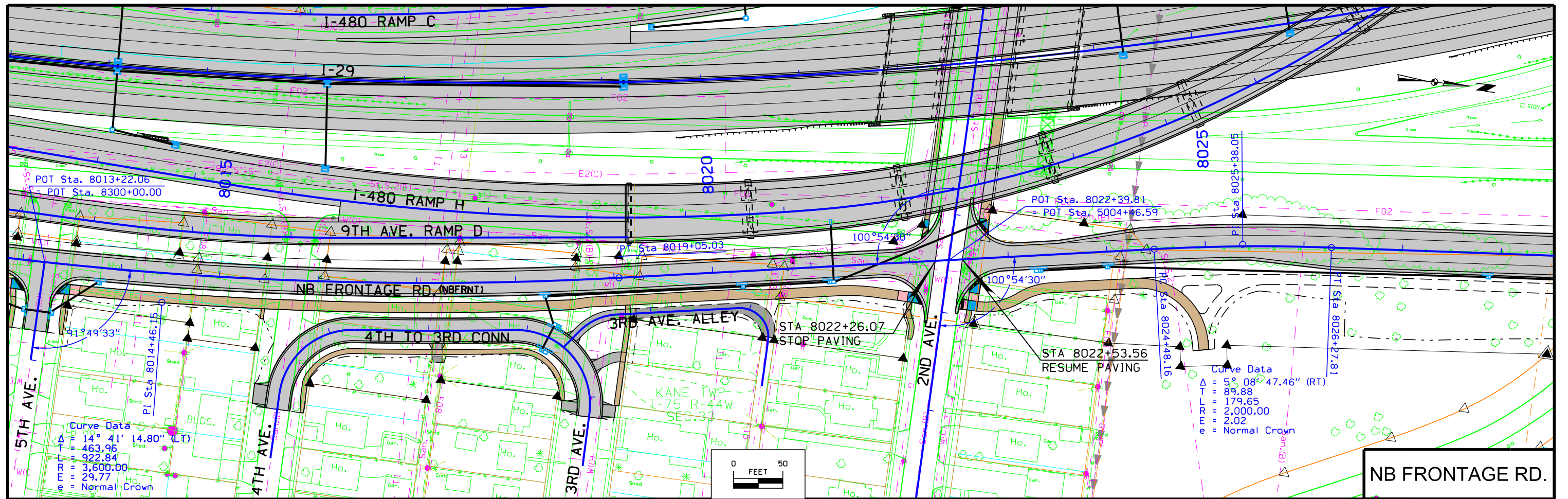




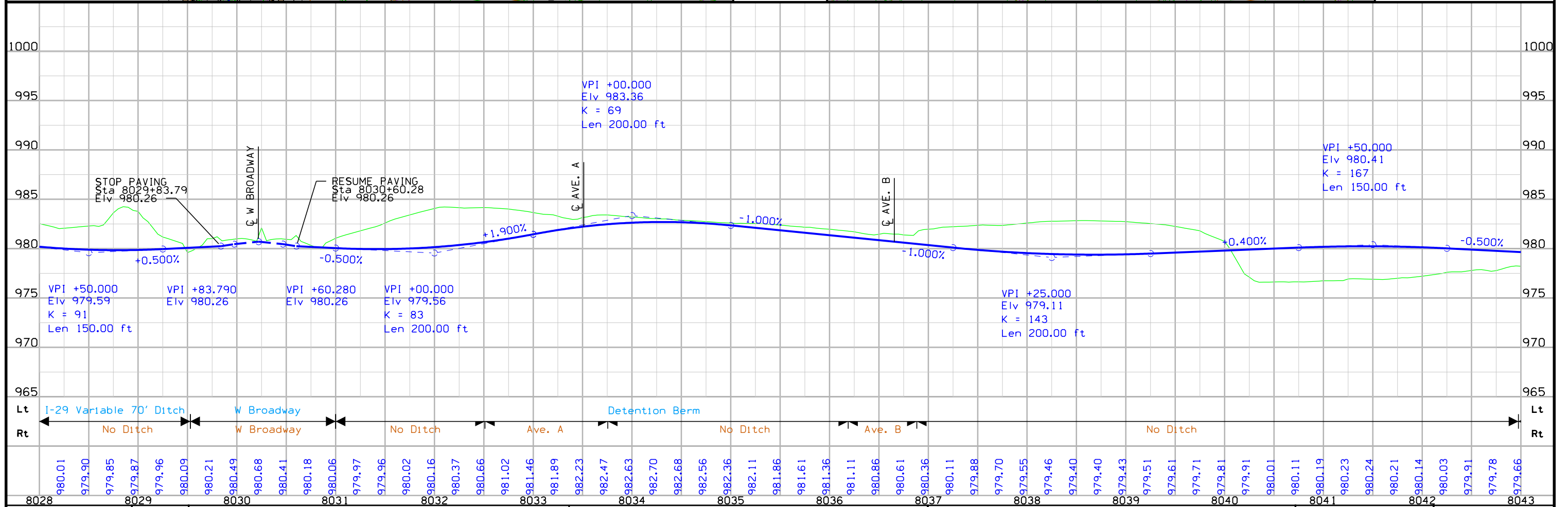
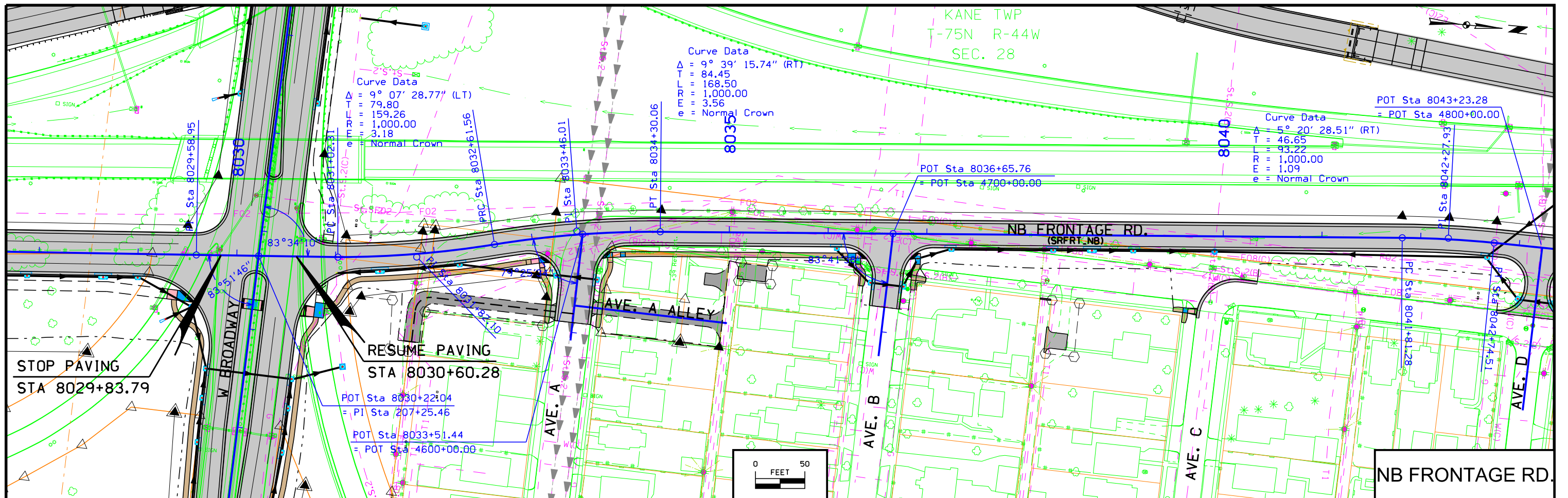
211	+20	+40	+60	+80	212	+20	+40	+60	+80	213	POTTAWATTAMIE COUNTY		PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	E.7
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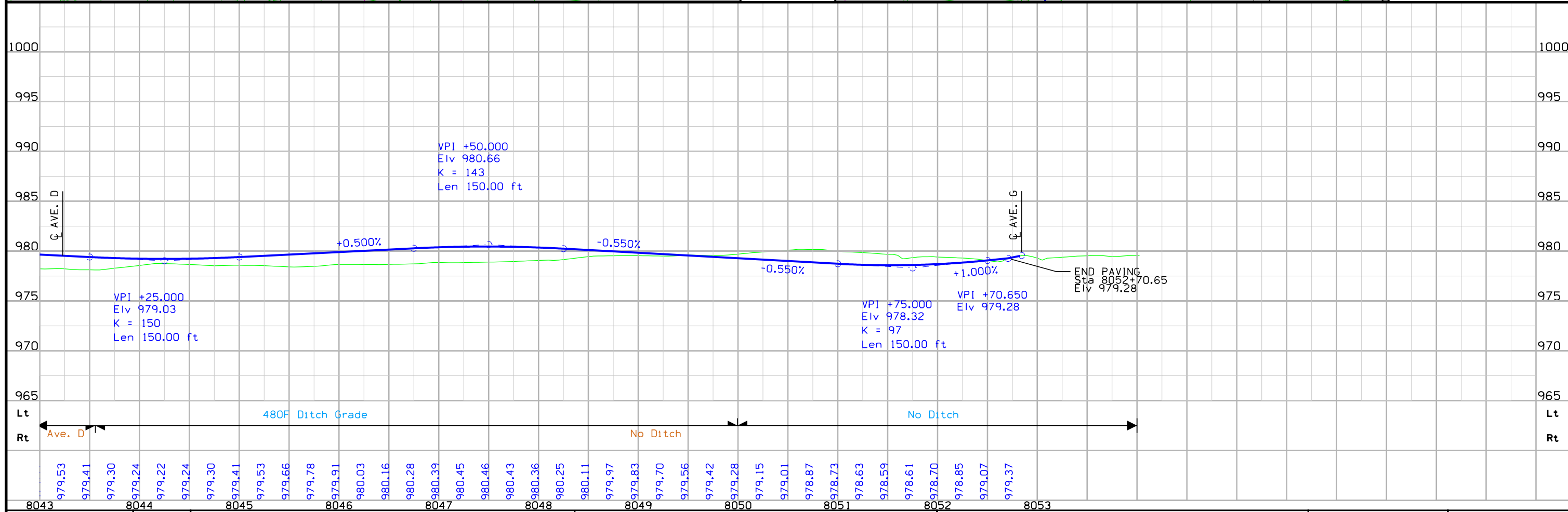
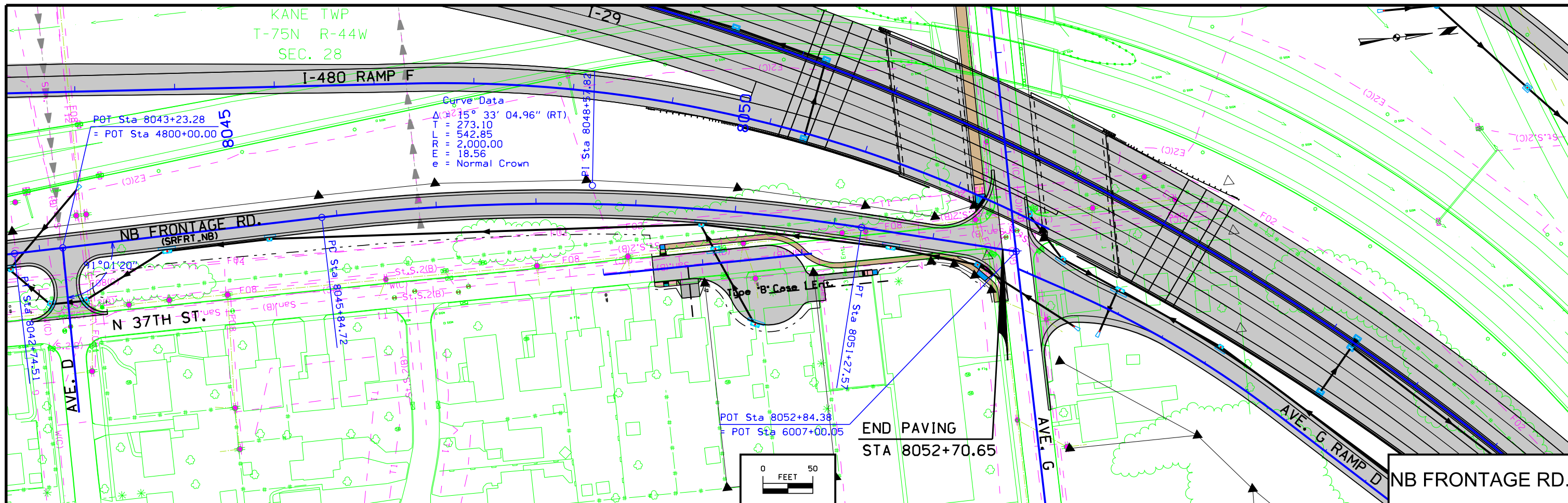


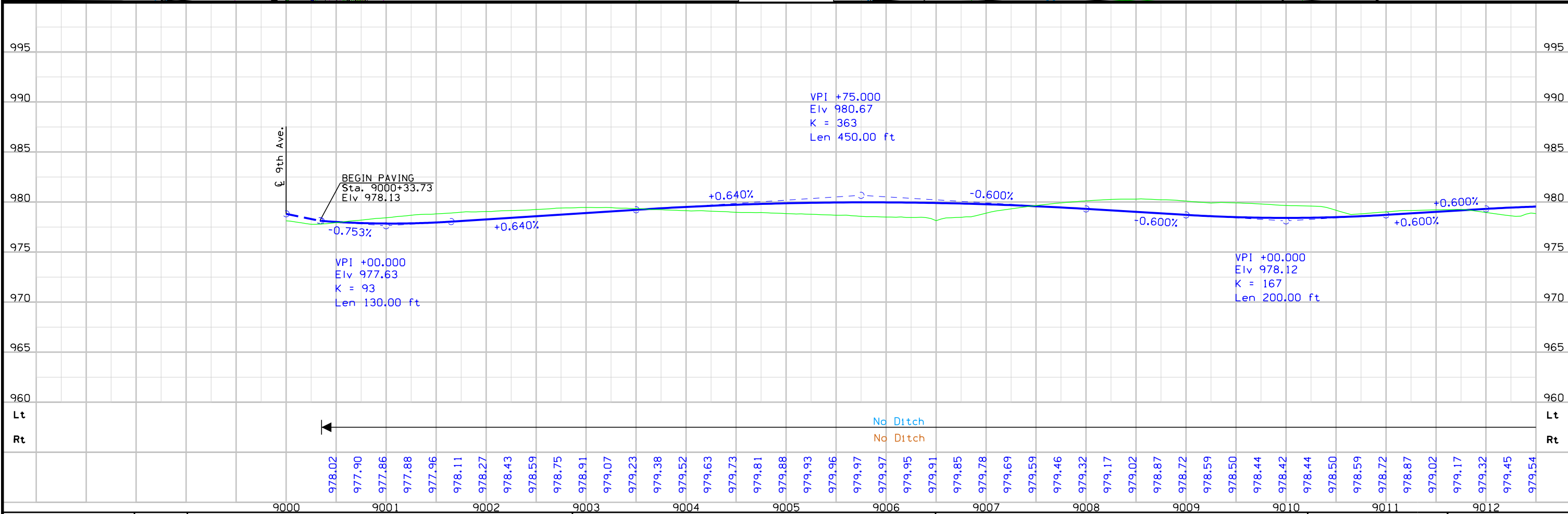
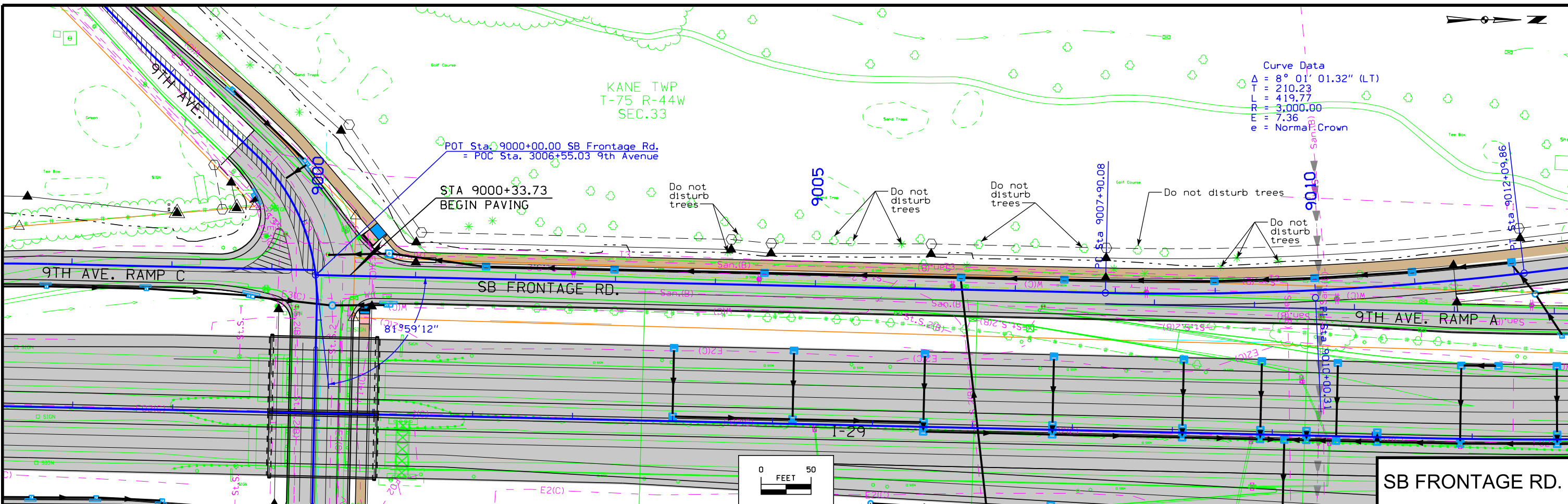
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	E.8
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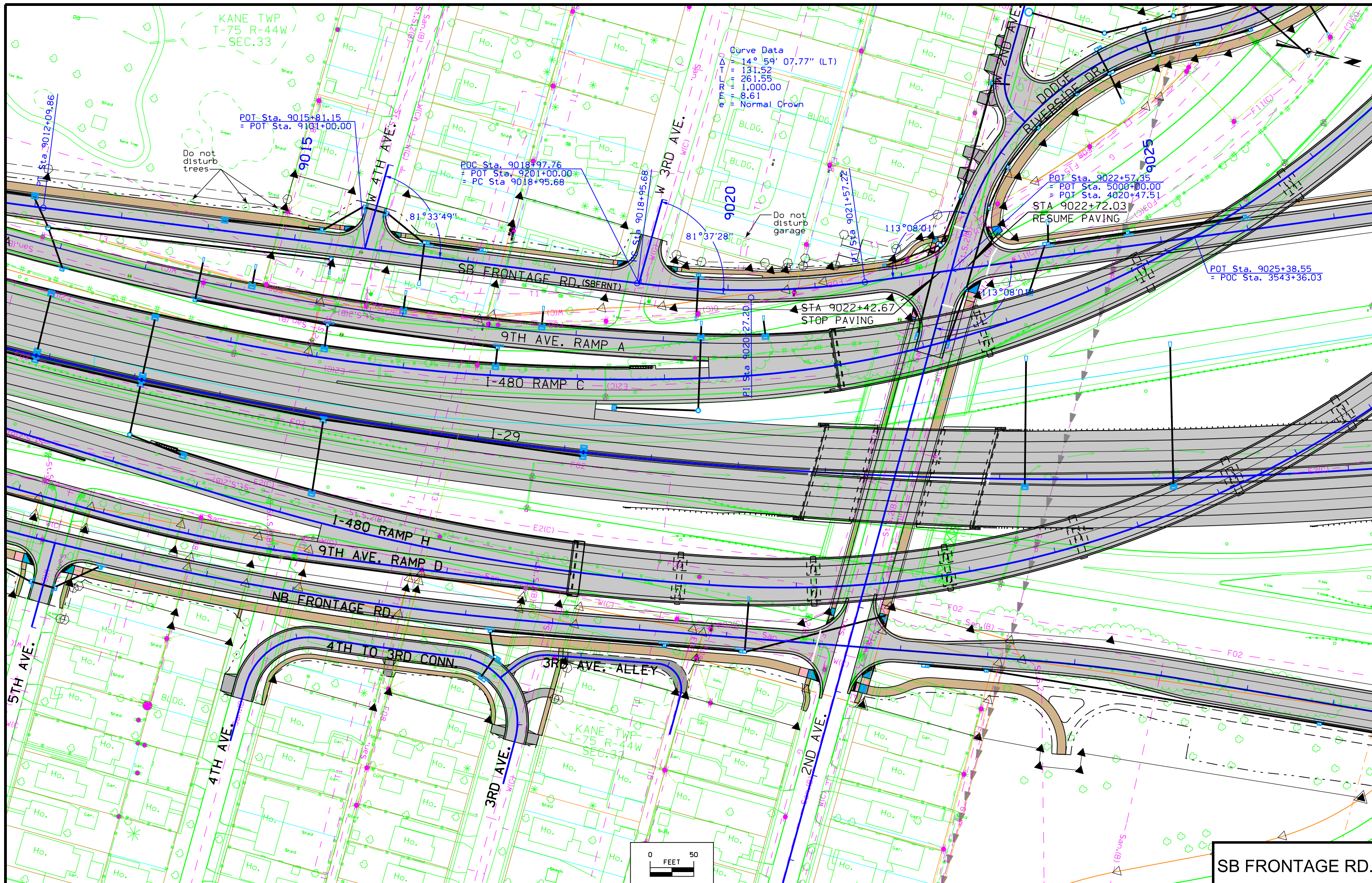


FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	COUNTY	POTTAWATTAMIE	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	E.9
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Curve Data
 Δ = 14° 59' 07.77" (LT)
 T = 131.52
 E = 261.55
 L = 1,000.00
 e = 8.61
 = Normal Crown

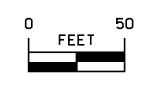
POT Sta. 9015+81.15
 = POT Sta. 9101+00.00

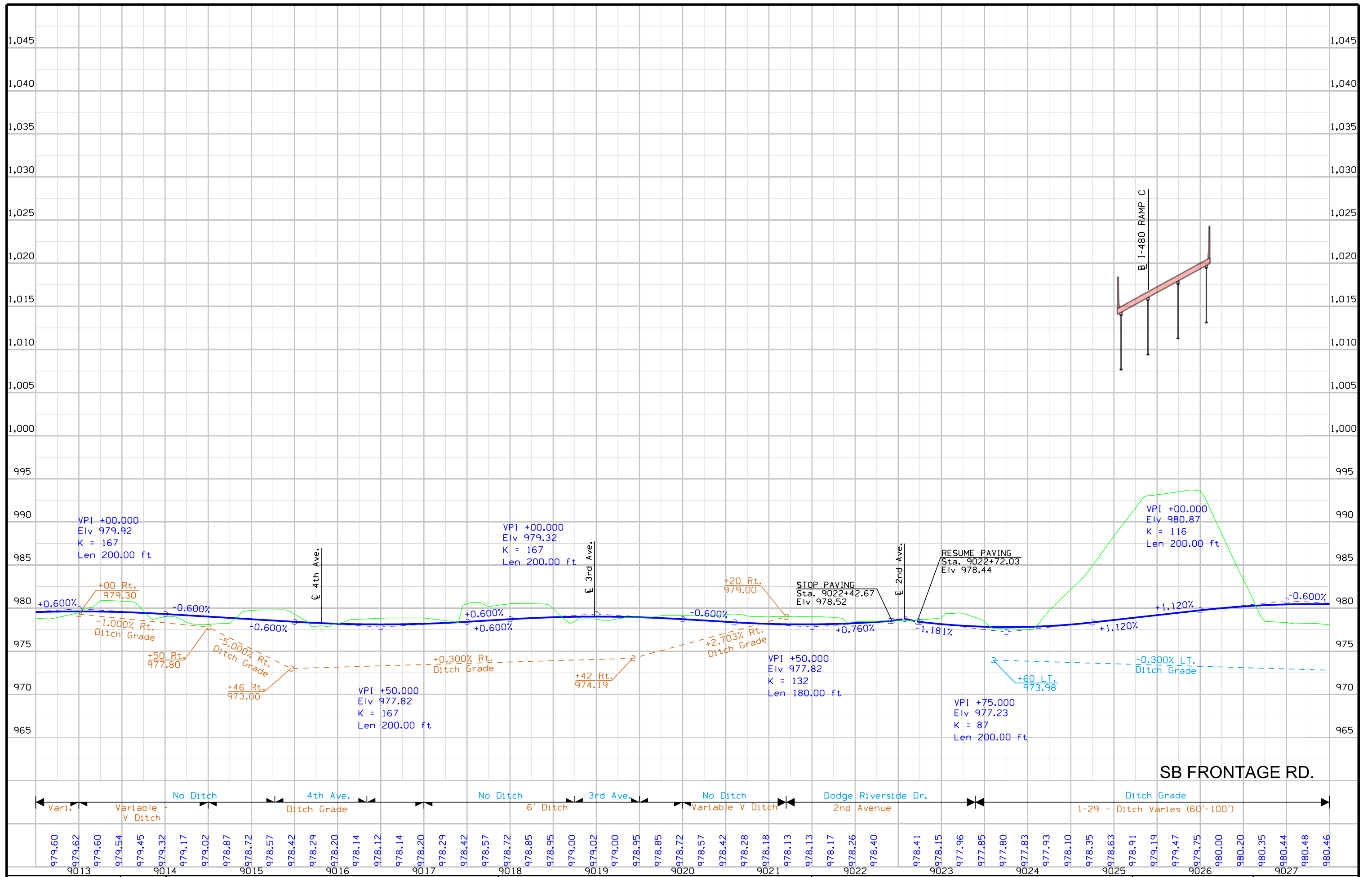
POC Sta. 9018+97.76
 = POT Sta. 9201+00.00
 = PC Sta. 9018+95.68

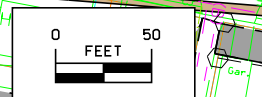
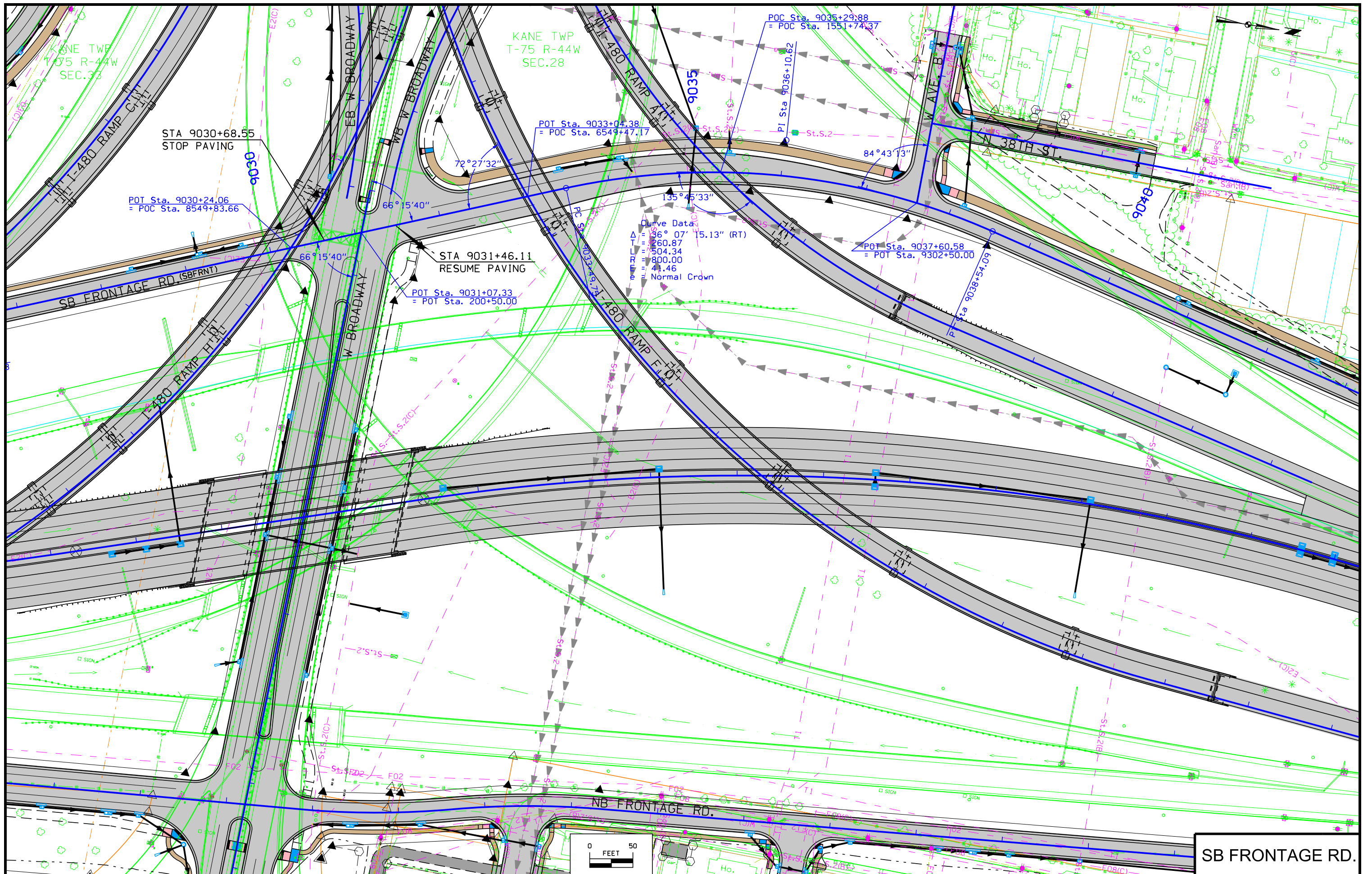
POT Sta. 9022+57.35
 = POT Sta. 5008+00.00
 = POT Sta. 4820+47.51
 STA 9022+72.03
 RESUME PAVING

POT Sta. 9025+38.55
 = POC Sta. 3543+36.03

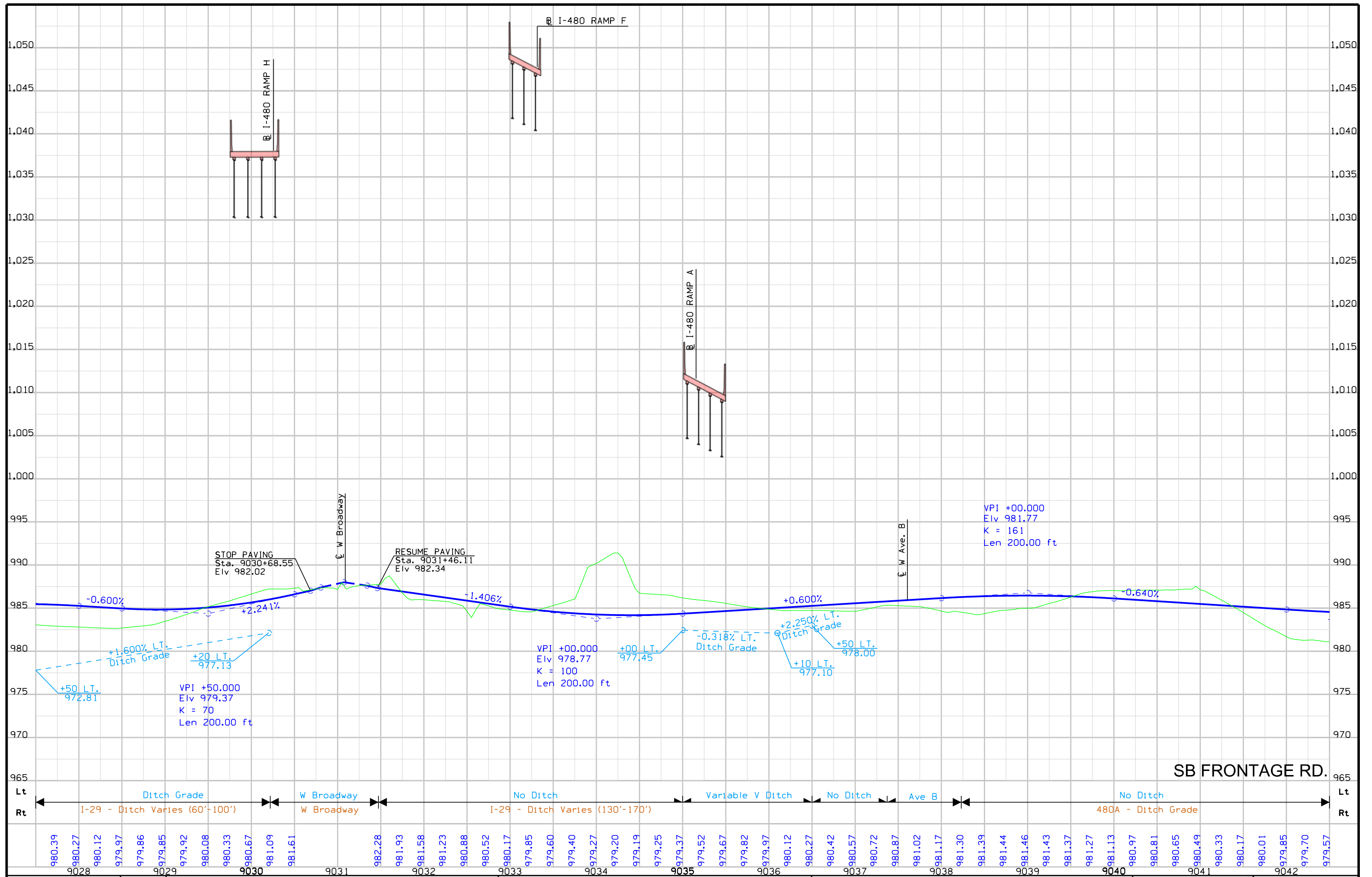
STA 9022+42.67
 STOP PAVING

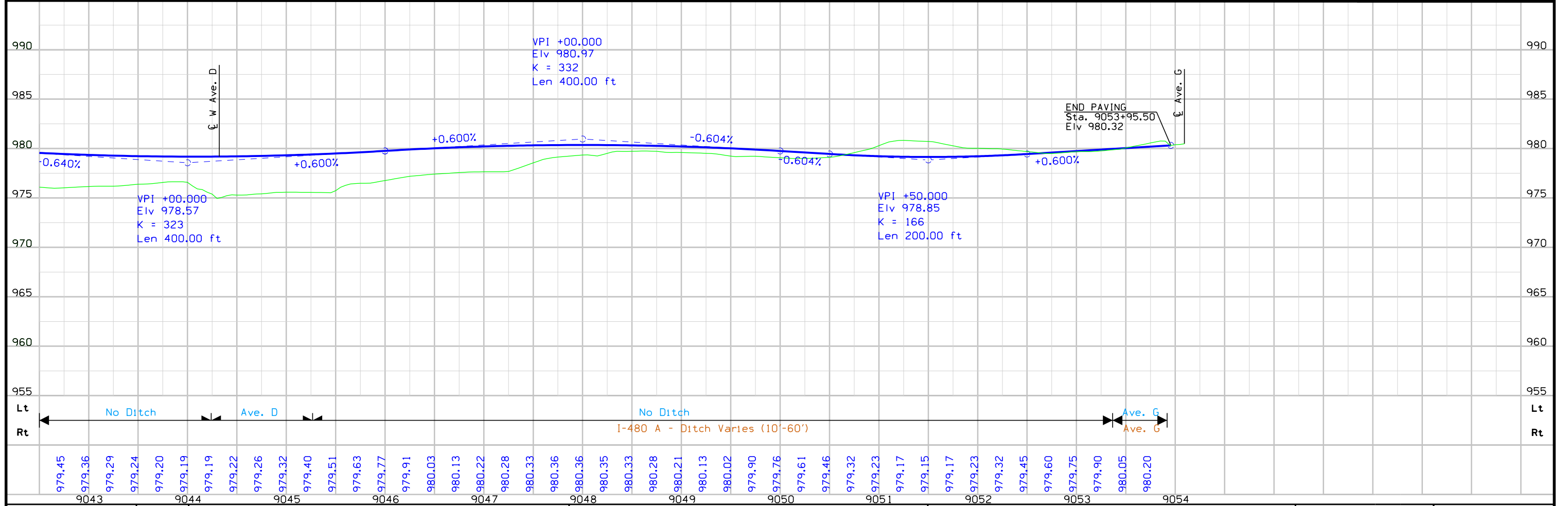
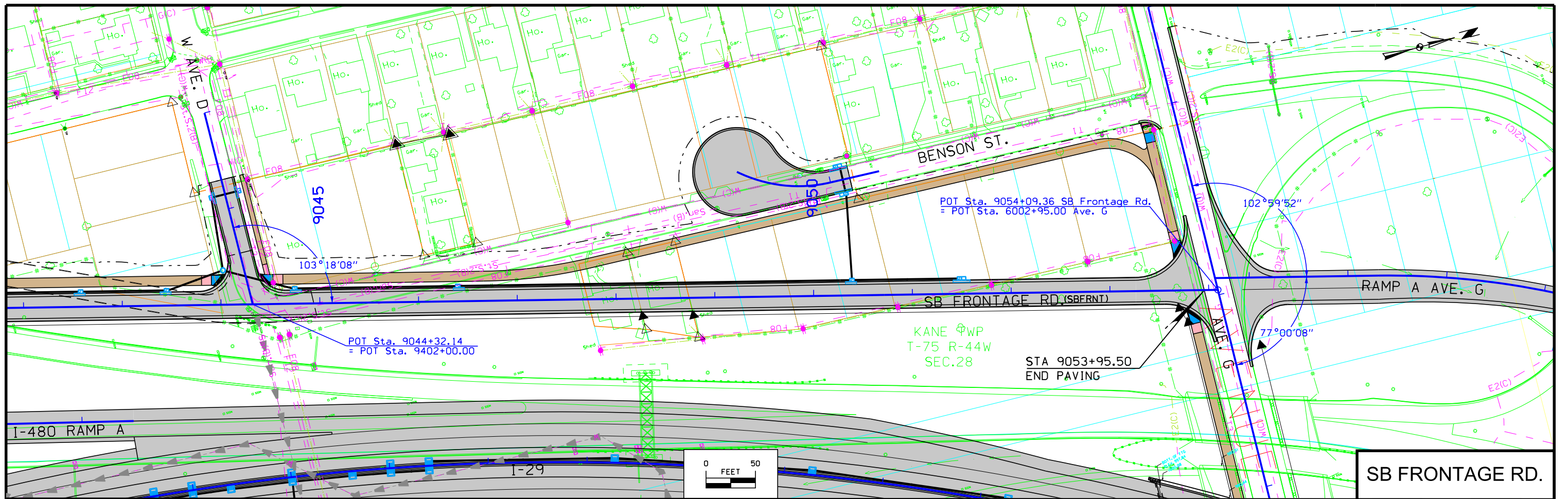




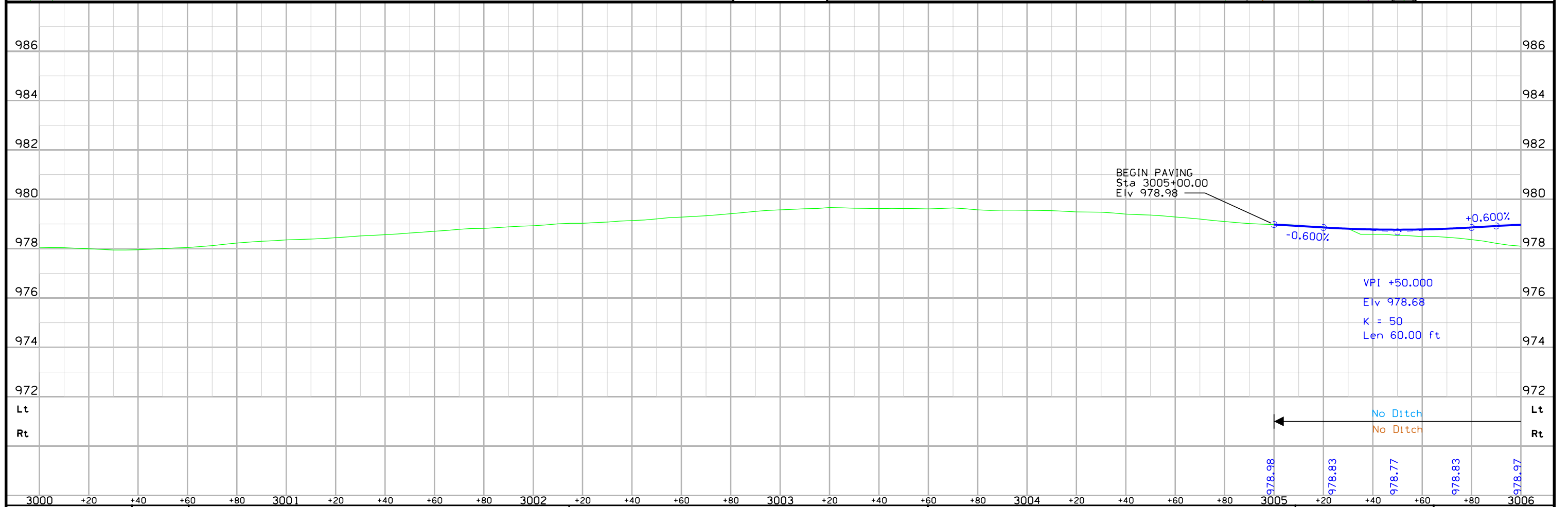
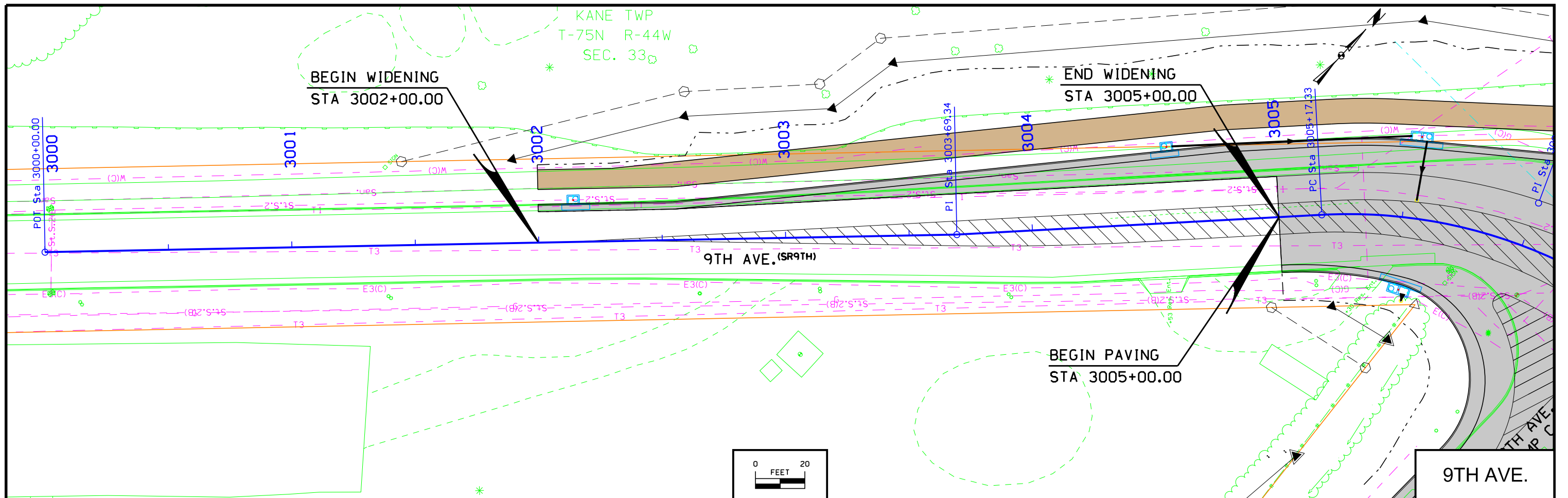


SB FRONTAGE RD.

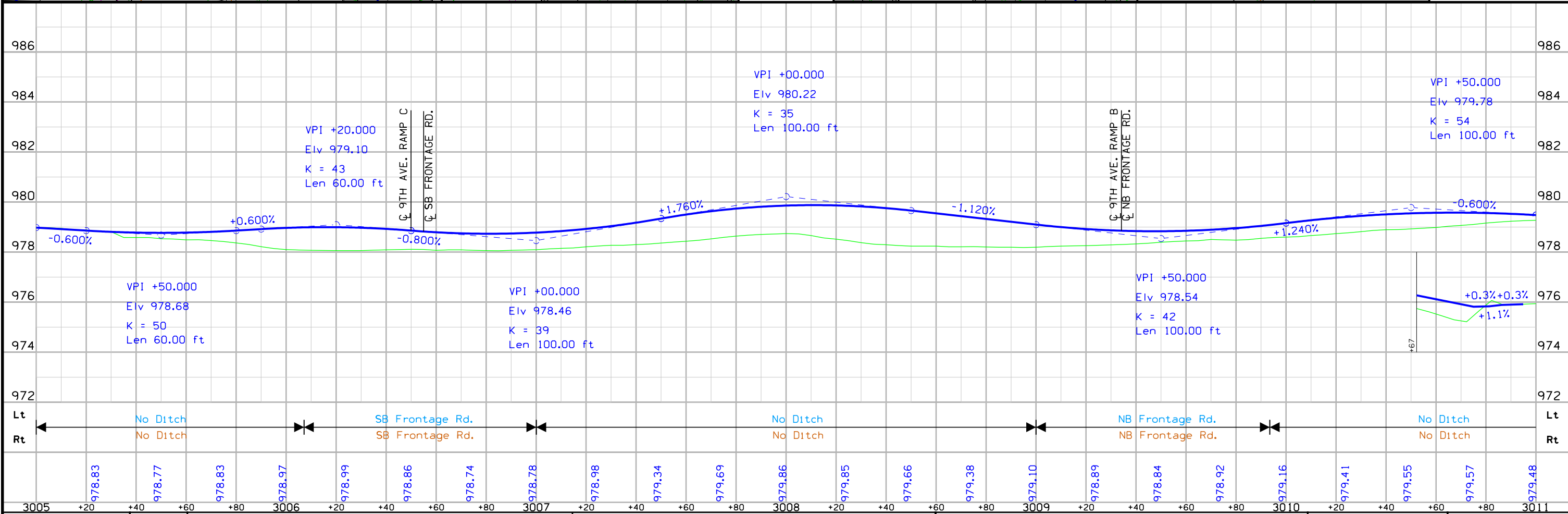
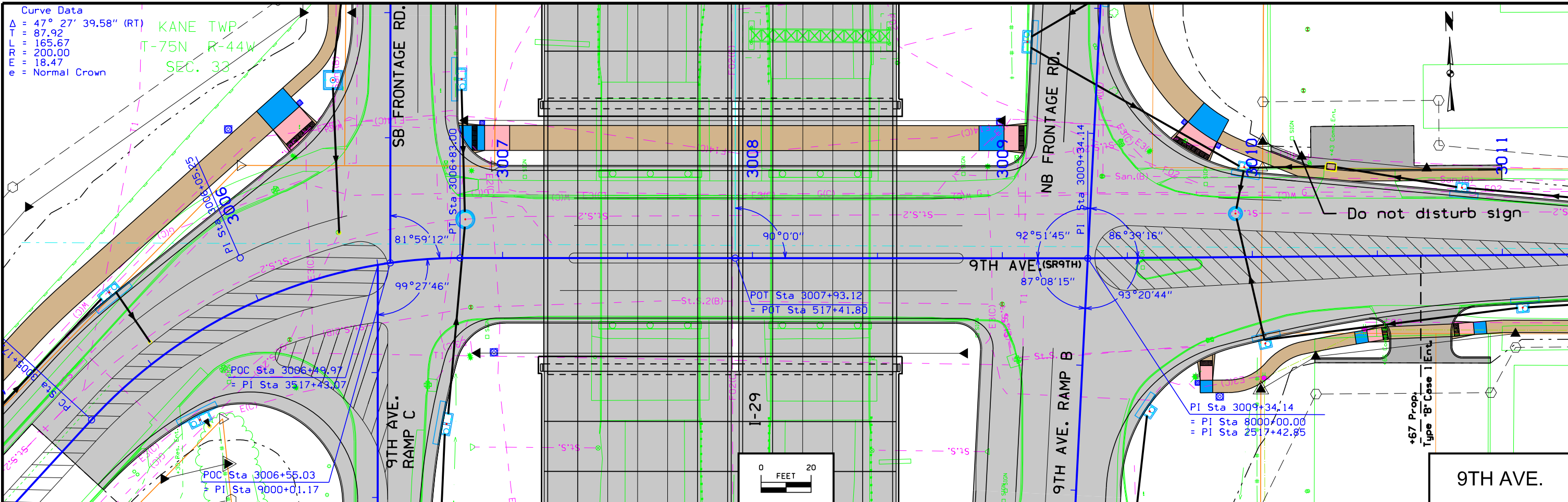


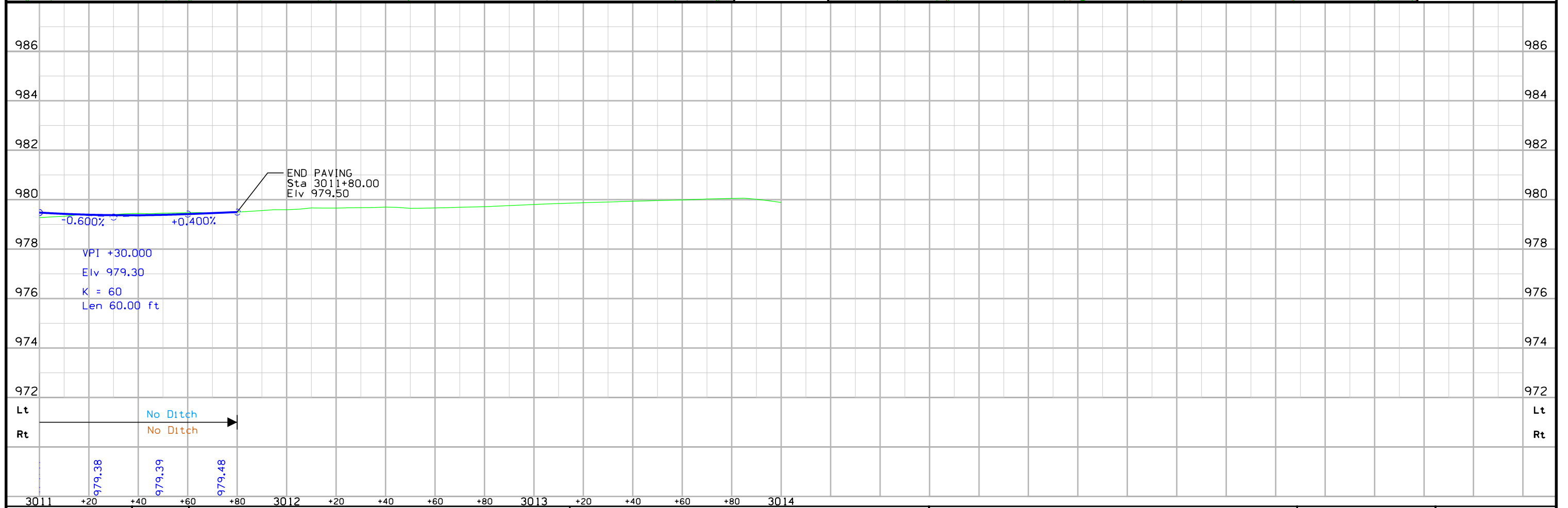
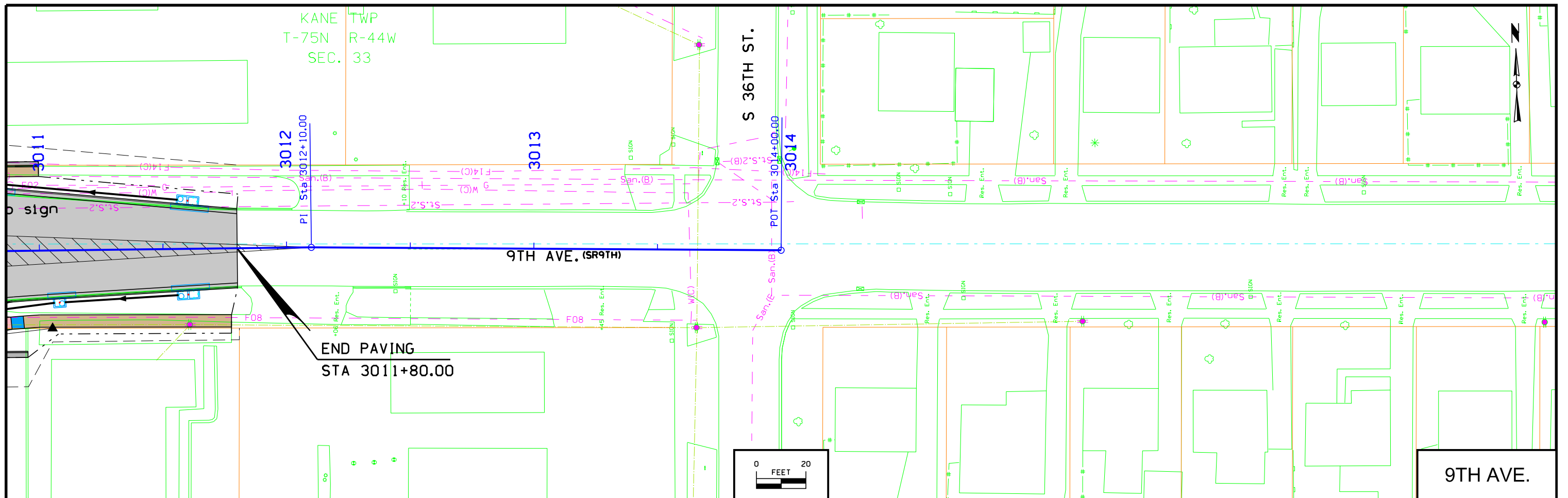


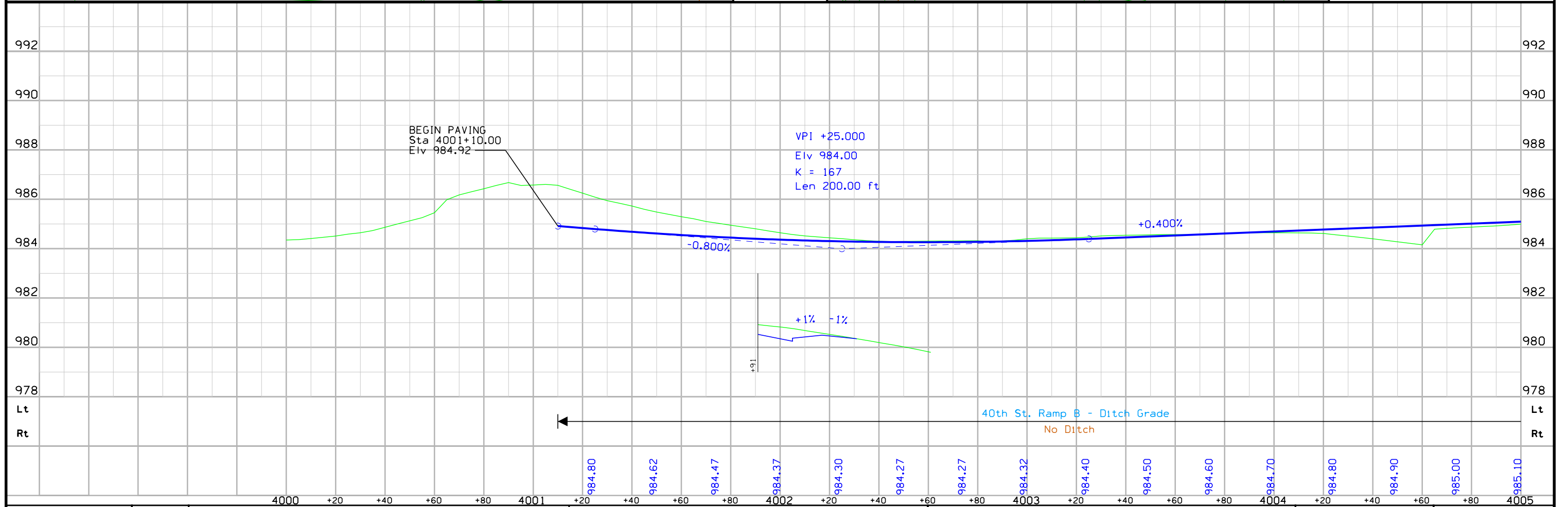
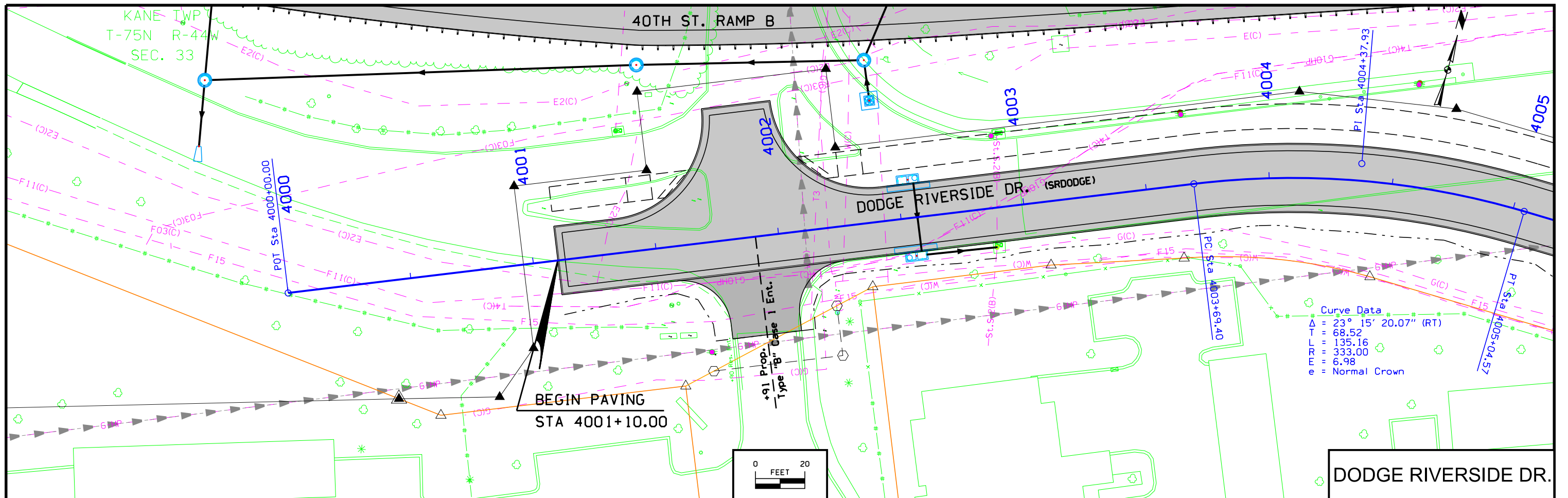
FILE NO.	ENGLISH	DESIGN TEAM	POTTAWATTAMIE COUNTY	PROJECT NUMBER	SHEET NUMBER
9043		Mayberry \ HNTB \ HR Green		IM-029-3(166)54--13-78	E.17



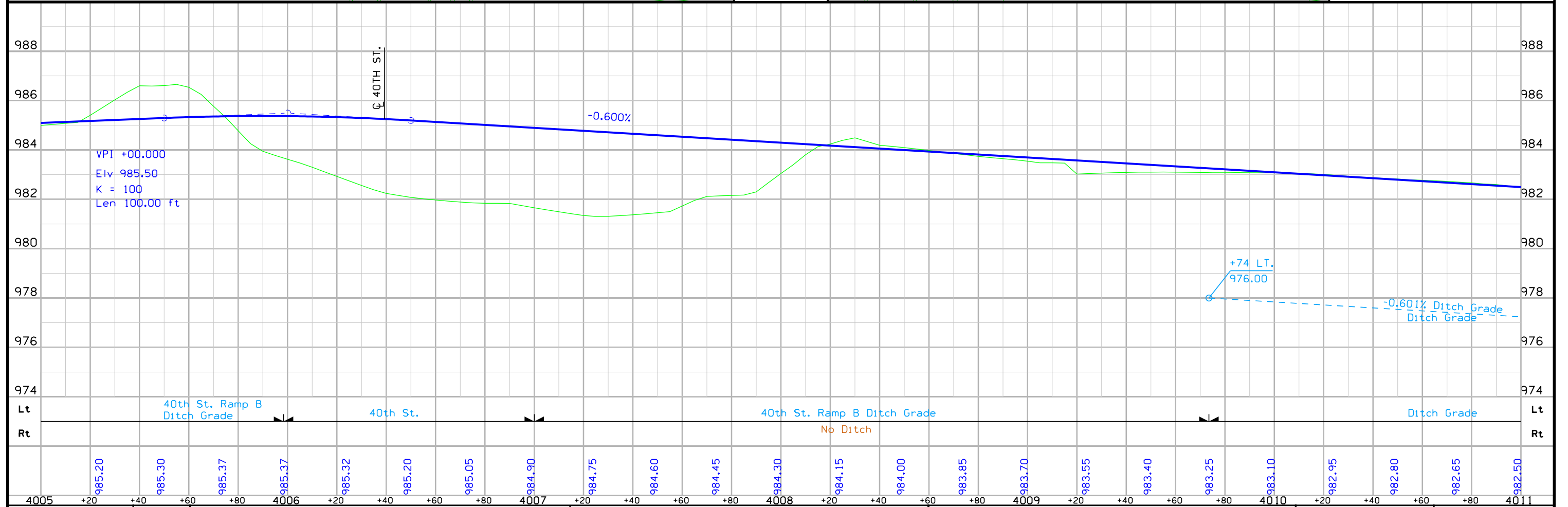
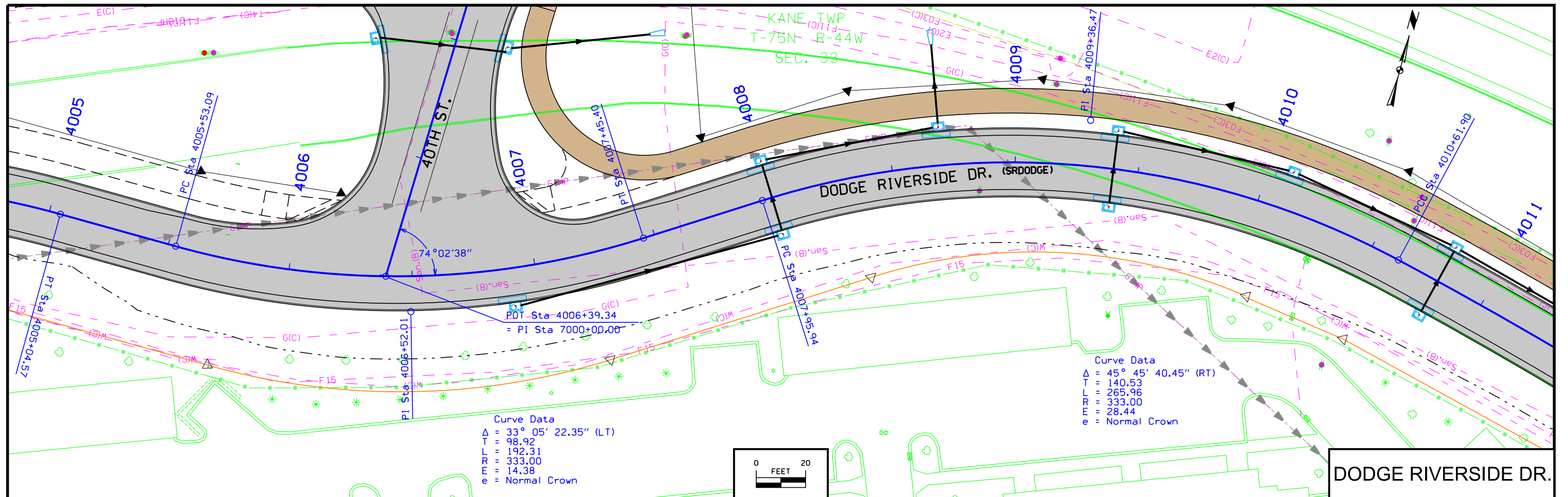
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	E.18
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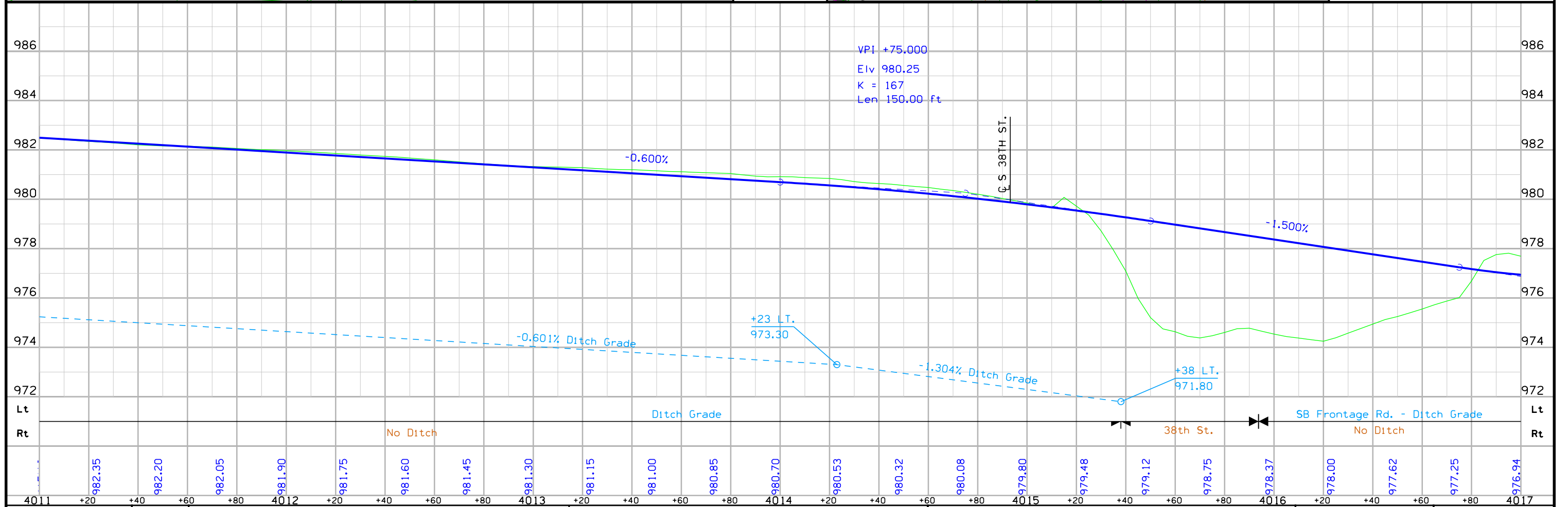
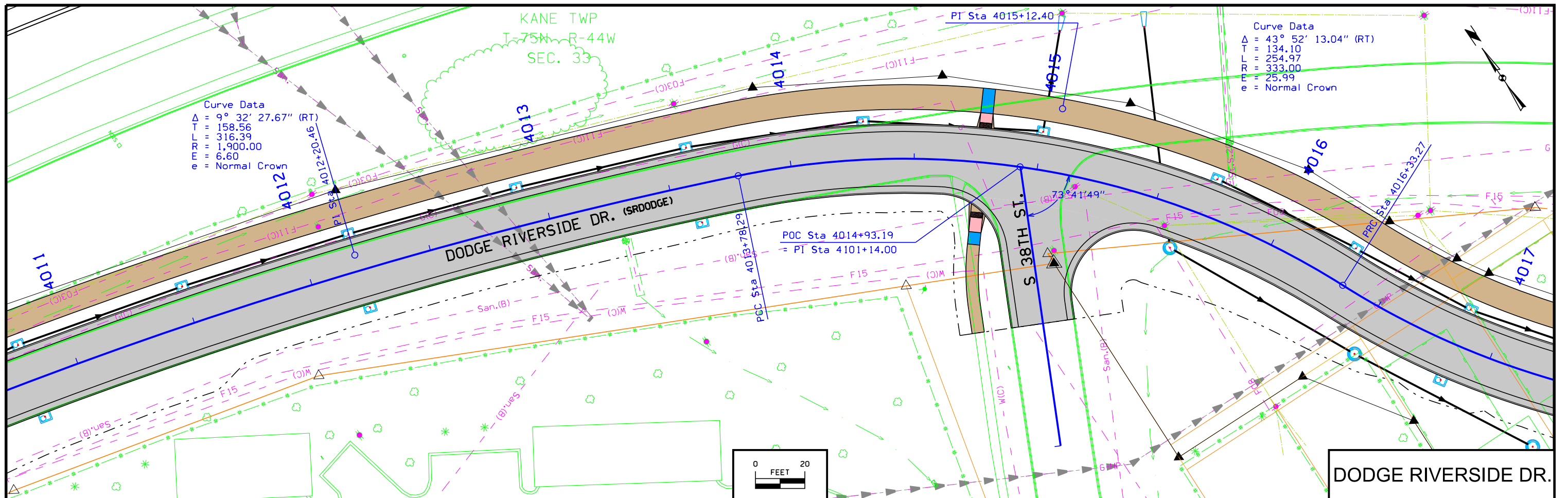


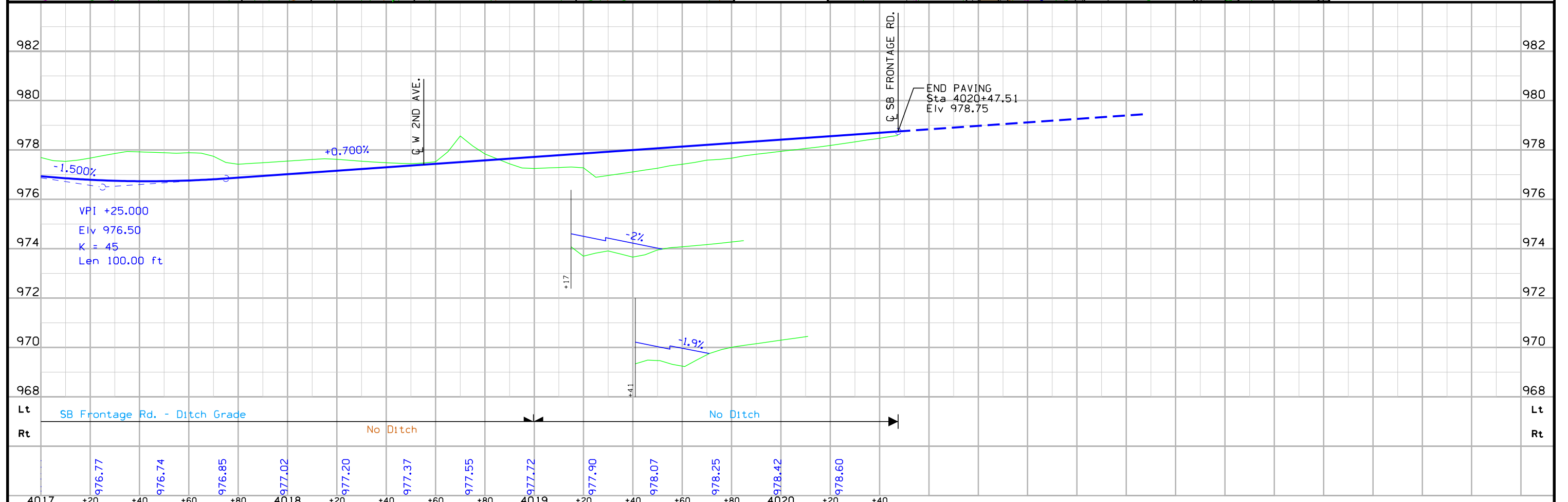
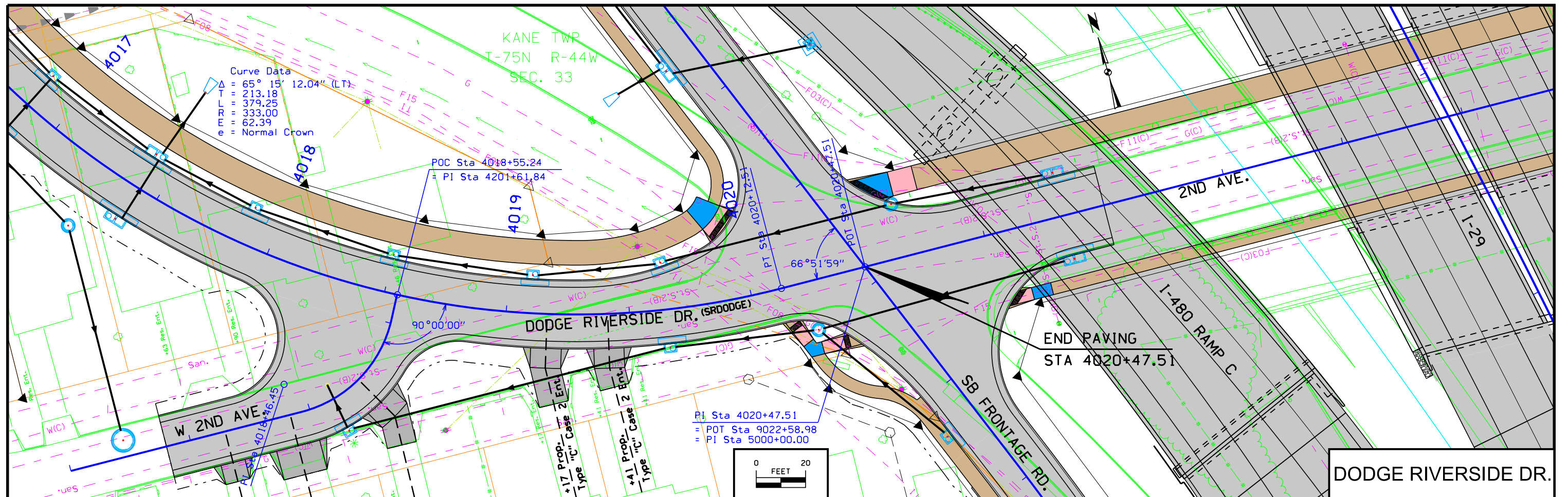


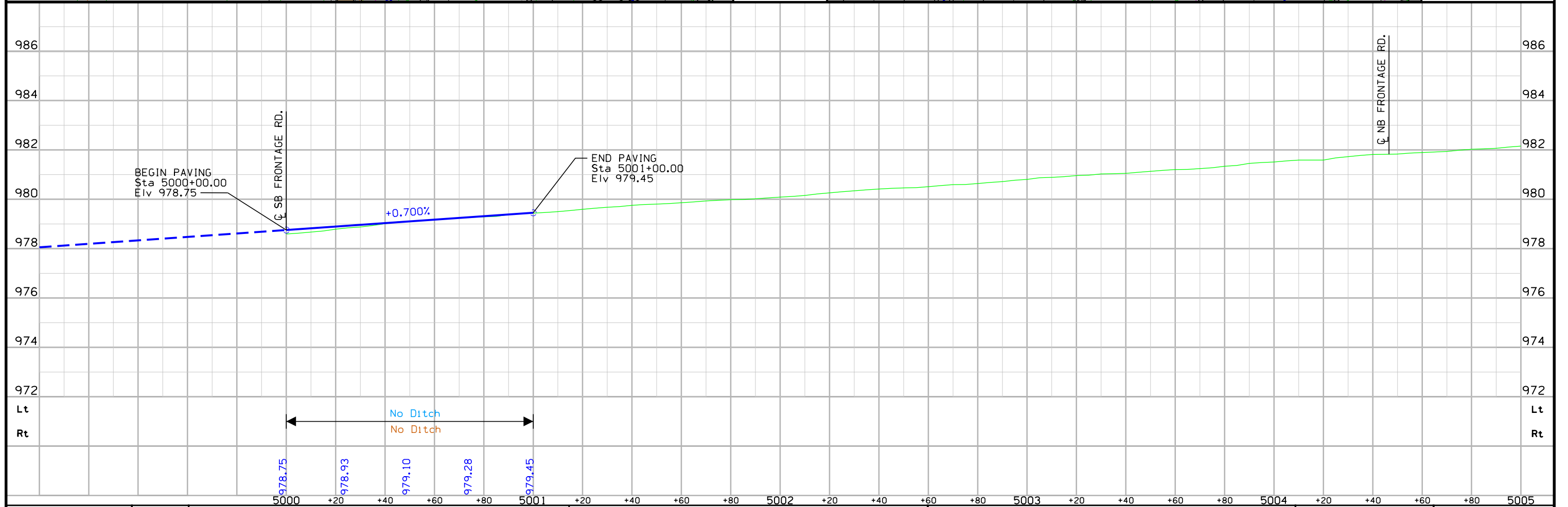
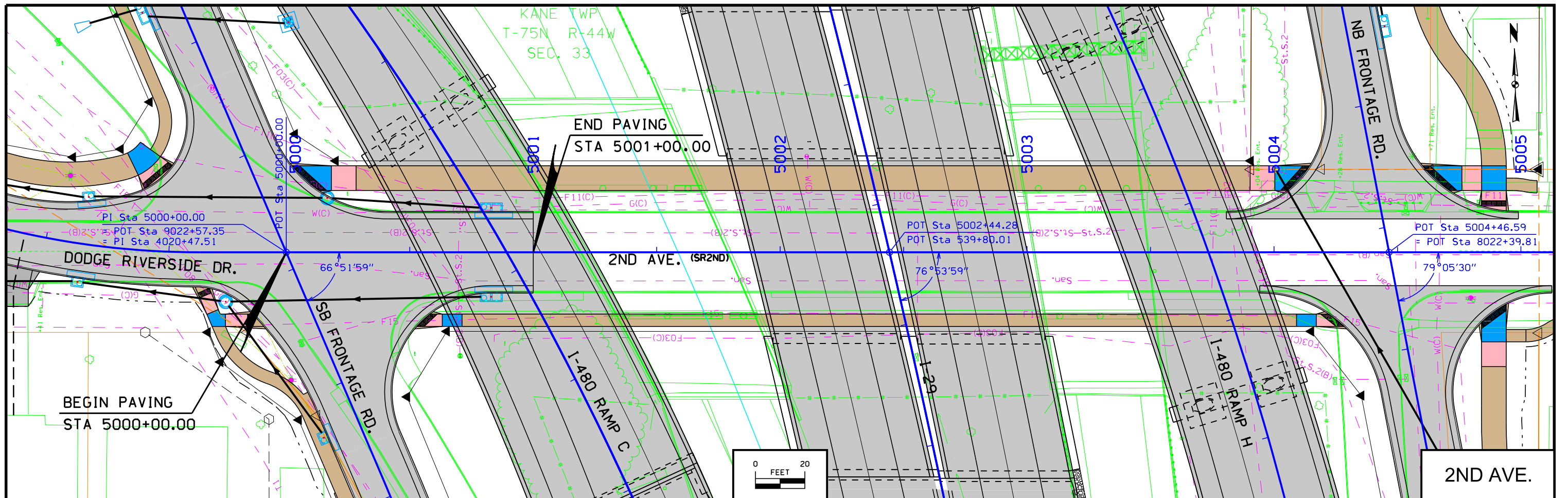


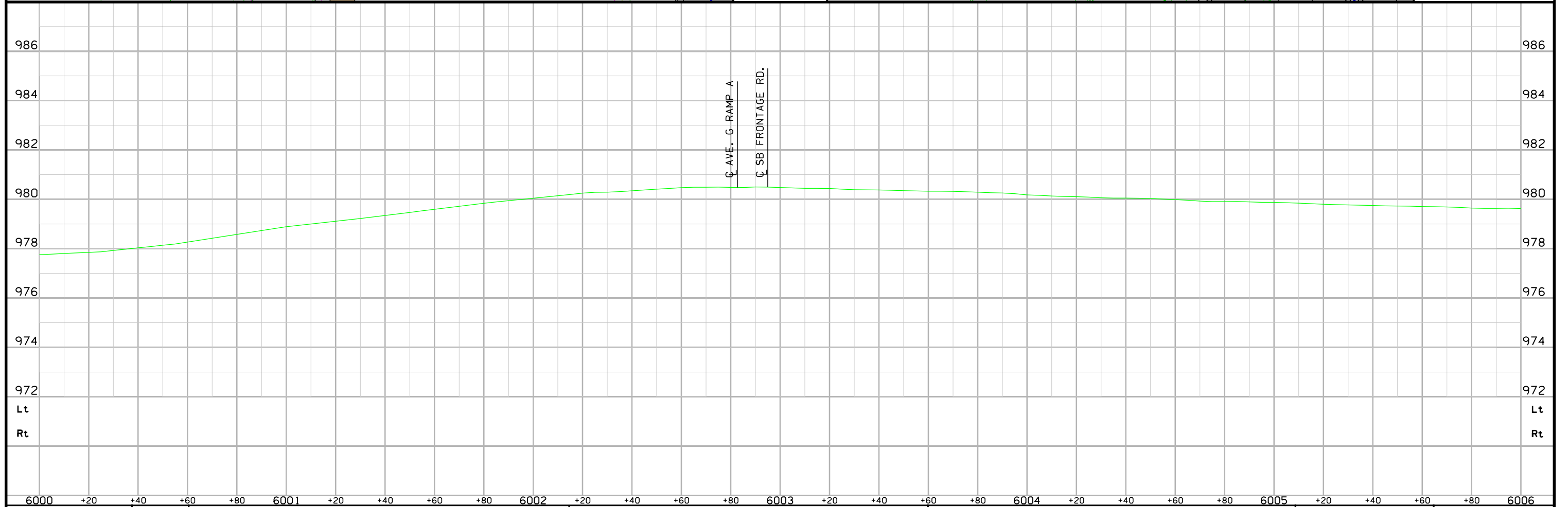
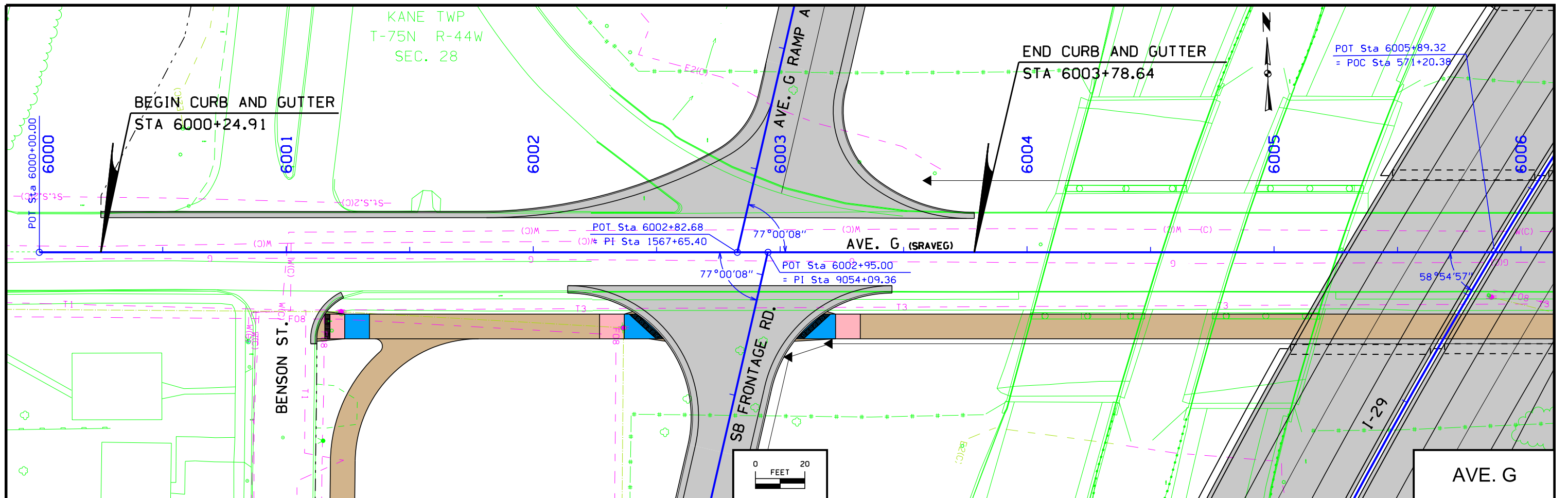
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	E.21
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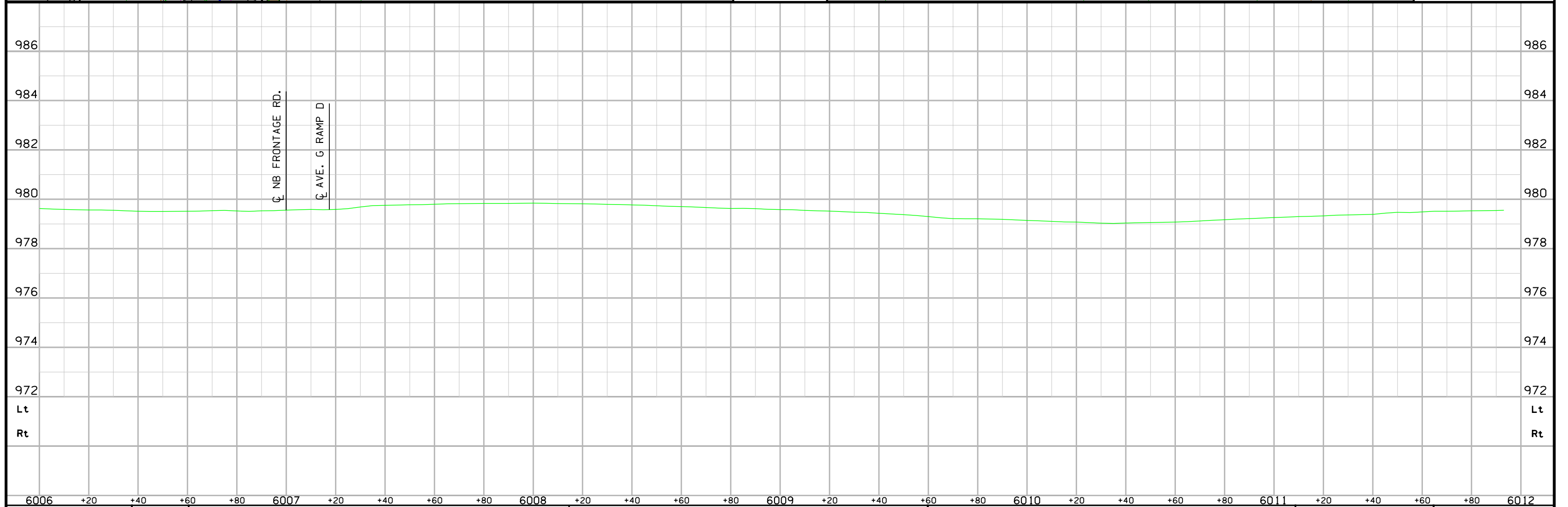
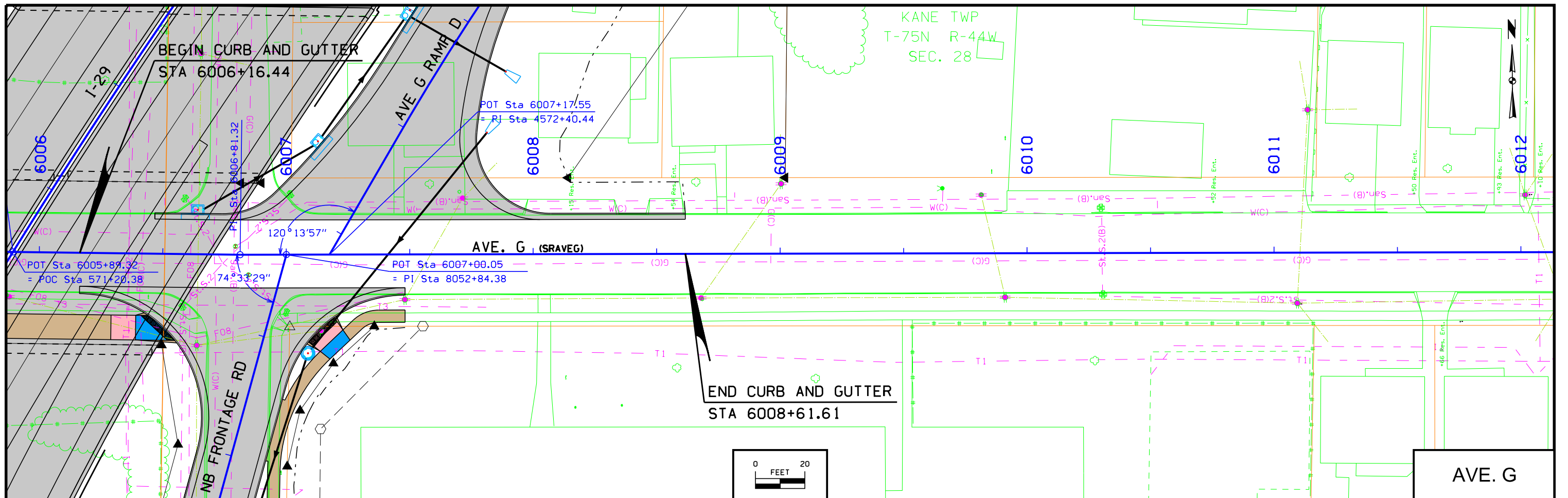




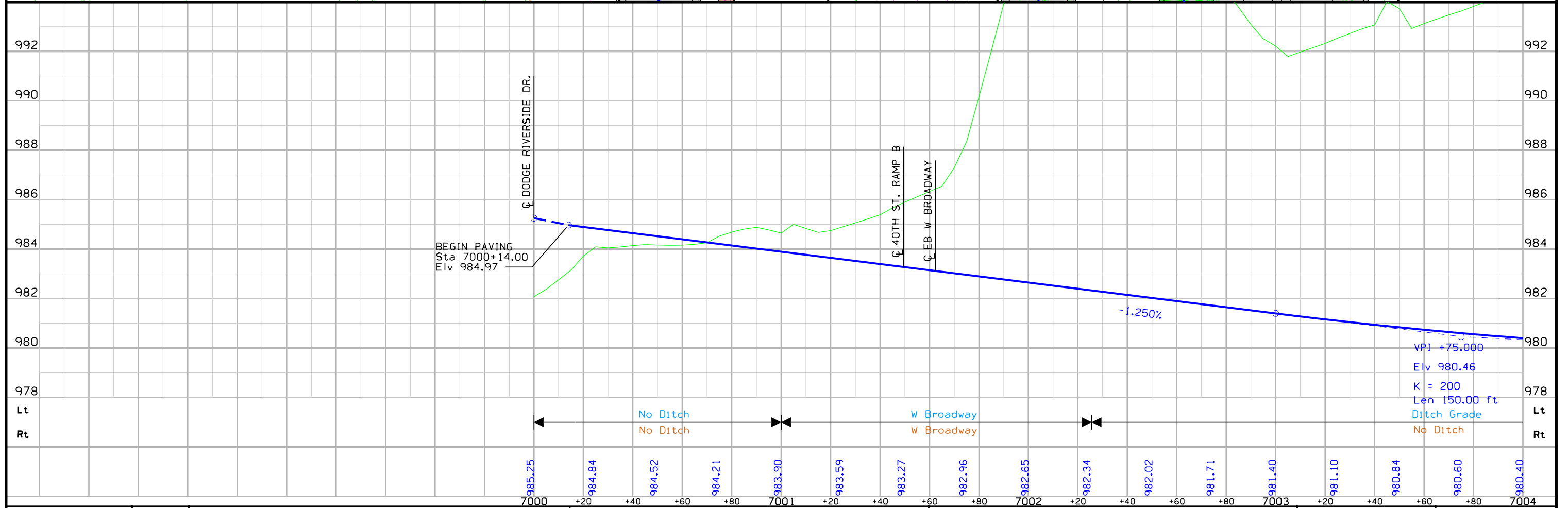
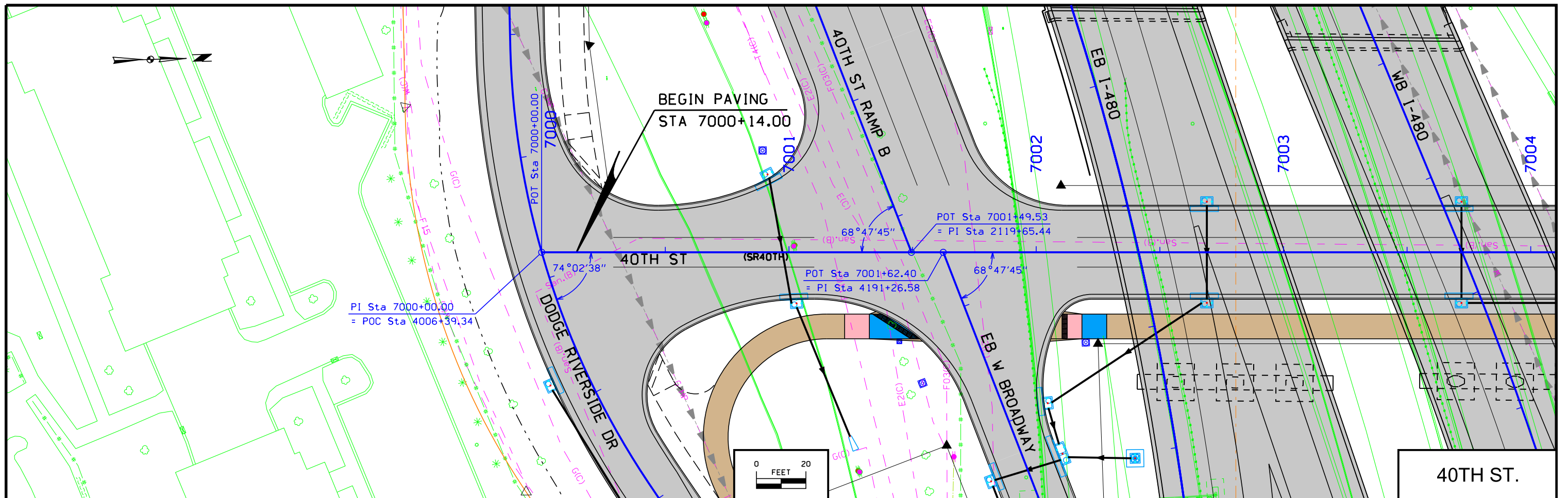




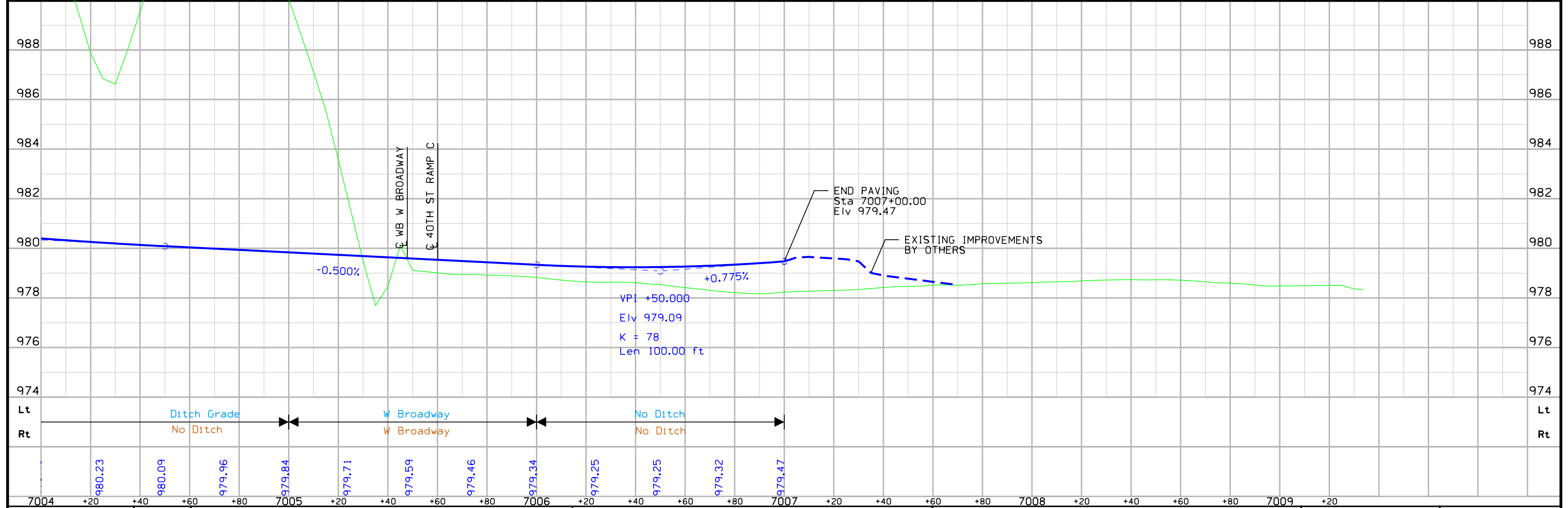
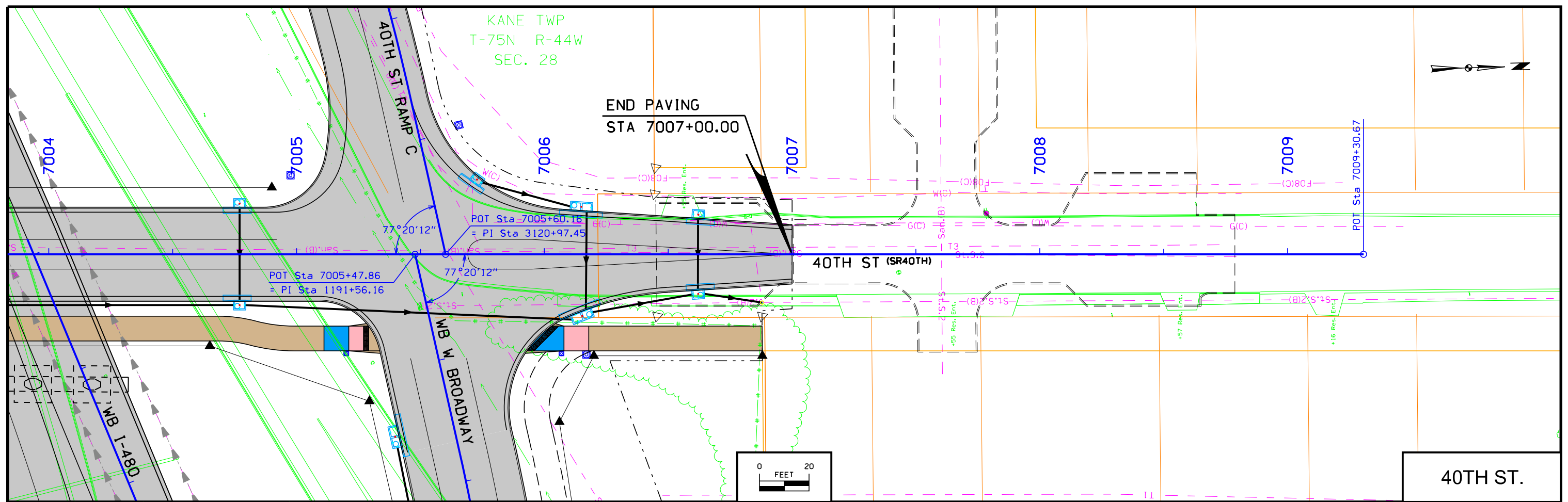




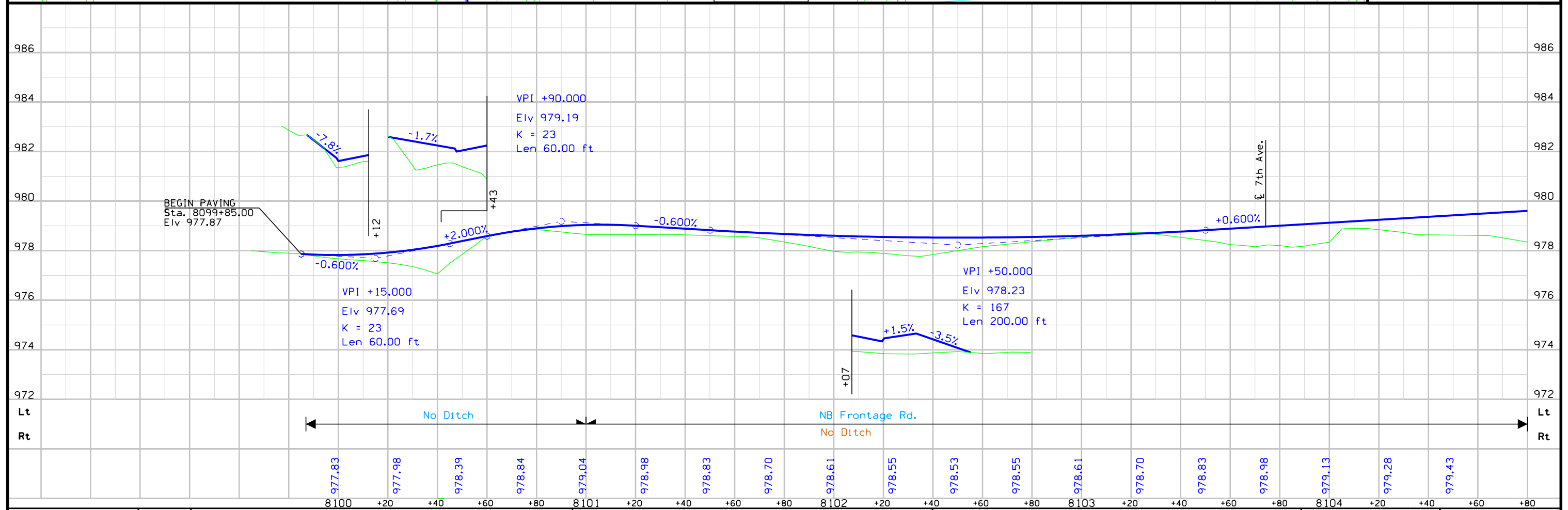
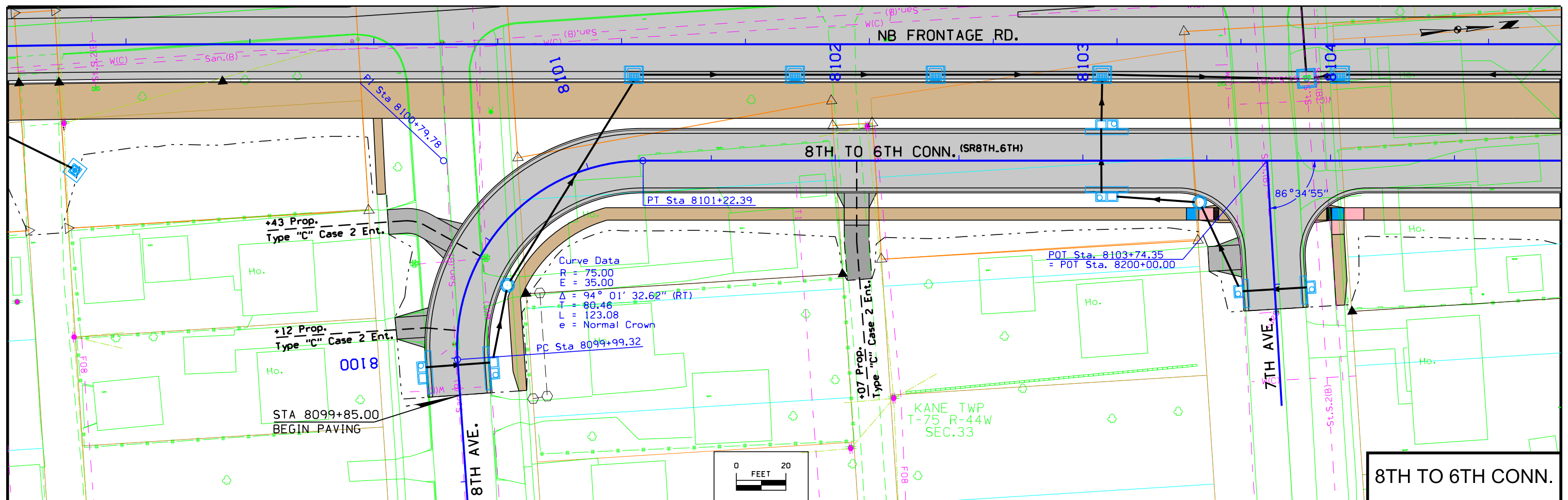
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FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green										POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78										SHEET NUMBER	E.27				

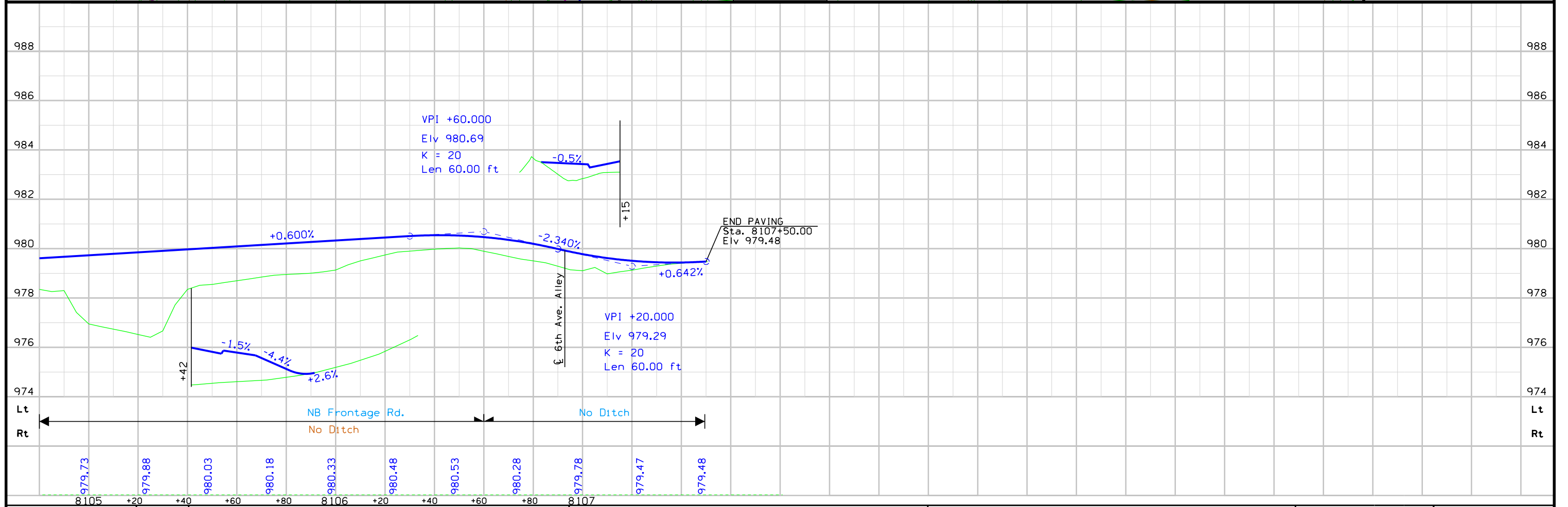
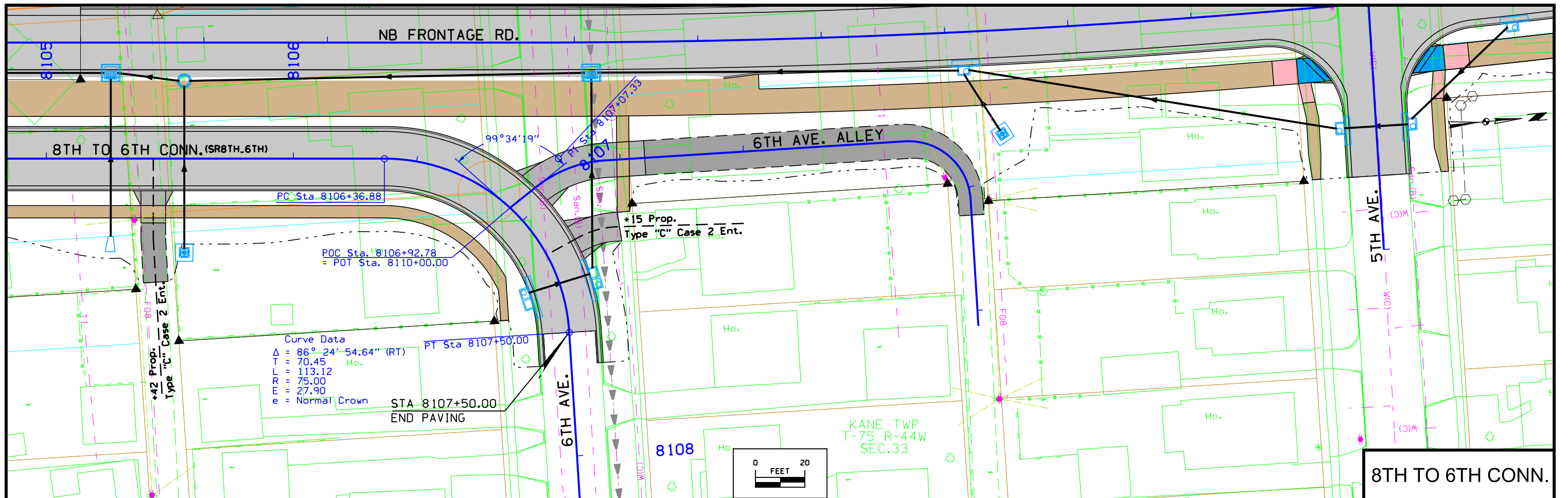


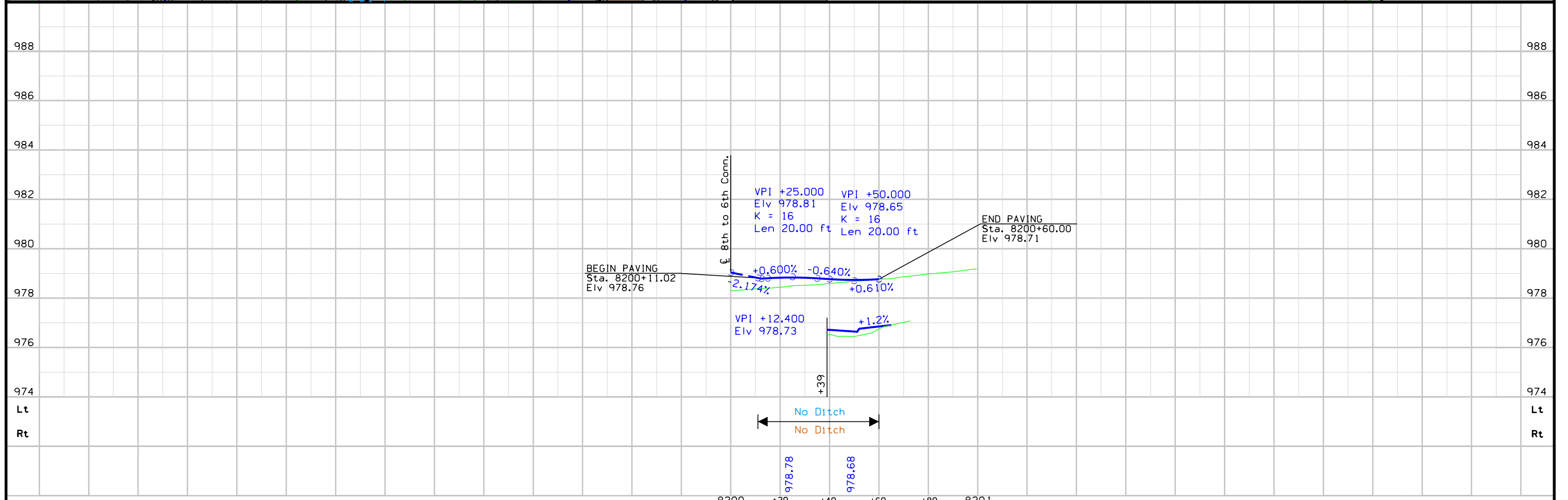
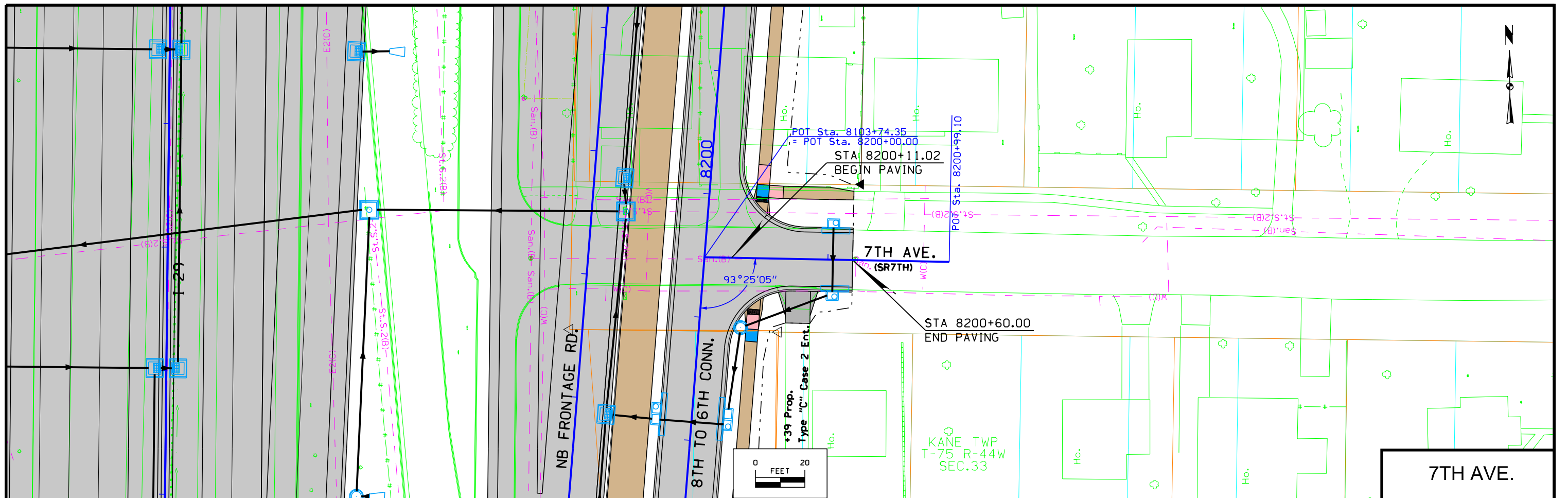
KANE TWP
T-75N R-44W
SEC. 28

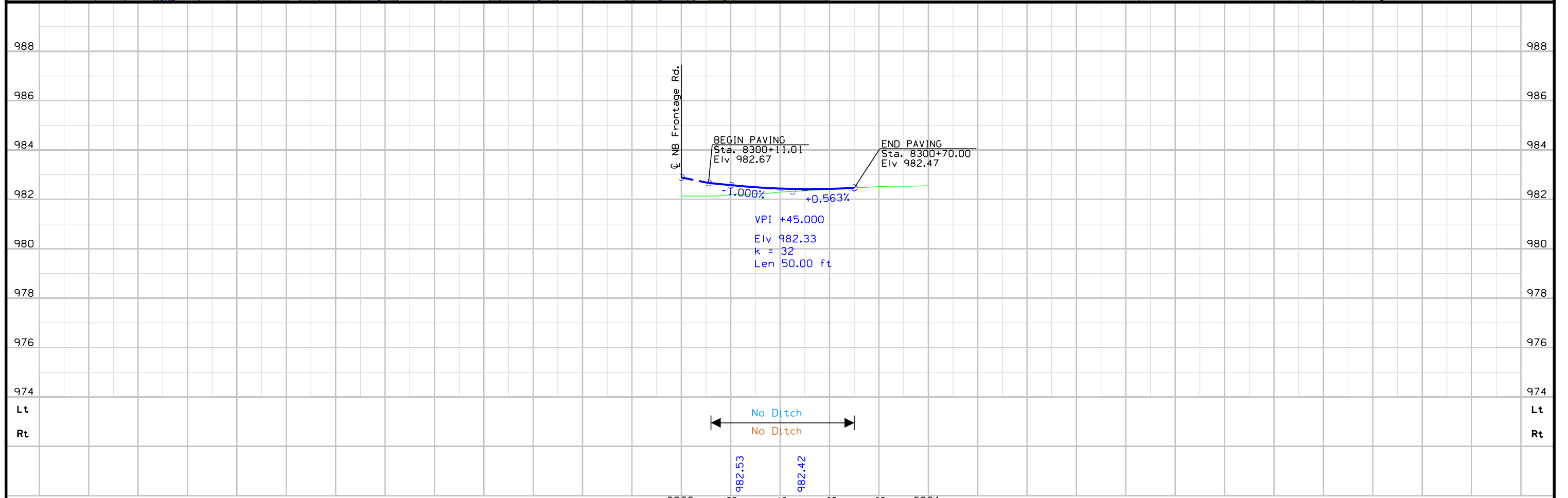
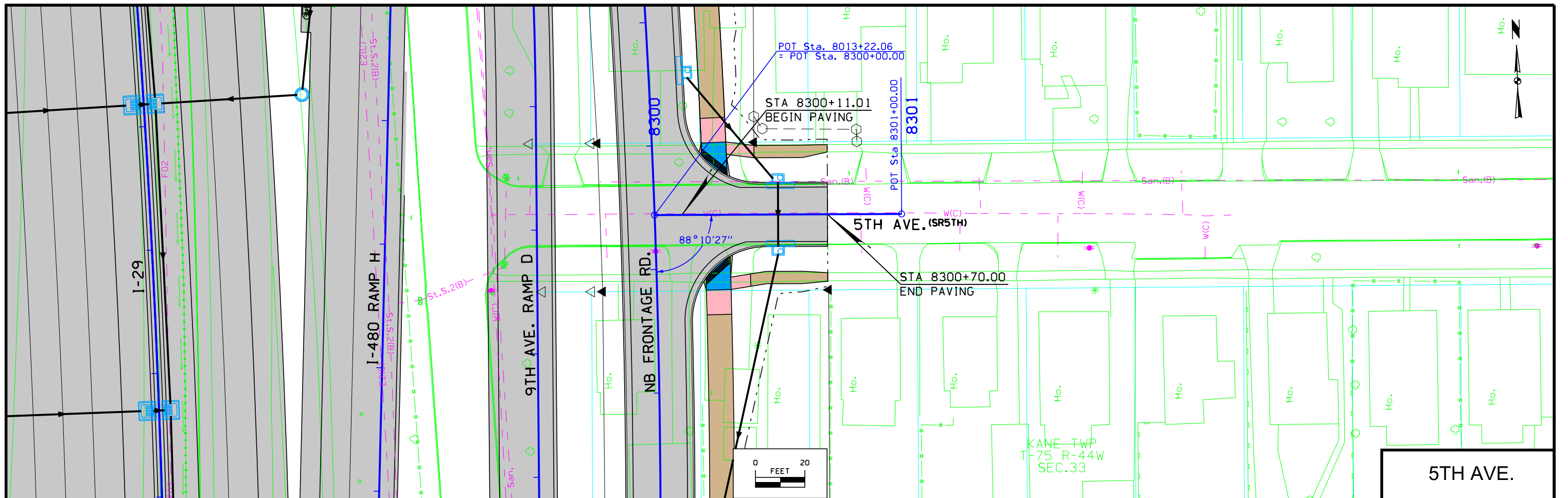


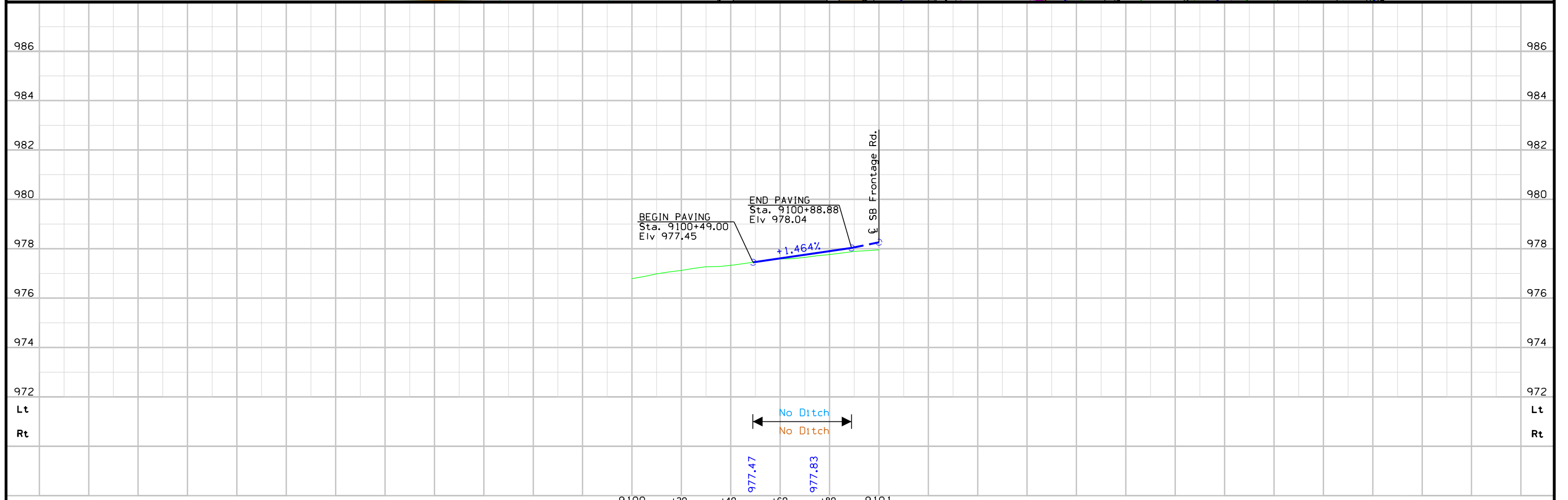
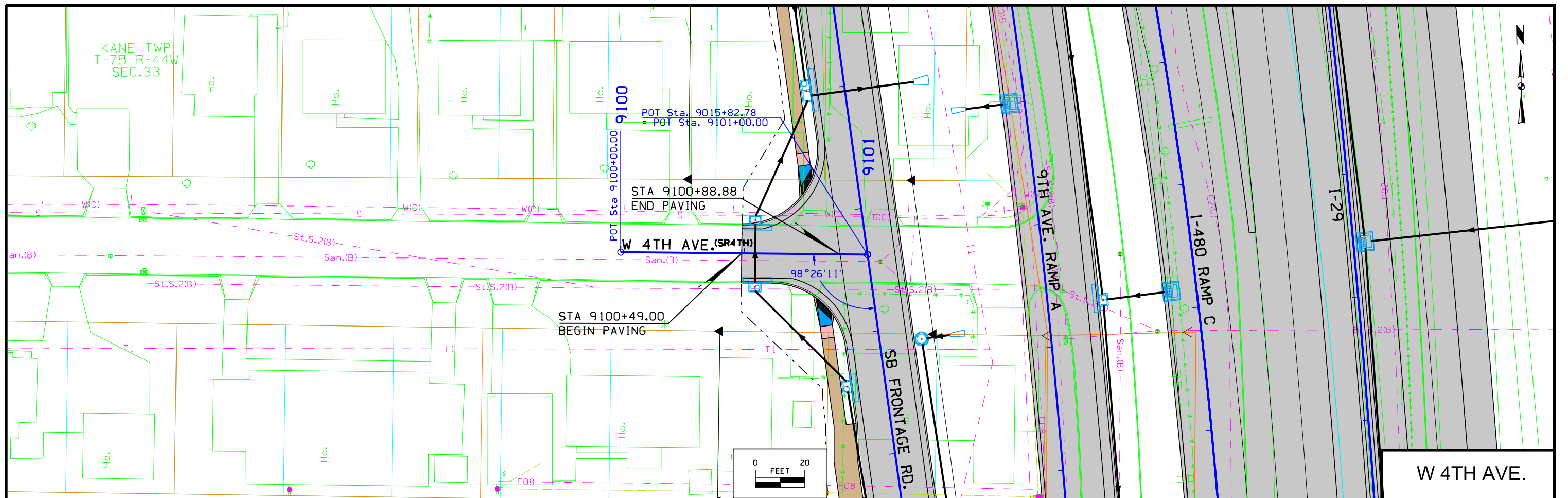
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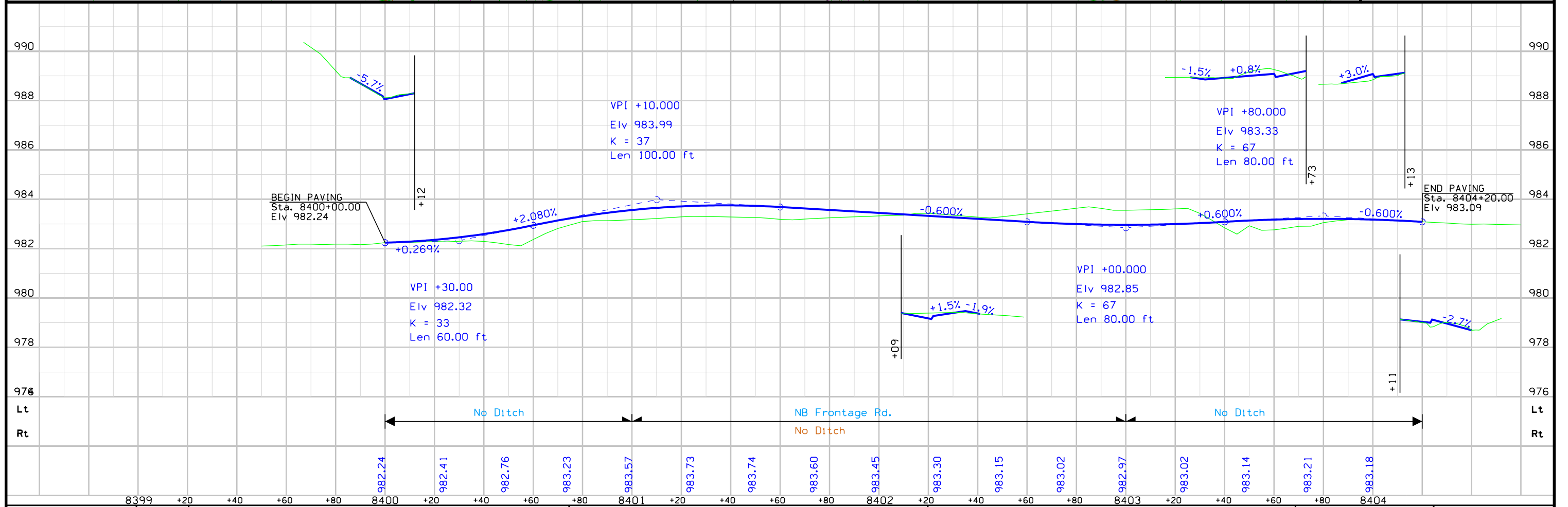
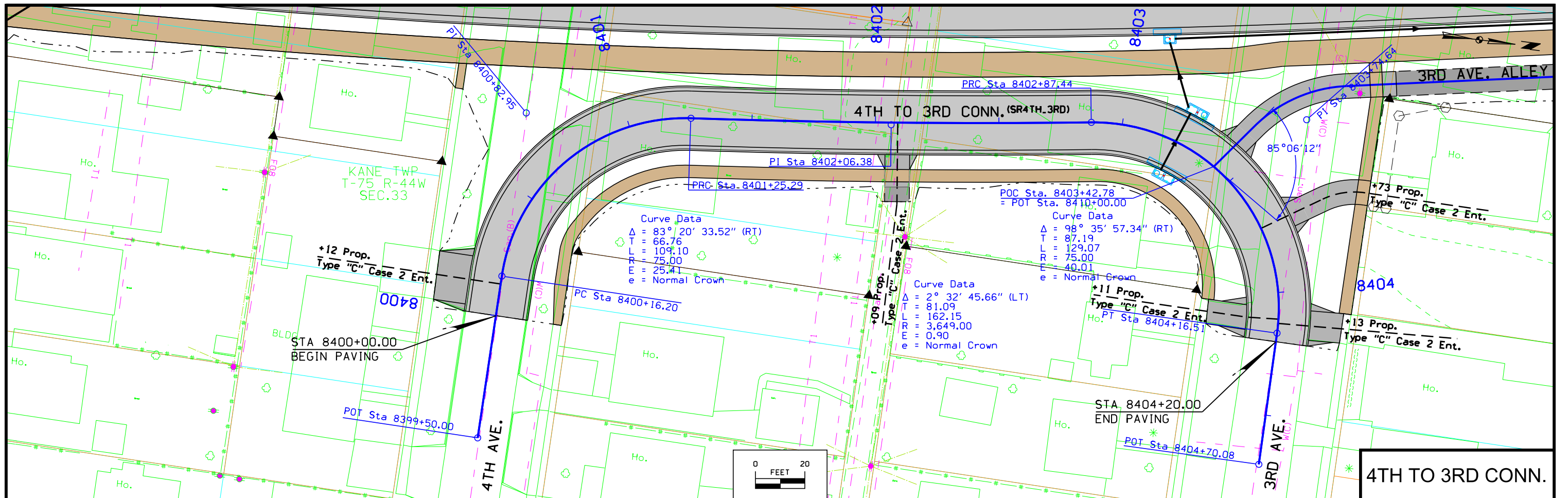


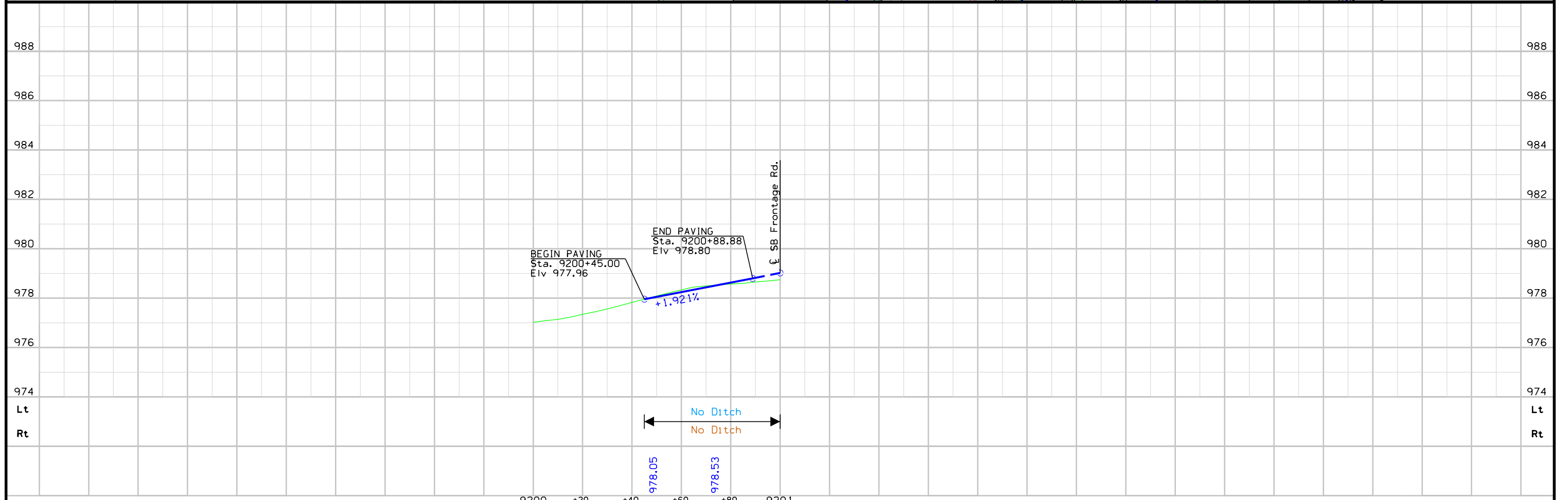
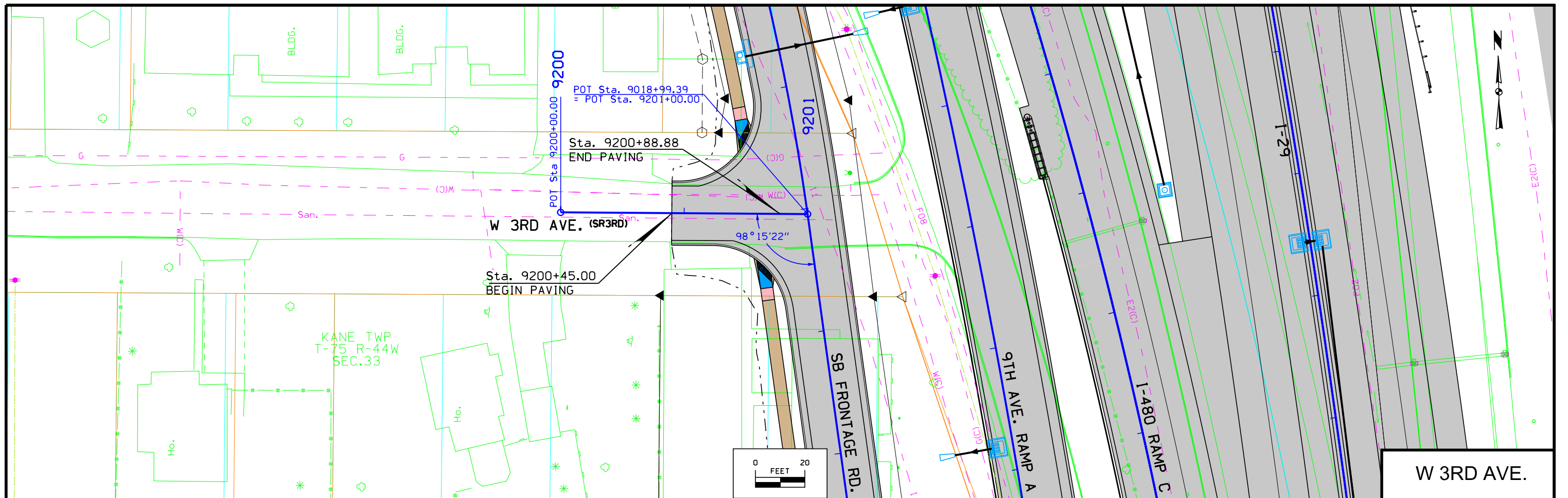


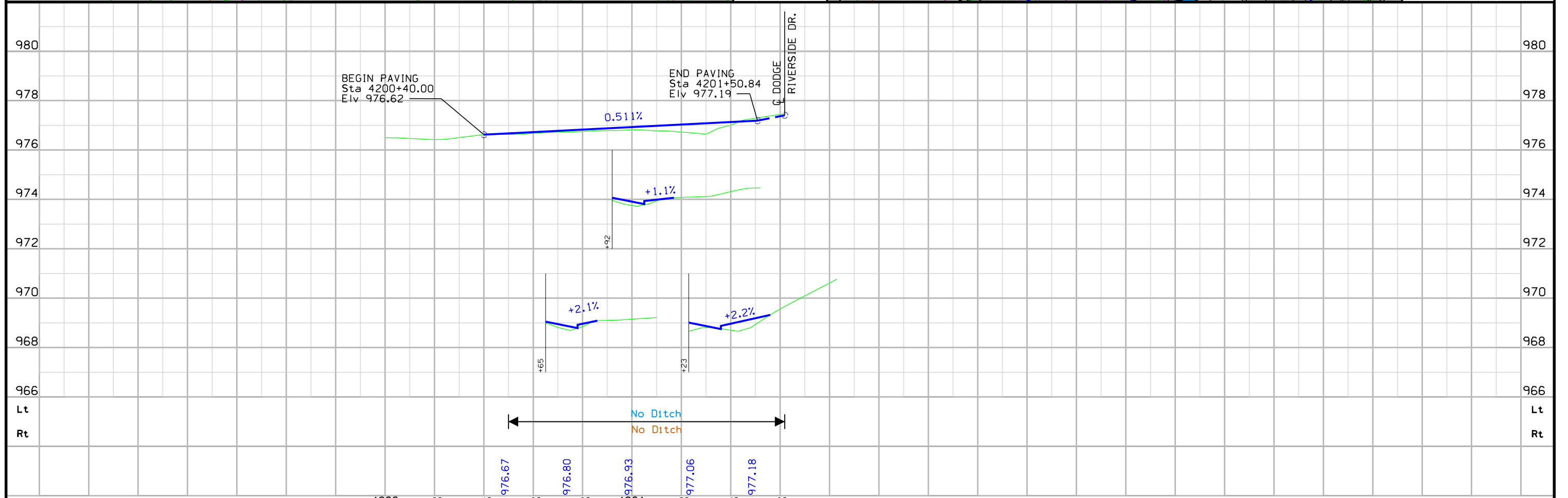
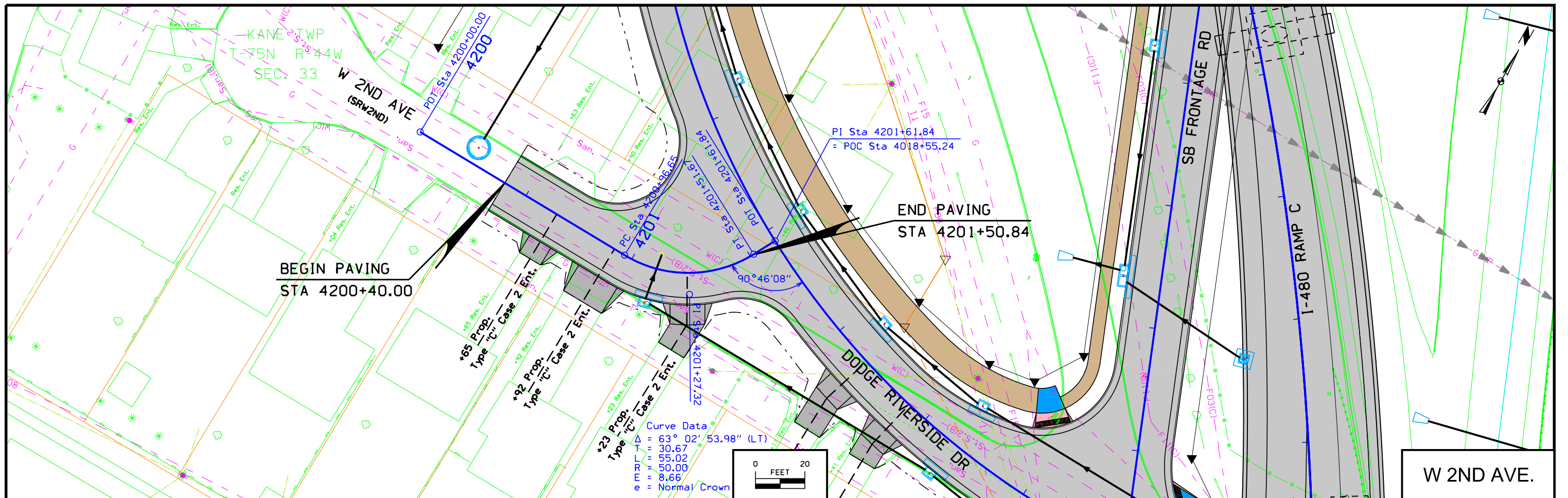


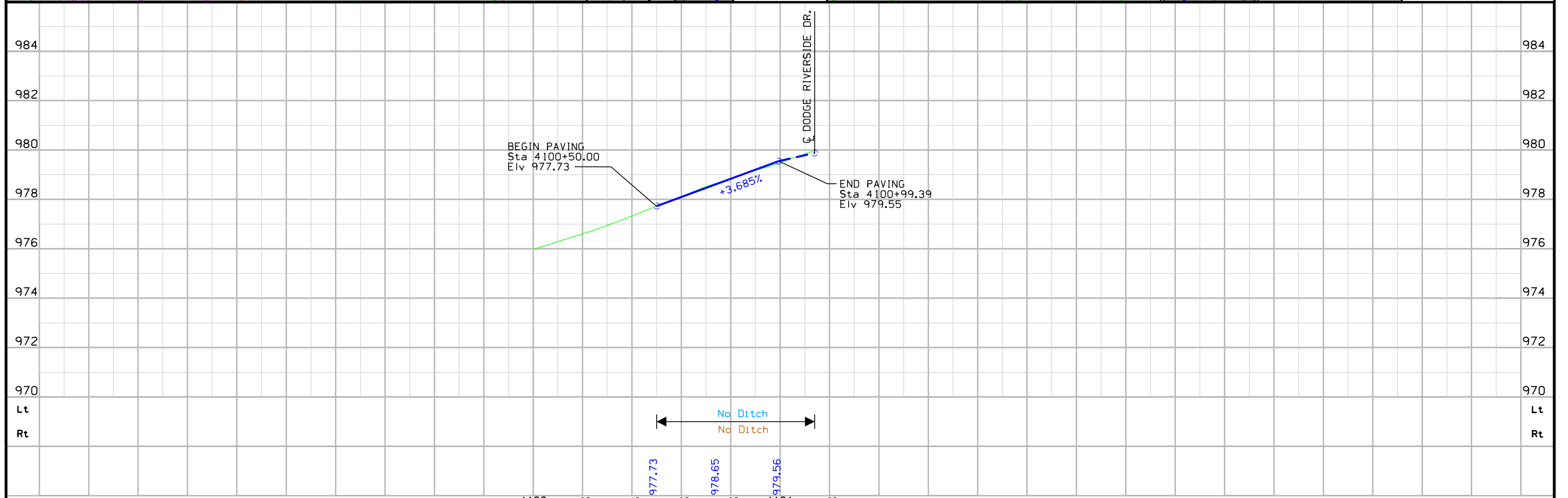
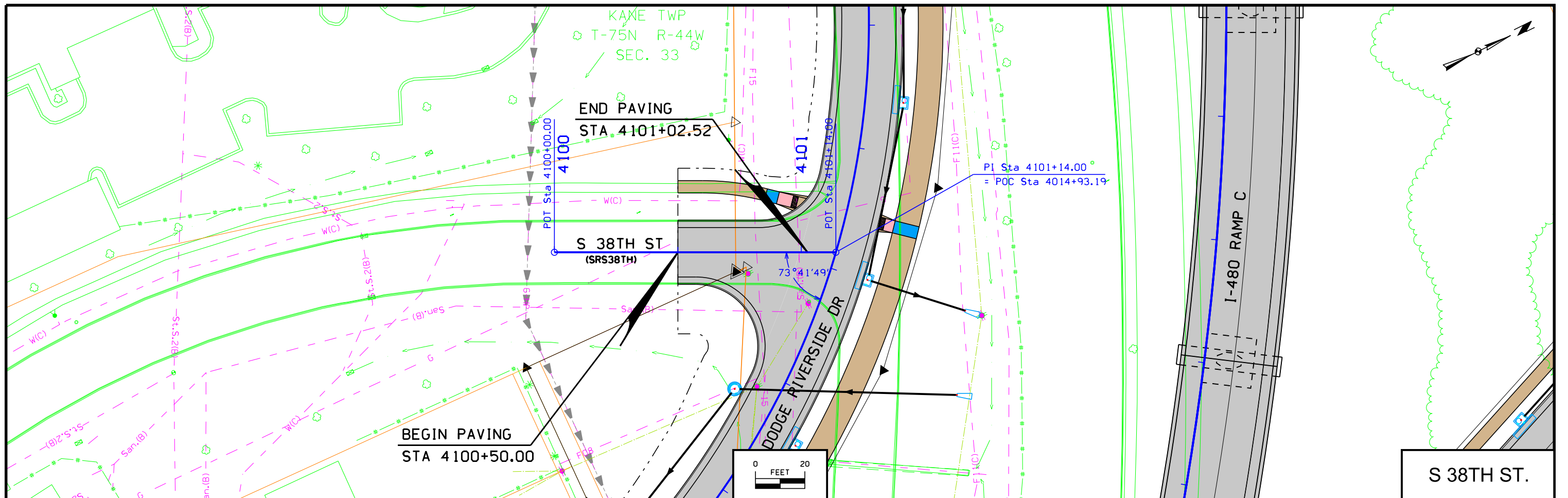


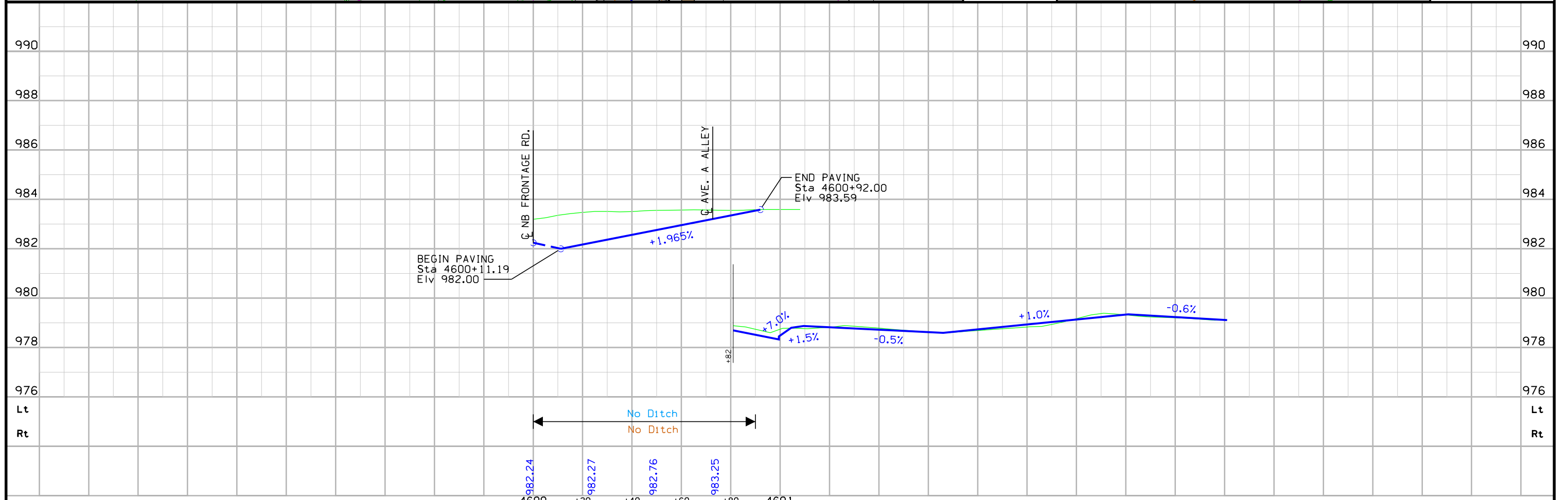
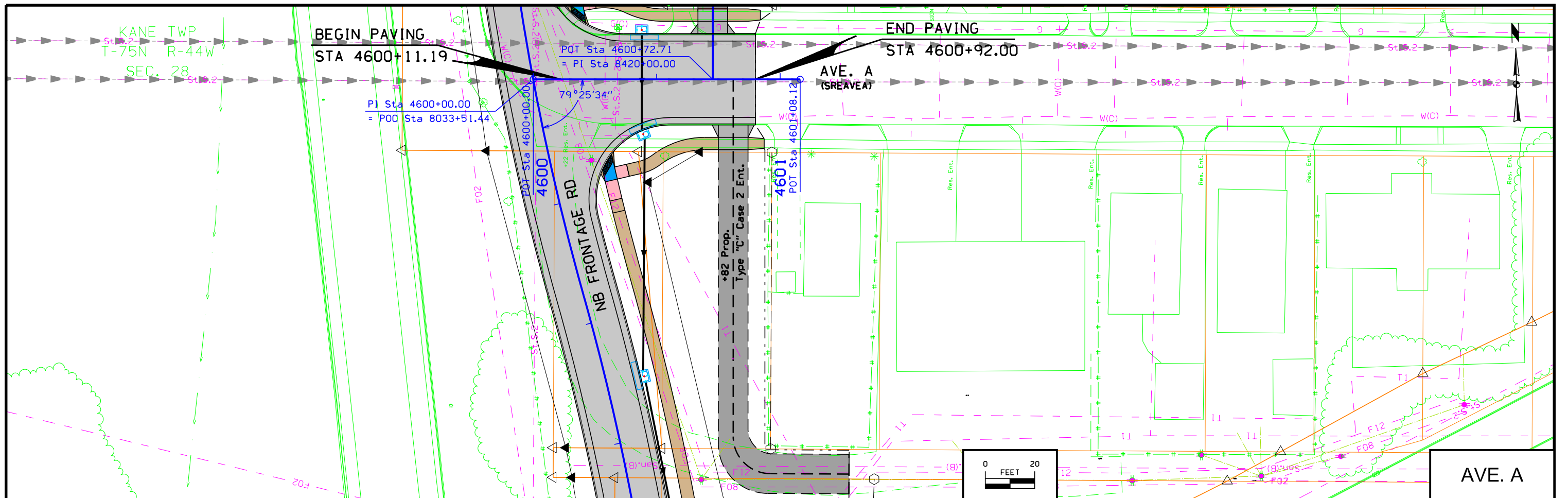


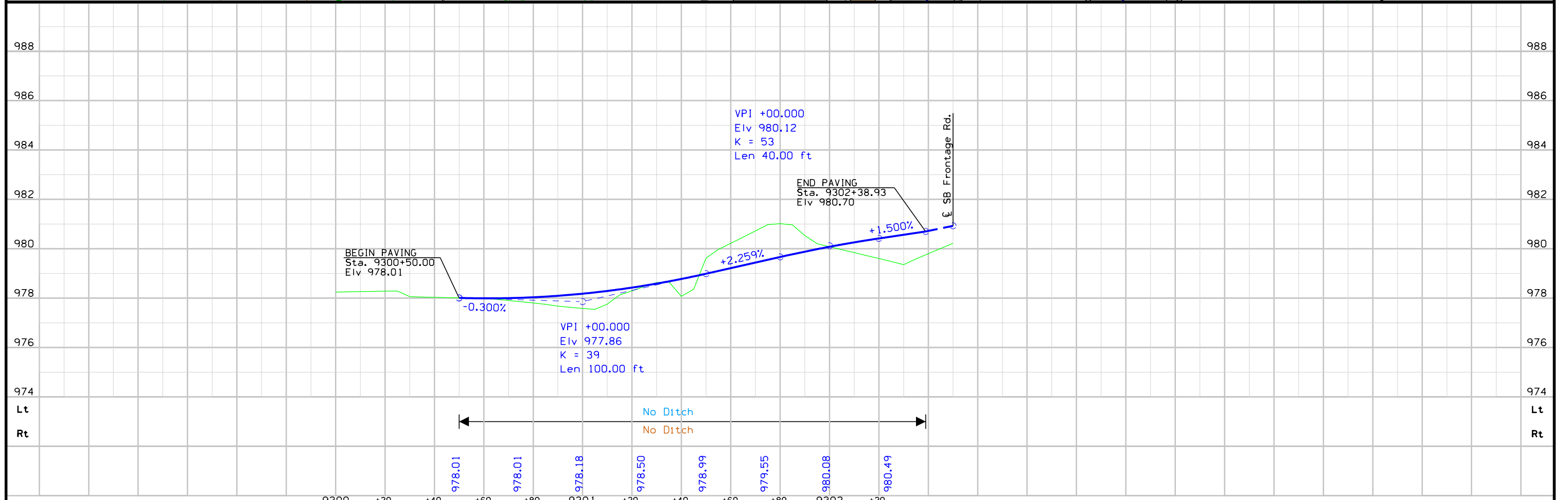
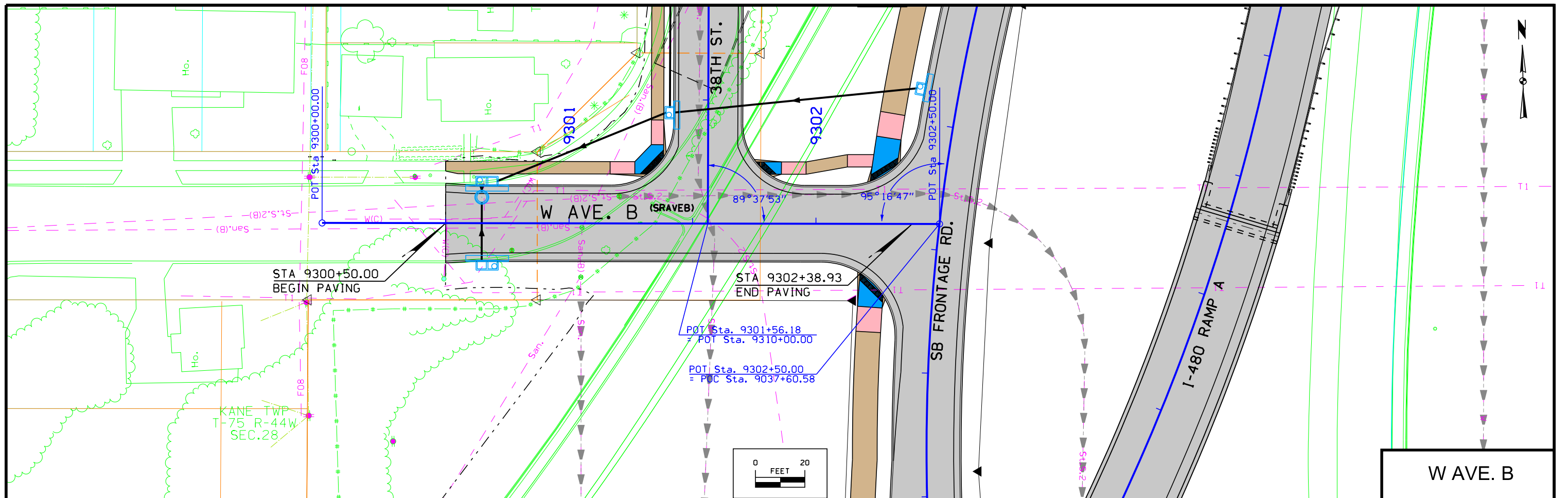


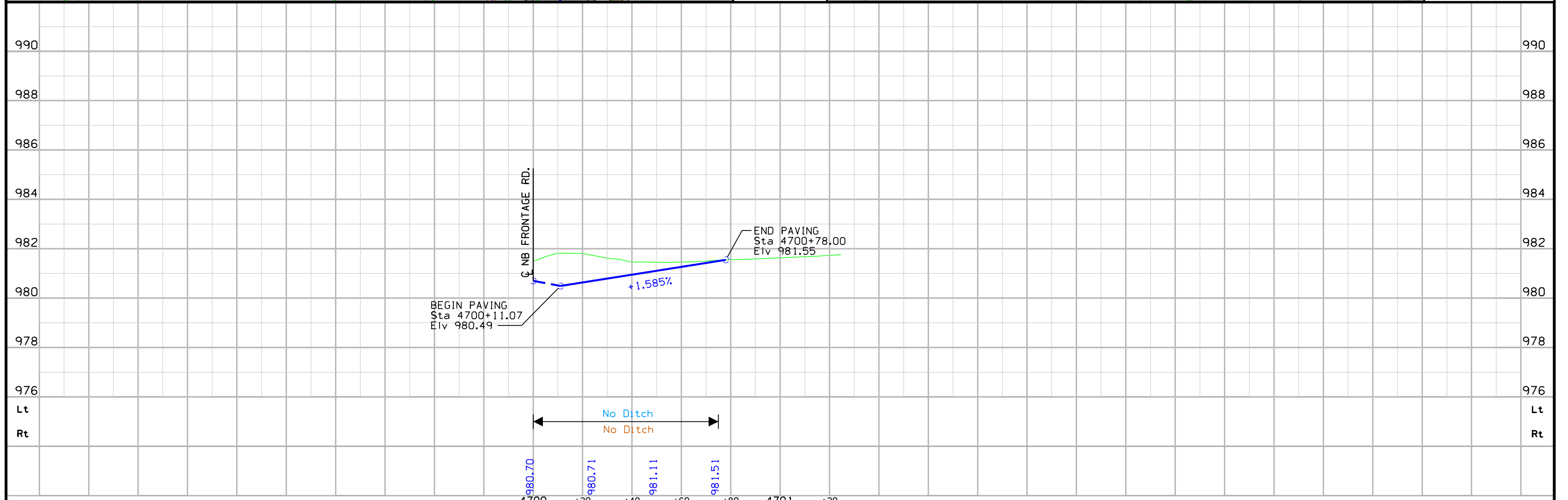
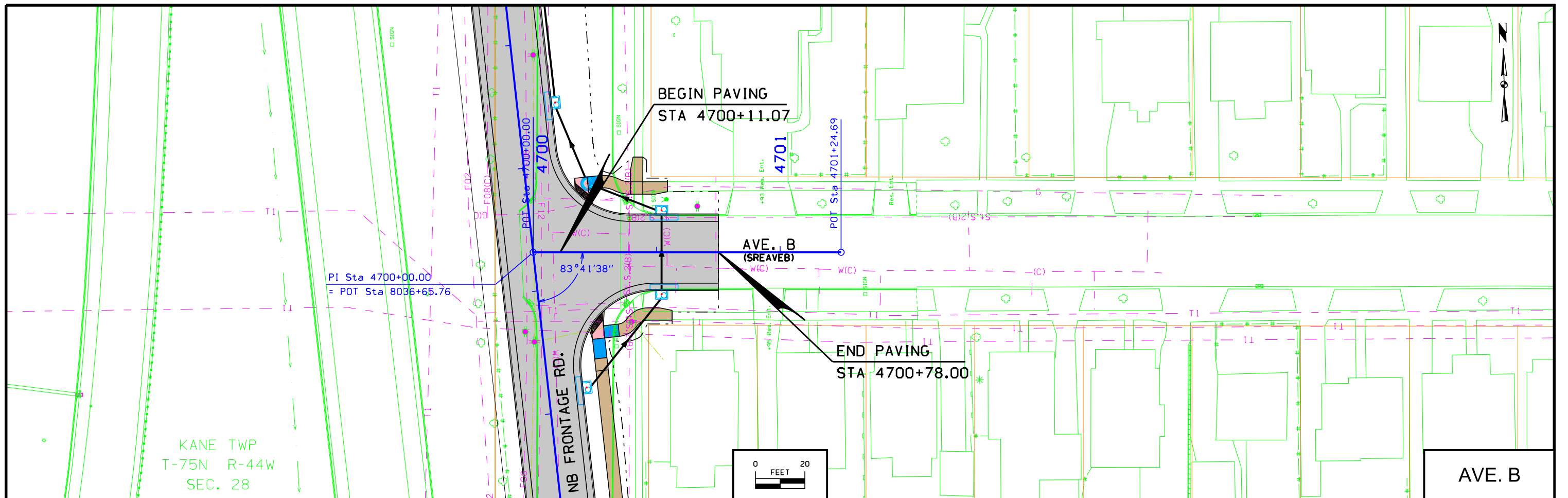


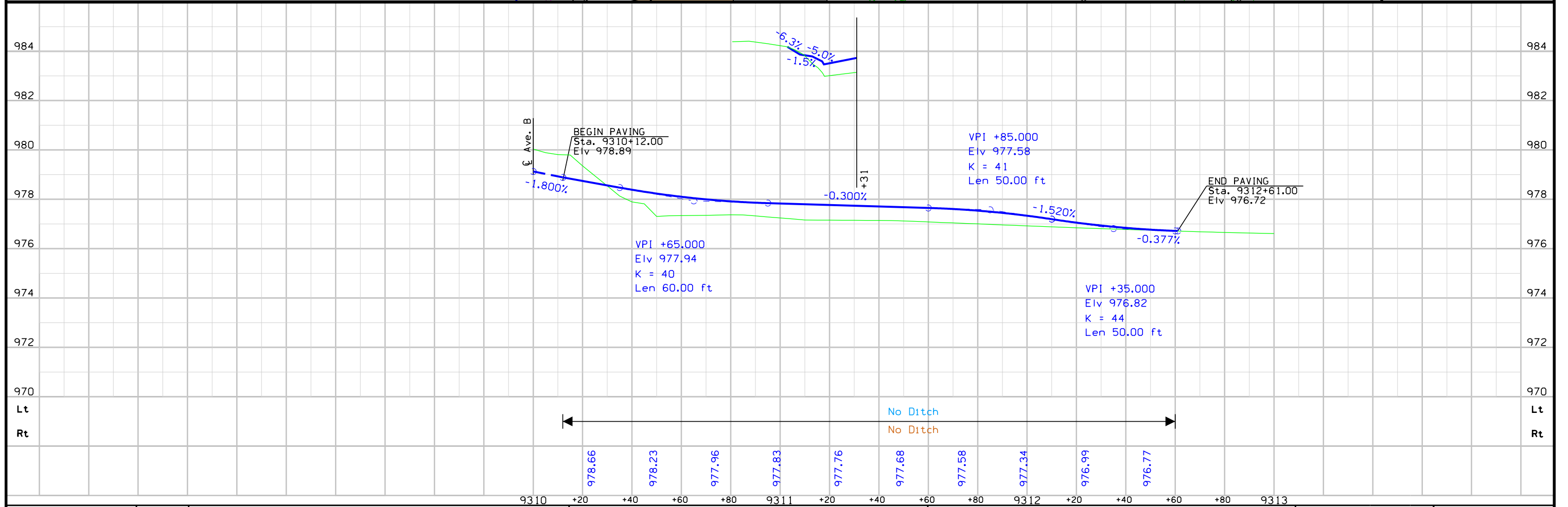
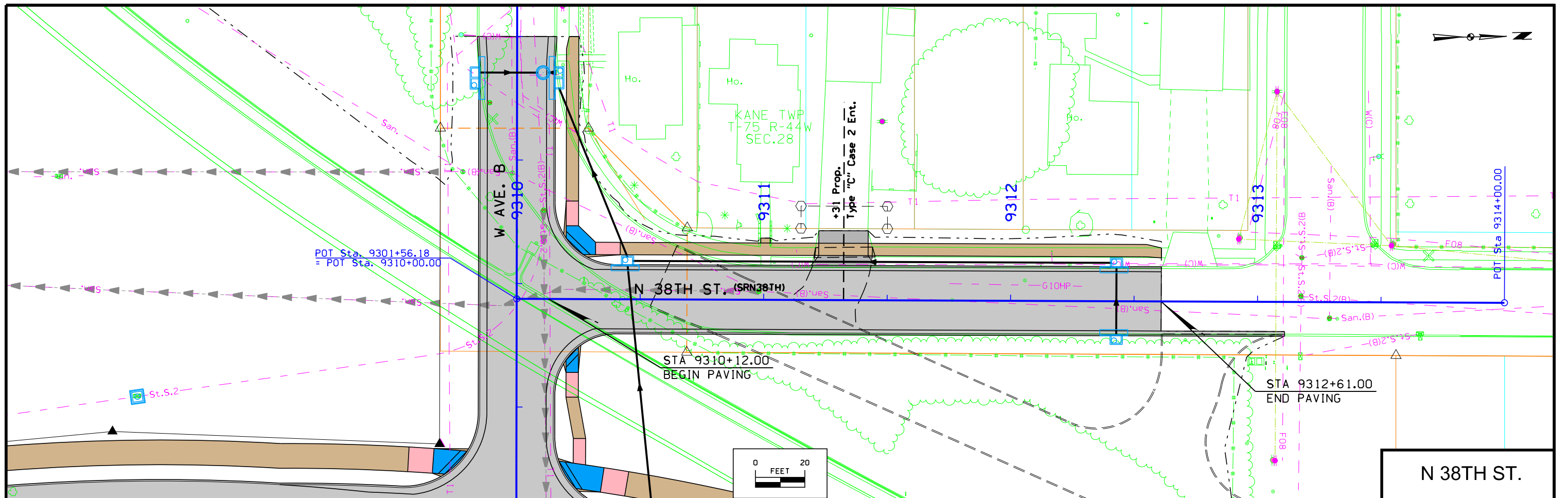


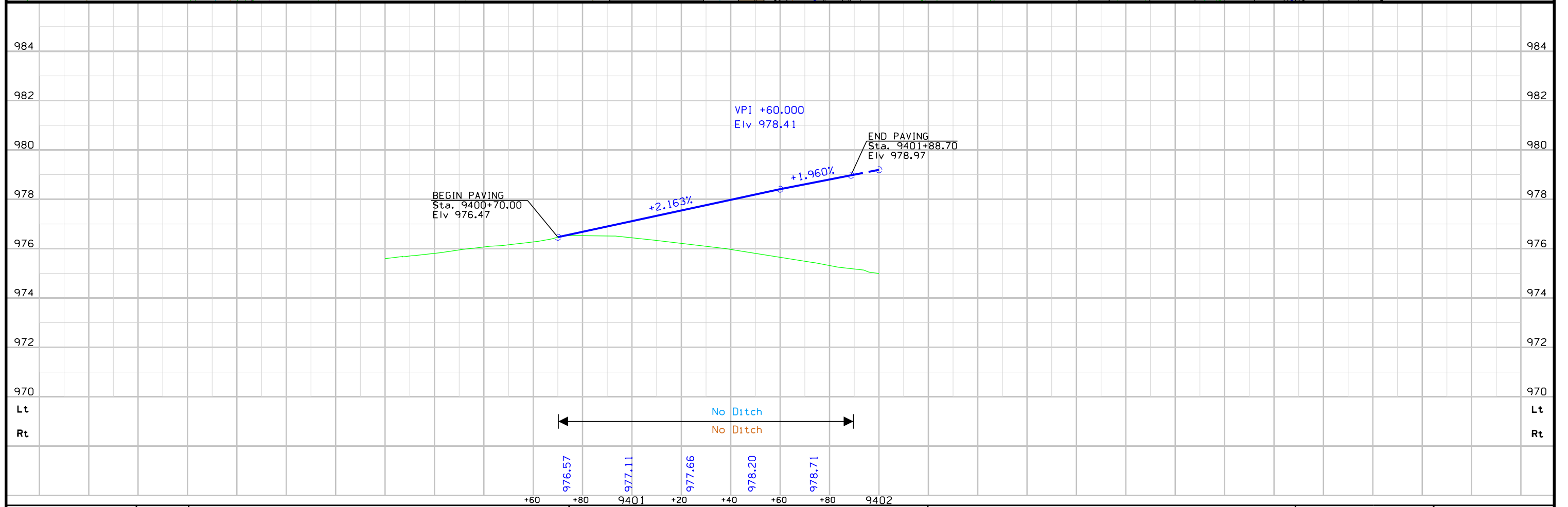
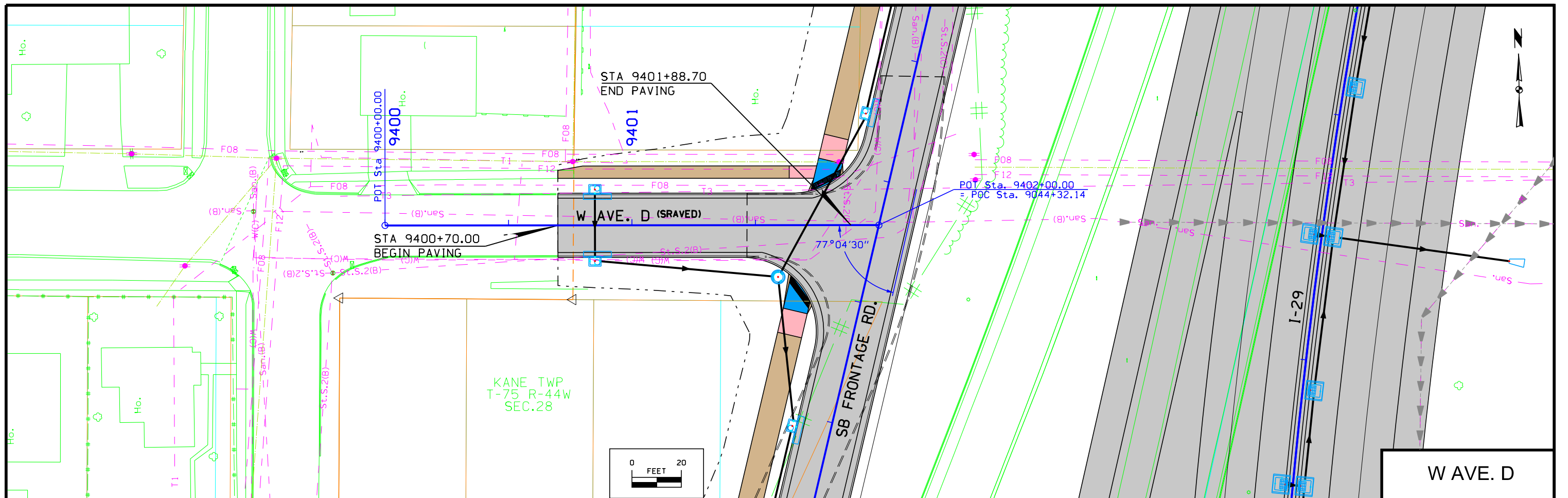


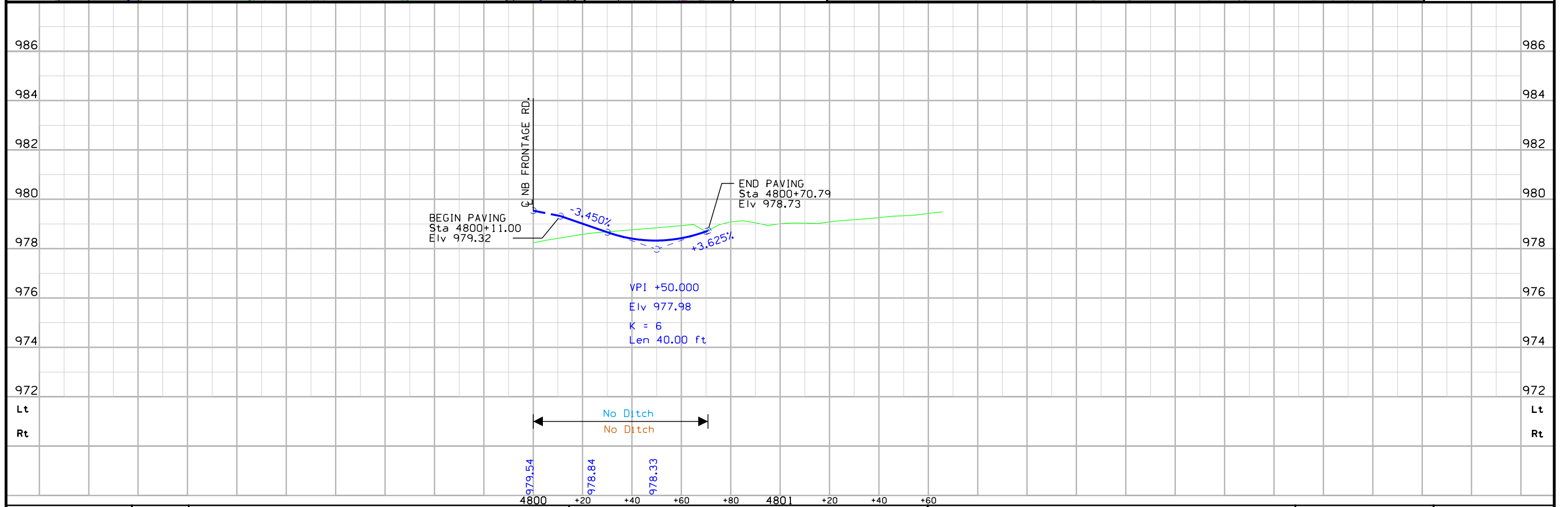
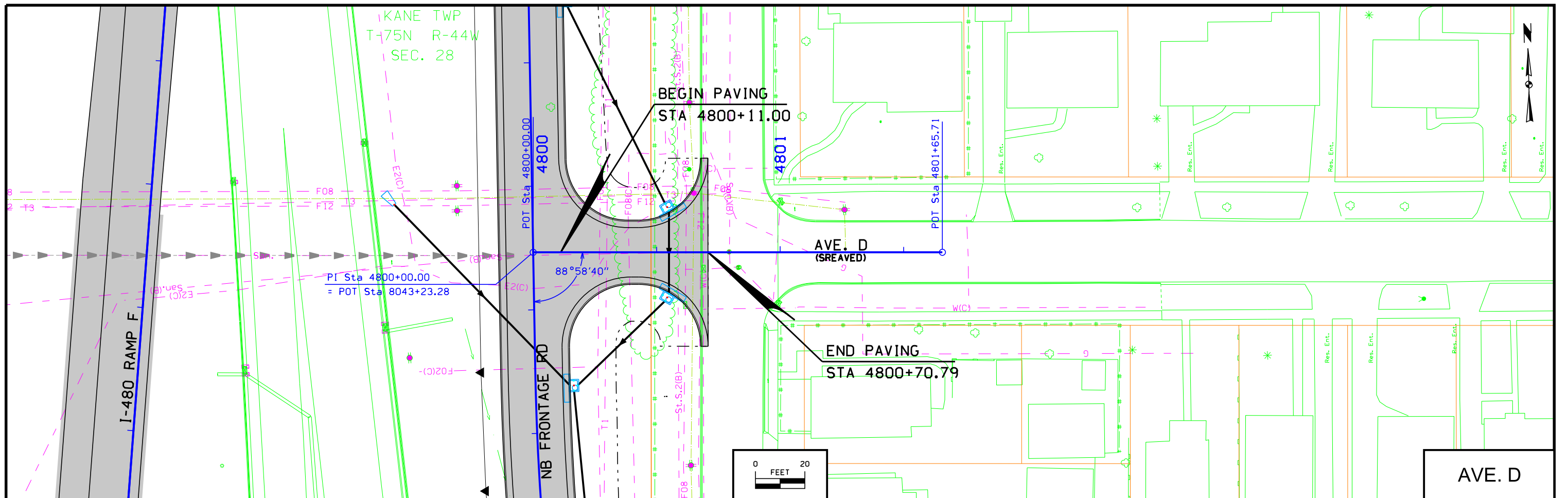


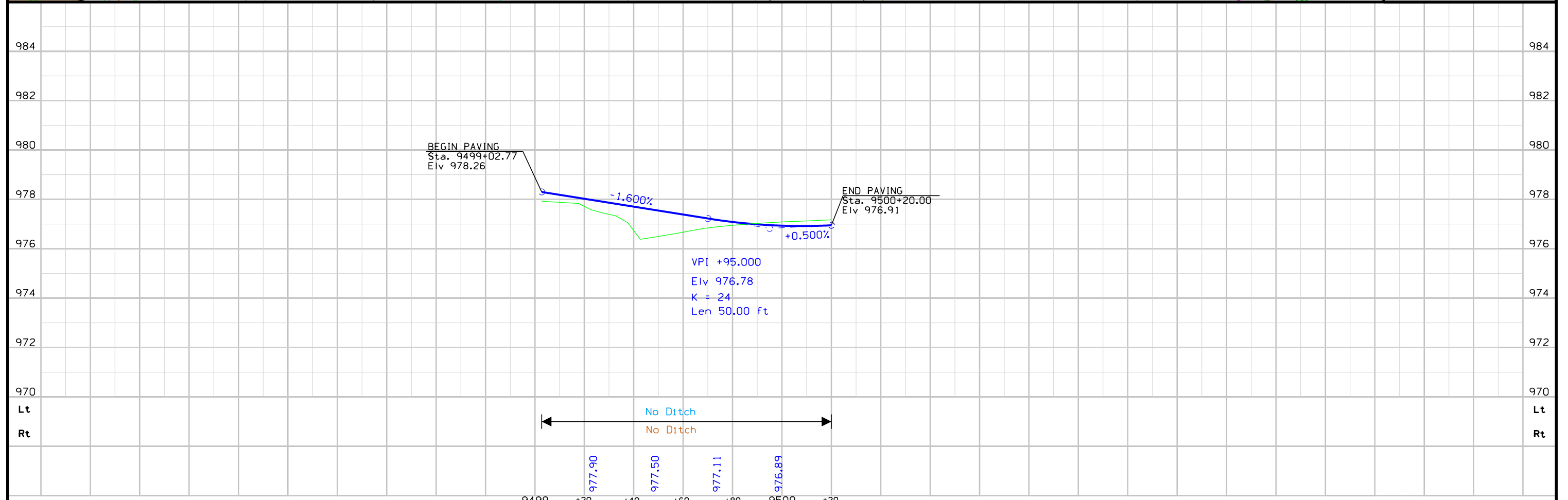
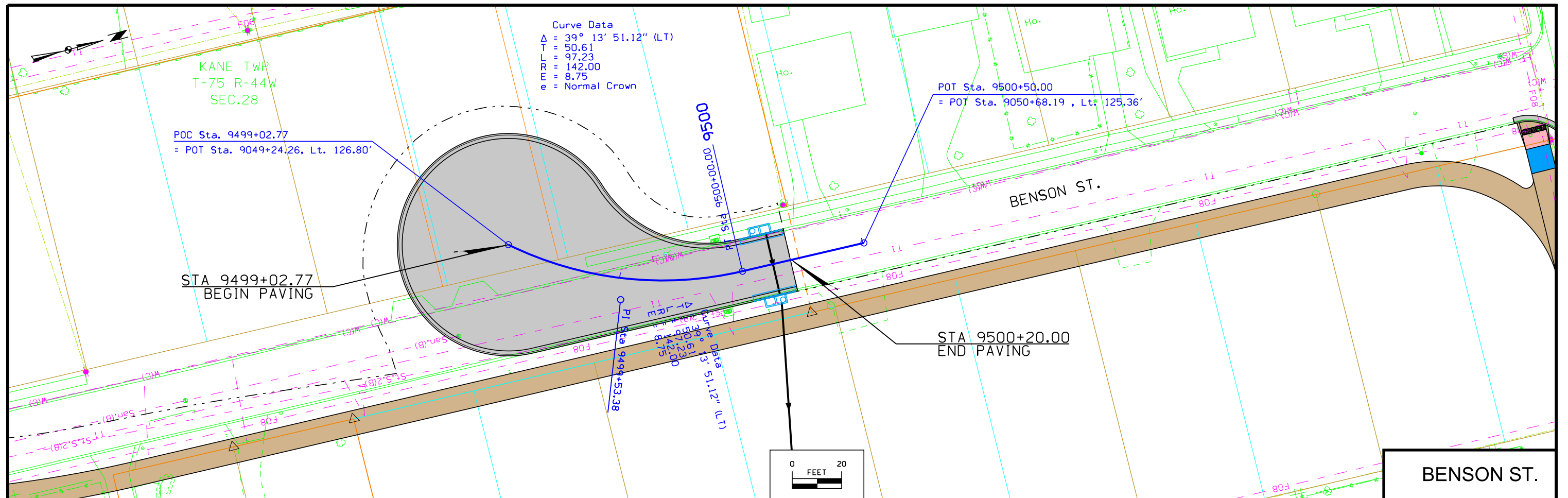


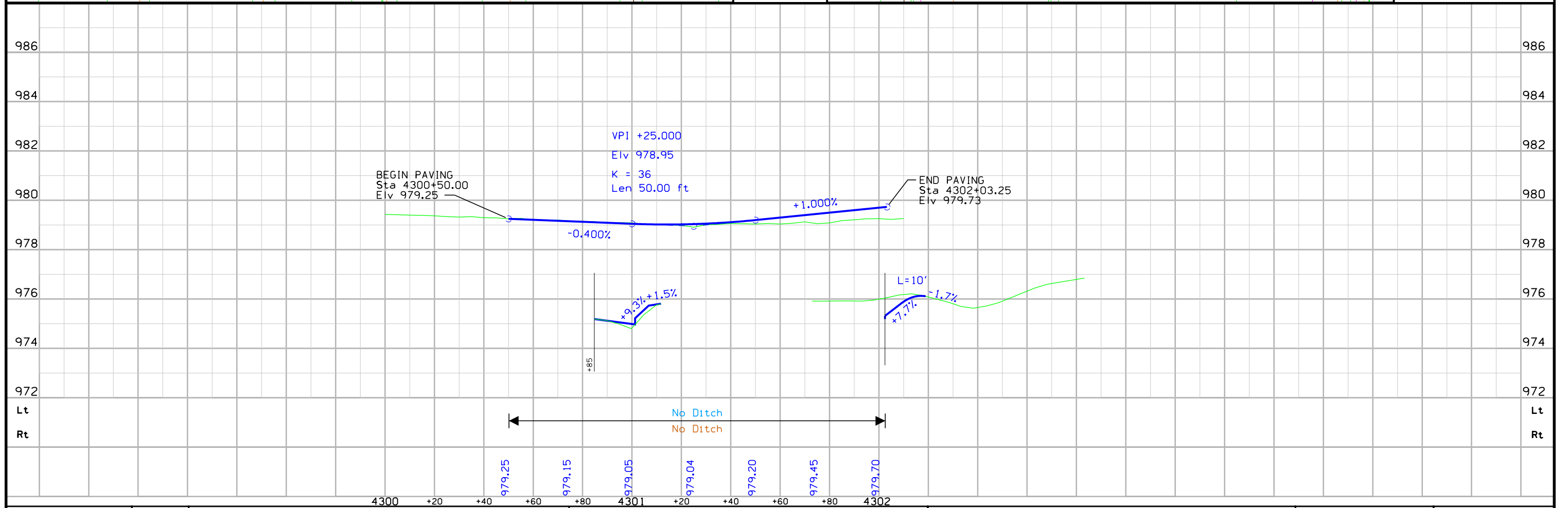
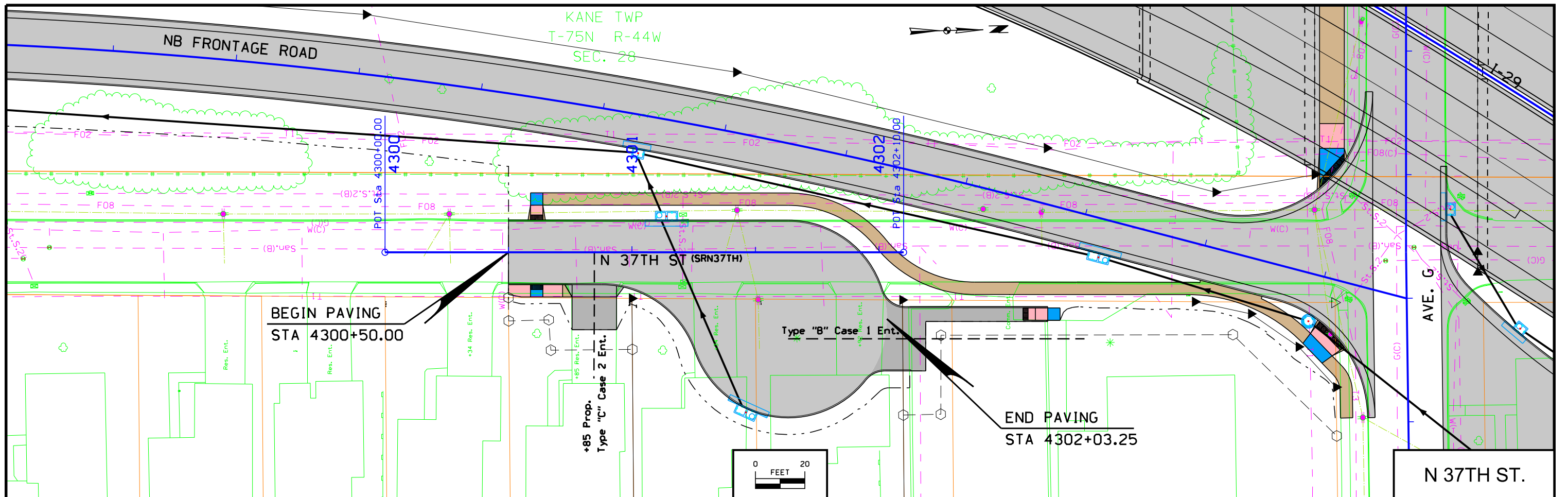




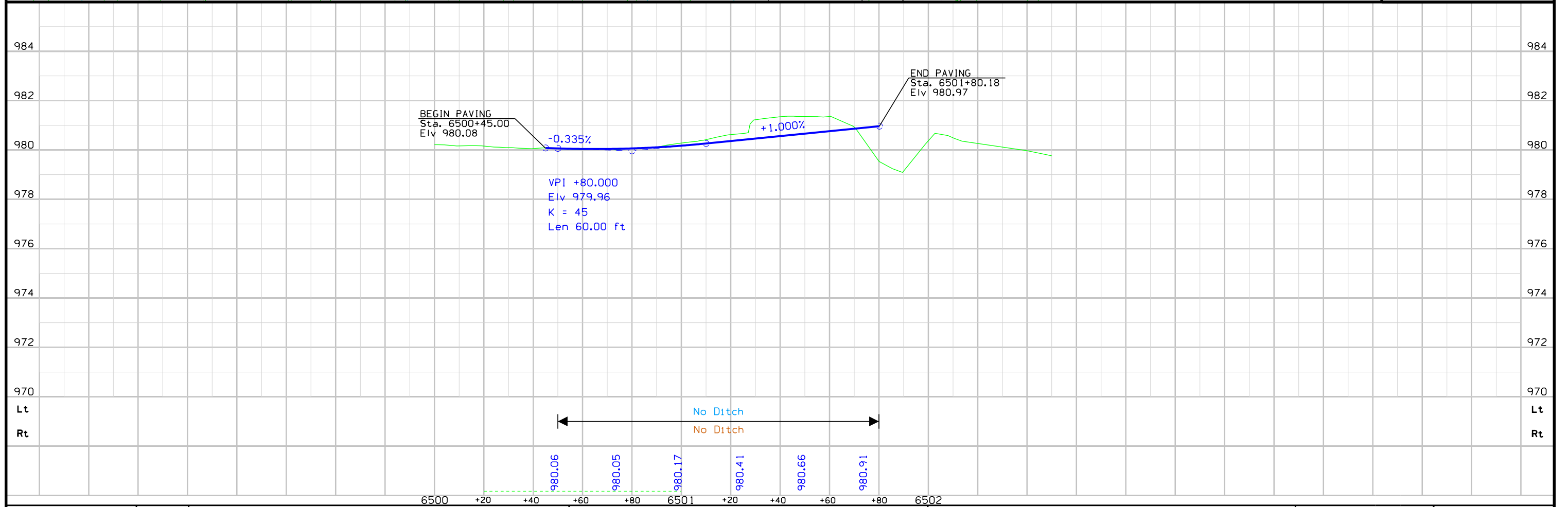
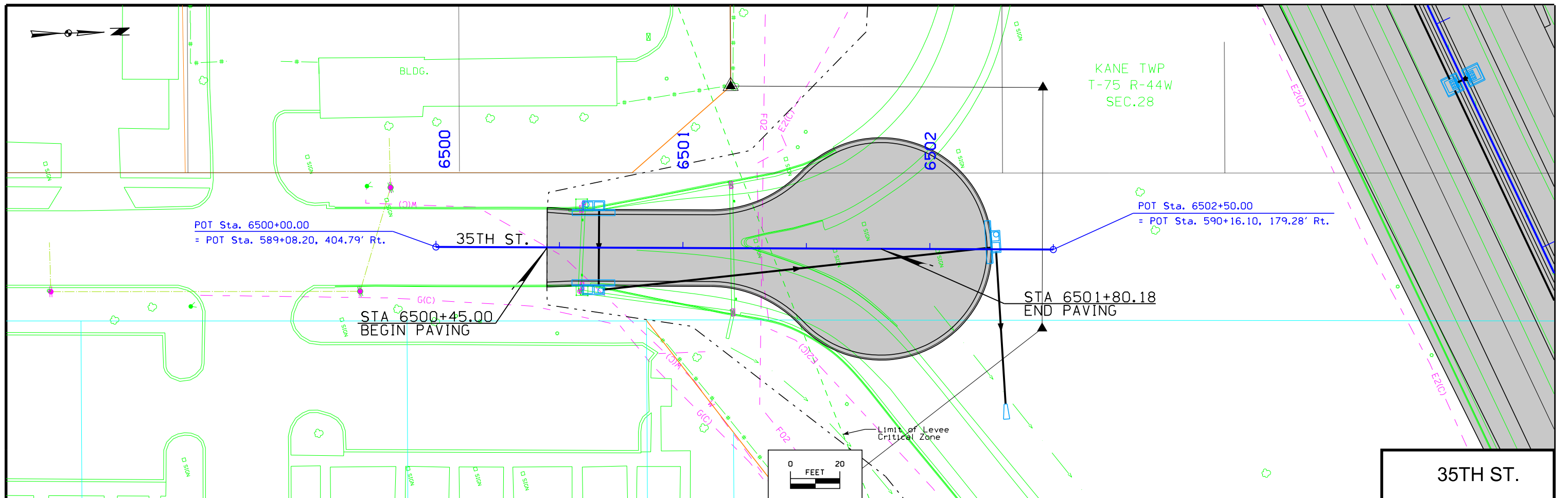


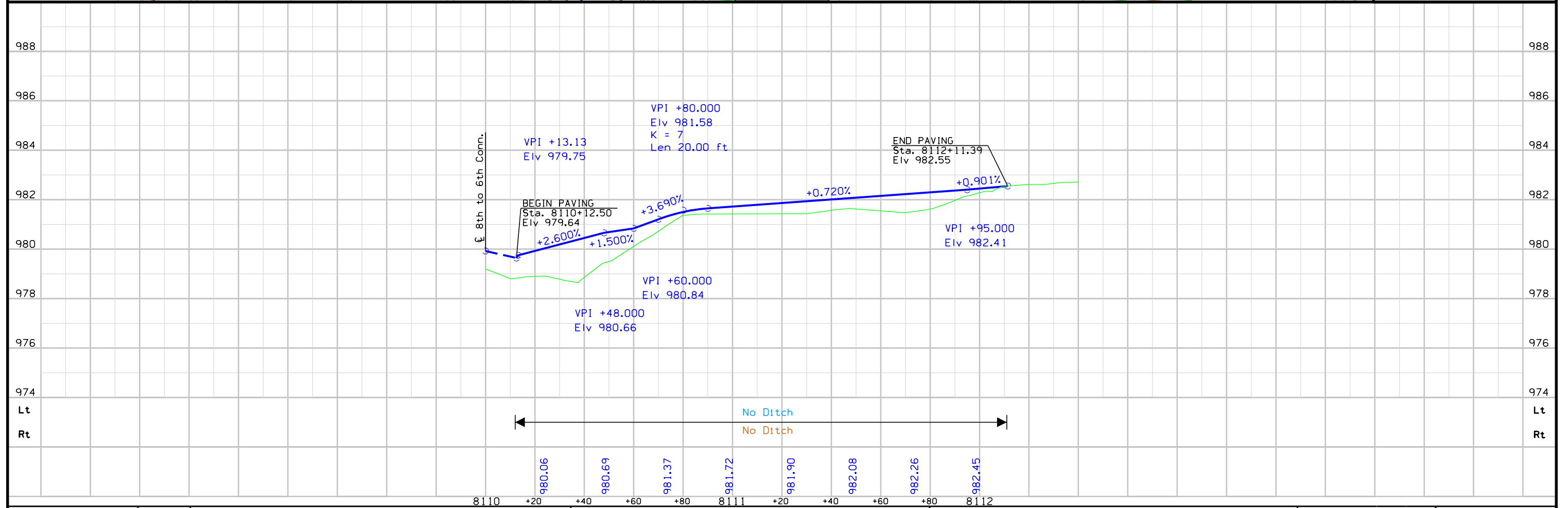
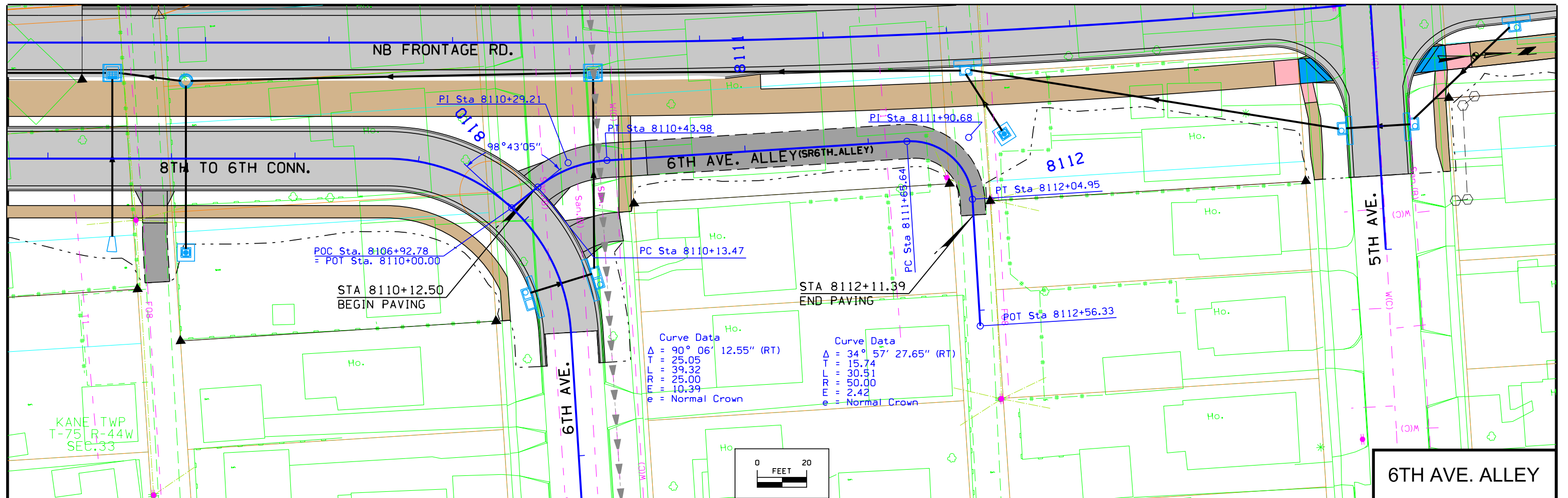


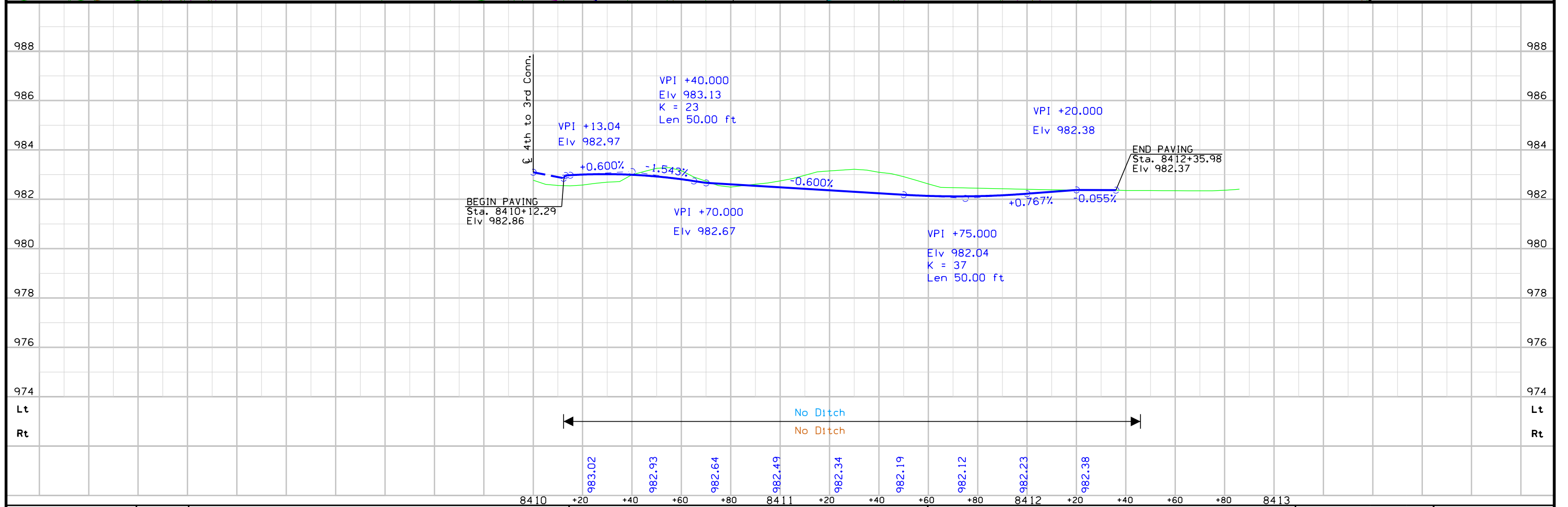
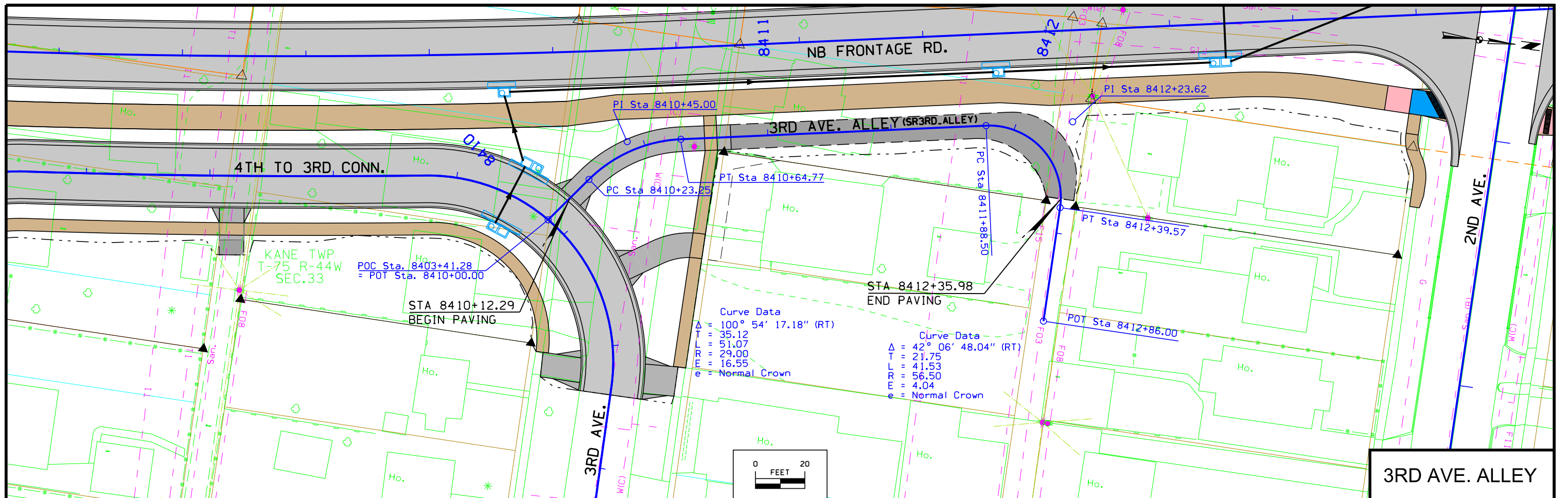


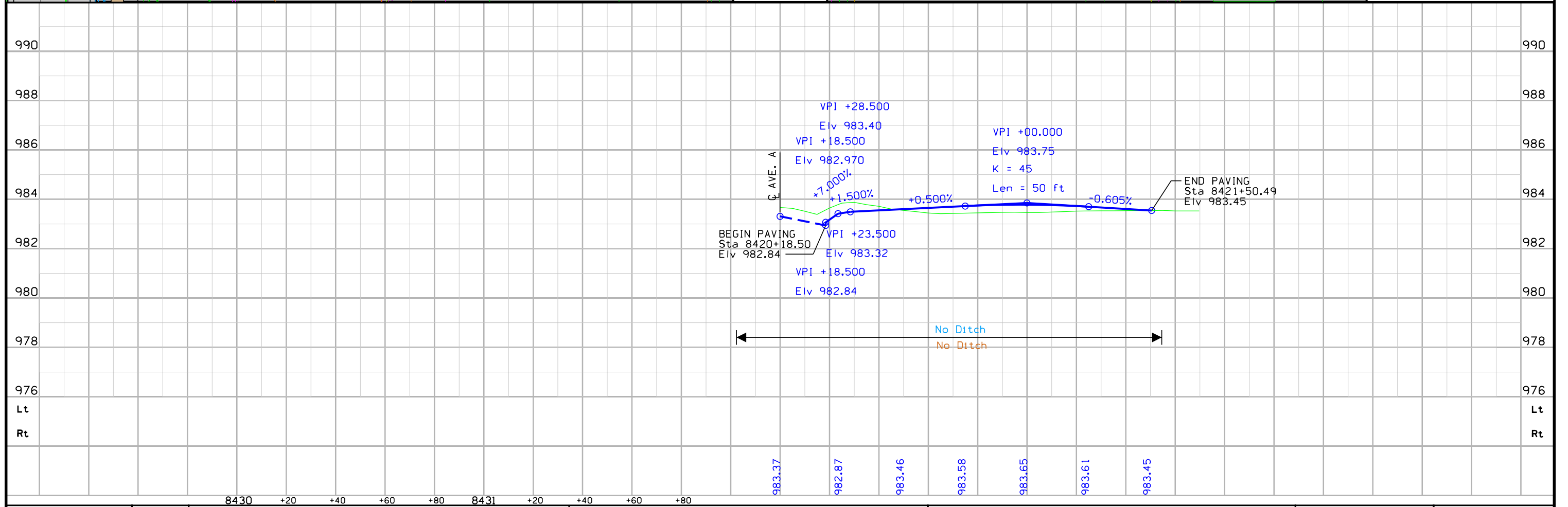
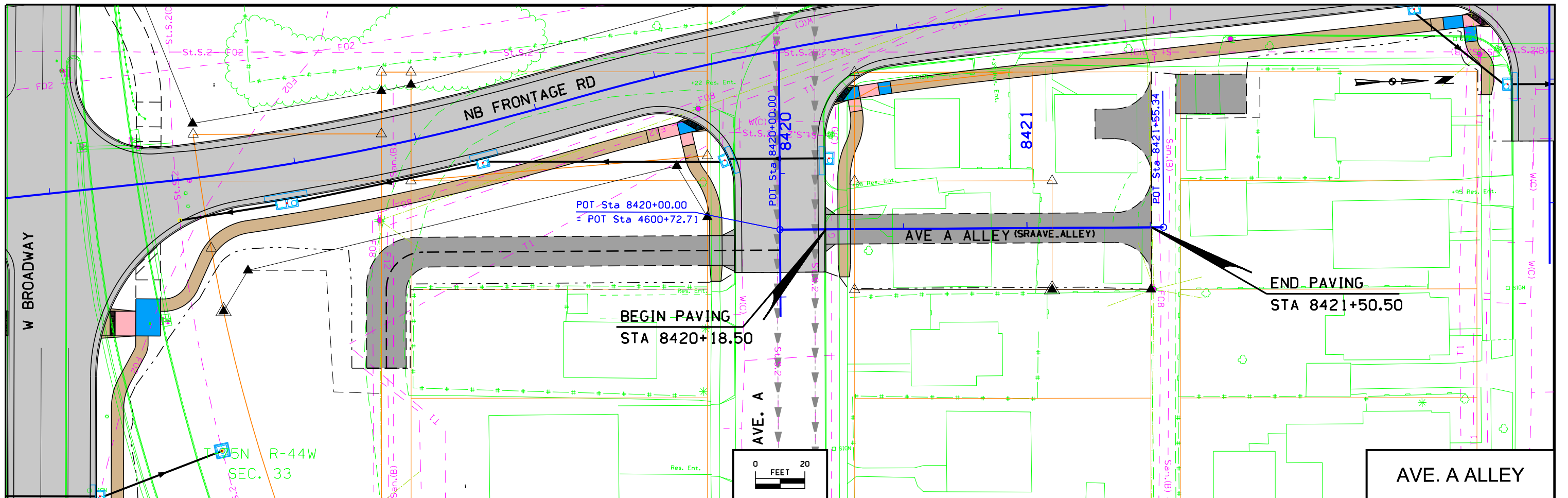


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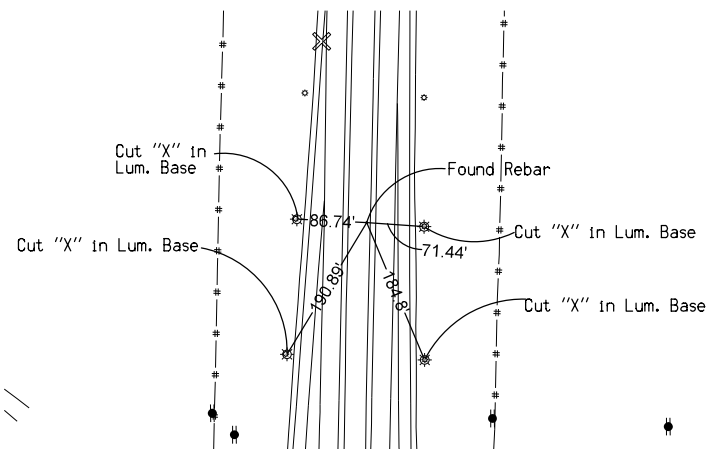


Survey Information

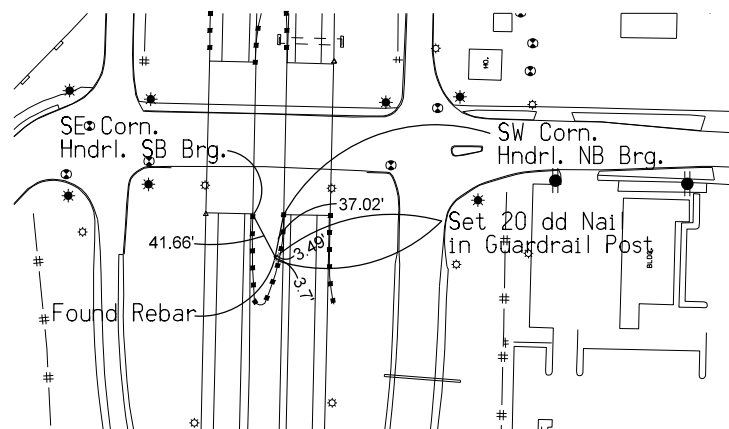
VERTICAL CONTROL

Point	North	East	Elevation	Station	Offset	Feature	Description	Point	North	East	Elevation	Station	Offset	Feature	Description
BM559	465847.588	978668.375	999.966	516+76.94	-54.729	BM	""FD IHC - SW HNDRL SB BRIDGE"	BM575	473135.994	982278.296	984.316	613+22.48	63.865	BM	""CUT X N SIDE CON LUM BASE"
BM560	465981.395	978781.253	1000.516	518+13.26	55.097	BM	""FD IHC - NE HNDRL NB BRIDGE"	BM576	473520.994	983812.147	980.294	629+51.21	80.655	BM	""CUT X NW COR 4X4 CONC INTAKE COVER"
BM561	466913.531	978920.950	981.243	527+48.31	173.694	BM	""CUT X - S. BOLT FIRE HYD"	BM577	474149.739	983683.820	996.903	628+37.37	-549.242	BM	""FD USGS STAMPED J139-1948 PID=MJ0770"
BM562	468082.729	978759.309	999.075	539+00.79	98.223	BM	""FD IHC - SE WING NB BRIDGE"	BM578	473472.186	985047.563	991.235	641+91.26	58.604	BM	""CUT X NW COR CONC INTAKE COVER"
BM563	468211.543	978554.686	1003.120	540+68.14	-75.977	BM	""CUT X NE HNDRL SB BRIDGE"	BM579	473429.284	985756.132	1006.473	649+01.13	59.001	BM	""CUT X SW SIDE HNDRL NB LANE BRIDGE OVER 25TH"
BM564	468205.027	978481.938	998.037	540+78.05	-148.370	BM	""CUT X NW WING SB BRIDGE"	BM580	473538.986	985919.977	1009.096			BM	""CUT X NE SIDE HNDRL SB LANE BRIDGE OVER 25TH"
BM565	468817.184	978695.854	1001.394	546+08.34	224.217	BM	""CUT X SE WING NB LANE OVER BROADWAY"	BM581	473645.737	986692.187	1019.422			BM	""CUT X NW HNDRL SB LANE BRIDGE OVER OLD RR"
BM566	469008.447	978635.632	999.113	548+08.85	225.936	BM	""FD NAIL NW WING NB LANE BRIDGE OVER BROADWAY"	BM582	473831.518	987230.787	1018.932			BM	""FD IHC NE COR WING NB LANE BRIDGE OVER OLD RR "
BM567	469122.869	978384.697	1020.613	549+95.64	21.826	BM	""CUT X NW HNDRL NB LANE BRIDGE 480 N."	BM583	474761.205	988068.089	982.085			BM	""FD IHC RT HEWL 6X8 RCB"
BM568	469995.128	978545.237	988.119	559+05.84	278.068	BM	""CUT X NW COR CONC CURB"	BM584	476321.456	989176.352	975.947			BM	""CUT X INLET 24 IN RCP MEDIAN"
BM569	470583.696	978284.546	988.082	564+57.01	-90.628	BM	""CUT X SE SIDE W OVERHEAD CONC SIGN BASE"	BM585	477058.716	989807.366	1003.653			BM	""FD IHC LT HDWL TWIN 10X10 RCB UNDER NM LANES "
BM570	471092.440	978564.990	1000.374	570+22.17	-38.005	BM	""CUT X SE HNDRL NB LANE BRIDGE OF AVE G"	BM586	477314.815	989945.253	1006.540			BM	""CUT X NW HDRL NB LANE BRIDGE OVER 16TH ST."
BM571	471226.527	978484.290	1000.891	570+92.41	-176.306	BM	""FD IHC NW WING SB LANE BRIDGE OVER AVE G"	BM587	478276.826	990211.986	984.641			BM	""FD IHC LT HDWL TWIN 10X10 RCB UNDER NB LANES "
BM574	469279.174	978112.332	1013.041	552+06.14	-204.242	BM	""FD IHC NW WING I-29 SB BRIDGE OVER BROADWAY"	BM588	480360.719	990306.583	979.449			BM	""SET RR SPIKE W. SIDE PP"
BM629	468954.928	979420.978	985.542	545+17.85	956.482	BM	""FD ARROW TOP FIRE HYDRANT"	BM589	482193.440	990048.845	981.316			BM	""SET RR SPIKE W SIDE PP"
								BM590	484143.128	989776.114	977.440			BM	""FD NGS BM B 180 STEEL ROD IN SLEEVE"

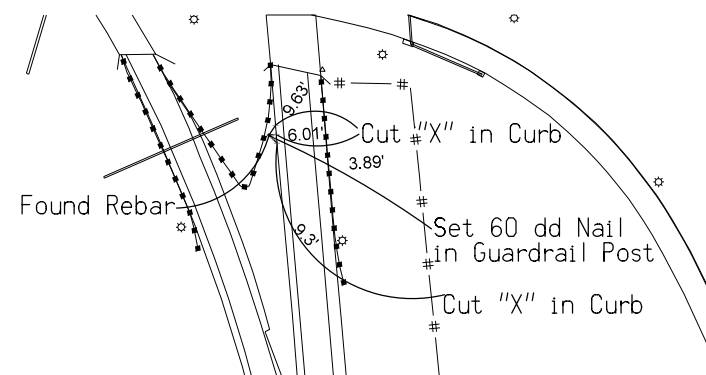
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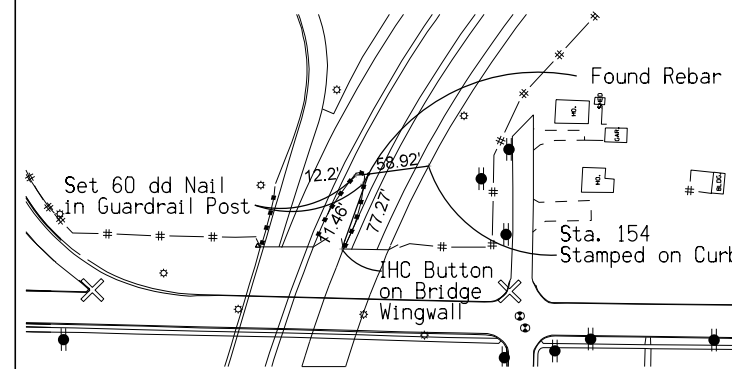
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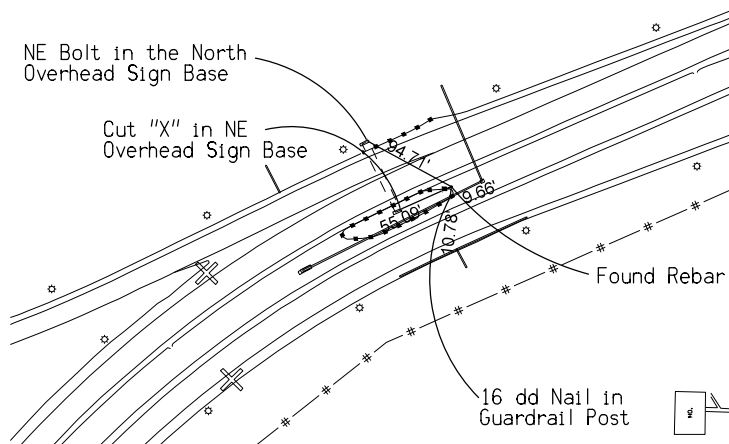
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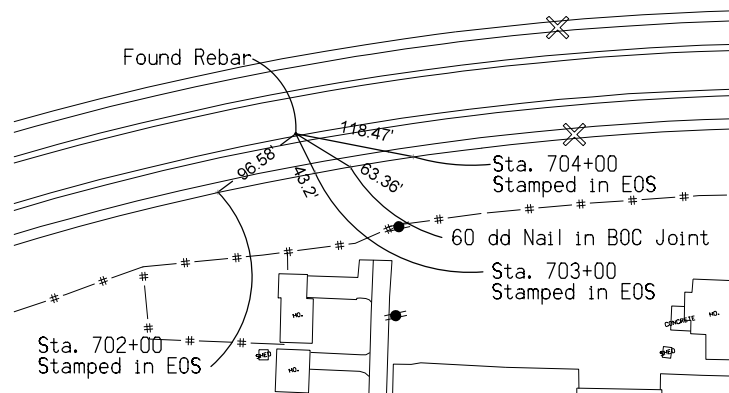
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GPS FD. REBAR 0.5' DEEP, GPS POINT G036
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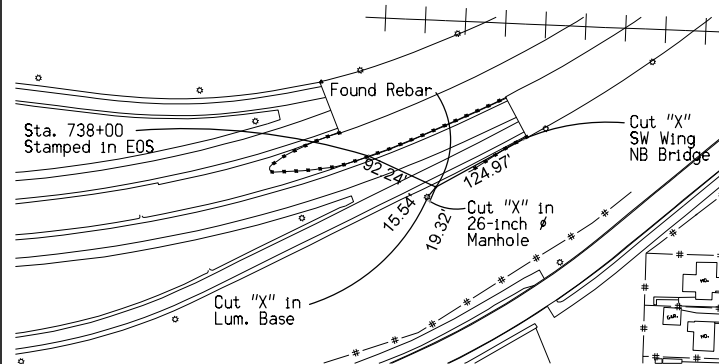
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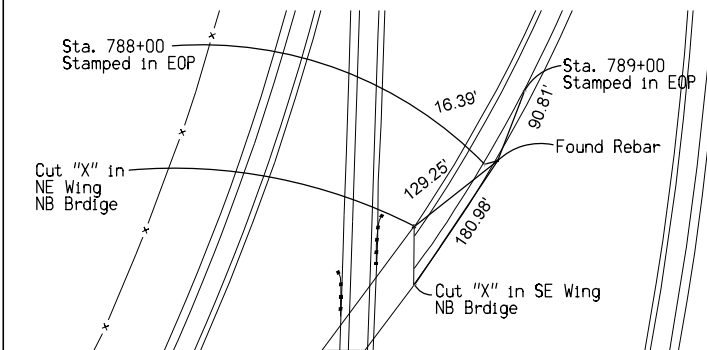
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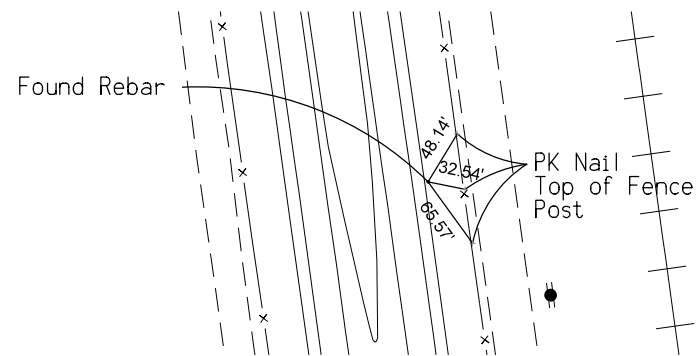
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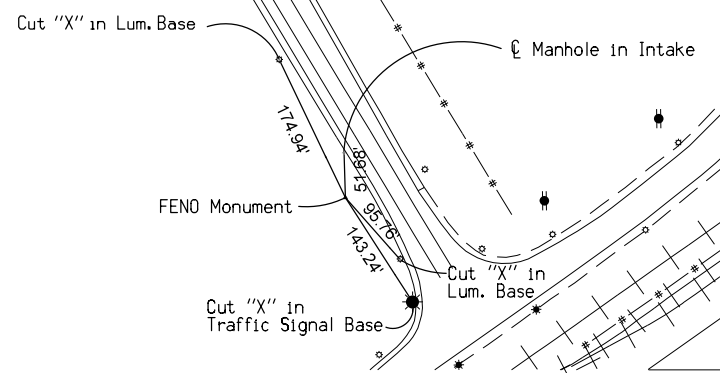
GPS STA 712+58.61, 24.40 RT.
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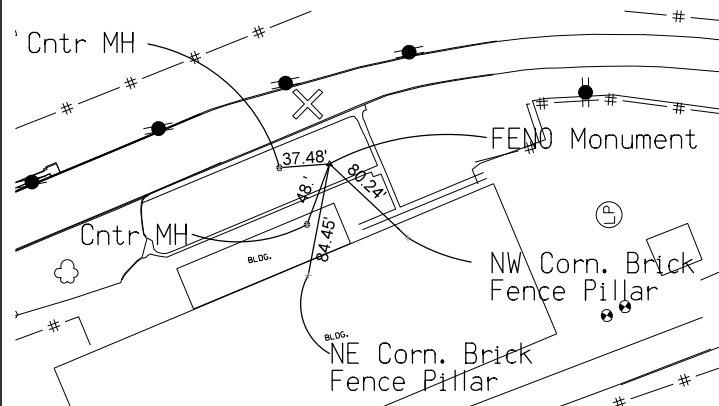
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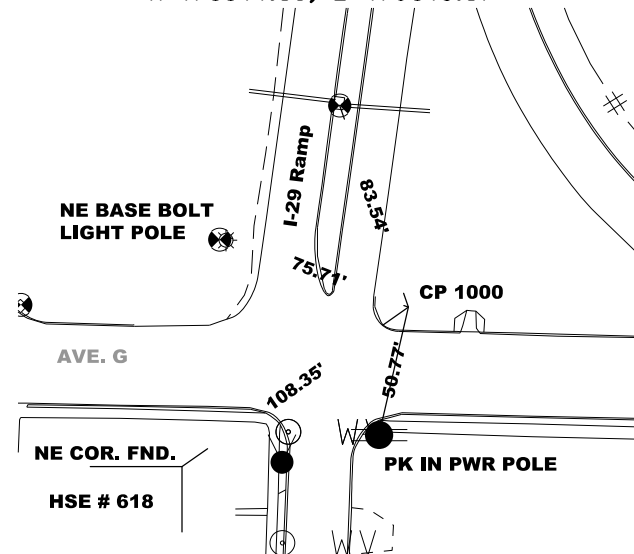
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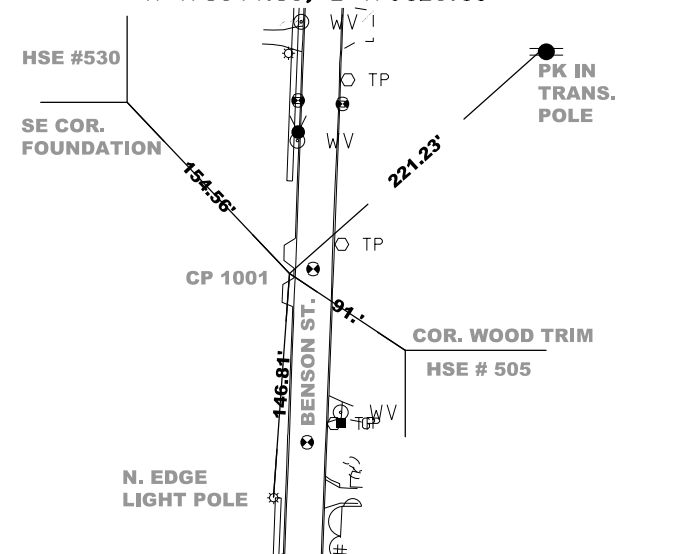
GPS STA 545+49.58, 1425.90, LT.
GPS POINT FENO 2
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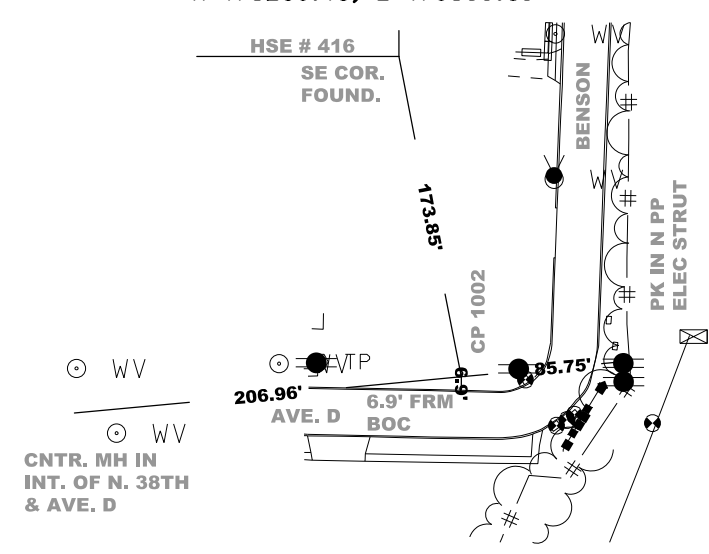
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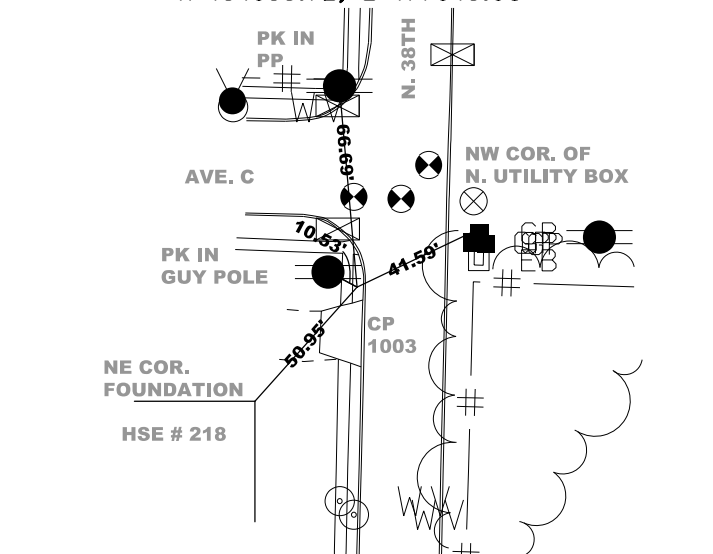
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N=470694.06, E=978126.13



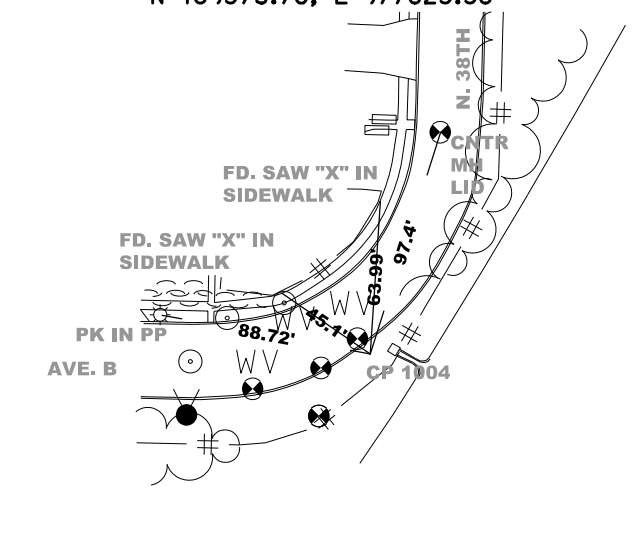
CP No. 1002, 5/8" Rebar, NW Cor. Ave D & Benson
N=470238.93, E=978065.15



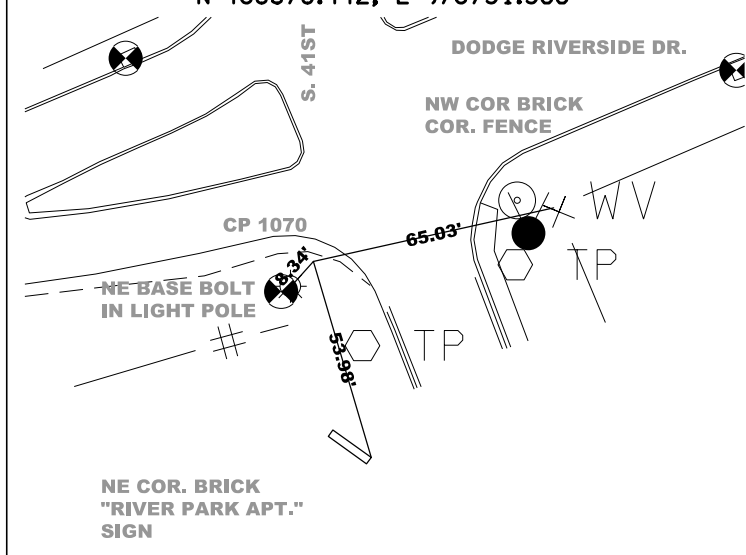
CP No. 1003, 5/8" Rebar, SW Cor. Ave C - 38th
N=469856.72, E=977846.81



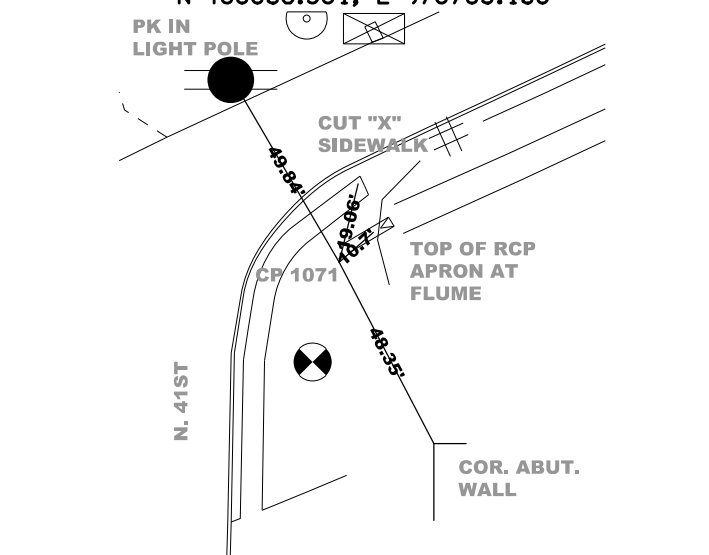
CP No. 1004, 5/8" Rebar, 4' E Of Curb, Ave B 38th St
N=469573.70, E=977825.58



CP No. 1070, 5/8" Rebar, SW Cor Dogde Riv. Dr./S. 41
N=468378.442, E=976751.500



CP No. 1071, 5/8" Rebar, SE Cor 41st / Park Ent.
N=468830.561, E=976783.138



ALIGNMENT COORDINATES

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
I-29																			
20000		495+00.00	463,669.97	978,673.90															
20001		505+00.00	464,669.72	978,696.49															
20002								528+48.22	467,017.34	978,749.56	536+96.76	467,865.66	978,768.73	545+29.28	468,672.81	978,506.96			
20003								549+35.90	469,059.60	978,381.52	571+81.24	471,195.42	977,688.84	585+85.36	472,096.30	979,745.53			
20004								617+40.93	473,362.39	982,635.97	624+27.46	473,637.84	983,264.82	630+88.32	473,596.73	983,950.11			
20005		649+74.32	473,483.80	985,832.73															
I-480																			
21000		105+00.00	468,417.91	975,761.16															
21001								106+90.58	468,449.83	975,949.05	108+45.38	468,475.76	976,101.65	110+00.00	468,514.01	976,251.65			
W Broadway																			
22000		200+00.00	468,939.64	978,038.84															
22001		207+25.46	468,913.92	978,763.84															
22002		213+07.53	468,896.27	979,345.64															
22003		213+45.07	468,894.37	979,383.14															
22004		215+00.81	468,894.78	979,538.87															
WB W Broadway																			
71000		1191+56.16	469,058.42	977,214.97															
71001								1192+38.67	469,074.10	977,295.98	1194+81.38	469,120.21	977,534.27	1197+09.98	469,026.14	977,758.01			
71002								1197+09.98	469,026.14	977,758.01	1198+56.60	468,969.32	977,893.17	1200+00.00	468,964.12	978,039.70			
EB W Broadway																			
74000		4191+26.58	468,673.14	977,203.46															
74001								4197+14.37	468,869.27	977,757.55	4198+66.43	468,920.01	977,900.90	4200+14.90	468,914.62	978,052.86			
NB Frontage Rd																			
80000		7999+99.56	465,908.29	978,853.53															
80001								8001+47.49	466,055.83	978,864.25	8001+93.20	466,101.42	978,867.57	8002+38.91	466,146.94	978,871.71			
80002								8009+82.19	466,887.16	978,939.14	8014+46.15	467,349.21	978,981.23	8019+05.03	467,806.83	978,904.80			
80003								8024+48.16	468,342.55	978,815.32	8025+38.05	468,431.20	978,800.51	8026+27.81	468,520.83	978,793.71			
80004		8029+58.95	468,851.03	978,768.68															
80005								8031+02.31	468,993.95	978,757.68	8031+82.10	469,073.40	978,750.24	8032+61.56	469,150.66	978,730.28			
80006								8032+61.56	469,150.66	978,730.28	8033+46.01	469,232.43	978,709.17	8034+30.06	469,316.58	978,702.07			
80007								8041+81.28	470,065.14	978,638.89	8042+27.93	470,111.62	978,634.97	8042+74.51	470,158.27	978,635.39			
80008								8045+84.72	470,468.47	978,638.19	8048+57.82	470,741.56	978,640.65	8051+27.57	471,003.99	978,716.24			
80009		8052+84.38	471,154.68	978,759.64															
SB Frontage Rd																			
90000		9000+00.00	465,912.37	978,586.55															
90001								9007+90.08	466,702.25	978,604.40	9010+00.31	466,912.43	978,609.15	9012+09.86	467,121.21	978,584.54			
90002								9018+95.68	467,802.32	978,504.26	9020+27.20	467,932.94	978,488.87	9021+57.22	468,055.13	978,440.22			
90003								9033+49.75	469,163.09	977,999.14	9036+10.62	469,405.46	977,902.65	9038+54.09	469,658.12	977,967.59			
90004		9054+09.36	471,164.43	978,354.71															
9th Ave.																			
30000		3000+00.00	465,488.17	978,098.25															
30001		3003+69.34	465,745.51	978,363.19															
30002								3005+17.33	465,852.26	978,465.67	3006+05.25	465,915.68	978,526.57	3006+83.00	465,913.69	978,614.46			
30003		3009+34.14	465,908.02	978,865.54															
30004		3012+10.00	465,904.11	979,141.38															
30005		3014+00.00	465,897.98	979,331.28															

ALIGNMENT COORDINATES

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
Dodge Riverside Dr.																			
40000		4000+00.00	468,333.09	976,592.04															
40001								4003+69.40	468,475.41	976,932.93	4004+37.93	468,501.81	976,996.16	4005+04.57	468,501.09	977,064.68			
40002								4005+53.09	468,500.59	977,113.20	4006+52.01	468,499.56	977,212.12	4007+45.40	468,552.70	977,295.55			
40003								4007+95.94	468,579.85	977,338.18	4009+36.47	468,655.34	977,456.71	4010+61.90	468,623.09	977,593.49			
40004								4010+61.90	468,623.09	977,593.49	4012+20.46	468,586.70	977,747.82	4013+78.29	468,525.23	977,893.99			
40005								4013+78.29	468,525.23	977,893.99	4015+12.40	468,473.24	978,017.60	4016+33.27	468,350.10	978,070.69			
40006								4016+33.27	468,350.10	978,070.69	4018+46.45	468,154.33	978,155.08	4020+12.51	468,149.03	978,368.20			
40007		4020+47.51	468,148.16	978,403.19															
50000		5000+00.00	468,148.16	978,403.19															
50001		5008+50.78	468,126.99	979,253.71															
Ave. G																			
60000		6000+00.00	471,171.72	978,059.80															
60001		6006+81.32	471,154.89	978,740.92															
60002		6013+07.14	471,148.05	979,366.70															
70000		7000+00.00	468,510.81	977,198.61															
70001		7009+30.67	469,441.06	977,226.40															
81000		8098+50.00	466,226.81	979,156.35															
81001								8099+99.31	466,229.88	979,007.06	8100+79.78	466,231.54	978,926.62	8101+22.39	466,311.67	978,933.92			
81002								8106+36.88	466,824.04	978,980.59	8107+07.33	466,894.20	978,986.98	8107+50.00	466,892.20	979,057.40			
81003		8108+59.05	466,889.12	979,166.41															
7th Ave.																			
82000		8200+00.00	466,562.59	978,956.77															
82001		8200+99.10	466,559.50	979,055.82															
5th Ave.																			
83000		8300+00.00	467,226.58	978,953.97															
83001		8301+00.00	467,223.75	979,053.93															
4th Ave.																			
91000		9100+00.00	467,492.94	978,441.13															
91001		9101+00.00	467,489.95	978,541.08															
84000		8399+50.00	467,476.16	979,125.86															
84001								8400+16.20	467,477.98	979,059.69	8400+82.95	467,479.82	978,992.96	8401+25.29	467,546.32	978,987.05			
84002								8401+25.29	467,546.32	978,987.05	8402+06.38	467,627.09	978,979.88	8402+87.44	467,707.46	978,969.12			
84003								8402+87.44	467,707.46	978,969.12	8403+74.64	467,793.88	978,957.56	8404+16.51	467,792.40	979,044.74			
84004		8404+70.08	467,791.48	979,098.31															
3rd Ave.																			
92000		9200+00.00	467,807.06	978,404.05															
92001		9201+00.00	467,804.39	978,504.02															
W 2nd Ave.																			
42000		4200+00.00	468,156.76	978,070.90															
42001								4200+96.65	468,154.17	978,167.52	4201+27.32	468,153.35	978,198.18	4201+51.67	468,180.30	978,212.80			
42002		4201+61.84	468,189.24	978,217.66															
S 38th St.																			
93100		9310+00.00	469,568.42	977,855.85															
93101		9314+00.00	469,968.31	977,865.49															
Ave. A																			
46000		4600+00.00	469,238.58	978,711.75															
46001		4601+08.12	469,236.23	978,819.84															
W Ave. B																			
93000		9300+00.00	469,571.81	977,699.71															
93001		9302+50.00	469,566.39	977,949.65															

ALIGNMENT COORDINATES

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
47000		4700+00.00	469,551.45	978,682.24															
47001		4701+24.69	469,548.22	978,806.90															
N 38th St.																			
93100		9310+00.00	469,568.42	977,855.85															
93101		9314+00.00	469,968.31	977,865.49															
94000																			
94001		9400+00.00	470,221.85	977,911.51															
94001																			
94001		9402+00.00	470,217.97	978,111.47															
Ave. D																			
48000		4800+00.00	470,207.04	978,635.83															
48001		4801+65.71	470,202.59	978,801.48															
Benson St. (cds)																			
95000								9499+02.77	470,726.17	978,111.16	9499+53.38	470,764.15	978,144.60	9500+00.00	470,814.72	978,146.49			
95001		9500+50.52	470,865.20	978,148.38															
N 37th St. (cds)																			
43000		4300+00.00	470,741.54	978,730.73															
43001		4302+10.00	470,951.48	978,735.94															
N 35th St. (cds)																			
651000								6510+00.00	471,965.84	980,222.86	6510+21.44	471,987.27	980,223.58	6510+40.50	472,001.52	980,239.59			
651001								6510+40.50	472,001.52	980,239.59	6510+83.34	471,973.04	980,207.60	6512+54.78	472,003.59	980,177.58			
651002								6512+54.78	472,003.59	980,177.58	6512+76.21	471,988.30	980,192.60	6512+95.28	471,966.88	980,191.88			
6th Ave. Alley																			
81100		8110+00.00	466,872.89	979,005.01															
81101								8110+13.47	466,884.14	978,997.60	8110+29.21	466,897.29	978,988.94	8110+43.98	466,913.02	978,989.37			
81102								8111+65.64	467,034.64	978,992.73	8111+90.68	467,059.67	978,993.43	8112+04.95	467,058.94	979,018.46			
81103		8112+56.33	467,057.42	979,069.81															
84100																			
84101		8410+00.00	467,758.81	978,980.93															
84102								8410+23.25	467,773.25	978,962.71	8410+45.00	467,786.76	978,945.66	8410+64.77	467,808.22	978,942.08			
84103		8412+86.00	467,962.87	978,997.43				8411+88.50	467,930.26	978,921.70	8412+23.62	467,964.90	978,915.91	8412+39.57	467,964.02	978,951.02			
Ave. A Alley																			
84200		8420+00.00	469,237.00	978,784.45															
84201		8421+55.34	469,392.30	978,787.82															

ALIGNMENT COORDINATES (RAMPS)

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
9th St. Ramp A																			
31000		1525+50.67	466,702.00	978,615.40															
31001								1529+51.28	467,102.51	978,624.45	1533+45.30	467,496.43	978,633.36	1537+36.02	467,882.47	978,554.45			
31002								1537+36.02	467,882.47	978,554.45	1537+44.15	467,890.43	978,552.83	1537+52.27	467,898.37	978,551.09			
9th St. Ramp B																			
32000		2508+98.80	465,066.18	978,804.35															
32001		2517+42.86	465,908.02	978,865.54															
9th St. Ramp C																			
33000								3505+20.00	464,691.13	978,633.96	3506+49.75	464,820.85	978,636.89	3507+79.22	464,950.07	978,625.22			
33001								3512+50.22	465,419.19	978,583.09	3513+63.05	465,531.55	978,572.94	3514+75.63	465,644.34	978,575.49			
33002		3517+43.07	465,911.71	978,581.53															
9th St. Ramp D																			
34000		4525+36.19	466,708.36	978,893.67															
34001								4530+99.81	467,271.82	978,907.28	4532+23.84	467,395.81	978,910.28	4533+47.48	467,519.04	978,896.24			
34002		4536+41.36	467,811.03	978,862.98															
40th St. Ramp B																			
72000		2109+06.71	468,405.76	976,180.74															
72001								2110+51.36	468,418.06	976,324.87	2113+07.83	468,439.86	976,580.41	2115+61.52	468,525.44	976,822.18			
72002		2119+65.56	468,660.27	977,203.07															
40th St. Ramp C																			
73000								3106+15.00	468,489.43	975,865.65	3109+86.88	468,551.71	976,232.28	3113+49.47	468,747.62	976,548.37			
73001								3117+37.89	468,952.24	976,878.52	3118+84.99	469,029.73	977,003.55	3120+28.84	469,057.68	977,147.98			
73002		3120+97.45	469,070.71	977,215.34															
Ave. G Ramp A																			
61000		1567+65.39	471,164.73	978,342.40															
61001								1569+30.88	471,325.01	978,383.59	1573+53.98	471,734.79	978,488.91	1577+09.24	471,878.39	978,886.89			
61002		1587+01.06	472,215.02	979,819.84															
Ave. G Ramp D																			
64000		4572+40.44	471,154.49	978,777.14															
64001								4572+96.89	471,202.94	978,806.10	4574+18.89	471,307.67	978,868.67	4575+39.69	471,394.29	978,954.60			
64002								4577+88.62	471,571.01	979,129.91	4582+64.95	471,909.17	979,465.37	4587+30.00	472,100.29	979,901.69			
I-480 Ramp A																			
51000		1542+93.19	468,902.16	977,204.09															
51001								1546+83.48	469,040.75	977,568.94	1551+19.47	469,195.58	977,976.52	1554+86.82	469,618.73	978,081.58			
51002		1559+52.29	470,070.49	978,193.75															
I-480 Ramp C																			
53000								3531+71.71	467,338.10	978,683.46	3534+64.77	467,630.90	978,671.13	3537+54.94	467,912.13	978,588.70			
53001								3537+54.94	467,912.13	978,588.70	3549+69.37	469,077.53	978,247.13	3556+54.24	468,722.06	977,085.89			
53002								3563+32.94	468,523.39	976,436.92	3564+23.91	468,496.76	976,349.93	3565+14.85	468,474.28	976,261.78			
I-480 Ramp F																			
56000		6542+36.07	468,830.91	977,373.16															
56001								6544+81.62	468,902.79	977,607.95	6552+78.07	469,135.92	978,369.52	6558+87.91	469,928.24	978,450.48			
56002								6565+38.32	470,575.29	978,516.60	6568+76.16	470,911.38	978,550.94	6572+00.00	471,190.33	978,741.51			
I-480 Ramp H																			
58000		8529+28.83	467,097.37	978,837.67															
58001								8532+34.91	467,402.98	978,854.78	8535+29.37	467,696.97	978,871.23	8538+20.89	467,986.22	978,816.13			
58002								8538+20.89	467,986.22	978,816.13	8552+51.38	469,391.45	978,548.45	8559+15.61	468,883.46	977,211.20			
58003								8565+14.07	468,670.94	976,651.74	8567+27.99	468,594.97	976,451.76	8569+41.45	468,542.11	976,244.48			

ALIGNMENT COORDINATES (WALLS)

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
Wall #2010																			
20100		201010+00.00	465,171.19	978,642.39															
20101		201015+99.86	465,771.04	978,643.95															
20102		201016+95.67	465,866.83	978,646.12															
20103		201016+97.00	465,866.86	978,644.78															
20104		201017+51.33	465,921.18	978,646.01															
Wall #2011																			
20110		201115+90.00	465,874.39	978,613.70															
20111		201117+90.00	465,869.88	978,813.64															
Wall# 2012																			
20120		201210+00.00	465,168.11	978,773.19															
20121		201216+95.67	465,863.60	978,788.91															
20122		201216+97.00	465,863.57	978,790.25															
20123		201217+51.33	465,917.89	978,791.47															
Wall #2020																			
20200		202017+23.67	465,896.18	978,645.45															
20201		202018+04.00	465,976.49	978,647.26															
20202		202018+05.33	465,976.46	978,648.59															
20203								202028+48.22	467,019.09	978,672.16	202030+07.52	467,178.34	978,675.76	202031+66.70	467,337.50	978,669.06			
20204								202031+66.70	467,337.50	978,669.06	202034+30.63	467,601.19	978,657.95	202036+92.42	467,856.08	978,589.47			
Wall #2021																			
20210		202116+90.00	465,970.37	978,615.86															
20211		202118+90.00	465,965.85	978,815.81															
Wall #2022																			
20220		202217+23.67	465,892.89	978,790.91															
20221		202218+04.00	465,973.20	978,792.72															
20222		202218+05.33	465,973.23	978,791.39															
20223		202220+51.69	466,219.53	978,796.96															
20224		202232+07.51	467,373.54	978,861.56															
Wall #2060																			
20600								206572+00.00	471,183.80	978,751.07	206572+41.68	471,218.50	978,774.16	206572+83.36	471,252.42	978,798.39			
20601								206572+84.52	471,253.09	978,797.45	206576+34.99	471,538.27	979,001.16	206579+80.99	471,757.07	979,274.94			
Wall #3140																			
31400								314531+70.00	467,320.63	978,612.16	314534+52.86	467,603.26	978,600.89	314537+34.48	467,880.39	978,544.25			
31401								314537+34.48	467,880.39	978,544.25	314538+11.64	467,955.99	978,528.79	314538+88.58	468,028.90	978,503.52			
31402								314538+89.92	468,028.46	978,502.25	314539+61.63	468,096.21	978,478.77	314540+33.15	468,160.57	978,447.16			
Wall #3430																			
34300		343025+00.00	466,771.97	978,903.62															
34301								343029+99.79	467,271.62	978,915.70	343031+24.40	467,396.19	978,918.71	343032+48.62	467,520.00	978,904.60			
34302		343034+00.74	467,671.14	978,887.38															
34303		343035+01.08	467,770.60	978,874.04															
34304		343035+40.85	467,810.11	978,869.54															
34305		343035+42.19	467,810.26	978,870.87															
34306								343035+43.93	467,811.99	978,870.67	343035+57.22	467,825.17	978,868.91	343035+70.52	467,838.33	978,867.01			
Wall #5650																			
56500								565568+00.00	470,827.51	978,578.28	565569+19.71	470,941.95	978,613.42	565570+38.76	471,048.19	978,668.59			
56501								565570+39.93	471,047.65	978,669.62	565570+94.55	471,096.13	978,694.80	565571+49.11	471,142.36	978,723.89			
Wall #5831																			
58310		583135+00.00	467,813.27	978,786.46															
58311		583136+00.00	467,825.05	978,885.76															
Wall #5832																			
58320		583231+50.00	467,320.14	978,815.67															
58321								583232+34.89	467,404.90	978,820.41	583234+34.83	467,604.53	978,831.59	583236+33.83	467,803.21	978,809.10			
58322								583236+35.16	467,803.05	978,807.77	583236+49.33	467,817.13	978,806.18	583236+63.50	467,831.19	978,804.42			
Wall #5370																			
53700								537555+49.67	468,736.71	977,189.21	537555+92.05	468,727.87	977,147.76	537556+34.40	468,716.09	977,107.05			
53701								537556+35.73	468,717.37	977,106.68	537556+44.99	468,714.80	977,097.79	537556+54.24	468,712.09	977,088.94			
53702		537562+00.00	468,552.34	976,567.08															

SPIRAL OR CIRCULAR CURVE DATA

101-17
04-19-11

Name	Location	Δ _{scs}	Horizontal Alignment Data												Remarks			
			Spiral Data						Curve Data									
			θs	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	Δ _c	T	L	R		E		
I-29 20002													19° 15' 48.71" LT	848.54'	1,681.06'	5,000.00'	71.49'	
20003													84° 18' 50.50" RT	2,245.34'	3,649.46'	2,480.00'	865.44'	
20004													27° 05' 15.00" RT	686.53'	1,347.38'	2,850.00'	81.52'	
I-480 21001													4° 39' 55.33" LT	154.80'	309.42'	3,800.00'	3.15'	
WB W Broadway 71001													33° 45' 16.93" RT	242.71'	471.30'	800.00'	36.01'	
71002													20° 46' 17.42" LT	146.62'	290.02'	800.00'	13.33'	
EB W Broadway 74001													21° 31' 26.59" RT	152.06'	300.53'	800.00'	14.32'	
NB Frontage Rd. 80001													1° 02' 51.41" RT	45.71'	91.42'	5,000.00'	0.21'	
80002													14° 41' 14.80" LT	463.96'	922.84'	3,600.00'	29.77'	
80003													5° 08' 47.46" RT	89.88'	179.65'	2,000.00'	2.02'	
80005													9° 07' 28.77" LT	79.80'	159.26'	1,000.00'	3.18'	
80006													9° 39' 15.74" RT	84.45'	168.50'	1,000.00'	3.56'	
80007													5° 20' 28.51" RT	46.65'	93.22'	1,000.00'	1.09'	
80008													15° 33' 04.96" RT	273.10'	542.85'	2,000.00'	18.56'	
SB Frontage Rd. 90001													8° 01' 01.32" LT	210.23'	419.77'	3,000.00'	7.36'	
90002													14° 59' 07.77" LT	131.52'	261.55'	1,000.00'	8.61'	
90003													36° 07' 15.13" RT	260.87'	504.34'	800.00'	41.46'	
9th Ave. 30002													47° 27' 39.58" RT	87.92'	165.67'	200.00'	18.47'	
Dodge Riverside Dr. 40001													23° 15' 20.07" RT	68.52'	135.16'	333.00'	6.98'	
40002													33° 05' 22.35" LT	98.92'	192.31'	333.00'	14.38'	
40003													45° 45' 40.45" RT	140.53'	265.96'	333.00'	28.44'	
40004													9° 32' 27.67" RT	158.56'	316.39'	1,900.00'	6.60'	
40005													43° 52' 13.04" RT	134.10'	254.97'	333.00'	25.99'	
40006													65° 15' 12.04" LT	213.18'	379.25'	333.00'	62.39'	
8th to 6th Conn. 81001													94° 01' 32.62" RT	80.46'	123.08'	75.00'	35.00'	
81002													86° 24' 54.64" RT	70.45'	113.12'	75.00'	27.90'	
4th to 3rd Conn. 84001													83° 20' 33.52" RT	66.76'	109.10'	75.00'	25.41'	
84002													2° 32' 45.66" LT	81.09'	162.15'	3,649.00'	0.90'	
84003													98° 35' 57.34" RT	87.19'	129.07'	75.00'	40.01'	
Benson St. (c/s) 95000													39° 13' 51.12" LT	50.61'	97.23'	142.00'	8.75'	
6th Ave. Alley 81101													34° 57' 27.65" RT	15.74'	30.51'	50.00'	2.42'	
81102													90° 06' 12.55" RT	25.05'	39.32'	25.00'	10.39'	
3rd Ave. Alley 84101													42° 06' 48.04" RT	21.75'	41.53'	56.50'	4.04'	
84102													100° 54' 17.18" RT	35.12'	51.07'	29.00'	16.55'	
W 2nd Ave. 42001													63° 02' 53.98" LT	30.67'	55.02'	50.00'	8.66'	
Shared Used Path ETRL2													89° 48' 52.00" LT	54.82'	86.22'	55.00'	22.66'	
ETRL3													29° 27' 45.00" RT	47.33'	92.56'	180.00'	6.12'	
ETRL4													48° 00' 09.00" RT	51.20'	96.35'	115.00'	10.88'	
ETRL5													20° 06' 12.00" LT	35.45'	70.17'	200.00'	3.12'	
ETRL6													53° 31' 25.00" RT	50.43'	93.42'	100.00'	12.00'	

SPIRAL OR CIRCULAR CURVE DATA (RAMPS)

101-17
04-19-11

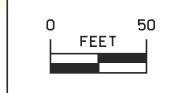
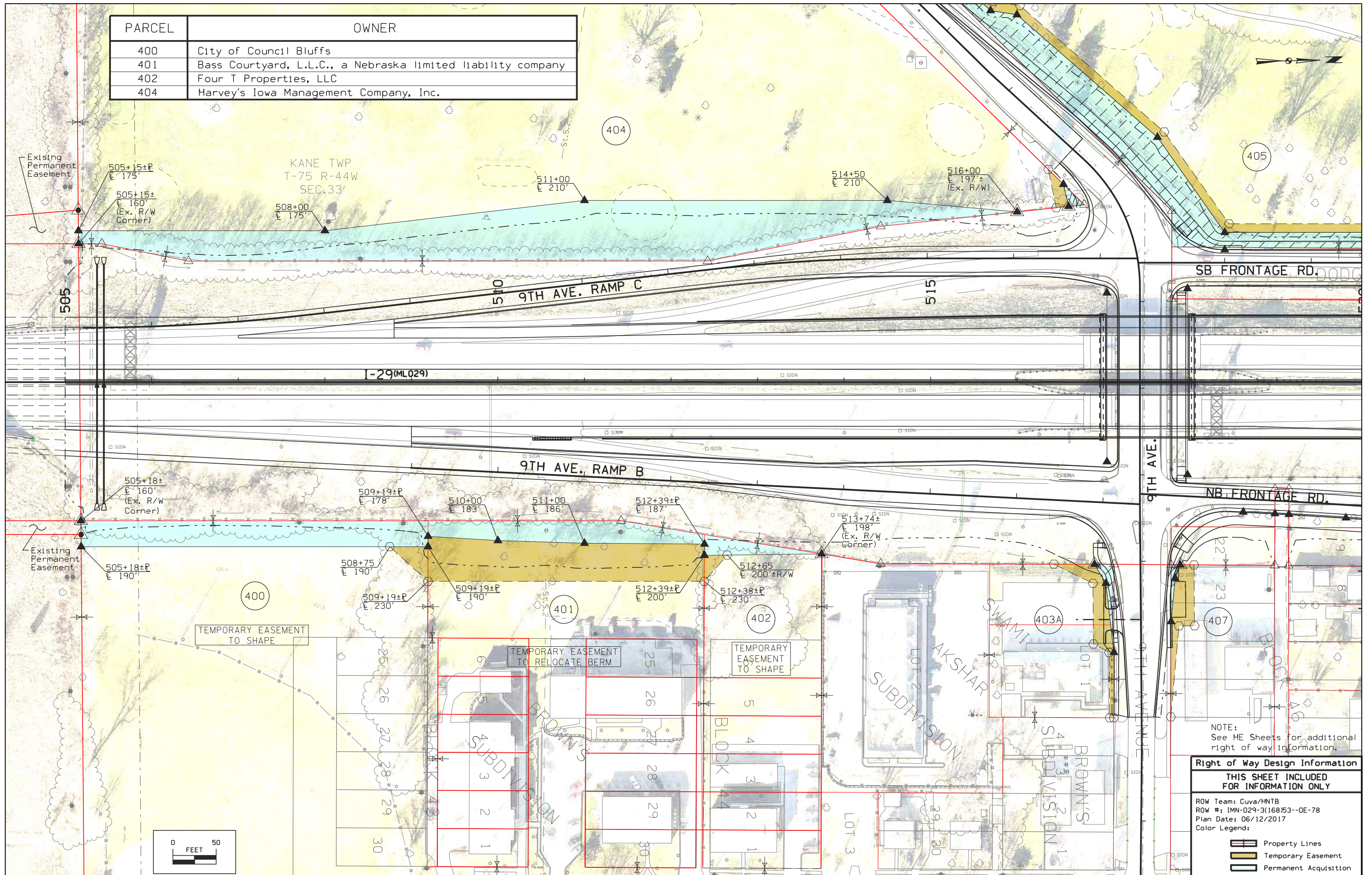
Name	Location	Δ _{scs}	Horizontal Alignment Data												Remarks			
			Spiral Data						Curve Data									
			θ _s	L _s	T _s	E _s	X _c	Y _c	L.T.	S.T.	Δ _c	T	L	R		E		
9th St. Ramp A 31001 31002													12° 50' 47.04" LT 0° 47' 27.29" LT	394.02' 8.13'	784.74' 16.25'	3,500.00' 1,177.32'	22.11' 0.03'	
9th St. Ramp C 33000 33001													6° 27' 26.61" LT 6° 27' 26.61" RT	129.75' 112.82'	259.22' 225.41'	2,300.00' 2,000.00'	3.66' 3.18'	
9th St. Ramp D 34001													7° 53' 00.24" LT	124.03'	247.66'	1,800.00'	4.27'	
40th St. Ramp B 72001													14° 36' 53.29" LT	256.47'	510.15'	2,000.00'	16.38'	
40th St. Ramp C 73000 73001													22° 08' 54.77" LT 20° 50' 17.68" RT	371.88' 147.10'	734.47' 290.96'	1,900.00' 800.00'	36.05' 13.41'	
Ave. G Ramp A 61001													55° 44' 46.42" RT	423.10'	778.36'	800.00'	104.99'	
Ave. G Ramp D 64001 64002													13° 54' 41.78" RT 21° 34' 29.47" RT	122.00' 476.33'	242.80' 941.38'	1,000.00' 2,500.00'	7.41' 44.97'	
I-480 Ramp A 51001													55° 15' 21.05" LT	436.00'	803.34'	833.00'	107.20'	
I-480 Ramp C 53000 53001 53002													13° 55' 24.97" LT 90° 41' 05.42" LT 2° 42' 48.70" RT	293.06' 1,214.43' 90.97'	583.23' 1,899.30' 181.91'	2,400.00' 1,200.00' 3,841.00'	17.83' 507.29' 1.08'	
I-480 Ramp F 56001 56002													67° 08' 42.72" LT 28° 30' 17.23" RT	796.45' 337.84'	1,406.29' 661.68'	1,200.00' 1,330.00'	240.26' 42.24'	
I-480 Ramp H 58001 58002 58003													13° 59' 21.11" LT 100° 00' 54.81" LT 6° 29' 36.43" RT	294.45' 1,430.49' 213.92'	585.98' 2,094.71' 427.38'	2,400.00' 1,200.00' 3,771.00'	18.00' 667.16' 6.06'	

SPIRAL OR CIRCULAR CURVE DATA (WALLS)

101-17
04-19-11

Name	Location	Δ_{scs}	Horizontal Alignment Data												Remarks			
			Spiral Data						Curve Data									
			θ_s	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	Δ_c	T	L	R		E		
Wall #2020																		
20203																		
20204																		
Wall #2060																		
20600																		
20601																		
Wall# 3140																		
31400																		
31401																		
31402																		
Wall #3430																		
34301																		
34306																		
Wall #5370																		
53700																		
53701																		
Wall #5650																		
56500																		
56501																		
Wall #5832																		
58321																		
58322																		

PARCEL	OWNER
400	City of Council Bluffs
401	Bass Courtyard, L.L.C., a Nebraska limited liability company
402	Four T Properties, LLC
404	Harvey's Iowa Management Company, Inc.

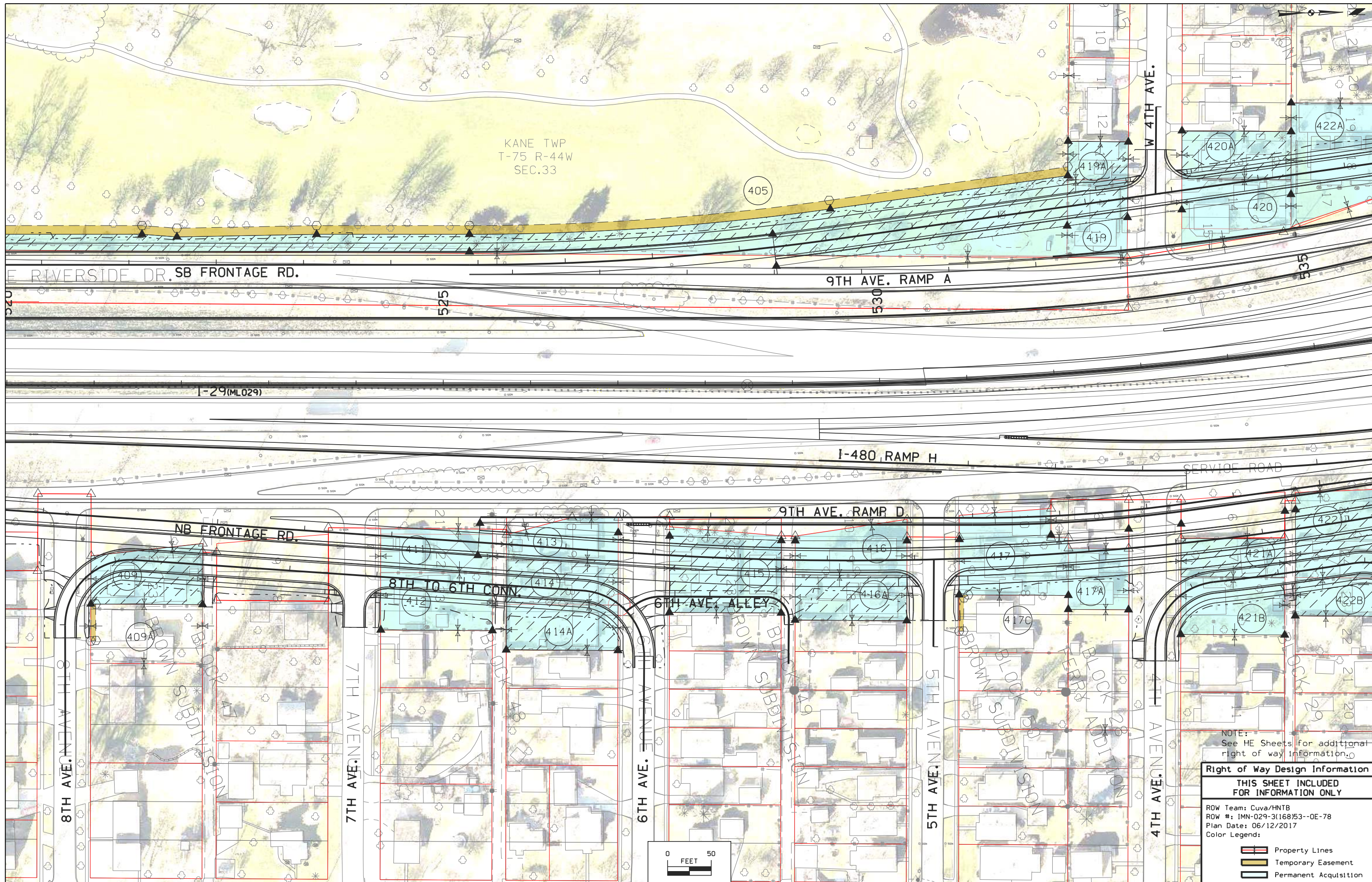


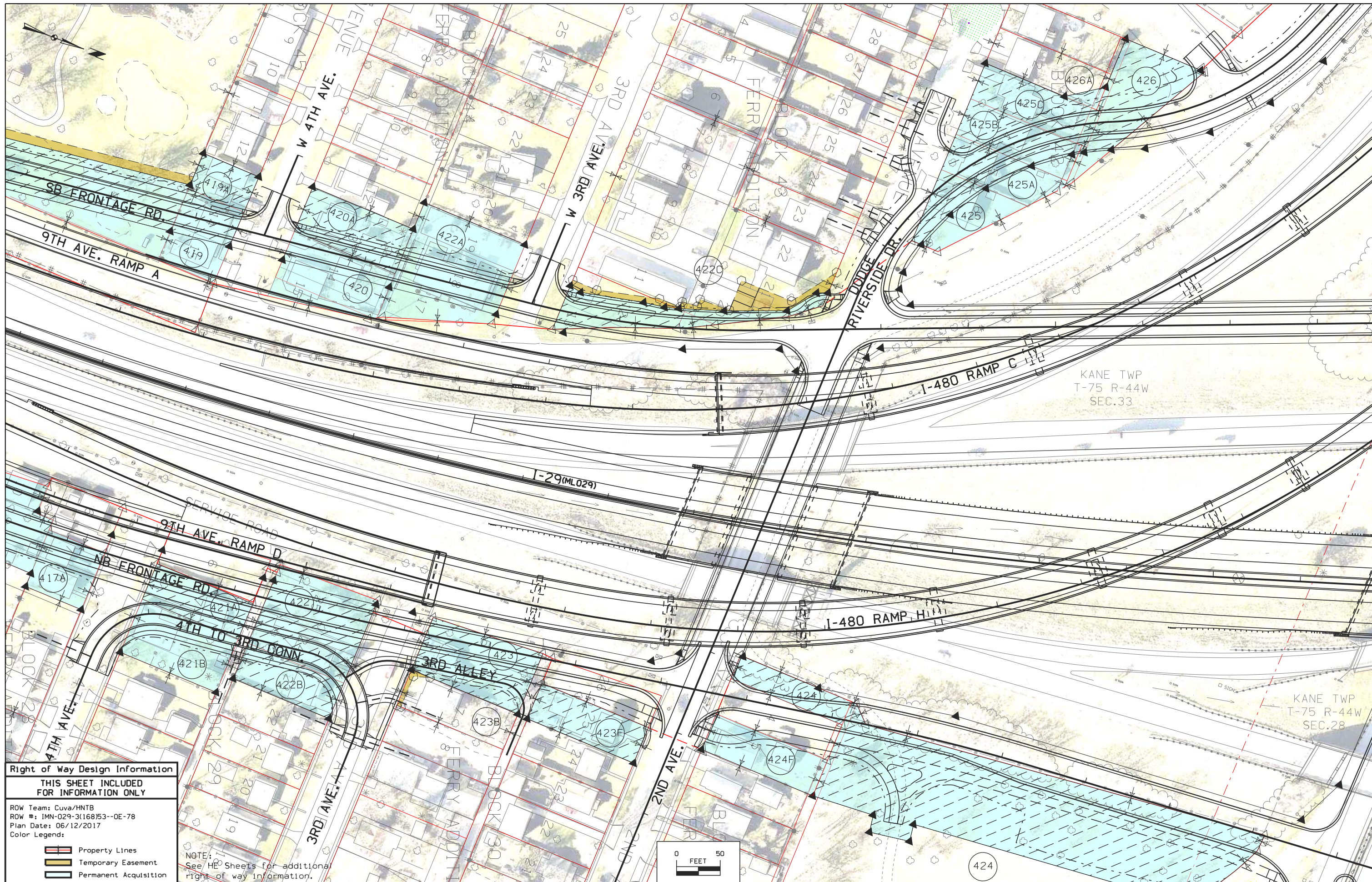
NOTE:
See HE Sheets for additional
right of way information.

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition





KANE TWP
T-75 R-44W
SEC.33

KANE TWP
T-75 R-44W
SEC.28

Right of Way Design Information

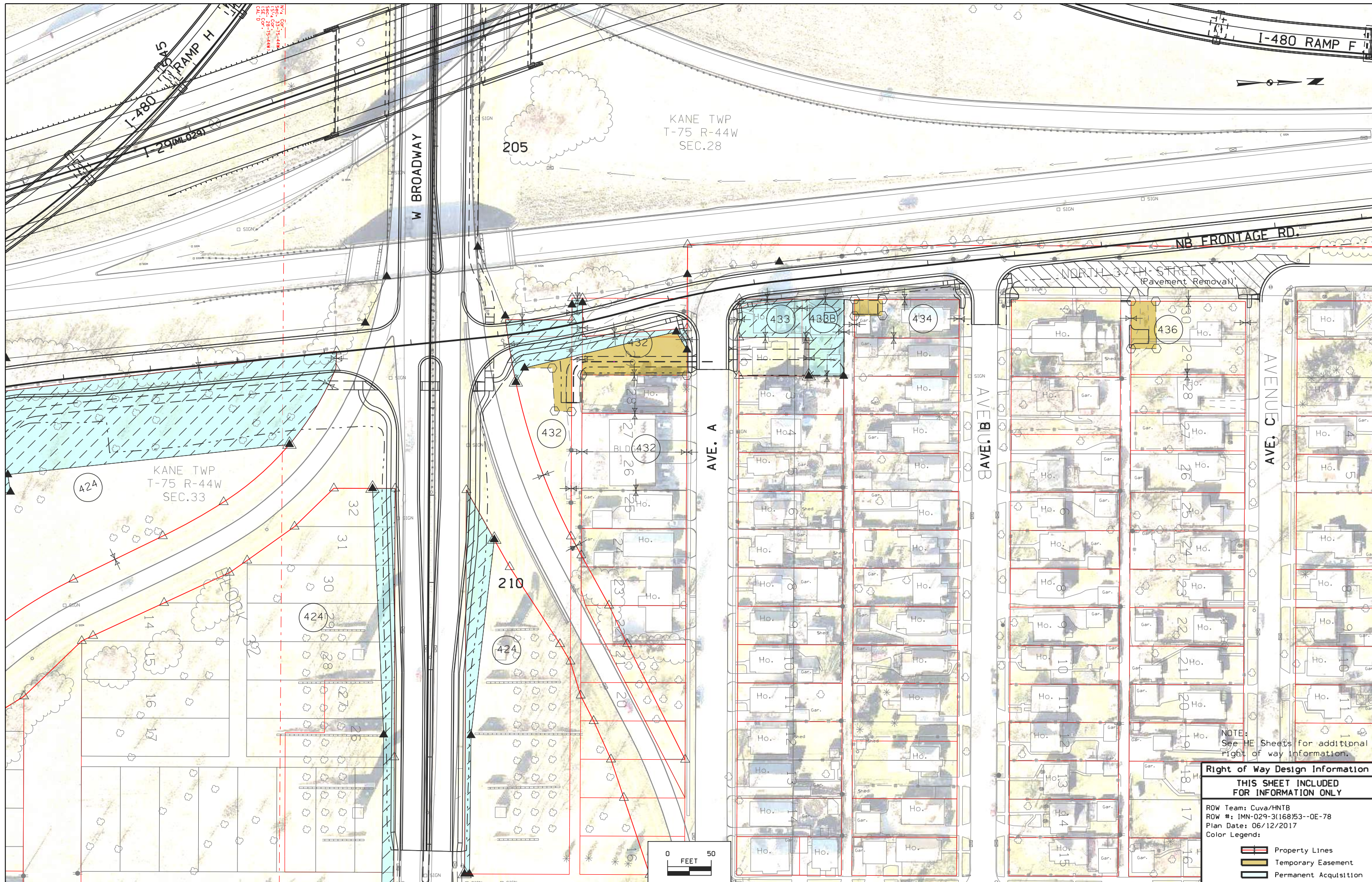
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: Cova/HNTB
ROW #: IMN-029-3(168)53--OE-78
Plan Date: 06/12/2017
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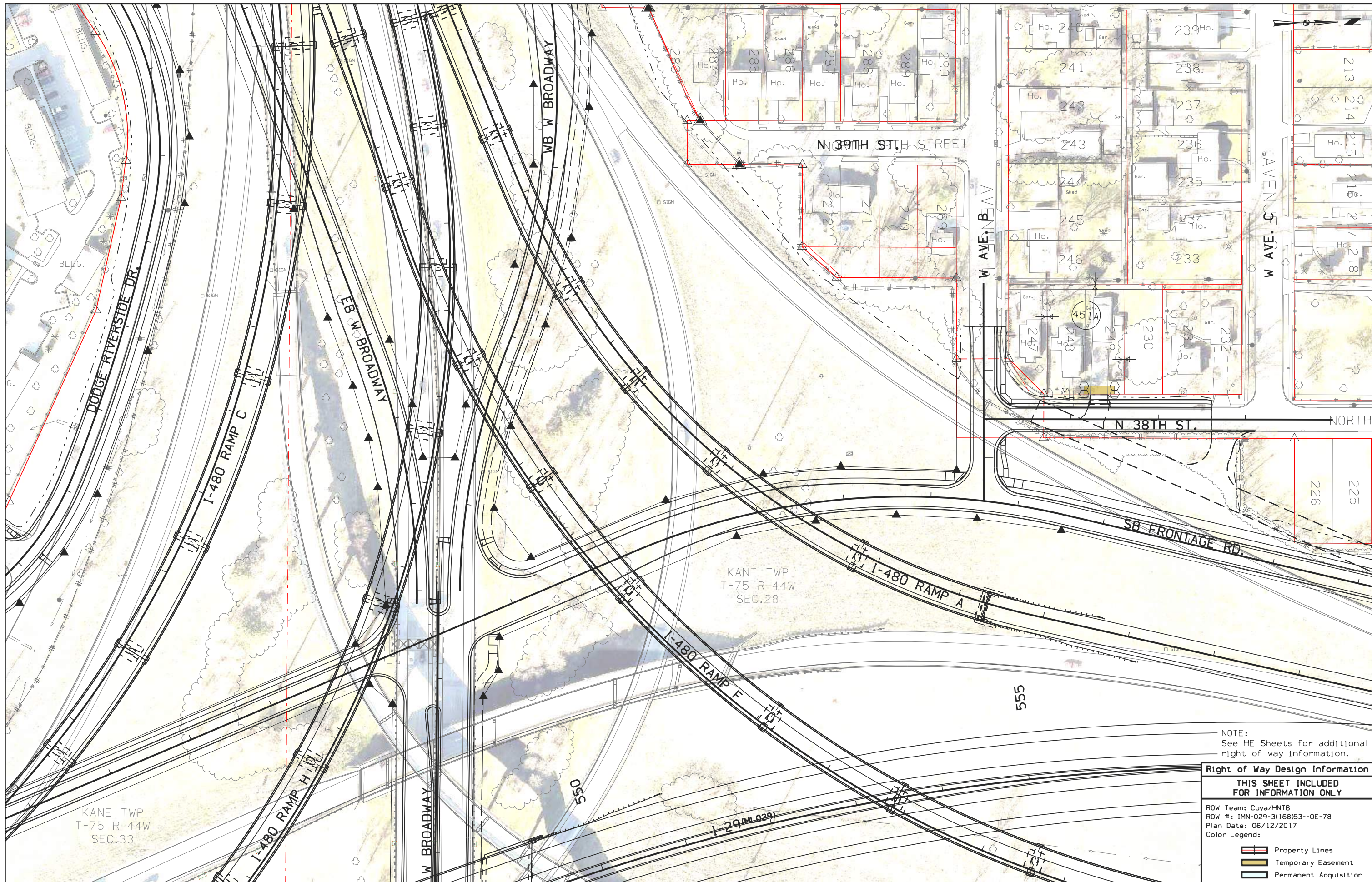


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right of way information.

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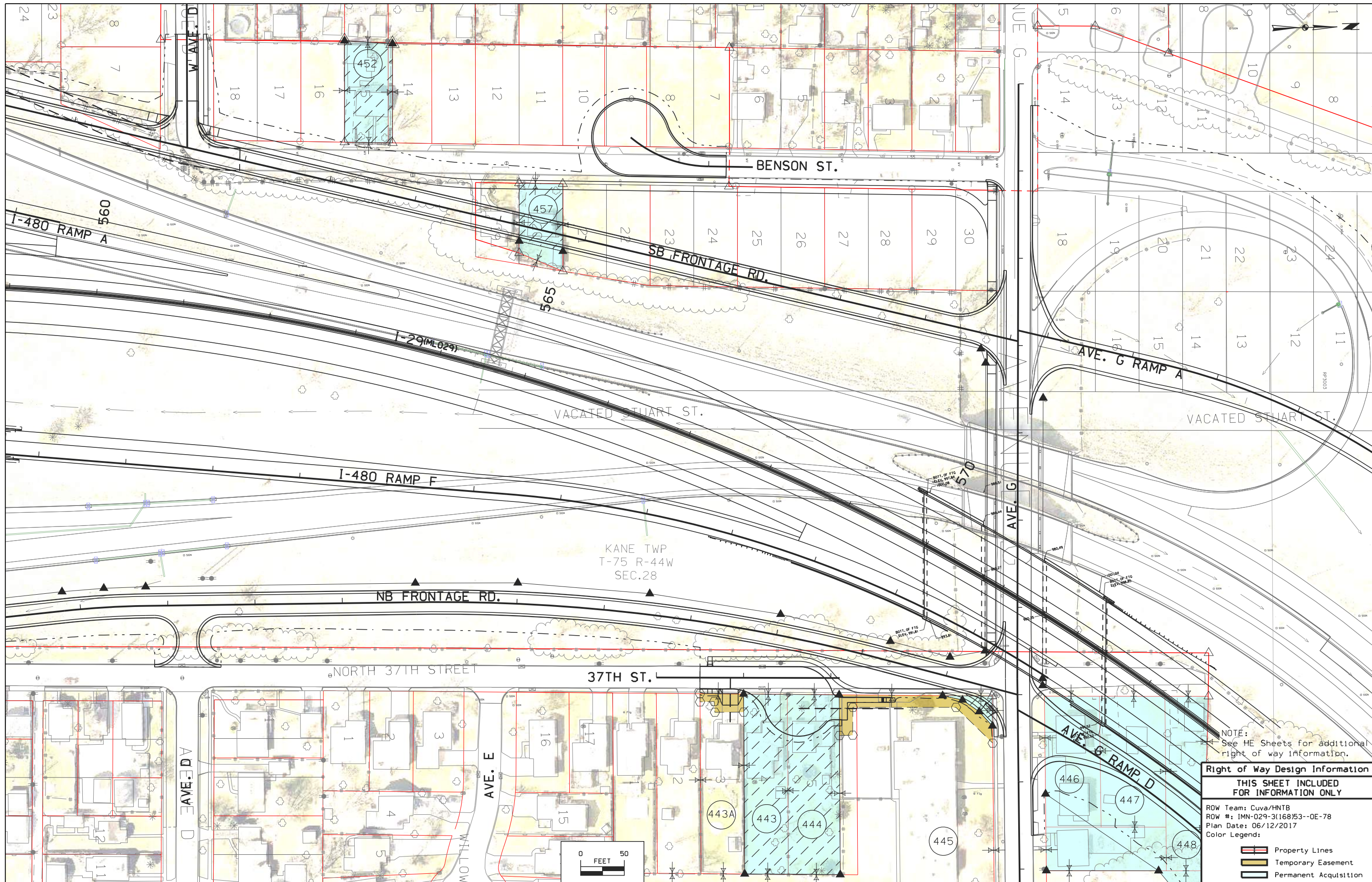


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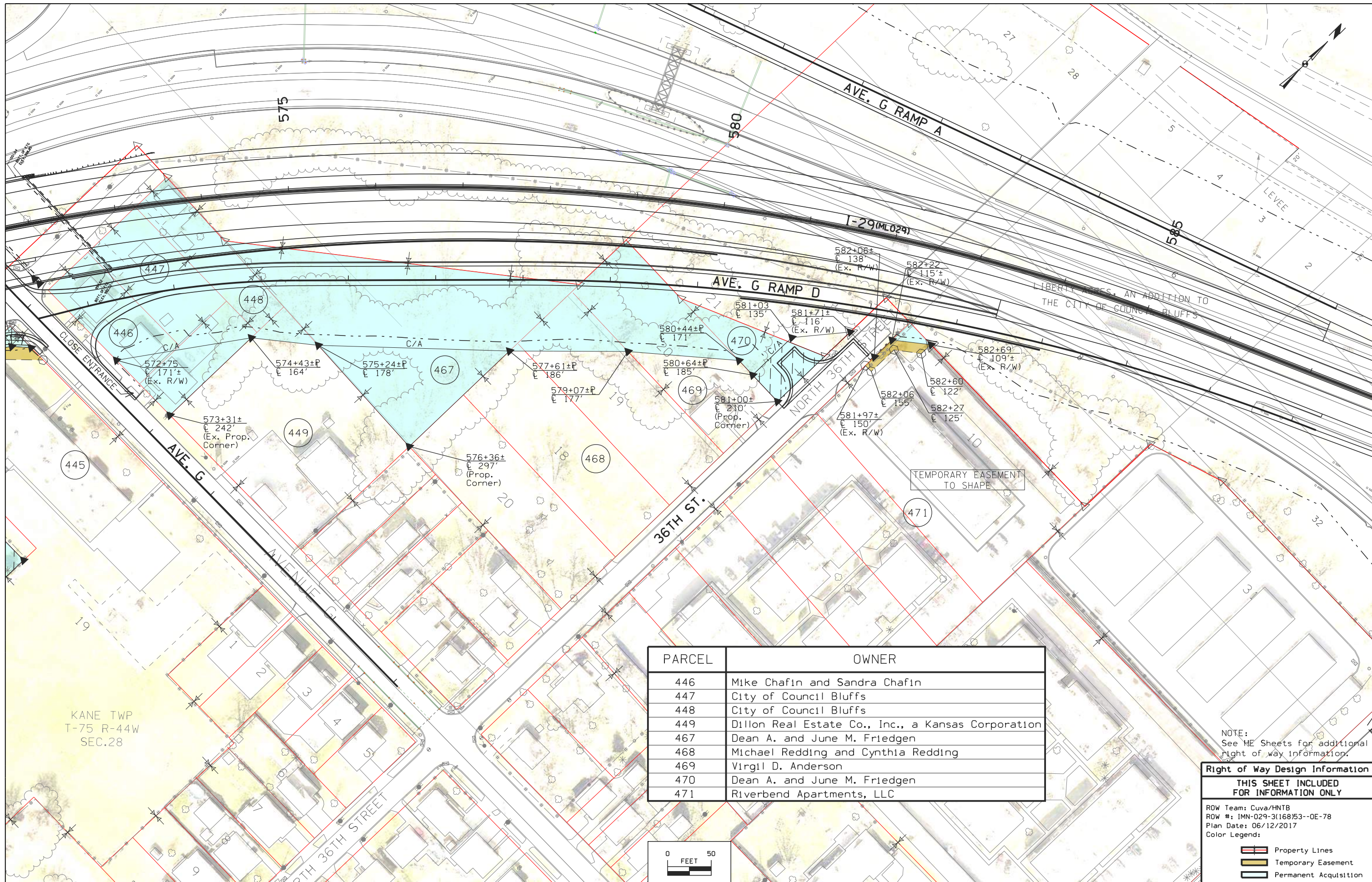


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Right of Way Design Information
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ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
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KANE TWP
T-75 R-44W
SEC.28

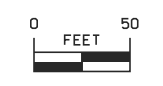
PARCEL	OWNER
446	Mike Chafin and Sandra Chafin
447	City of Council Bluffs
448	City of Council Bluffs
449	Dillon Real Estate Co., Inc., a Kansas Corporation
467	Dean A. and June M. Friedgen
468	Michael Redding and Cynthia Redding
469	Virgil D. Anderson
470	Dean A. and June M. Friedgen
471	Riverbend Apartments, LLC

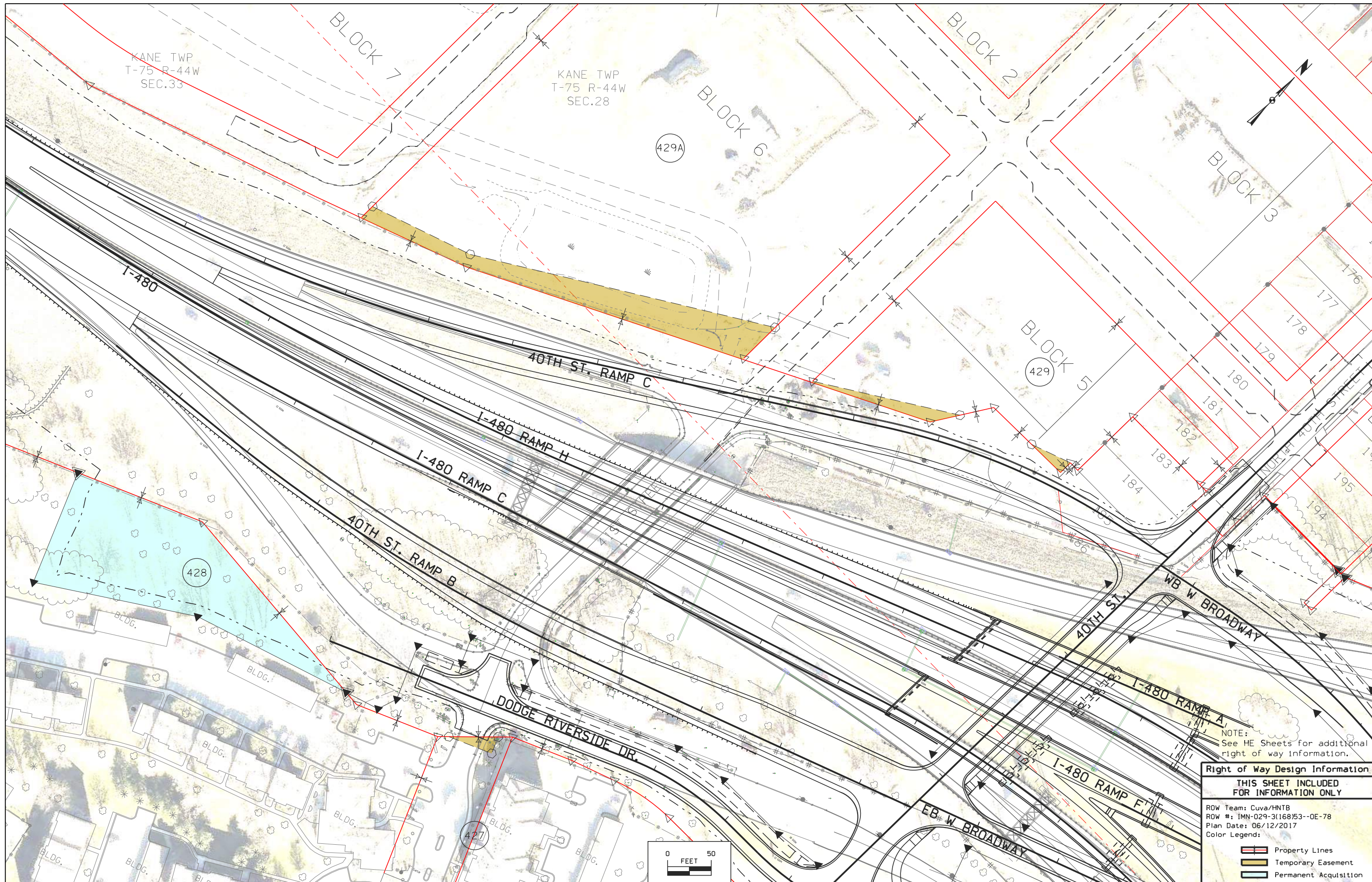
NOTE:
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Right of Way Information.

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KANE TWP
T-75 R-44W
SEC.33

KANE TWP
T-75 R-44W
SEC.28

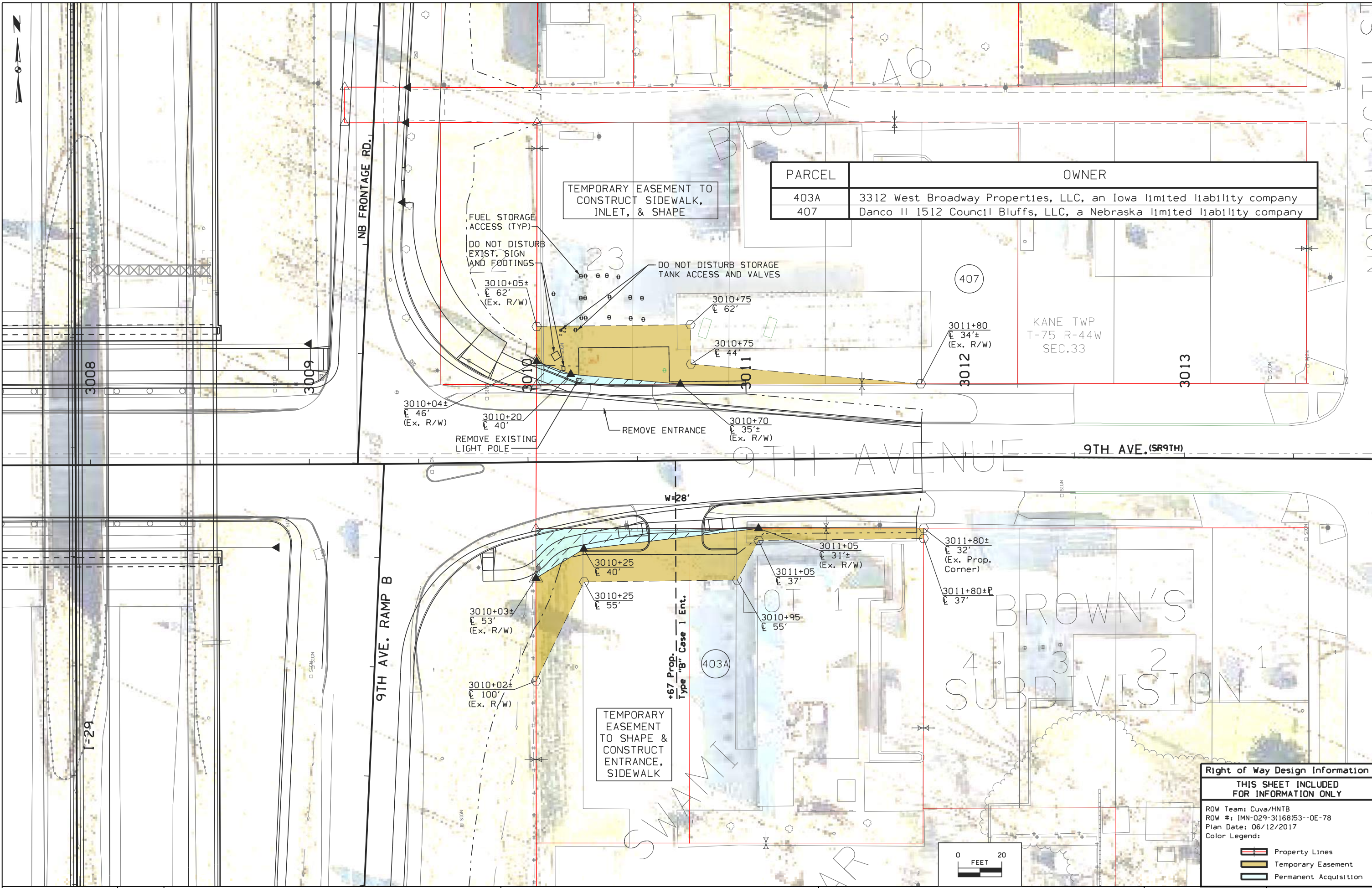
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Right of Way Design Information

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ROW #: IMN-029-3(168)53--0E-78
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- Permanent Acquisition



PARCEL	OWNER
403A	3312 West Broadway Properties, LLC, an Iowa limited liability company
407	Danco II 1512 Council Bluffs, LLC, a Nebraska limited liability company

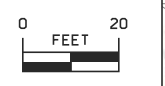
TEMPORARY EASEMENT TO CONSTRUCT SIDEWALK, INLET, & SHAPE

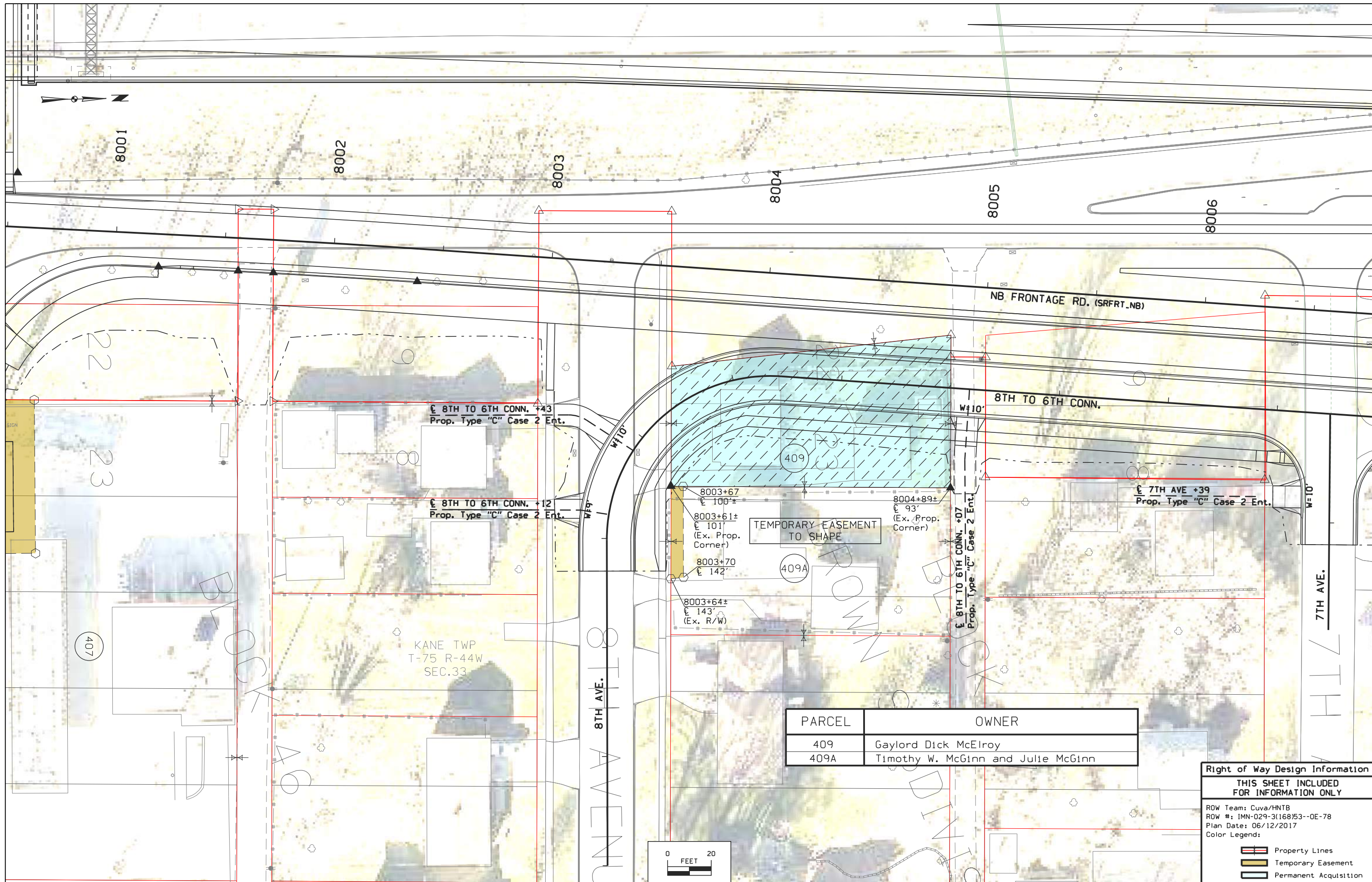
TEMPORARY EASEMENT TO SHAPE & CONSTRUCT ENTRANCE, SIDEWALK

Right of Way Design Information
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ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
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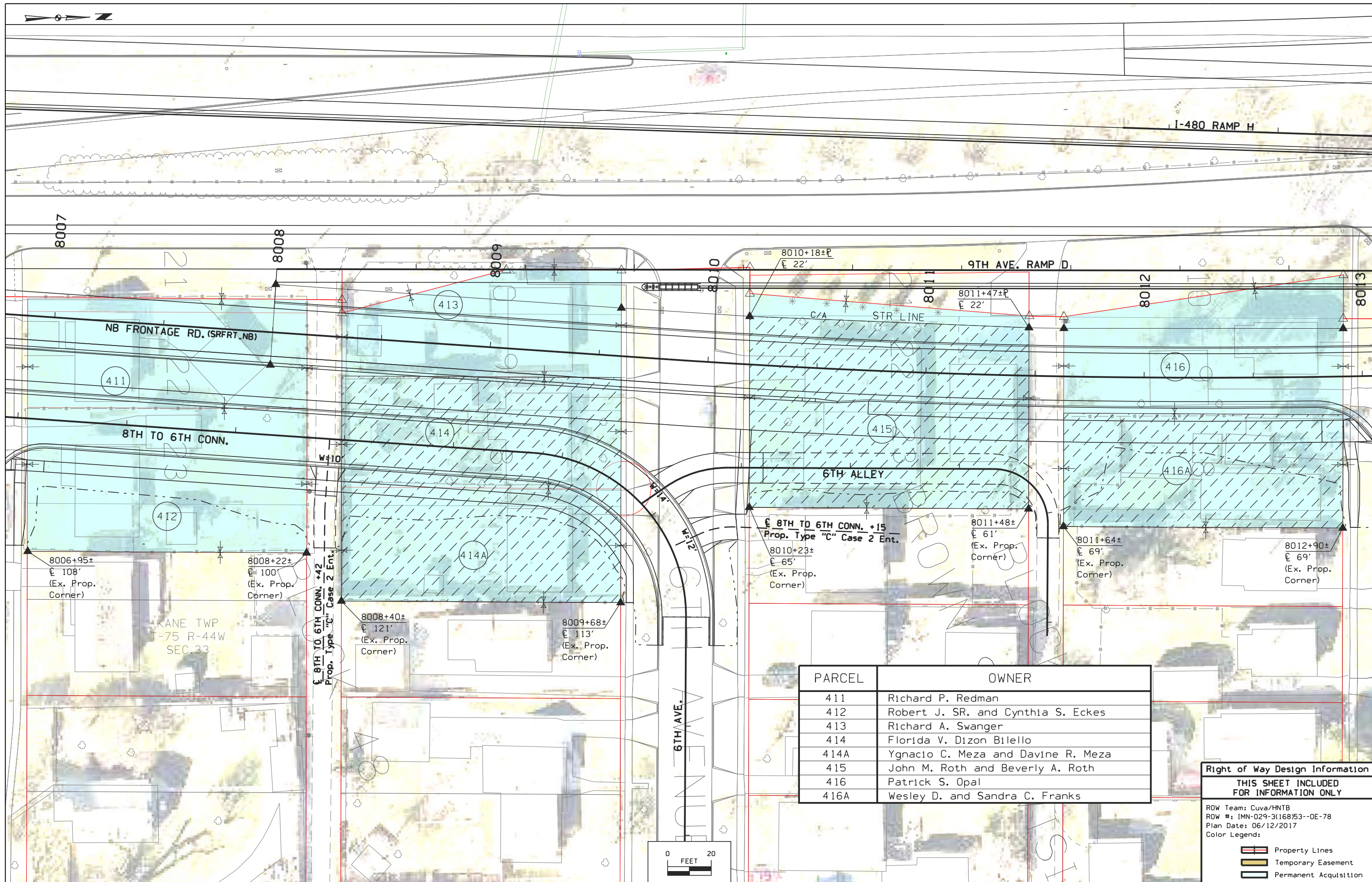


PARCEL	OWNER
409	Gaylord Dick McElroy
409A	Timothy W. McGinn and Julie McGinn

Right of Way Design Information
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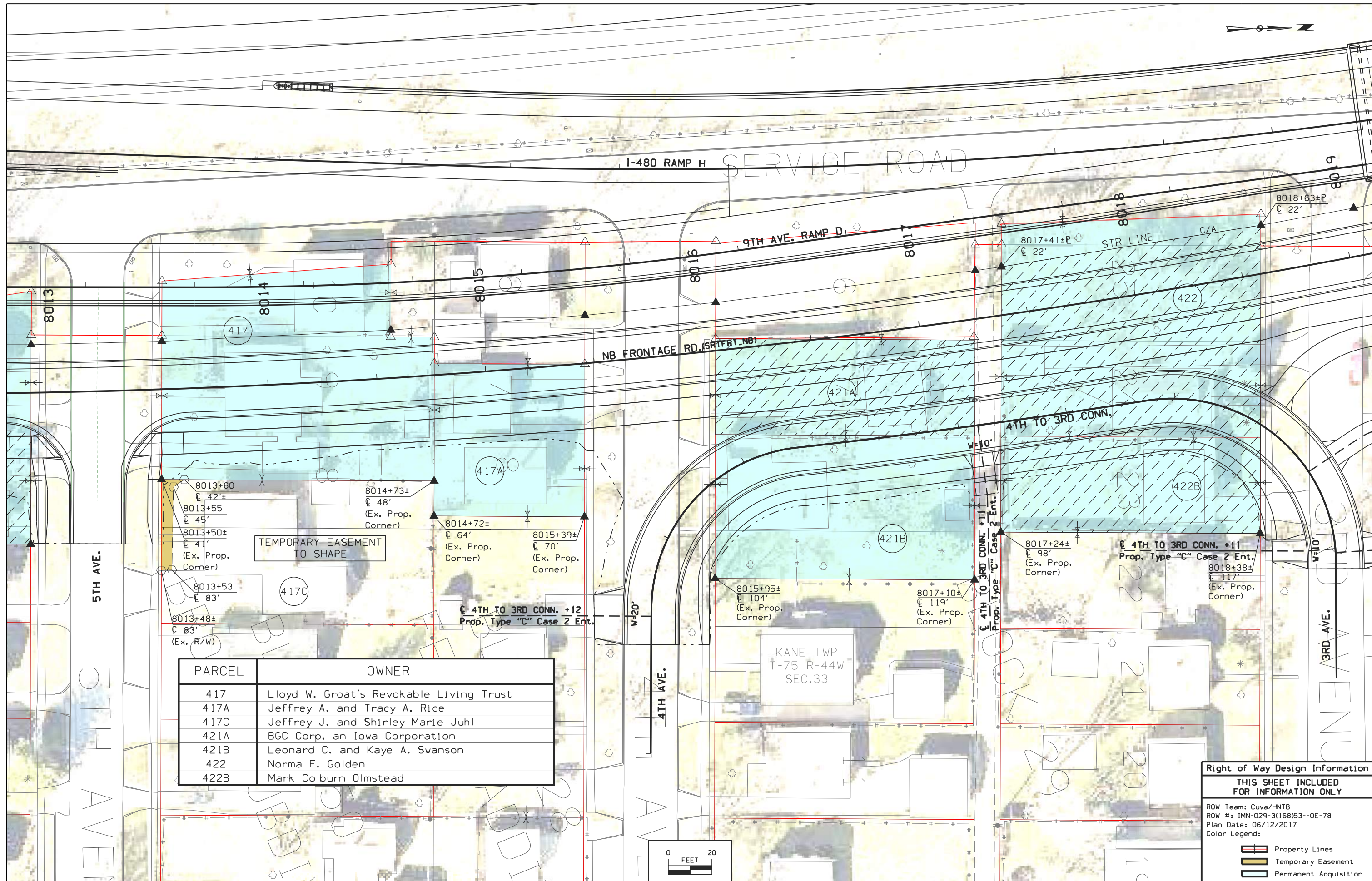


PARCEL	OWNER
411	Richard P. Redman
412	Robert J. SR. and Cynthia S. Eckes
413	Richard A. Swanger
414	Florida V. Dizon Bilello
414A	Ygnacio C. Meza and Davine R. Meza
415	John M. Roth and Beverly A. Roth
416	Patrick S. Opal
416A	Wesley D. and Sandra C. Franks

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PARCEL	OWNER
417	Lloyd W. Groat's Revokable Living Trust
417A	Jeffrey A. and Tracy A. Rice
417C	Jeffrey J. and Shirley Marie Juhl
421A	BGC Corp. an Iowa Corporation
421B	Leonard C. and Kaye A. Swanson
422	Norma F. Golden
422B	Mark Colburn Olmstead

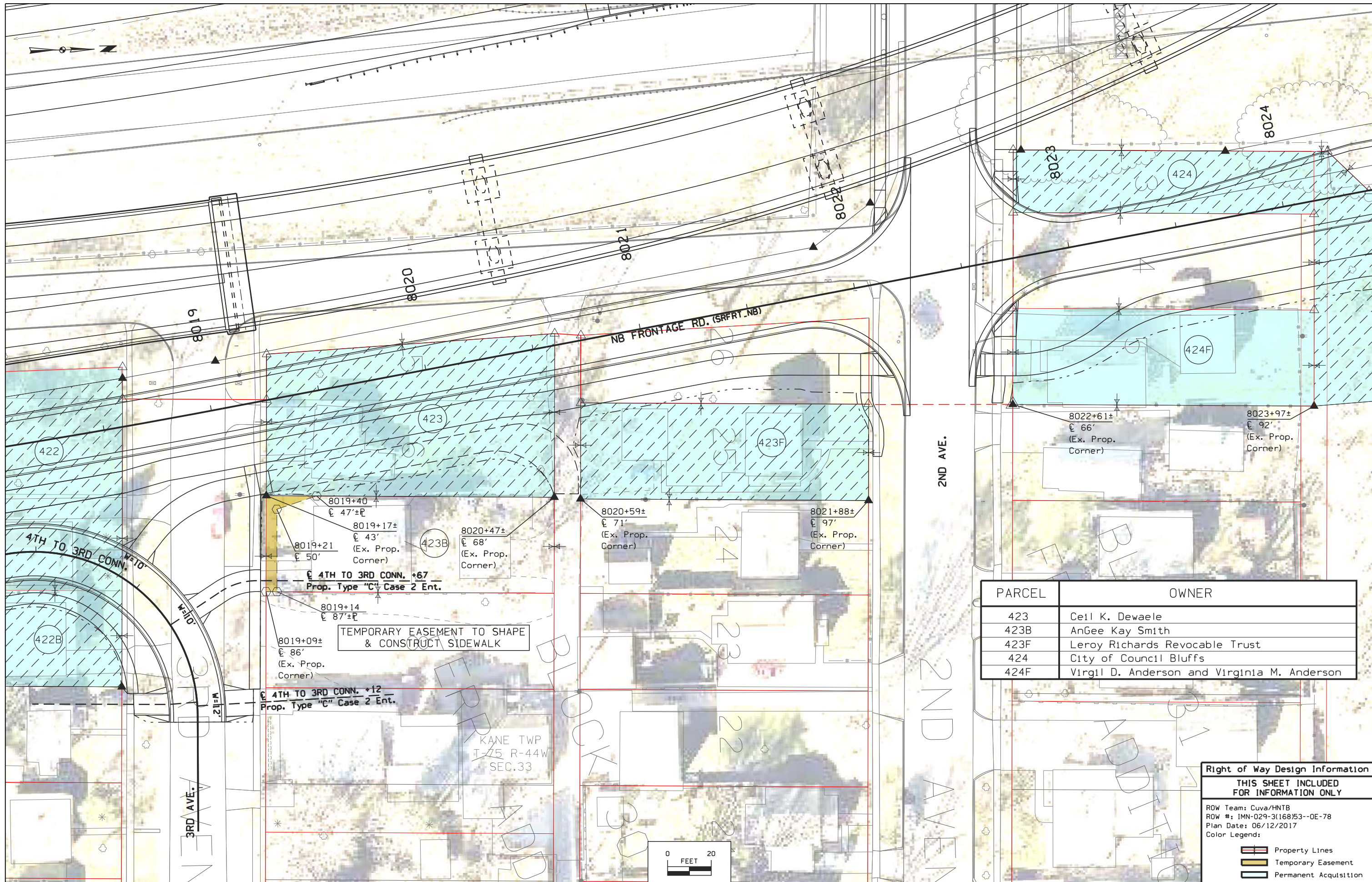
Right of Way Design Information

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 ROW #: IMN-029-3(168)53--0E-78
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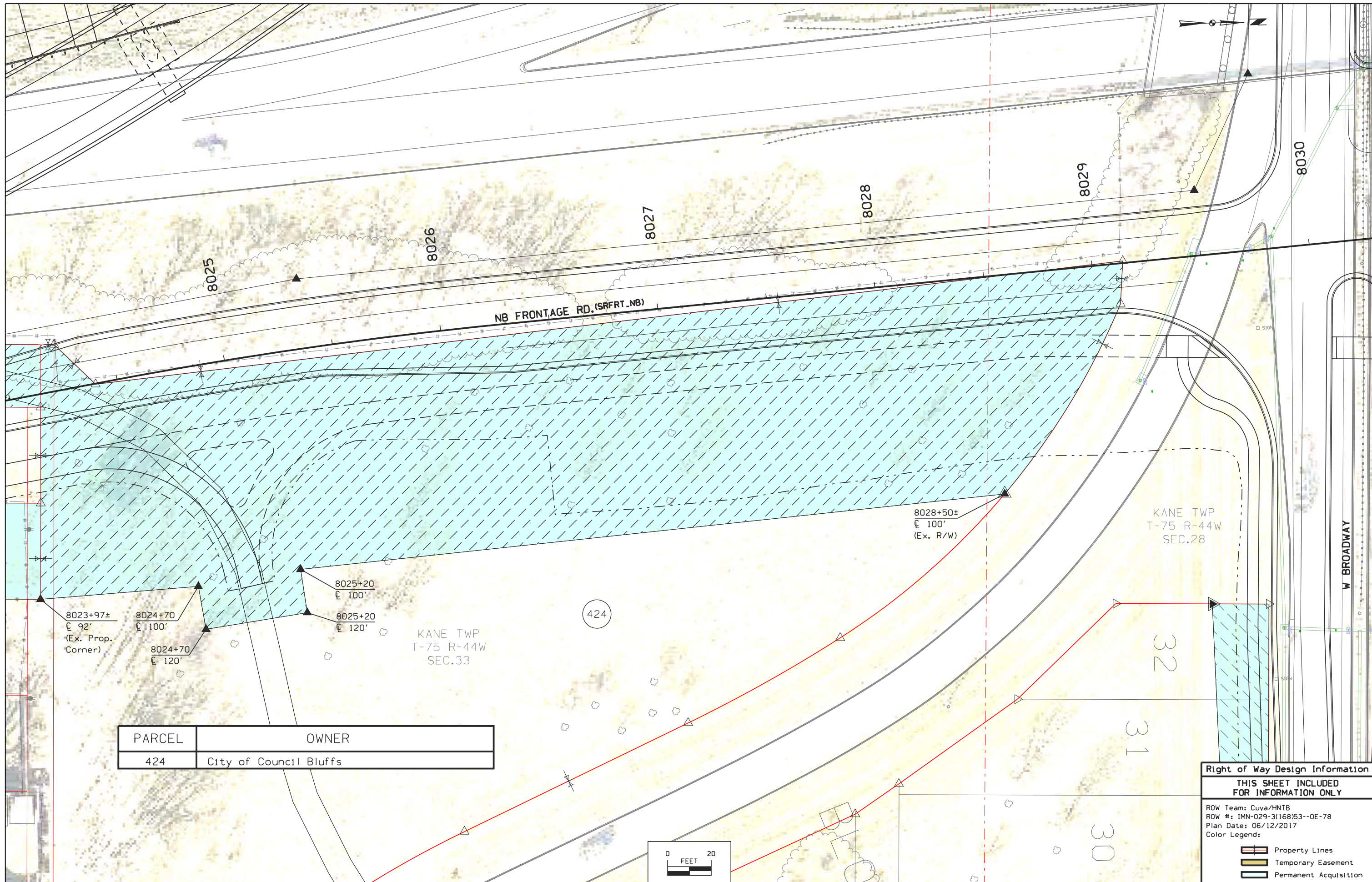




PARCEL	OWNER
423	Ceil K. Dewaele
423B	AnGee Kay Smith
423F	Leroy Richards Revocable Trust
424	City of Council Bluffs
424F	Virgil D. Anderson and Virginia M. Anderson

Right of Way Design Information	
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ROW Team: Cuva/HNTB	
ROW #: IMN-029-3(168)53--0E-78	
Plan Date: 06/12/2017	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



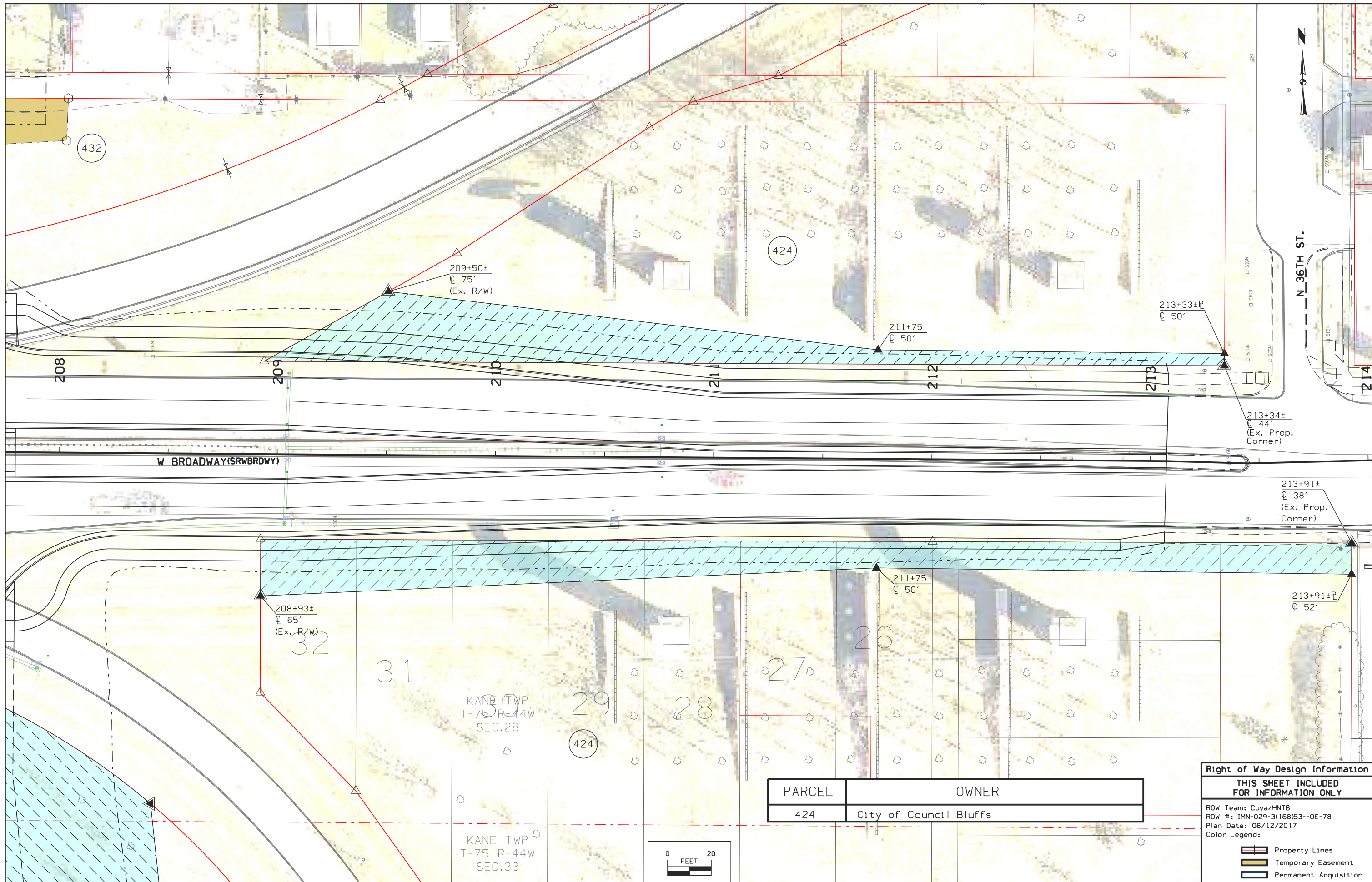


PARCEL	OWNER
424	City of Council Bluffs

Right of Way Design Information
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 ROW #: IMN-029-3(168)53--0E-78
 Plan Date: 06/12/2017
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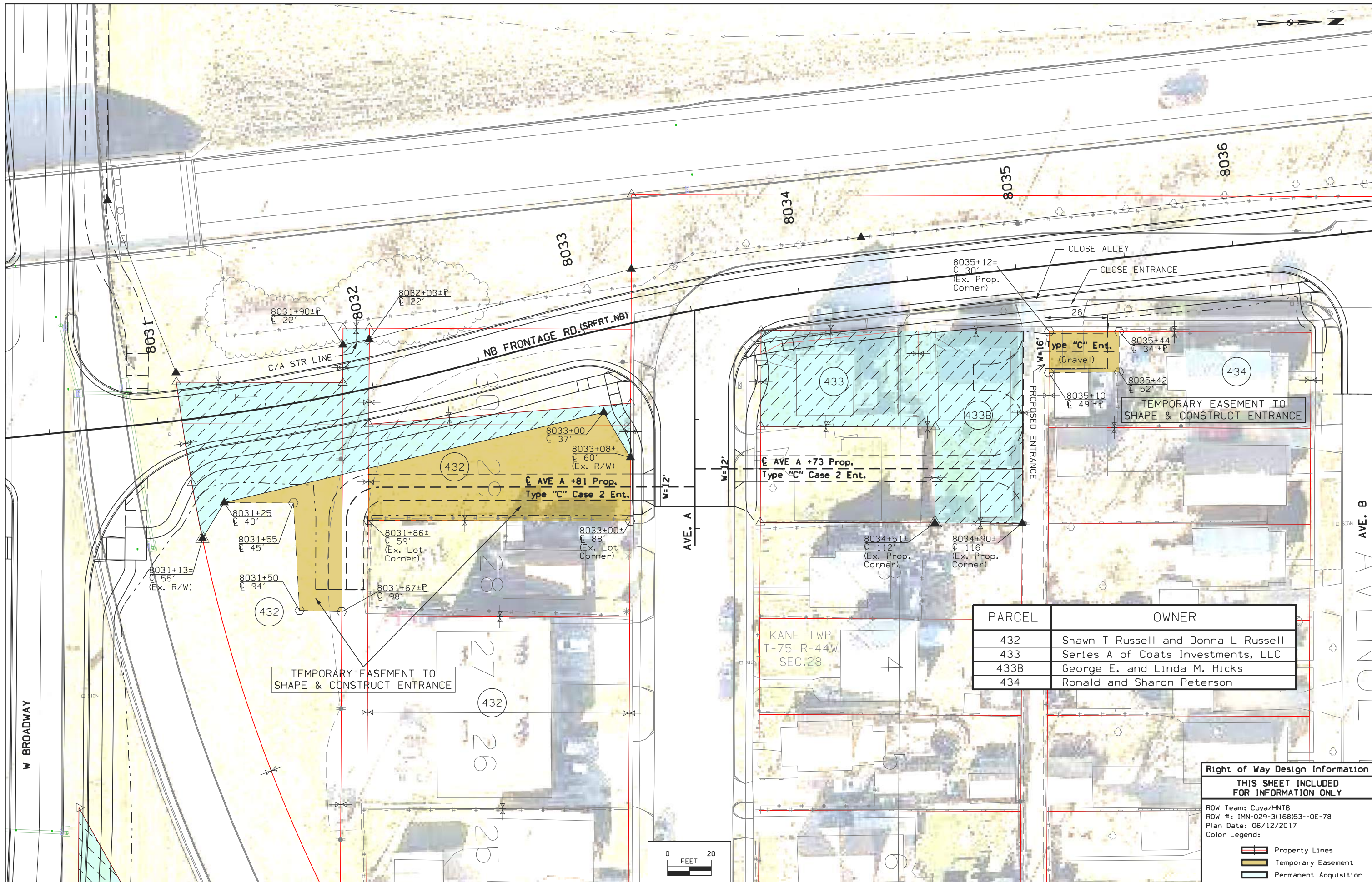
PARCEL	OWNER
424	City of Council Bluffs

Right of Way Design Information

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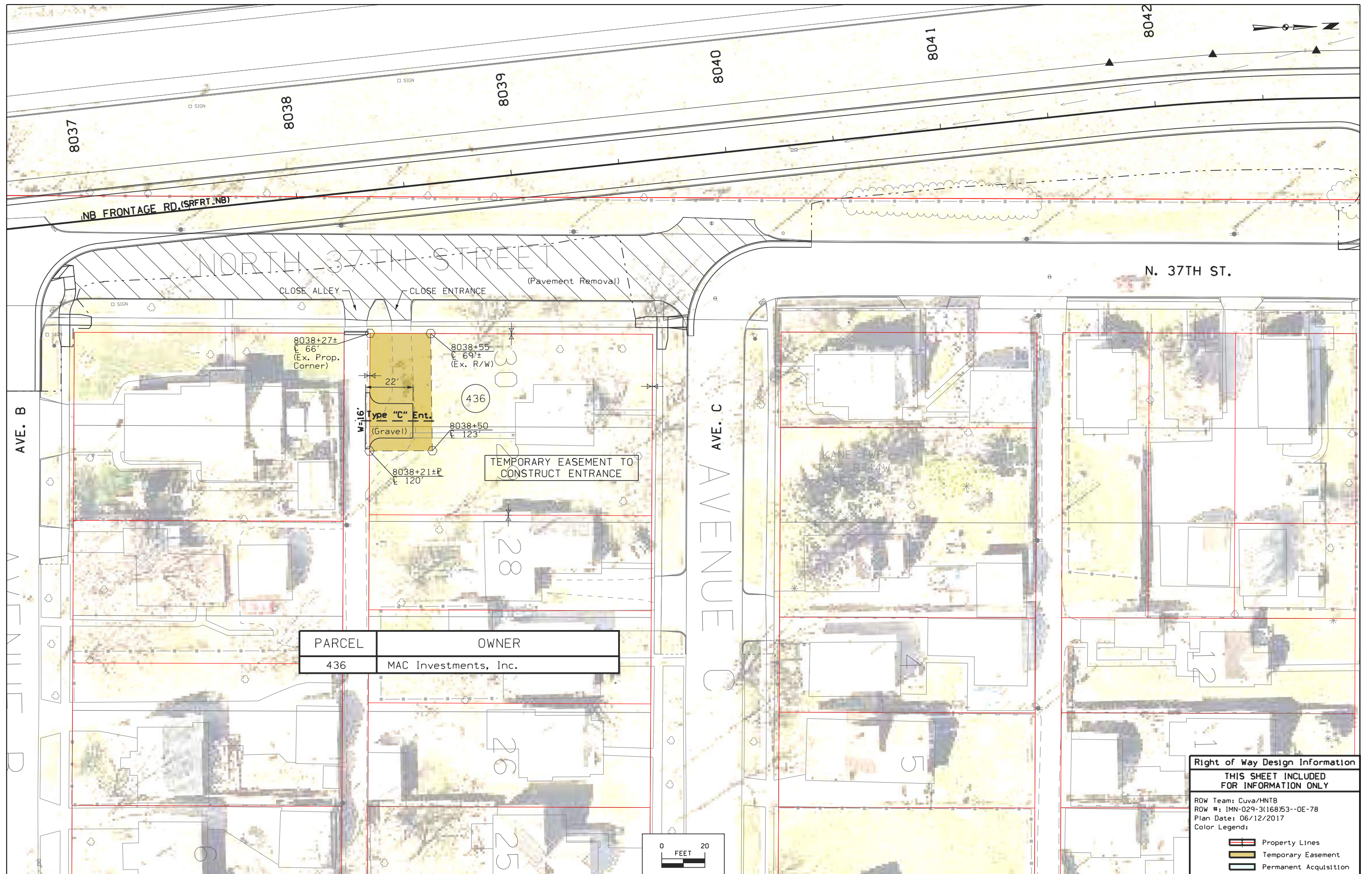
ROW Team: Cuva/HNTB
 ROW #: IMN-029-3(168)53--0E-78
 Plan Date: 06/12/2017
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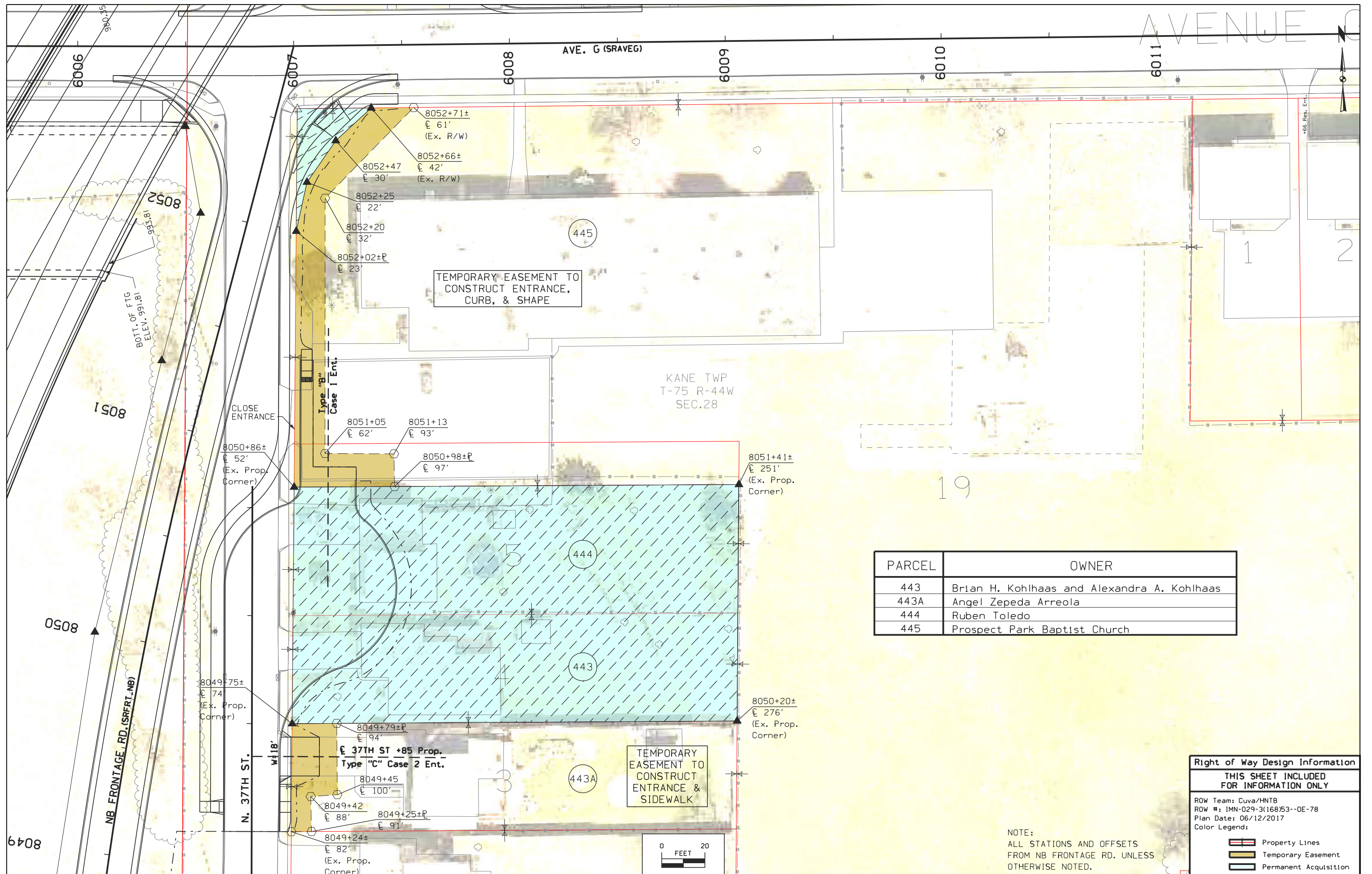
- Property Lines
- Temporary Easement
- Permanent Acquisition



PARCEL	OWNER
432	Shawn T Russell and Donna L Russell
433	Series A of Coats Investments, LLC
433B	George E. and Linda M. Hicks
434	Ronald and Sharon Peterson

Right of Way Design Information	
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ROW Team: Cuva/HNTB	
ROW #: IMN-029-3(168)53--0E-78	
Plan Date: 06/12/2017	
Color Legend:	
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	Permanent Acquisition



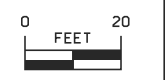


TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE,
CURB, & SHAPE

KANE TWP
T-75 R-44W
SEC.28

PARCEL	OWNER
443	Brian H. Kohlhaas and Alexandra A. Kohlhaas
443A	Angel Zepeda Arreola
444	Ruben Toledo
445	Prospect Park Baptist Church

TEMPORARY EASEMENT TO
CONSTRUCT
ENTRANCE &
SIDEWALK



NOTE:
ALL STATIONS AND OFFSETS
FROM NB FRONTAGE RD. UNLESS
OTHERWISE NOTED.

Right of Way Design Information
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FOR INFORMATION ONLY

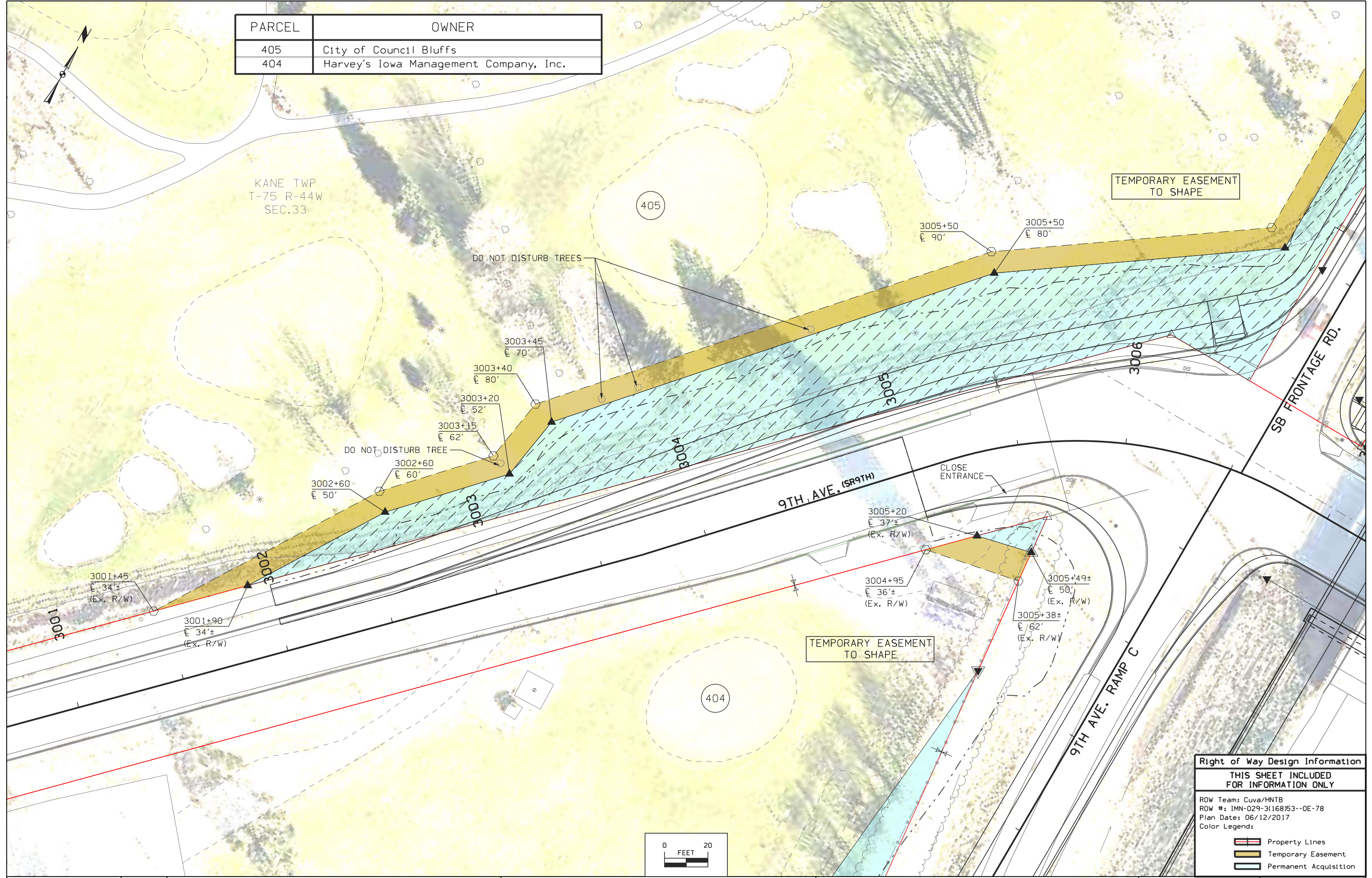
ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

PARCEL	OWNER
405	City of Council Bluffs
404	Harvey's Iowa Management Company, Inc.

KANE TWP
T-75 R-44W
SEC.33

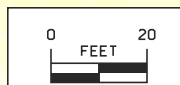
TEMPORARY EASEMENT
TO SHAPE



9TH AVE. (SR9TH)

9TH AVE. RAMP C

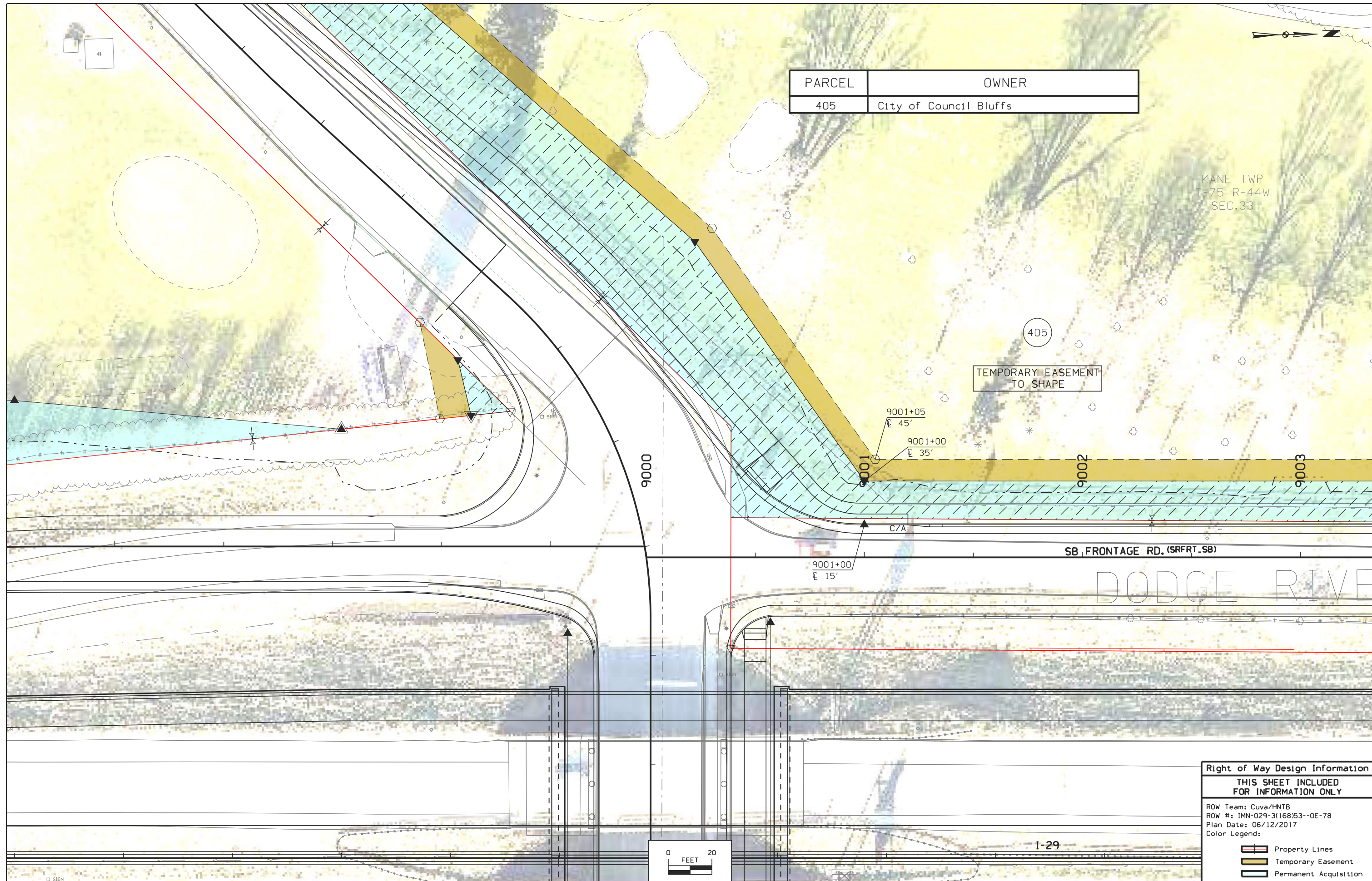
SB FRONTAGE RD.



Right of Way Design Information
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FOR INFORMATION ONLY

ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



PARCEL	OWNER
405	City of Council Bluffs

KANE TWP
T-75 R-44W
SEC.33

TEMPORARY EASEMENT
TO SHAPE

SB FRONTAGE RD. (SRFRT-SB)

DODGE RIVER

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



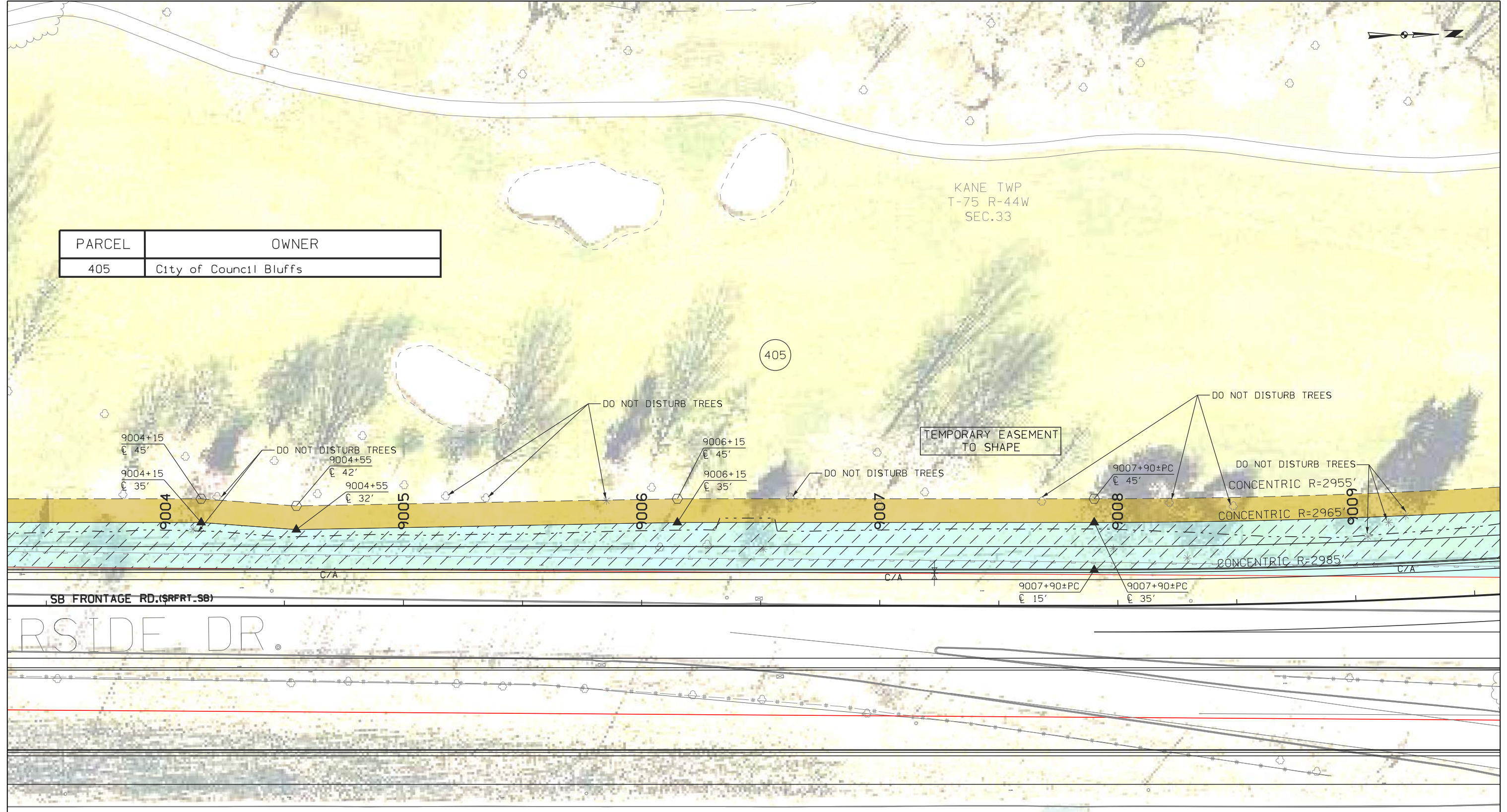
I-29



KANE TWP
T-75 R-44W
SEC.33

PARCEL	OWNER
405	City of Council Bluffs

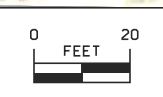
405



SB FRONTAGE RD. (SRFRT-SB)

RSIDE DR.

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Cuva/HNTB	
ROW #: IMN-029-3(168)53--0E-78	
Plan Date: 06/12/2017	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



PARCEL	OWNER
405	City of Council Bluffs
419	Brian S. Scoles and Jamie N. Emerson
419A	RE Rental Properties, LLC, an Iowa limited liability company

KANE TWP
T-75 R-44W
SEC.33

TEMPORARY EASEMENT
TO SHAPE

DO NOT DISTURB TREES

DO NOT DISTURB TREE

CONCENTRIC R=2955

CONCENTRIC R=2965

CONCENTRIC R=2985

SB FRONTAGE RD. (SRFRT, SB)

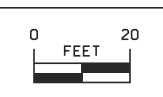
9TH ST. RAMP A

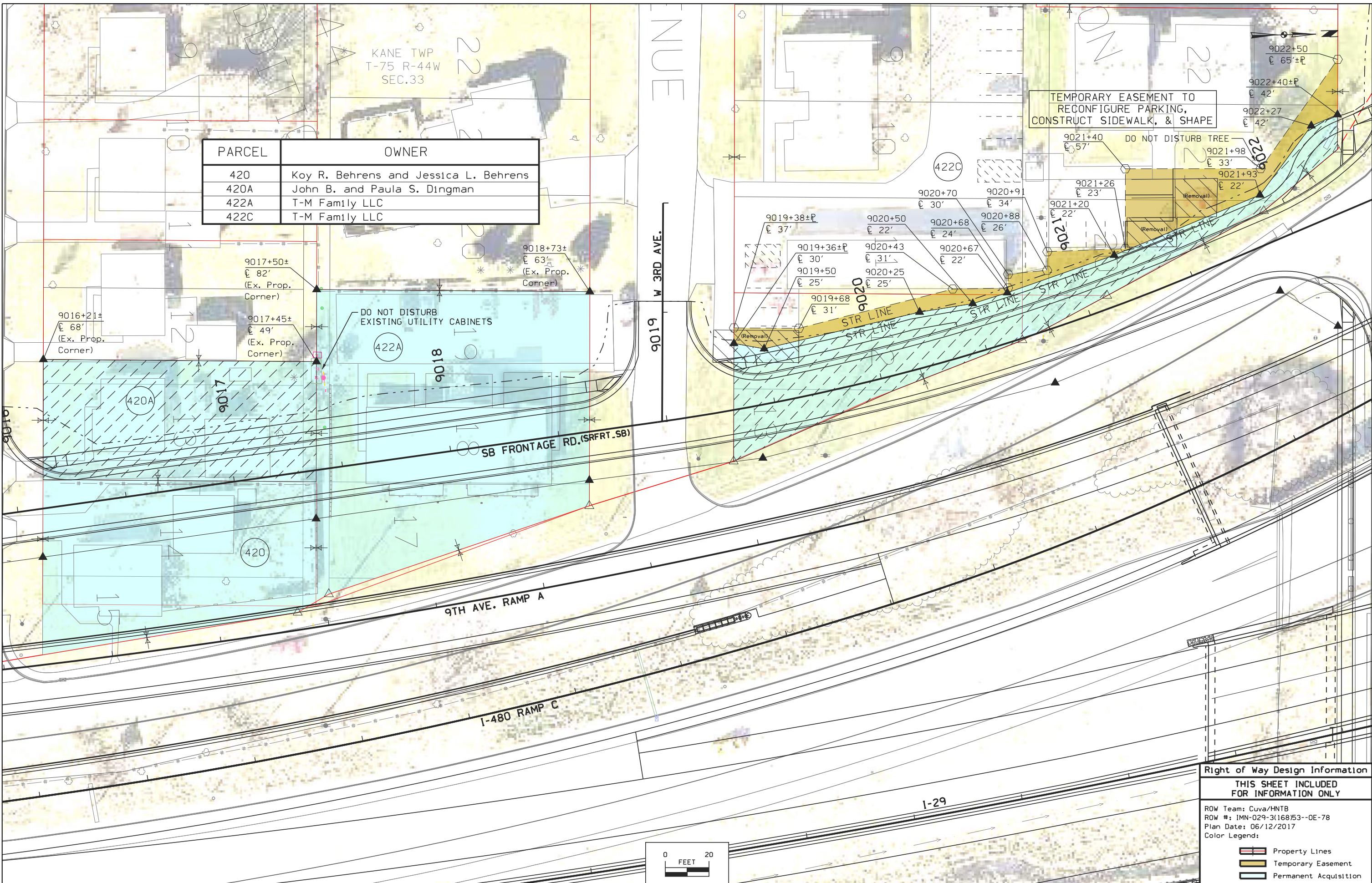
W 4TH AVE.

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

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- Temporary Easement
- Permanent Acquisition





PARCEL	OWNER
420	Koy R. Behrens and Jessica L. Behrens
420A	John B. and Paula S. Dingman
422A	T-M Family LLC
422C	T-M Family LLC

TEMPORARY EASEMENT TO RECONFIGURE PARKING, CONSTRUCT SIDEWALK, & SHAPE

DO NOT DISTURB EXISTING UTILITY CABINETS

DO NOT DISTURB TREE

W 3RD AVE.

SB FRONTAGE RD. (SRFRT .SB)

9TH AVE. RAMP A

I-480 RAMP C

I-29

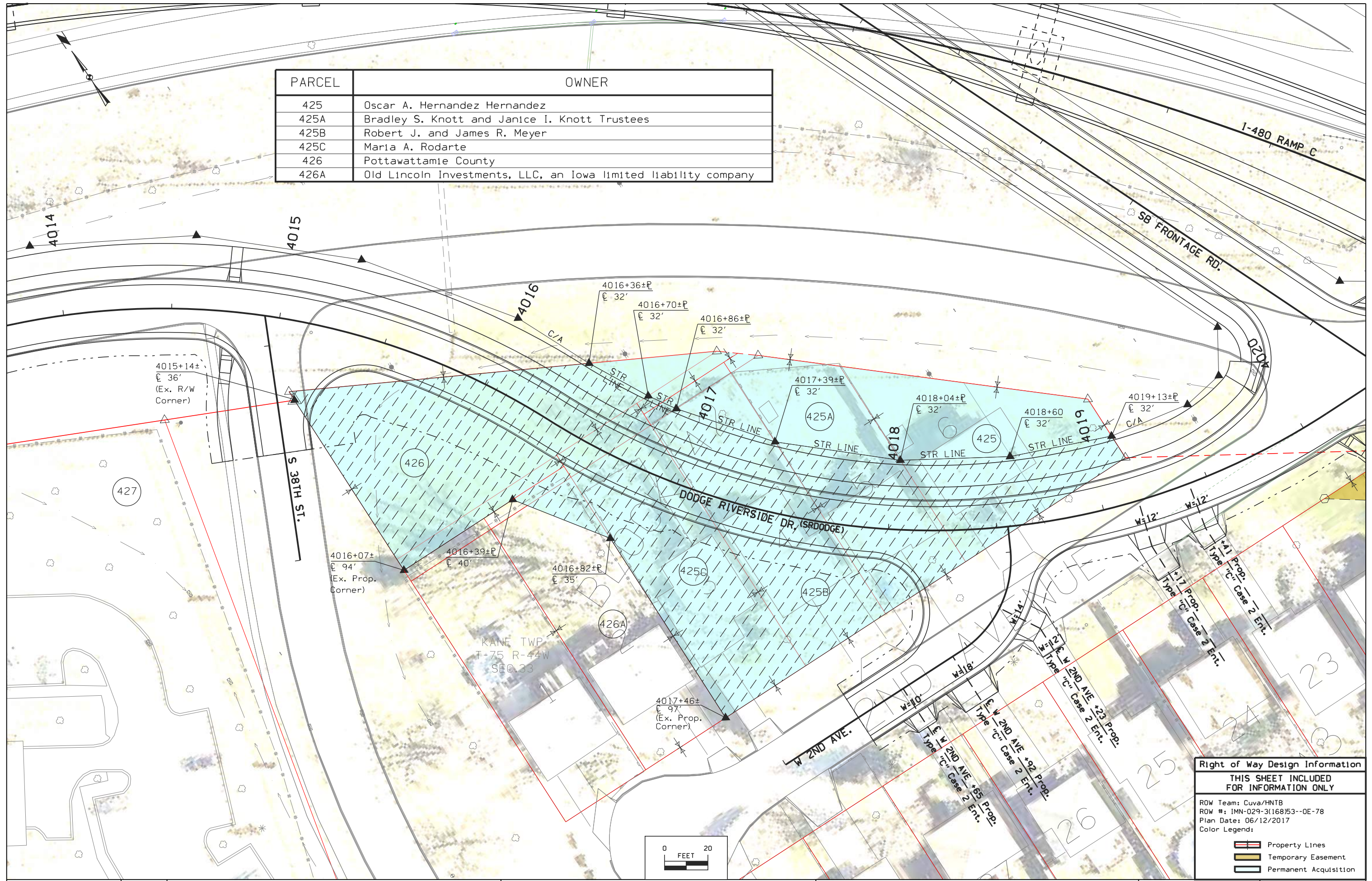


Right of Way Design Information
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ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

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- Permanent Acquisition

PARCEL	OWNER
425	Oscar A. Hernandez Hernandez
425A	Bradley S. Knott and Janice I. Knott Trustees
425B	Robert J. and James R. Meyer
425C	Maria A. Rodarte
426	Pottawattamie County
426A	Old Lincoln Investments, LLC, an Iowa limited liability company

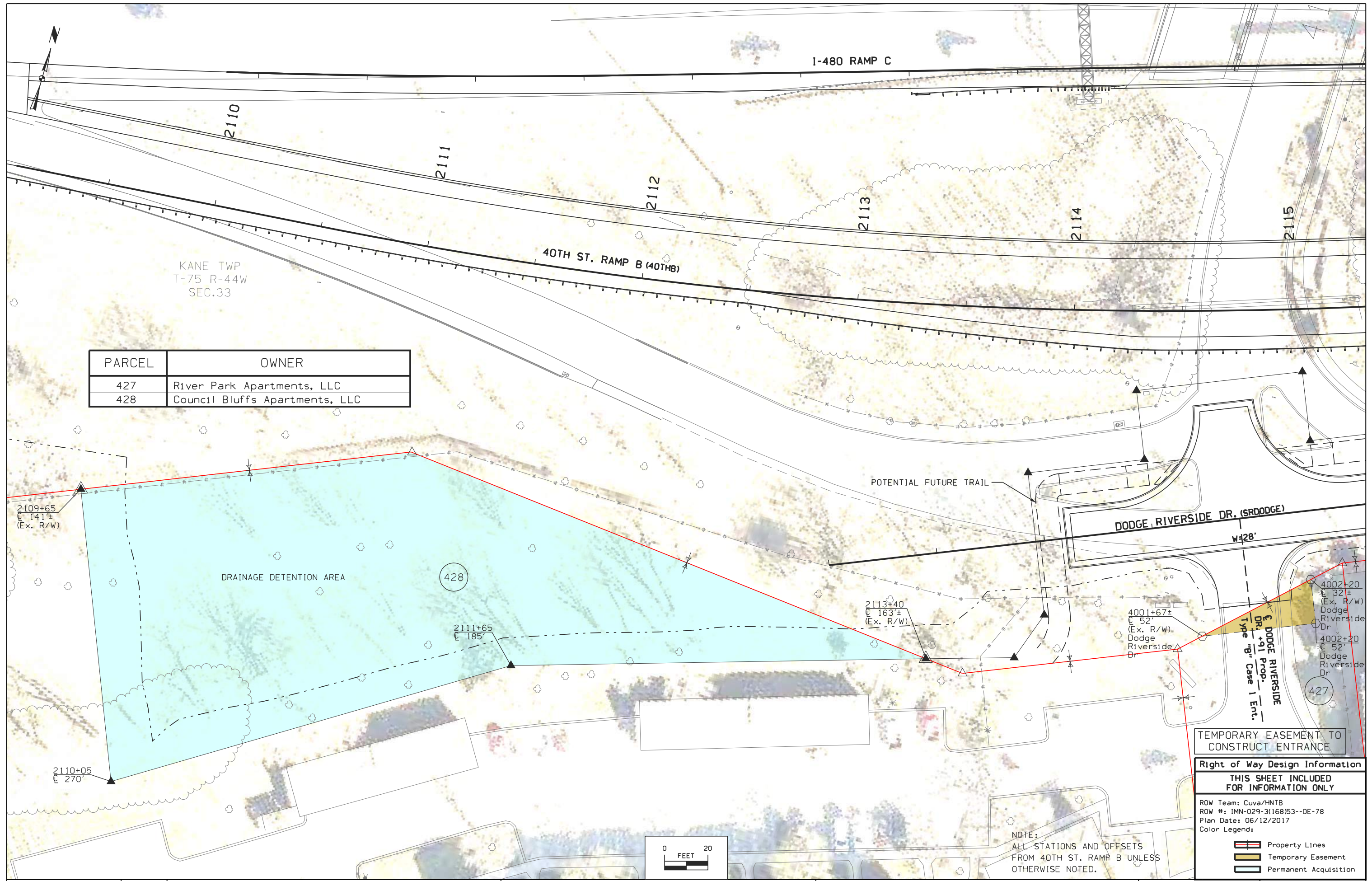


Right of Way Design Information

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ROW Team: Cuva/HNTB
 ROW #: IMN-029-3(168)53--0E-78
 Plan Date: 06/12/2017
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- Permanent Acquisition



KANE TWP
T-75 R-44W
SEC.33

PARCEL	OWNER
427	River Park Apartments, LLC
428	Council Bluffs Apartments, LLC

2109+65
C 141±
(Ex. R/W)

DRAINAGE DETENTION AREA

428

2111+65
C 185

2113+40
C 163±
(Ex. R/W)

4001+67±
C 52'
(Ex. R/W)
Dodge
Riverside
Dr

4002+20
C 32±
(Ex. R/W)
Dodge
Riverside
Dr
4002+20
C 52'
Dodge
Riverside
Dr

427

2110+05
C 270

DODGE, RIVERSIDE DR. (SRDODGE)
W428'

DODGE RIVERSIDE
DR. ±91 Prop. ± Ent.
Type "B" Case 1 Ent.

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

Right of Way Design Information

THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

NOTE:
ALL STATIONS AND OFFSETS
FROM 40TH ST. RAMP B UNLESS
OTHERWISE NOTED.





N. 42ND ST

KANE TWP
T-75 R-44W
SEC.28

BLOCK 6

PARCEL	OWNER
429A	River's Edge Apartments LLC

KANE TWP
T-75 R-44W
SEC.33

TEMPORARY EASEMENT FOR
TEMPORARY RAMP WIDENING
DURING CONSTRUCTION

429A

3110+95
± 105'±

3112+25
± 88'

3113

3114

3113

3112

3111

3110

3109




40TH ST. RAMP C (40THC)

I-480

Right of Way Design Information

THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

-  Property Lines
-  Temporary Easement
-  Permanent Acquisition





PARCEL	OWNER
429	City of Council Bluffs
429A	River's Edge Apartments LLC

TEMPORARY EASEMENT FOR TEMPORARY RAMP WIDENING DURING CONSTRUCTION

TEMPORARY EASEMENT TO SHAPE

BLOCK 5

KANE TWP
T-75 R-44W
SEC.28

3115+90
C 85'±P

3116+45±
C 34'
(Ex. R/W Corner)

3118+15
C 36'±
(Ex. R/W)

3119+47±
C 34'
(Ex. R/W Corner)

3119+00
C 34'±
(Ex. R/W)

N. 41ST ST

3117

3118

3119

3120

40TH ST. RAMP C(40THC)

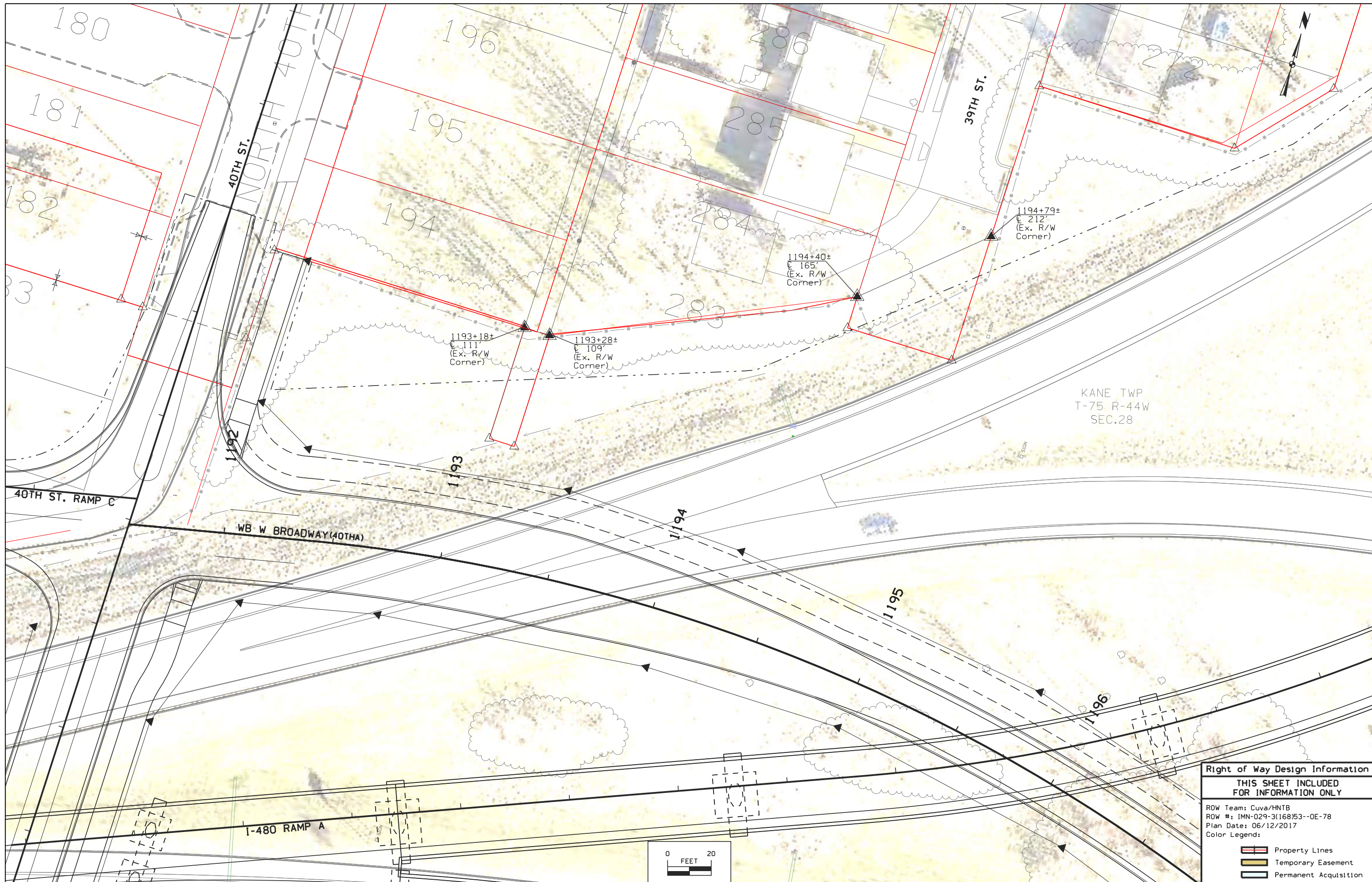
WB W BROADWAY

Right of Way Design Information
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ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition





KANE TWP
T-75 R-44W
SEC.28

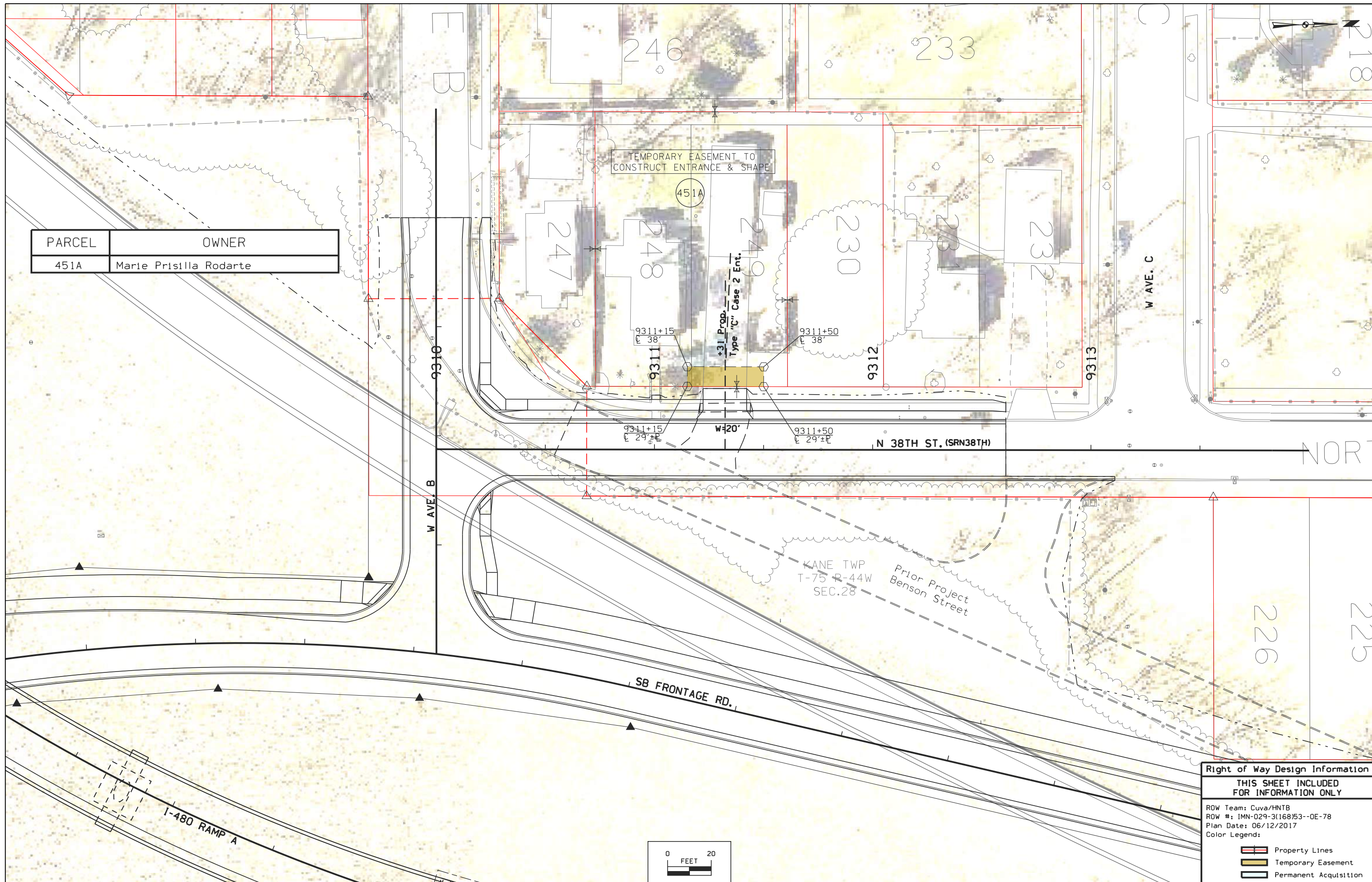
Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition





PARCEL	OWNER
451A	Marie Pristilla Rodarte

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE & SHAPE

451A

31' Prop.
Type "C" Case 2 Ent.

9311+15
± 38'

9311+50
± 38'

9311+15
± 29'

9311+50
± 29'

N 38TH ST. (SRN38TH)

KANE TWP
T-75 R-44W
SEC.28
Prior Project
Benson Street

SB FRONTAGE RD.

I-480 RAMP A



Right of Way Design Information

THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Cuva/HNTB
ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



PARCEL	OWNER
452	Aileen B. Steward and Kay Steinauer
457	Claude D. Pleas

9045+80±
C 160'
(Ex. R/W
Corner)

9046+34±
C 169'
(Ex. R/W
Corner)

9048+27±P
C 18'

9048+78±P
C 18'

KANE TWP
T-75 R-44W
SEC.28



Right of Way Design Information
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ROW #: IMN-029-3(168)53--0E-78
Plan Date: 06/12/2017
Color Legend:






- Property Lines
- Temporary Easement
- Permanent Acquisition

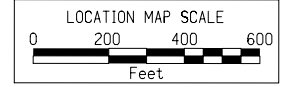
TRAFFIC CONTROL PLAN

Scenario 3 has been selected as the preferred construction staging scenario for this project, which allows for full closures of both I-29N and I-29S. An approximate construction schedule and conceptual staging plans are included in these plans for review.

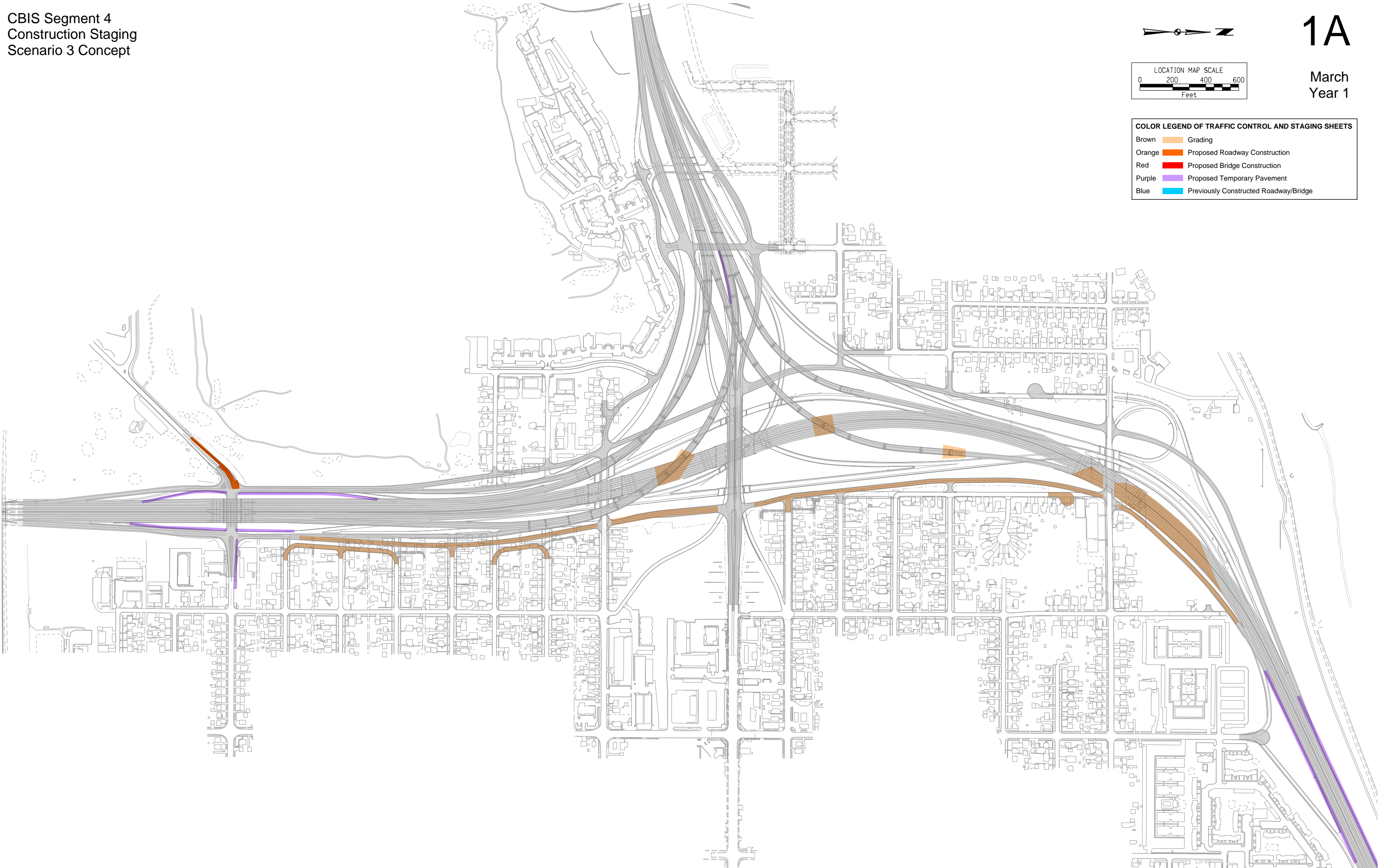
Index (J-Sheets)
Sheet J.2-J.16 Scenario 3 Construction Staging Schedule and Concept

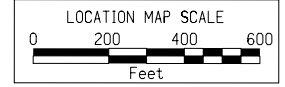
COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

- Brown  Grading
- Orange  Proposed Roadway Construction
- Red  Proposed Bridge Construction
- Purple  Proposed Temporary Pavement
- Blue  Previously Constructed Roadway/Bridge

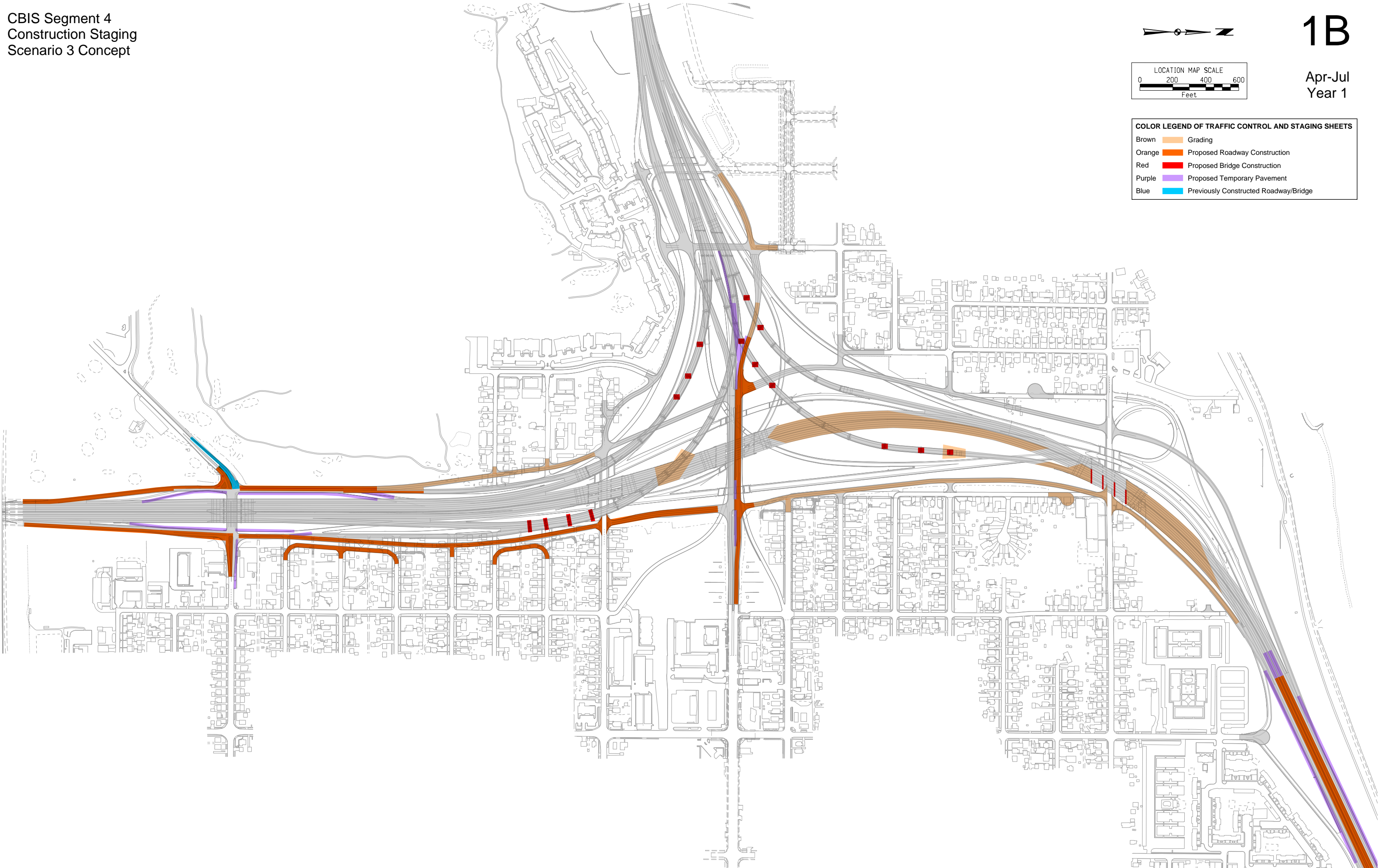


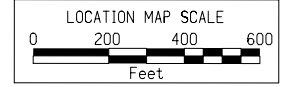
COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS	
Brown	Grading
Orange	Proposed Roadway Construction
Red	Proposed Bridge Construction
Purple	Proposed Temporary Pavement
Blue	Previously Constructed Roadway/Bridge



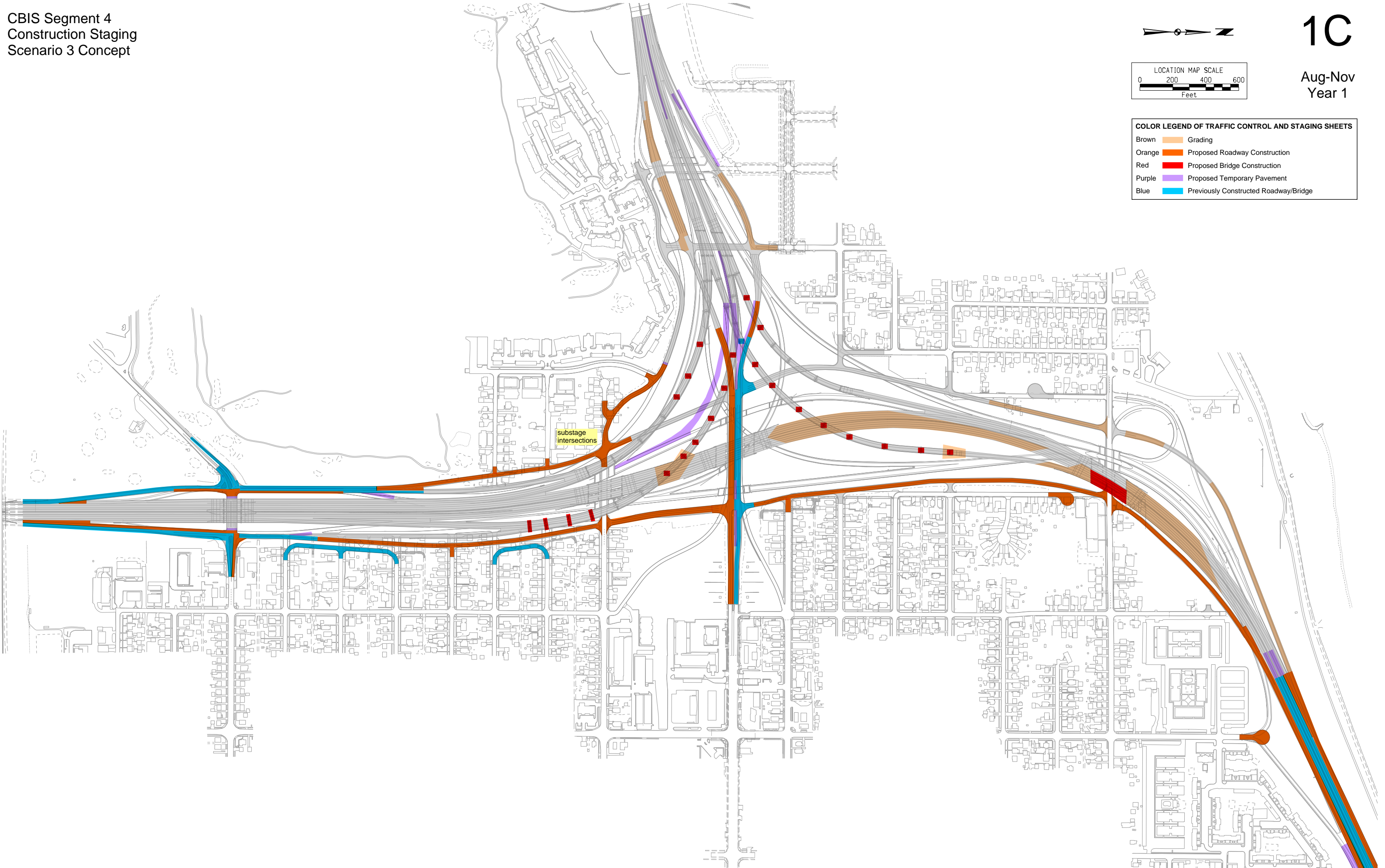


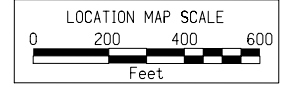
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Purple	Proposed Temporary Pavement
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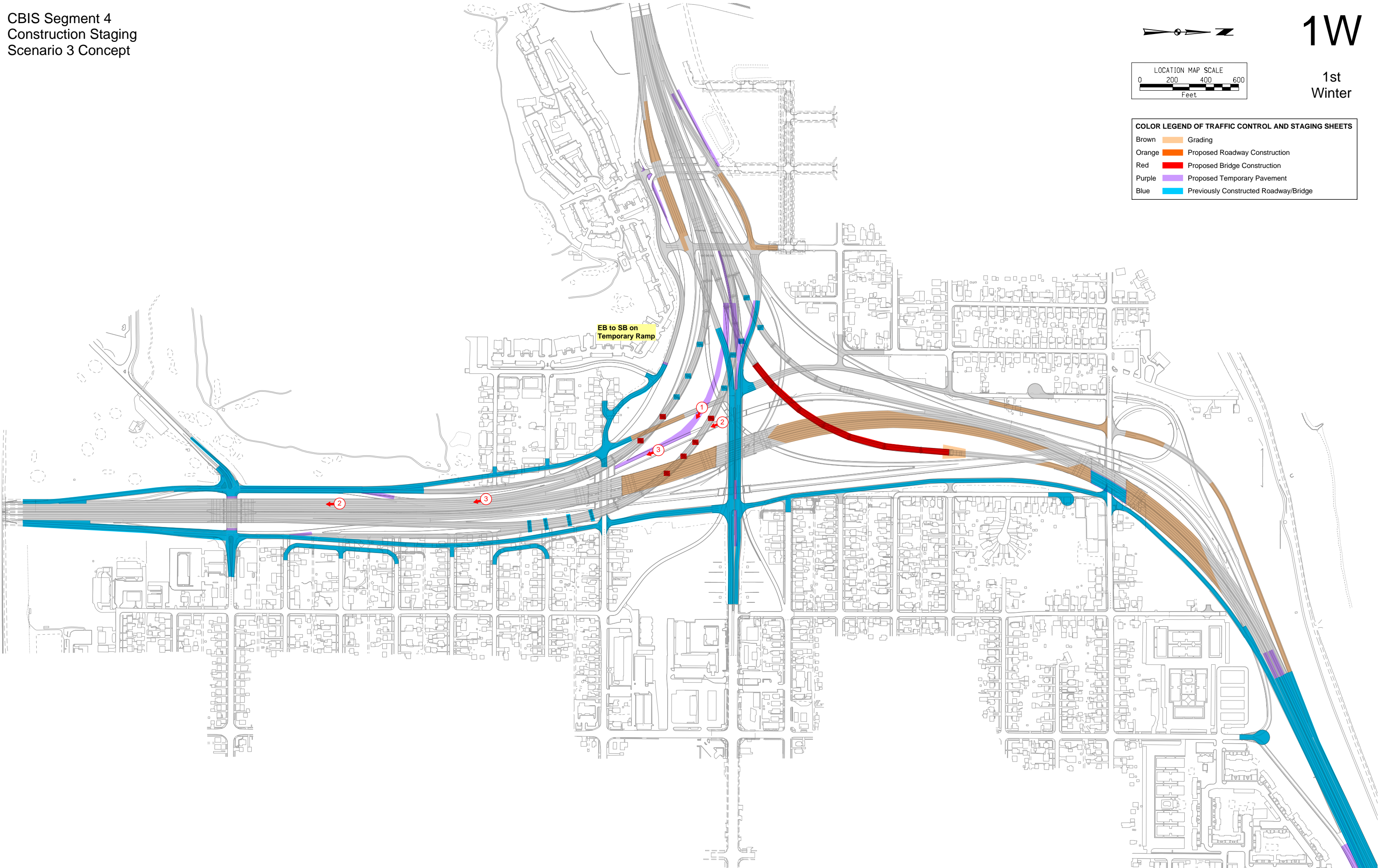
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Purple	Proposed Temporary Pavement
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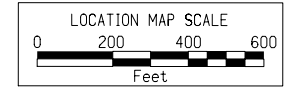
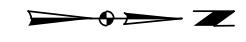




COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

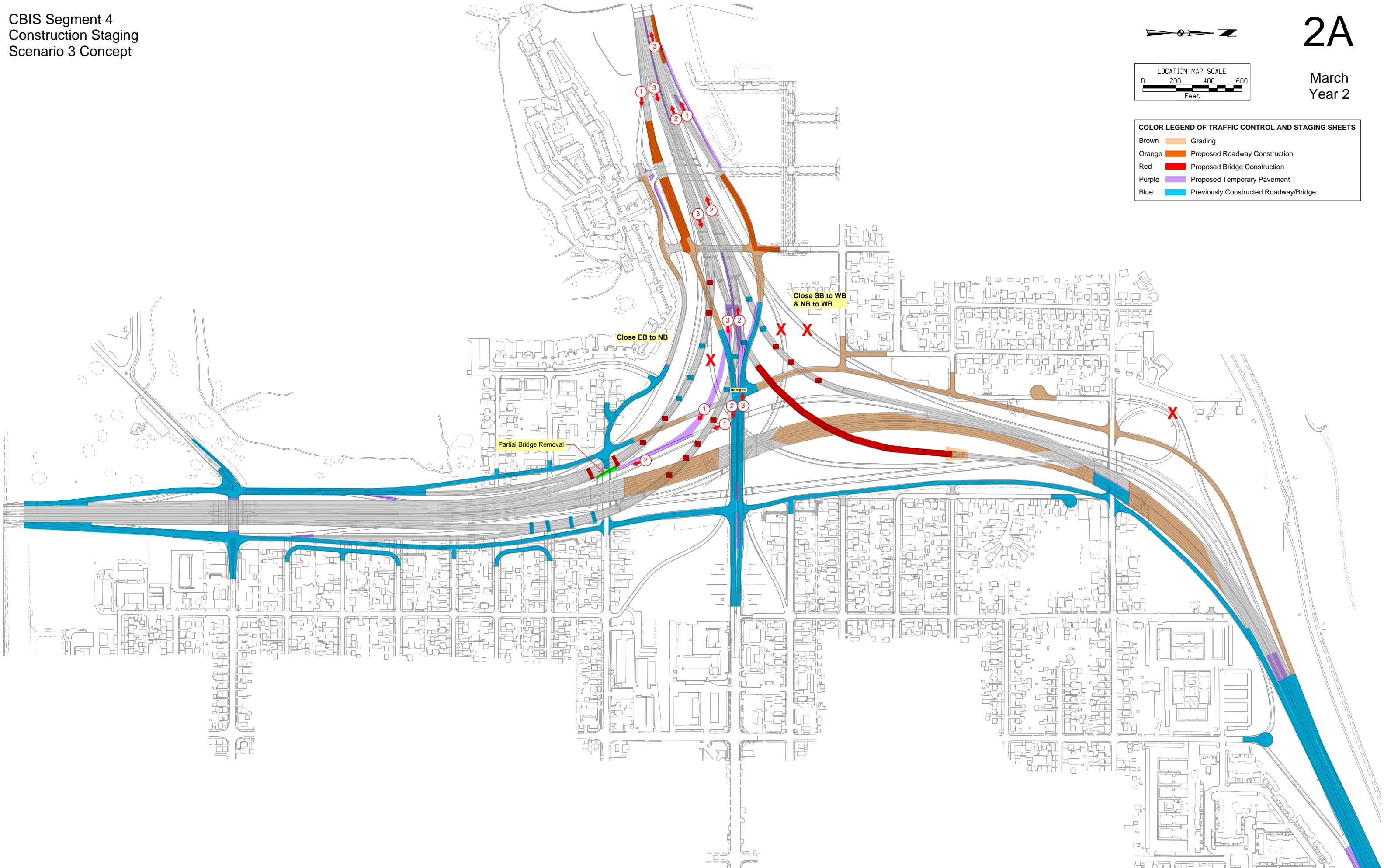
Brown	Grading
Orange	Proposed Roadway Construction
Red	Proposed Bridge Construction
Purple	Proposed Temporary Pavement
Blue	Previously Constructed Roadway/Bridge

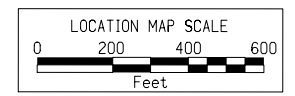
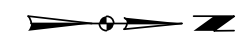




COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

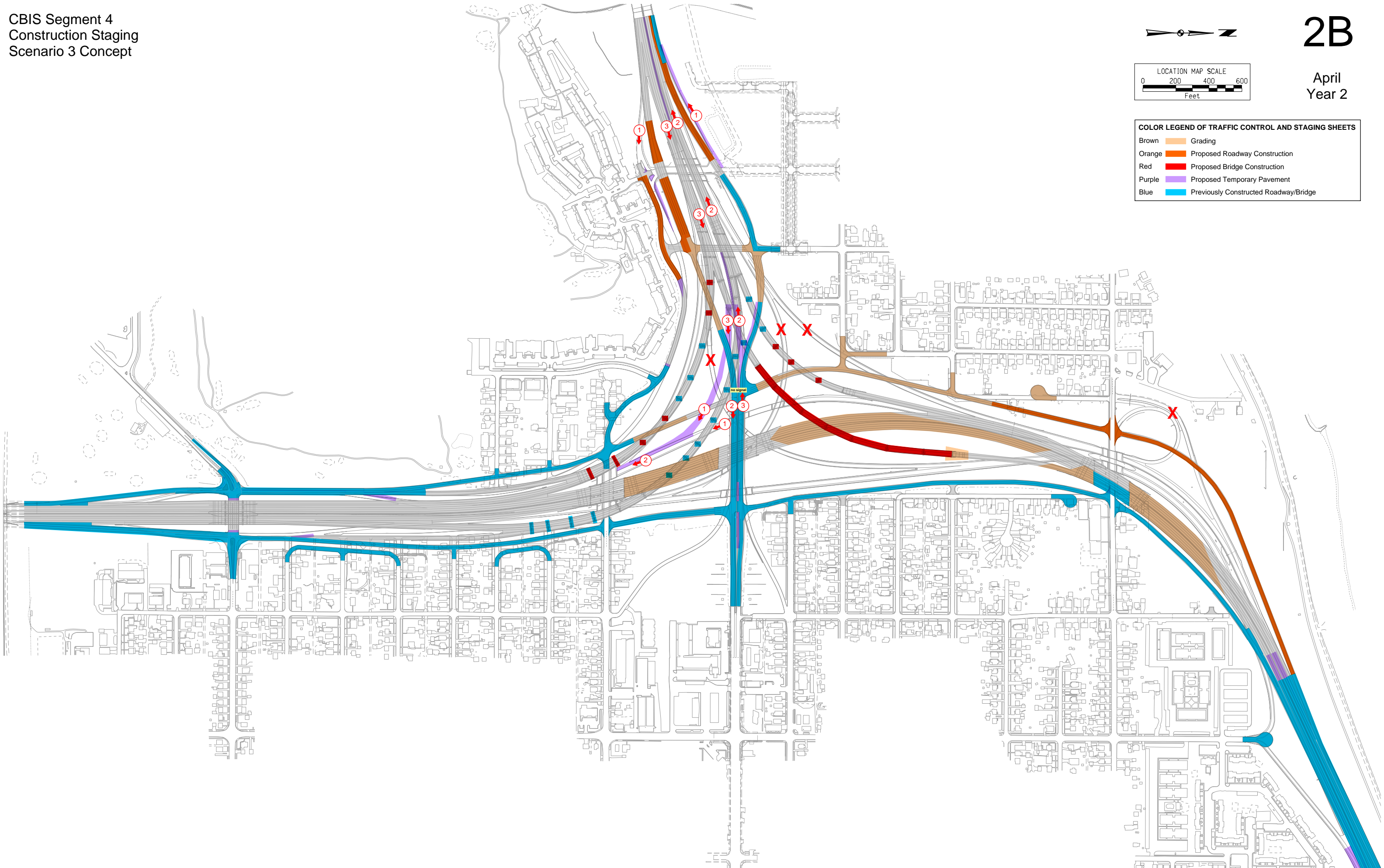
Brown	Grading
Orange	Proposed Roadway Construction
Red	Proposed Bridge Construction
Purple	Proposed Temporary Pavement
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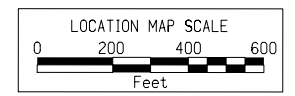
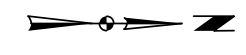




COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

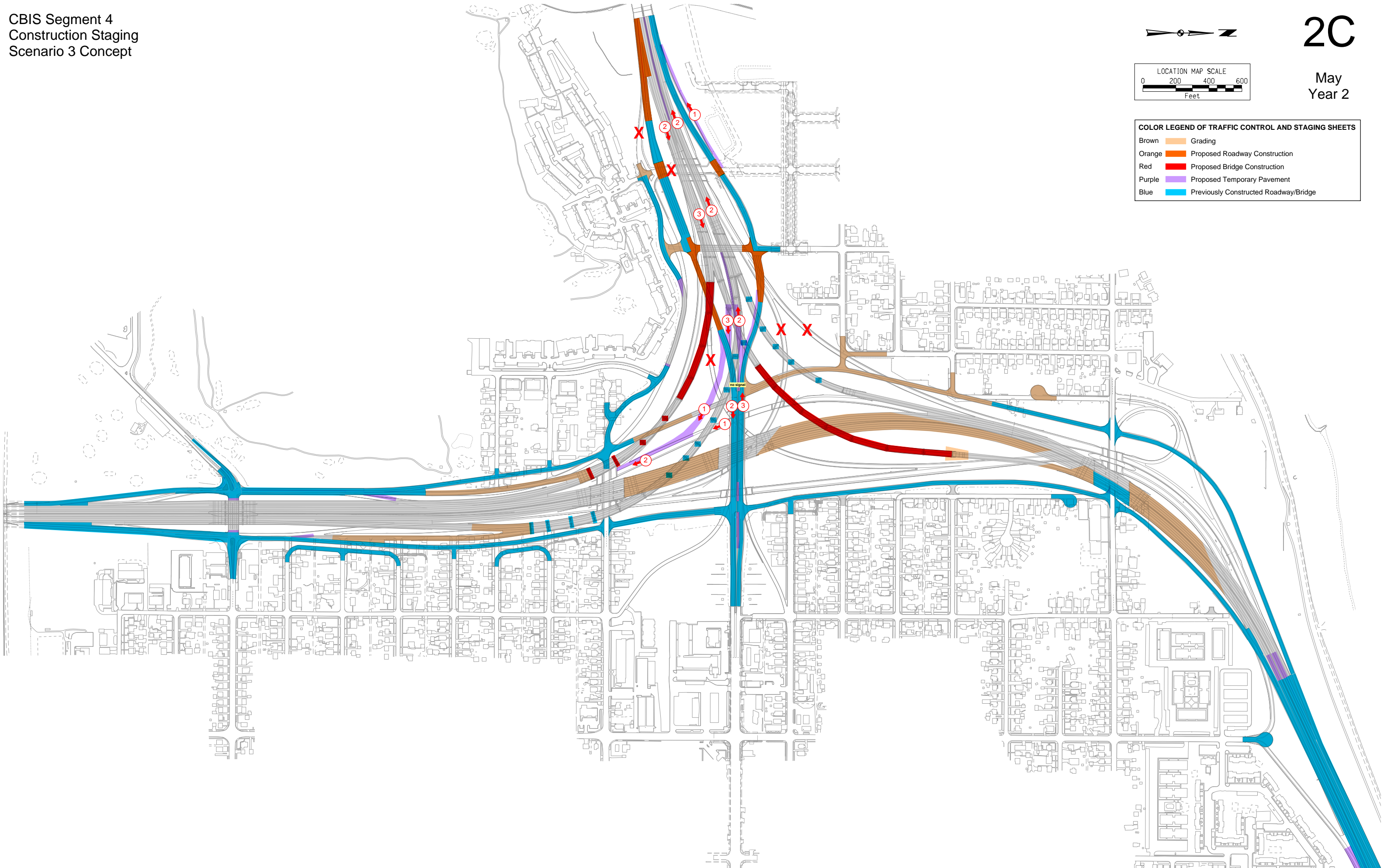
Brown	Grading
Orange	Proposed Roadway Construction
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Blue	Previously Constructed Roadway/Bridge





COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

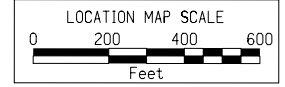
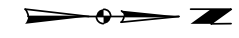
Brown	Grading
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CBIS Segment 4
Construction Staging
Scenario 3 Concept

2D

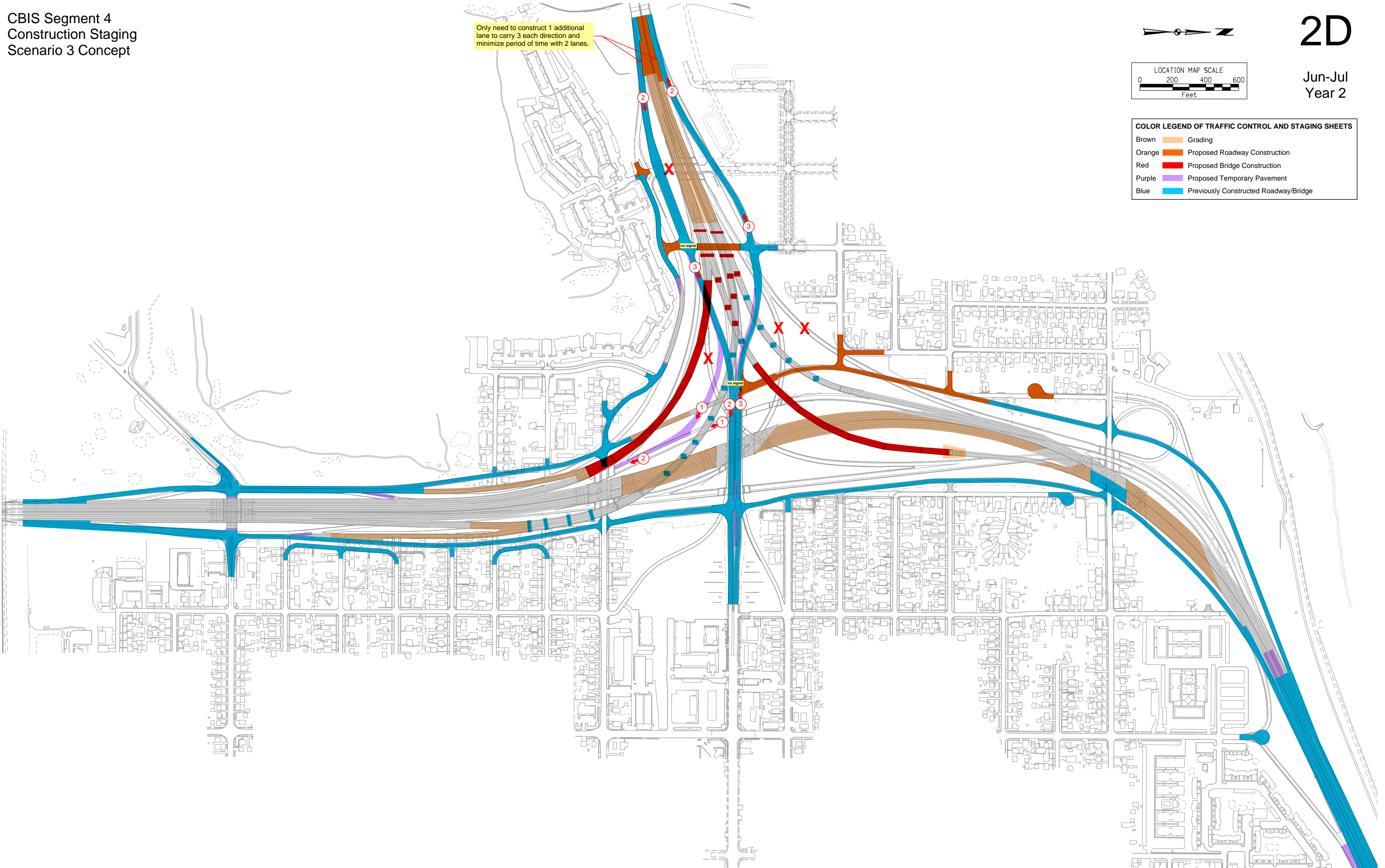
Jun-Jul
Year 2

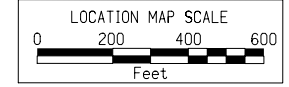
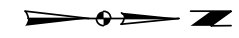


COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

Brown	Grading
Orange	Proposed Roadway Construction
Red	Proposed Bridge Construction
Purple	Proposed Temporary Pavement
Blue	Previously Constructed Roadway/Bridge

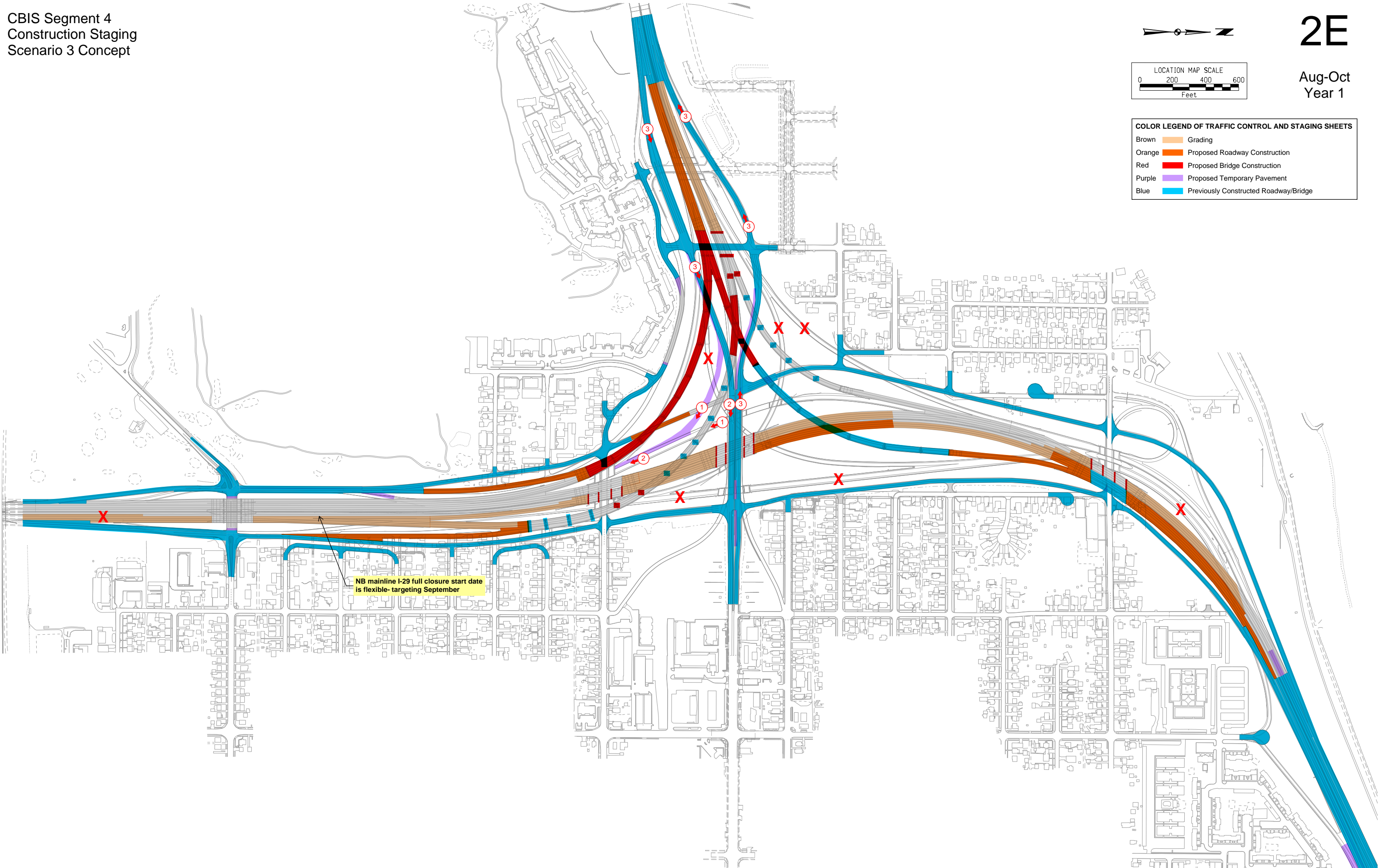
Only need to construct 1 additional lane to carry 3 each direction and minimize period of time with 2 lanes.



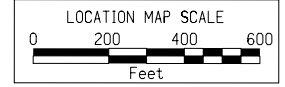
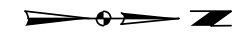


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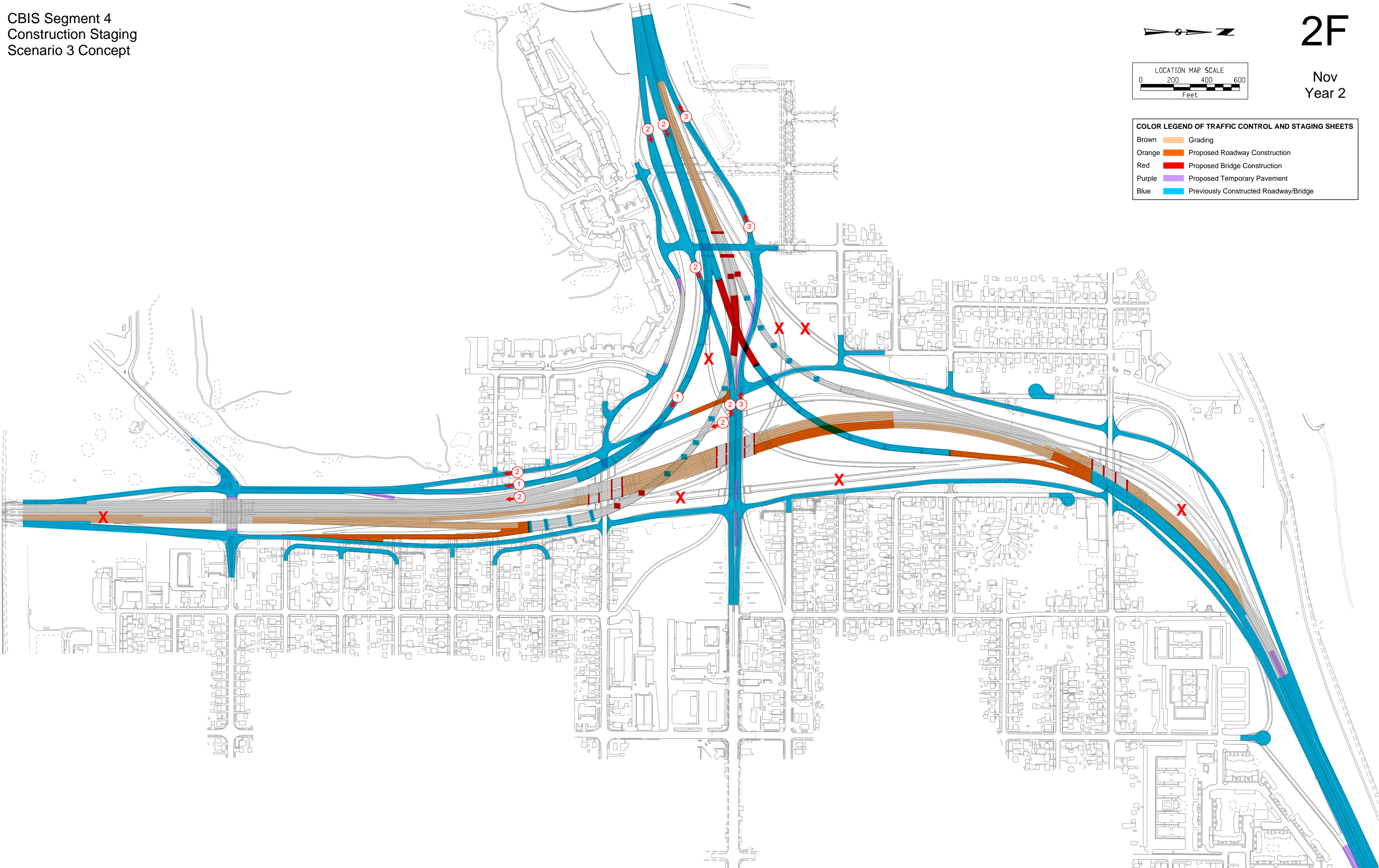


NB mainline I-29 full closure start date is flexible- targeting September

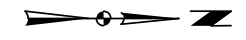


COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

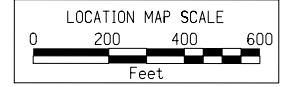
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CBIS Segment 4
Construction Staging
Scenario 3 Concept



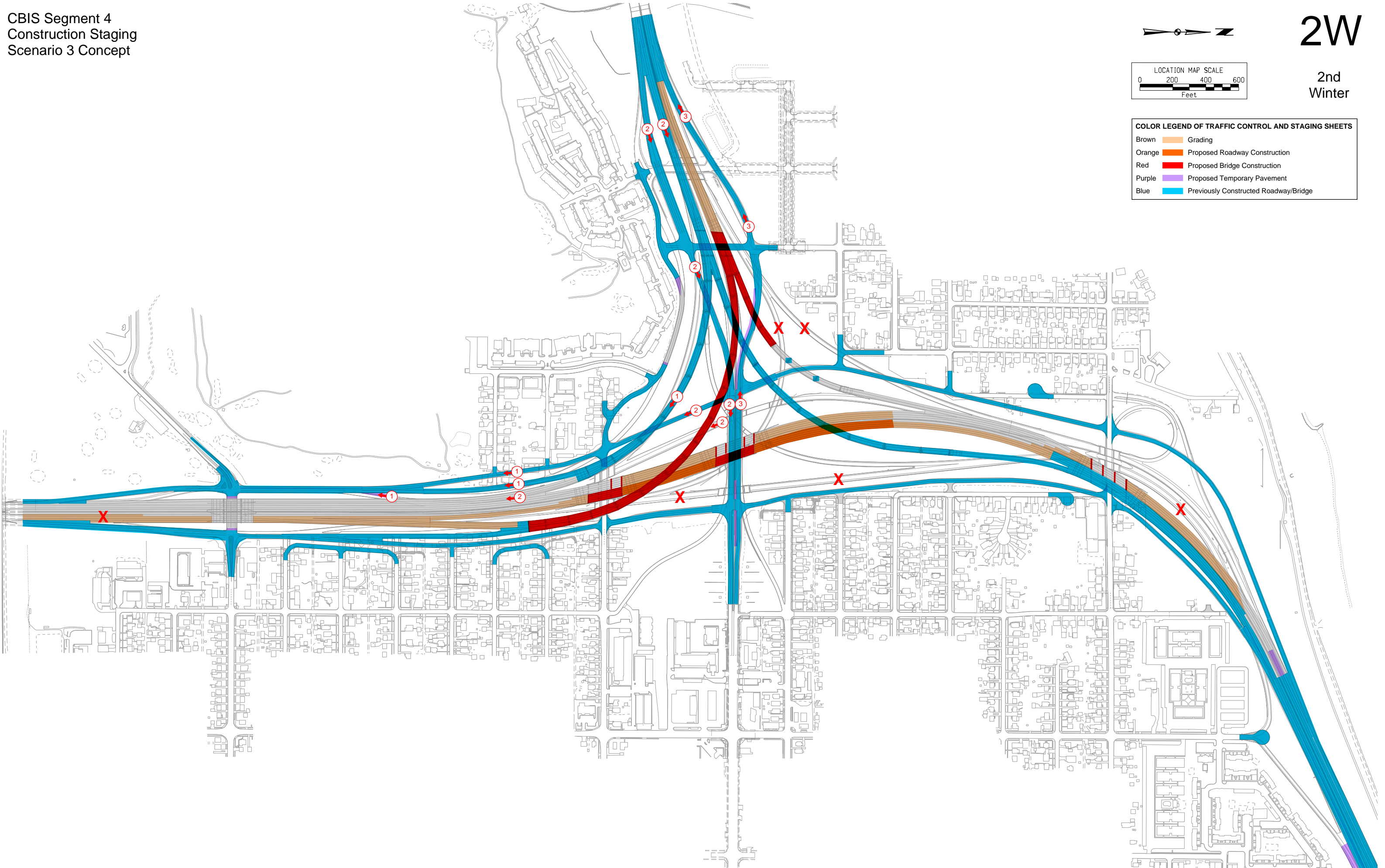
2W

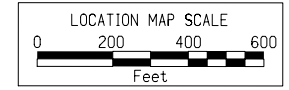
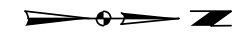


2nd
Winter

COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

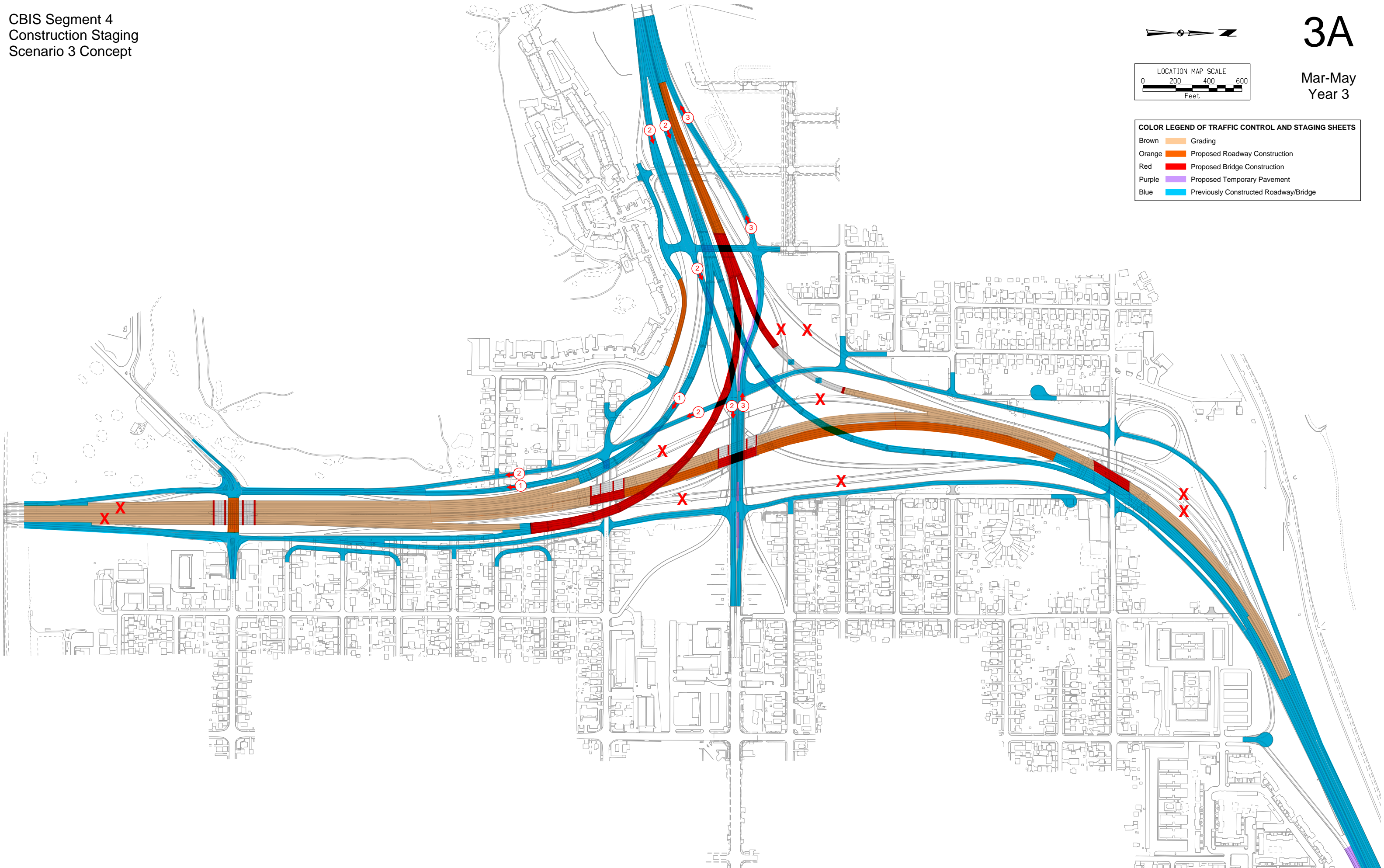
Brown	Grading
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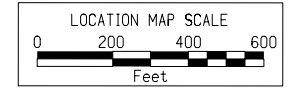
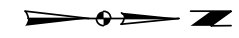




COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

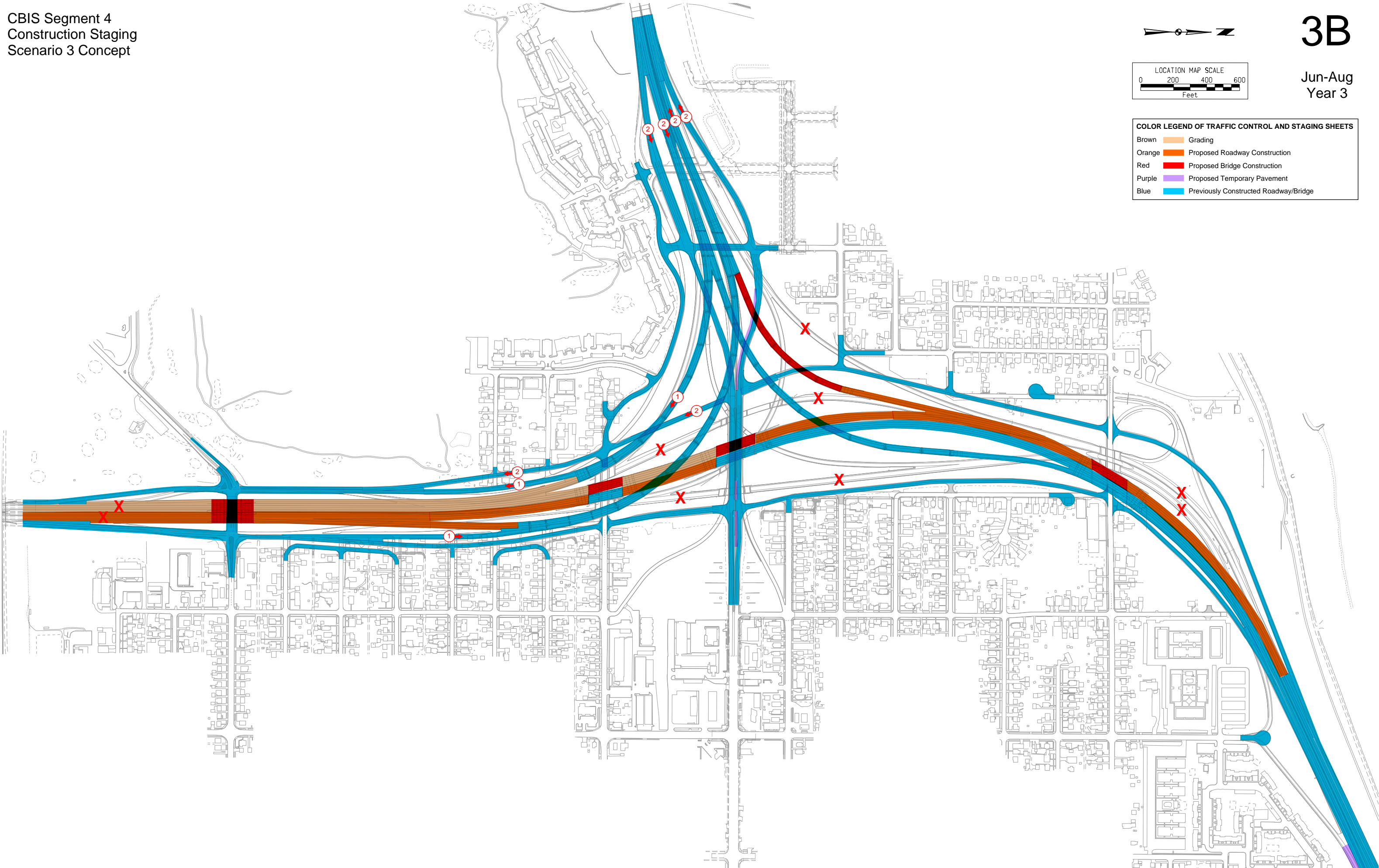
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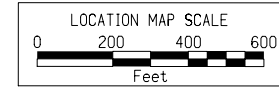
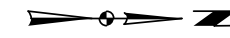




COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

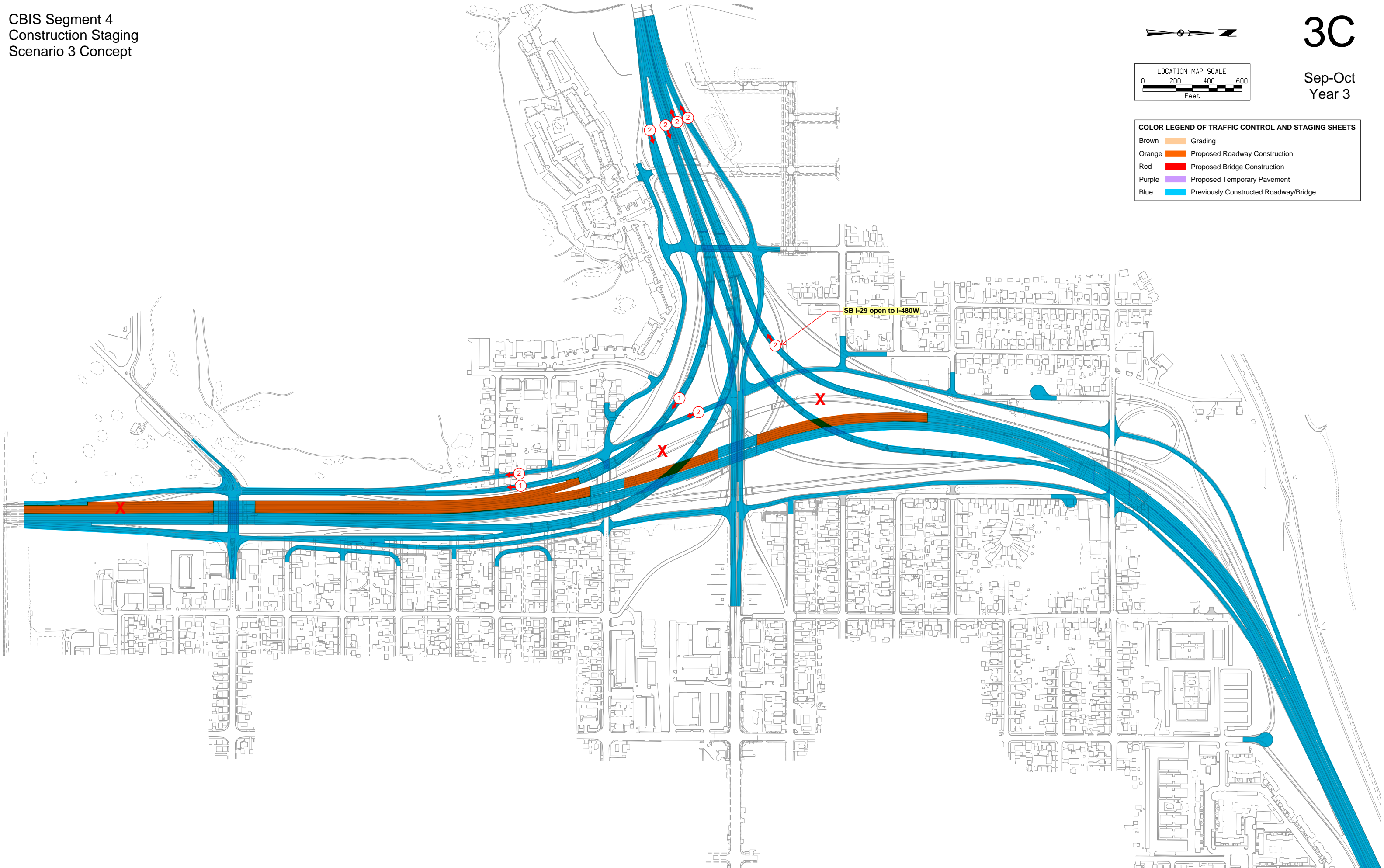
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Purple	Proposed Temporary Pavement
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COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

Brown	Grading
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Blue	Previously Constructed Roadway/Bridge





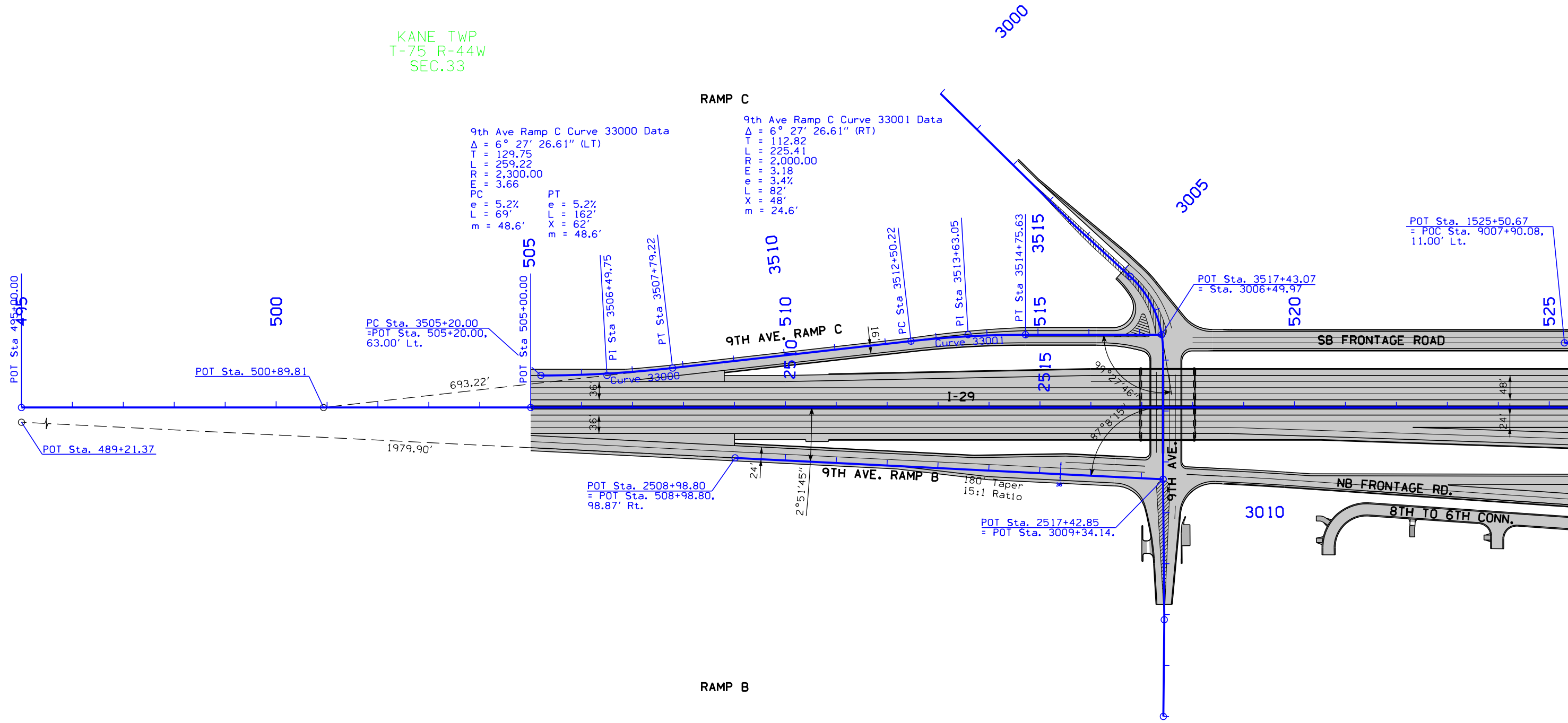
KANE TWP
T-75 R-44W
SEC.33

9th Ave Ramp C Curve 33000 Data
 $\Delta = 6^\circ 27' 26.61''$ (LT)
 $T = 129.75$
 $L = 259.22$
 $RR = 2,300.00$
 $EM = 3.66$
 $PC = 3505+00.00$
 $L_e = 5.2\%$
 $L_f = 69'$
 $M = 48.6'$

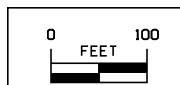
PT
 $X = 62'$
 $Y = 48.6'$

RAMP C

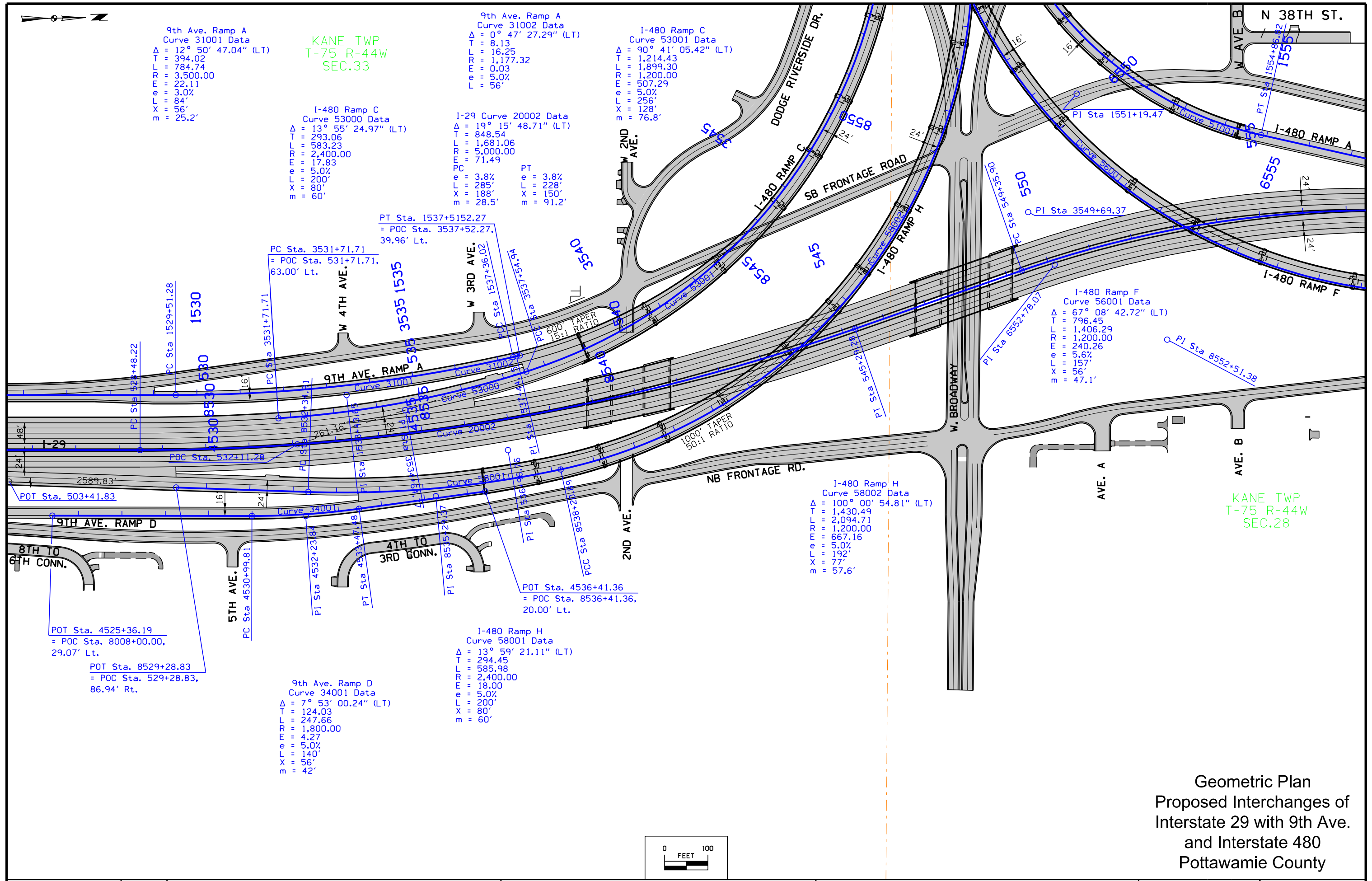
9th Ave Ramp C Curve 33001 Data
 $\Delta = 6^\circ 27' 26.61''$ (RT)
 $T = 112.82$
 $L = 225.41$
 $RR = 2,000.00$
 $EM = 3.18$
 $L_e = 3.4\%$
 $L_f = 82'$
 $M = 48.6'$



RAMP B



Geometric Plan
 Proposed Interchange of
 Interstate 29 with 9th Ave.
 Pottawattamie County



Geometric Plan
 Proposed Interchanges of
 Interstate 29 with 9th Ave.
 and Interstate 480
 Pottawamie County

1:37:06 PM 10/25/2017 mplummer pw:\npw-int.hntb.org\PWCentralDiv\Documents\Kansas City Projects\61945 CBIS Segment 4\Roadway\Sheeting\78029166-K.sht



I-29 Curve 20003
Curve Data
 $\Delta = 84^\circ 18' 50.50''$ (RT)
 $T = 2,245.34$
 $L = 3,649.46$
 $R = 2,480.00$
 $E = 865.44$
 $PC = 6360$ $PT = 6565$
 $e = 5.8\%$ $e = 5.8\%$
 $L = 348'$ $L = 348'$
 $X = 150'$ $X = 150'$
 $m = 78.2'$ $m = 104.4'$

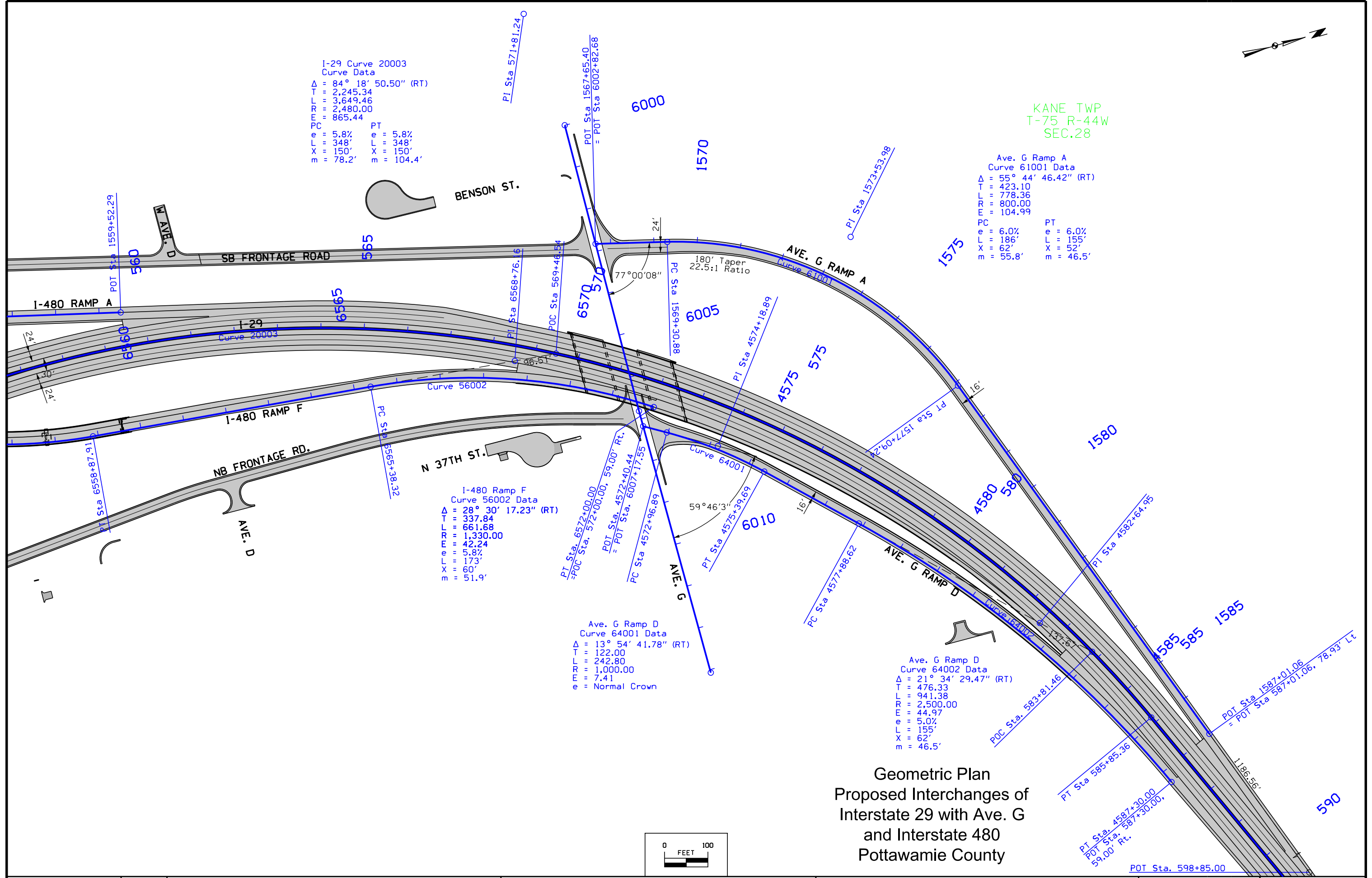
KANE TWP
T-75 R-44W
SEC.28

Ave. G Ramp A
Curve 61001 Data
 $\Delta = 55^\circ 44' 46.42''$ (RT)
 $T = 423.10$
 $L = 778.36$
 $R = 800.00$
 $E = 104.99$
 $PC = 6005$ $PT = 6100$
 $e = 6.0\%$ $e = 6.0\%$
 $L = 186'$ $L = 155'$
 $X = 62'$ $X = 52'$
 $m = 55.8'$ $m = 46.5'$

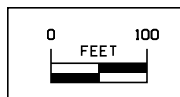
I-480 Ramp F
Curve 56002 Data
 $\Delta = 28^\circ 30' 17.23''$ (RT)
 $T = 337.84$
 $L = 661.68$
 $R = 1,330.00$
 $E = 42.24$
 $e = 5.8\%$
 $L = 173'$
 $X = 60'$
 $m = 51.9'$

Ave. G Ramp D
Curve 64001 Data
 $\Delta = 13^\circ 54' 41.78''$ (RT)
 $T = 122.00$
 $L = 242.80$
 $R = 1,000.00$
 $E = 7.41$
 $e = \text{Normal Crown}$

Ave. G Ramp D
Curve 64002 Data
 $\Delta = 21^\circ 34' 29.47''$ (RT)
 $T = 476.33$
 $L = 941.38$
 $R = 2,500.00$
 $E = 44.97$
 $e = 5.0\%$
 $L = 155'$
 $X = 62'$
 $m = 46.5'$



Geometric Plan
Proposed Interchanges of
Interstate 29 with Ave. G
and Interstate 480
Pottawamie County





I-480 Ramp H
Curve 58003 Data
 $\Delta = 6^\circ 29' 36.43''$ (RT)
 T = 213.92
 L = 427.38
 R = 3,771.00
 E = 6.06
 e = 3.4%
 L = 130'
 X = 77'
 m = 39'

I-480 Ramp A
Curve 51001 Data
 $\Delta = 55^\circ 15' 21.05''$ (LT)
 T = 436.00
 L = 803.34
 R = 833.00
 E = 107.20
 e = 5.8%
 L = 150'
 X = 52'
 m = 45'

40th St. Ramp C
Curve 73000 Data
 $\Delta = 22^\circ 08' 54.77''$ (LT)
 T = 371.88
 L = 734.47
 R = 1,900.00
 E = 36.05
 e = 4.0%
 L = 133'
 X = 67'
 m = 39.9'

I-480 Curve 21001 Data
 $\Delta = 4^\circ 39' 55.33''$ (LT)
 T = 154.80
 L = 309.42
 R = 3,800.00
 E = 3.15
 e = 3.4%
 L = 174'
 X = 128'
 m = 69.6'

40th St. Ramp C
Curve 73001 Data
 $\Delta = 20^\circ 50' 17.68''$ (RT)
 T = 147.10
 L = 290.96
 R = 800.00
 E = 13.41
 e = Normal Crown

POC Sta. 8569+41.45
= POC Sta. 110+00.00,
29.00' Lt.

PC Sta. 3106+15.00
= POT Sta. 106+15.00,
53.00' Lt

POC Sta. 8569+41.45
= POC Sta. 110+00.00,
29.00' Lt.

POT Sta. 1542+93.19
= POT Sta. 8559+15.61
20.00' Rt.

POT Sta. 6542+36.07
= POC Sta. 3553+61.35, 57.26' Rt.

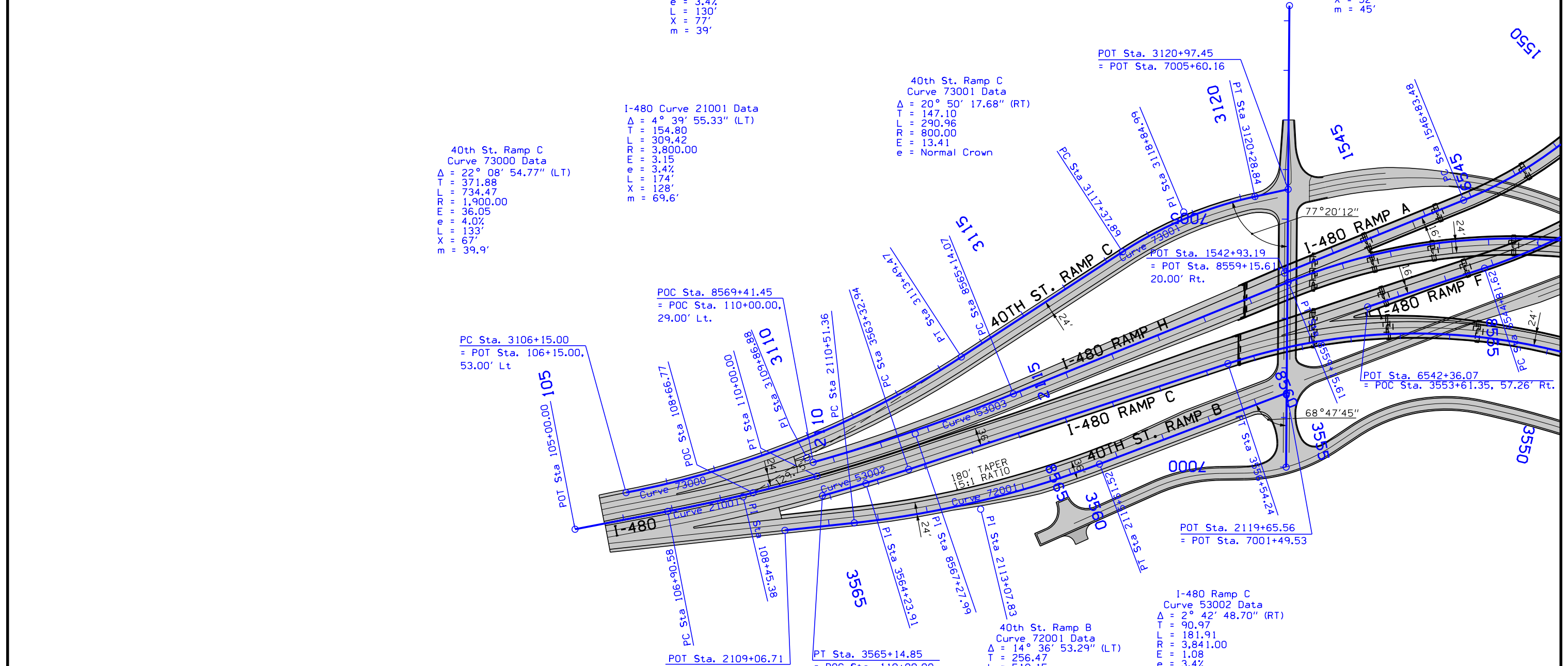
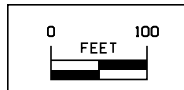
POT Sta. 2119+65.56
= POT Sta. 7001+49.53

POT Sta. 2109+06.71
= POC Sta. 109+06.71,
88.55' Rt.

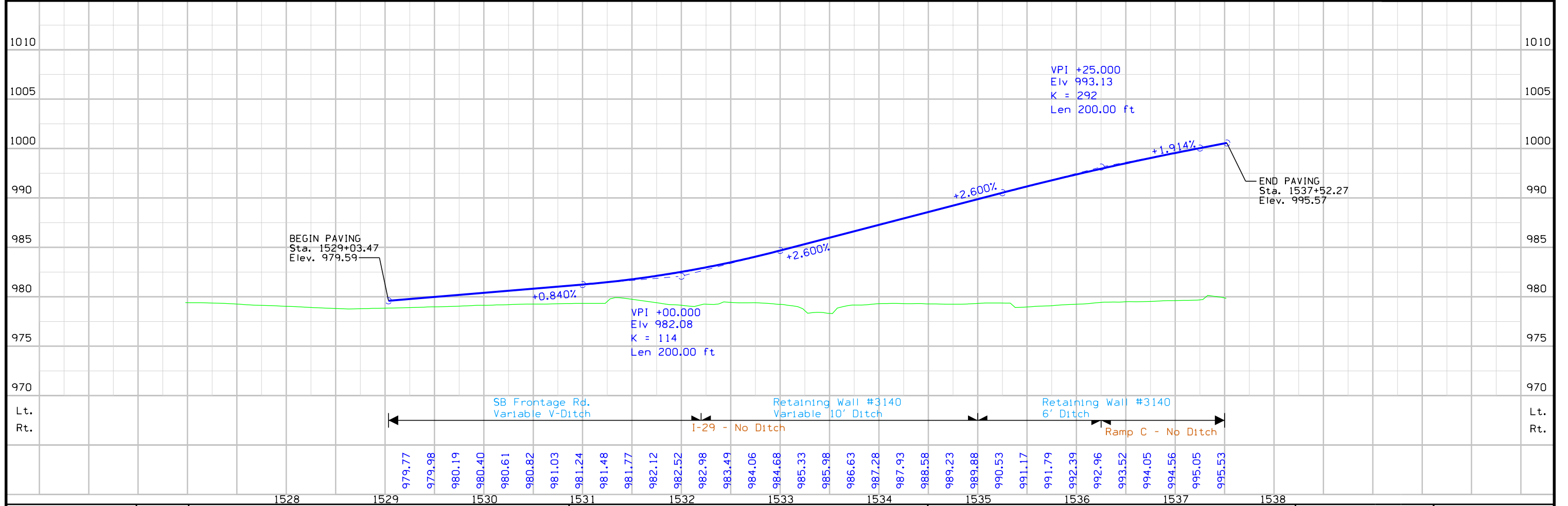
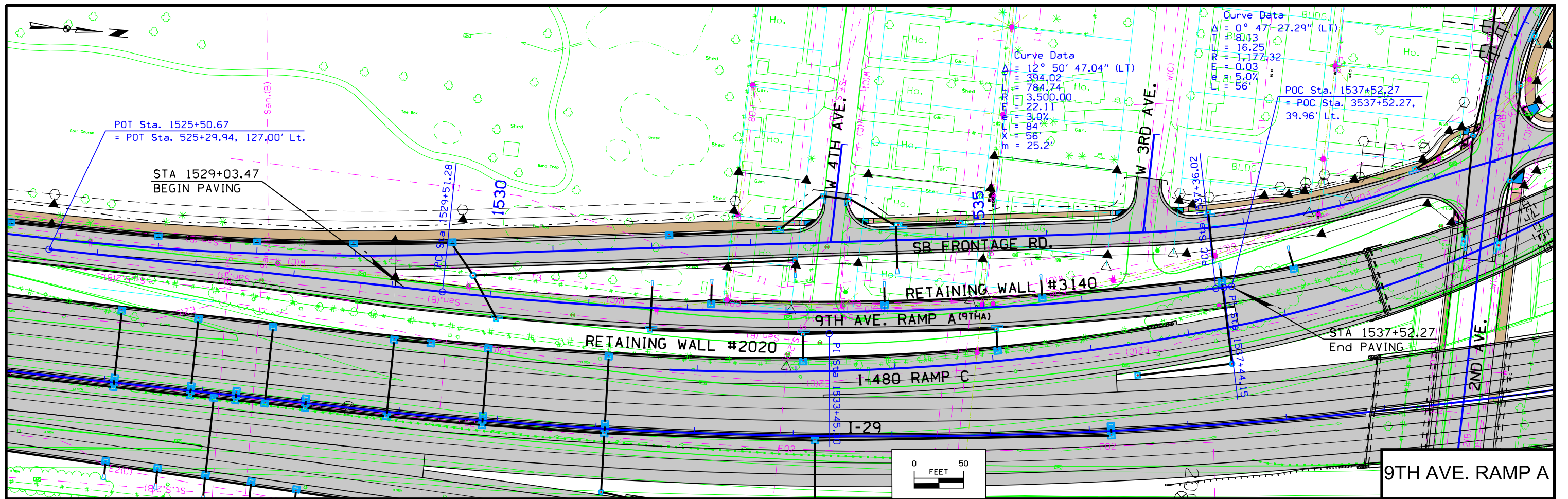
PT Sta. 3565+14.85
= POC Sta. 110+00.00,
41.00' Rt.

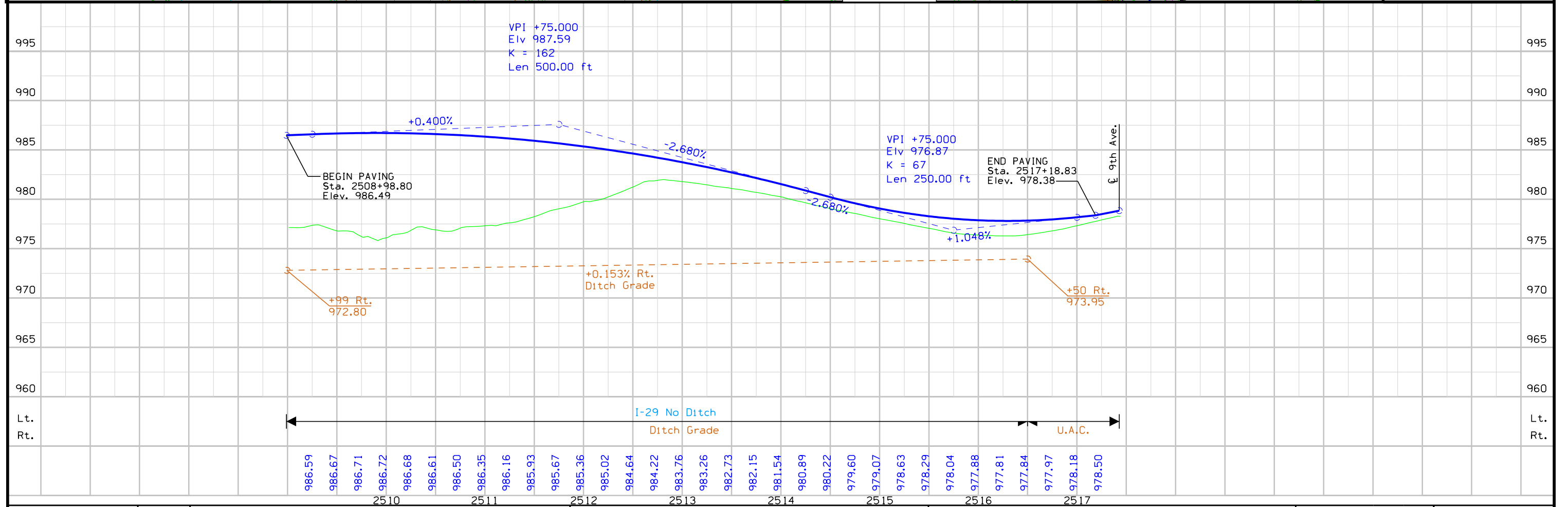
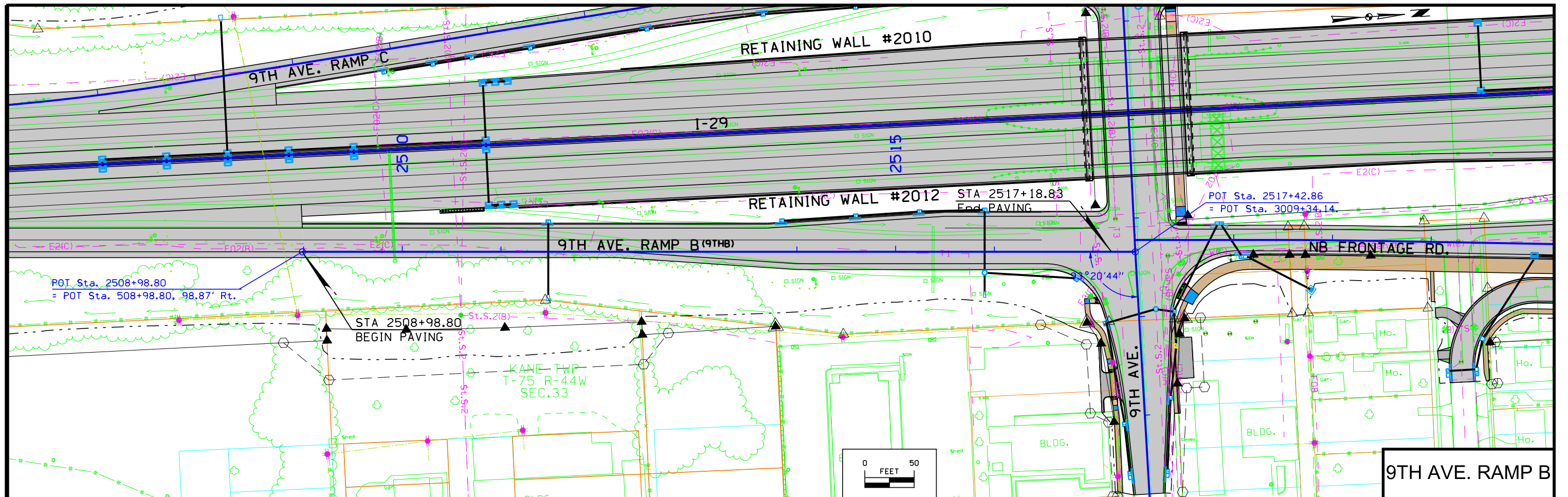
40th St. Ramp B
Curve 72001 Data
 $\Delta = 14^\circ 36' 53.29''$ (LT)
 T = 256.47
 L = 510.15
 R = 2,000.00
 E = 16.38
 e = 4.0%
 L = 133'
 X = 67'
 m = 38.6'

I-480 Ramp C
Curve 53002 Data
 $\Delta = 2^\circ 42' 48.70''$ (RT)
 T = 90.97
 L = 181.91
 R = 3,841.00
 E = 1.08
 e = 3.4%
 L = 174'
 X = 128'
 m = 52.2'

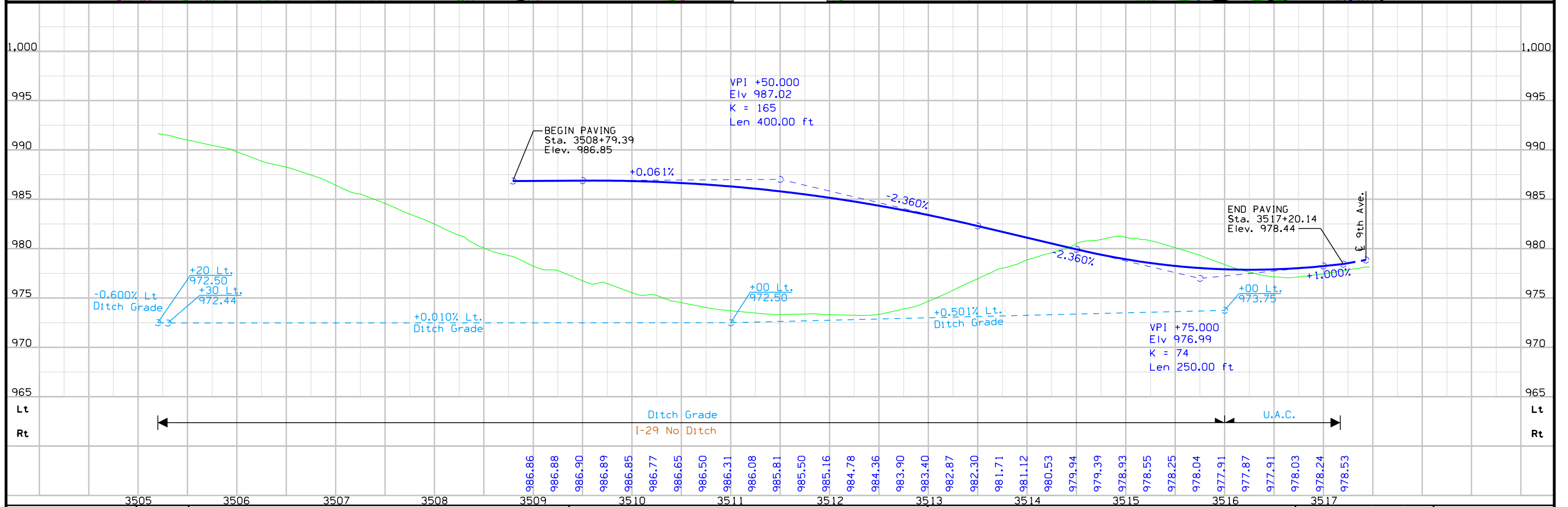
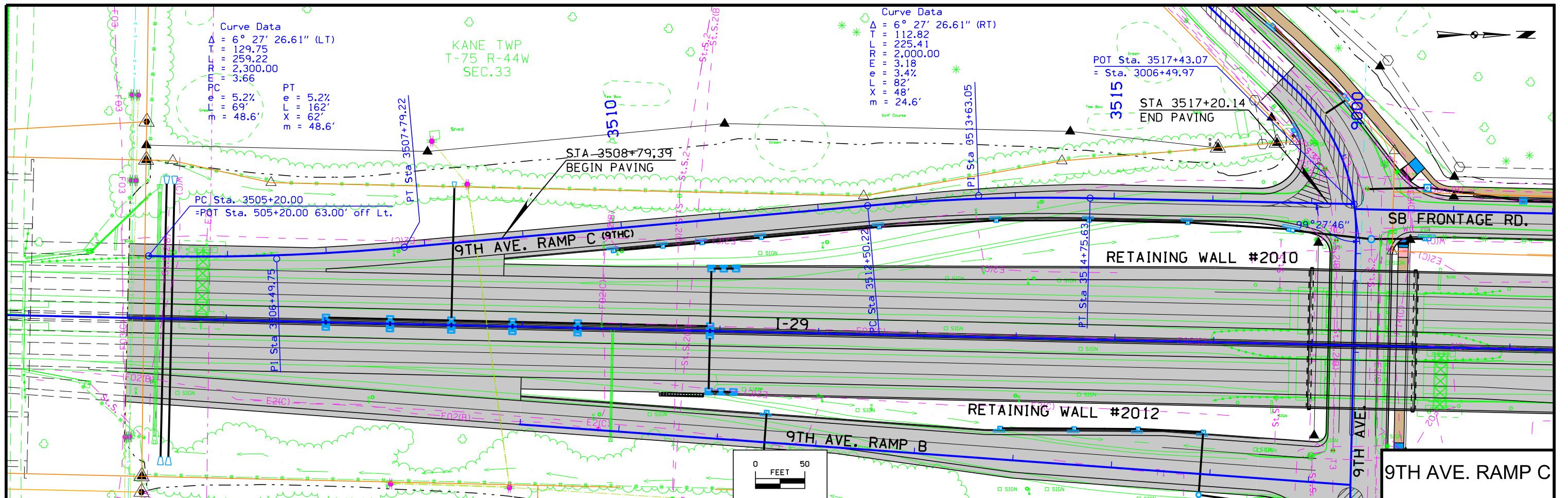


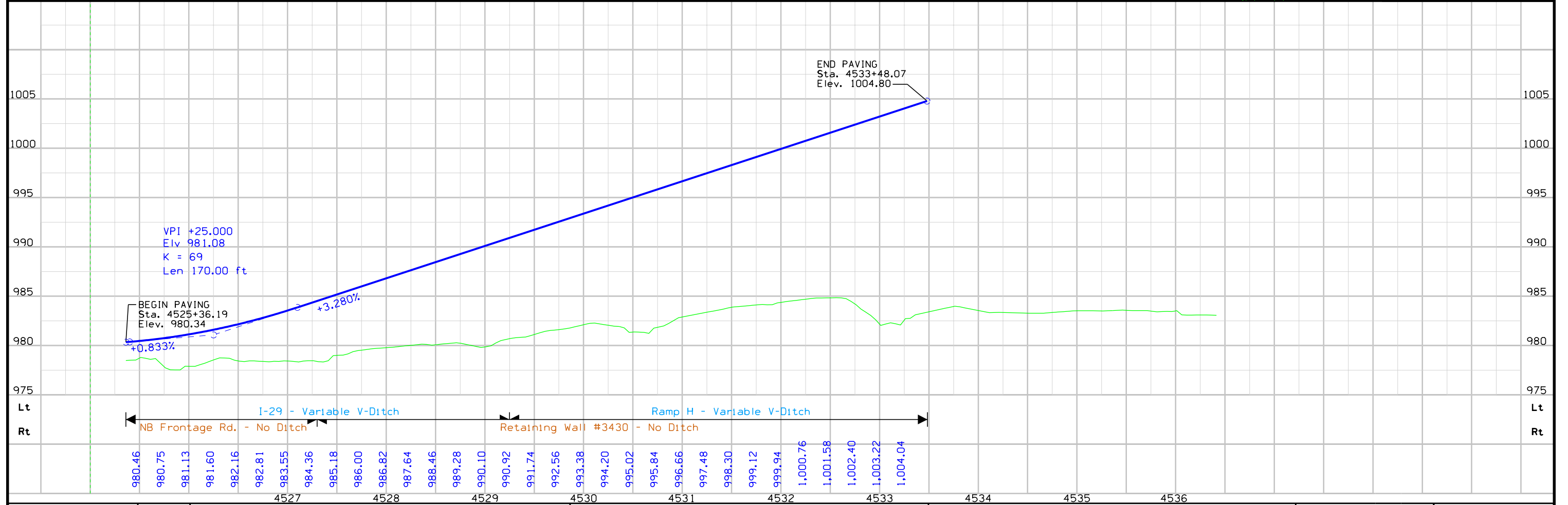
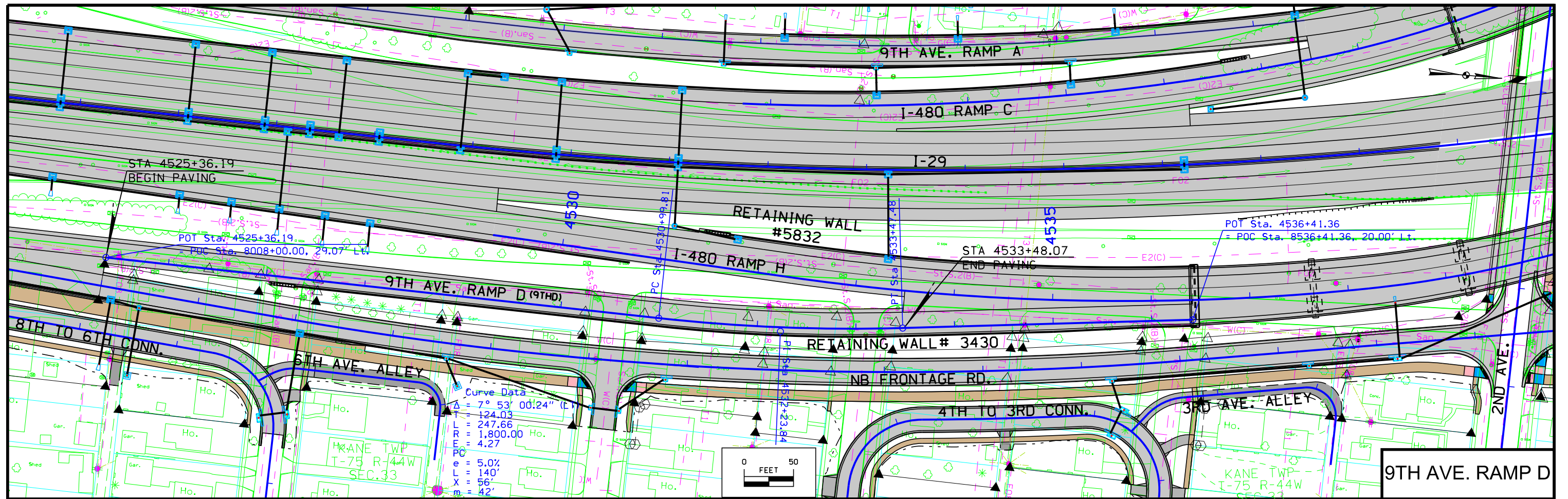
Geometric Plan
Proposed Interchanges of
Interstate 480 with 40th St.
and Interstate 29
Pottawamie County

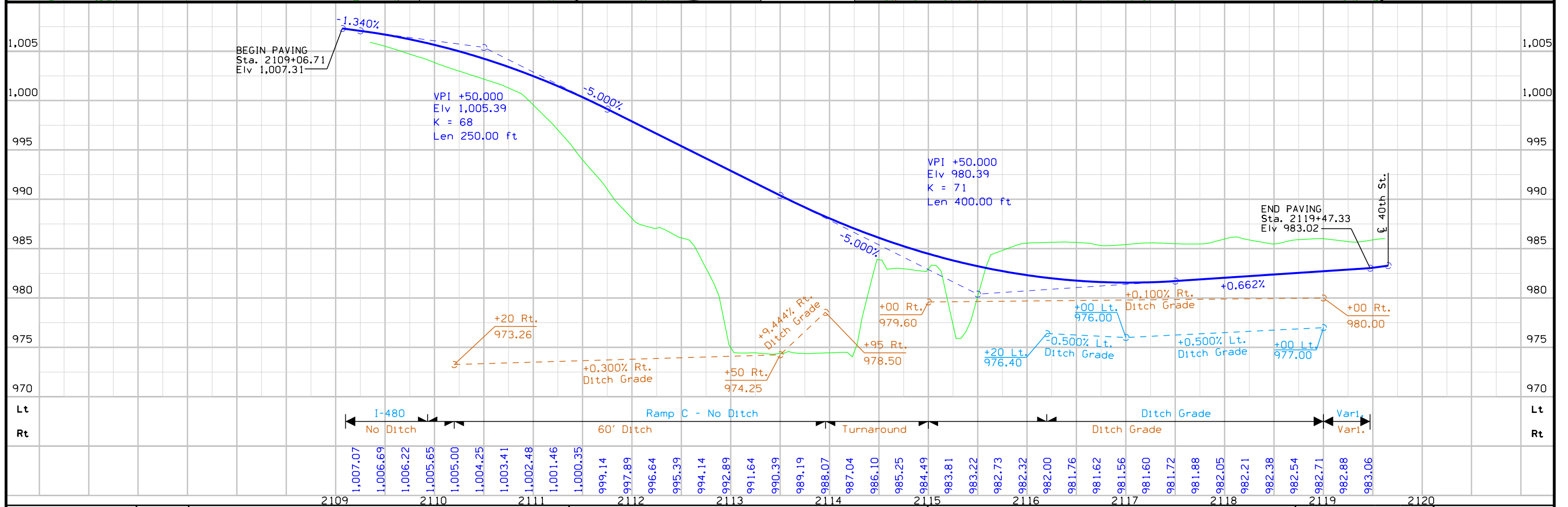
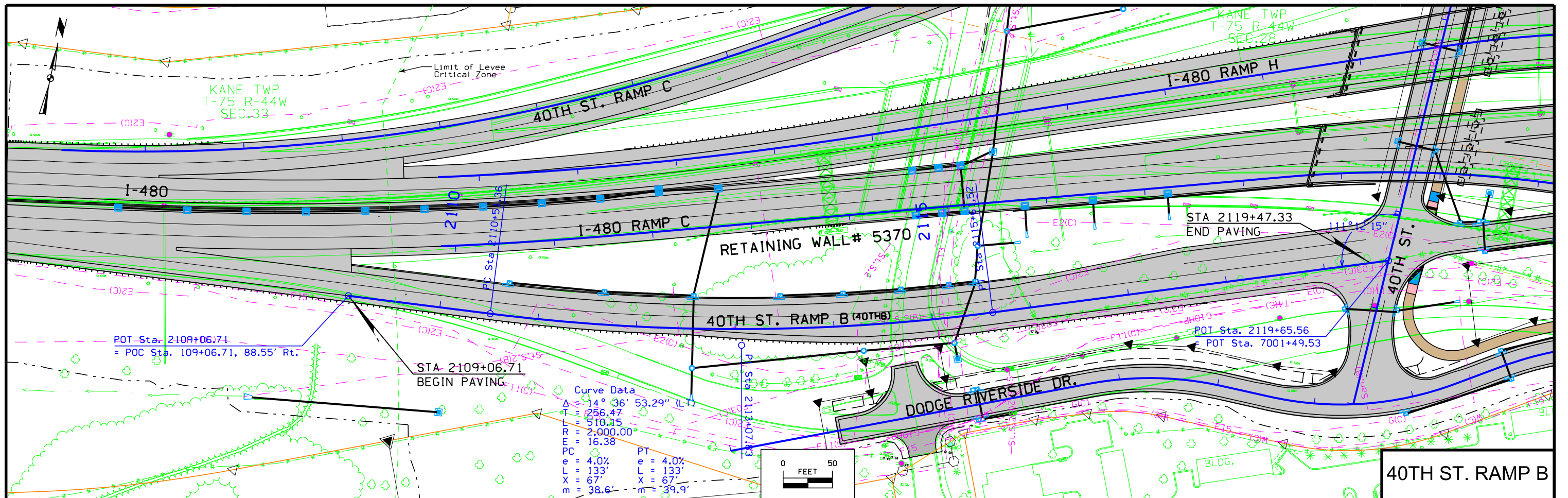


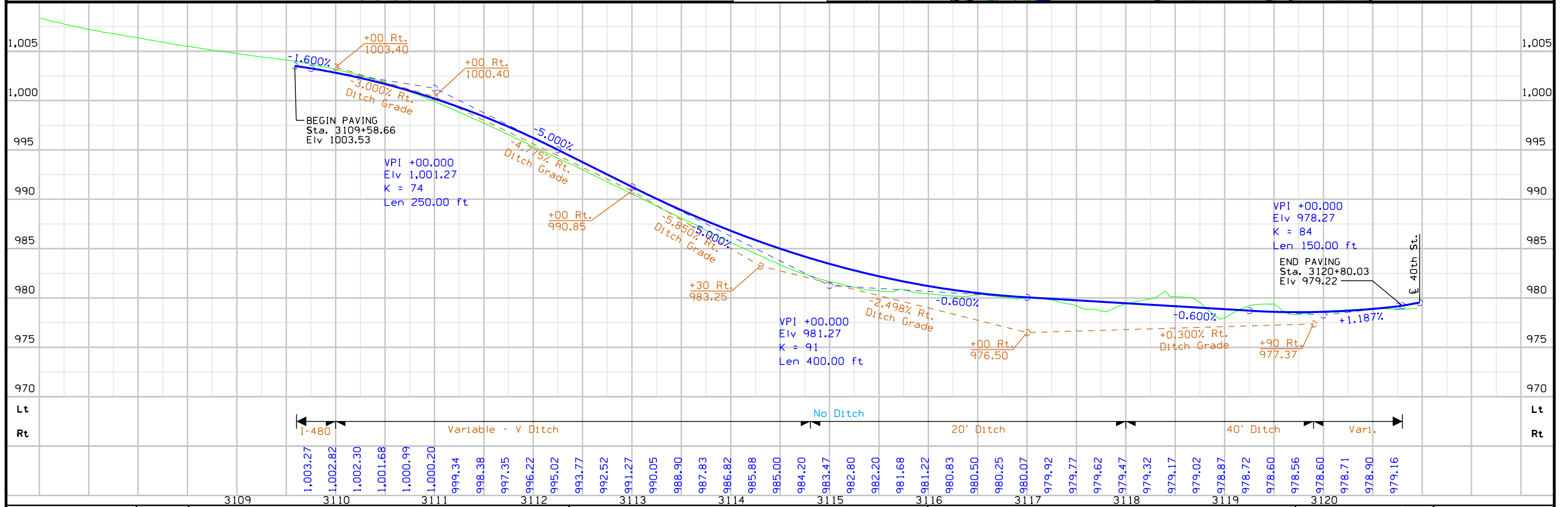
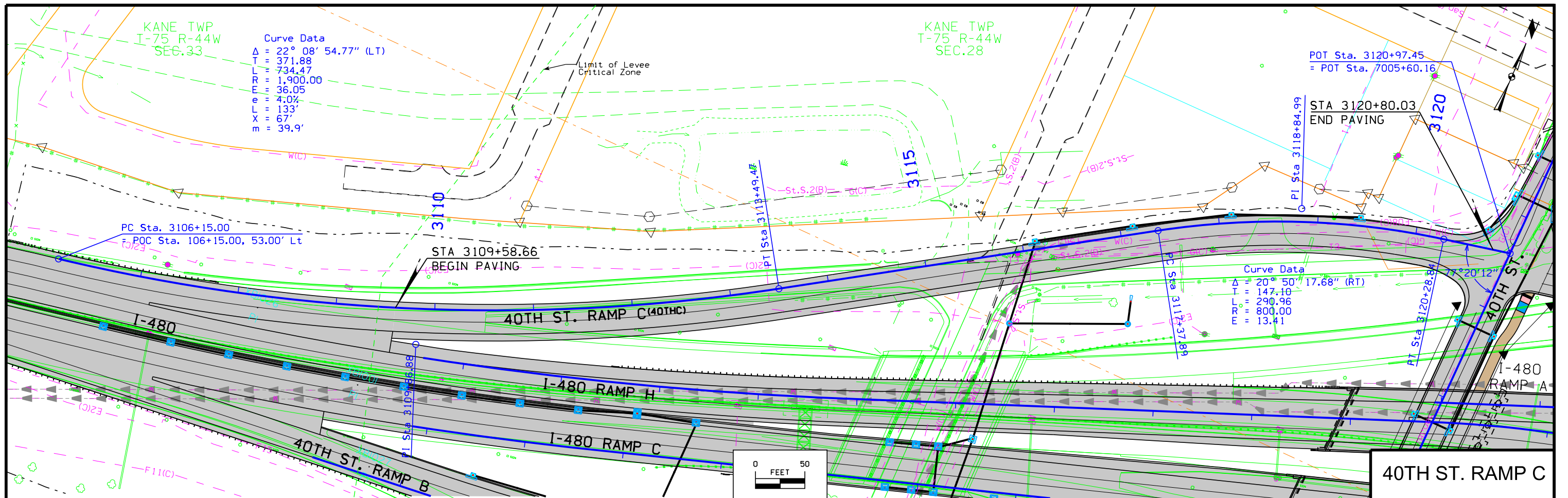


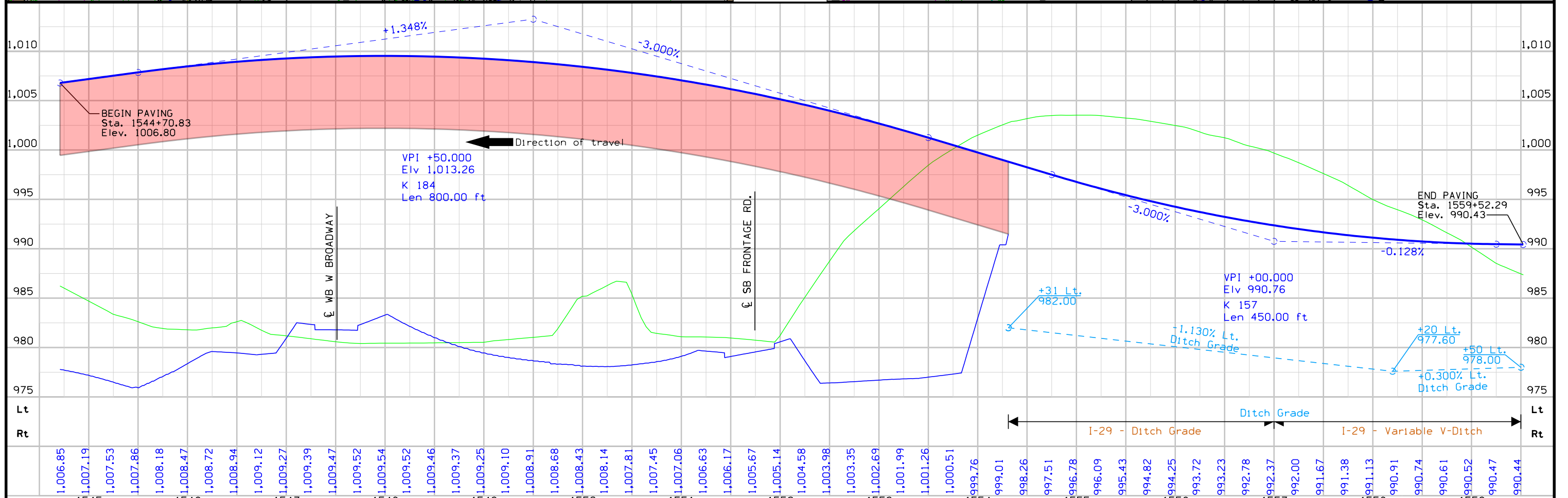
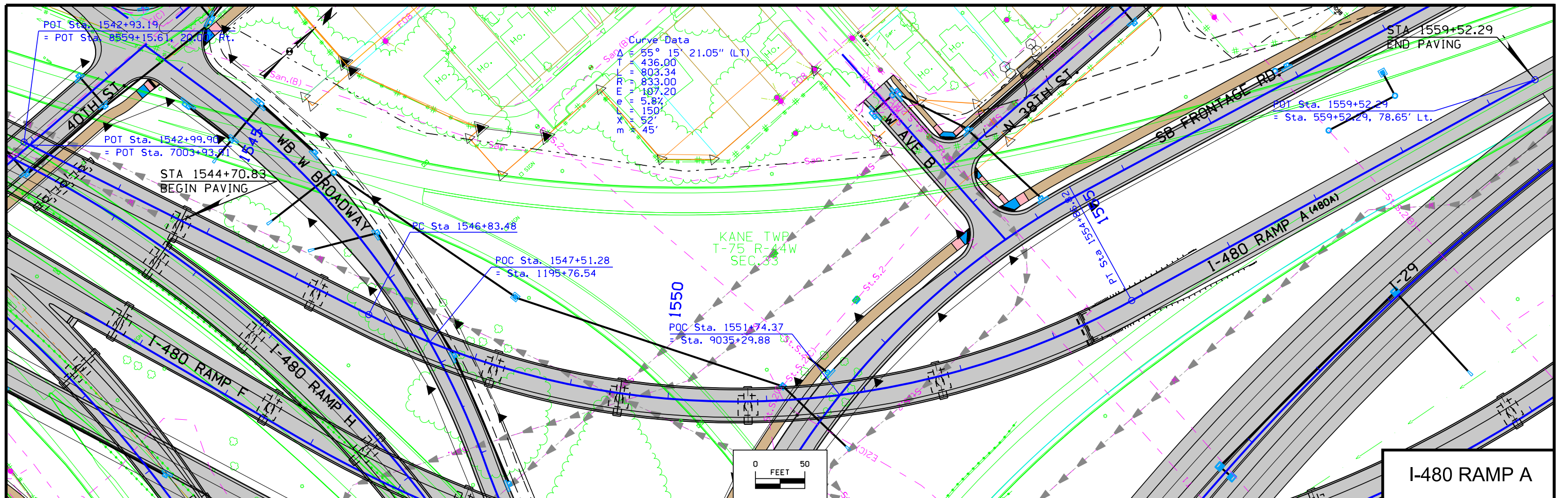
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	K.6
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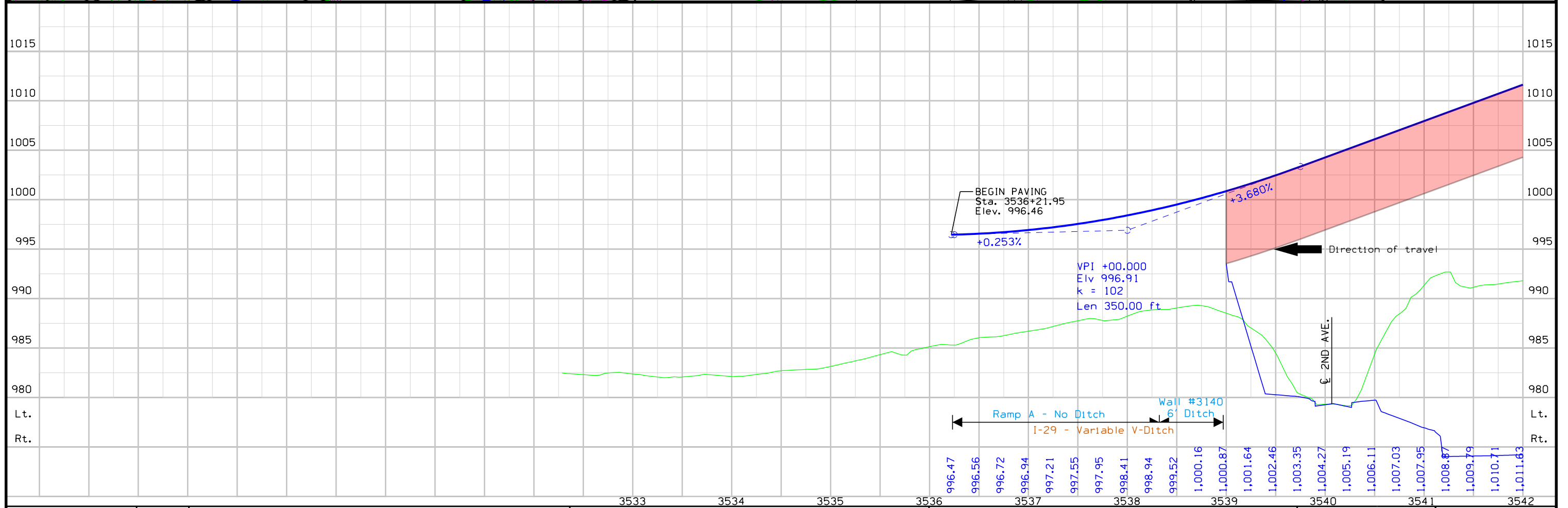
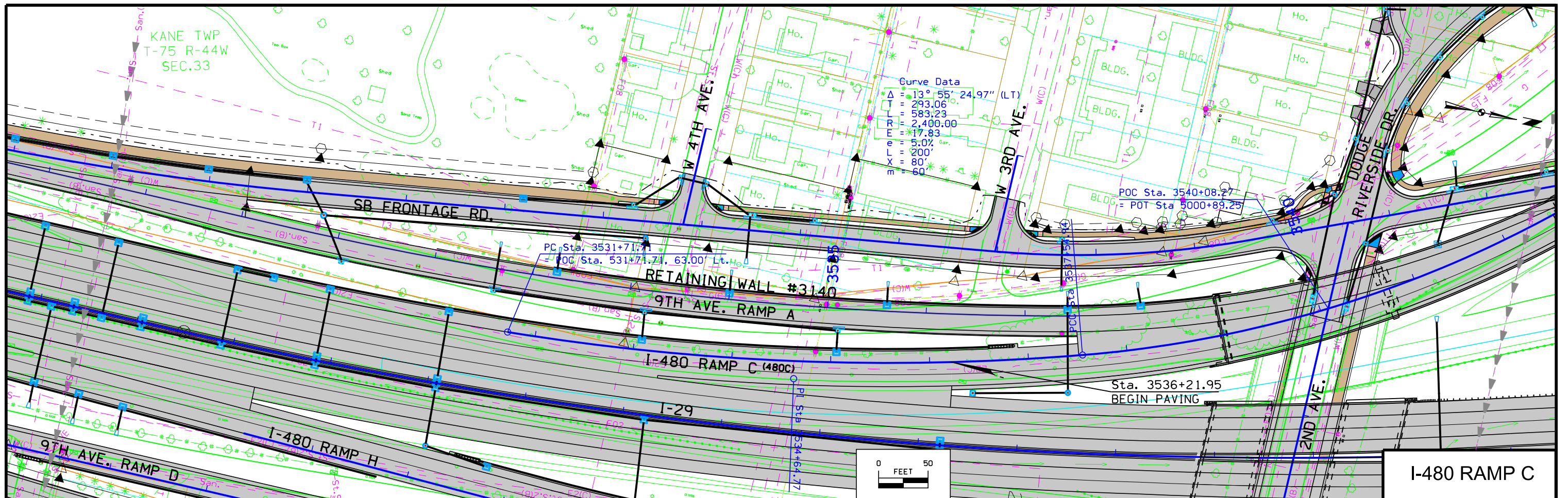




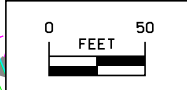
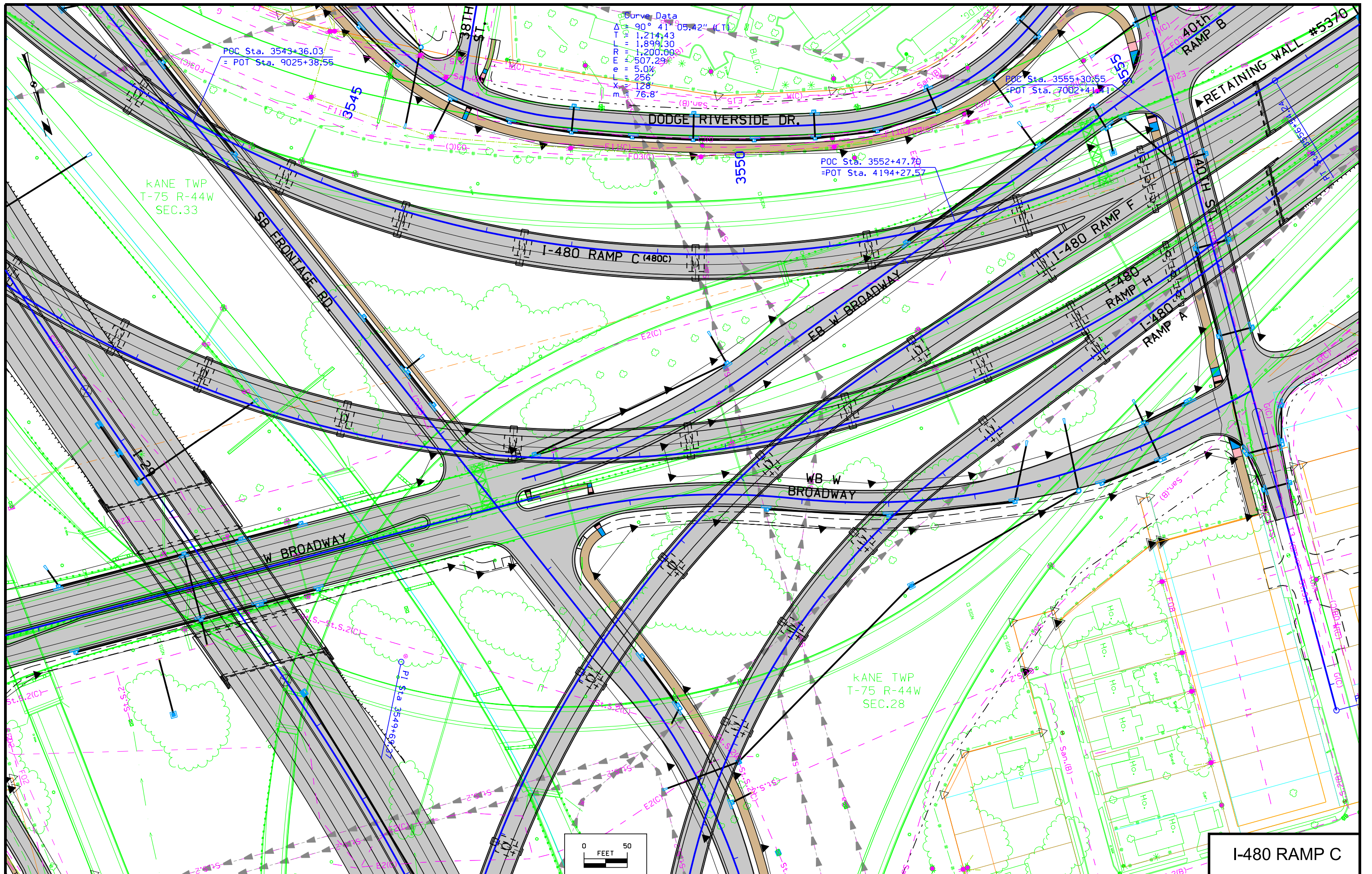




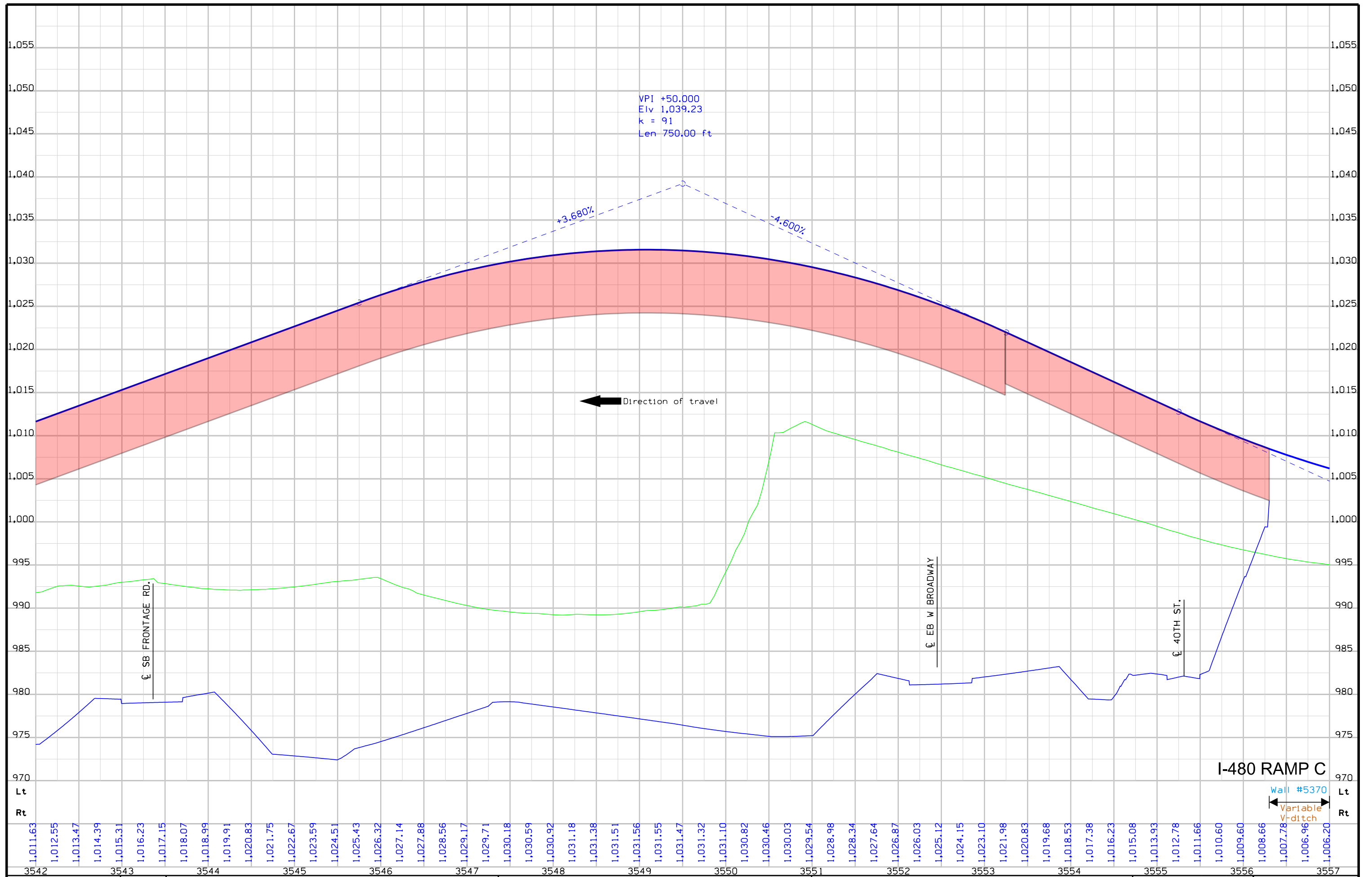
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	K.11
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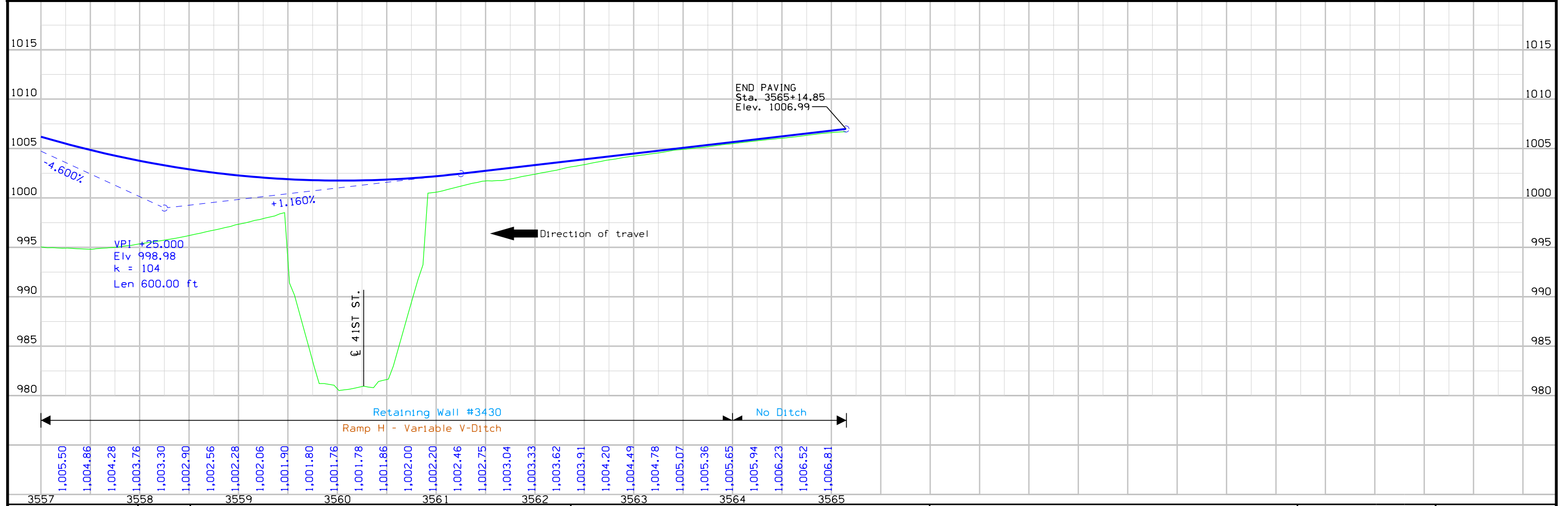
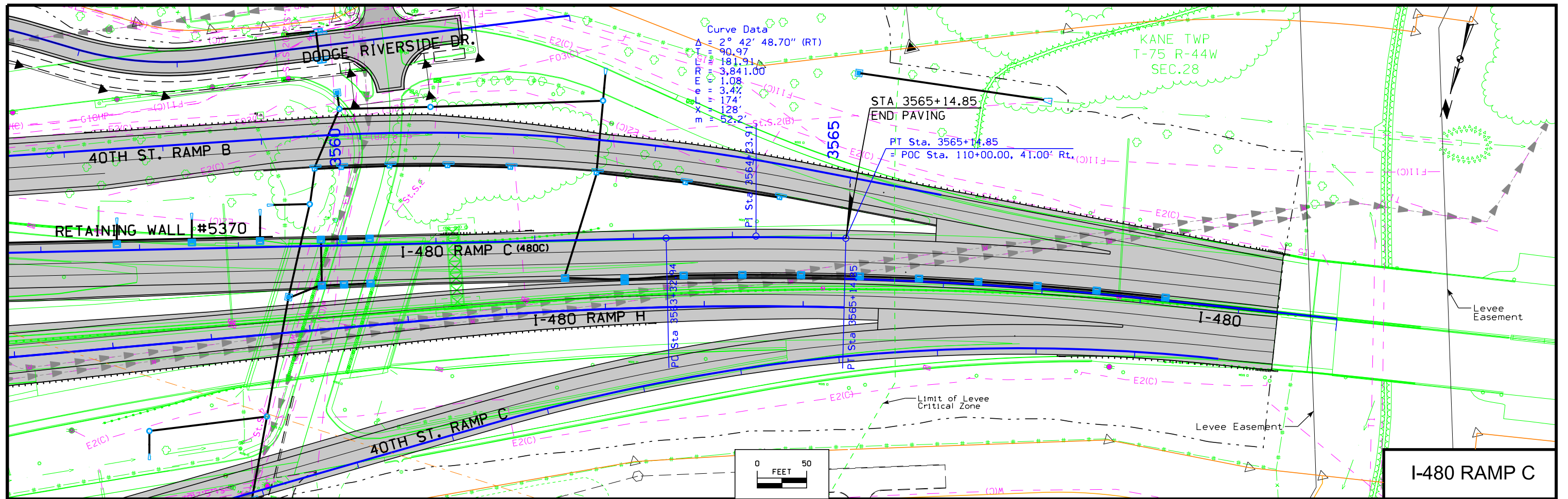


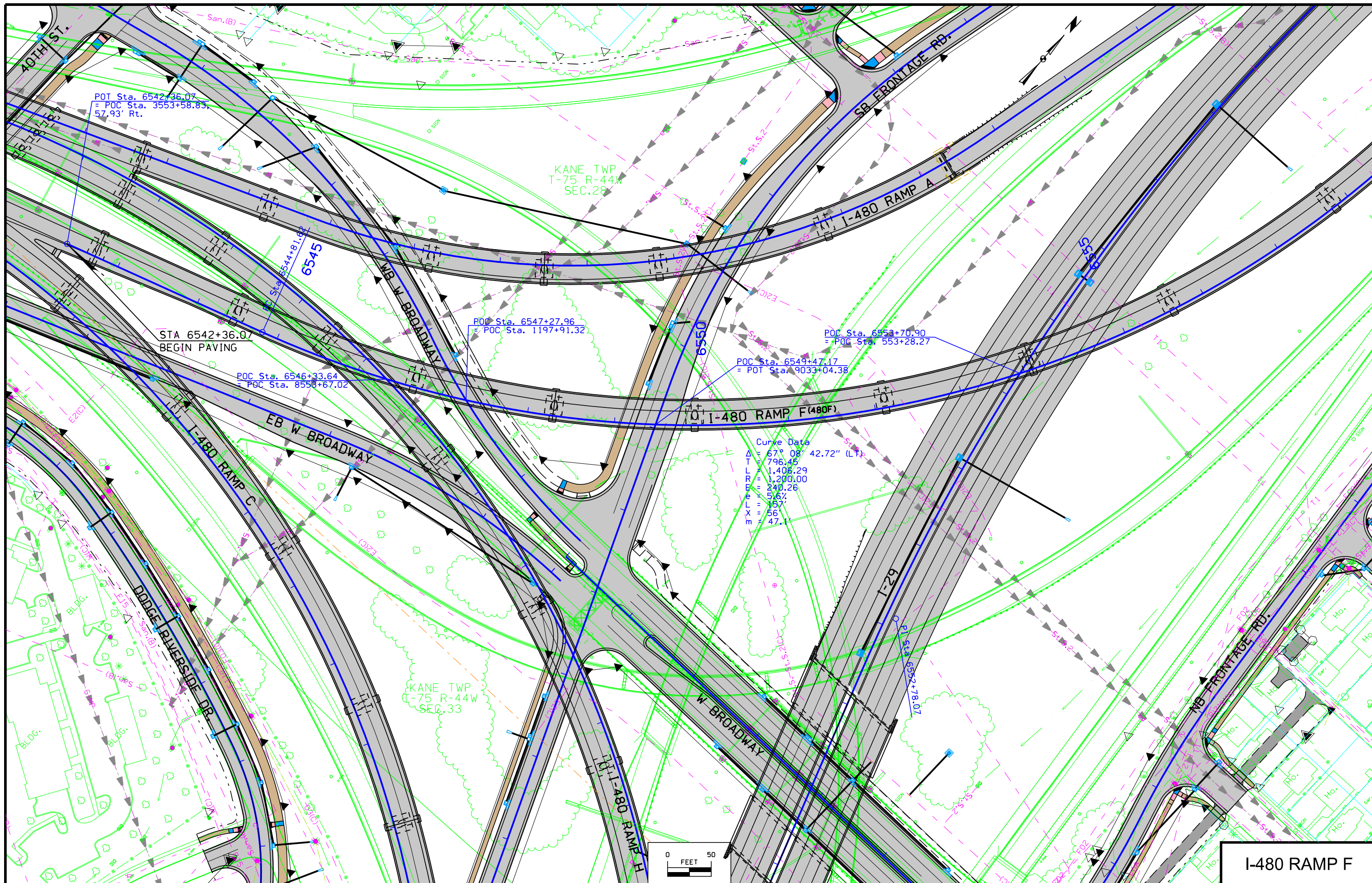
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	K.12
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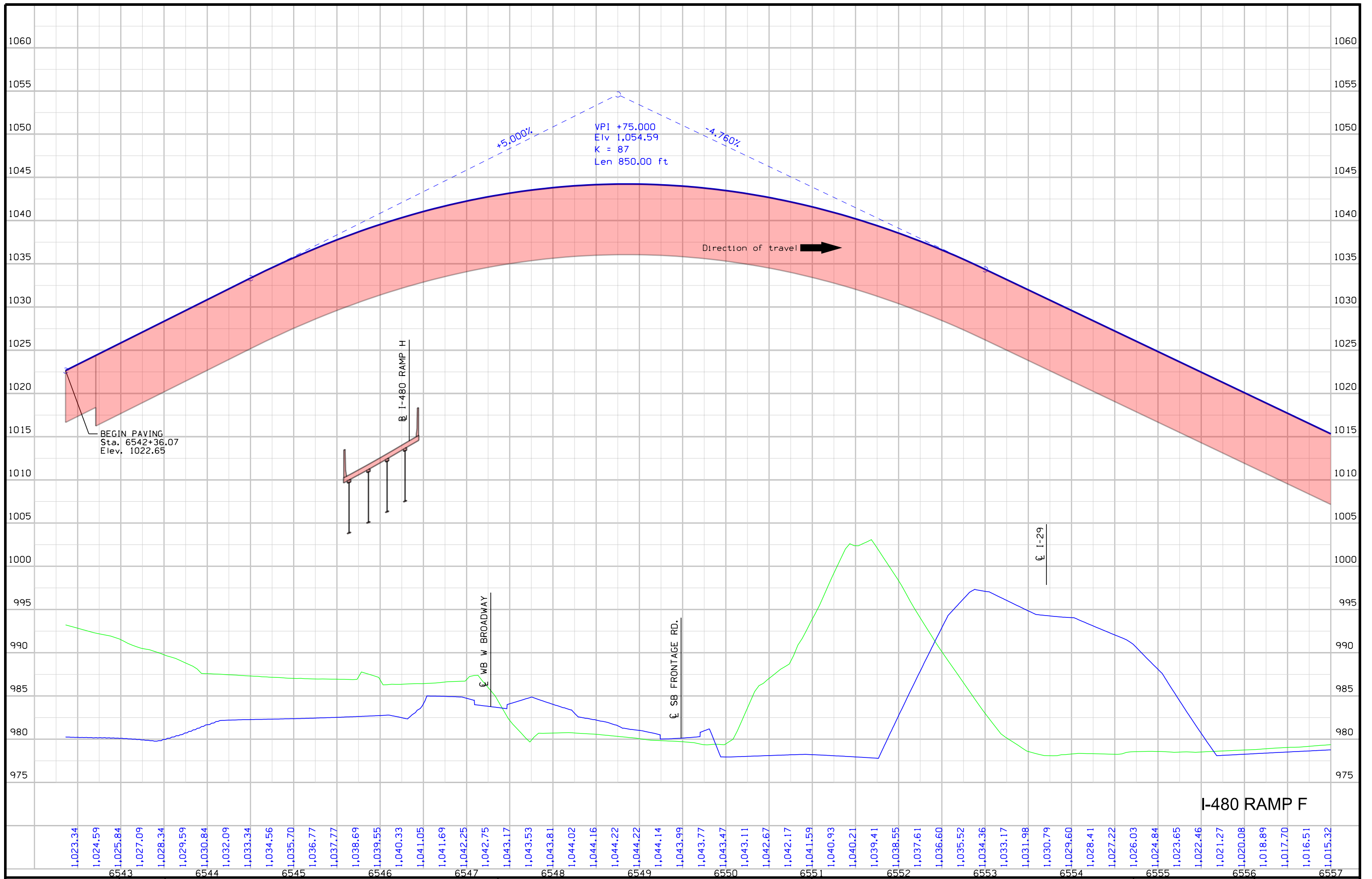
I-480 RAMP C



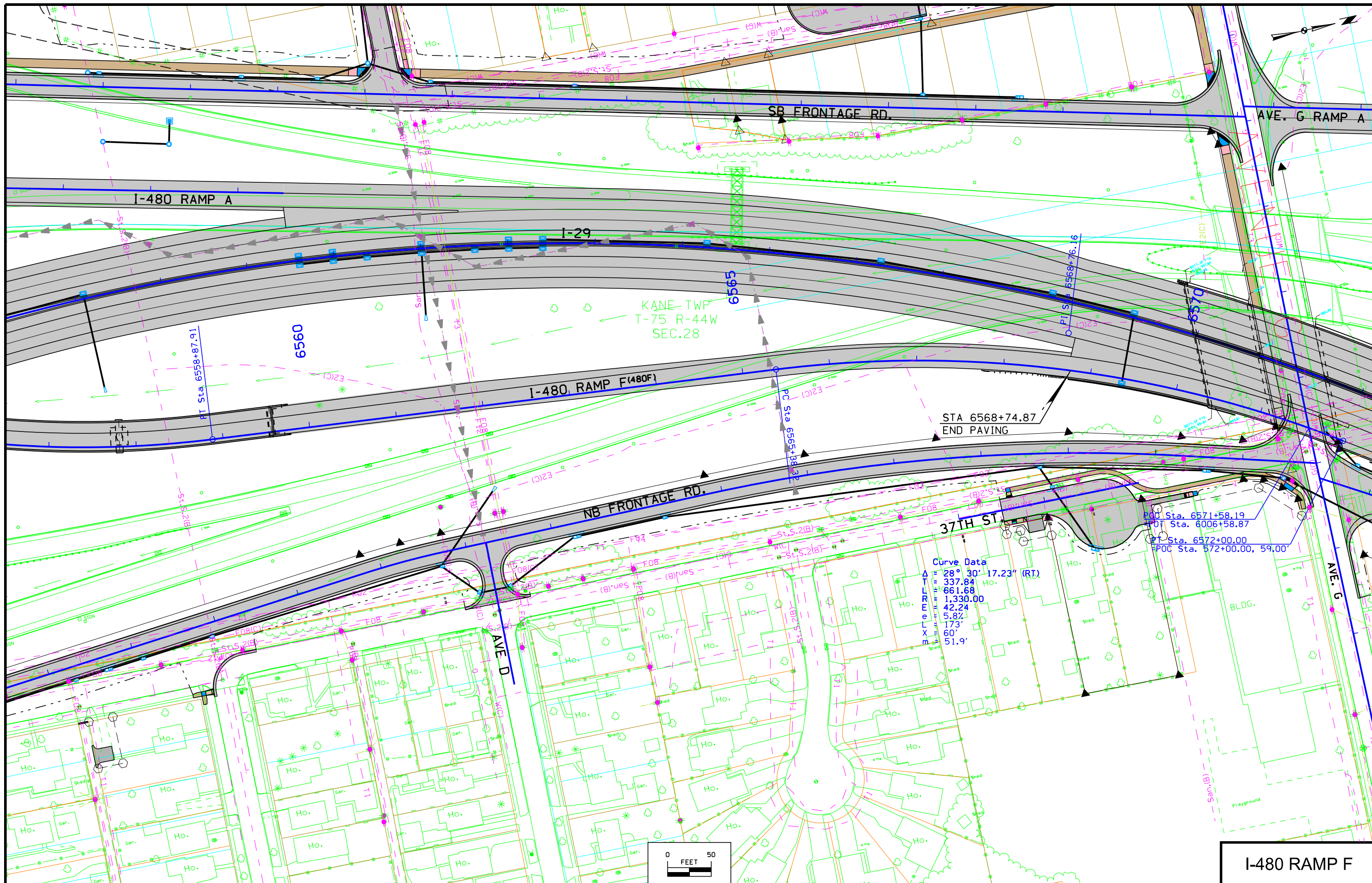




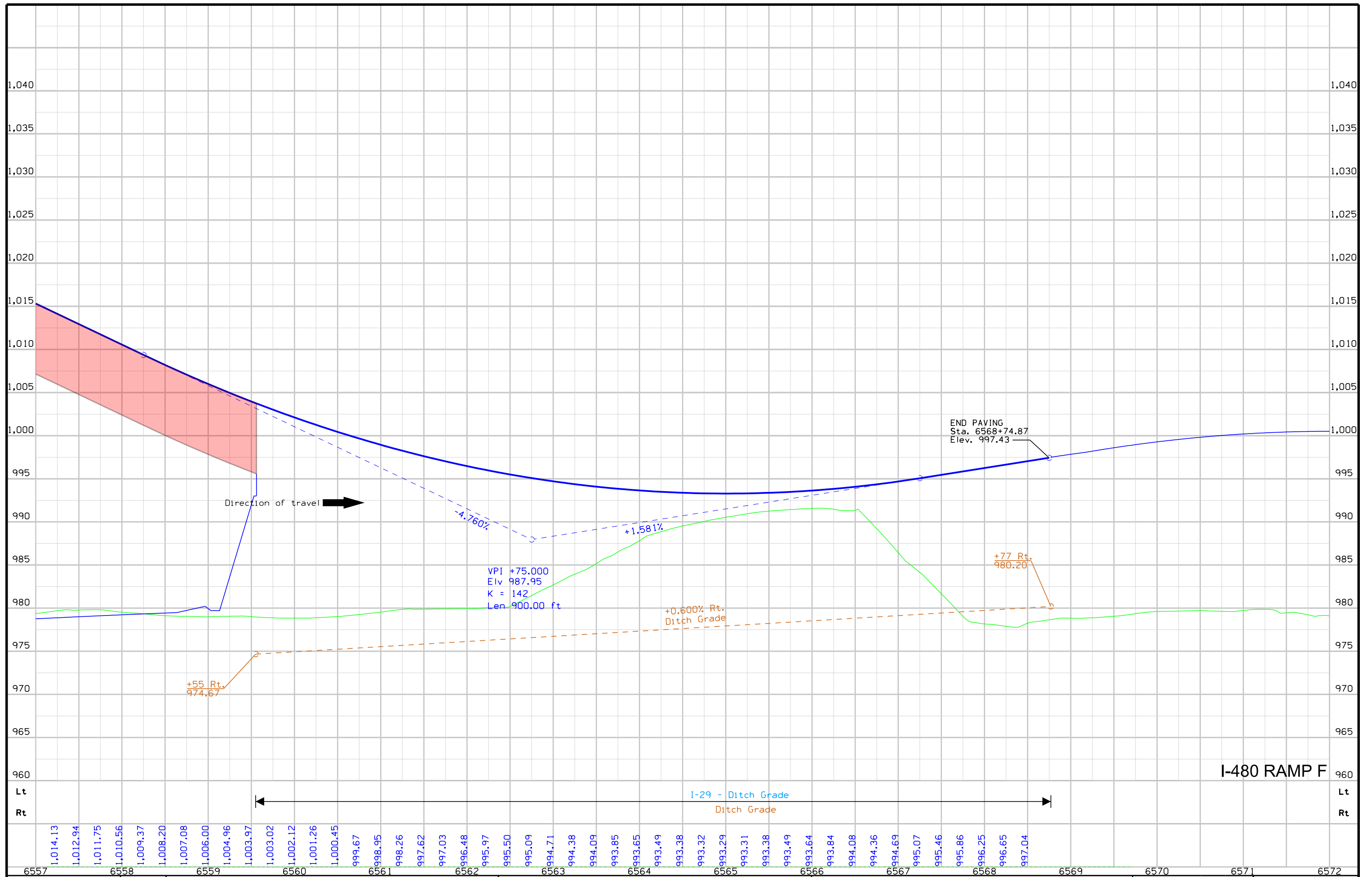
I-480 RAMP F



I-480 RAMP F



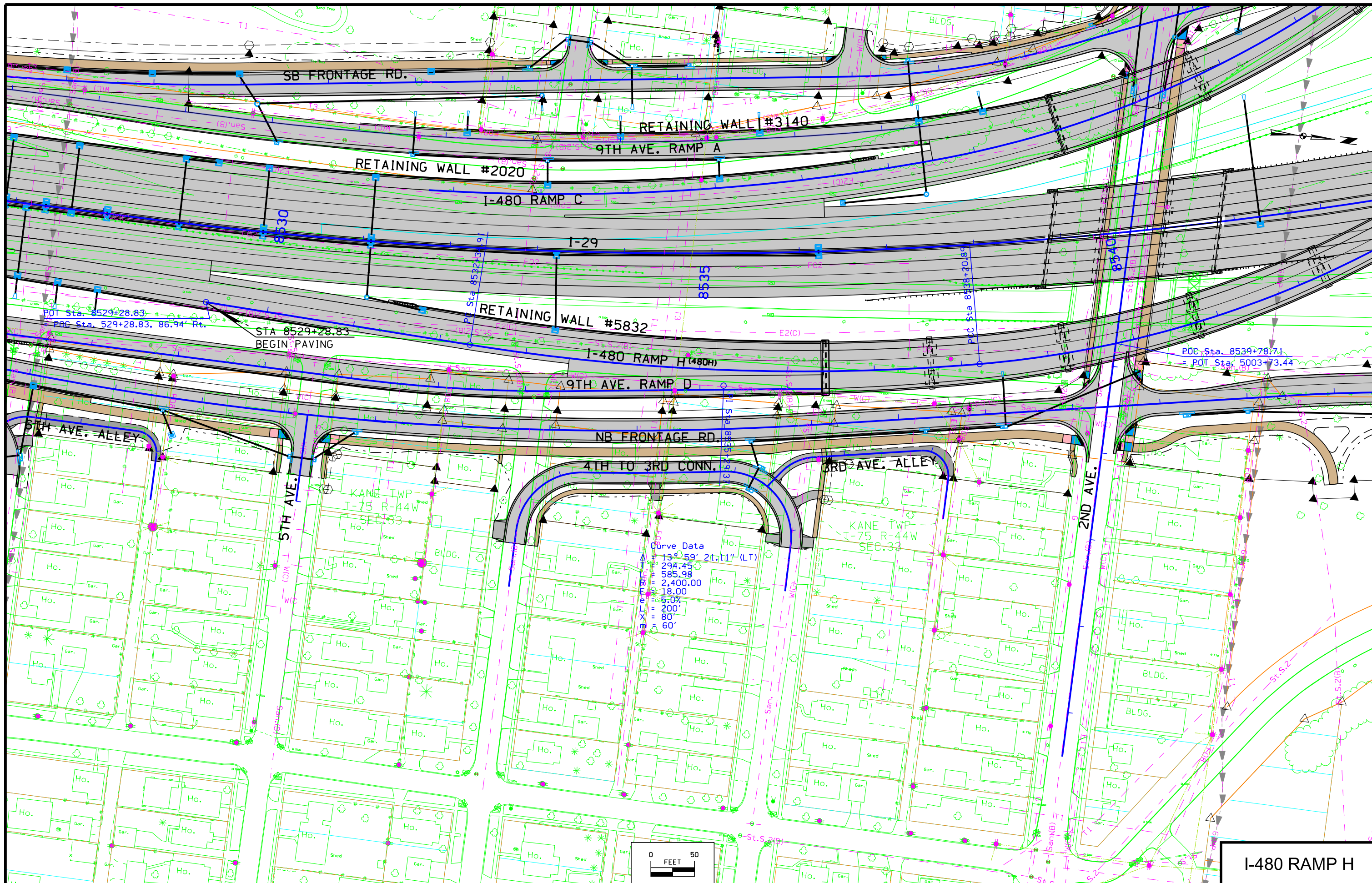
I-480 RAMP F



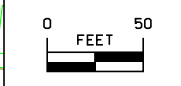
I-480 RAMP F

6557	6558	6559	6560	6561	6562	6563	6564	6565	6566	6567	6568	6569	6570	6571	6572																														
1,014.13	1,012.94	1,011.75	1,010.56	1,009.37	1,008.20	1,007.08	1,006.00	1,004.96	1,003.97	1,003.02	1,002.12	1,001.26	1,000.45	999.67	998.95	998.26	997.62	997.03	996.48	995.97	995.50	995.09	994.71	994.38	994.09	993.85	993.65	993.49	993.38	993.32	993.29	993.31	993.38	993.49	993.64	993.84	994.08	994.36	994.69	995.07	995.46	995.86	996.25	996.65	997.04

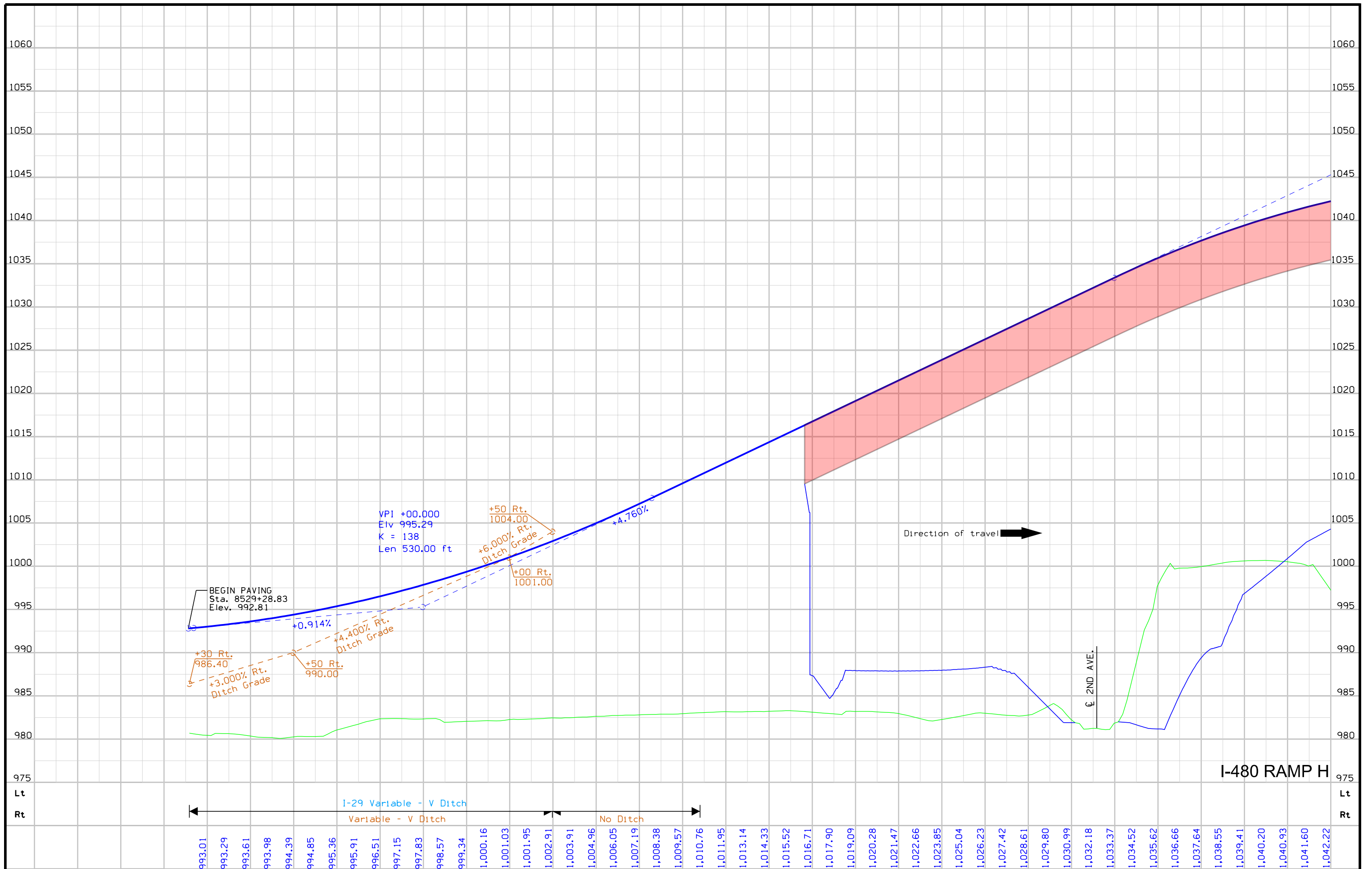
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	K.19
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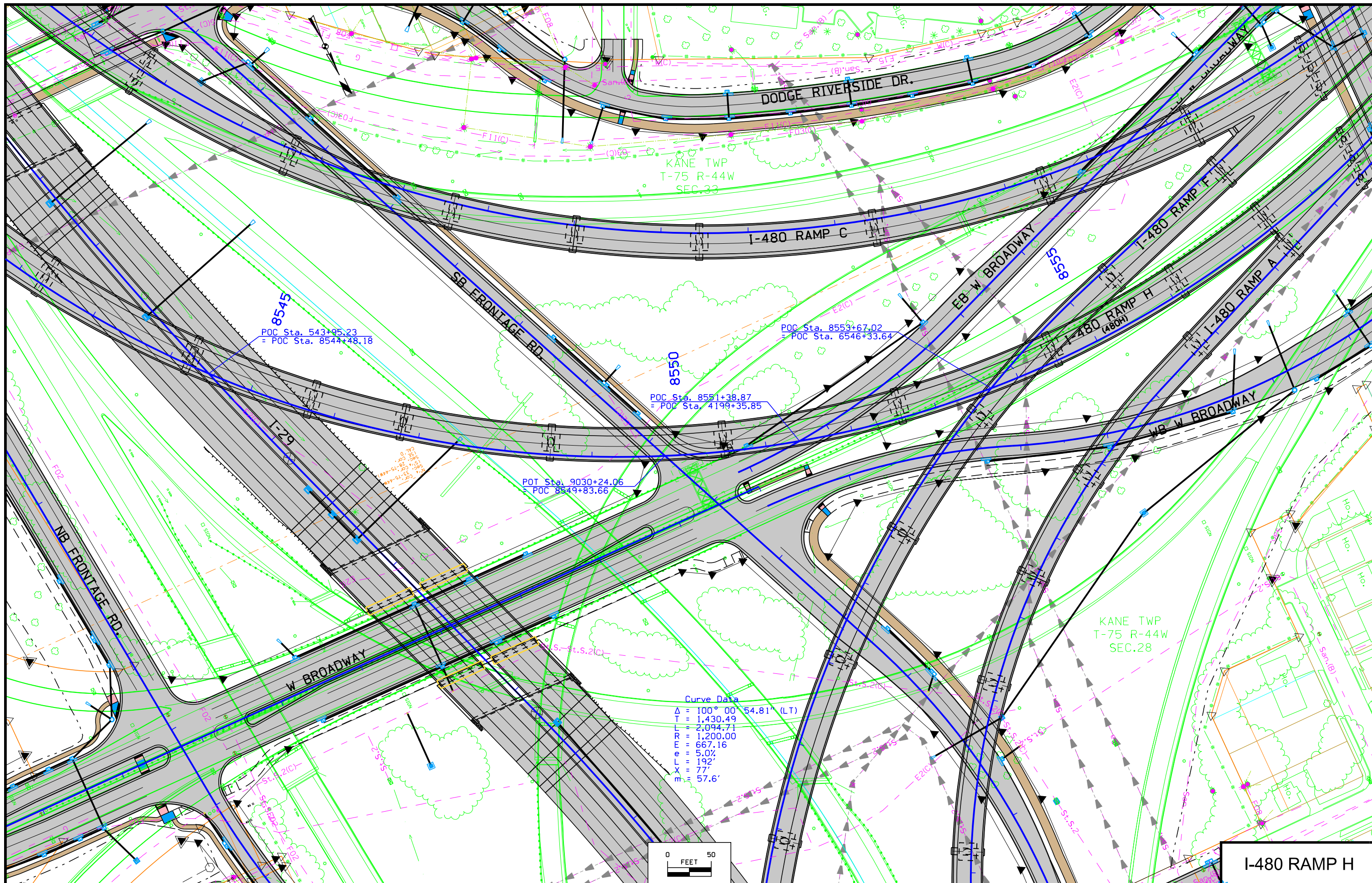
Curve Data
 $\Delta = 13^{\circ}59'21.11"$ (LT)
 $PI = 294.45$
 $PC = 585.98$
 $PT = 2,400.00$
 $LC = 18.00$
 $e = 5.0\%$
 $L = 200'$
 $X = 80'$
 $M = 60'$

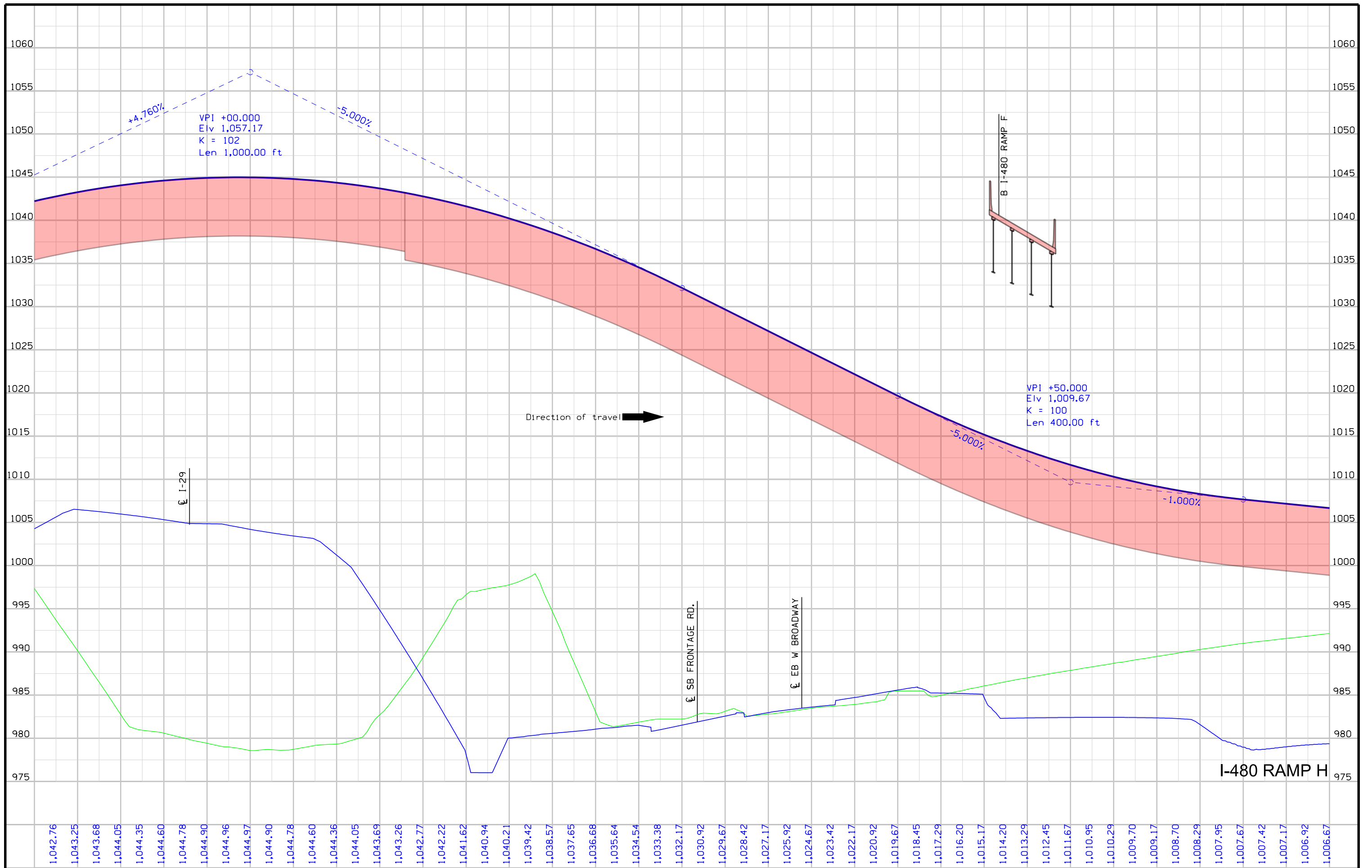


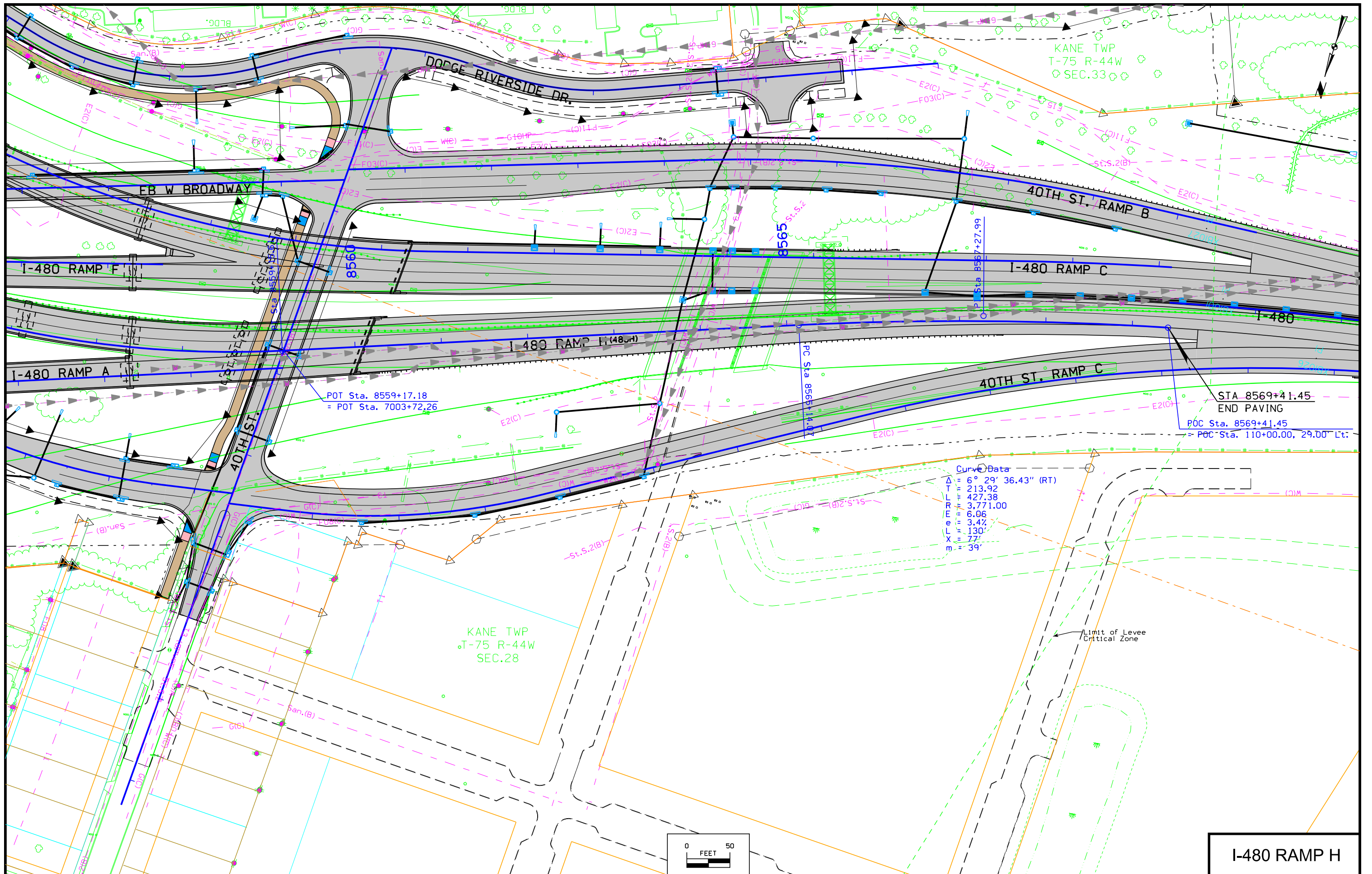
I-480 RAMP H



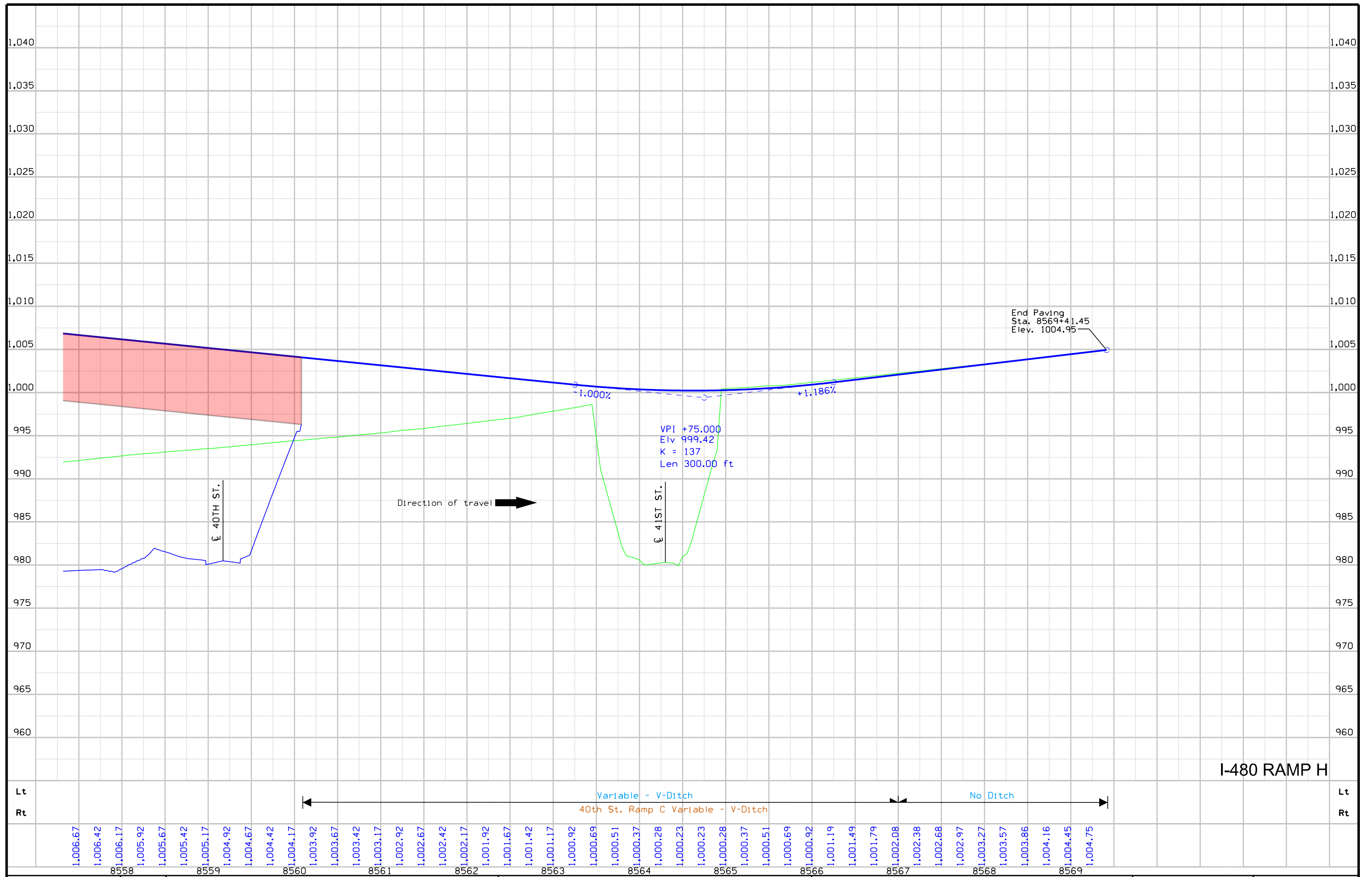
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE	OBJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	K.21
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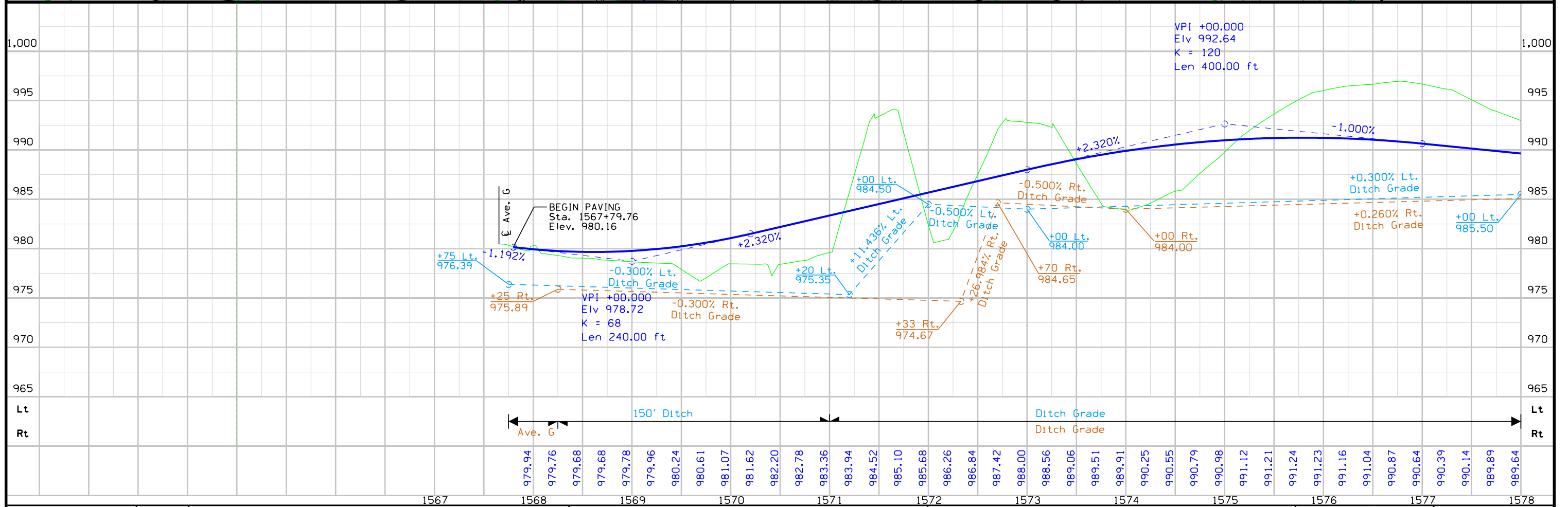
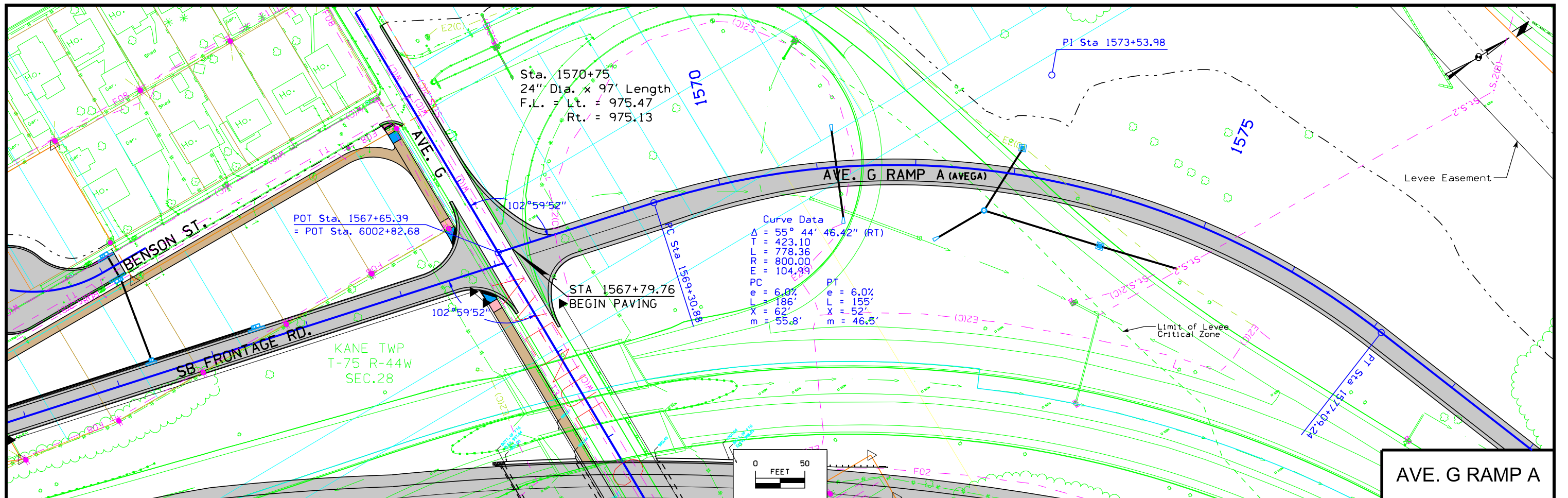


I-480 RAMP H

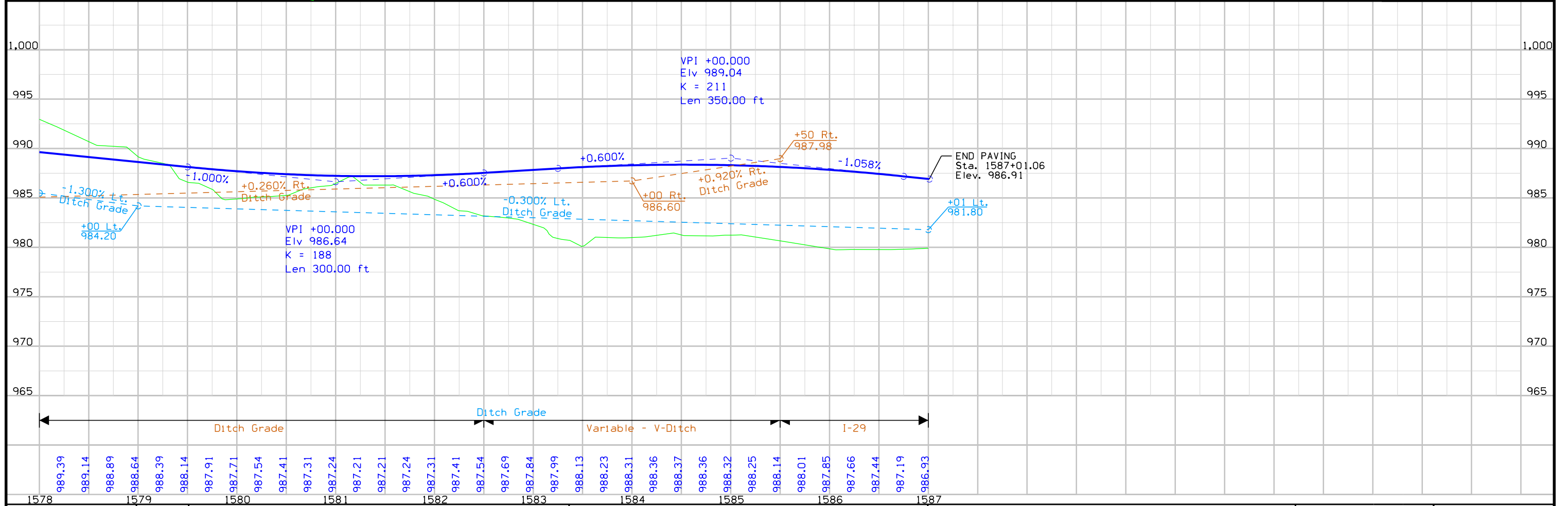
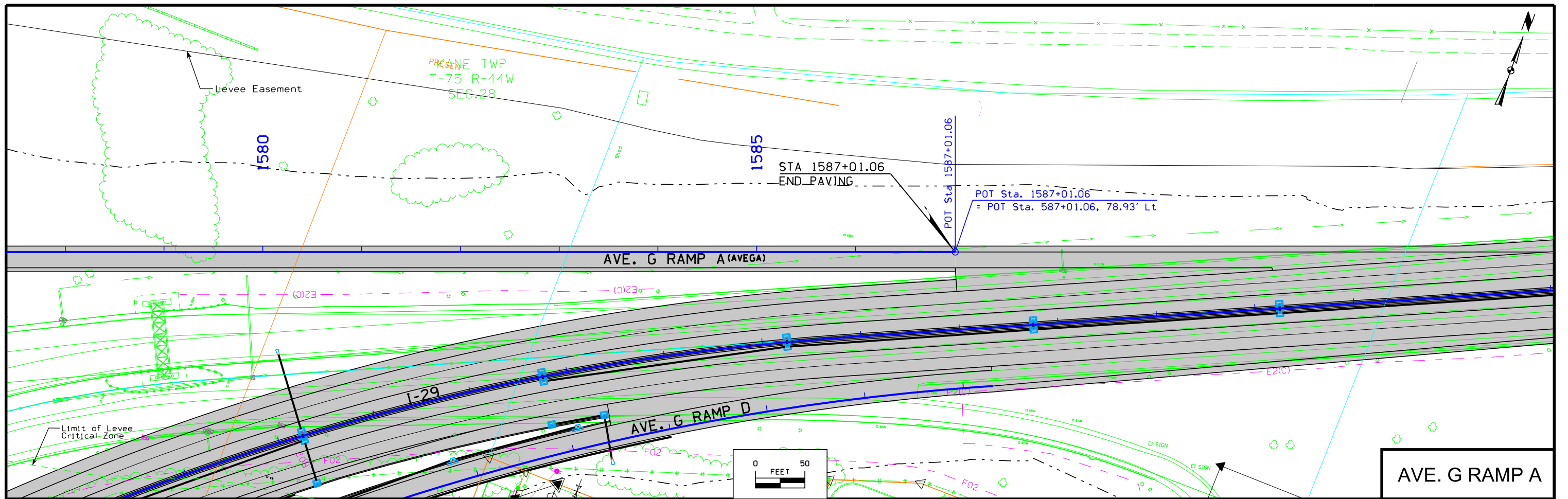


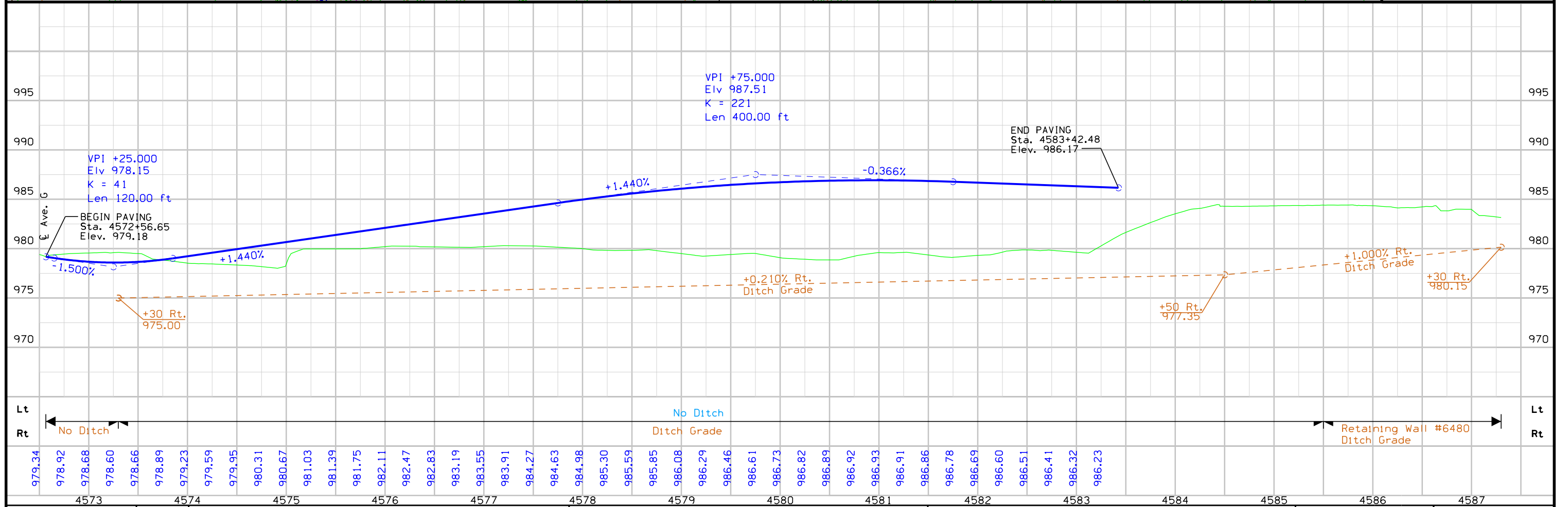
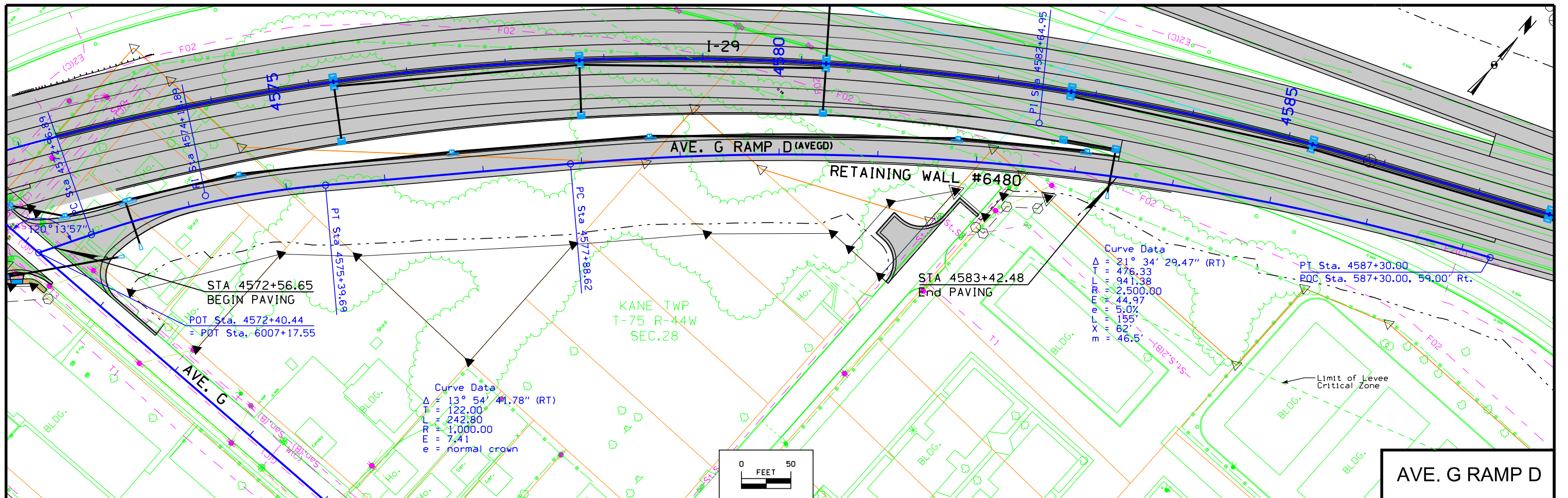
I-480 RAMP H

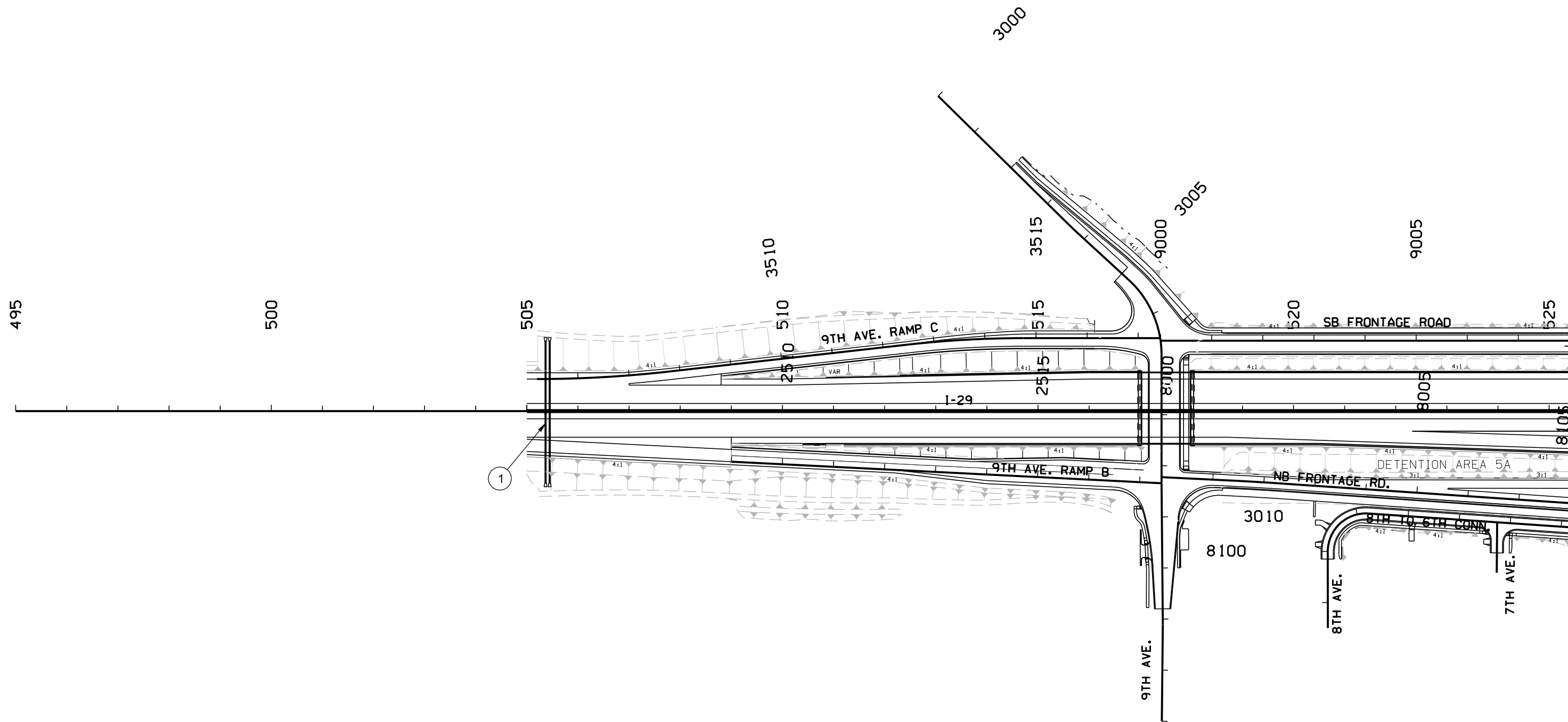
Lt	Variable - V-Ditch																		No Ditch										Rt																									
Rt	40th St. Ramp C Variable - V-Ditch																												Rt																									
	1,006.67	1,006.42	1,006.17	1,005.92	1,005.67	1,005.42	1,005.17	1,004.92	1,004.67	1,004.42	1,004.17	1,003.92	1,003.67	1,003.42	1,003.17	1,002.92	1,002.67	1,002.42	1,002.17	1,001.92	1,001.67	1,001.42	1,001.17	1,000.92	1,000.69	1,000.51	1,000.37	1,000.28	1,000.23	1,000.23	1,000.28	1,000.37	1,000.51	1,000.69	1,000.92	1,001.19	1,001.49	1,001.79	1,002.08	1,002.38	1,002.68	1,002.97	1,003.27	1,003.57	1,003.86	1,004.16	1,004.45	1,004.75						
	8558		8559				8560					8561					8562						8563					8564					8565					8566					8567					8568					8569	



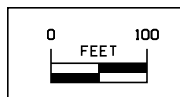
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	K.26
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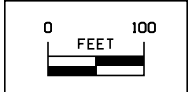
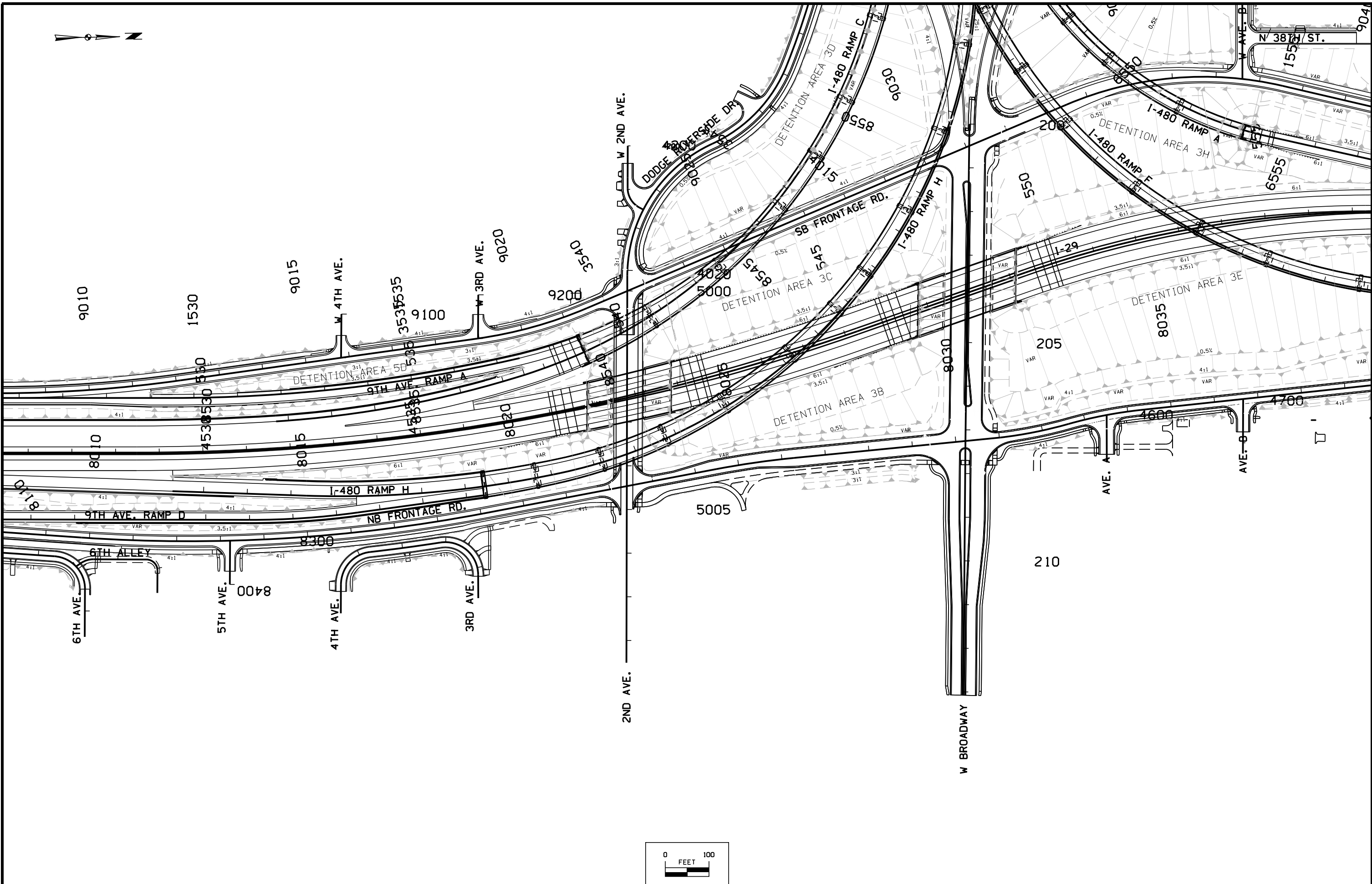


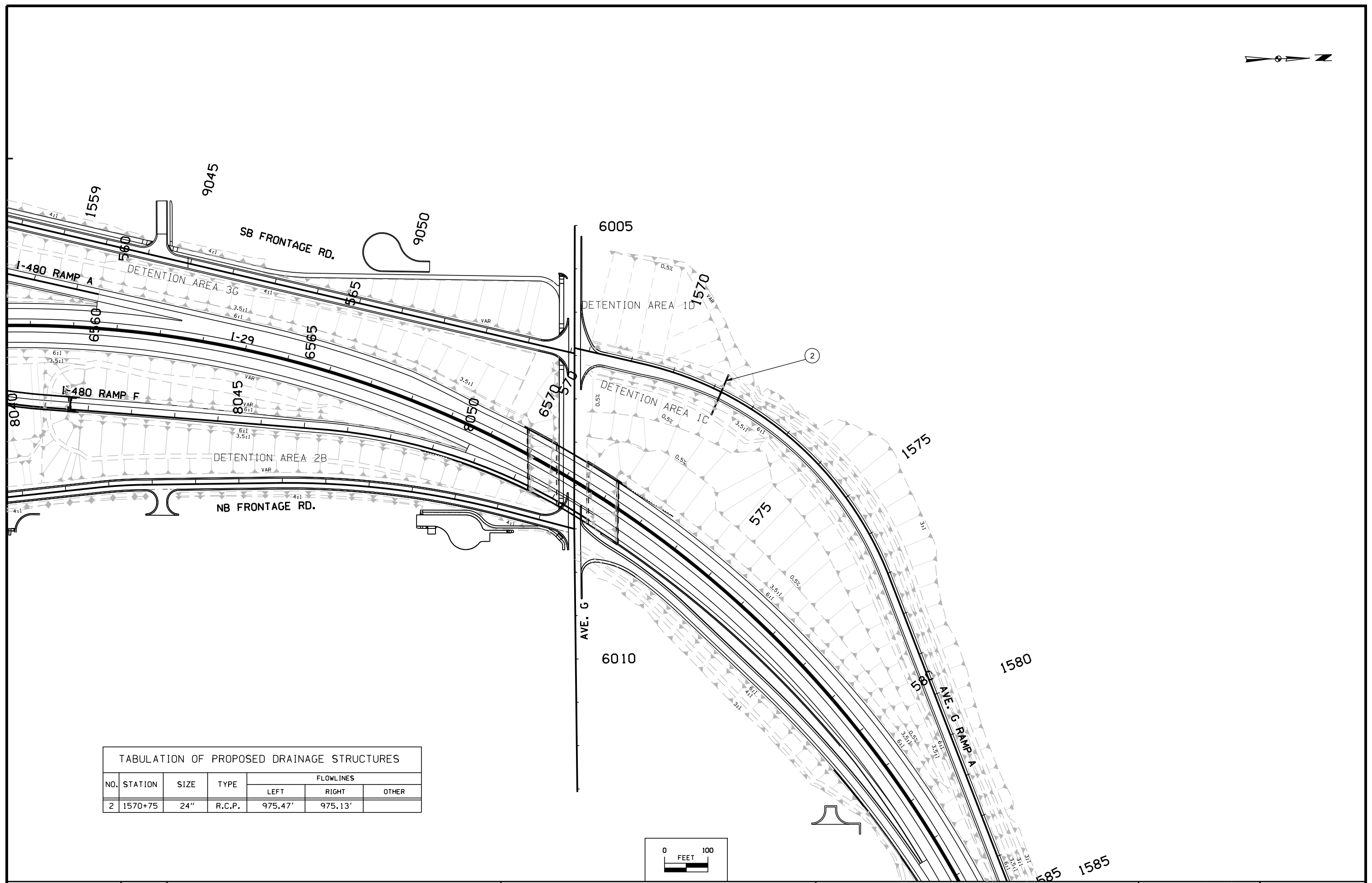
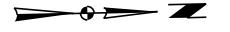




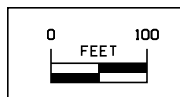
TABULATION OF PROPOSED DRAINAGE STRUCTURES						
NO.	STATION	SIZE	TYPE	FLOWLINES		
				LEFT	RIGHT	OTHER
1	505+30	2-36"	R.C.P.	972.44'	972.46'	

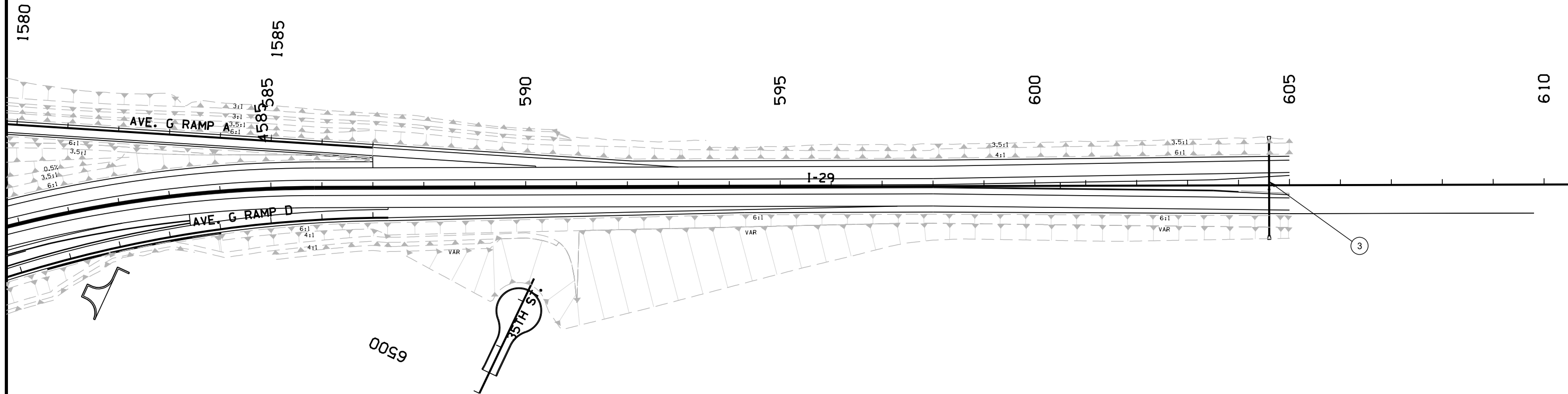
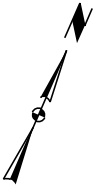




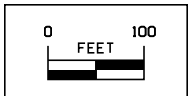


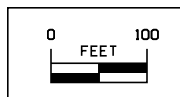
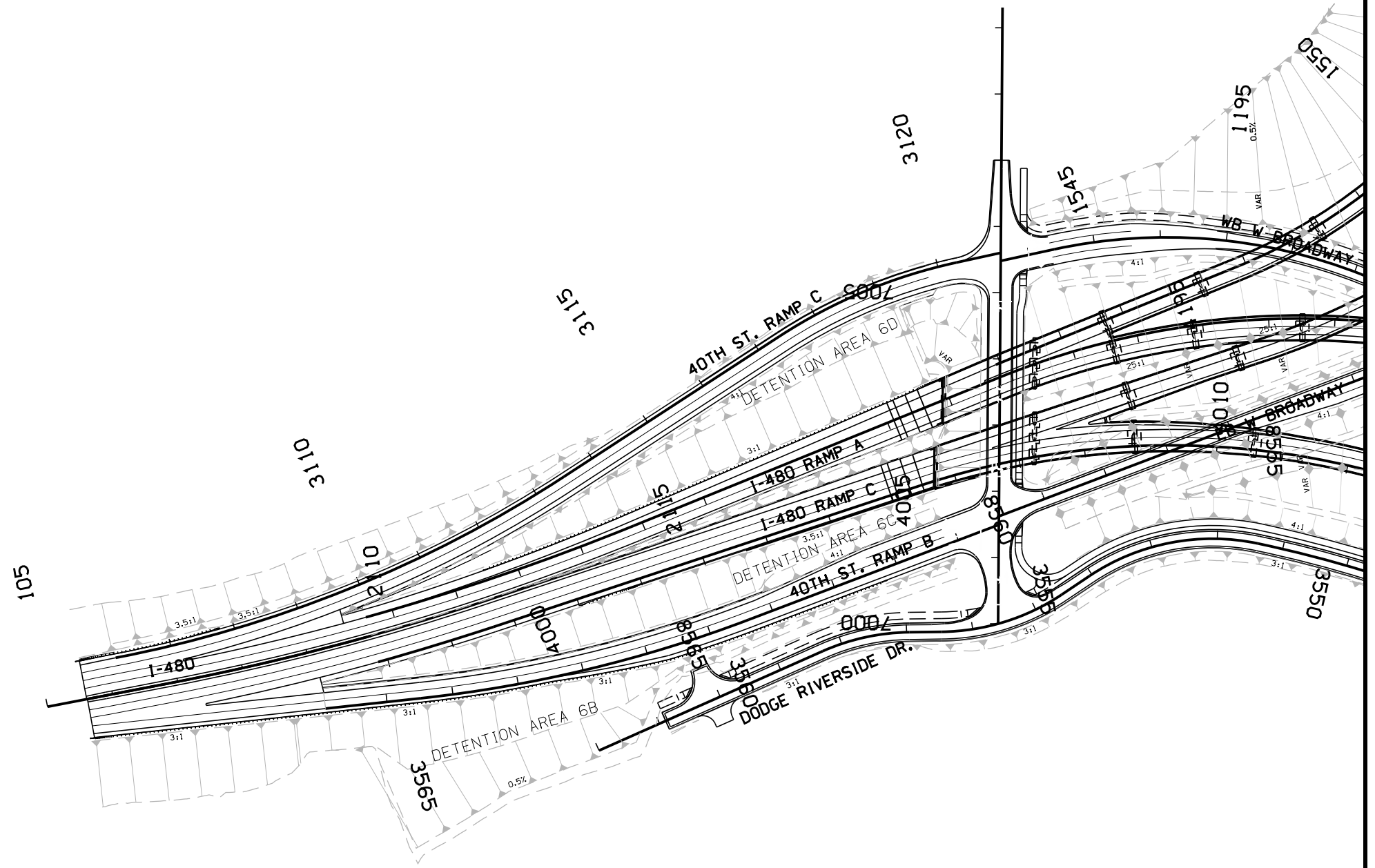
TABULATION OF PROPOSED DRAINAGE STRUCTURES						
NO.	STATION	SIZE	TYPE	FLOWLINES		
				LEFT	RIGHT	OTHER
2	1570+75	24"	R.C.P.	975.47'	975.13'	

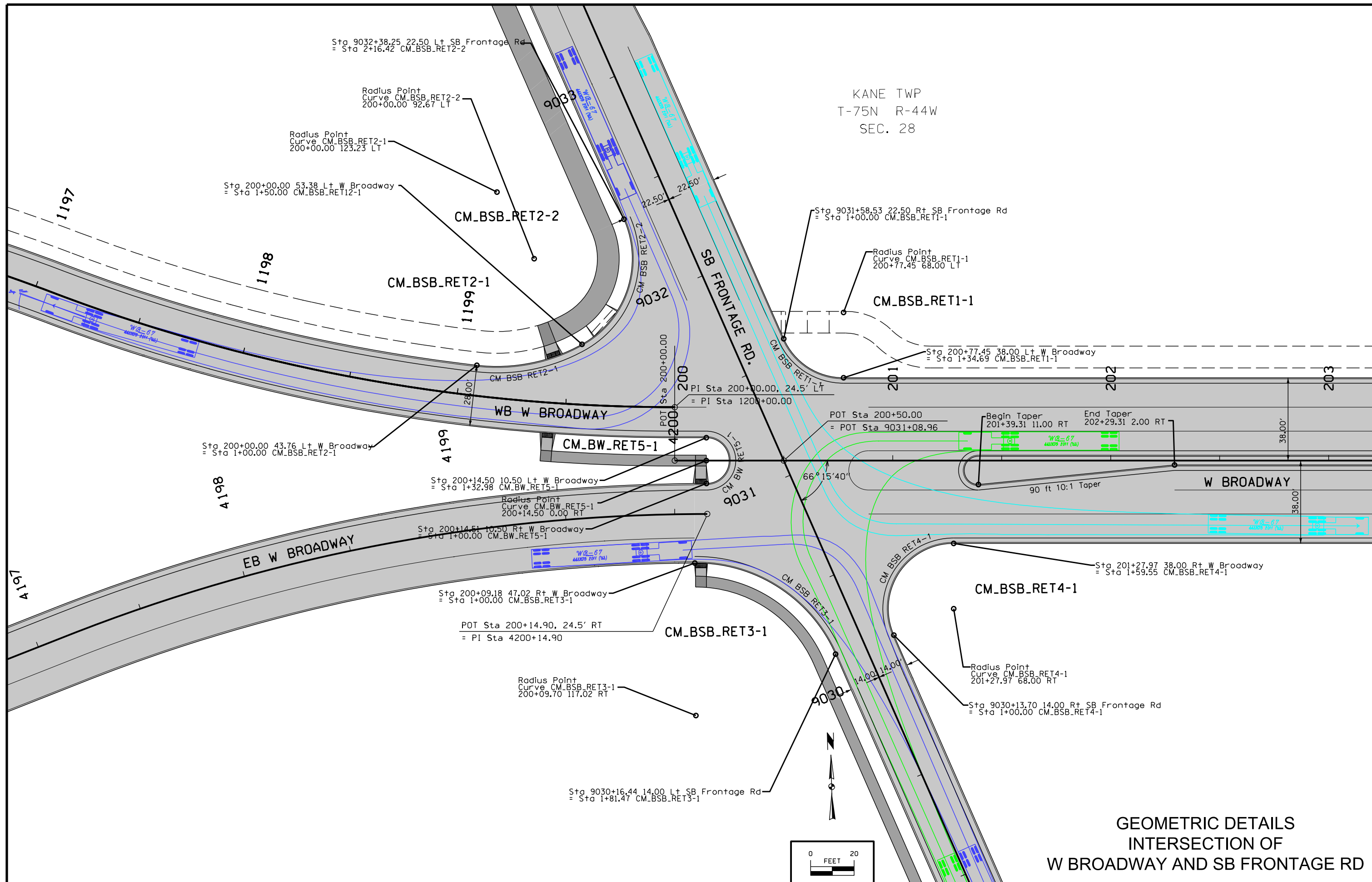




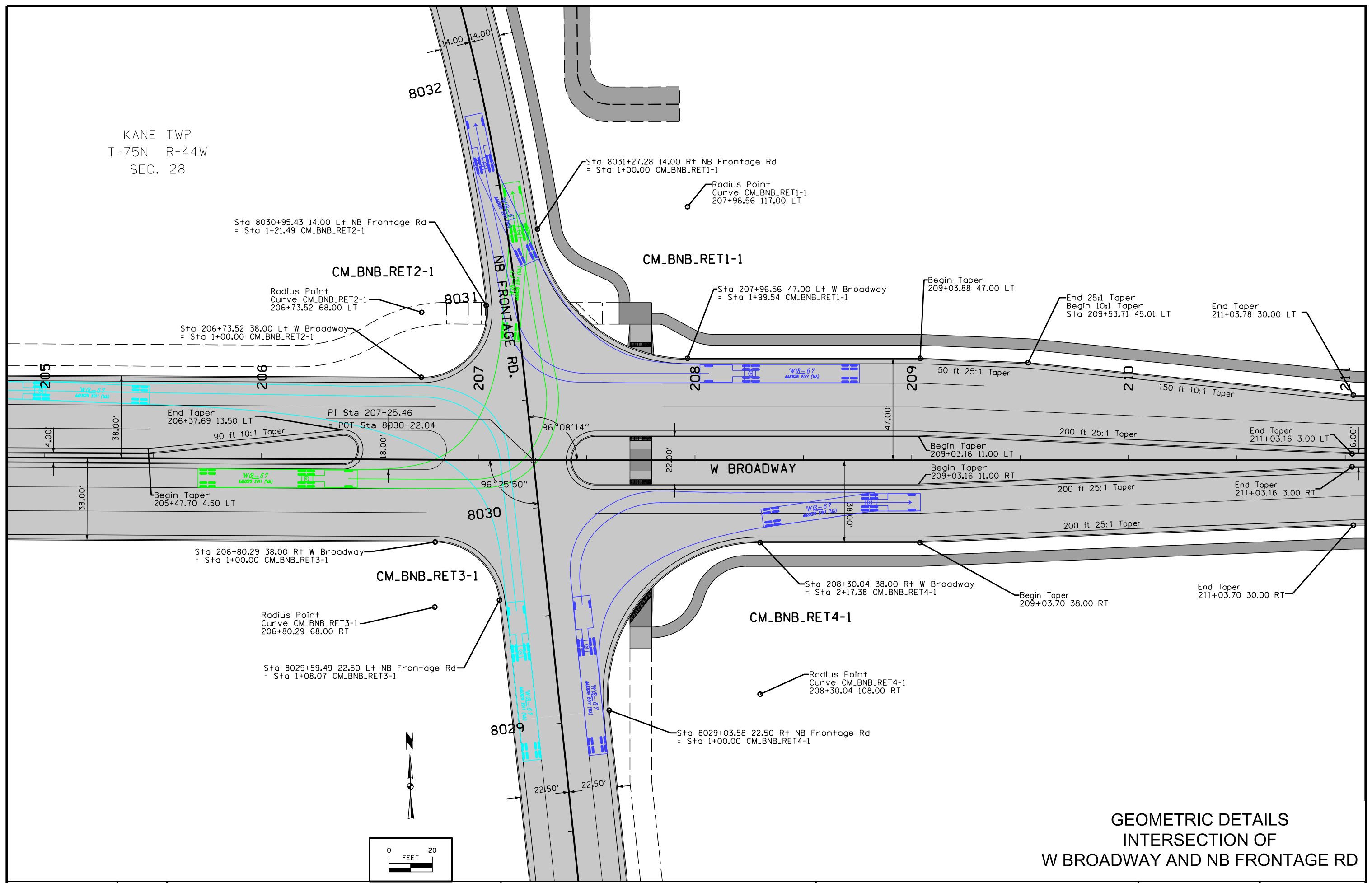
TABULATION OF PROPOSED DRAINAGE STRUCTURES						
NO.	STATION	SIZE	TYPE	FLOWLINES		
				LEFT	RIGHT	OTHER
3	604+60	48"	R.C.P.	973.80'	974.00'	



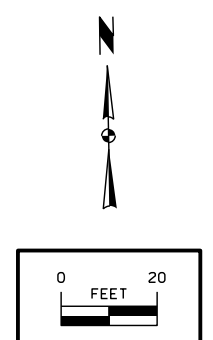




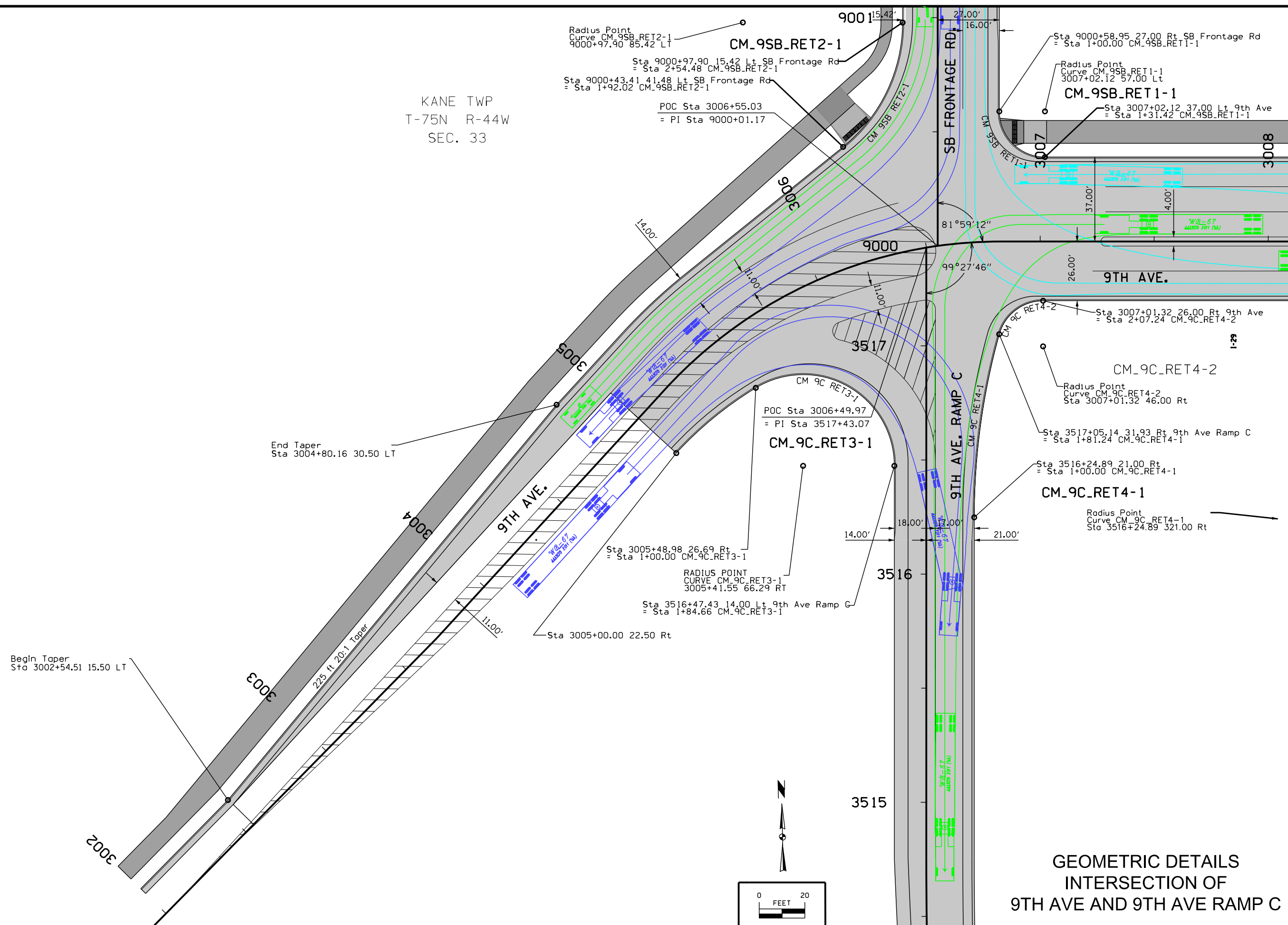
KANE TWP
T-75N R-44W
SEC. 28



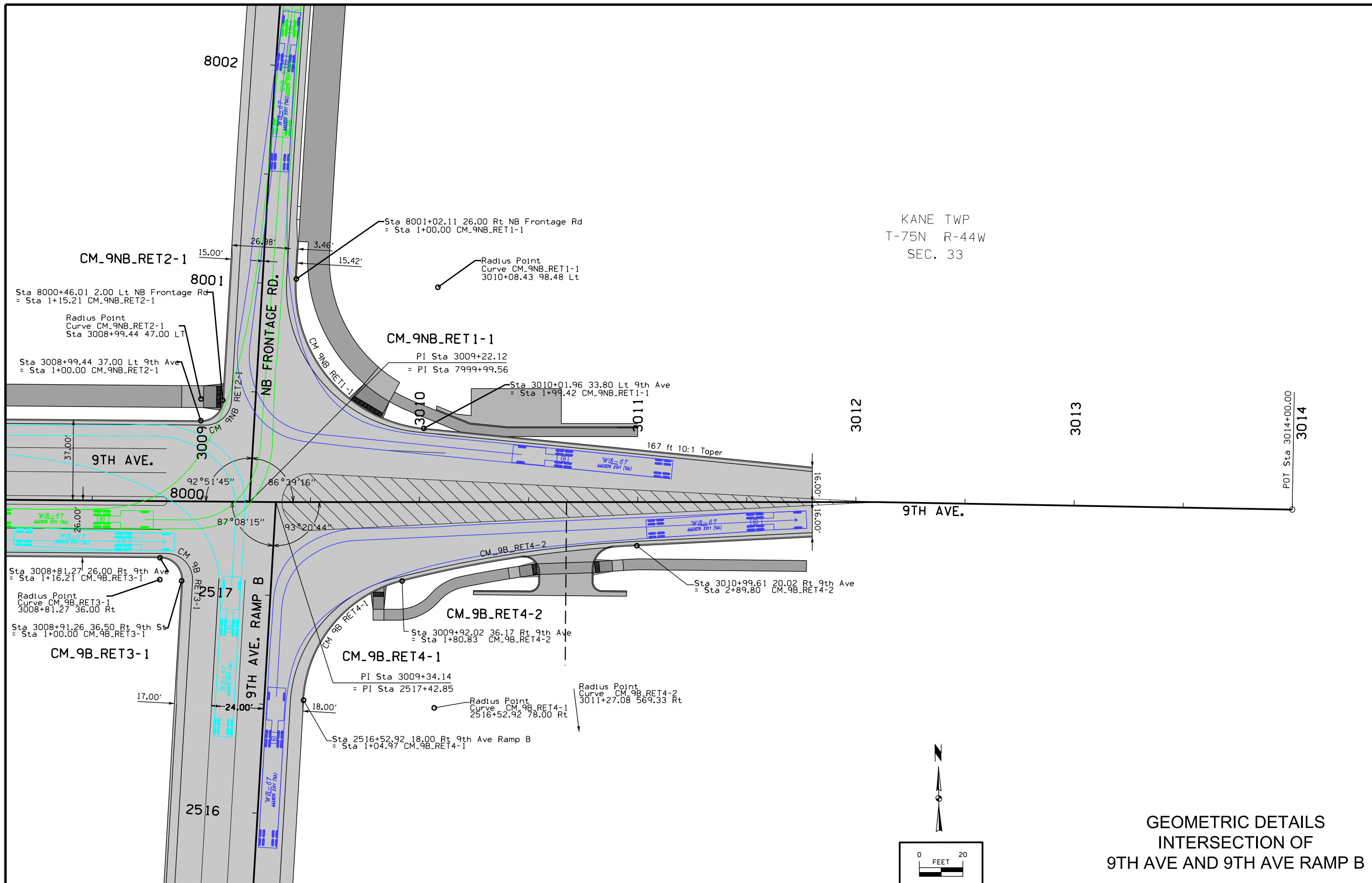
GEOMETRIC DETAILS
INTERSECTION OF
W BROADWAY AND NB FRONTAGE RD



KANE TWP
T-75N R-44W
SEC. 33



GEOMETRIC DETAILS
INTERSECTION OF
9TH AVE AND 9TH AVE RAMP C

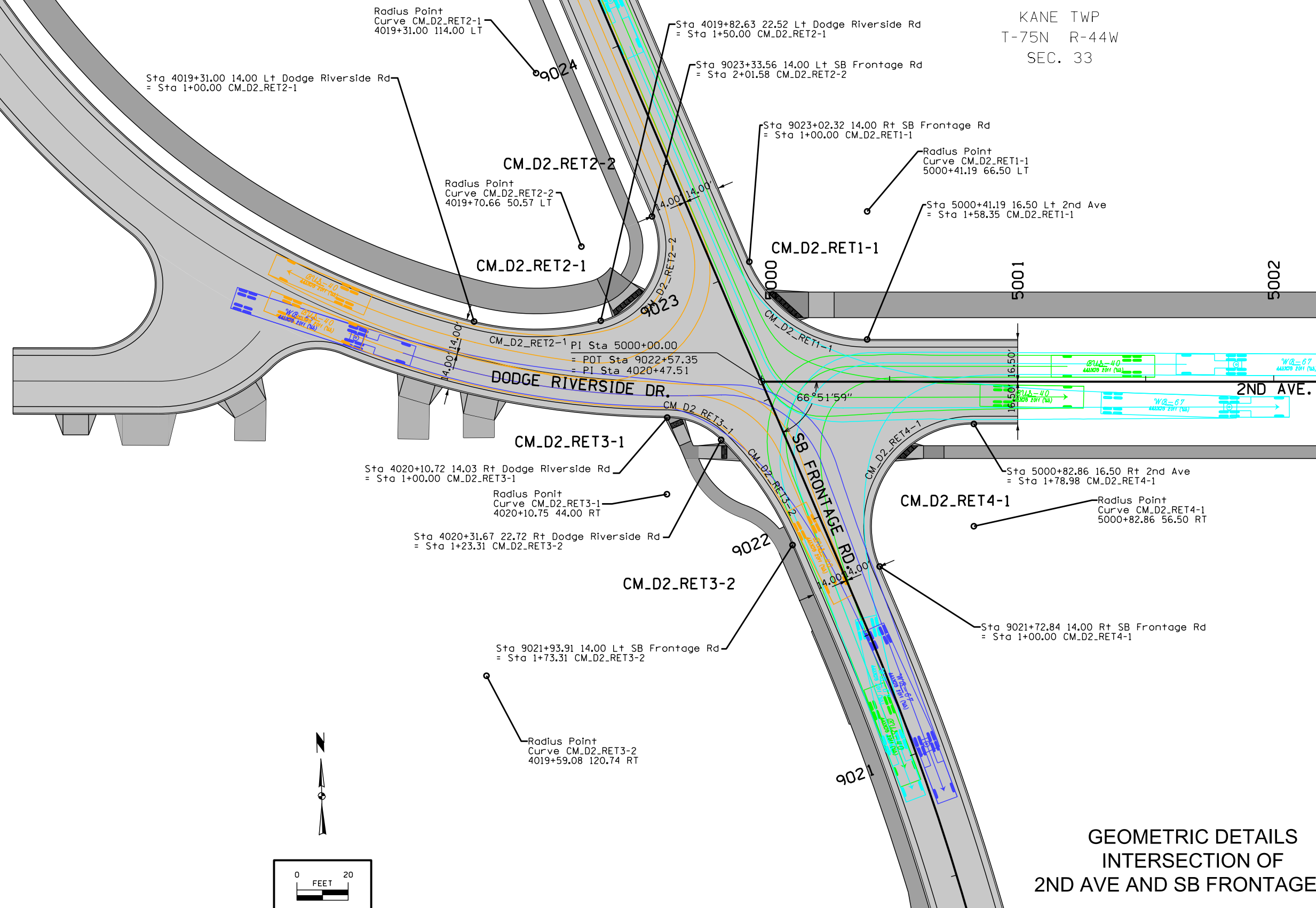


KANE TWP
T-75N R-44W
SEC. 33

GEOMETRIC DETAILS
INTERSECTION OF
9TH AVE AND 9TH AVE RAMP B

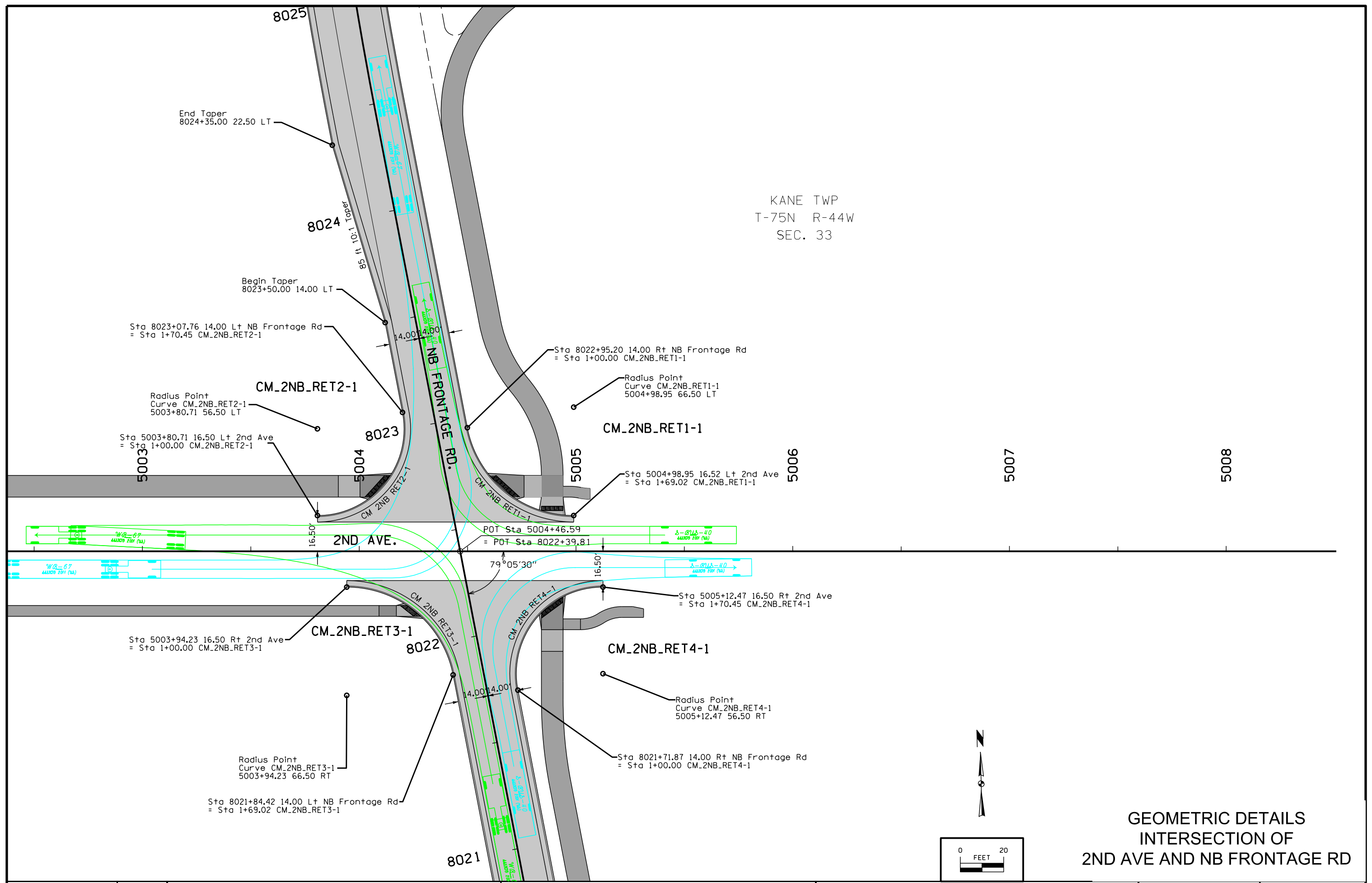
FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	L.4
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KANE TWP
T-75N R-44W
SEC. 33

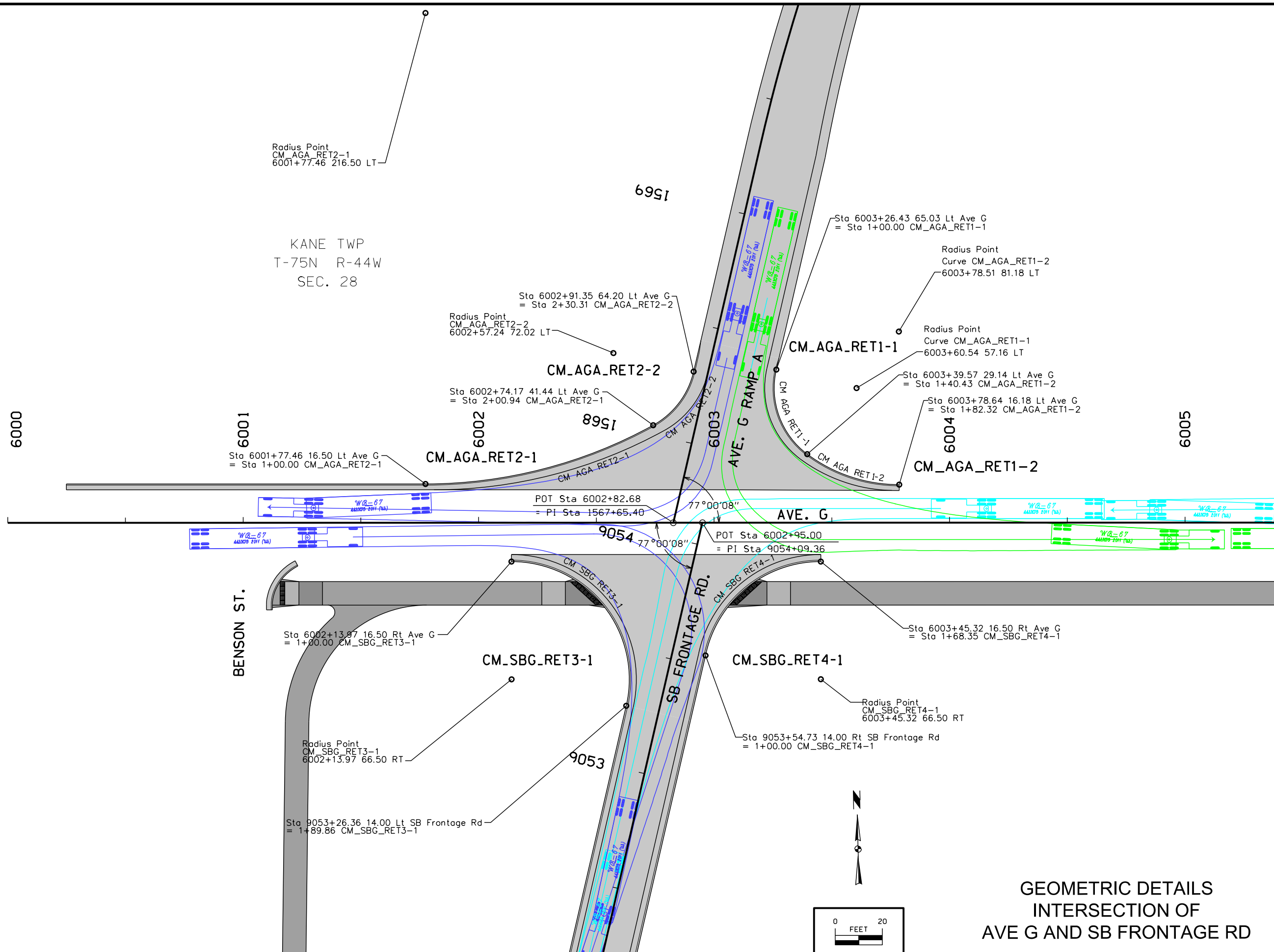


**GEOMETRIC DETAILS
INTERSECTION OF
2ND AVE AND SB FRONTAGE RD**

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T-75N R-44W
SEC. 33



GEOMETRIC DETAILS
INTERSECTION OF
2ND AVE AND NB FRONTAGE RD



Radius Point
 CM_AGA_RET2-1
 6001+77.46 216.50 LT

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Sta 6002+91.35 64.20 Lt Ave G
 = Sta 2+30.31 CM_AGA_RET2-2

Radius Point
 CM_AGA_RET2-2
 6002+57.24 72.02 LT

Sta 6002+74.17 41.44 Lt Ave G
 = Sta 2+00.94 CM_AGA_RET2-1

Sta 6003+26.43 65.03 Lt Ave G
 = Sta 1+00.00 CM_AGA_RET1-1

Radius Point
 Curve CM_AGA_RET1-2
 6003+78.51 81.18 LT

Radius Point
 Curve CM_AGA_RET1-1
 6003+60.54 57.16 LT

Sta 6003+39.57 29.14 Lt Ave G
 = Sta 1+40.43 CM_AGA_RET1-2

Sta 6003+78.64 16.18 Lt Ave G
 = Sta 1+82.32 CM_AGA_RET1-2

POT Sta 6002+82.68
 = PI Sta 1567+65.40

POT Sta 6002+95.00
 = PI Sta 9054+09.36

Sta 6002+13.97 16.50 Rt Ave G
 = 1+00.00 CM_SBG_RET3-1

CM_SBG_RET3-1

Radius Point
 CM_SBG_RET3-1
 6002+13.97 66.50 RT

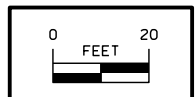
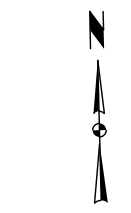
Sta 9053+26.36 14.00 Lt SB Frontage Rd
 = 1+89.86 CM_SBG_RET3-1

Sta 6003+45.32 16.50 Rt Ave G
 = Sta 1+68.35 CM_SBG_RET4-1

CM_SBG_RET4-1

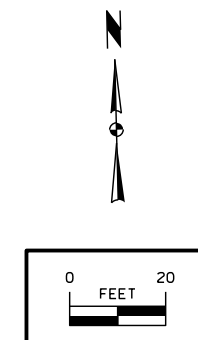
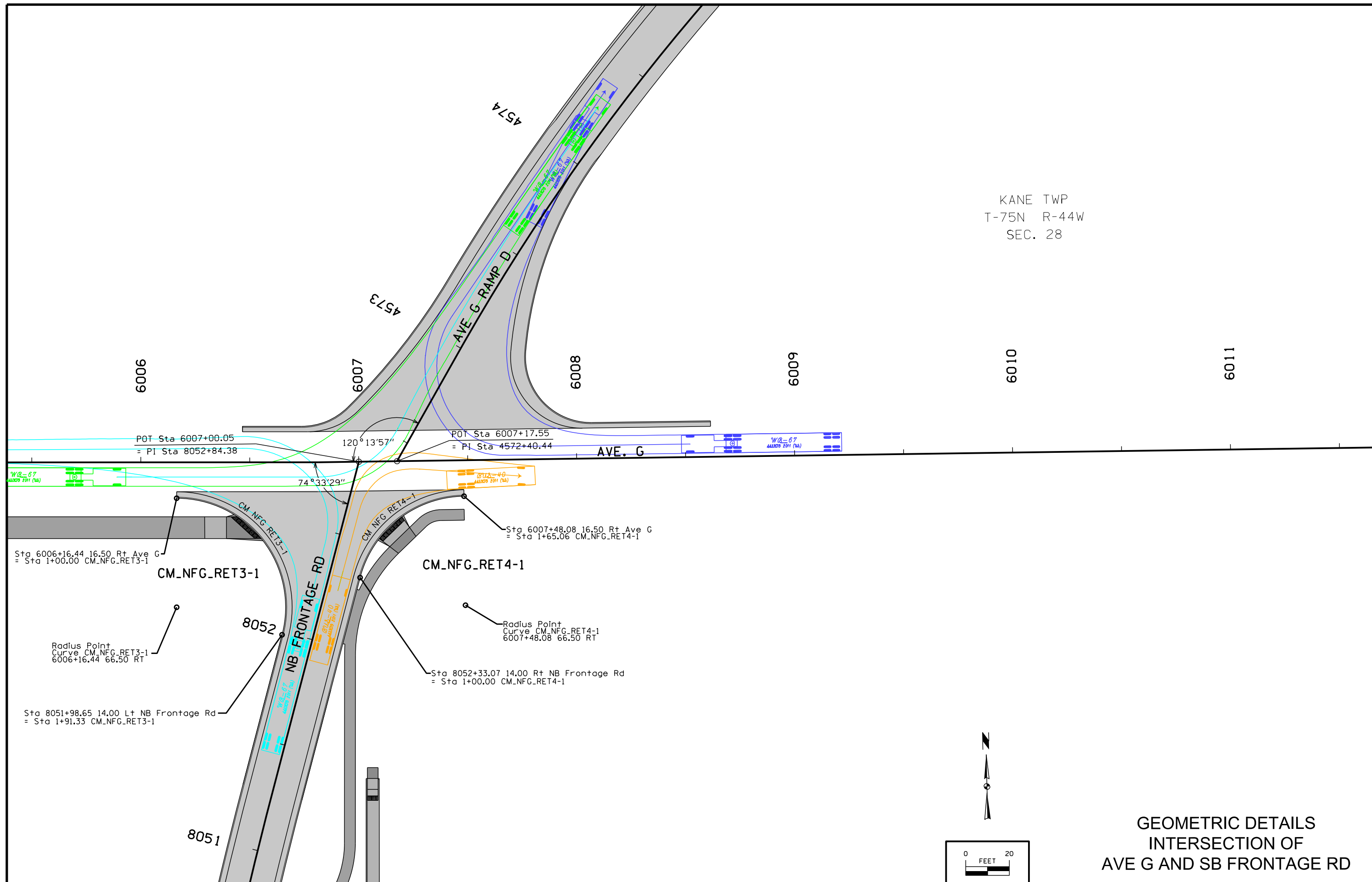
Radius Point
 CM_SBG_RET4-1
 6003+45.32 66.50 RT

Sta 9053+54.73 14.00 Rt SB Frontage Rd
 = 1+00.00 CM_SBG_RET4-1



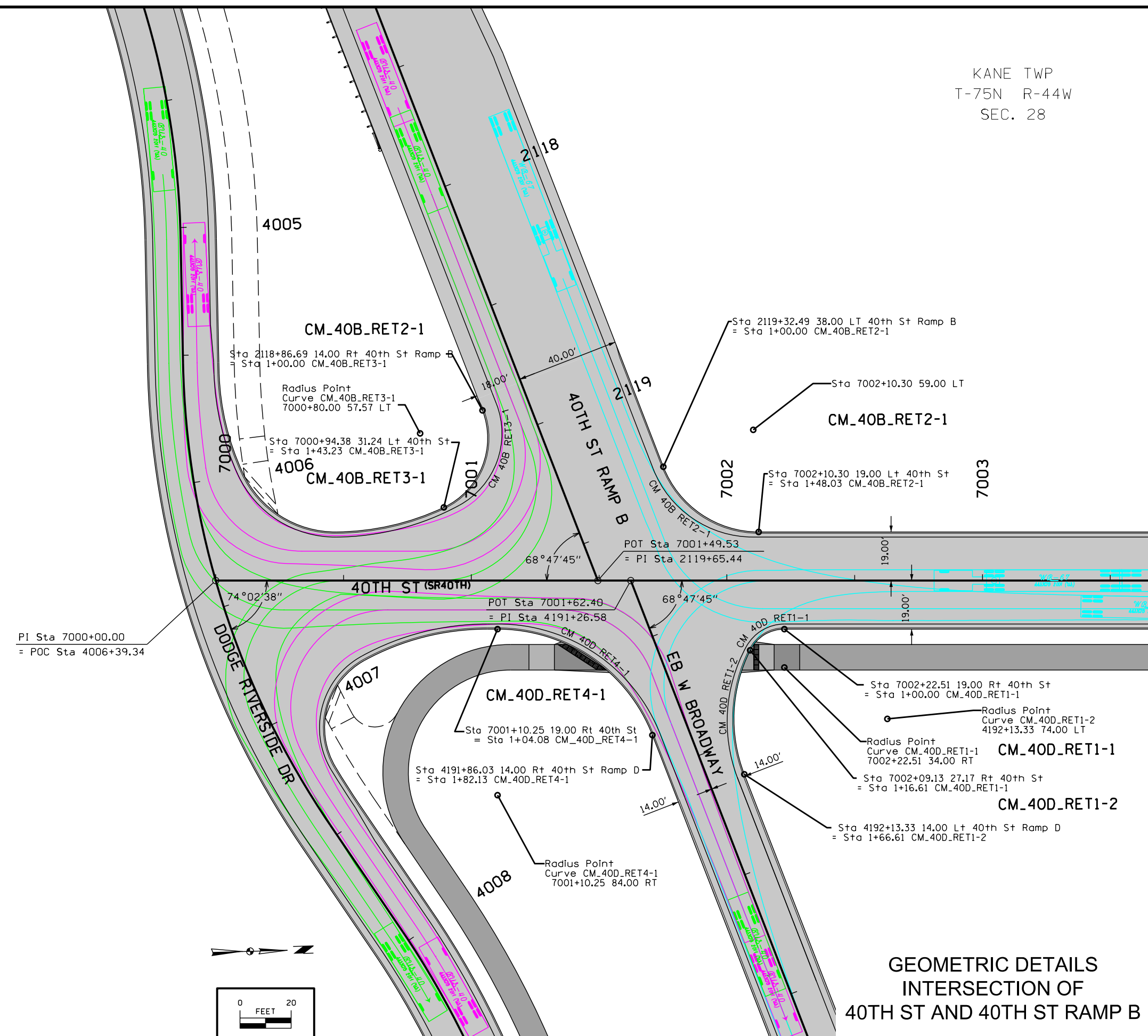
GEOMETRIC DETAILS
 INTERSECTION OF
 AVE G AND SB FRONTAGE RD

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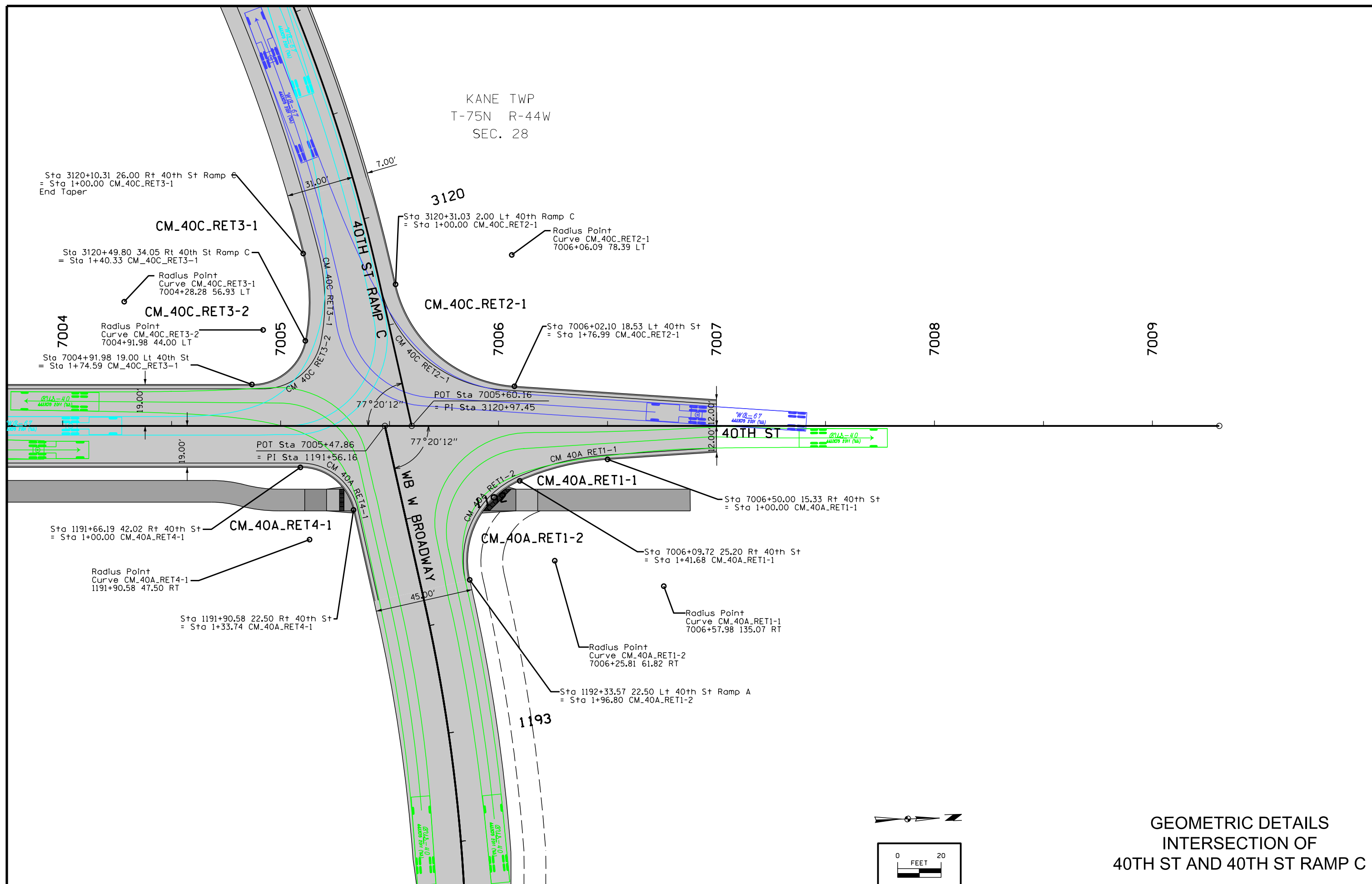
GEOMETRIC DETAILS
INTERSECTION OF
AVE G AND SB FRONTAGE RD

KANE TWP
T-75N R-44W
SEC. 28



**GEOMETRIC DETAILS
INTERSECTION OF
40TH ST AND 40TH ST RAMP B**

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T-75N R-44W
SEC. 28



GEOMETRIC DETAILS
INTERSECTION OF
40TH ST AND 40TH ST RAMP C

SURVEY SYMBOLS

- IN Storm Sewer Intake**
- MH Utility Access (Manhole)**
- PIP Pipe Culvert**
- MIS Miscellaneous**
- INB Storm Sewer Beehive Intake**
- PLG Location of General Photo**
- OUT Tile Outlet**
- BRG Bridge**
- CON Concrete or A/C Slab**
- CU Back of Curb**
- GU Gutter In Front of Curb**
- EP Edge of Paved Roads (ML or SR)**

- UE Utility Elevation**
- WV Water Valve**
- FHD Fire Hydrants**
- LIN Miscellaneous Line**
- SI Sign**
- TLNR Tree Line Right**
- LUM Luminaire**
- UB Utility Box**
- FCL Chain Link and Security Fence**

- TDC Tree Deciduous**
- TPD Telephone Pedestal**
- GP Guard Post (Less Than 4 Posts)**
- HDG Hedge Row**
- RET Retaining Walls**
- UV Underground Utility Vault**
- GDL Guard Rail Steel**
- GPR Guard Post (4 or More Posts)**
- FWD Wood Fence**
- SHR Shrub**
- EB Electrical Box**
- TEV Evergreen Tree**
- STP Stump**
- TLNL Tree Line Left**
- FW Wire Fence**
- SL Speed Limit Sign**
- LC Lot Corner**
- SNP Unpaved Shoulder**
- SWK Sidewalk**
- ENP Edge Paved Entrance & Park Lot**
- ENU Edge Unpaved Entrance & Parking**
- EG Edge of Gravel Road**
- ENT Centerline BL of Entrance**
- DU Centerline Draw or Stream (Up)**
- TW Top of Water**

SURVEYED UTILITY OWNER SYMBOLS

- SUB-SURFACE MAPPING QUALITY LEVEL**
LEVEL (A) POT HOLE LOCATION OR ACTUAL XYZ Location
LEVEL (B) UTILITY FLAG LOCATION
LEVEL (C) PLOTTED FROM REFERENCE TO GROUND FEATURES
LEVEL (D) PLOTTED FROM UTILITY MAPS OR HEARSAY
- EB Electrical Box**
 - FHD Fire Hydrant**
 - GV Gas Valve**
 - IN Storm Sewer Intake**
 - LUM Luminaire**
 - MH Utility Access (Manhole)**
 - PPA Power Pole**
 - TCB Traffic Signal Box**
 - TPC Telephone Pole AT&T**
 - TPD Telephone Pedestal**
 - UB Utility Box**
 - WV Water Valve**
-
- AT&T Lenny Vohs**
1425 Oak Street
Kansas City, MO 64106
816-275-4014
lv2121@att.com
 - Iowa Communications Network Larry Klawitter**
Grimes State Office Bldg
400 E. 14th St.
Des Moines, IA 50319
515-725-4741
larry.klawitter@iowa.gov
 - Black Hills Energy Chris Dewey**
1414 W. Broadway
P.O. Box 68
Council Bluffs, IA 51502
712-325-3022
chris.dewey@blackhillscorp.com
 - Iowa DOT Tony Arrick**
Maintenance Supervisor
3540 South Expressway
Council Bluffs, IA 51501
712-366-0332
 - CenturyLink Ed Krieger**
7404 N. 78th St., Bldg A
Omaha, NE 68112
402-572-5856
edward.krieger@centurylink.com
 - MidAmerican Energy Company Tim Theobald**
3003 S. 11th St.
Council Bluffs, IA 51501
712-366-5668
trtheobald@midamerican.com
 - City of Council Bluffs - Power/Signals Mark Franz**
Public Works Operations
1001 10th Avenue
Council Bluffs, IA 51503
712-328-4645
mfranz@councilbluffs-ia.gov
 - Sprint Dan J. Hilliard**
849 Earl Street
St. Paul, MN 55106
651-772-6714
dan.j.hilliard@sprint.com
 - City of Council Bluffs - Sanitary Sewer Dave Vermillion**
City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503
712-328-4635 ex 3153#
dvermillion@councilbluffs-ia.gov
 - TeleCom Unknown**
 - City of Council Bluffs - Storm Sewer Dave Vermillion**
City of Council Bluffs Public Works
209 Pearl Street
Council Bluffs, IA 51503
712-328-4635 ex 3153#
dvermillion@councilbluffs-ia.gov
 - Unite Private Network (UPN) Shanon Morris**
402-575-1239
shanon.morris@upnfiber.com
 - Council Bluffs Water Works Brian Cady**
2000 N. 25th St.
P.O. Box 309
Council Bluffs, IA 51502
712-328-1006 x.1039
bcady@cbwaterworks.com
 - Windstream Joe Green**
319-790-7510
 - Cox Communications Dave Kloch**
401 North 117th, Suite 101
Omaha, NE 68154
402-934-0550
dave.kloch@cox.com
- Indicates Utility As Abandoned**

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.	Description
Gray, Dark	(112)	Existing Topographic Features, Utilities, and Labels
Black	(17)	Proposed Storm Sewer Details, Alignment, Stationing, Tic Marks, and Alignment Annotation
SHADING	Design Color No.	Description
Gray, Light	(48)	Proposed Pavement Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.	Description
Gray, Dark	(112)	Existing Ground Line Profile and Existing Utilities Information
Black	(17)	Proposed Pipes and Intakes

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Plug and Abandon Existing Pipe or Structure**
- Removal of Existing Pipe or Structure**
- Previously Constructed Pipe or Structure**
- Direction of Pipe Flow**

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

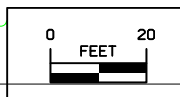
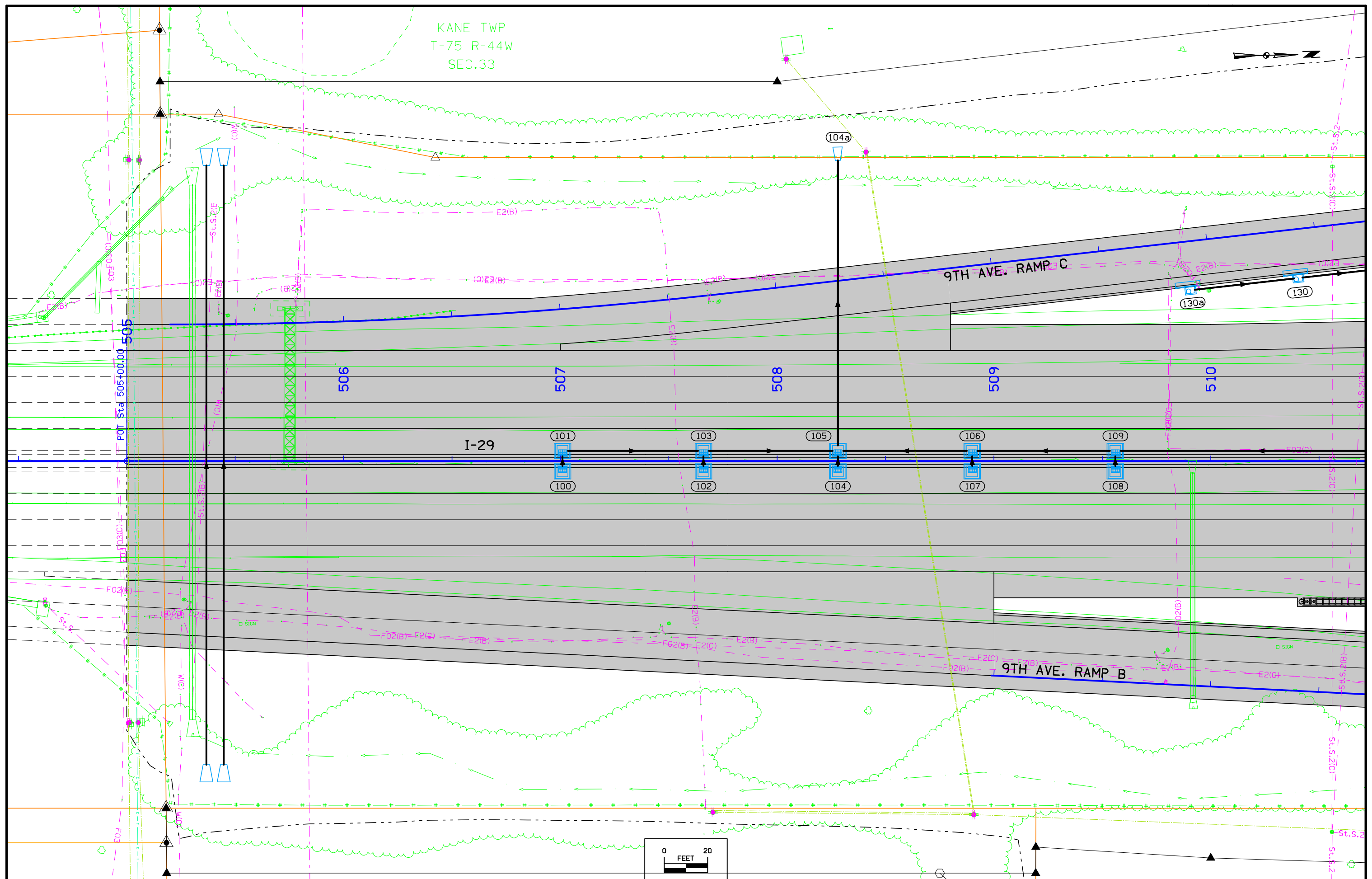
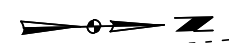
- Existing Ground**
- Proposed Ground**
- Previously Constructed Pipe or Structure**
- Proposed Pipe or Structure**

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

RIGHT-OF-WAY LEGEND

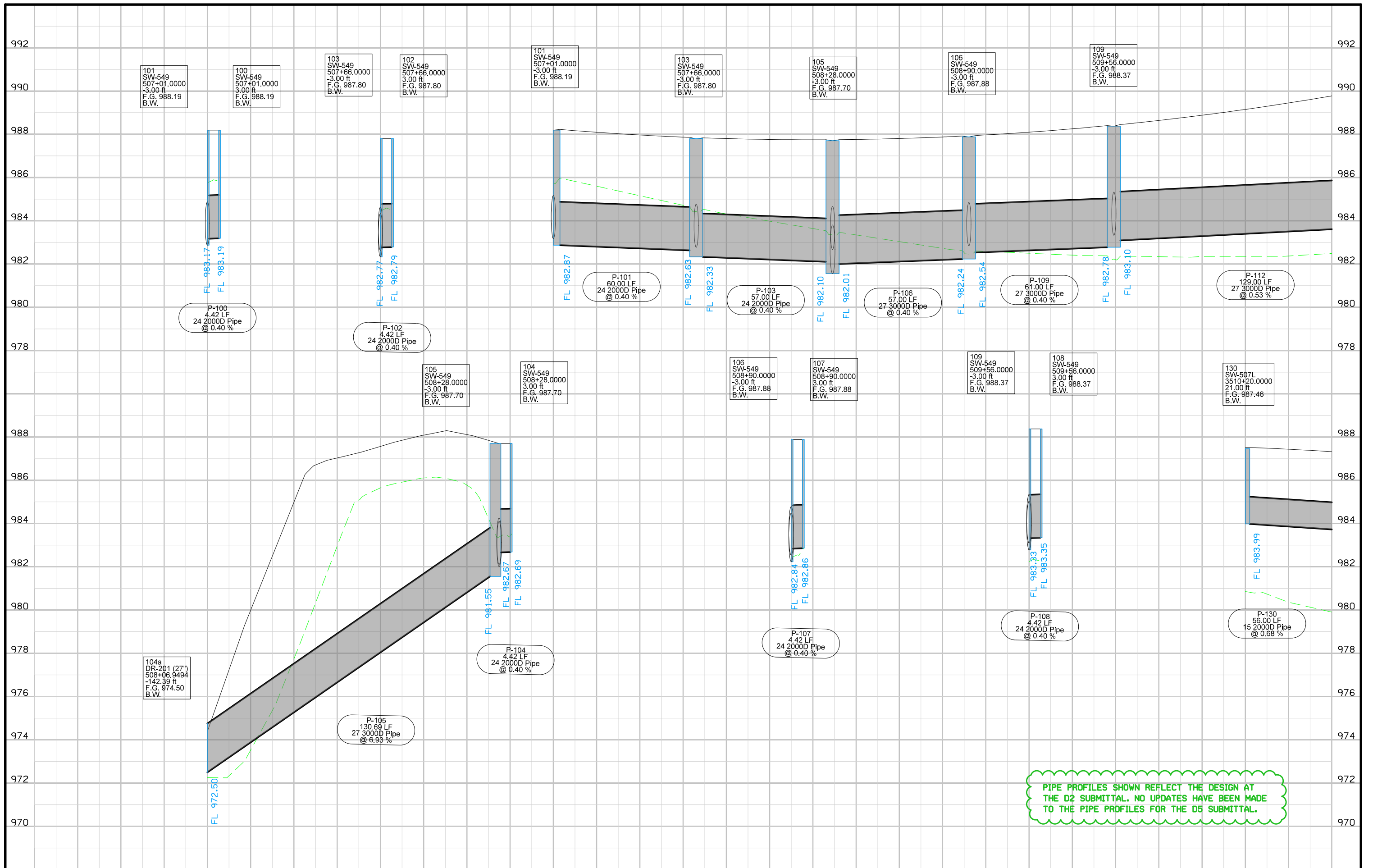
- Proposed Right-of-Way**
- Existing and Proposed Right-of-Way**
- Easement and Existing Right-of-Way**
- Borrow**
- Easement (Temporary)**
- Easement**
- Excess**
- Access Control**

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T-75 R-44W
SEC.33



FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	M.2
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SEC.33

9TH AVE. RAMP C

9TH AVE. RAMP B

I-29

113 117 118

112

111

110 114 115

133

134

135

137

131

132

511

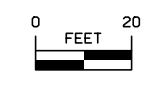
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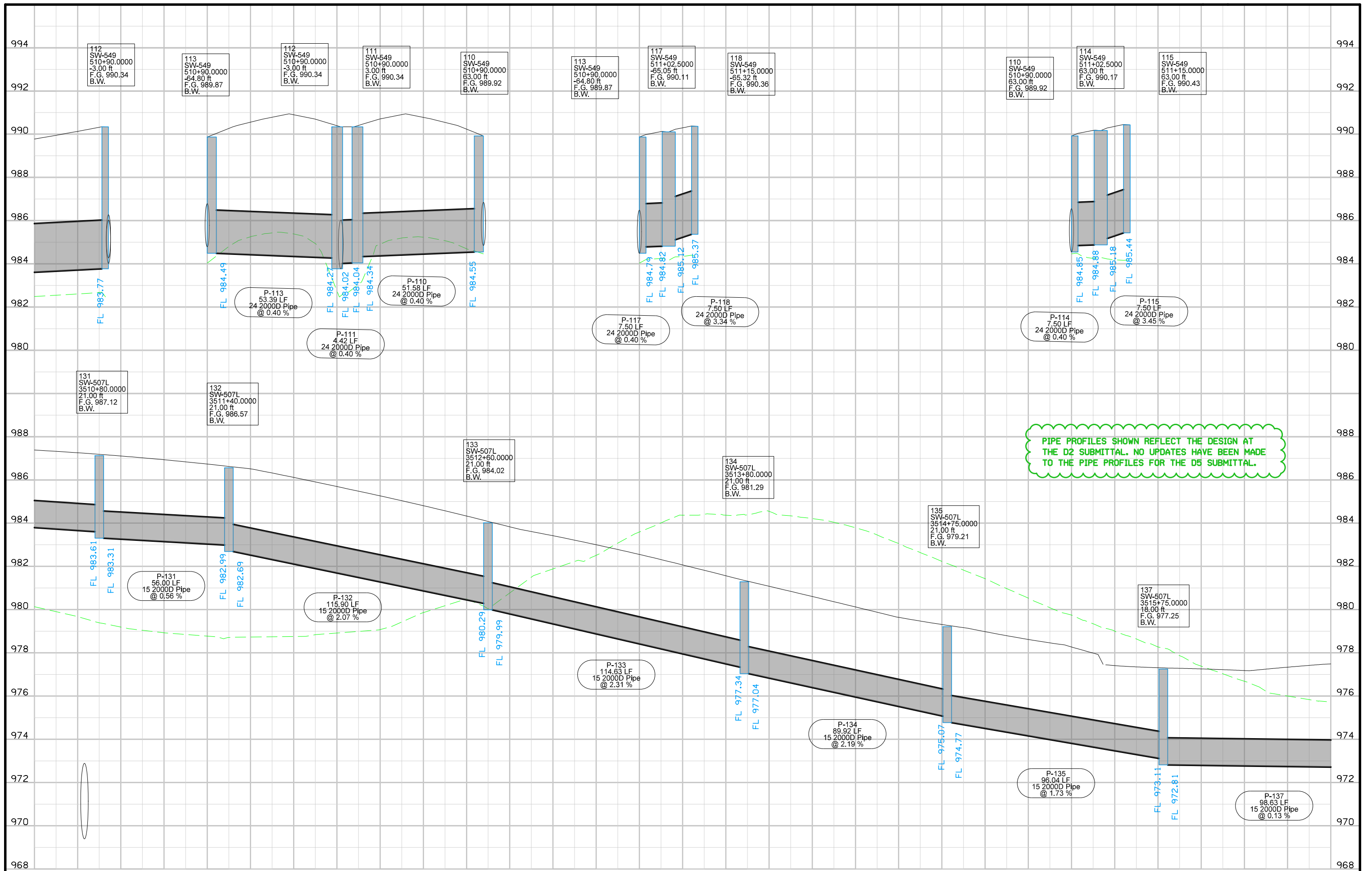
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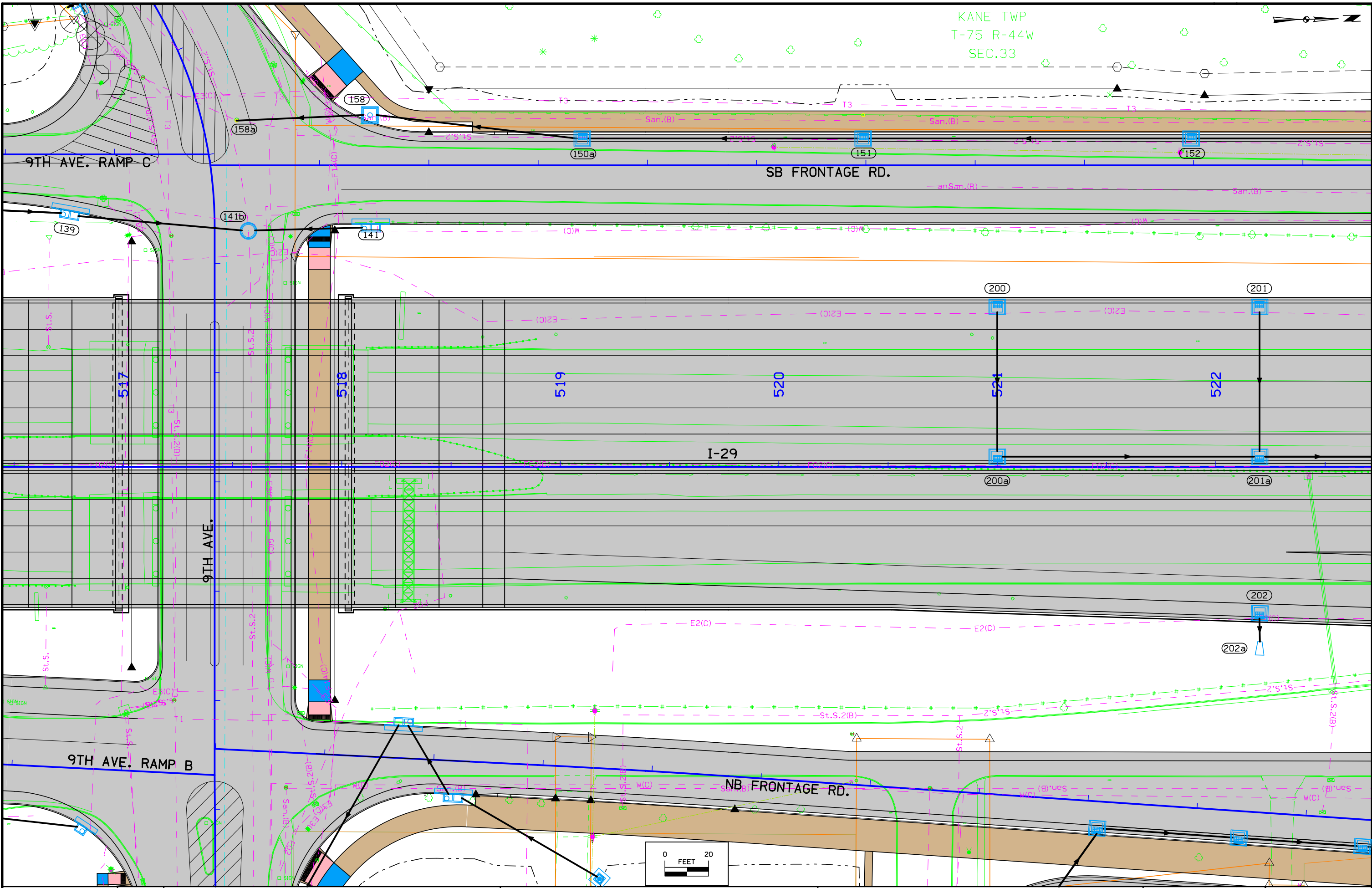
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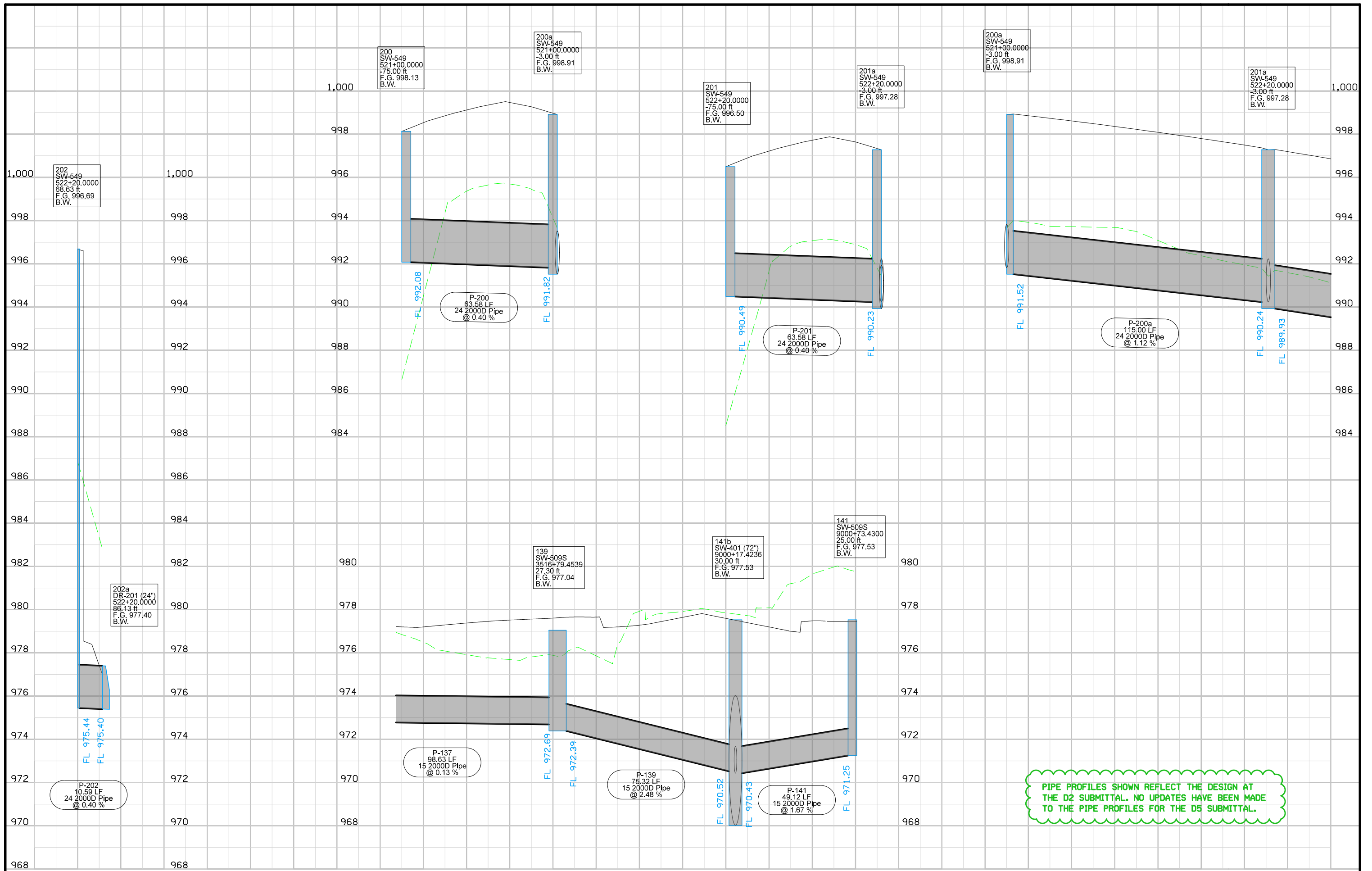
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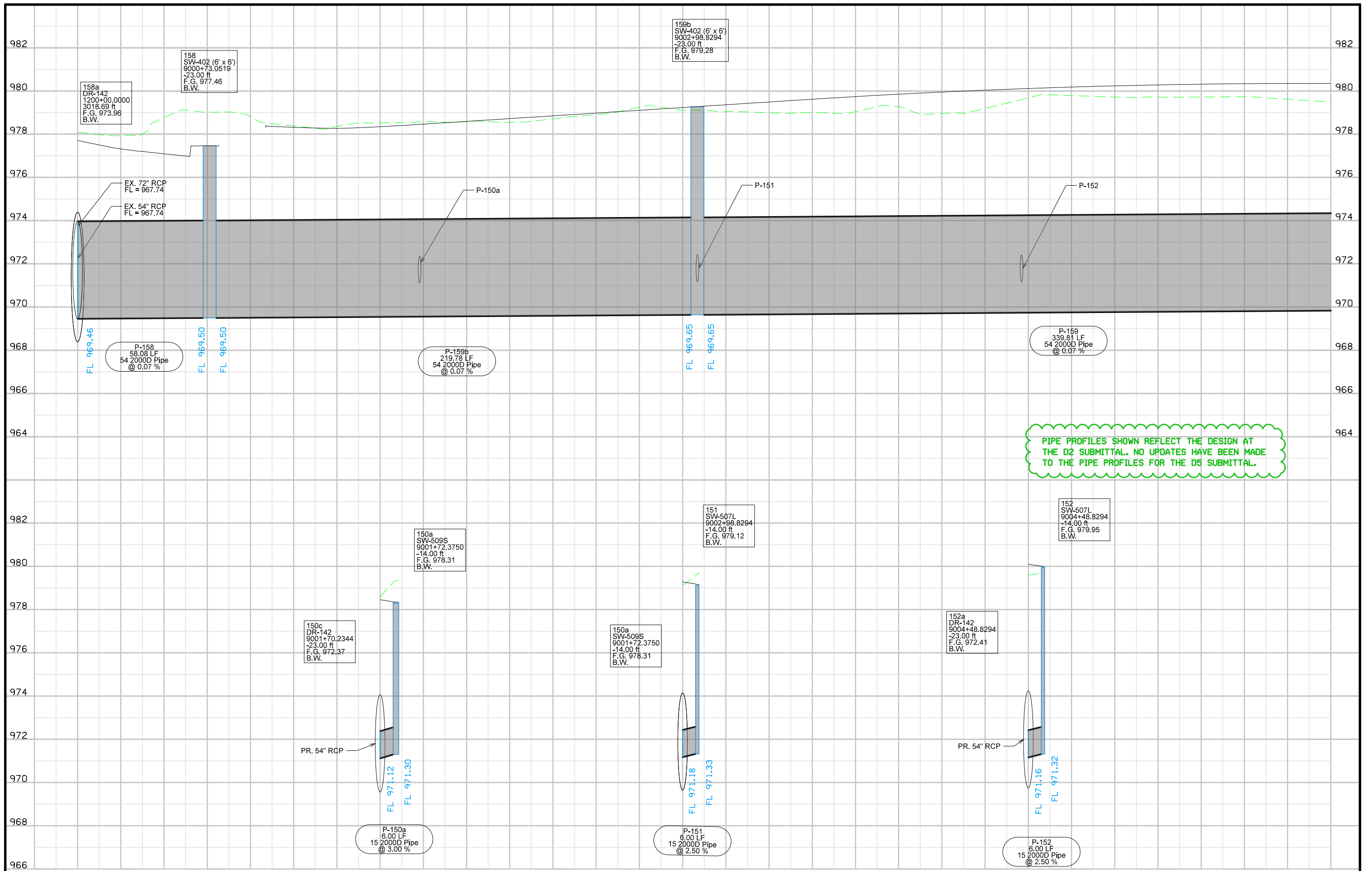


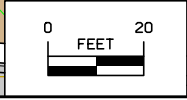
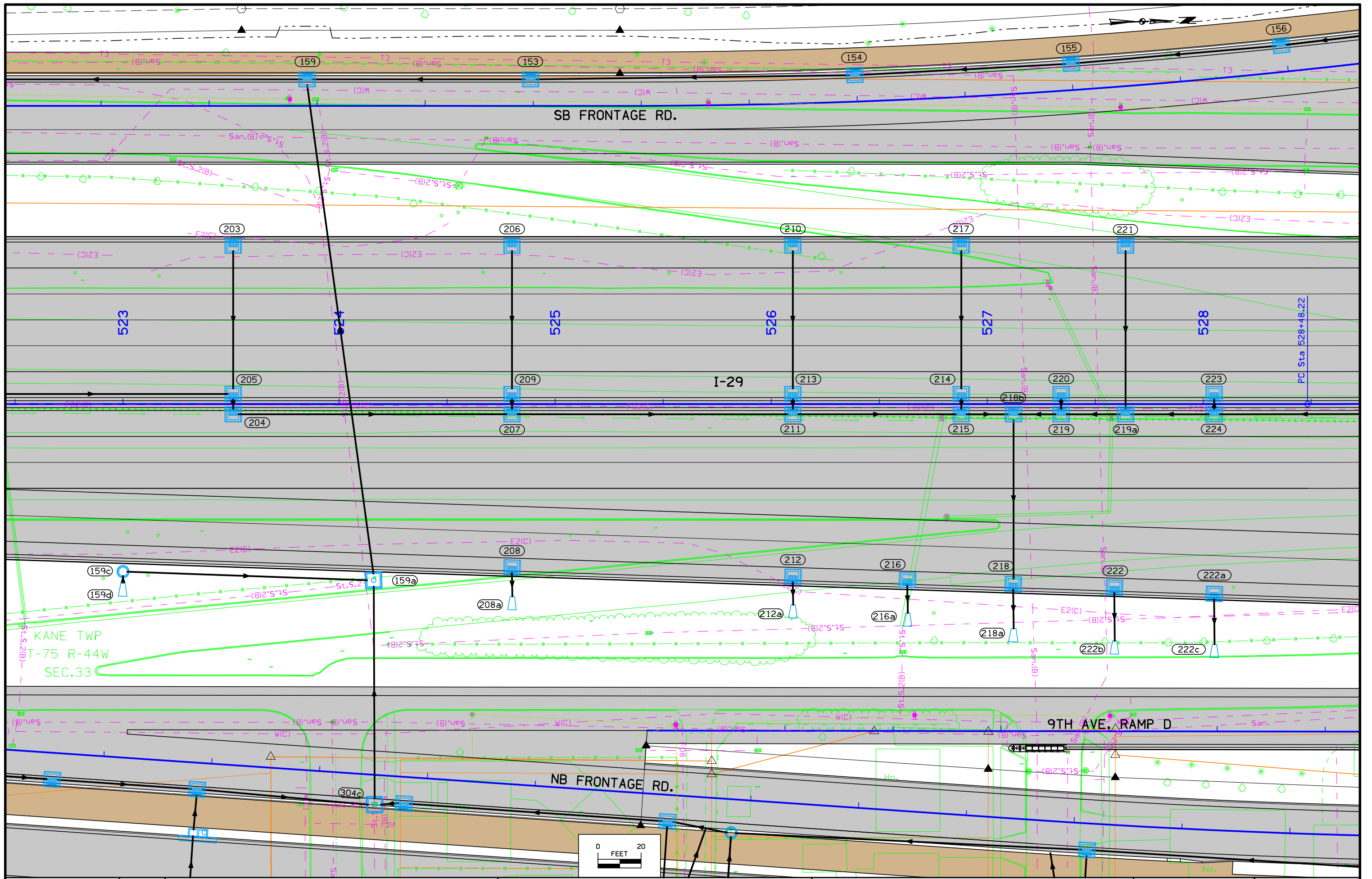
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SEC.33

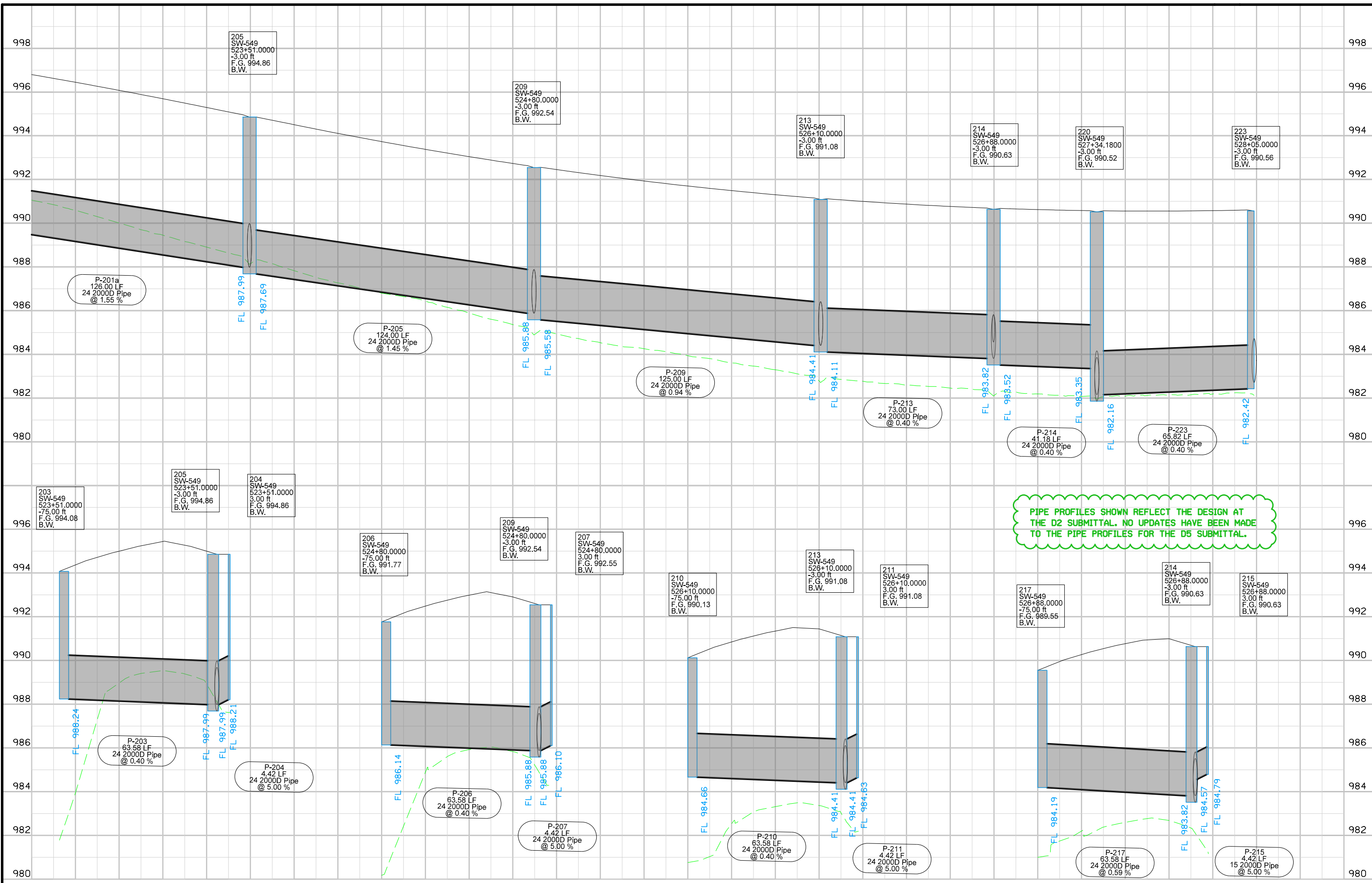




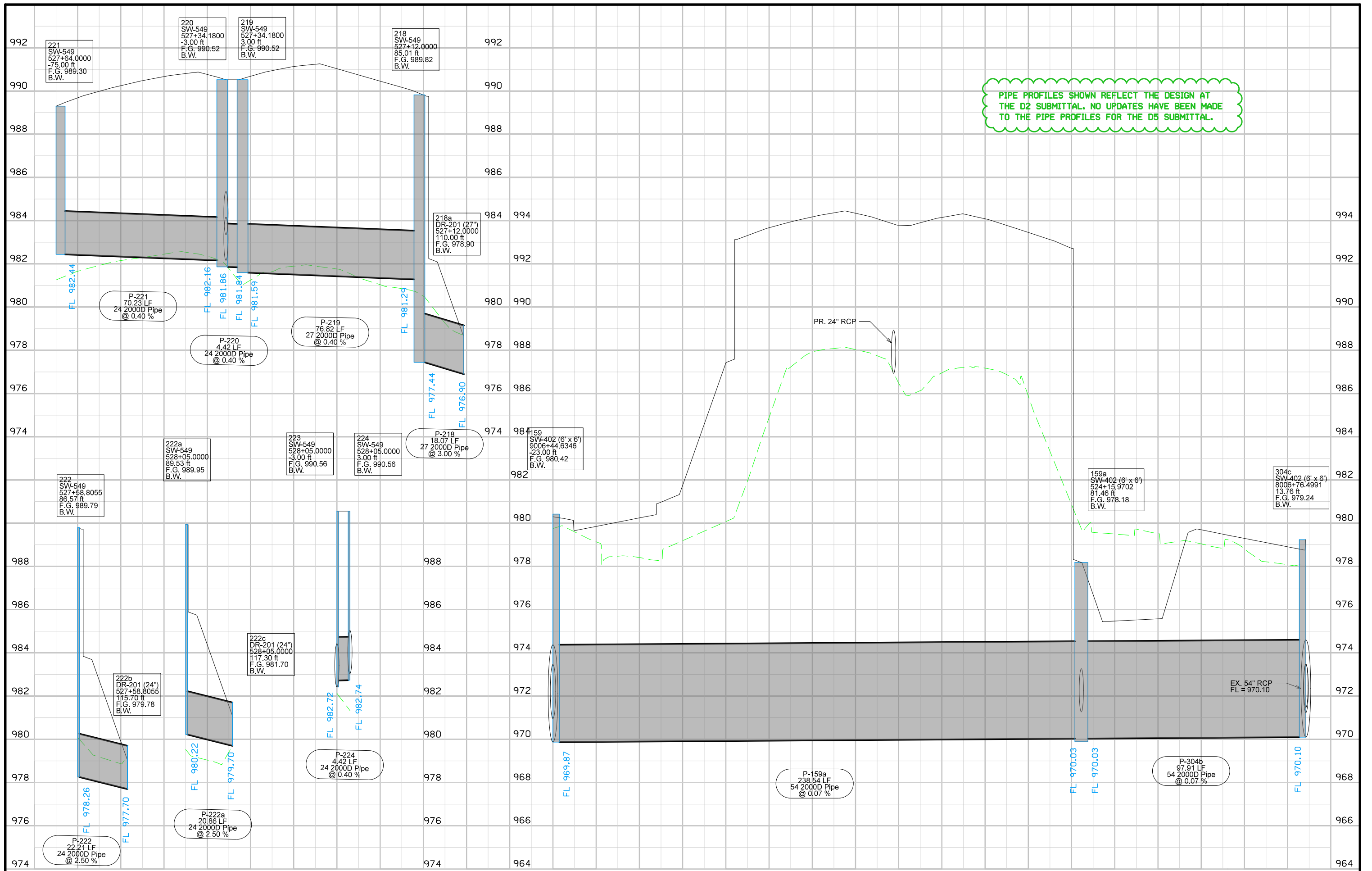
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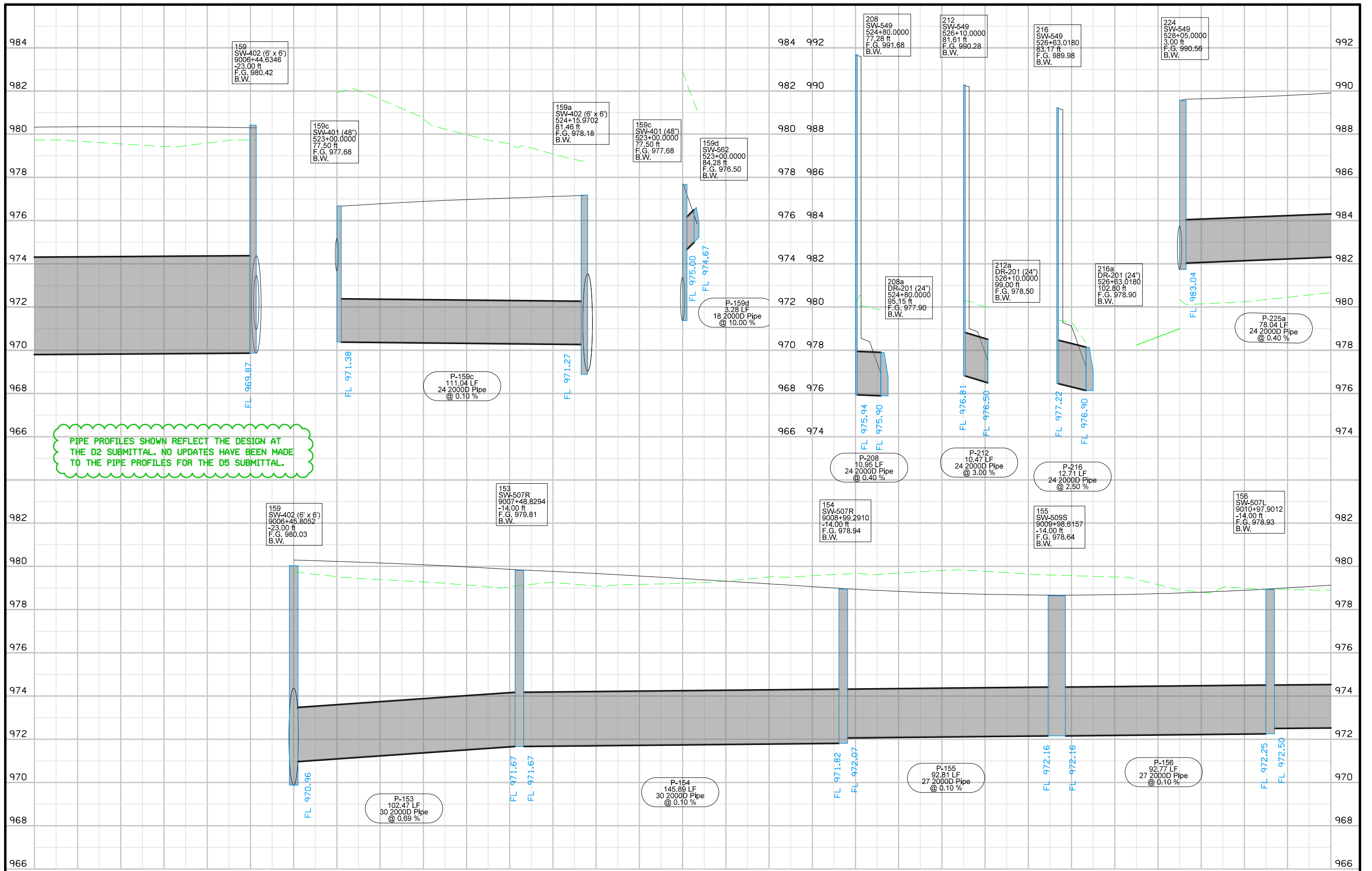




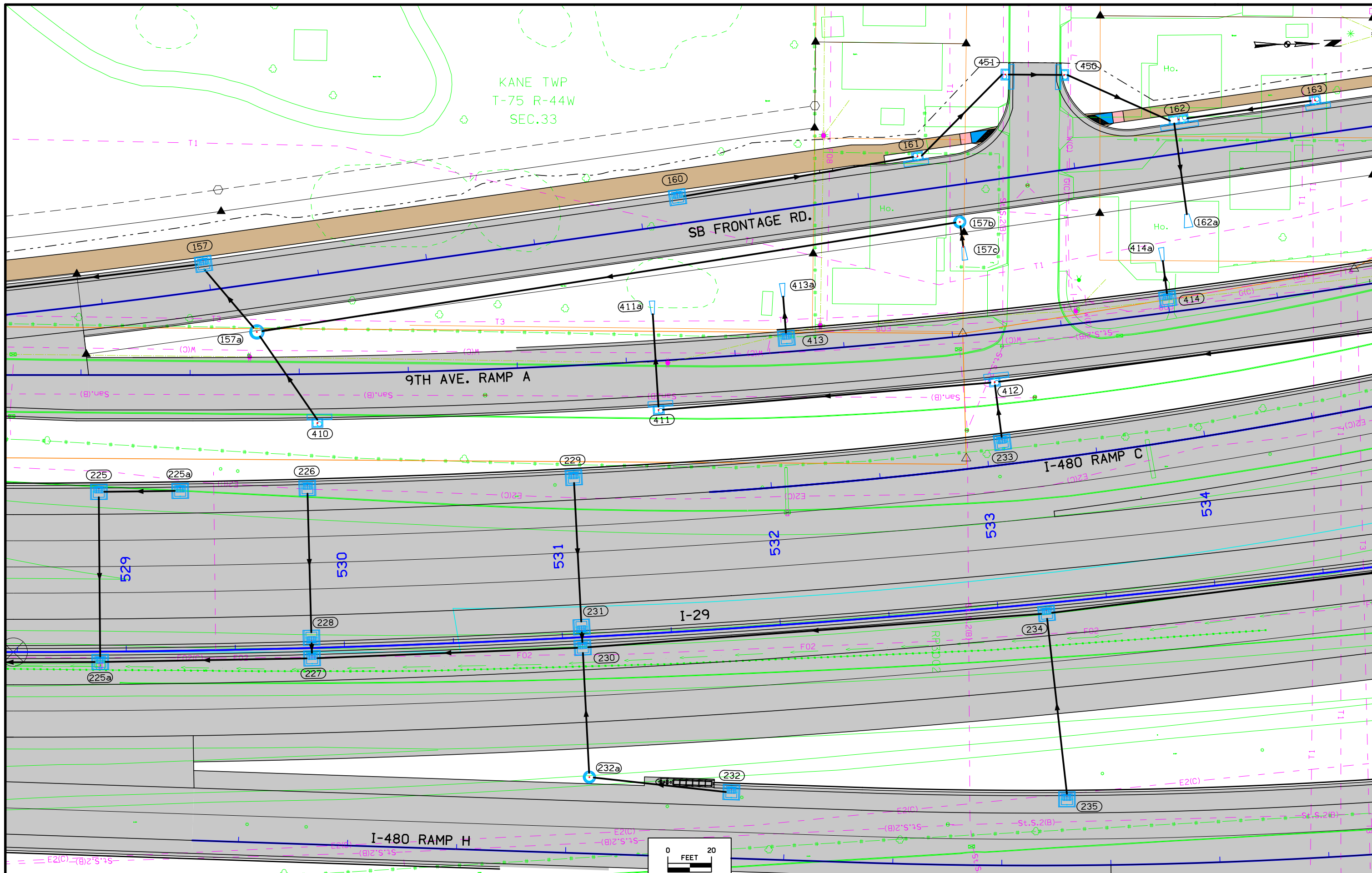
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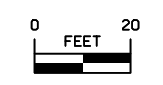
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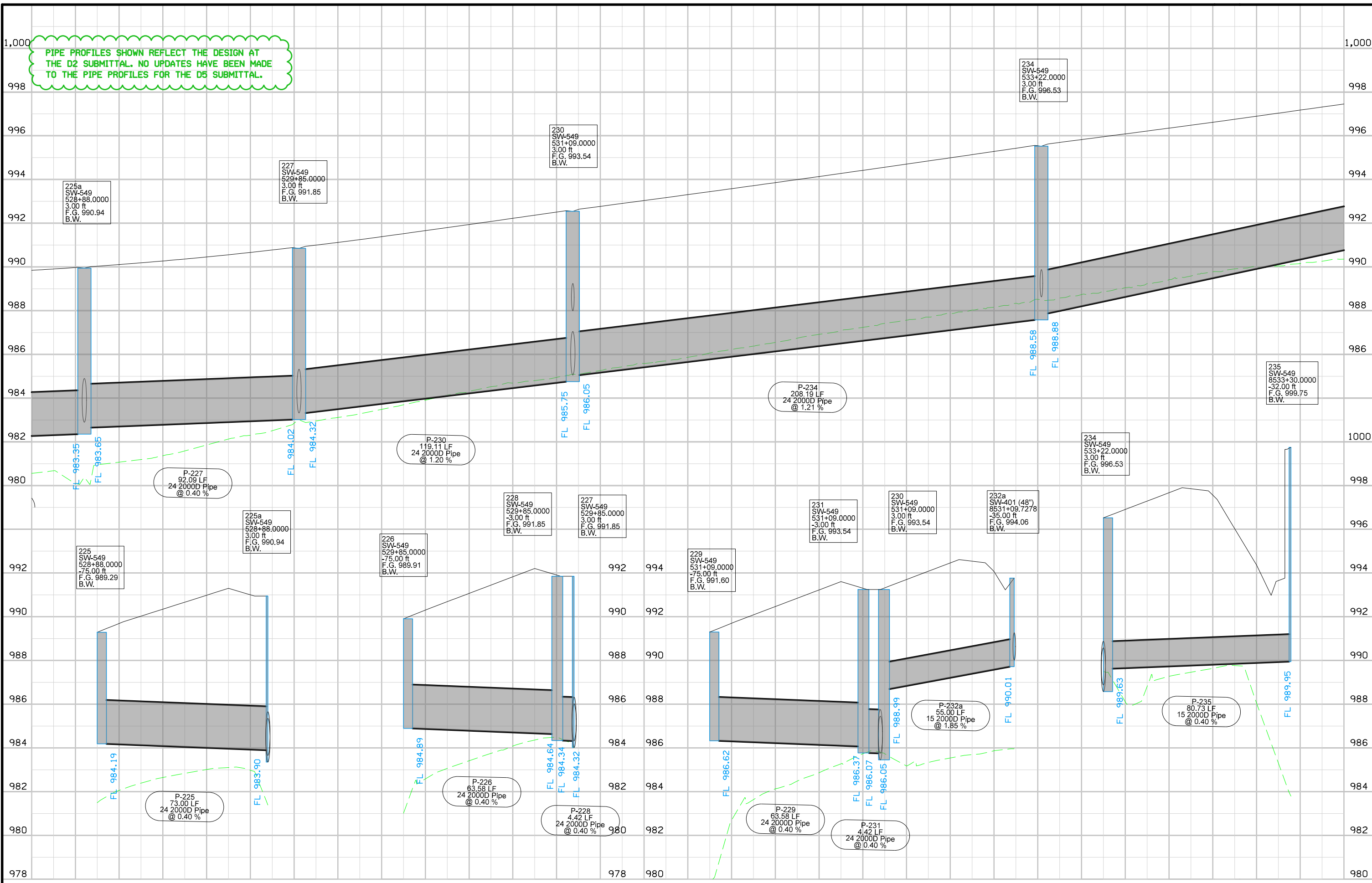


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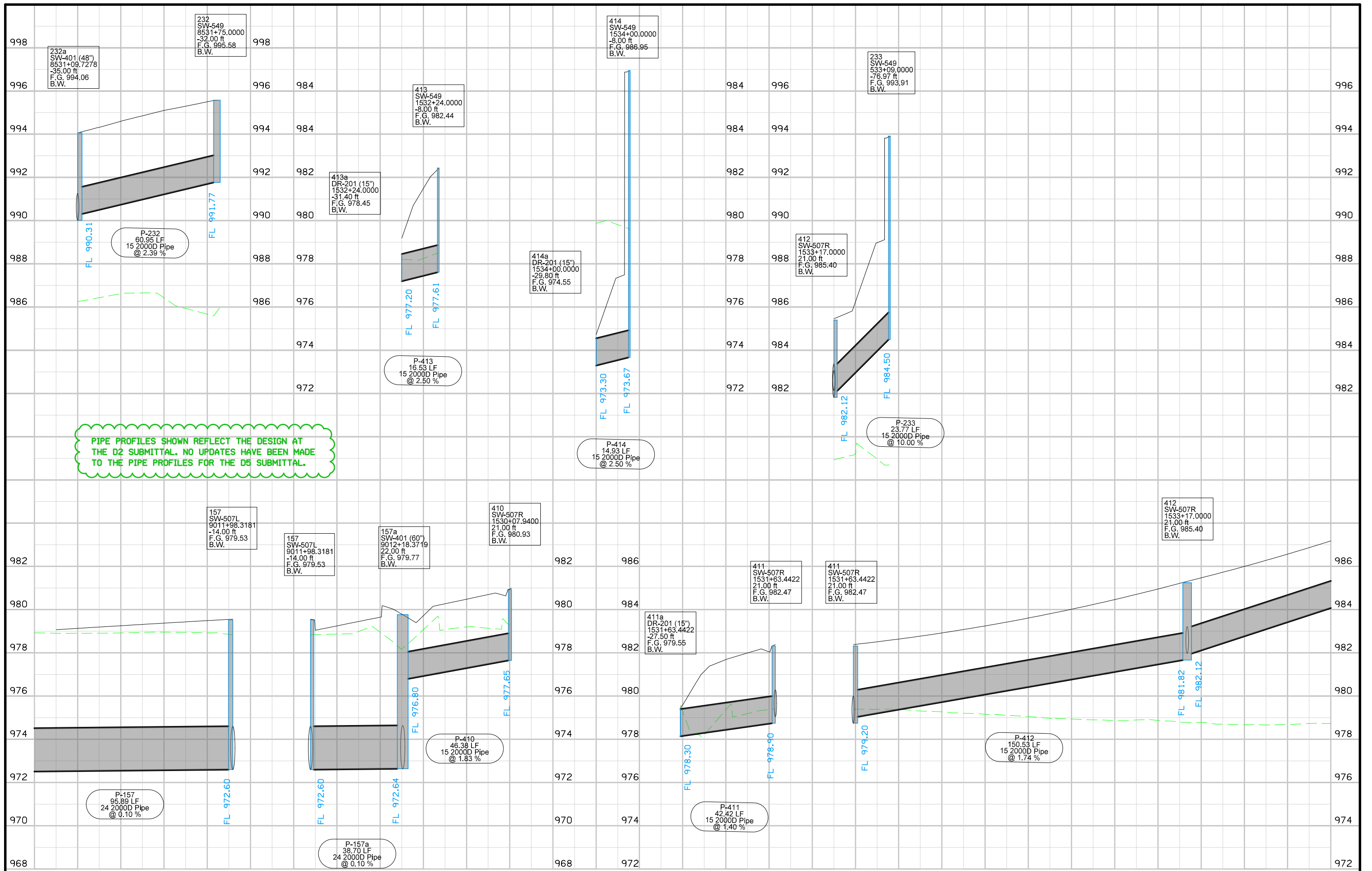


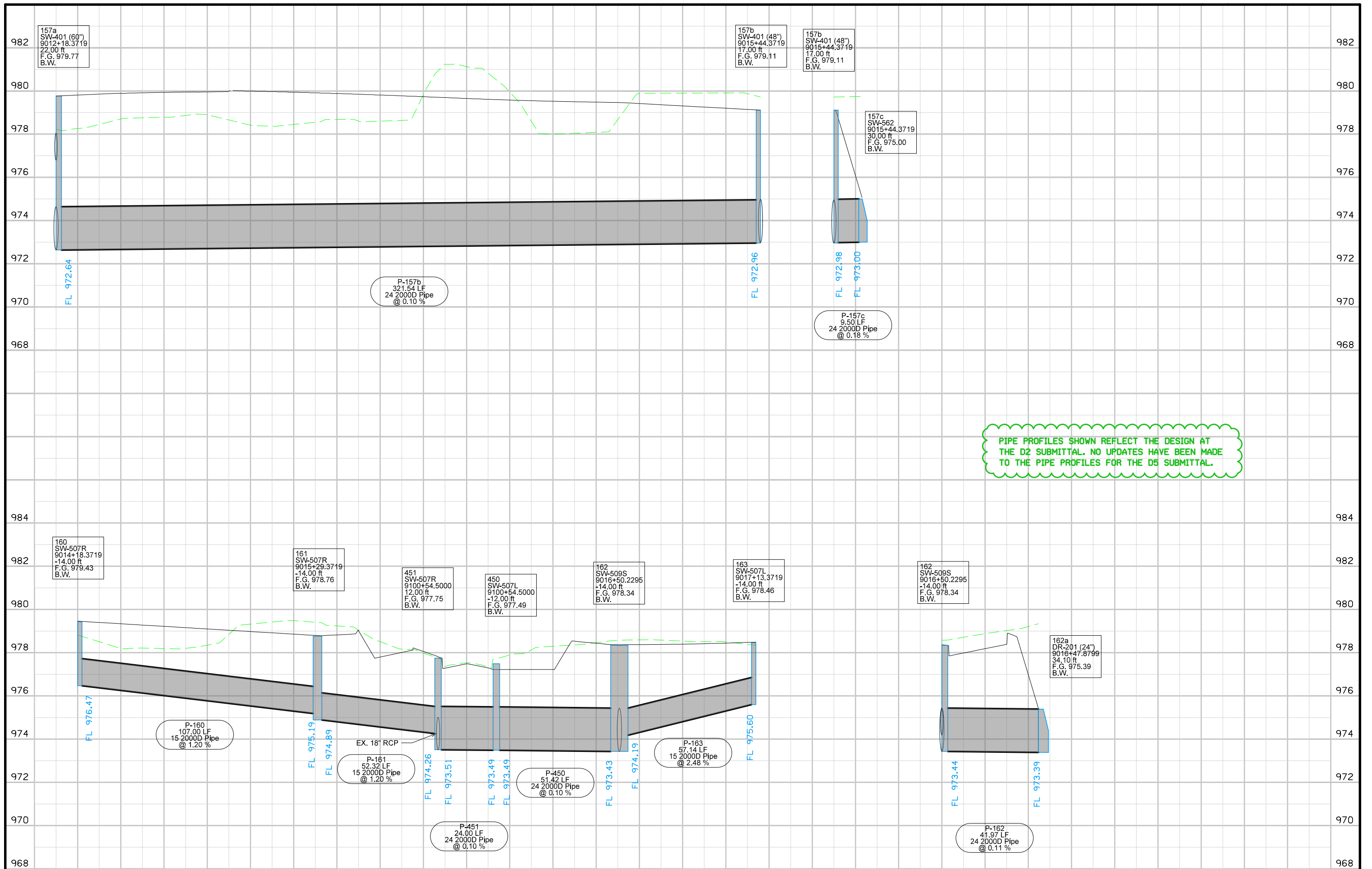
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SEC.33



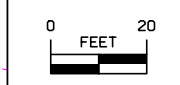
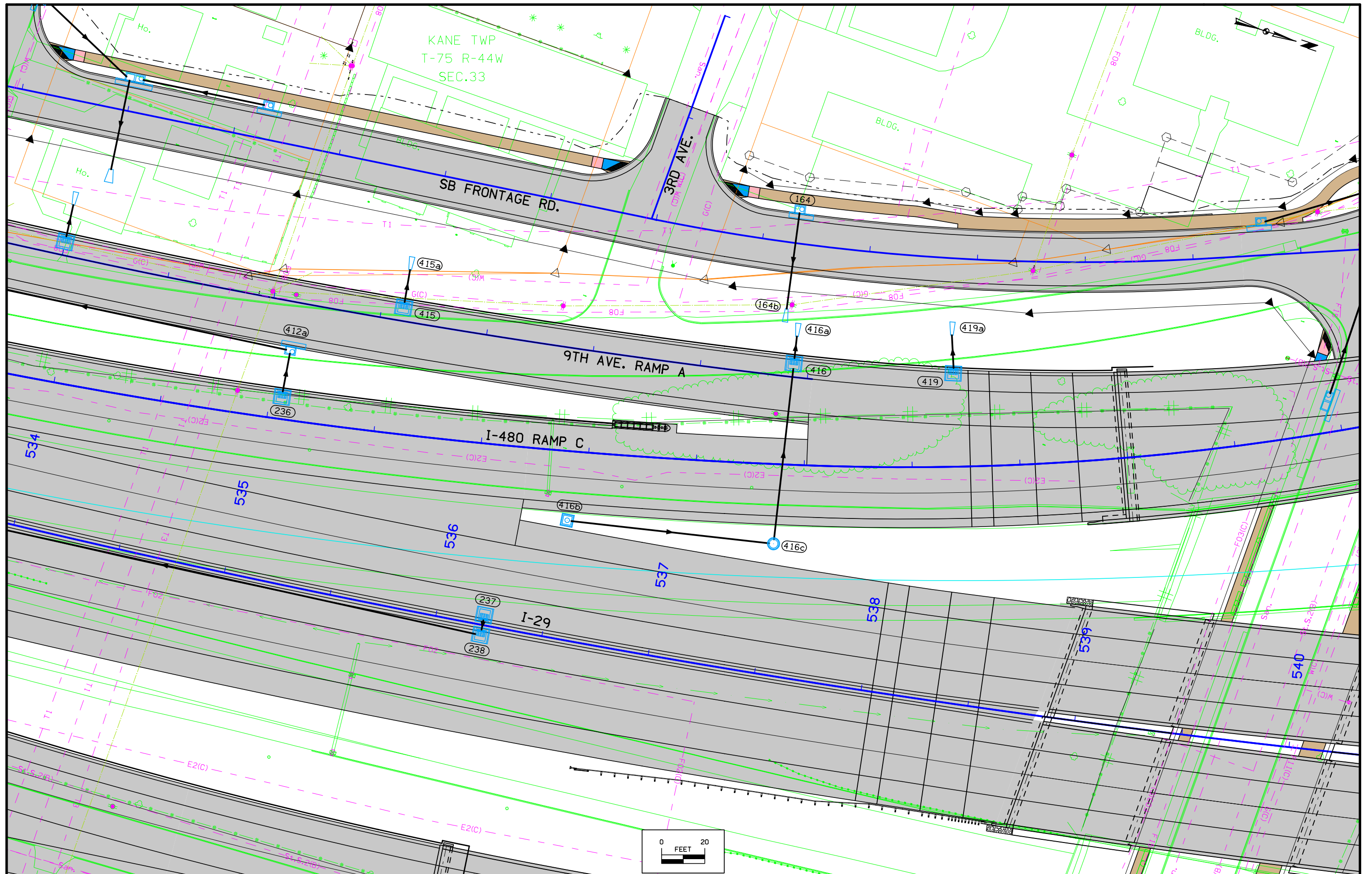


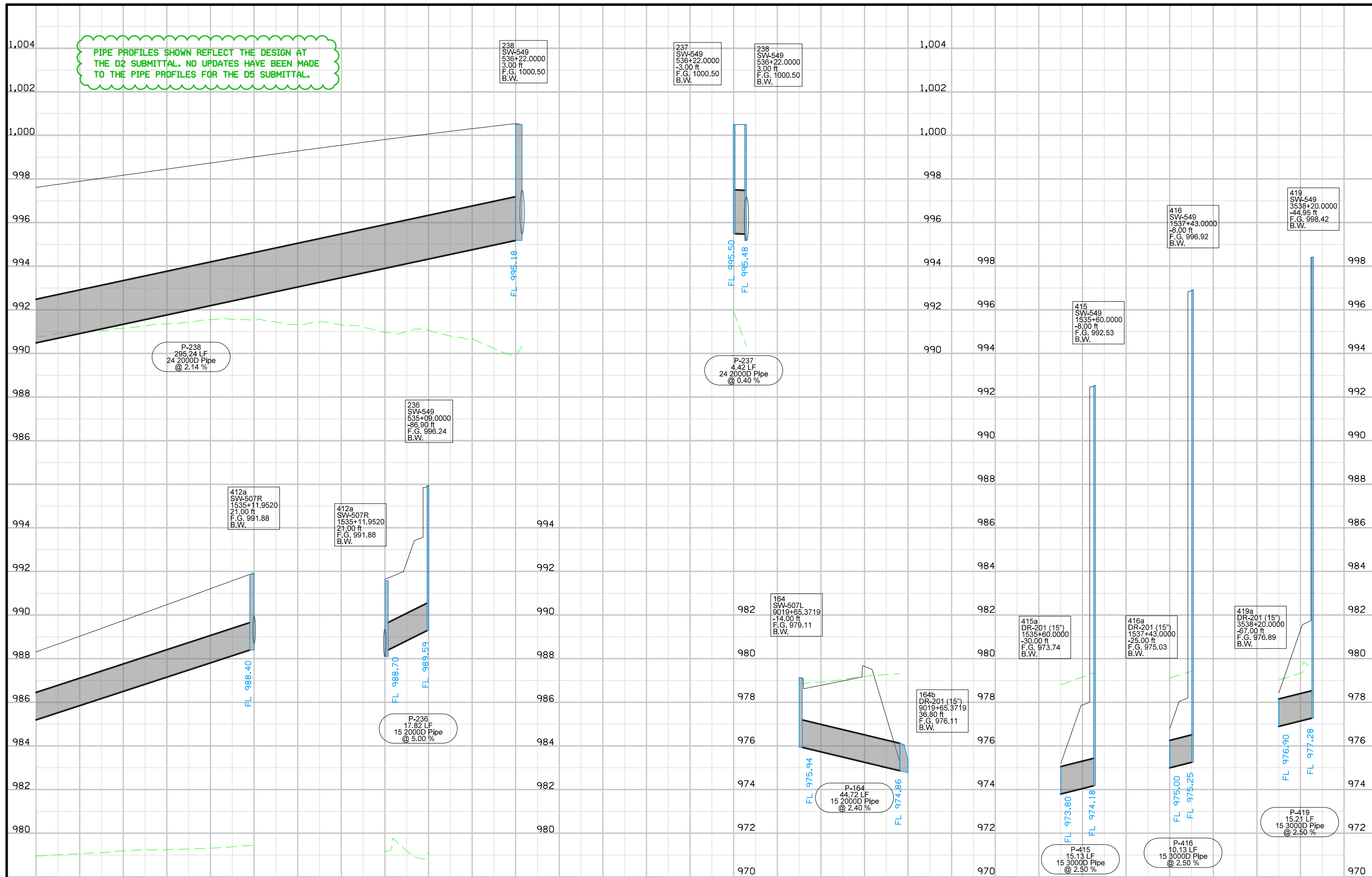
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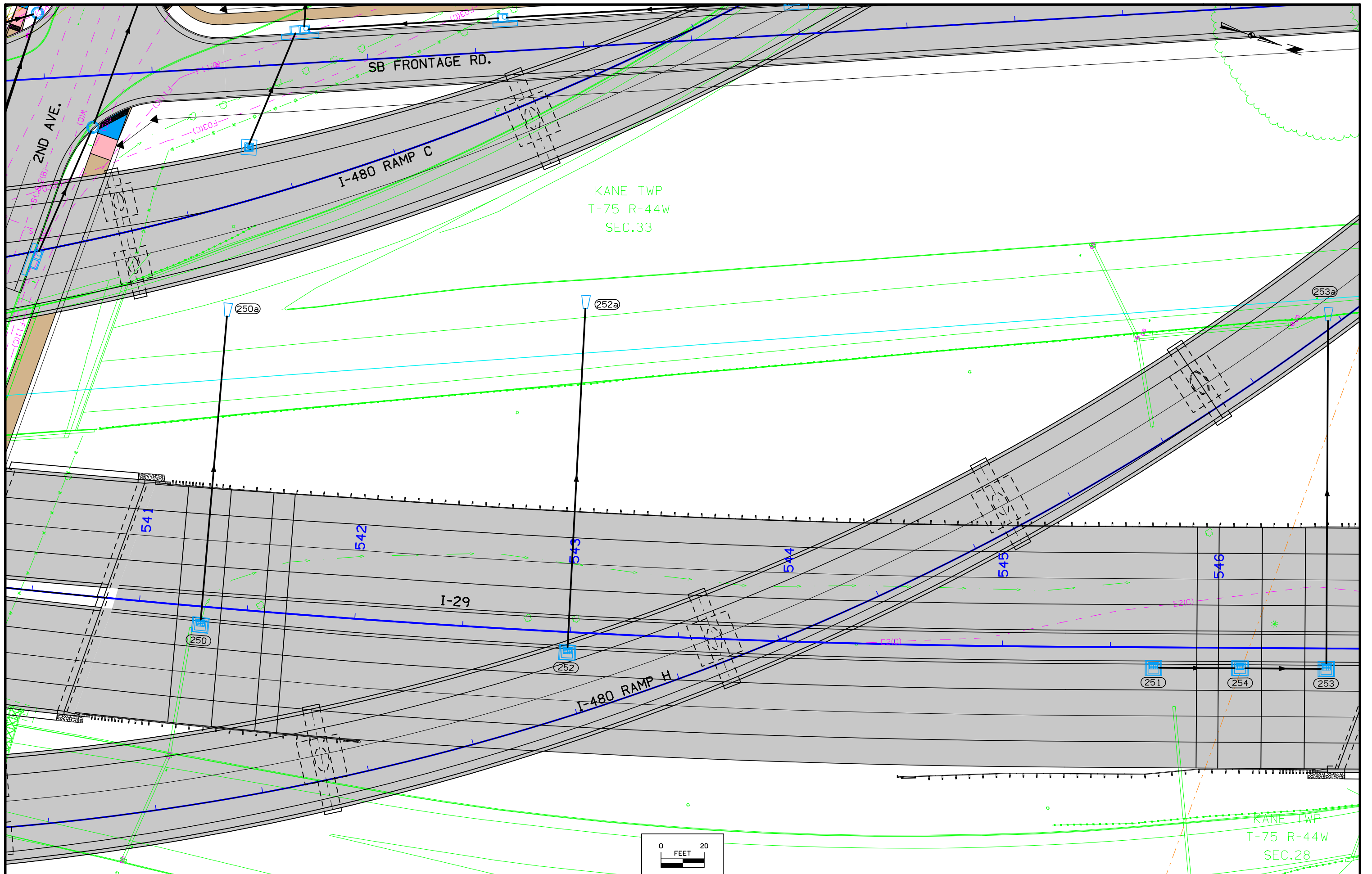




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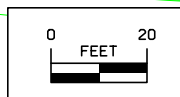


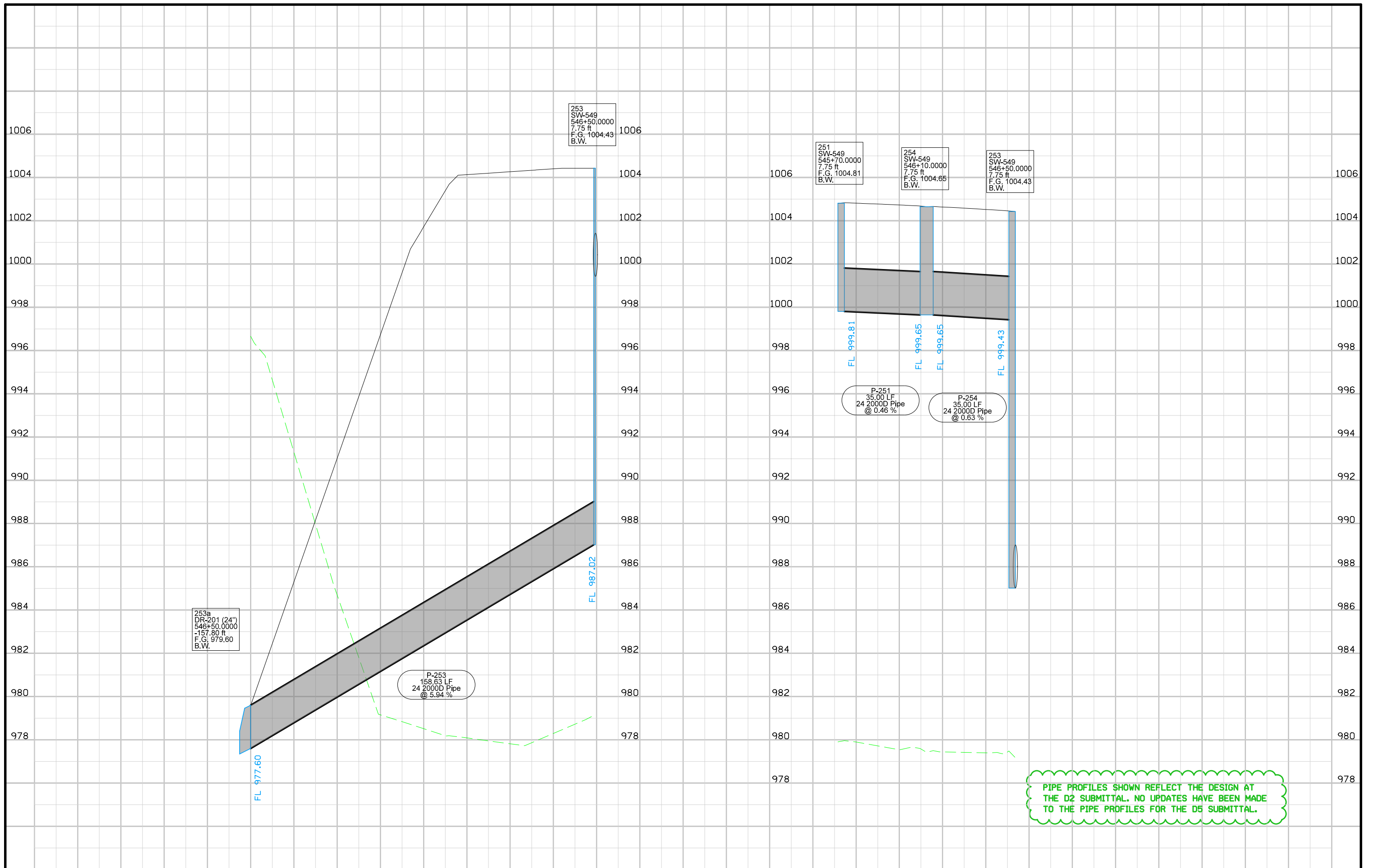


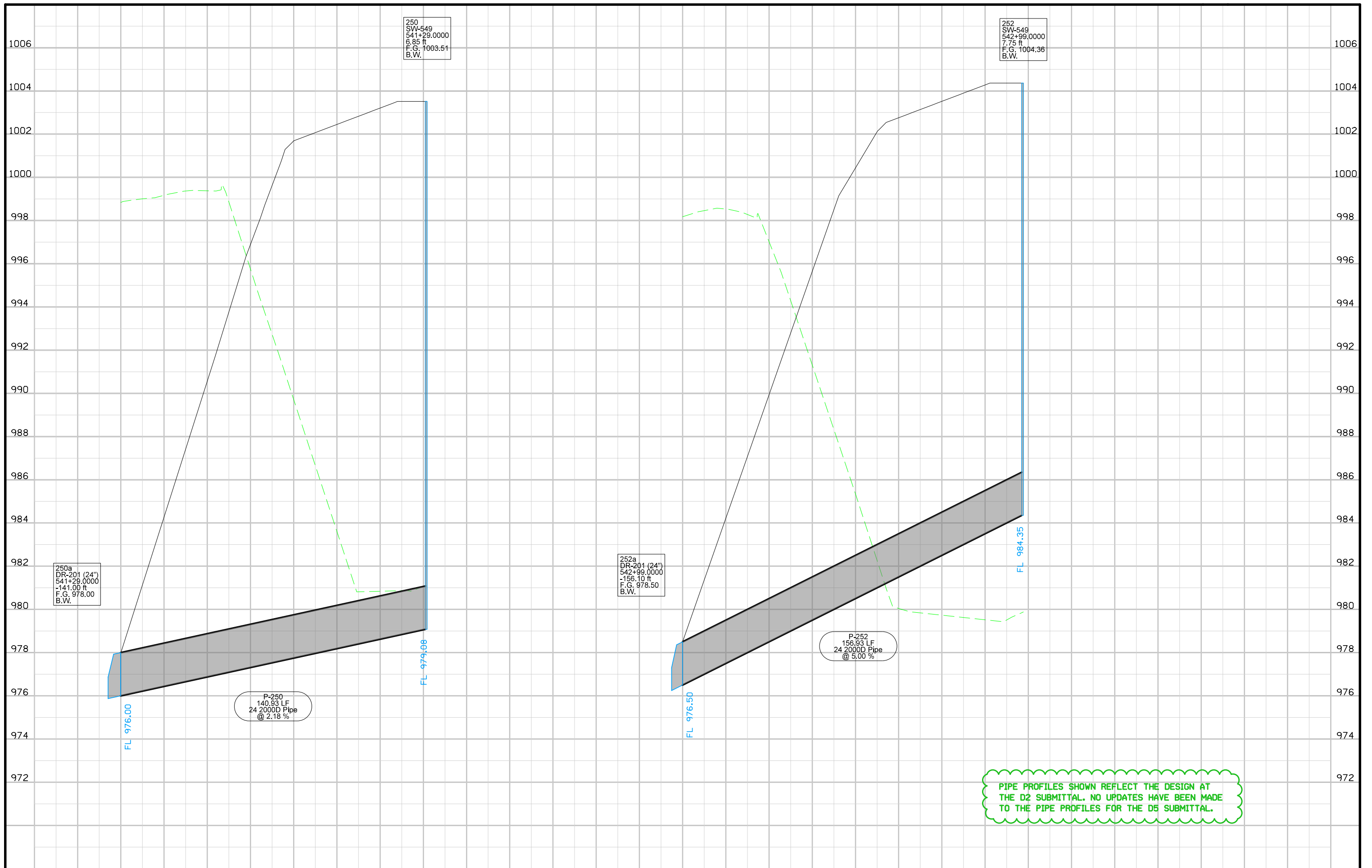


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SEC.33

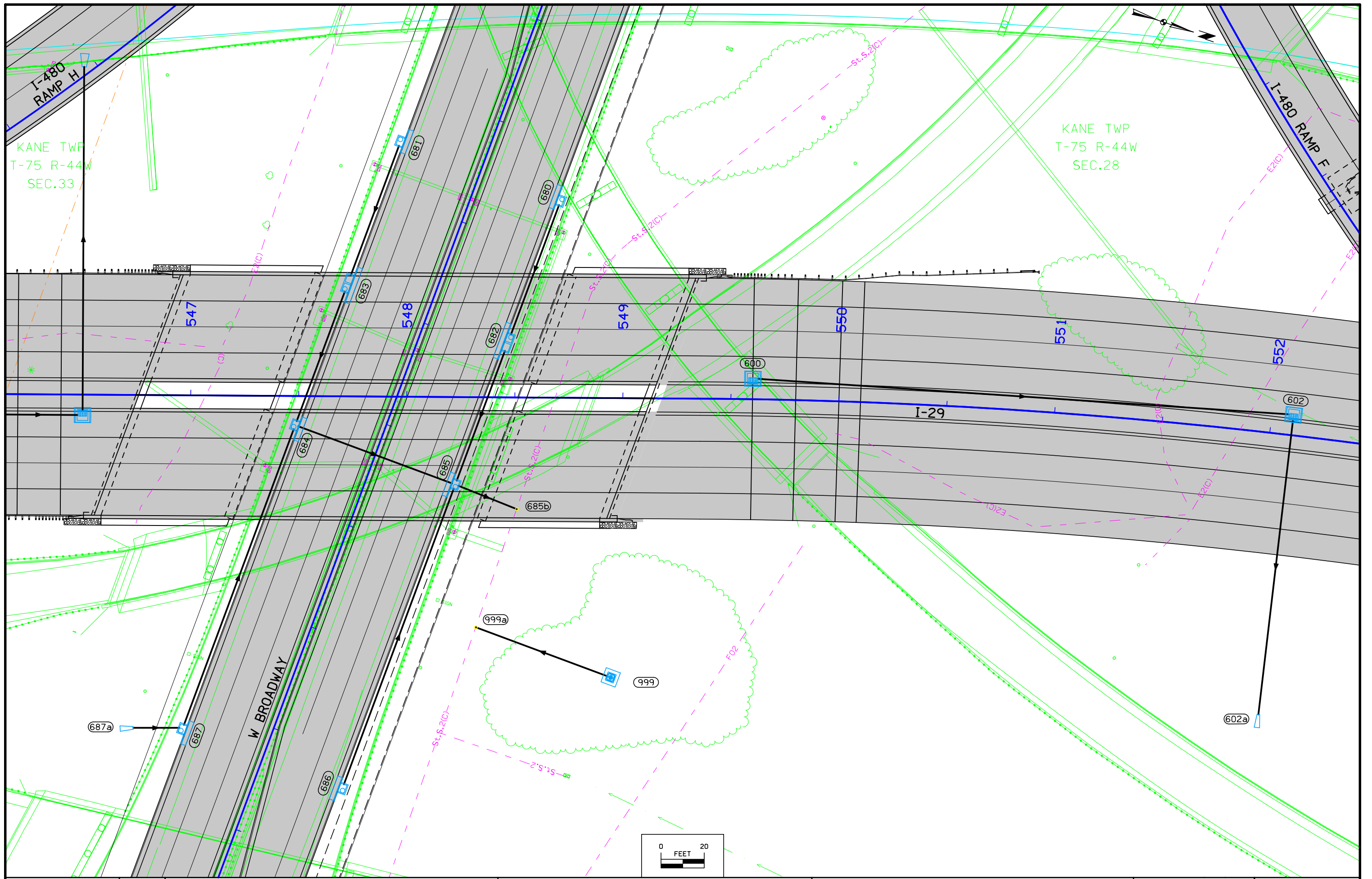
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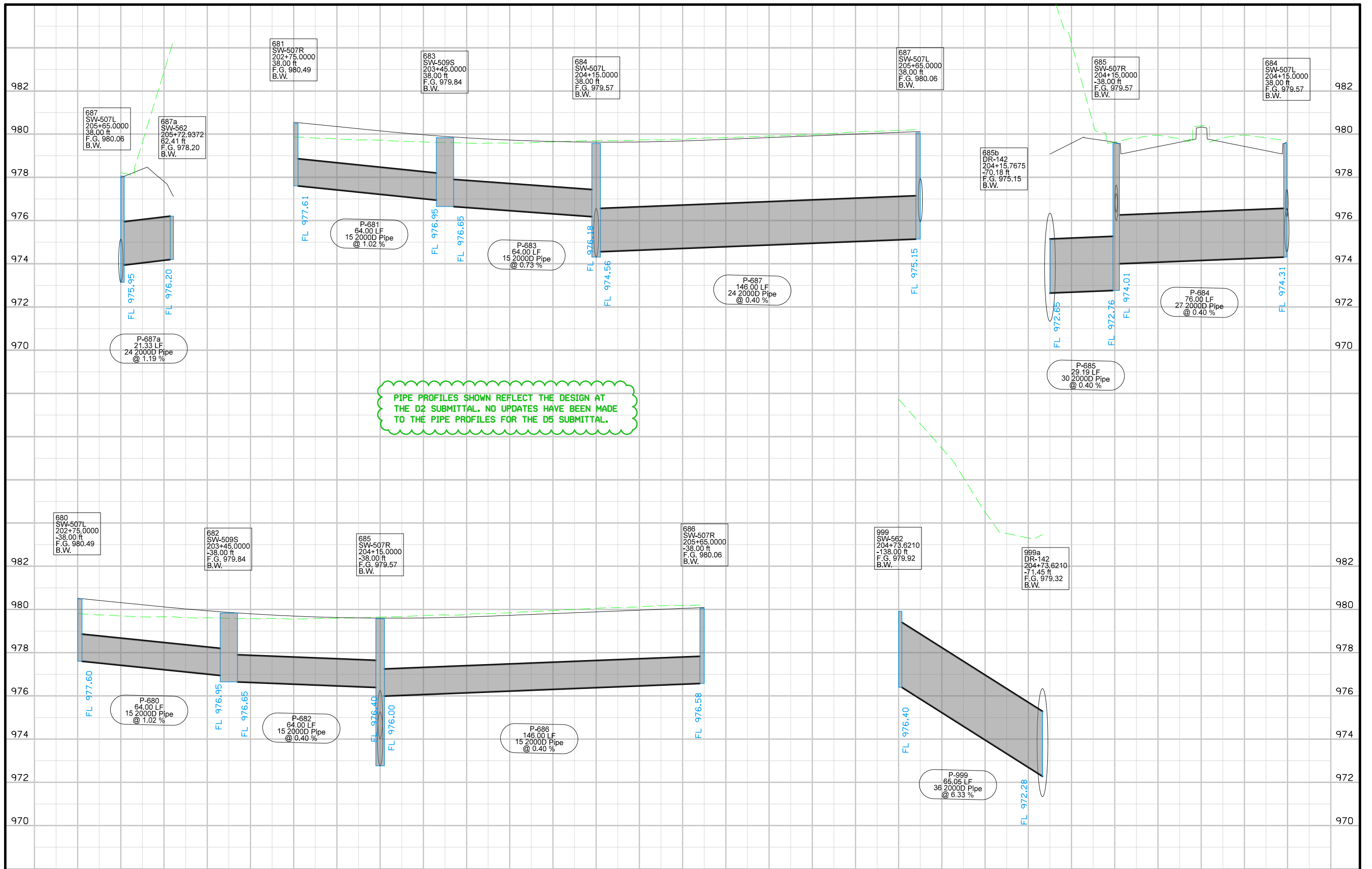




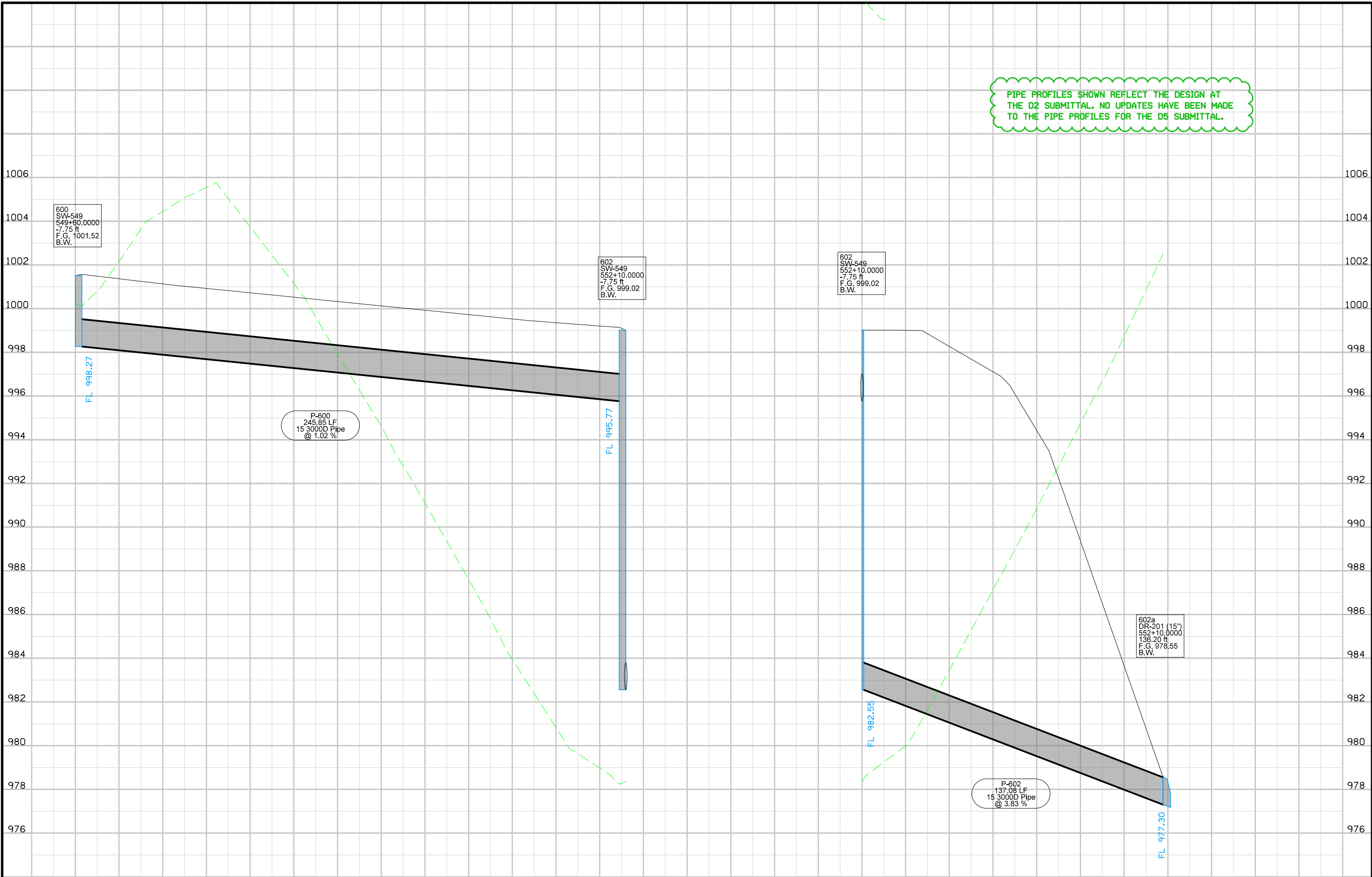


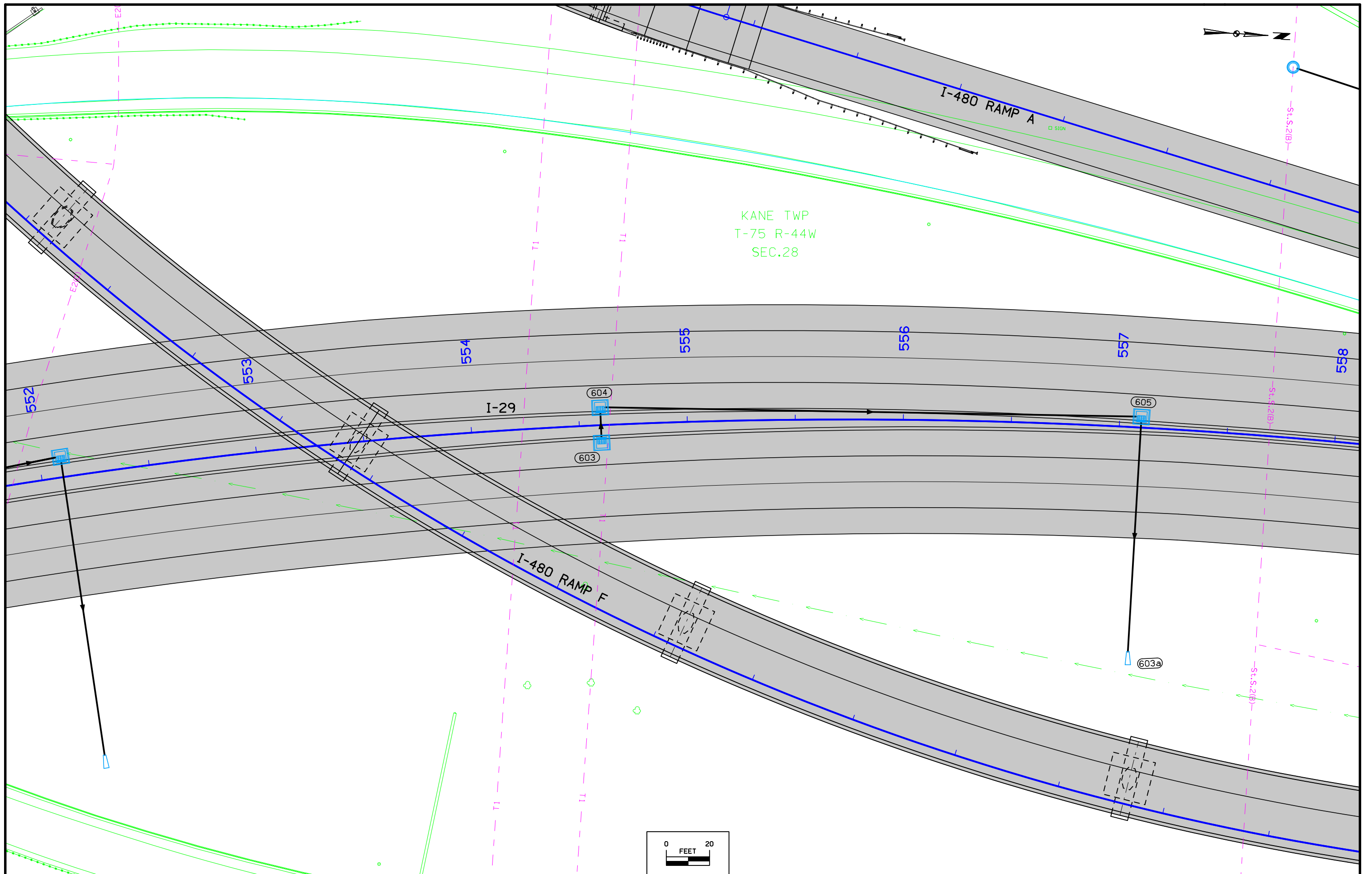
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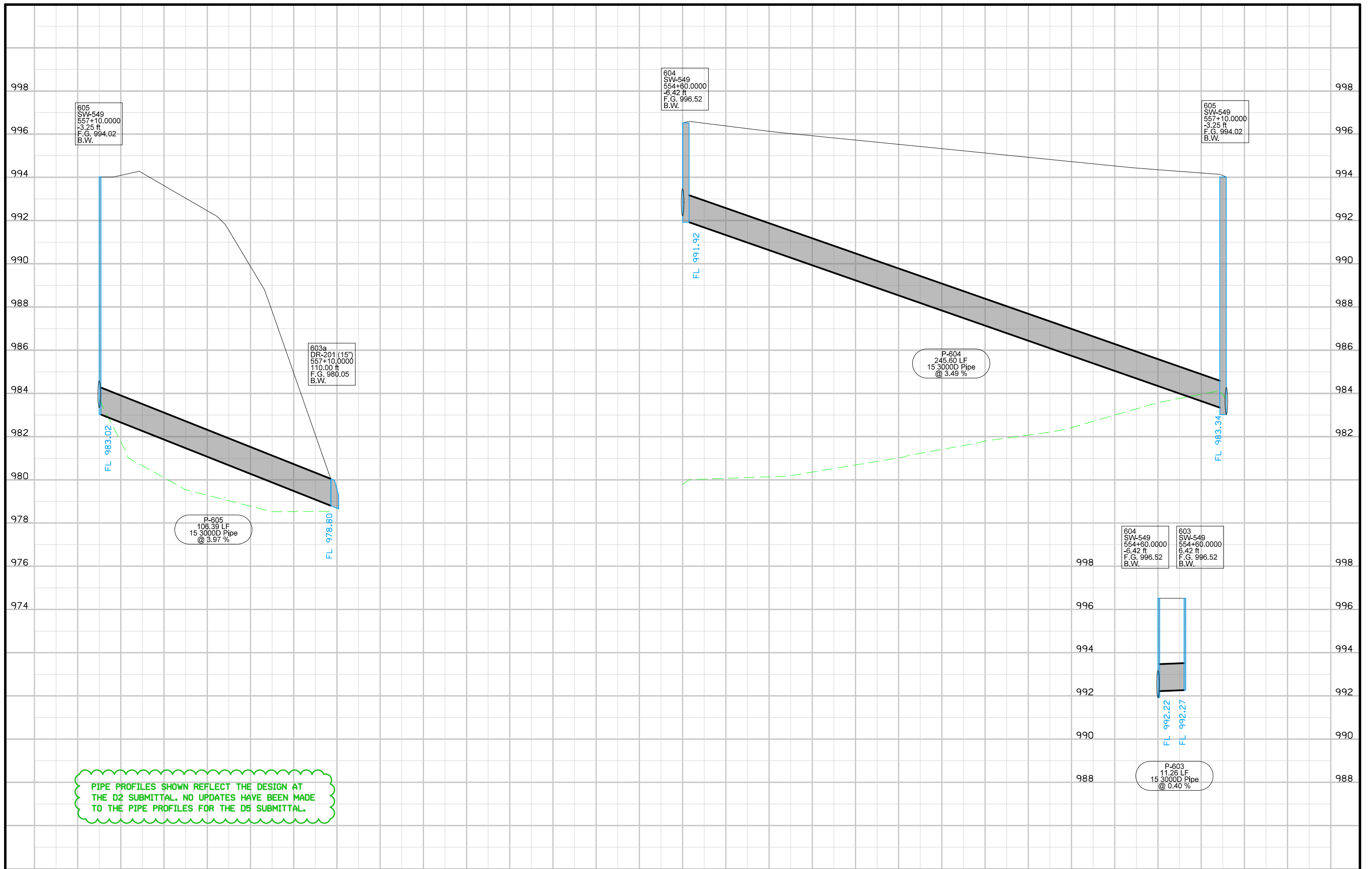


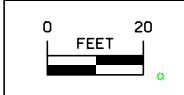
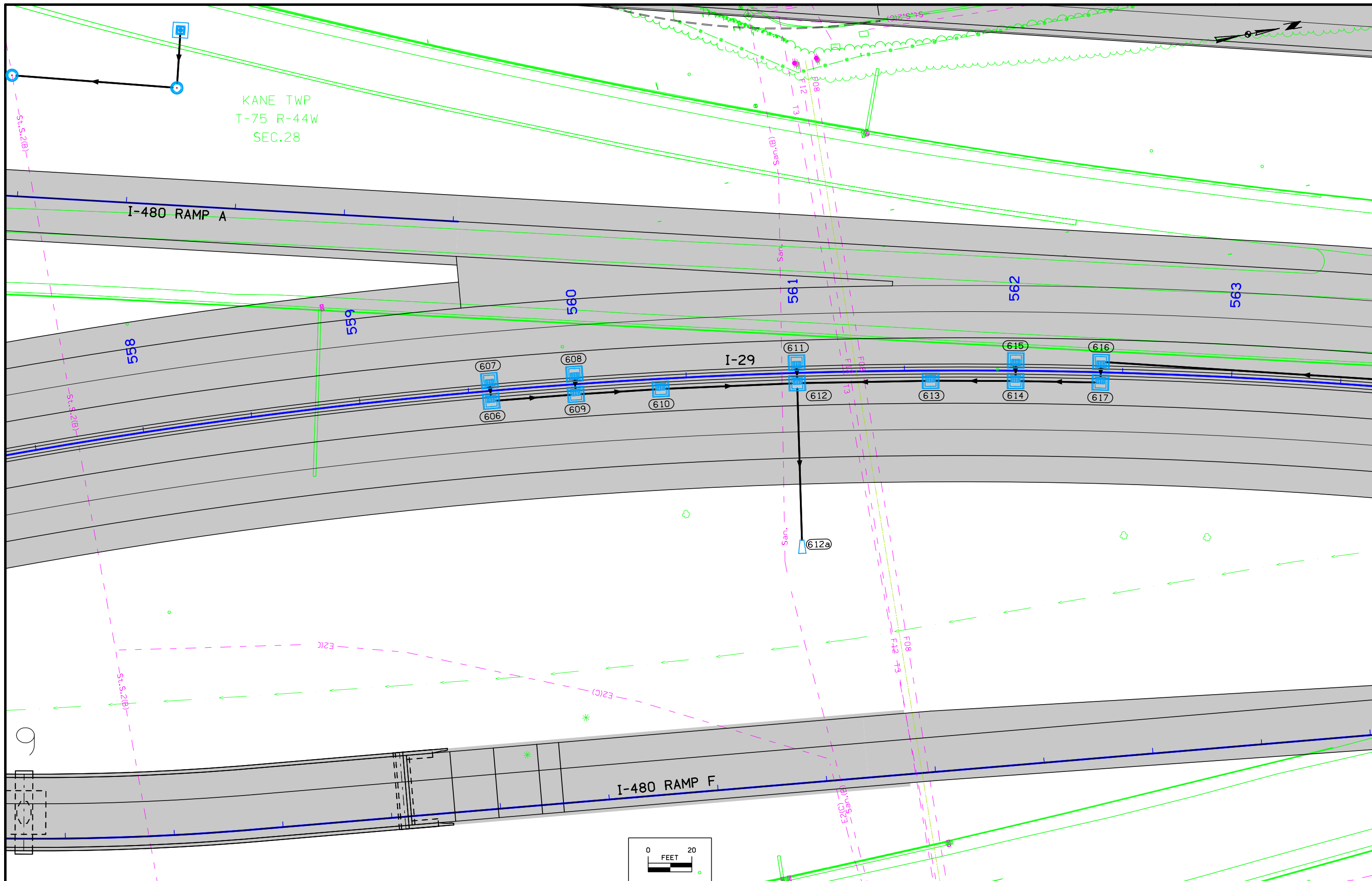


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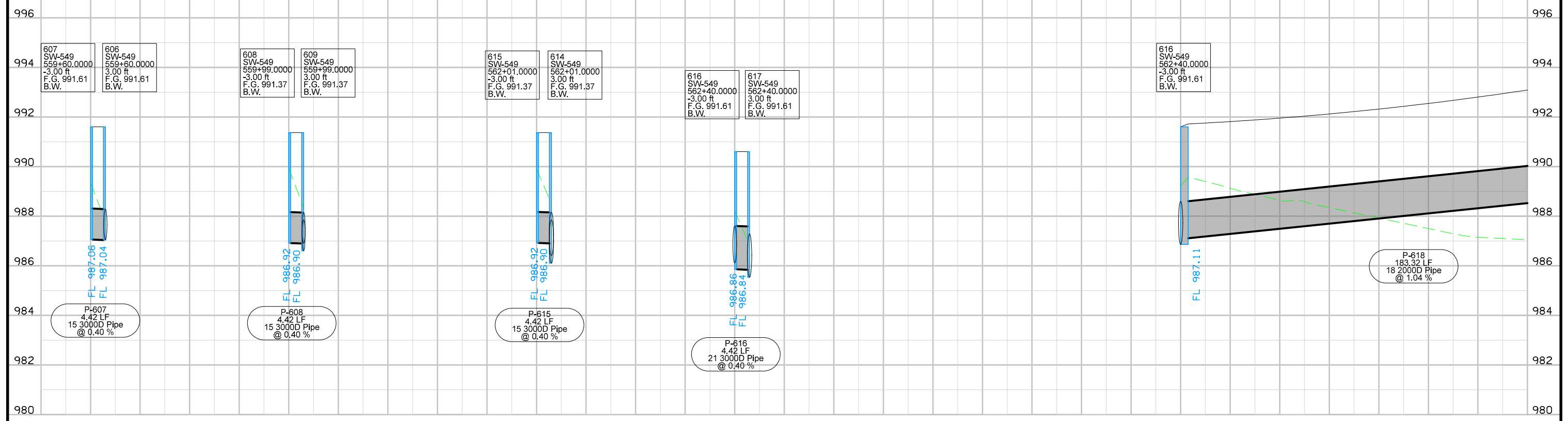
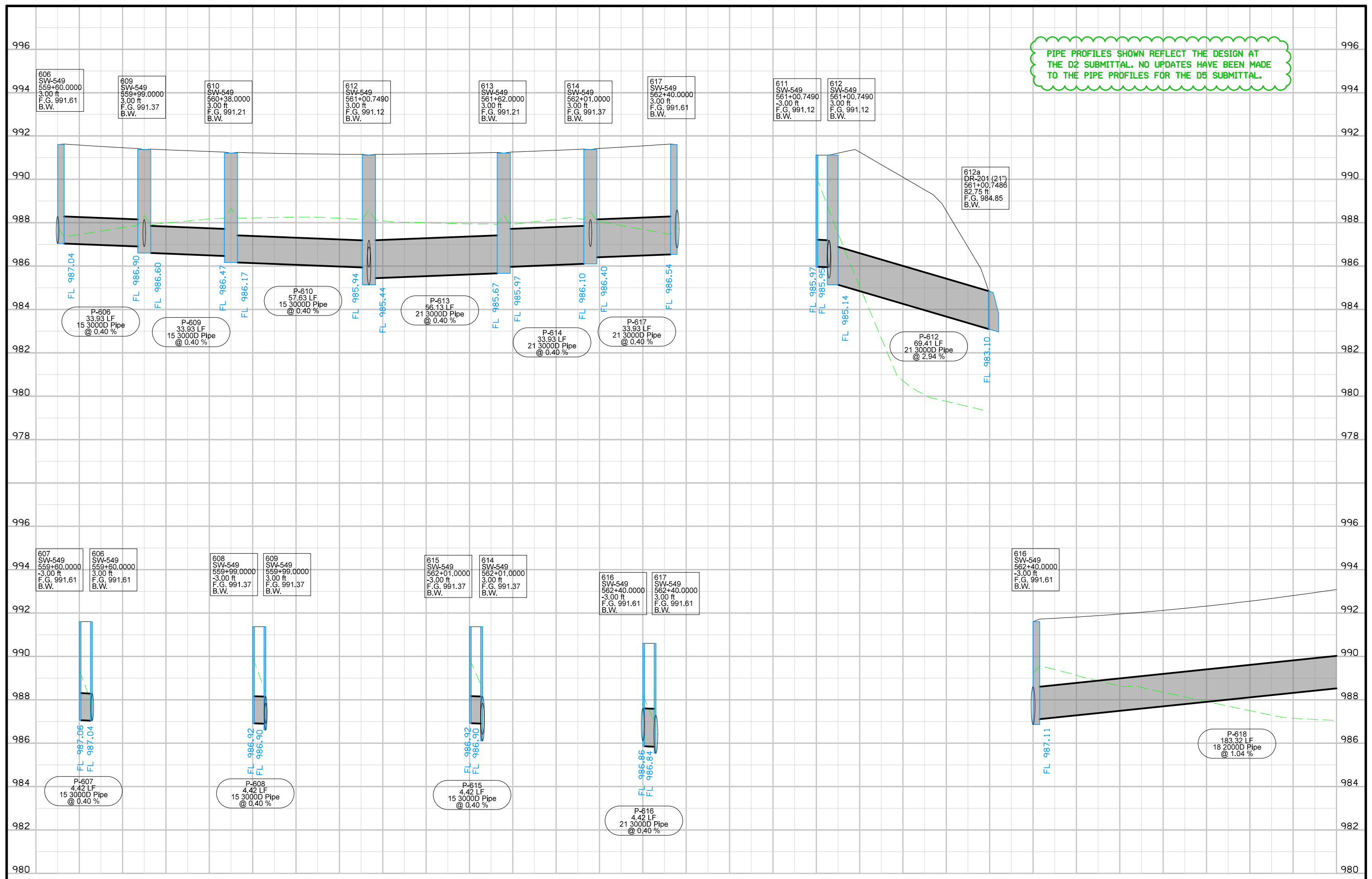


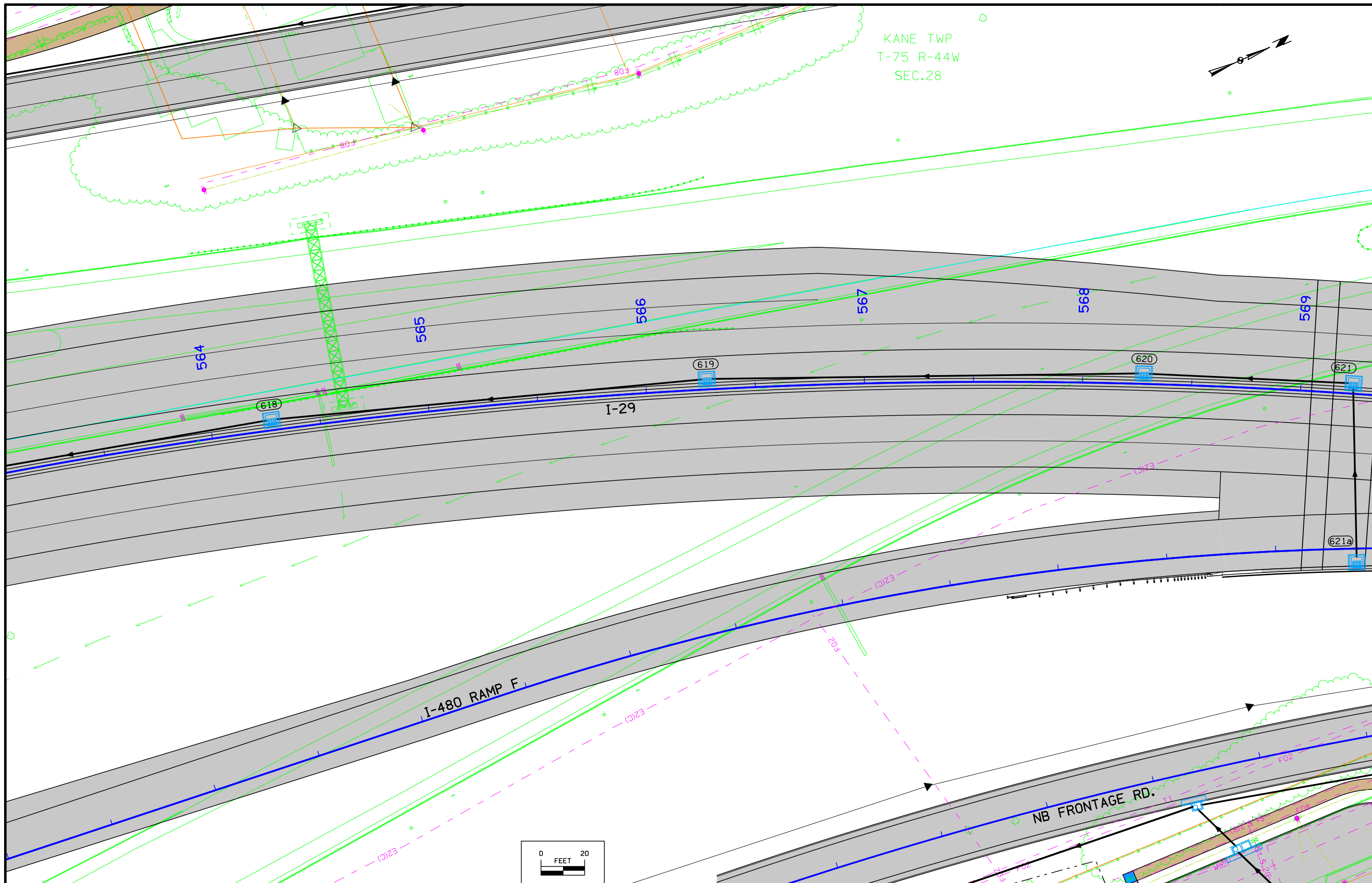




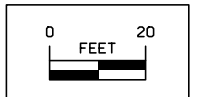
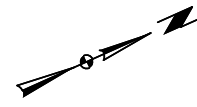


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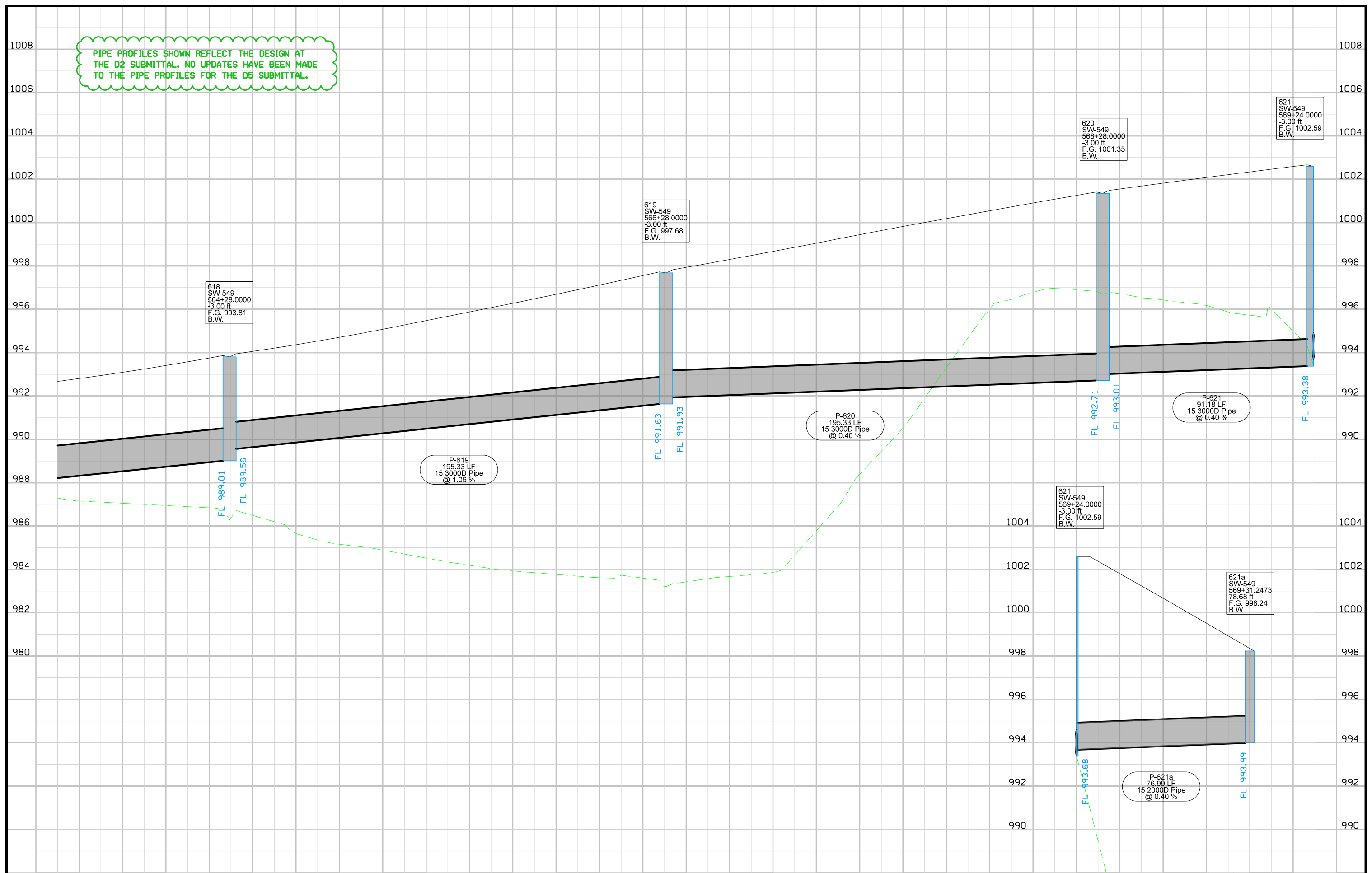


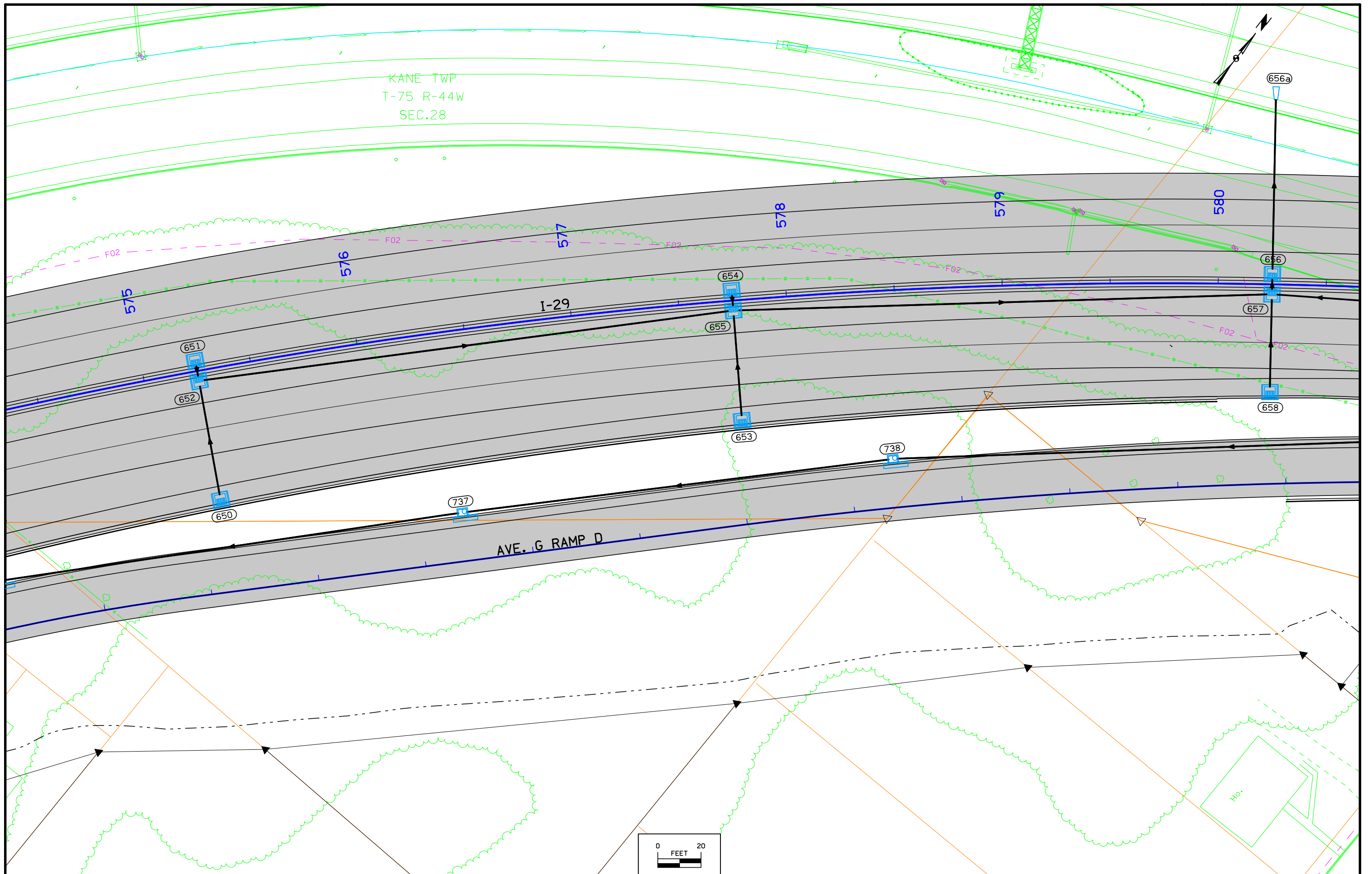


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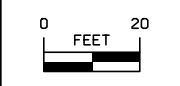
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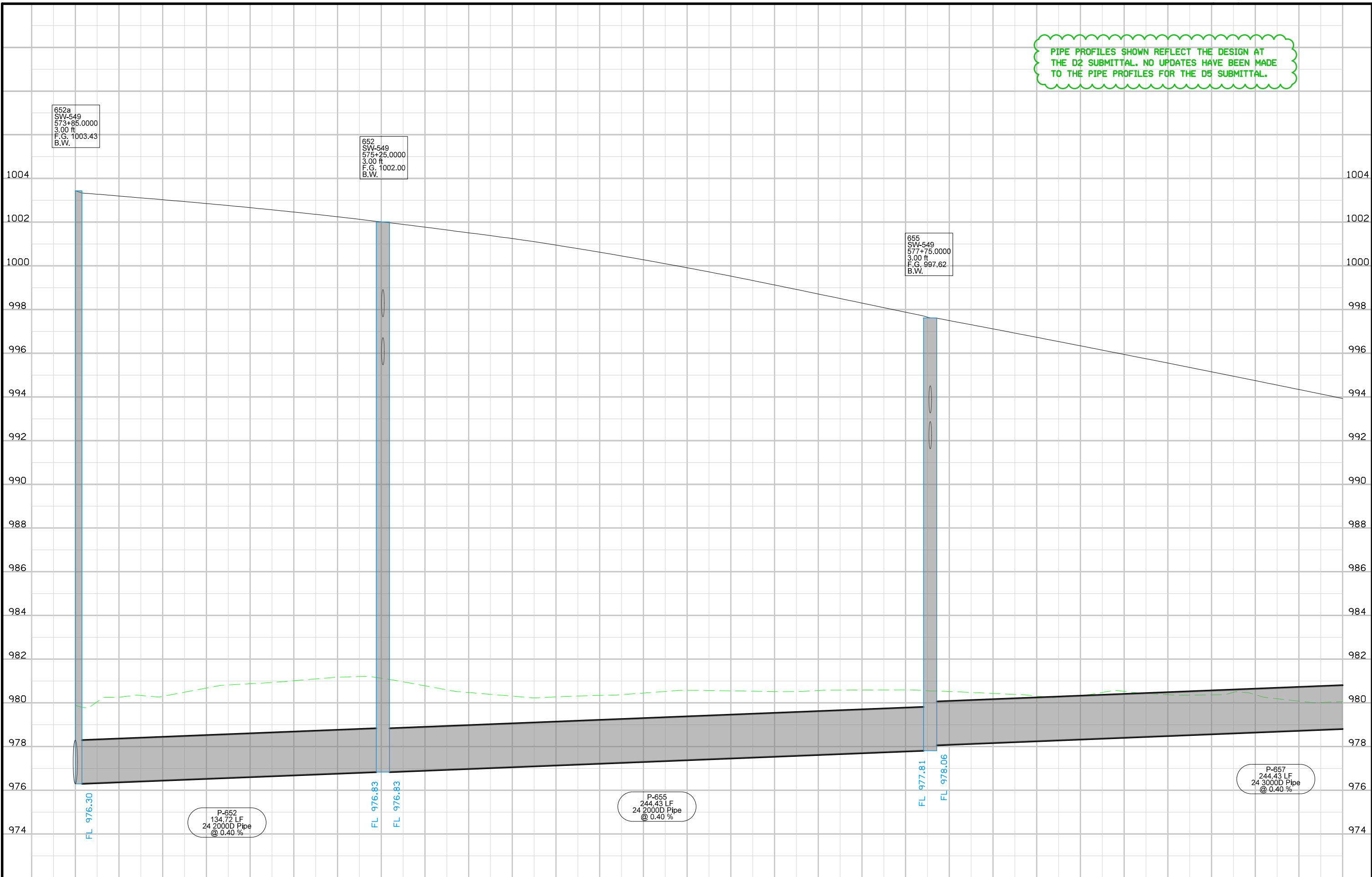


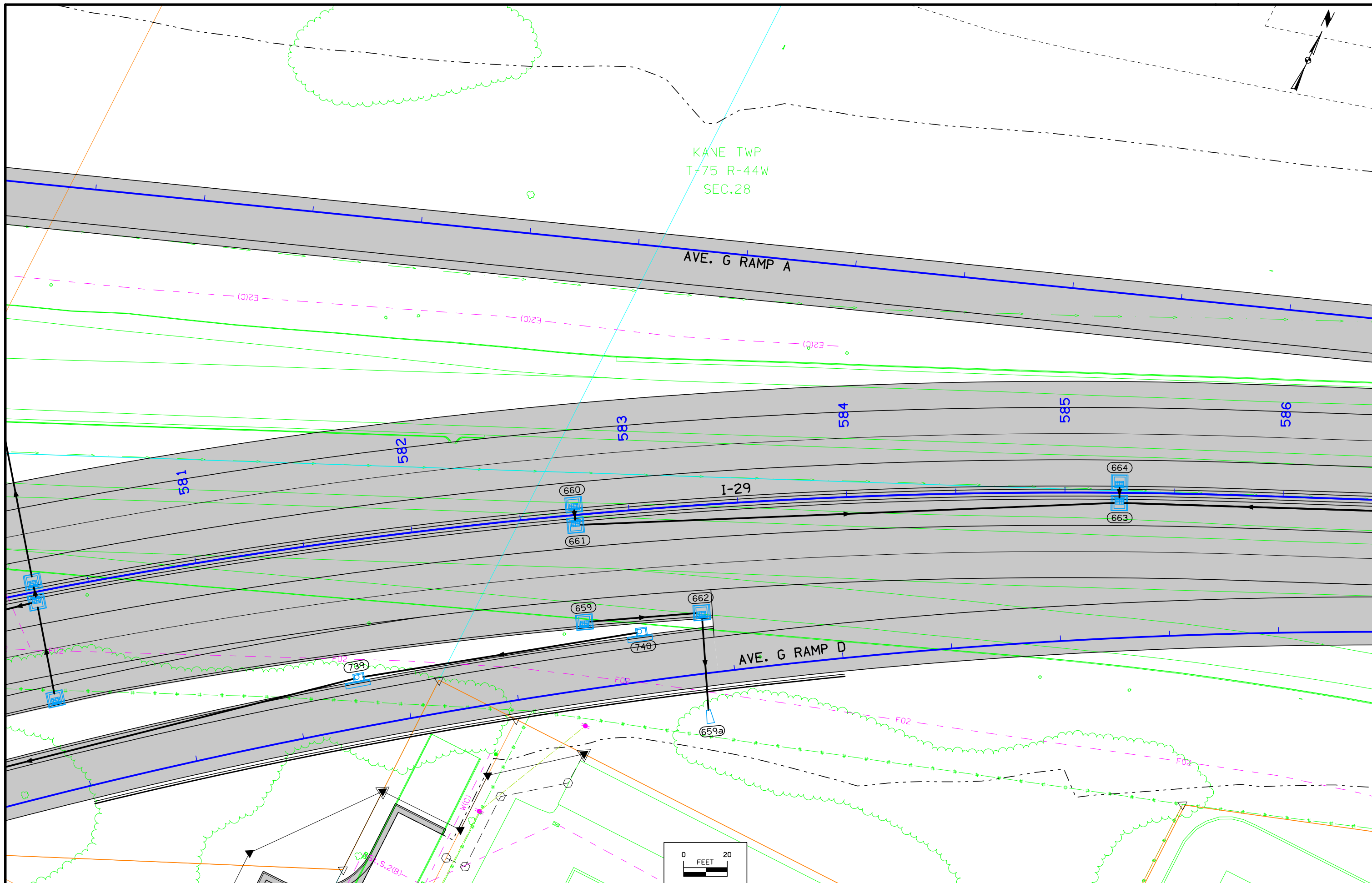
KANE TWP
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SEC.28

AVE. G RAMP D



PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



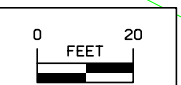


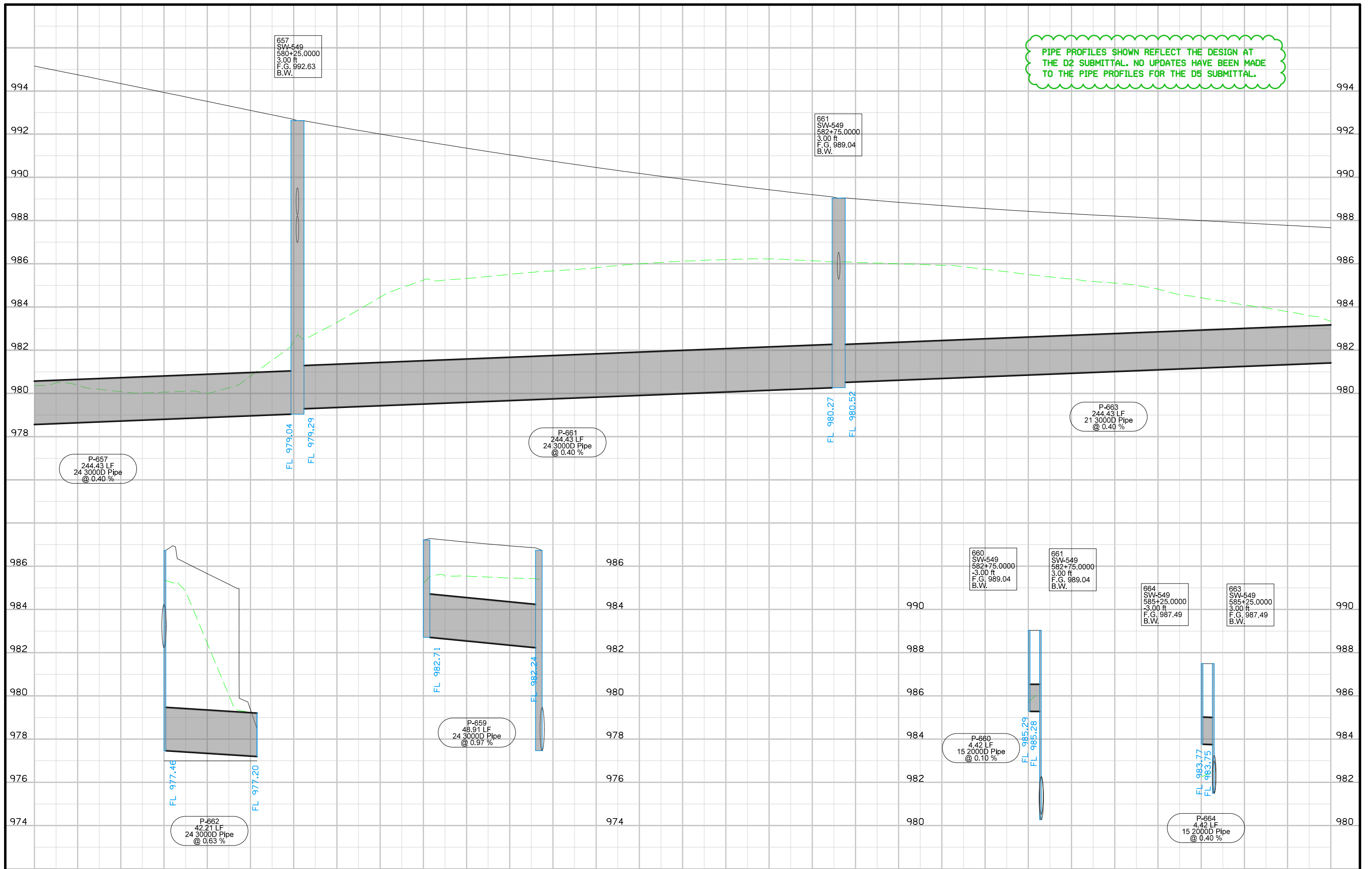
KANE TWP
T-75 R-44W
SEC.28

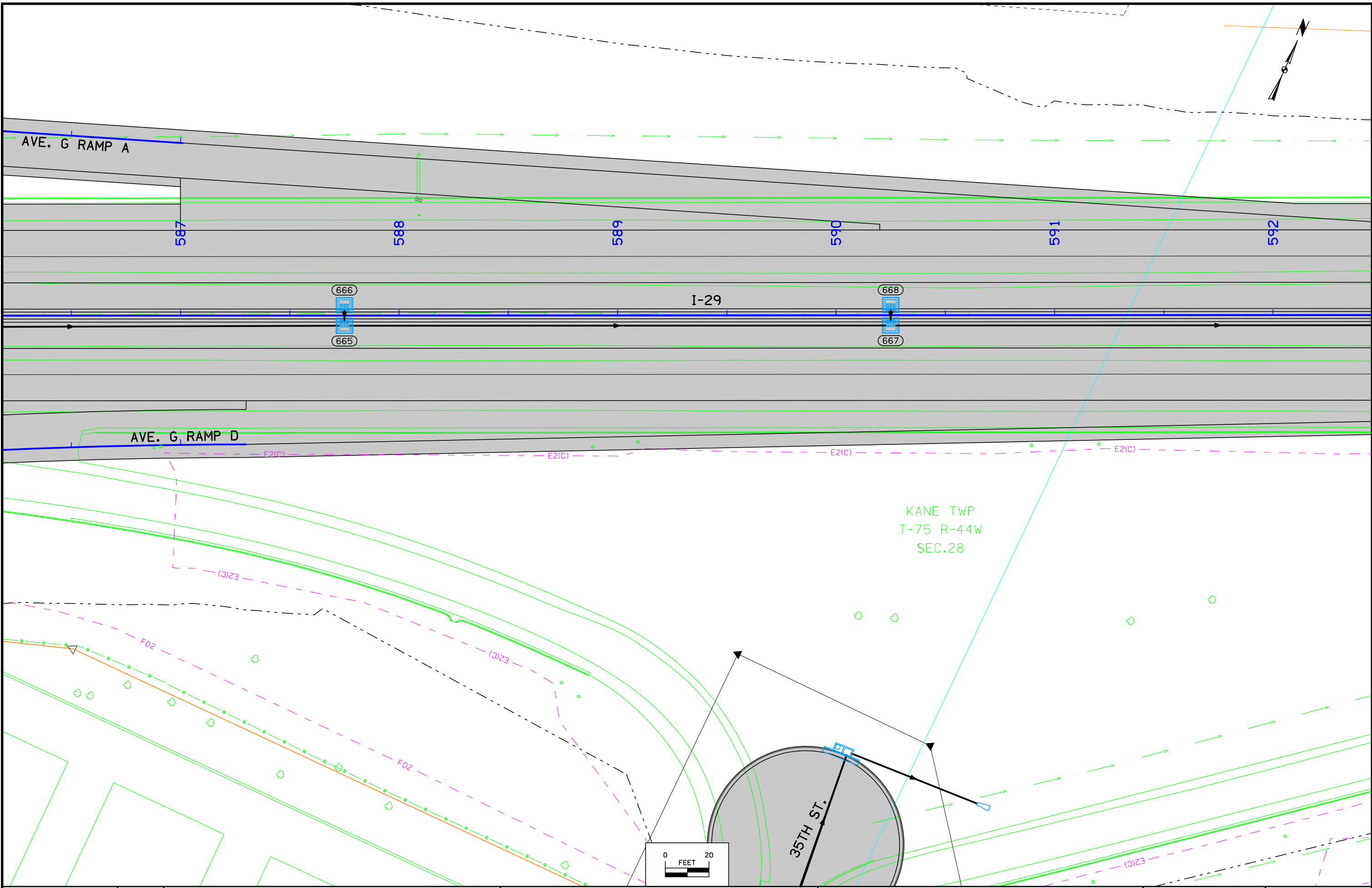
AVE. G RAMP A

I-29

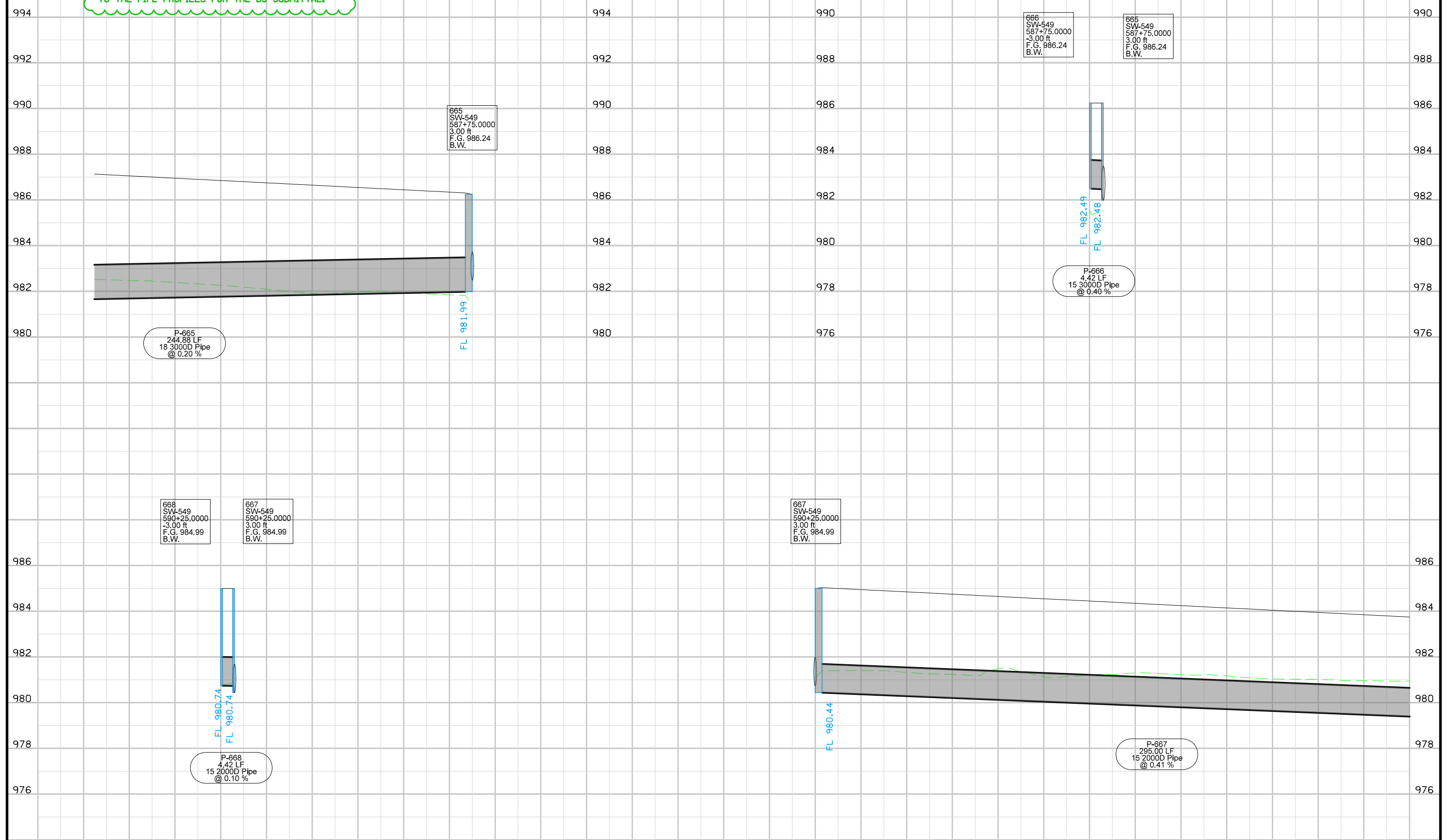
AVE. G RAMP D

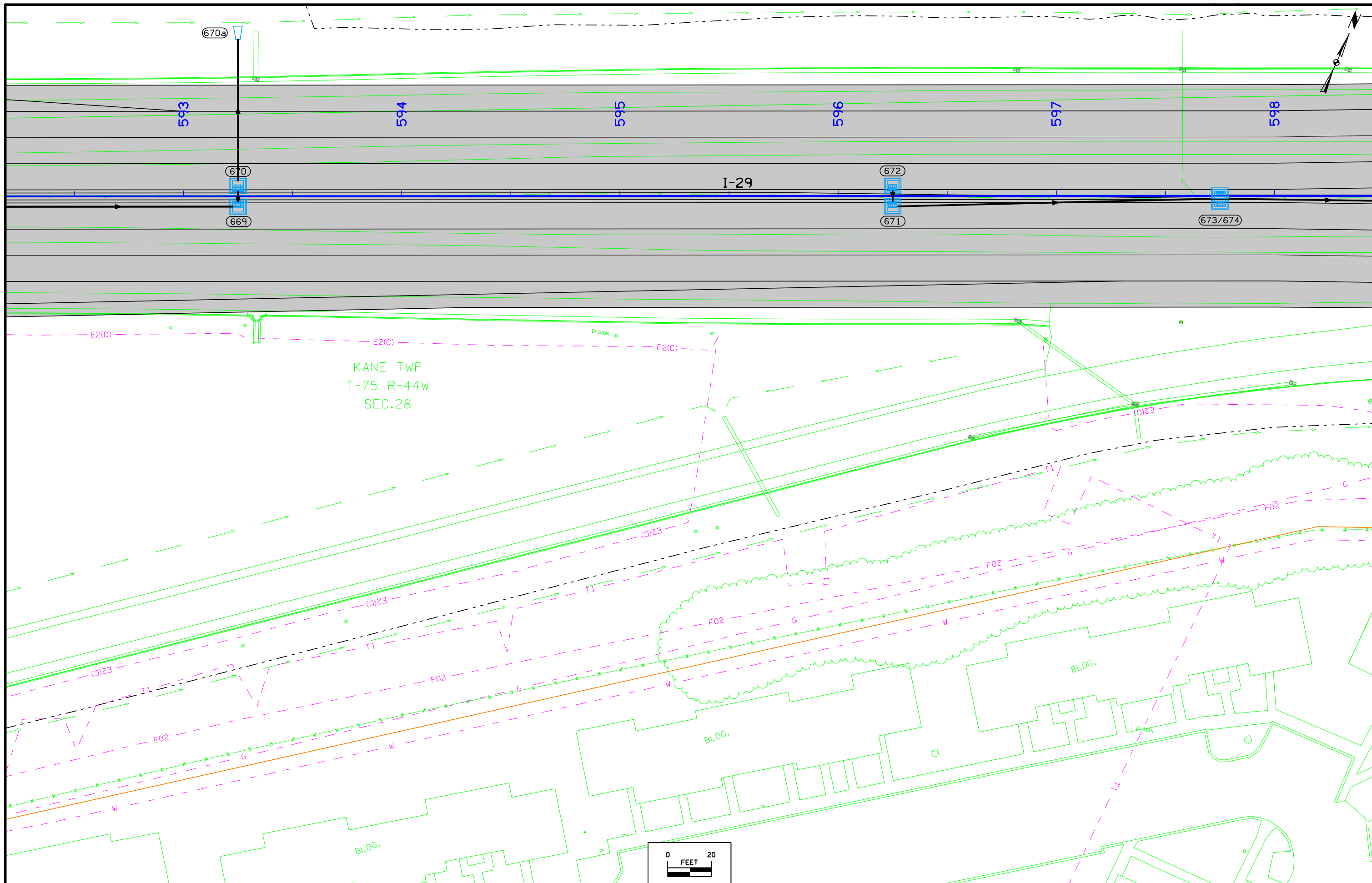




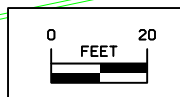


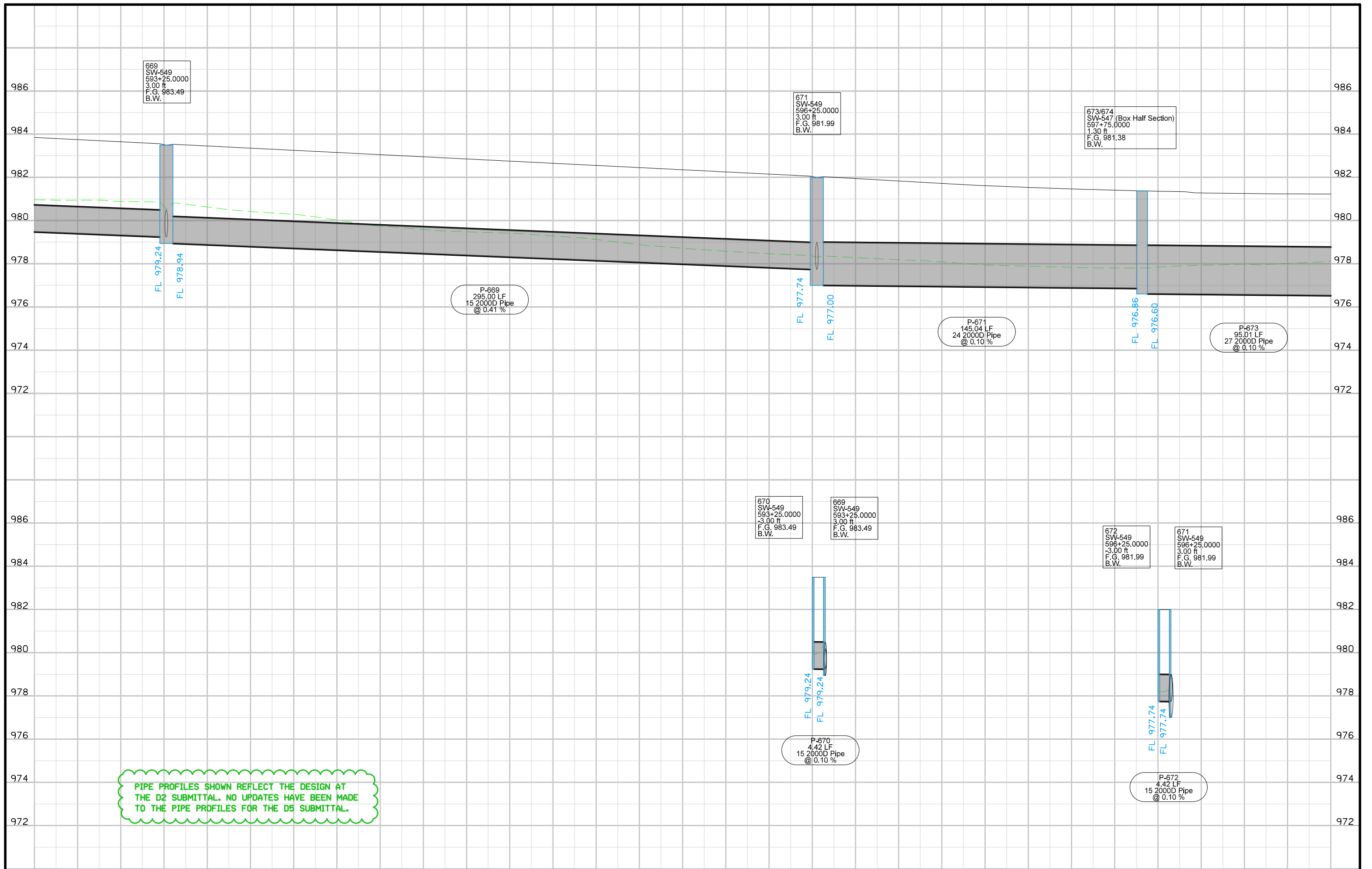
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

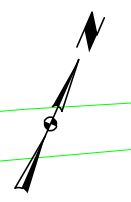




KANE TWP
T-75 R-44W
SEC.28

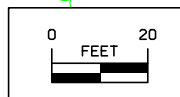
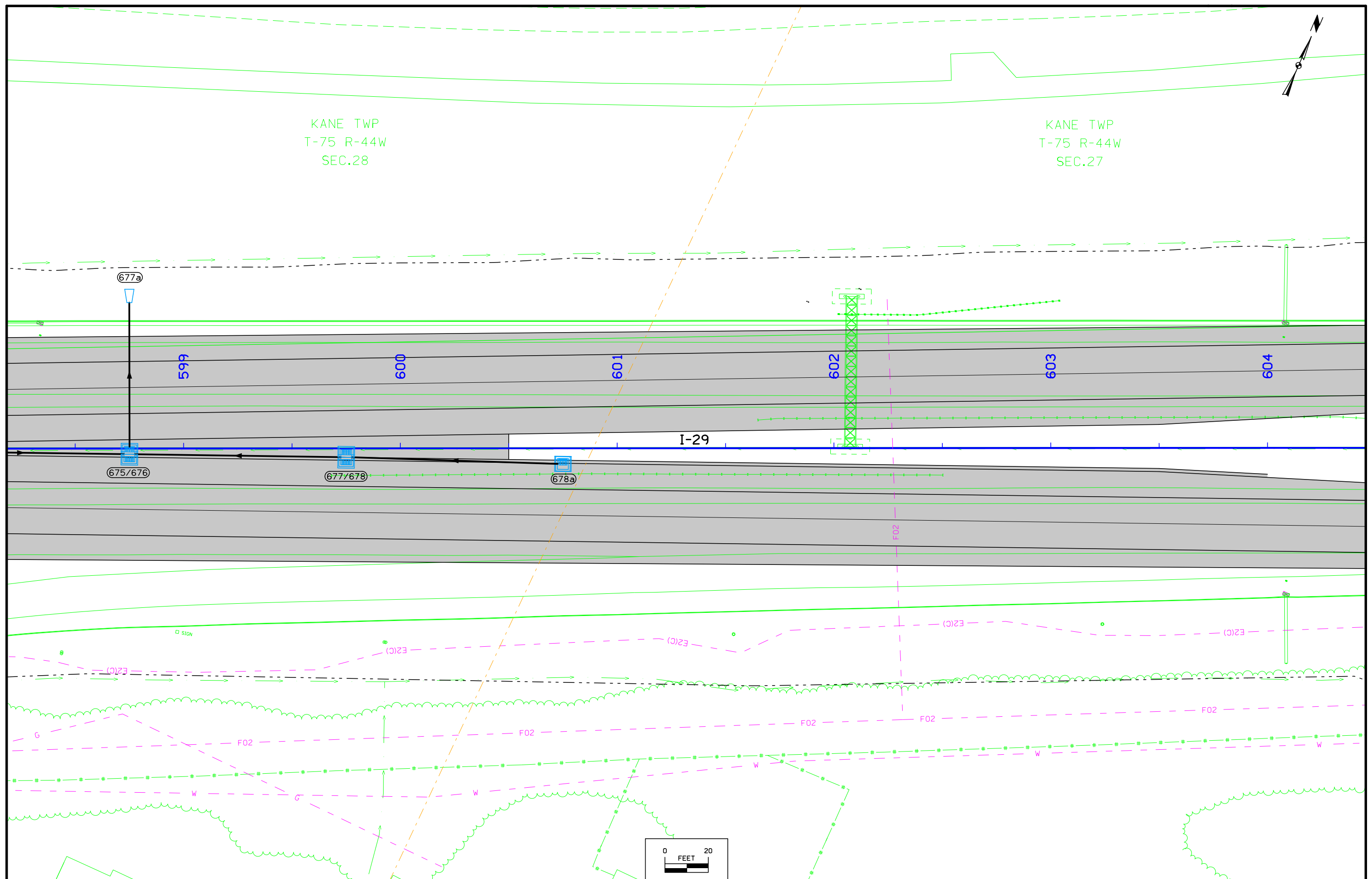


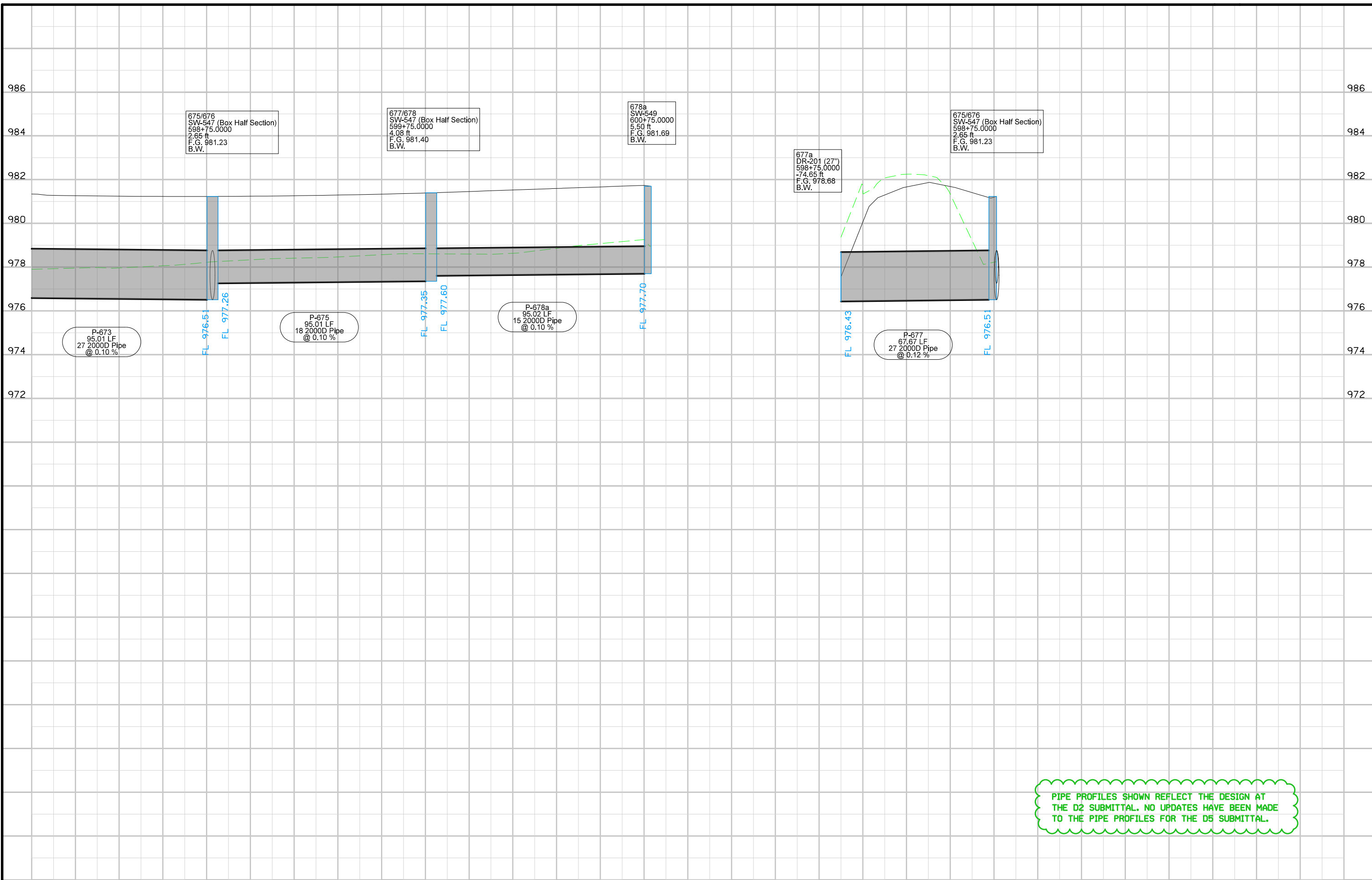




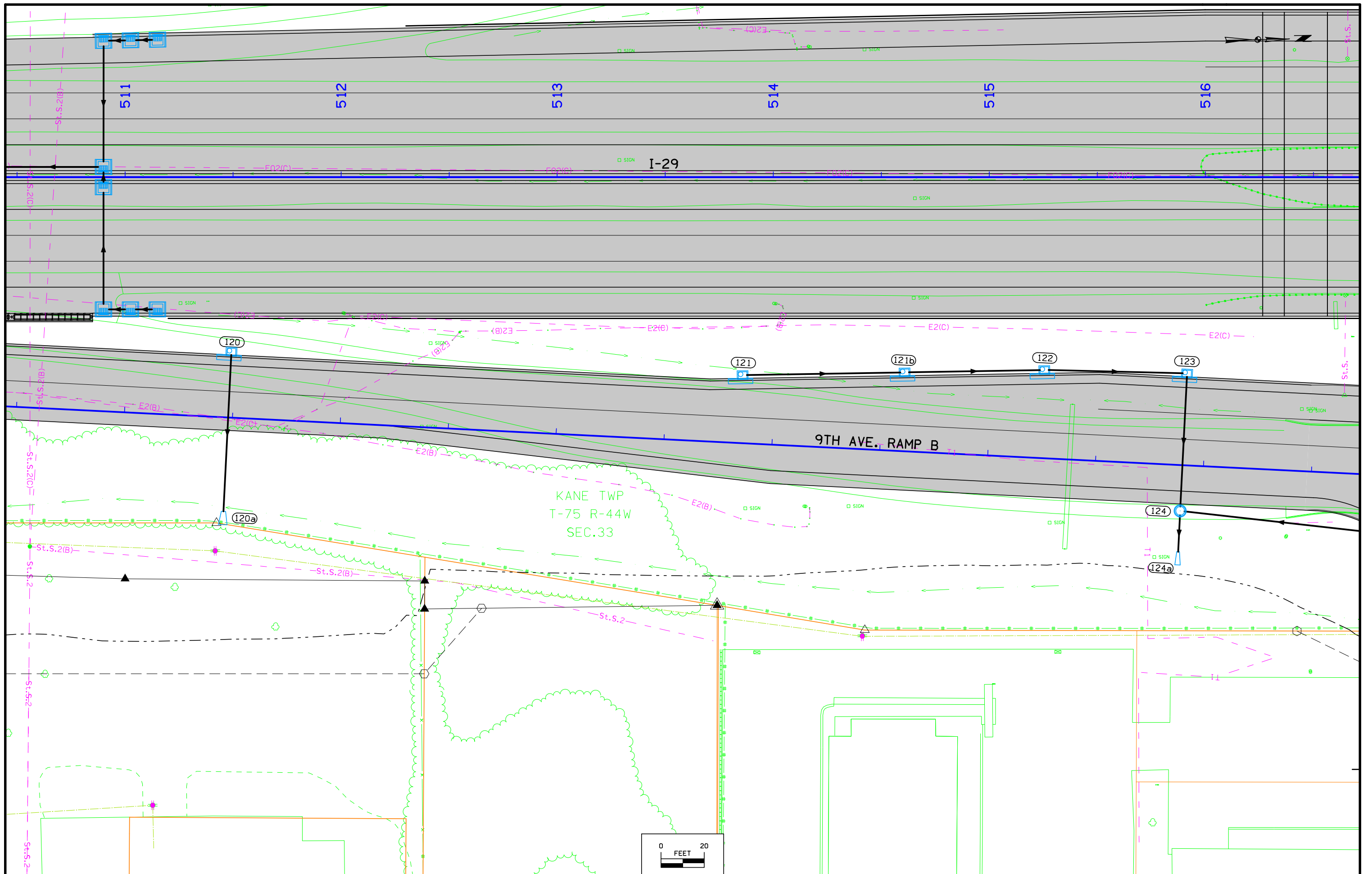
KANE TWP
T-75 R-44W
SEC.28

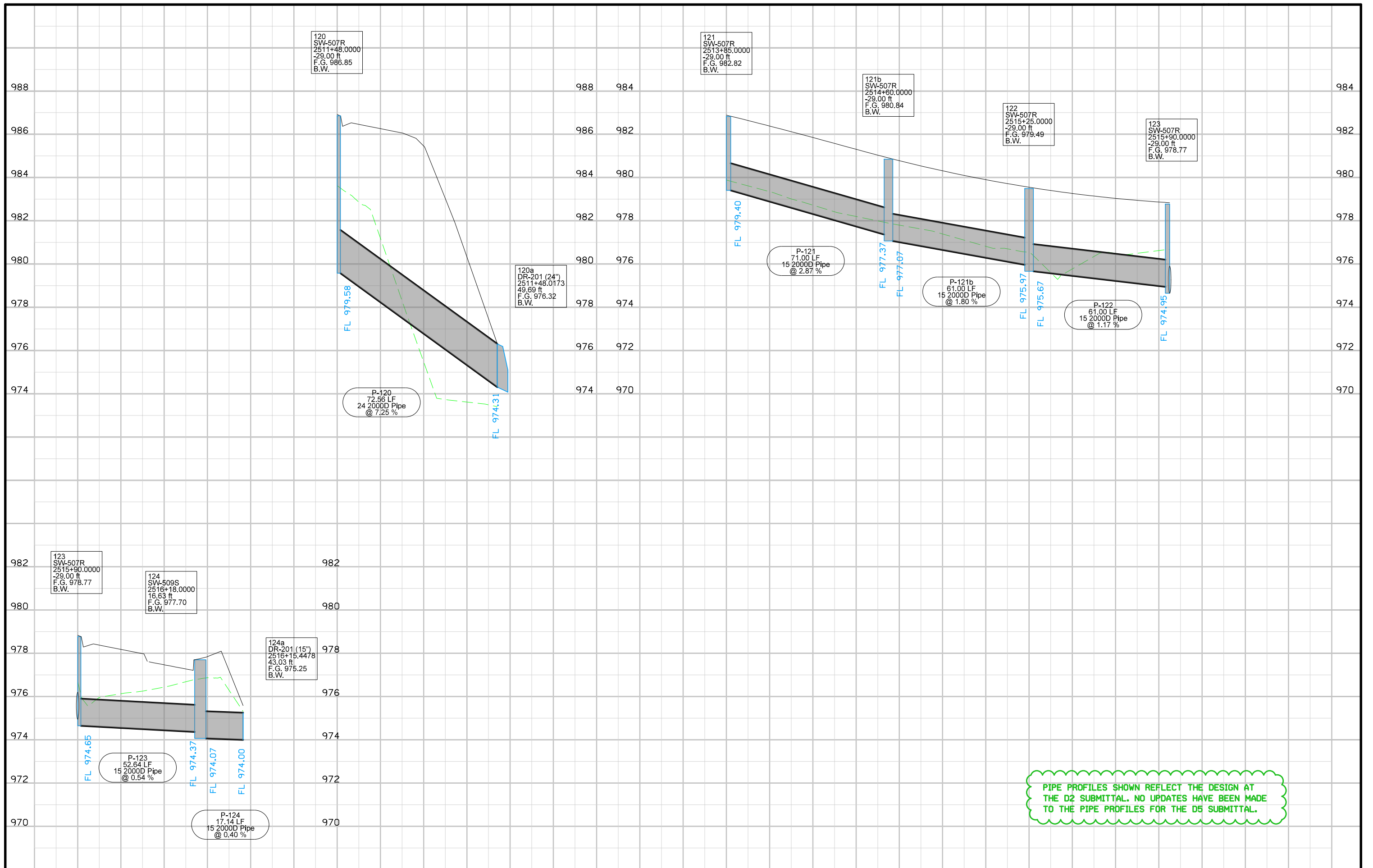
KANE TWP
T-75 R-44W
SEC.27





PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.





120
SW-507R
2511+48.0000
-29.00 ft
F.G. 986.85
B.W.

121
SW-507R
2513+85.0000
-29.00 ft
F.G. 982.82
B.W.

121b
SW-507R
2514+60.0000
-29.00 ft
F.G. 980.84
B.W.

122
SW-507R
2515+25.0000
-29.00 ft
F.G. 979.49
B.W.

123
SW-507R
2515+90.0000
-29.00 ft
F.G. 978.77
B.W.

120a
DR-201 (24")
2511+48.0173
49.89 ft
F.G. 976.32
B.W.

P-121
71.00 LF
15 2000D Pipe
@ 2.87 %

P-121b
61.00 LF
15 2000D Pipe
@ 1.80 %

P-122
61.00 LF
15 2000D Pipe
@ 1.17 %

P-120
72.56 LF
24 2000D Pipe
@ 7.25 %

123
SW-507R
2515+90.0000
-29.00 ft
F.G. 978.77
B.W.

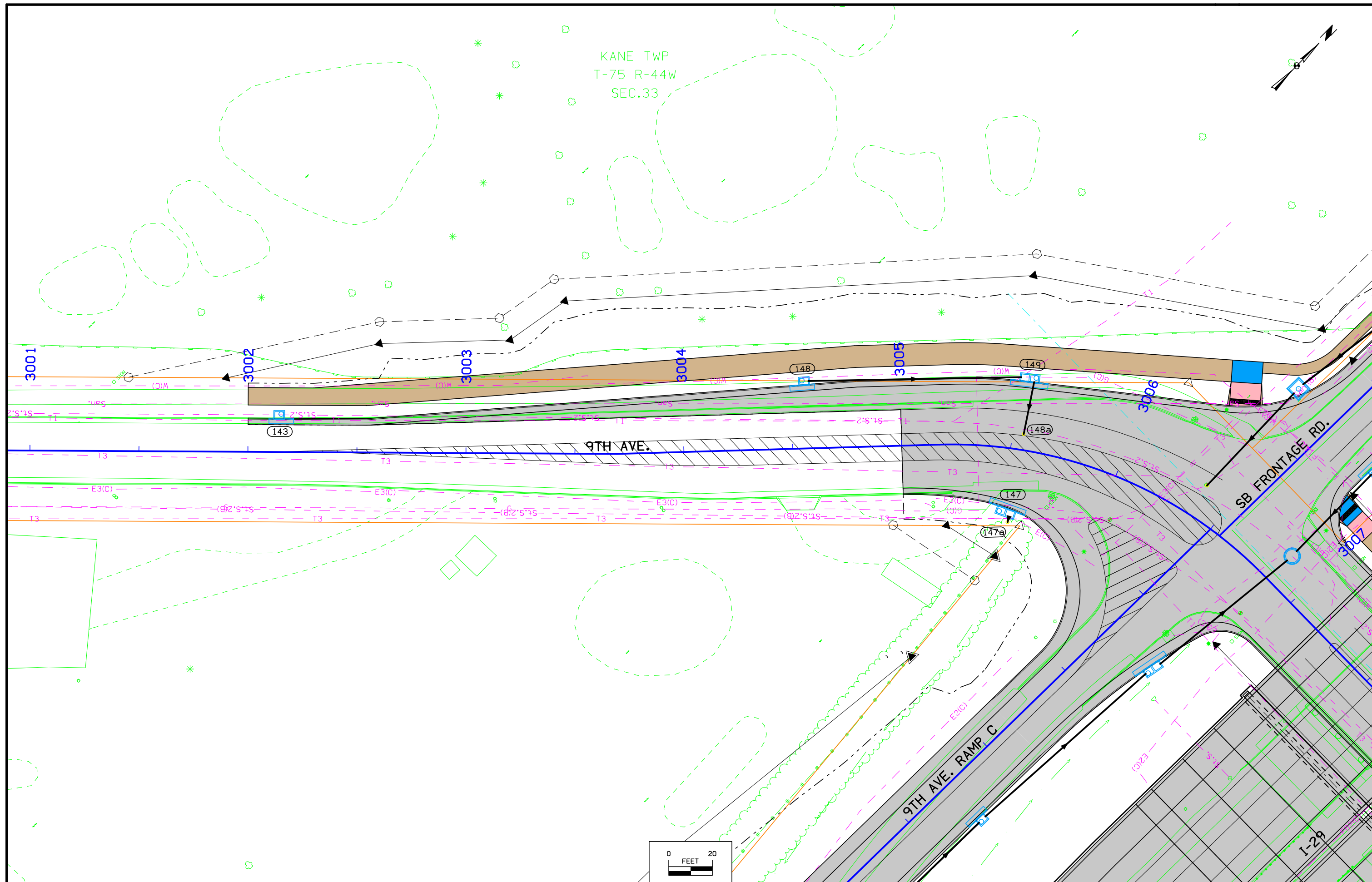
124
SW-509S
2516+18.0000
16.63 ft
F.G. 977.70
B.W.

124a
DR-201 (15")
2516+15.4478
43.03 ft
F.G. 975.25
B.W.

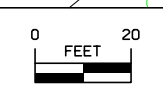
P-123
52.64 LF
15 2000D Pipe
@ 0.54 %

P-124
17.14 LF
15 2000D Pipe
@ 0.40 %

PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



KANE TWP
T-75 R-44W
SEC.33



147
SW-509S
3005+52.0705
28.00 ft
F.G. 978.89
B.W.

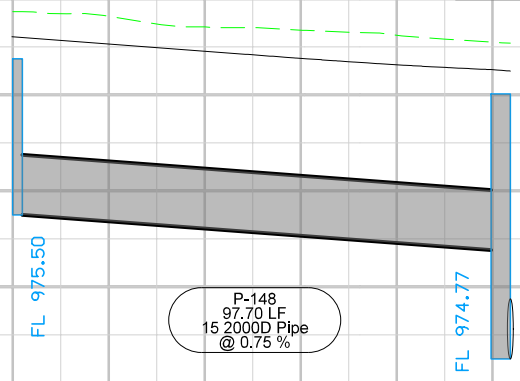
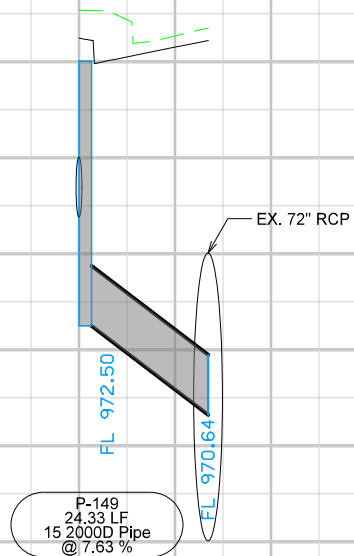
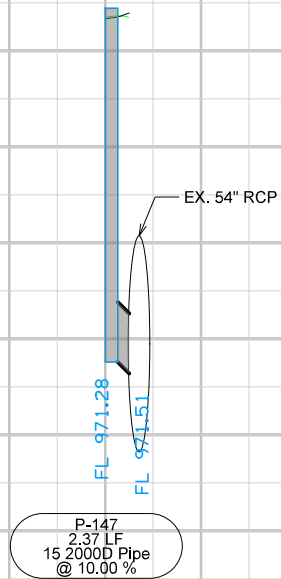
147a
DR-142
3005+53.7511
33.76 ft
F.G. 979.20
B.W.

149
SW-509S
3005+53.8708
-31.60 ft
F.G. 978.02
B.W.

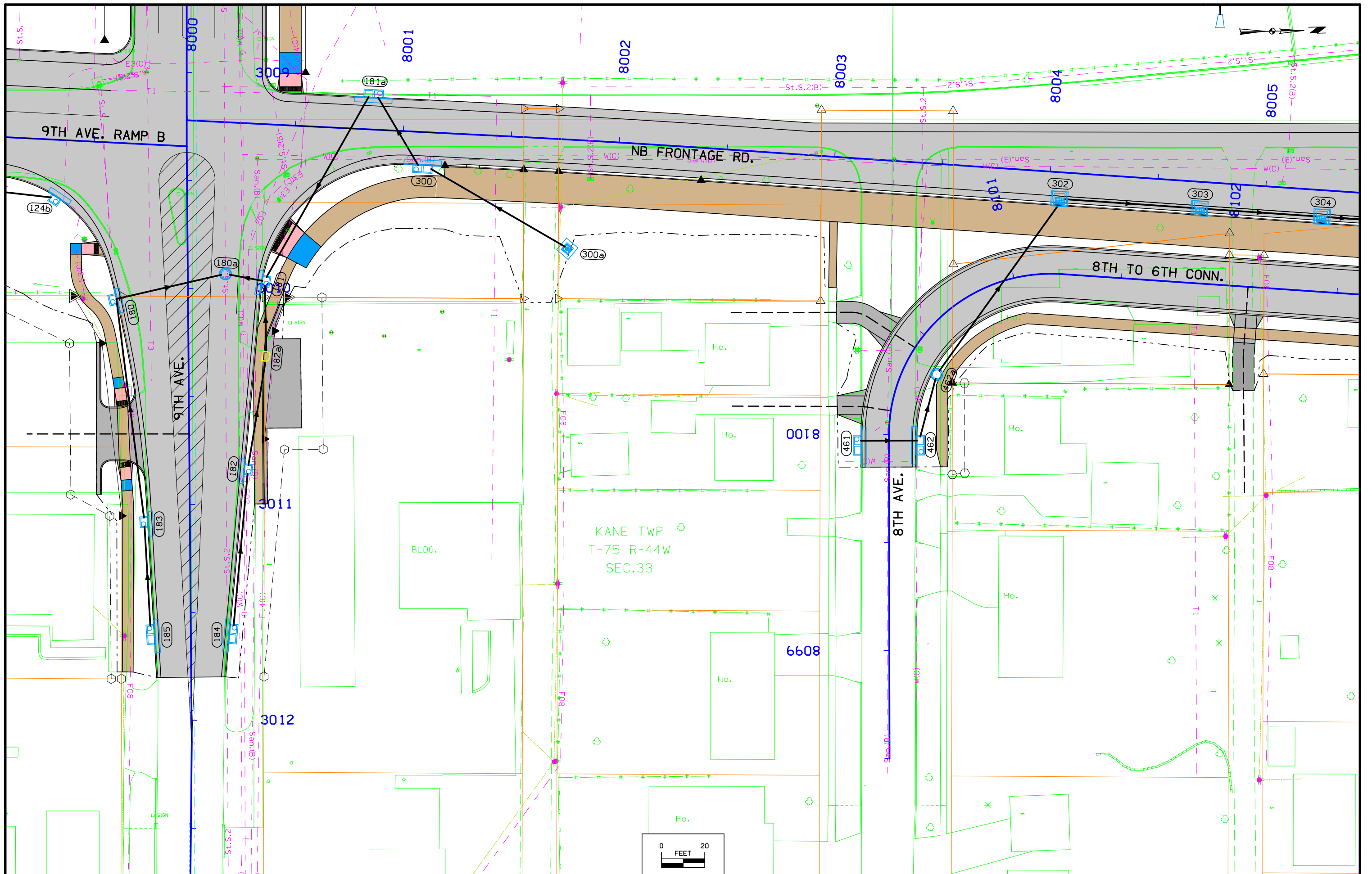
148a
DR-142
3005+54.8970
-7.37 ft
F.G. 971.89
B.W.

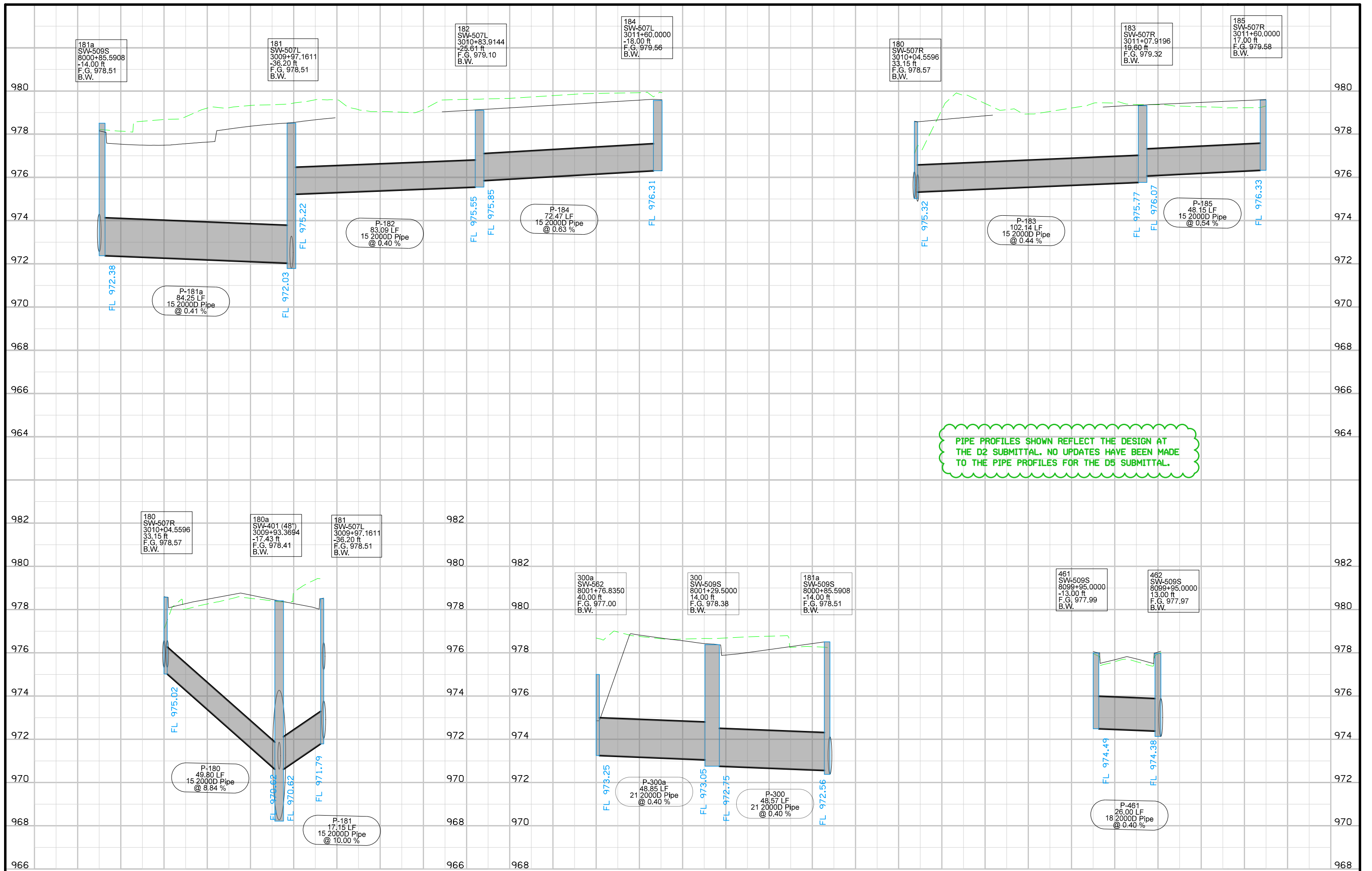
148
SW-507R
3004+56.0000
-30.50 ft
F.G. 978.75
B.W.

149
SW-509S
3005+53.8708
-31.60 ft
F.G. 978.02
B.W.



PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.





PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

302
SW-507L
8004+05.0000
14.00 ft
F.G. 979.05
B.W.

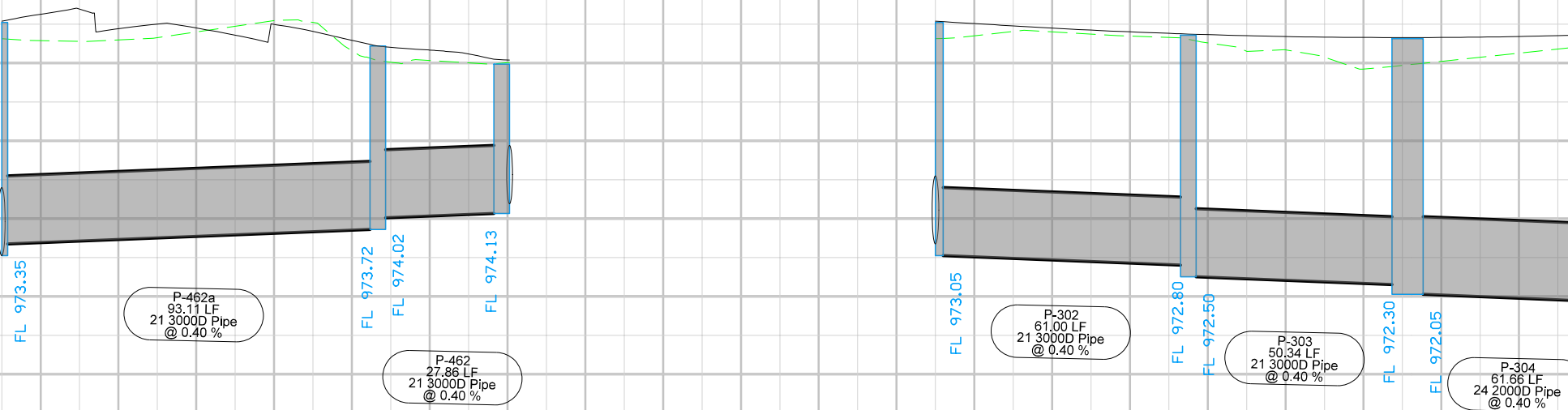
462a
SW-401 (48")
8100+36.4827
15.00 ft
F.G. 978.44
B.W.

462
SW-509S
8099+95.0000
13.00 ft
F.G. 977.97
B.W.

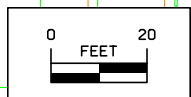
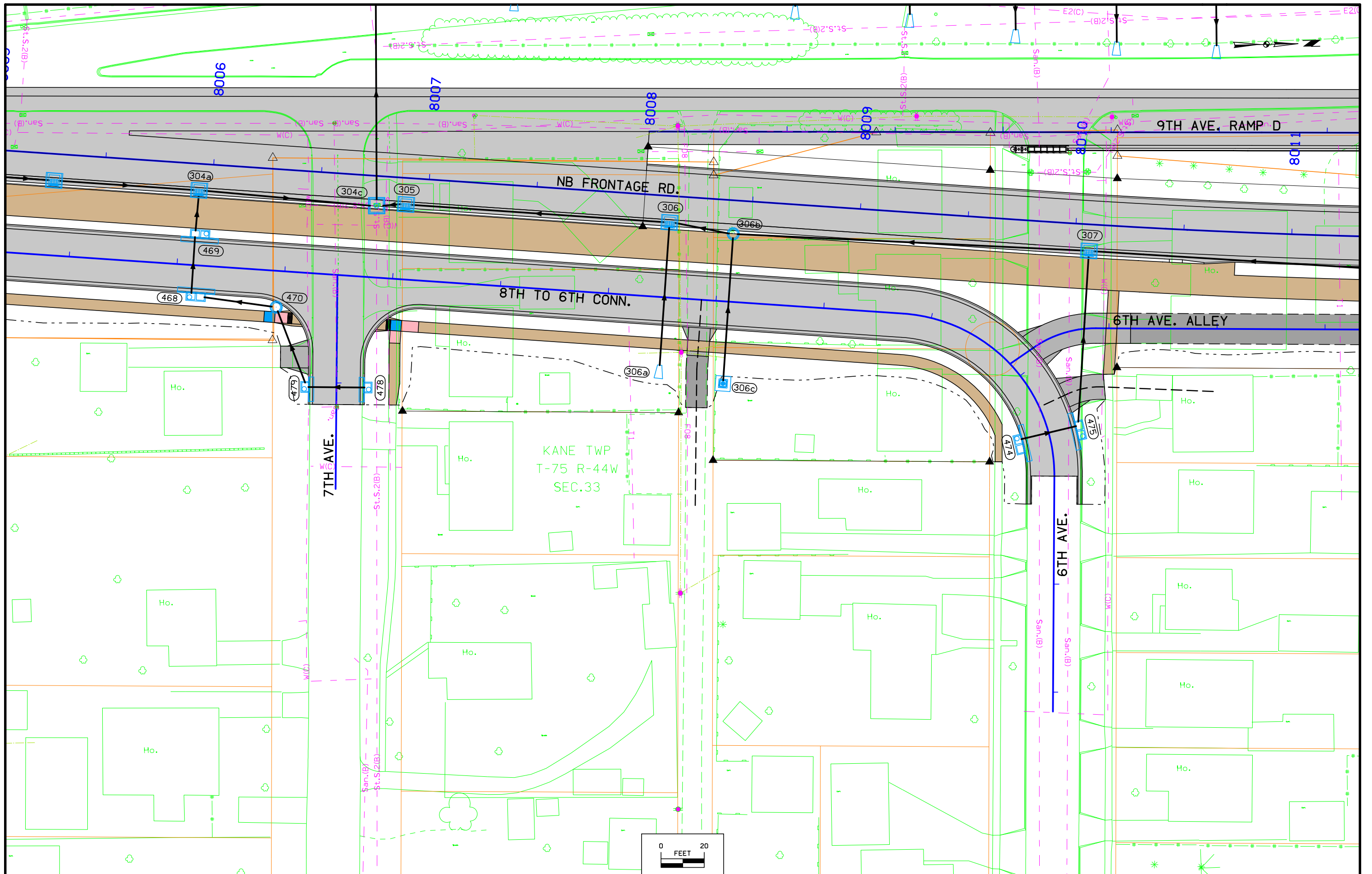
302
SW-507L
8004+05.0000
14.00 ft
F.G. 979.05
B.W.

303
SW-507L
8004+70.0000
14.00 ft
F.G. 978.72
B.W.

304
SW-509S
8005+26.3402
14.00 ft
F.G. 978.63
B.W.



PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

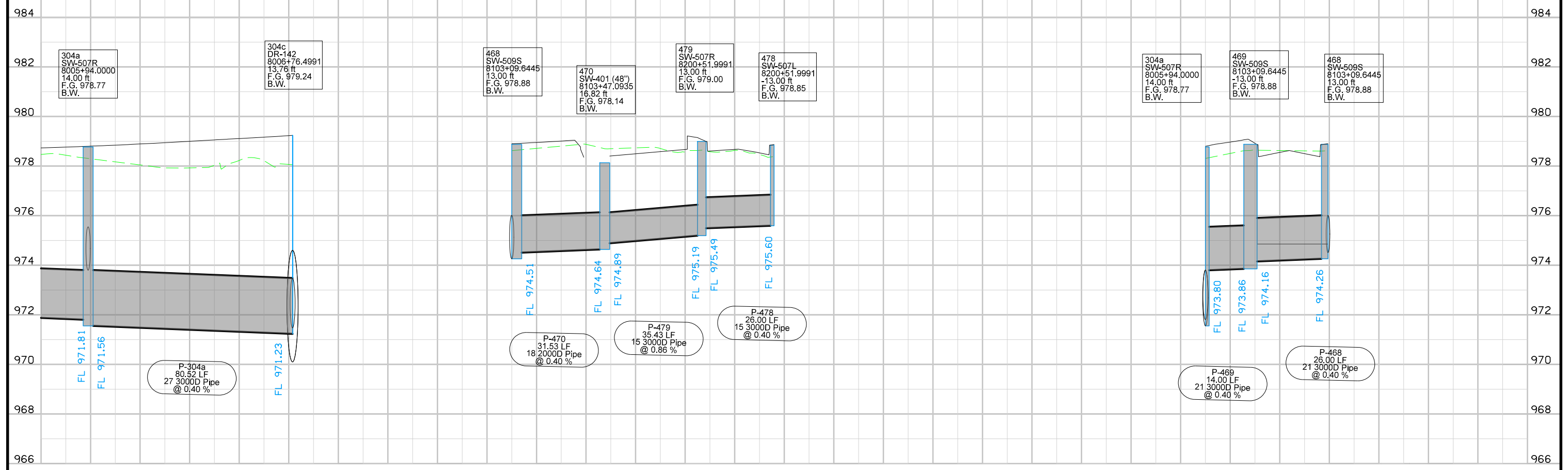
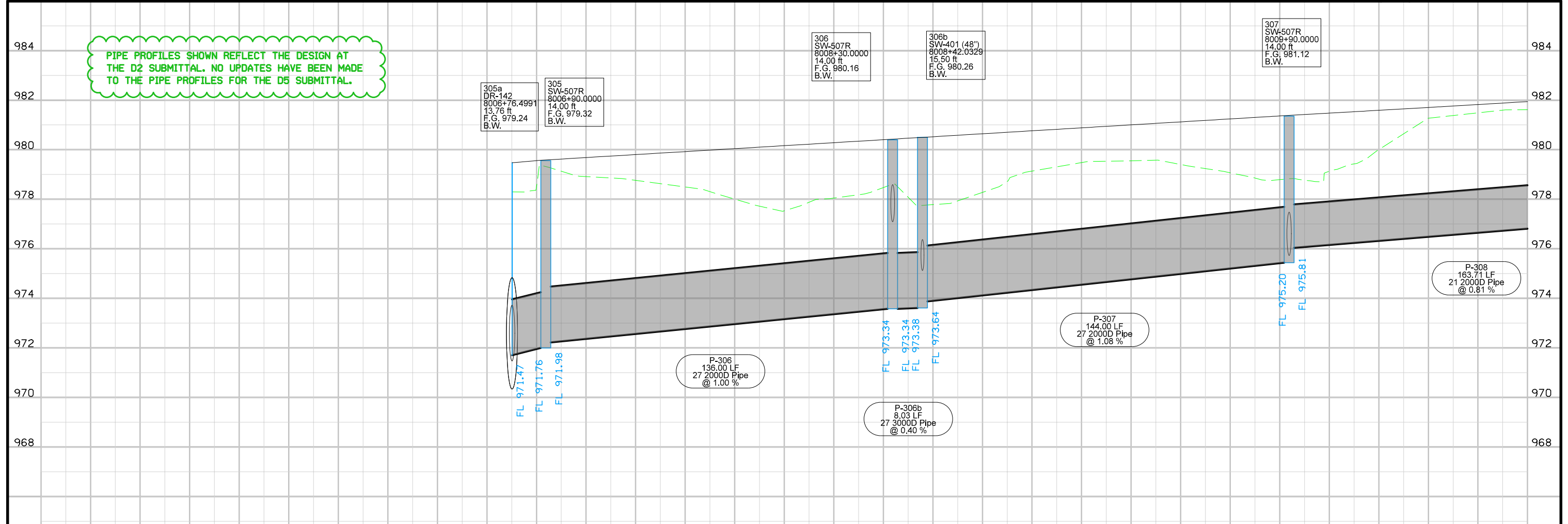
305a
DR-142
8006+76.4991
13.76 ft
F.G. 979.24
B.W.

305
SW-507R
8006+90.0000
14.00 ft
F.G. 979.32
B.W.

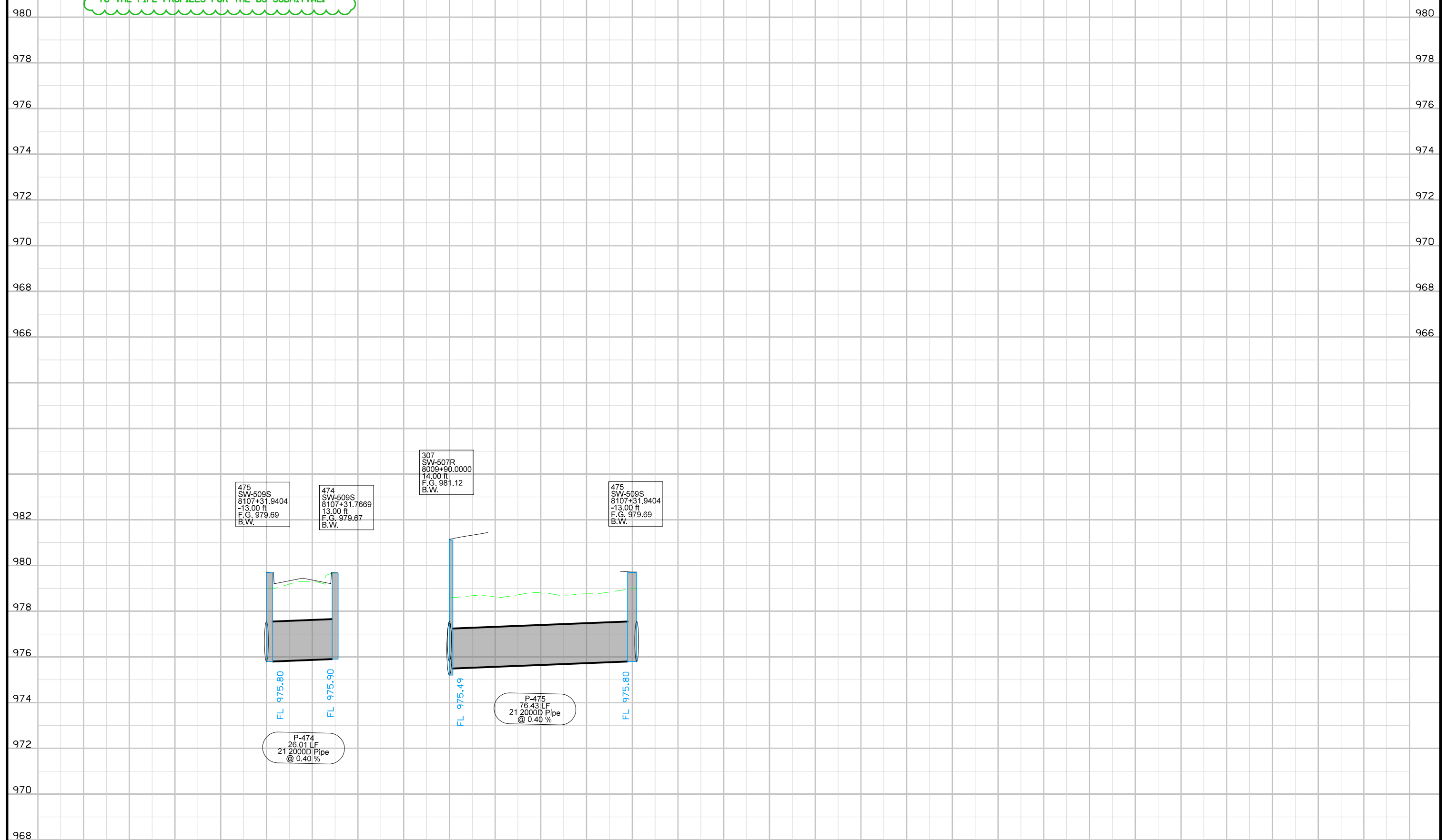
306
SW-507R
8008+30.0000
14.00 ft
F.G. 980.16
B.W.

306b
SW-401 (48")
8006+42.0329
15.50 ft
F.G. 980.26
B.W.

307
SW-507R
8009+90.0000
14.00 ft
F.G. 981.12
B.W.



PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



475
SW-509S
8107+31.9404
-13.00 ft
F.G. 979.69
B.V.

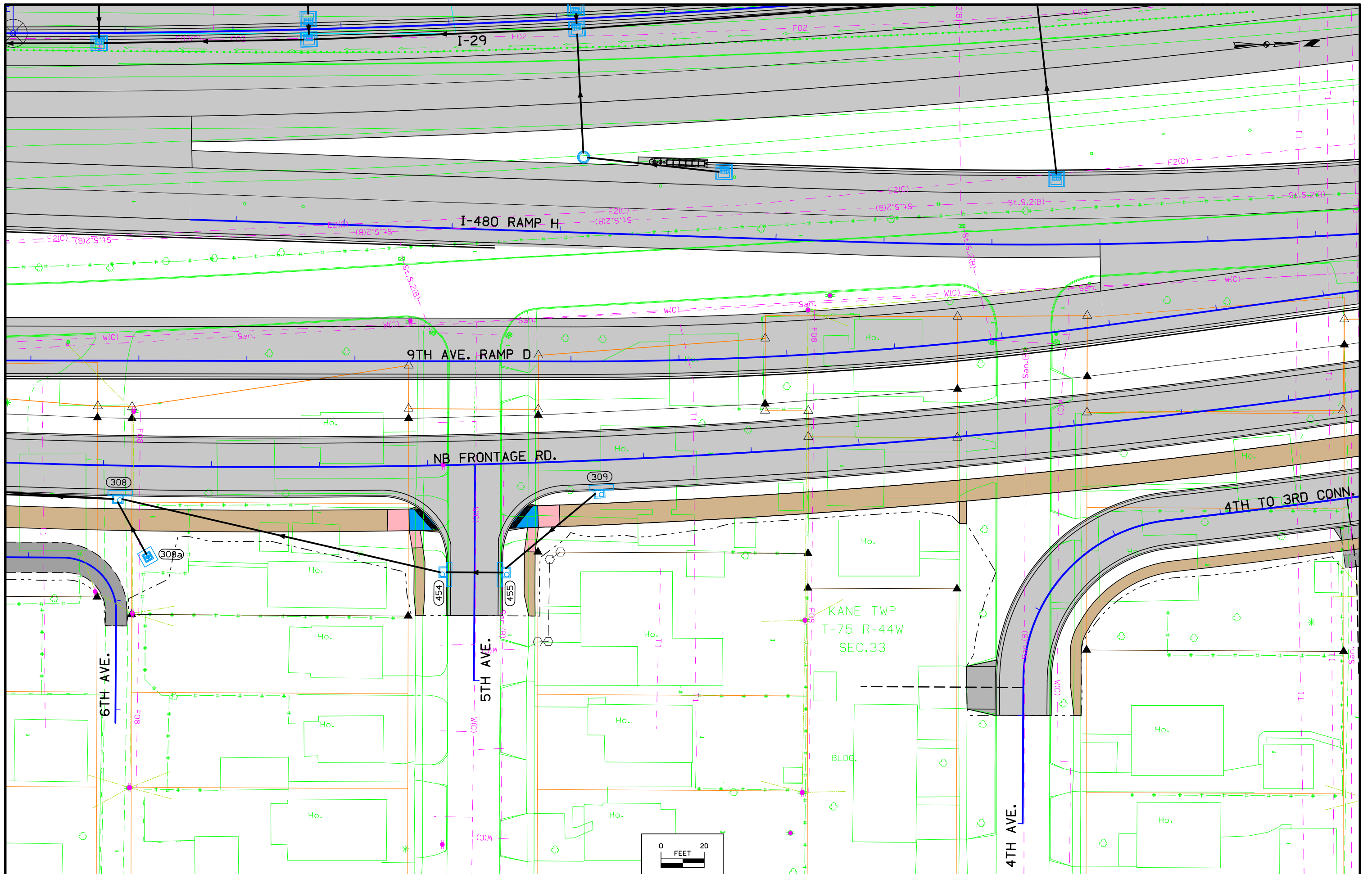
474
SW-509S
8107+31.7669
13.00 ft
F.G. 979.67
B.V.

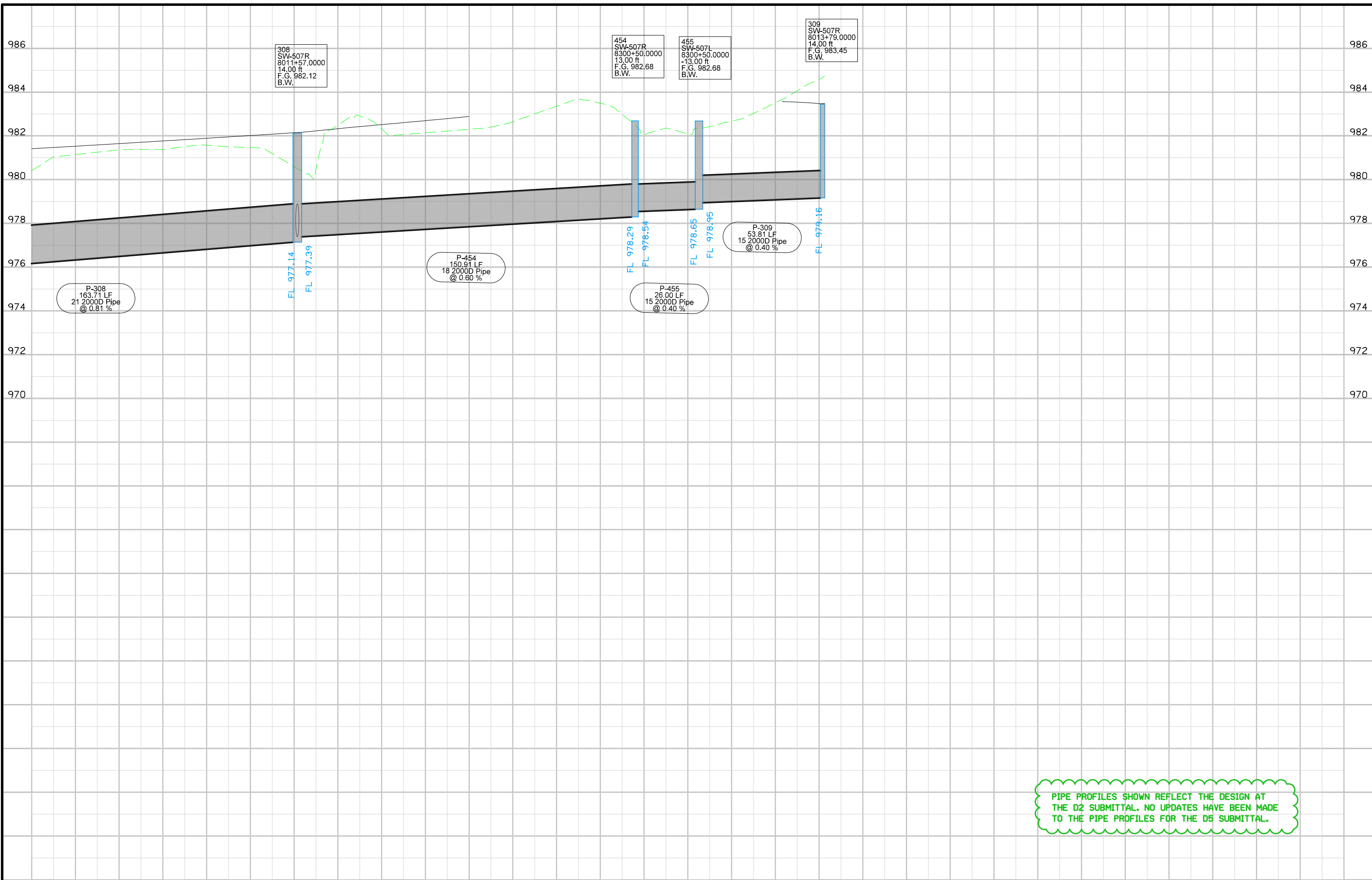
307
SW-507R
8009+90.0000
14.00 ft
F.G. 981.12
B.V.

475
SW-509S
8107+31.9404
-13.00 ft
F.G. 979.69
B.V.

P-474
26.01 LF
21 2000D Pipe
@ 0.40 %

P-475
76.43 LF
21 2000D Pipe
@ 0.40 %





308
SW-507R
8011+57.0000
14.00 ft
F.G. 982.12
B.W.

454
SW-507R
8300+50.0000
13.00 ft
F.G. 982.68
B.W.

455
SW-507L
8300+50.0000
-13.00 ft
F.G. 982.68
B.W.

309
SW-507R
8013+79.0000
14.00 ft
F.G. 983.45
B.W.

P-308
163.71 LF
21 2000D Pipe
@ 0.81 %

FL 977.14
FL 977.39

P-454
150.91 LF
18 2000D Pipe
@ 0.60 %

FL 978.29

FL 978.54

FL 978.65

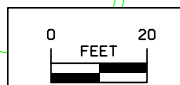
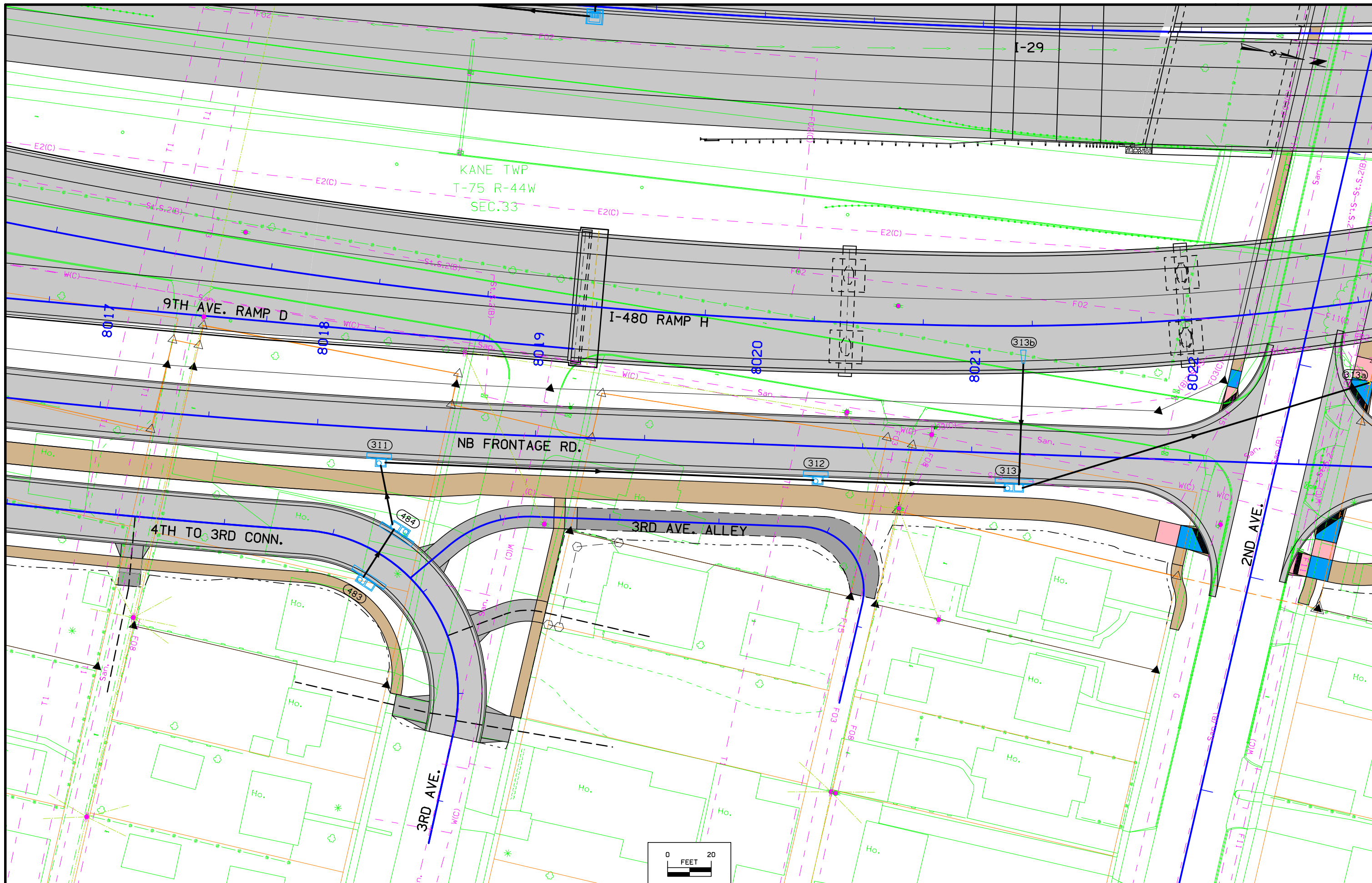
FL 978.95

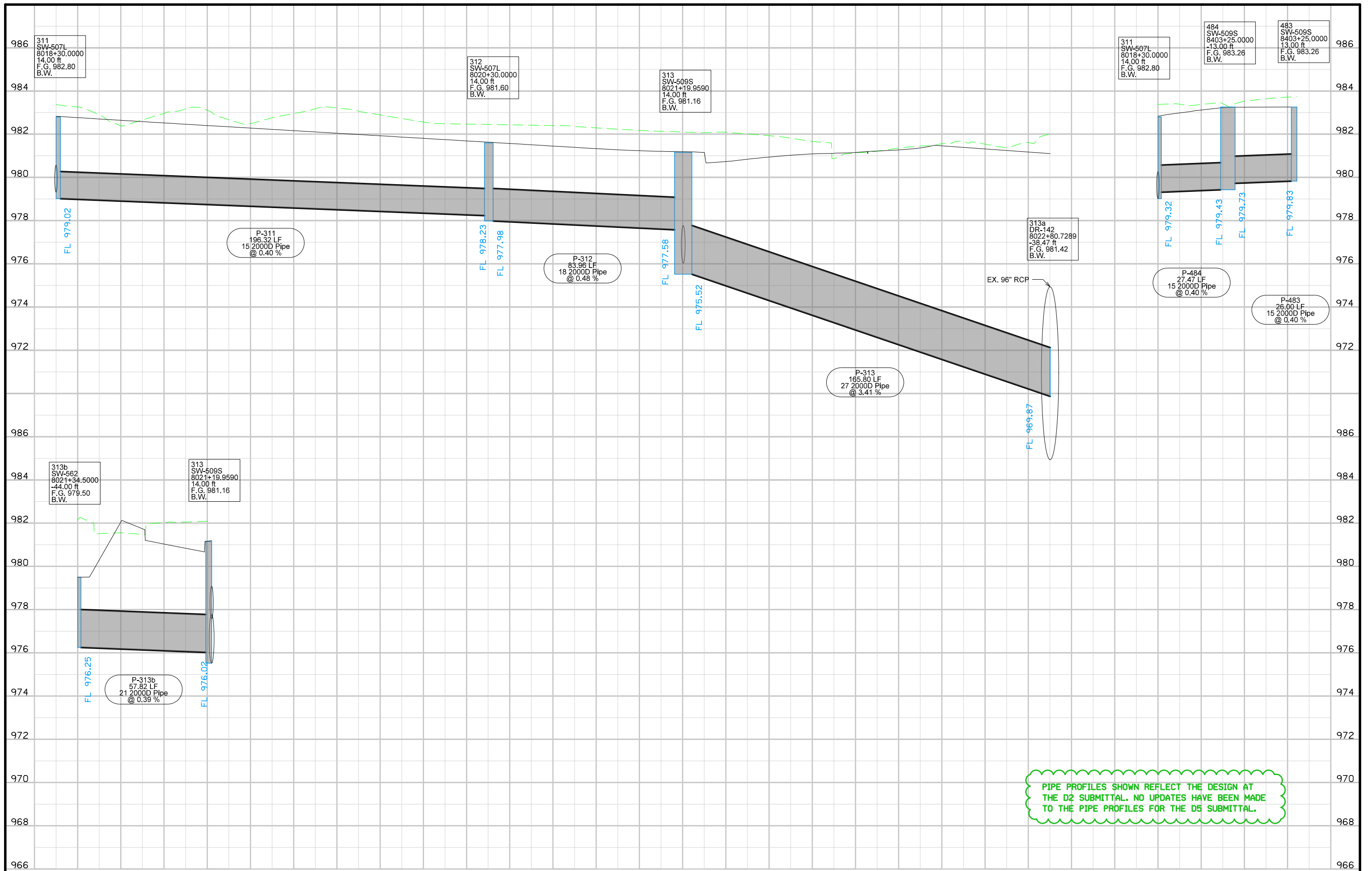
P-309
53.81 LF
15 2000D Pipe
@ 0.40 %

P-455
26.00 LF
15 2000D Pipe
@ 0.40 %

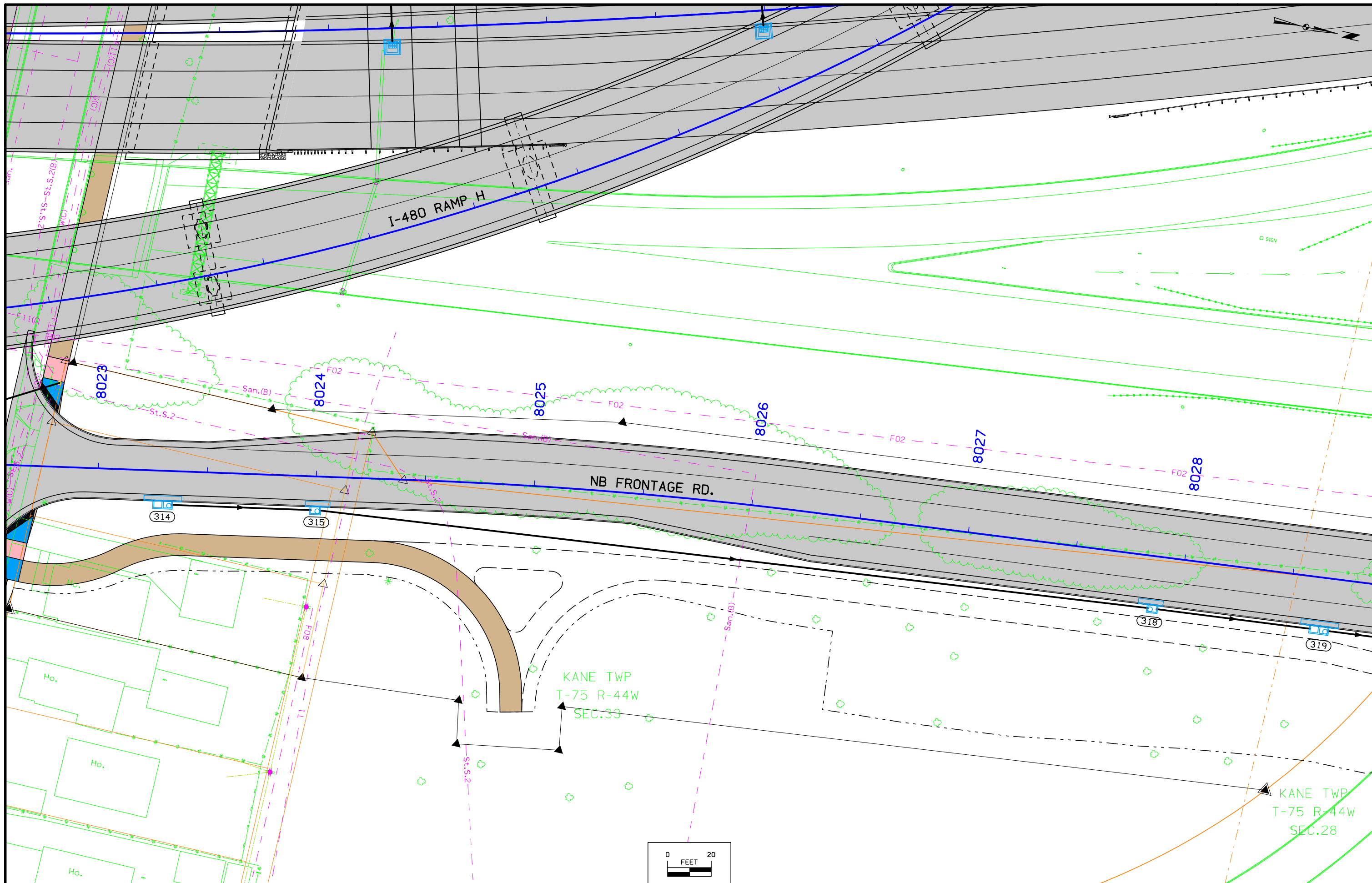
FL 979.16

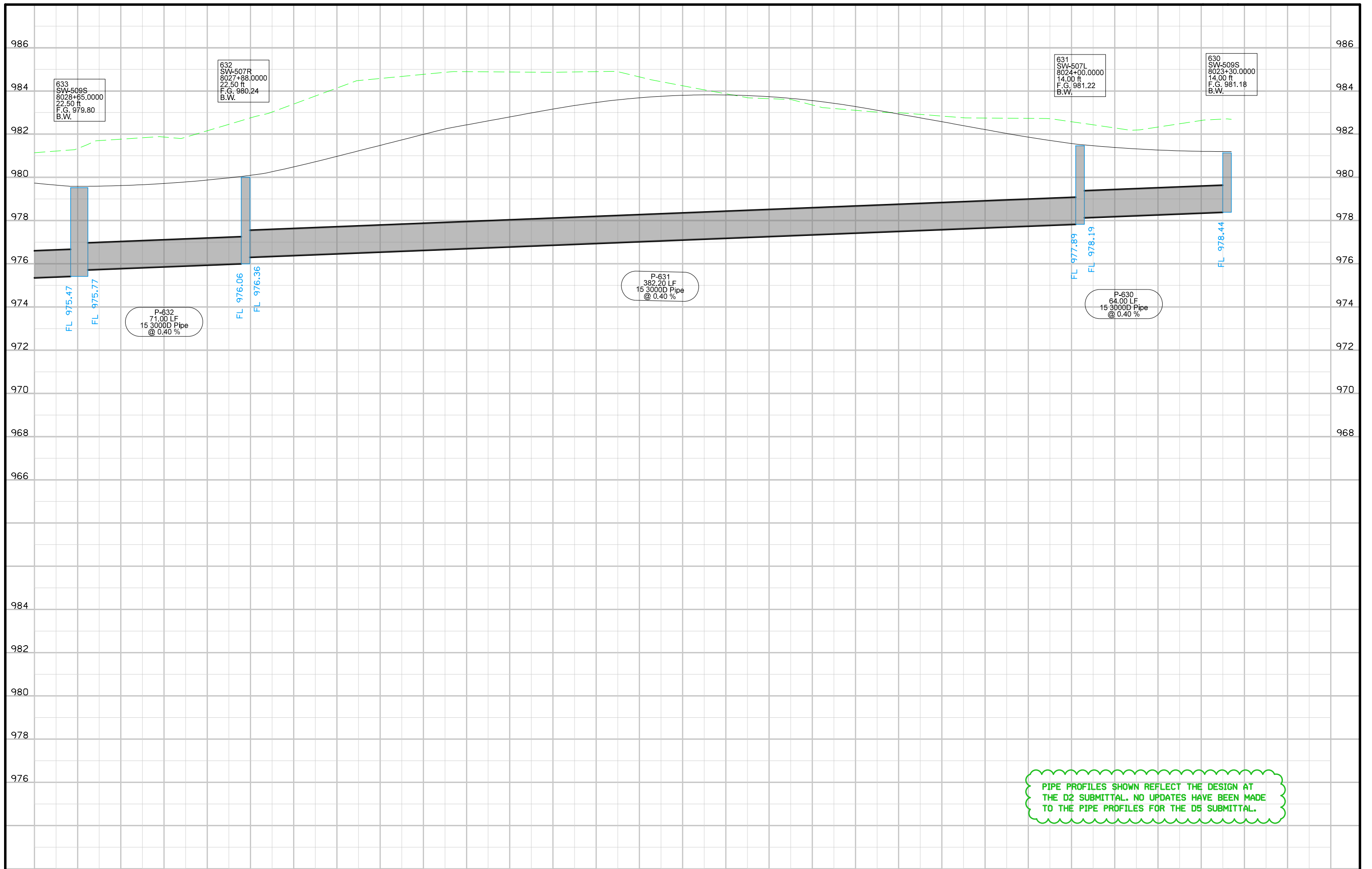
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



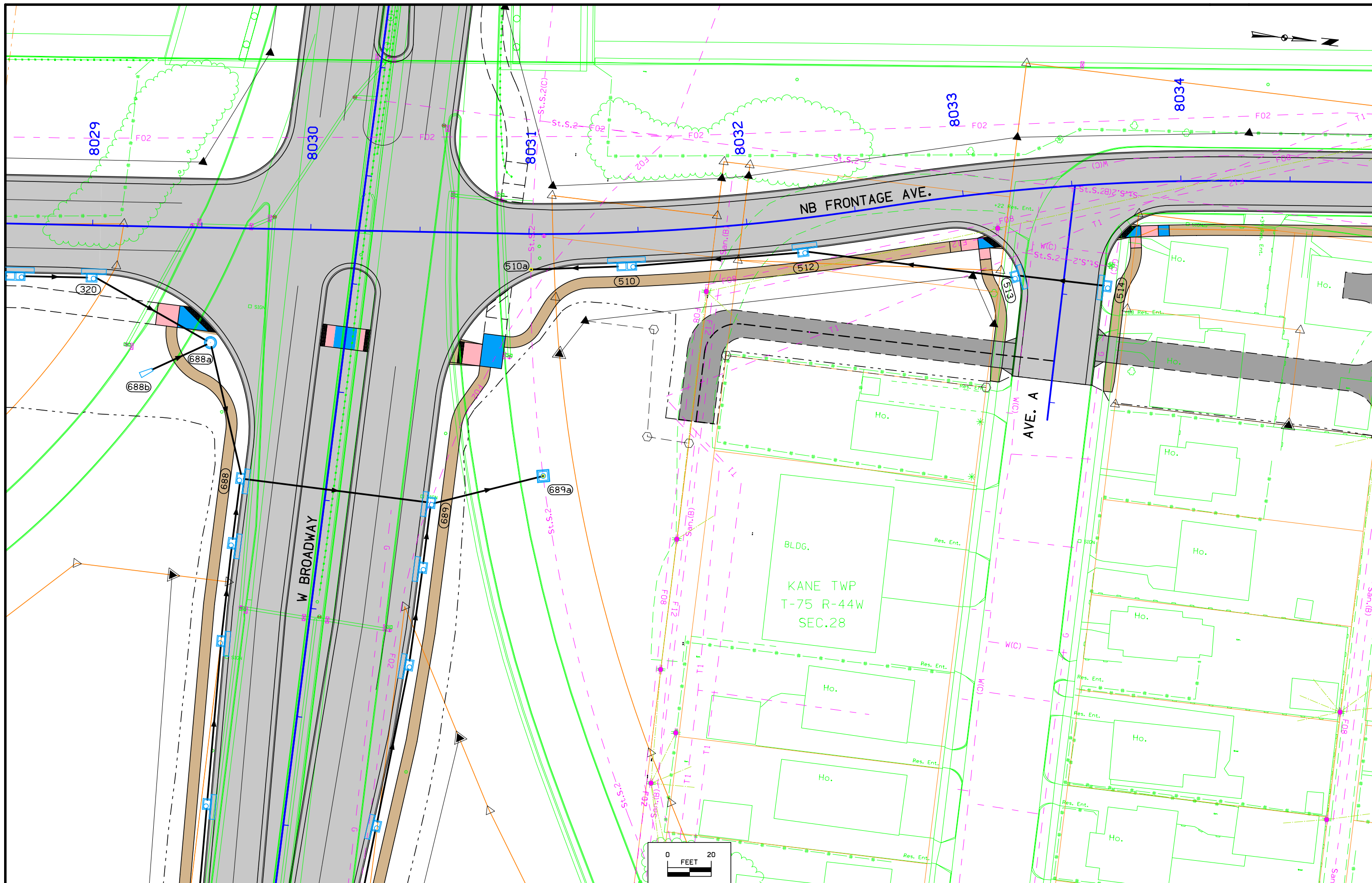


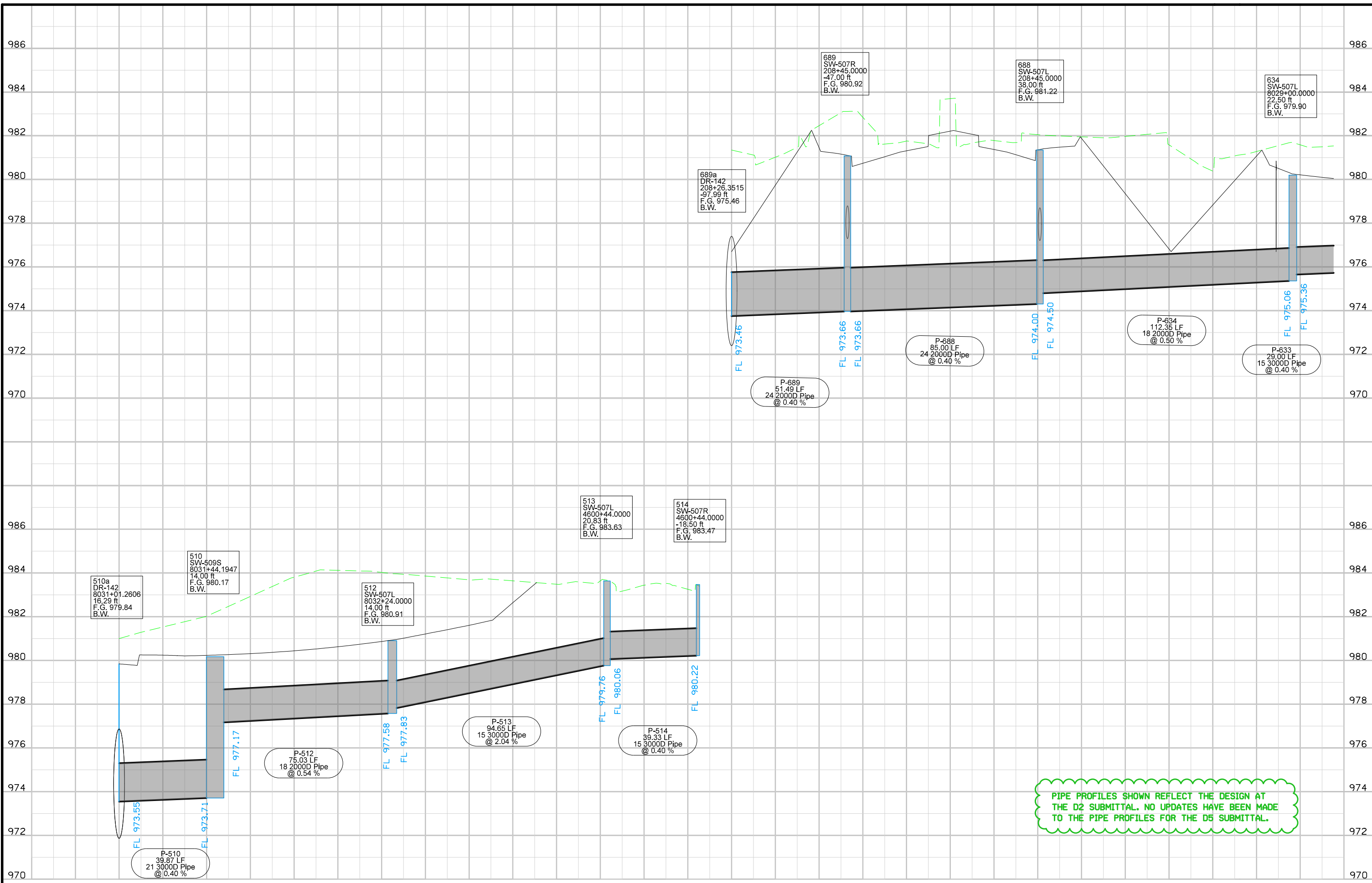
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.





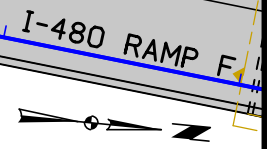
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



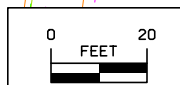
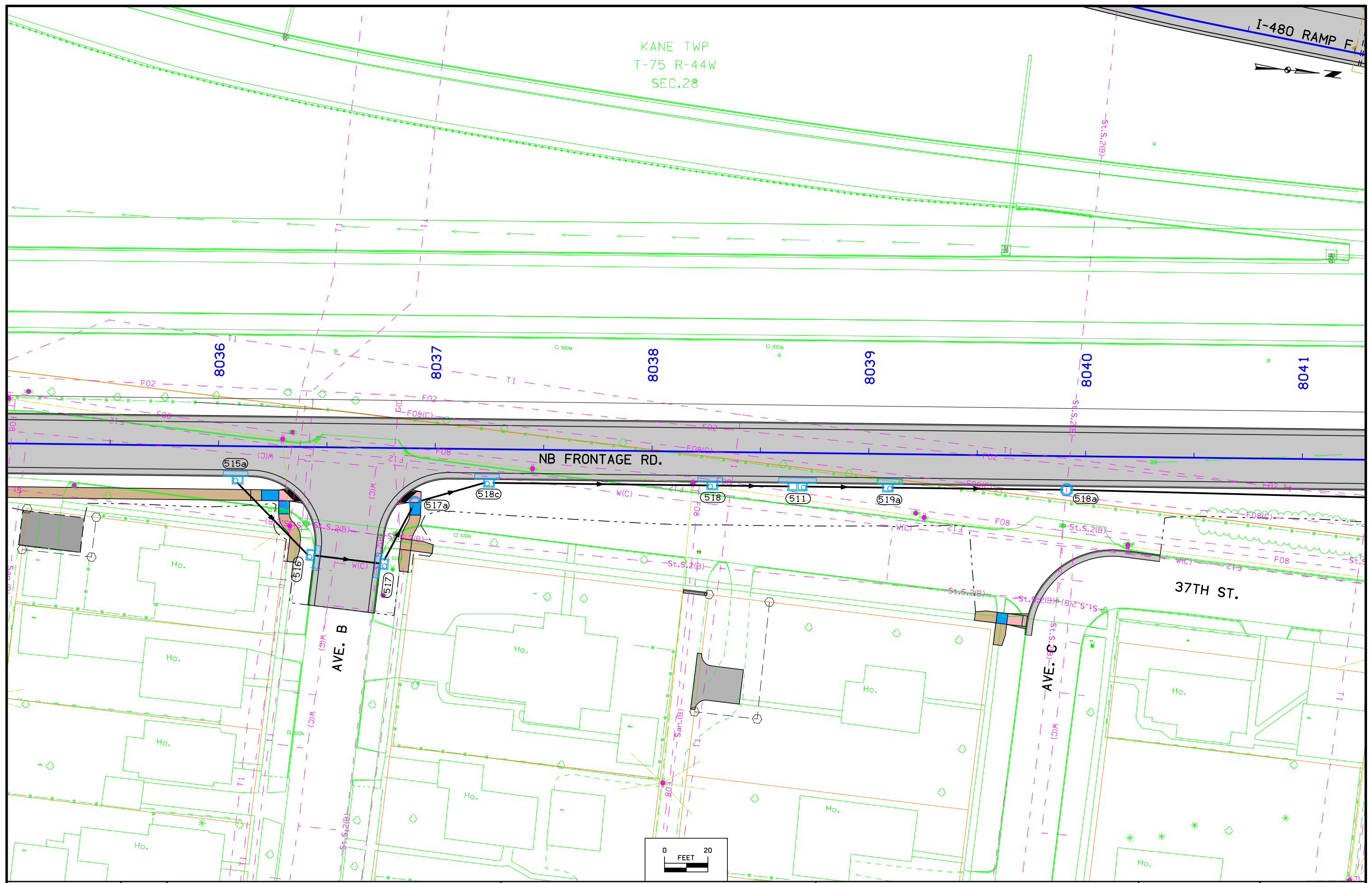


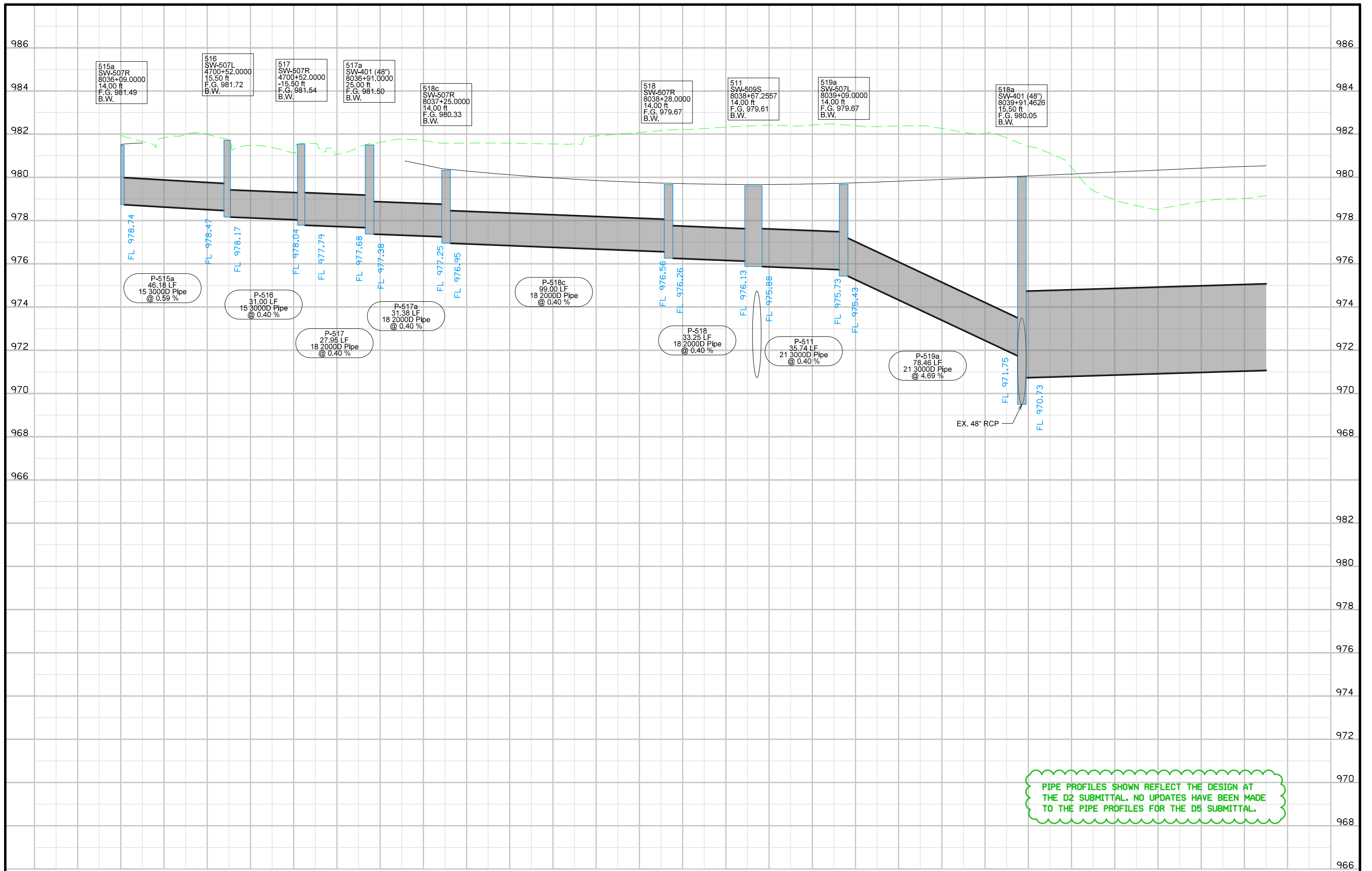
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

KANE TWP
T-75 R-44W
SEC.28



I-480 RAMP F





PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

KANE TWP
T-75 R-44W
SEC.28



I-480 RAMP F

8042

8043

8044

8045

8046

8047

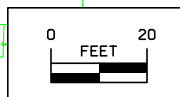
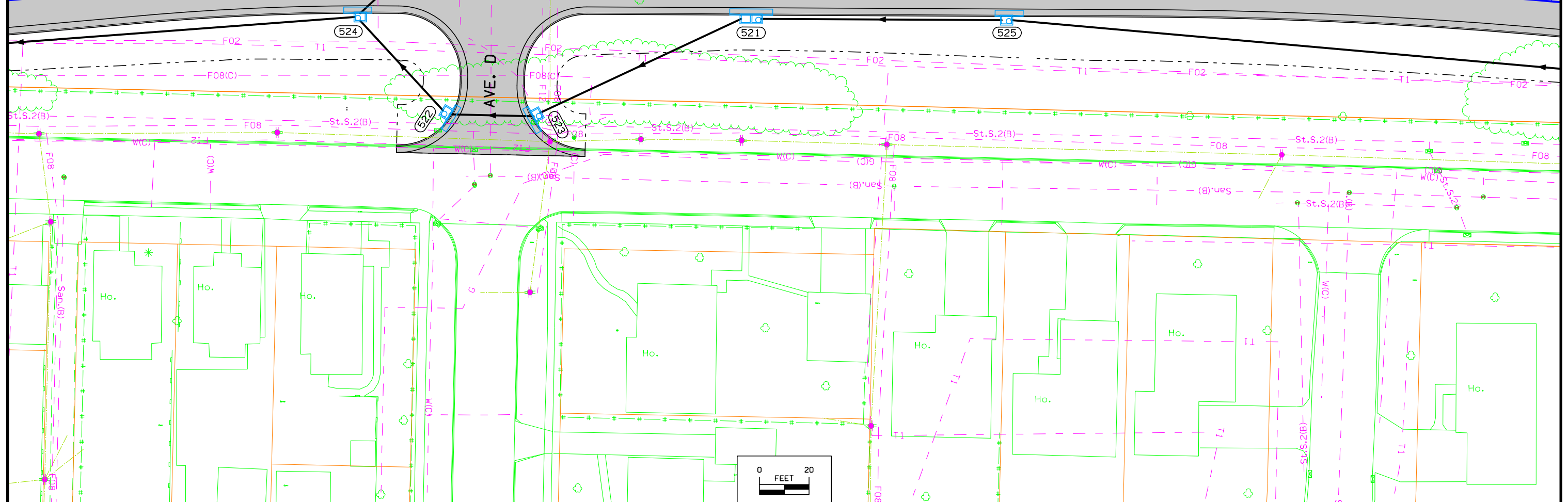
NB FRONTAGE RD.

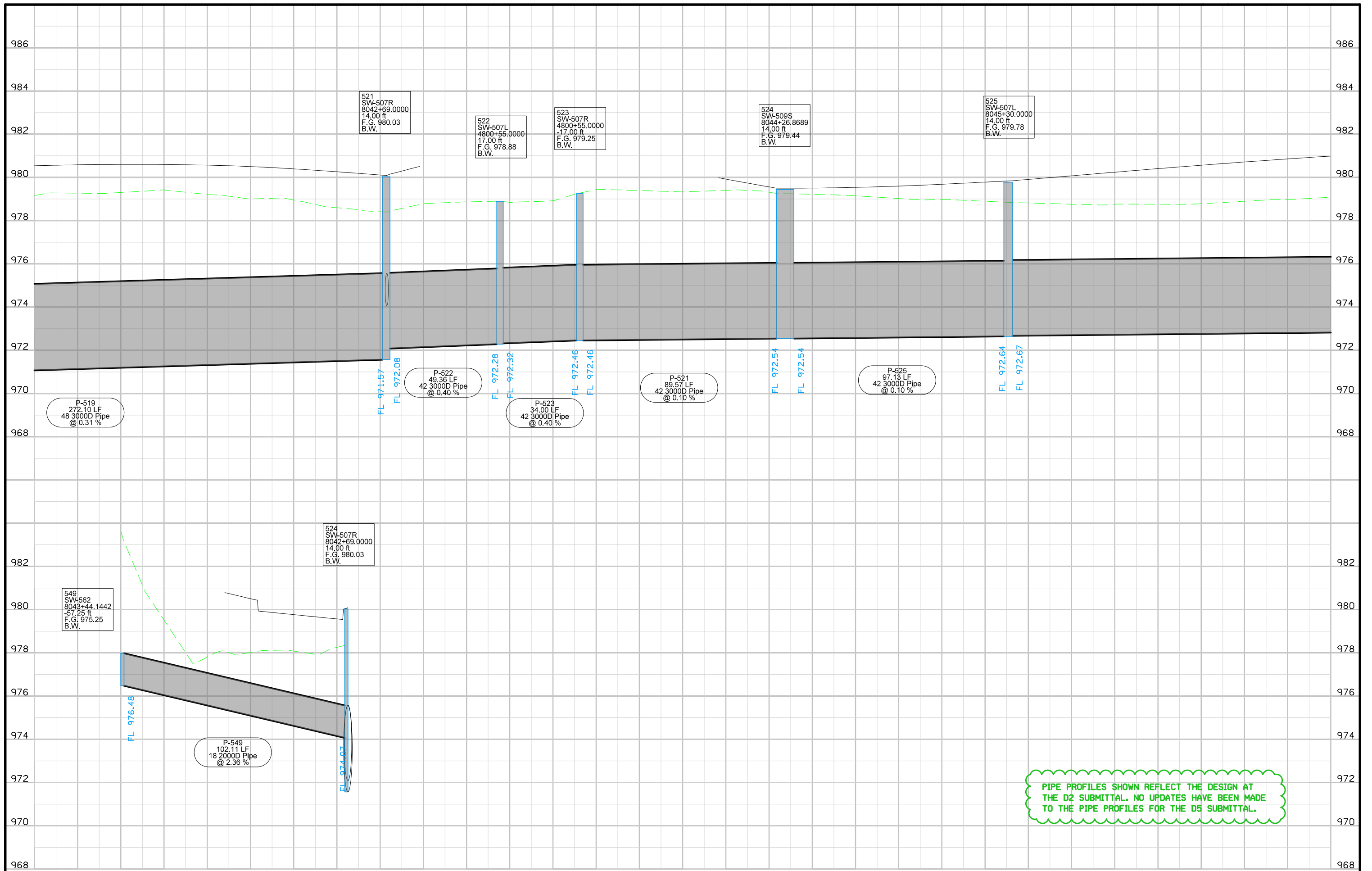
524

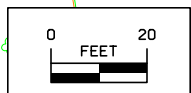
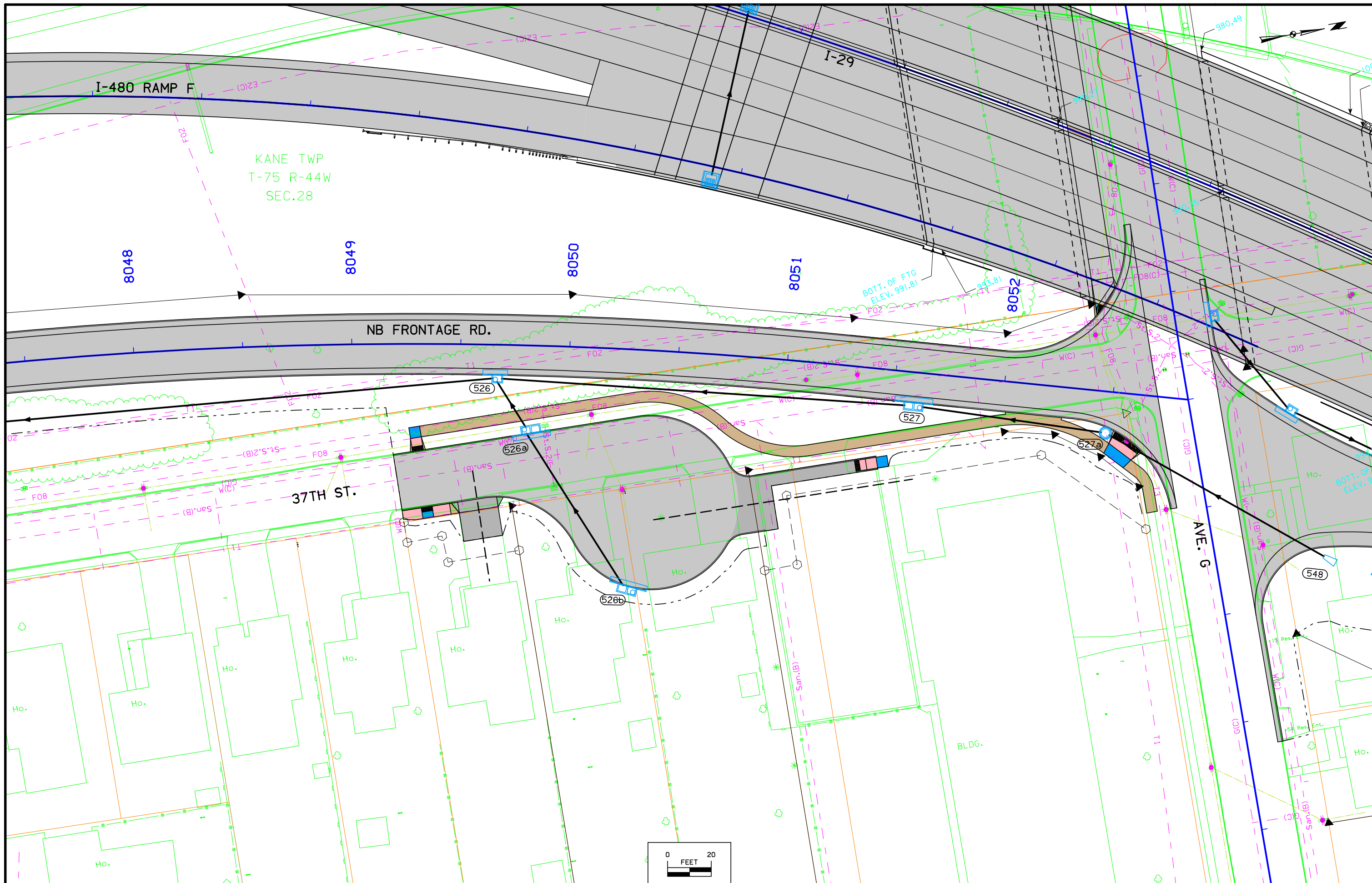
521

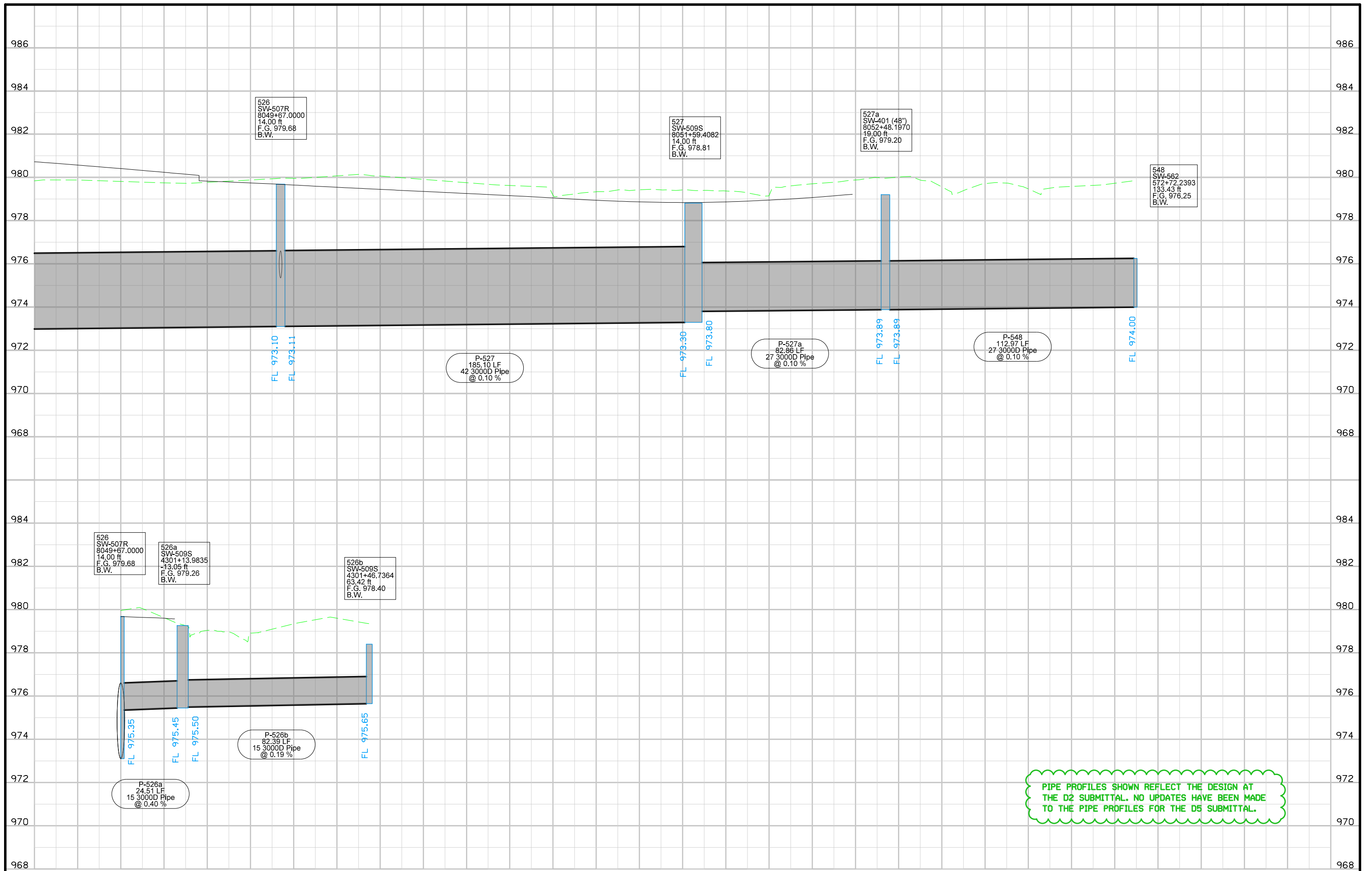
525

AVE. D

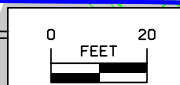
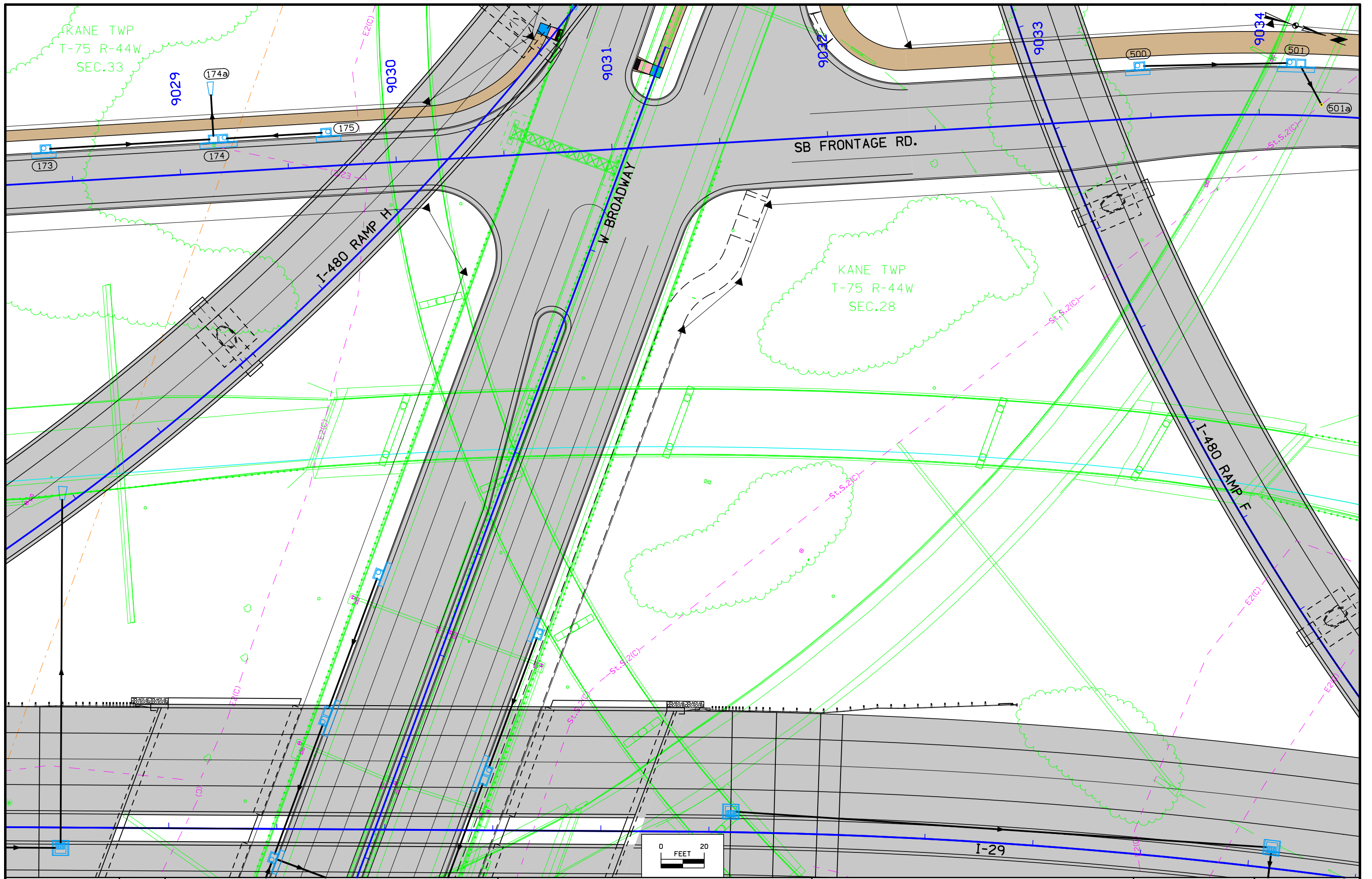


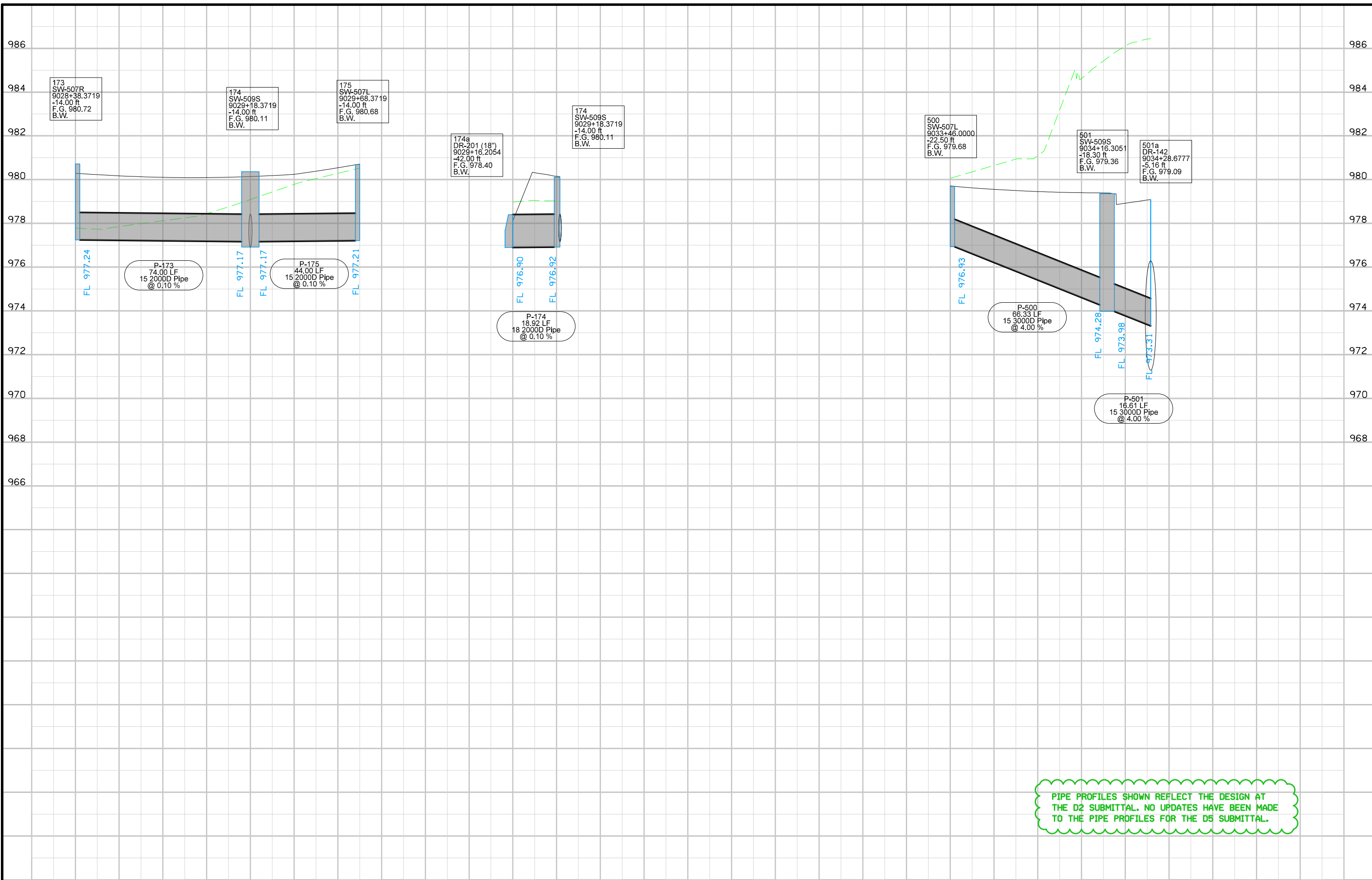




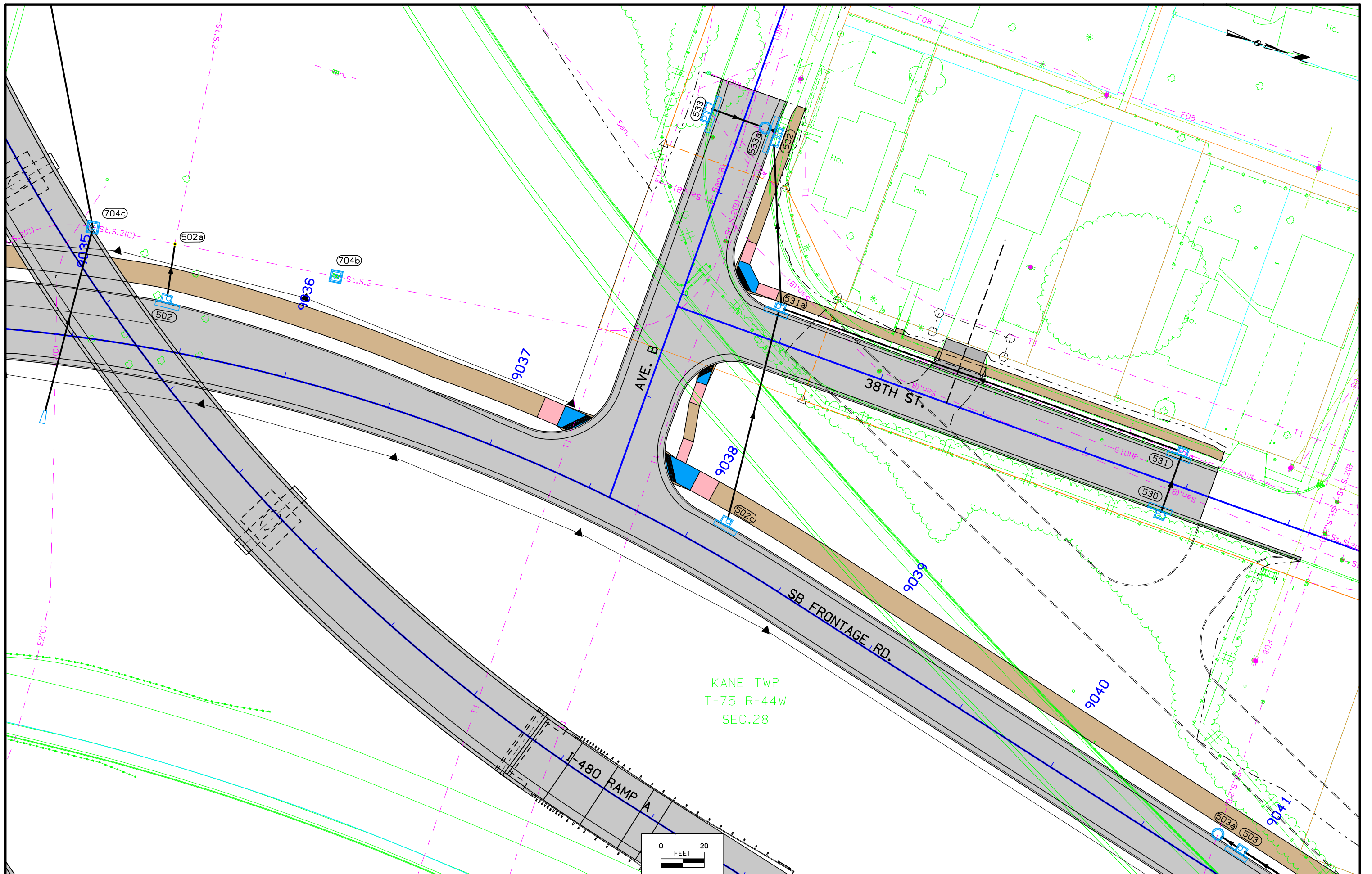


PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

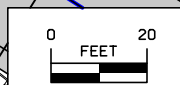


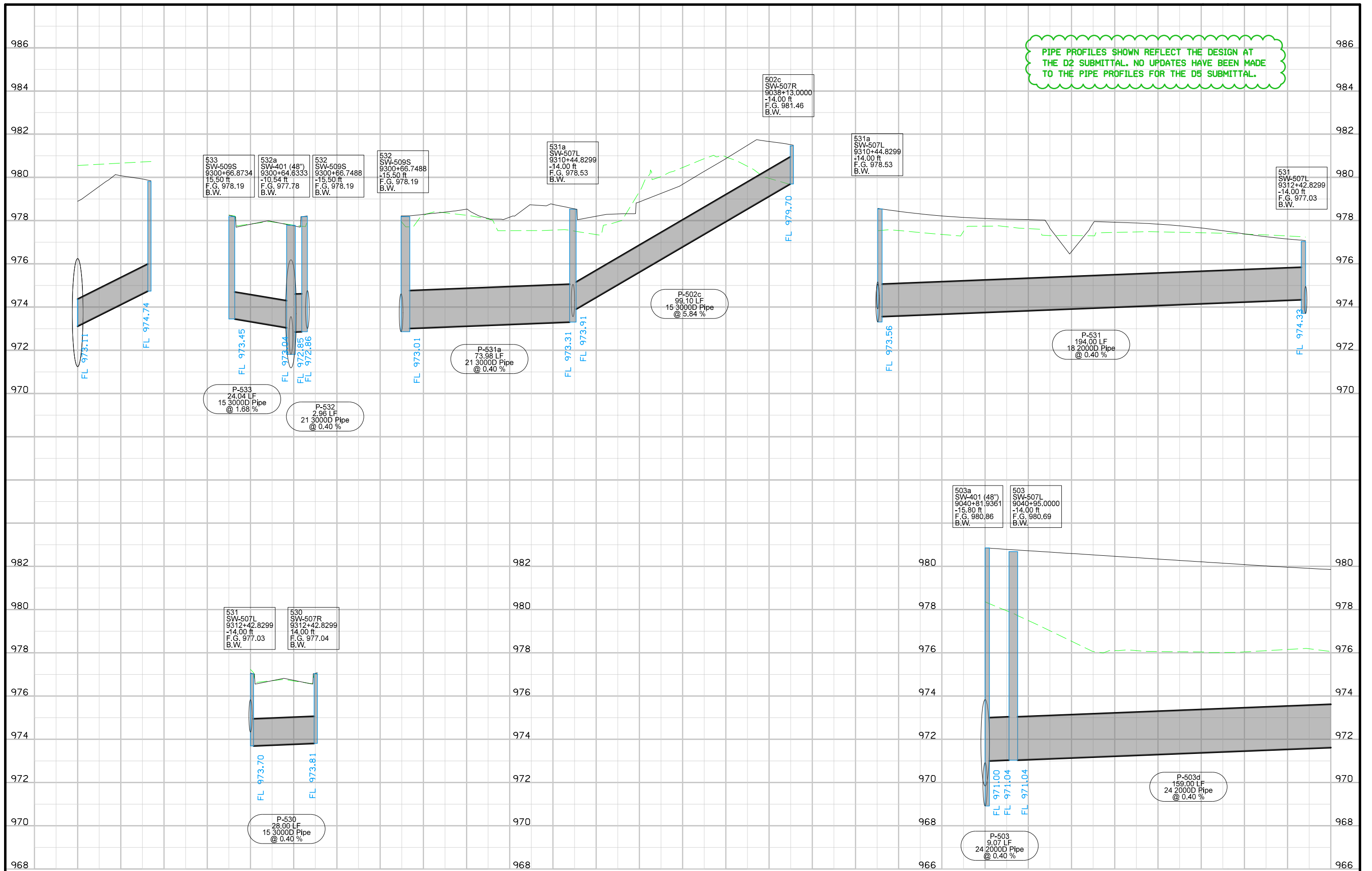


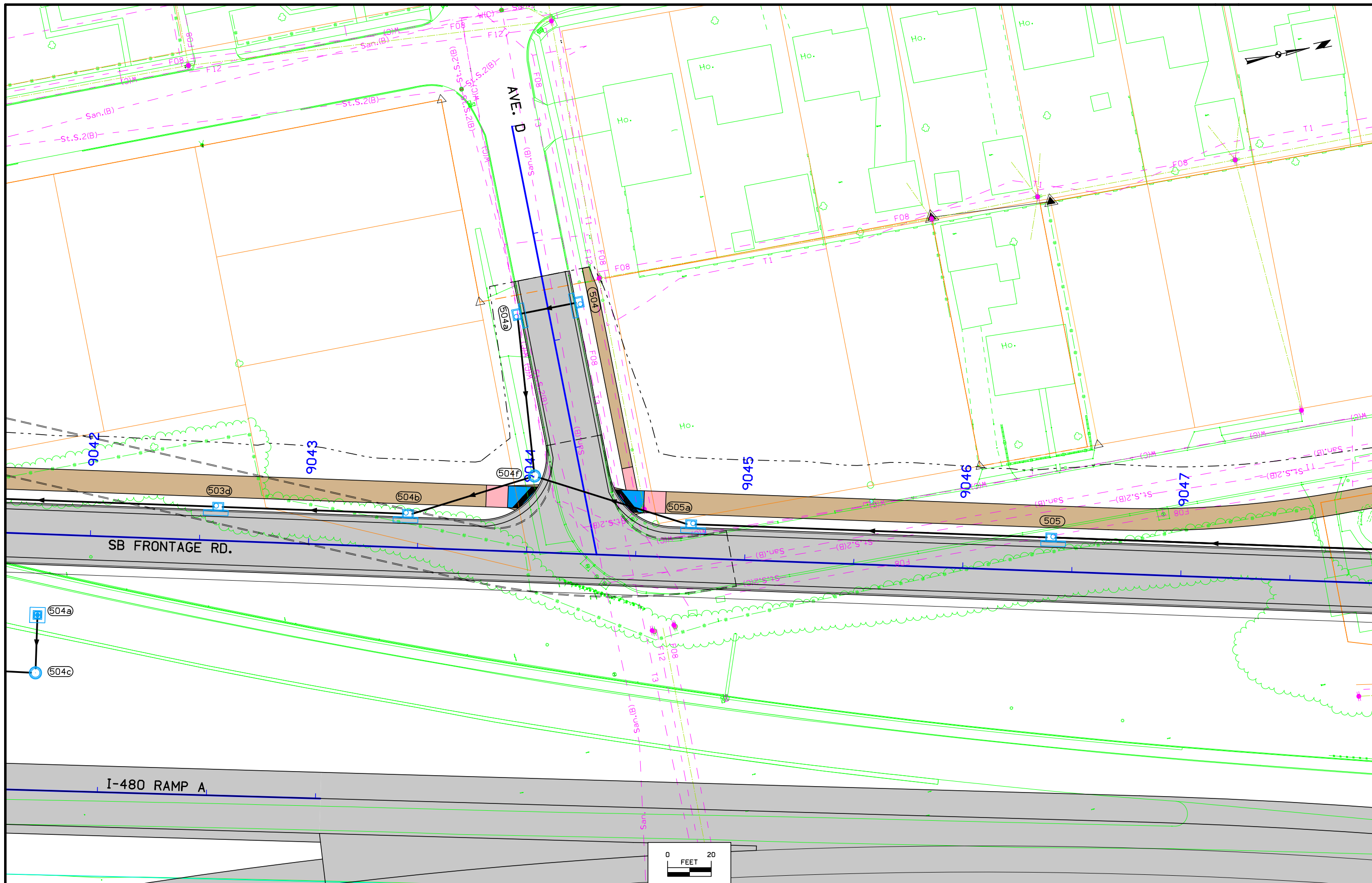
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

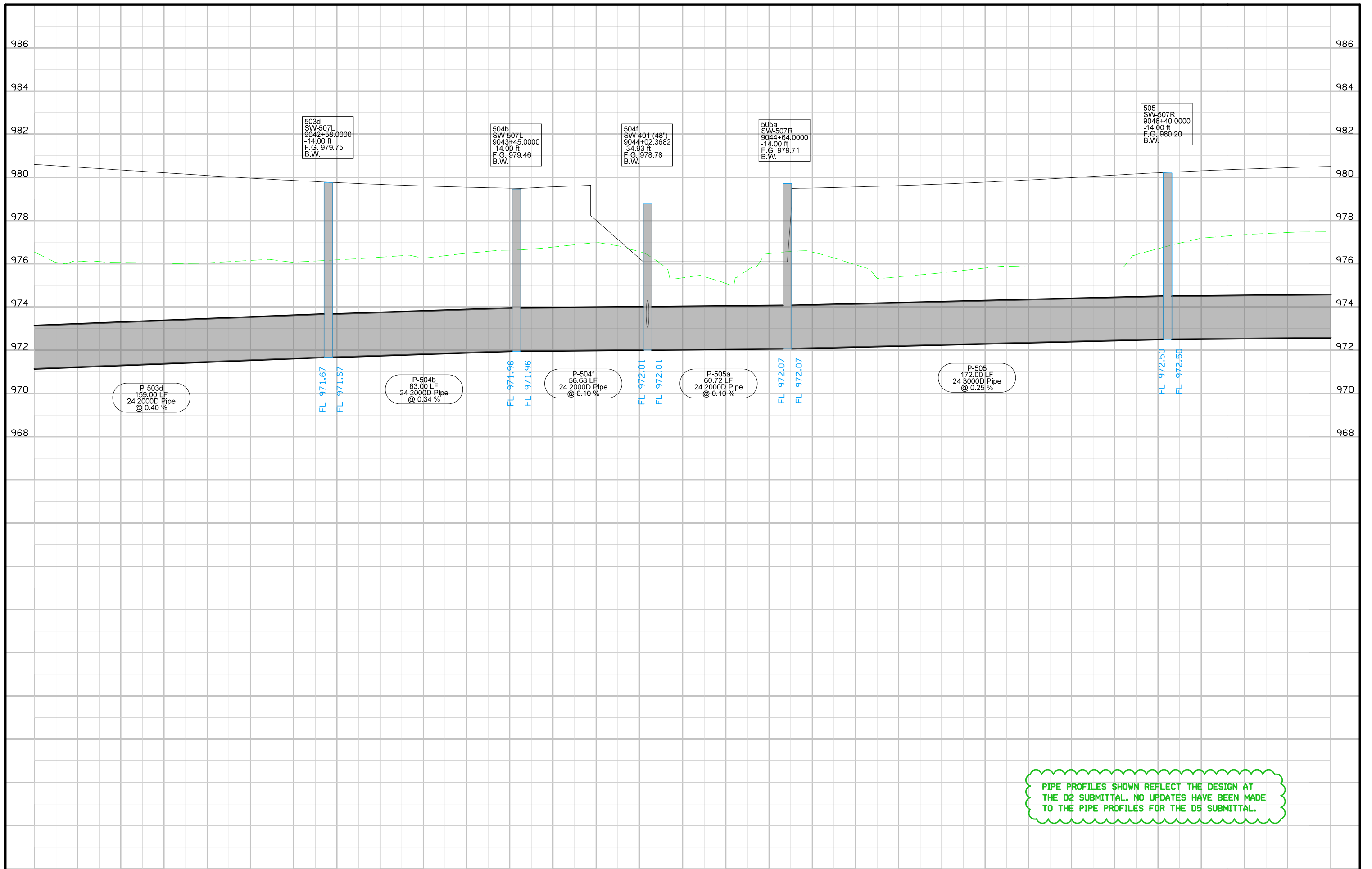


KANE TWP
T-75 R-44W
SEC.28

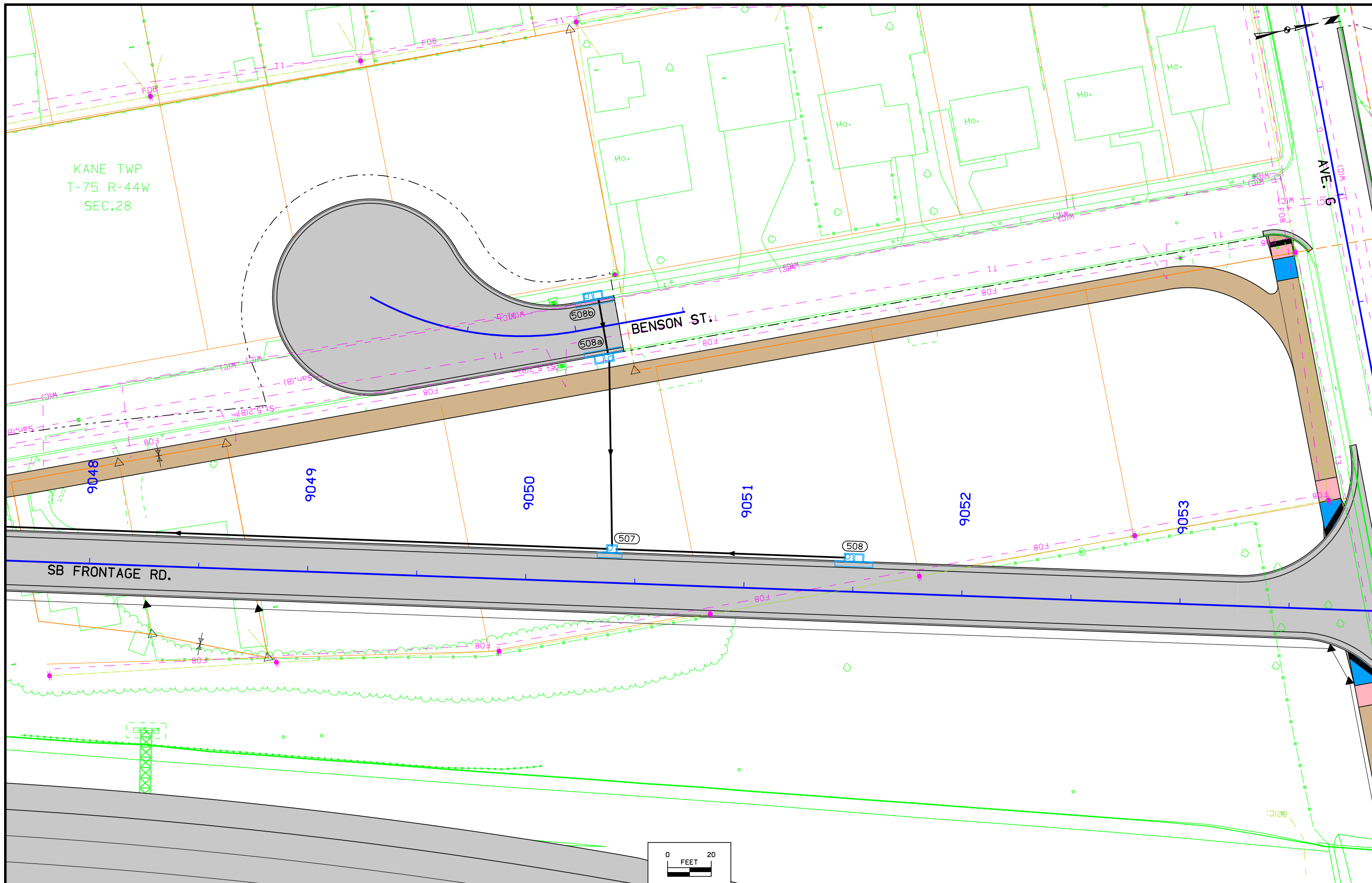








PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

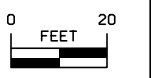


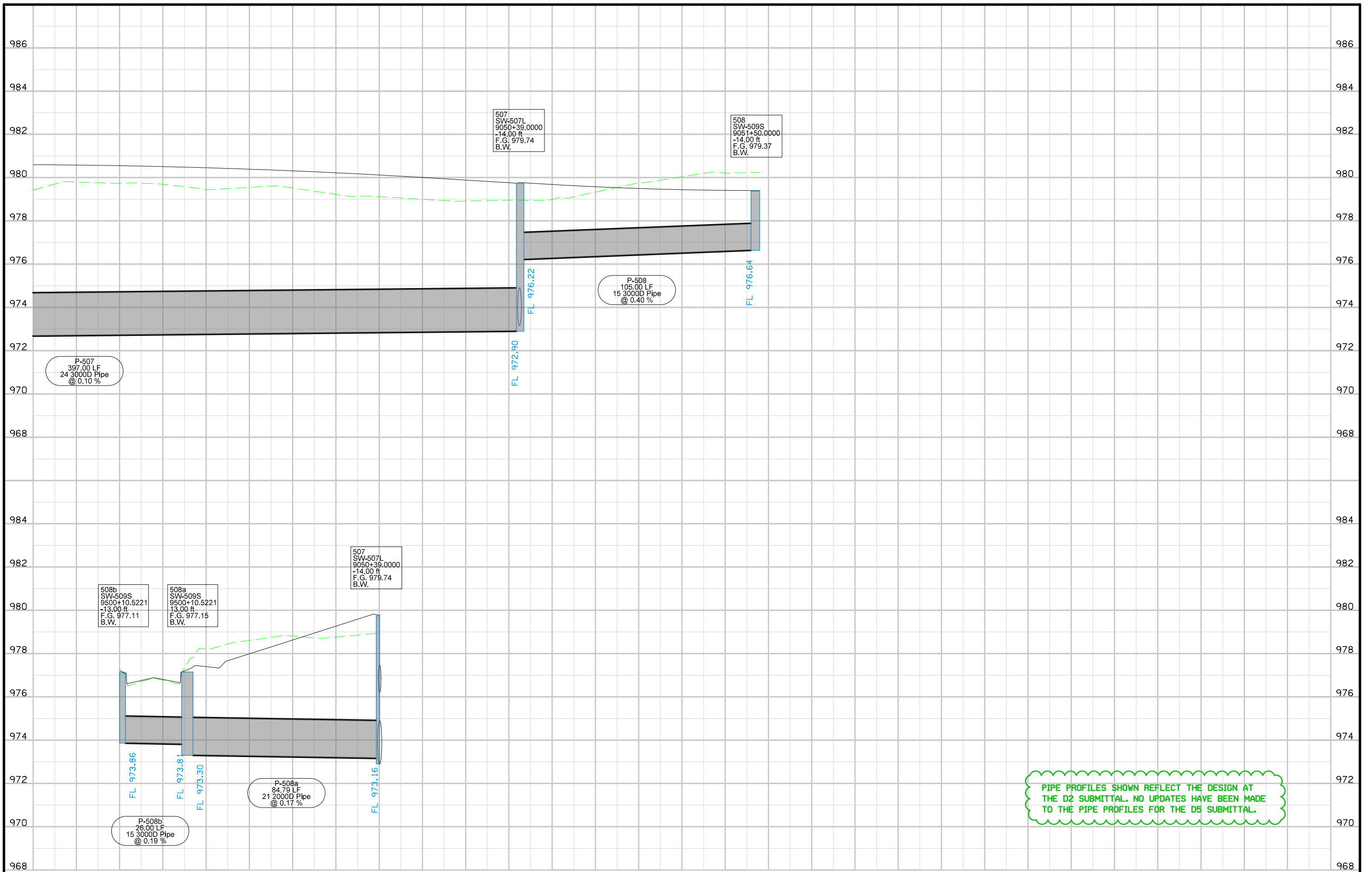
KANE TWP
T-75 R-44W
SEC.28

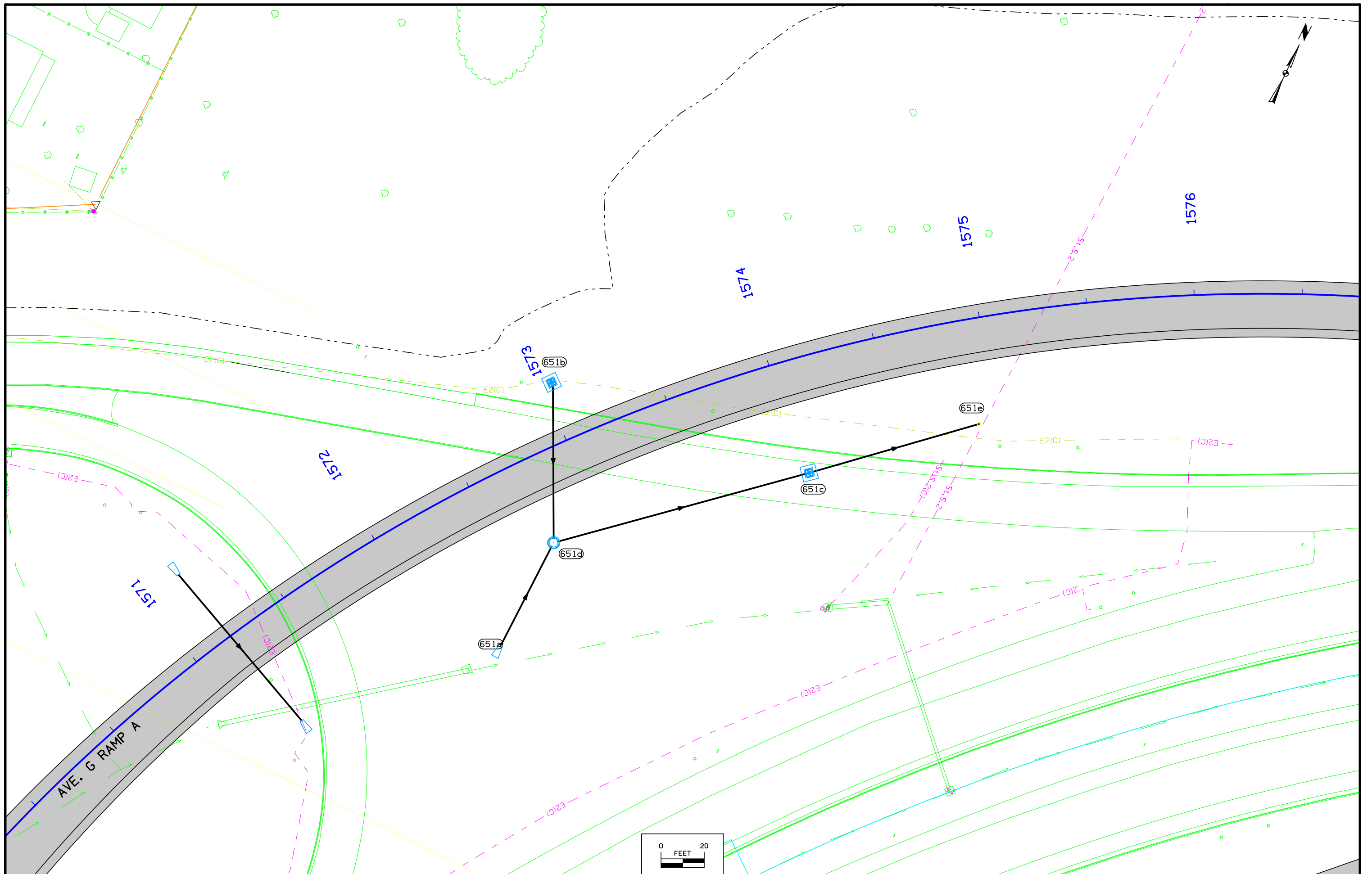
BENSON ST. 1

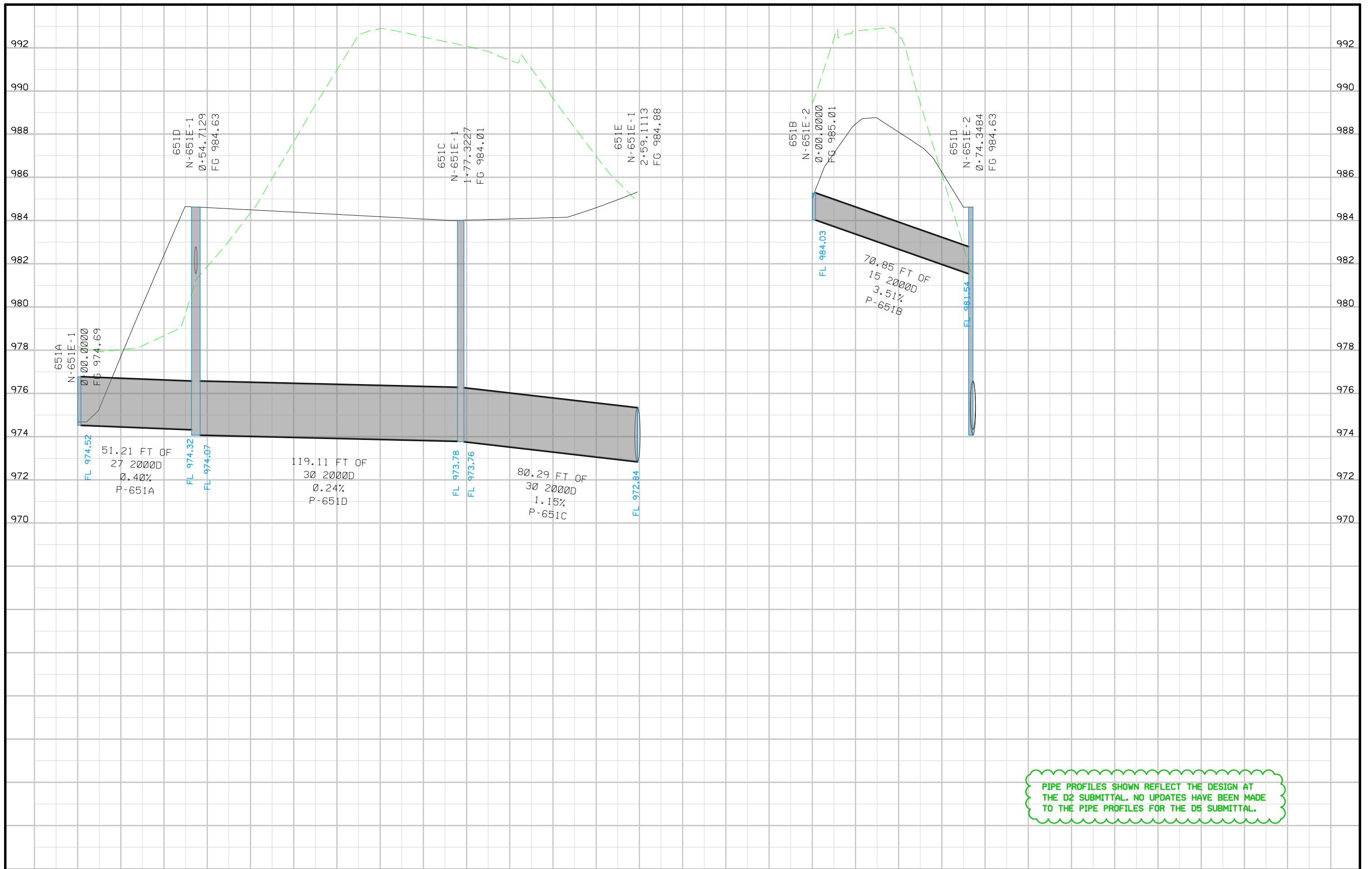
AVE. G

SB FRONTAGE RD.

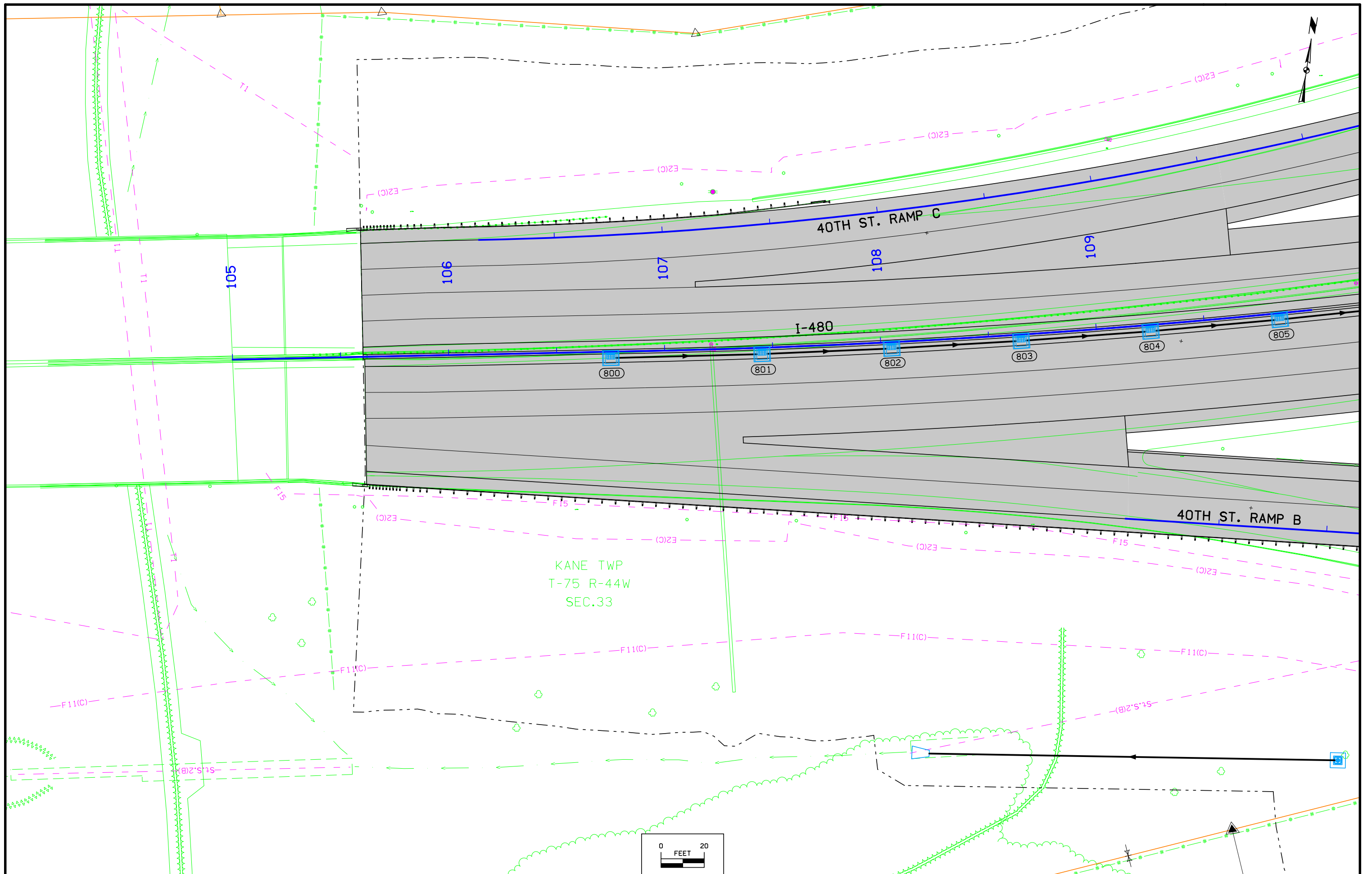


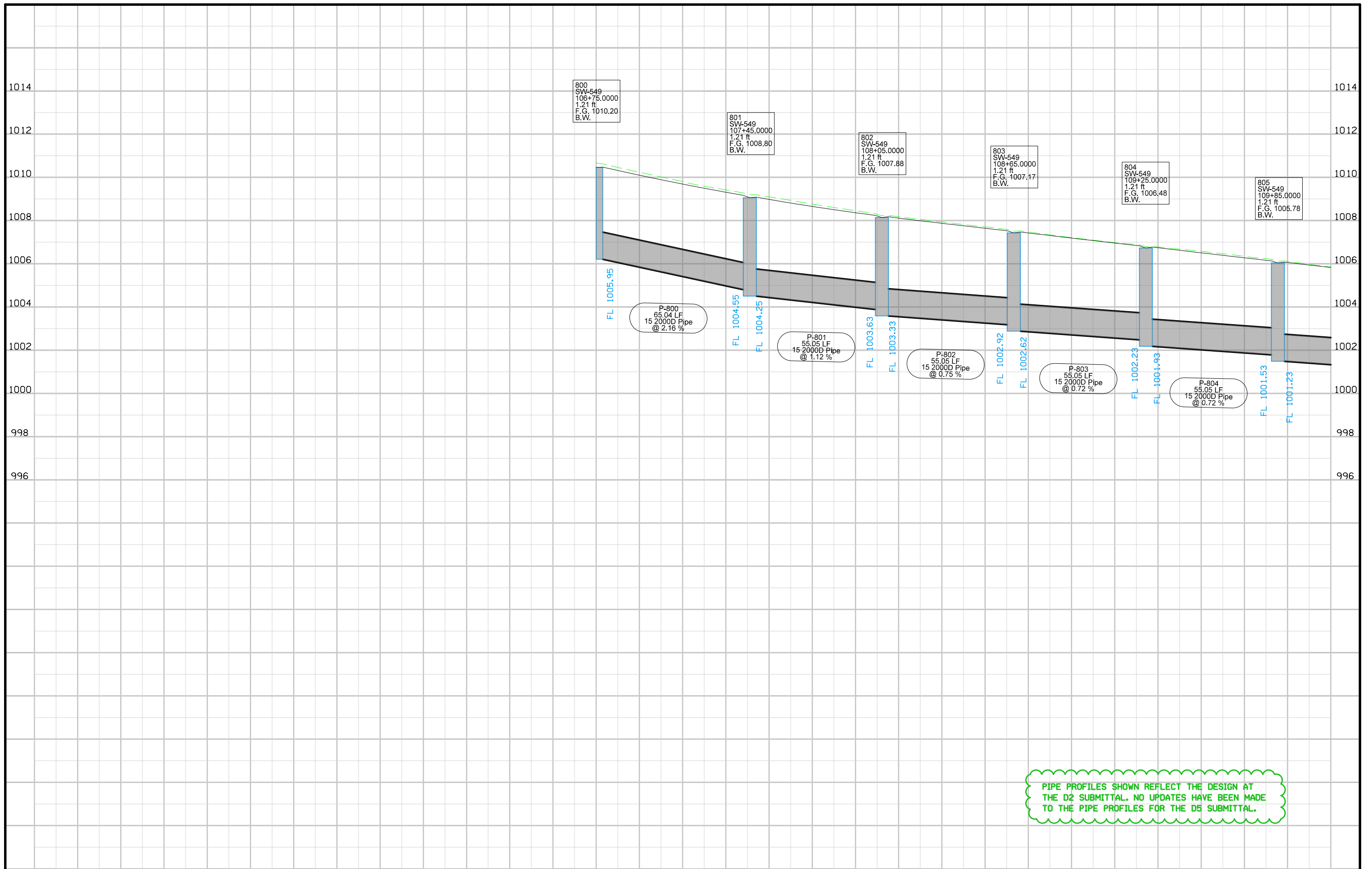




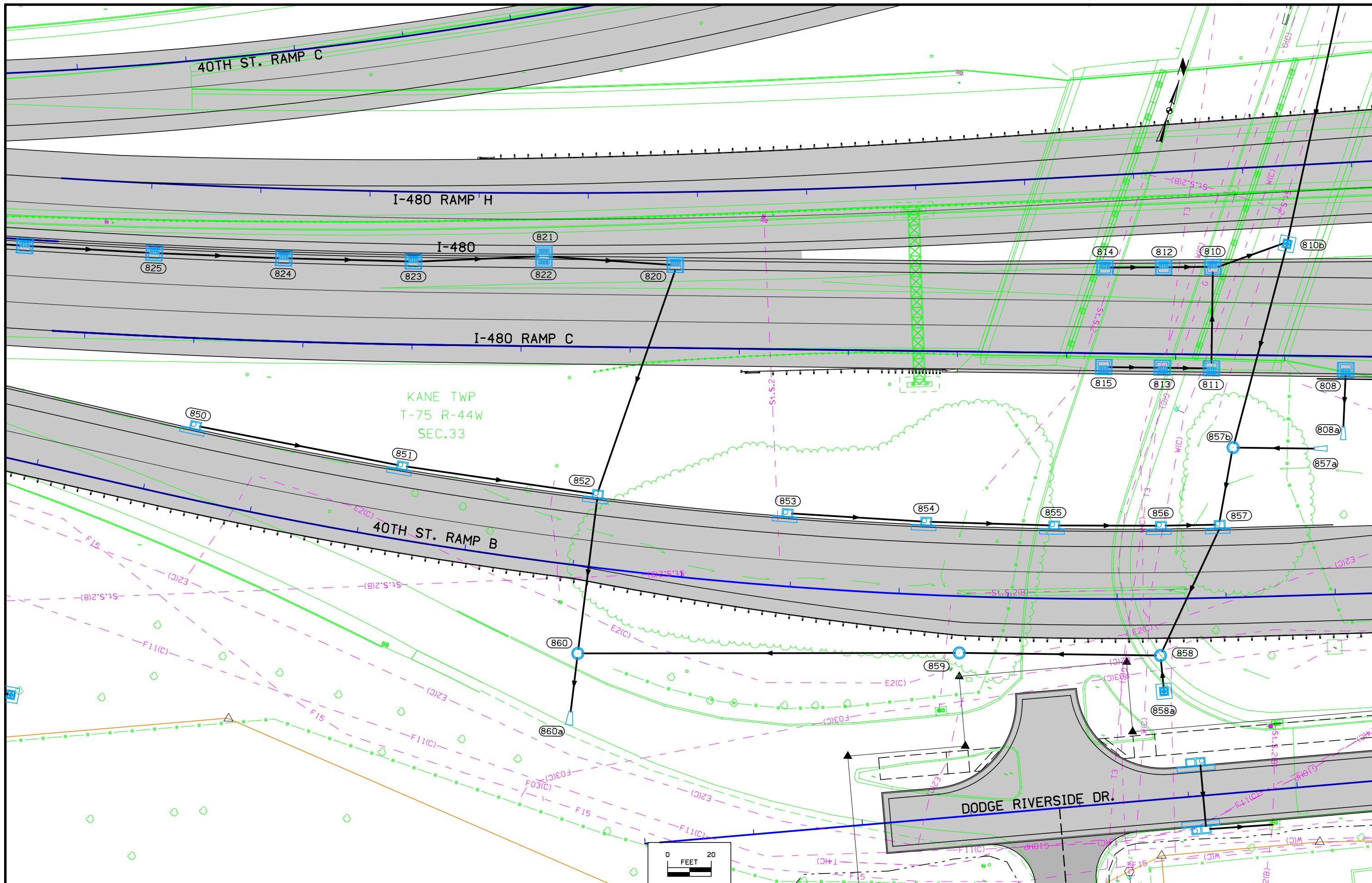


PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

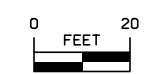


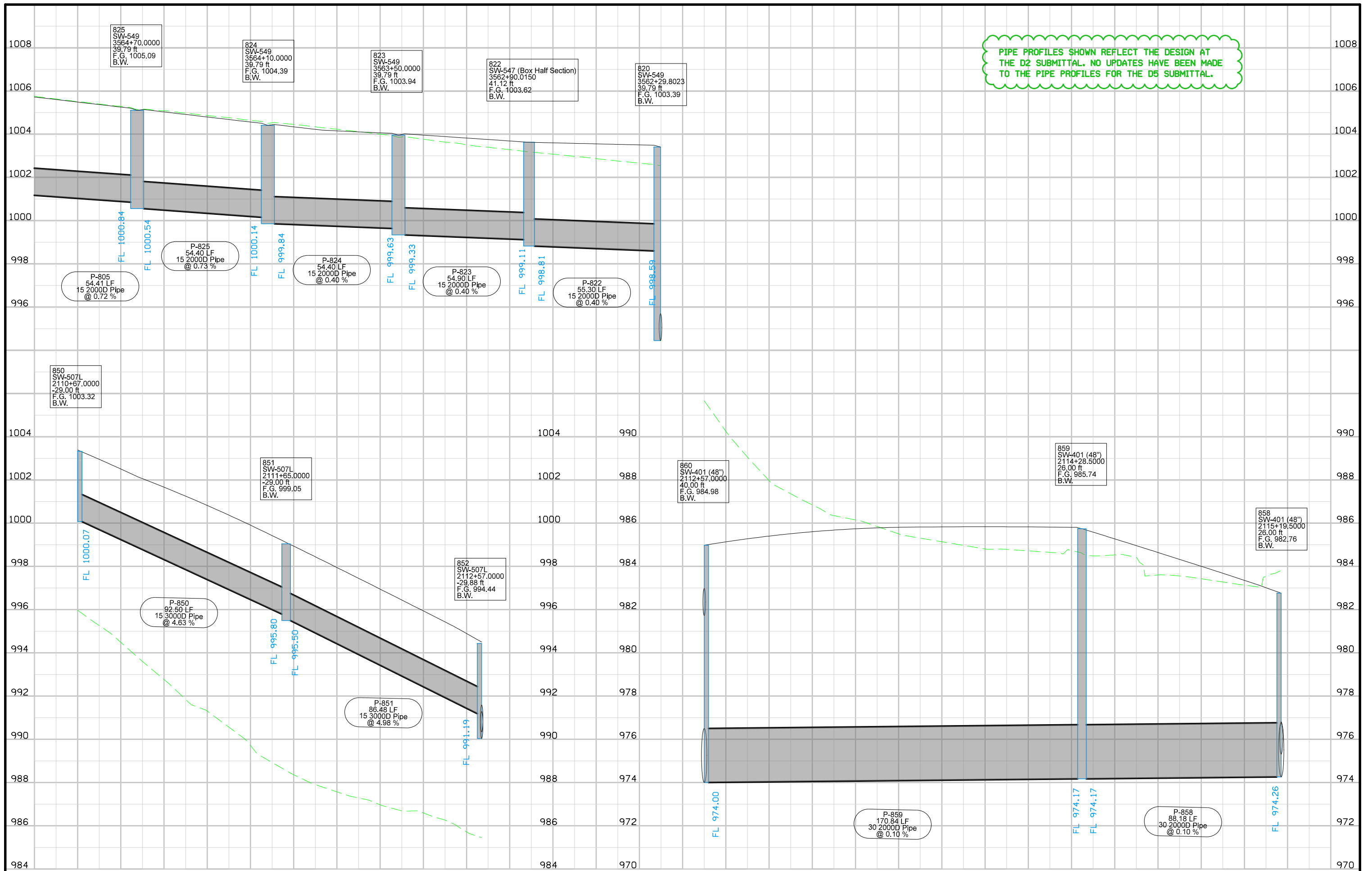


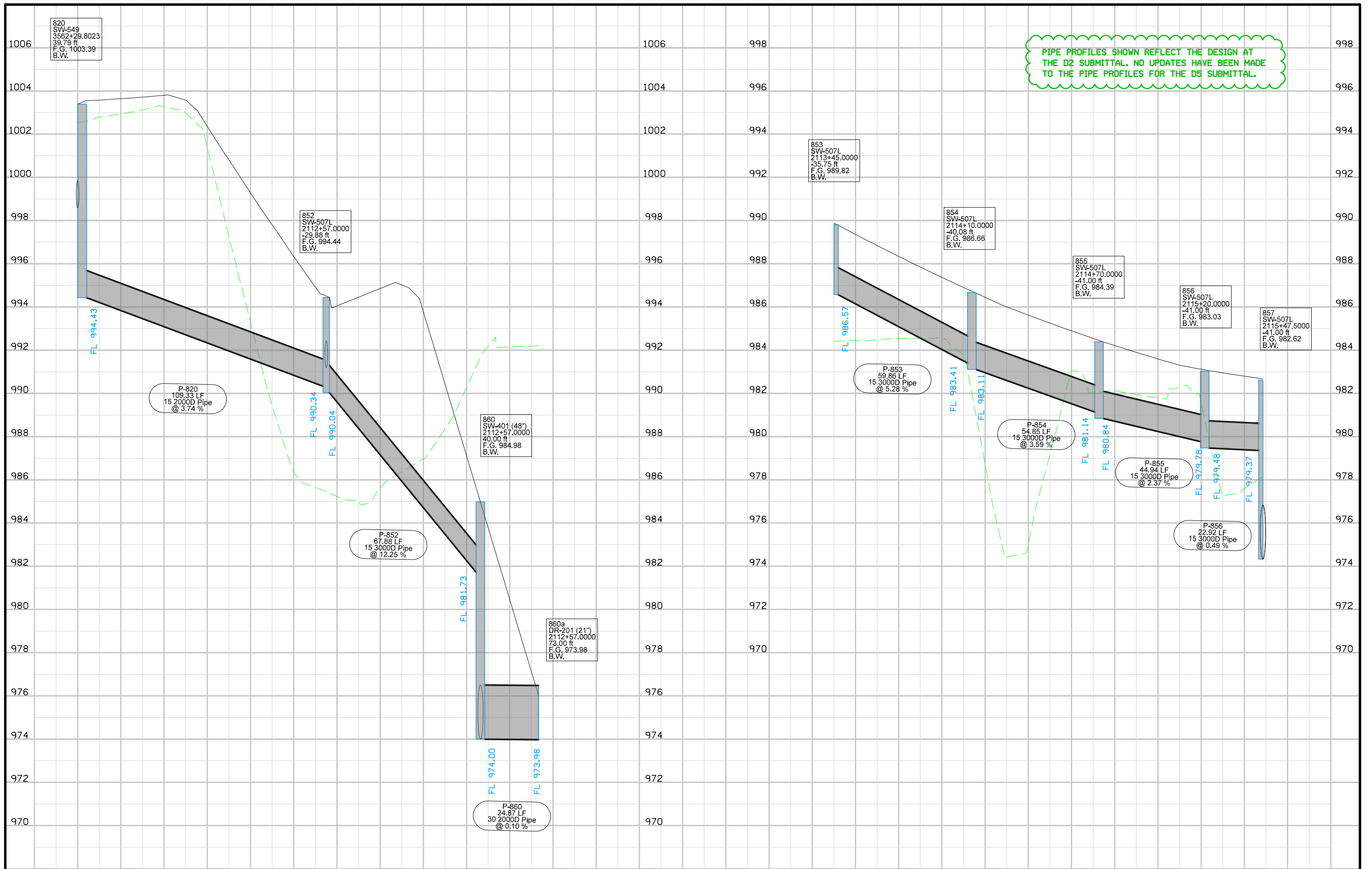
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



KANE TWP
T-75 R-44W
SEC.33







PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

820
SW-549
3562+29.8023
39.79 ft
F.G. 1003.39
B.W.

852
SW-507L
2112+57.0000
-29.88 ft
F.G. 994.44
B.W.

860
SW-401 (48")
2112+57.0000
40.00 ft
F.G. 984.98
B.W.

860a
DR-201 (21")
2112+57.0000
73.00 ft
F.G. 973.98
B.W.

853
SW-507L
2113+45.0000
-35.75 ft
F.G. 989.82
B.W.

854
SW-507L
2114+10.0000
-40.08 ft
F.G. 986.66
B.W.

855
SW-507L
2114+70.0000
-41.00 ft
F.G. 984.39
B.W.

856
SW-507L
2115+20.0000
-41.00 ft
F.G. 983.03
B.W.

857
SW-507L
2115+47.5000
-41.00 ft
F.G. 982.62
B.W.

P-820
109.33 LF
15 3000D Pipe
@ 3.74 %

P-852
67.88 LF
15 3000D Pipe
@ 12.25 %

P-860
24.87 LF
30 2000D Pipe
@ 0.10 %

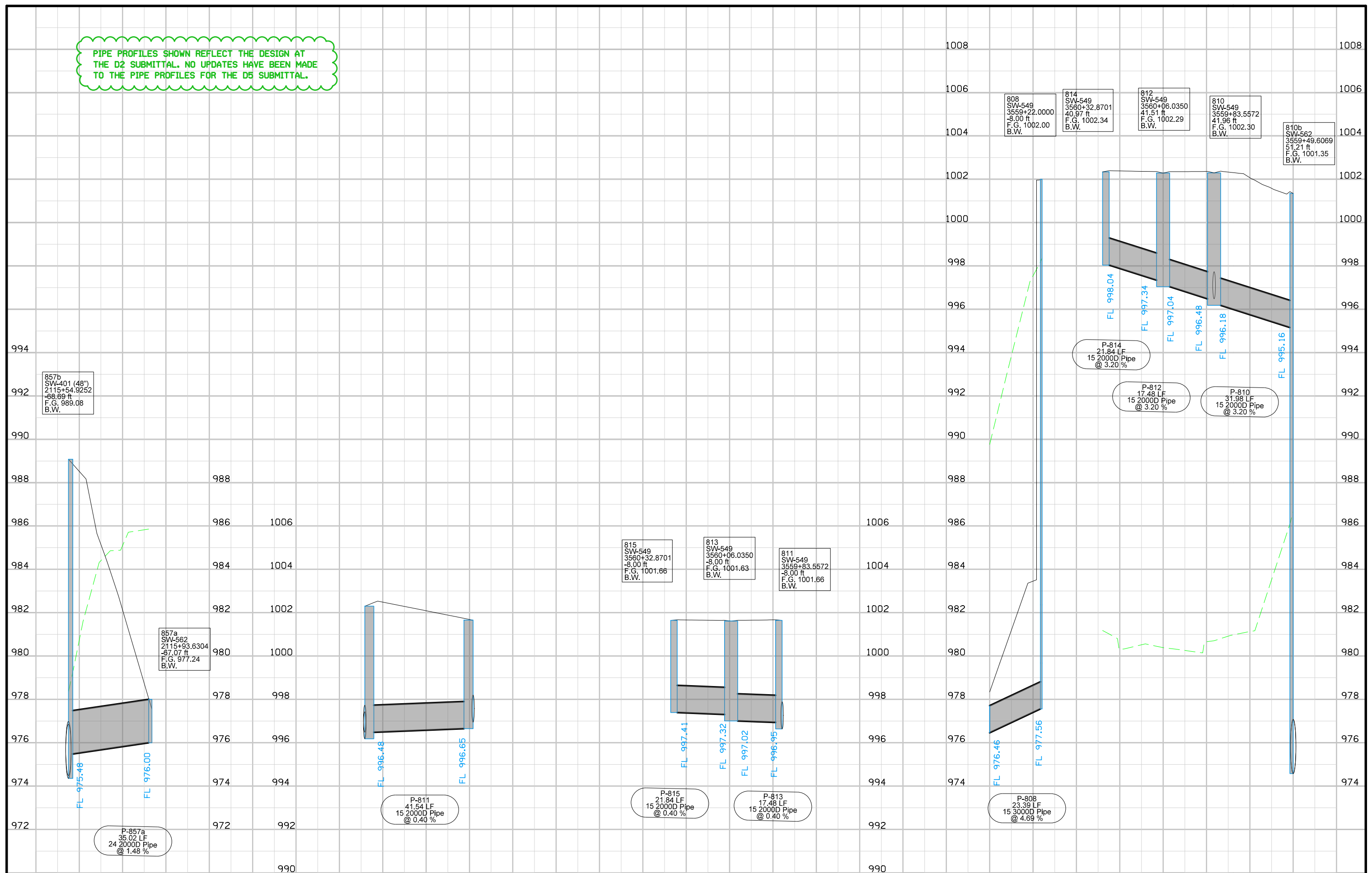
P-853
59.86 LF
15 3000D Pipe
@ 5.28 %

P-854
54.85 LF
15 3000D Pipe
@ 3.59 %

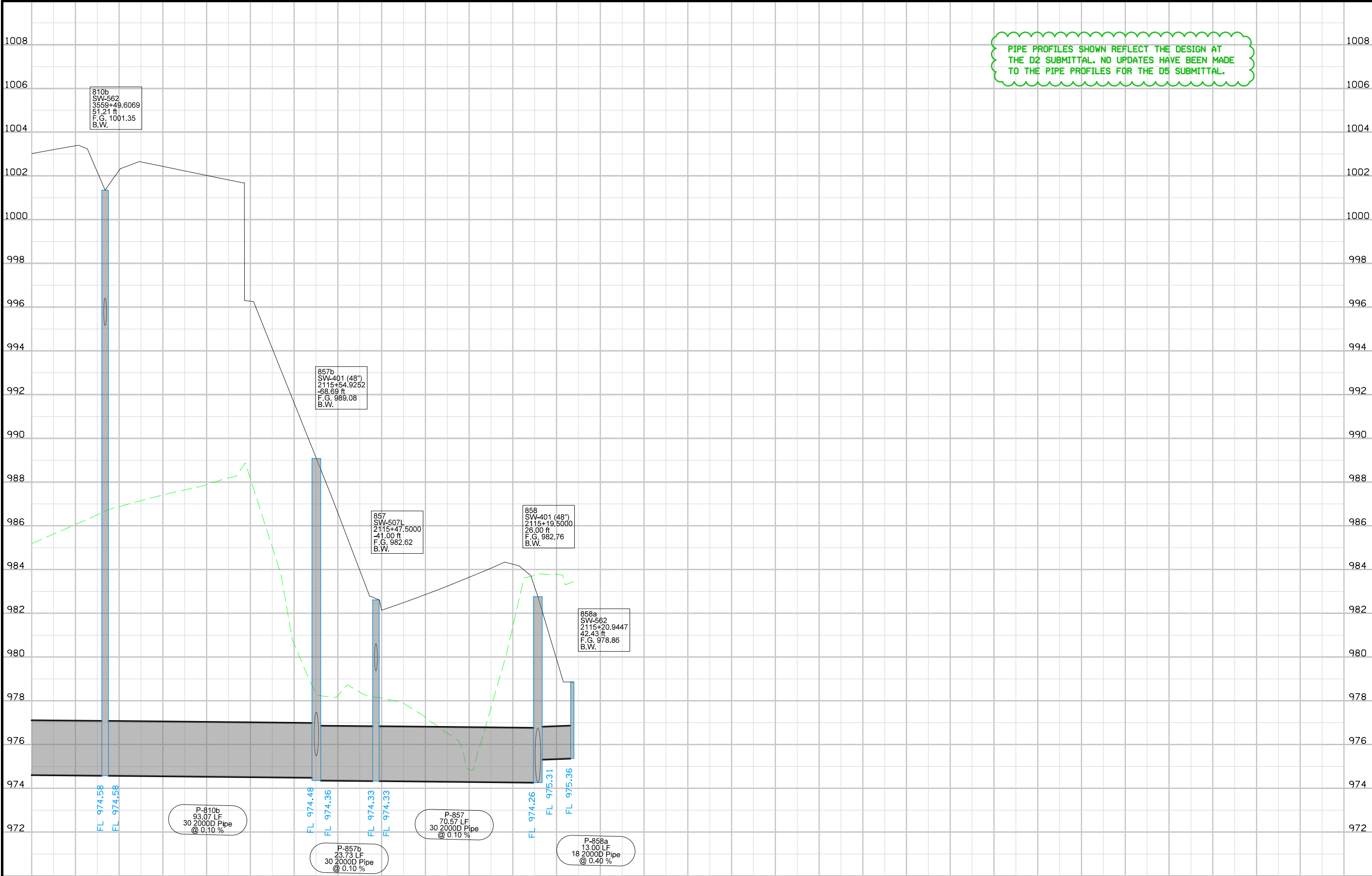
P-855
44.94 LF
15 3000D Pipe
@ 2.37 %

P-856
22.92 LF
15 3000D Pipe
@ 0.49 %

PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

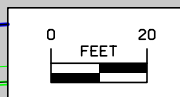
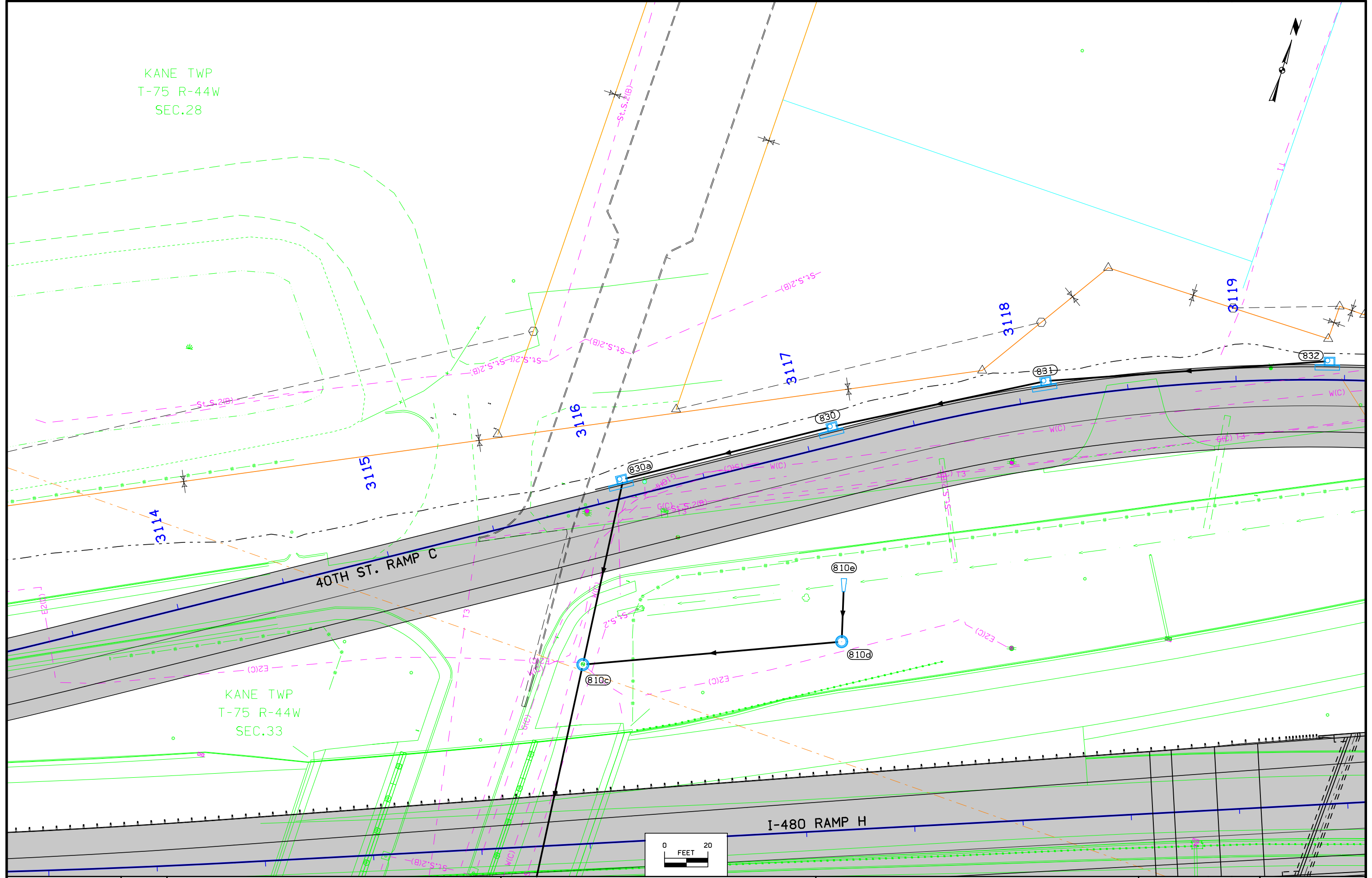


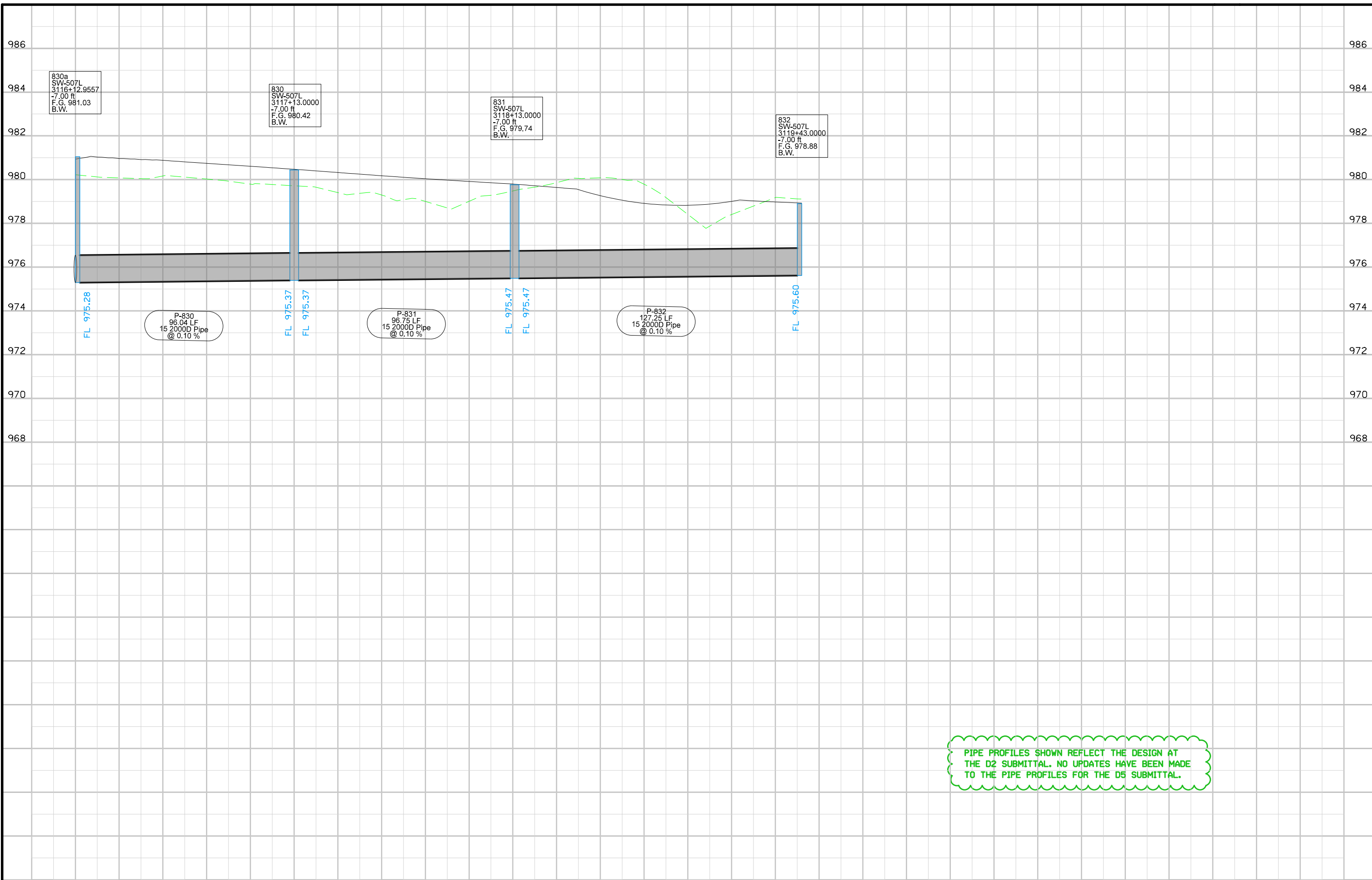
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



KANE TWP
T-75 R-44W
SEC.28

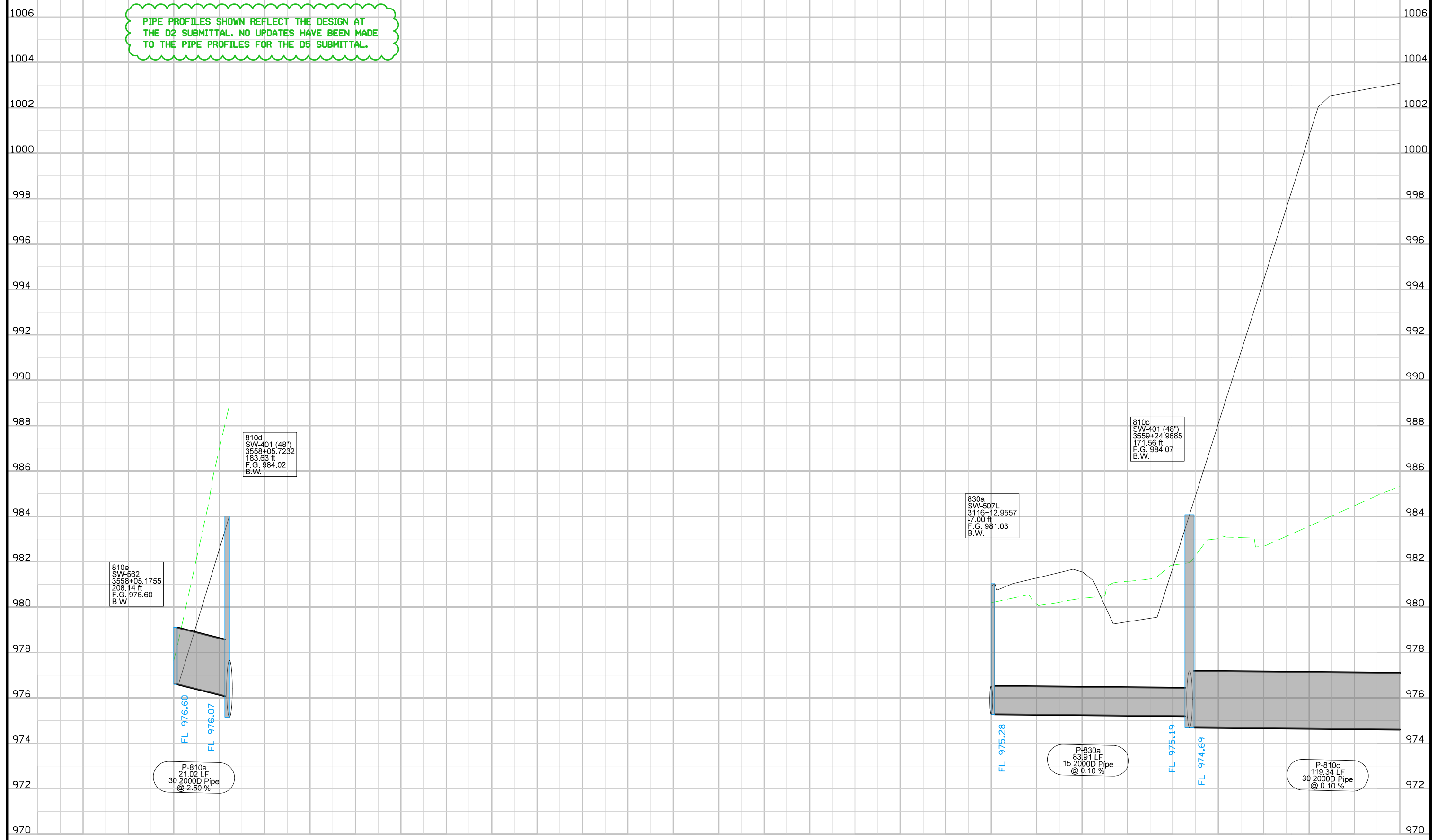
KANE TWP
T-75 R-44W
SEC.33

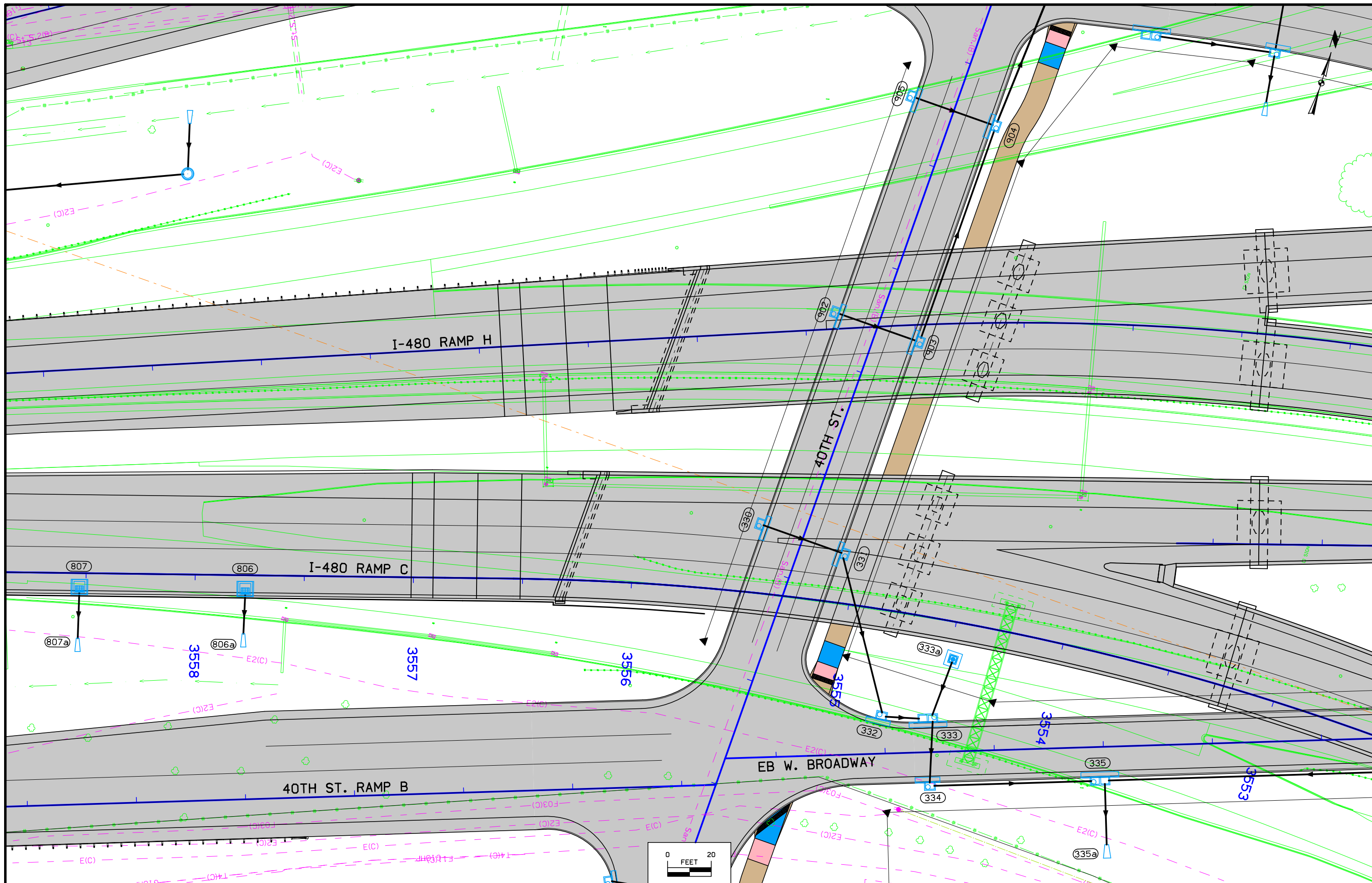




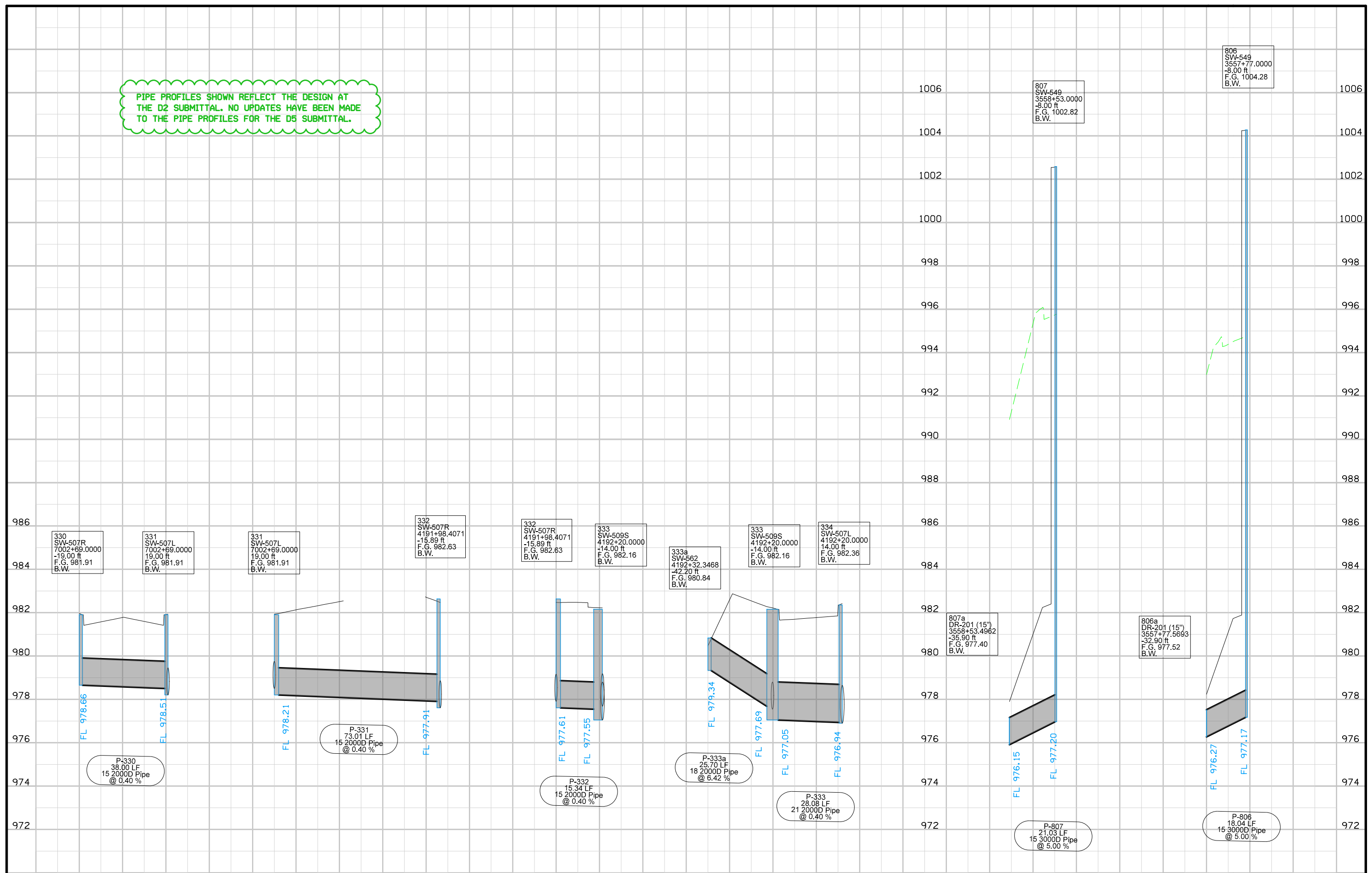
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

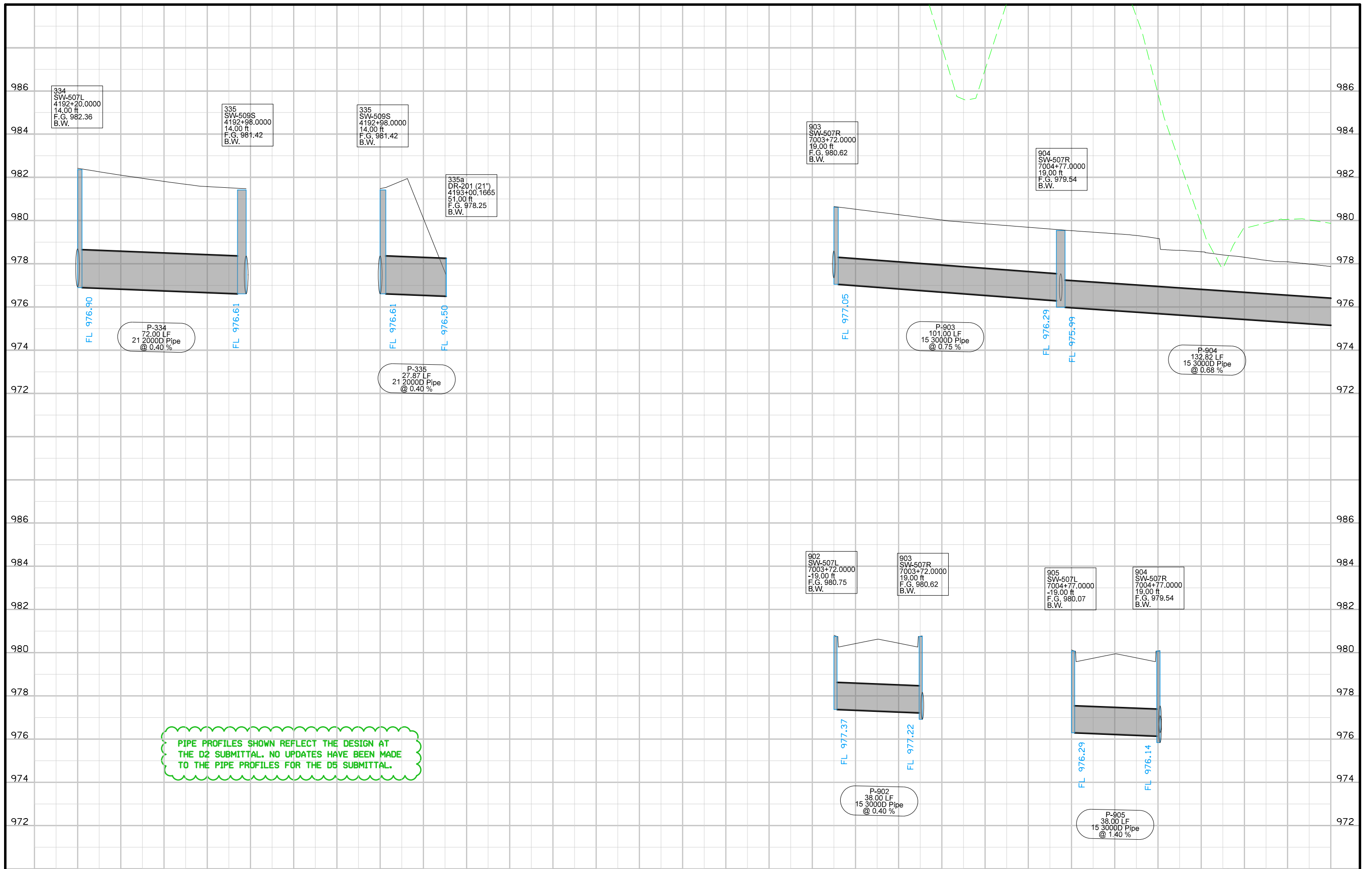
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

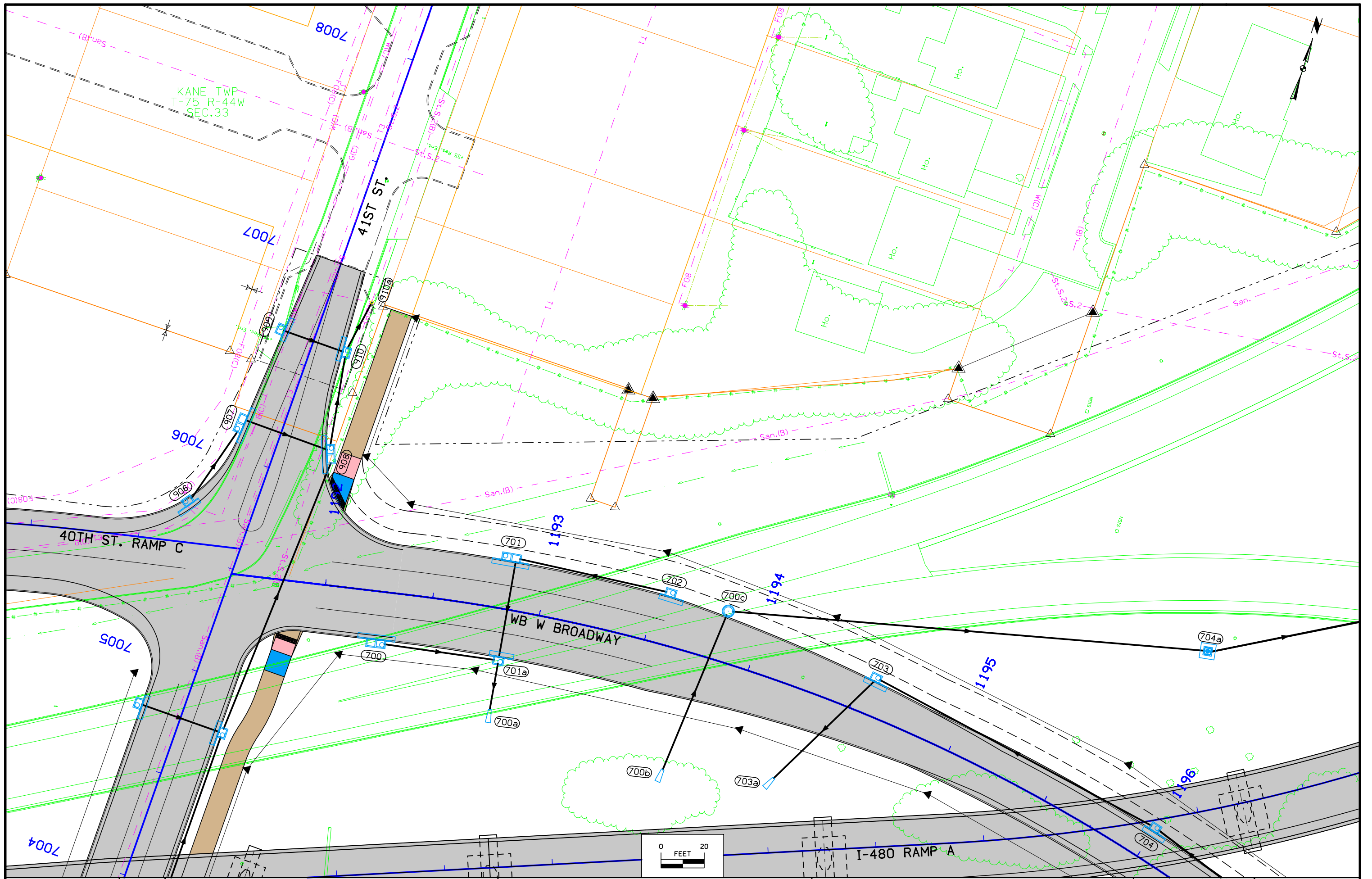


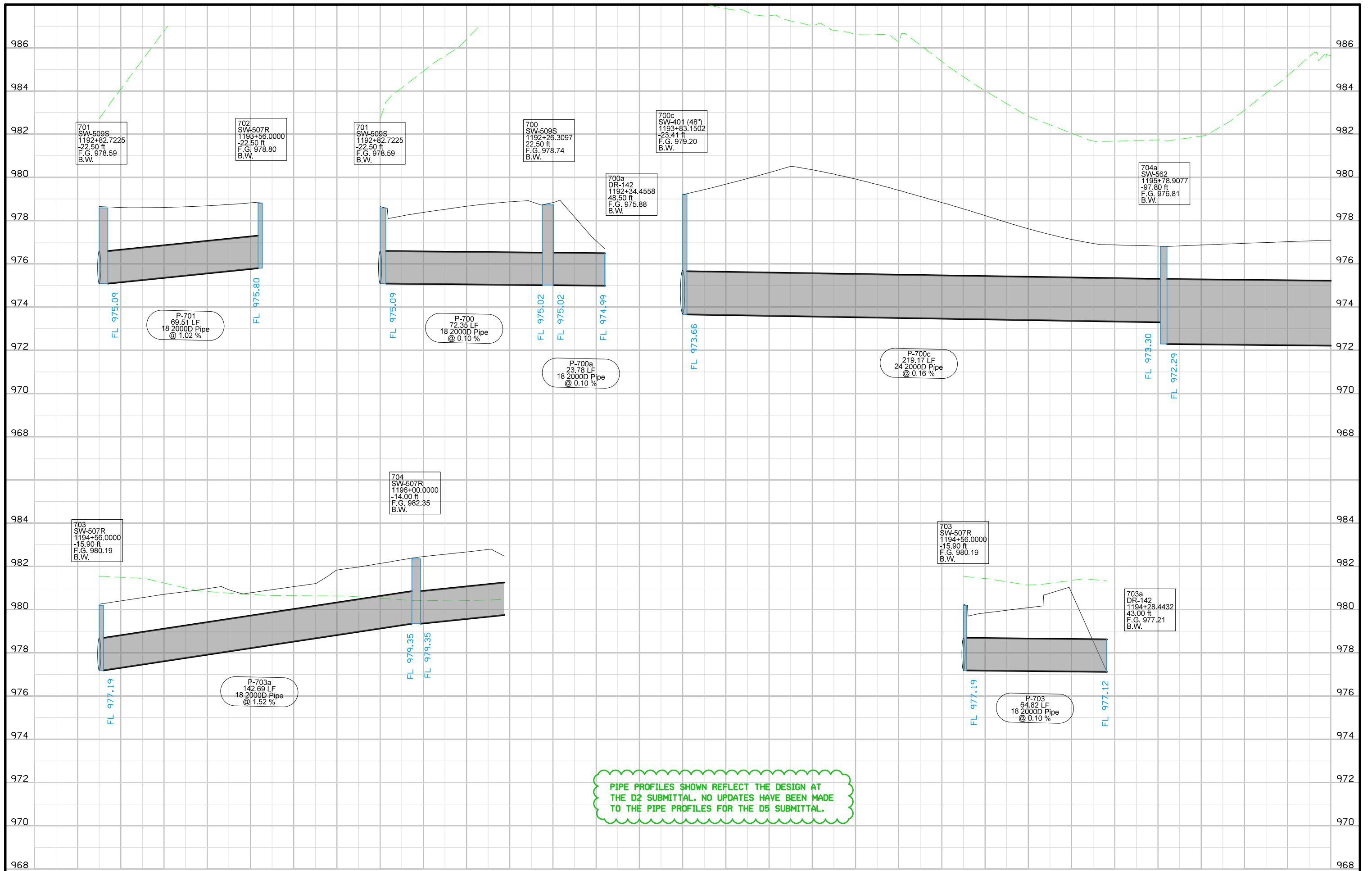


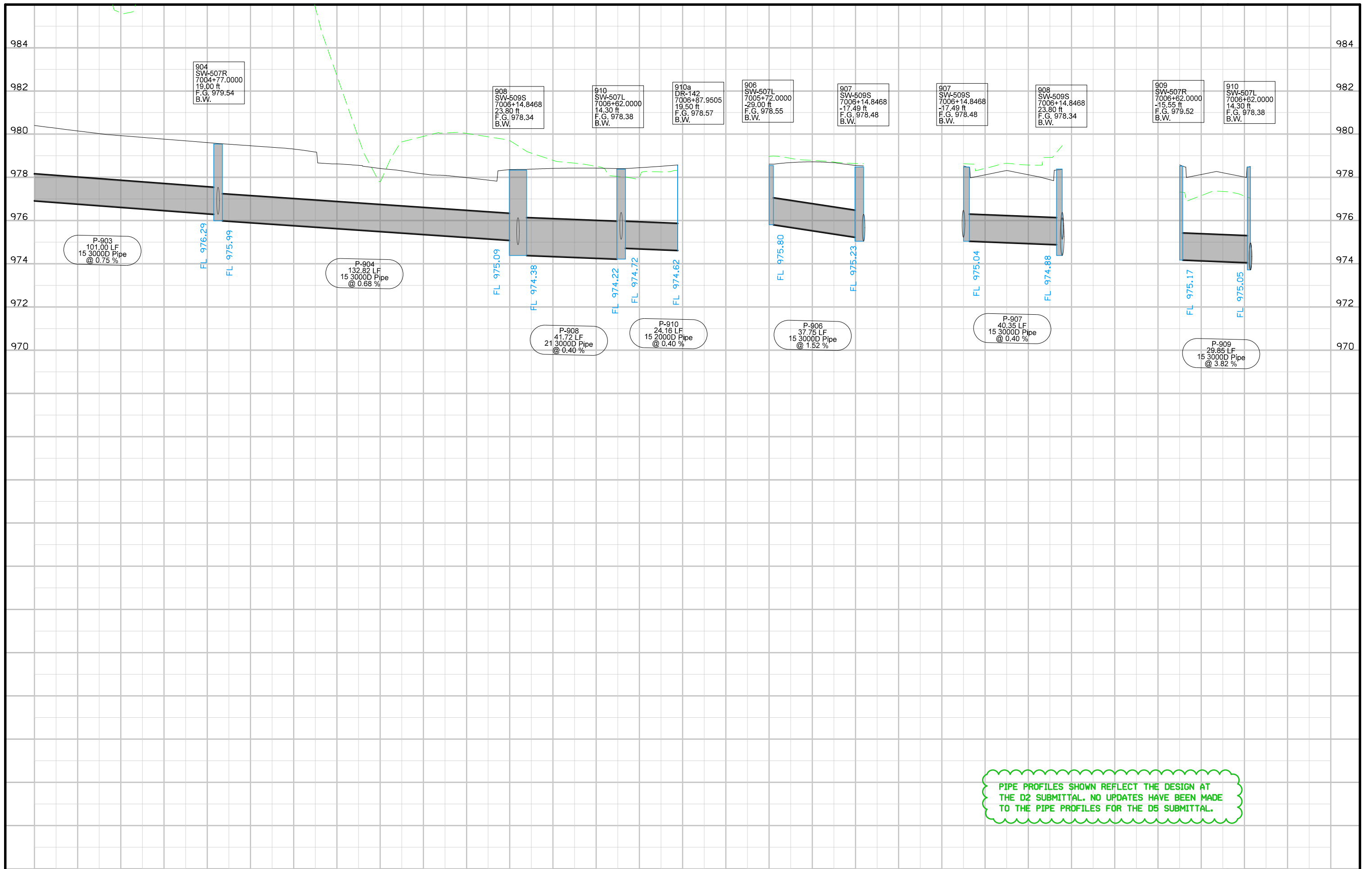
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



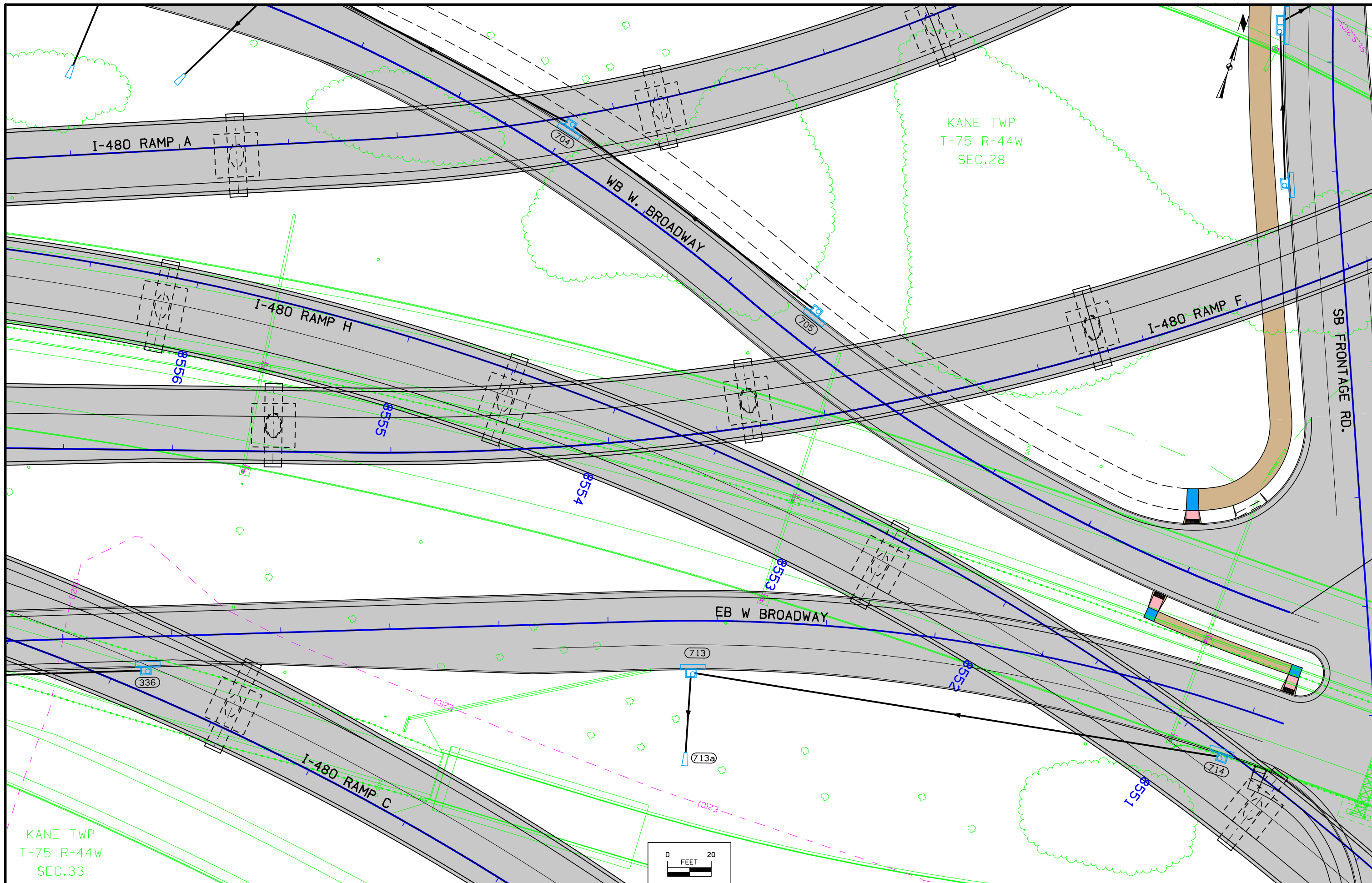






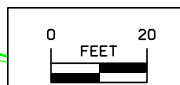


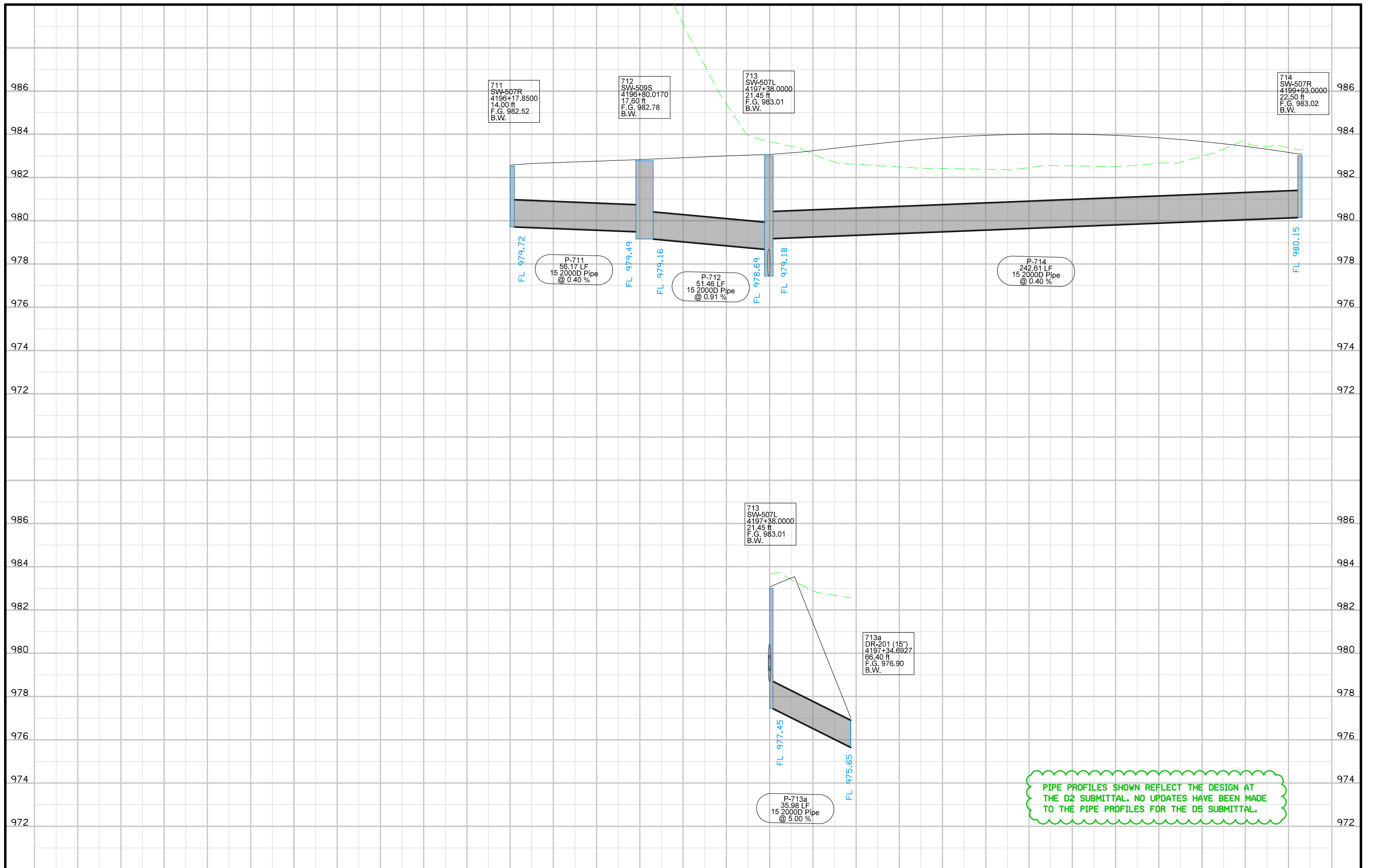
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



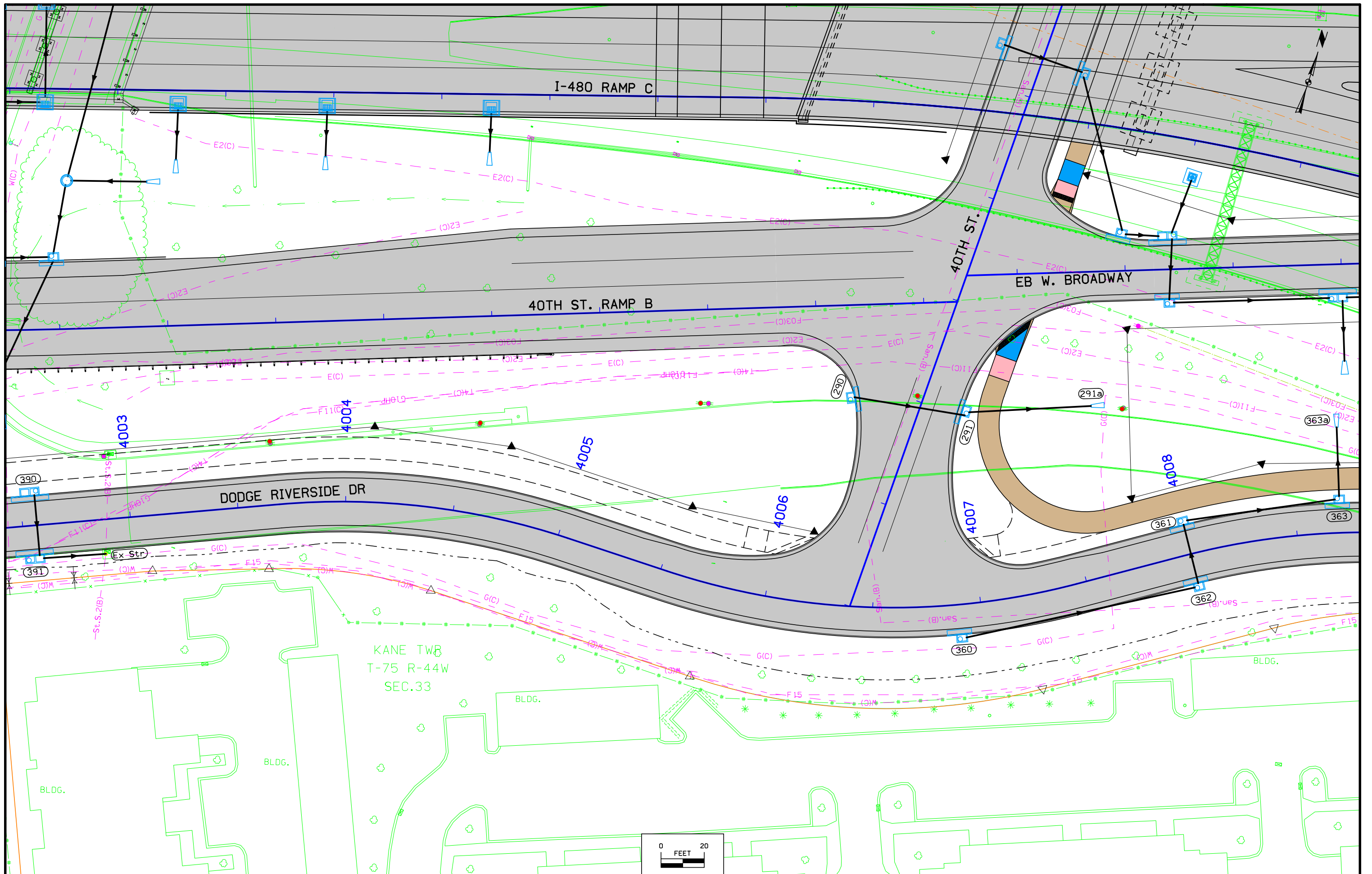
KANE TWP
T-75 R-44W
SEC.28

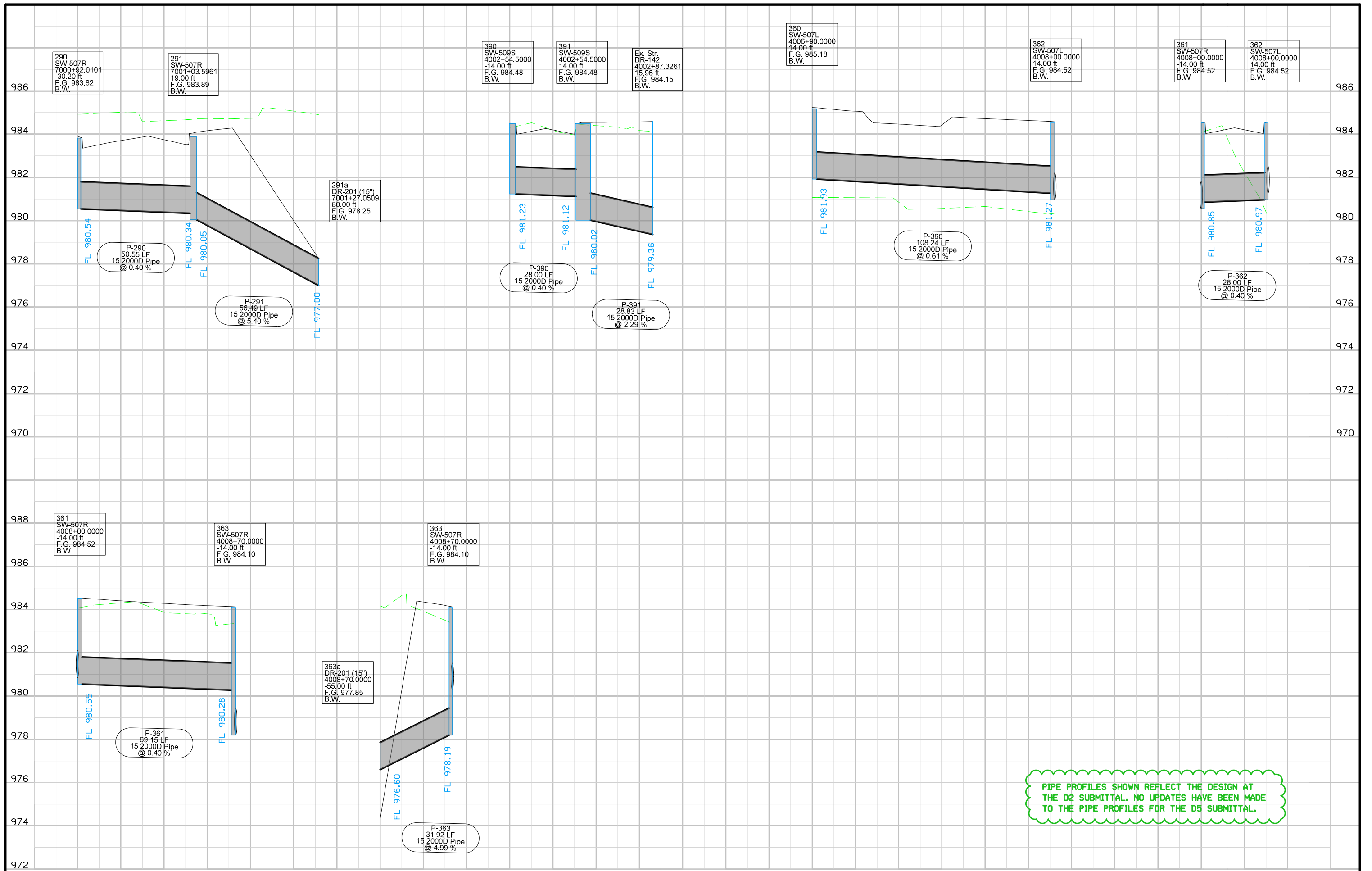
KANE TWP
T-75 R-44W
SEC.33

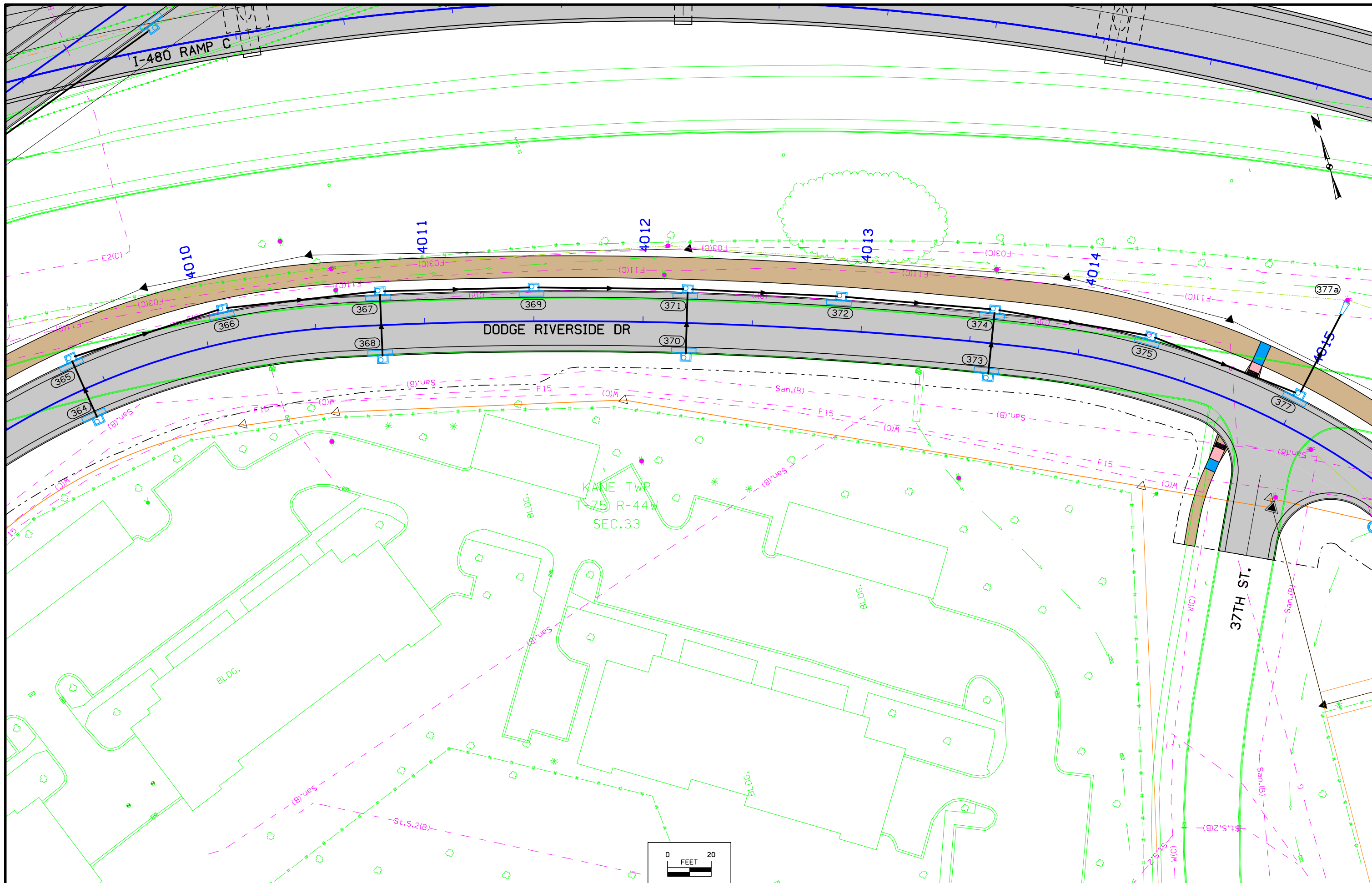


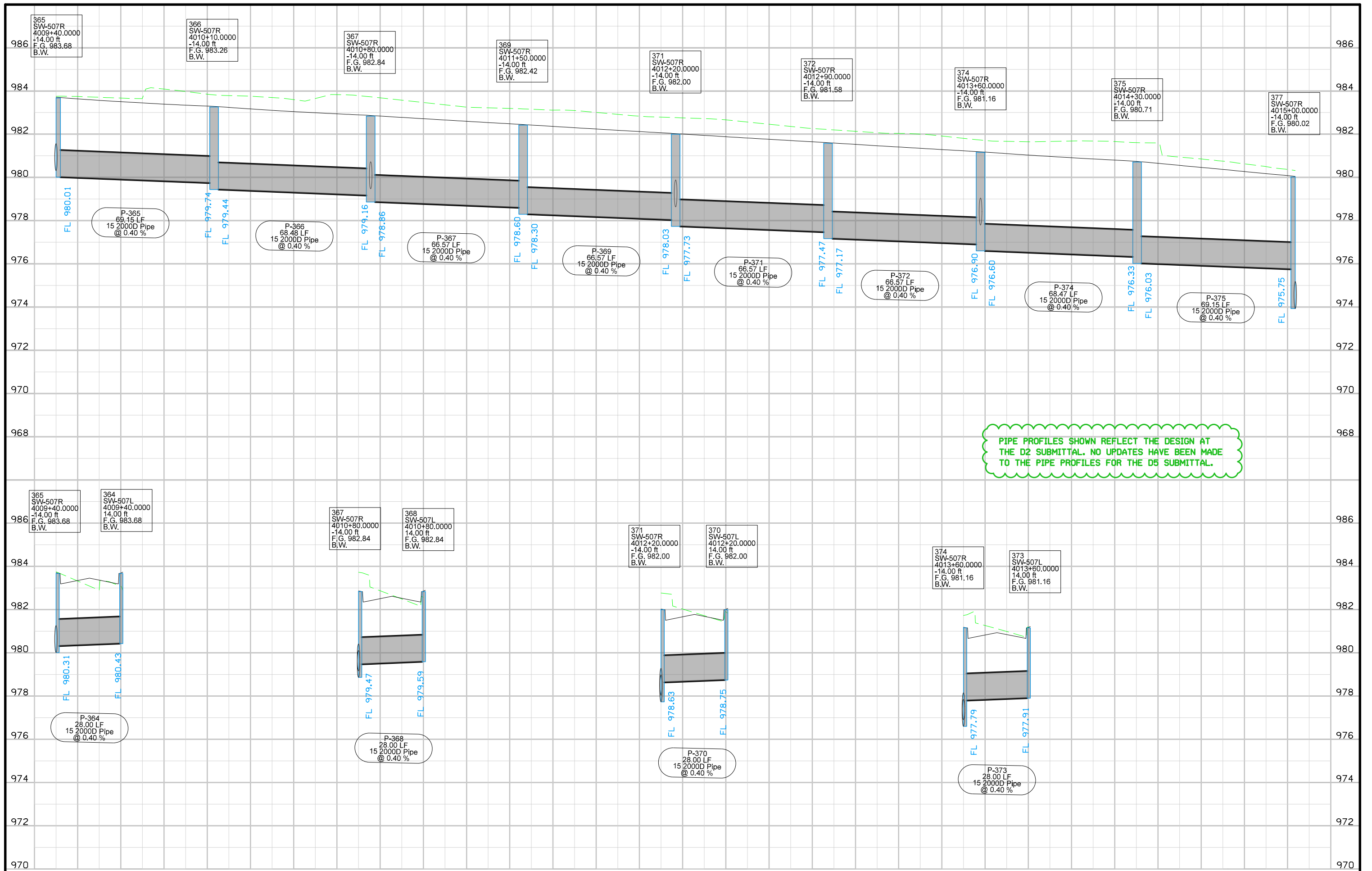


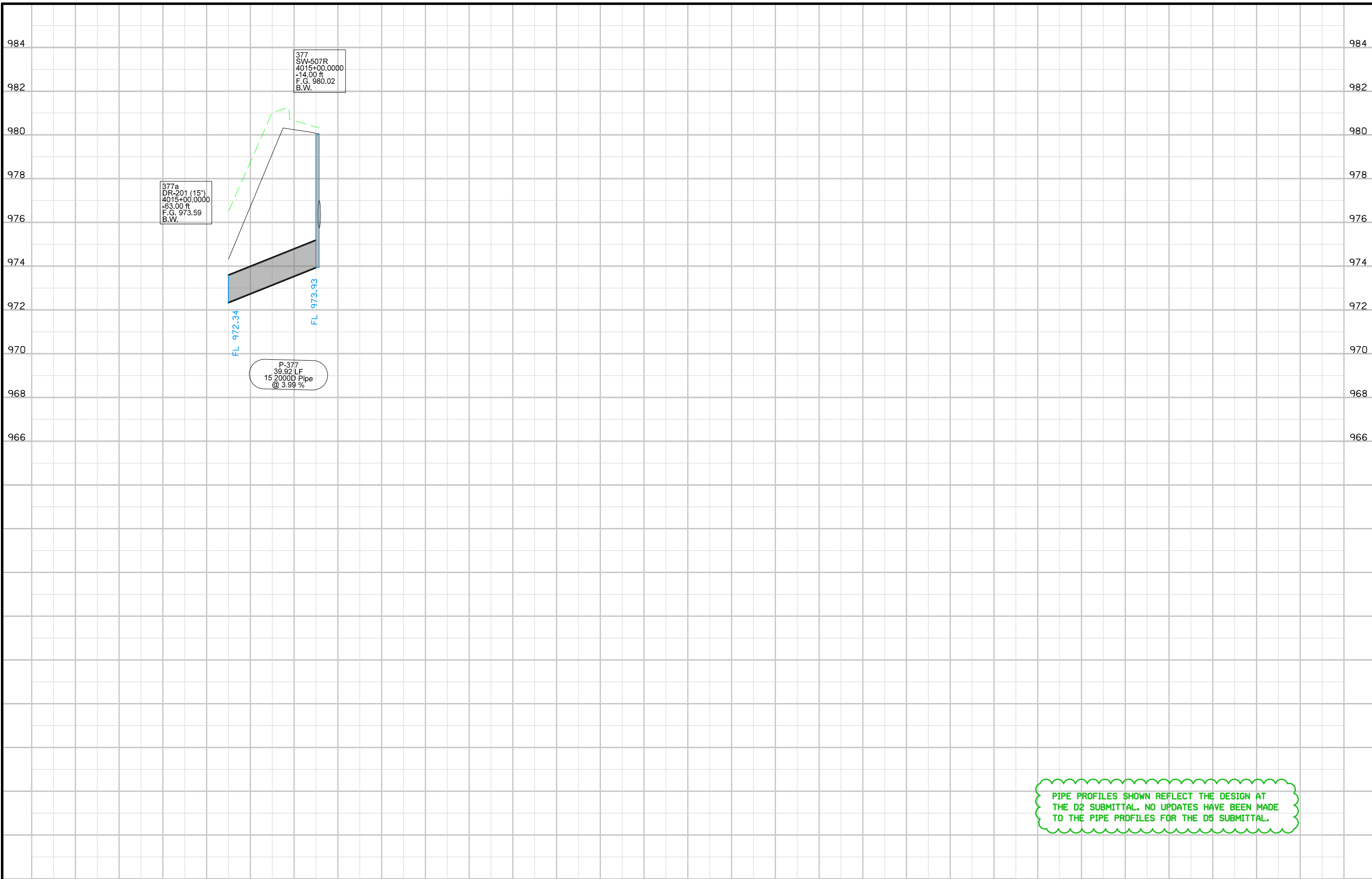
PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.



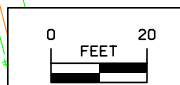
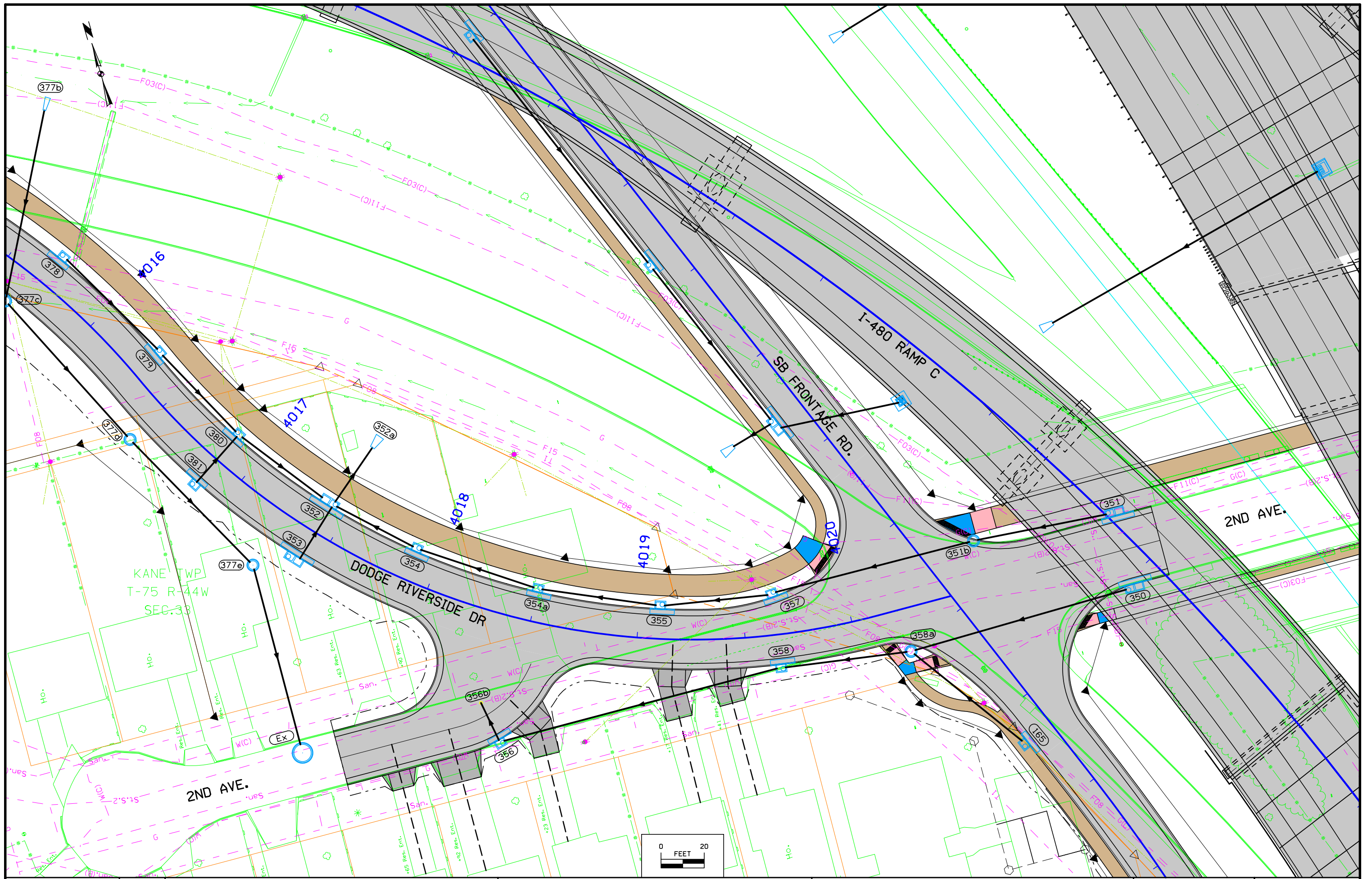


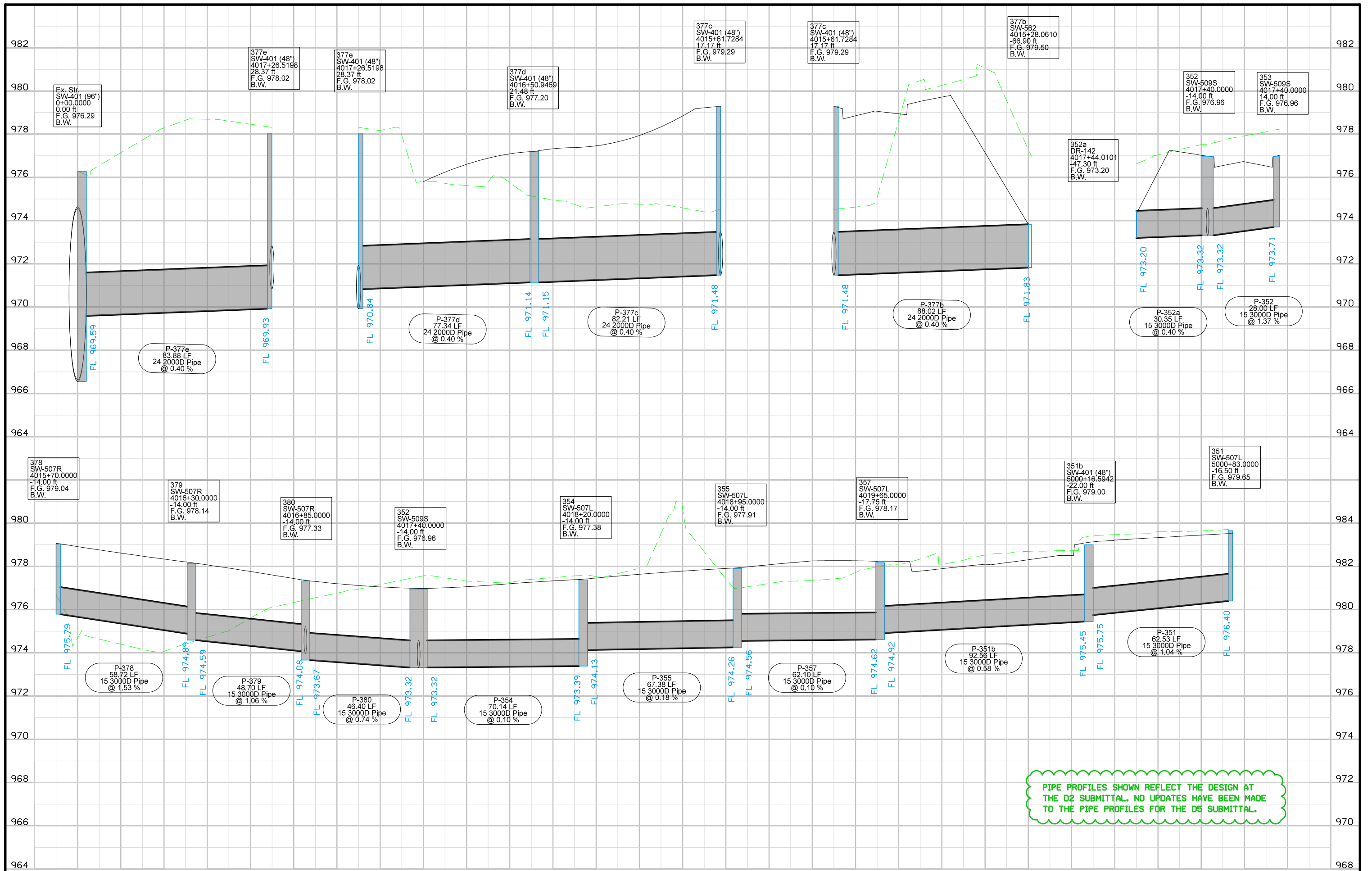


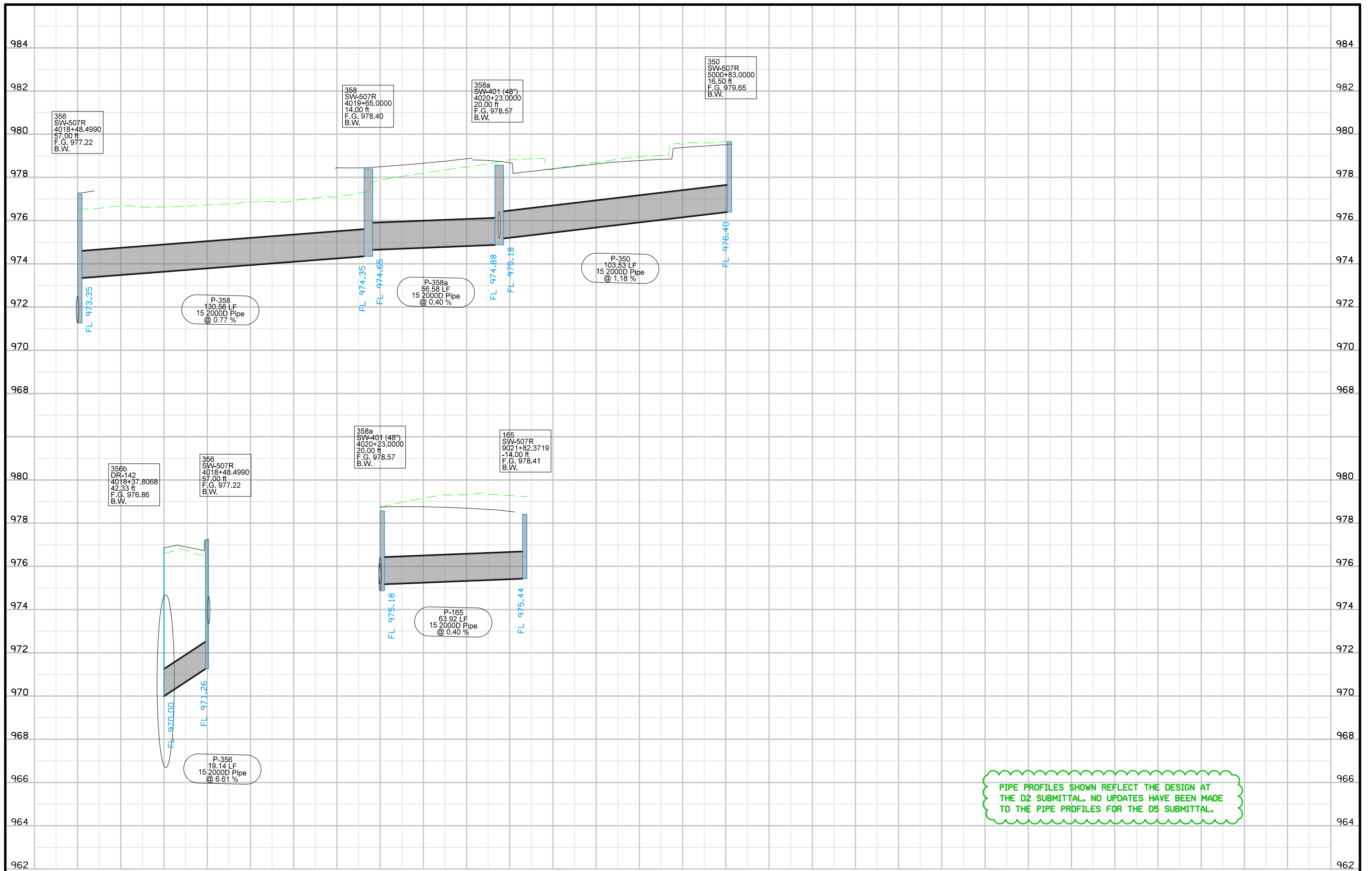


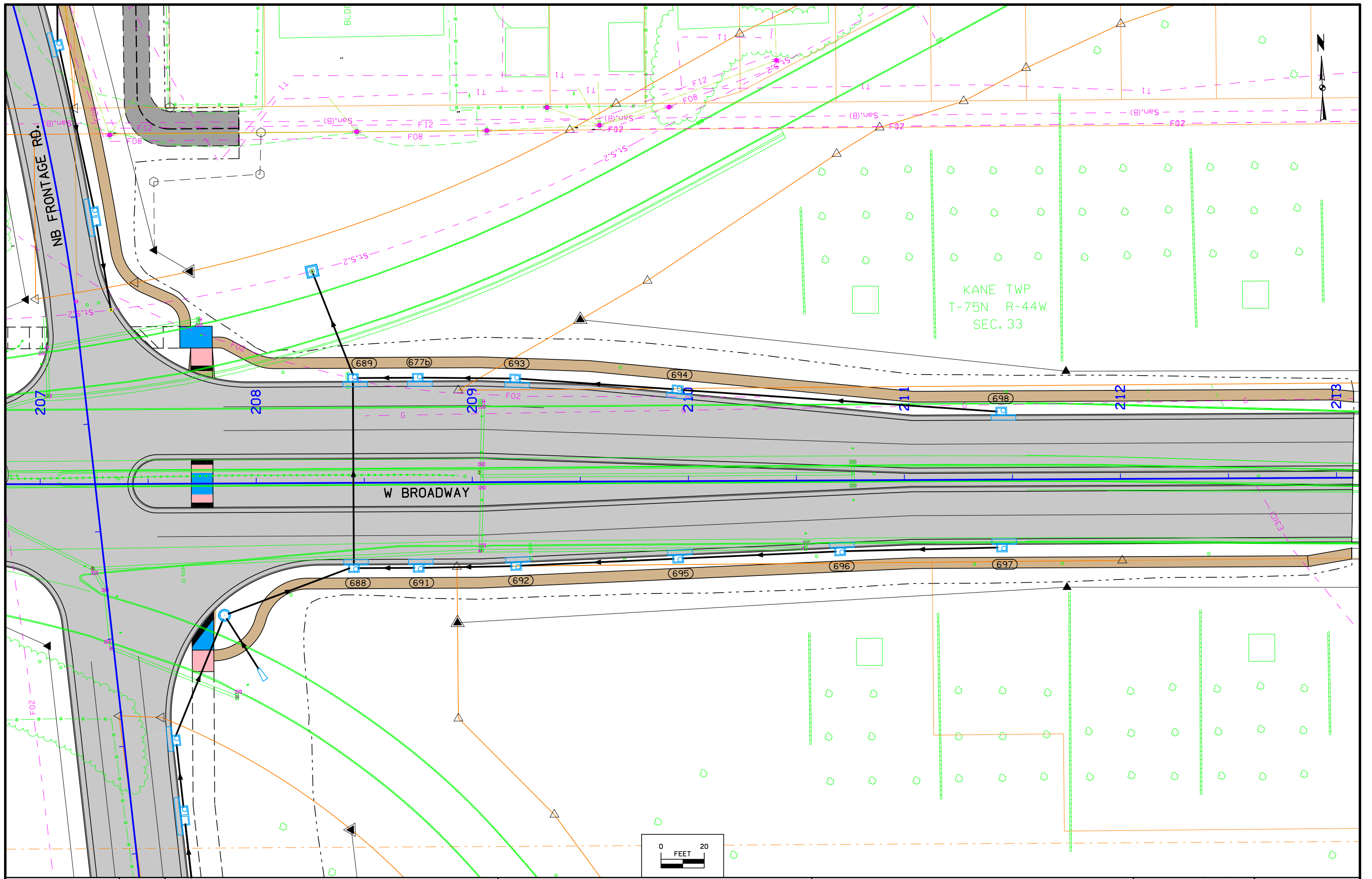


PIPE PROFILES SHOWN REFLECT THE DESIGN AT
 THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE
 TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.

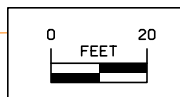


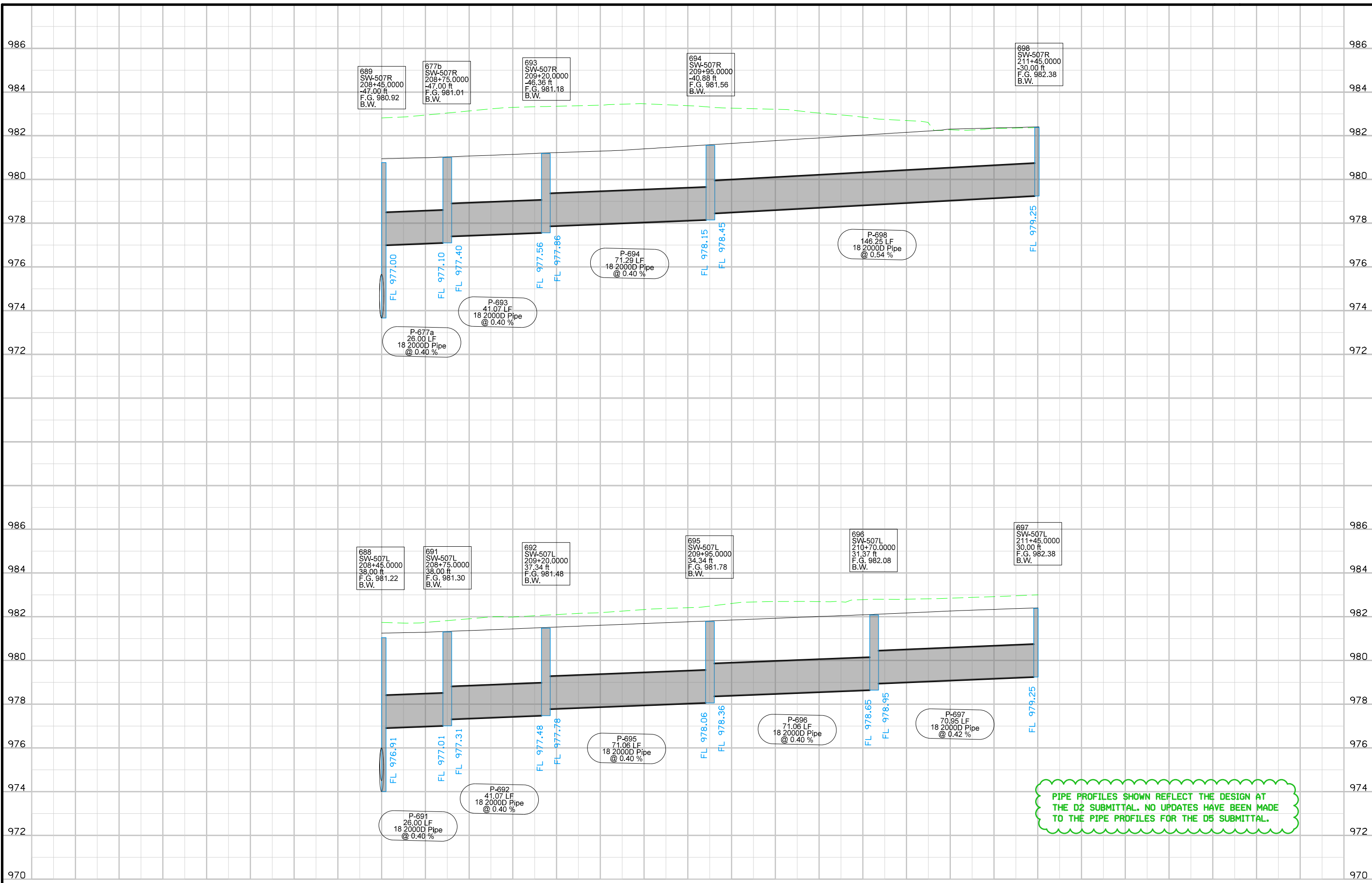






KANE TWP
T-75N R-44W
SEC. 33





PIPE PROFILES SHOWN REFLECT THE DESIGN AT THE D2 SUBMITTAL. NO UPDATES HAVE BEEN MADE TO THE PIPE PROFILES FOR THE D5 SUBMITTAL.






















TRAFFIC SIGNAL GENERAL NOTES

SIGNAL LEGEND

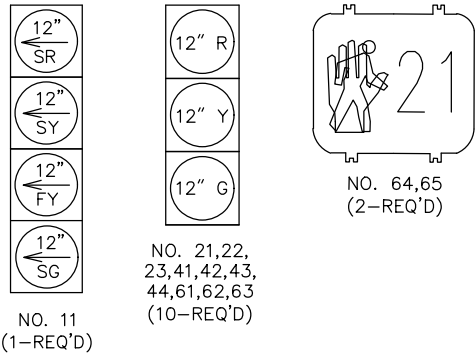
ABBREVIATIONS

SIG	SIGNAL HEAD CABLE
PED HD	PEDESTRIAN HEAD CABLE
PED PB	PEDESTRIAN PUSHBUTTON CABLE
CNTRL	CONTROLLER
LUM	LUMINAIRE
N	NEUTRAL
LN1	POWER - LINE 1
LN2	POWER - LINE 2
GR	GROUND WIRE 1c #6
TR	TRACER WIRE 1c #10
PR	PULL ROPE
Y1	FUSED WYE CONNECTOR FOR STREET LIGHTING
Y2	NON-FUSED WYE CONNECTOR FOR STREET LIGHTING
Y3	NON-FUSED WYE CONNECTOR FOR STREET LIGHTING
L1	FUSED IN-LINE CONNECTOR FOR STREET LIGHTING
L2	NON-FUSED IN-LINE CONNECTOR FOR STREET LIGHTING
DET	SHIELDED LOOP DETECTOR LEAD-IN
LOOP	DETECTOR LOOP WIRE IN TUBING
HH	HANDHOLE
EVP	EMERGENCY VEHICLE PREEMPT DETECTOR CABLE
FY	FLASHING YELLOW
SY	STEADY YELLOW
FO	FIBER OPTIC CABLE
SM	SINGLE MODE

PROPOSED

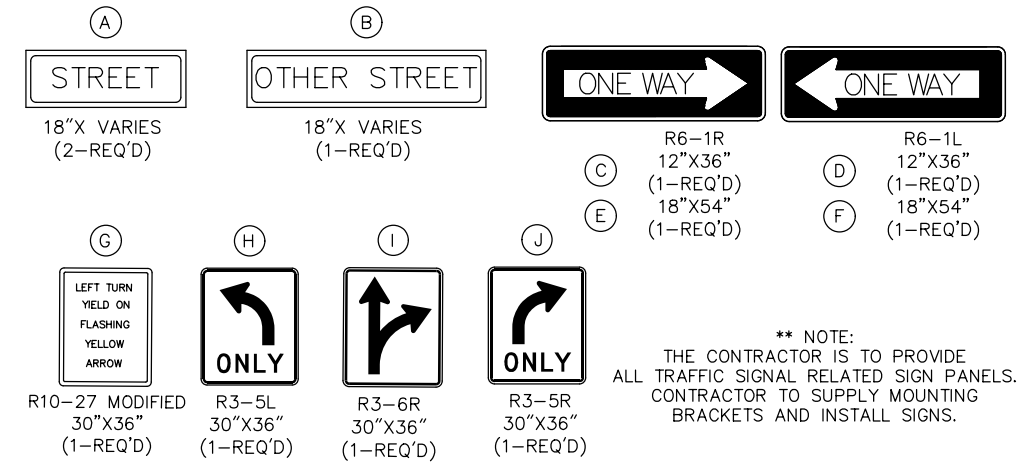
	CABINET AND CONTROLLER
	POWER SOURCE
	METER
	1 TRAFFIC SIGNAL POLE, FOOTING SYMBOL, AND IDENTIFYING NUMBER
	3 PEDESTAL POLE, FOOTING SYMBOL, AND IDENTIFYING NUMBER
	3 TEMPORARY SIGNAL POLE AND IDENTIFYING NUMBER
	UTILITY POLE
	81 TRAFFIC SIGNAL HEAD WITH BACKPLATE SYMBOL AND IDENTIFYING NUMBER
	23 TRAFFIC SIGNAL HEAD SYMBOL AND IDENTIFYING NUMBER
	25 PEDESTRIAN HEAD SYMBOL AND IDENTIFYING NUMBER
	201 PEDESTRIAN PUSHBUTTON IDENTIFYING NUMBER
	C MAST ARM MOUNTED SIGN SYMBOL AND IDENTIFYING NUMBER
	VIDEO DETECTION CAMERA
	DOME STYLE PAN/TILT/ZOOM CCTV CAMERA
	EMERGENCY VEHICLE PREEMPTION
	LUMINAIRE
	4 24" HANDHOLE SYMBOL AND IDENTIFYING NUMBER - TYPE 1
	1 "TUB" HANDHOLE SYMBOL AND IDENTIFYING NUMBER - TYPE 2 OR 3
	TRENCHED SIGNAL CONDUIT
	PUSHED SIGNAL CONDUIT
	SIGNAL INTERCONNECT CONDUIT

TRAFFIC SIGNAL FACES

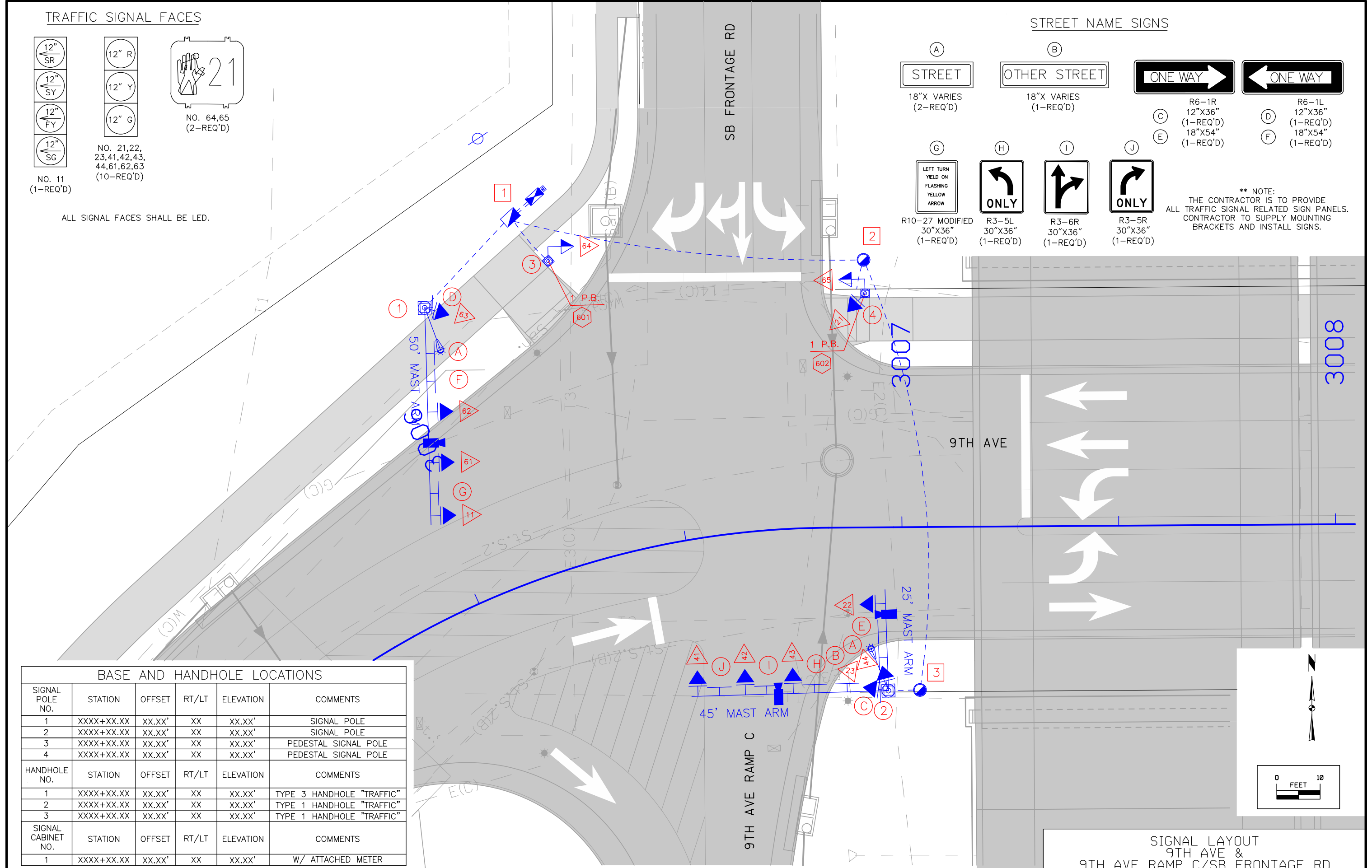


ALL SIGNAL FACES SHALL BE LED.

STREET NAME SIGNS

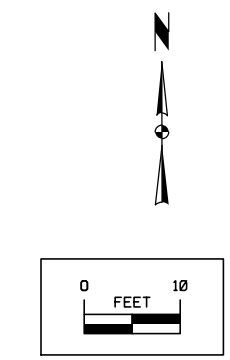


** NOTE:
THE CONTRACTOR IS TO PROVIDE ALL TRAFFIC SIGNAL RELATED SIGN PANELS. CONTRACTOR TO SUPPLY MOUNTING BRACKETS AND INSTALL SIGNS.



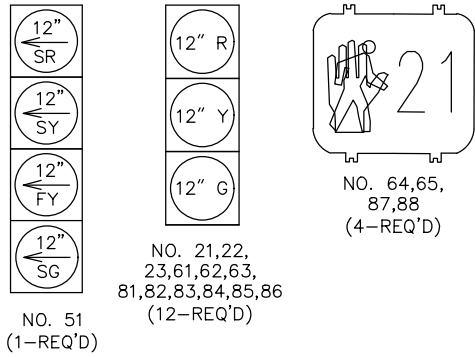
BASE AND HANDHOLE LOCATIONS

SIGNAL POLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
HANDHOLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 3 HANDHOLE "TRAFFIC"
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
SIGNAL CABINET NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	W/ ATTACHED METER



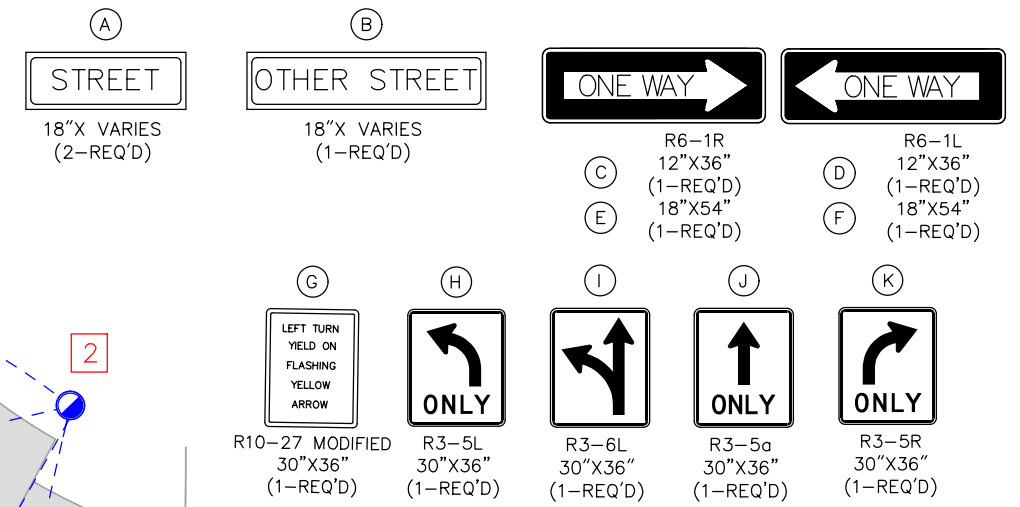
SIGNAL LAYOUT
9TH AVE &
9TH AVE RAMP C/SB FRONTAGE RD

TRAFFIC SIGNAL FACES

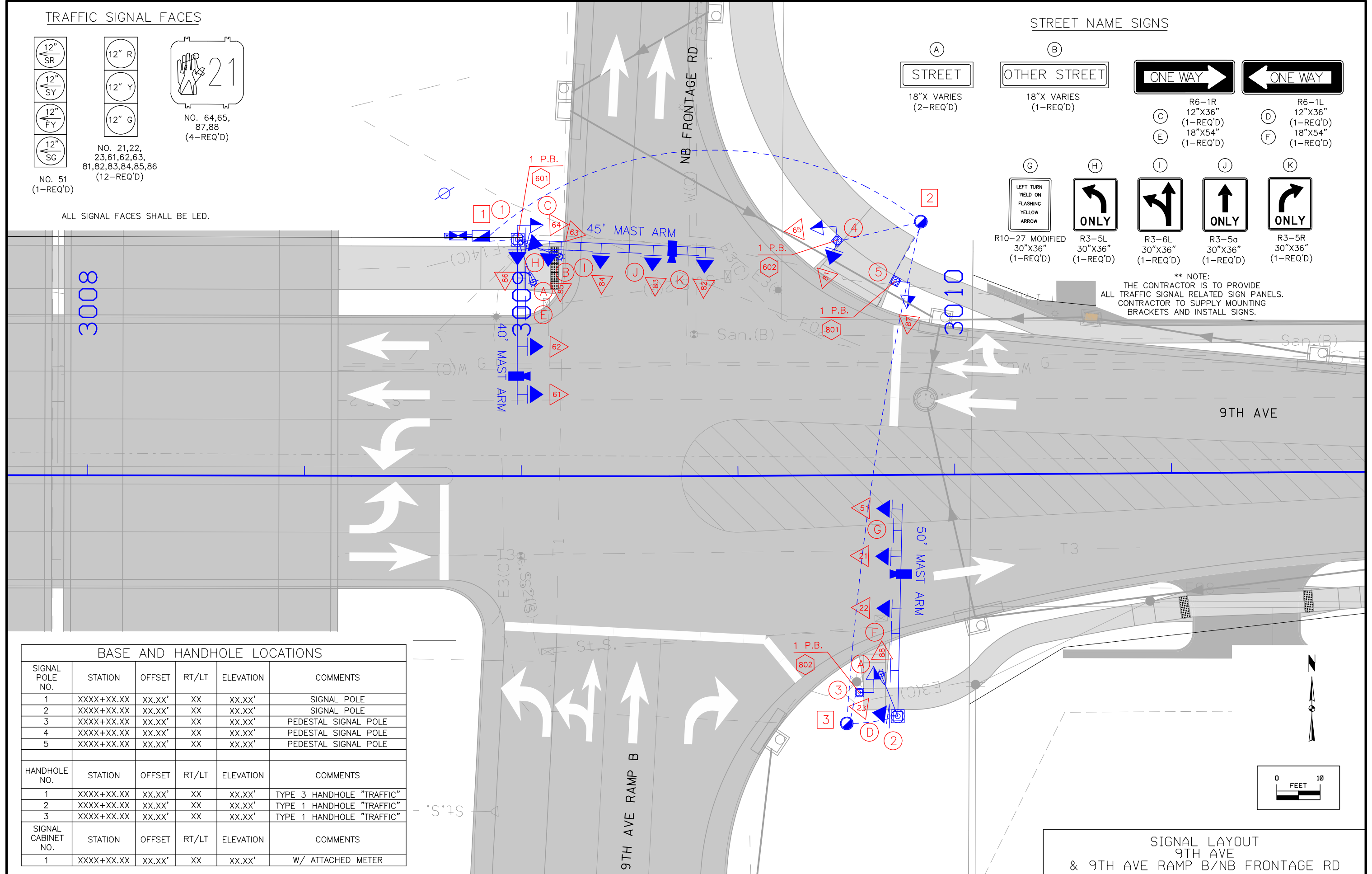


ALL SIGNAL FACES SHALL BE LED.

STREET NAME SIGNS



** NOTE:
THE CONTRACTOR IS TO PROVIDE ALL TRAFFIC SIGNAL RELATED SIGN PANELS. CONTRACTOR TO SUPPLY MOUNTING BRACKETS AND INSTALL SIGNS.



BASE AND HANDHOLE LOCATIONS

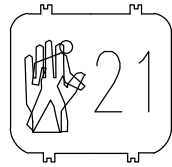
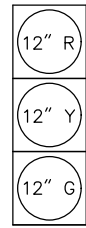
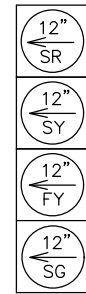
SIGNAL POLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
5	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE

HANDHOLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 3 HANDHOLE "TRAFFIC"
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"

SIGNAL CABINET NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	W/ ATTACHED METER

SIGNAL LAYOUT
9TH AVE
& 9TH AVE RAMP B/NB FRONTAGE RD

TRAFFIC SIGNAL FACES



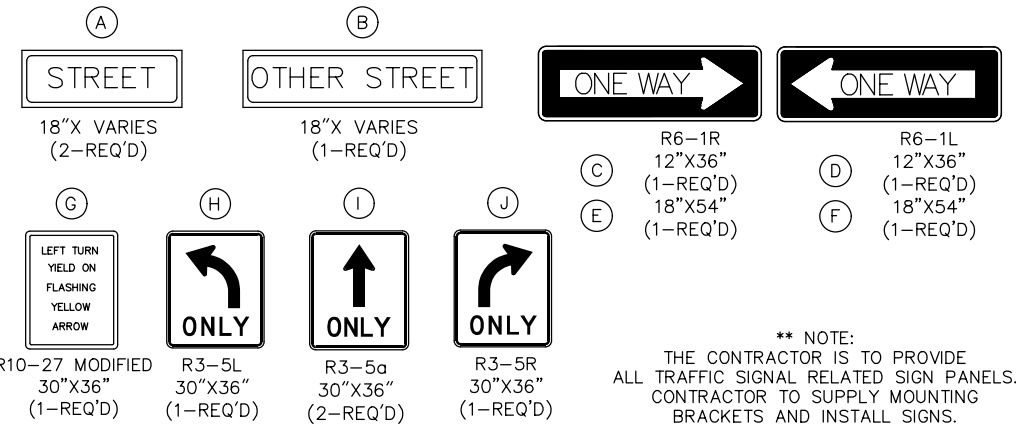
NO. 491,492, 81,82 (4-REQ'D)

NO. 21,22, 23,24,25,26,41, 42,43,44,45,46, 47,48,61,62,63 (17-REQ'D)

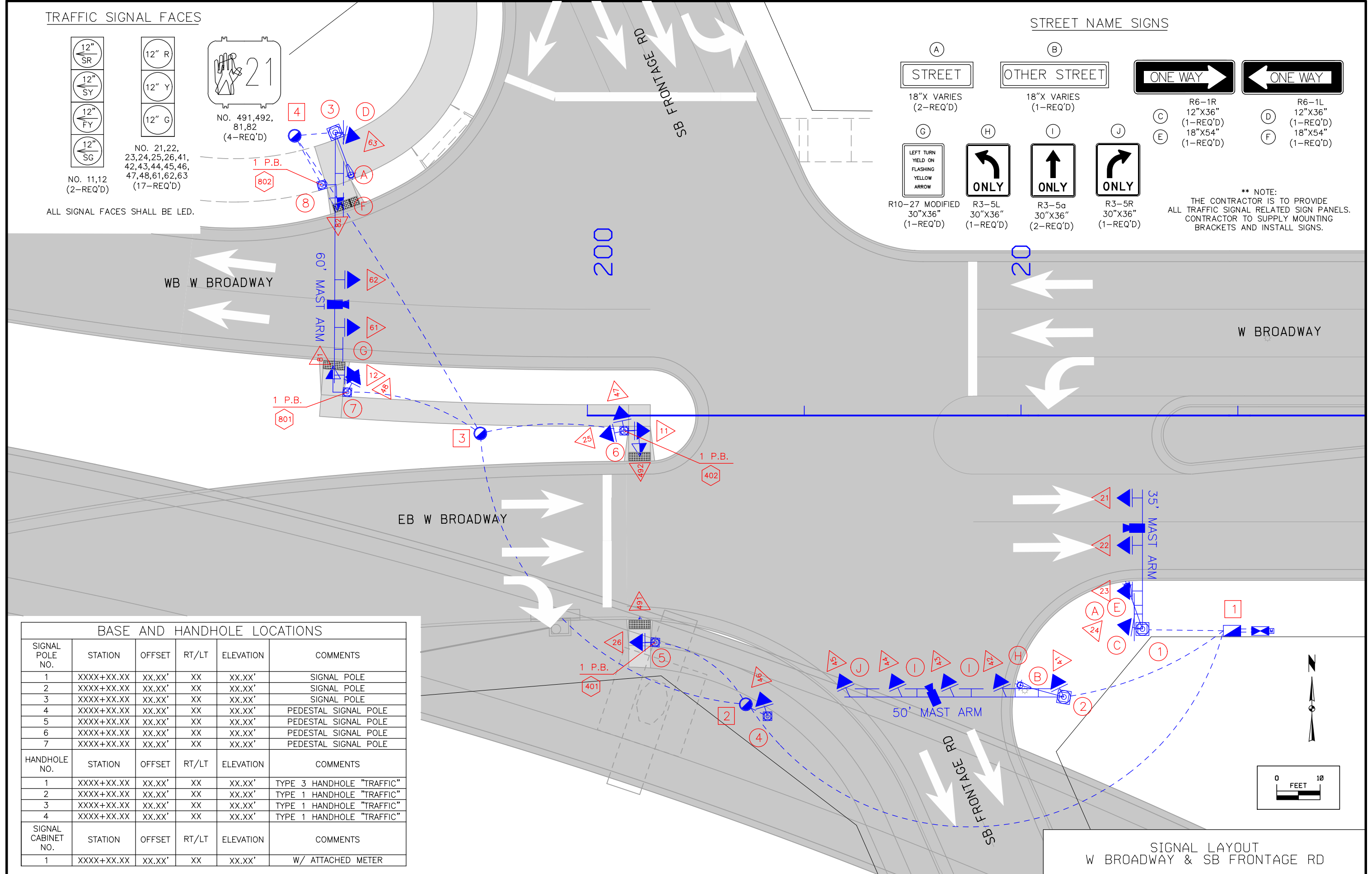
NO. 11,12 (2-REQ'D)

ALL SIGNAL FACES SHALL BE LED.

STREET NAME SIGNS



** NOTE: THE CONTRACTOR IS TO PROVIDE ALL TRAFFIC SIGNAL RELATED SIGN PANELS. CONTRACTOR TO SUPPLY MOUNTING BRACKETS AND INSTALL SIGNS.

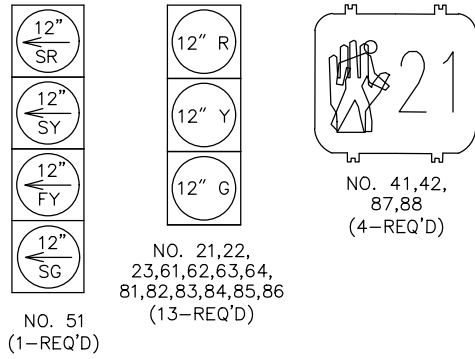


BASE AND HANDHOLE LOCATIONS

SIGNAL POLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
5	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
6	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
7	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
HANDHOLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 3 HANDHOLE "TRAFFIC"
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
SIGNAL CABINET NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	W/ ATTACHED METER

SIGNAL LAYOUT W BROADWAY & SB FRONTAGE RD

TRAFFIC SIGNAL FACES

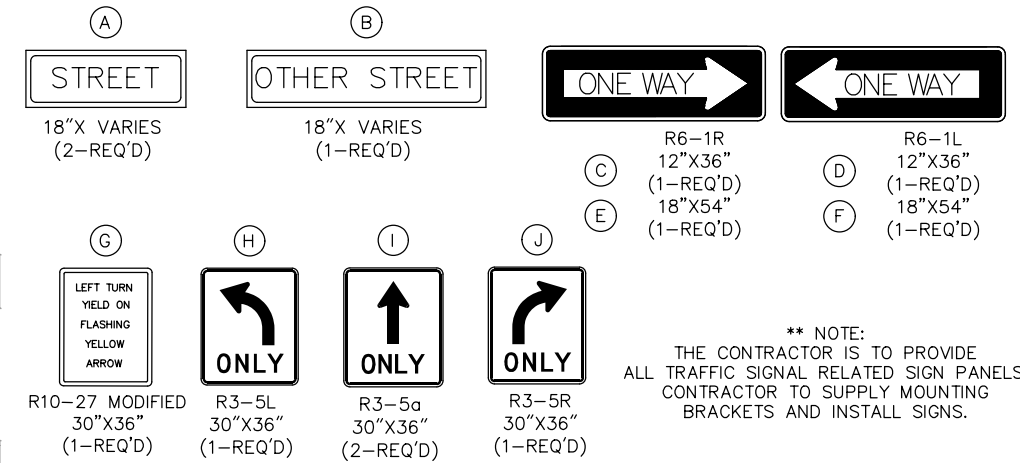


ALL SIGNAL FACES SHALL BE LED.

206

207

STREET NAME SIGNS



** NOTE:
THE CONTRACTOR IS TO PROVIDE ALL TRAFFIC SIGNAL RELATED SIGN PANELS. CONTRACTOR TO SUPPLY MOUNTING BRACKETS AND INSTALL SIGNS.

W BROADWAY

W BROADWAY

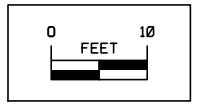
NB FRONTAGE RD

60' MAST ARM

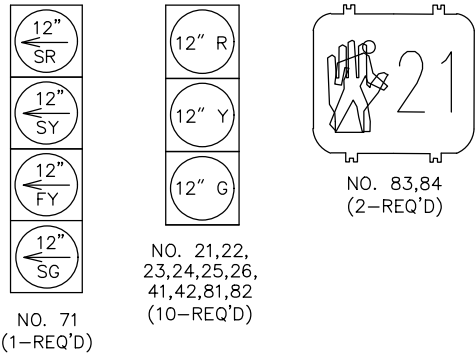
50' MAST ARM

BASE AND HANDHOLE LOCATIONS					
SIGNAL POLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
5	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
6	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
7	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
HANDHOLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 3 HANDHOLE "TRAFFIC"
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
SIGNAL CABINET NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	W/ ATTACHED METER

SIGNAL LAYOUT
W BROADWAY & NB FRONTAGE RD

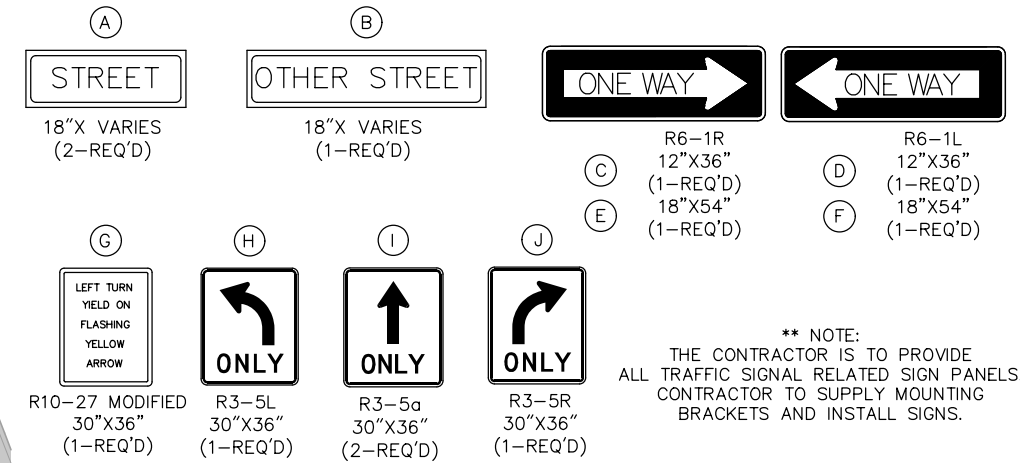


TRAFFIC SIGNAL FACES

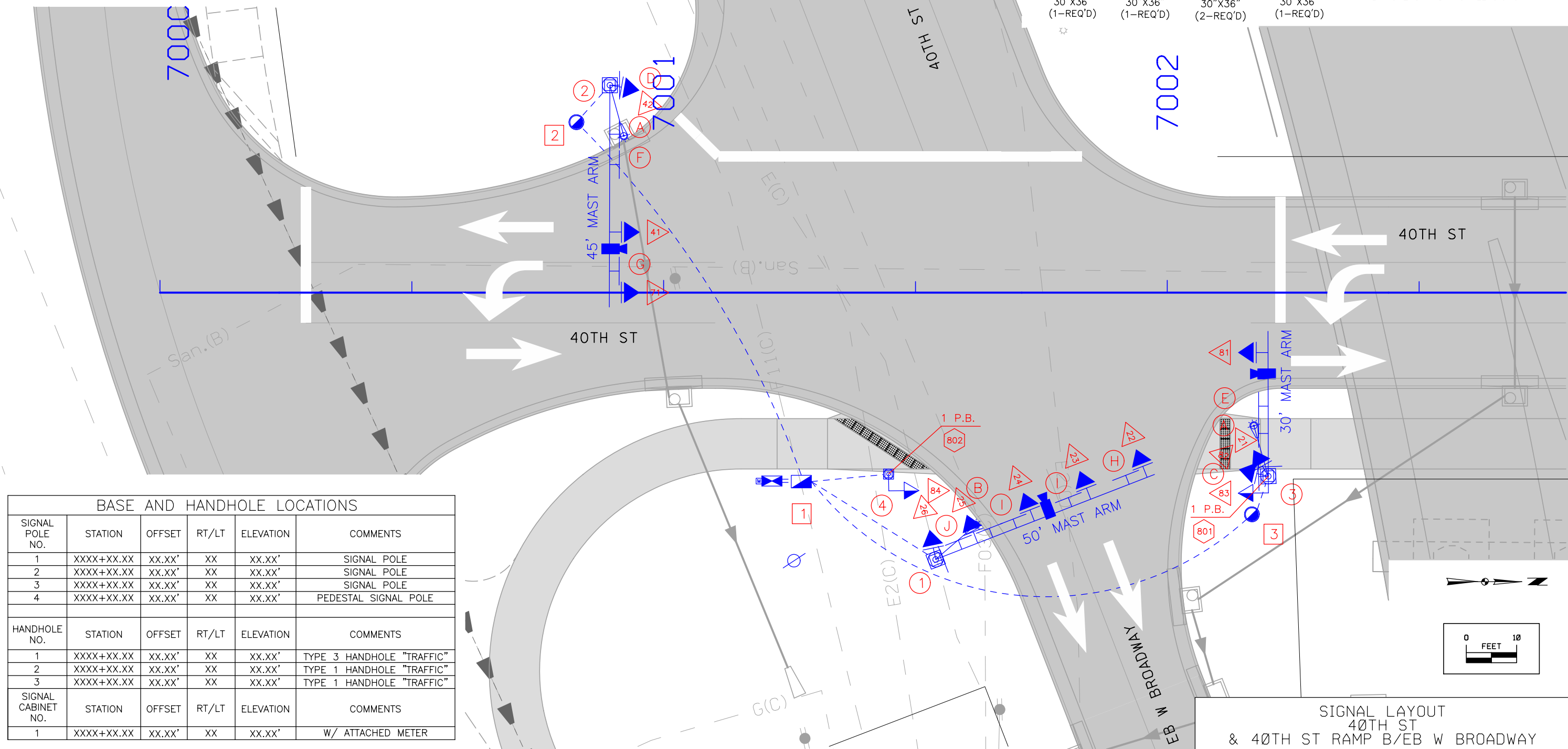


ALL SIGNAL FACES SHALL BE LED.

STREET NAME SIGNS



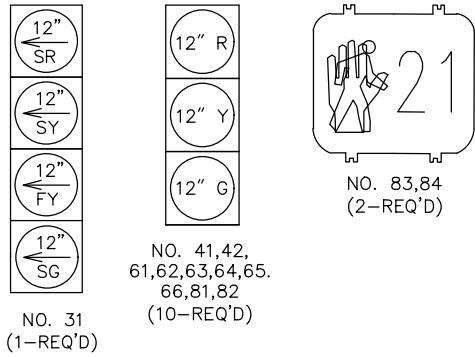
** NOTE:
THE CONTRACTOR IS TO PROVIDE ALL TRAFFIC SIGNAL RELATED SIGN PANELS. CONTRACTOR TO SUPPLY MOUNTING BRACKETS AND INSTALL SIGNS.



BASE AND HANDHOLE LOCATIONS					
SIGNAL POLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
HANDHOLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 3 HANDHOLE "TRAFFIC"
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
SIGNAL CABINET NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	W/ ATTACHED METER

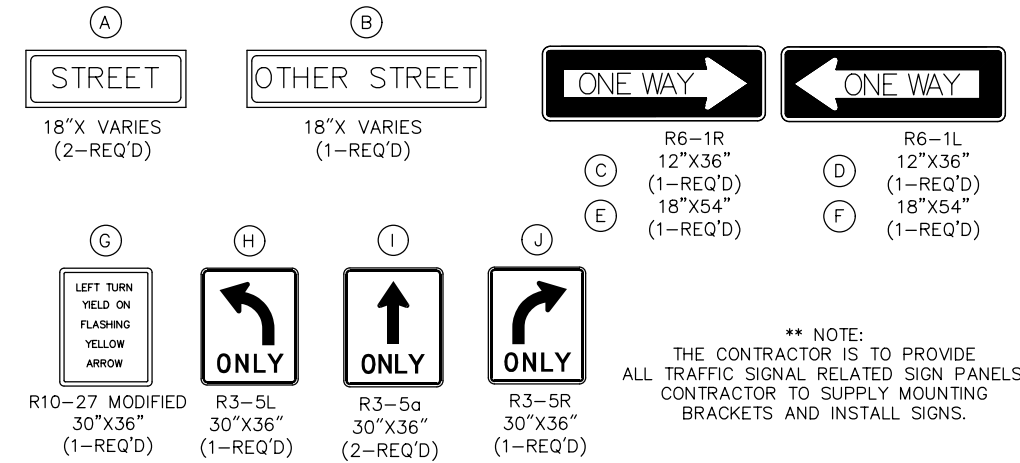
SIGNAL LAYOUT
40TH ST
& 40TH ST RAMP B/EB W BROADWAY

TRAFFIC SIGNAL FACES

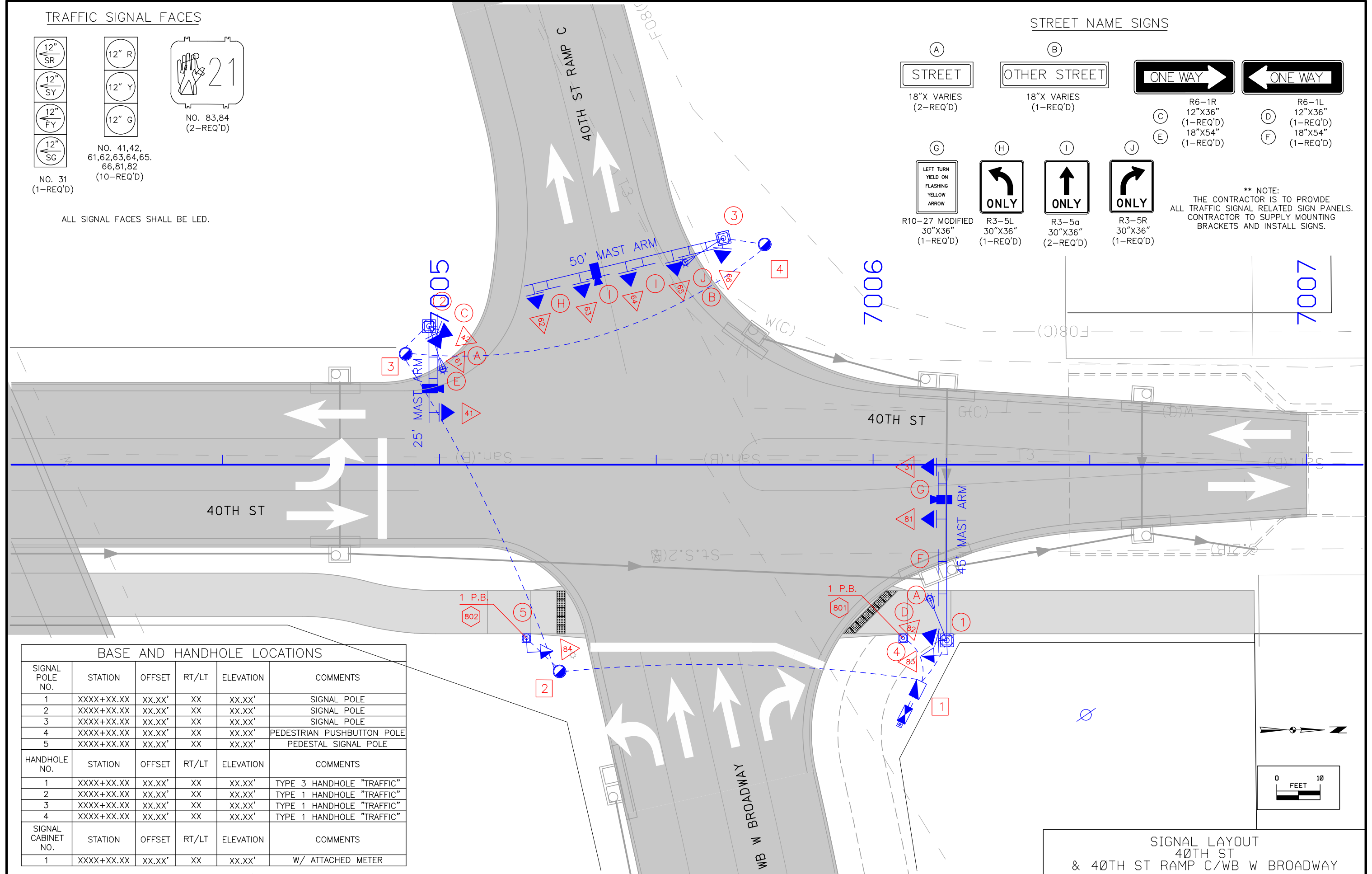


ALL SIGNAL FACES SHALL BE LED.

STREET NAME SIGNS

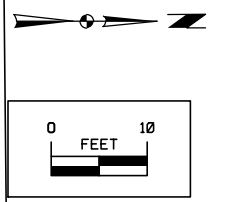


** NOTE:
THE CONTRACTOR IS TO PROVIDE ALL TRAFFIC SIGNAL RELATED SIGN PANELS. CONTRACTOR TO SUPPLY MOUNTING BRACKETS AND INSTALL SIGNS.



BASE AND HANDHOLE LOCATIONS

SIGNAL POLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	SIGNAL POLE
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTRIAN PUSHBUTTON POLE
5	XXXX+XX.XX	XX.XX'	XX	XX.XX'	PEDESTAL SIGNAL POLE
HANDHOLE NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 3 HANDHOLE "TRAFFIC"
2	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
3	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
4	XXXX+XX.XX	XX.XX'	XX	XX.XX'	TYPE 1 HANDHOLE "TRAFFIC"
SIGNAL CABINET NO.	STATION	OFFSET	RT/LT	ELEVATION	COMMENTS
1	XXXX+XX.XX	XX.XX'	XX	XX.XX'	W/ ATTACHED METER



SIGNAL LAYOUT
40TH ST
& 40TH ST RAMP C/WB W BROADWAY

LEGEND

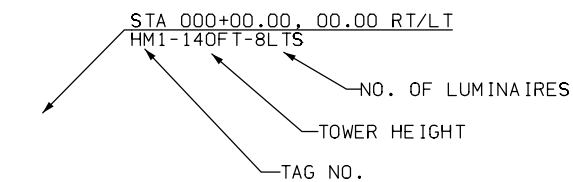
- ⊙ HIGH MAST TOWER LIGHT/POLE
- SINGLE-ARM COBRAHEAD LIGHT/POLE
- TWIN-ARM COBRAHEAD LIGHT/POLE
- UNDERDECK LIGHT ASSEMBLY
- ⊛ EXISTING LIGHT/POLE

NOTE: PROPOSED GRADING CONTOURS ARE SHOWN.

HIGH MAST TOWER LIGHTING

ALL LUMINAIRES ARE 400W HIGH PRESSURE SODIUM. ALL ARE IES TYPE 2, MEDIUM CUTOFF LIGHT DISTRIBUTION. ALL LUMINAIRES ON A TOWER ARE OPTICALLY AIMED PERPENDICULAR TO THE INDICATED ROADWAY ALIGNMENT

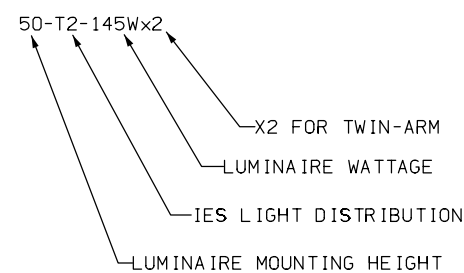
TOWER LABEL:



COBRAHEAD LIGHTING

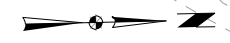
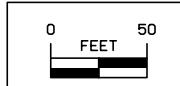
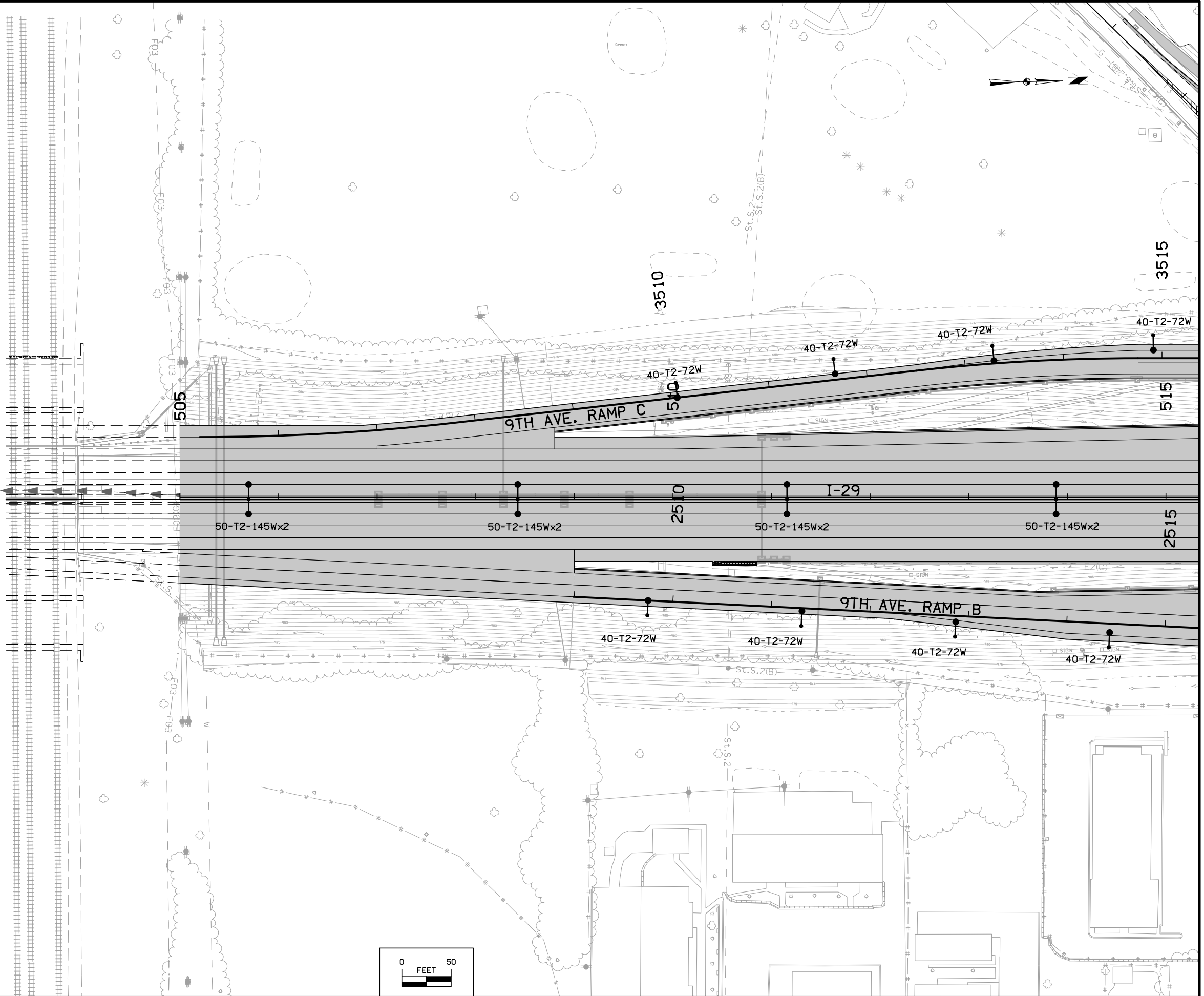
ALL LUMINAIRES ARE PHILIPS LUMEC ROADFOCUS BRAND/MODEL UTILIZING LED LIGHT SOURCES EMITTING 4000K NEUTRAL WHITE LIGHT. THE LUMINAIRES SHALL BE CONSTRUCTED USING 64 LEDS AT 145W (250W HPS EQUIVALENT), OR 32 LEDS AT 72W (150W HPS EQUIVALENT).

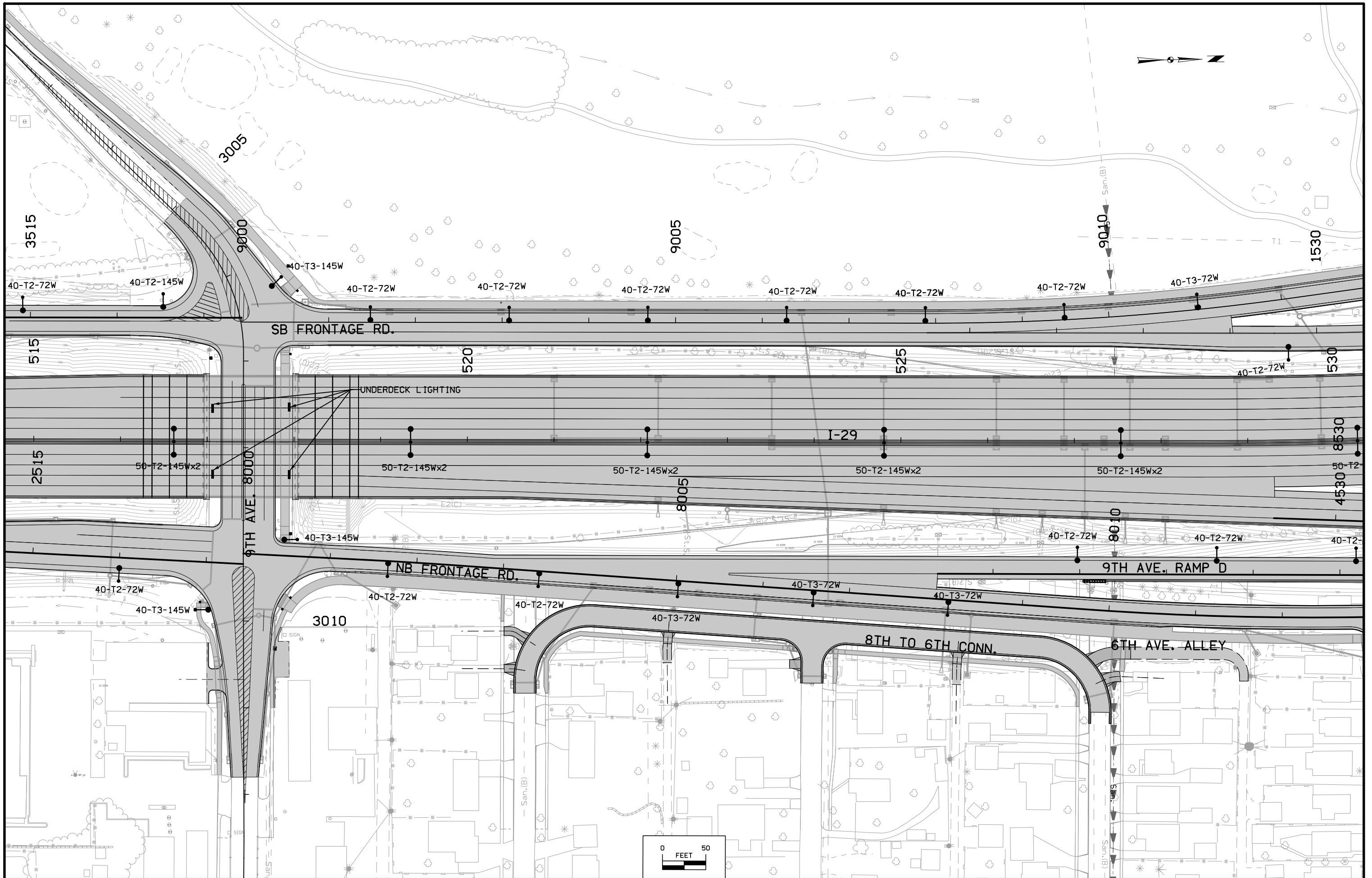
COBRAHEAD LABEL:

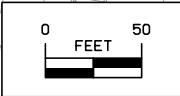
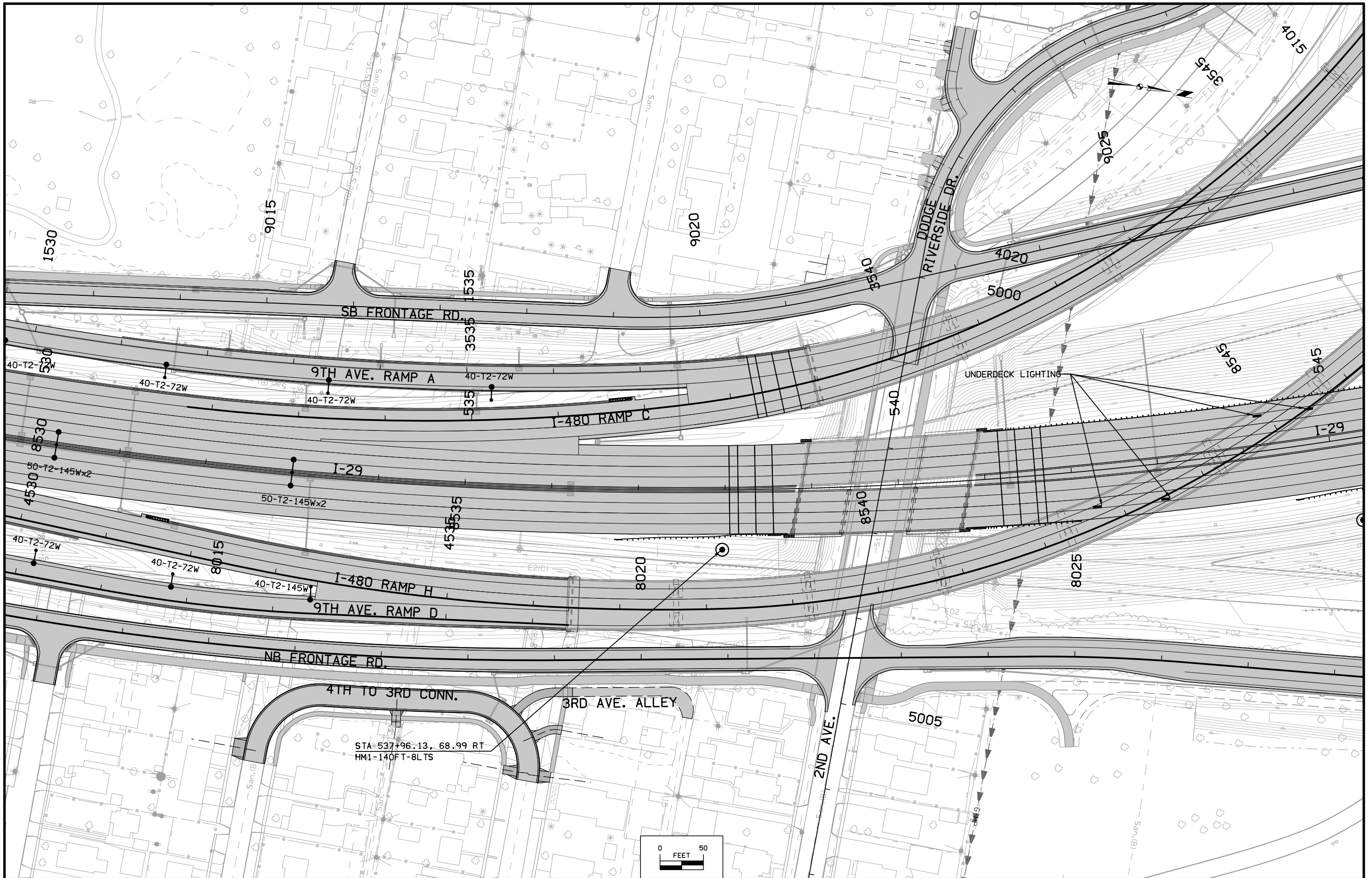


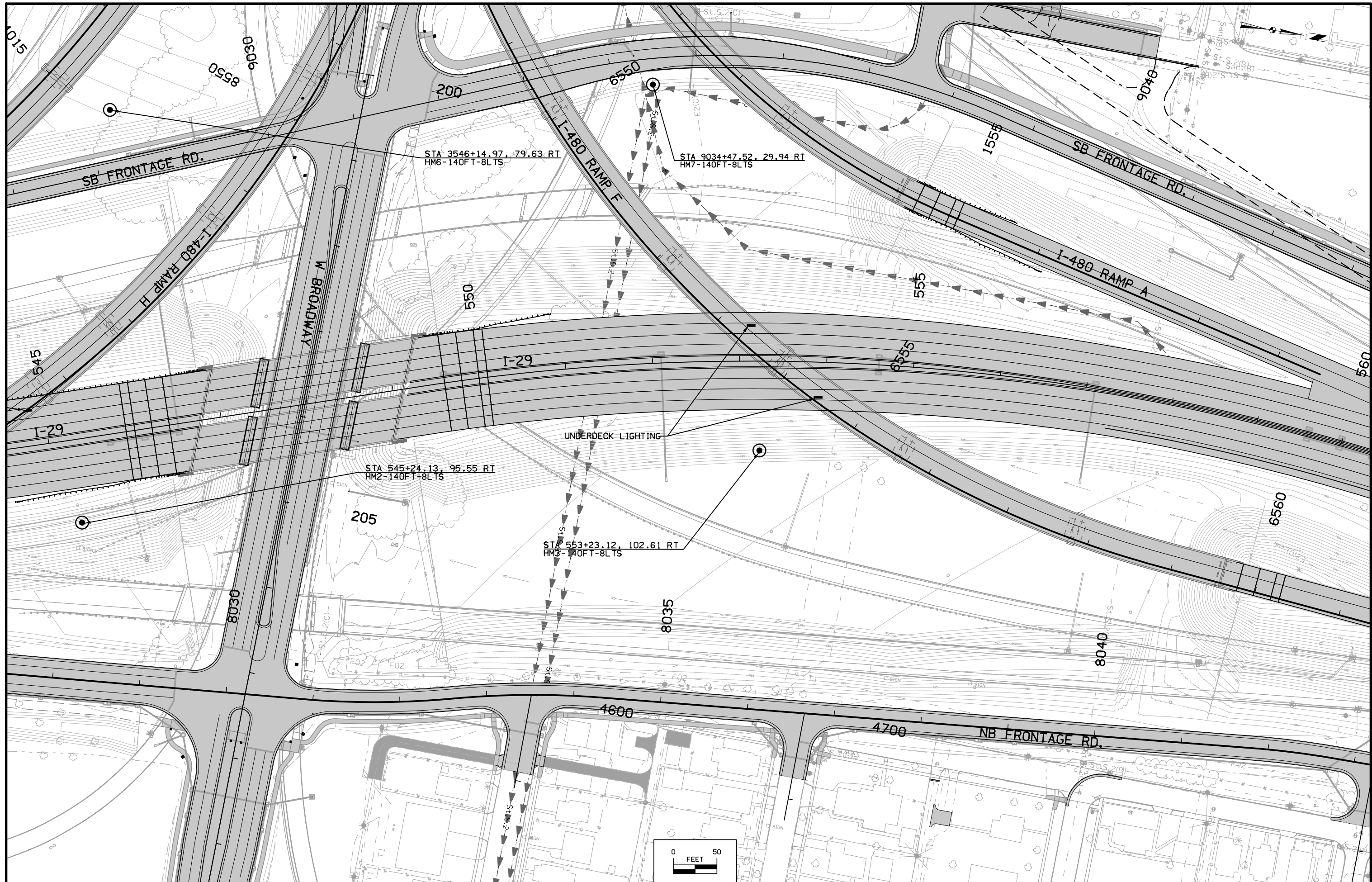
UNDERDECK LIGHTING

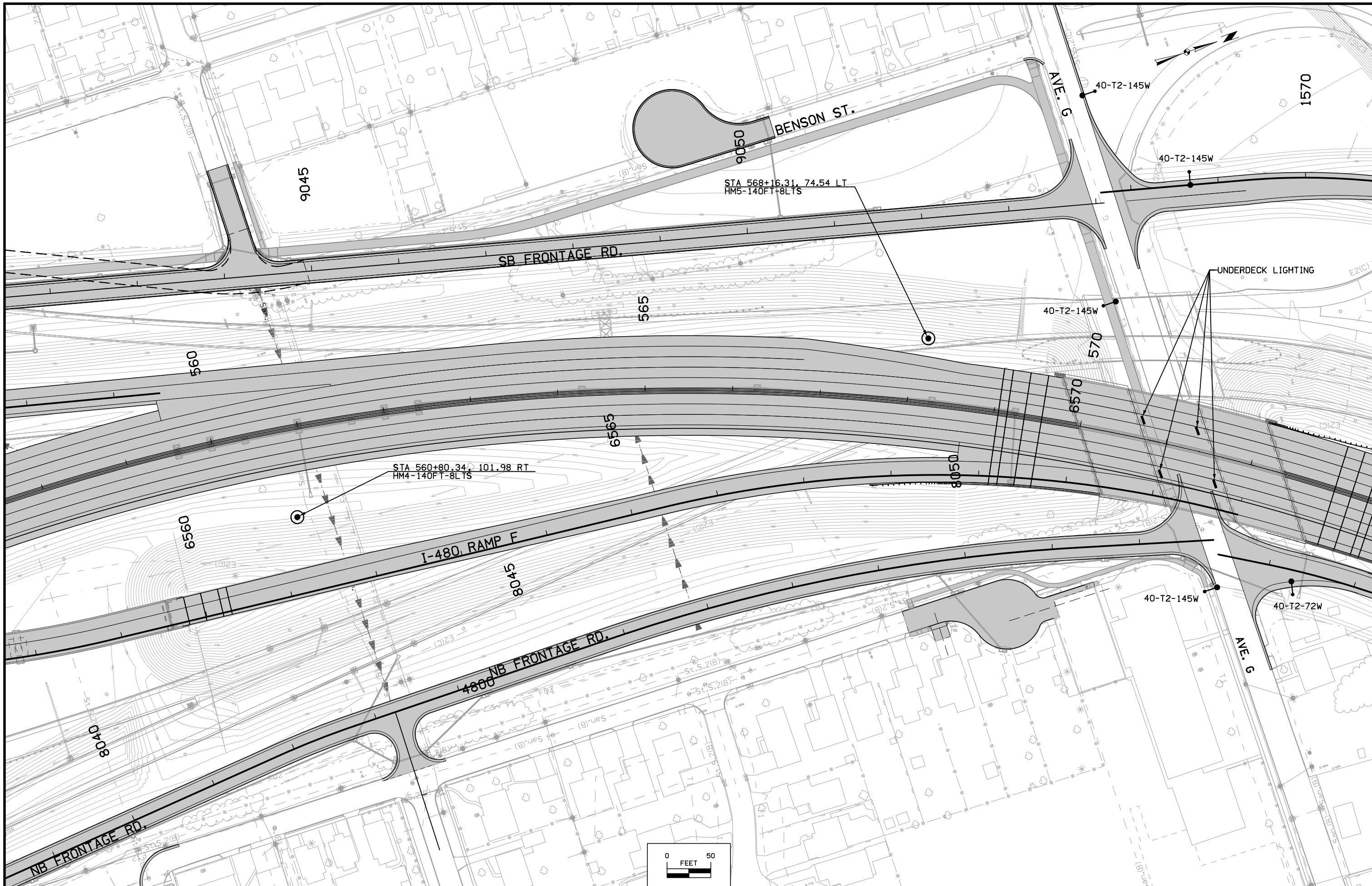
ALL LUMINAIRES ARE LED LIGHT SOURCES EMITTING 4000K NEUTRAL WHITE LIGHT. THE LUMINAIRES ARE RATED AT 50W.



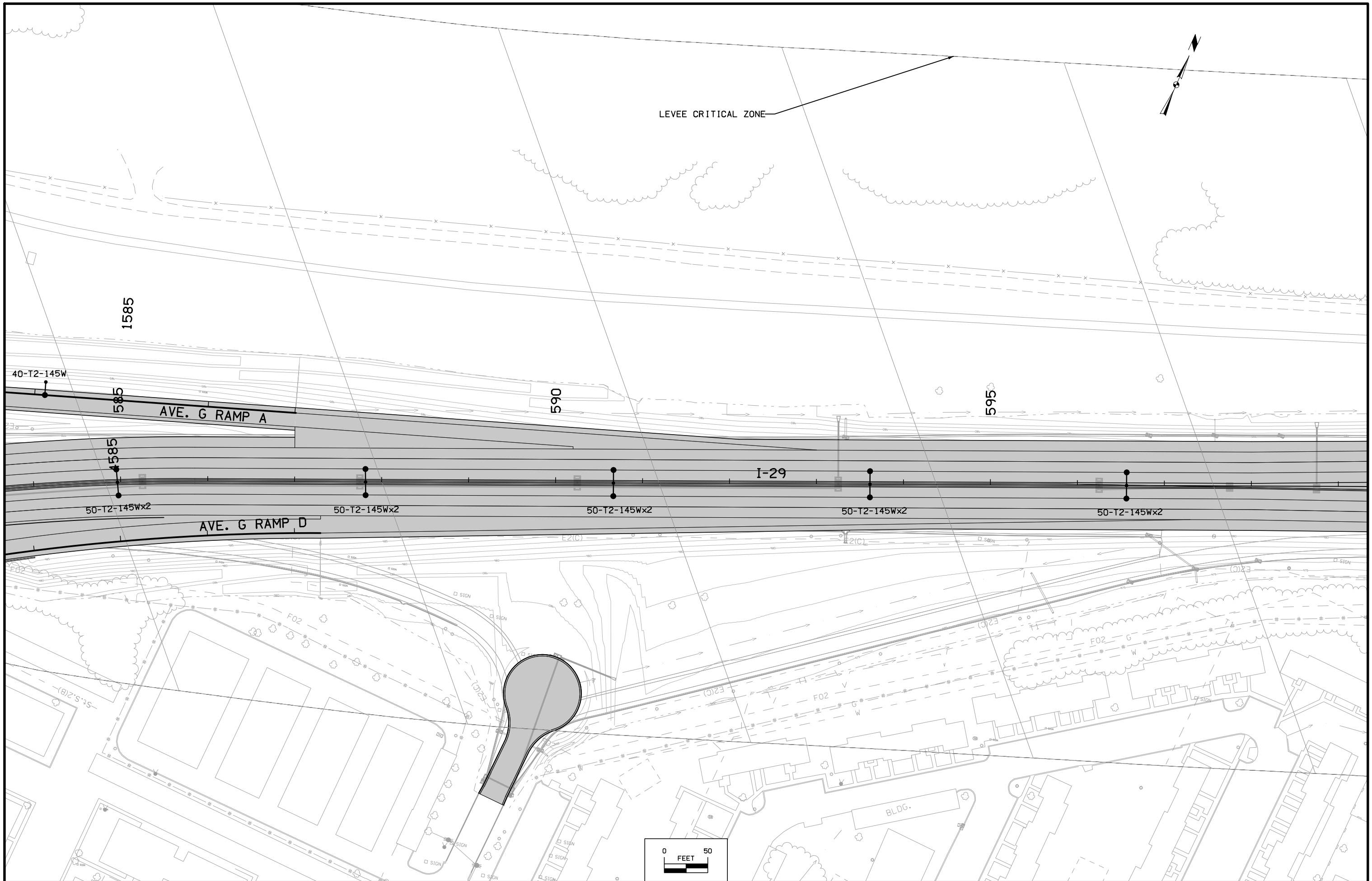












LEVEE CRITICAL ZONE

1585

40-T2-145W

585

AVE. G RAMP A

590

595

I-29

50-T2-145Wx2

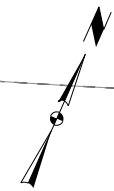
50-T2-145Wx2

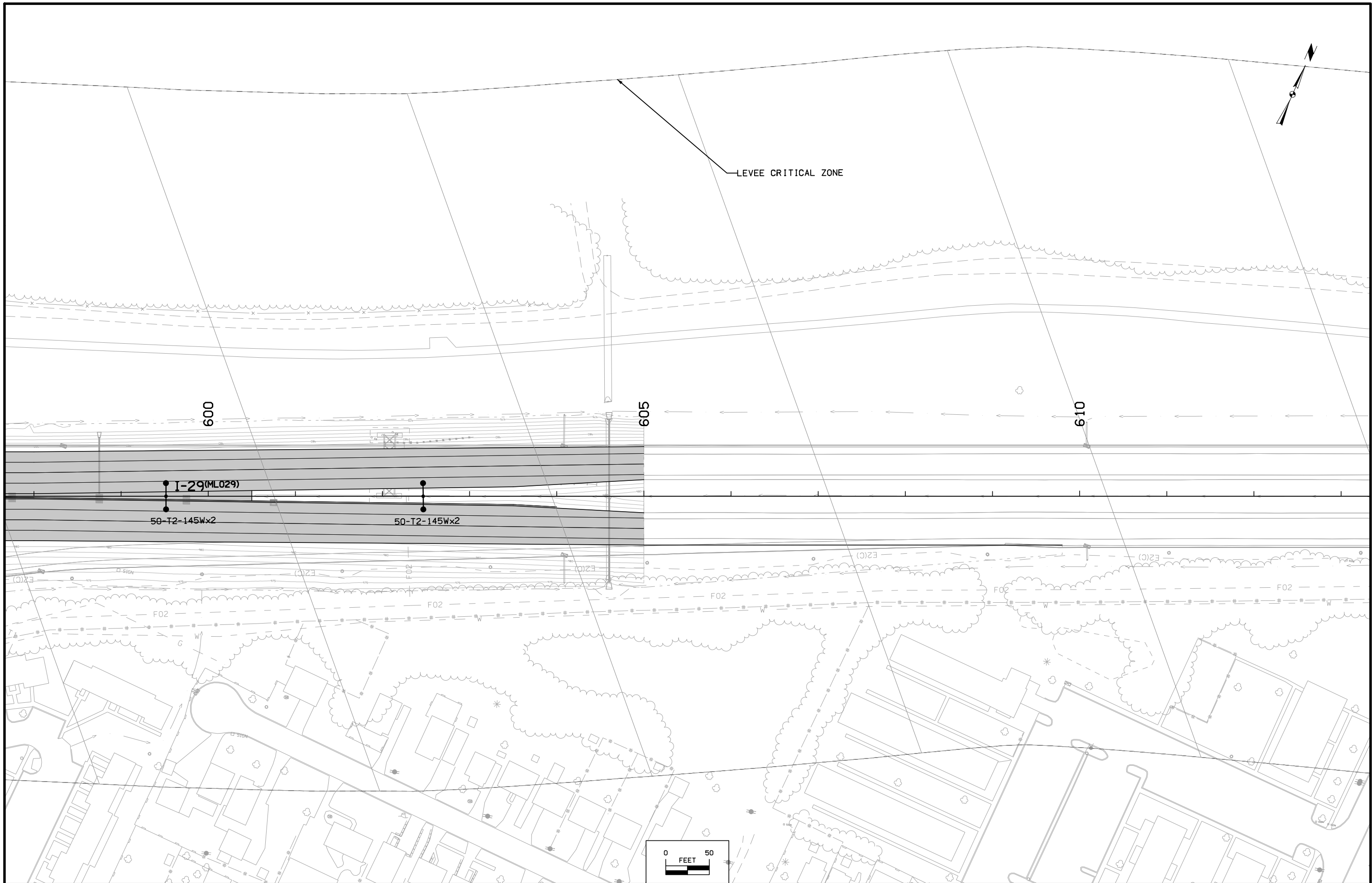
50-T2-145Wx2

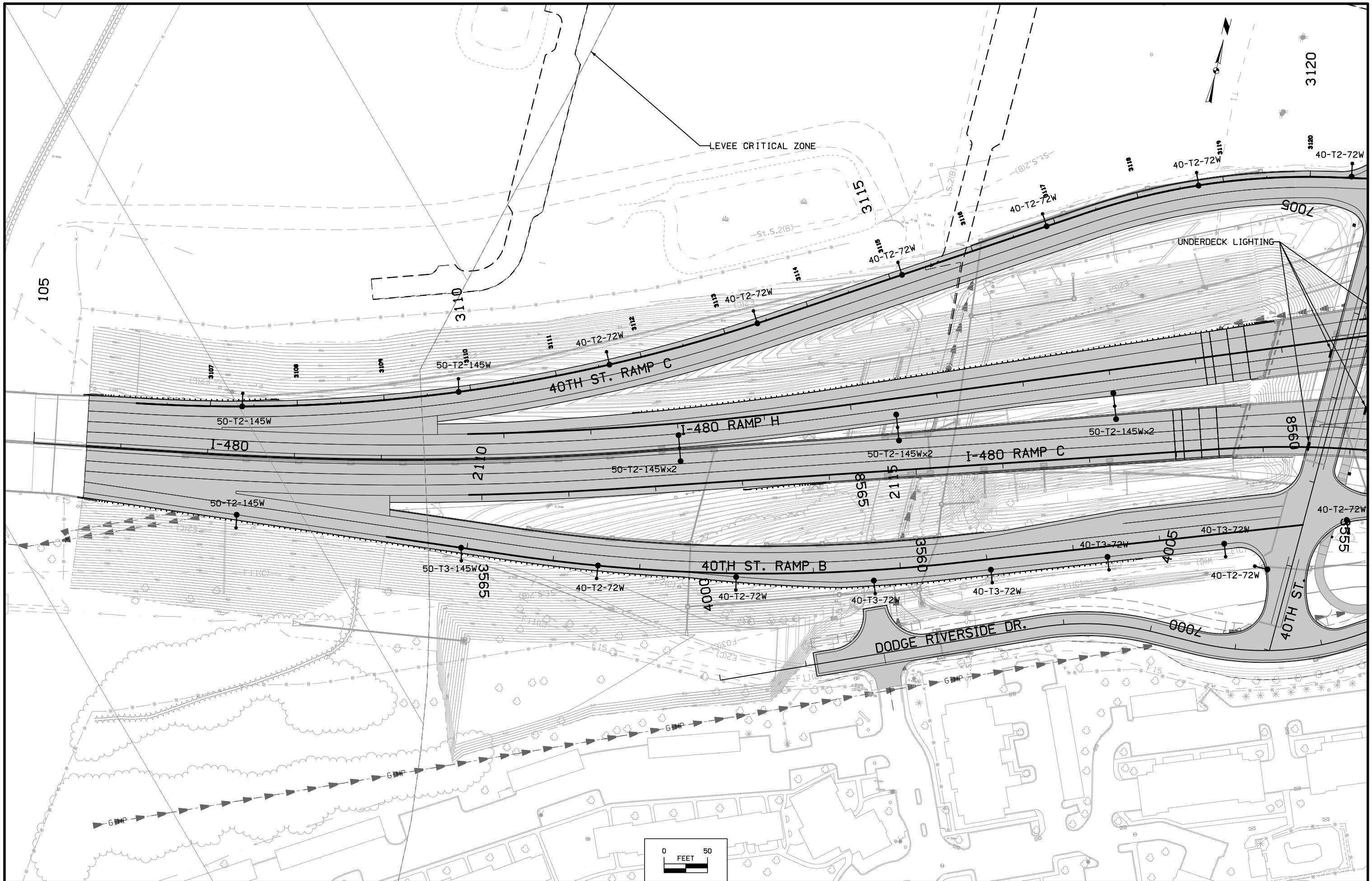
50-T2-145Wx2

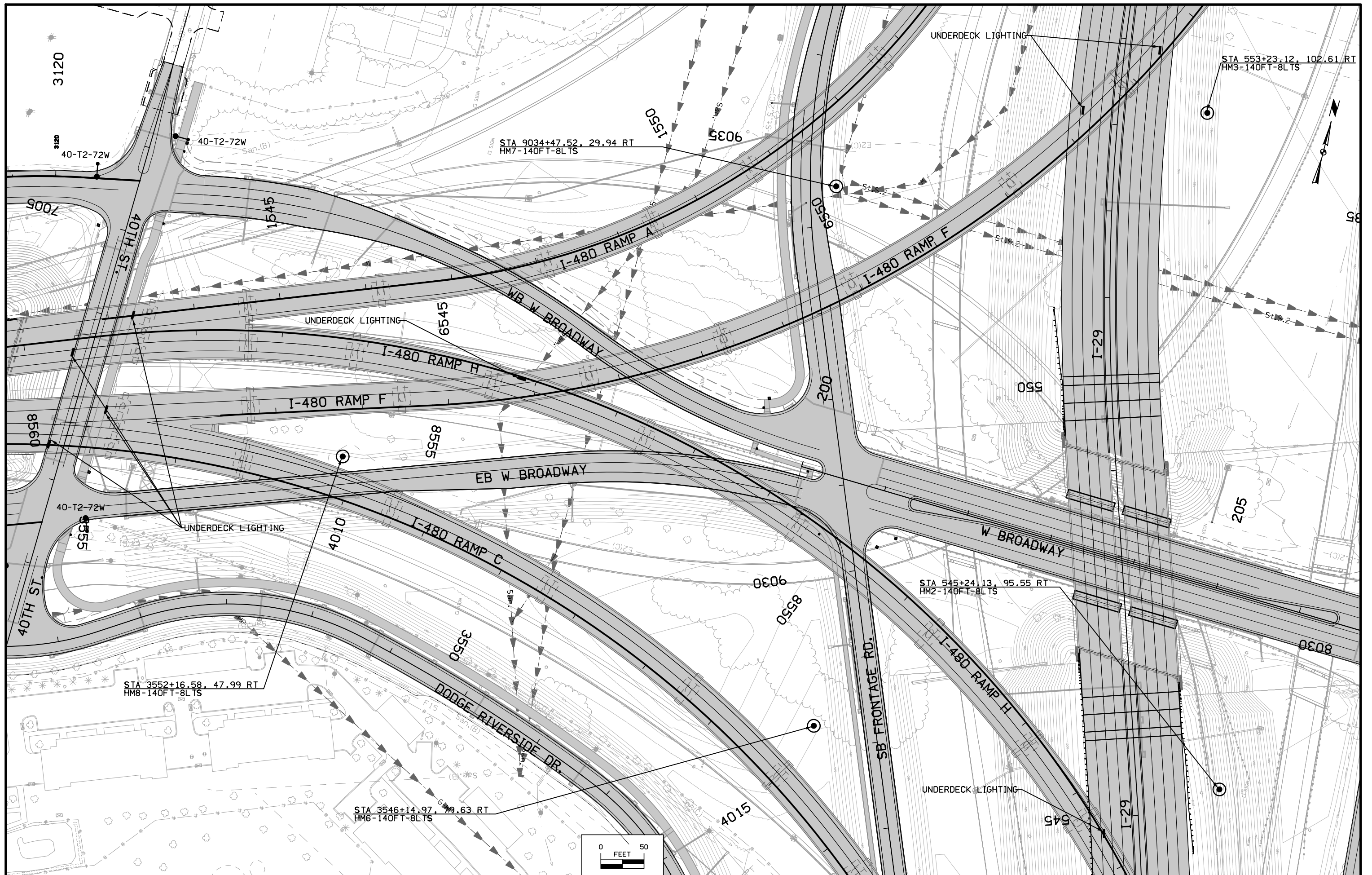
50-T2-145Wx2

AVE. G RAMP D

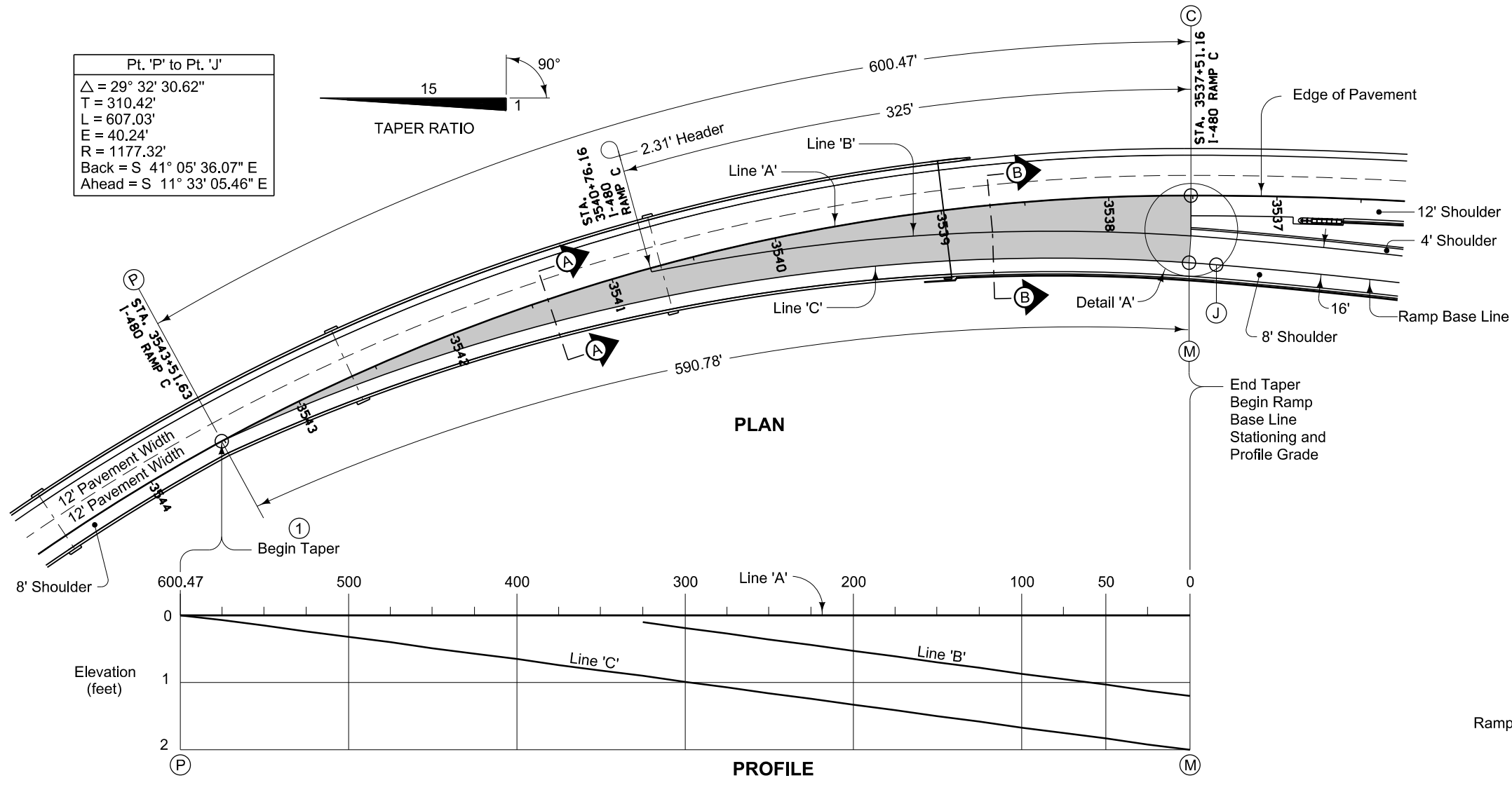
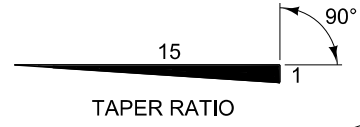








Pt. 'P' to Pt. 'J'
 $\Delta = 29^\circ 32' 30.62''$
 $T = 310.42'$
 $L = 607.03'$
 $E = 40.24'$
 $R = 1177.32'$
 Back = S $41^\circ 05' 36.07''$ E
 Ahead = S $11^\circ 33' 05.46''$ E



Points on bridge shown for information only. See Bridge Plans.

Construct ramp exit pavement the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 1320 square yards.

See L-Sheets for jointing details

① For header construction details at the beginning of taper, see Typical 7101 or Typical 7102.

② Construct subbase for ramp exit pavement the same thickness as mainline subbase.

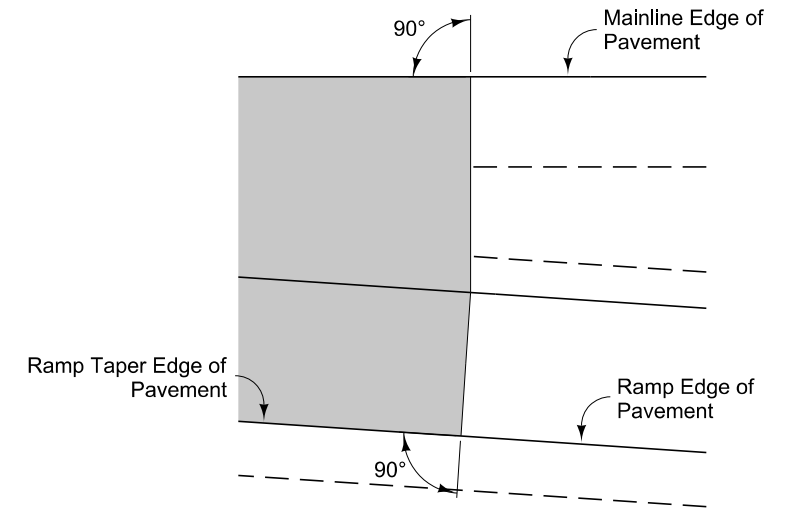
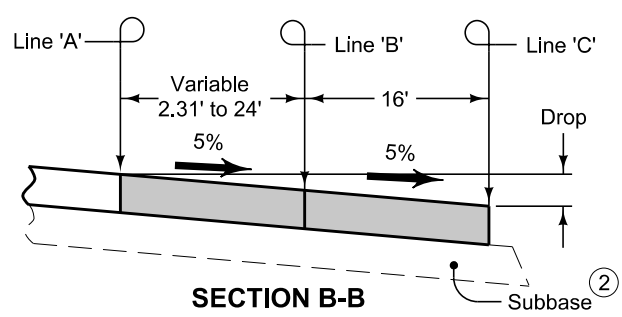
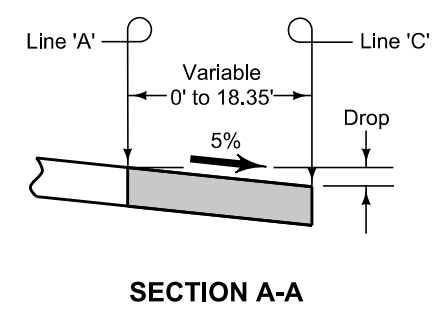


TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER

DISTANCE FROM POINT (C) ALONG LINE 'A' (Ft.)	600.47	575	550	525	500	475	450	425	400	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	0											
From Line 'A' To Line 'B'	OFFSET (Ft.)											2.31	3.99	5.68	7.36	9.04	10.72	12.40	14.07	15.74	17.41	19.06	20.71	22.36	24.00											
	SLOPE (%)											← Constant 5.0% Slope →																								
	DROP (Ft.)											0.12	0.20	0.28	0.37	0.45	0.54	0.62	0.70	0.79	0.87	0.95	1.04	1.12	1.20											
From Line 'B' To Line 'C'	OFFSET (Ft.)											← Constant 16' Offset →																								
	SLOPE (%)											← Constant 5.0% Slope →																								
	DROP (Ft.)											0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80										
From Line 'A' To Line 'C'	OFFSET (Ft.)											0.00	1.67	3.31	4.96	6.62	8.28	9.95	11.62	13.30	14.98	16.66														
	SLOPE (%)											← Constant 5.0% Slope →																								
	DROP (Ft.)											0.00	0.08	0.17	0.25	0.33	0.41	0.50	0.58	0.67	0.75	0.83	0.92	1.00	1.08	1.17	1.25	1.34	1.42	1.50	1.59	1.67	1.75	1.84	1.92	2.00
DISTANCE FROM POINT (M) ALONG LINE 'C' (Ft.)	590.78	565.28	540.27	515.30	490.37	465.50	440.60	415.77	390.97	366.79	341.48	317.87	293.22	268.59	244.01	219.45	194.94	170.45	146.01	121.59	98.21	72.87	48.56	24.28	0											



MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-410	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp A		
APPROVED BY DESIGN METHODS ENGINEER		
I-480 RAMP C TO 9TH AVE. RAMP A 16' EXIT RAMP		

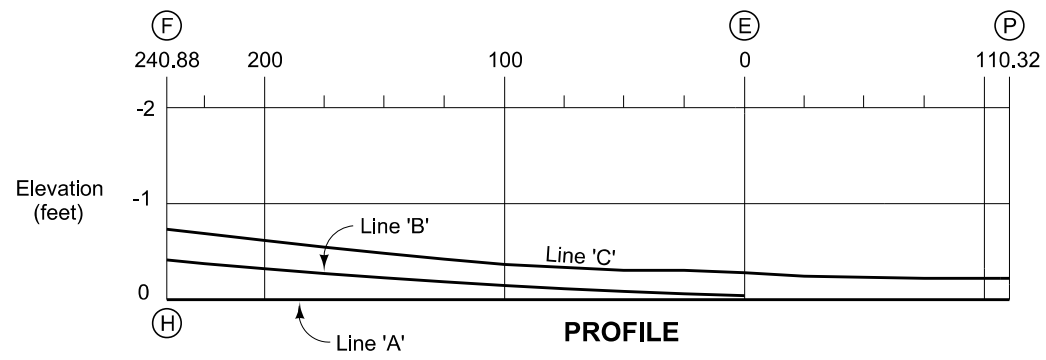
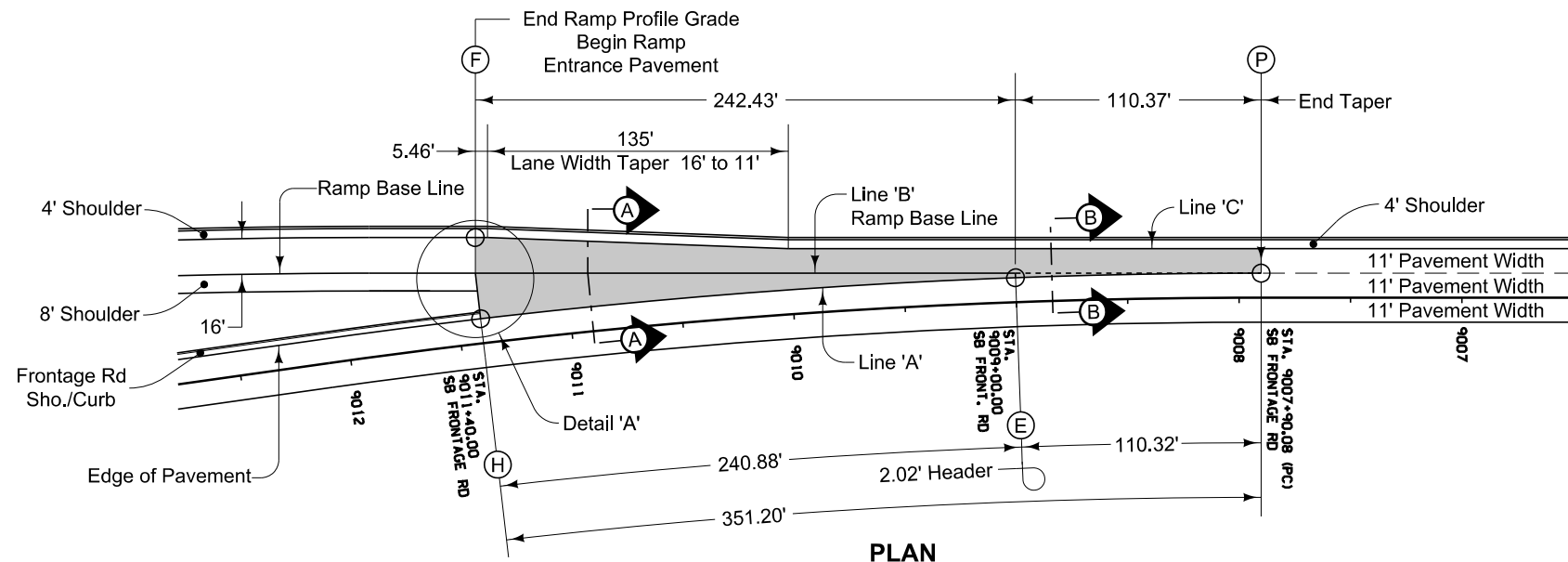
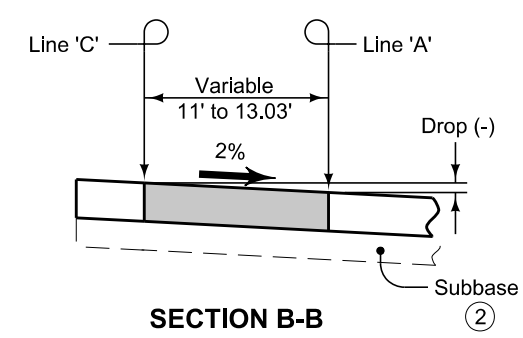
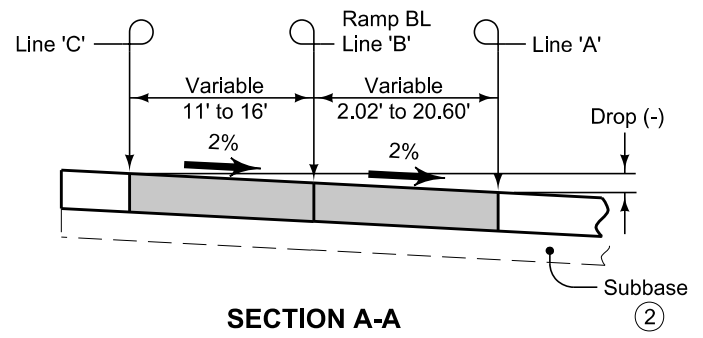
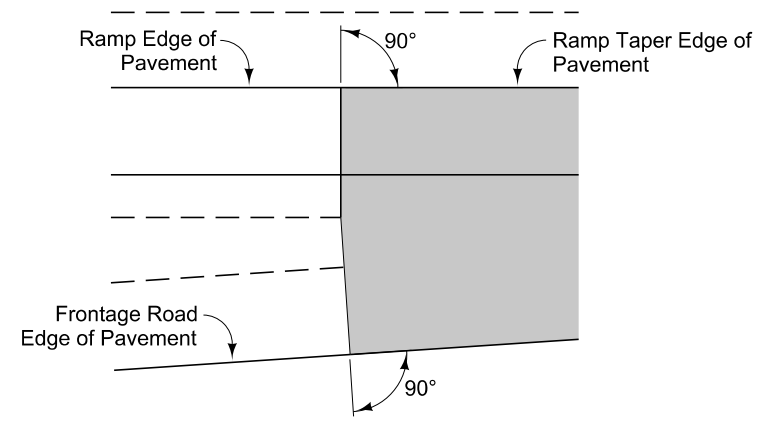


TABLE OF OFFSETS AND DROPS FOR 16' RAMP

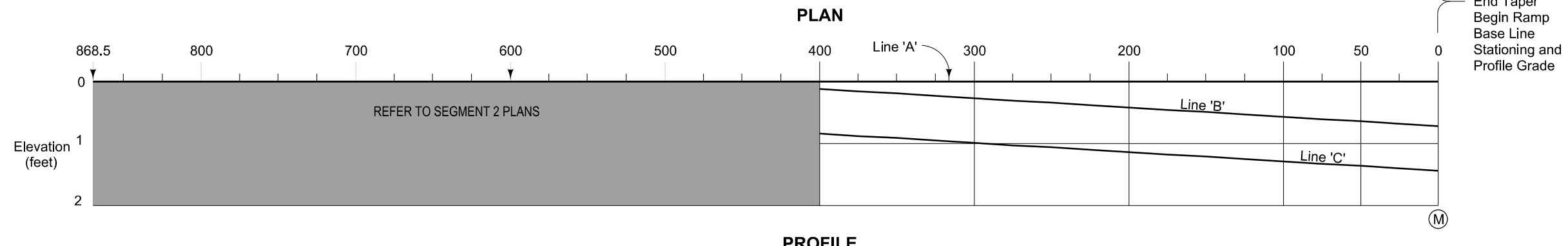
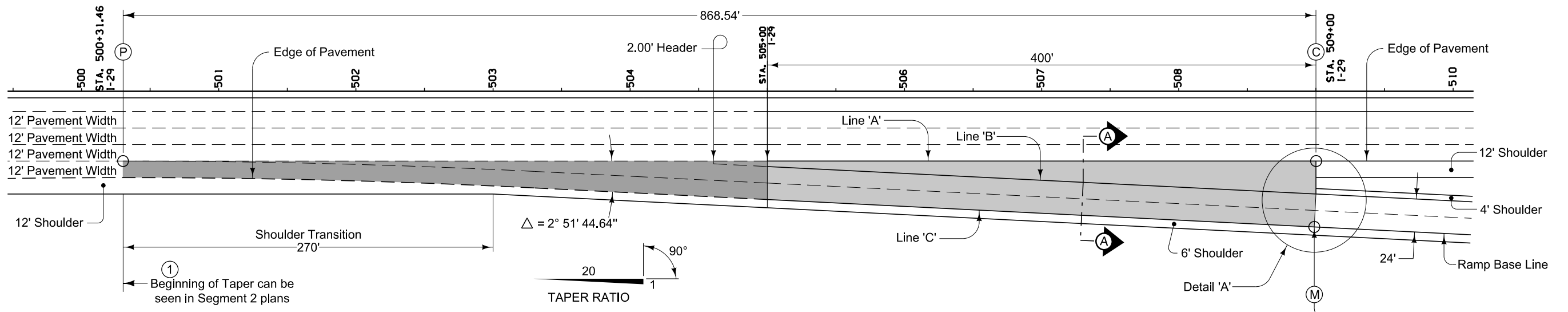
DISTANCE FROM POINT (E) ALONG LINE 'A' (Ft.)	240.88	225	200	175	150	125	100	75	50	25	0	25	50	75	100	110.32	
From Line 'A' To Line 'B'	OFFSET (Ft.)	20.60	18.77	16.06	13.57	11.29	9.22	7.36	5.71	4.27	3.04						
	SLOPE (%)	← Constant -2.0% Slope →															
	DROP (Ft.)	-0.41	-0.38	-0.32	-0.27	-0.23	-0.18	-0.15	-0.11	-0.09	-0.06						
From Line 'B' To Line 'C'	OFFSET (Ft.)	16.00	15.61	14.67	13.73	12.80	11.87	11.00	11.00	11.00							
	SLOPE (%)	← Constant -2.0% Slope →															
	DROP (Ft.)	-0.32	-0.31	-0.29	-0.27	-0.26	-0.24	-0.22	-0.22	-0.22	-0.22						
From Line 'A' To Line 'C'	OFFSET (Ft.)											13.03	12.21	11.61	11.21	11.02	11.00
	SLOPE (%)	← Constant -2.0% Slope →															
	DROP (Ft.)	-0.73	-0.69	-0.61	-0.55	-0.48	-0.42	-0.37	-0.33	-0.31	-0.28	-0.26	-0.24	-0.23	-0.22	-0.22	-0.22
DISTANCE FROM POINT (E) ALONG LINE 'B' (Ft.)	242.43	226.34	201.05	175.81	150.60	125.43	100.29	75.19	50.10	25.04	0						



- Construct ramp entrance pavement the same thickness as mainline pavement.
- Ramp entrance pavement shown by shaded area is 740 square yards.
- See L-Sheets for jointing details
- For header construction details at the end of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.



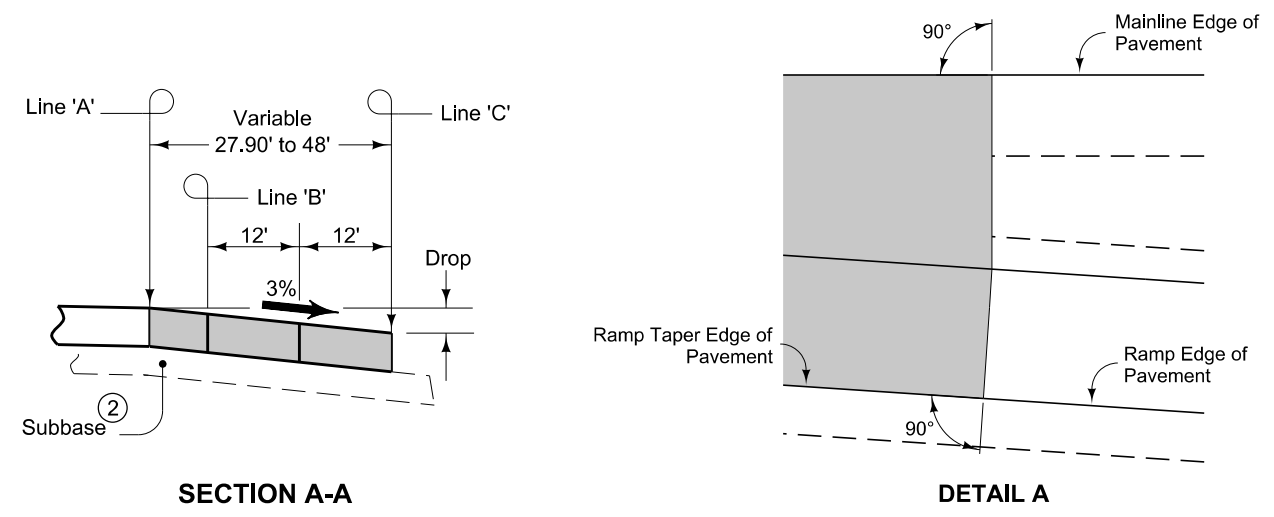
MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-411	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp A		
APPROVED BY DESIGN METHODS ENGINEER		
9TH AVE. RAMP A TO SB FRONTAGE RD. 16' ENTRANCE RAMP		



PROFILE

TABLE OF OFFSETS AND DROPS FOR 24' RAMP TAPER

DISTANCE FROM POINT (C) ALONG LINE 'A' (Ft.)		868.5	850	825	800	775	750	725	700	675	650	625	600	575	550	525	500	475	450	425	400	375	350	320	300	275	250	225	200	175	150	125	100	75	50	25	0																				
From Line 'A' To Line 'B'	OFFSET (Ft.)	REFER TO SEGMENT 2 PLANS																												3.90	5.15	6.40	7.65	8.90	10.15	11.40	12.65	13.90	15.15	16.40	17.65	18.90	20.15	21.40	22.65	23.90											
	SLOPE (%)	Constant 3.0% Slope																												→																											
	DROP (Ft.)	Constant 24' Offset																												0.12	0.15	0.19	0.23	0.27	0.30	0.34	0.38	0.42	0.45	0.49	0.53	0.57	0.60	0.64	0.68	0.72											
From Line 'B' To Line 'C'	OFFSET (Ft.)	Constant 3.0% Slope																												→																											
	SLOPE (%)	Constant 3.0% Slope																												→																											
	DROP (Ft.)	Constant 3.0% Slope																												0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72										
From Line 'A' To Line 'C'	OFFSET (Ft.)	Constant 3.0% Slope																												→																											
	SLOPE (%)	Constant 3.0% Slope																												→																											
	DROP (Ft.)	Constant 3.0% Slope																												0.84	0.87	0.91	0.95	0.99	1.02	1.06	1.10	1.14	1.17	1.21	1.25	1.29	1.32	1.36	1.40	1.44											



Construct ramp exit pavement the same thickness as mainline pavement.

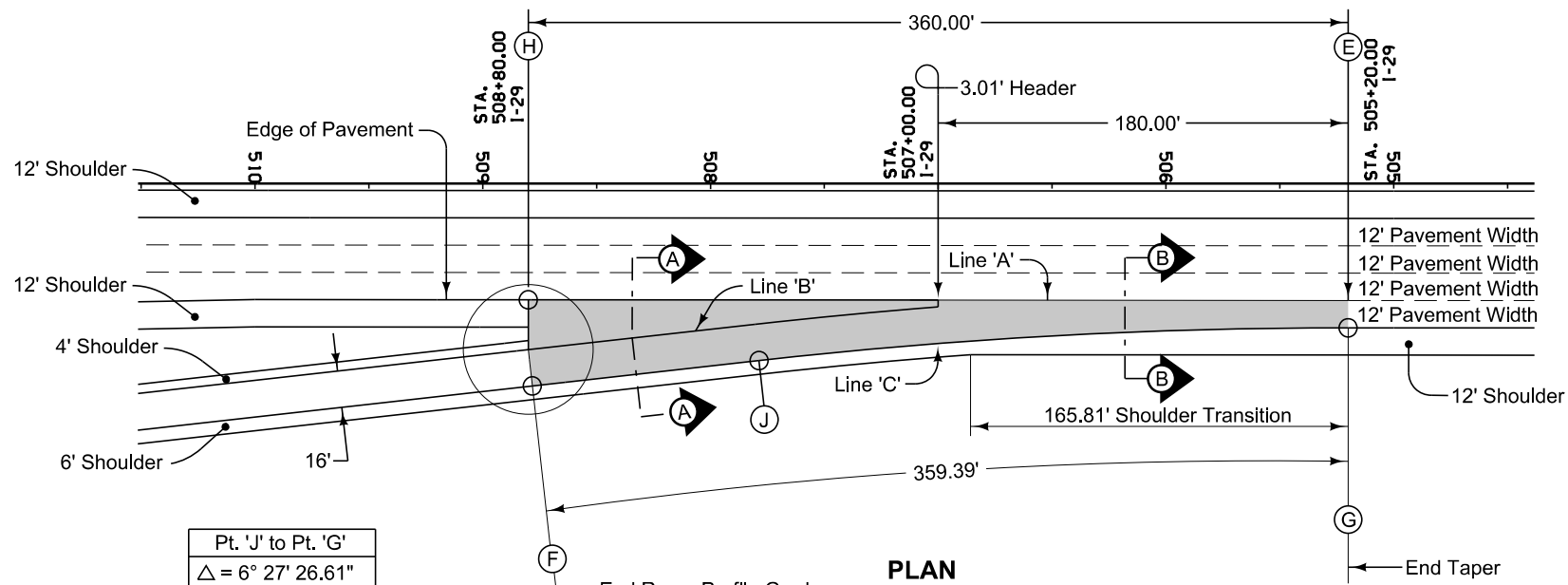
Ramp exit pavement shown by shaded area for the Segment 4 Project is 1684 square yards.

See L-Sheets for jointing details

For header construction details at the beginning of taper, see Typical 7101 or Typical 7102.

② Construct subbase for ramp exit pavement the same thickness as mainline subbase.

MODIFIED STANDARD ROAD PLAN	REVISION	
	3	10-17-17
PV-410		SHEET 1 of 2
MODIFICATIONS: Revised plan view, offsets, drops table, and selections to match conditions at Ramp B		
APPROVED BY DESIGN METHODS ENGINEER		
NORTHBOUND I-29 TO 9TH AVE. RAMP B 24' EXIT RAMP		



Pt. 'J' to Pt. 'G'
$\Delta = 6^\circ 27' 26.61''$
T = 129.75'
L = 259.08'
E = 3.65'
R = 2300.00'

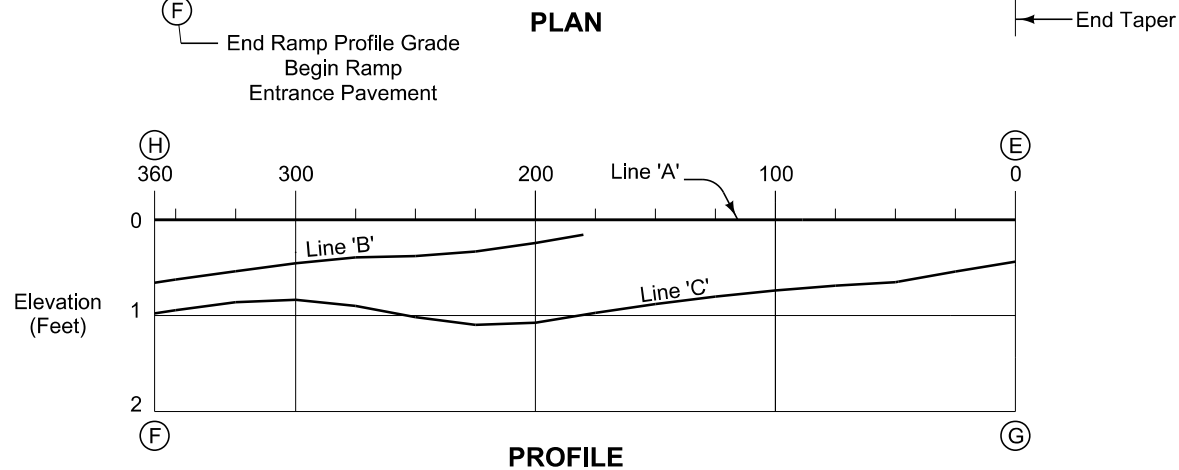


TABLE OF OFFSETS AND DROPS FOR 16' RAMP																	
Distance From Point (E) Along Line 'A' (Ft.)	360	350	325	300	275	250	225	200	180	175	150	125	100	75	50	25	0
From Line 'A' To Line 'B'	← Constant 3.0% Slope →																
Offset (Ft.)	21.90	20.78	17.96	15.15	12.33	9.53	6.96	4.65									
Slope (%)					3.18	3.98	4.77	5.20									
Drop (Ft.)	0.66	0.62	0.54	0.45	0.39	0.38	0.33	0.24									
From Line 'B' To Line 'C'	← Constant 16.0' Offset →																
Offset (Ft.)																	
Slope (%)	2.00	2.00	2.00	2.38	3.17	3.98	4.78	5.20									
Drop (Ft.)	0.32	0.32	0.32	0.38	0.51	0.64	0.76	0.83									
From Line 'A' To Line 'C'	← Constant 5.2% Slope →																
Offset (Ft.)									19.05	18.67	16.90	15.40	14.17	13.22	12.54	12.14	12.00
Slope (%)																4.44	3.64
Drop (Ft.)	0.98	0.94	0.86	0.84	0.90	1.02	1.10	1.07	0.99	0.97	0.88	0.80	0.74	0.69	0.65	0.54	0.44
Distance From Point (G) Along Line 'C' (Ft.)	359.39	349.32	324.17	299.01	273.85	248.76	223.80	198.87	180.18	175.17	150.11	125.06	100.03	75.01	50.00	25.00	0.00

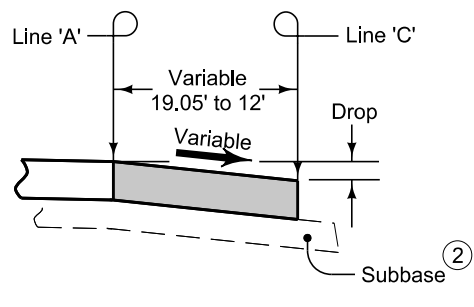
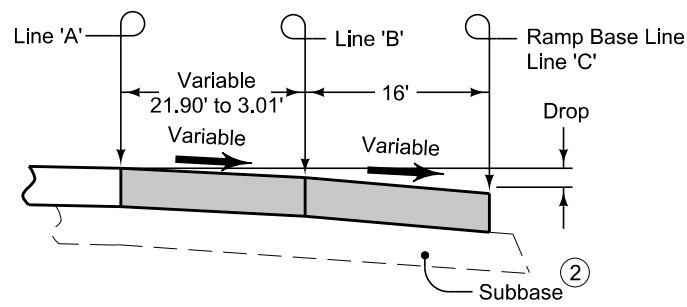
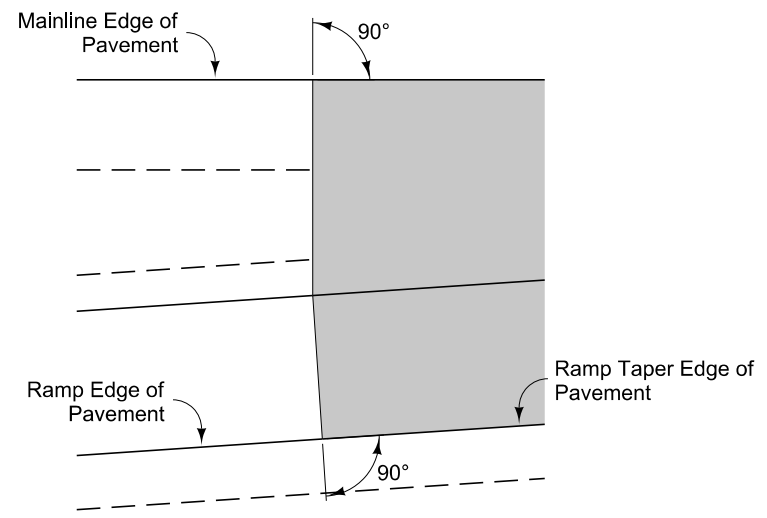
Construct ramp entrance pavement the same thickness as mainline pavement.

Ramp entrance pavement shown by shaded area is 847 square yards.

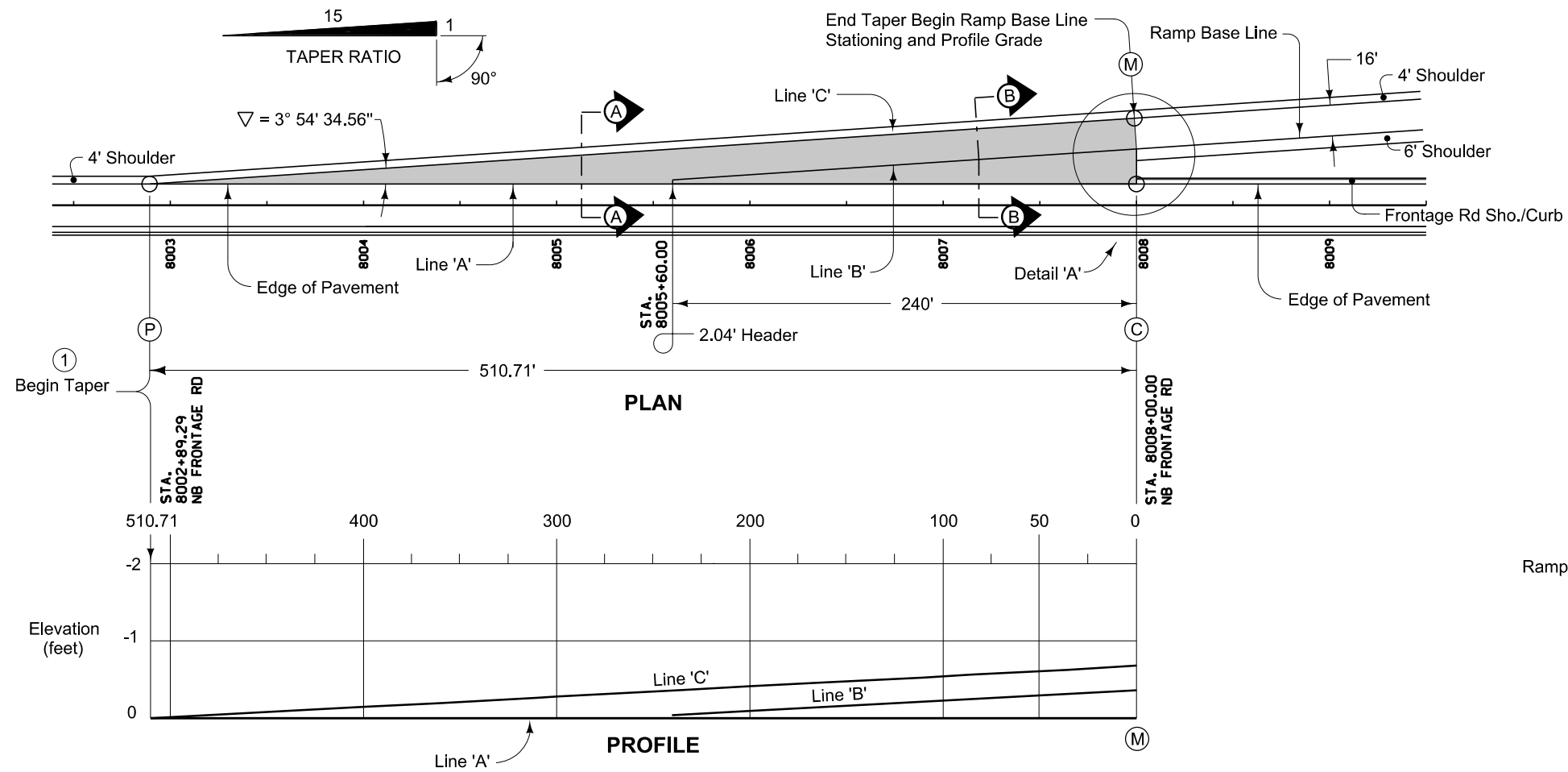
See L-Sheets for jointing details

For header construction details at the end of taper, see Typical 7101 or Typical 7102.

② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.



MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-411	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp C		
APPROVED BY DESIGN METHODS ENGINEER		
9TH AVE RAMP C TO SOUTHBOUND I-29 16' ENTRANCE RAMP		



Construct ramp exit pavement the same thickness as mainline pavement.
 Ramp exit pavement shown by shaded area is 967 square yards.
 See L-Sheets for jointing details

- ① For header construction details at the beginning of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp exit pavement the same thickness as mainline subbase.

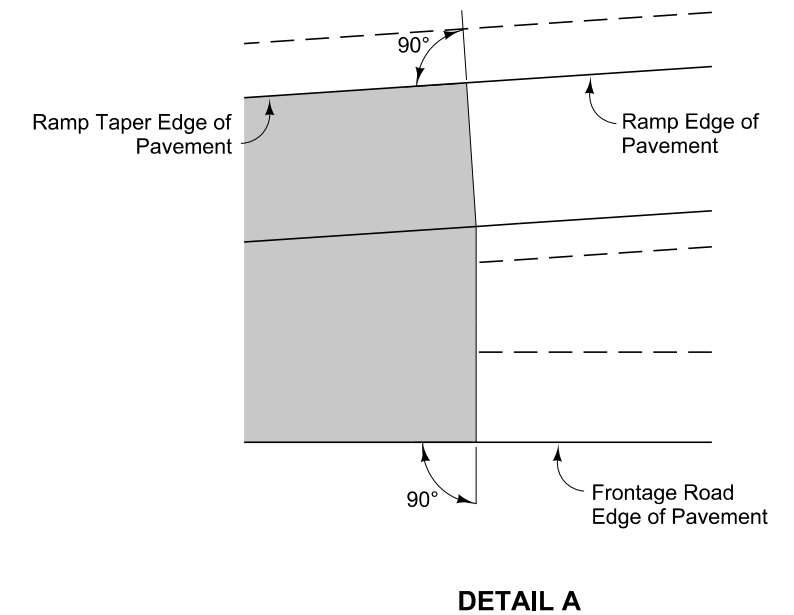
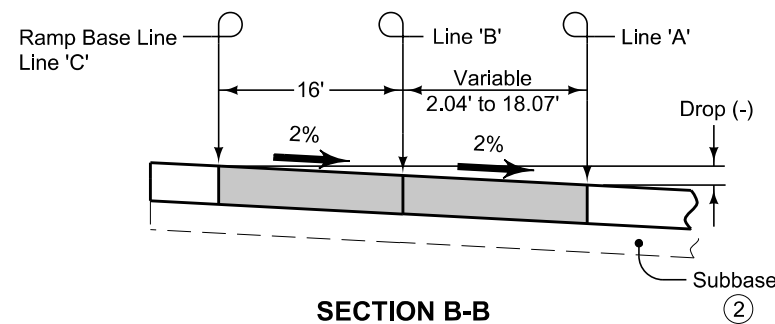
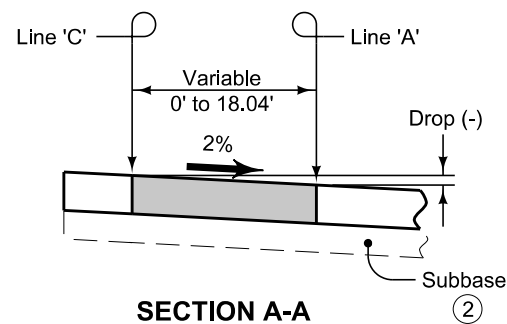
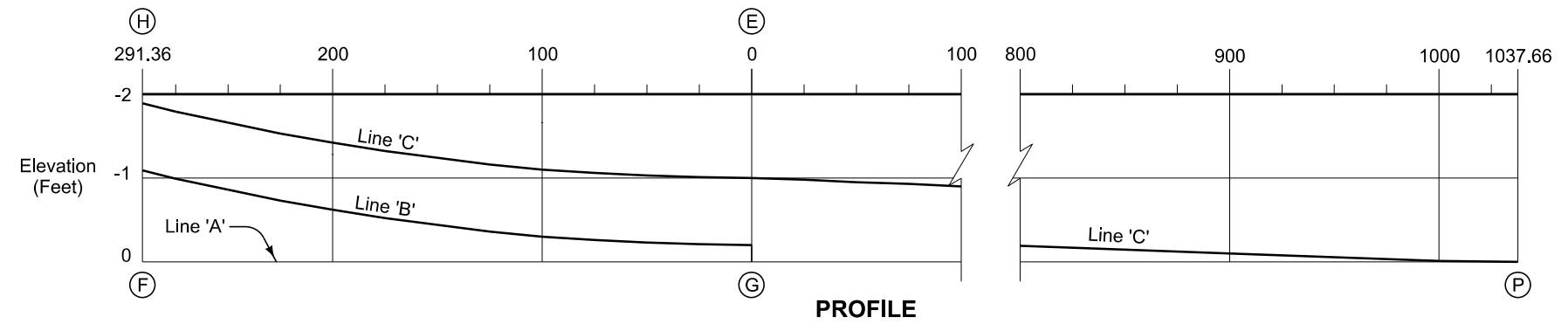
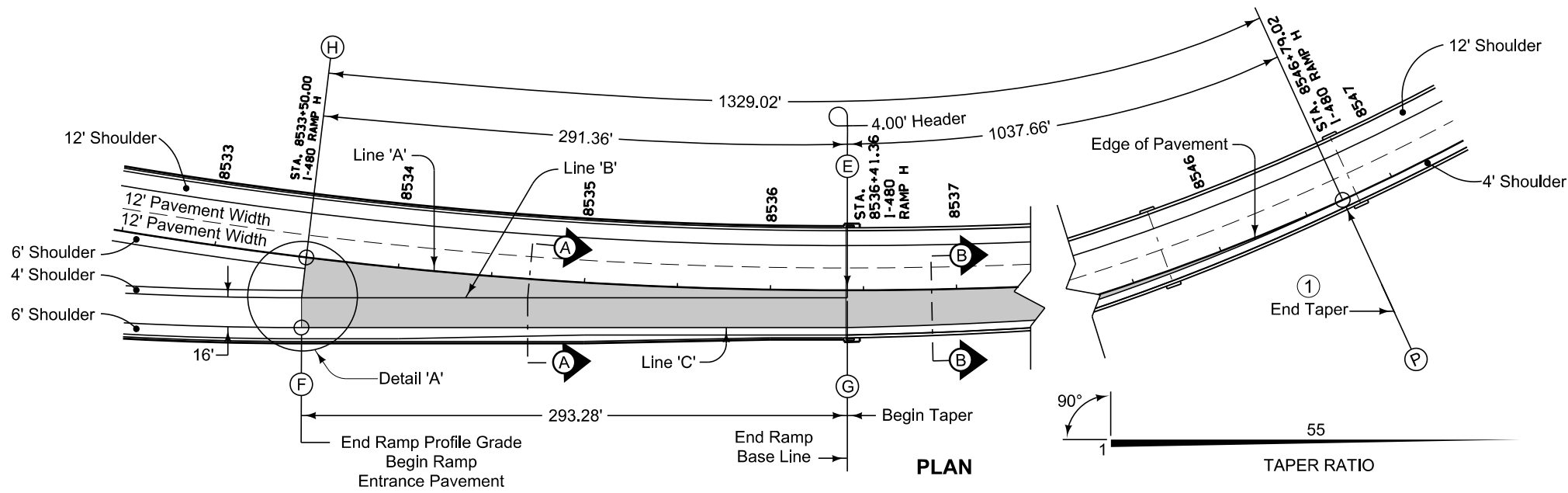


		TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																						
DISTANCE FROM POINT (C) ALONG LINE 'A' (Ft.)		510.71	500	475	450	425	400	375	350	325	300	275	250	240	225	200	175	150	125	100	75	50	25	0
From Line 'A' To Line 'B'	OFFSET (Ft.)													2.04	3.04	4.71	6.38	8.05	9.72	11.39	13.06	14.73	16.40	18.07
	SLOPE (%)	Constant -2.0% Slope																						
	DROP (Ft.)														-0.04	-0.06	-0.09	-0.13	-0.16	-0.19	-0.23	-0.26	-0.29	-0.33
From Line 'B' To Line 'C'	OFFSET (Ft.)	Constant 16' Offset																						
	SLOPE (%)	Constant -2.0% Slope																						
	DROP (Ft.)														-0.32	-0.32	-0.32	-0.32	-0.32	-0.32	-0.32	-0.32	-0.32	-0.32
From Line 'A' To Line 'C'	OFFSET (Ft.)	0	0.72	2.38	4.05	5.72	7.39	9.06	10.73	12.40	14.07	15.74	17.41											
	SLOPE (%)	Constant -2.0% Slope																						
	DROP (Ft.)	0	-0.01	-0.05	-0.08	-0.11	-0.15	-0.18	-0.21	-0.25	-0.28	-0.31	-0.35	-0.36	-0.38	-0.41	-0.45	-0.48	-0.51	-0.55	-0.58	-0.61	-0.65	-0.68



MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-410	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp D		
APPROVED BY DESIGN METHODS ENGINEER		
NB FRONTAGE RD. TO 9TH AVE. RAMP D 16' EXIT RAMP		



Points on bridge shown for information only. See Bridge Plans.
 Construct ramp entrance pavement the same thickness as mainline pavement.

Ramp entrance pavement shown by shaded area is 1988 square yards.

See L-Sheets for jointing details

- ① For header construction details at the end of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.

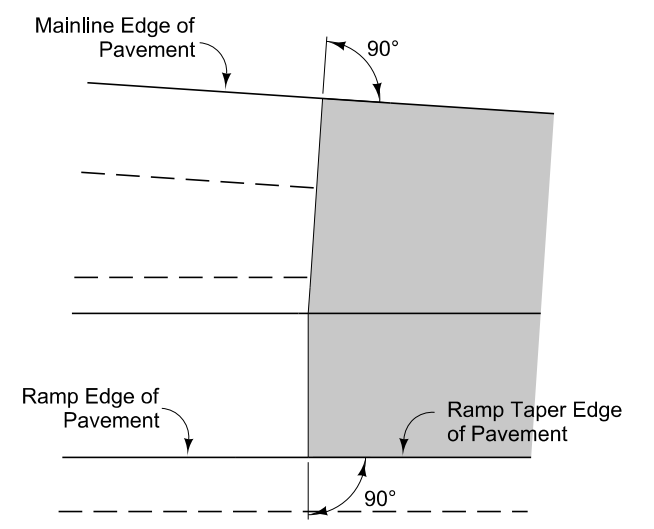
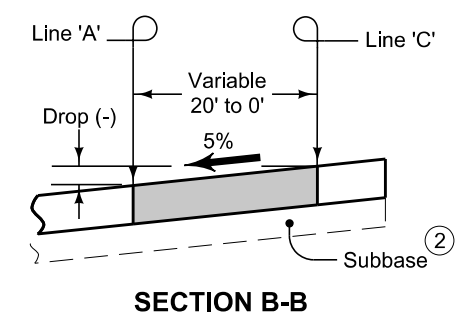
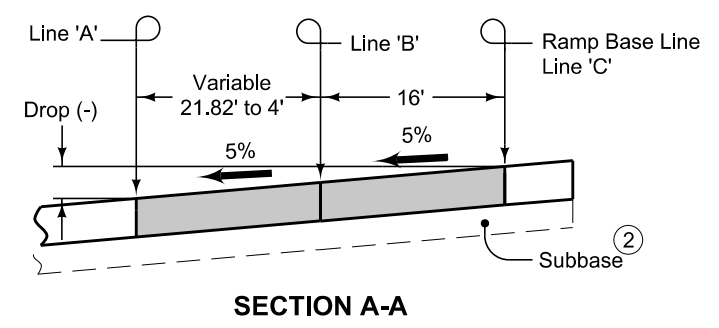
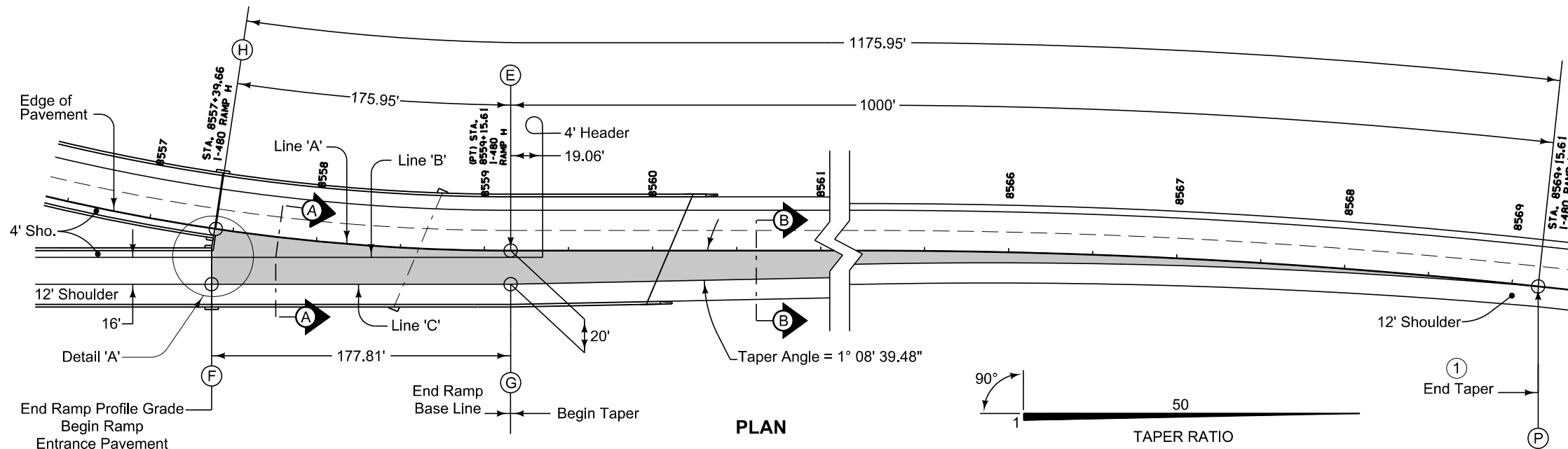


		TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																											
Distance From Point (E) Along Line 'A' (Ft.)		291.36	275	250	225	200	175	150	125	100	75	50	25	0	25	50	75	100	200	300	400	500	600	700	800	900	1000	1037.66	
From Line 'A' To Line 'B'	Offset (Ft.)	21.82	19.87	17.10	14.60	12.37	10.41	8.70	7.26	6.09	5.17	4.52	4.13	4.00															
	Slope (%)	Constant -5.0% Slope																											
From Line 'B' To Line 'C'	Offset (Ft.)	Constant 16.0' Offset																											
	Slope (%)	Constant -5.0% Slope																											
From Line 'A' To Line 'C'	Drop (Ft.)	-1.09	-0.99	-0.86	-0.73	-0.62	-0.52	-0.44	-0.36	-0.30	-0.26	-0.23	-0.21	-0.20															
	Drop (Ft.)	-0.80	-0.80	-0.80	-0.80	-0.80	-0.80	-0.80	-0.80	-0.80	-0.80	-0.80	-0.80	-0.80	19.52	19.04	18.55	18.07	16.14	14.18	12.20	10.21	8.23	6.28	4.35	2.48	0.66	0.00	
Distance From Point (G) Along Line 'C' (Ft.)		293.28	276.67	251.33	226.04	200.80	175.60	150.45	125.32	100.22	75.15	50.09	25.04	0.00															
															-0.98	-0.95	-0.93	-0.90	-0.81	-0.71	-0.61	-0.51	-0.41	-0.31	-0.22	-0.12	-0.03	0.00	



MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-411	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp D		
APPROVED BY DESIGN METHODS ENGINEER		
9TH AVE. RAMP D TO I-480 RAMP H 16' ENTRANCE RAMP		



Points on bridge shown for information only. See Bridge Plans.

Construct ramp entrance pavement the same thickness as mainline pavement.

Ramp entrance pavement shown by shaded area is 1591 square yards.

See L-Sheets for jointing details

- ① For header construction details at the end of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.

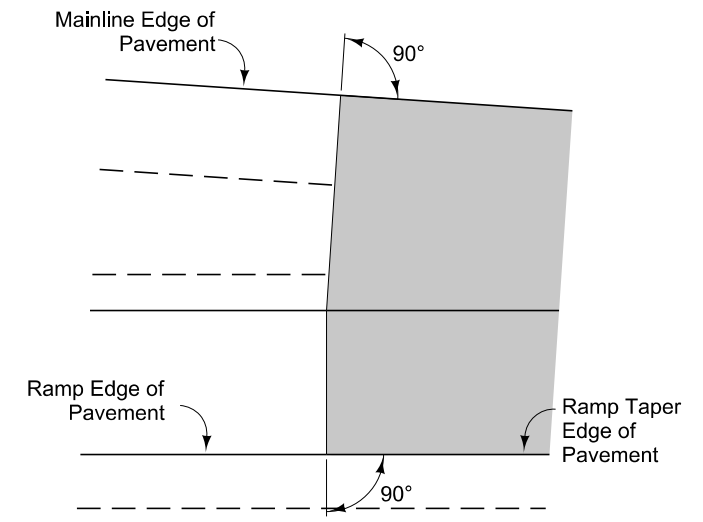
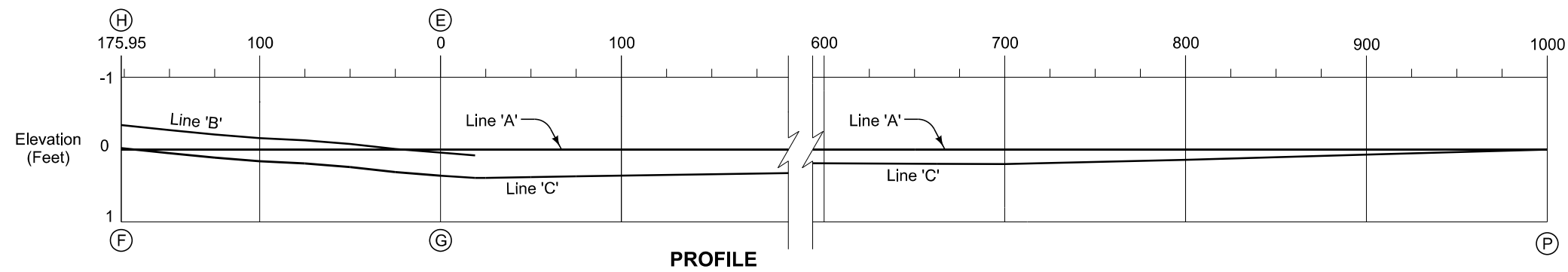
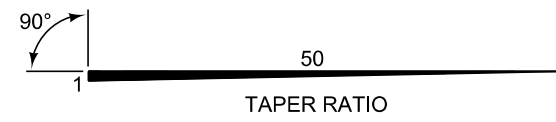
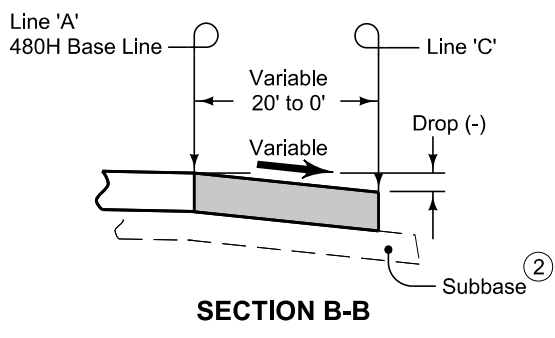
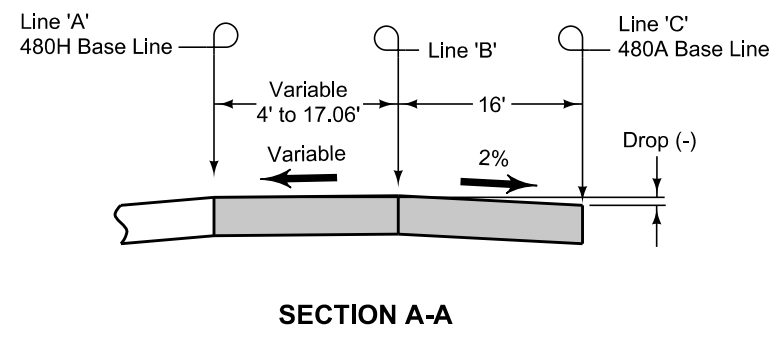
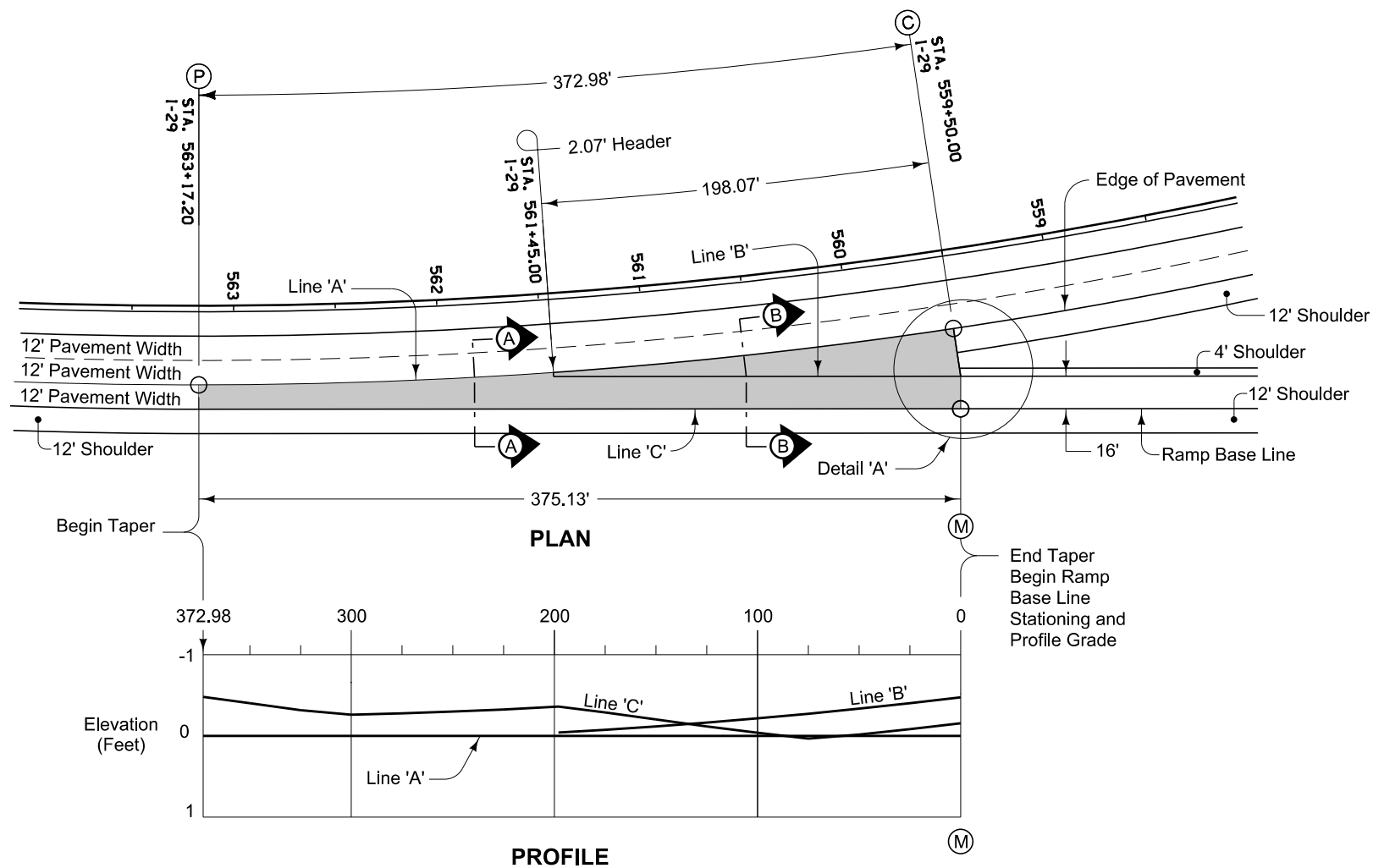


TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER

Distance From Point (E) Along Line 'A' (Ft.)	175.95	150	125	100	75	50	25	0	19.06	25	50	75	100	200	300	400	500	600	700	800	900	1000	
From Line 'A' To Line 'B'	Offset (Ft.)	17.06	13.47	10.56	8.19	6.36	5.05	4.26	4.0														
	Slope (%)	← Constant -2.0% Slope →								-1.60	-0.30	1.01											
	Drop (Ft.)	-0.34	-0.27	-0.21	-0.16	-0.13	-0.08	-0.01	0.04														
From Line 'B' To Line 'C'	Offset (Ft.)	← Constant 16.0' Offset →																					
	Slope (%)	← Constant 2.0% Slope →																					
	Drop (Ft.)	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32														
From Line 'A' To Line 'C'	Offset (Ft.)									19.62	19.50	19.00	18.50	18.00	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00
	Slope (%)									2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.41	3.40	3.40	3.40	3.40
	Drop (Ft.)	-0.02	0.05	0.11	0.16	0.19	0.24	0.31	0.36	0.39	0.39	0.38	0.37	0.36	0.32	0.28	0.24	0.20	0.19	0.20	0.14	0.07	0.00
Distance From Point (G) Along Line 'C' (Ft.)		177.81	151.29	125.87	100.57	75.35	50.20	25.09	0.00														



MODIFIED STANDARD ROAD PLAN	REVISION	
	3	10-17-17
PV-411		SHEET 1 of 2
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp A		
APPROVED BY DESIGN METHODS ENGINEER		
I-480 RAMP A TO WESTBOUND I-480 16' ENTRANCE RAMP		



Construct ramp exit pavement the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 885 square yards.

See L-Sheets for jointing details

For header construction details at the beginning of taper, see Typical 7101 or Typical 7102.

② Construct subbase for ramp exit pavement the same thickness as mainline subbase.

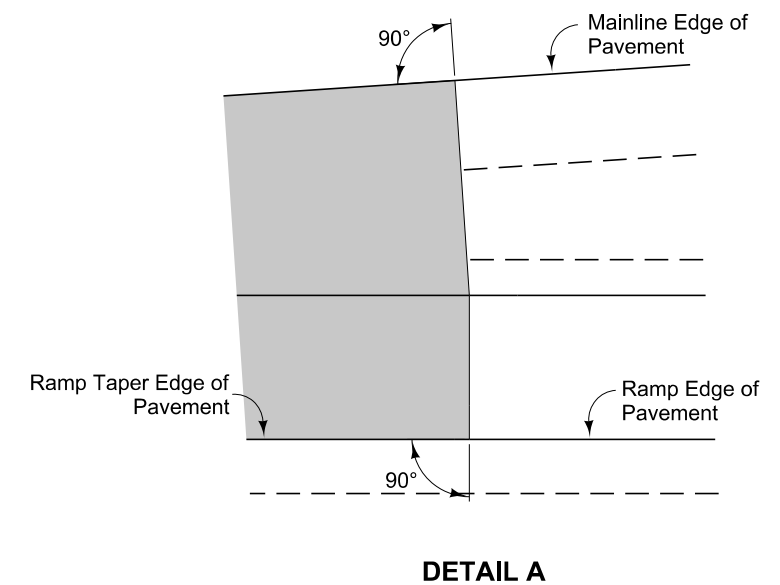
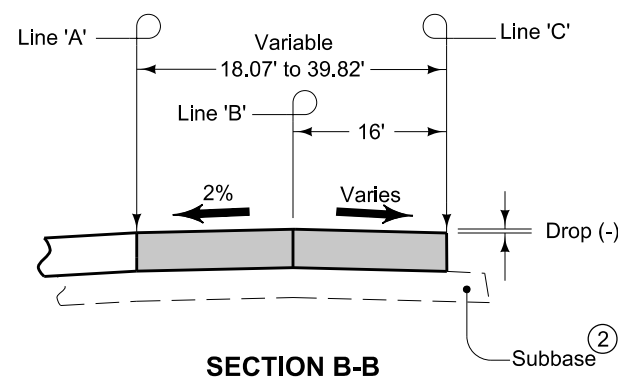
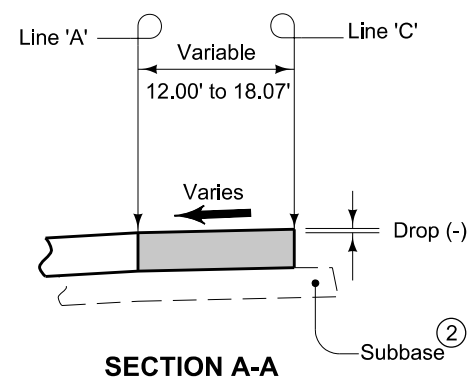


TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																	
Distance From Point (C) Along Line 'A' (Ft.)		372.98	350	325	300	275	250	225	198.07	175	150	125	100	75	50	25	0
From Line 'A' To Line 'B'	Offset (Ft.)								2.07	3.79	5.89	8.24	10.84	13.70	16.82	20.19	23.82
	Slope (%)								← Constant -2.0% Slope →								
	Drop (Ft.)								-0.04	-0.08	-0.12	-0.17	-0.22	-0.28	-0.34	-0.40	-0.48
From Line 'B' To Line 'C'	Offset (Ft.)								← Constant 16' Offset →								
	Slope (%)								-2.00	-1.33	-0.53	0.29	1.10	1.92	2.00	2.00	2.00
	Drop (Ft.)								-0.32	-0.21	-0.08	0.05	0.18	0.31	0.32	0.32	0.32
From Line 'A' To Line 'C'	Offset (Ft.)	12.00	12.10	12.46	13.06	13.91	15.00	16.35									
	Slope (%)	-4.00	-3.34	-2.55	← Constant -2.0% Slope →												
	Drop (Ft.)	-0.48	-0.40	-0.32	-0.26	-0.28	-0.30	-0.33	-0.36	-0.29	-0.20	-0.12	-0.04	0.03	-0.02	-0.08	-0.16
Distance From Point (M) Along Line 'C' (Ft.)		375.13	352.15	327.16	302.16	277.24	252.20	227.24	200.36	177.06	151.92	126.74	101.51	76.23	50.89	25.48	0.00



MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-410	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp A		
APPROVED BY DESIGN METHODS ENGINEER		
SOUTHBOUND I-29 TO I-480 RAMP A 16' EXIT RAMP		

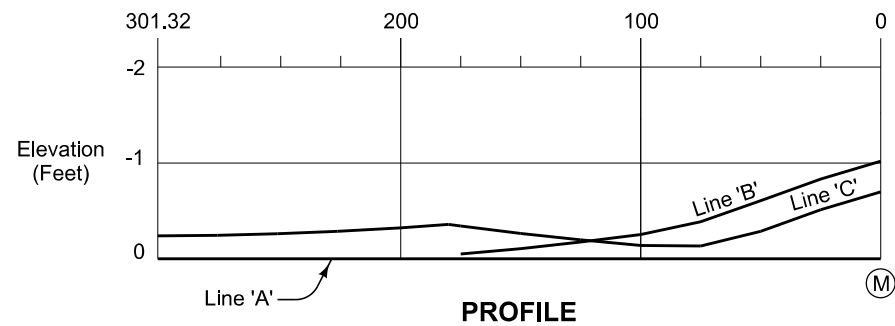
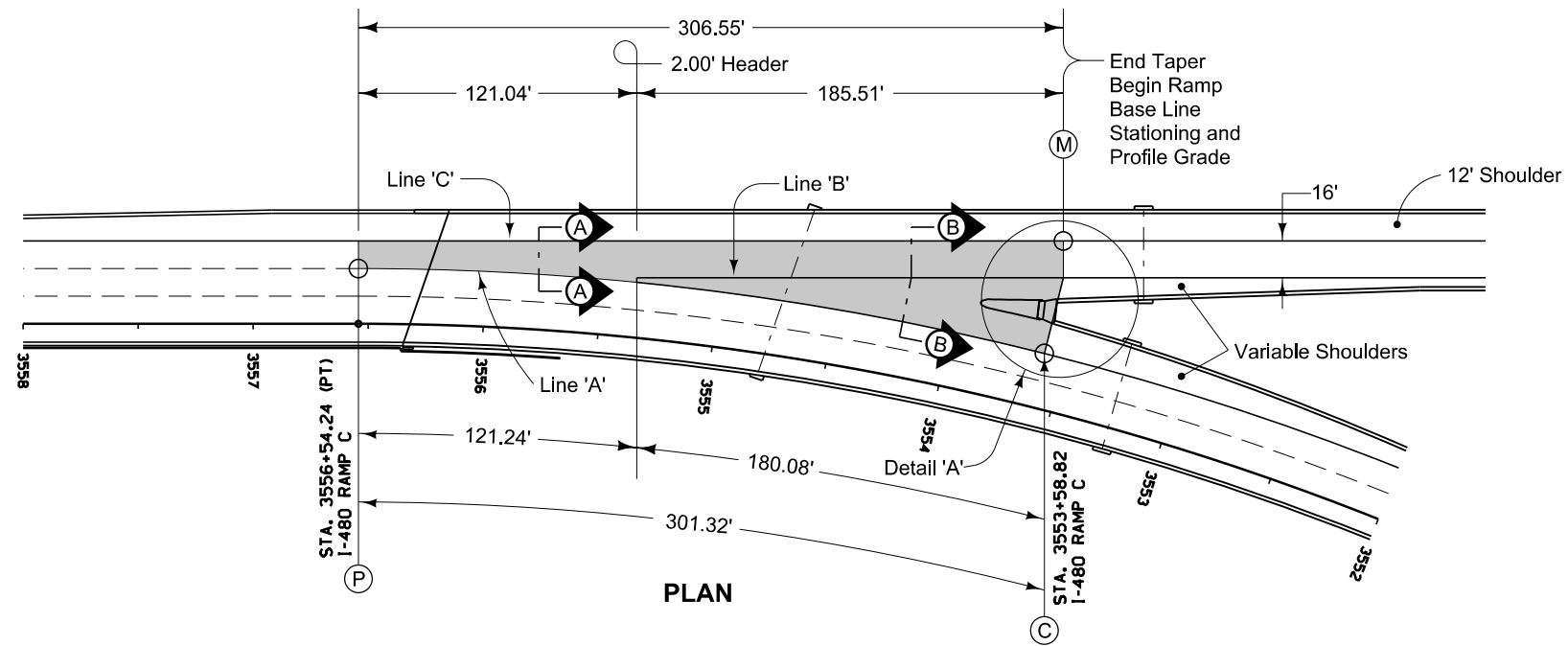


TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER

Distance From Point (C) Along Line 'A' (Ft.)	301.32	275	250	225	200	180.08	175	150	125	100	75	50	25	0
From Line 'A' To Line 'B'							2.53	5.38	8.77	12.69	17.16	22.18	27.76	33.93
							← Constant -2.0% Slope →							
							-0.05	-0.11	-0.18	-0.25	-0.39	-0.61	-0.83	-1.02
From Line 'B' To Line 'C'							← Constant 16.0' Offset →							
							-1.82	-0.98	-0.14	0.71	1.57	2.00	2.00	2.00
							-0.29	-0.16	-0.02	0.11	0.25	0.32	0.32	0.32
From Line 'A' To Line 'C'	12.00	12.28	13.08	14.38	16.19	18.00								
	← Constant -2.0% Slope →													
	-0.24	-0.25	-0.26	-0.29	-0.32	-0.36	-0.34	-0.26	-0.20	-0.14	-0.13	-0.29	-0.51	-0.70
Distance From Point (M) Along Line 'C' (Ft.)	306.55	280.24	255.25	230.28	205.35	185.51	180.20	154.95	129.58	104.06	78.37	52.47	26.36	0.00

Points on bridge shown for information only. See Bridge Plans.

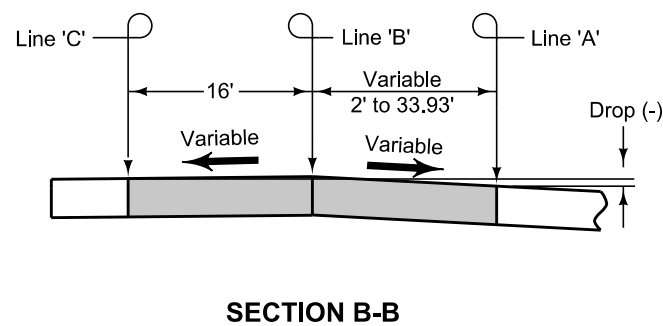
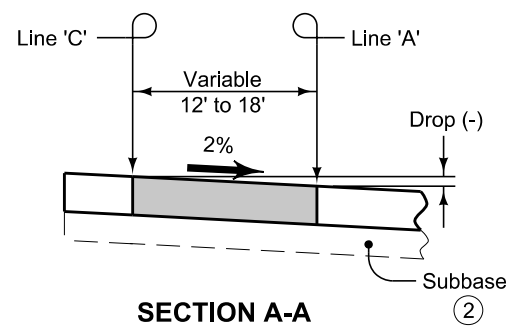
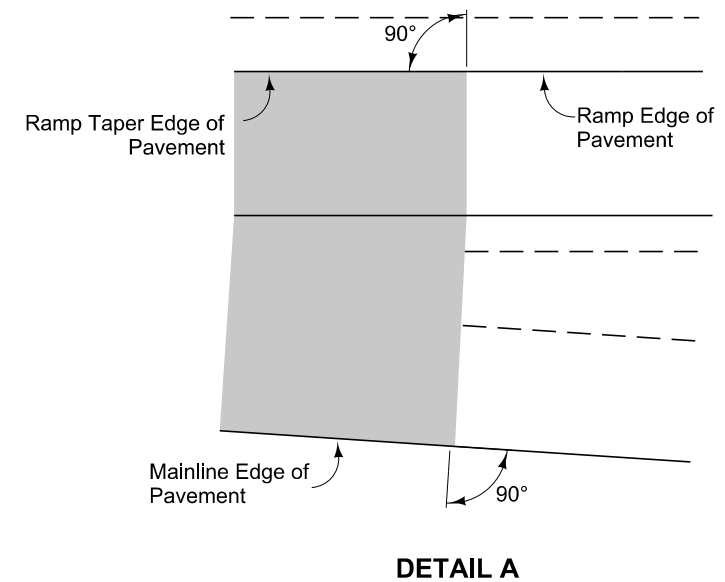
Construct ramp exit pavement the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 833 square yards.

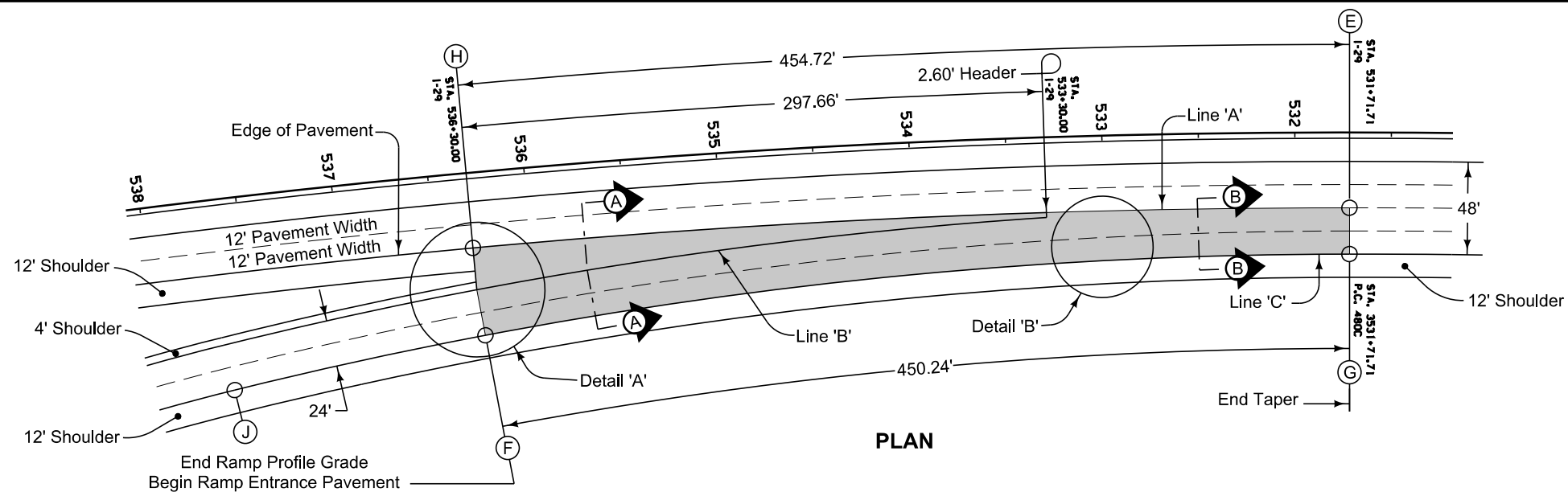
See L-Sheets for jointing details

For header construction details at the beginning of taper, see Typical 7101 or Typical 7102.

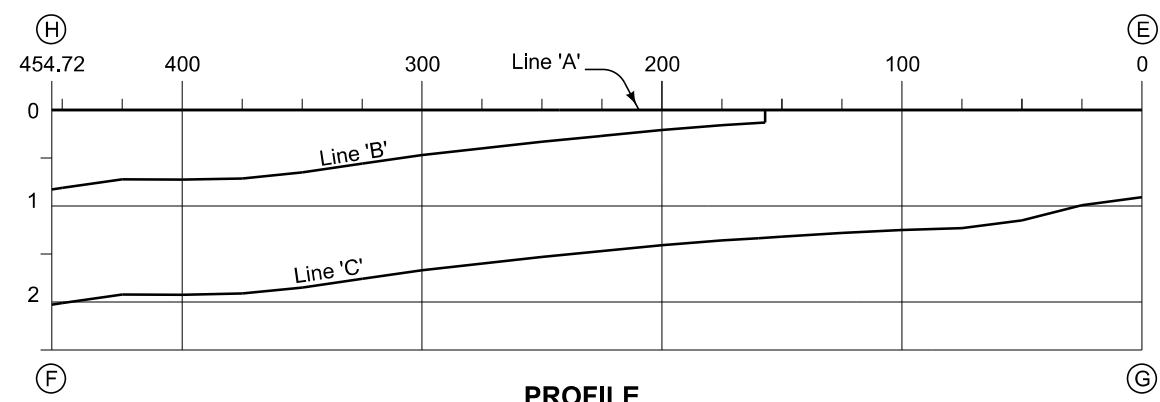
- ② Construct subbase for ramp exit pavement the same thickness as mainline subbase.



MODIFIED STANDARD ROAD PLAN	REVISION	
	3	10-17-17
PV-410		SHEET 1 of 2
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp F		
APPROVED BY DESIGN METHODS ENGINEER		
EASTBOUND I-480 TO I-480 RAMP F 16' EXIT RAMP		



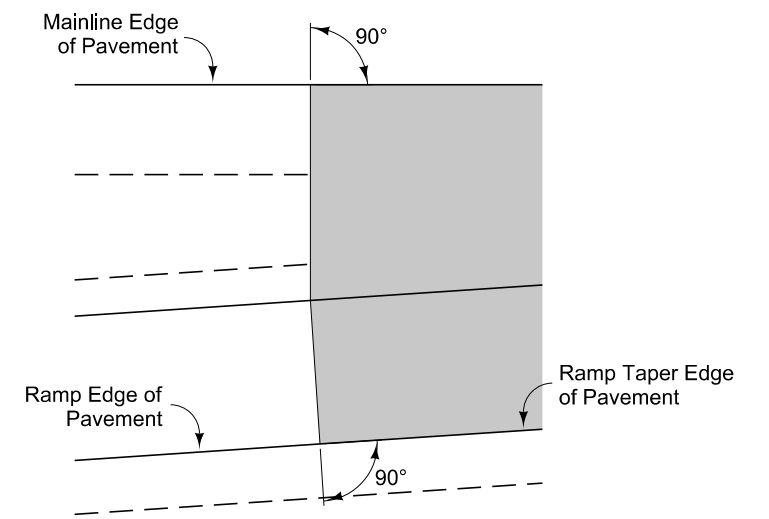
PLAN



PROFILE

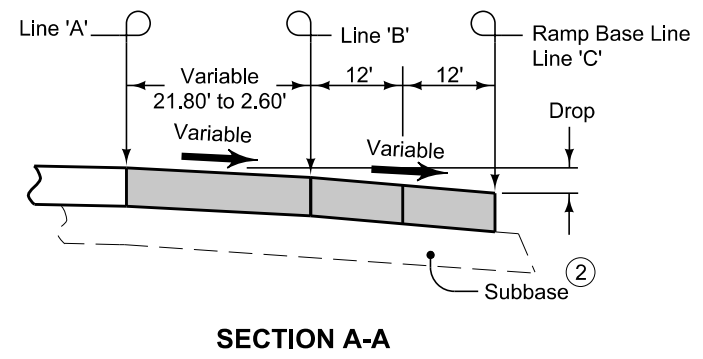
Pt. 'J' to Pt. 'G'	
$\Delta = 13^\circ 55' 24.97''$	
T = 293.06'	
L = 583.23'	
E = 17.83'	
R = 2400.00'	

- Construct ramp entrance pavement the same thickness as mainline pavement.
- Ramp entrance pavement shown by shaded area is 1573 square yards.
- See L-Sheets for jointing details.
- For header construction details at the end of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.

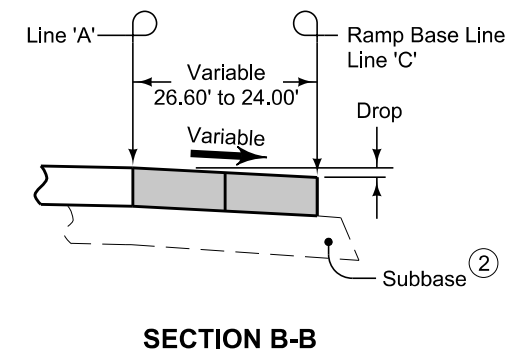


DETAIL A

		TABLE OF OFFSETS AND DROPS FOR 24' RAMP GORE																											
Distance From Point (E) Along Line 'A' (Ft.)		454.72	450	425	400	375	350	325	300	275	250	225	200	175	157.06	150	125	100	75	50	25	0							
From Line 'A' To Line 'B'	Offset (Ft.)	21.80	21.35	19.04	16.87	14.83	12.92	11.14	9.49	7.98	6.59	5.34	4.22	3.23	2.60														
	Slope (%)	3.80	3.80	3.80	4.30	4.81	Constant 5.0% Slope																						
	Drop (Ft.)	0.83	0.81	0.72	0.73	0.71	0.65	0.56	0.47	0.40	0.33	0.27	0.21	0.16	0.13														
From Line 'B' To Line 'C'	Offset (Ft.)	Constant 24.0' Offset																											
	Slope (%)	Constant 5.0% Slope																											
	Drop (Ft.)	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20														
From Line 'A' To Line 'C'	Offset (Ft.)															26.37	25.65	25.05	24.59	24.26	24.07	24.00							
	Slope (%)															5.00	5.00	5.00	5.00	4.74	4.12	3.80							
	Drop (Ft.)	2.03	2.01	1.92	1.93	1.91	1.85	1.76	1.67	1.60	1.53	1.47	1.41	1.36	1.33	1.32	1.28	1.25	1.23	1.15	0.99	0.91							
Distance From Point (G) Along Line 'C' (Ft.)		450.24	445.57	420.82	396.06	371.30	346.55	321.79	297.04	272.28	247.53	222.78	198.02	173.27	155.42	148.44	123.72	98.99	74.25	49.50	24.75	0.00							

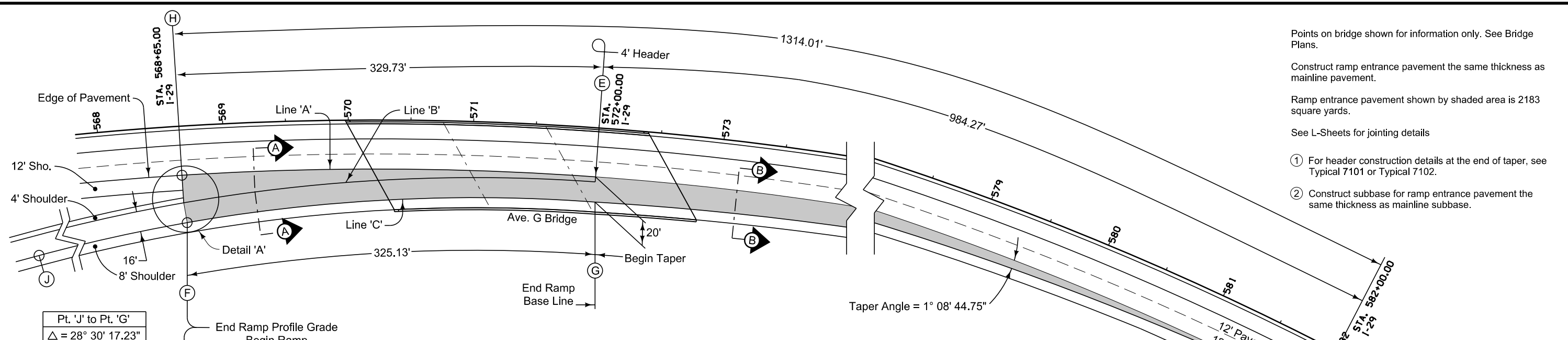


SECTION A-A



SECTION B-B

MODIFIED	REVISION
	3 10-17-17
STANDARD ROAD PLAN	PV-411
SHEET 1 of 2	
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match Ramp C.	
APPROVED BY DESIGN METHODS ENGINEER	
I-480 RAMP C TO SOUTHBOUND I-29 24' ENTRANCE RAMP	



Points on bridge shown for information only. See Bridge Plans.

Construct ramp entrance pavement the same thickness as mainline pavement.

Ramp entrance pavement shown by shaded area is 2183 square yards.

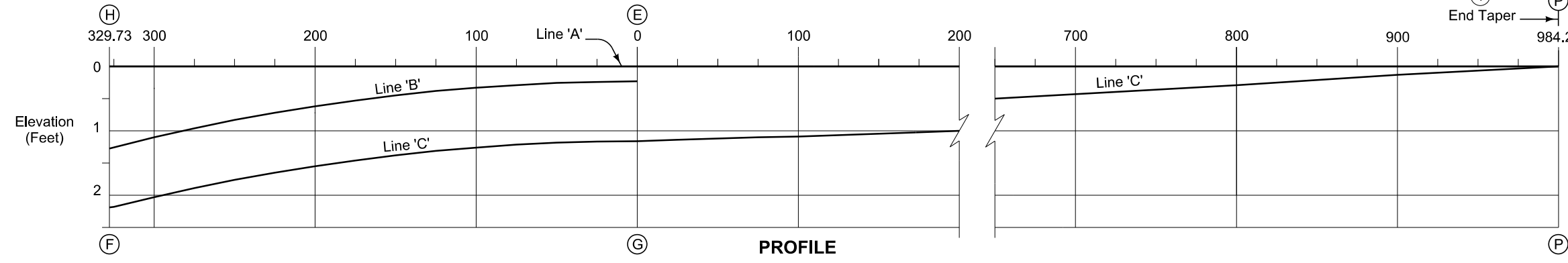
See L-Sheets for jointing details

① For header construction details at the end of taper, see Typical 7101 or Typical 7102.

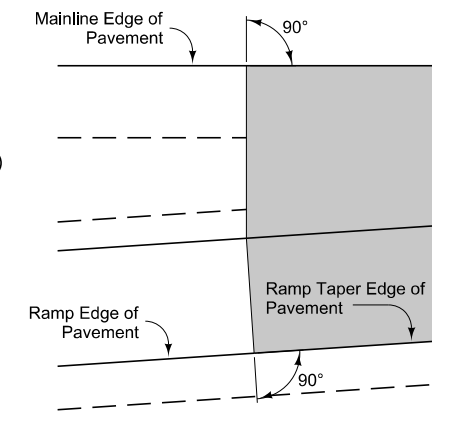
② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.

Pt. 'J' to Pt. 'G'
$\Delta = 28^\circ 30' 17.23''$
T = 337.84'
L = 661.68'
E = 42.24'
R = 1330.00'

PLAN

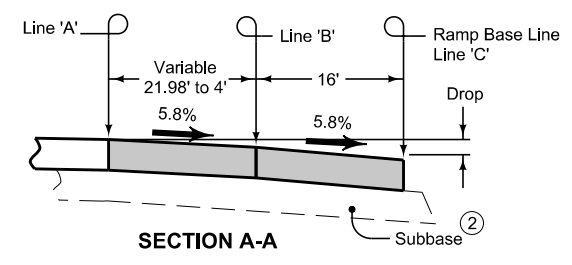


PROFILE

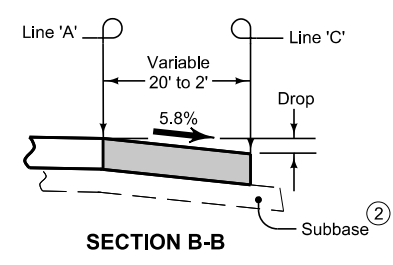


DETAIL A

		TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																											
Distance From Point (E) Along Line 'A' (Ft.)		329.73	325	300	275	250	225	200	175	150	125	100	75	50	25	0	25	50	75	100	200	300	400	500	600	700	800	900	984.27
From Line 'A' To Line 'B'	Offset (Ft.)	21.98	21.47	18.89	16.52	14.35	12.38	10.62	9.07	7.73	6.59	5.66	4.93	4.41	4.10	4.00													
	Slope (%)	Constant 5.8% Slope																											
From Line 'B' To Line 'C'	Drop (Ft.)	1.27	1.25	1.10	0.96	0.83	0.72	0.62	0.53	0.45	0.38	0.33	0.29	0.26	0.24	0.23													
	Offset (Ft.)	Constant 16.0' Offset																											
From Line 'A' To Line 'C'	Slope (%)	Constant 5.8% Slope																											
	Drop (Ft.)	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93													
From Line 'A' To Line 'C'	Offset (Ft.)																19.70	19.38	19.05	18.71	17.25	15.62	13.81	11.84	9.70	7.40	4.94	2.32	0.00
	Slope (%)	Constant 5.8% Slope																											
From Line 'A' To Line 'C'	Drop (Ft.)	2.20	2.17	2.02	1.89	1.76	1.65	1.54	1.45	1.38	1.31	1.26	1.21	1.18	1.17	1.16	1.14	1.12	1.10	1.09	1.00	0.91	0.80	0.69	0.56	0.43	0.29	0.13	0.0
	Drop (Ft.)	Constant 5.8% Slope																											
Distance From Point (G) Along Line 'C' (Ft.)		325.13	320.46	295.83	271.20	246.56	221.91	197.26	172.61	147.96	123.30	98.65	73.99	49.32	24.66	0.00													



SECTION A-A



SECTION B-B

MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-411	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp F		
APPROVED BY DESIGN METHODS ENGINEER		
I-480 RAMP F TO NORTHBOUND I-29 16' ENTRANCE RAMP		

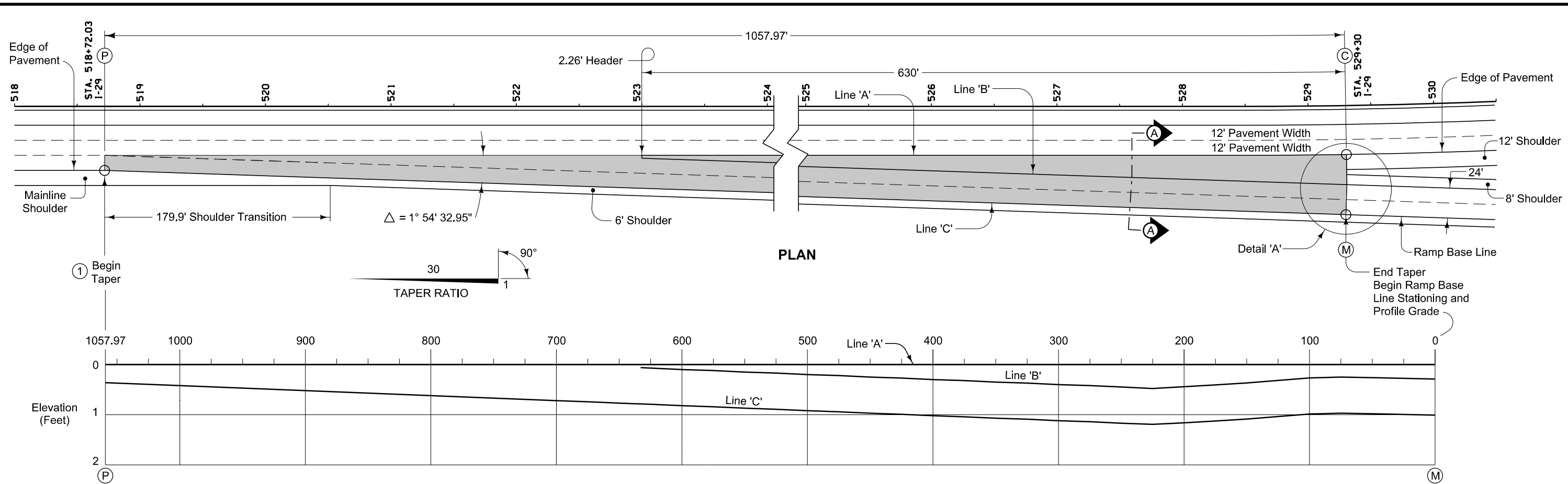
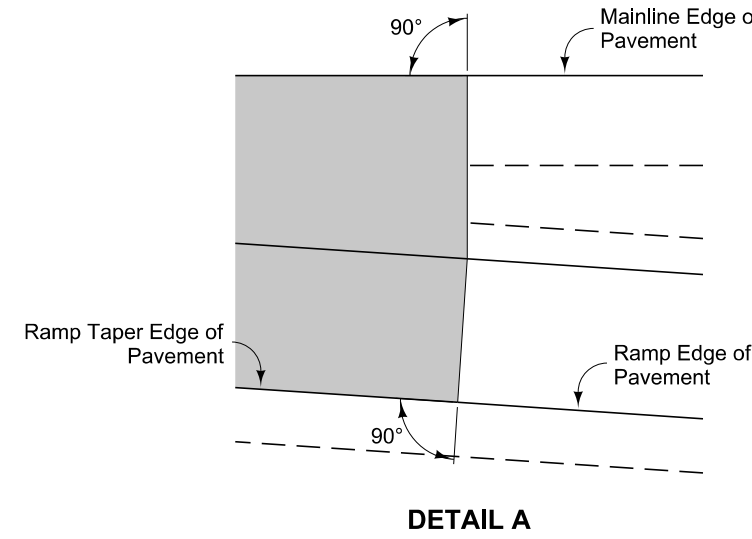
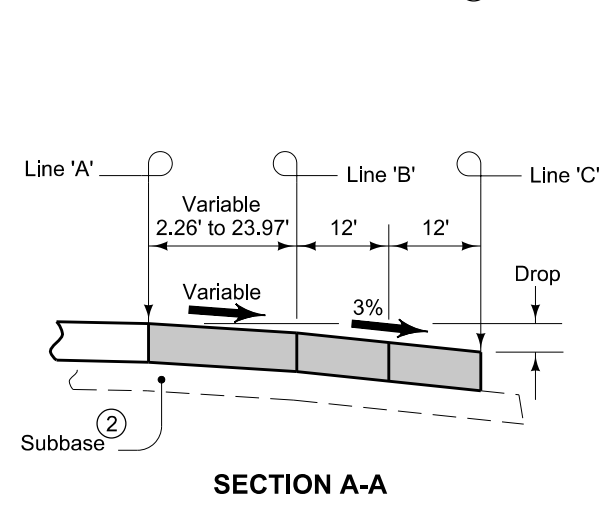


TABLE OF OFFSETS AND DROPS FOR 24' RAMP TAPER

Distance From Point (C) Along Line 'A' (Ft.)	1057.97	1050	1000	950	900	850	800	750	700	650	630	600	575	550	525	500	475	450	425	400	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	0												
From Line 'A' To Line 'B'											2.26	3.26	4.09	4.93	5.76	6.59	7.43	8.26	9.09	9.93	10.76	11.59	12.43	13.26	14.09	14.93	15.76	16.59	17.43	18.26	19.09	19.93	20.77	21.71	22.78	23.97												
											Constant 3.0% Slope																																					
											0.07	0.10	0.12	0.15	0.17	0.20	0.22	0.25	0.27	0.30	0.32	0.35	0.37	0.40	0.42	0.45	0.47	0.44	0.41	0.37	0.32	0.27	0.25	0.26	0.27	0.29												
From Line 'B' To Line 'C'																																																
											Constant 24.0' Offset																																					
											0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72											
From Line 'A' To Line 'C'																																																
											Constant 3.0% Slope																																					
											0.36	0.37	0.42	0.47	0.52	0.57	0.62	0.67	0.72	0.77	0.79	0.82	0.84	0.87	0.89	0.92	0.94	0.97	0.99	1.02	1.04	1.07	1.09	1.12	1.14	1.17	1.19	1.16	1.13	1.09	1.04	0.99	0.97	0.98	0.99	1.01		



Construct ramp entrance pavement the same thickness as mainline pavement.

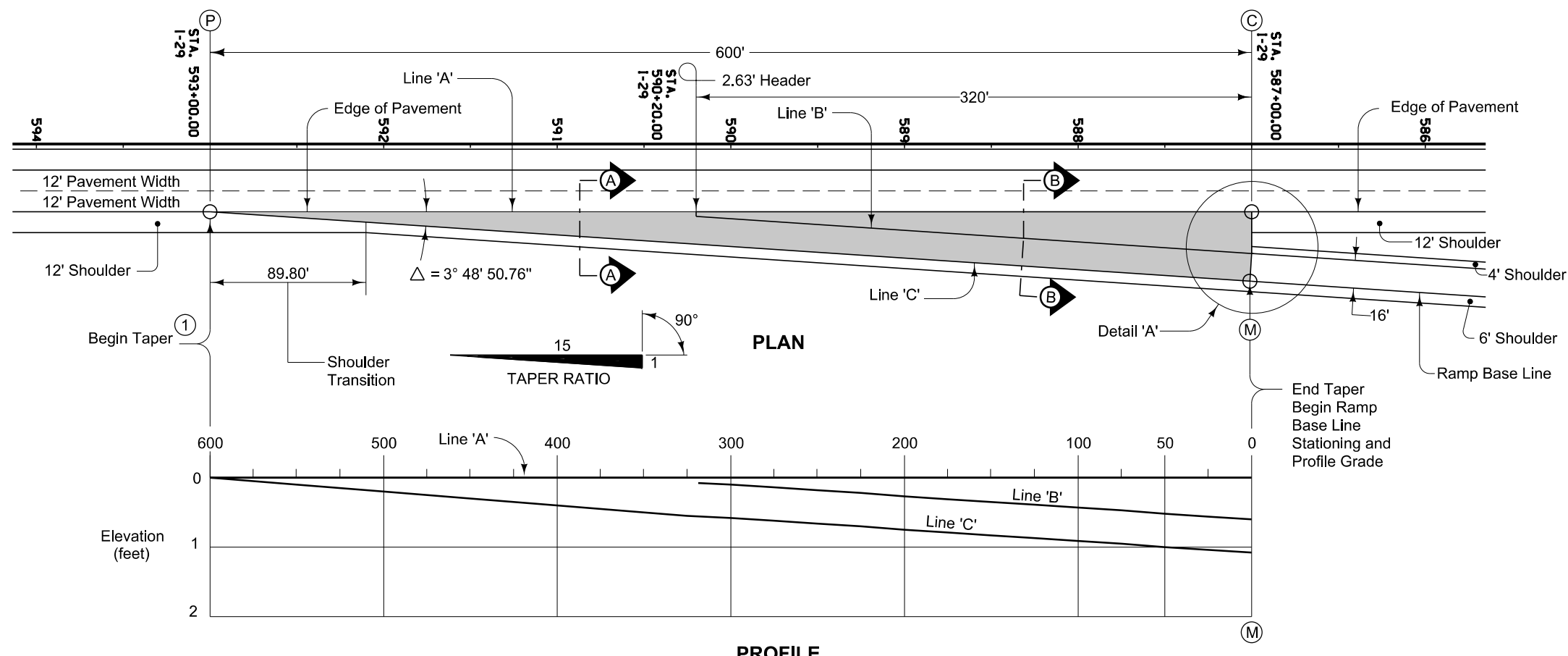
Ramp entrance pavement shown by shaded area is 3490 square yards.

See L-Sheets for jointing details.

For header construction details at the end of taper, see Typical 7101 or Typical 7102.

② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.

MODIFIED STANDARD ROAD PLAN	REVISION	
	3	10-17-17
PV-410		
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match Ramp H.		
APPROVED BY DESIGN METHODS ENGINEER		
NORTHBOUND I-29 TO I-480 RAMP H 24' EXIT RAMP		



Construct ramp exit pavement the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 1332 square yards.

See L-Sheets for jointing details

① For header construction details at the beginning of taper, see Typical 7101 or Typical 7102.

② Construct subbase for ramp exit pavement the same thickness as mainline subbase.

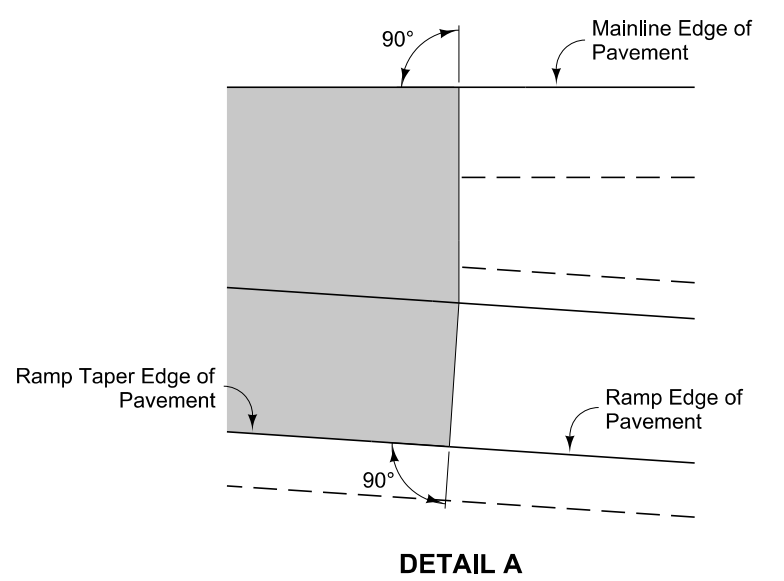
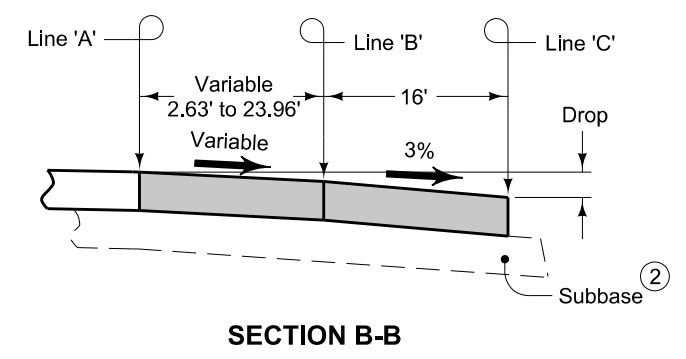
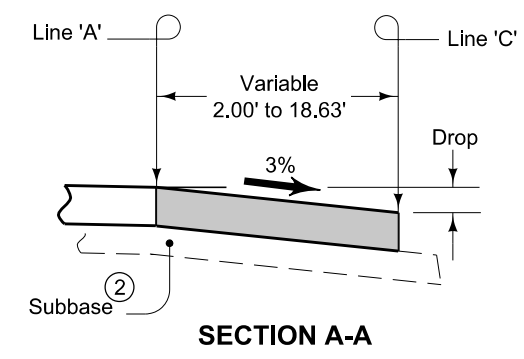


TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																																			
DISTANCE FROM POINT C ALONG LINE 'A' (Ft.)		600	575	550	525	500	475	450	425	400	375	350	325	320	300	275	250	225	200	175	150	125	100	75	50	25	0								
From Line 'A' To Line 'B'	OFFSET (Ft.)														3.96	5.63	7.30	8.96	10.63	12.30	13.96	15.63	17.30	18.96	20.63	22.30	23.96								
	SLOPE (%)														3.00	3.00	3.00	← Constant 2.5% Slope →																	
	DROP (Ft.)															0.12	0.17	0.19	0.22	0.27	0.31	0.35	0.39	0.43	0.47	0.52	0.56	0.60							
From Line 'B' To Line 'C'	OFFSET (Ft.)																																		
	SLOPE (%)																																		
	DROP (Ft.)															0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48							
From Line 'A' To Line 'C'	OFFSET (Ft.)	0	1.67	3.33	5.00	6.67	8.33	10.00	11.67	13.33	15.00	16.67	18.33	18.67																					
	SLOPE (%)		← Constant 3.0% Slope →																																
	DROP (Ft.)	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.56	0.60	0.65	0.67	0.70	0.75	0.79	0.83	0.87	0.91	0.95	1.00	1.04	1.08								



MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-410	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drop table, and selections to match conditions at Ramp A		
APPROVED BY DESIGN METHODS ENGINEER		
SOUTHBOUND I-29 TO AVE. G RAMP A 16' EXIT RAMP		

Pt. 'J' to Pt. 'G'
 $\Delta = 21^\circ 34' 29.47''$
 $T = 476.33'$
 $L = 941.38'$
 $E = 44.97'$
 $R = 2500.00'$

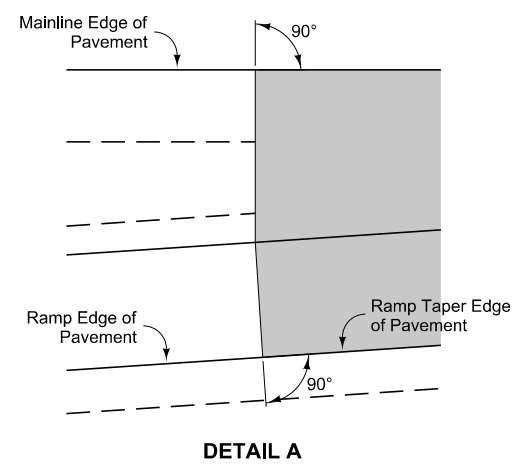
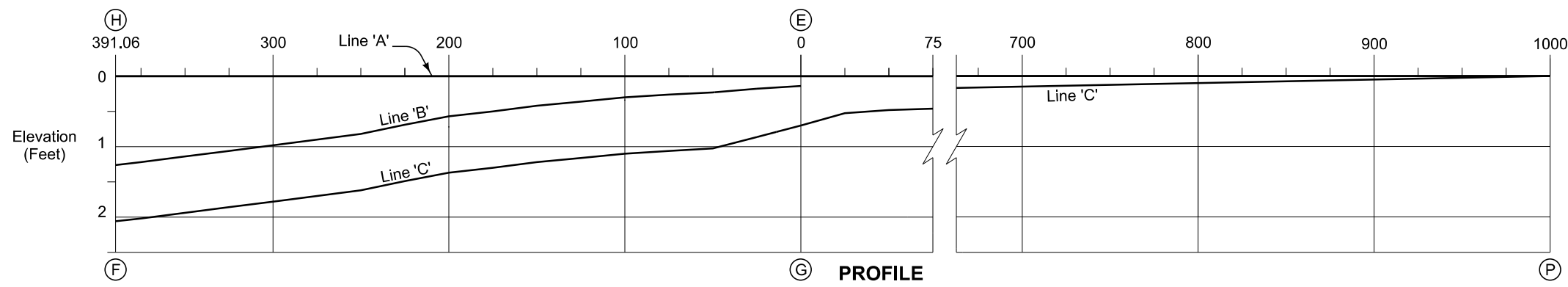
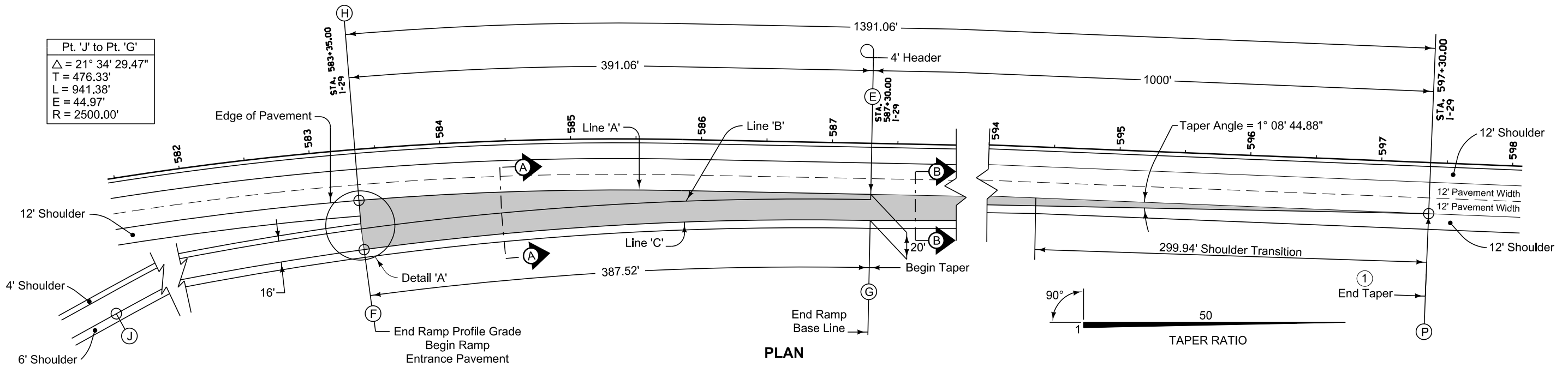
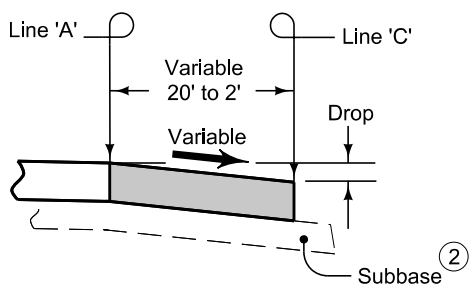
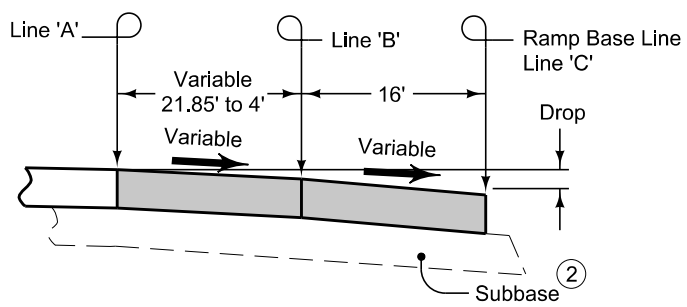


		TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																																		
Distance From Point (E) Along Line 'A' (Ft.)		391.06	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	0	25	50	75	100	200	300	400	500	600	700	800	900	1000					
From Line 'A' To Line 'B'	Offset (Ft.)	21.85	20.99	19.63	18.27	16.90	15.52	14.13	12.73	11.32	9.90	8.47	7.11	5.99	5.12	4.50	4.12	4.00																		
	Slope (%)	5.80	5.80	5.80	5.80	5.80	5.80	5.80	5.42	5.00	5.00	5.00	5.00	5.00	5.00	5.00	4.30	3.50																		
	Drop (Ft.)	1.27	1.22	1.14	1.06	0.98	0.90	0.82	0.69	0.57	0.50	0.42	0.36	0.30	0.26	0.23	0.18	0.14																		
From Line 'B' To Line 'C'	Offset (Ft.)	Constant 16.0' Offset																																		
	Slope (%)	Constant 5.0% Slope																4.30	3.50																	
	Drop (Ft.)	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.69	0.56																		
From Line 'A' To Line 'C'	Offset (Ft.)																		19.50	19.00	18.50	18.00	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00					
	Slope (%)																		2.69	Constant 2.5% Slope																
	Drop (Ft.)	2.07	2.02	1.94	1.86	1.78	1.70	1.62	1.49	1.37	1.30	1.22	1.16	1.10	1.06	1.03	0.87	0.70	0.52	0.48	0.46	0.45	0.40	0.35	0.30	0.25	0.20	0.15	0.10	0.05	0.00					
Distance From Point (G) Along Line 'C' (Ft.)		387.52	371.68	347.01	322.32	297.62	272.91	248.18	223.44	198.68	173.90	149.12	124.26	99.39	74.53	49.69	24.84	0.00																		



- Construct ramp entrance pavement the same thickness as mainline pavement.
- Ramp entrance pavement shown by shaded area is 2300 square yards.
- See L-Sheets for jointing details
- ① For header construction details at the end of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.

MODIFIED STANDARD ROAD PLAN

REVISION 3 10-17-17

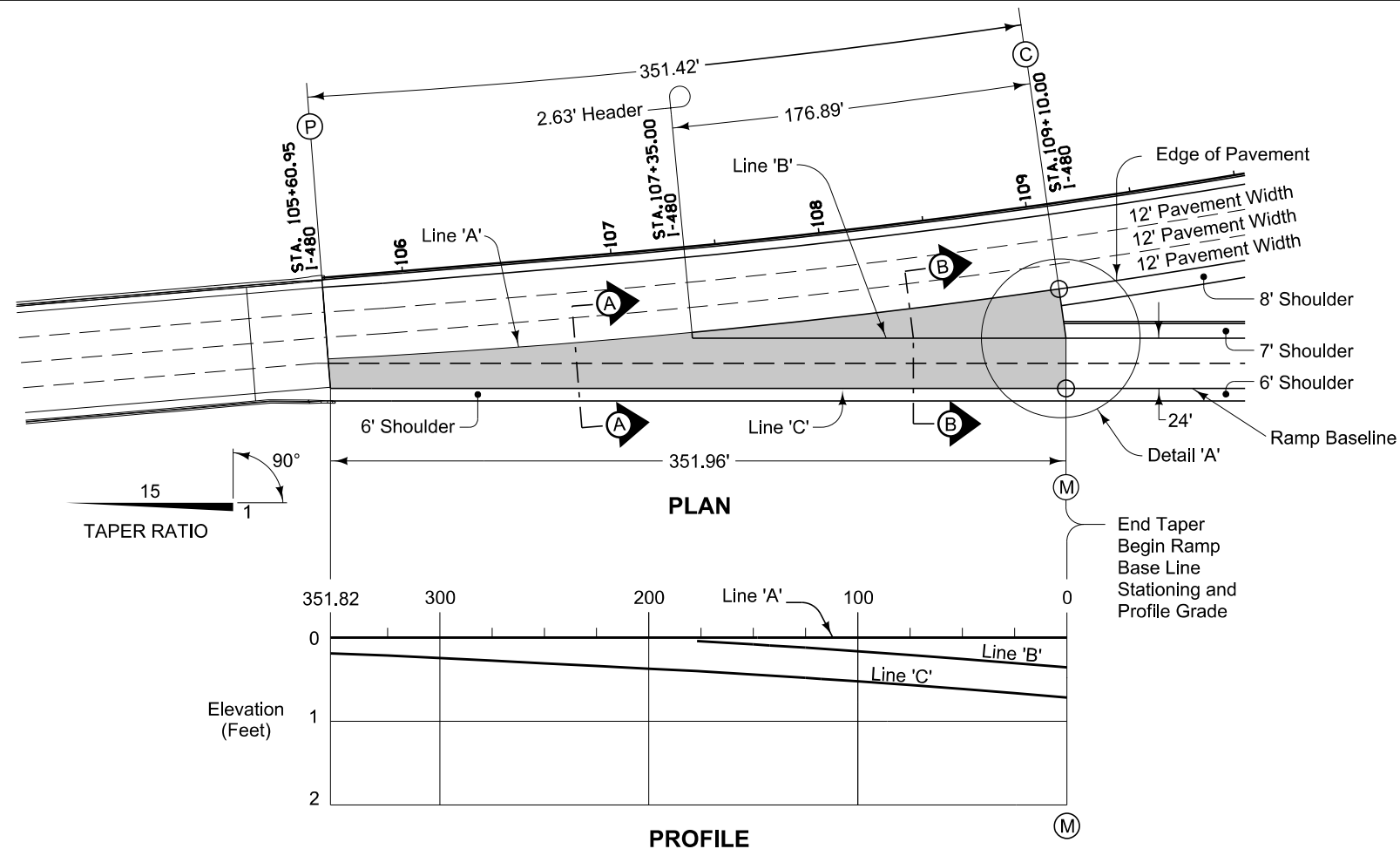
PV-411

SHEET 1 of 2

MODIFICATIONS: Revised plan view, offsets, and drops tables, and selections to match conditions at Ramp D

APPROVED BY DESIGN METHODS ENGINEER

AVE. G RAMP D TO NORTHBOUND I-29 16' ENTRANCE RAMP



Construct ramp exit pavement the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 1097 square yards.

For joint details, see L-Sheets for jointing details.

For header construction details, see Typical 7101 or Typical 7102.

- ② Construct subbase for ramp exit pavement the same thickness as mainline subbase.

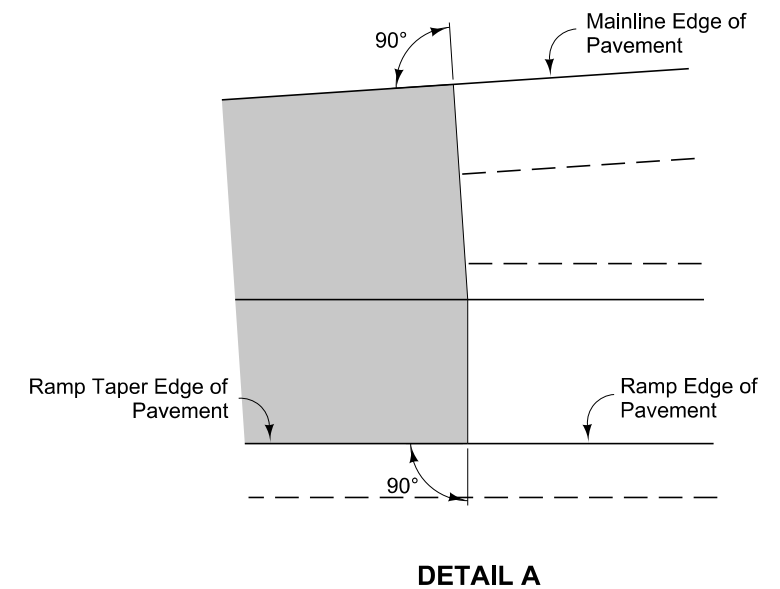
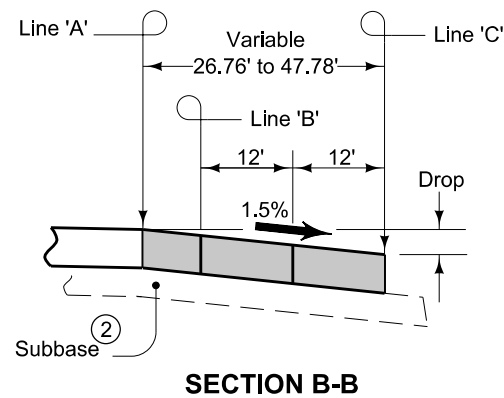
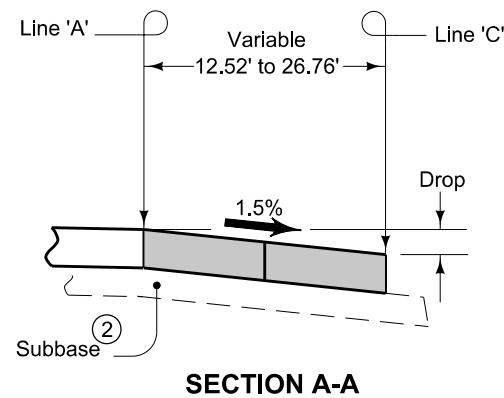
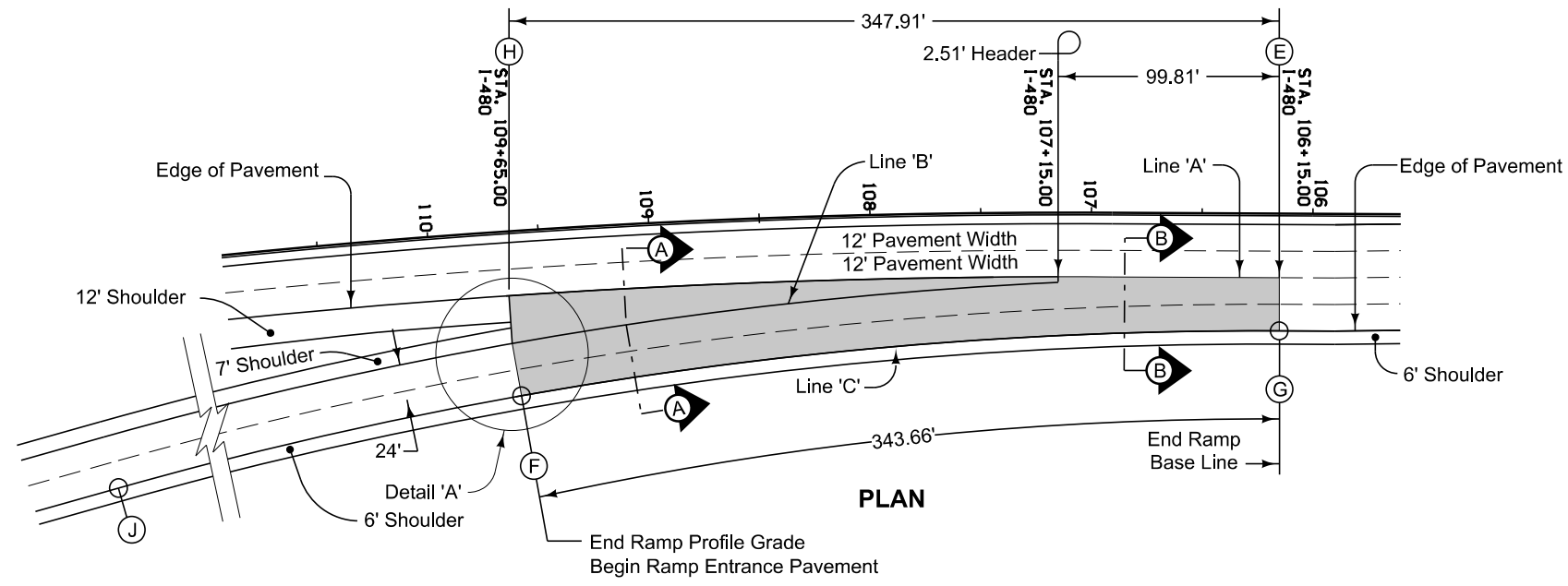


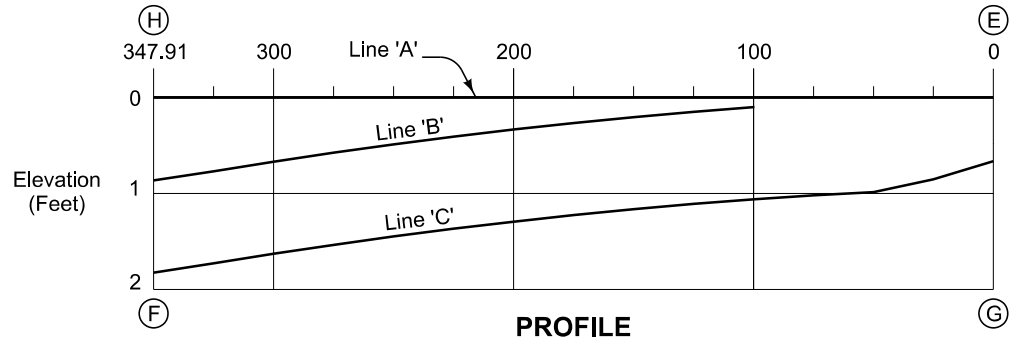
		TABLE OF OFFSETS AND DROPS FOR 24' RAMP TAPER															
Distance From Point (C) Along Line 'A' (Ft.)		351.42	350	325	300	275	250	225	200	176.89	150	125	100	75	50	25	0
From Line 'A' To Line 'B'	Offset (Ft.)									2.76	5.42	8.06	10.87	13.84	16.99	20.30	23.78
	Slope (%)	← Constant 1.5% Slope →															
	Drop (Ft.)									0.04	0.08	0.12	0.16	0.21	0.25	0.30	0.36
From Line 'B' To Line 'C'	Offset (Ft.)	← Constant 24.0' Offset →															
	Slope (%)	← Constant 1.5% Slope →															
	Drop (Ft.)									0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36
From Line 'A' To Line 'C'	Offset (Ft.)	12.52	12.61	14.26	16.32	18.41	20.49	22.57	24.73								
	Slope (%)	← Constant 1.5% Slope →															
	Drop (Ft.)	0.19	0.19	0.21	0.24	0.28	0.31	0.34	0.37	0.40	0.44	0.48	0.52	0.57	0.61	0.66	0.72
Distance From Point (M) Along Line 'C' (Ft.)		351.96	350.68	325.62	300.29	275.21	250.12	225.03	199.81	178.72	151.68	126.49	101.28	76.02	50.72	25.38	0.00



MODIFIED	REVISION	
	3	10-17-17
STANDARD ROAD PLAN	PV-410	
SHEET 1 of 2		
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp B		
APPROVED BY DESIGN METHODS ENGINEER		
EASTBOUND I-480 TO 40TH ST. RAMP B 24' EXIT RAMP		



Pt. 'J' to Pt. 'G'
 $\Delta = 22^\circ 08' 54.77''$
 $T = 371.88'$
 $L = 734.47'$
 $E = 36.05'$
 $R = 1900.00'$



- Construct ramp entrance pavement the same thickness as mainline pavement.
- Ramp entrance pavement shown by shaded area is 1228 square yards.
- See L-Sheets for jointing details
- For header construction details at the end of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp entrance pavement the same thickness as mainline subbase.

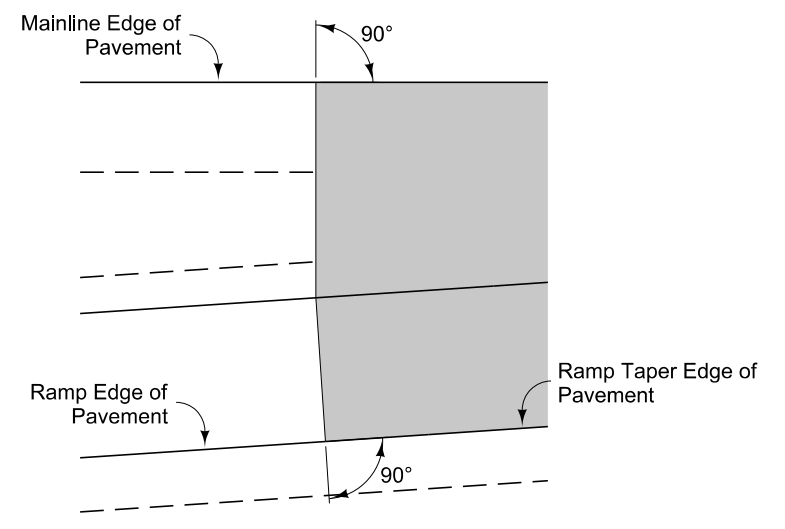
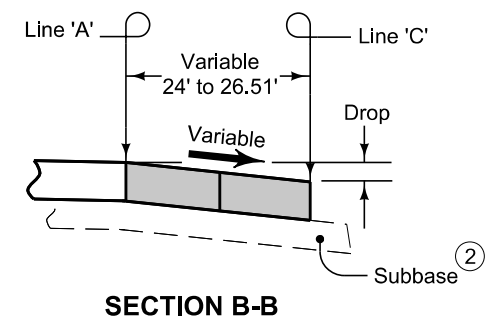
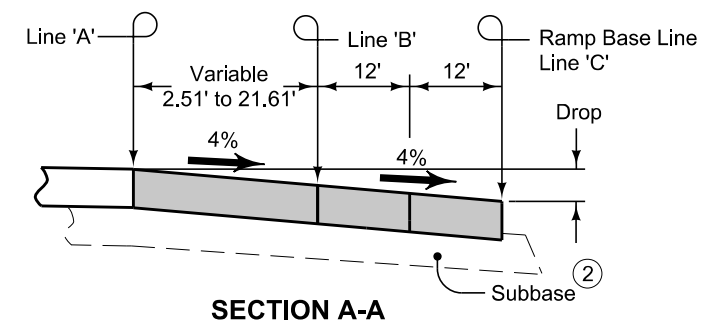


TABLE OF OFFSETS AND DROPS FOR 24' RAMP

Distance From Point (E) Along Line 'A' (Ft.)	347.91	325	300	275	250	225	200	175	150	125	99.81	75	50	25	0
From Line 'A' To Line 'B'	Constant 4.0% Slope														
Offset (Ft.)	21.61	19.20	16.71	14.38	12.21	10.20	8.34	6.65	5.11	3.74	2.51				
Drop (Ft.)	0.86	0.77	0.67	0.58	0.49	0.41	0.33	0.27	0.20	0.15	0.10				
From Line 'B' To Line 'C'	Constant 4.0% Slope														
Offset (Ft.)	Constant 24.0' Offset														
Drop (Ft.)	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96				
From Line 'A' To Line 'C'												25.48	24.66	24.16	24.00
Offset (Ft.)												4.00	4.00	3.53	2.77
Drop (Ft.)	1.82	1.73	1.63	1.54	1.45	1.37	1.29	1.23	1.16	1.11	1.06	1.02	0.99	0.85	0.66
Distance From Point (G) Along Line 'C' (Ft.)	343.66	321.04	296.35	271.65	246.96	222.26	197.57	172.87	148.17	123.48	98.60	75.02	50.01	25.00	0.00



MODIFIED

STANDARD ROAD PLAN

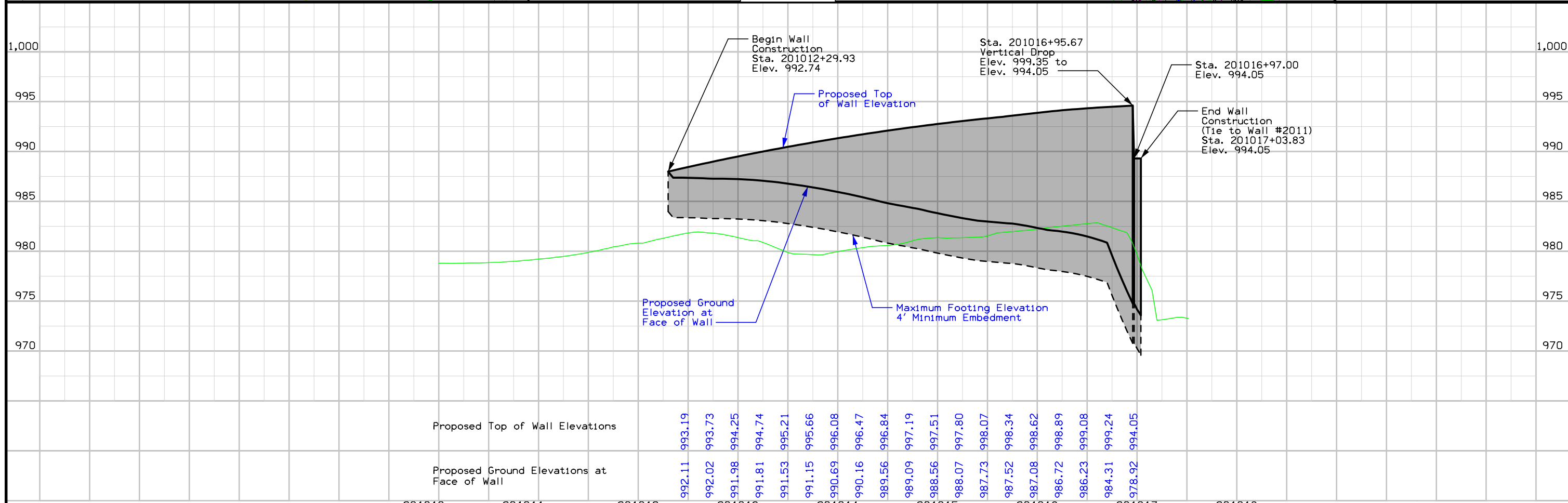
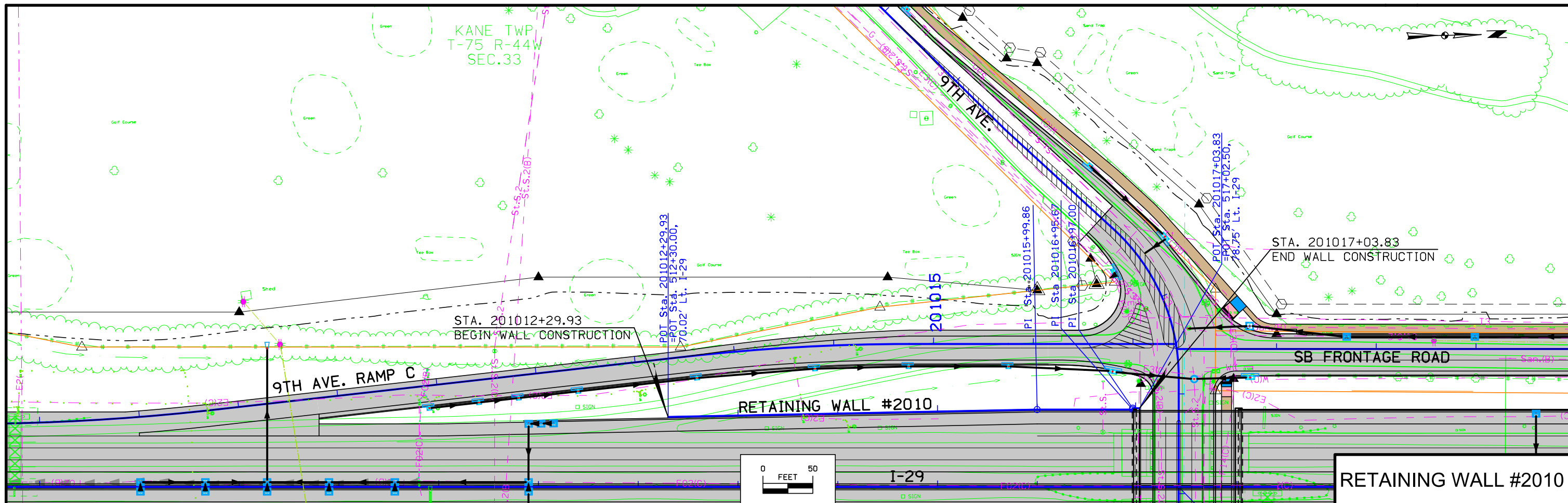
PV-411

SHEET 1 of 2

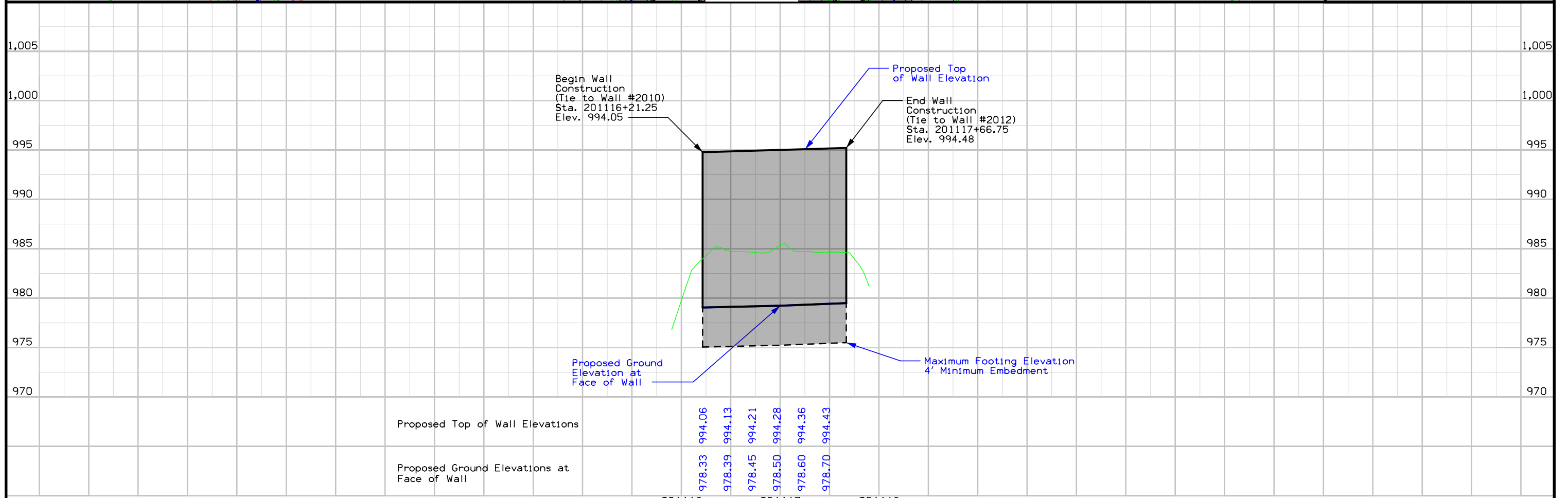
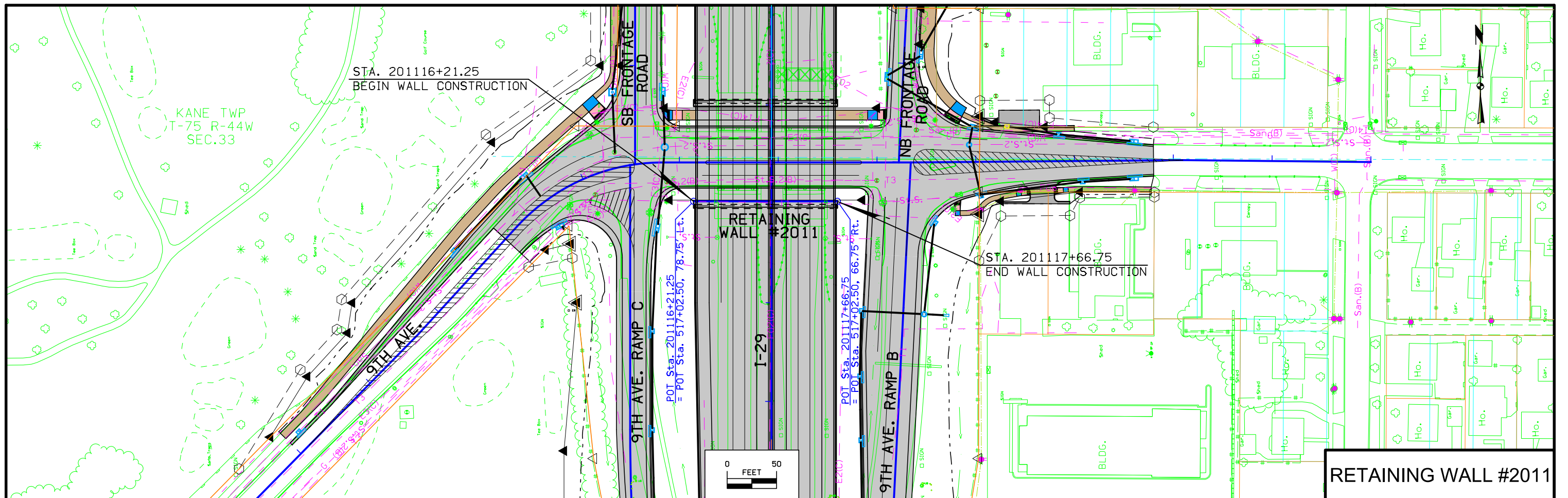
MODIFICATIONS: Revised plan view, offsets, and drops table, and selections to match conditions at Ramp C

APPROVED BY DESIGN METHODS ENGINEER

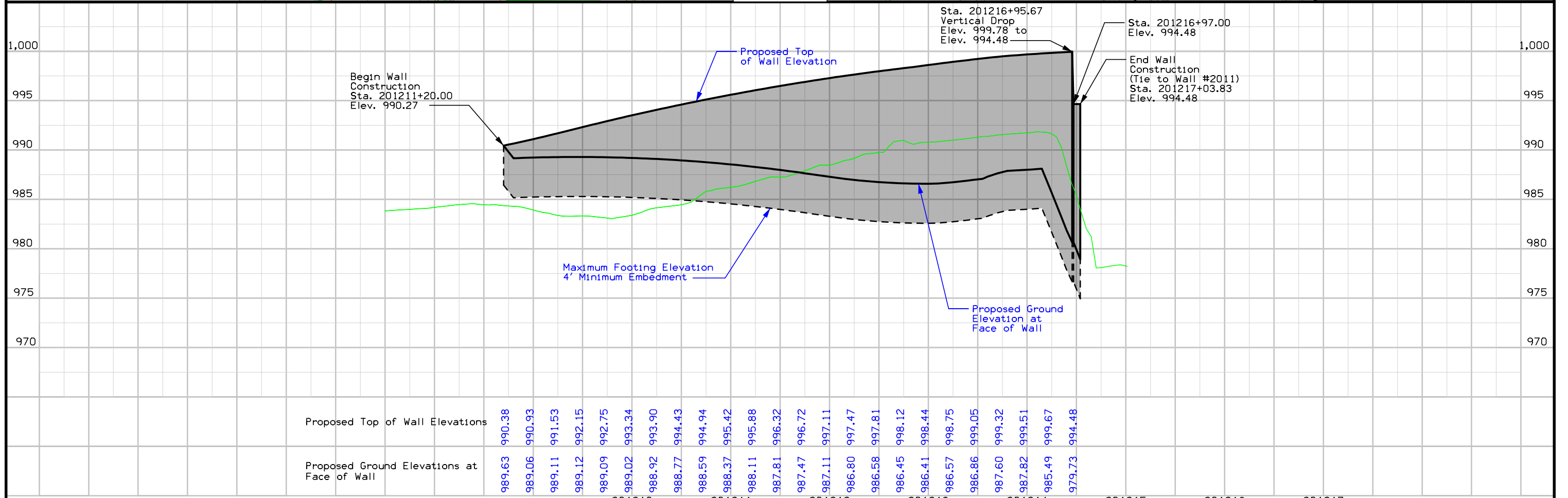
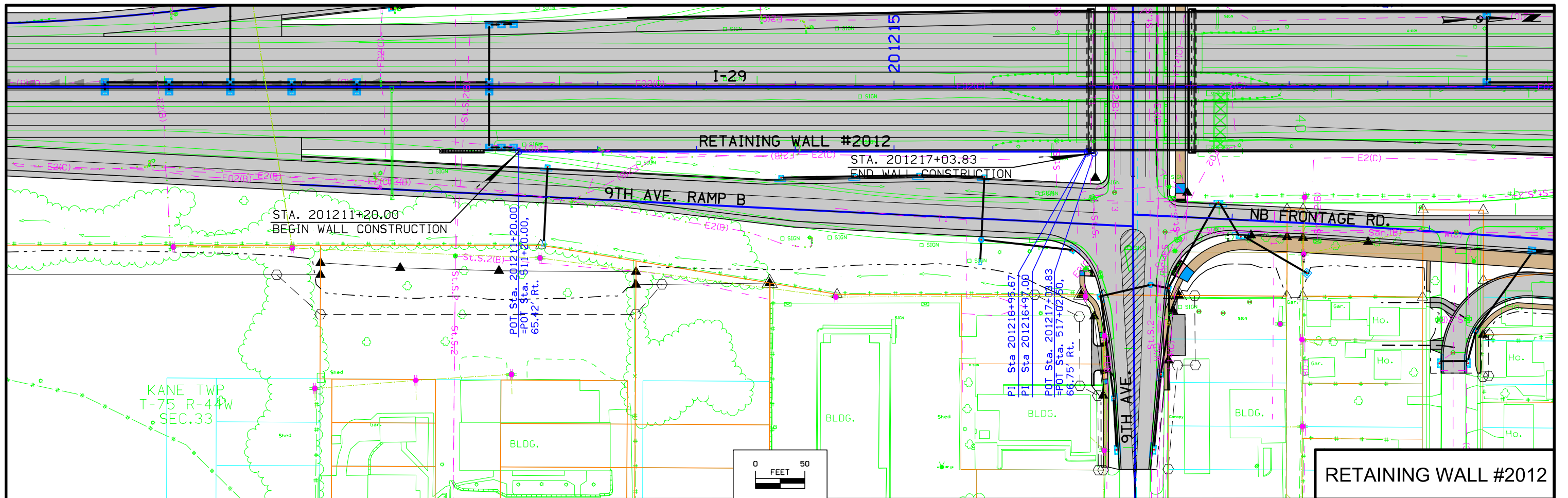
40TH ST RAMP C TO
WESTBOUND I-480
24' ENTRANCE RAMP

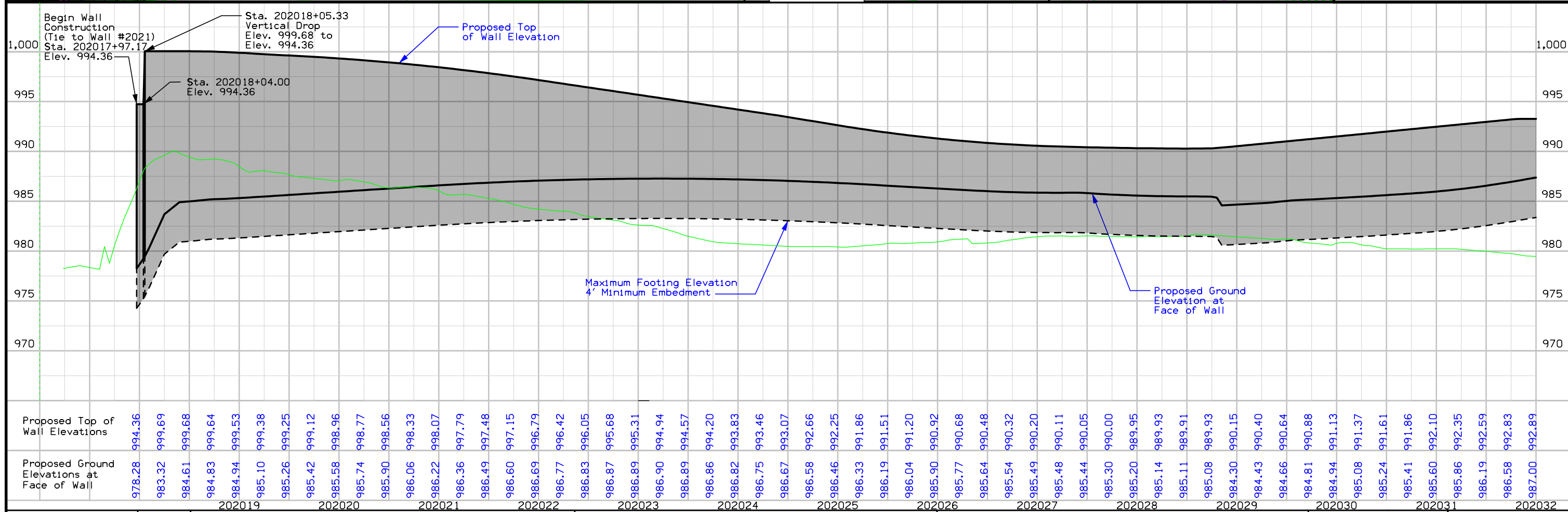
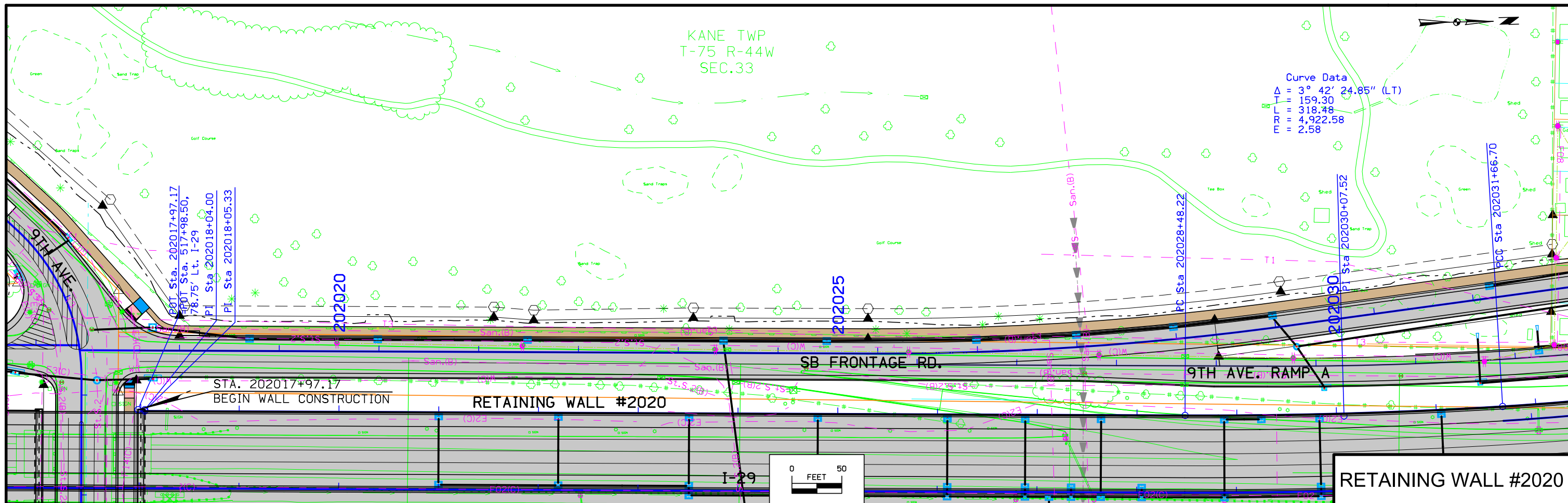


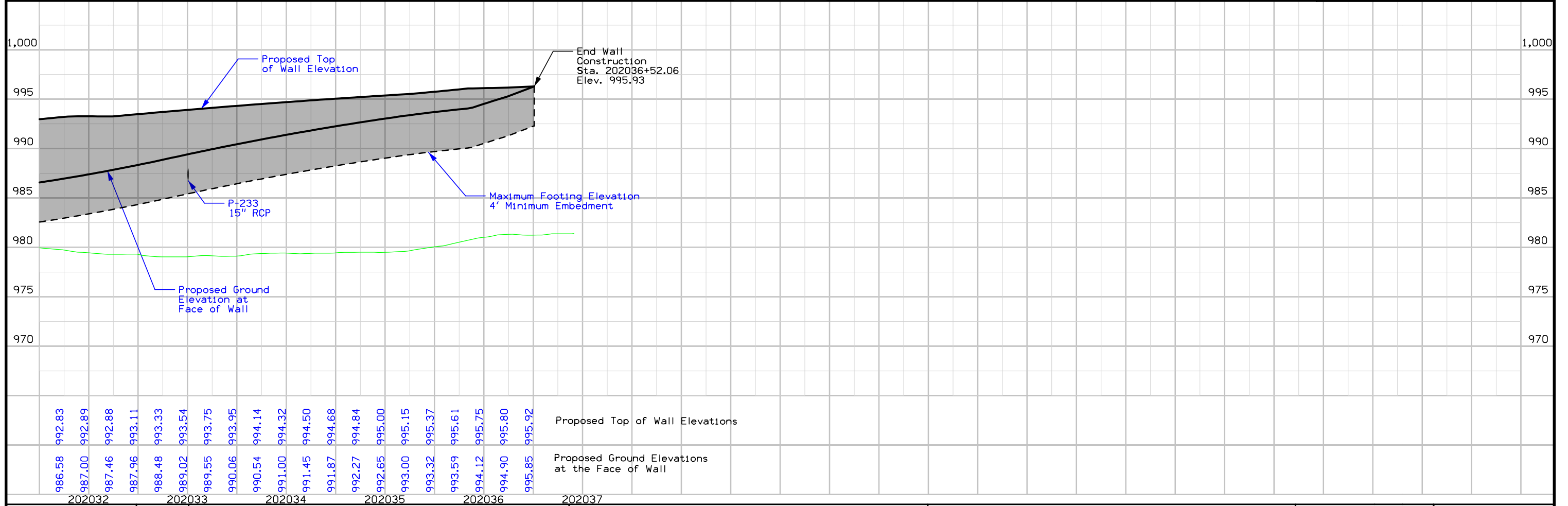
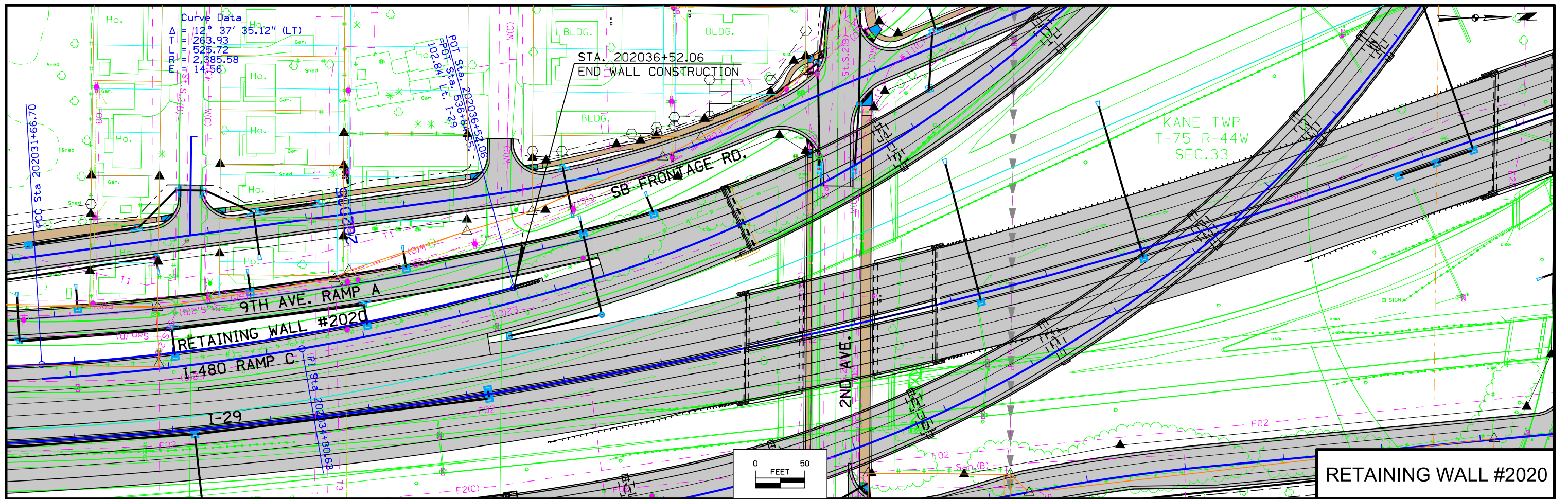
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Proposed Ground Elevations at Face of Wall	992.11	992.02	991.98	991.81	991.53	991.15	990.69	990.16	989.56	989.09	988.56	988.07	987.73	987.52	987.08	986.72	986.23	984.31	978.92

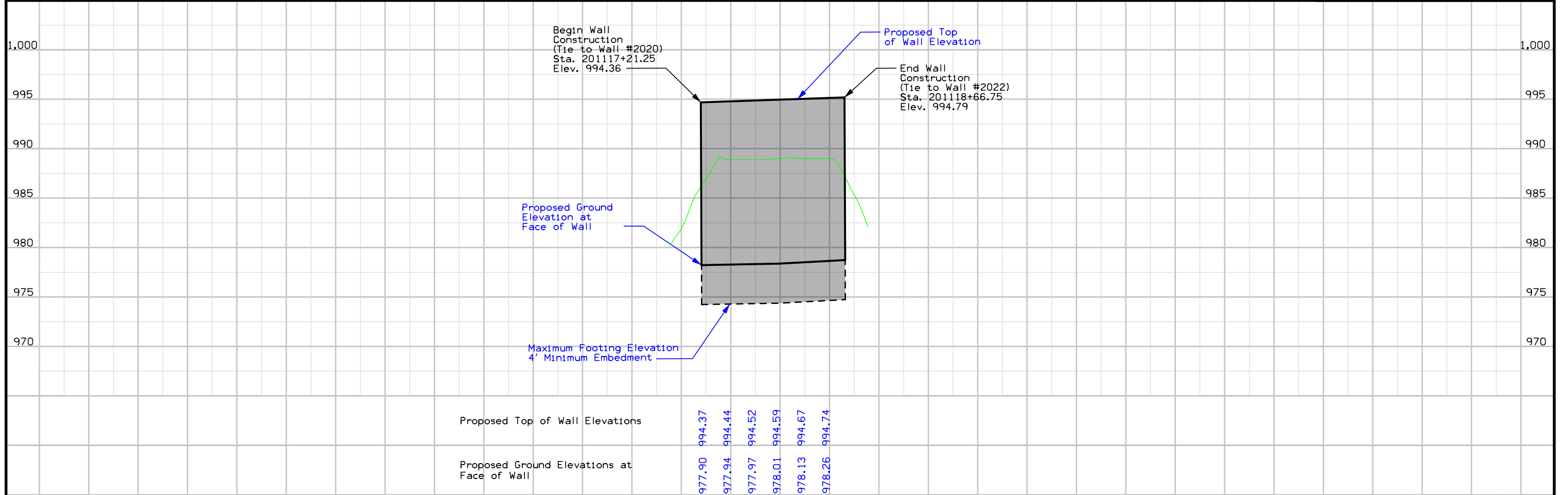
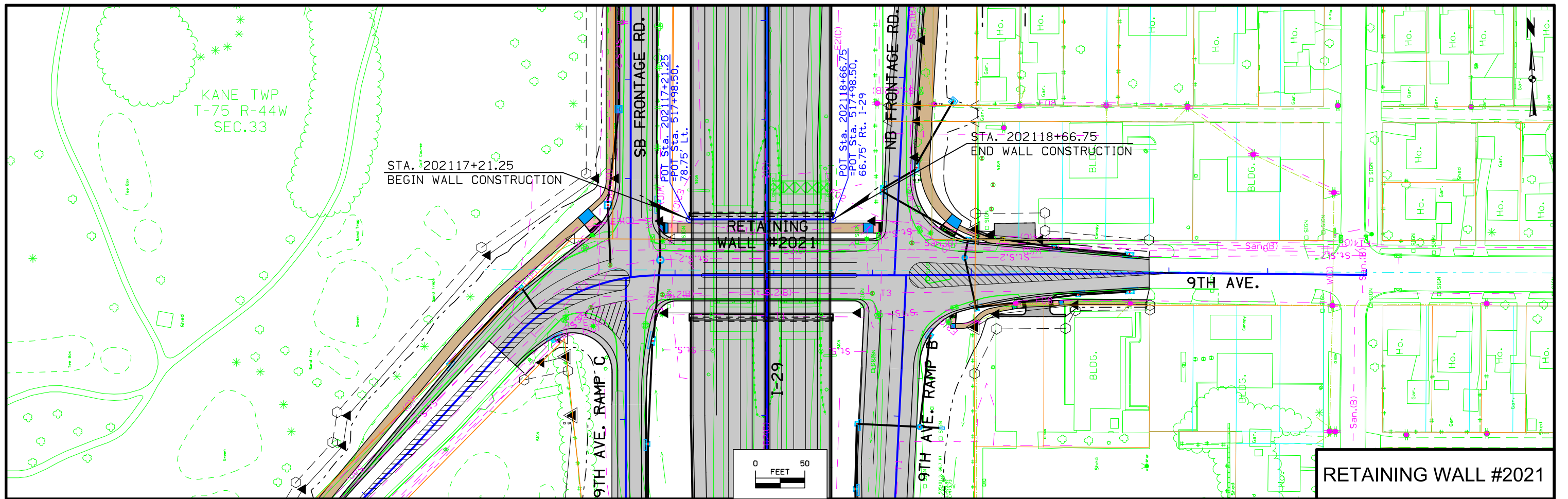


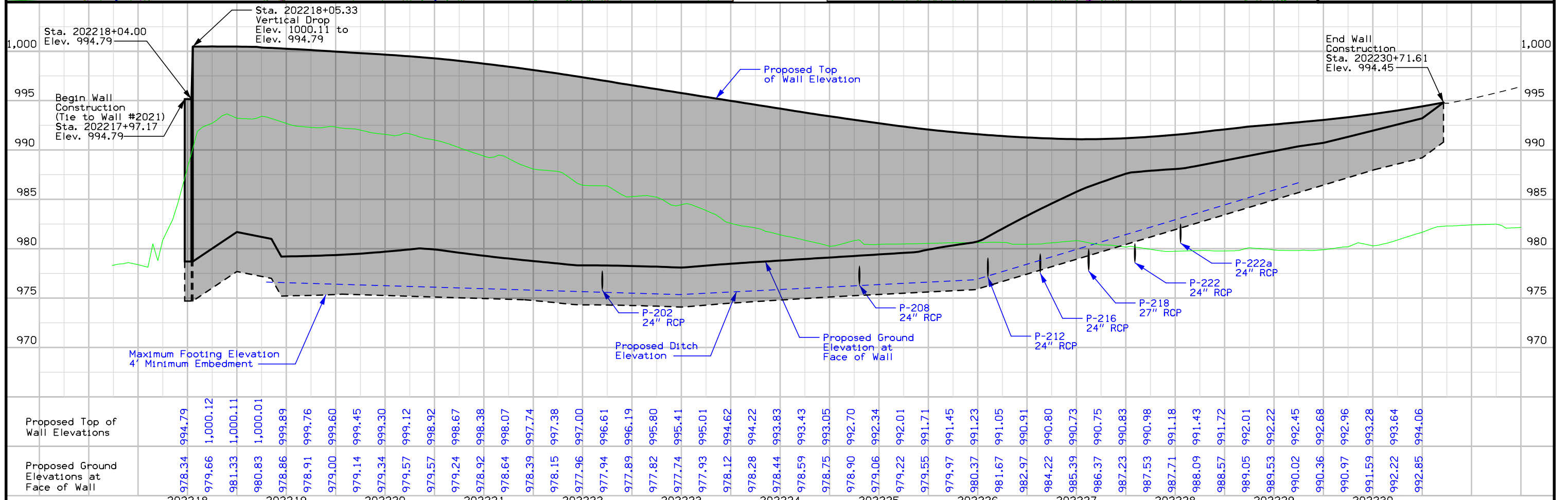
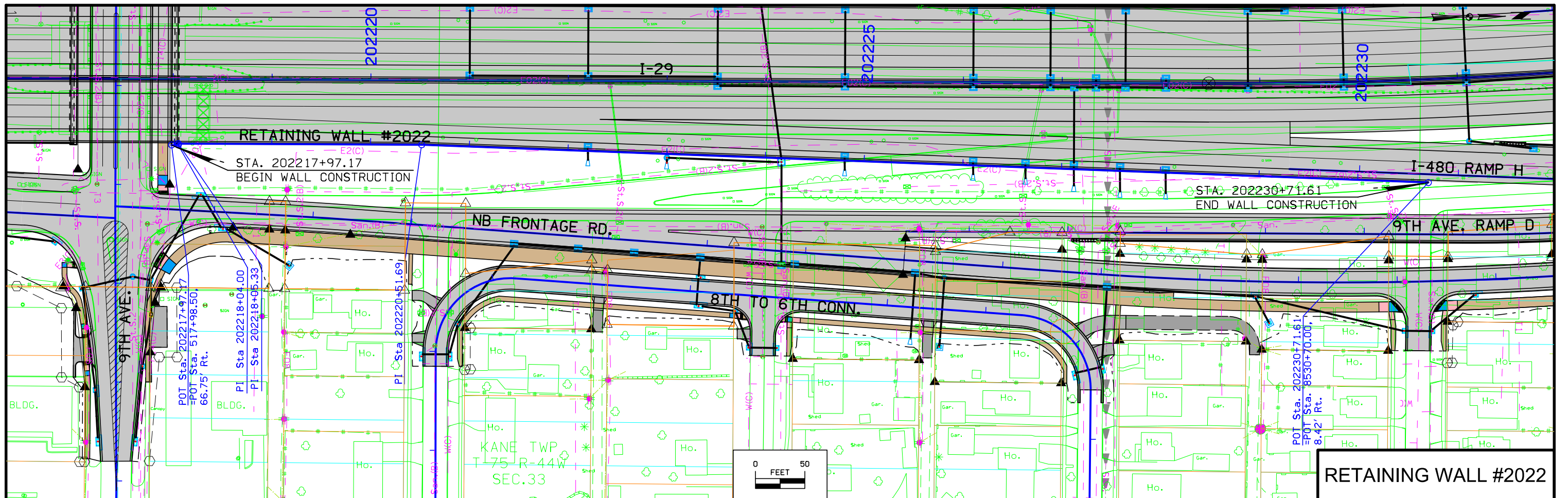
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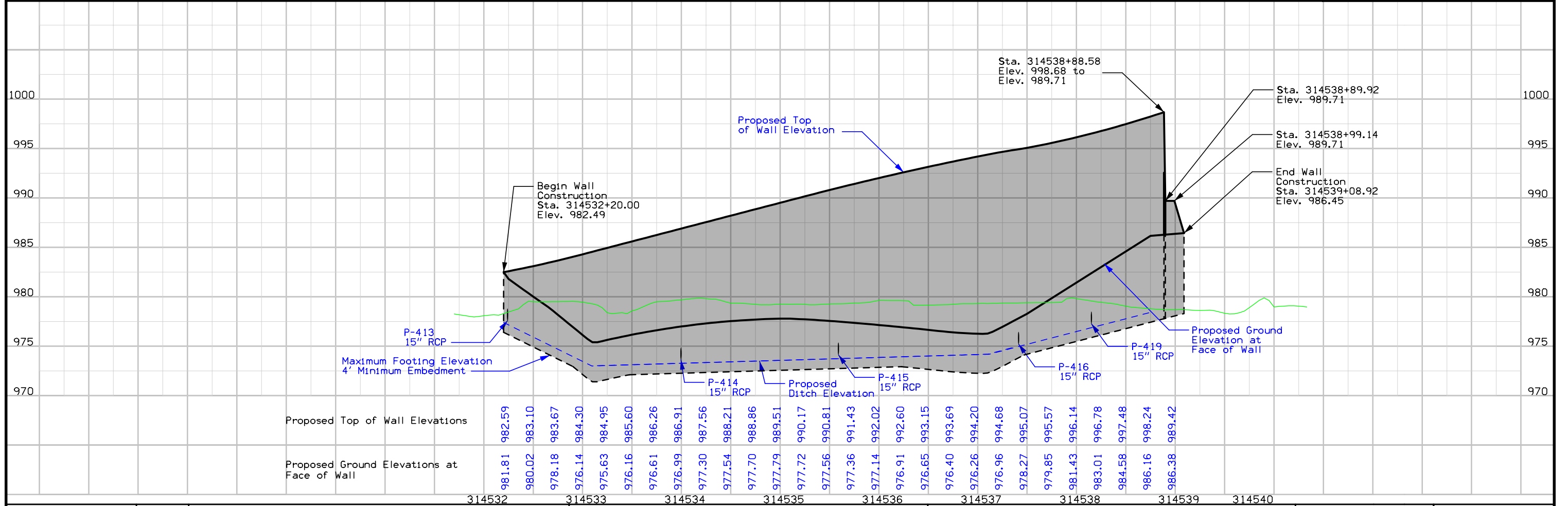
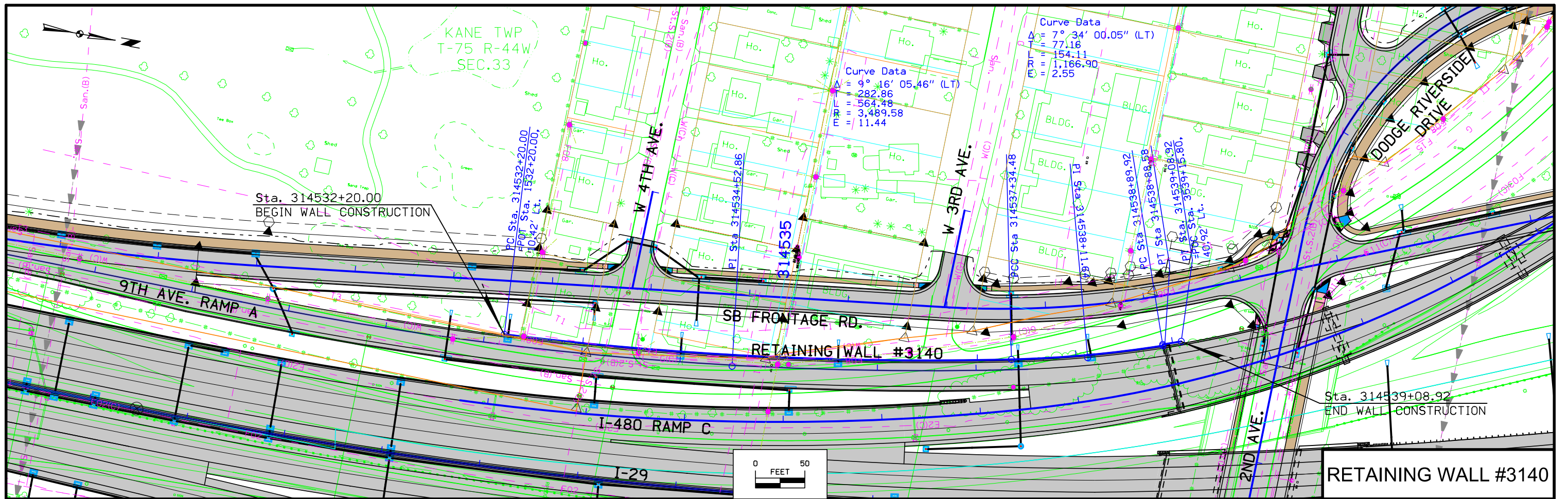


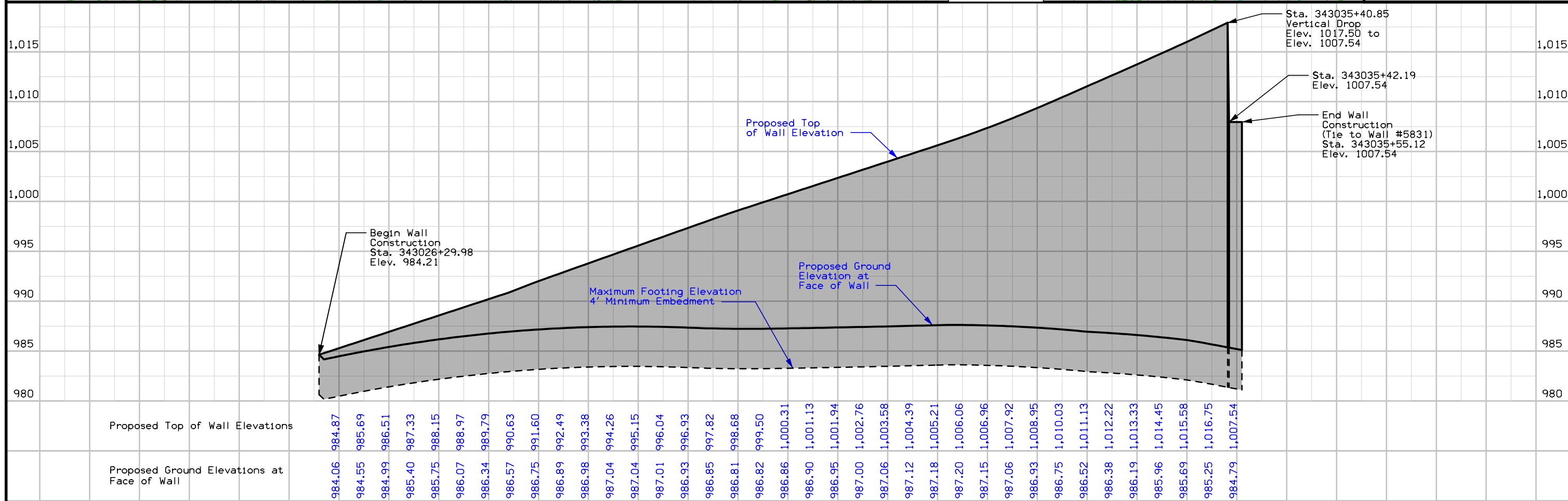
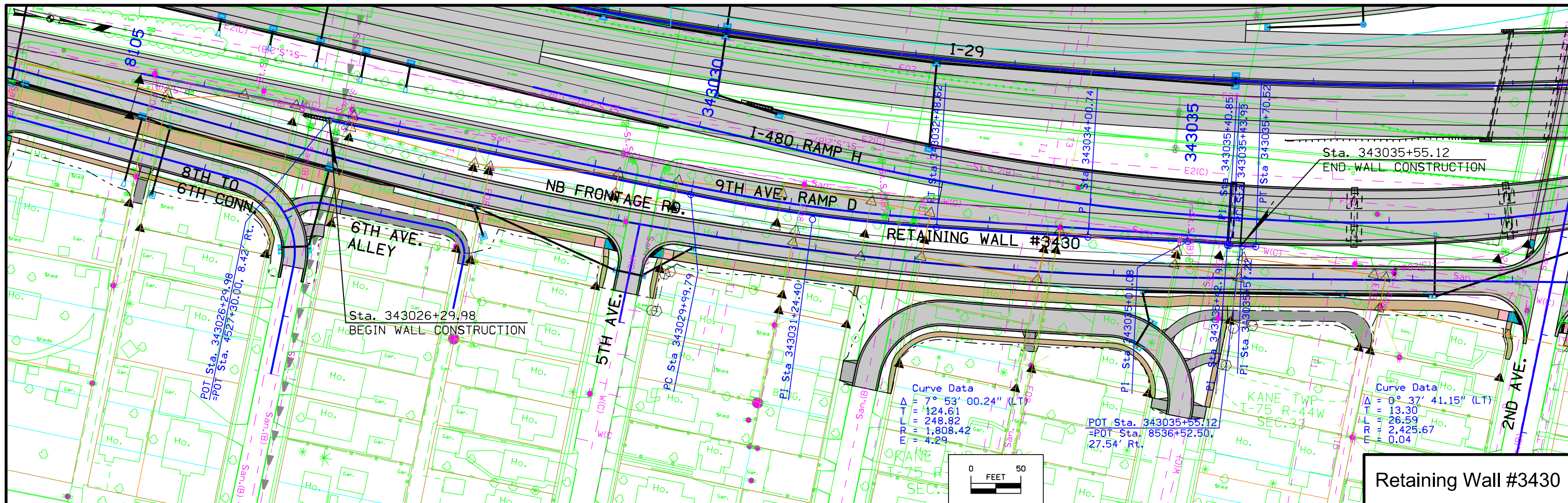




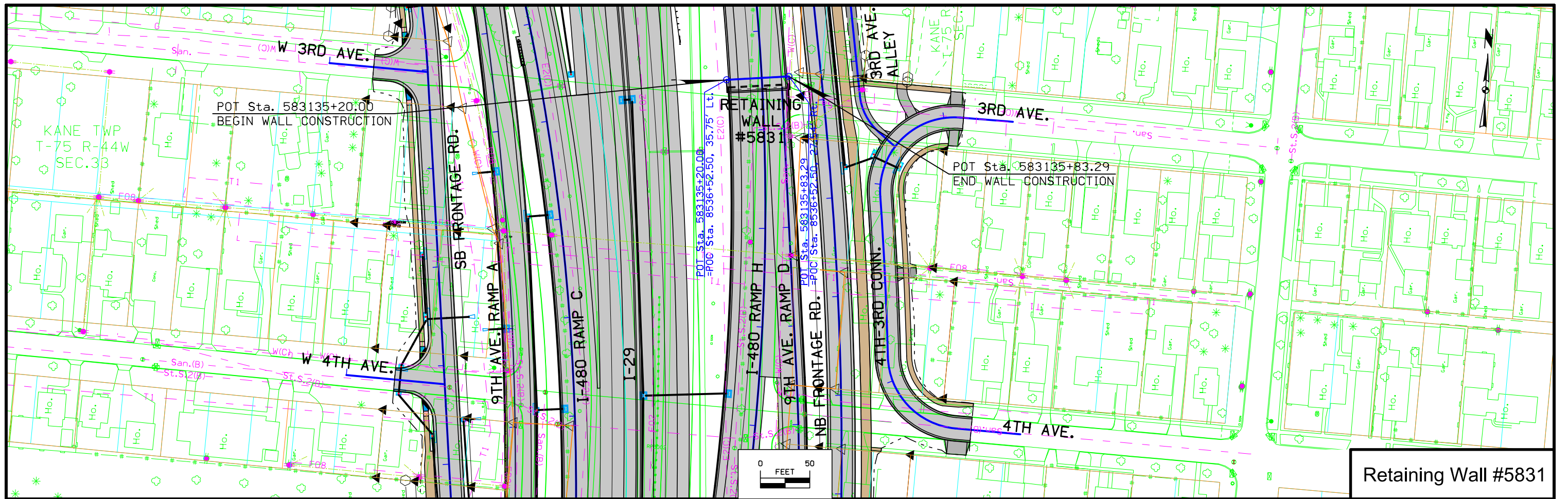


FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	V.45
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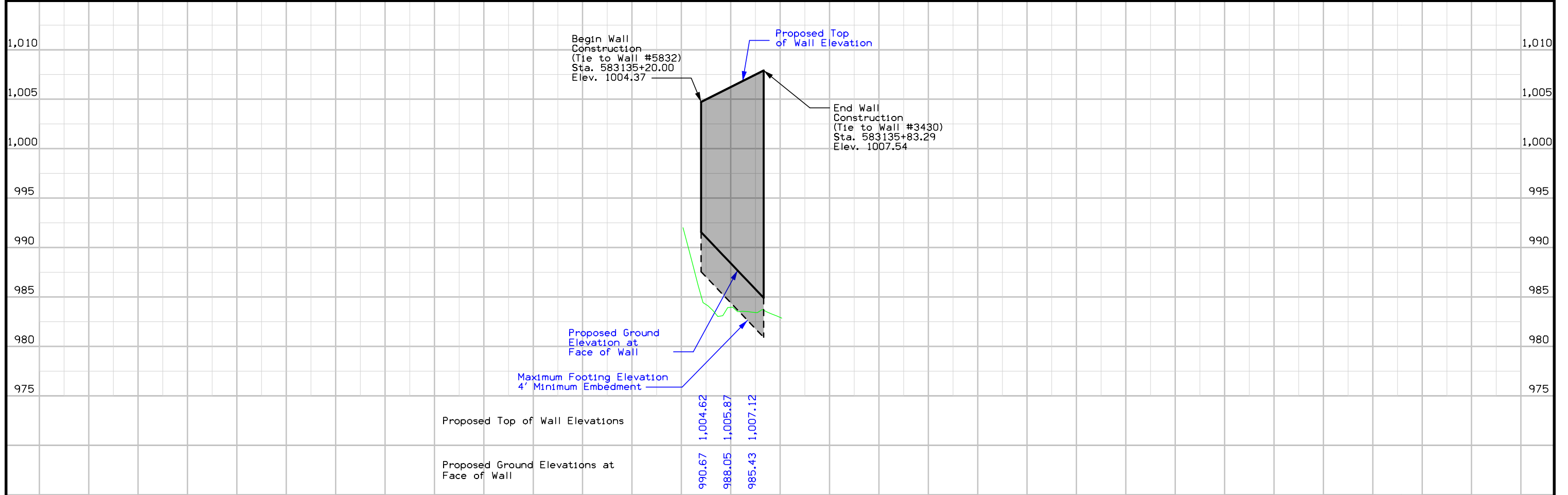


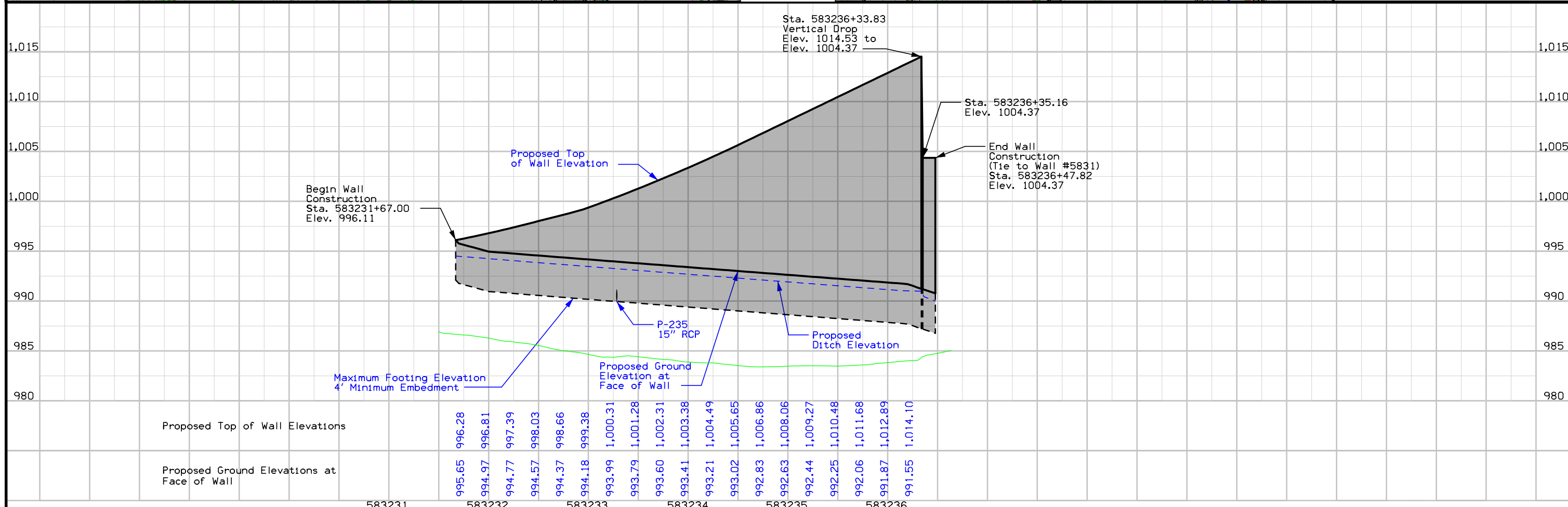
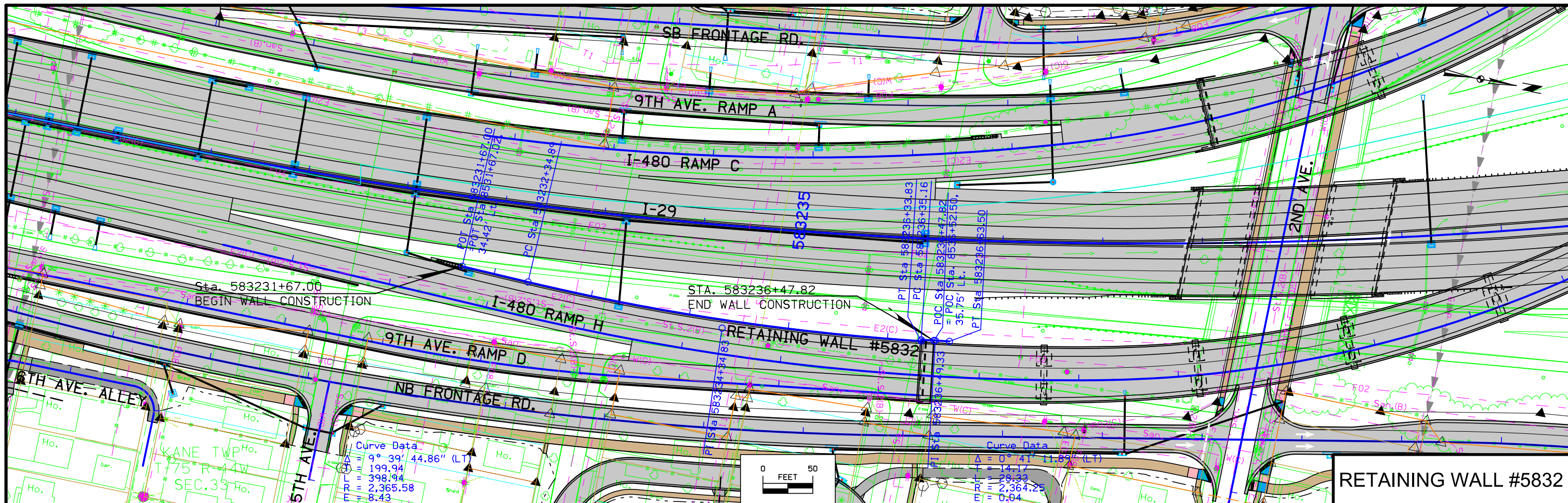


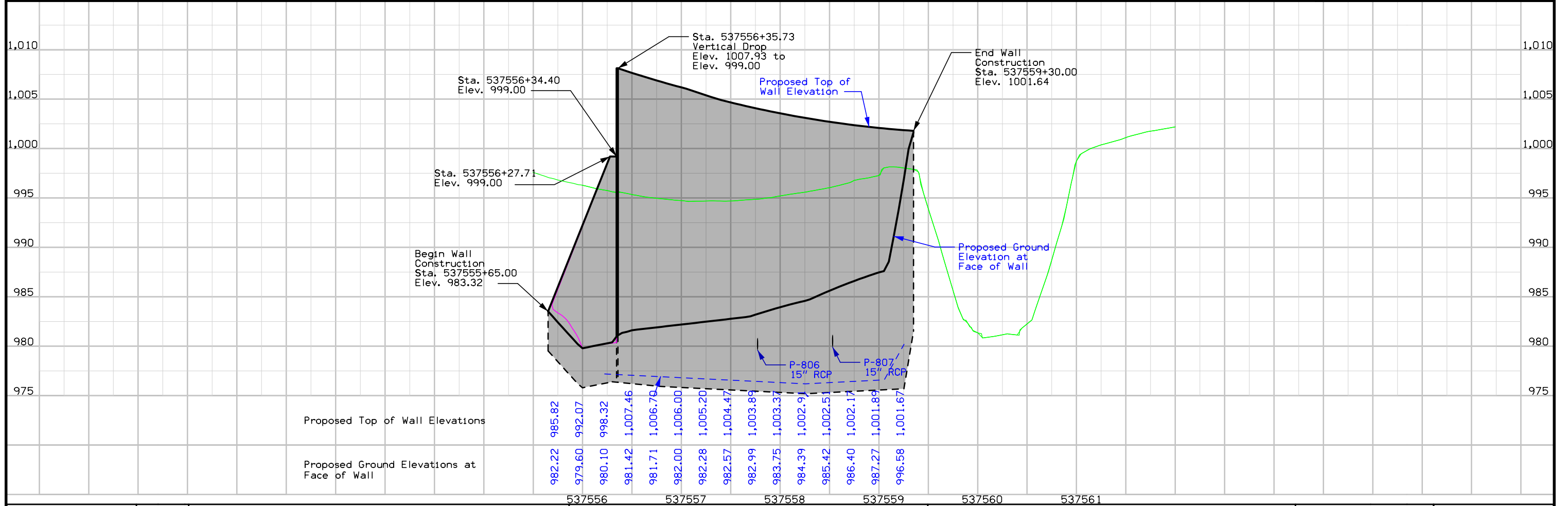
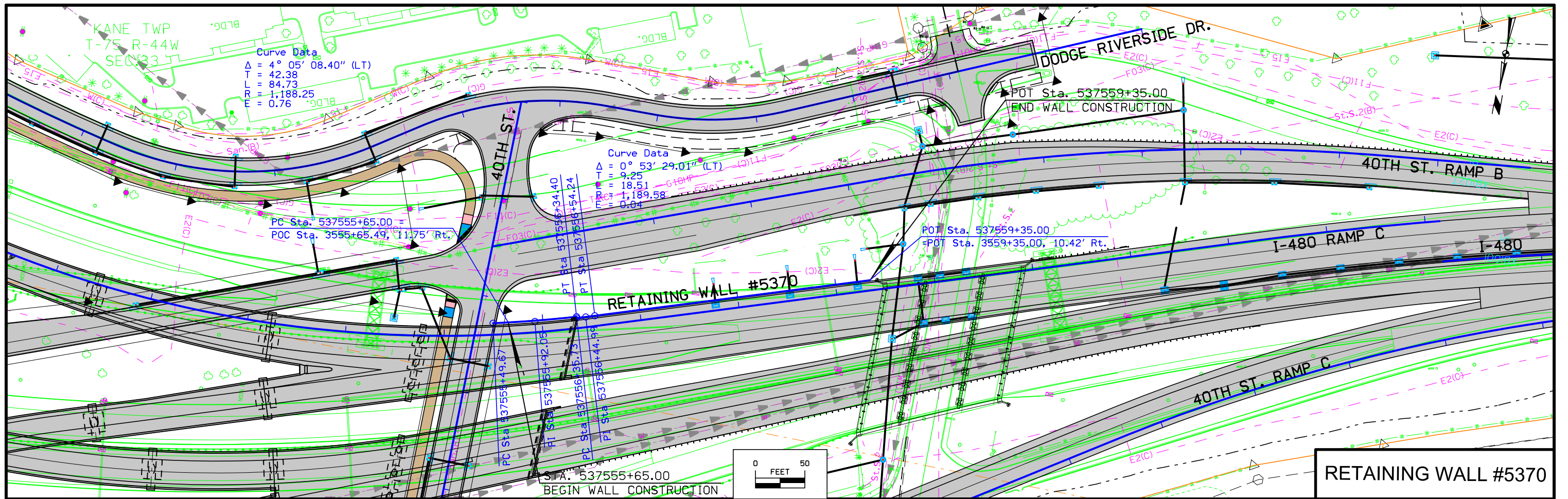
Proposed Top of Wall Elevations	984.87	985.69	986.51	987.33	988.15	988.97	989.79	990.63	991.60	992.49	993.38	994.26	995.15	996.04	996.93	997.82	998.68	999.50	1,000.31	1,001.13	1,001.94	1,002.76	1,003.58	1,004.39	1,005.21	1,006.06	1,006.96	1,007.92	1,008.95	1,010.03	1,011.13	1,012.22	1,013.33	1,014.45	1,015.58	1,016.75	1,017.54
Proposed Ground Elevations at Face of Wall	984.06	984.55	984.99	985.40	985.75	986.07	986.34	986.57	986.75	986.89	986.98	987.04	987.04	987.01	986.93	986.85	986.81	986.82	986.86	986.90	986.95	987.00	987.06	987.12	987.18	987.20	987.15	987.06	986.93	986.75	986.52	986.38	986.19	985.96	985.69	985.25	984.79

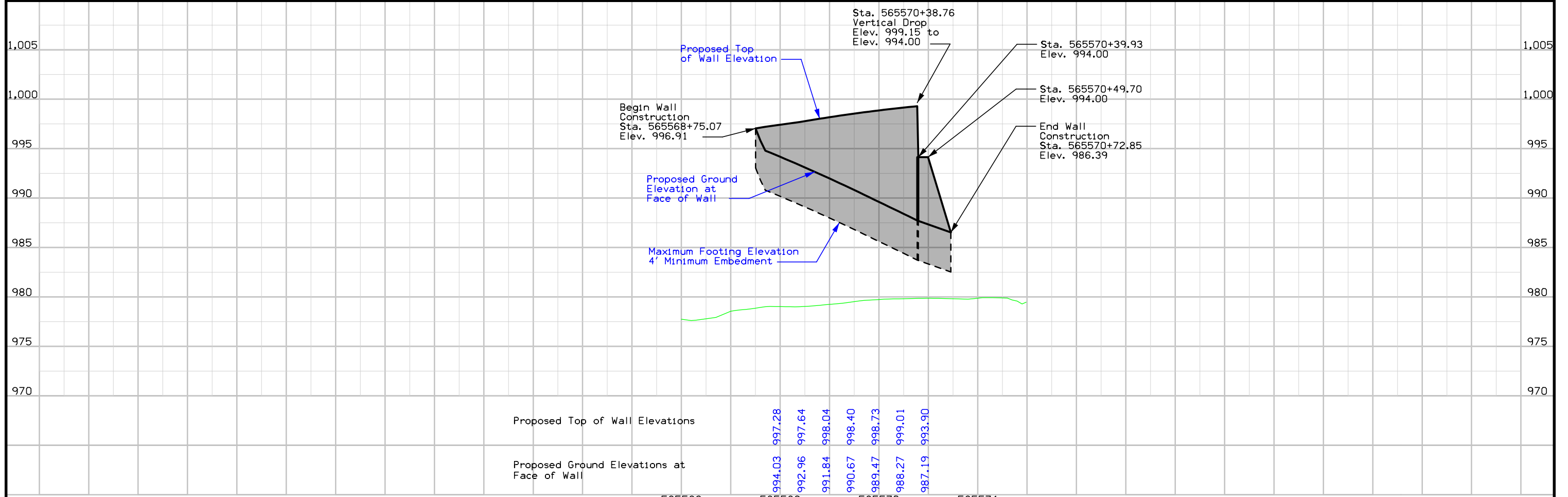
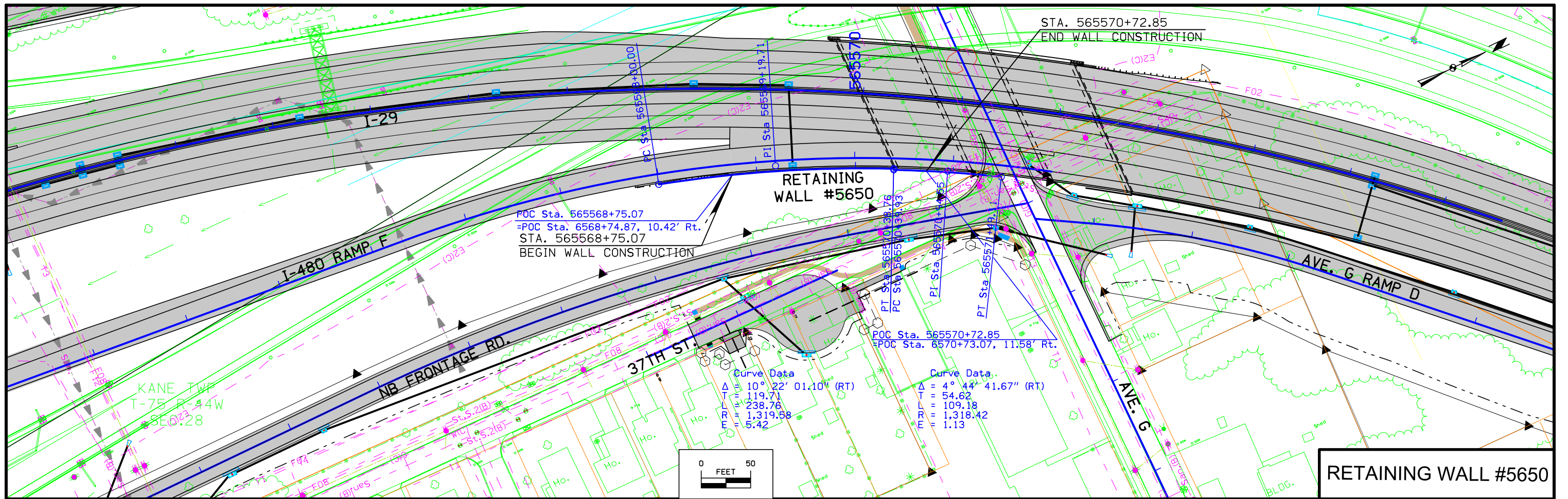


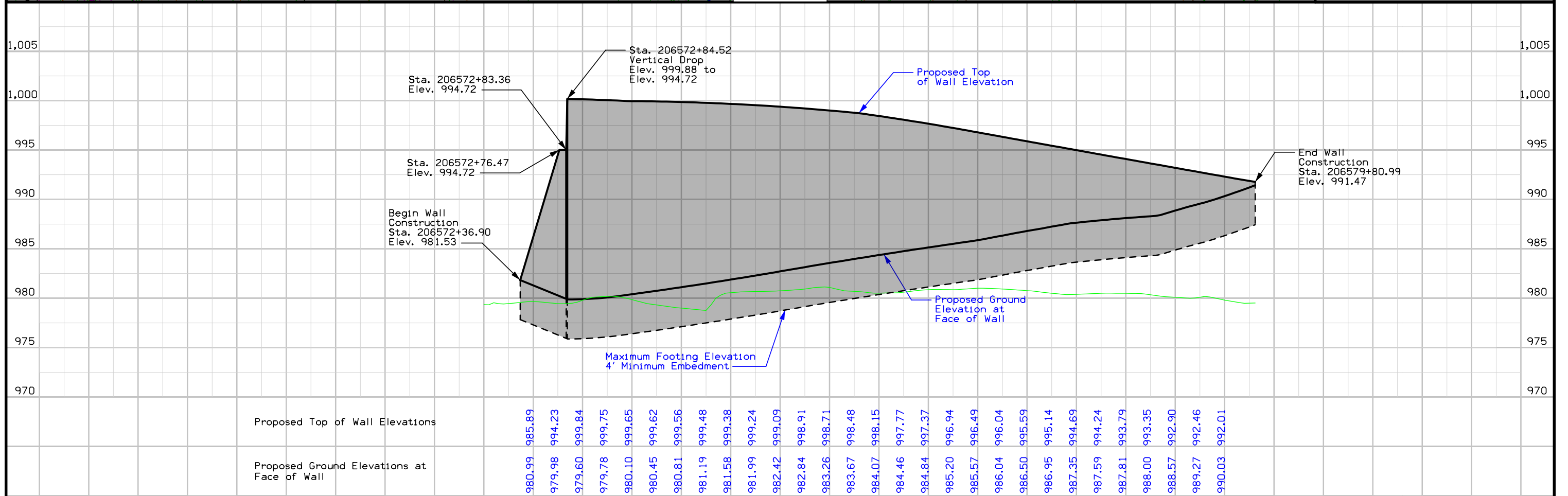
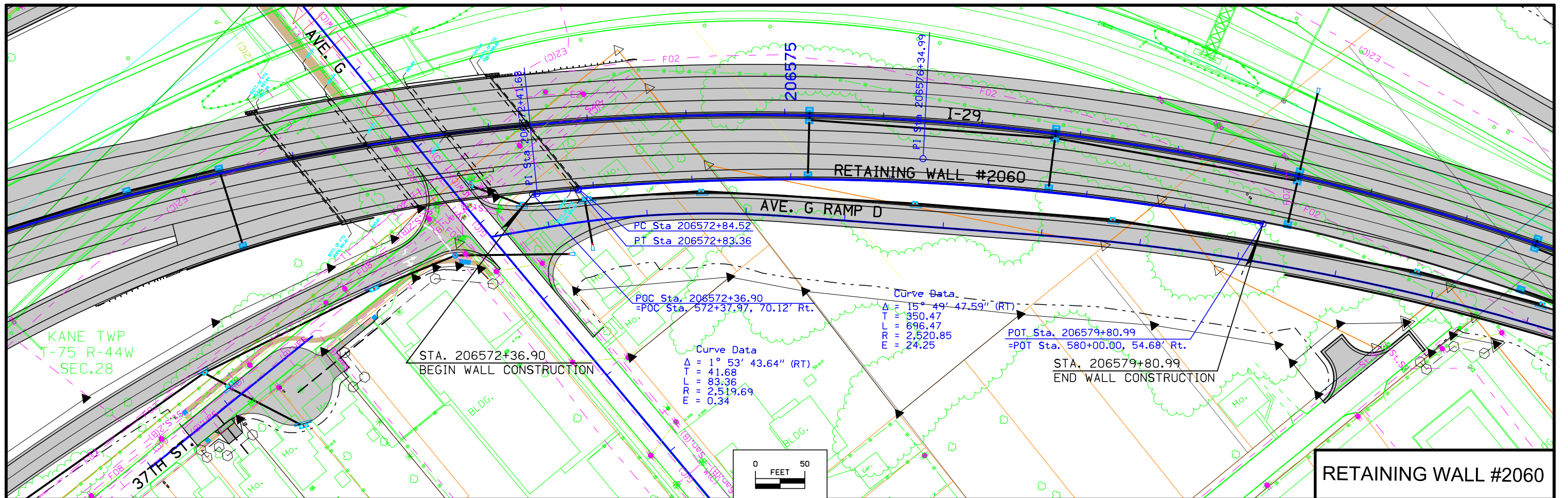
Retaining Wall #5831











LINE STYLE LEGEND OF CROSS SECTION SHEETS (ROAD)

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

LINE STYLE LEGEND OF CROSS SECTION SHEETS (SOILS)

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

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

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

SYMBOL LEGEND OF CROSS SECTION SHEETS

- Existing ROW

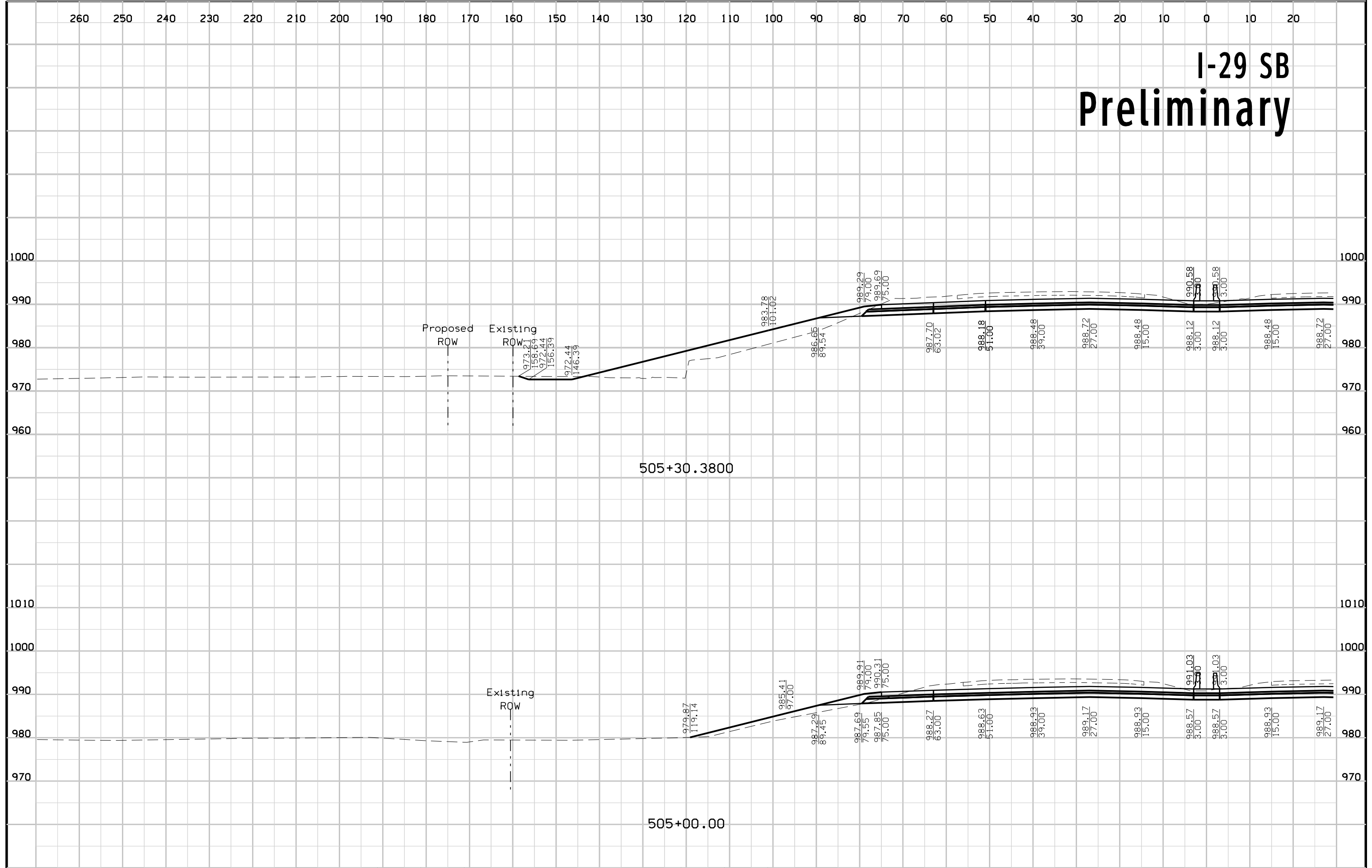
Existing Right-of-Way Limit
- Proposed ROW

Proposed Right-of-Way Limit
- Temporary ROW

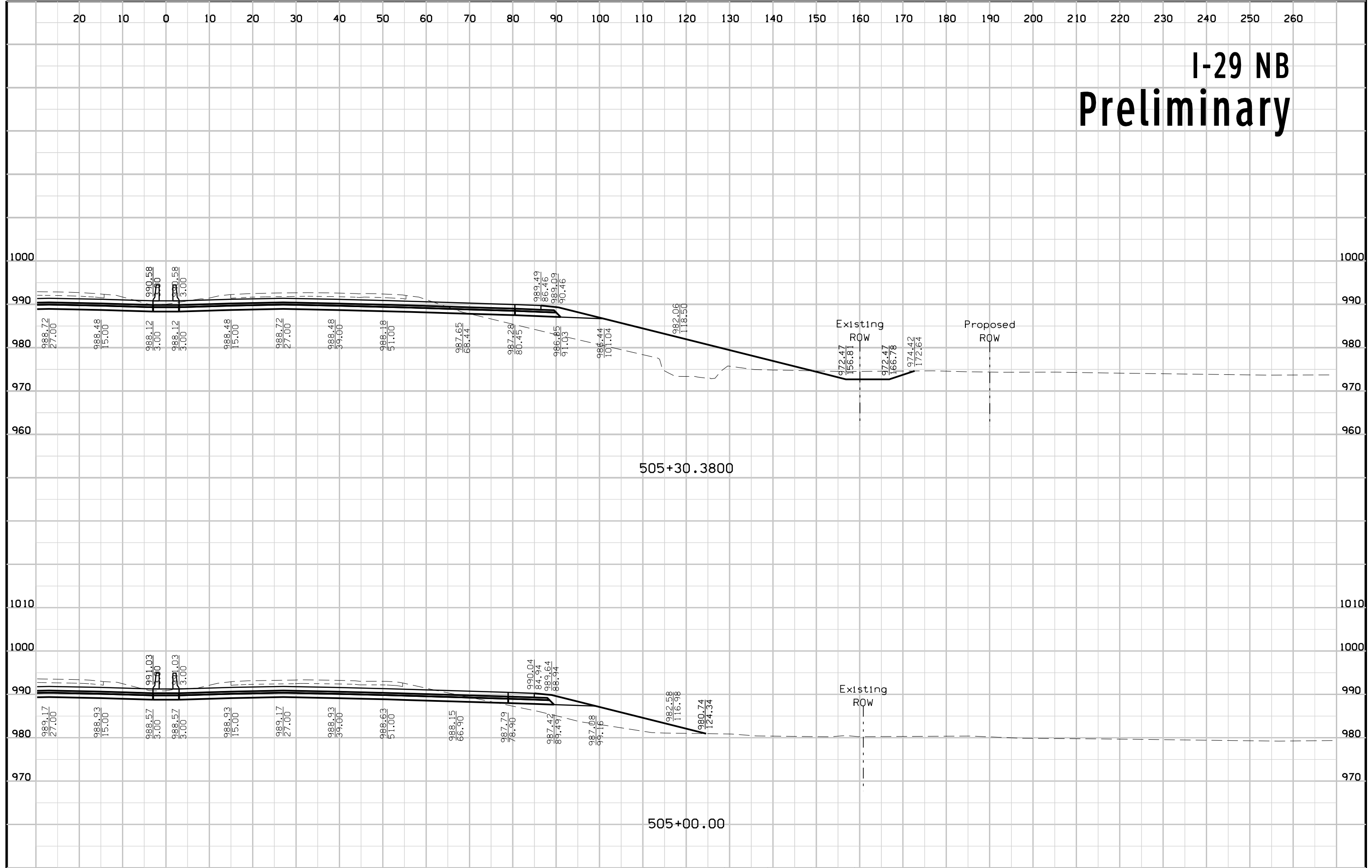
Temporary Right-of-Way Limit
- Proposed C/A

Proposed Access Control

I-29 SB Preliminary



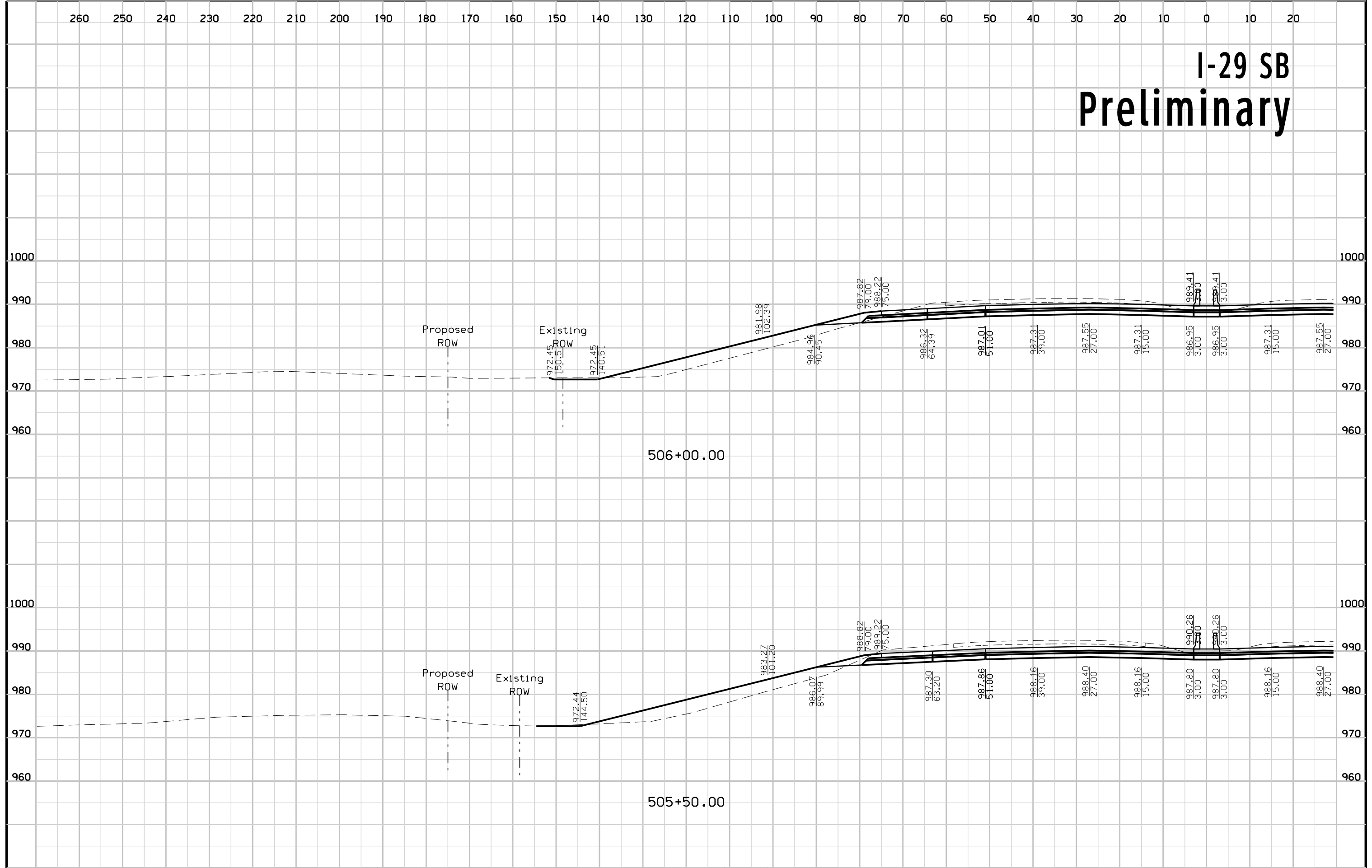
I-29 NB Preliminary



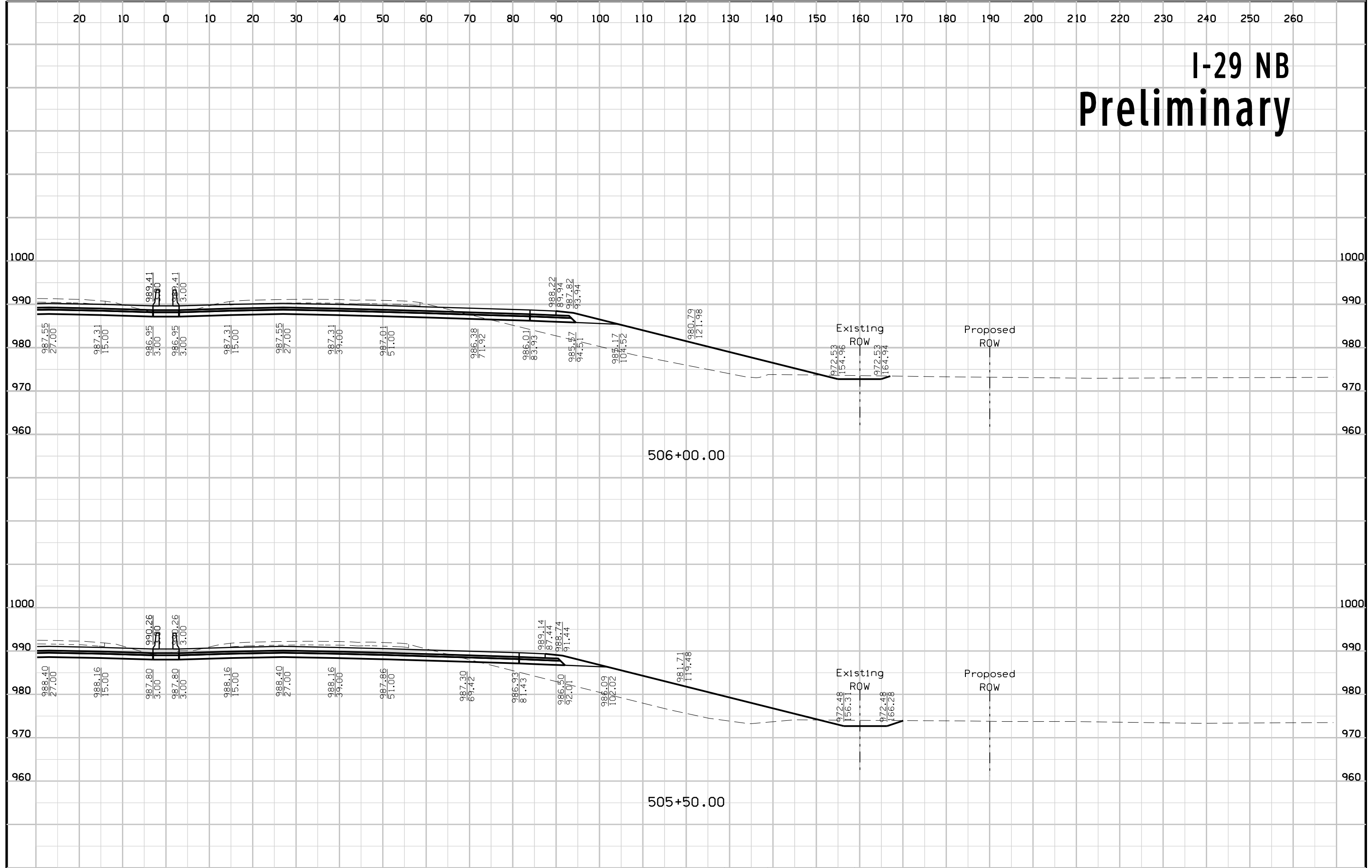
505+30.3800

505+00.00

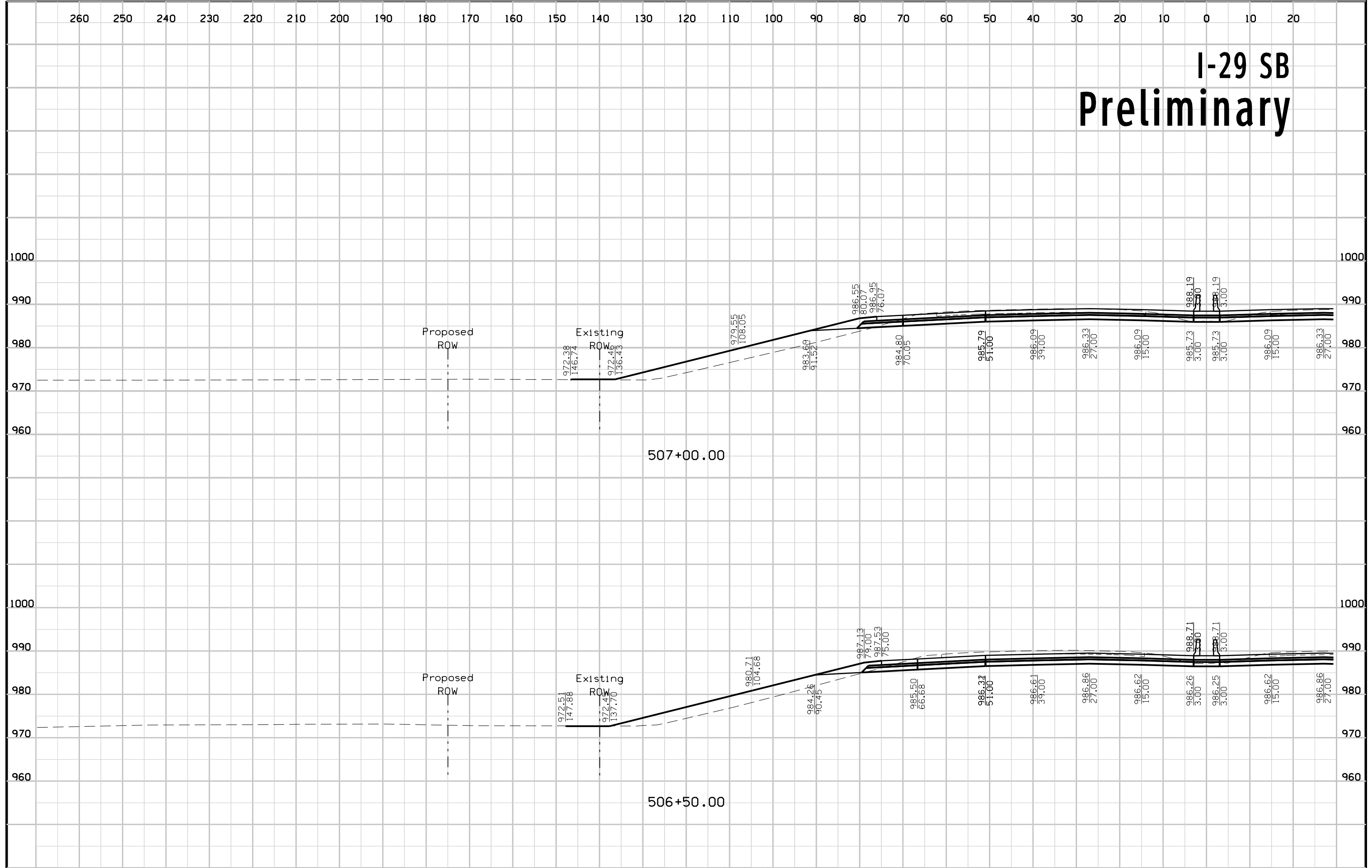
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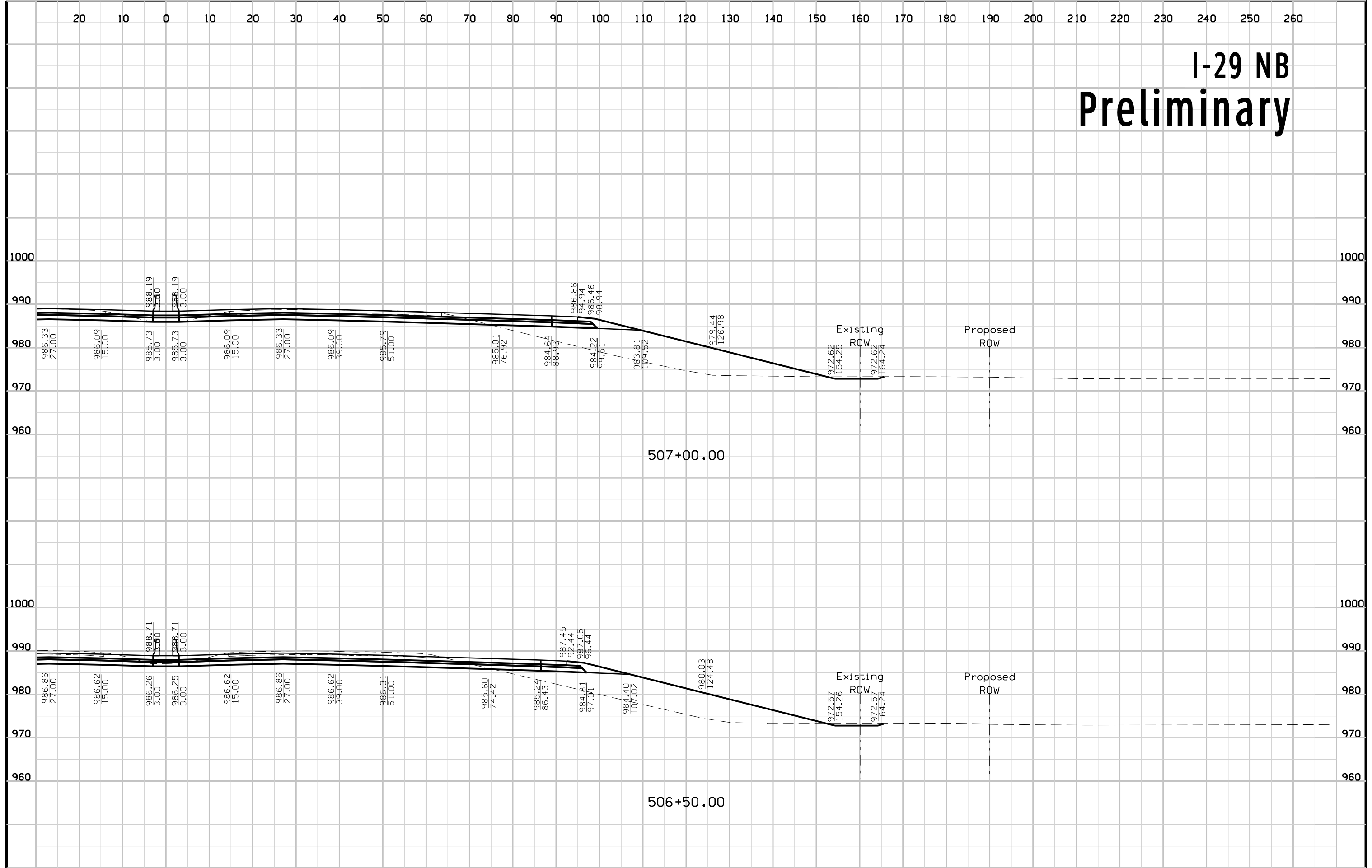
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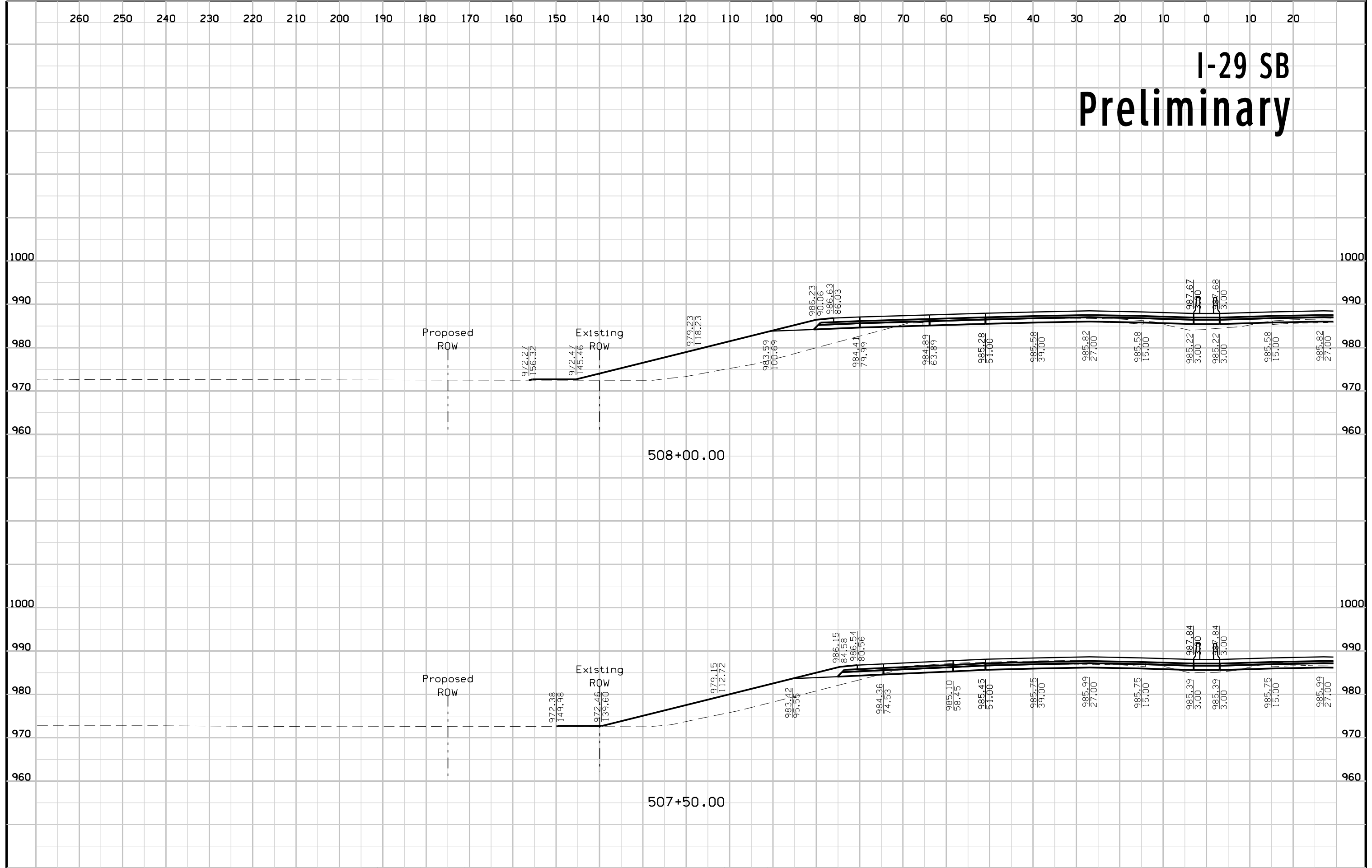
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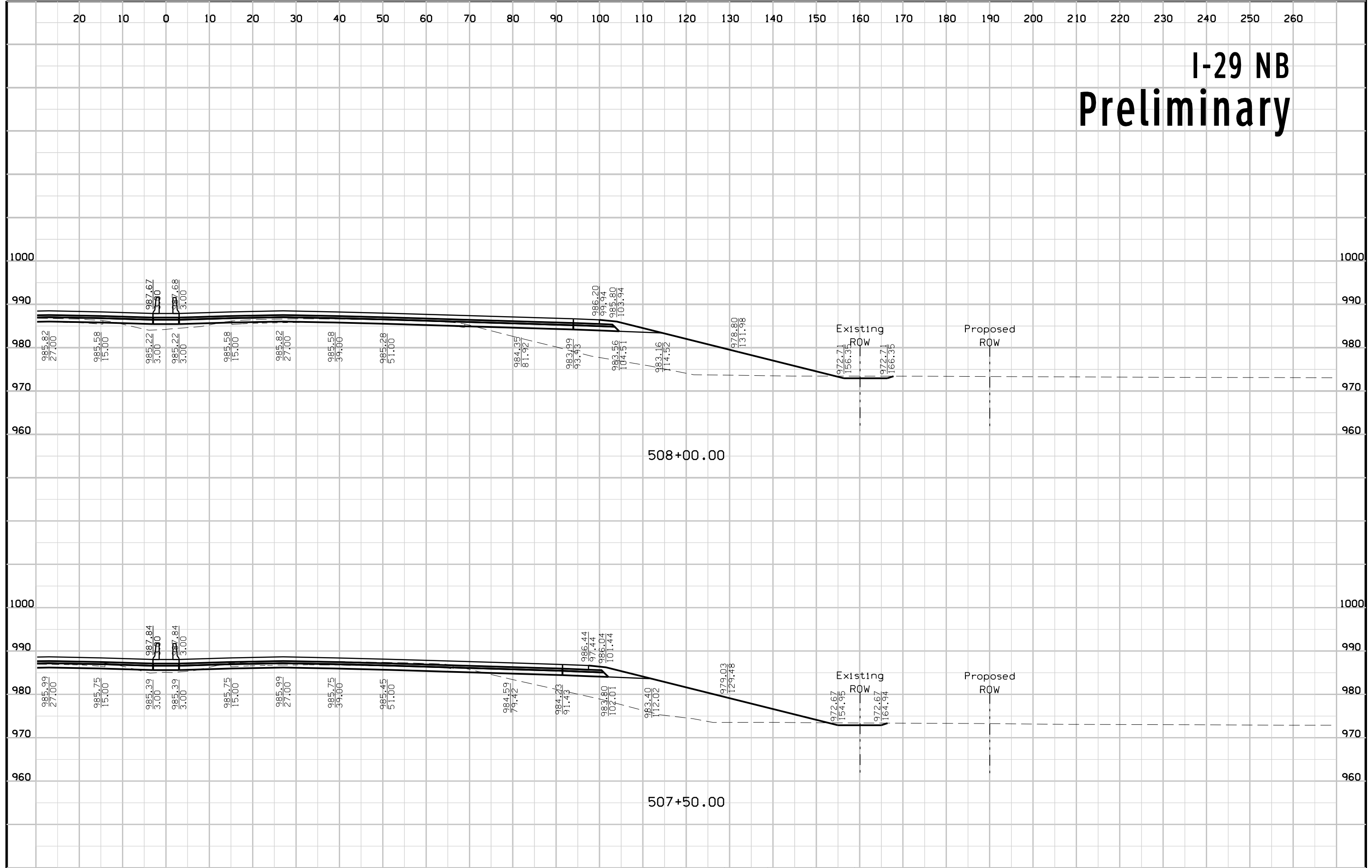
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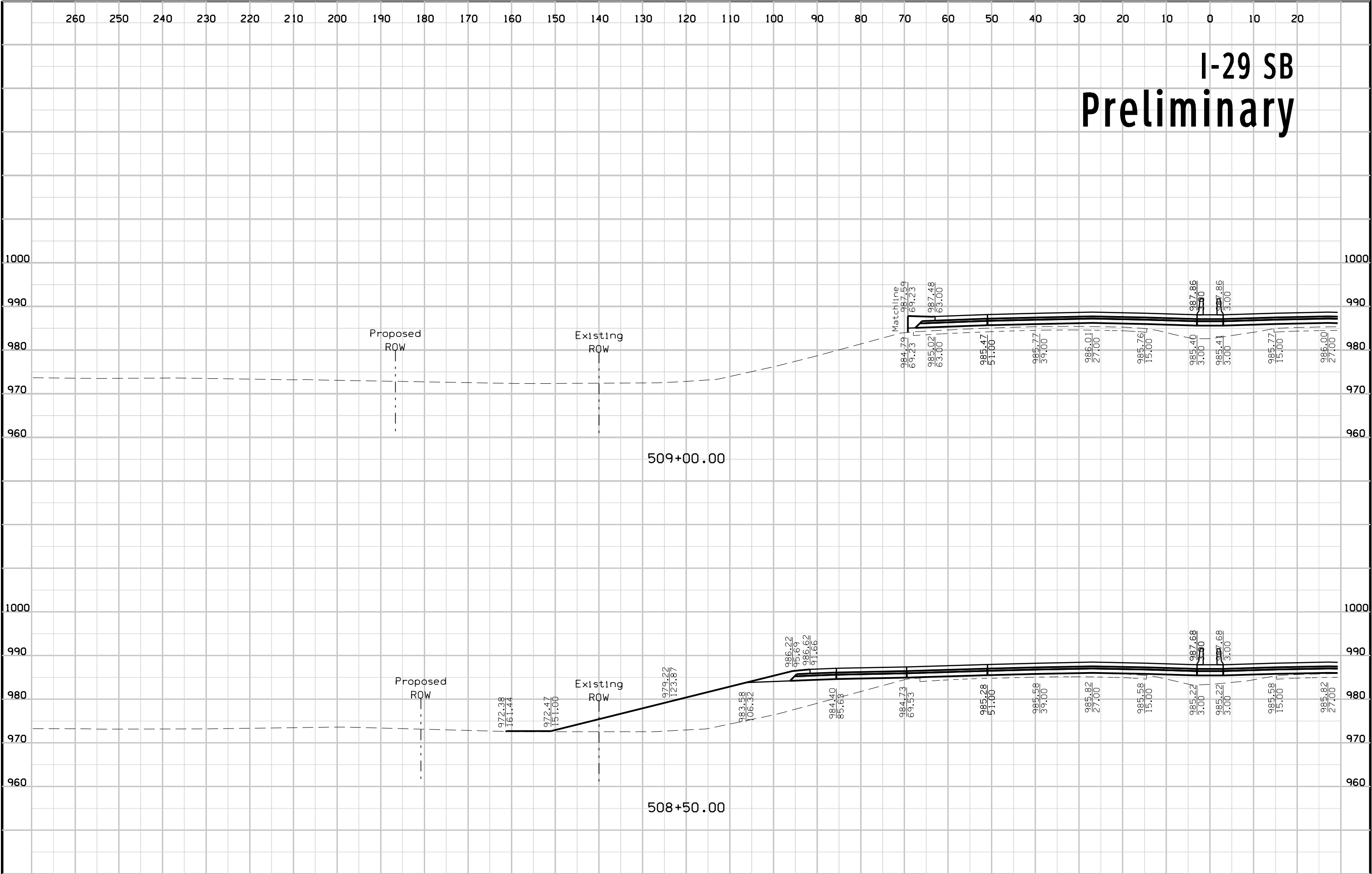
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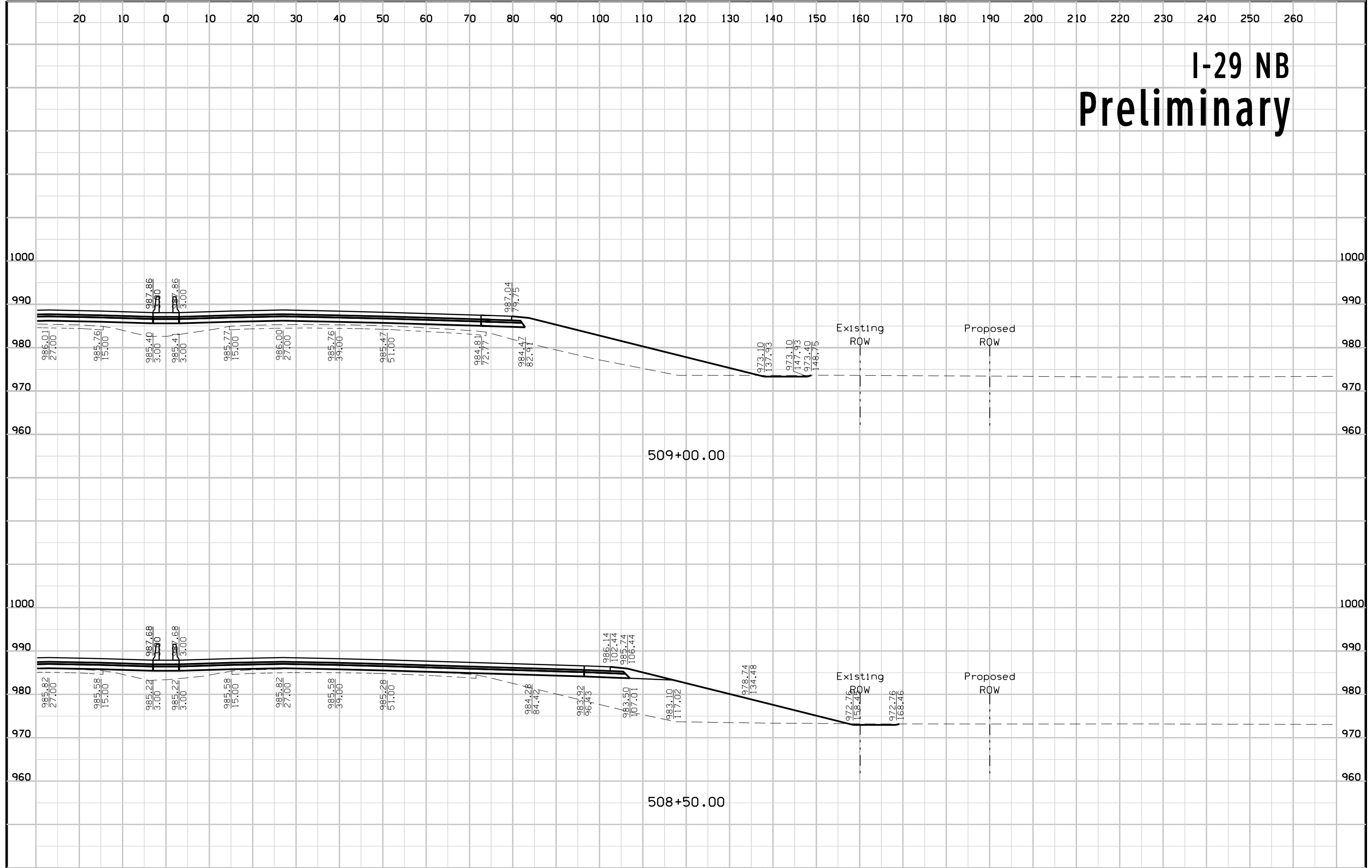
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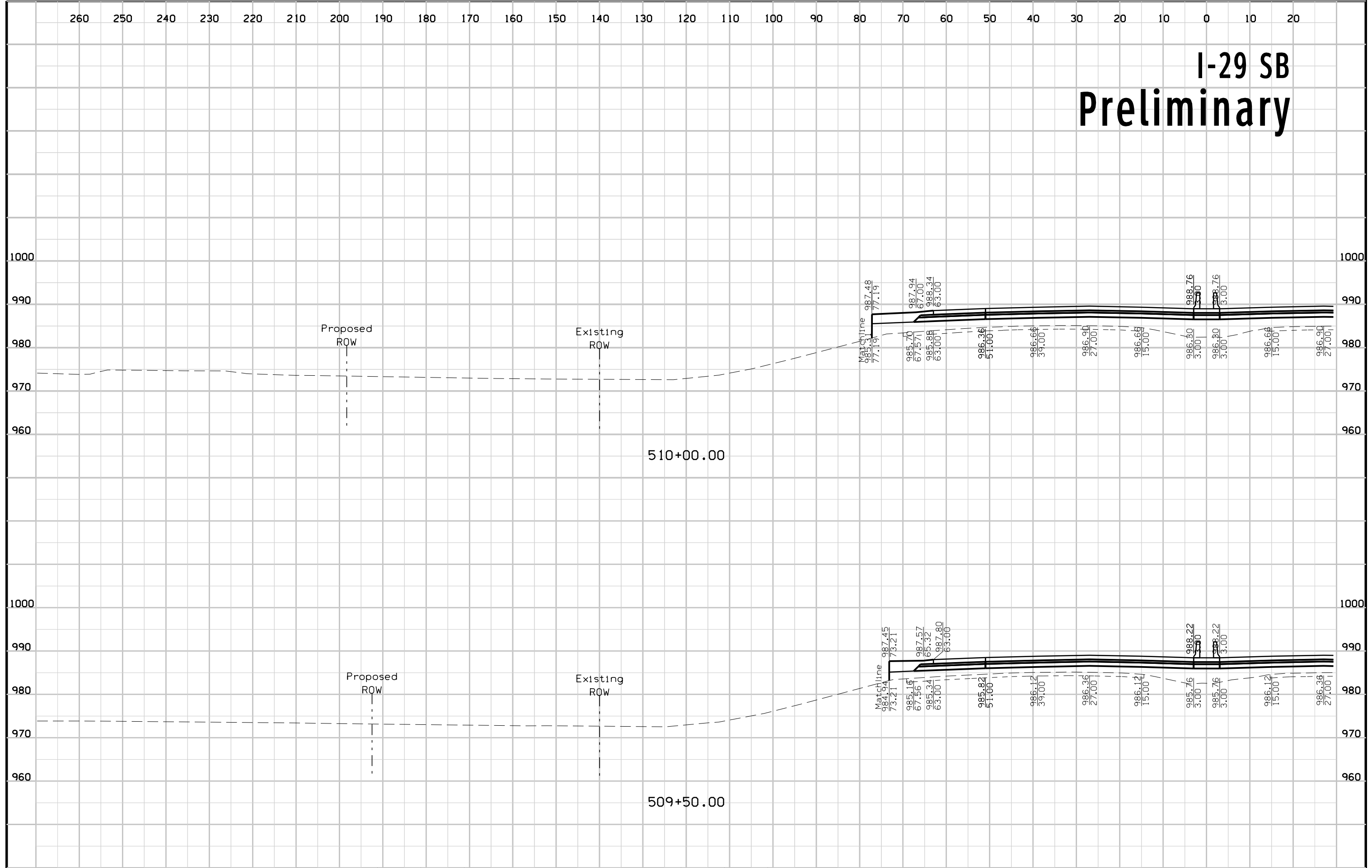
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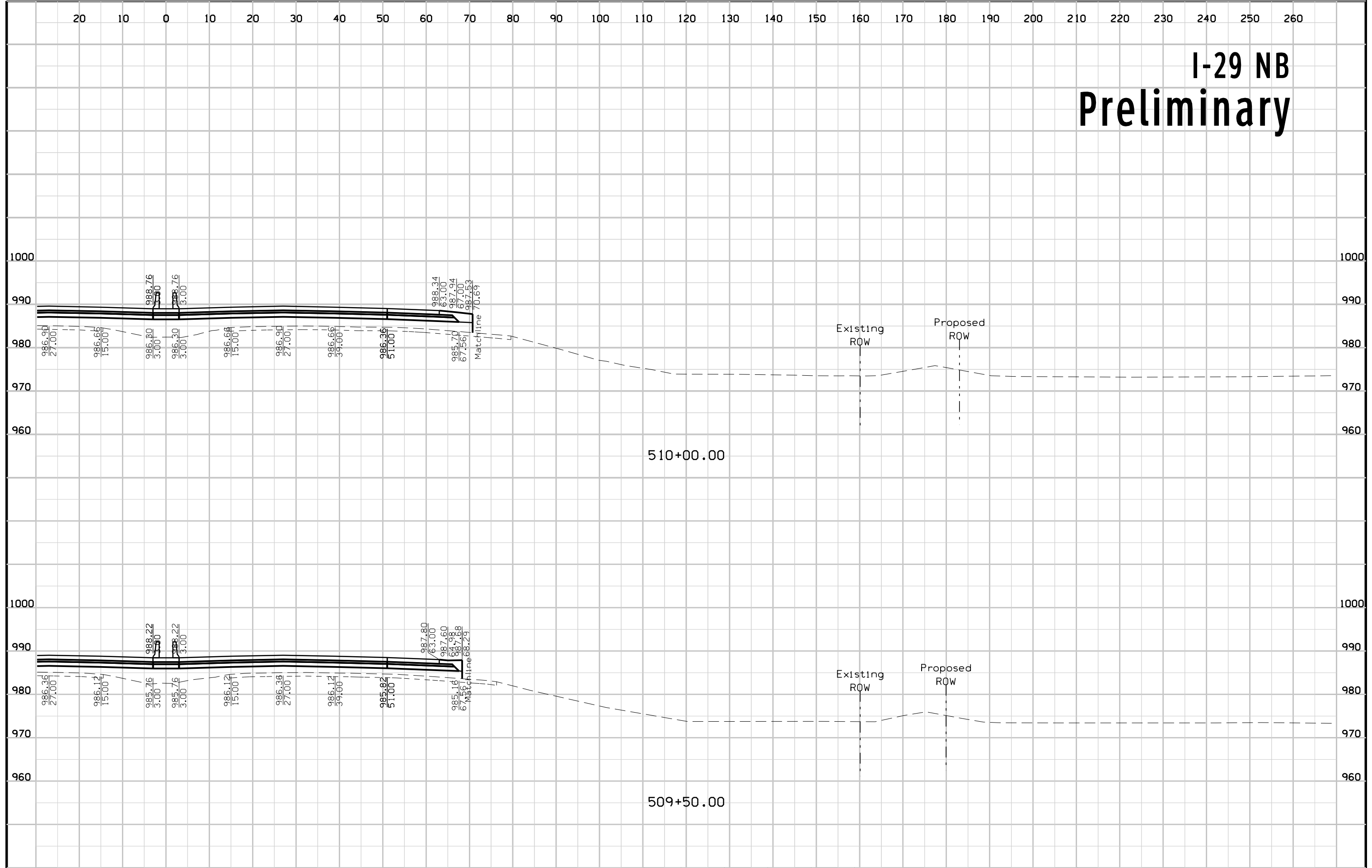
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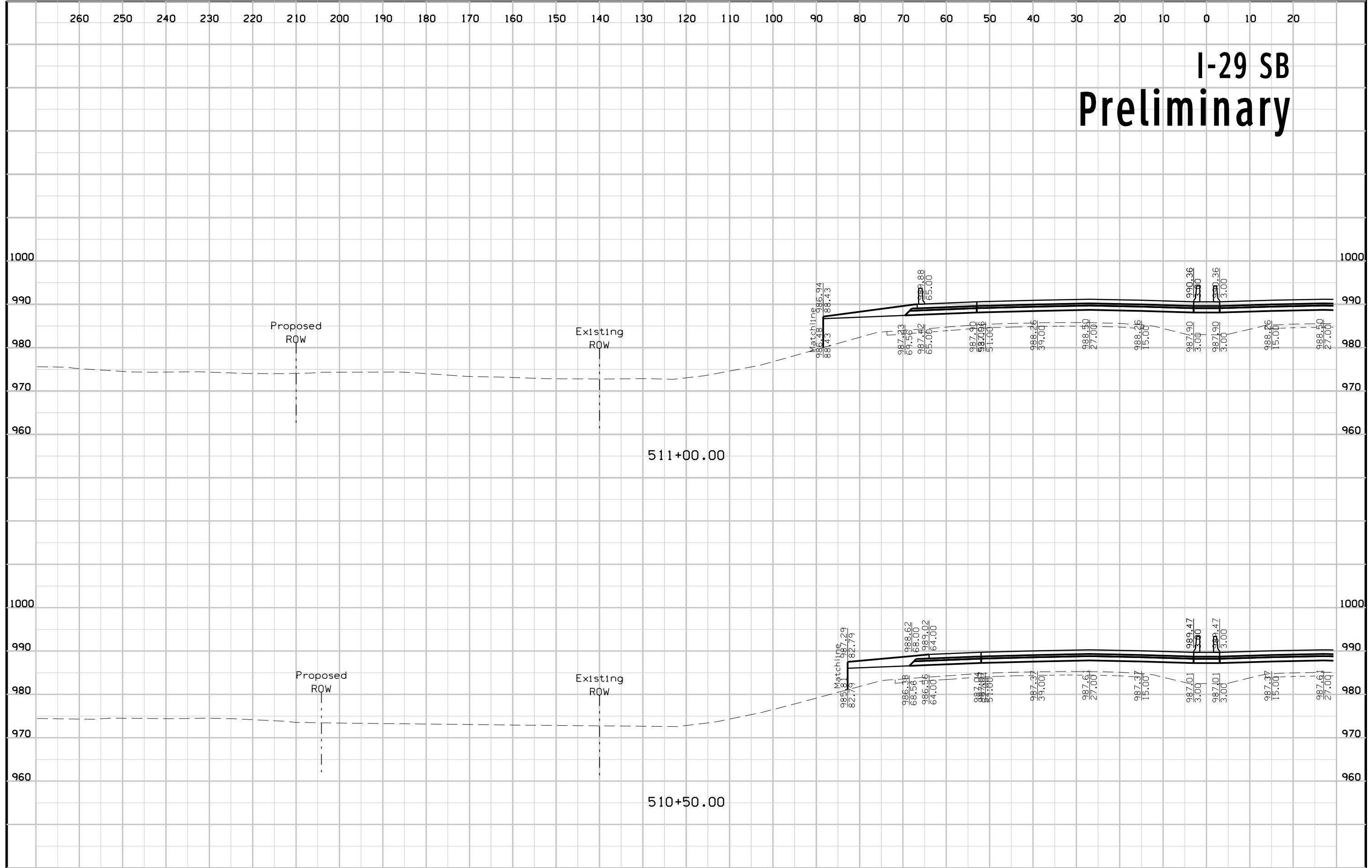
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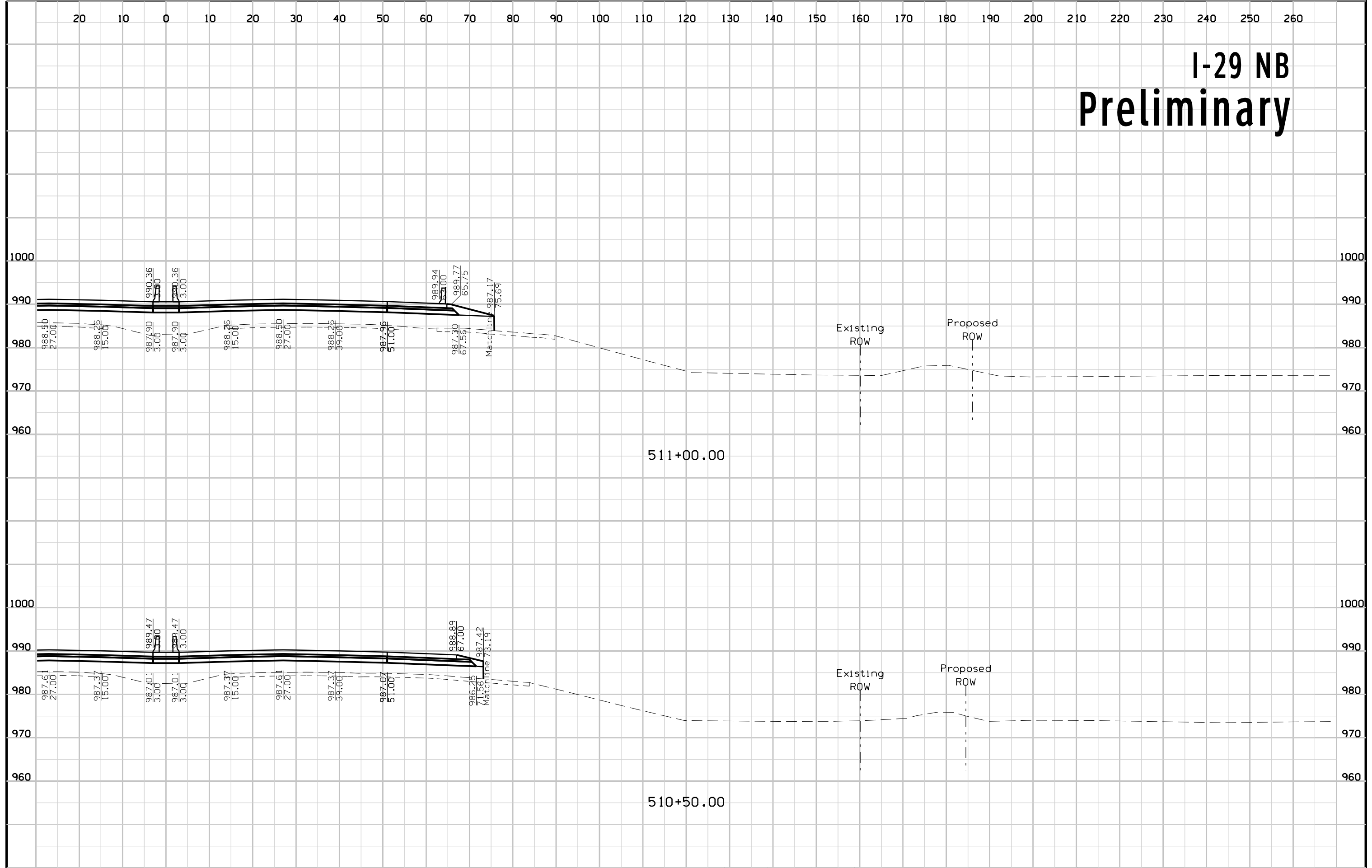
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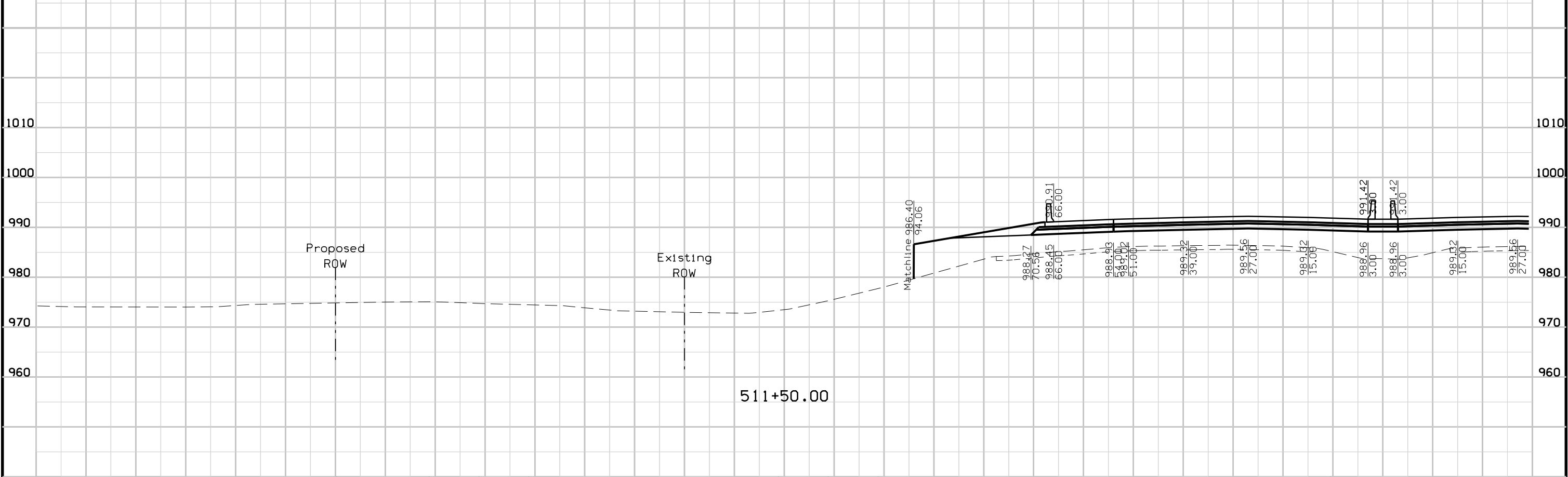
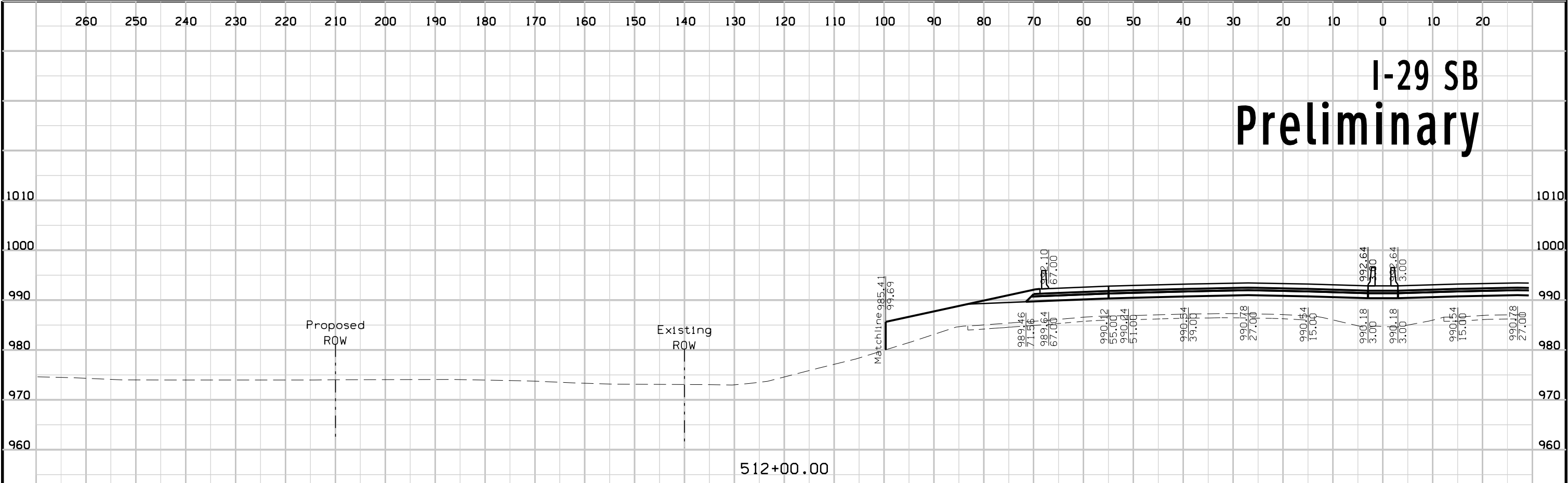
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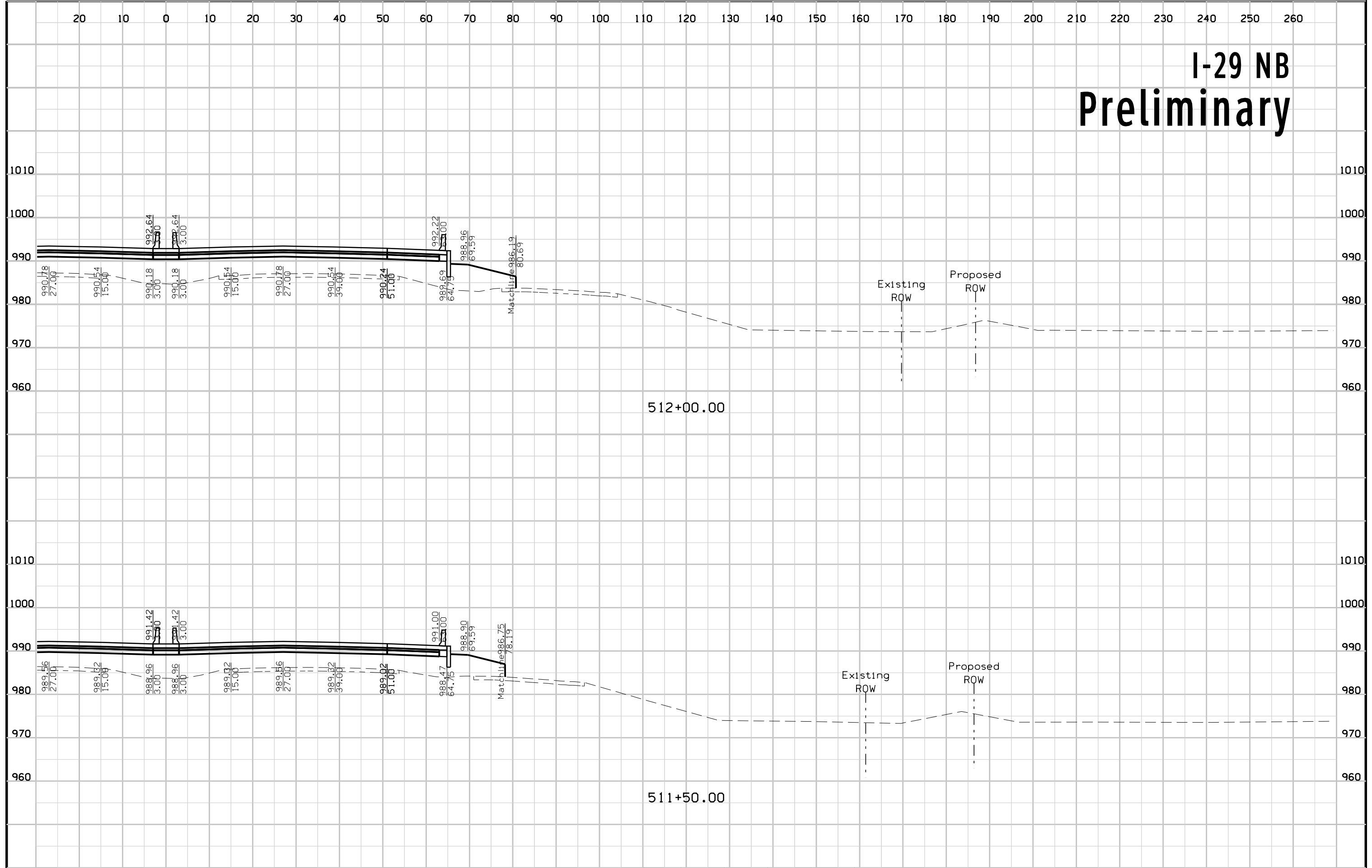
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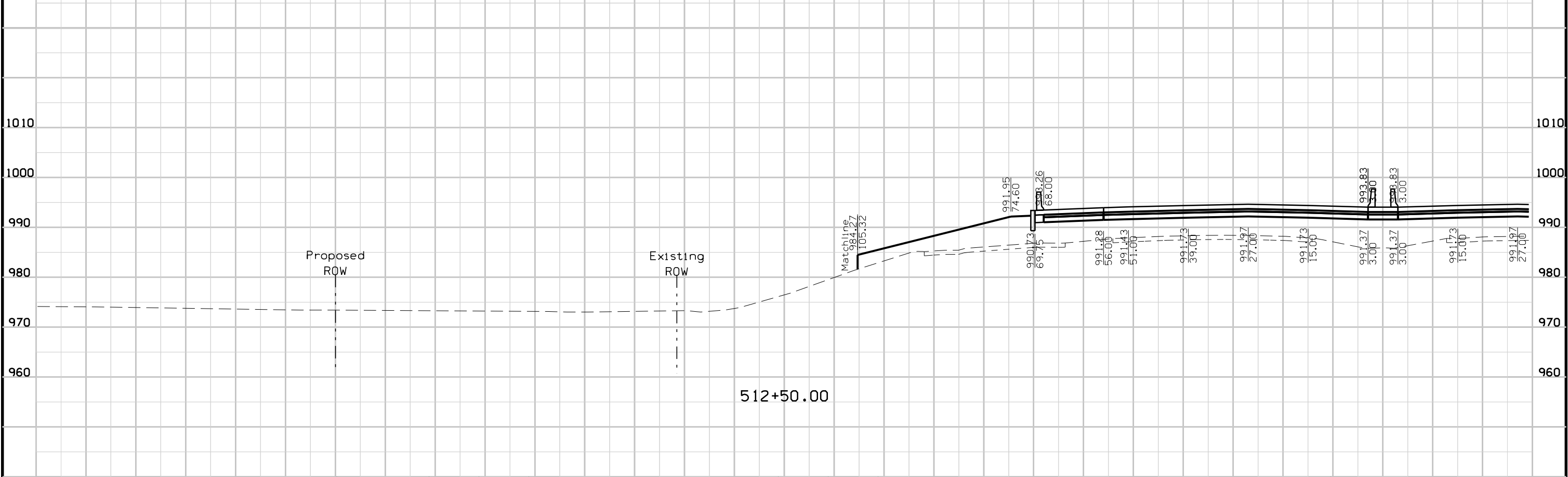
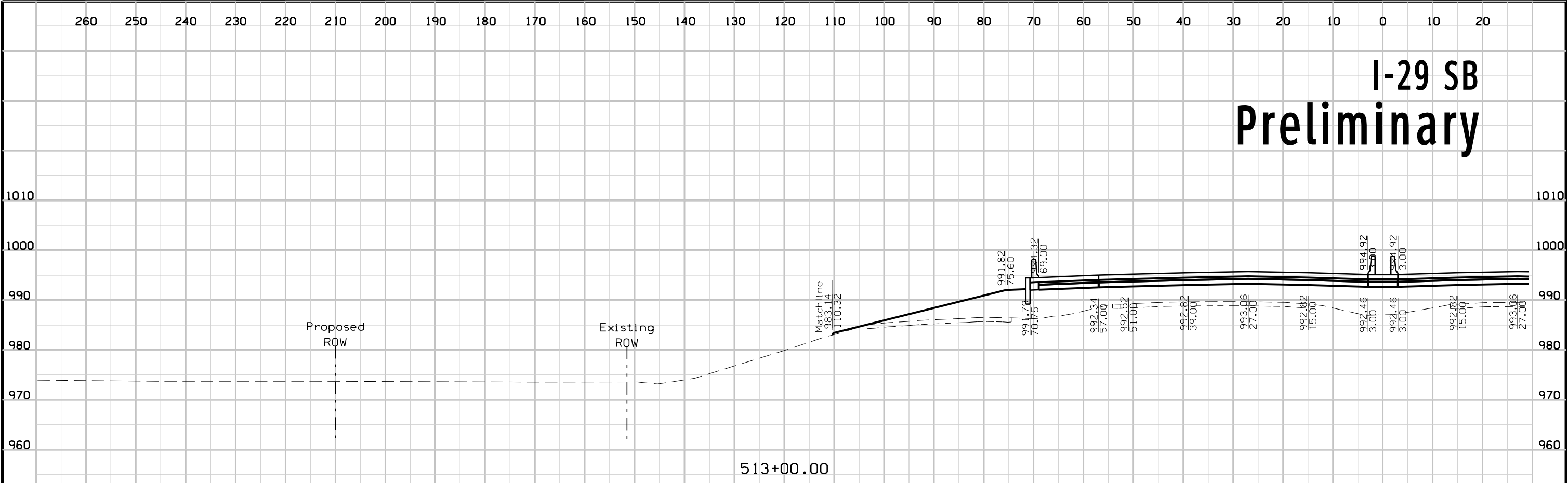
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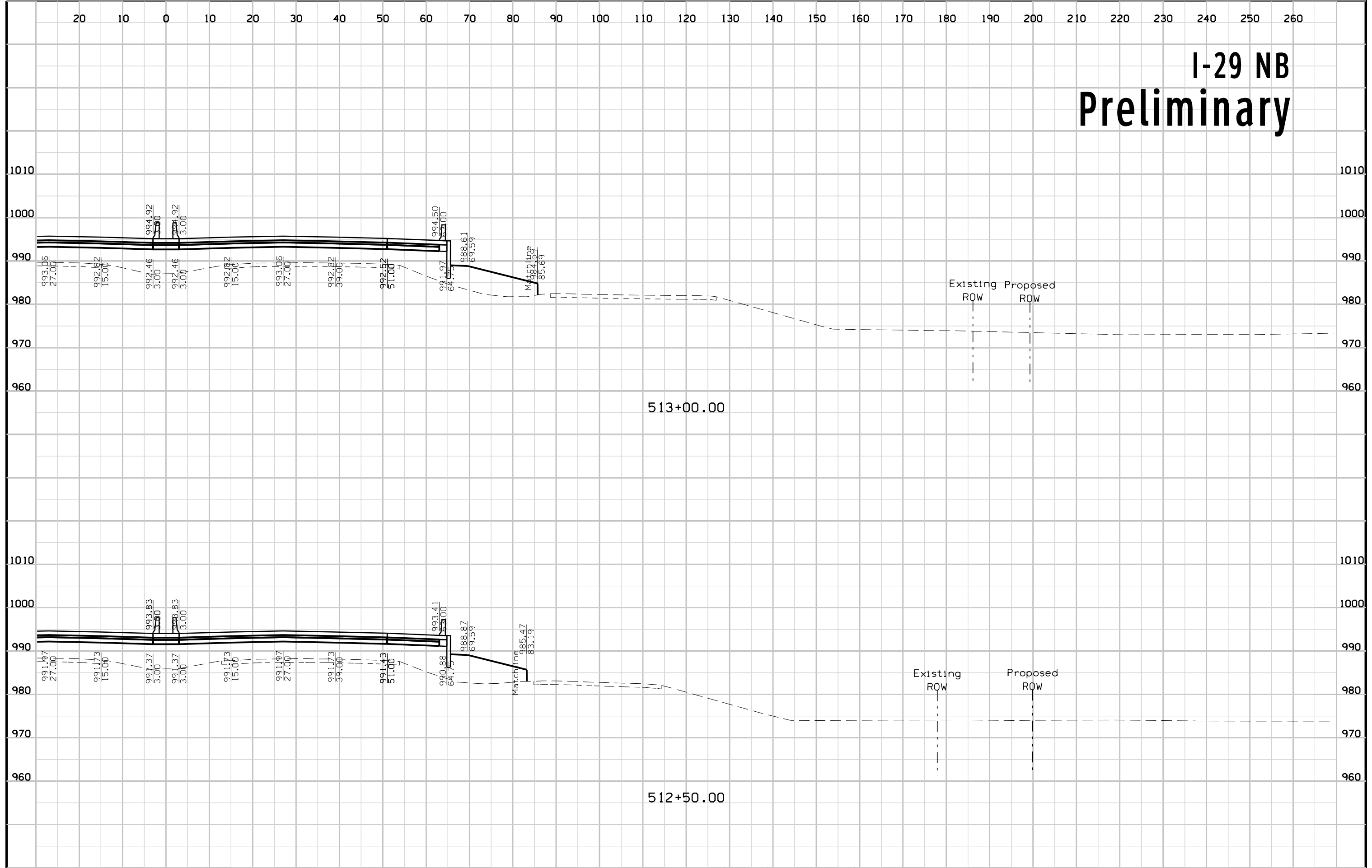
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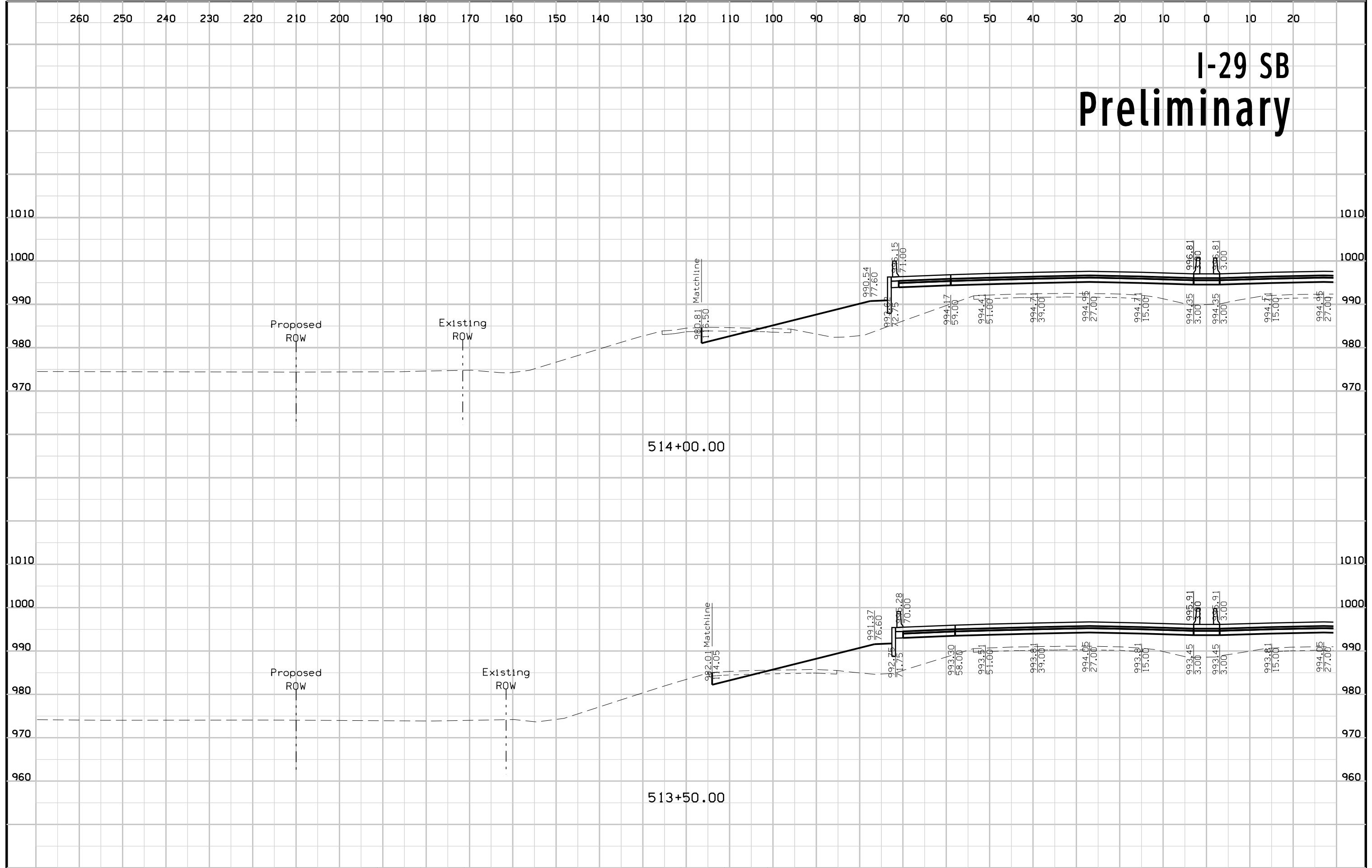
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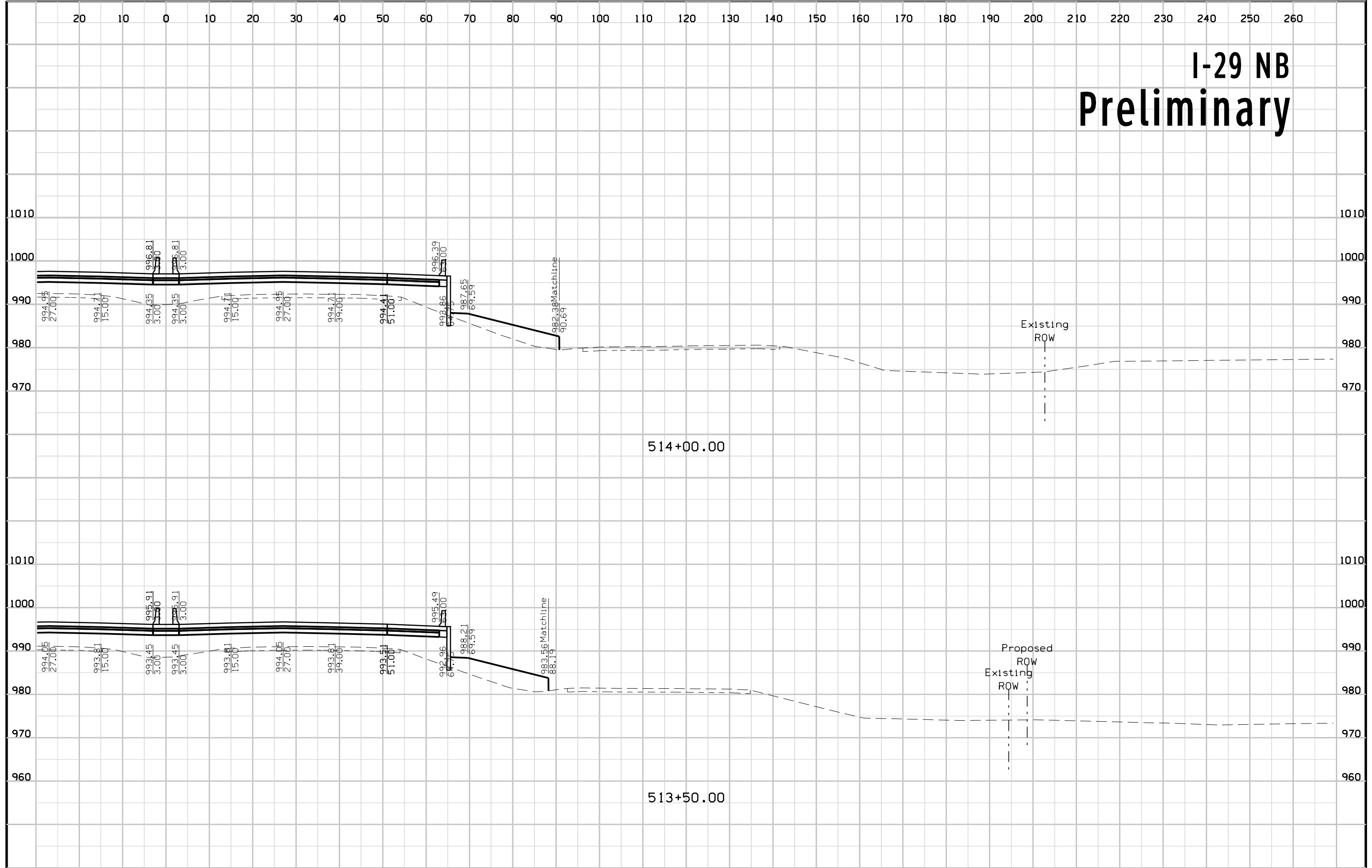
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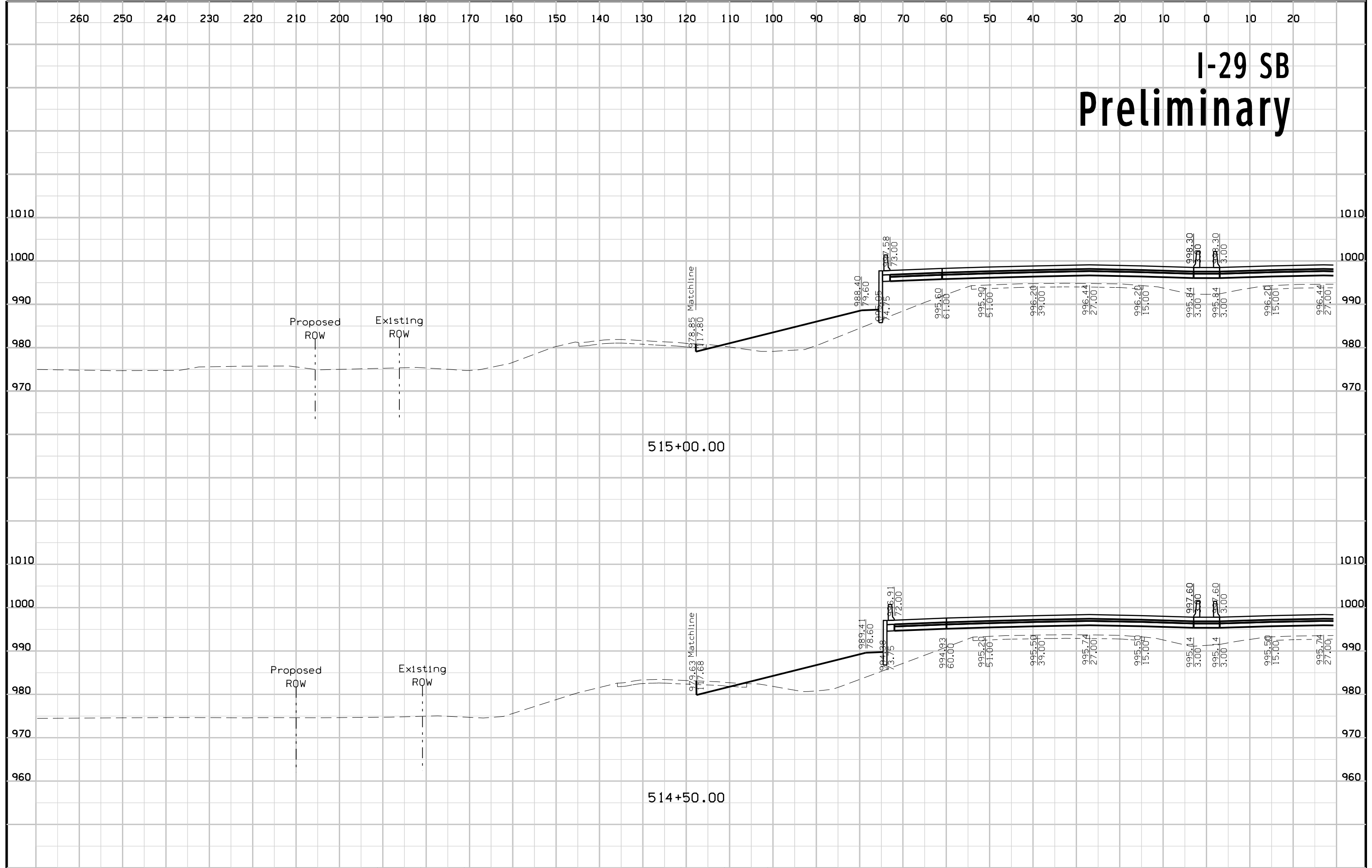
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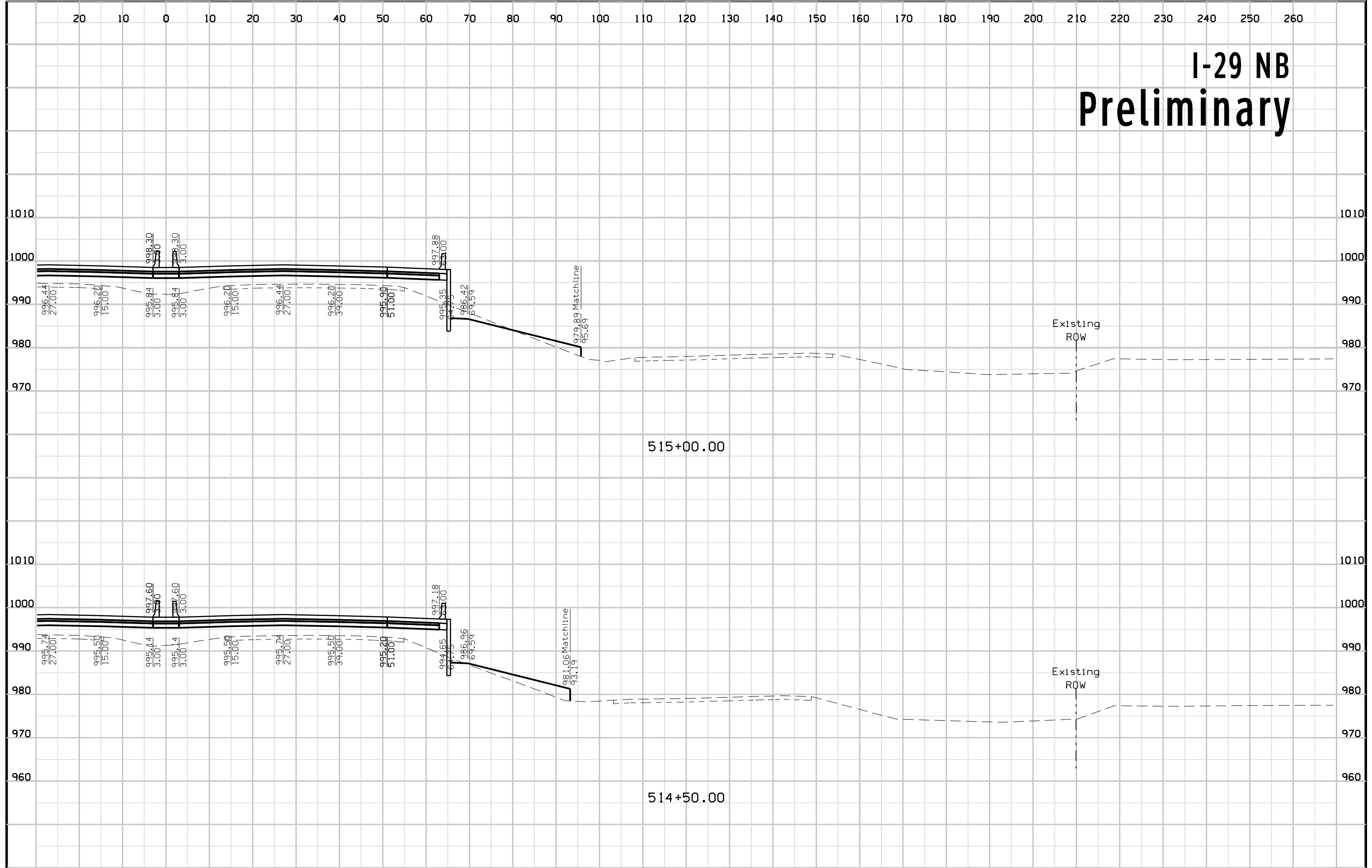
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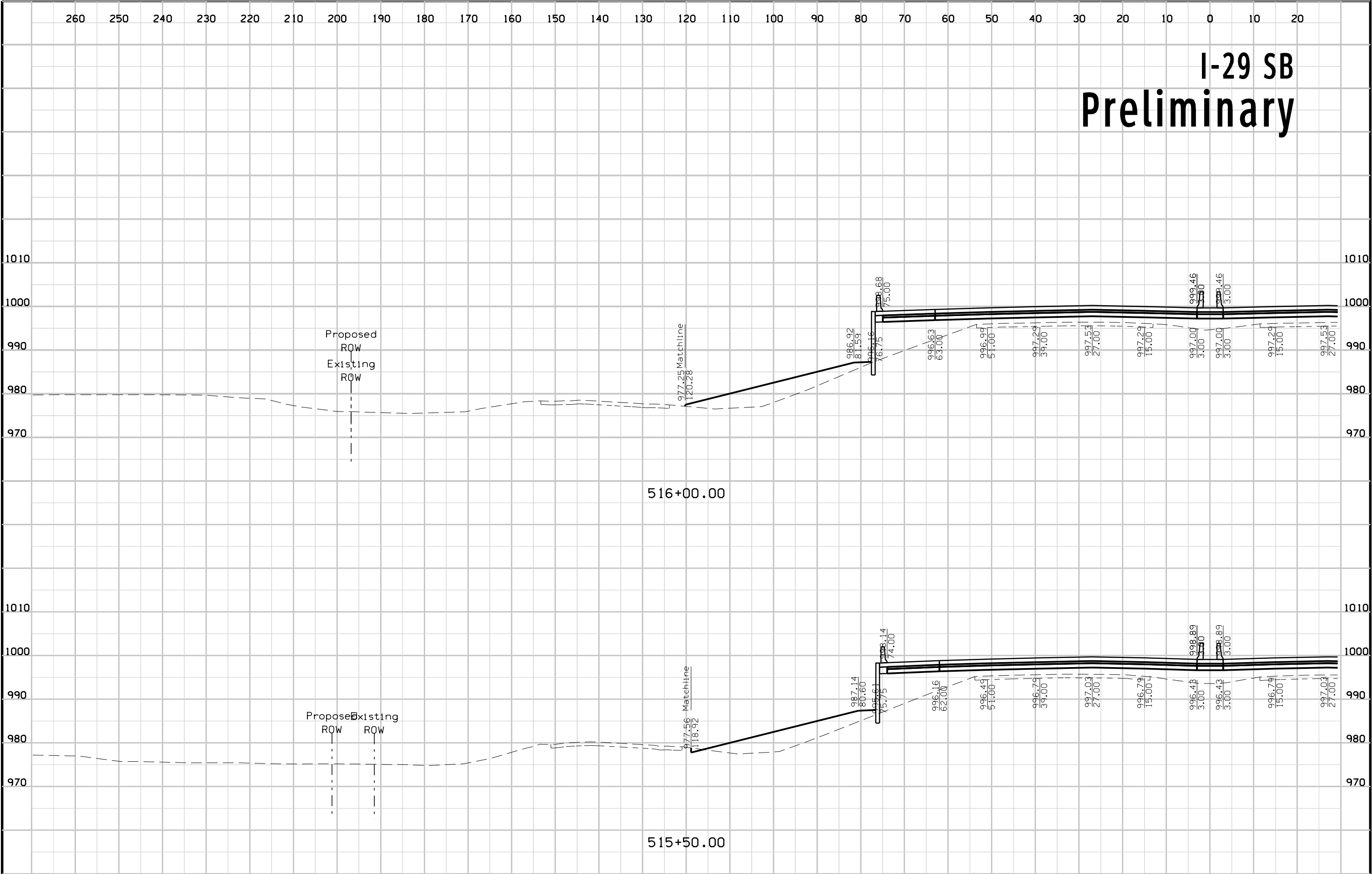
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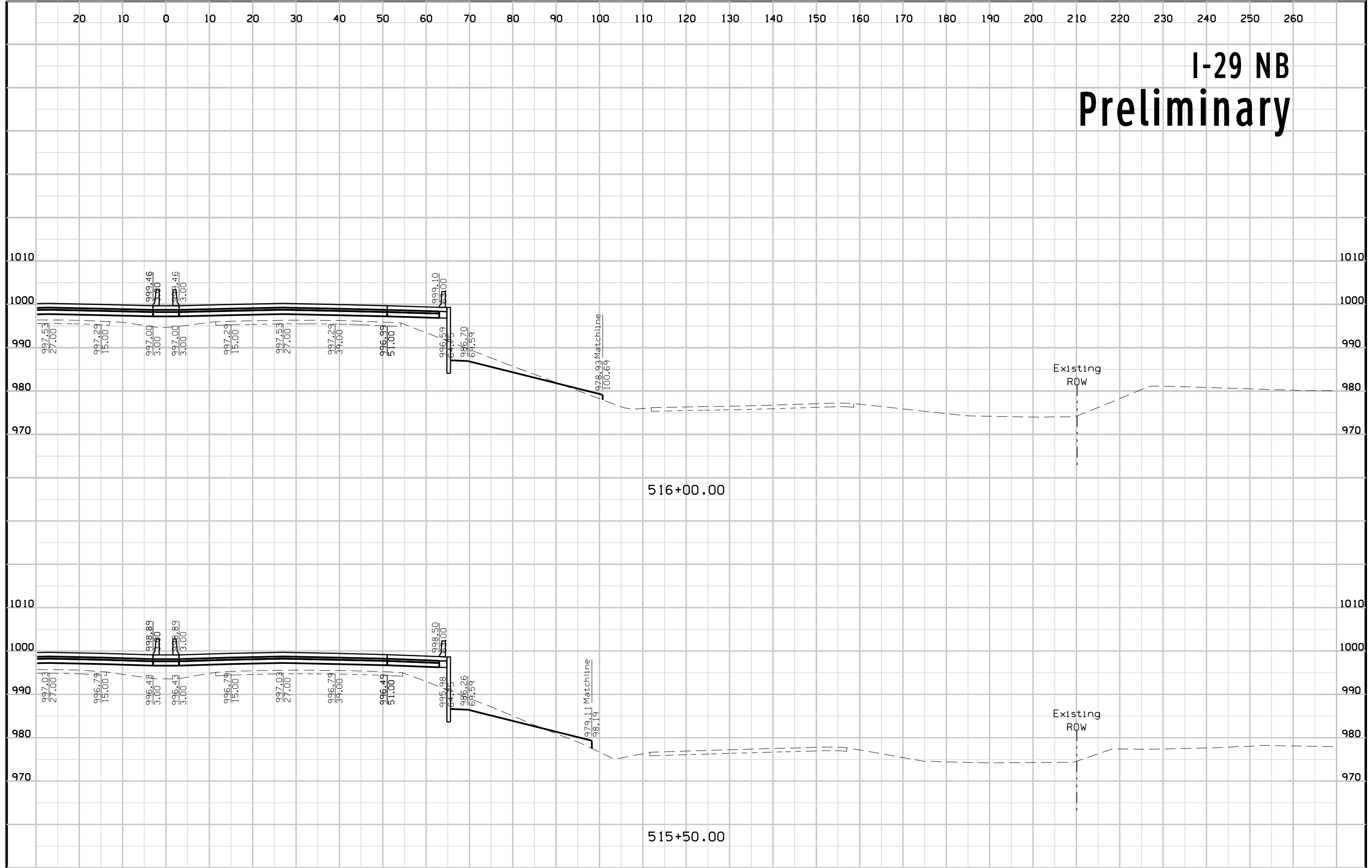
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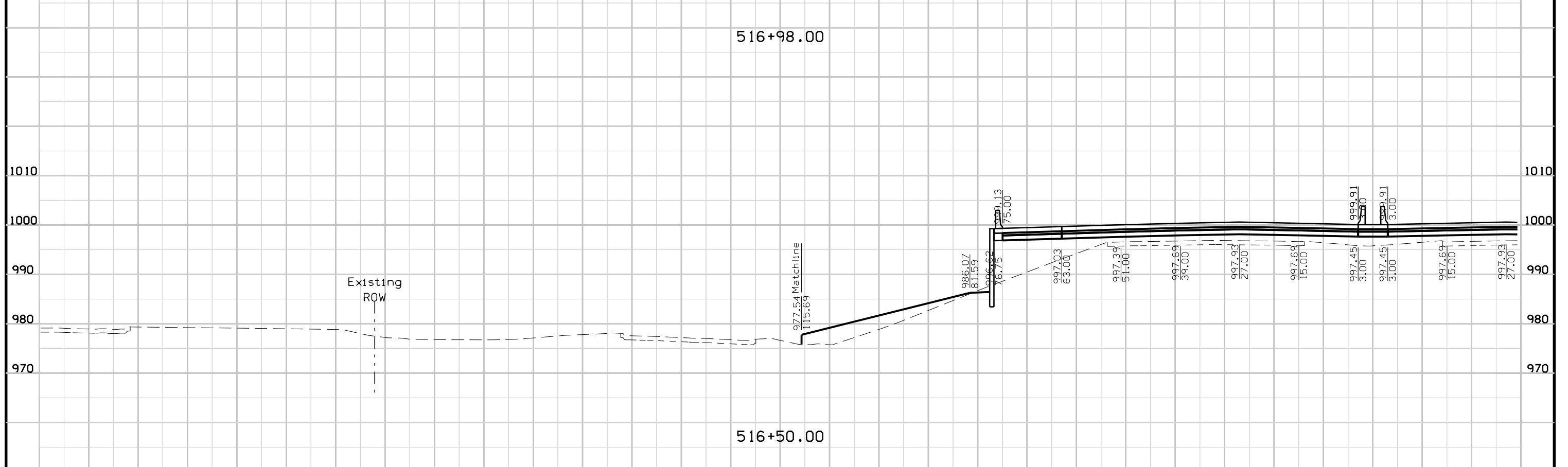
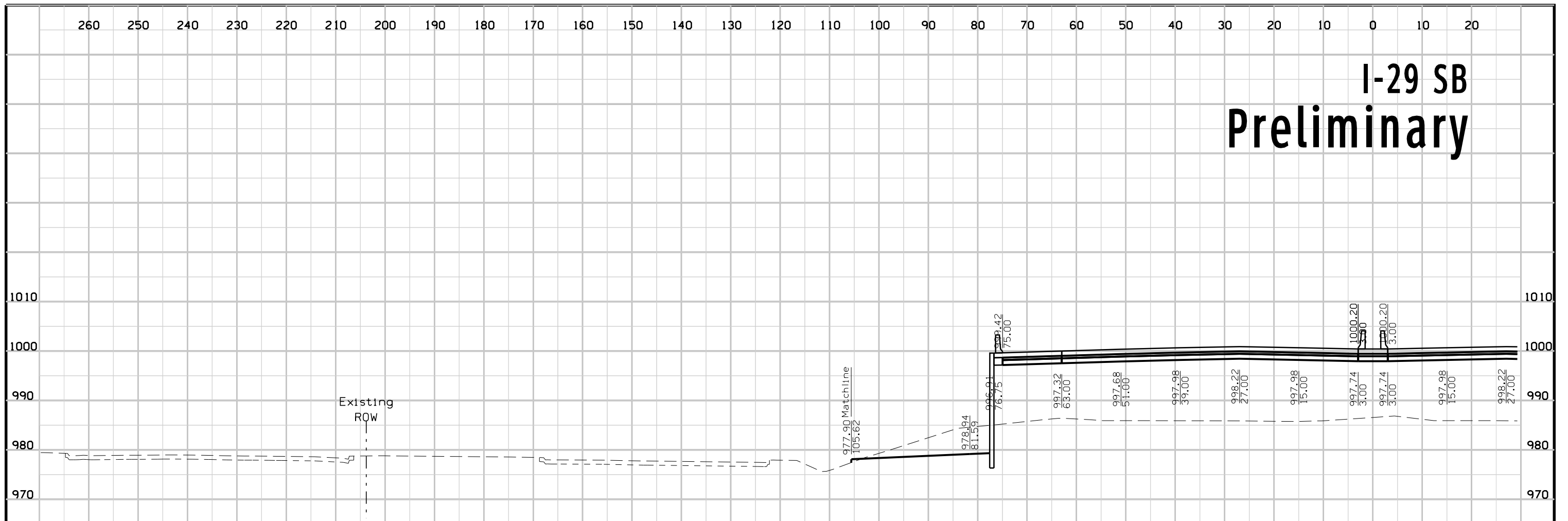
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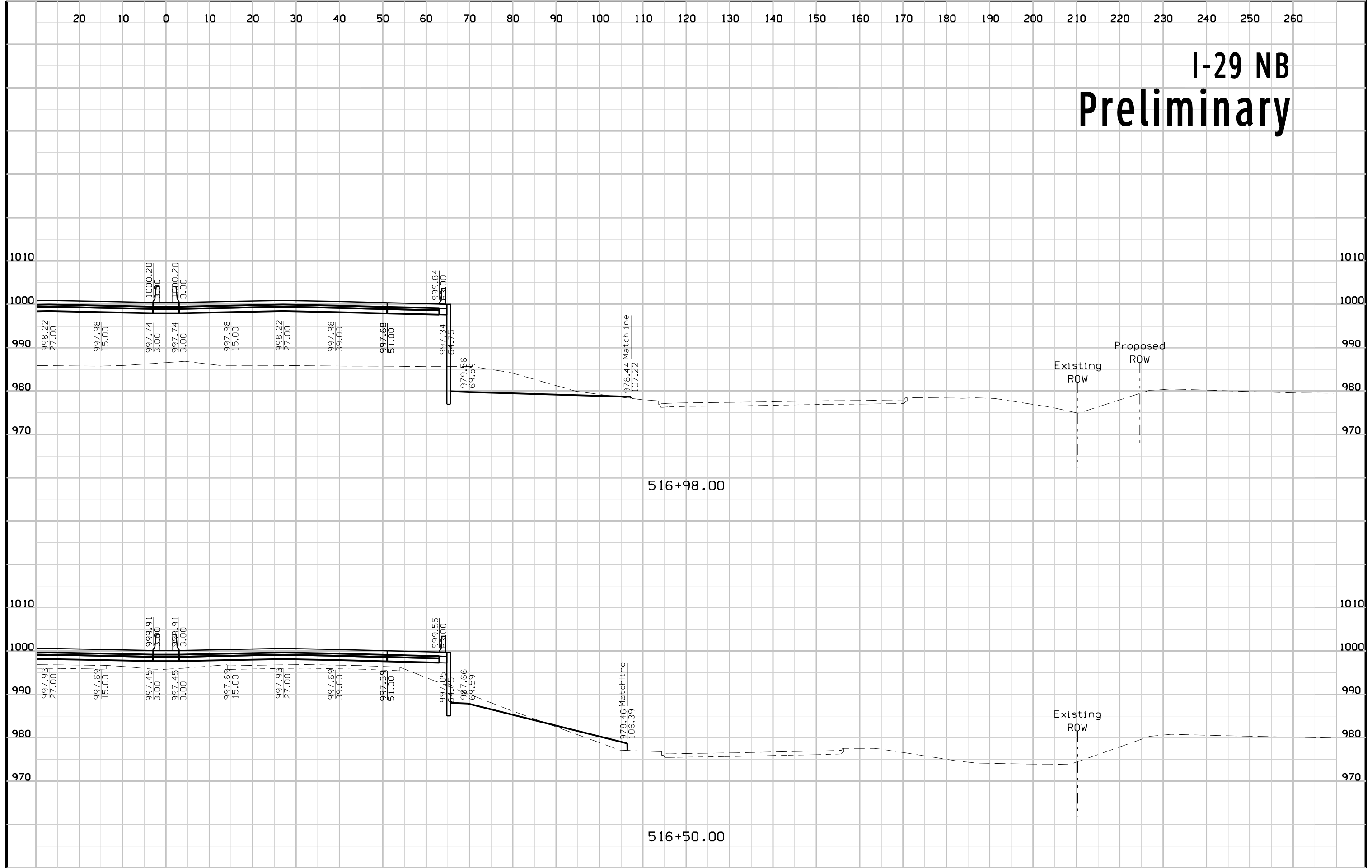
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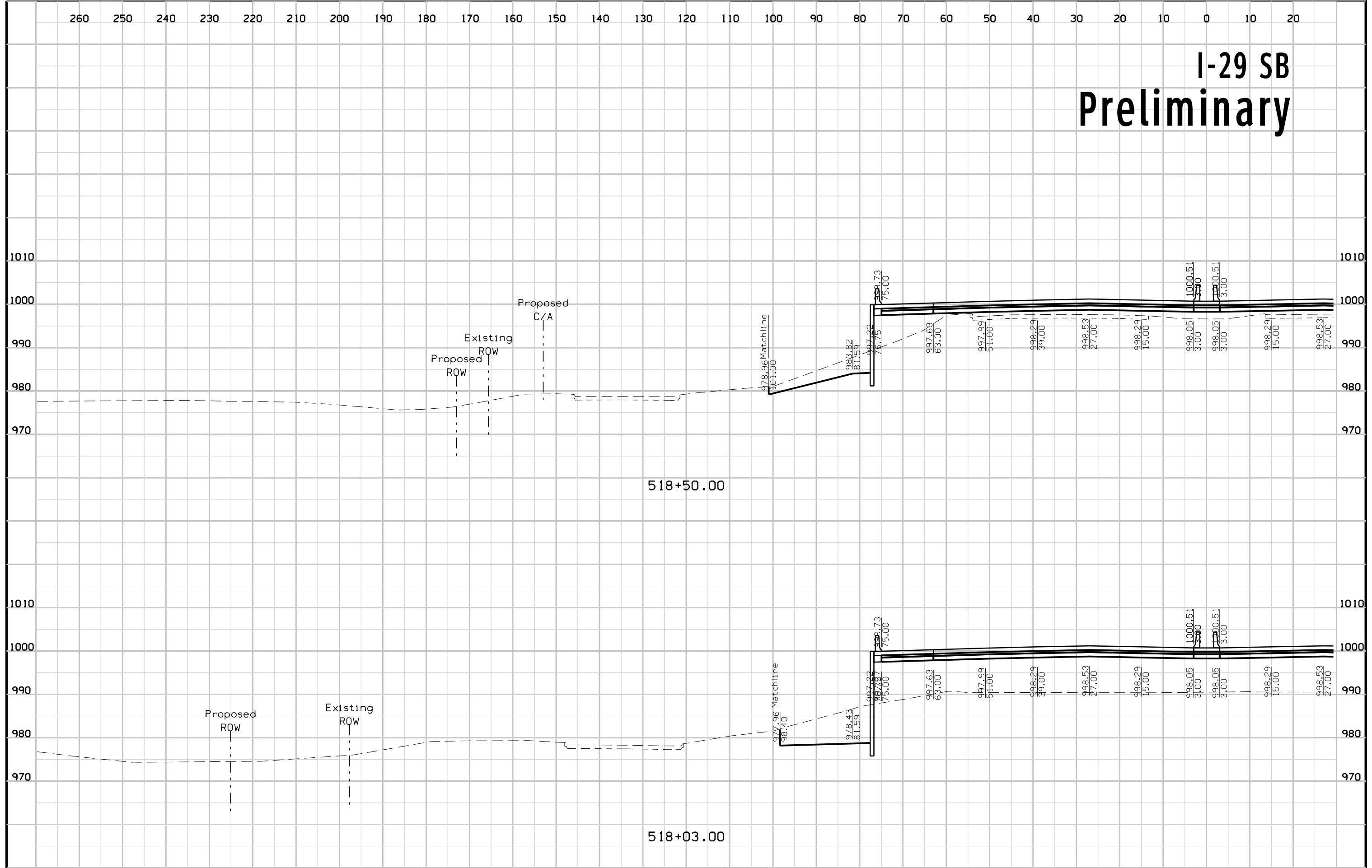
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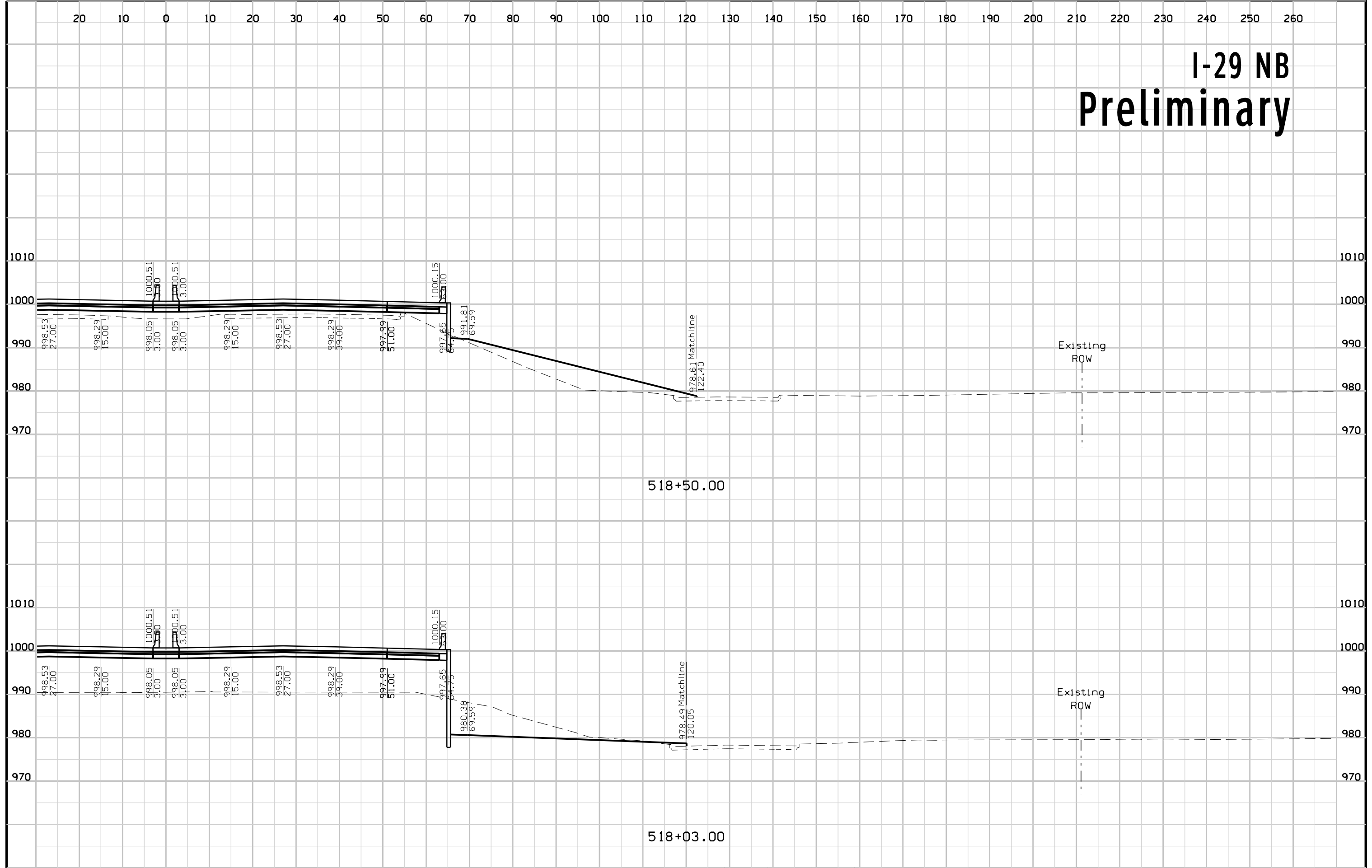
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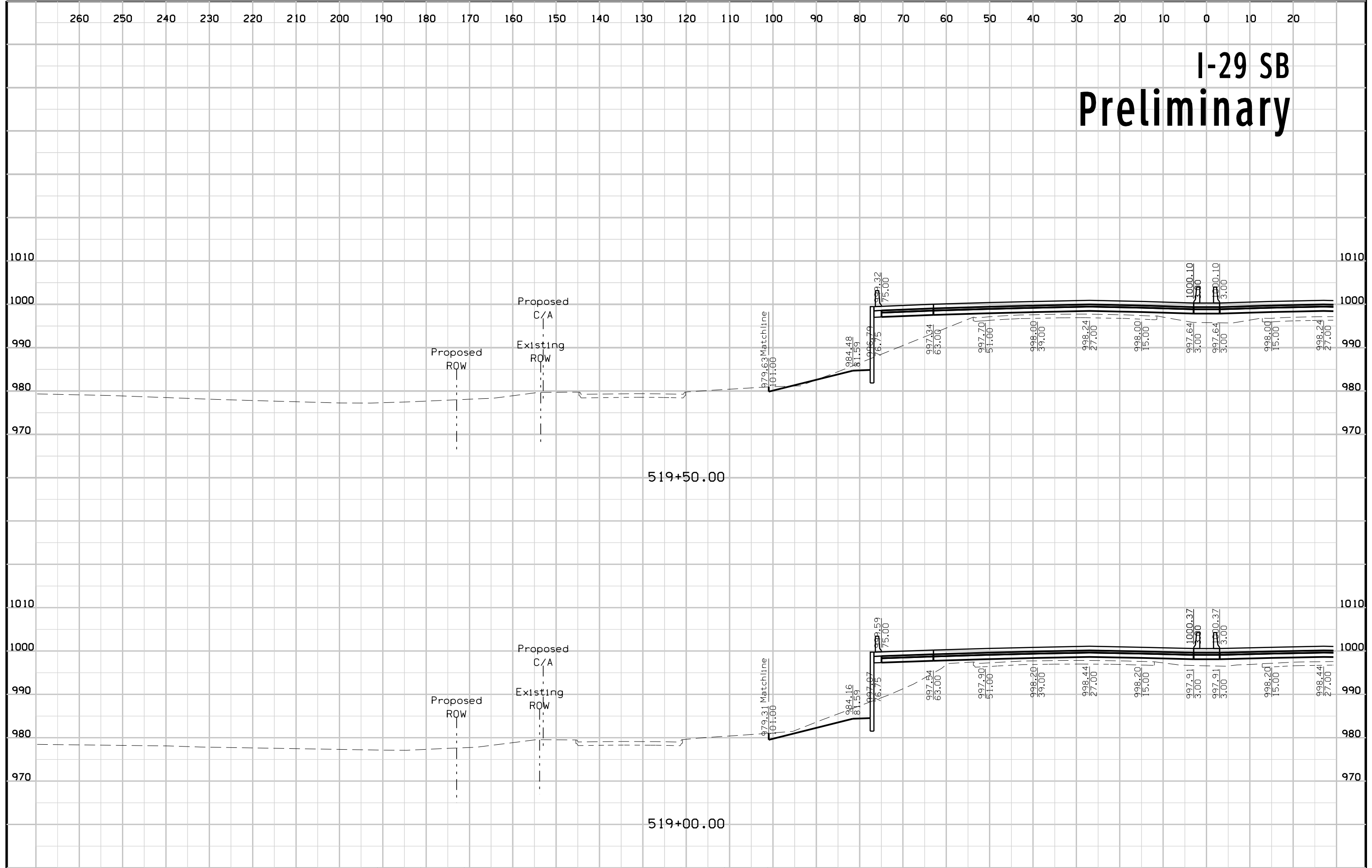
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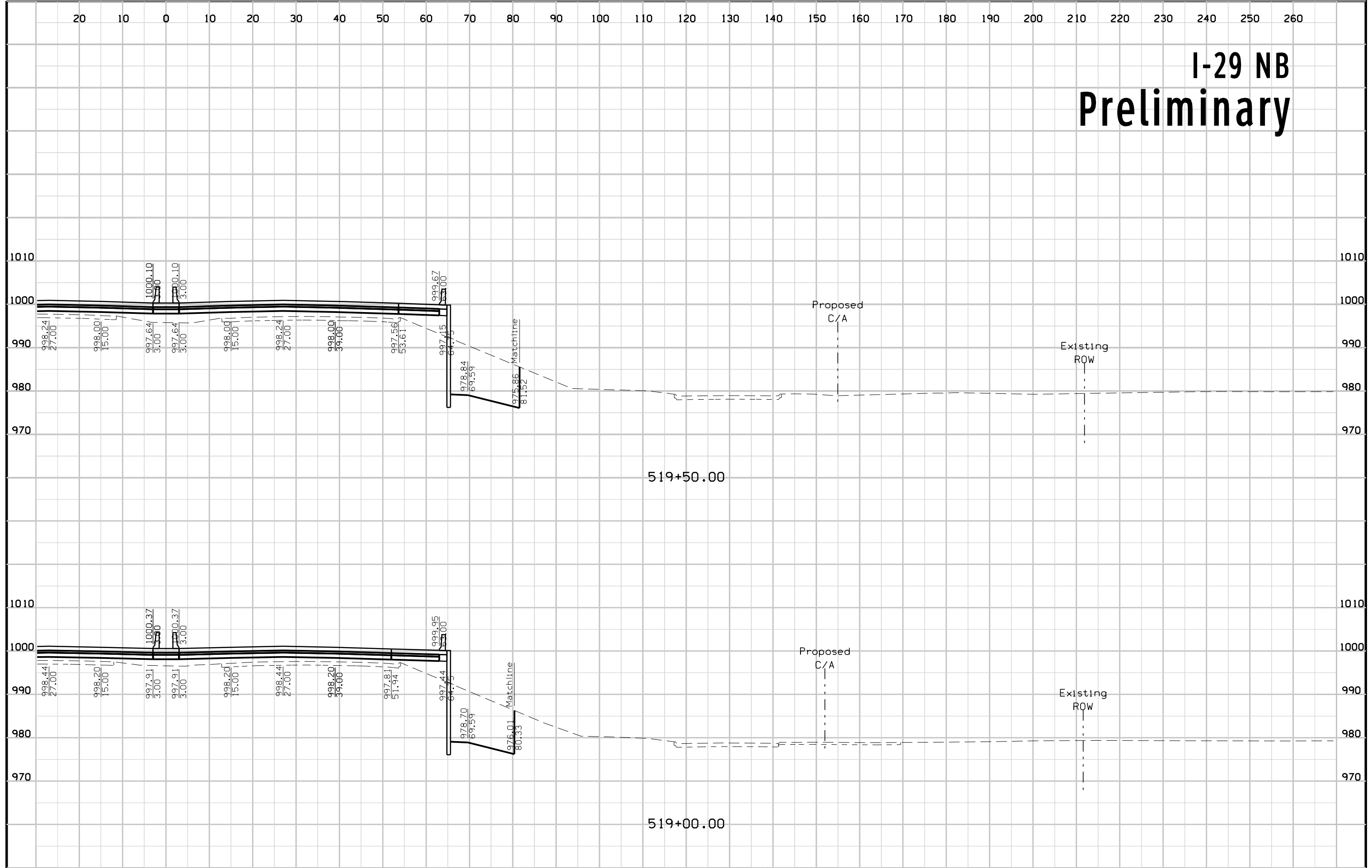
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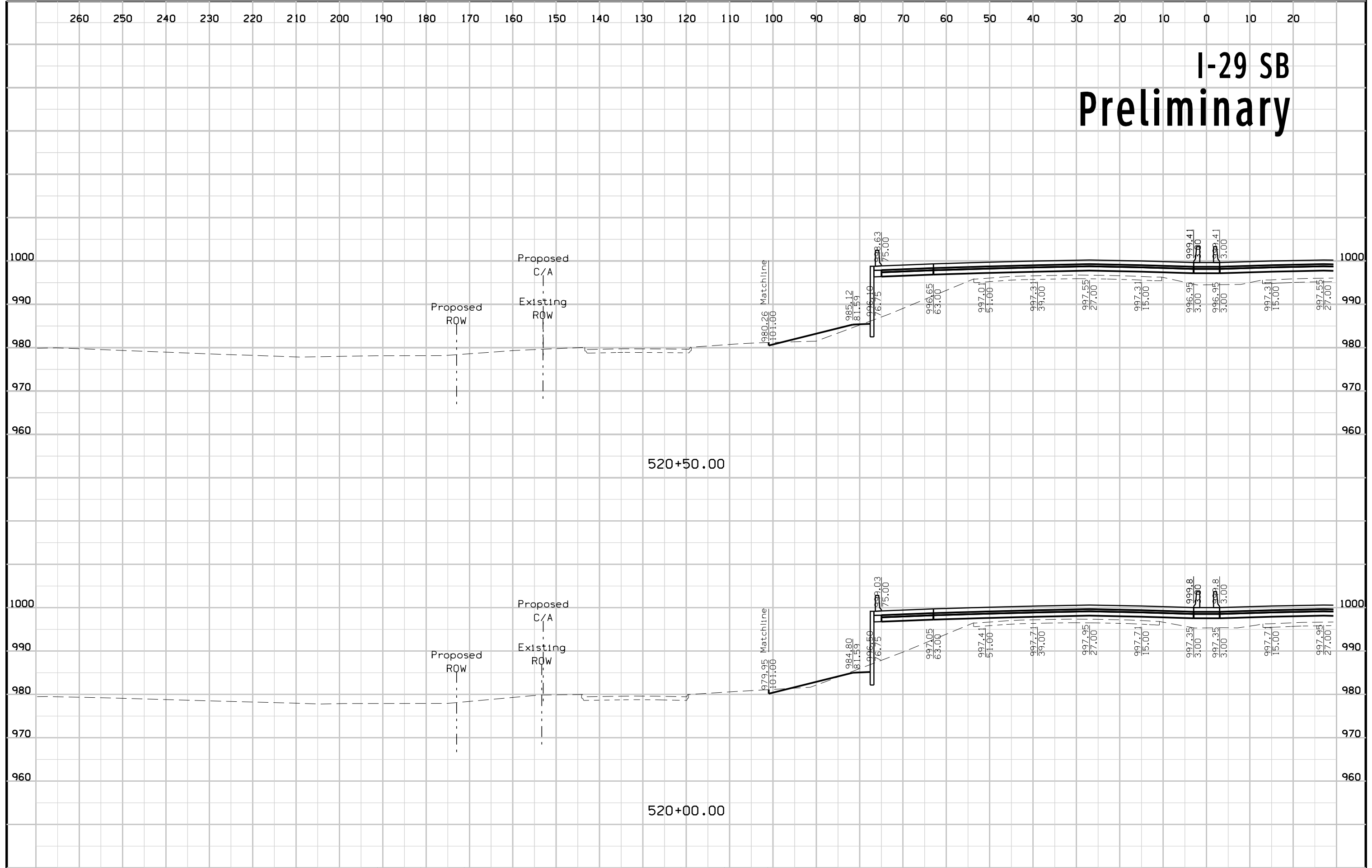
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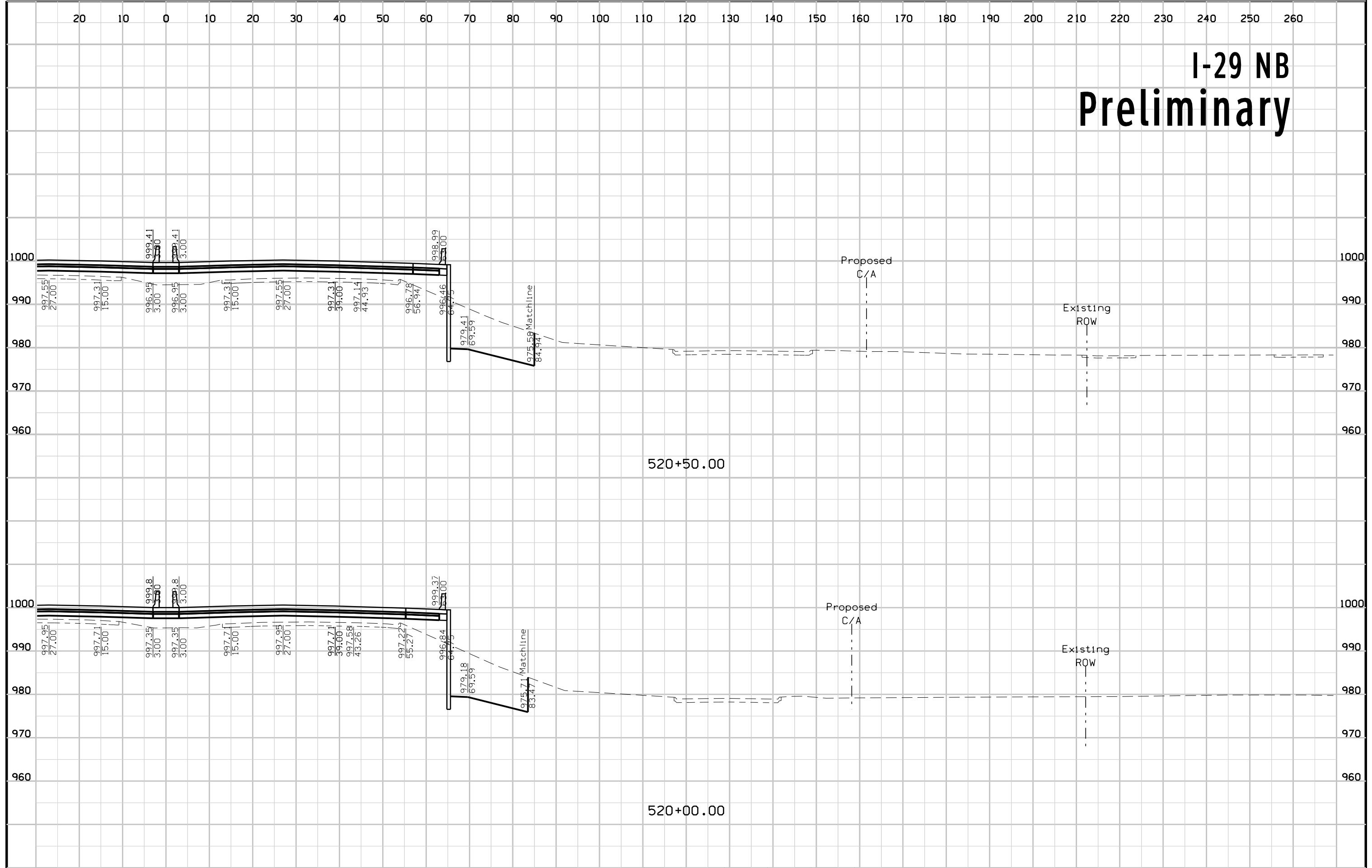
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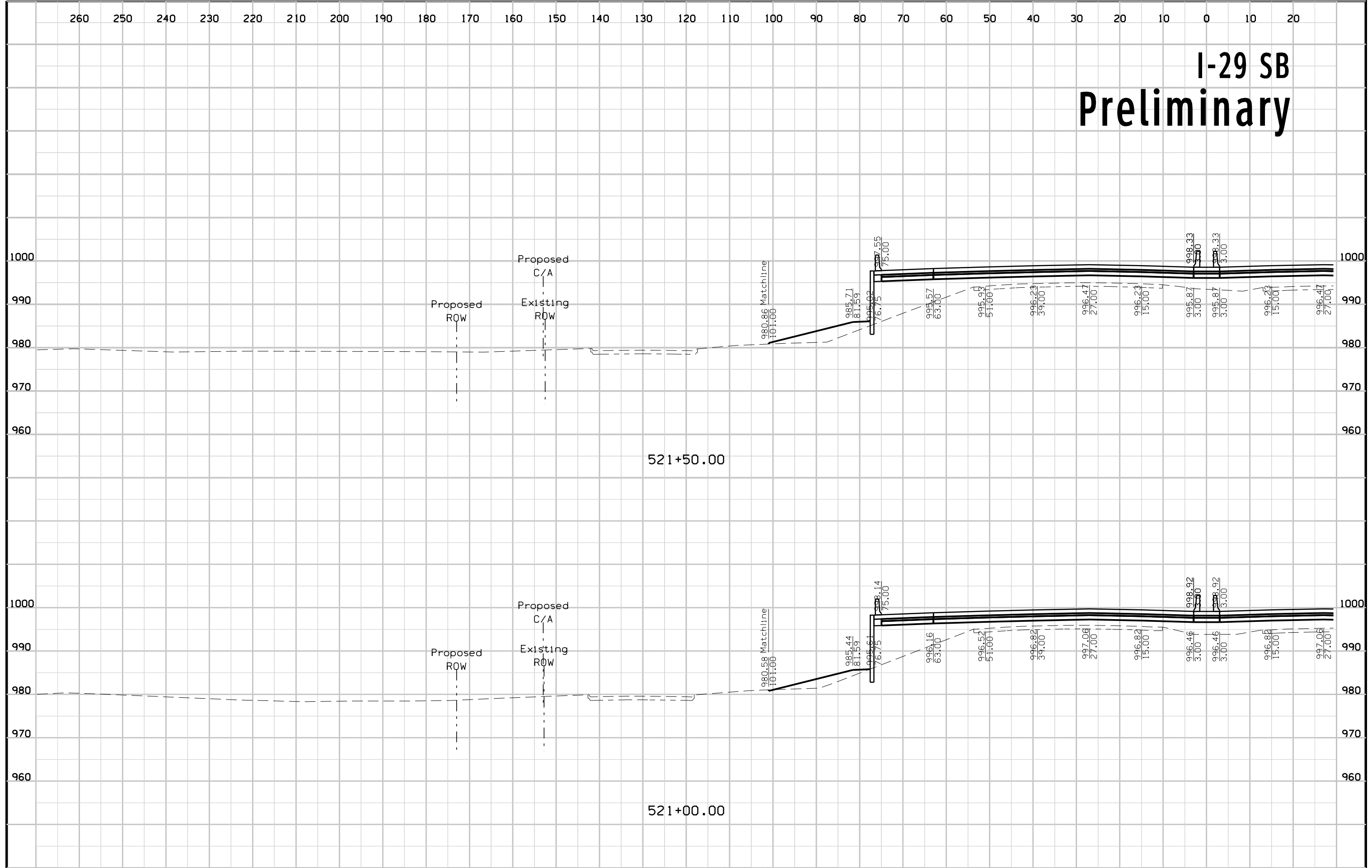
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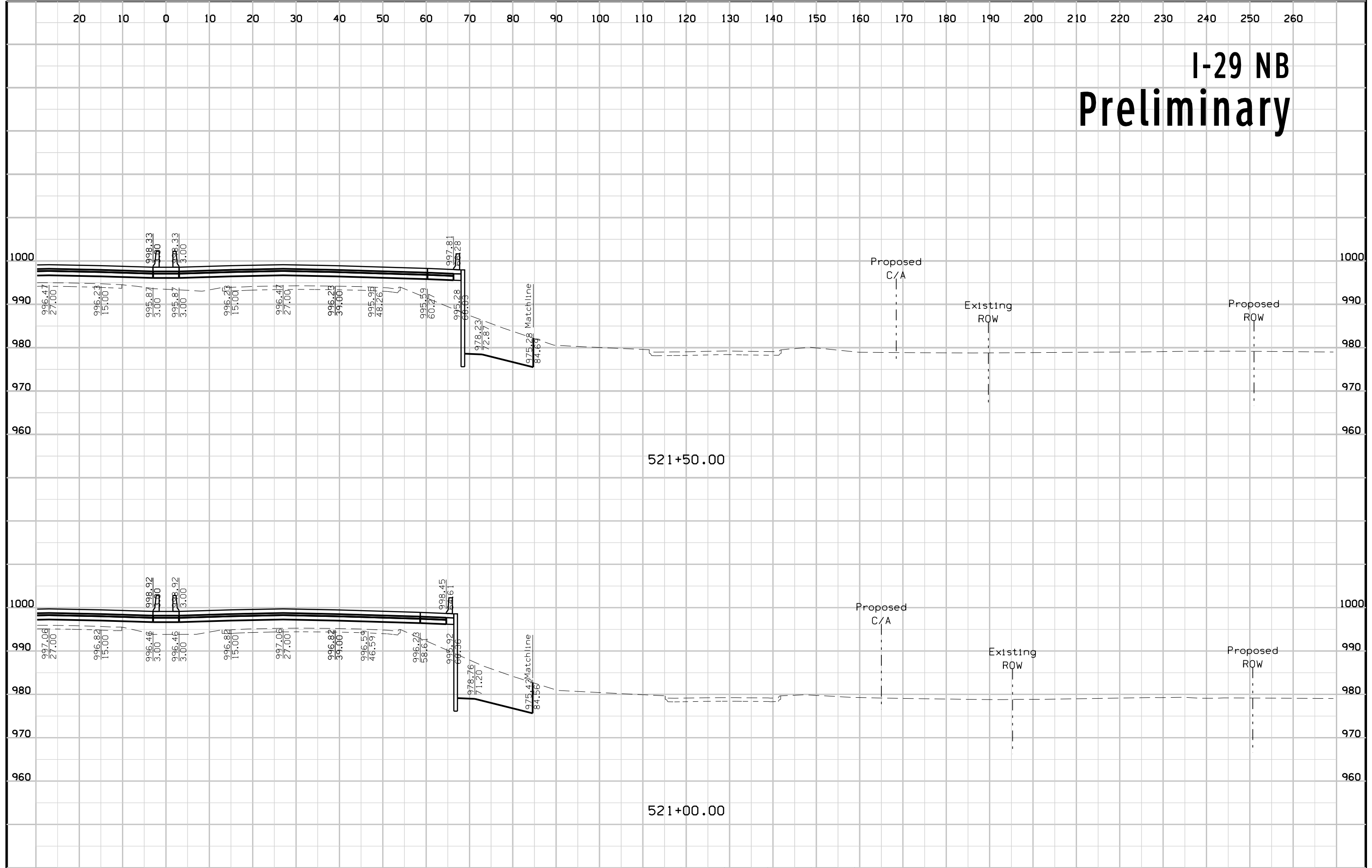
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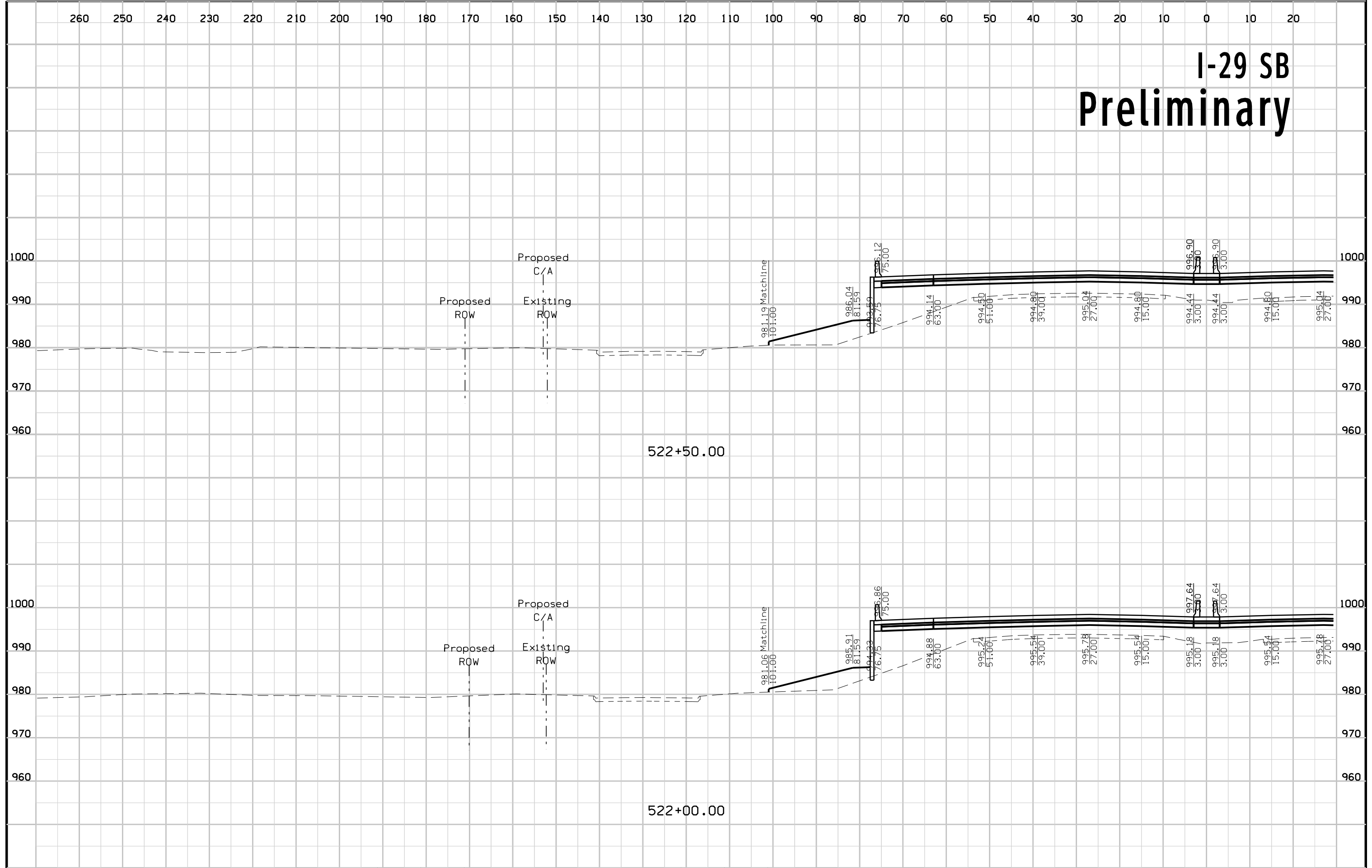
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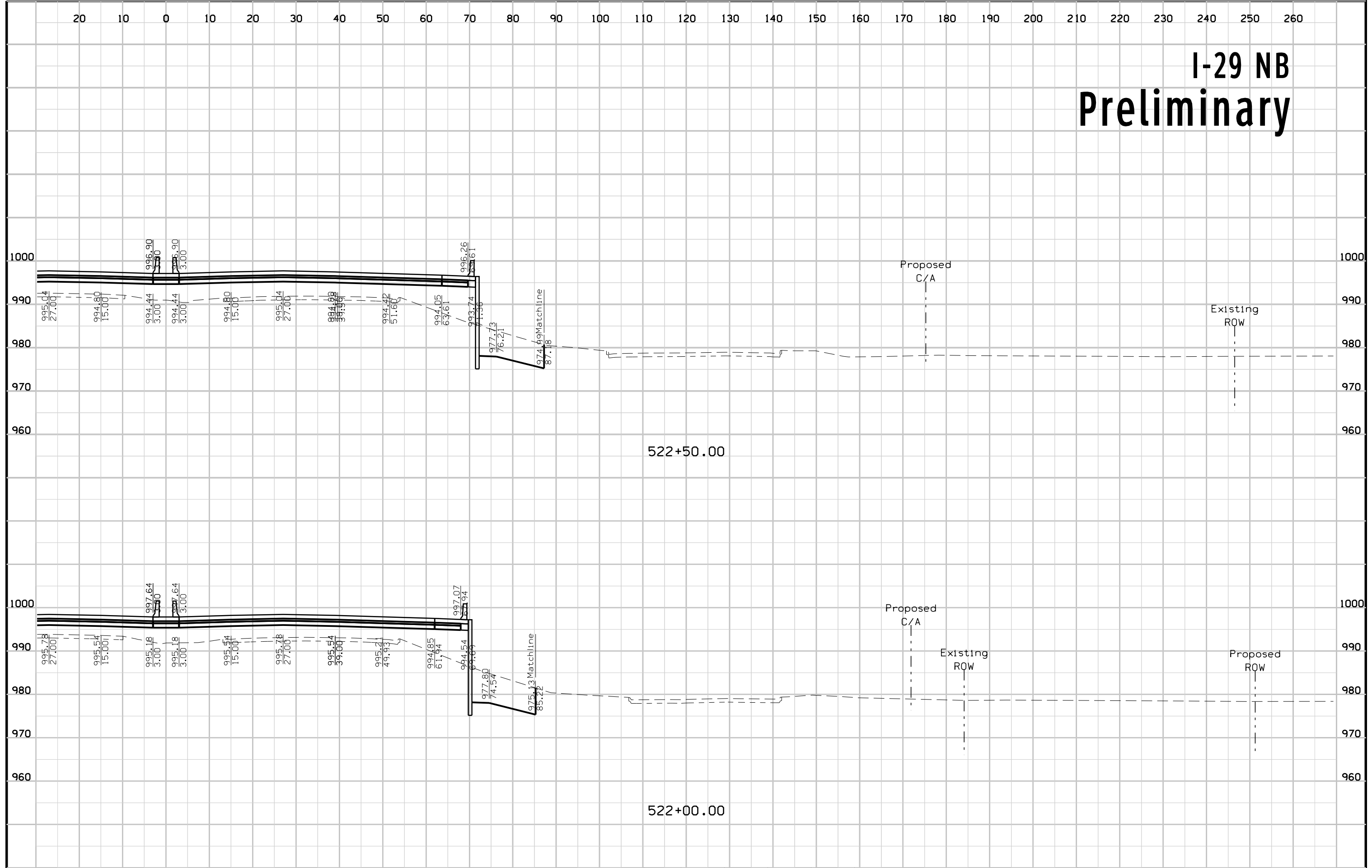
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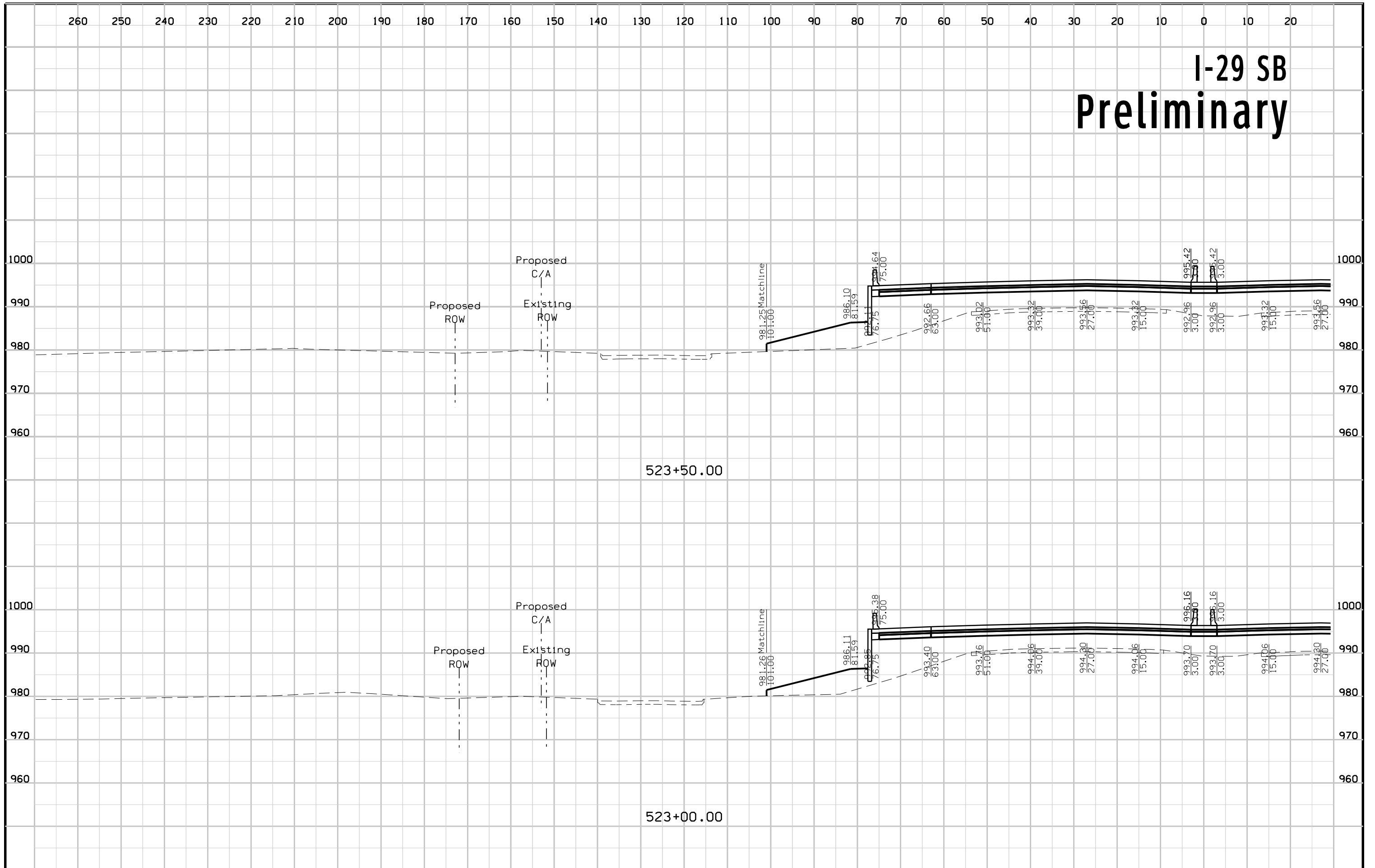
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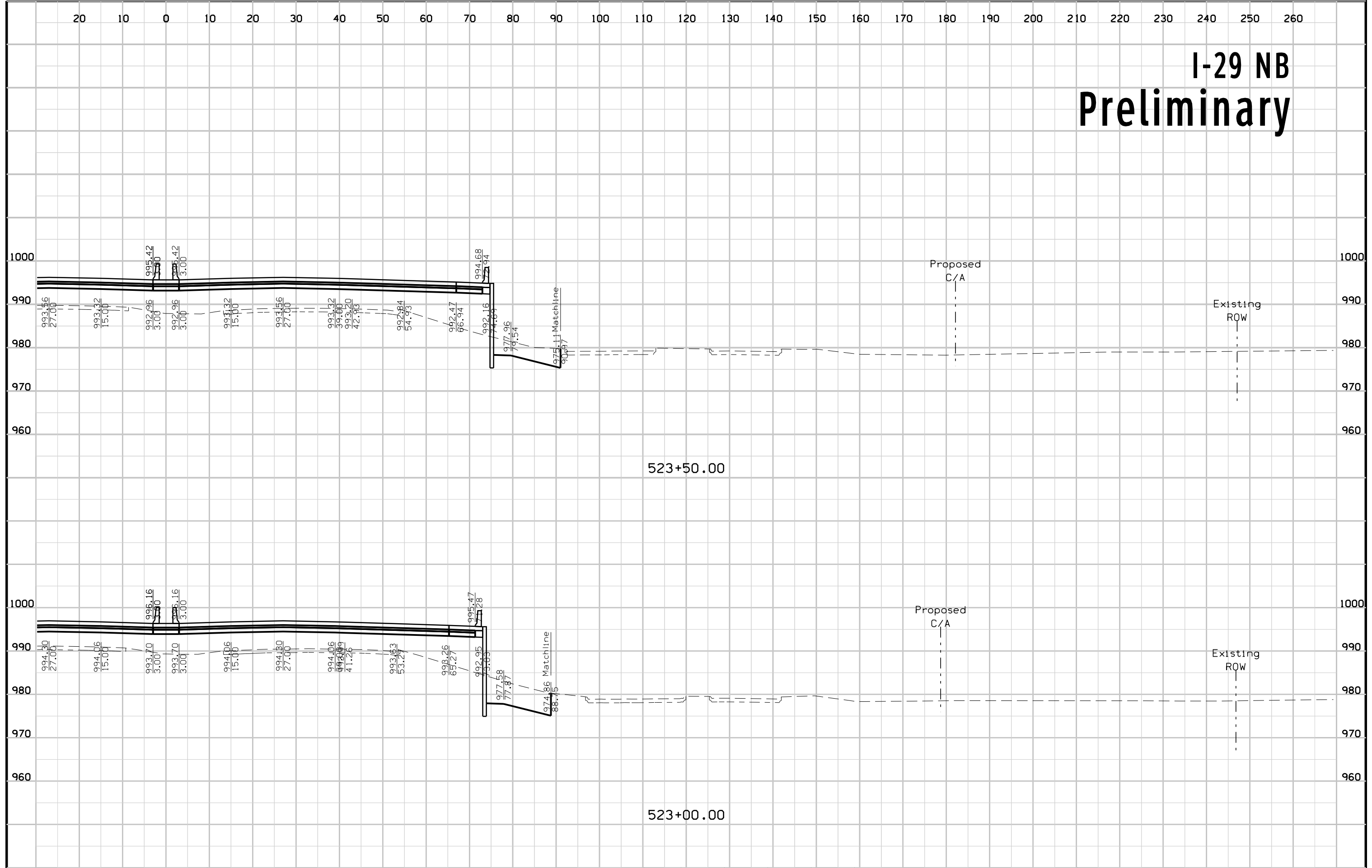
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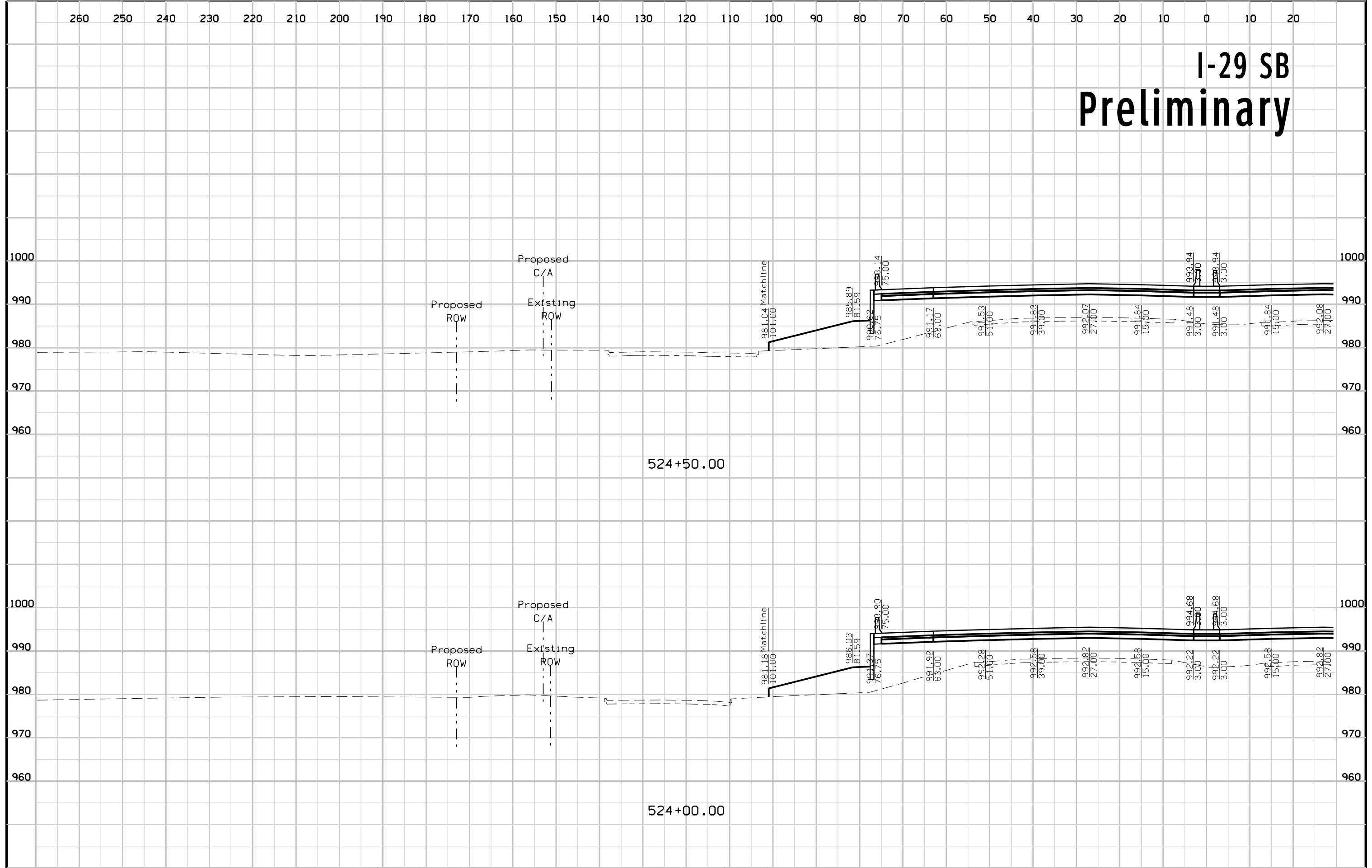
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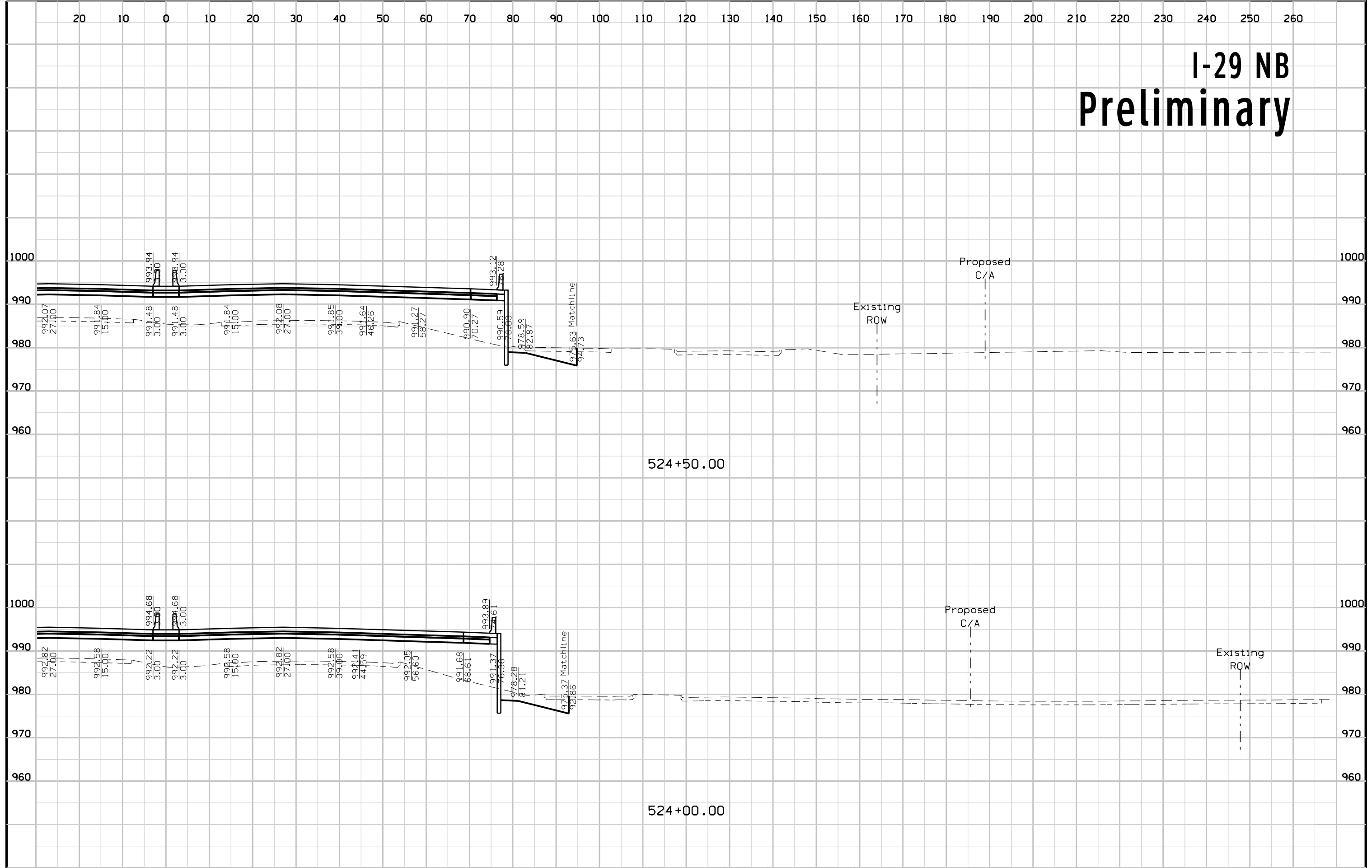
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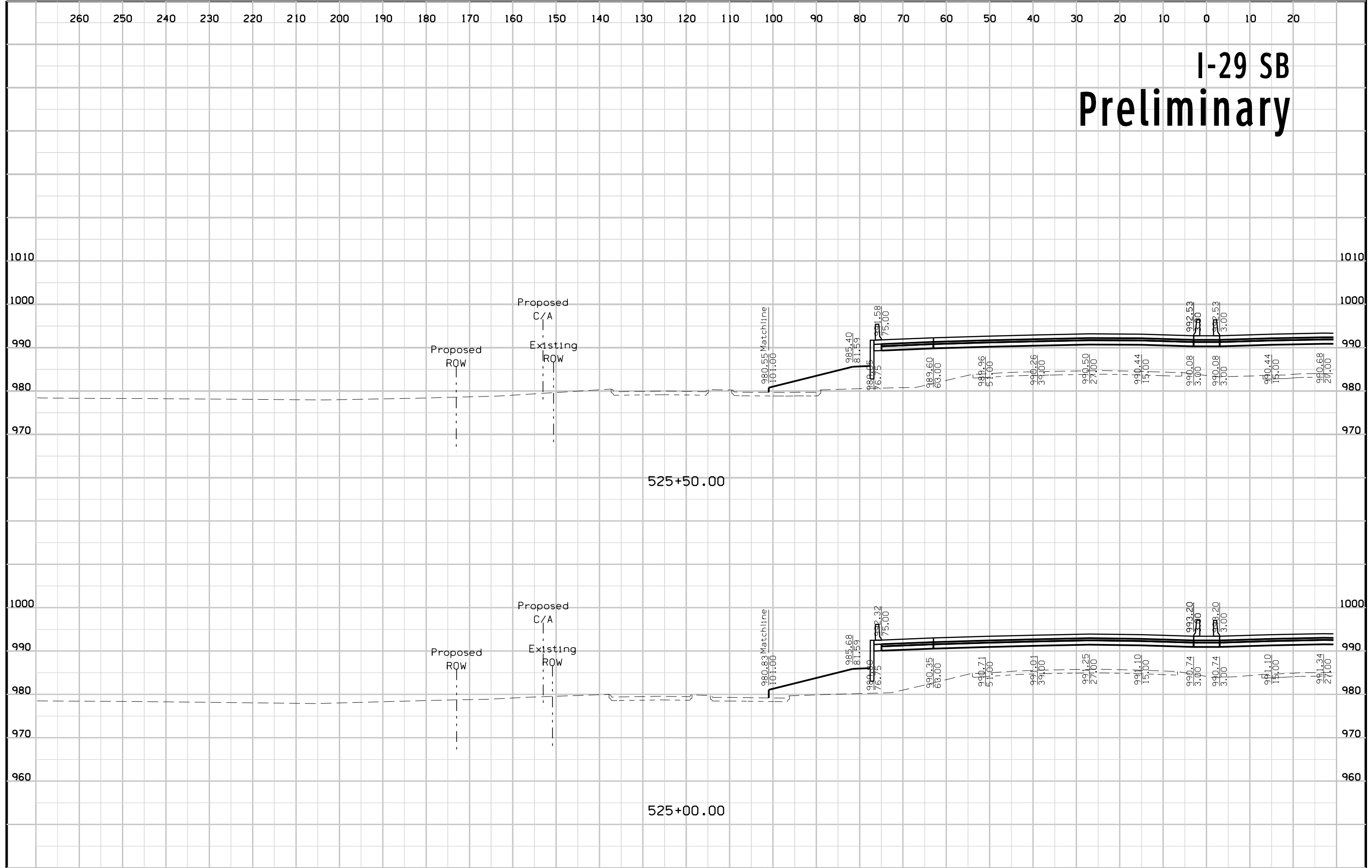
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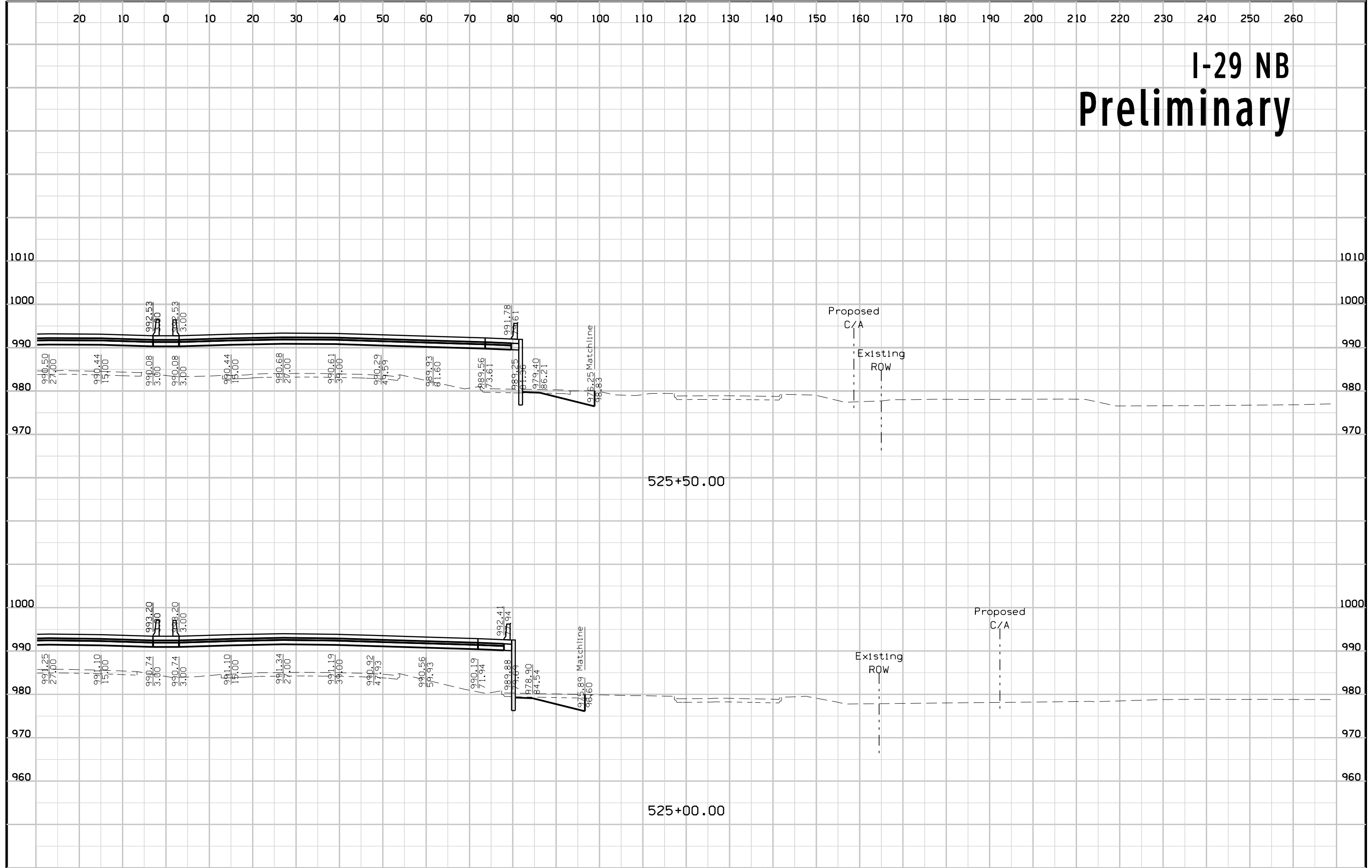
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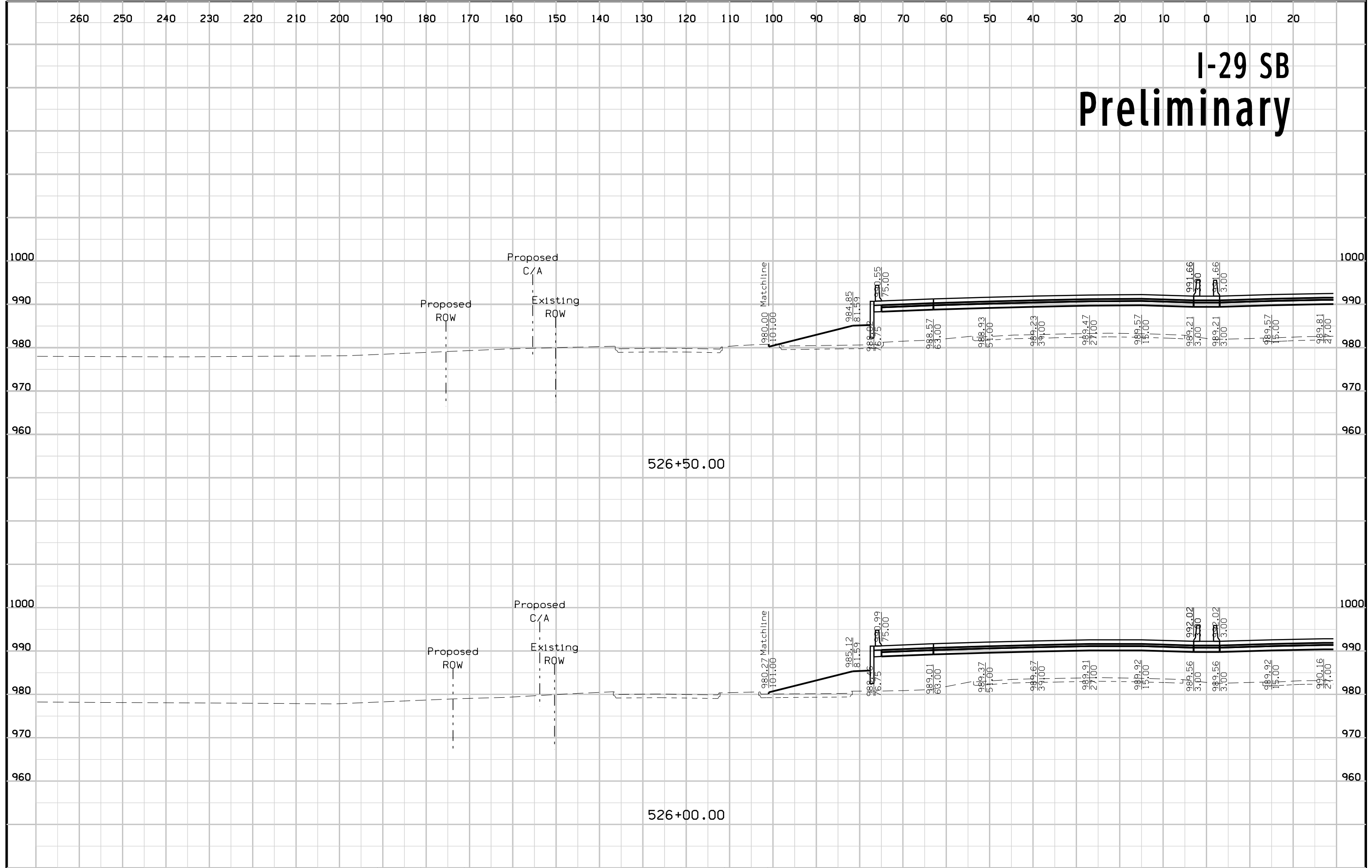
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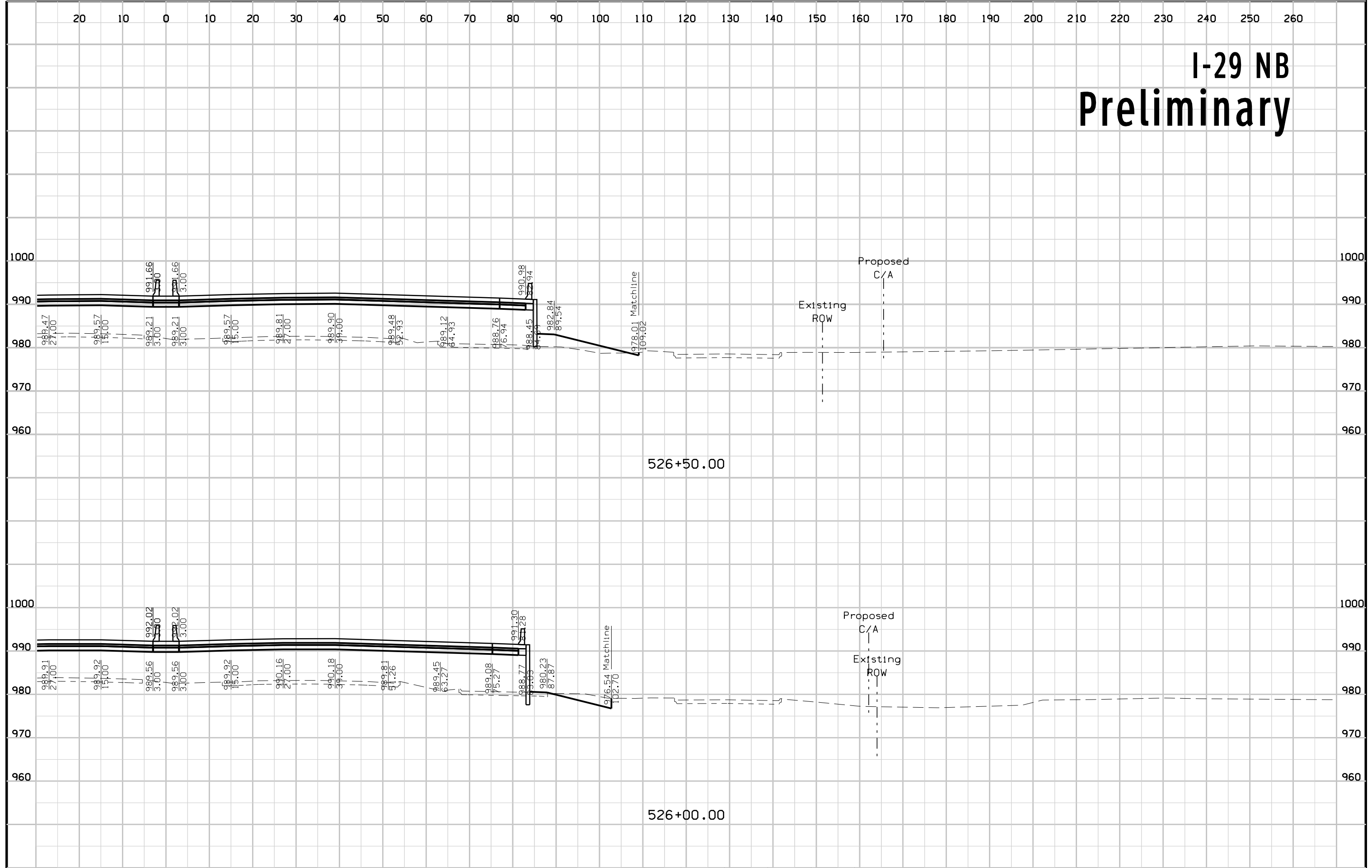
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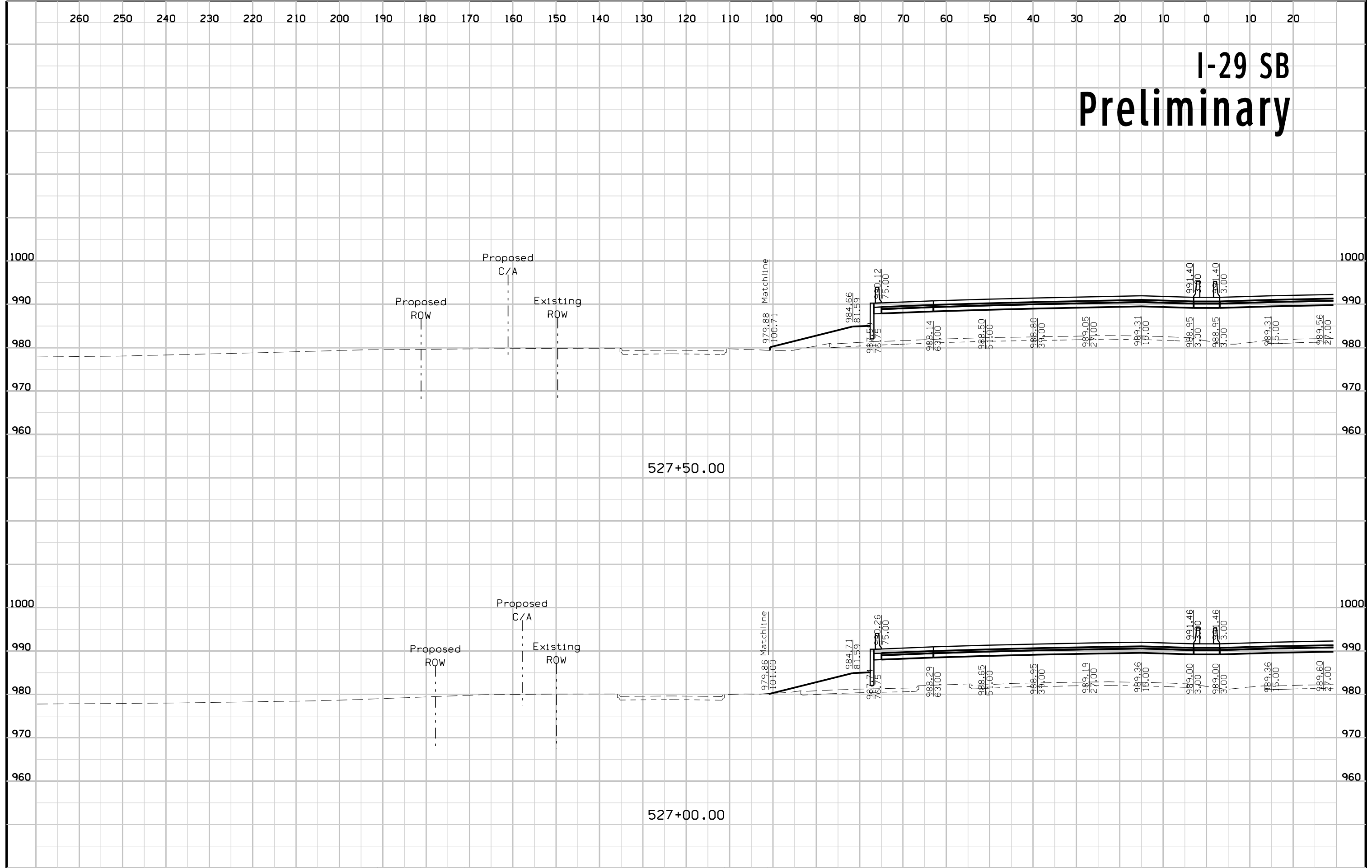
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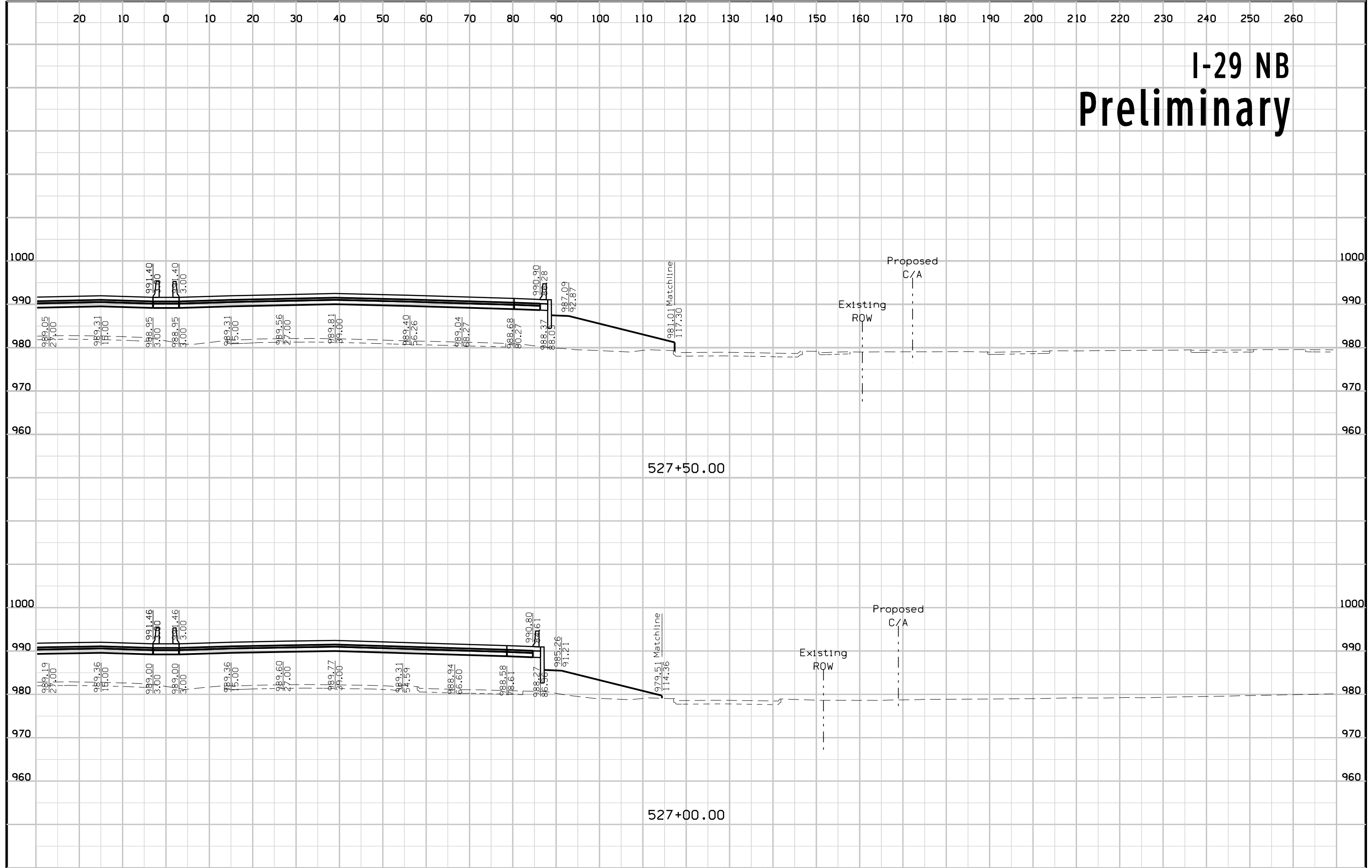
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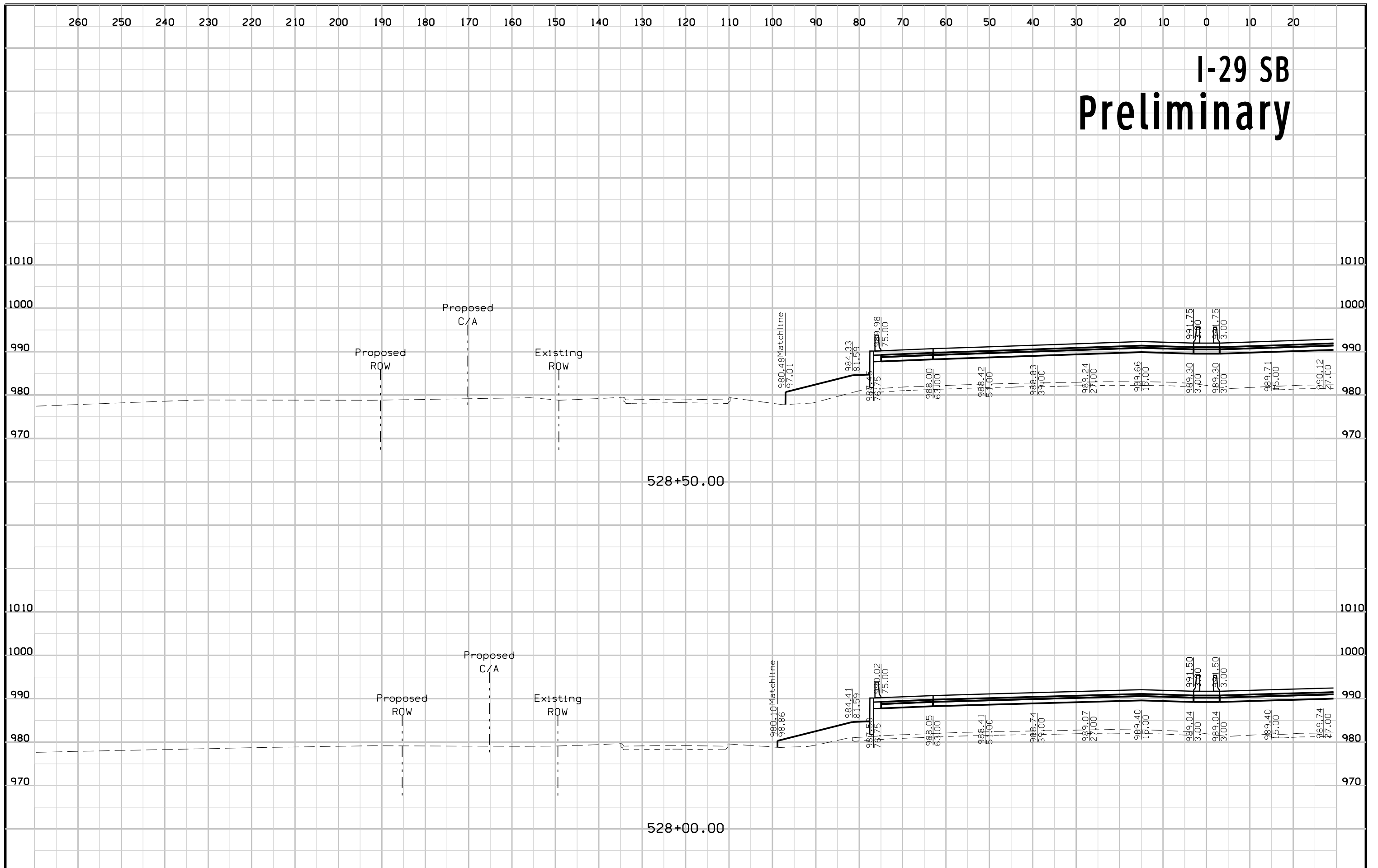
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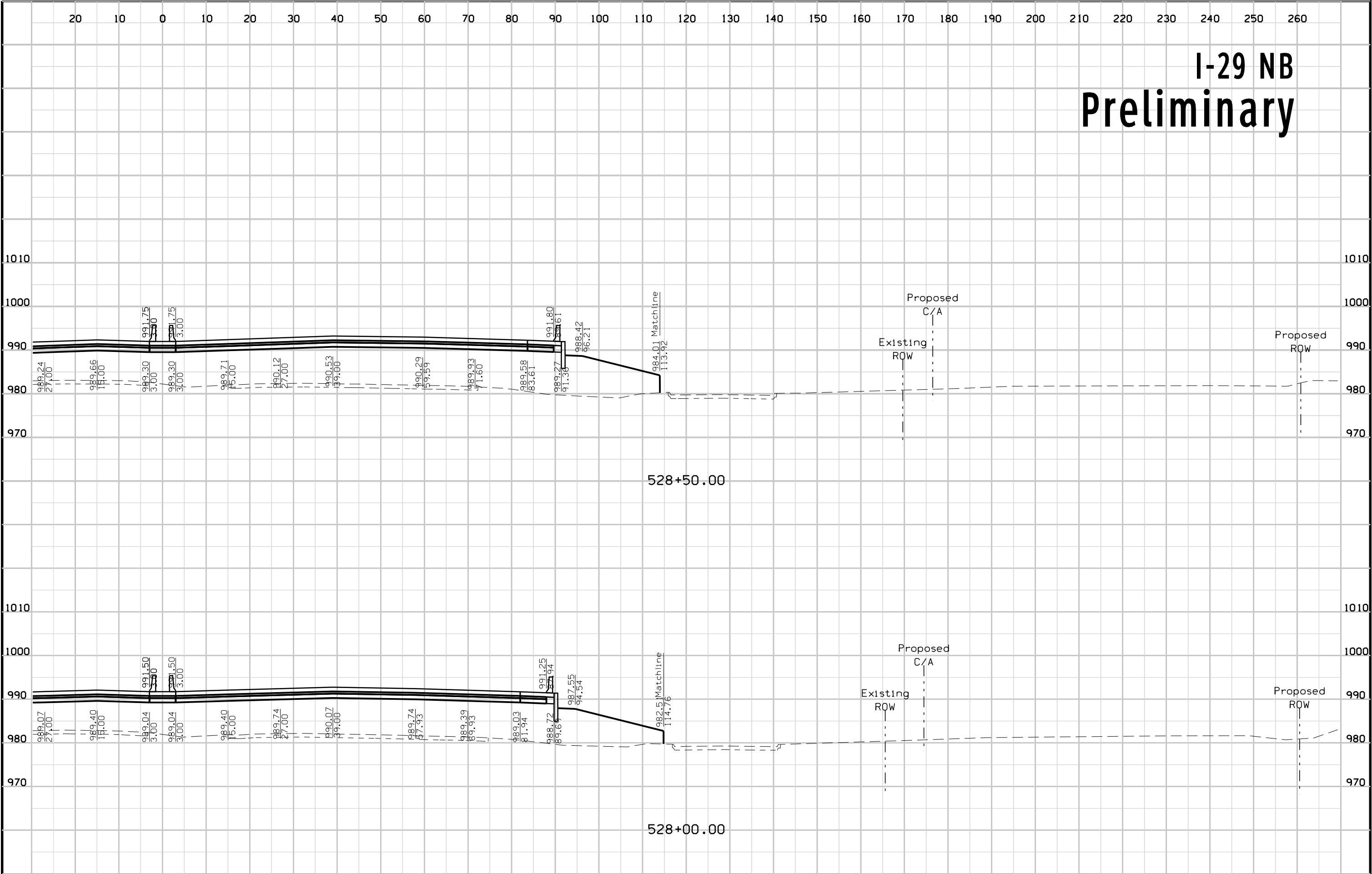
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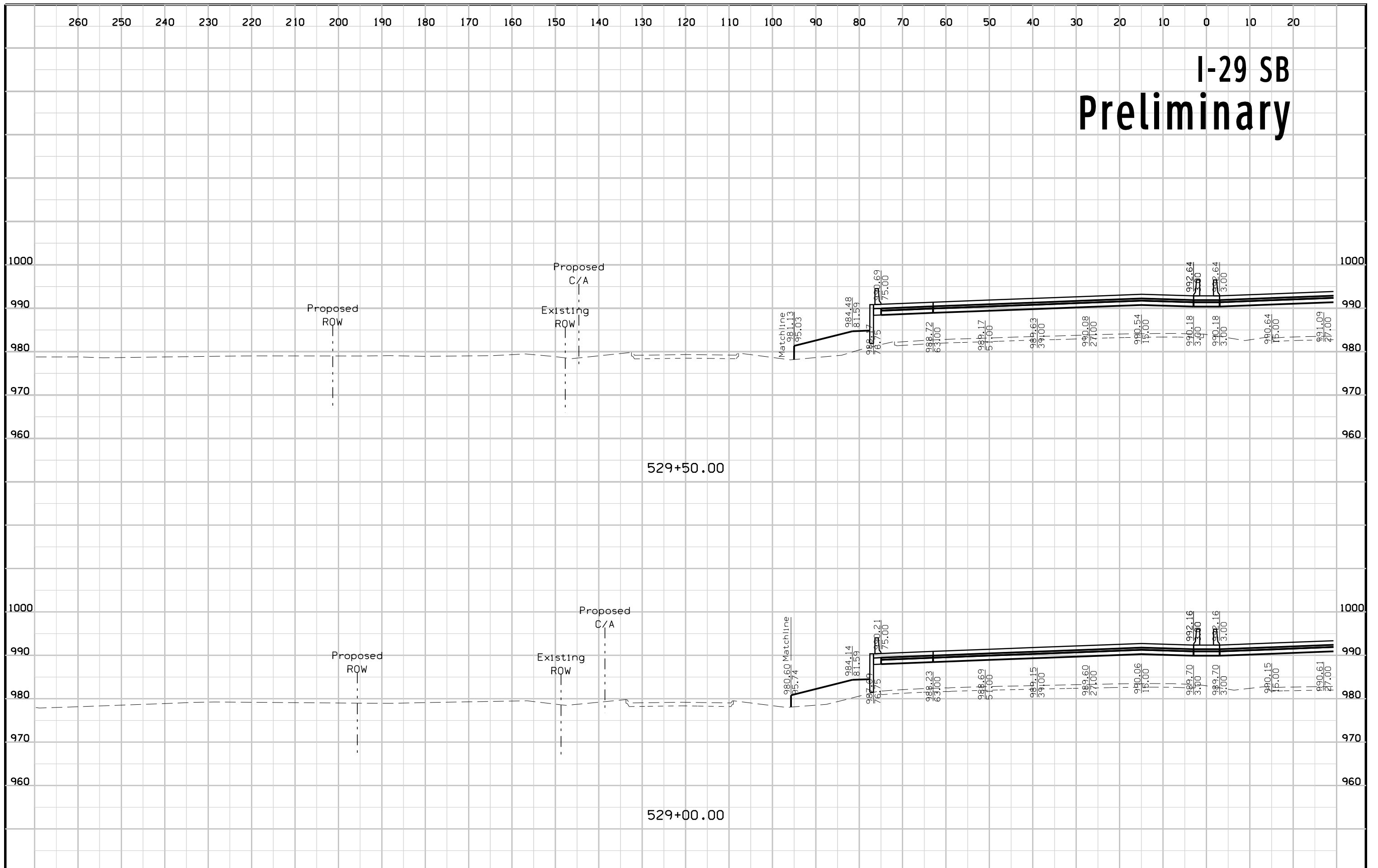
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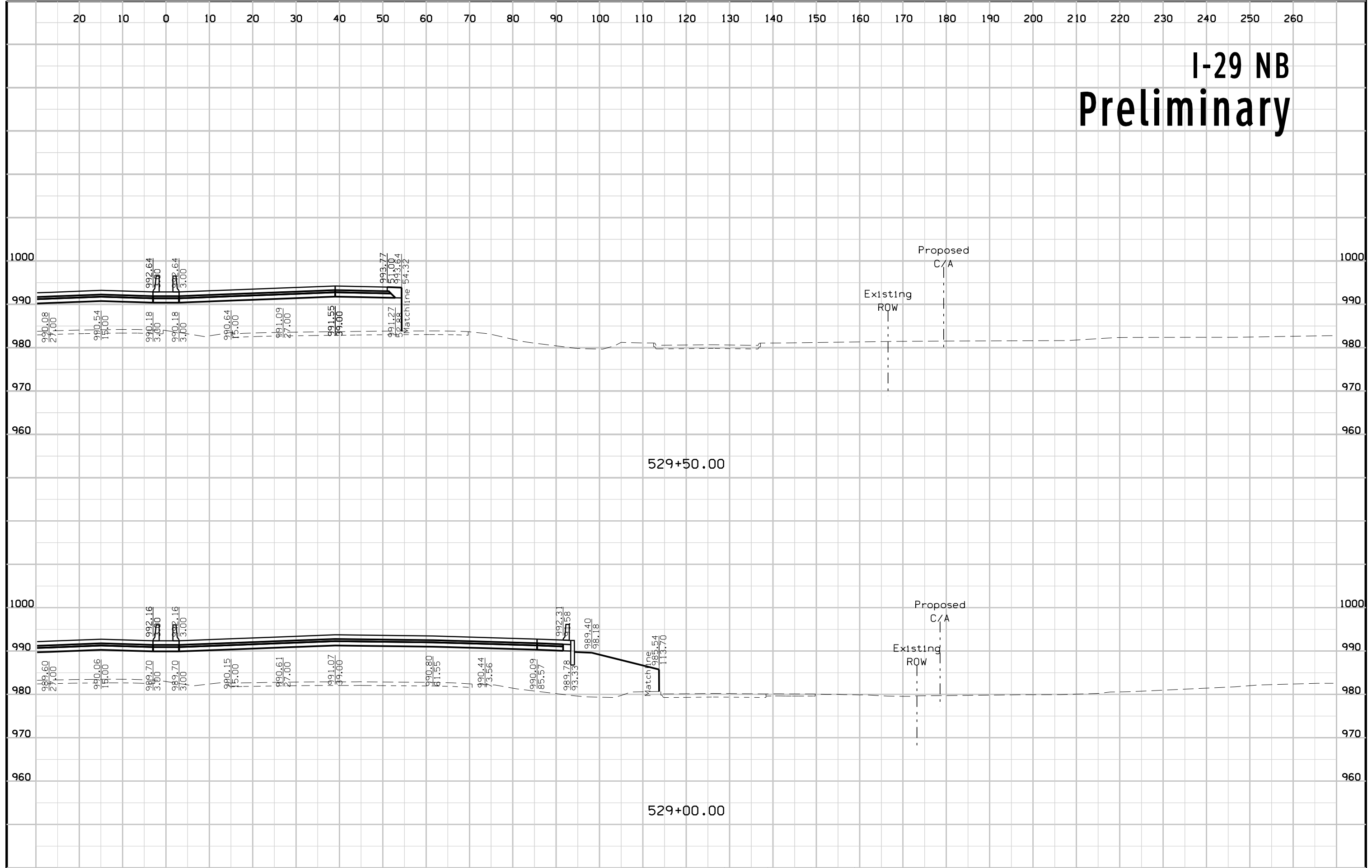
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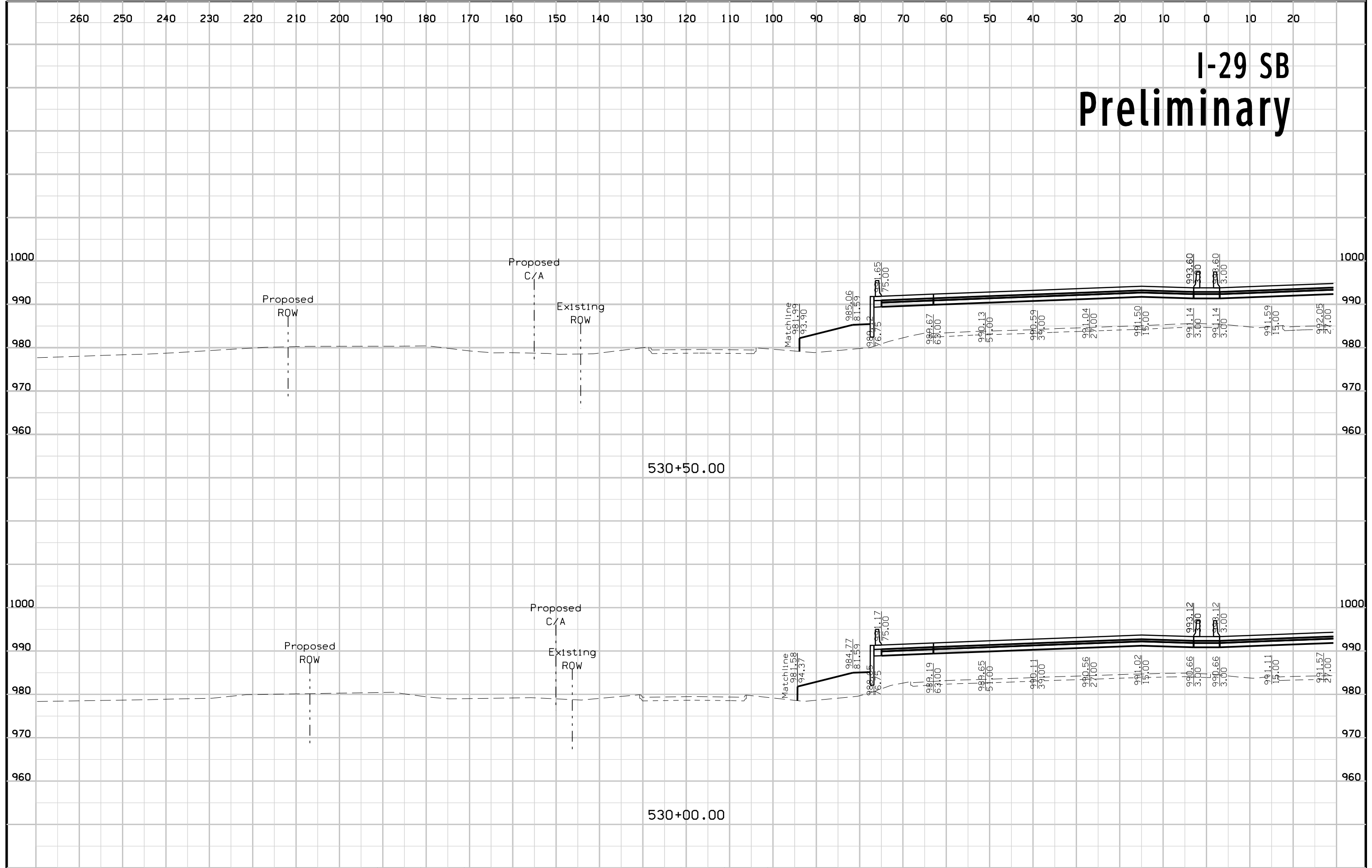
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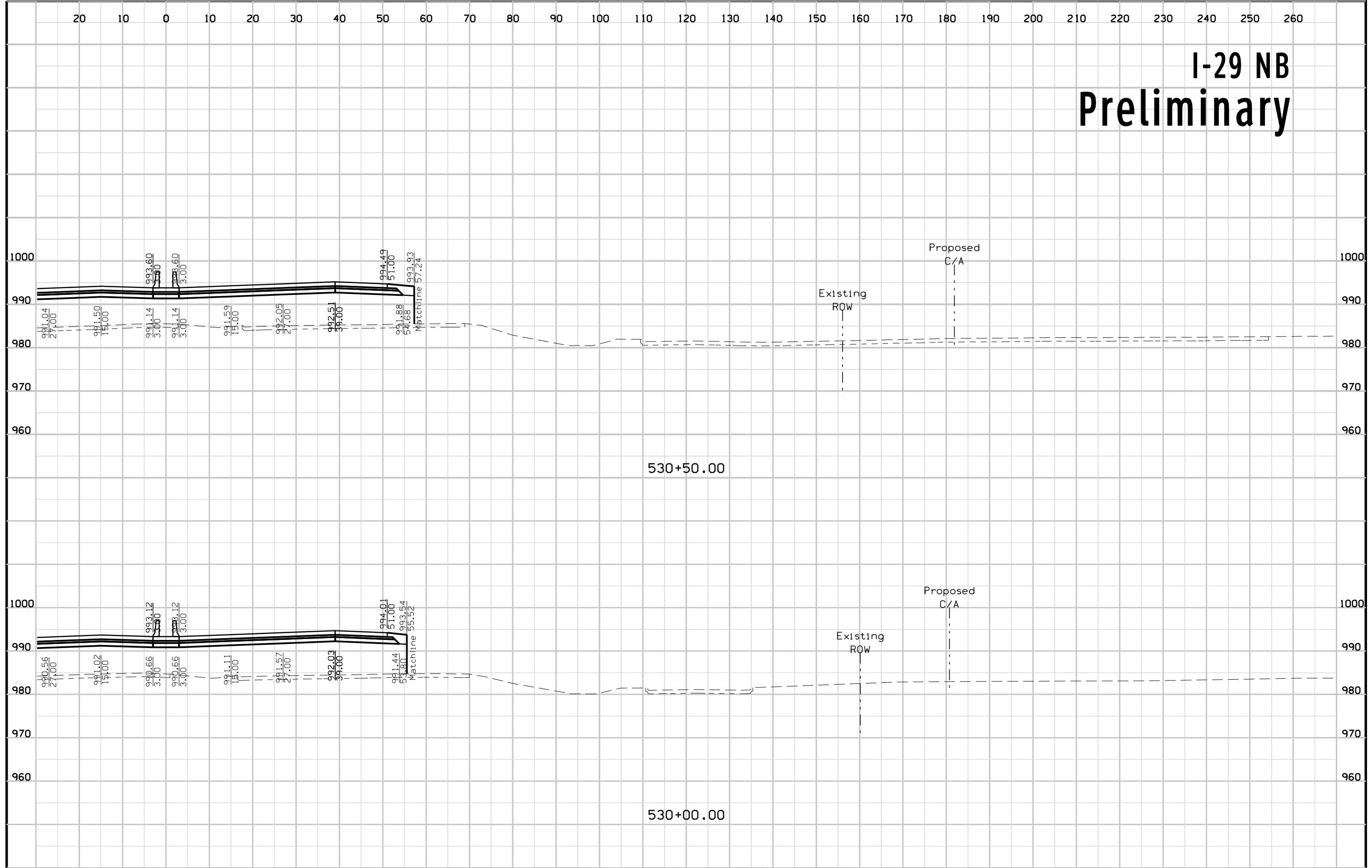
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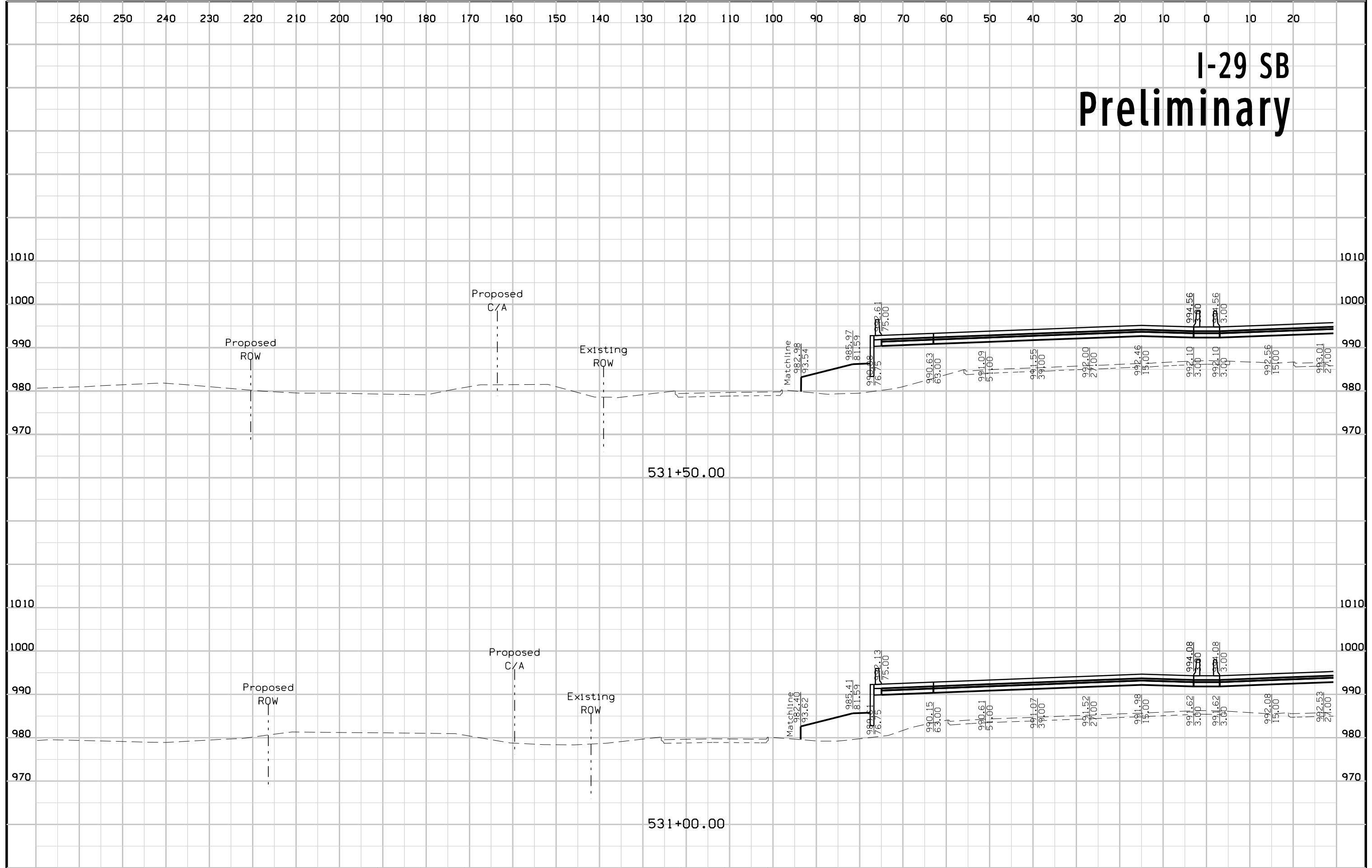
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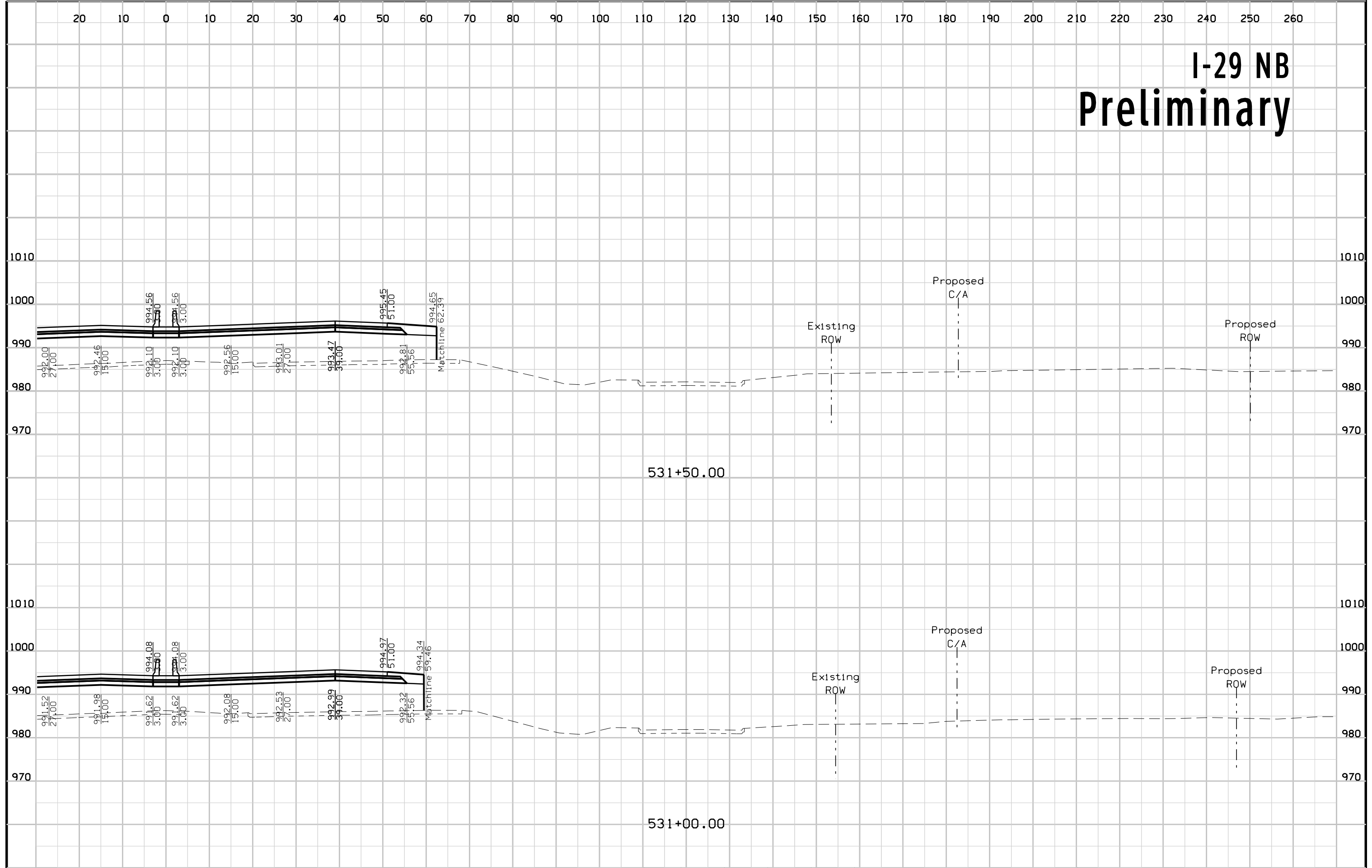
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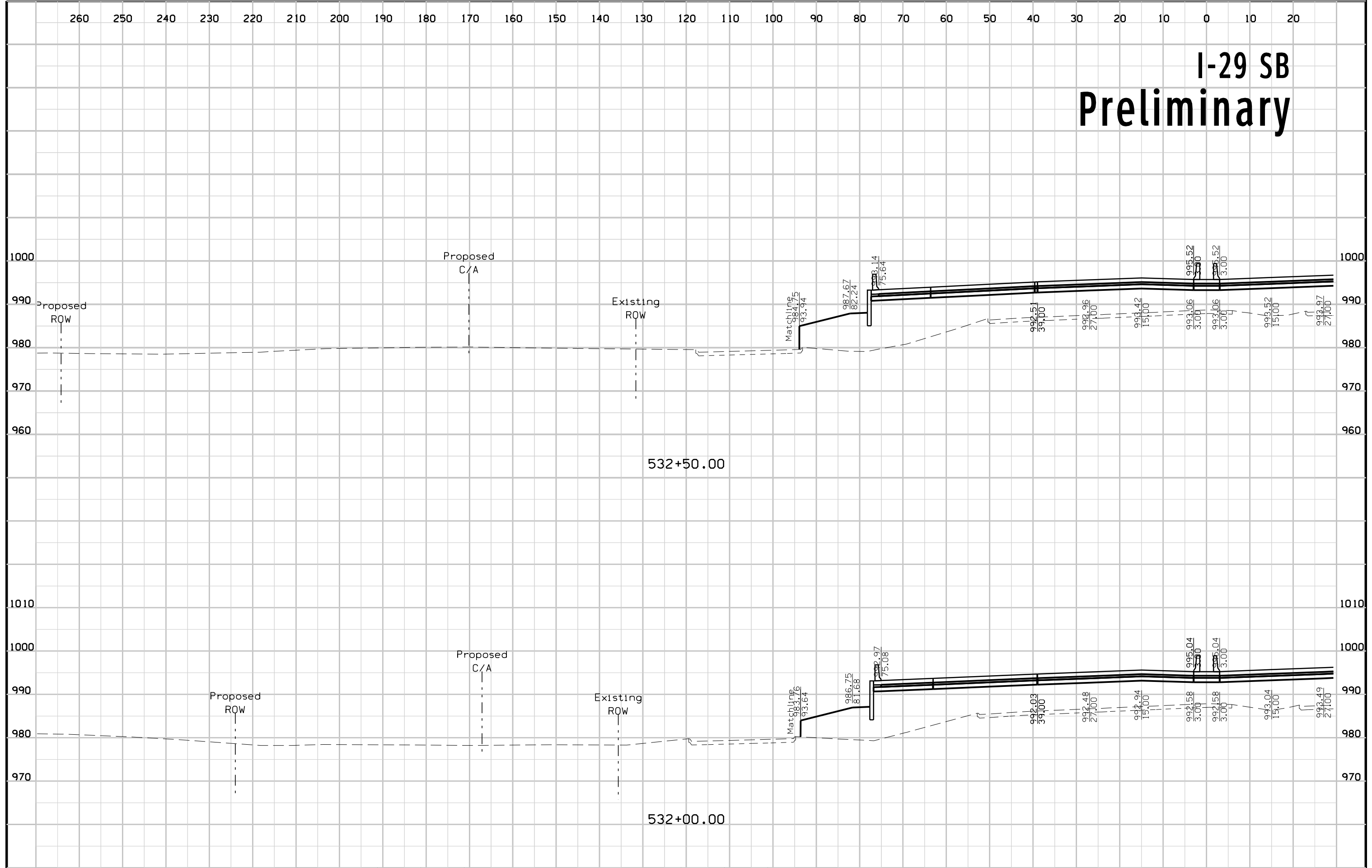
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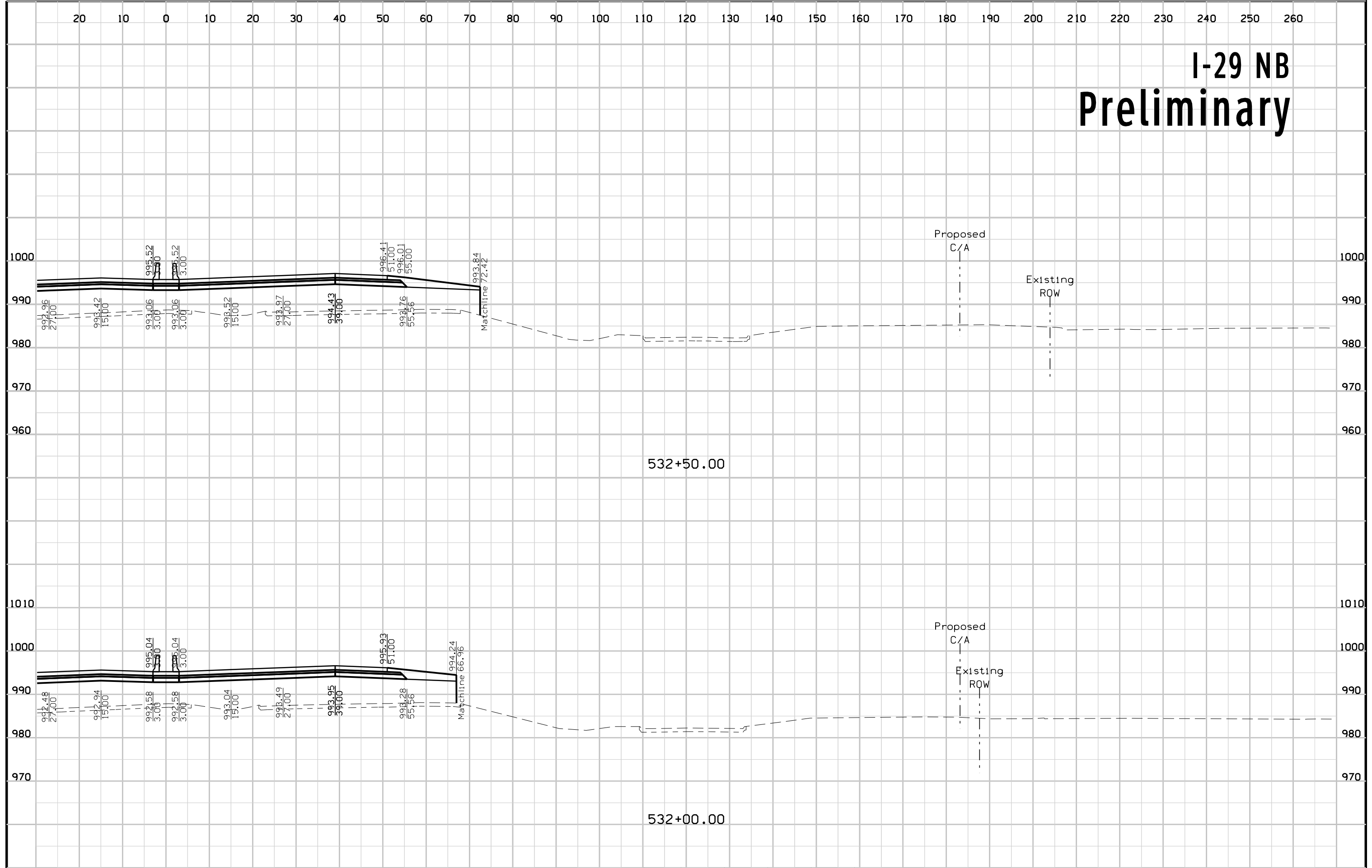
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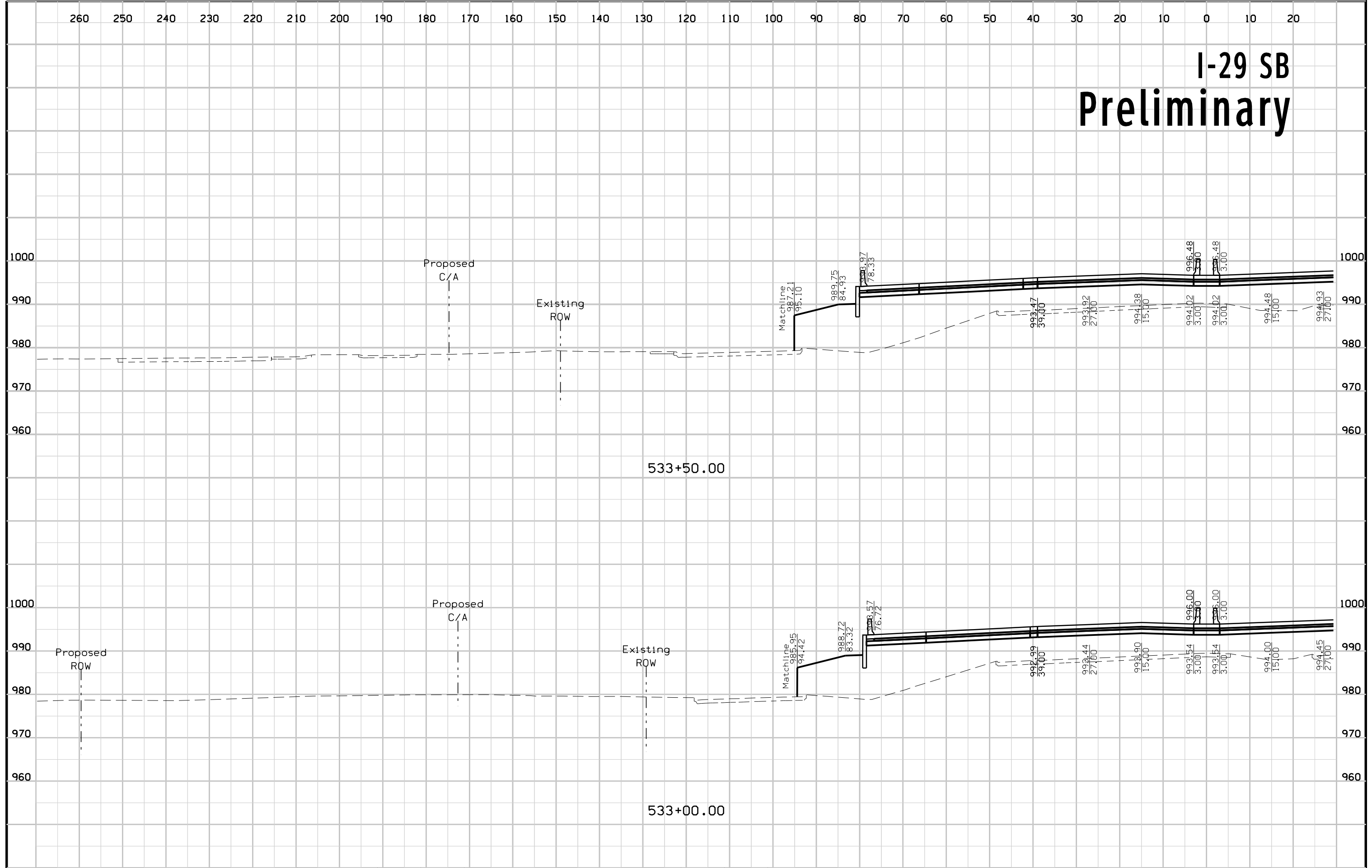
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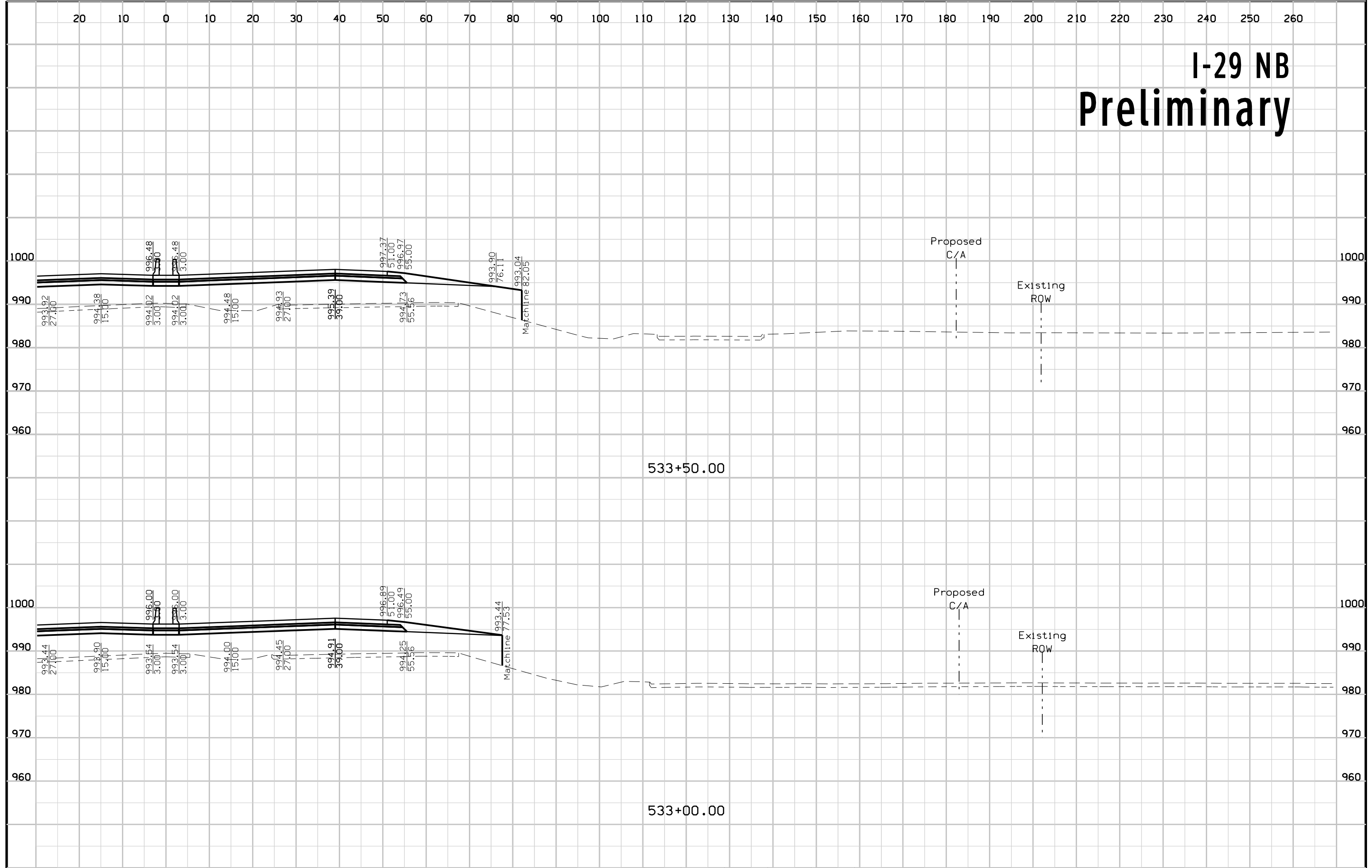
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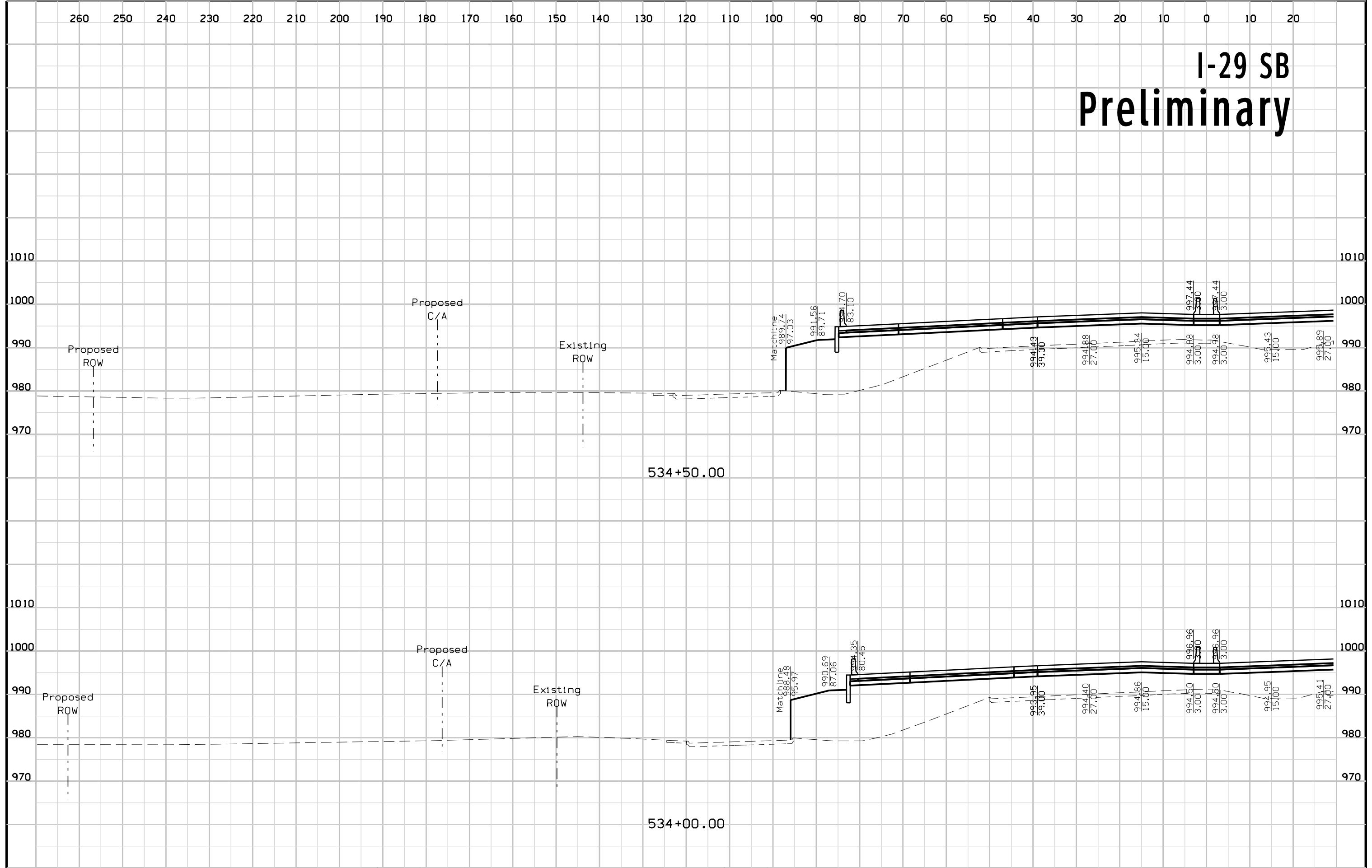
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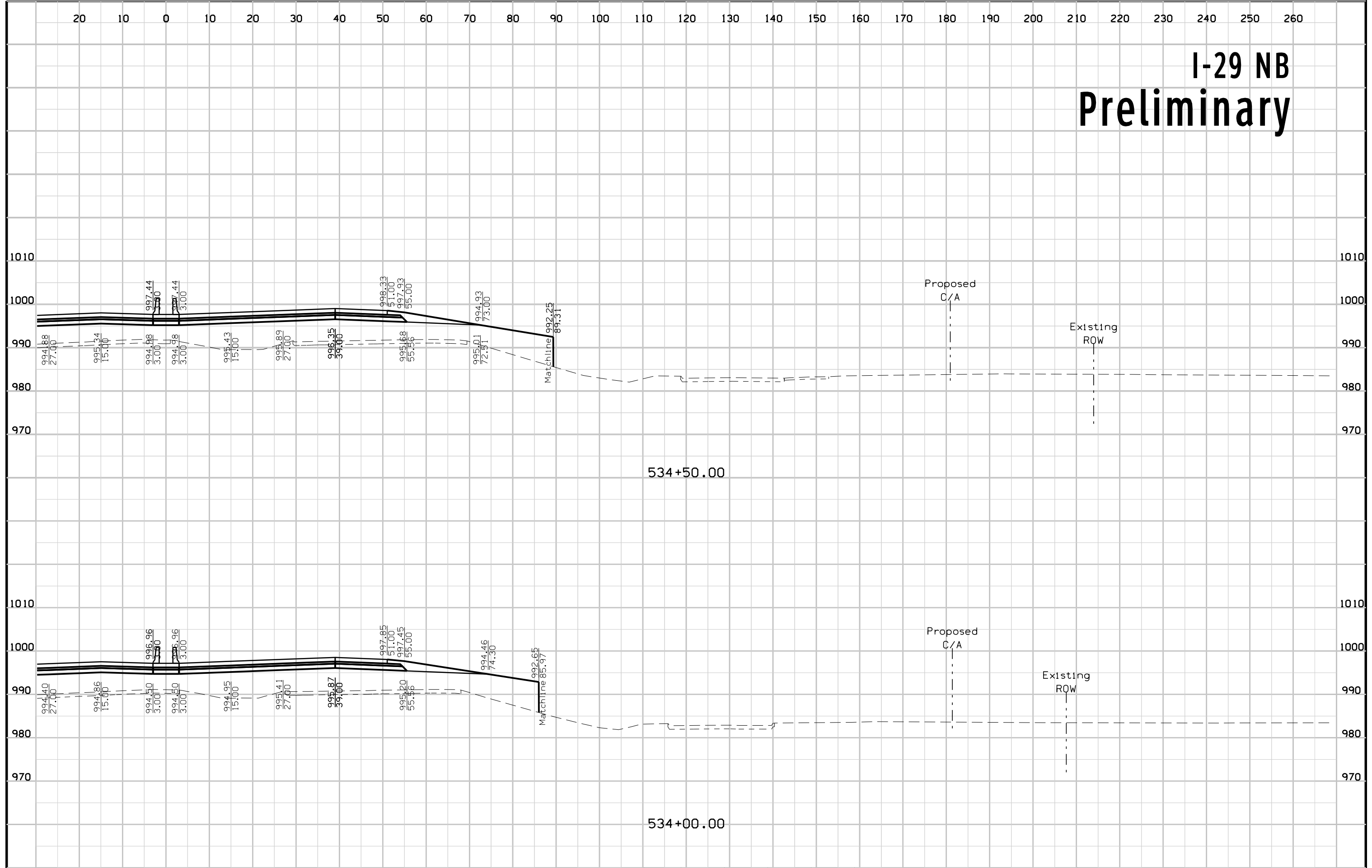
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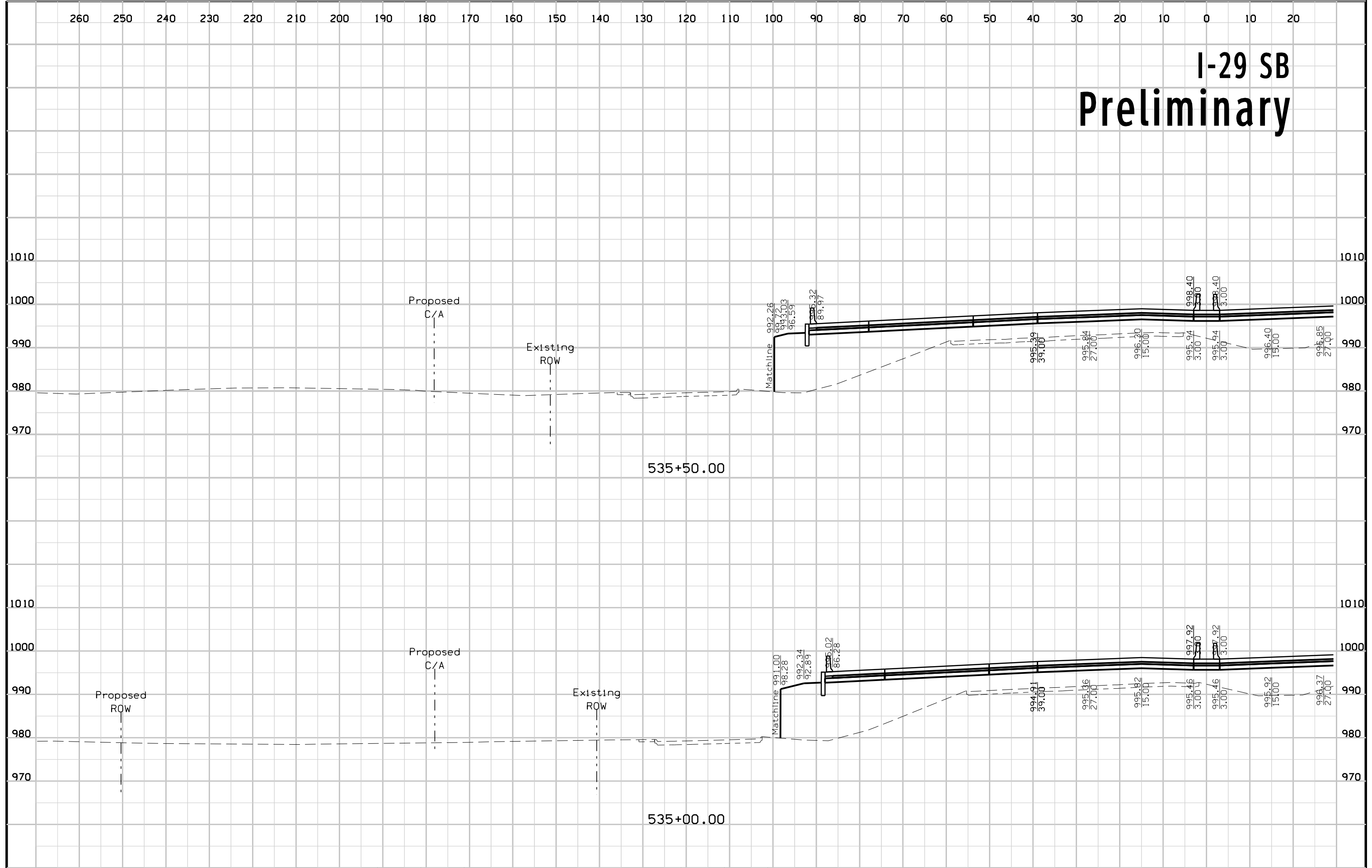
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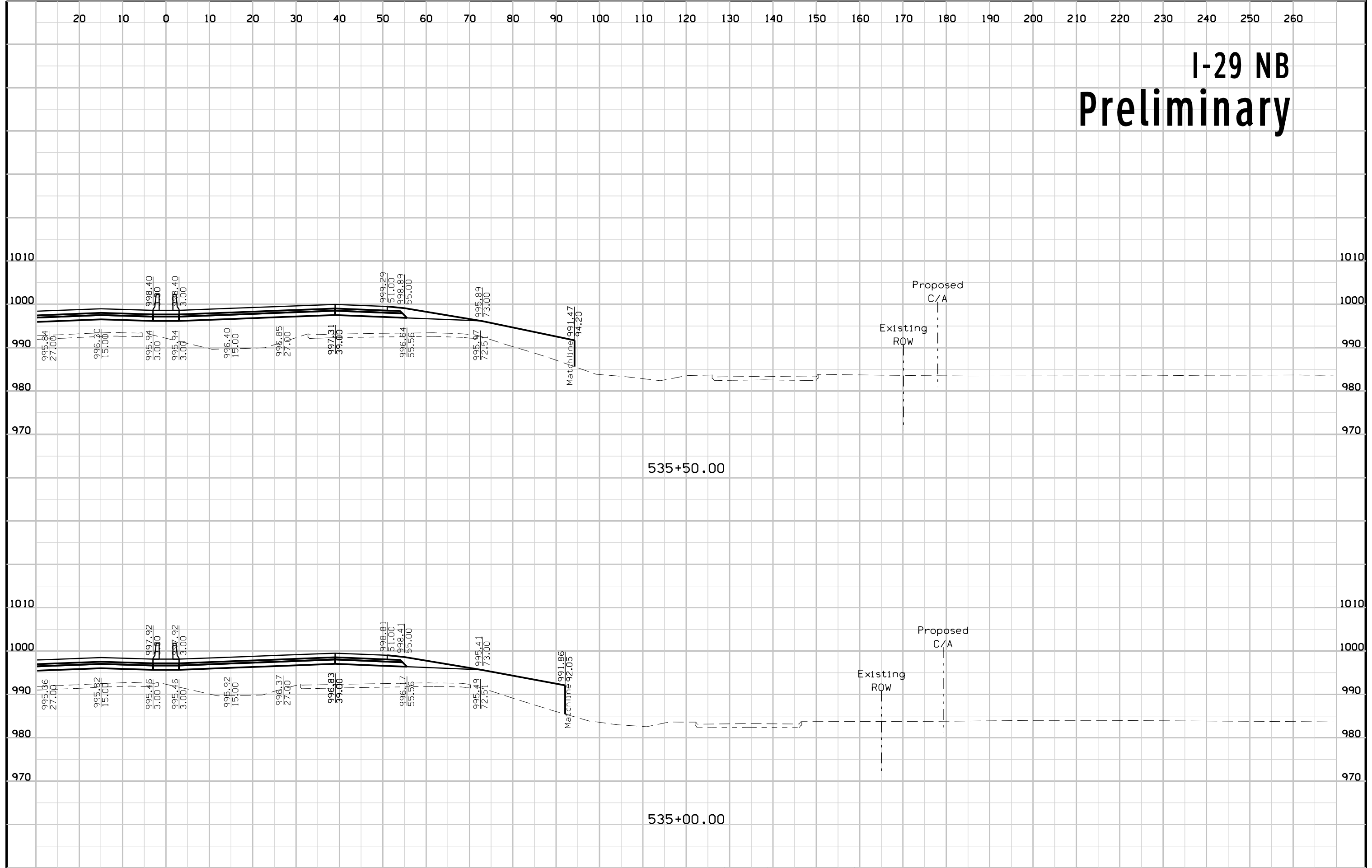
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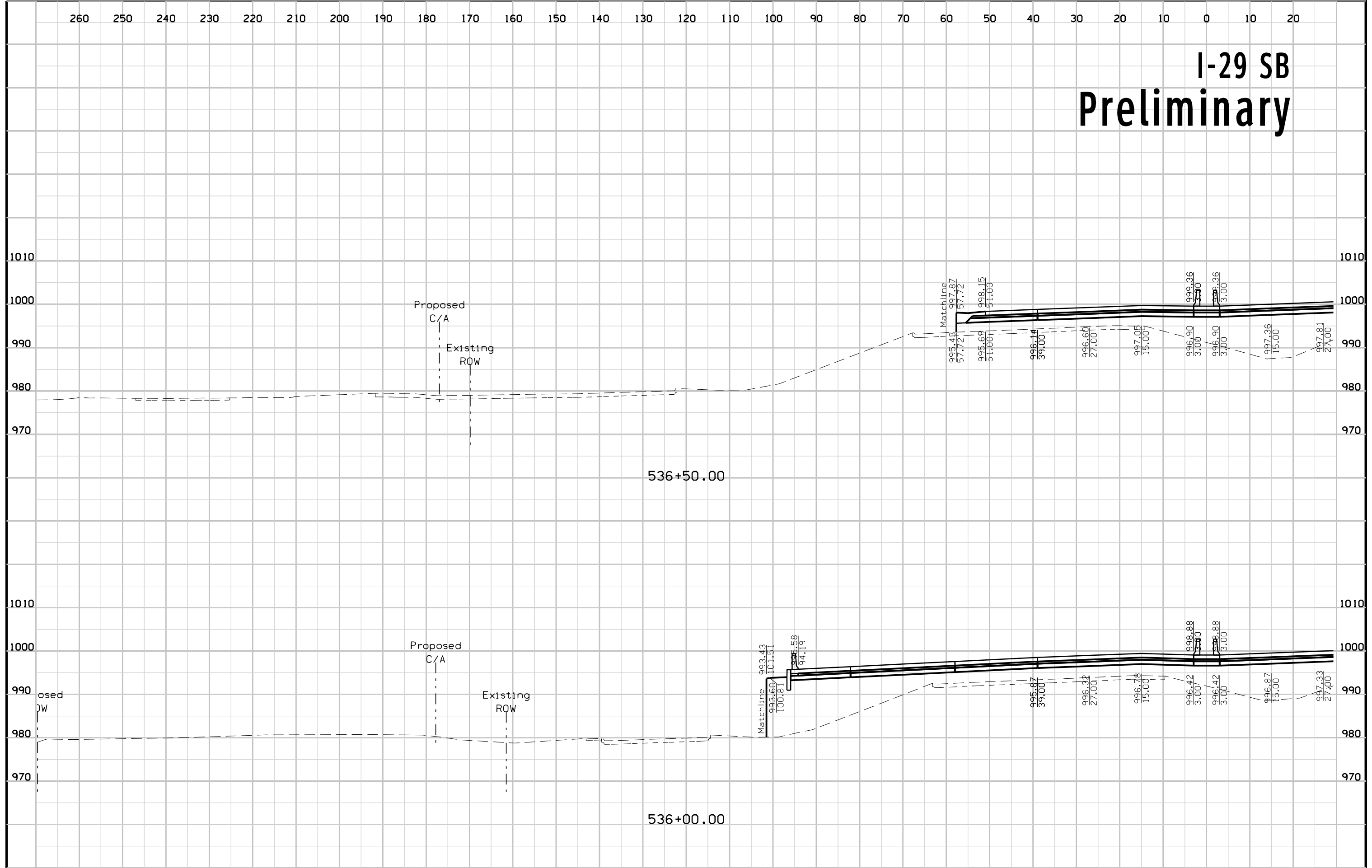
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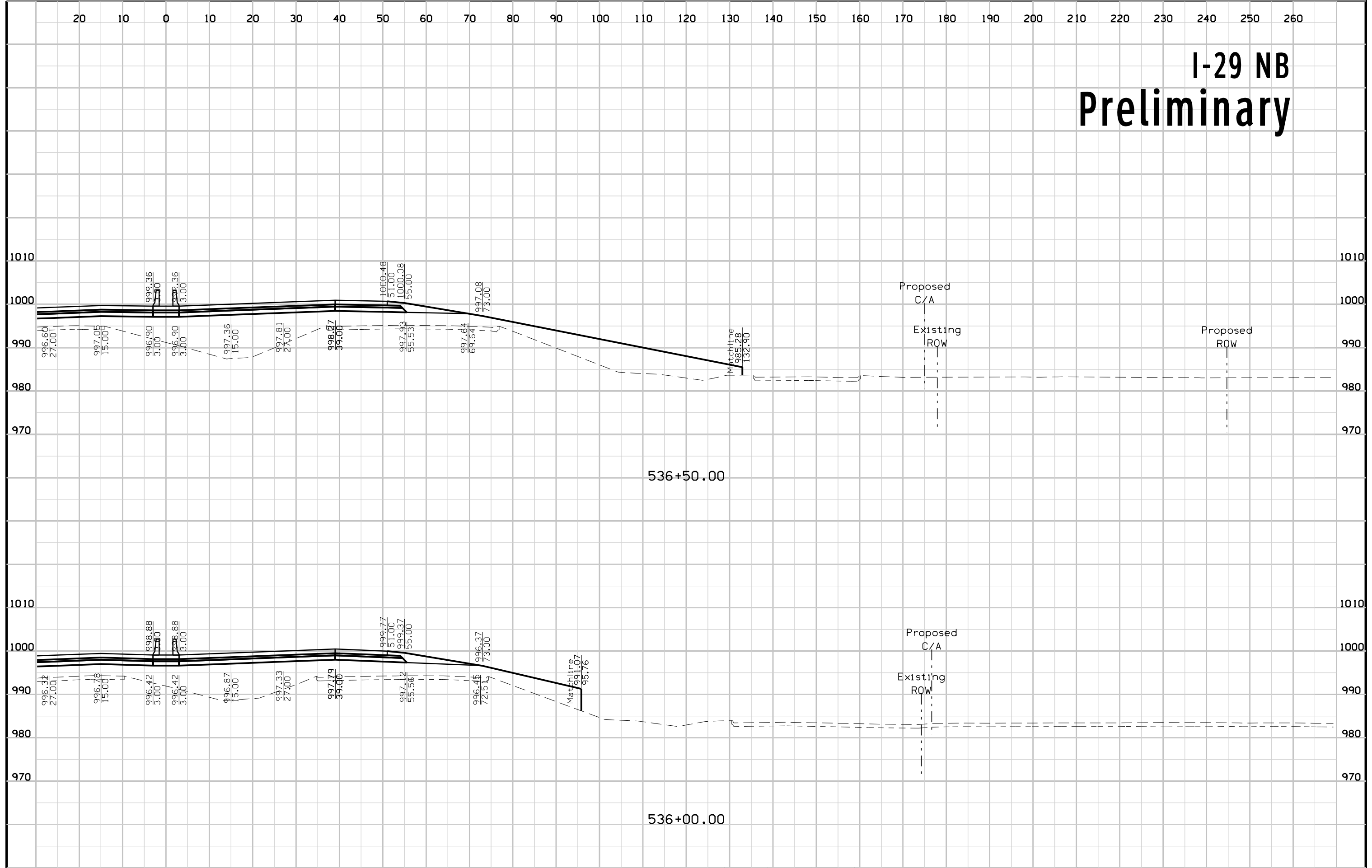
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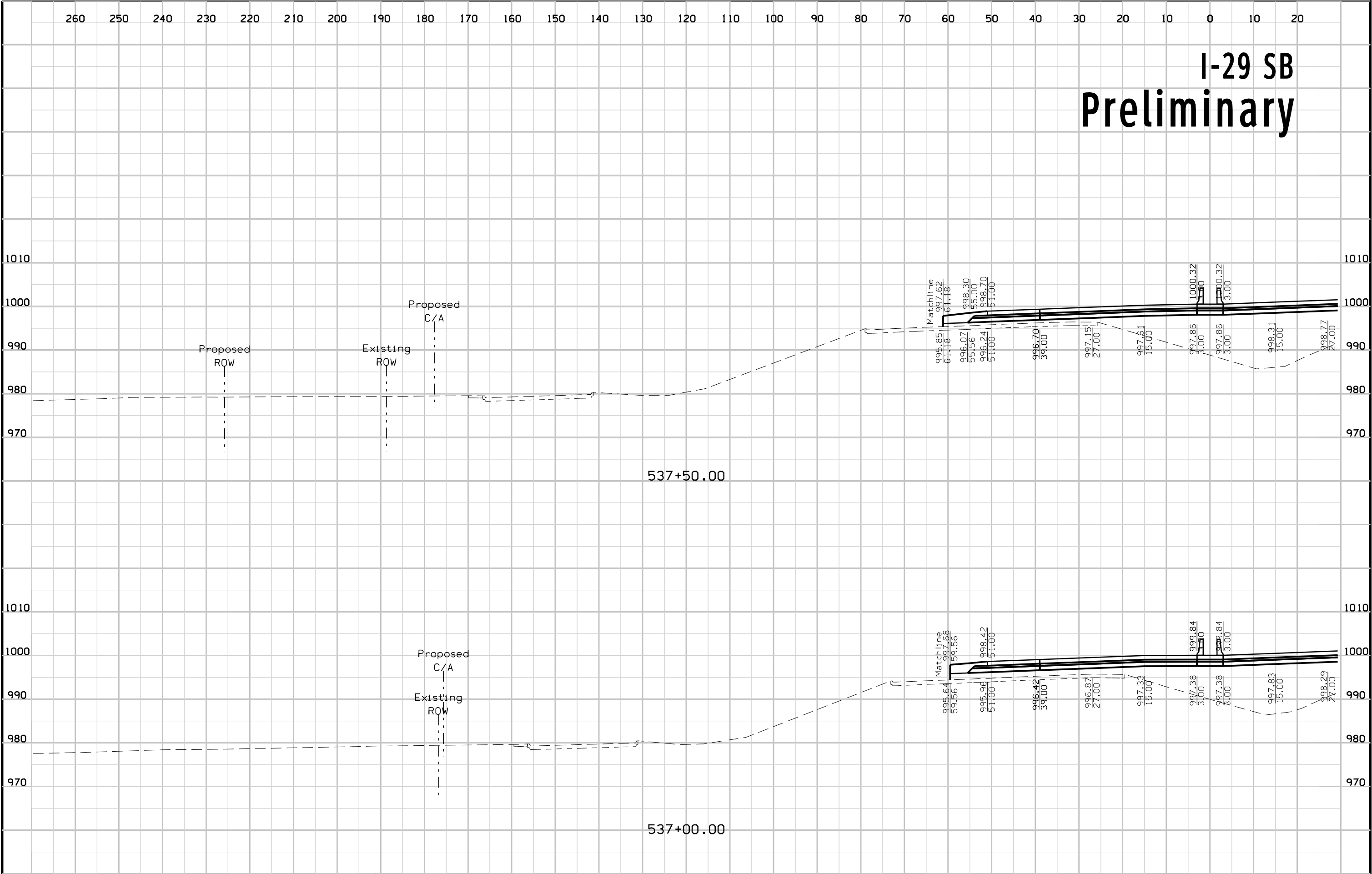
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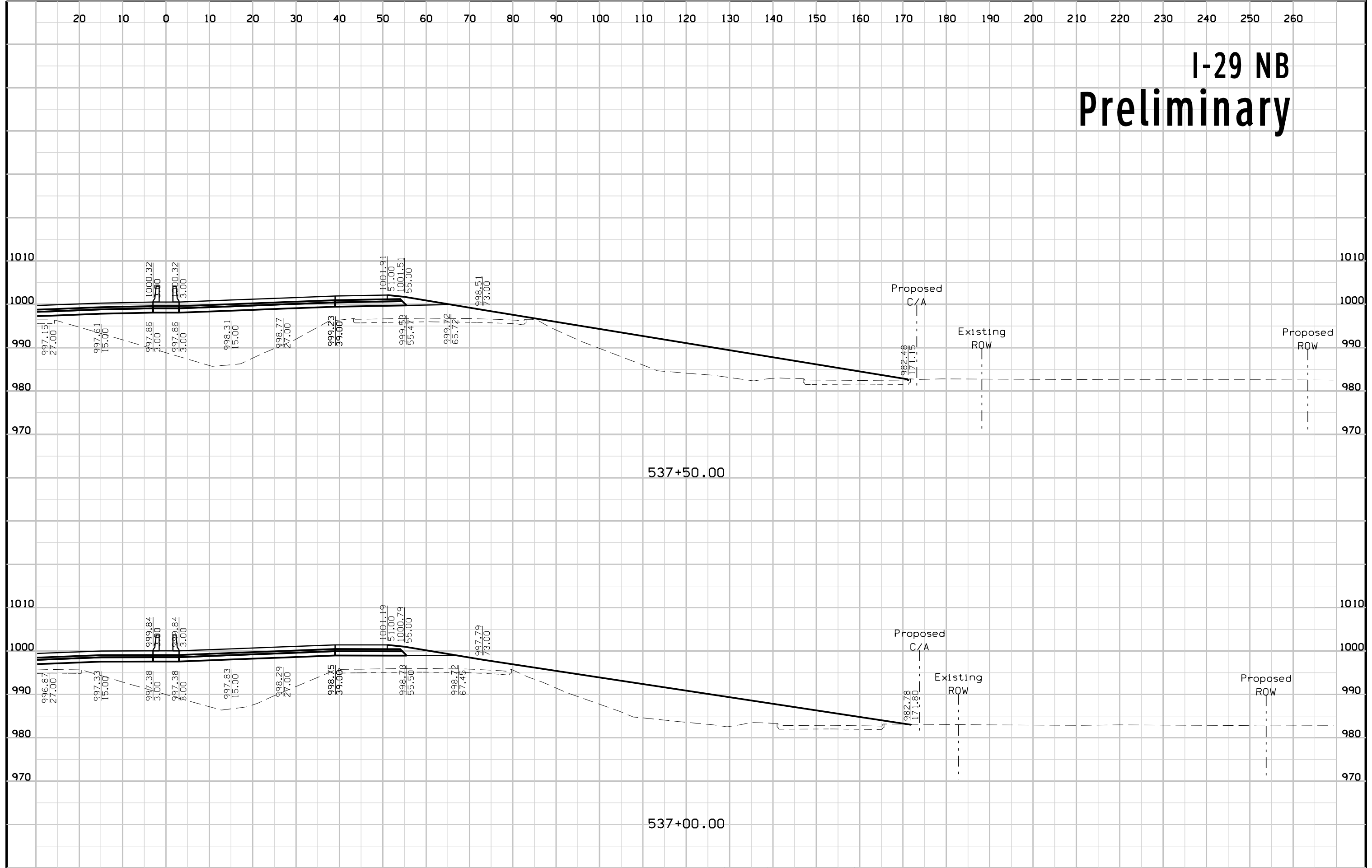
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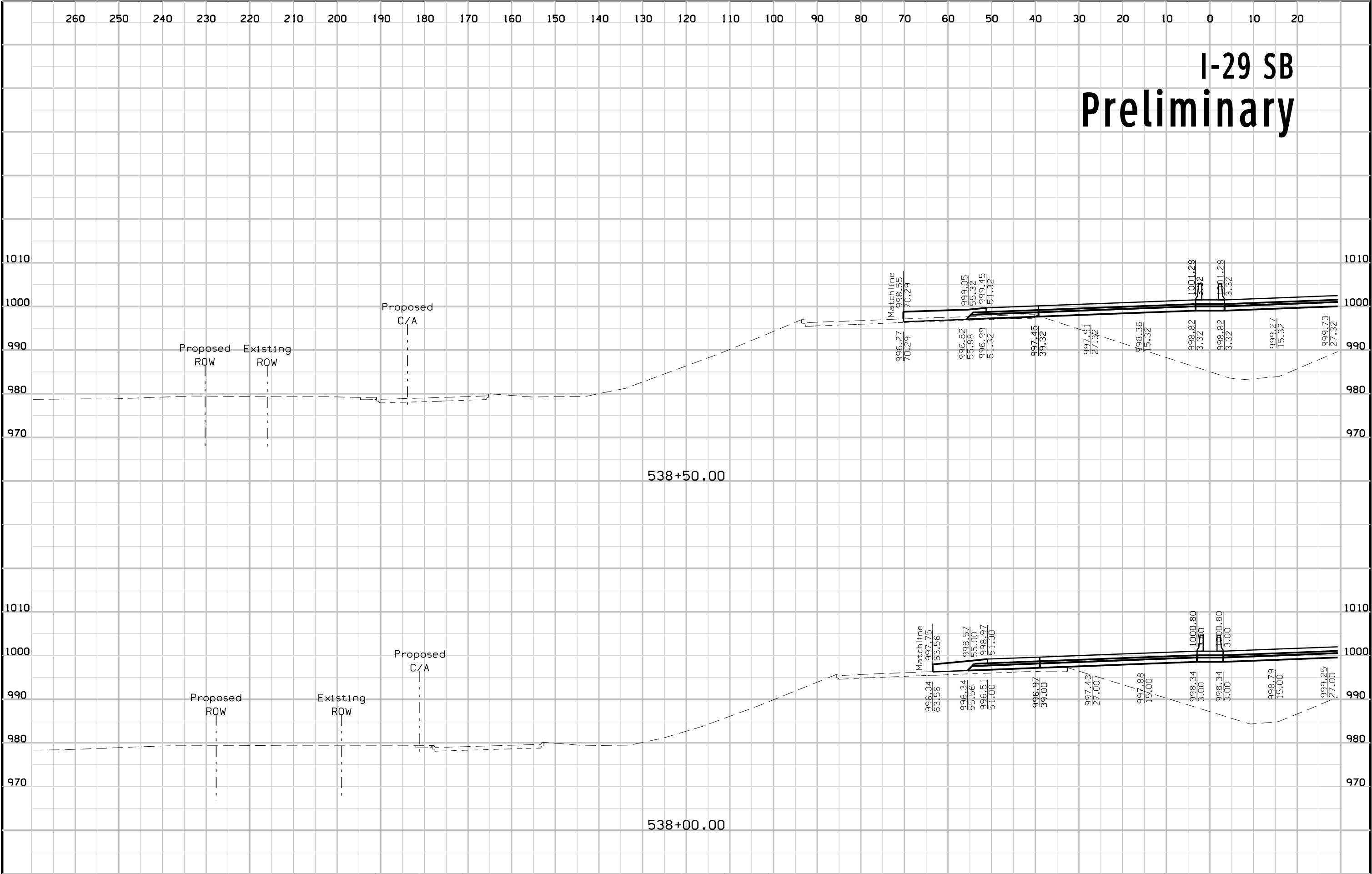
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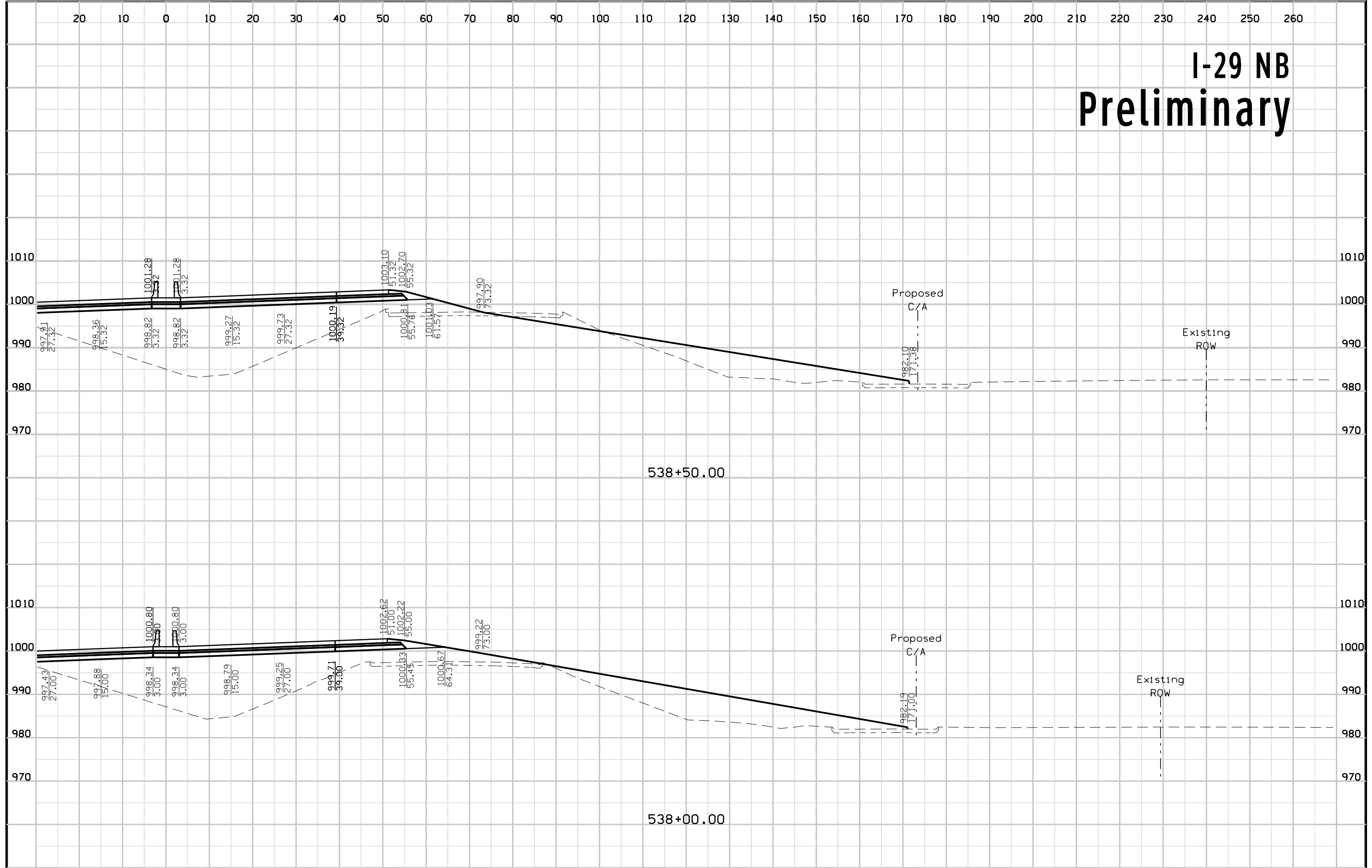
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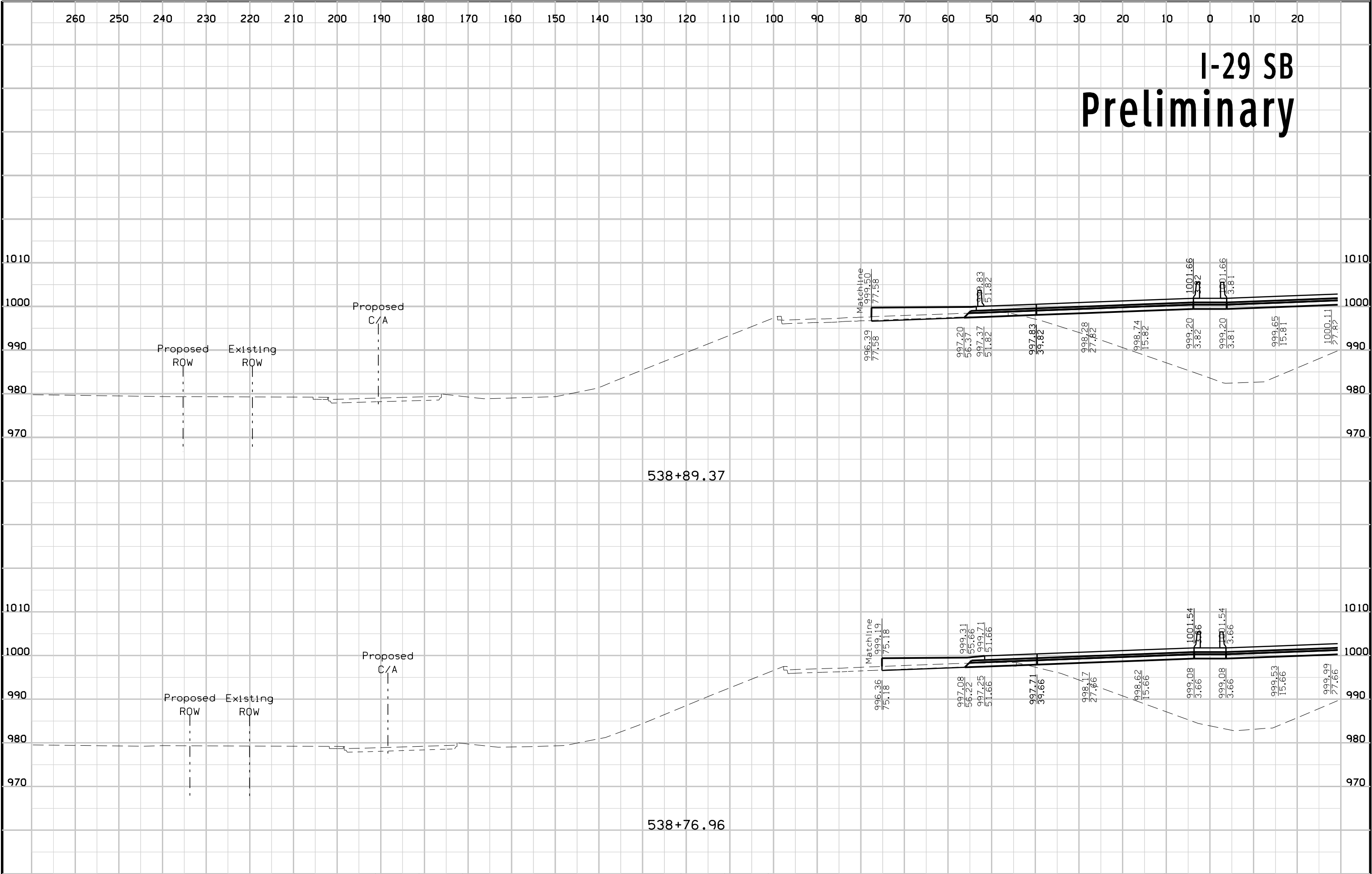
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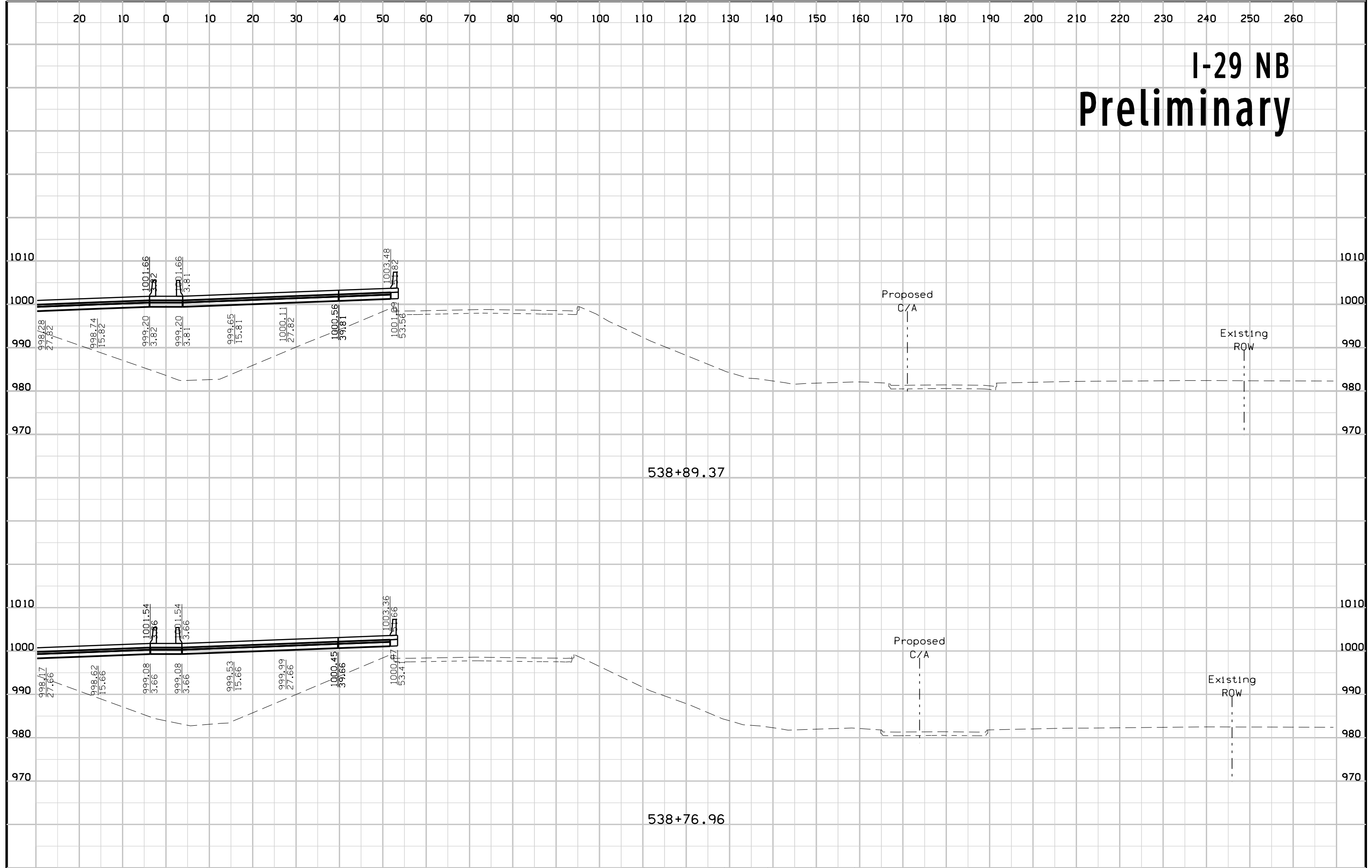
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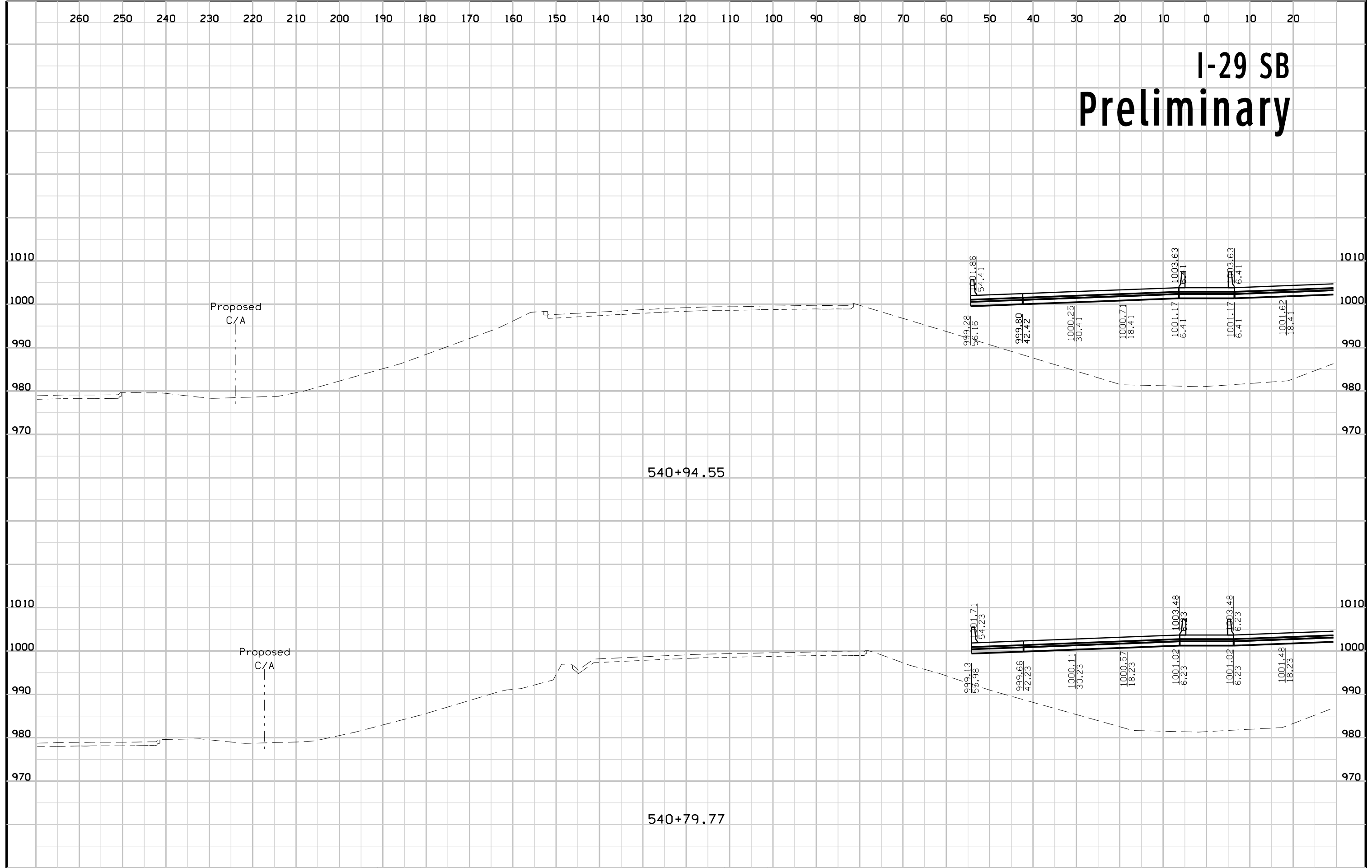
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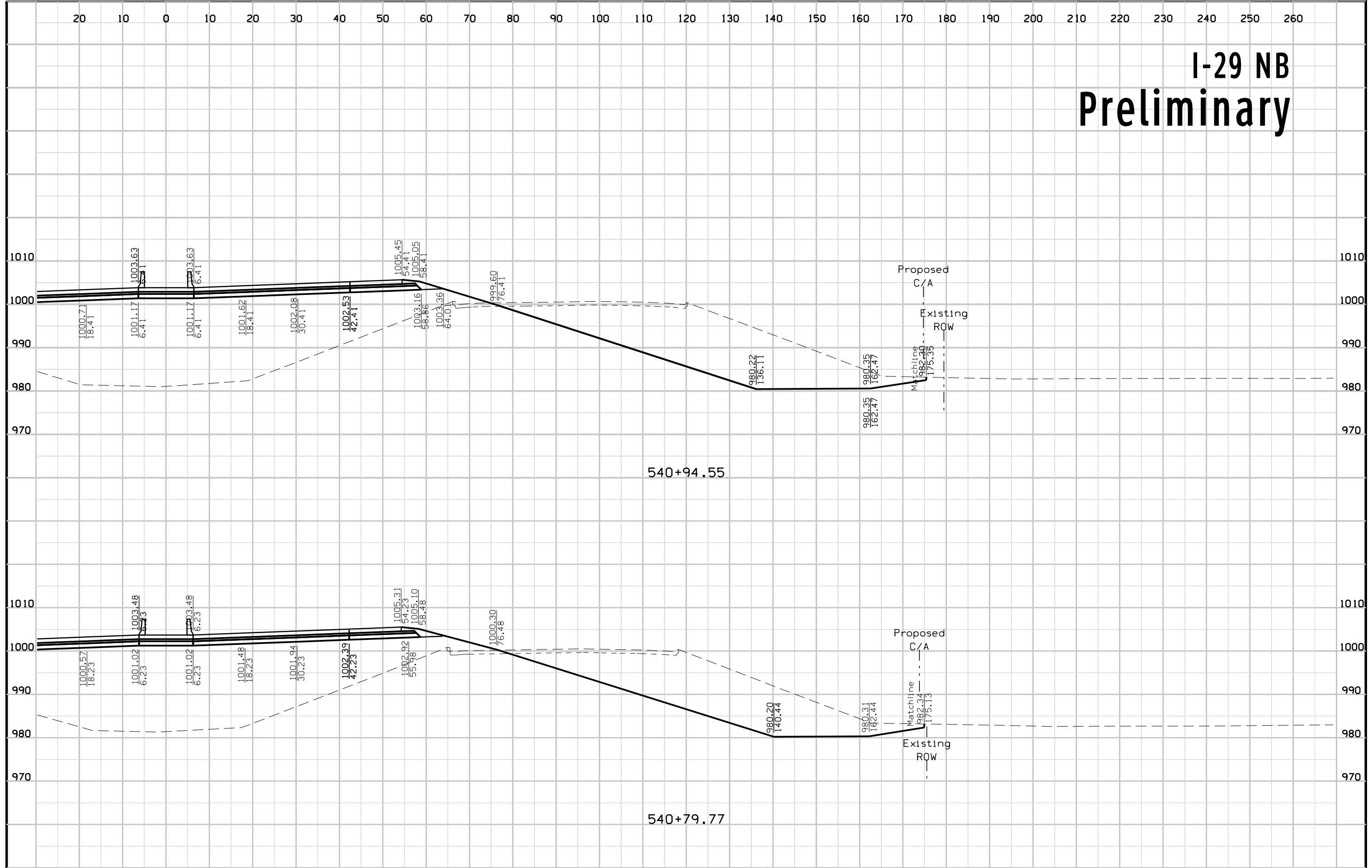
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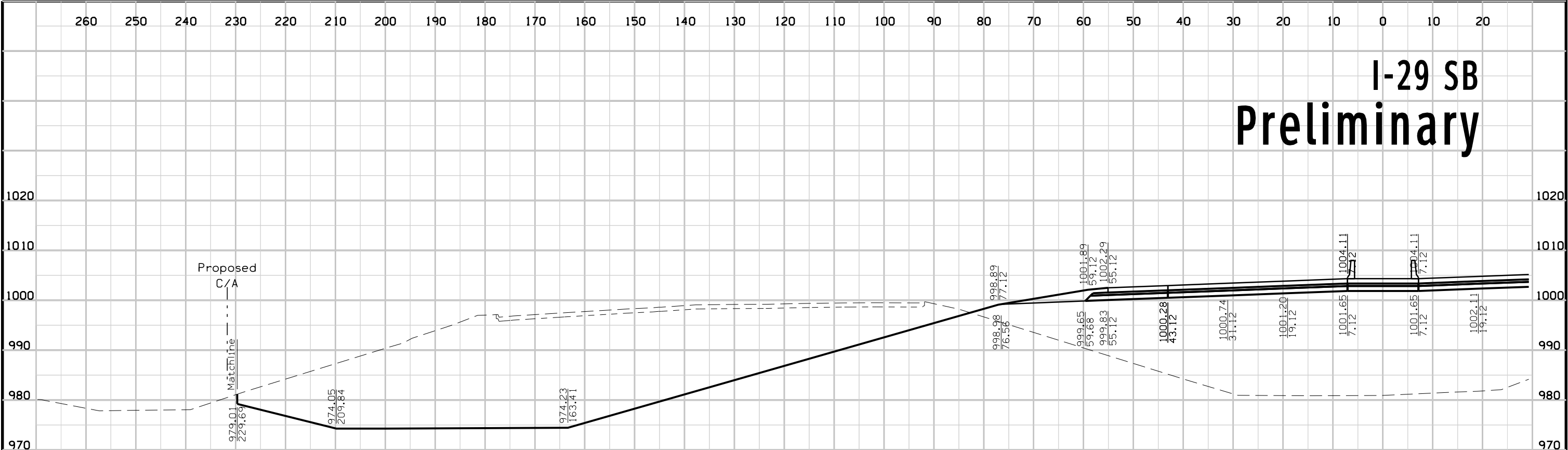
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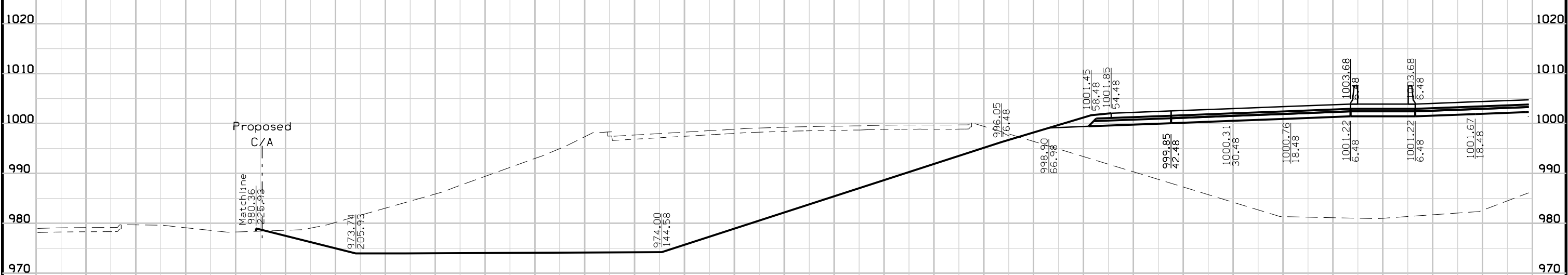
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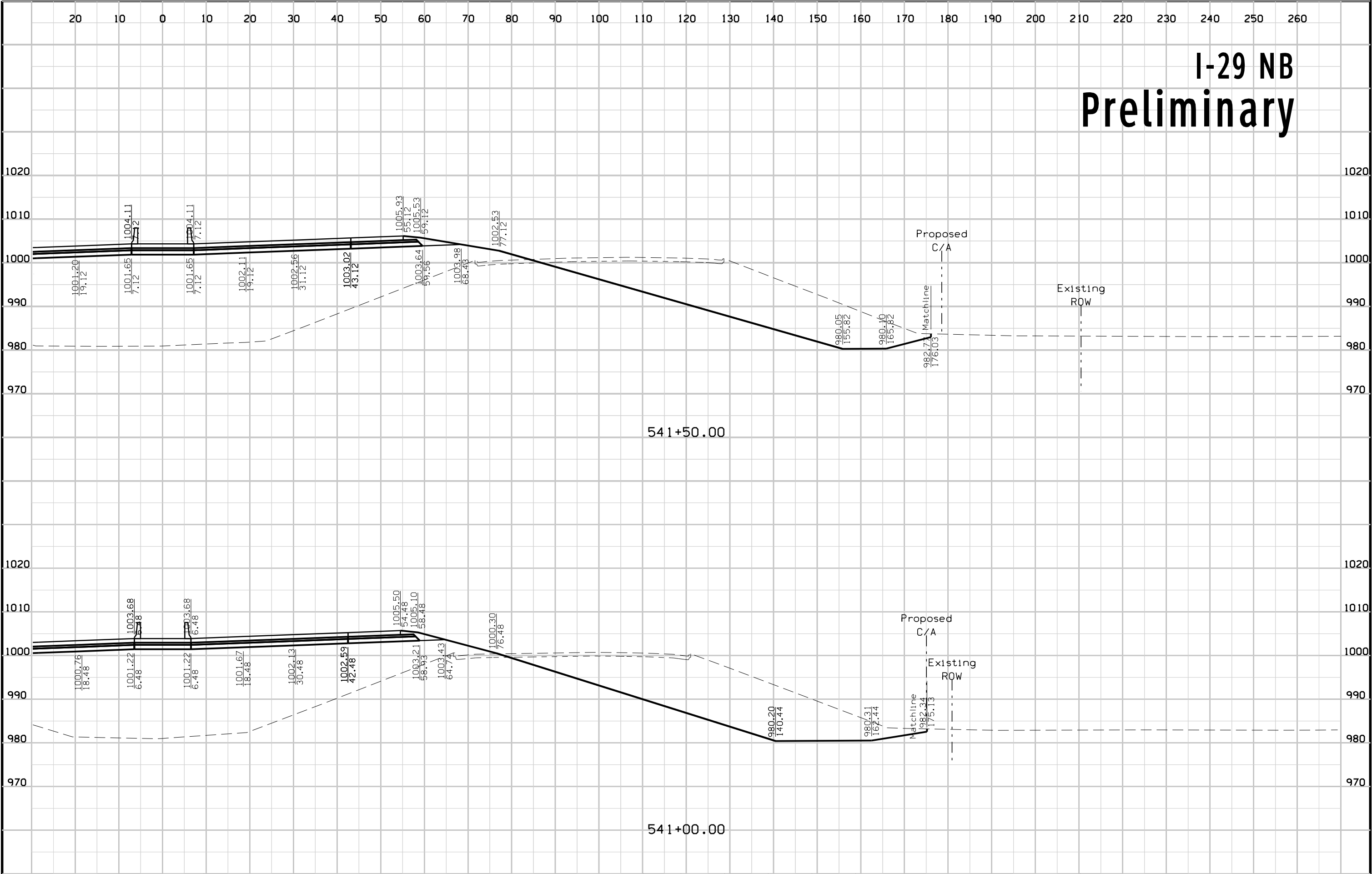


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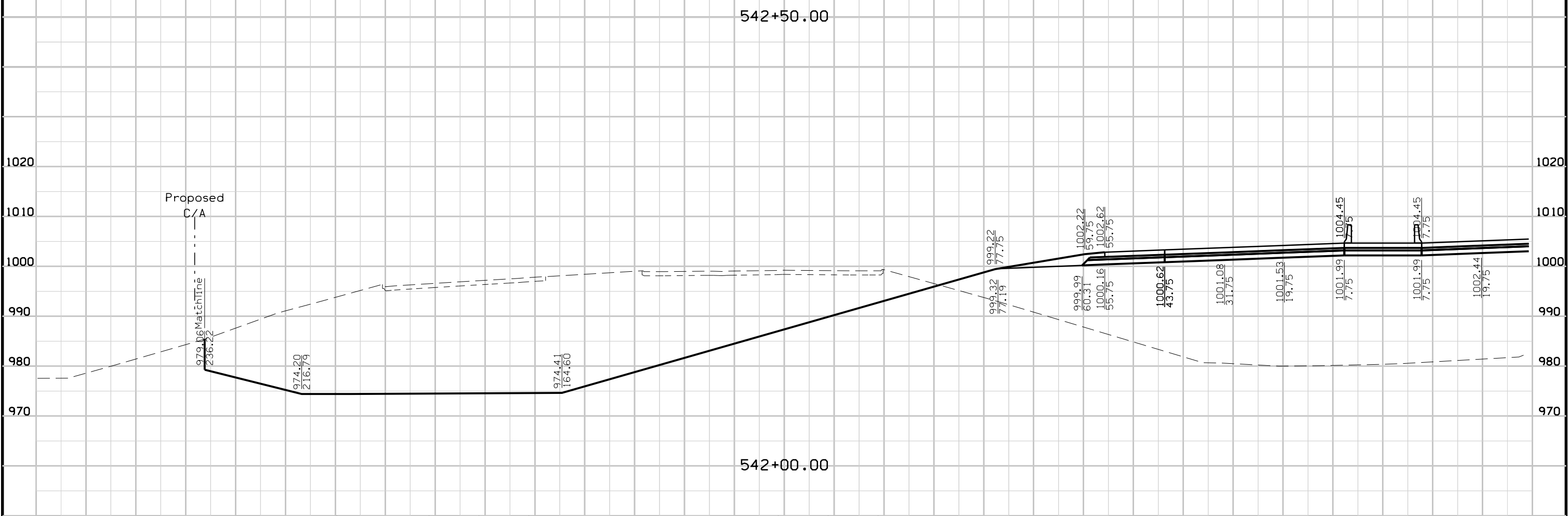
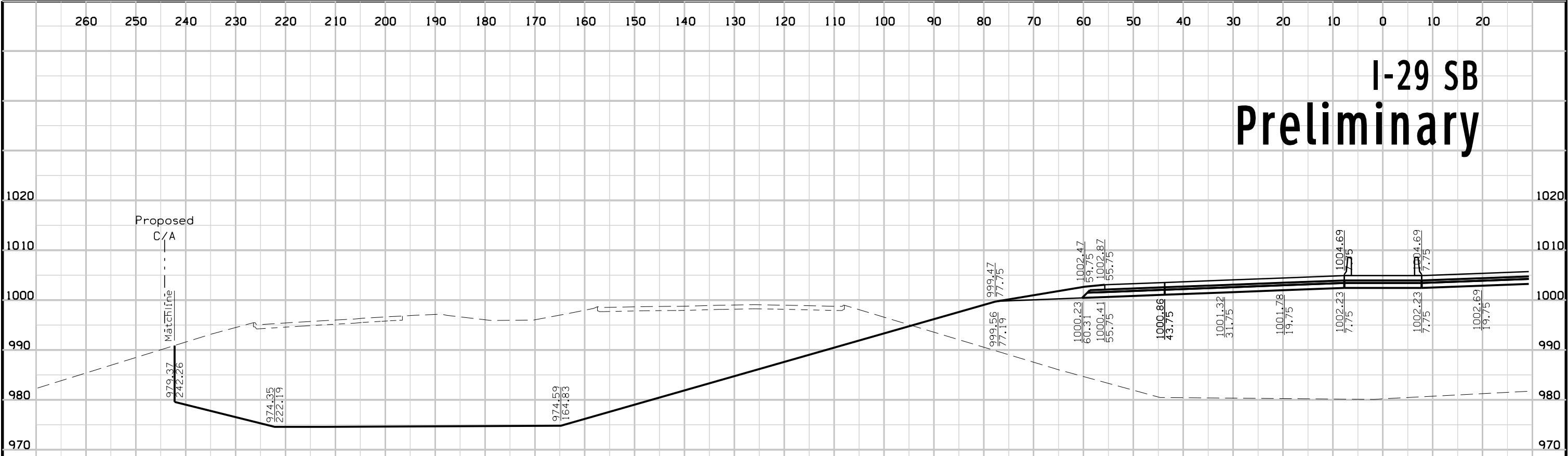


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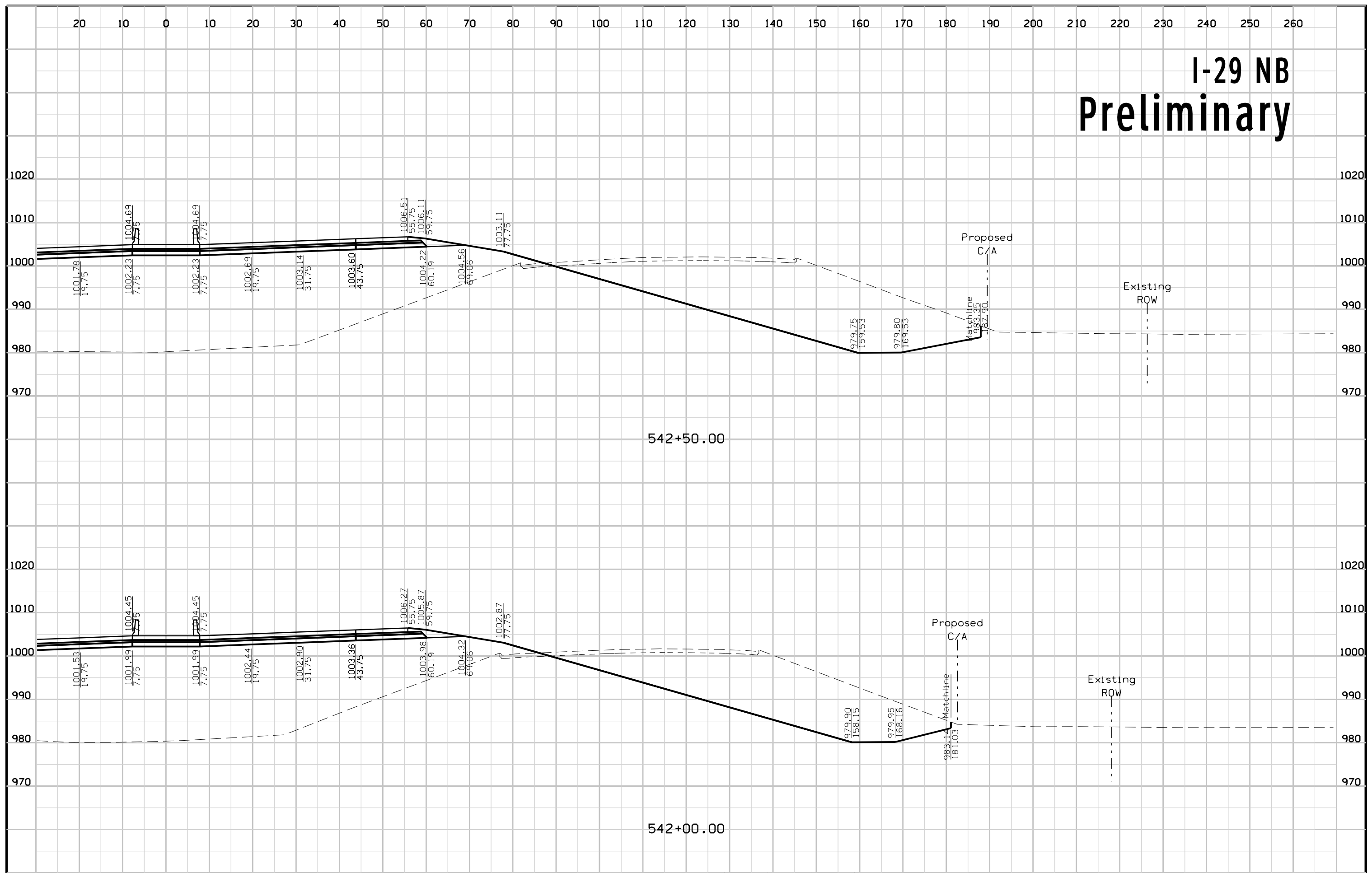
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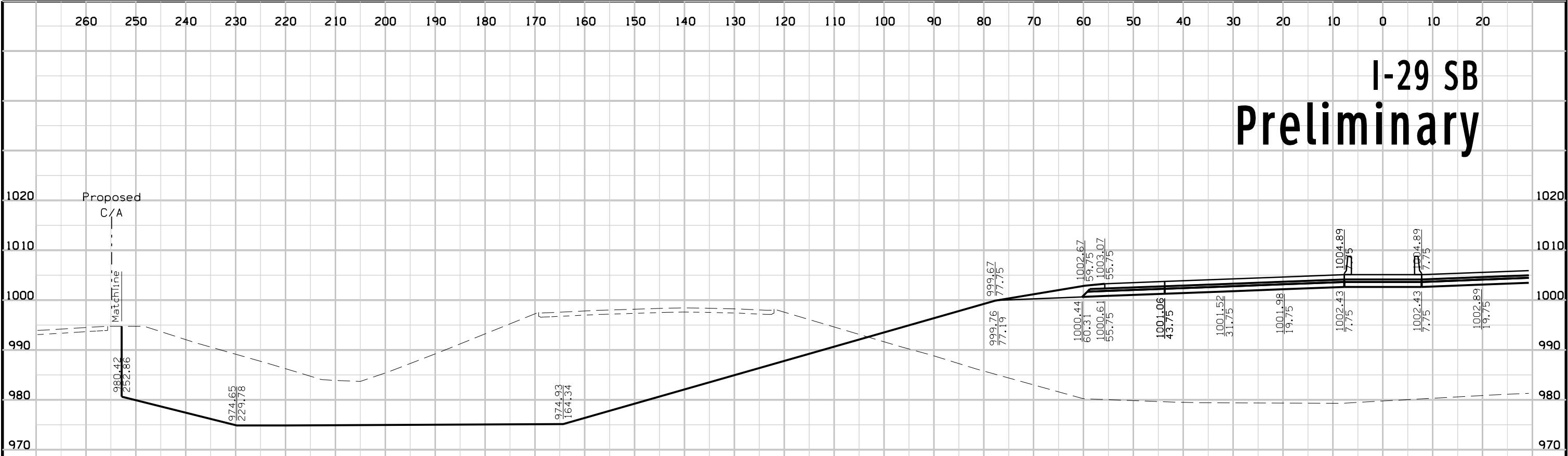
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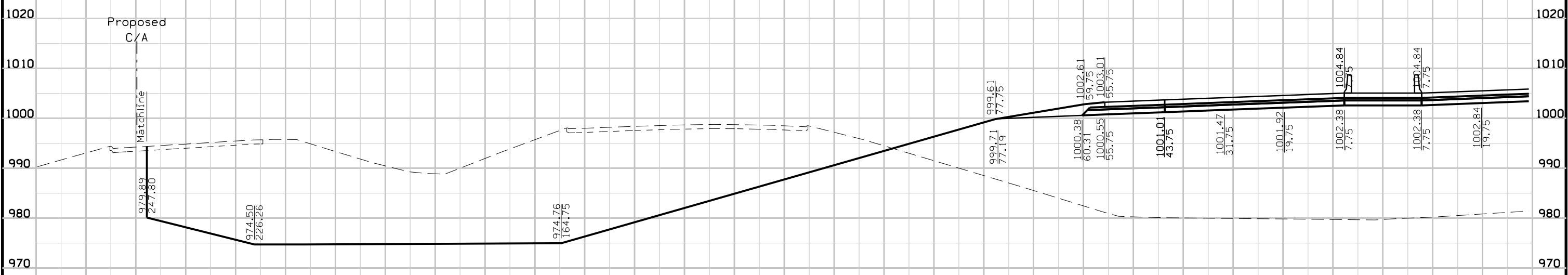
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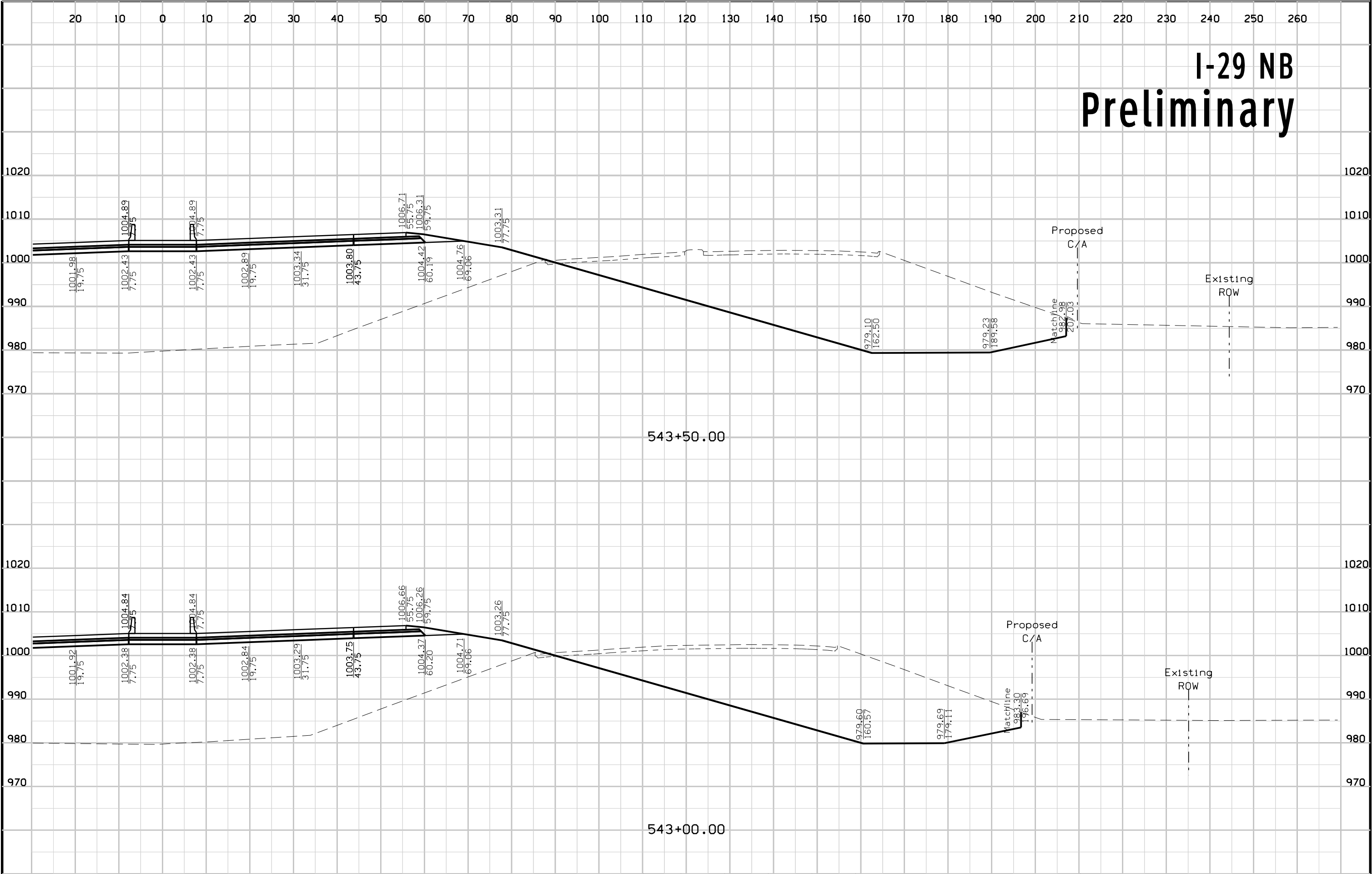


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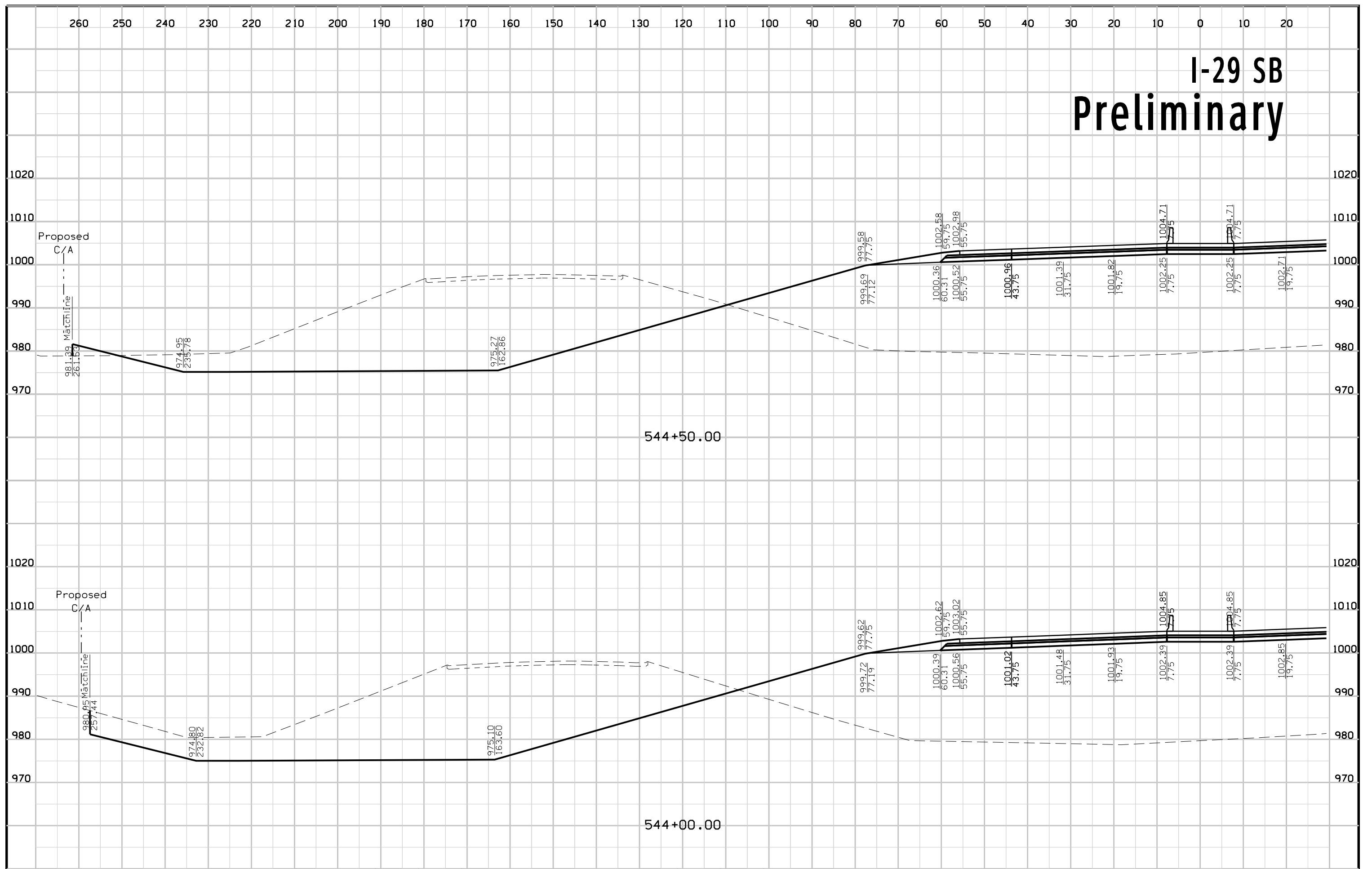


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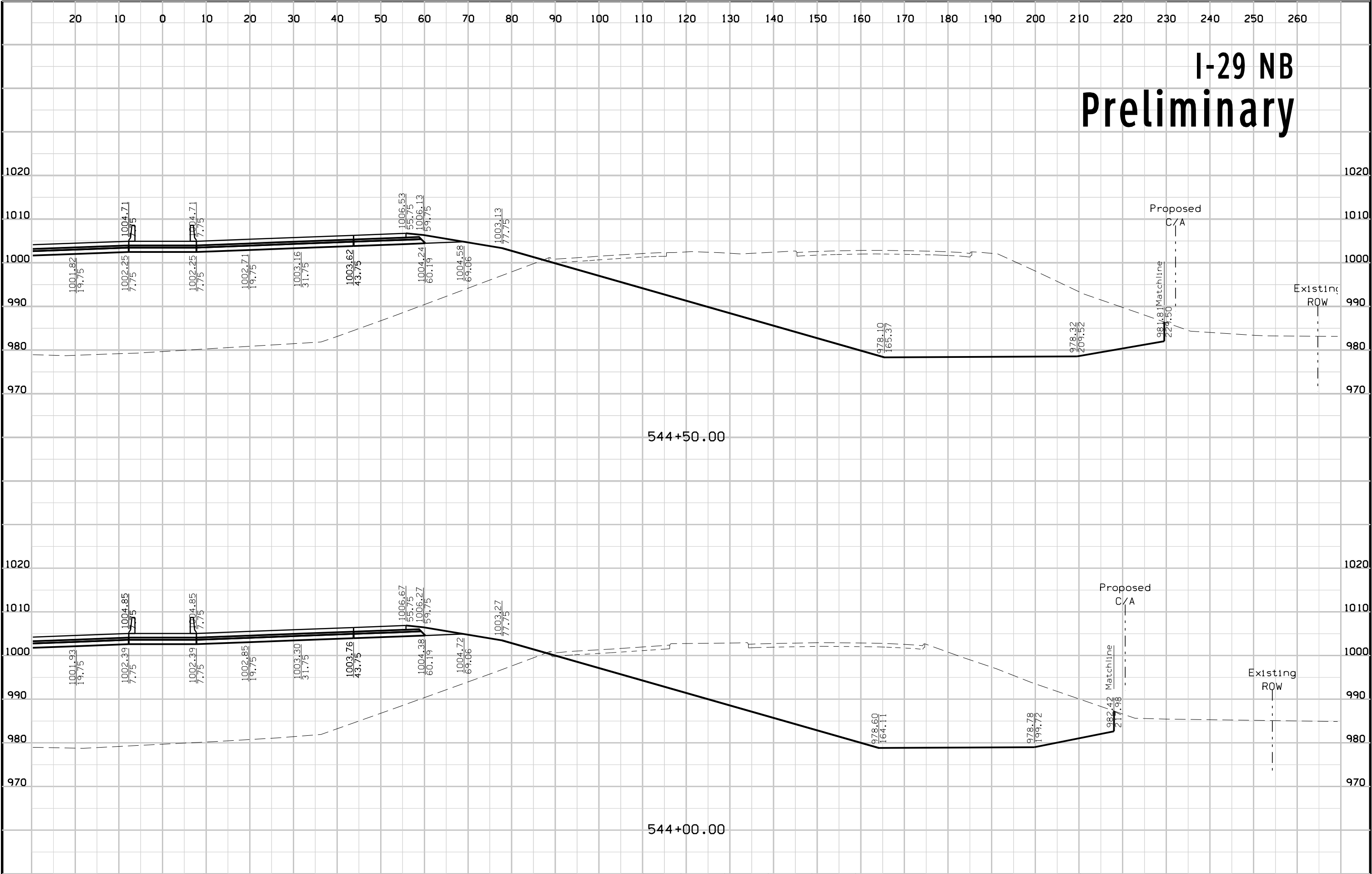
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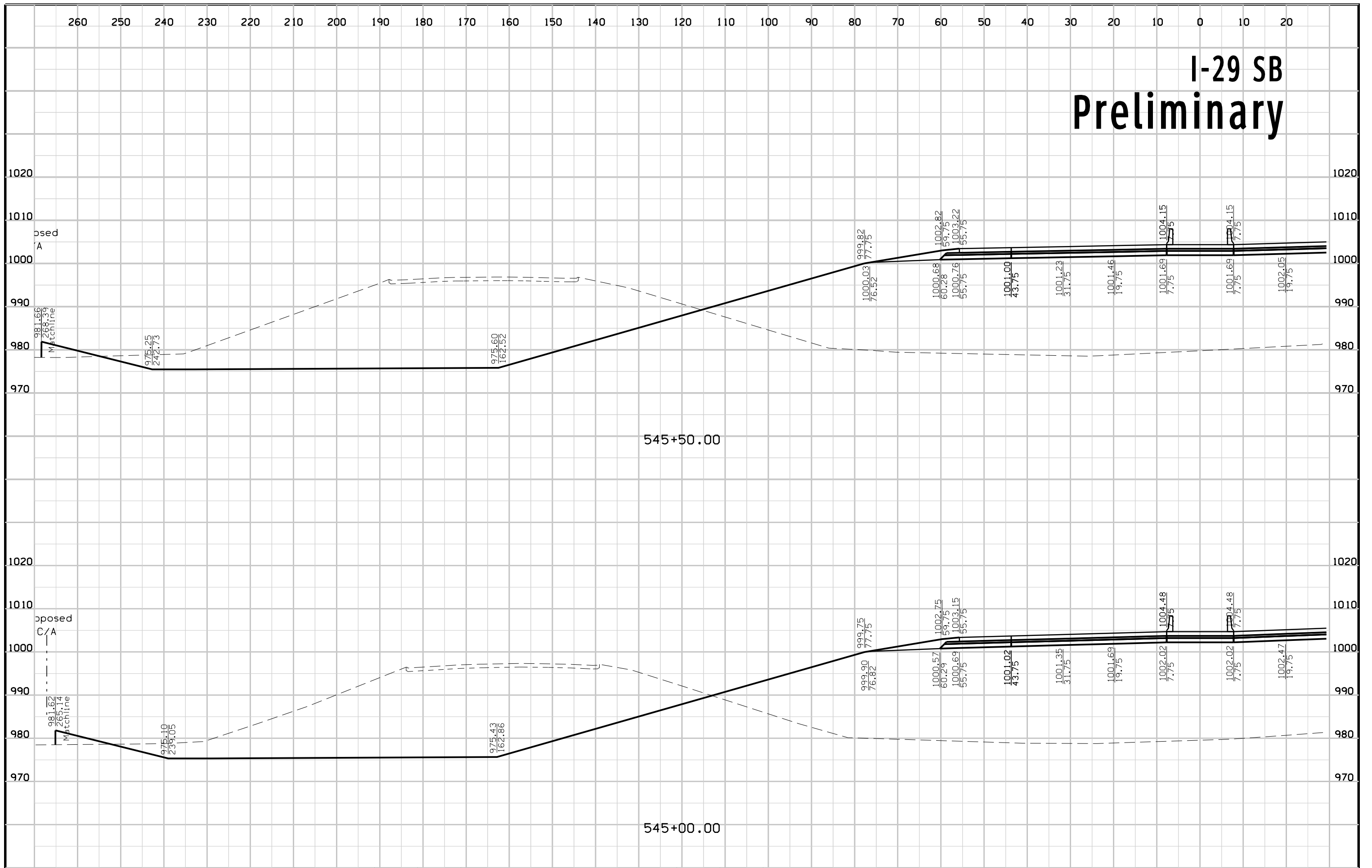
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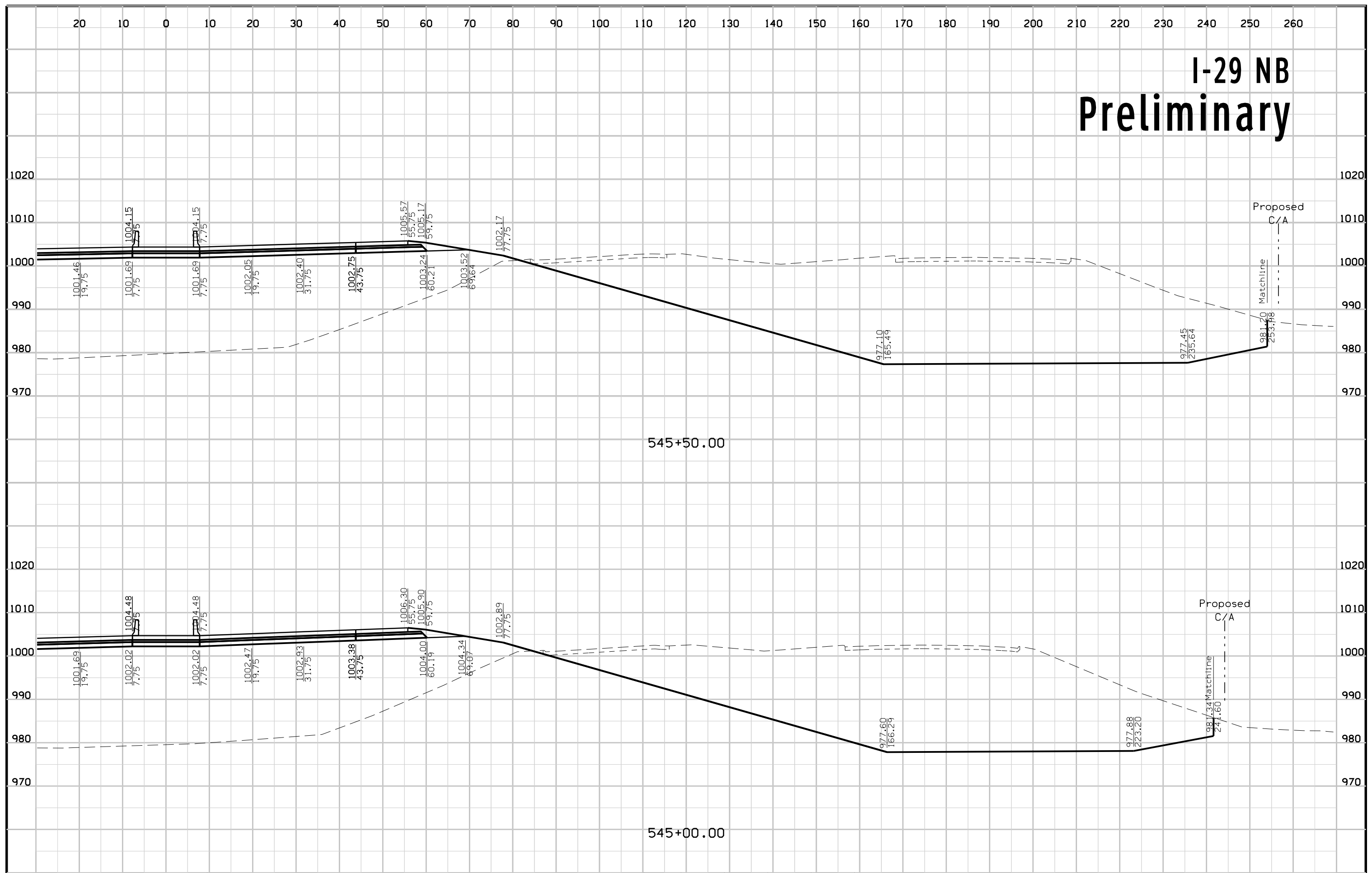
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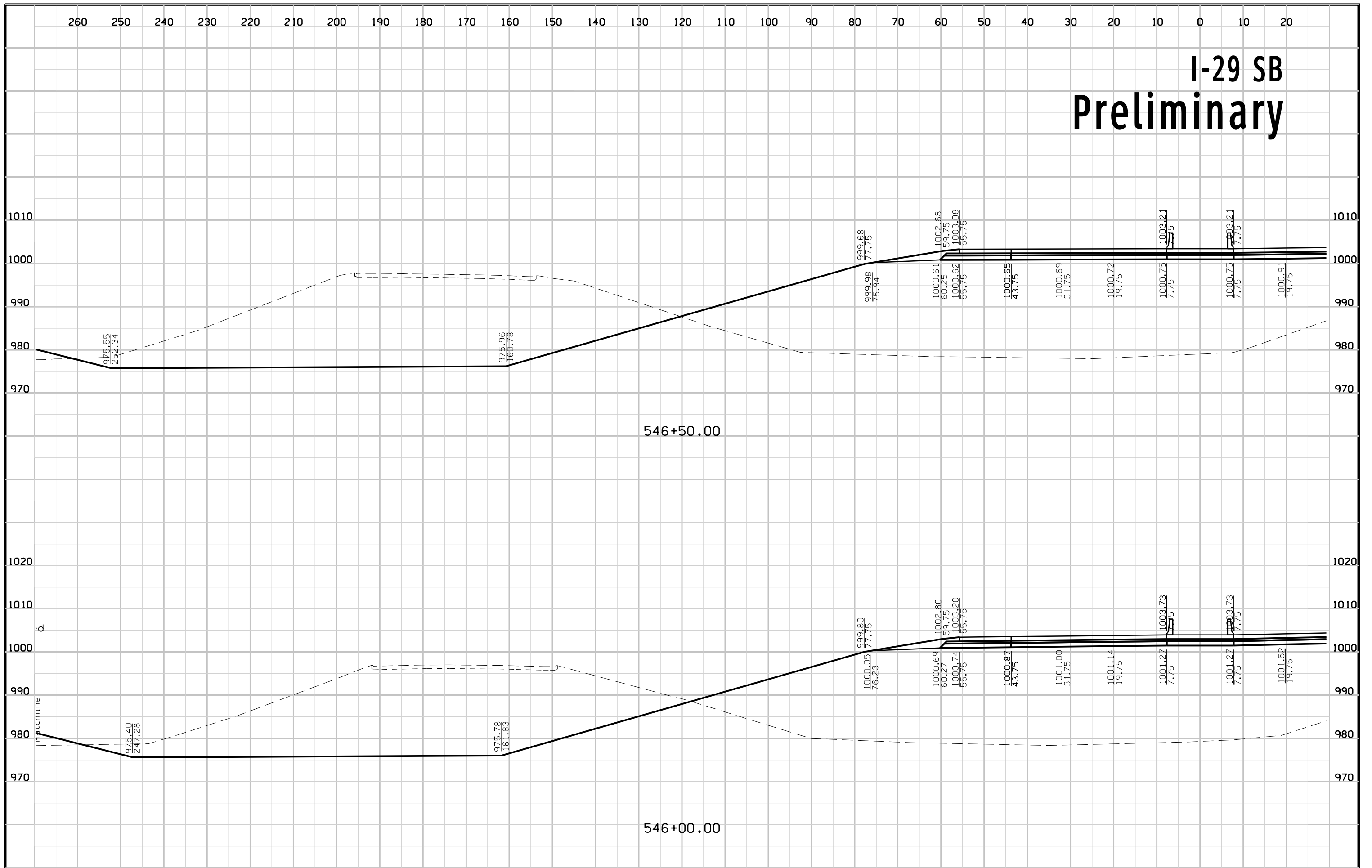
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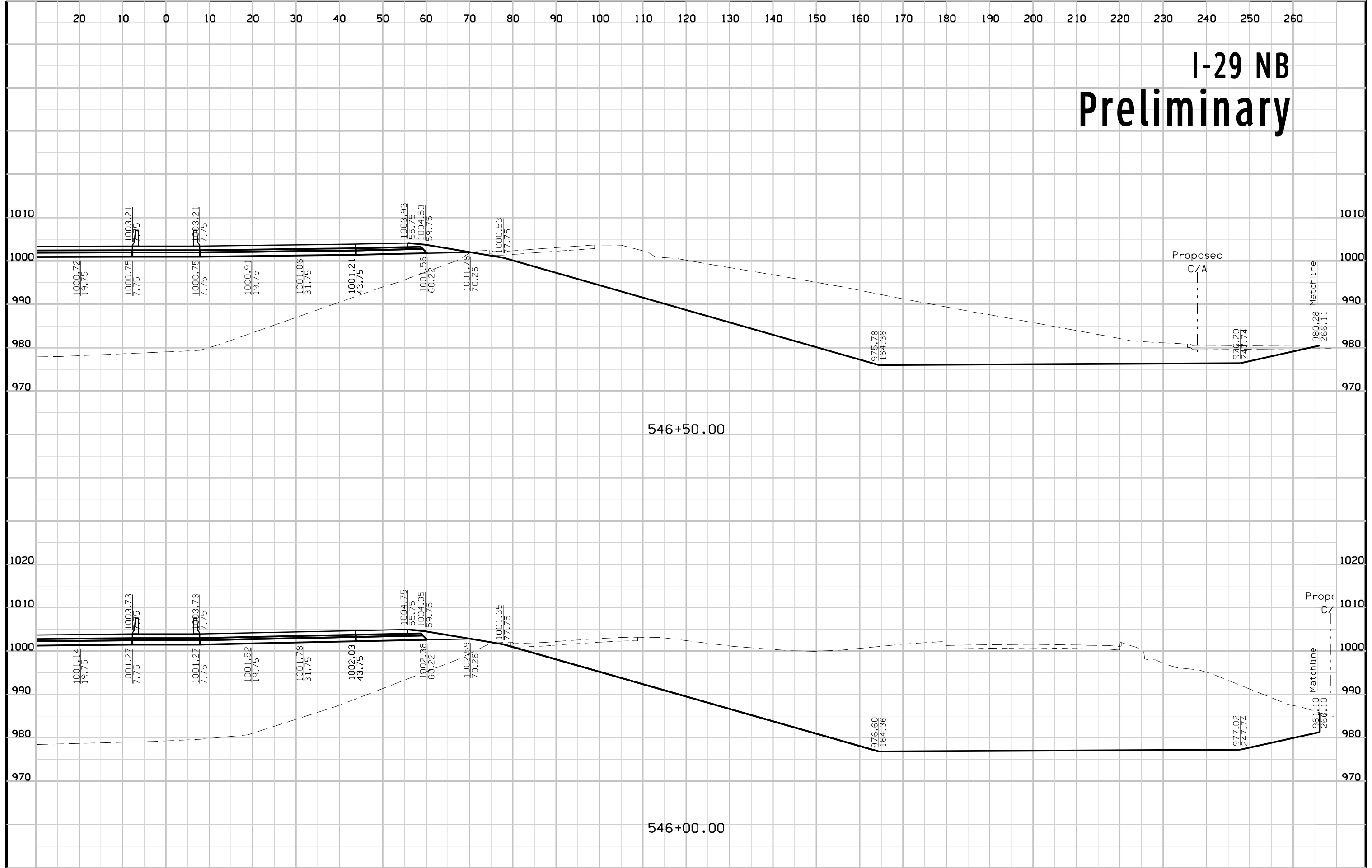
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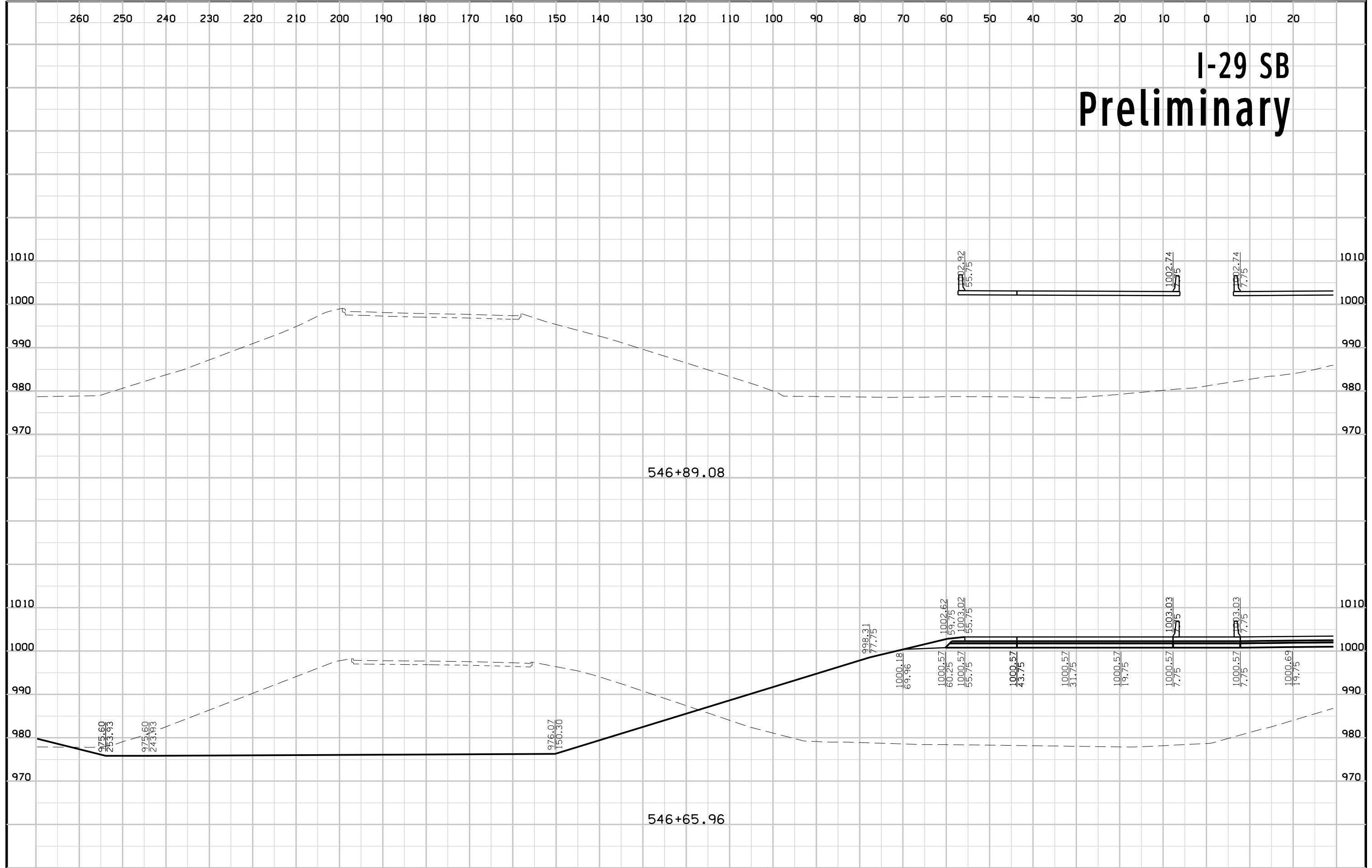
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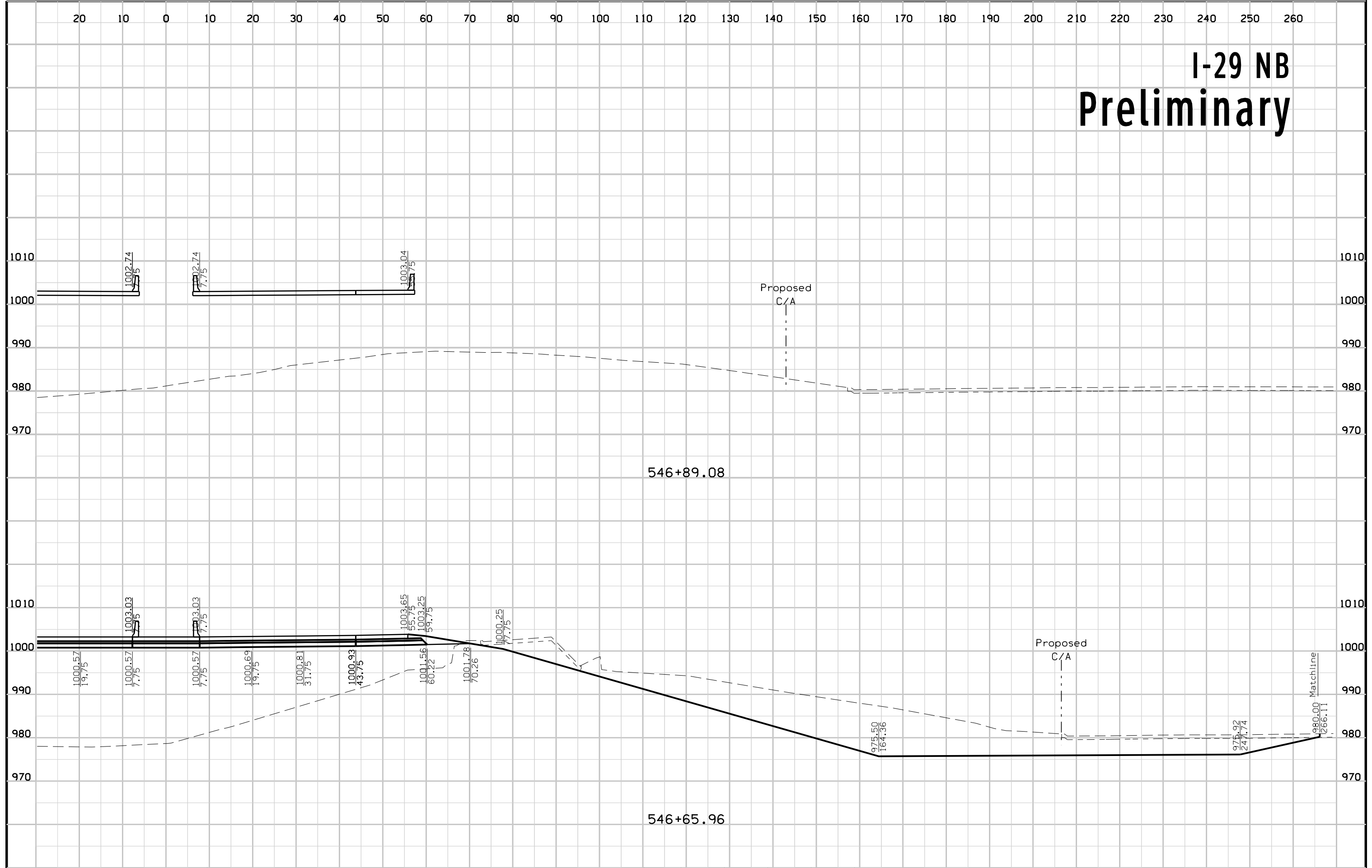
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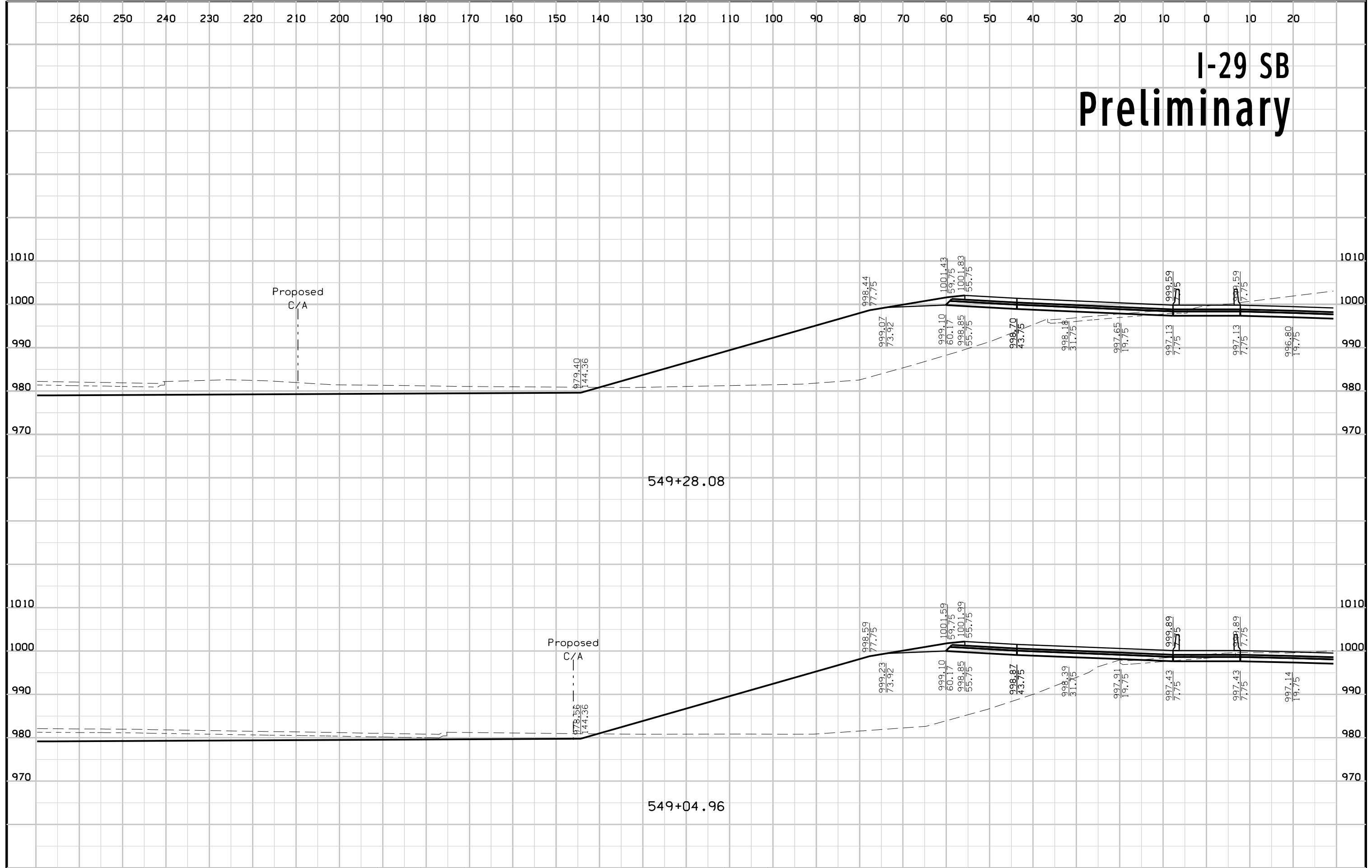
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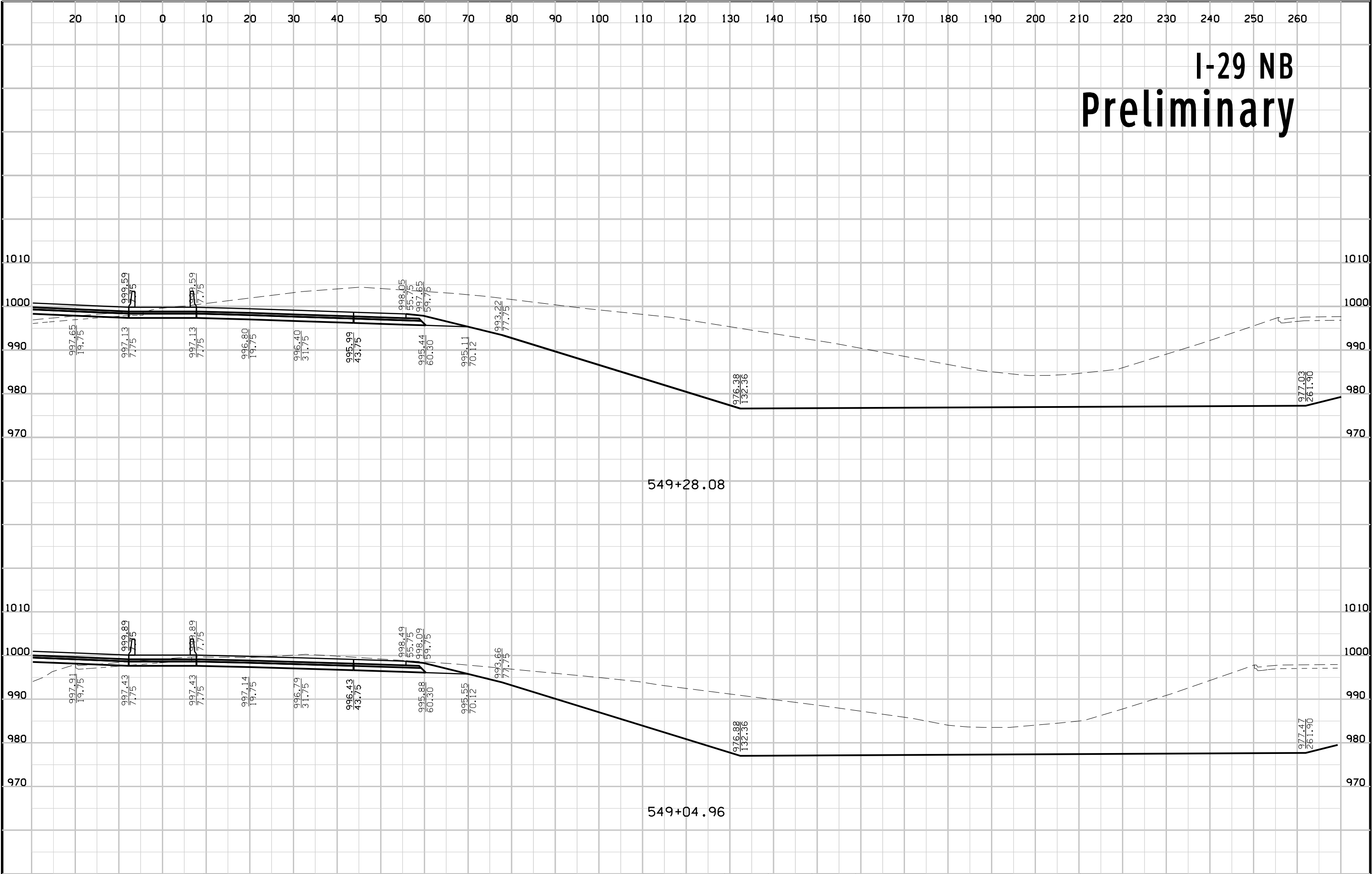
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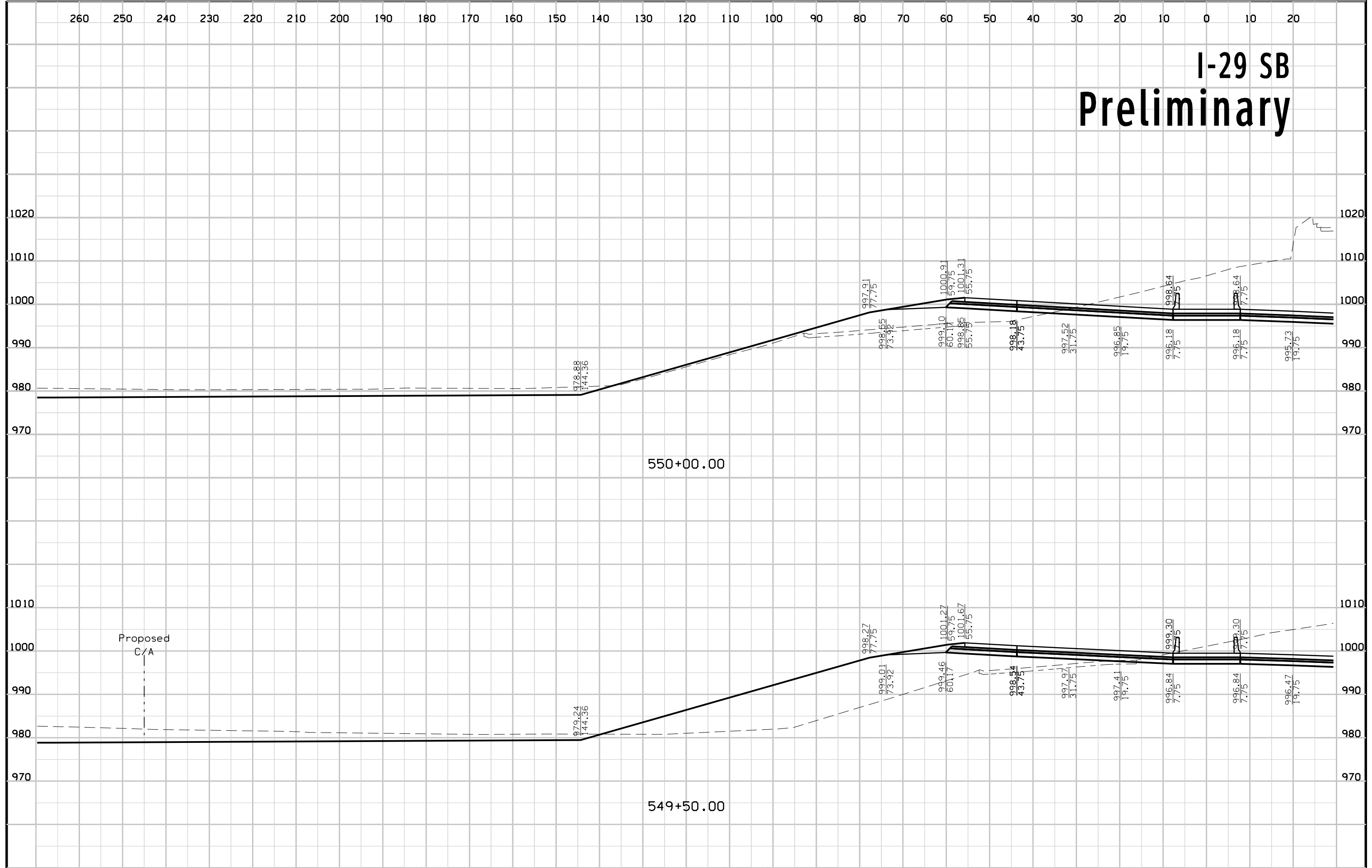
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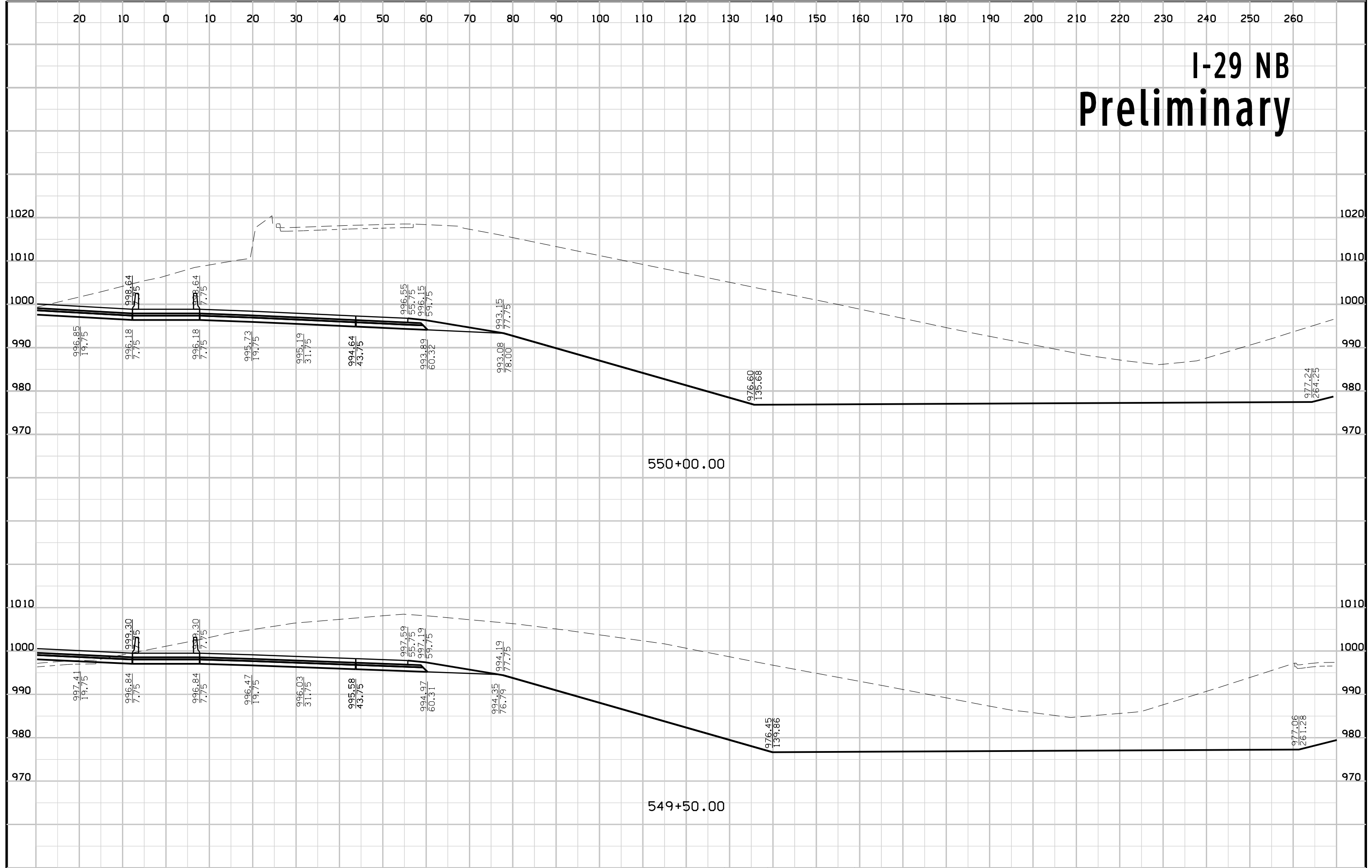
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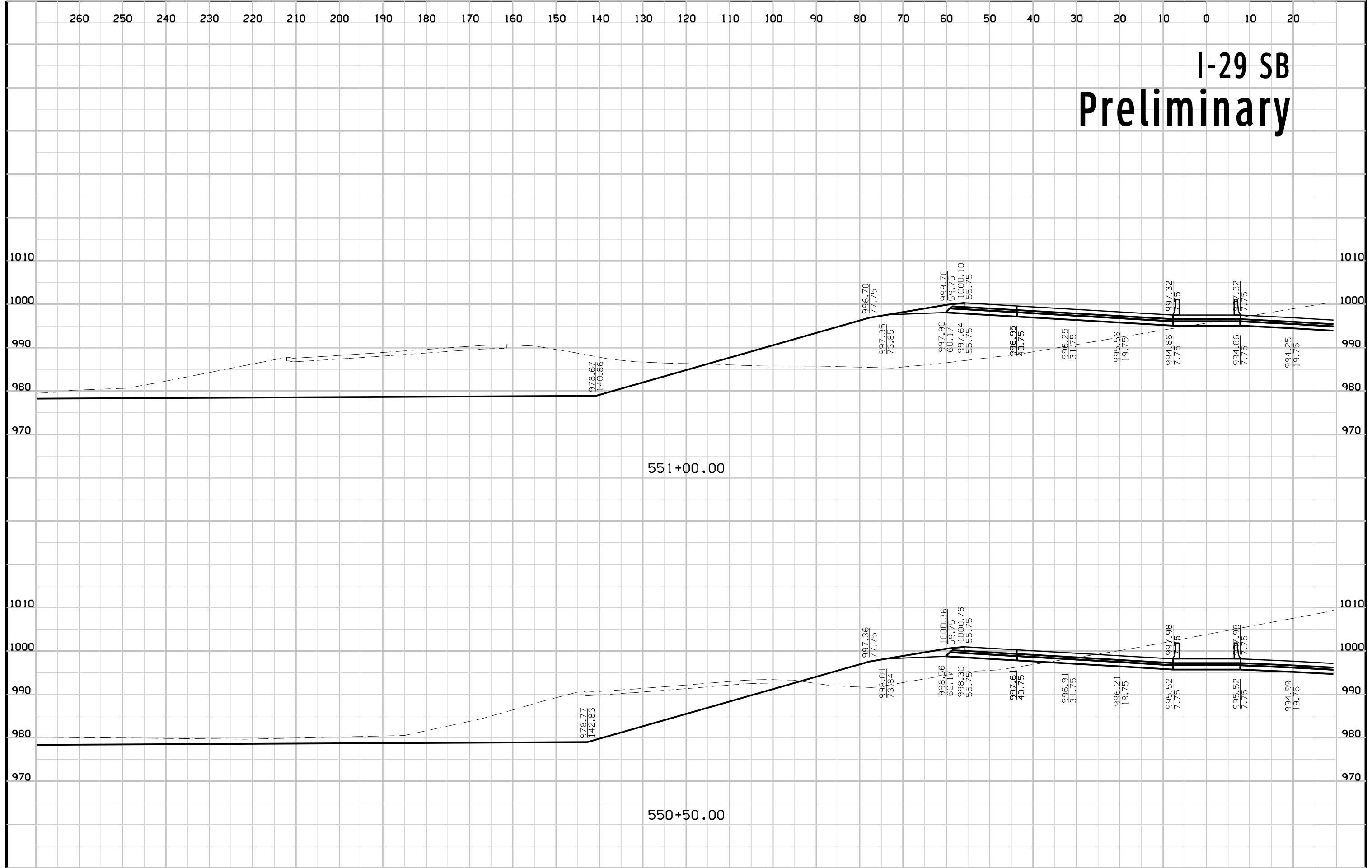
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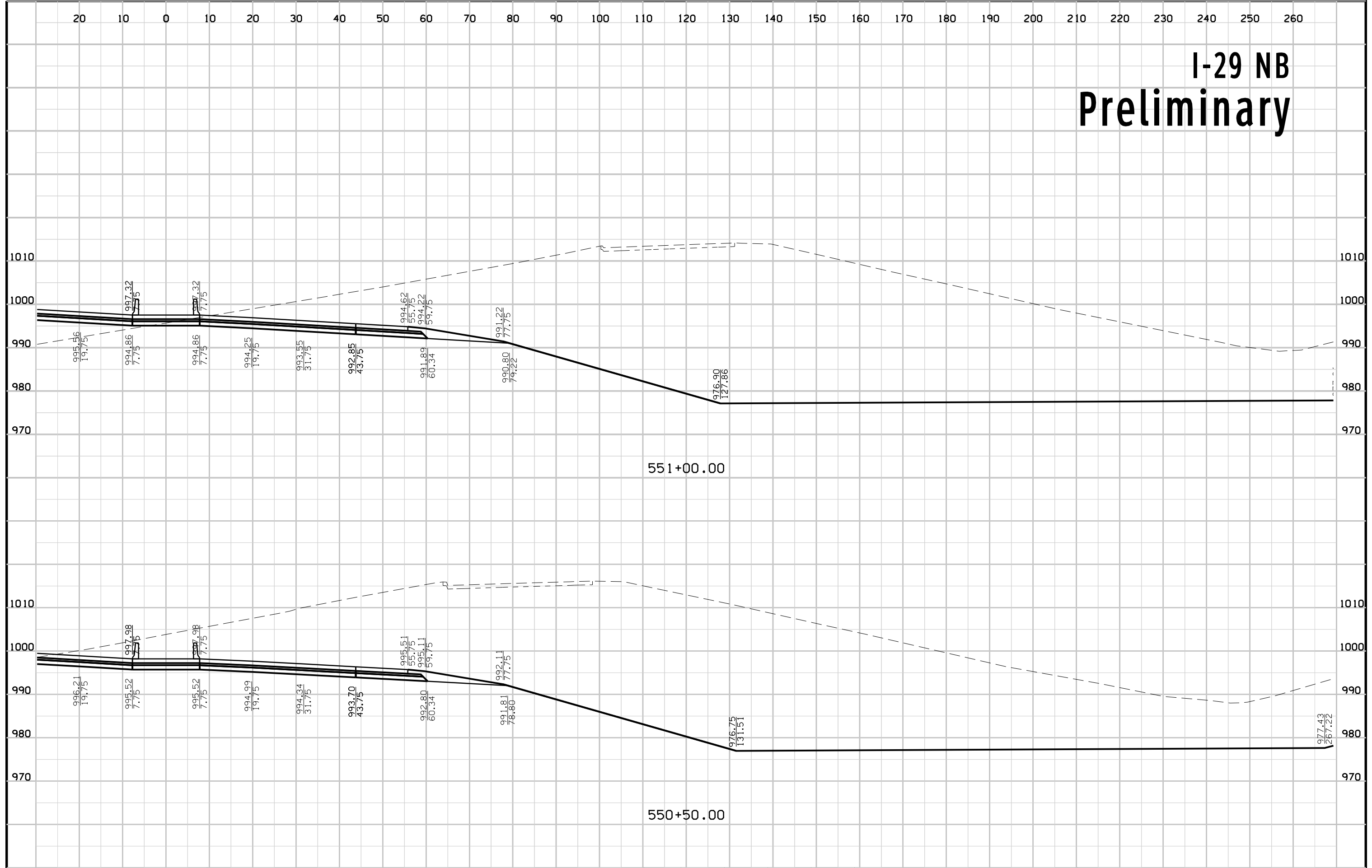
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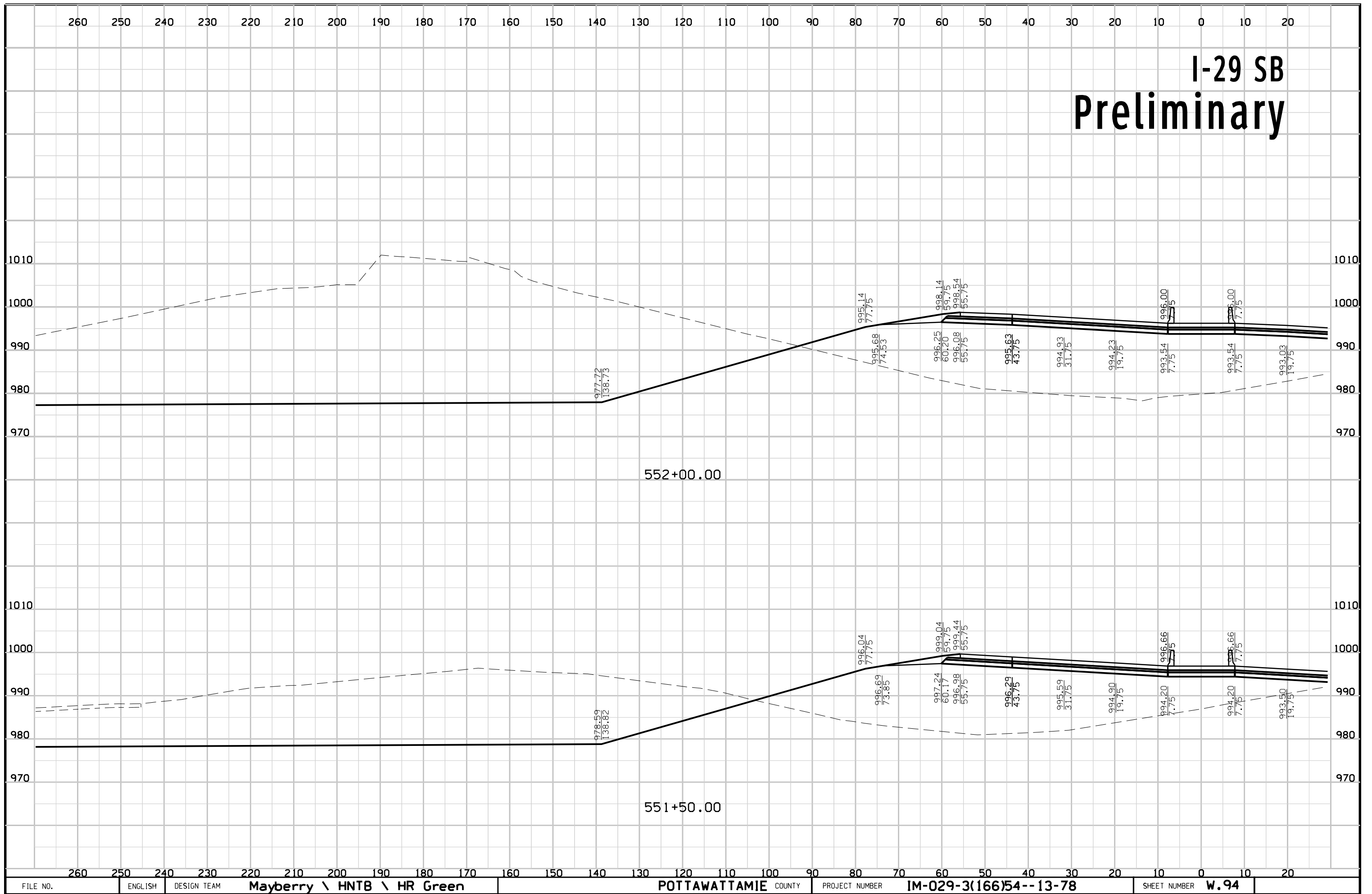
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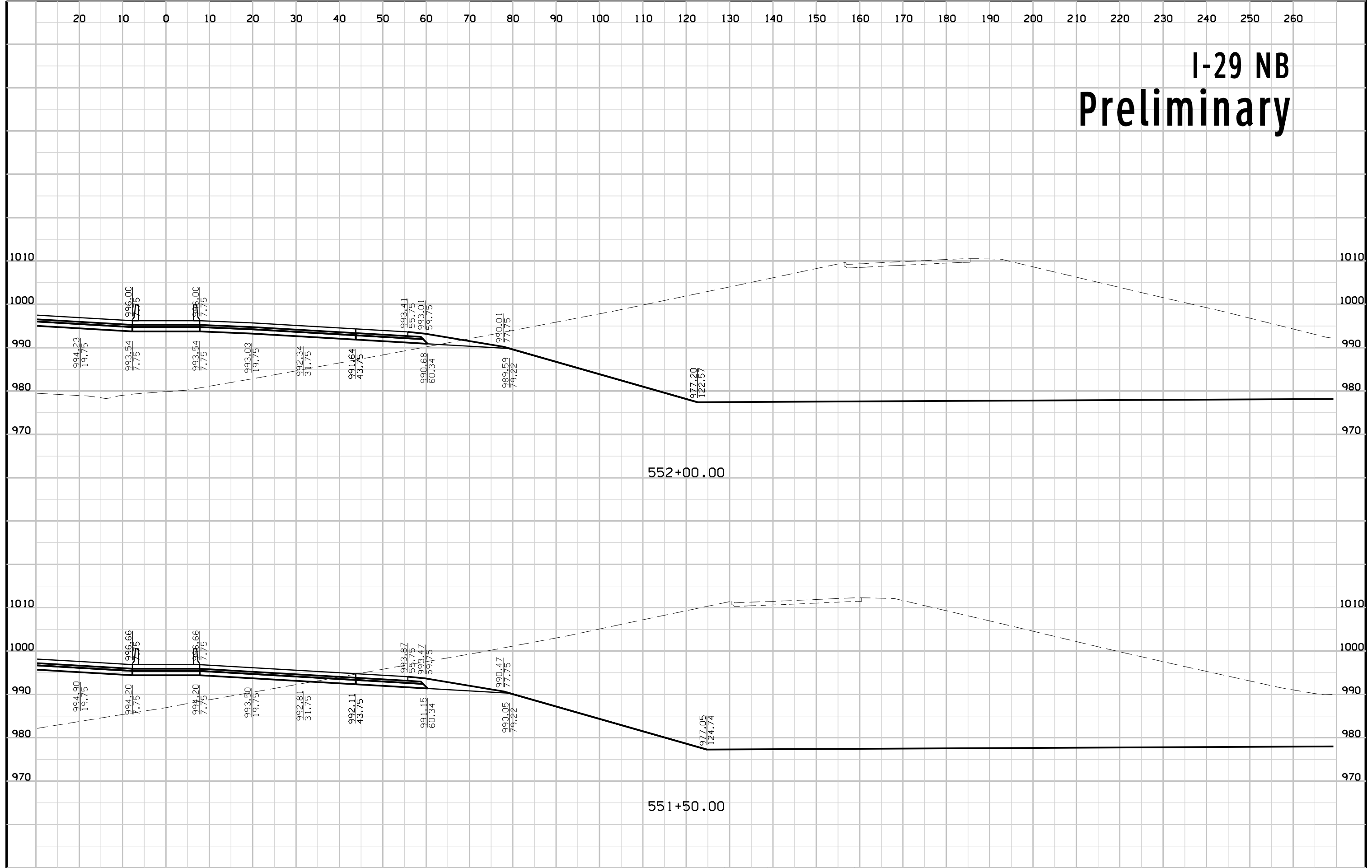
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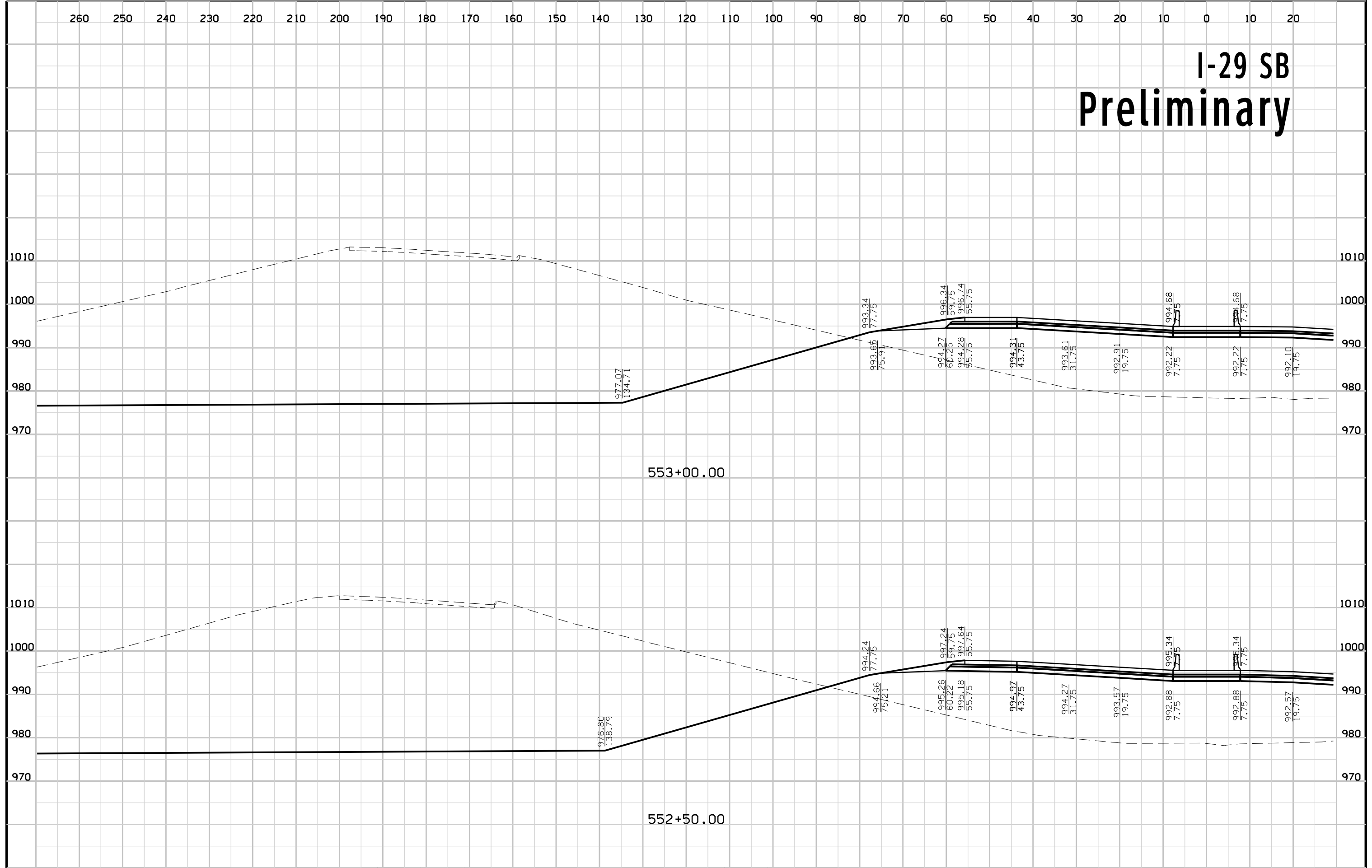
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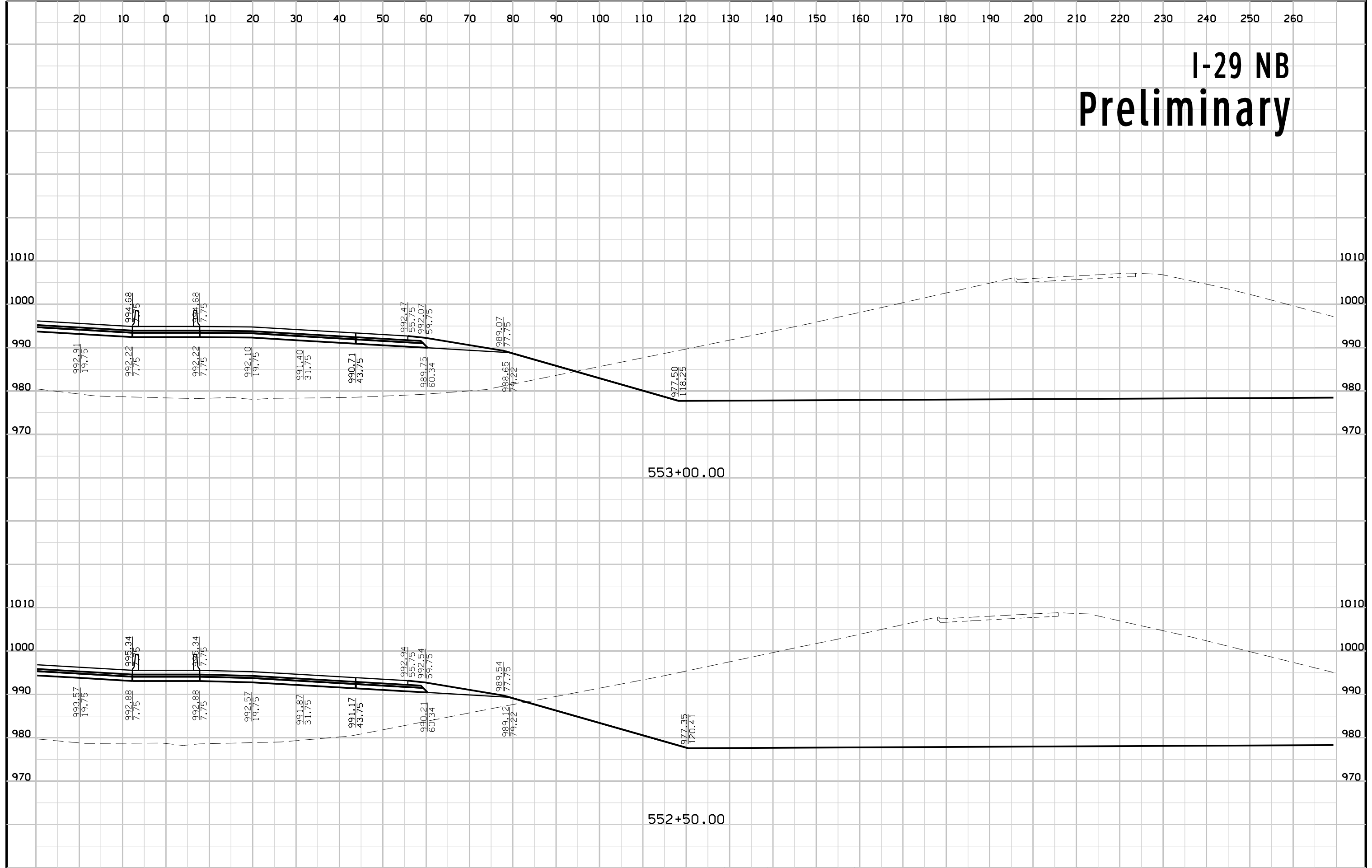
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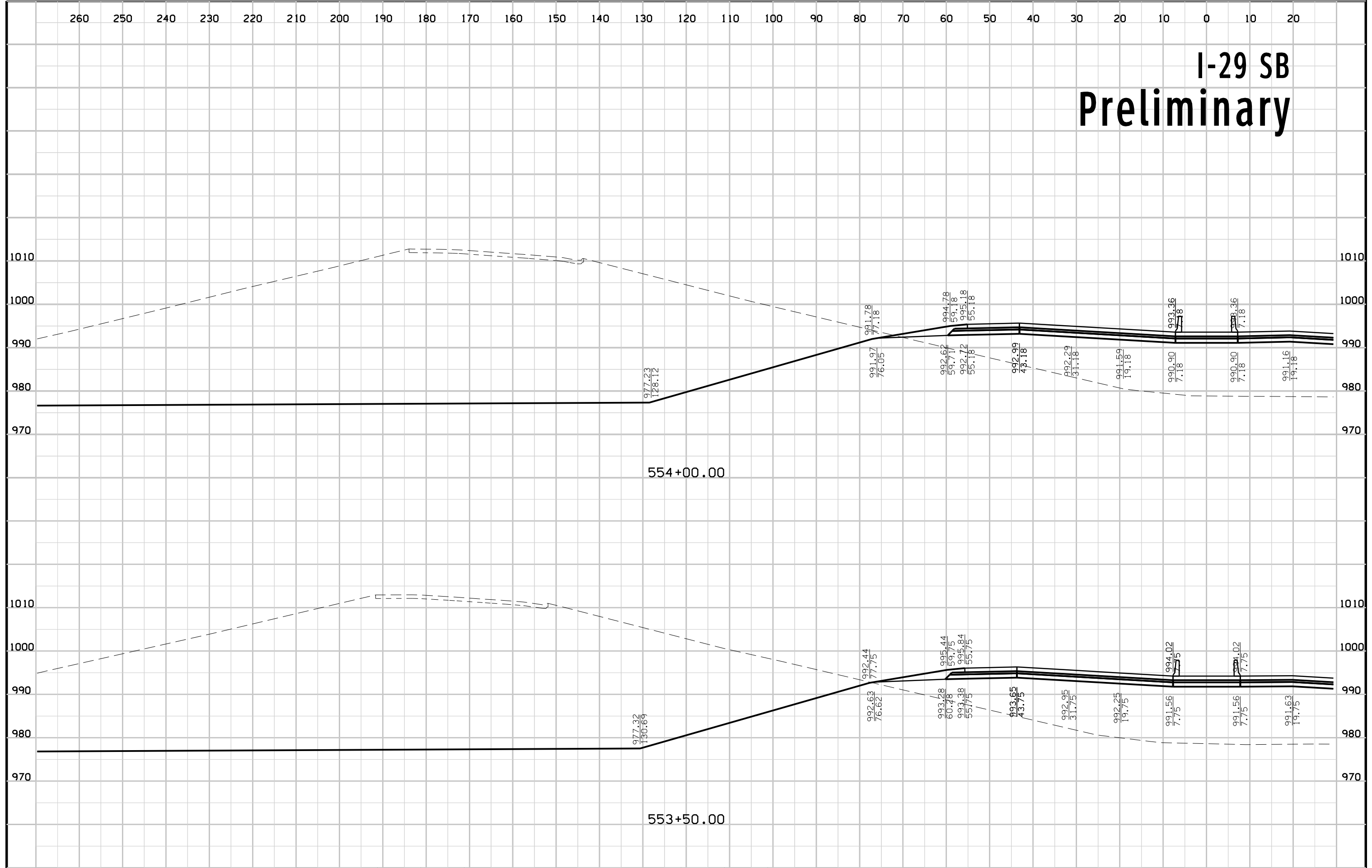
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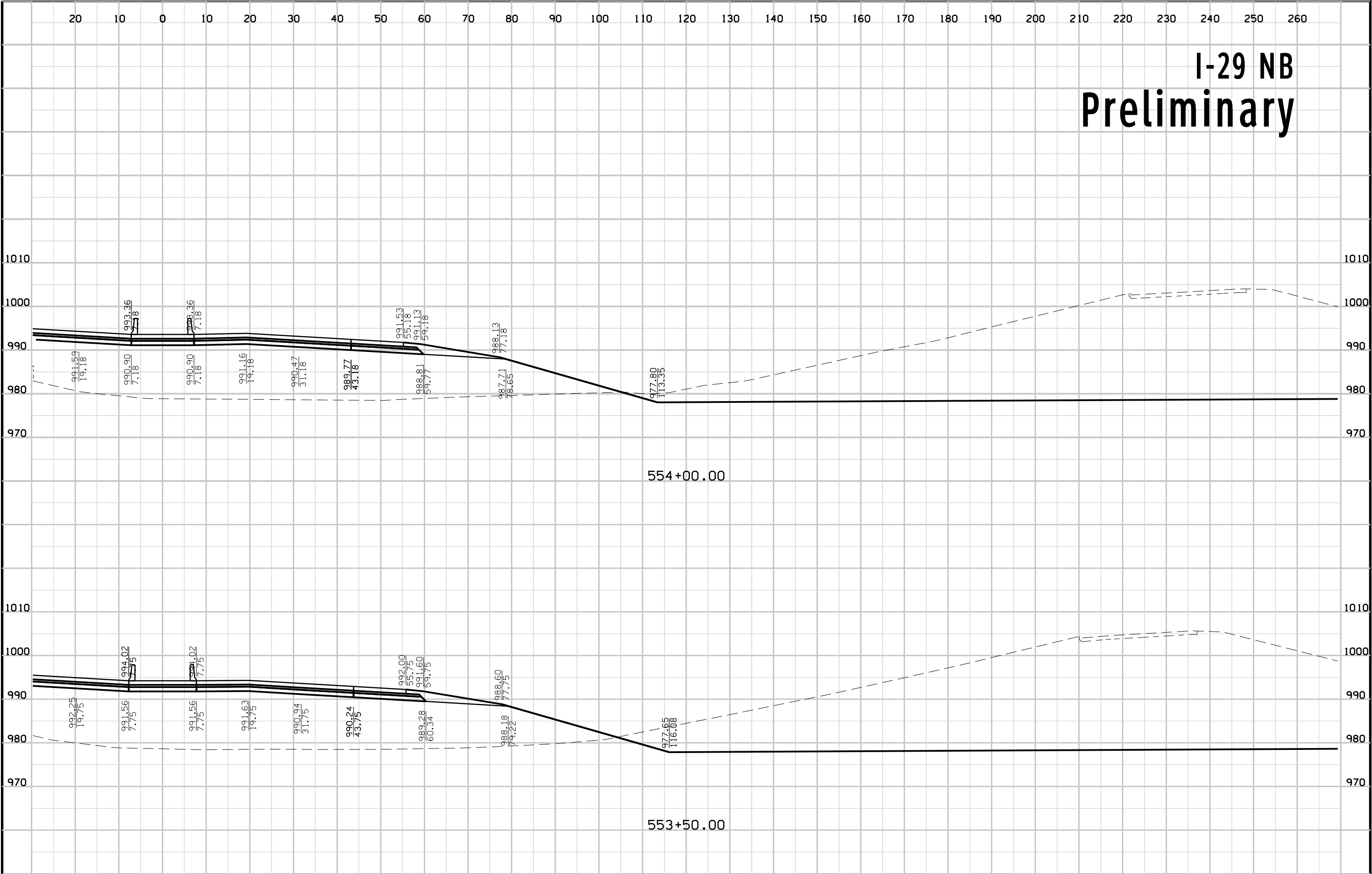
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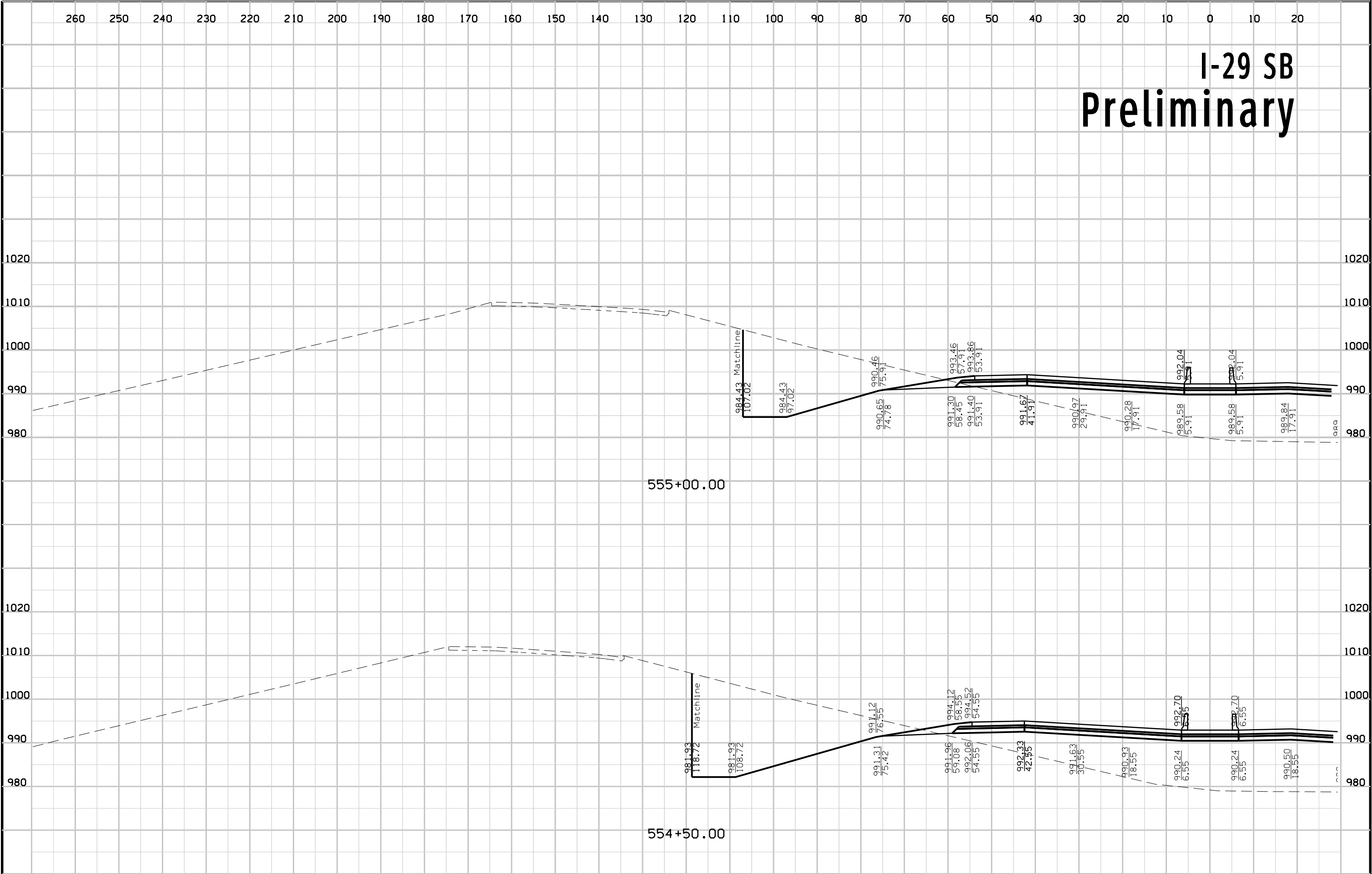
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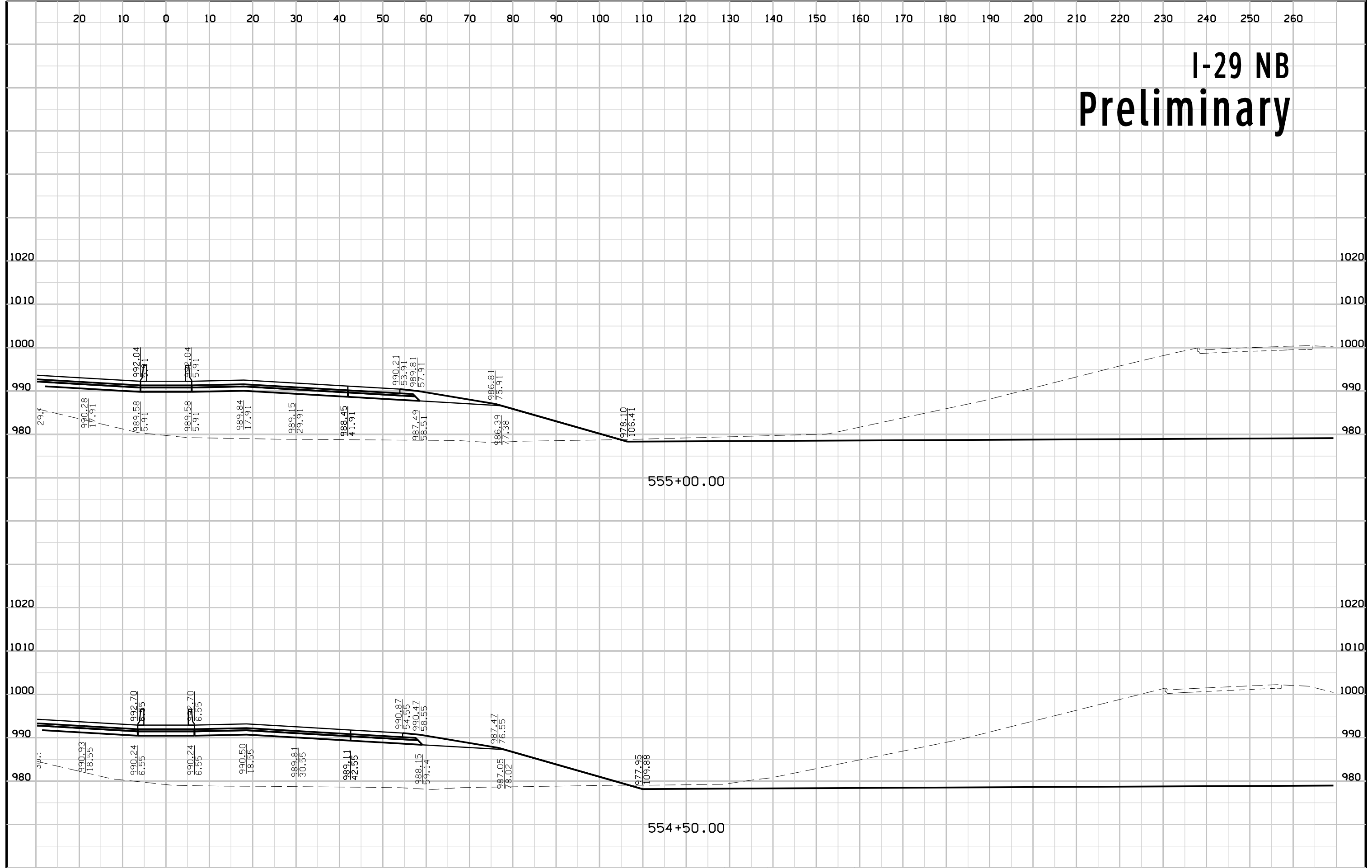
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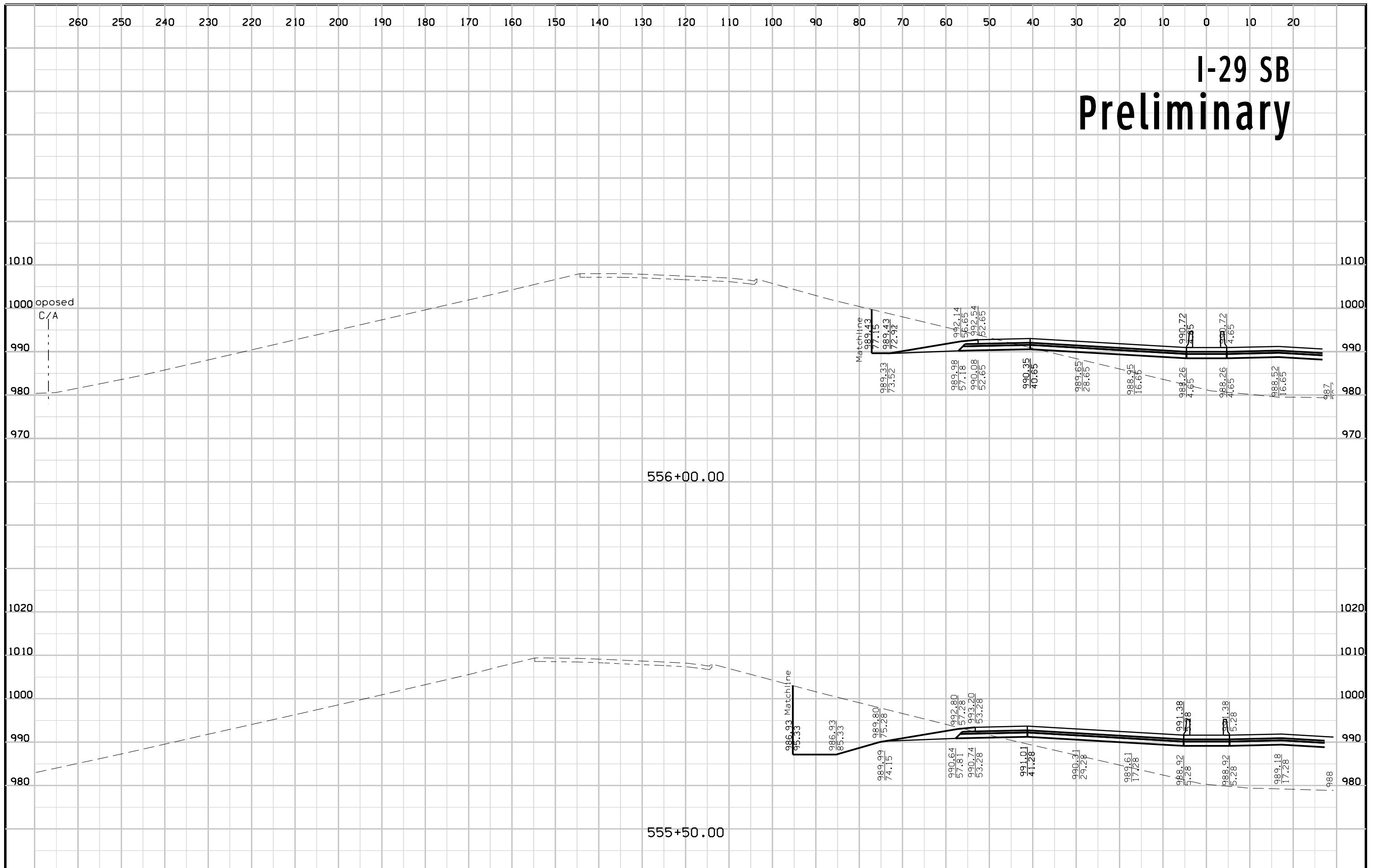
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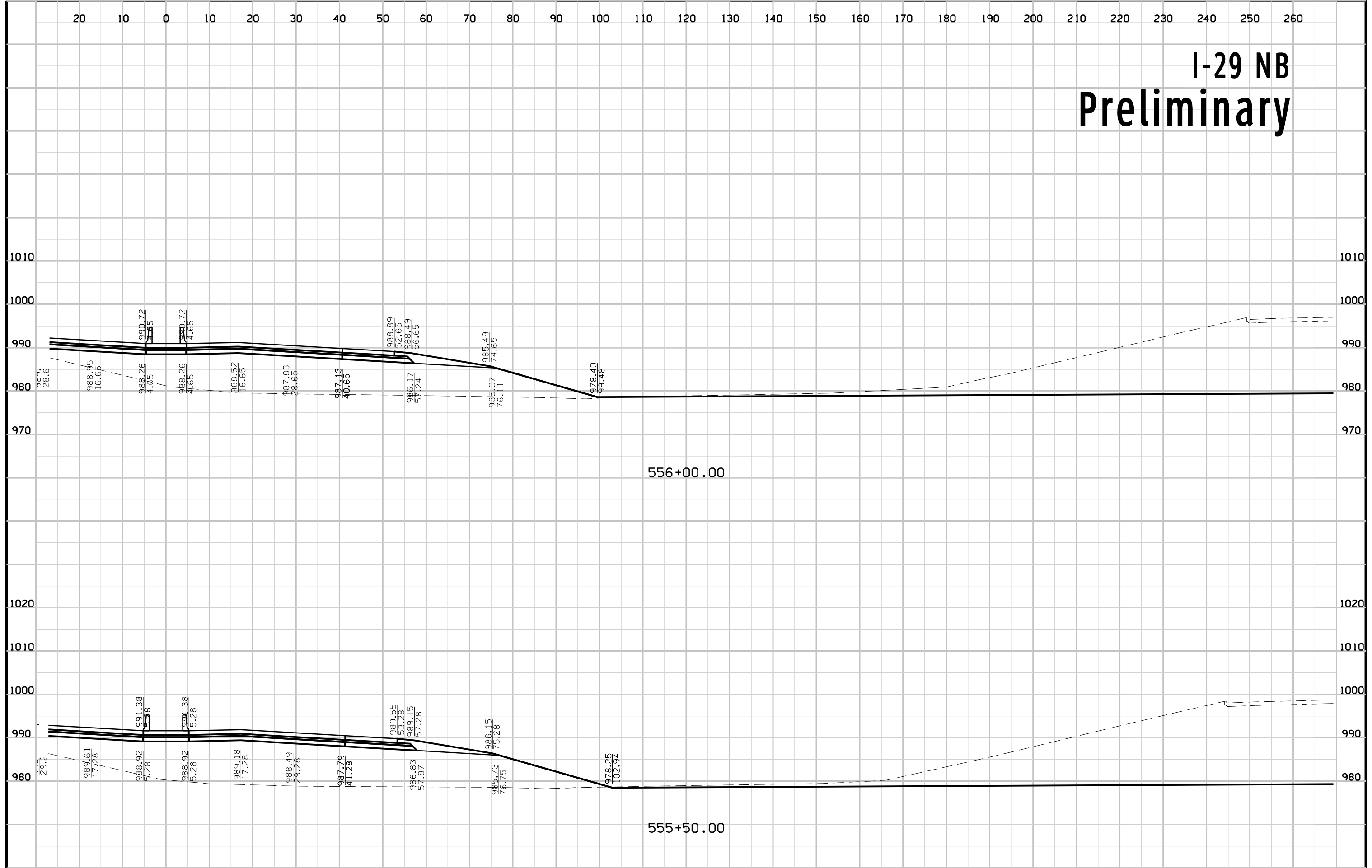
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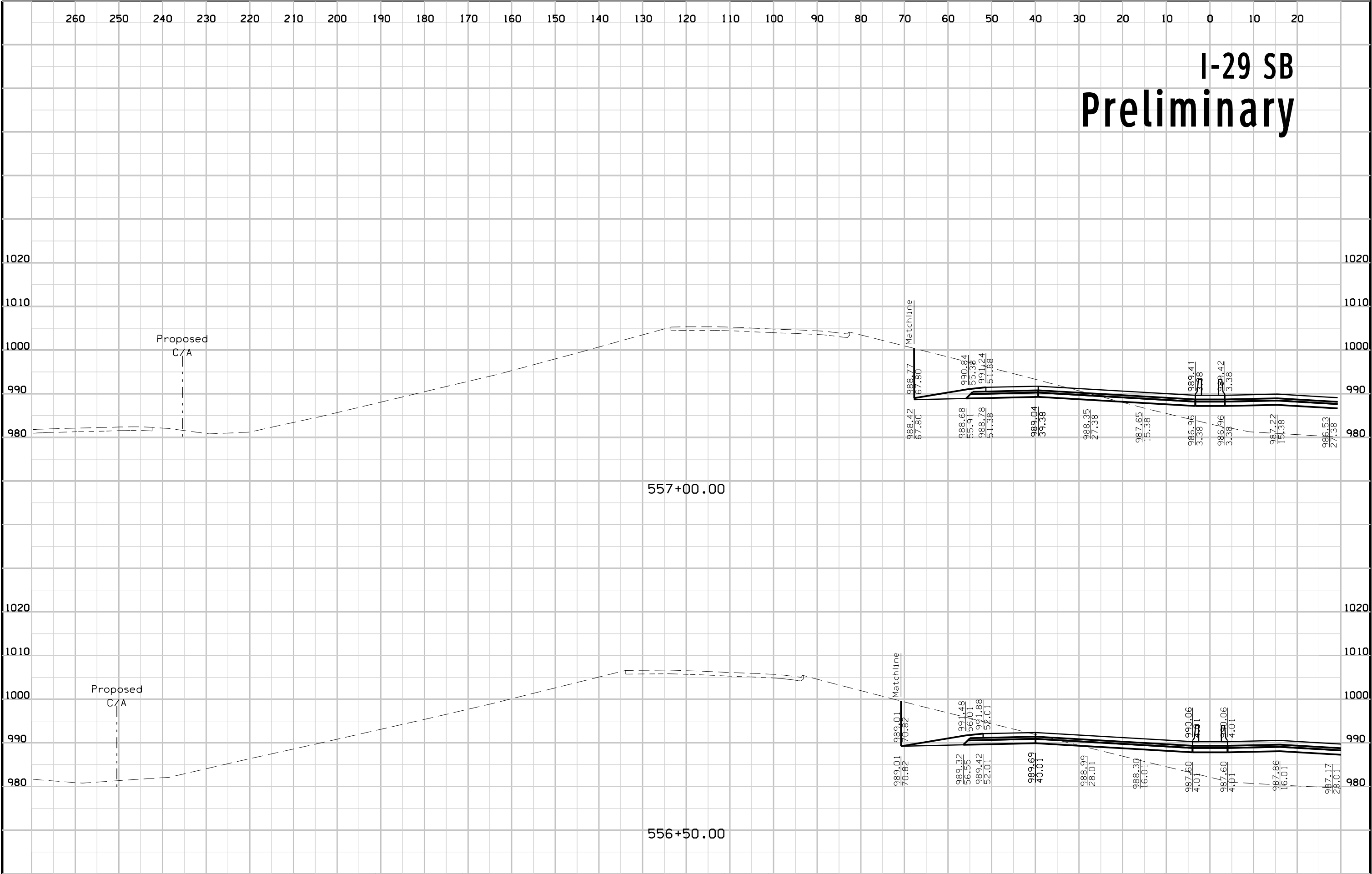
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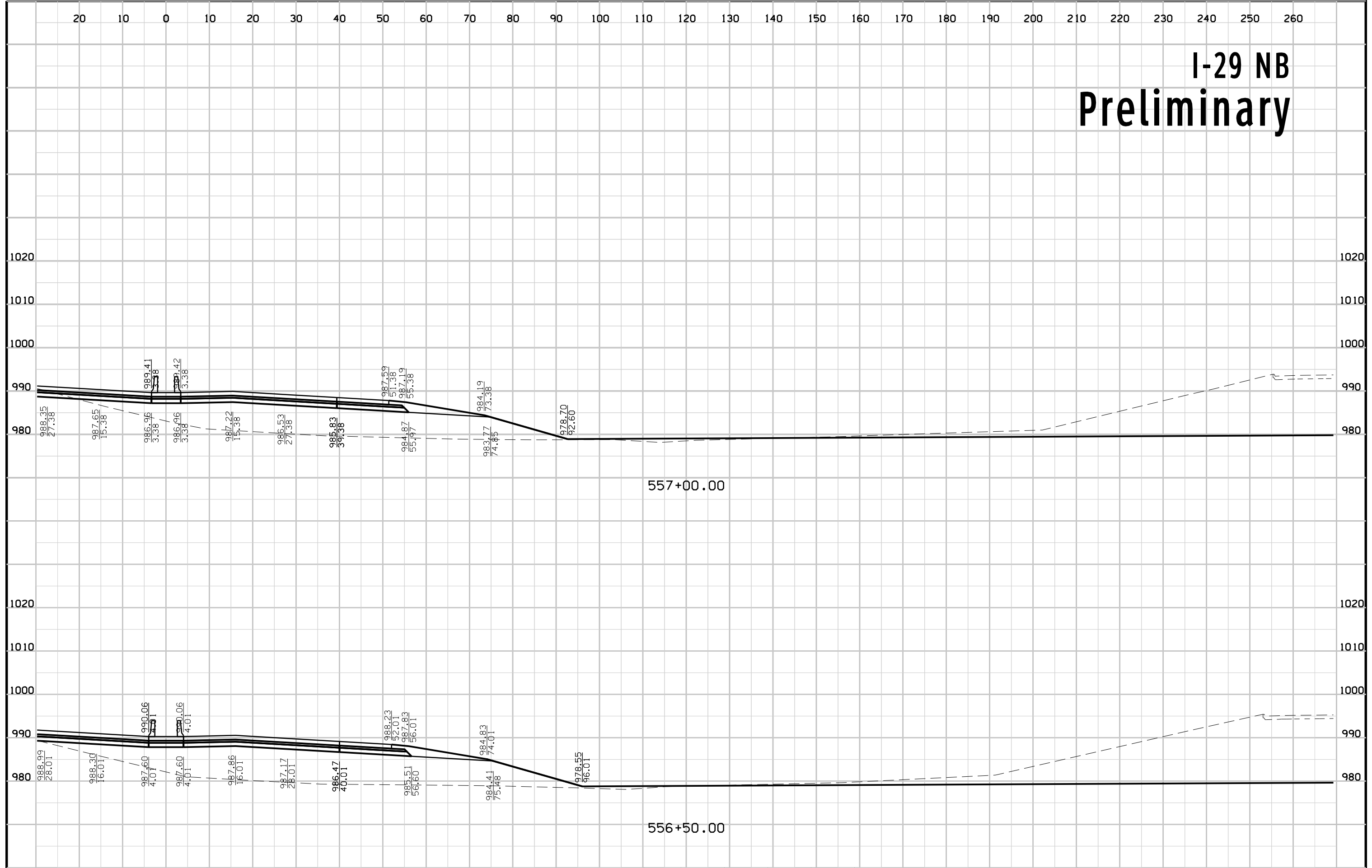
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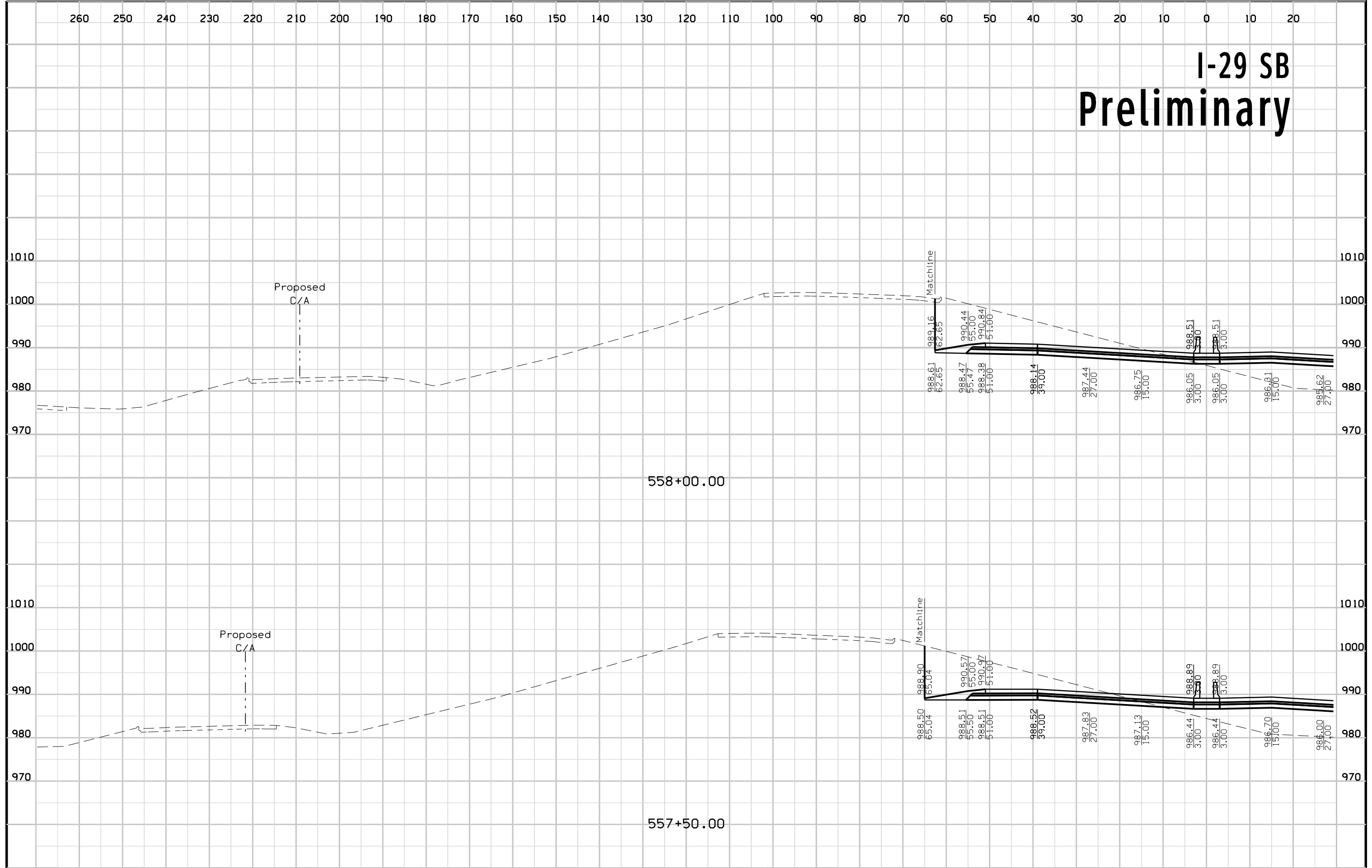
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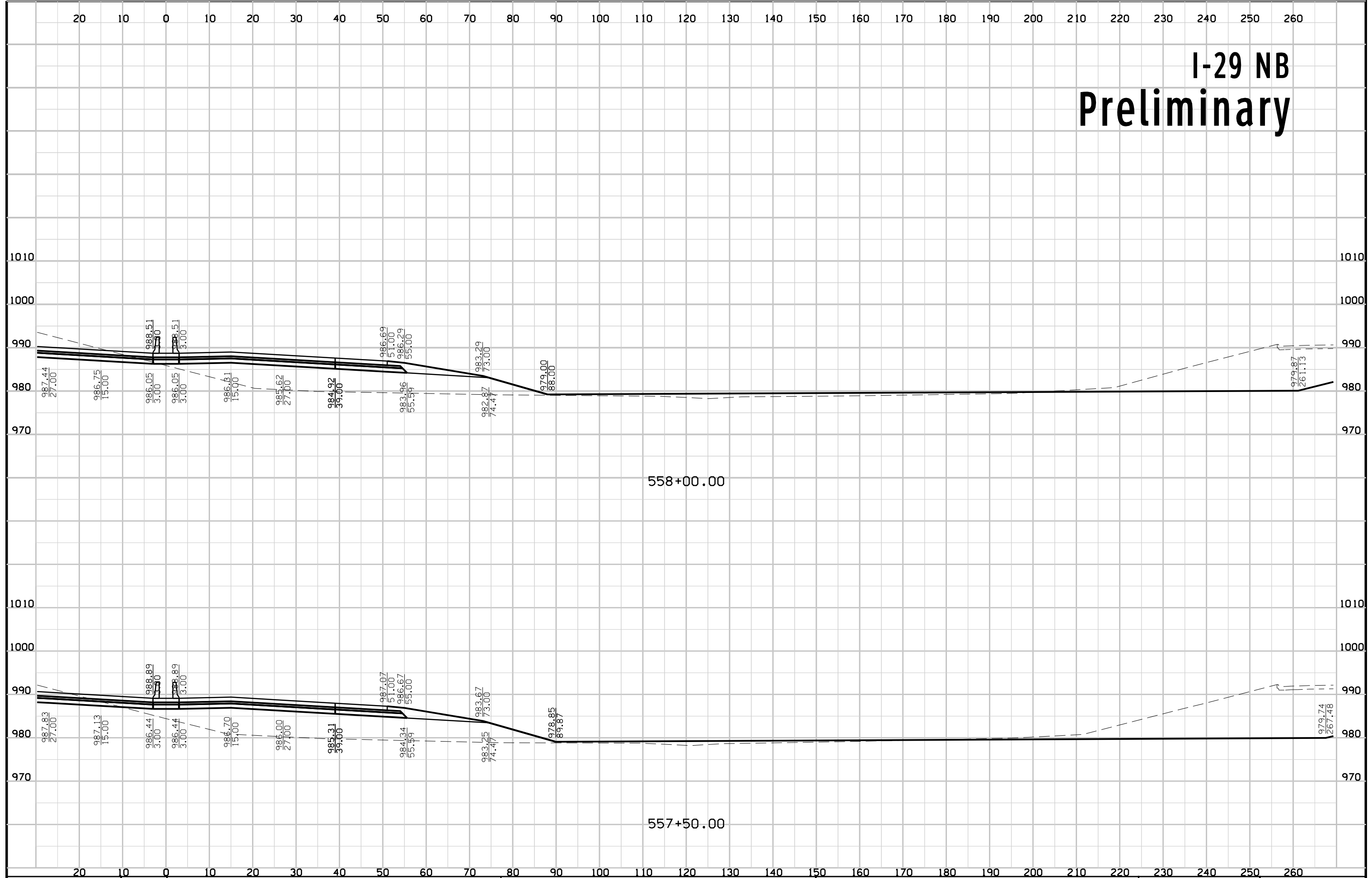
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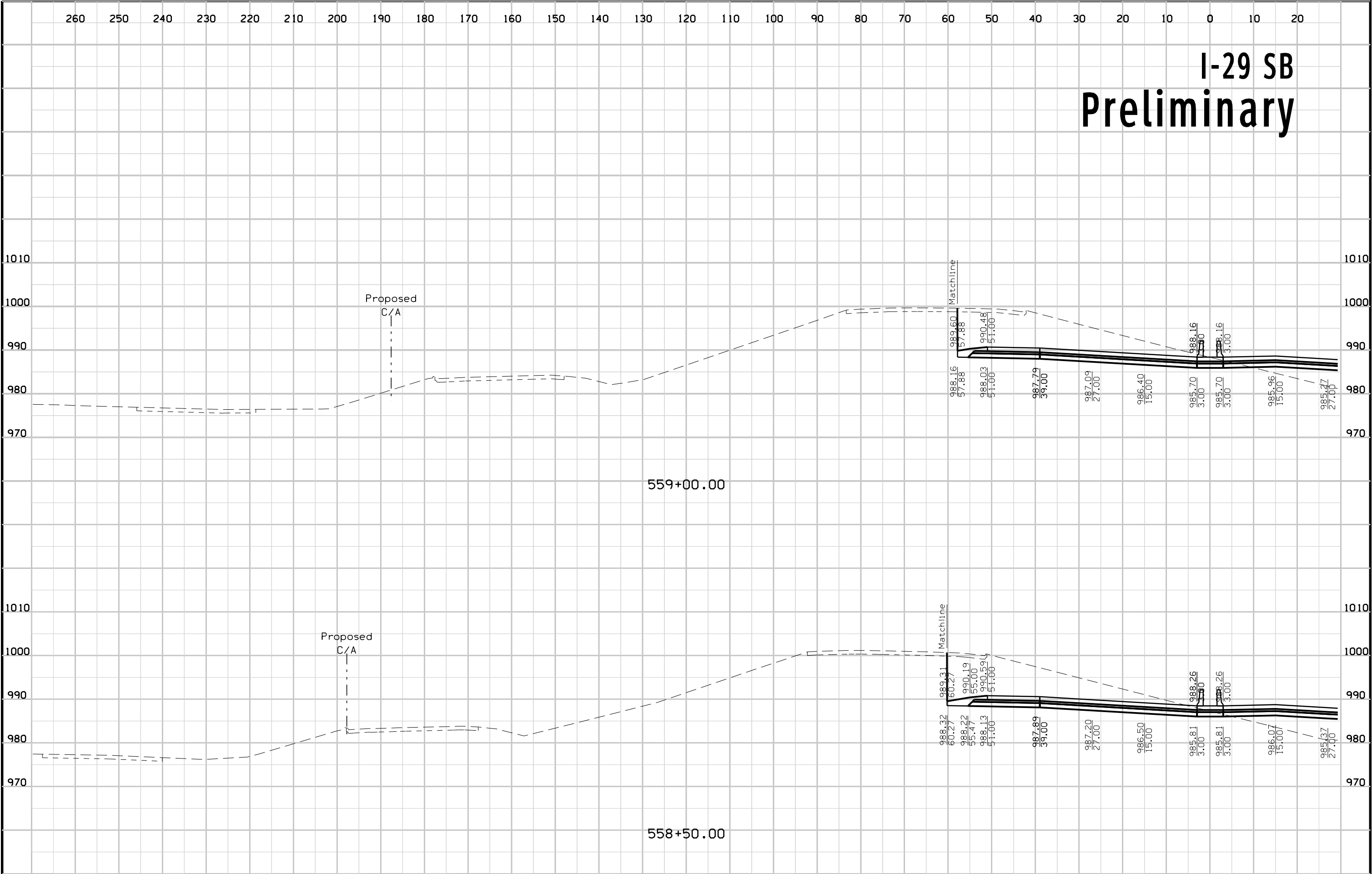
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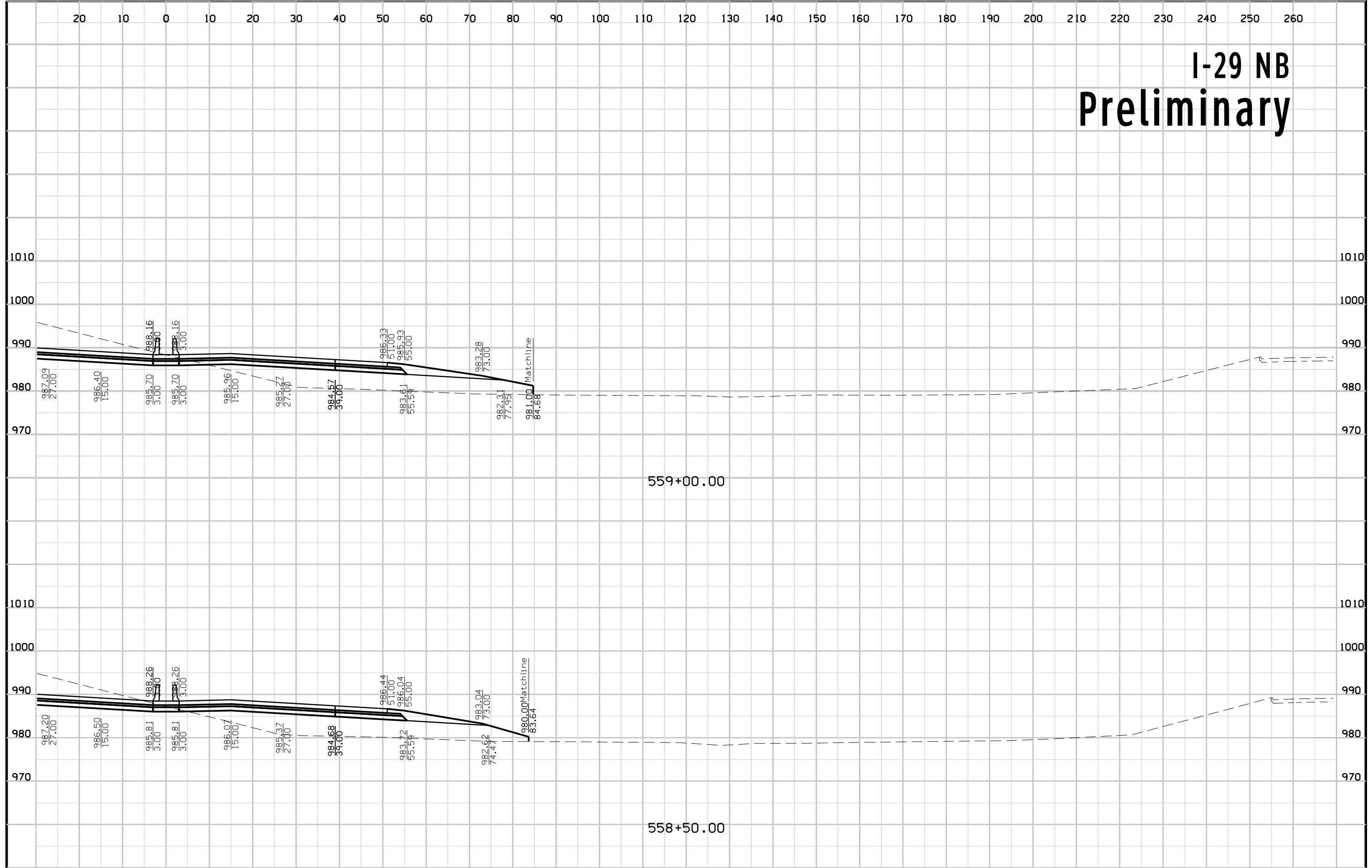
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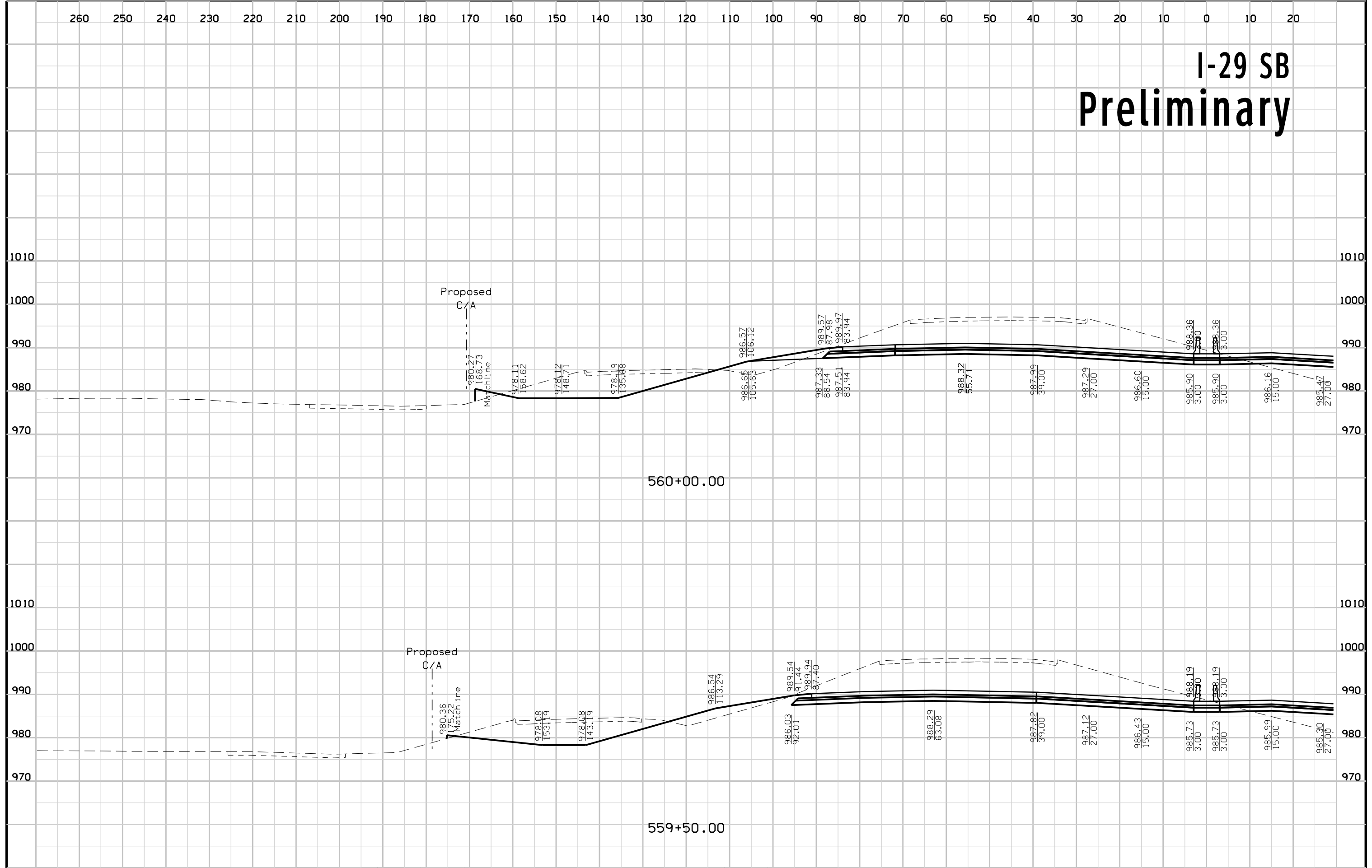
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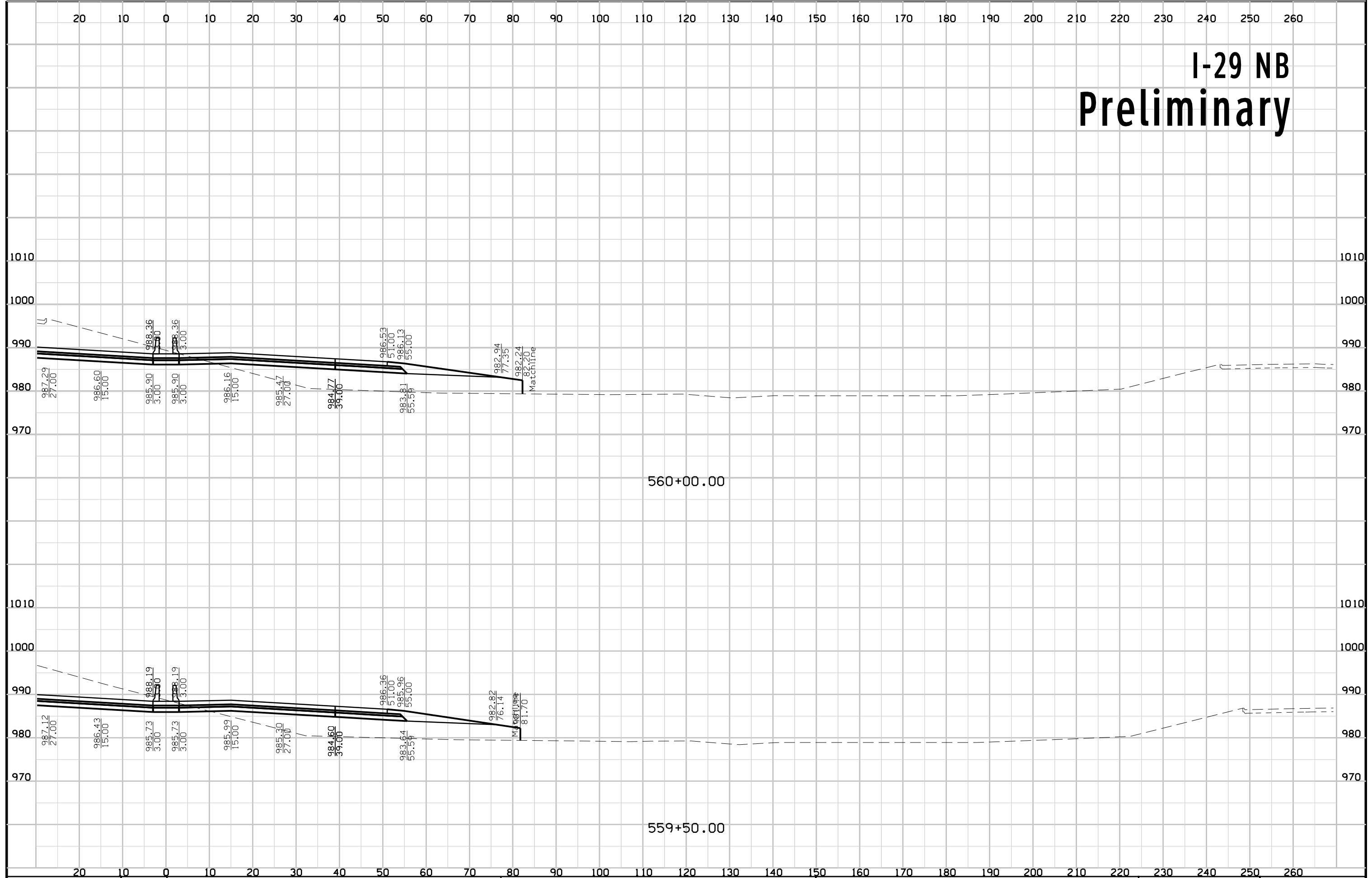
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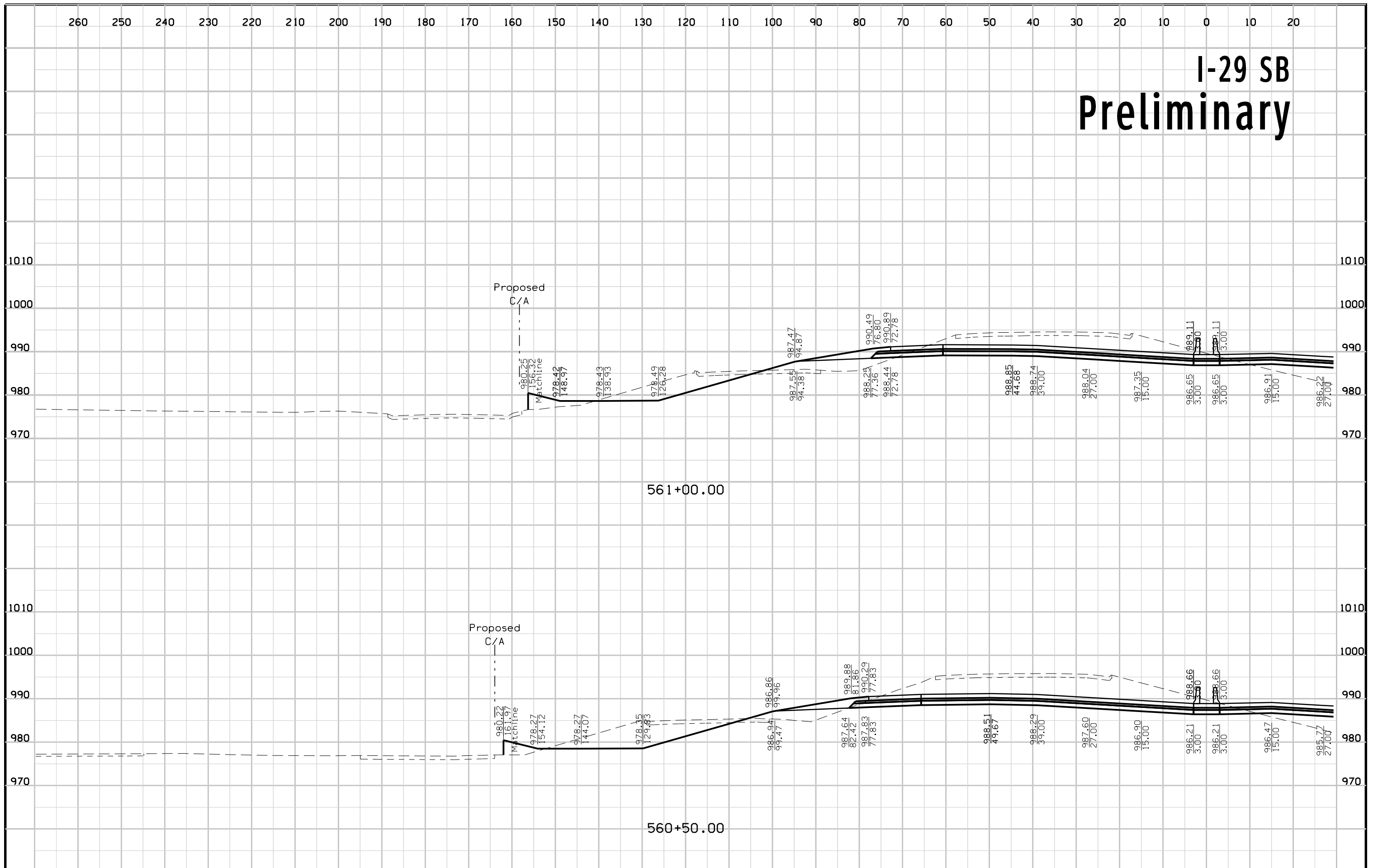
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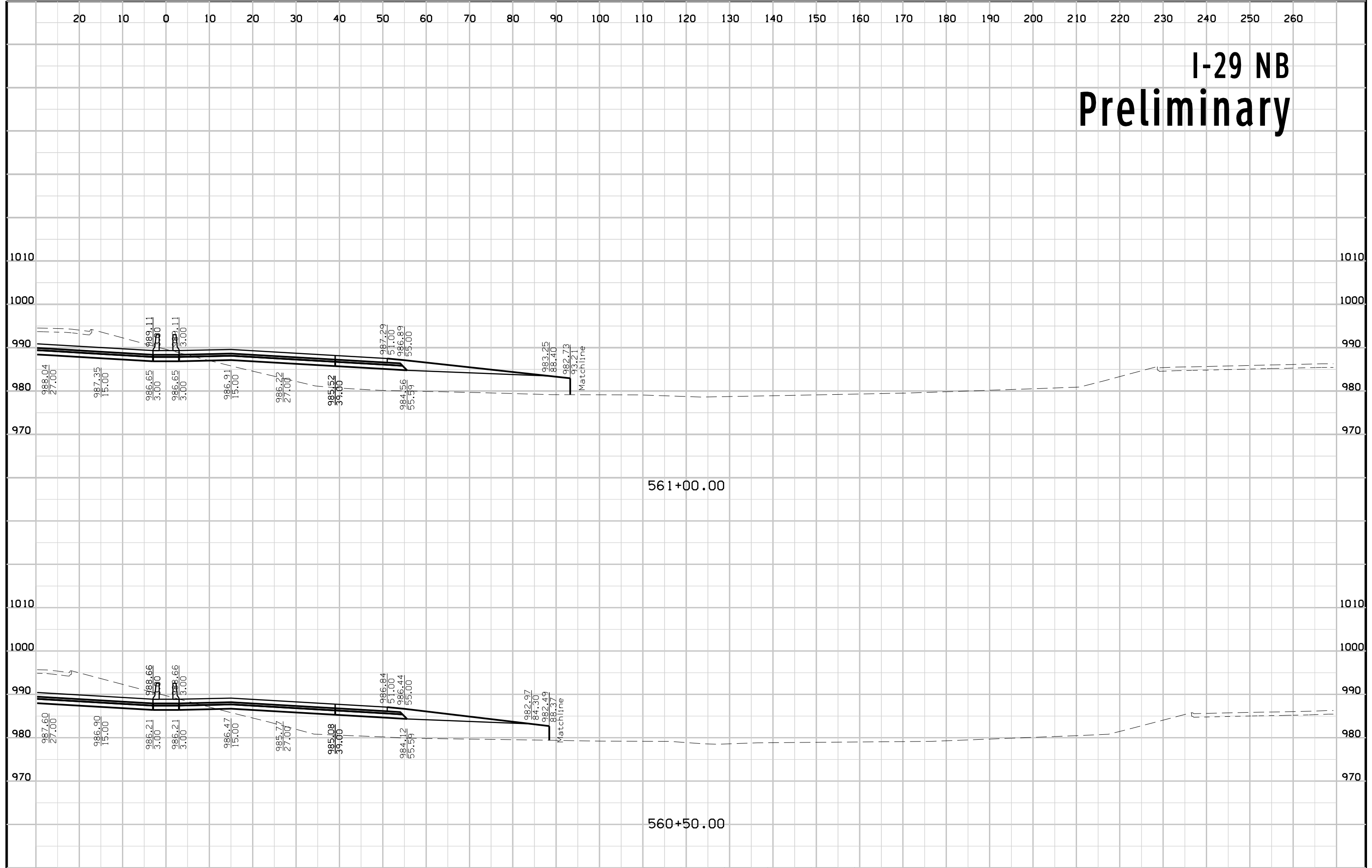
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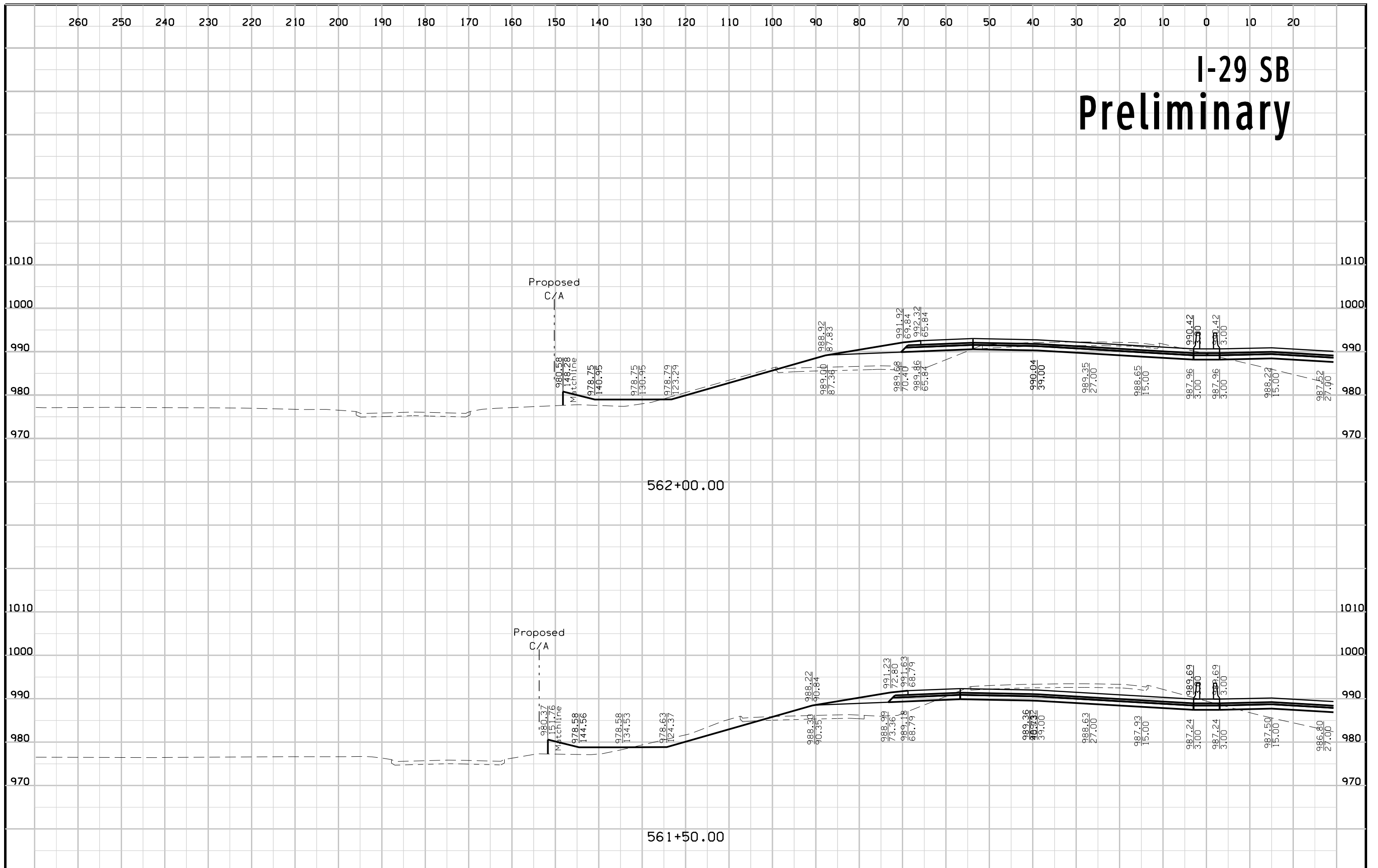
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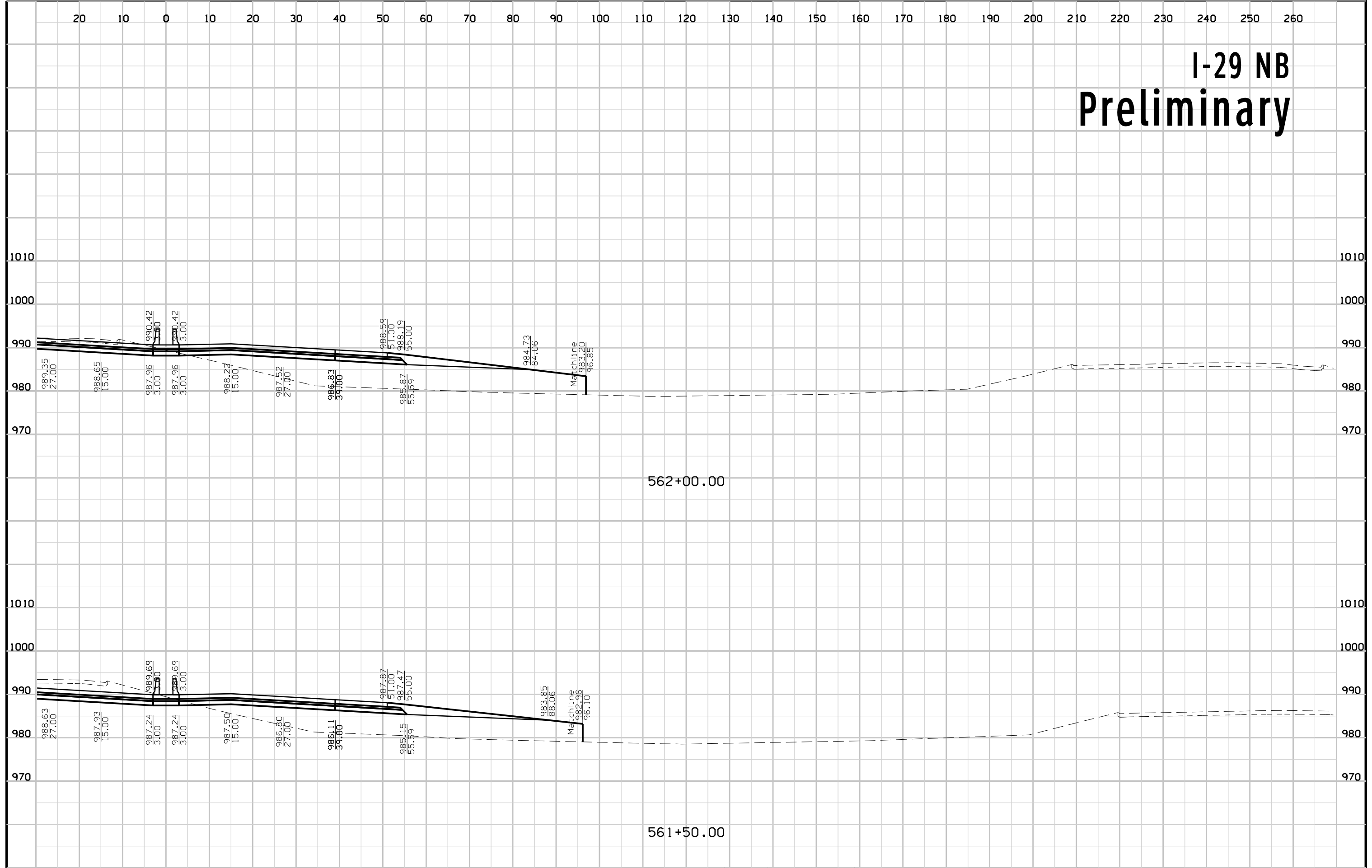
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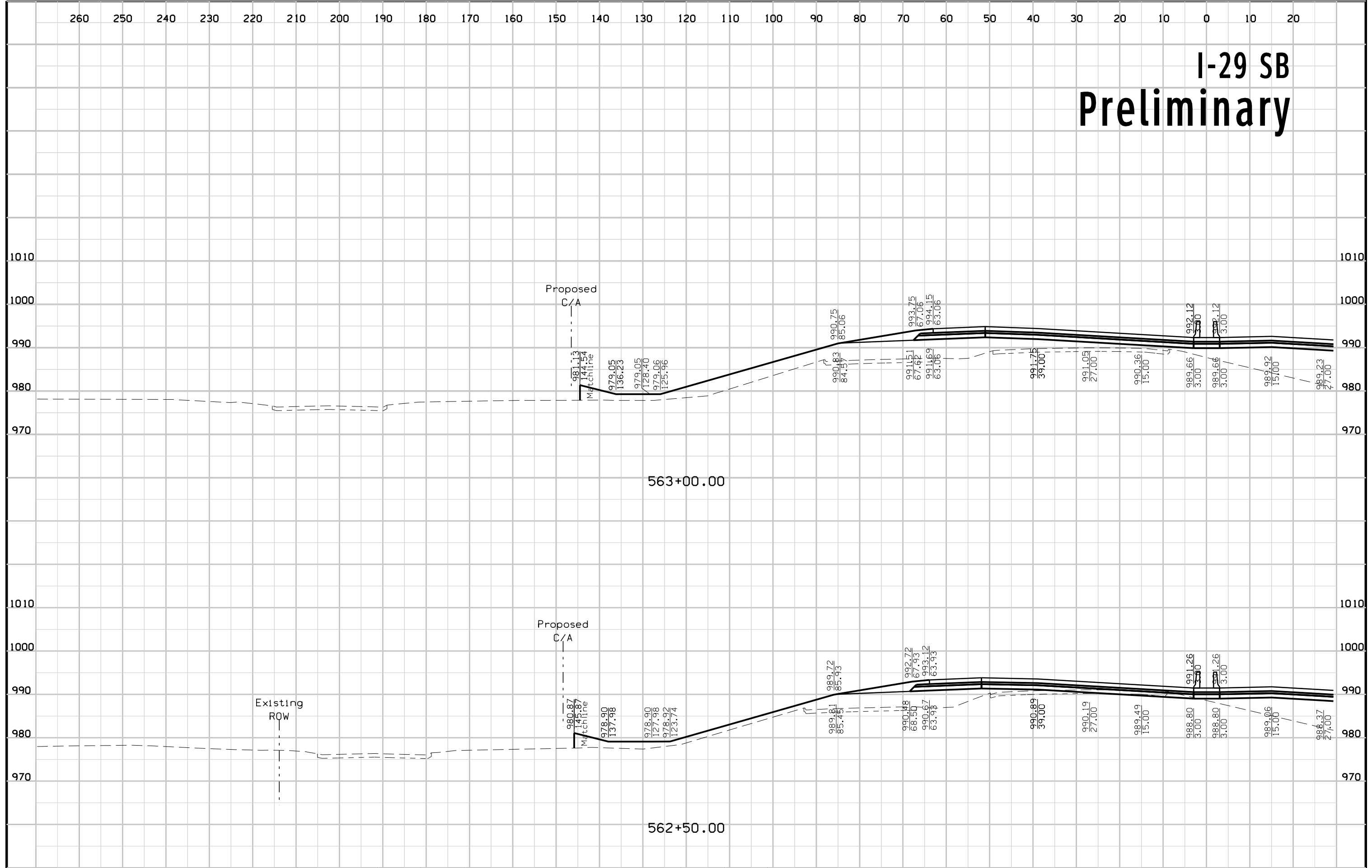
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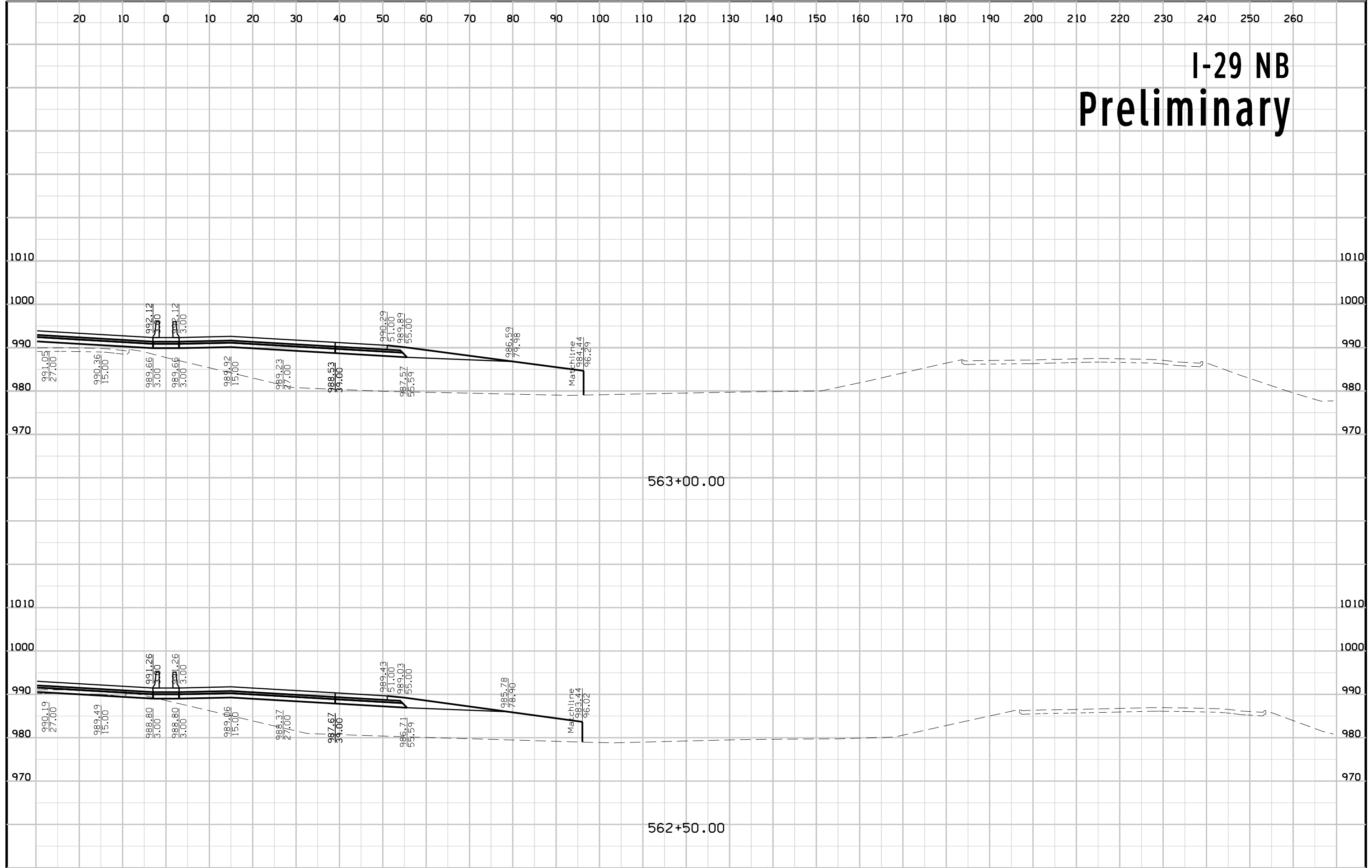
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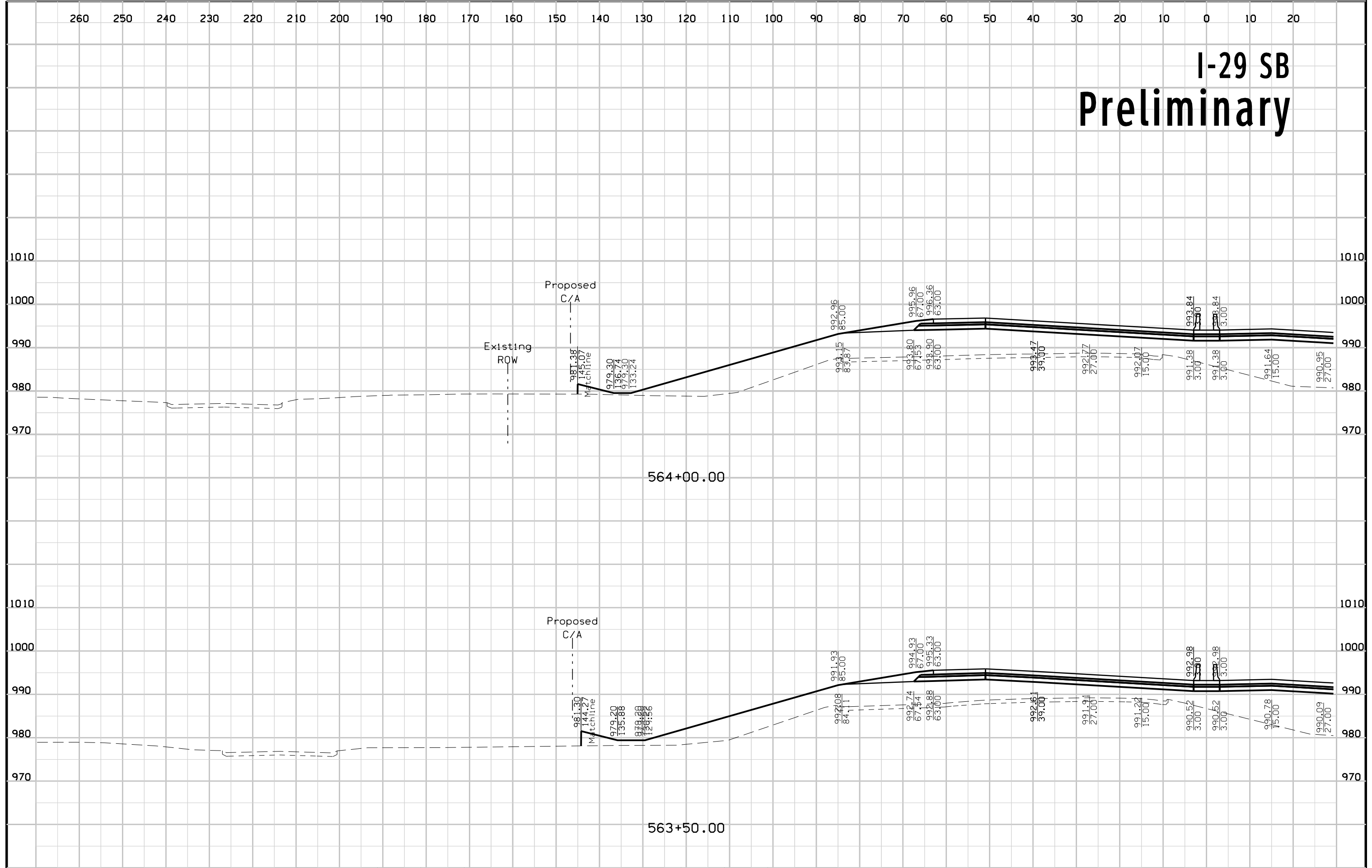
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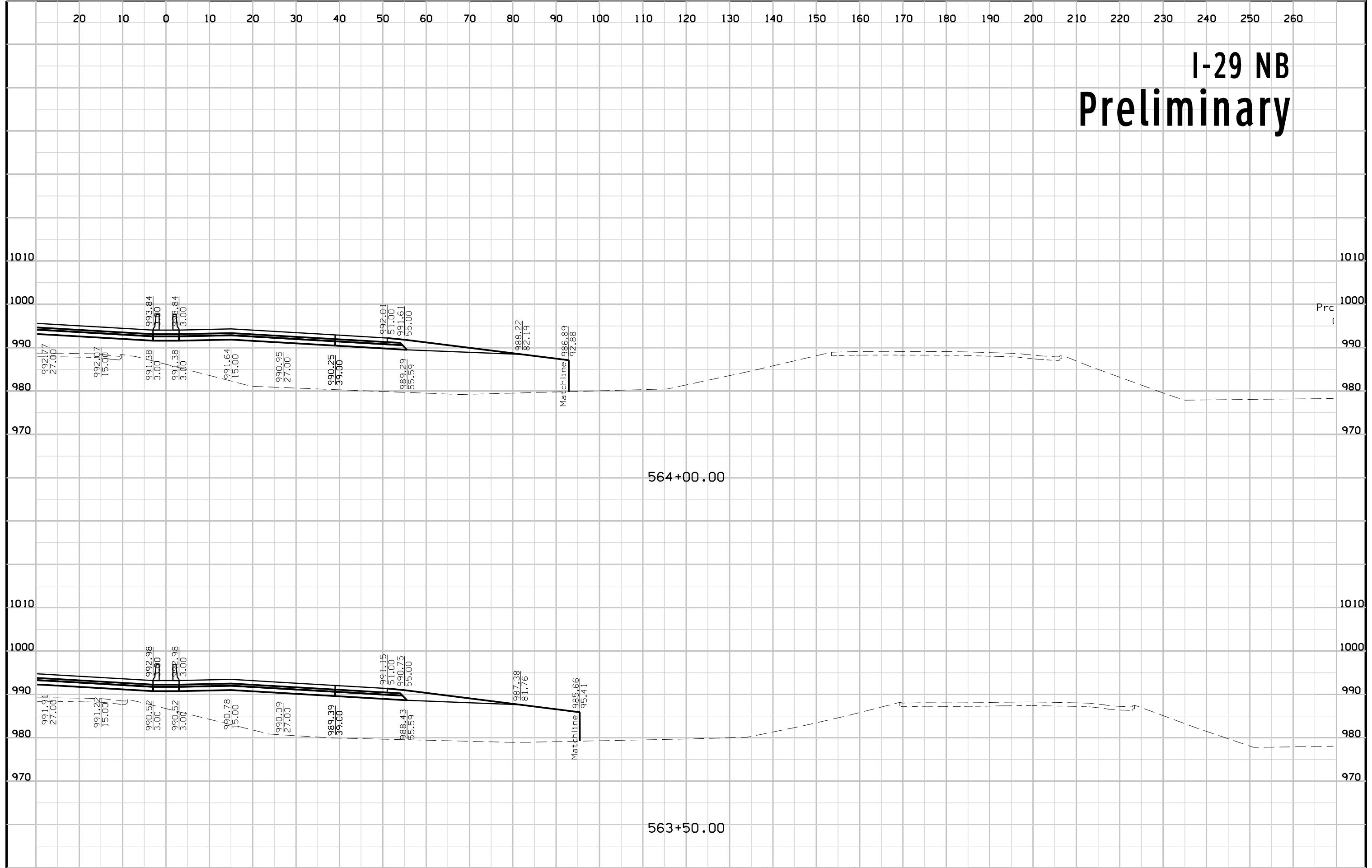
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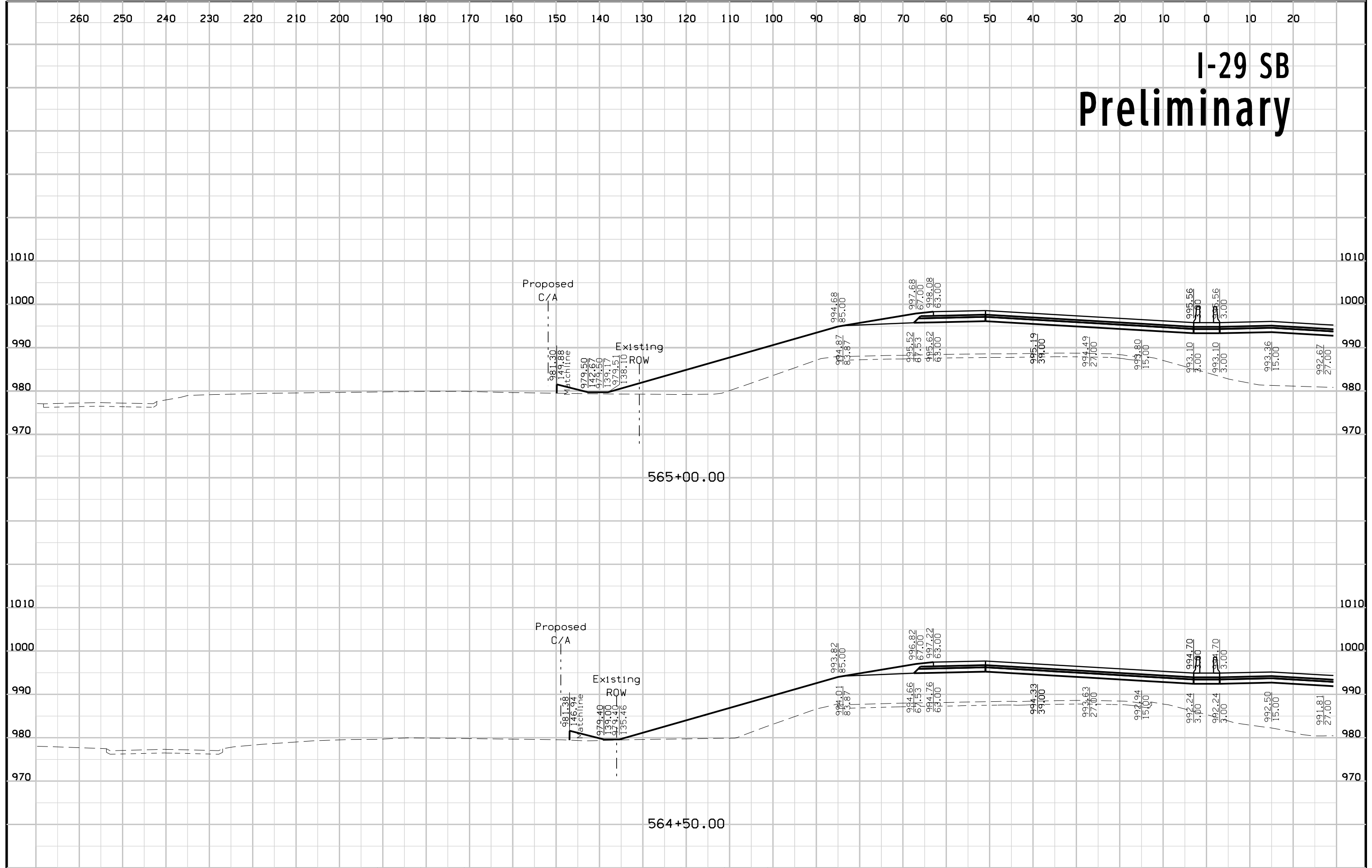
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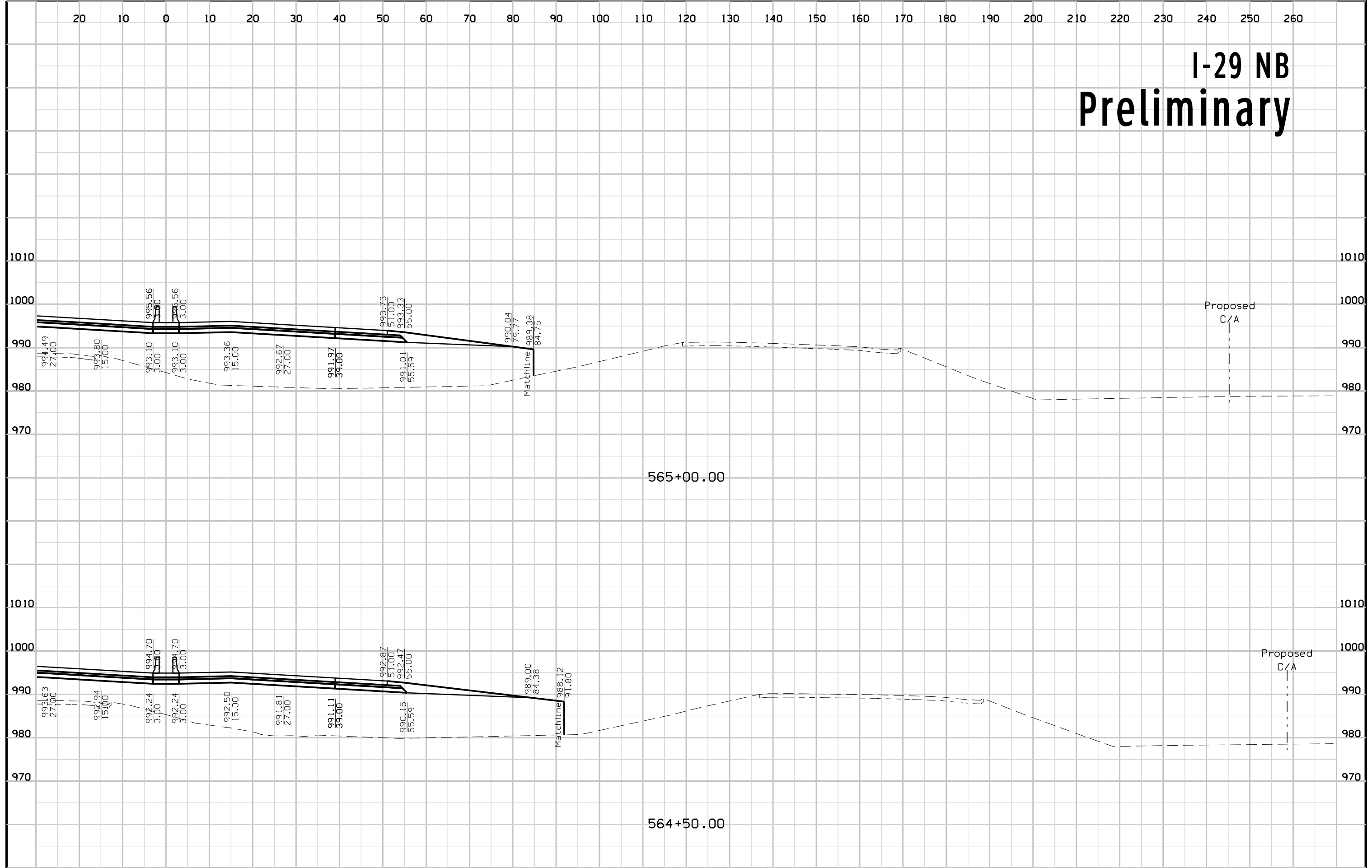
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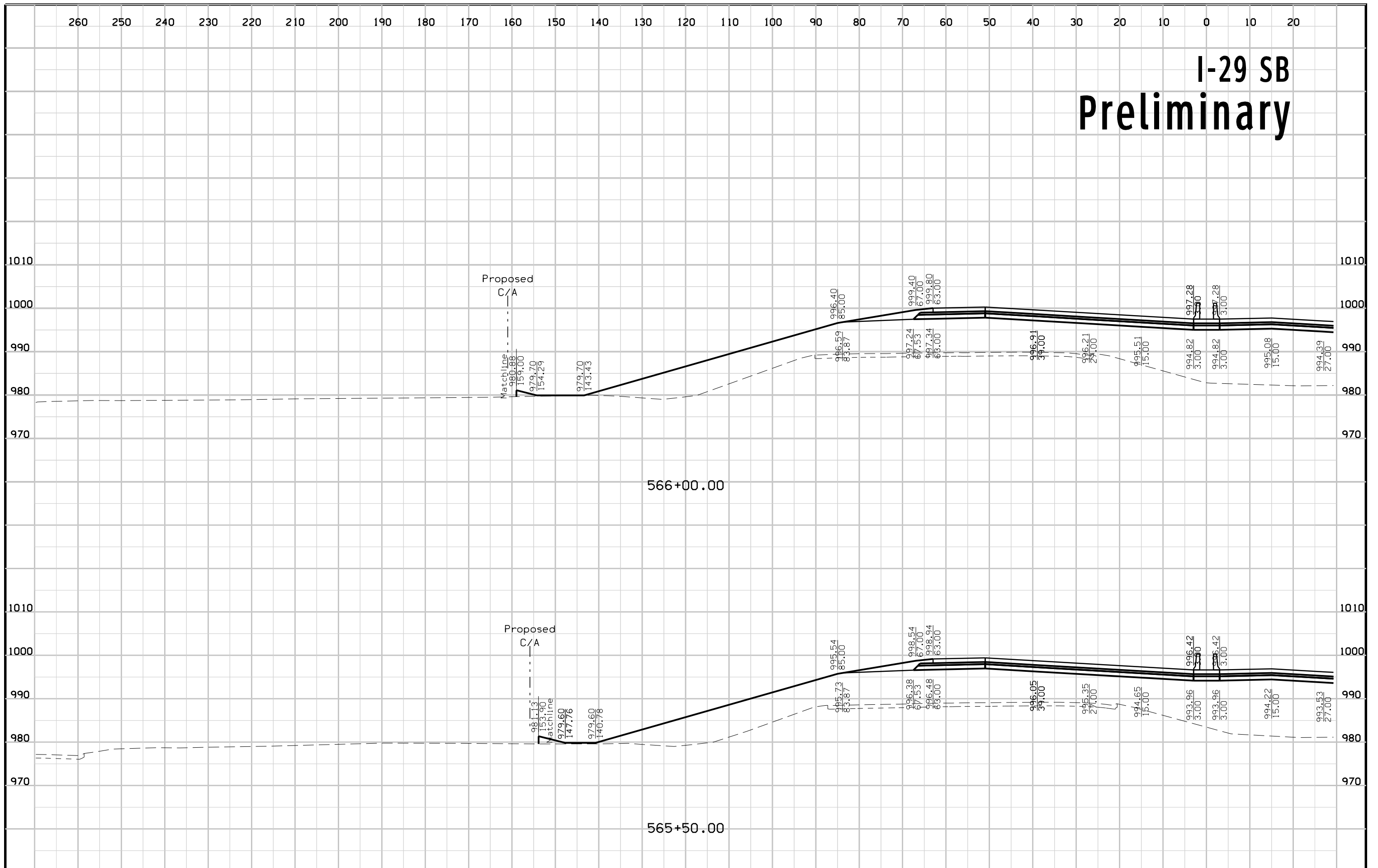
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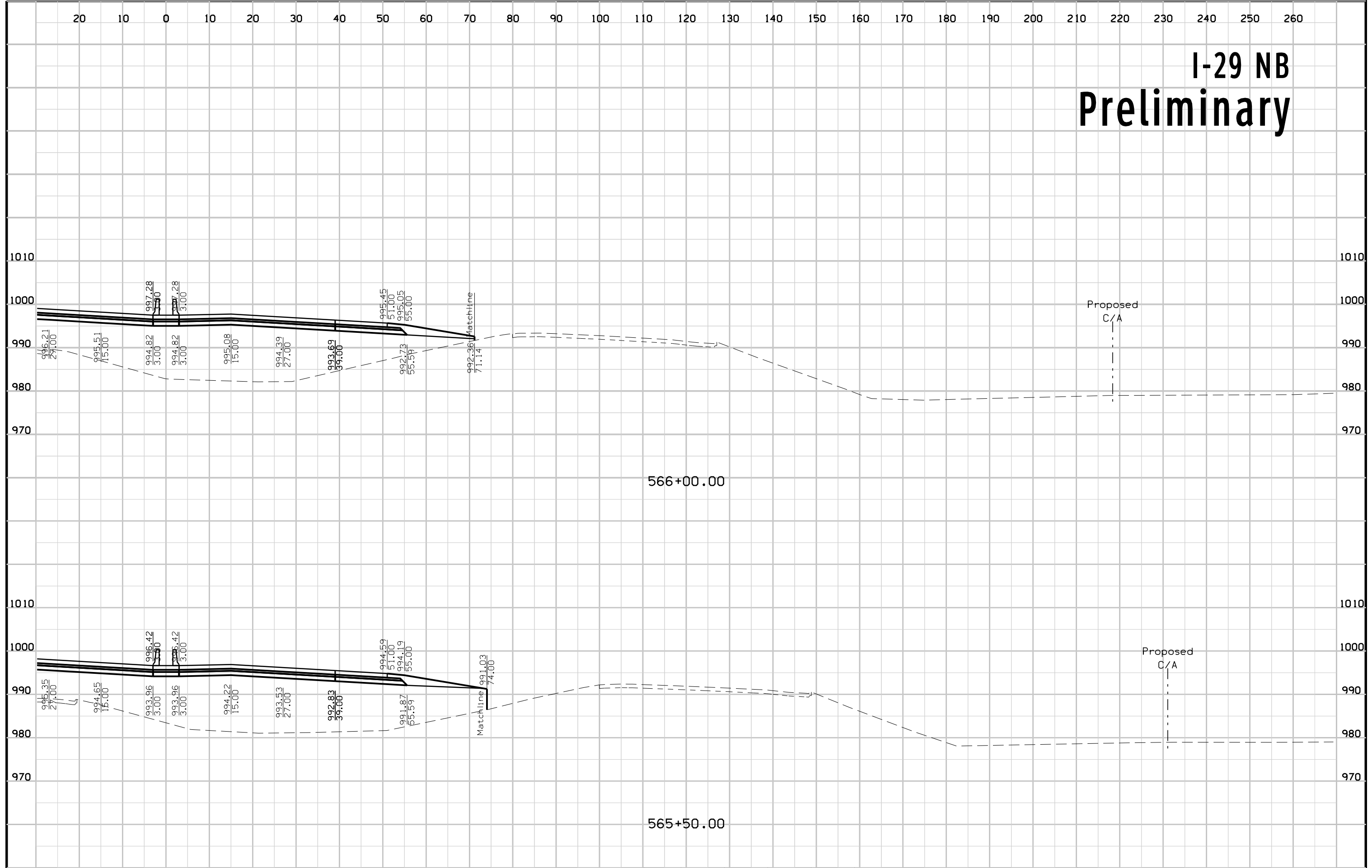
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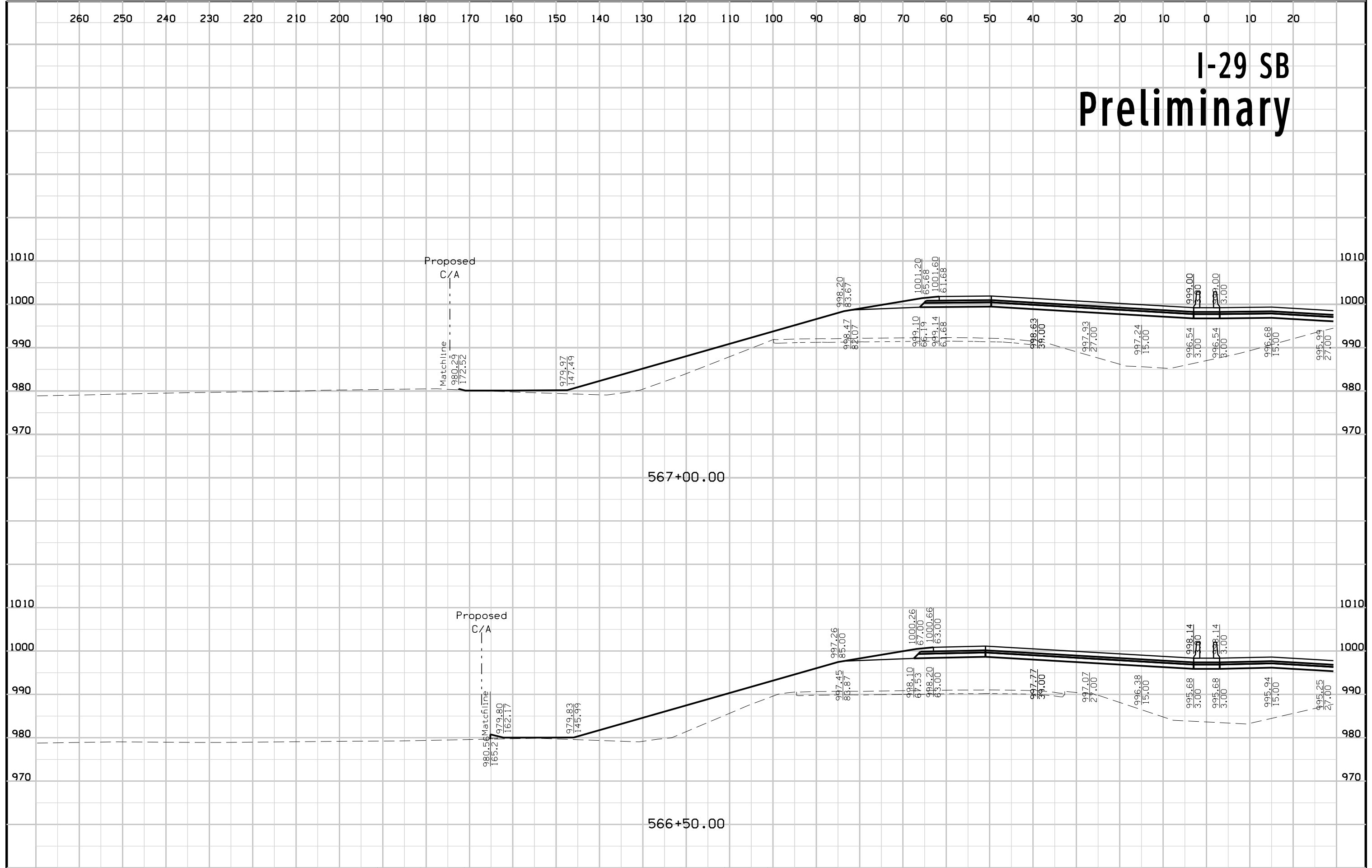
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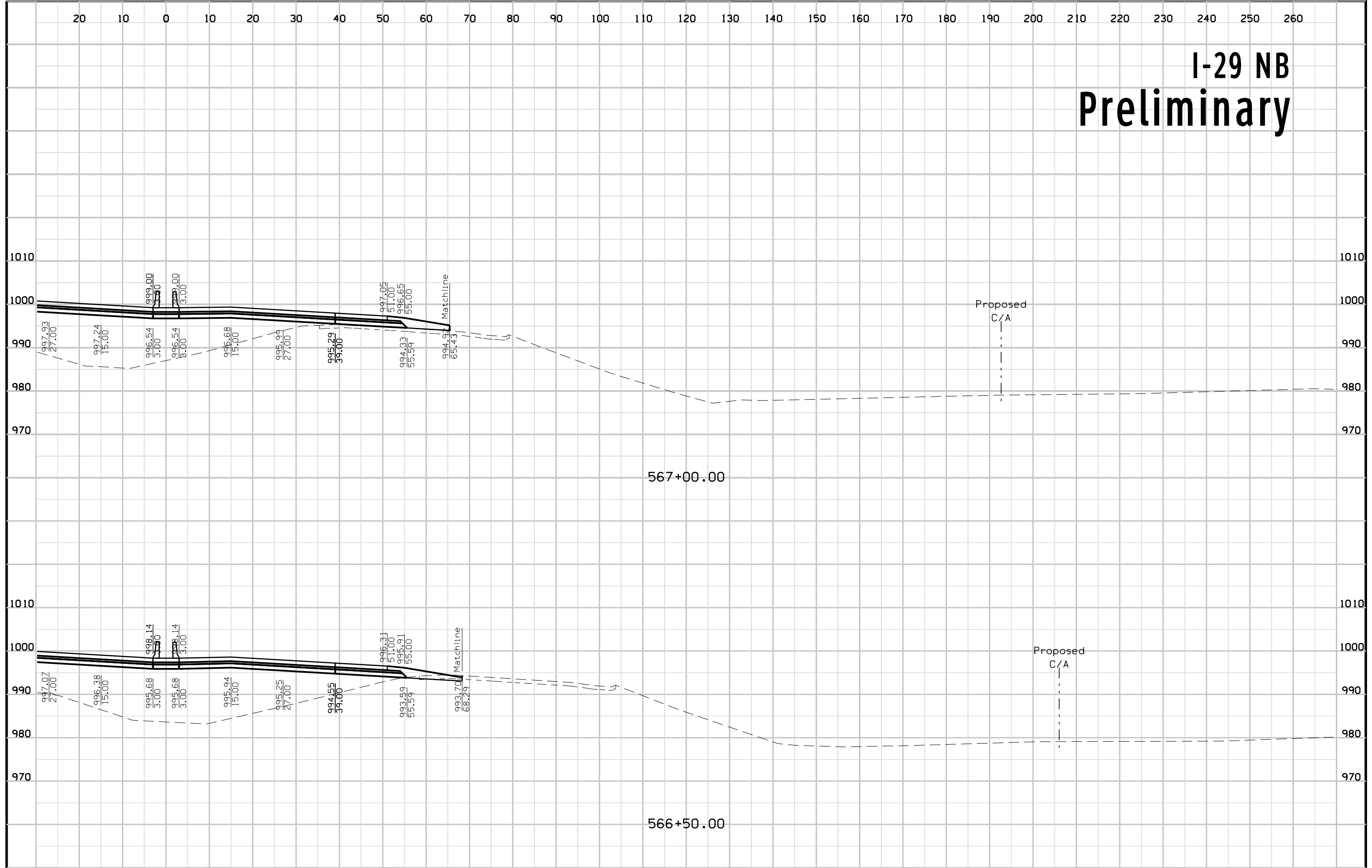
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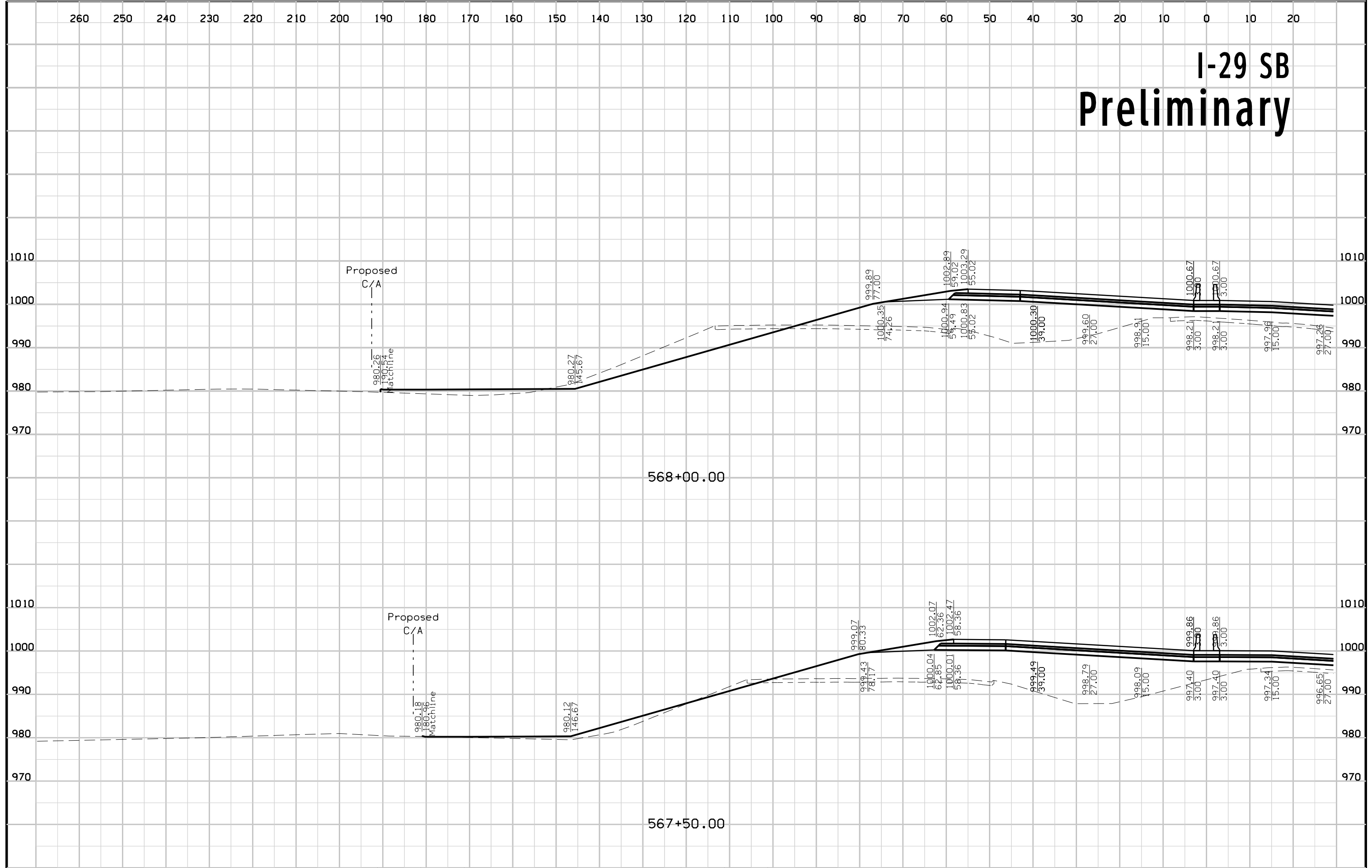
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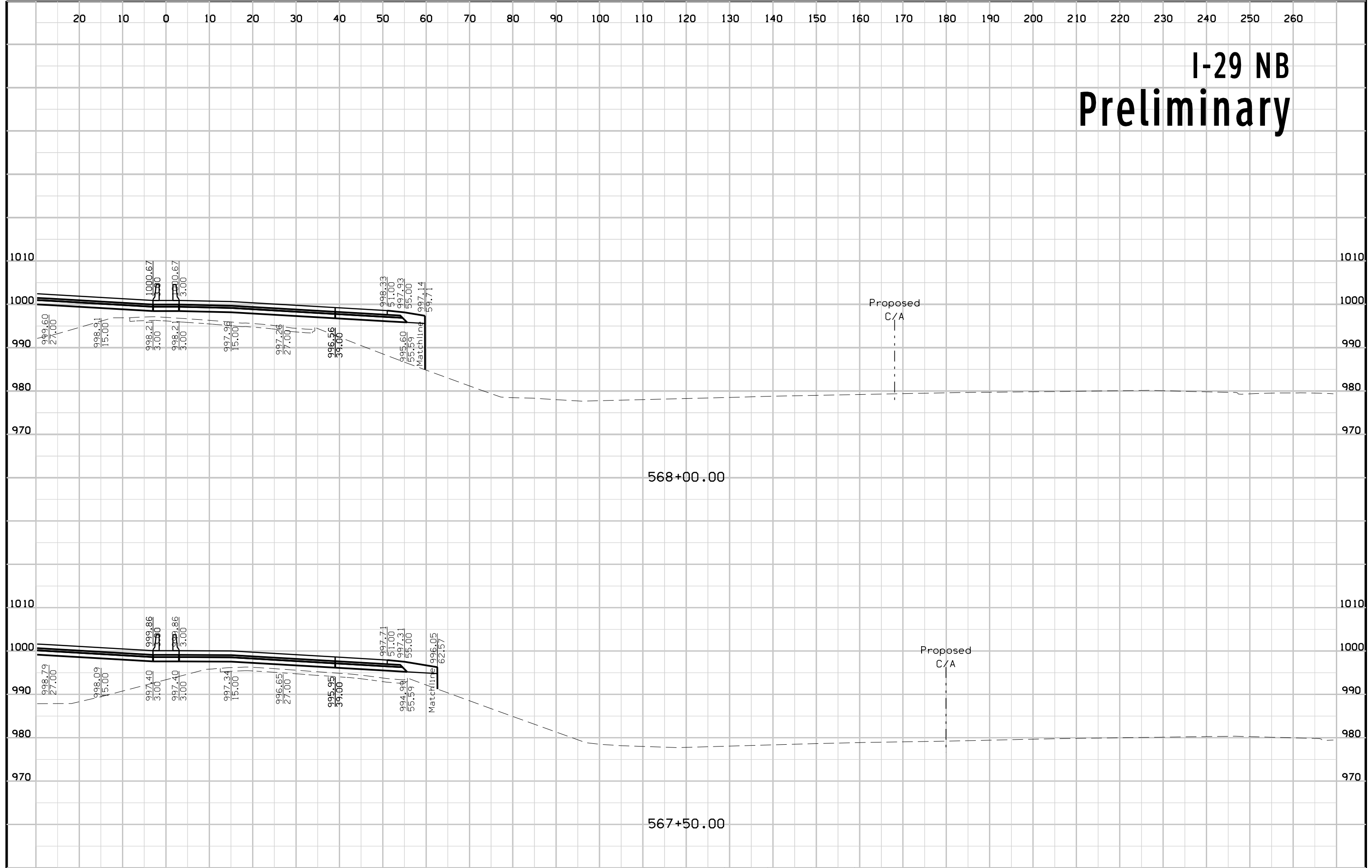
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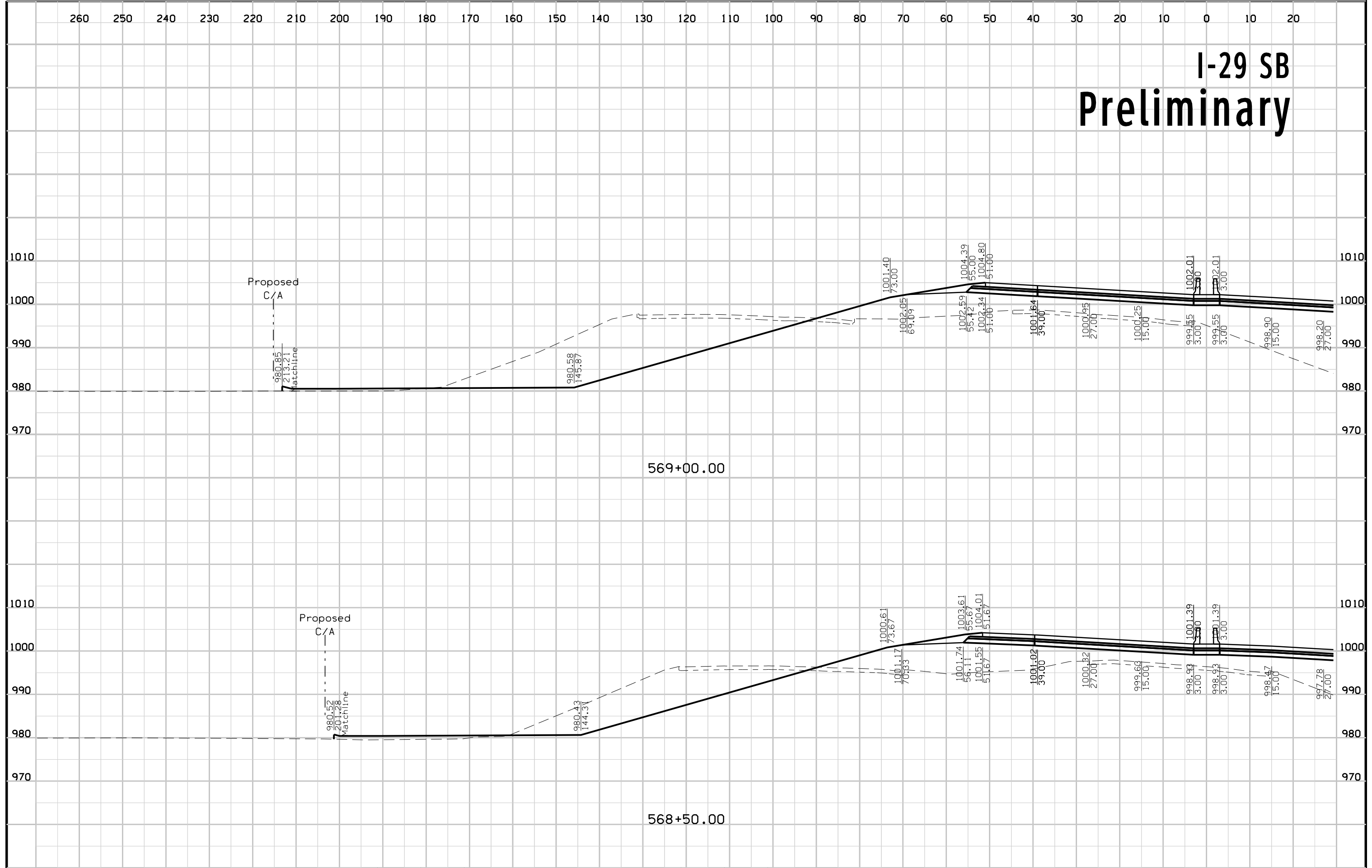
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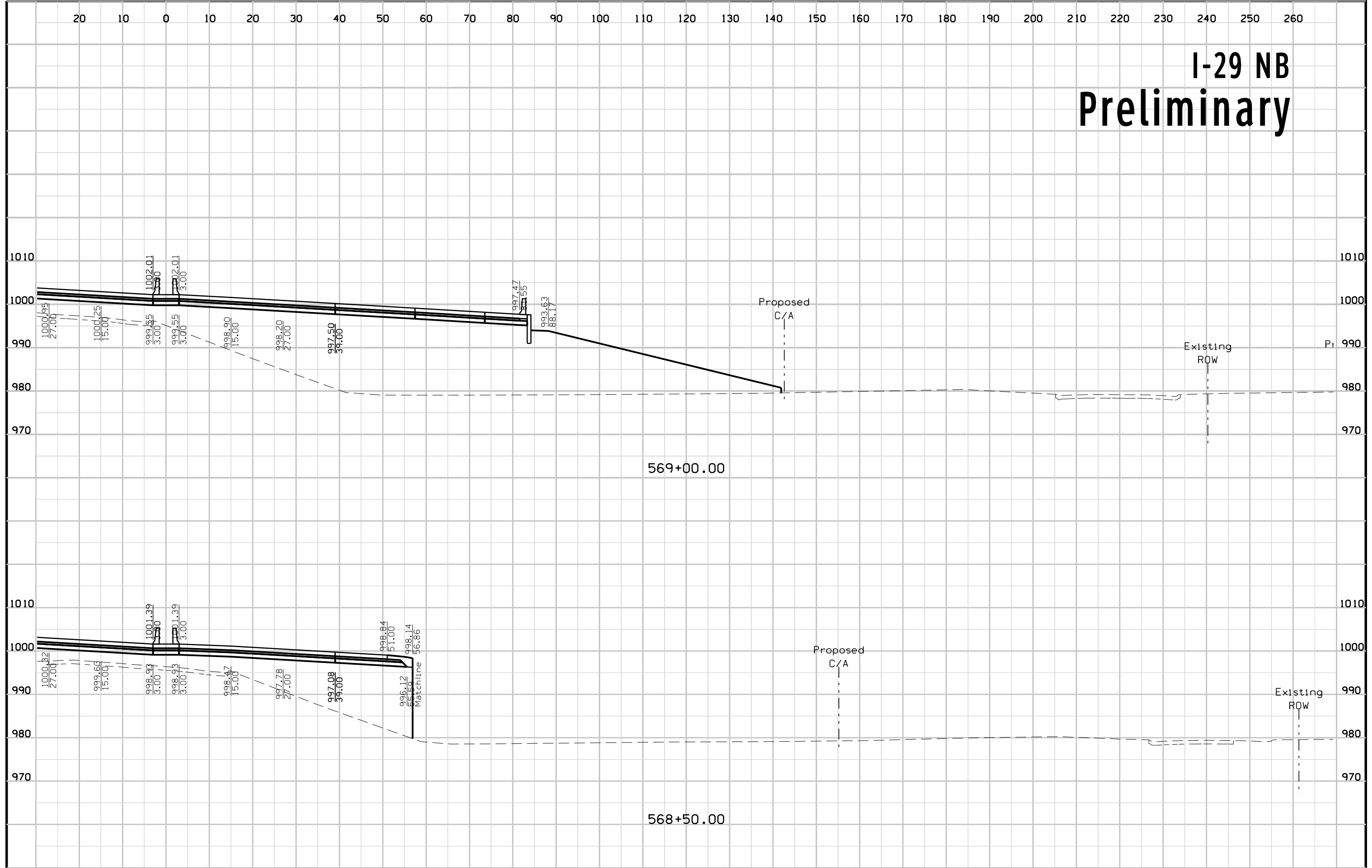
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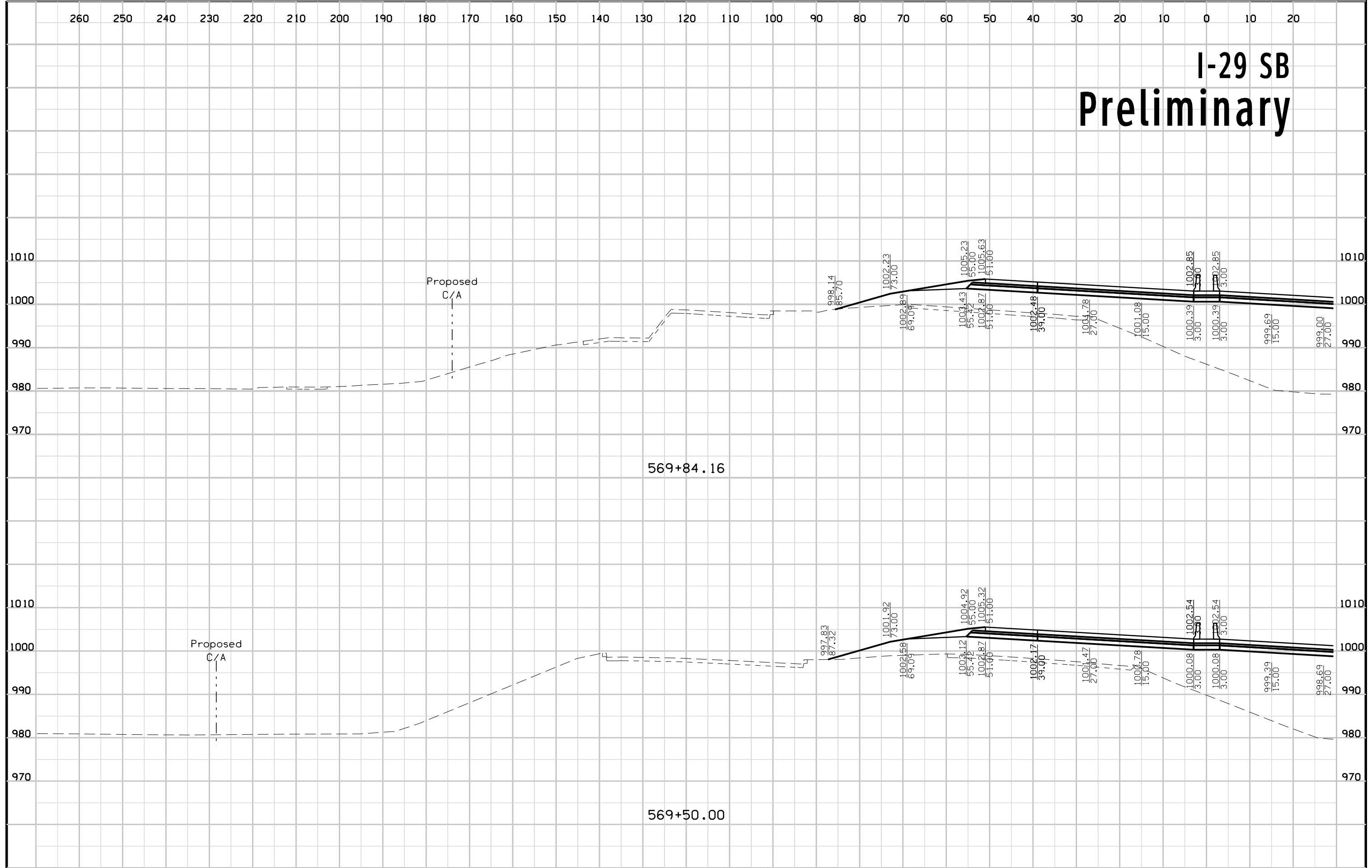
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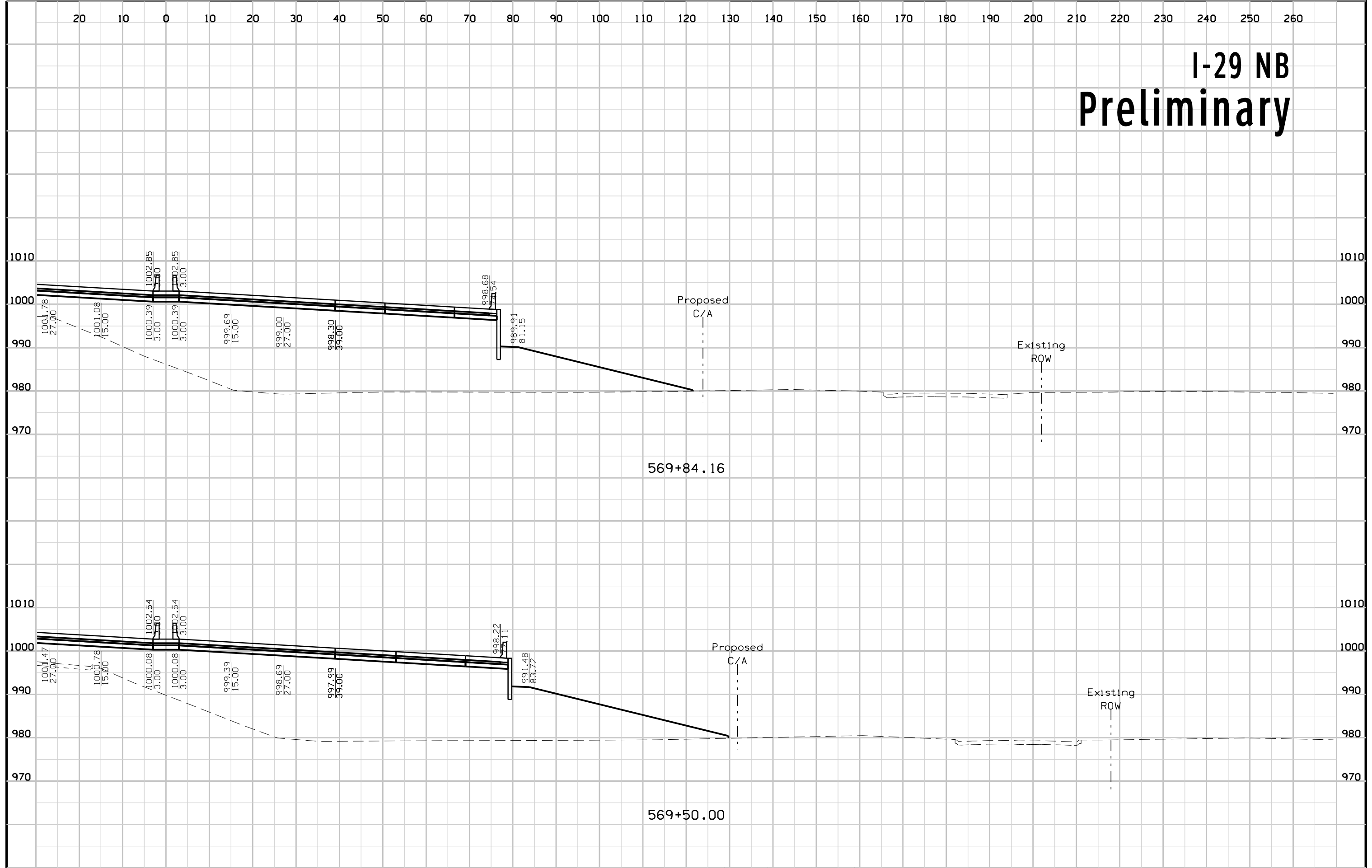
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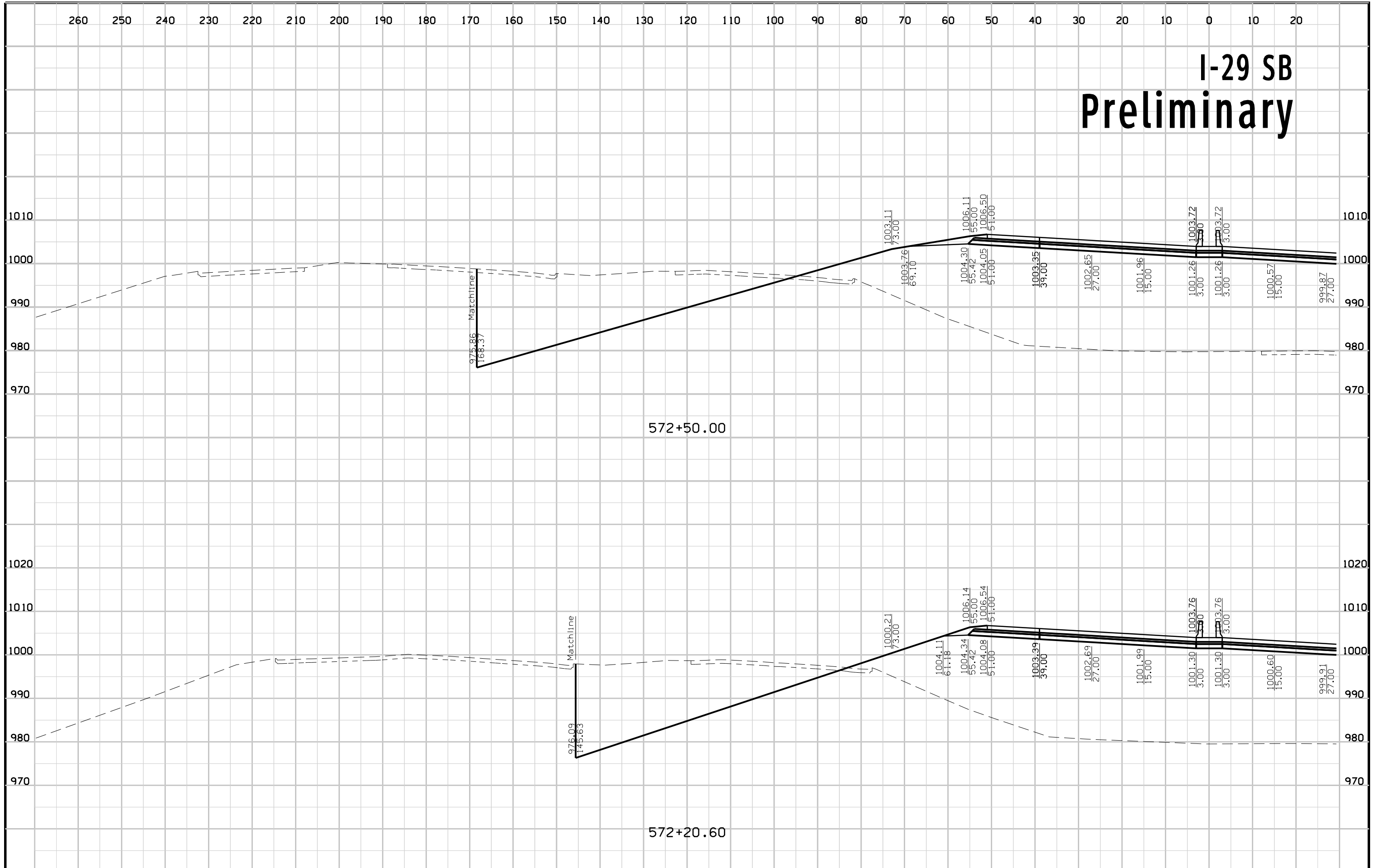
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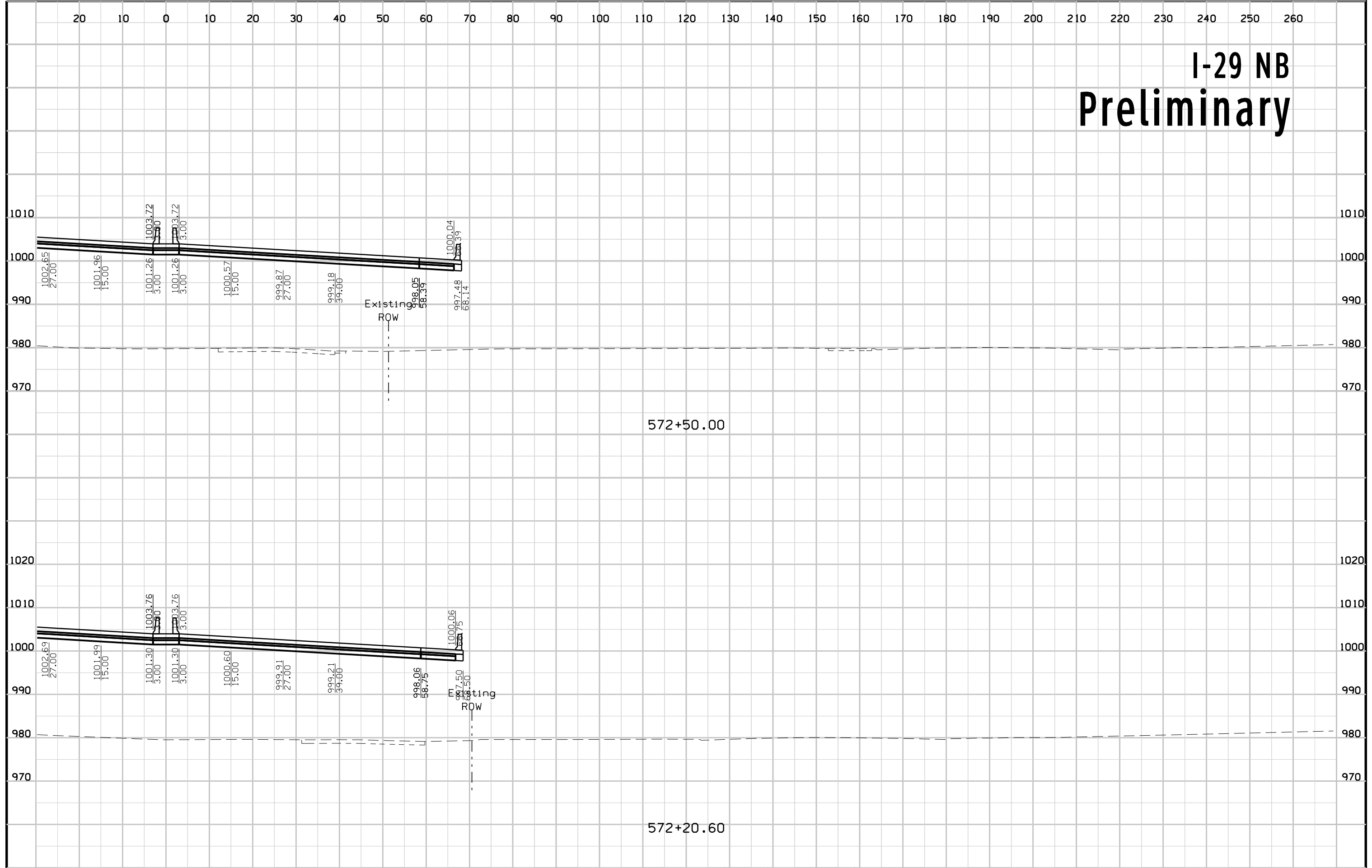
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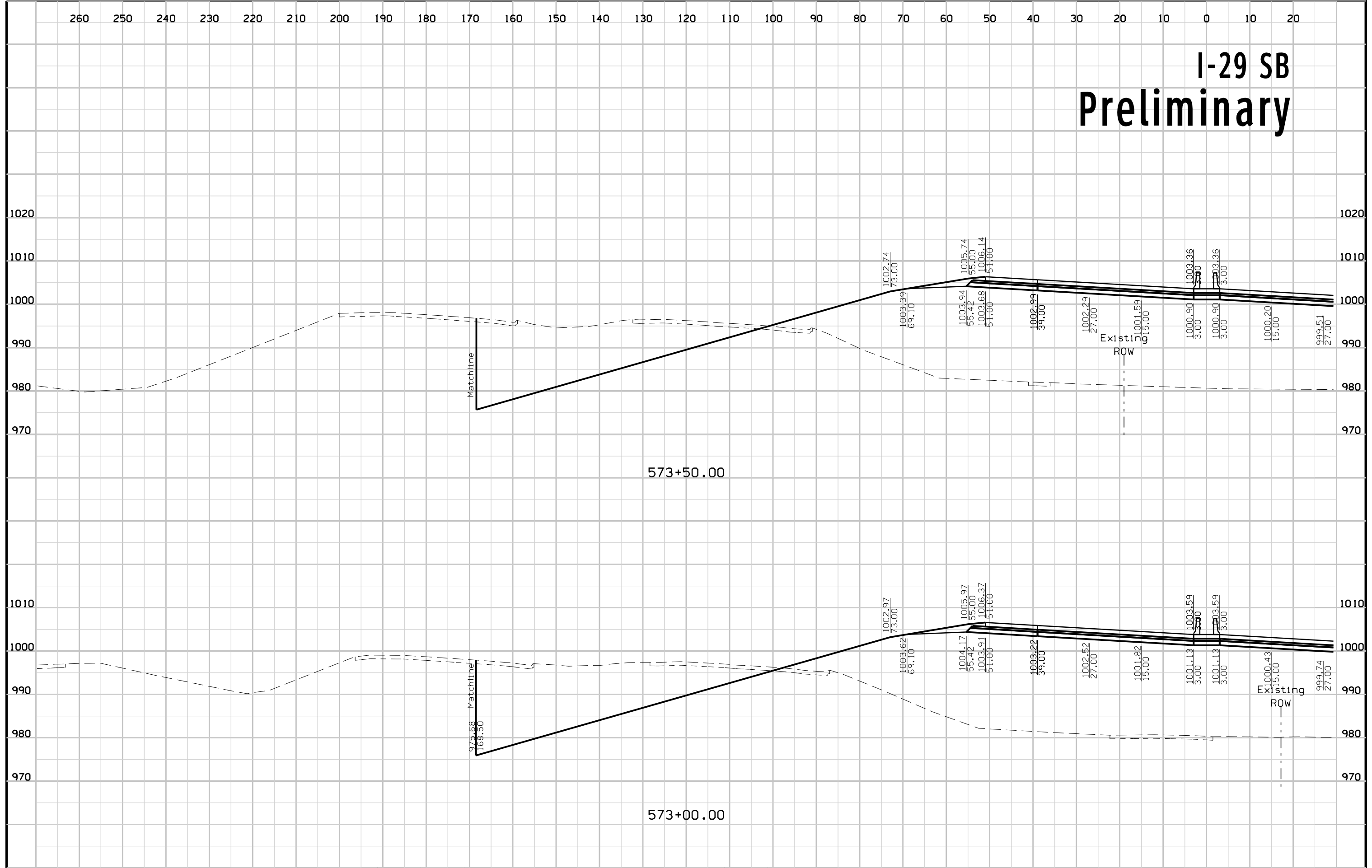
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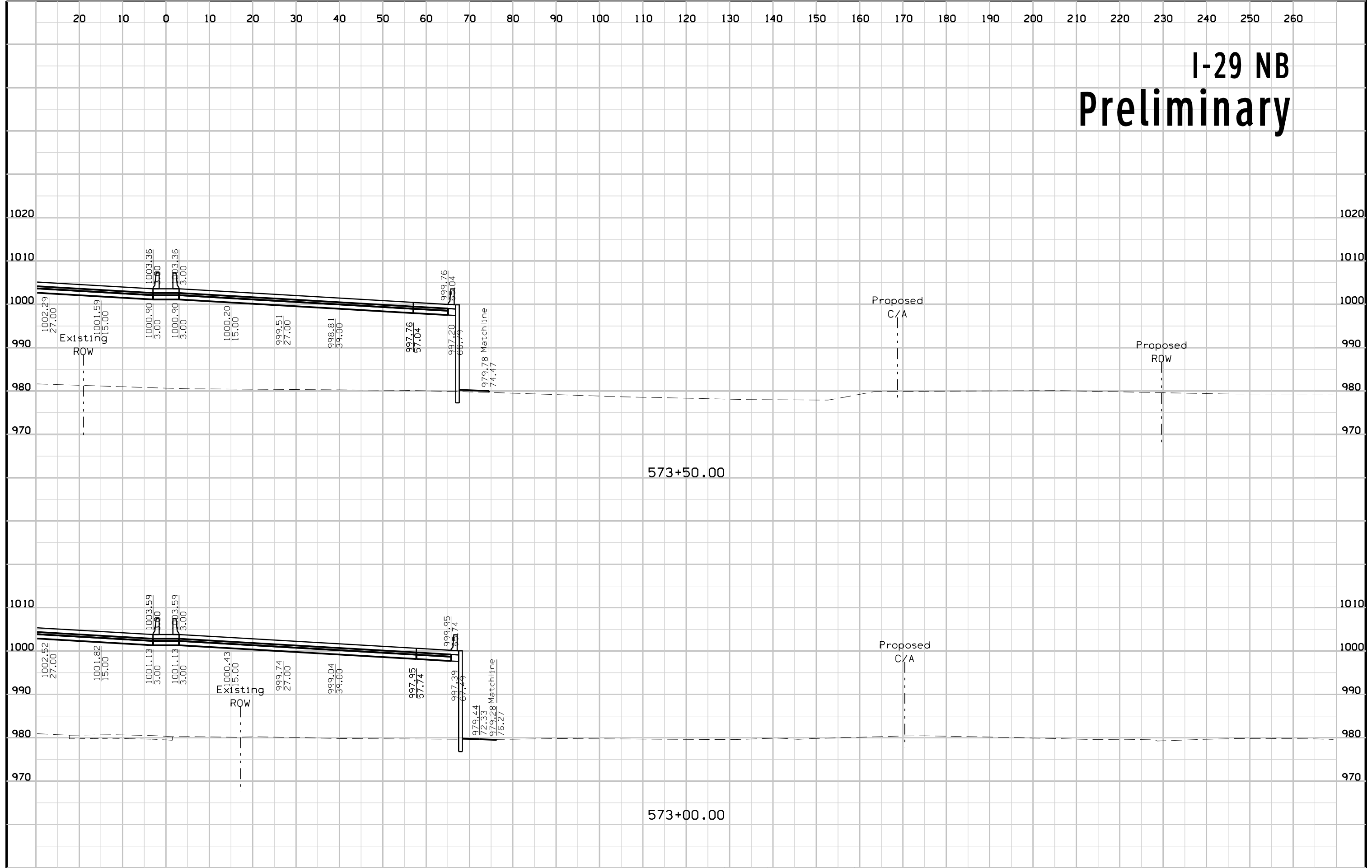
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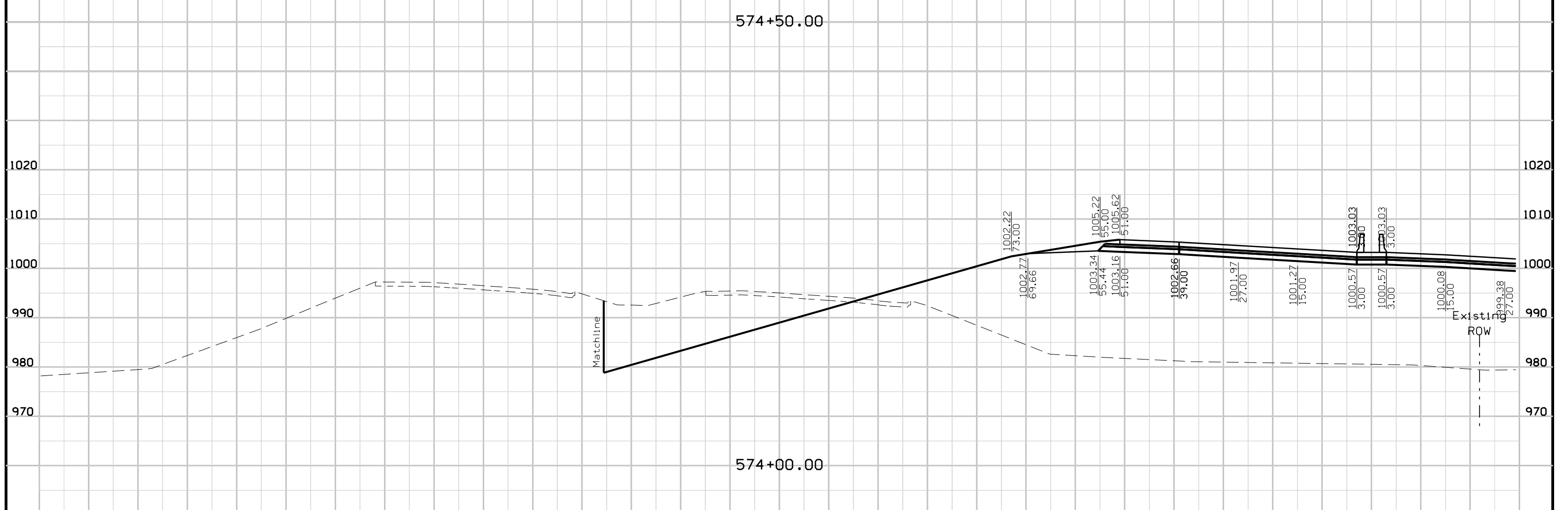
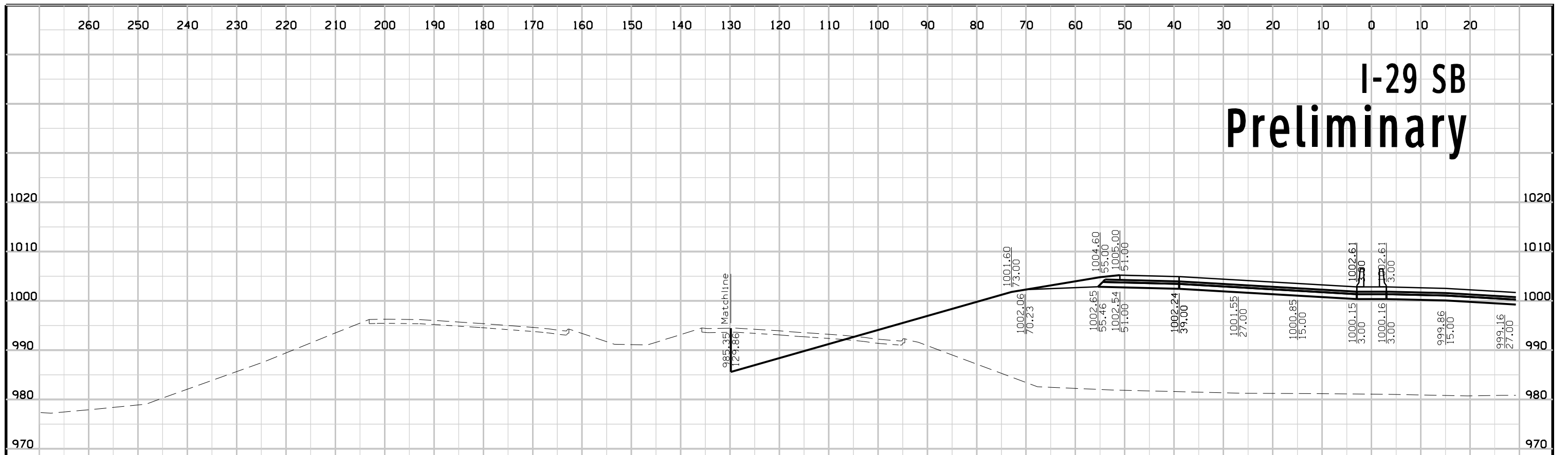
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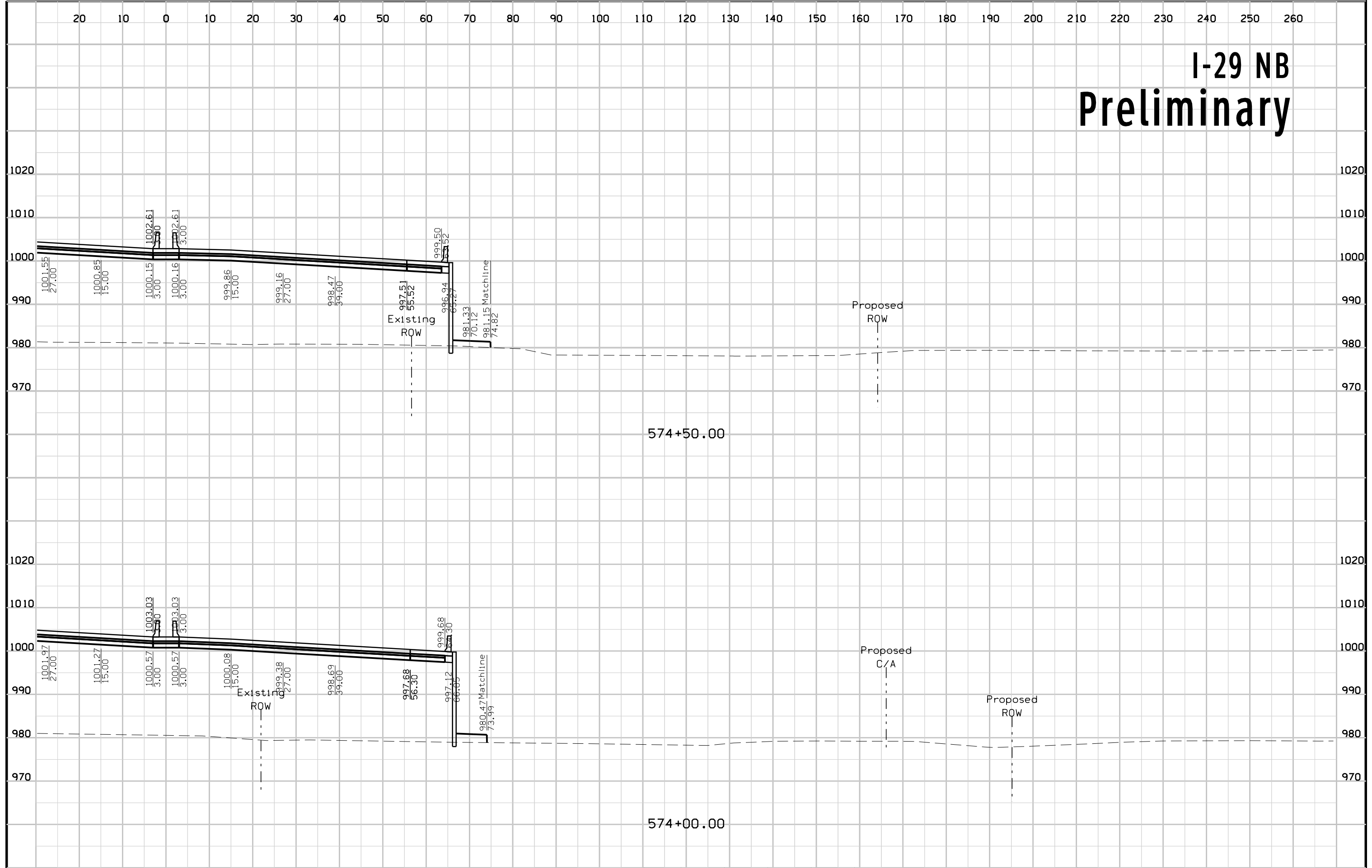
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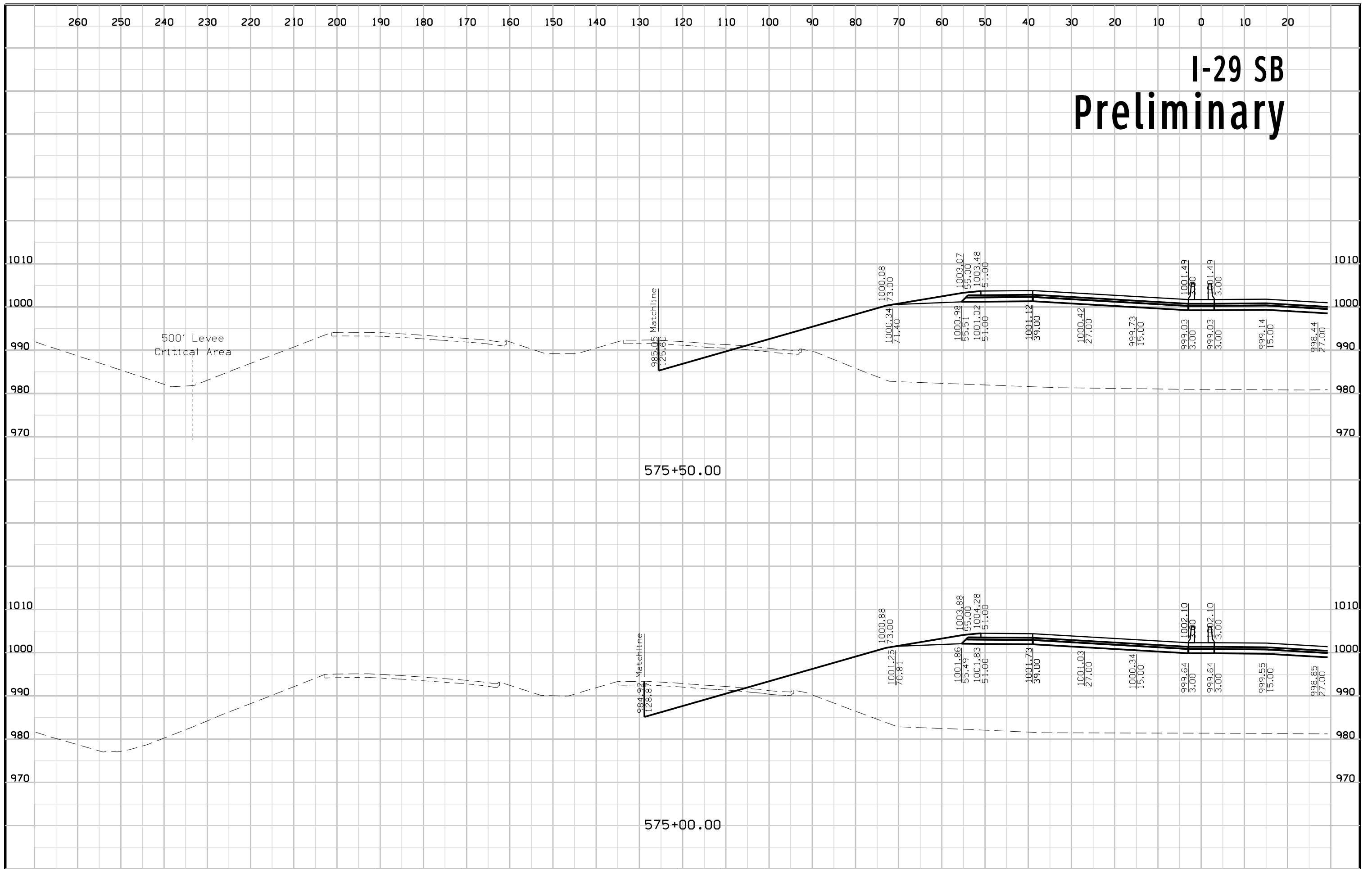
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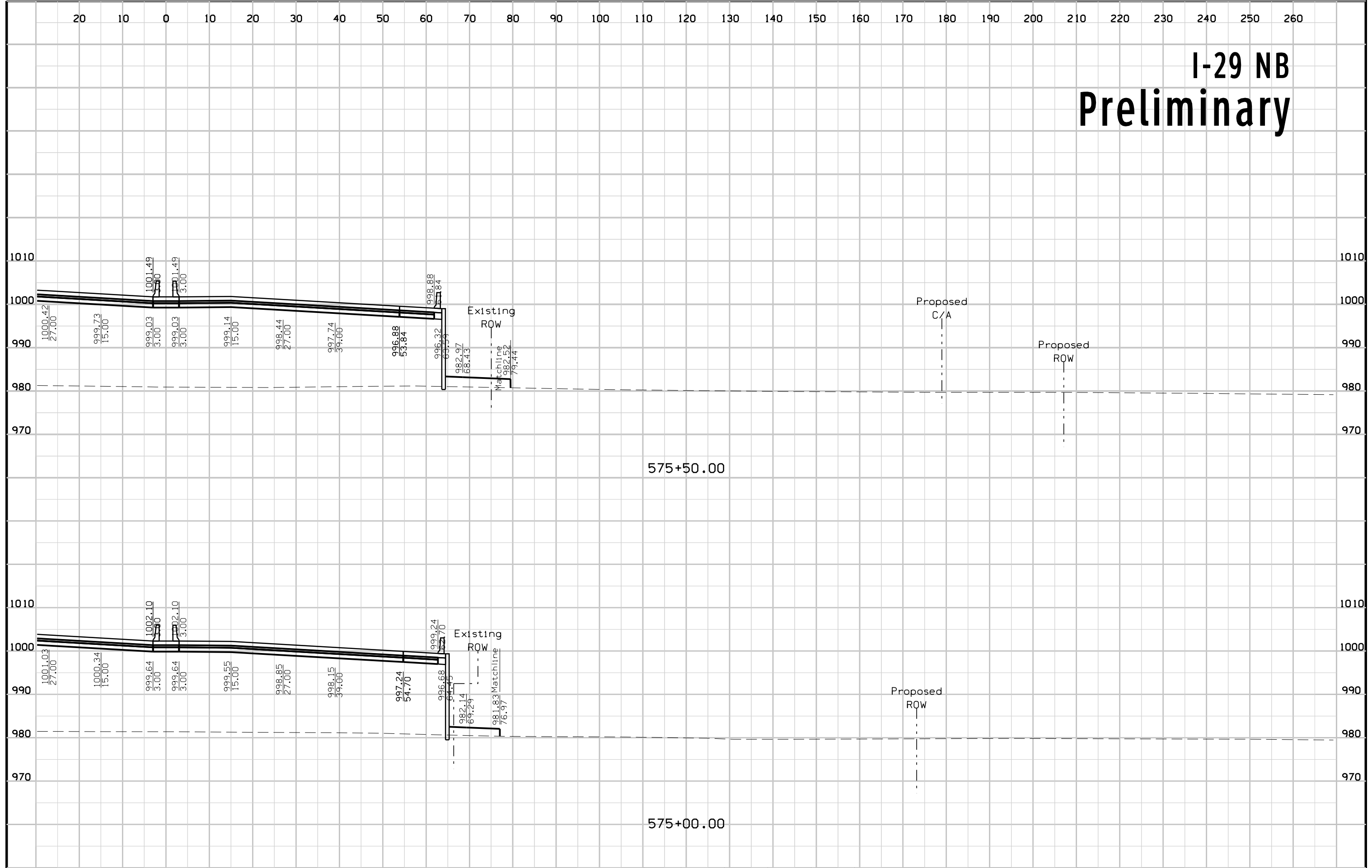
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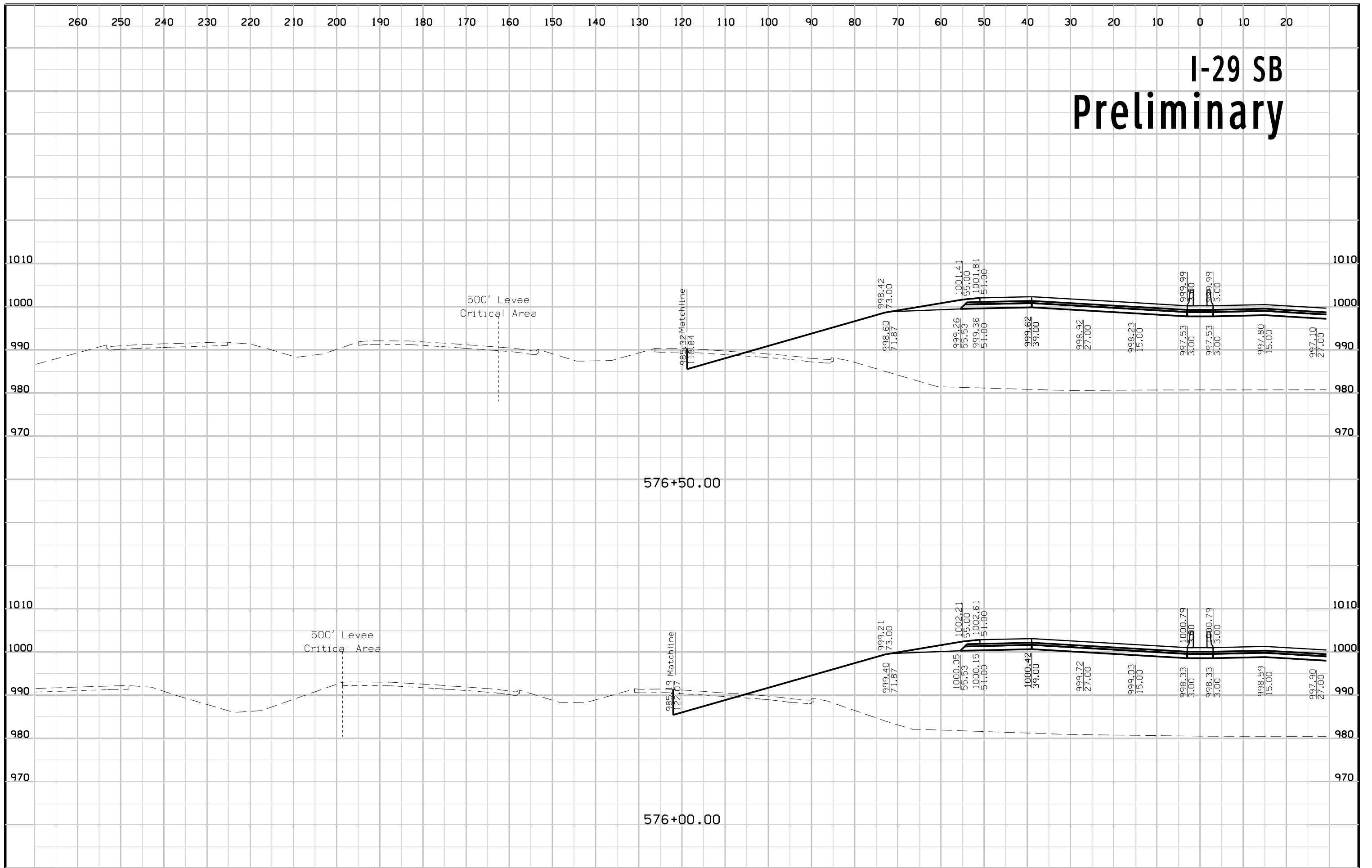
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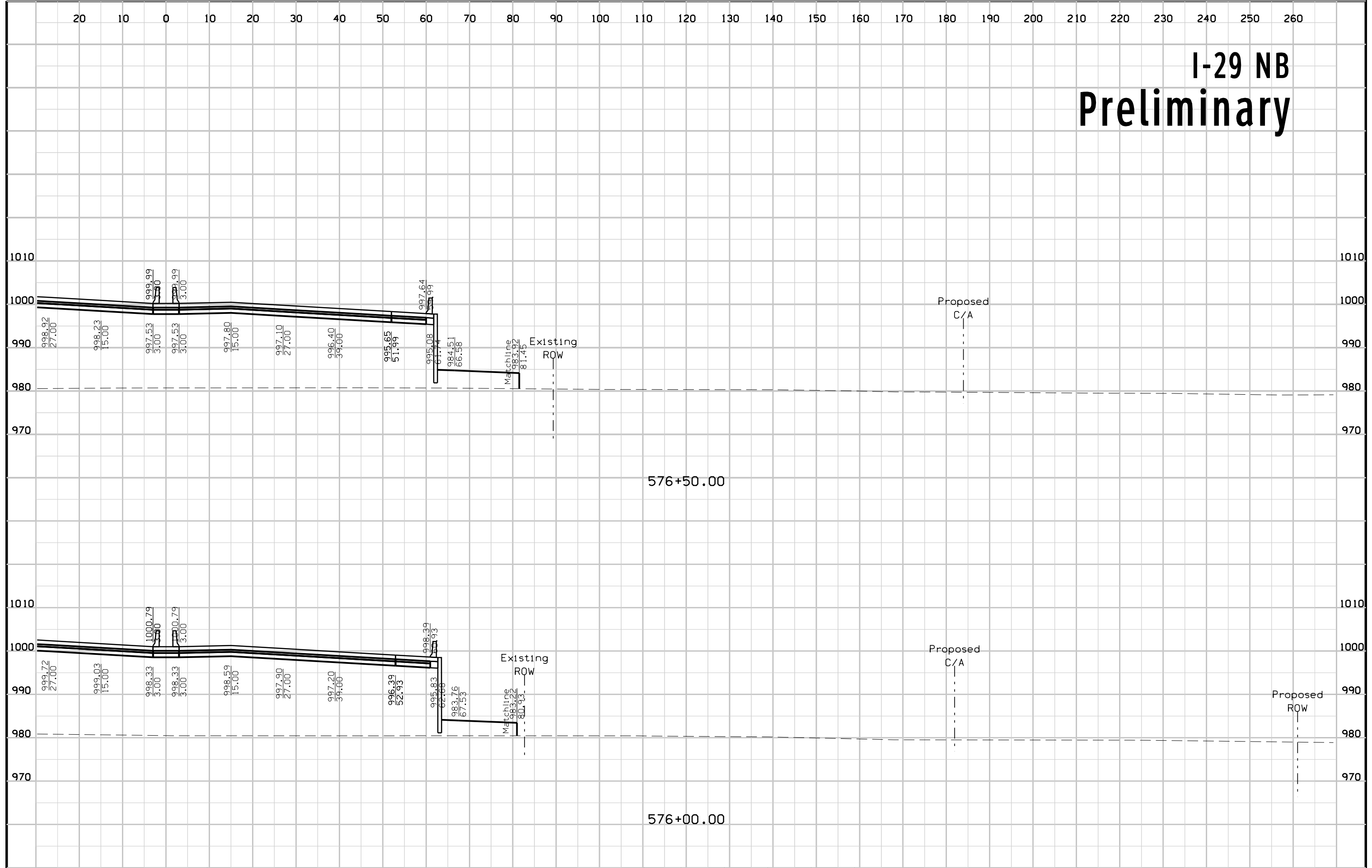
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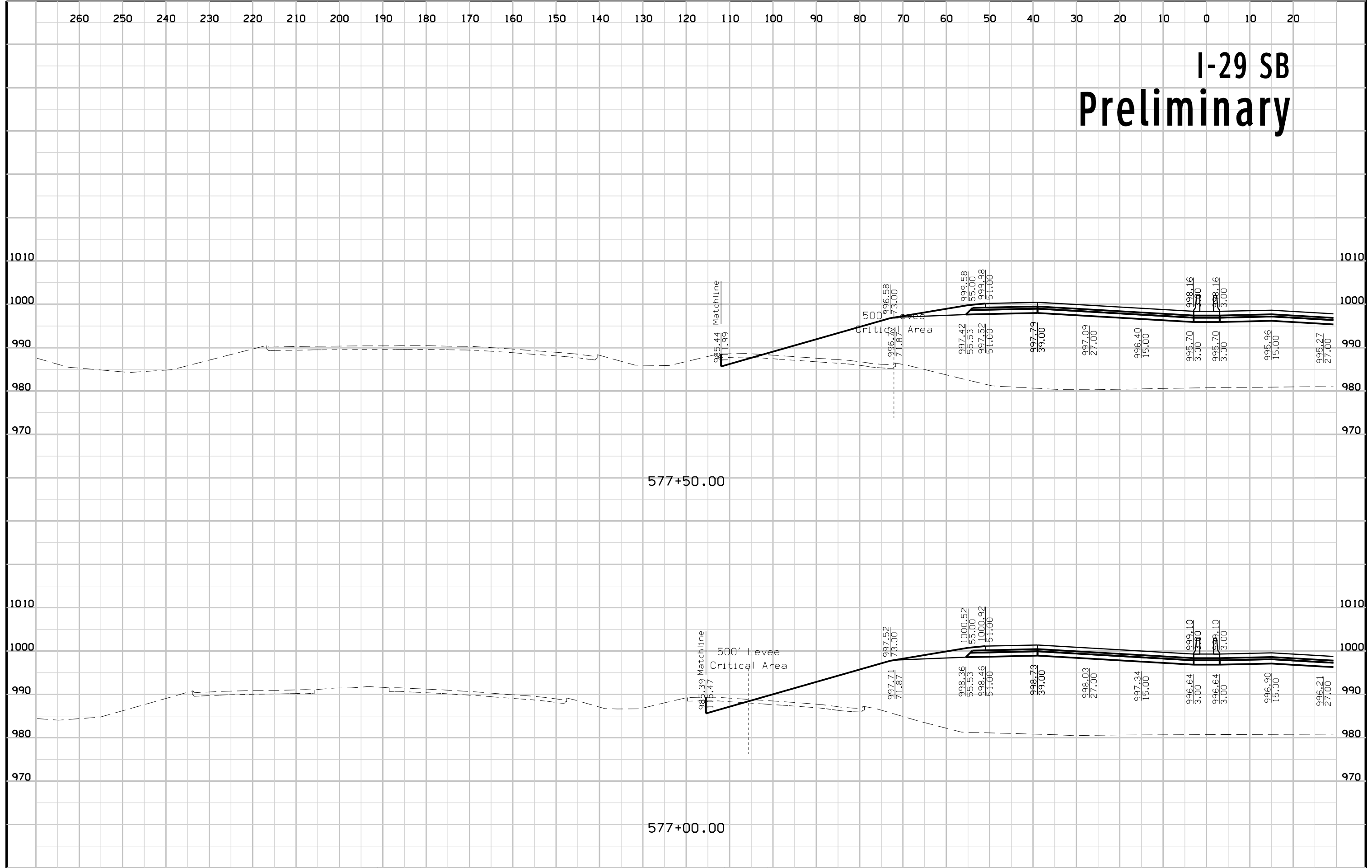
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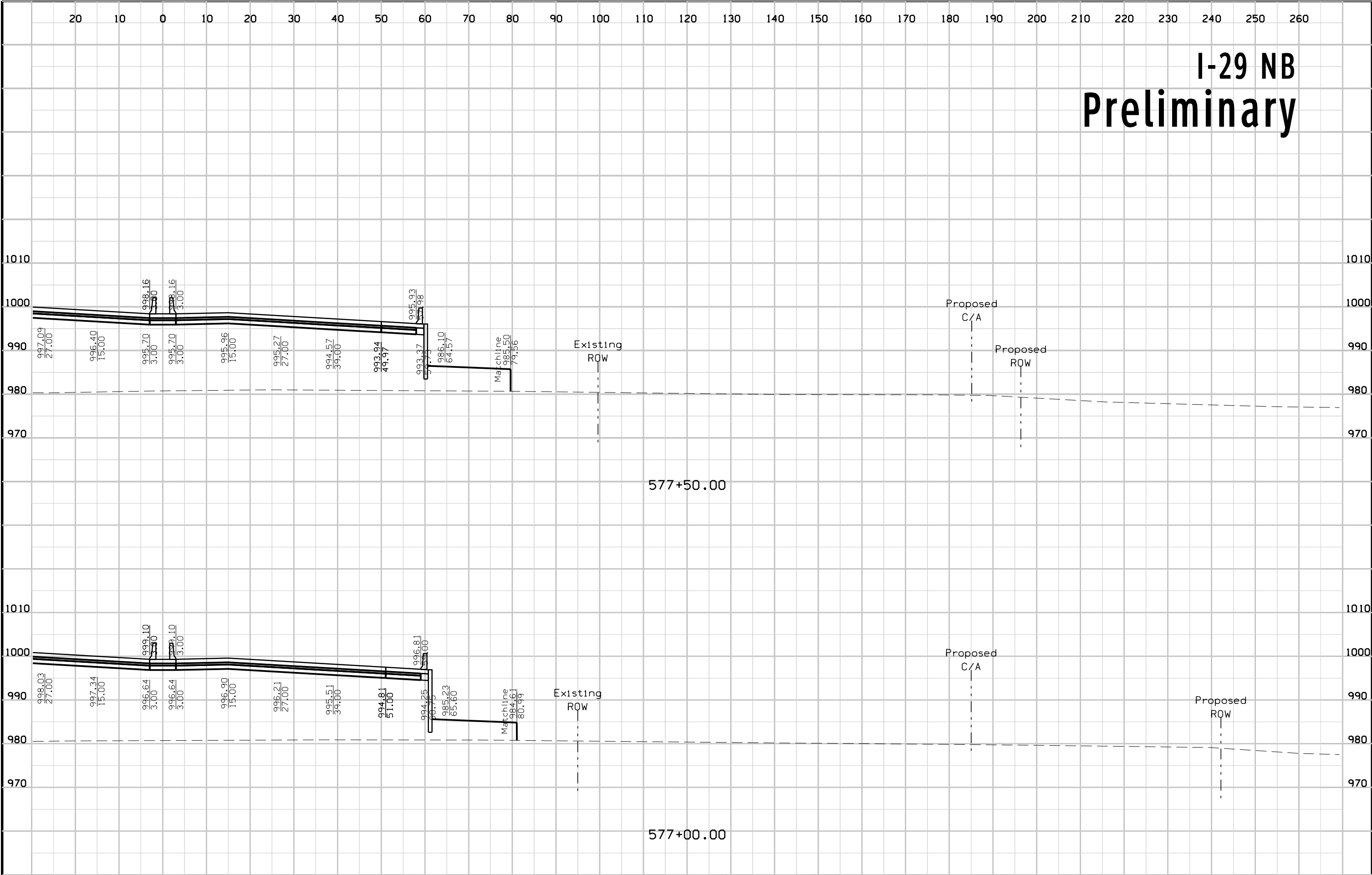
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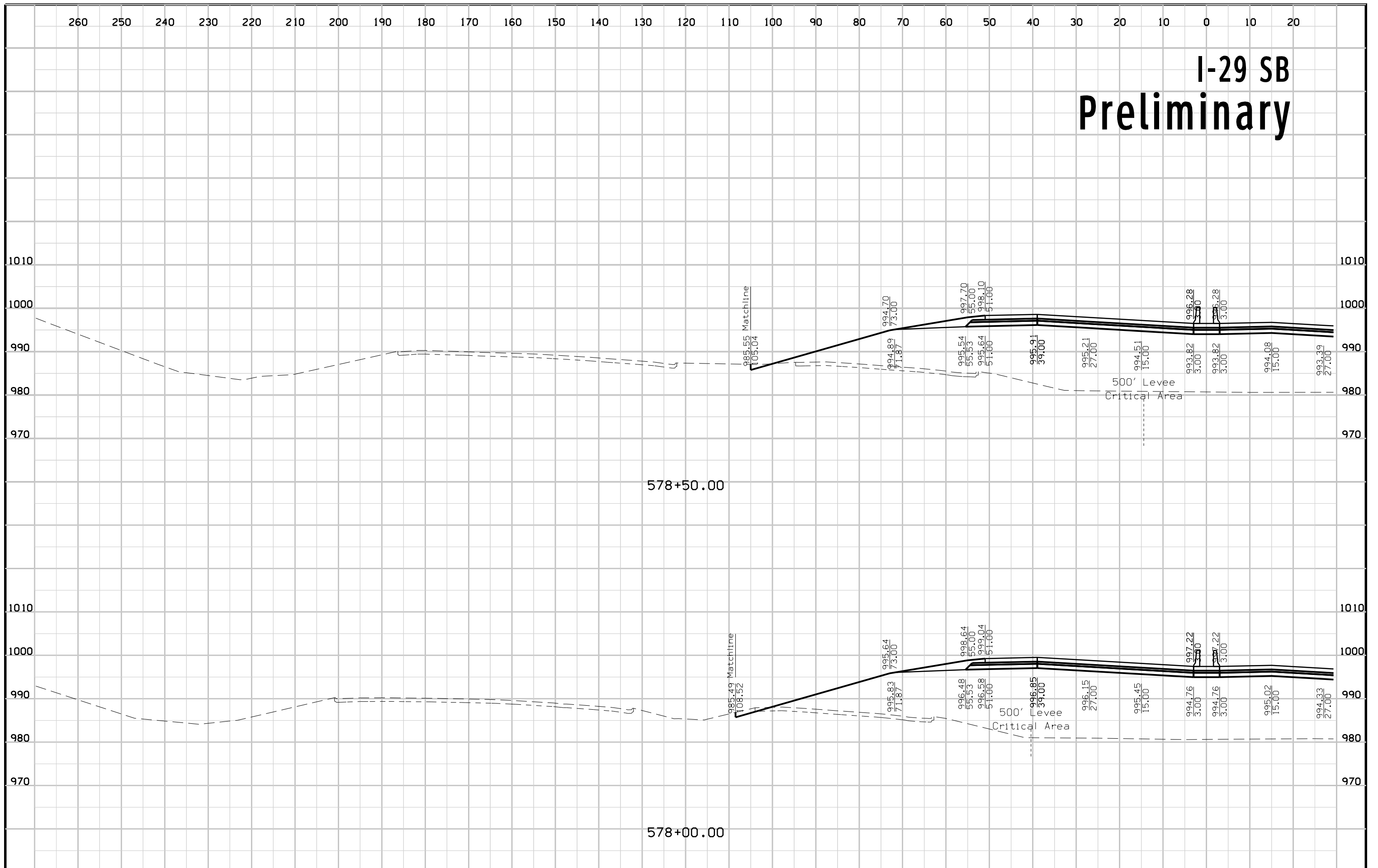
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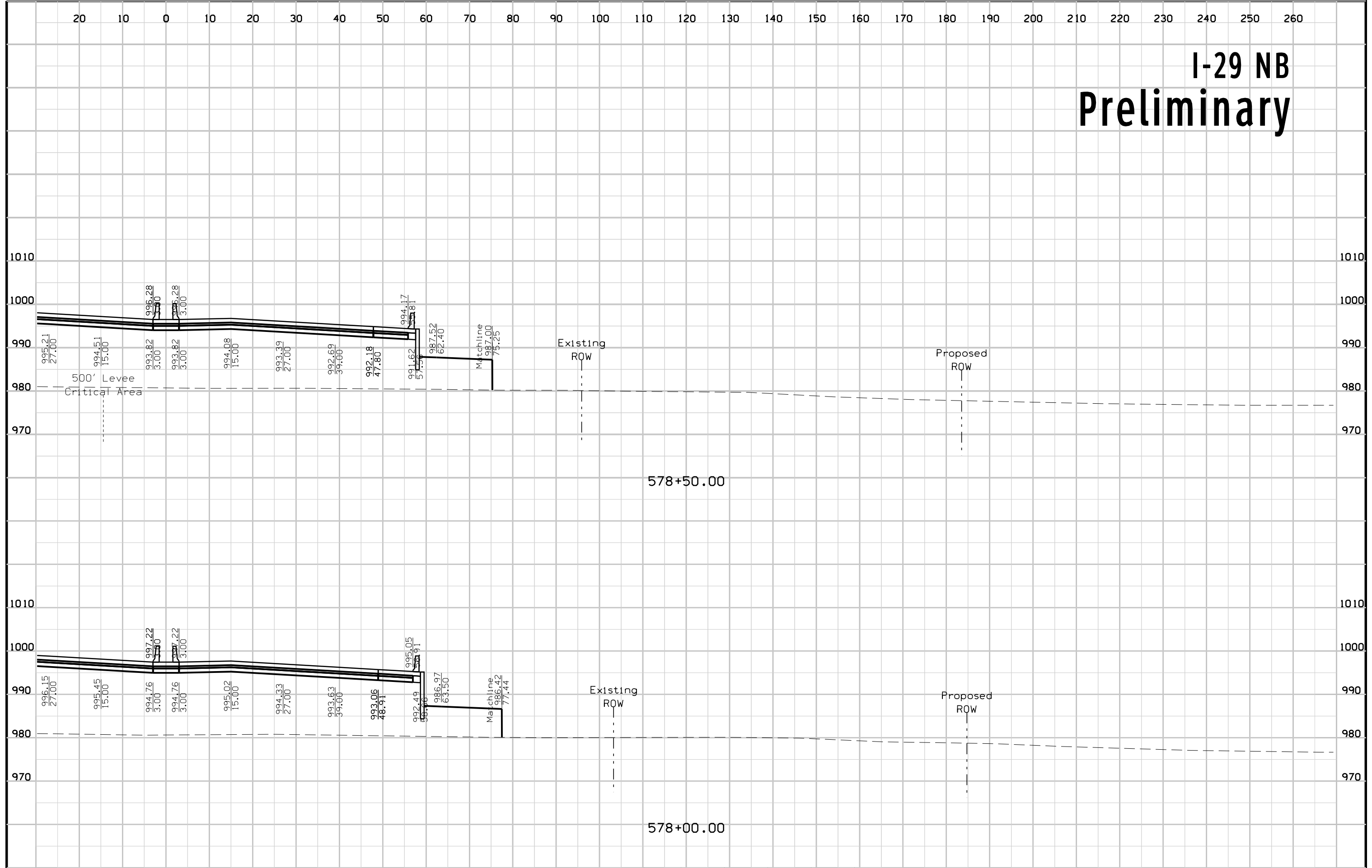
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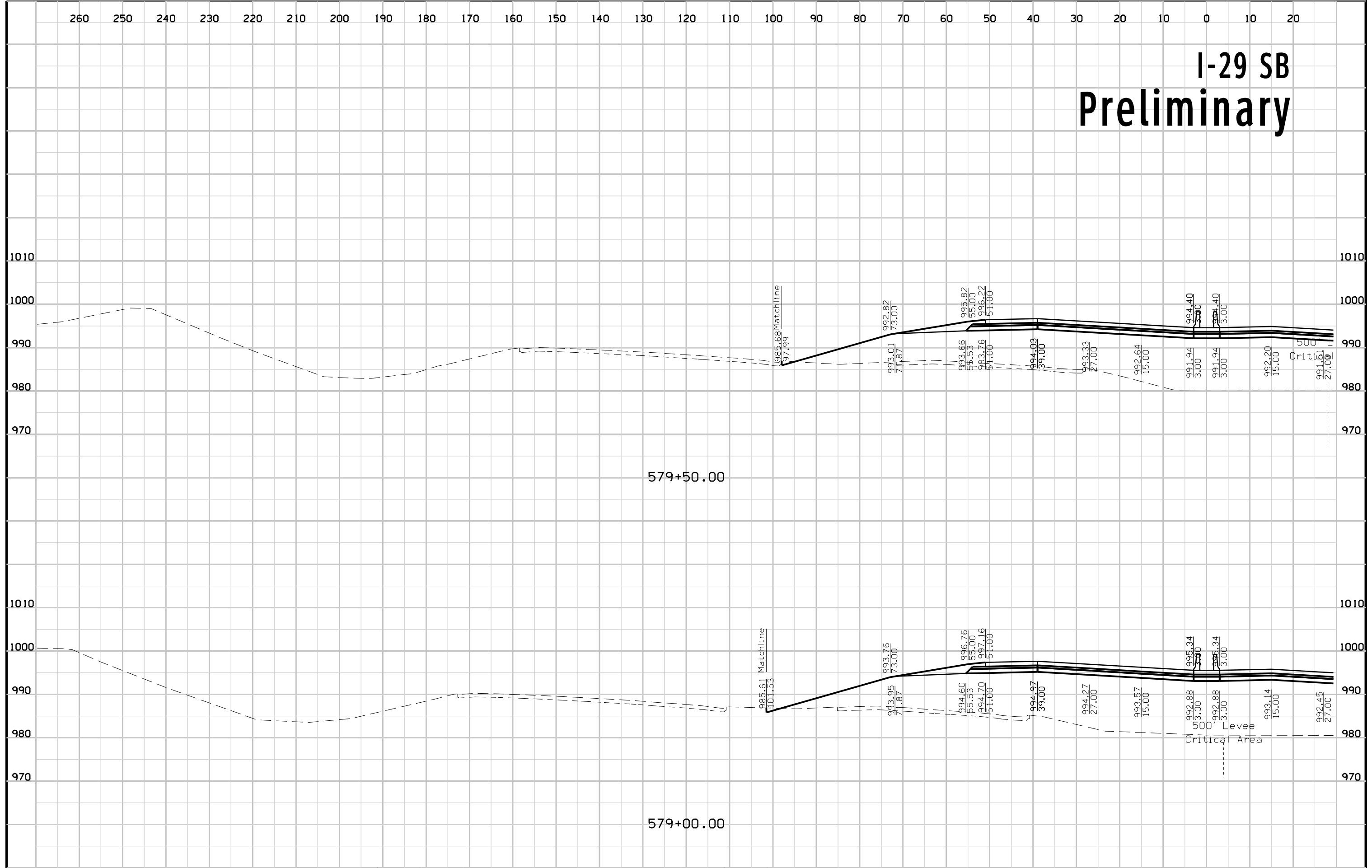
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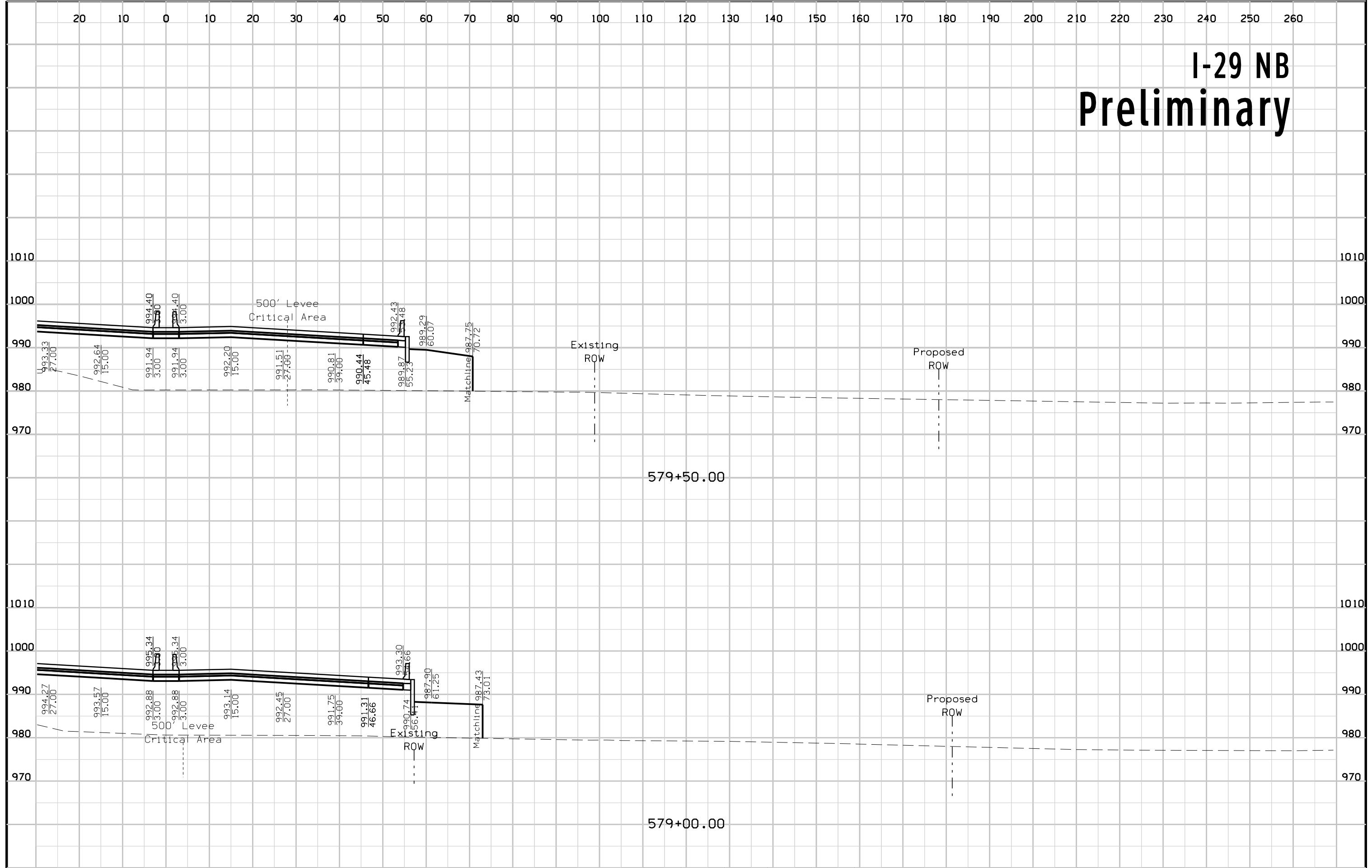
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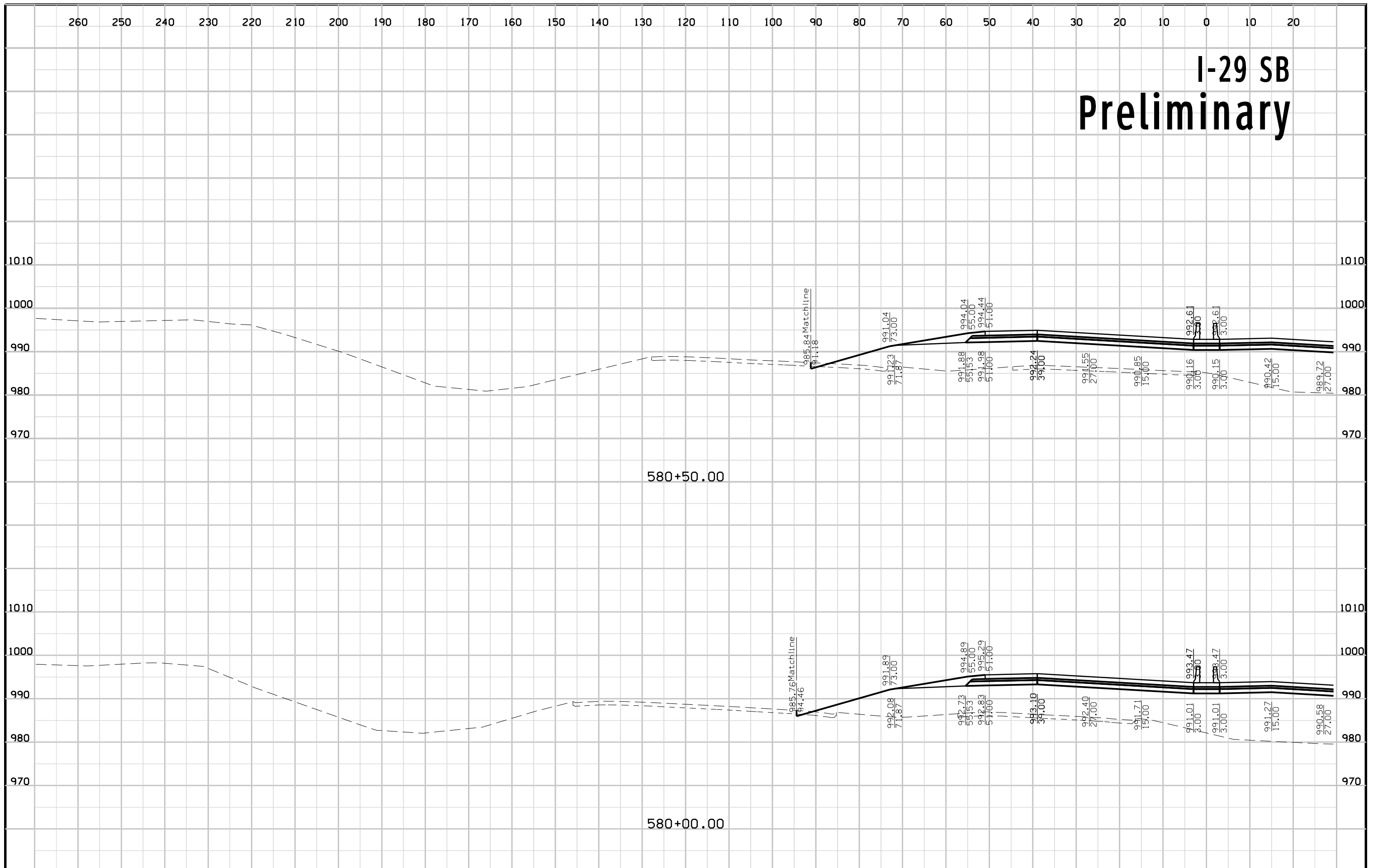
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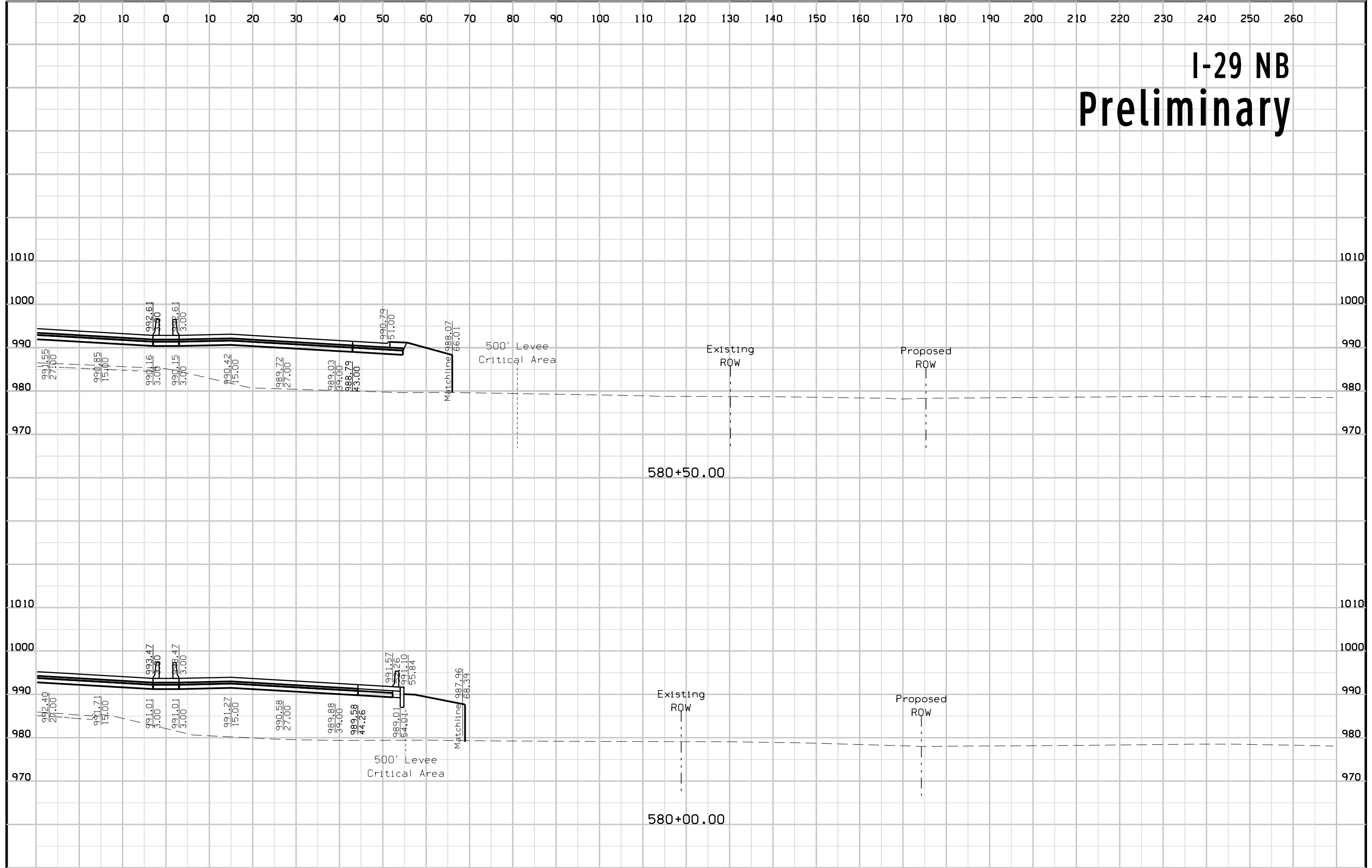
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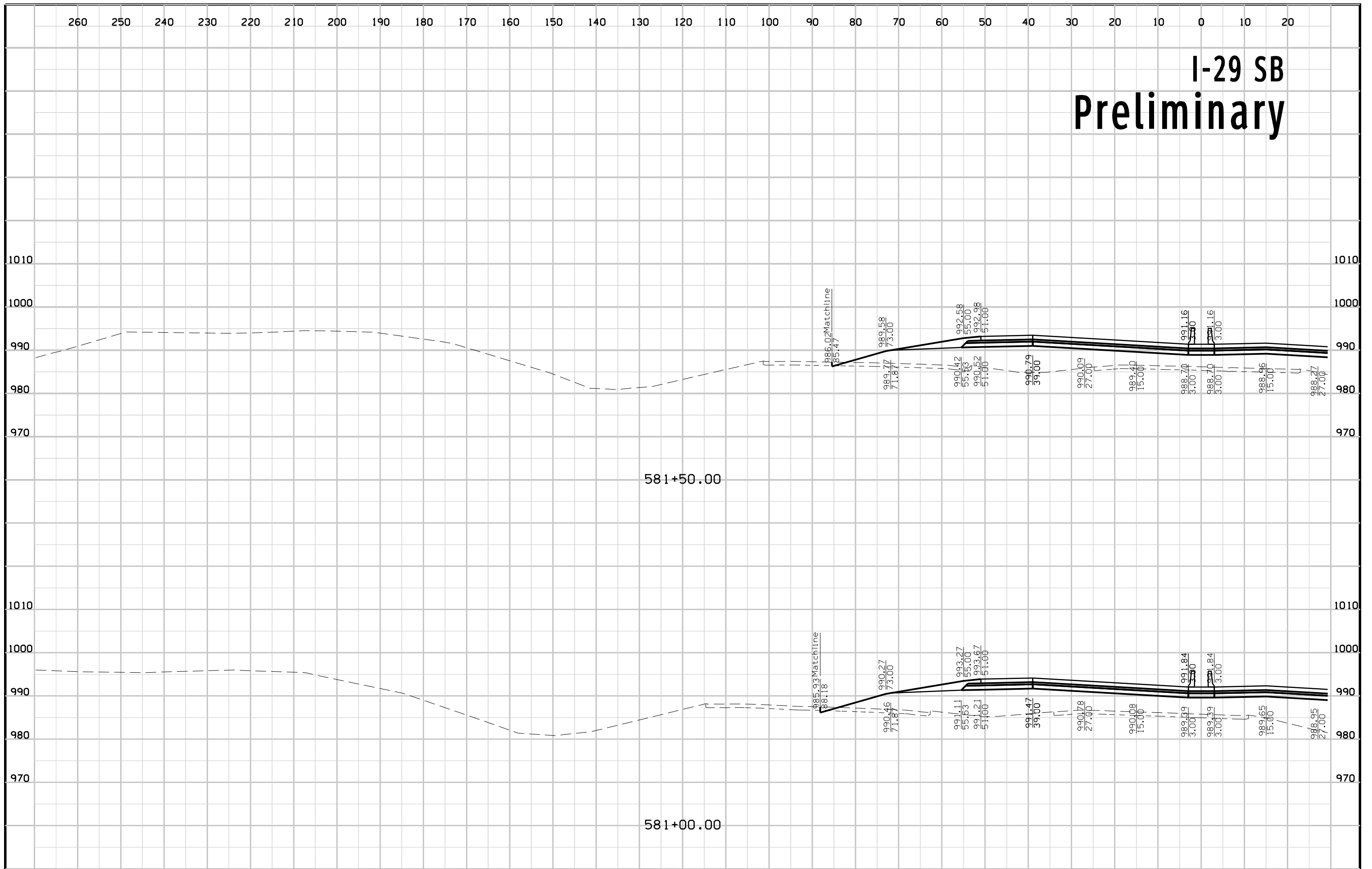
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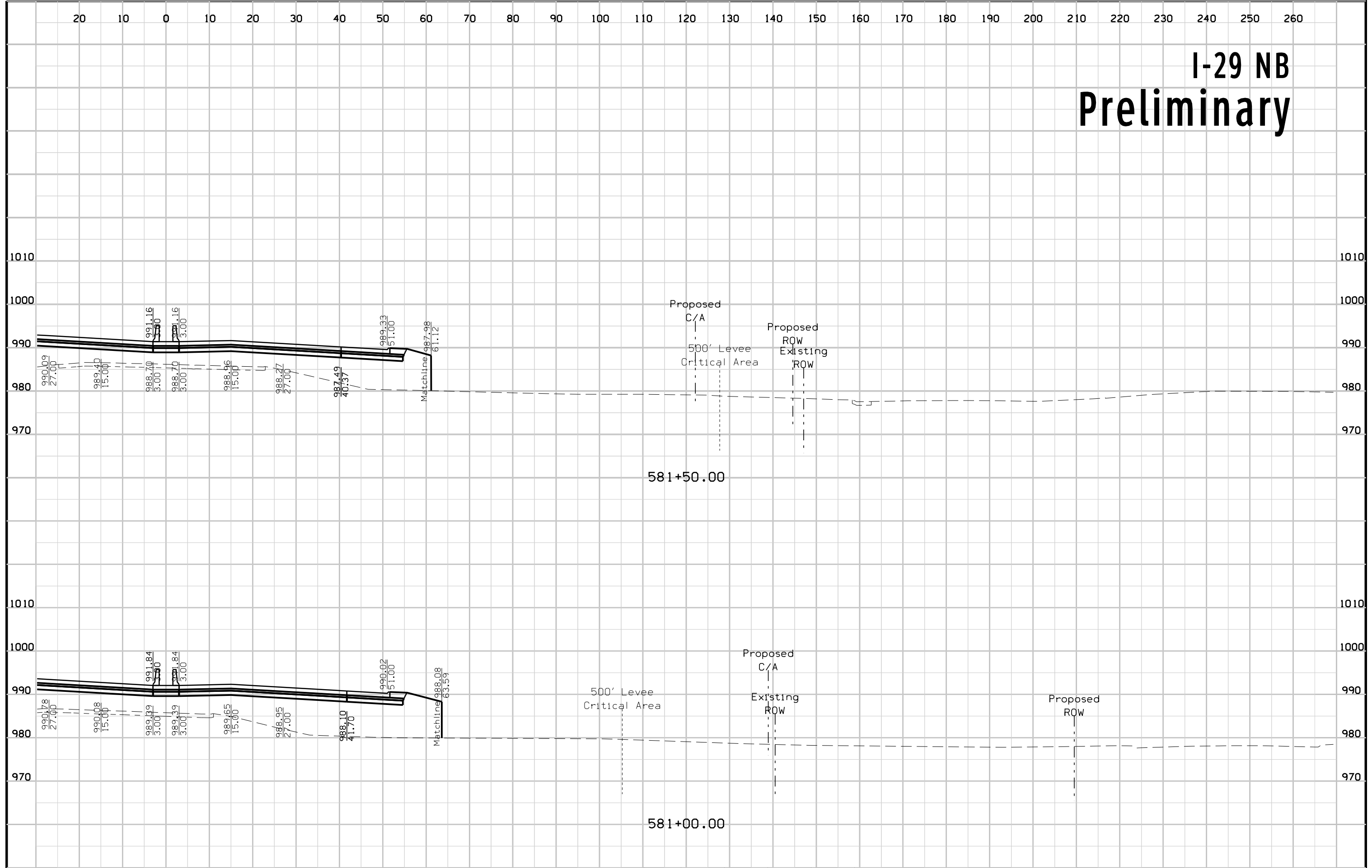
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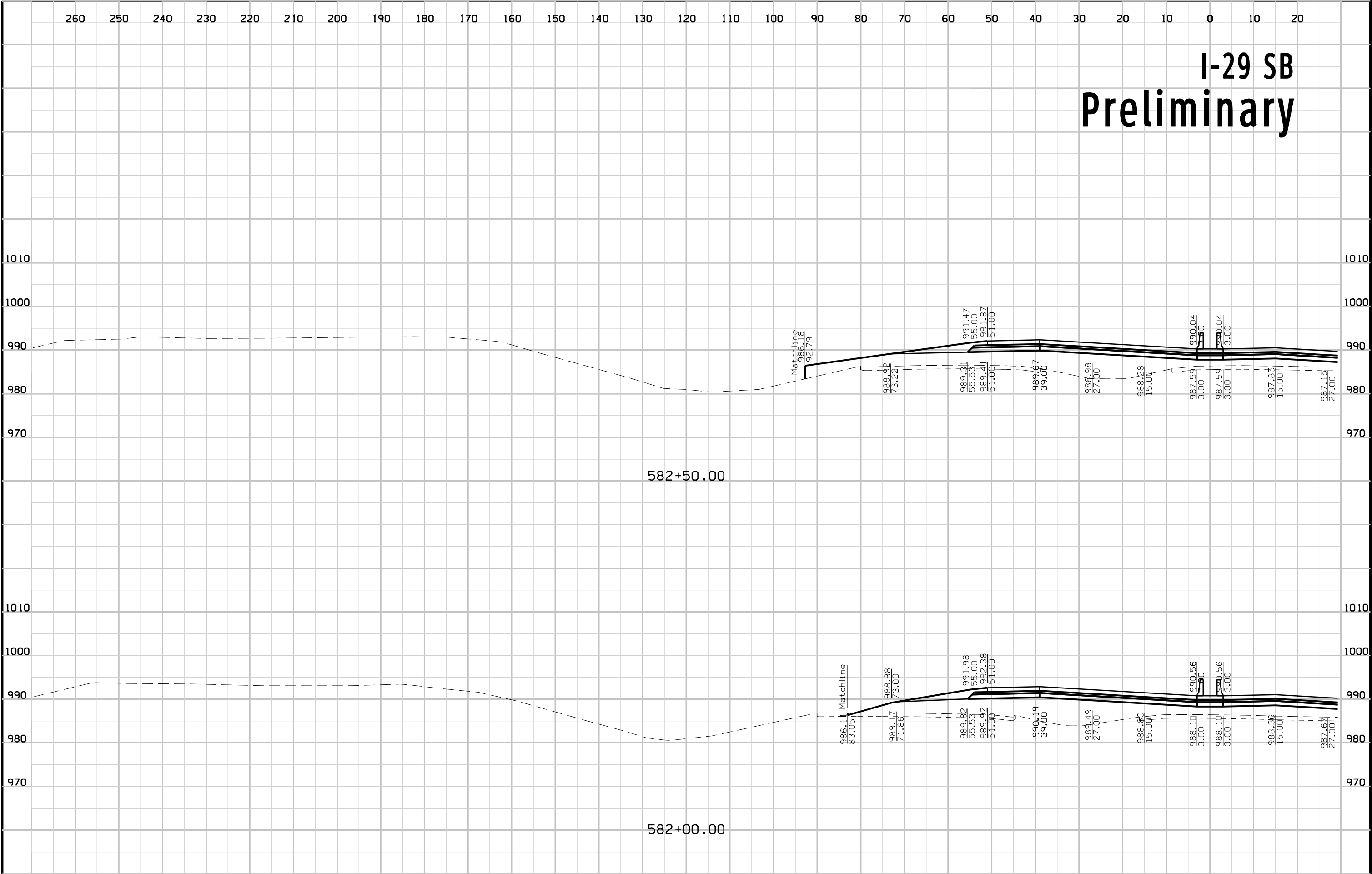
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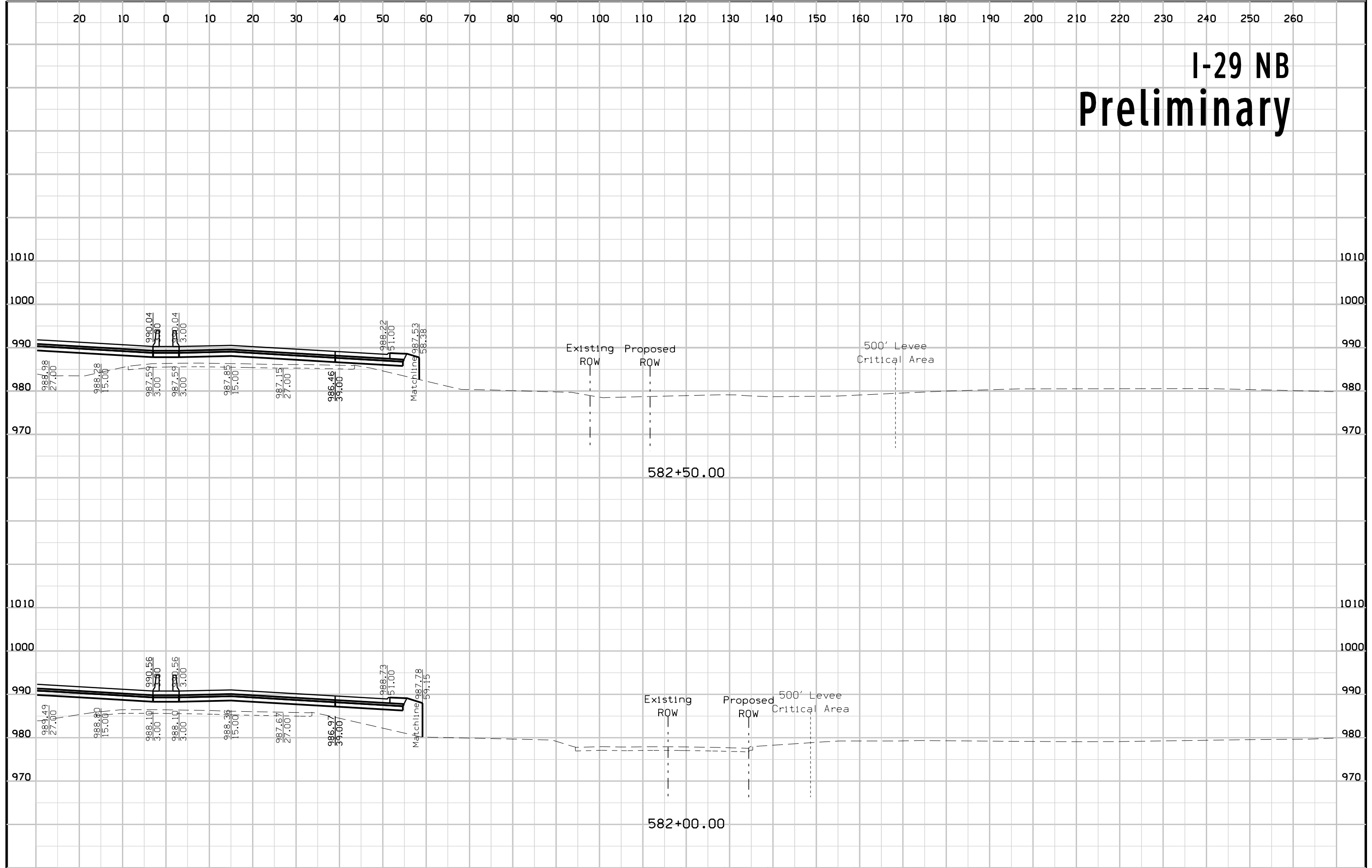
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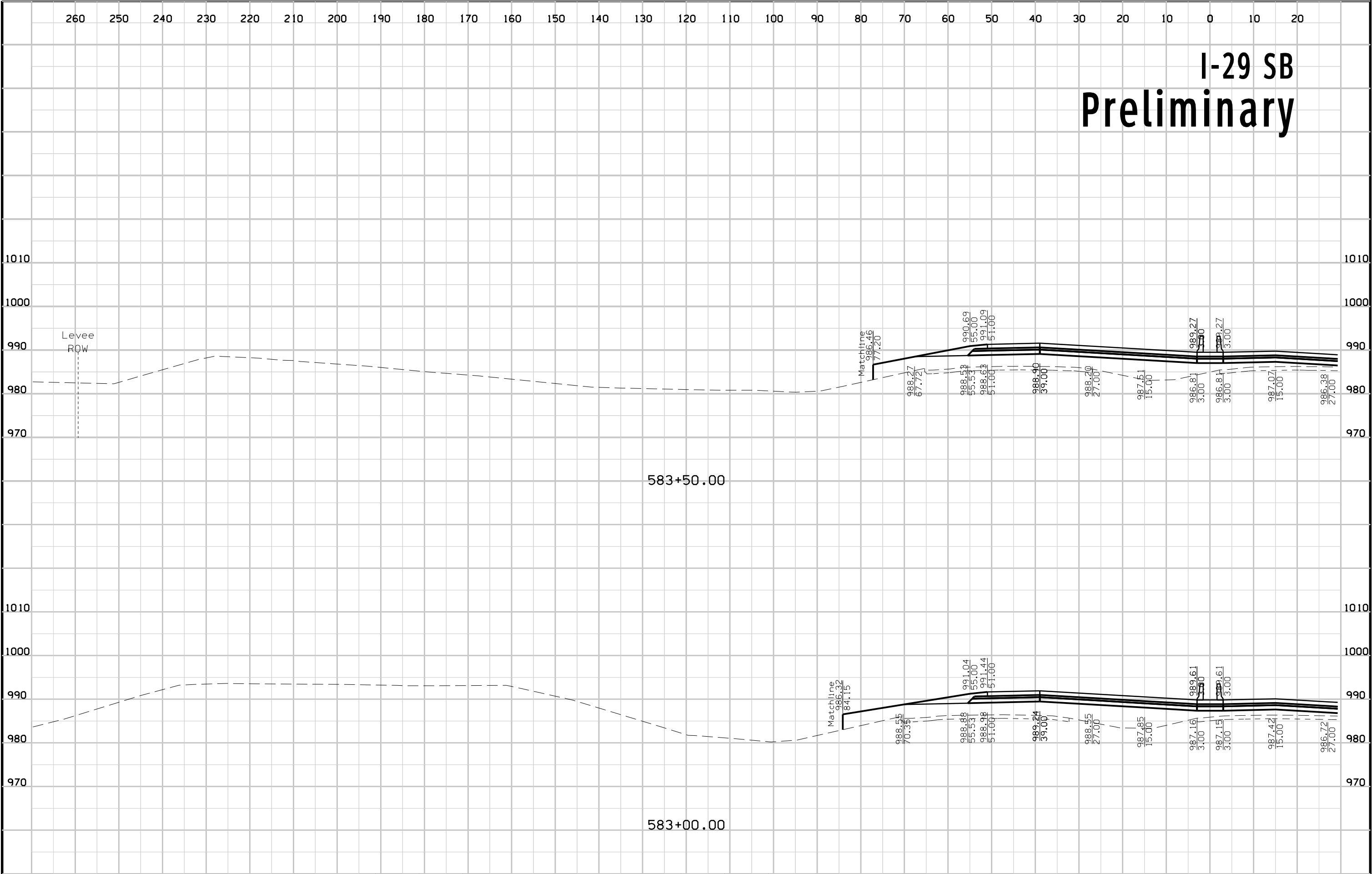
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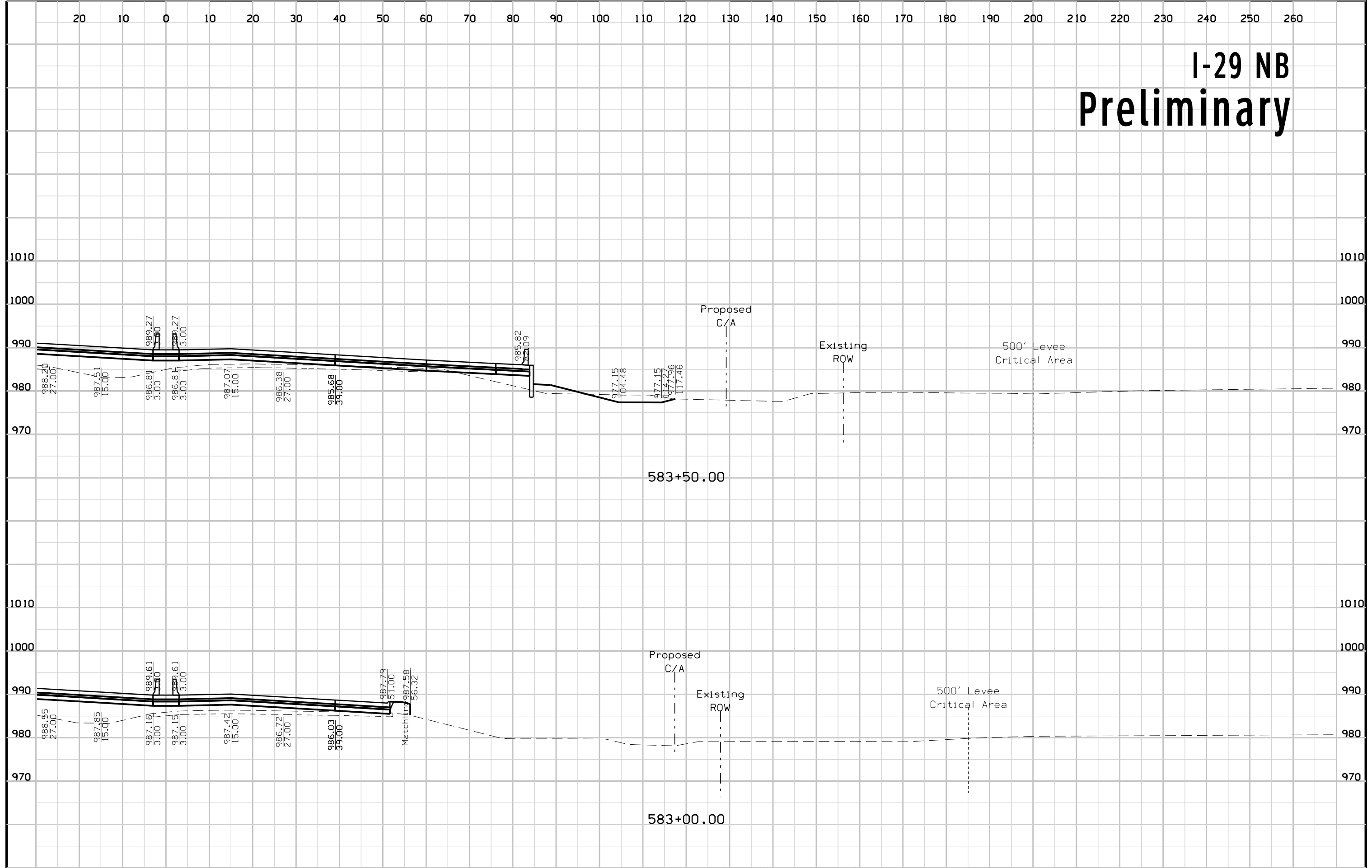
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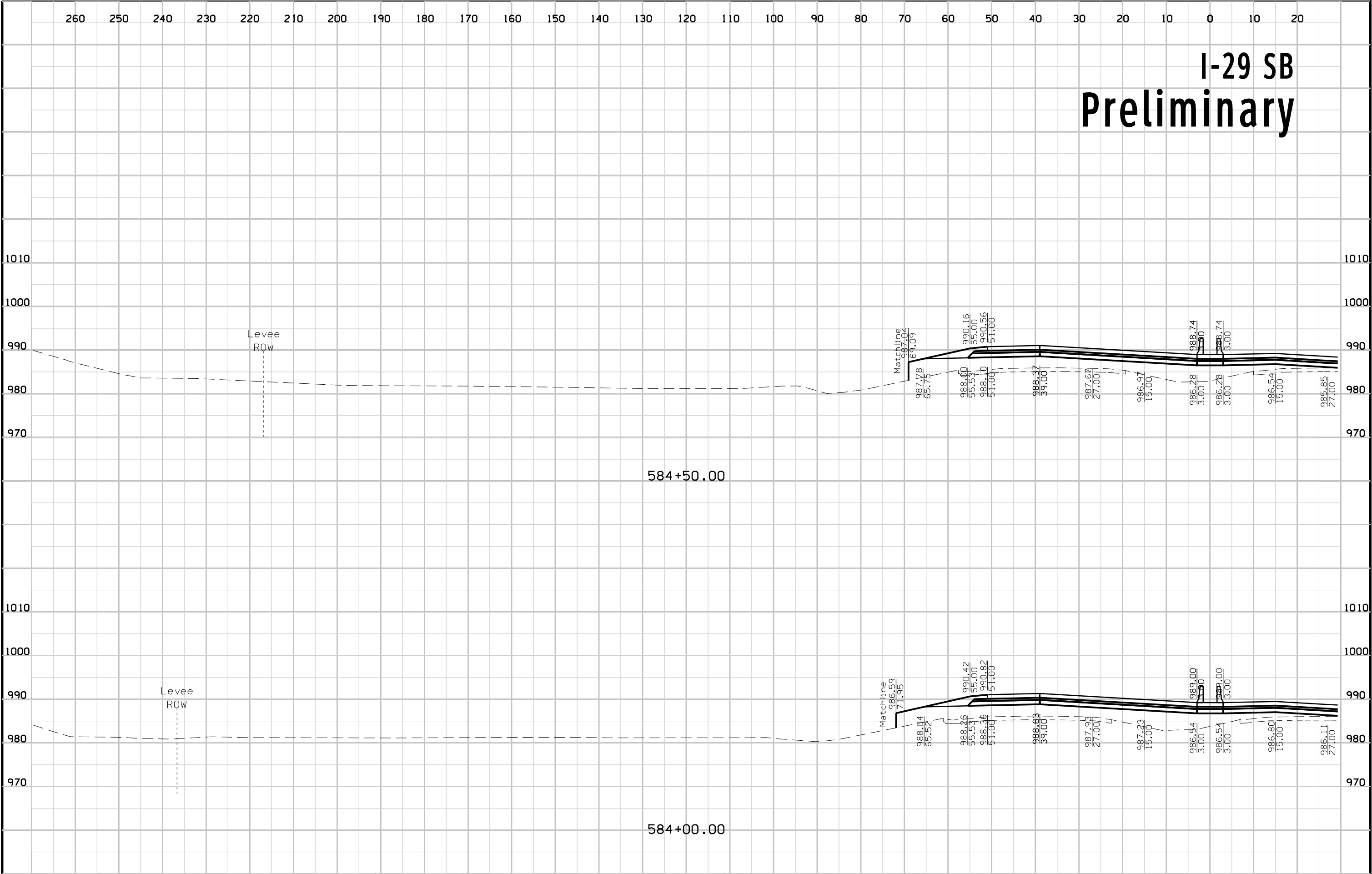
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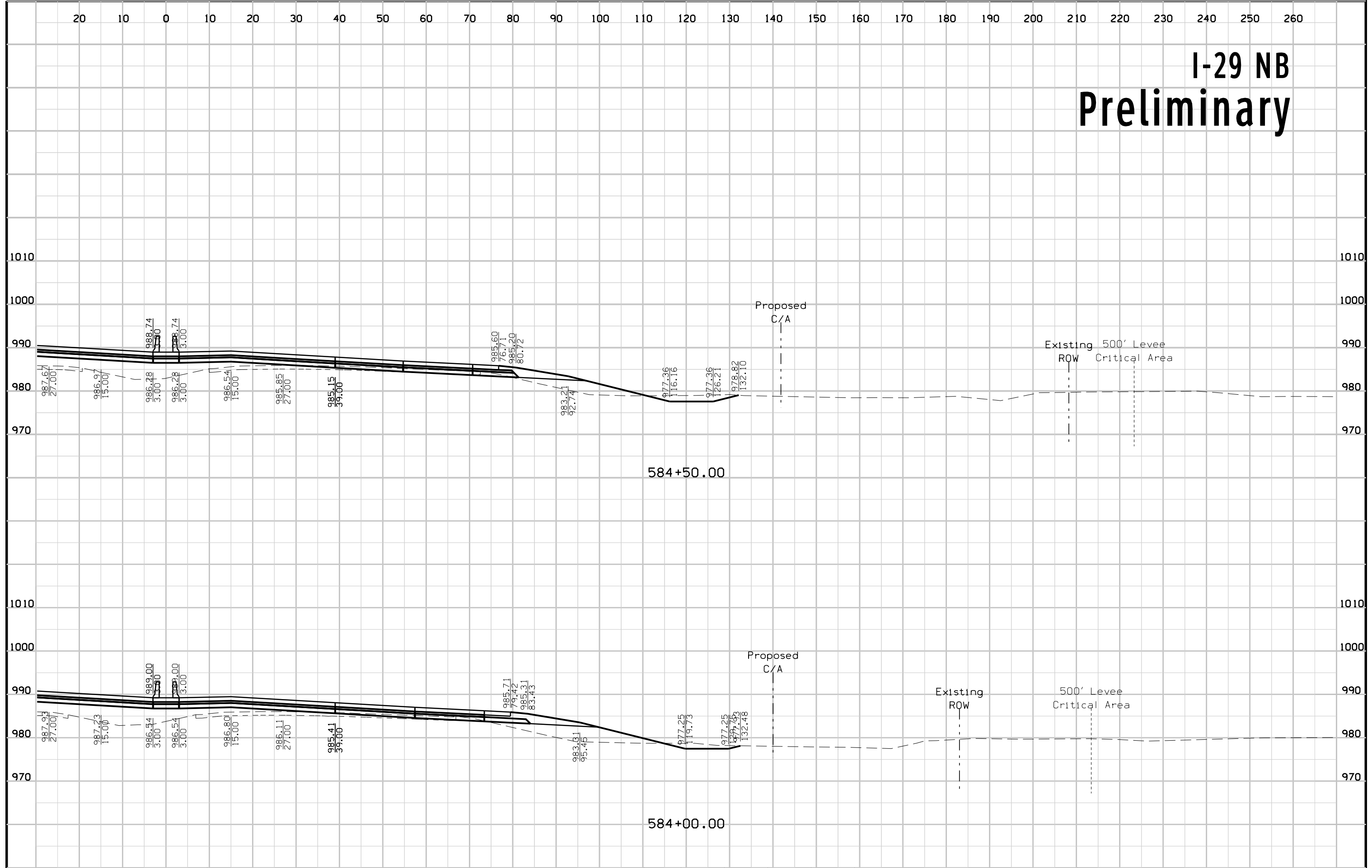
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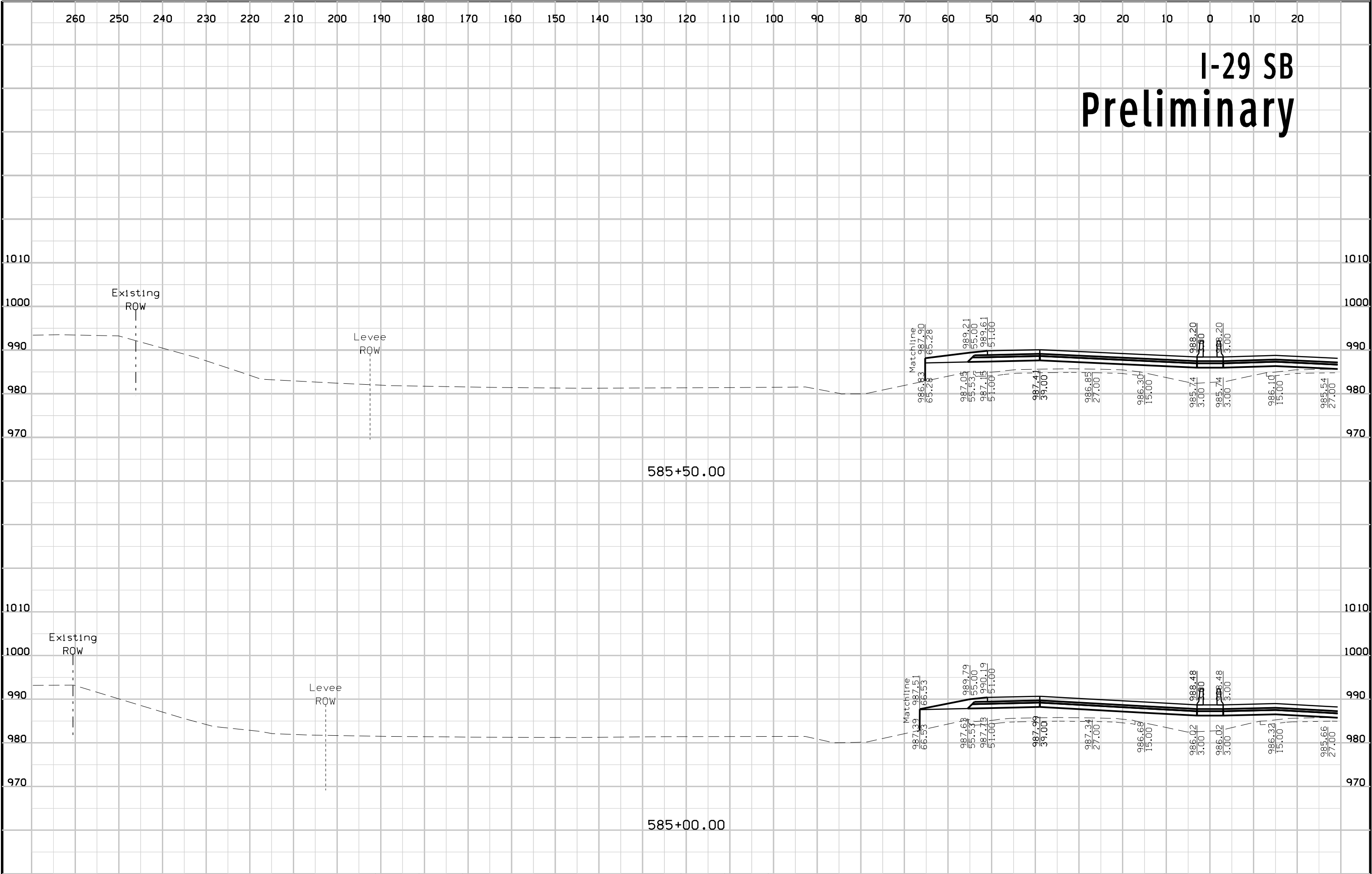
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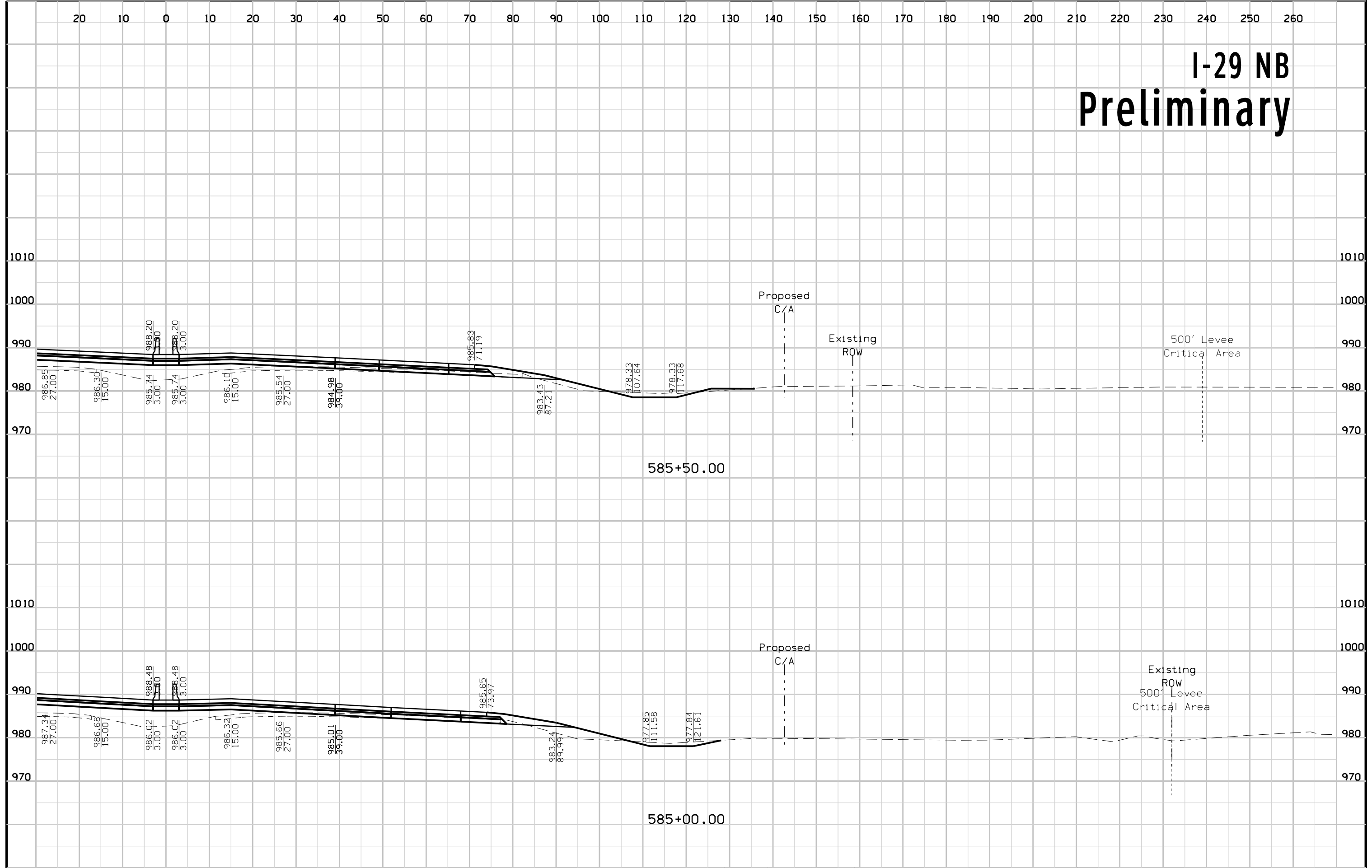
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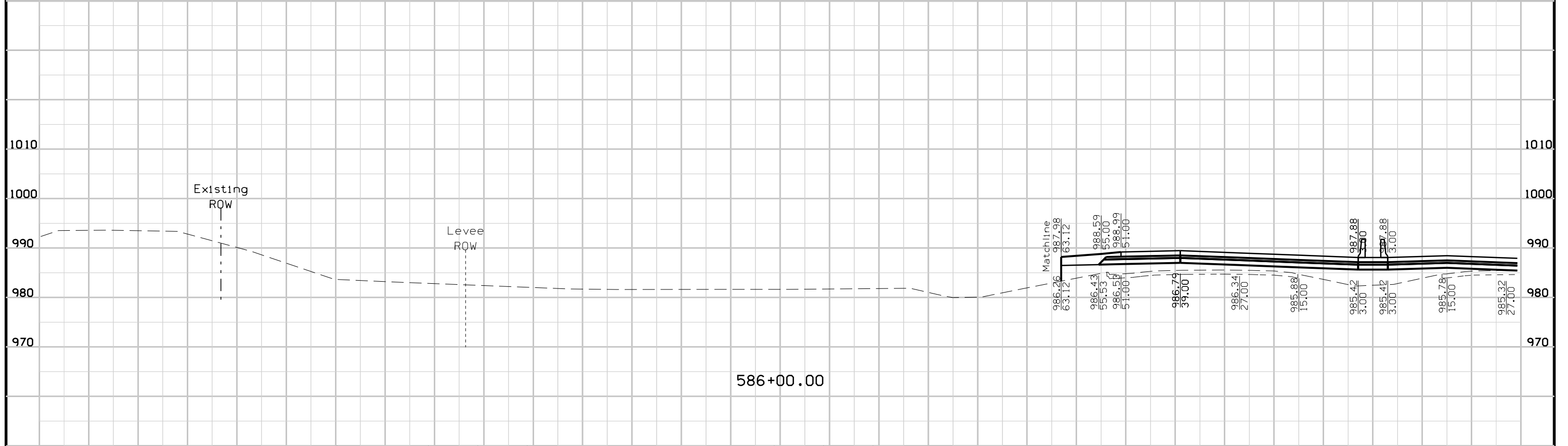
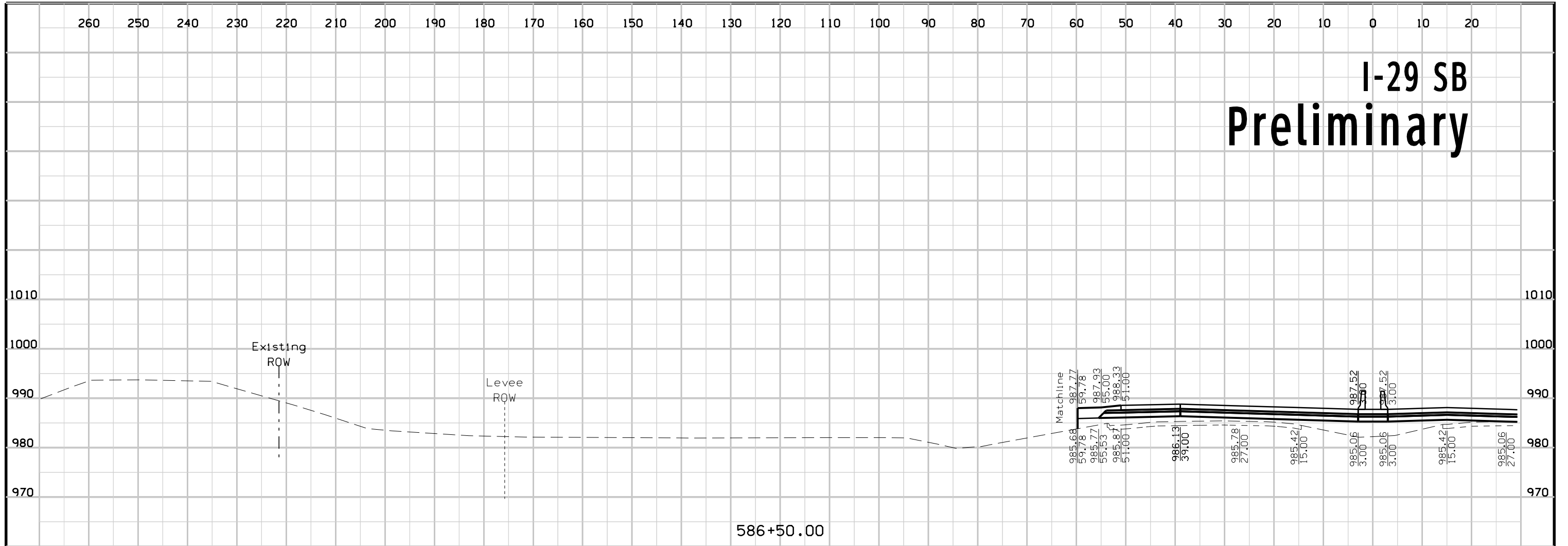
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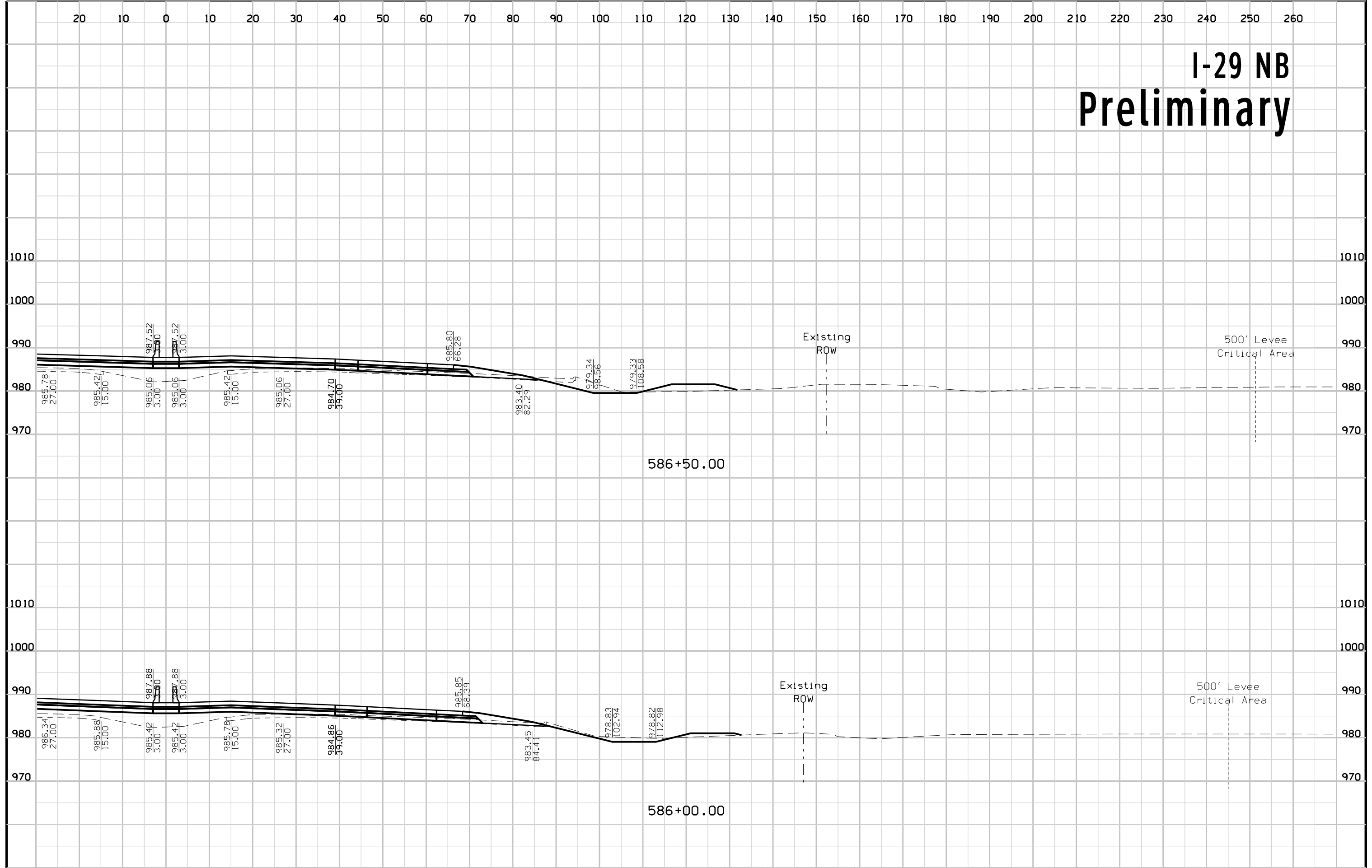
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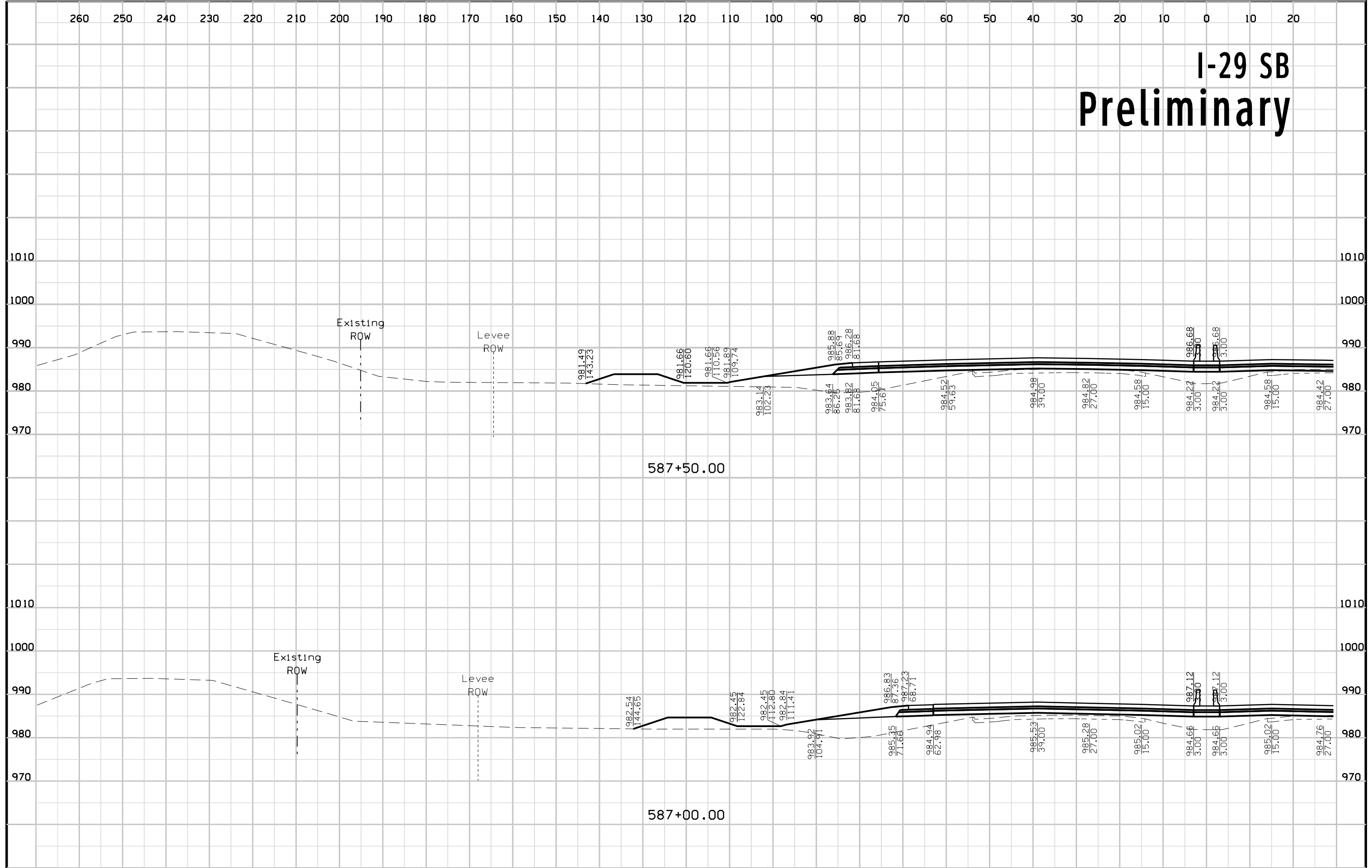
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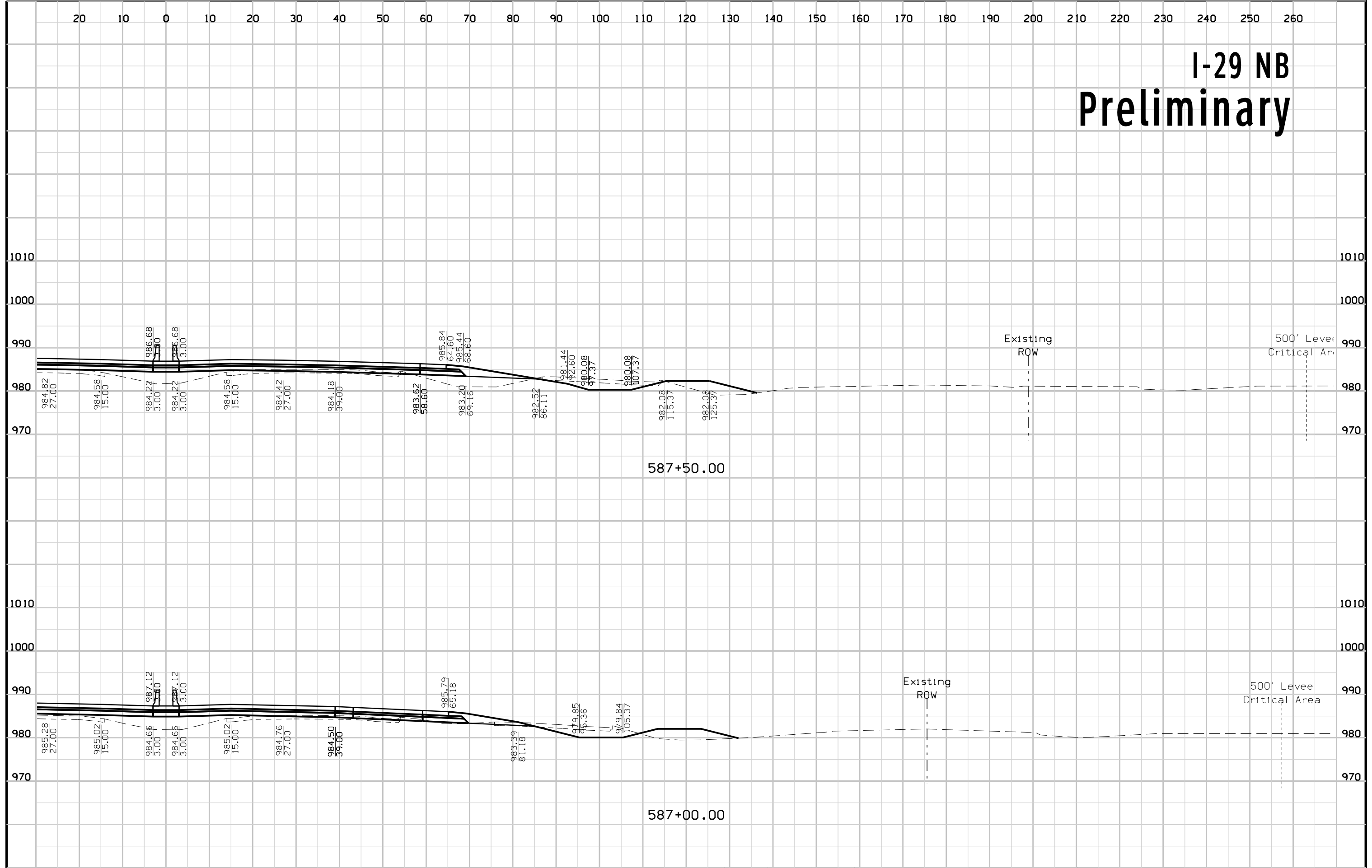
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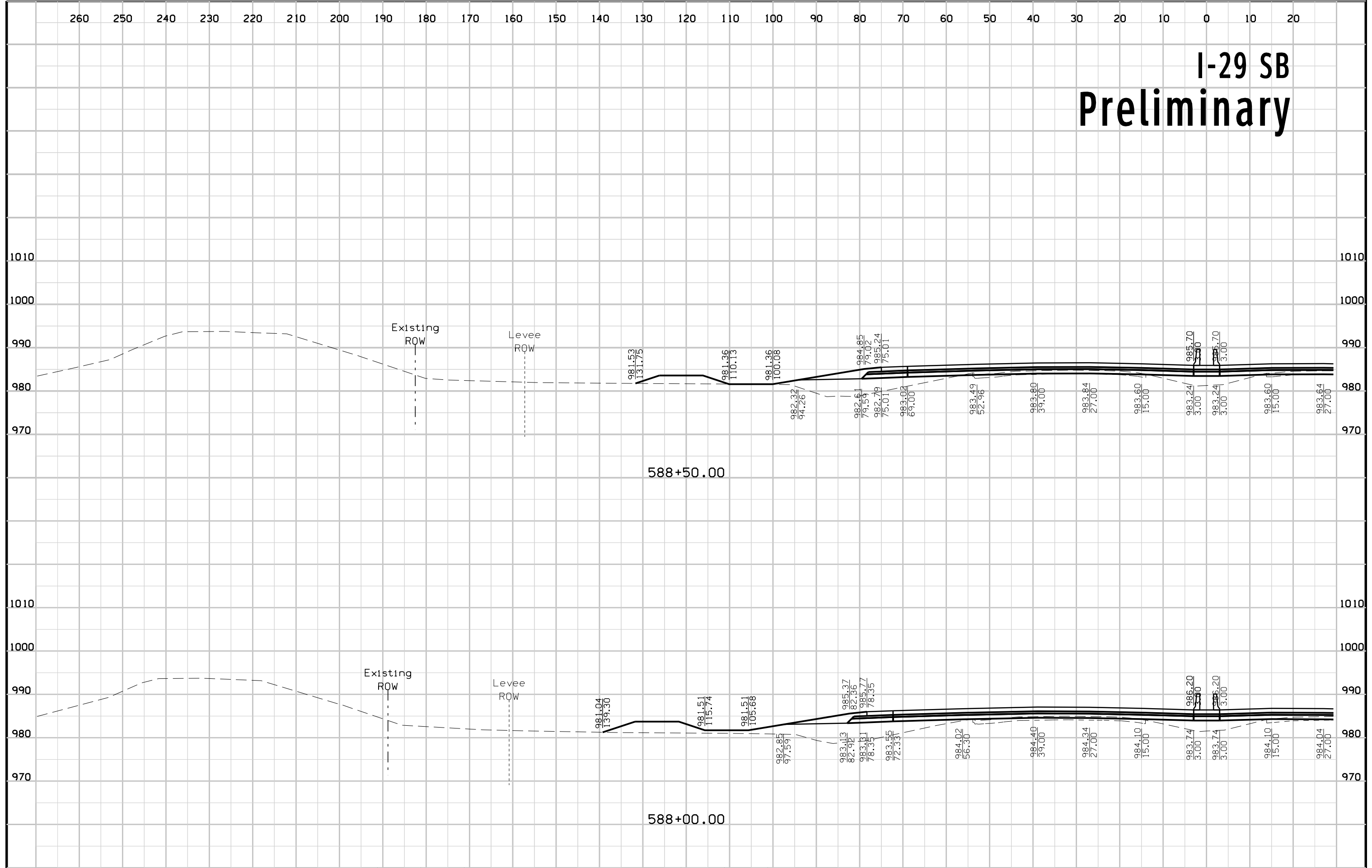
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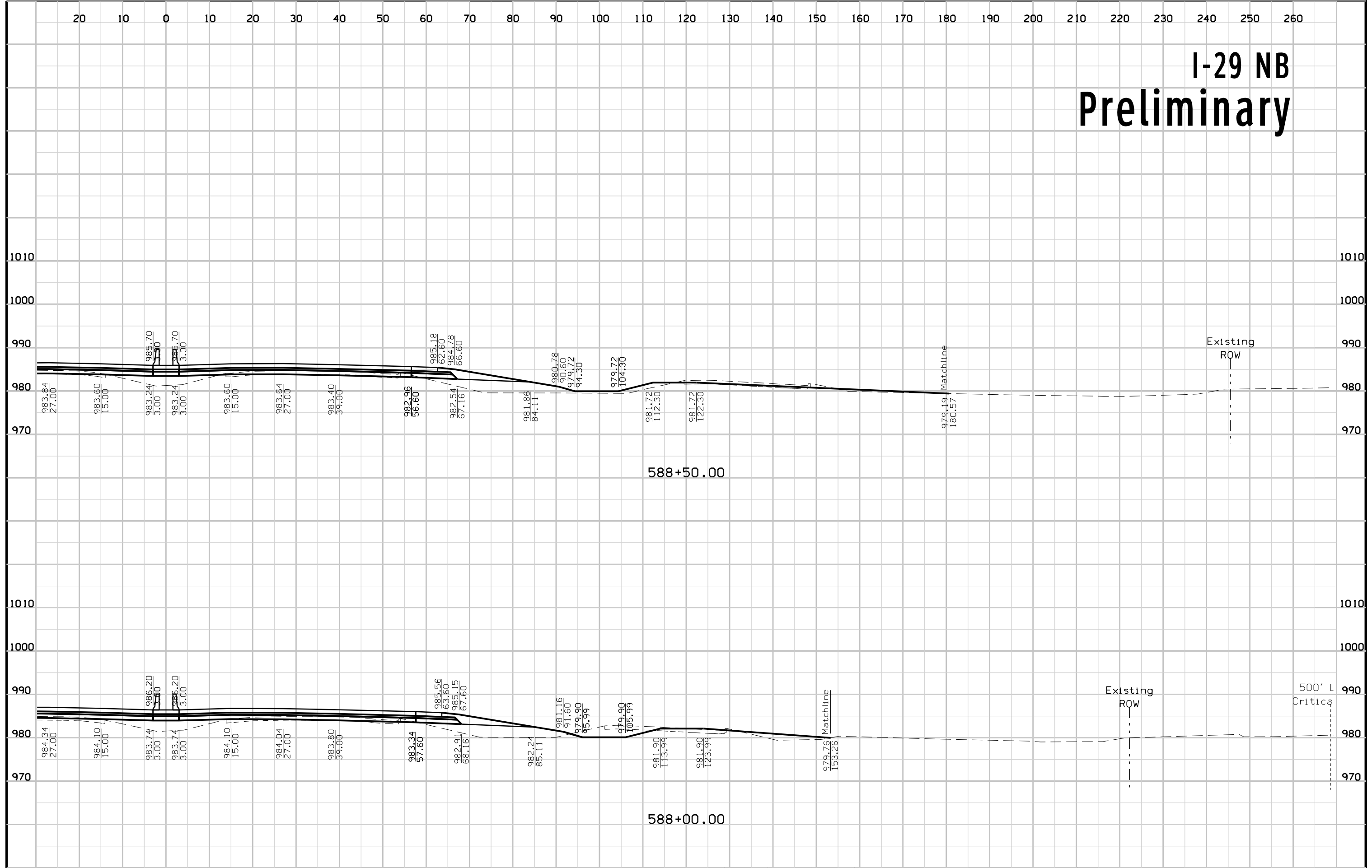
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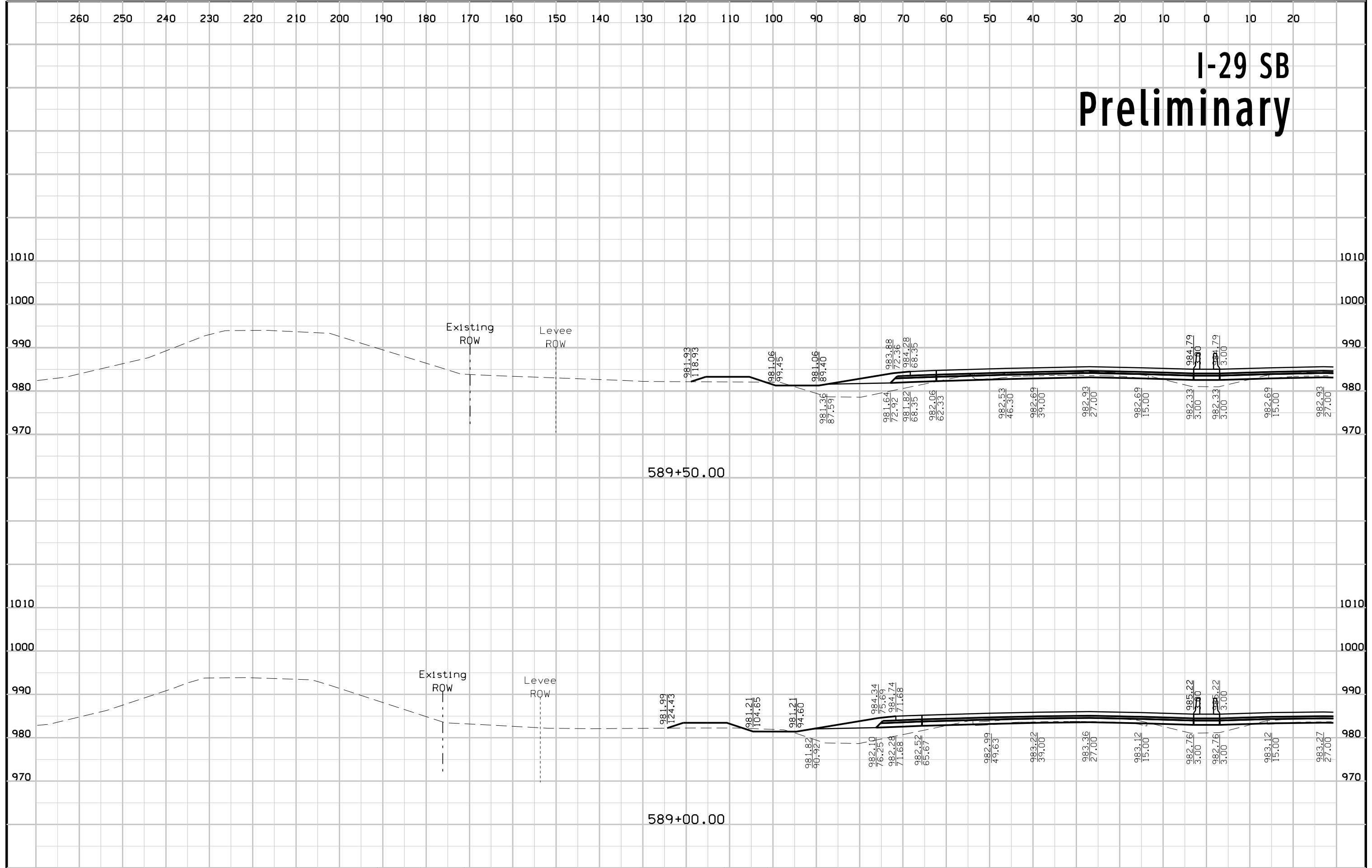
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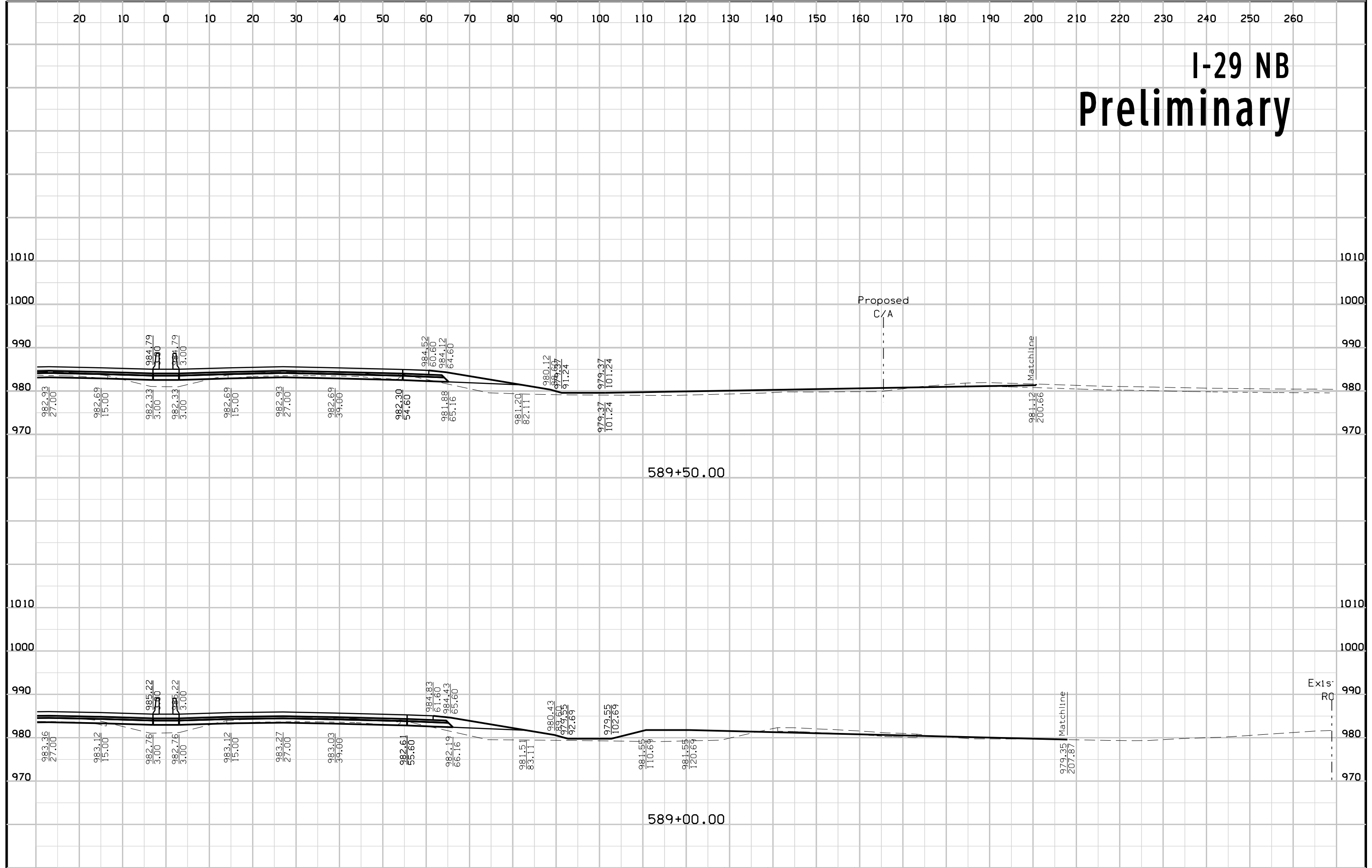
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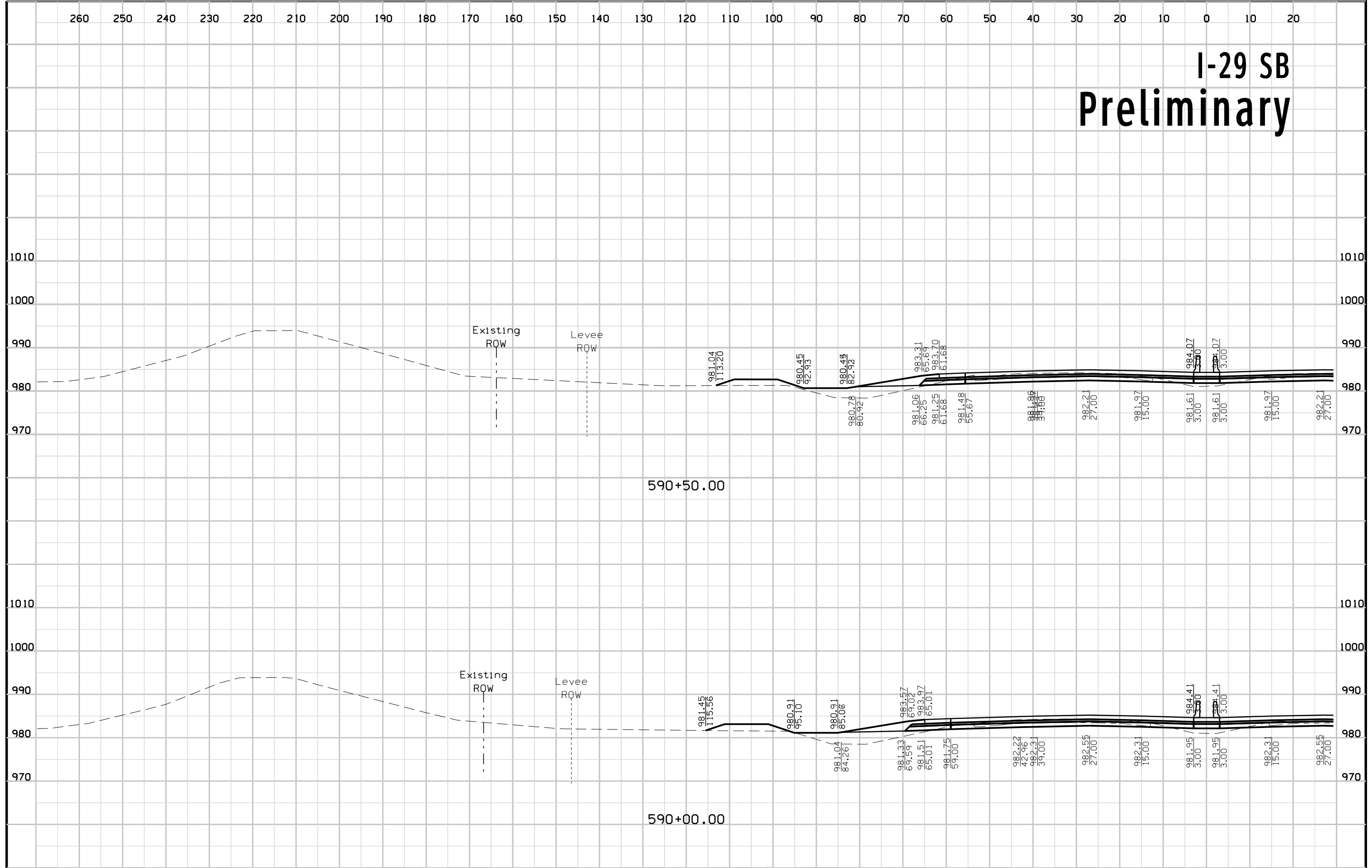
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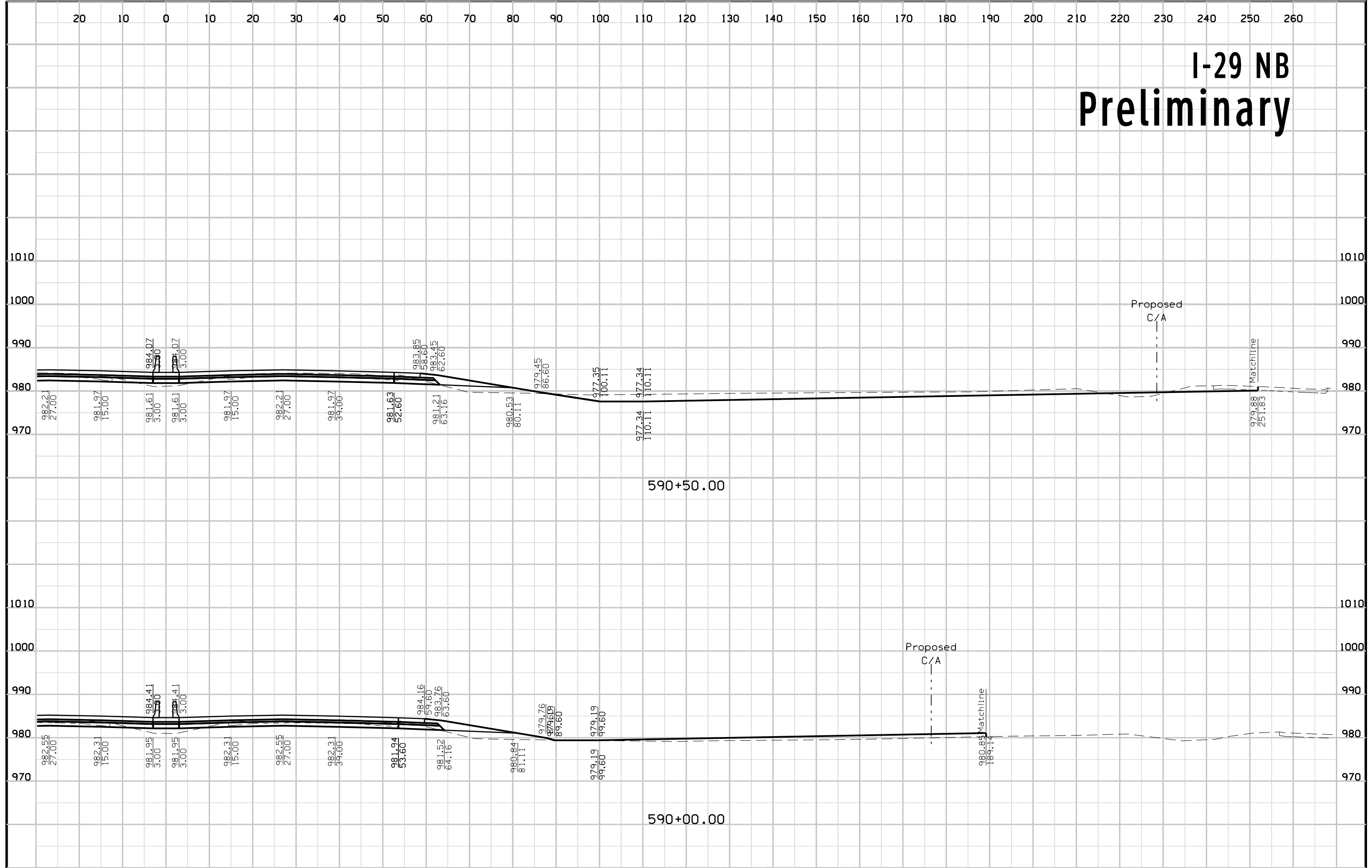
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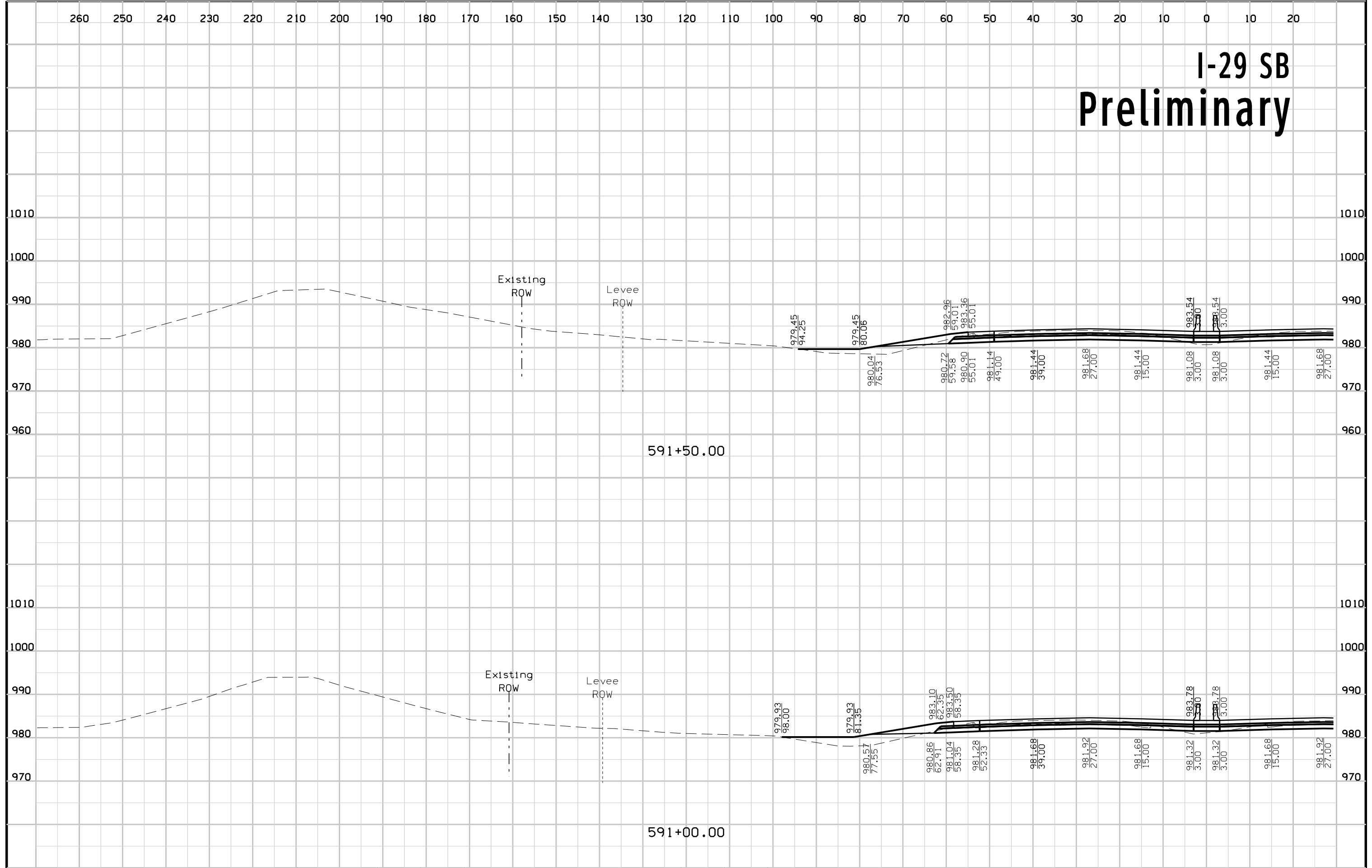
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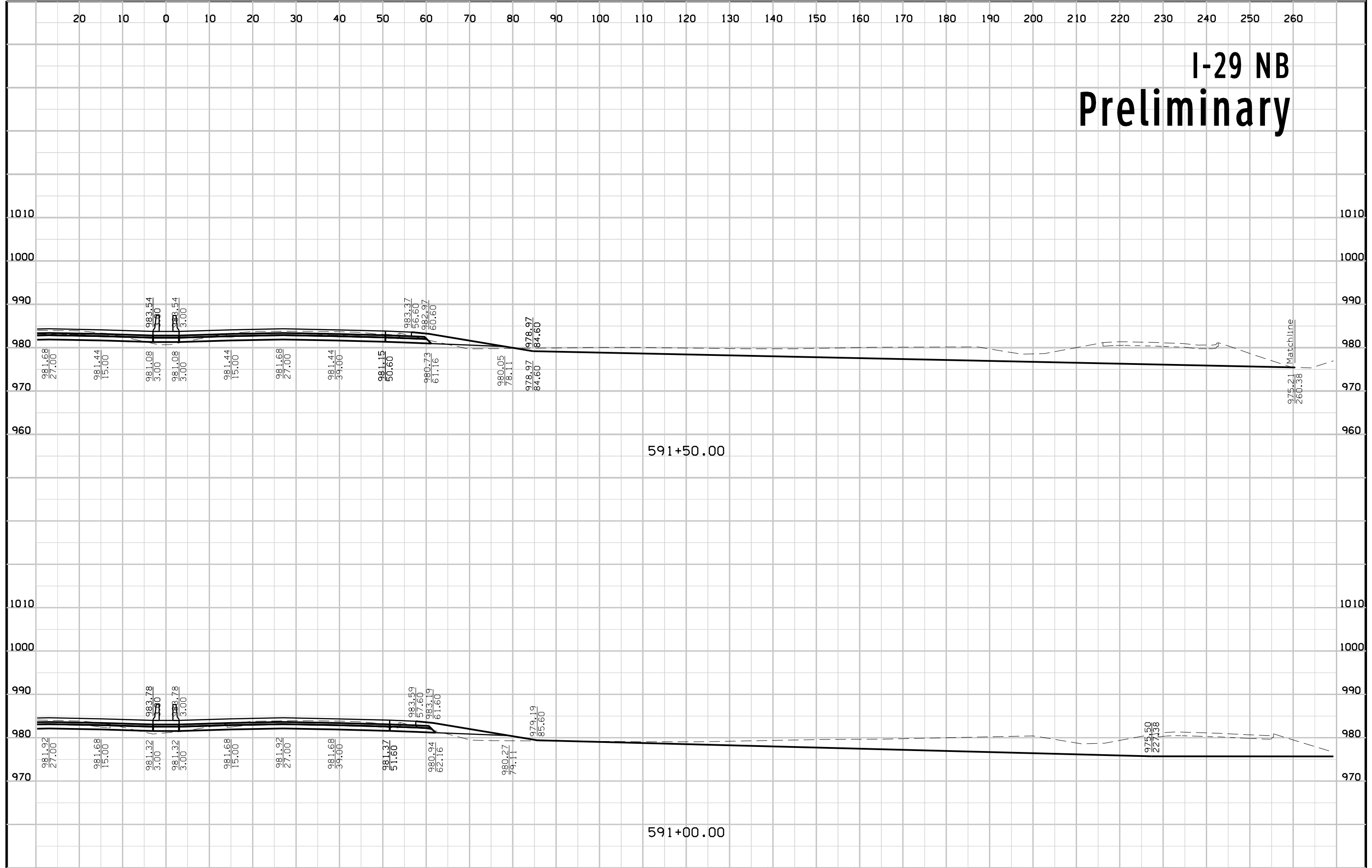
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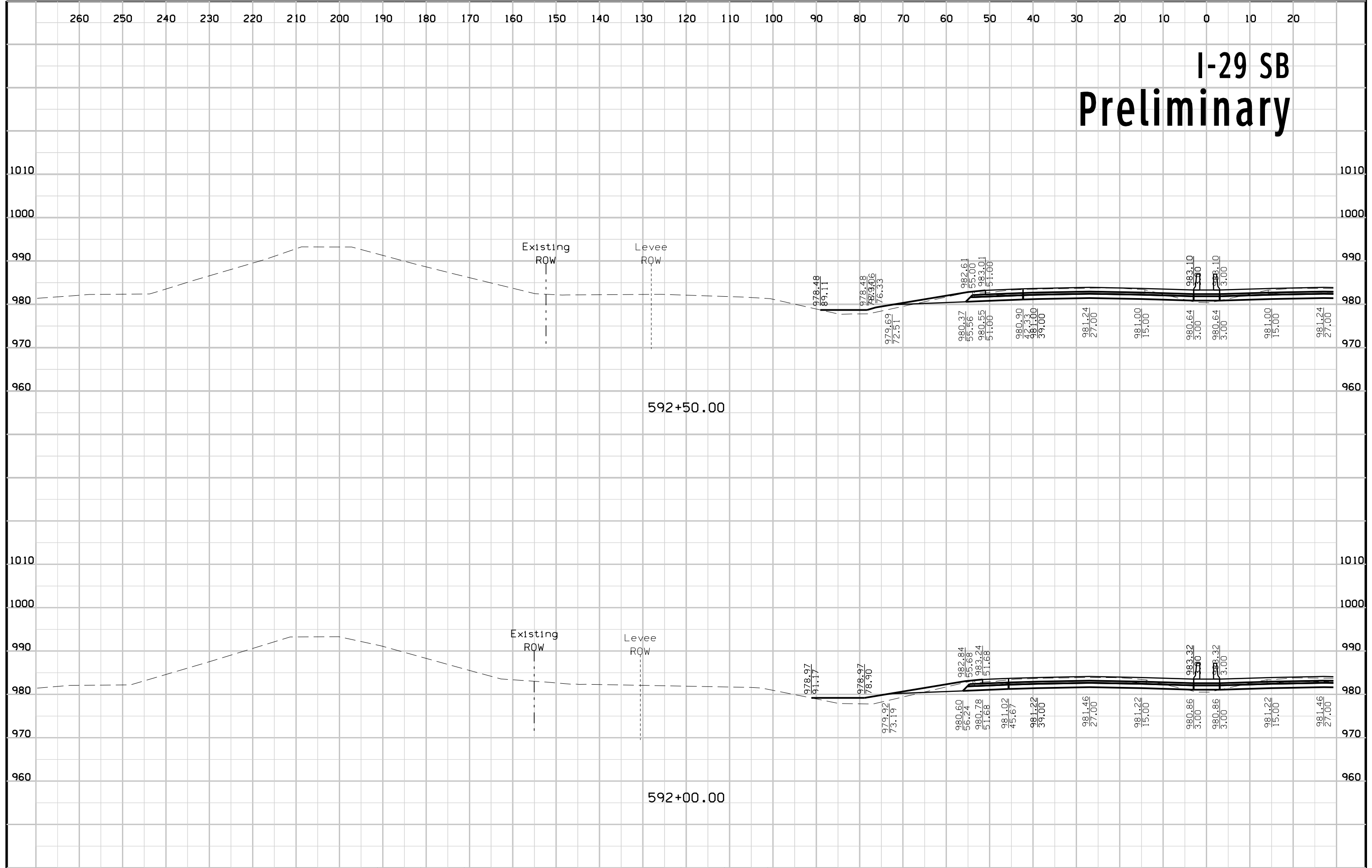
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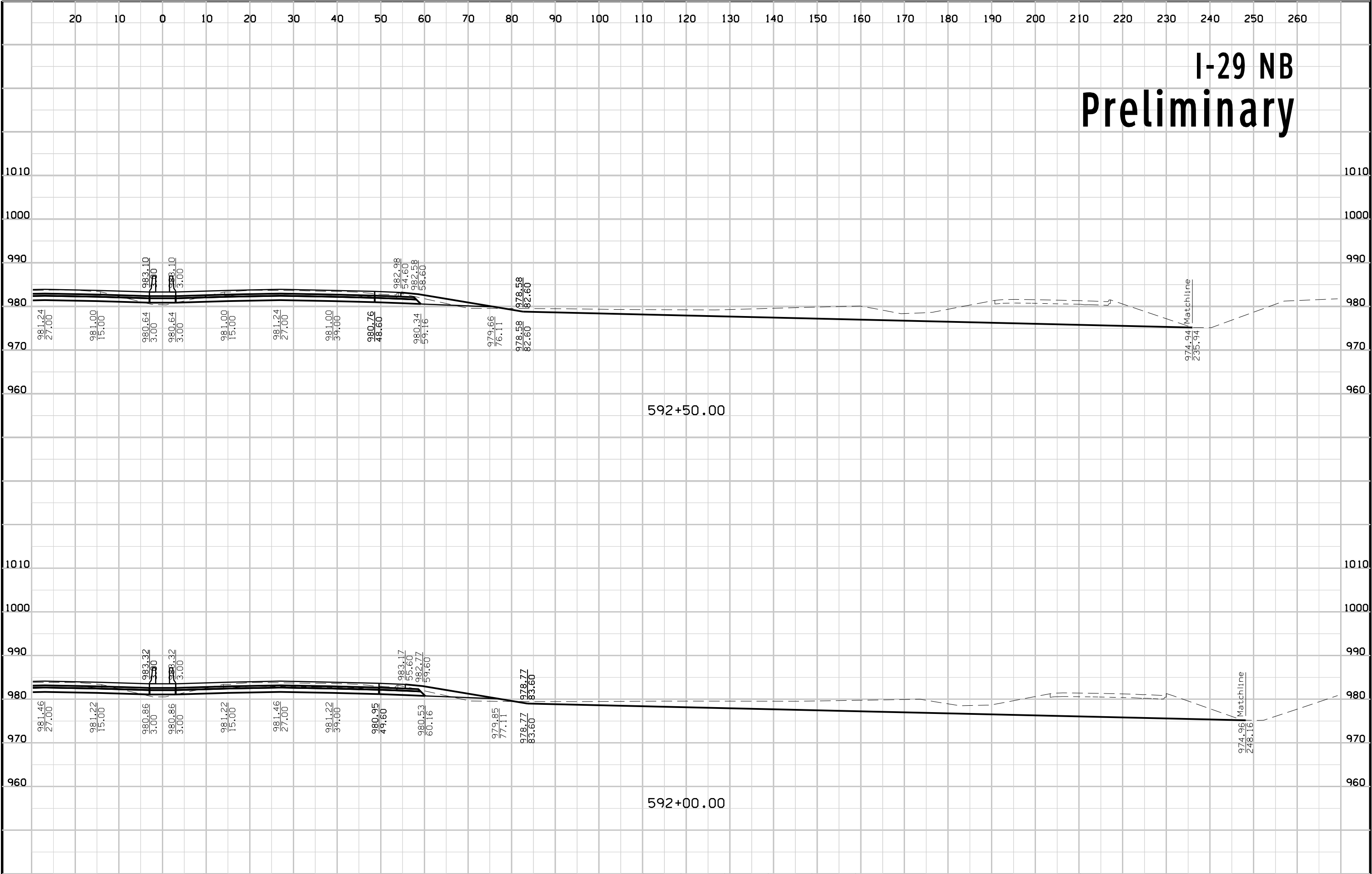
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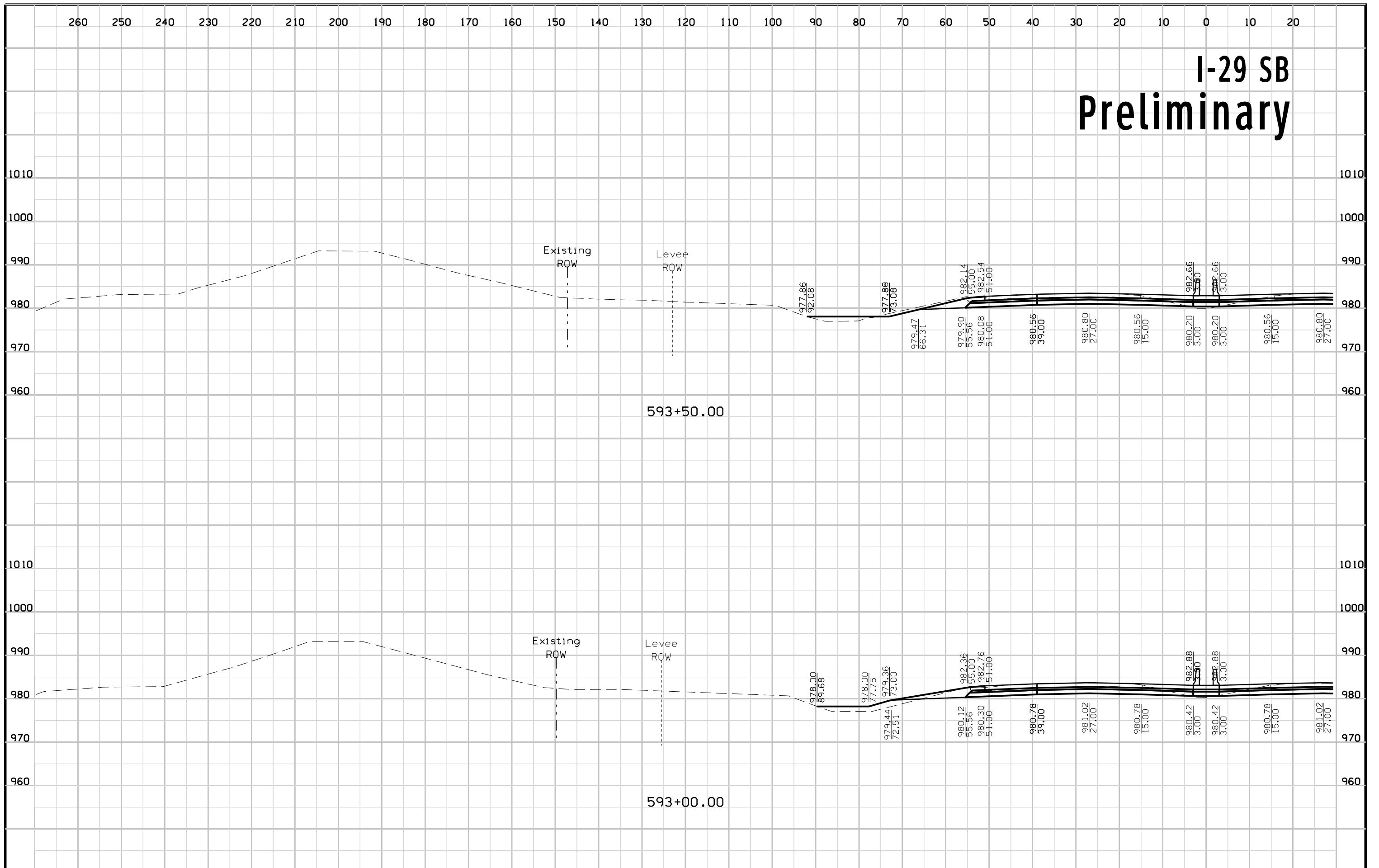
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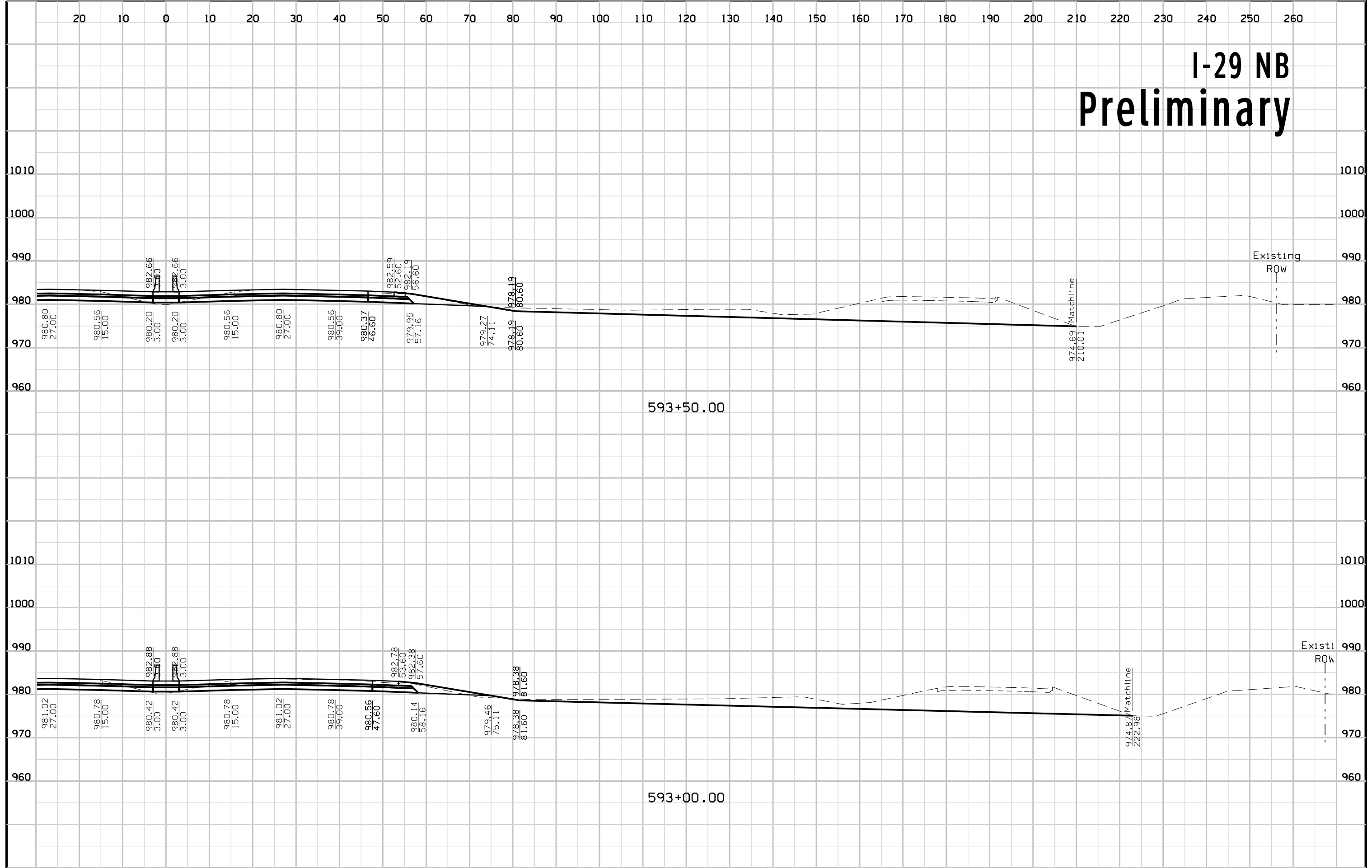
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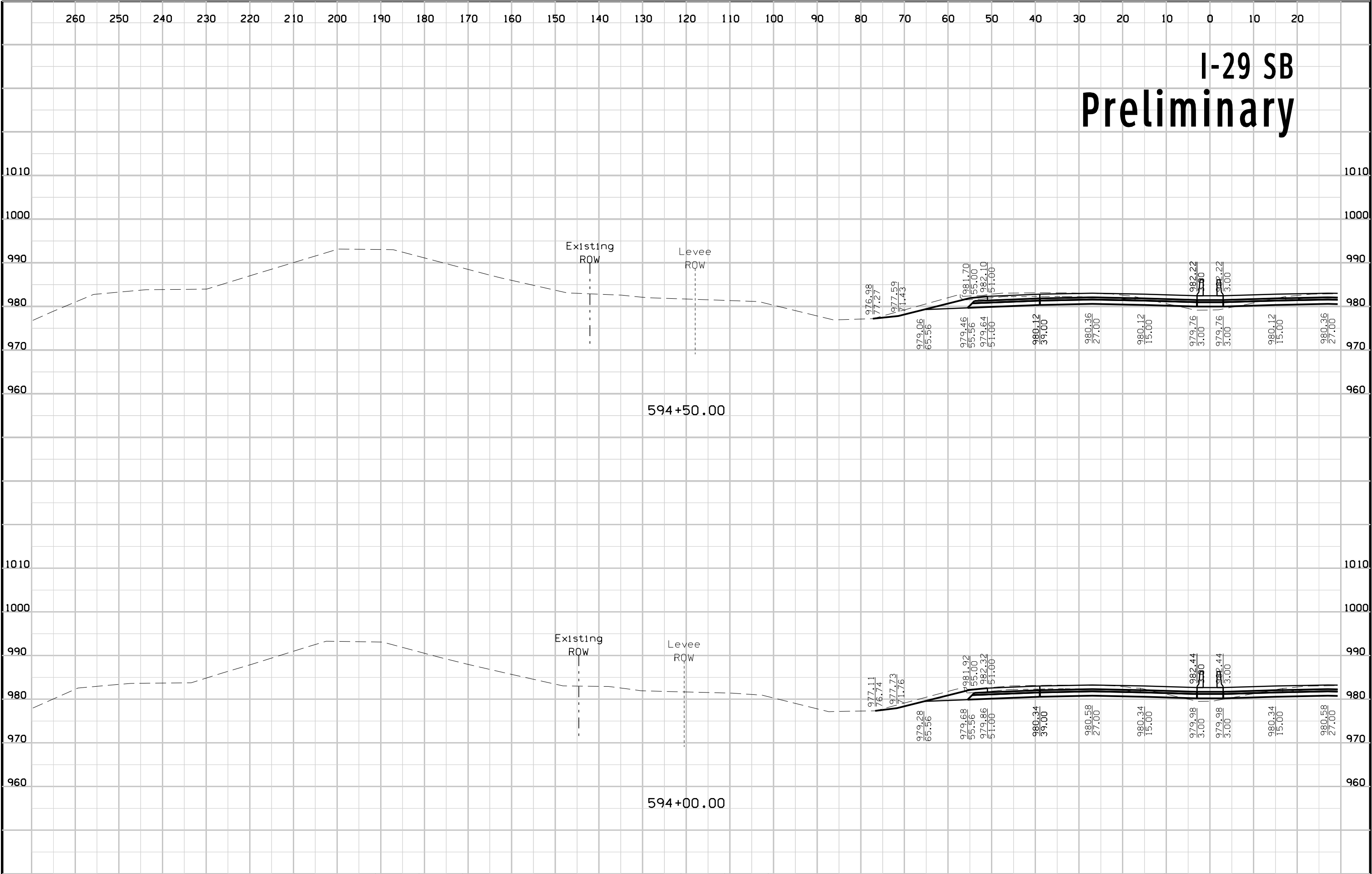
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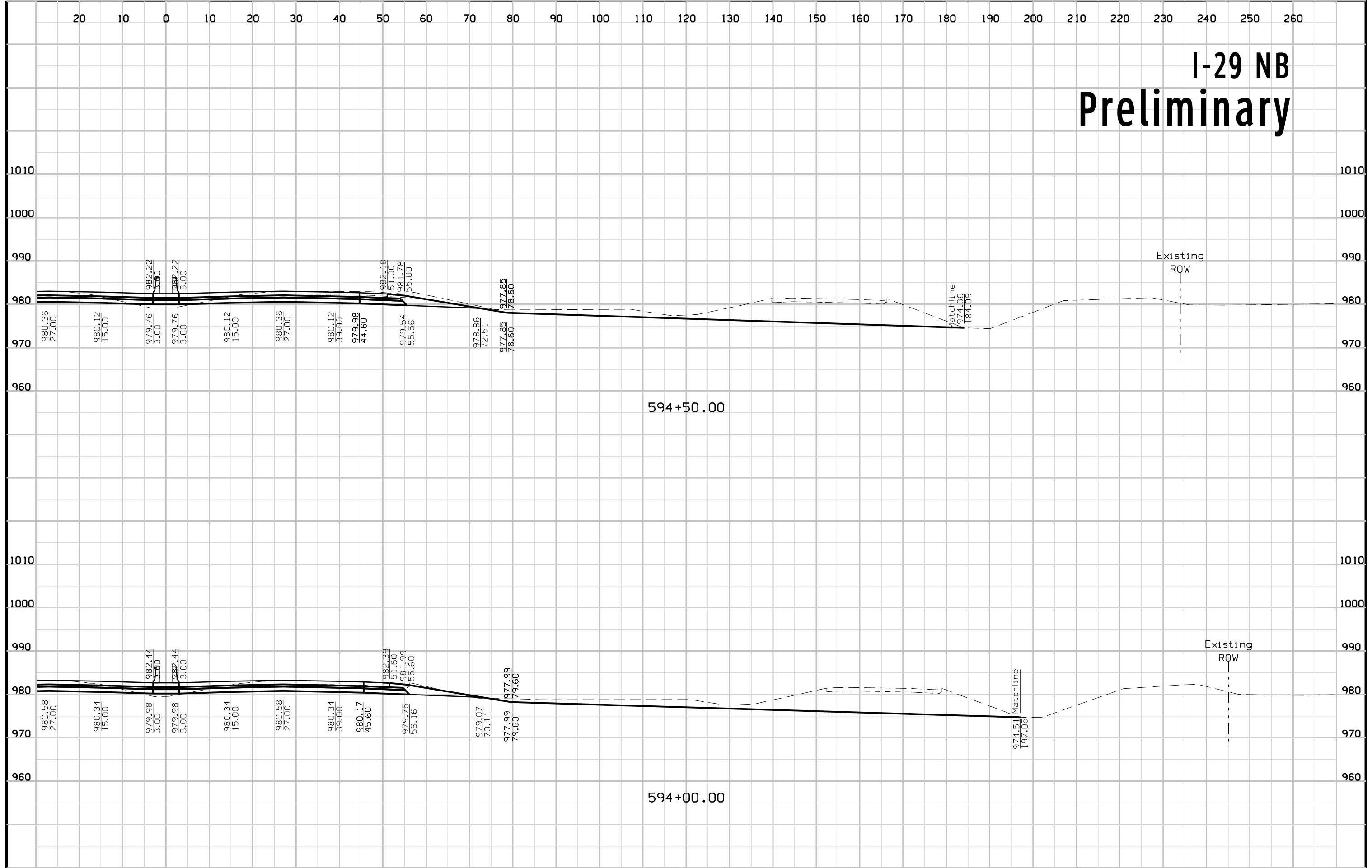
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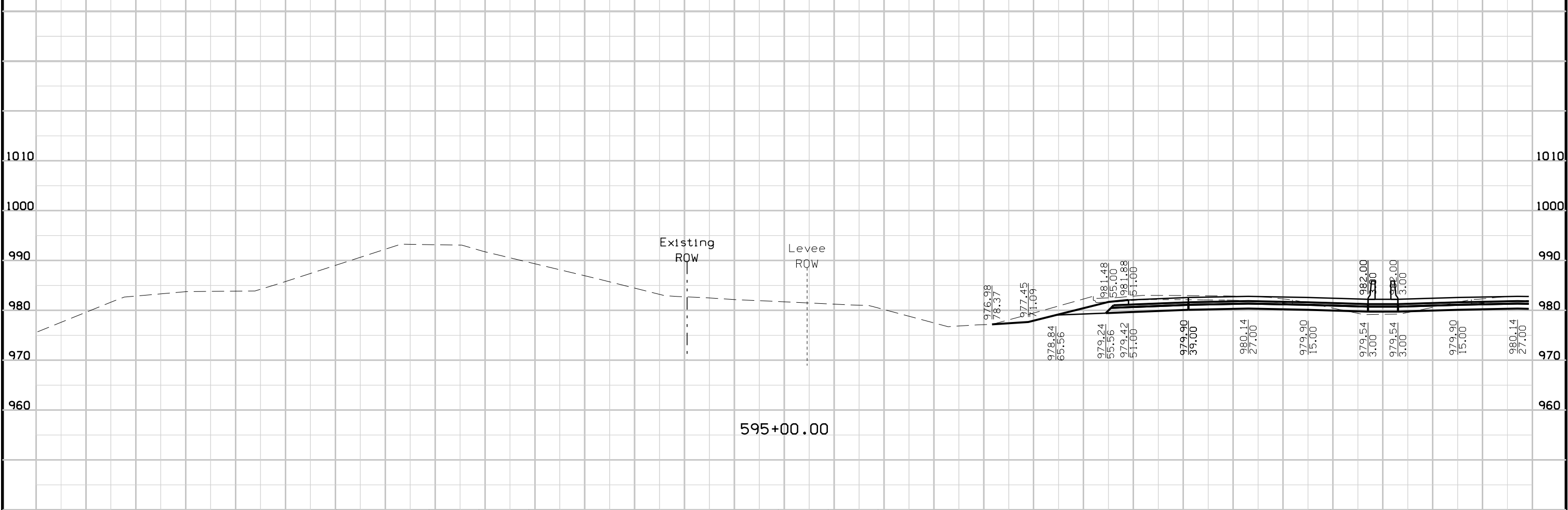
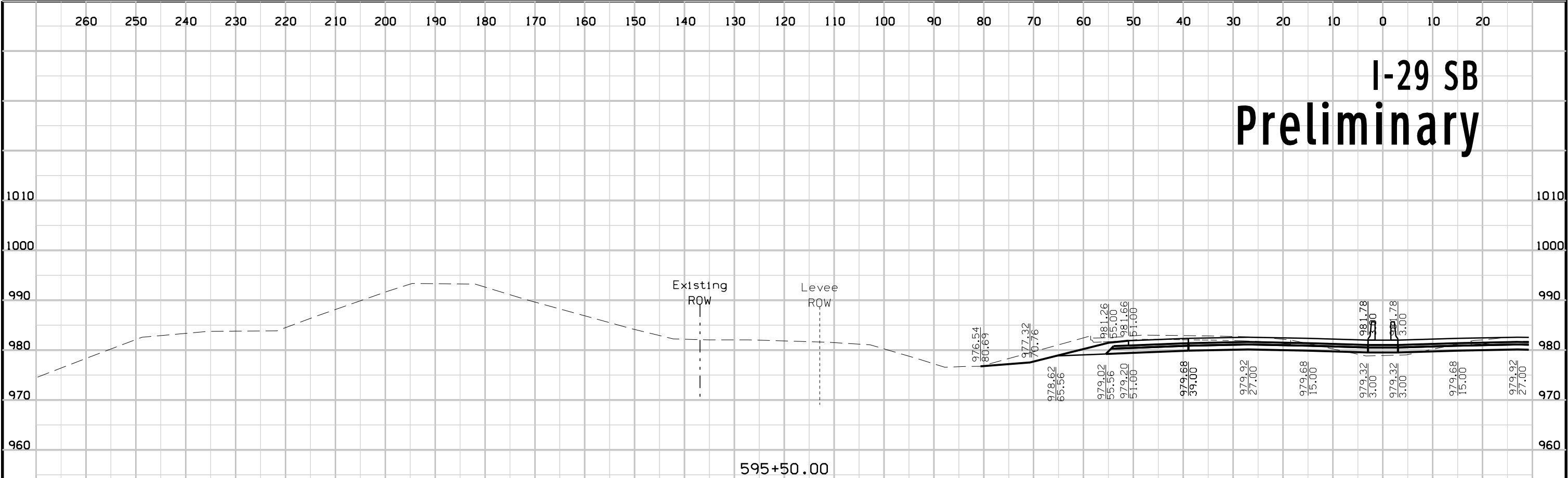
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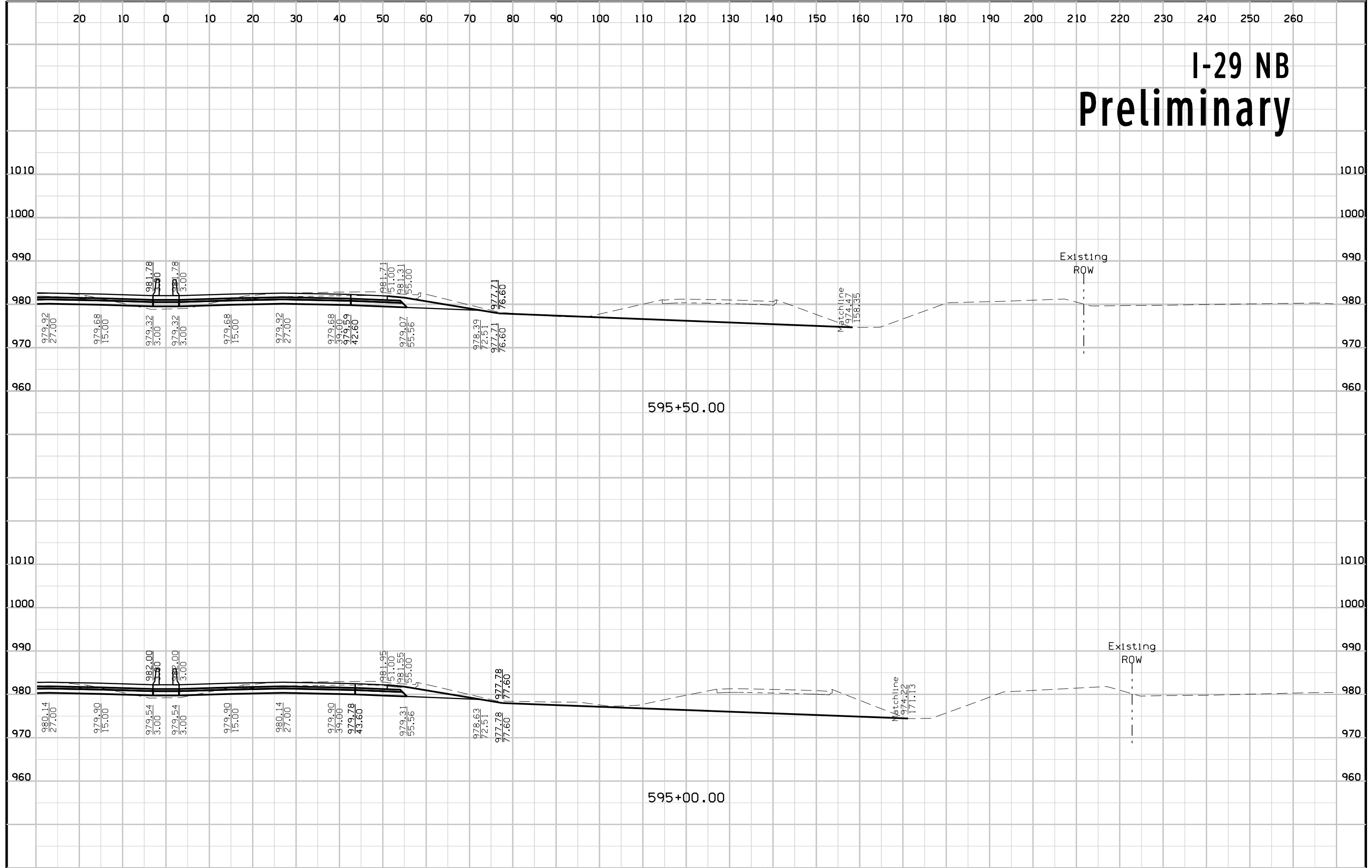
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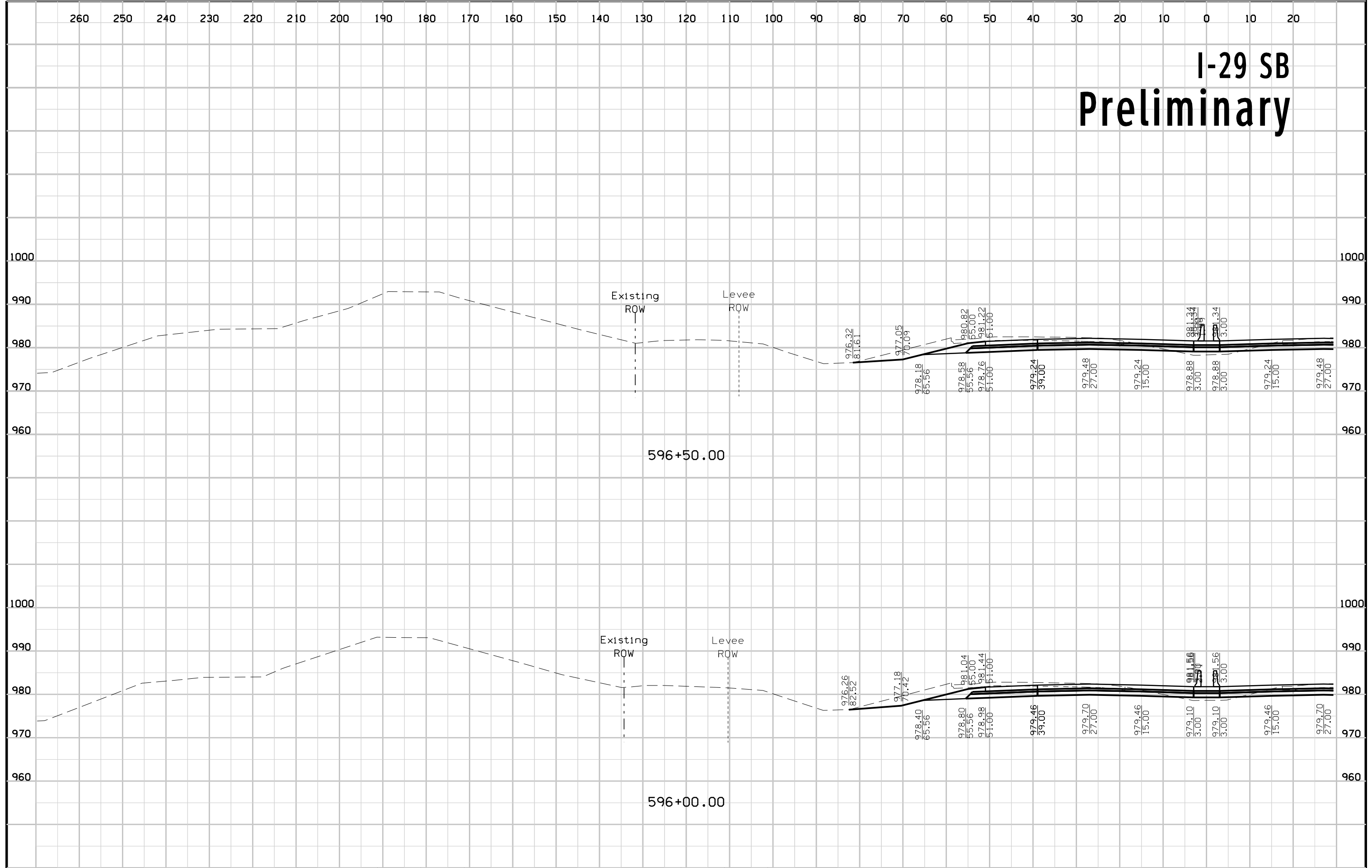
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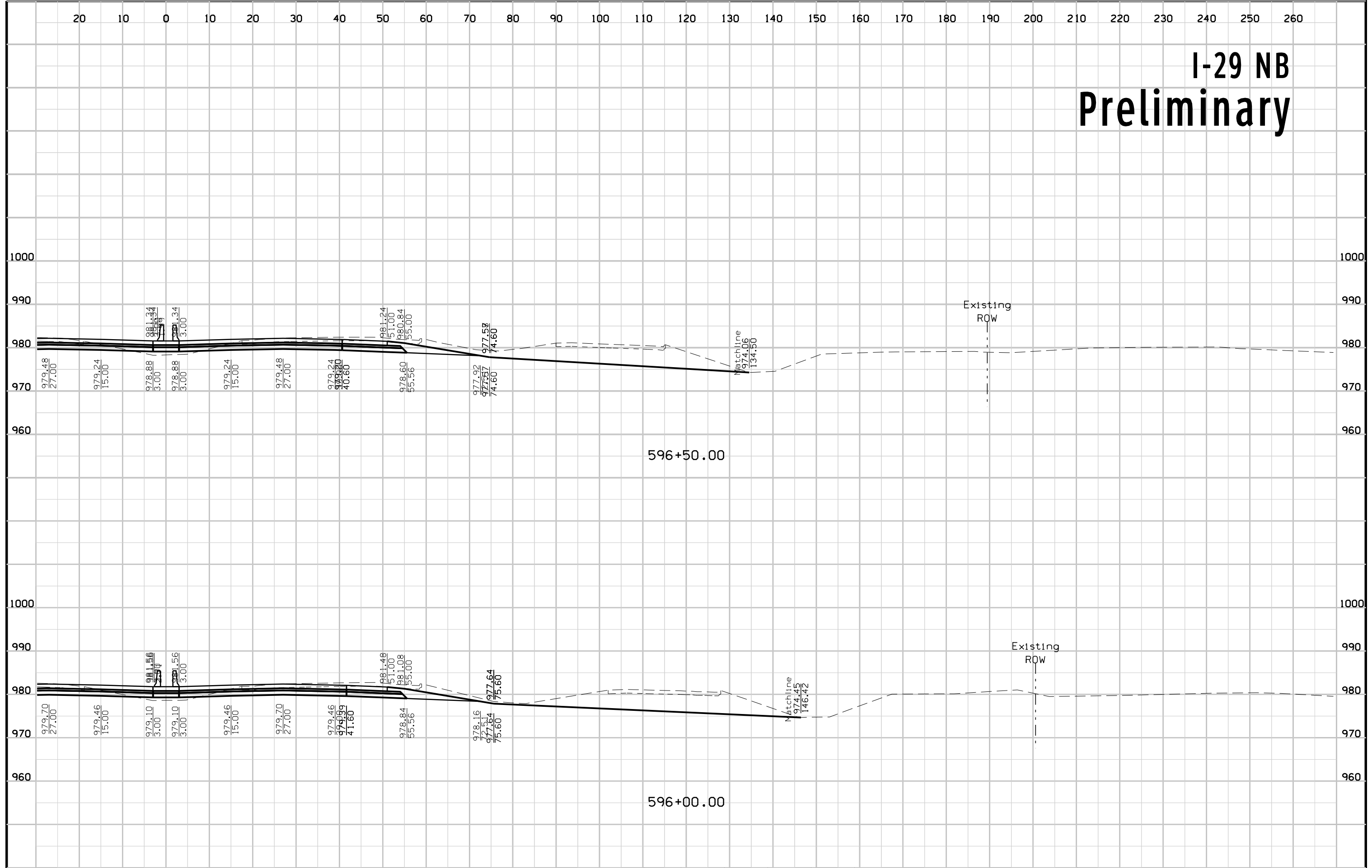
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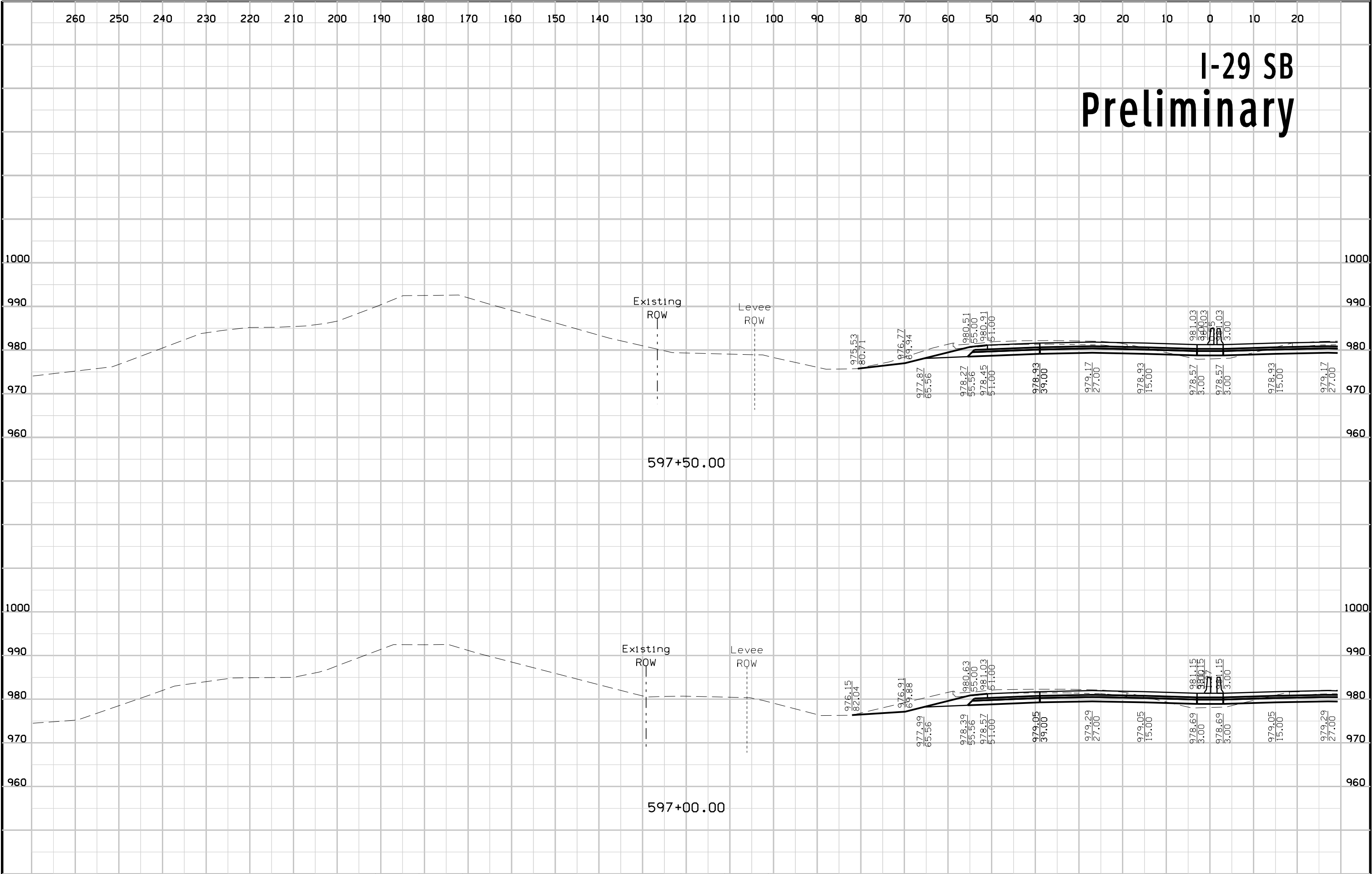
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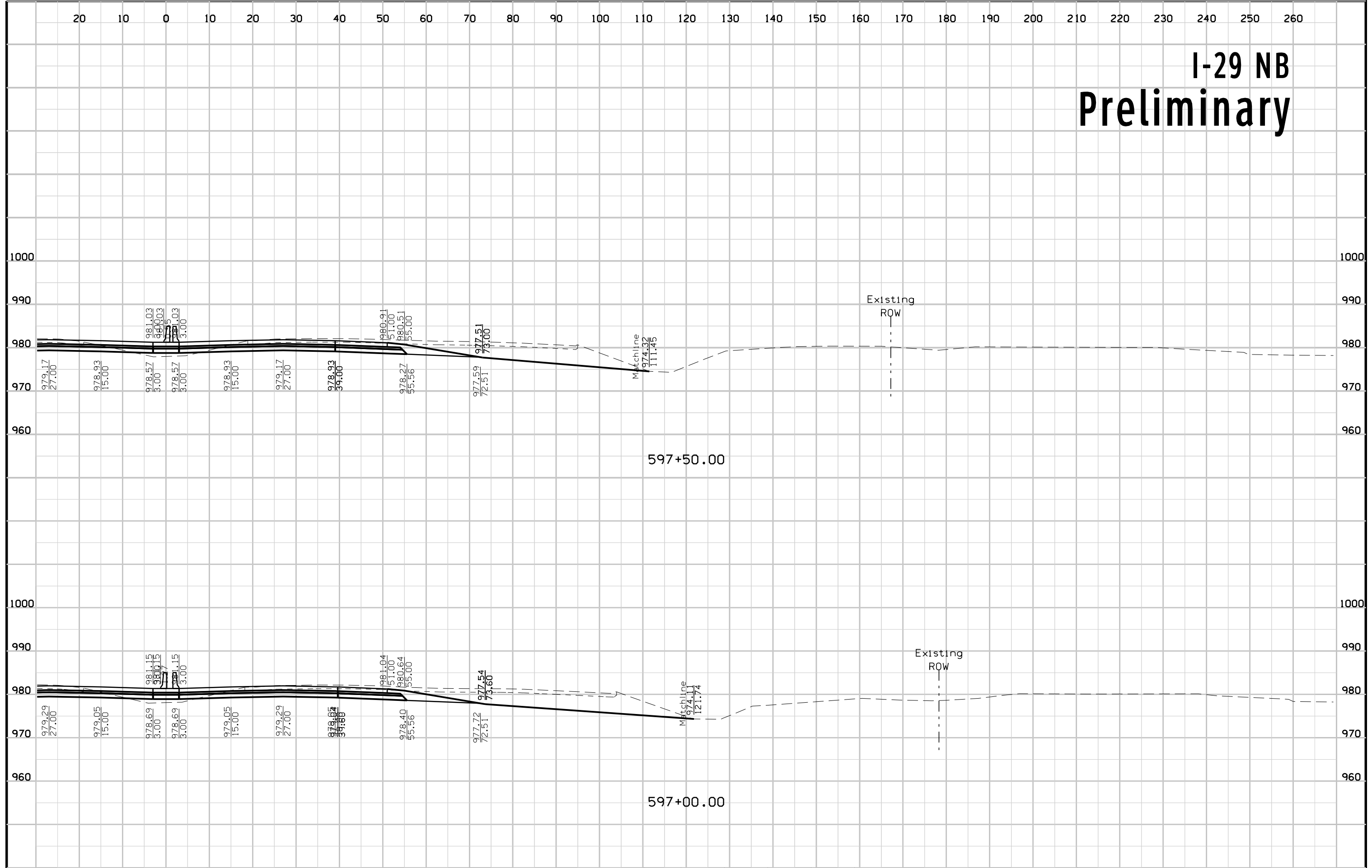
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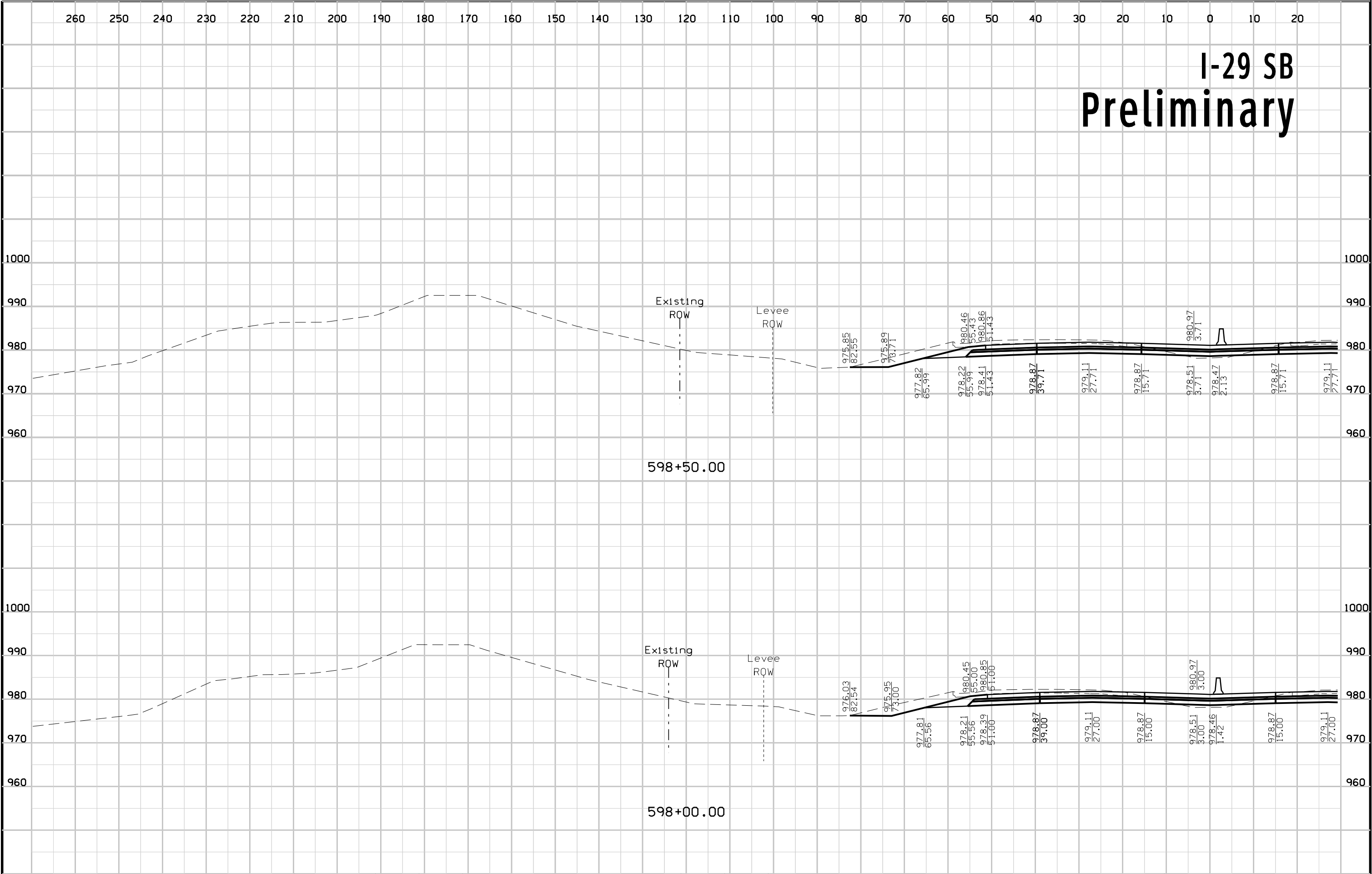
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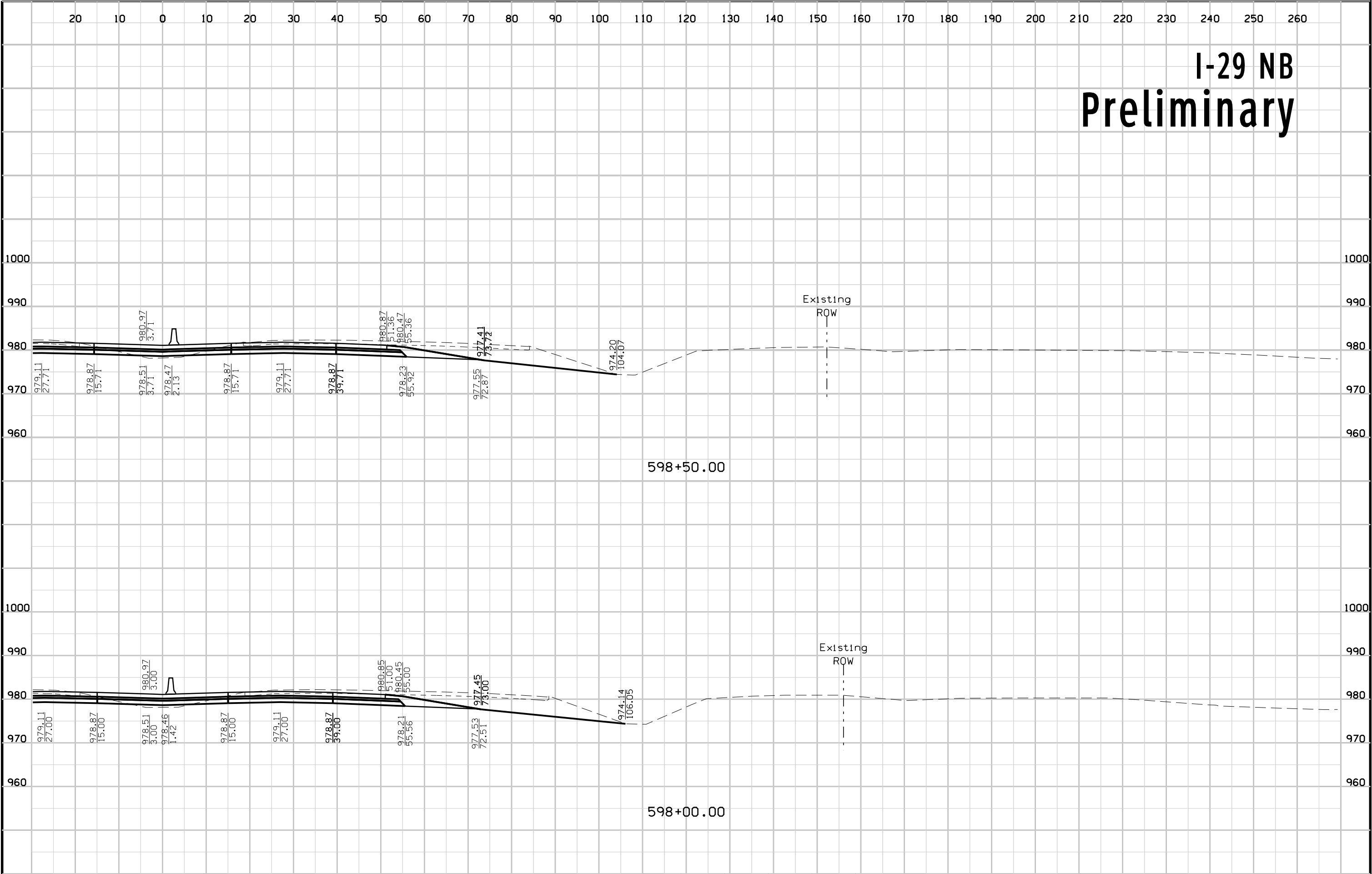
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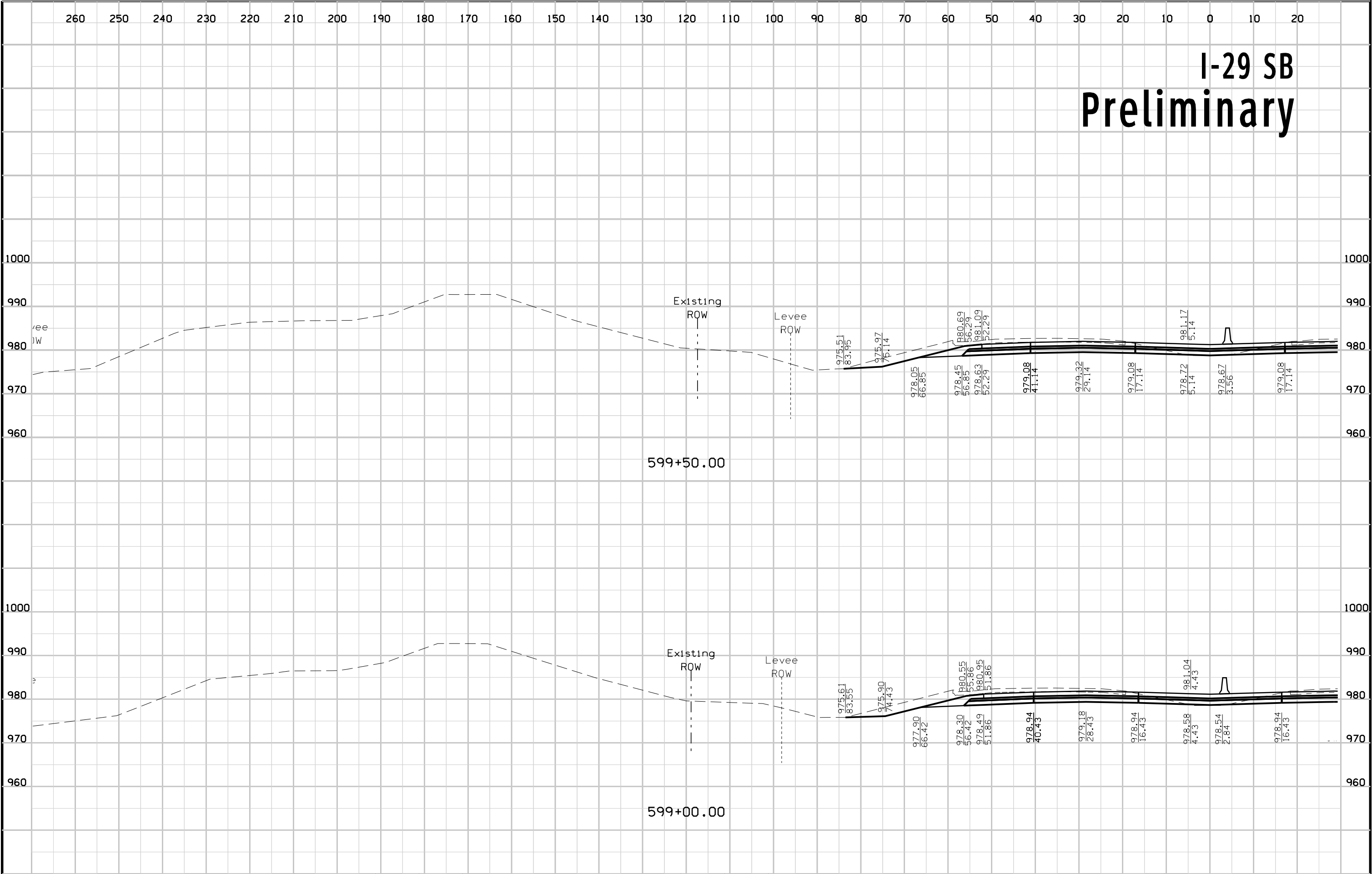
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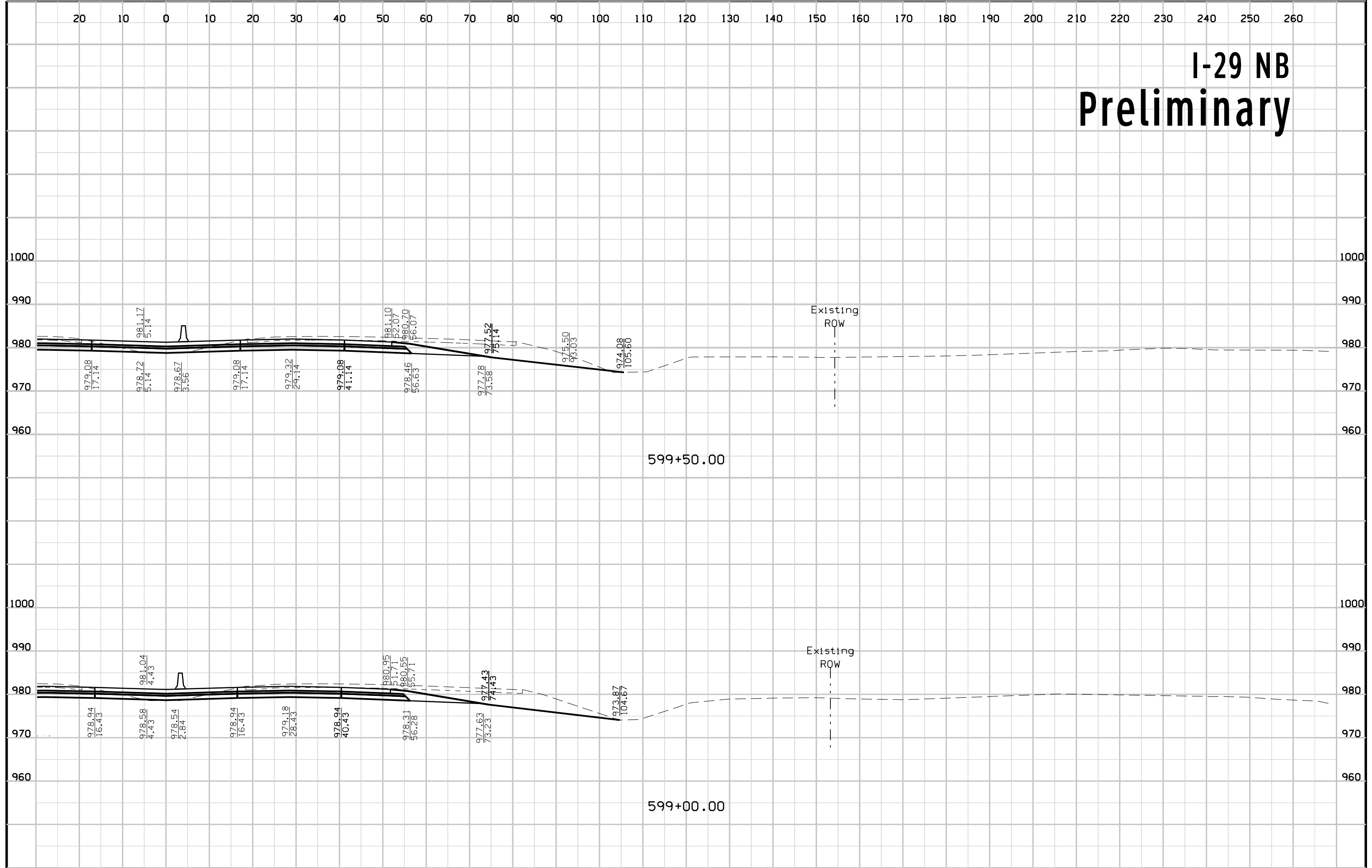
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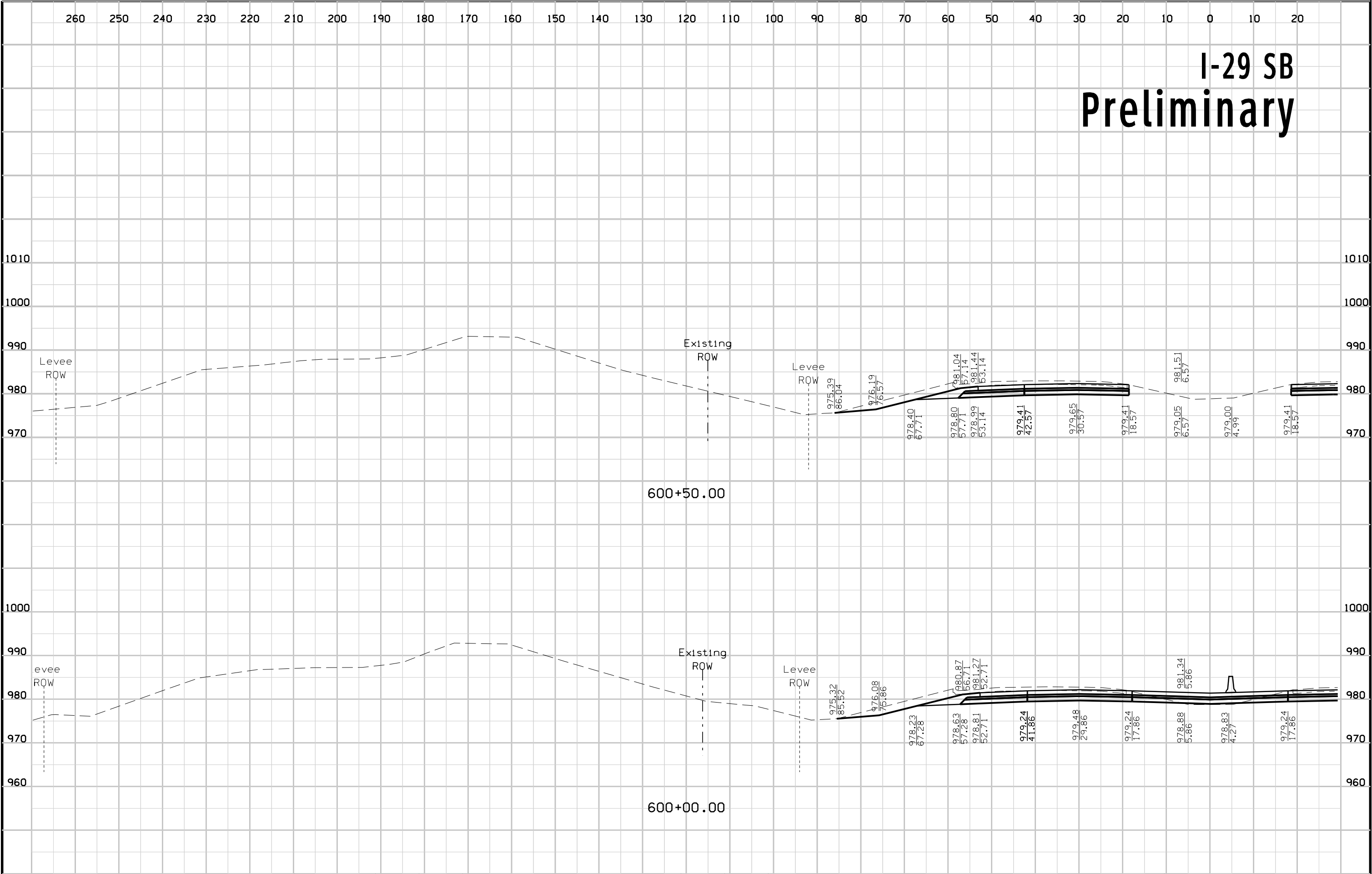
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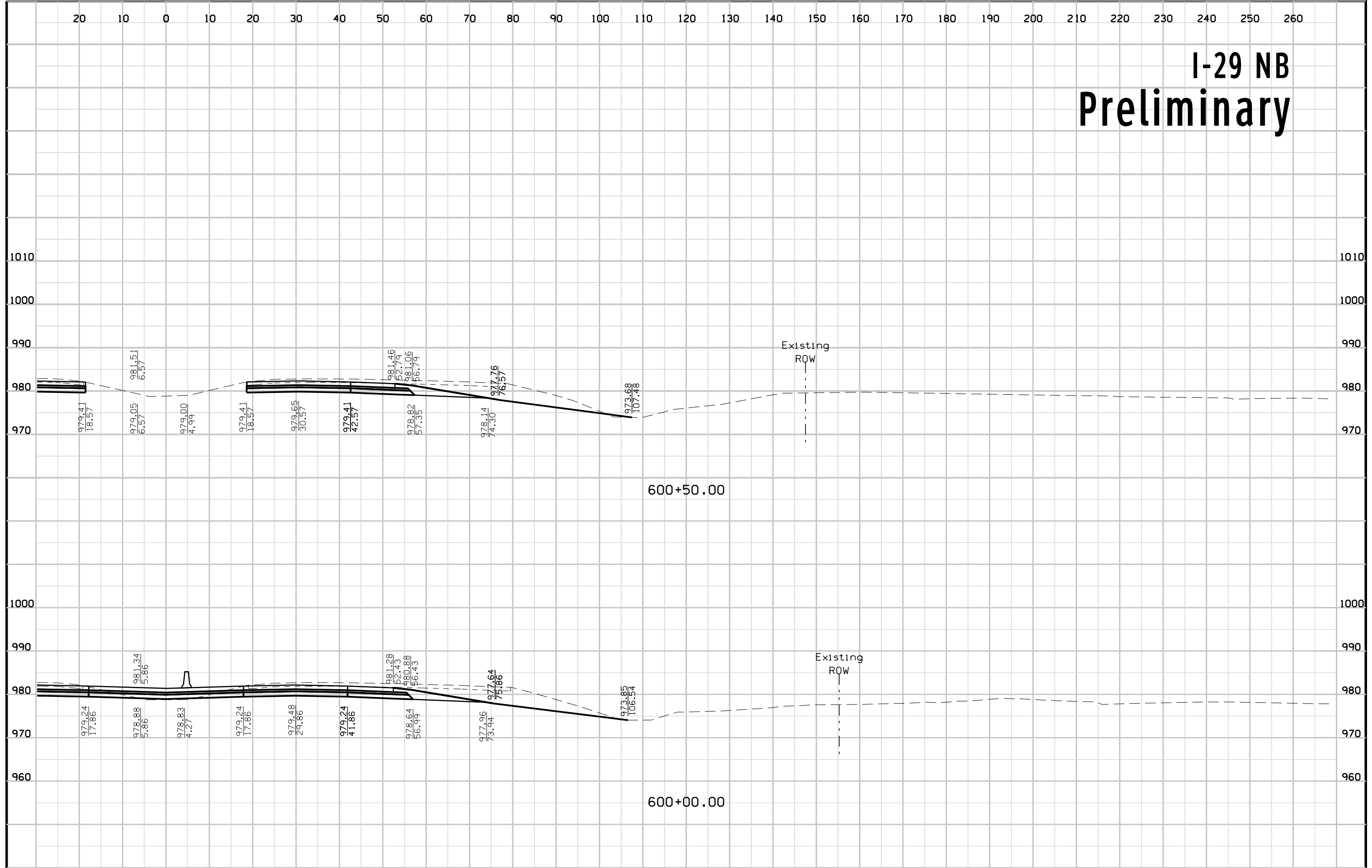
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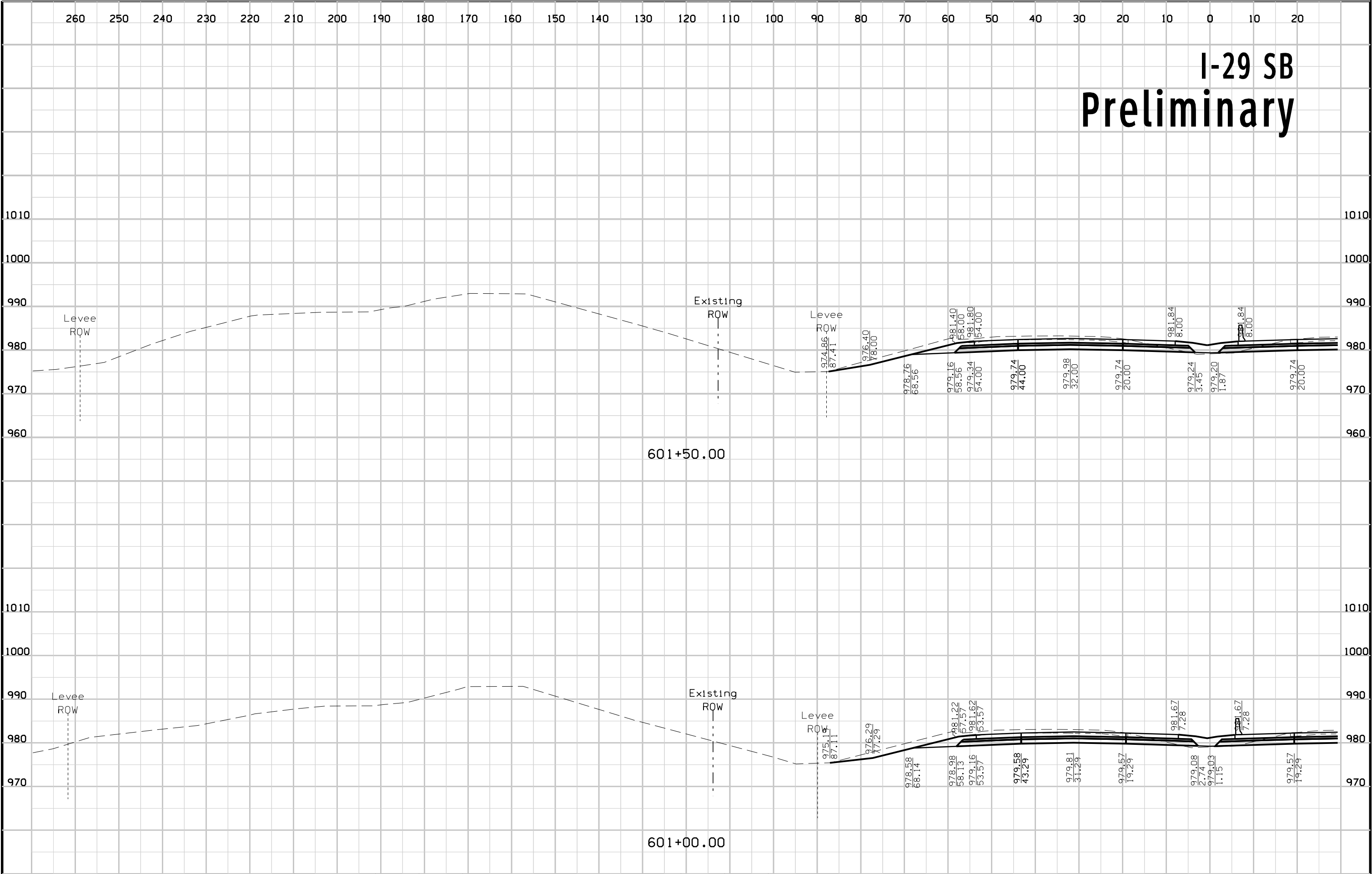
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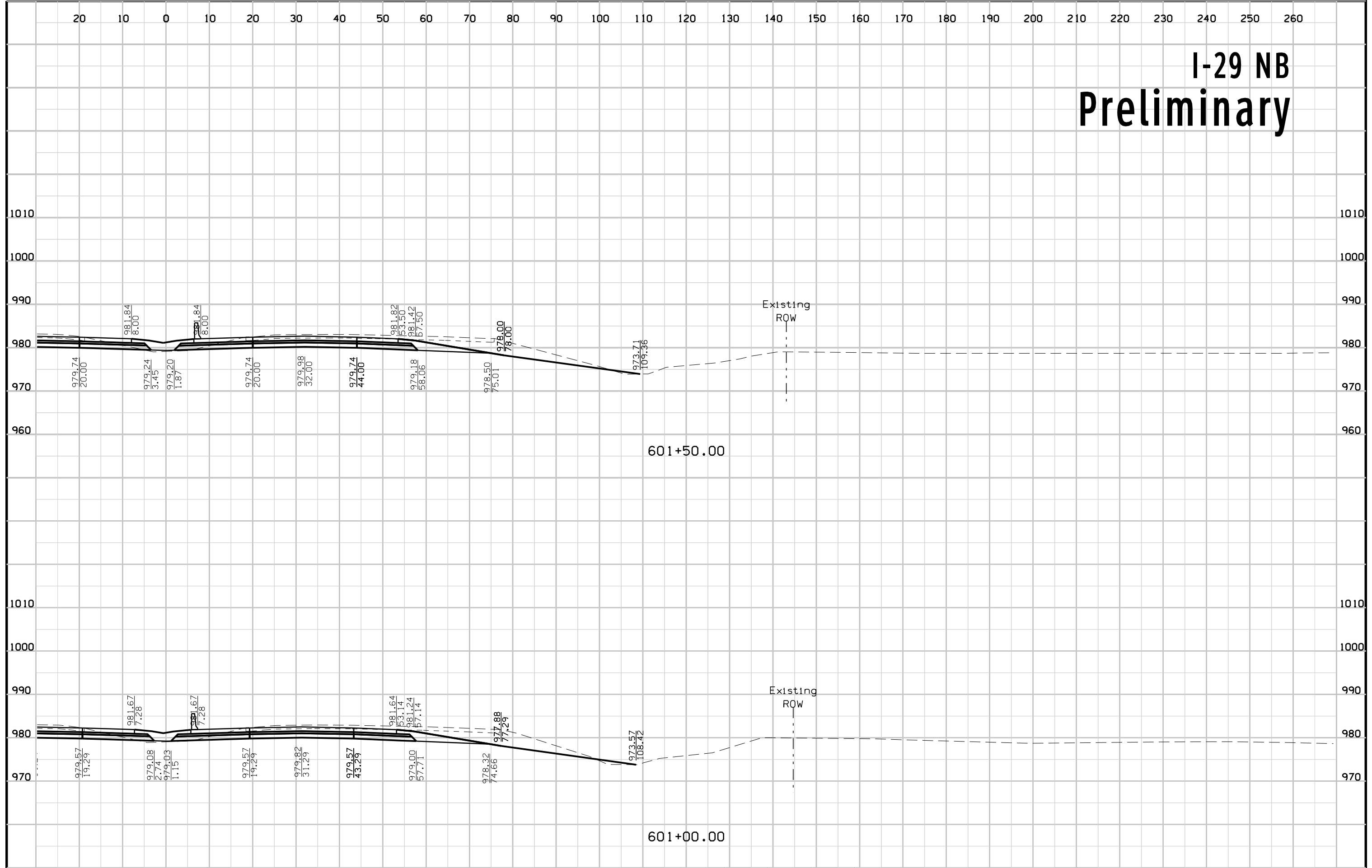
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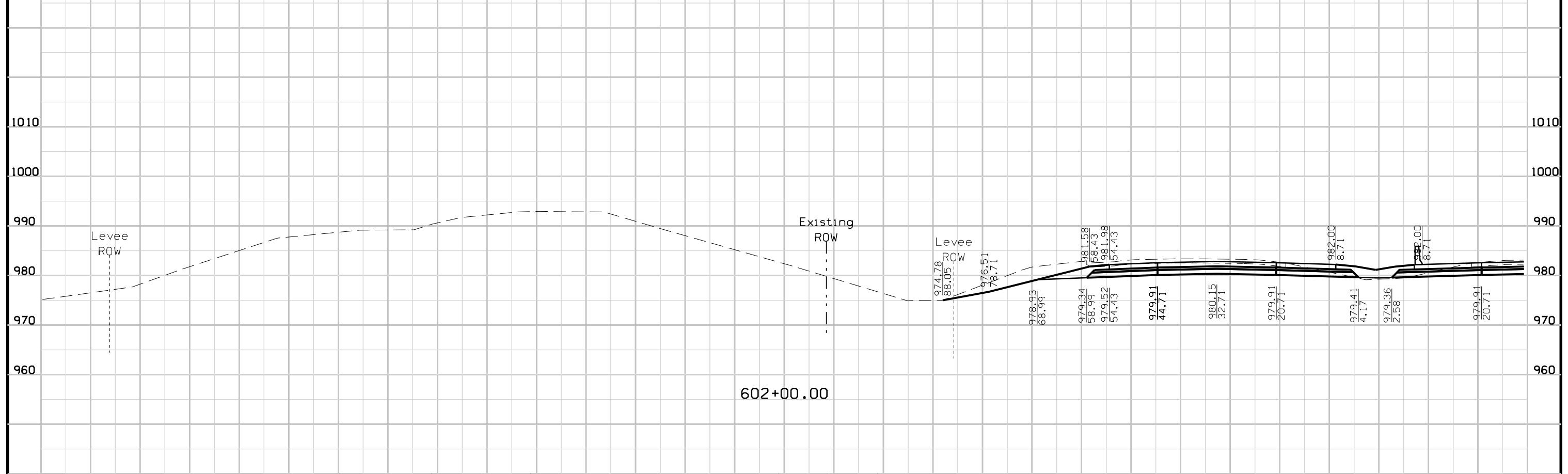
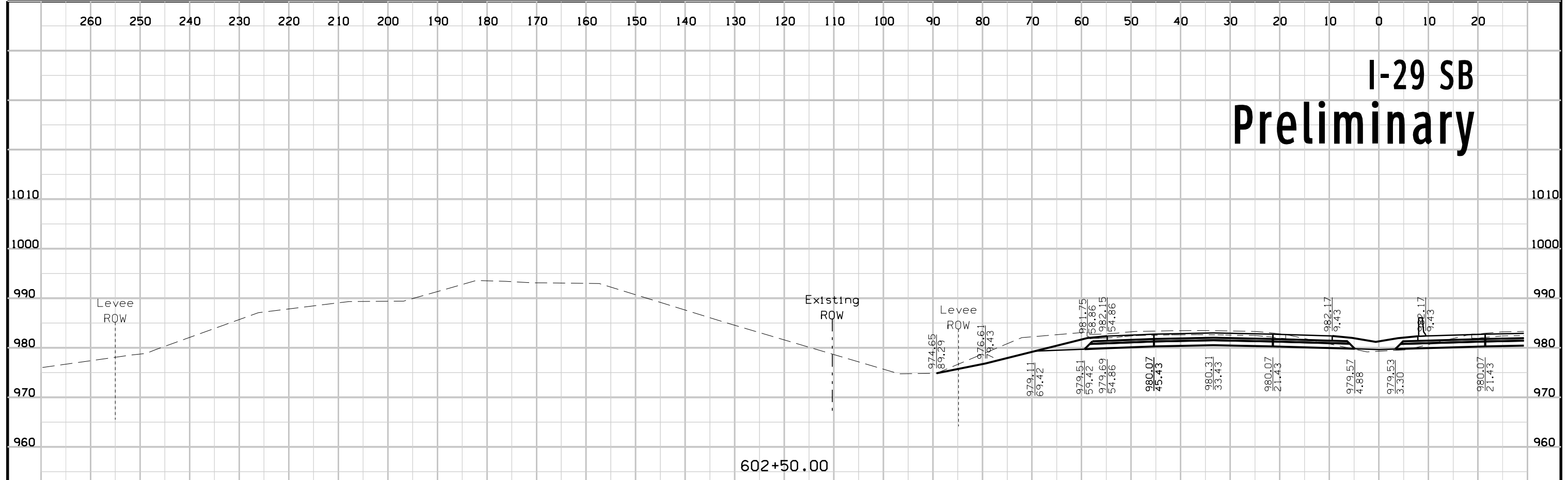
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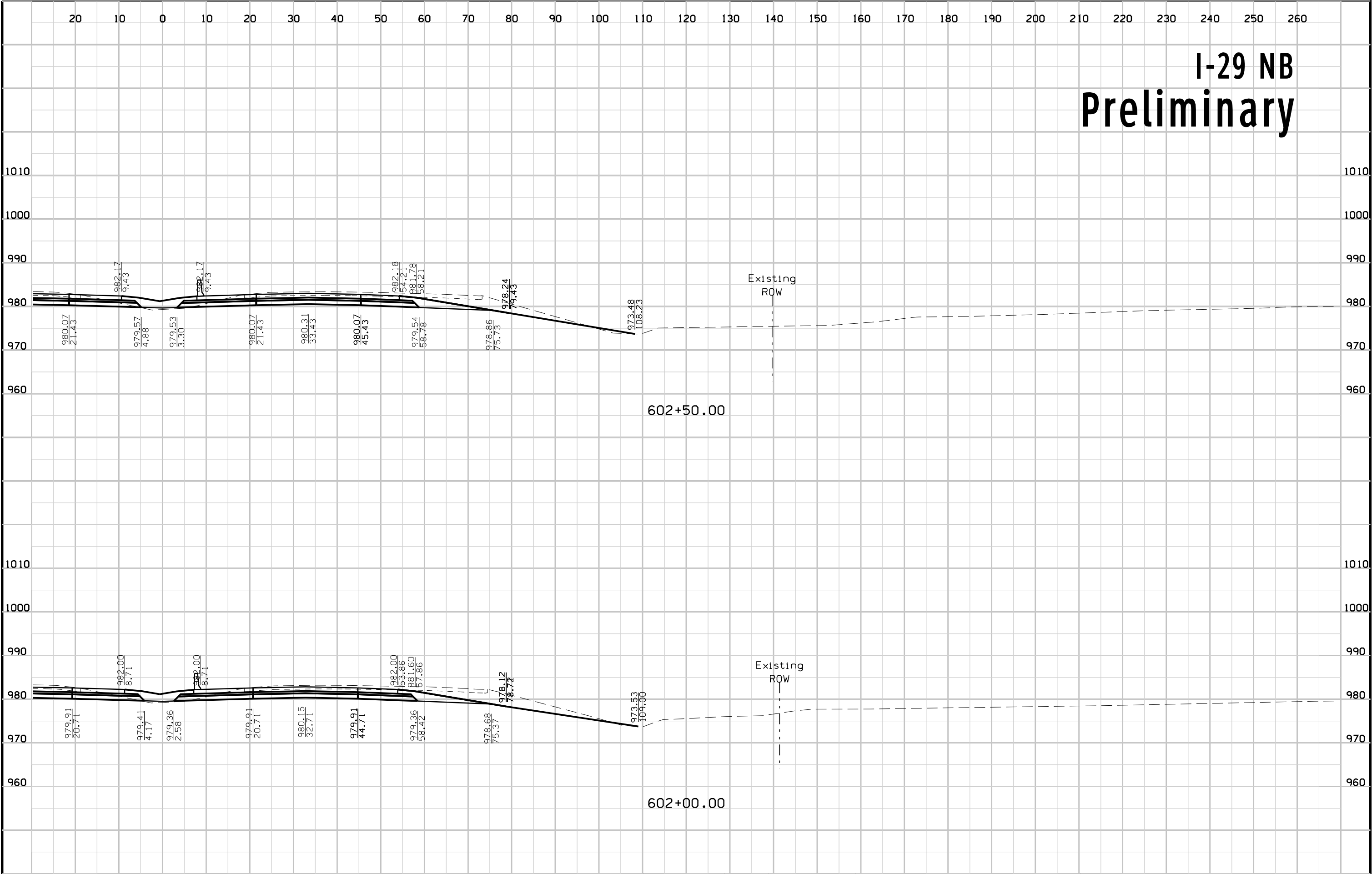
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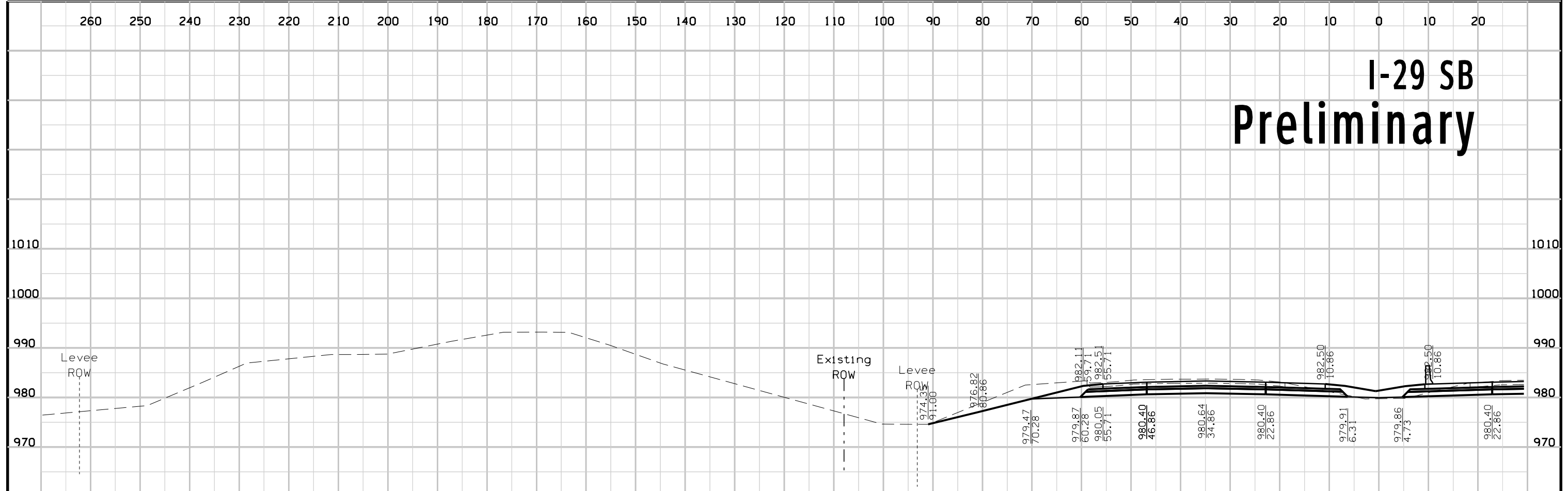
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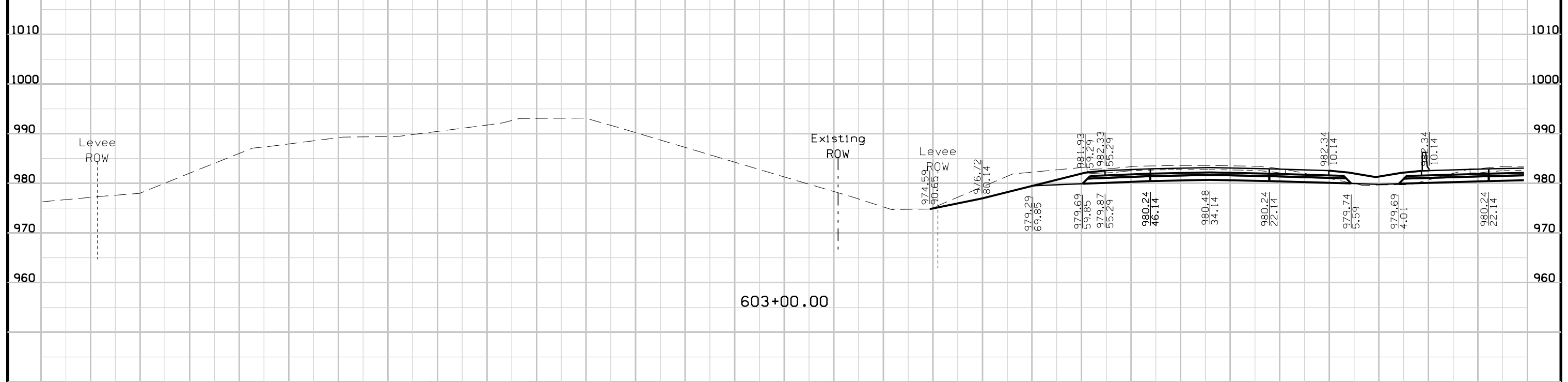
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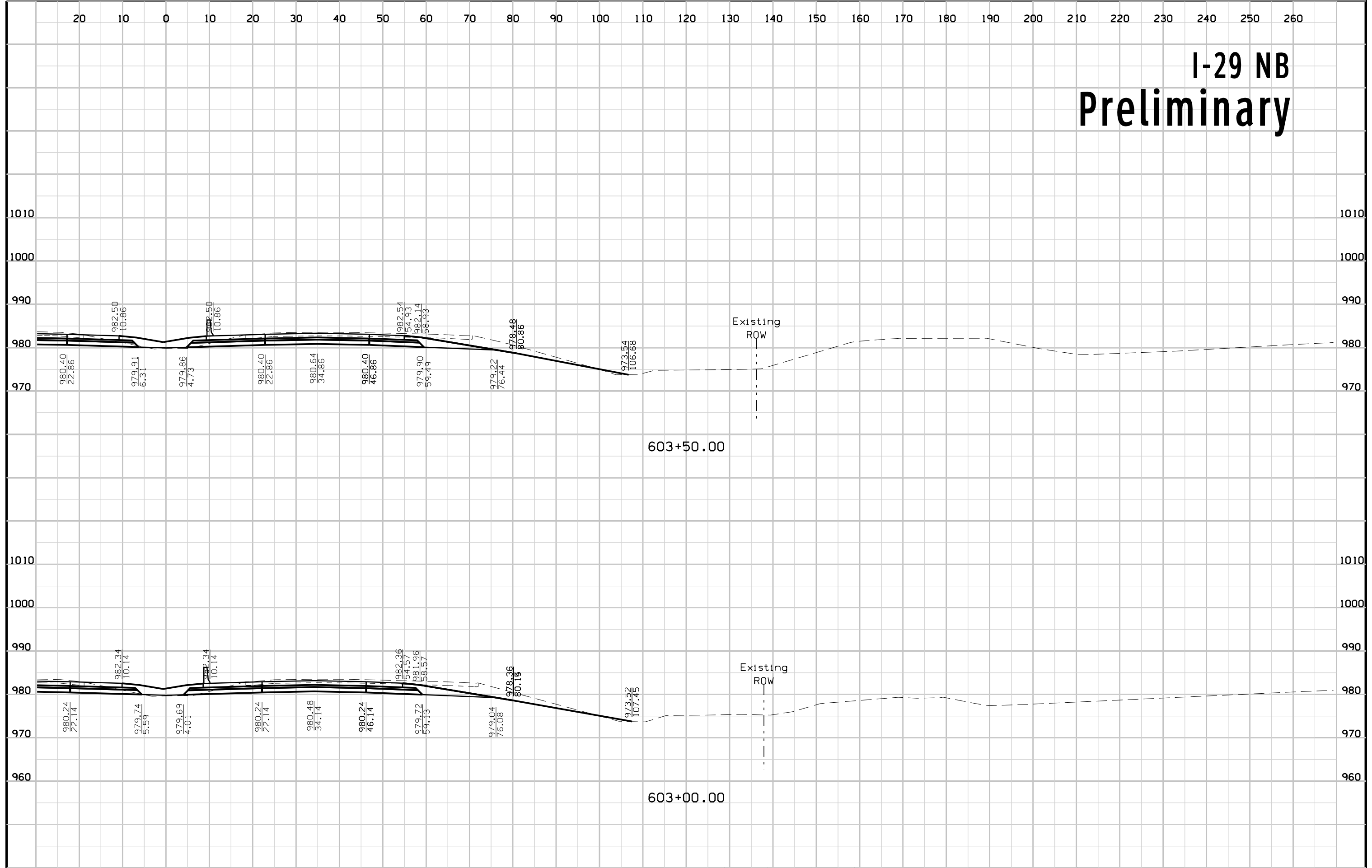


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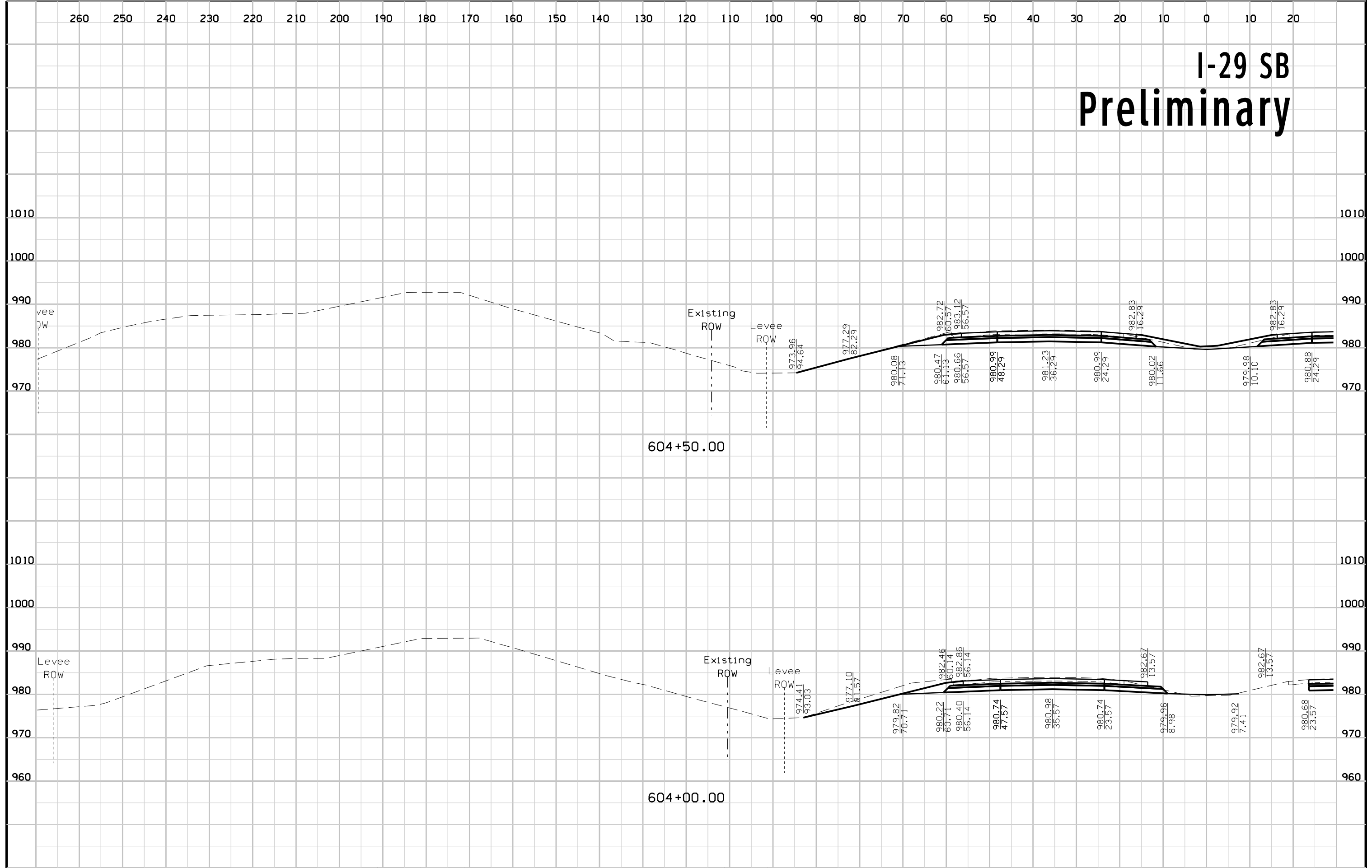


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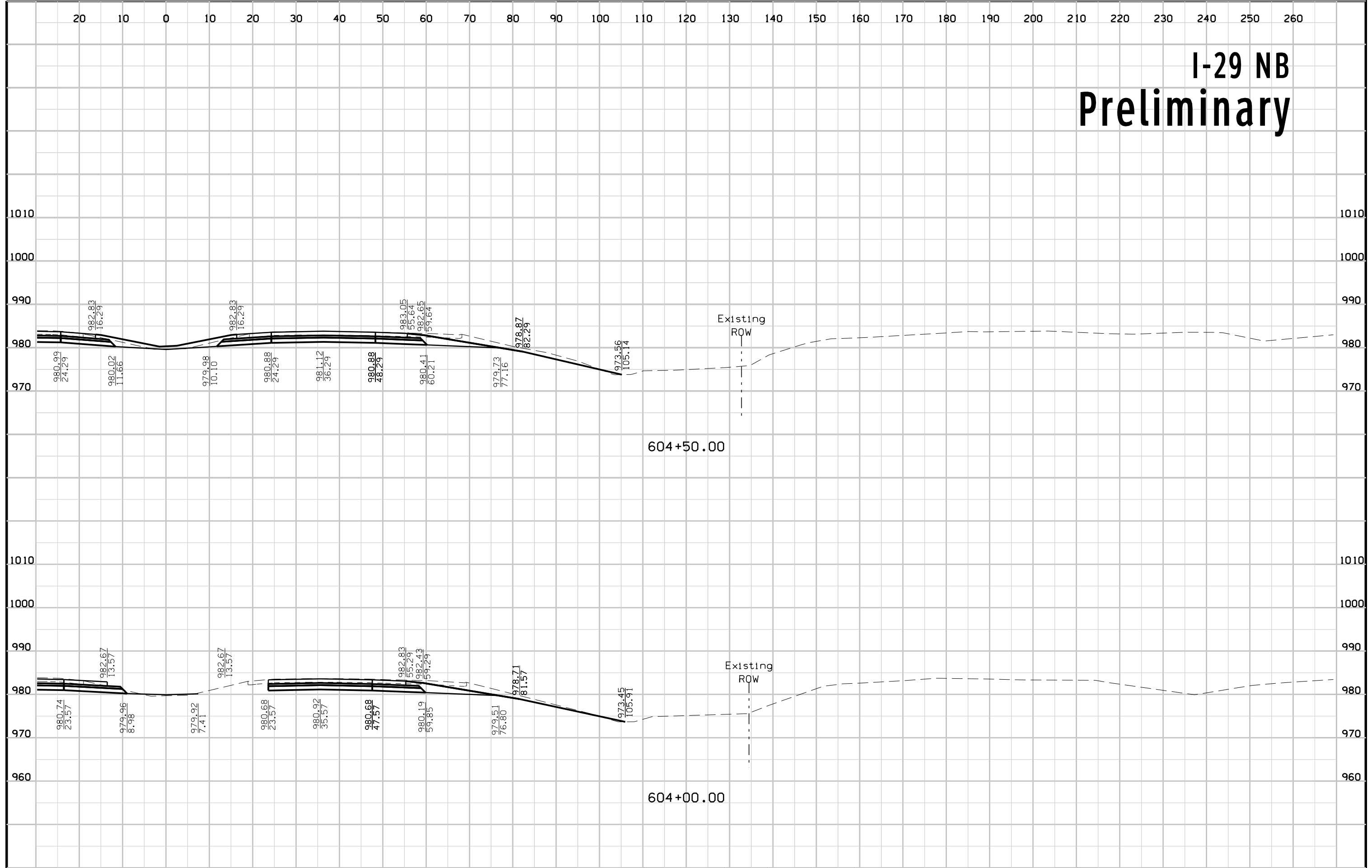
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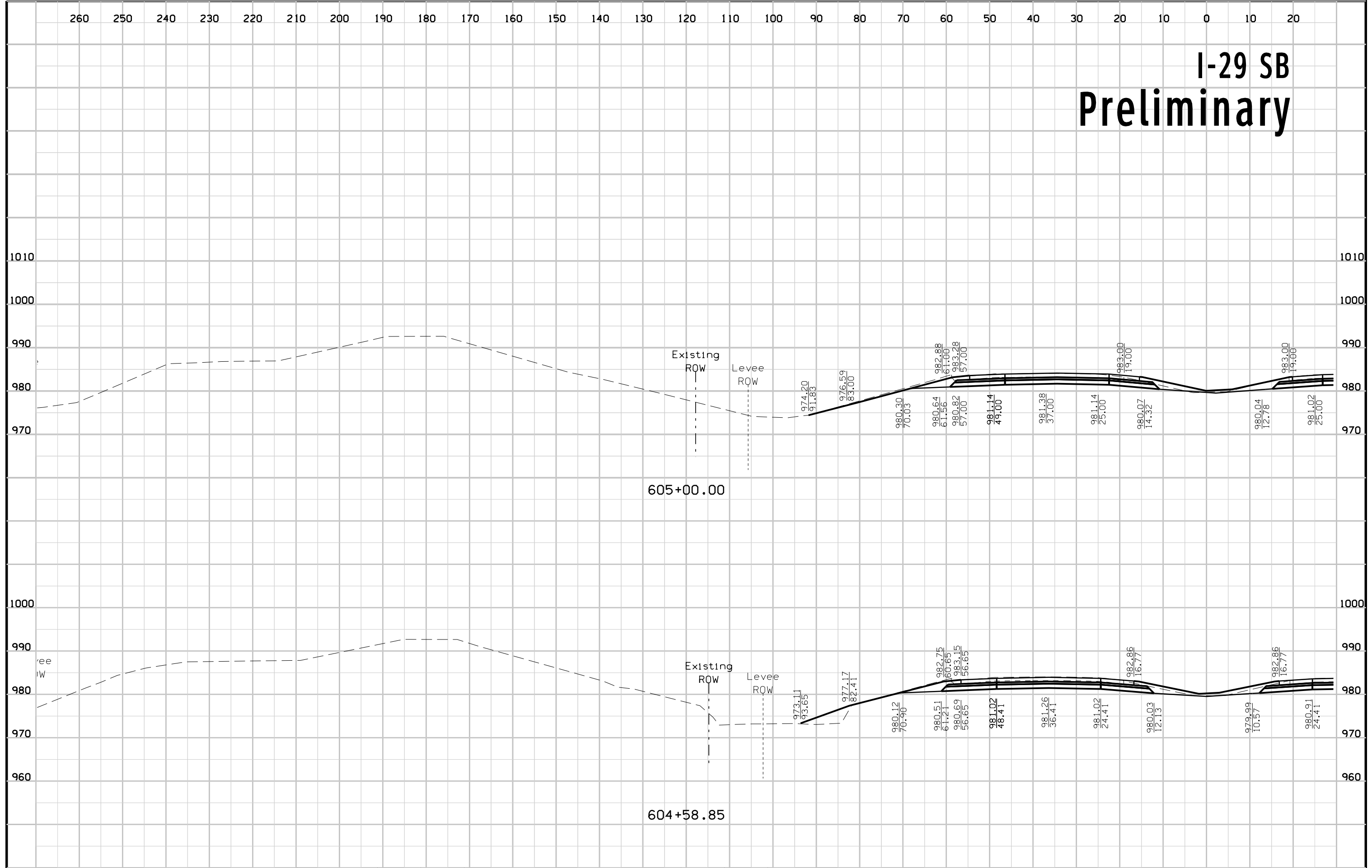
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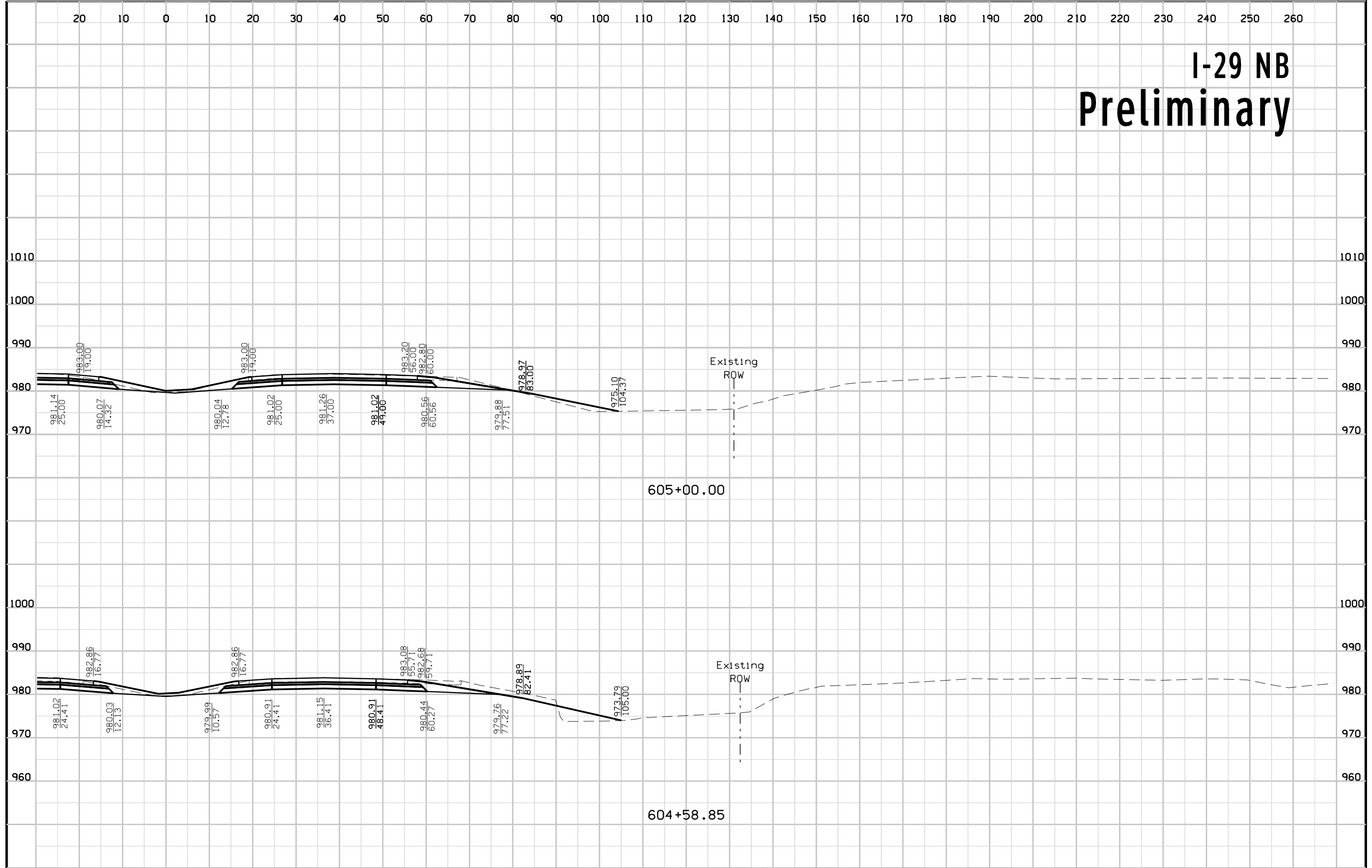
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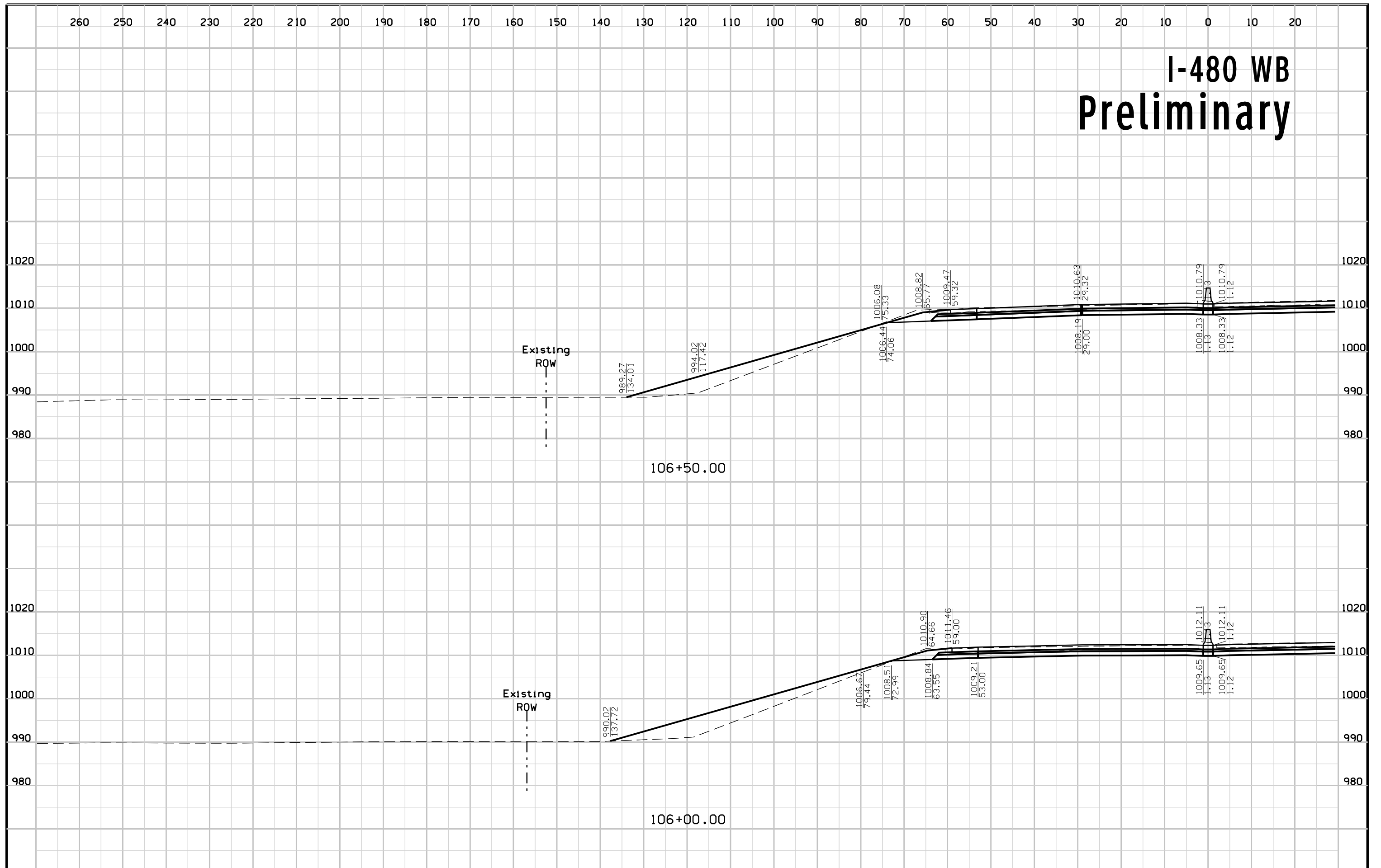
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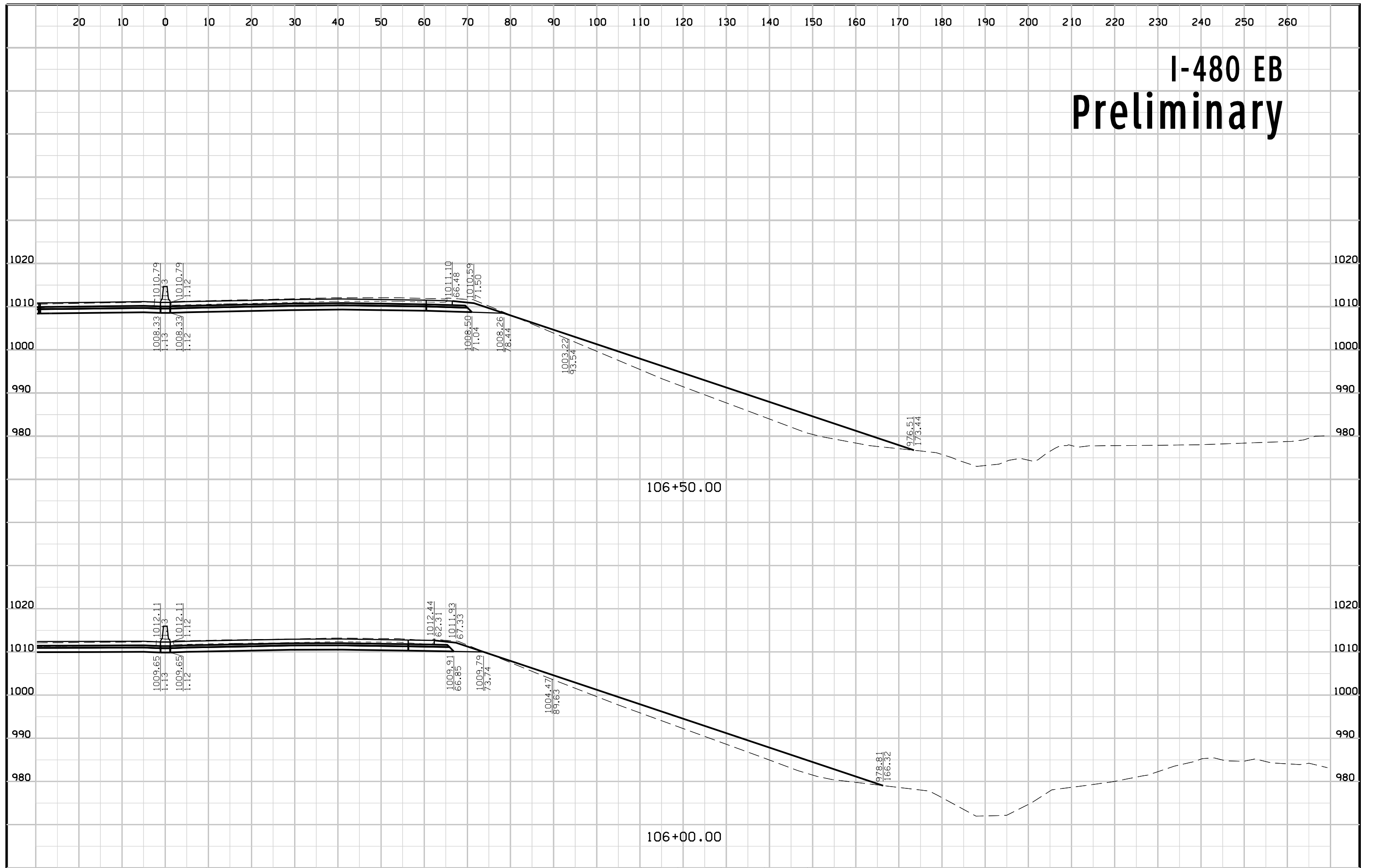
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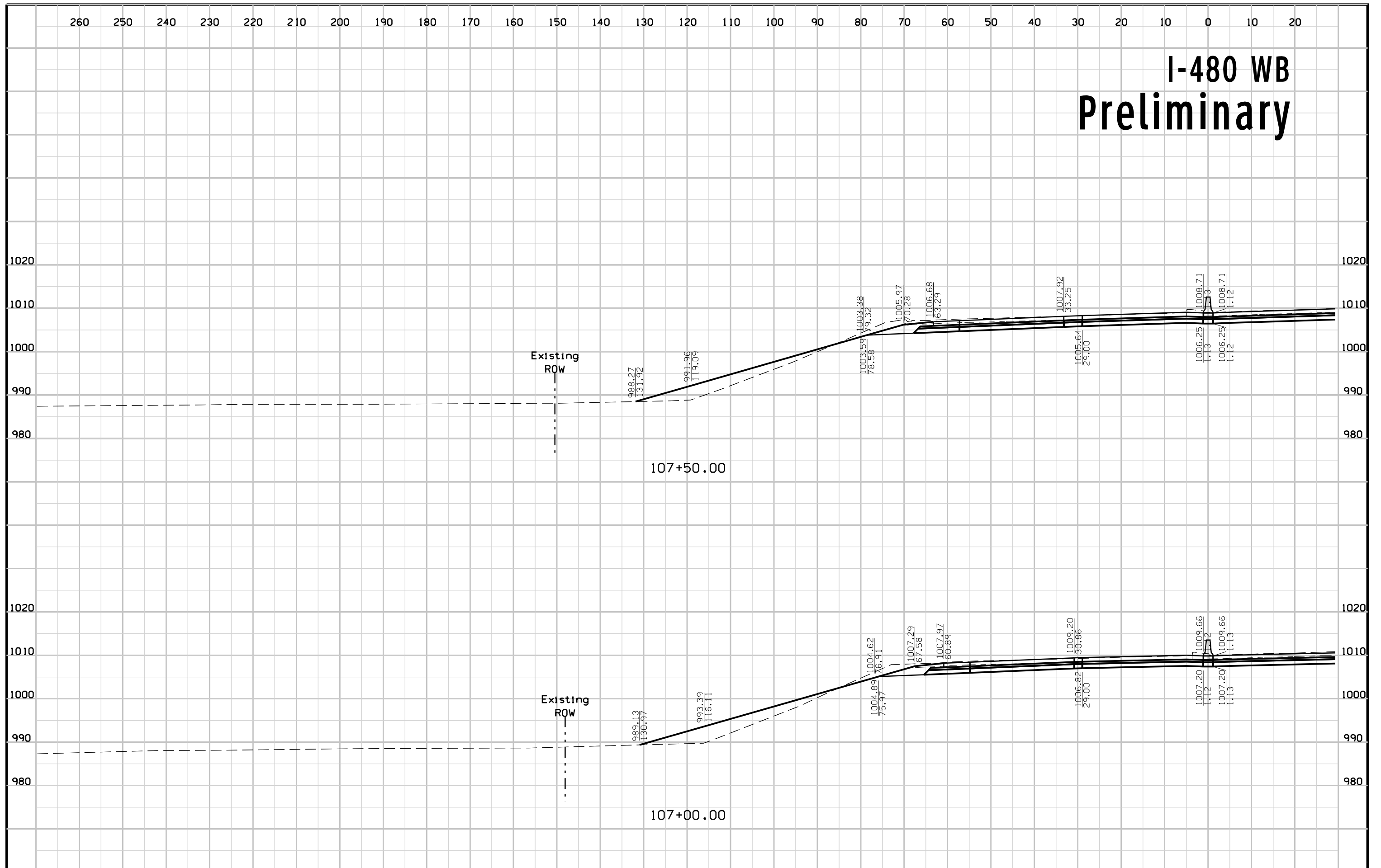
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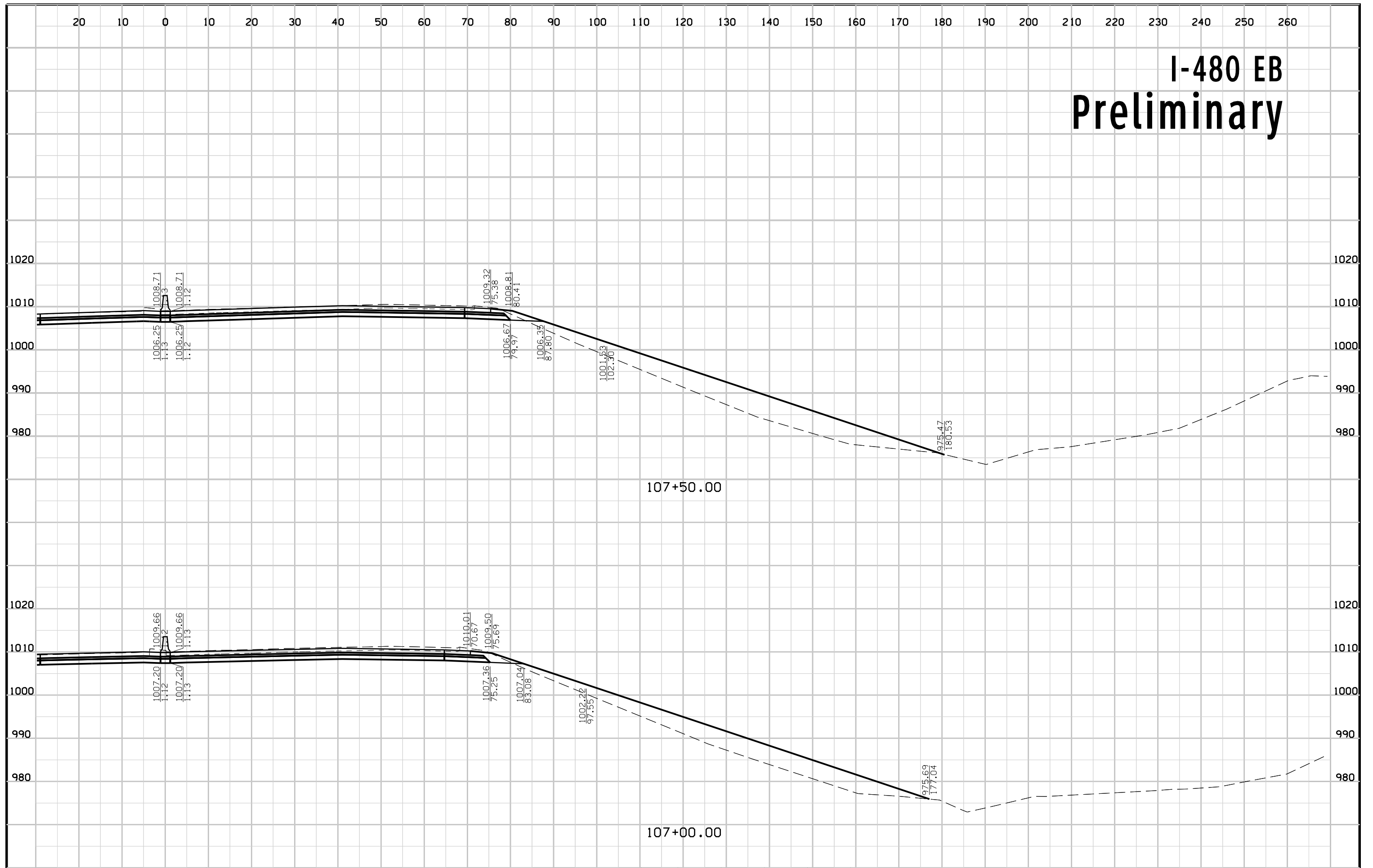
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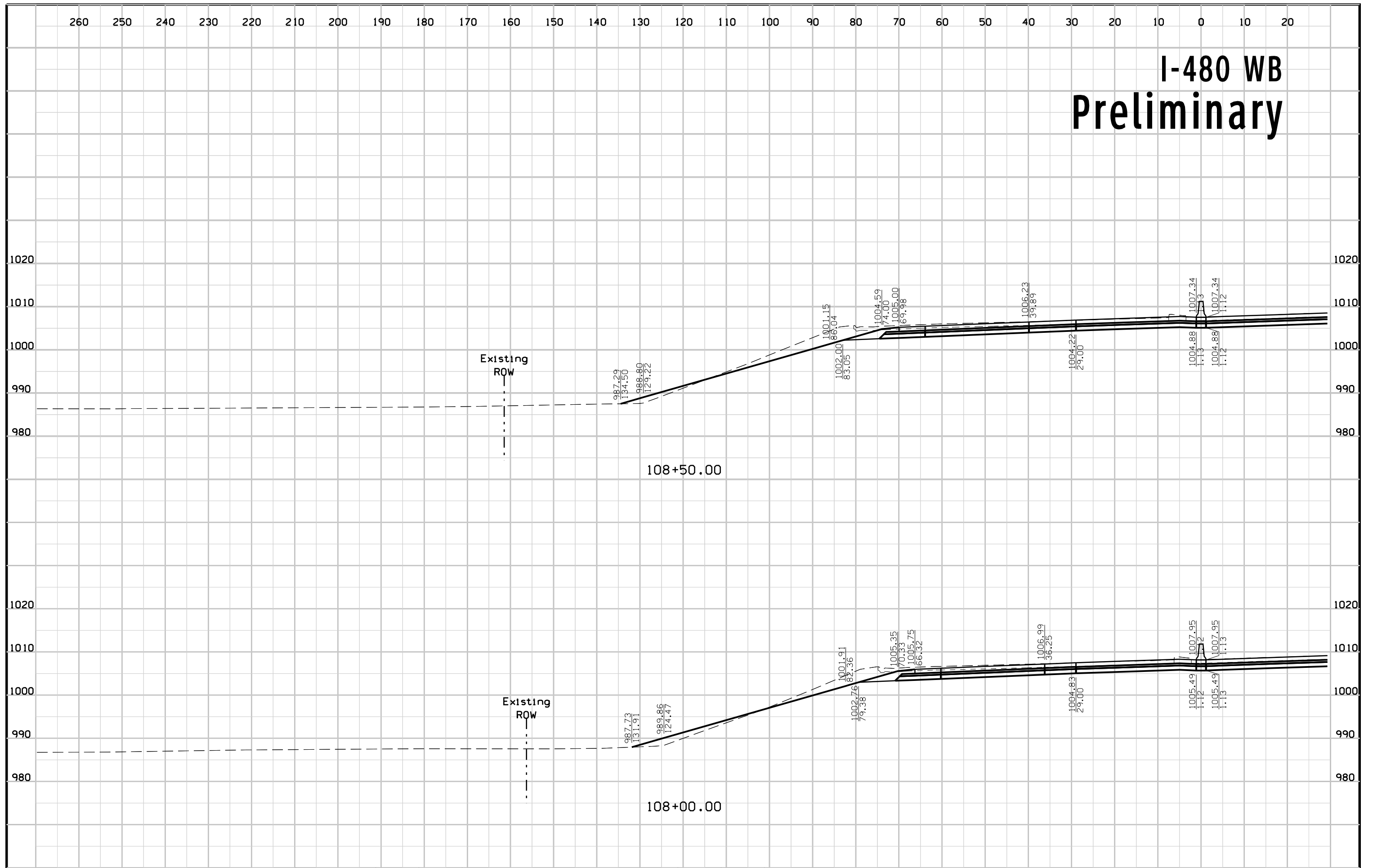
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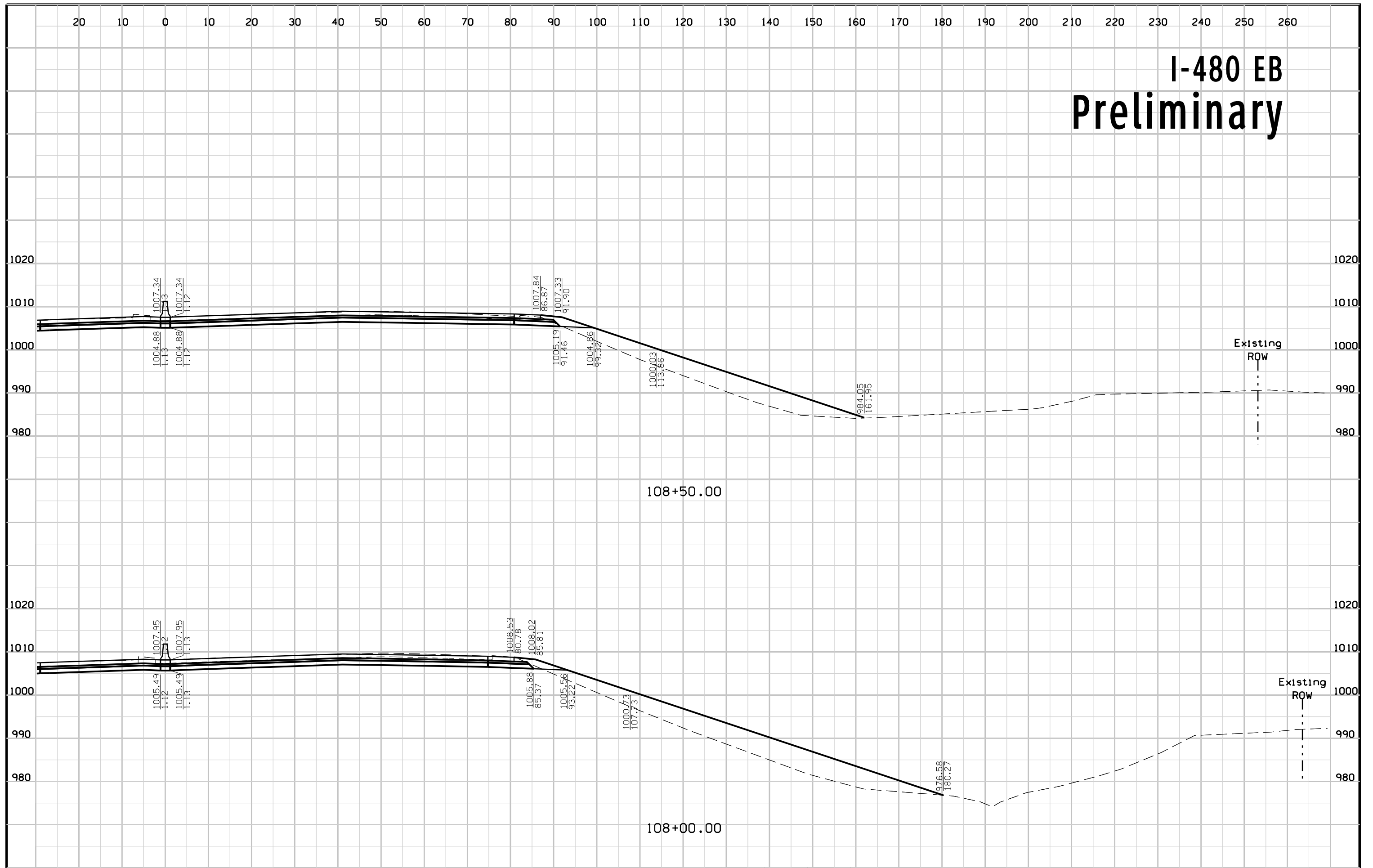
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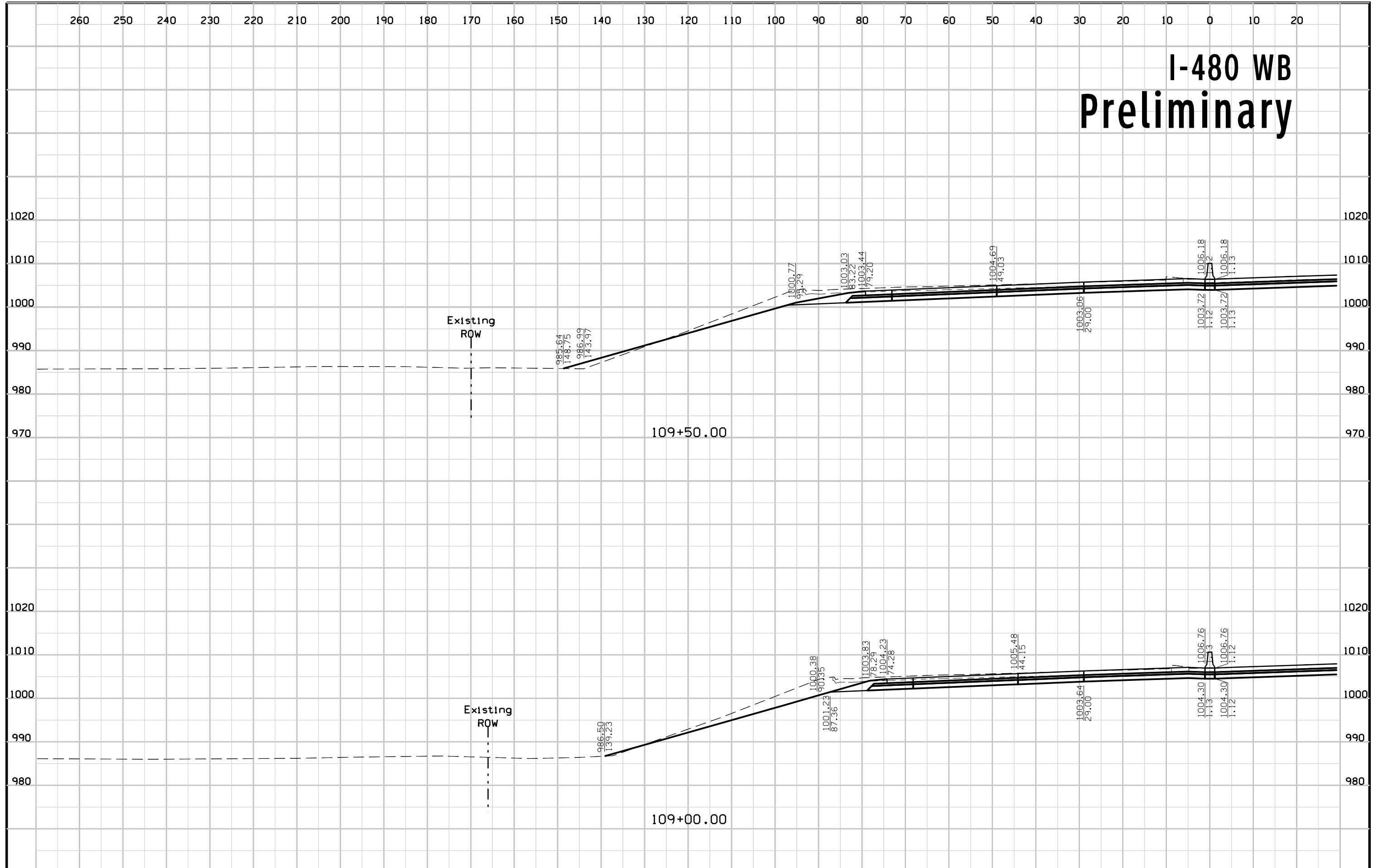
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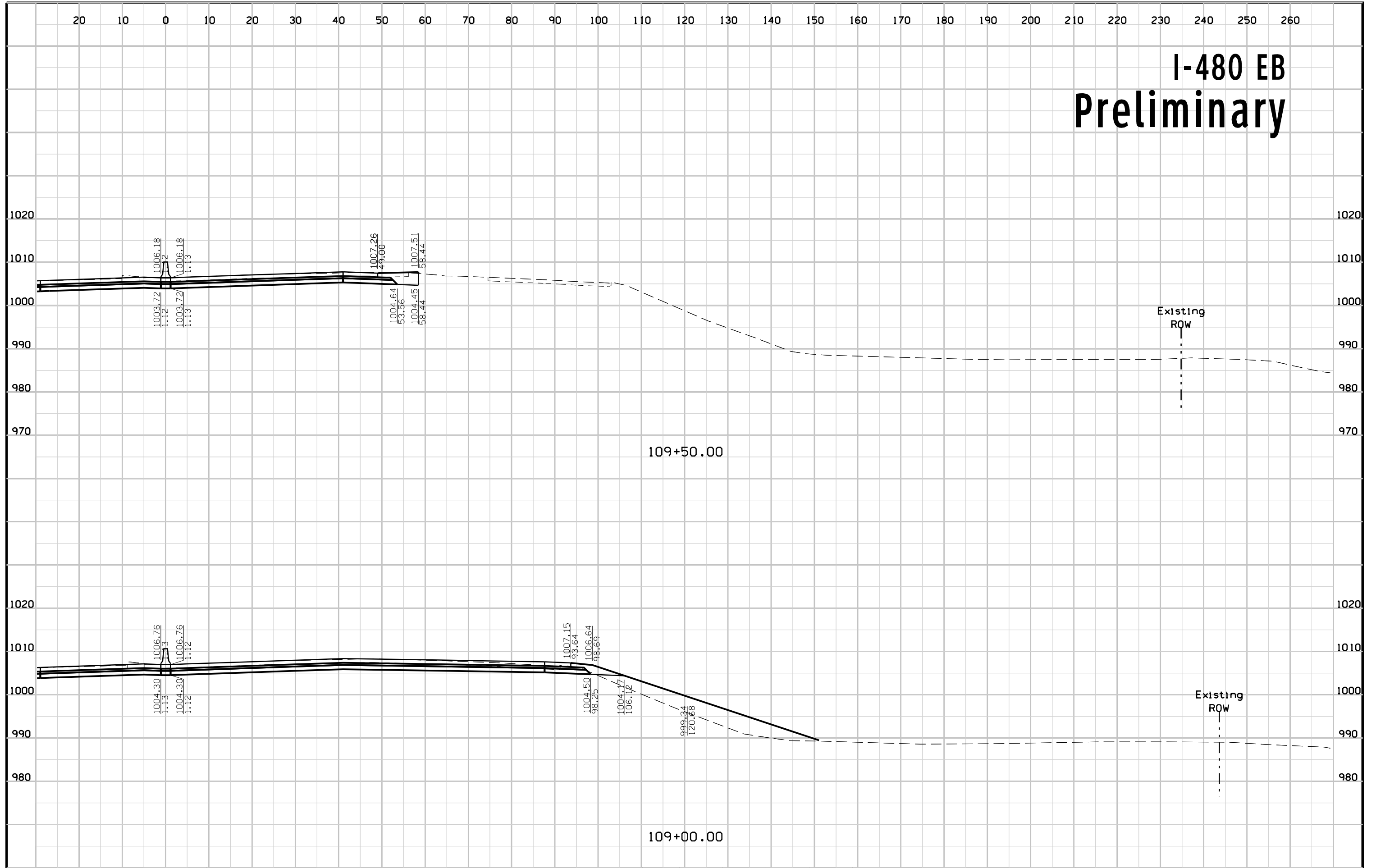
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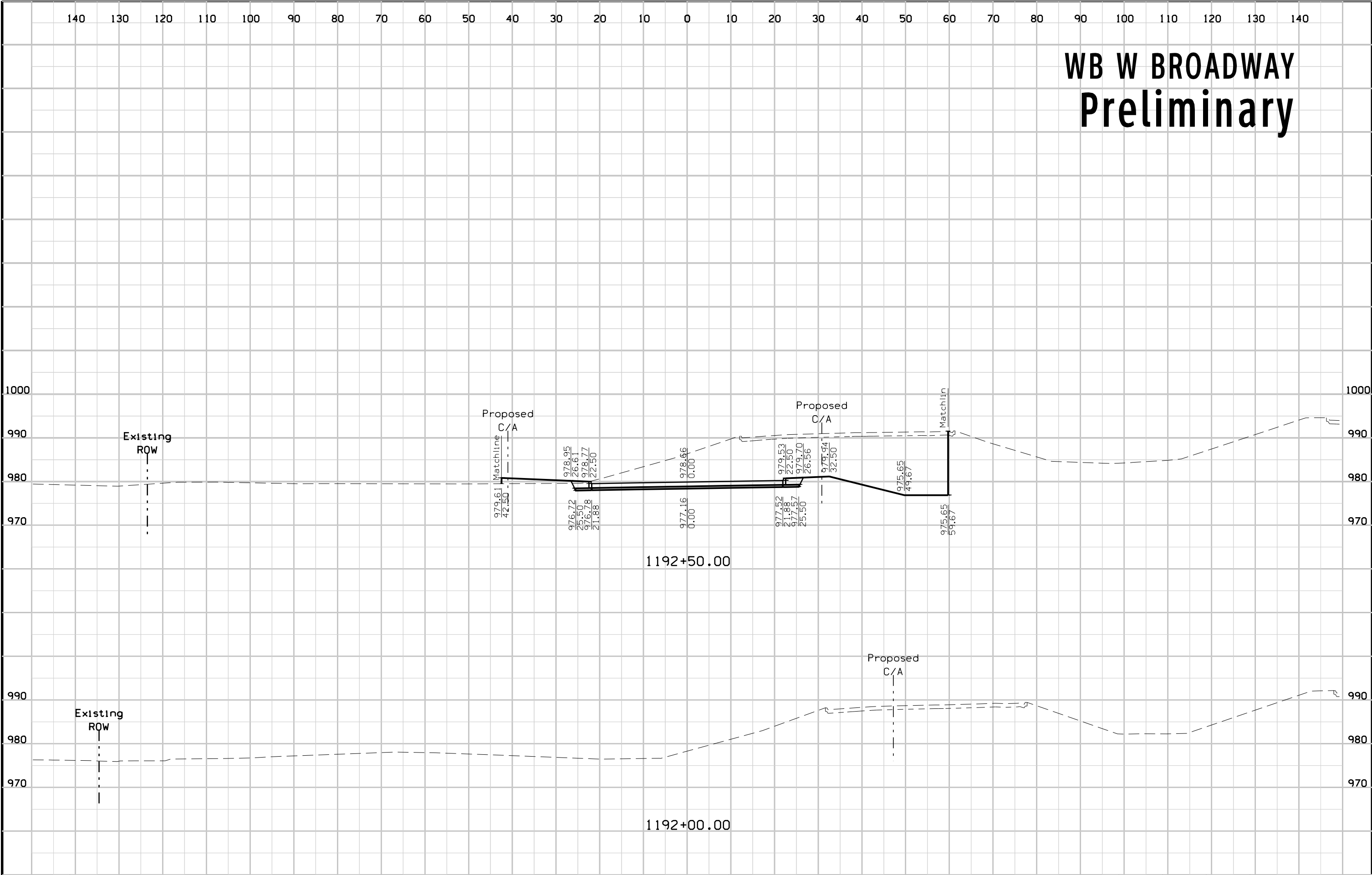
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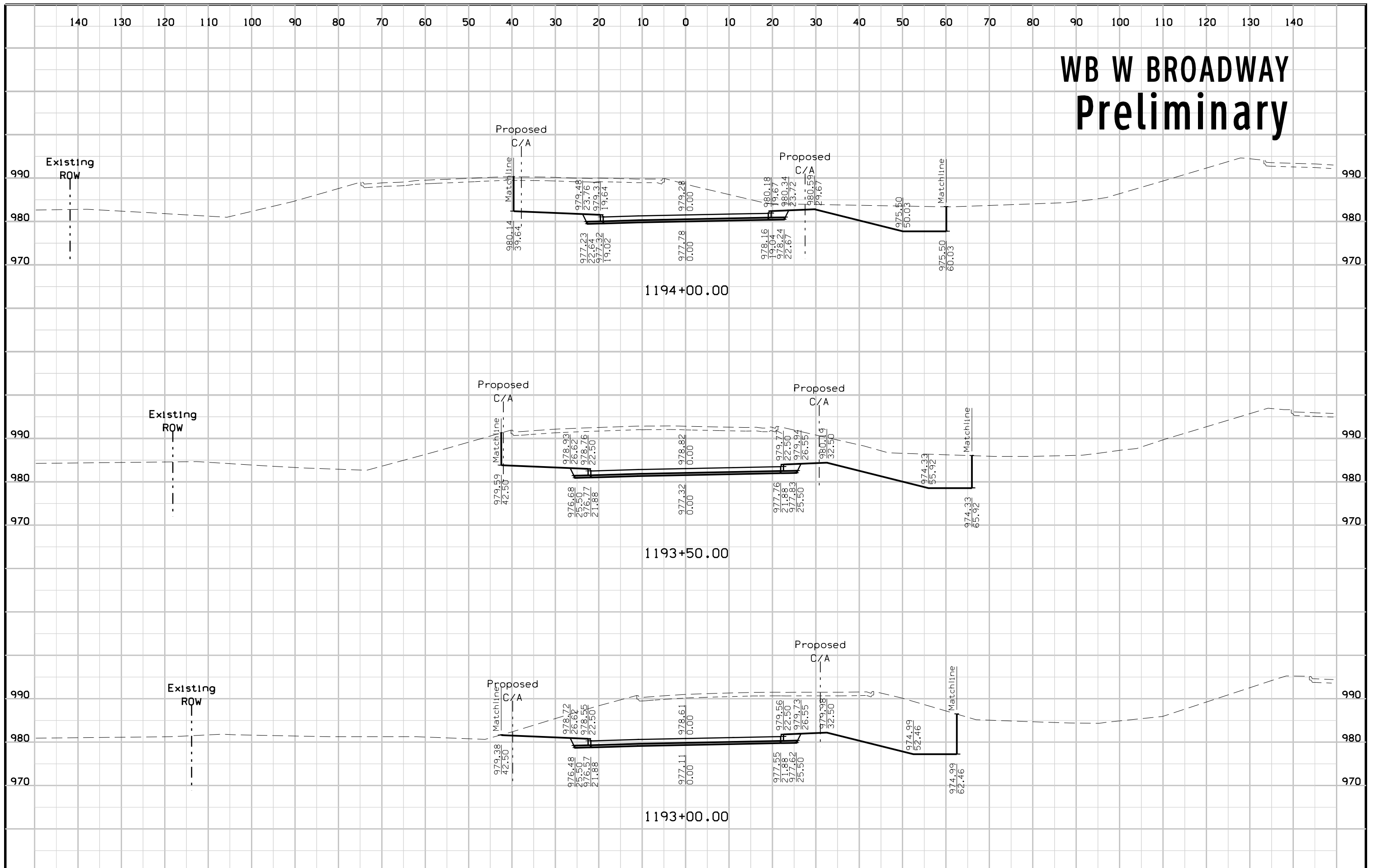
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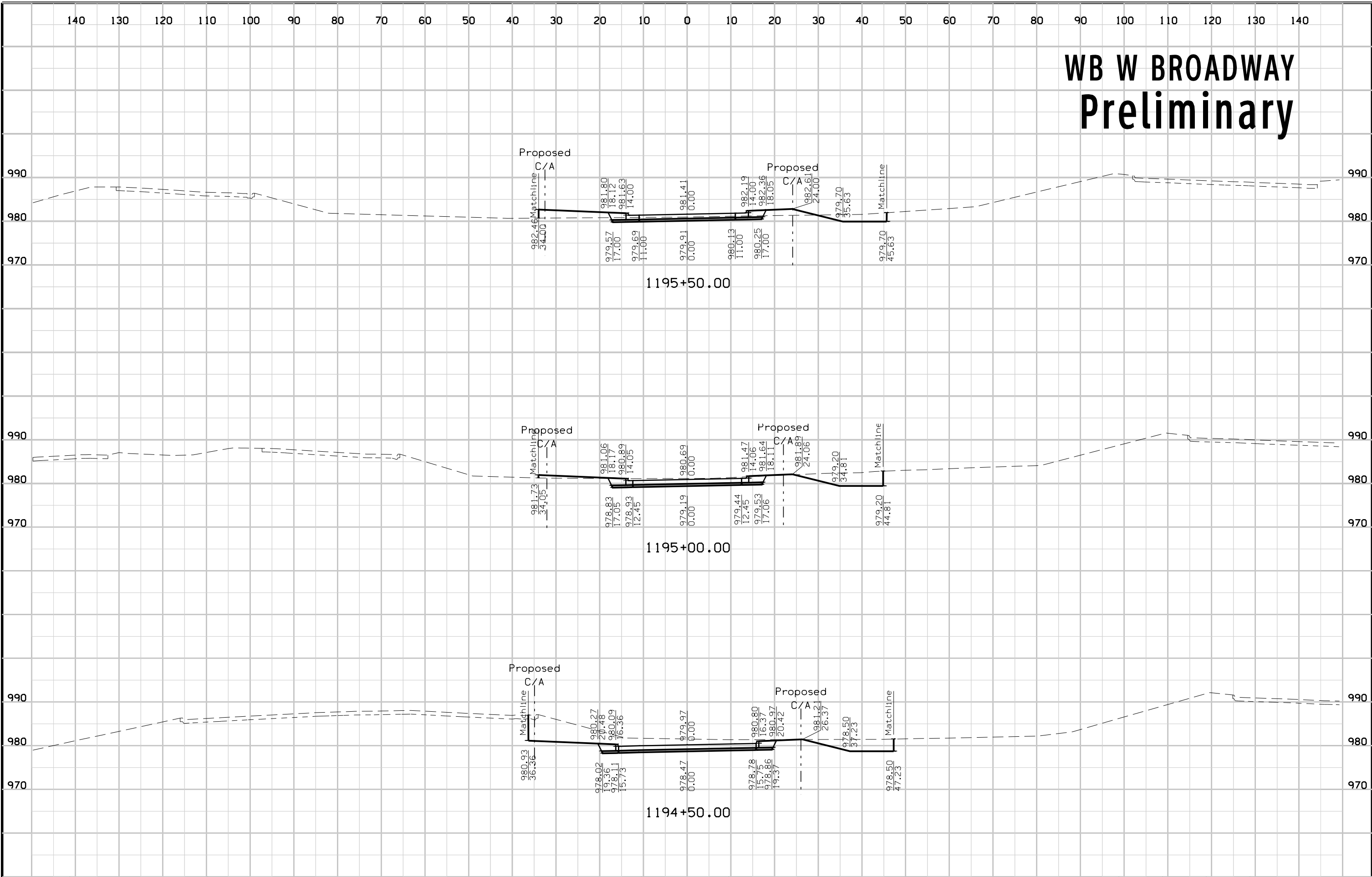
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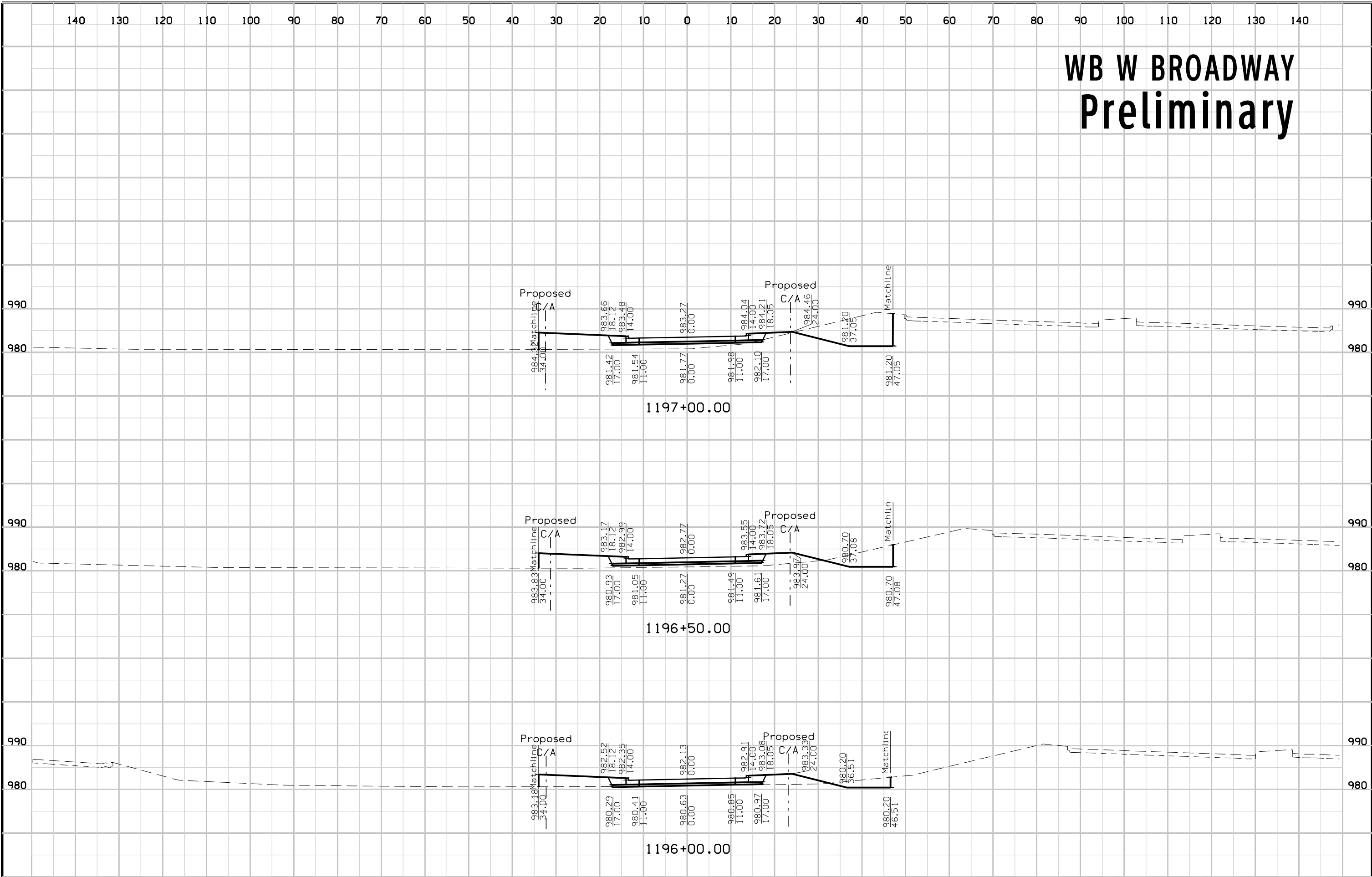
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WB W BROADWAY Preliminary

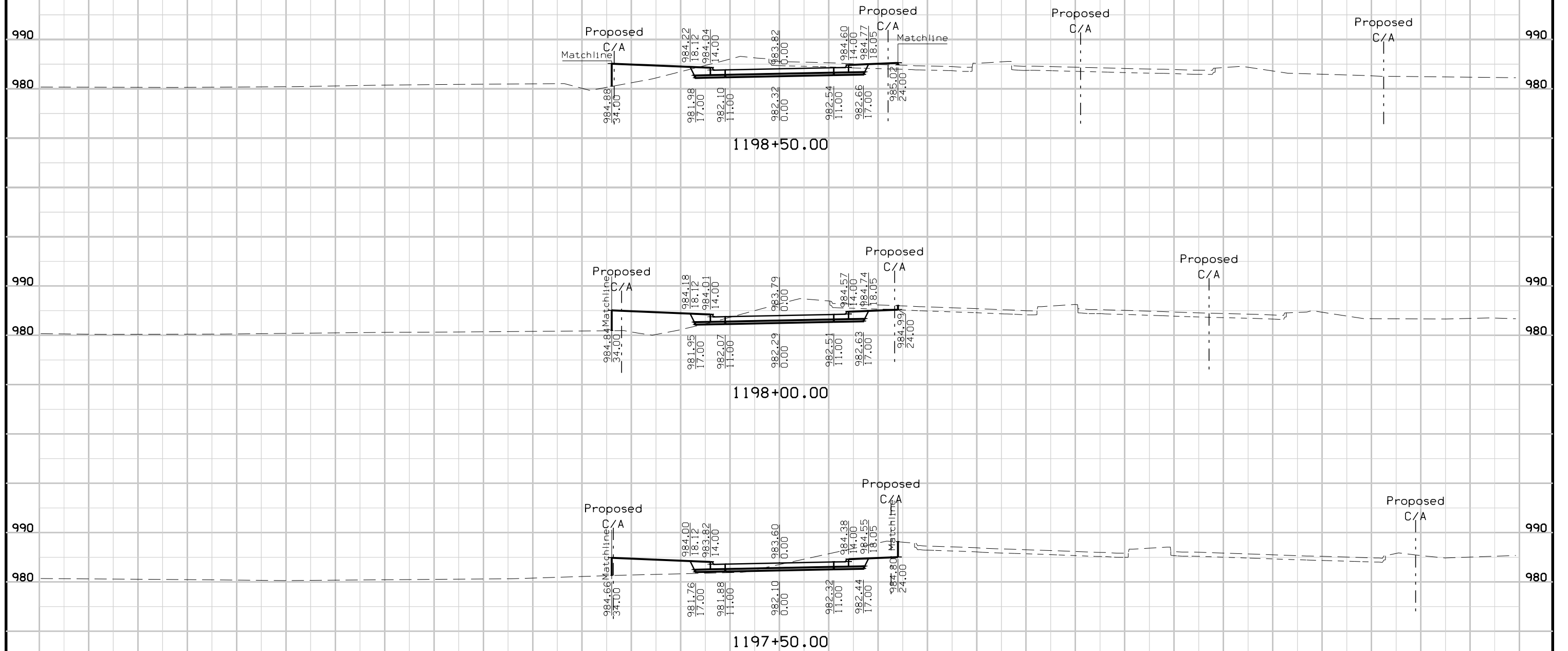


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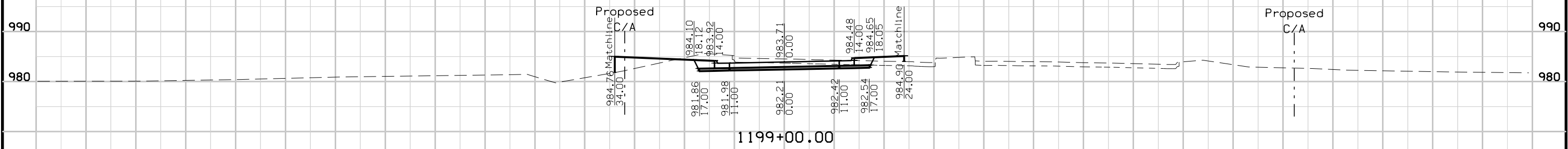
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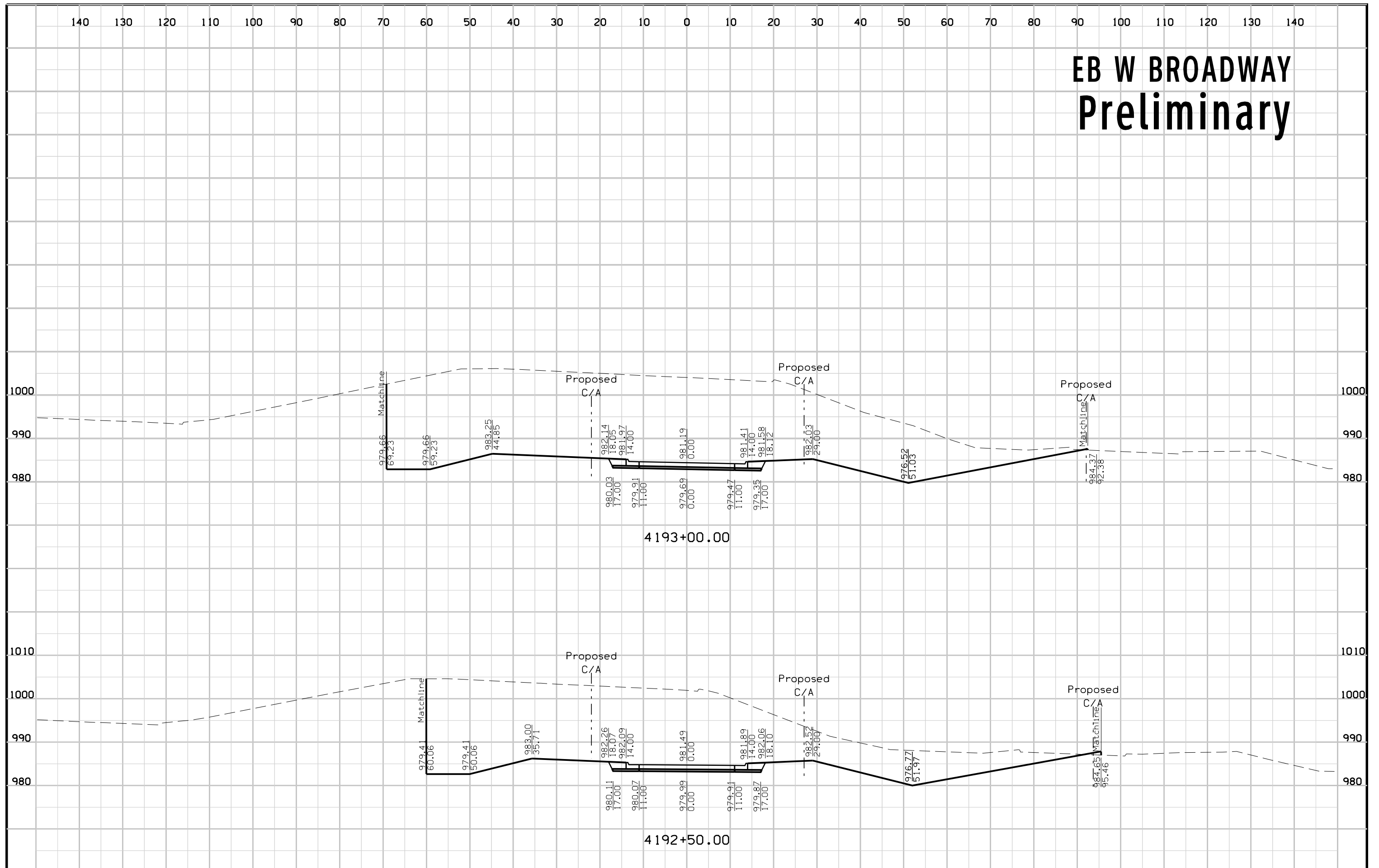
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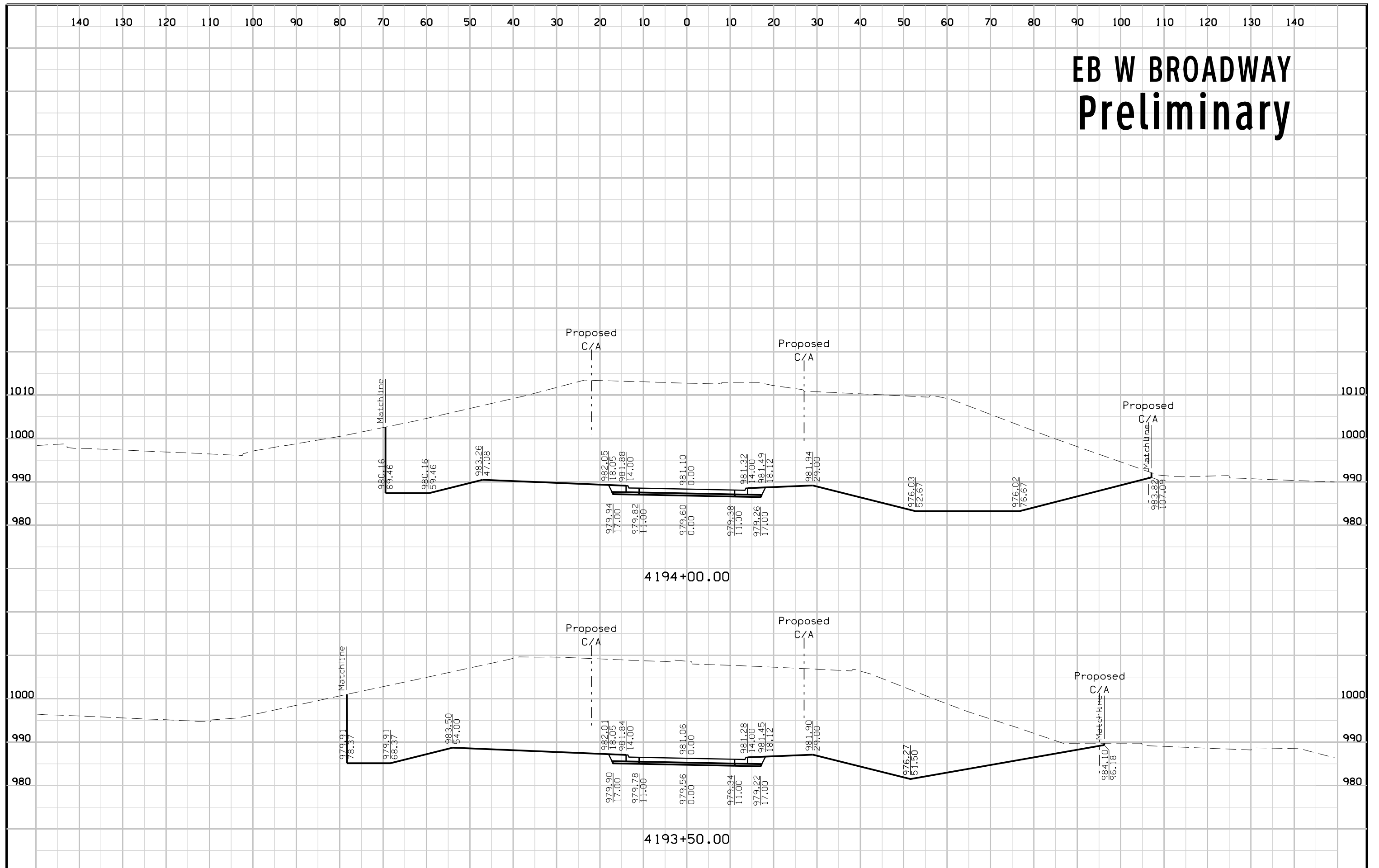


1199+00.00

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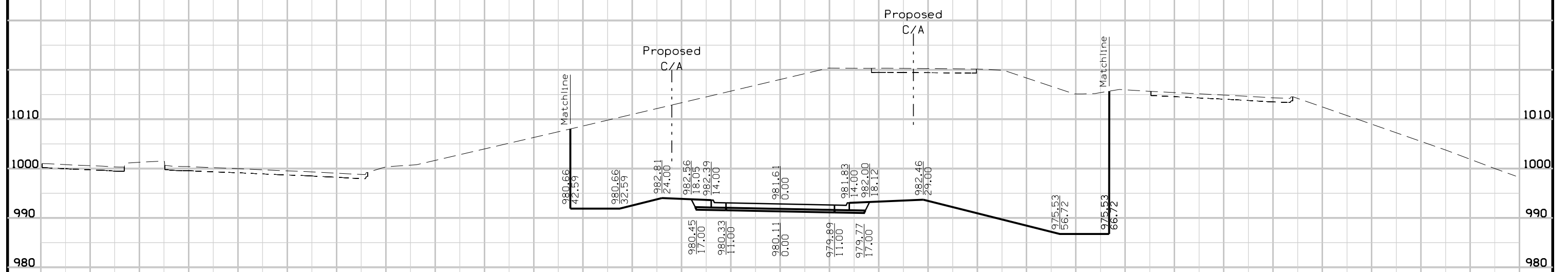


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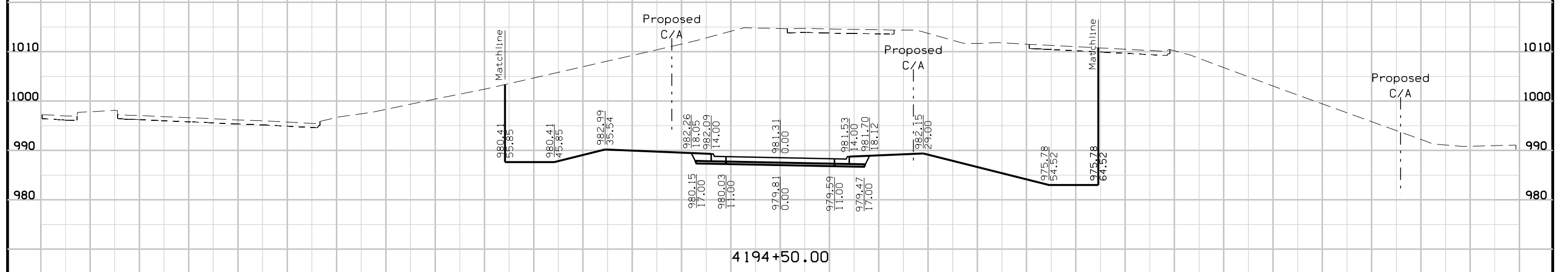


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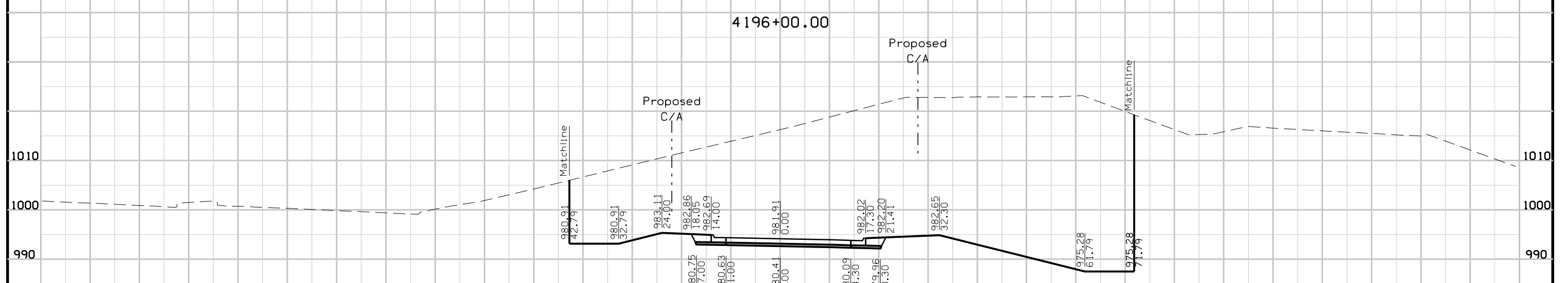
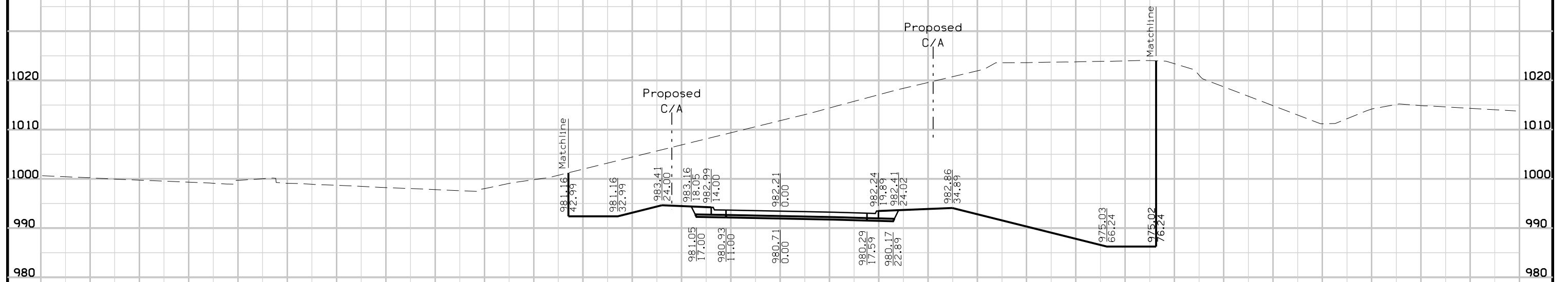
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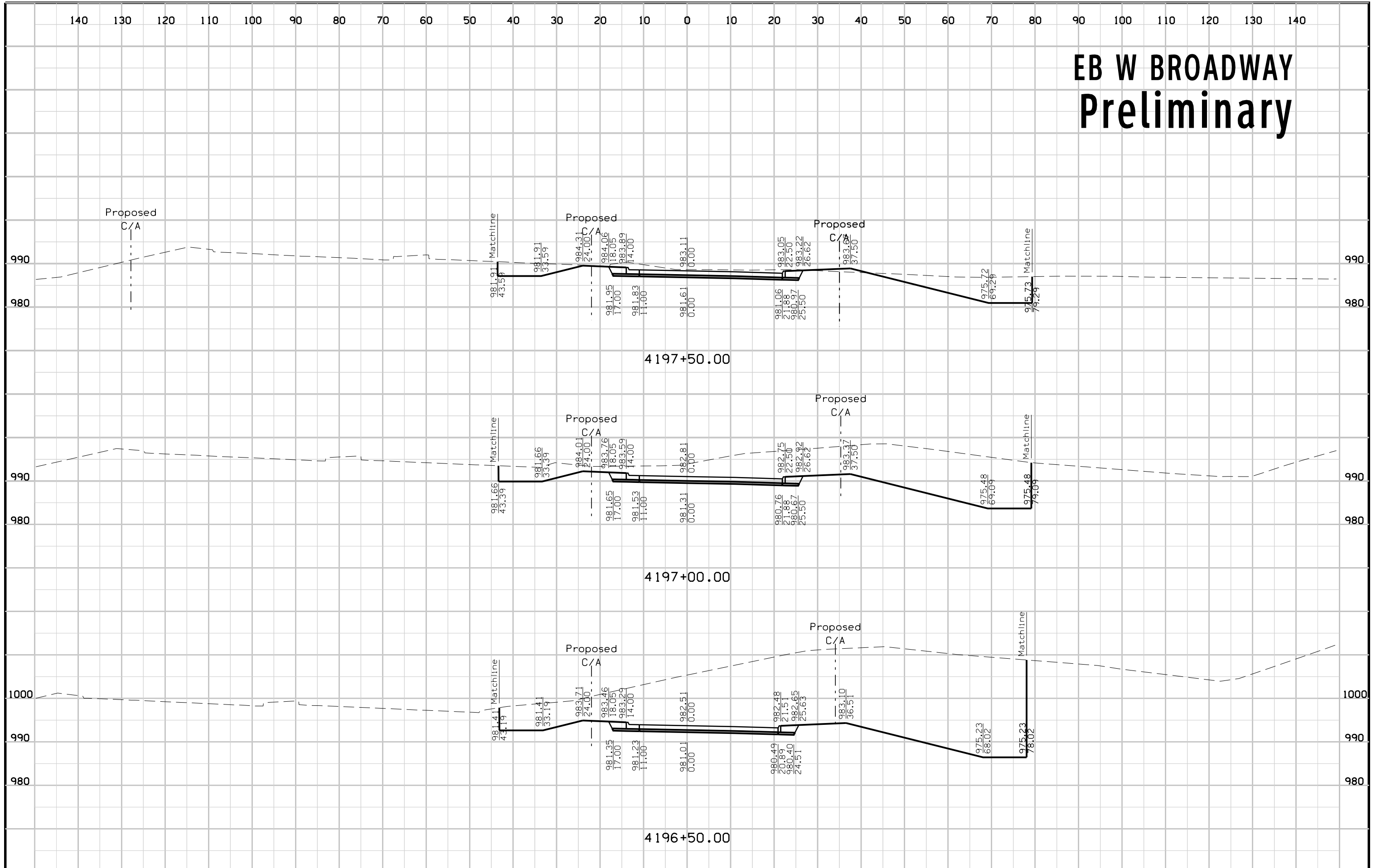
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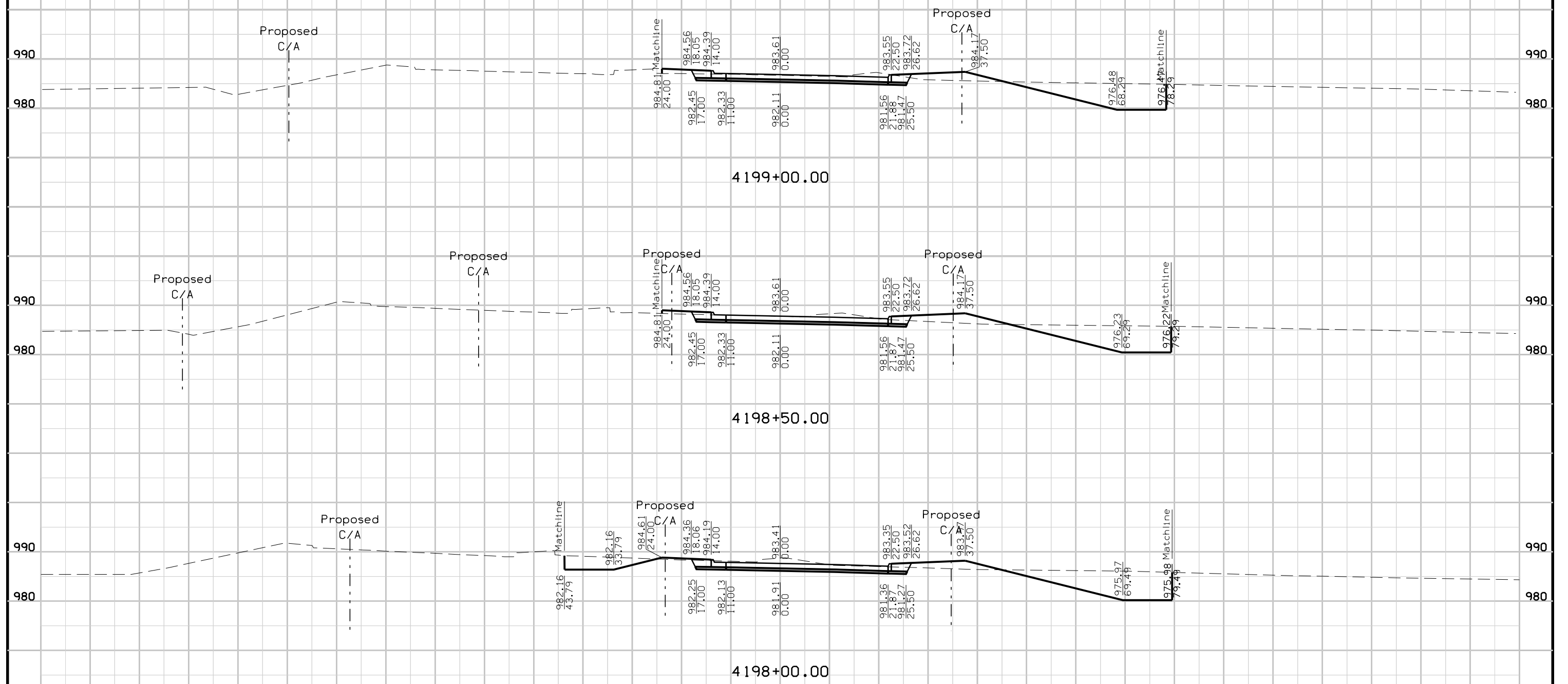
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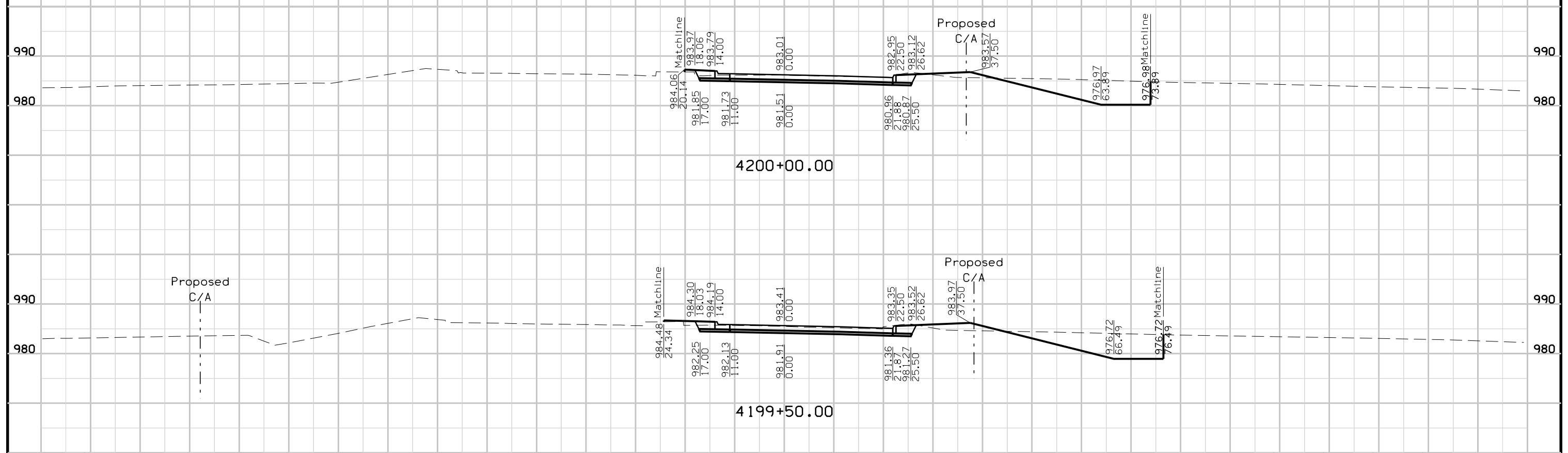
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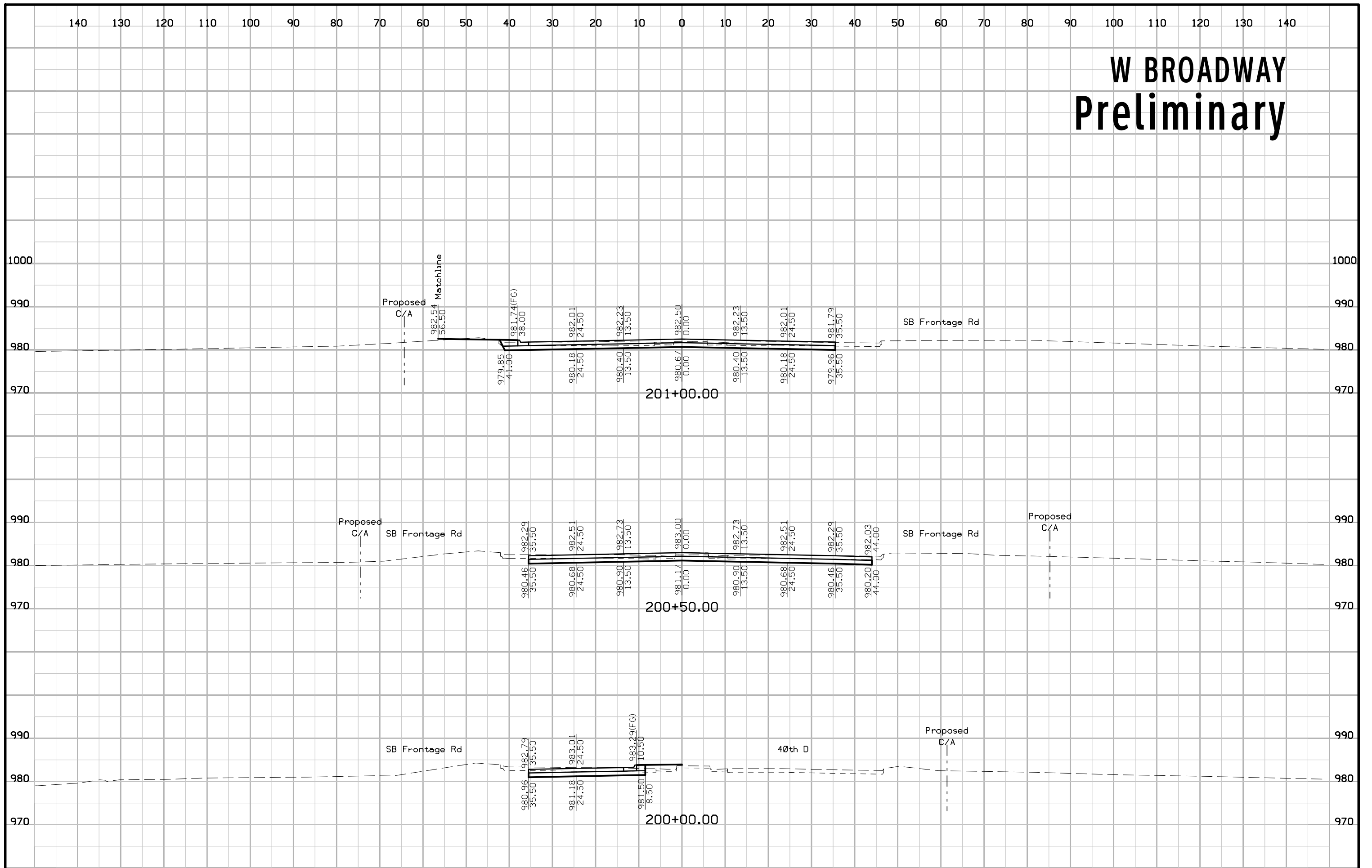


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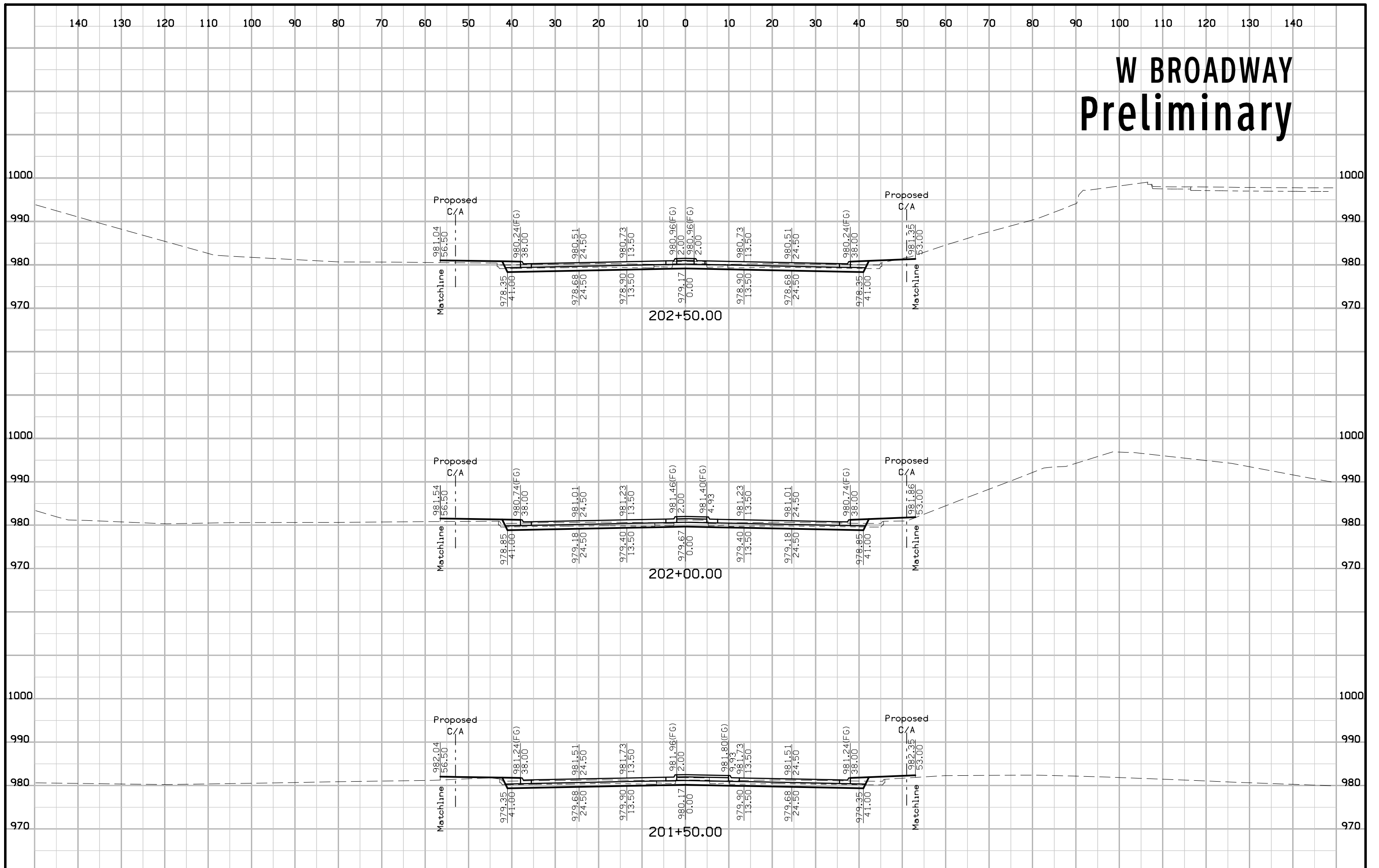
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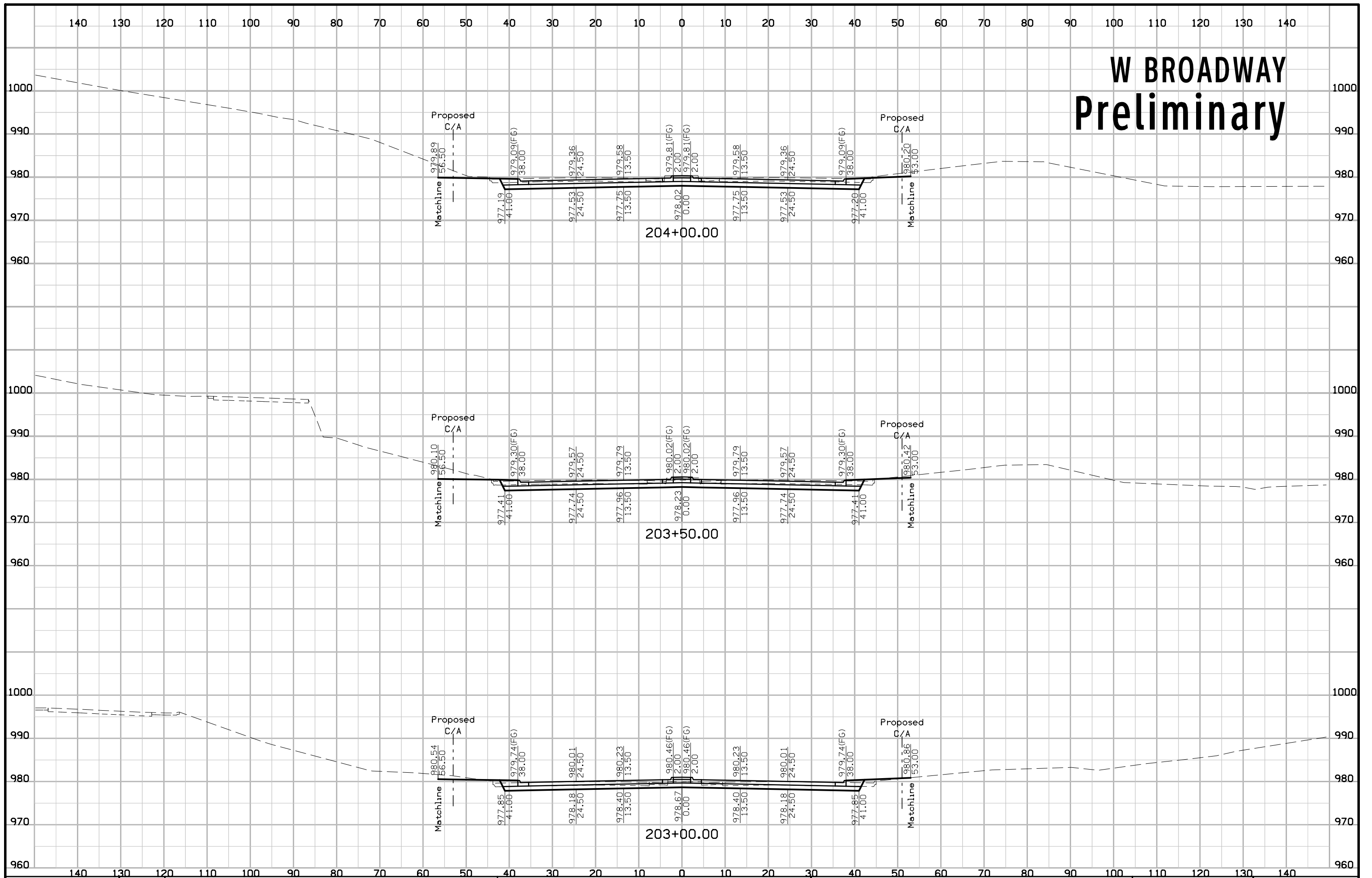
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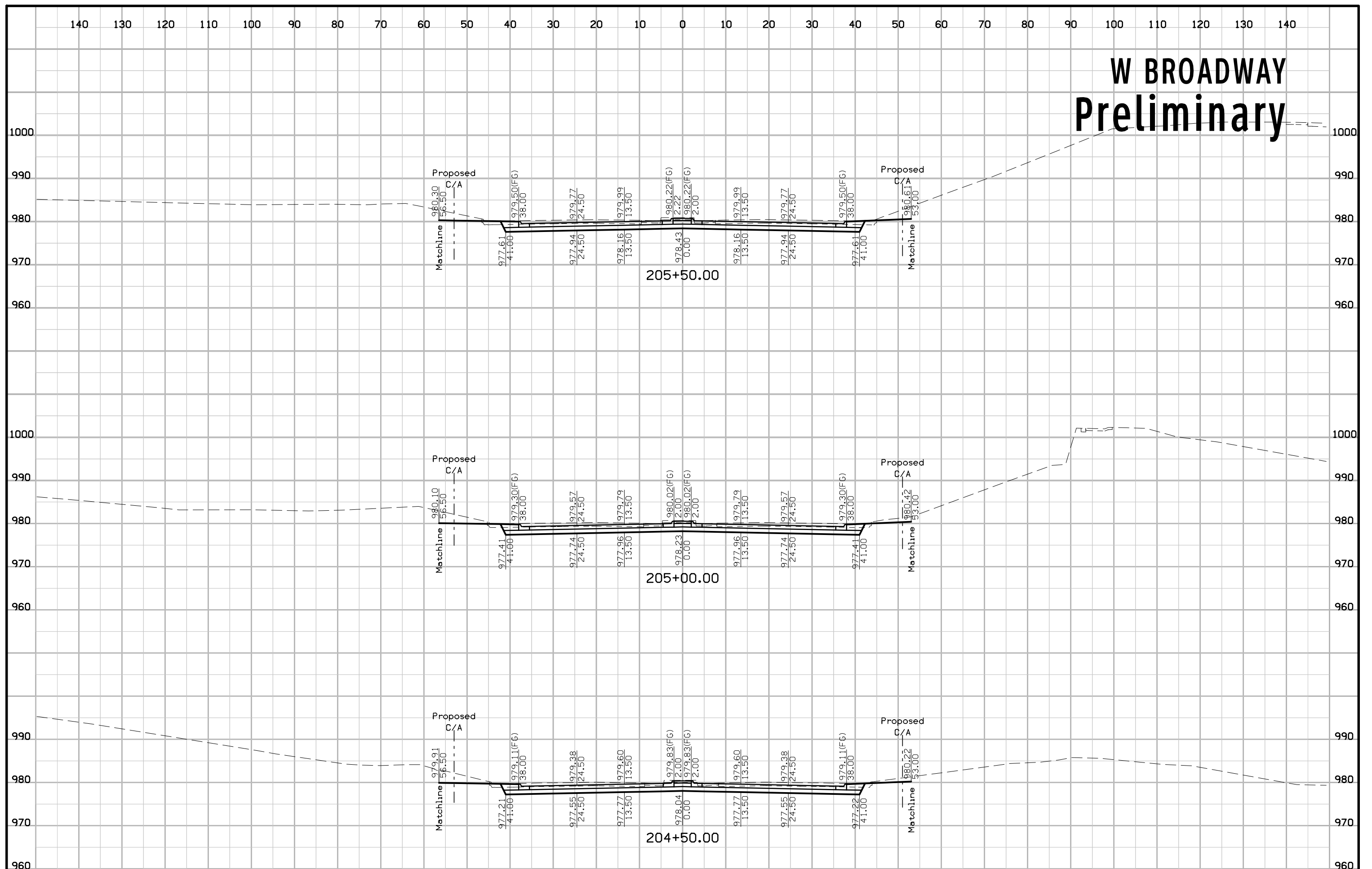
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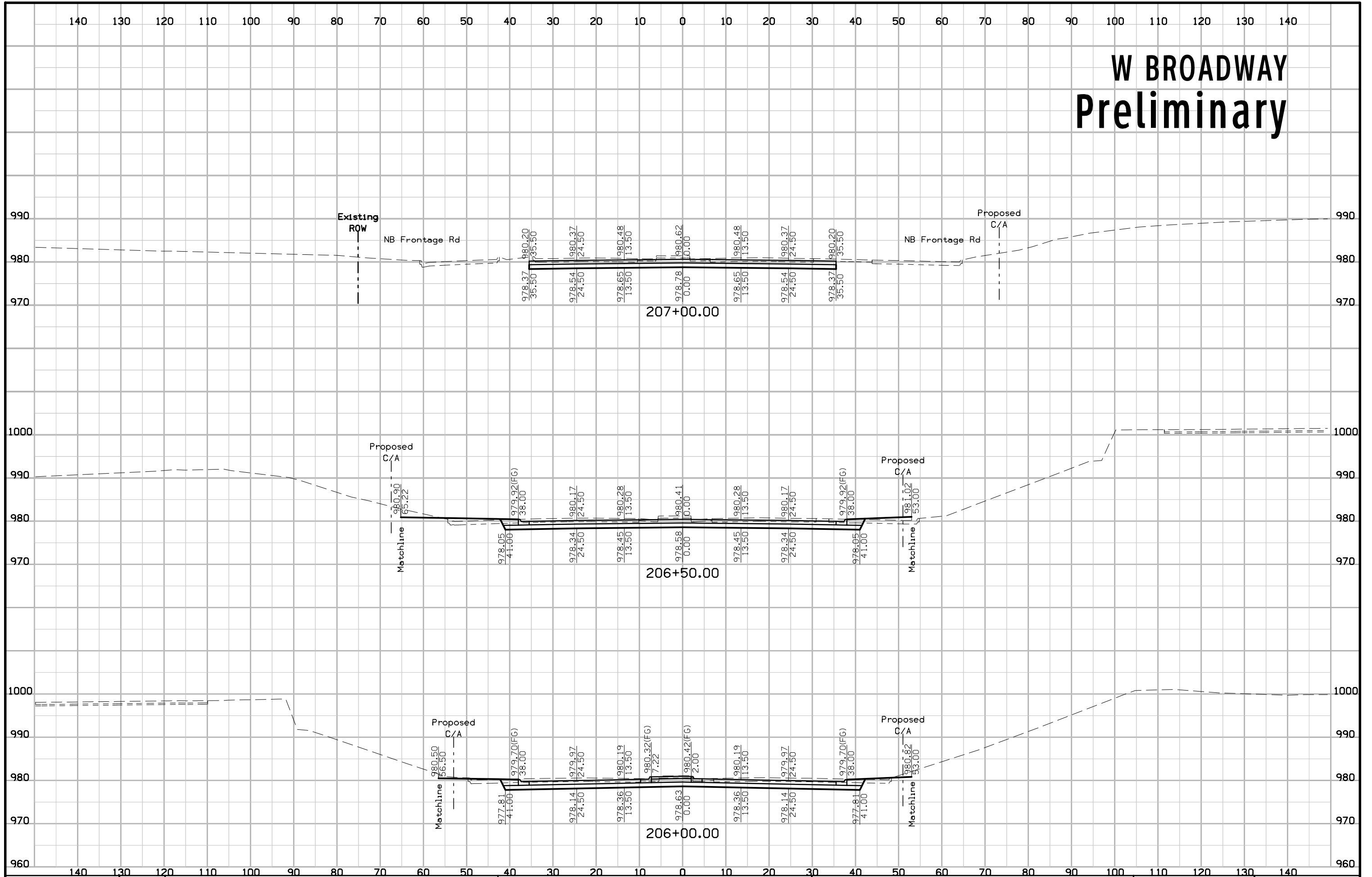
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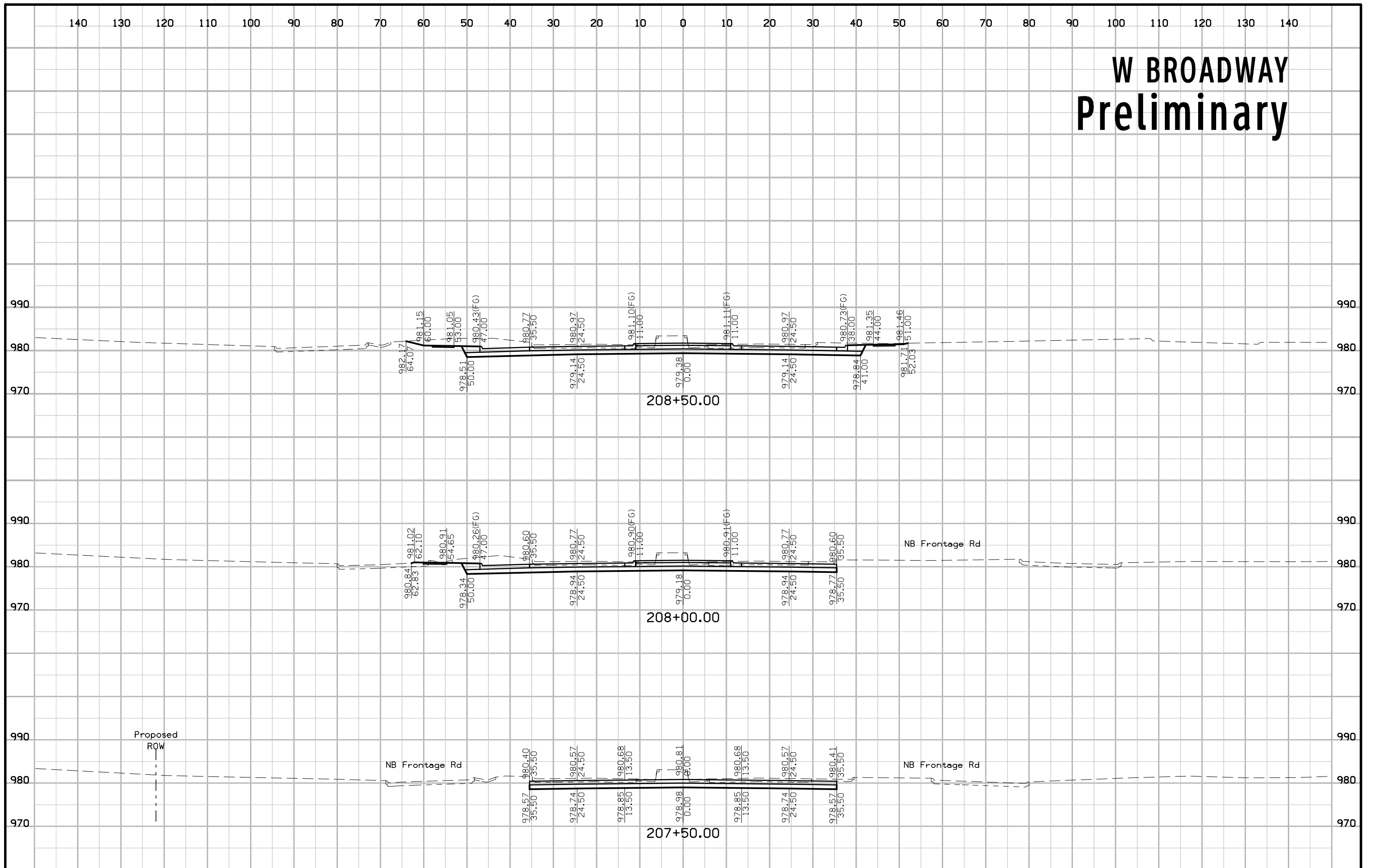
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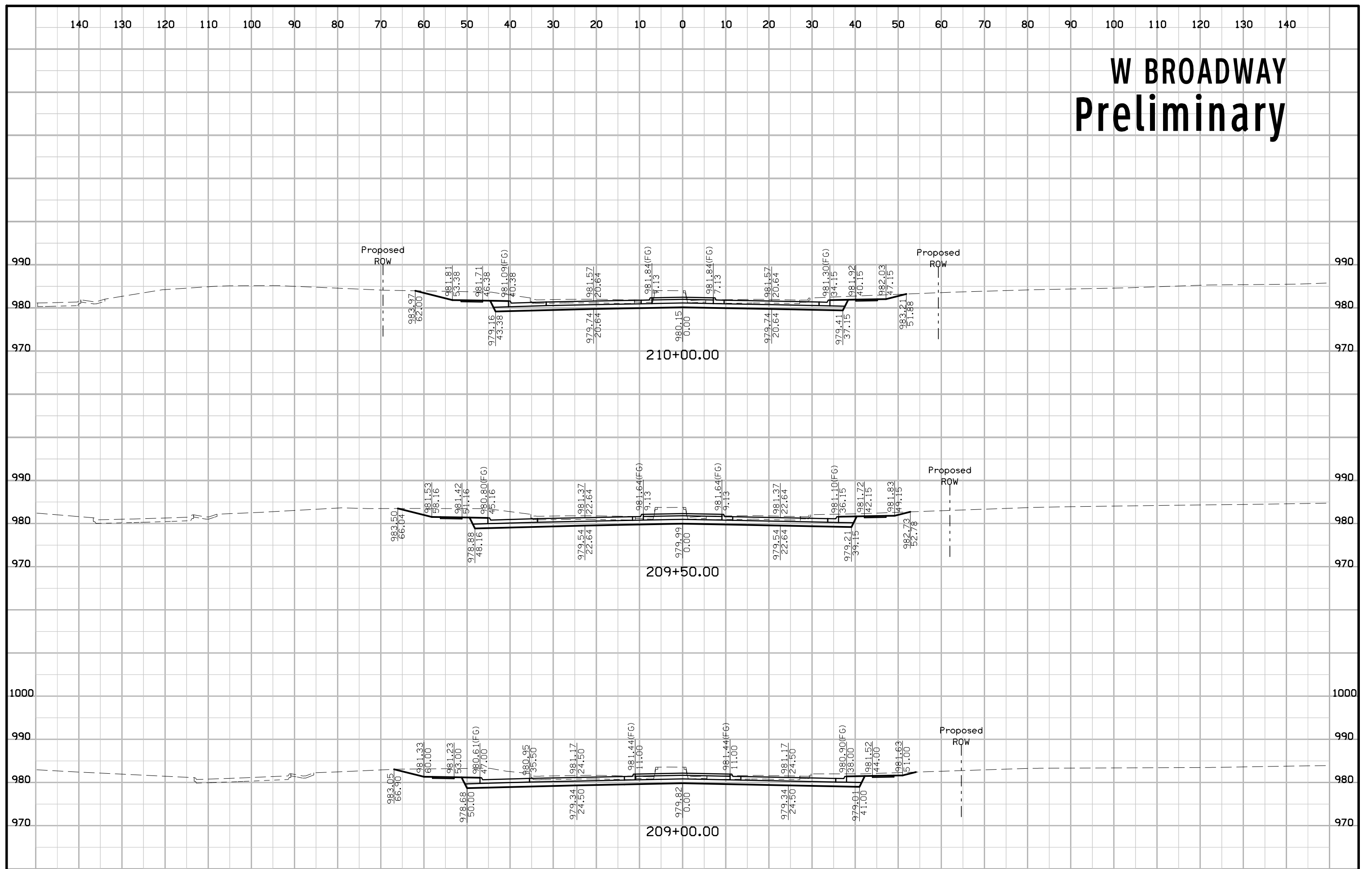
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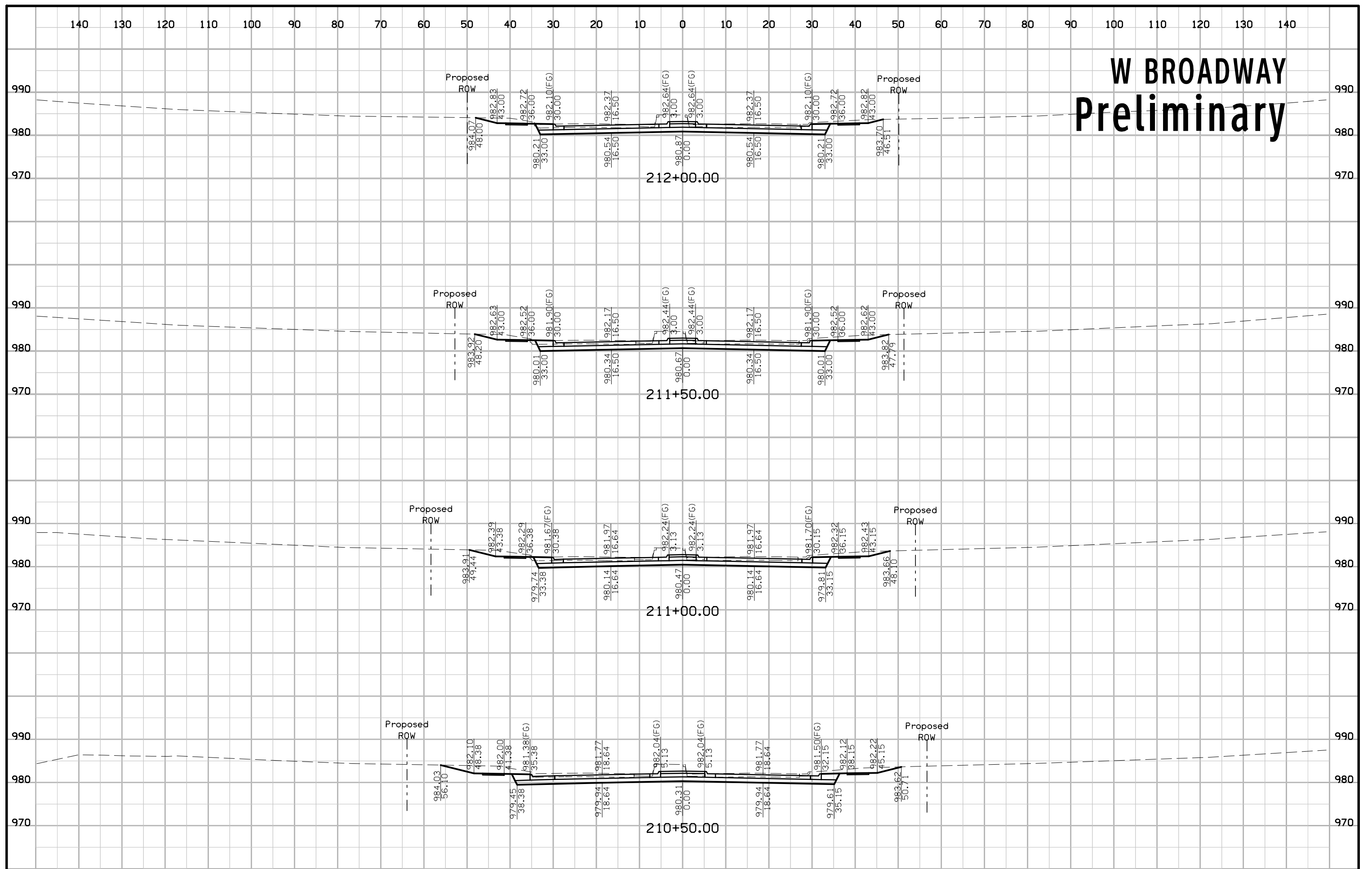
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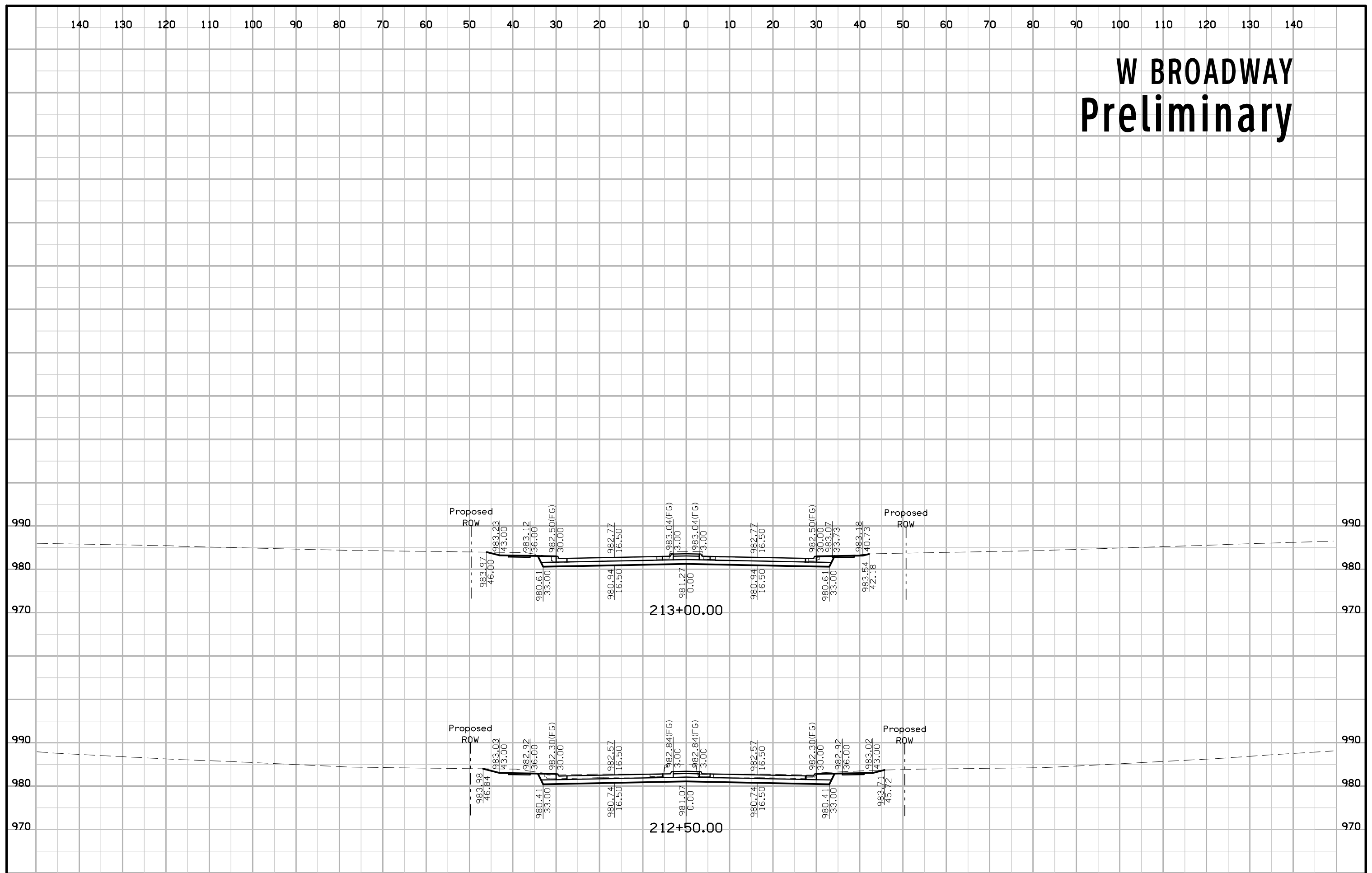
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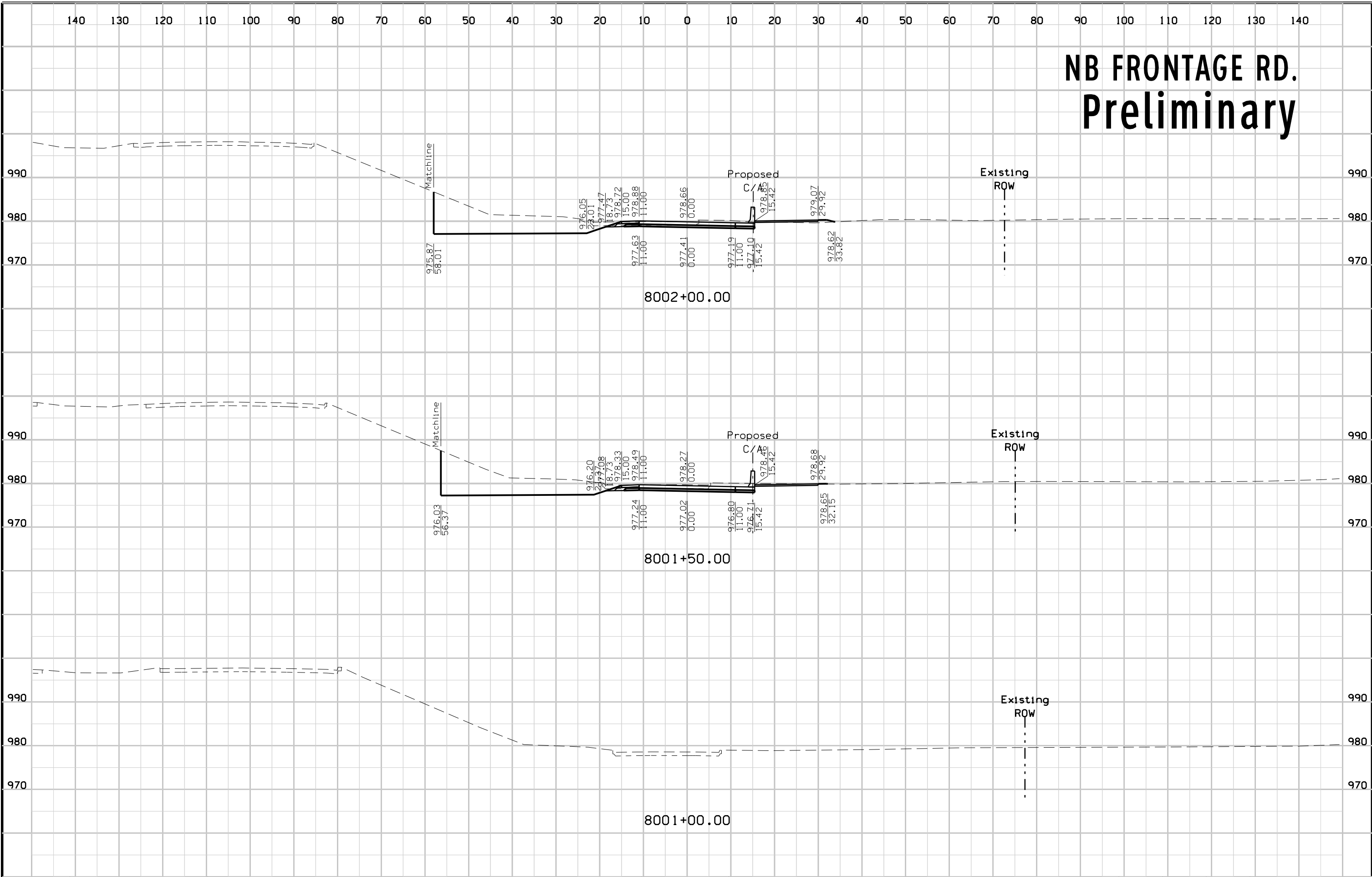
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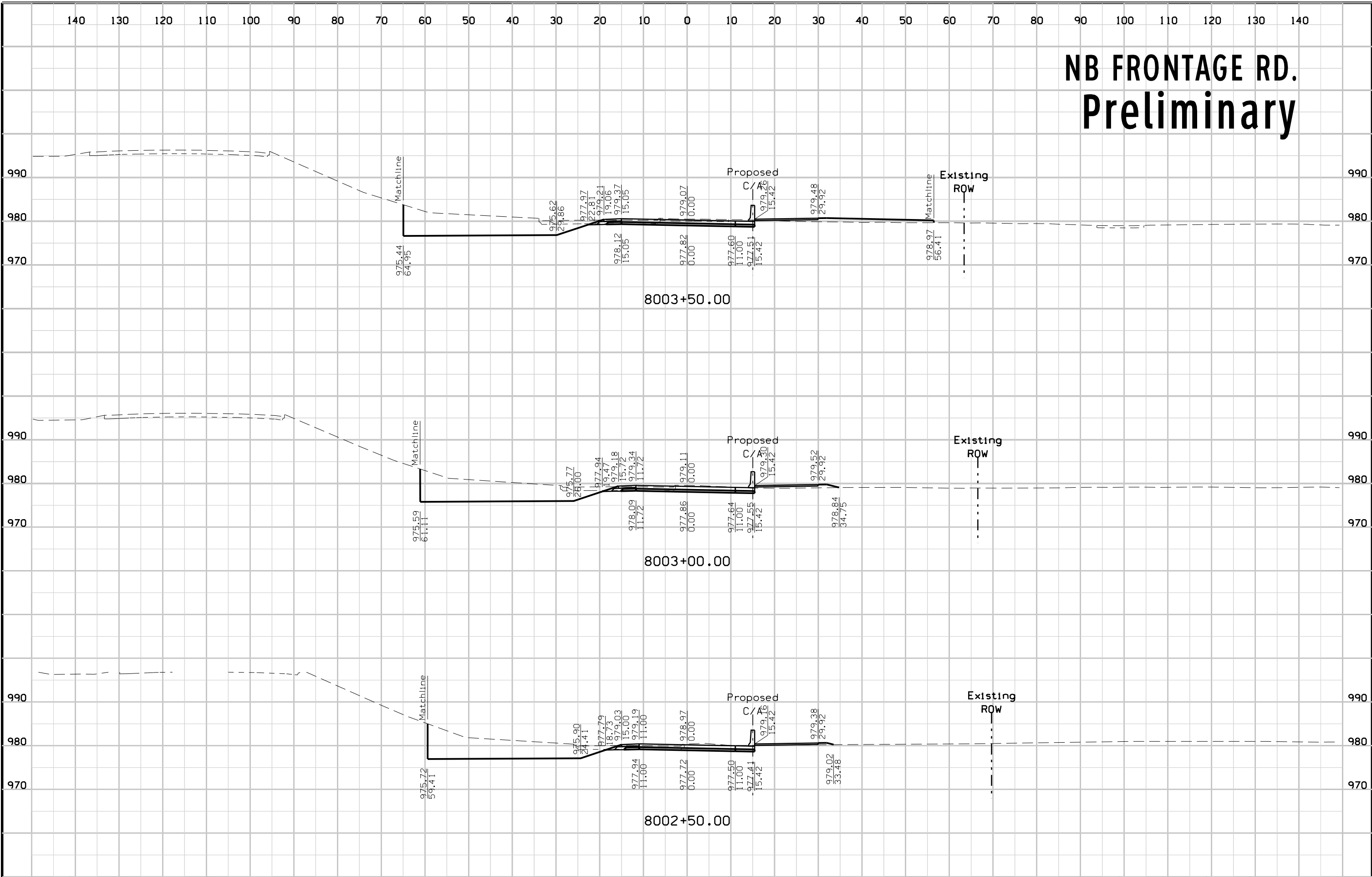
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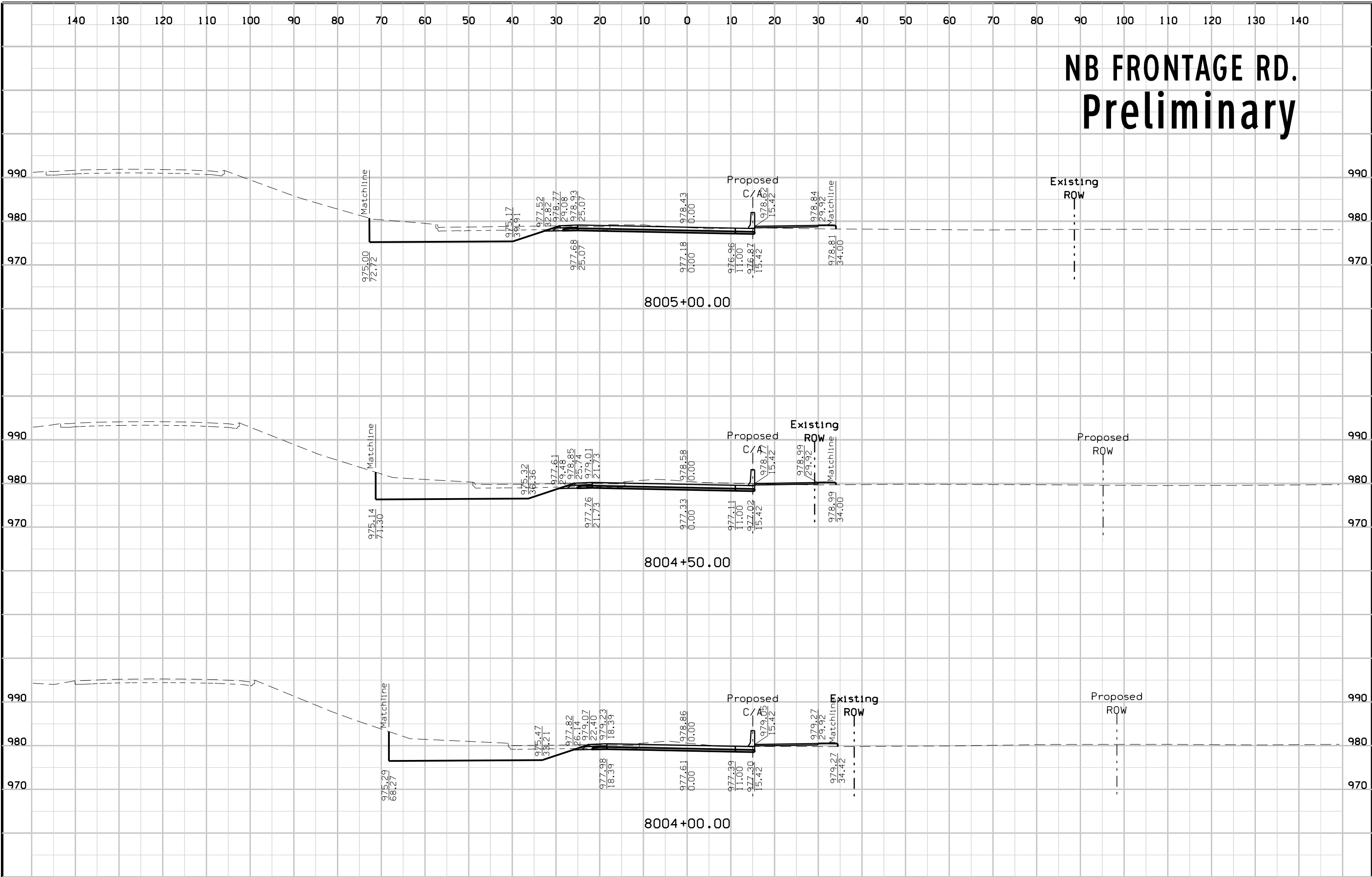
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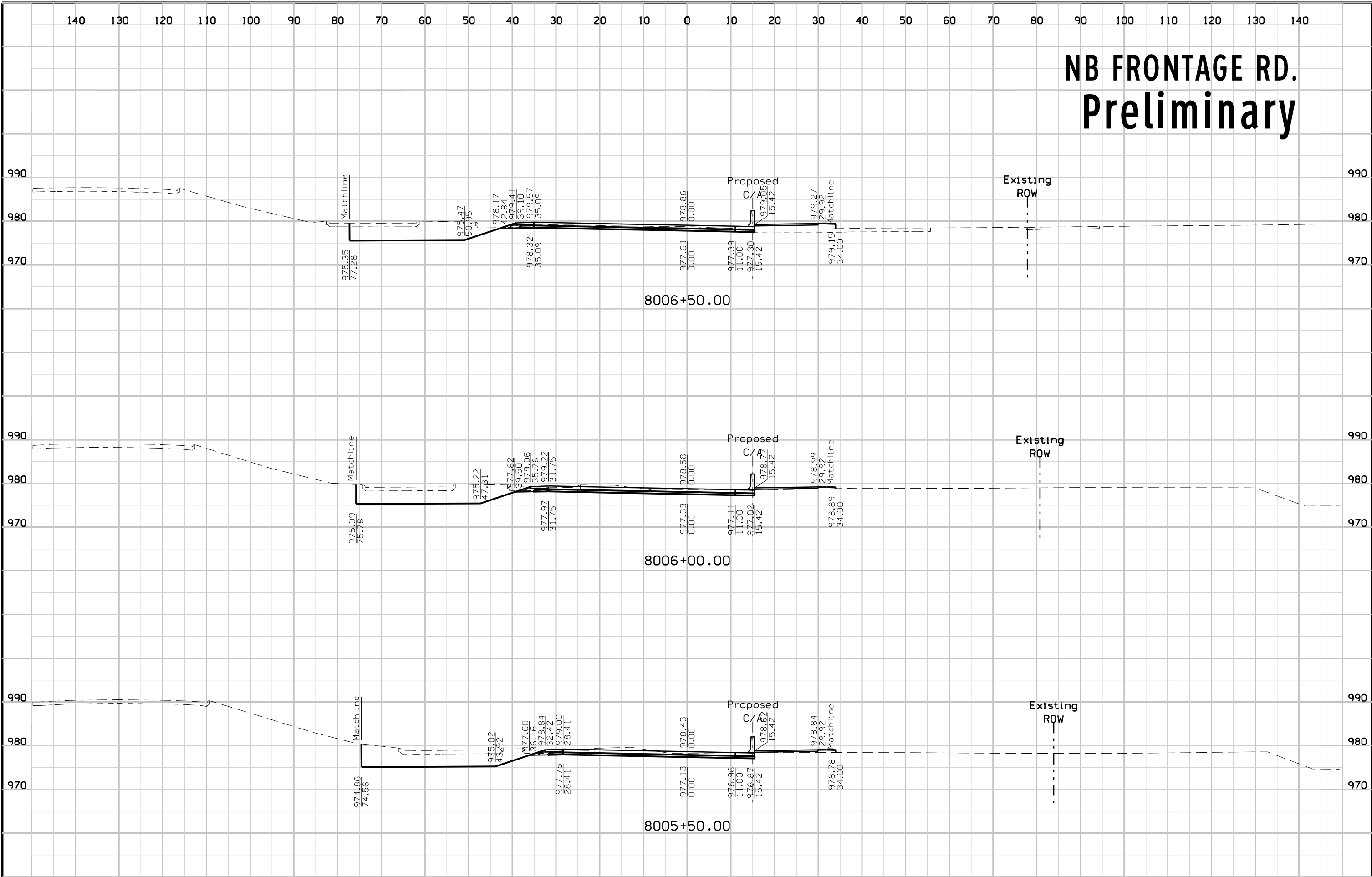
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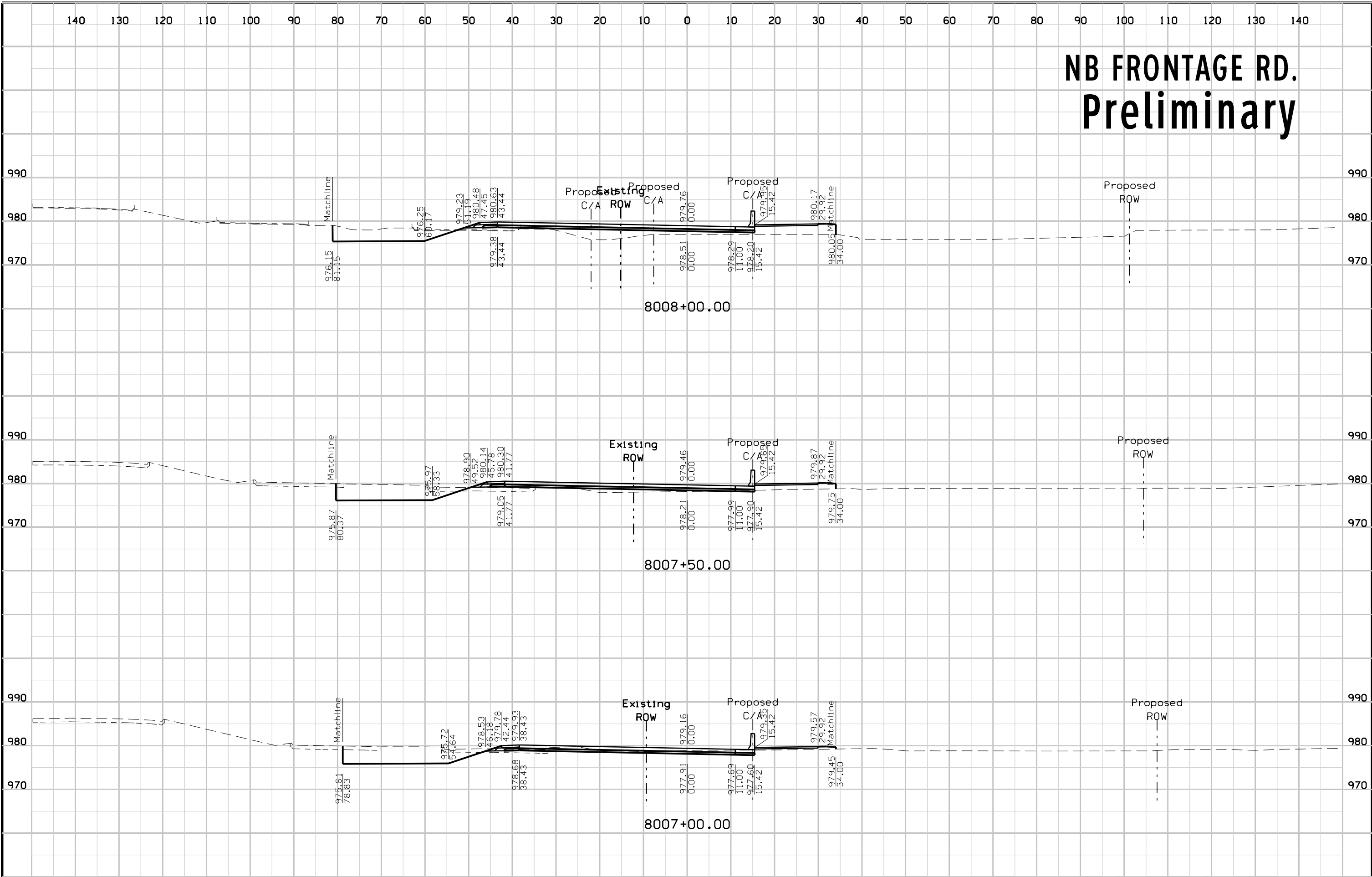
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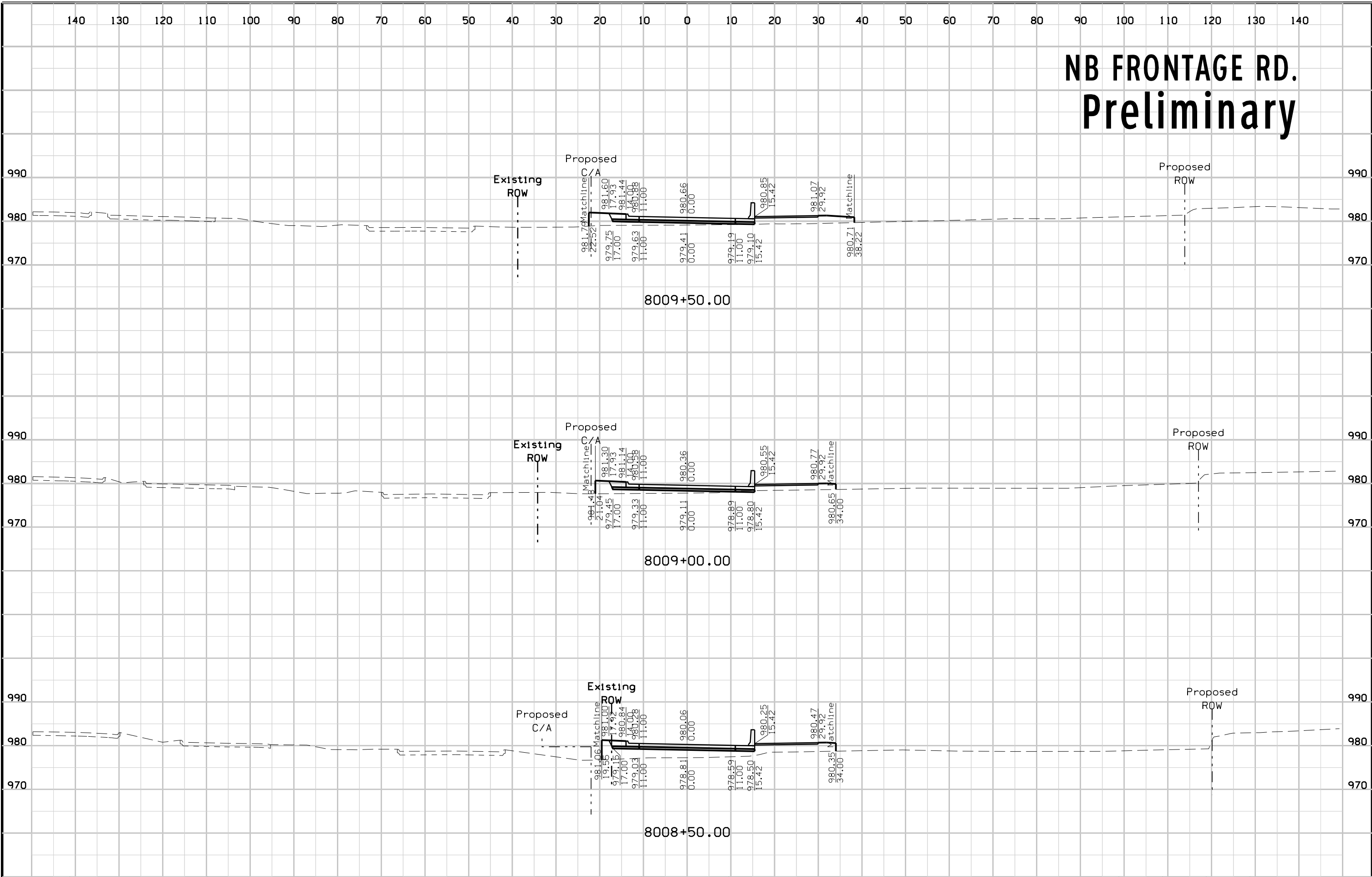
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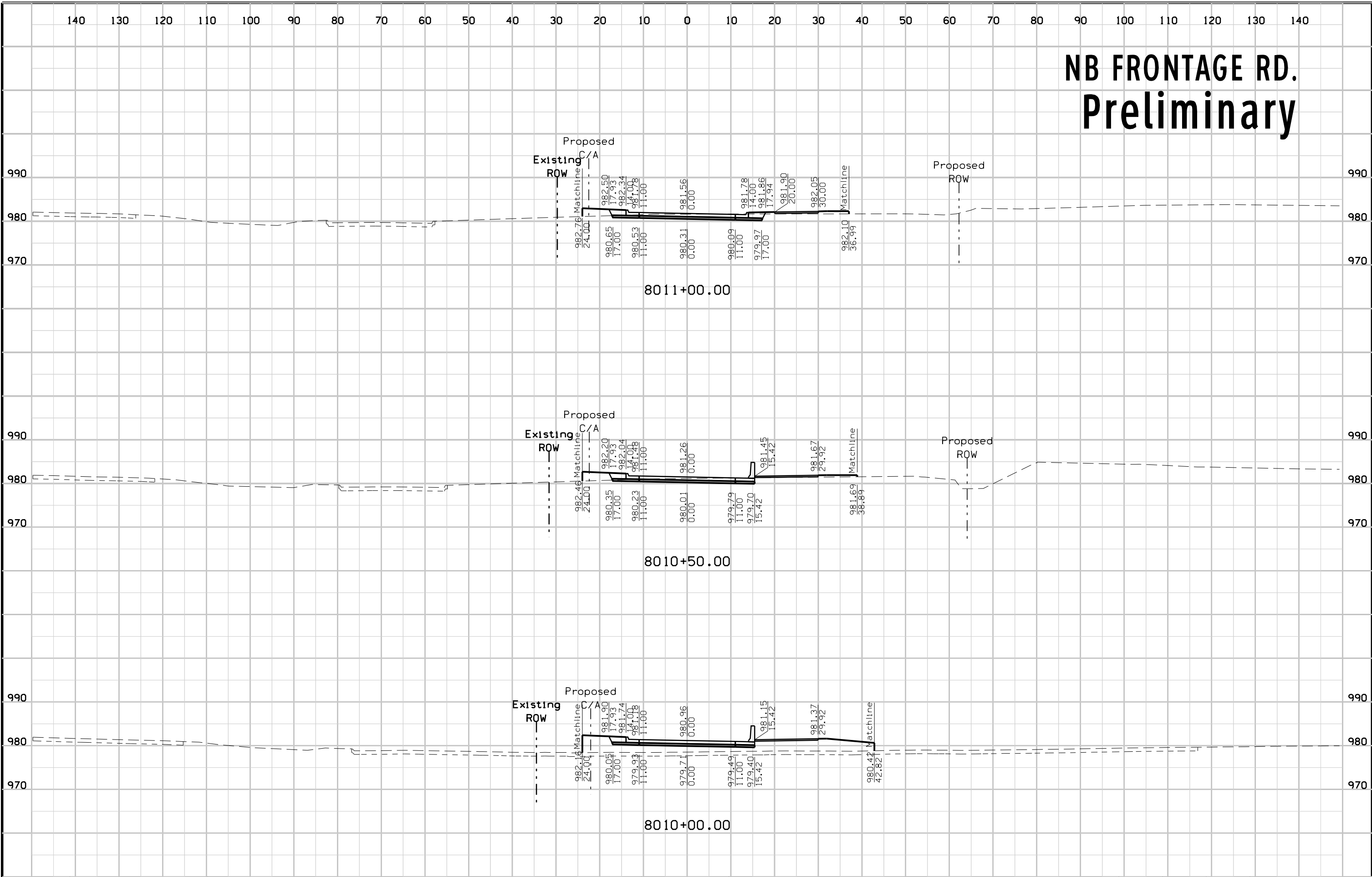
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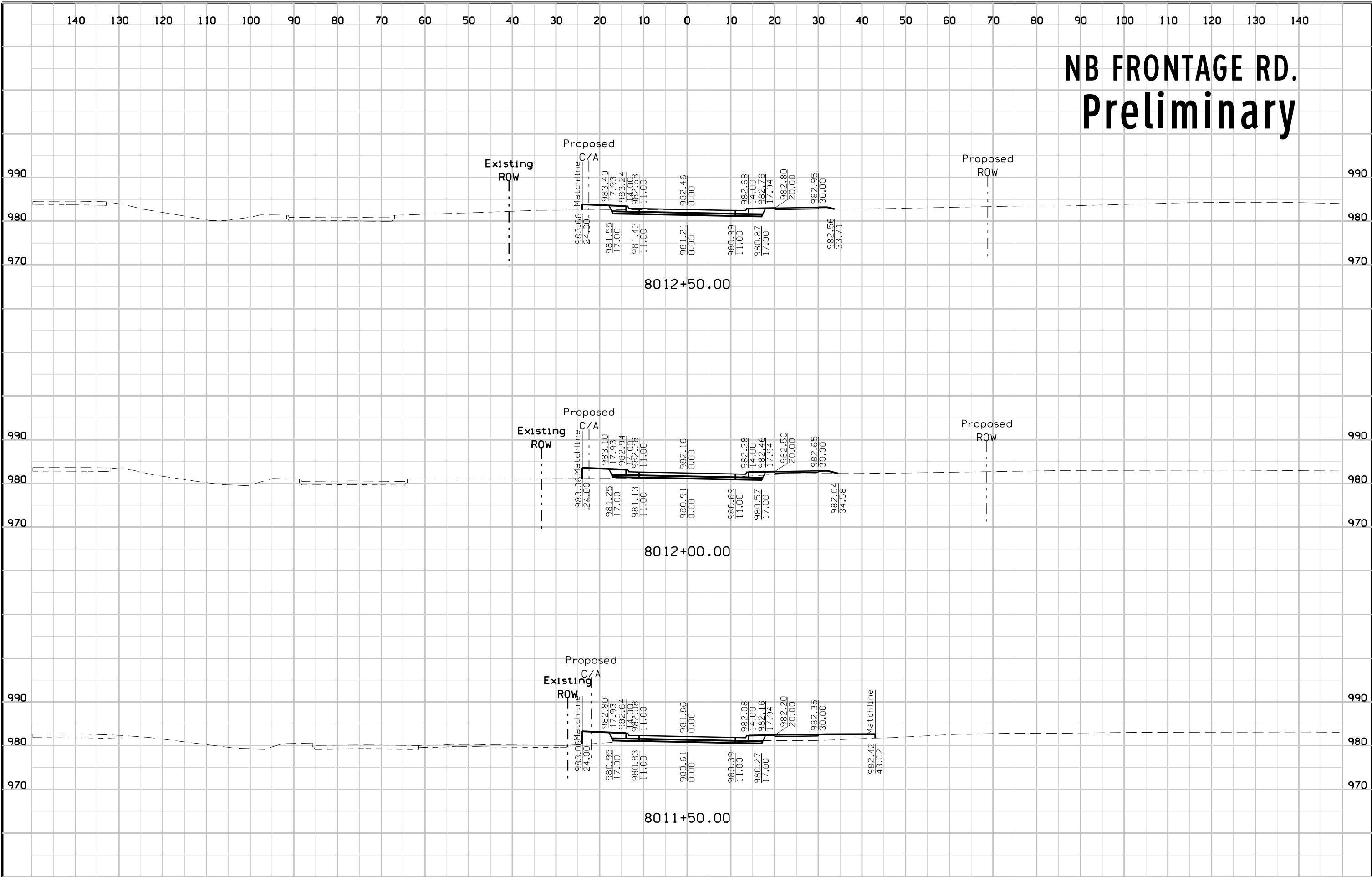
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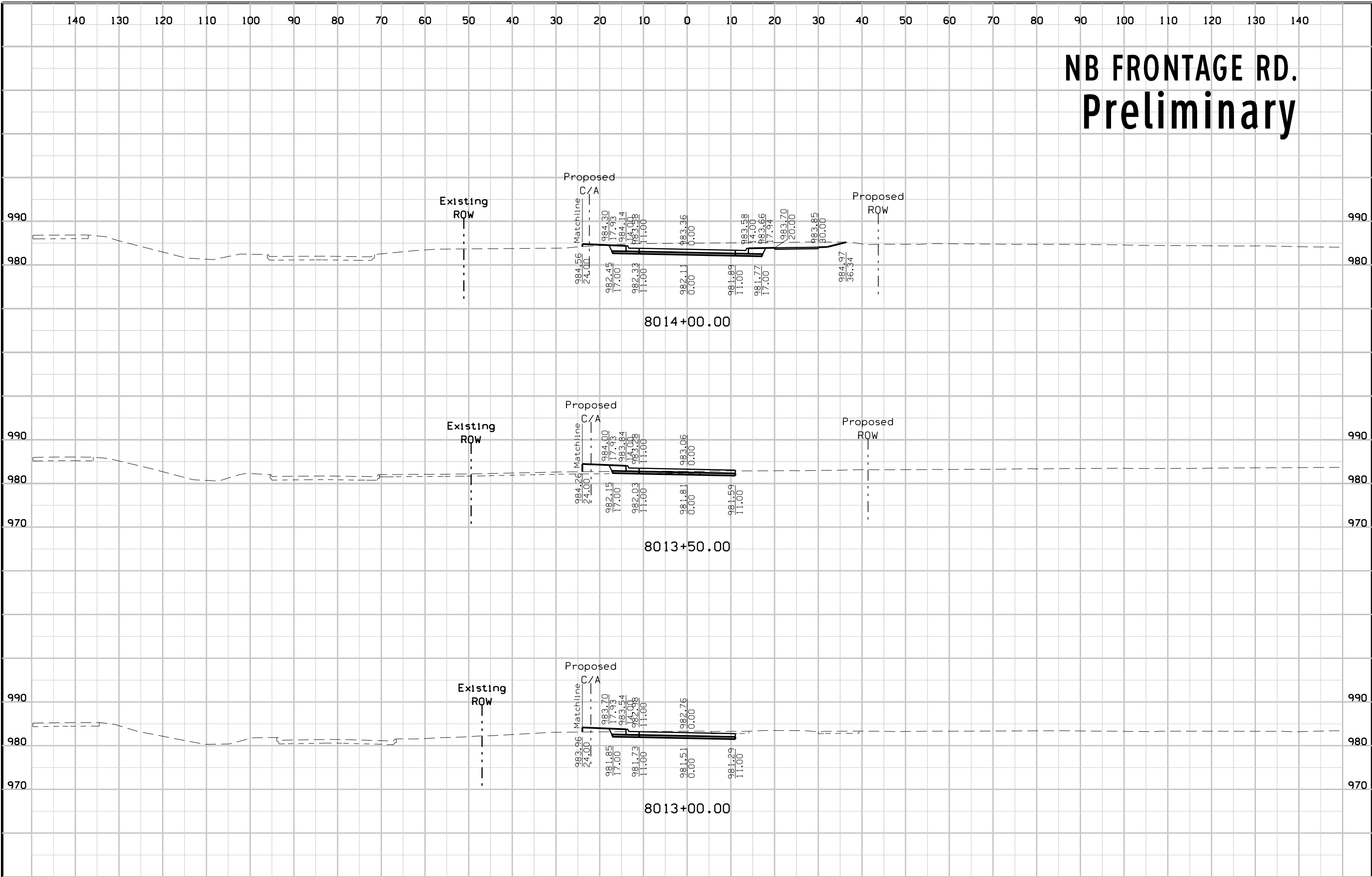
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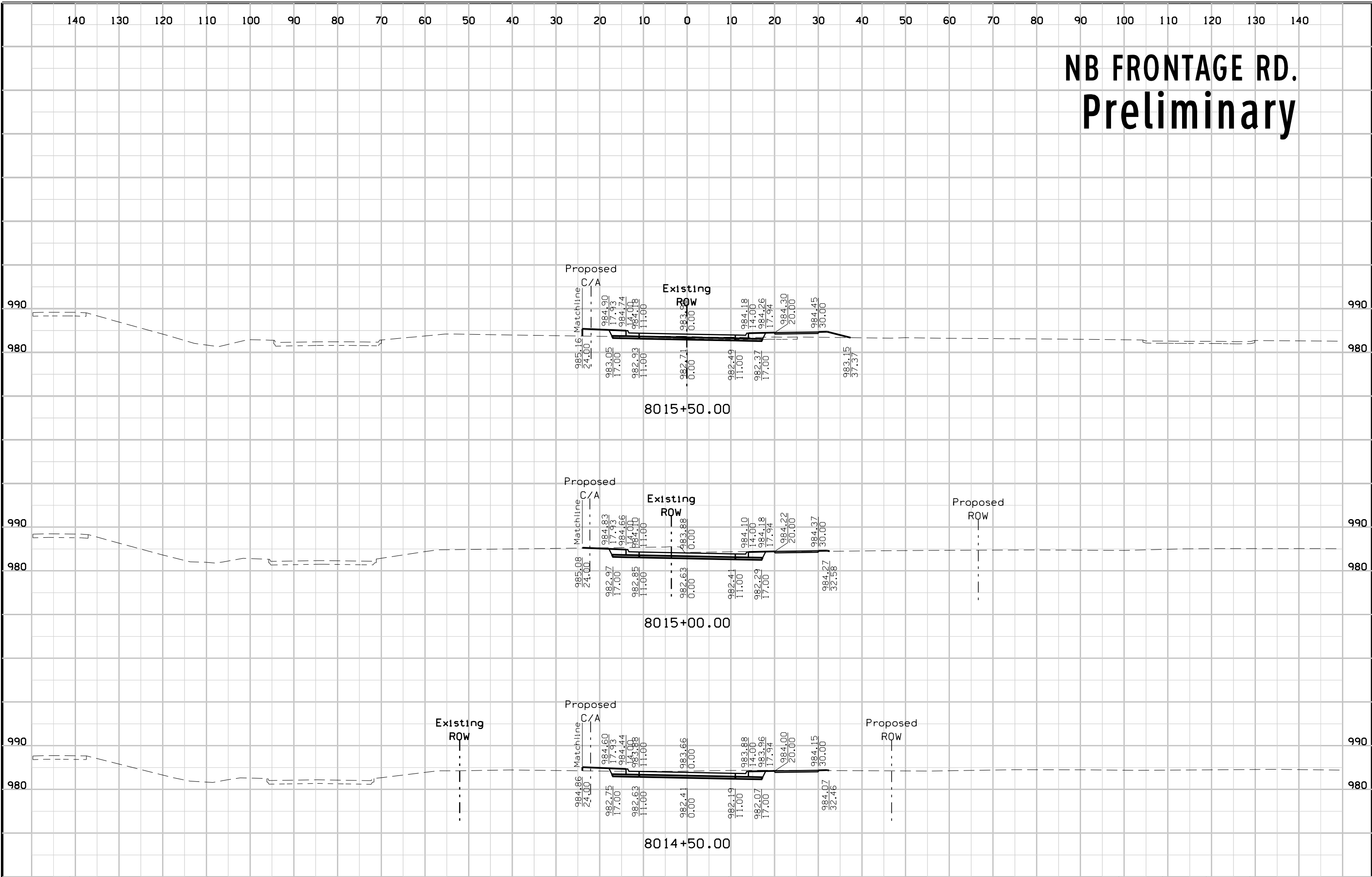
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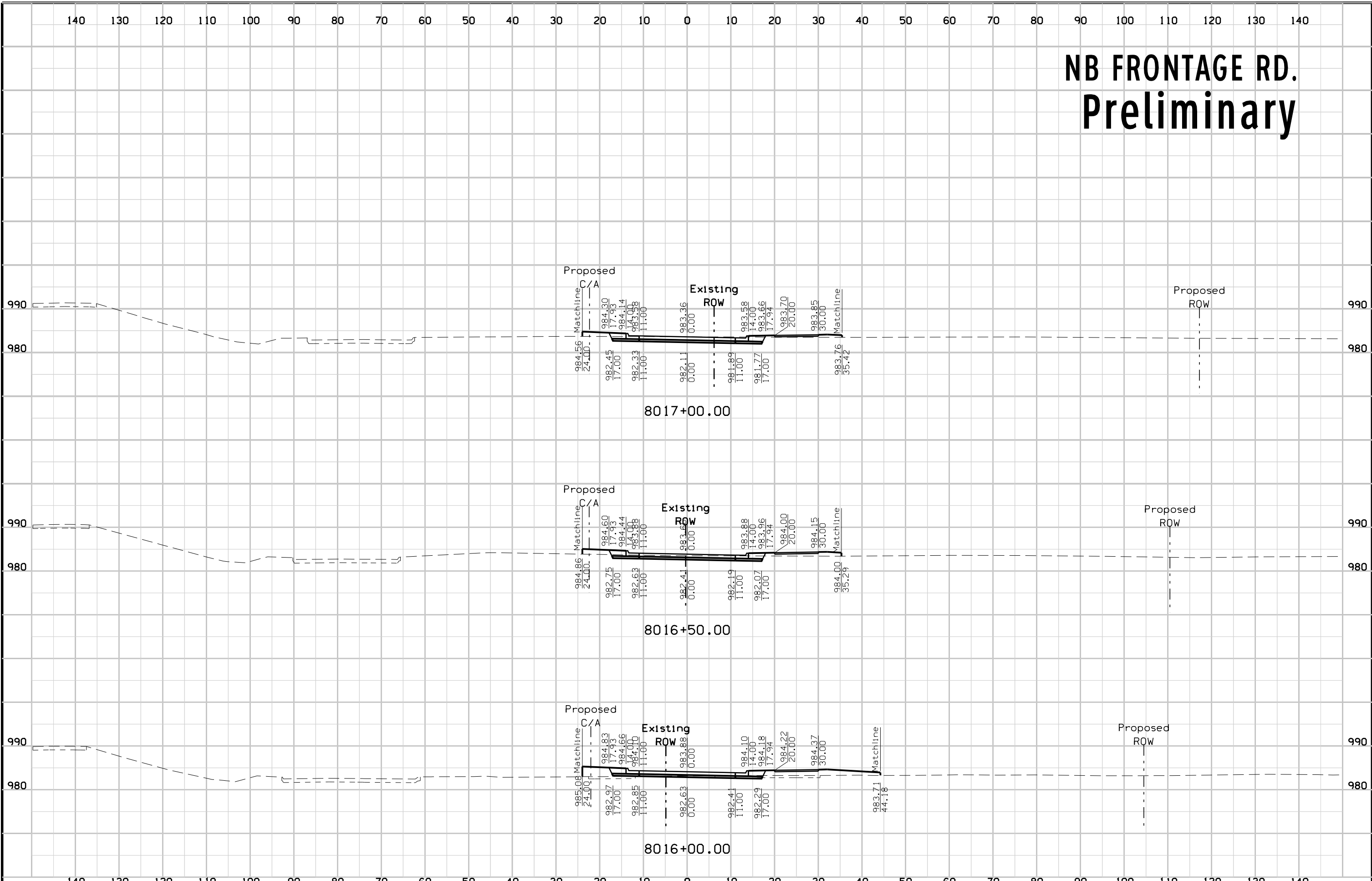
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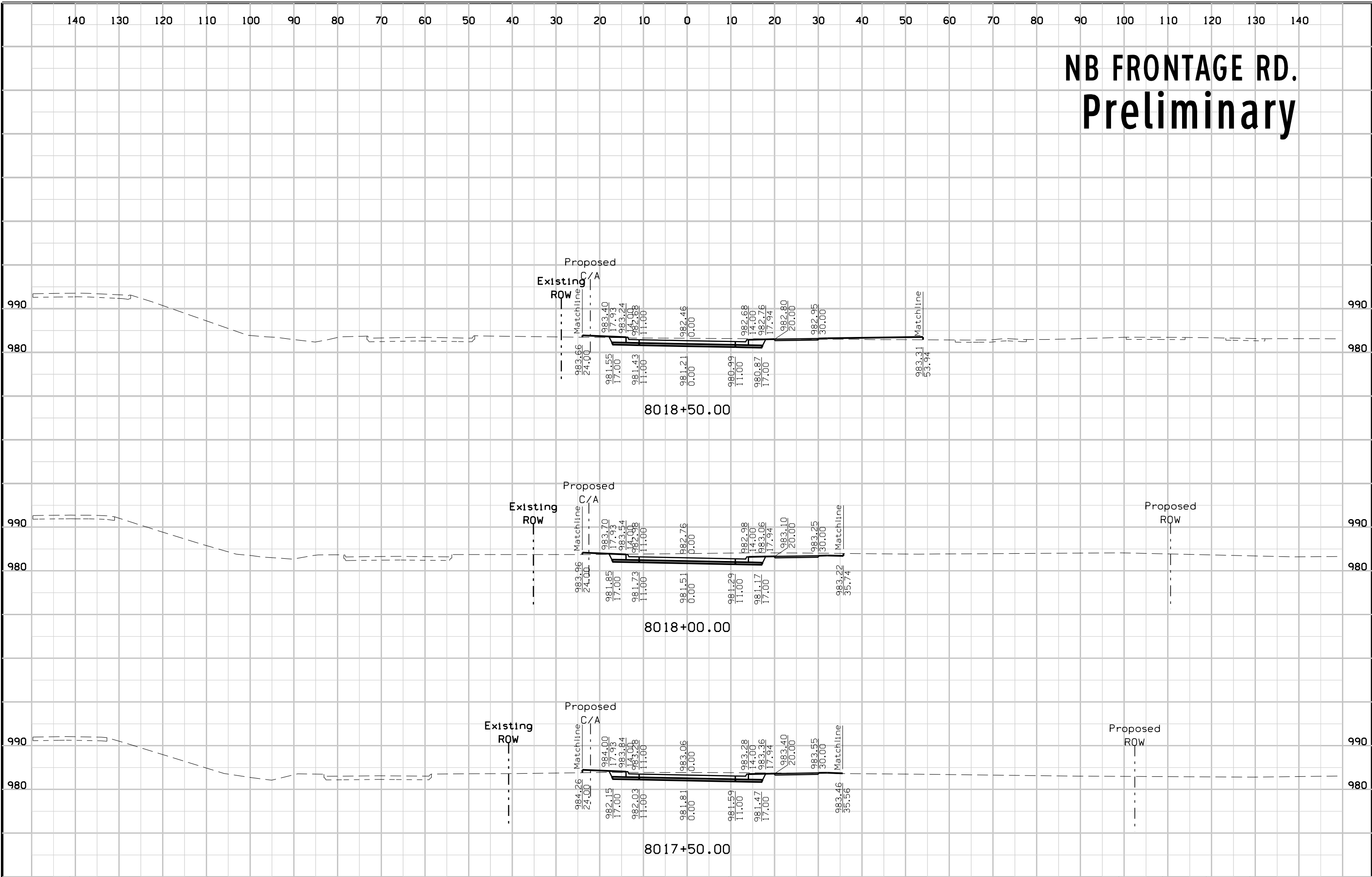
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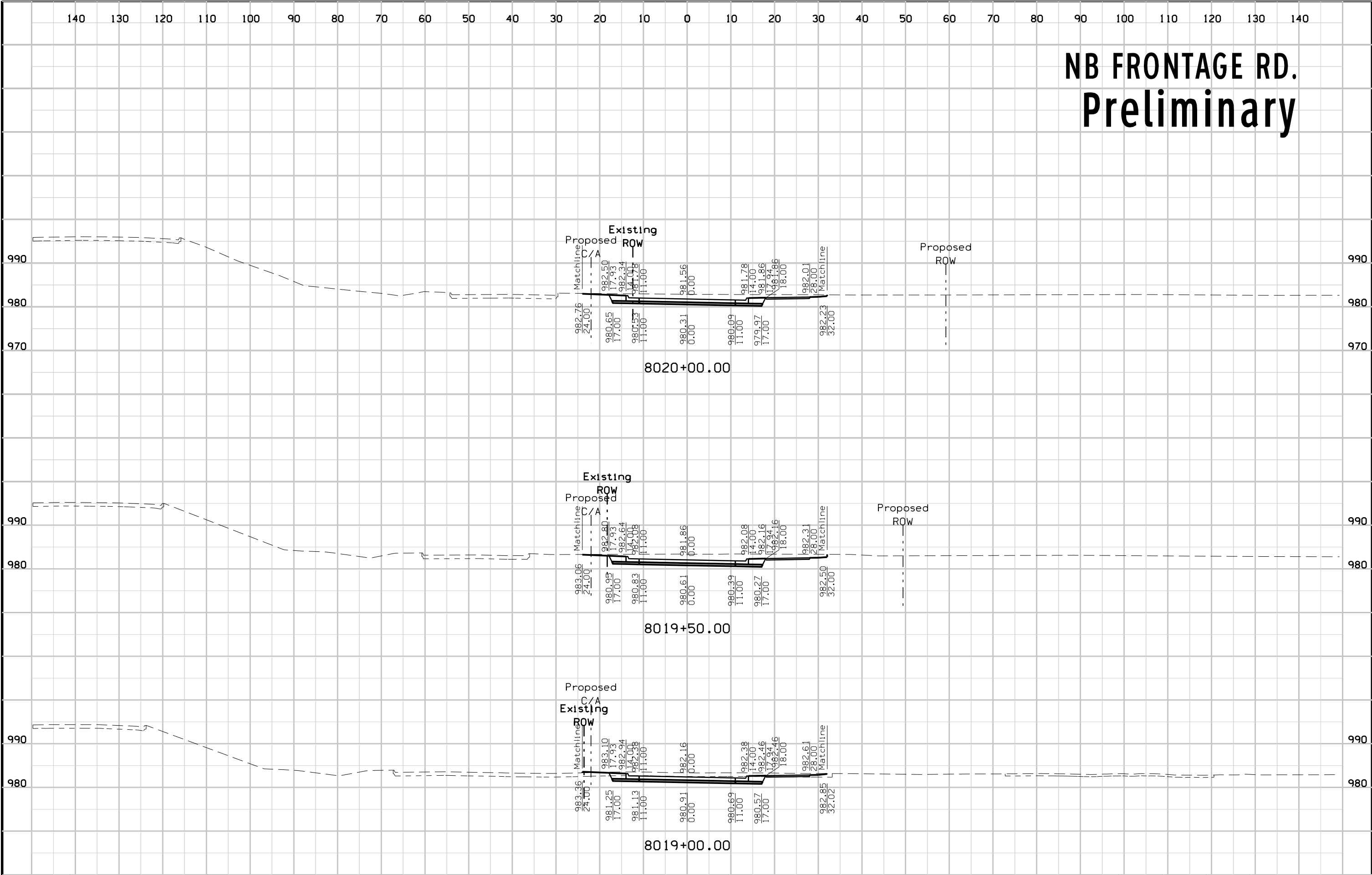
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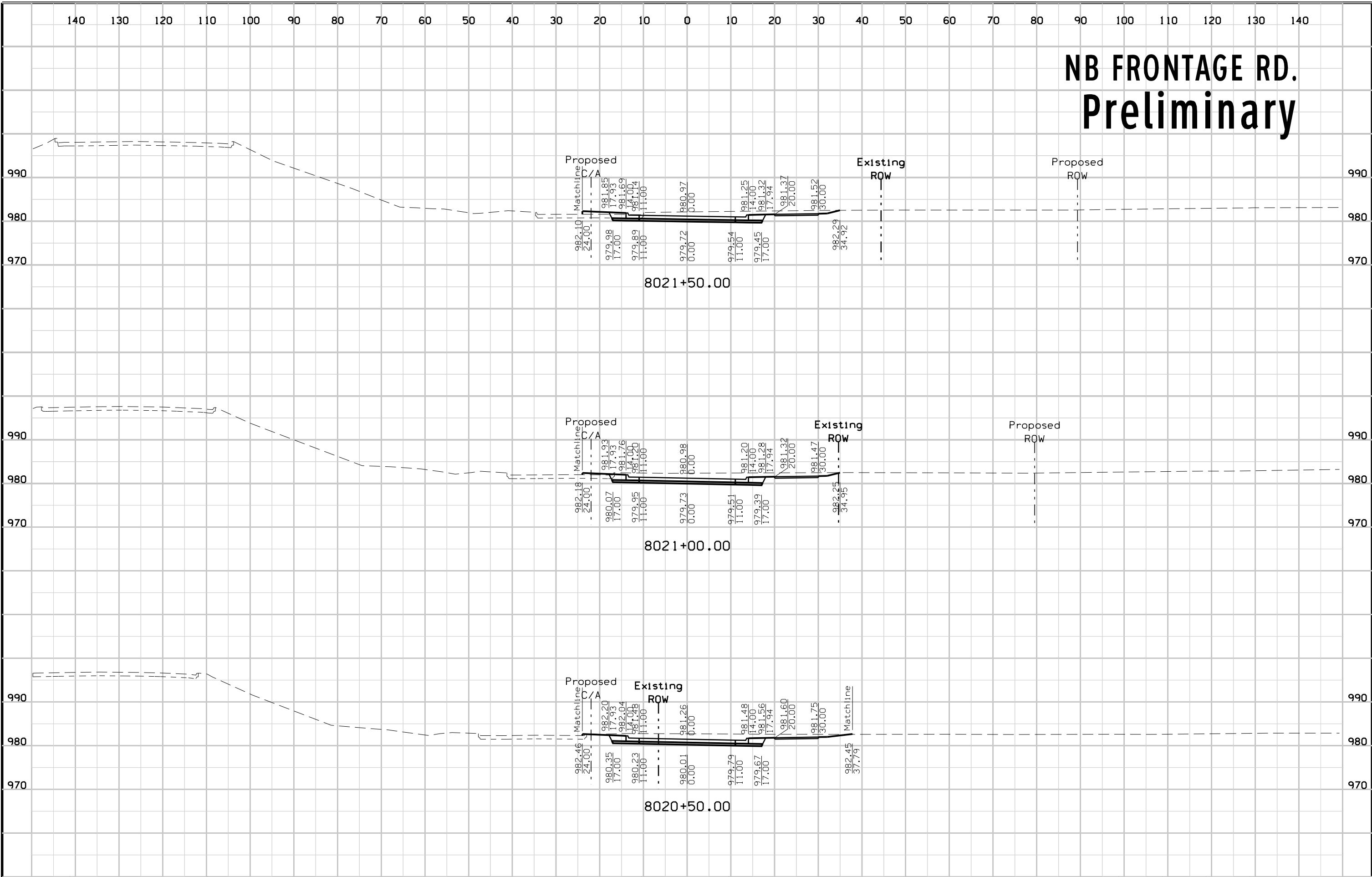
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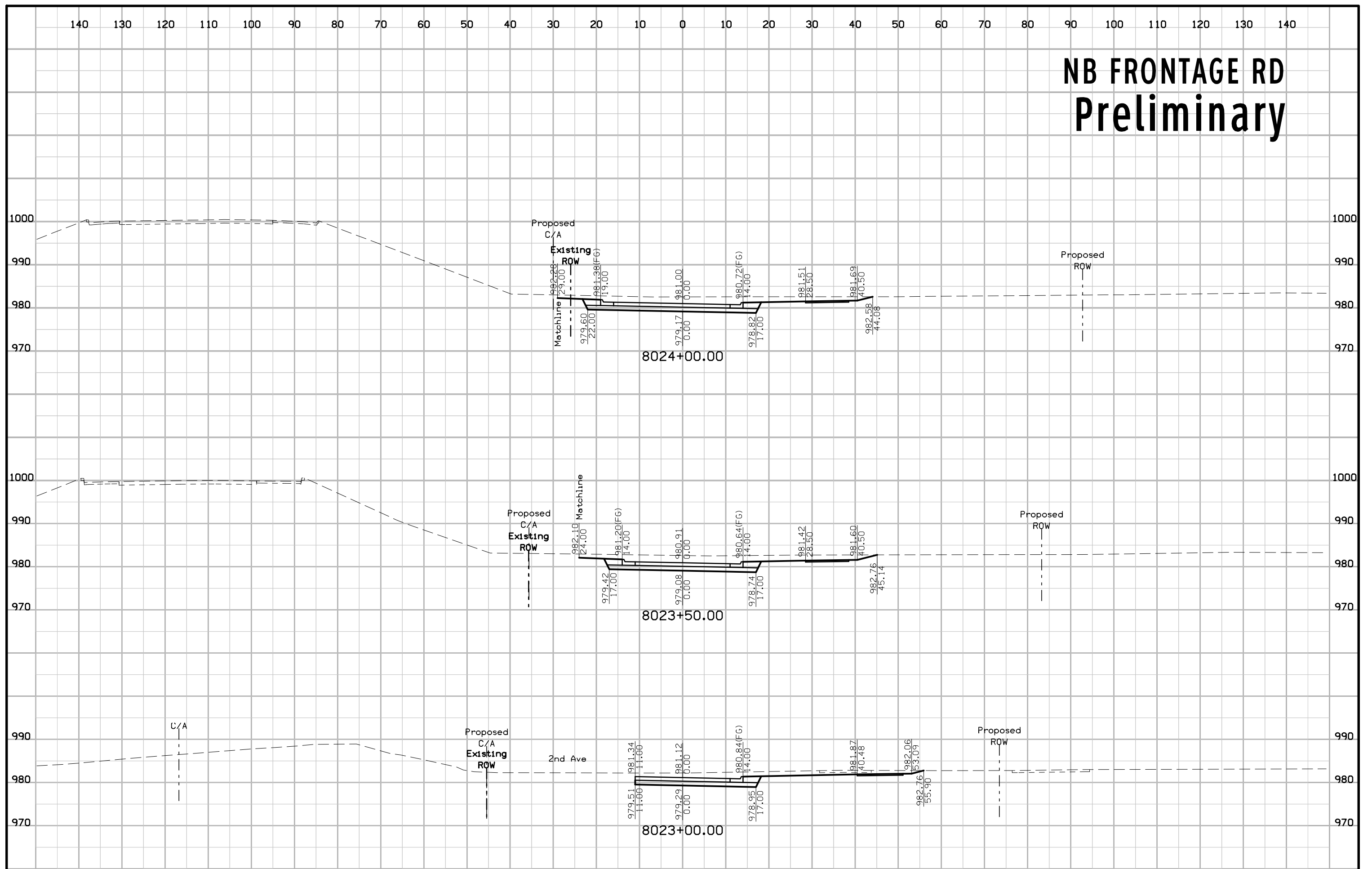
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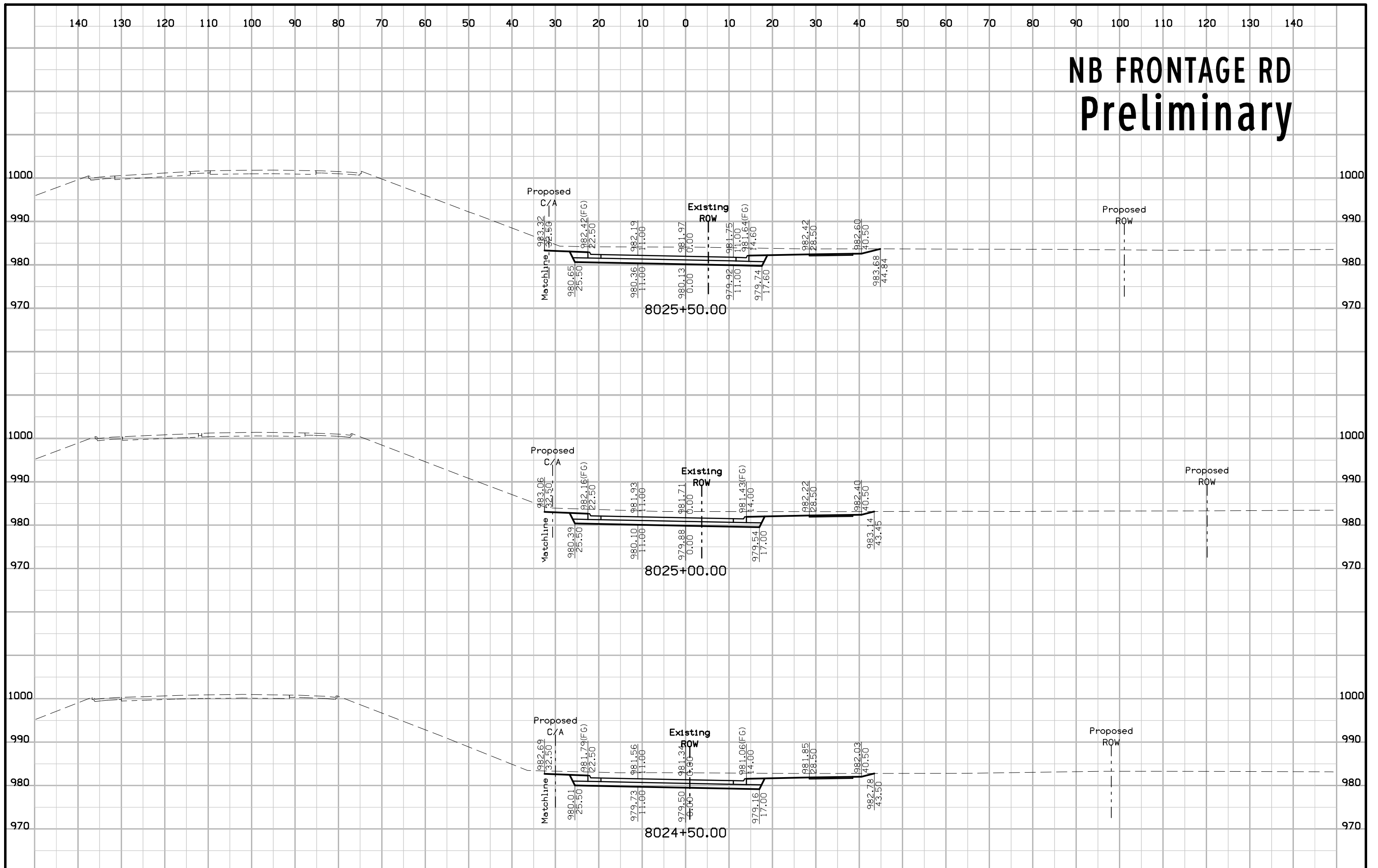
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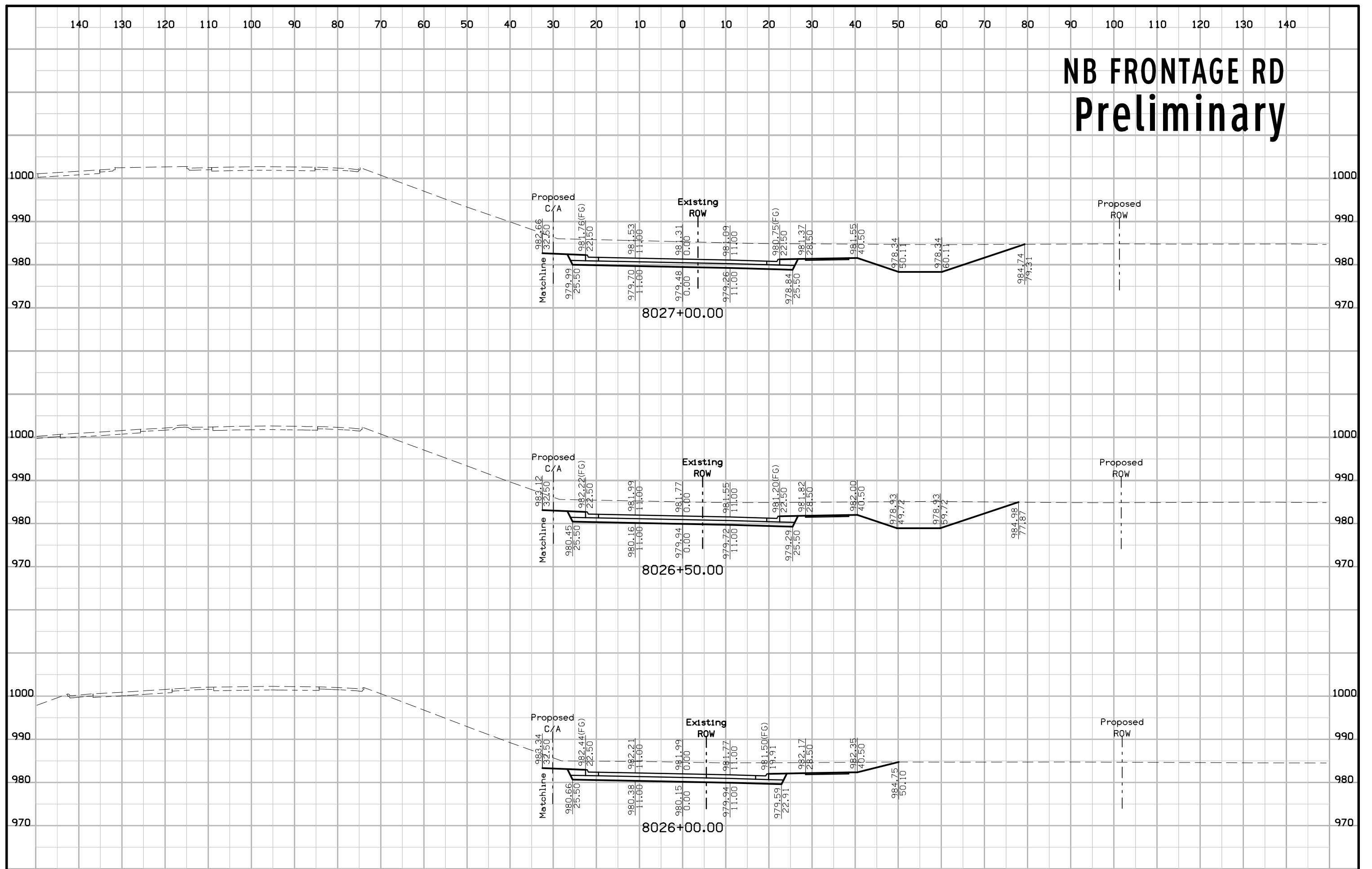
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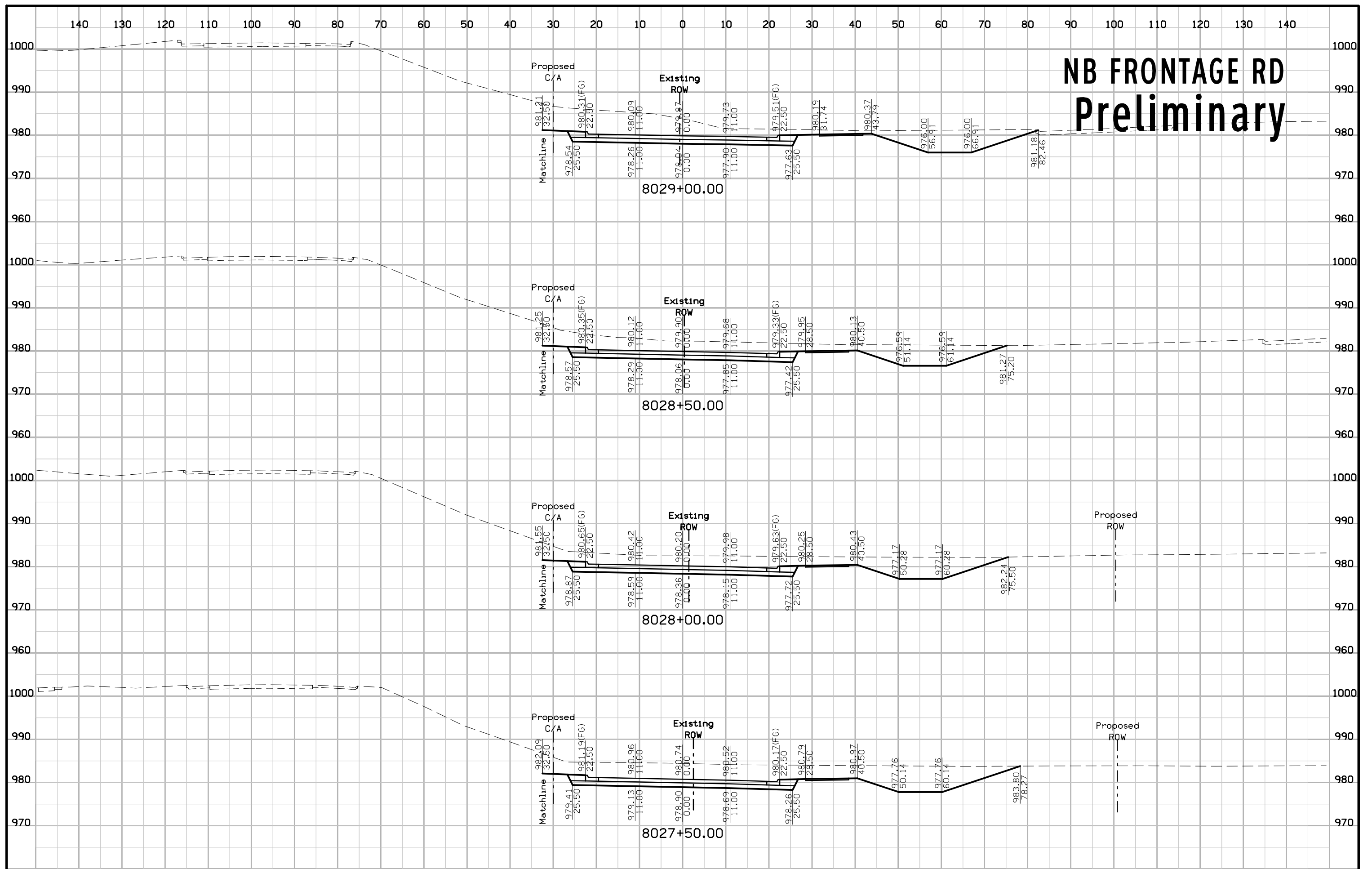
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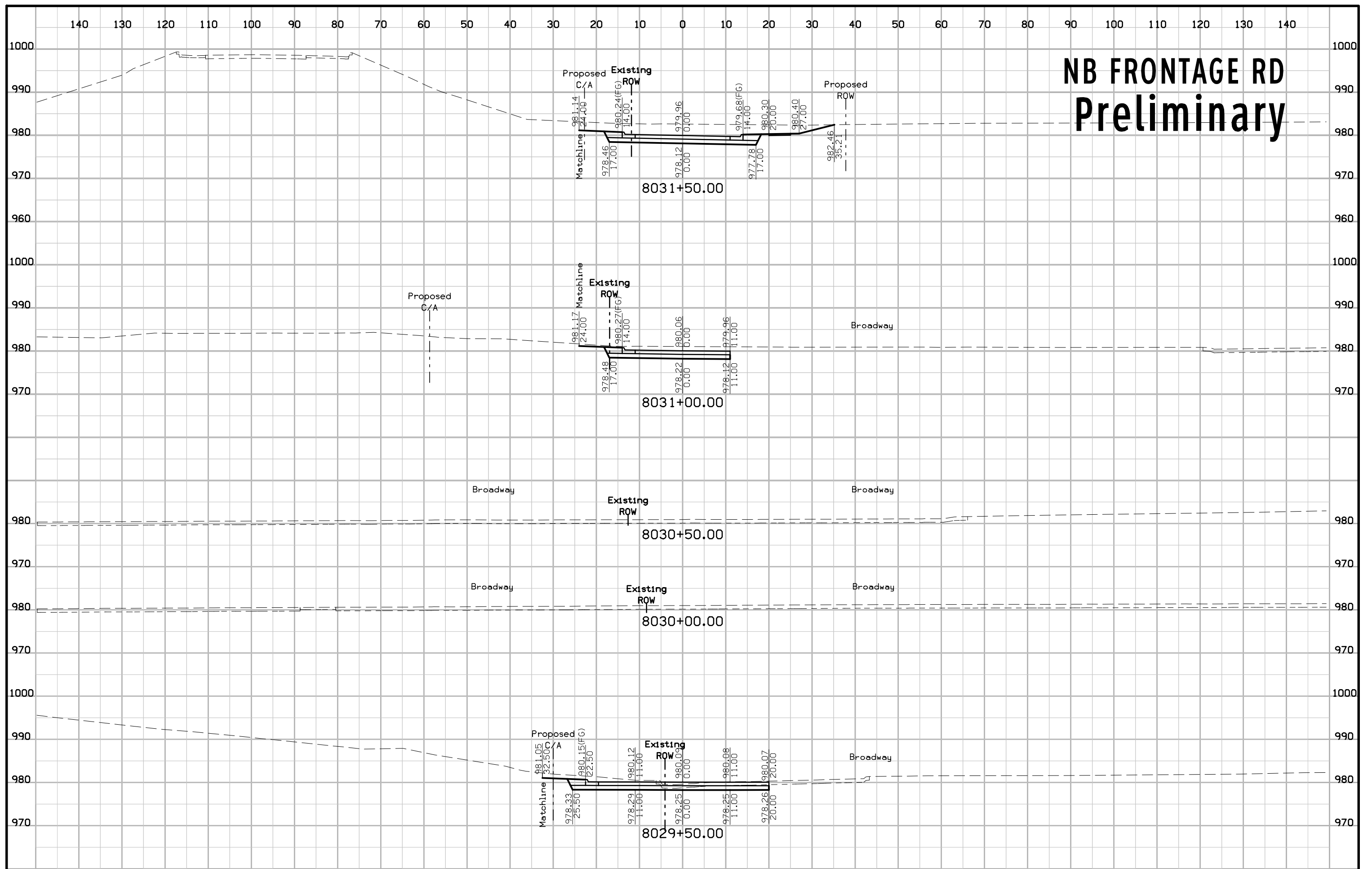
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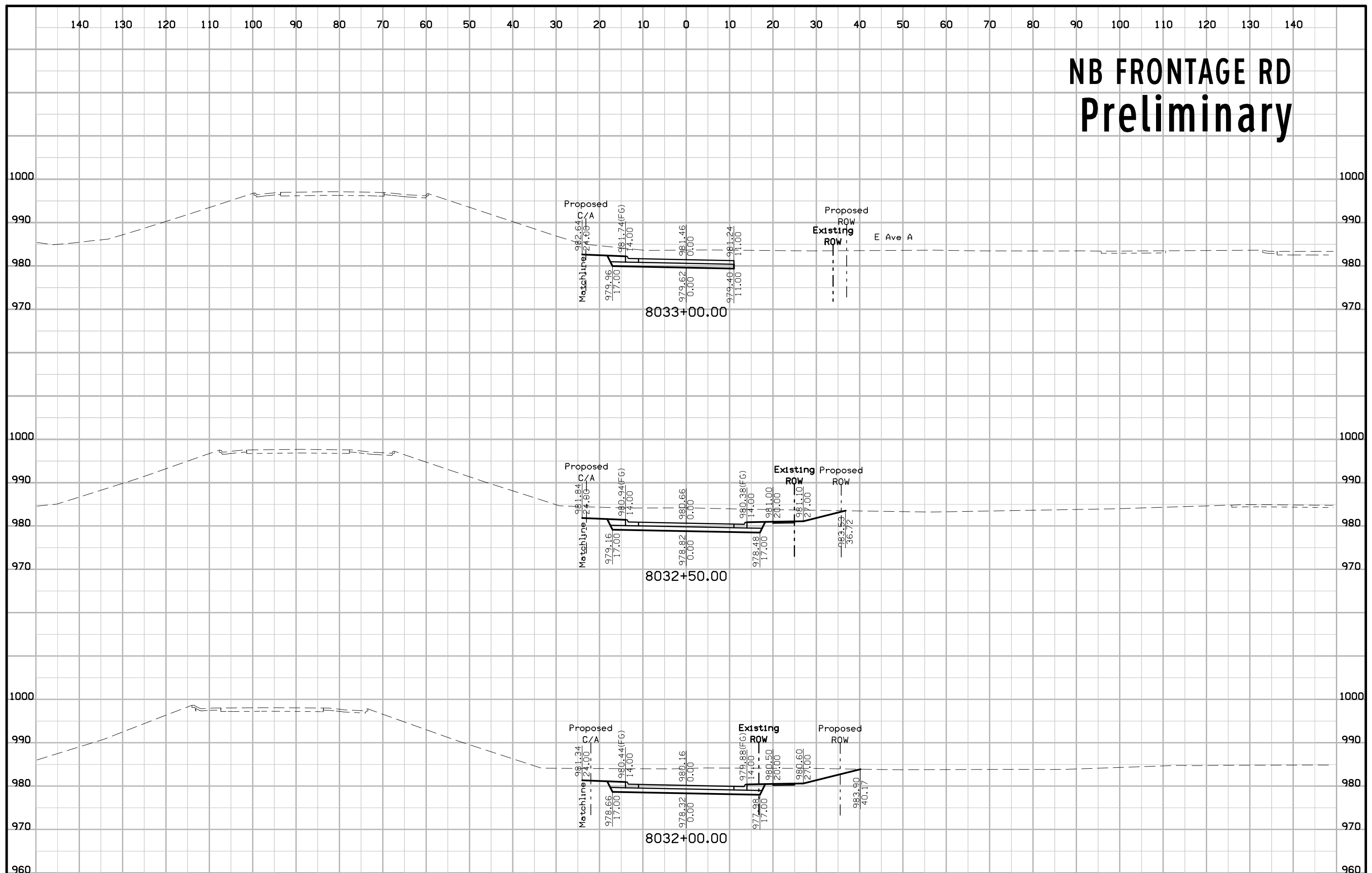
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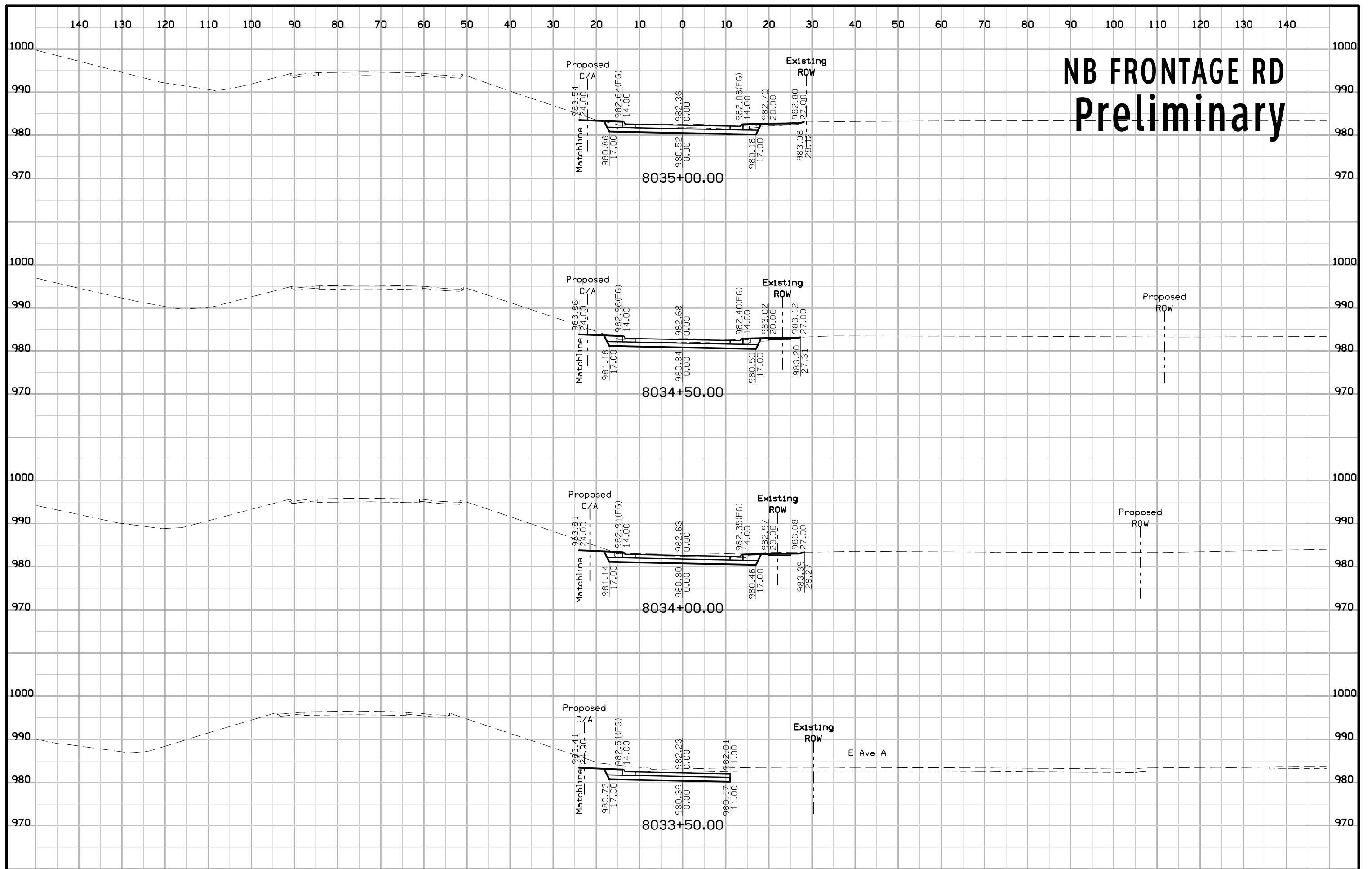
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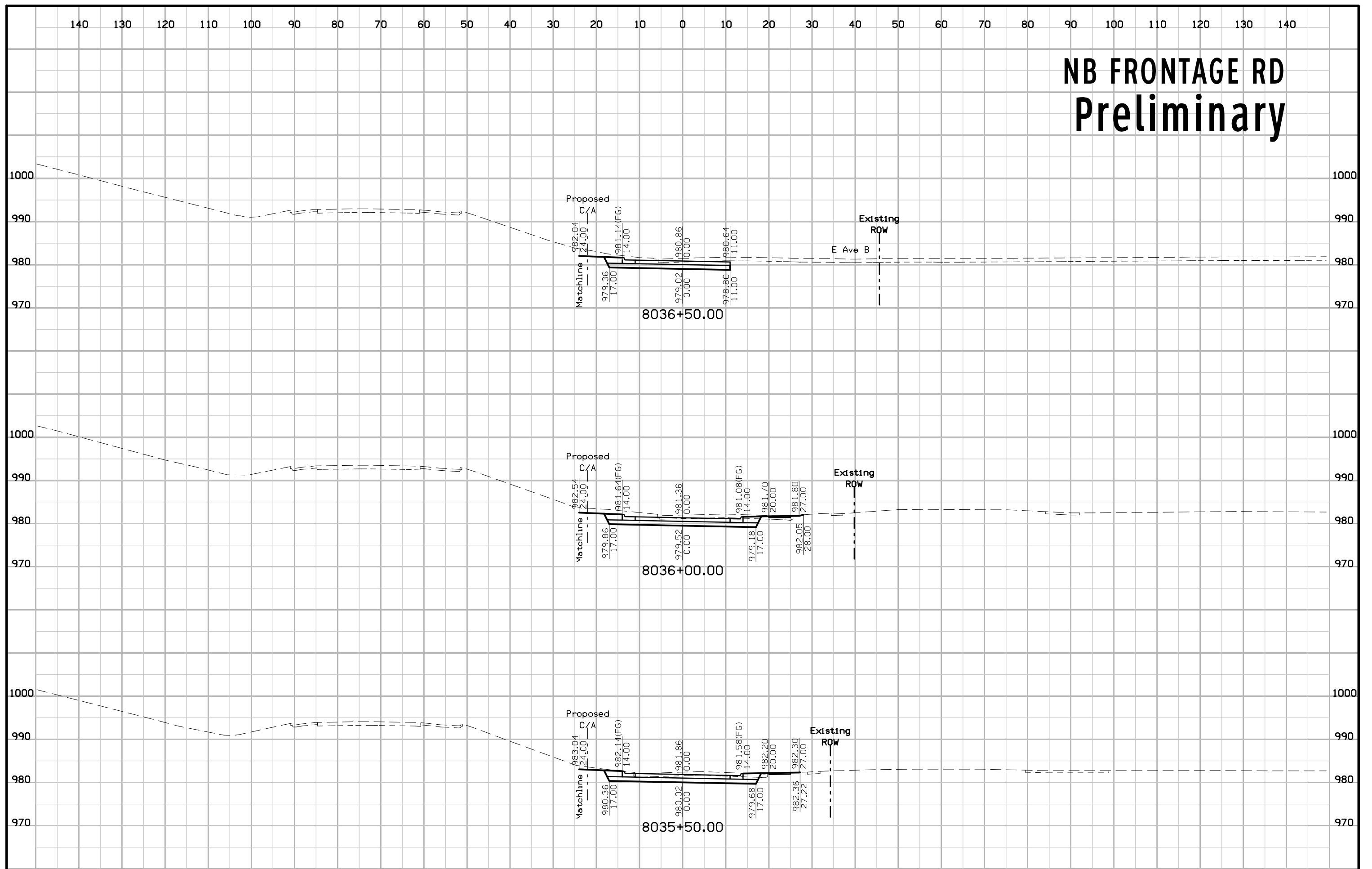
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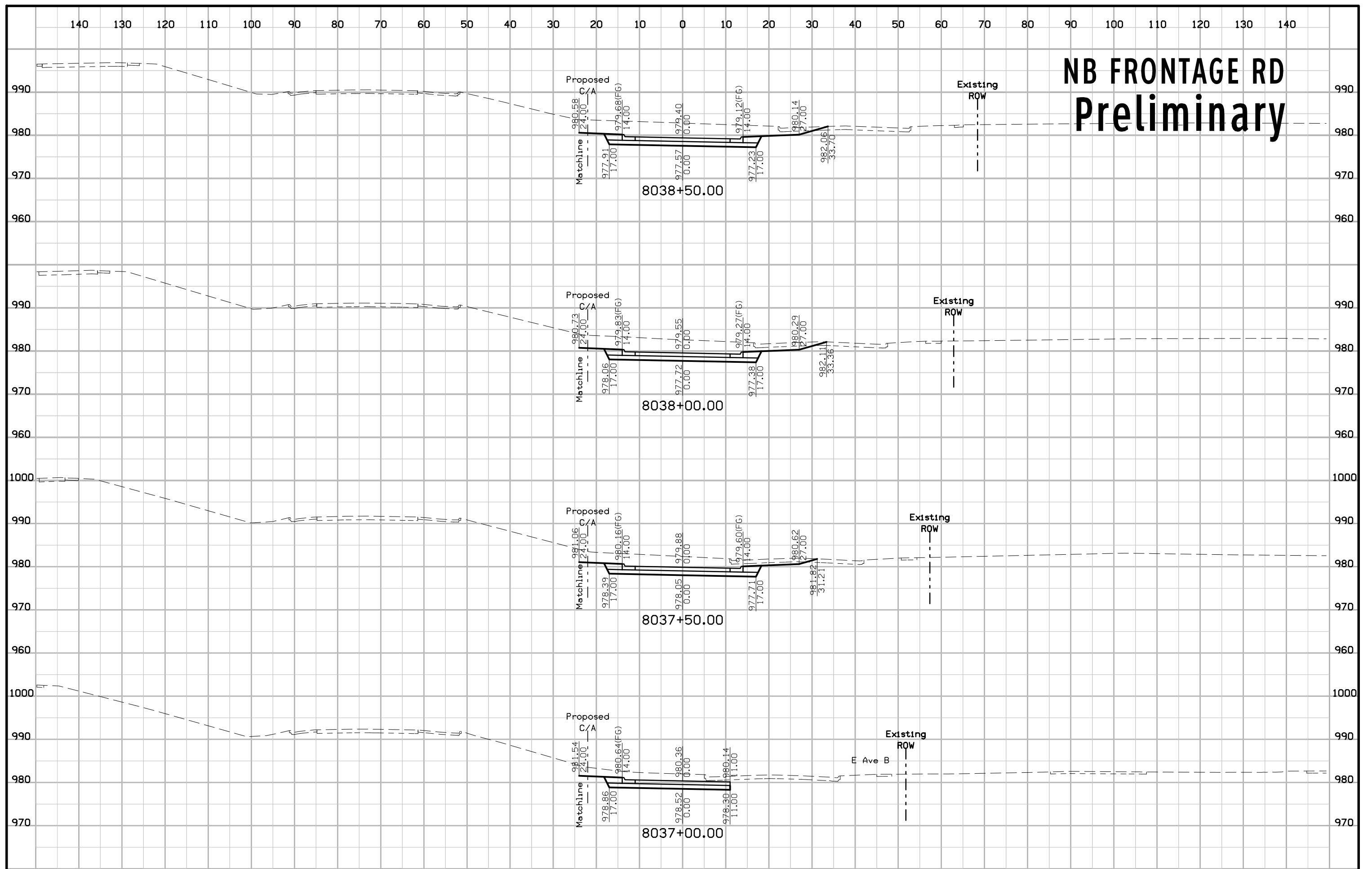
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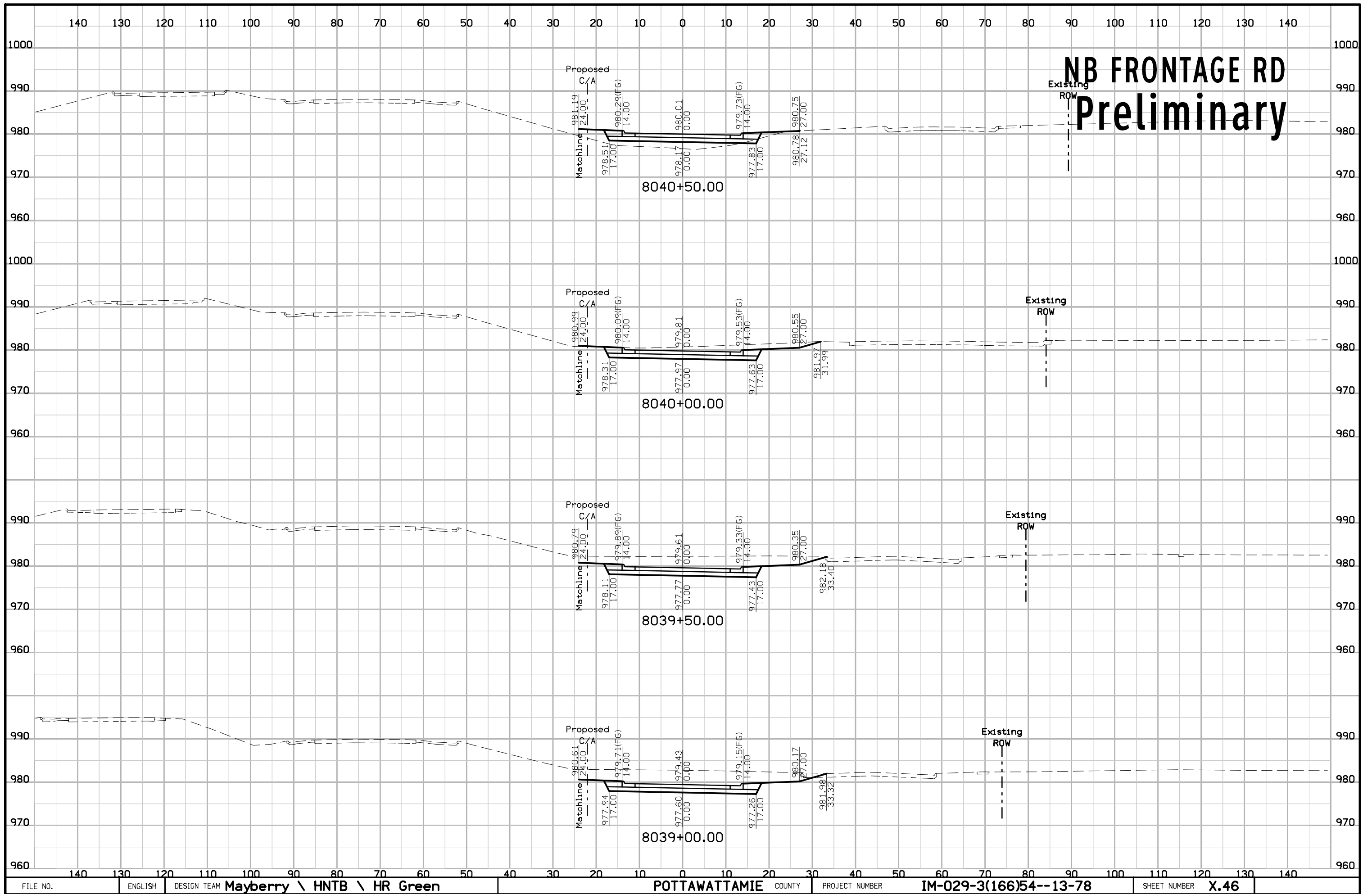


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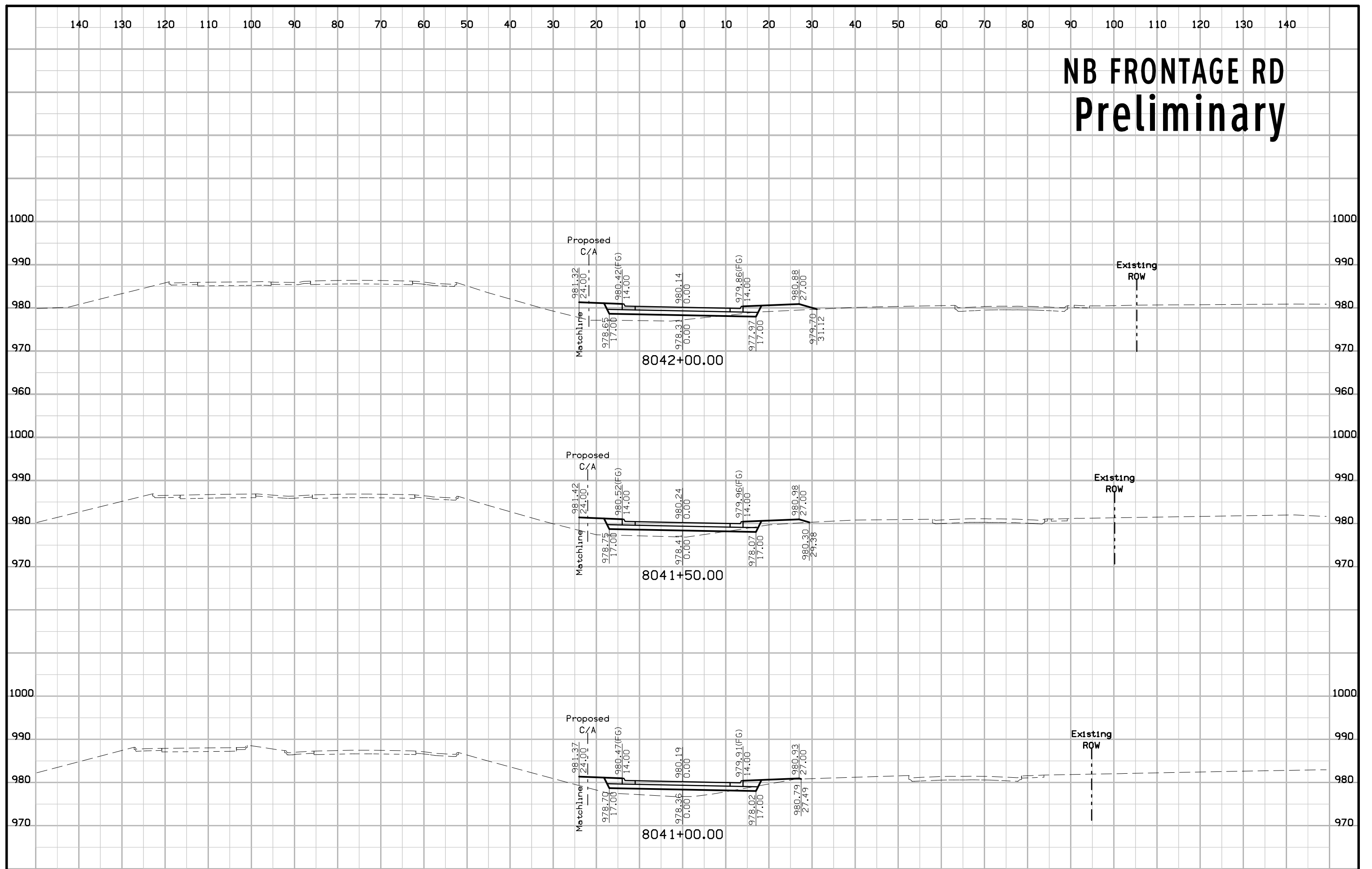


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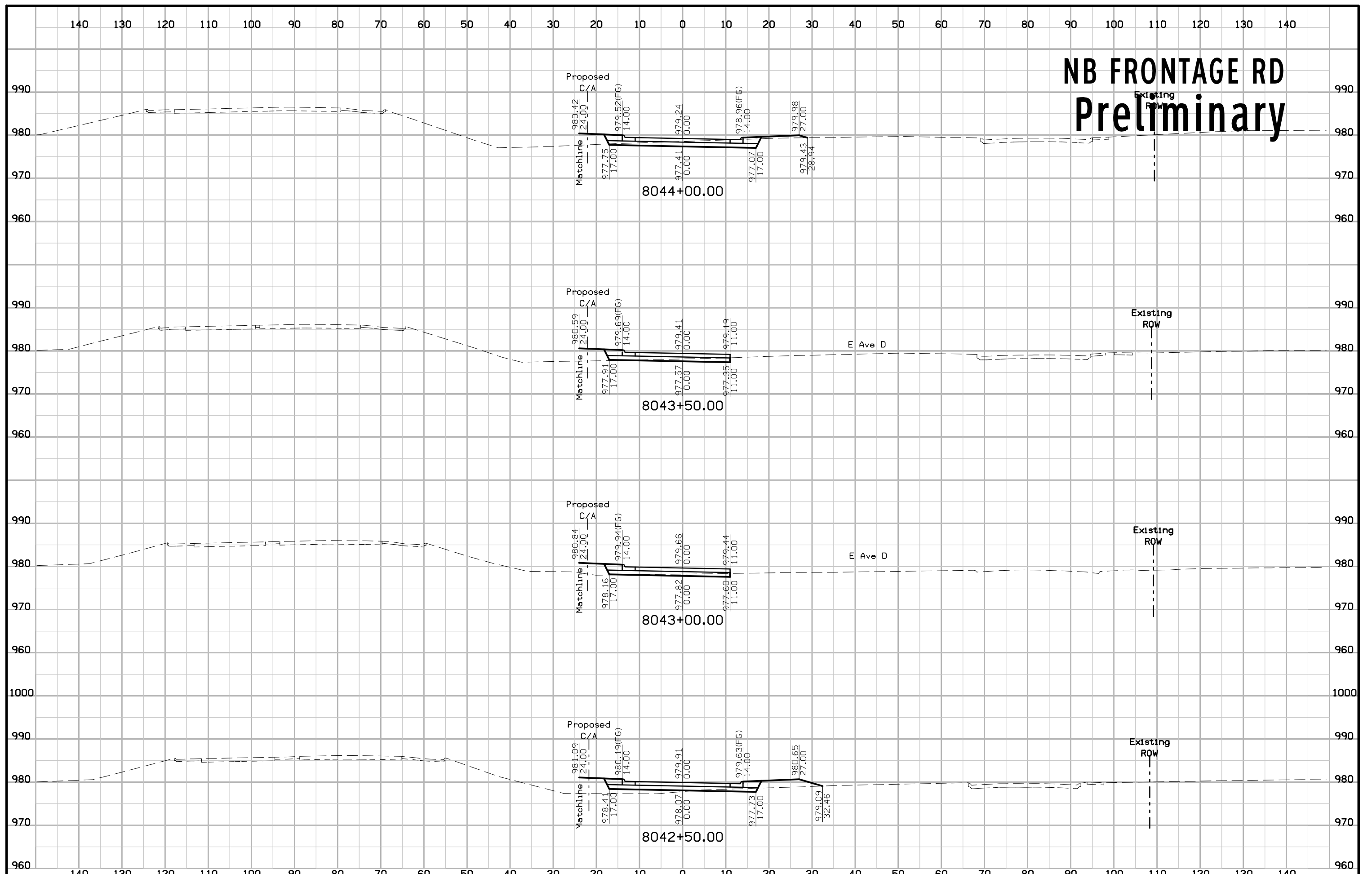


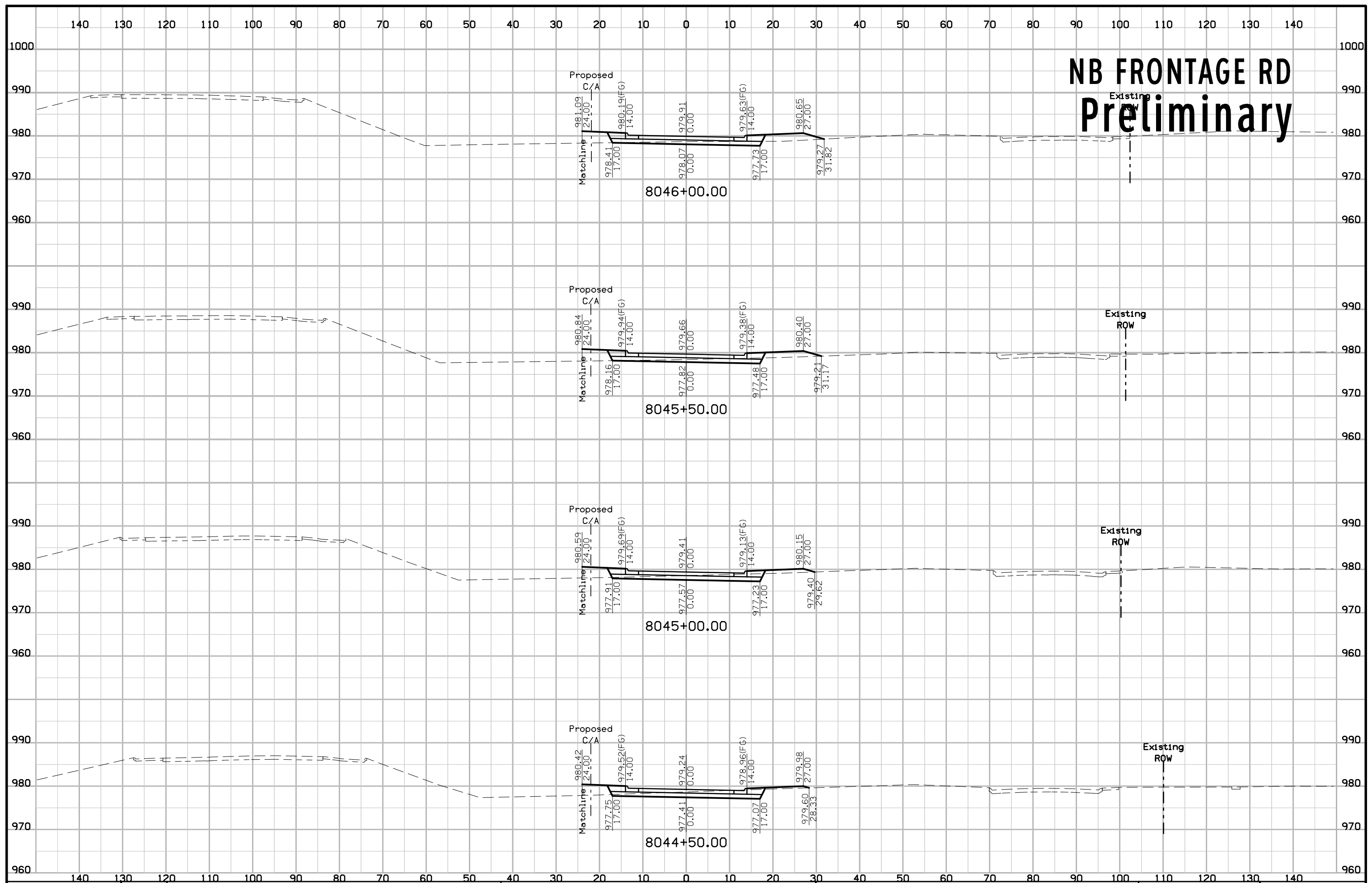


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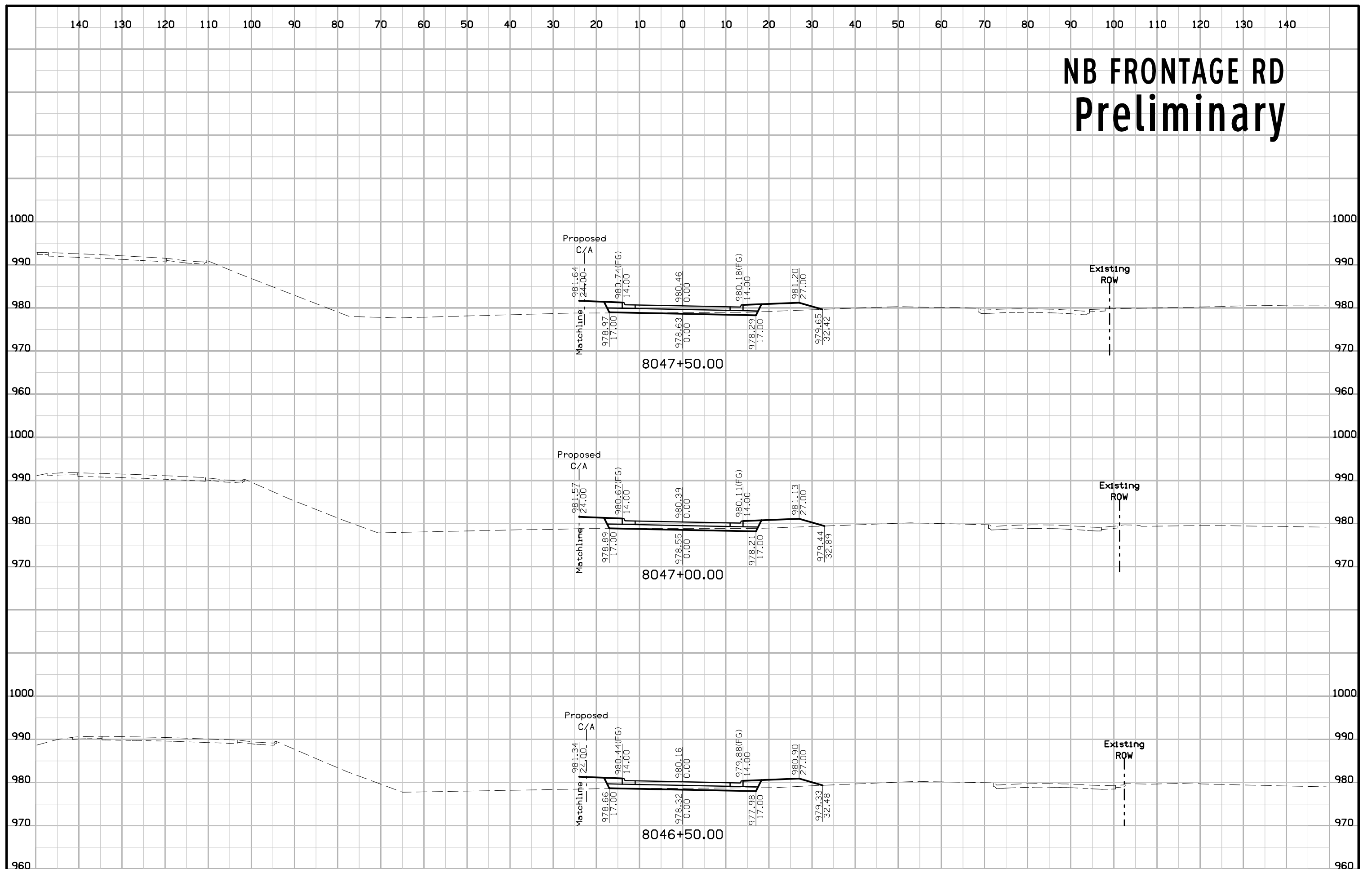


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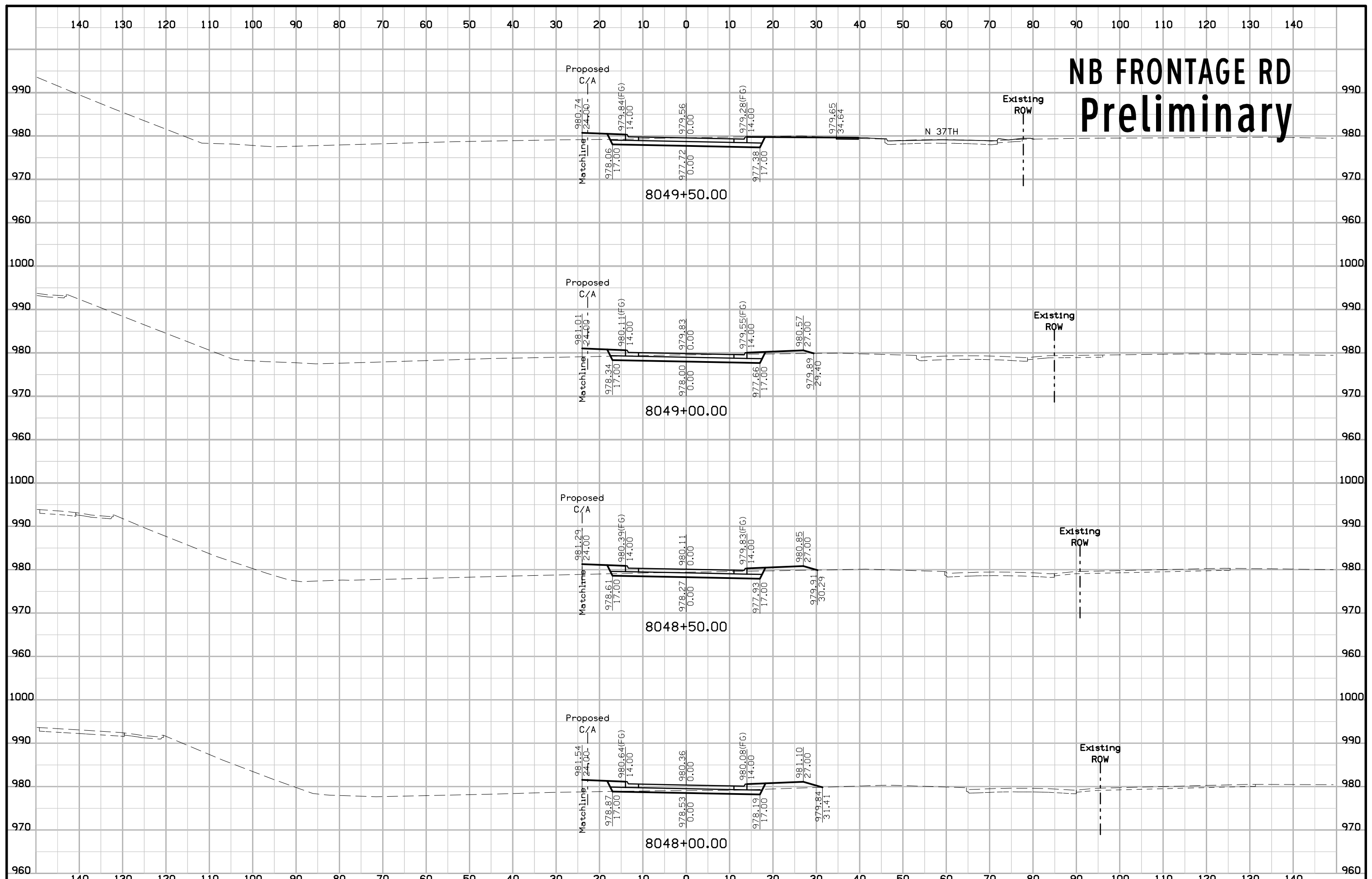




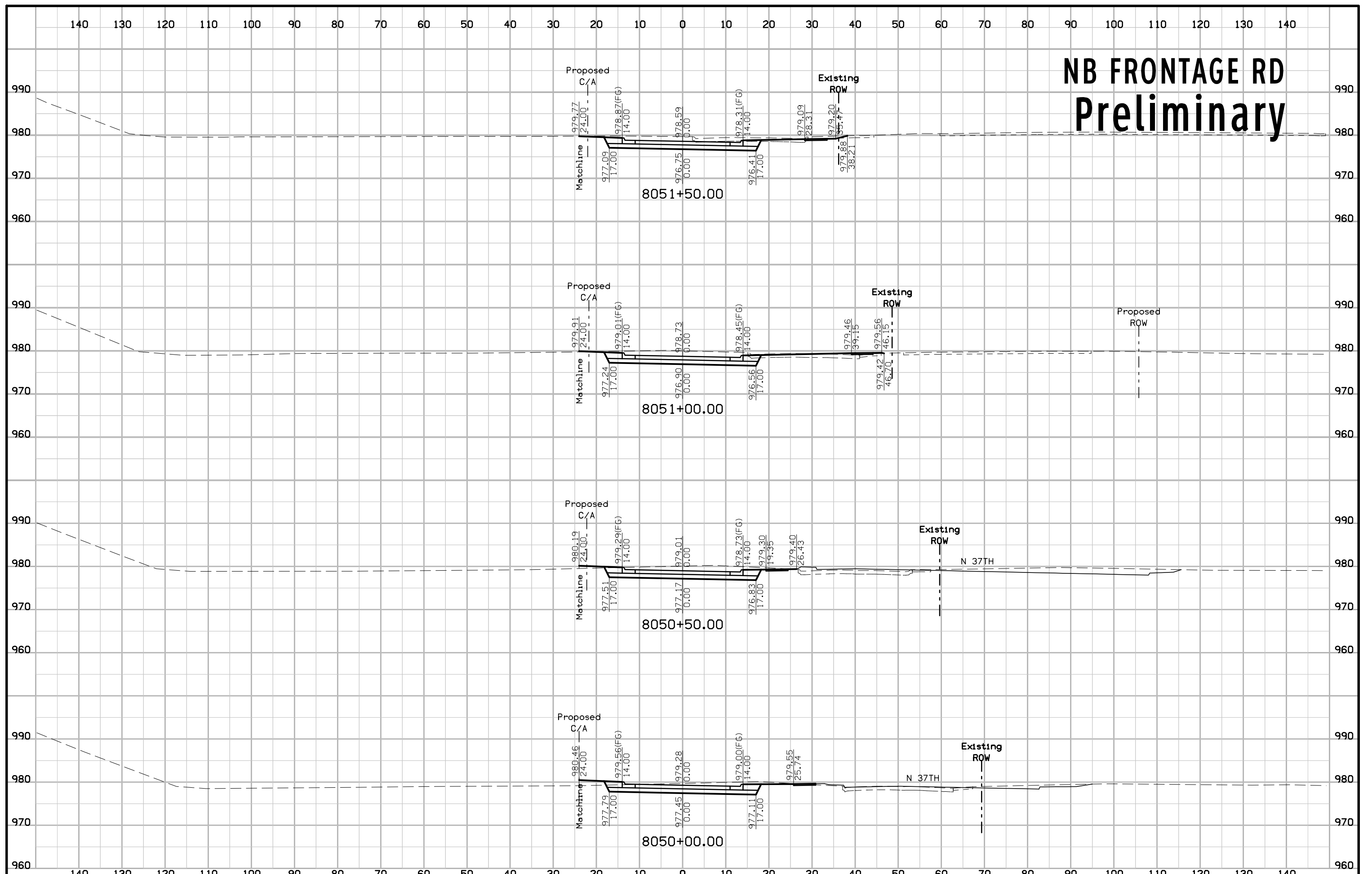
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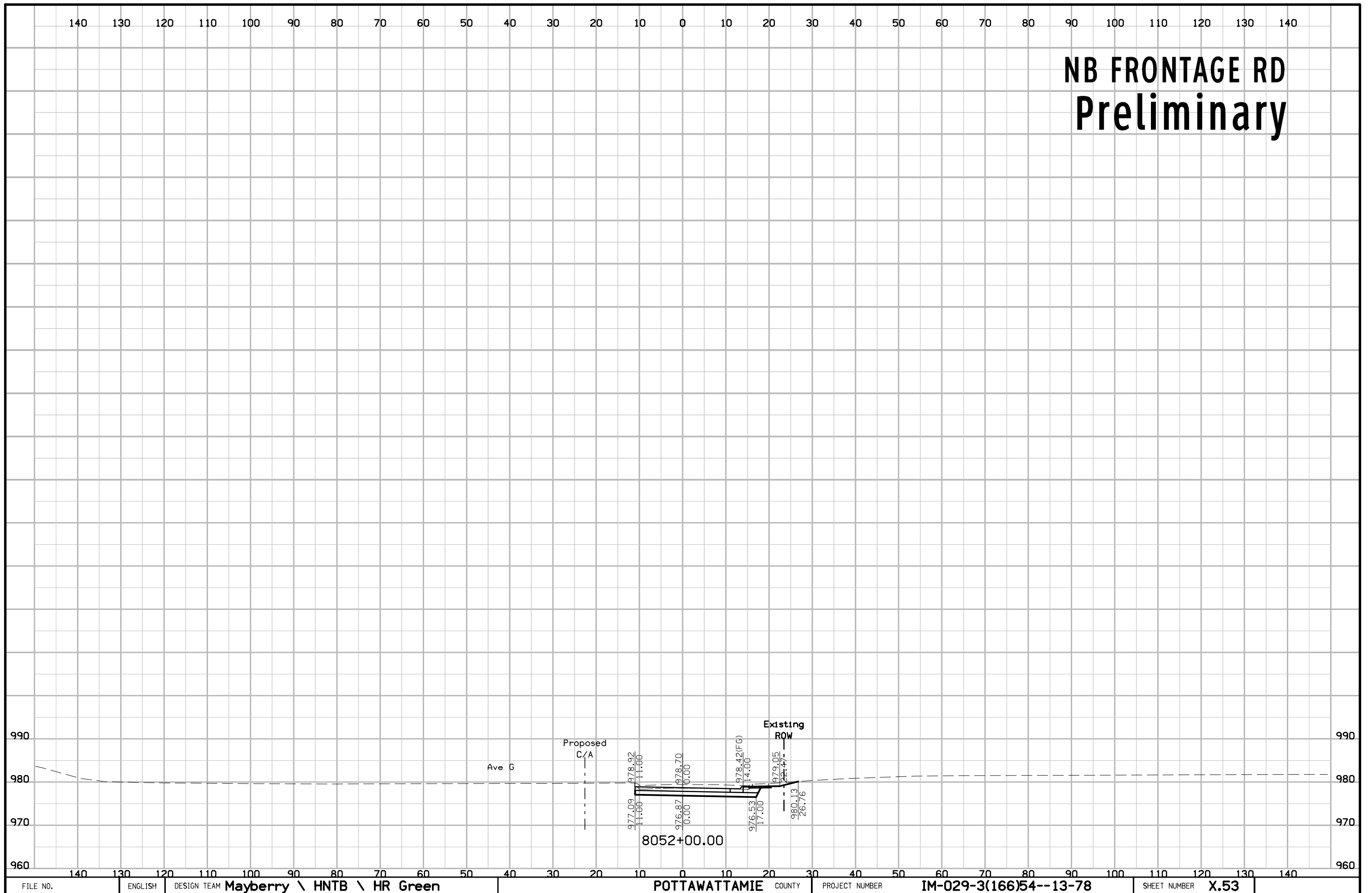
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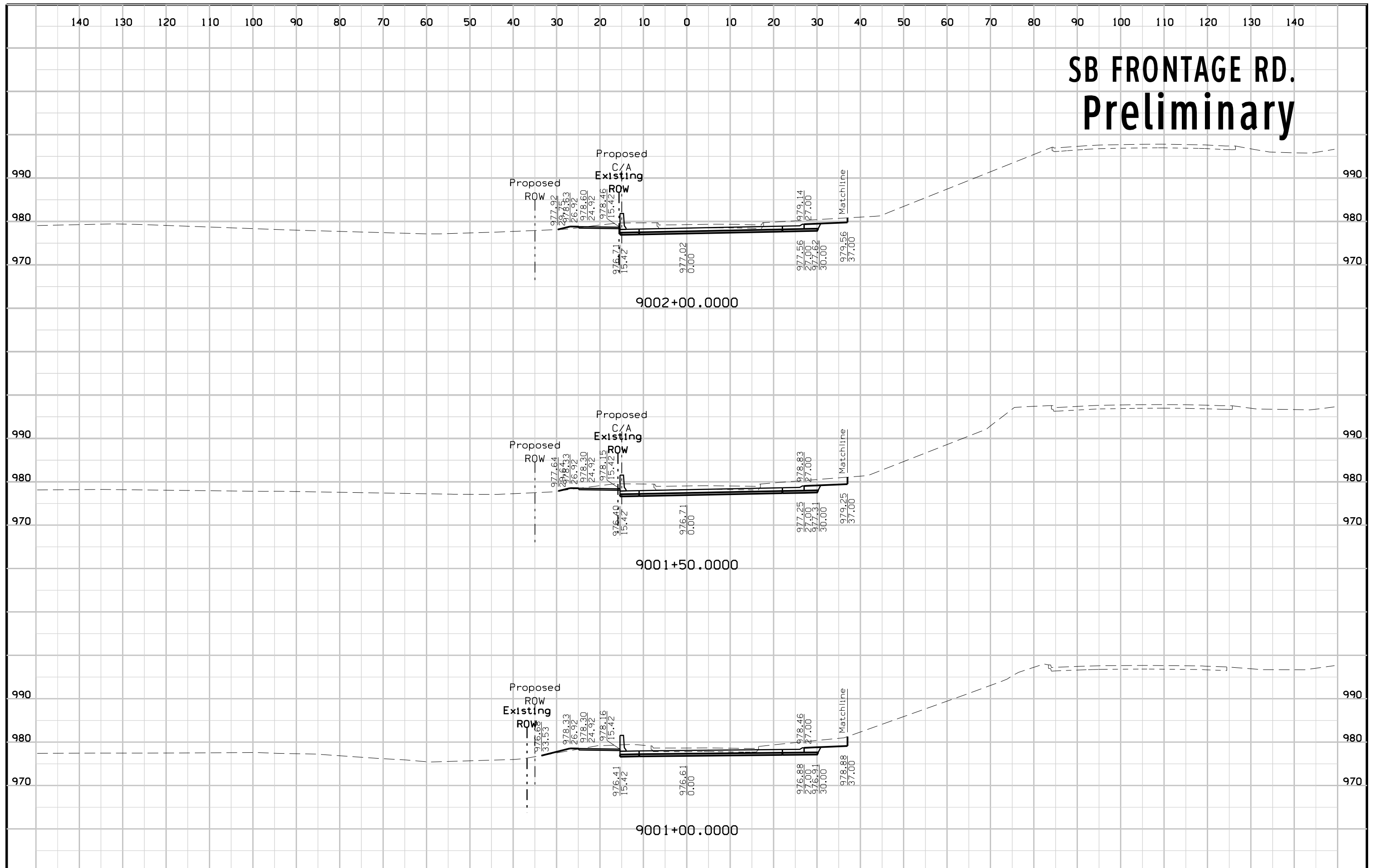
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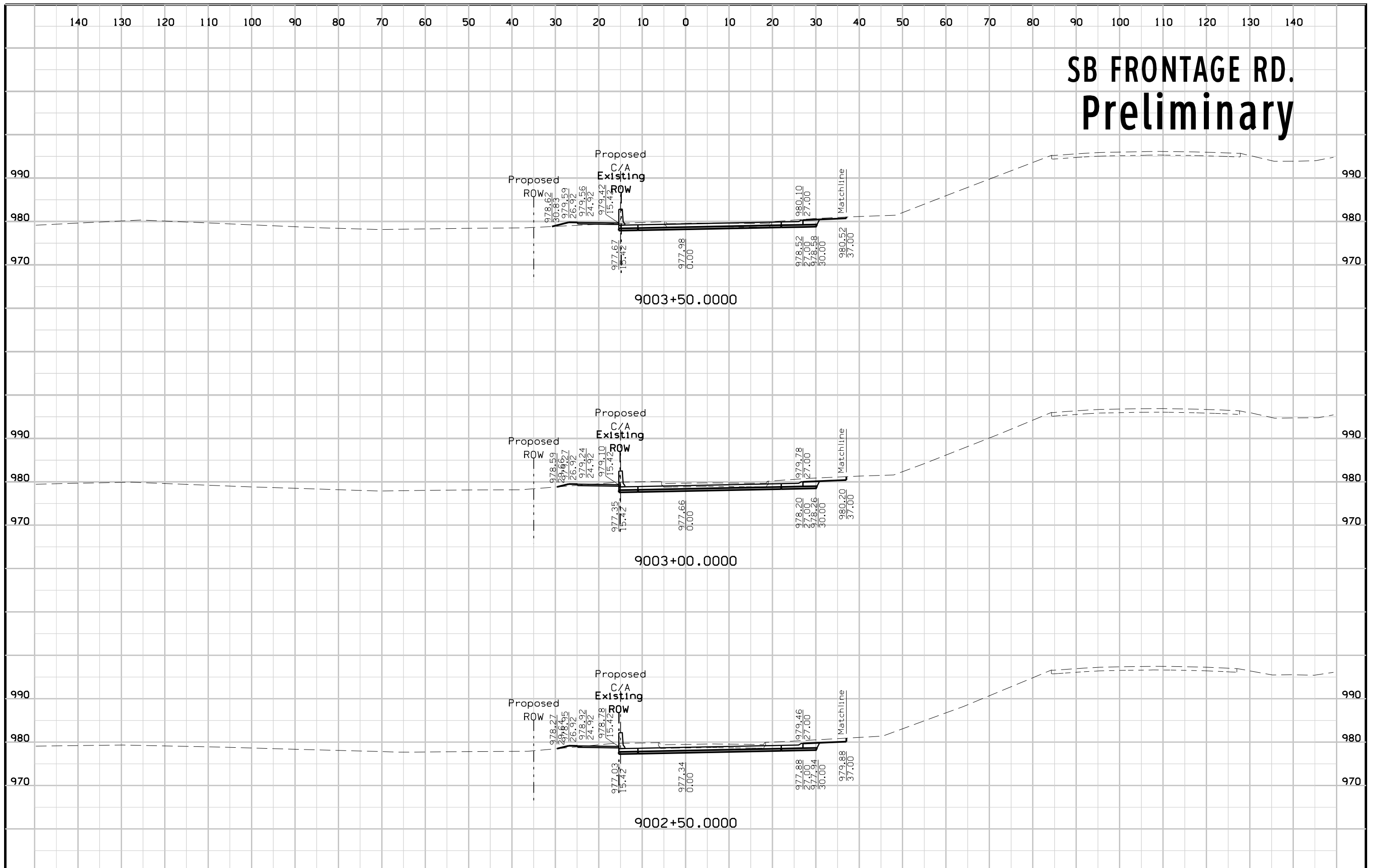
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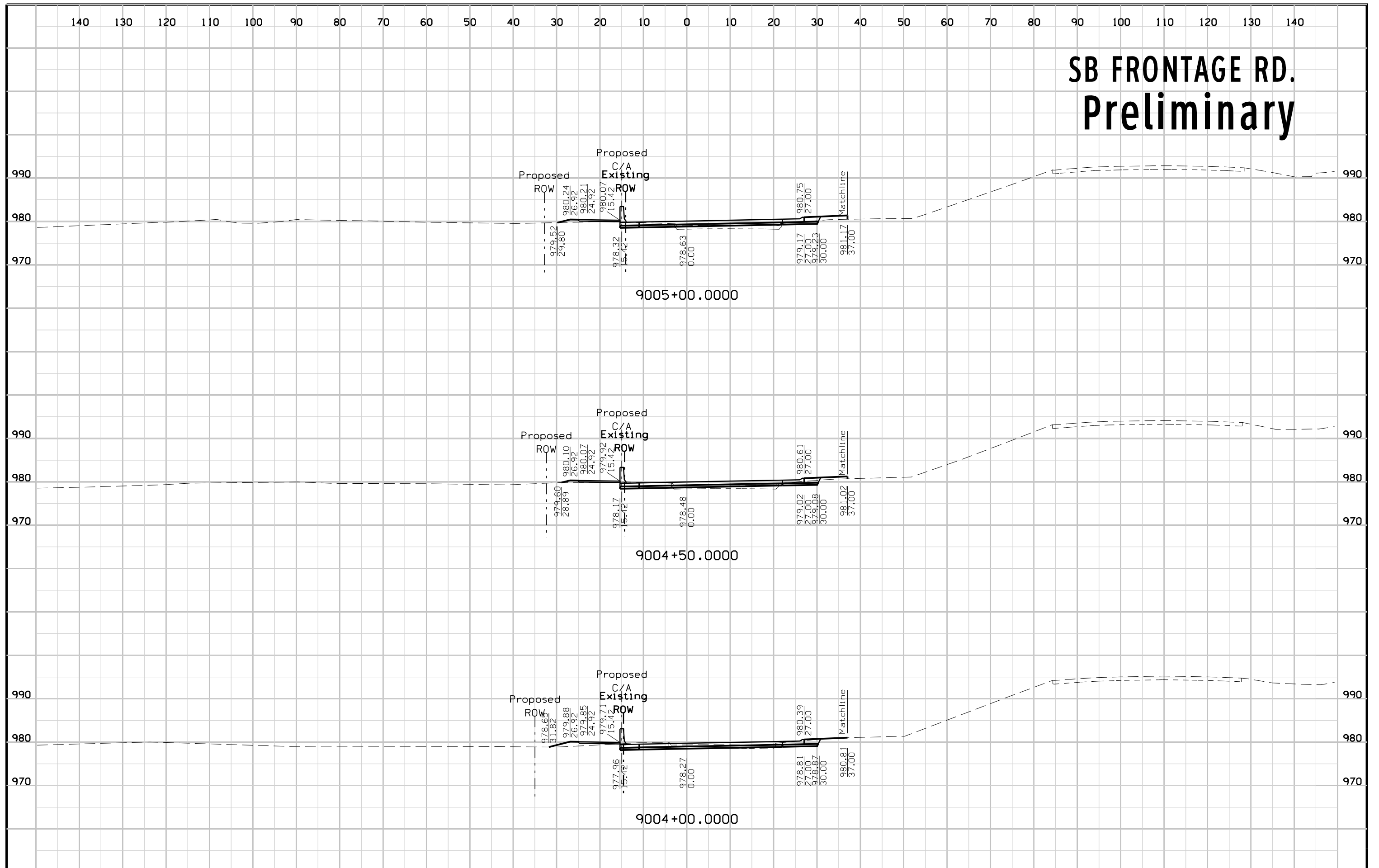
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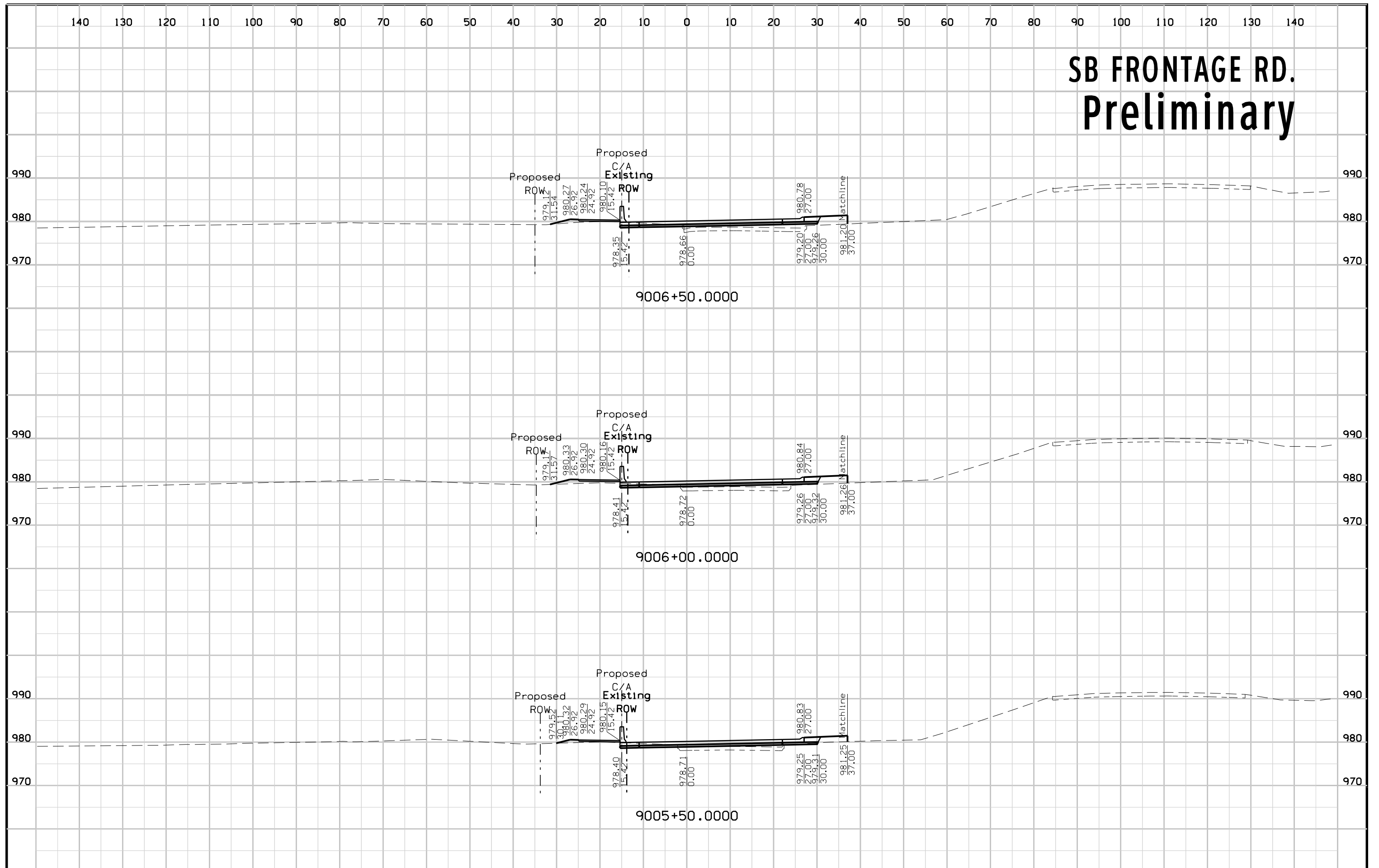
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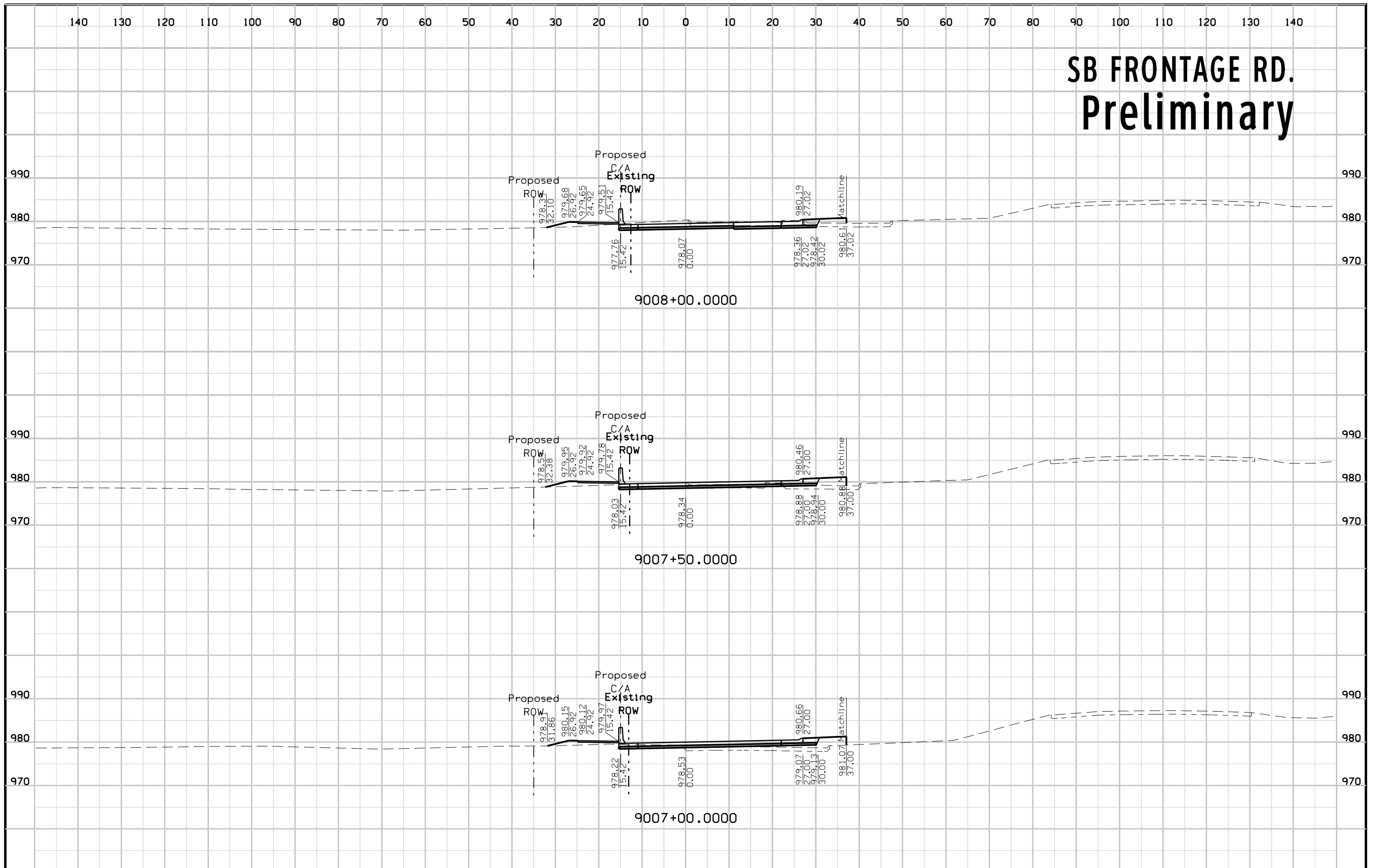
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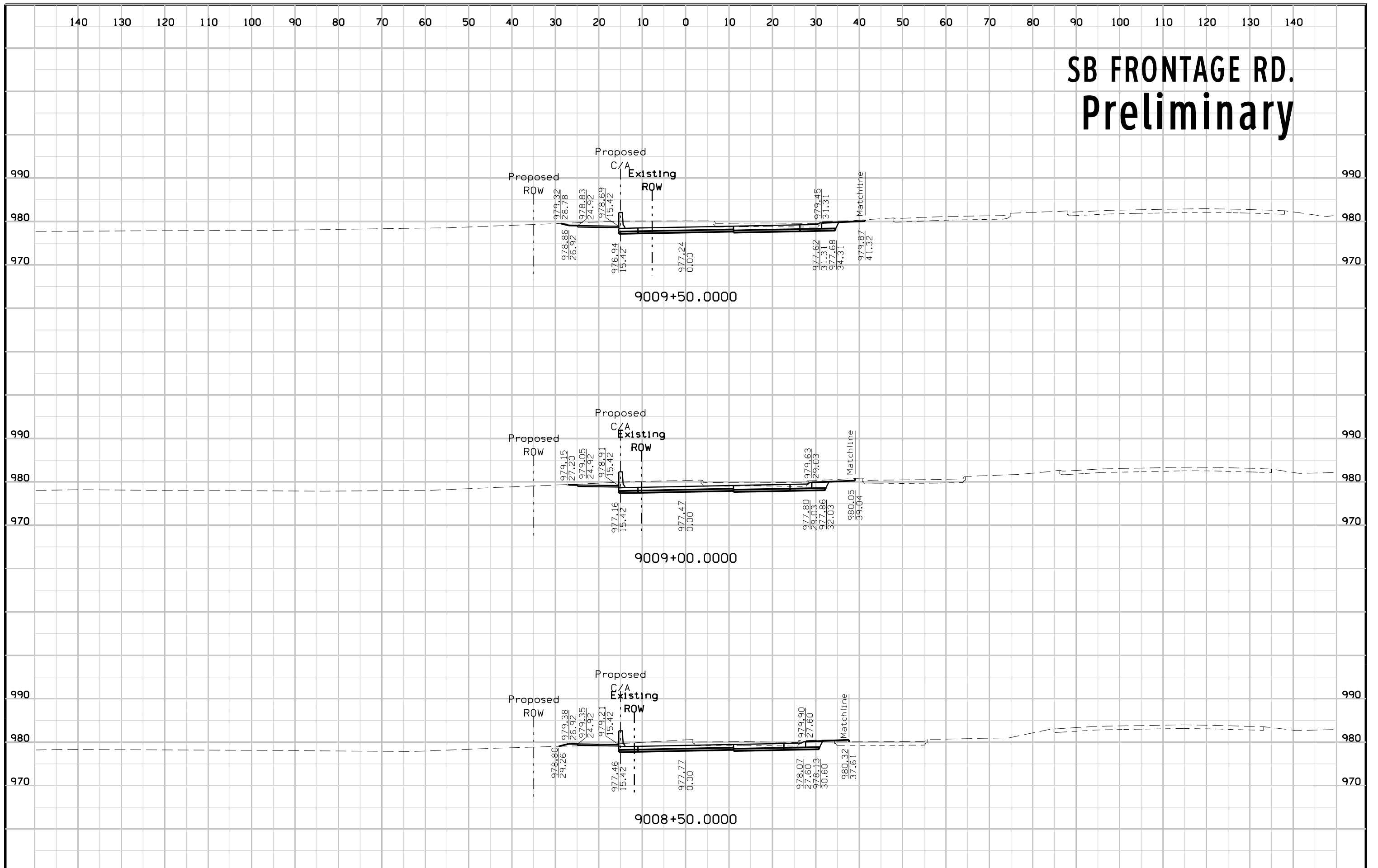
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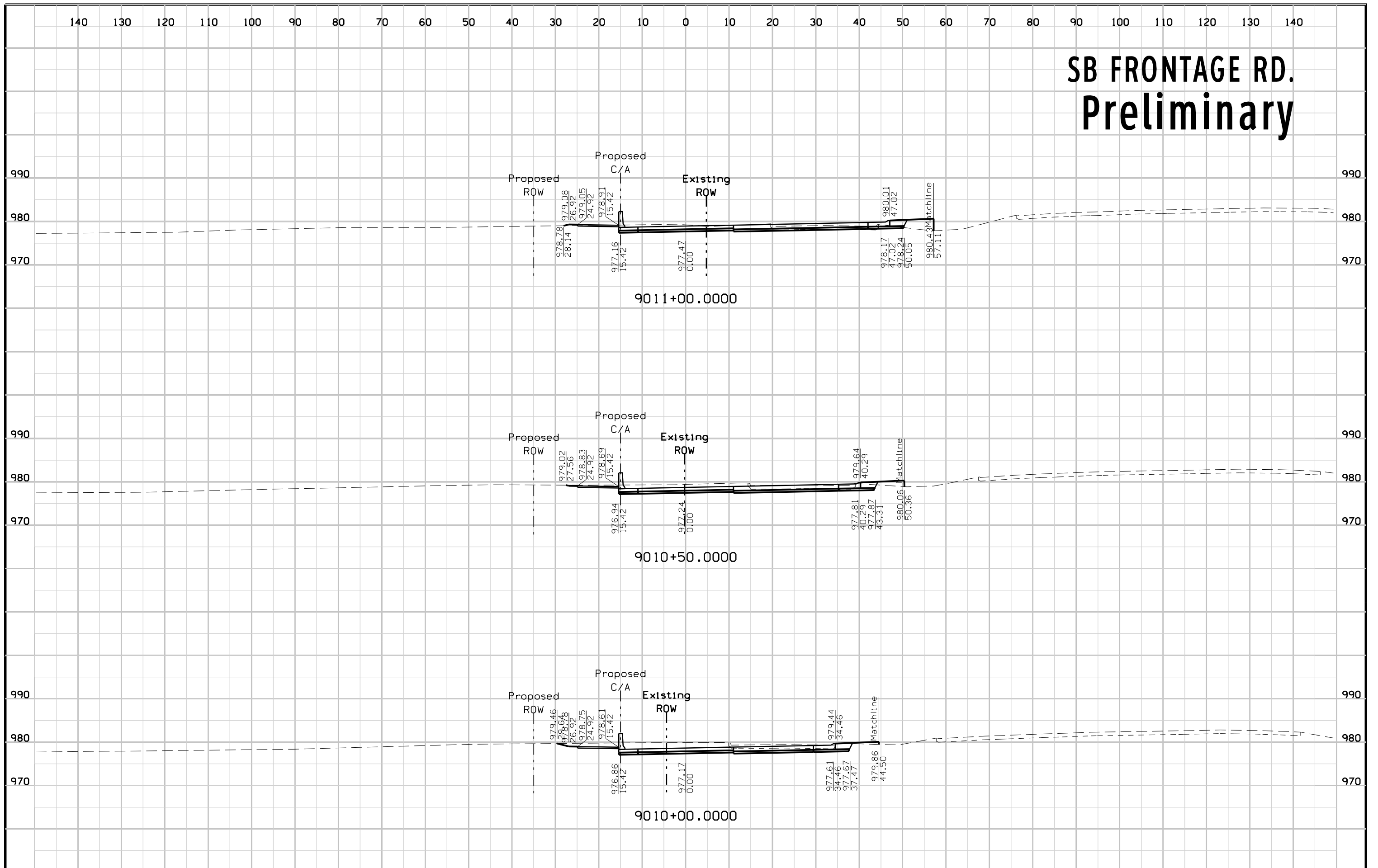
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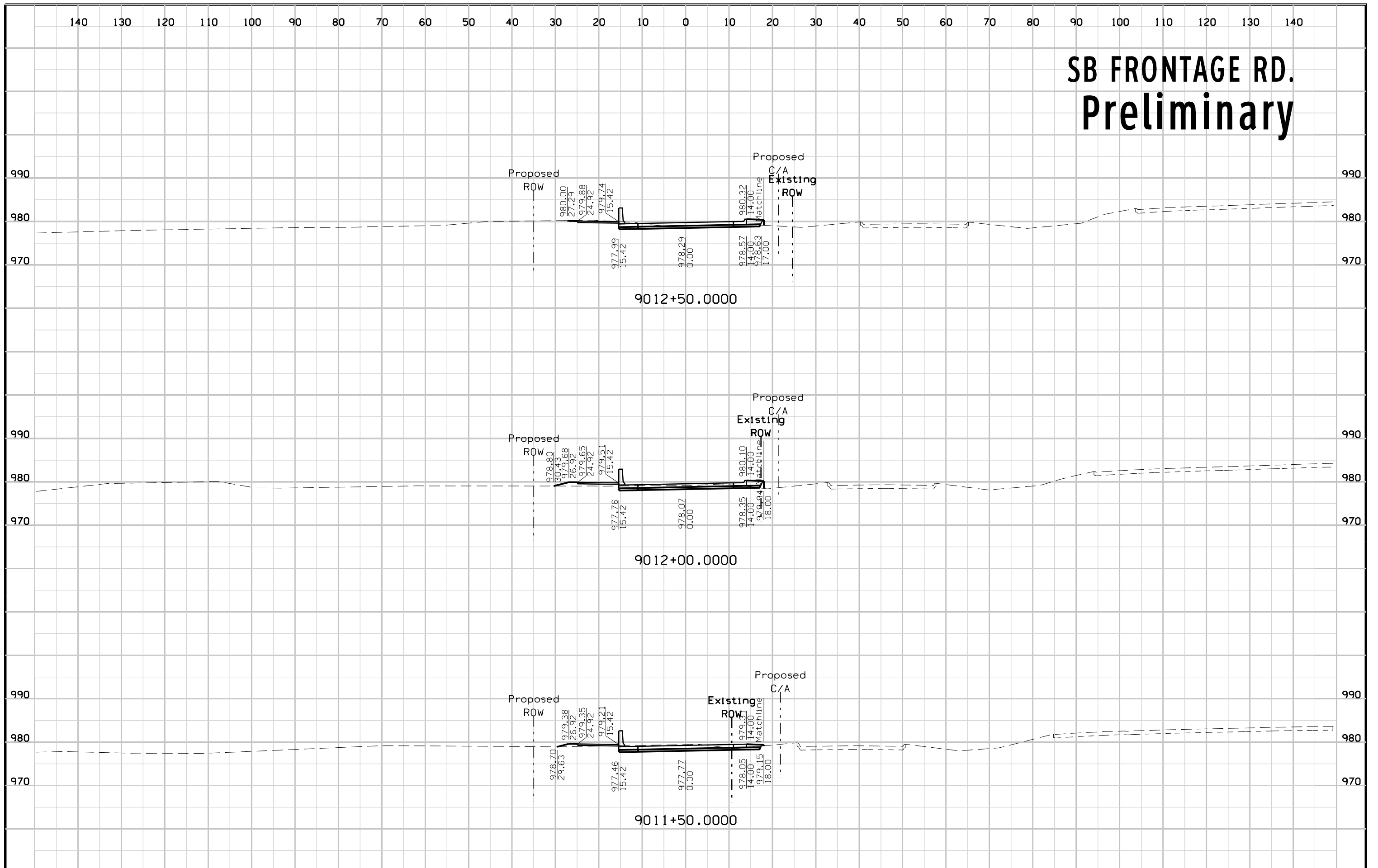
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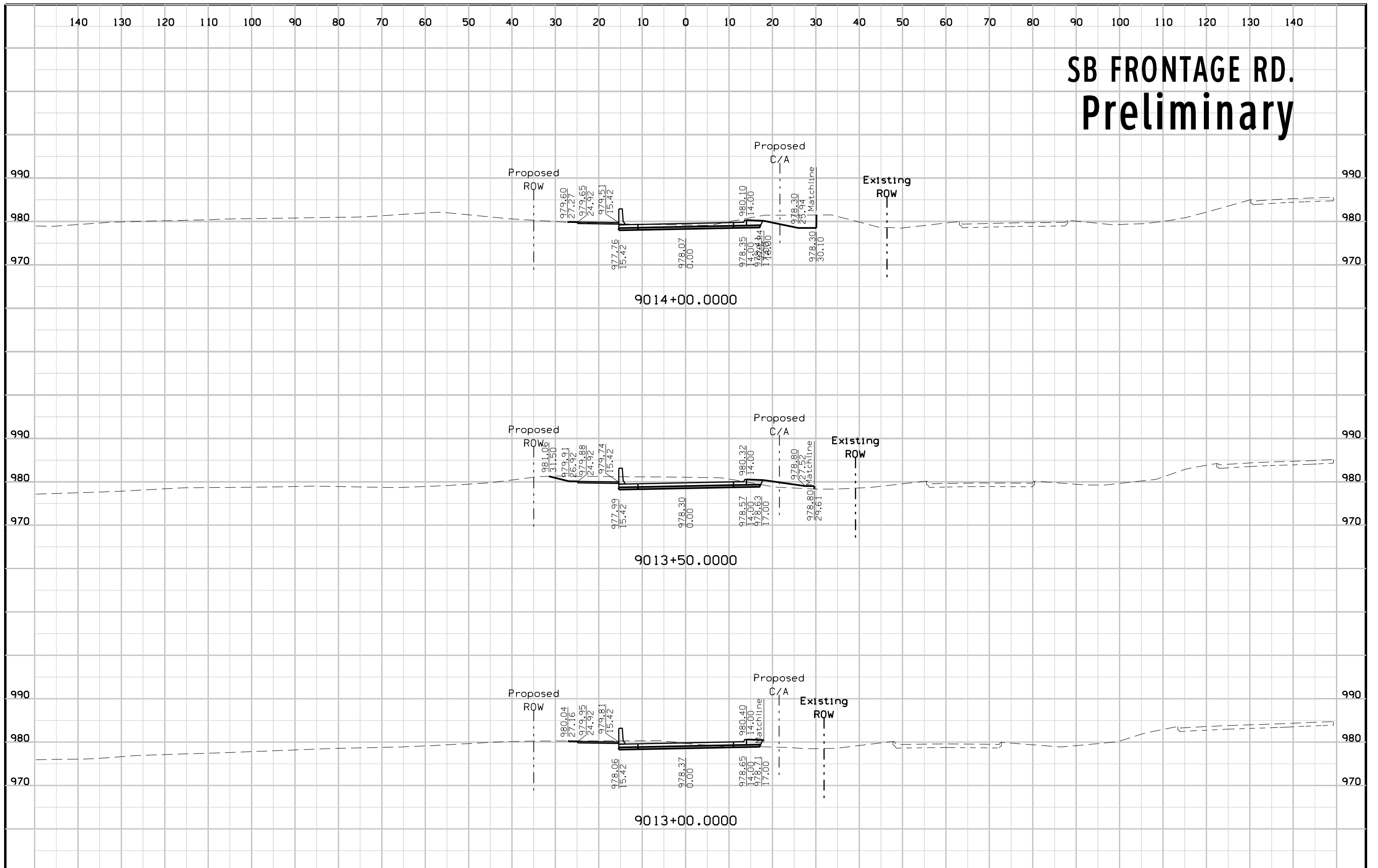
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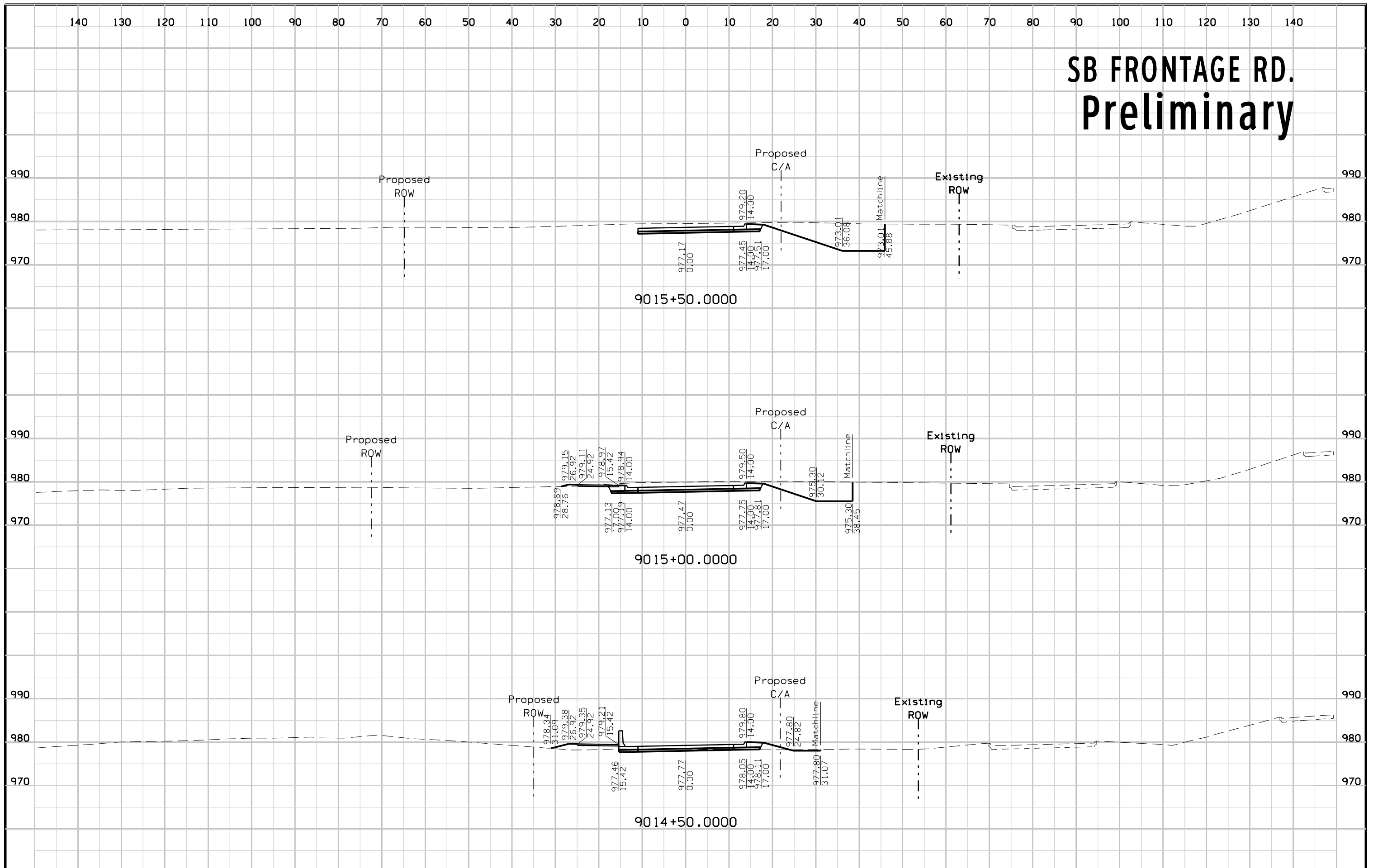
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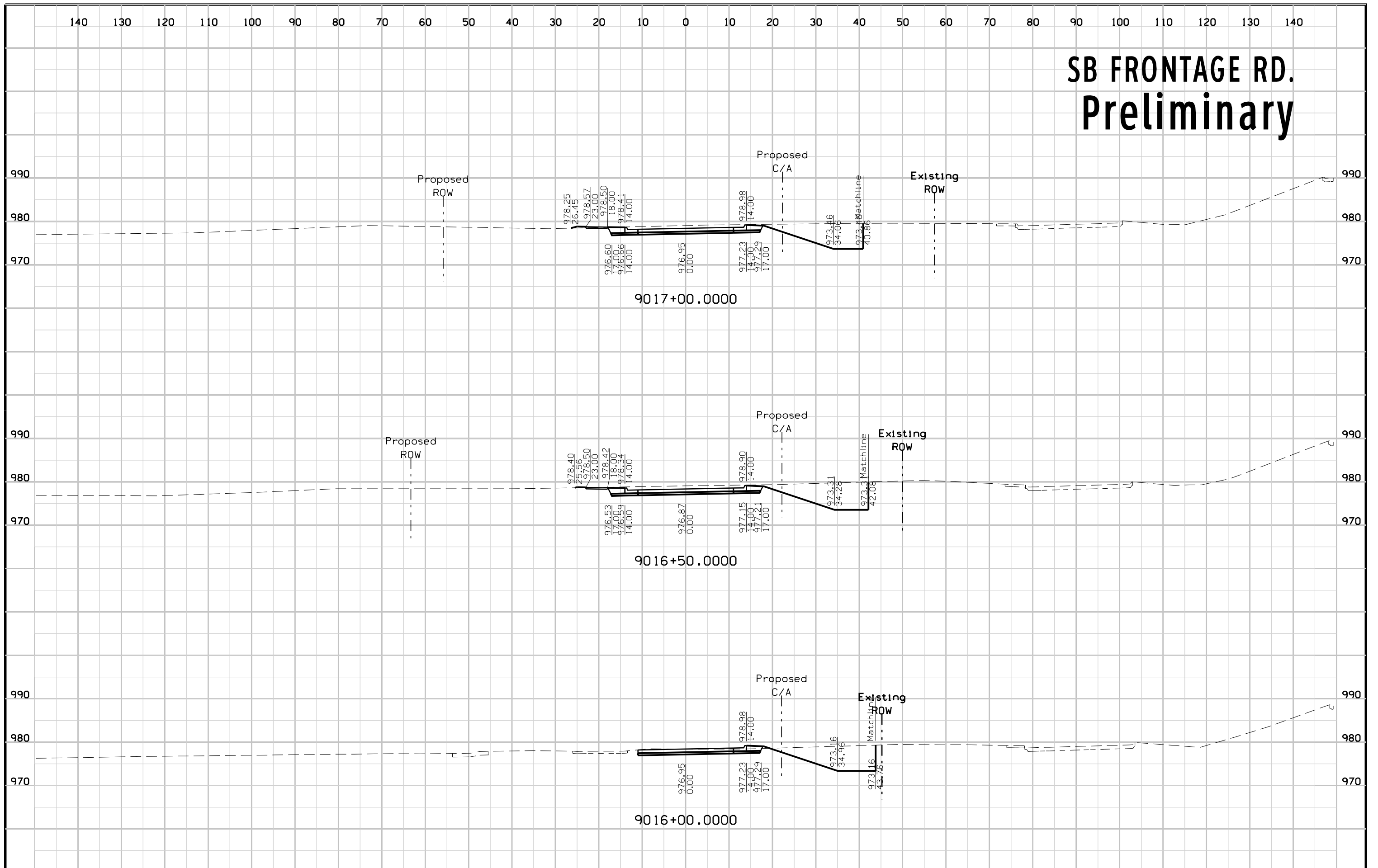
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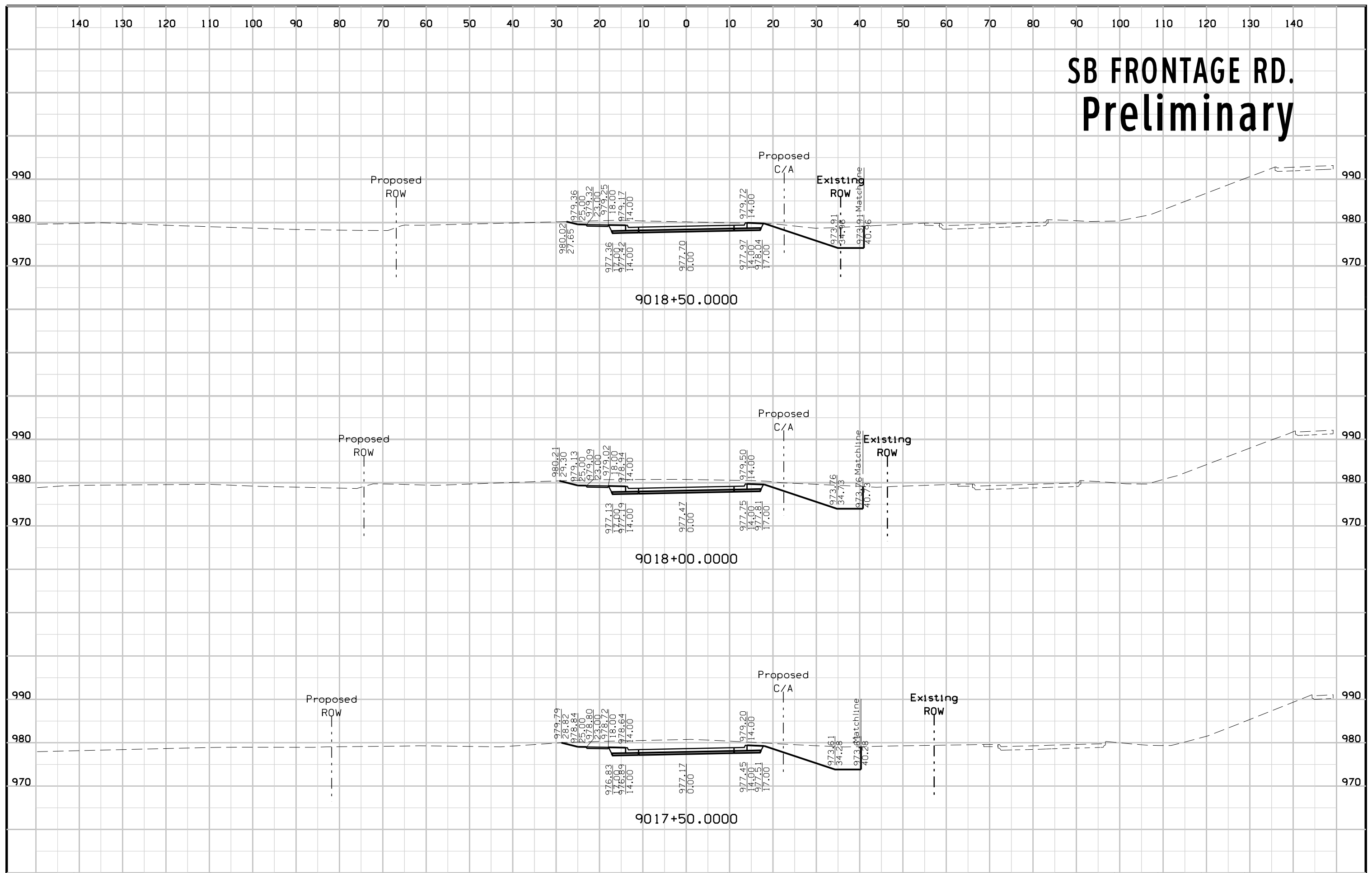
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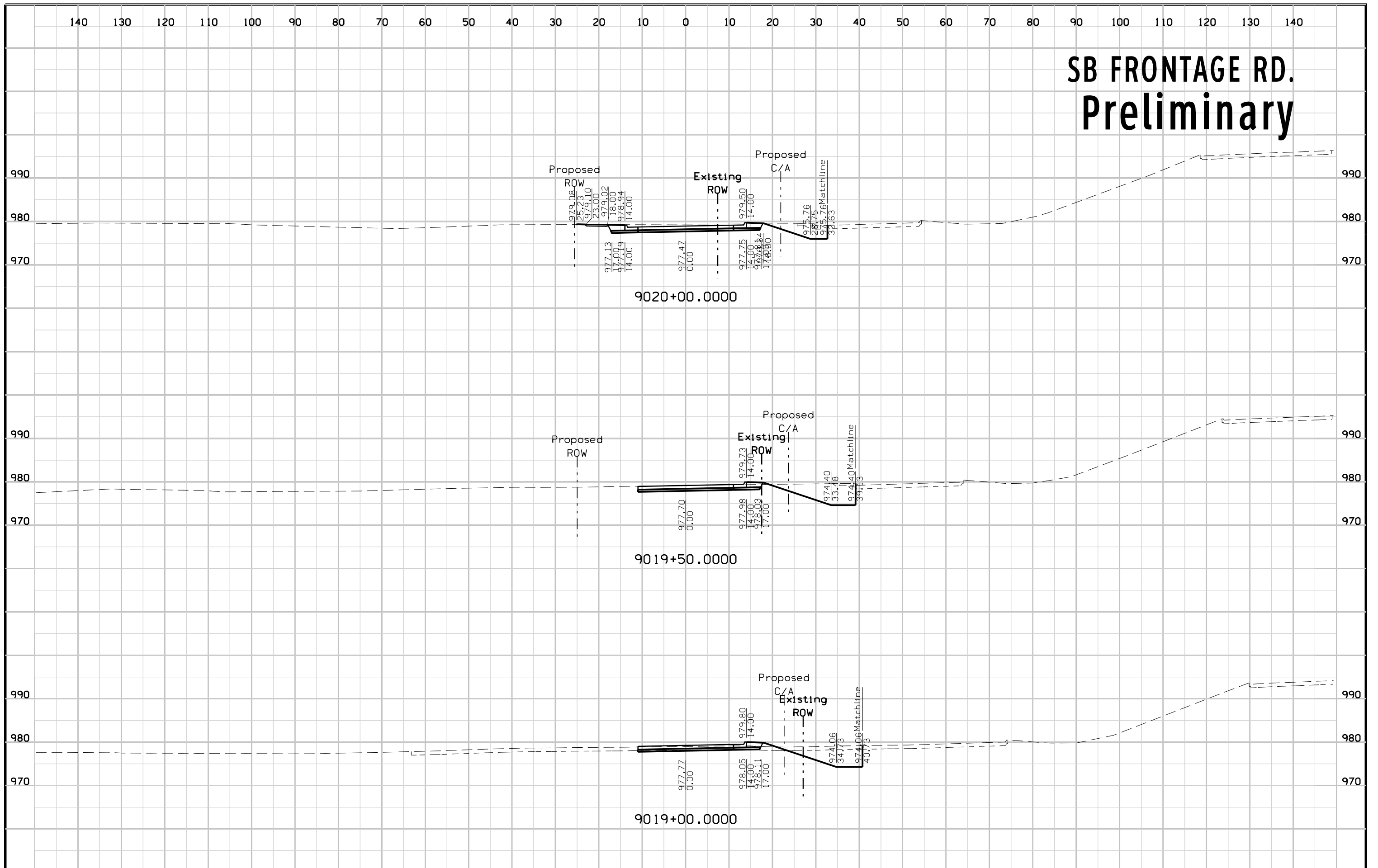
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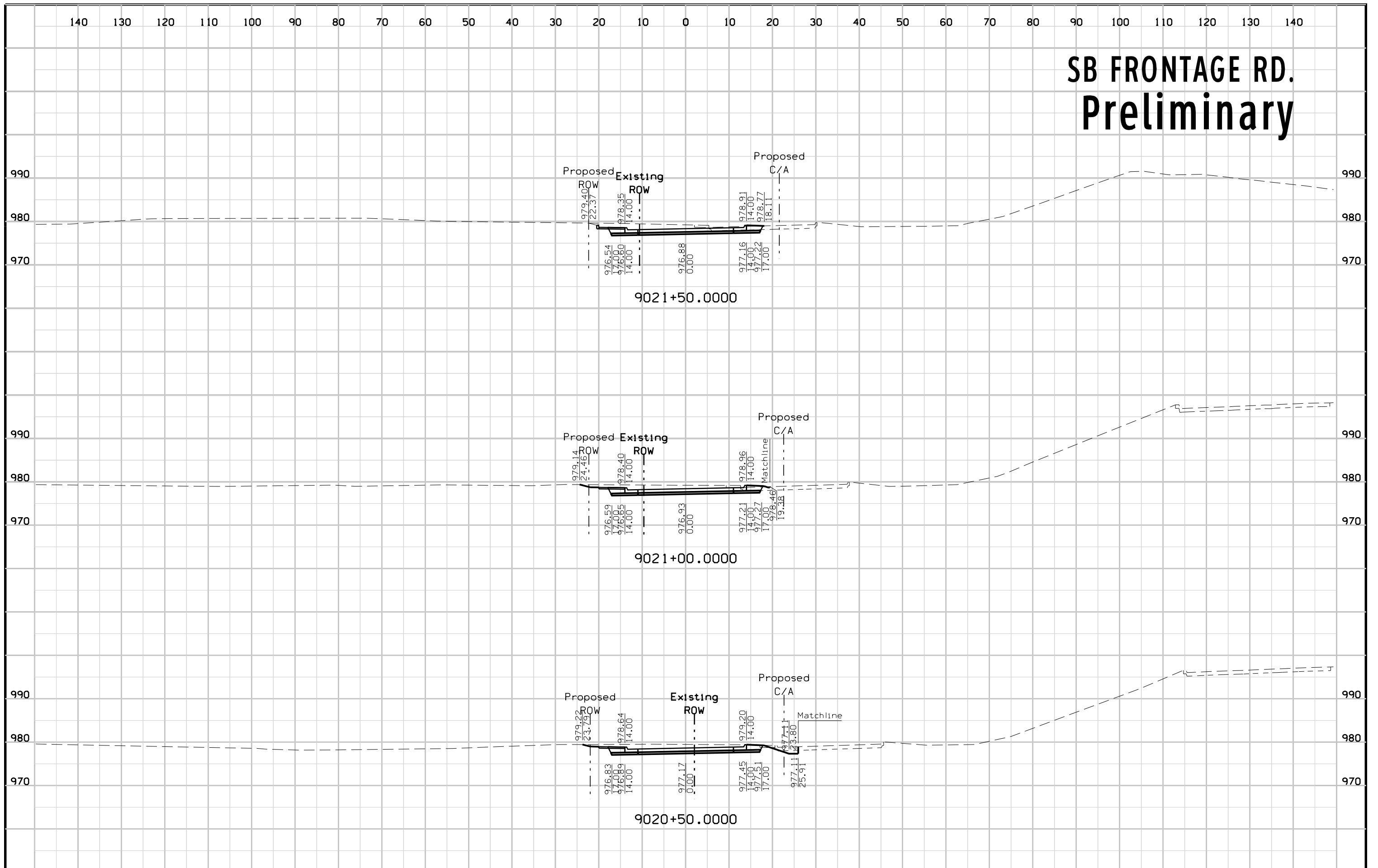
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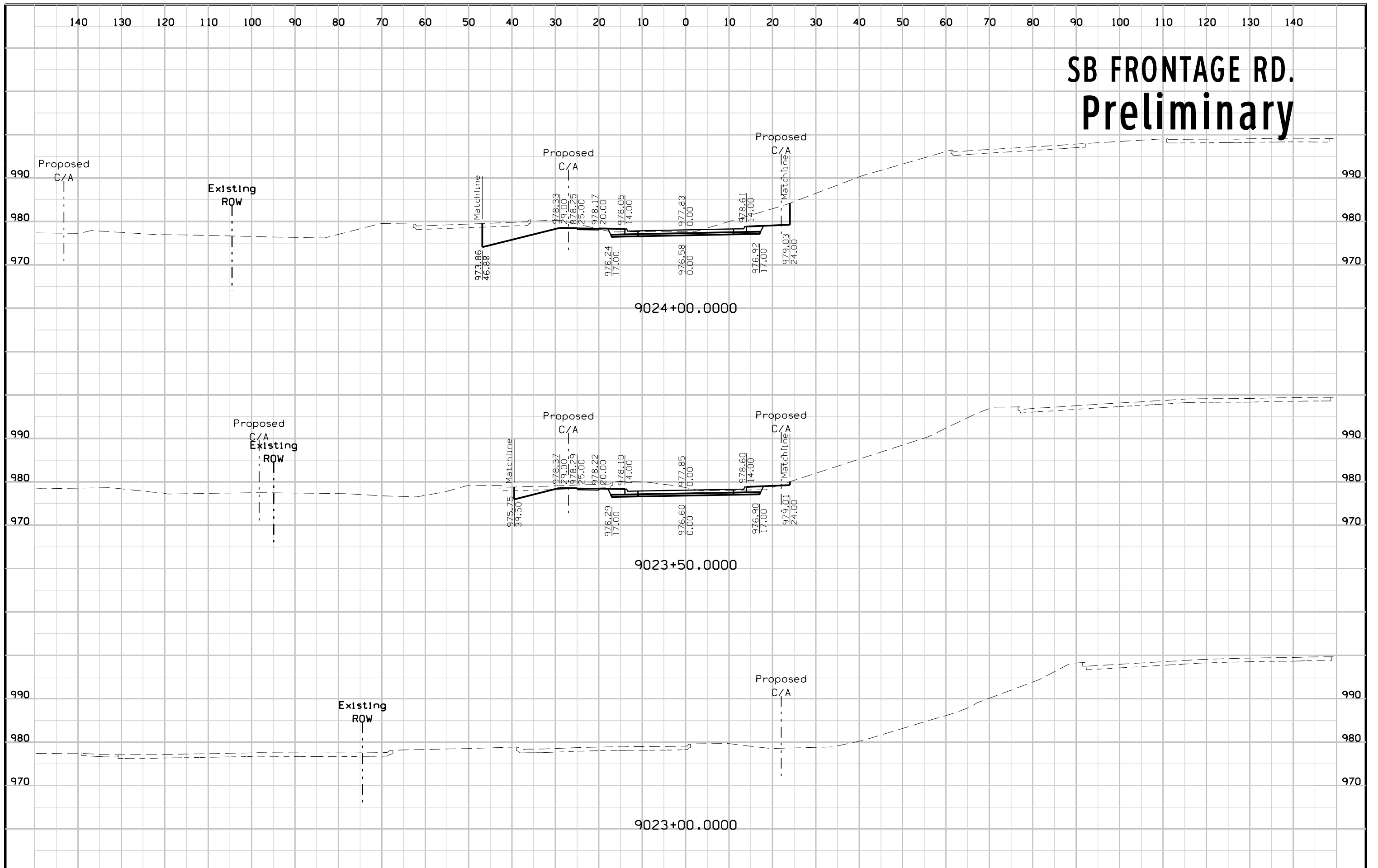
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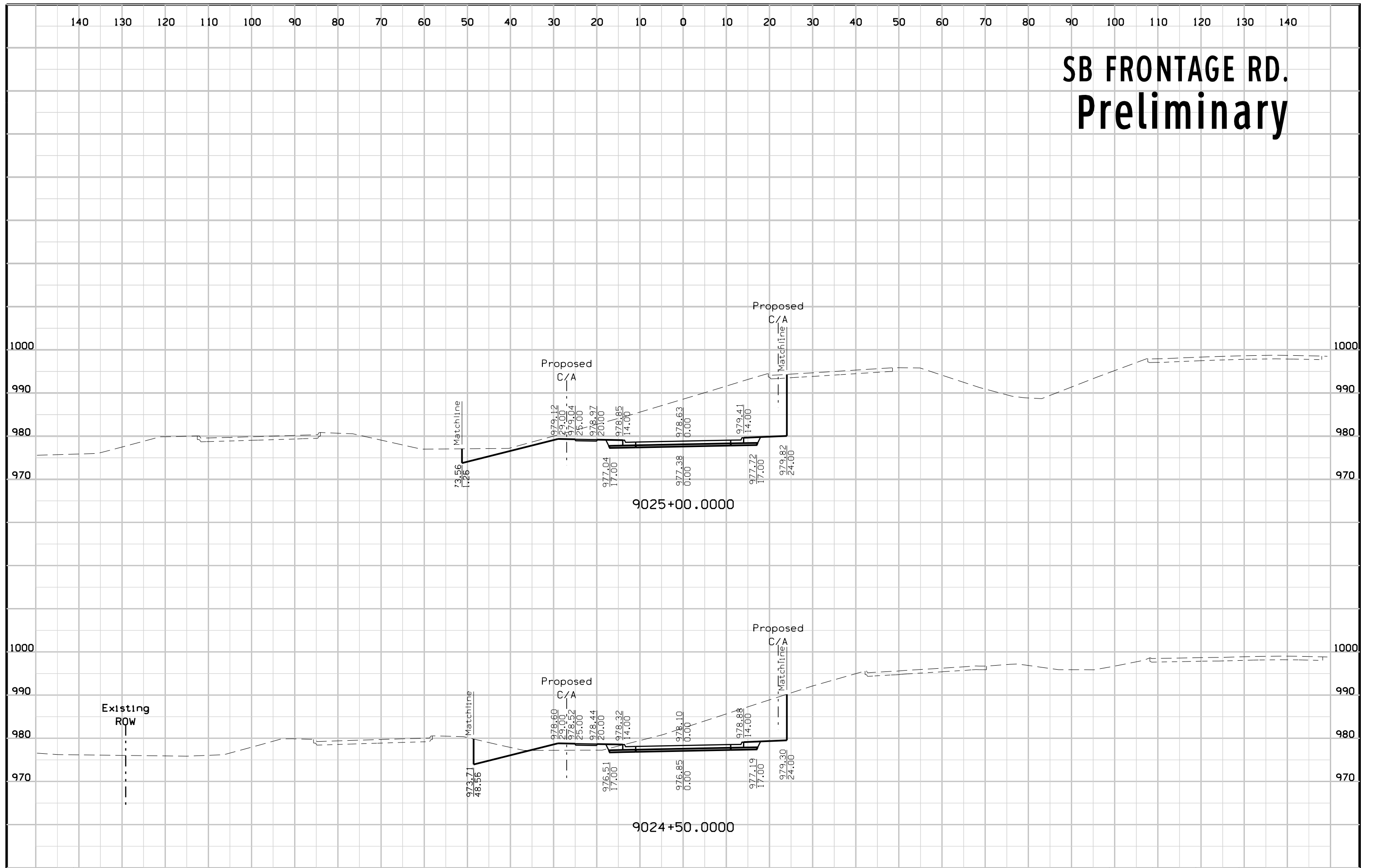
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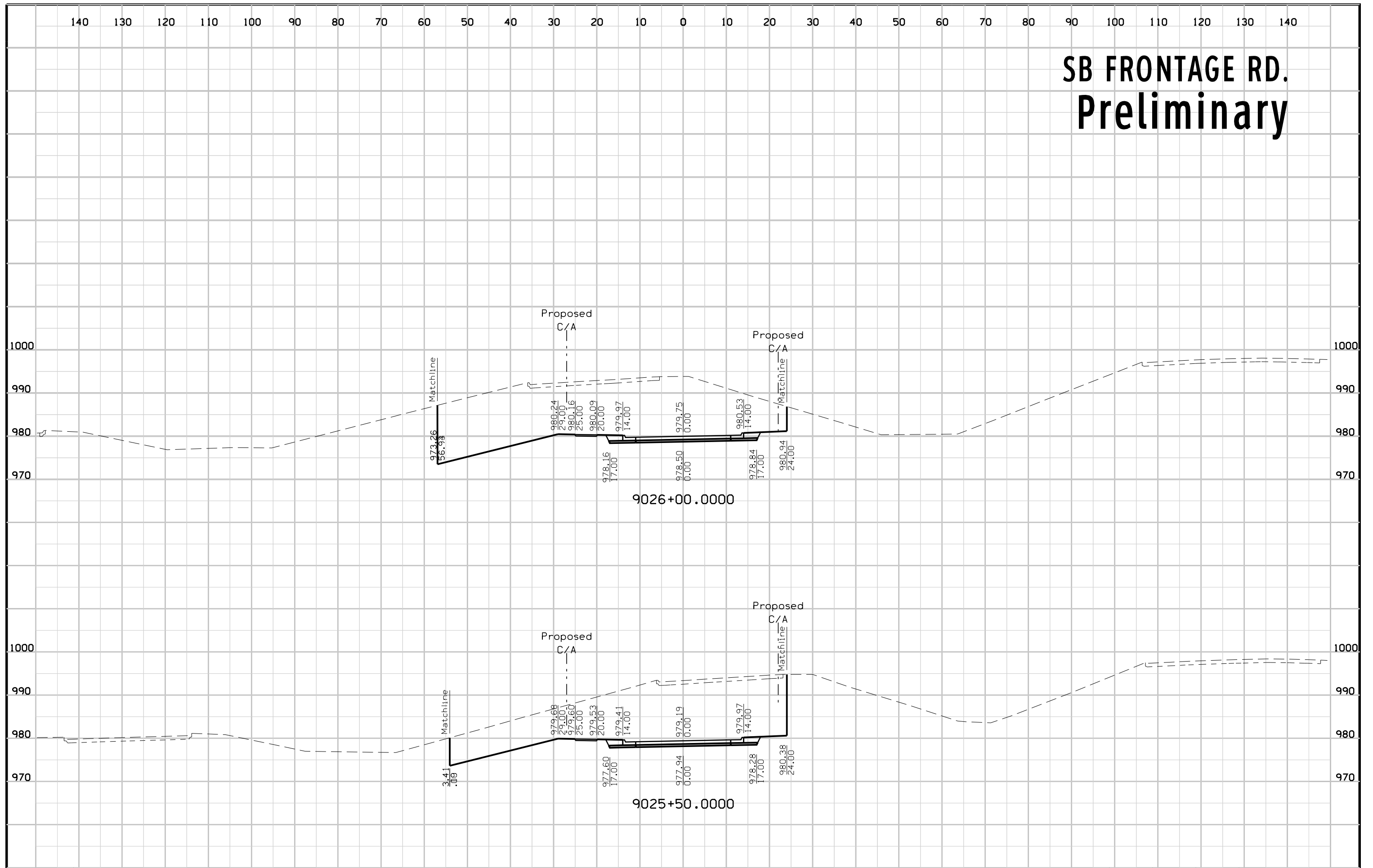
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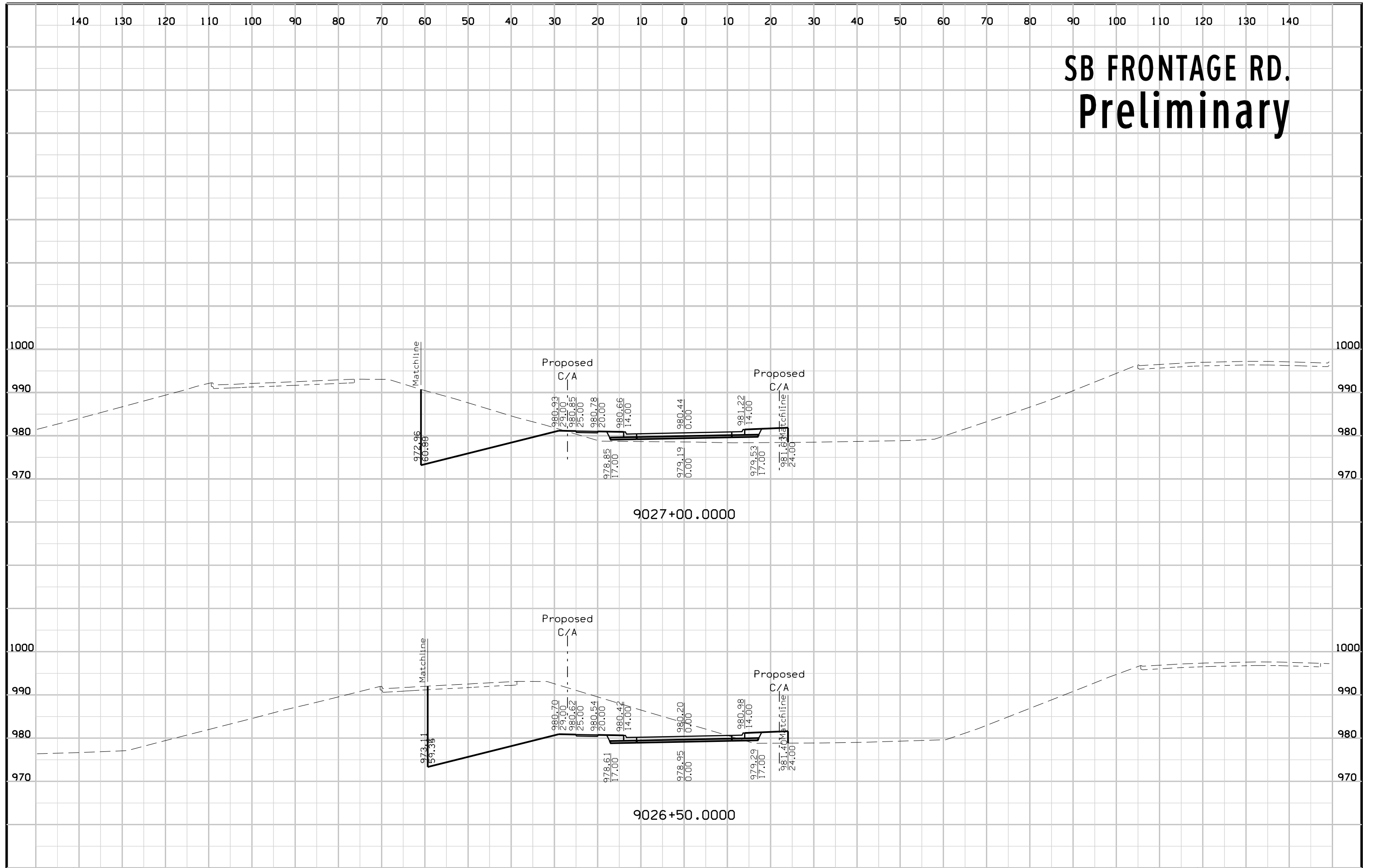
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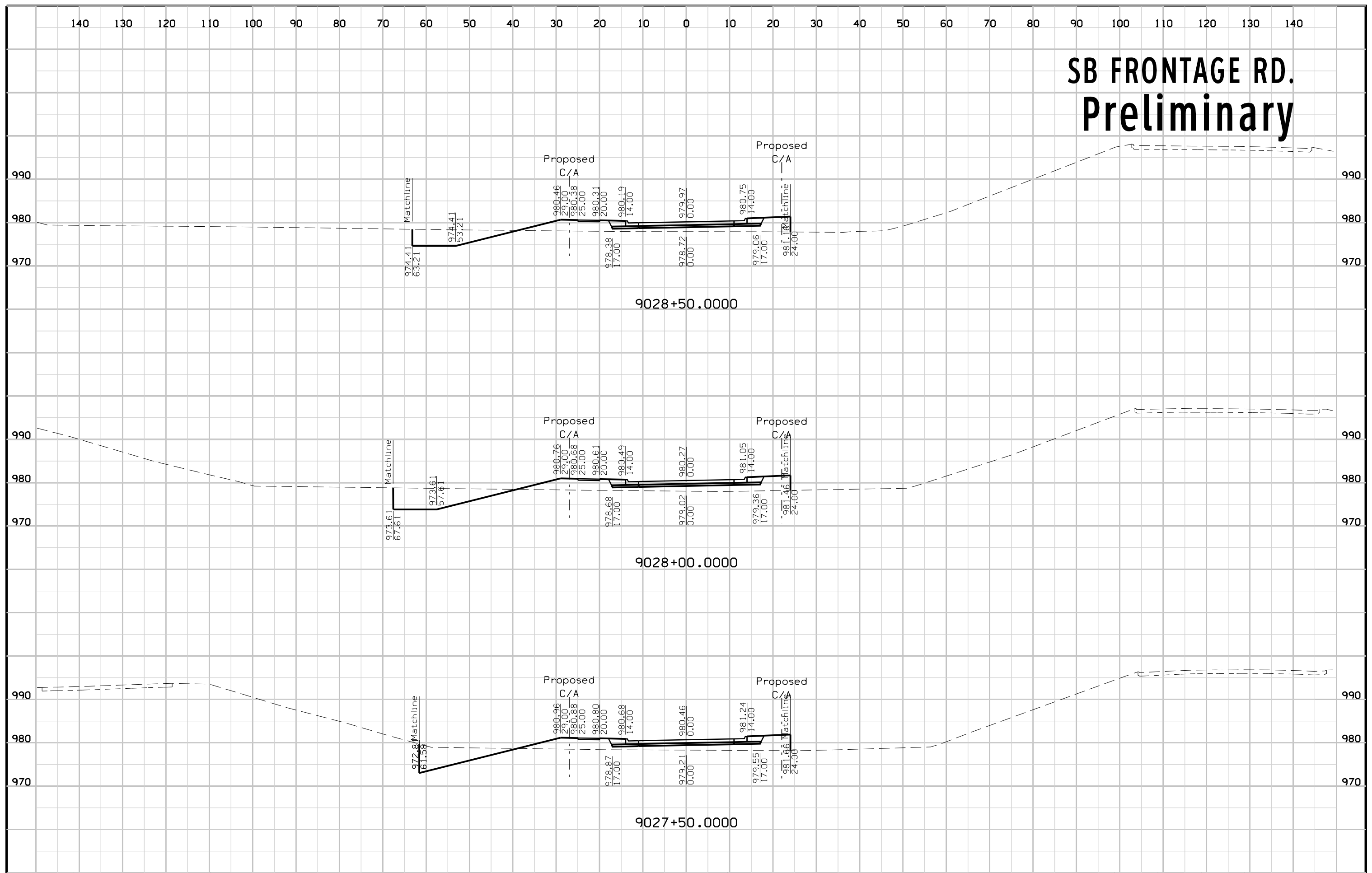
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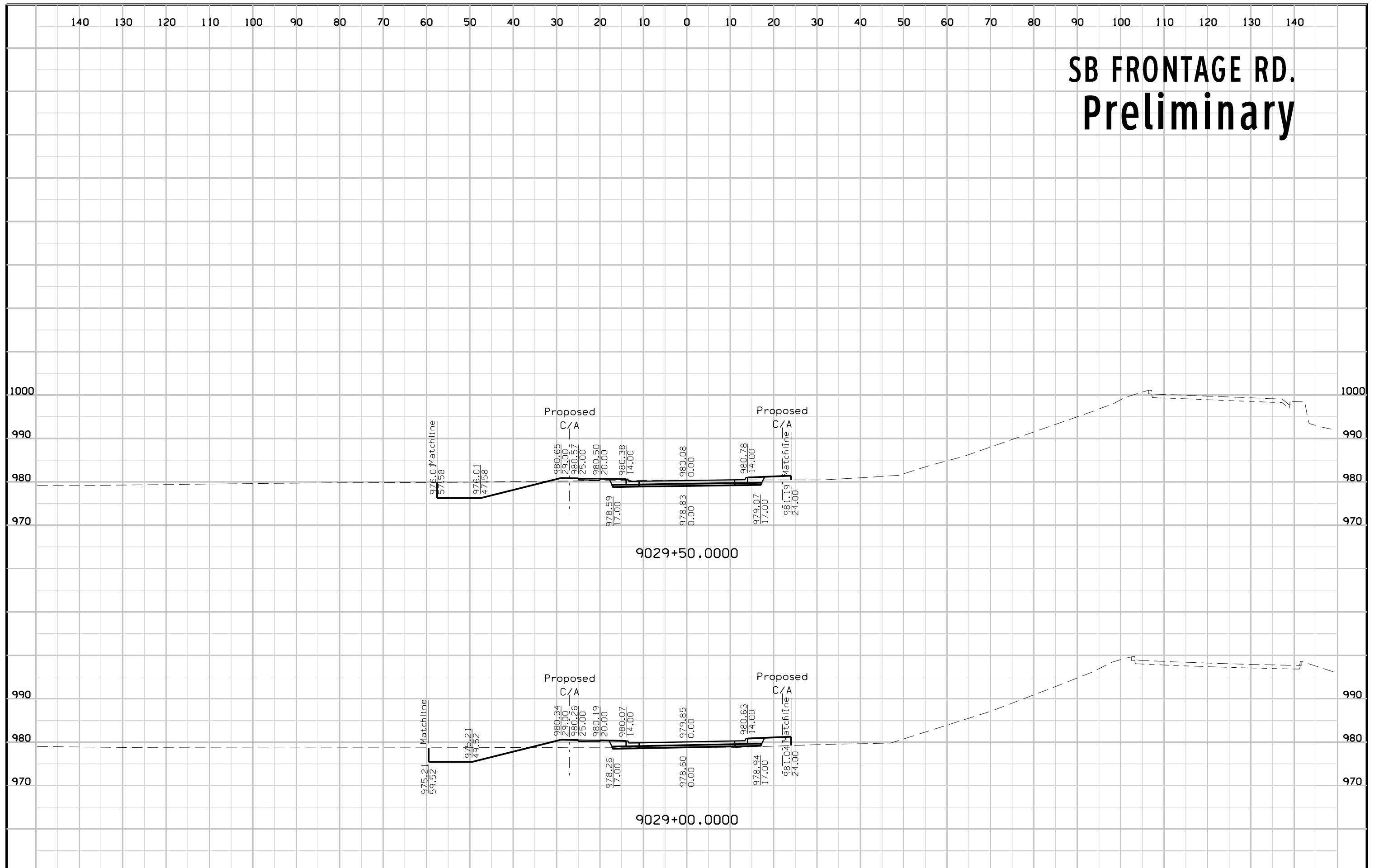
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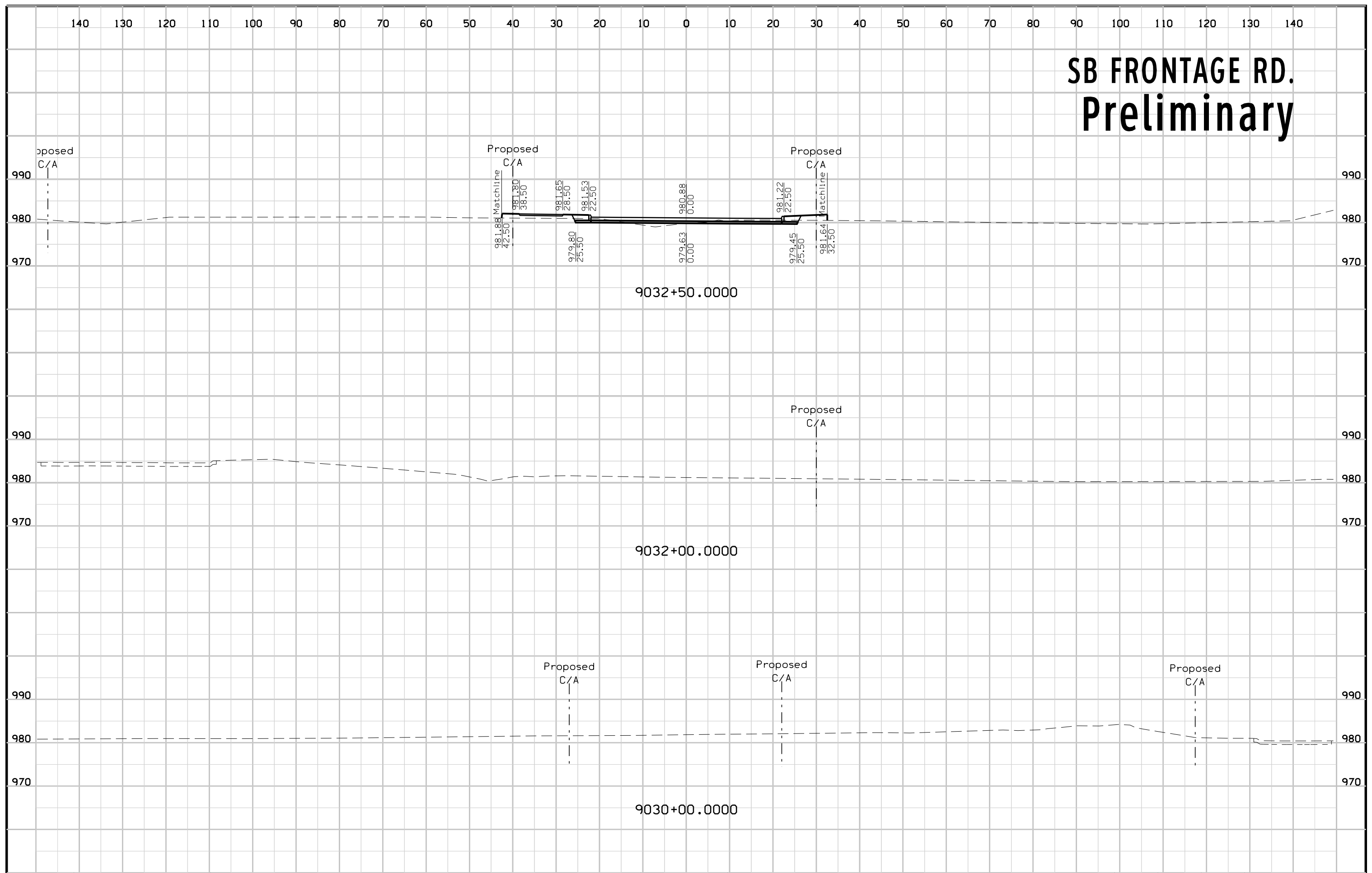
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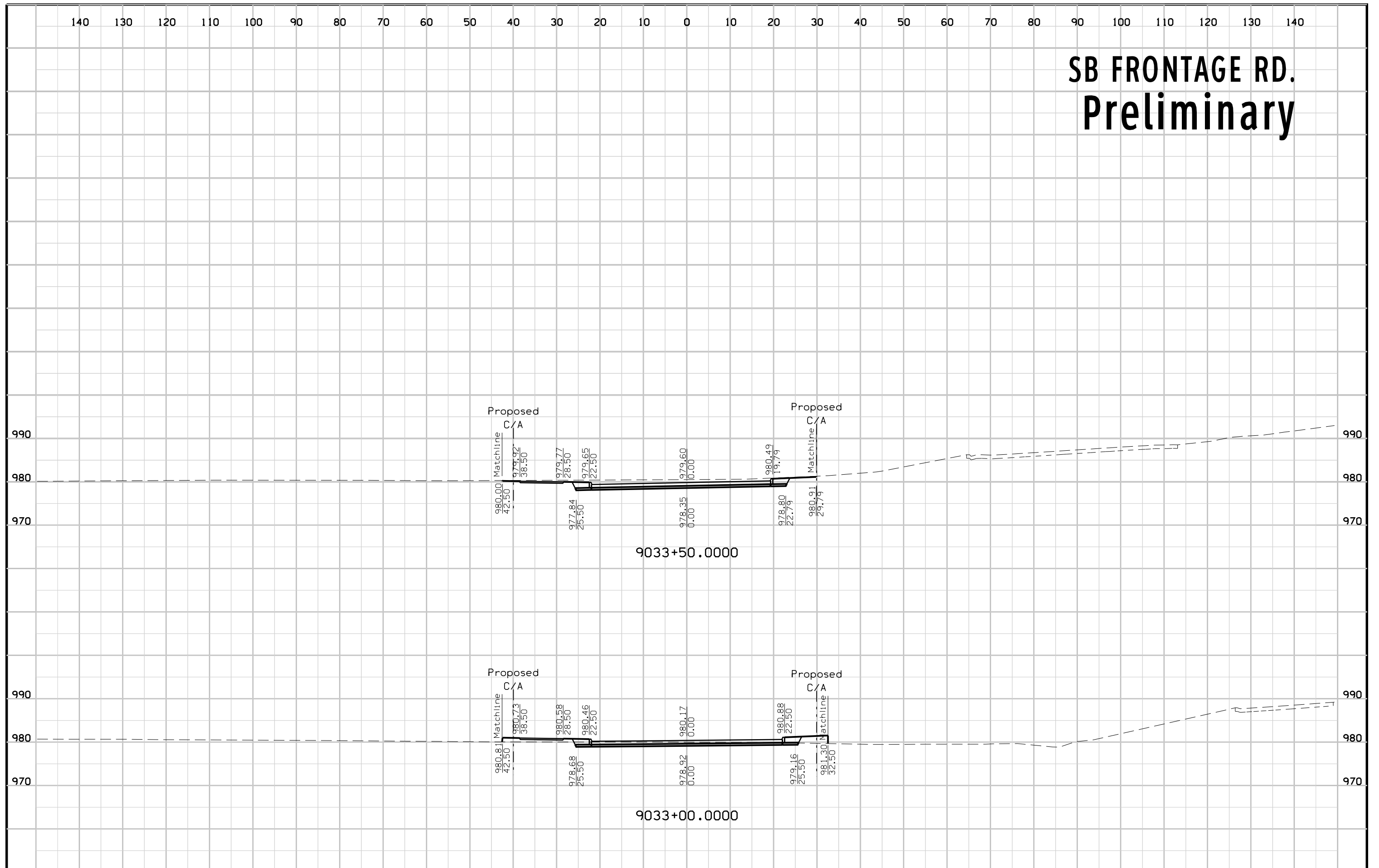
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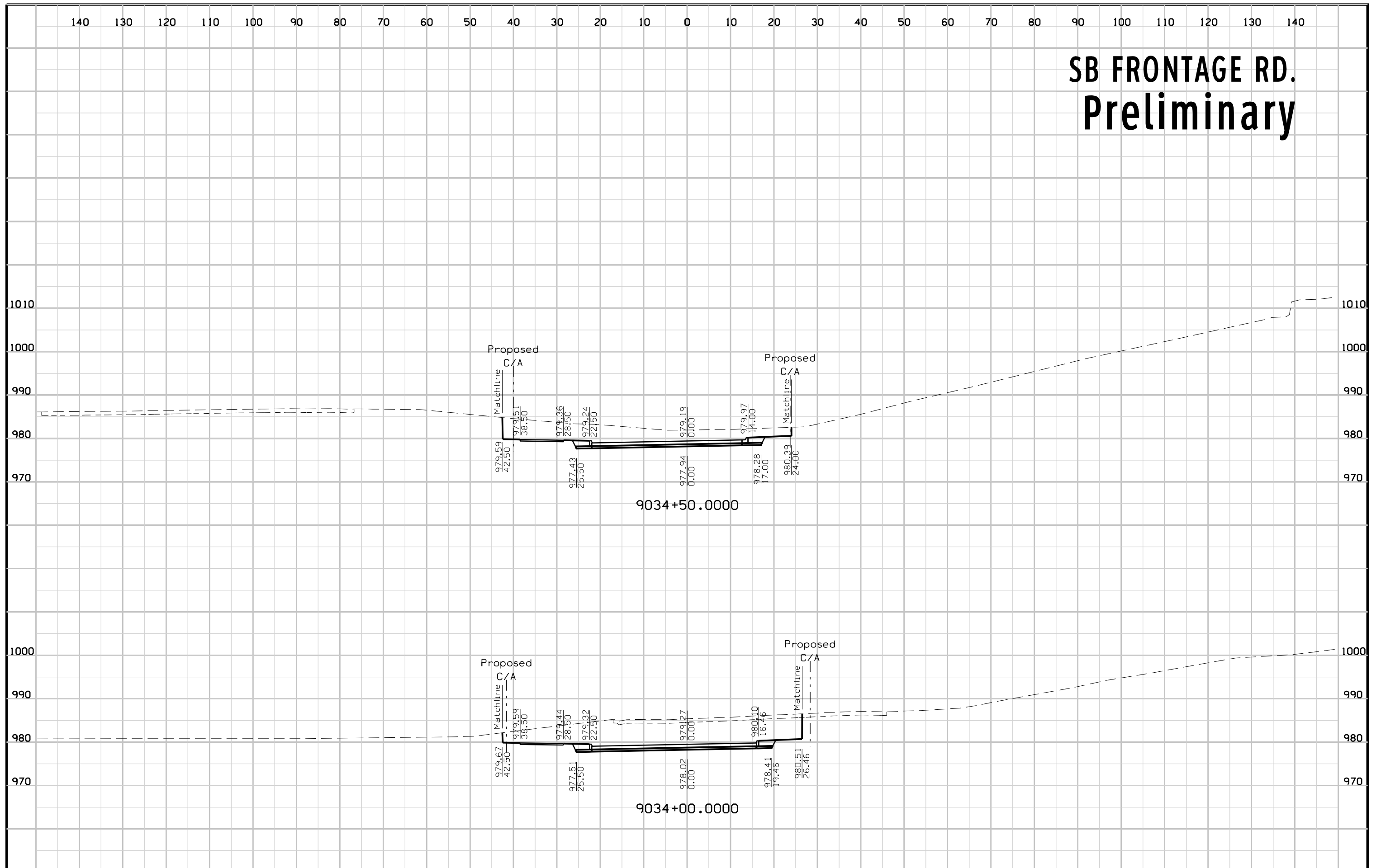
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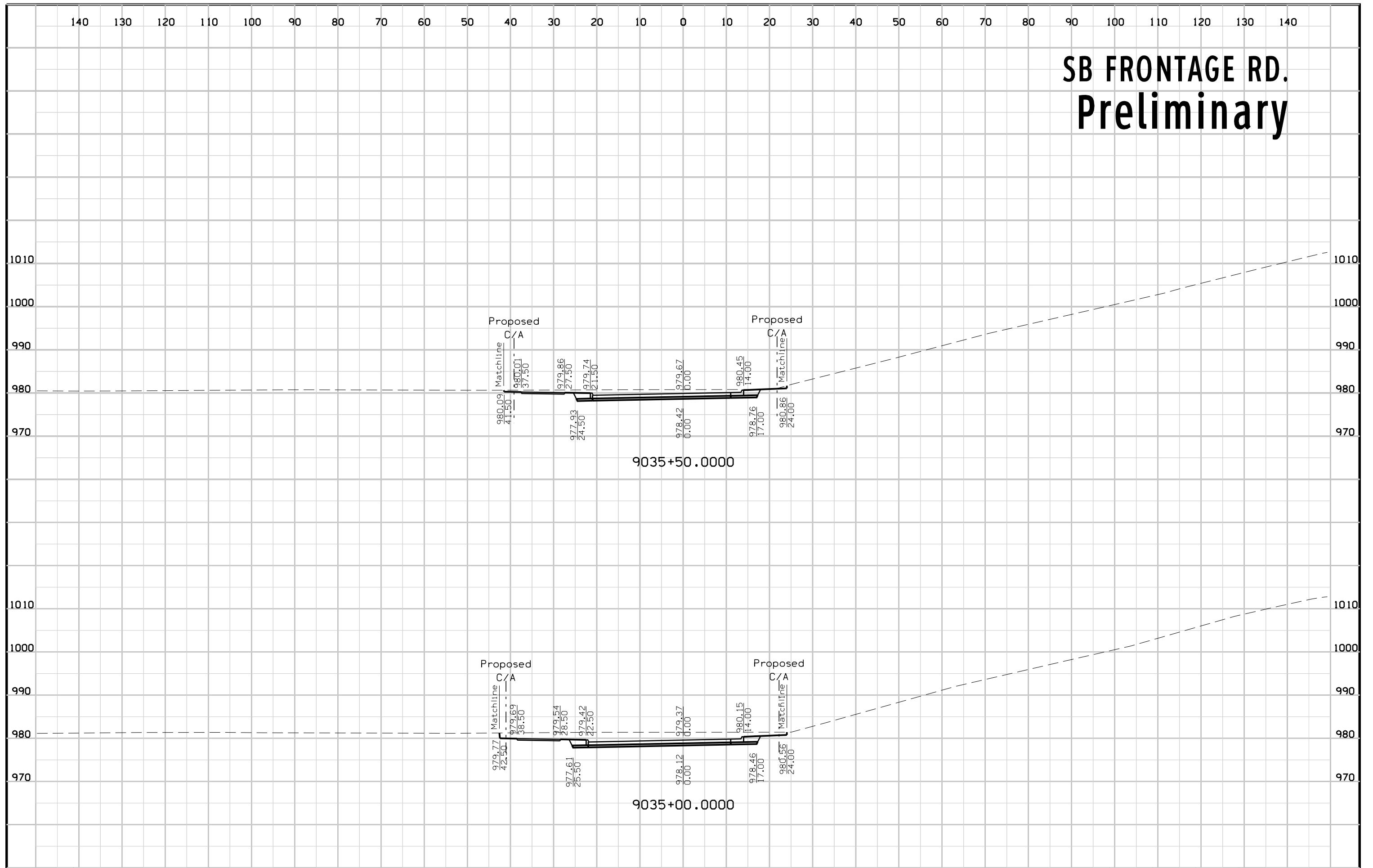
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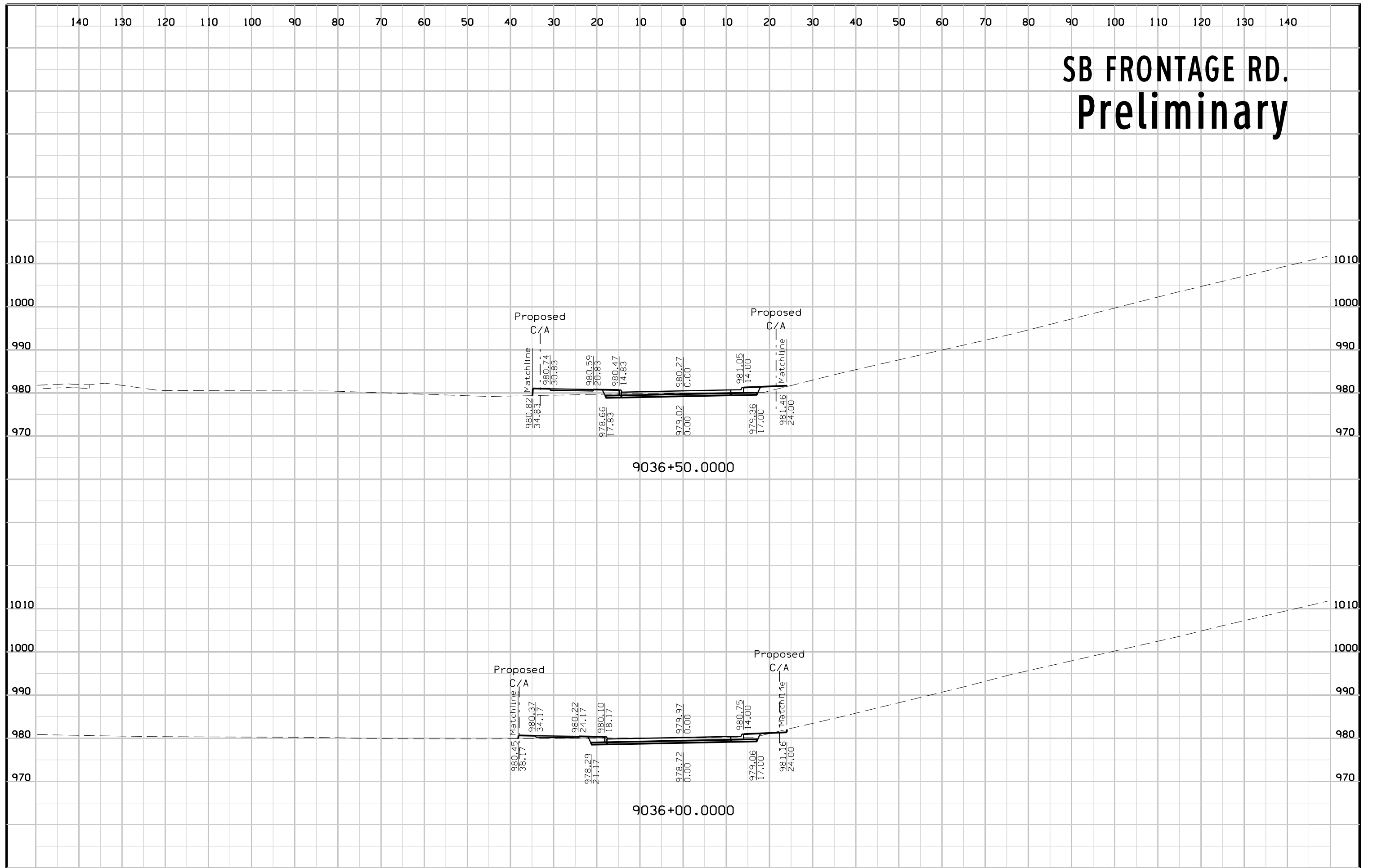
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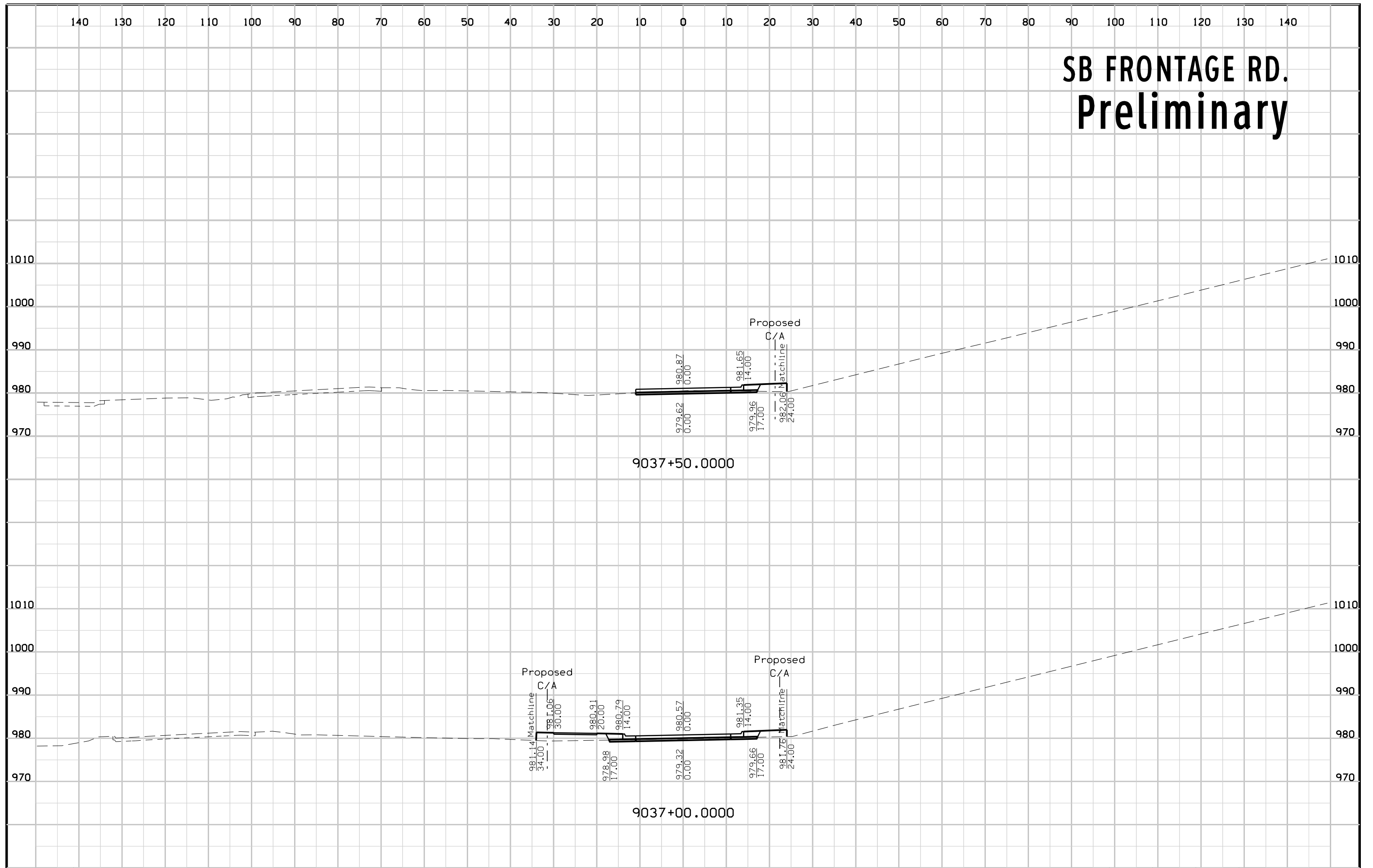
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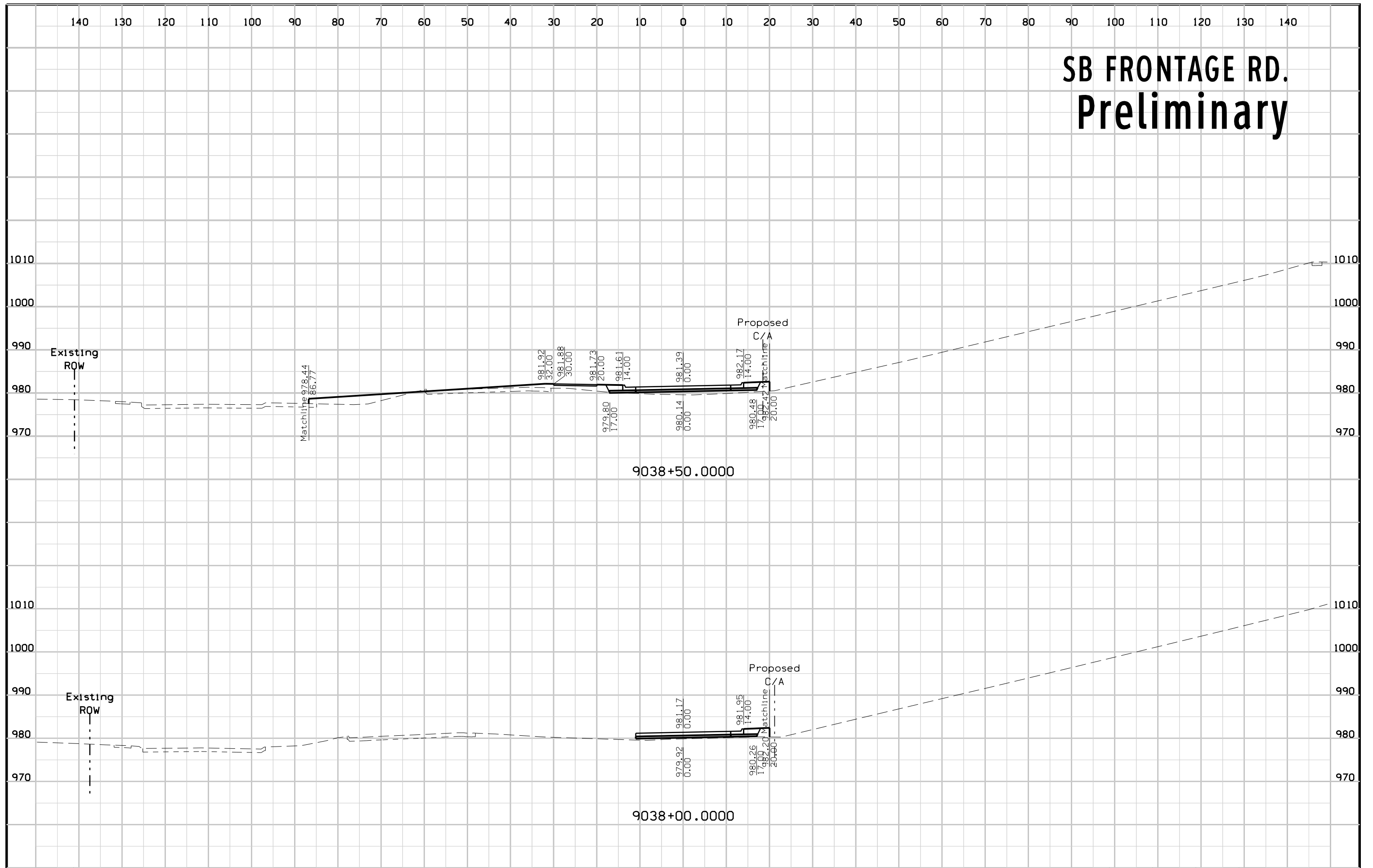
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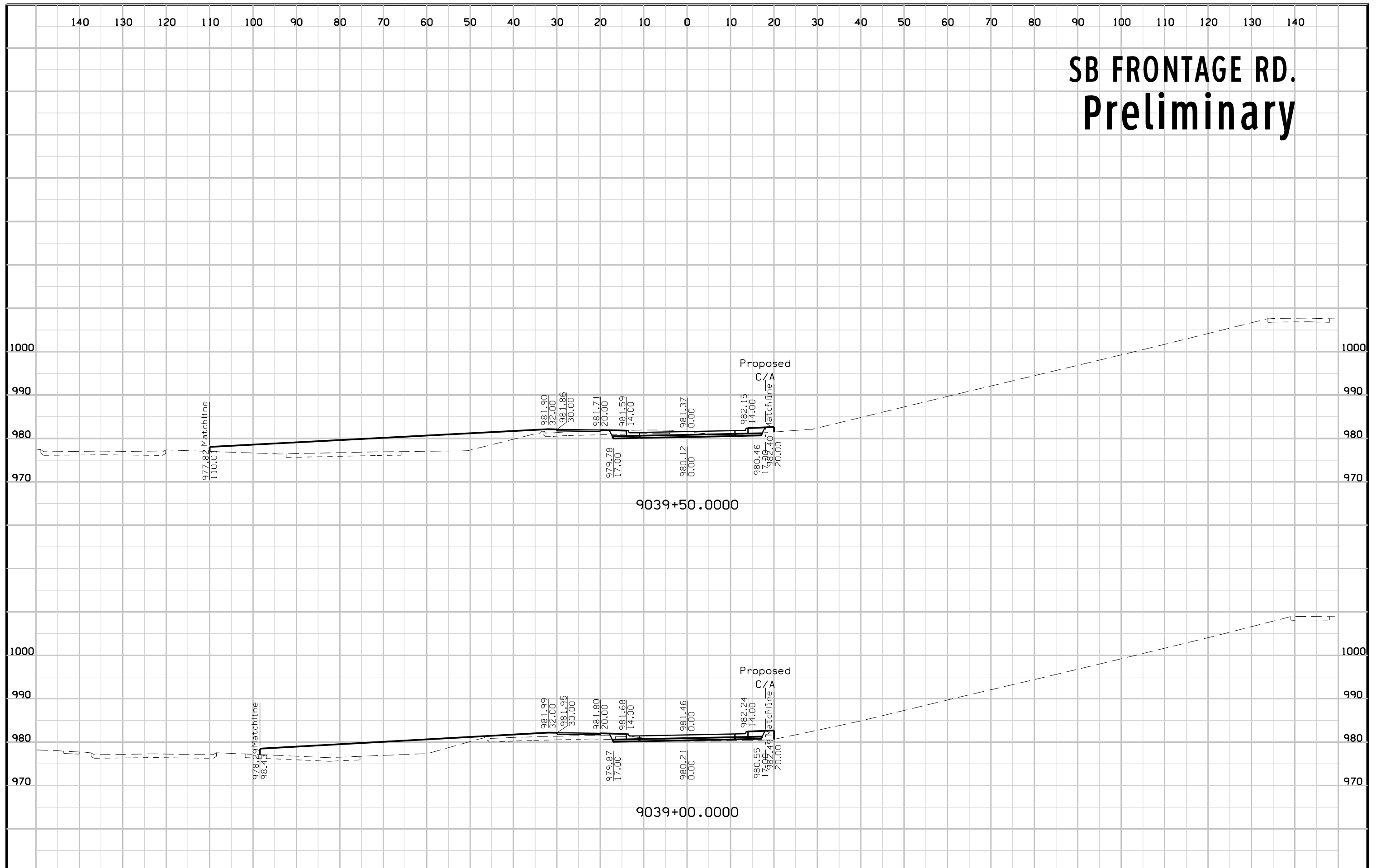
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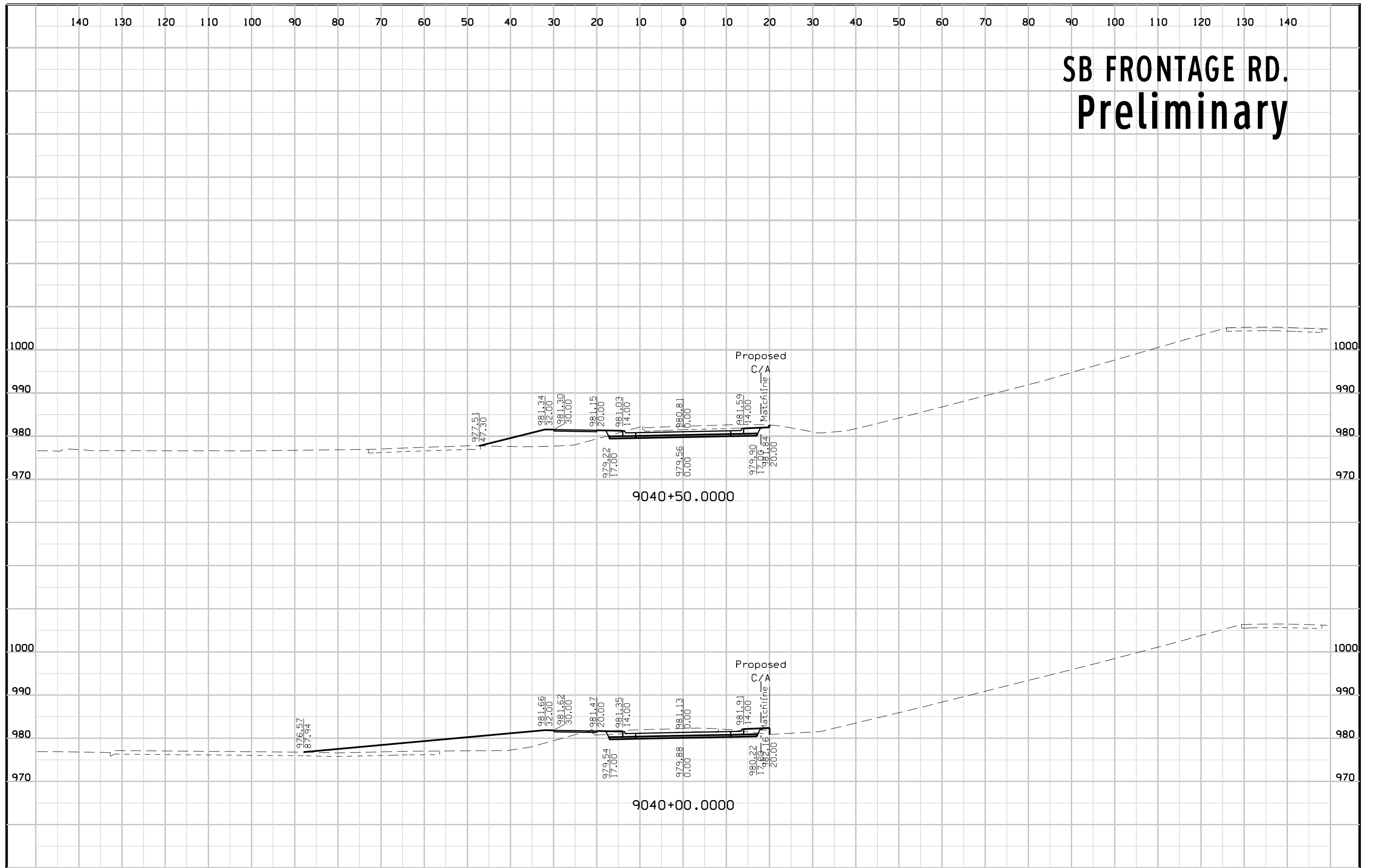
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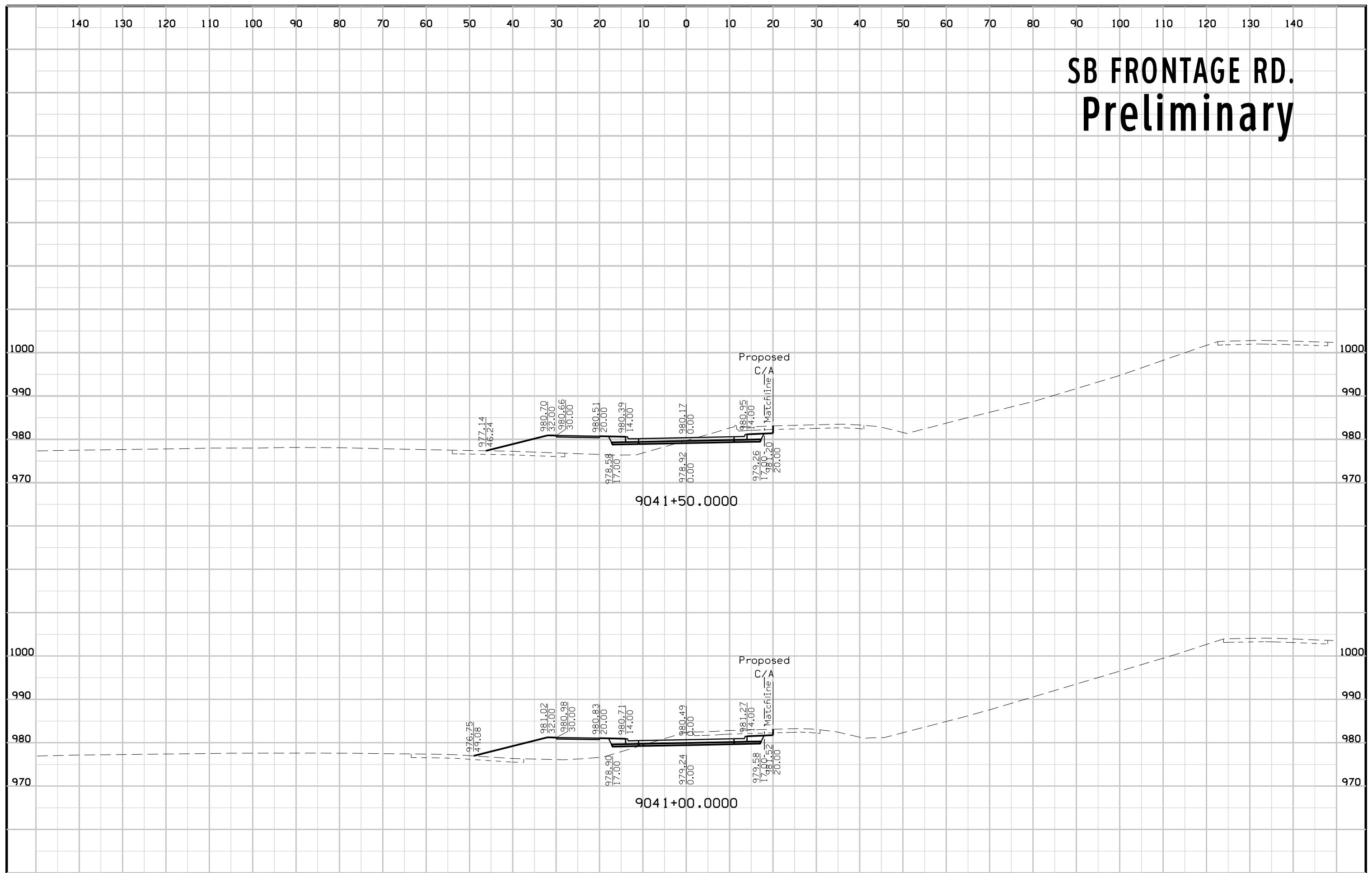
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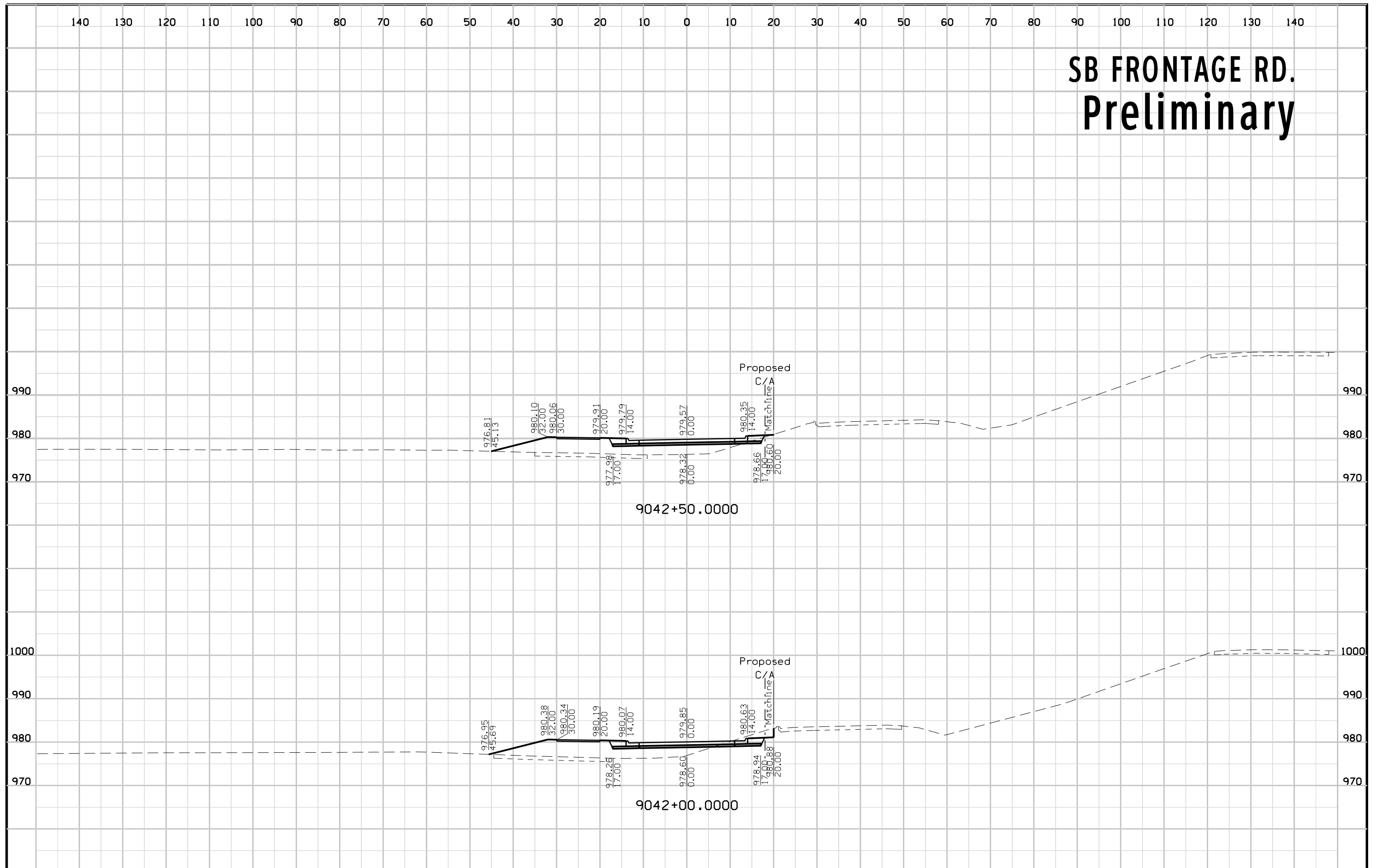
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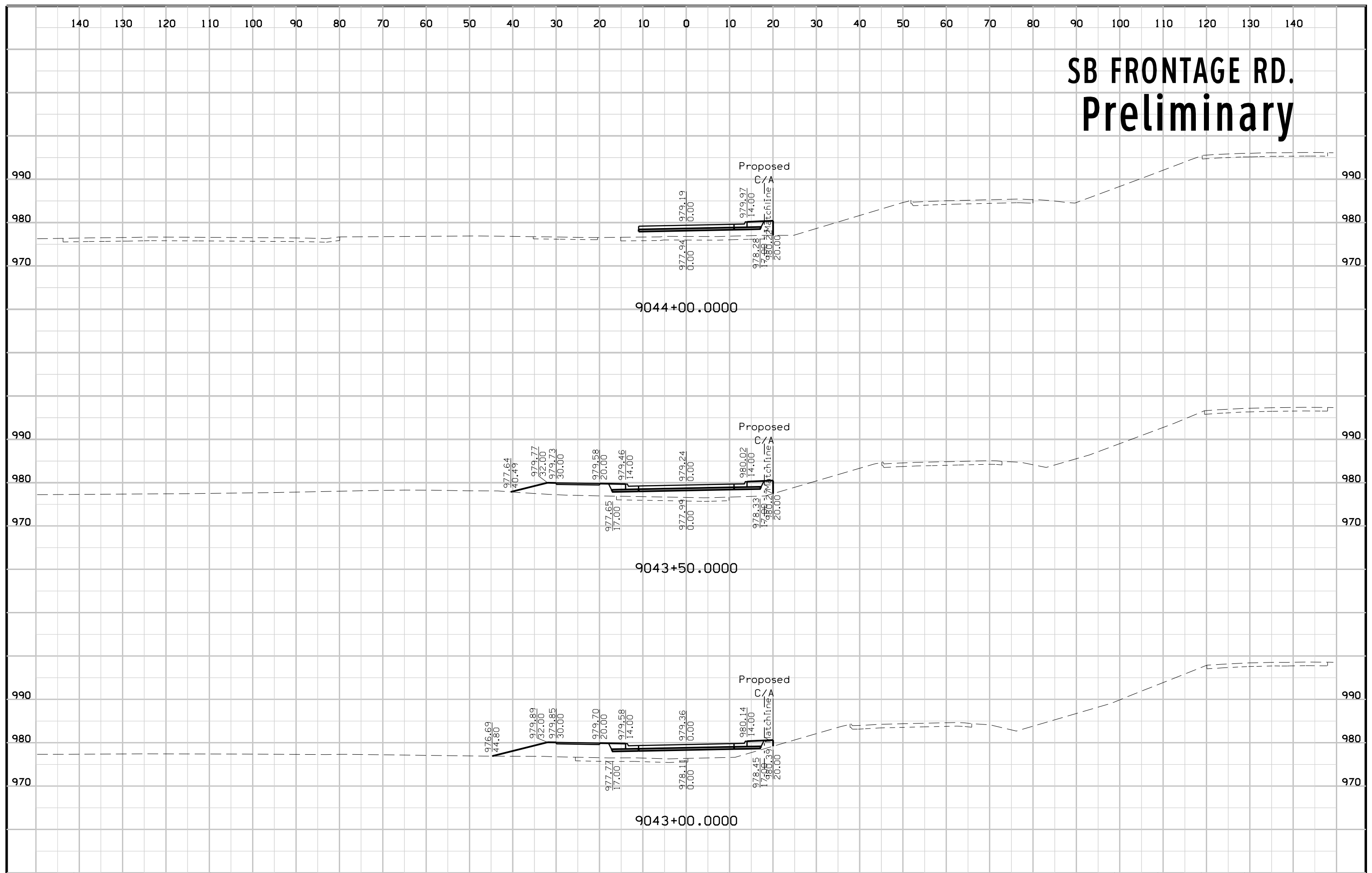
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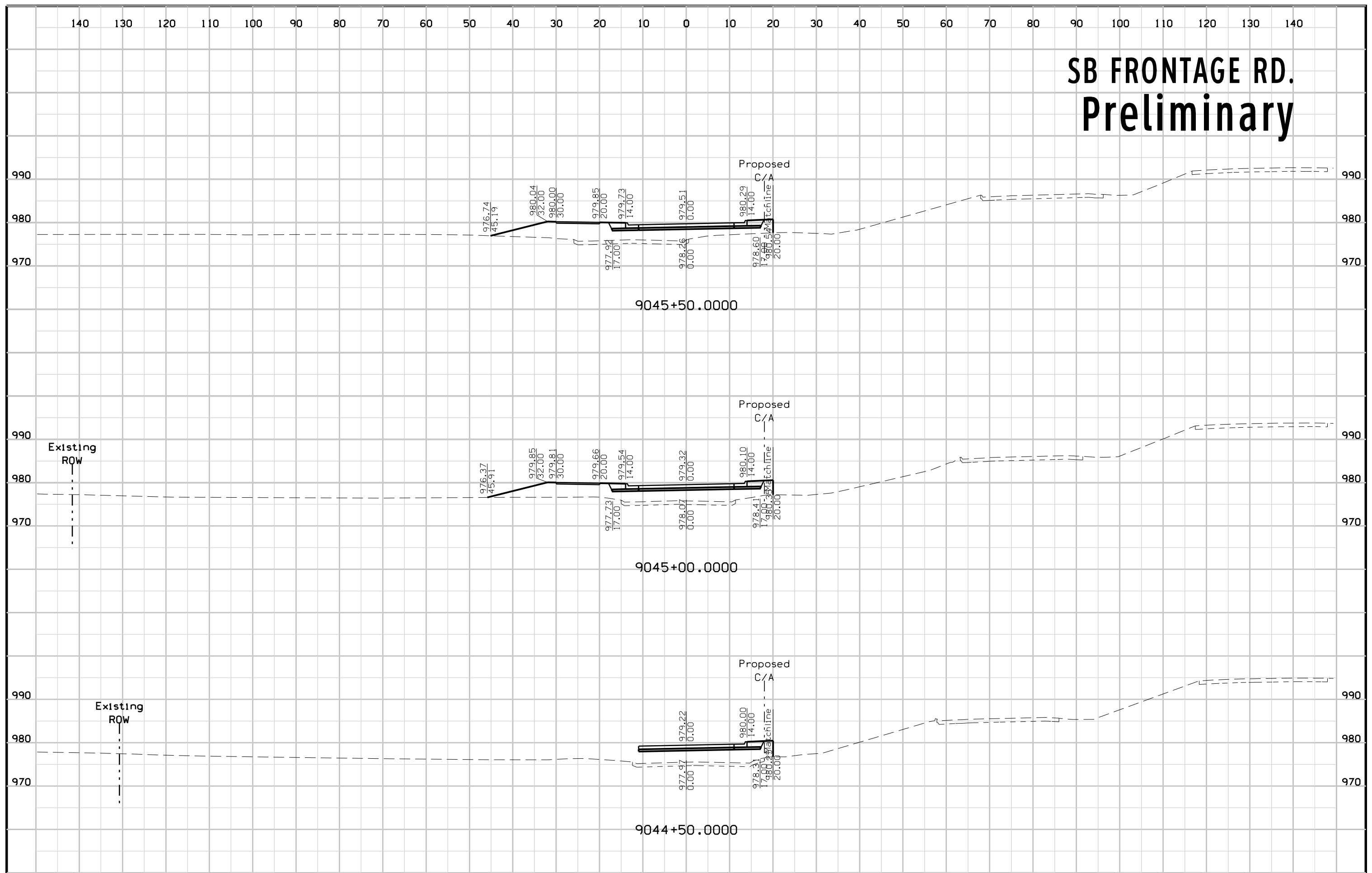
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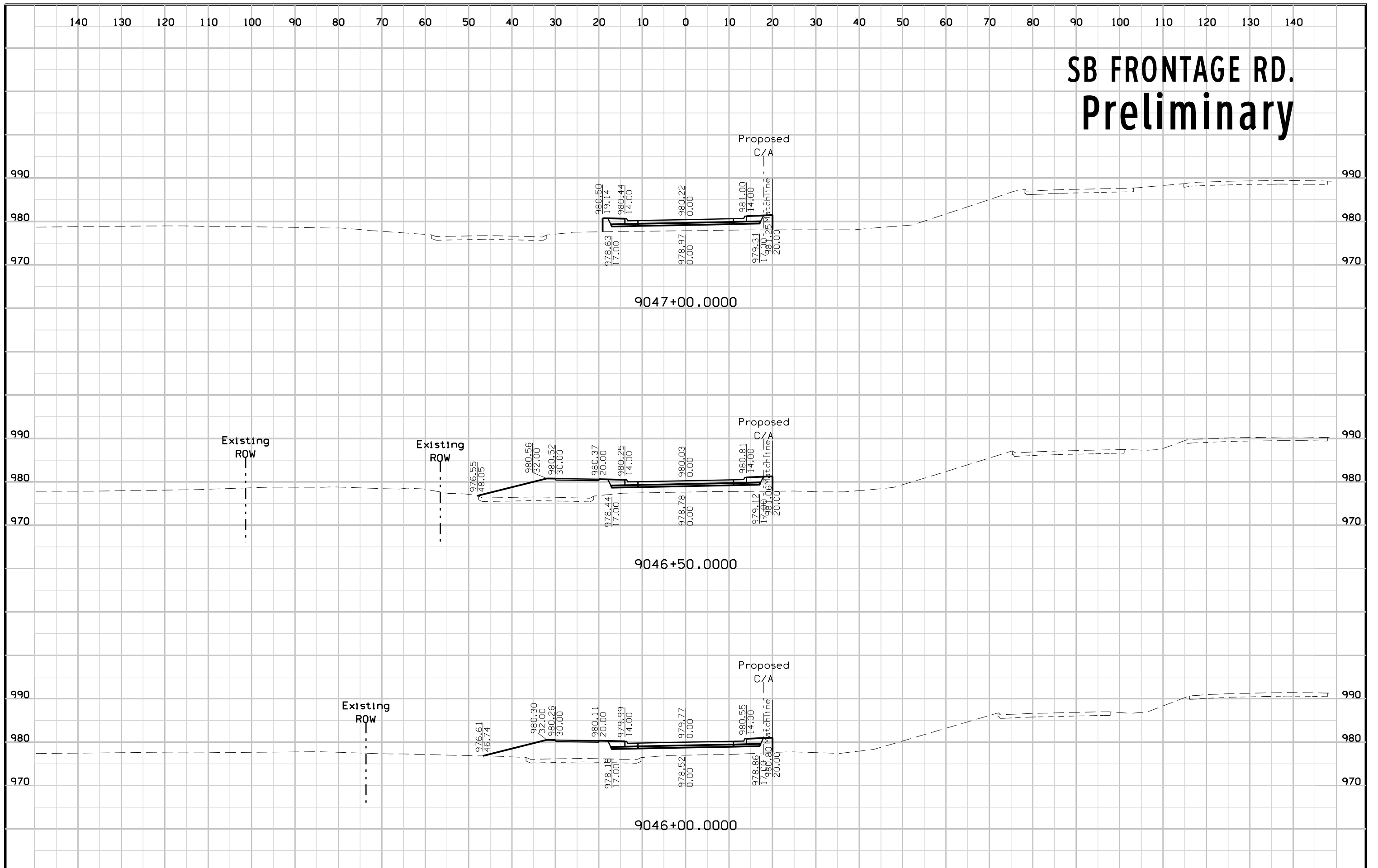
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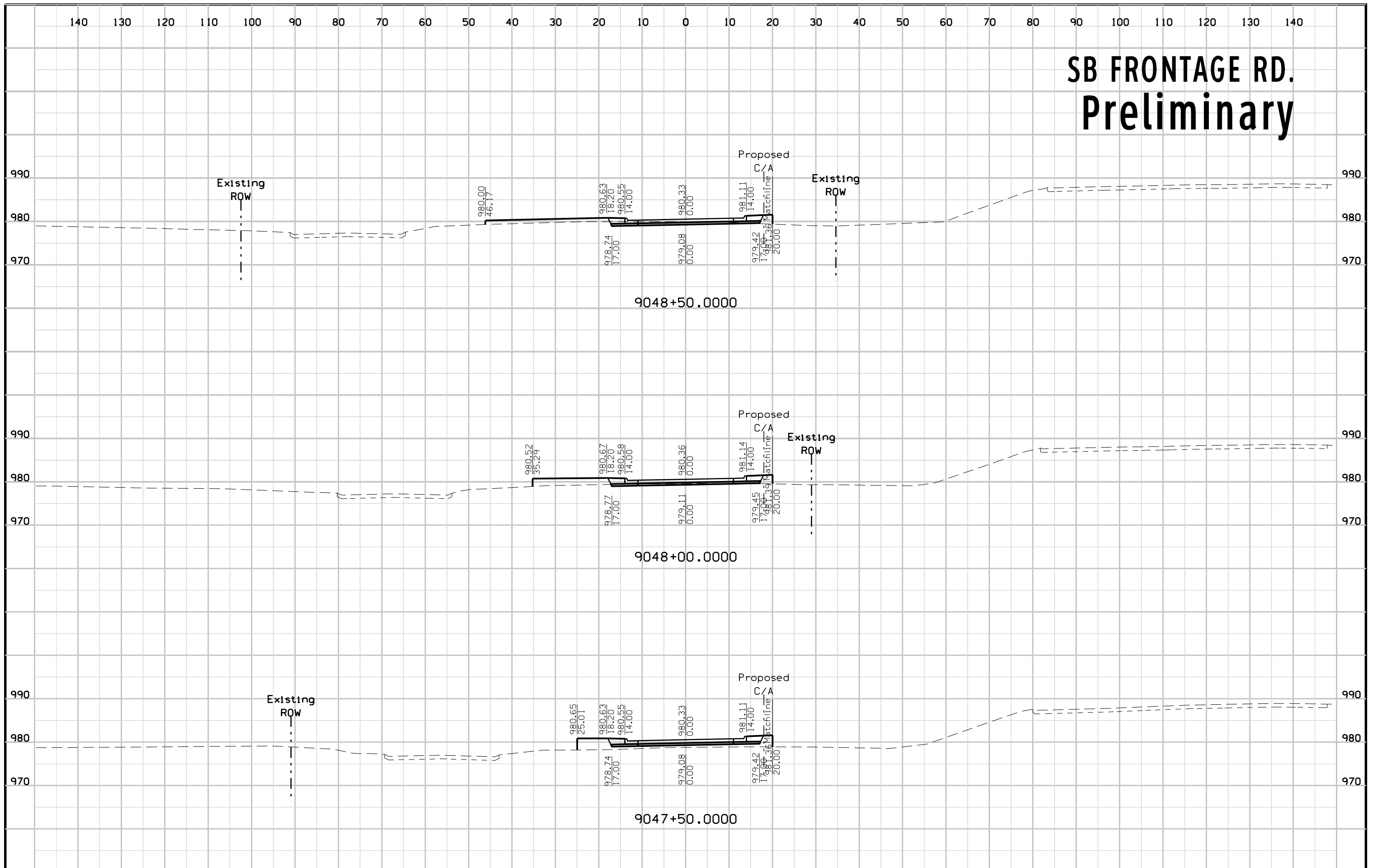
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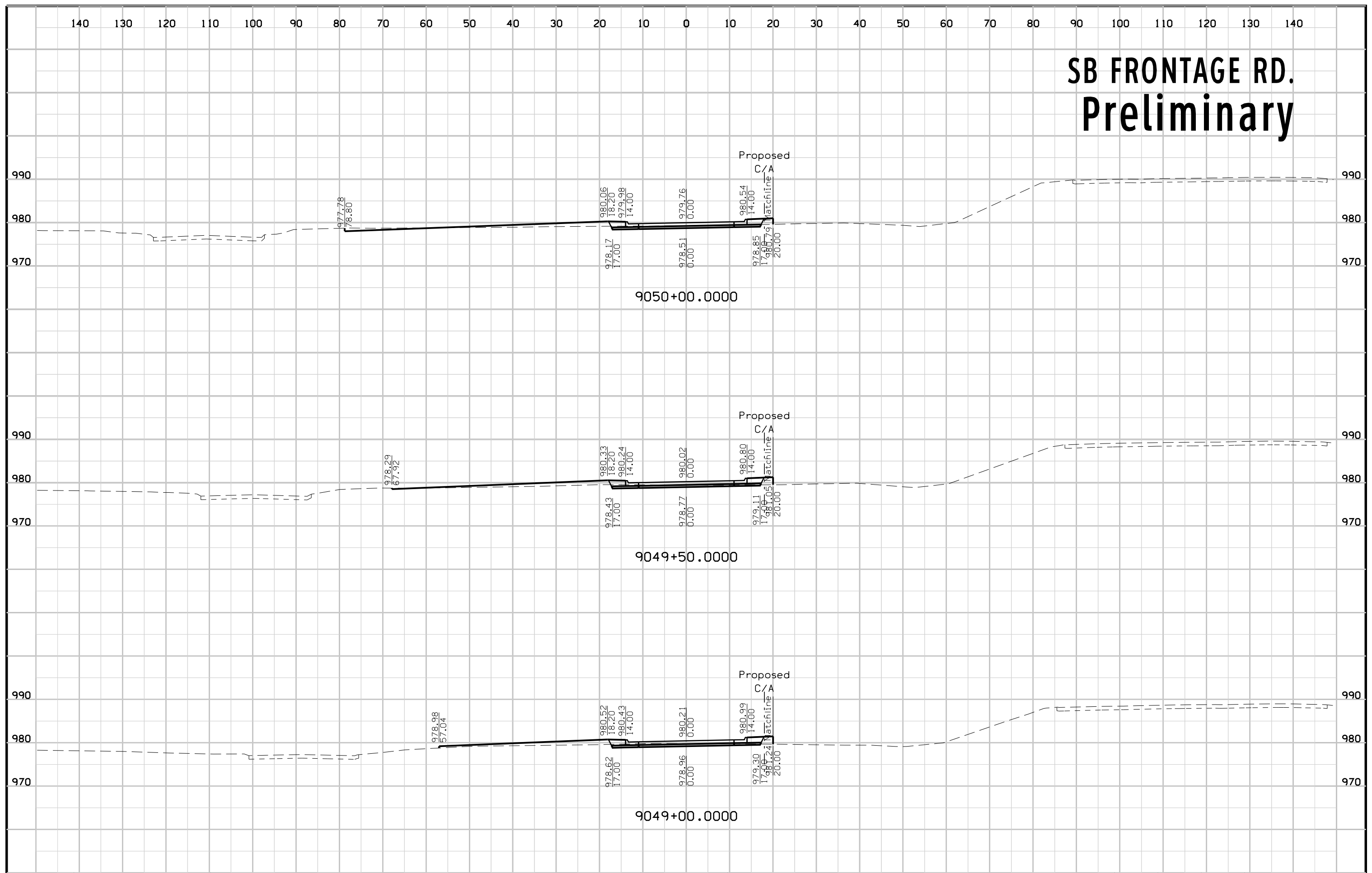
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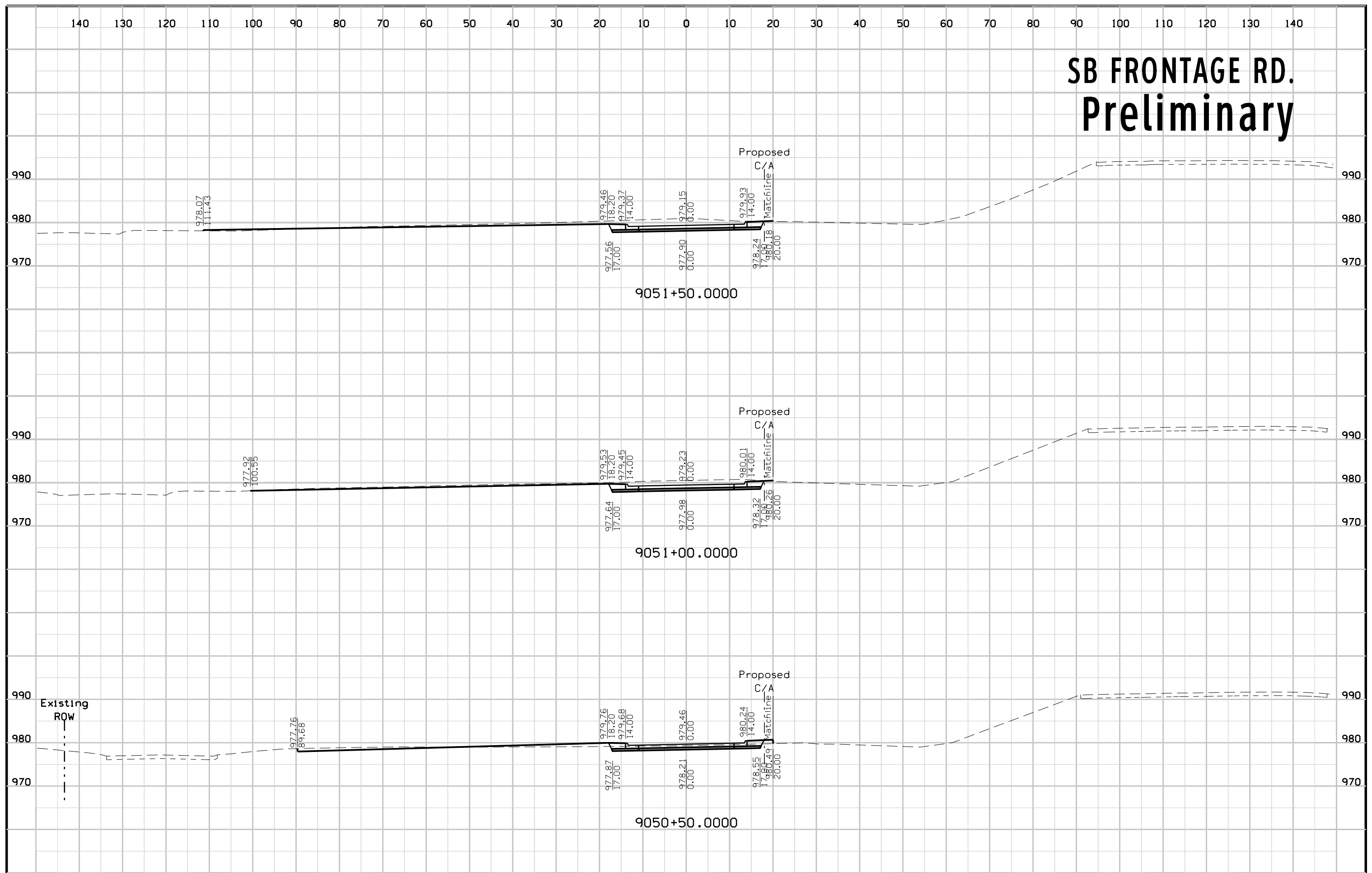
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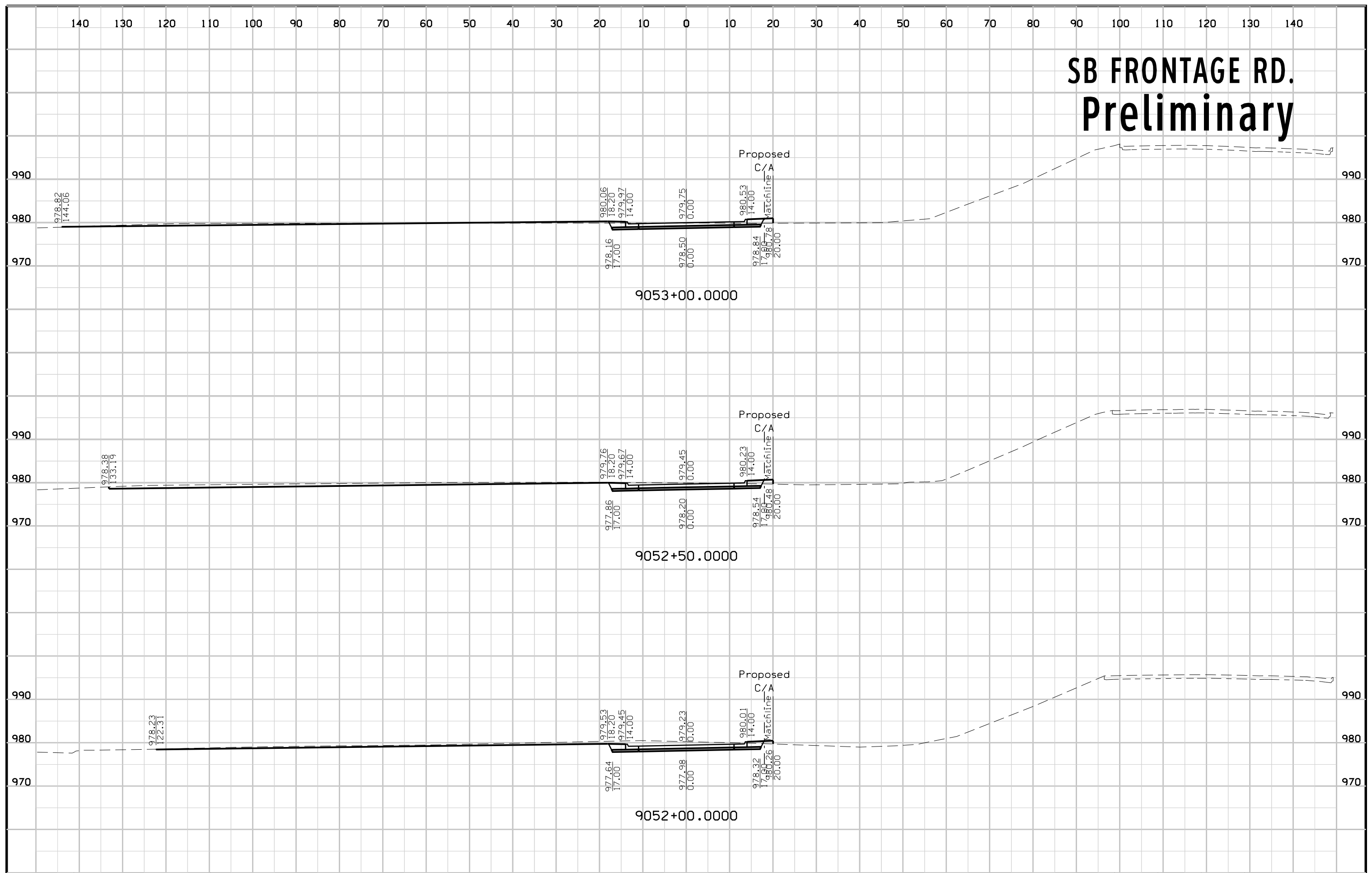
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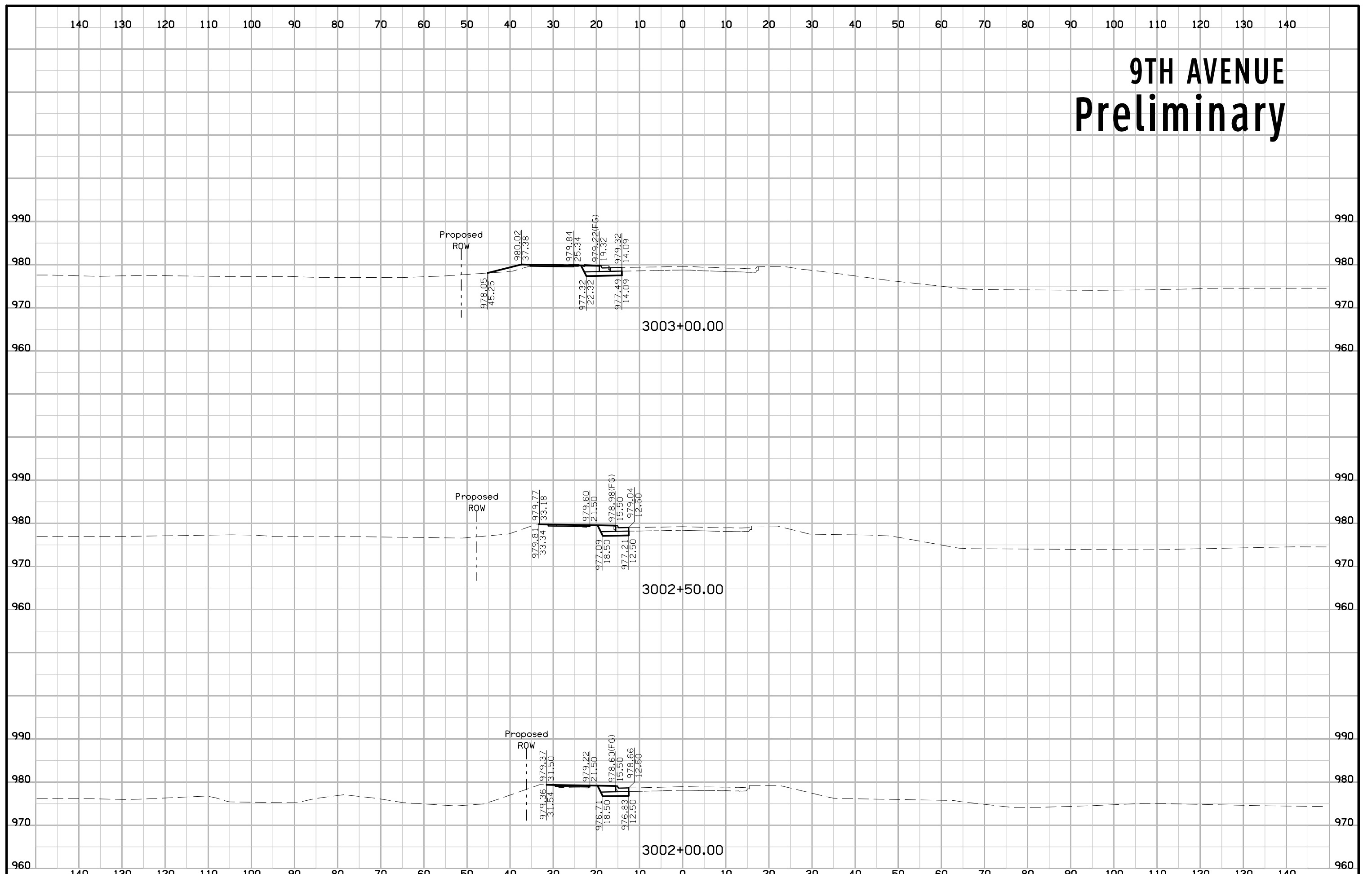
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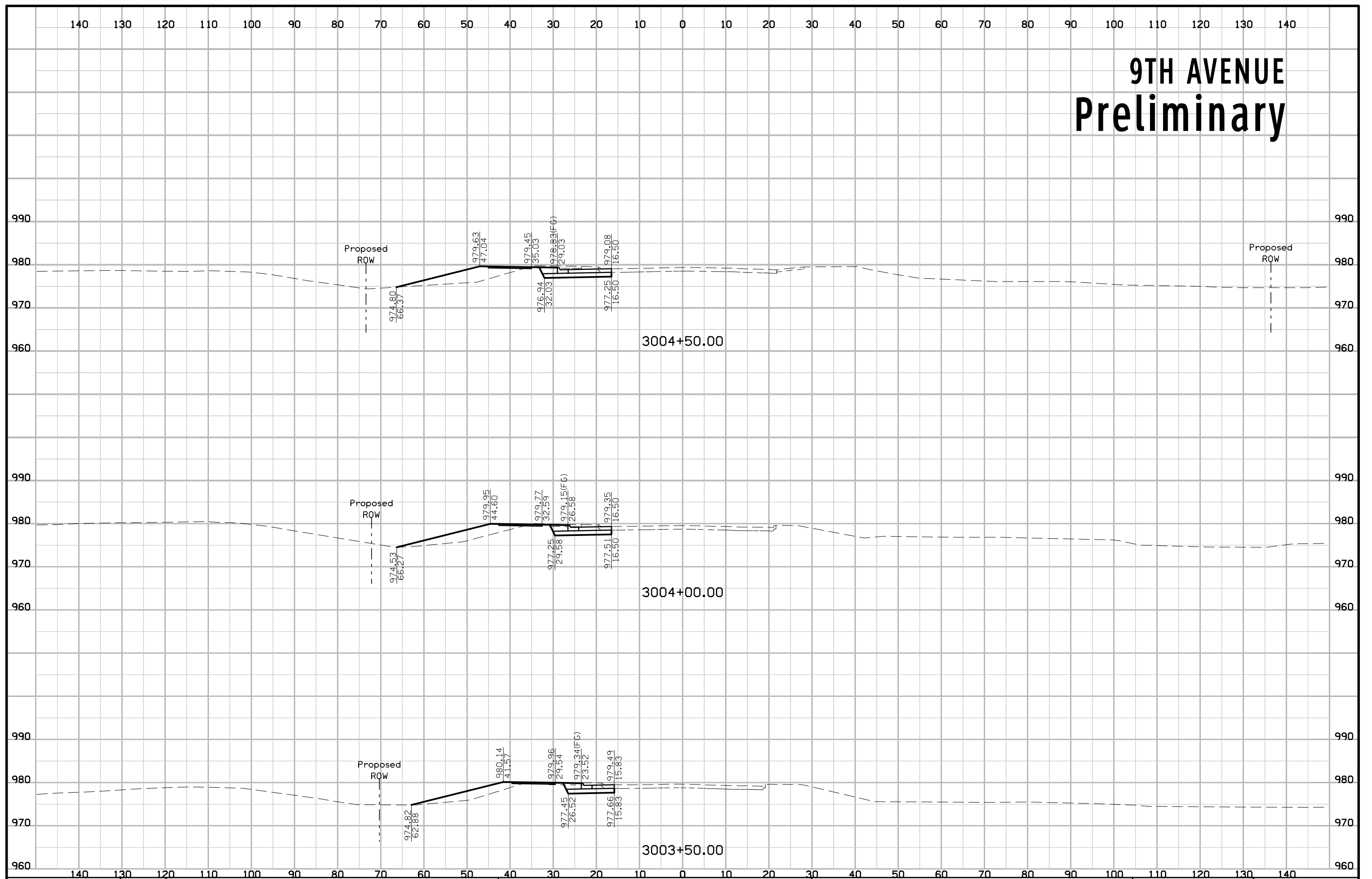
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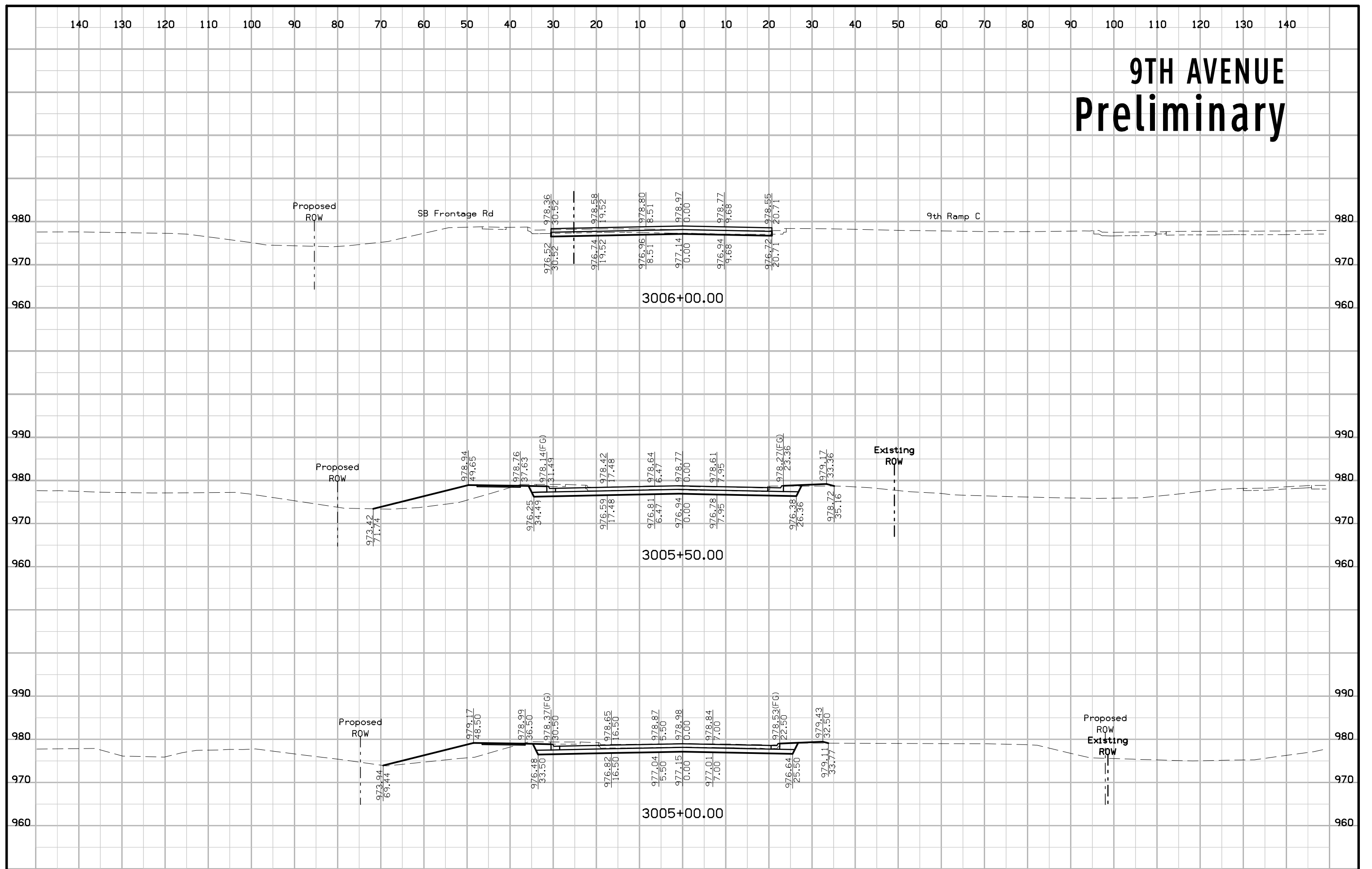
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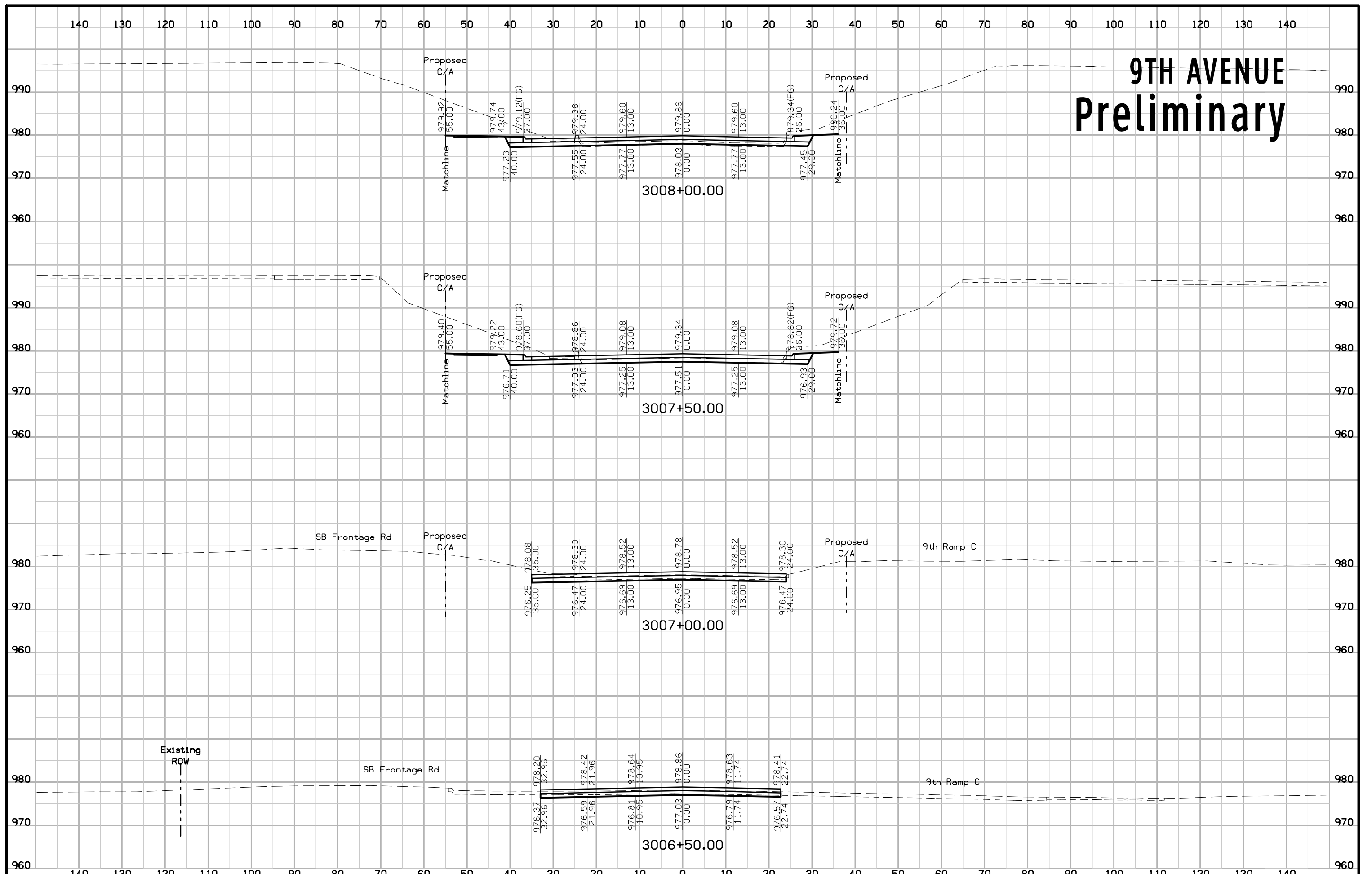
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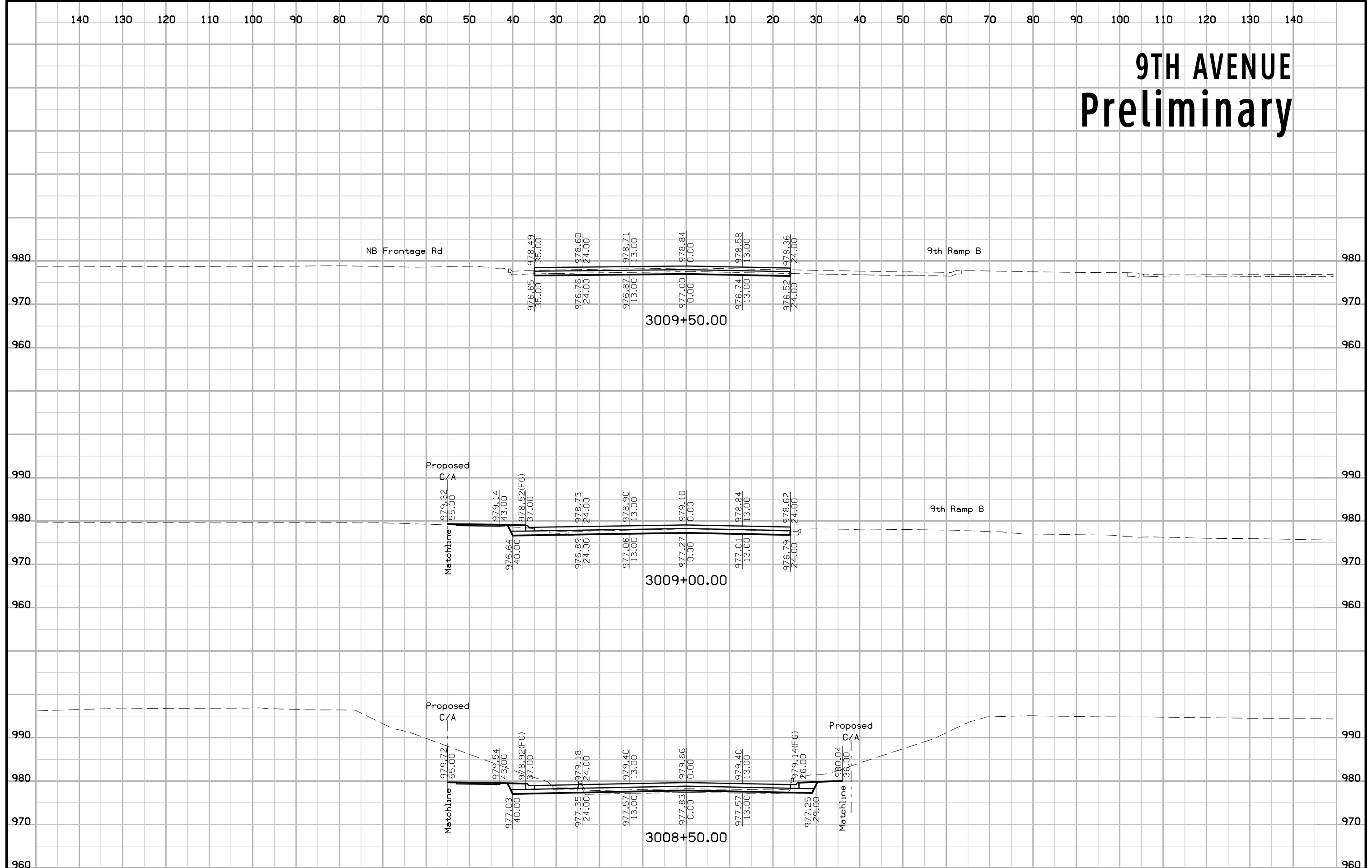
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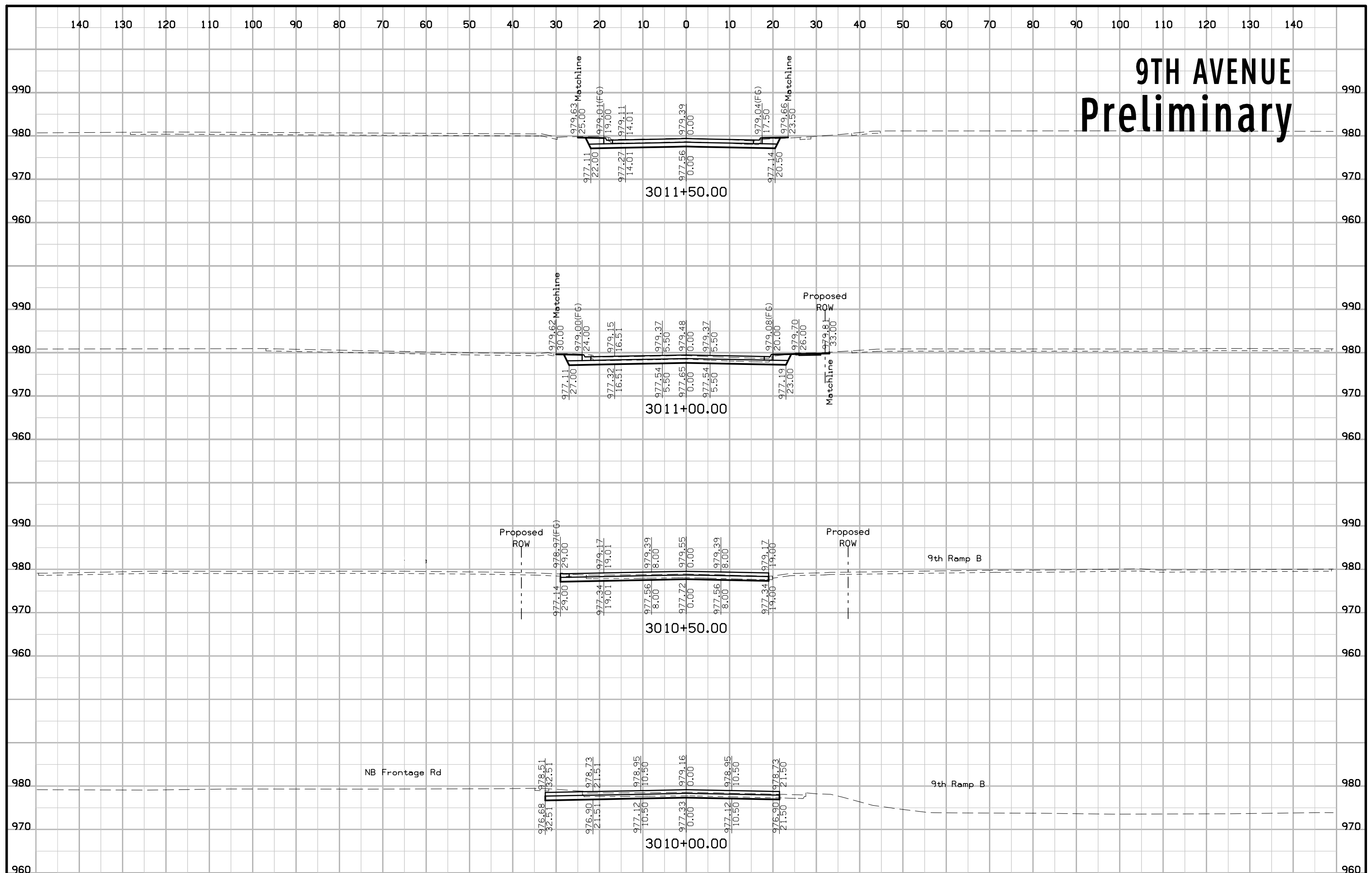
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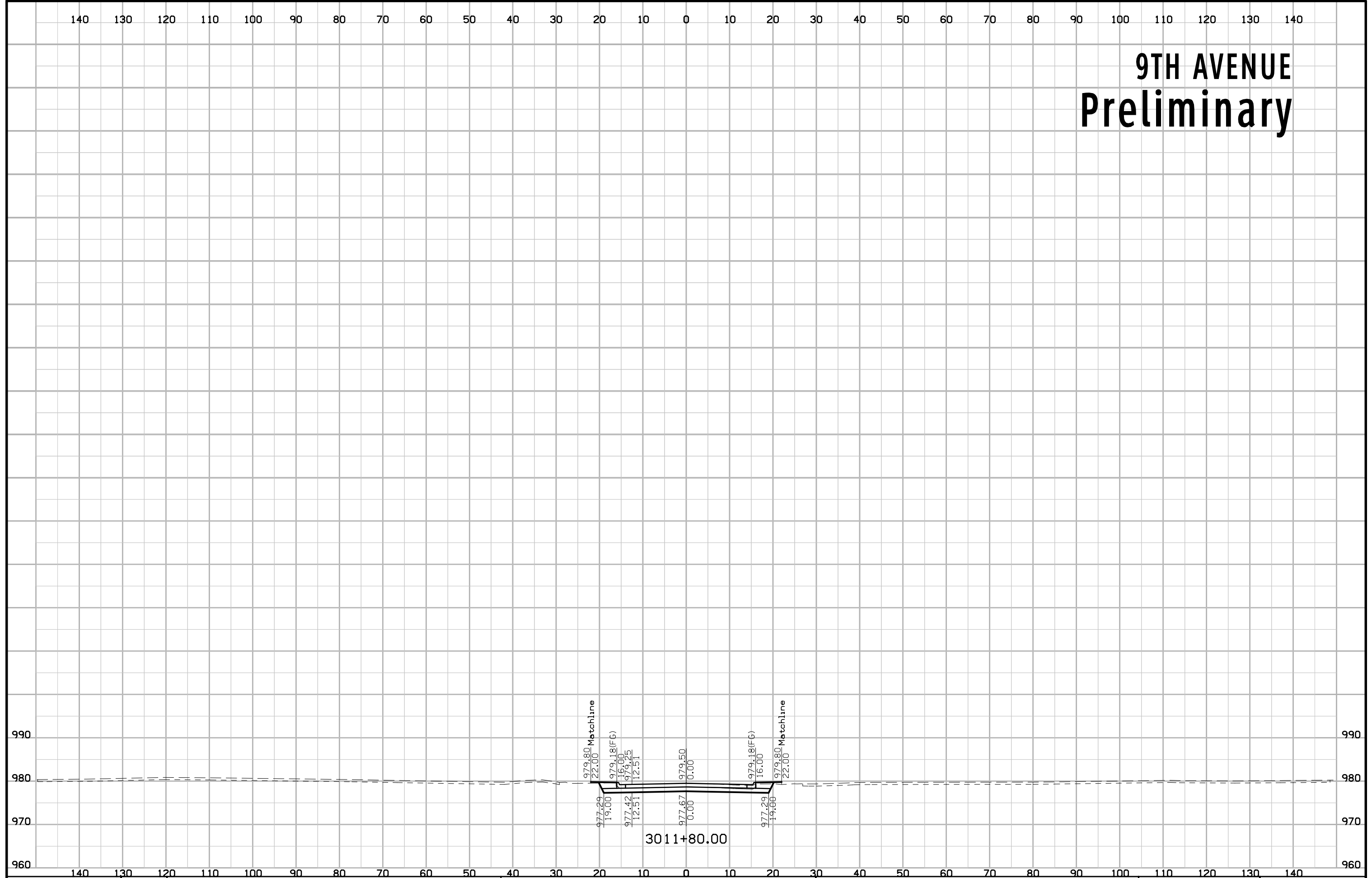
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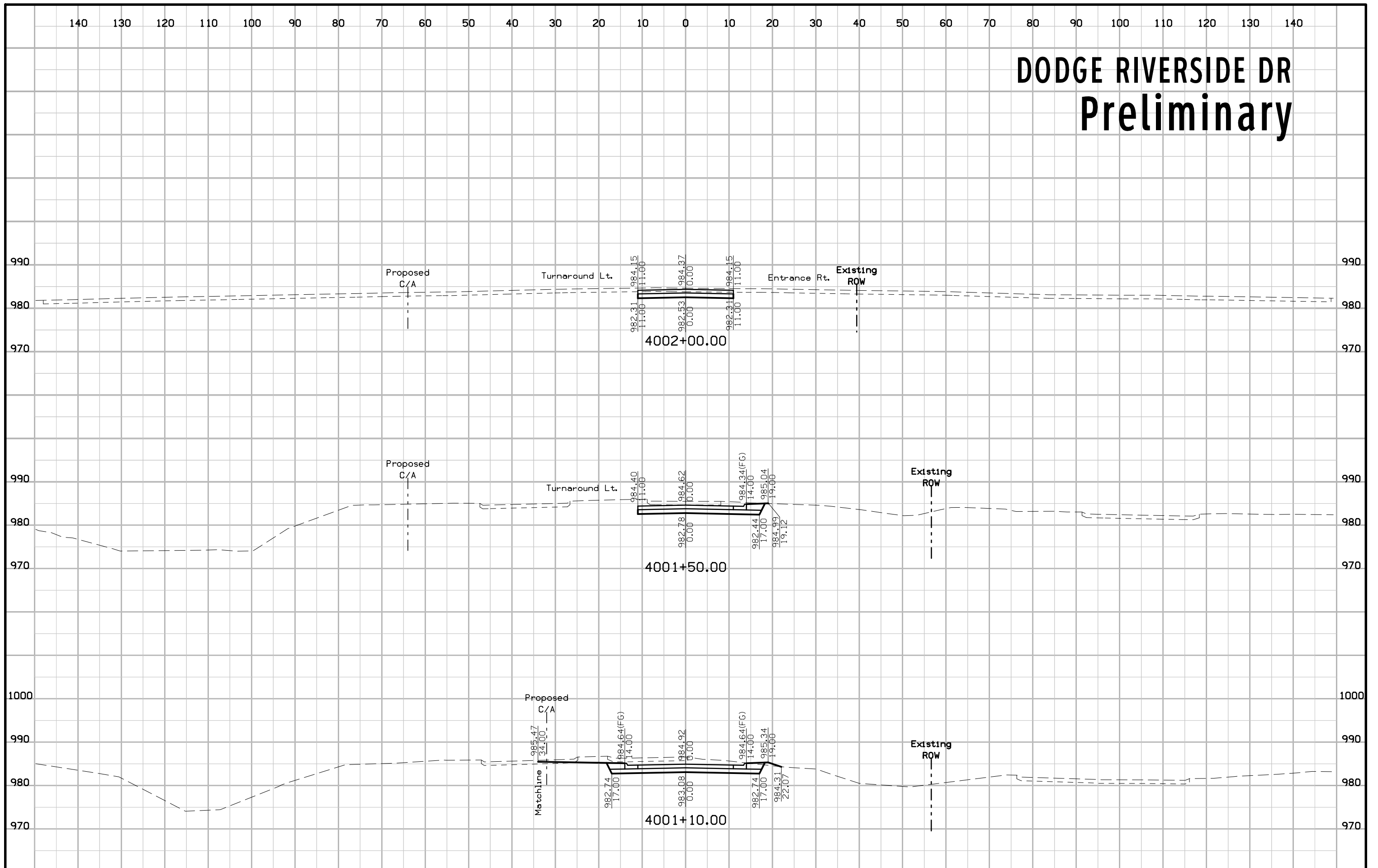
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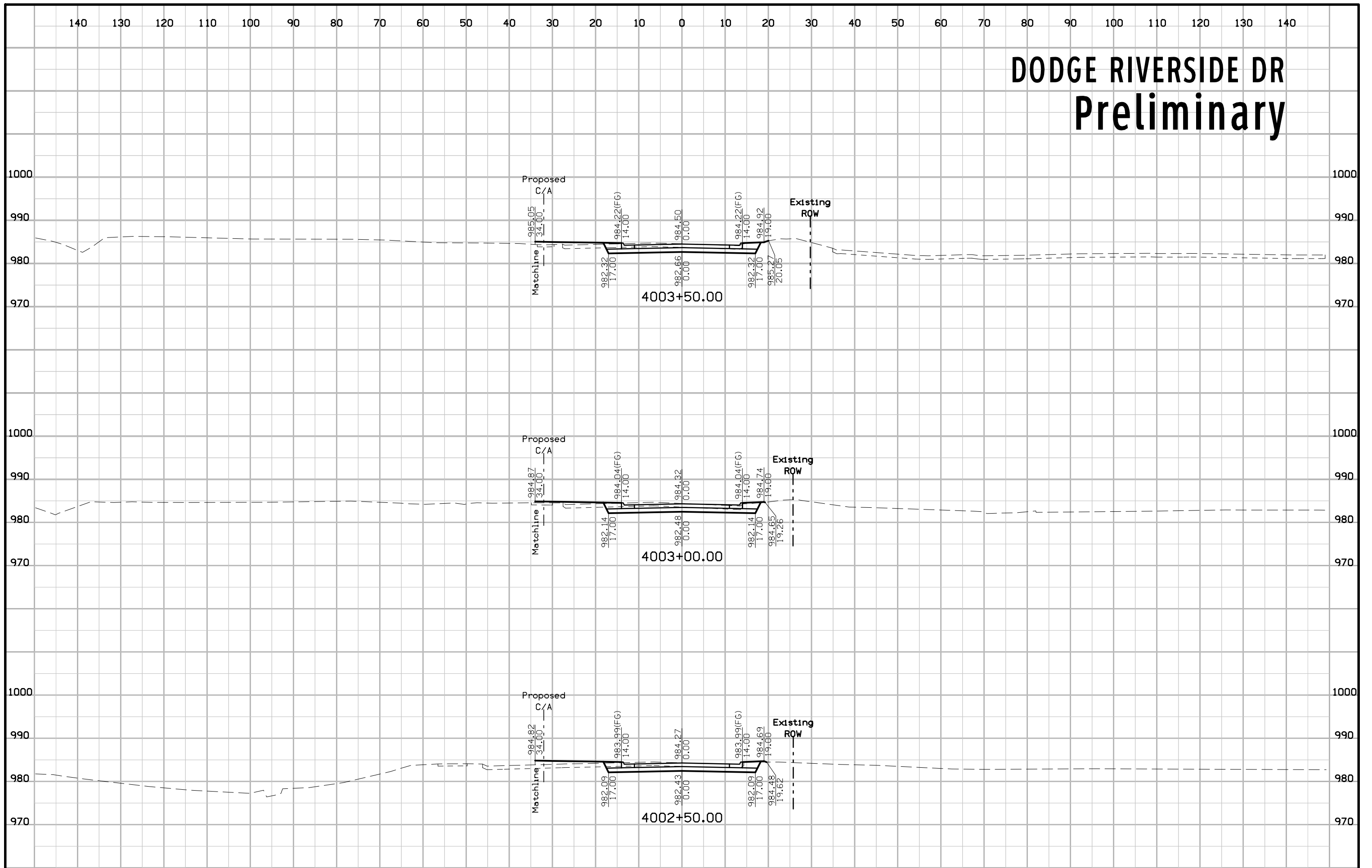
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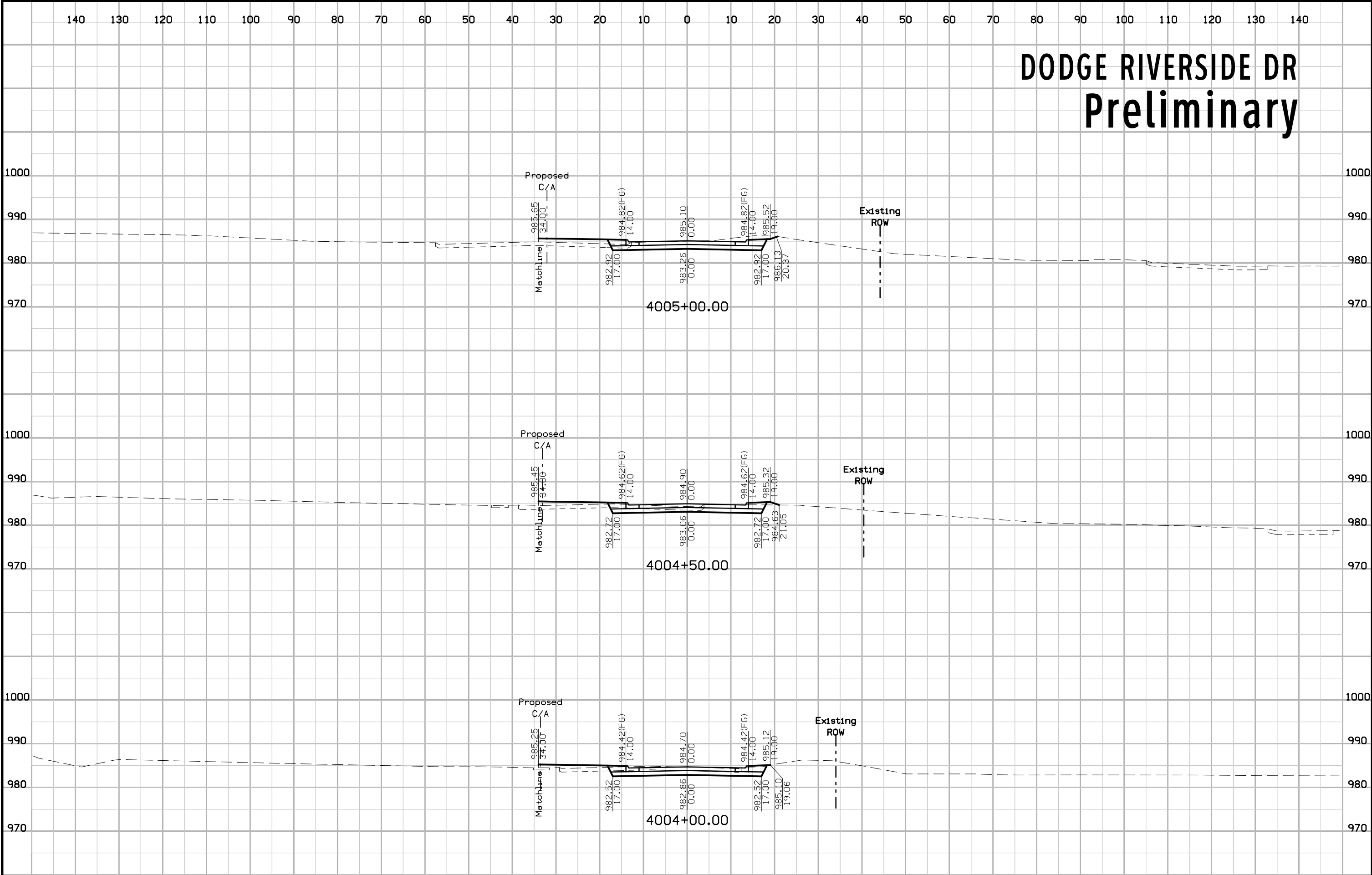
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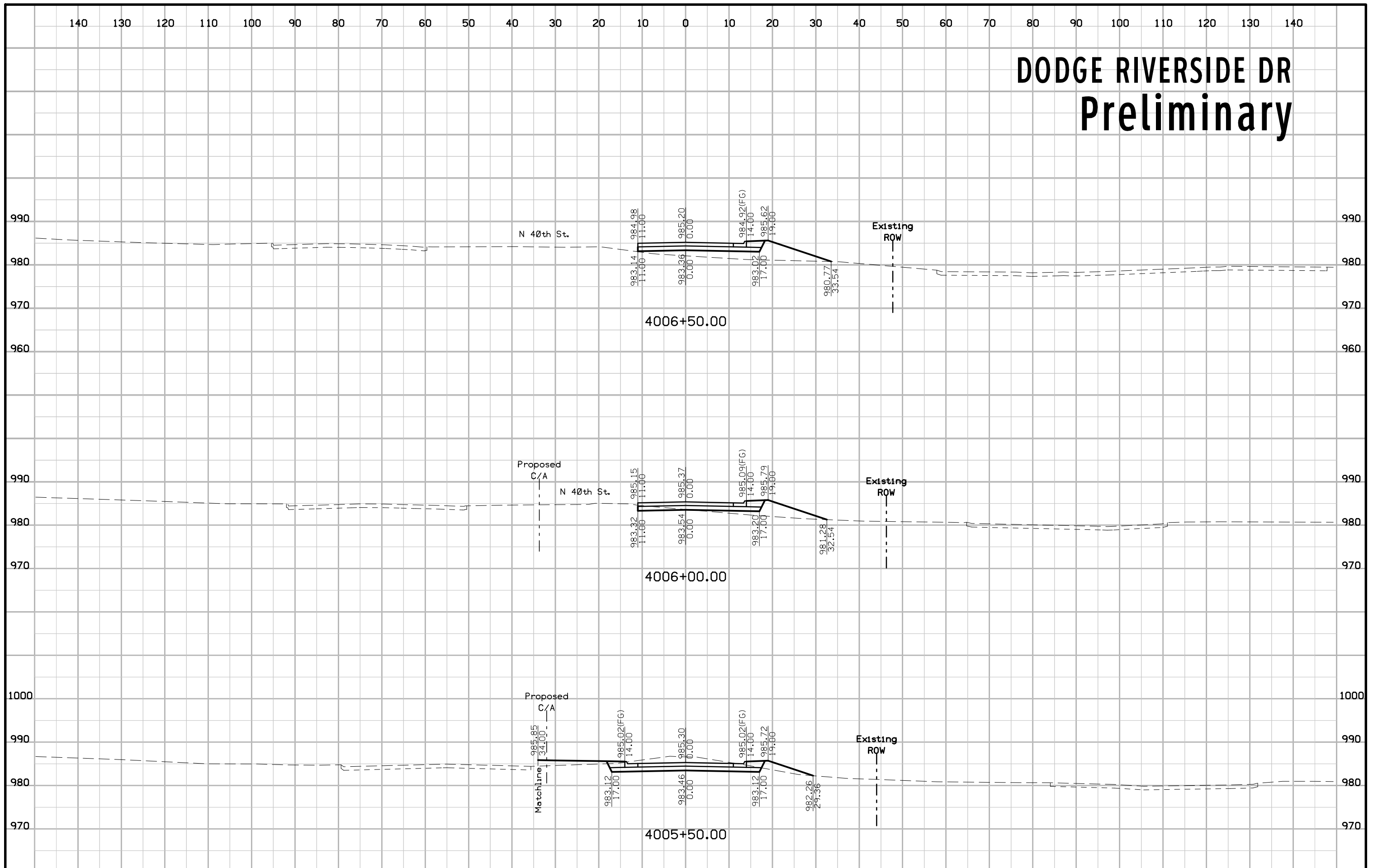
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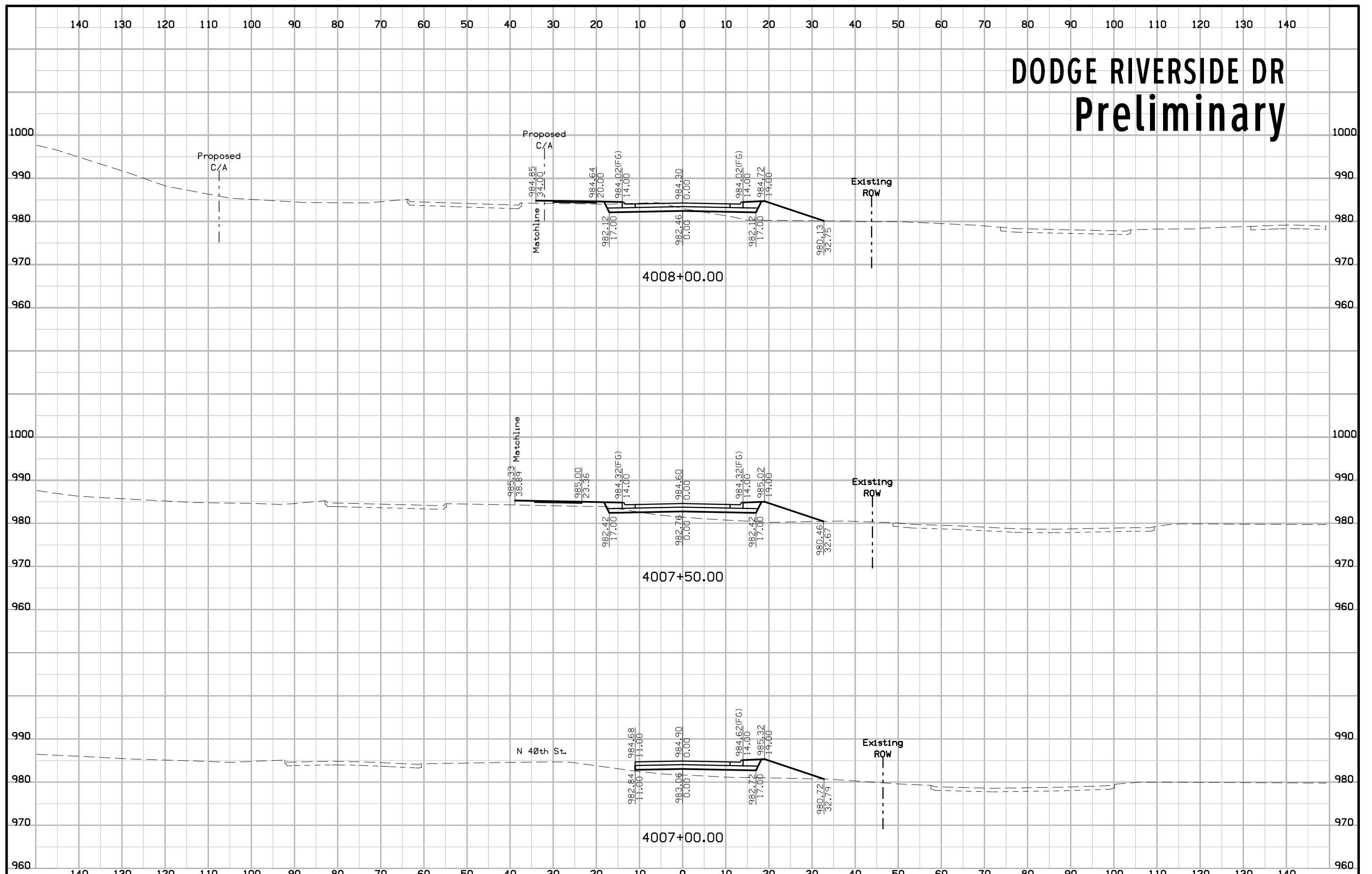
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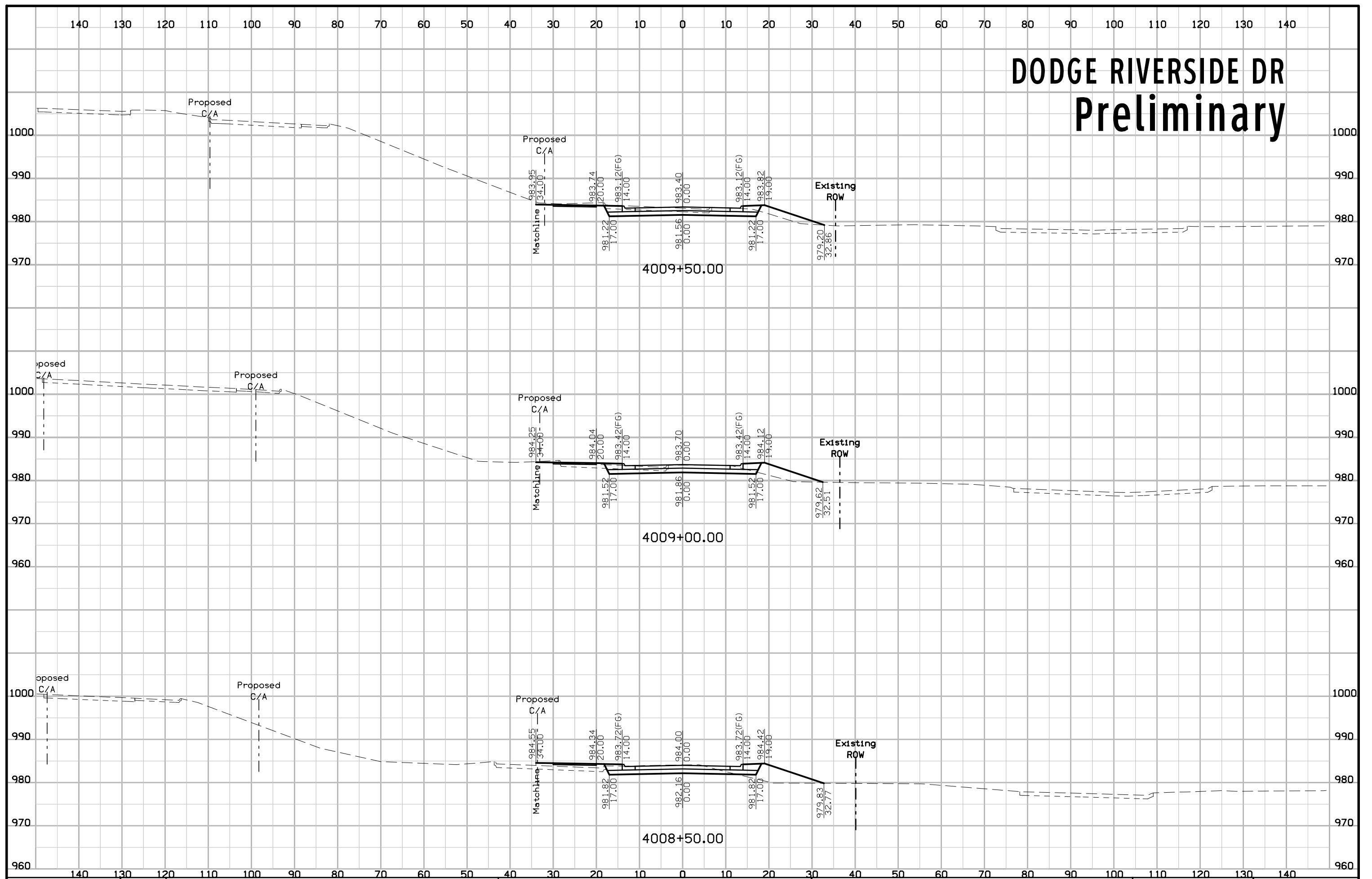
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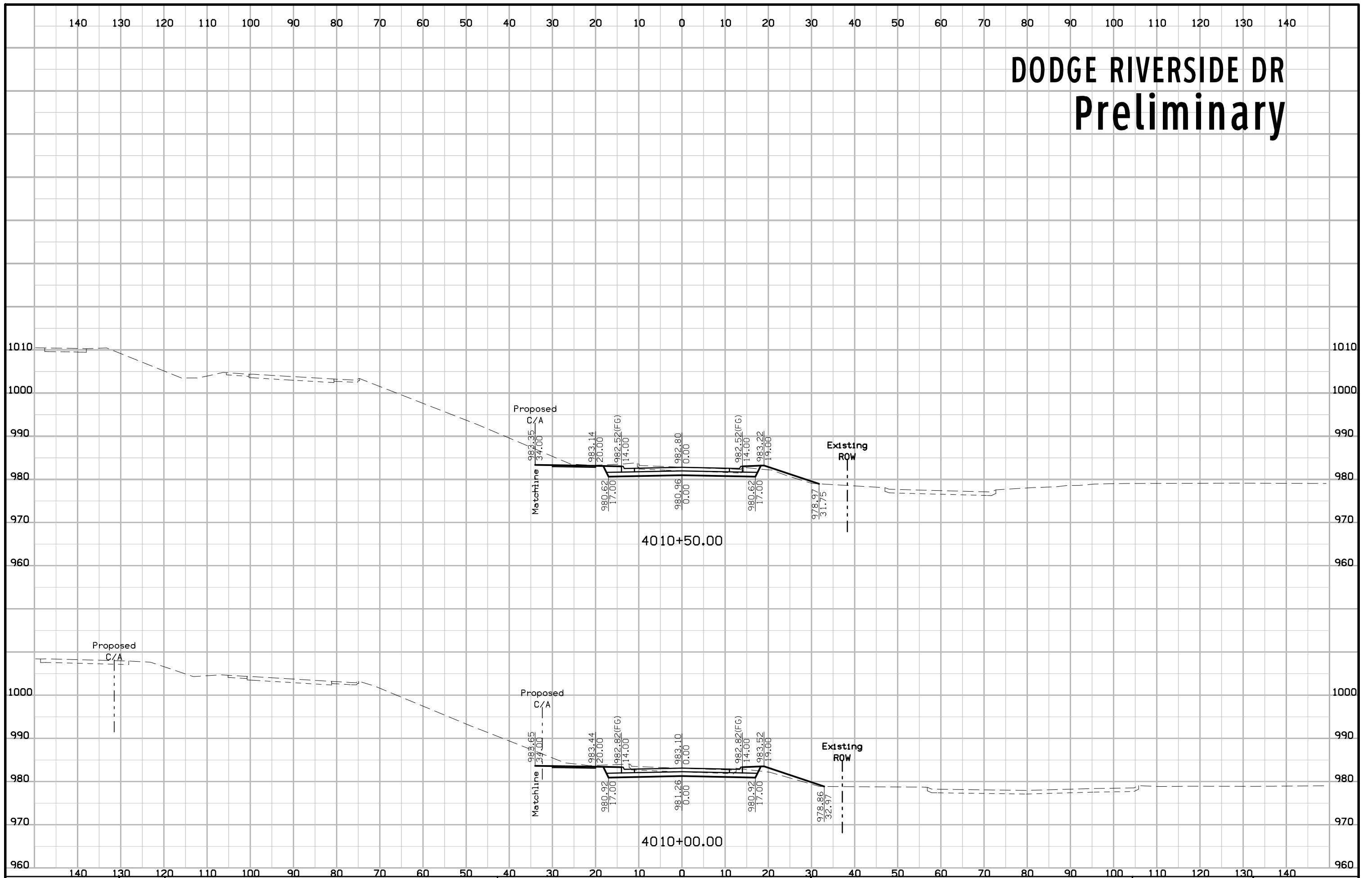
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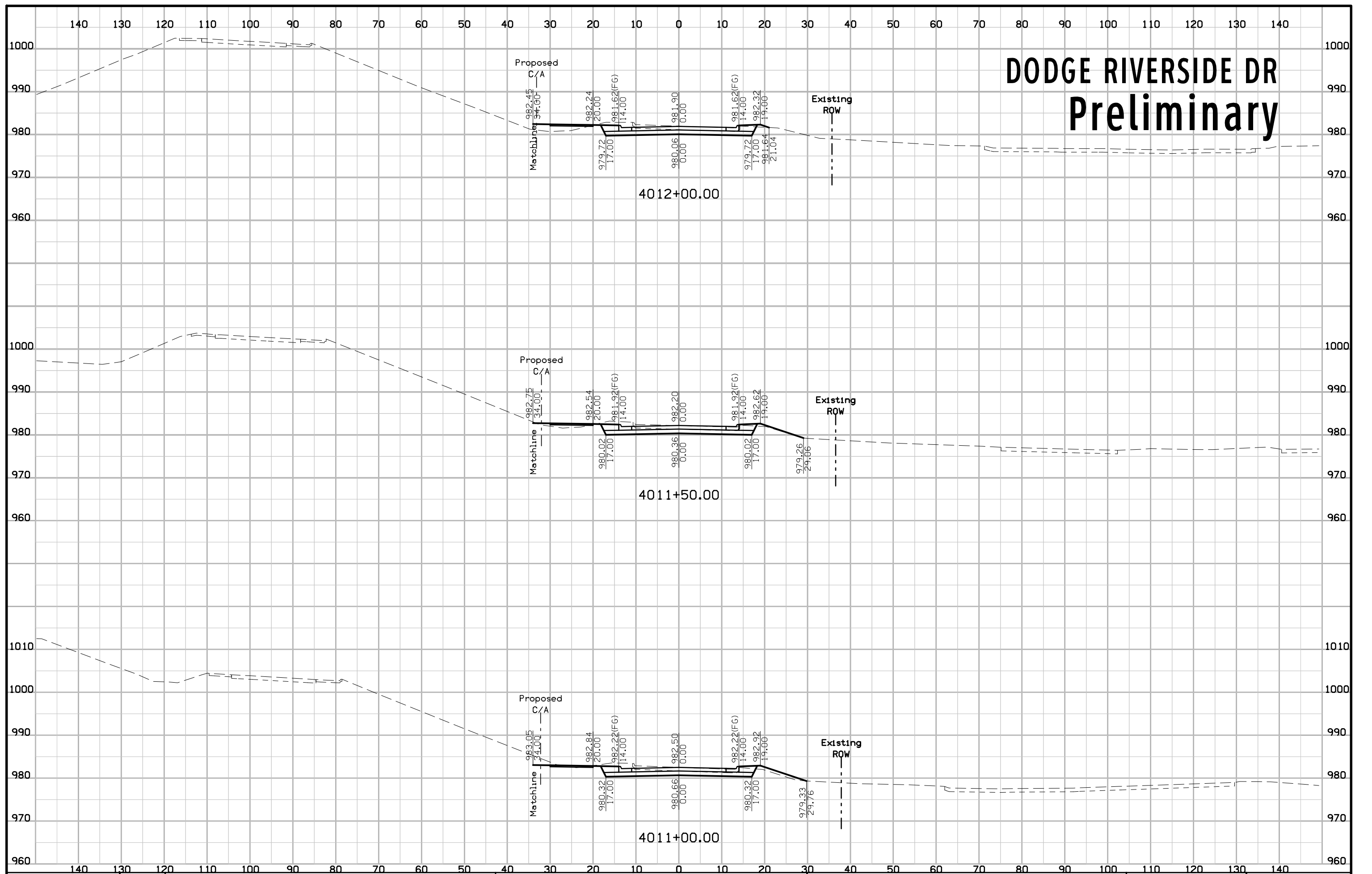
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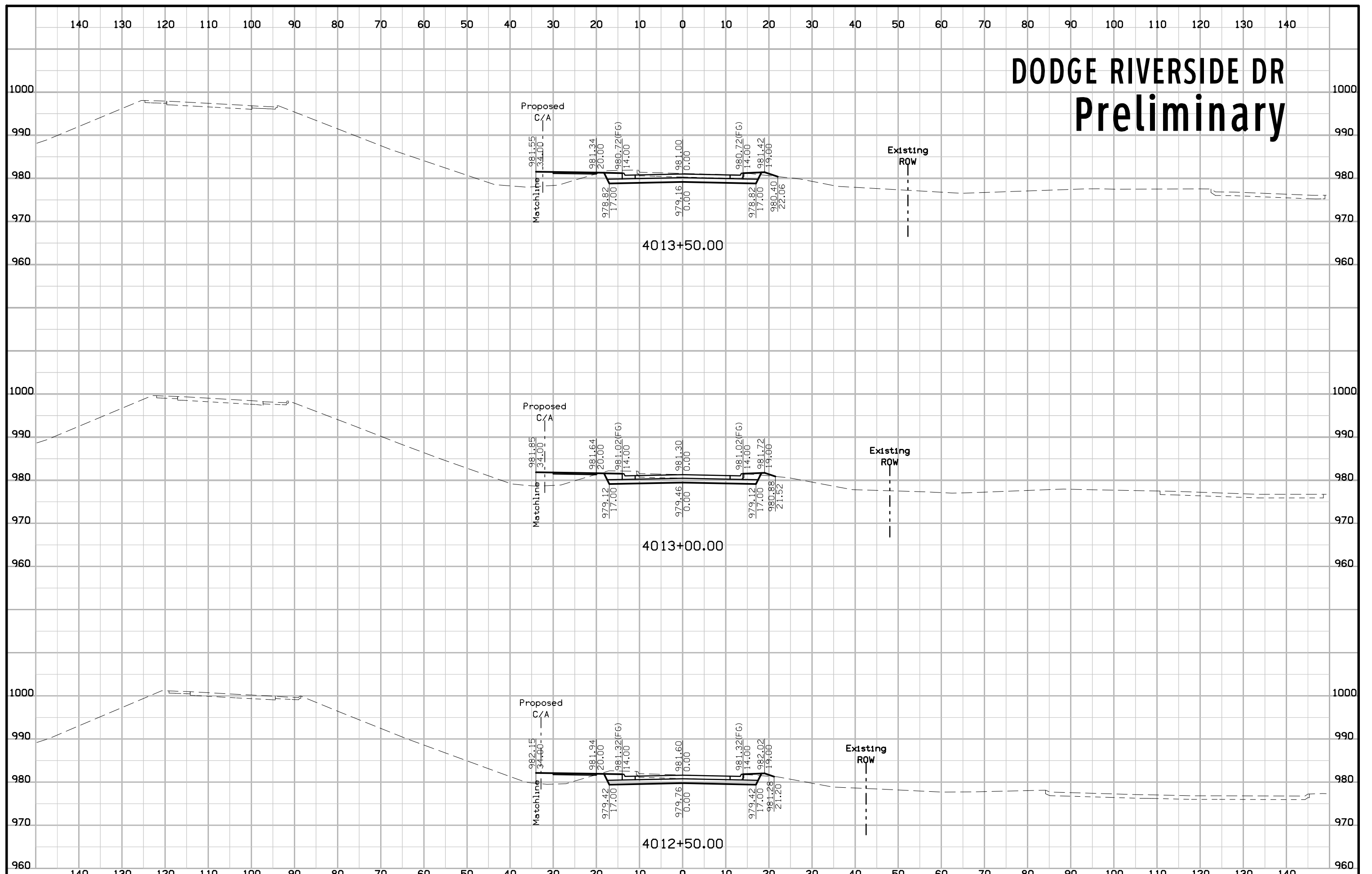
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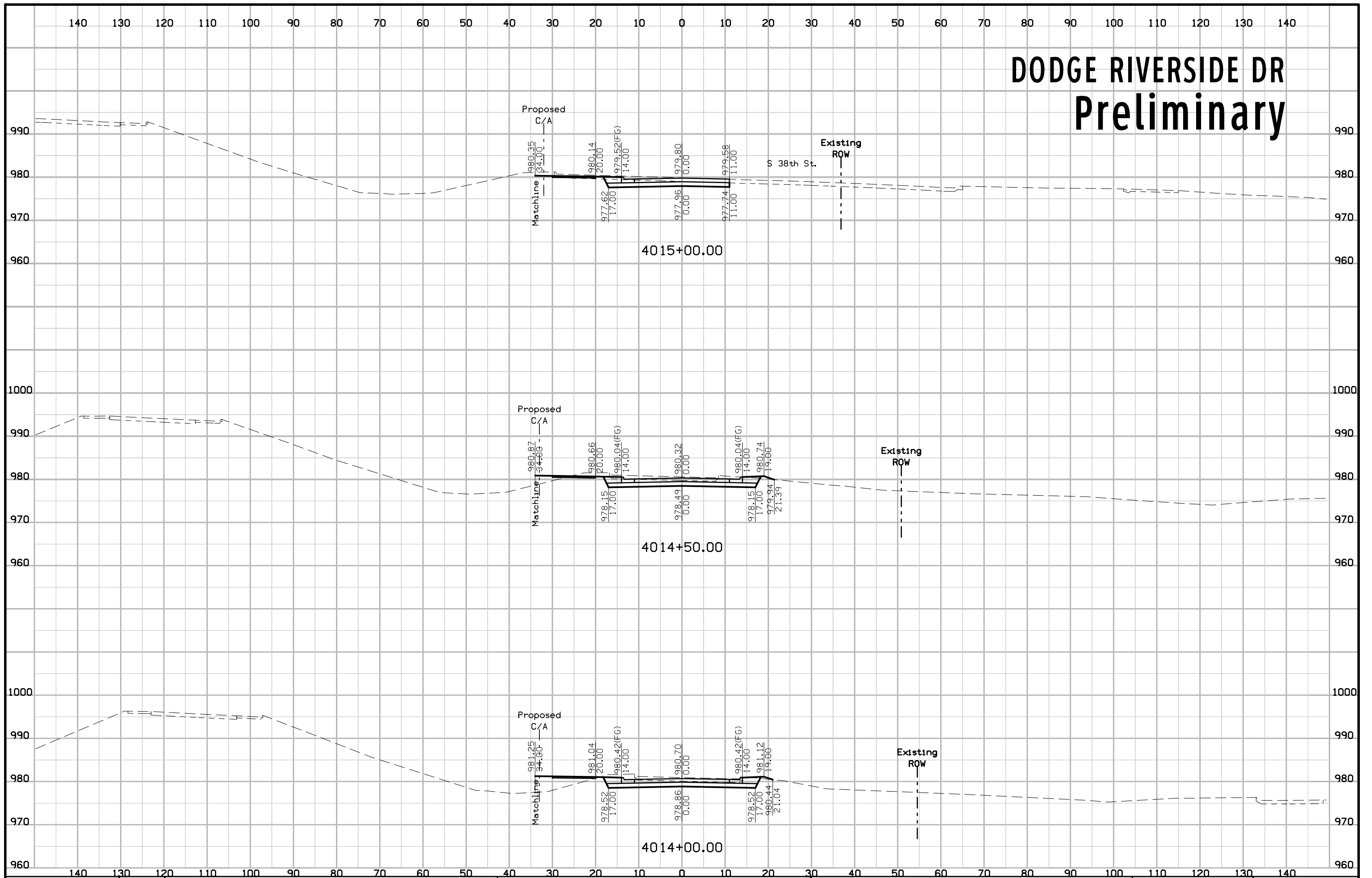
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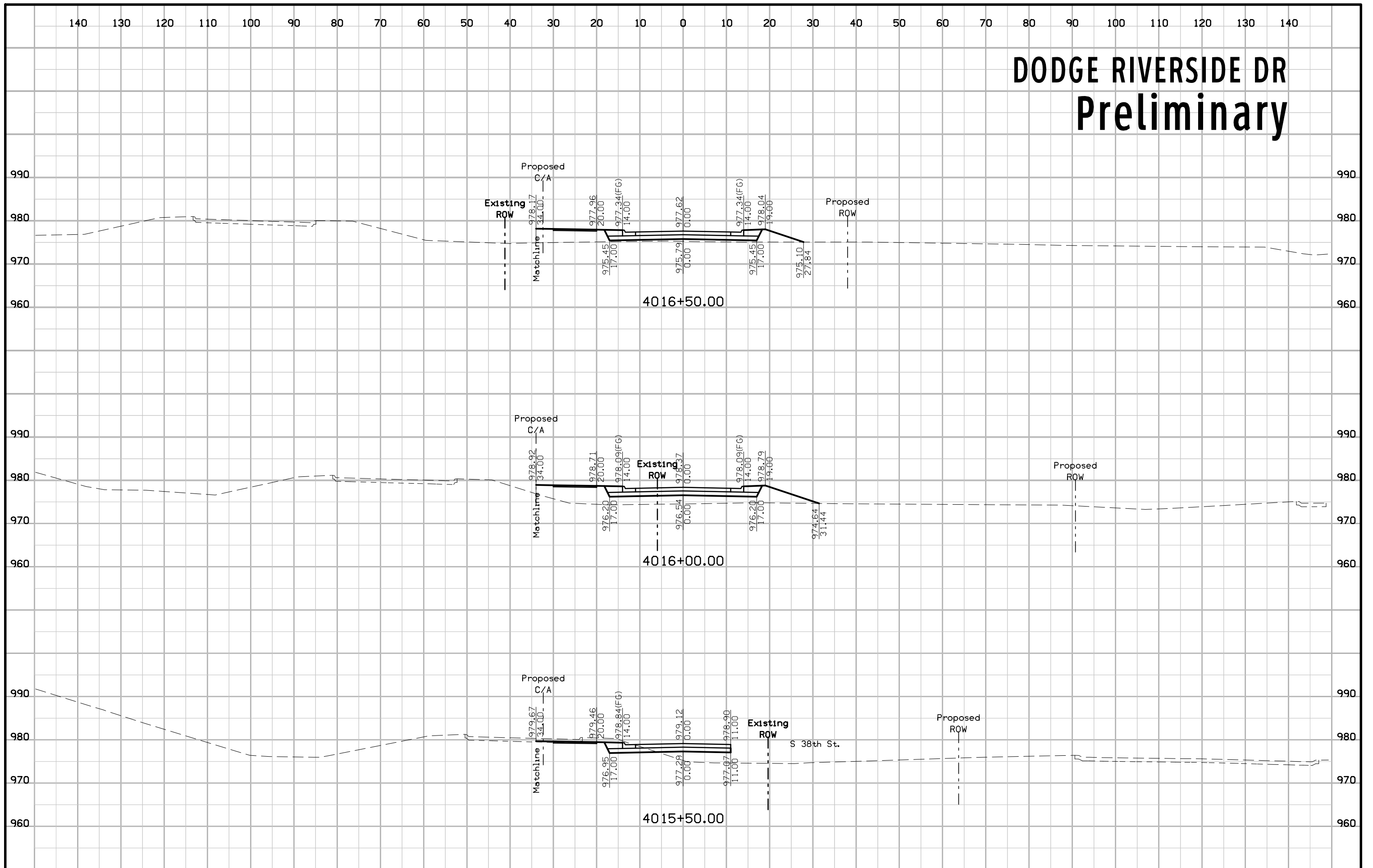
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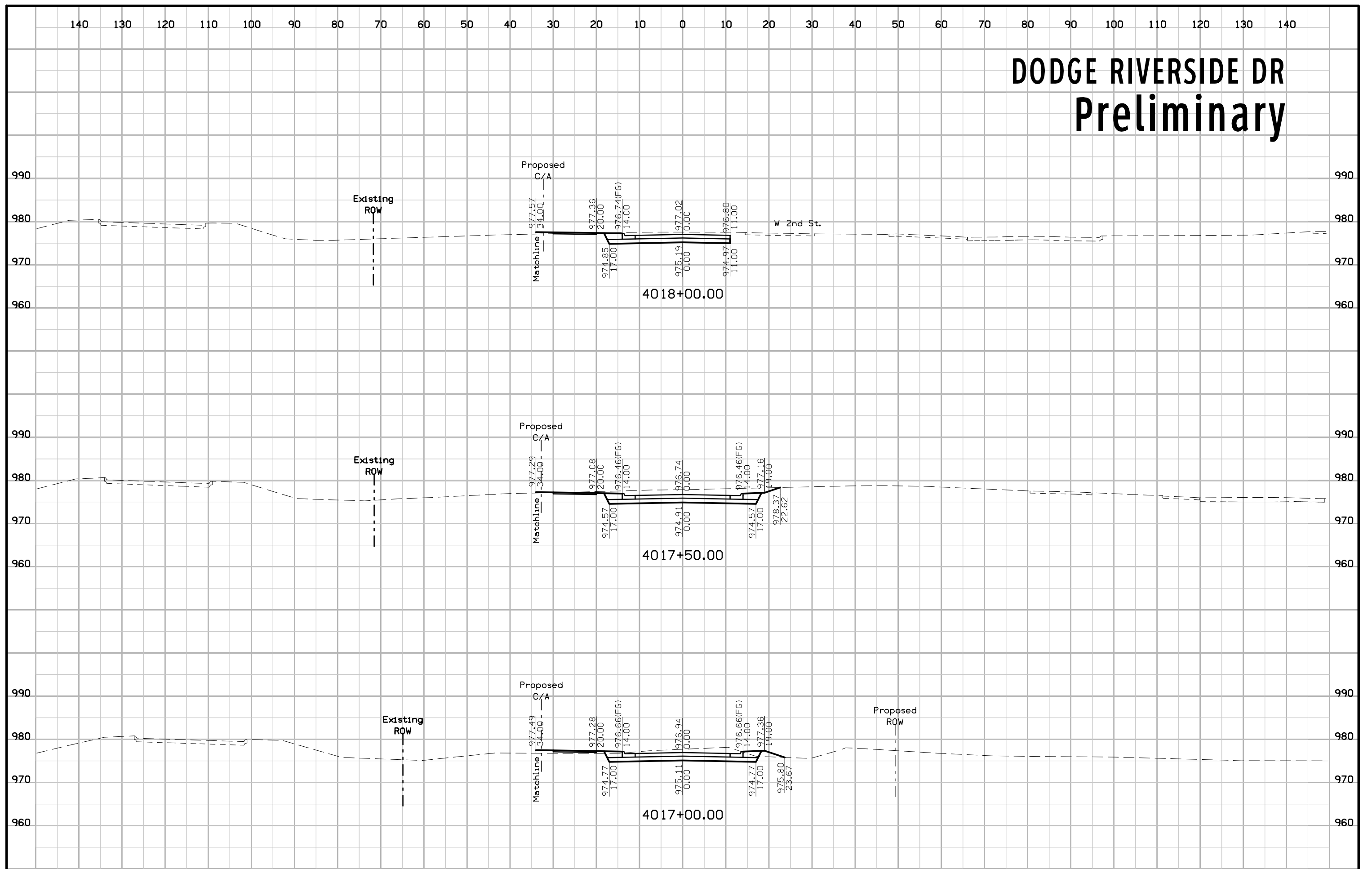
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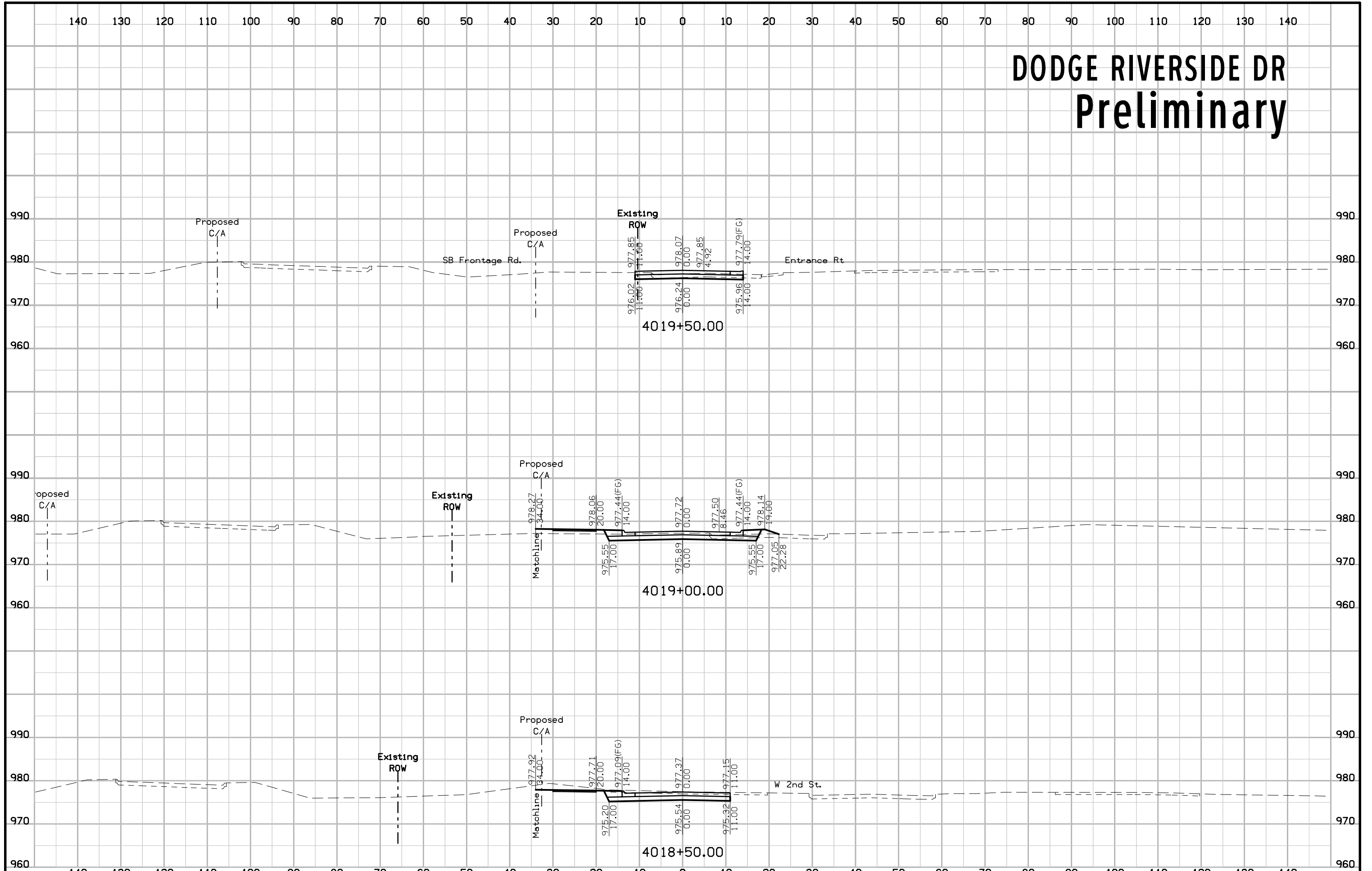
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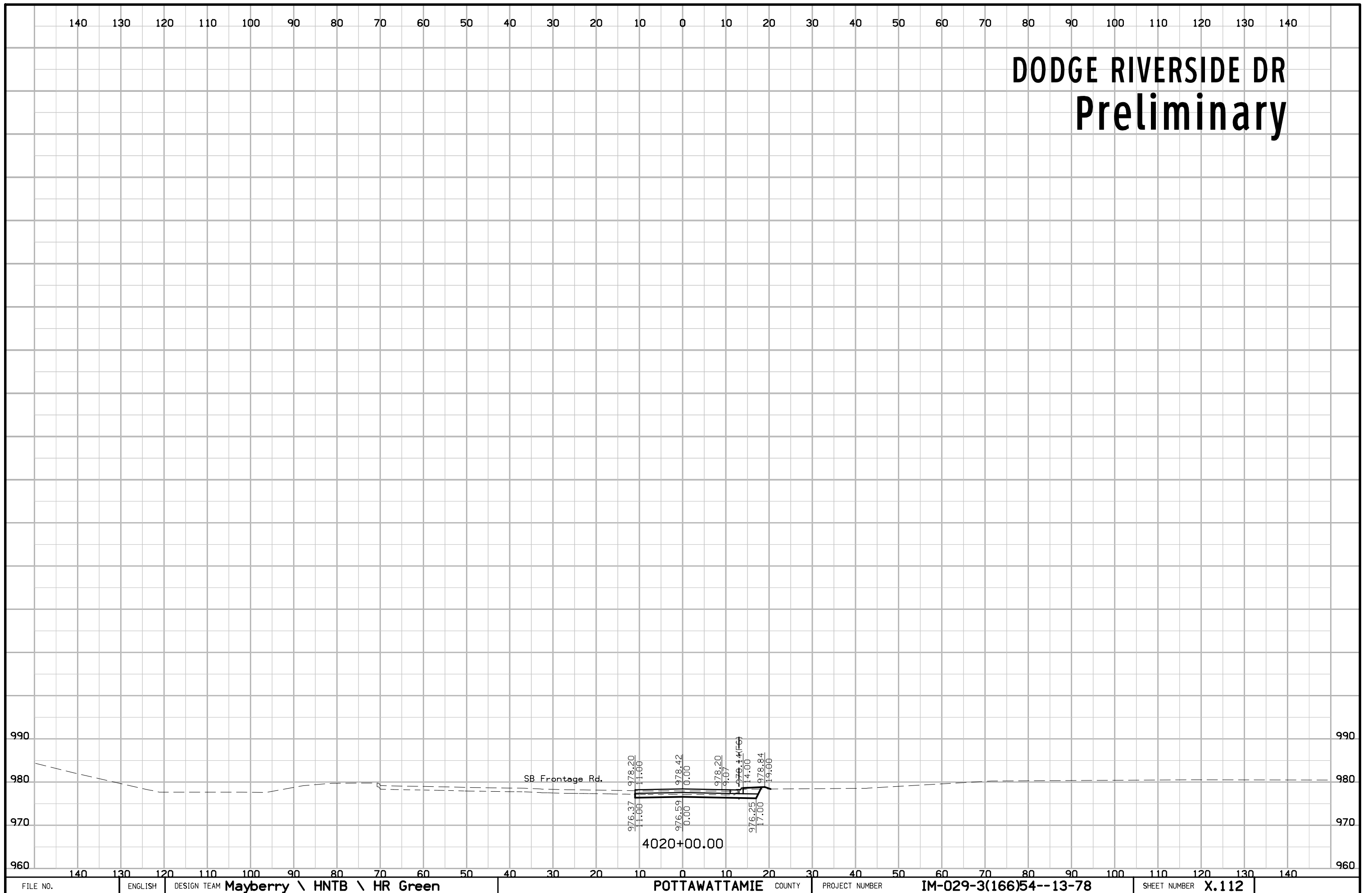
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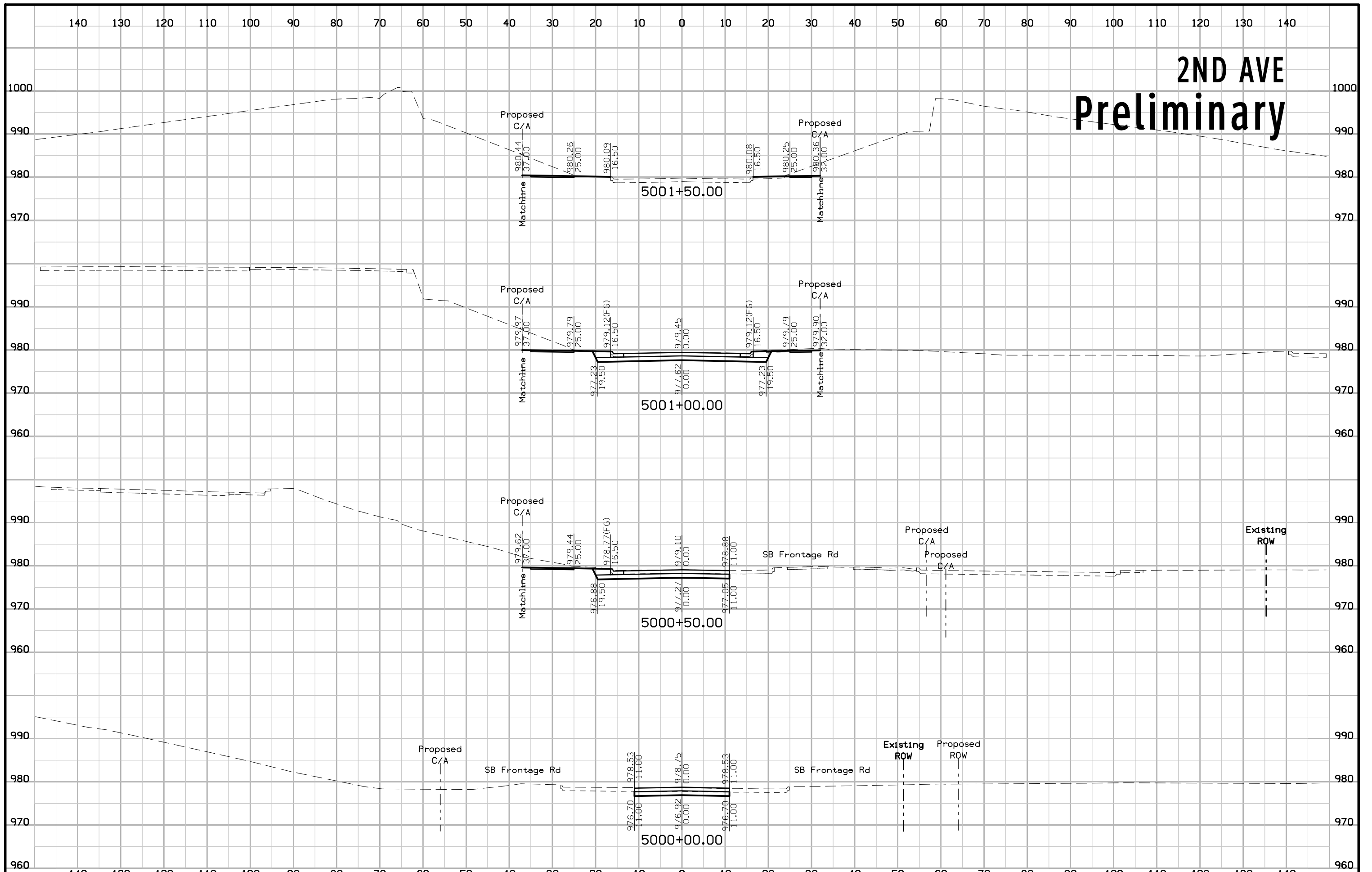
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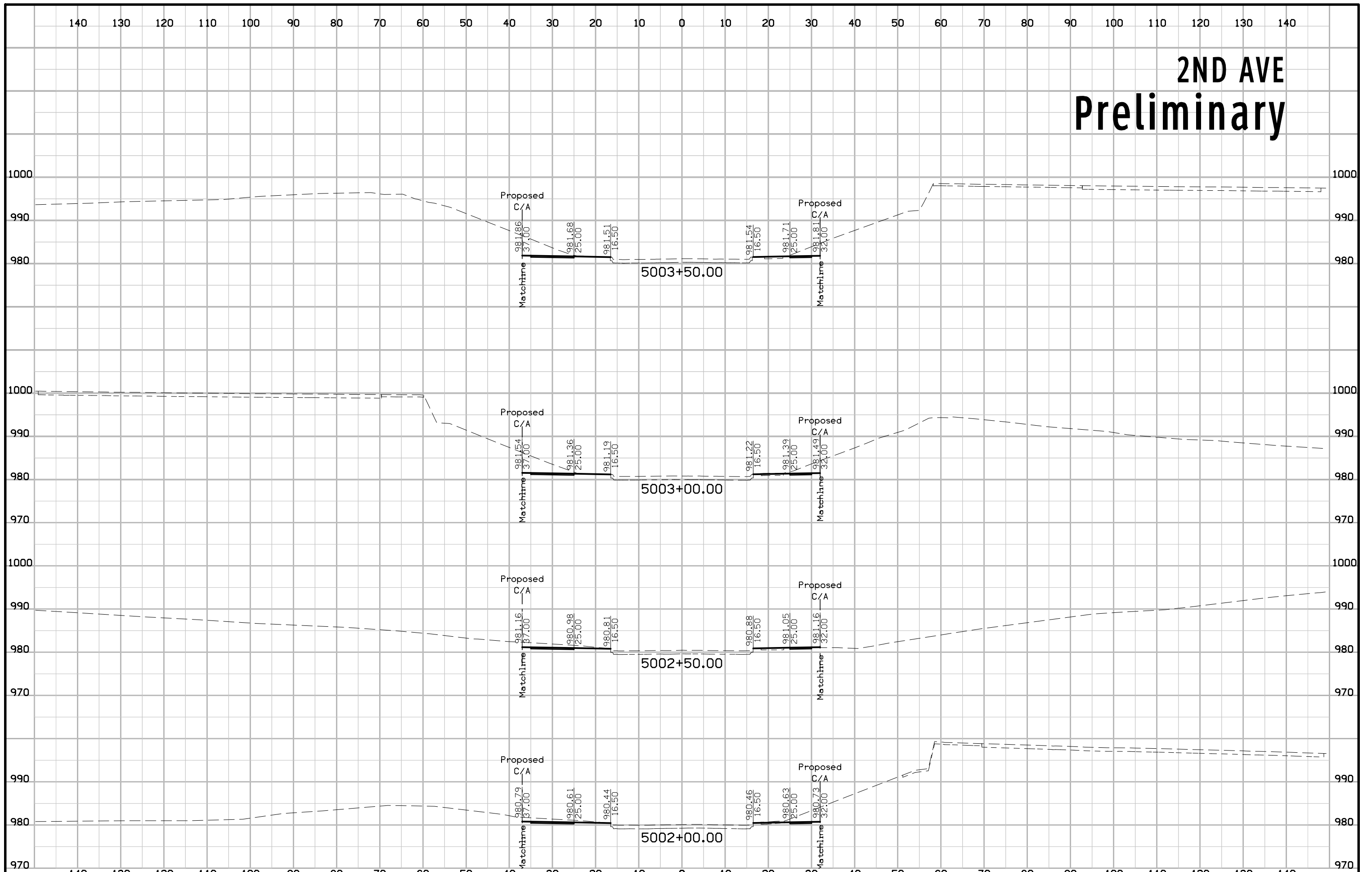
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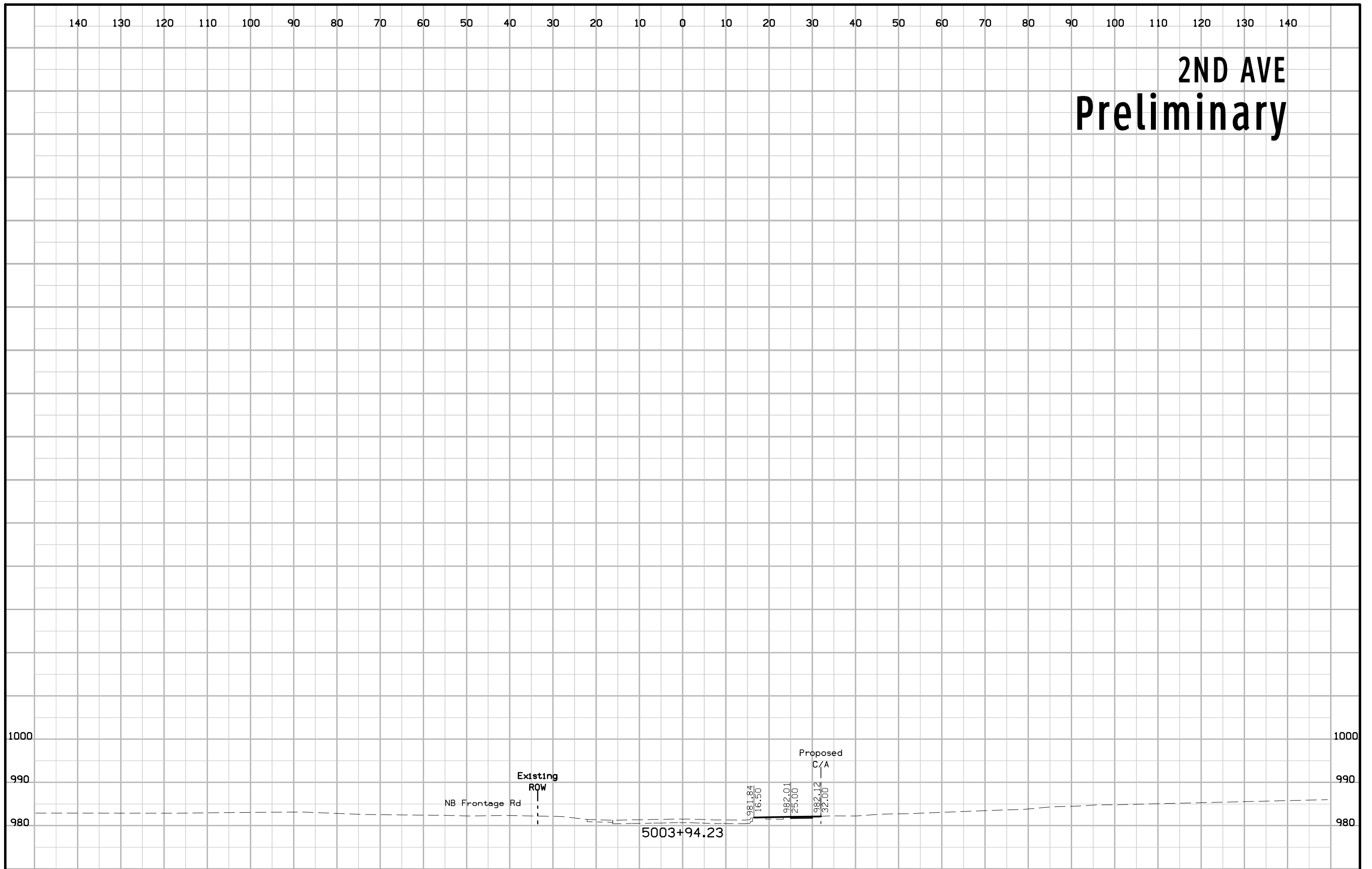
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2ND AVE Preliminary

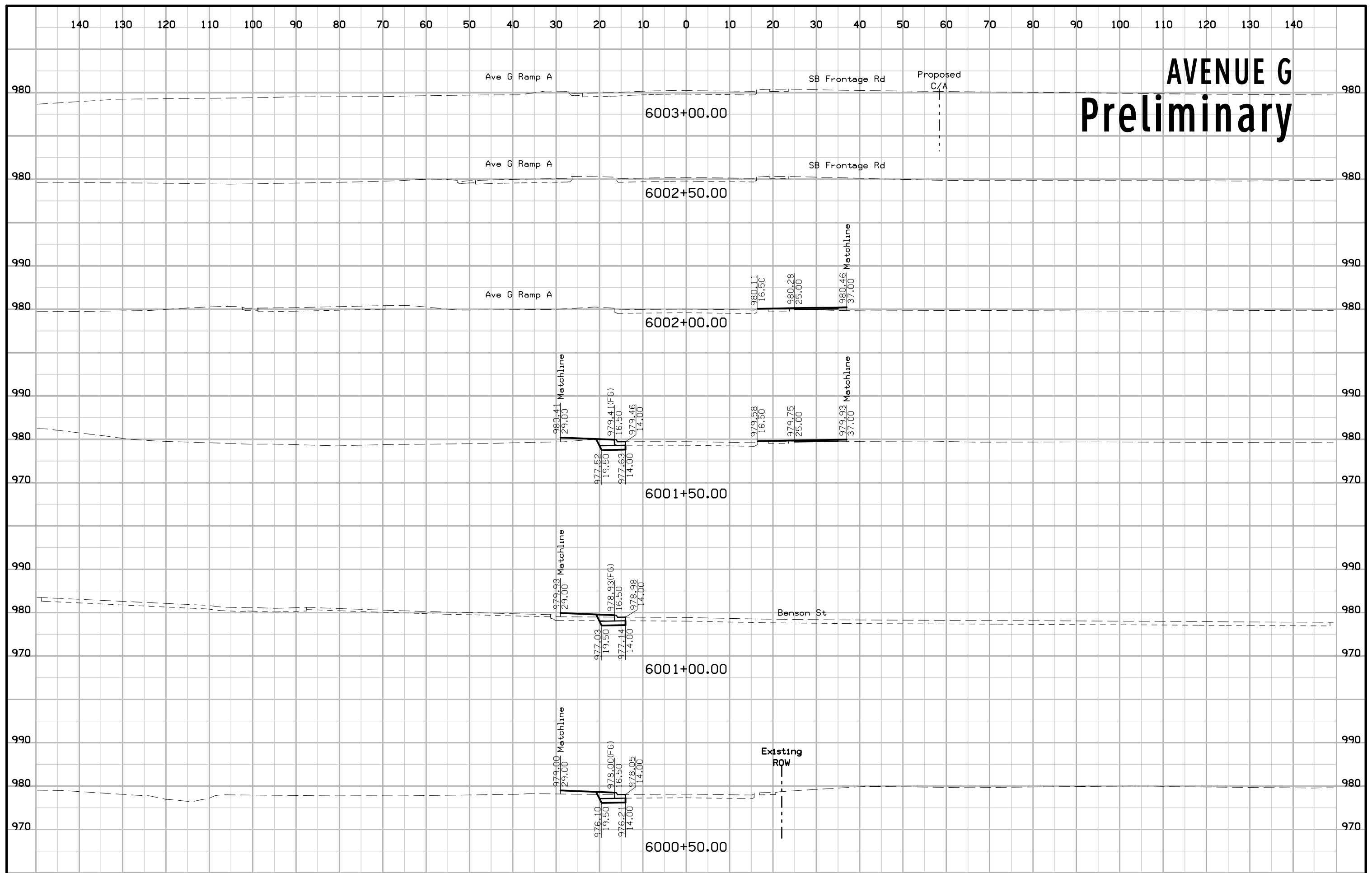


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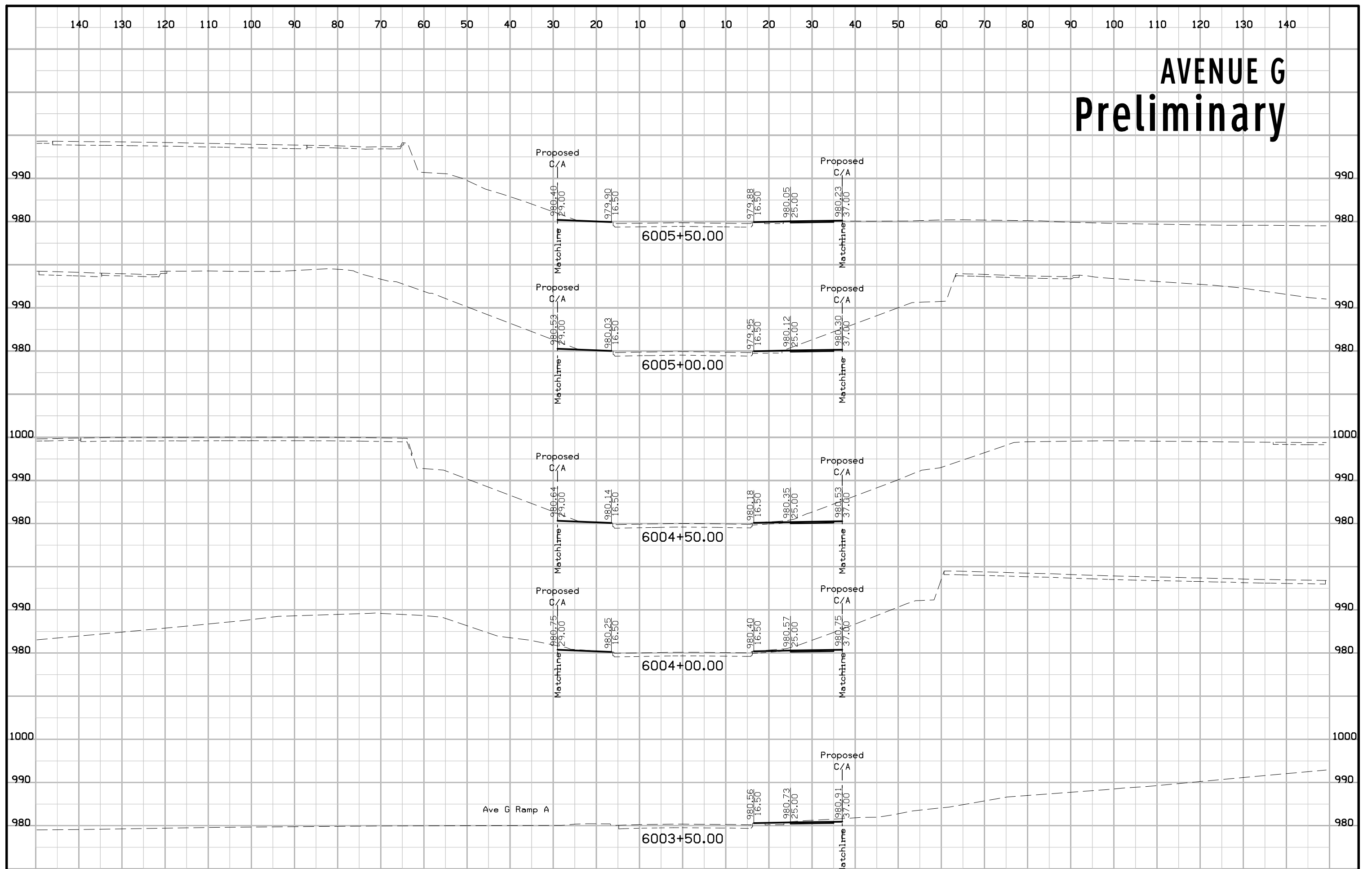


FILE NO.	ENGLISH	DESIGN TEAM	Mayberry \ HNTB \ HR Green	POTTAWATTAMIE COUNTY	PROJECT NUMBER	IM-029-3(166)54--13-78	SHEET NUMBER	X.115
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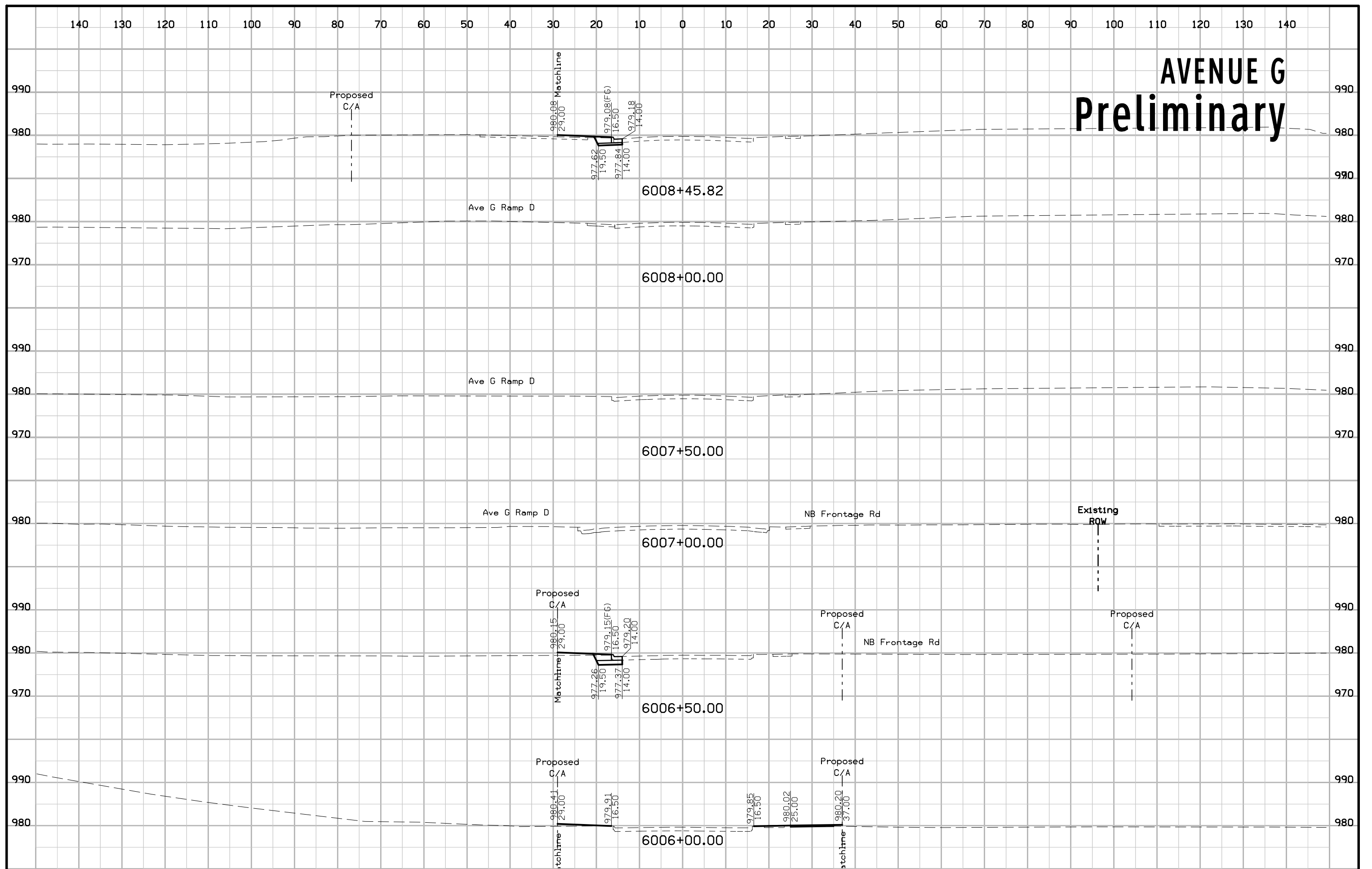
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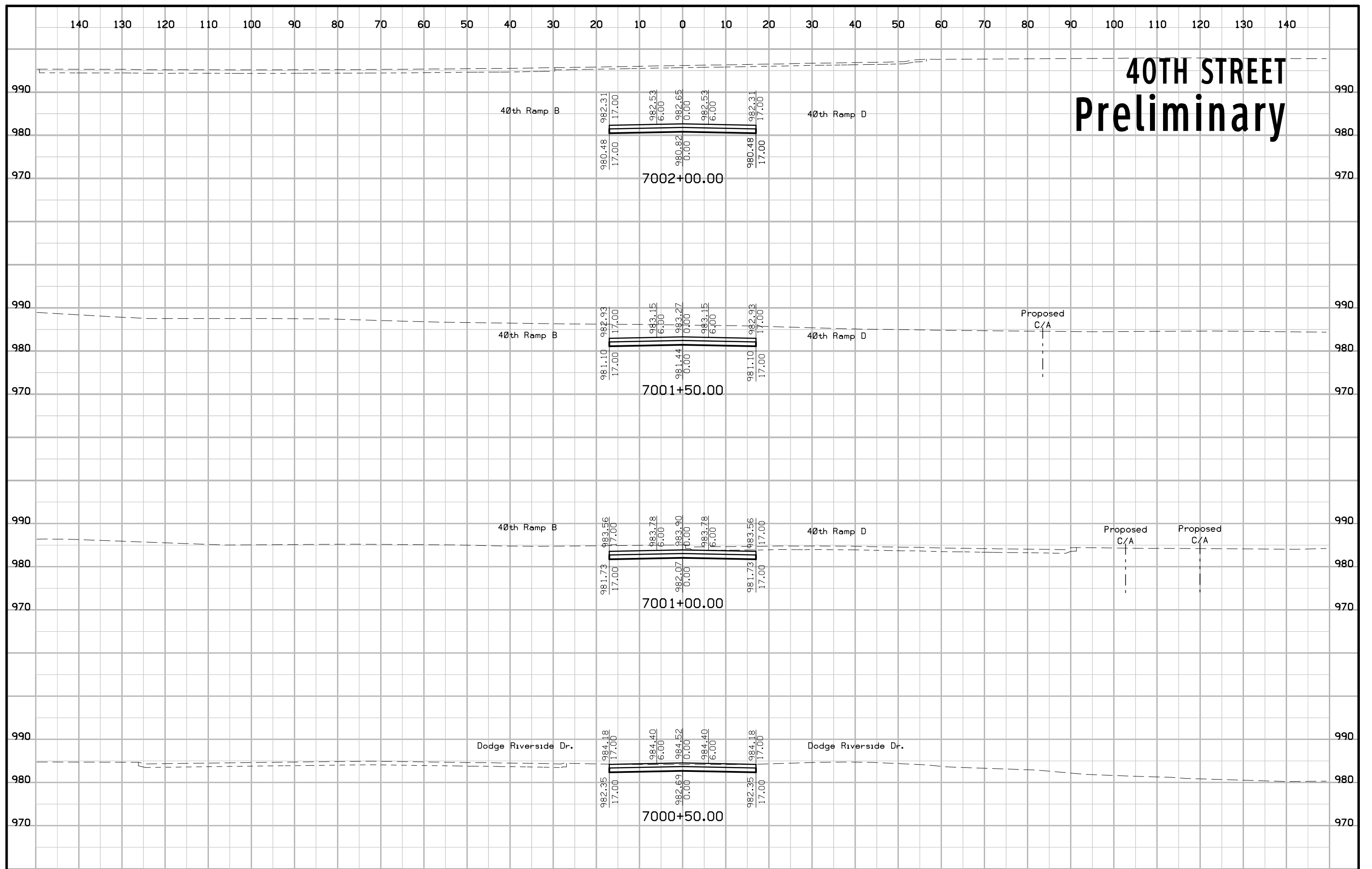
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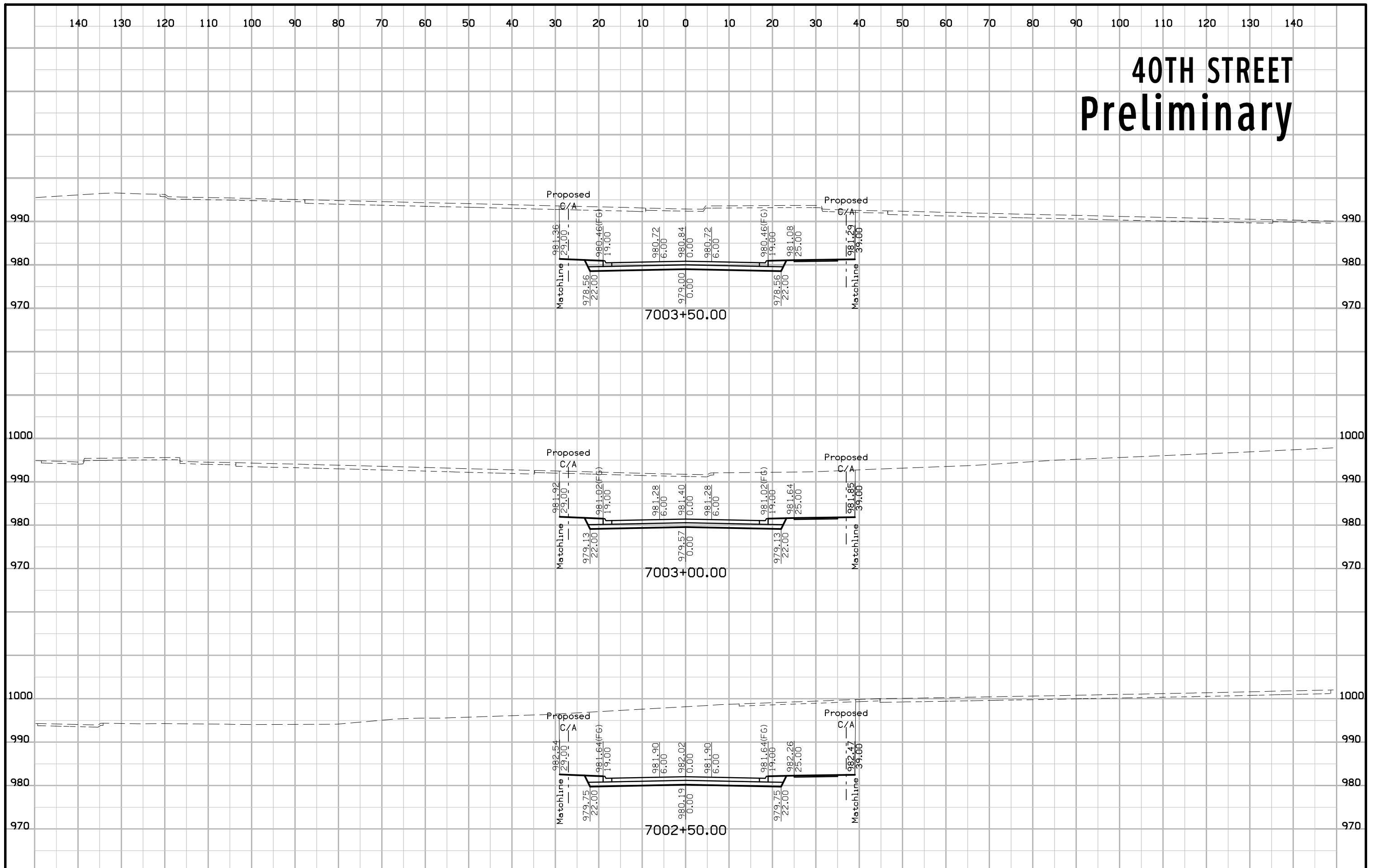
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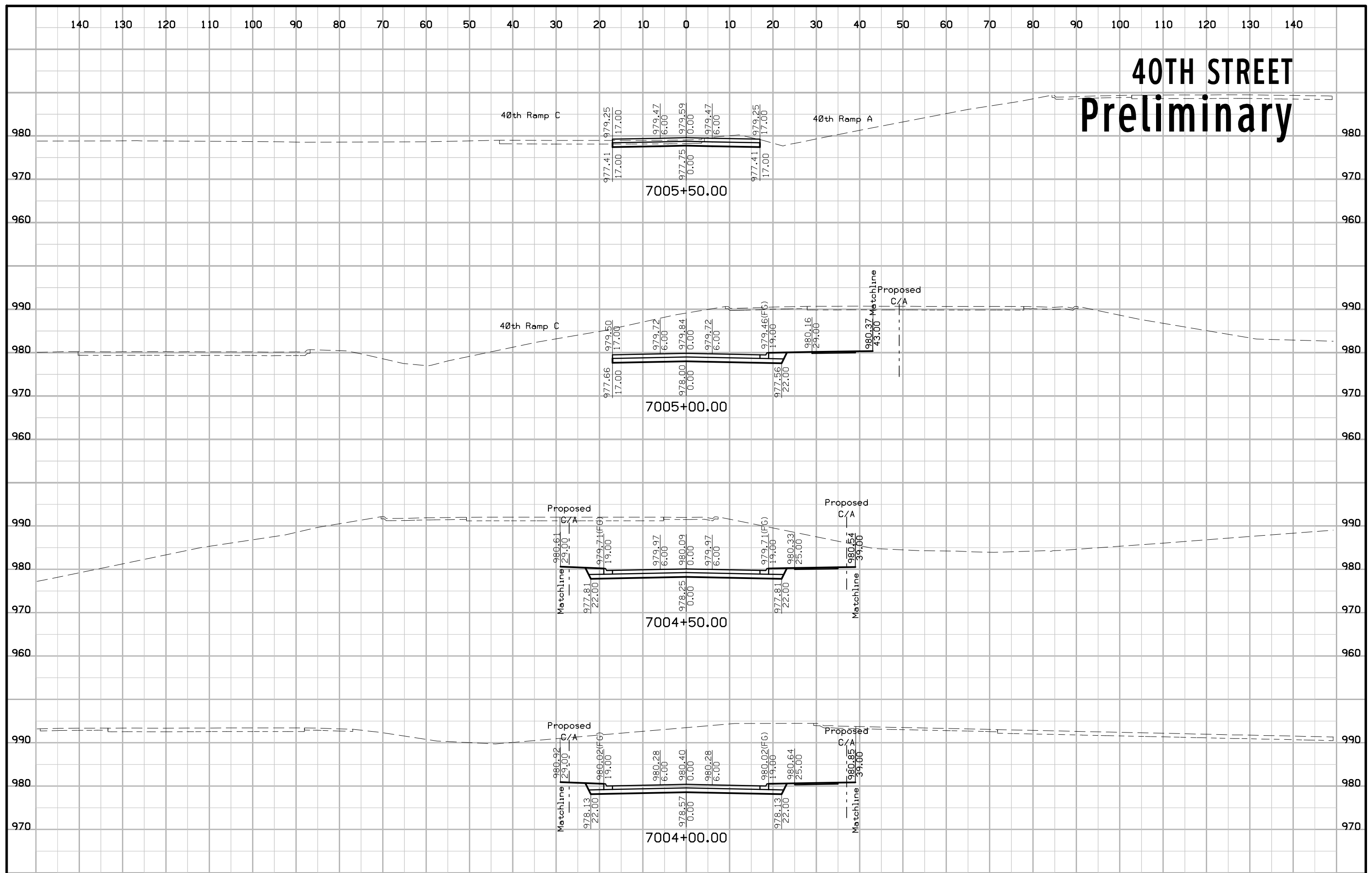
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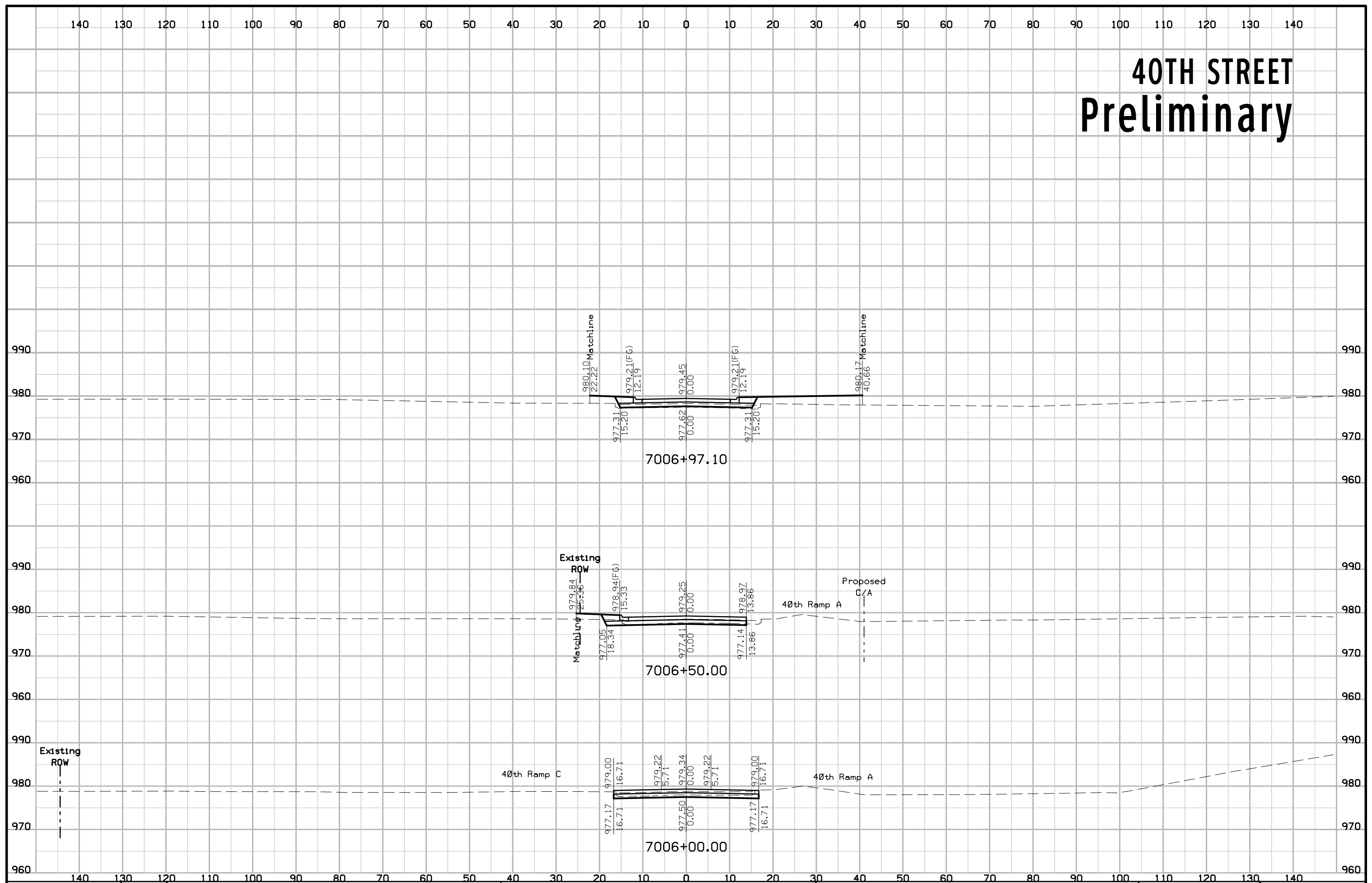
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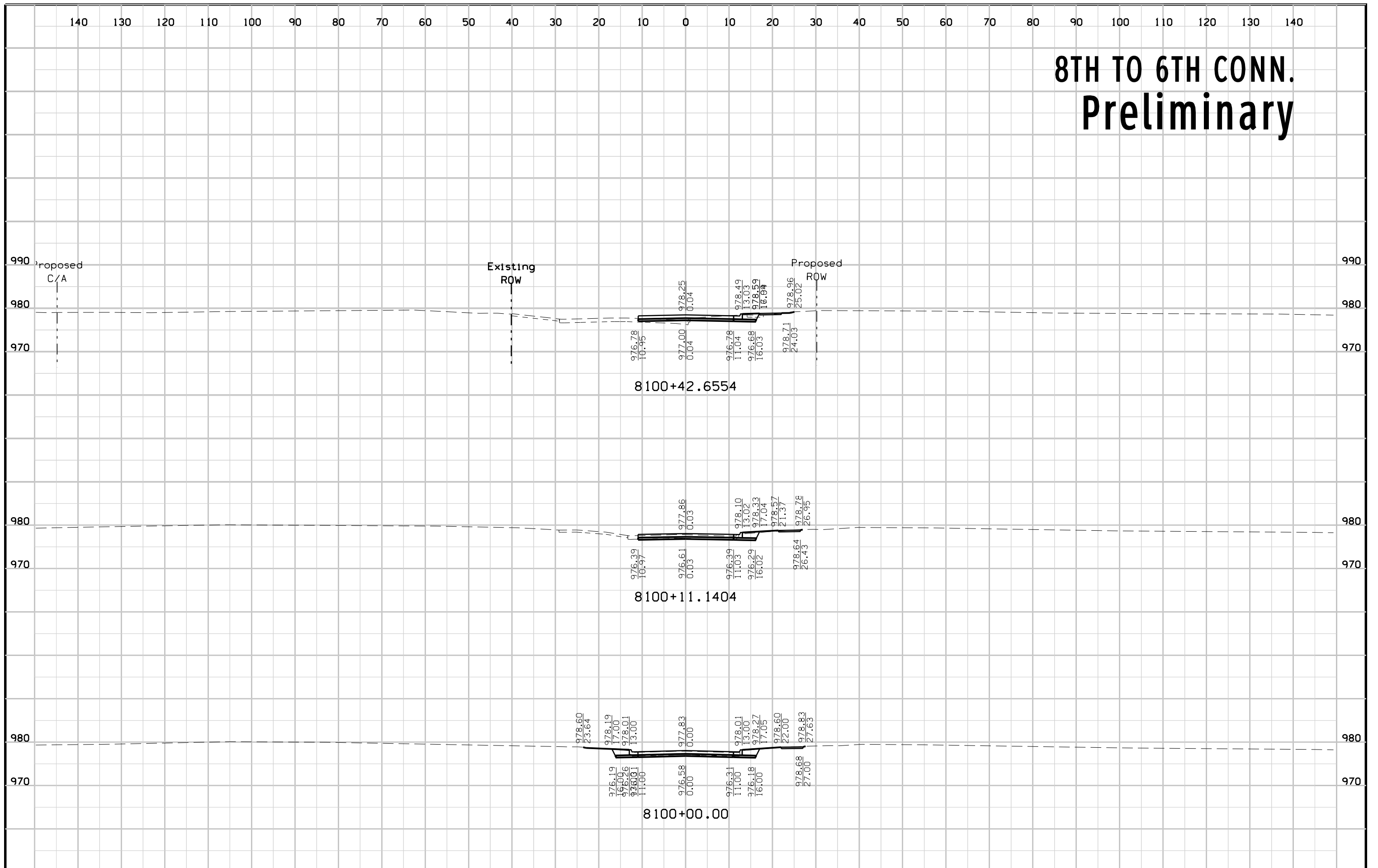
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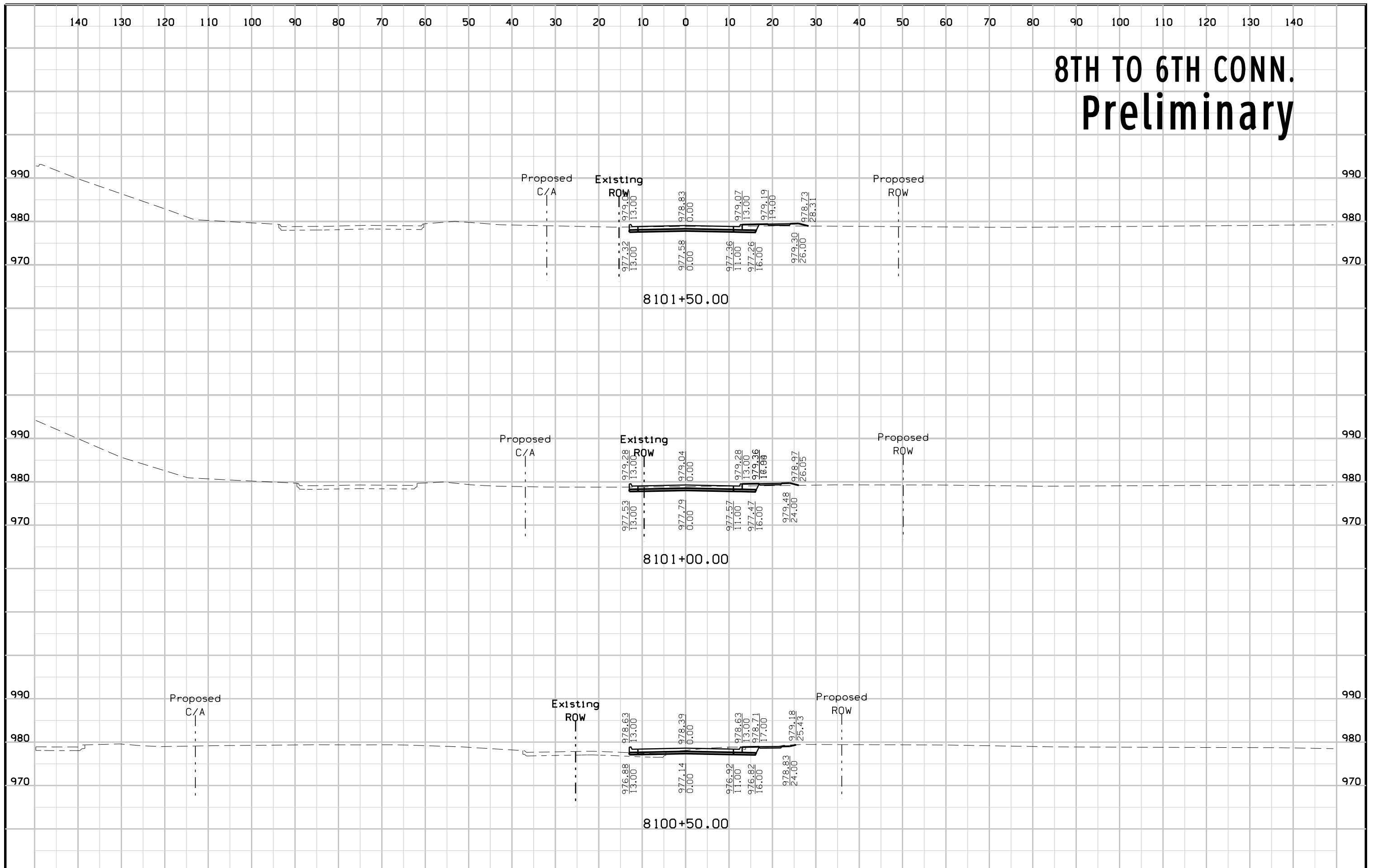
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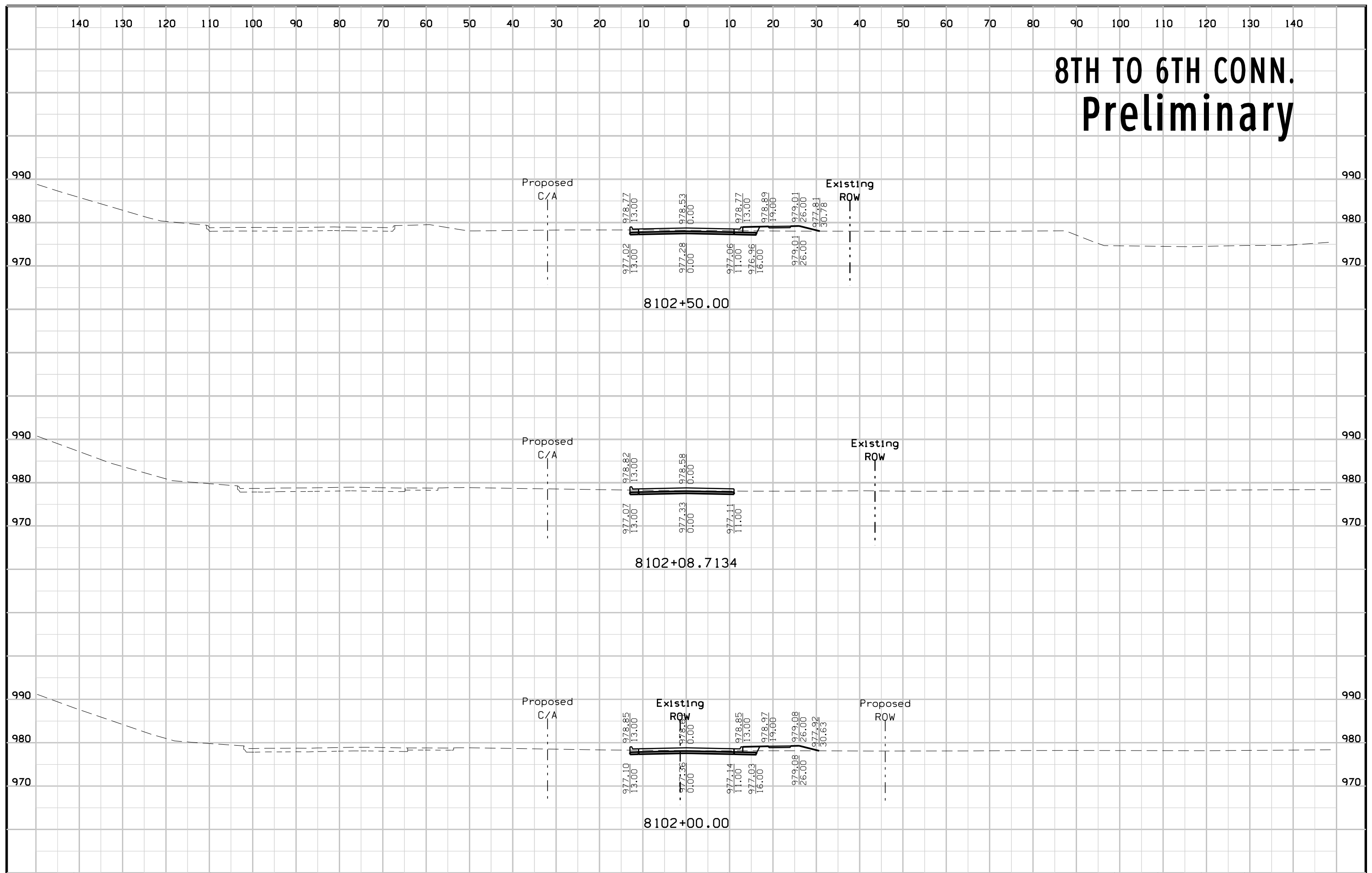
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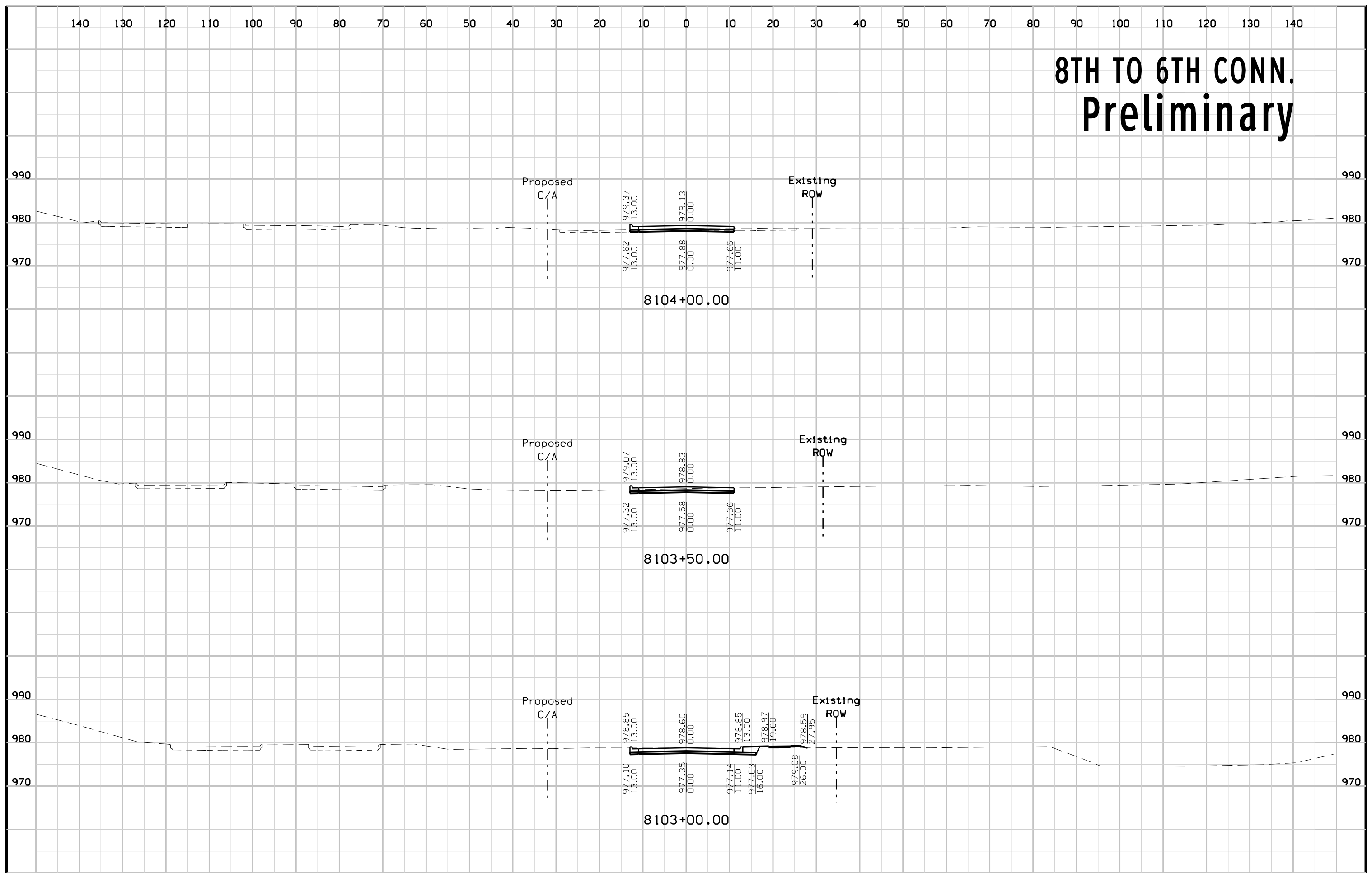
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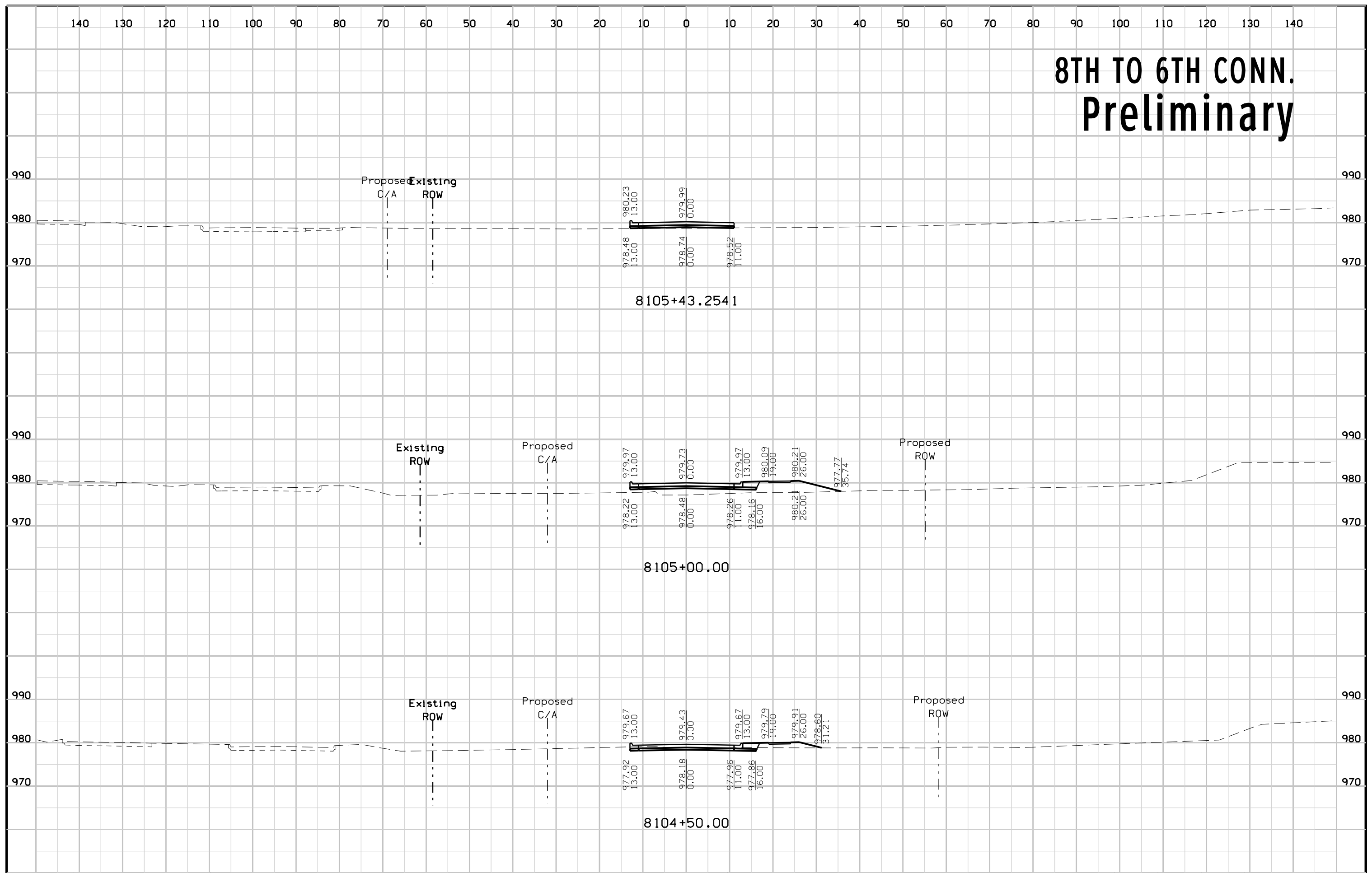
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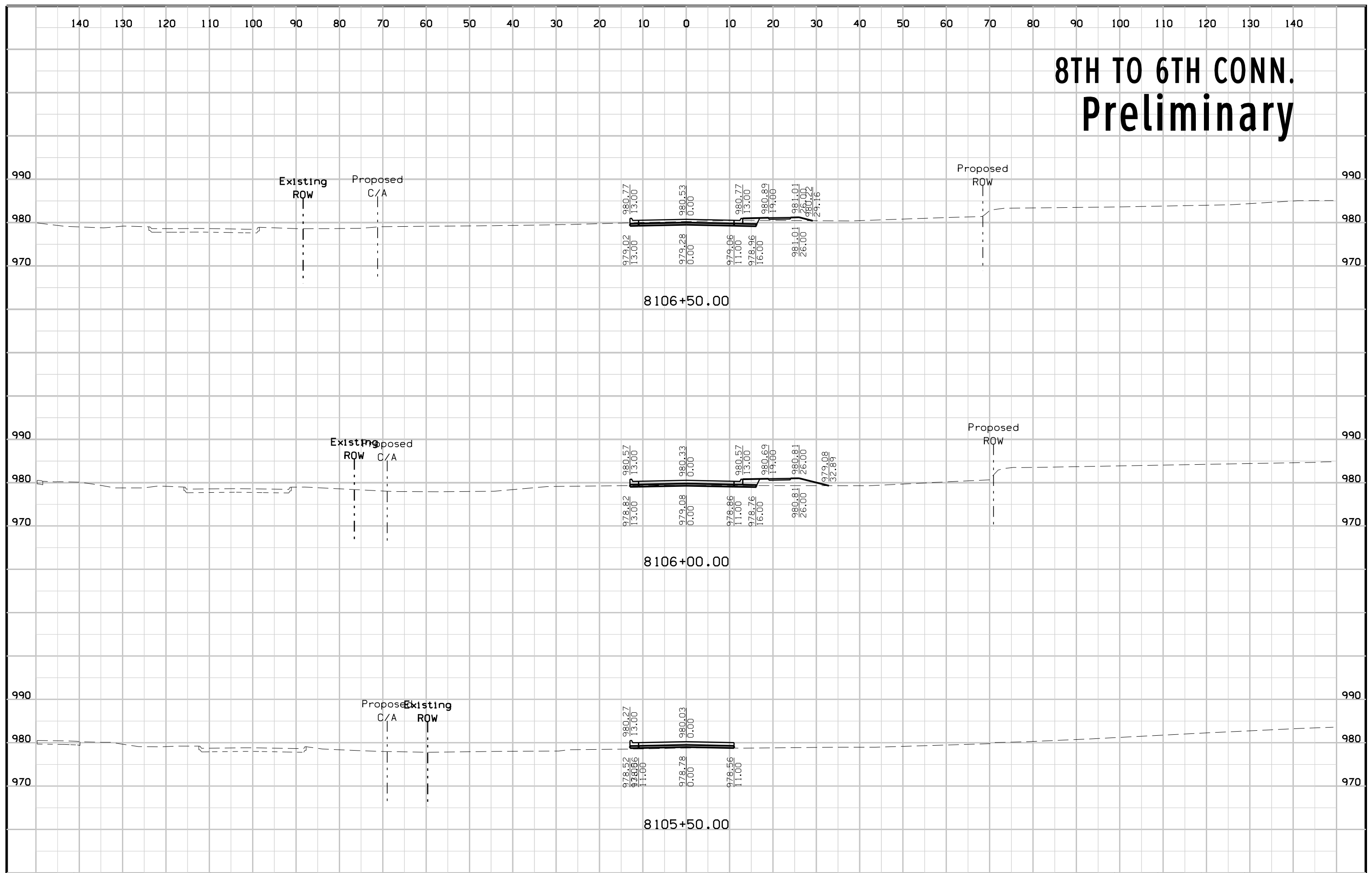
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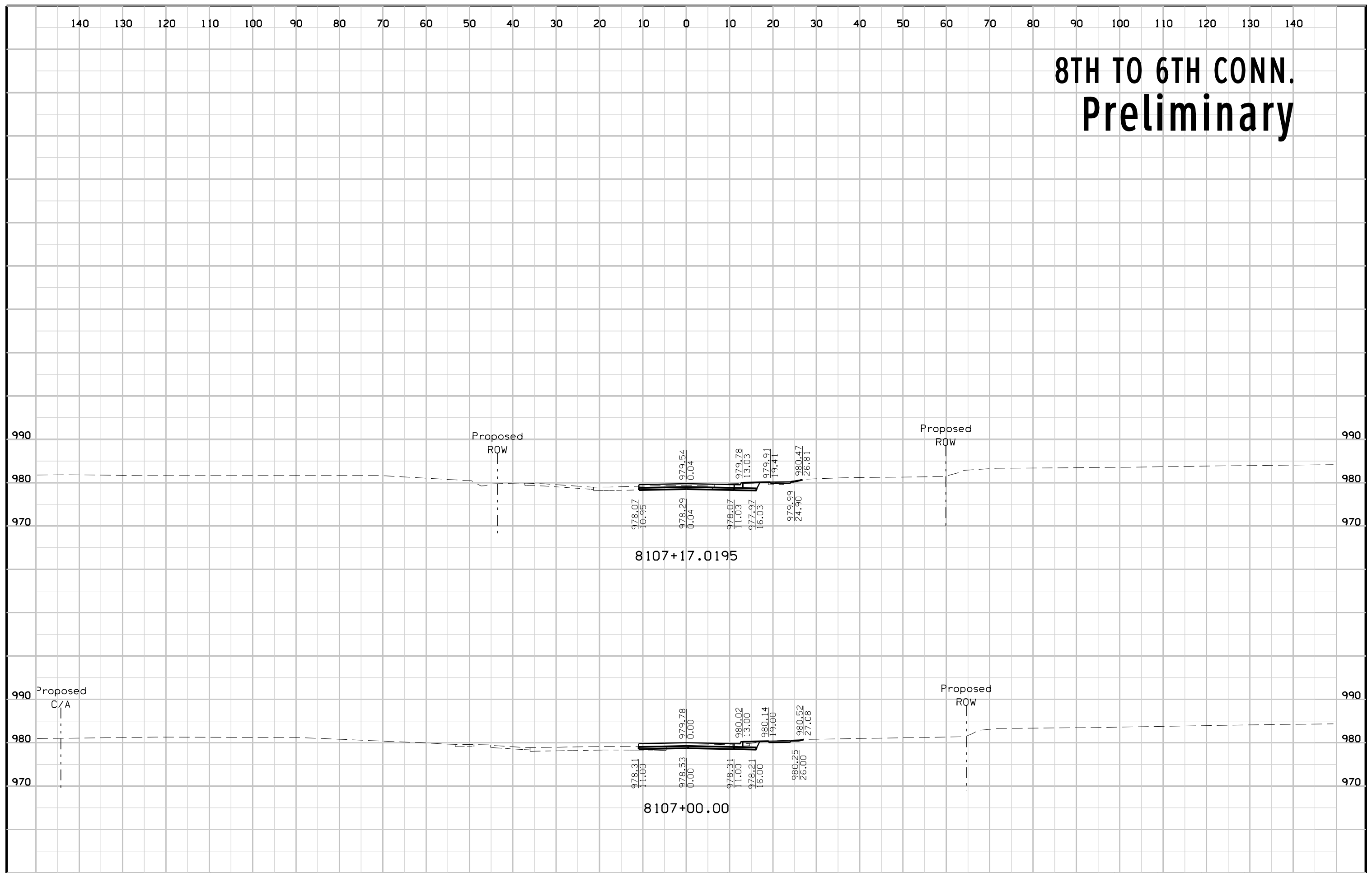
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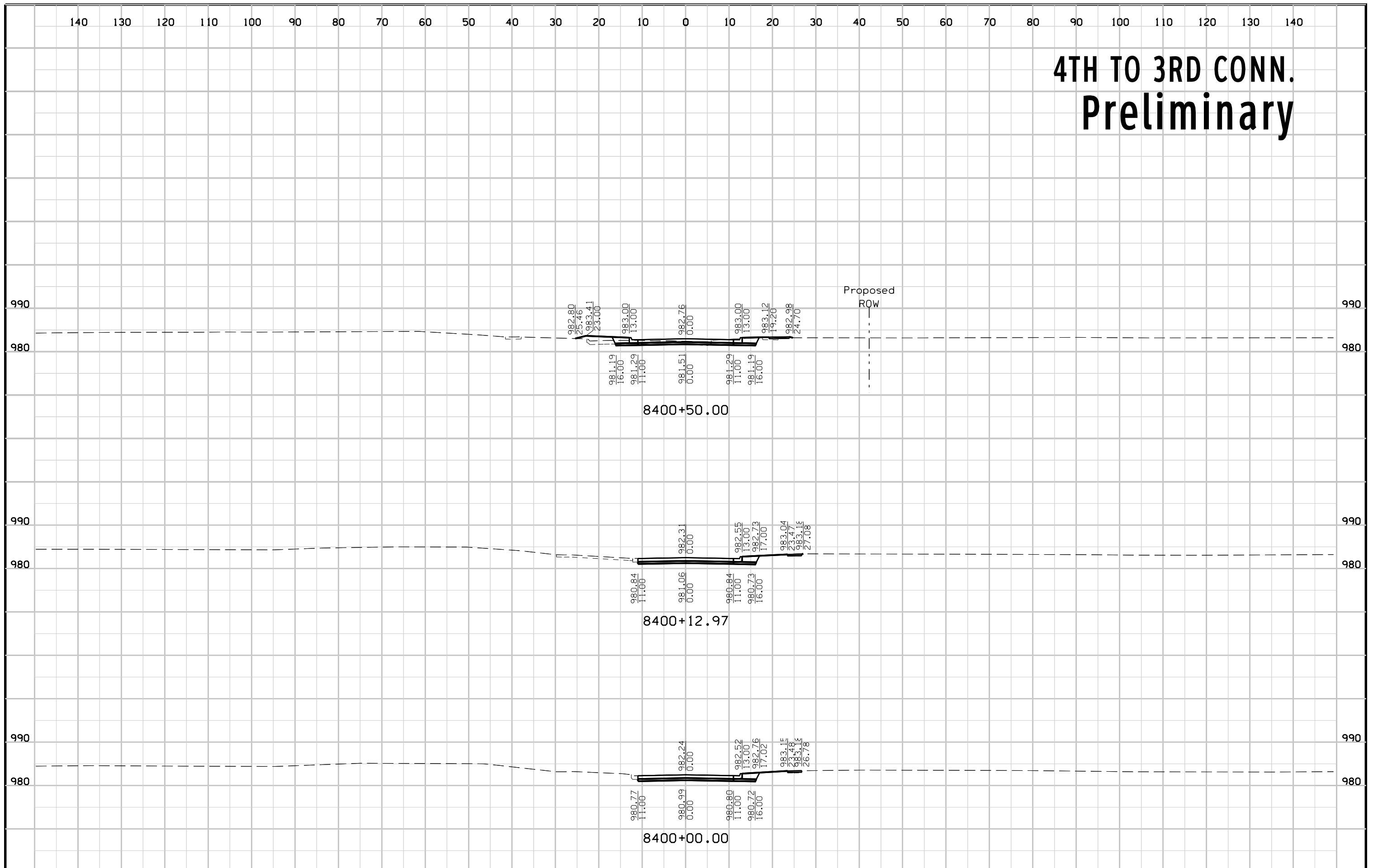
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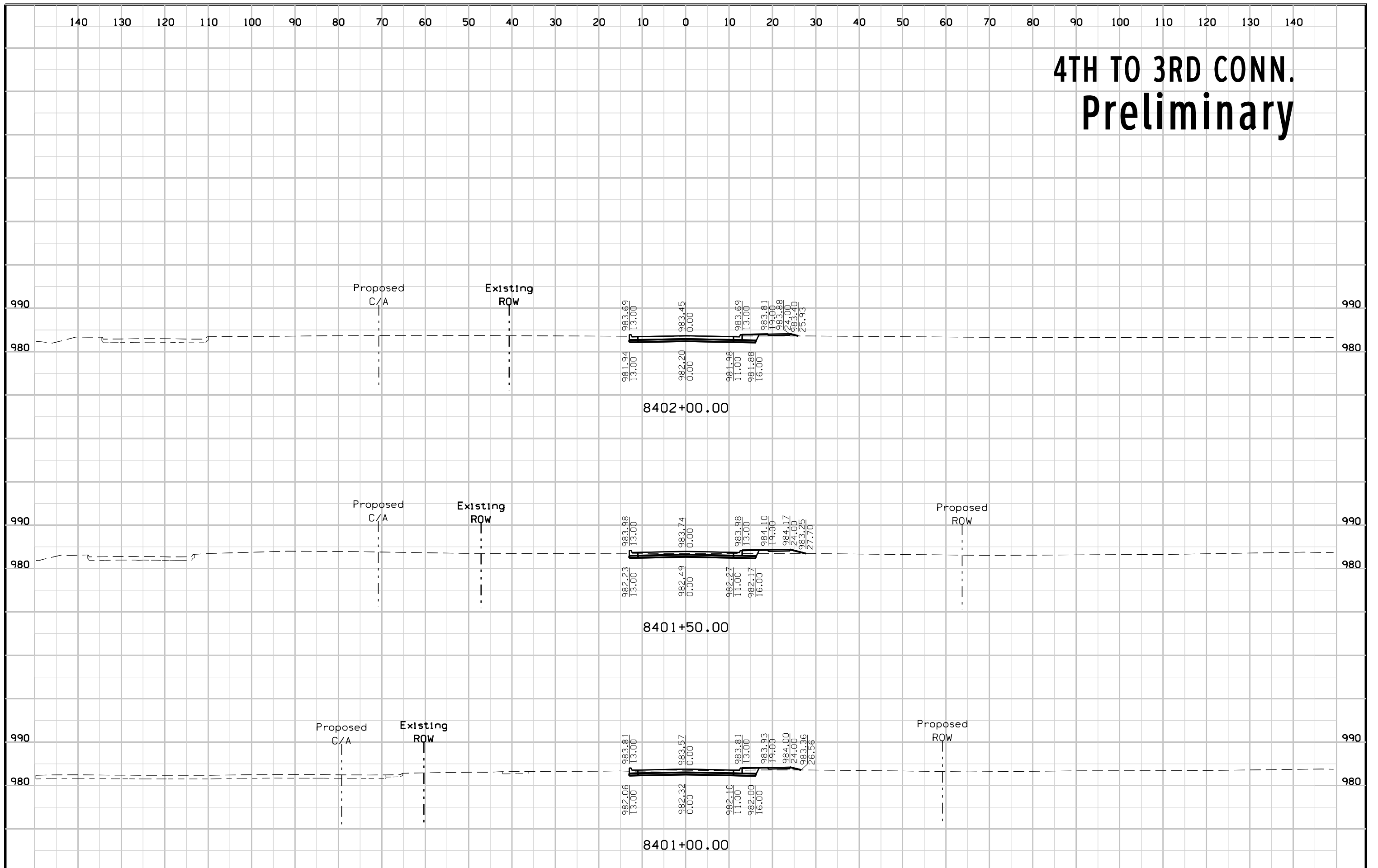
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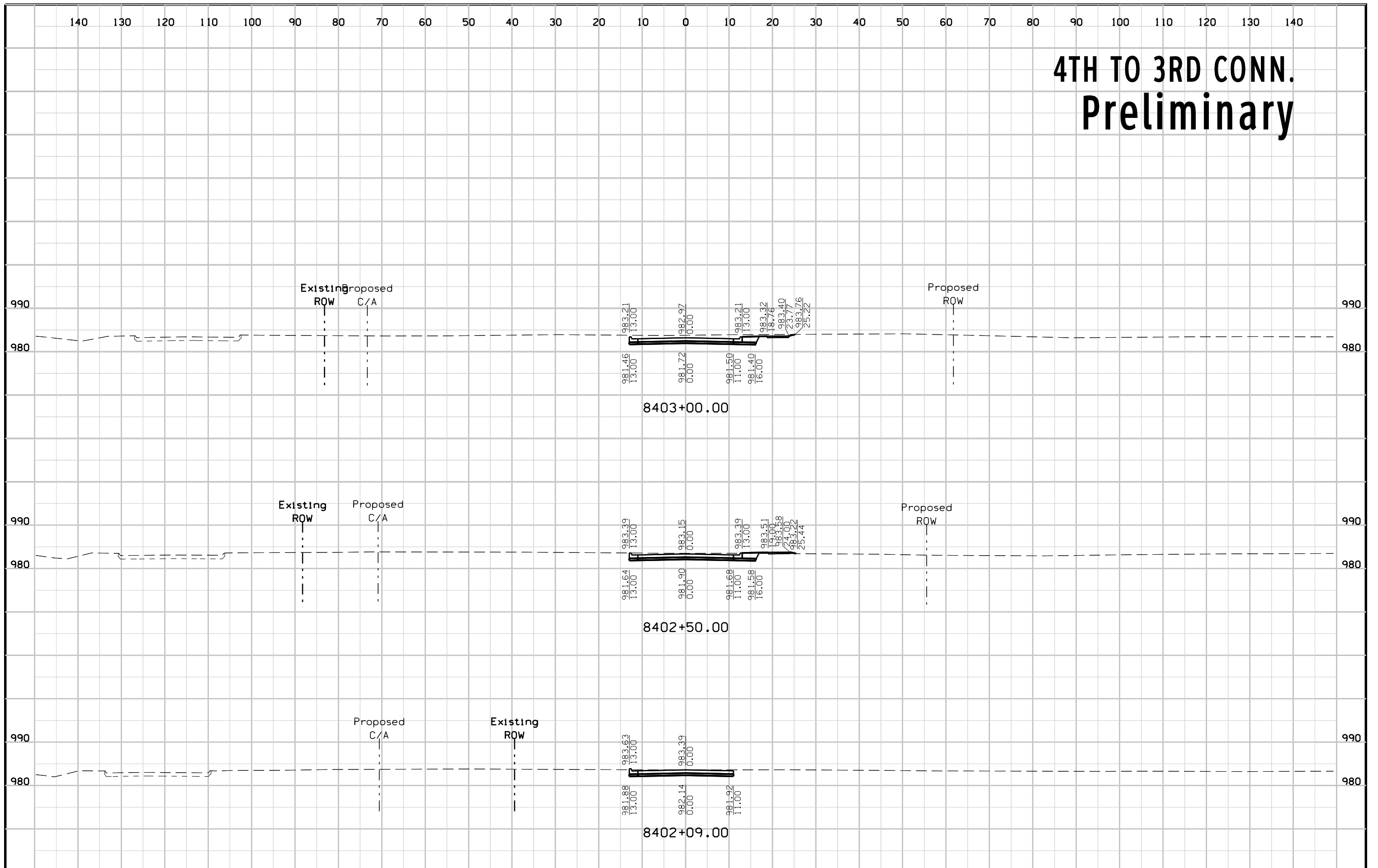
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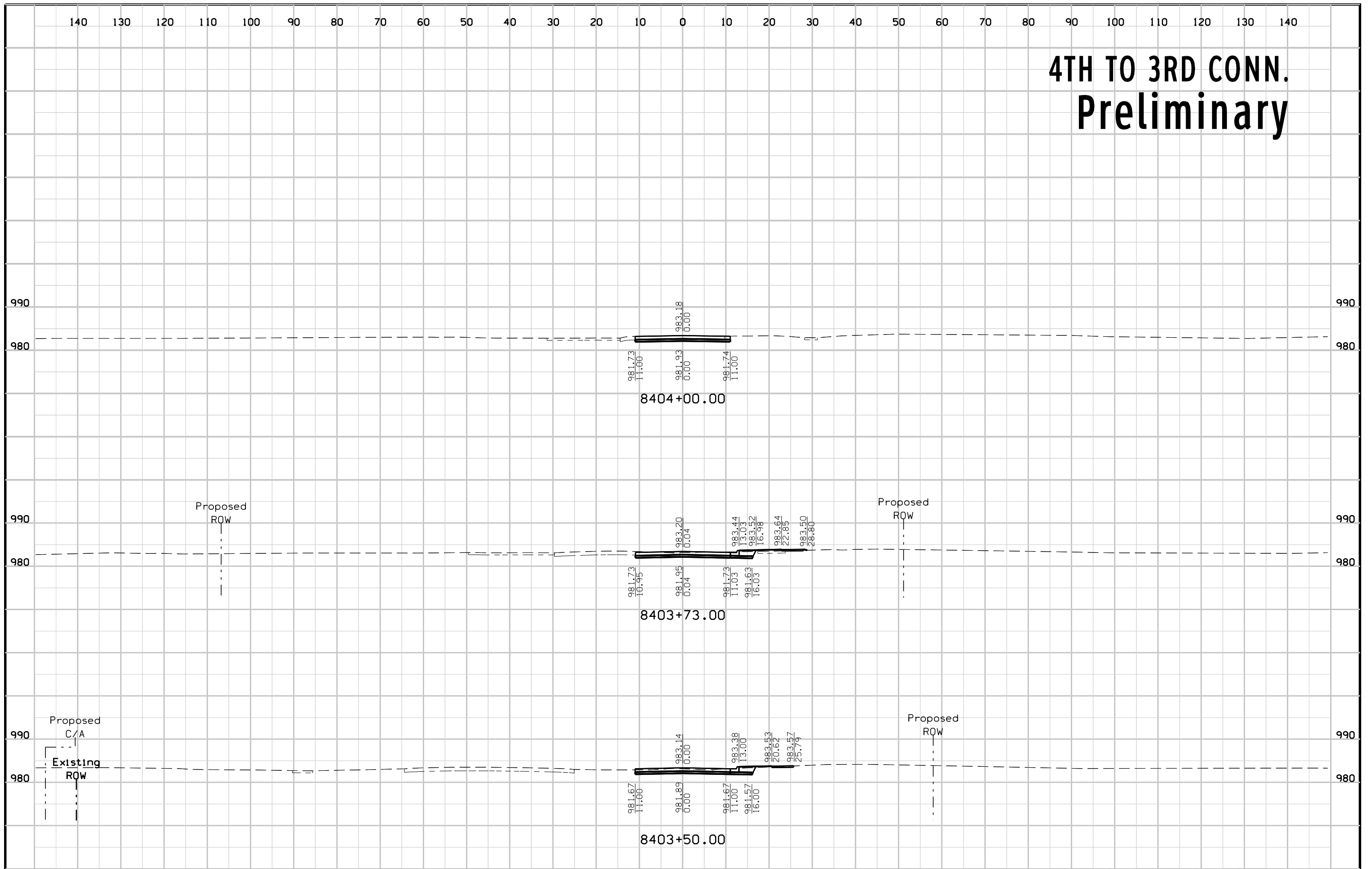
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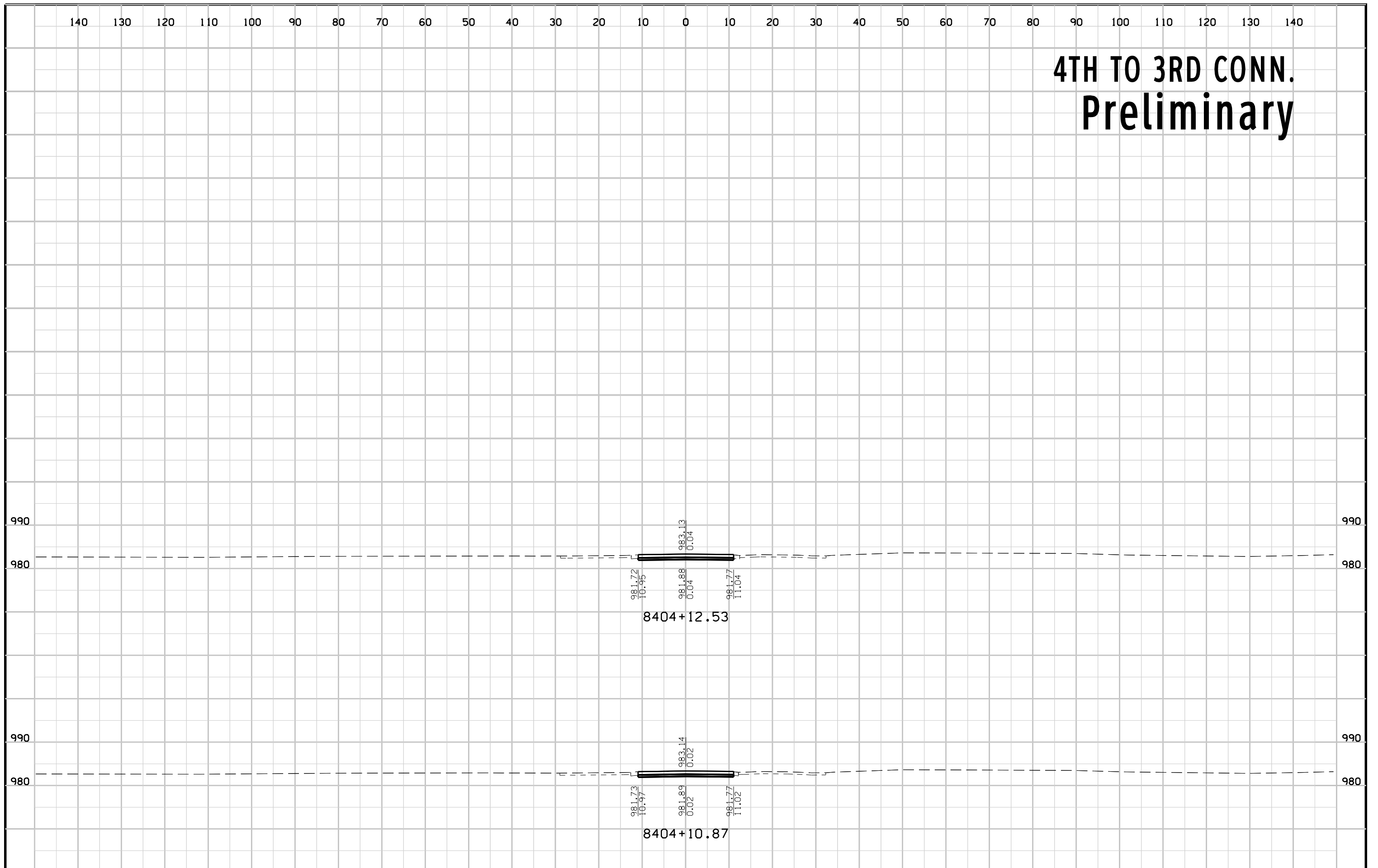
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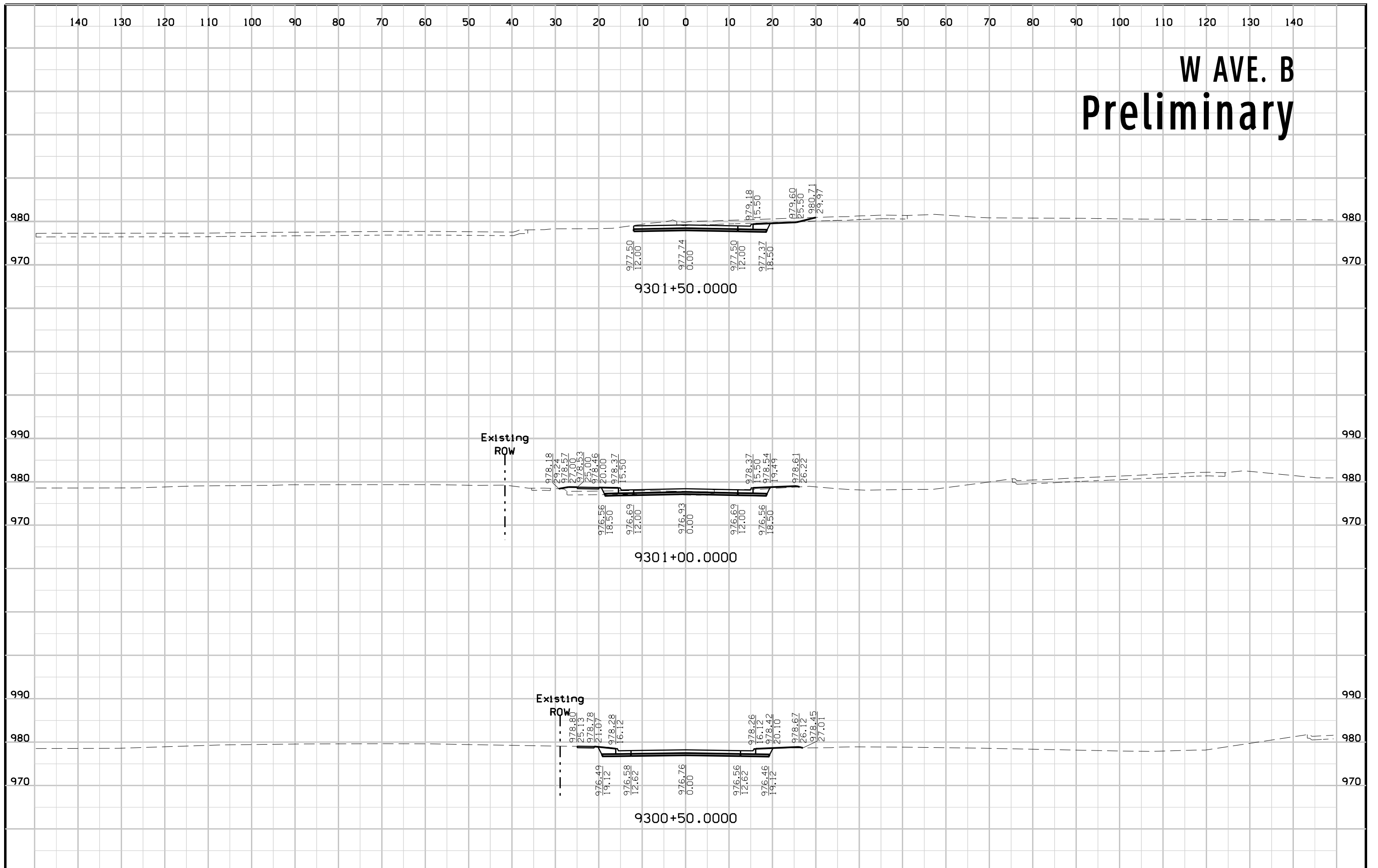
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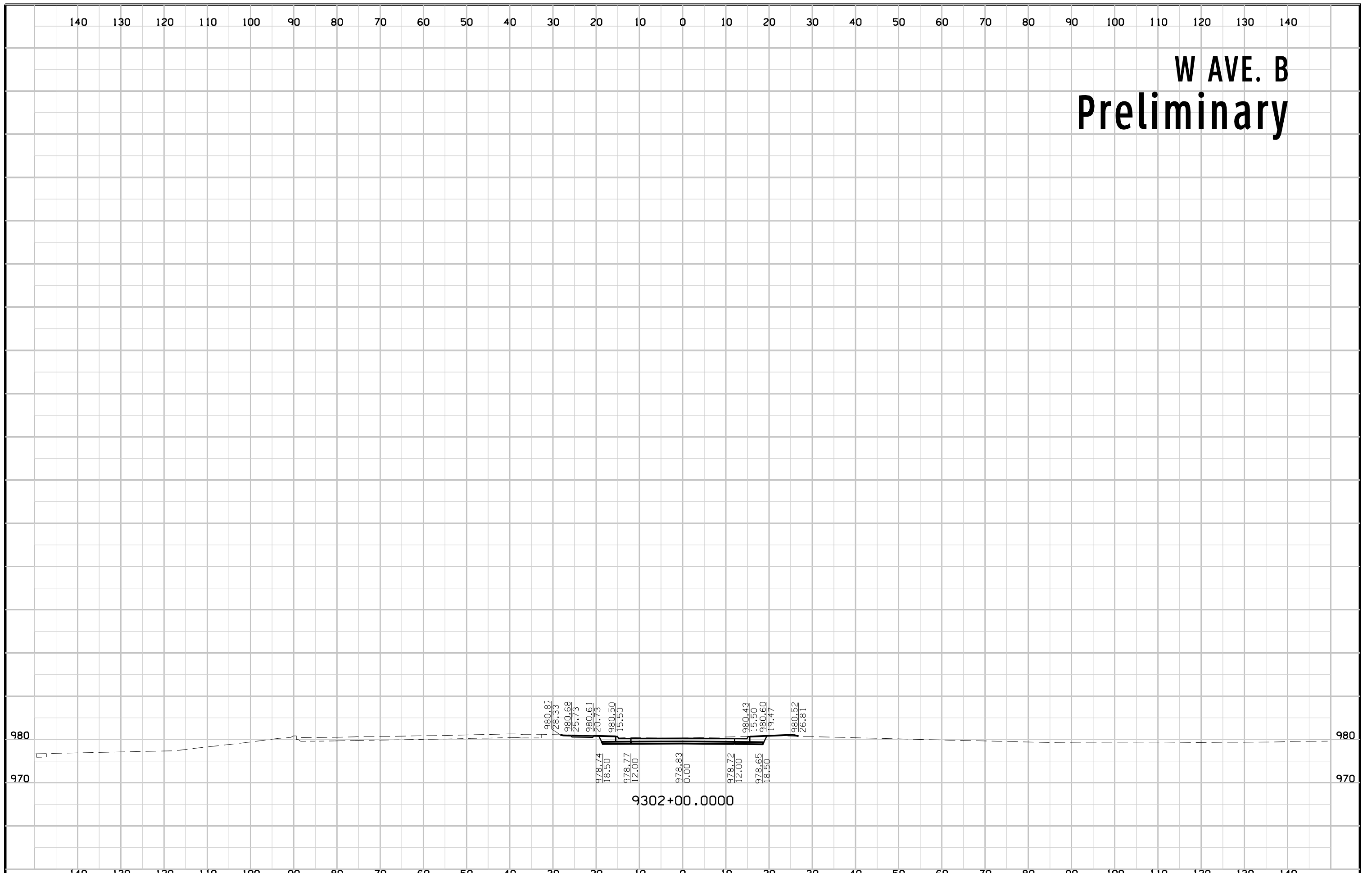
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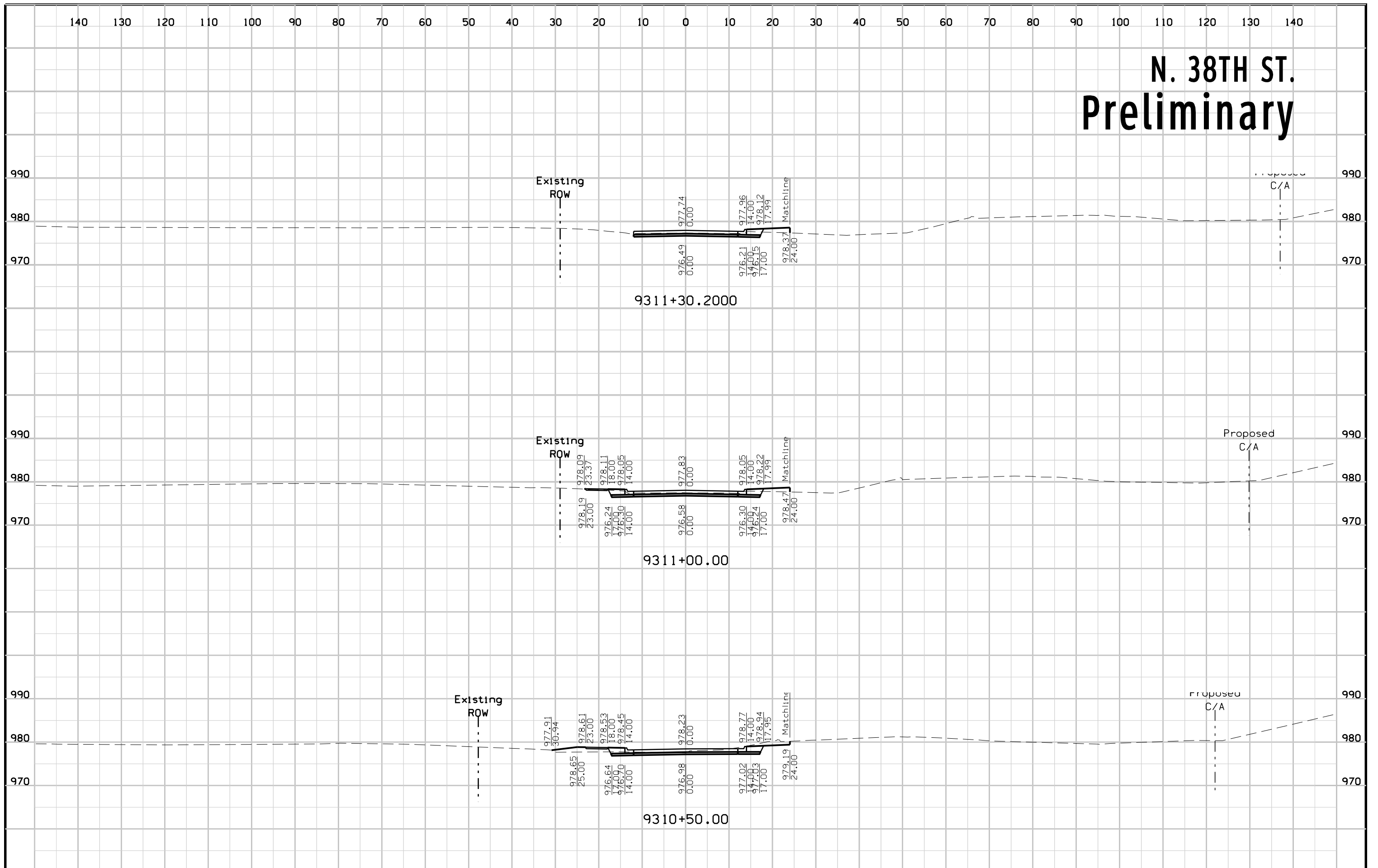
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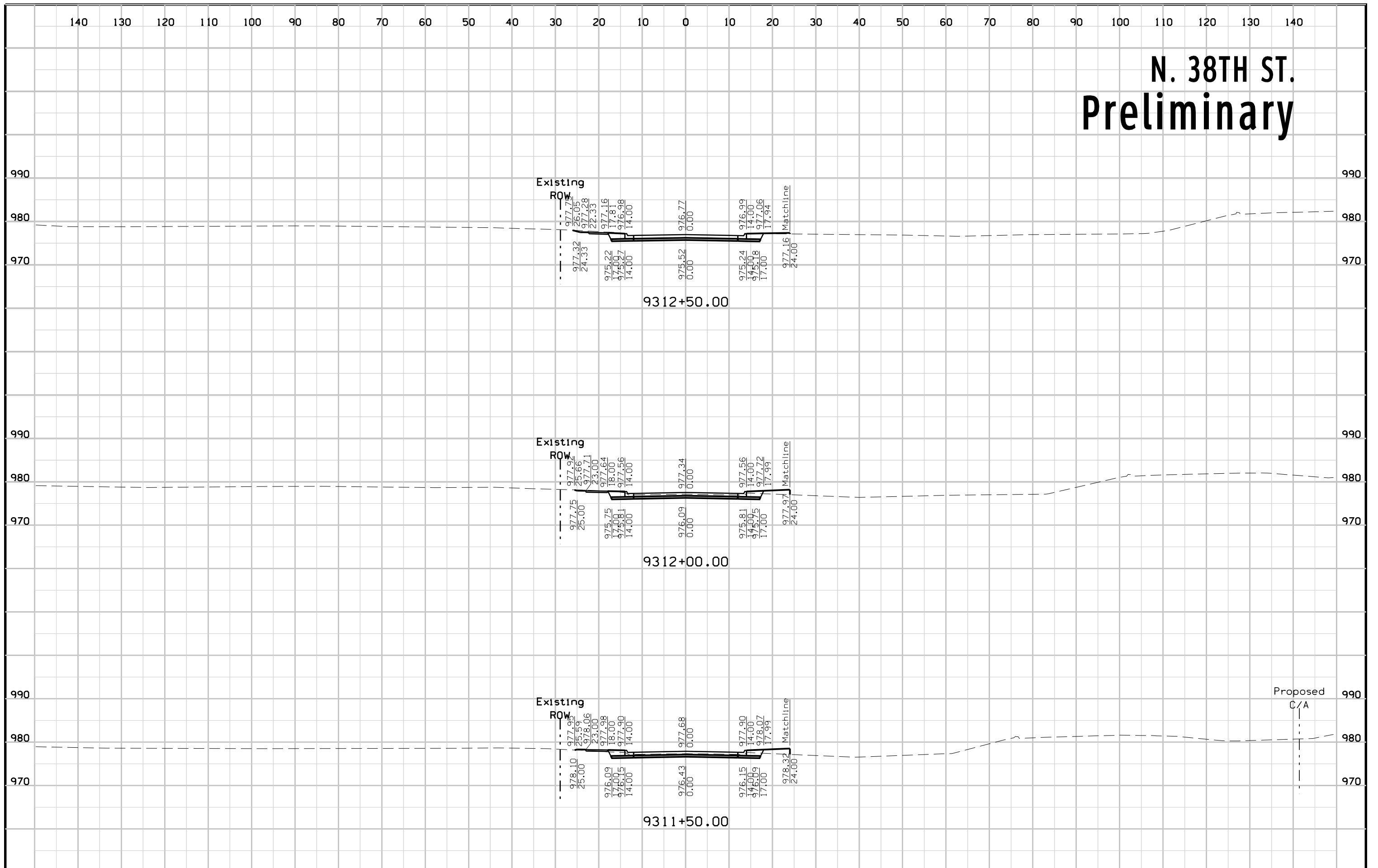
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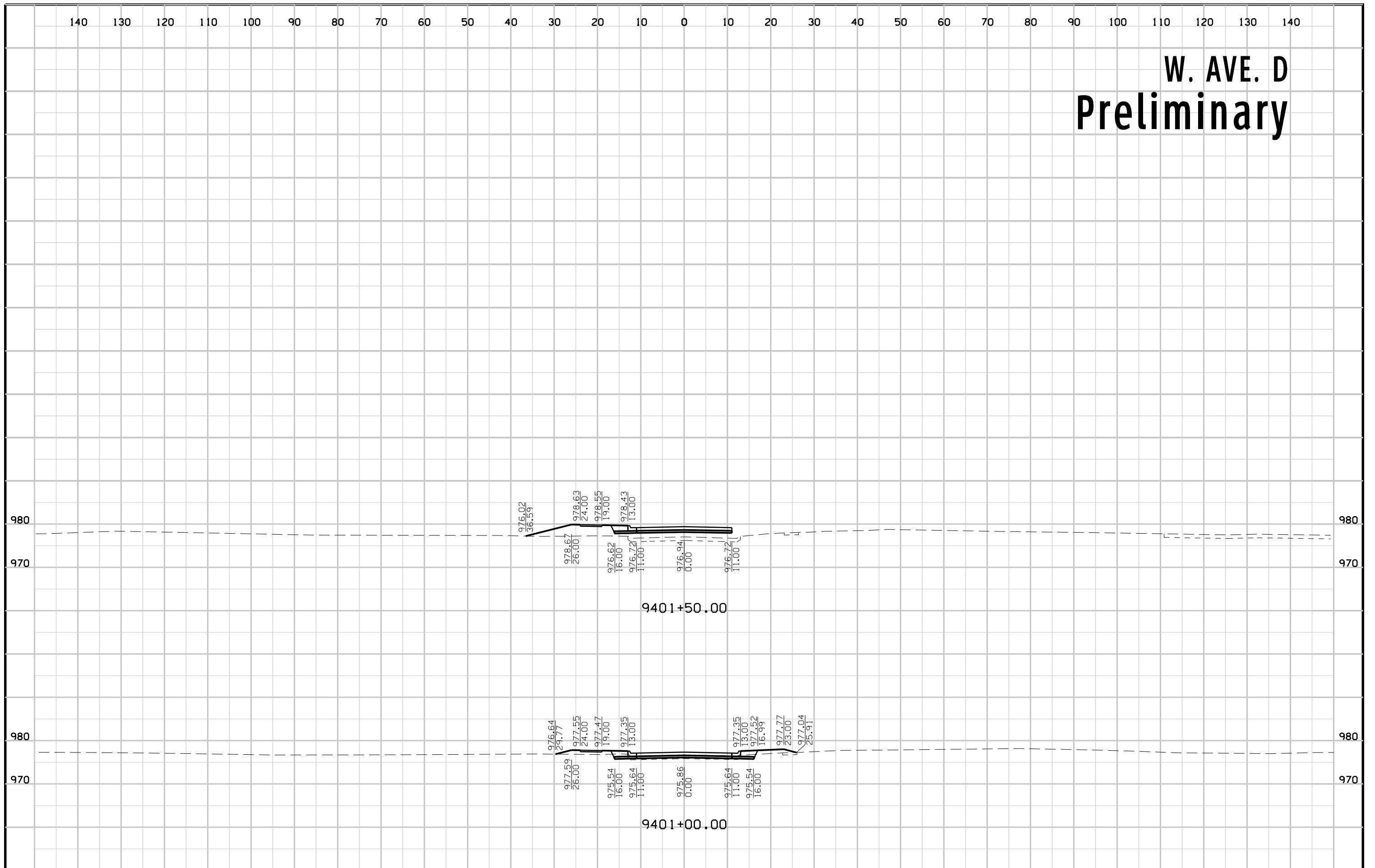
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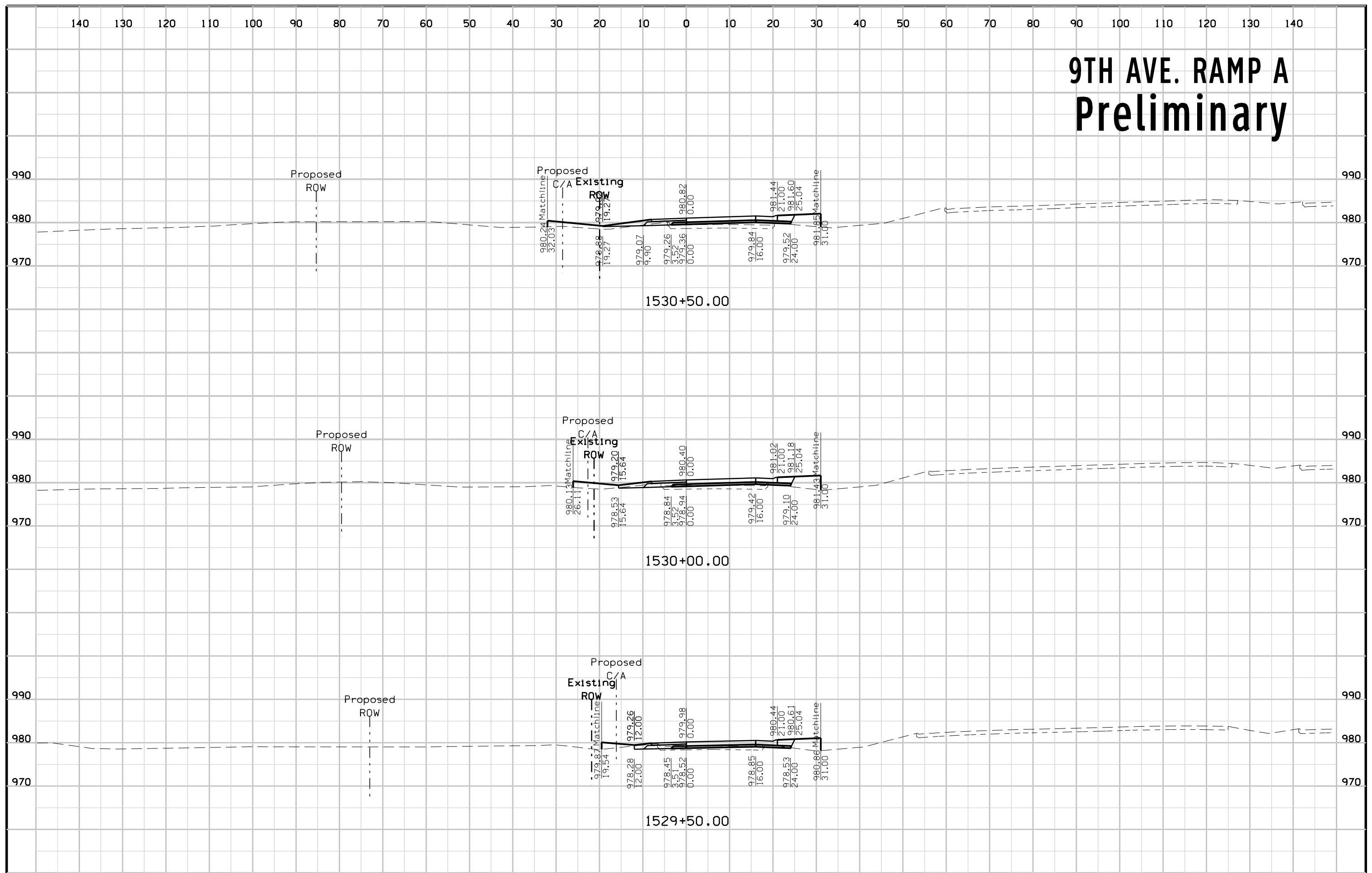
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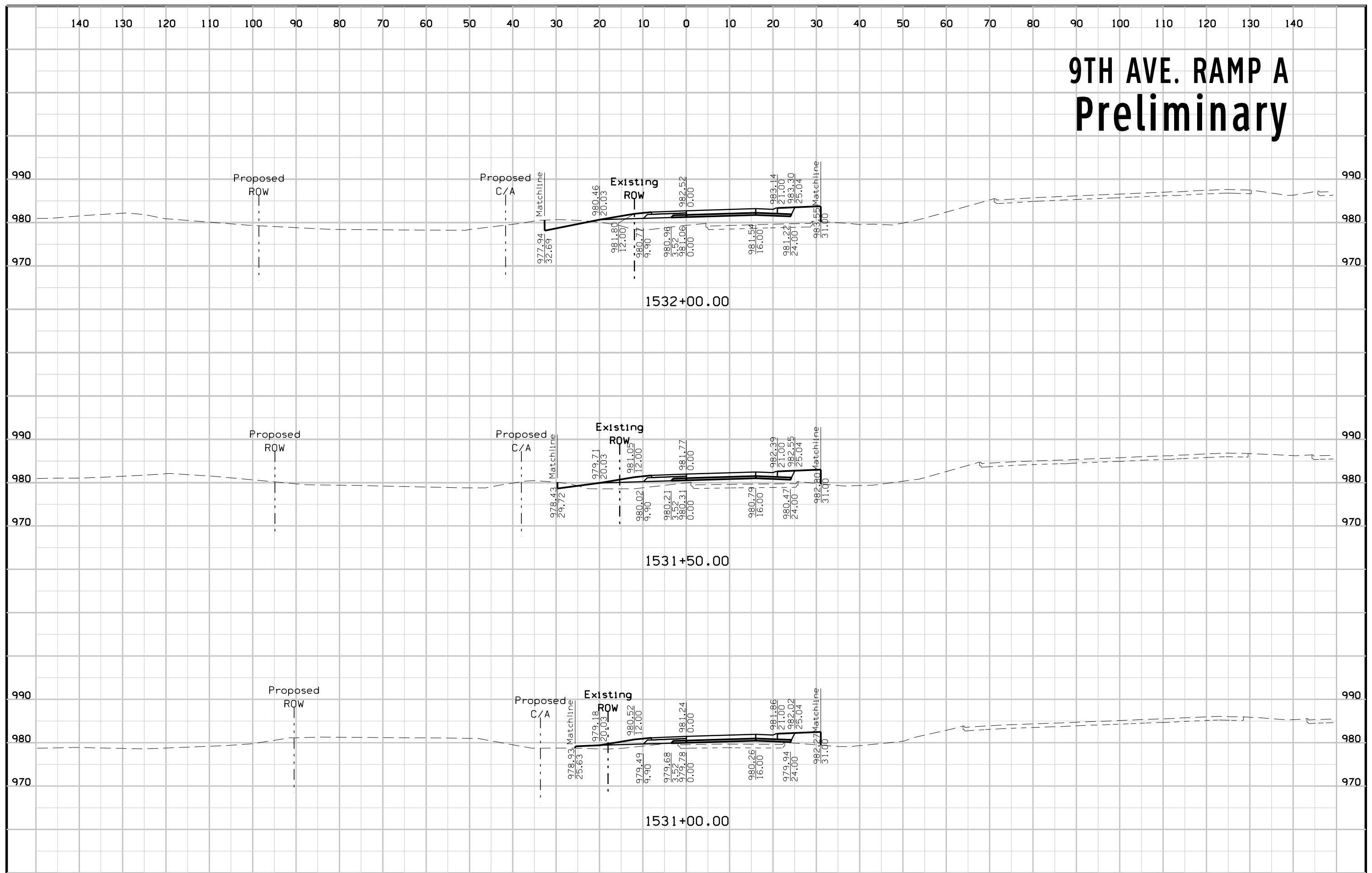
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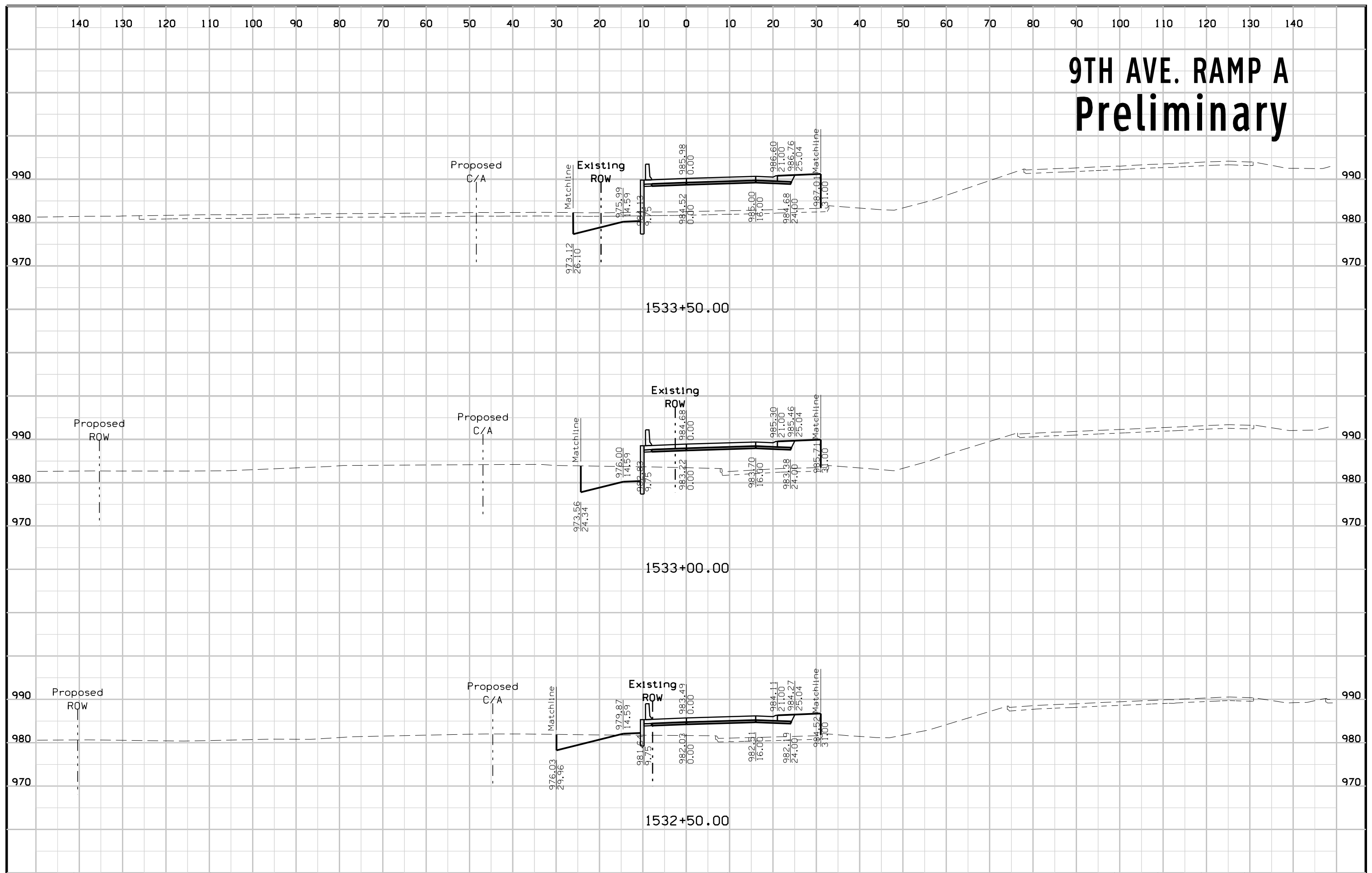
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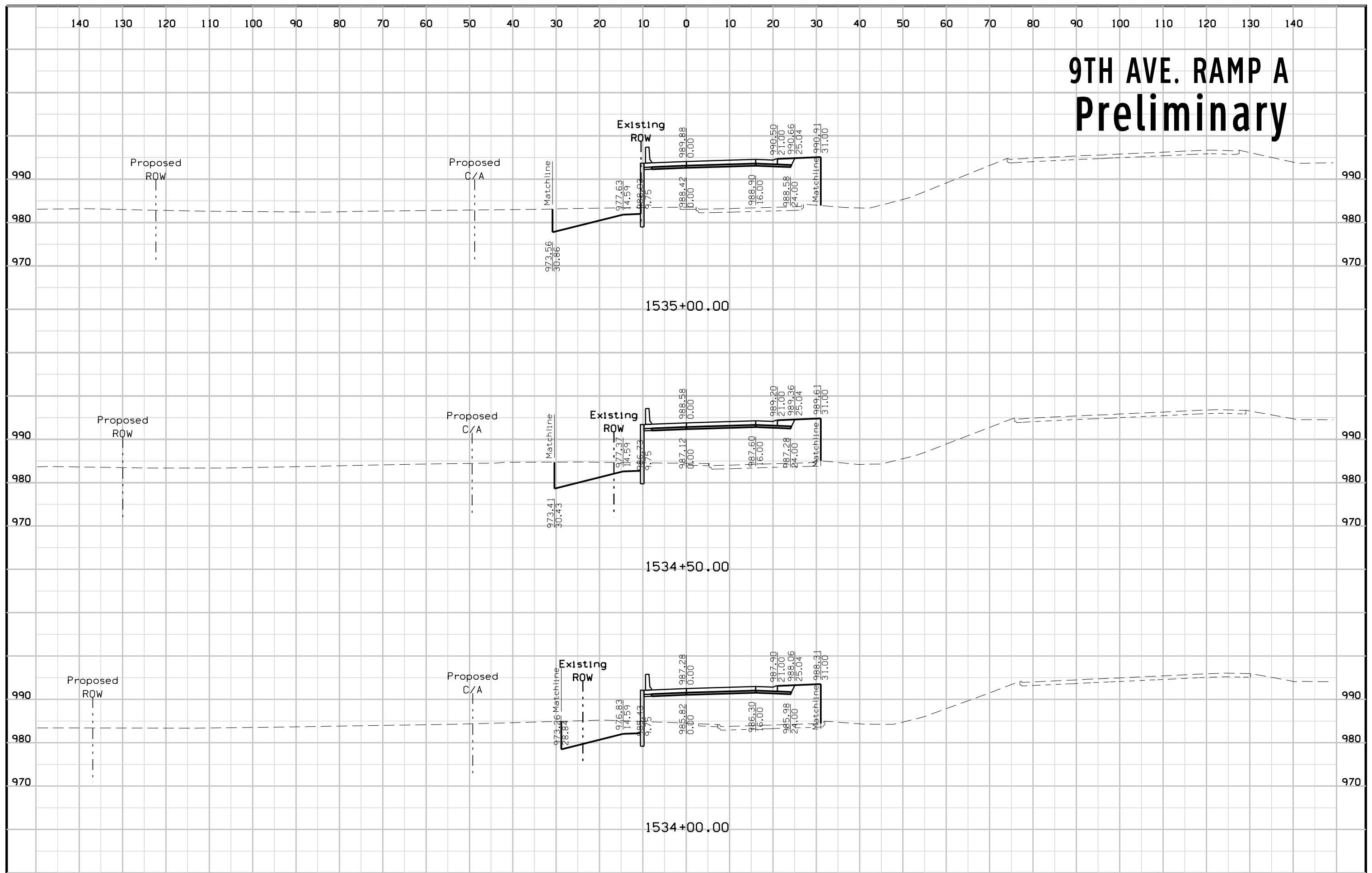
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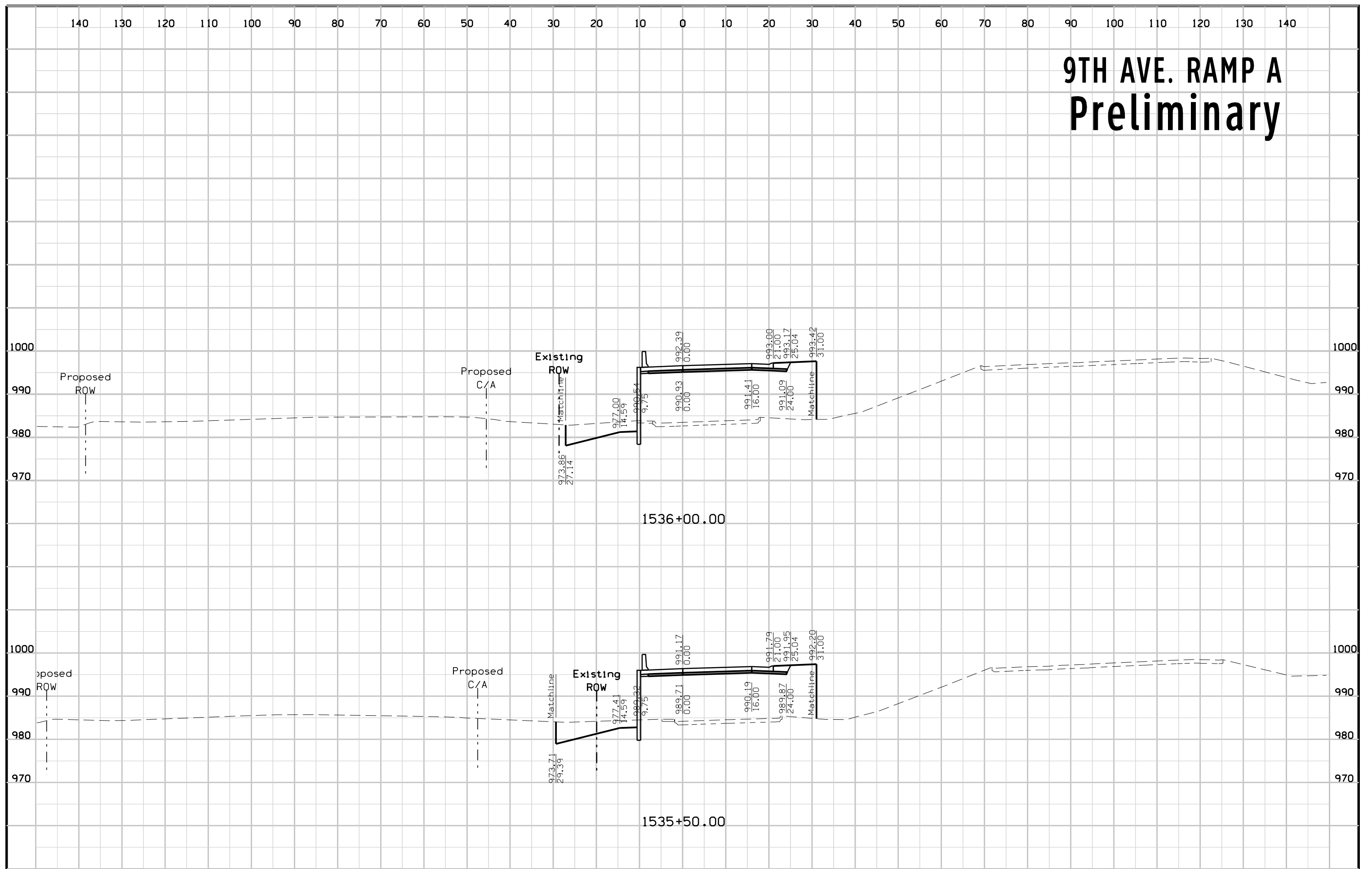
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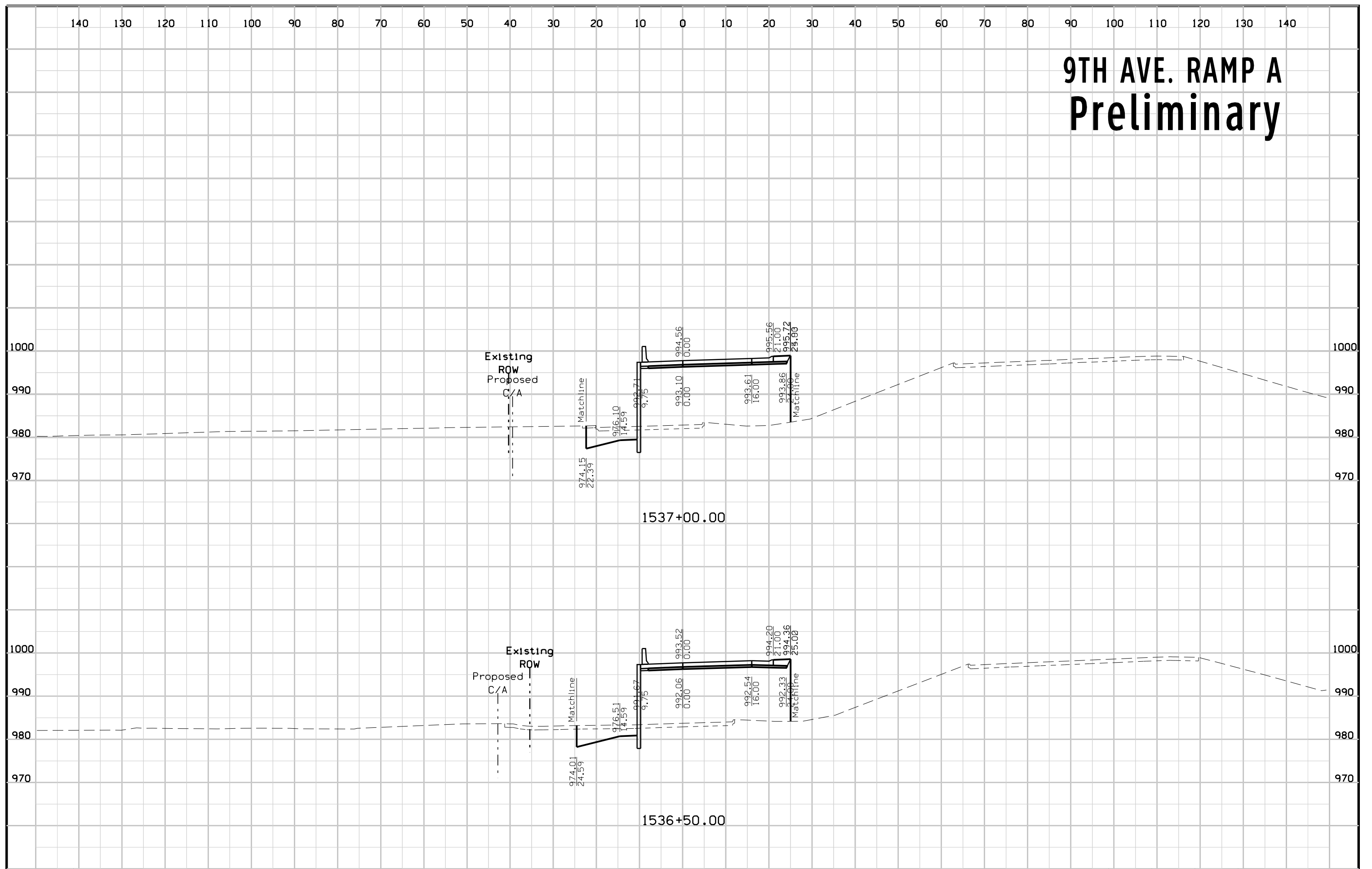
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9TH AVE. RAMP A Preliminary

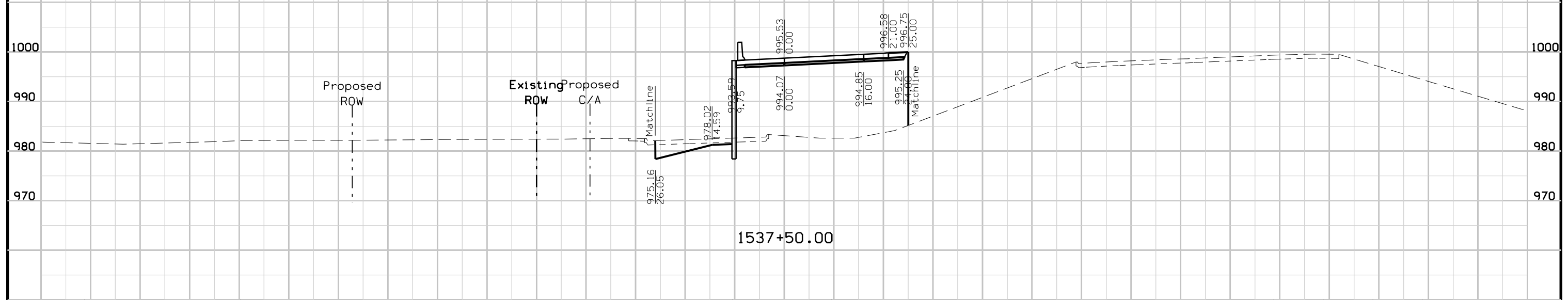


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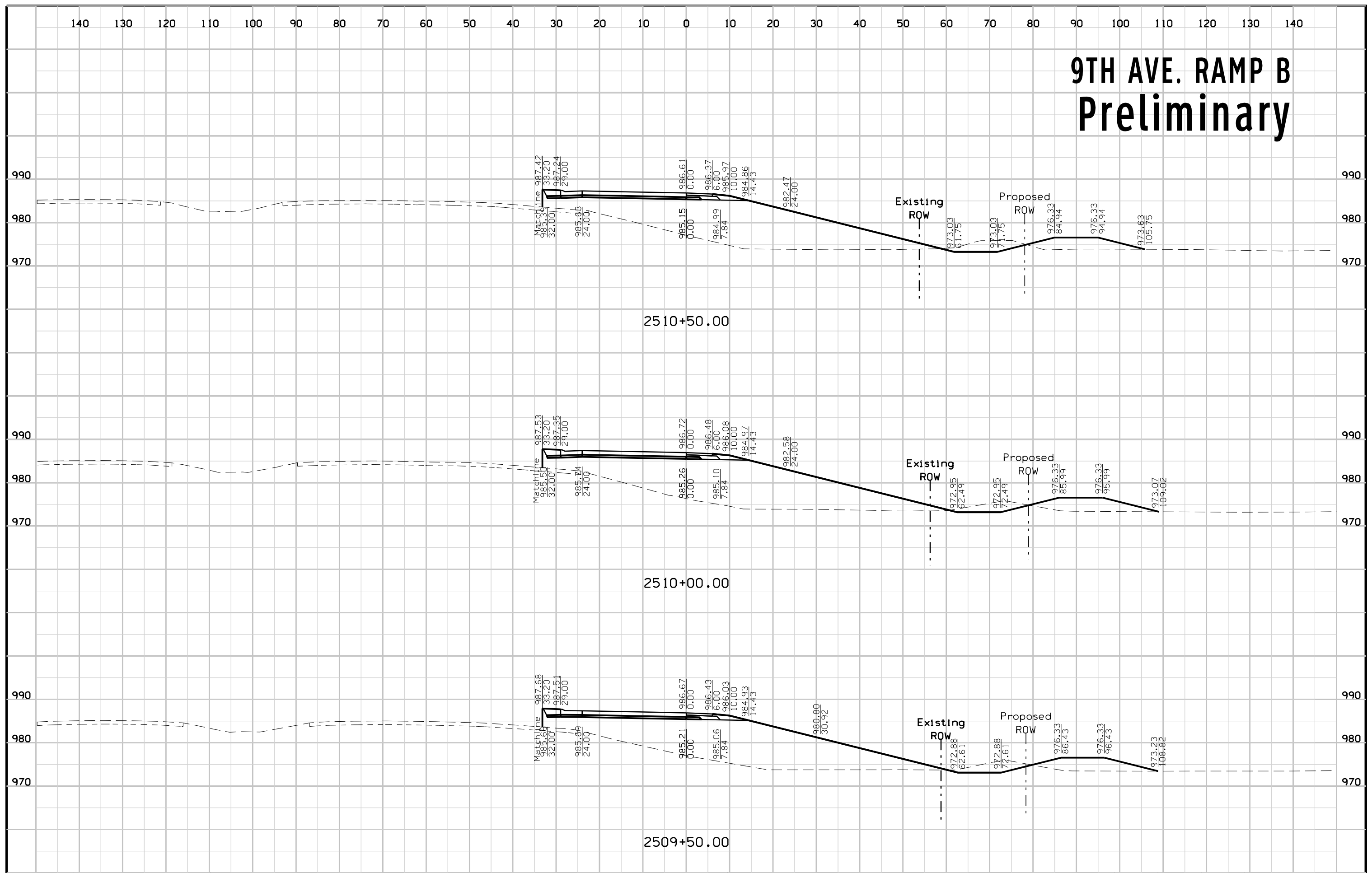


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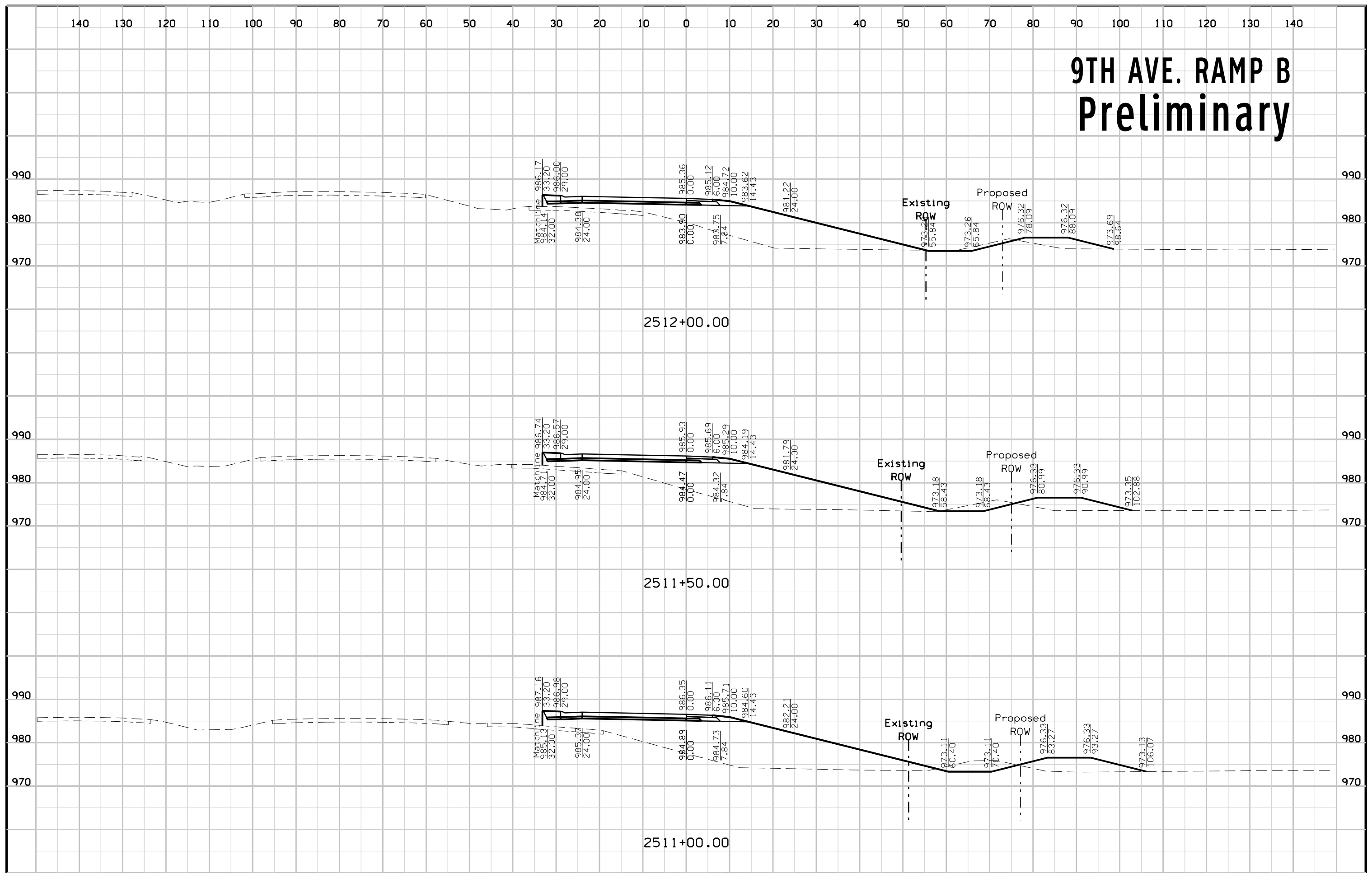
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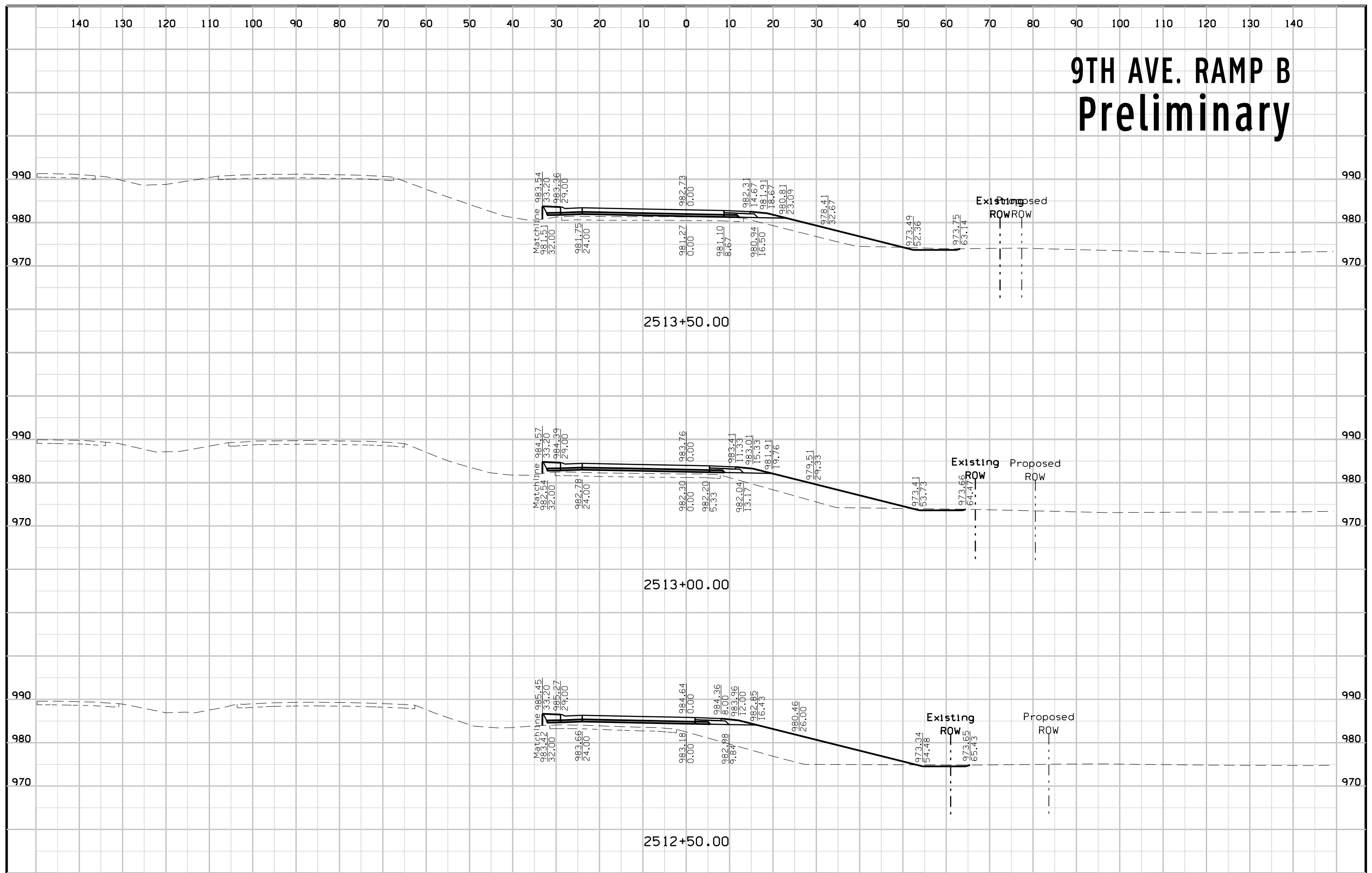
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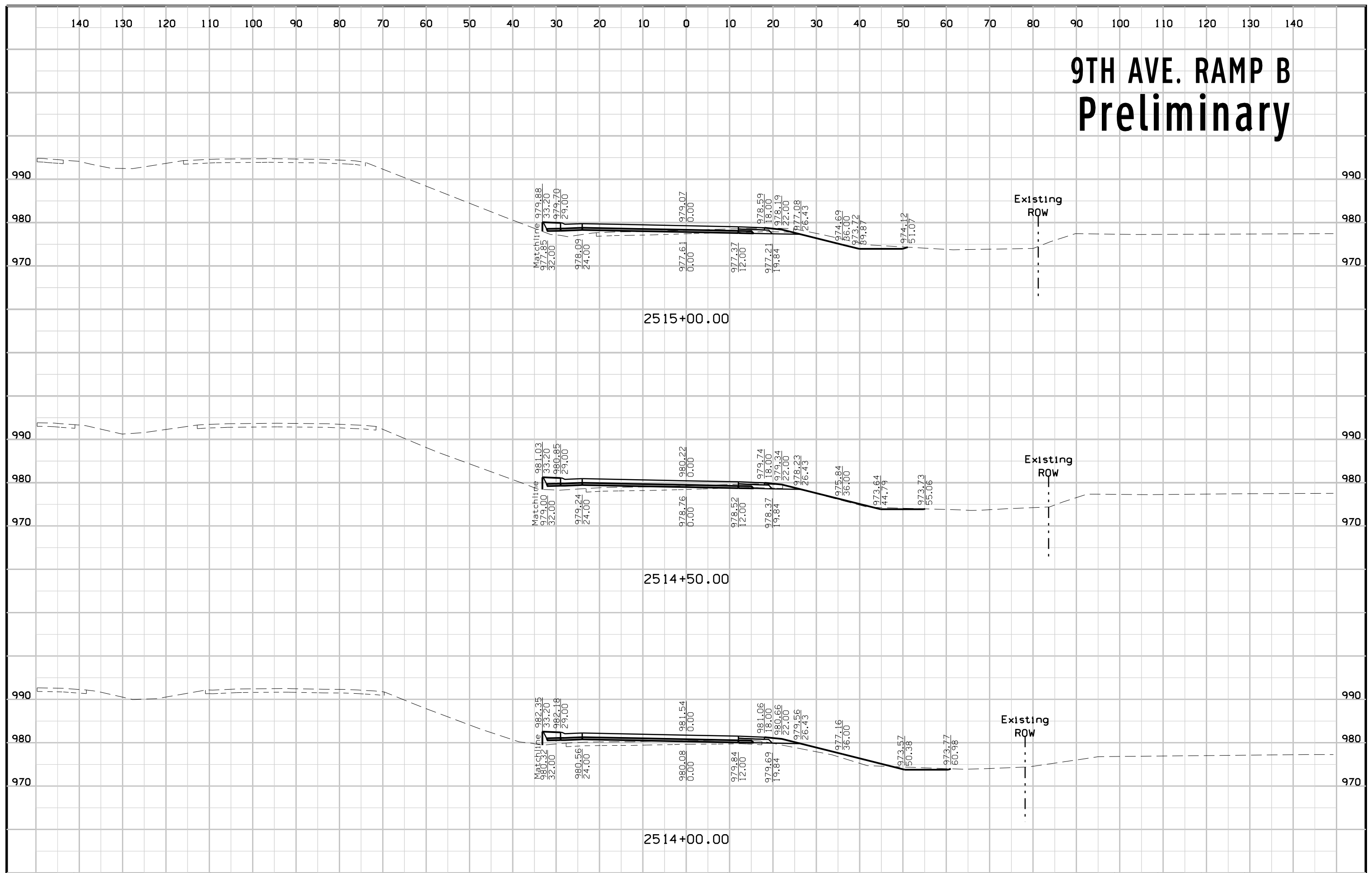
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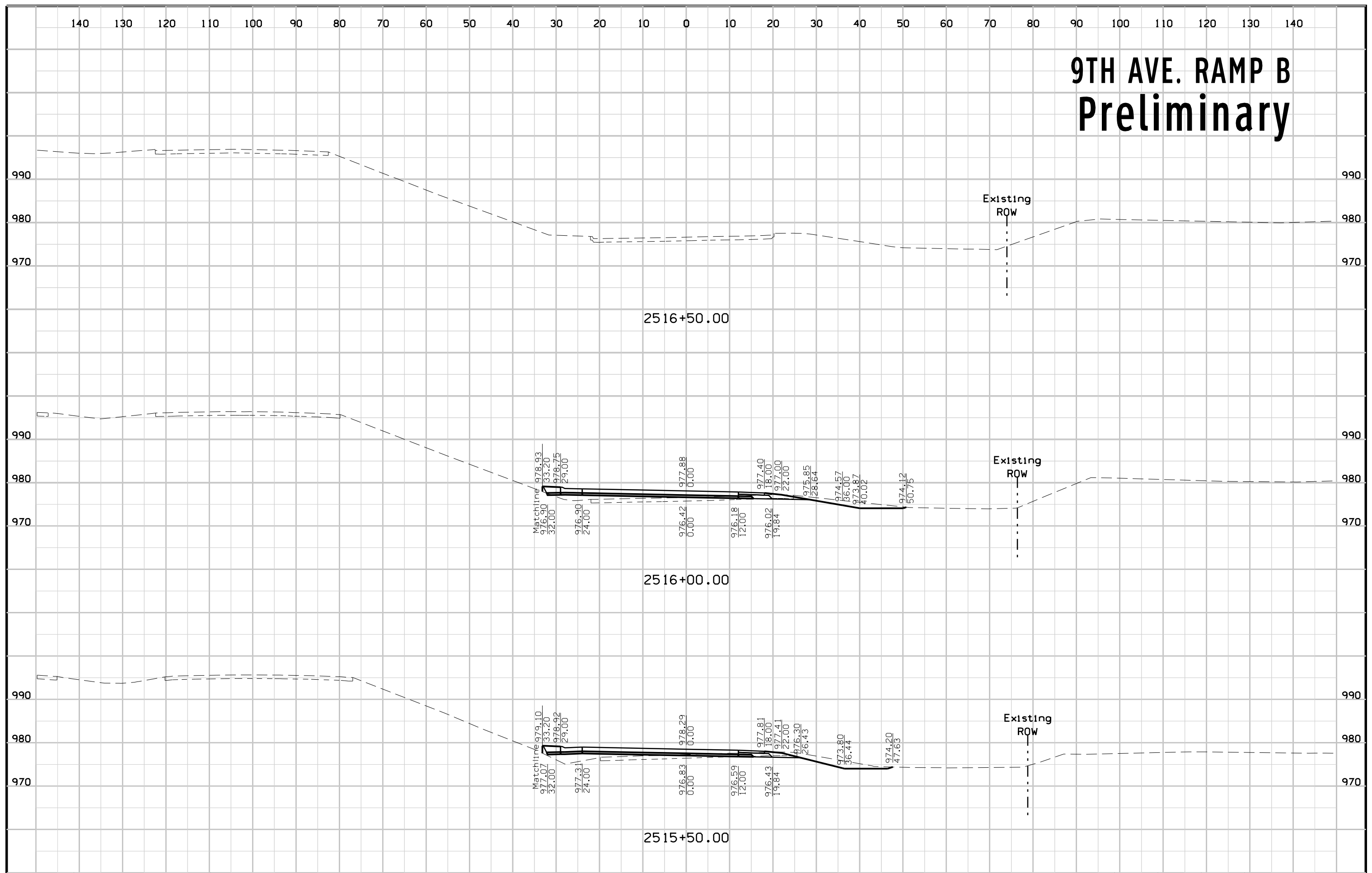


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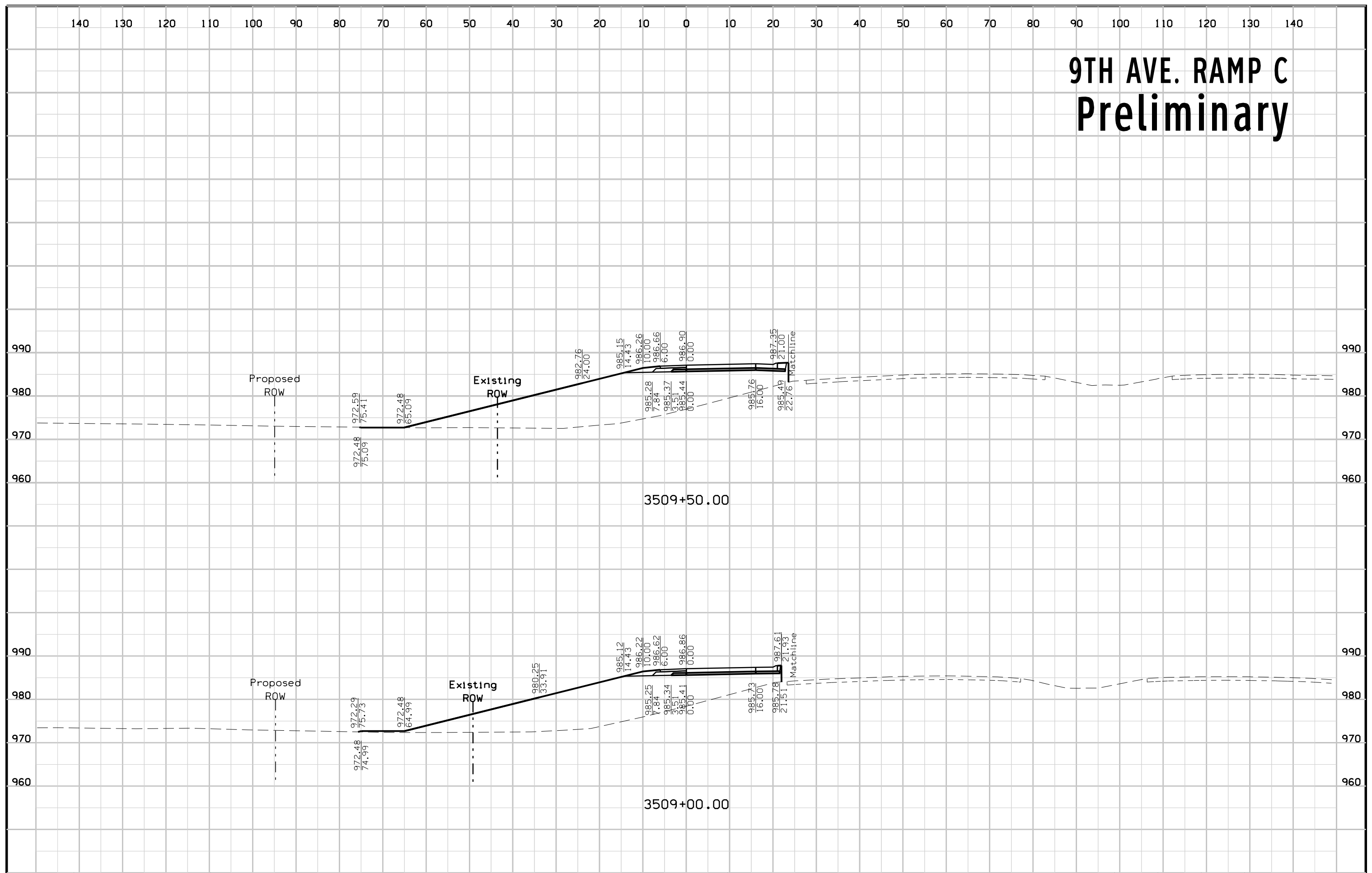


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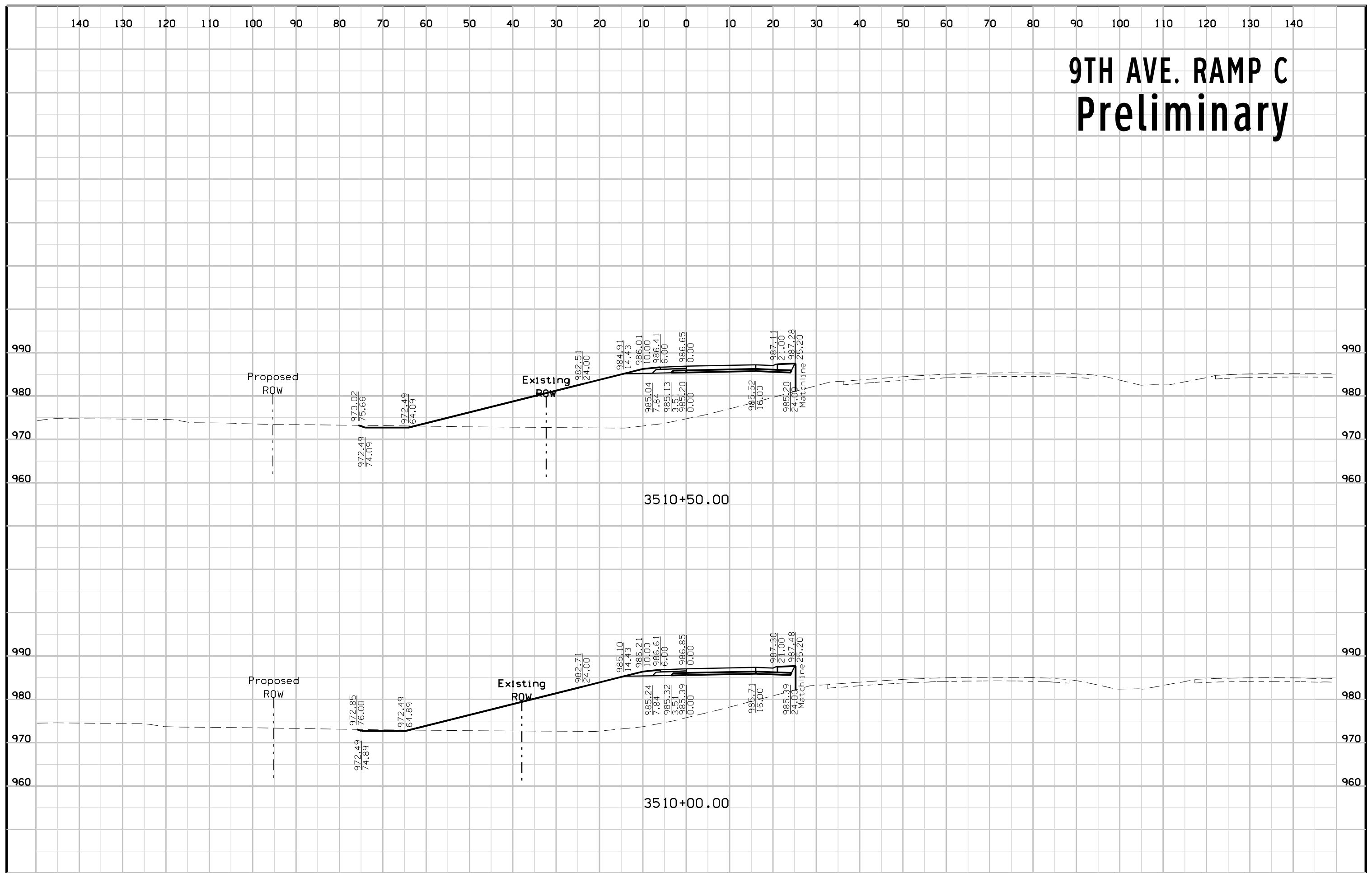
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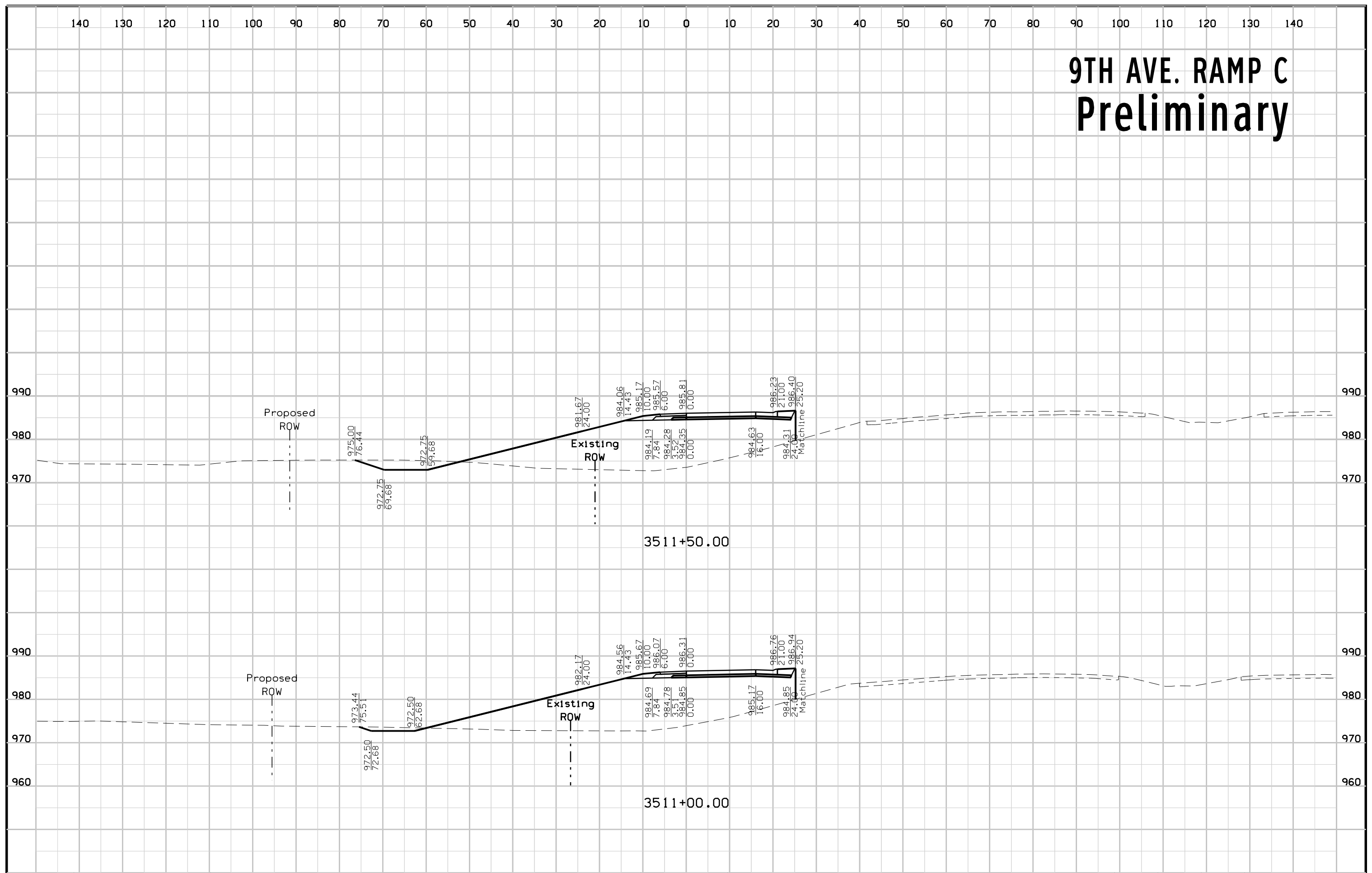
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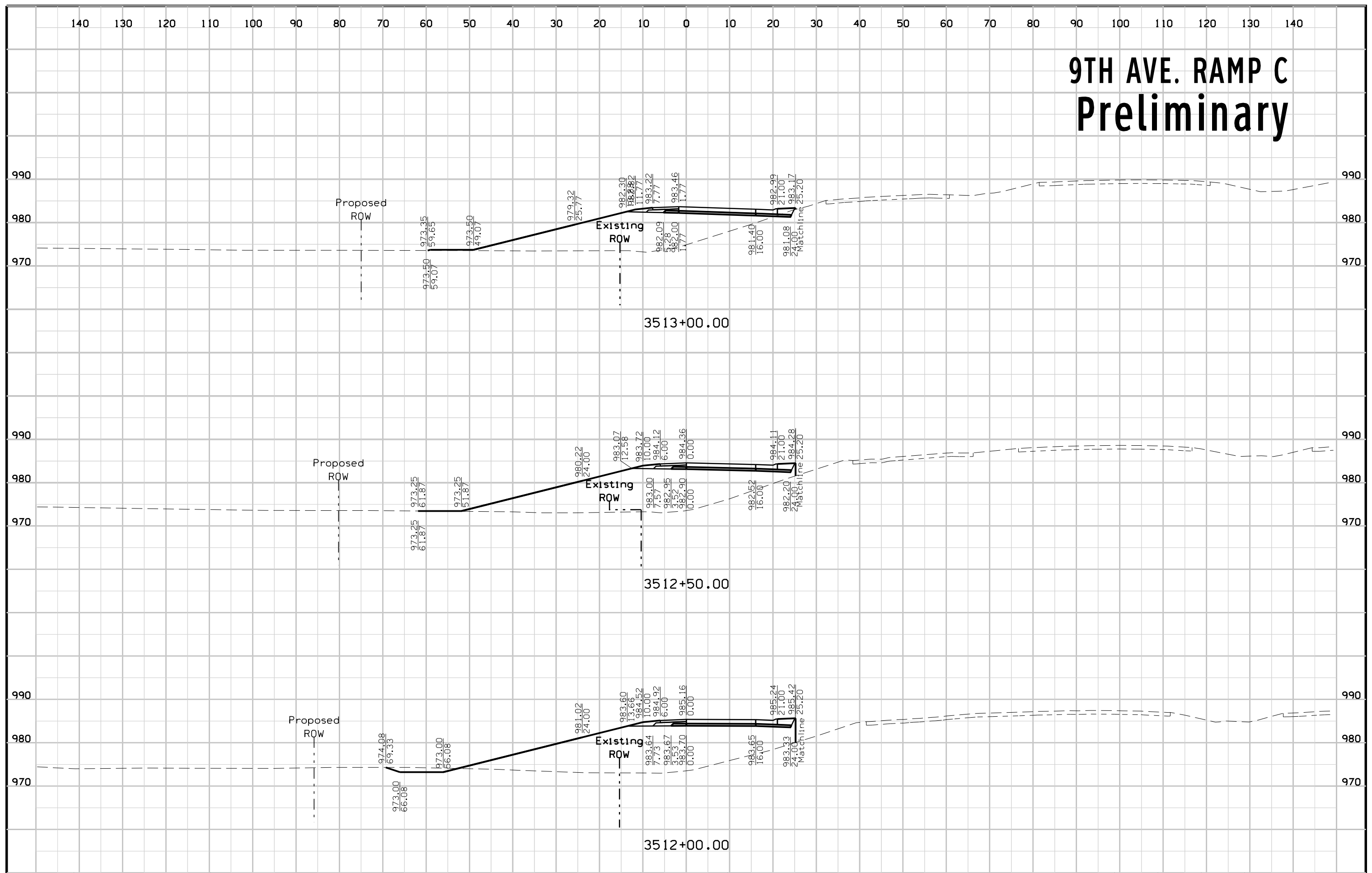
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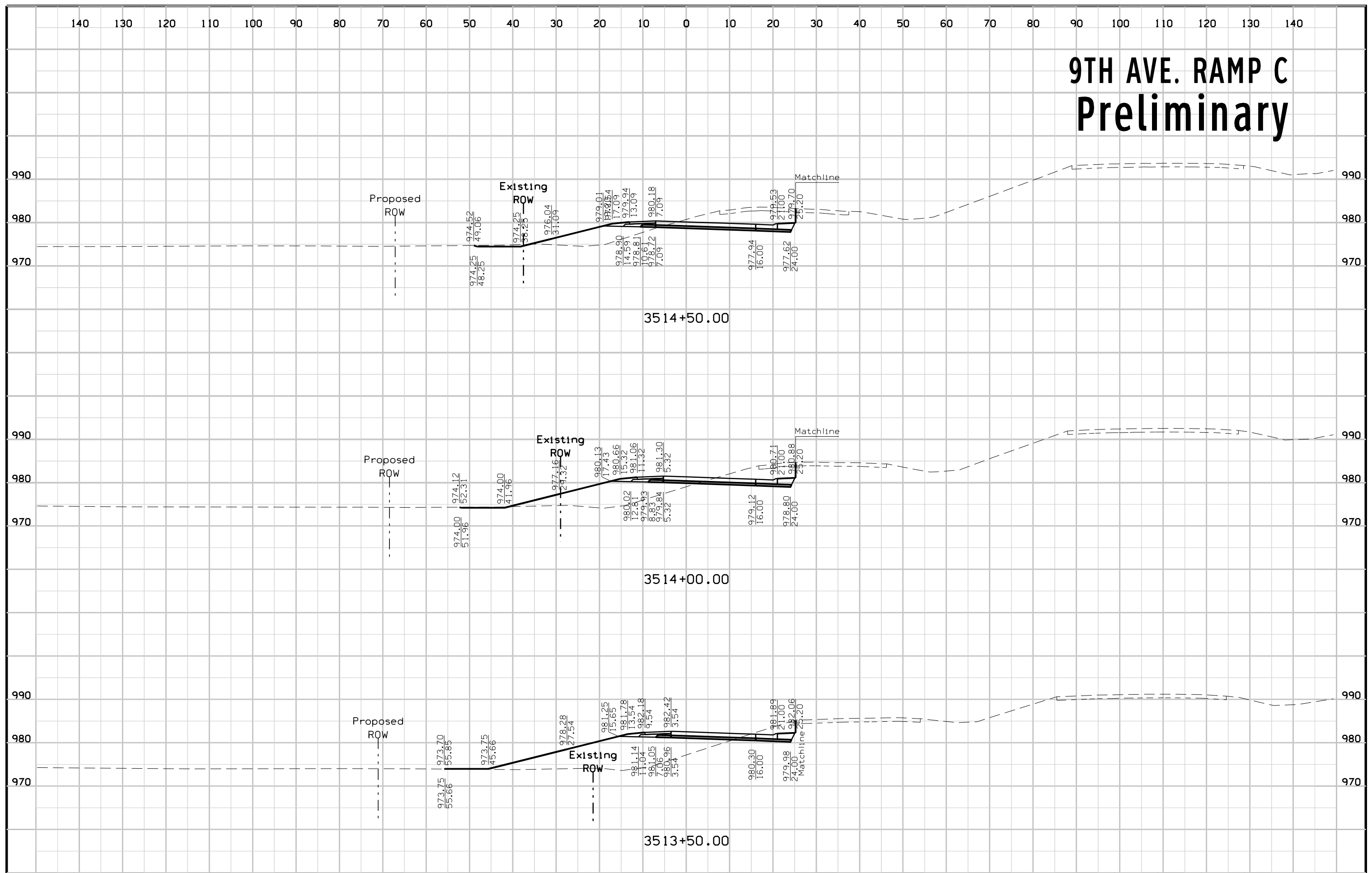
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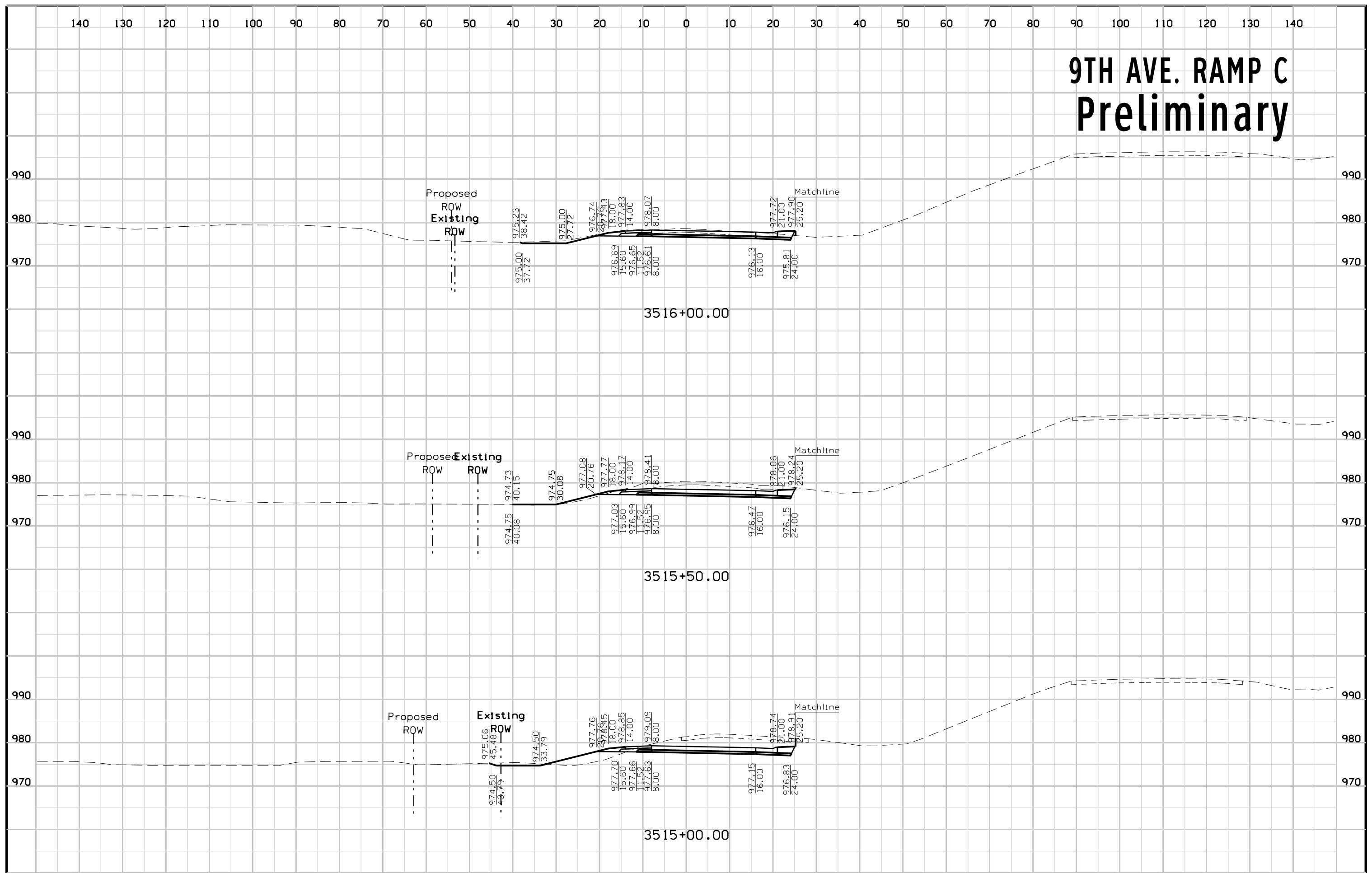
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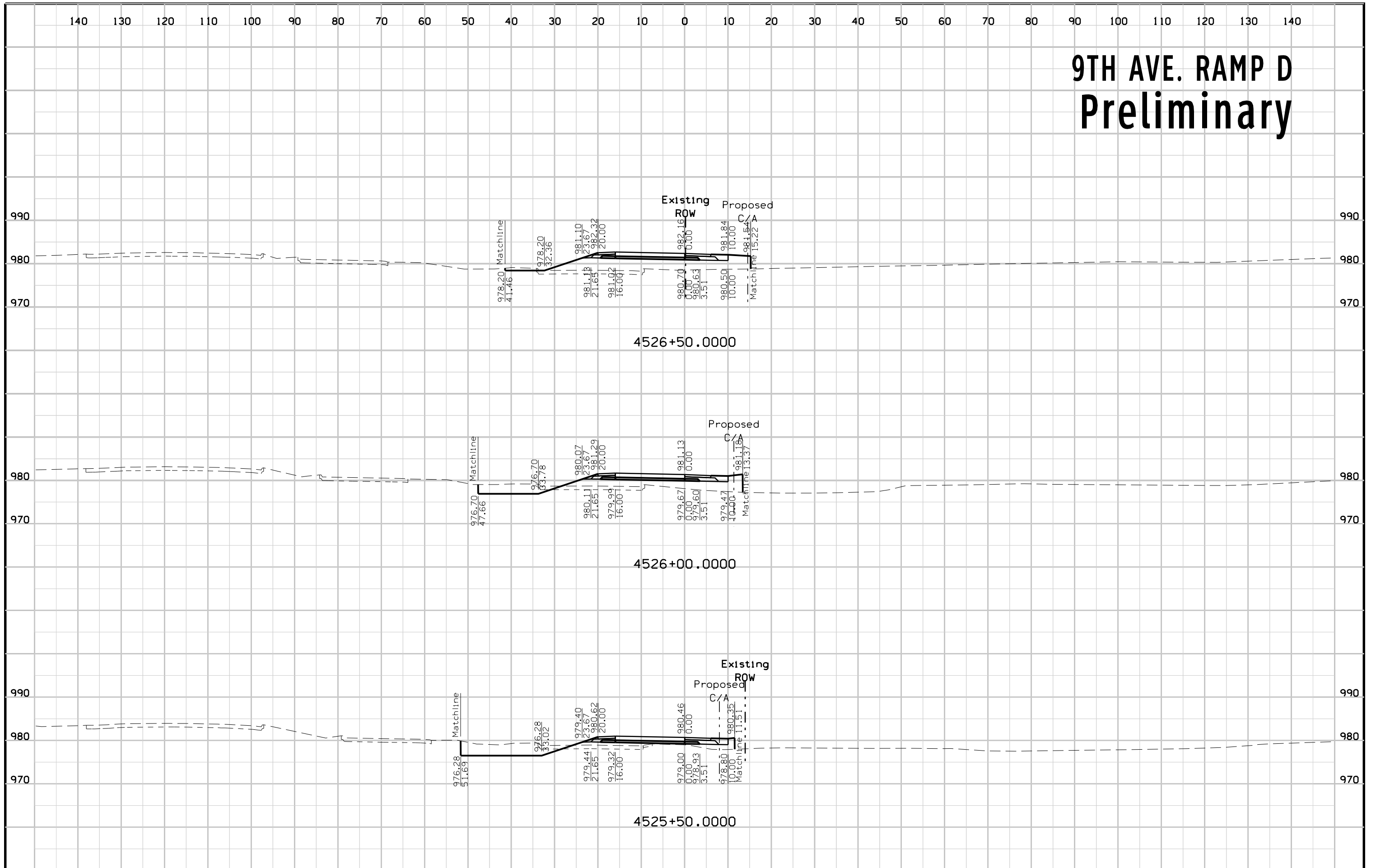
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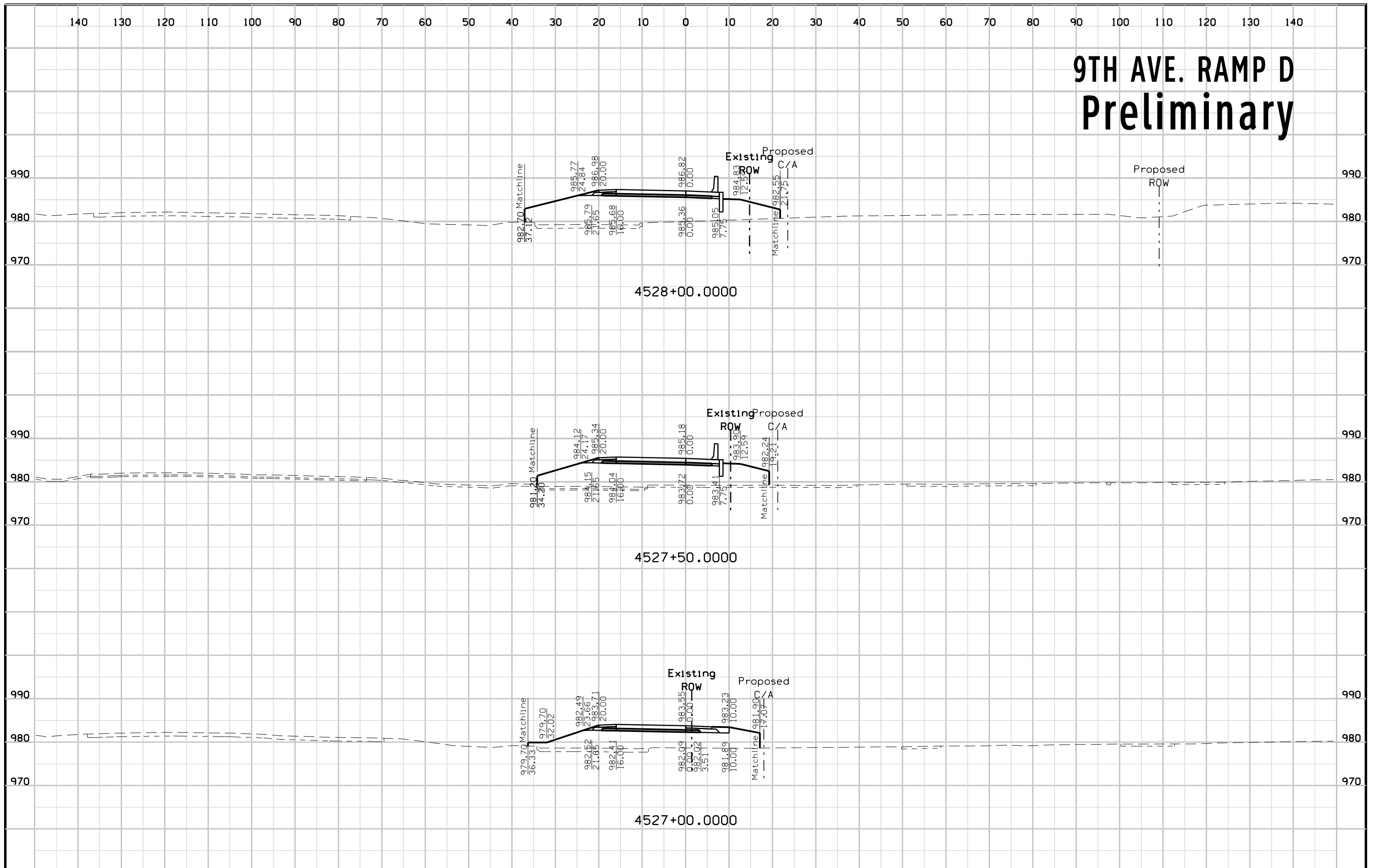
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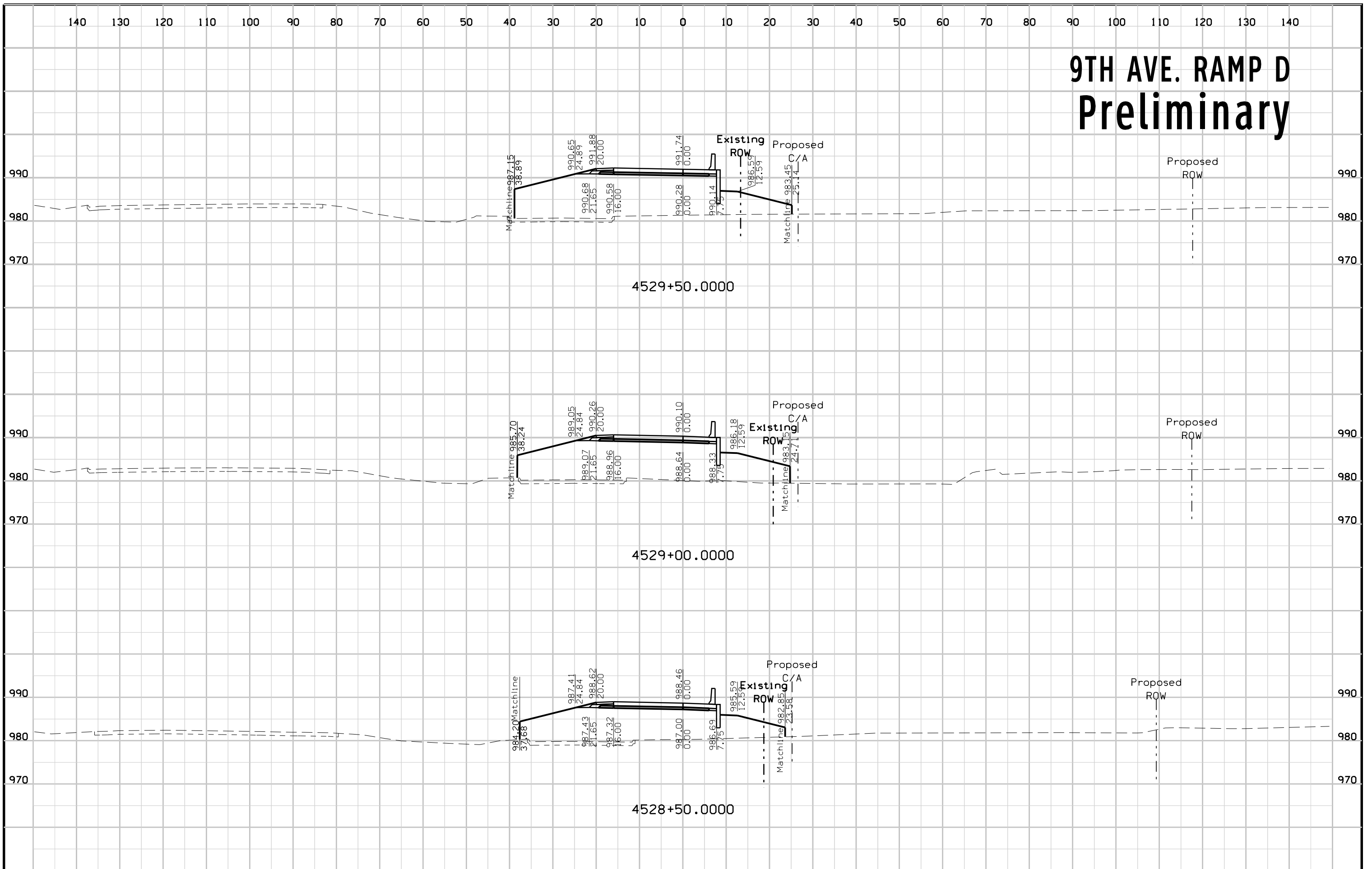
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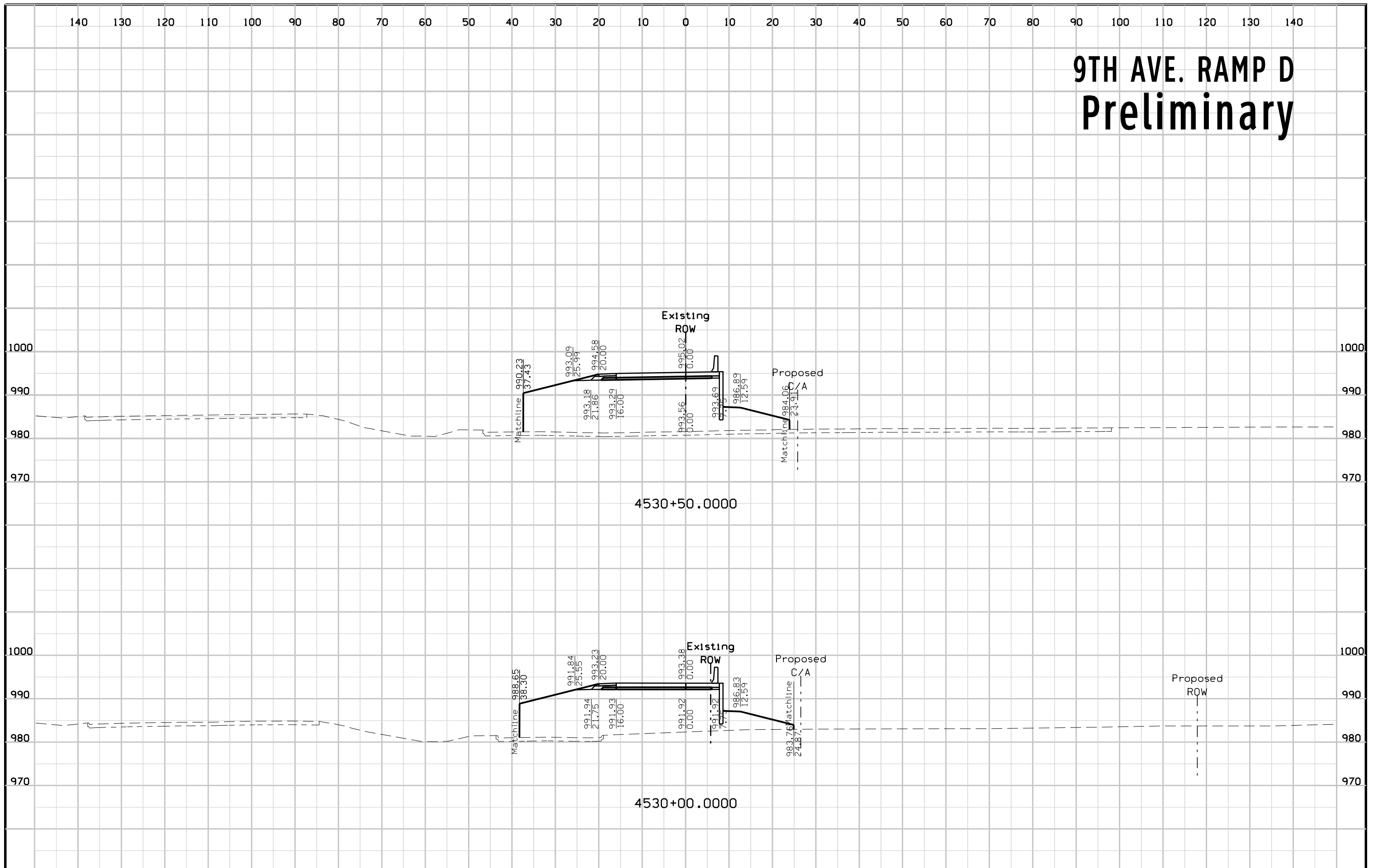
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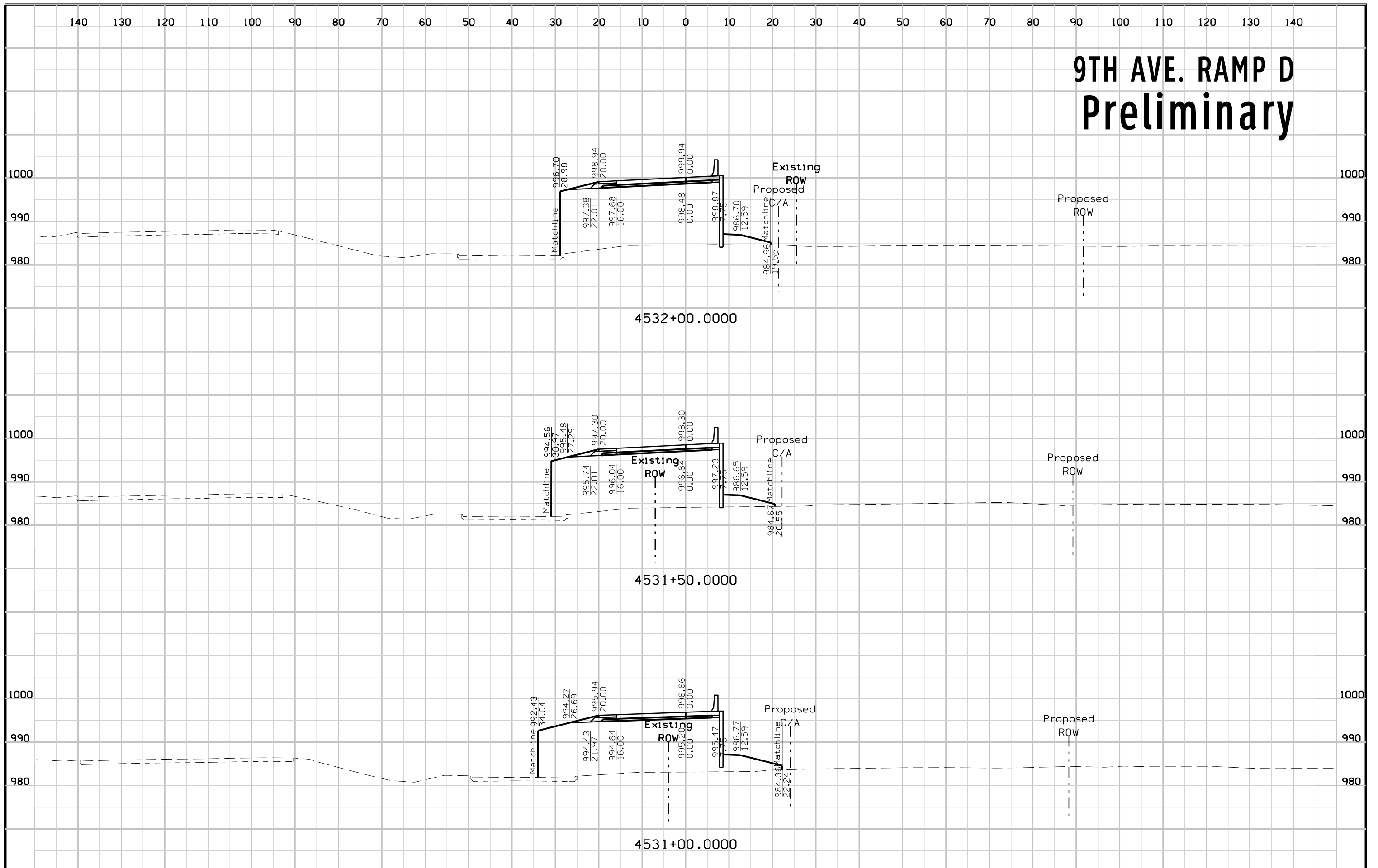
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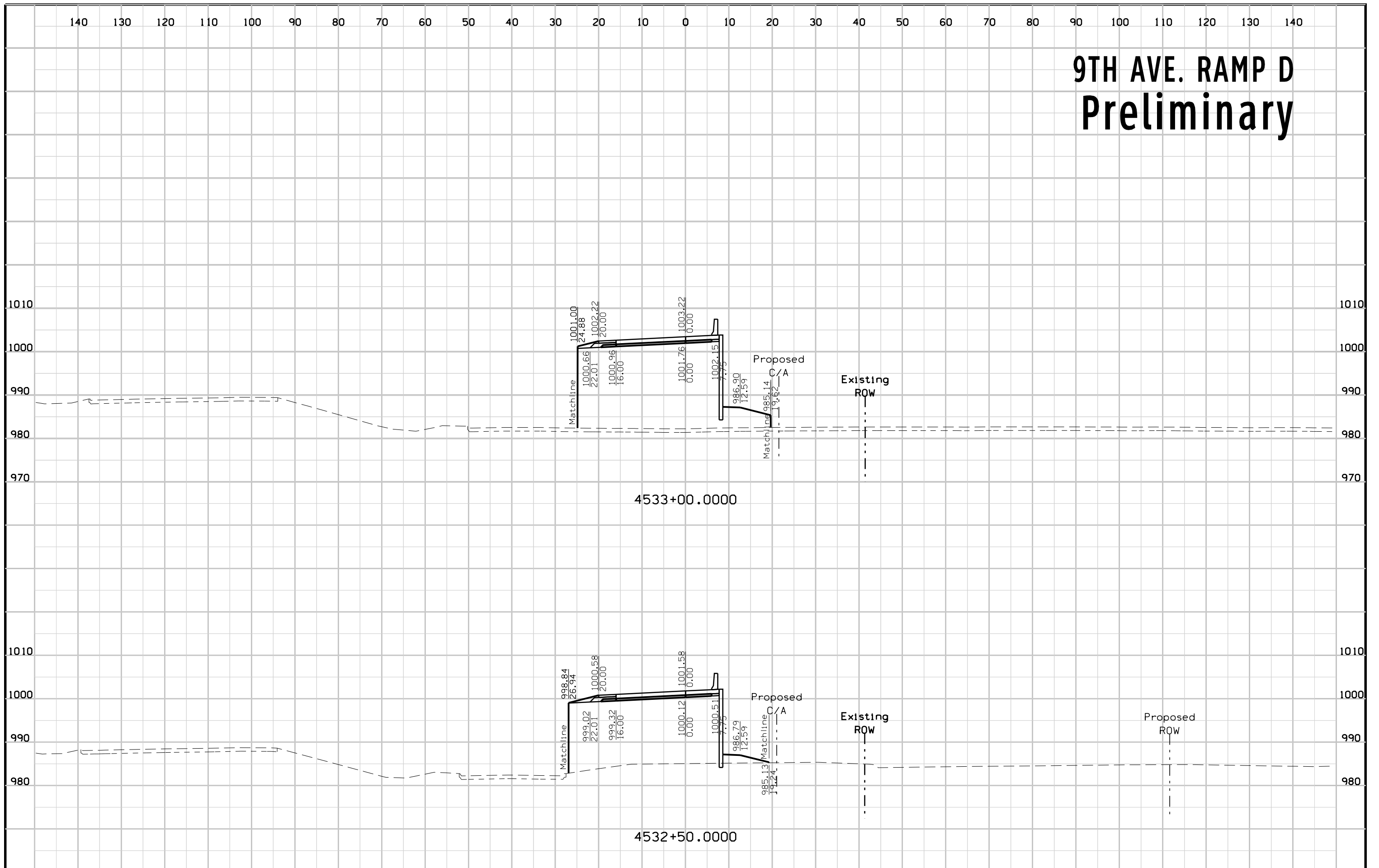
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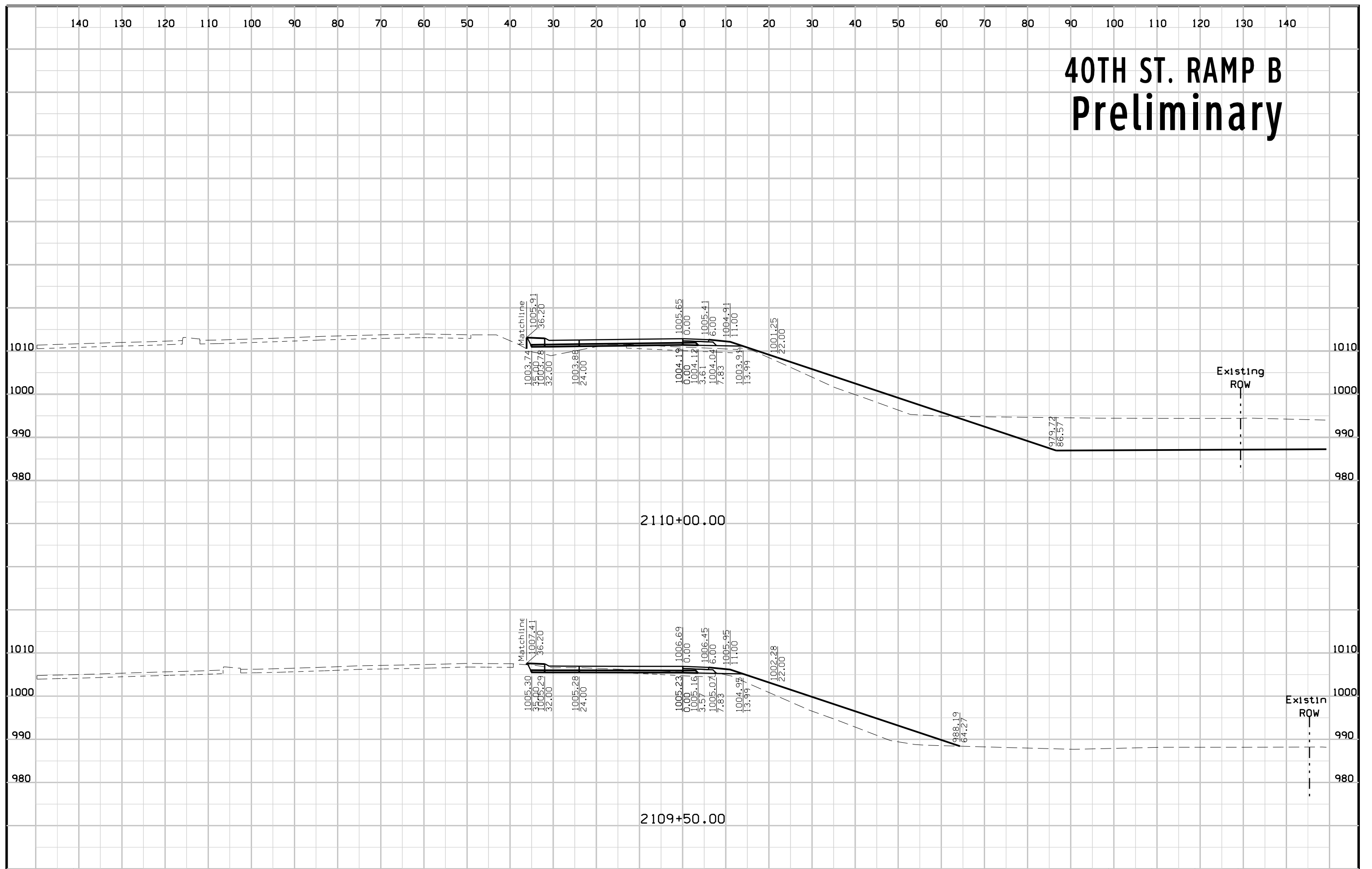
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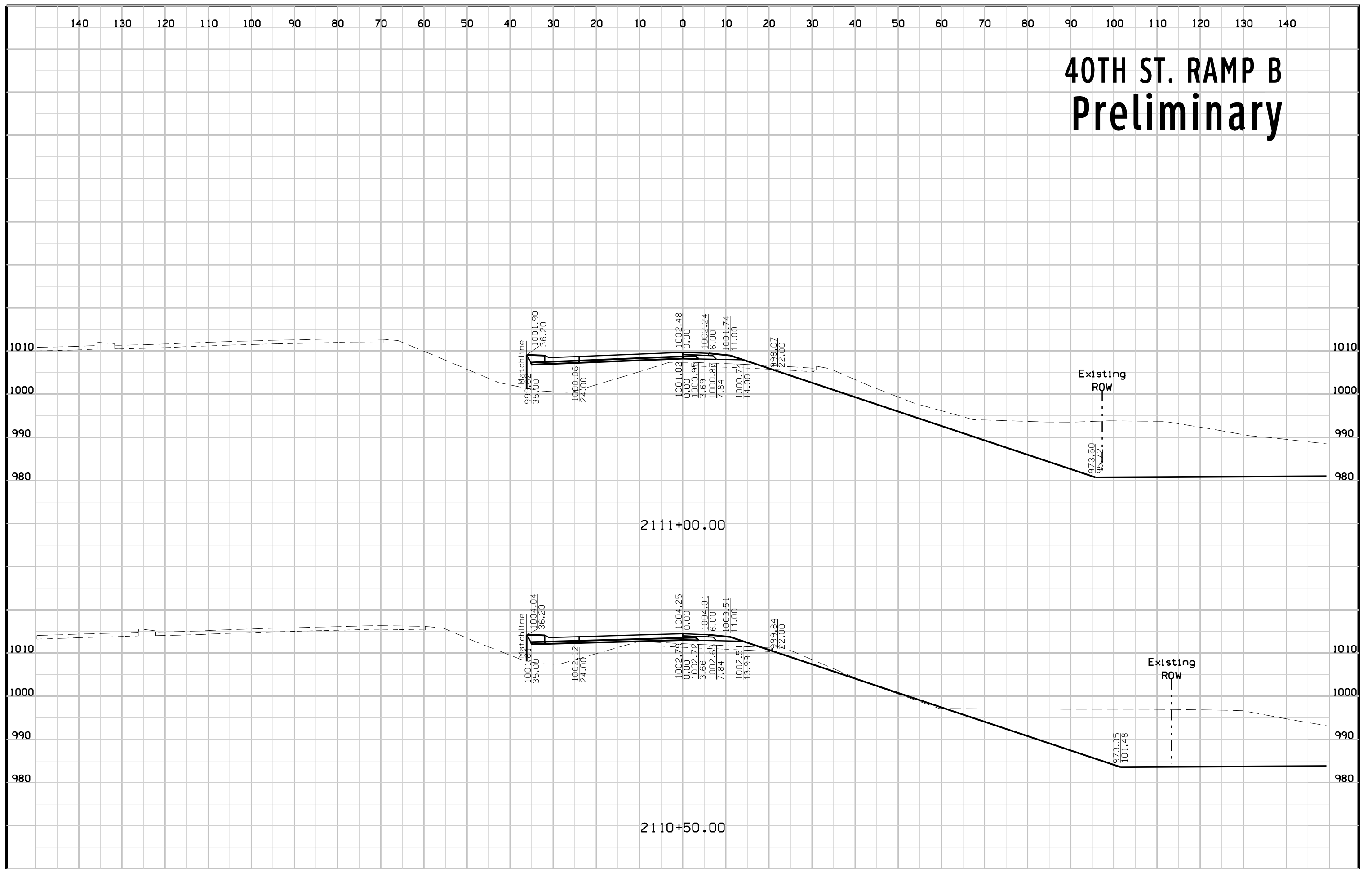
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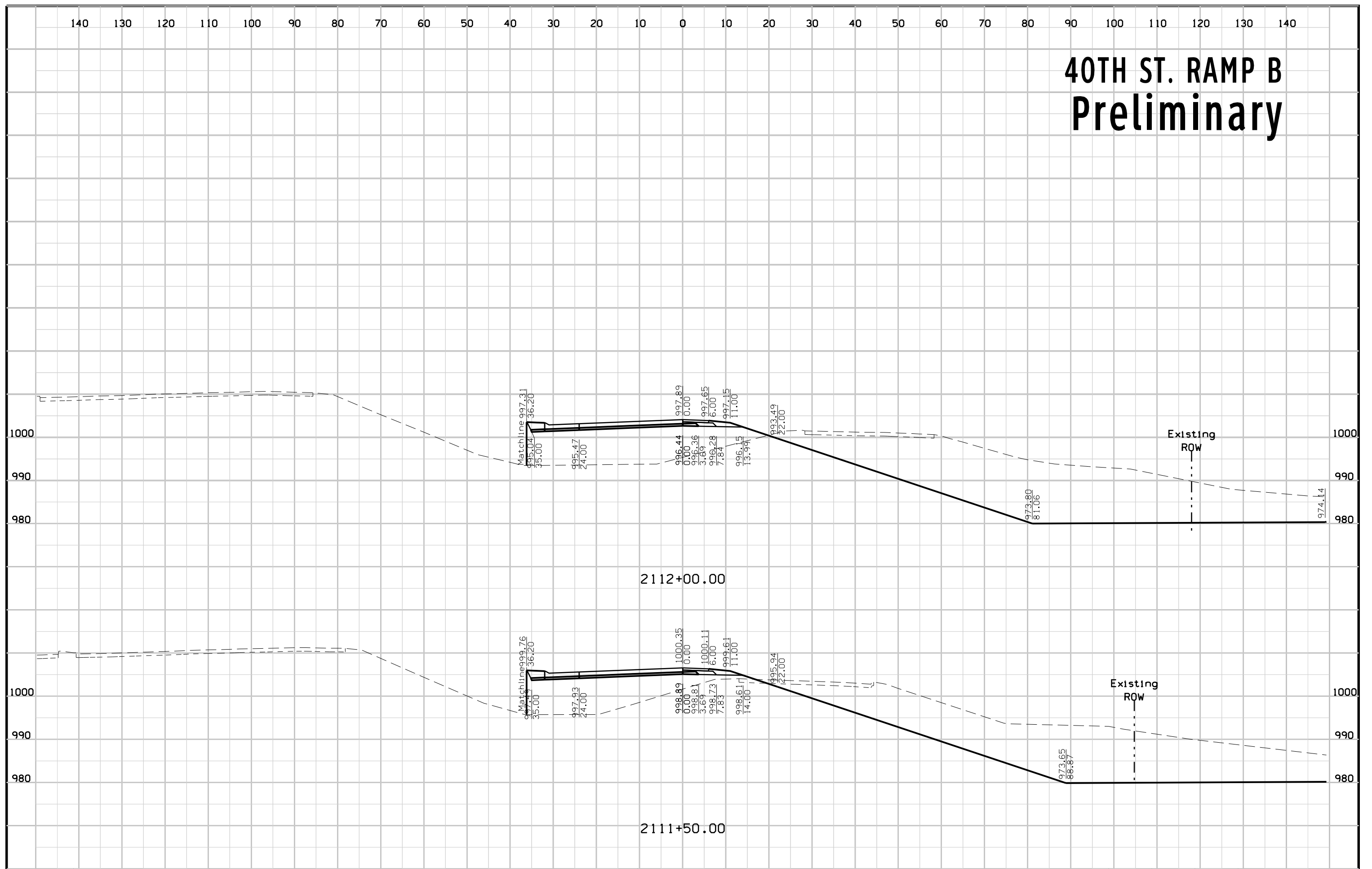
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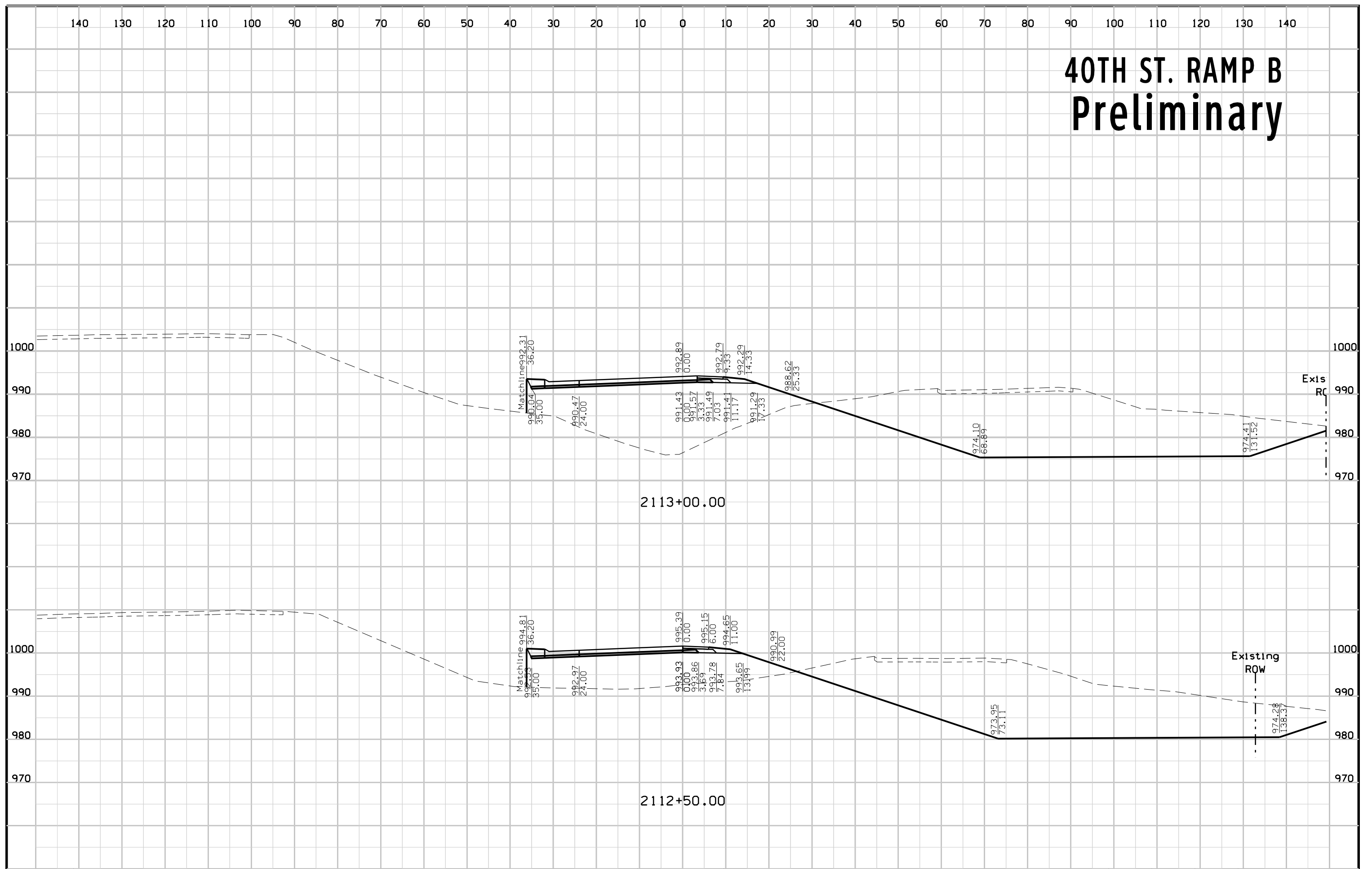
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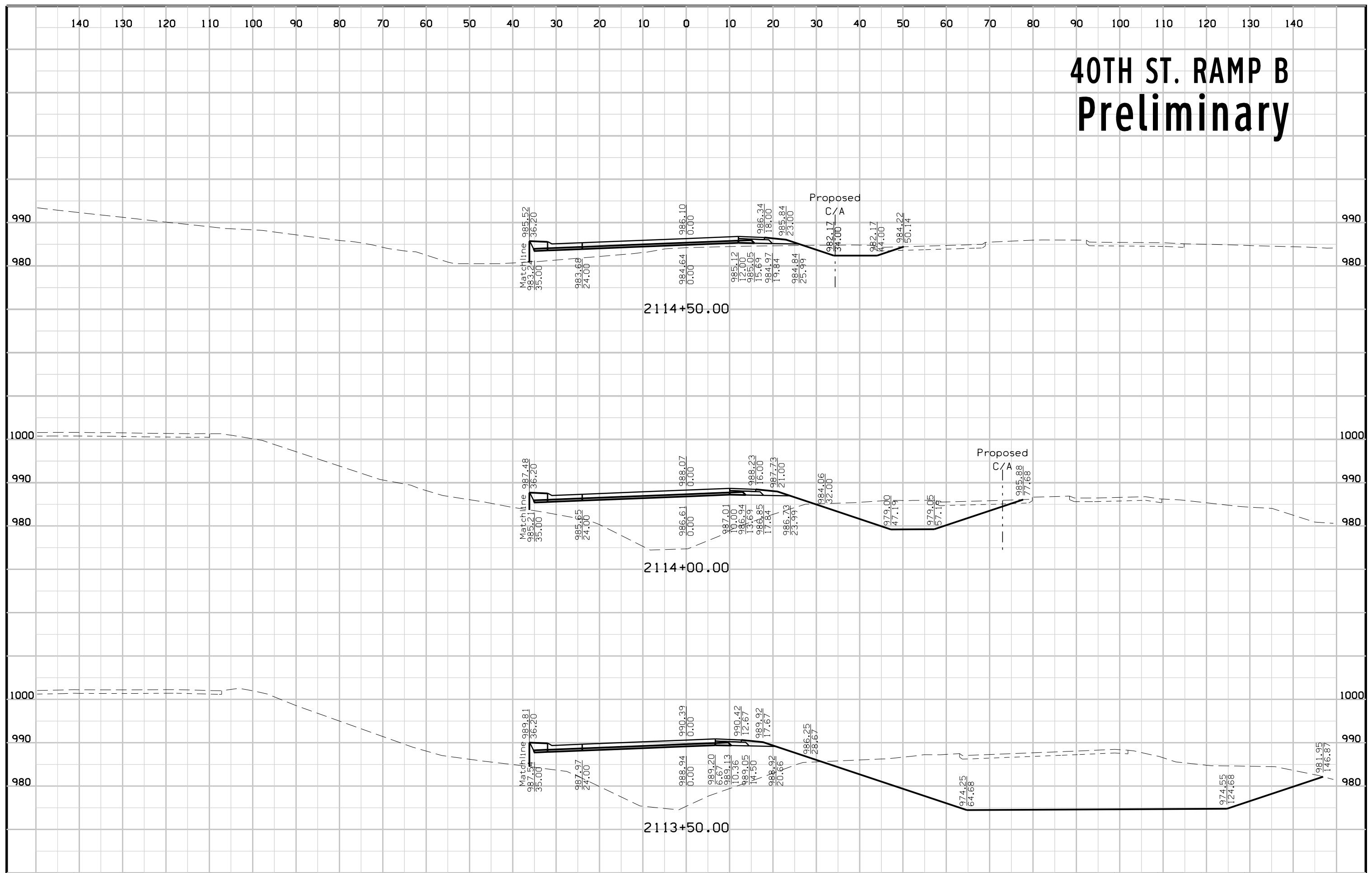
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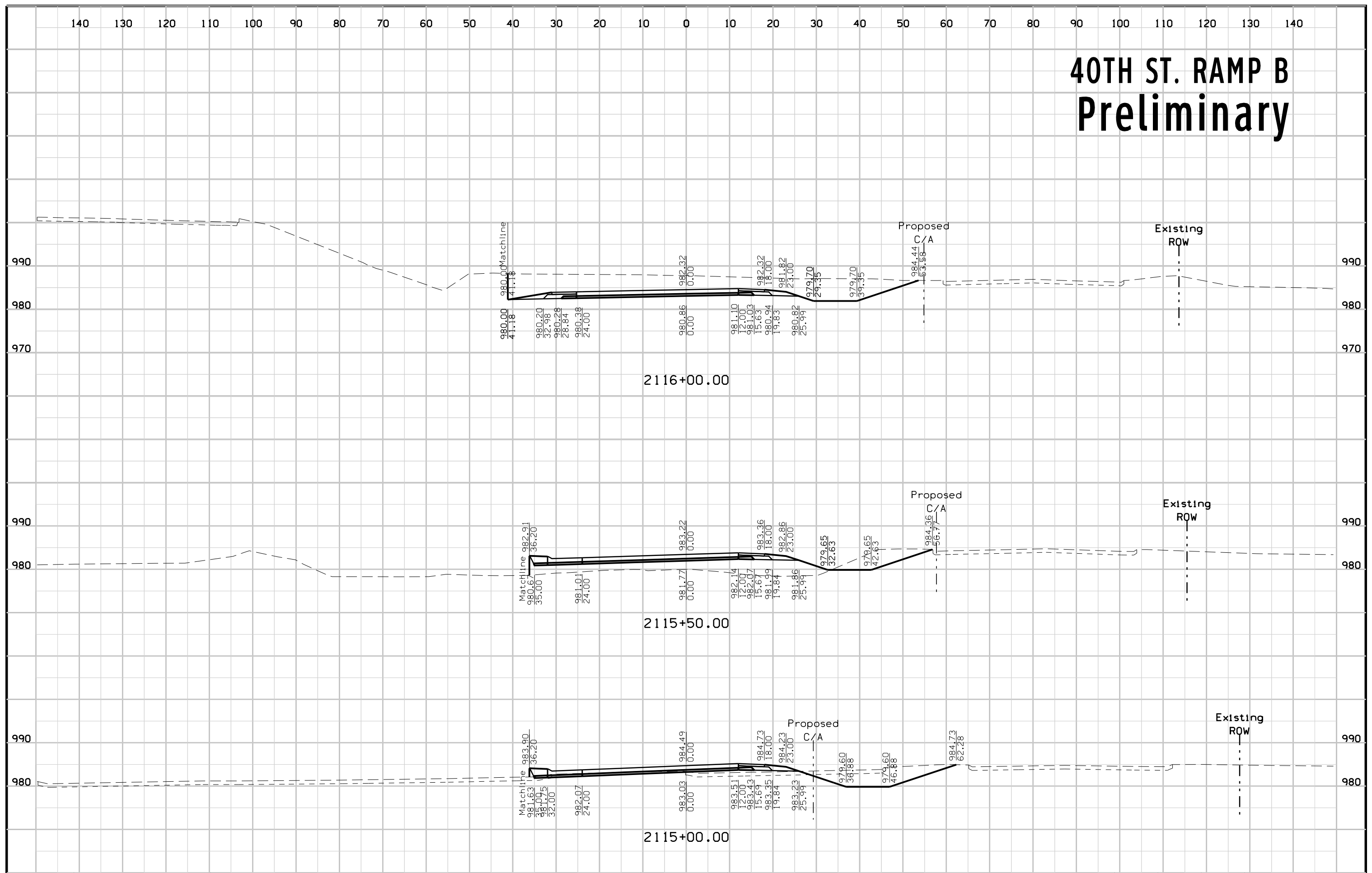
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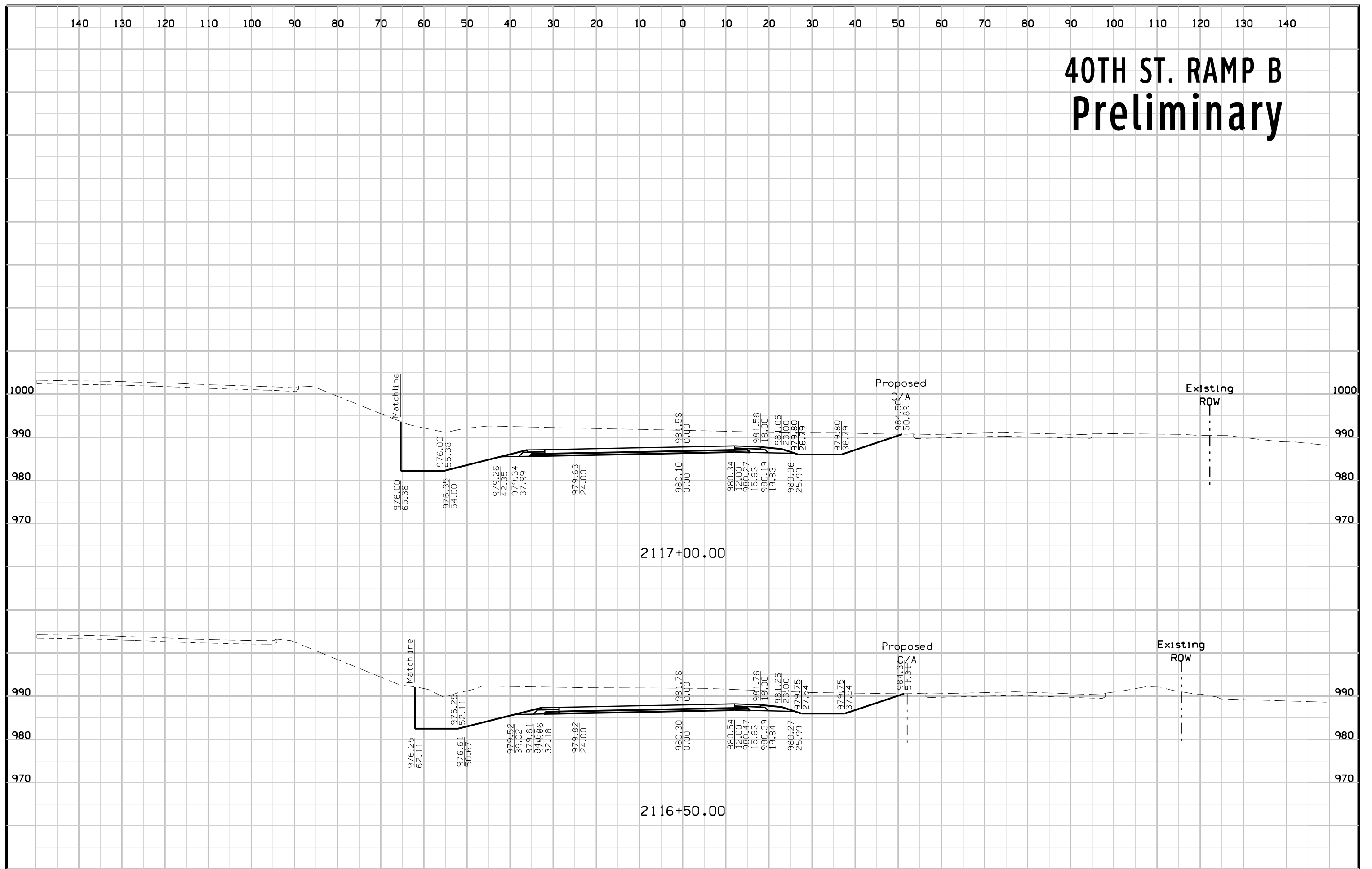
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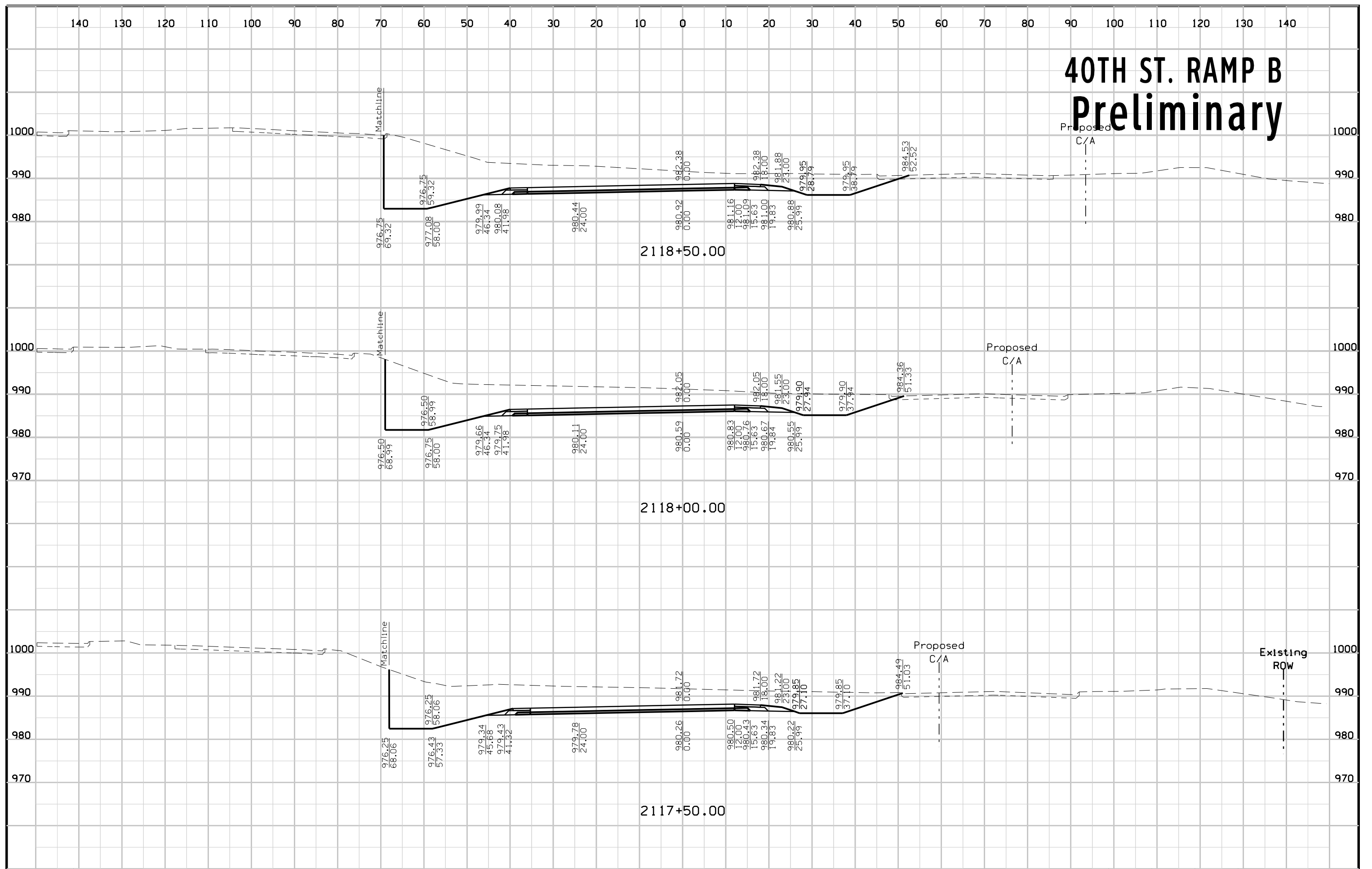
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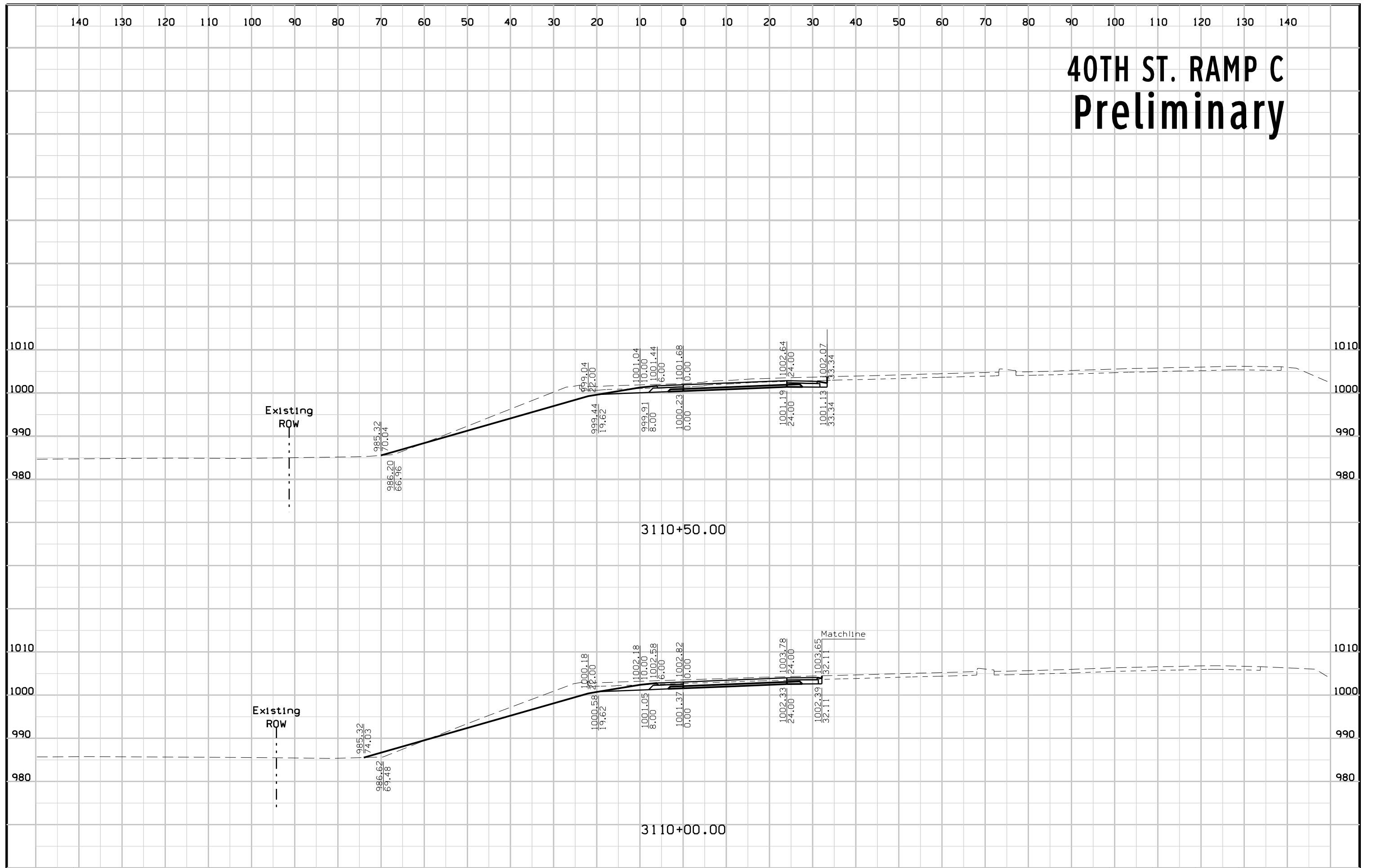
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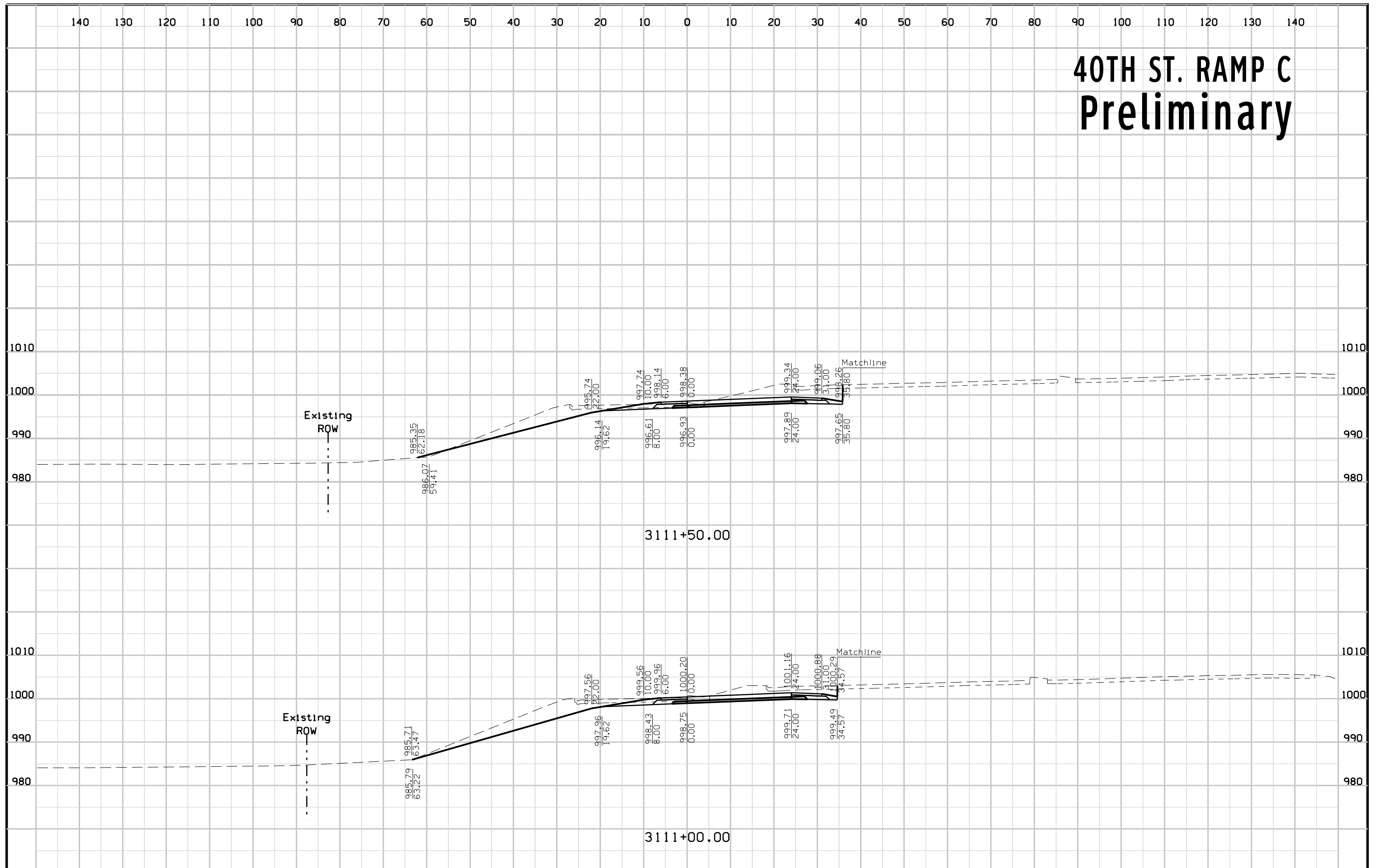
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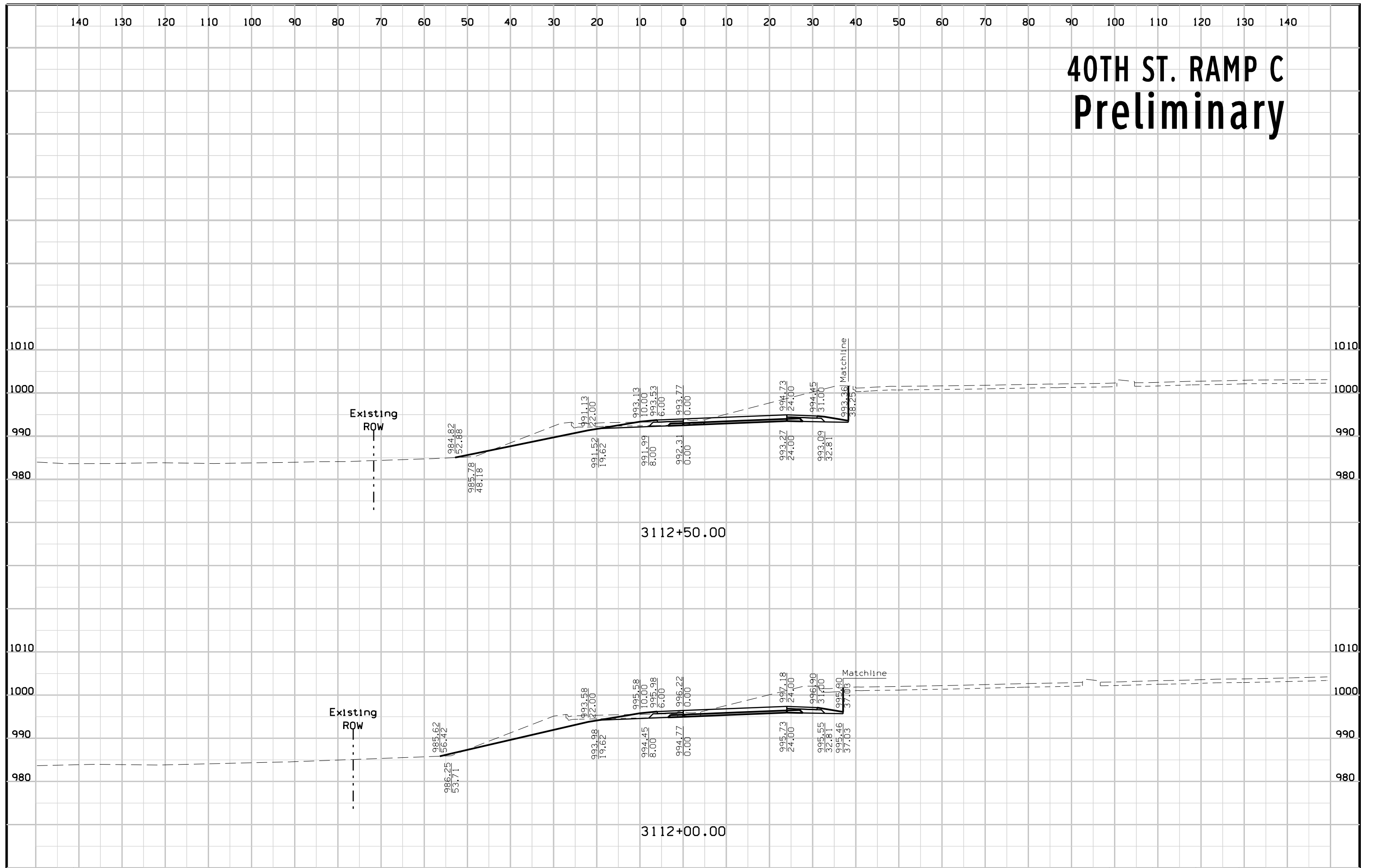
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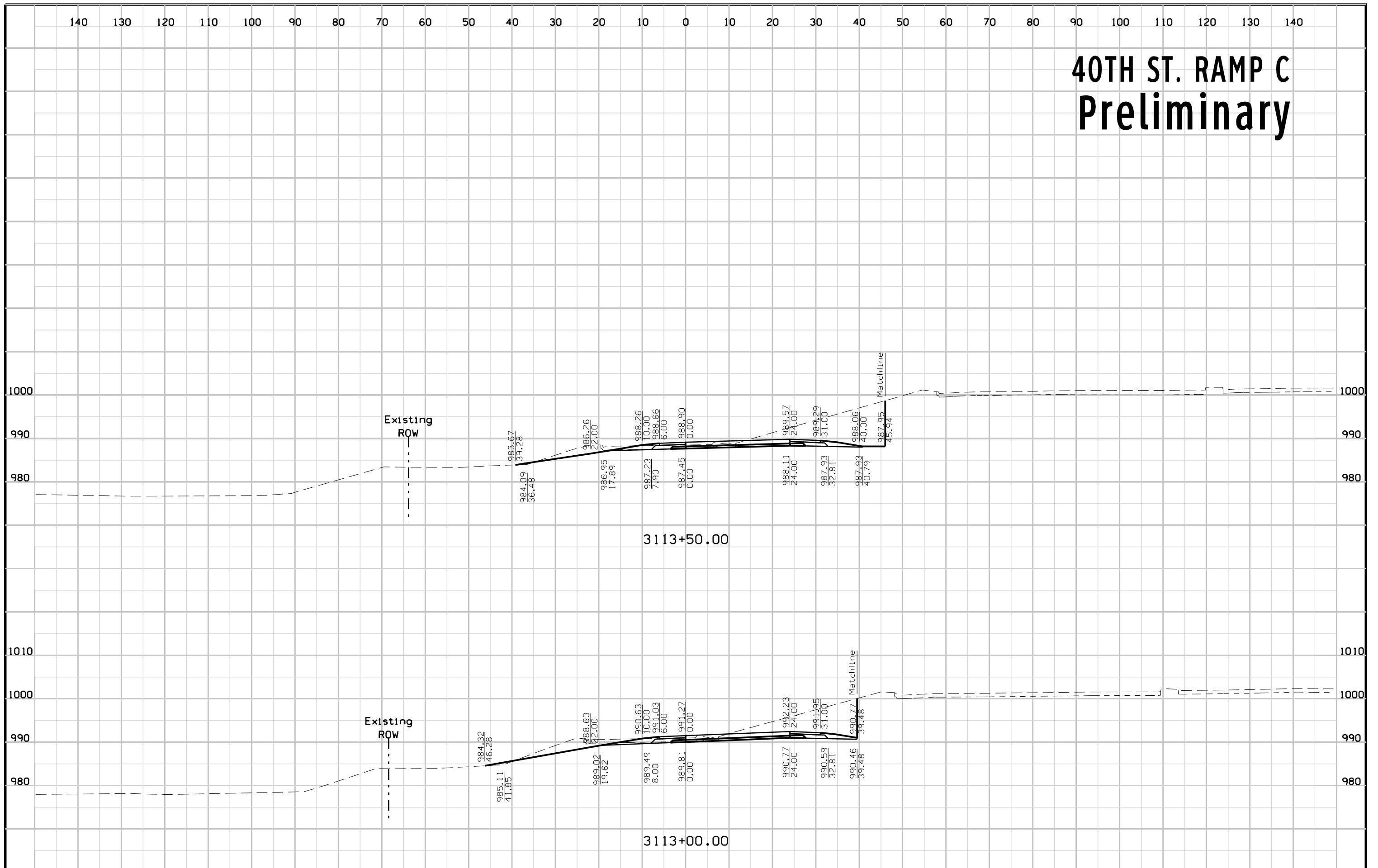
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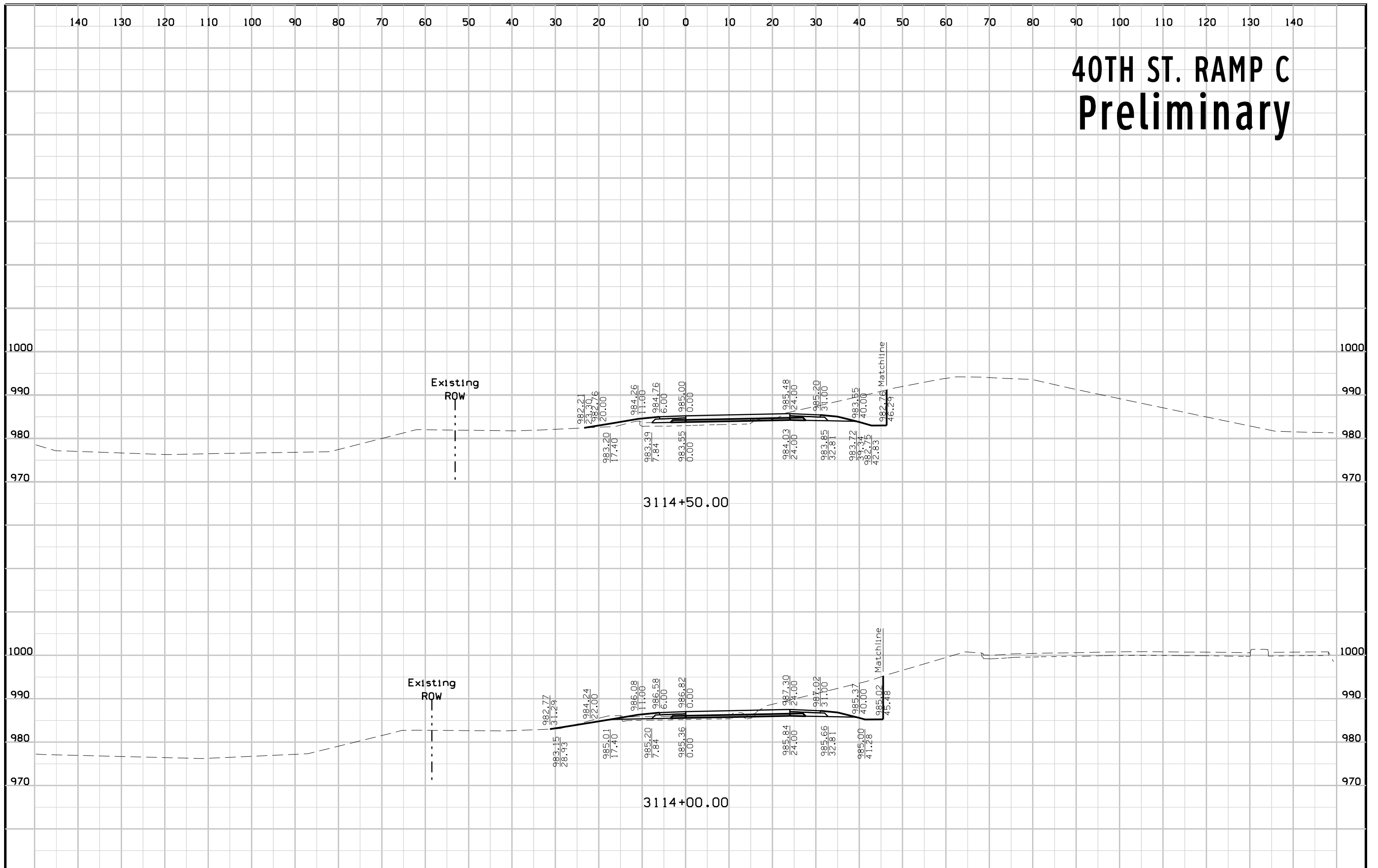
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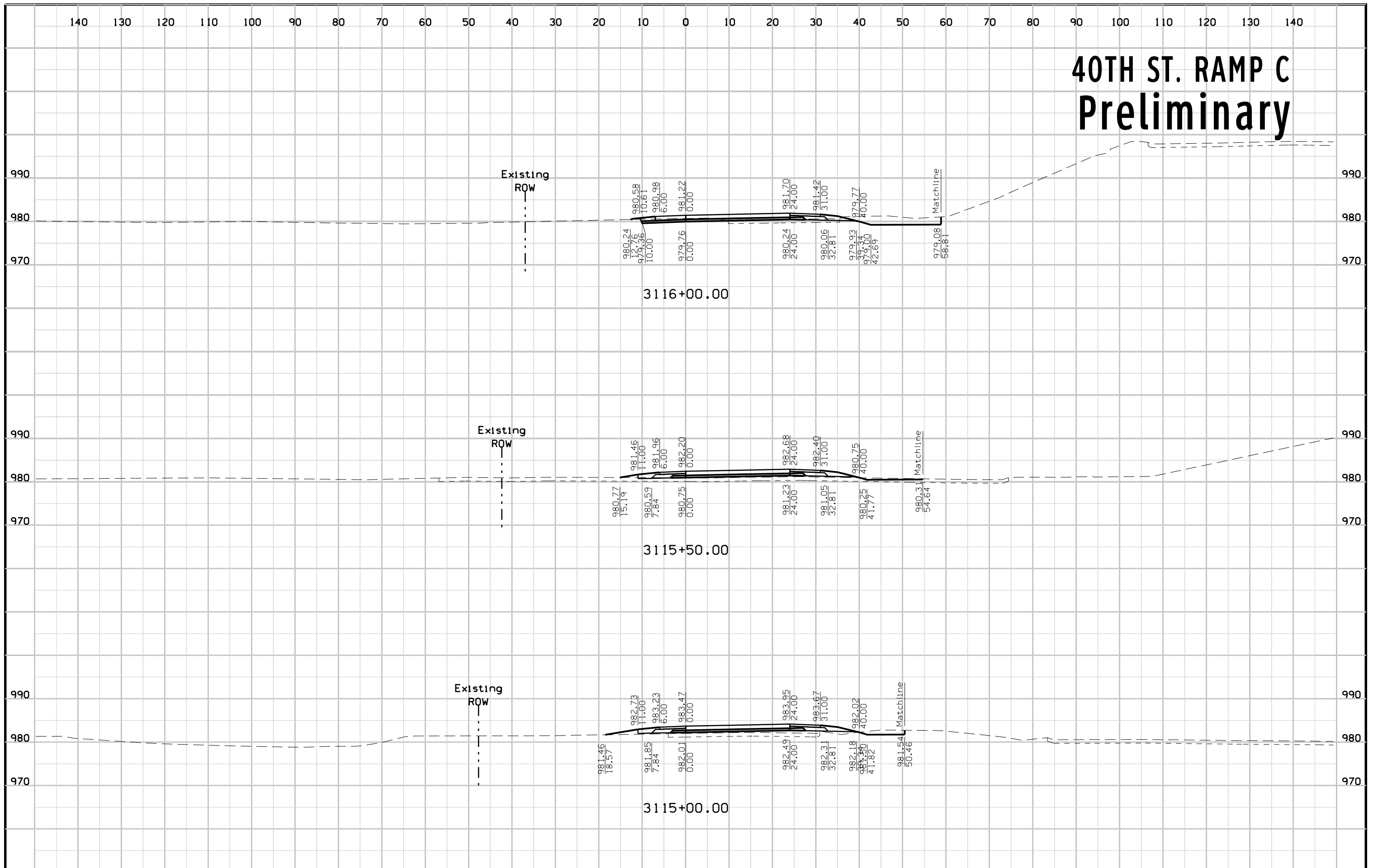
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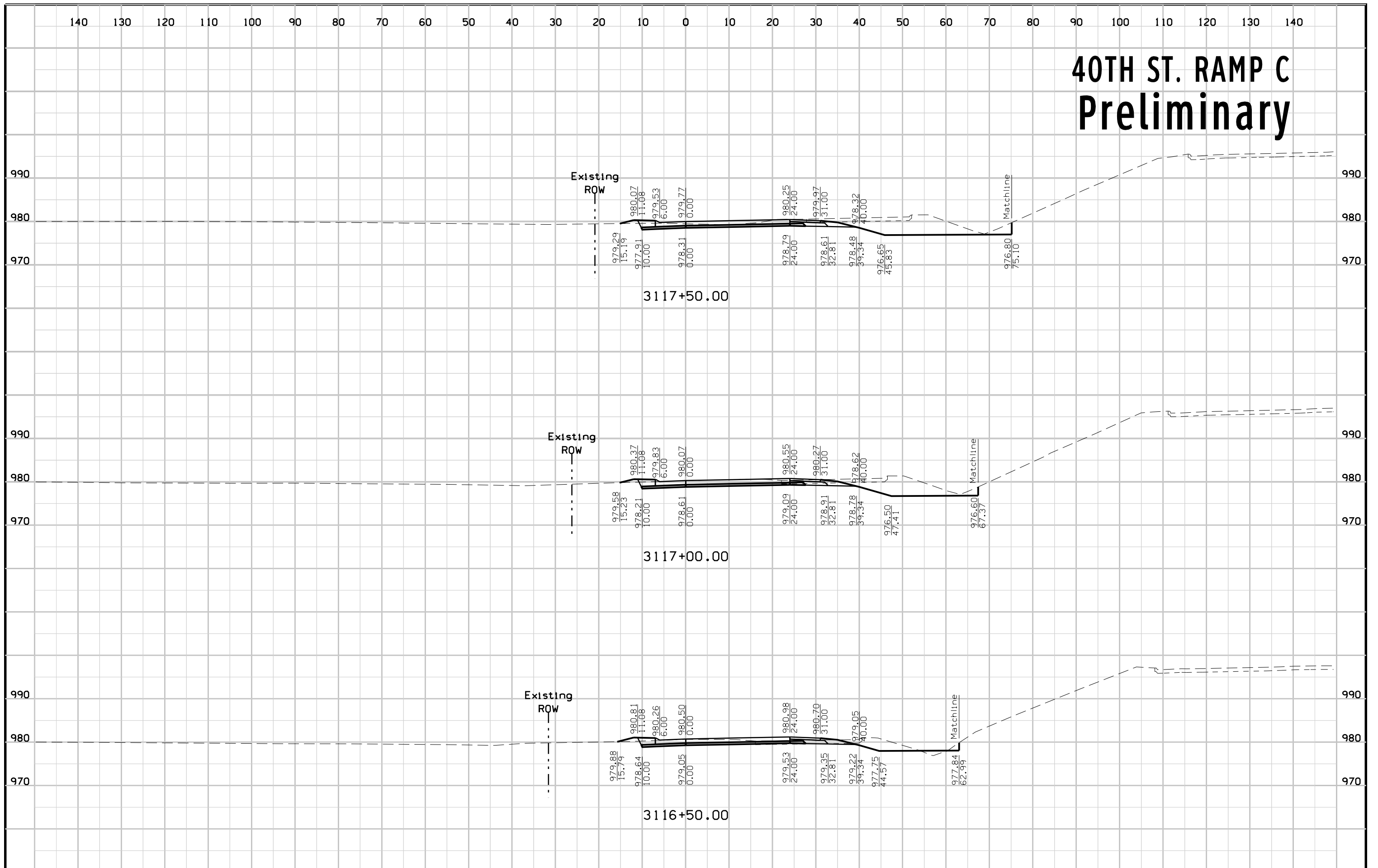
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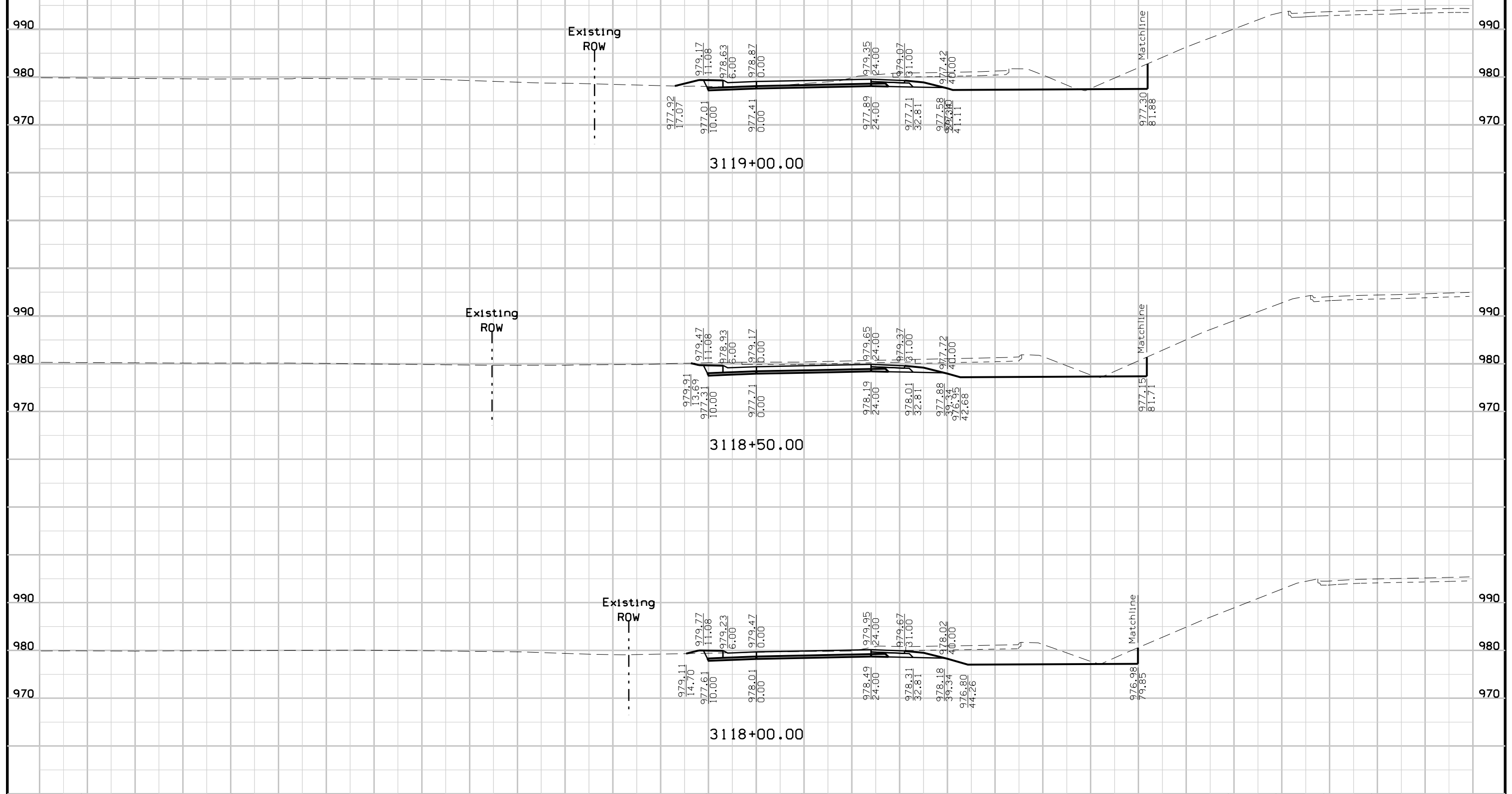


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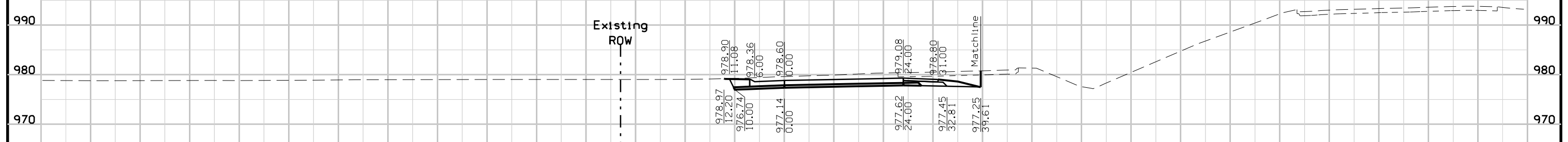
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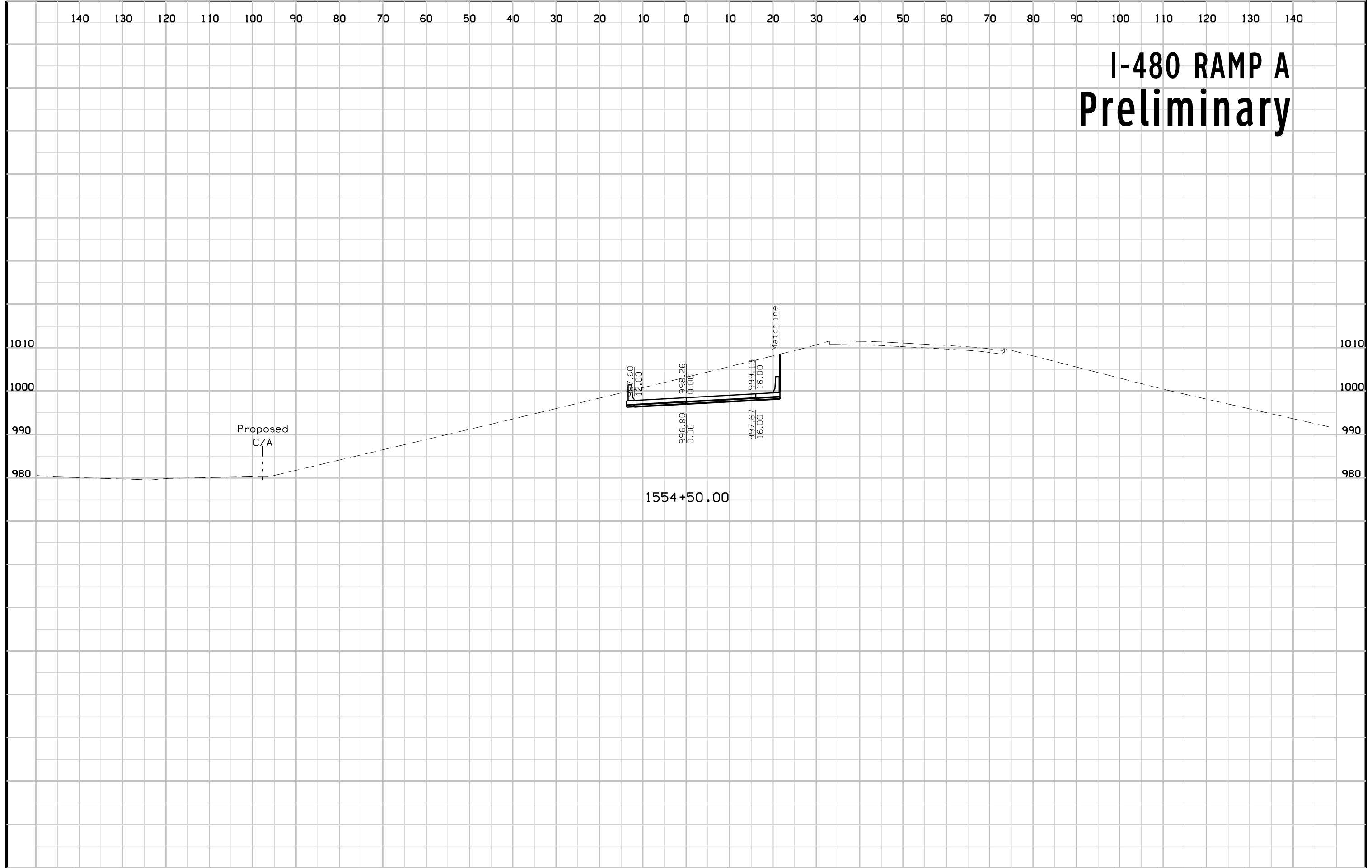


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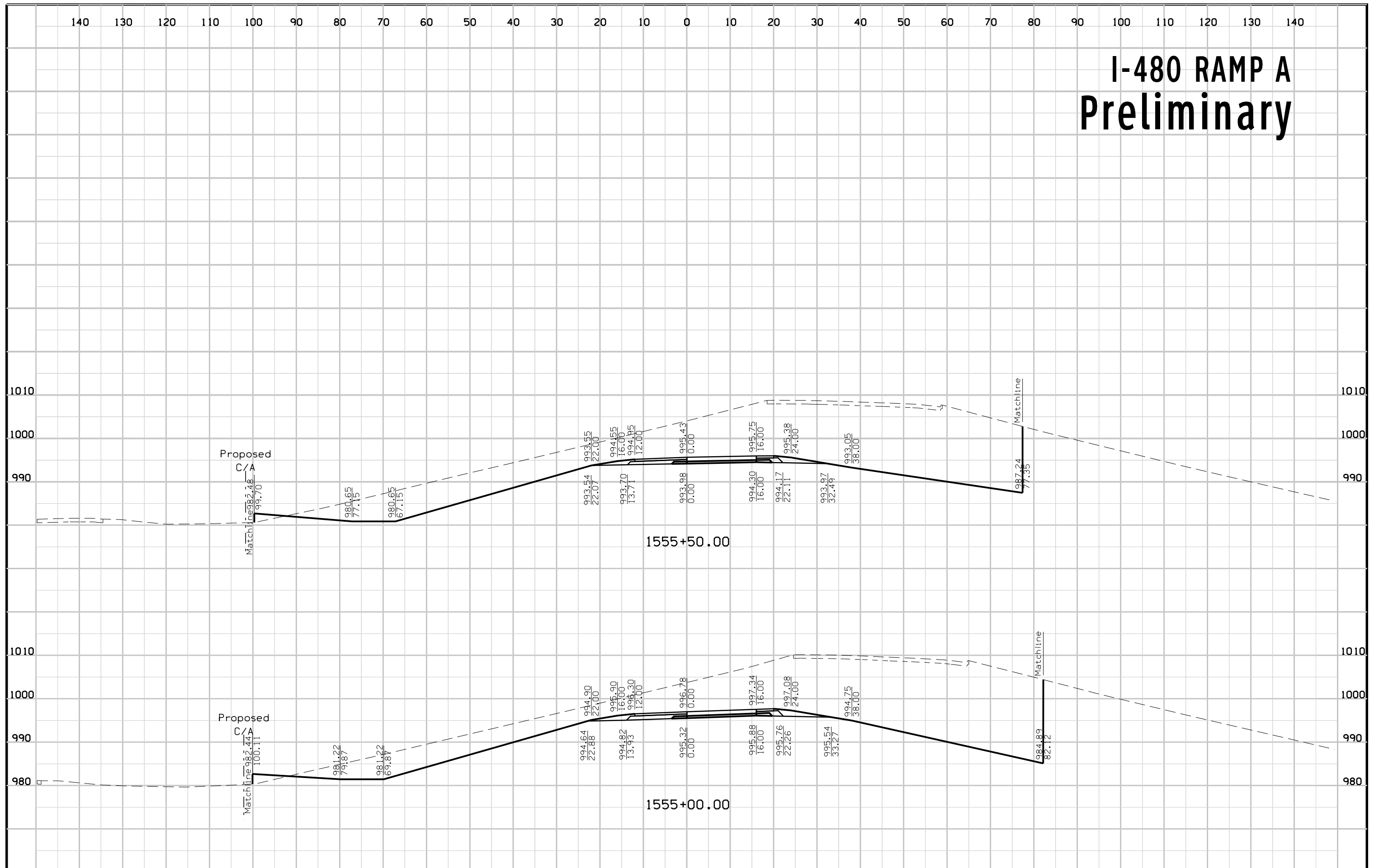
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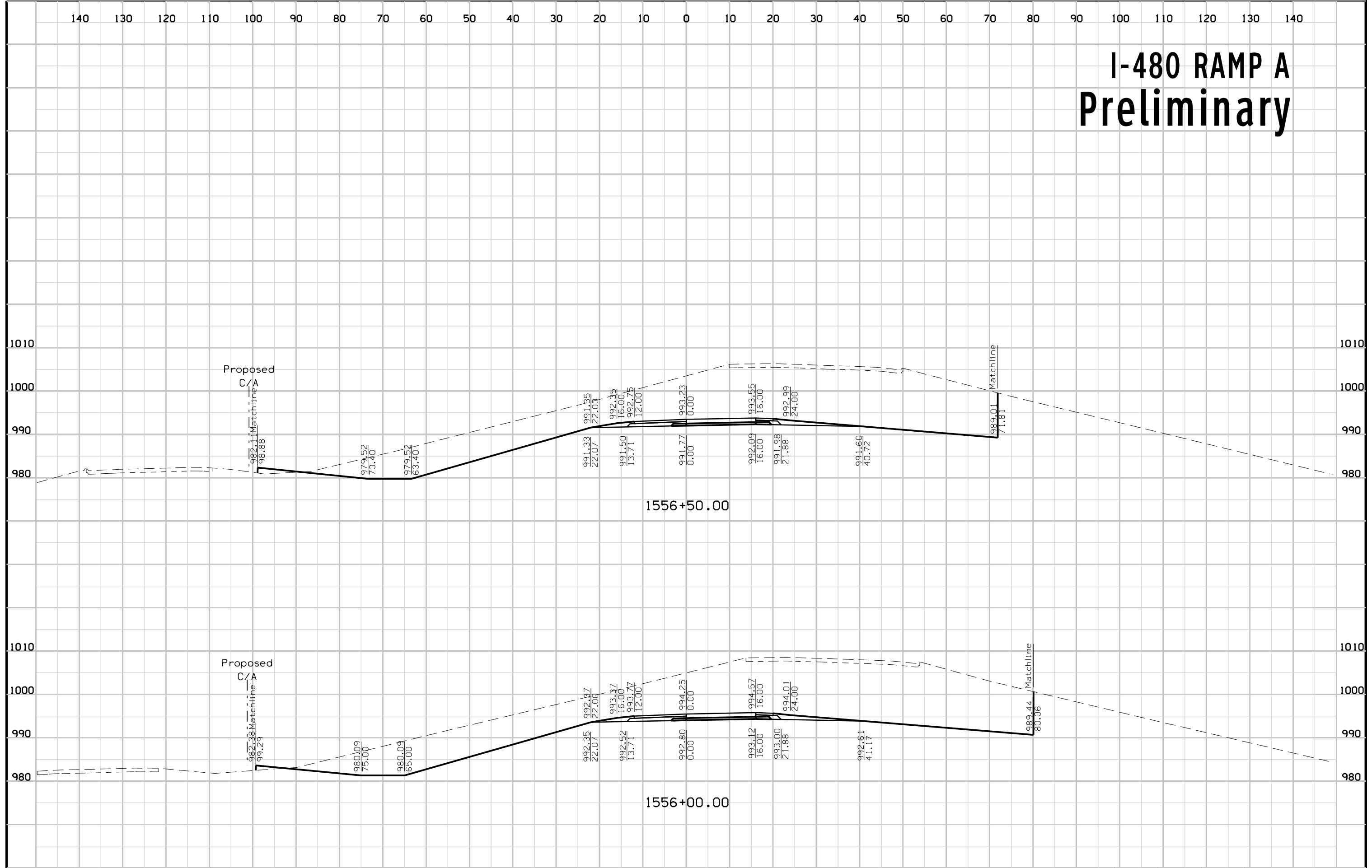
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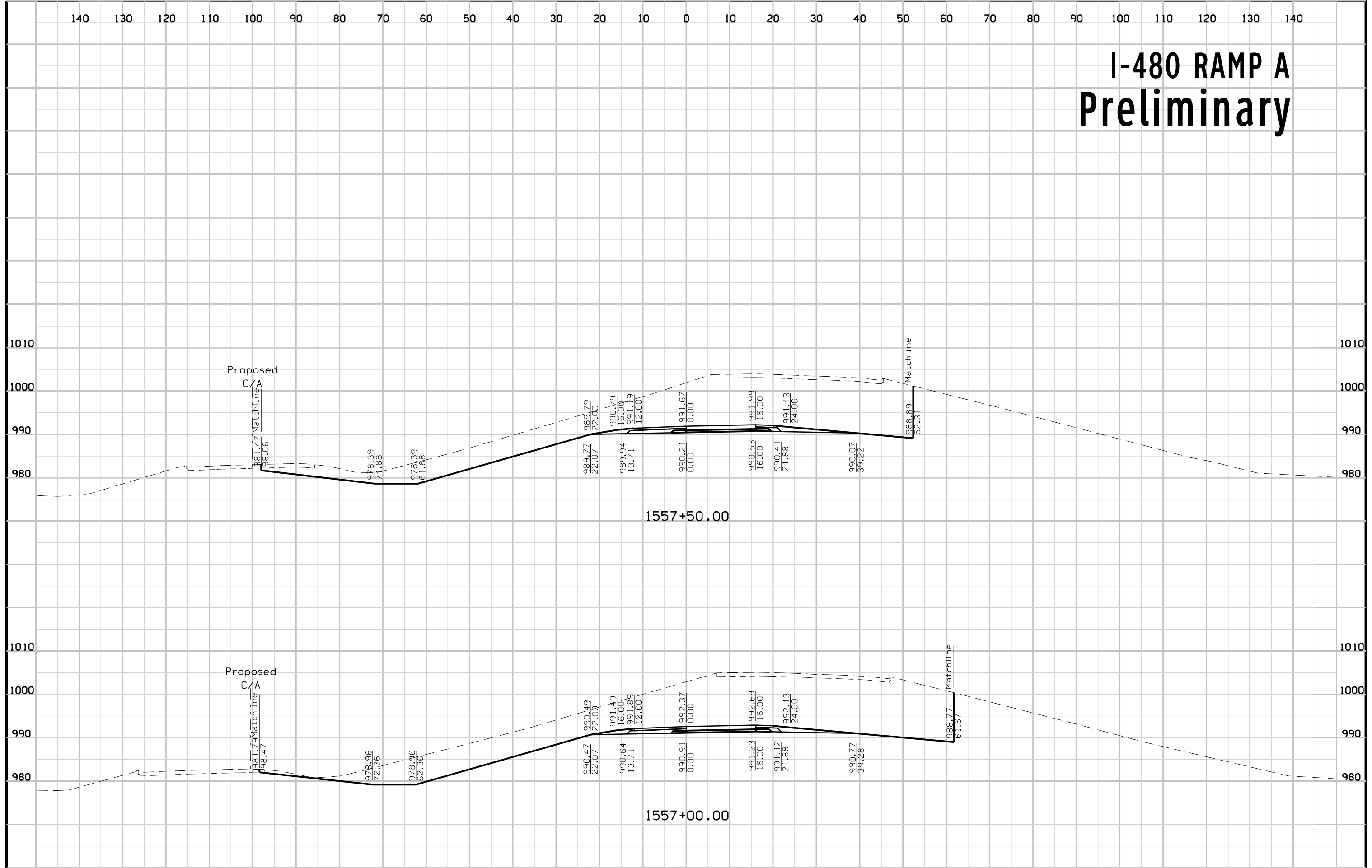
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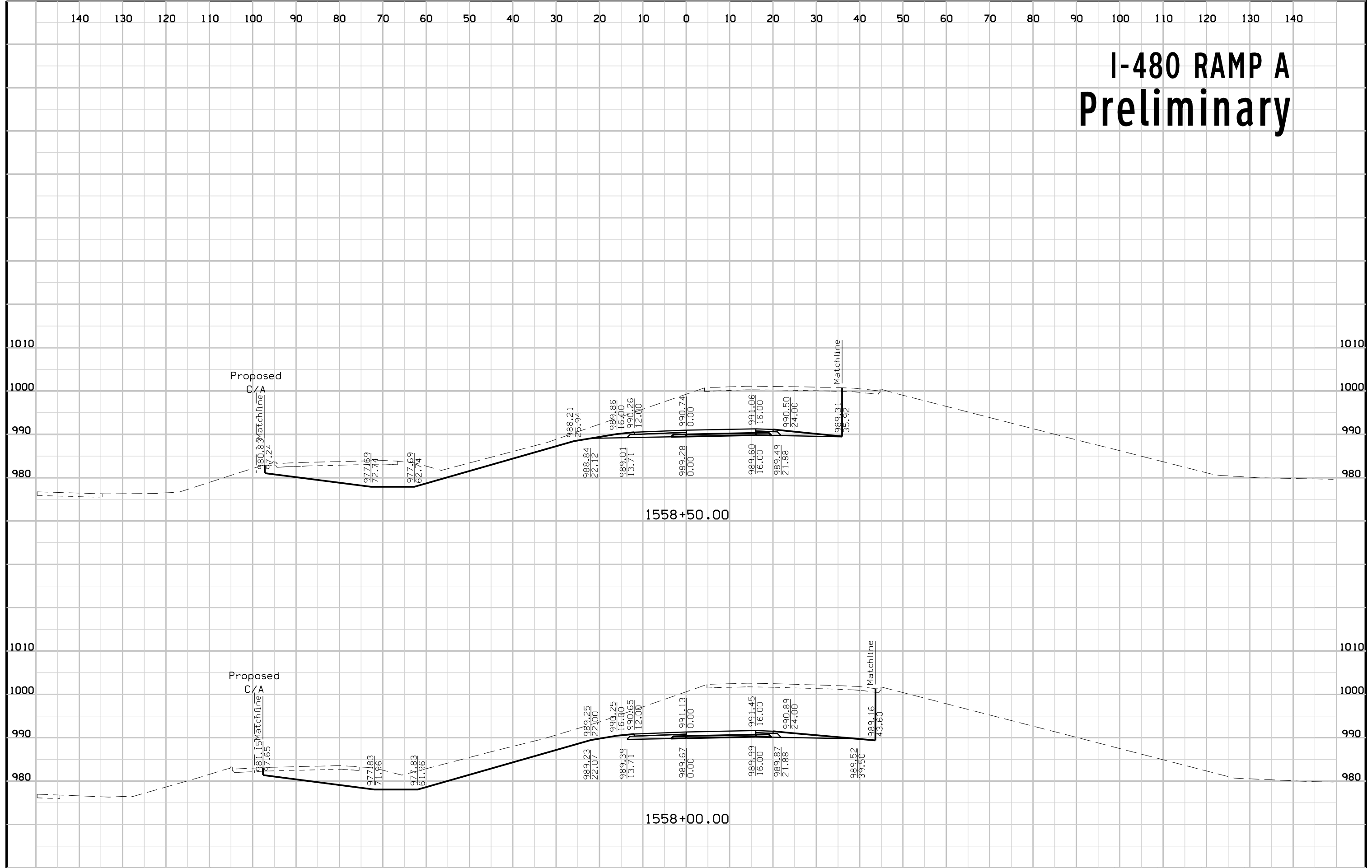
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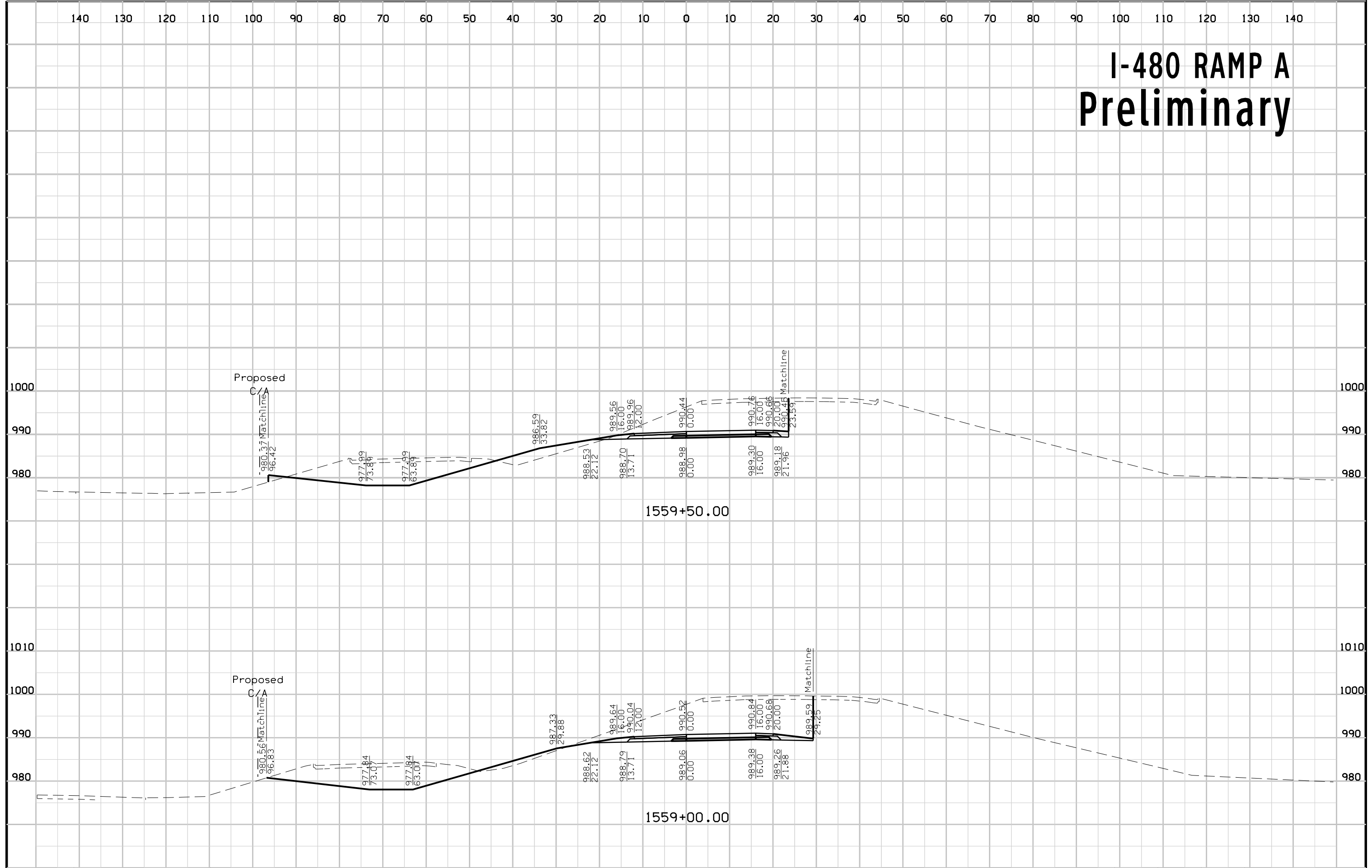
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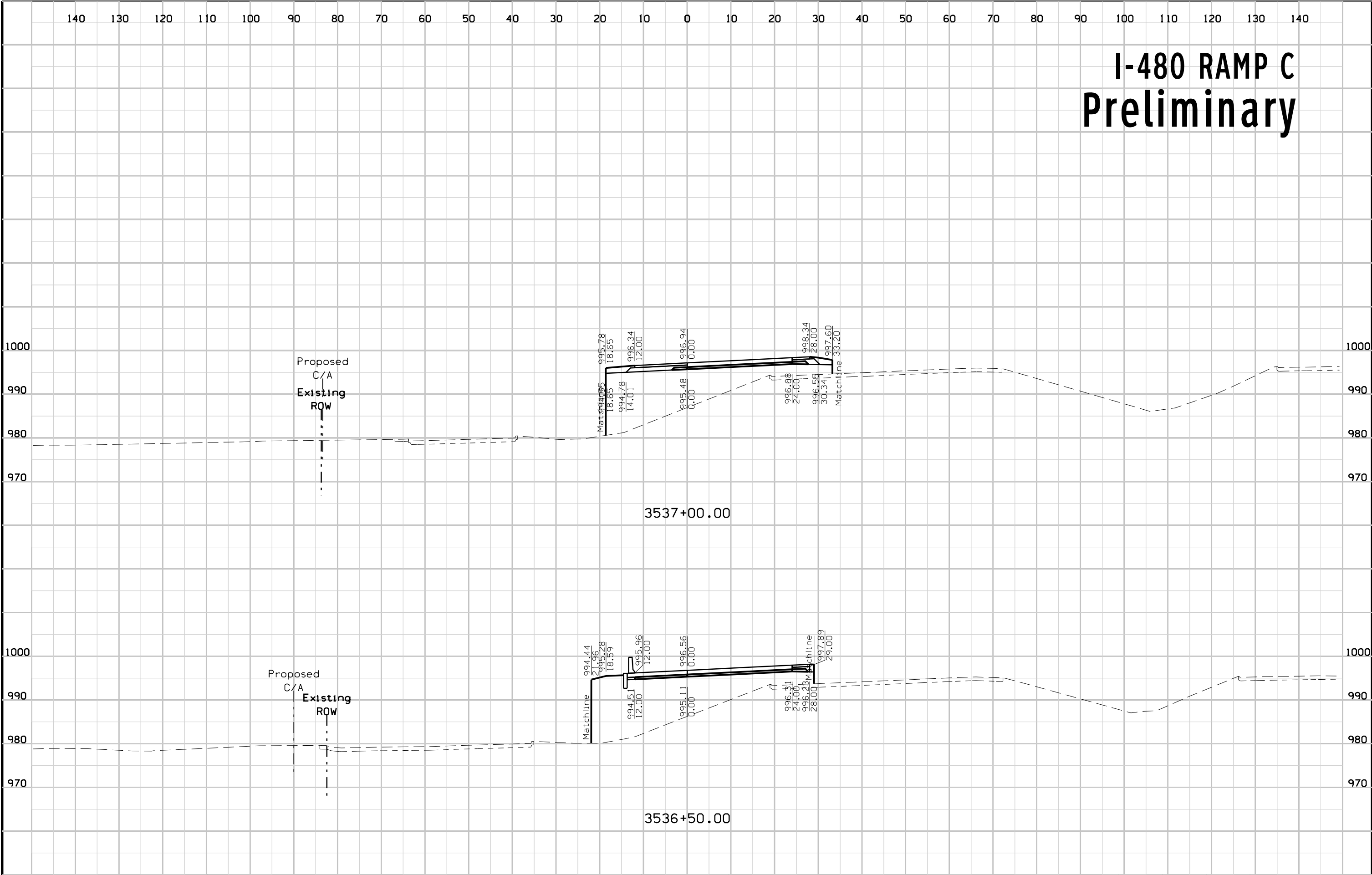
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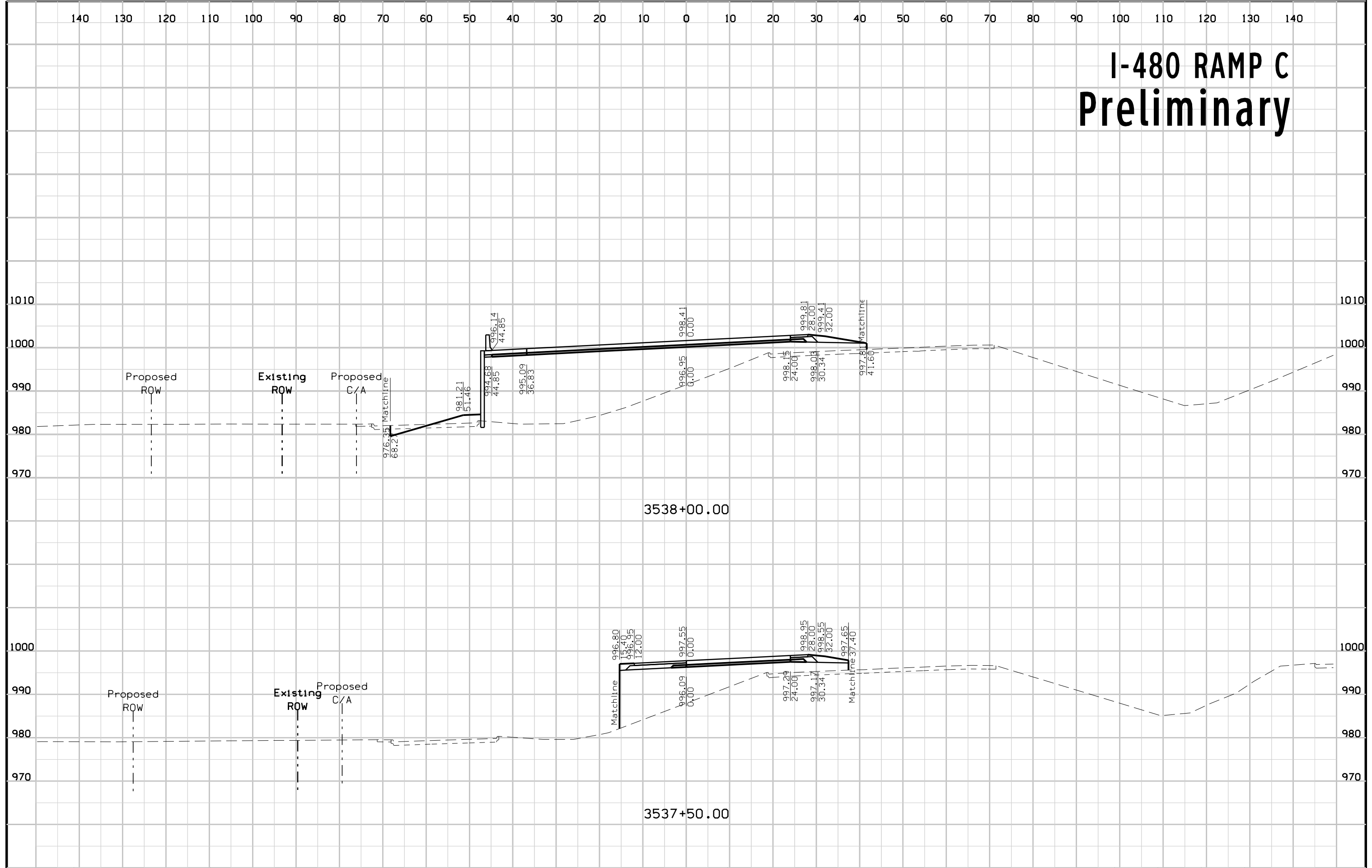
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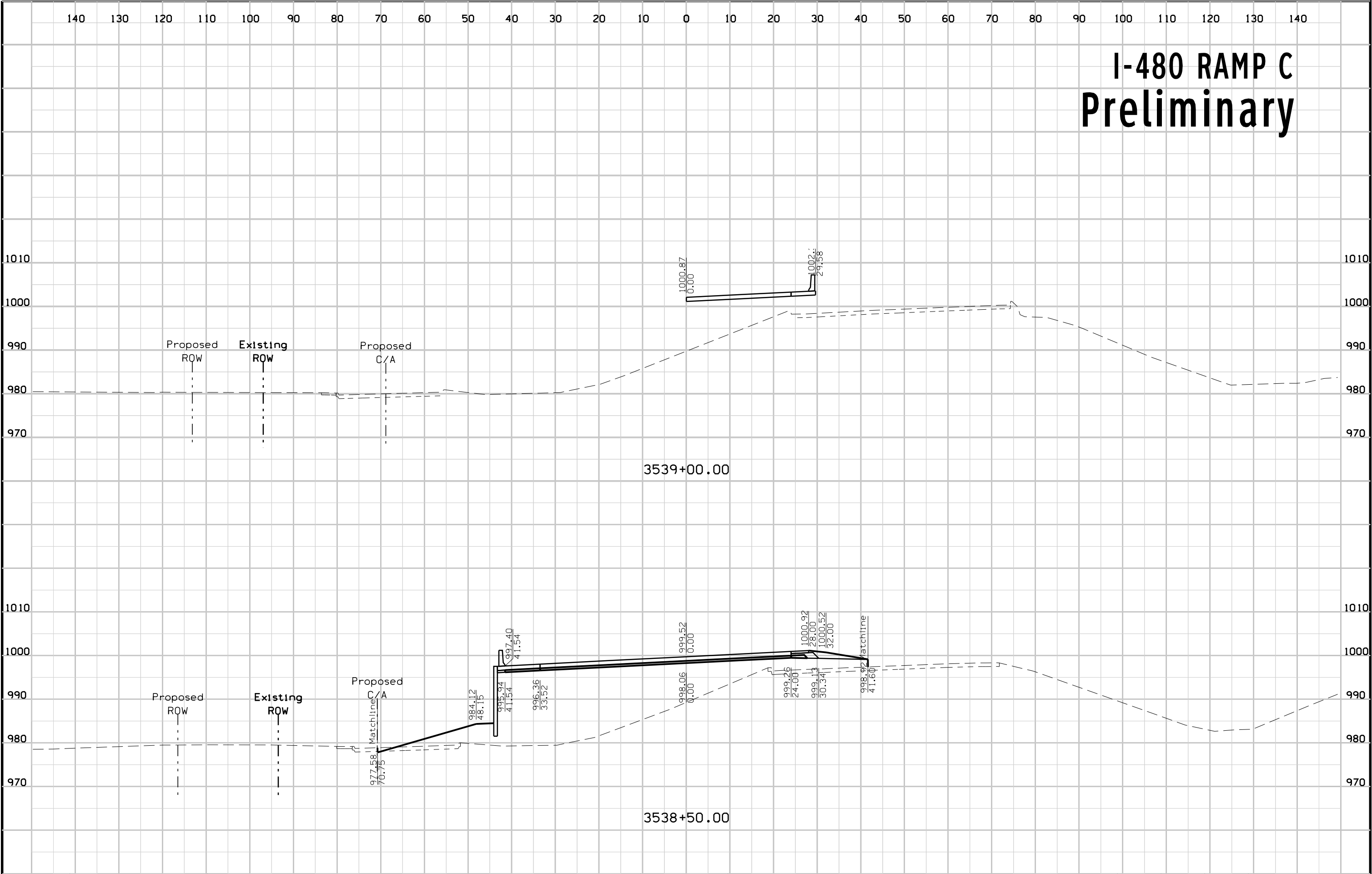
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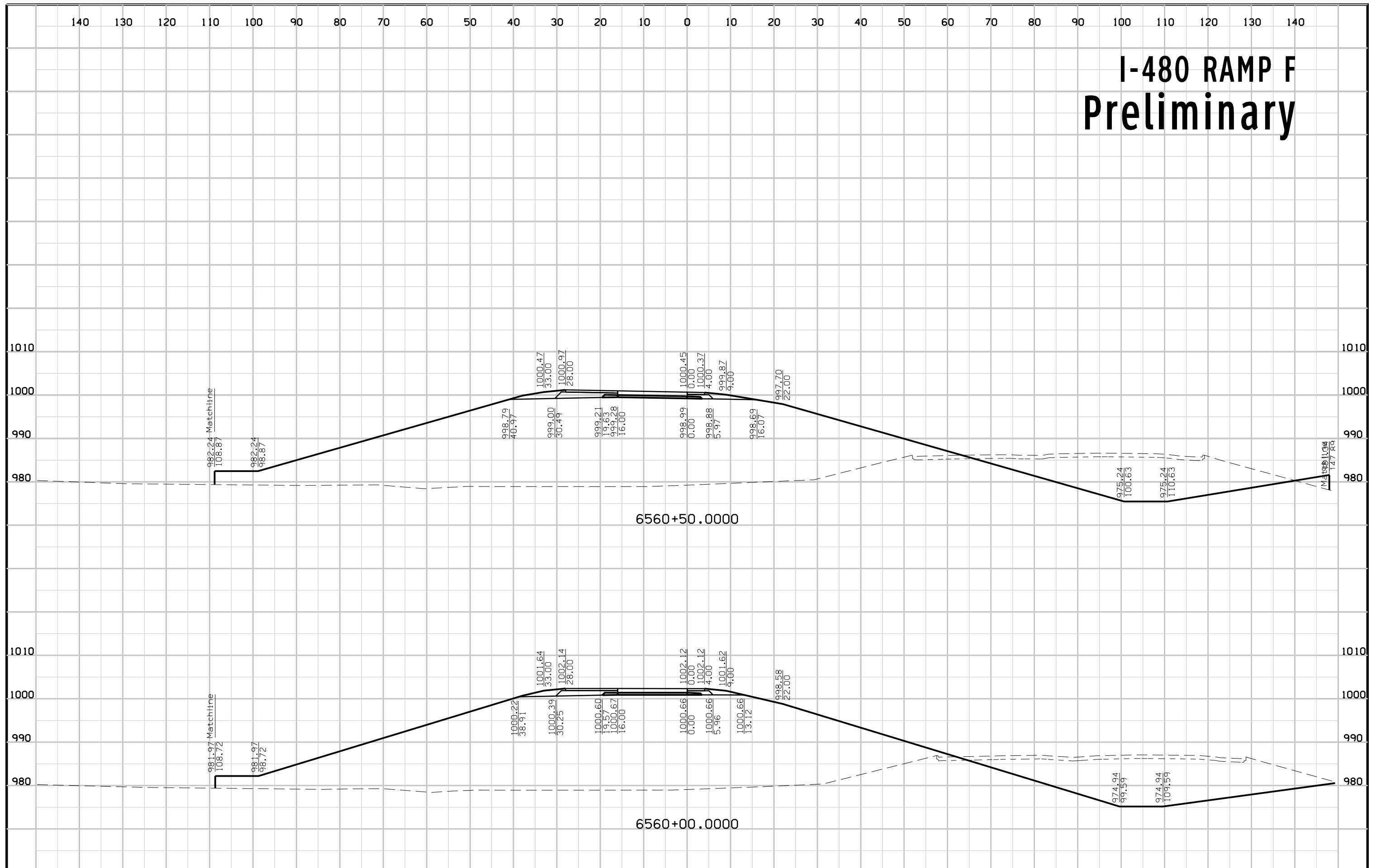
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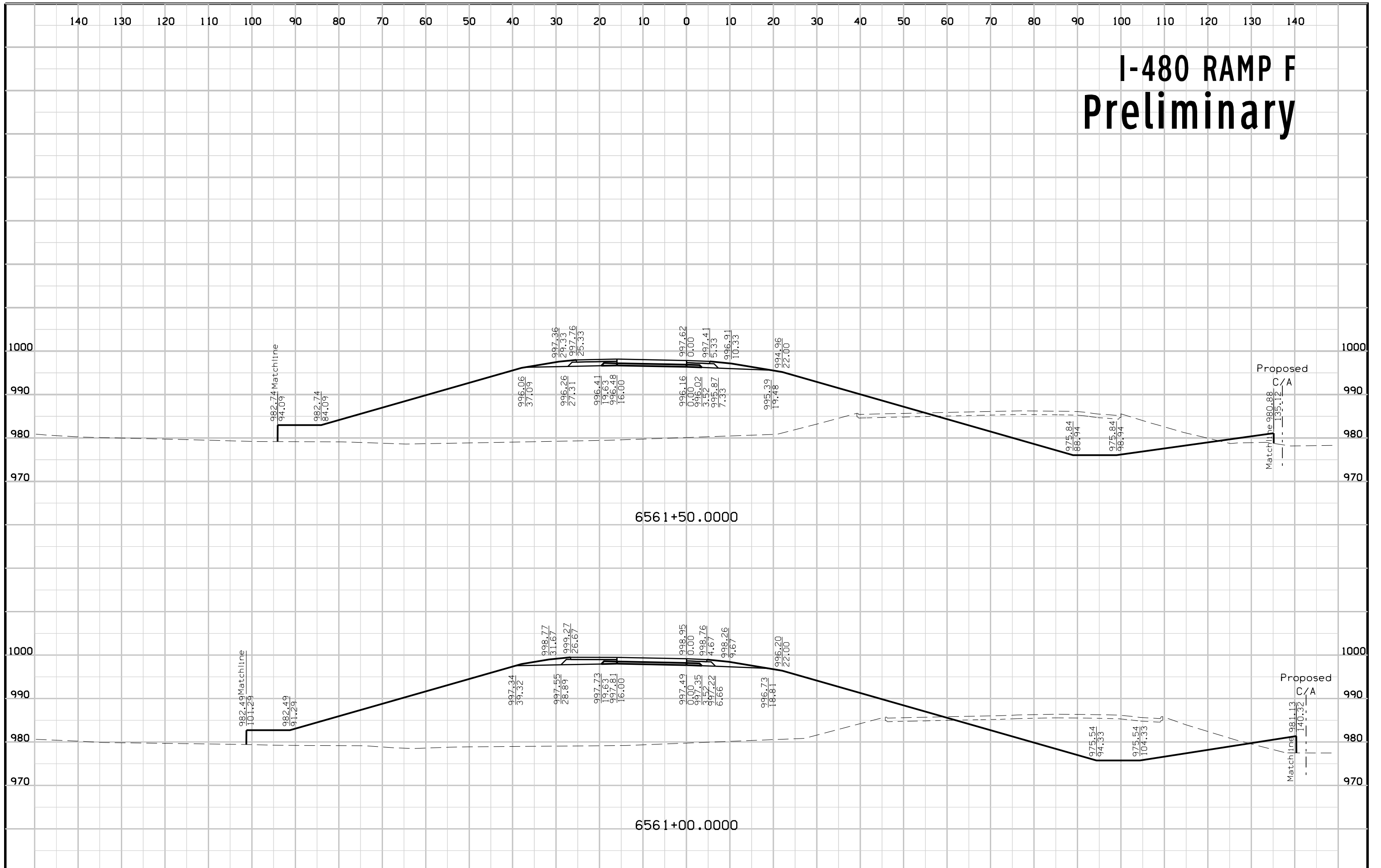
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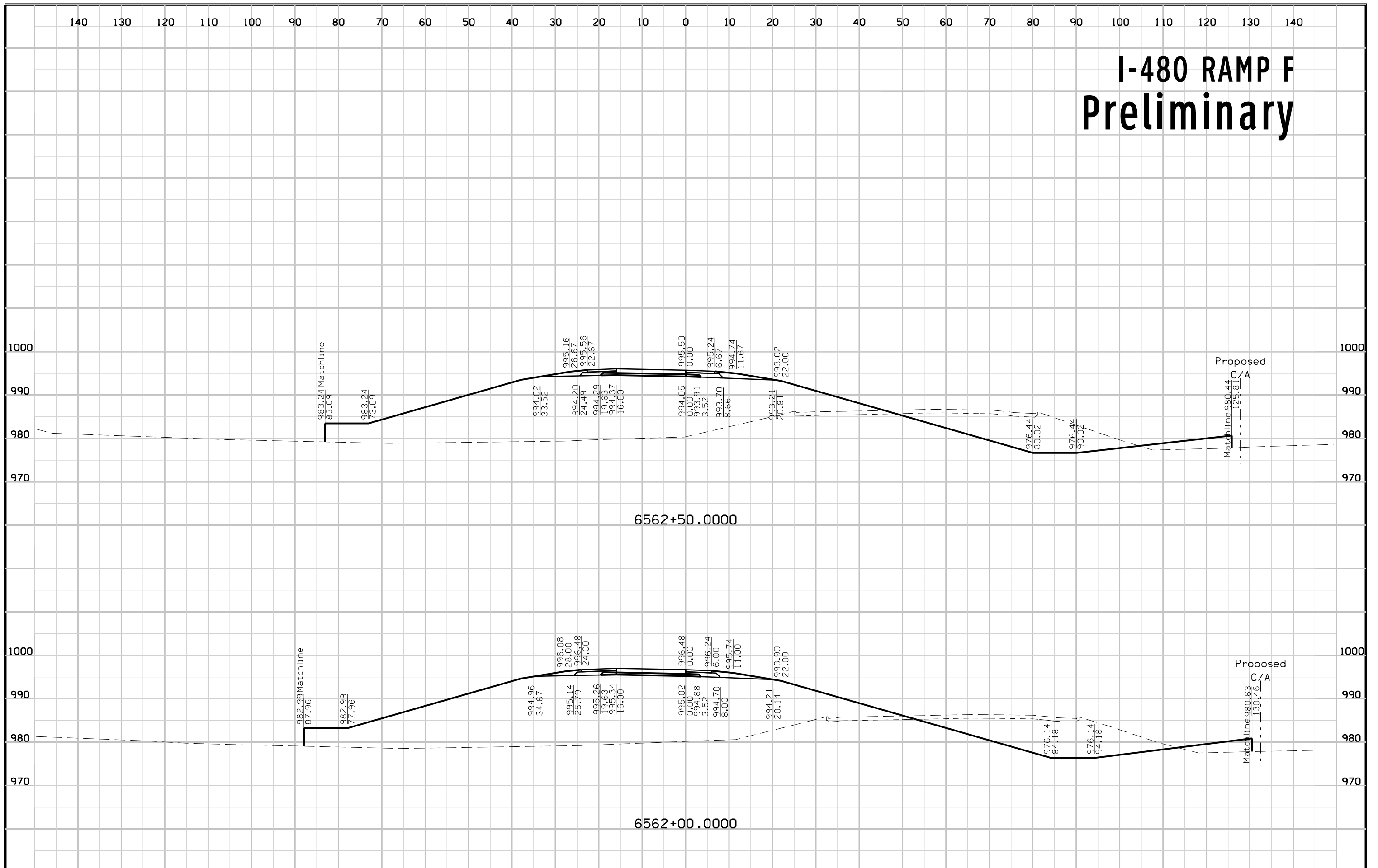
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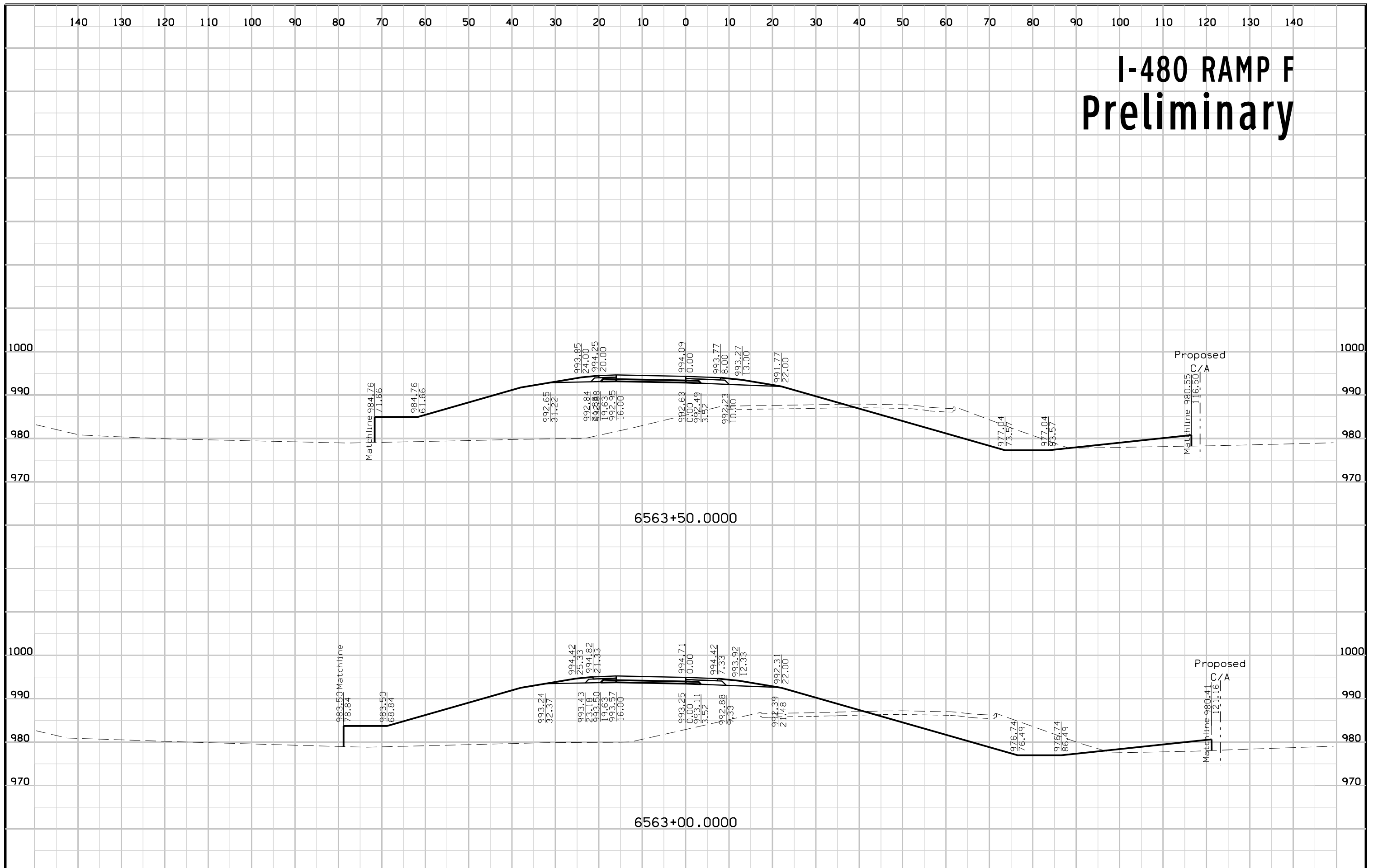
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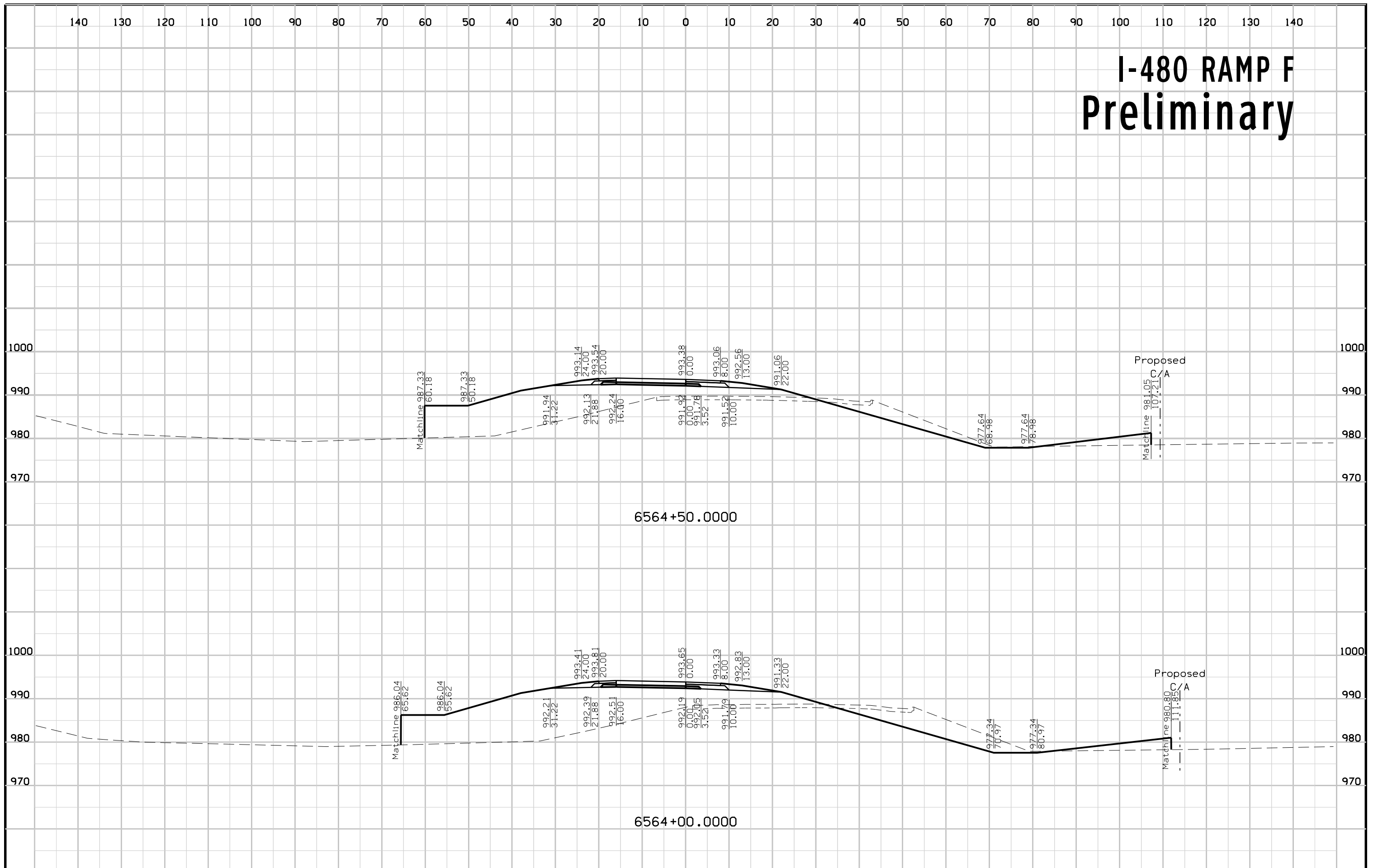
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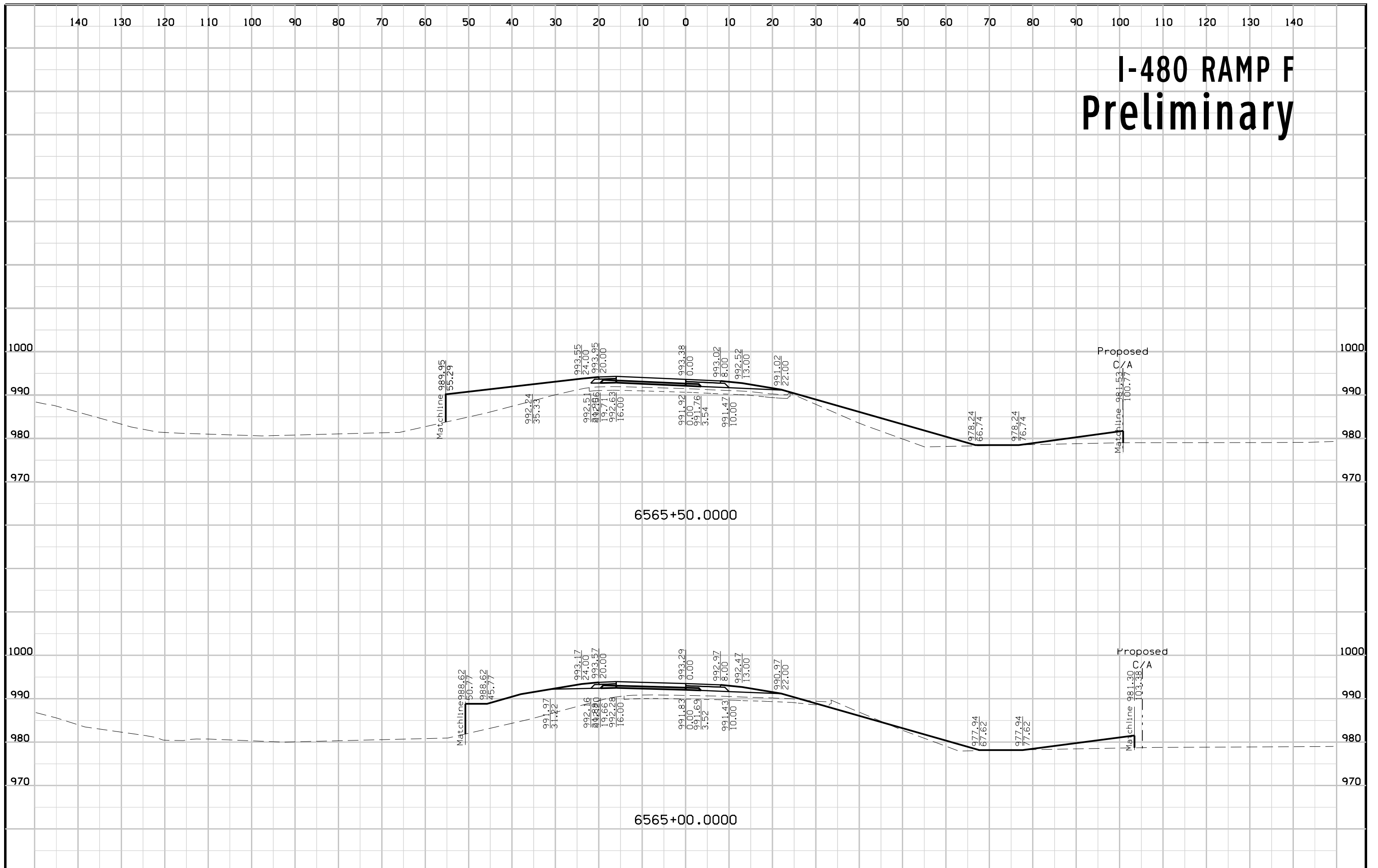
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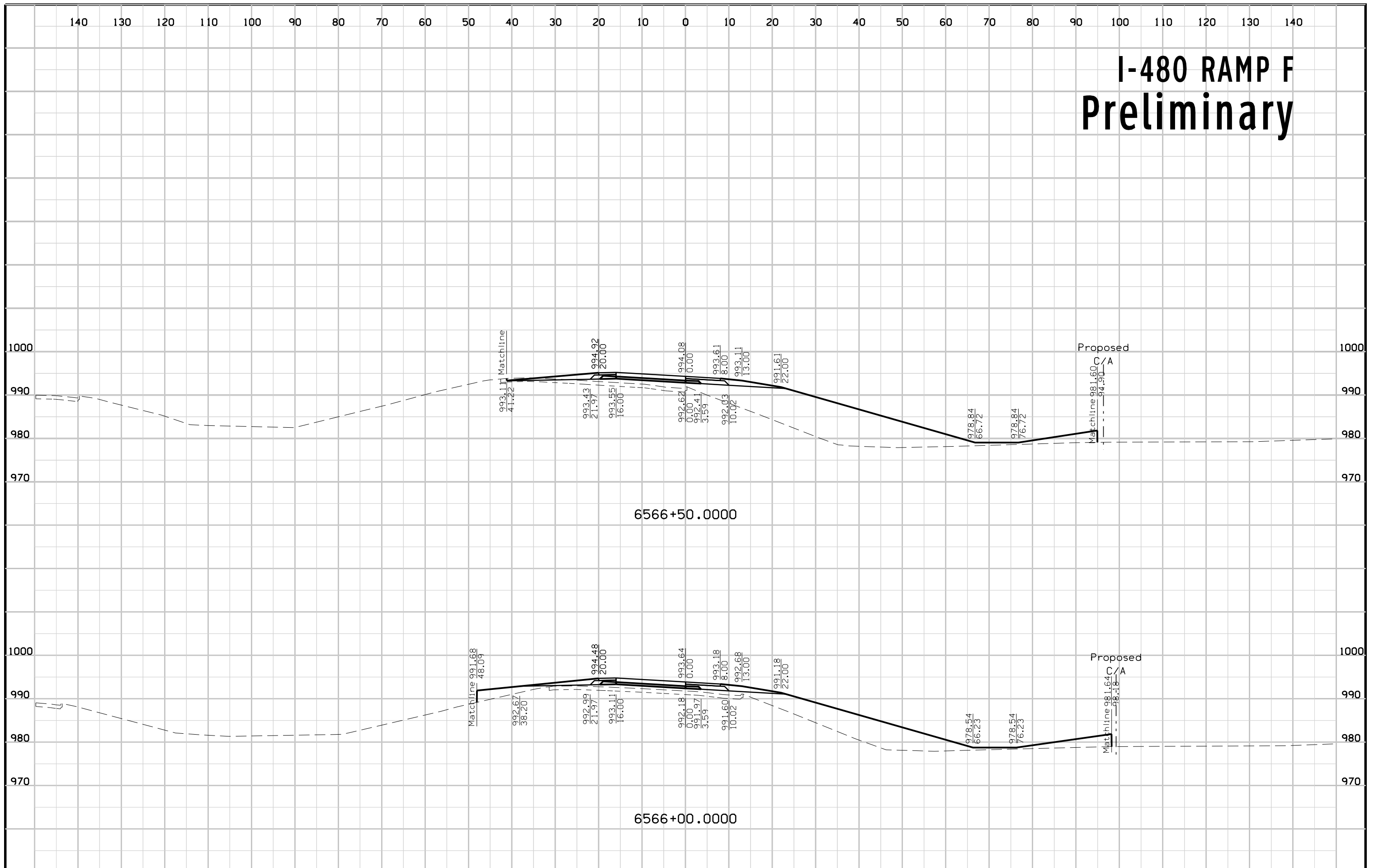
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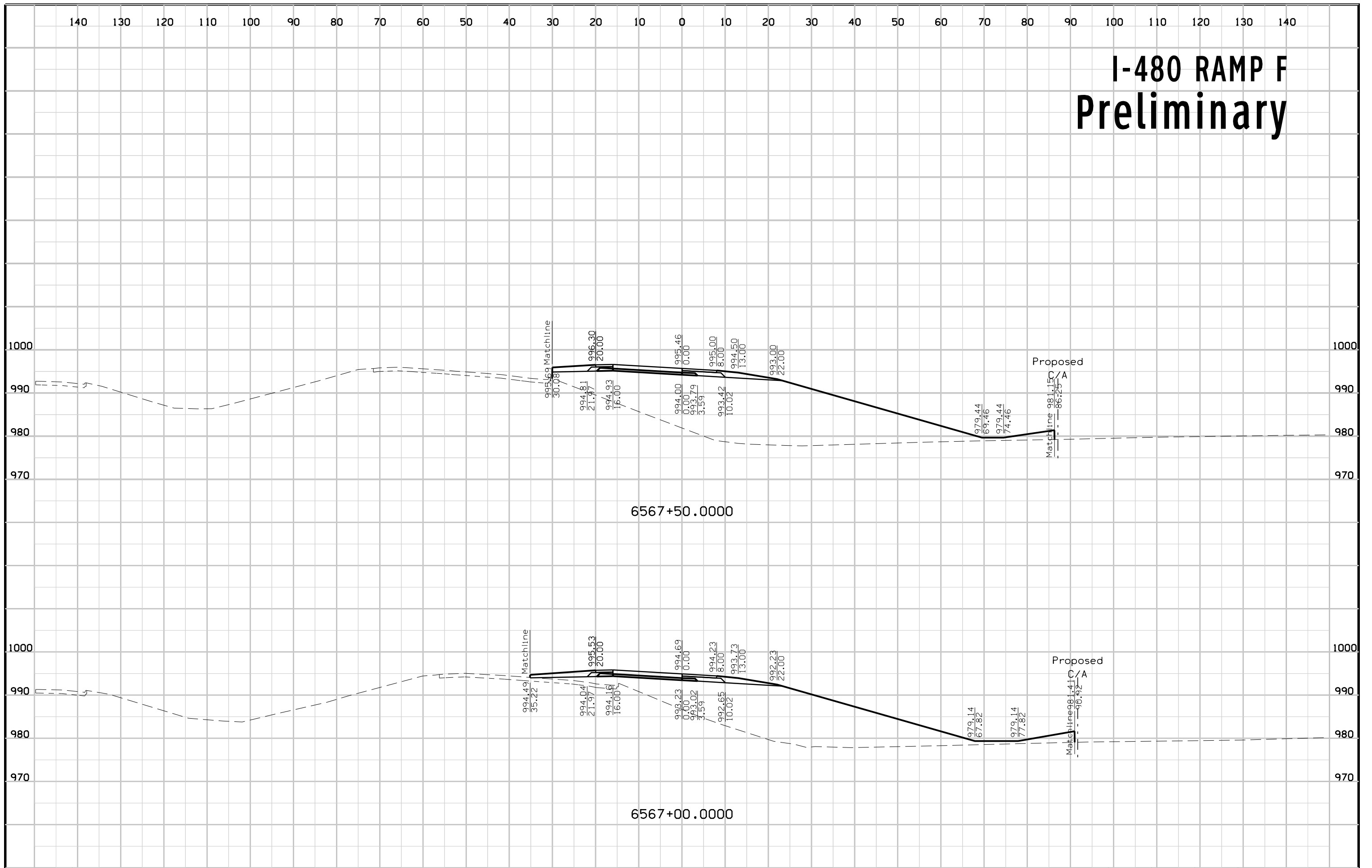
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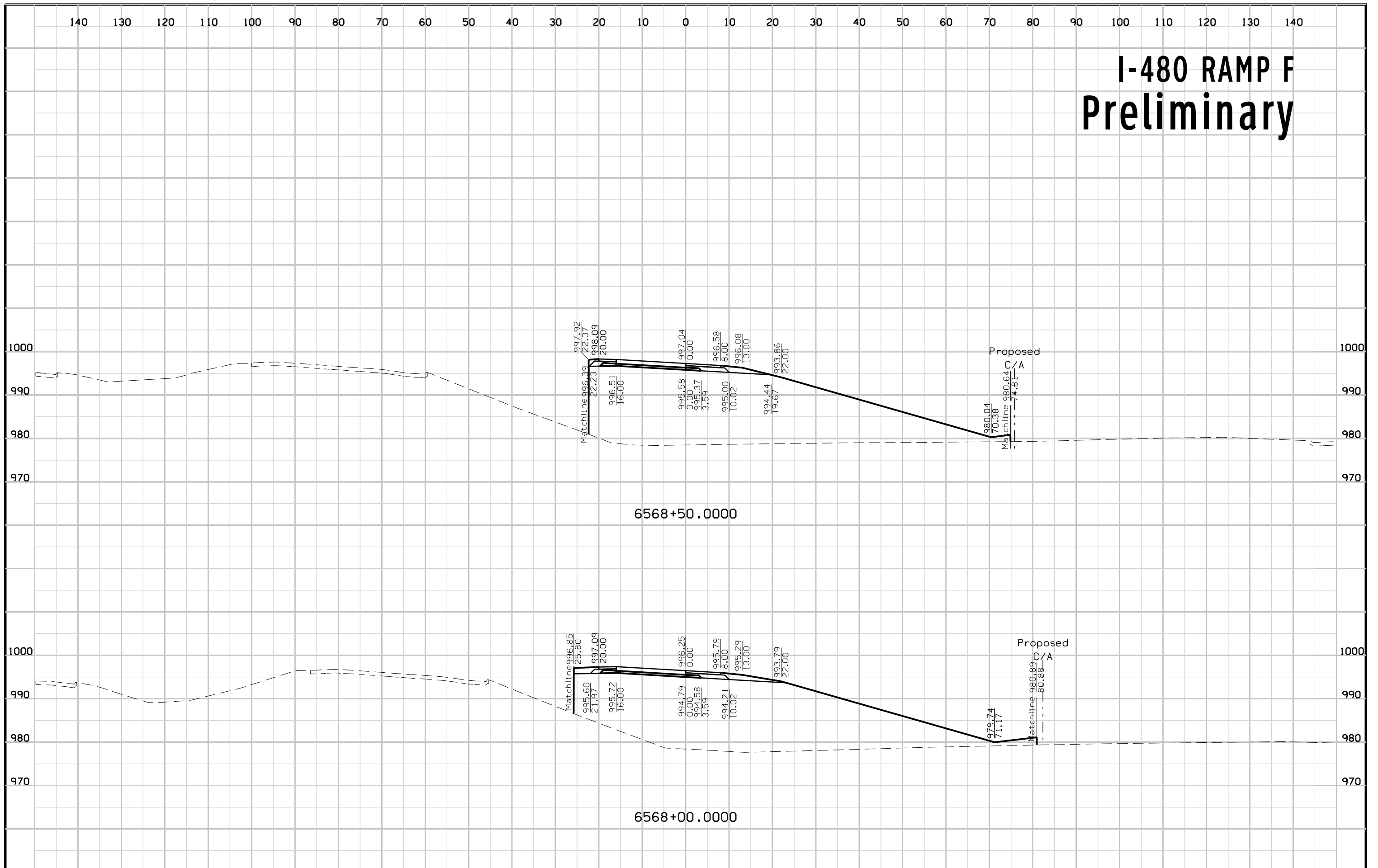
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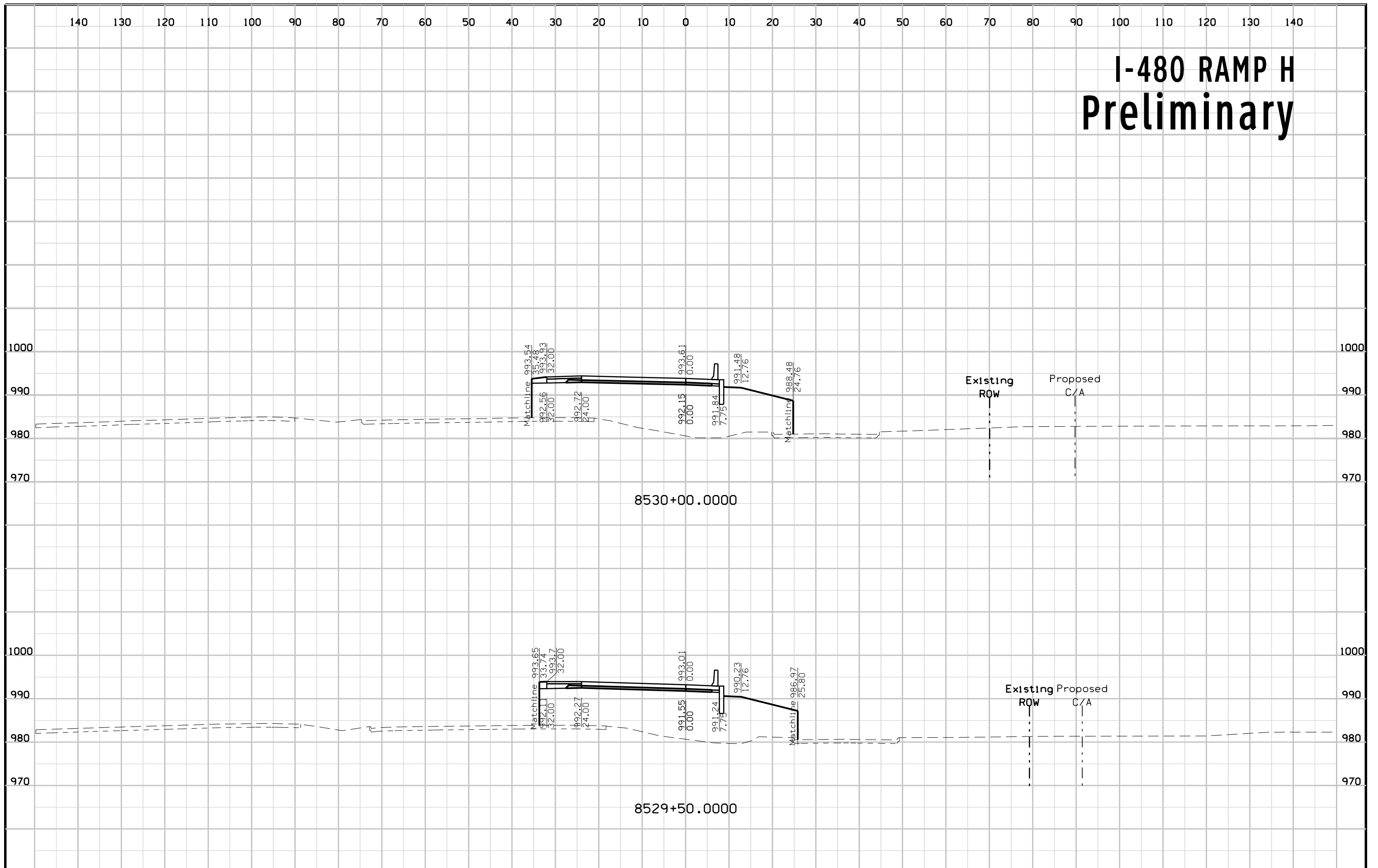
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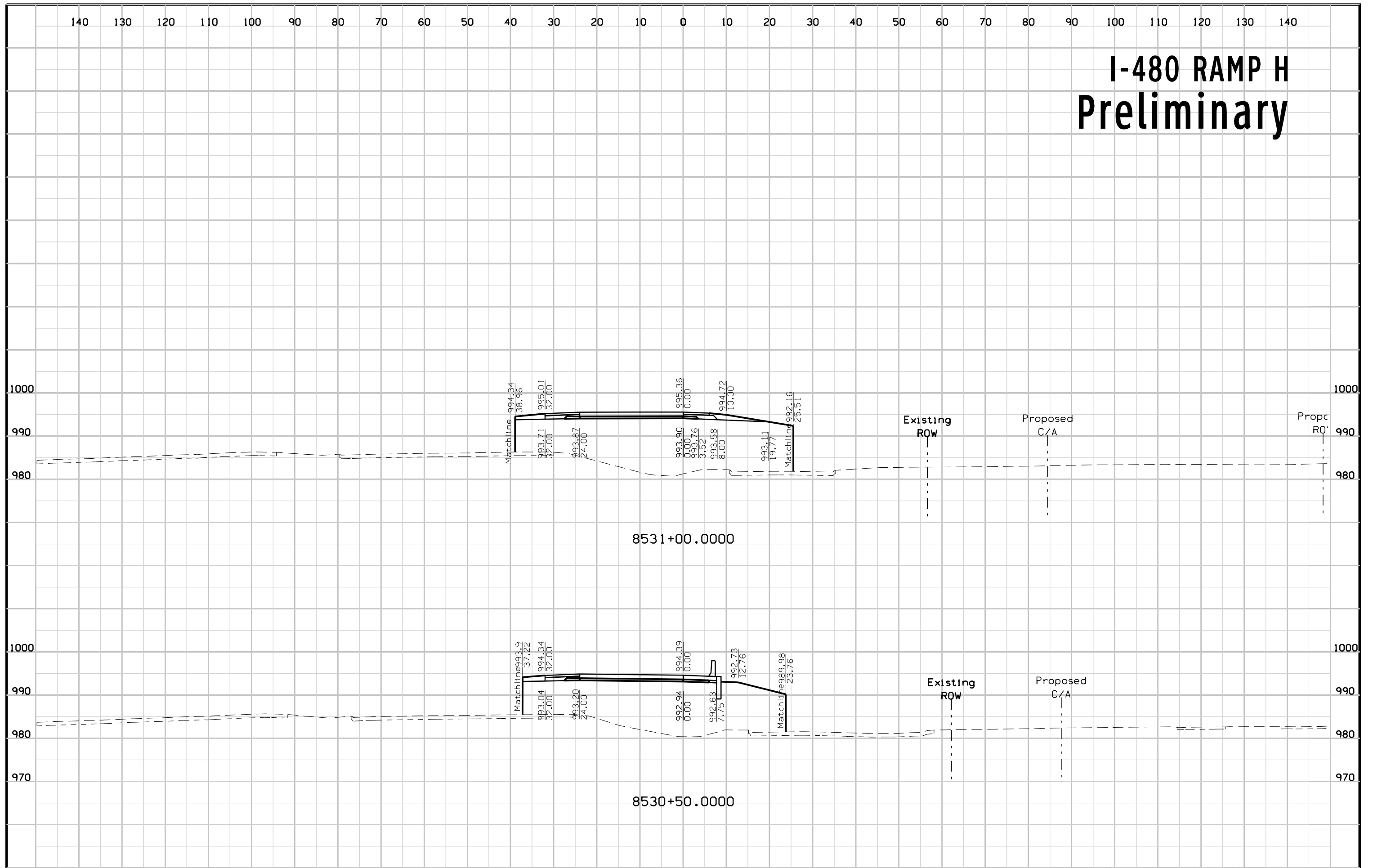
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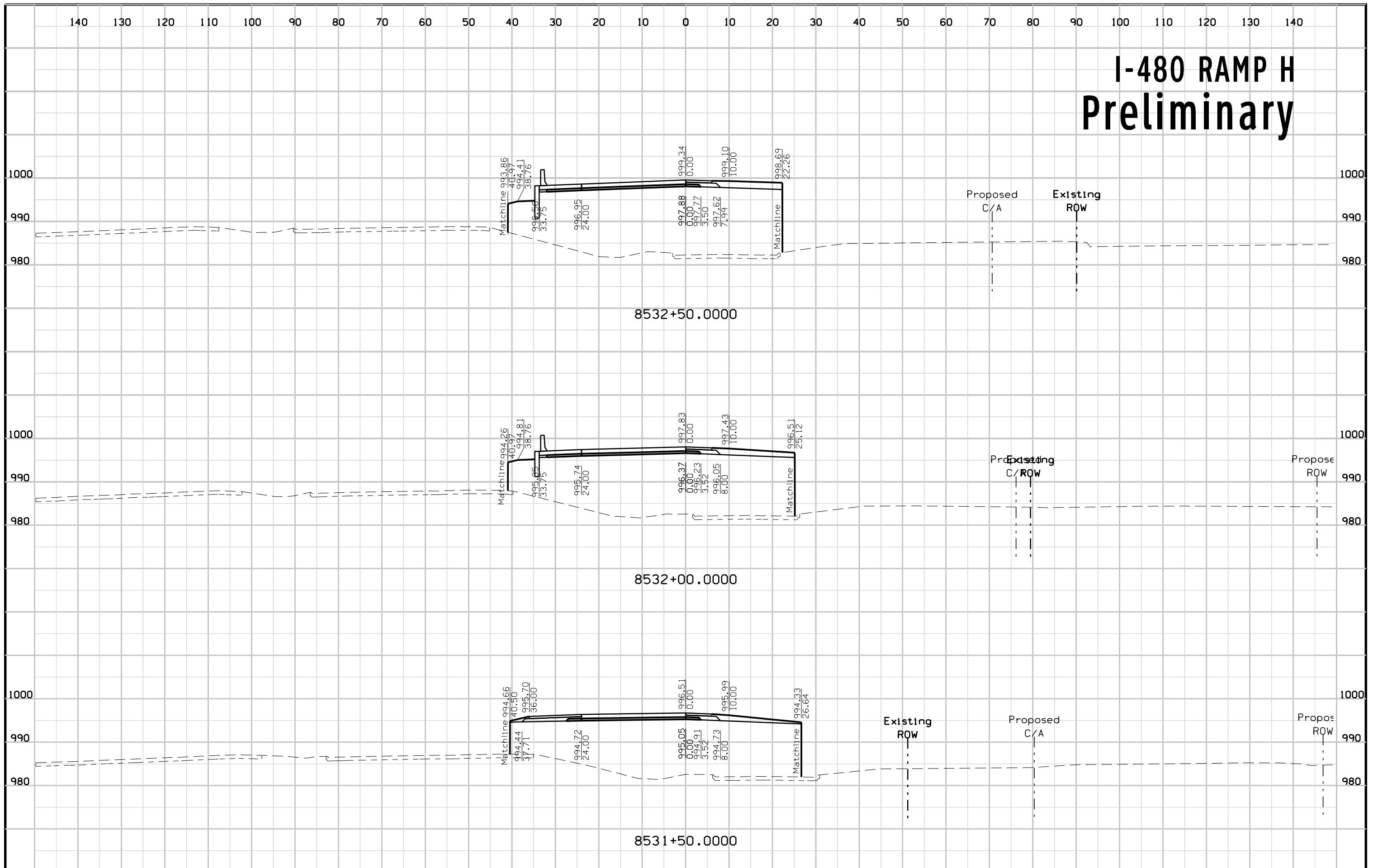
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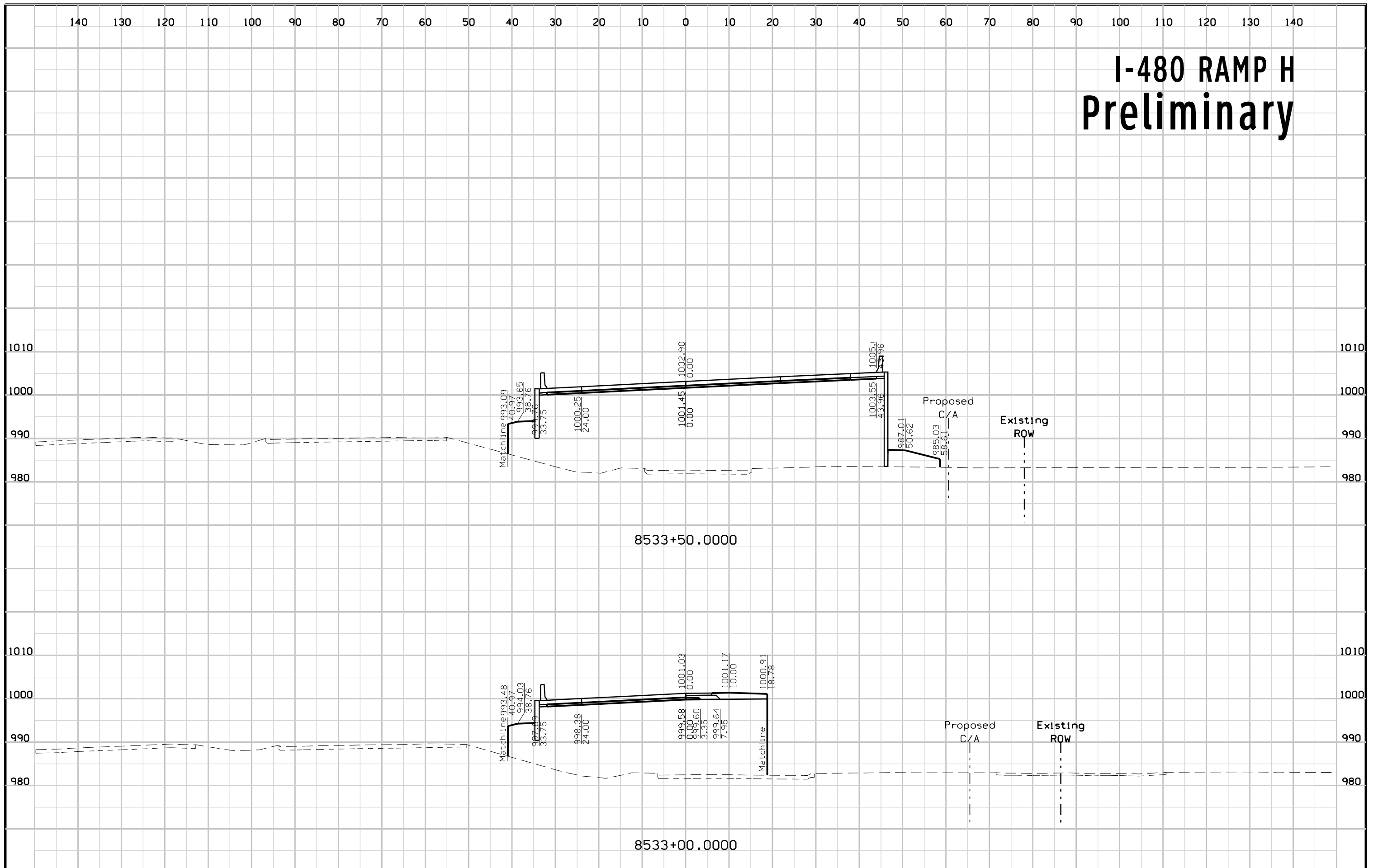
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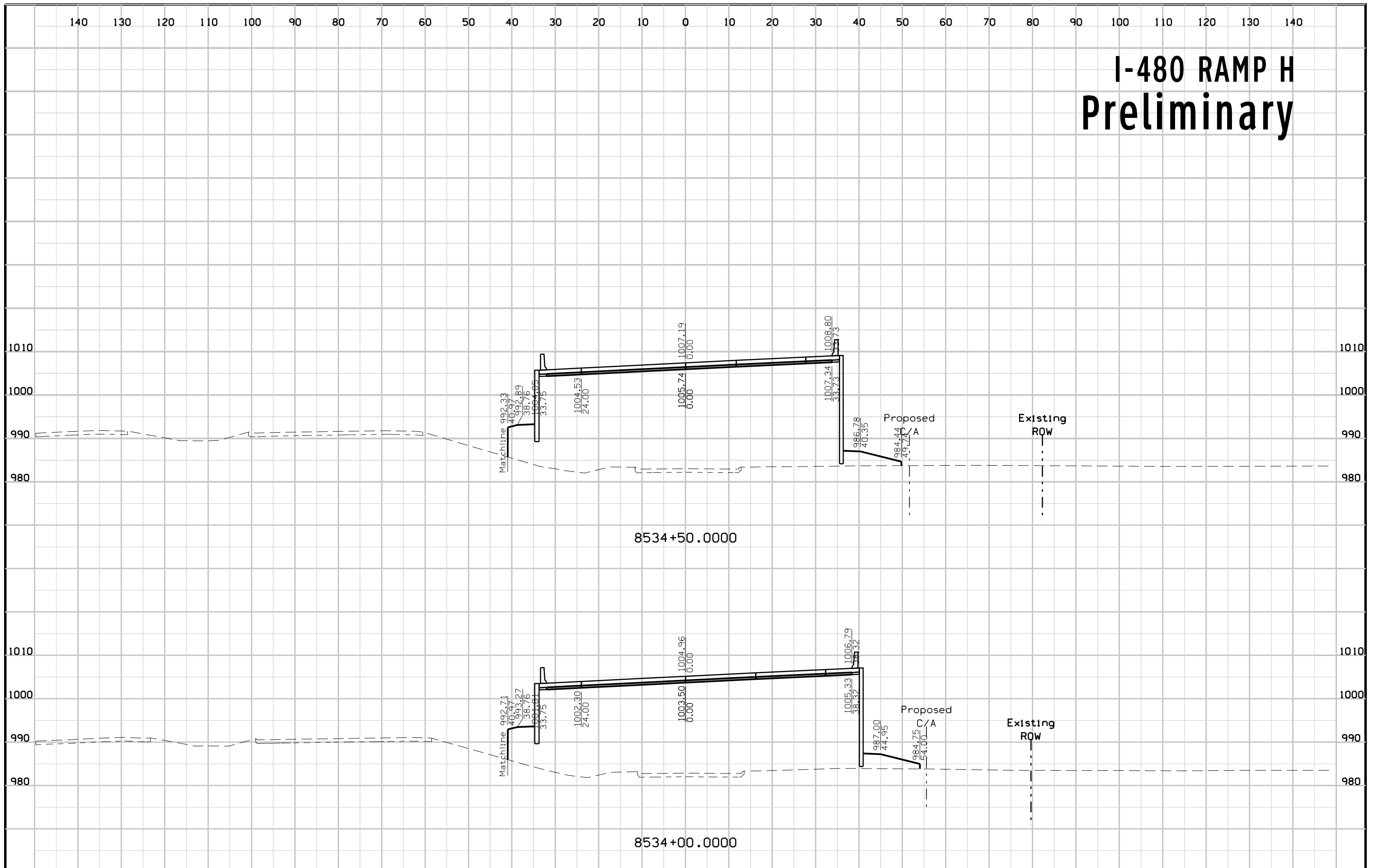
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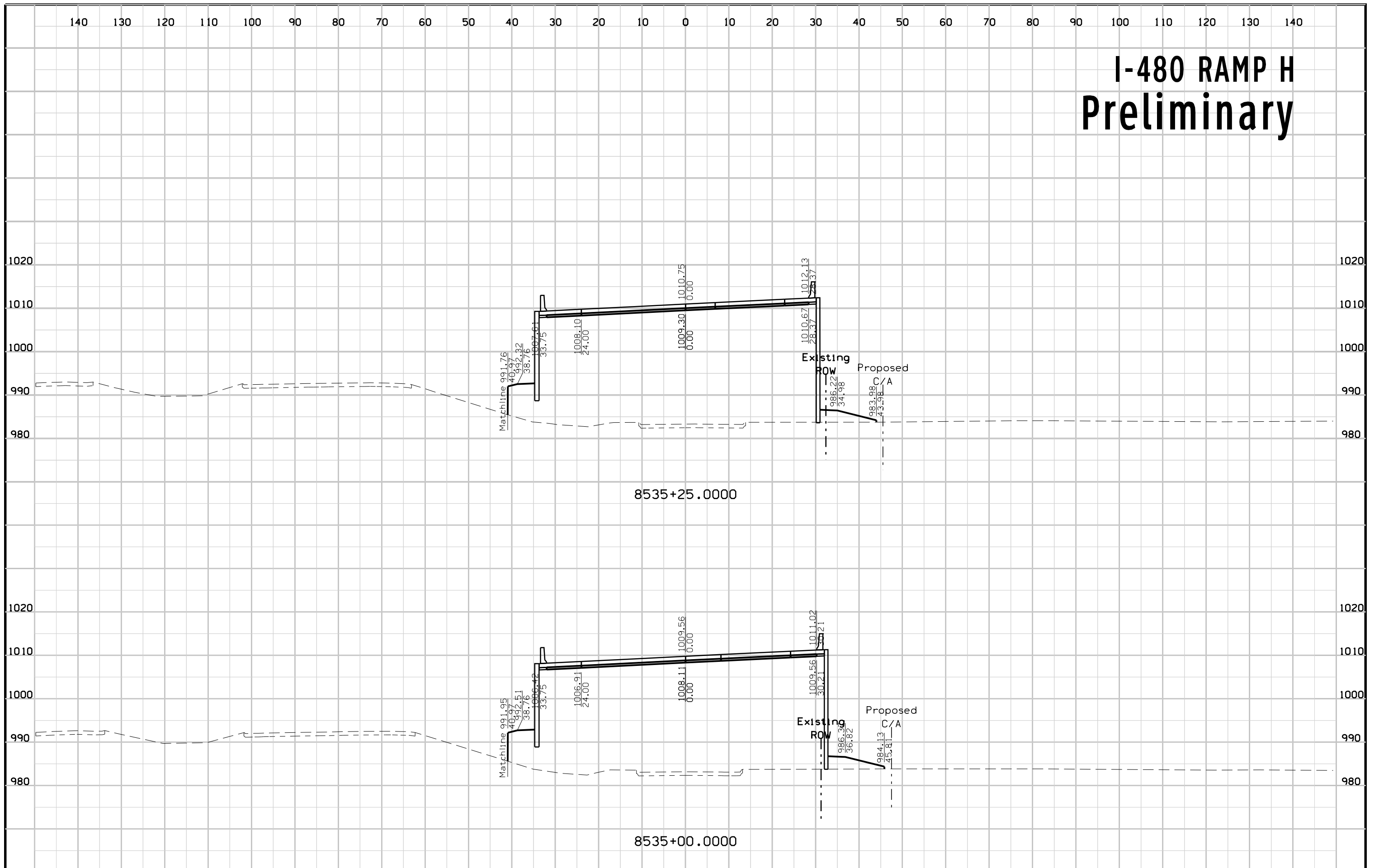
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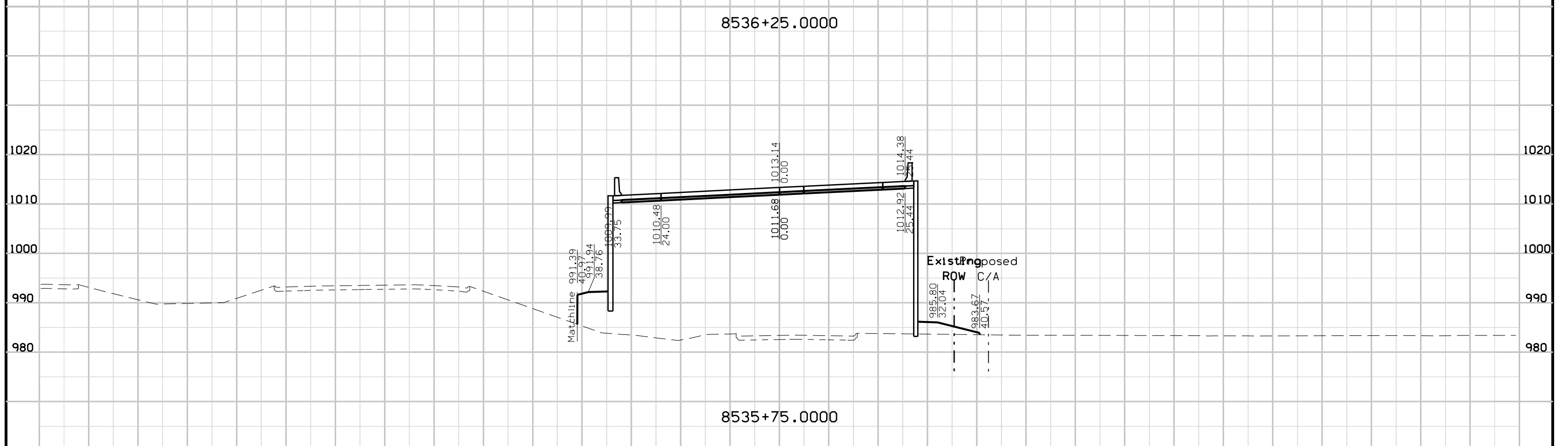
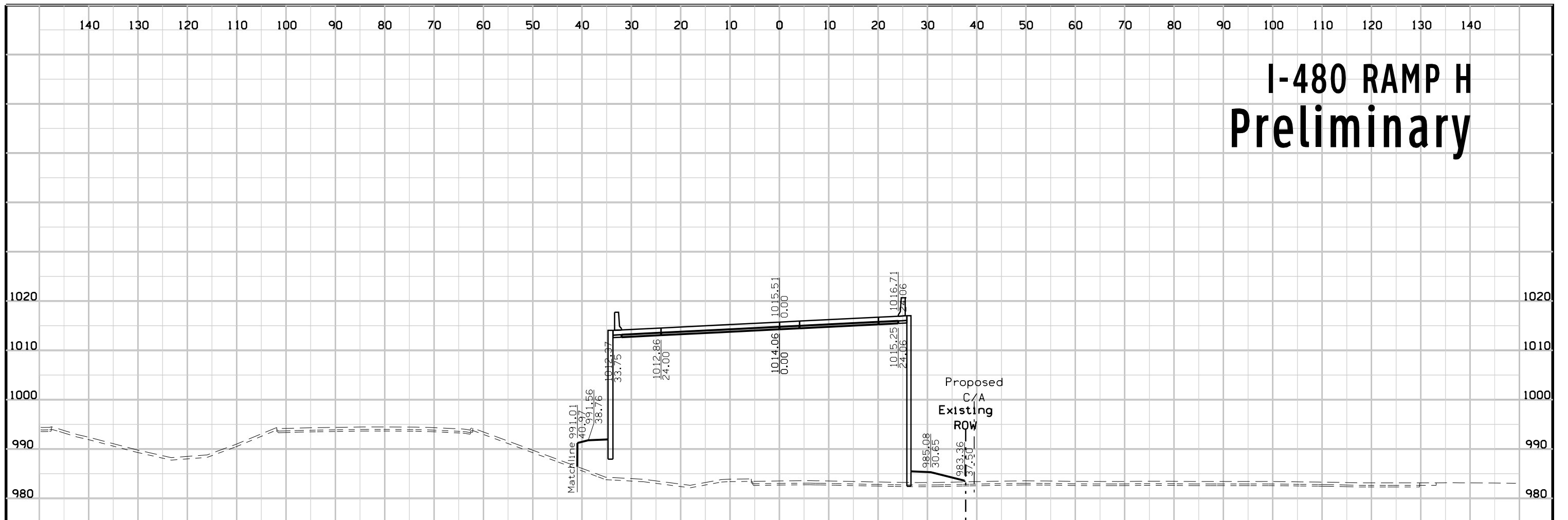
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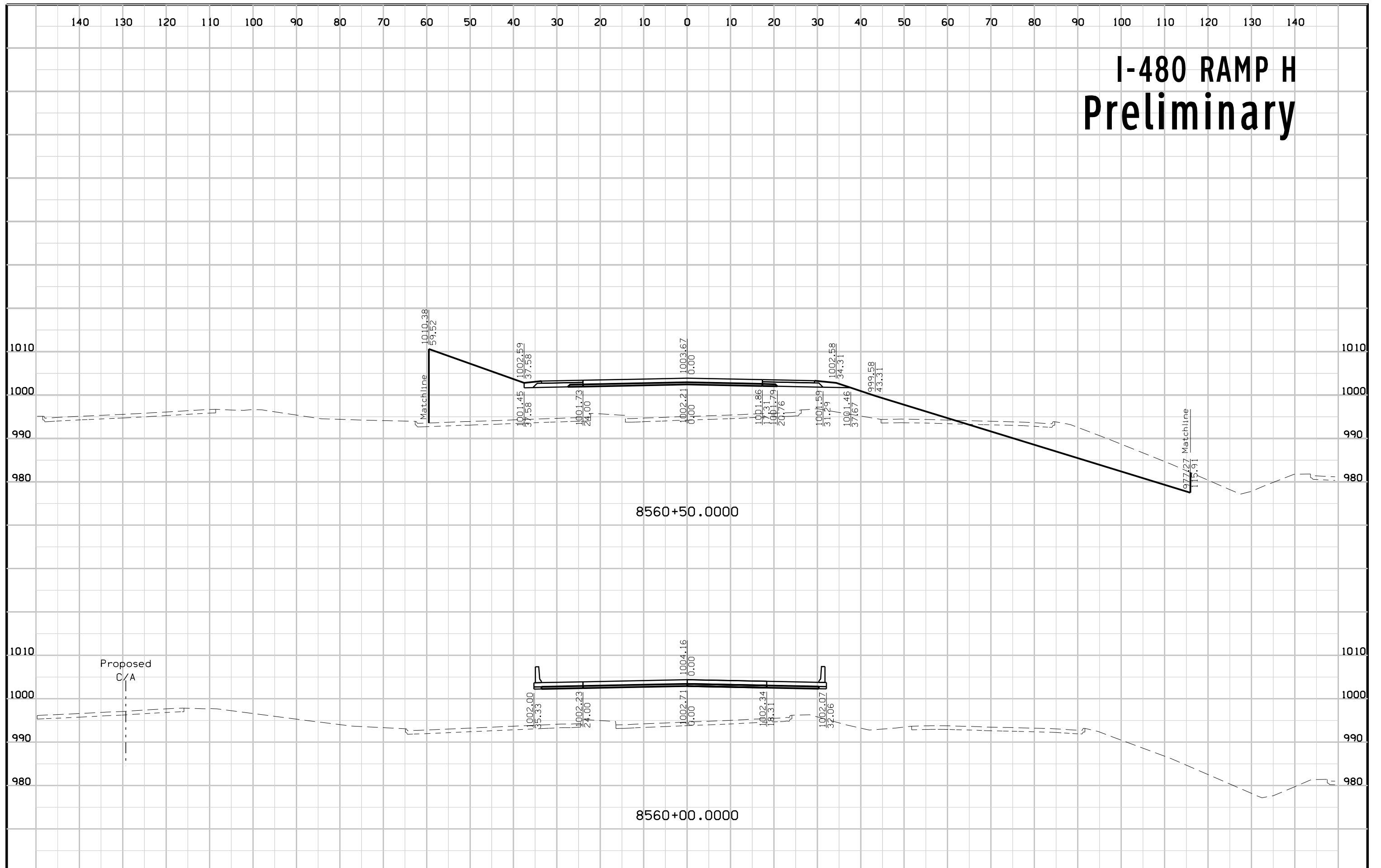
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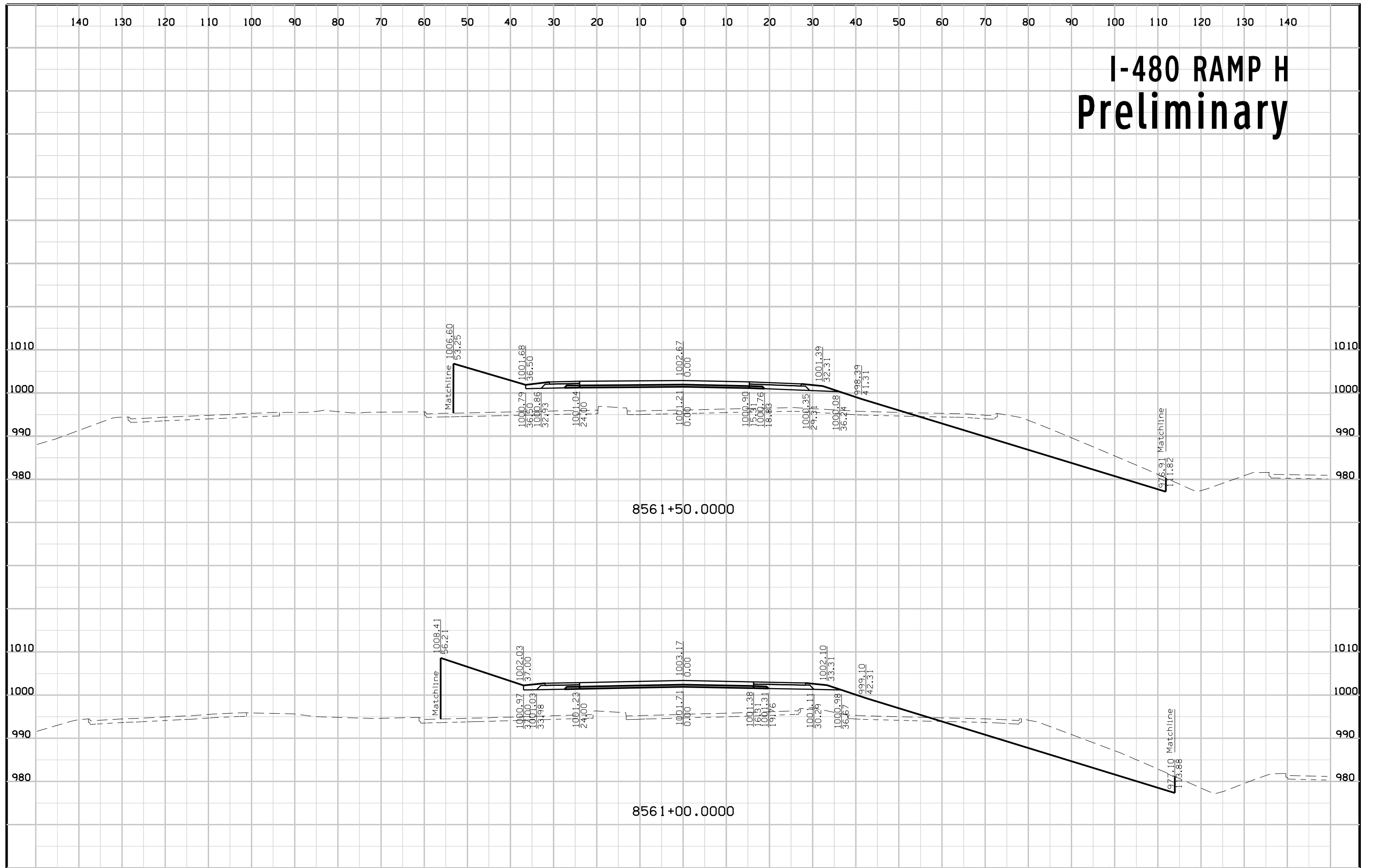
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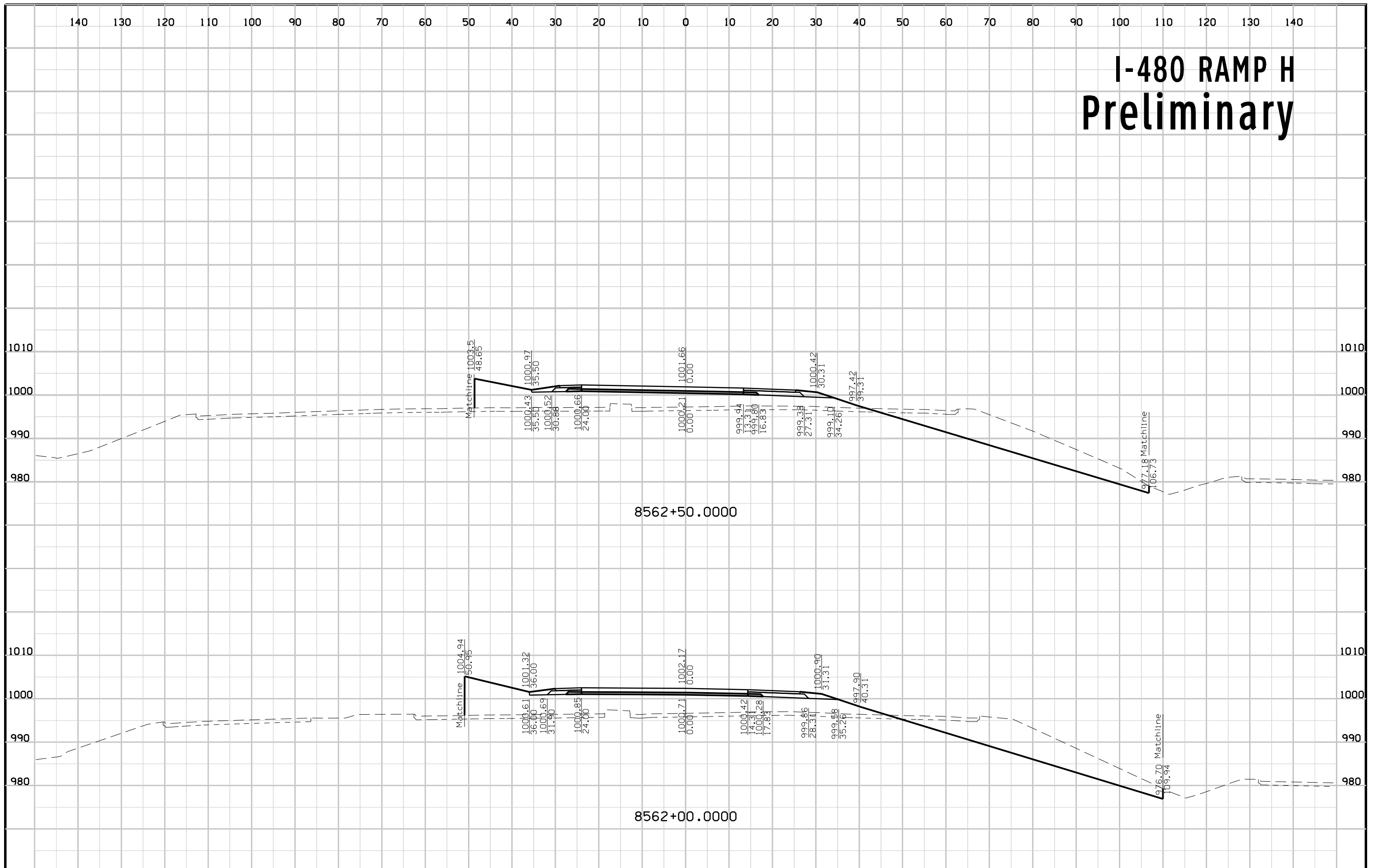
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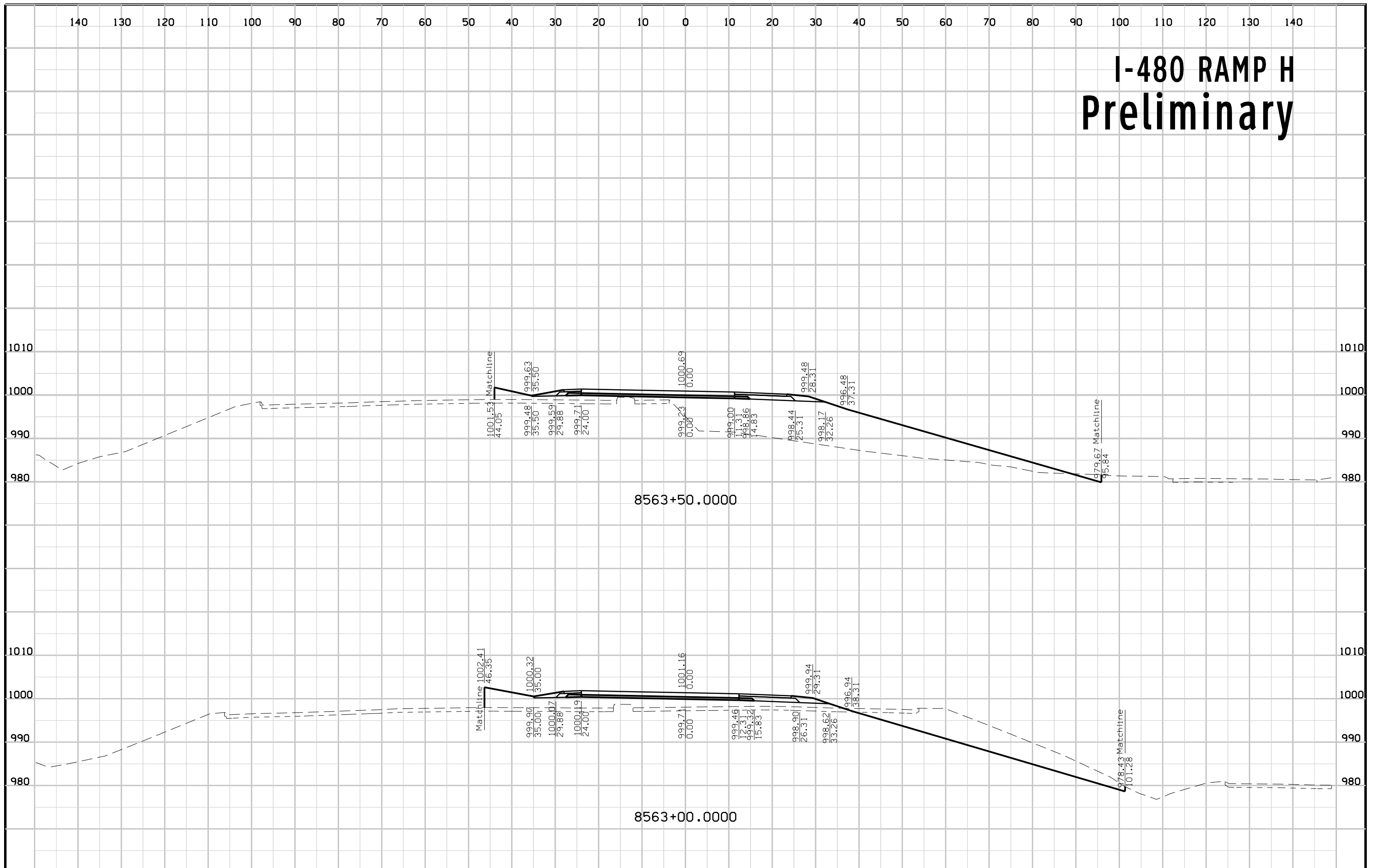
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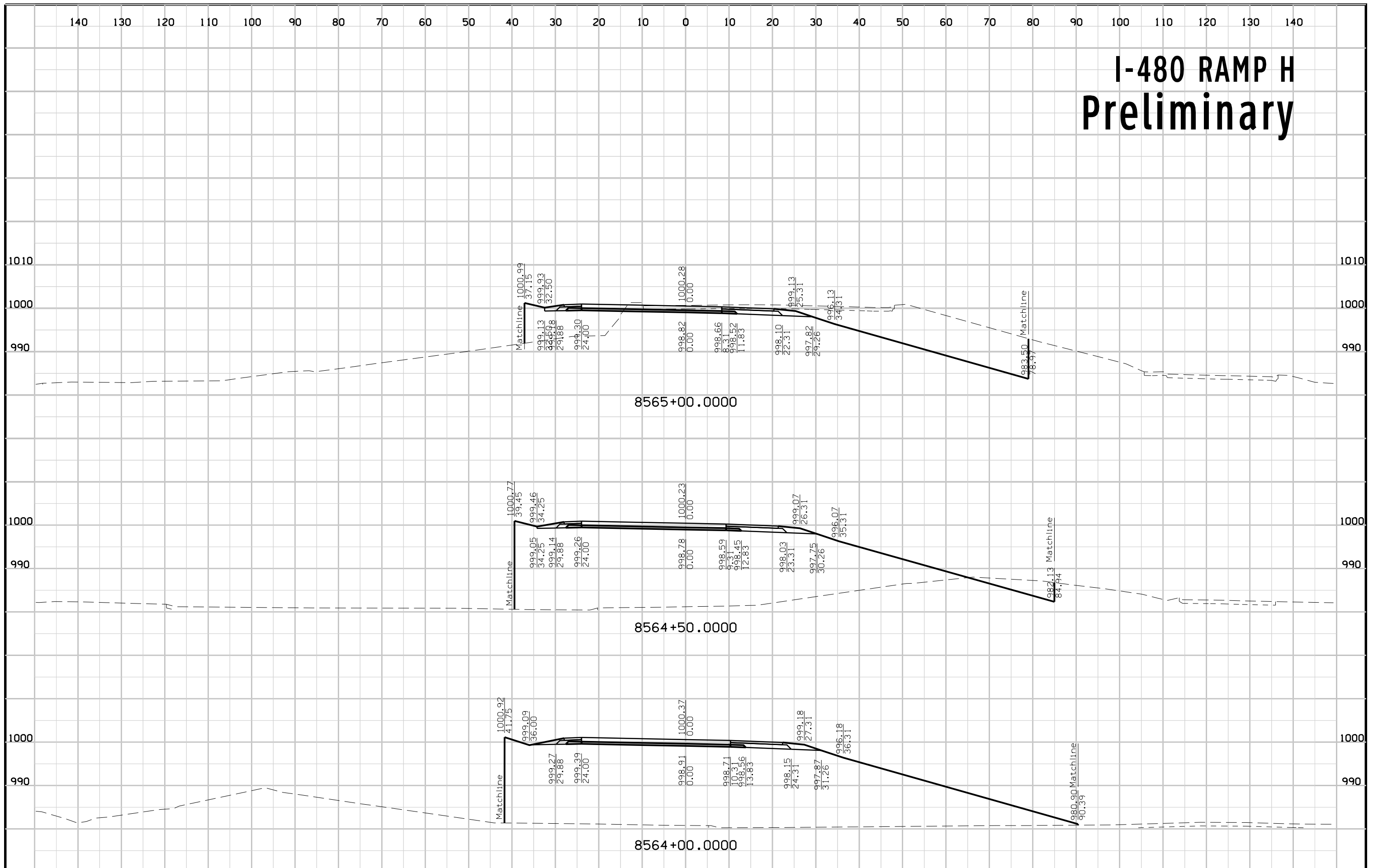
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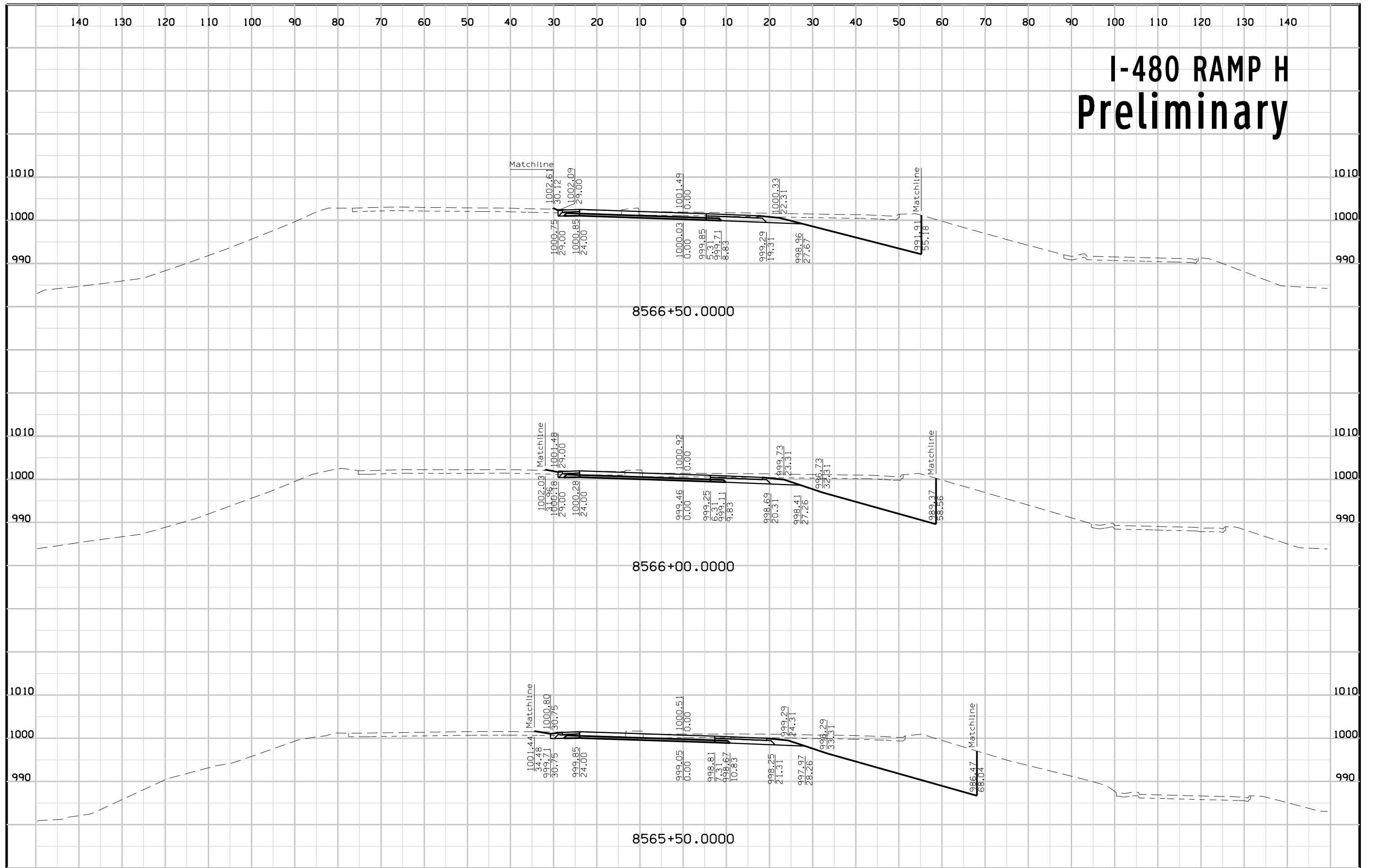
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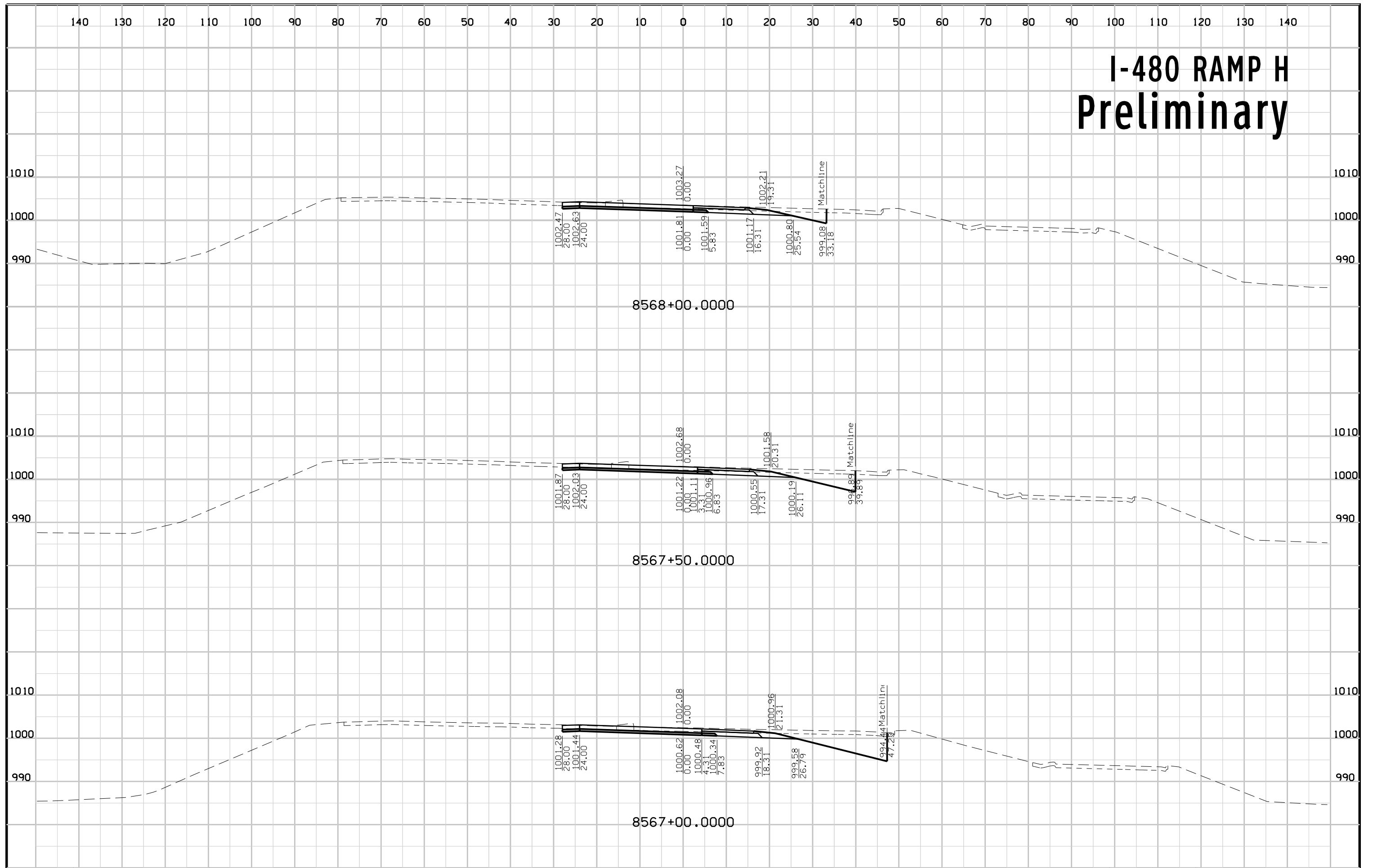
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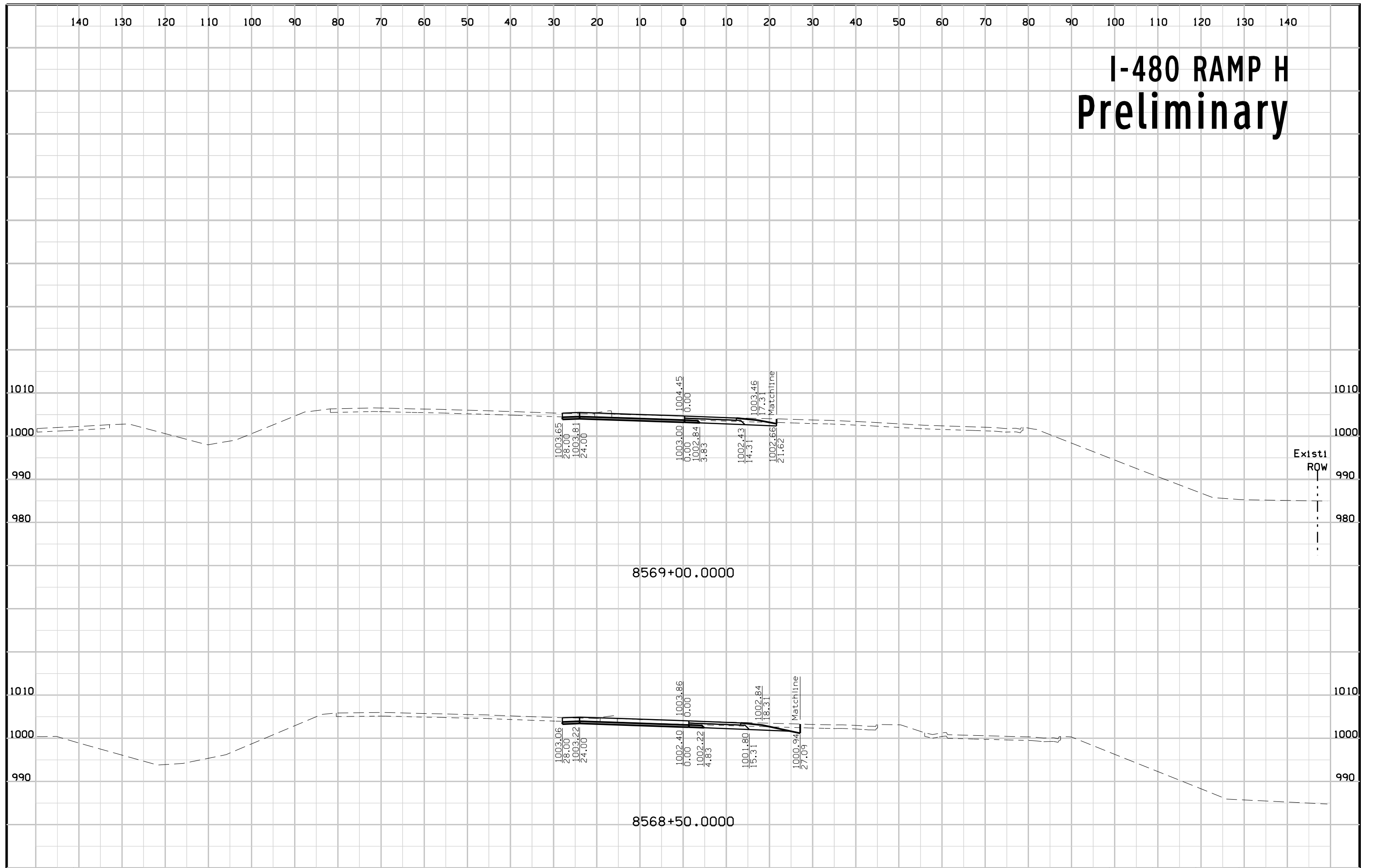
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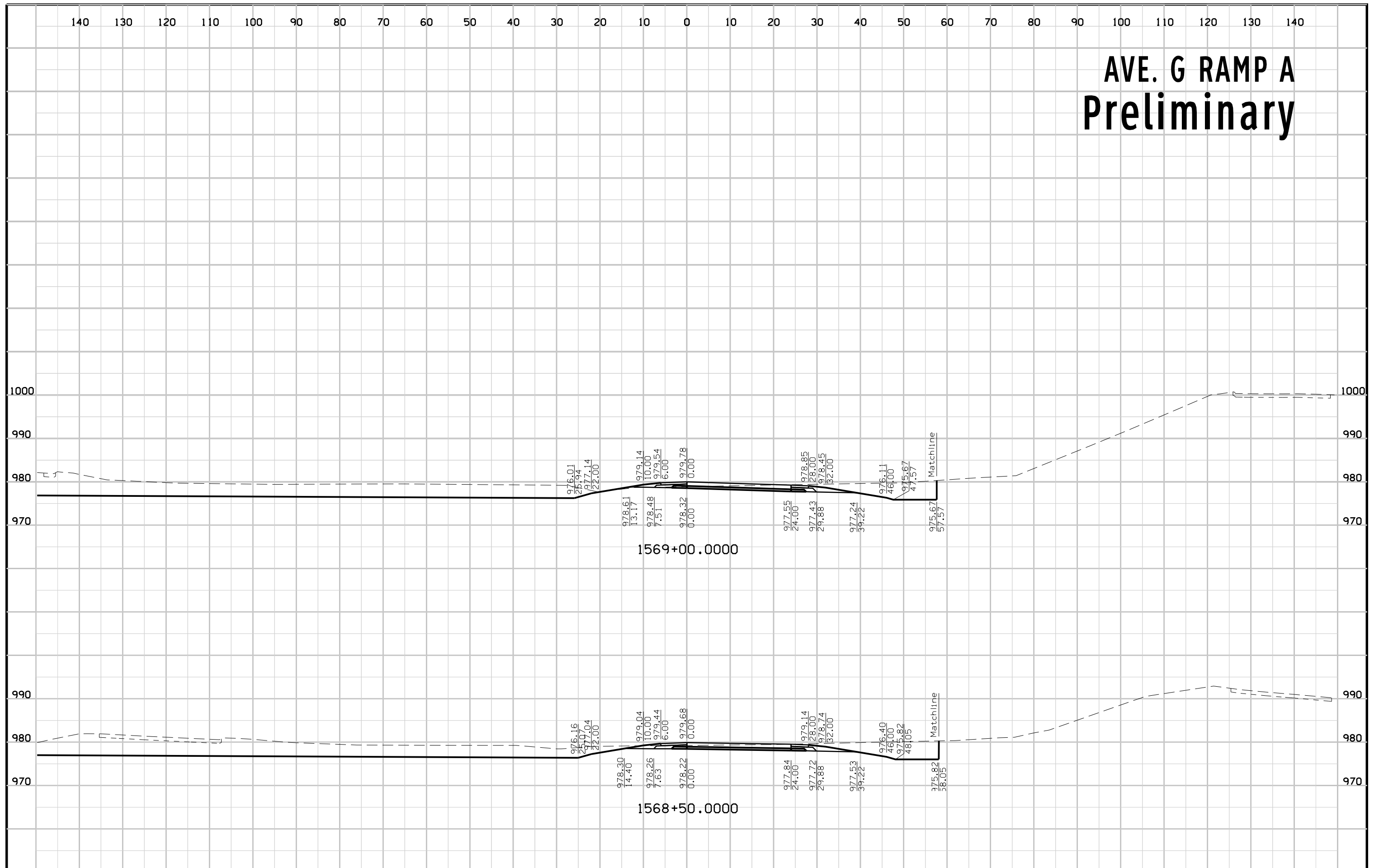
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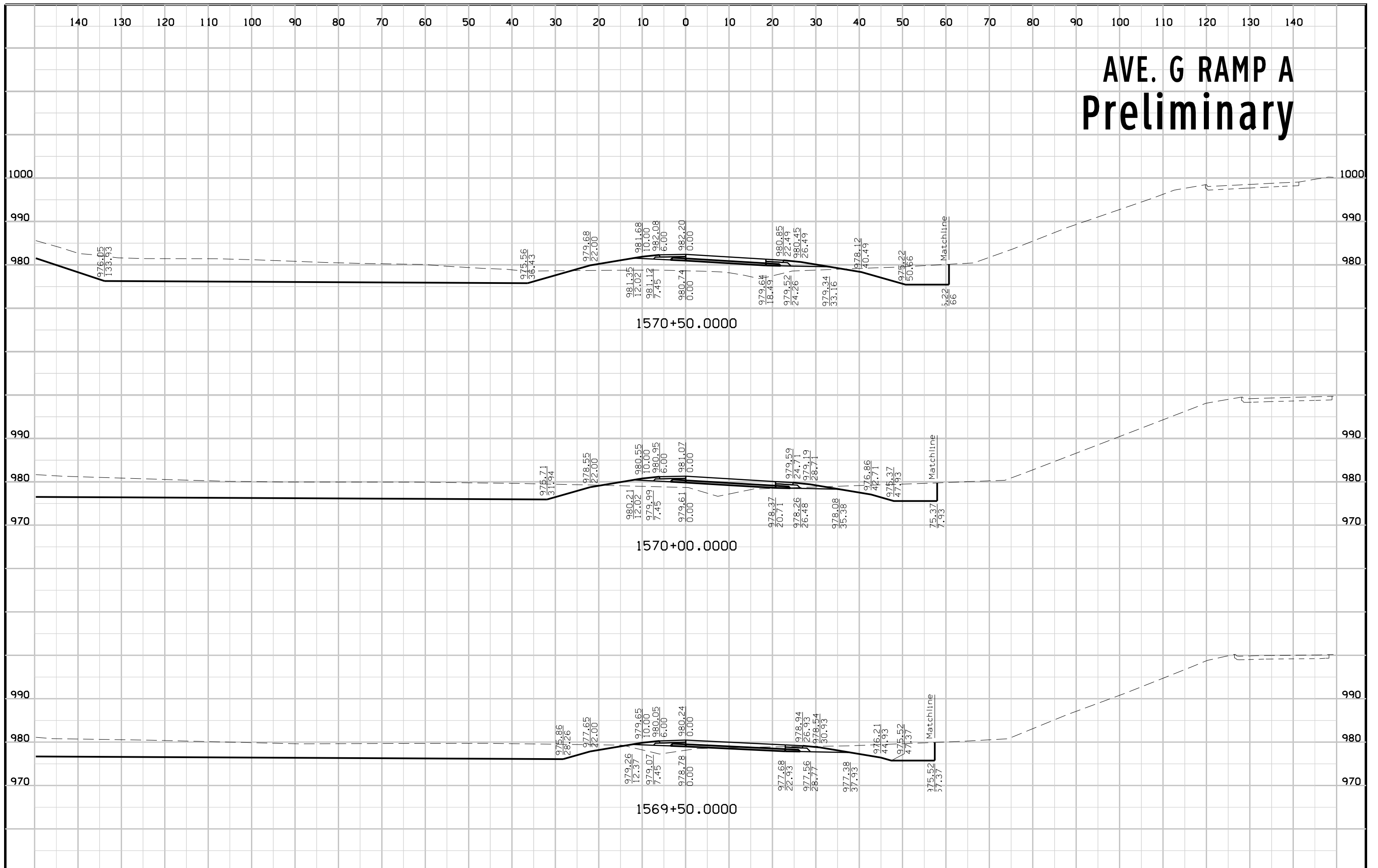
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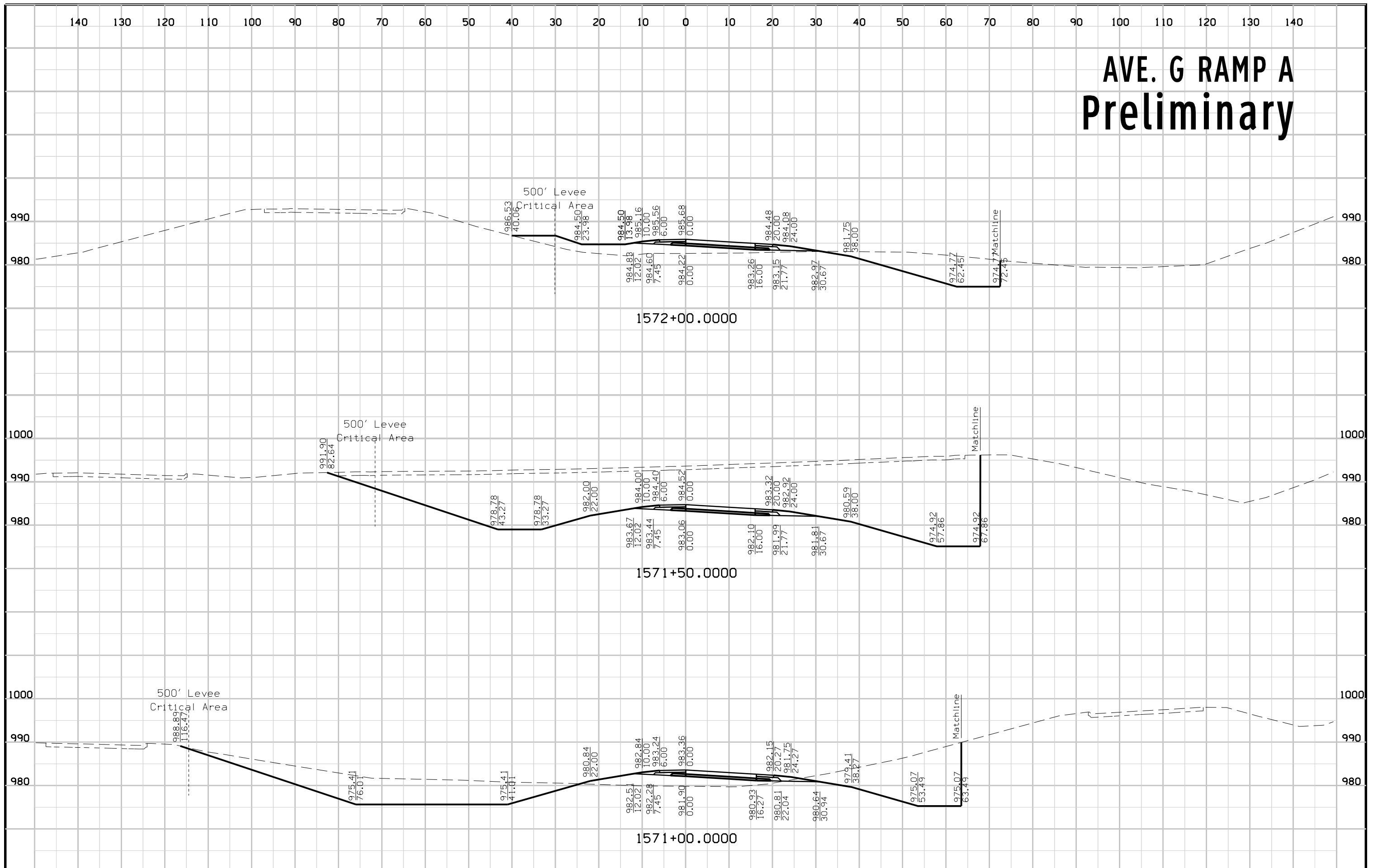
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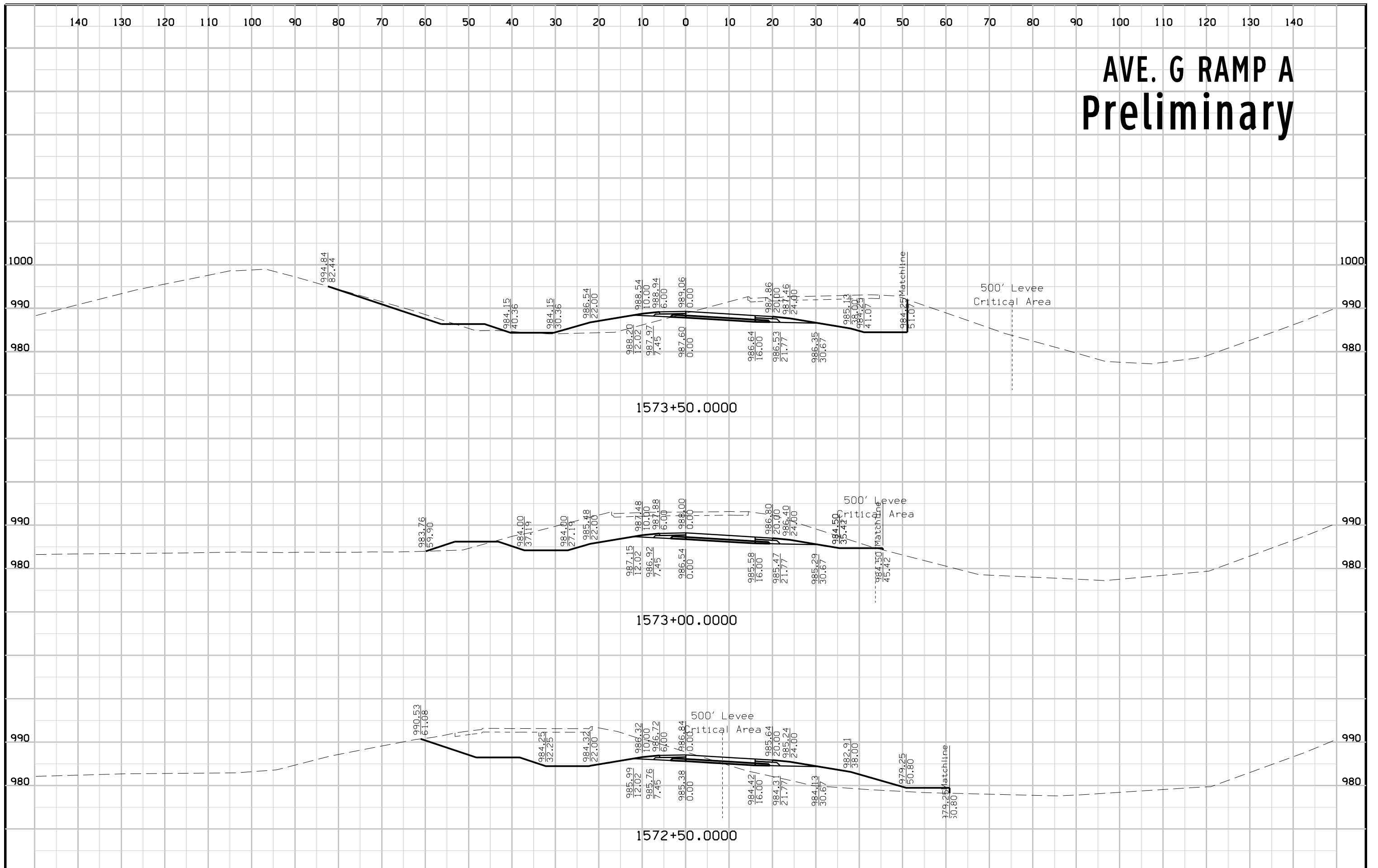
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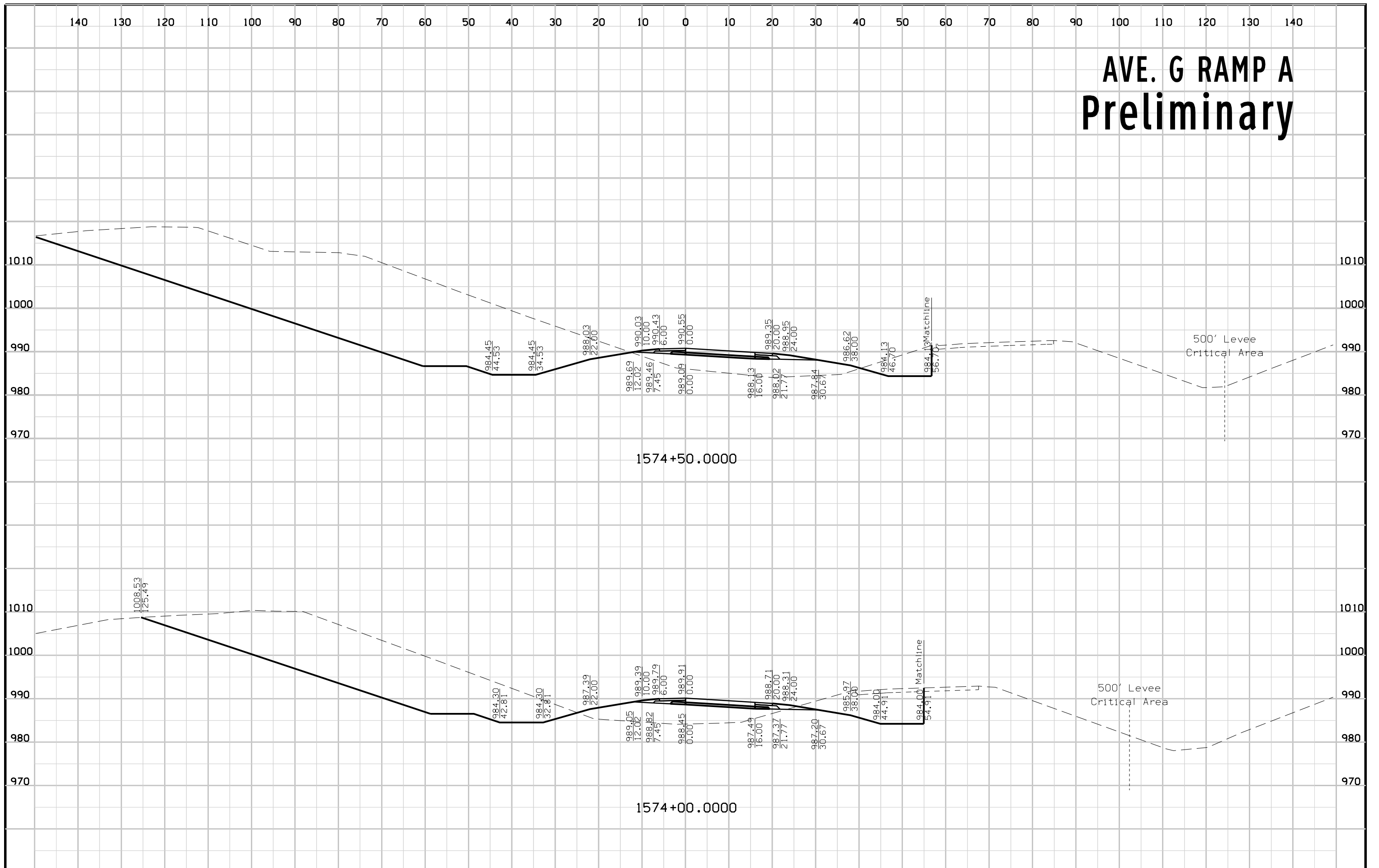
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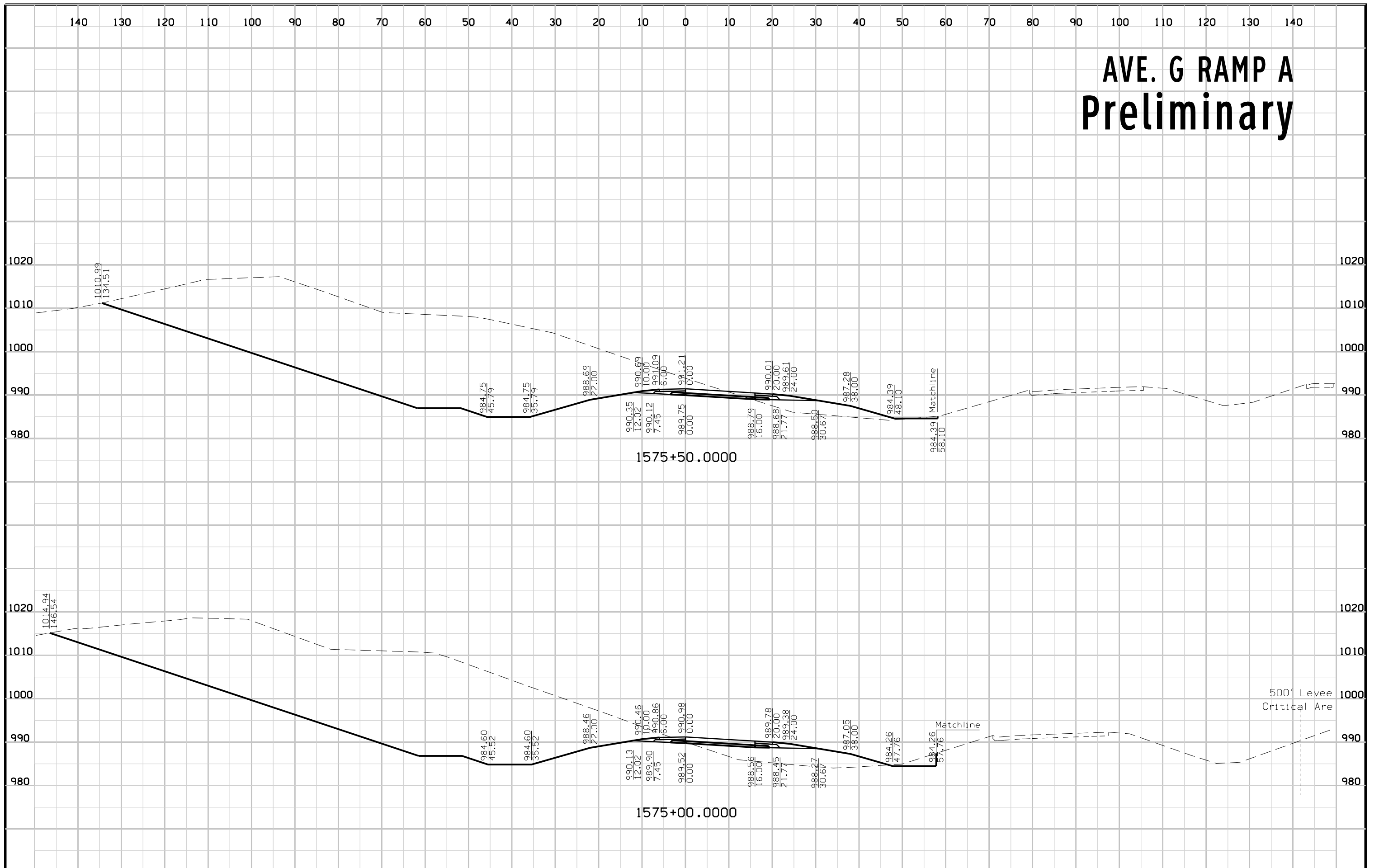
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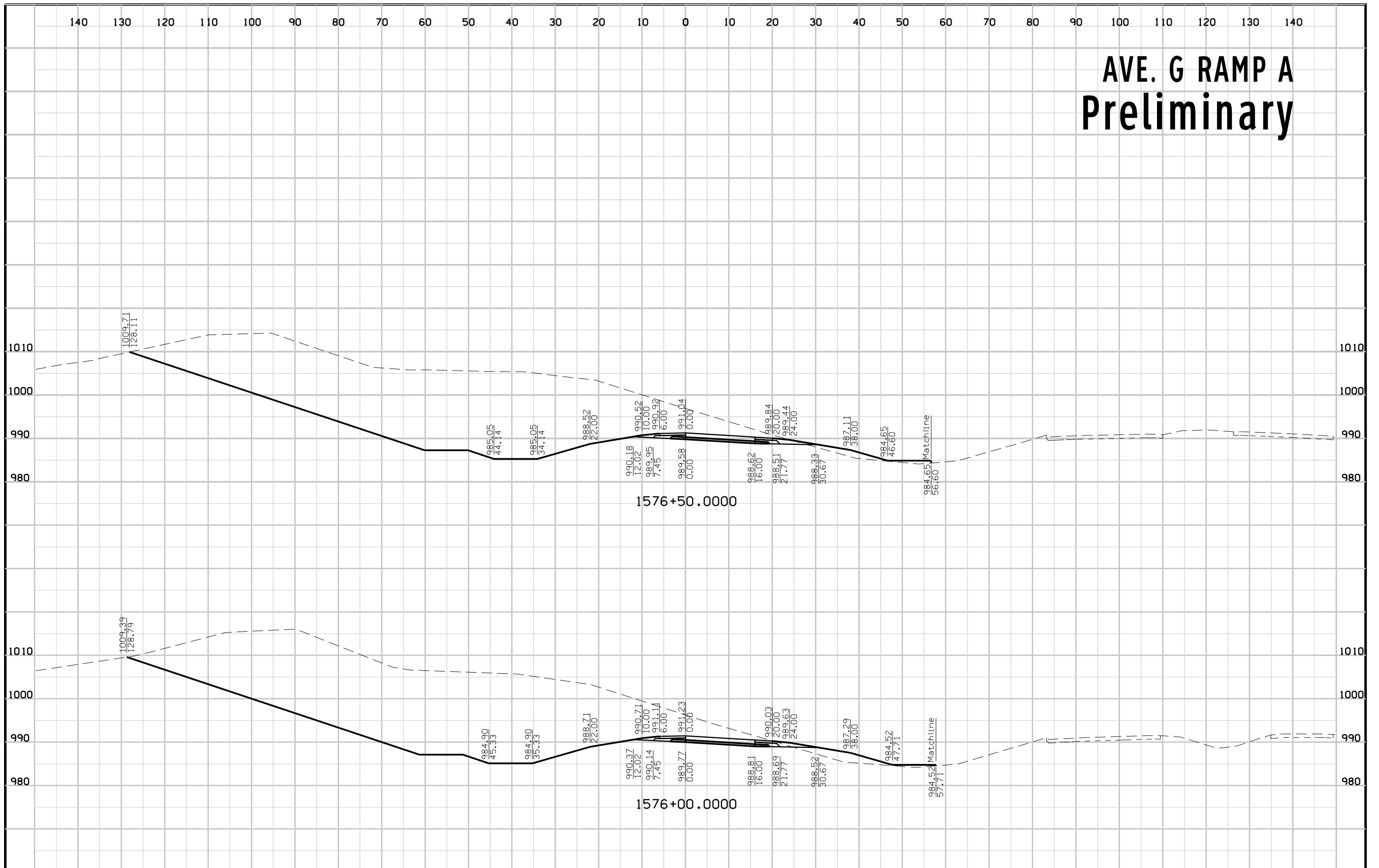
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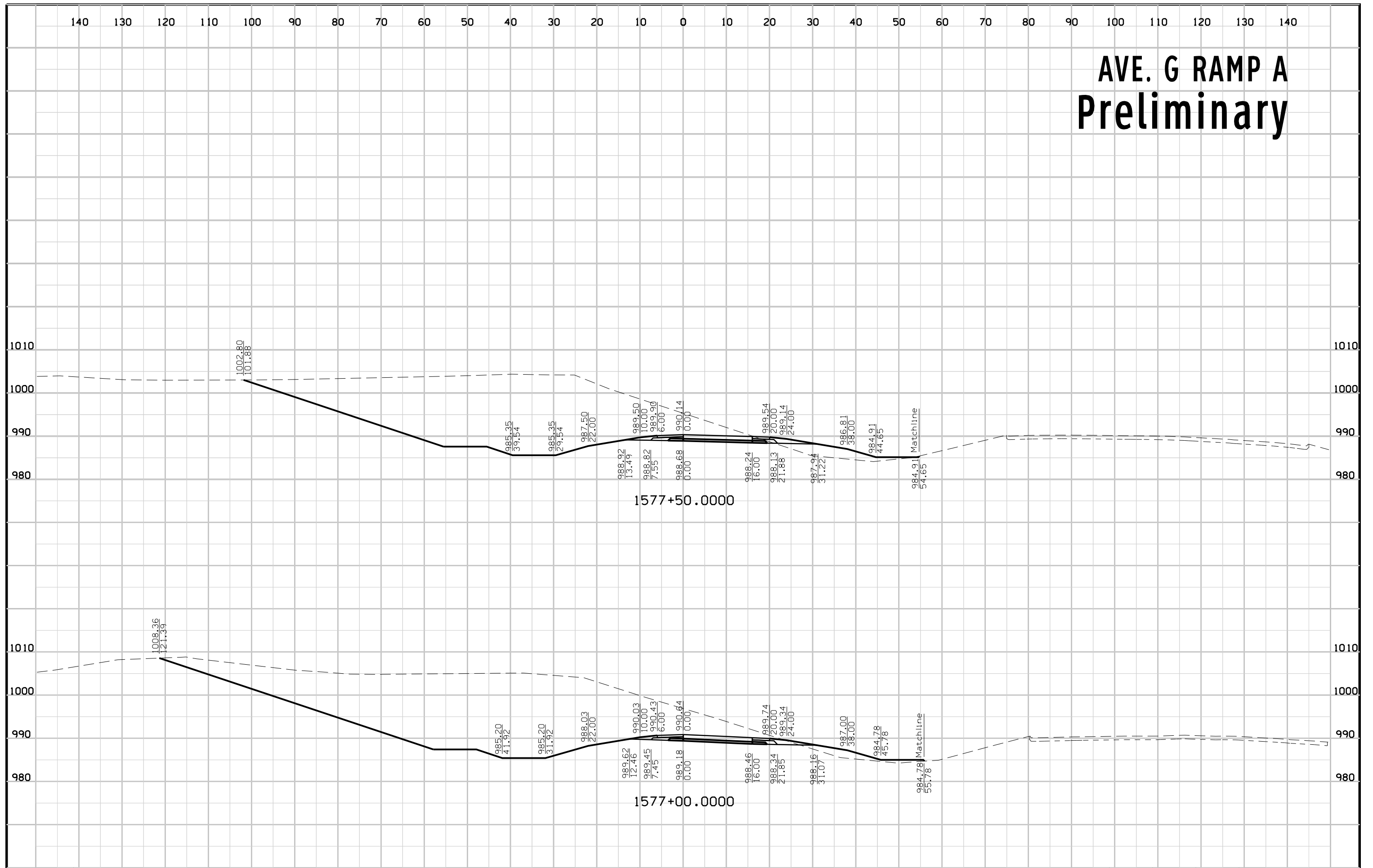
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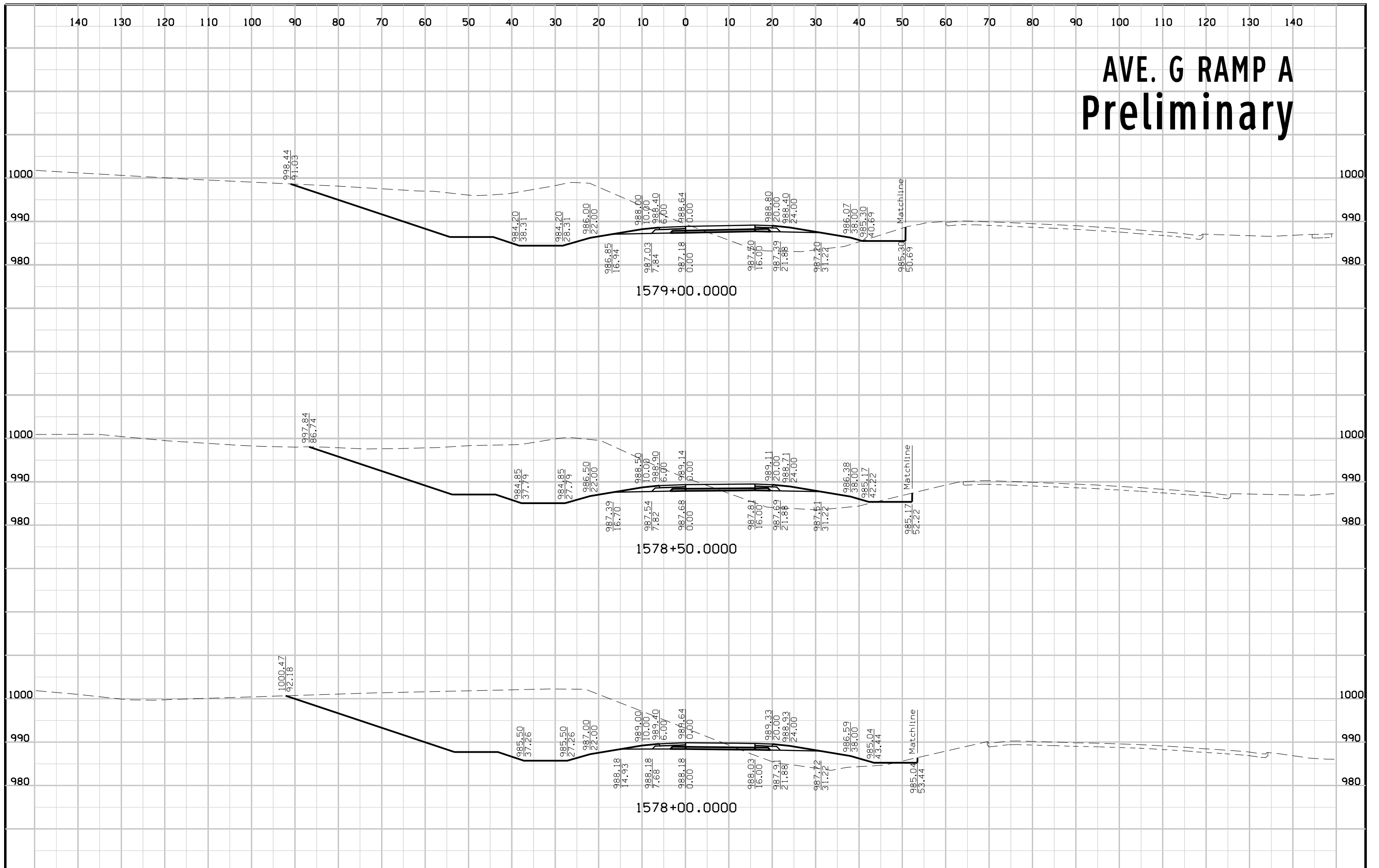
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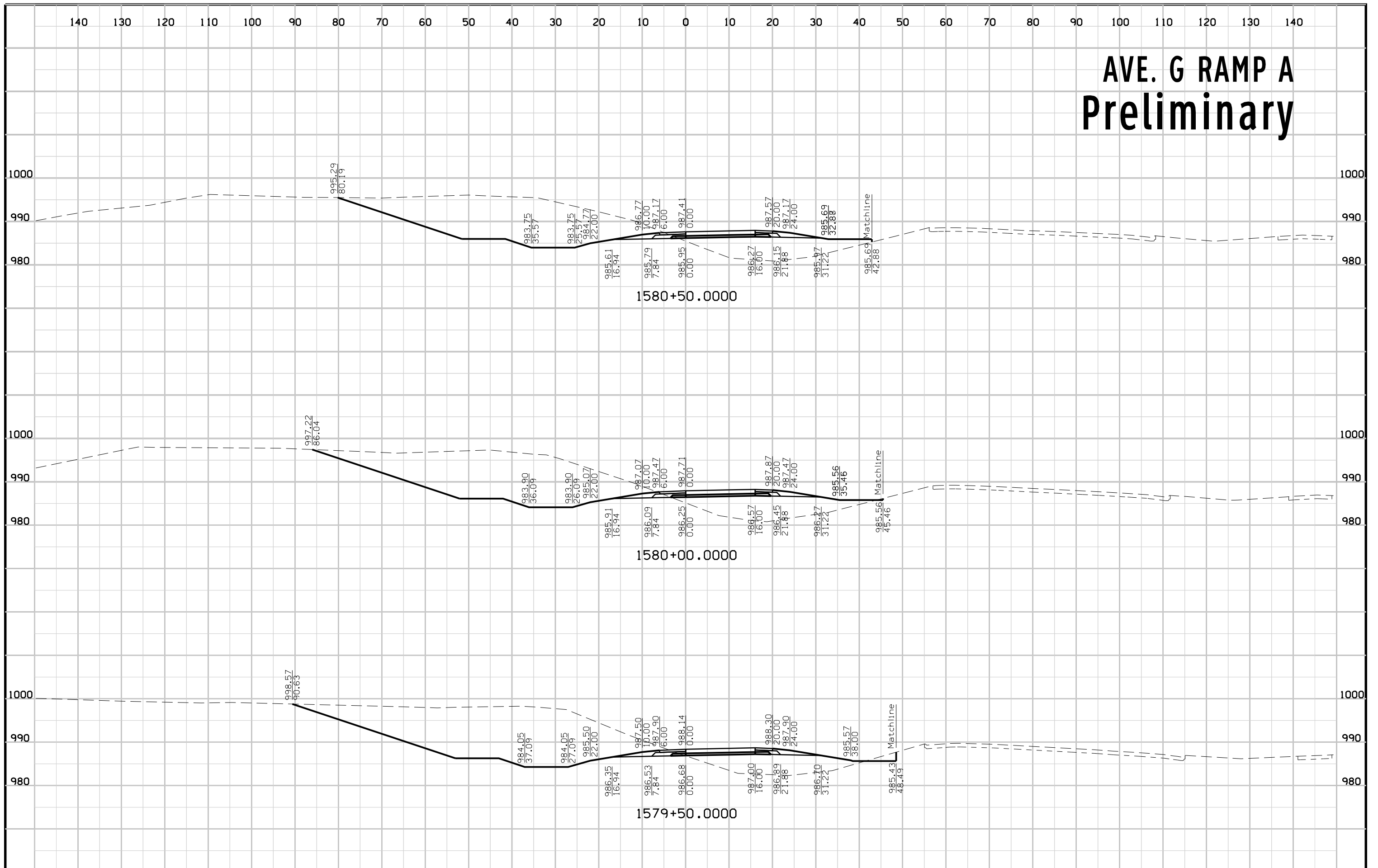
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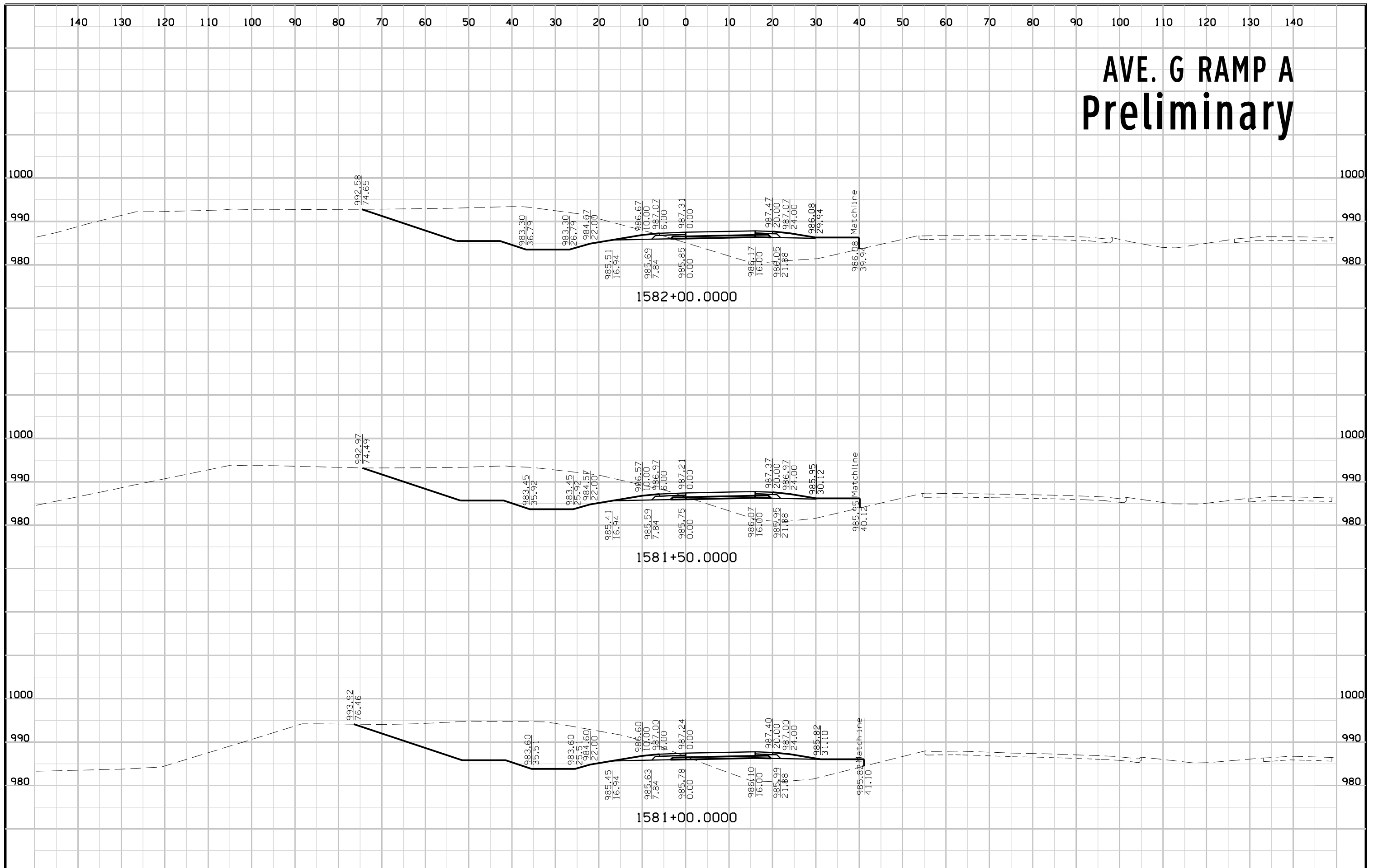
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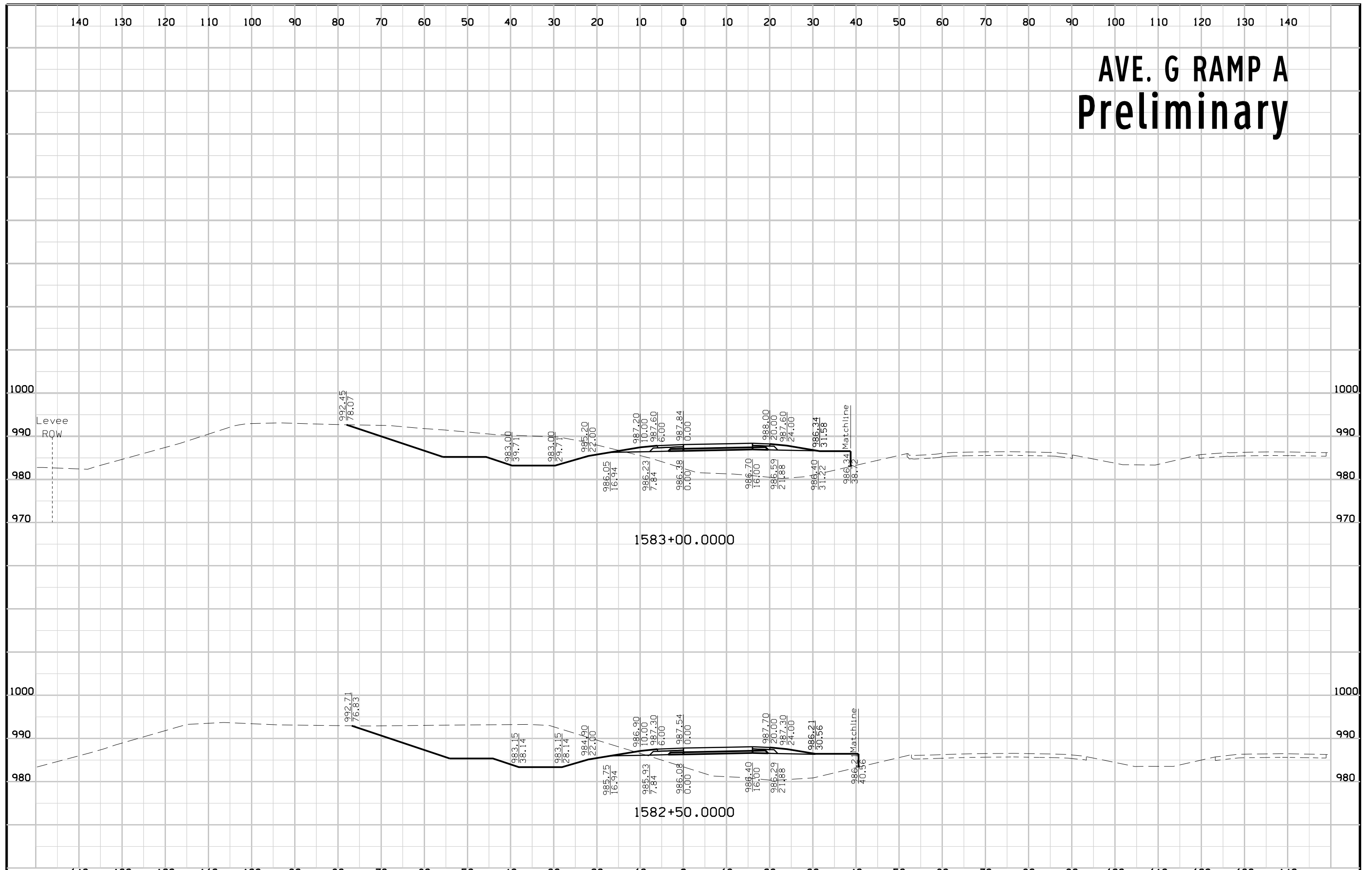
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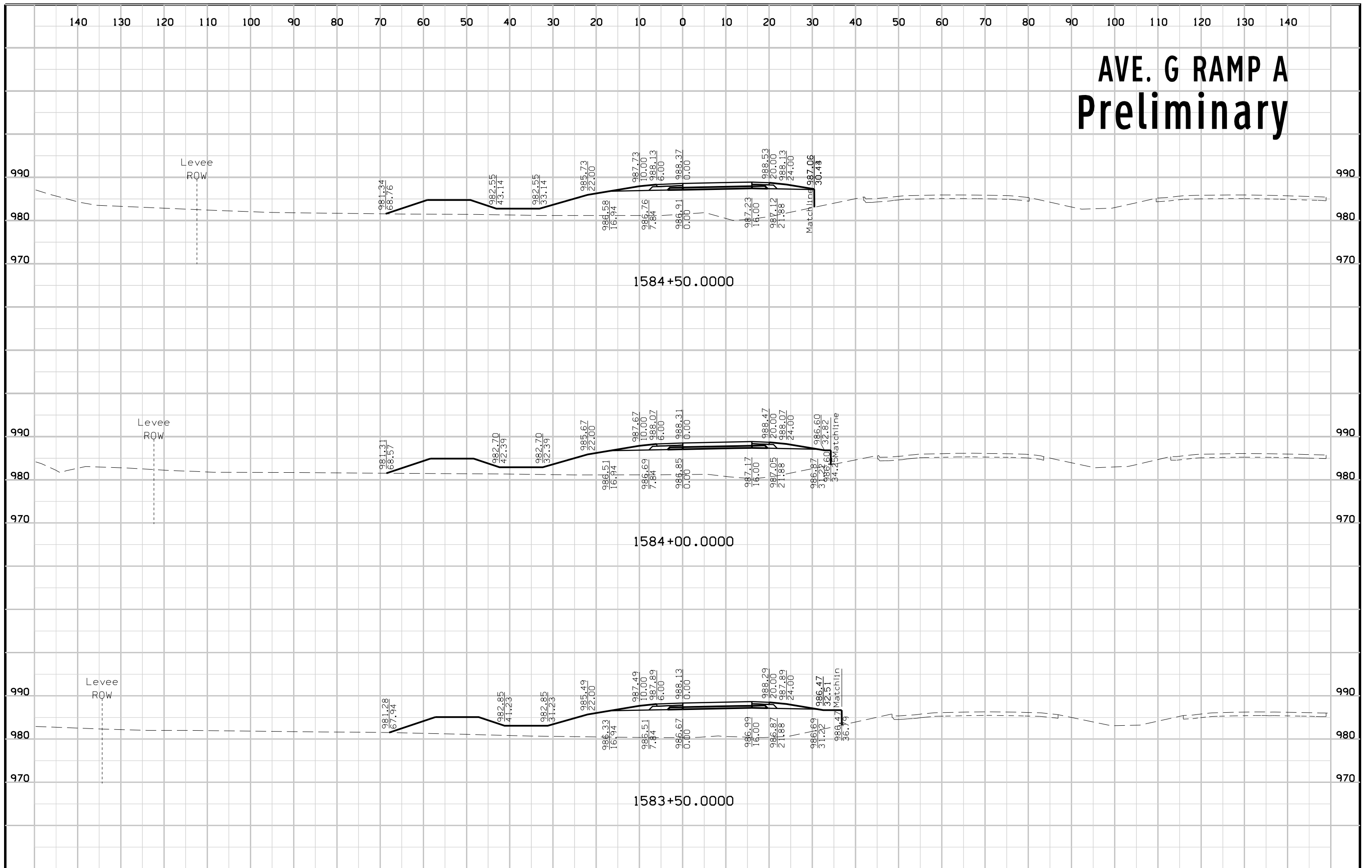
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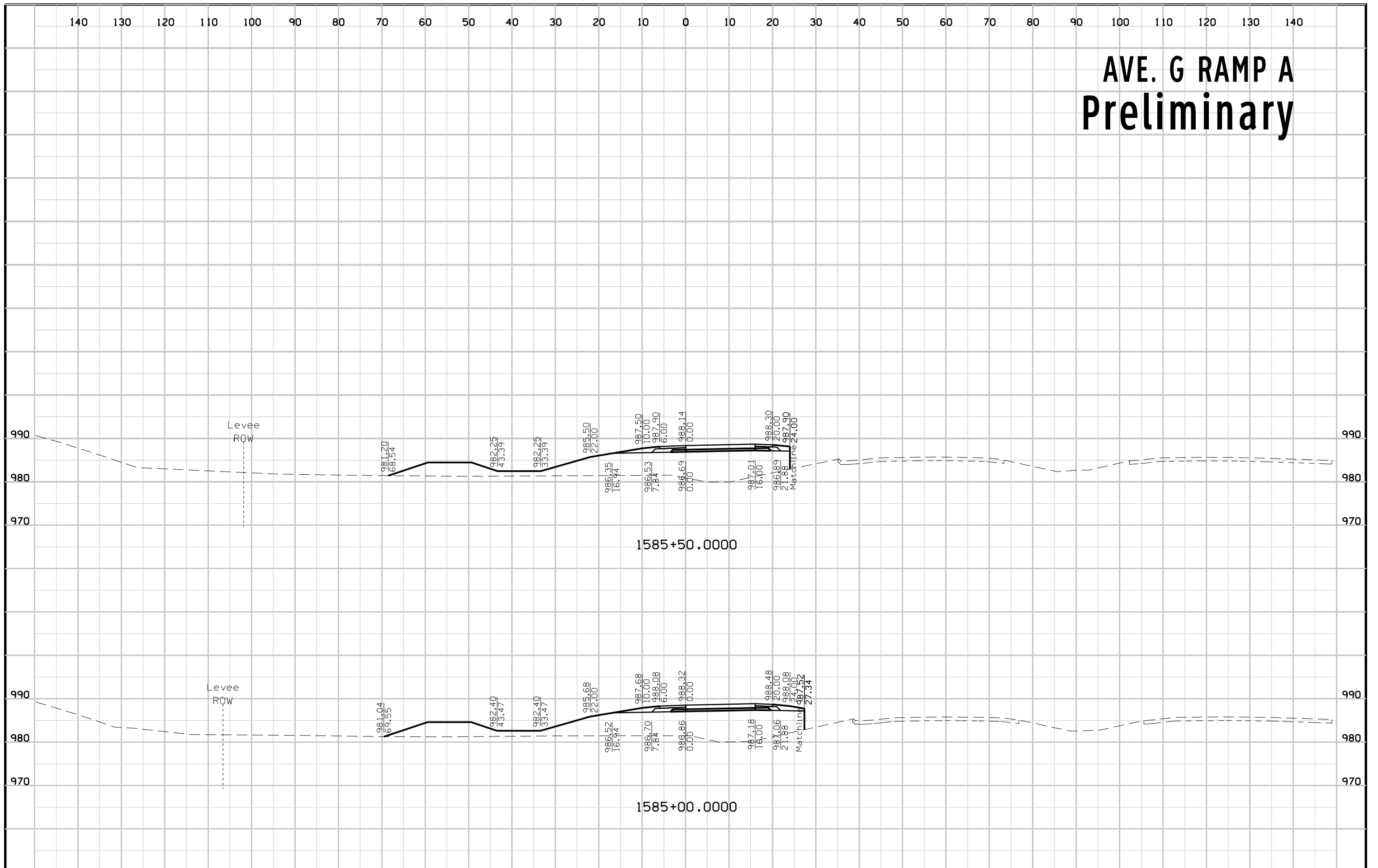
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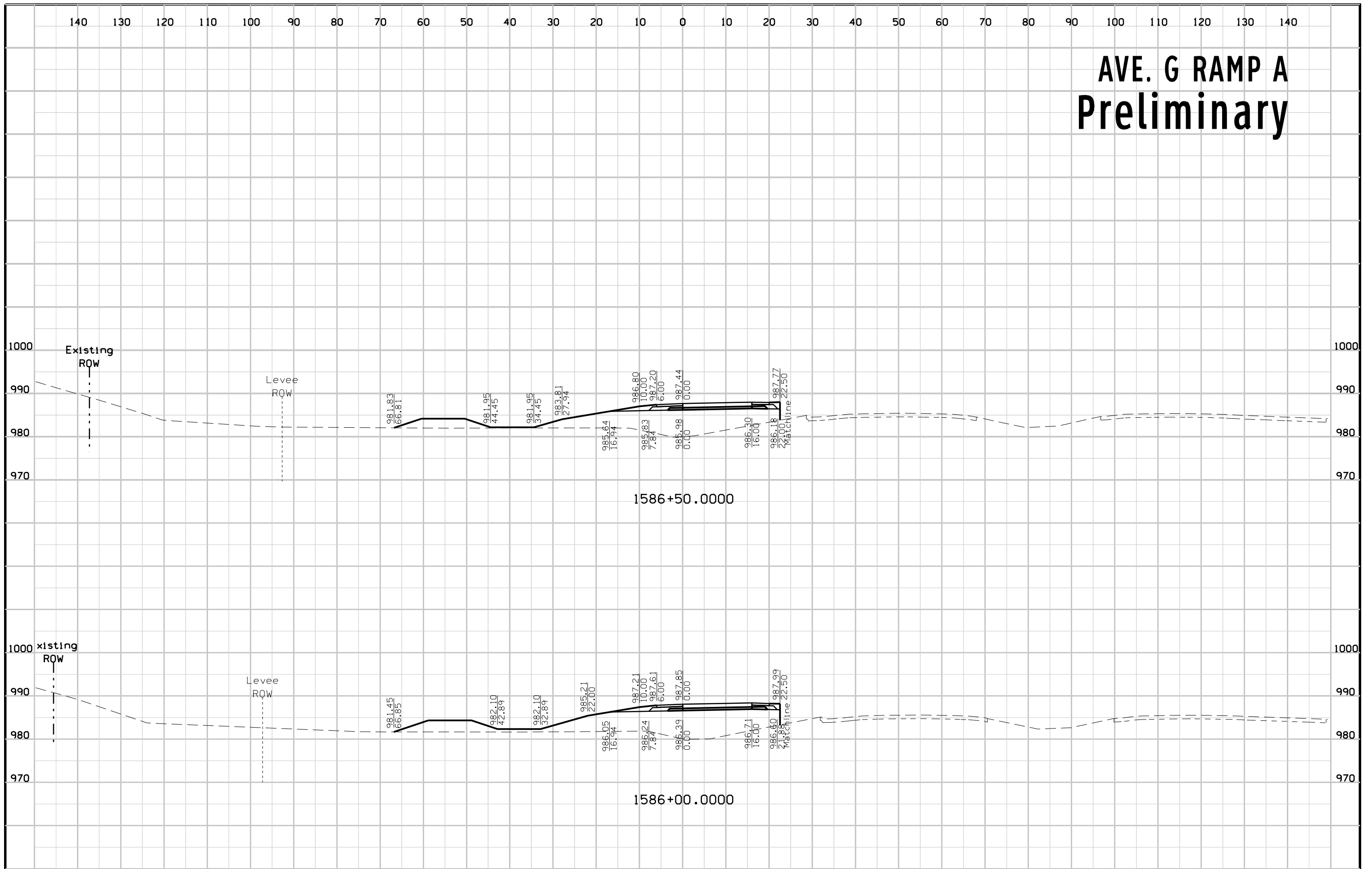
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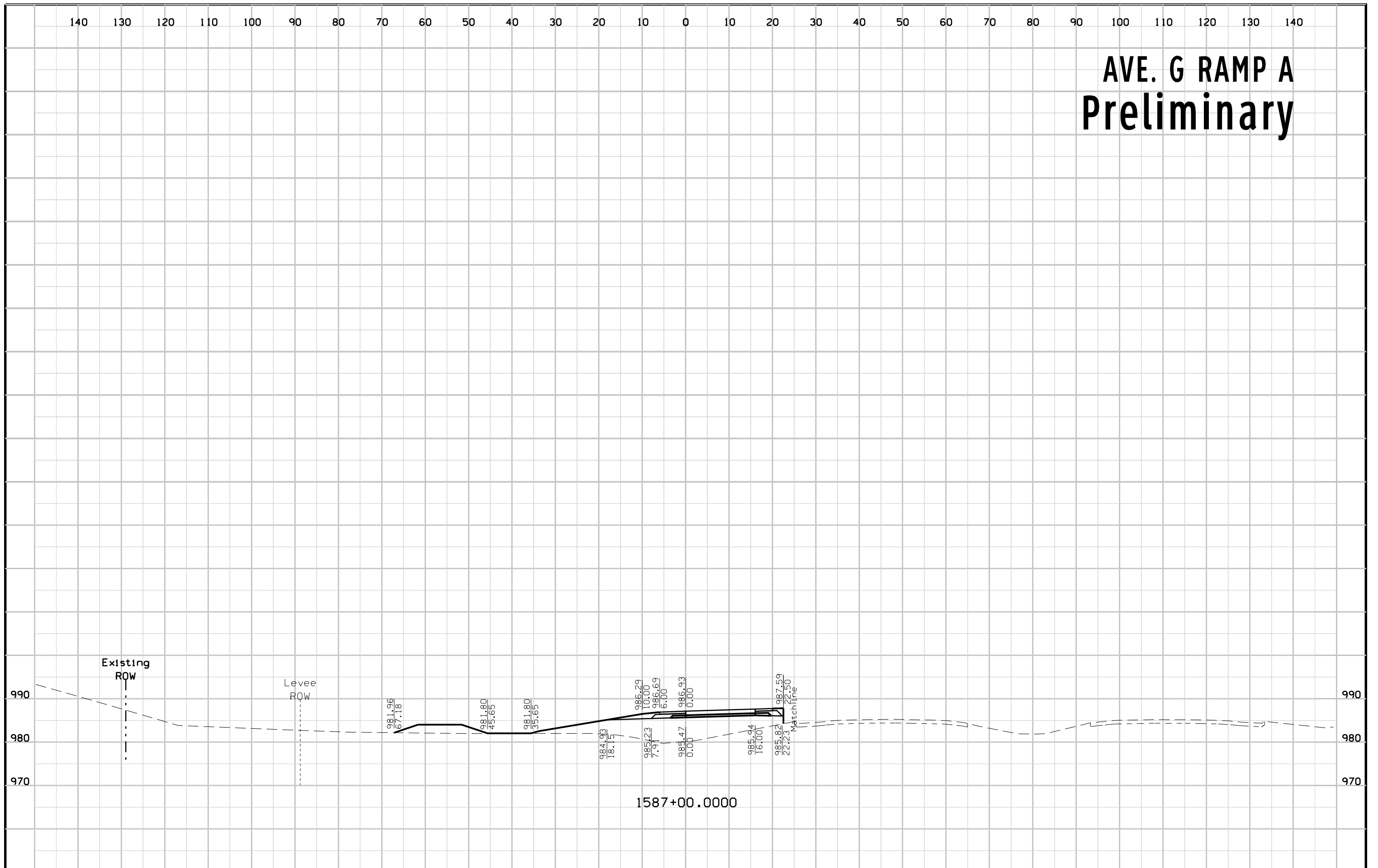
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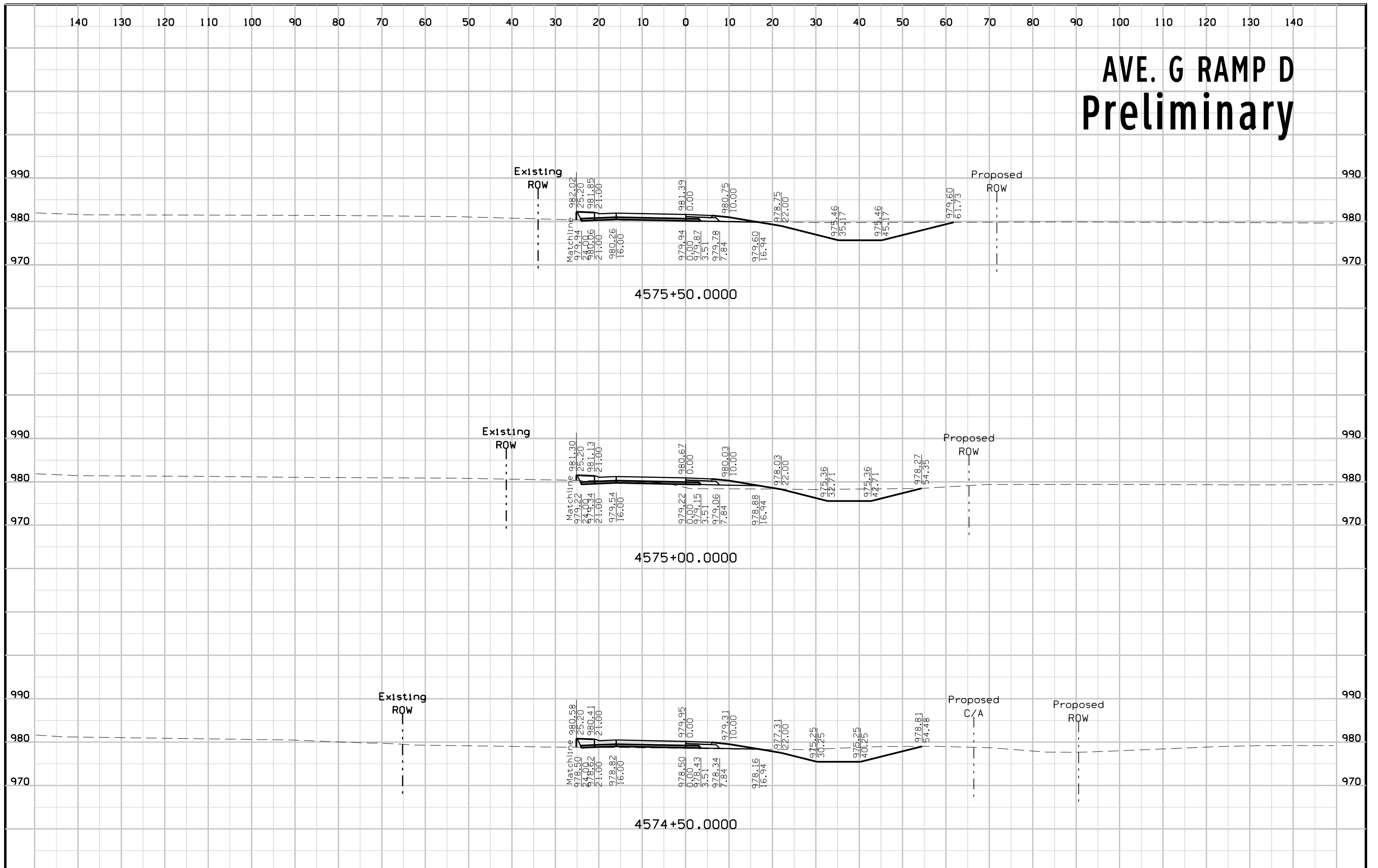
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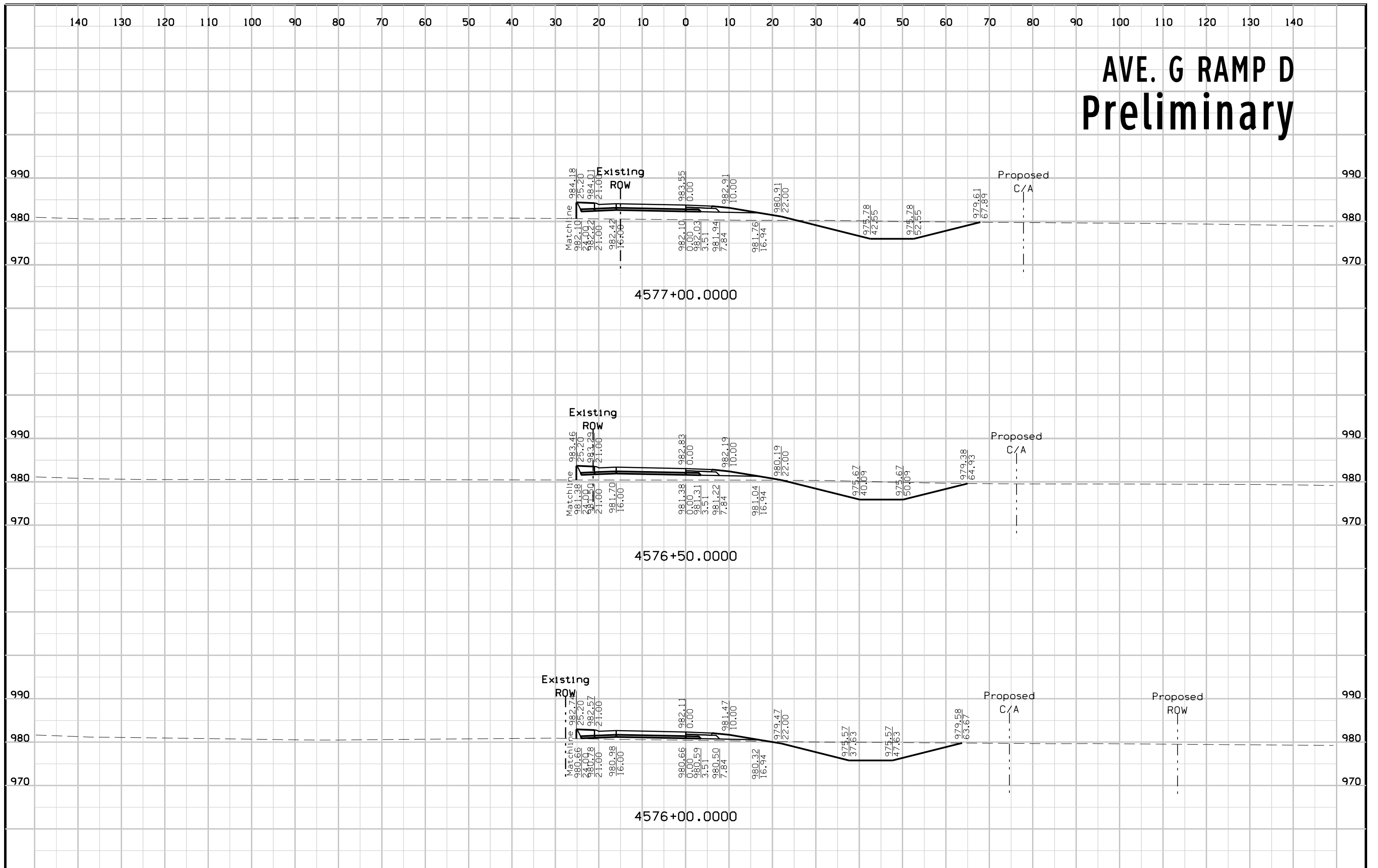
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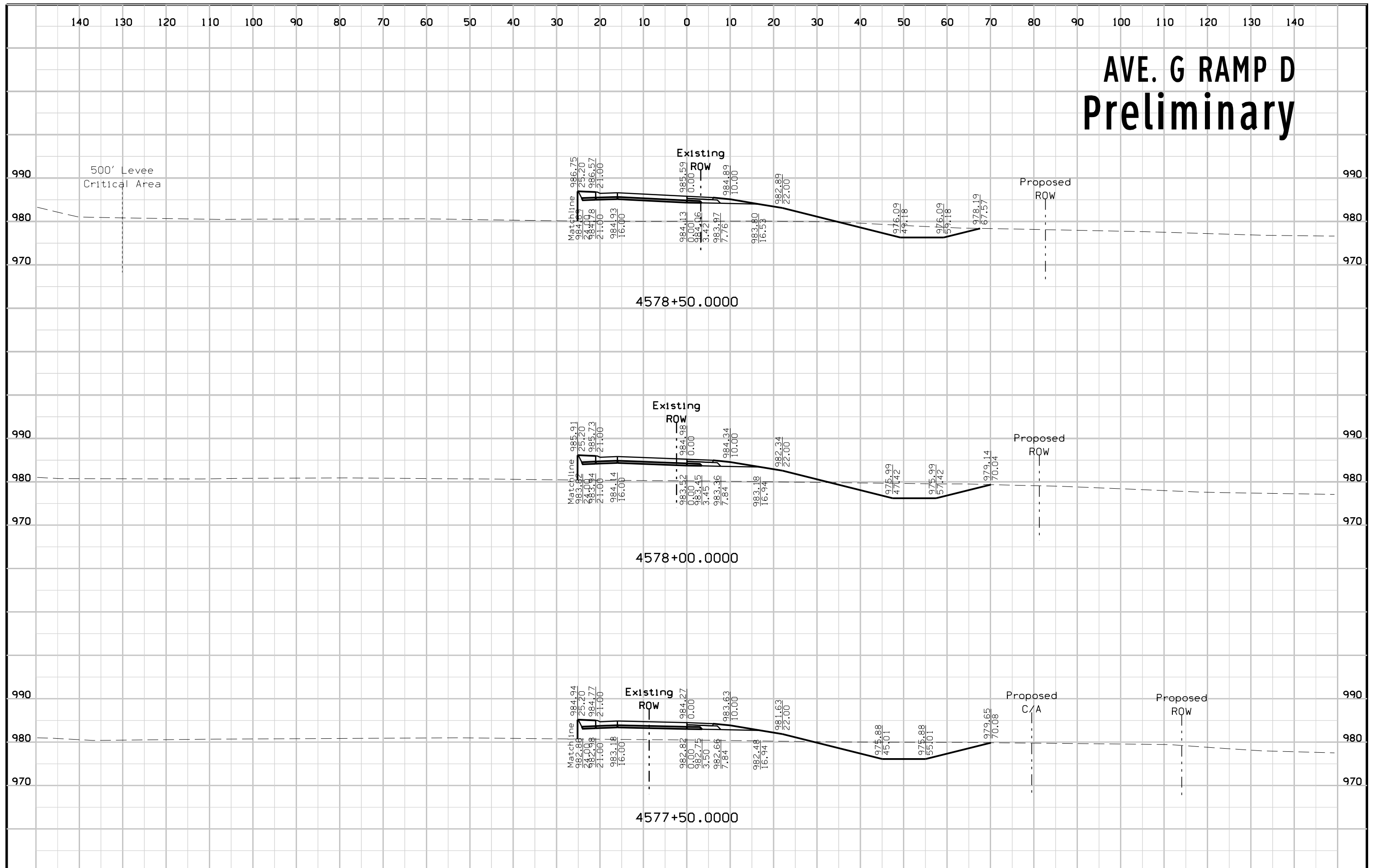
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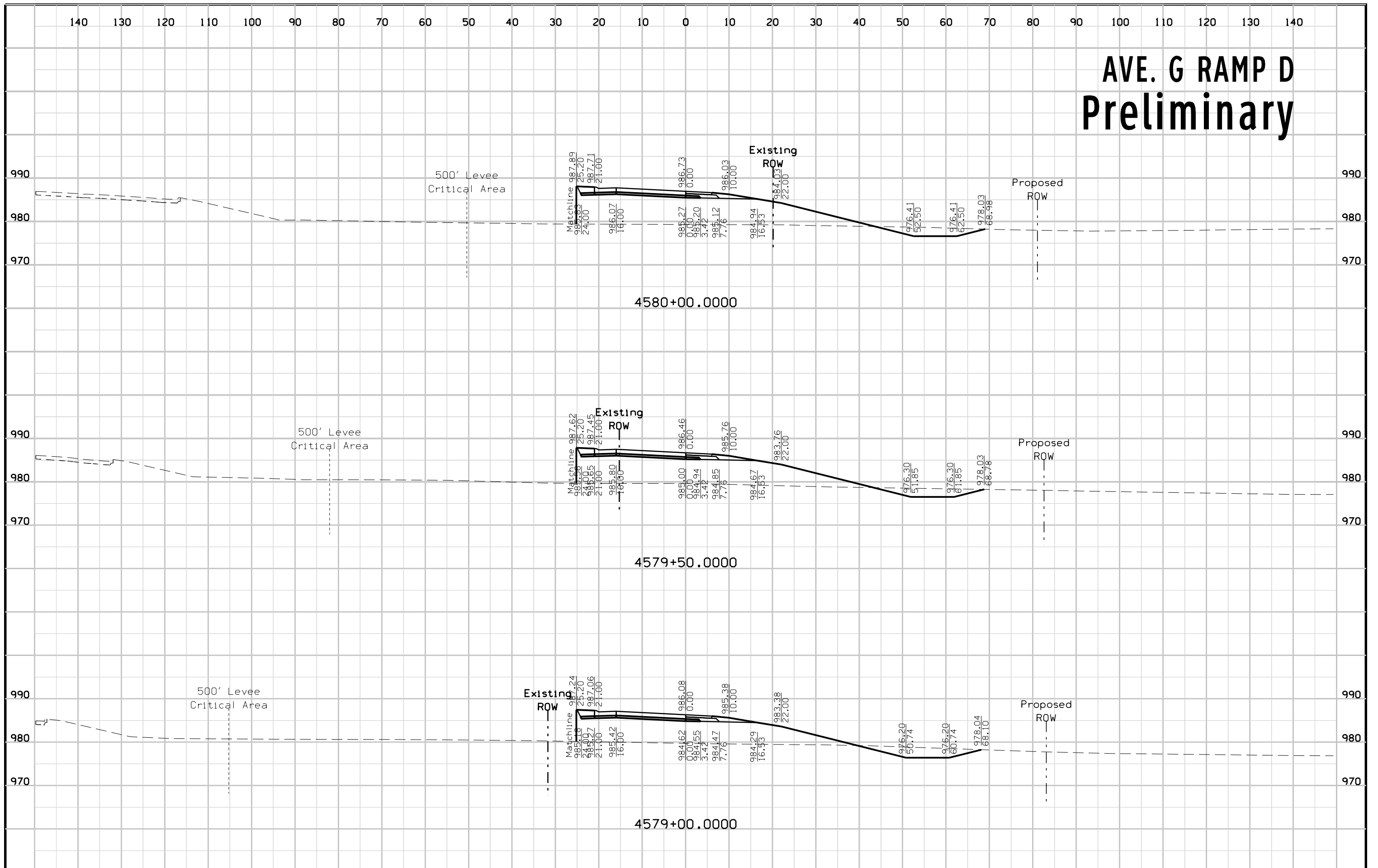
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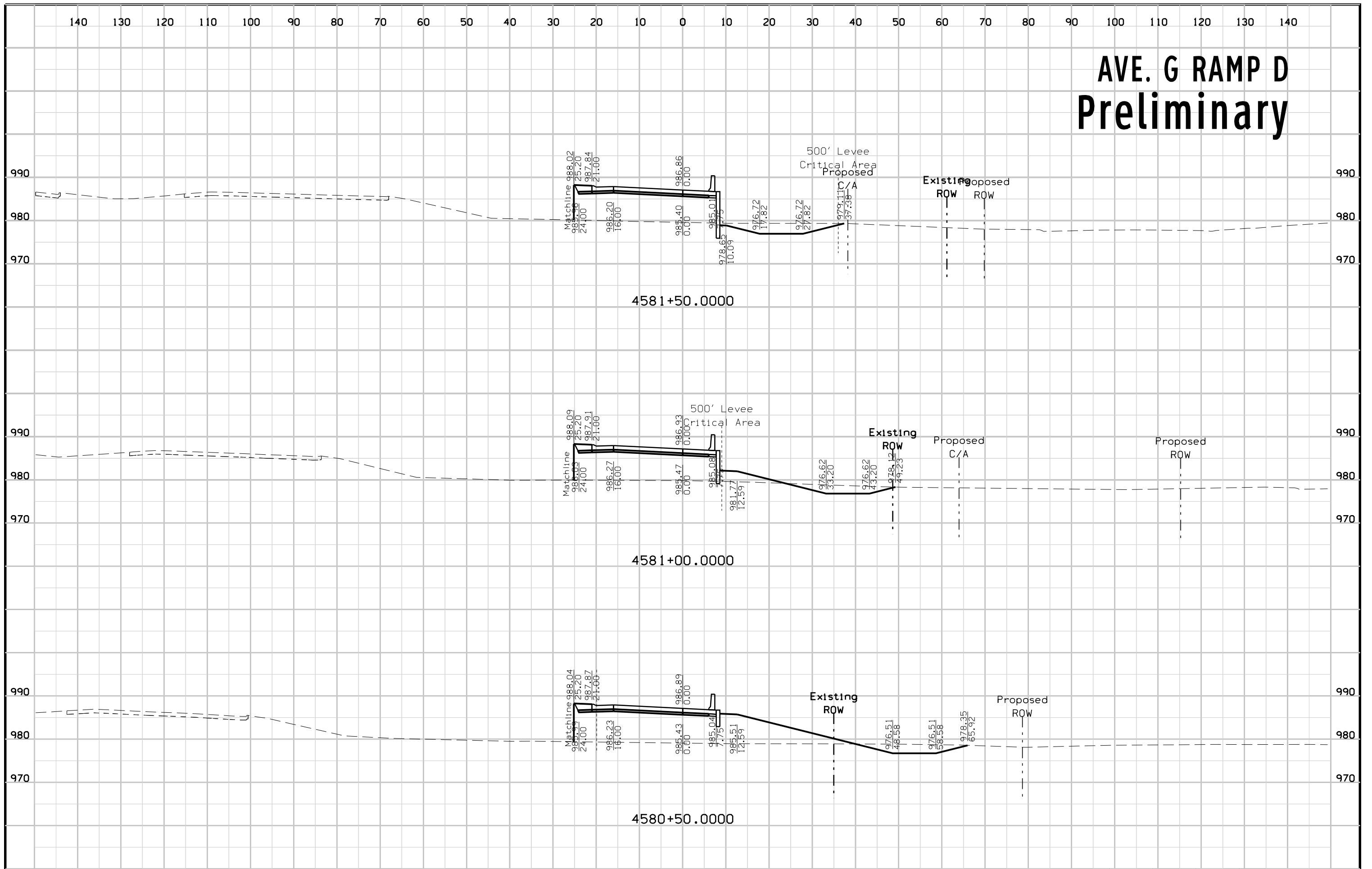
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AVE. G RAMP D Preliminary



AVE. G RAMP D Preliminary



AVE. G RAMP D Preliminary

