

WARREN CO. UNKNOWN PAVEMENT - GRADE AND NEW
 IM-NHS-035-2(429)61--03-91

LETTING DATE
 12/21/2021

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W.2 - 94	Mainline Cross Sections
X Sheets	Side Road Cross Sections
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	* Color Plan Sheets



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

WARREN COUNTY

UNKNOWN PAVEMENT - GRADE AND NEW

North of North River to
 South of Badger Creek (SB)

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

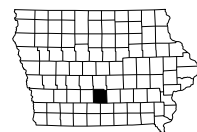
Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



For Project Location Map
 Refer to Sheet A.2

REVISIONS	
R1	01/25/2018

TOTAL	
	273
PROJECT IDENTIFICATION NUMBER	
00-91-035-030-06	
PROJECT NUMBER	
IM-NHS-035-2(429)61--03-91	
R.O.W. PROJECT NUMBER	
IMN-035-2(431)57--0E-91	



EARTHWORK SUMMARY			
Cut	355,472	CY	
Fill +30%	243,802	CY	
Waste	111,670	CY	

IA 92	101-4
	04-30-02
DESIGN DATA RURAL	
2015 AADT	4,600 V.P.D.
2035 AADT	6,200 V.P.D.
20-- DHV	-- V.P.H.
TRUCKS	10 %
Total Design ESALs	--

I-35	101-4
	04-30-02
DESIGN DATA RURAL	
2015 AADT	22,700 V.P.D.
2035 AADT	29,800 V.P.D.
20-- DHV	-- V.P.H.
TRUCKS	25 %
Total Design ESALs	--

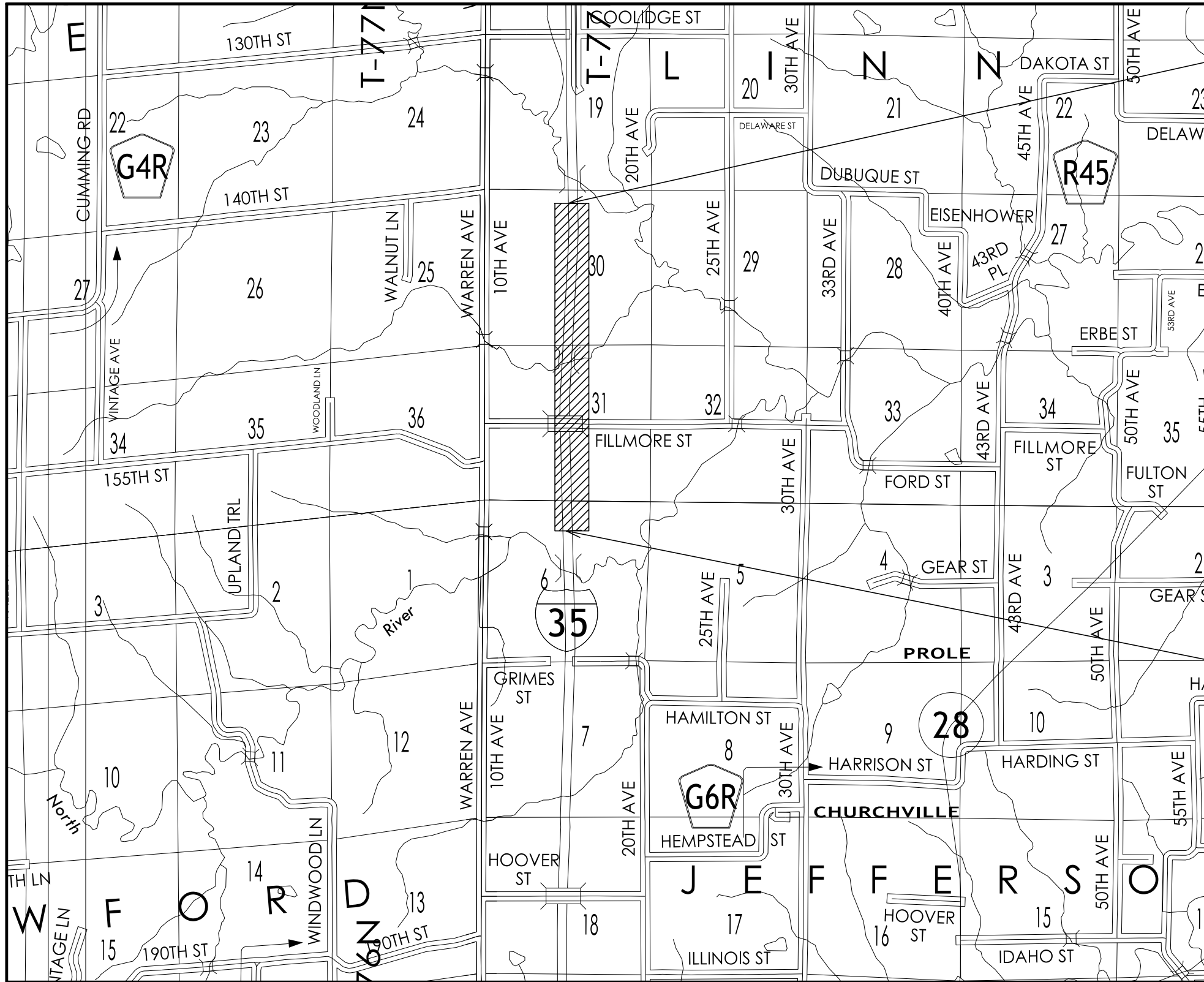
INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	Gabriel A. Nelson	Primary Signature Block

REVISED
 R1 01/25/2018

I hereby certify that this engineer's design was prepared by Gabriel A. Nelson, P.E., a Licensed Professional Engineer under the laws of the State of Iowa.

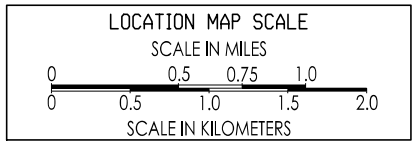
GABRIEL A. NELSON
 NELSON
 17382

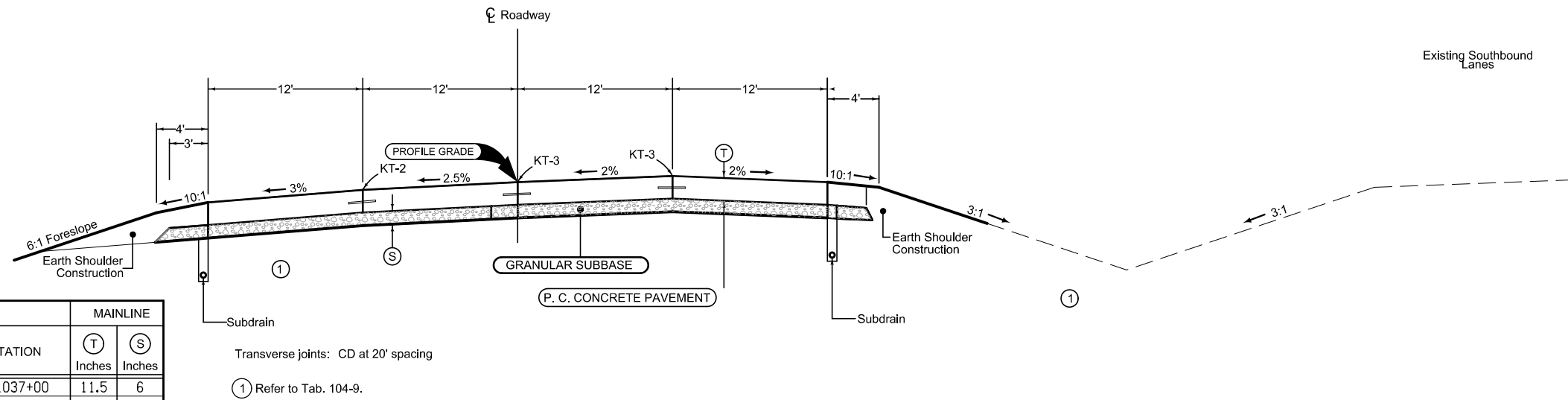
Gabriel A. Nelson, P.E. Date
 License Number 17382
 License Renewal Date is December 31, 2018
 Pages or sheets covered by this seal:



STA. 1037+00.00
 END PROJECT
 REF. LOC. 63.20±

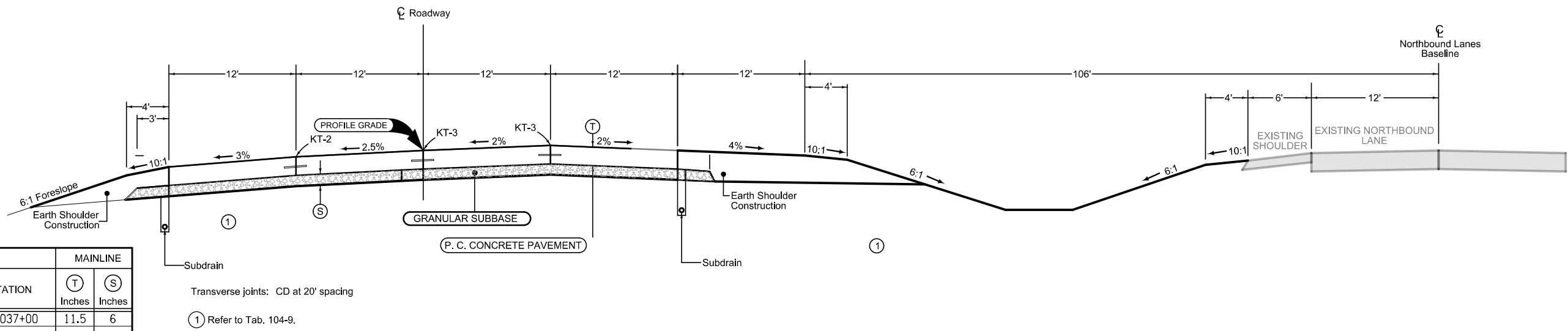
STA. 952+50.00
 BEGIN PROJECT
 REF. LOC. 60.60±





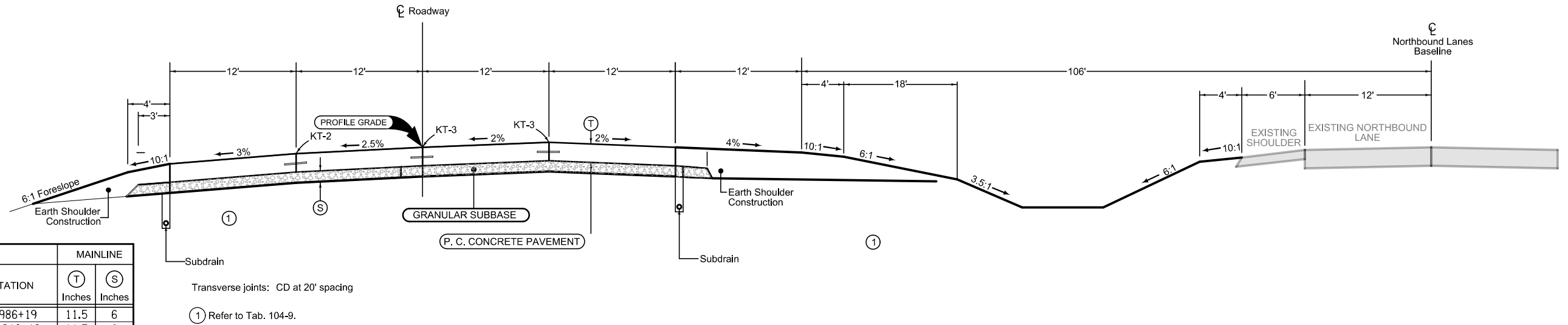
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ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches
I-35 SB	952+50 1037+00	11.5	6

TYPICAL CROSS SECTION
SOUTHBOUND LANES



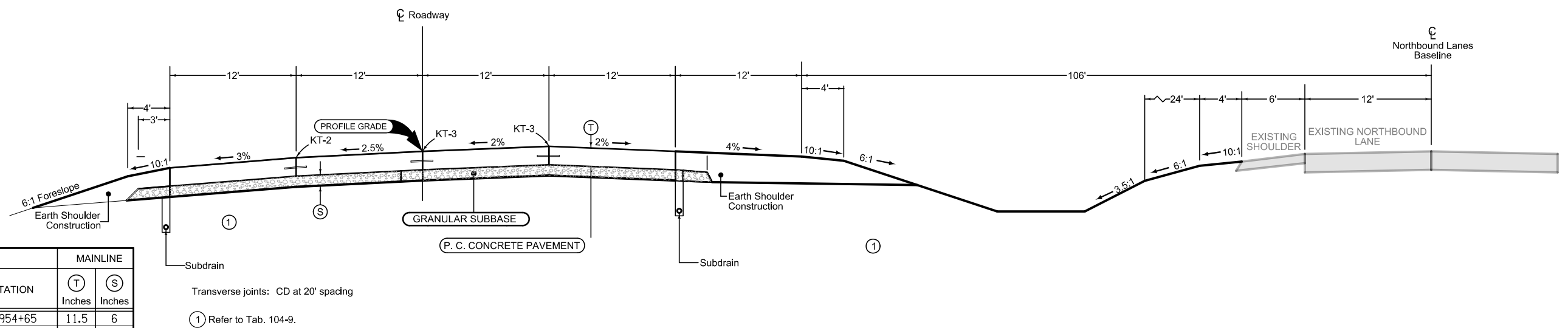
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ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches
I-35 SB	952+50 1037+00	11.5	6

TYPICAL CROSS SECTION
SOUTHBOUND LANES



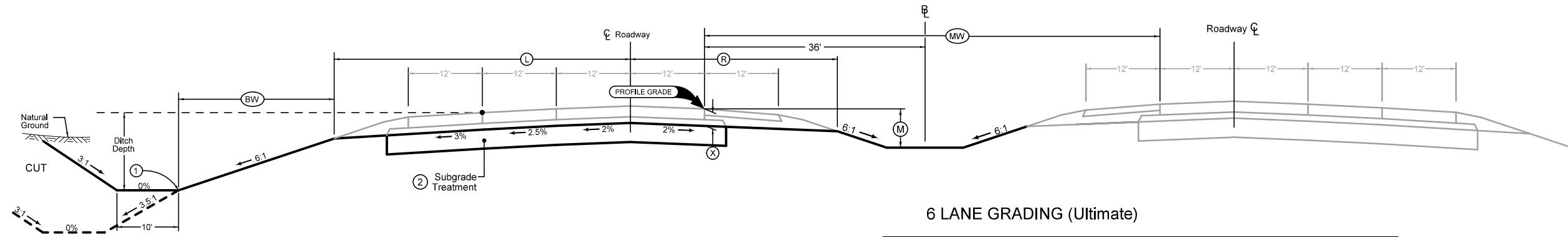
LOCATION		MAINLINE	
ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches
I-35 SB	954+65 986+19	11.5	6
I-35 SB	1004+38 1013+42	11.5	6

TYPICAL CROSS SECTION
SOUTHBOUND LANES



LOCATION		MAINLINE	
ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches
I-35 SB	952+50 954+65	11.5	6
I-35 SB	1013+42 1037+00	11.5	6

TYPICAL CROSS SECTION
SOUTHBOUND LANES



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 backslopes.

- ① Refer to project plan and cross sections for specific location of foreslope change.
- ② Refer to Sheet B.5.

6 LANE GRADING (Ultimate)

LOCATION		DIMENSIONS						
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	X Inches	BW Feet	MW Feet	M Feet	
SB	952+50 1037+00	48.62	34.12	17.5	19.00	82'	4	

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

I-35 ULTIMATE 6 Lane Section

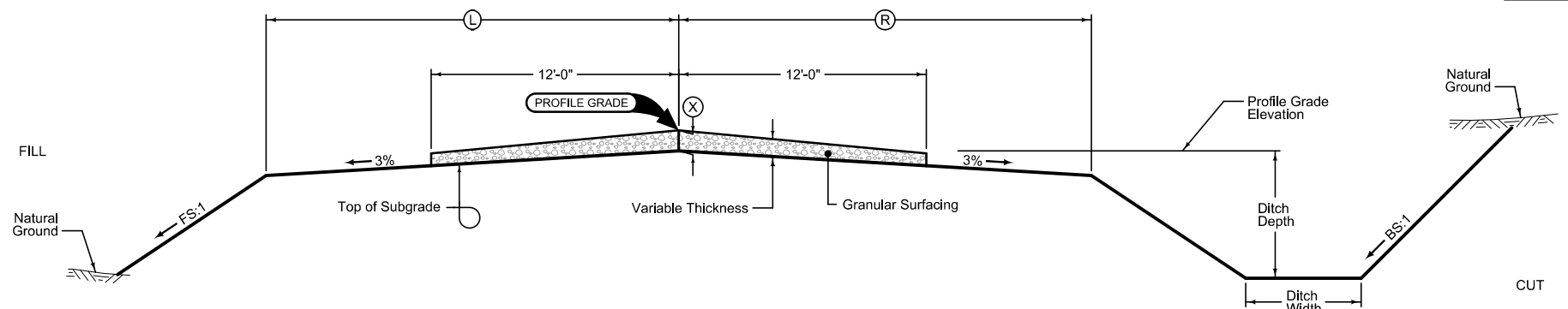
See Tab 100-24 for pavement quantities.
See Tab 112-9 for shoulder quantities.

INTERSTATE 35

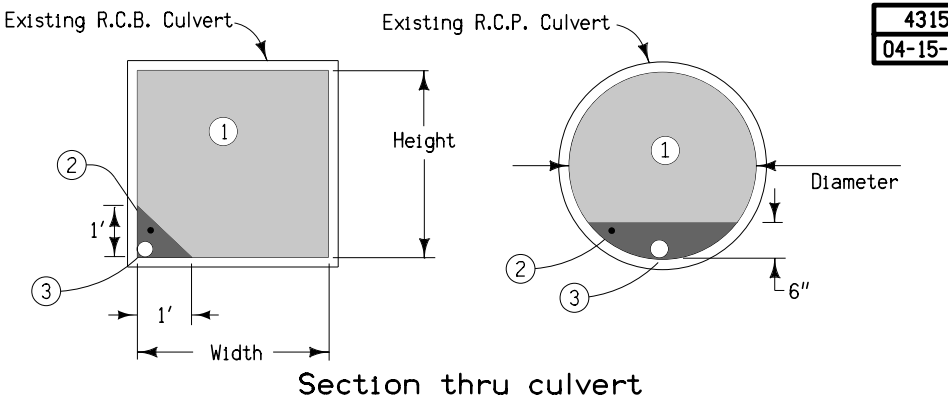
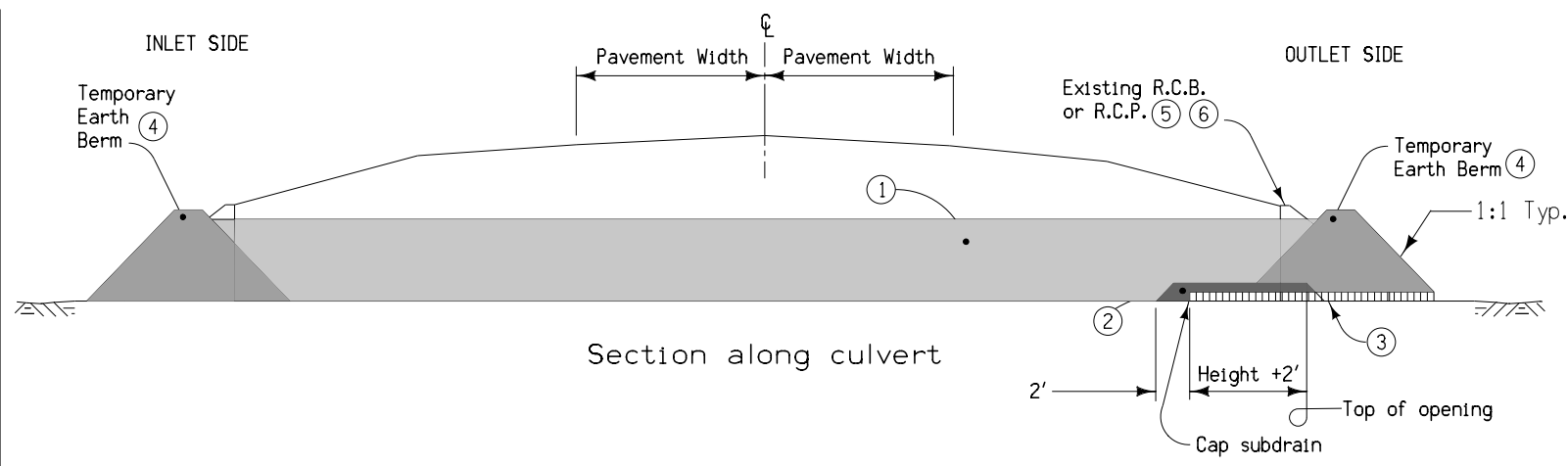
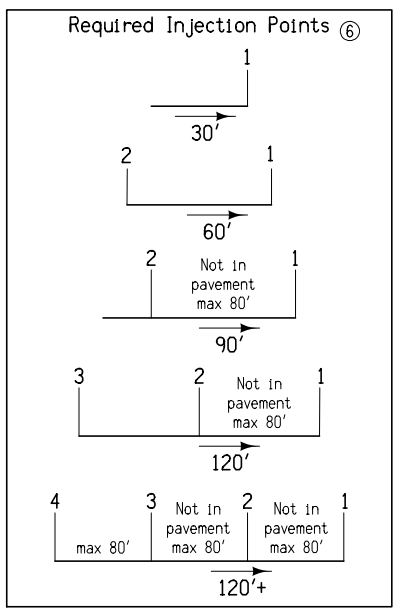
LOCATION		DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	X Inches	FS	BS	
Filmore Street	2980+50 2985+80	14	14	3	3	2.5	
Filmore Street	2989+50 2998+00	14	14	3	3	2.5	

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 backslopes.

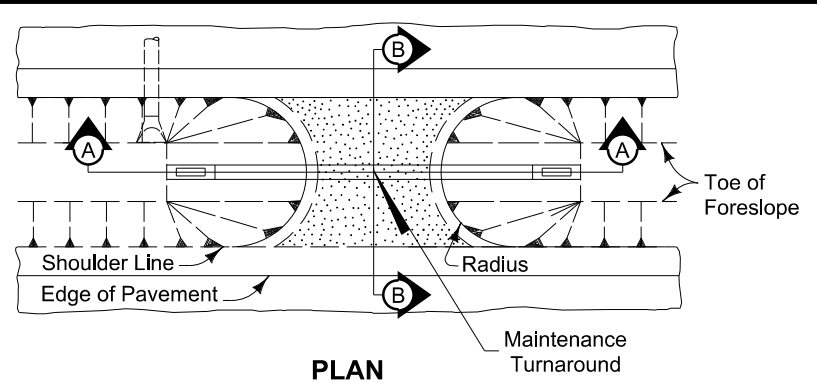


GRADING AND GRANULAR SURFACING

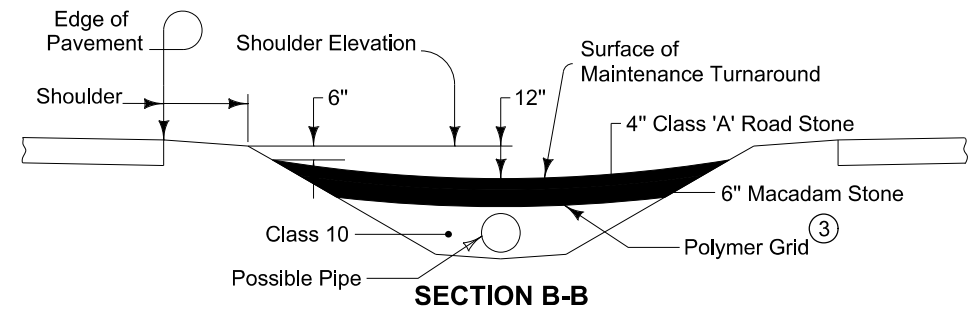
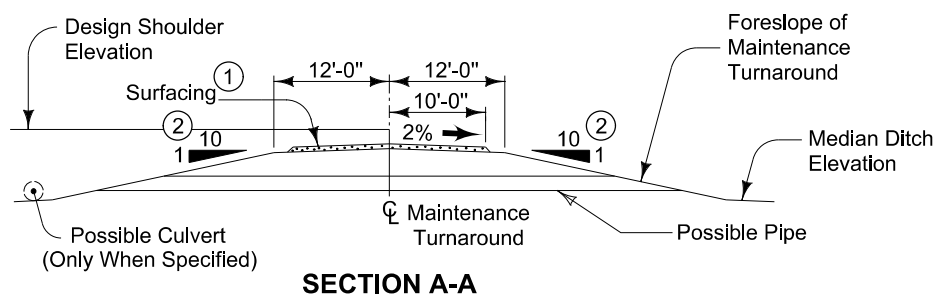


- ① Flowable Mortar.
- ② Granular Backfill.
- ③ 4" subdrain at flowline elevation of culvert shall be extended into the culvert a distance of 2' plus the height of the culvert. Granular Backfill covers subdrain and extends an additional 2'. Subdrain and granular backfill are incidental to flowable mortar.
- ④ Ends of culvert shall be plugged sufficiently to retain flowable mortar. Temporary earth berms are incidental to flowable mortar.
- ⑤ Removal of headwalls may be required.
- ⑥ Outlet shall be filled first. See injection point detail for additional information.

DETAILS OF CULVERT ABANDONMENT WITH FLOWABLE MORTAR
(Rectangular structures less than 8' in either height or width.
Circular structures less than 10' Dia.)

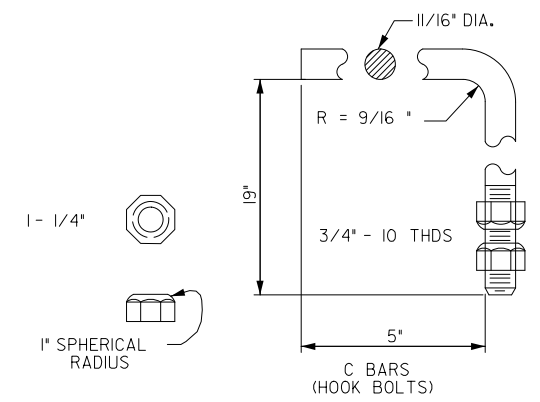
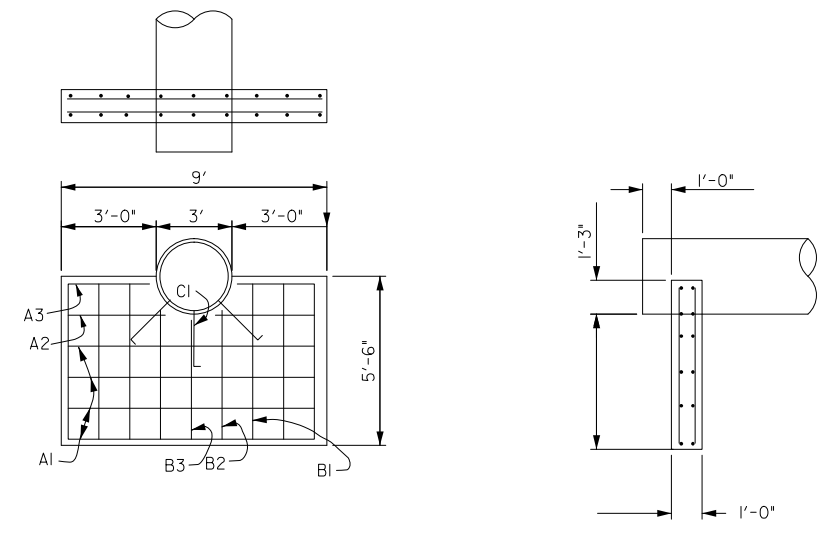


- 8101
04-21-15
- ① Surfacing quantities based on a 6 inch layer of Macadam Stone base and a 4 inch layer of Class 'A' Road Stone. Apply surfacing as directed by the Engineer.
 - ② Construct 8:1 foreslope when drainage pipe is incorporated into the maintenance turnaround.
 - ③ Install Polymer Grid between Class 10 and stone material.
 - ④ See Standard Road Plan DR-212.



MAINTENANCE TURNAROUND

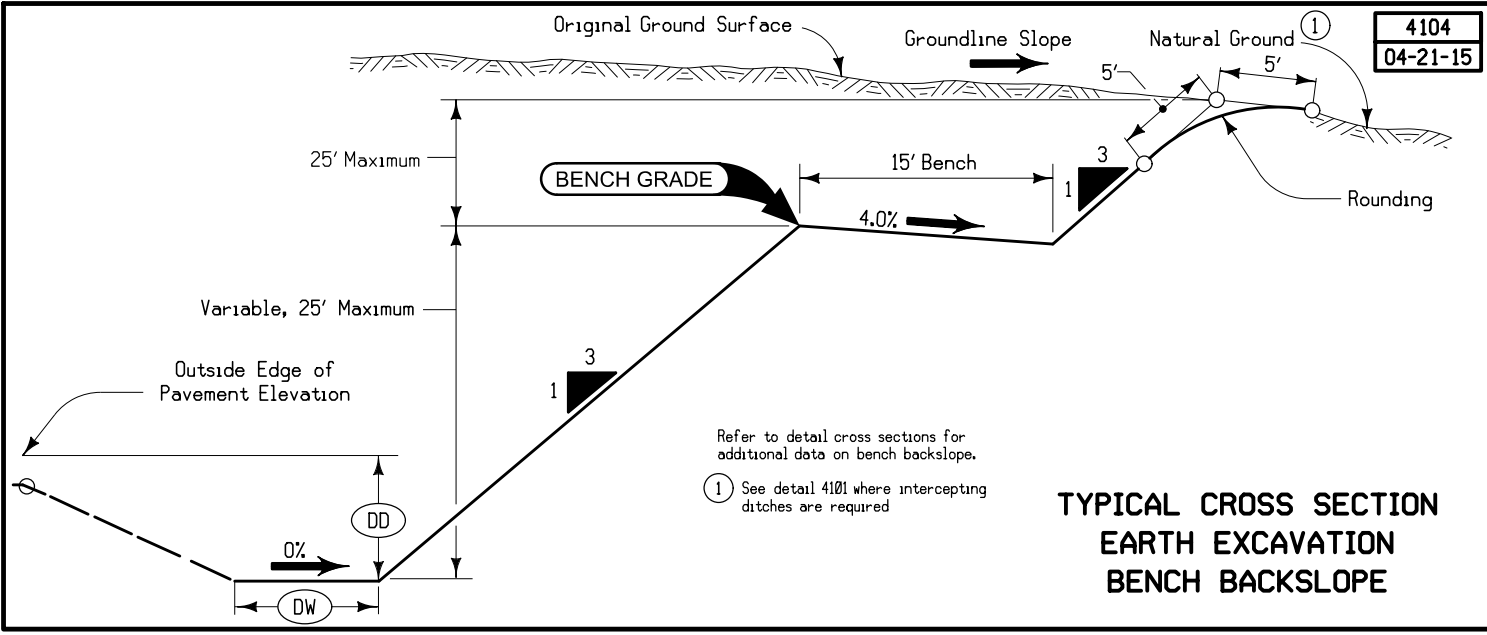
Location		Class 'A' Road Stone	Macadam Stone	Polymer Grid	Class 10	Pipe Length	Beveled Pipe & Guard ④	Radius	Remarks
Road Identification	Station	TONS	TONS	SY	CY	LF	EACH	FT	



REINFORCING STEEL		
LOCATION	BAR	LENGTH
HORIZ. BF & FF	4A1	8'-0"
HORIZ. BF & FF	4A2	3'-0"
HORIZ. BF & FF	4A3	2'-6"
VERT. BF & FF	4B1	5'-0"
VERT. BF & FF	4B2	4'-0"
VERT. BF & FF	4B3	3'-6"

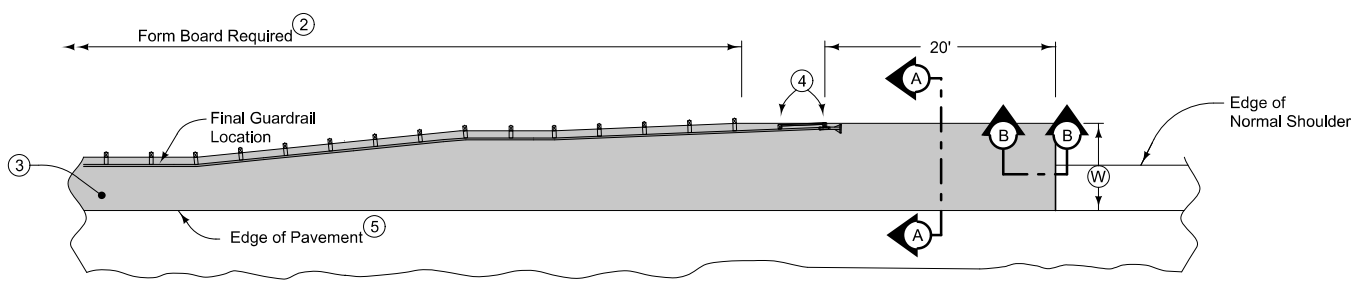
NOTE:
STEEL SPACING AT 1'0" CENTERS.
HOOK BOLTS AND NUTS SHALL BE GALVANIZED.
CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR STEEL SHALL BE 3".

4104
04-21-15



**TYPICAL CROSS SECTION
EARTH EXCAVATION
BENCH BACKSLOPE**

7156
MODIFIED

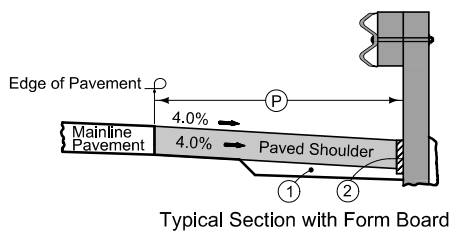


11.5" PCC Paved Shoulder at guardrail with the following jointing layout:
Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at W/2 from edge of mainline pavement when W is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

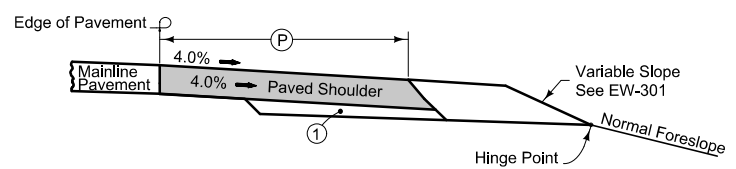
Removal & reinstallation of guardrail will be allowed with no additional payment.

Refer to Shoulder tabulation (112-9) for quantities.

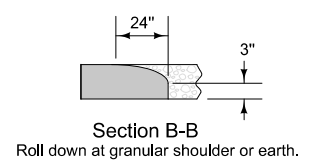
- ① 6" subgrade treatment.
- ② When guardrail posts are installed prior to construction of paved shoulder, nail 1" x 6" untreated form boards along the face of guardrail posts for the length shown. This board is to prevent shoulder material from contacting the sides of the posts and altering the function of the guardrail. Form board not required for final 2 posts.
- ③ Continue paved shoulder to existing paved shoulder or 20' beyond the end of guardrail.
- ④ Shoulder may be notched for final 2 posts or post sleeves may be installed through pavement.
- ⑤ 'KT-1' joint for PCC shoulder.



Typical Section with Form Board

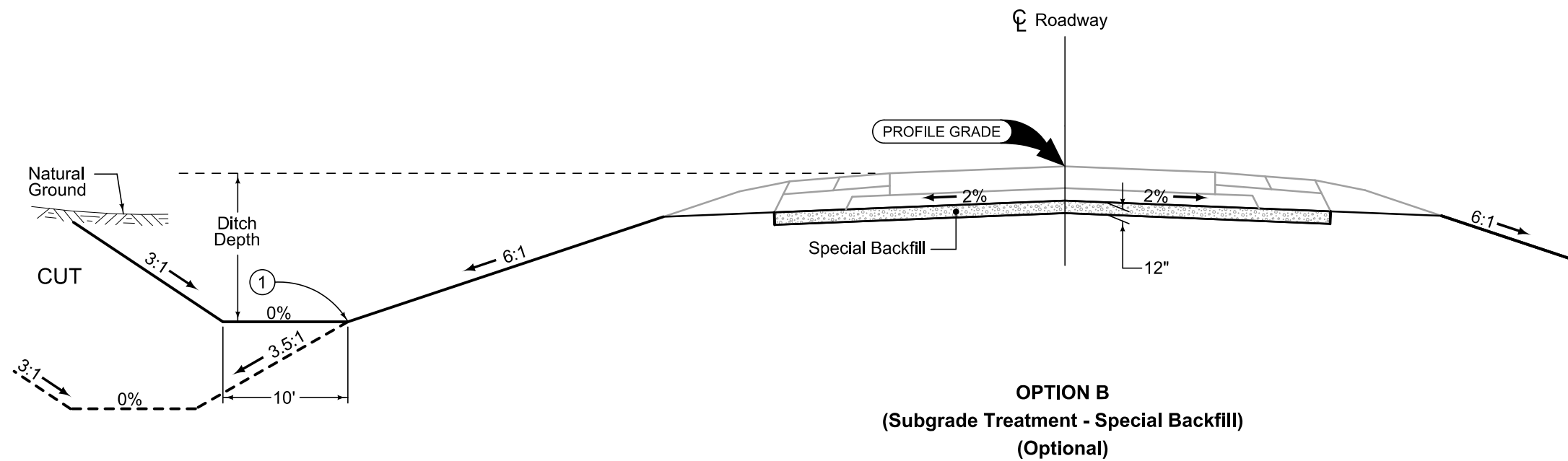
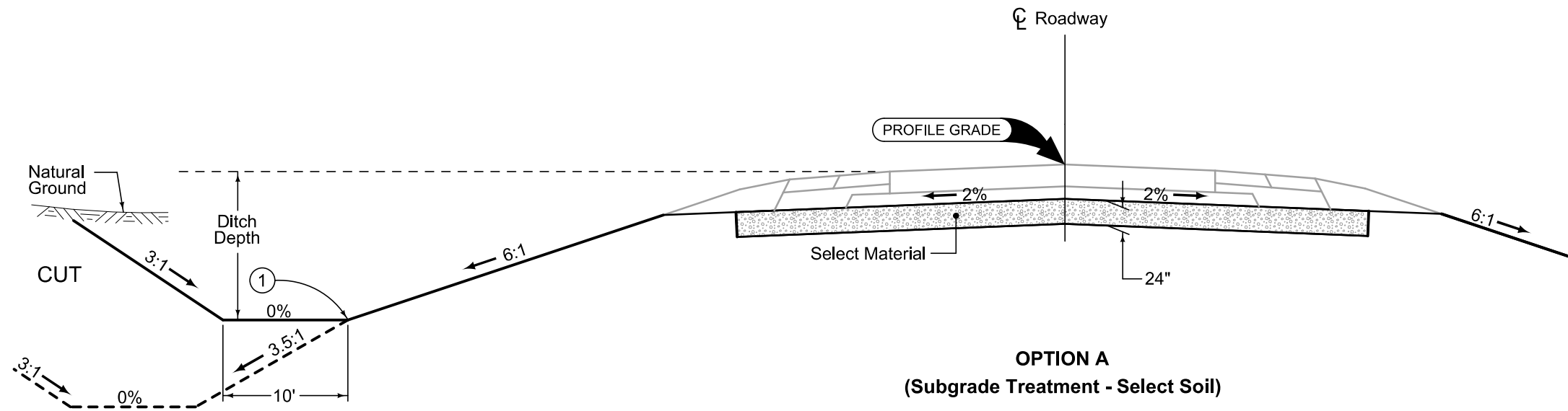


Section A-A



Section B-B
Roll down at granular shoulder or earth.

PAVED SHOULDER AT GUARDRAIL

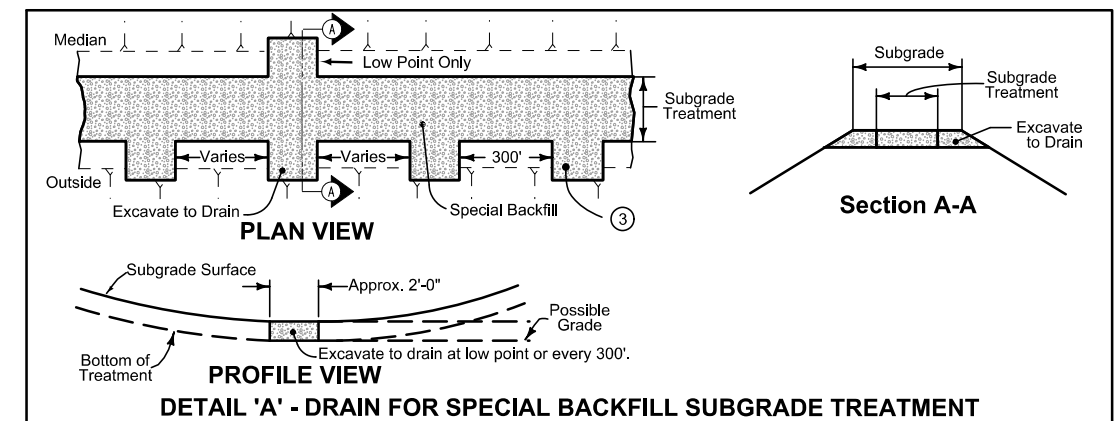


Normal section shown may be modified appropriately in areas of super-elevated curves or other locations specifically designated by the Engineer.

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

Quantity calculations based on Select Soil.

- ① Refer to project plan and cross sections for specific location of foreslope change.
- ② See Detail 'A'
- ③ Excavate a portion of subgrade as necessary to provide drainage for the treatment. The additional excavation and Special Backfill for outlets is incidental and will not be paid for separately.



SURVEY SYMBOLS

- IN Storm Sewer Intake
- FW Wire Fence
- INB Storm Sewer Beehive Intake
- PR Electric Riser Pole
- GP Guard Post (Less Than 4 Posts)
- SL Speed Limit Sign
- SI Sign
- TIL Tile Line
- GDL Guard Rail Steel
- LUM Luminaire
- UE Utility Elevation
- WV Water Valve
- GPR Guard Post (4 or More Posts)
- FP Filler Pipe
- OUT Tile Outlet
- MIS Miscellaneous
- PPA Power Pole Co. 1
- AST Above Ground Storage Tank
- LP L.P. Tank
- FLG Flag Poles
- WHD Water Hydrant
- WEL Well
- MH Utility Access (Manhole)
- TPD Telephone Pedestal
- MM Mile Marker Post
- FCL Chain Link and Security Fence
- EB Electrical Box
- TV Satellite TV Dish
- UB Utility Box
- UST Underground Tank
- GV Gas Valve
- WHU RV Water Hook Up
- SEP Septic Tank
- FHD Fire Hydrants
- FWD Wood Fence
- RET Retaining Walls
- D Centerline Draw or Stream (Down)
- BNK Stream Bank
- RIP Rip-Rap
- EW Edge of Water
- DU Centerline Draw or Stream (Up)
- ENT Centerline BL of Entrance
- ENU Edge Unpaved Entrance & Parking
- EG Edge of Gravel Road
- SNP Unpaved Shoulder
- DIK Centerline of Dike or Dam
- F02 FOB Underground Fiber Optic Co. 2
- T1 TLA Underground Telephone Line Co. 1
- E1 ELA Underground Electric Line Co. 1
- F0 FOA Underground Fiber Optic Co. 1
- W WLA Underground Water Line Co. 1
- St.S.2 STB Storm Sewer Line Co. 2
- San. SAA Sanitary Sewer Line Co. 1
- E2 ELB Underground Electric Line Co. 2
- TV TVA Underground TV Cable Co. 1
- F03 FOC Underground Fiber Optic Co. 3

UTILITY LEGEND

- INDIANOLA MUNICIPAL UTILITY
Bob Miller
515-961-9444
515-250-3299
bmiller@m-u.com
- MID-AMERICAN ENERGY
- MIDAMERICAN ENERGY
Mike Fulton
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mrfulton@midamerican.com
- MIDAMERICAN ENERGY
Gail Davis
515-281-2619
GDDavis@midamerican.com
- VERIZON
Steve Bonczkowski
630-395-6701
630-327-6959
Stephen.bonczkowski@verizon.com
- CENTURY LINK (LIGHT CORE)
Bob Sampson
636-887-5367
robert.sampson@centurylink.com

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	Description
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.	Description
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

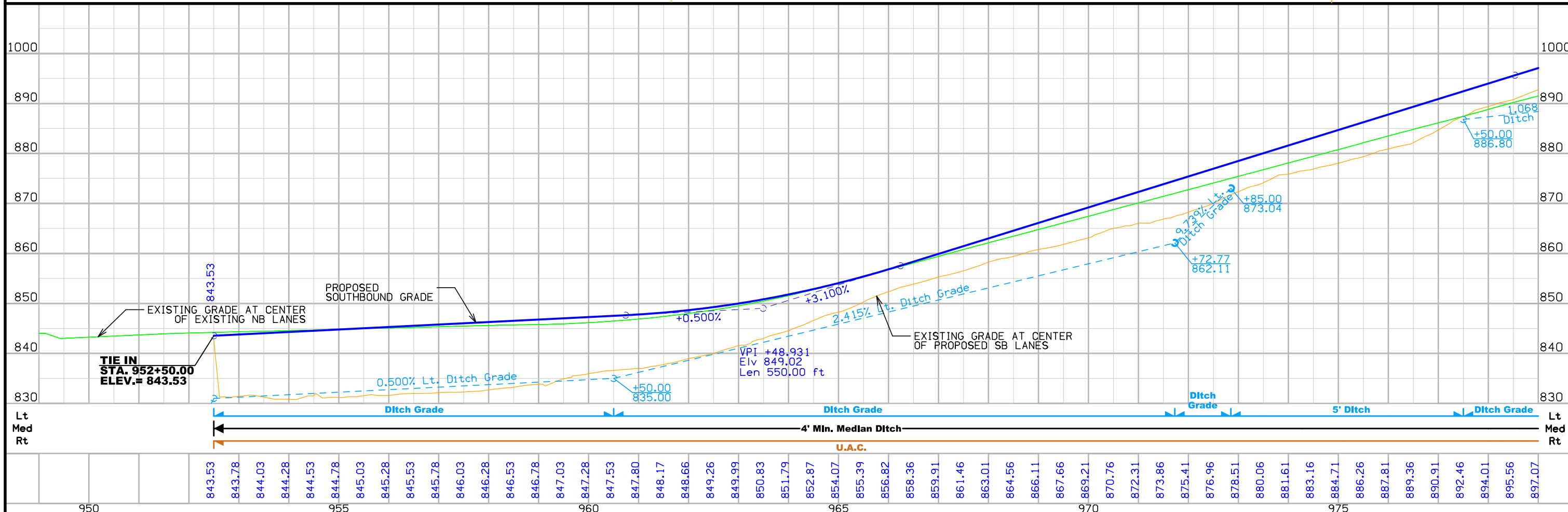
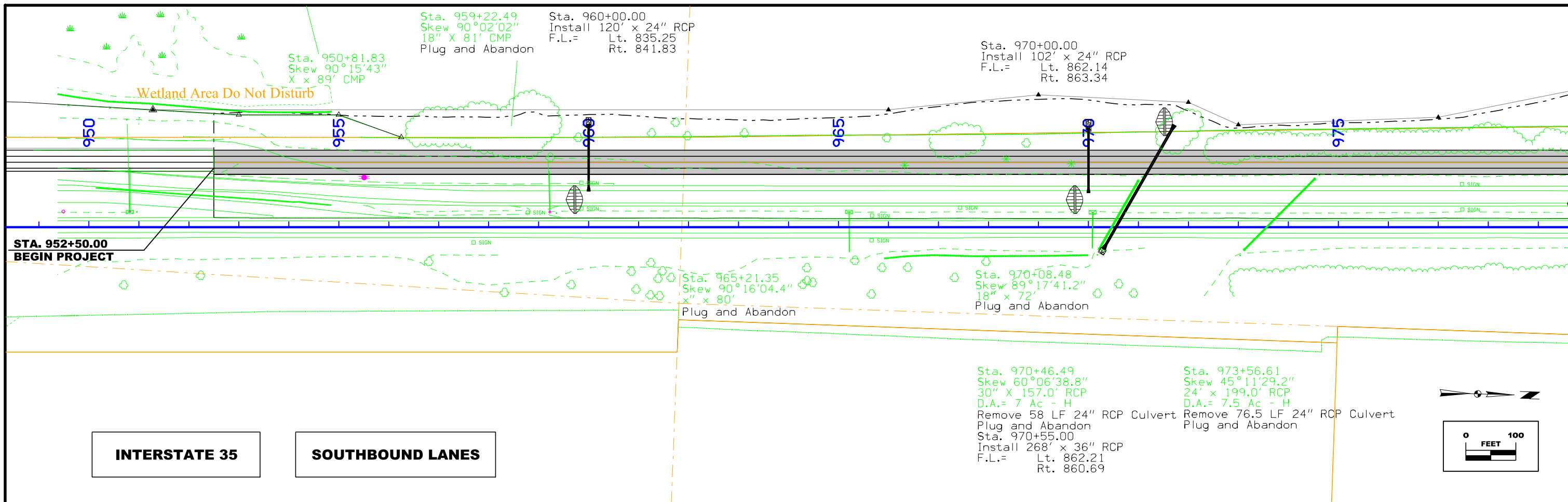
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

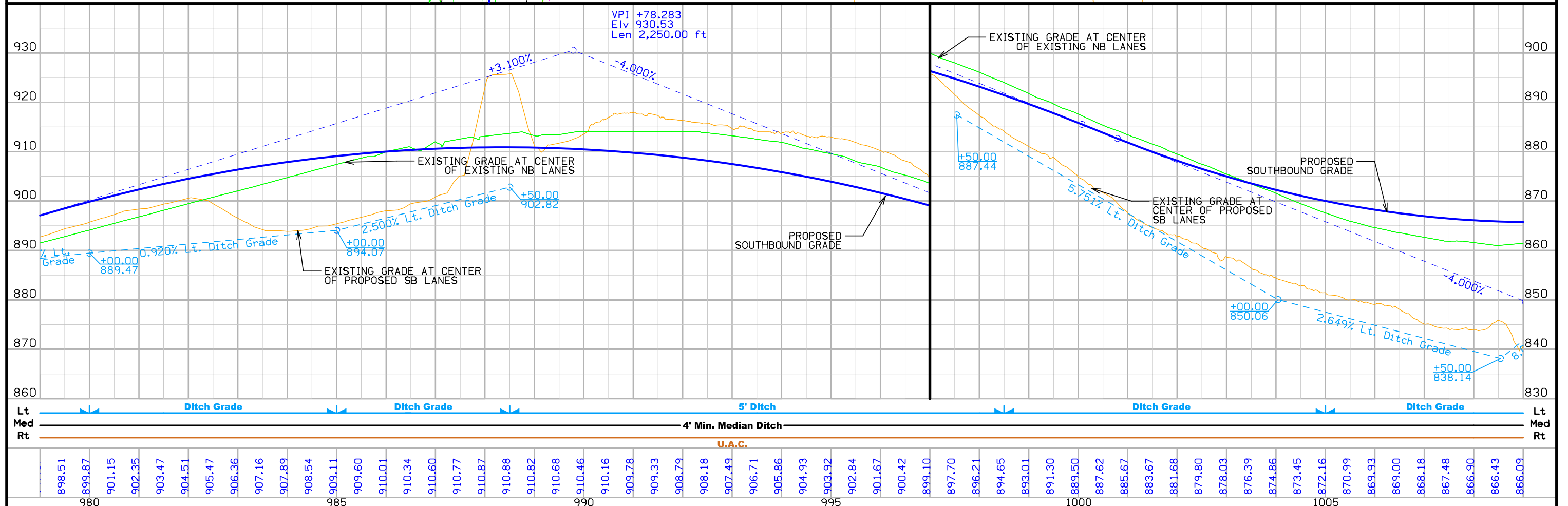
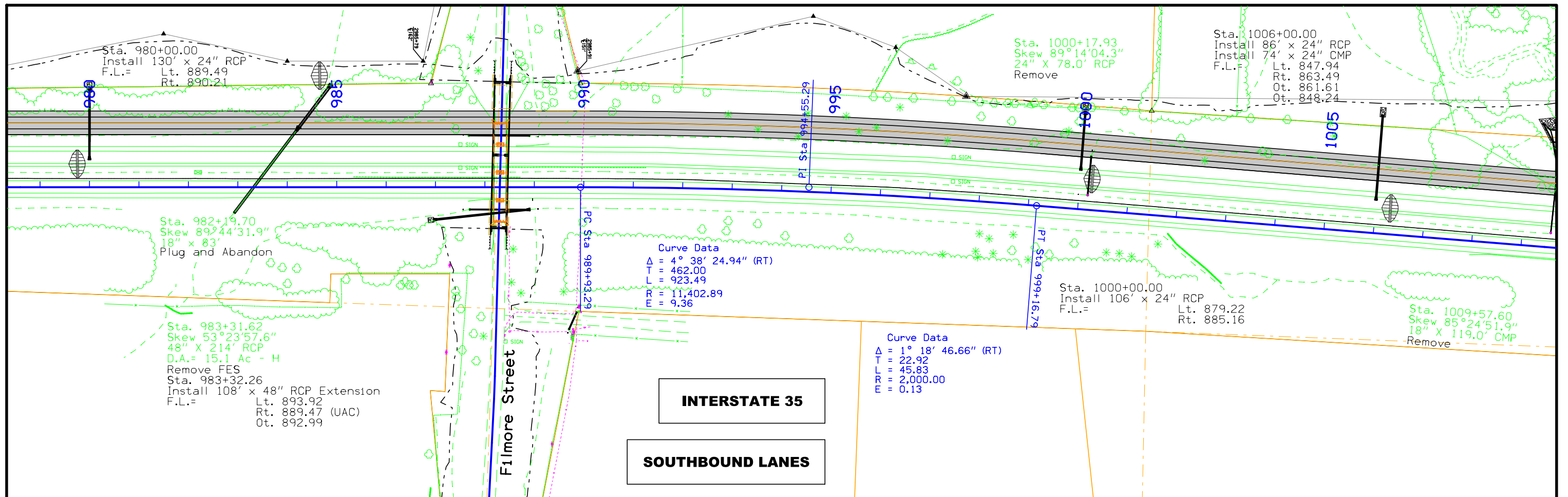
RIGHT-OF-WAY LEGEND

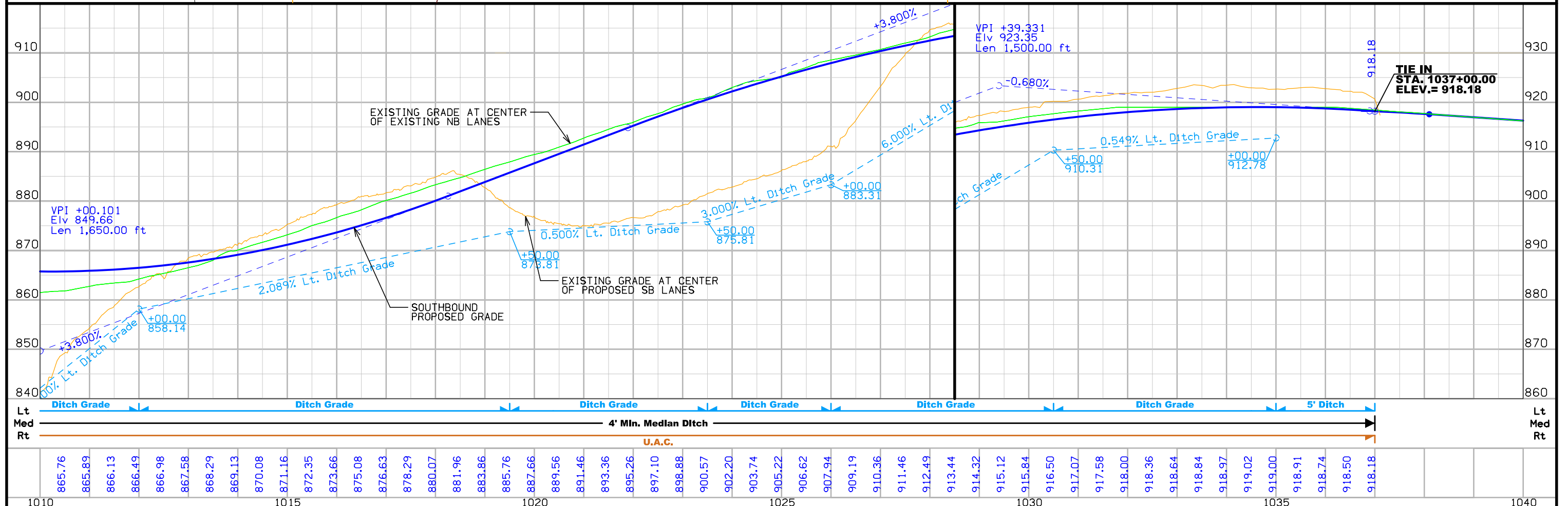
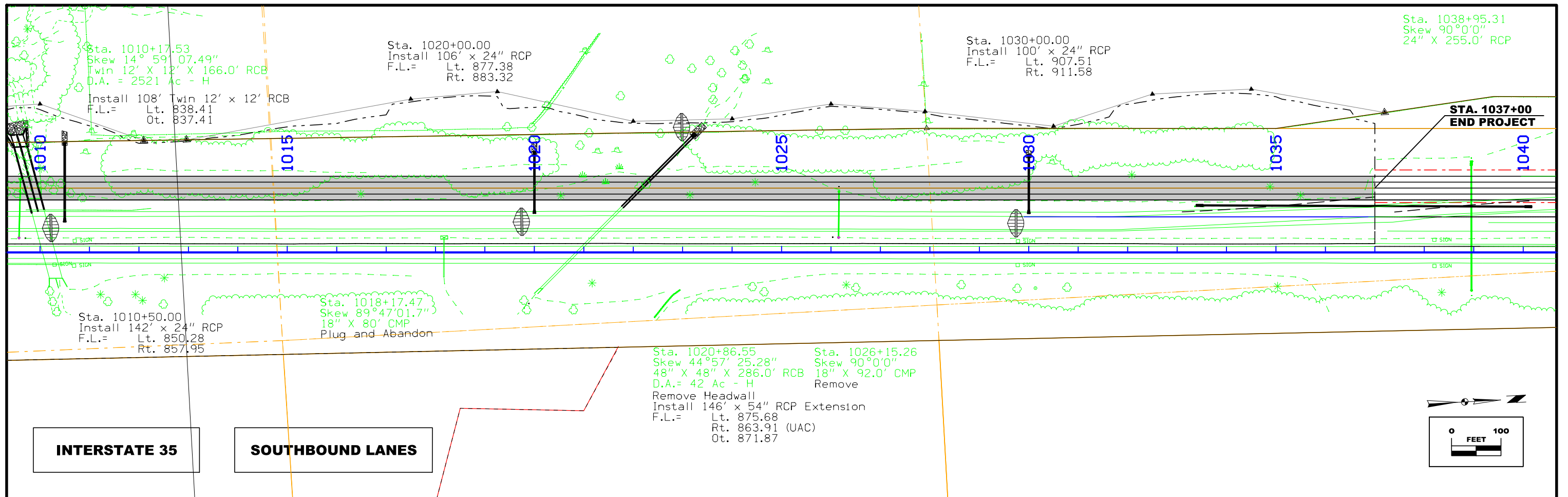
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- Access Control
- Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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







865.76	865.89	866.13	866.49	866.98	867.58	868.29	869.13	870.08	871.16	872.35	873.66	875.08	876.63	878.29	880.07	881.96	883.86	885.76	887.66	889.56	891.46	893.36	895.26	897.10	898.88	900.57	902.20	903.74	905.22	906.62	907.94	909.19	910.36	911.46	912.49	913.44	914.32	915.12	915.84	916.50	917.07	917.58	918.00	918.36	918.64	918.84	918.97	919.02	919.00	918.91	918.74	918.50	918.18
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①
LAWRENCE C. WATTS
AND
JAMES J. WATTS

①
LAWRENCE C. WATTS
AND
JAMES J. WATTS

951+28
C235'±E x R/W

950

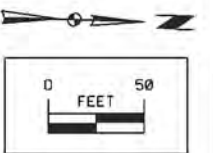
955

Interstate 35

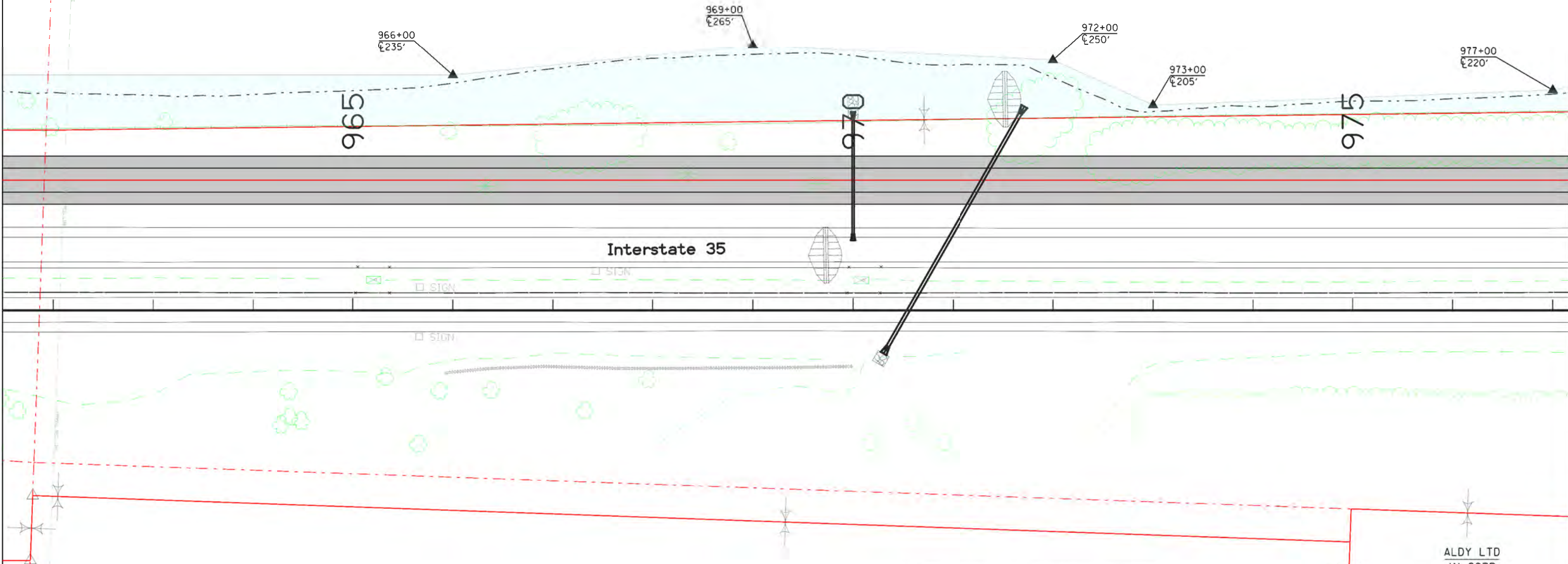
ALICE A DONHOE

For Main Line Details
Refer to Sheet No. D.02

Right of Way Design Information THIS SHEET INCLUDED FOR INFORMATION ONLY
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Color Legend:  Property Lines  Temporary Easement  Permanent Acquisition



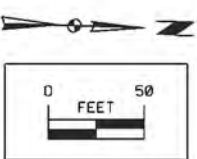
LAWRENCE C. WATTS
AND
JODY R. WATTS

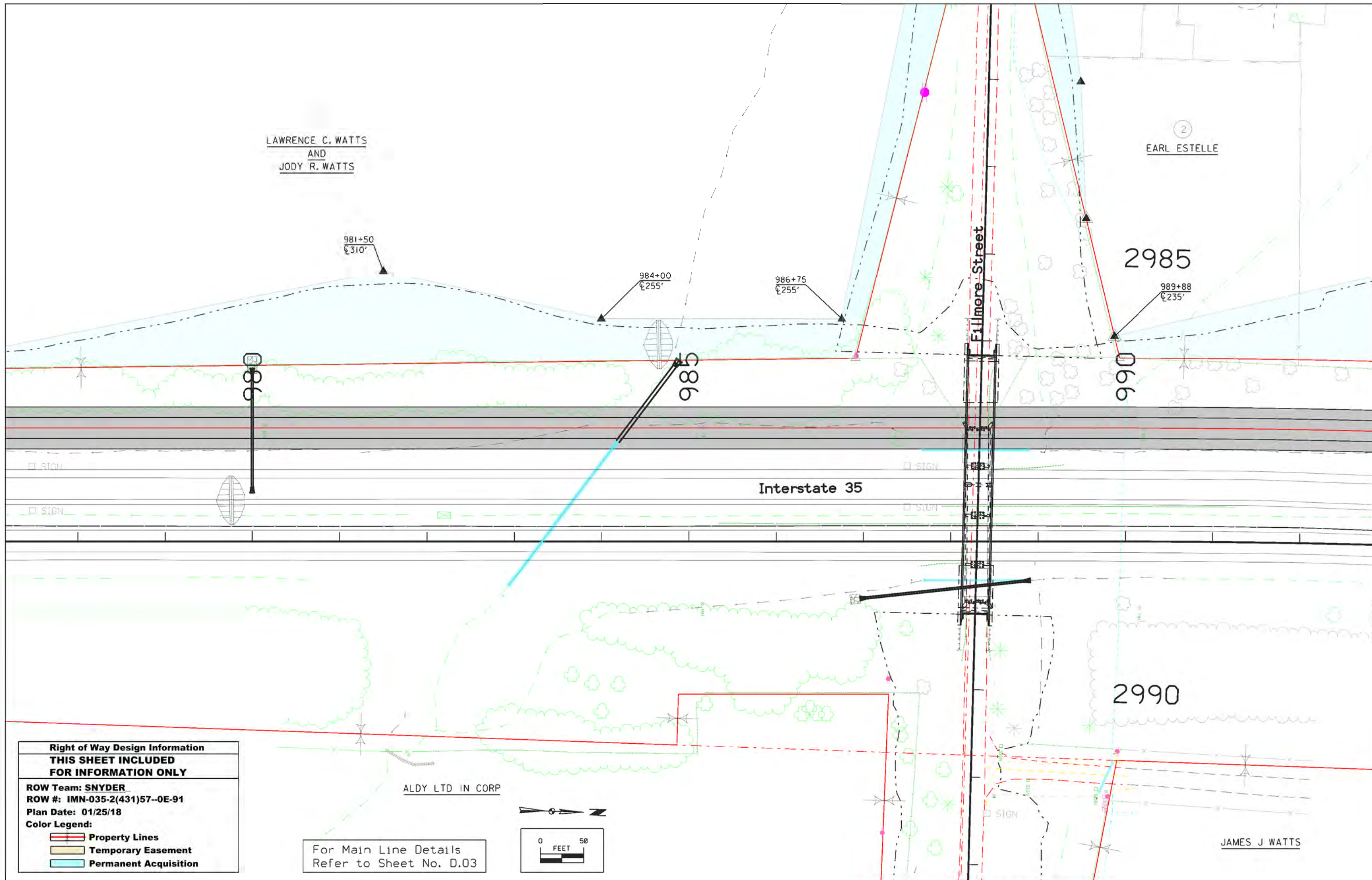


For Main Line Details
Refer to Sheet No. D.02

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57-0E-91	
Plan Date: 01/25/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

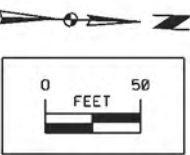
ALDY LTD
IN CORP

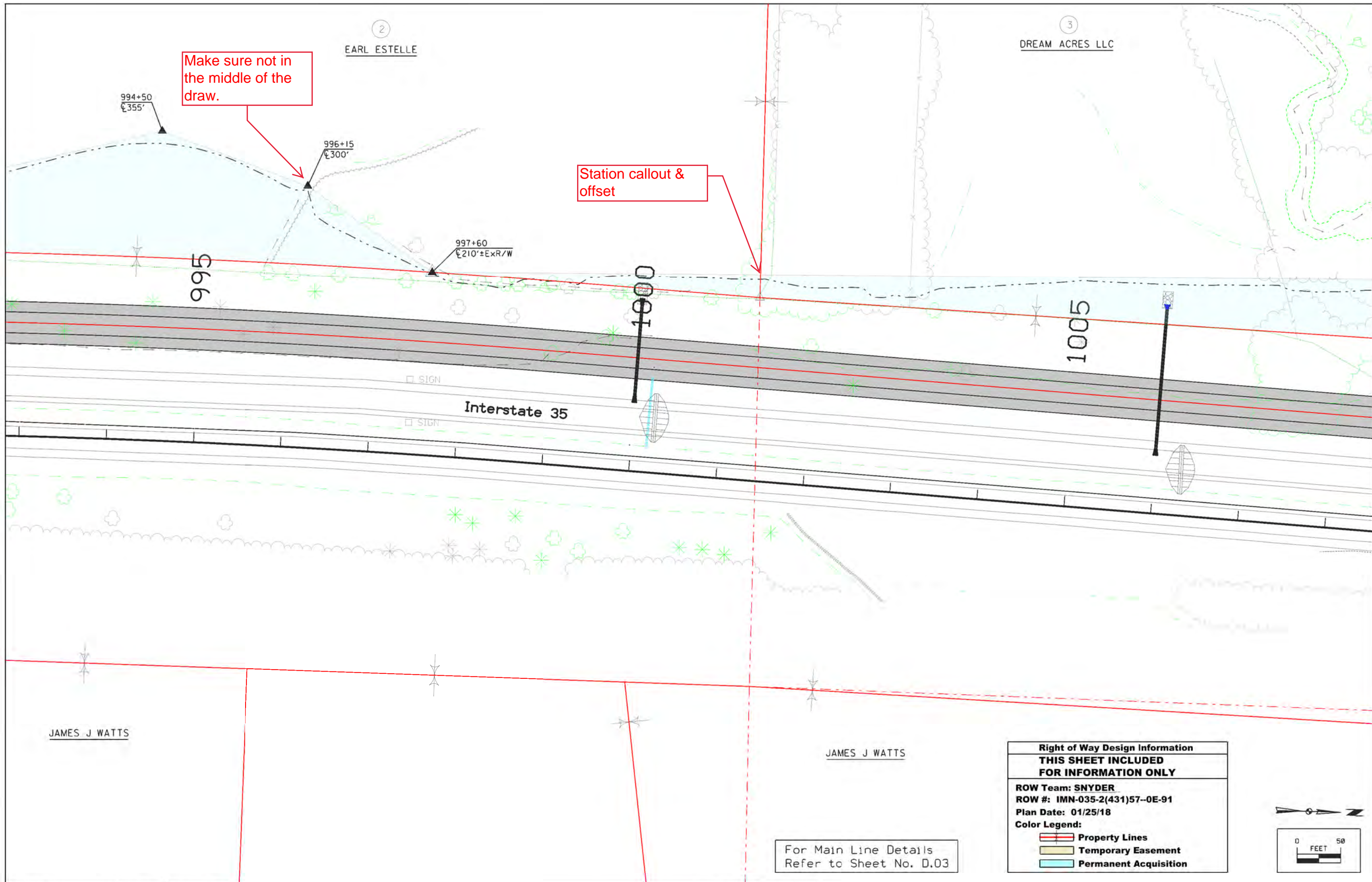




Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57-0E-91	
Plan Date: 01/25/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

For Main Line Details Refer to Sheet No. D.03



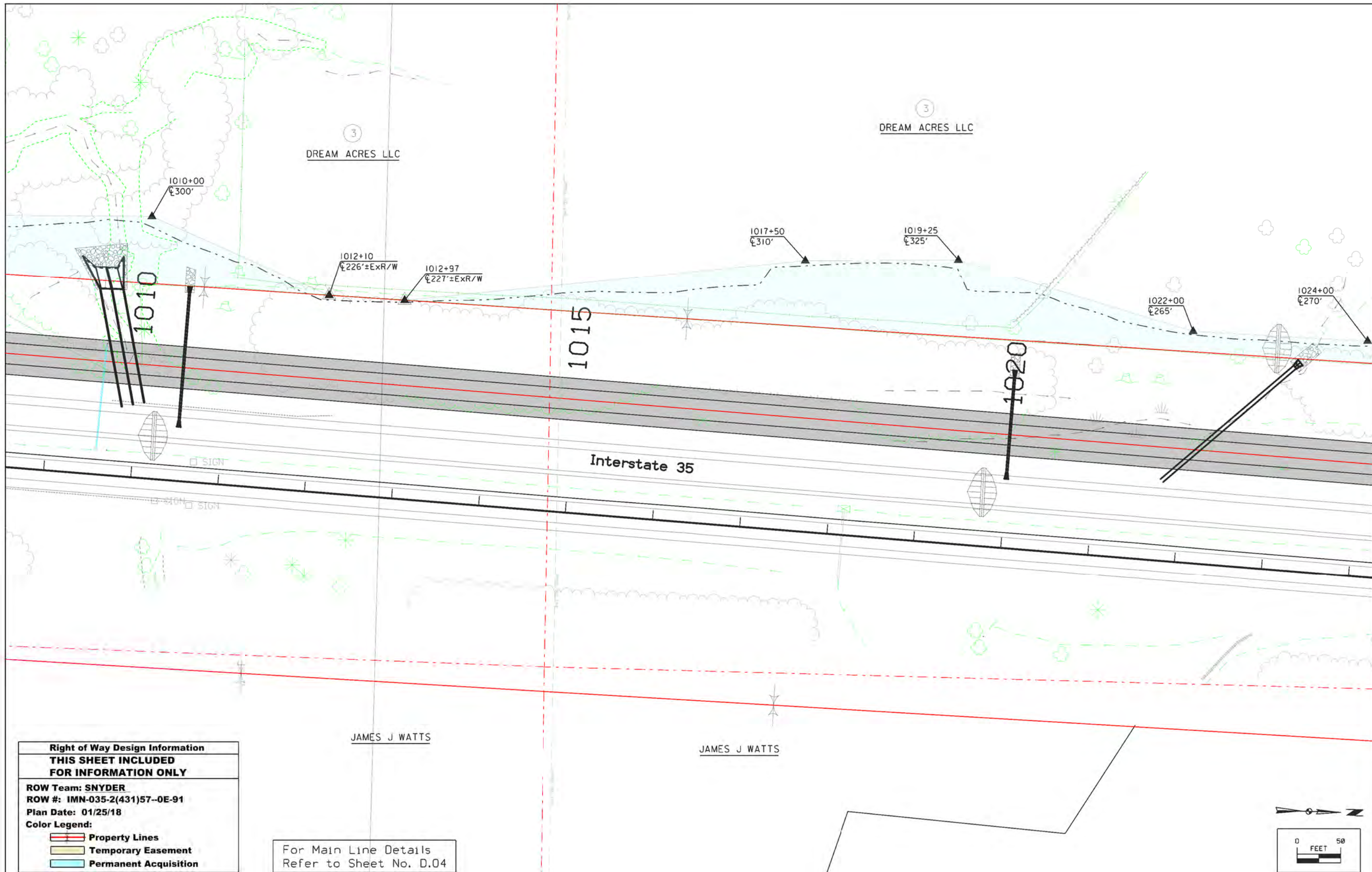


Make sure not in the middle of the draw.

Station callout & offset

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57-0E-91	
Plan Date: 01/25/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

For Main Line Details Refer to Sheet No. D.03



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57-0E-91	
Plan Date: 01/25/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

For Main Line Details
Refer to Sheet No. D.04

DREAM ACRES LLC

DREAM ACRES LLC

Seems the proposed line is missing?

1026+00
±300'

1027+90
±285'

1030+50
±255'

1032+50
±320'

1034+50
±330'

1036+20
±283'±ExR/W

1025

1030

1035

Interstate 35

JAMES J WATTS

MERE R GAIL

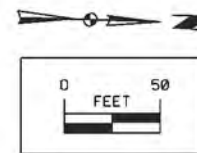
Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

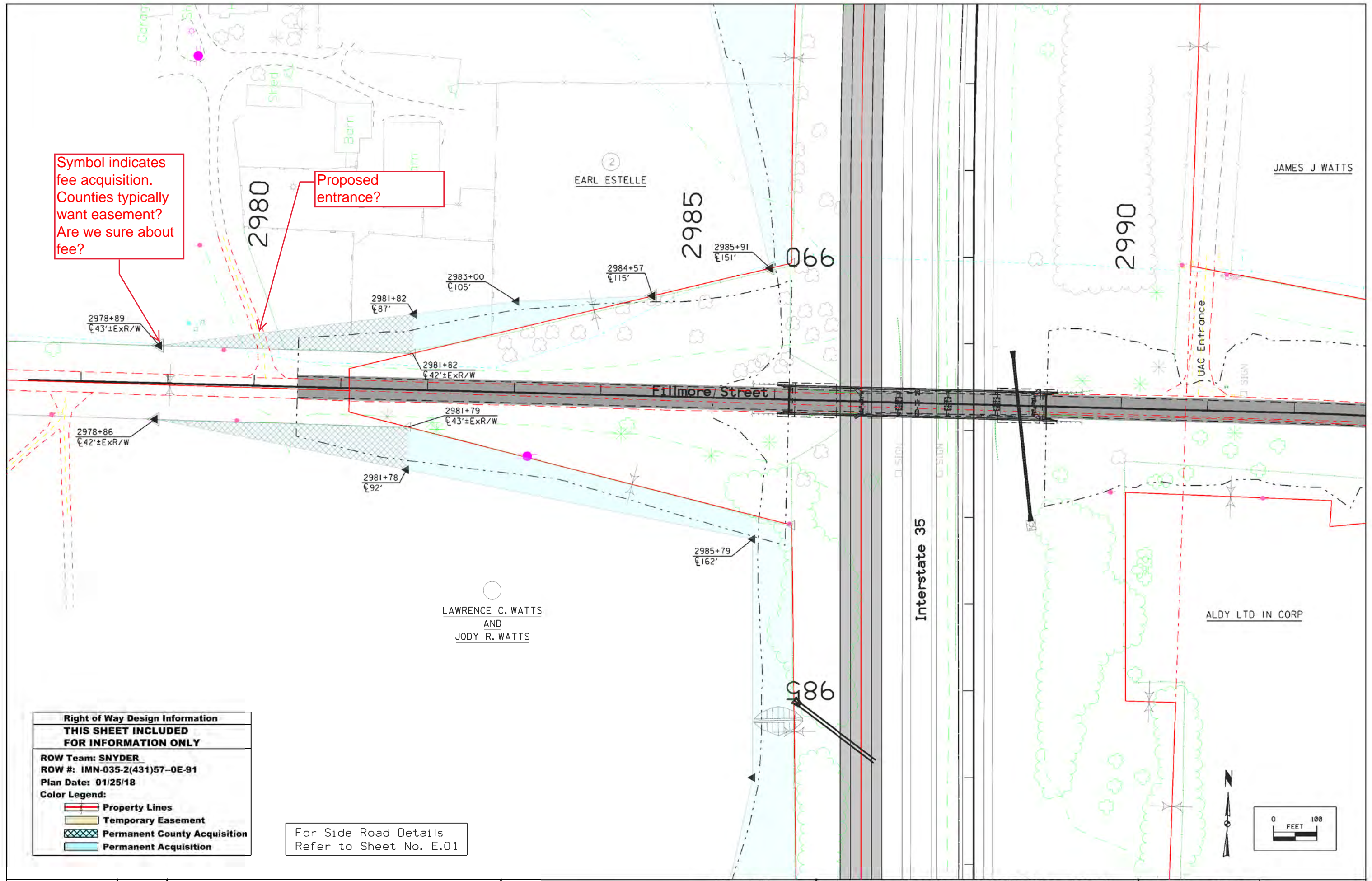
ROW Team: SNYDER
 ROW #: IMN-035-2(431)57-0E-91
 Plan Date: 01/25/18

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

For Main Line Details
Refer to Sheet No. D.04



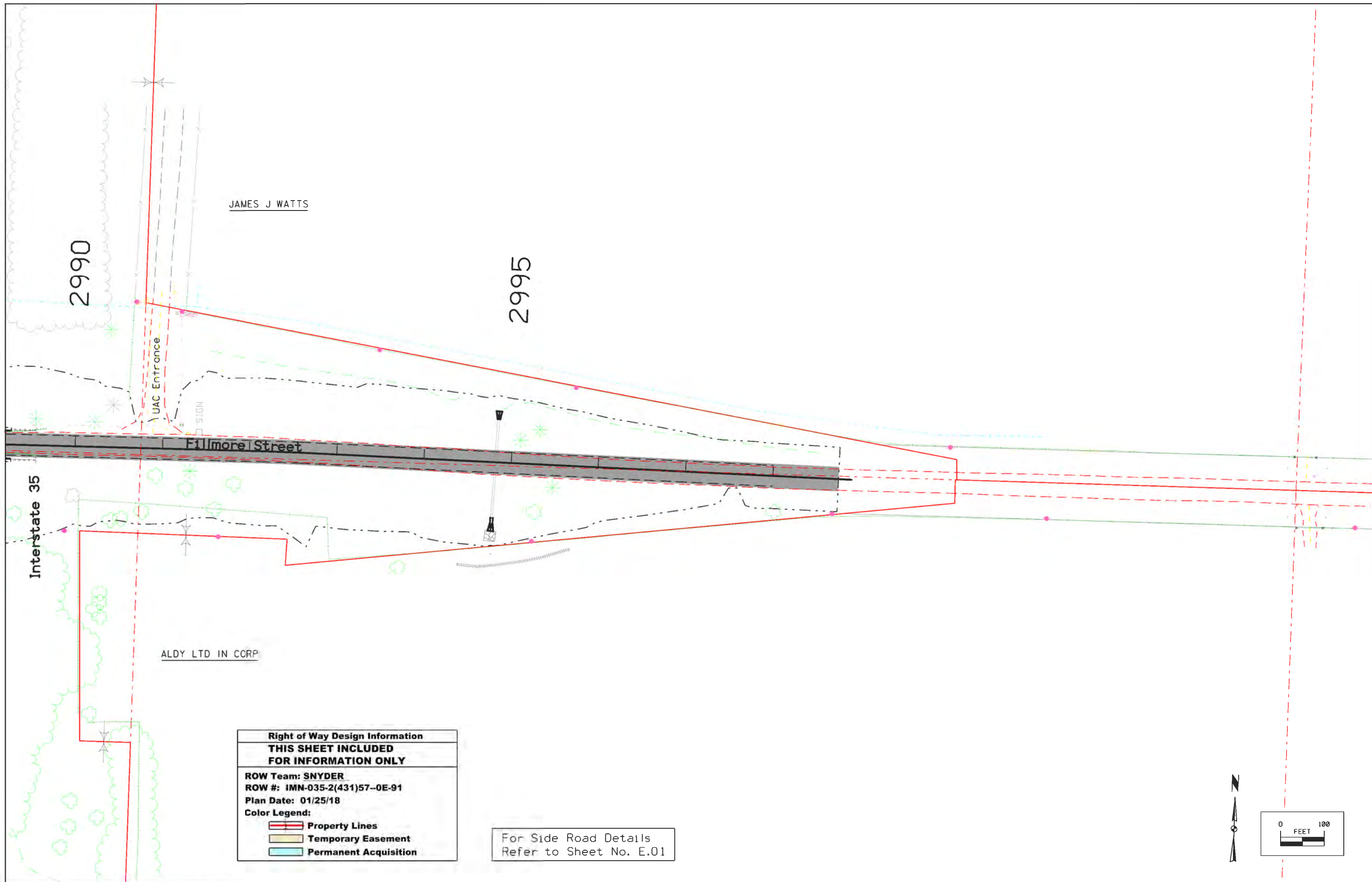


Symbol indicates fee acquisition. Counties typically want easement? Are we sure about fee?

Proposed entrance?

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57--0E-91	
Plan Date: 01/25/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent County Acquisition
	Permanent Acquisition

For Side Road Details Refer to Sheet No. E.01



JAMES J WATTS

2990

2995

UAC Entrance

SIGN

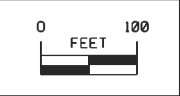
Fillmore Street

Interstate 35

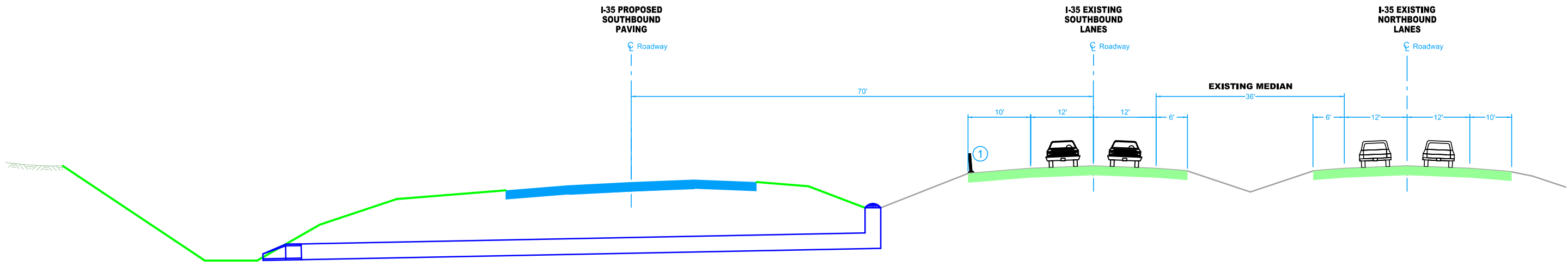
ALDY LTD IN CCRP

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57--0E-91	
Plan Date: 01/25/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

For Side Road Details Refer to Sheet No. E.01



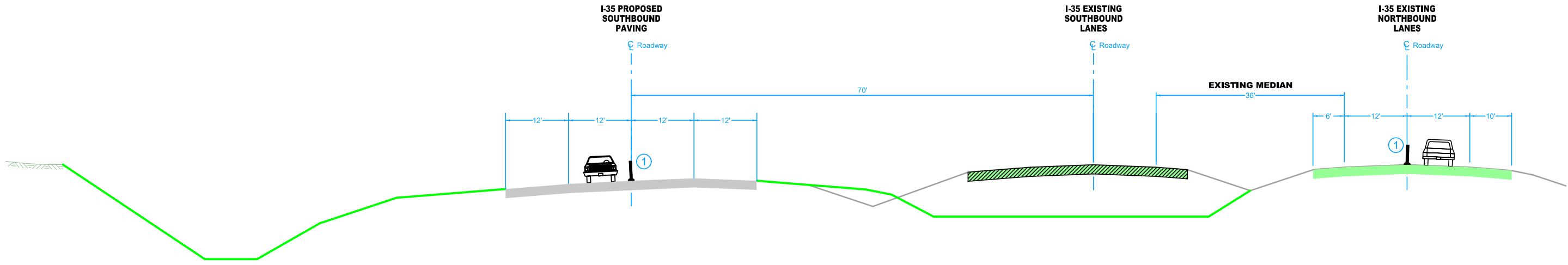
I-35
STAGE 1



STAGE 1 CONSTRUCTION
 STA. 952+50 to STA. 1037+00
 Proposed Southbound Paving Construction
 Traffic On Existing Lanes

Notes:
 ① 42" Channelizer

I-35
STAGE 2












STAGE 2 CONSTRUCTION
 STA. 949+07 to STA. 1041+50
 Removal of Existing Southbound Pavement
 Traffic On Newly Constructed and Existing Lanes

Notes:
 ① 42" Channelizer

**CROSS SECTION VIEW COLOR LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Detour Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading
Pink, Lavender(5)		Shoulder Strengthening Shading

**CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**












	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Magenta	(5)	Pavement Marking Call Outs
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Yellow	(4)	Pavement Markings, Yellow
Off White	(254)	Pavement Markings, White

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	Proposed MSE or CIP Wall Shading
Pink, Lavender(5)		Shoulder Strengthening Shading
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

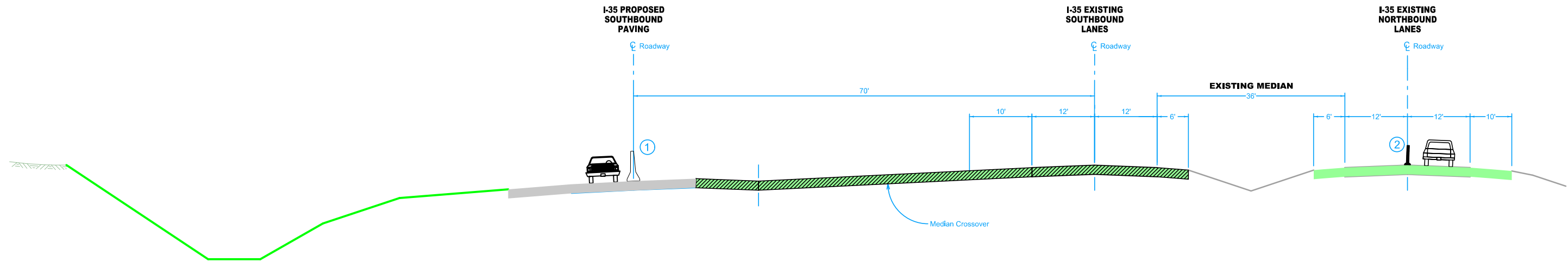
**PLAN VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

●	Channelizing Device		Crash Cushion
✕	Drum		Traffic Signal
■	Temporary Lane Separator		Flagger
◆	Tubular Marker		Temporary Floodlighting
♦	Channelizer Marker		Traffic Sign
△	Concrete Barrier Marker		Type III Barricade
◁	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure

NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

**TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET**

(COVERS SHEET SERIES J)

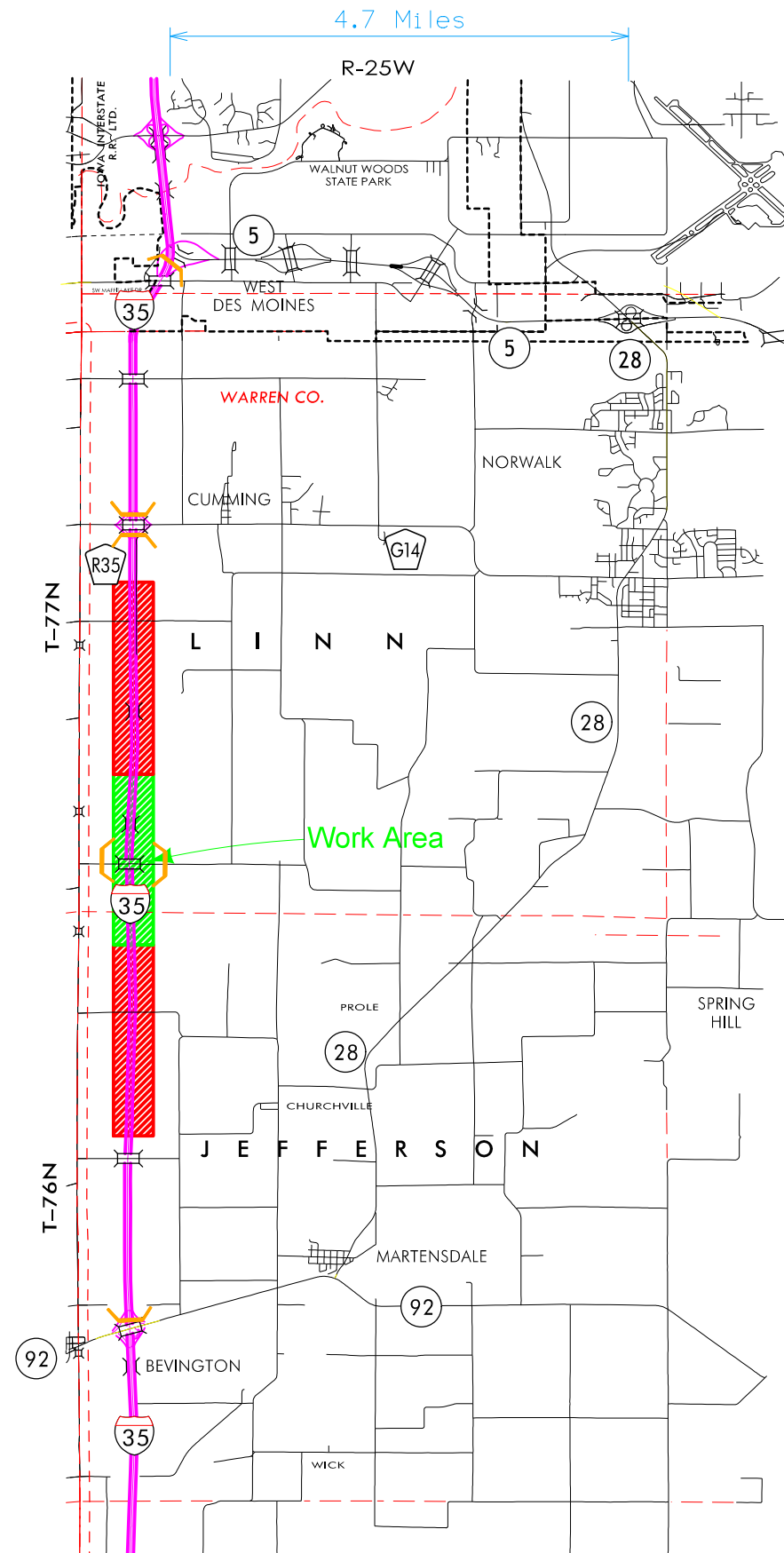


STAGE 2 CONSTRUCTION
 STA. 943+95 to 955+57 and 1032+82 to 1046+06
 Removal of Existing Median Crossovers
 Traffic On Newly Constructed and Existing Lanes

Notes:

- ① Temporary Barrier Rail
- ② 42" Channelizer

DETOUR ROUTE



Notes:

- A. See sheets J.x-J.xx for signing details.
- B. Maintain a min. of 400' spacing between existing signs and detour signs.
- C. Place CMS ① one week prior to closure.
Include date/time of closure.

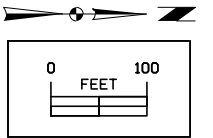
LEGEND

INTERSTATE ROUTE	
FREEWAY OR EXPRESSWAY ROUTE	
U.S. NUMBERED ROUTE	
BUSINESS ROUTE	
STATE NUMBERED ROUTE	
UNSIGNED ROUTE	
COUNTY NUMBERED ROUTE	
SECONDARY ROAD OR ADJOINING CITY STREET	
CITY STREET OR COUNTY ROAD	
ROAD CLOSURE	
I-35 CLOSED	
WORK AREA	
TYPE III BARRICADE	



Not to Scale

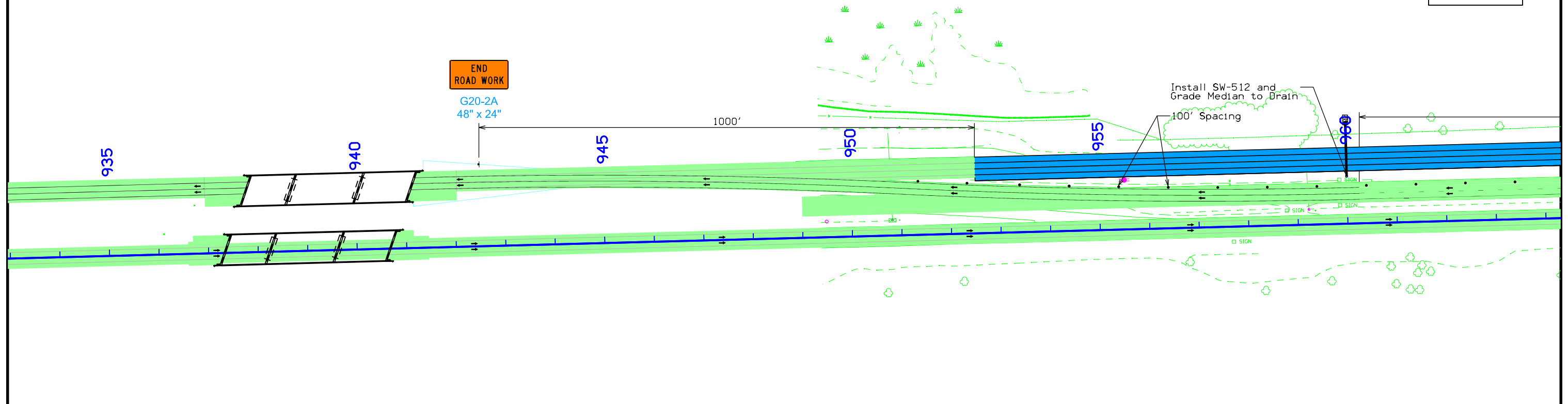
STAGE 1
1 of 4



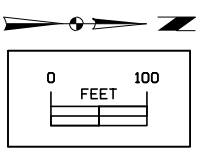
END
ROAD WORK

G20-2A
48" x 24"

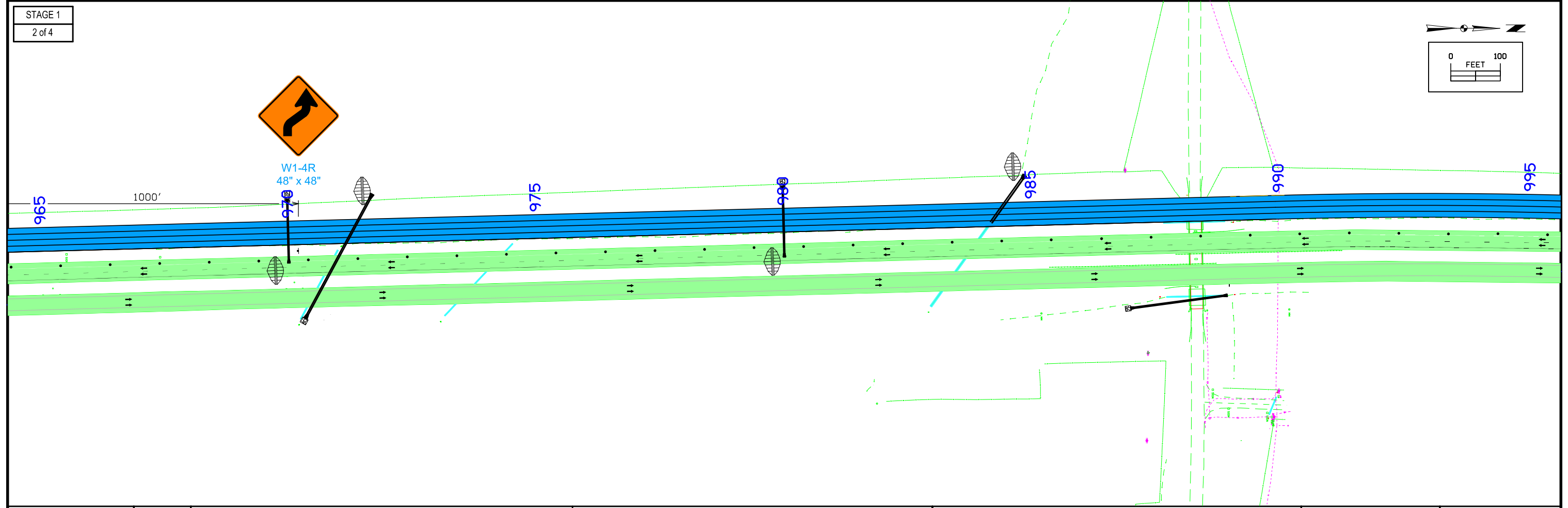
Install SW-512 and
Grade Median to Drain
100' Spacing

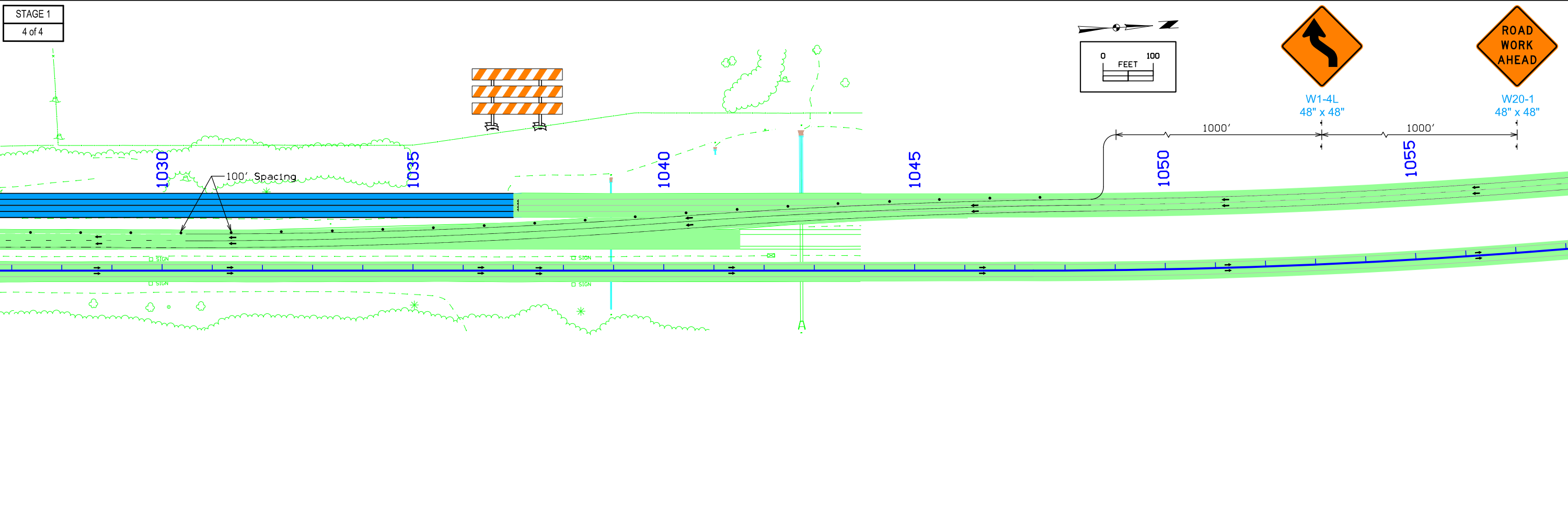
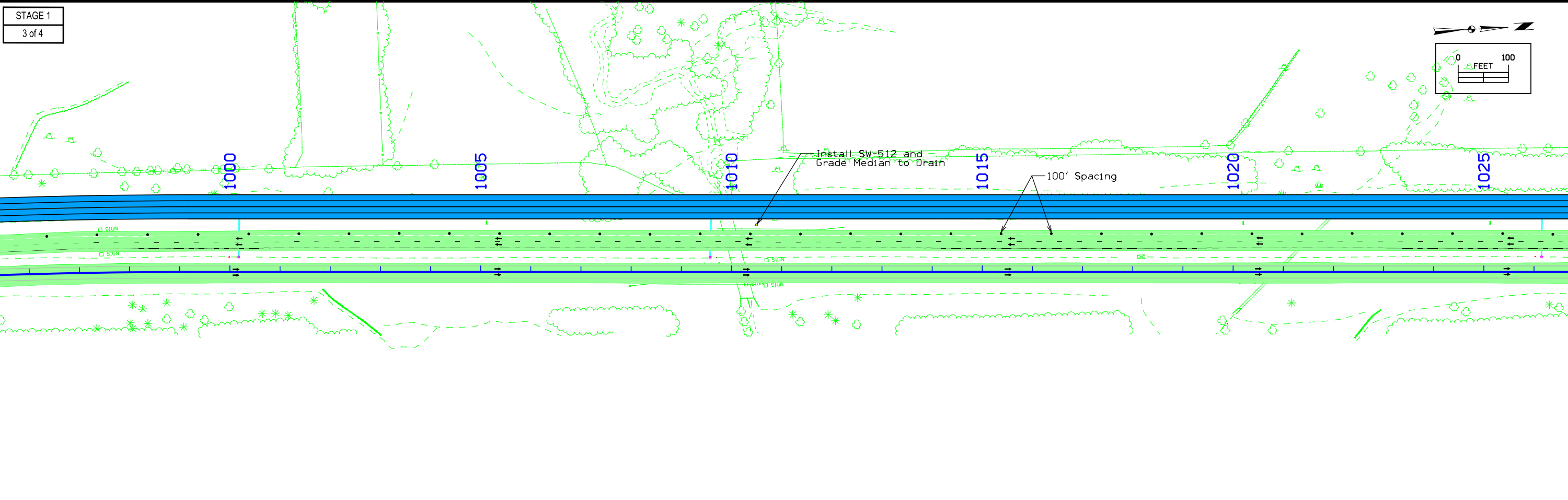


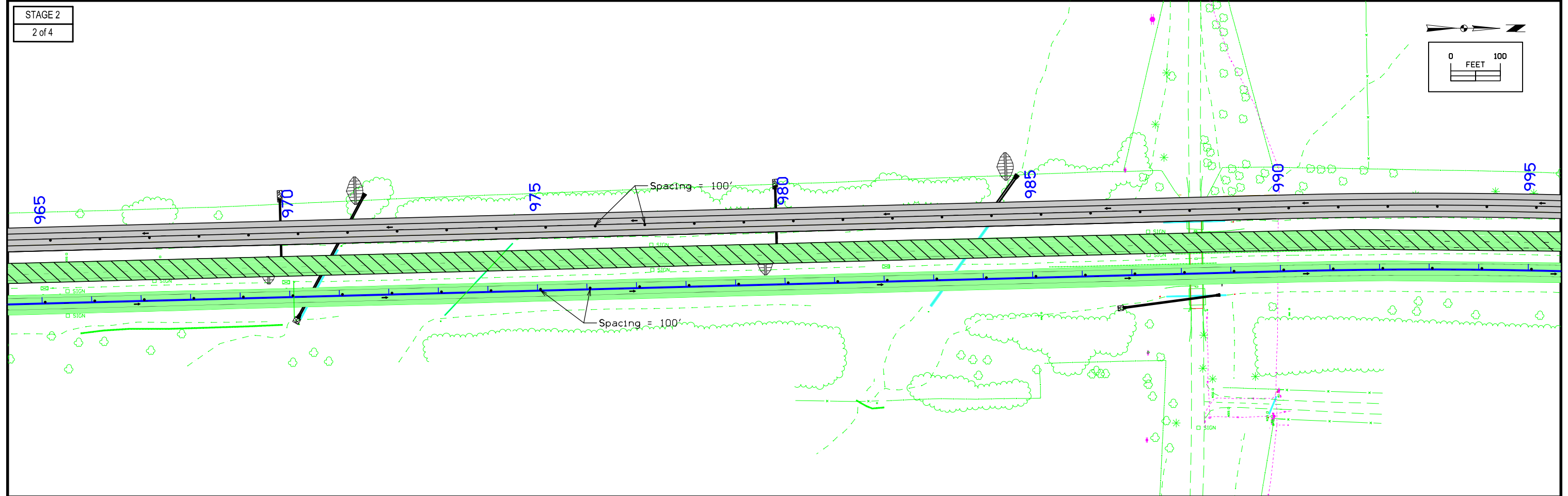
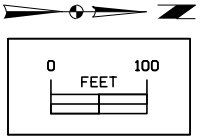
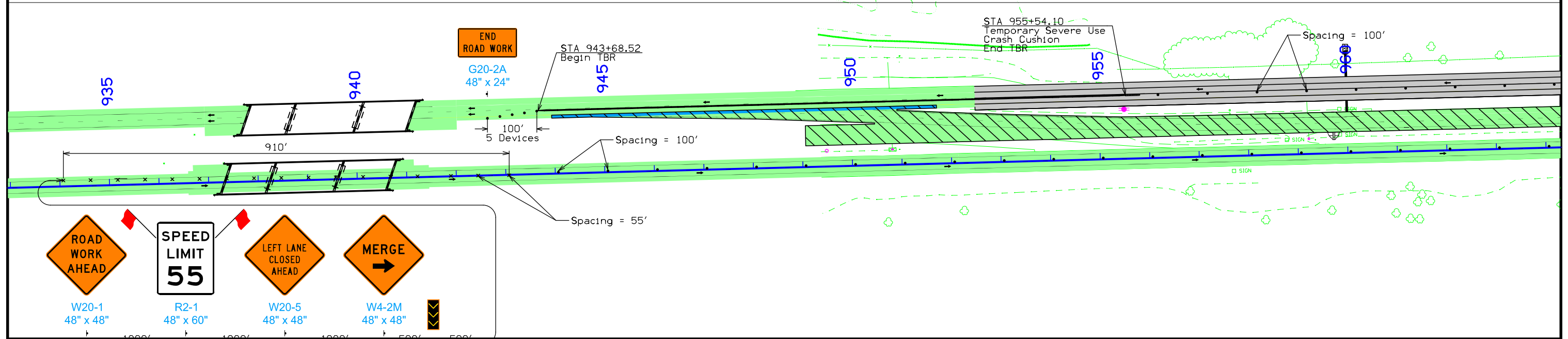
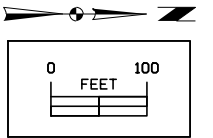
STAGE 1
2 of 4



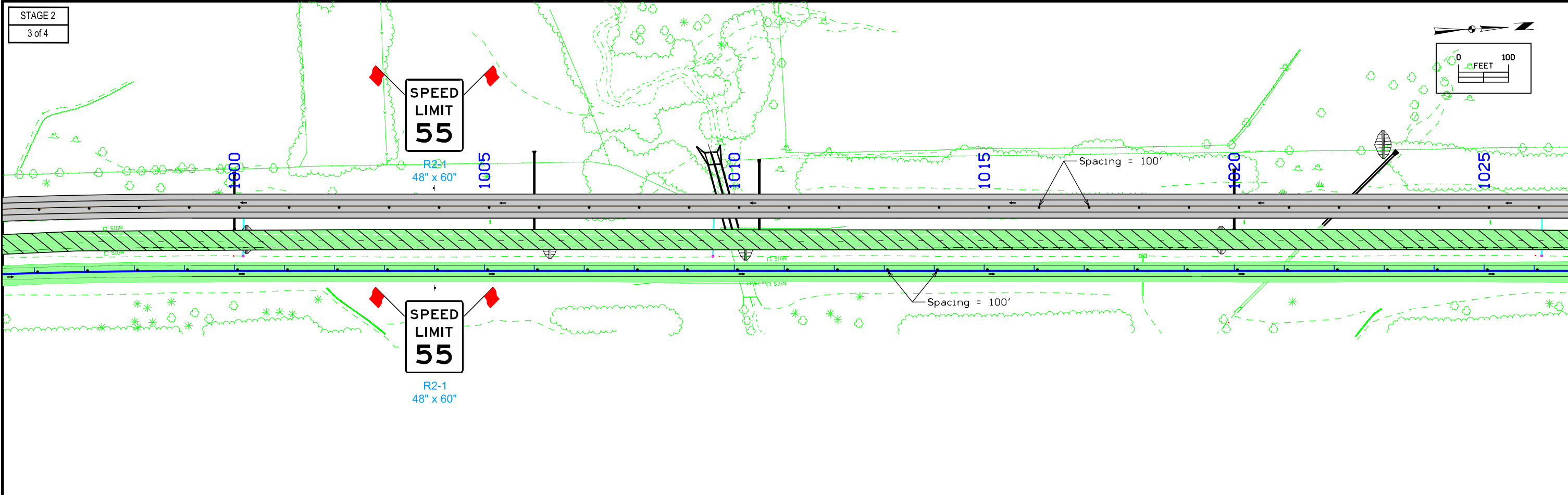
W1-4R
48" x 48"



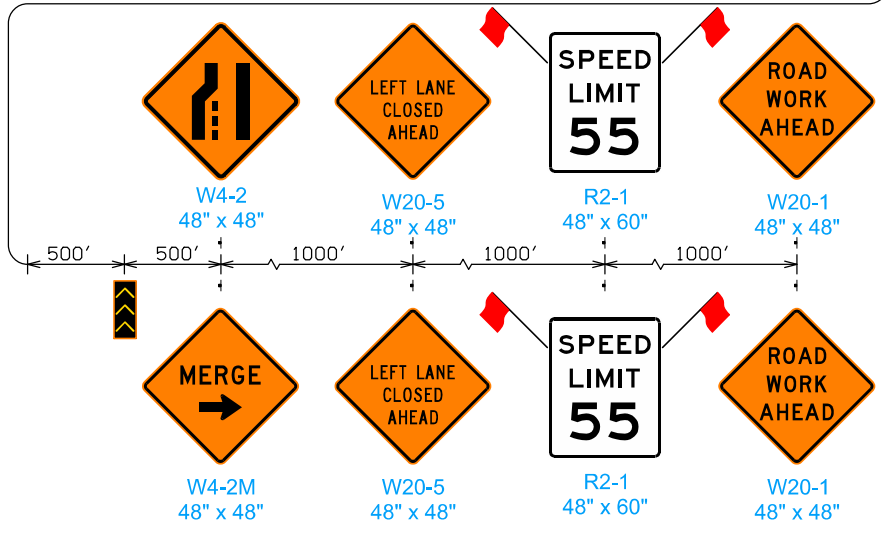
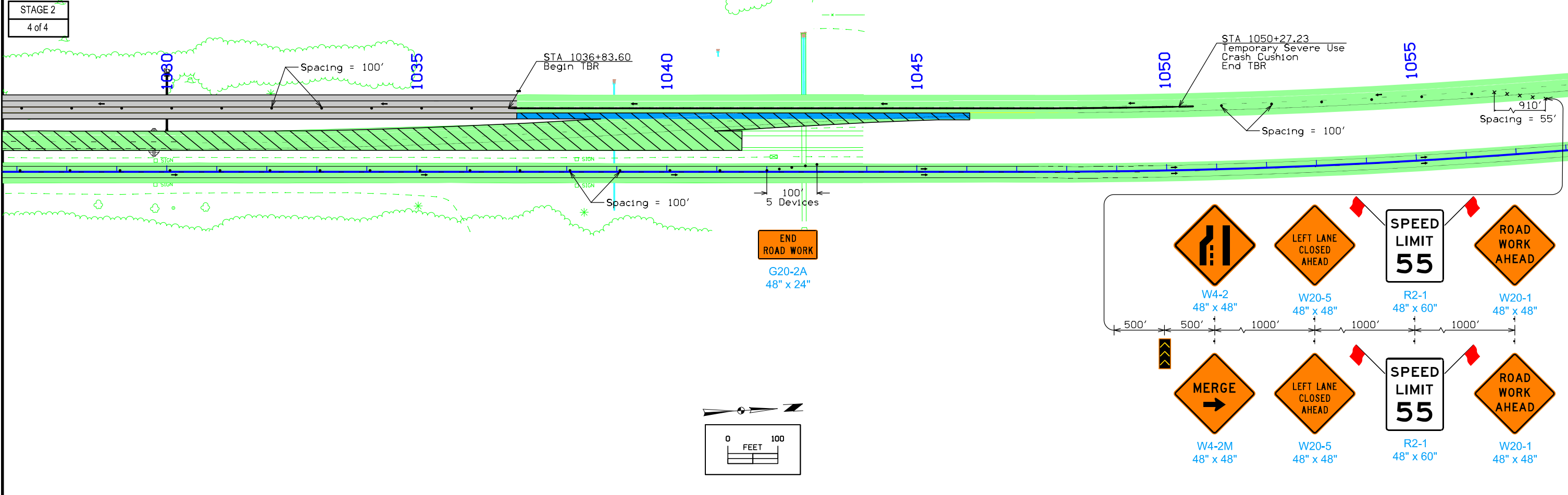




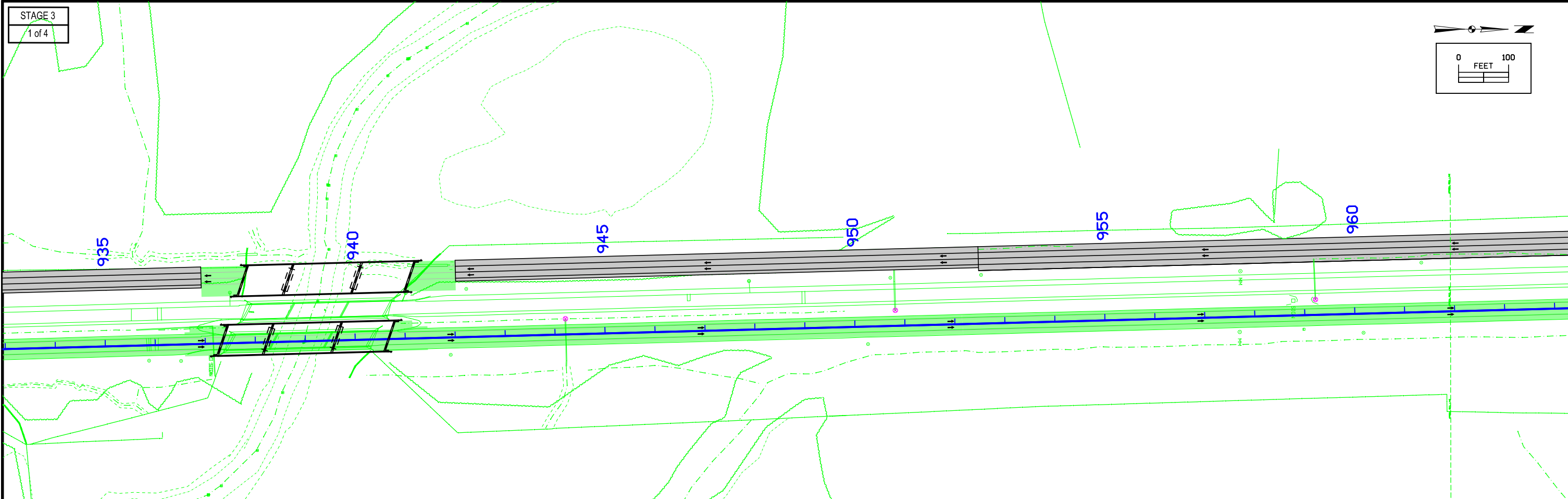
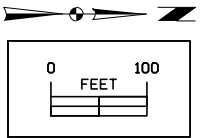
STAGE 2
3 of 4



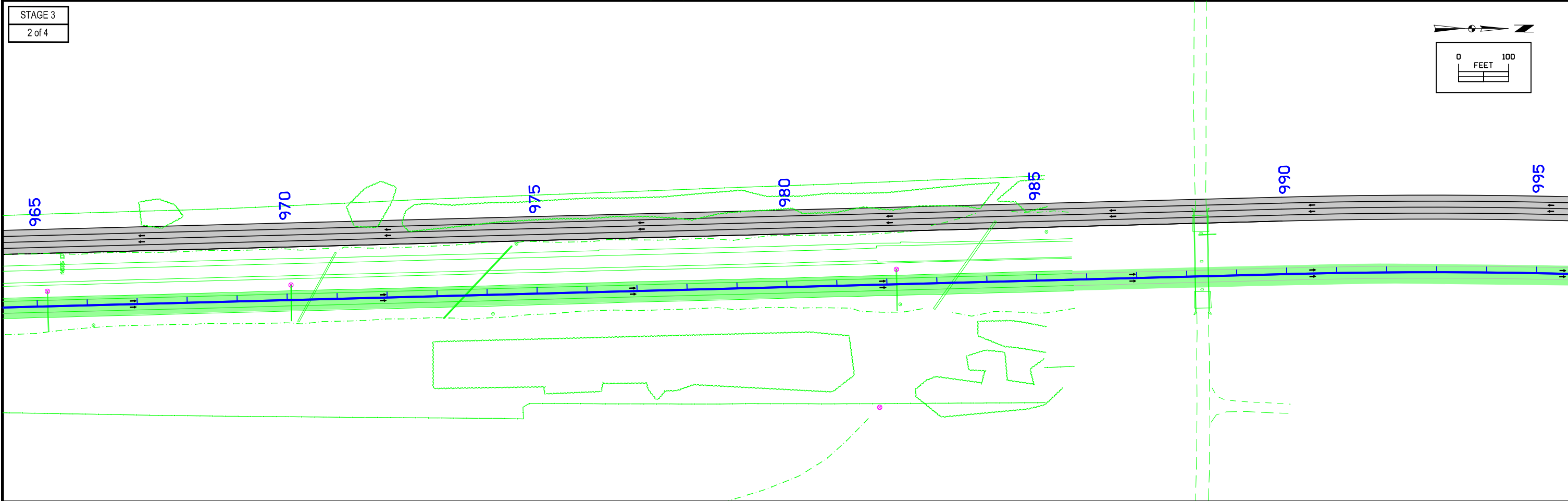
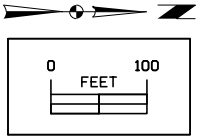
STAGE 2
4 of 4



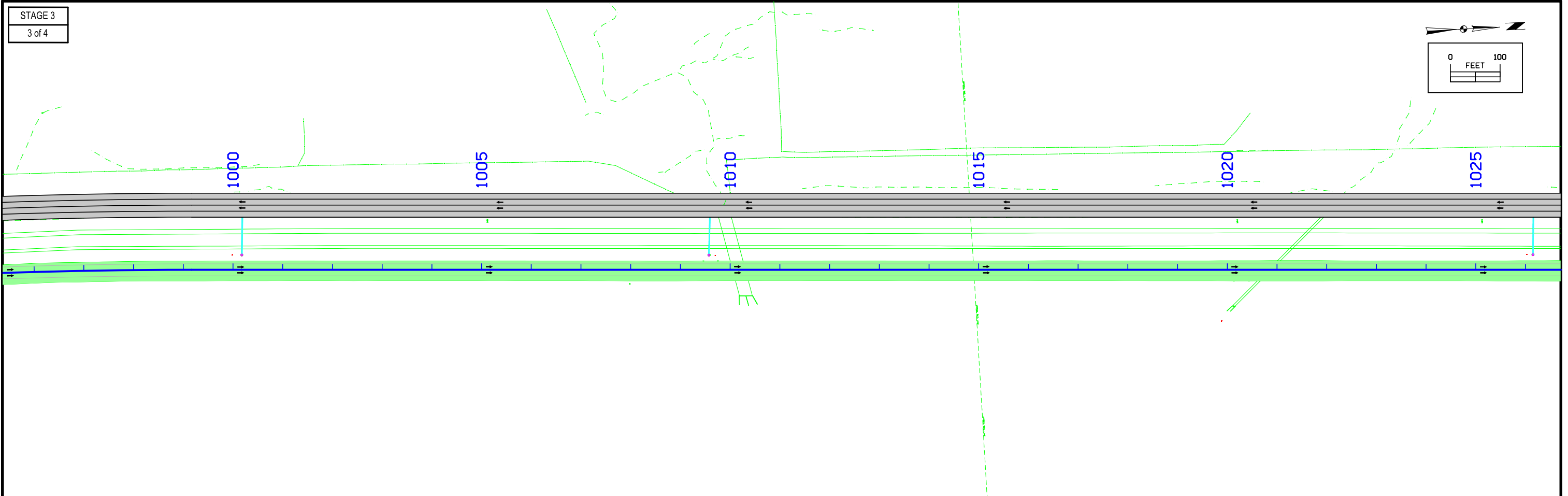
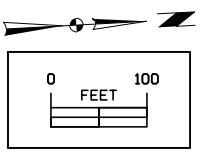
STAGE 3
1 of 4



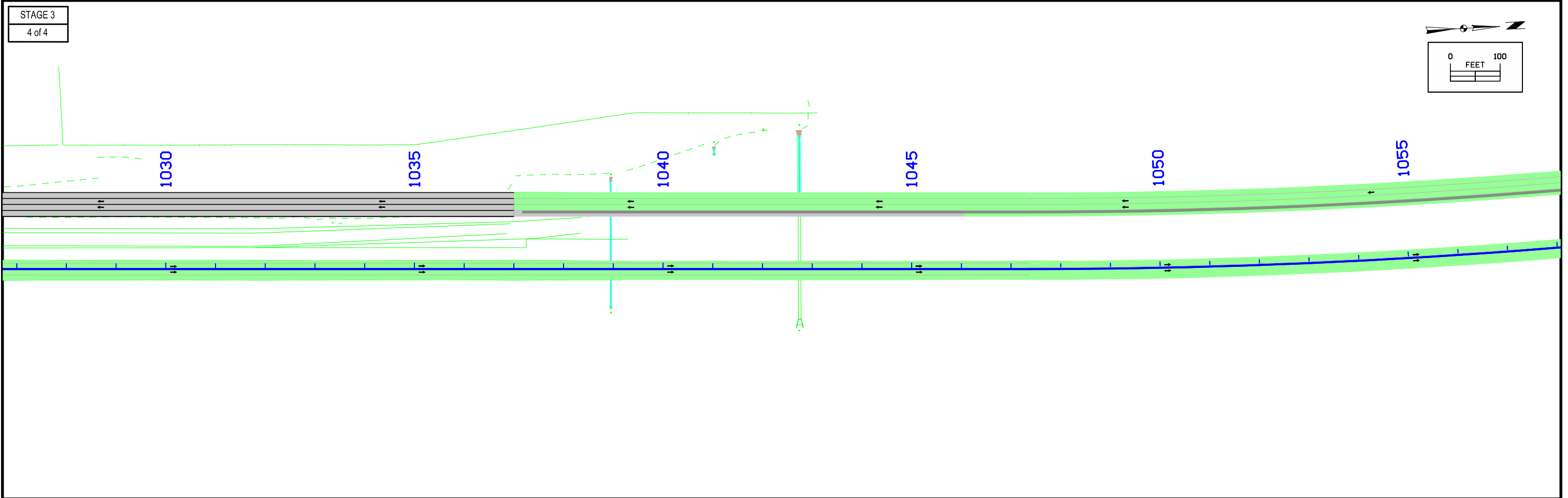
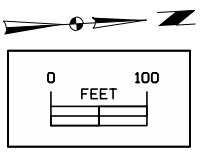
STAGE 3
2 of 4

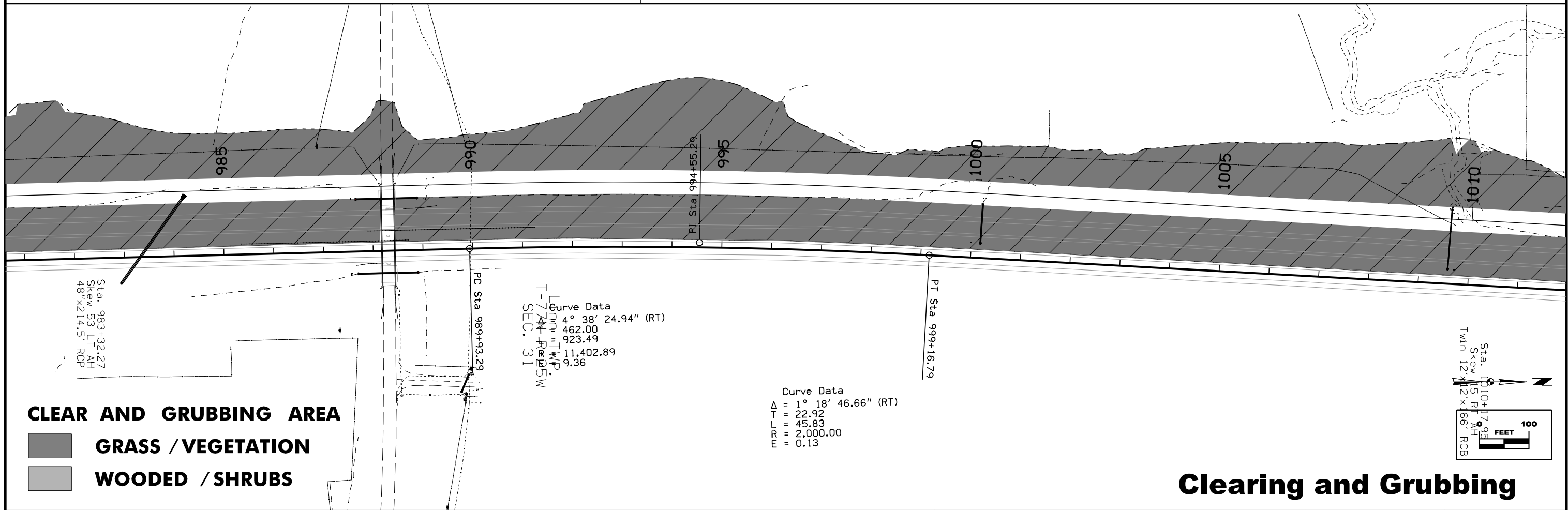
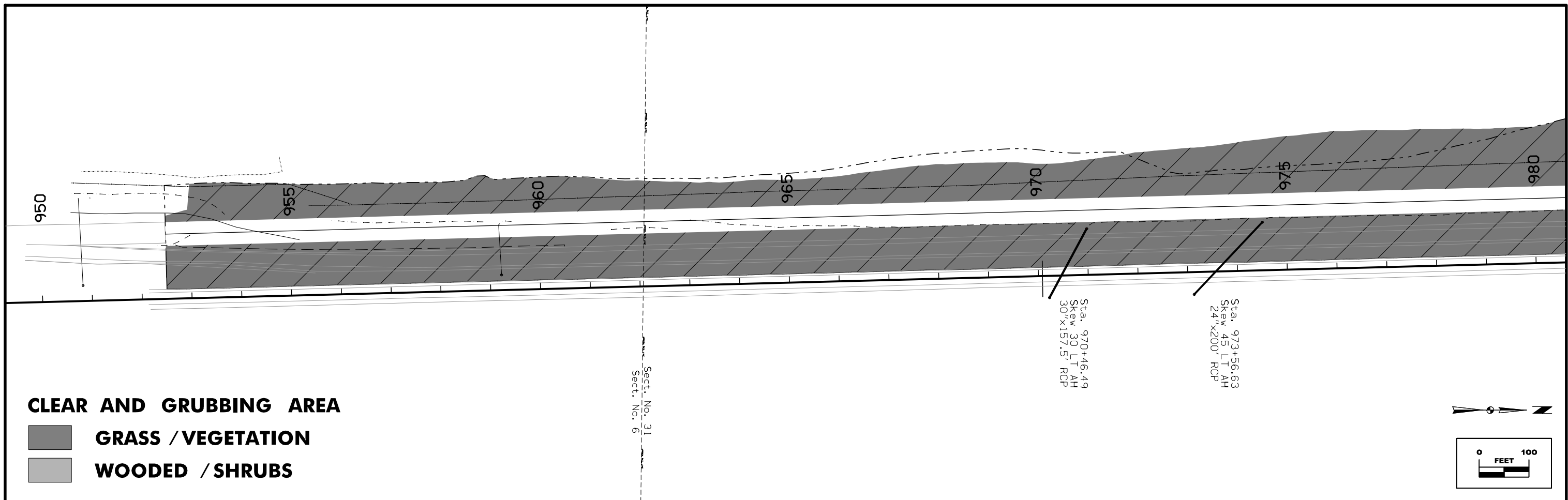


STAGE 3
3 of 4

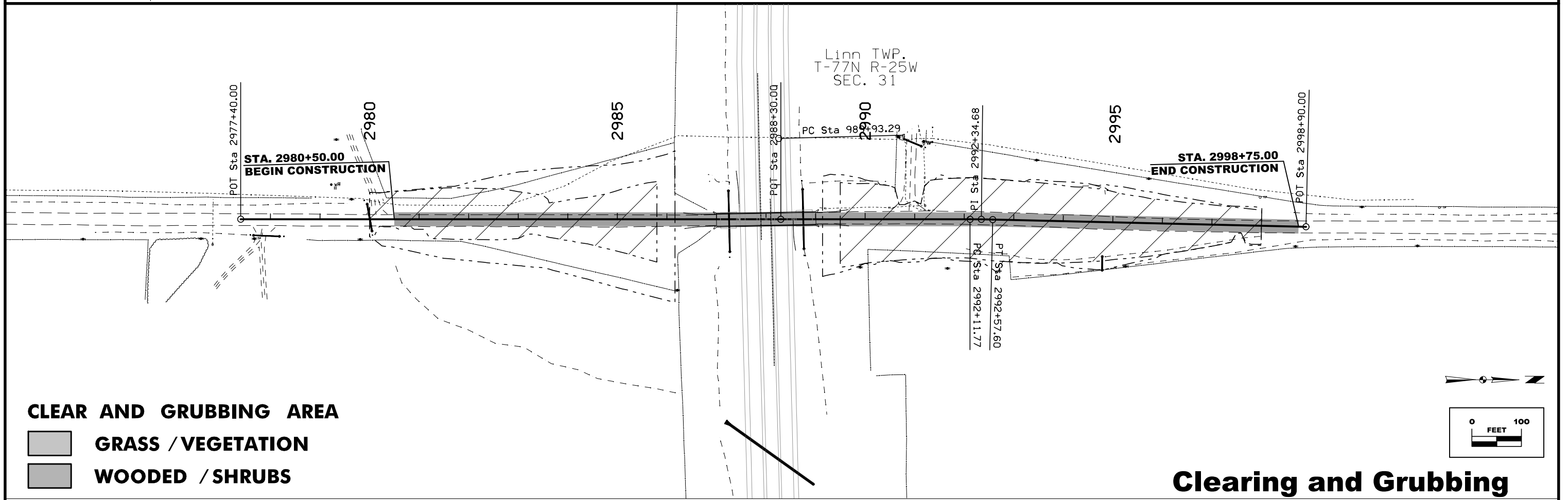
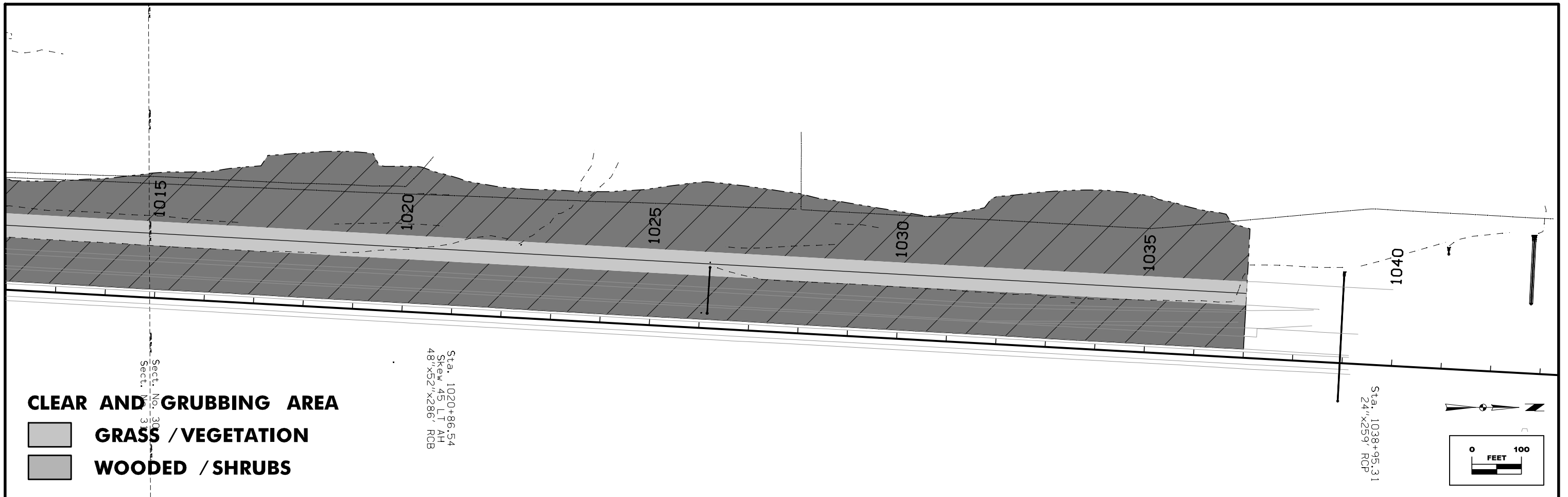


STAGE 3
4 of 4





Clearing and Grubbing



Clearing and Grubbing

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
|

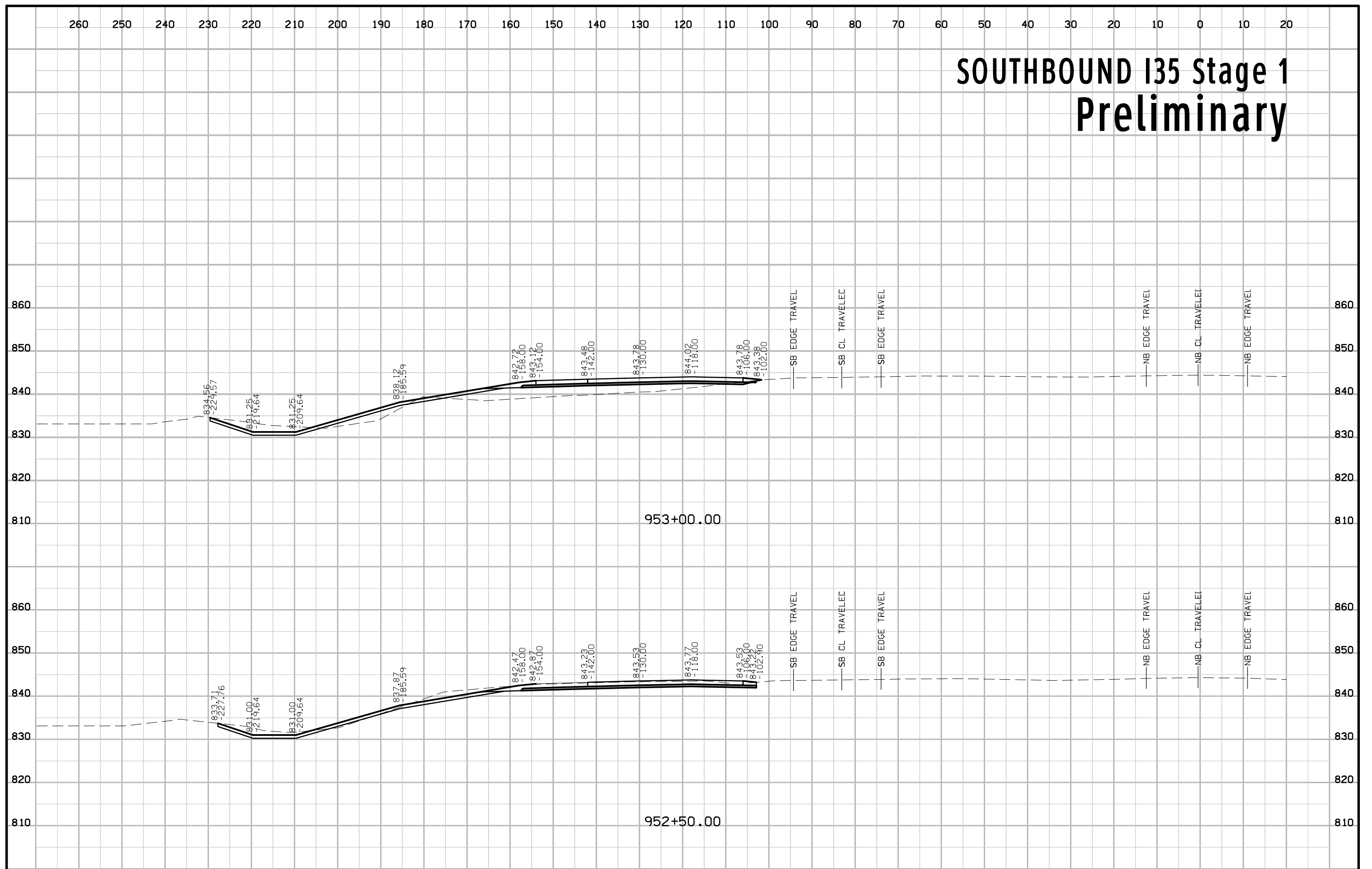
Proposed Right-of-Way Limit
- Temporary ROW
|

Temporary Right-of-Way Limit

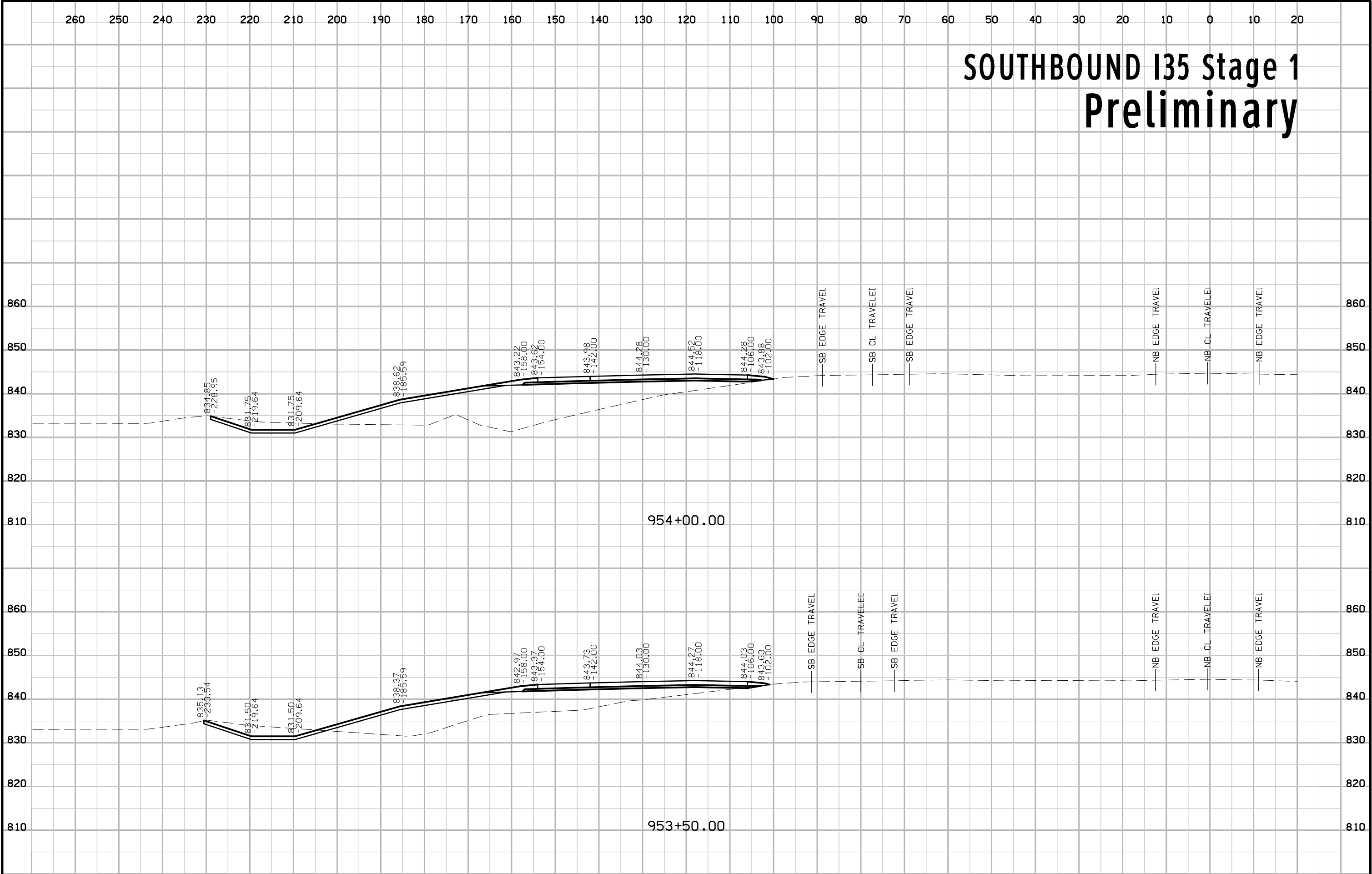
**CROSS SECTION
LEGEND AND SYMBOL
INFORMATION SHEET**

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

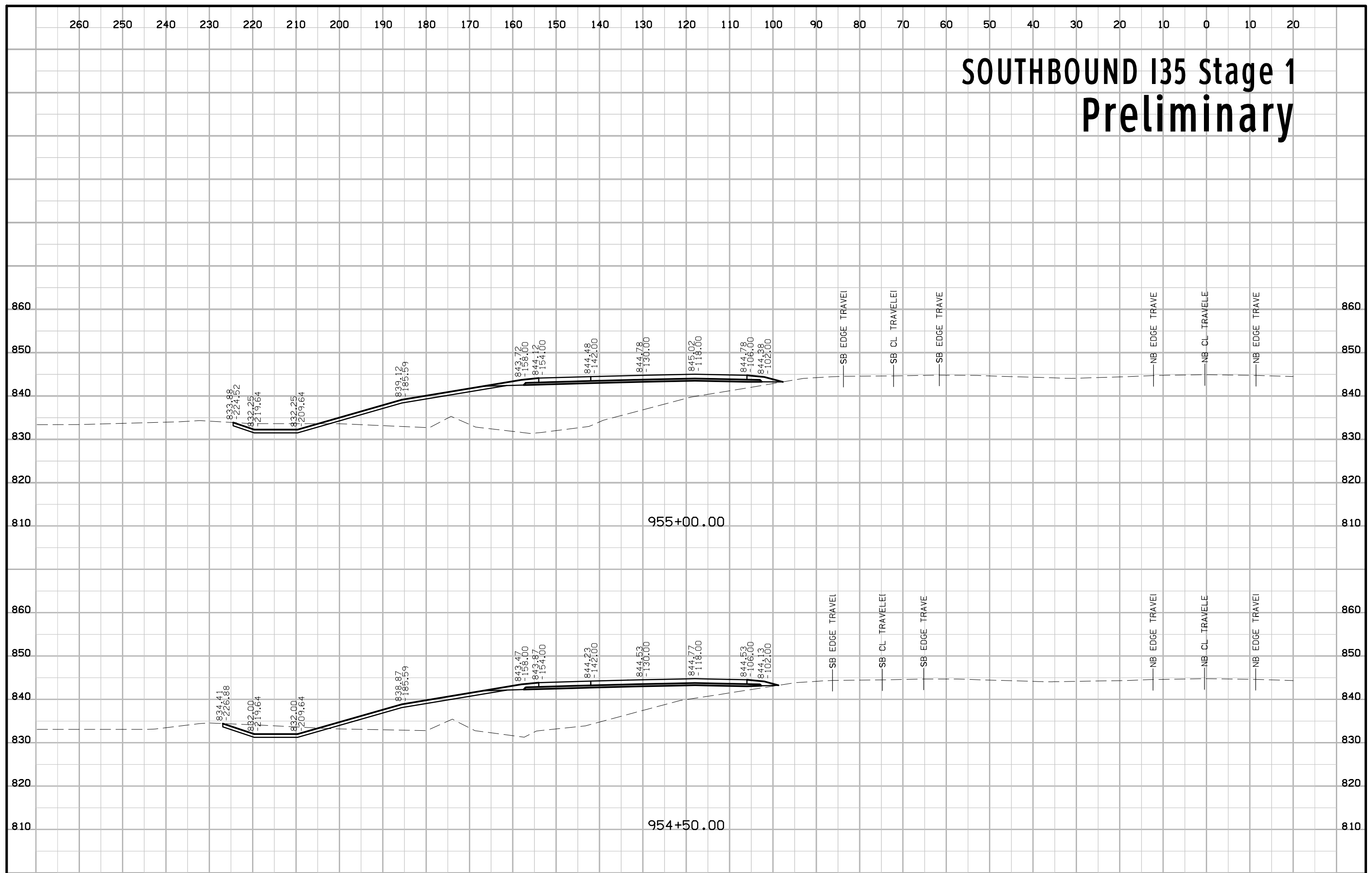
SOUTHBOUND I35 Stage 1 Preliminary



SOUTHBOUND I35 Stage 1 Preliminary



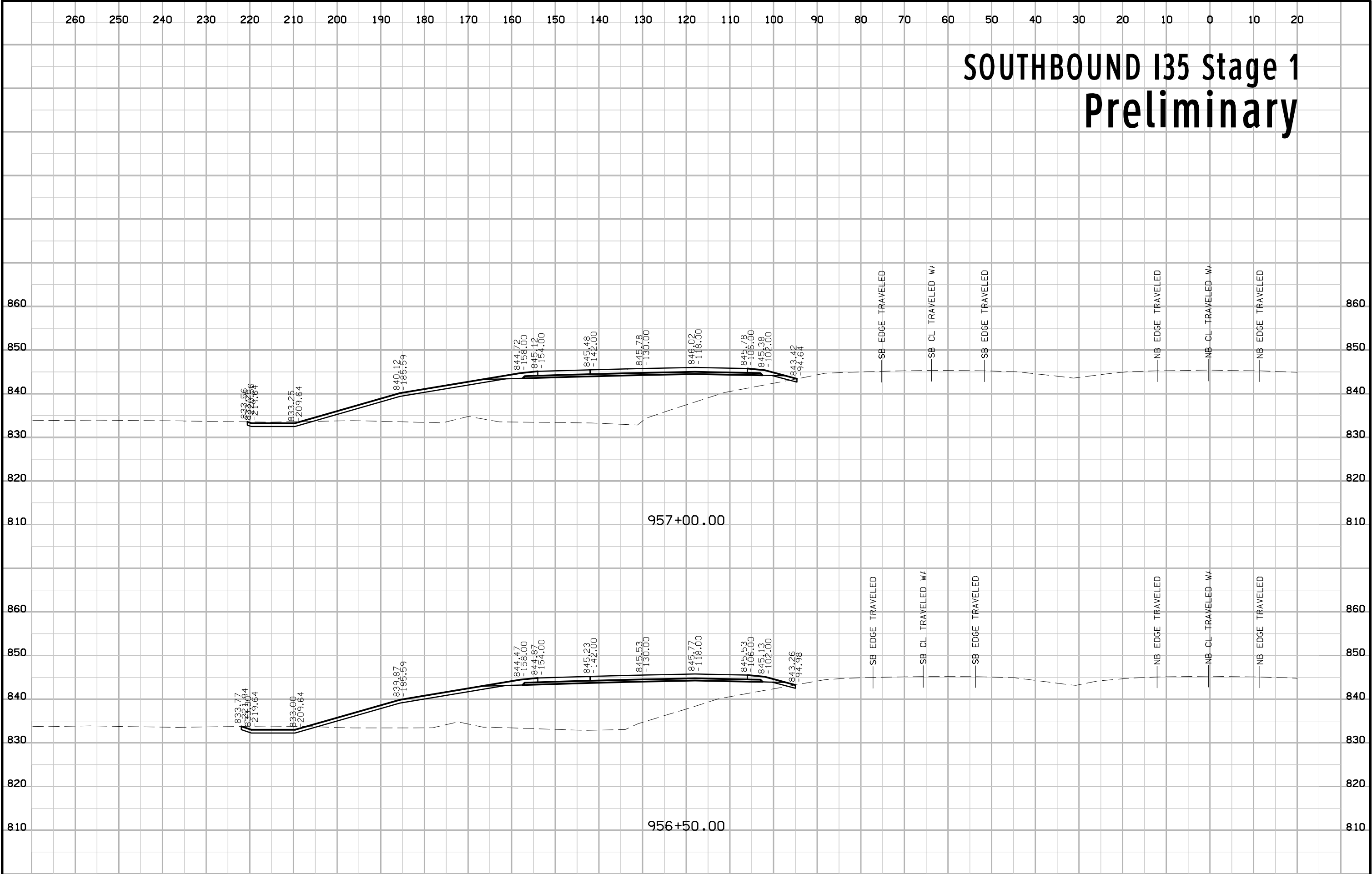
SOUTHBOUND I35 Stage 1 Preliminary



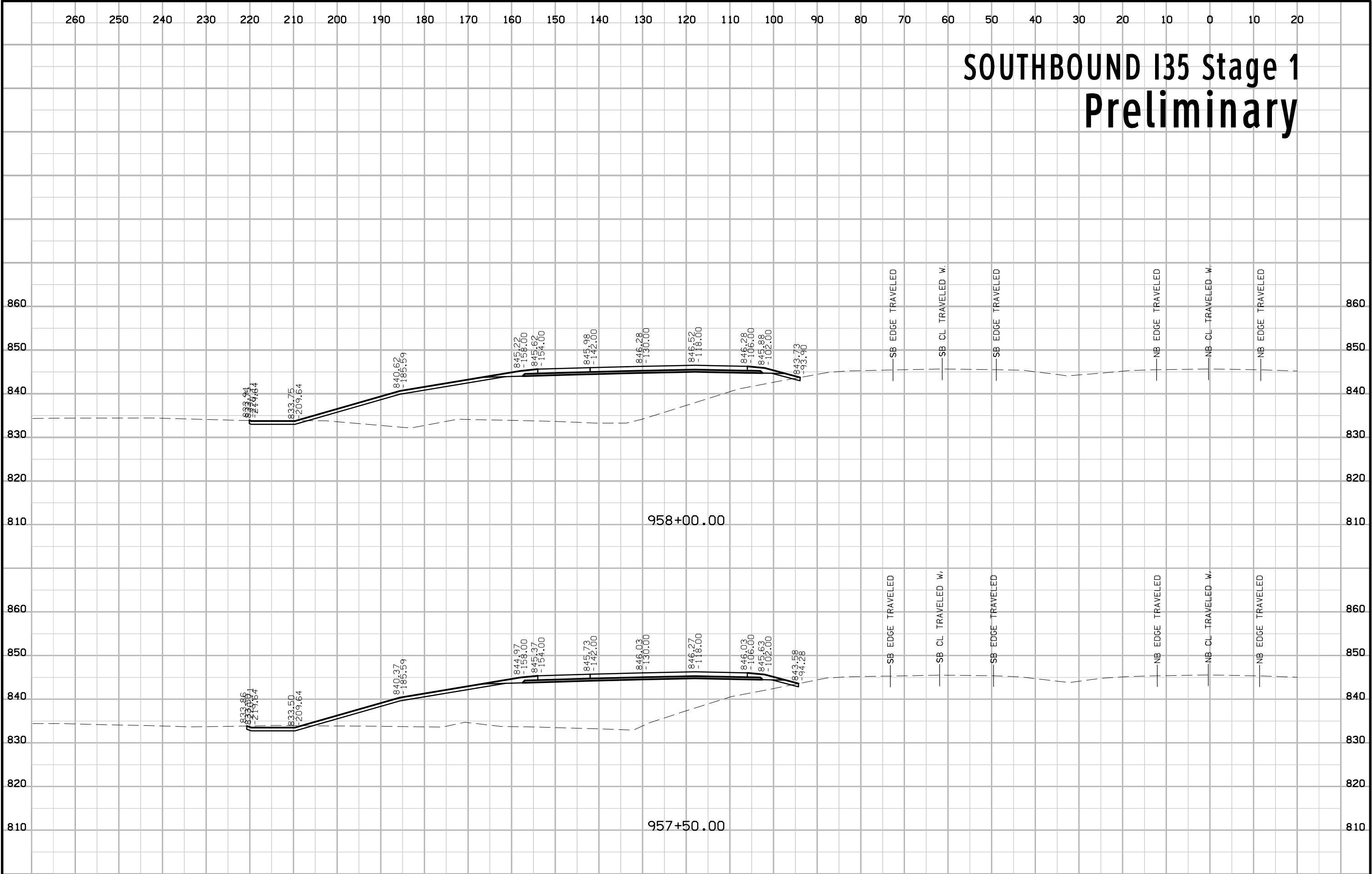
SOUTHBOUND I35 Stage 1 Preliminary



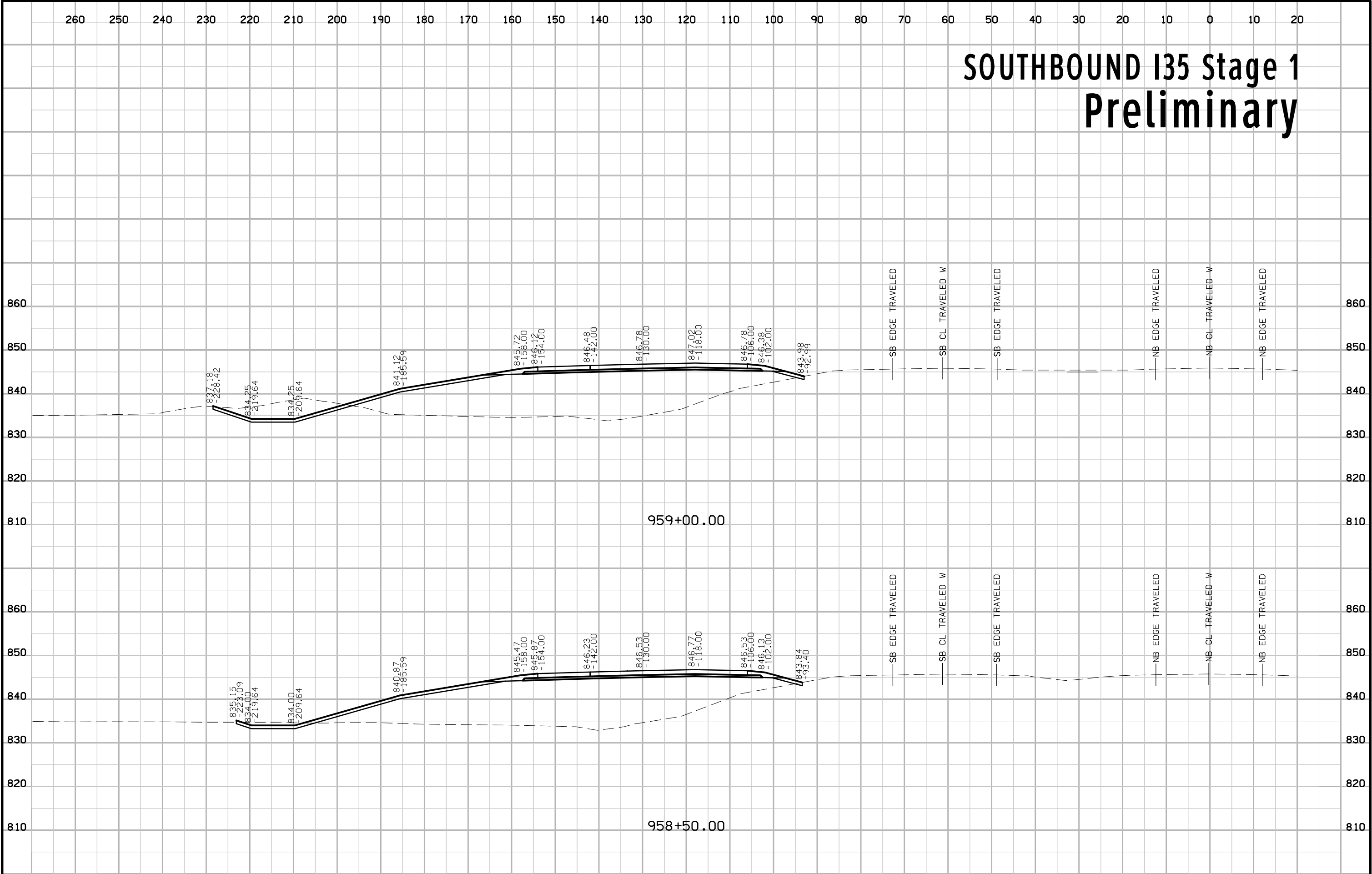
SOUTHBOUND I35 Stage 1 Preliminary

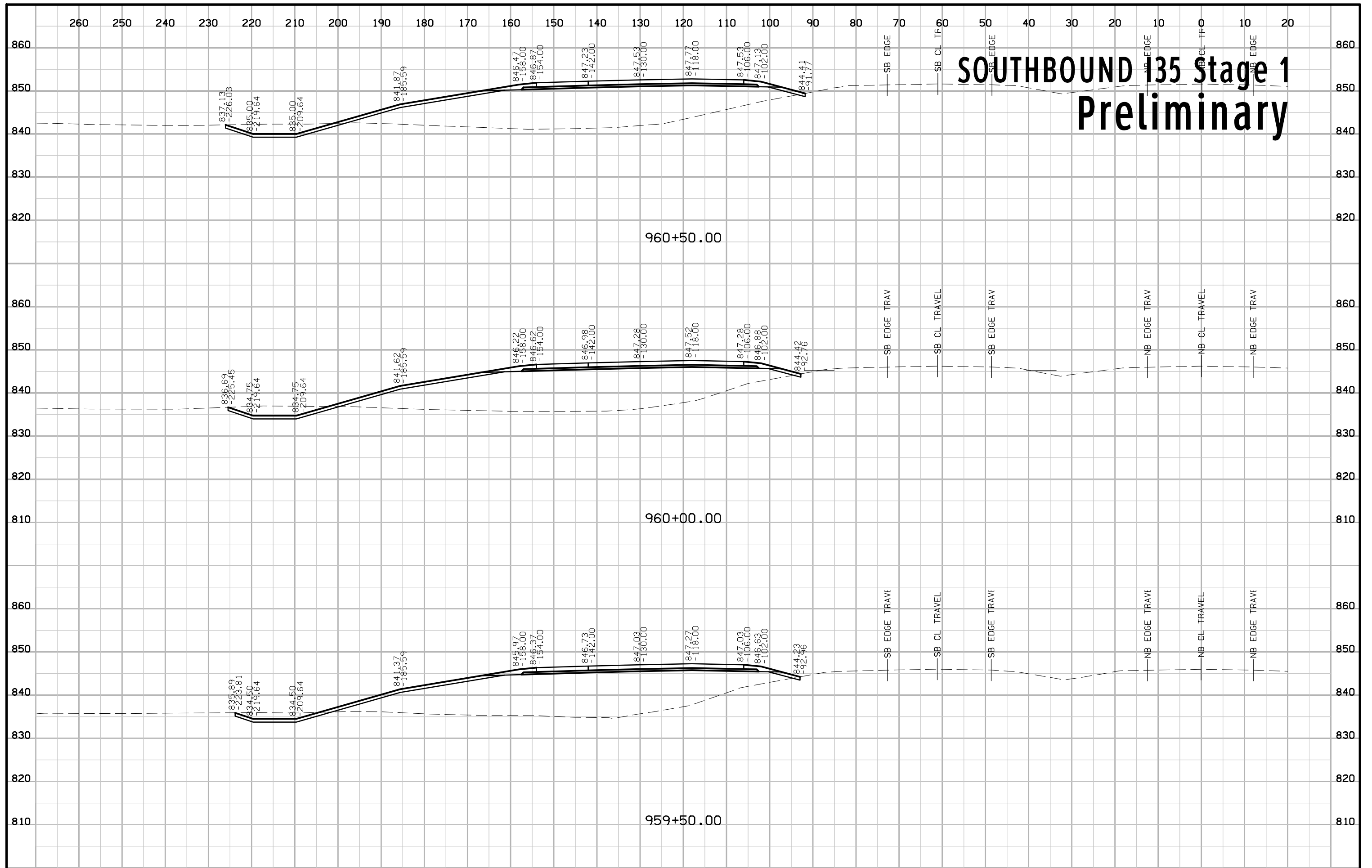


SOUTHBOUND I35 Stage 1 Preliminary

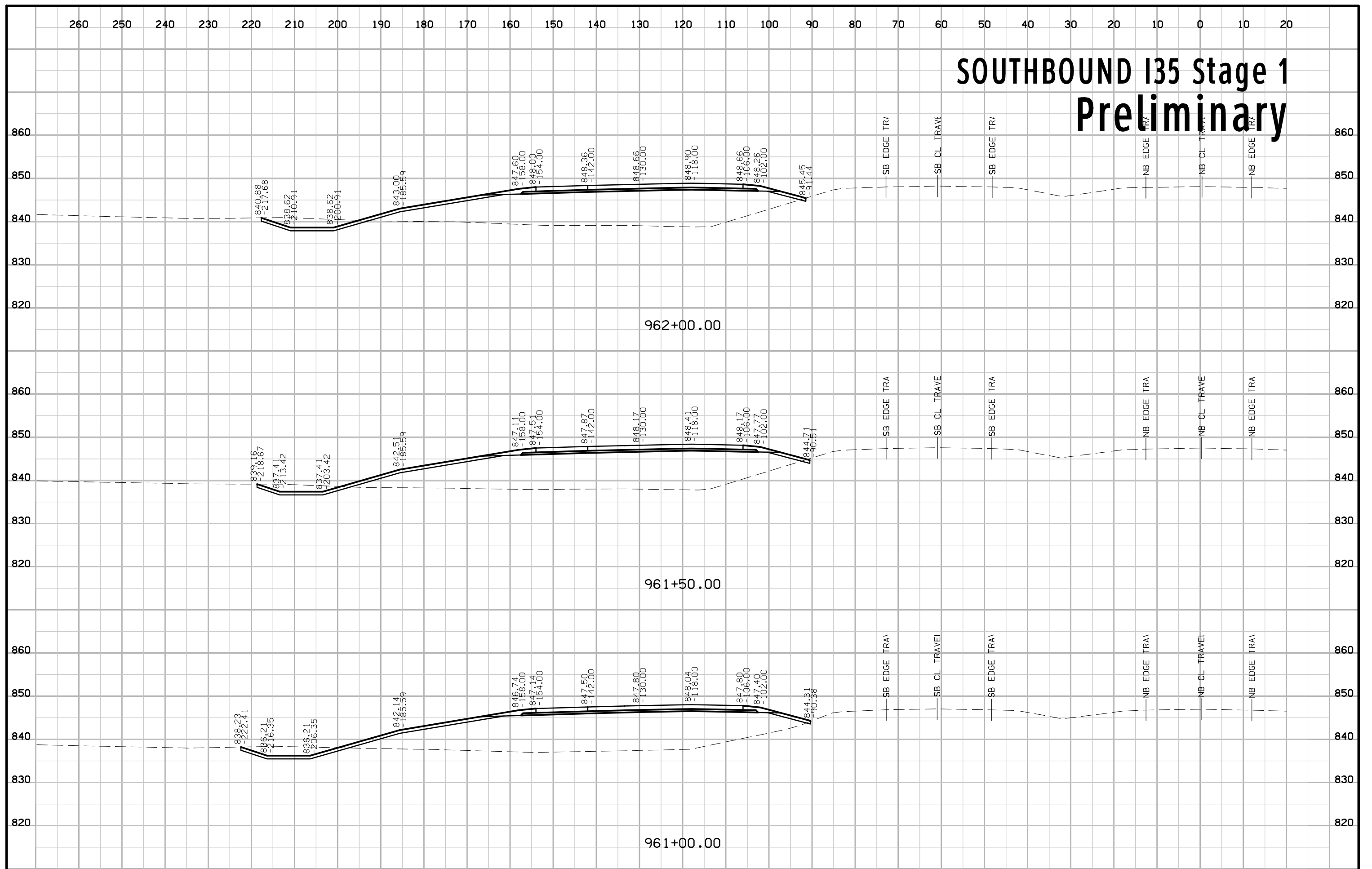


SOUTHBOUND I35 Stage 1 Preliminary

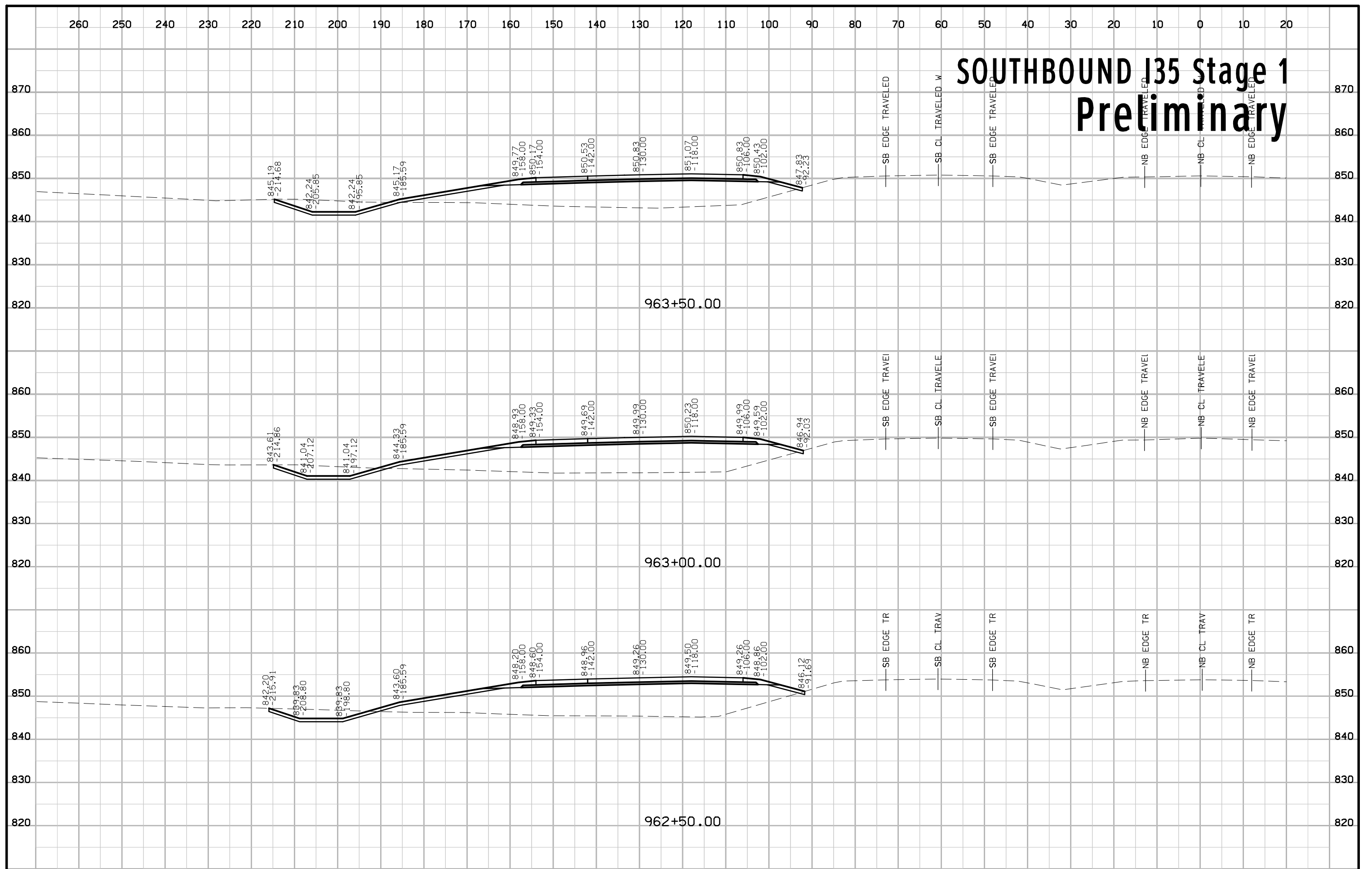




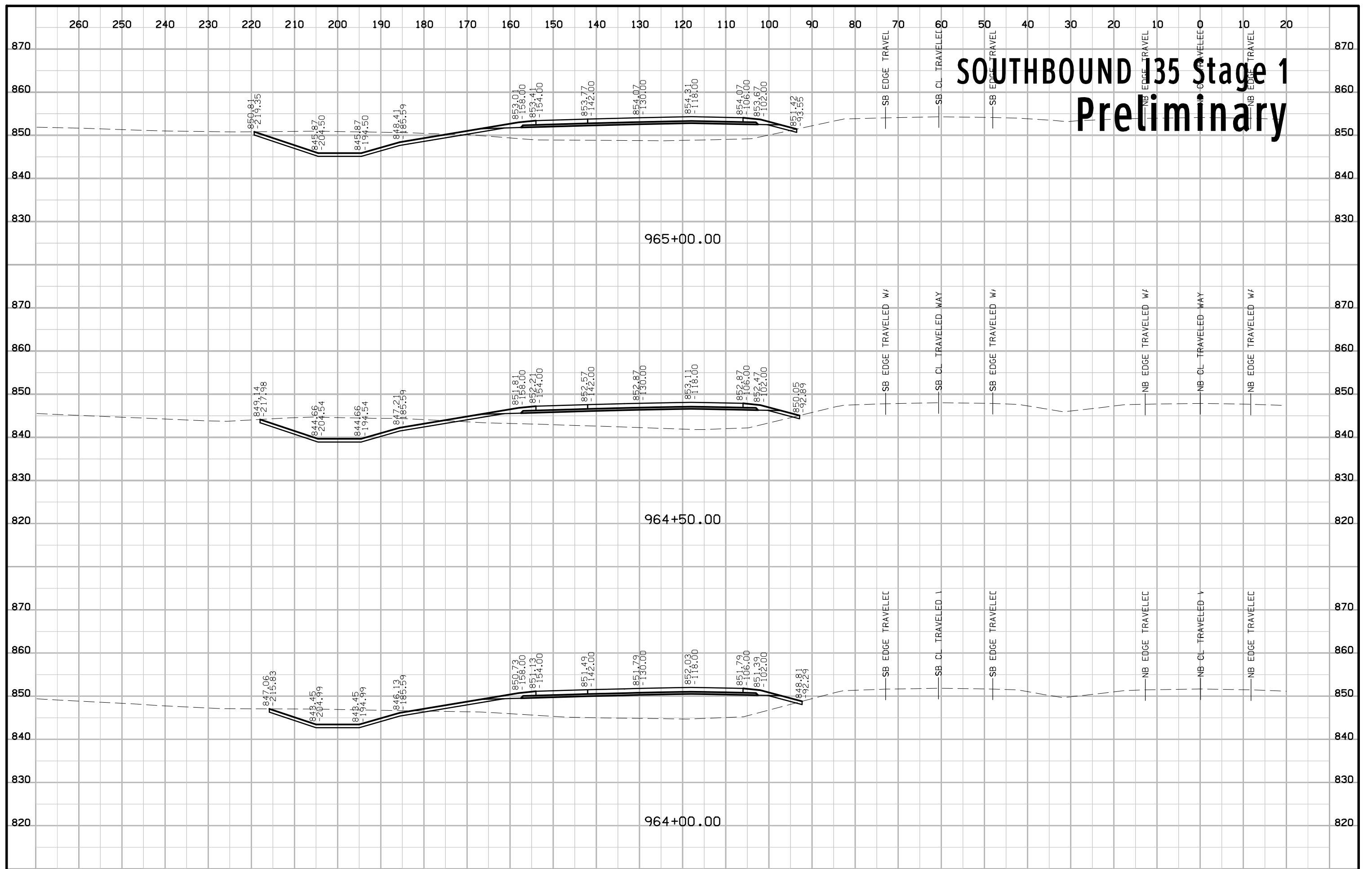
SOUTHBOUND I35 Stage 1 Preliminary



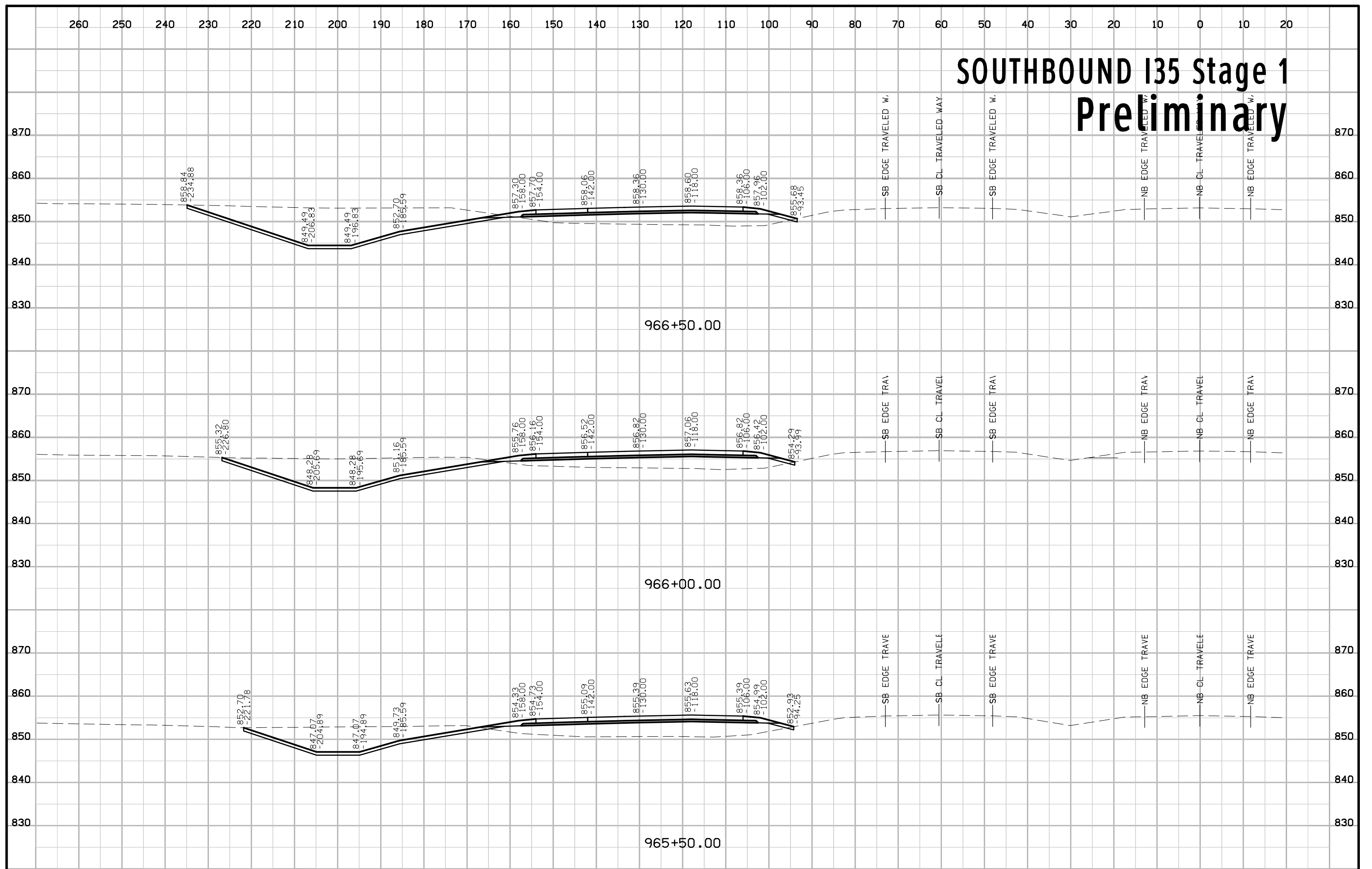
SOUTHBOUND I35 Stage 1 Preliminary



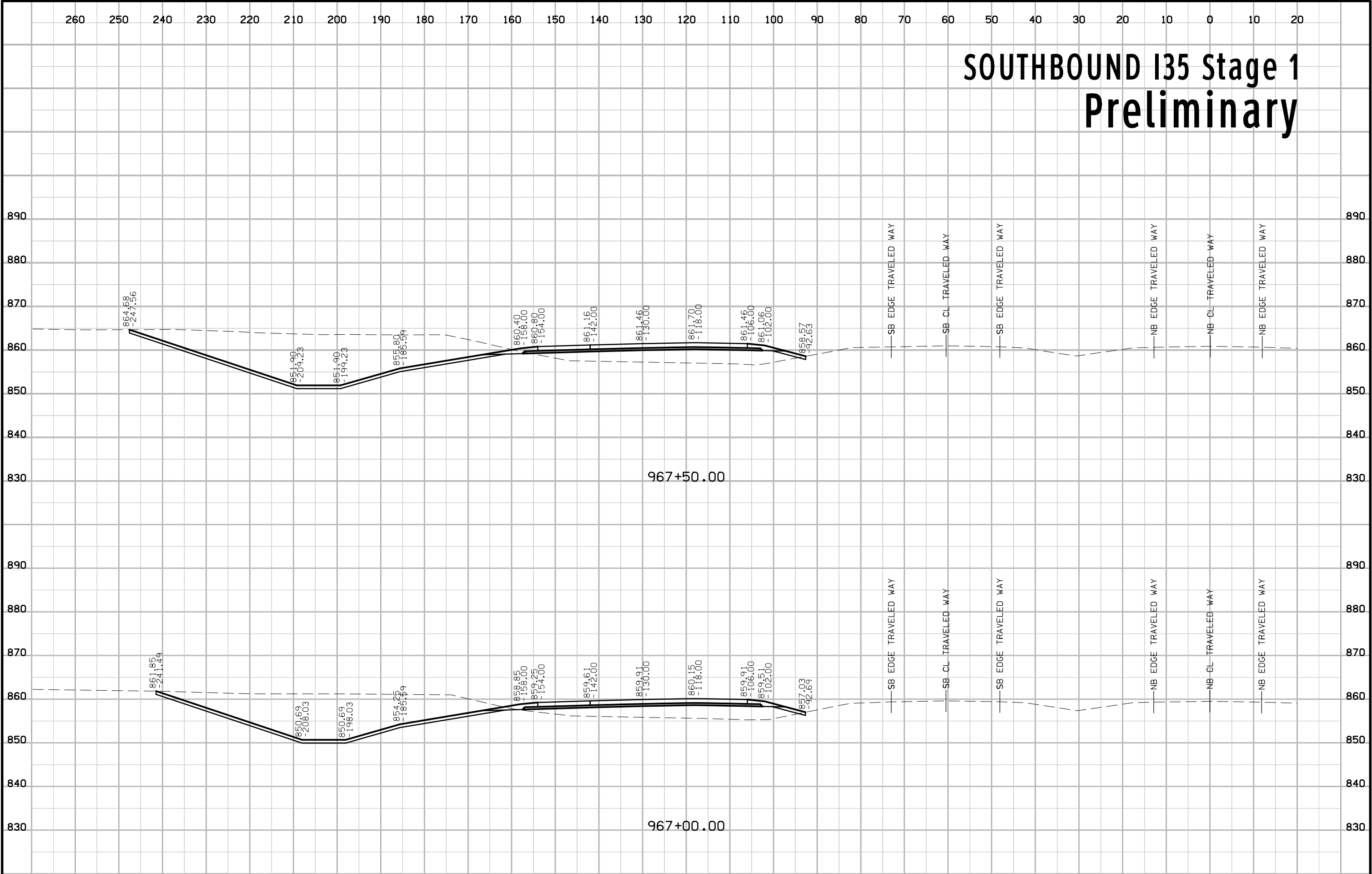
SOUTHBOUND I35 Stage 1 Preliminary



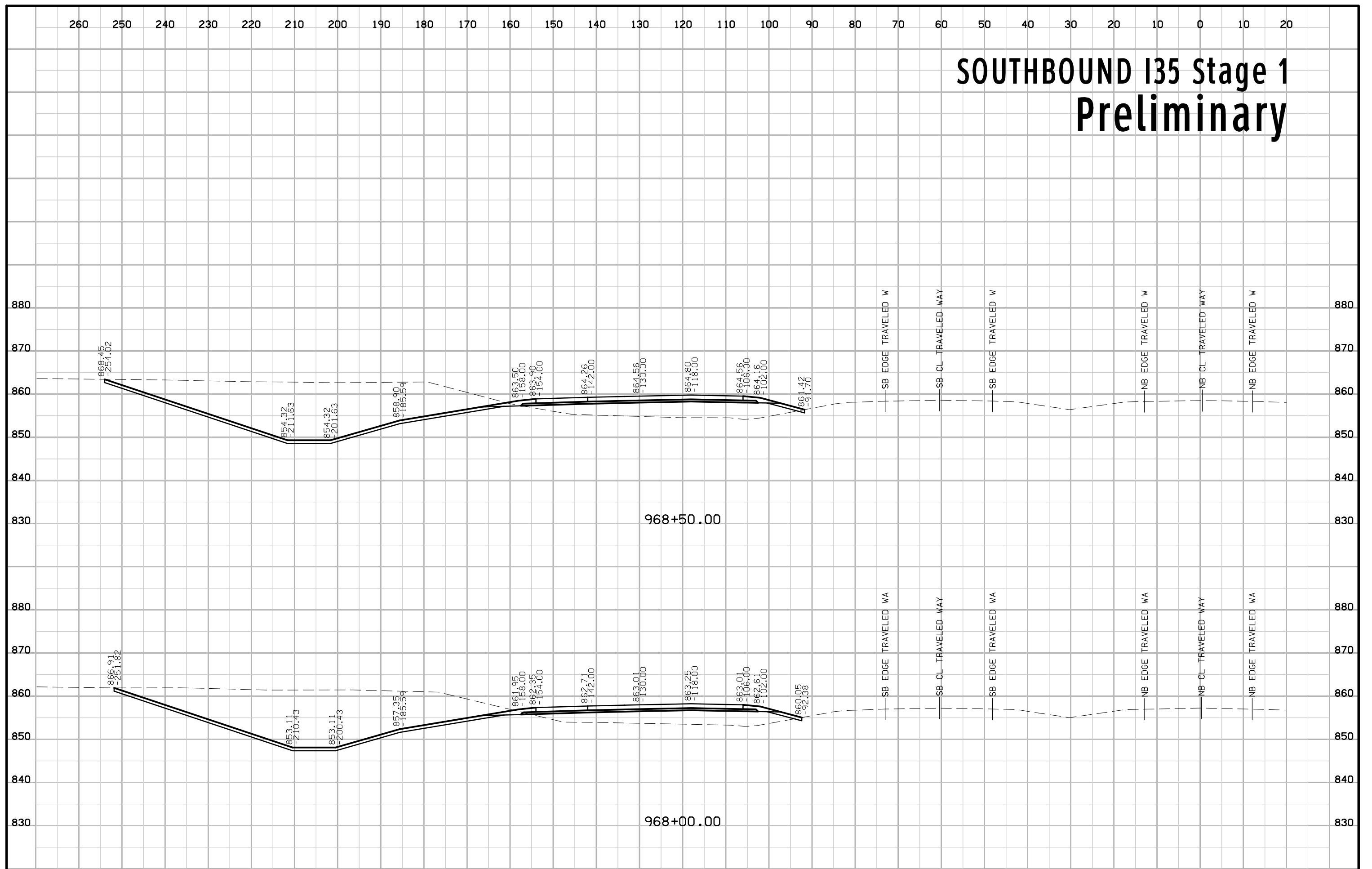
SOUTHBOUND I35 Stage 1 Preliminary



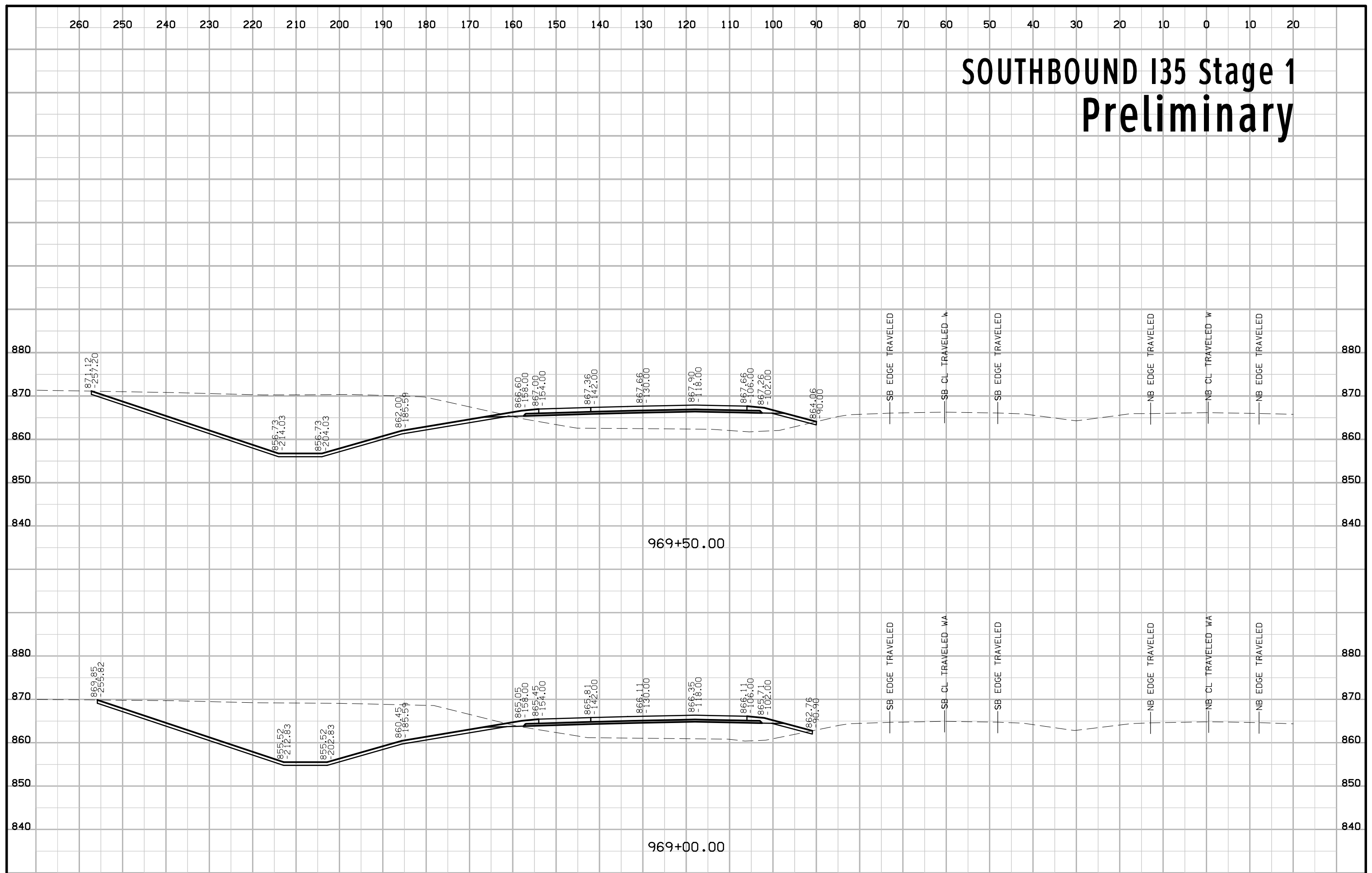
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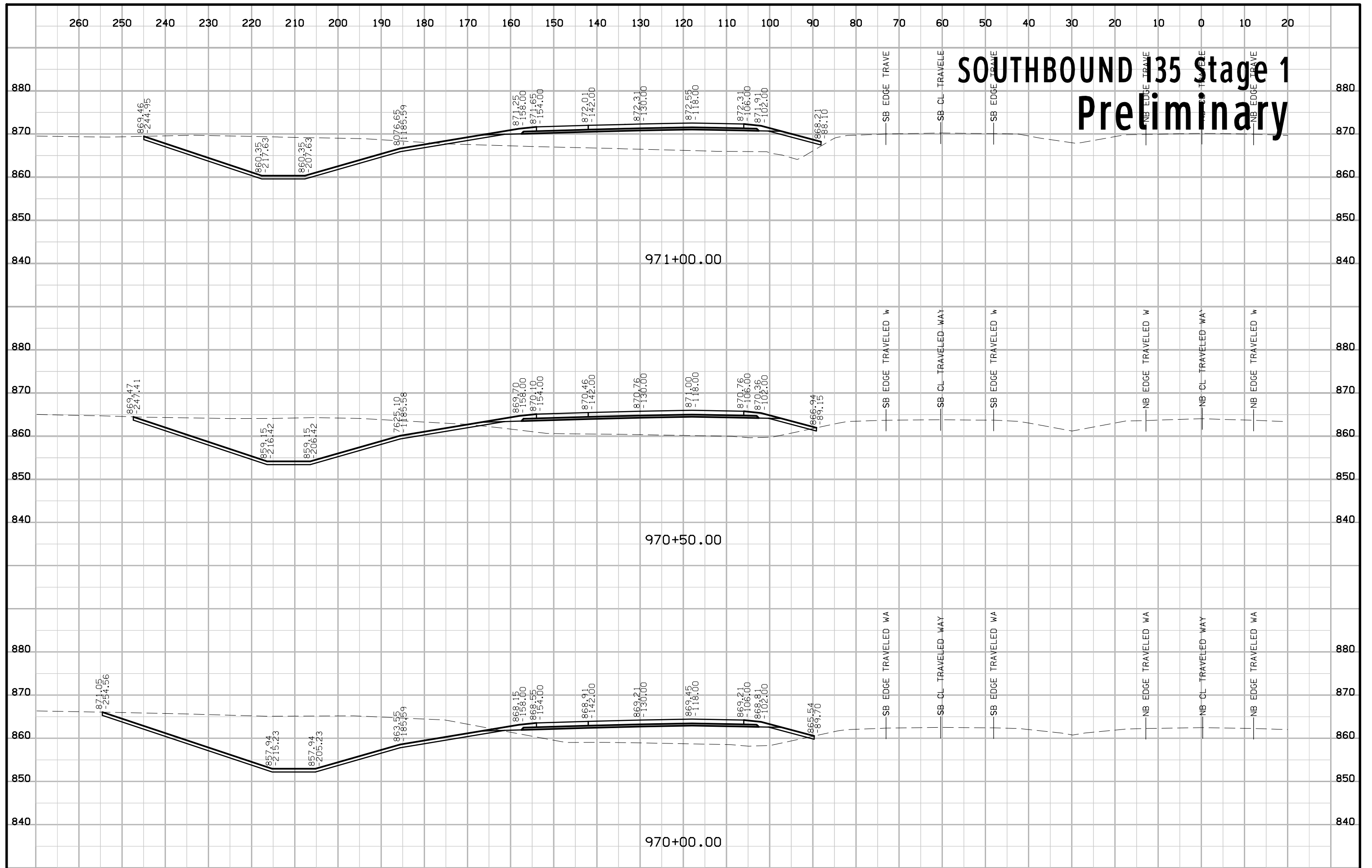


SOUTHBOUND I35 Stage 1 Preliminary

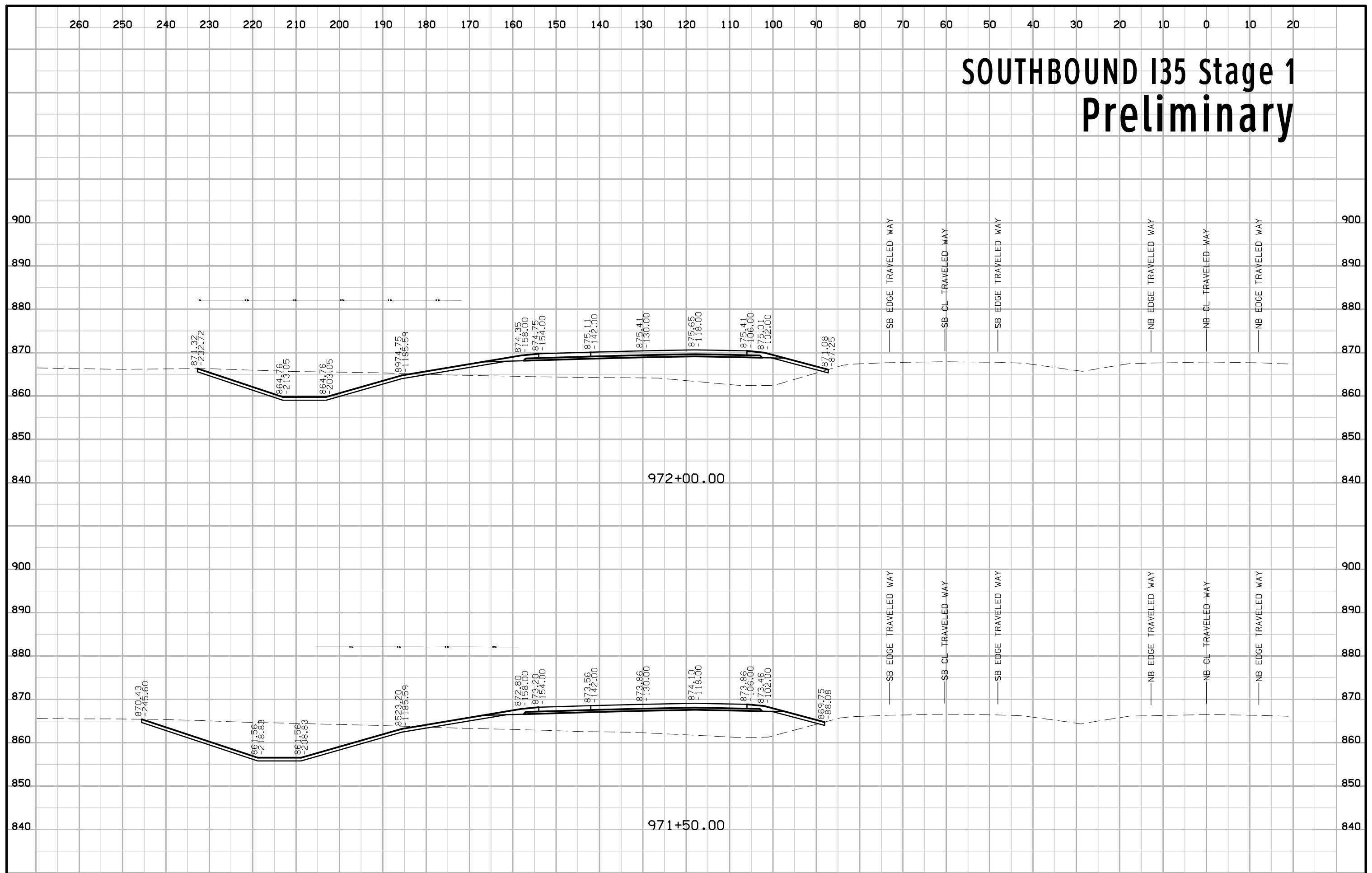


SOUTHBOUND I35 Stage 1 Preliminary

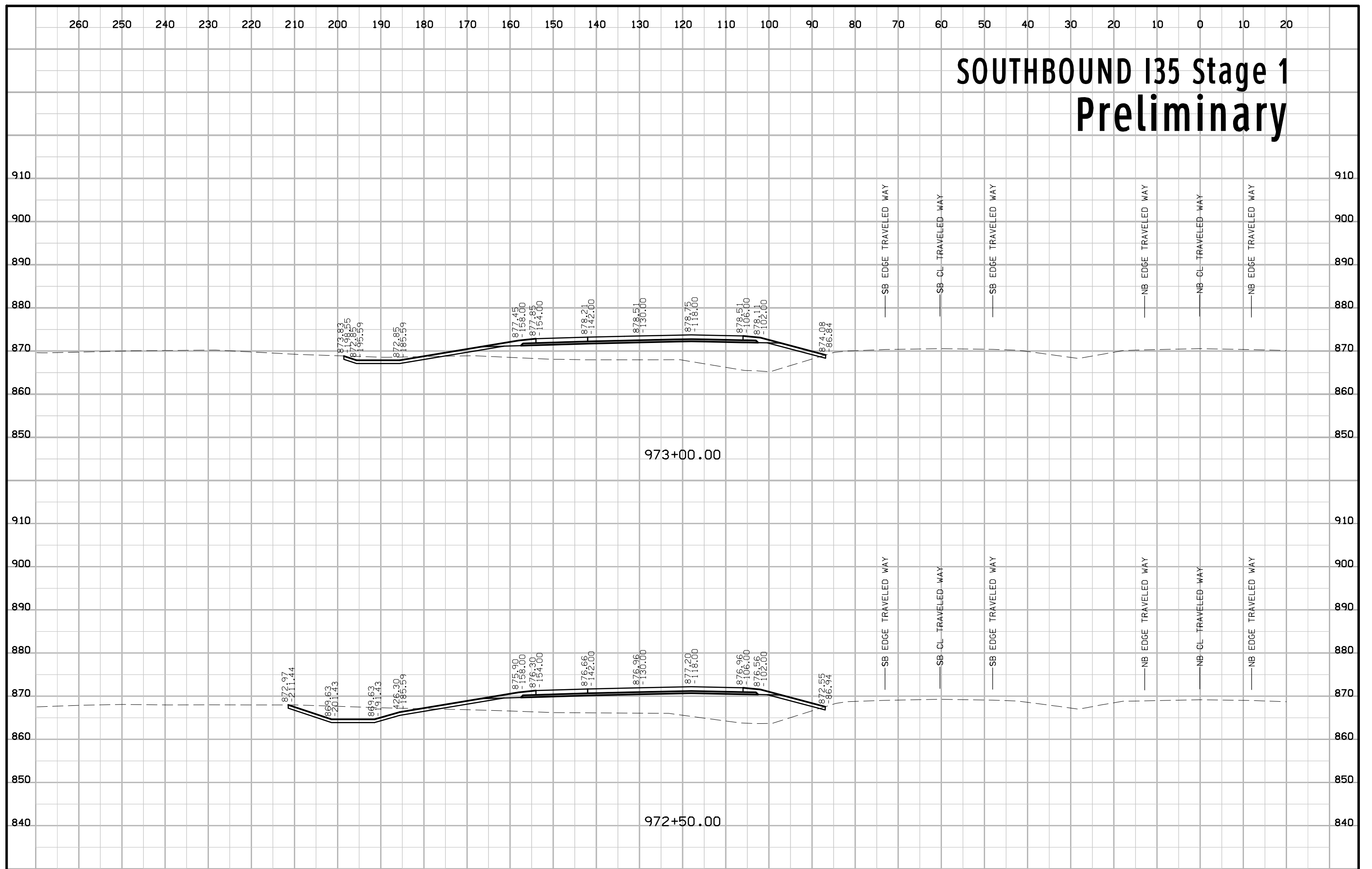




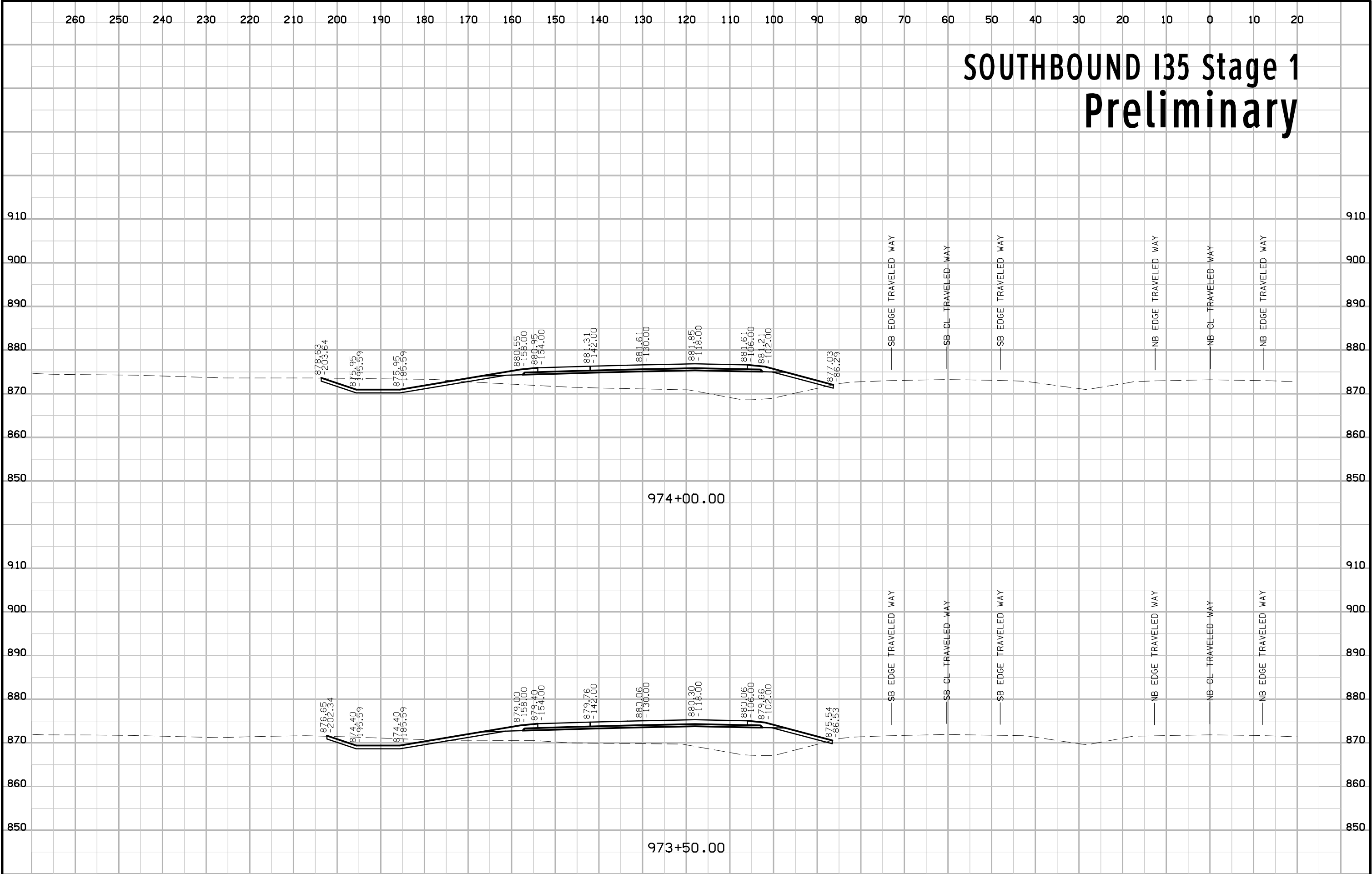
SOUTHBOUND I35 Stage 1 Preliminary



SOUTHBOUND I35 Stage 1 Preliminary



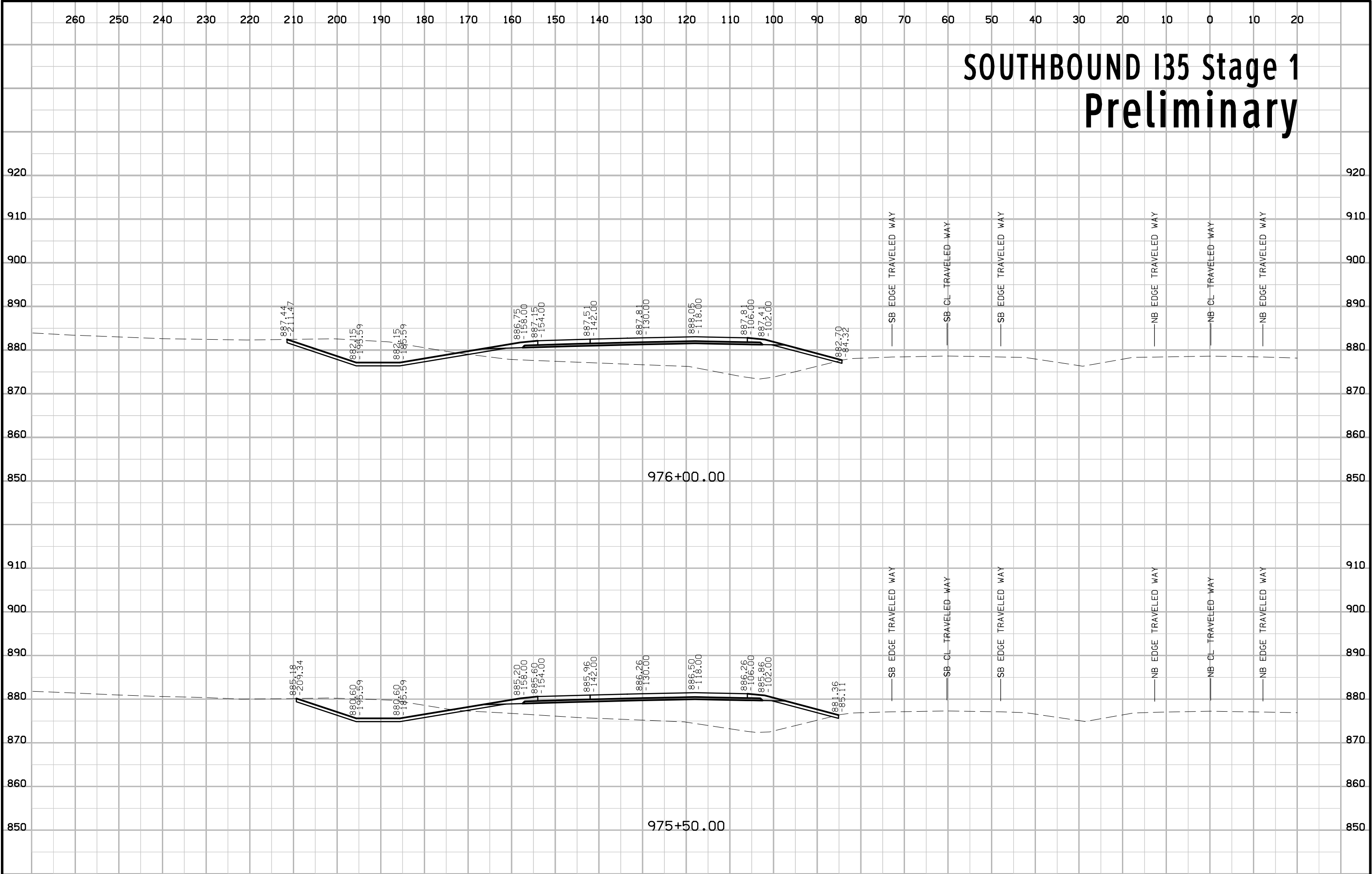
SOUTHBOUND I35 Stage 1 Preliminary



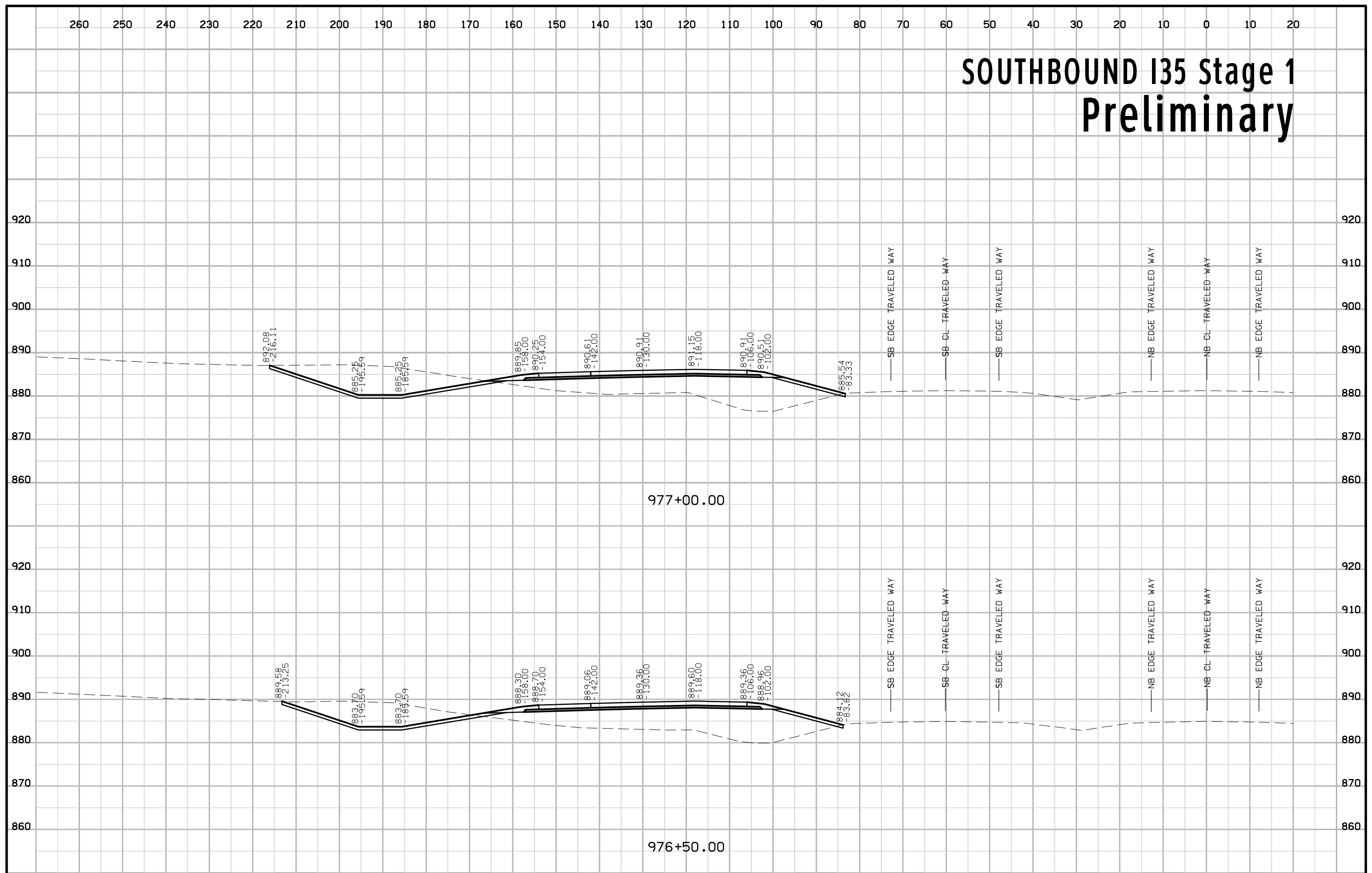
SOUTHBOUND I35 Stage 1 Preliminary



SOUTHBOUND I35 Stage 1 Preliminary



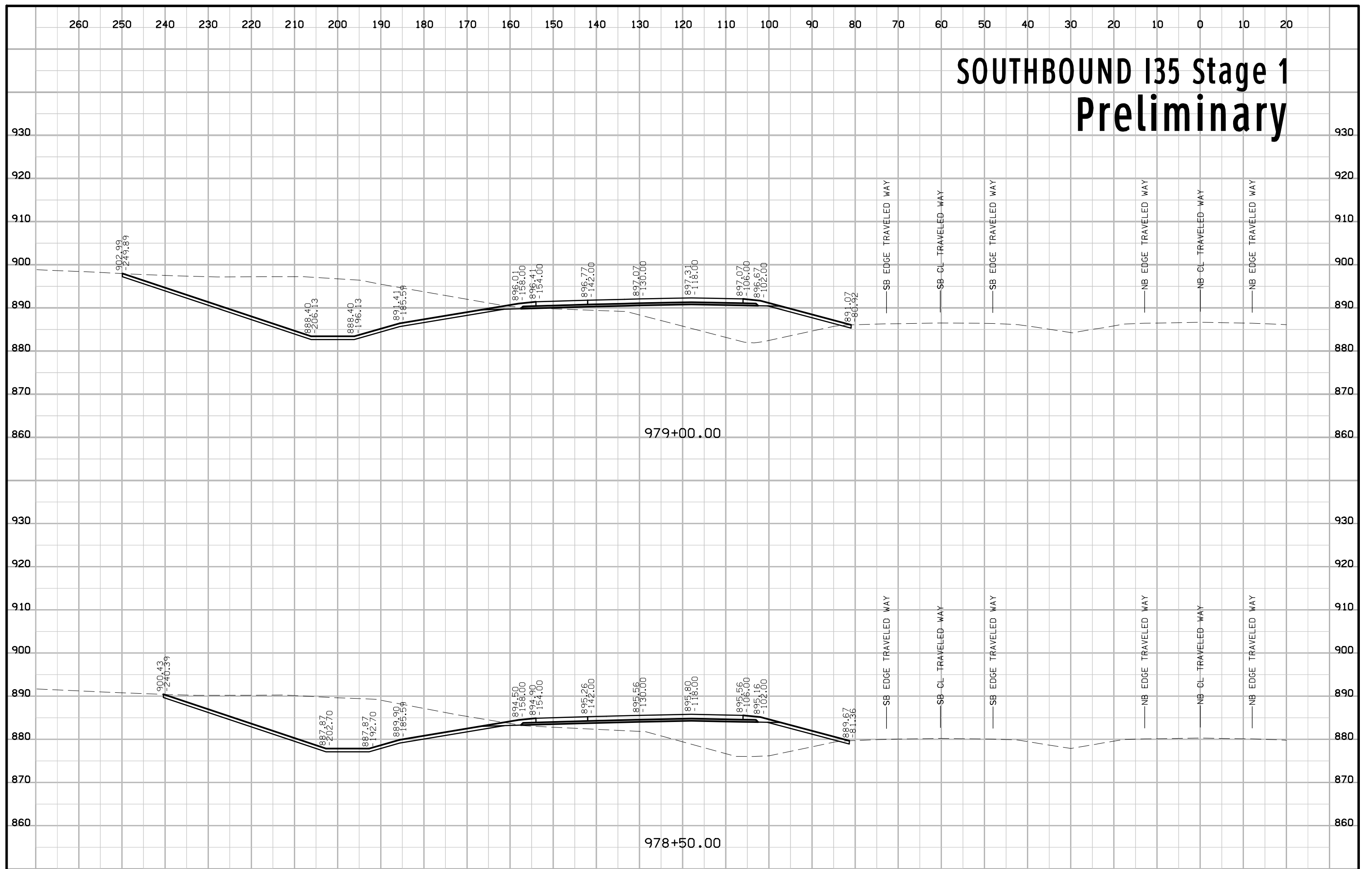
SOUTHBOUND I35 Stage 1 Preliminary



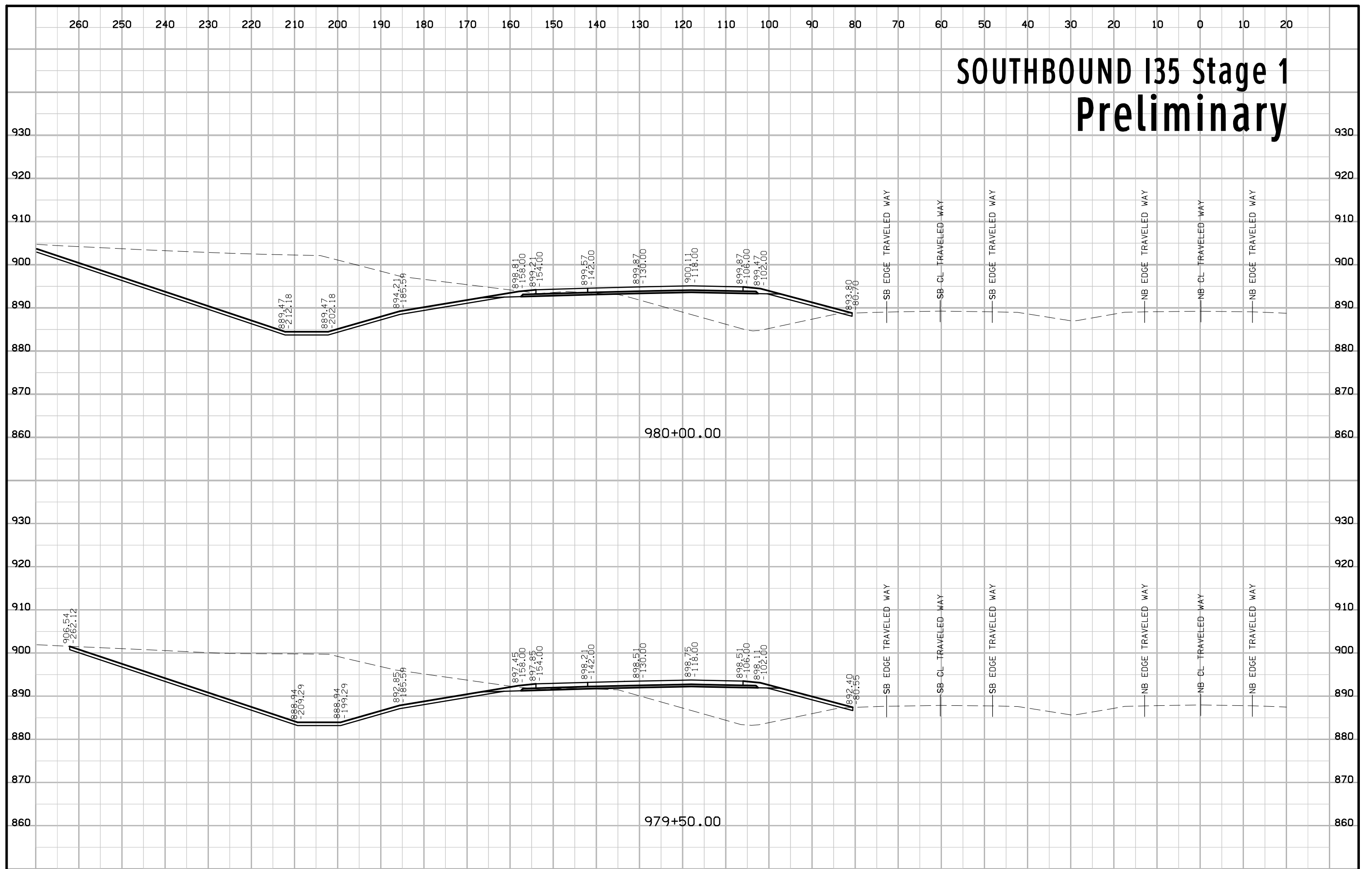
SOUTHBOUND I35 Stage 1 Preliminary



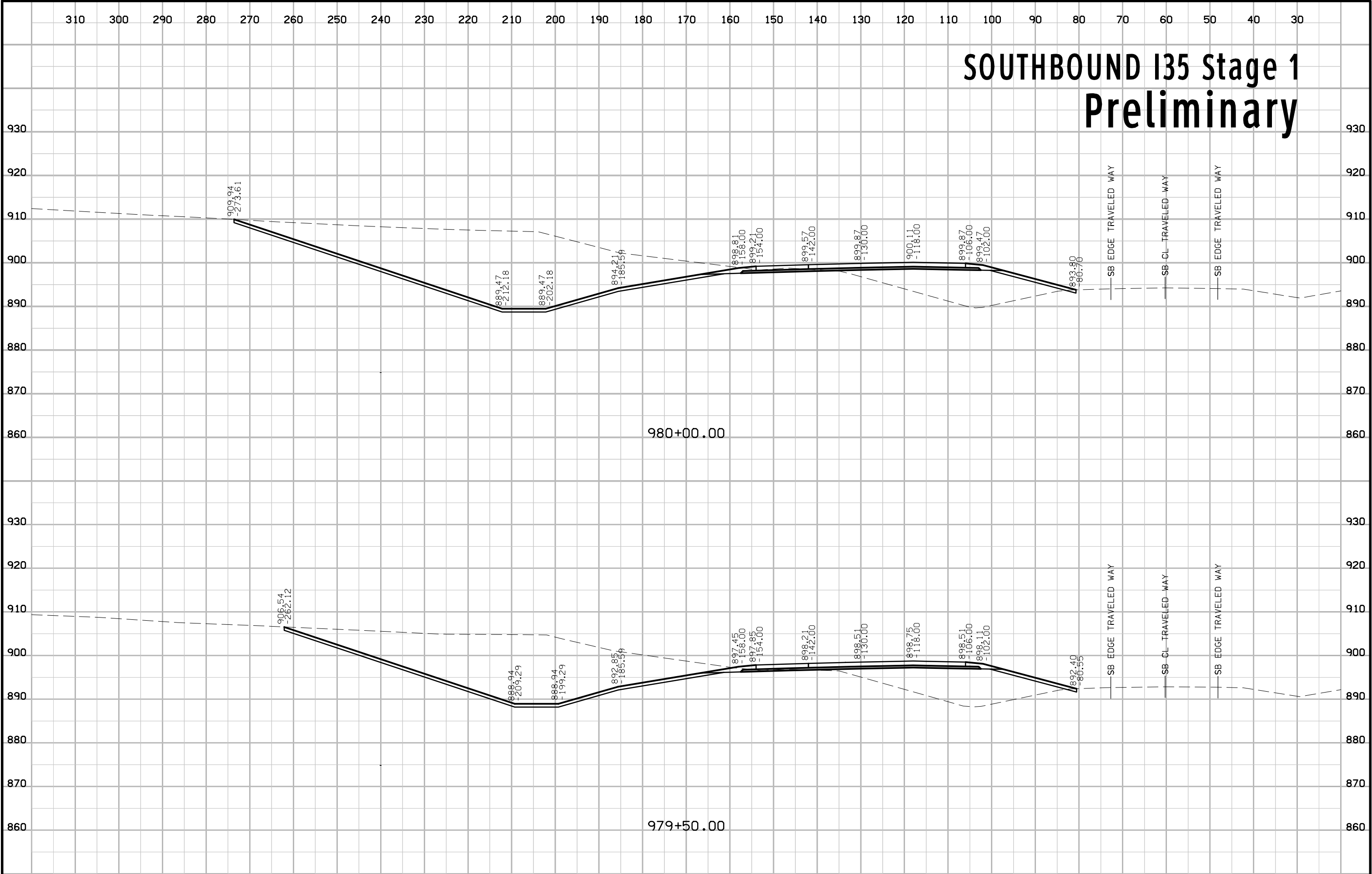
SOUTHBOUND I35 Stage 1 Preliminary



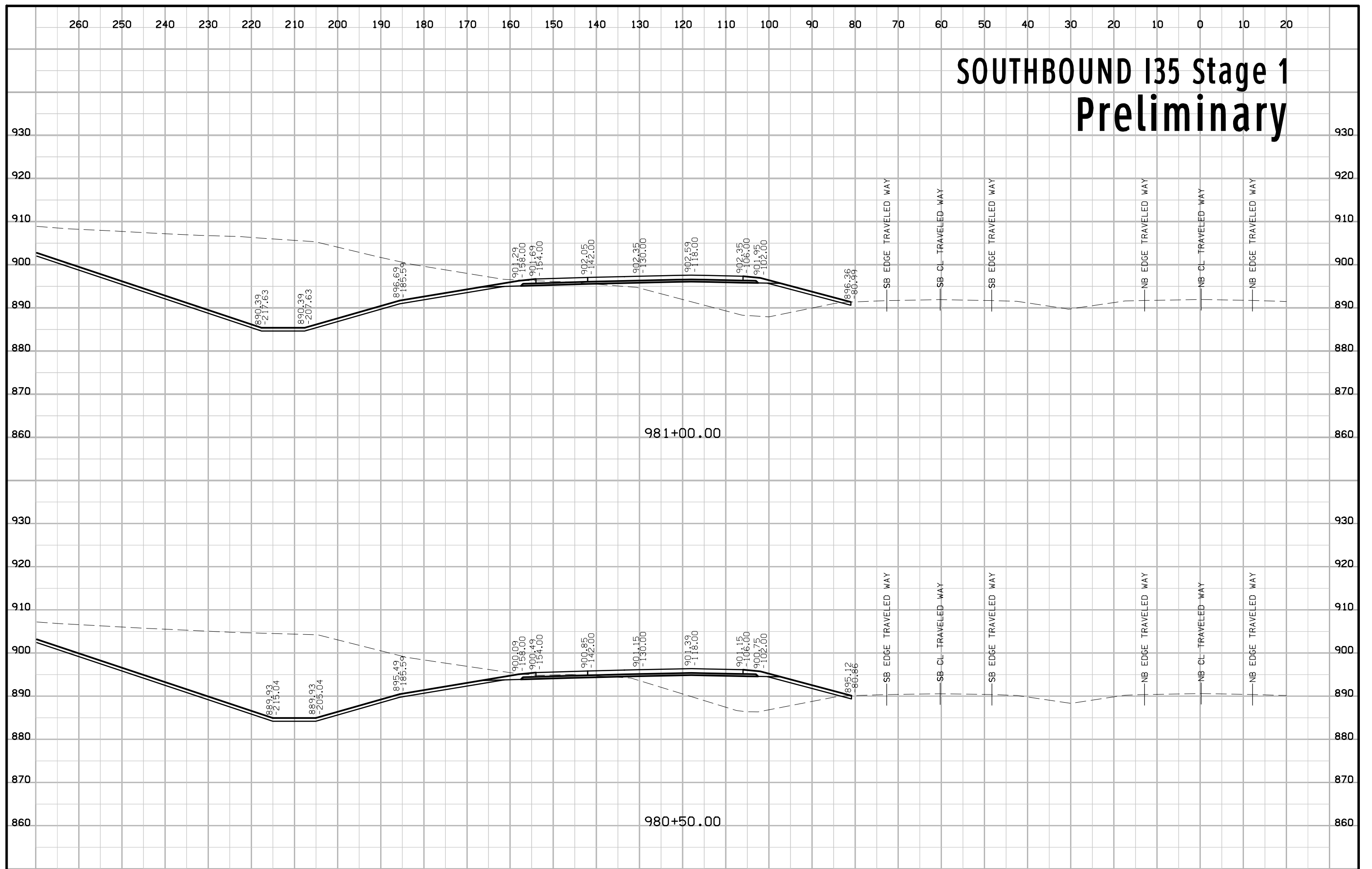
SOUTHBOUND I35 Stage 1 Preliminary



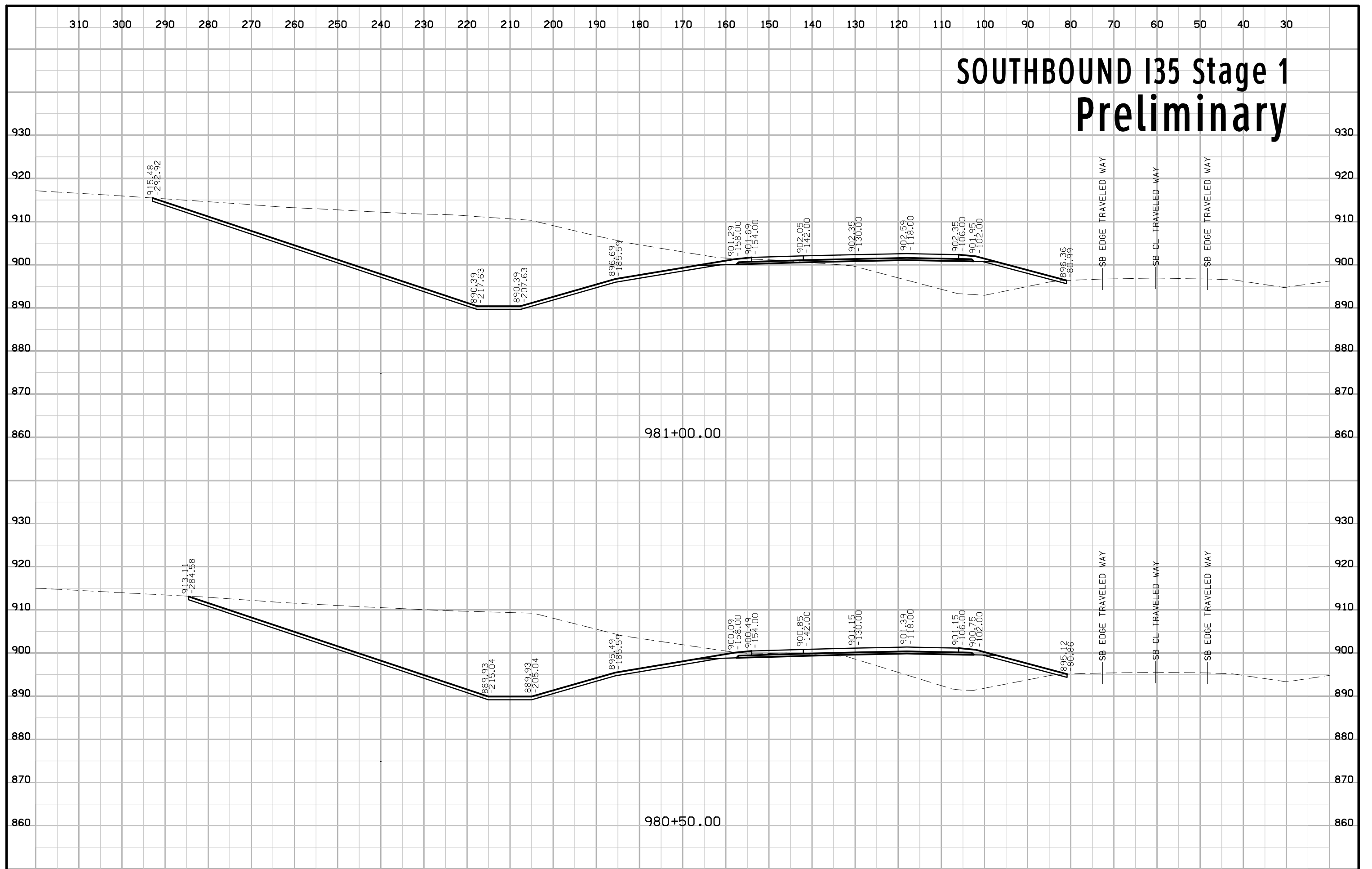
SOUTHBOUND I35 Stage 1 Preliminary



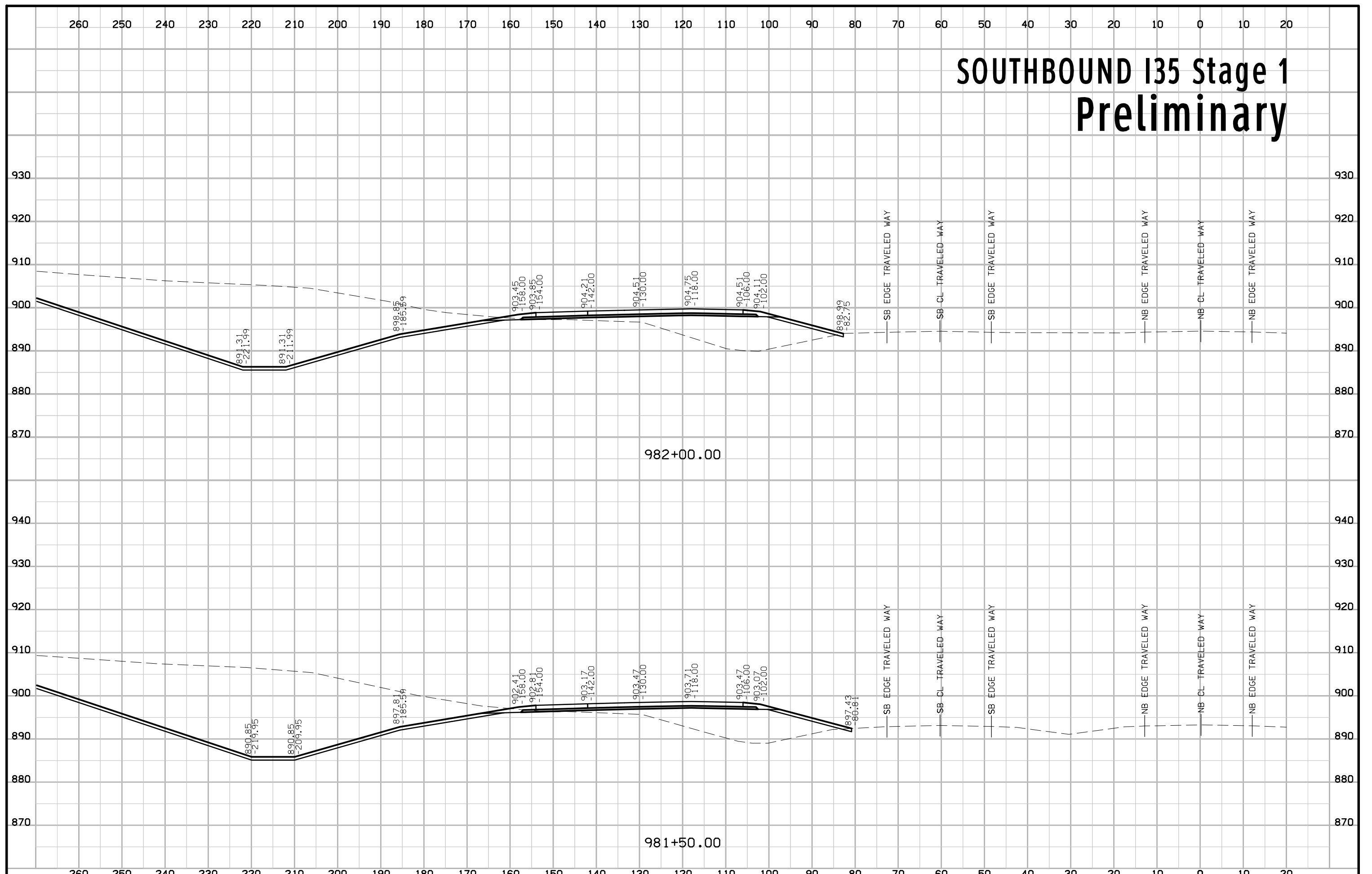
SOUTHBOUND I35 Stage 1 Preliminary



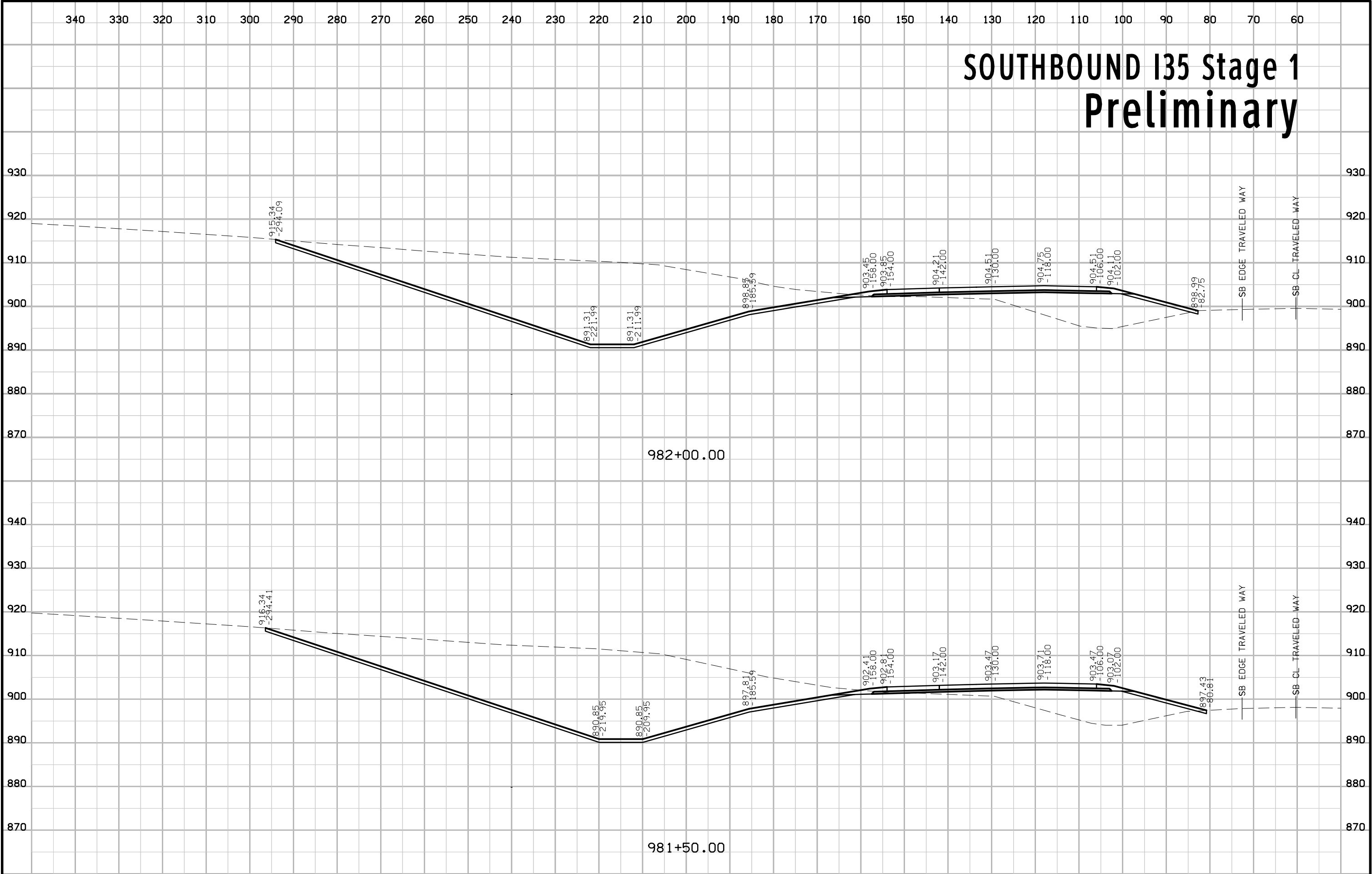
SOUTHBOUND I35 Stage 1 Preliminary



SOUTHBOUND I35 Stage 1 Preliminary



SOUTHBOUND I35 Stage 1 Preliminary



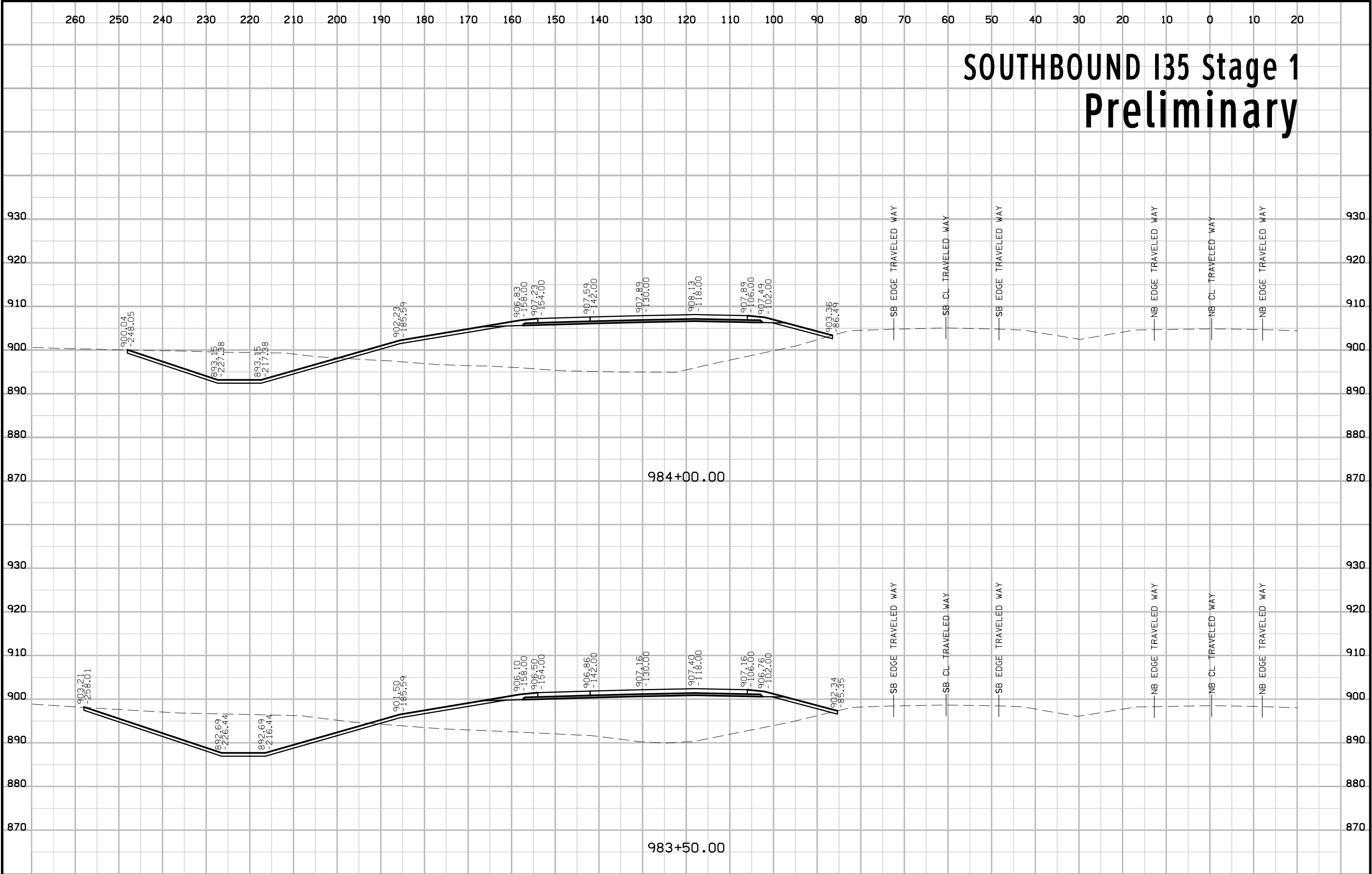
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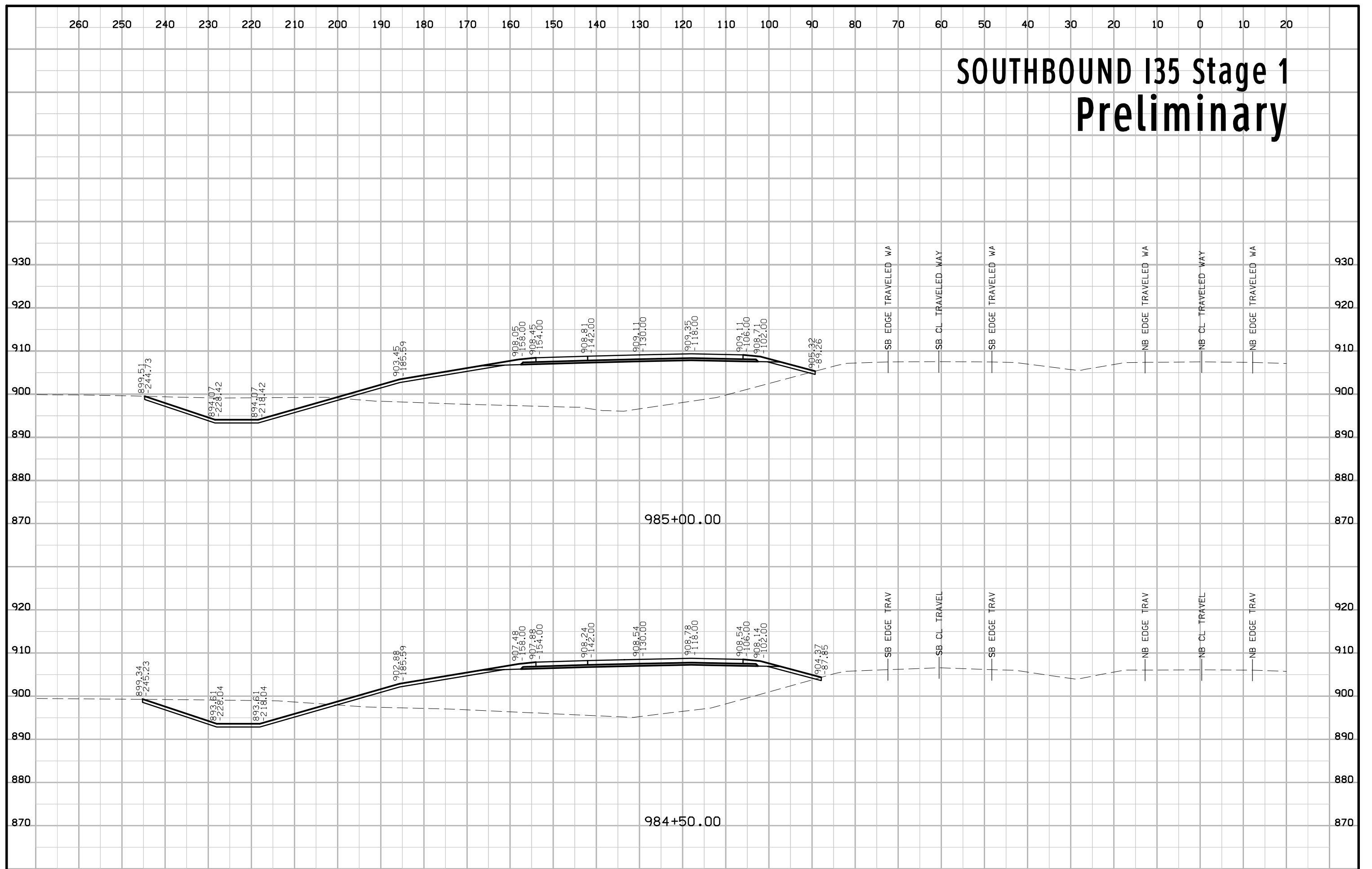
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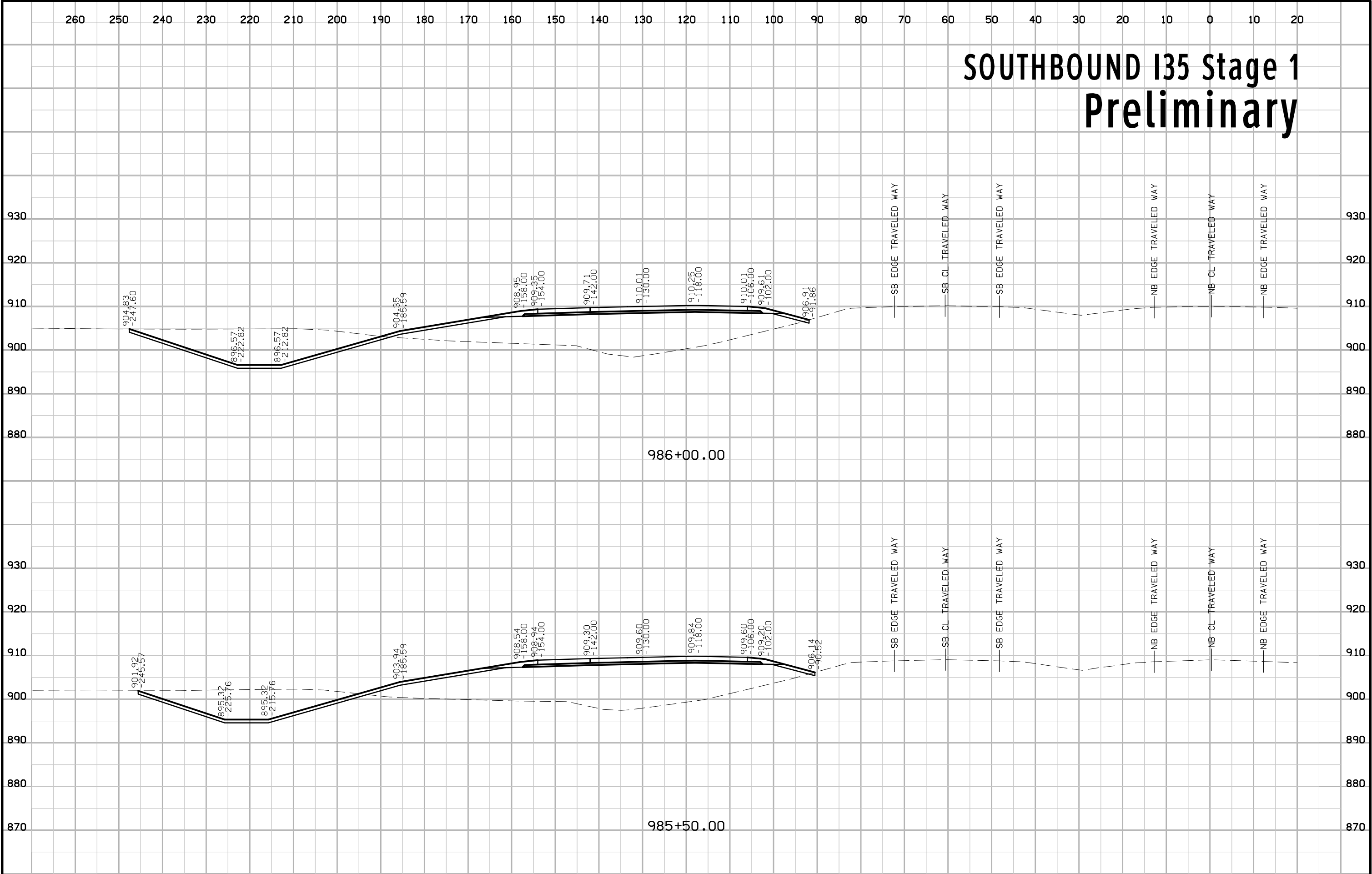
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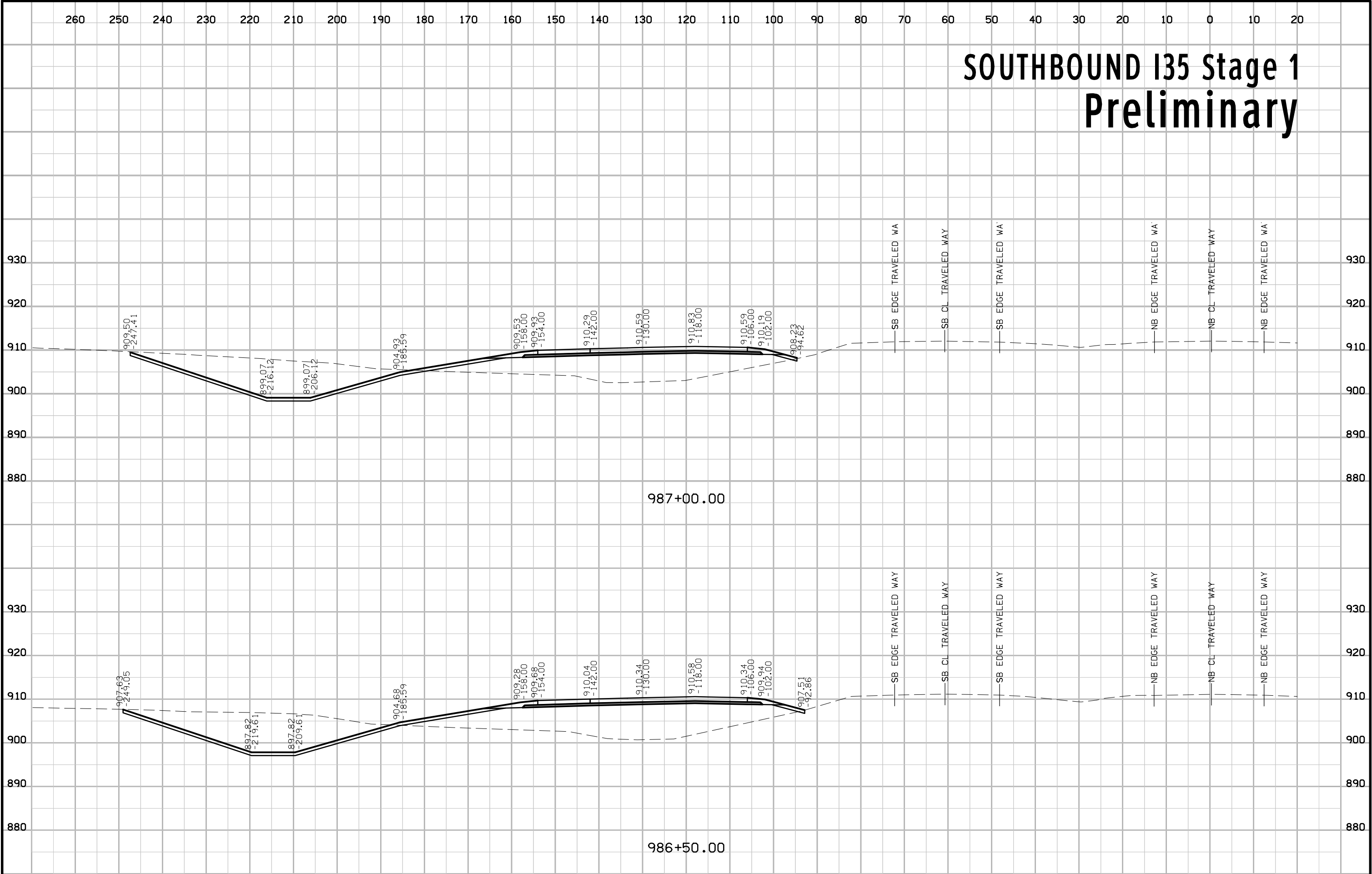
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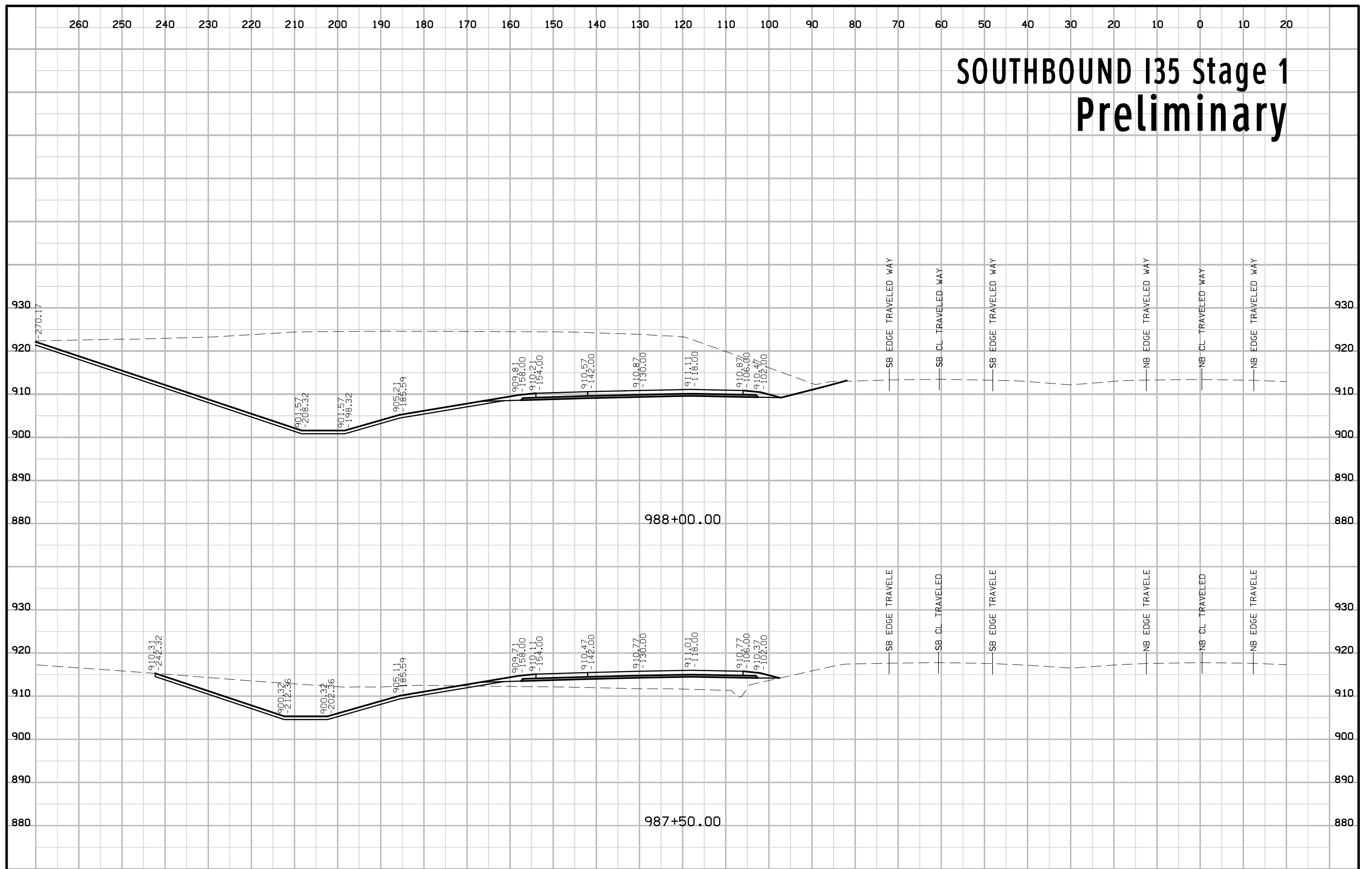
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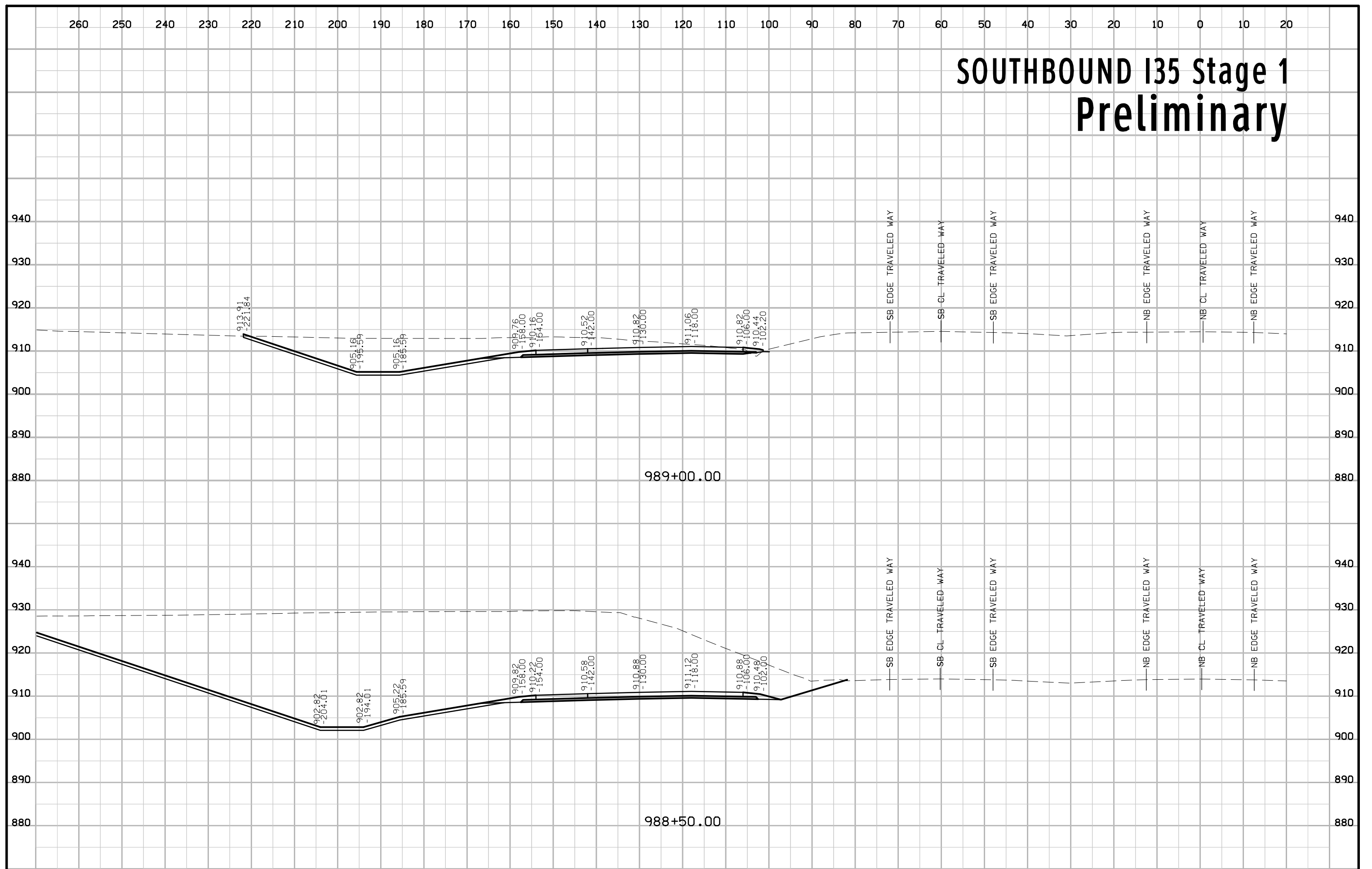
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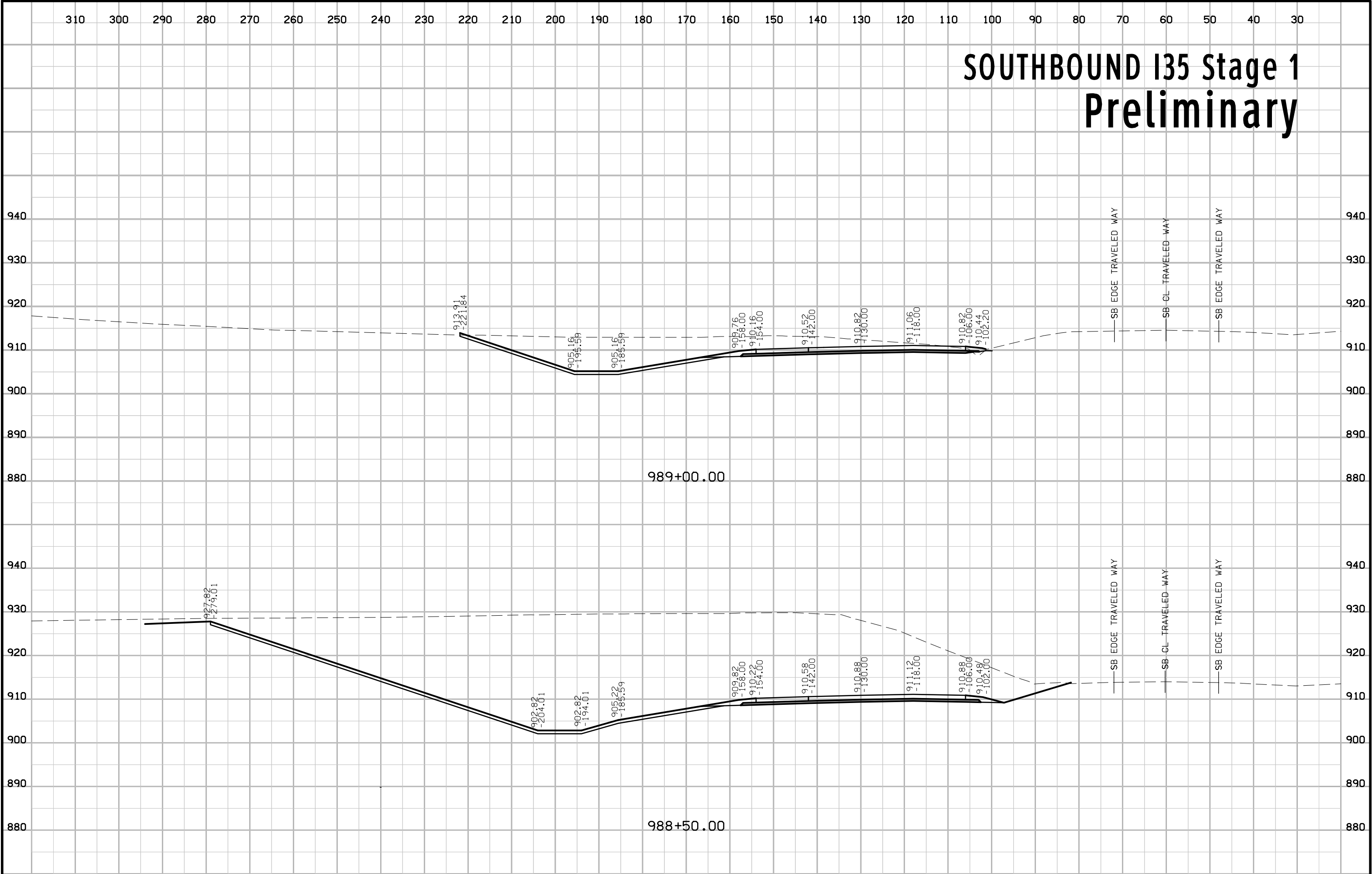
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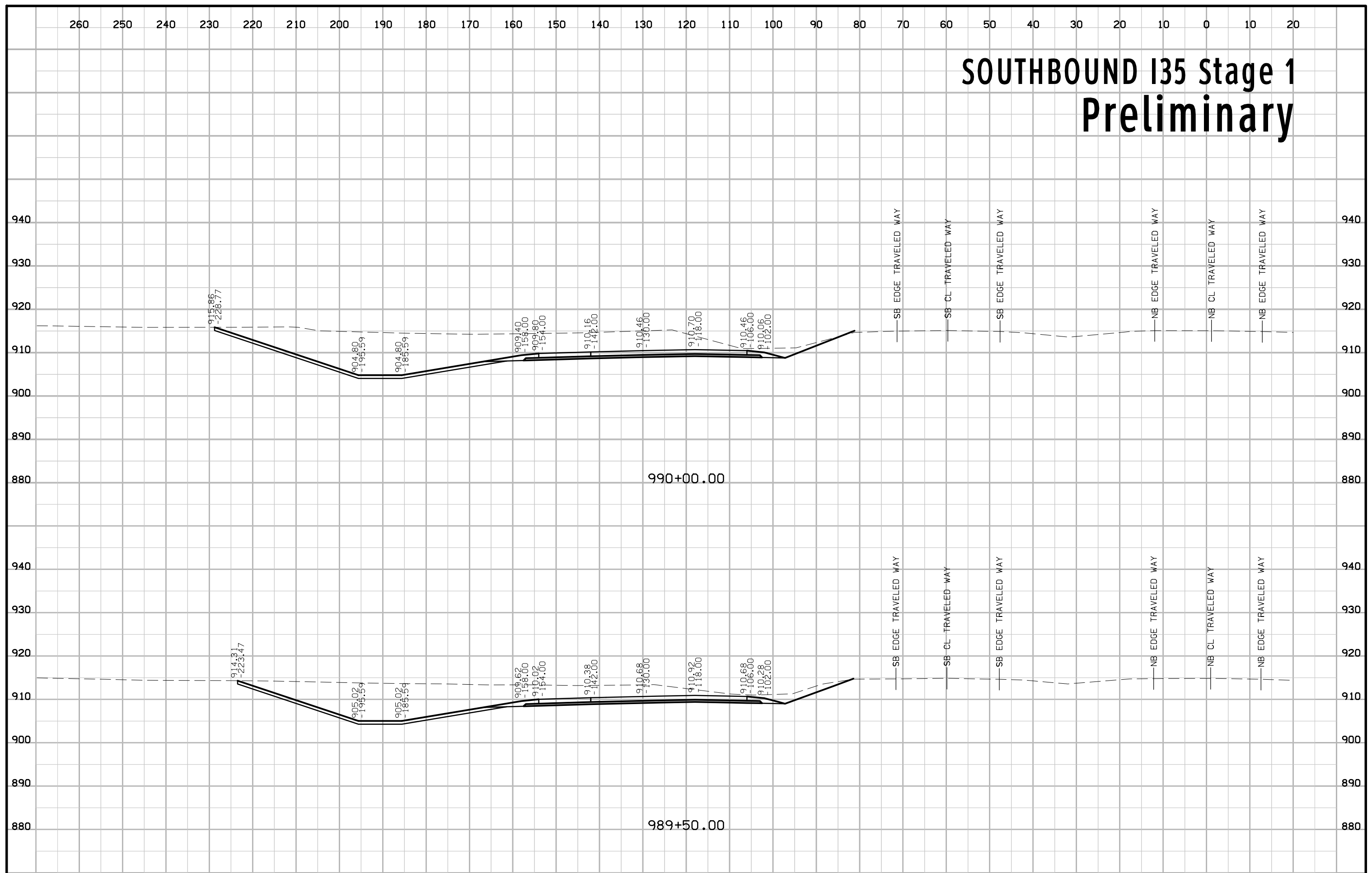
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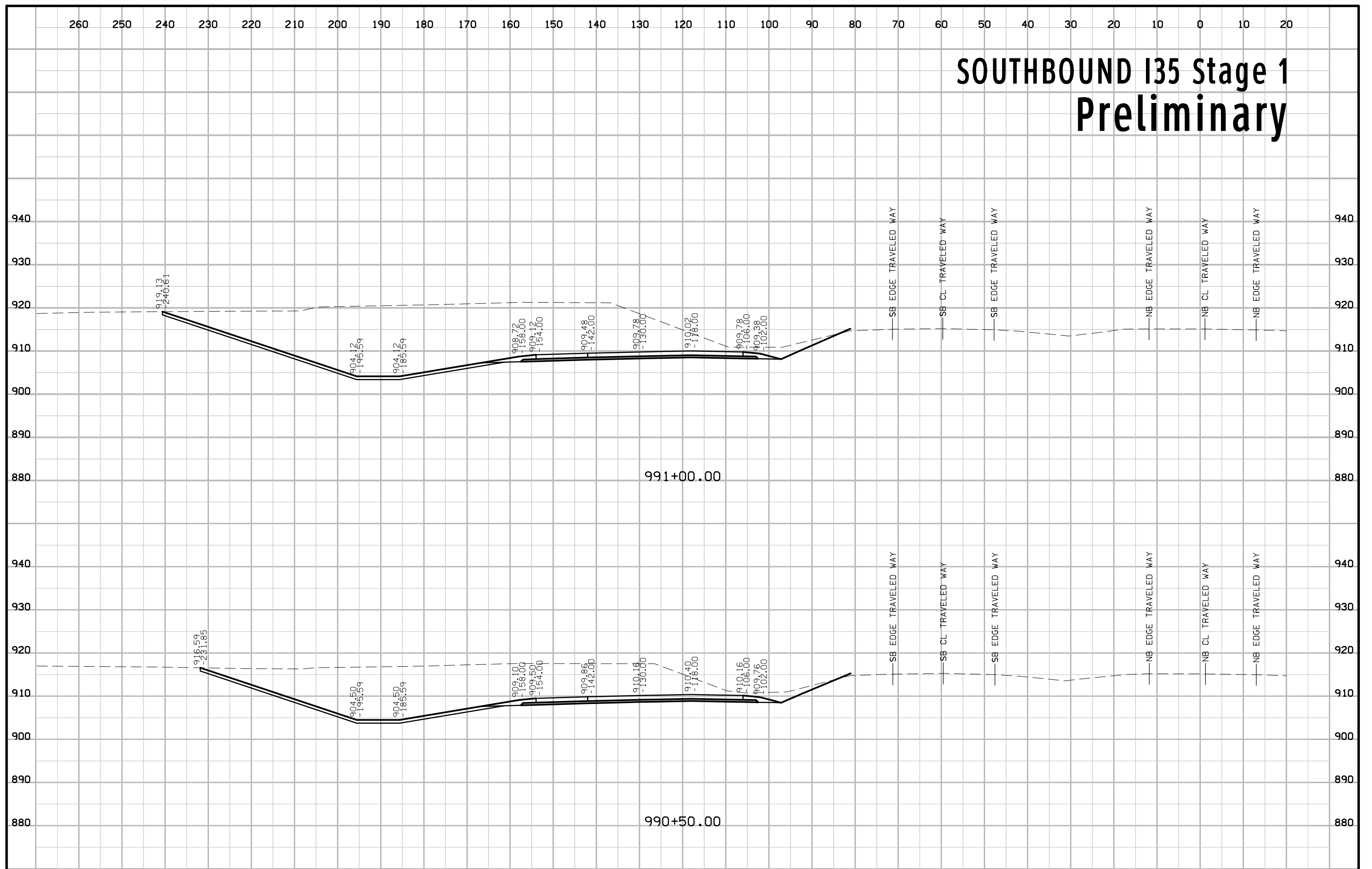
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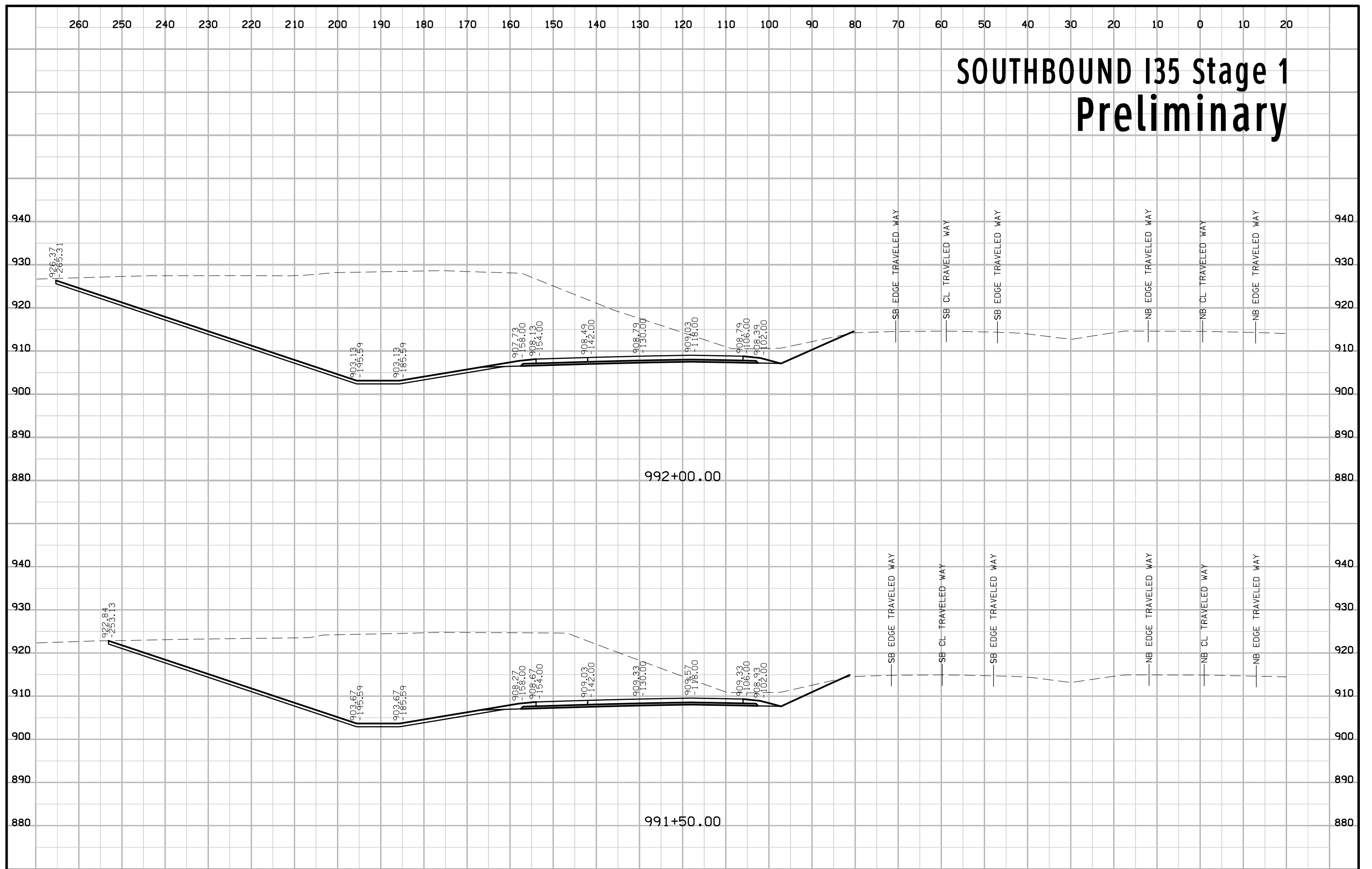
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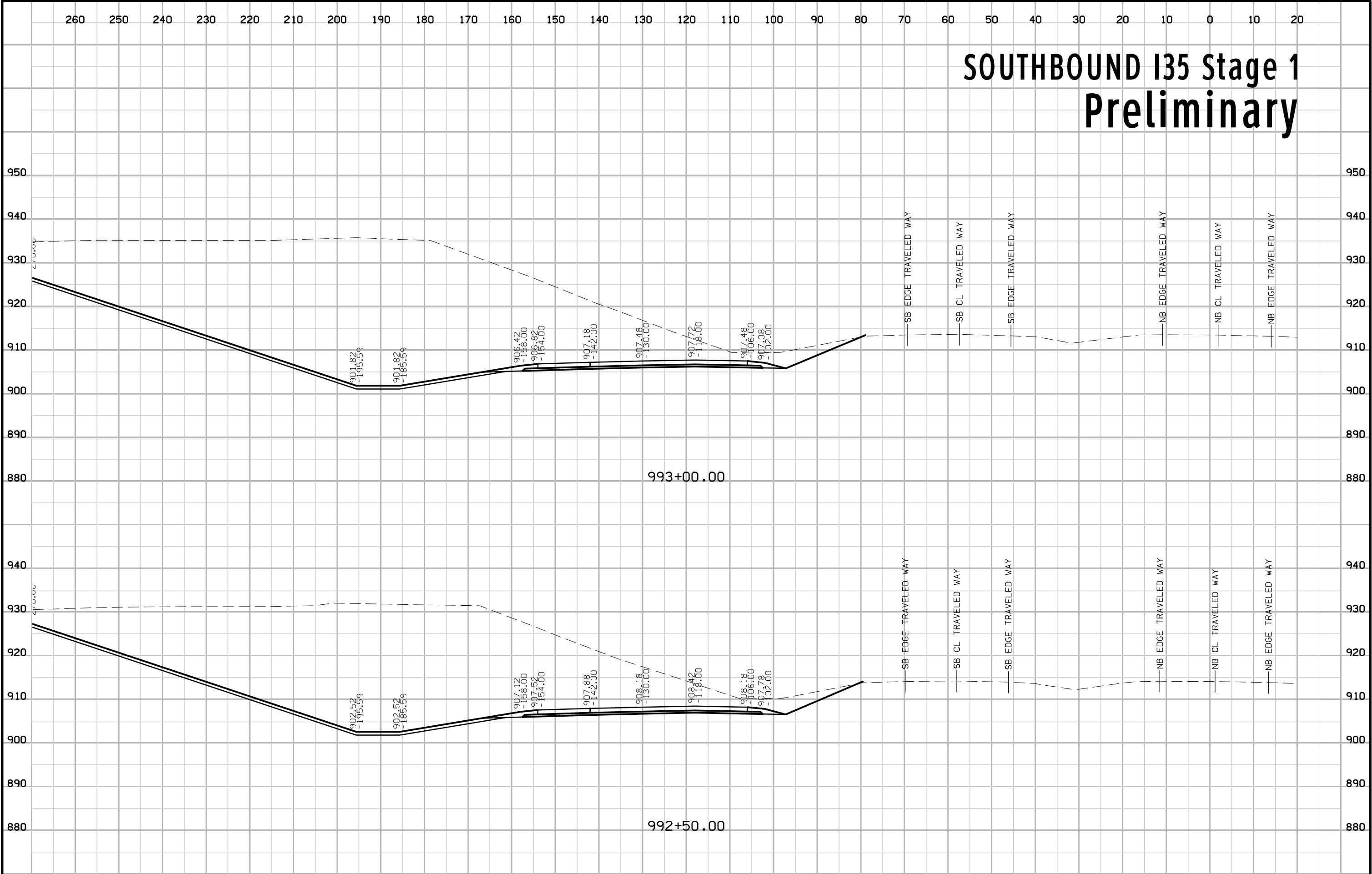
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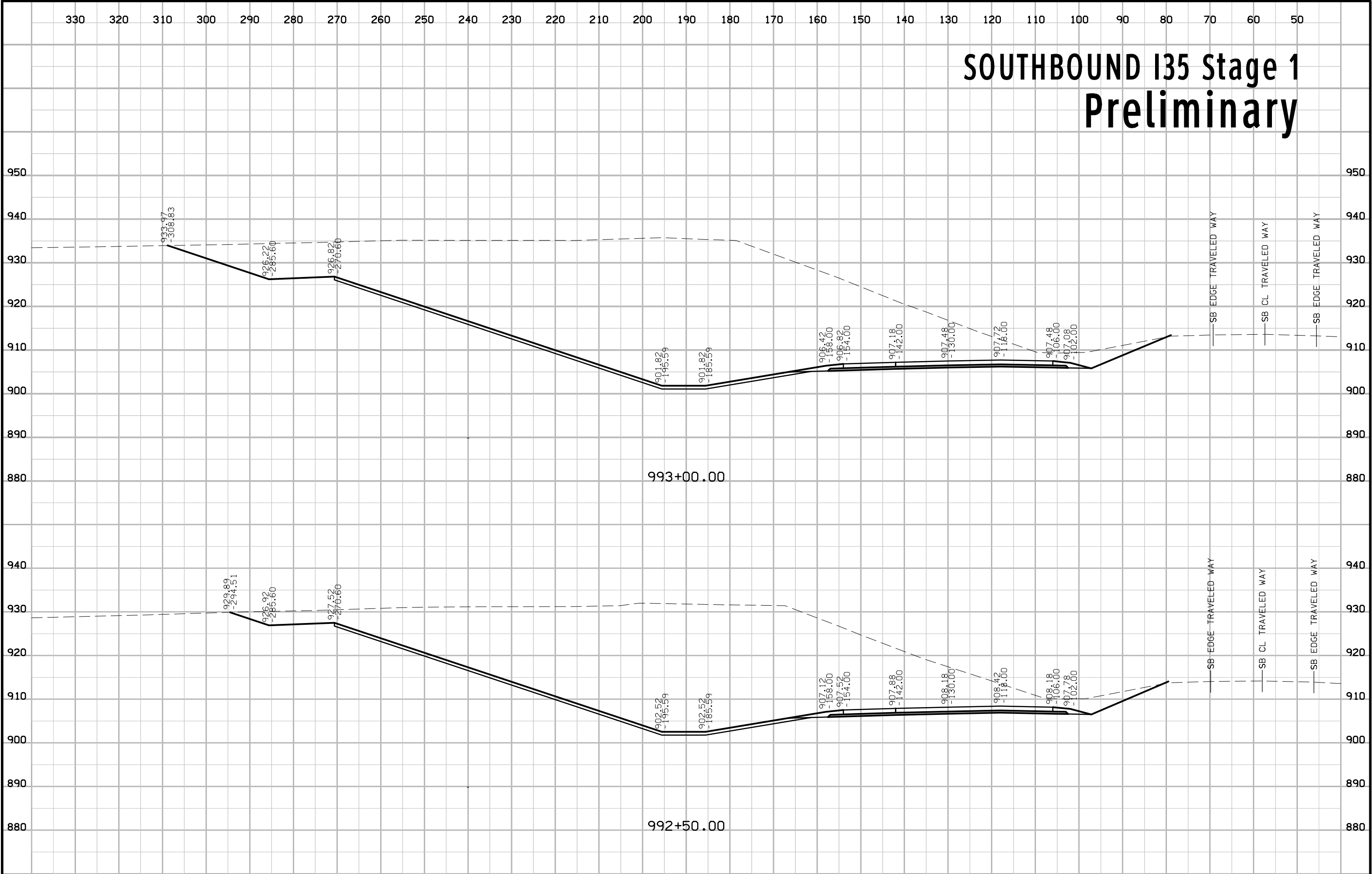
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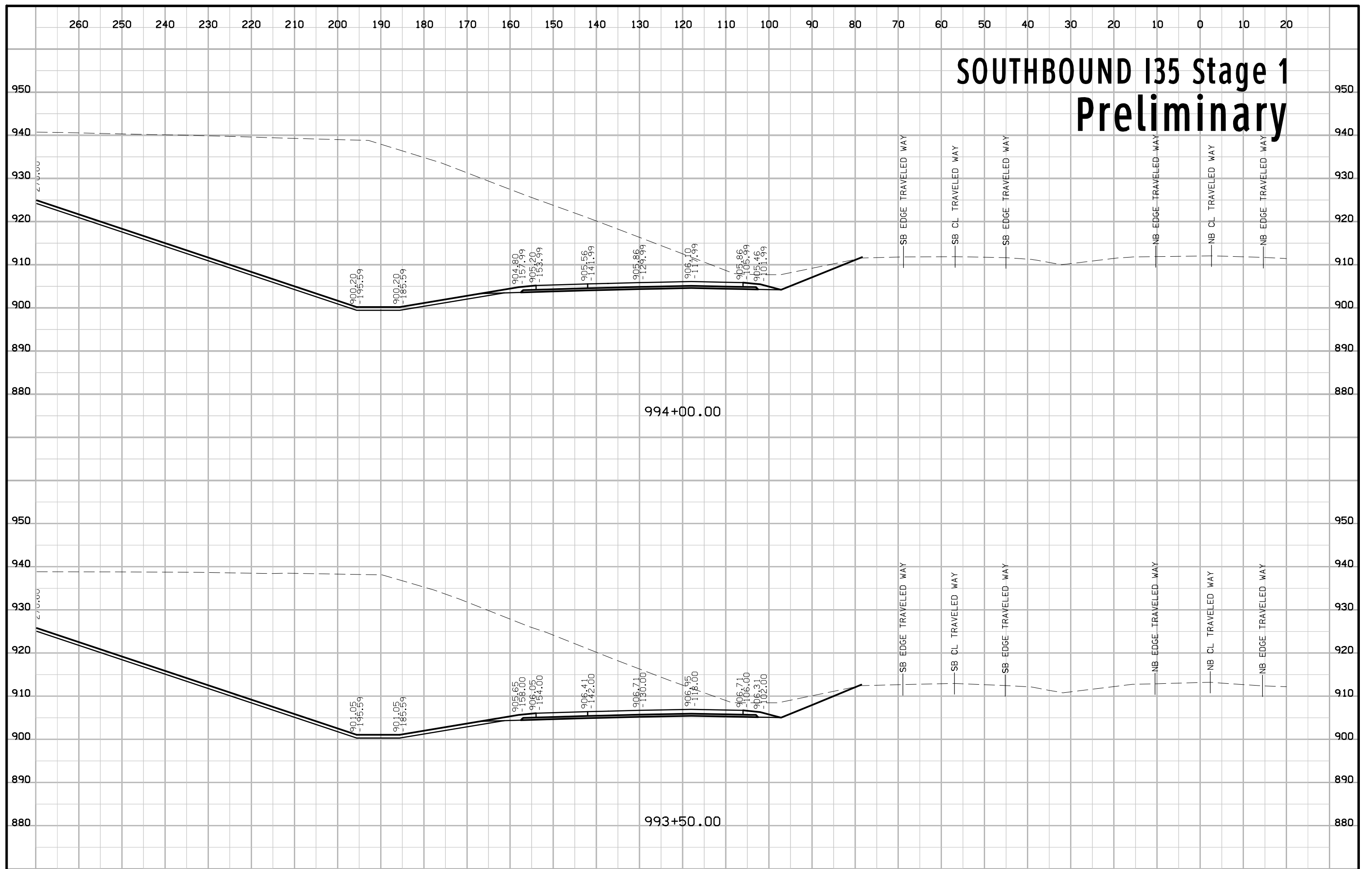
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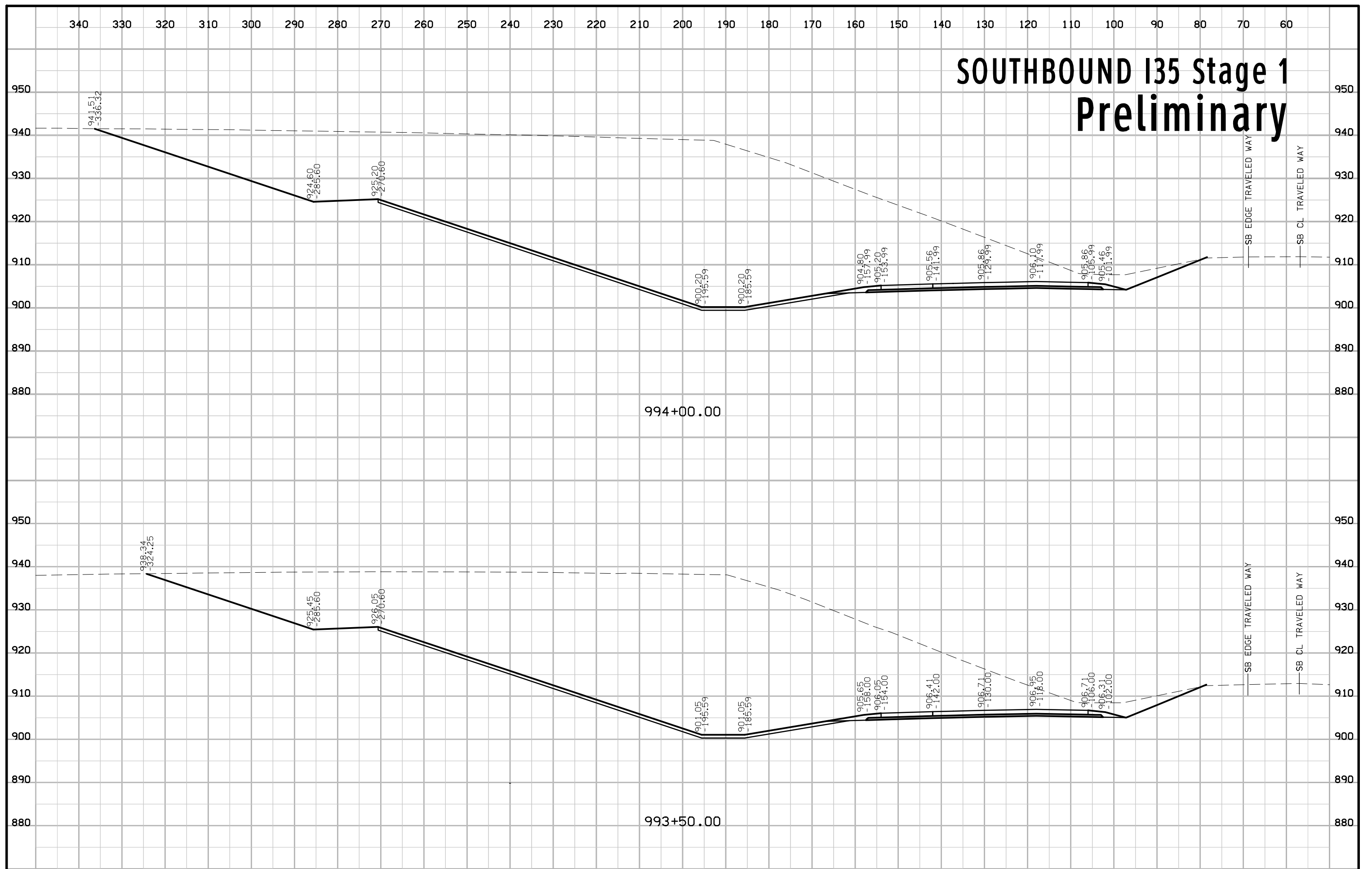
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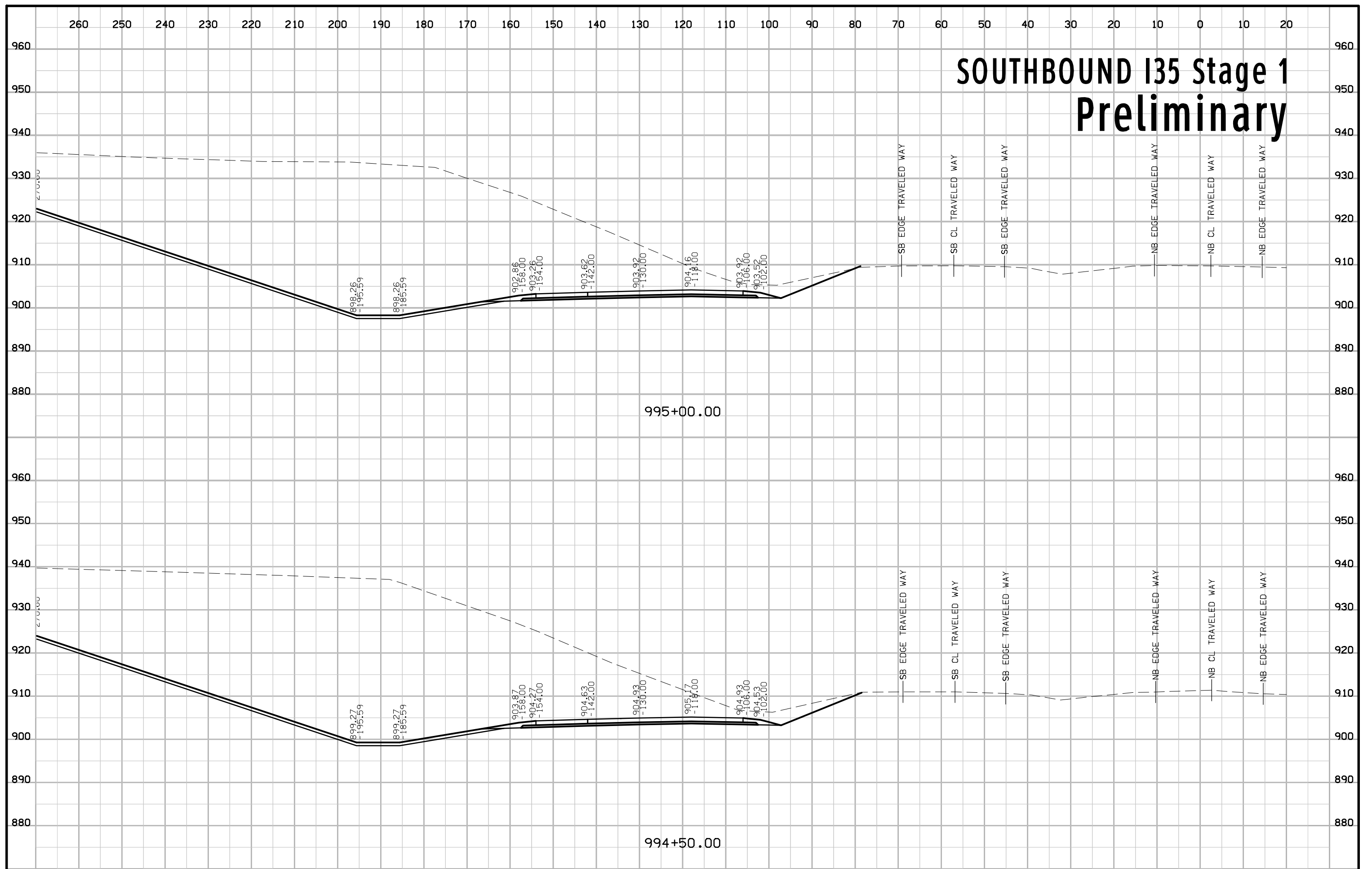
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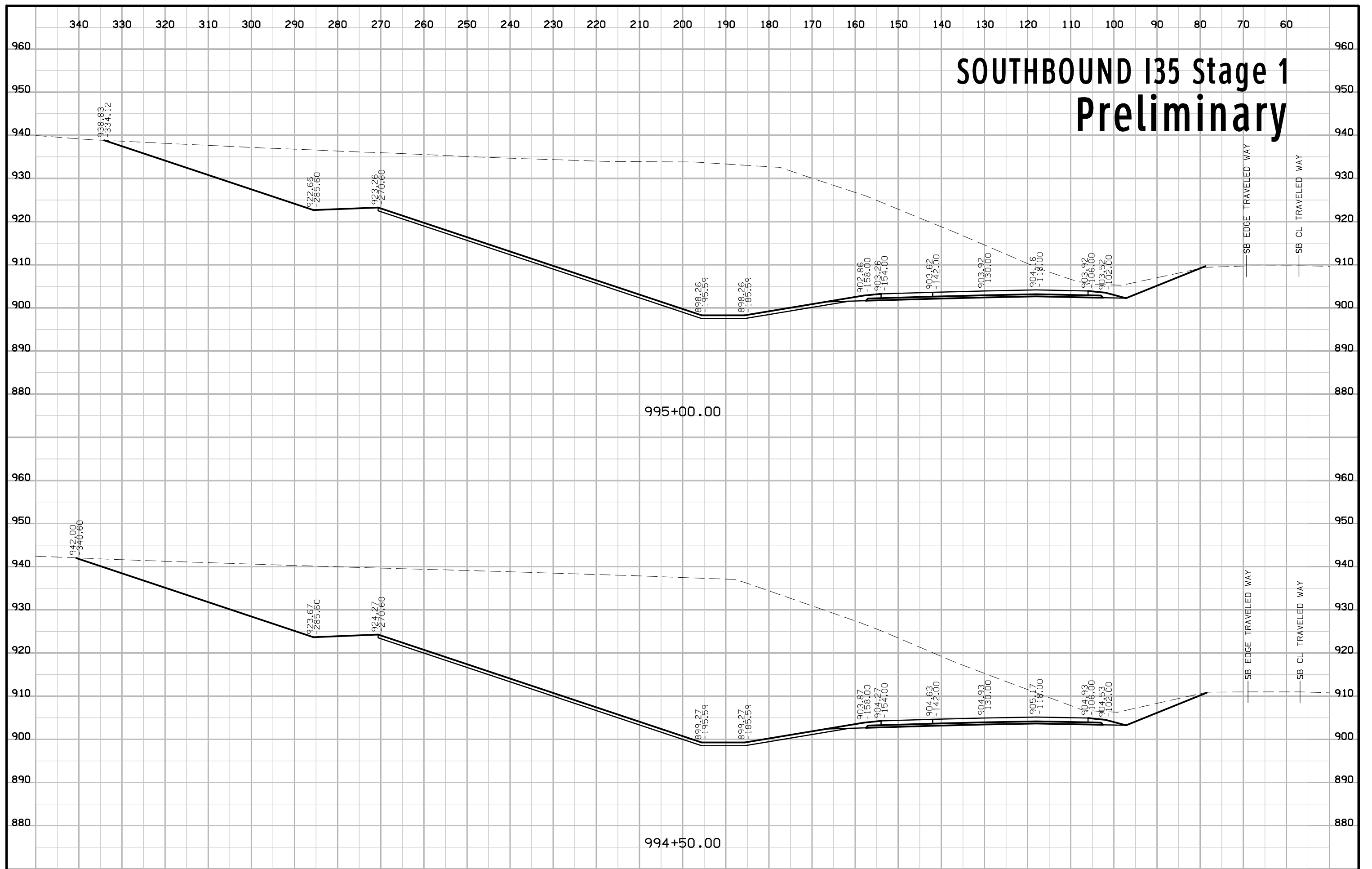
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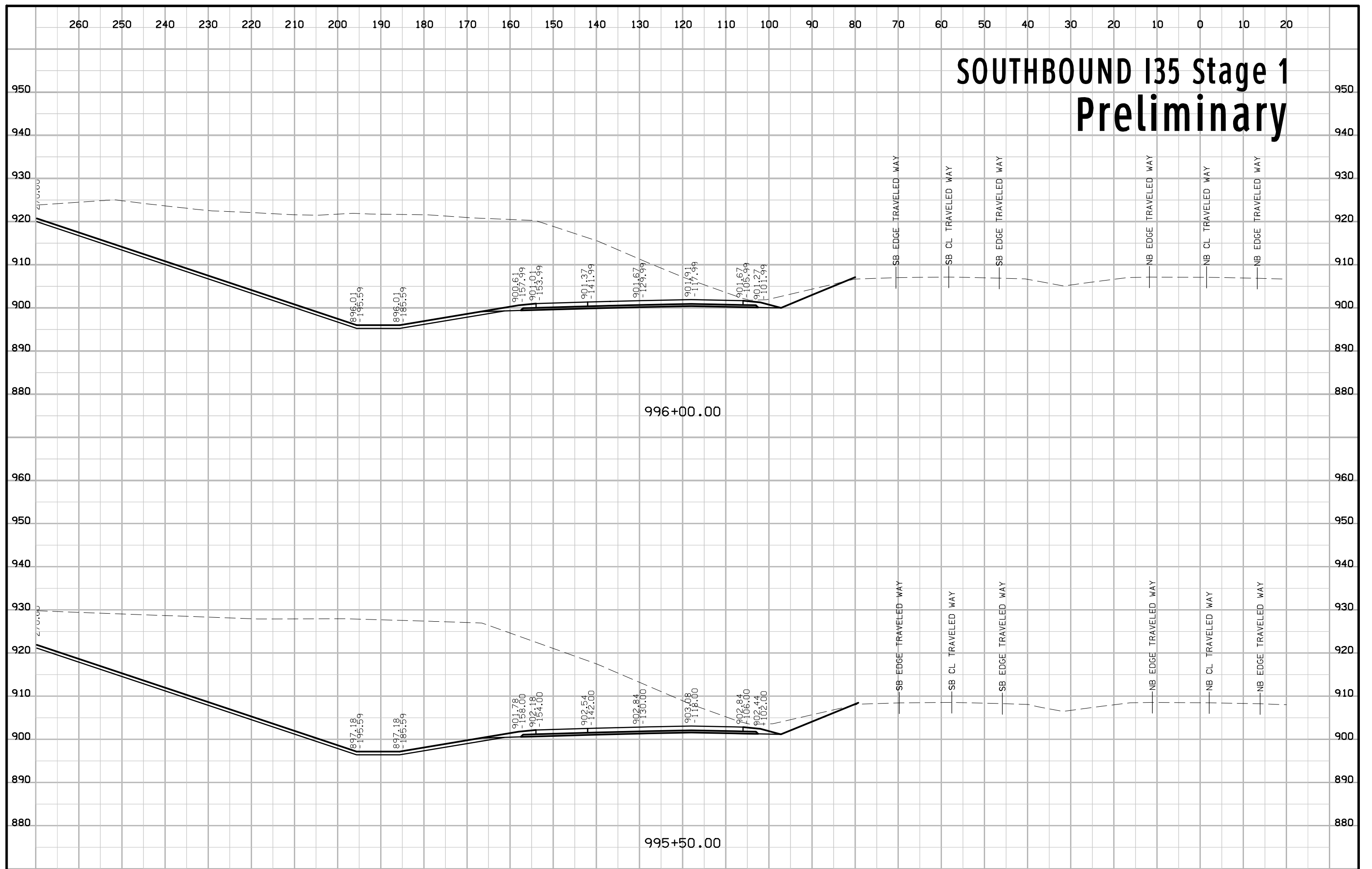
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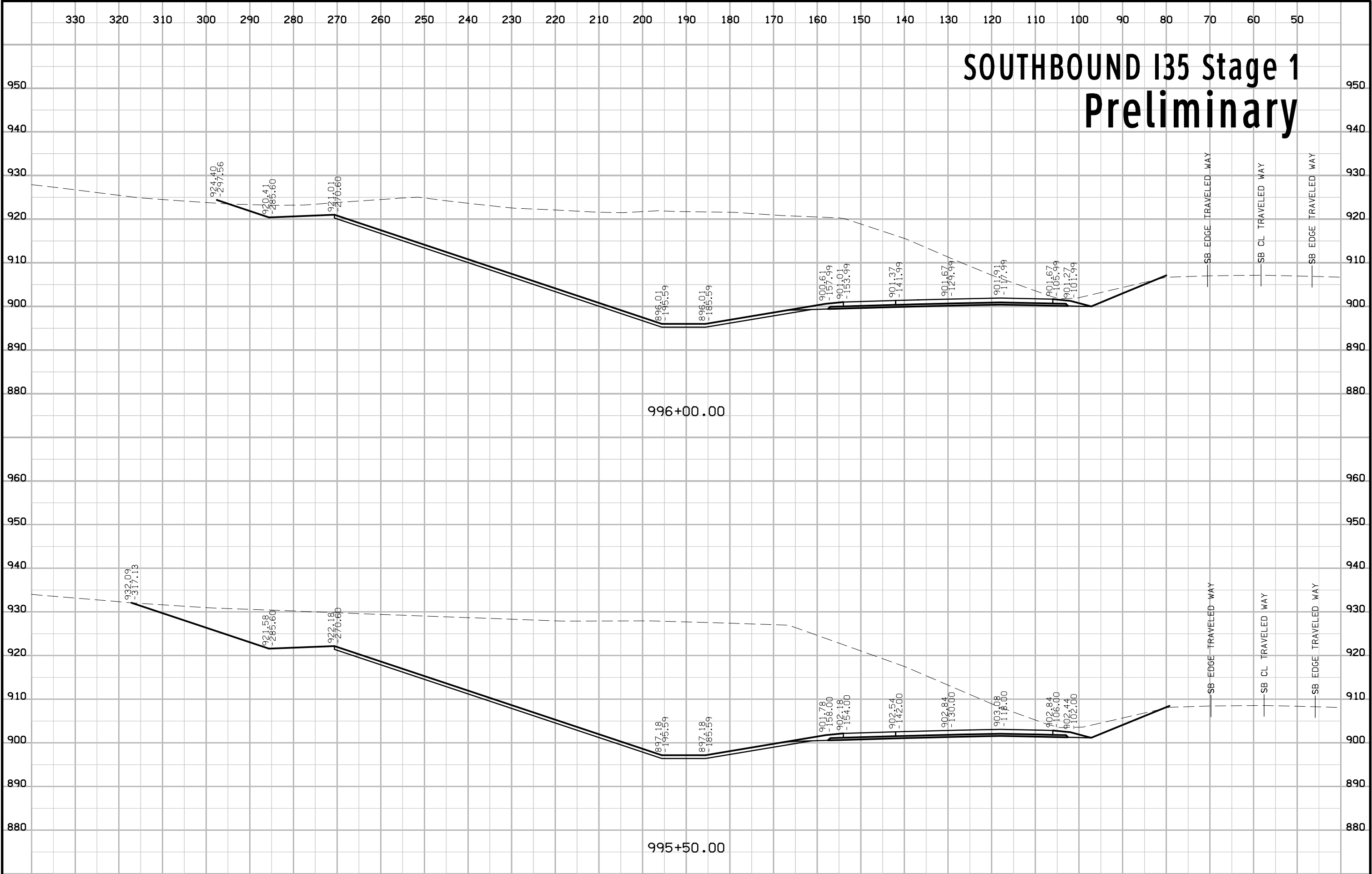
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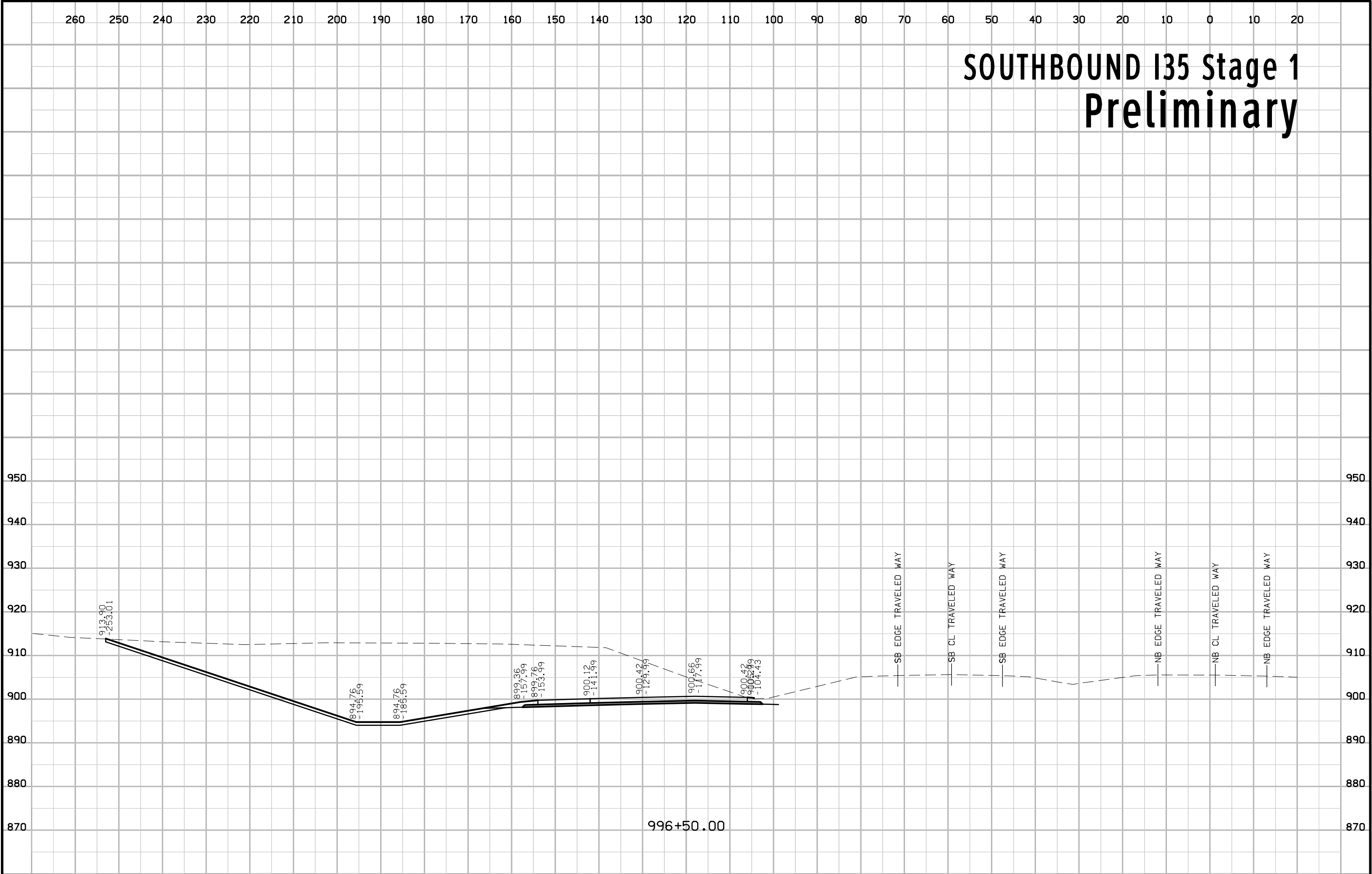
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SOUTHBOUND I35 Stage 1 Preliminary

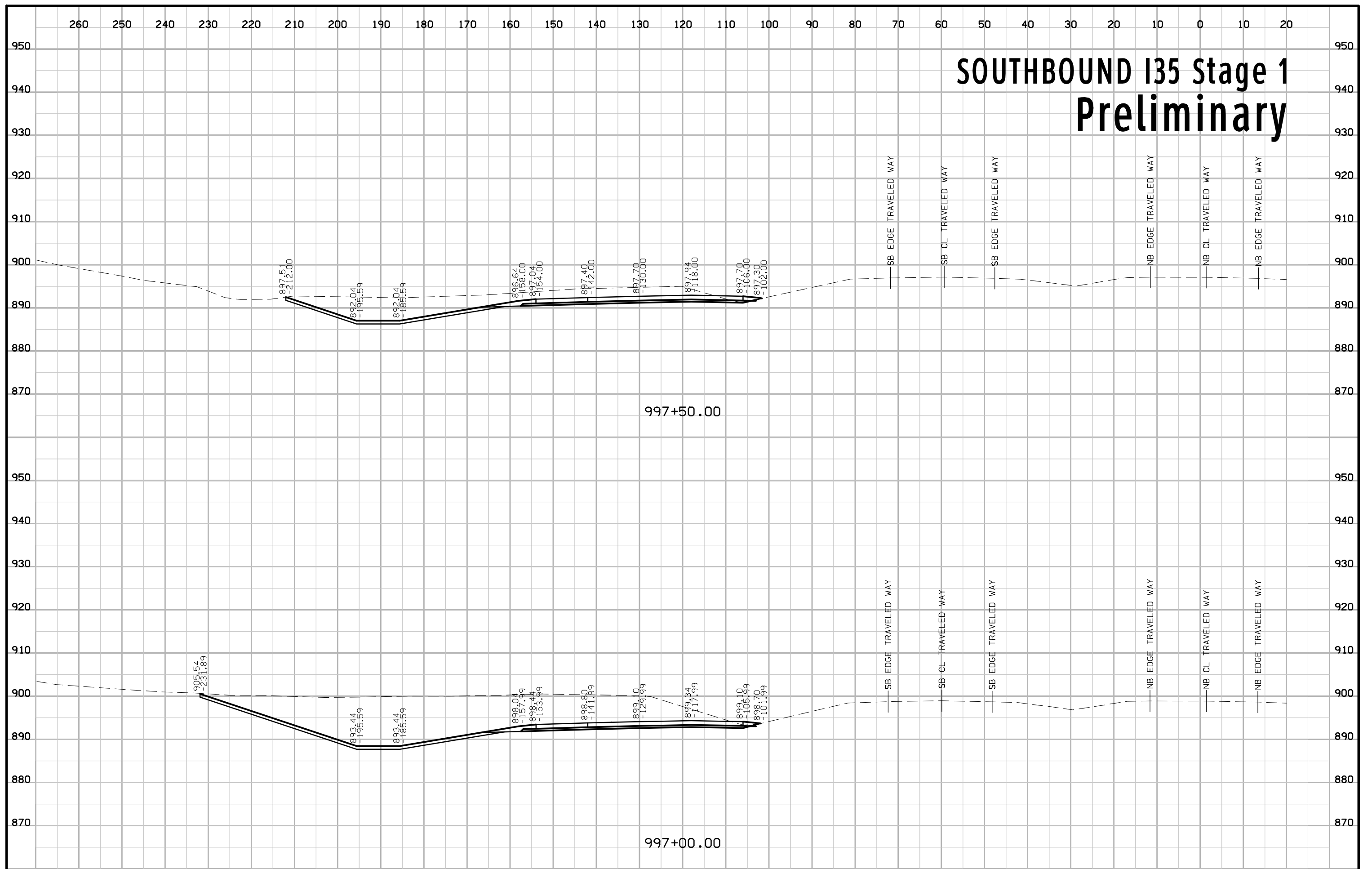


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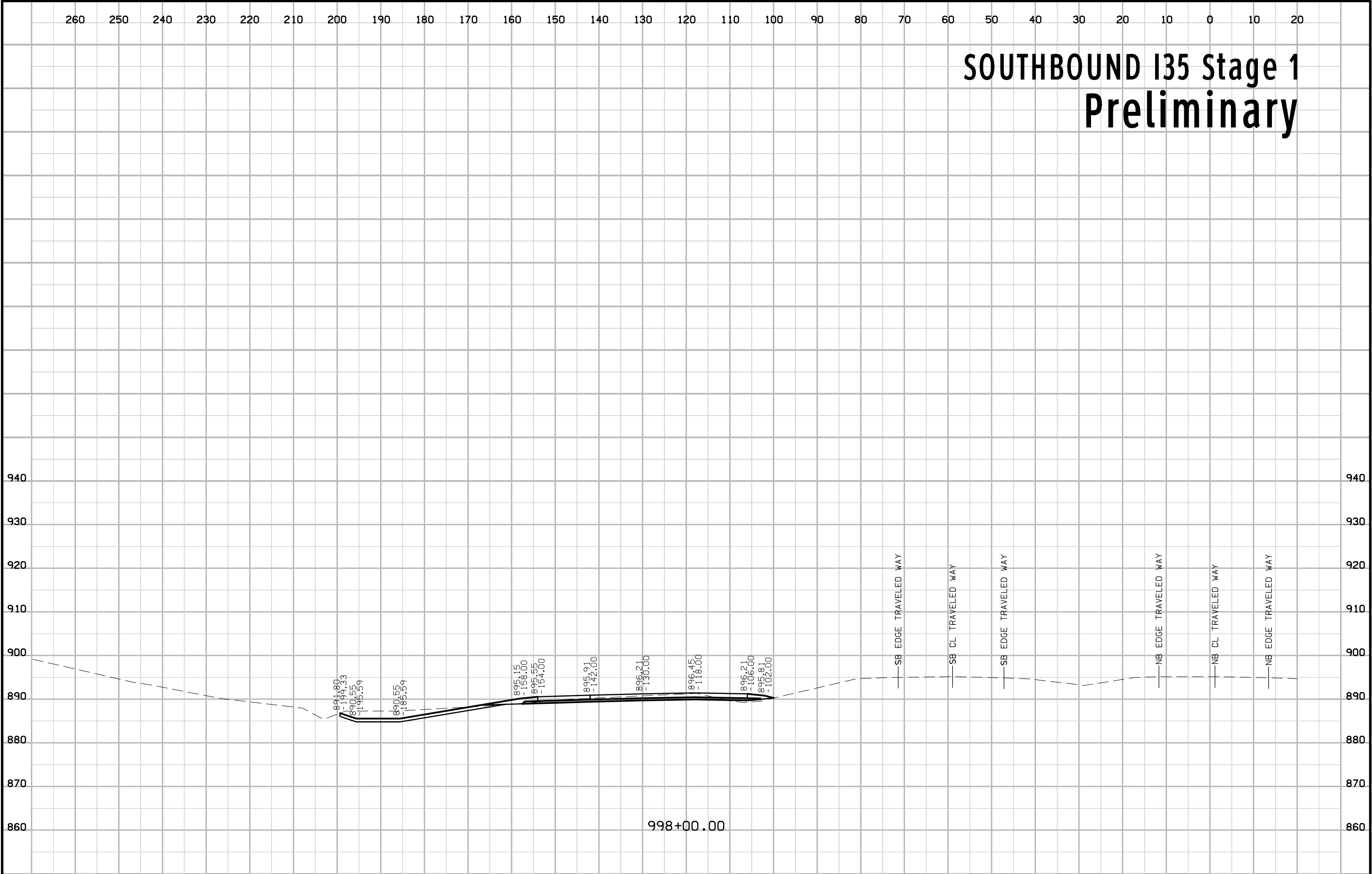


996+50.00

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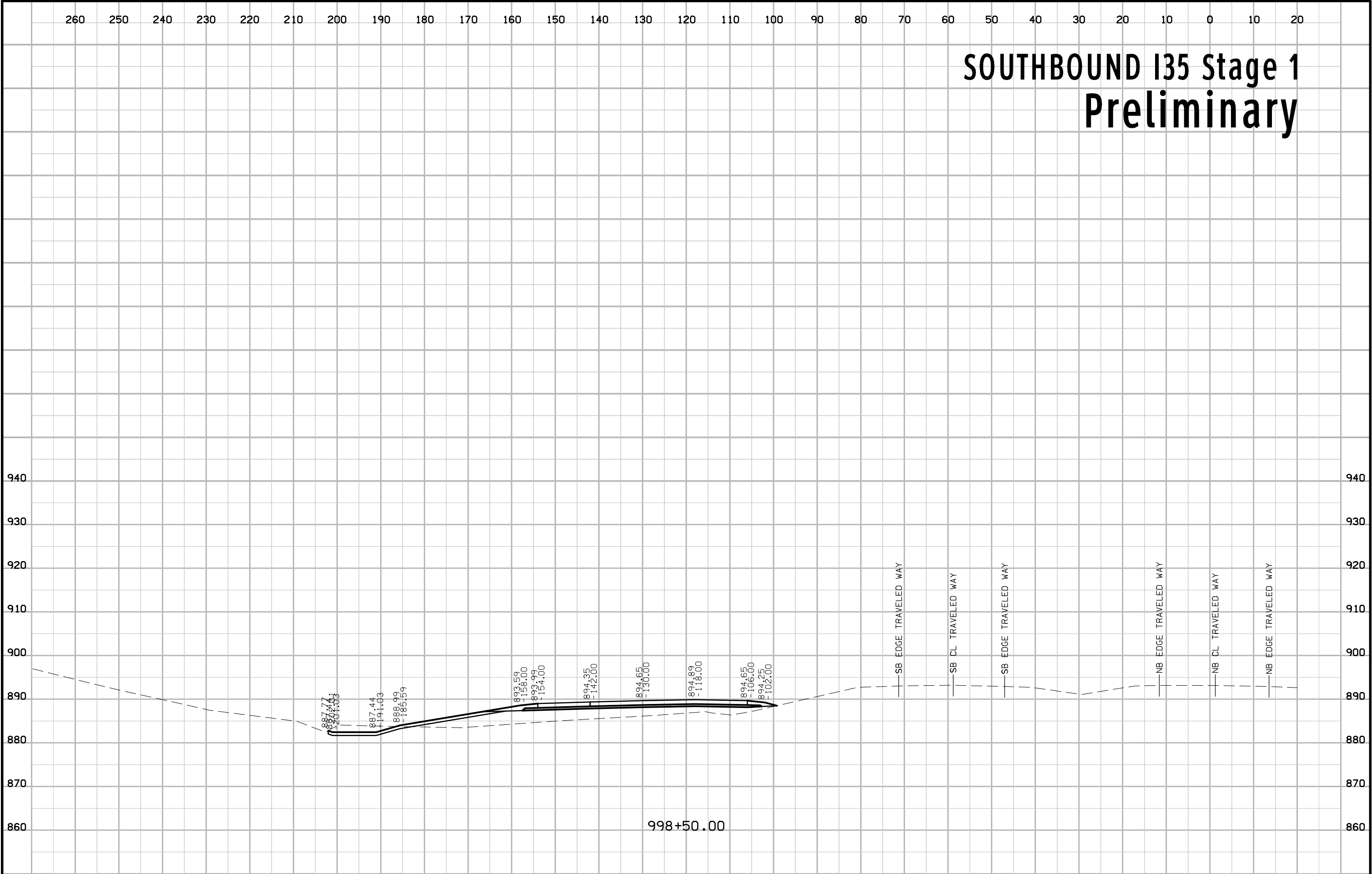


SOUTHBOUND I35 Stage 1 Preliminary



998+00.00

SOUTHBOUND I35 Stage 1 Preliminary

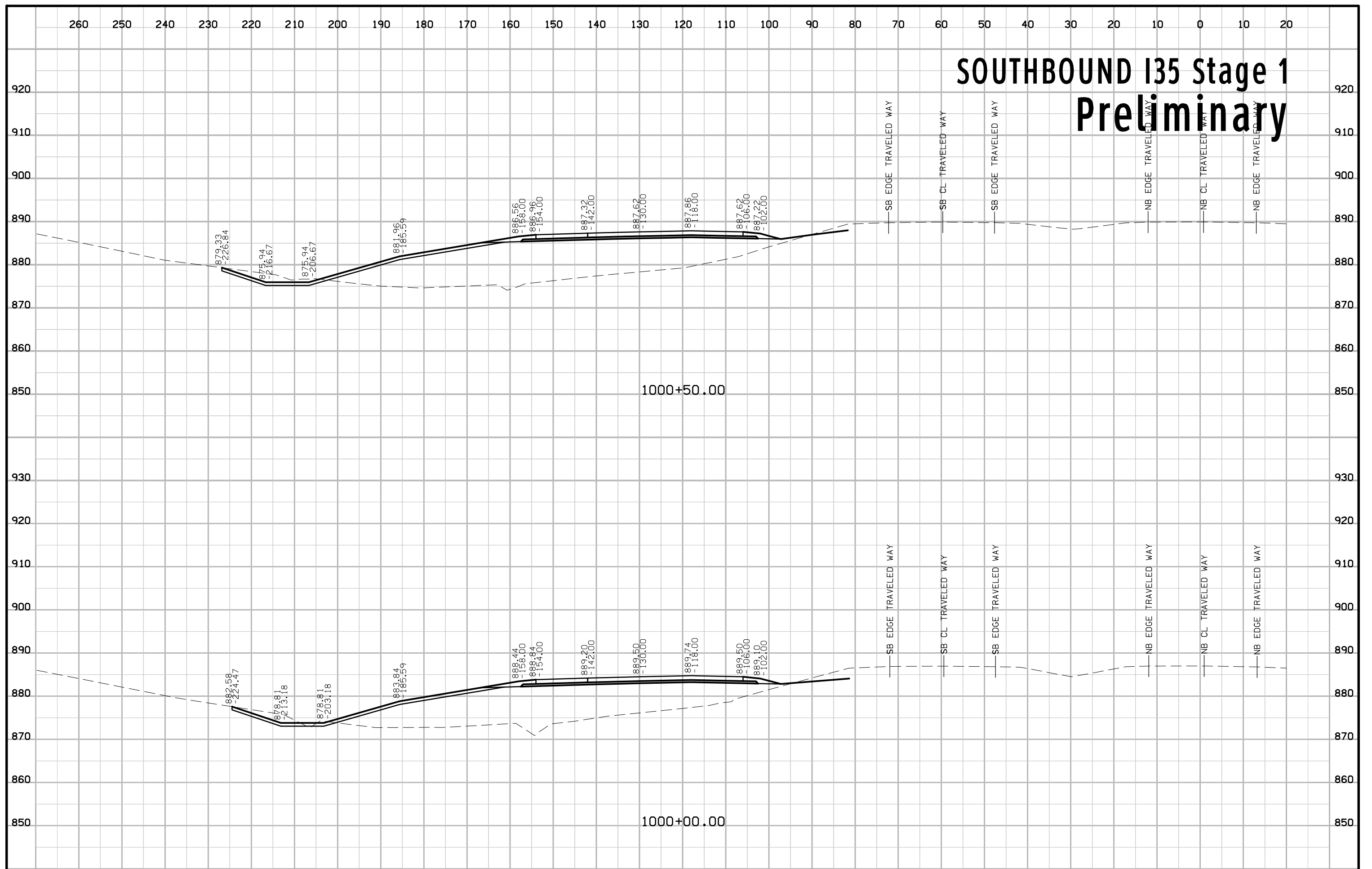


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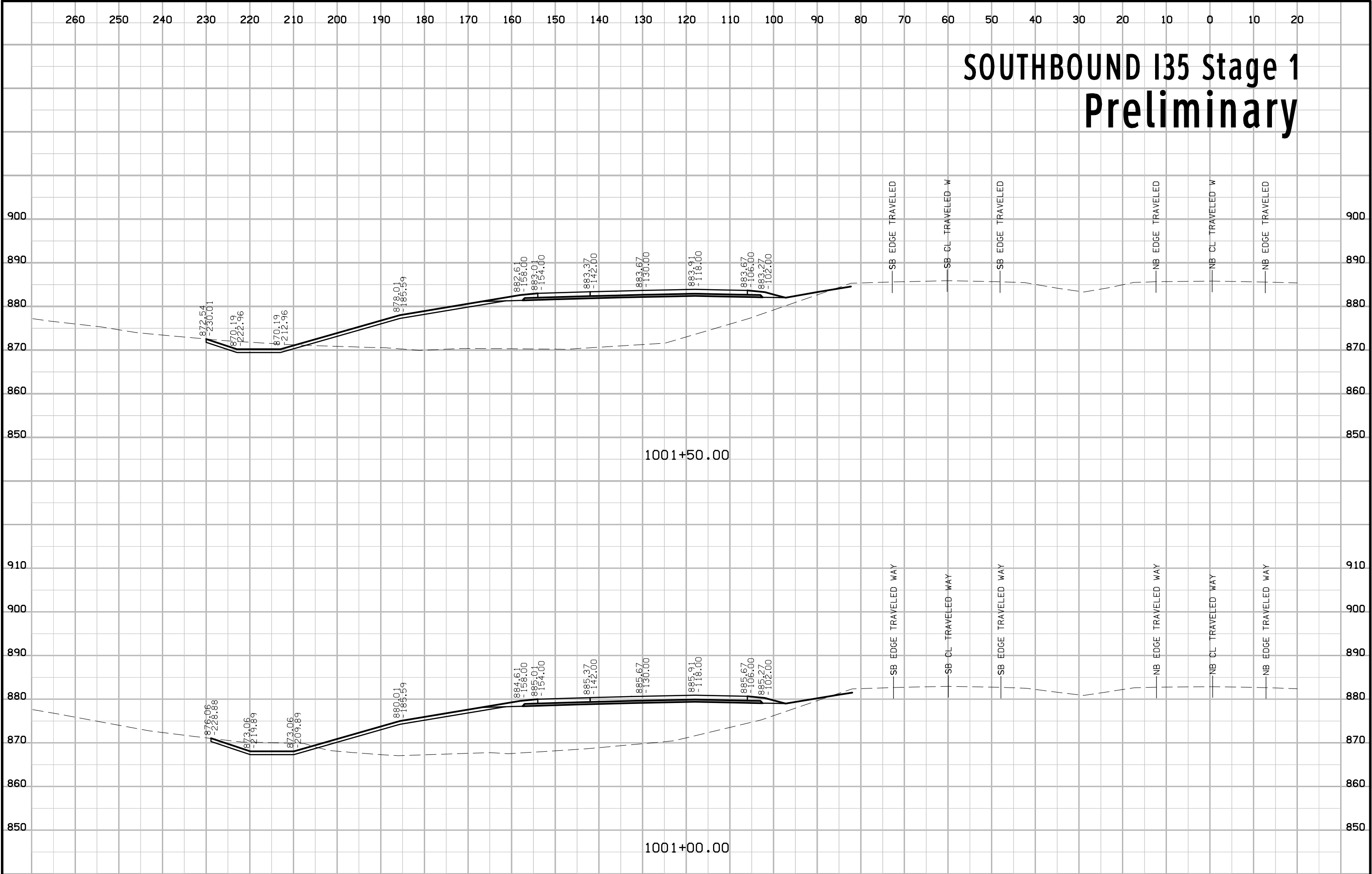
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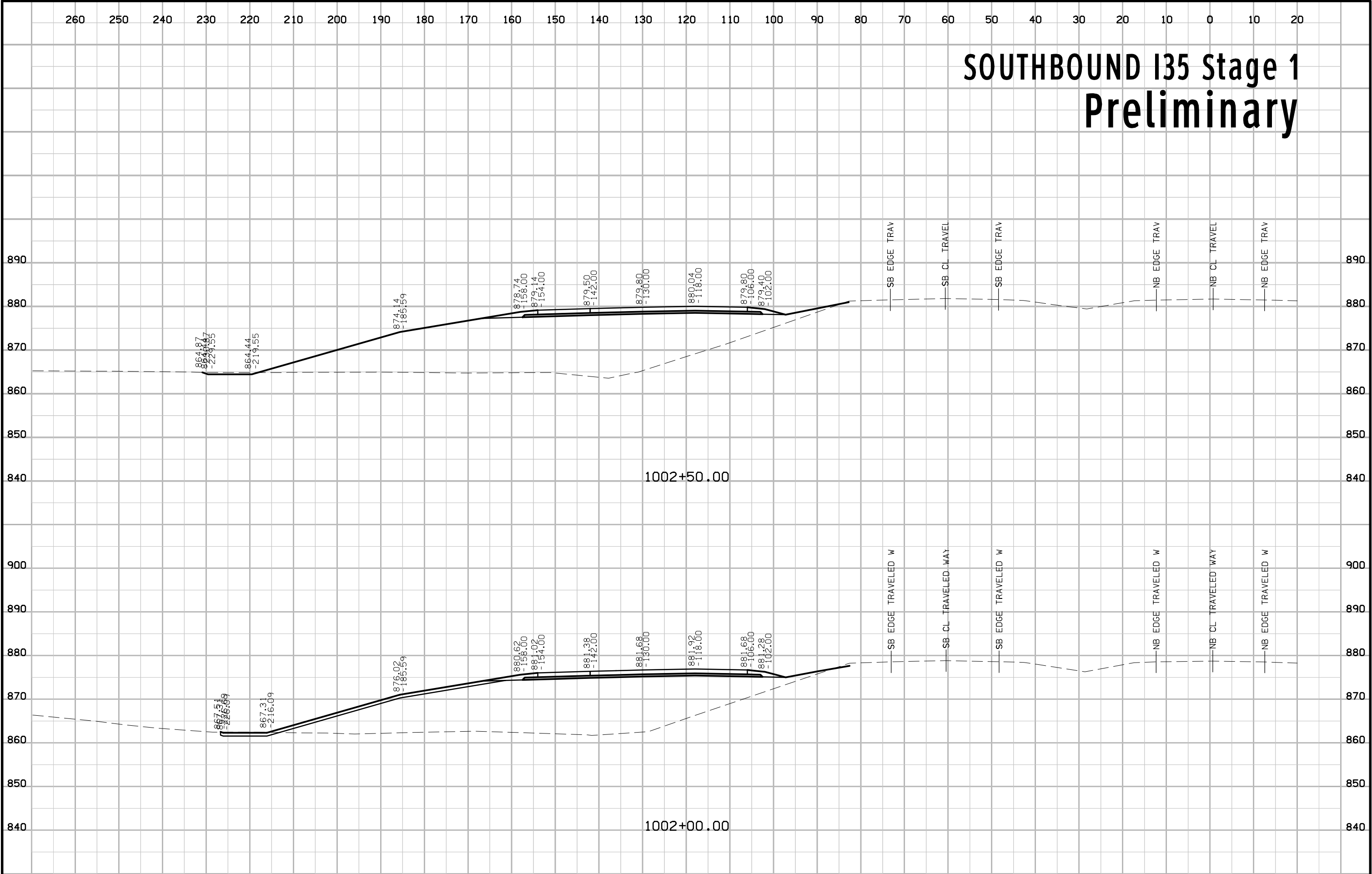
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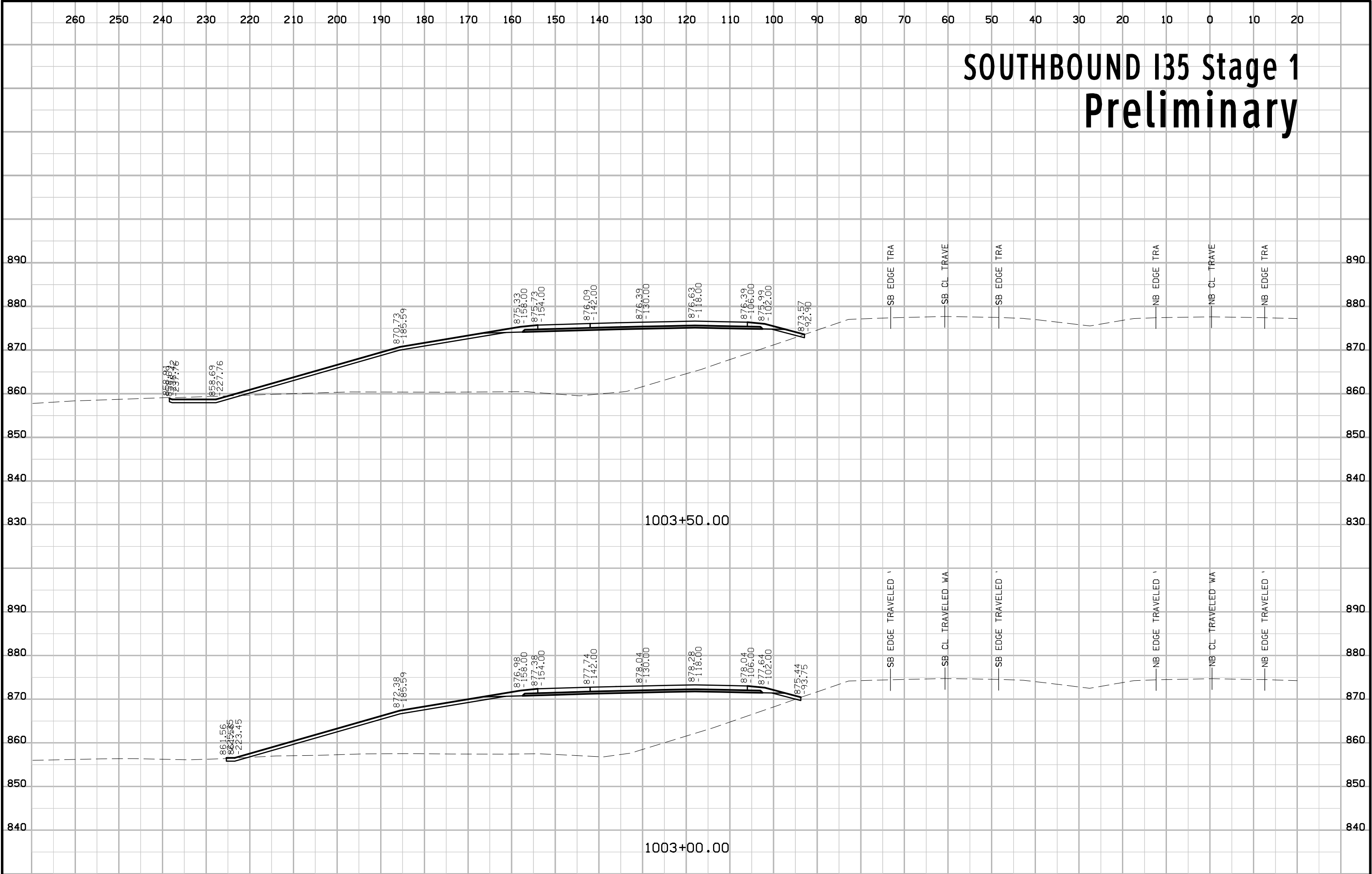
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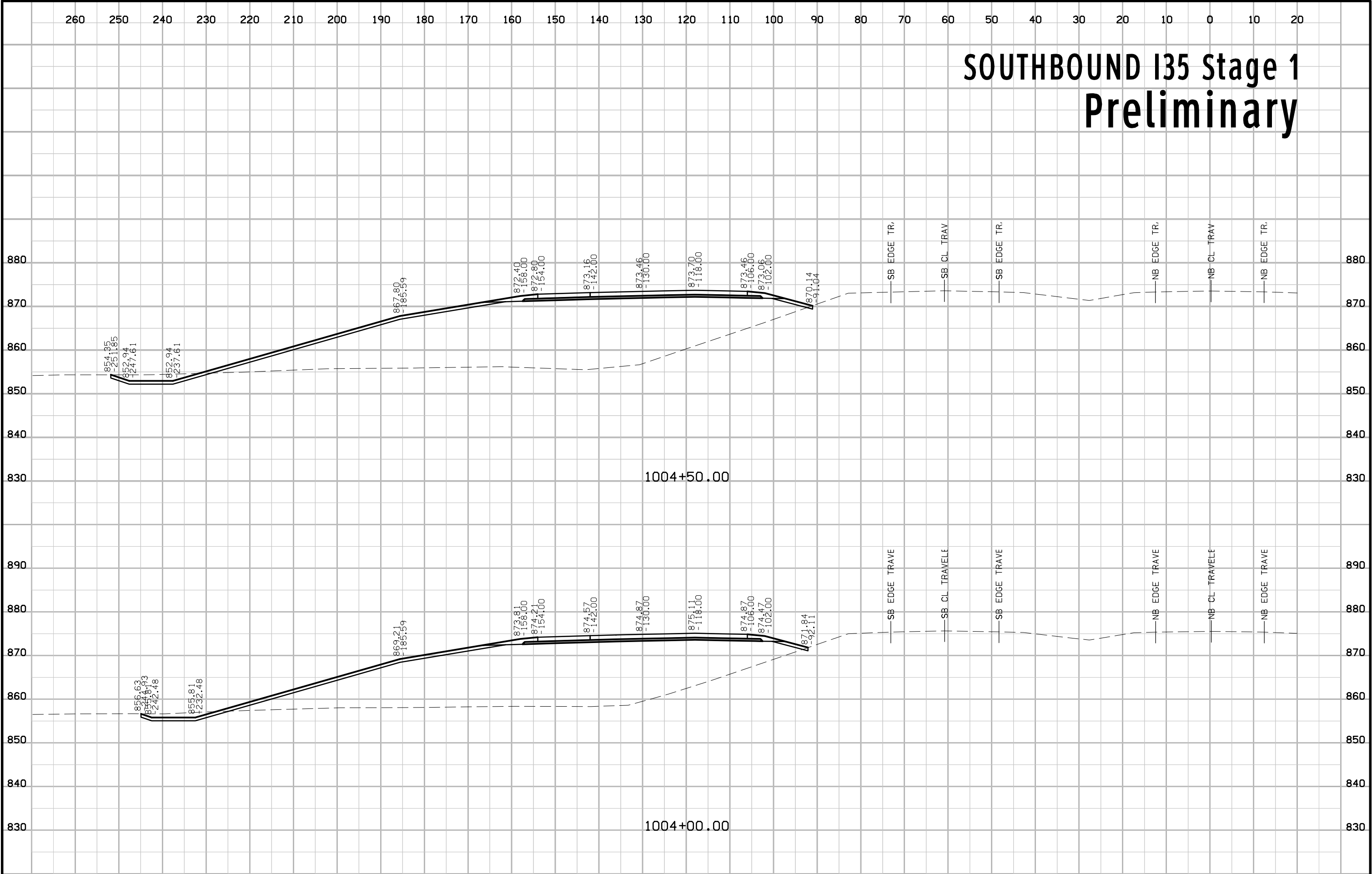
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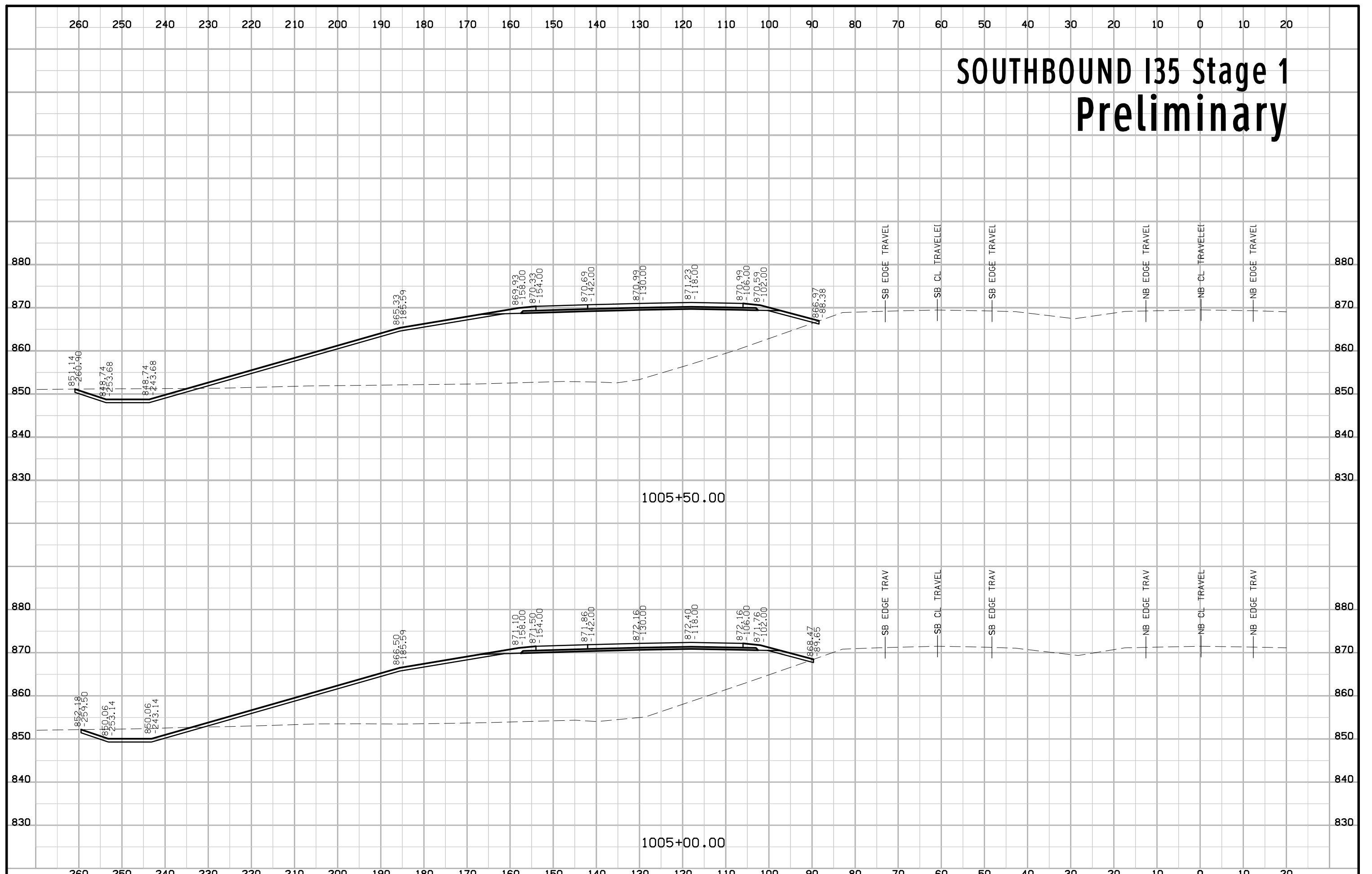
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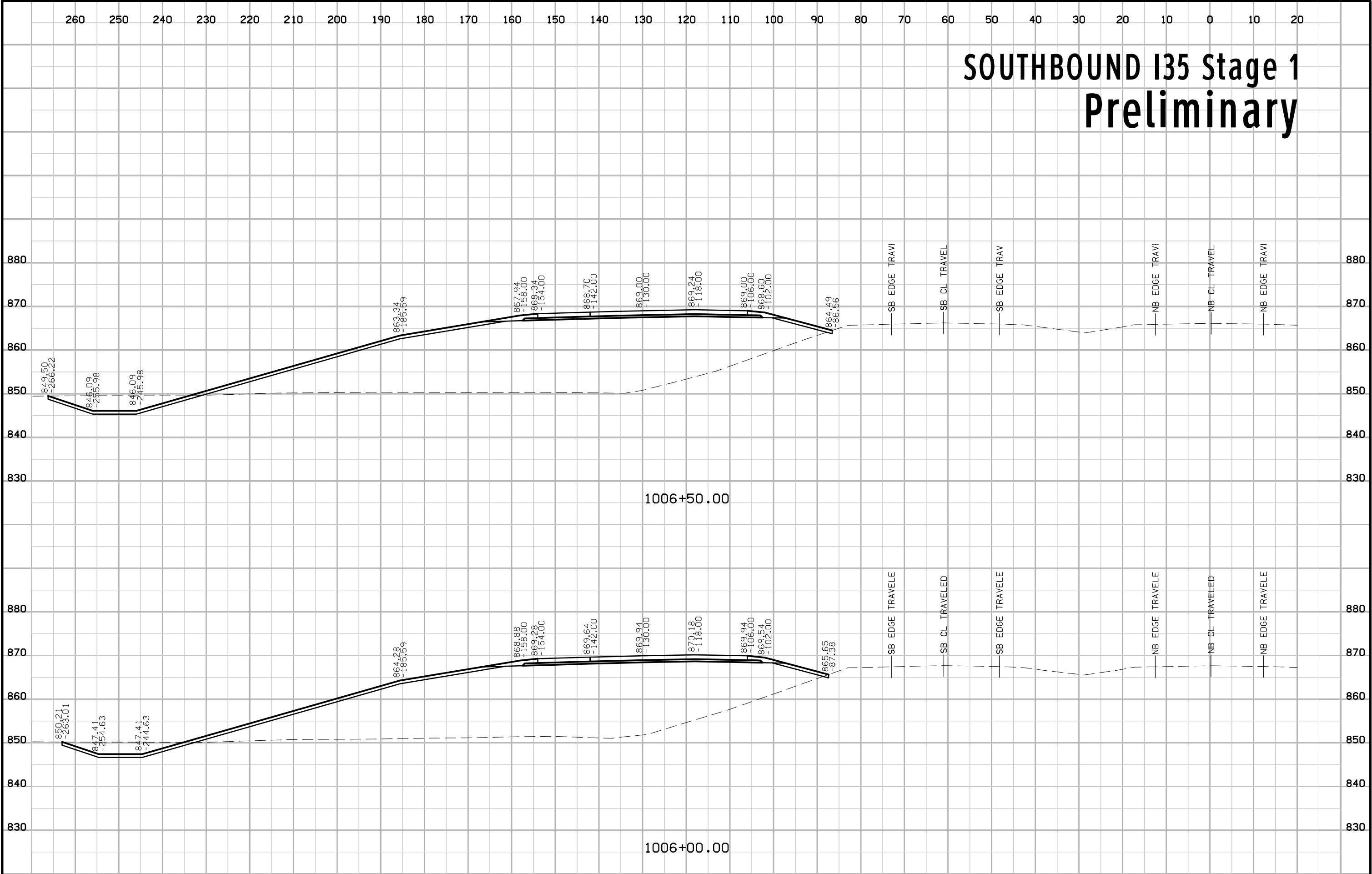
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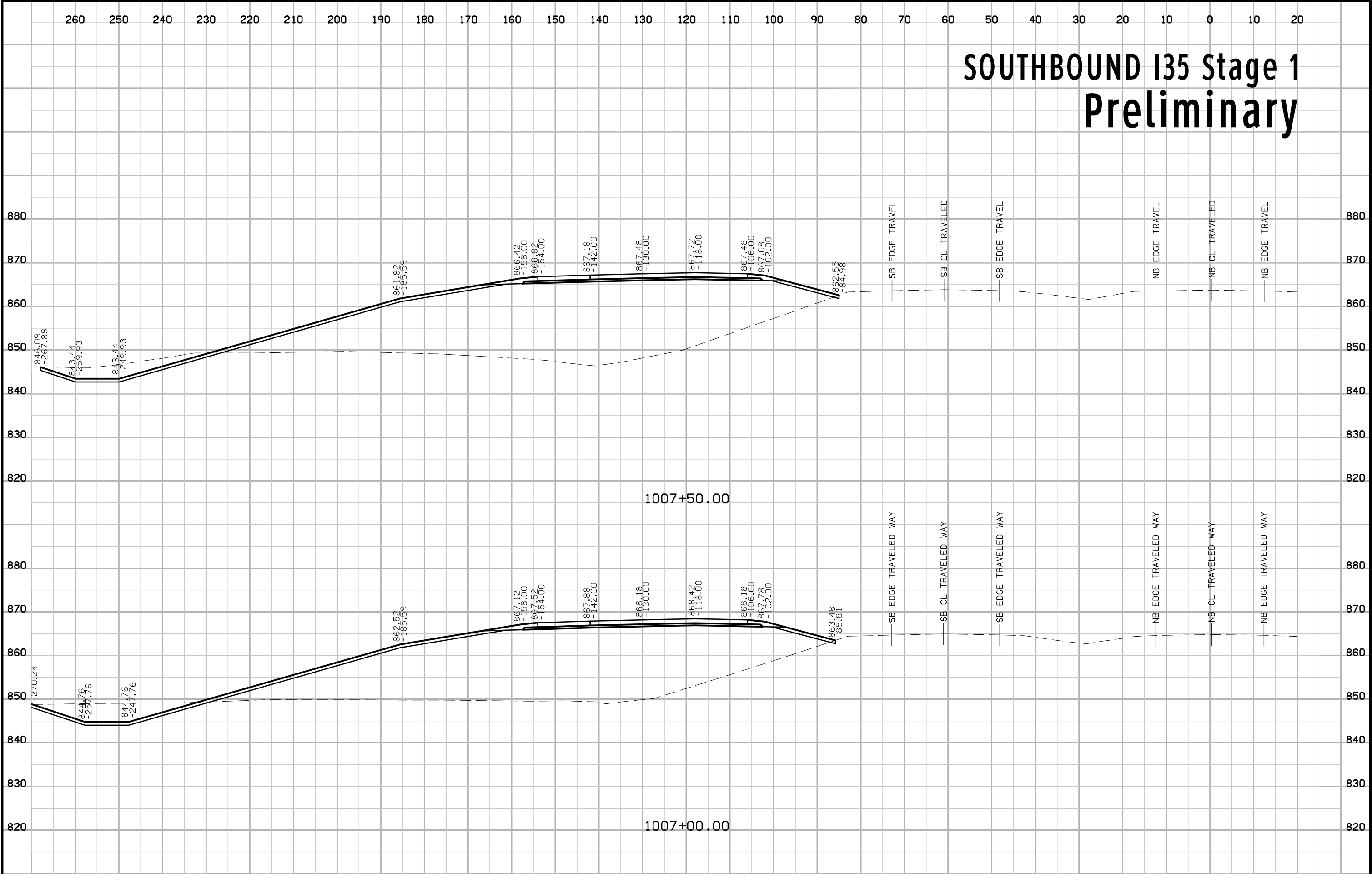
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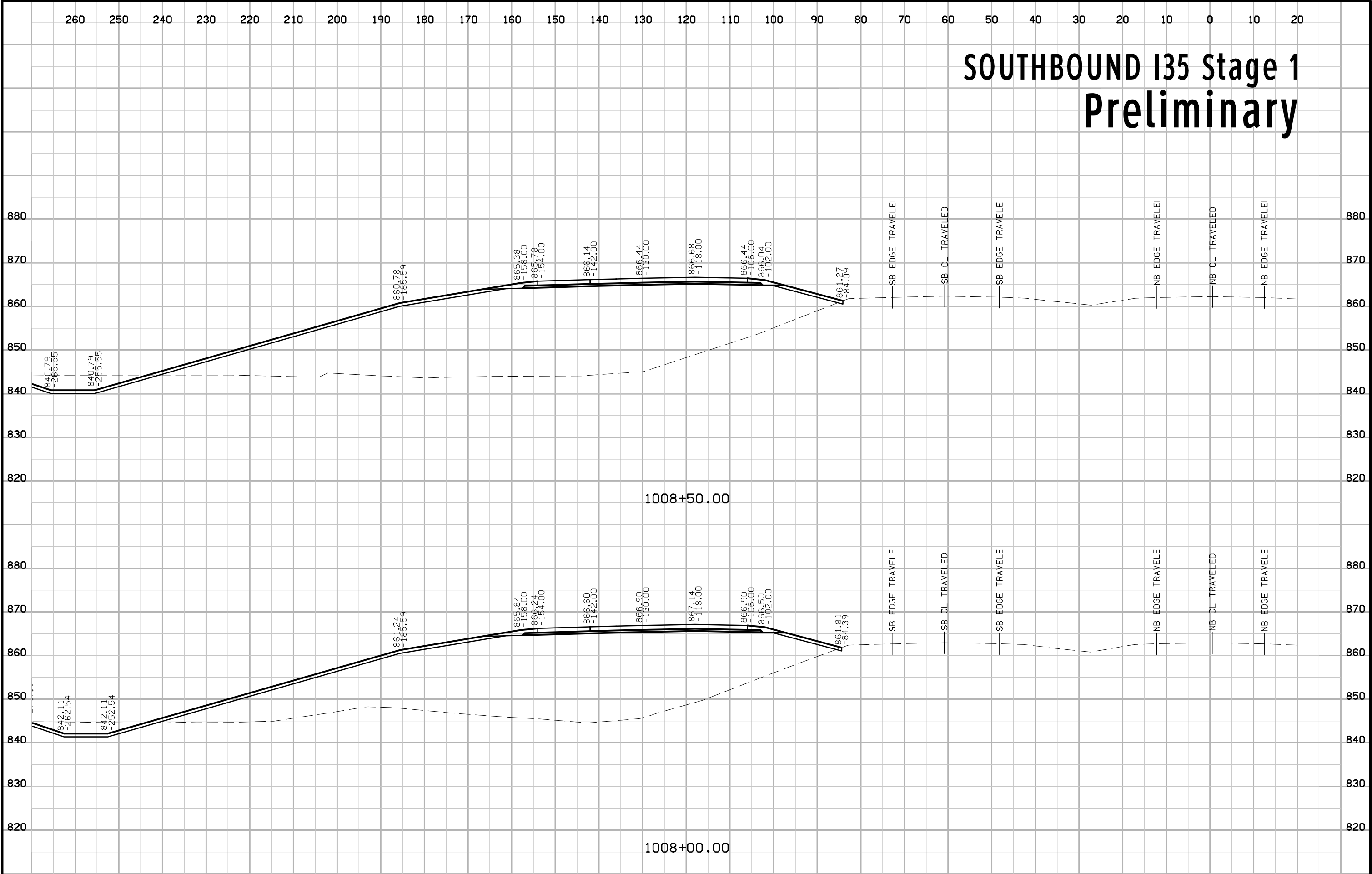
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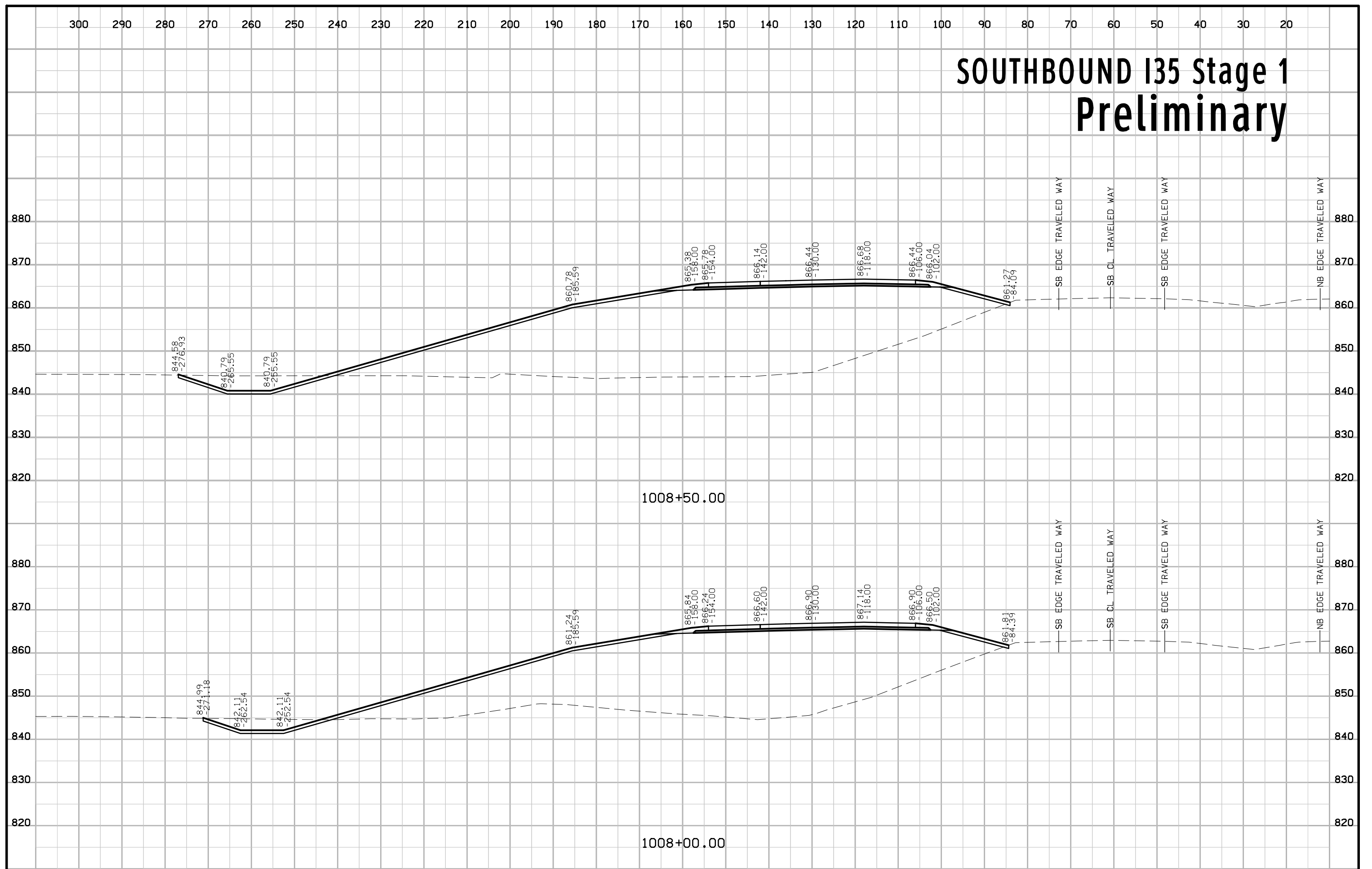
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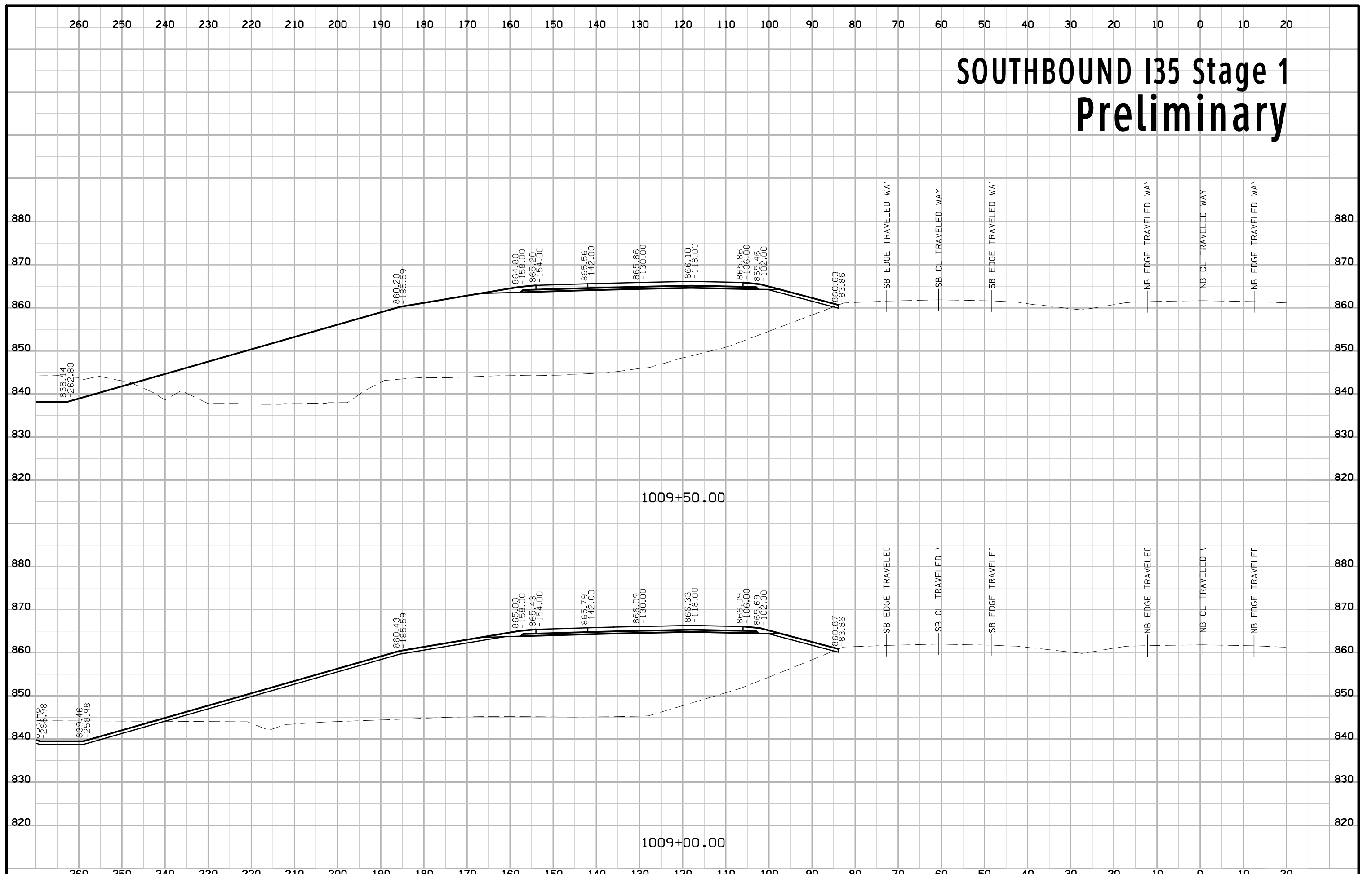
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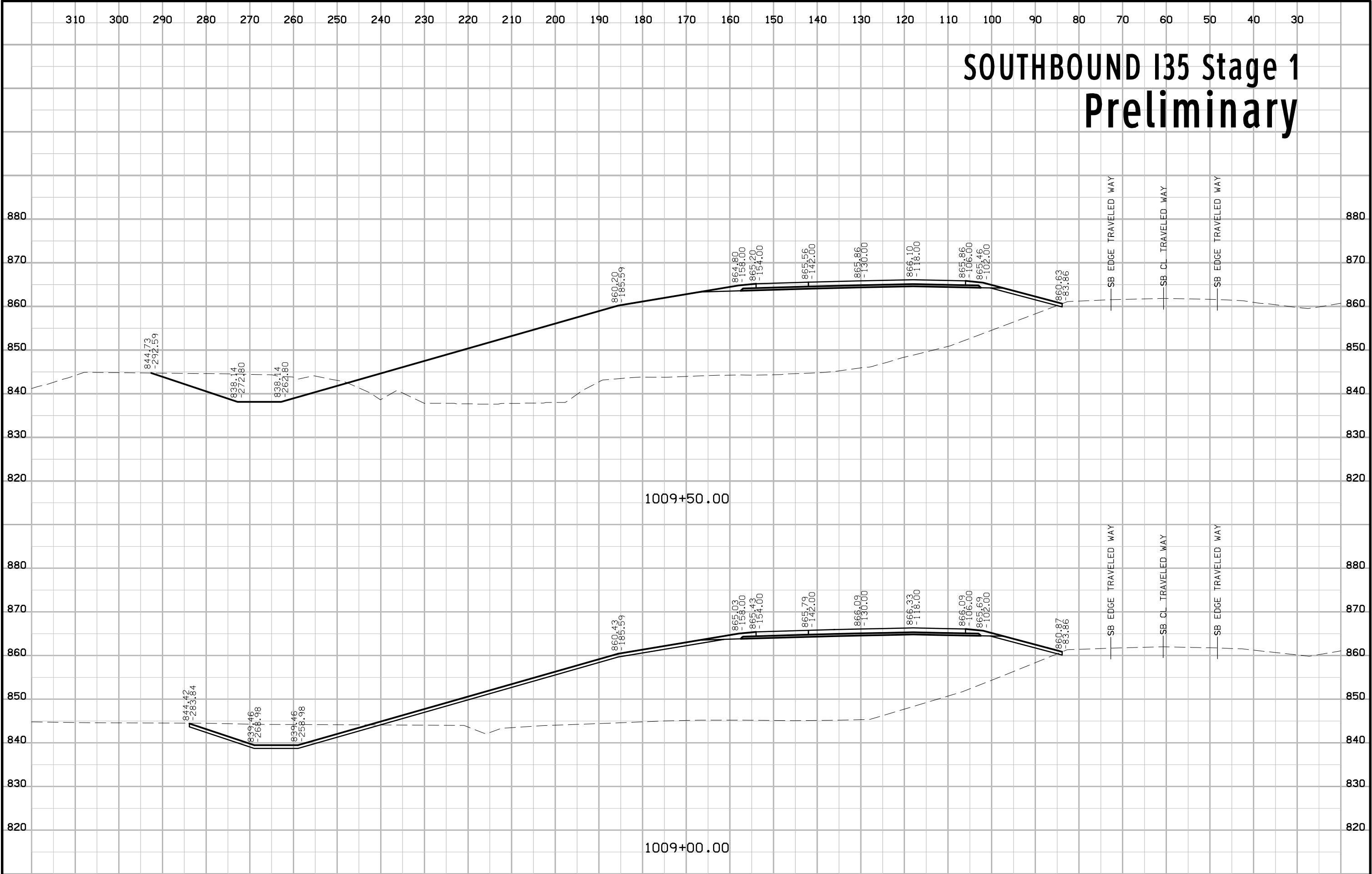
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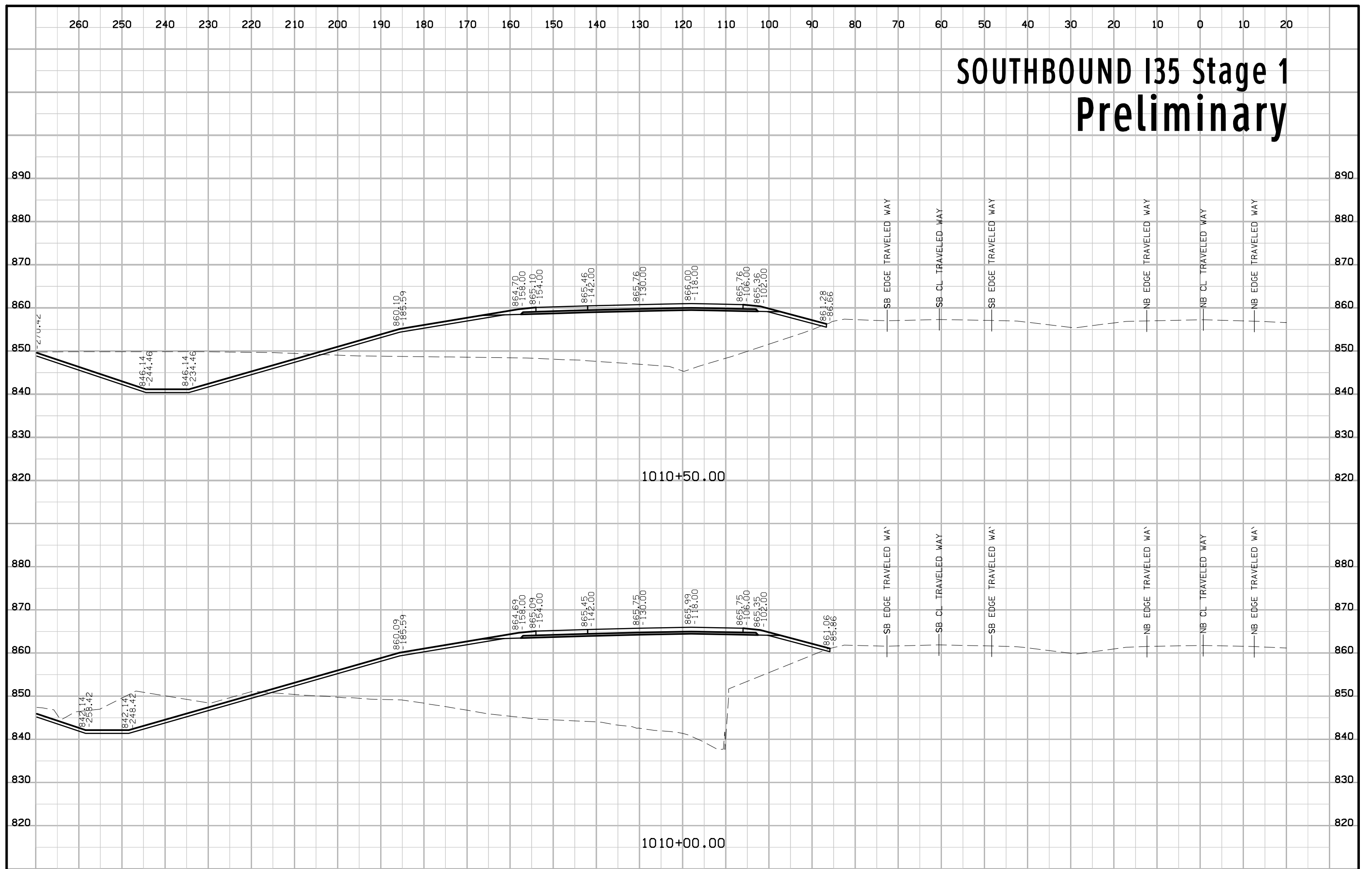
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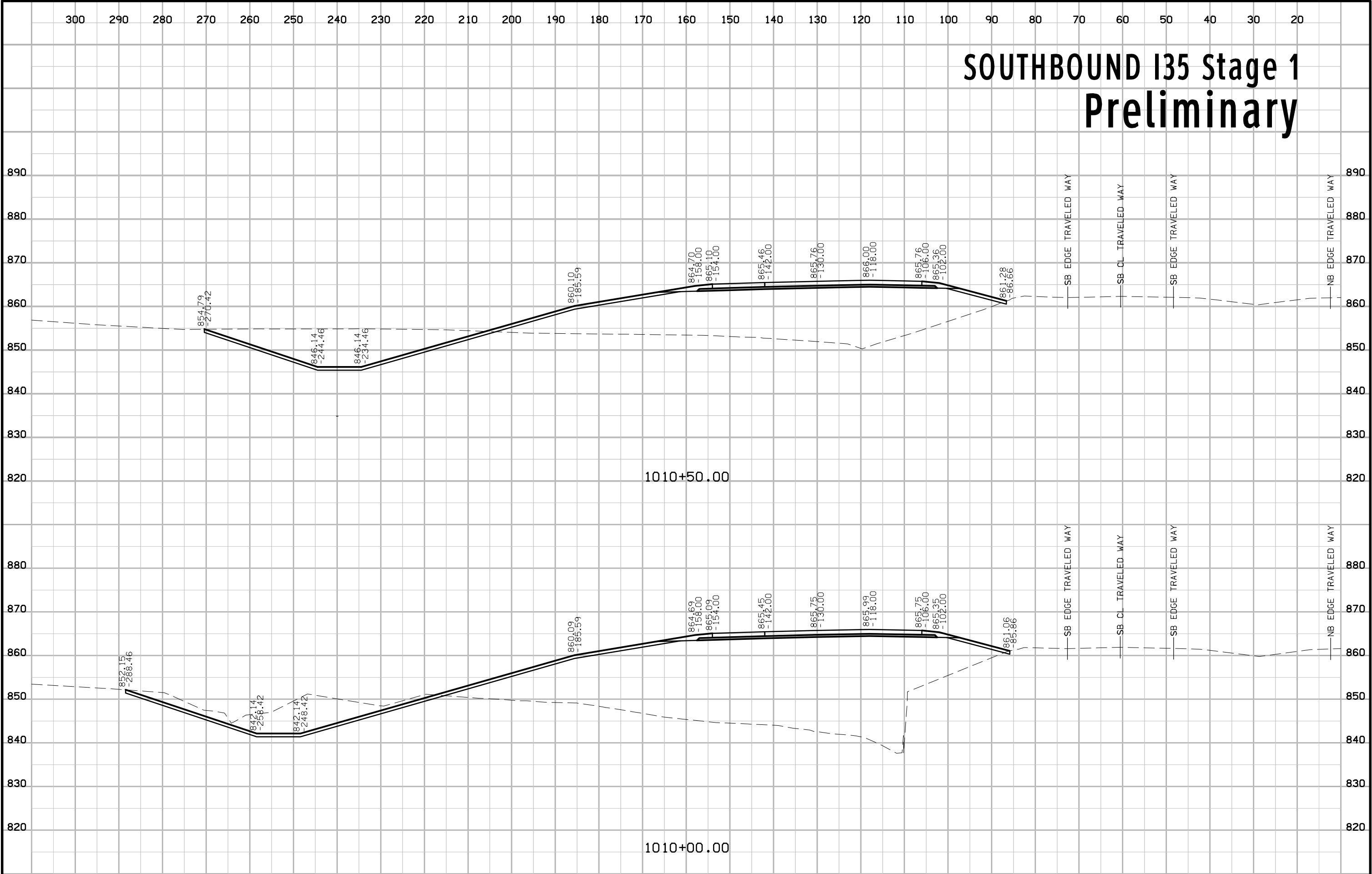
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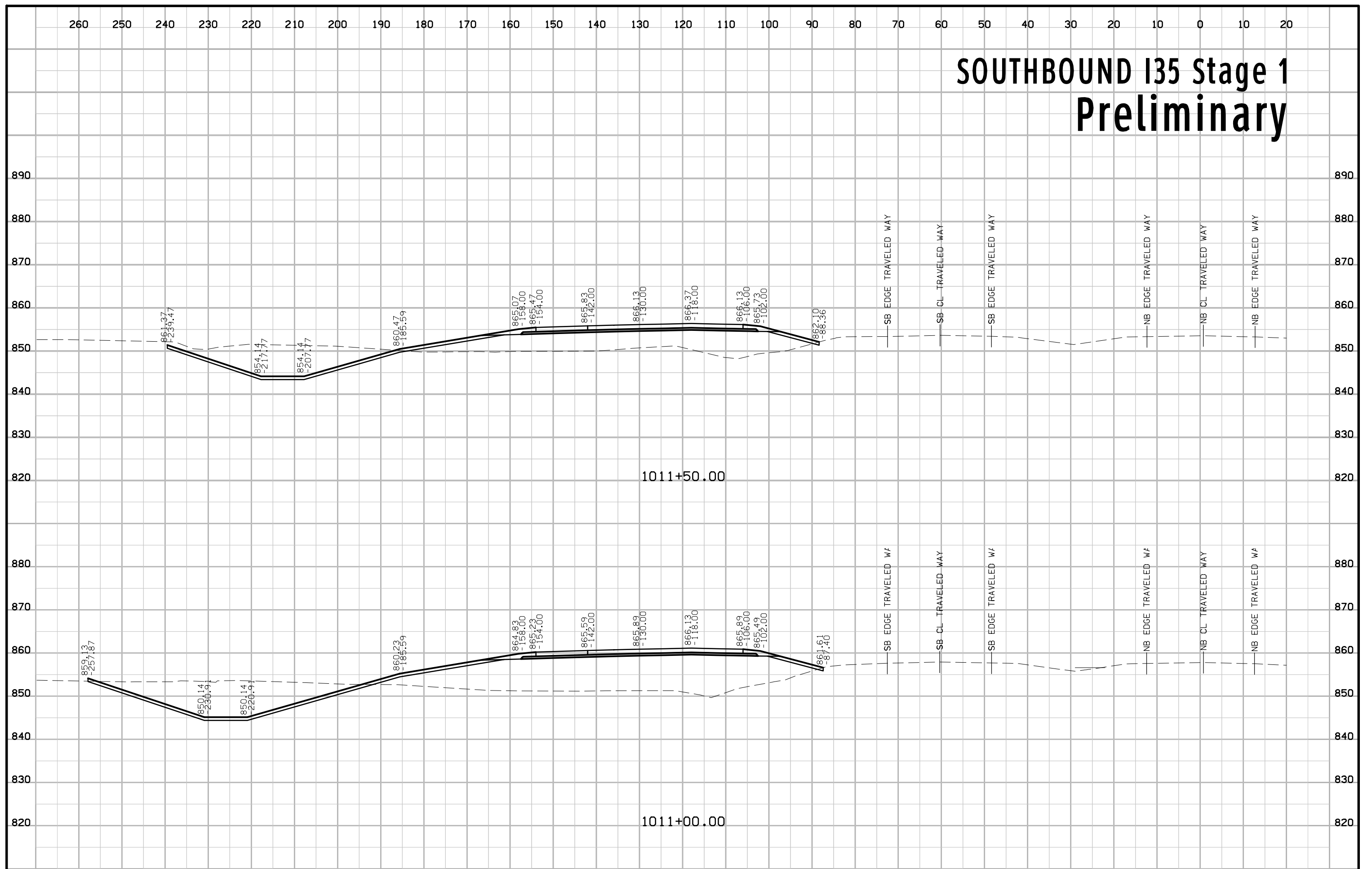
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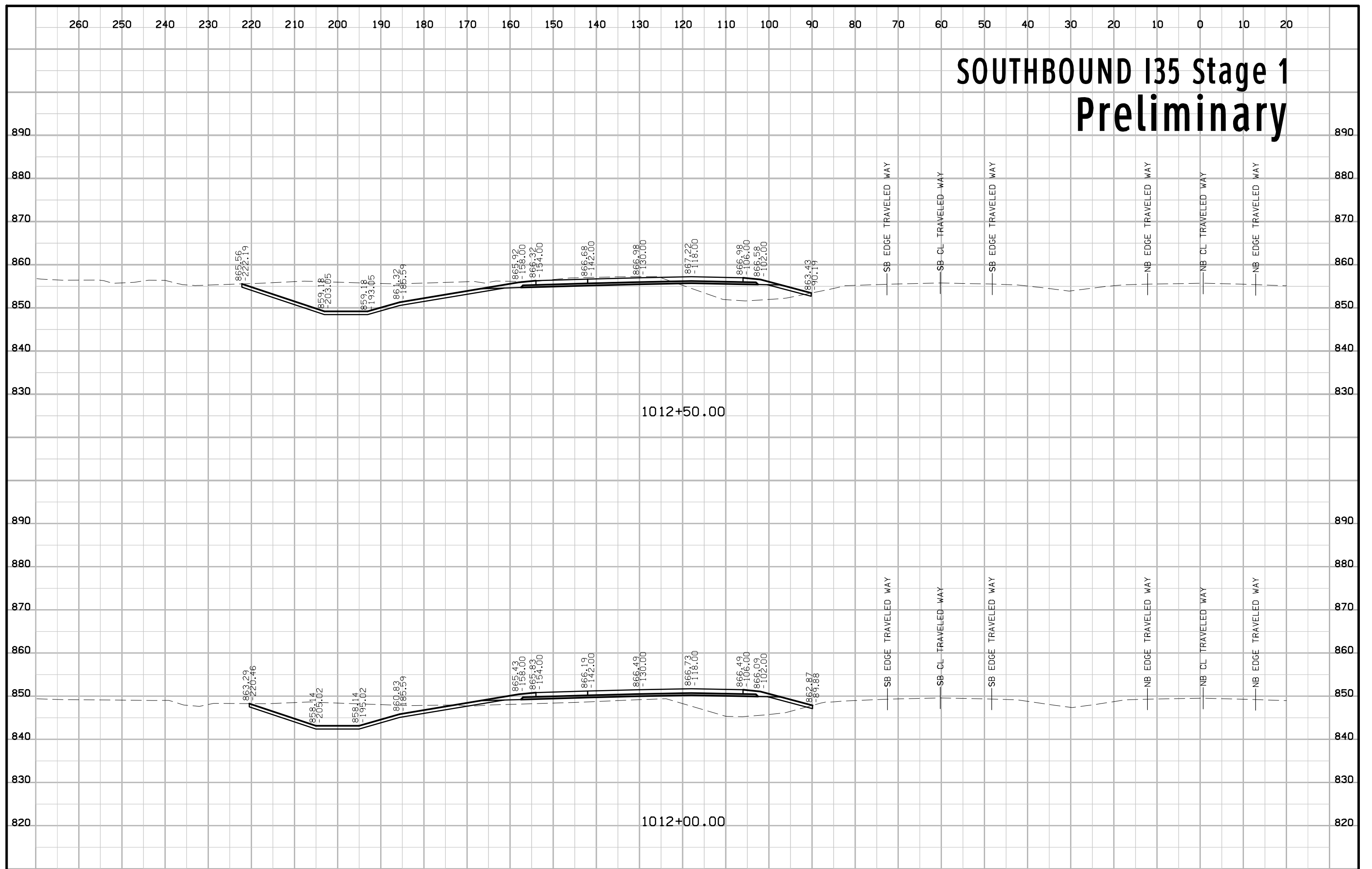
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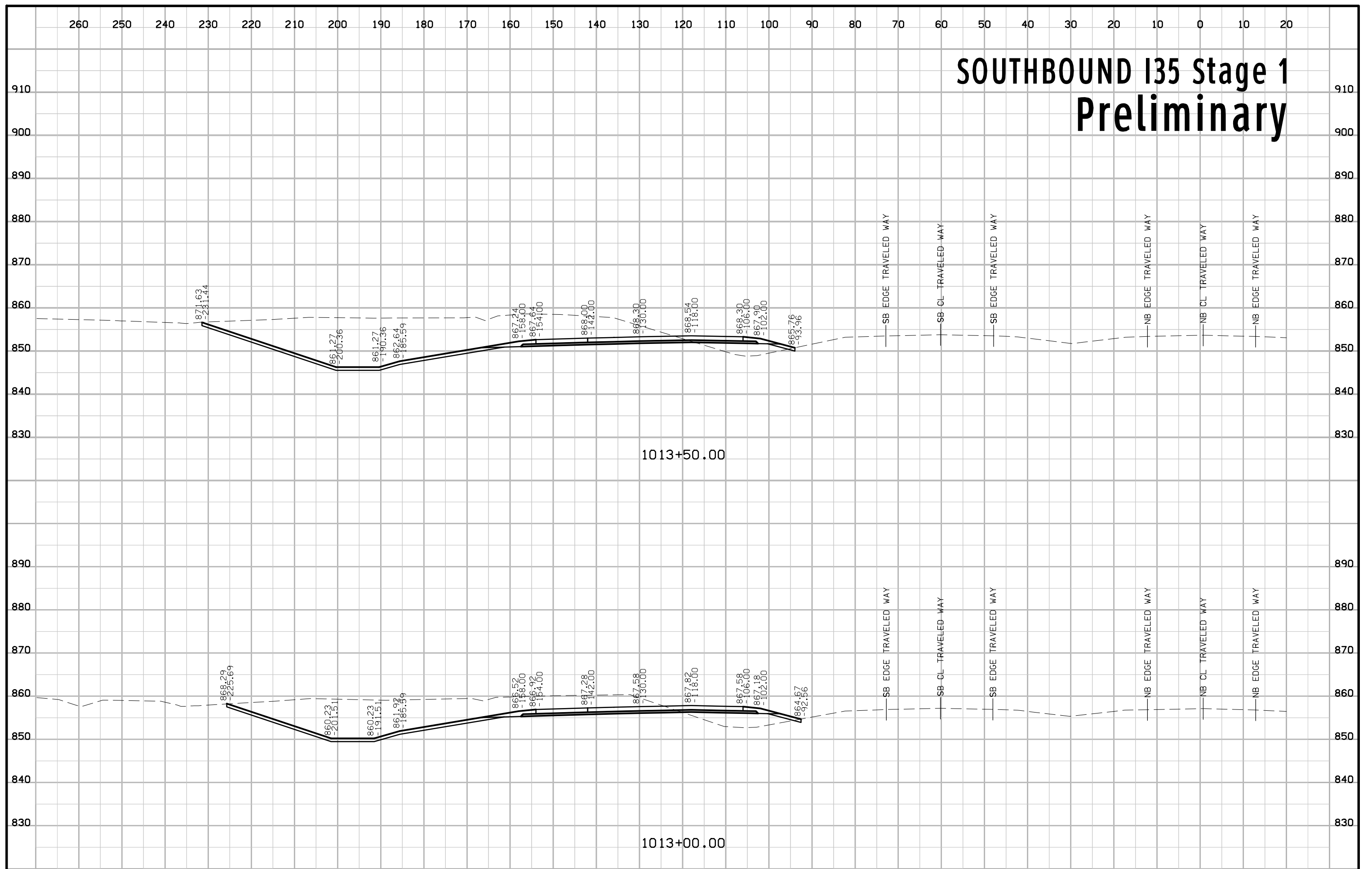
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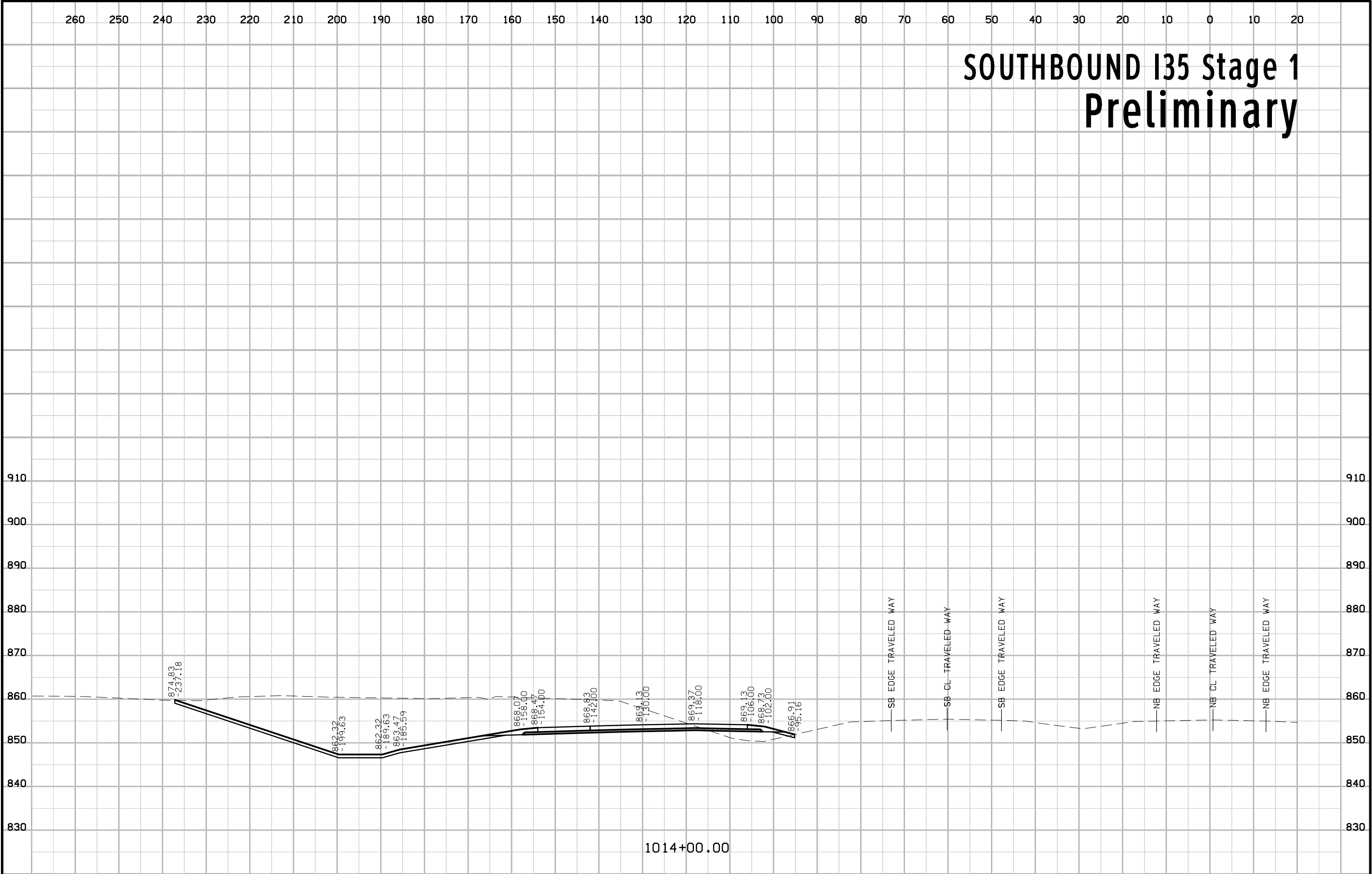
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SOUTHBOUND I35 Stage 1 Preliminary

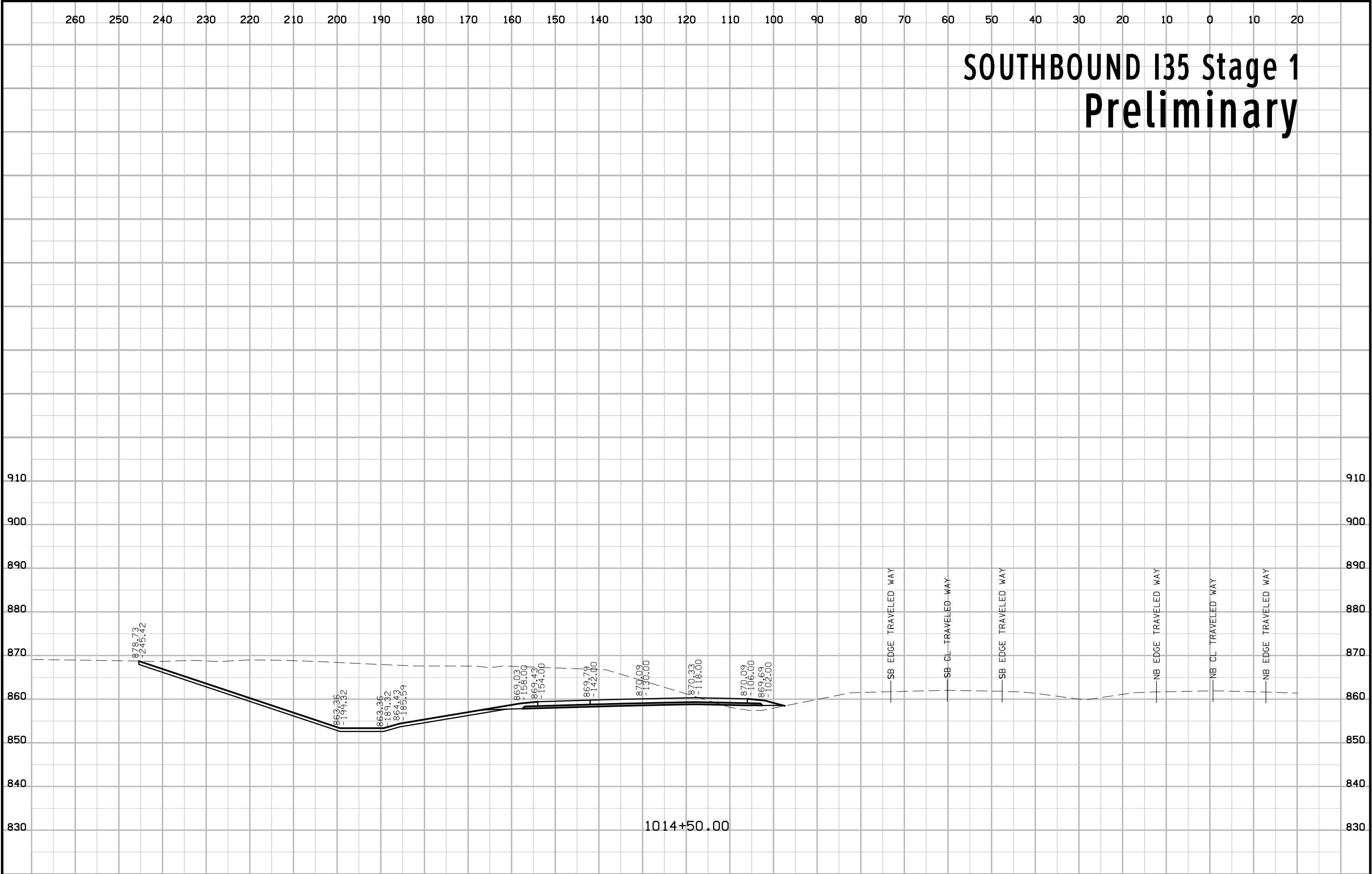


SOUTHBOUND I35 Stage 1 Preliminary



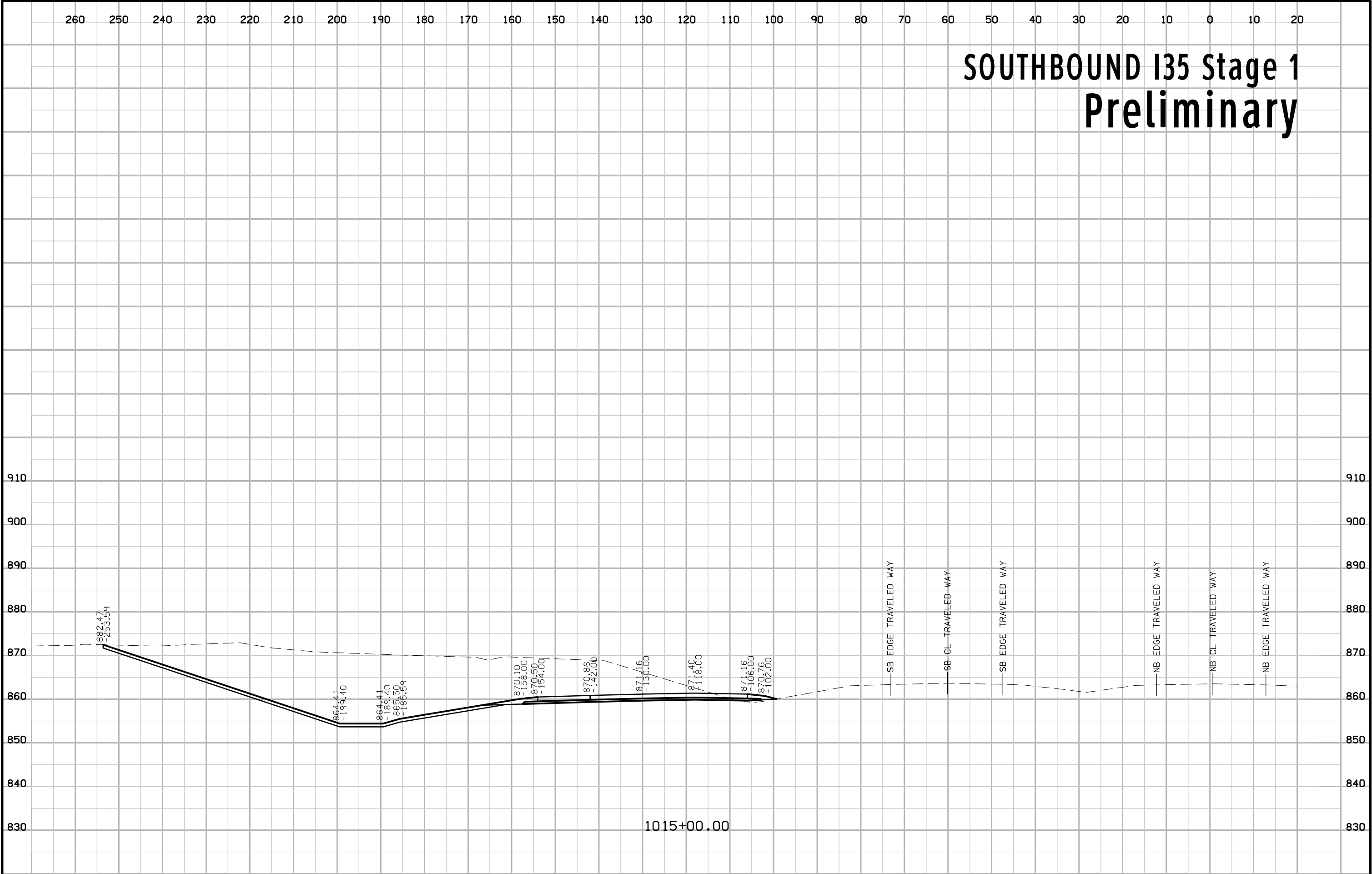
1014+00.00

SOUTHBOUND I35 Stage 1 Preliminary



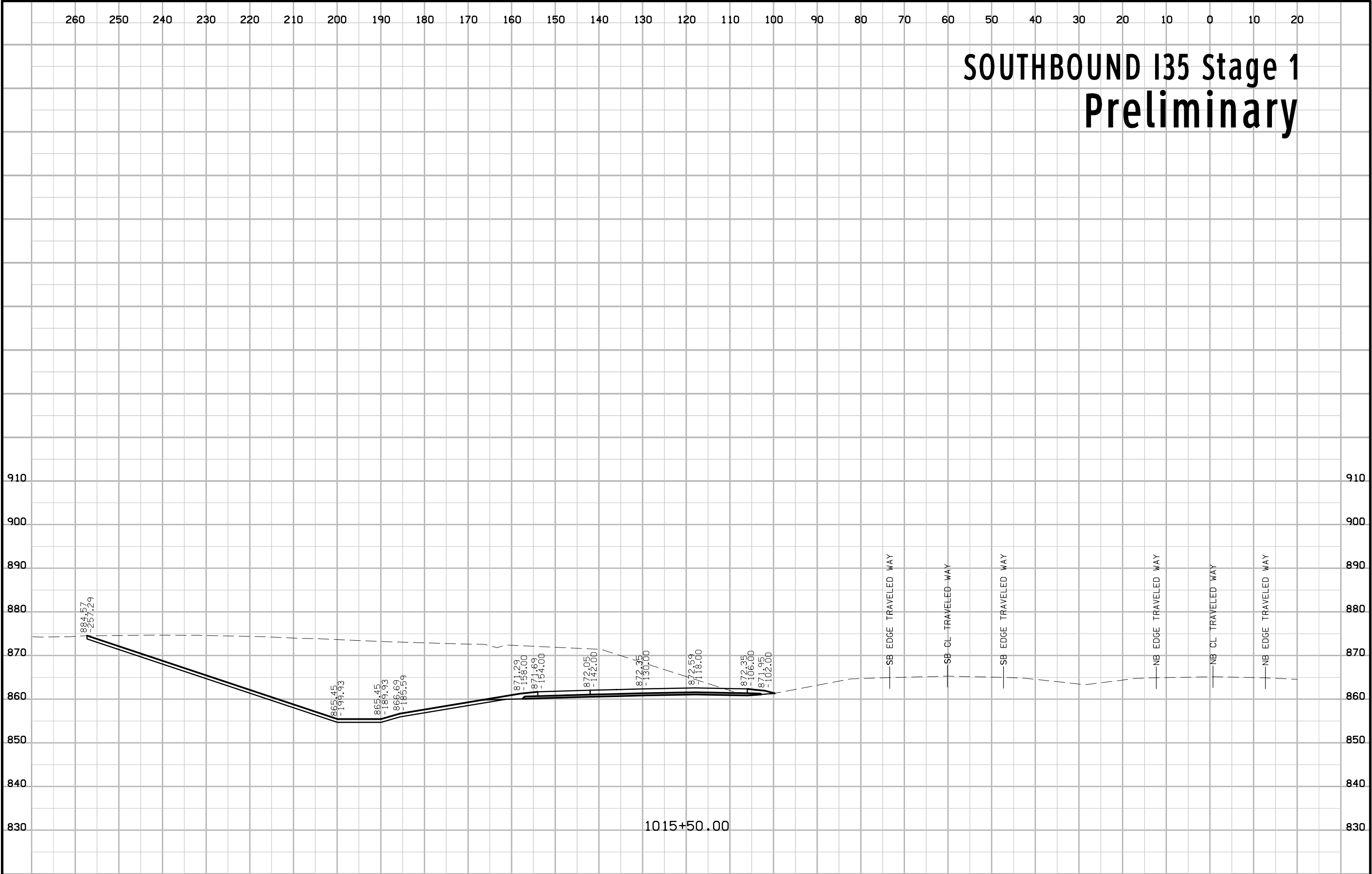
1014+50.00

SOUTHBOUND I35 Stage 1 Preliminary



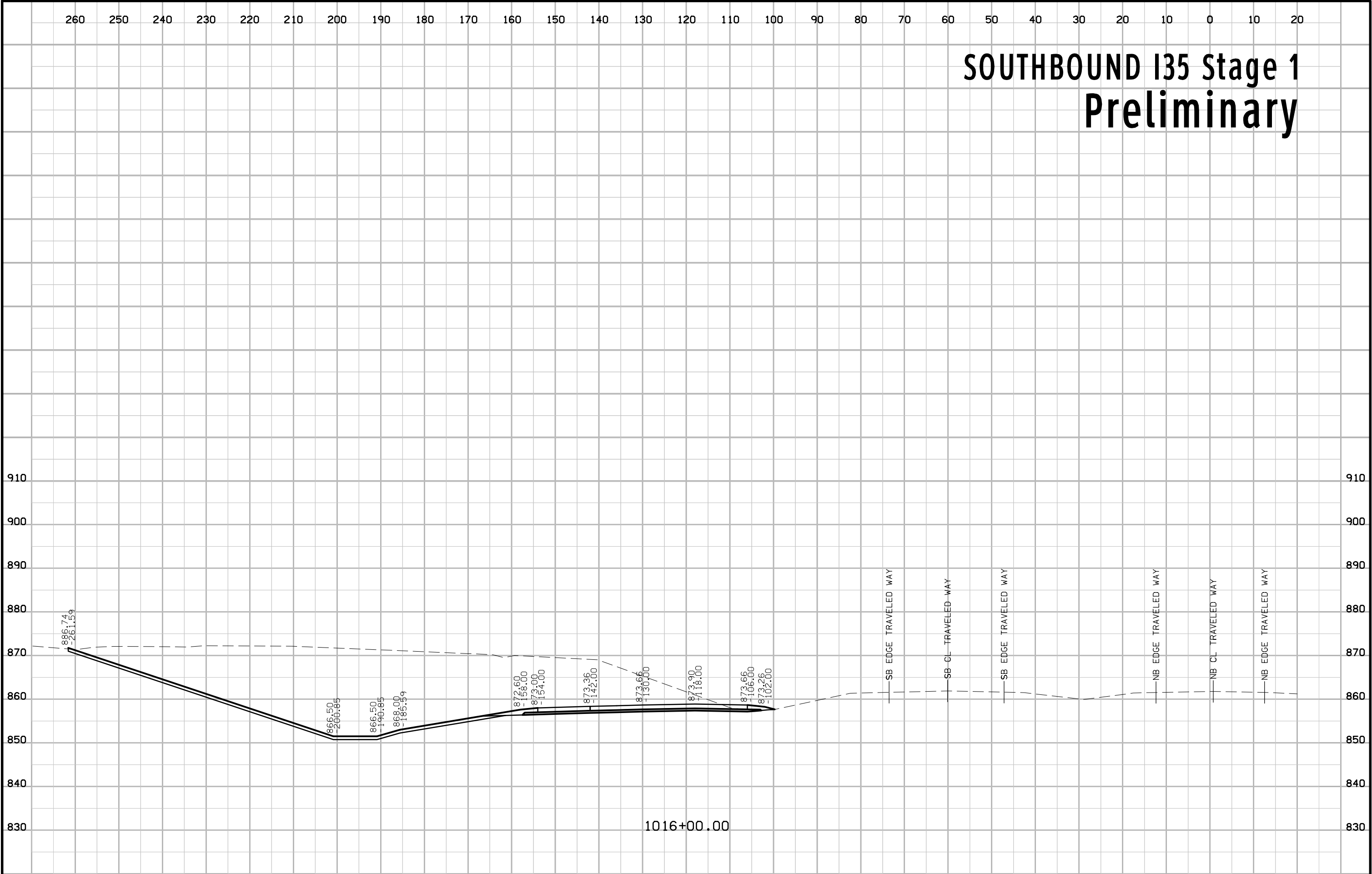
1015+00.00

SOUTHBOUND I35 Stage 1 Preliminary



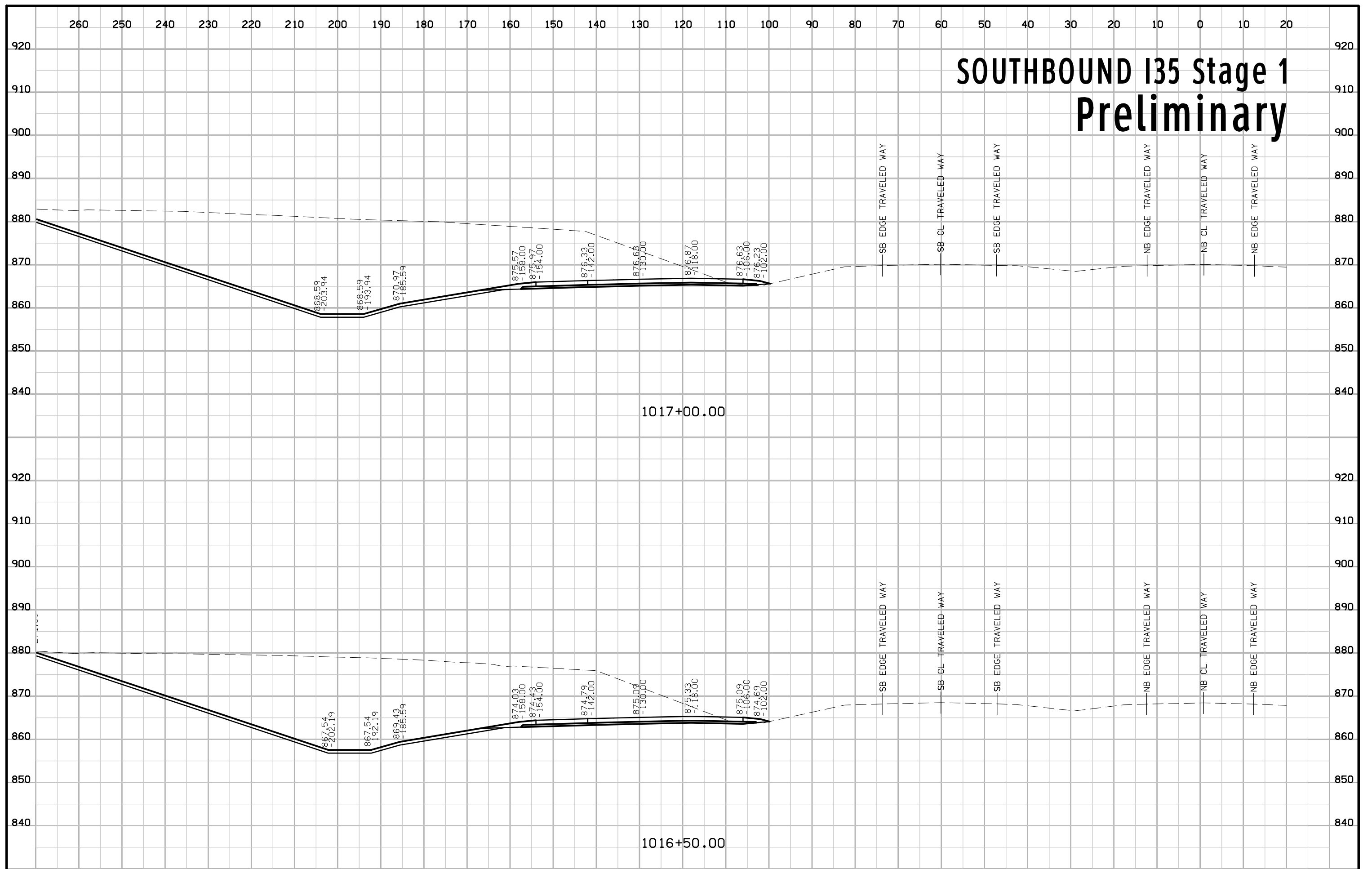
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SOUTHBOUND I35 Stage 1 Preliminary

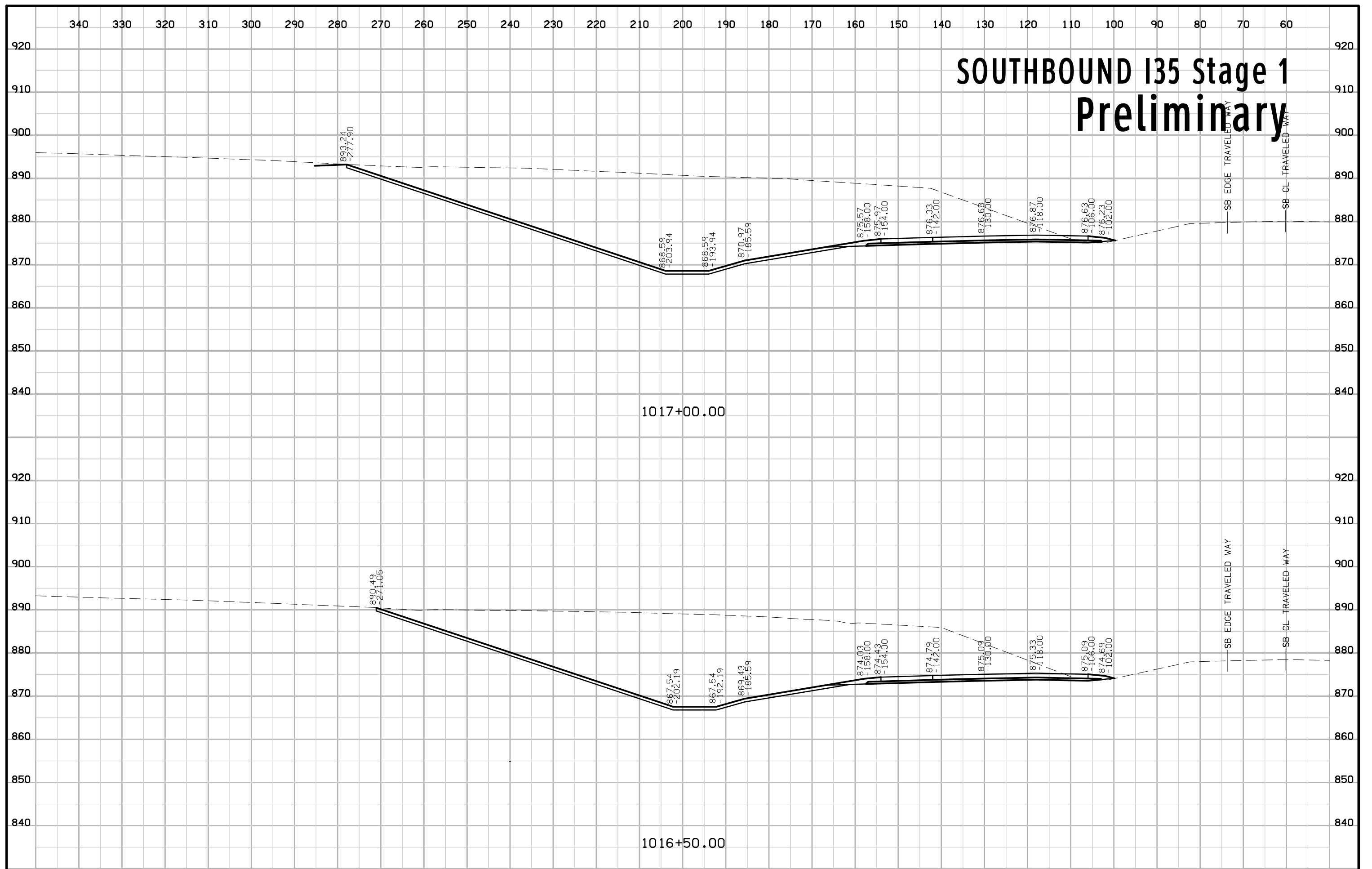


1016+00.00

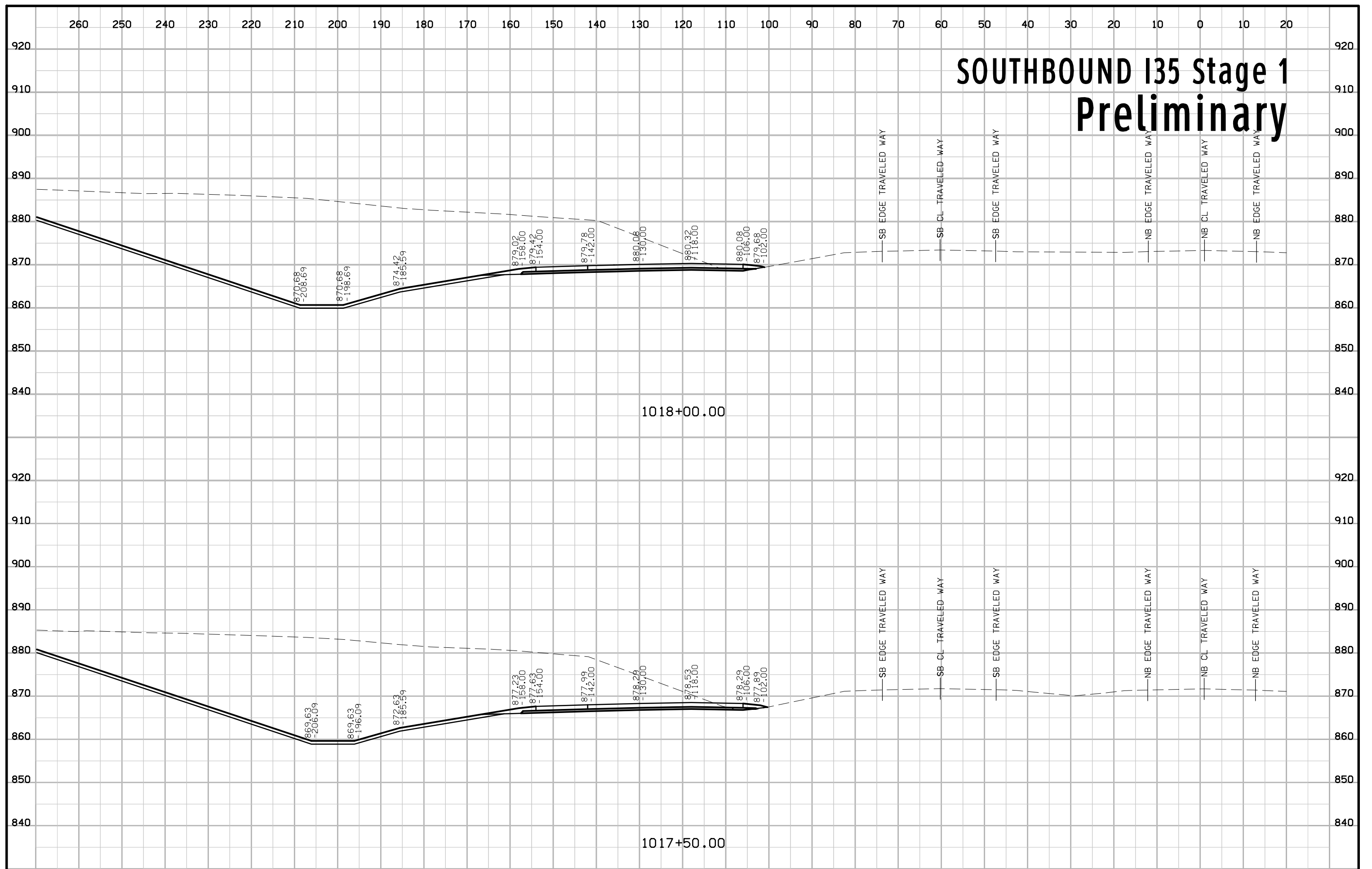
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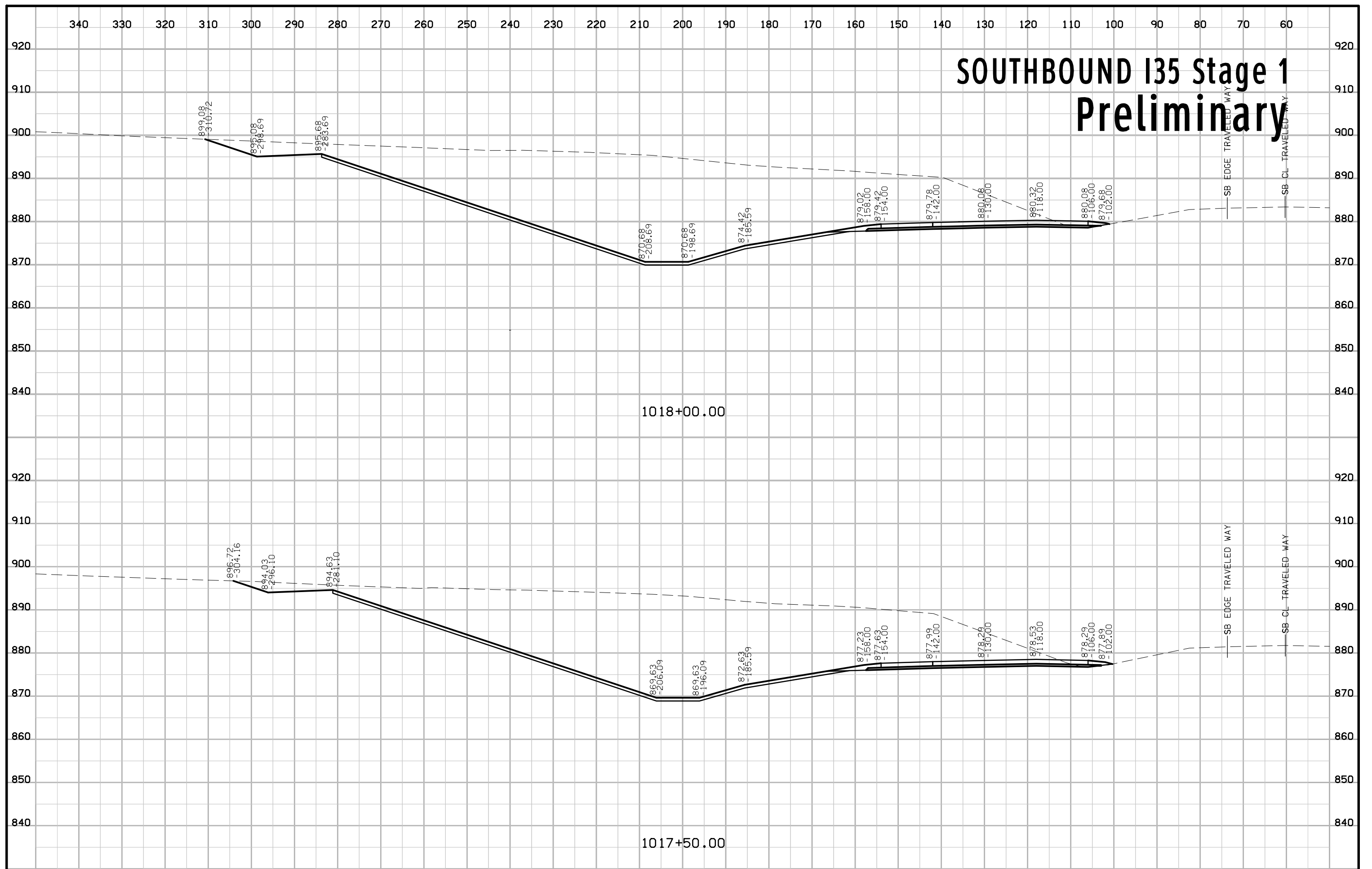
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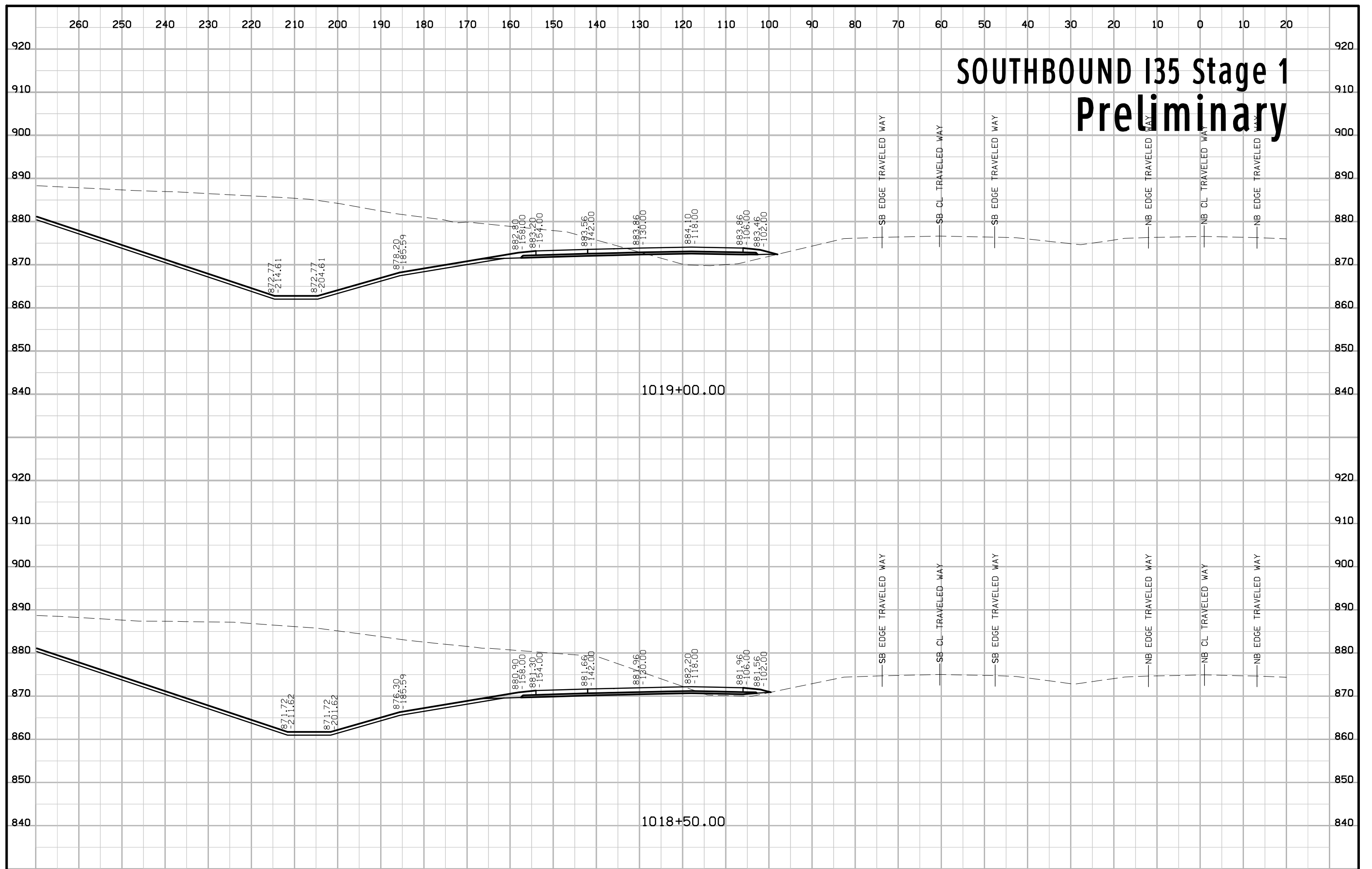
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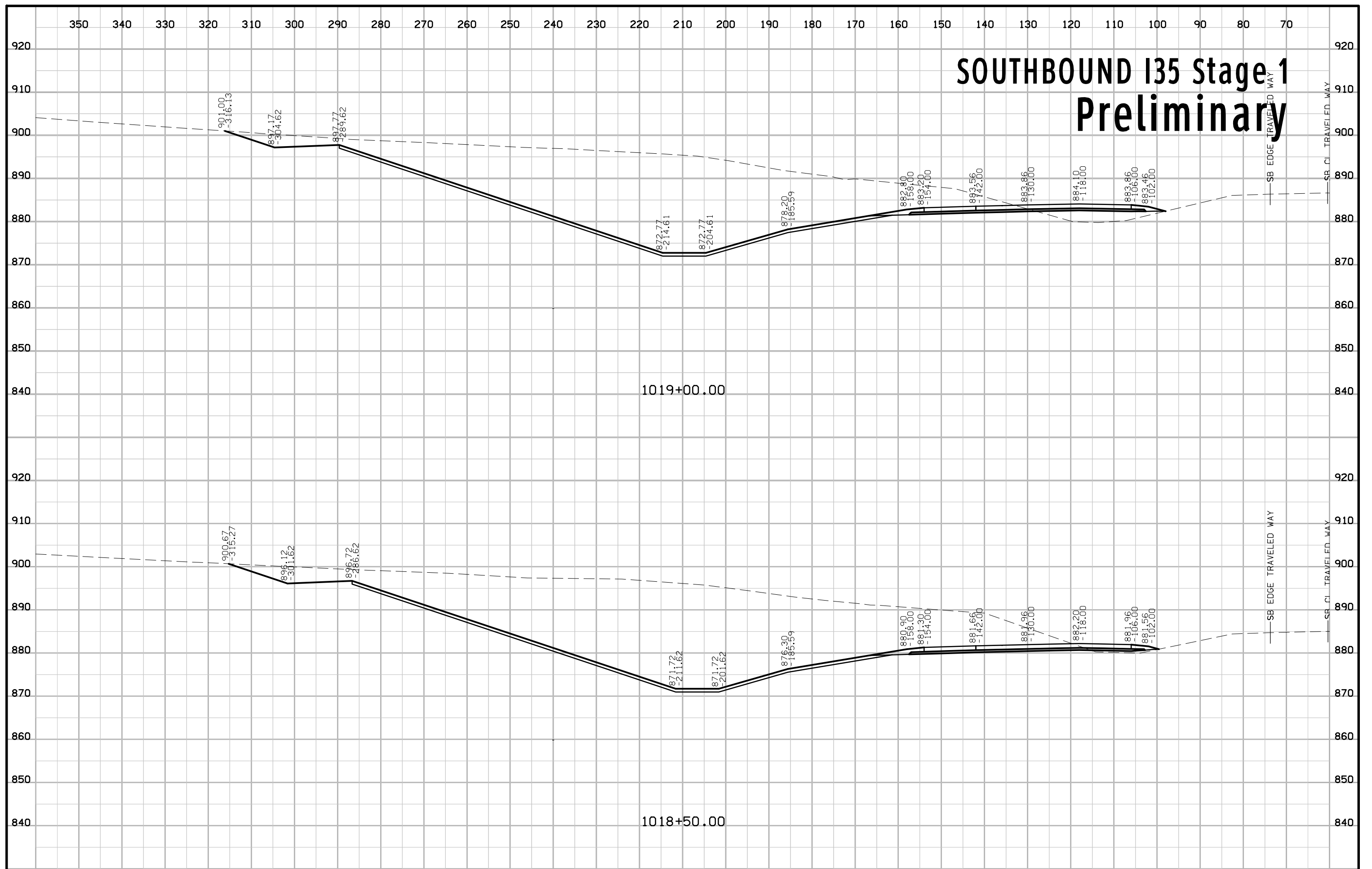
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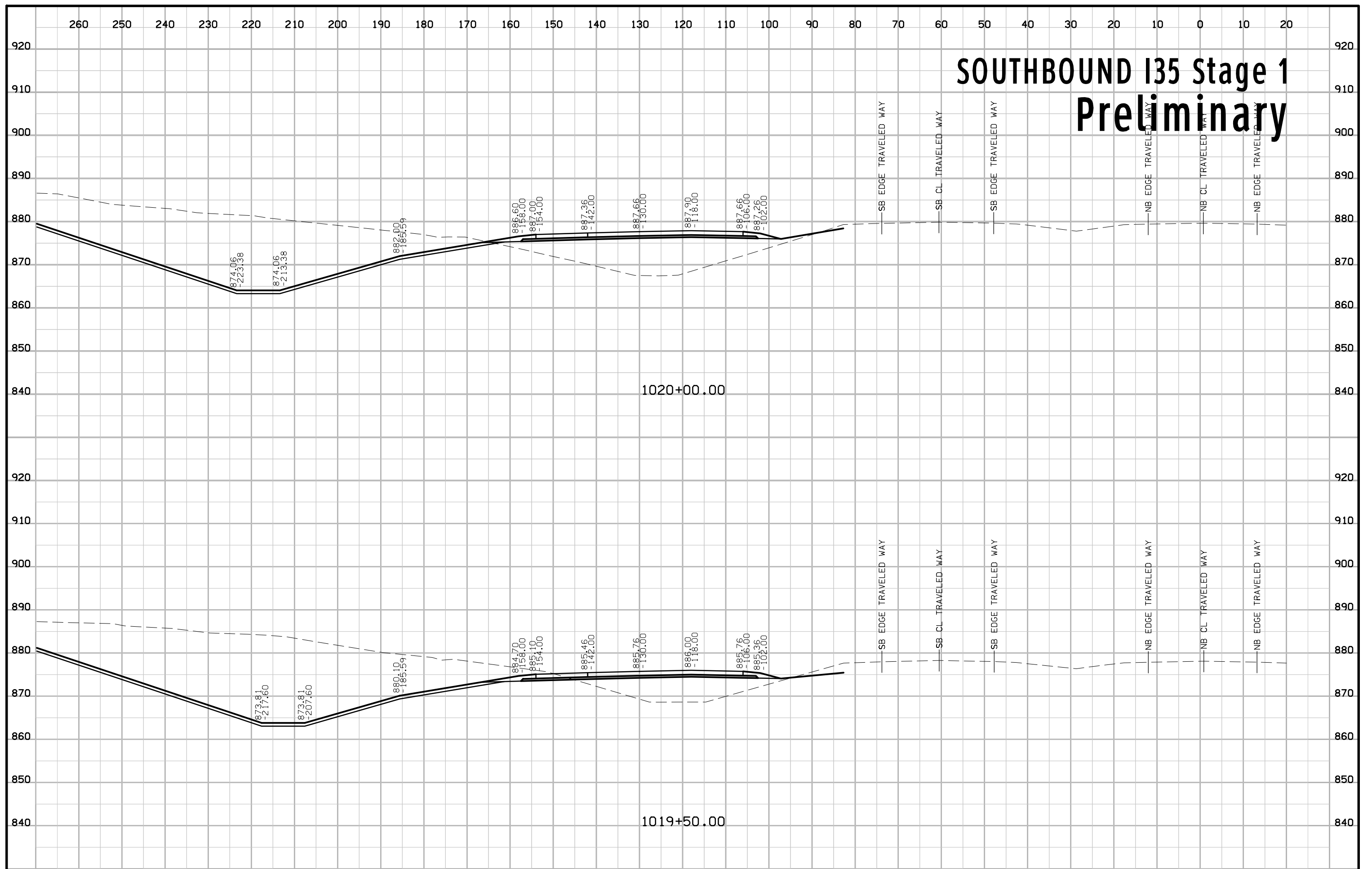
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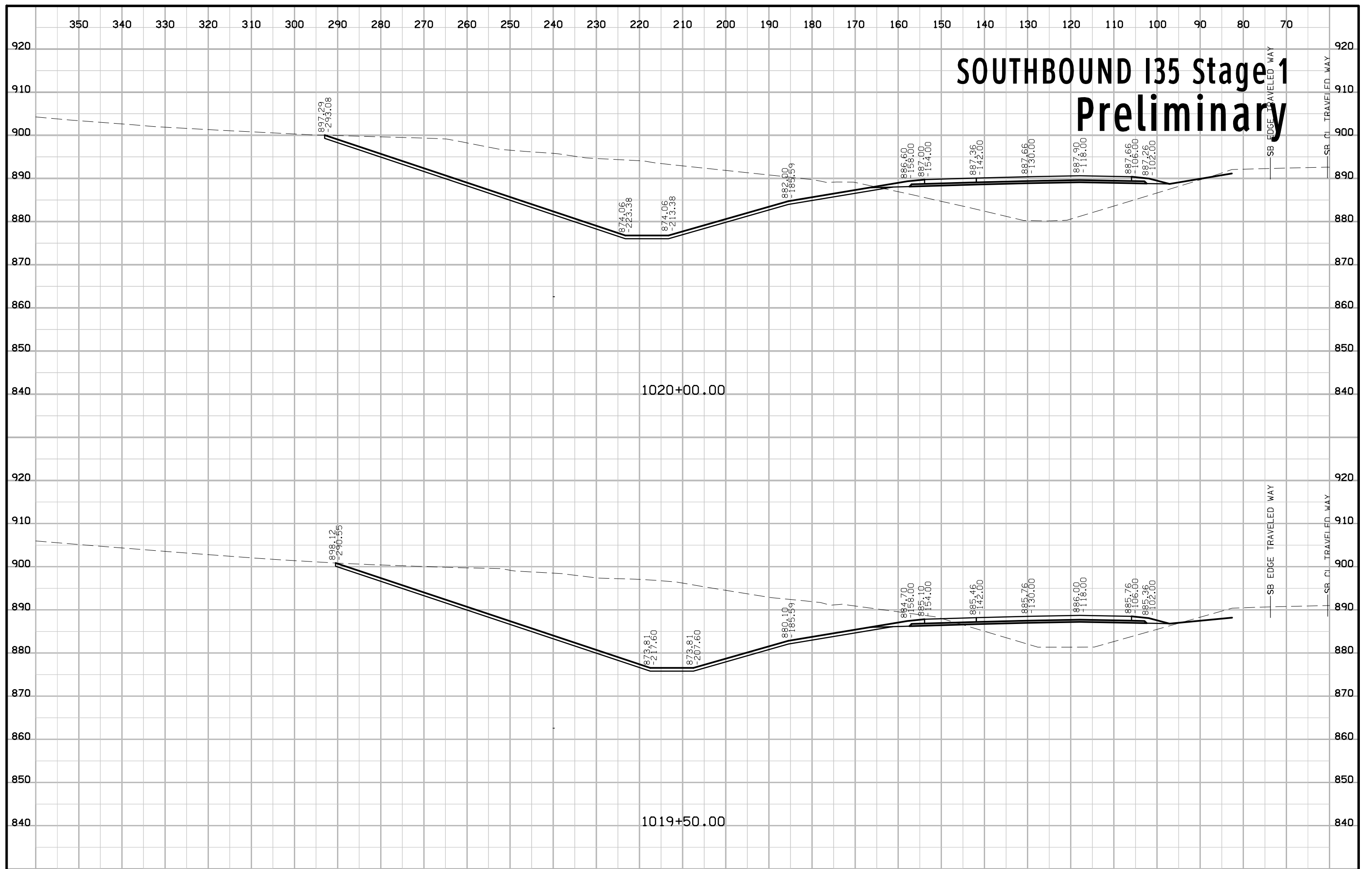
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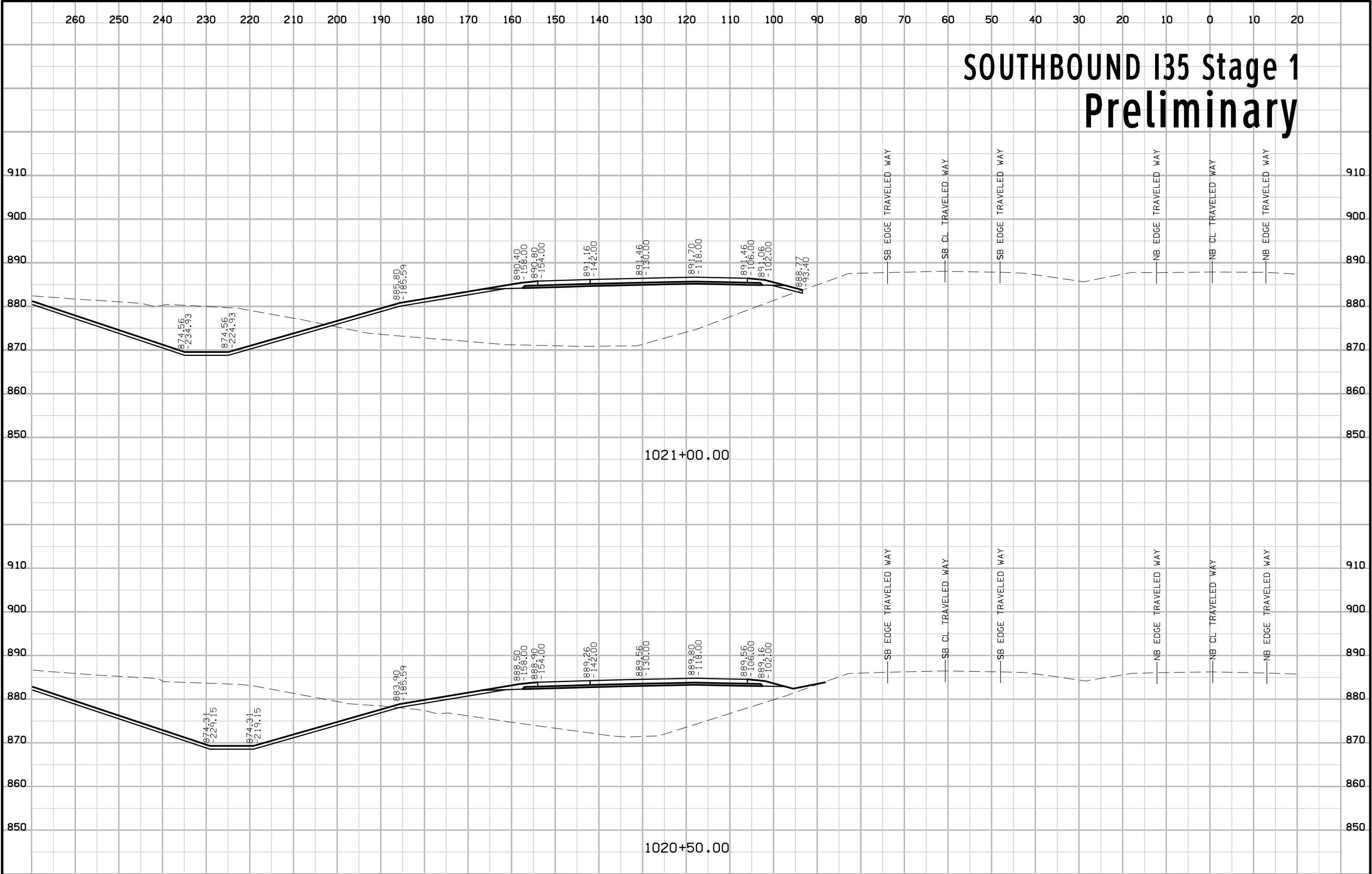
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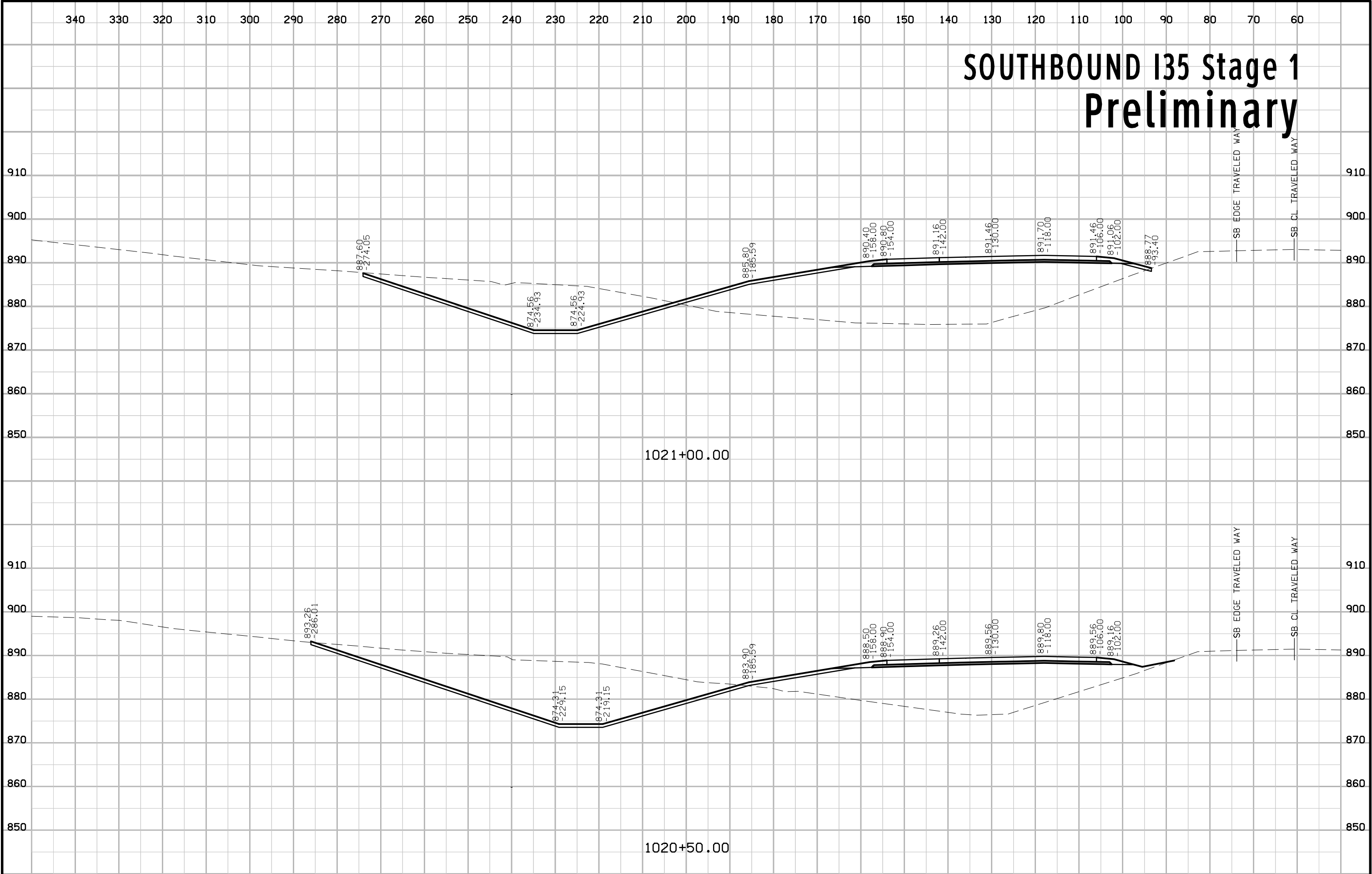
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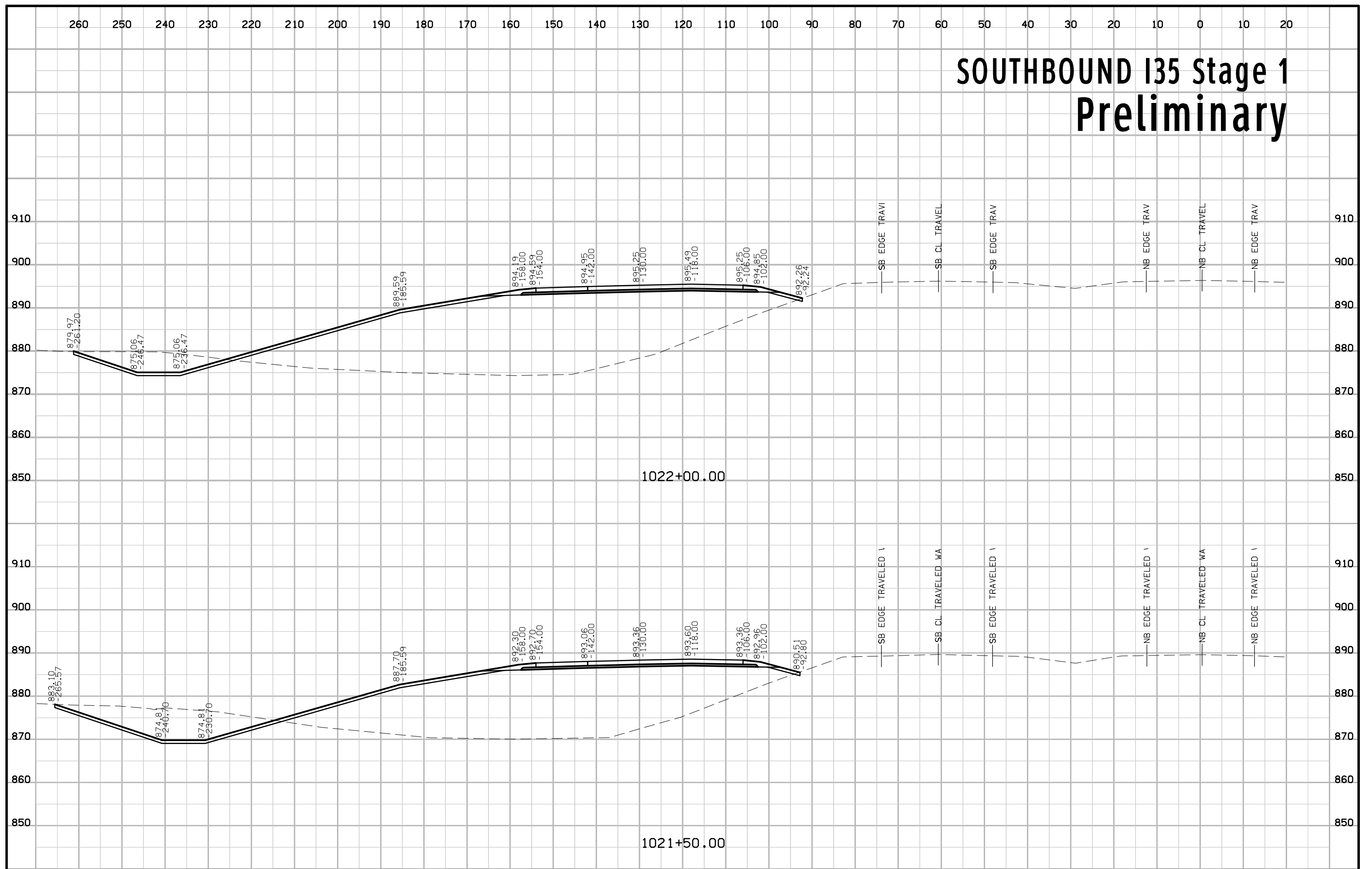
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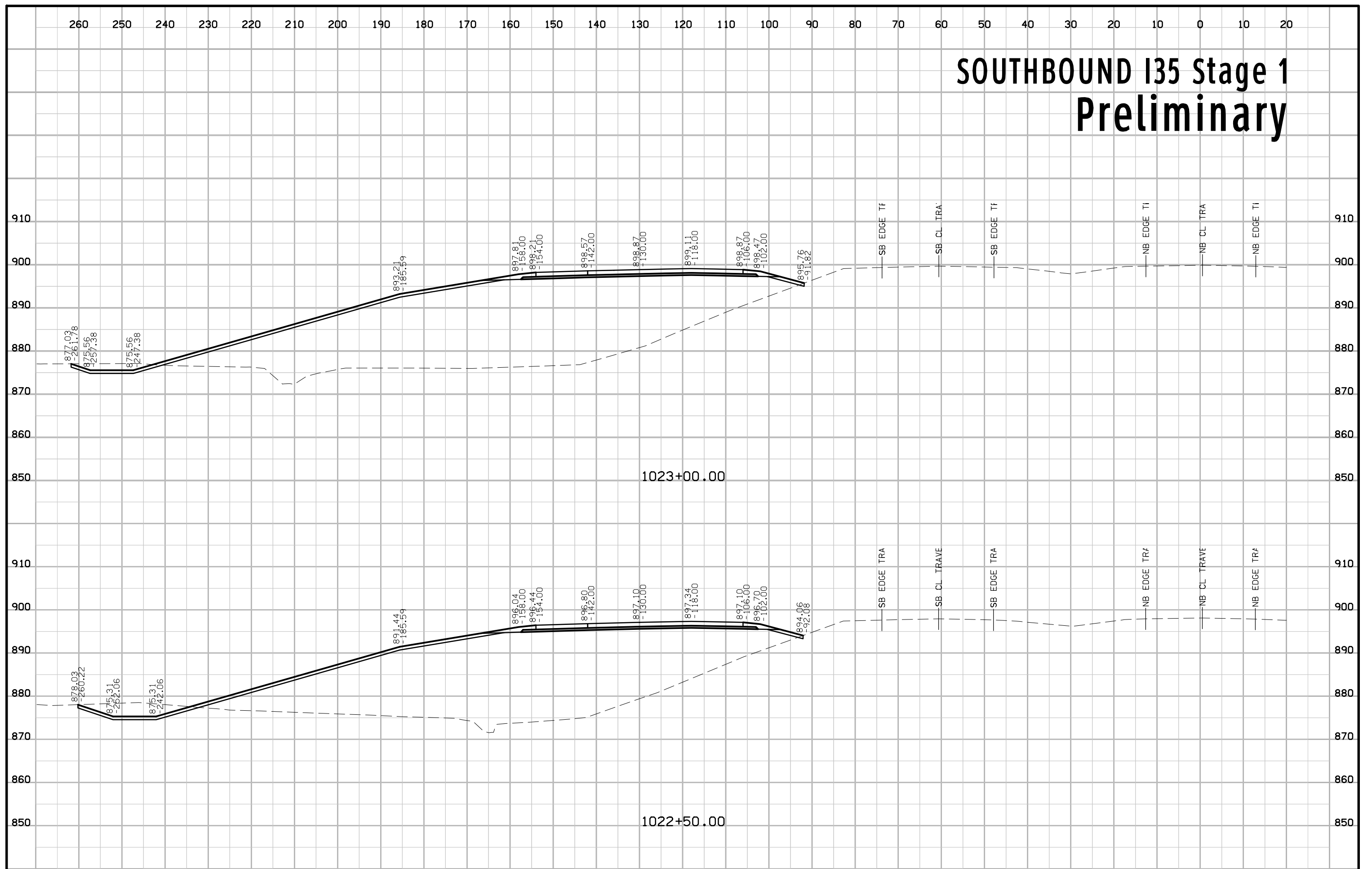
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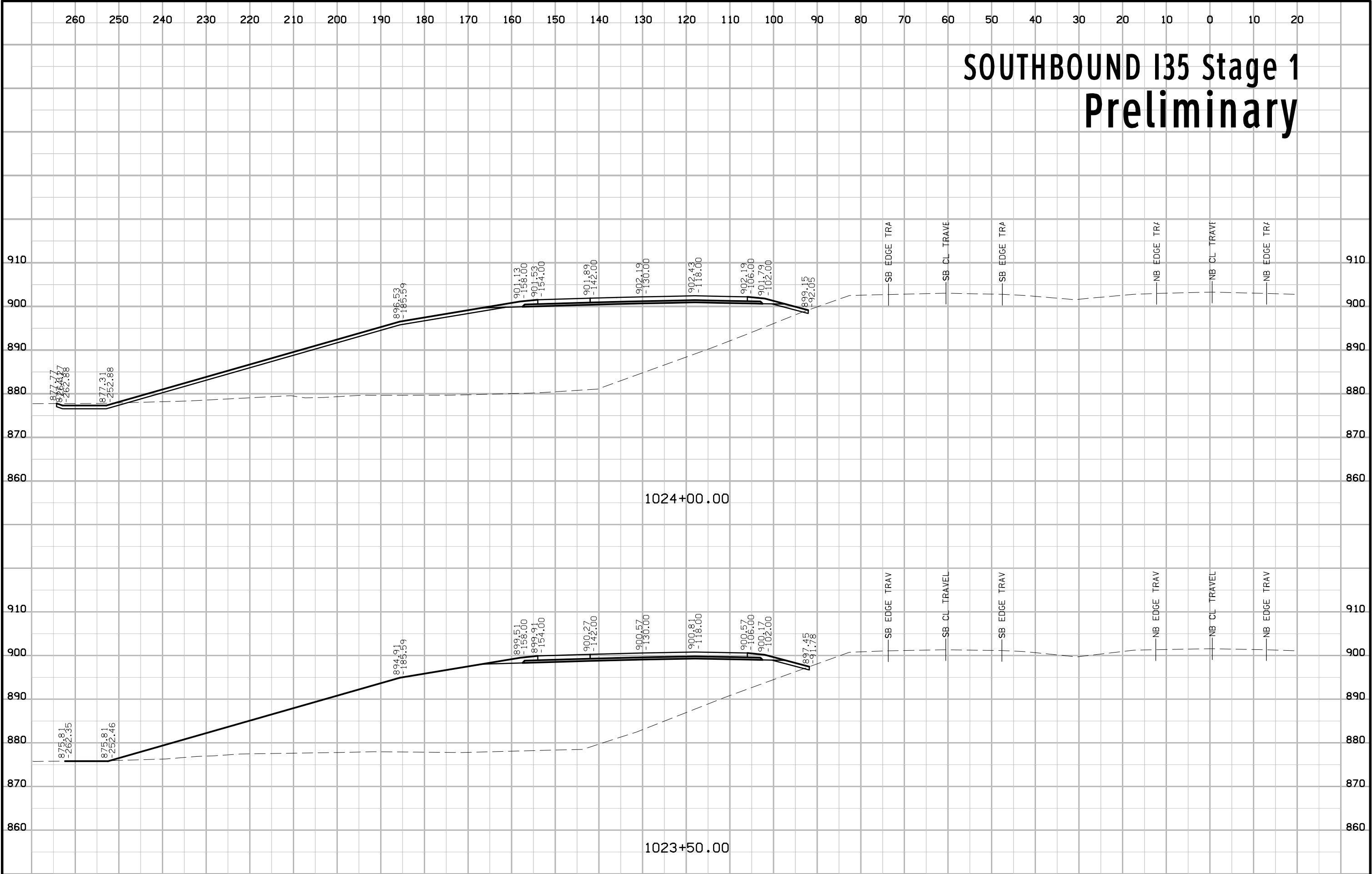
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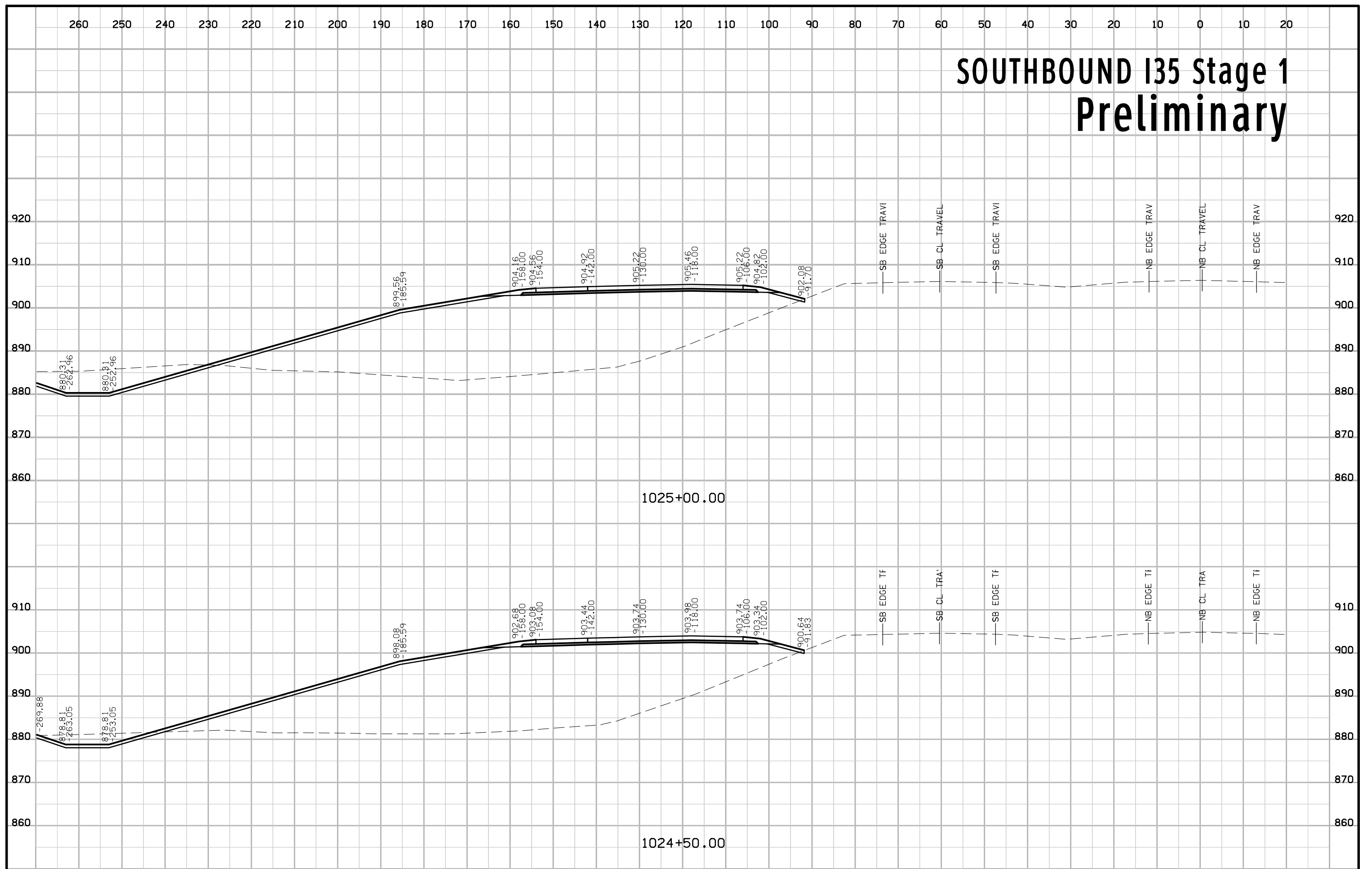
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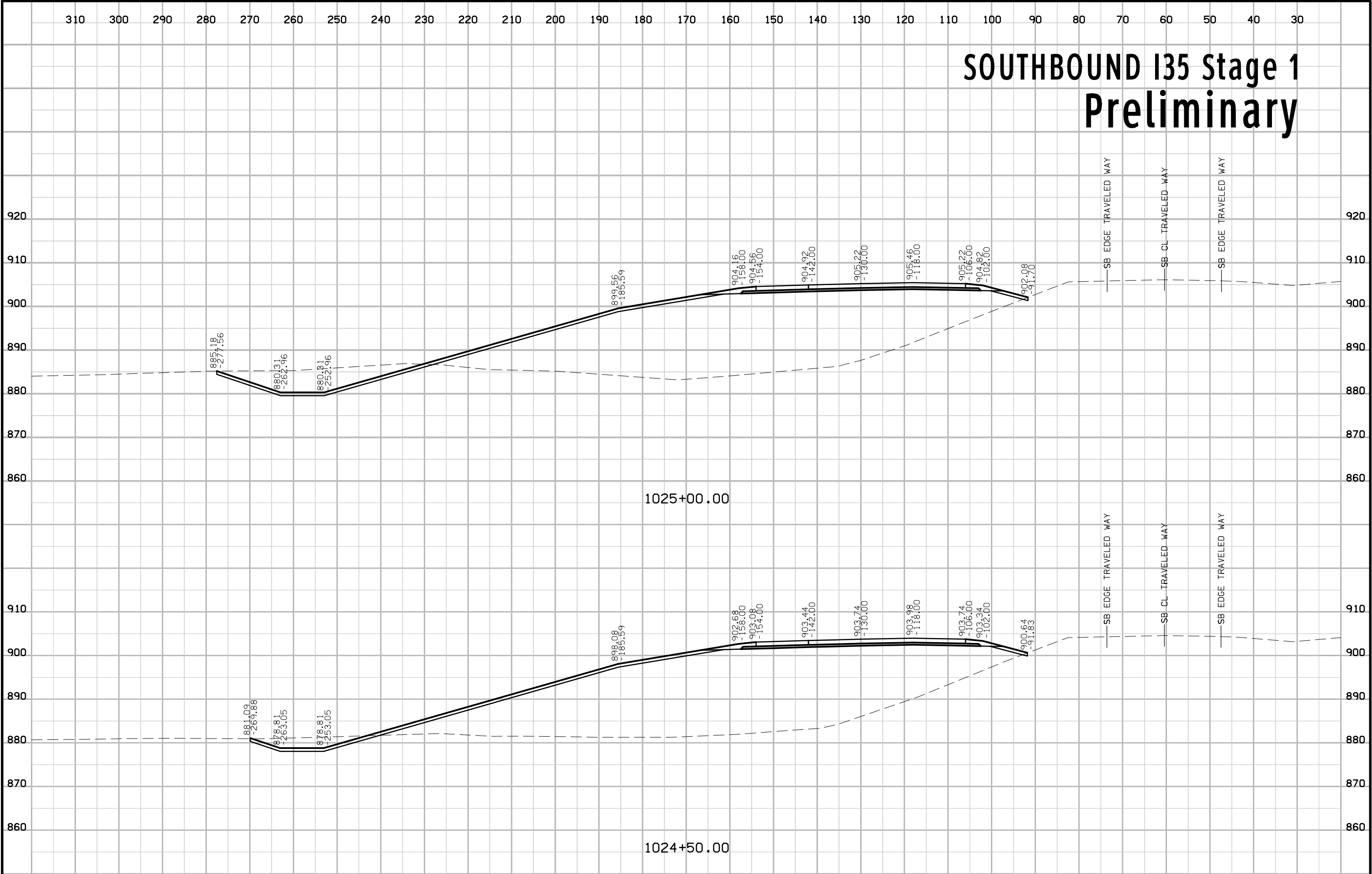
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SOUTHBOUND I35 Stage 1 Preliminary



SOUTHBOUND I35 Stage 1 Preliminary



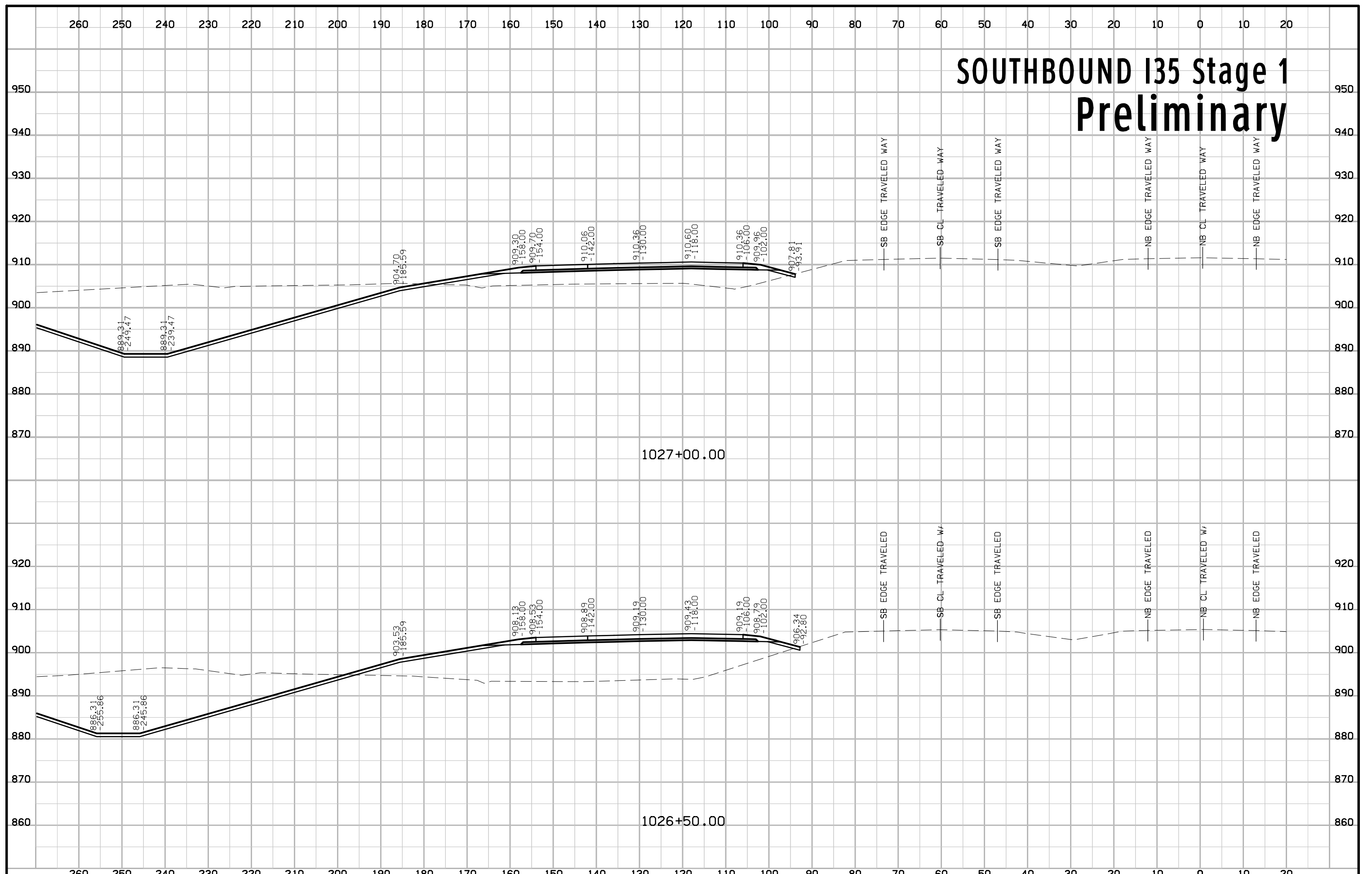
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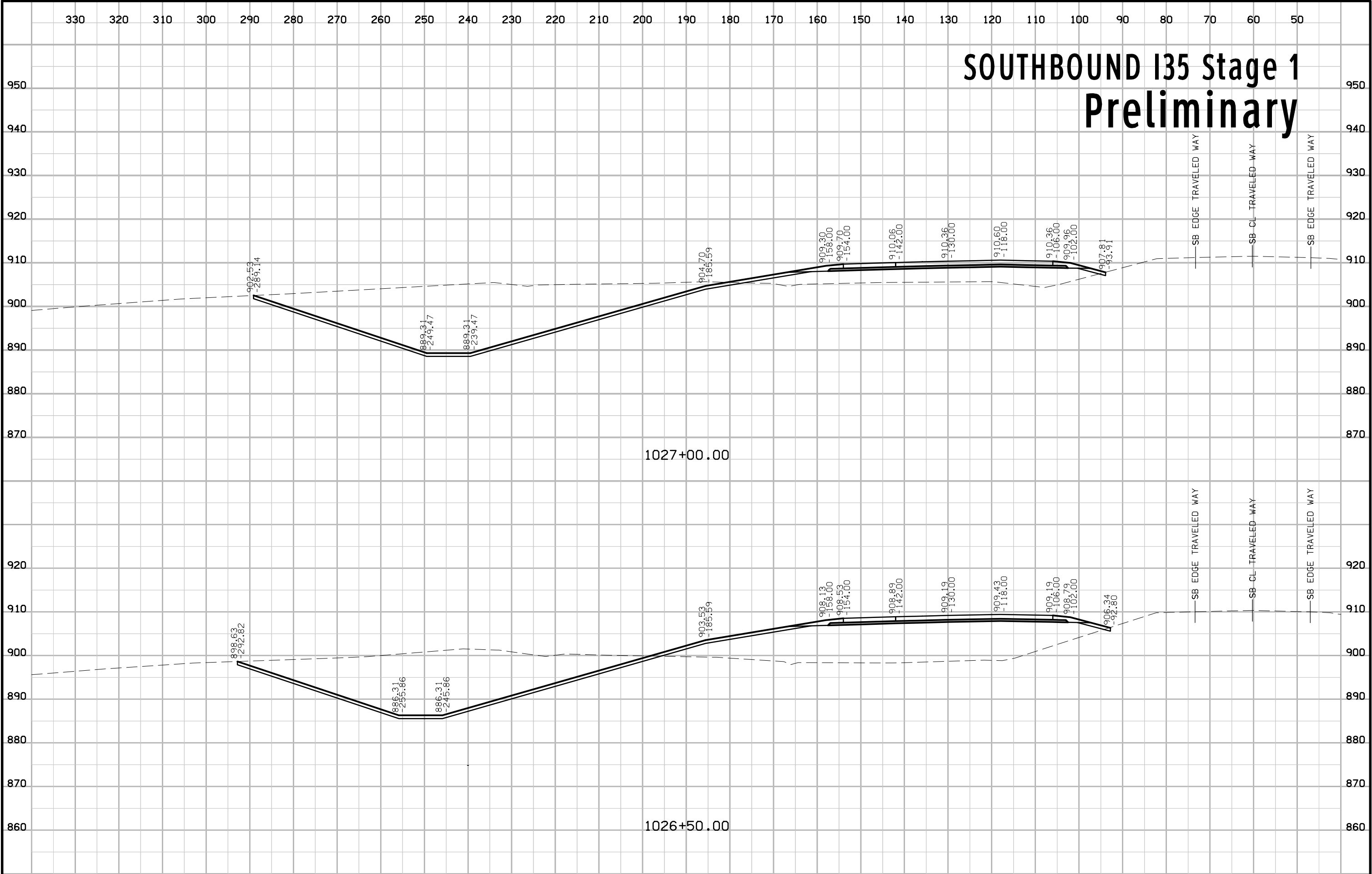
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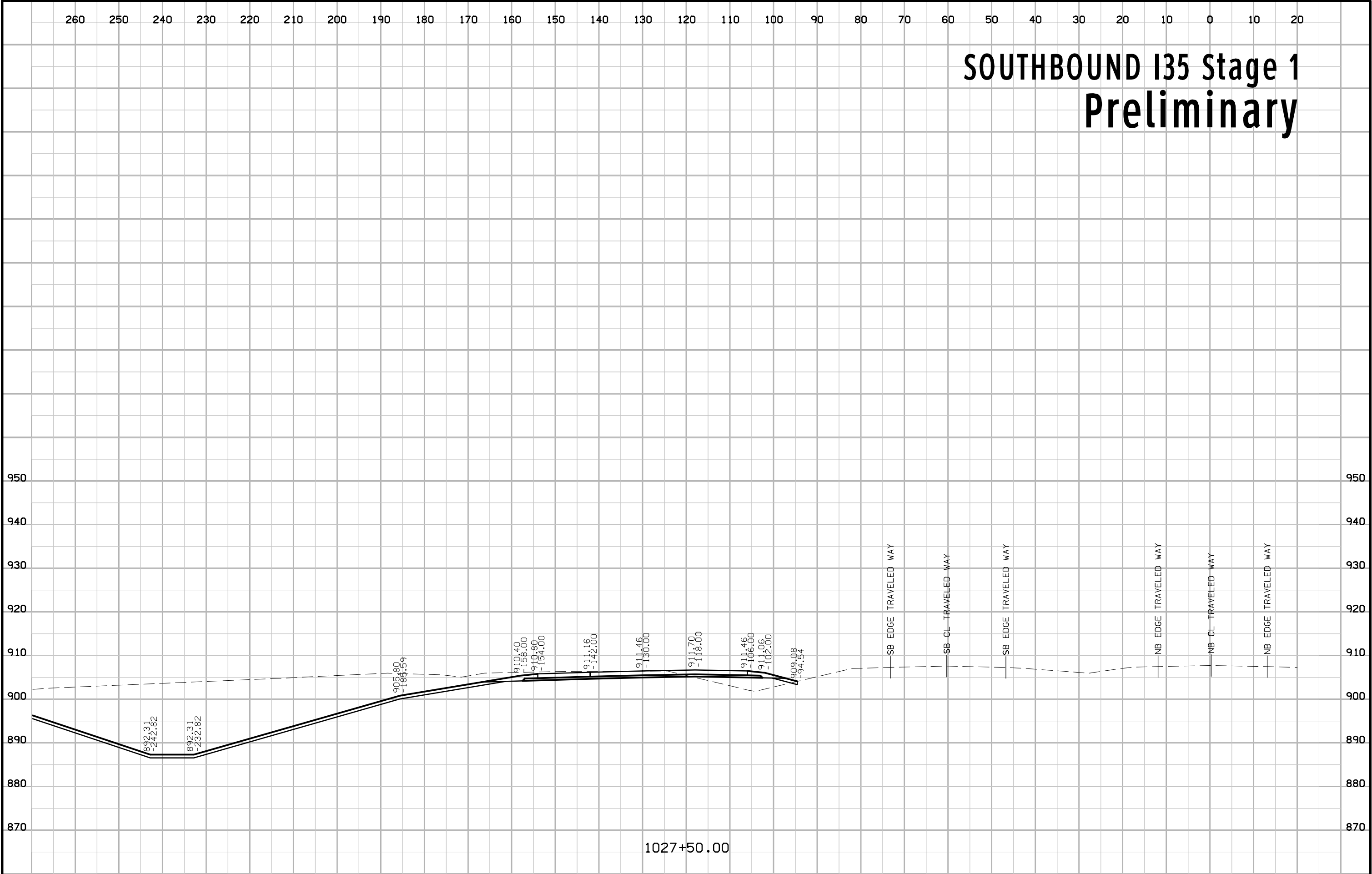
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SOUTHBOUND I35 Stage 1 Preliminary

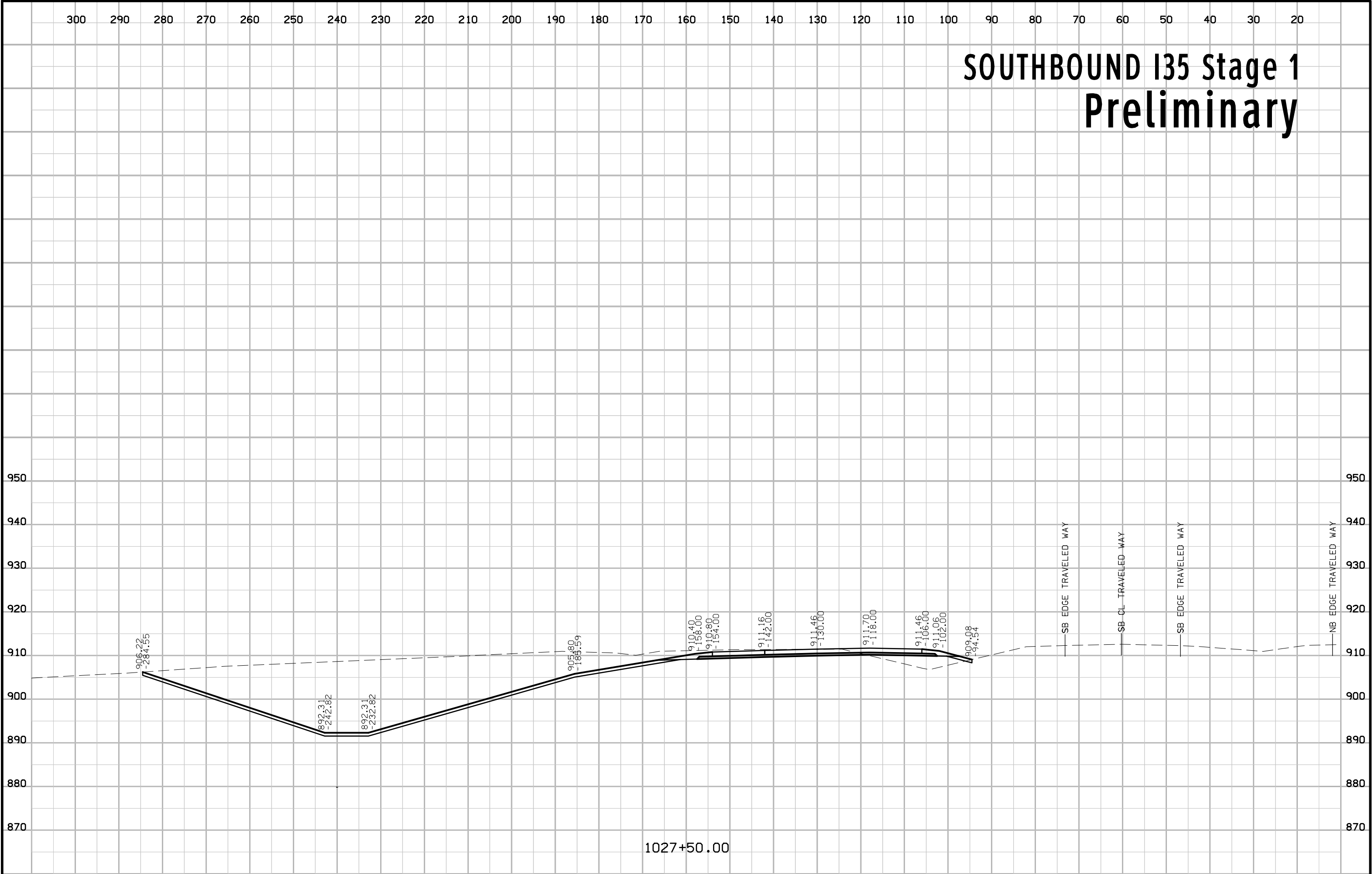


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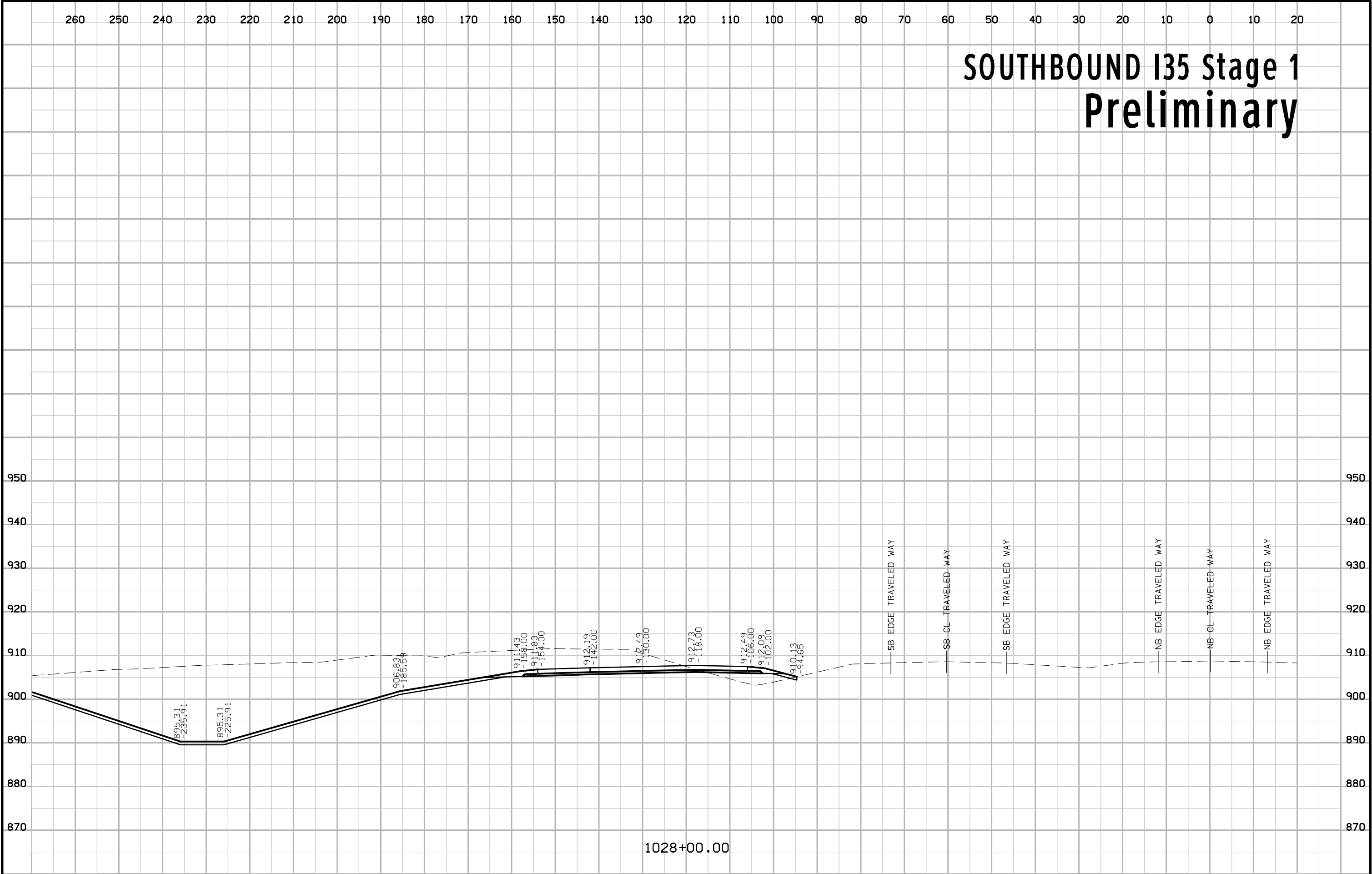
1027+50.00

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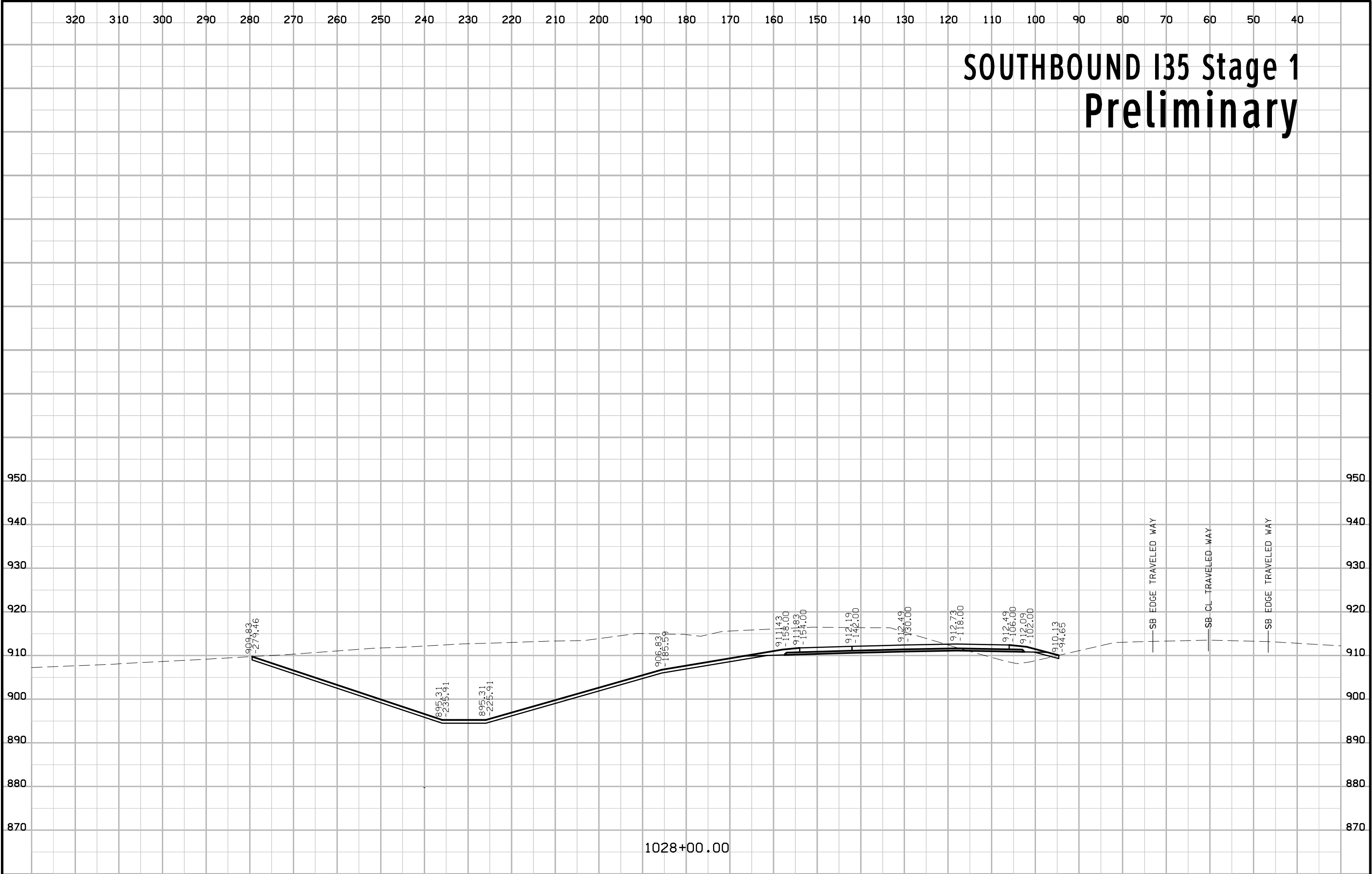
1027+50.00

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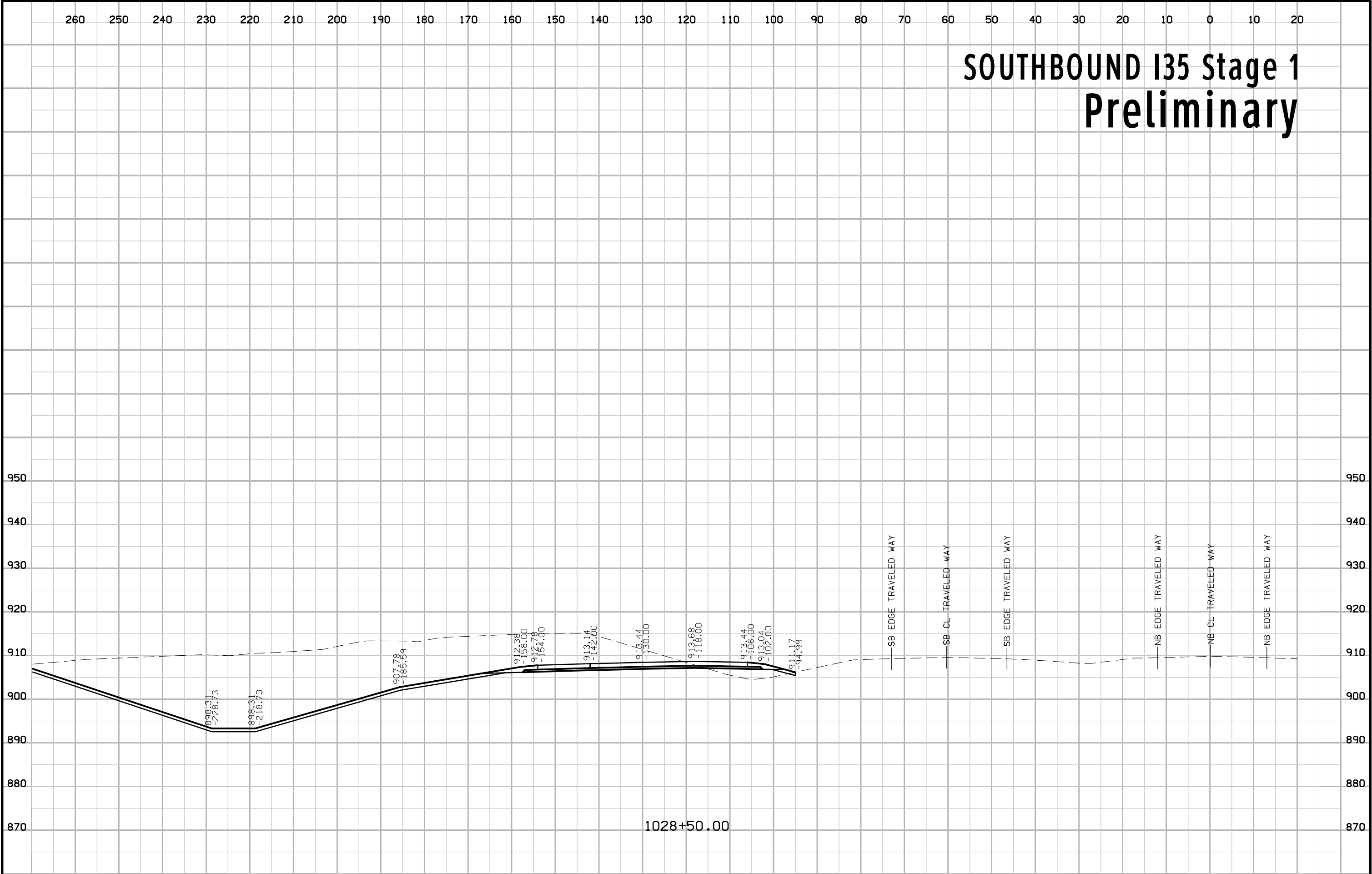
1028+00.00

SOUTHBOUND I35 Stage 1 Preliminary



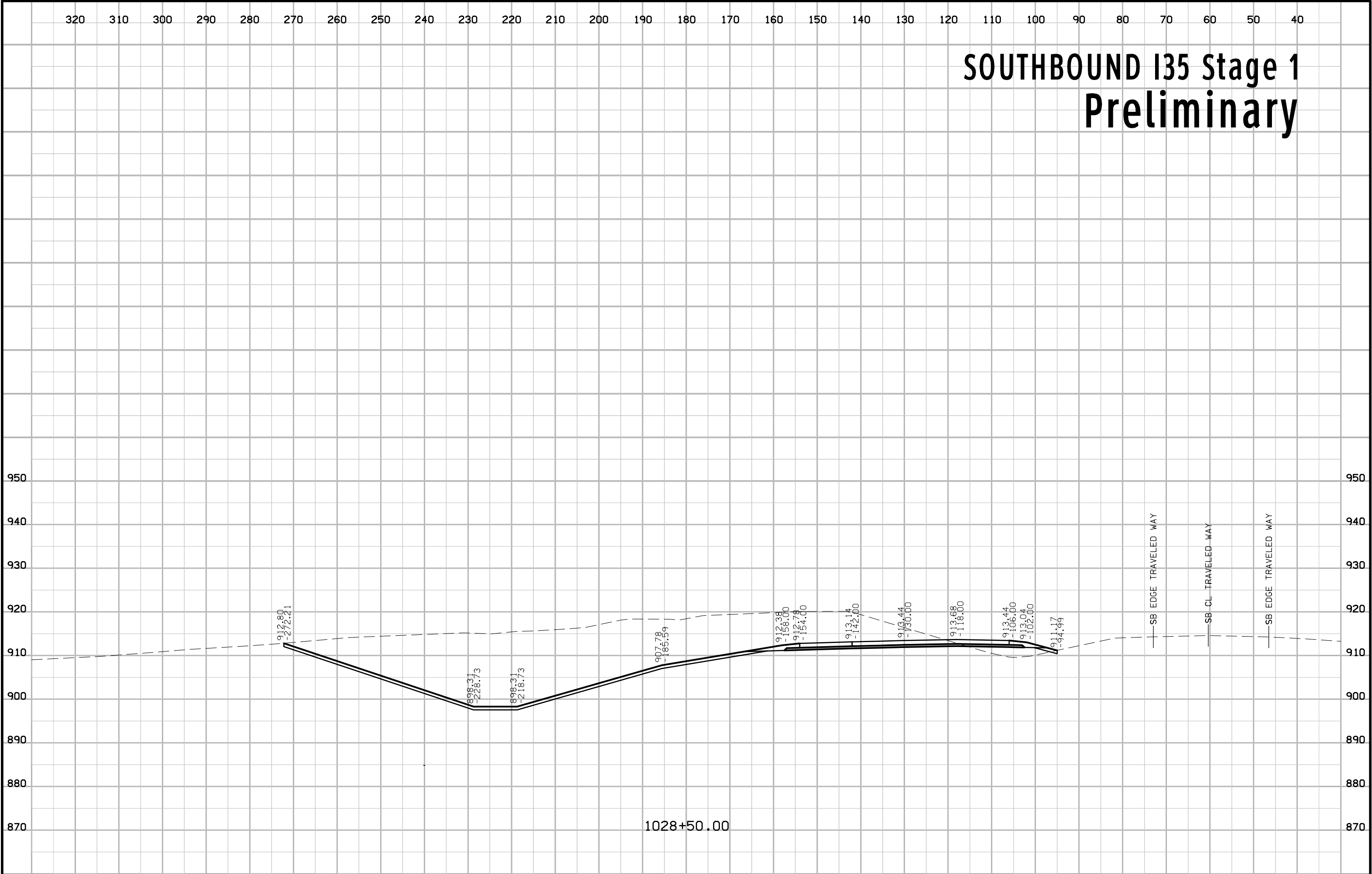
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SOUTHBOUND I35 Stage 1 Preliminary



1028+50.00

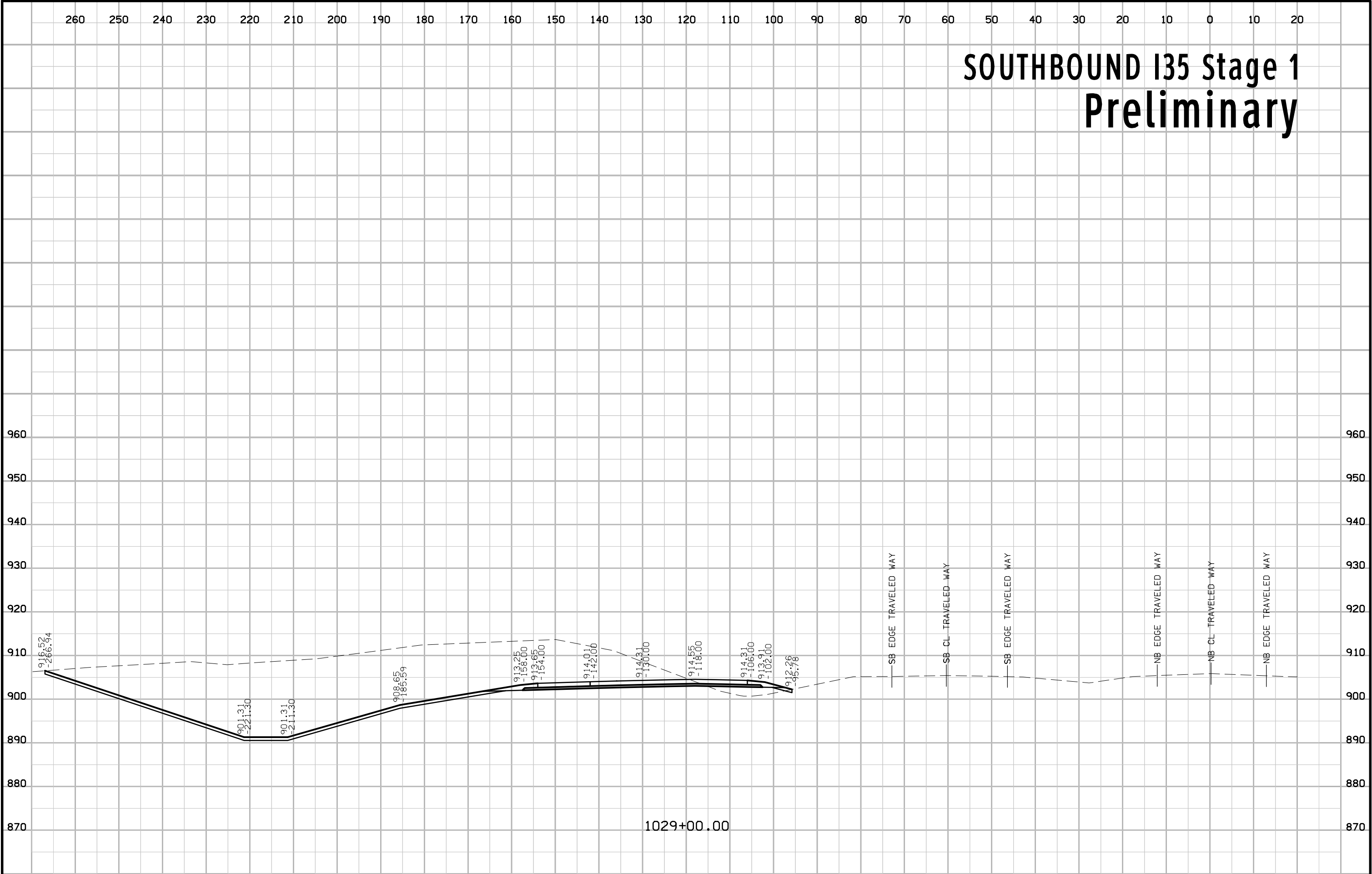
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1028+50.00

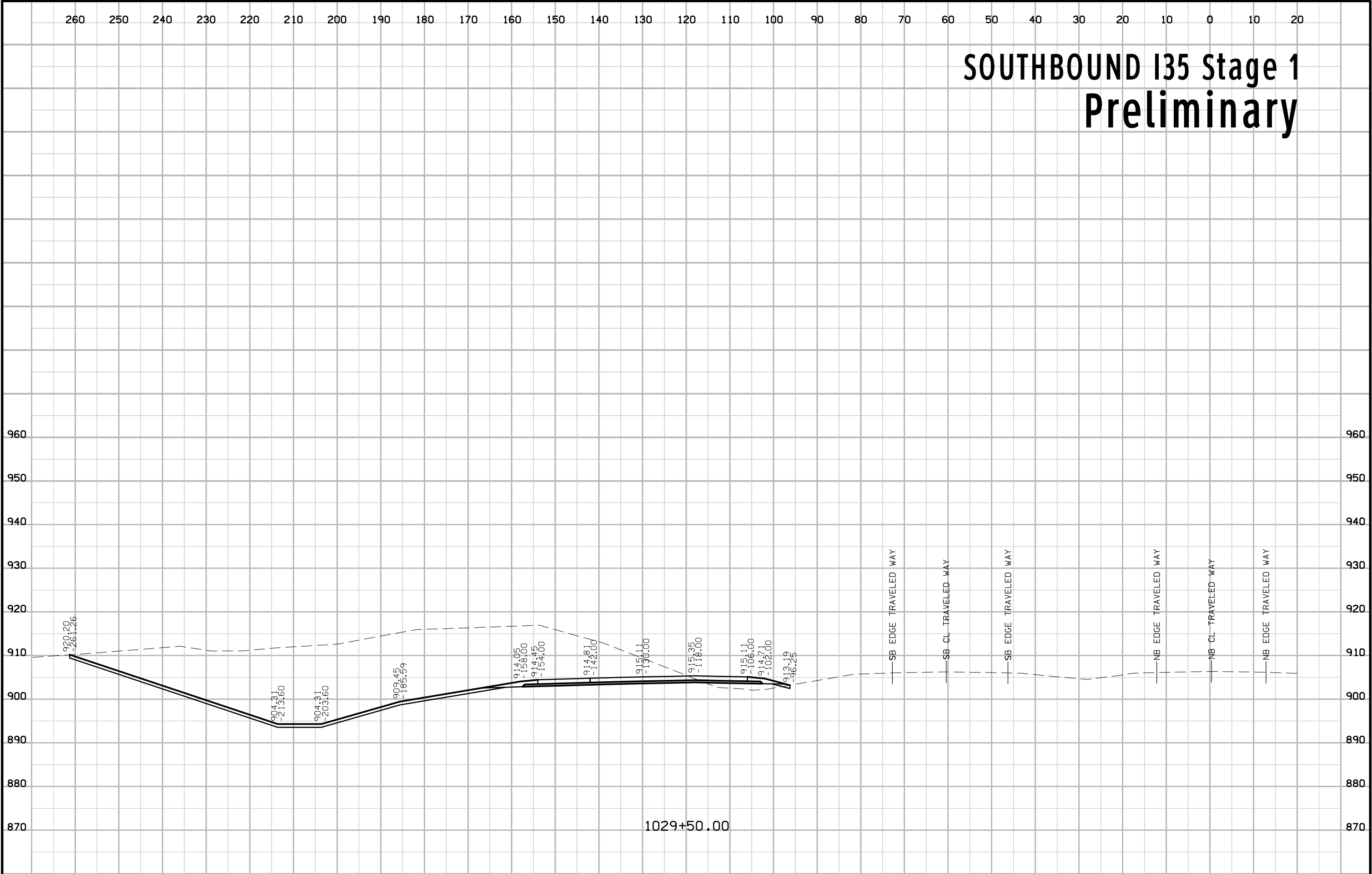
SB EDGE TRAVELED WAY
SB CL TRAVELED WAY
SB EDGE TRAVELED WAY

SOUTHBOUND I35 Stage 1 Preliminary

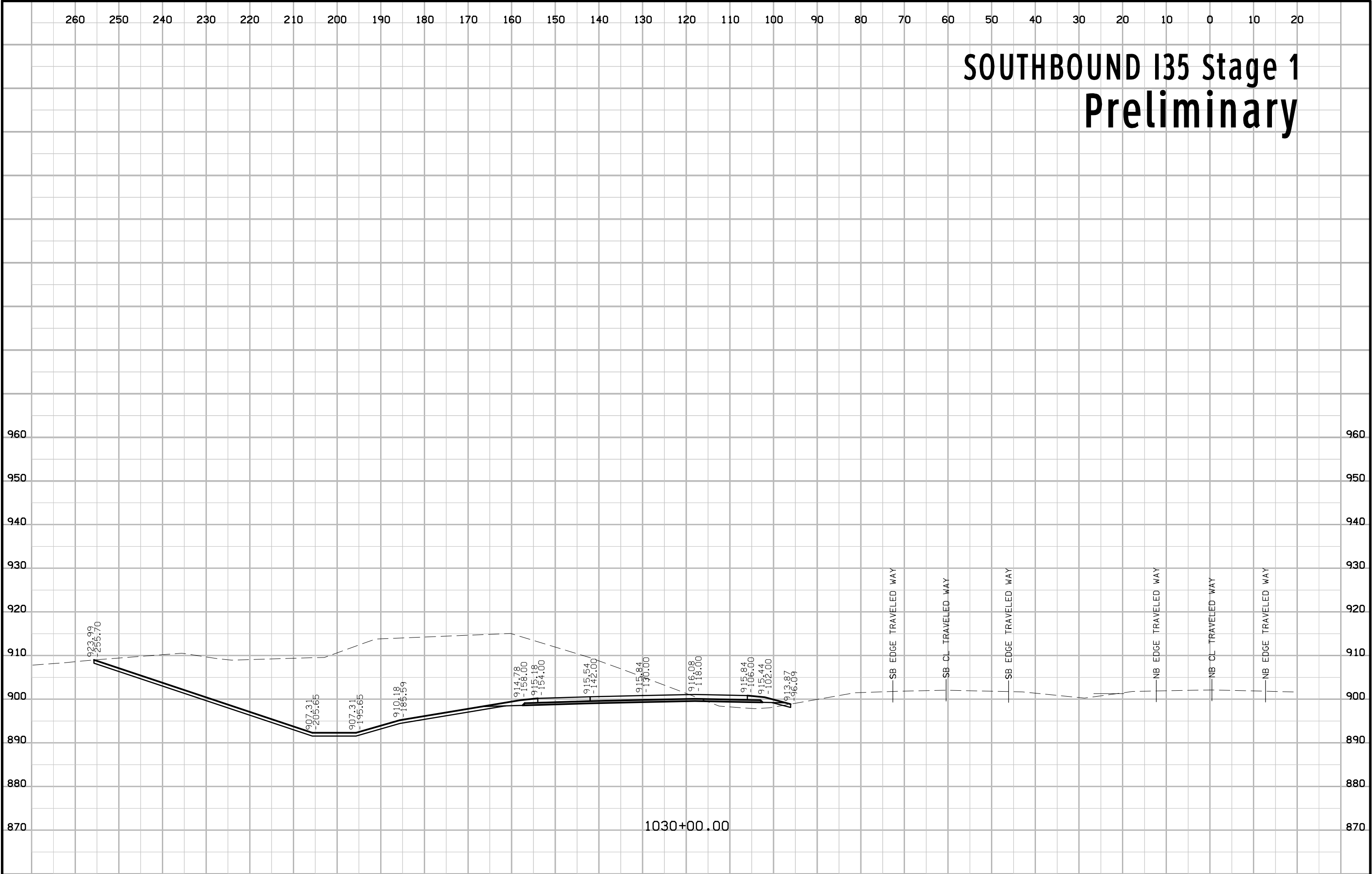


1029+00.00

SOUTHBOUND I35 Stage 1 Preliminary

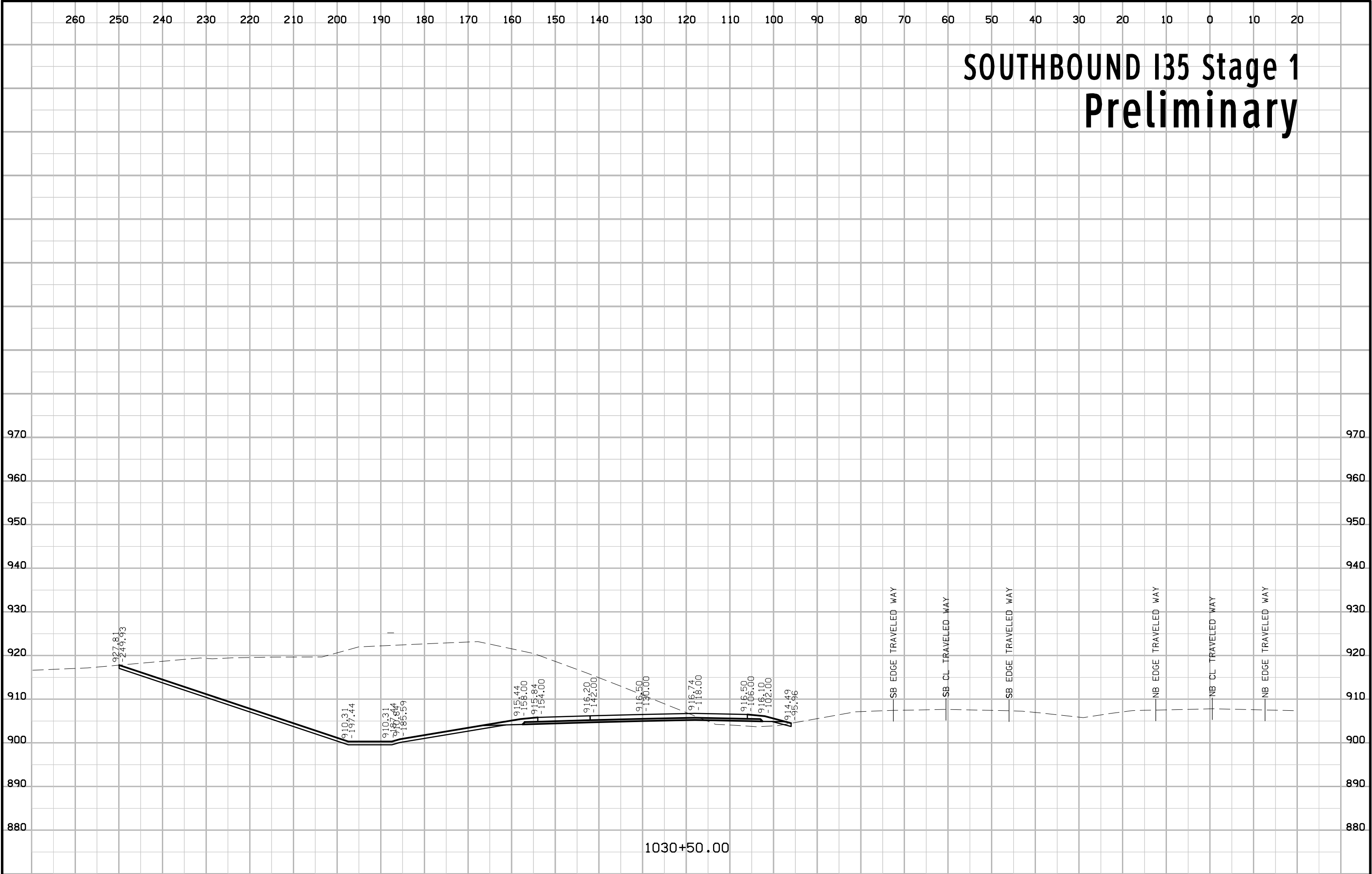


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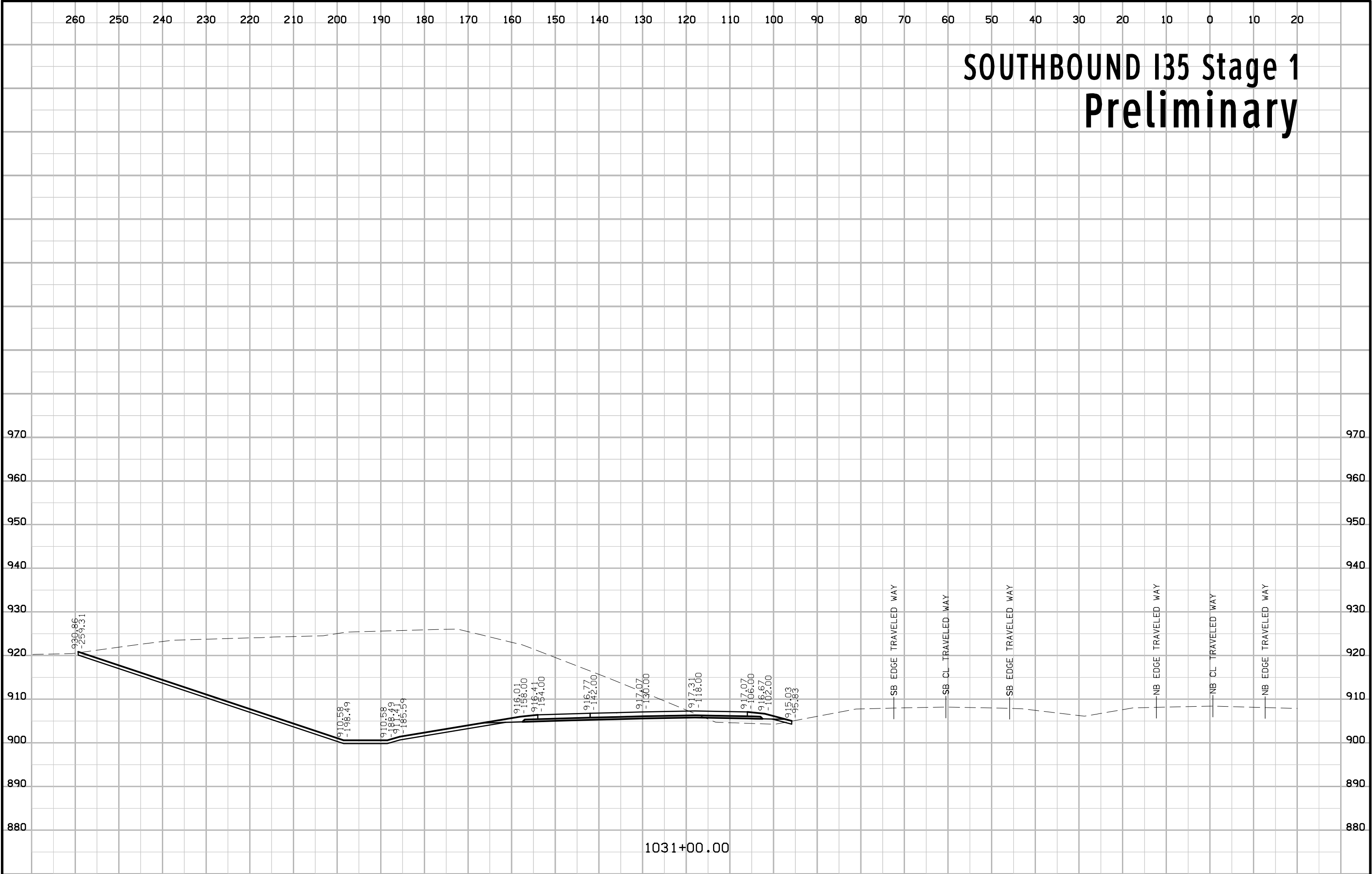
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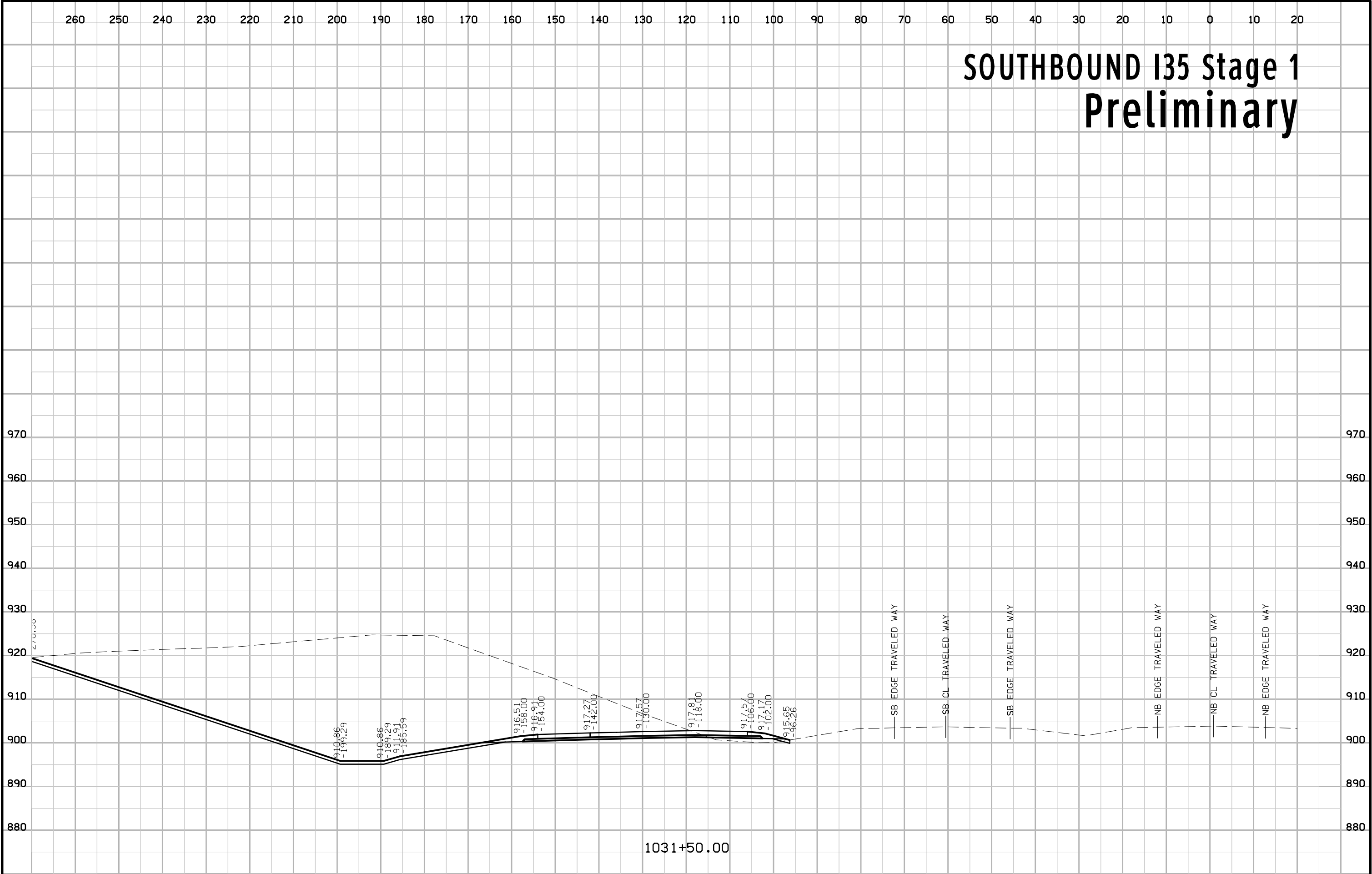
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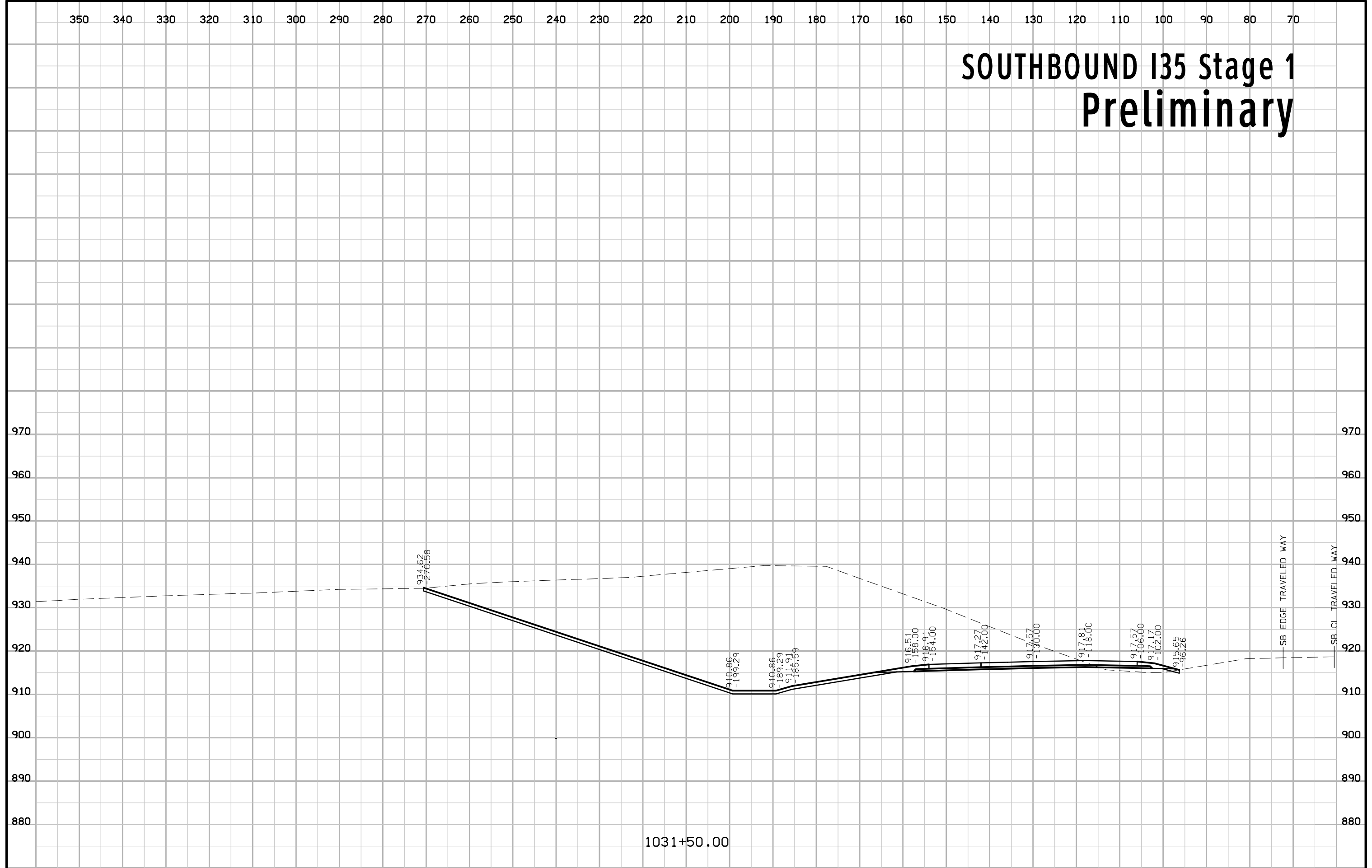


1031+00.00

SOUTHBOUND I35 Stage 1 Preliminary

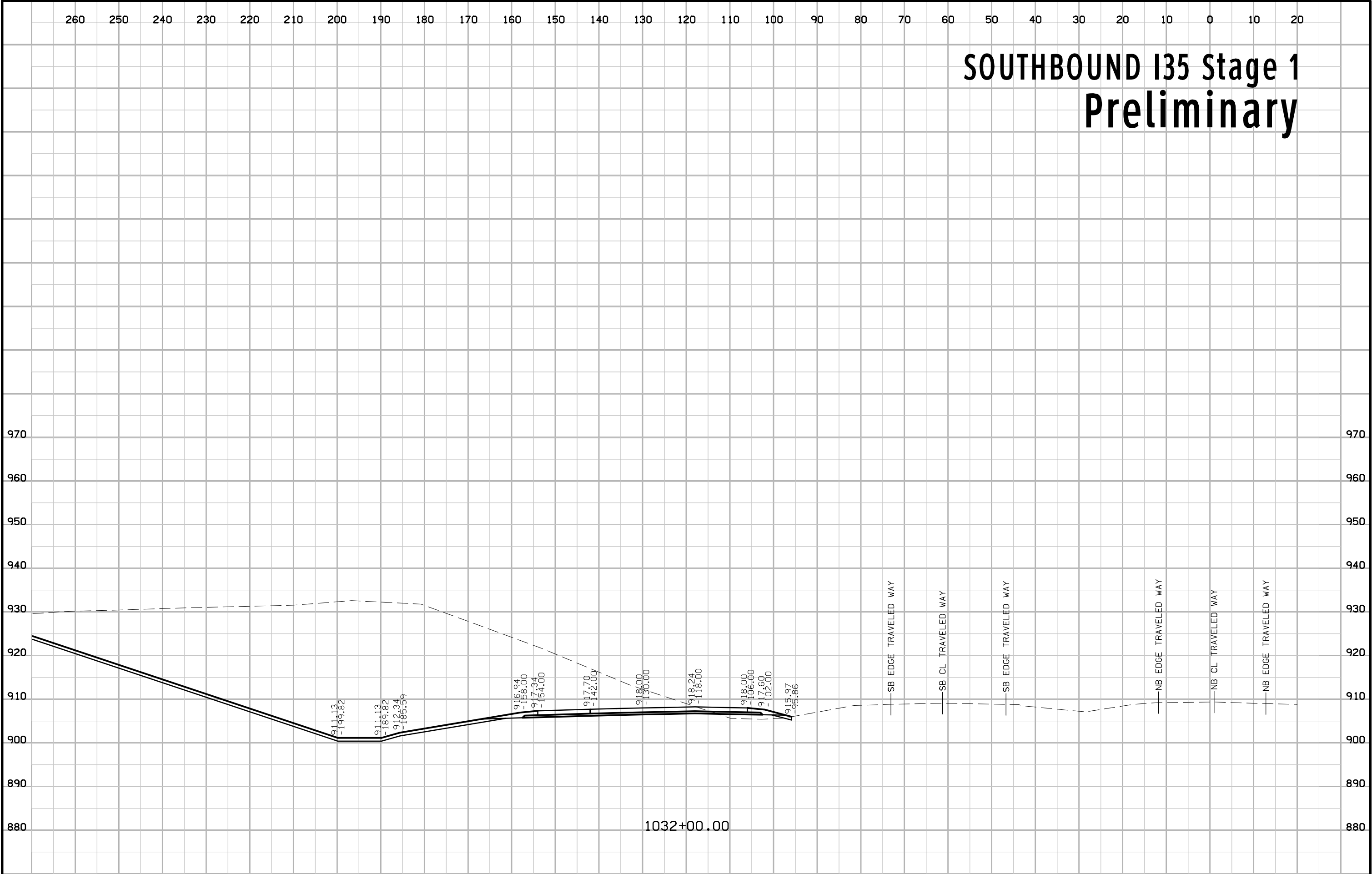


SOUTHBOUND I35 Stage 1 Preliminary



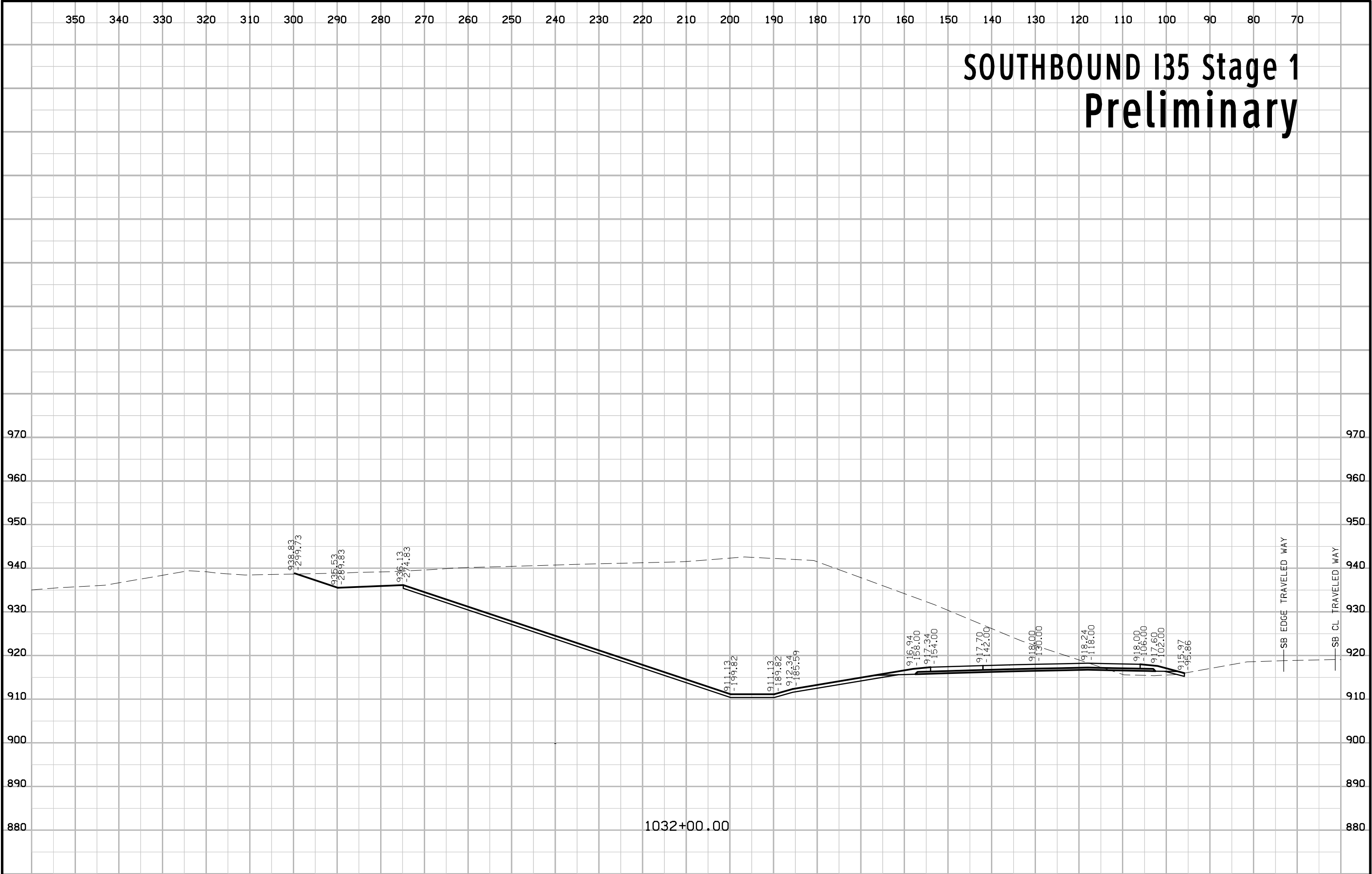
1031+50.00

SOUTHBOUND I35 Stage 1 Preliminary



1032+00.00

SOUTHBOUND I35 Stage 1 Preliminary

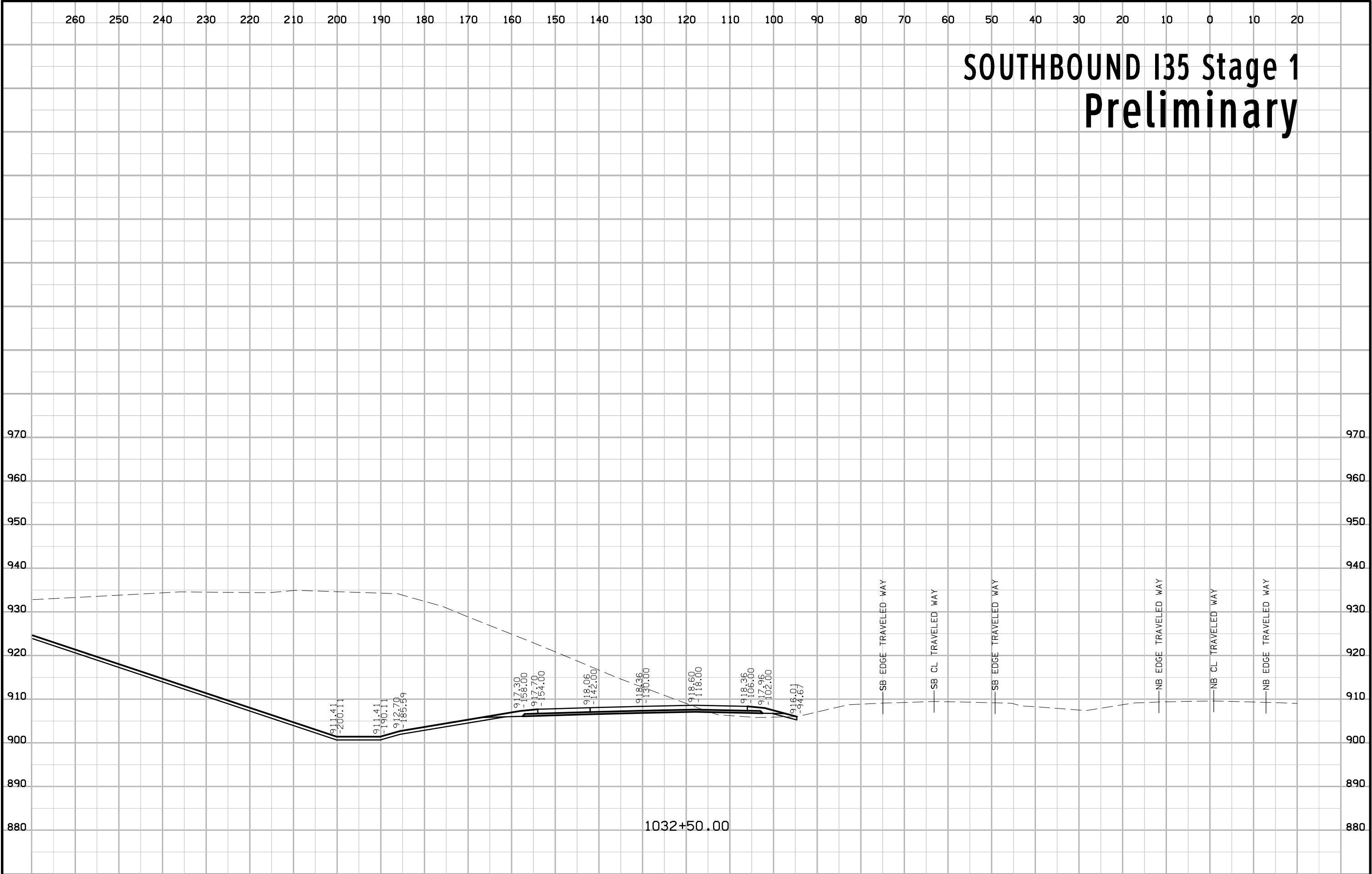


1032+00.00

SB EDGE TRAVELED WAY

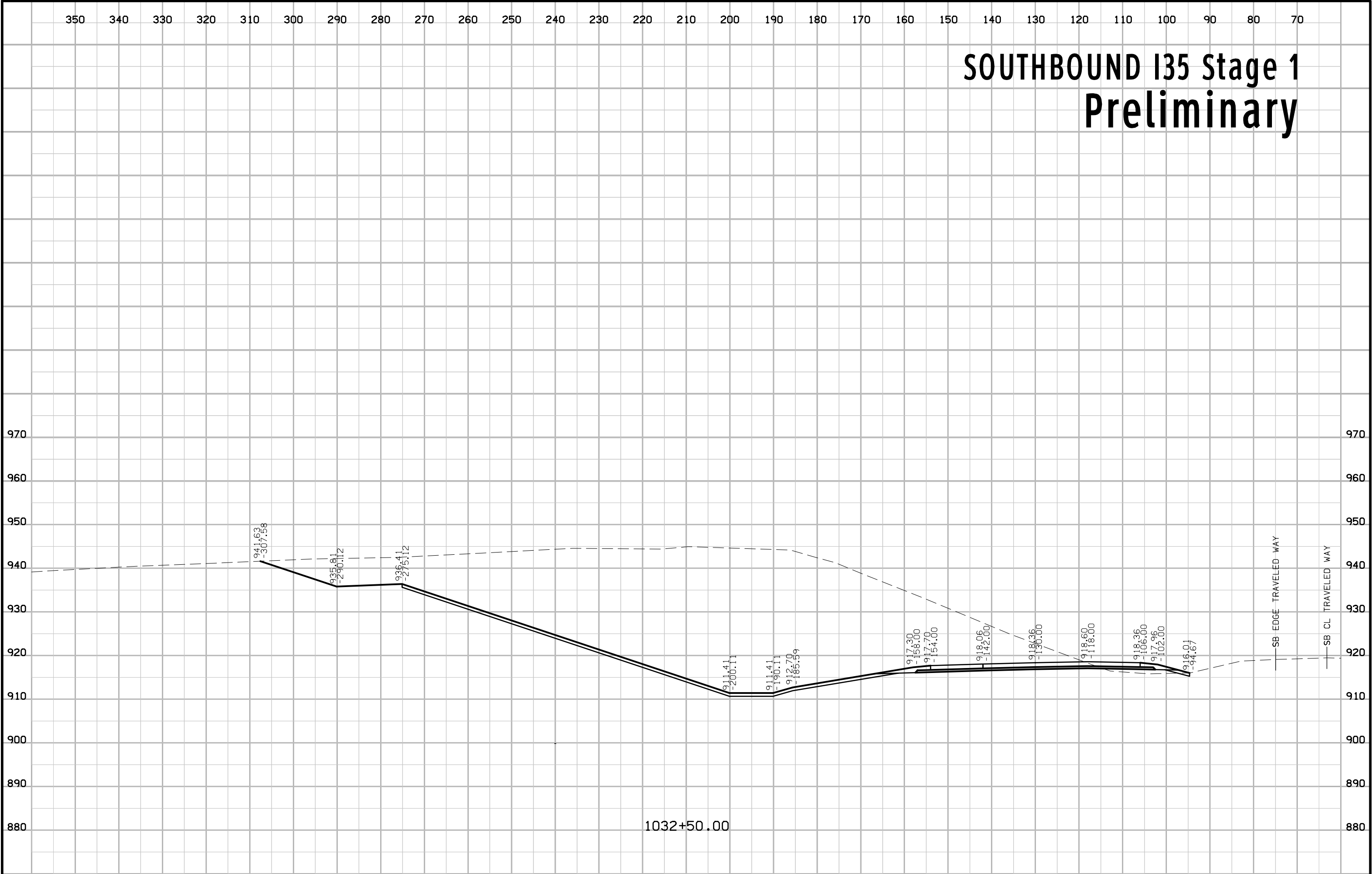
SB CL TRAVELED WAY

SOUTHBOUND I35 Stage 1 Preliminary



1032+50.00

SOUTHBOUND I35 Stage 1 Preliminary



1032+50.00

SB EDGE TRAVELED WAY

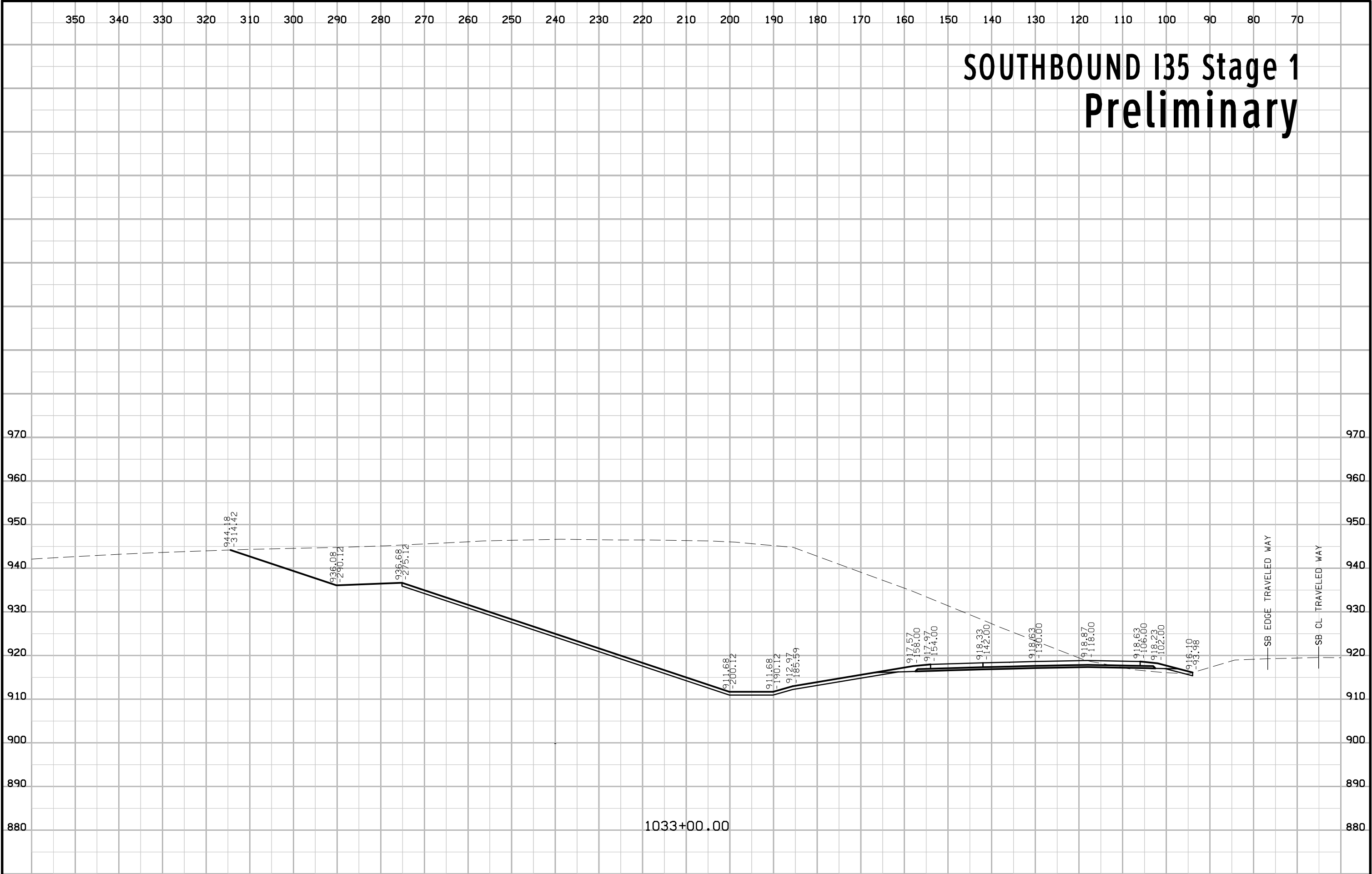
SB CL TRAVELED WAY

SOUTHBOUND I35 Stage 1 Preliminary



1033+00.00

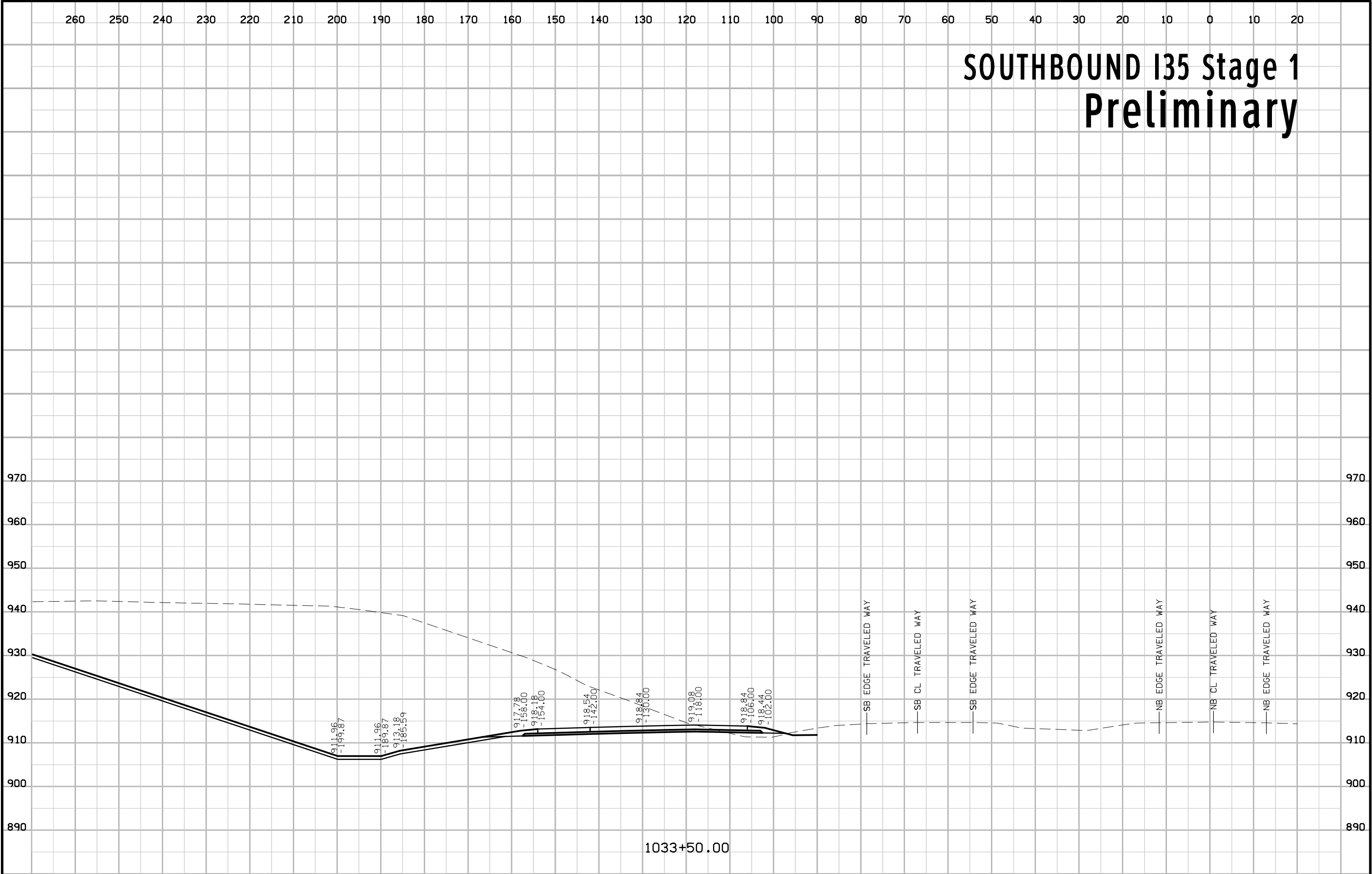
SOUTHBOUND I35 Stage 1 Preliminary



1033+00.00

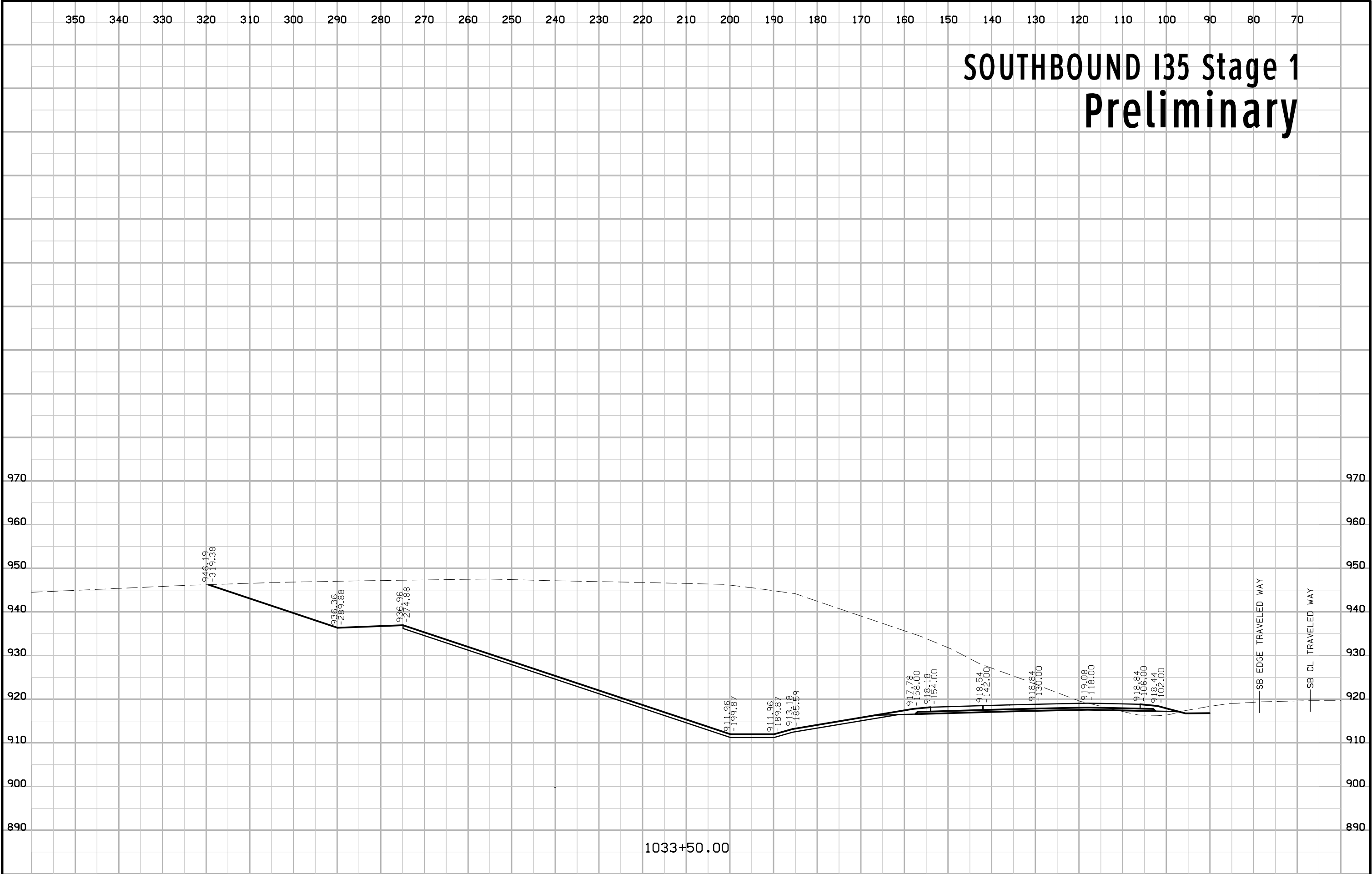
SB EDGE TRAVELED WAY
SB CL TRAVELED WAY

SOUTHBOUND I35 Stage 1 Preliminary



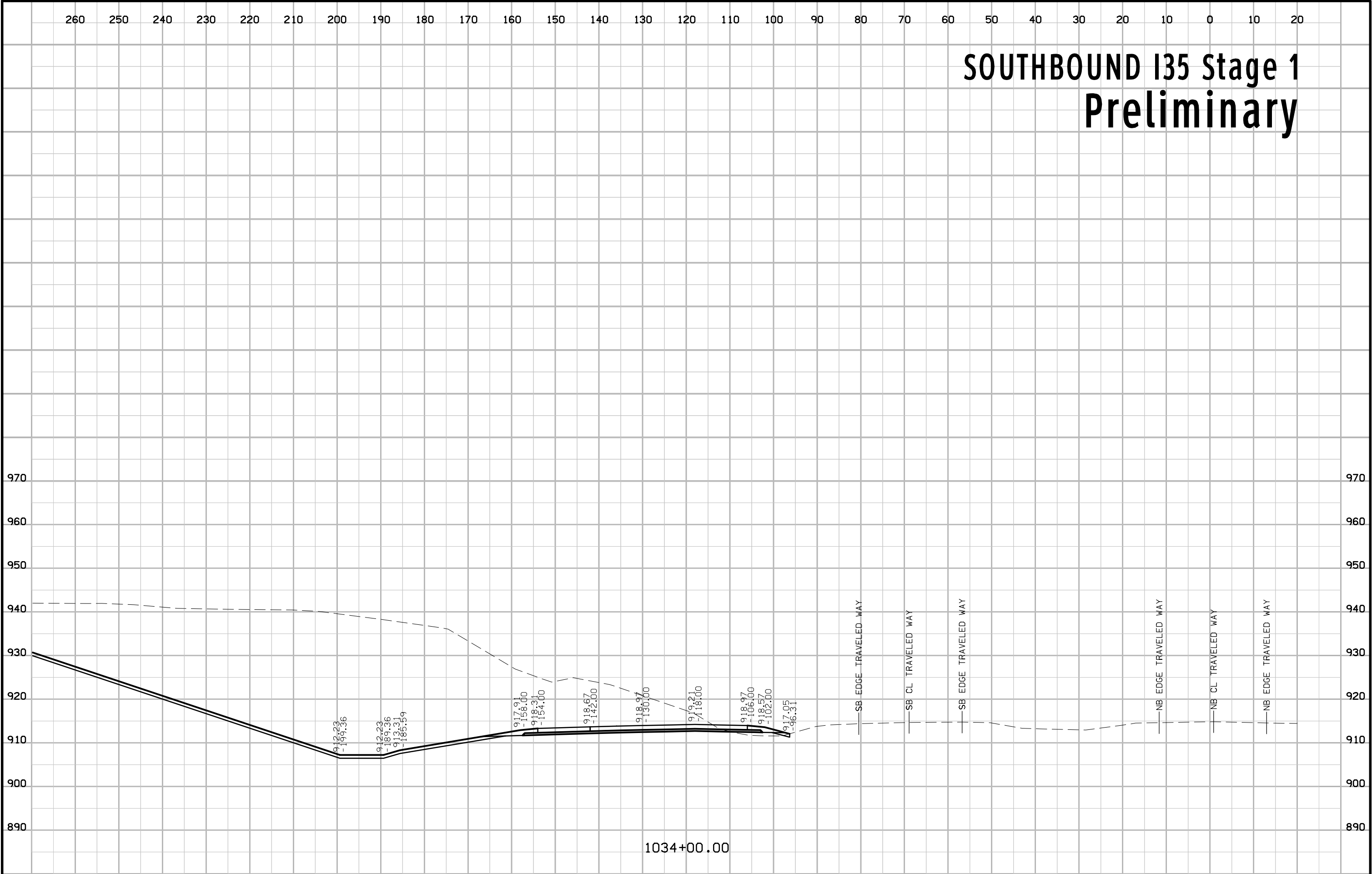
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SOUTHBOUND I35 Stage 1 Preliminary



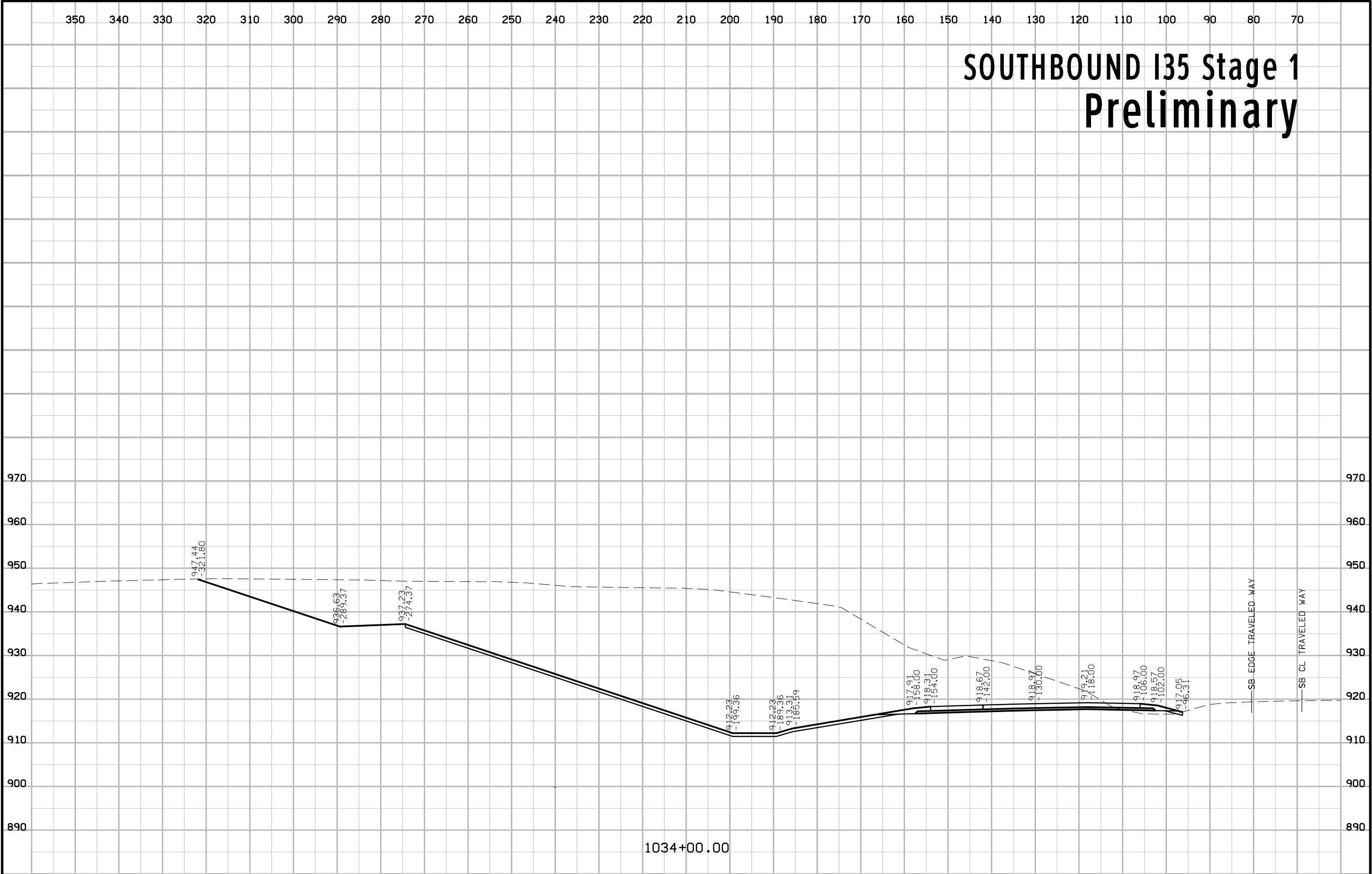
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SOUTHBOUND I35 Stage 1 Preliminary



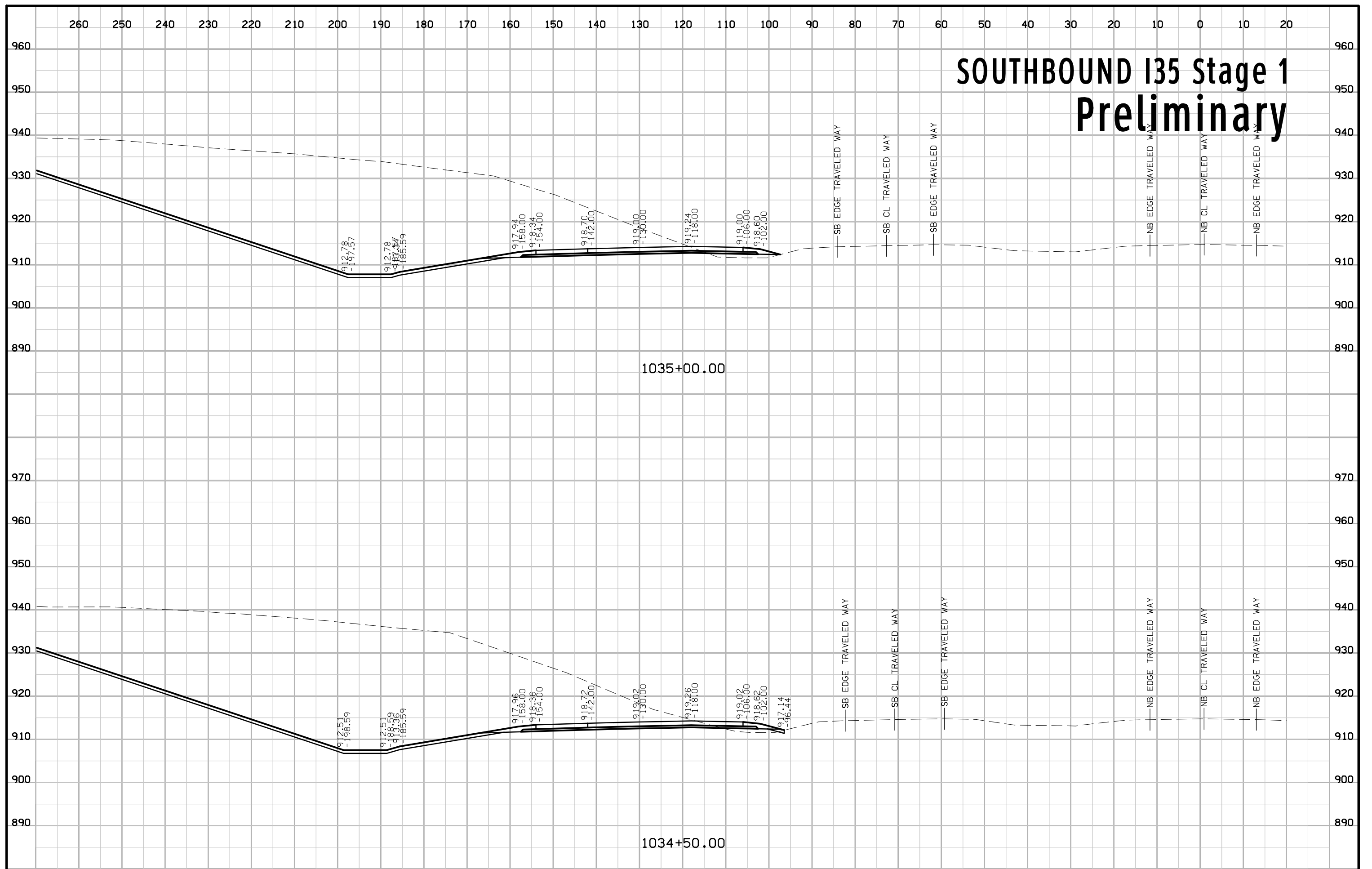
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SOUTHBOUND I35 Stage 1 Preliminary

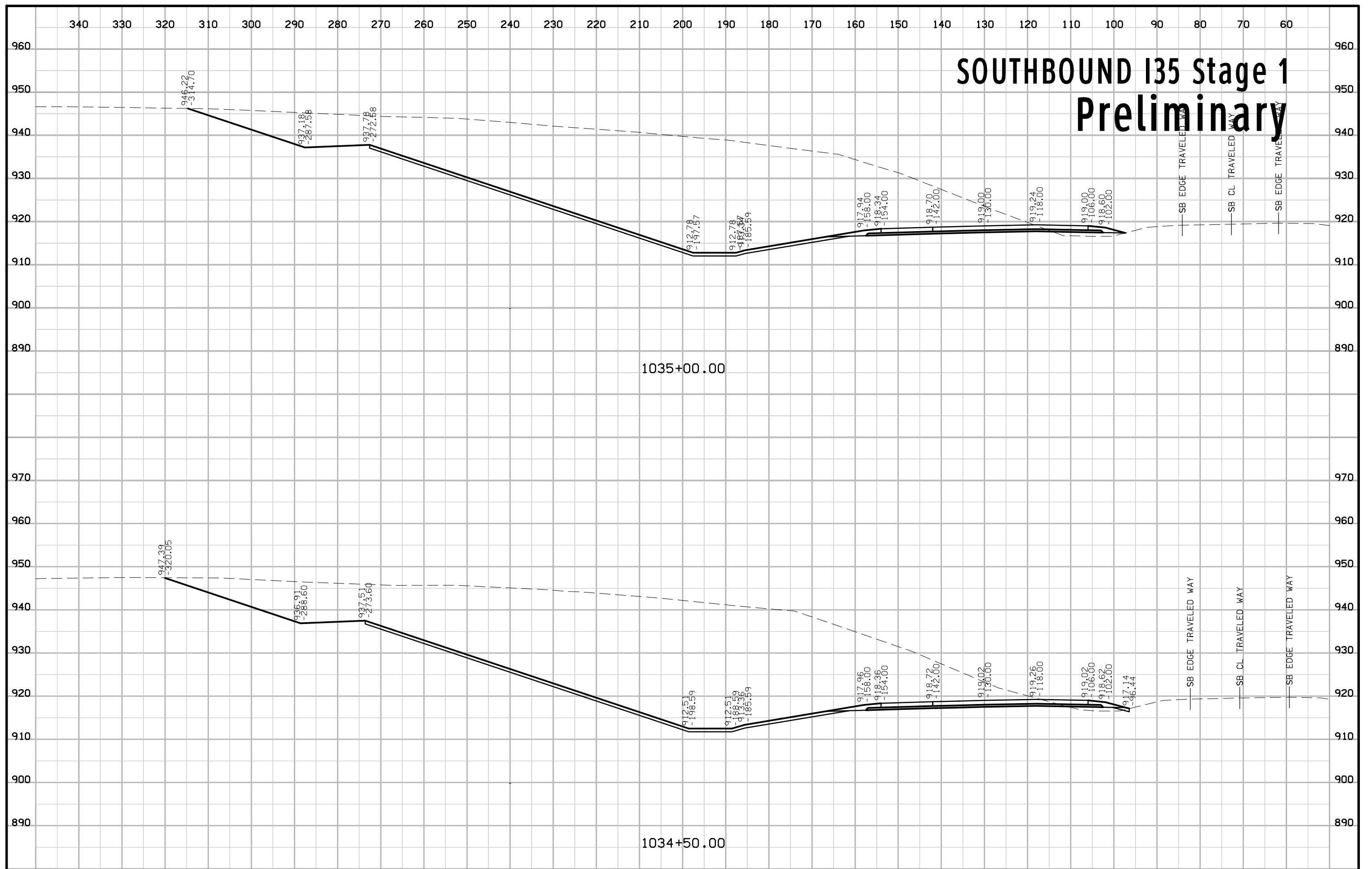


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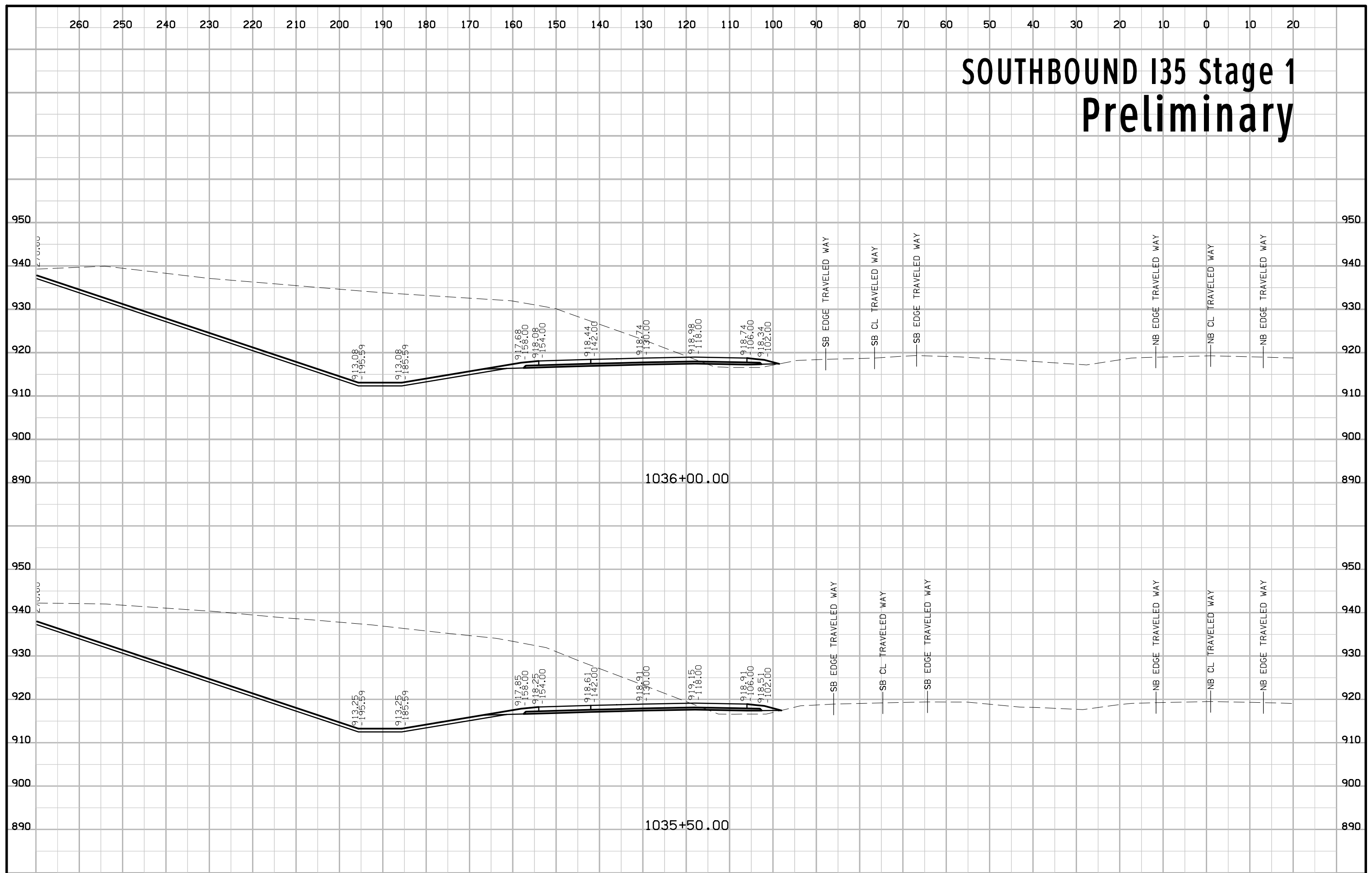
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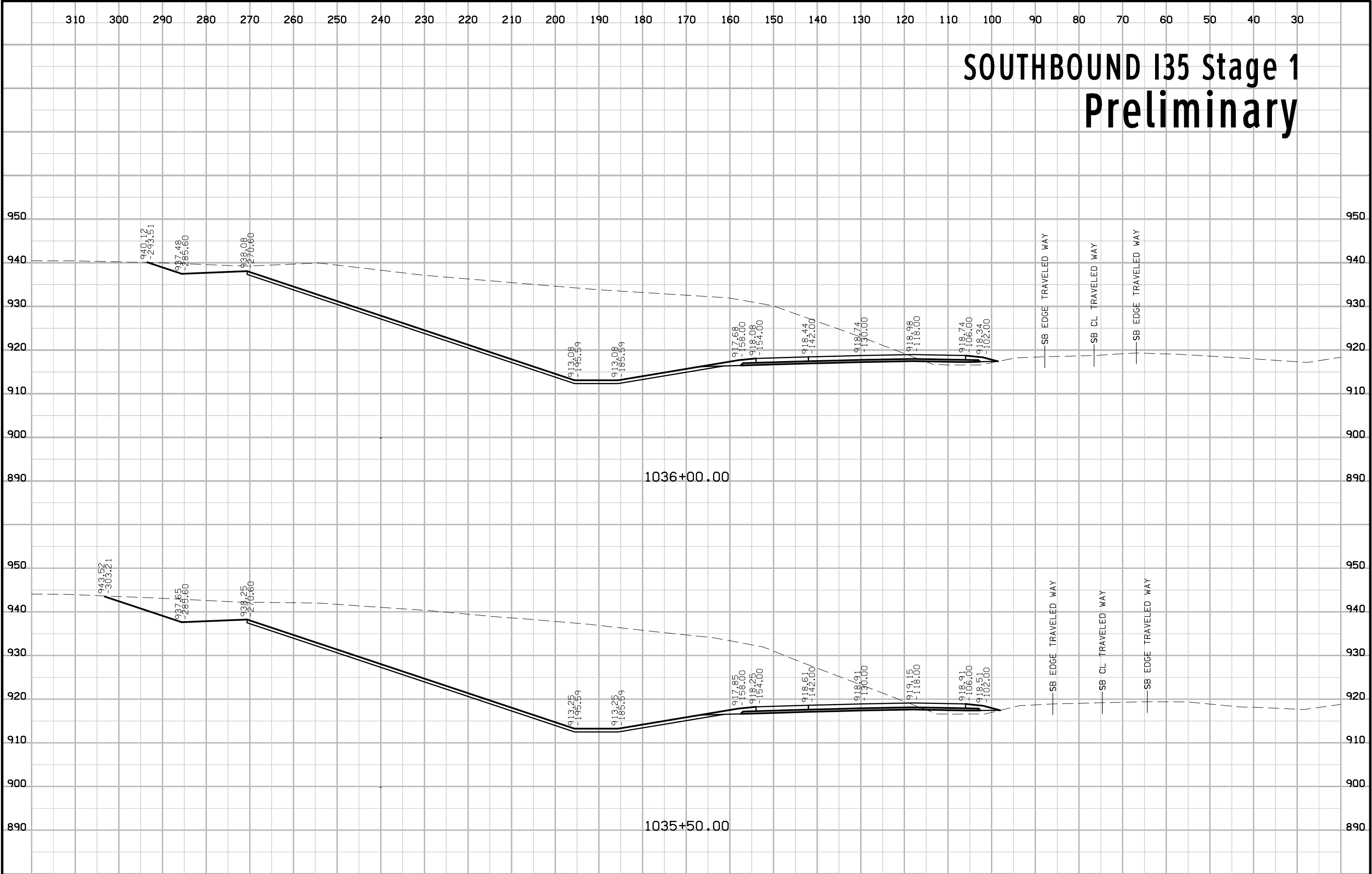
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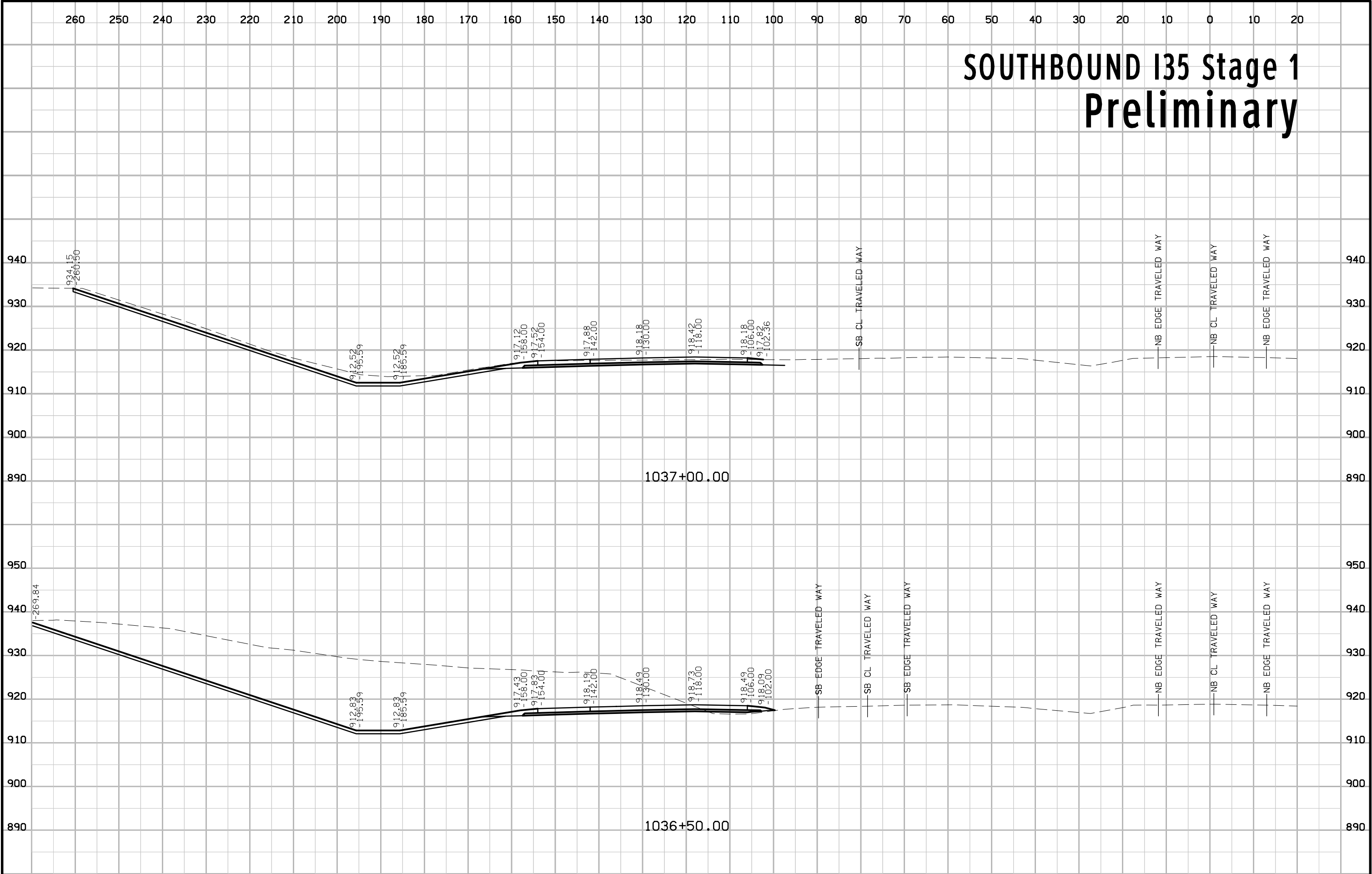
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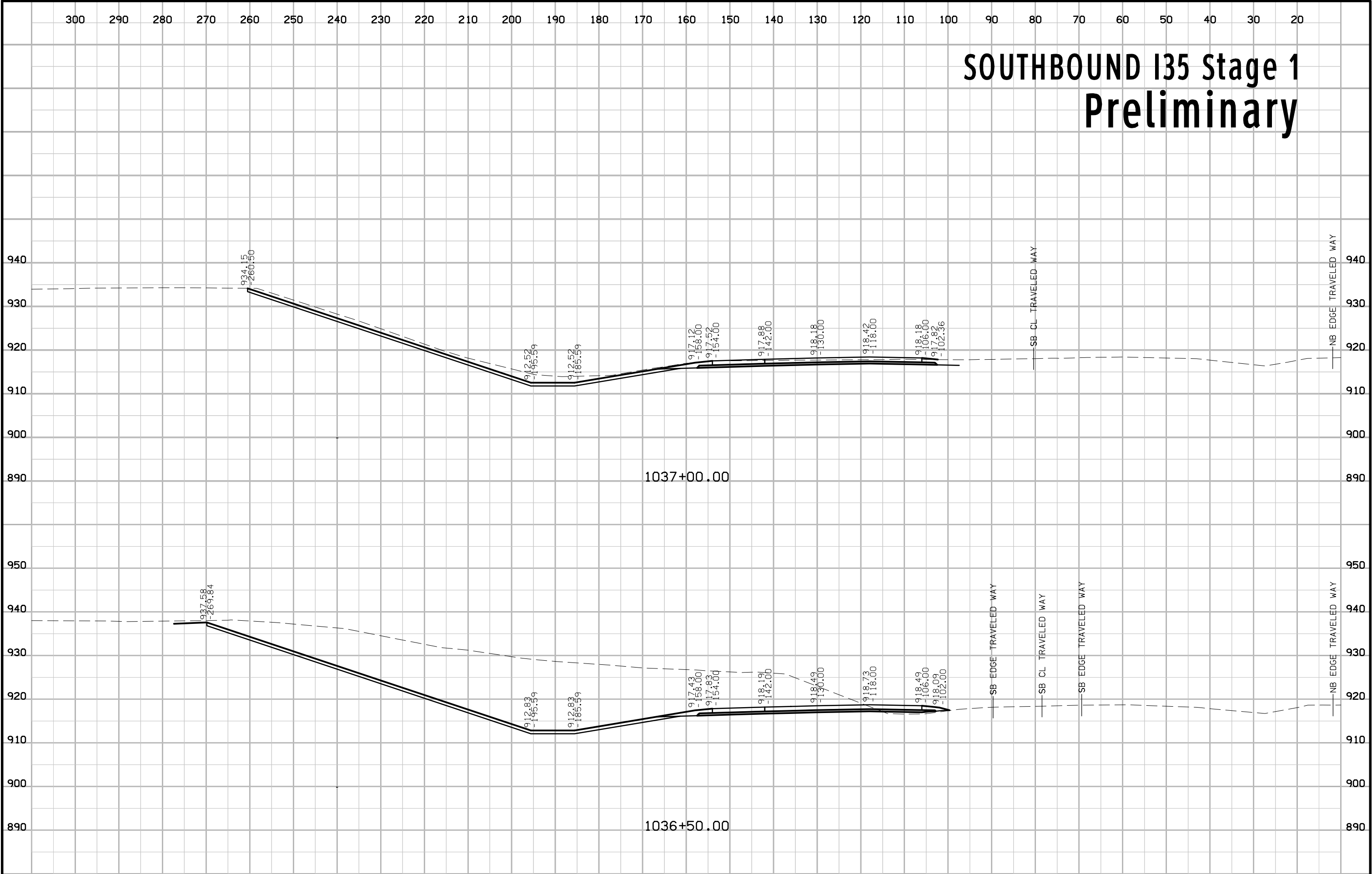
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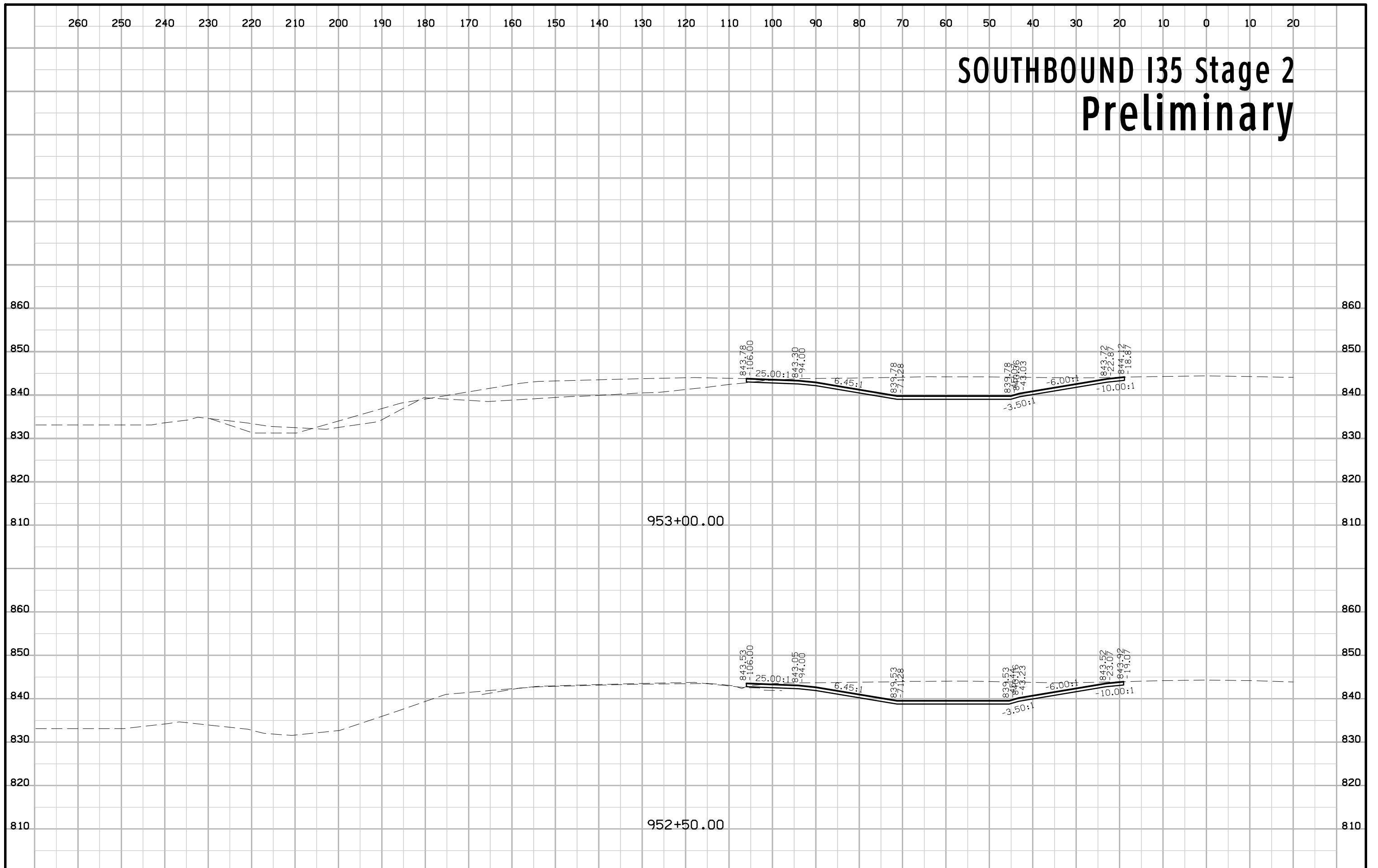
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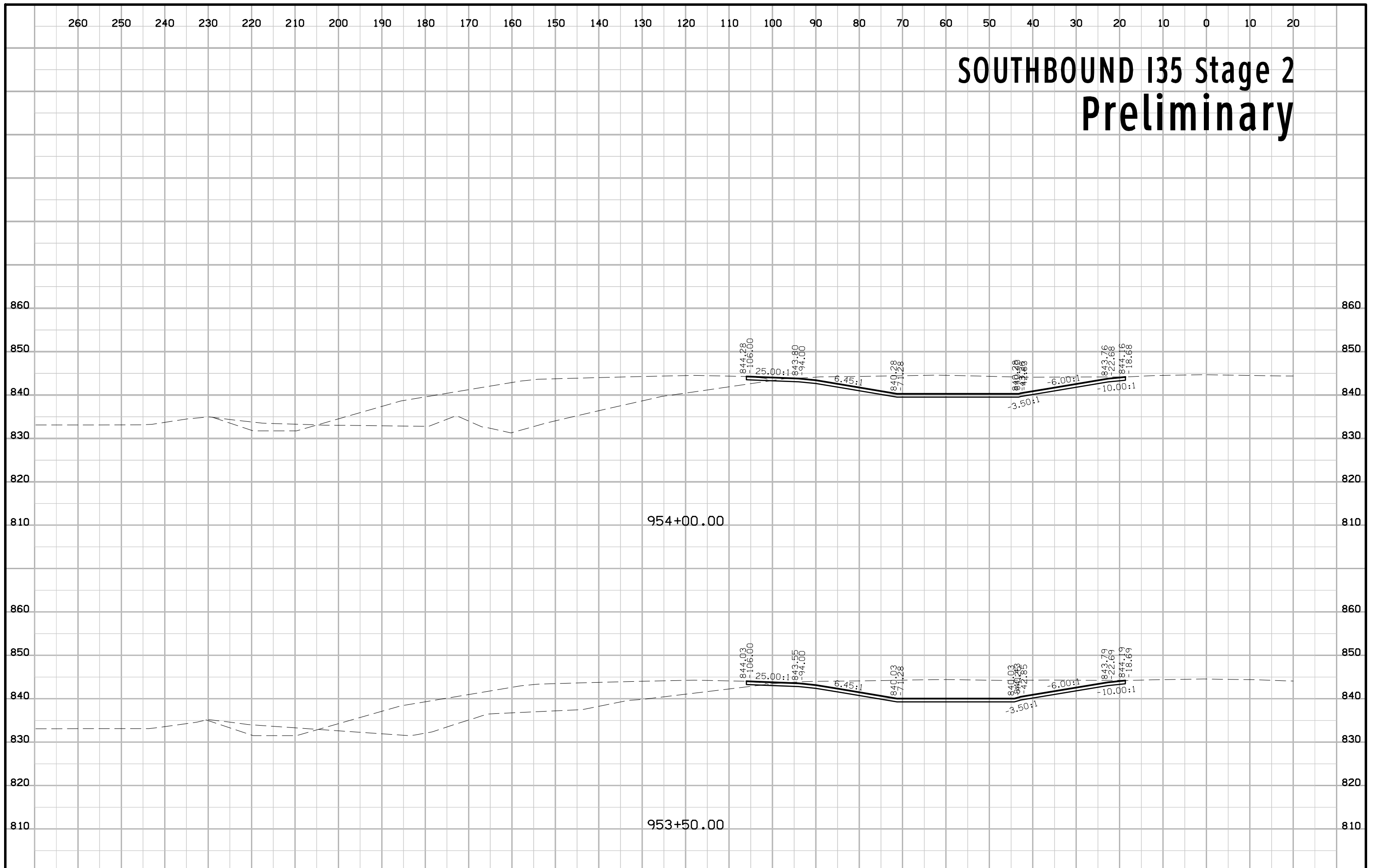
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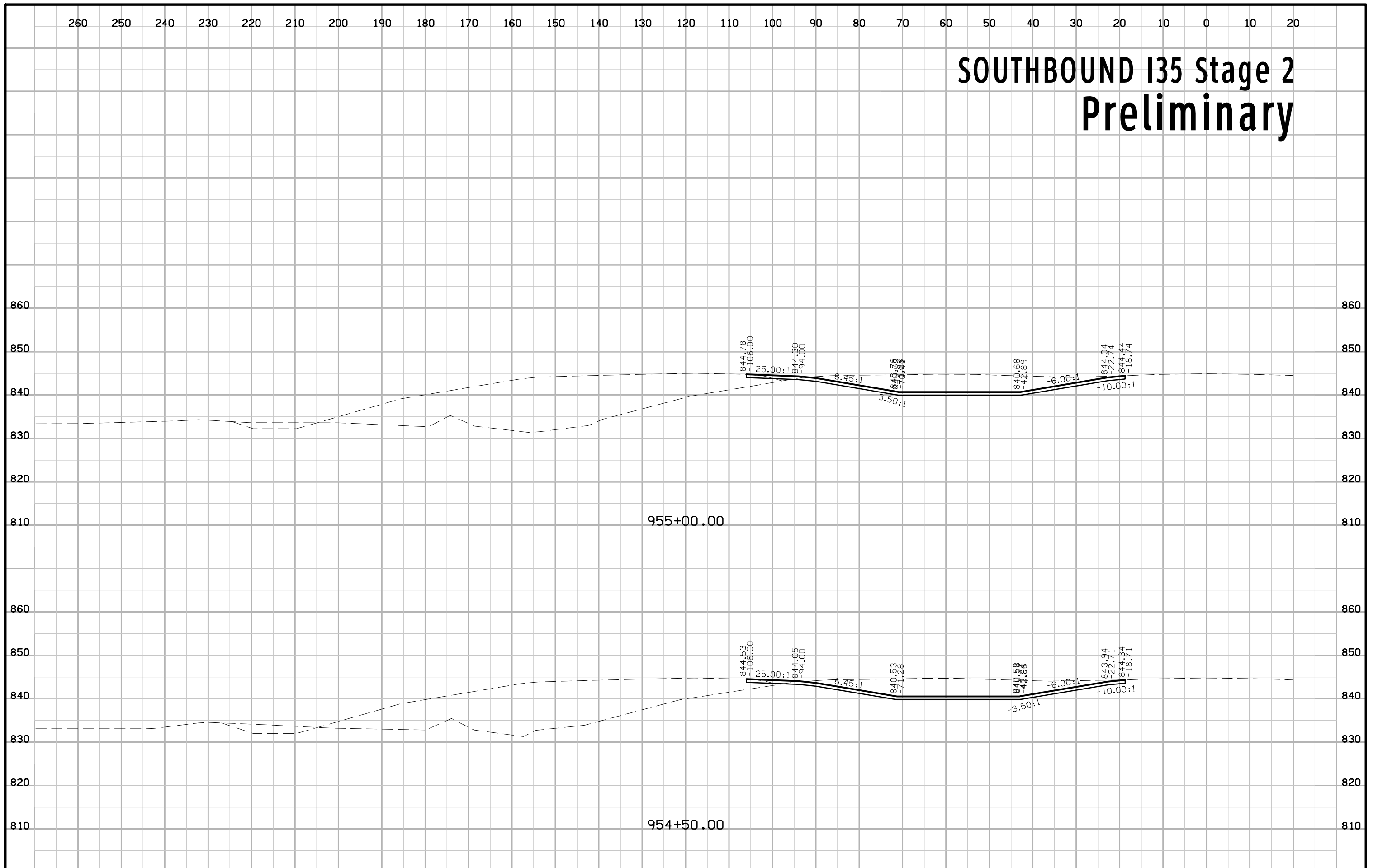
SOUTHBOUND I35 Stage 2 Preliminary



SOUTHBOUND I35 Stage 2 Preliminary

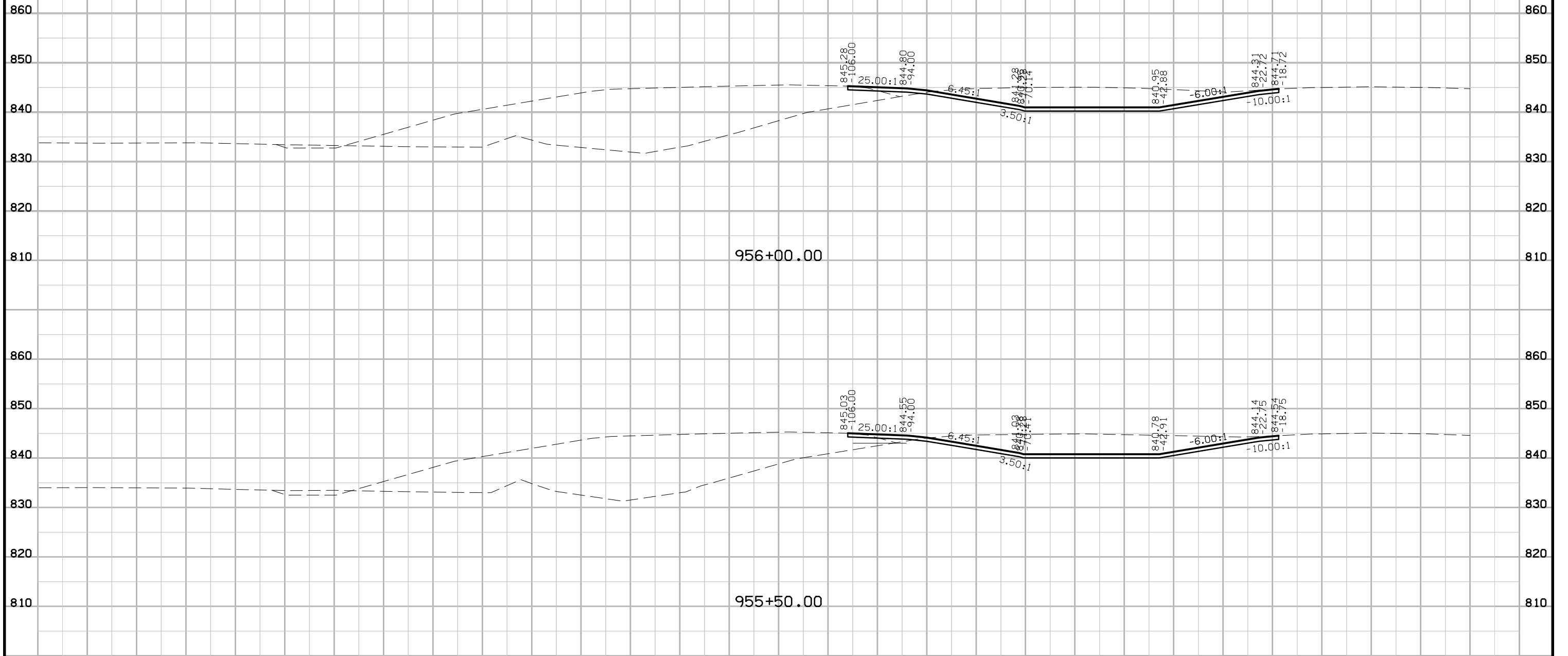


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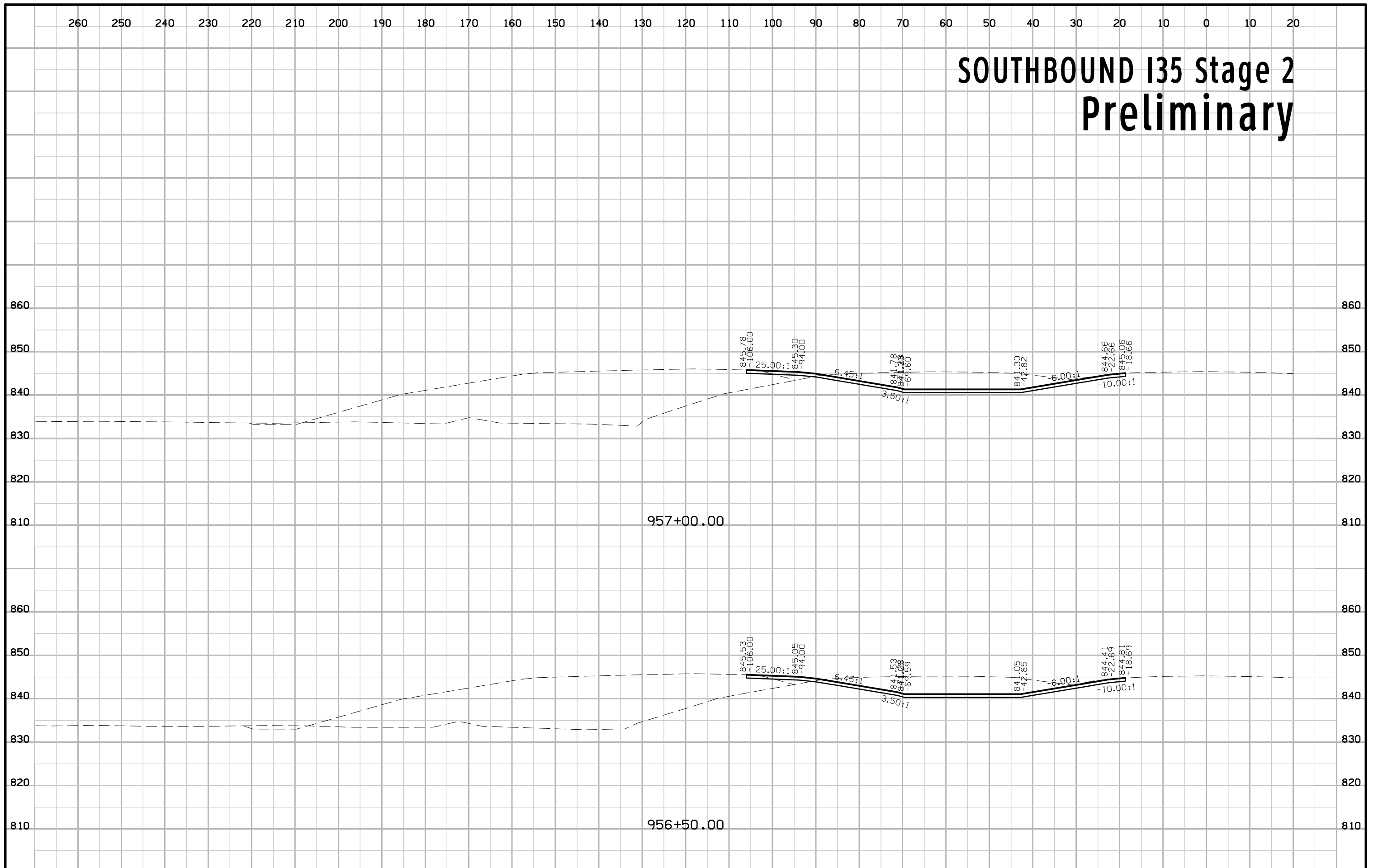


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SOUTHBOUND I35 Stage 2 Preliminary

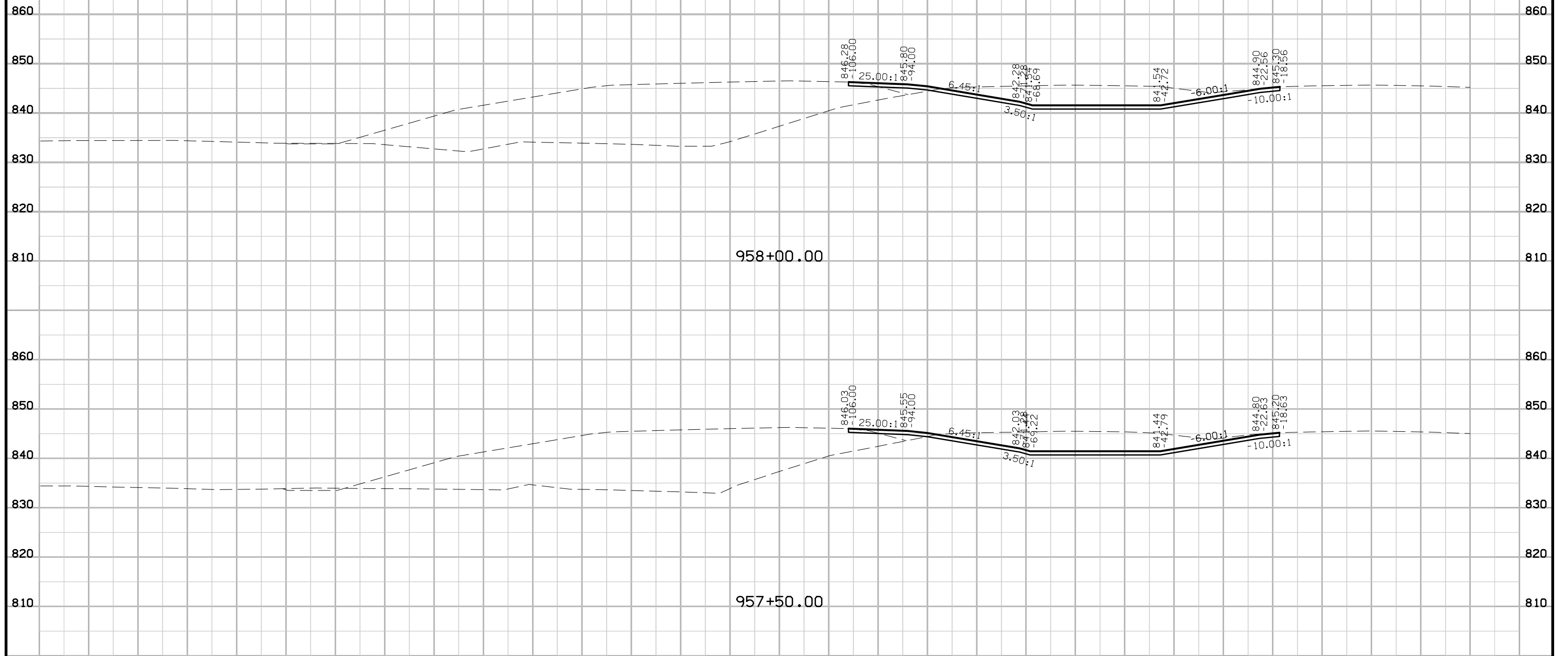


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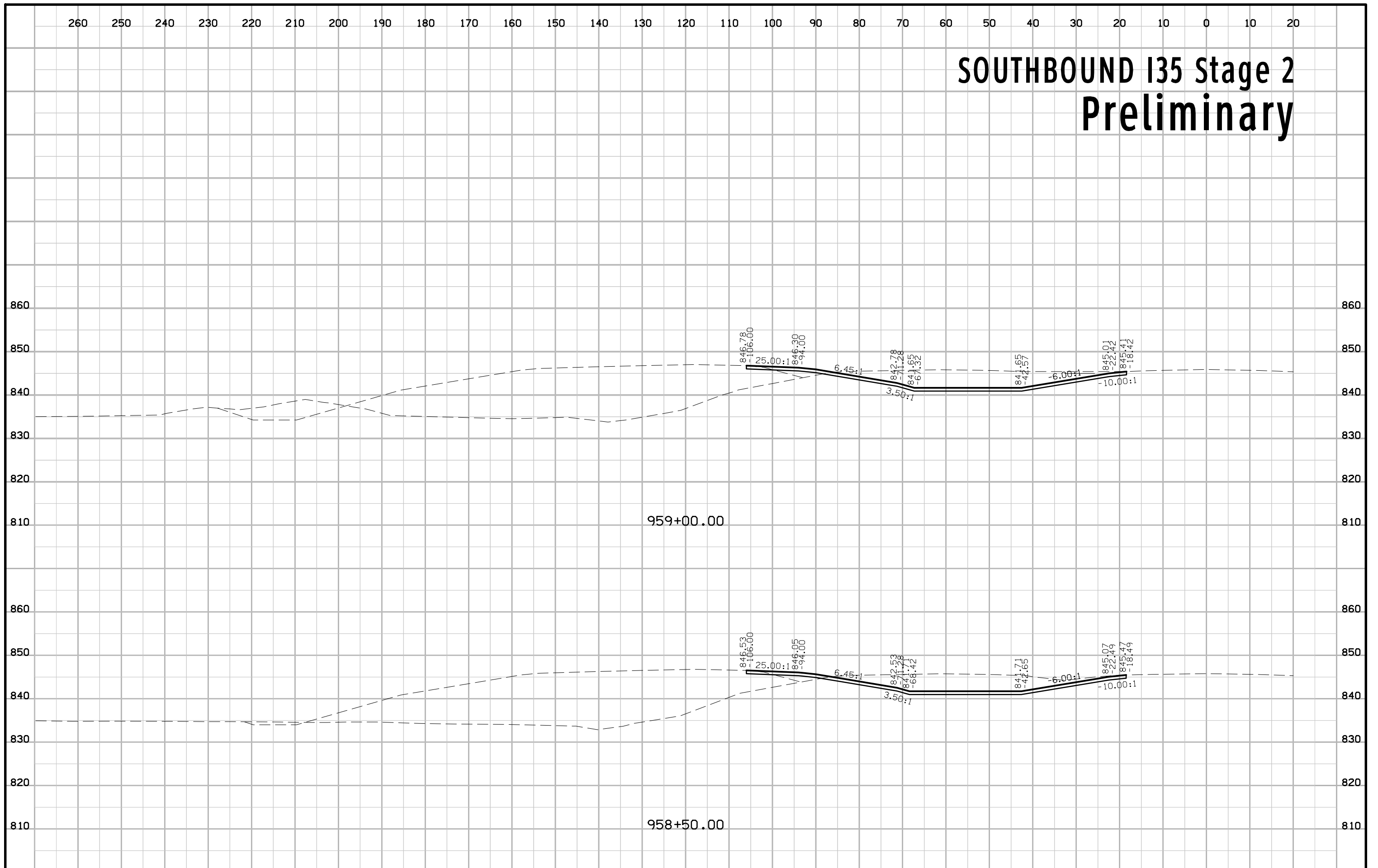


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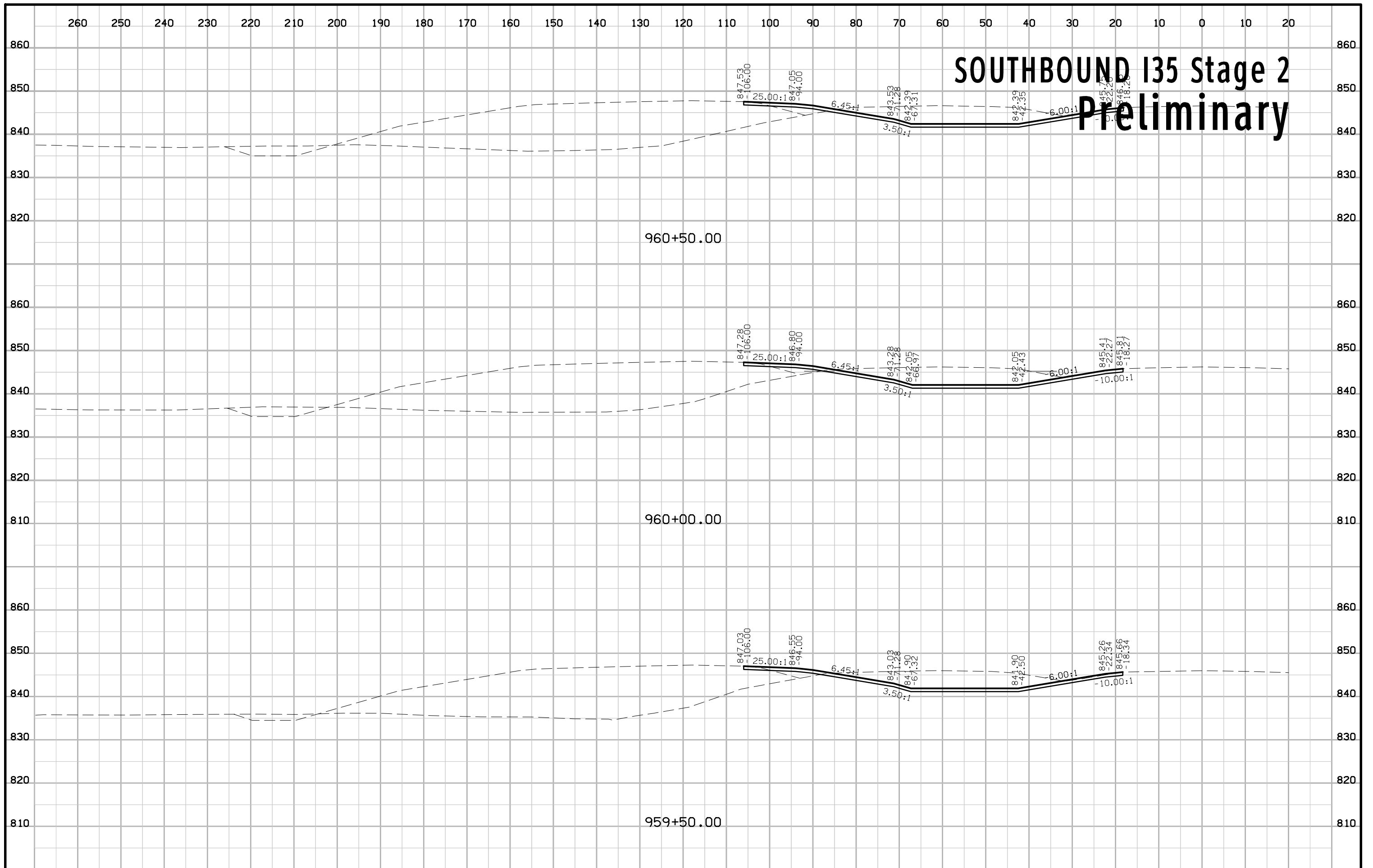
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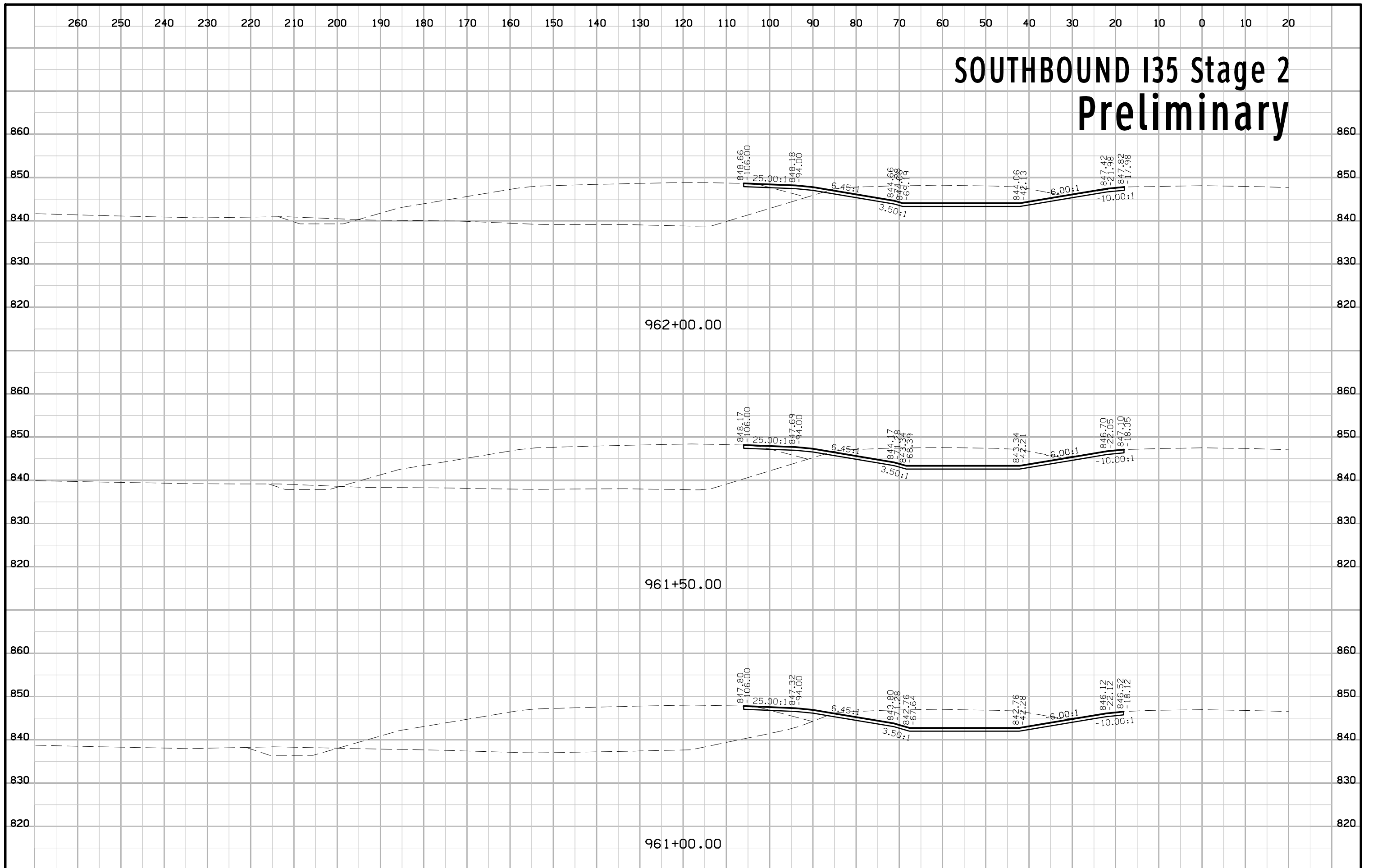
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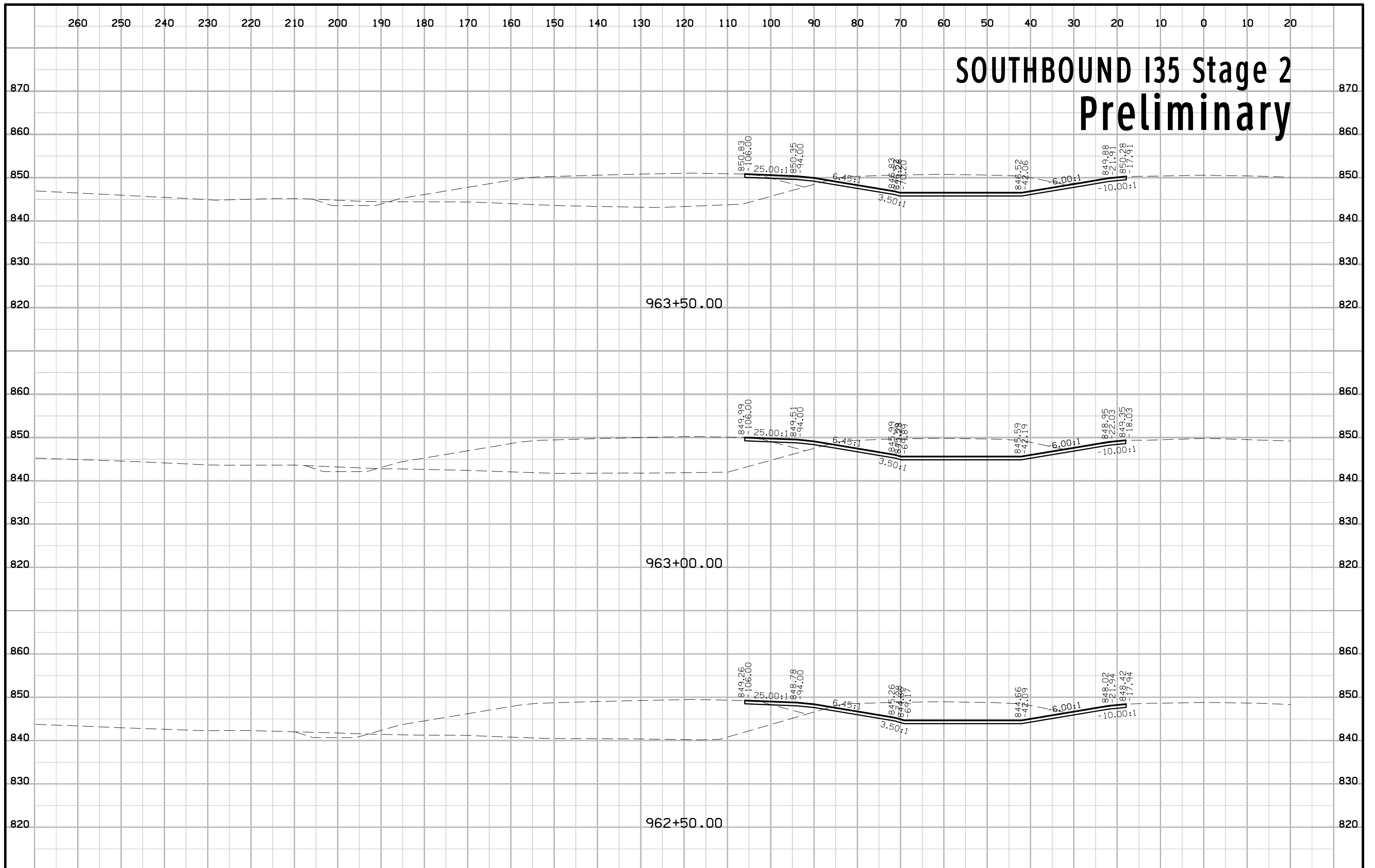
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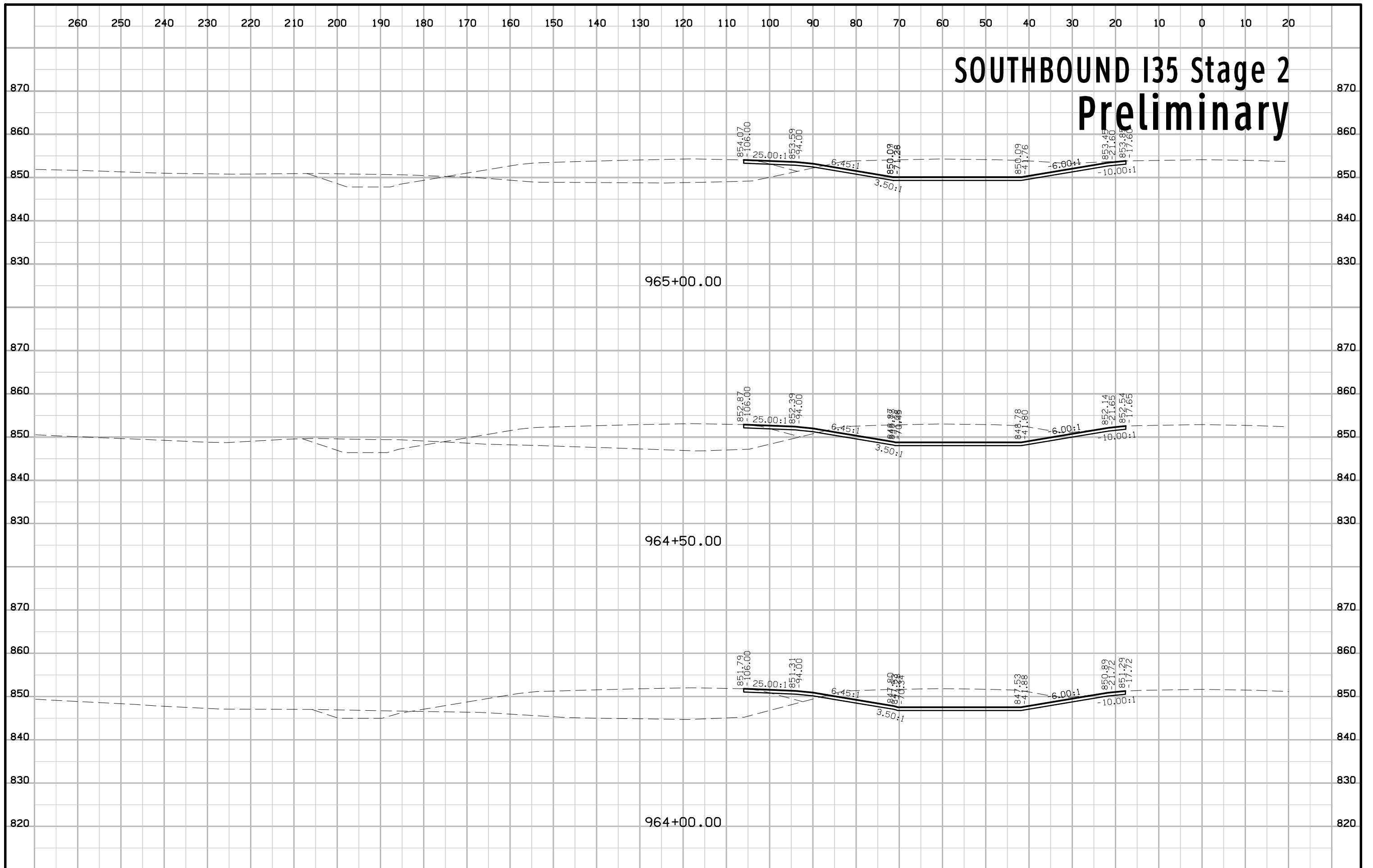
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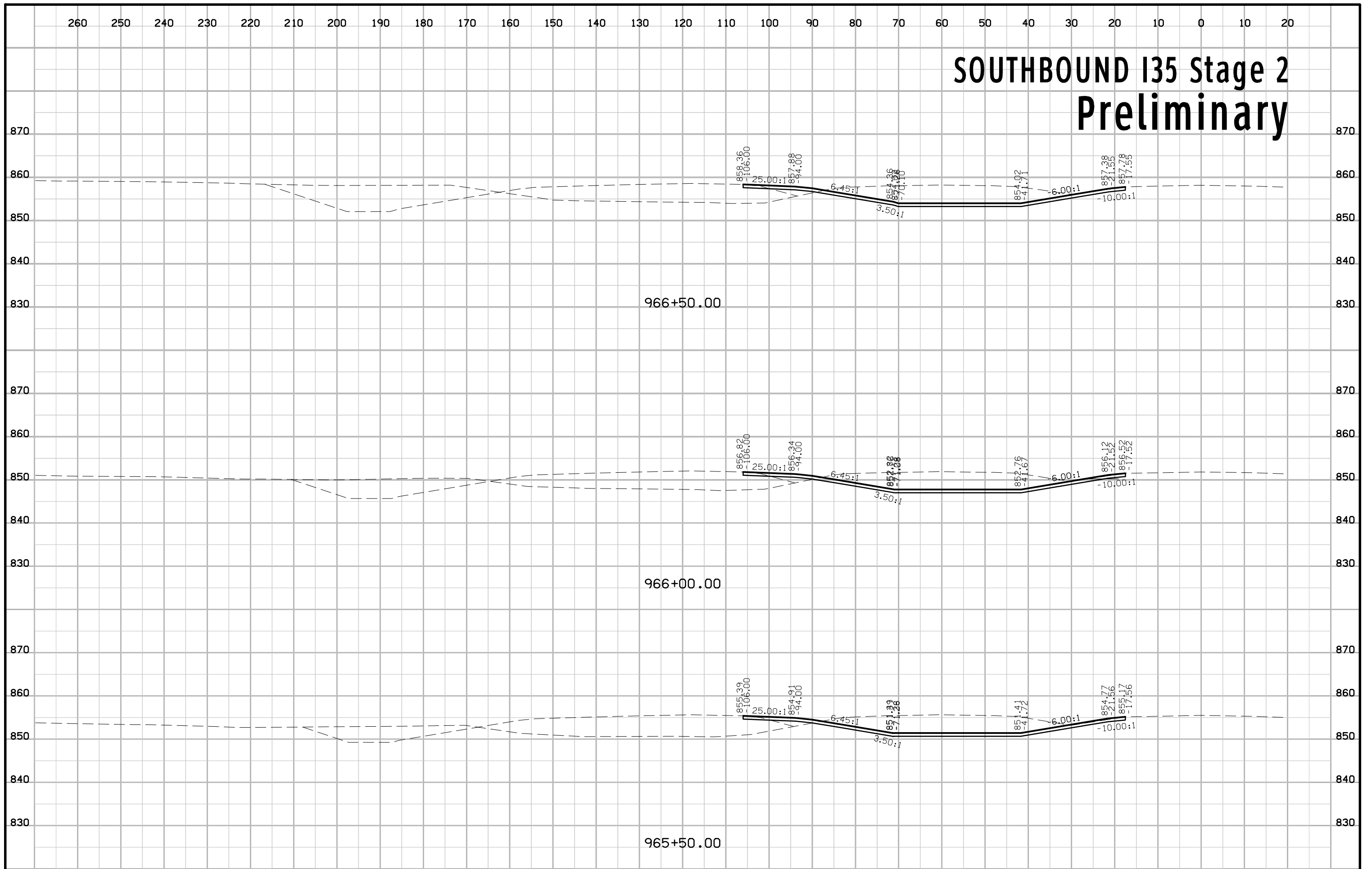
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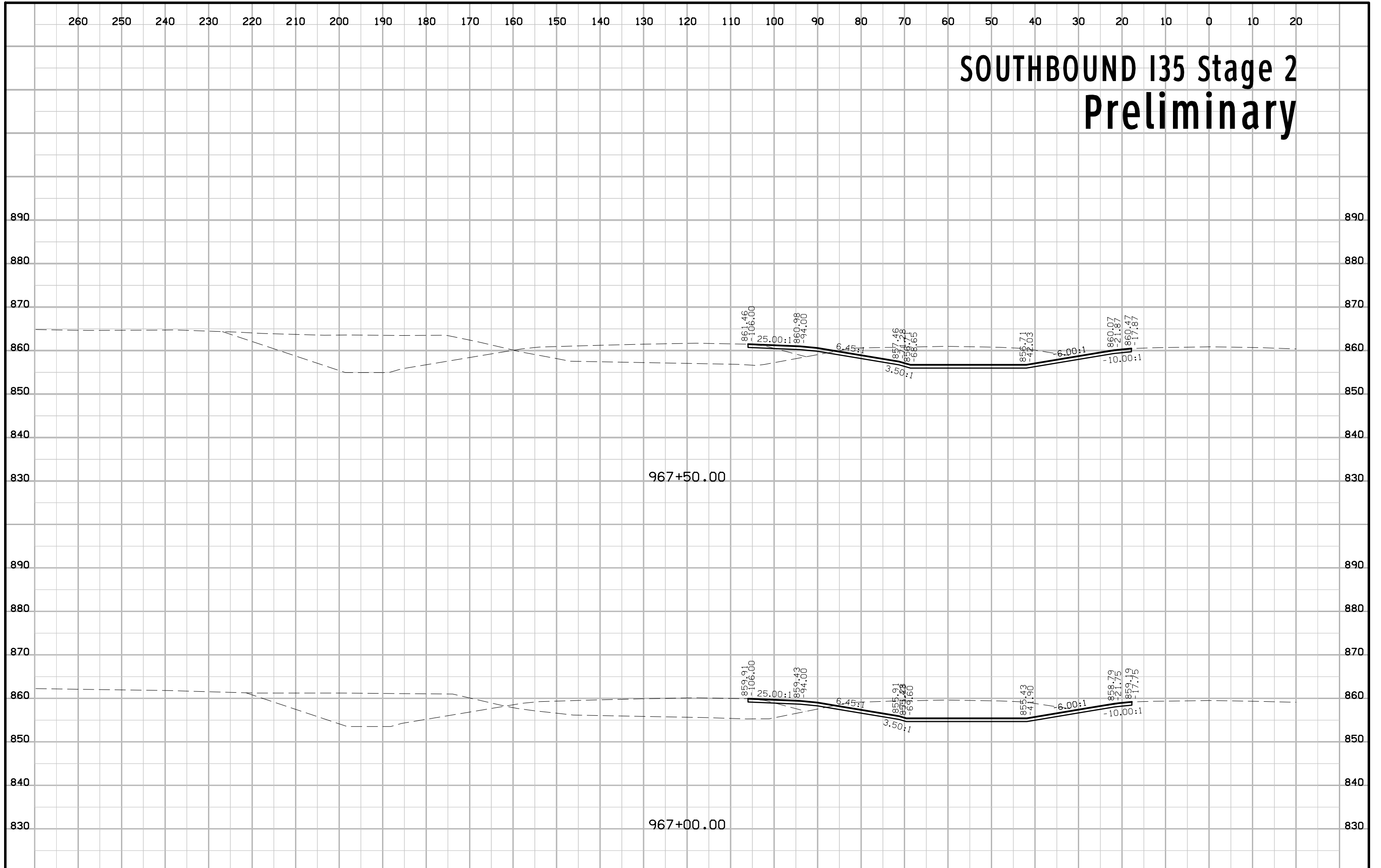
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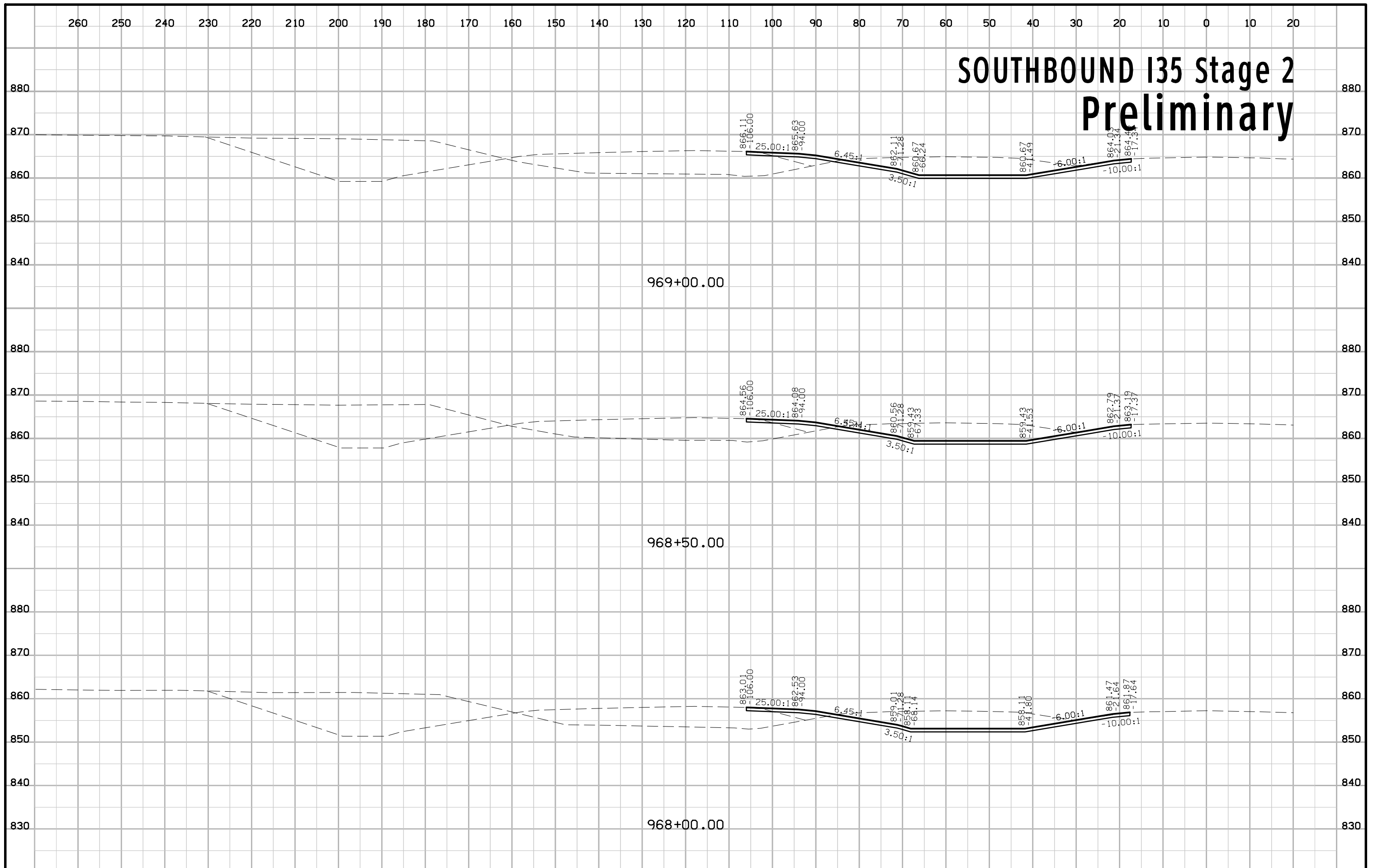
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SOUTHBOUND I35 Stage 2 Preliminary

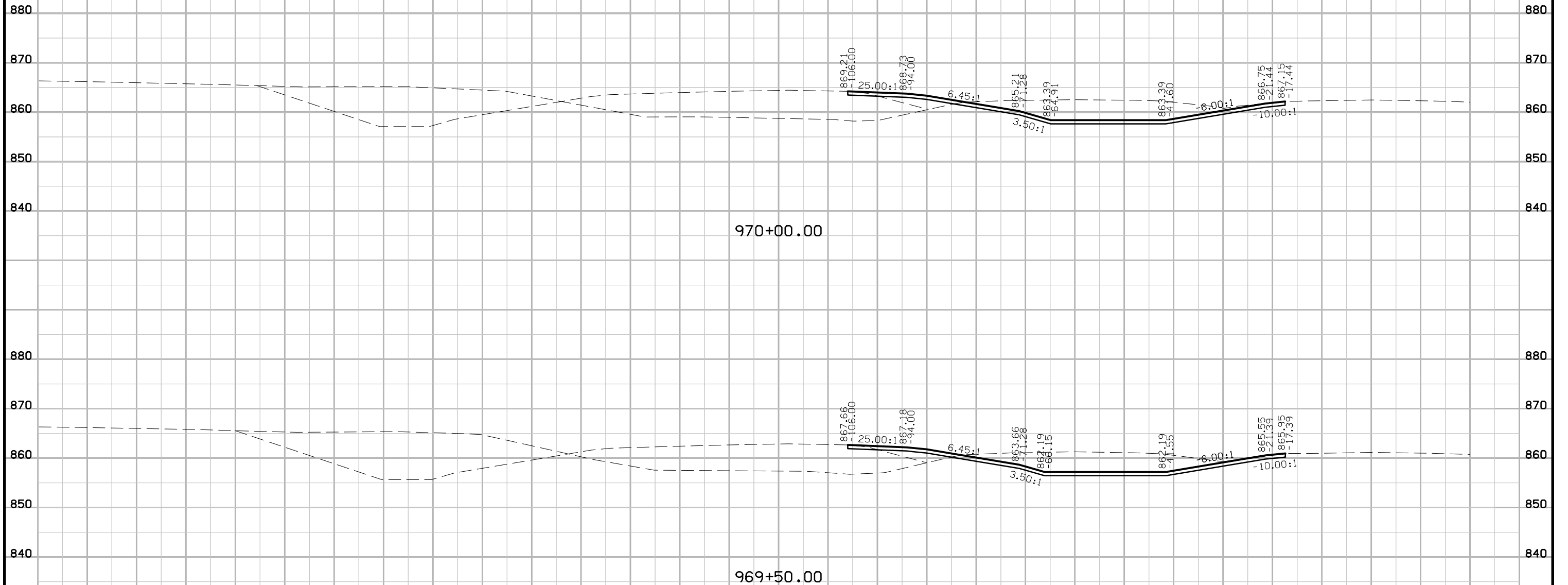


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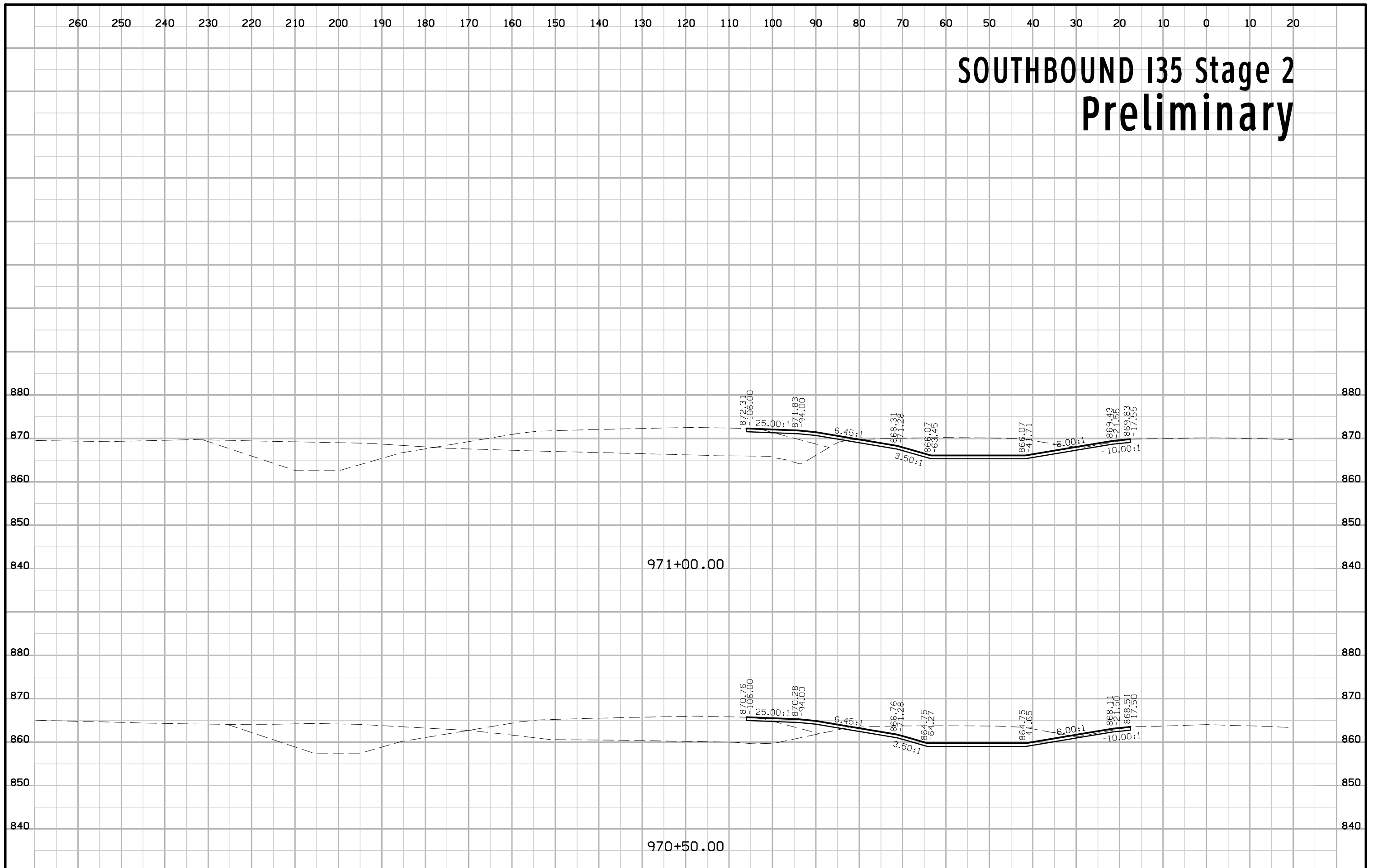


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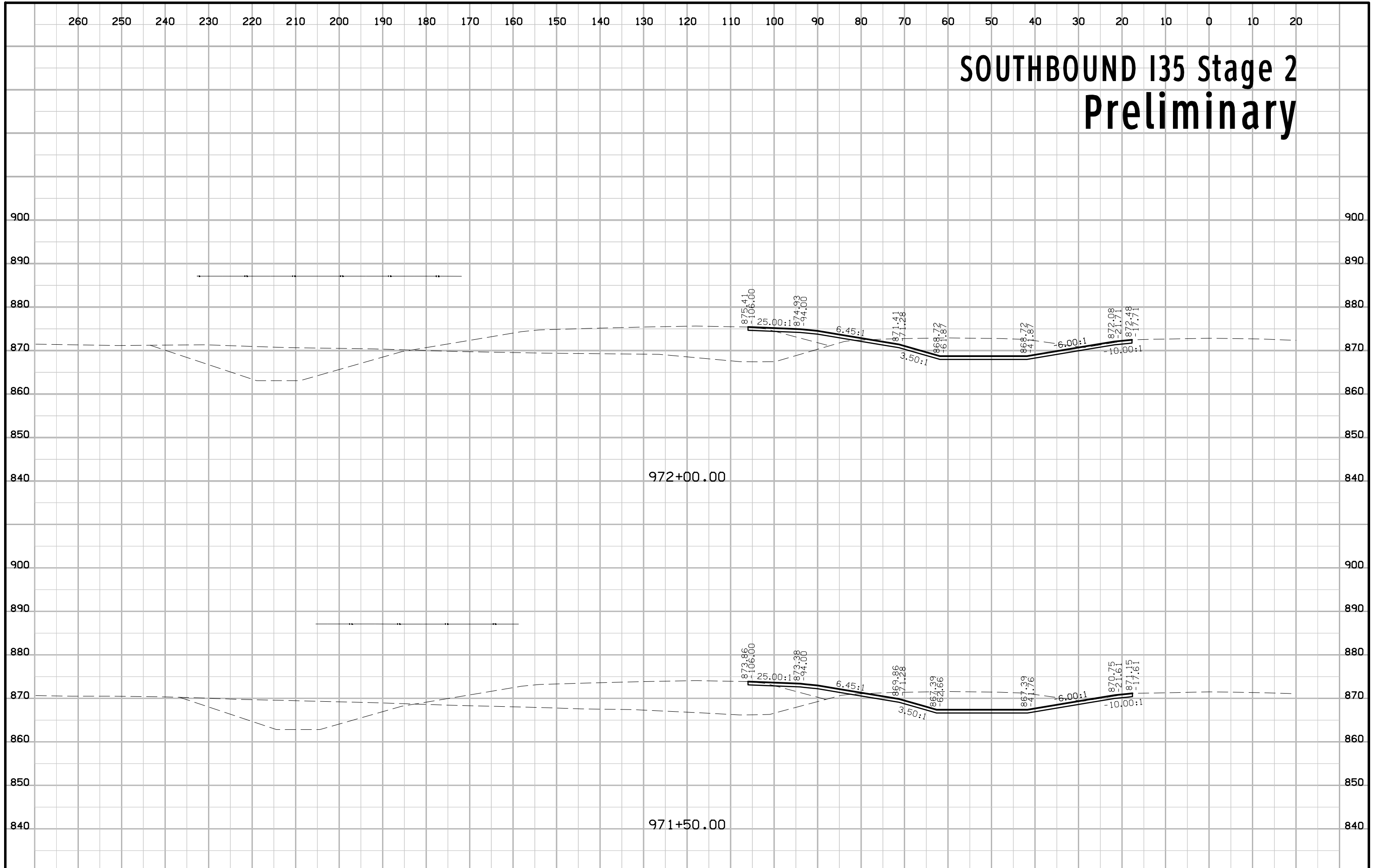
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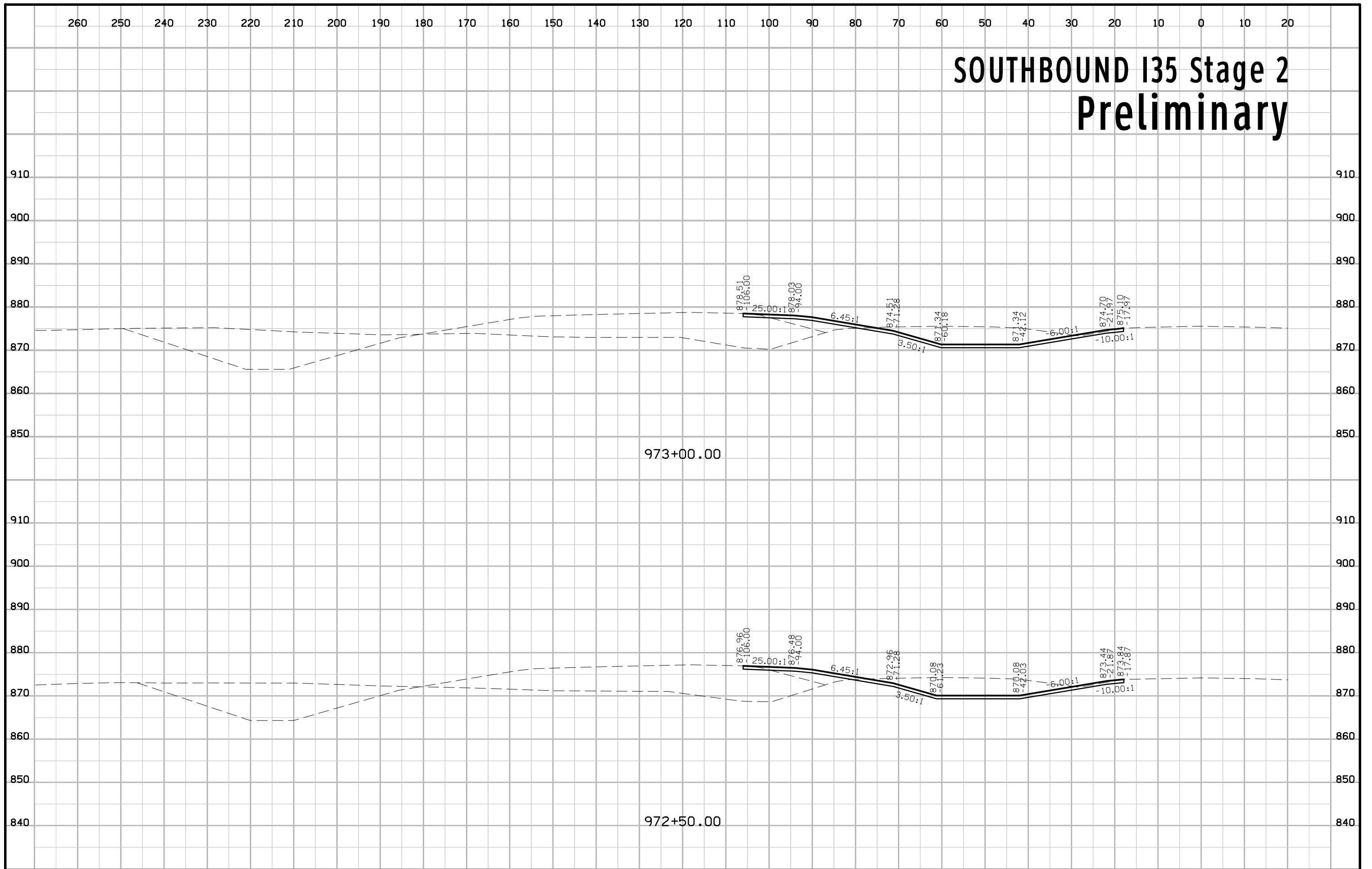
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SOUTHBOUND I35 Stage 2 Preliminary

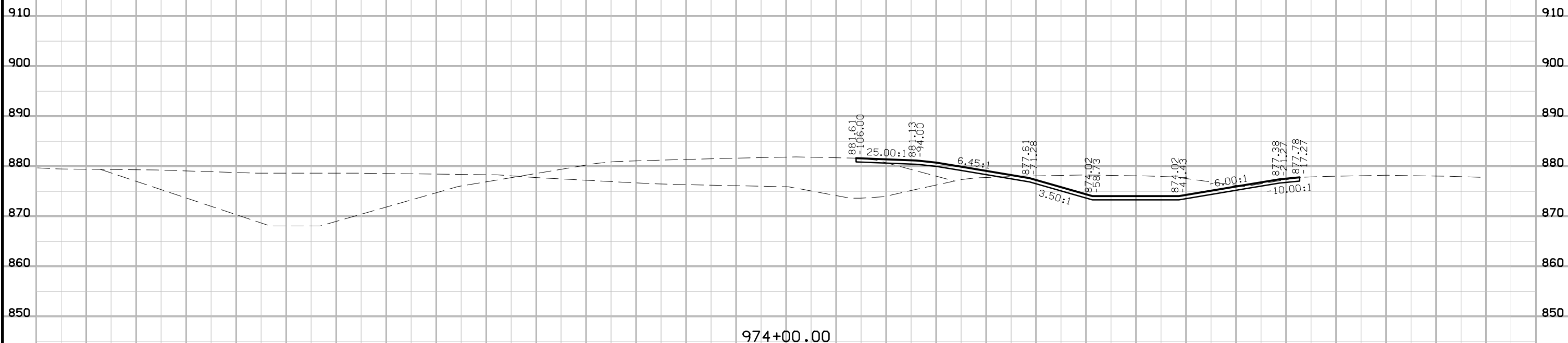


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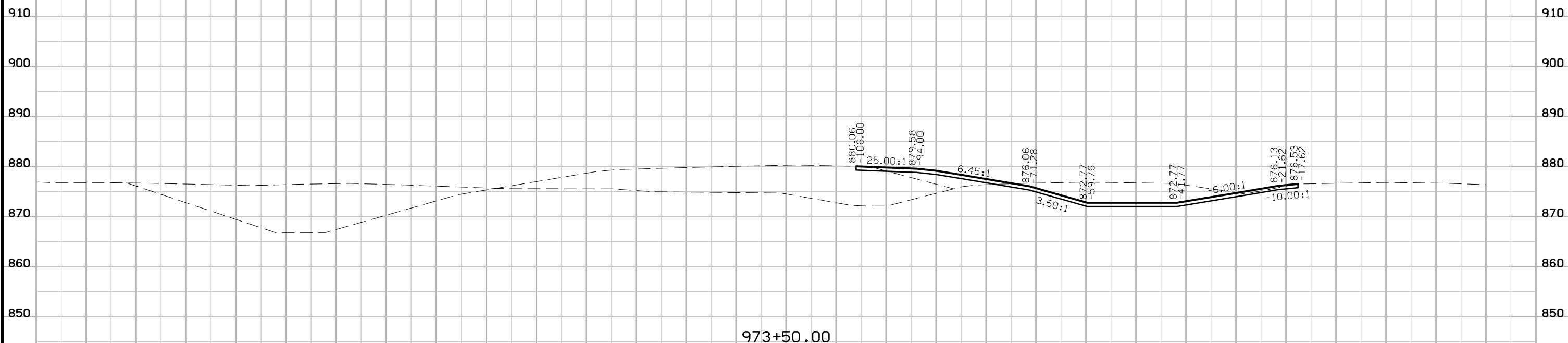


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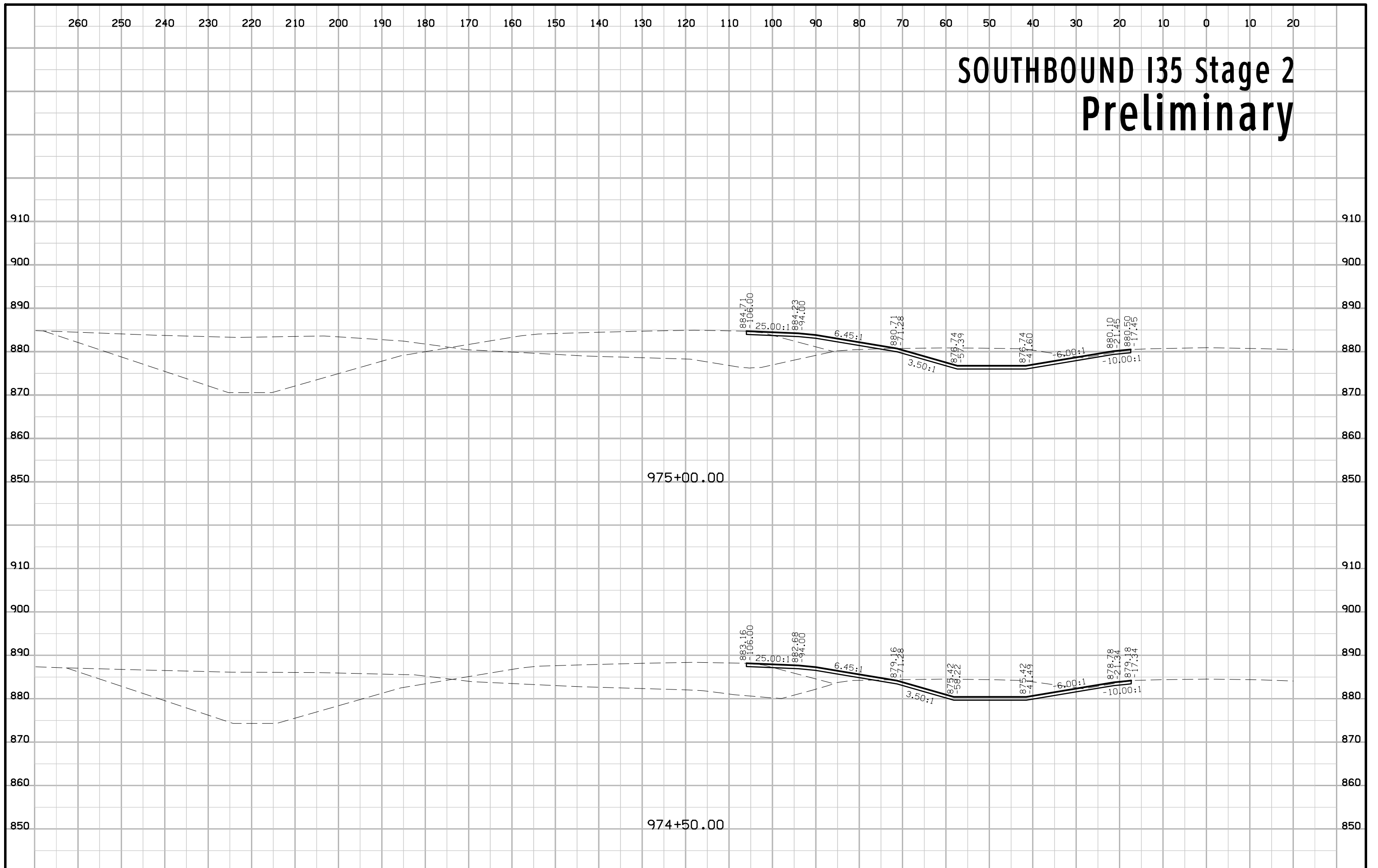


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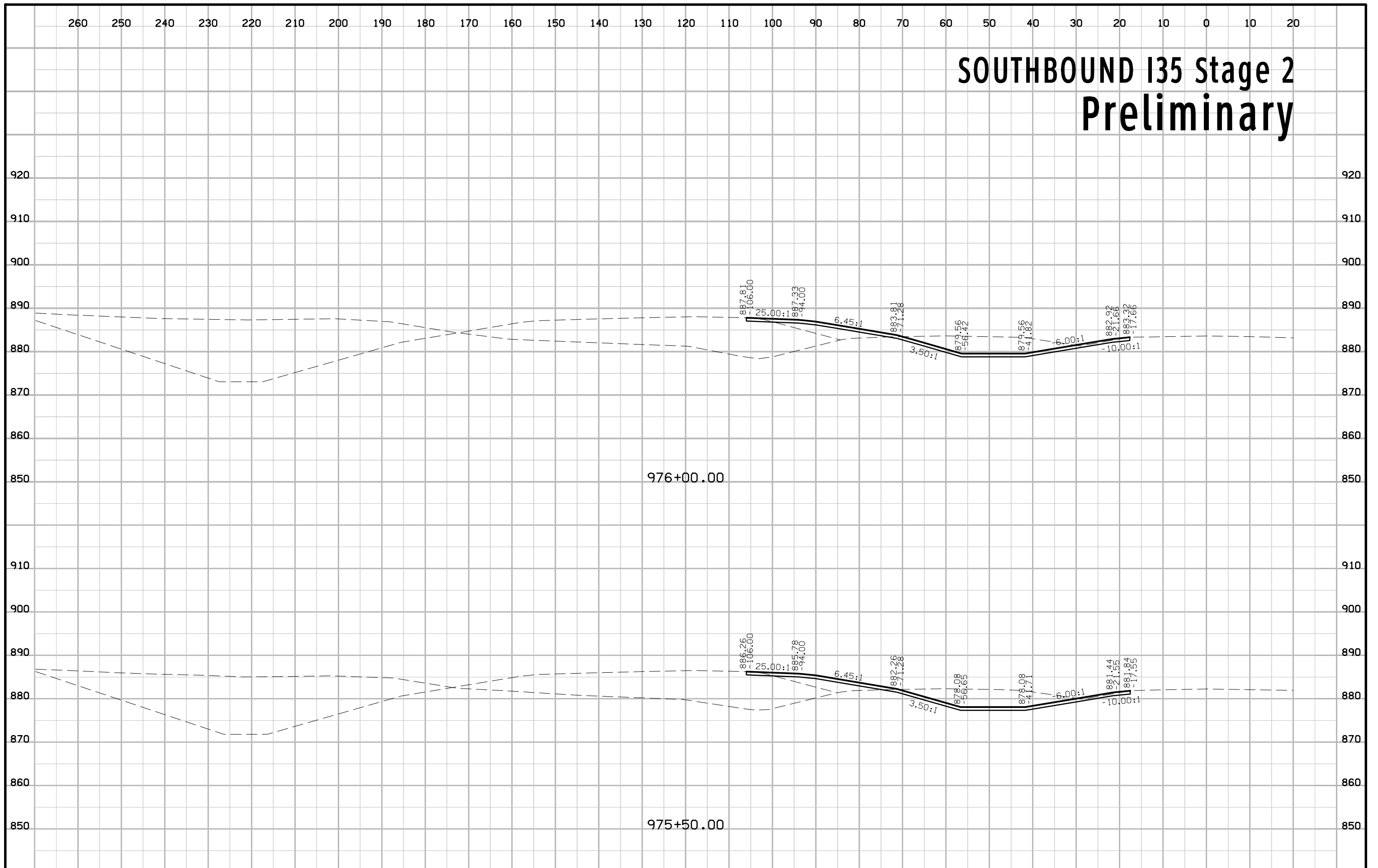


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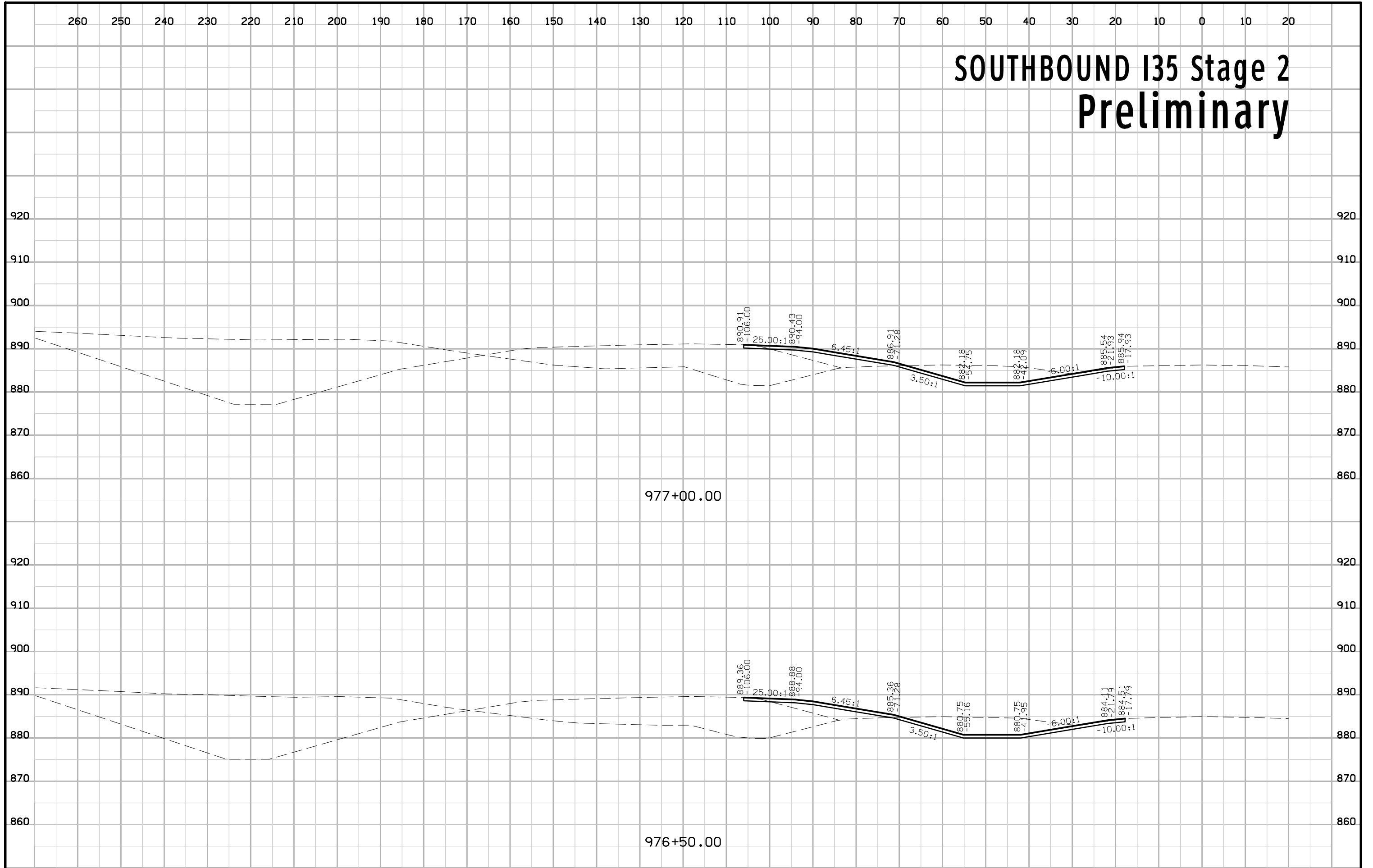
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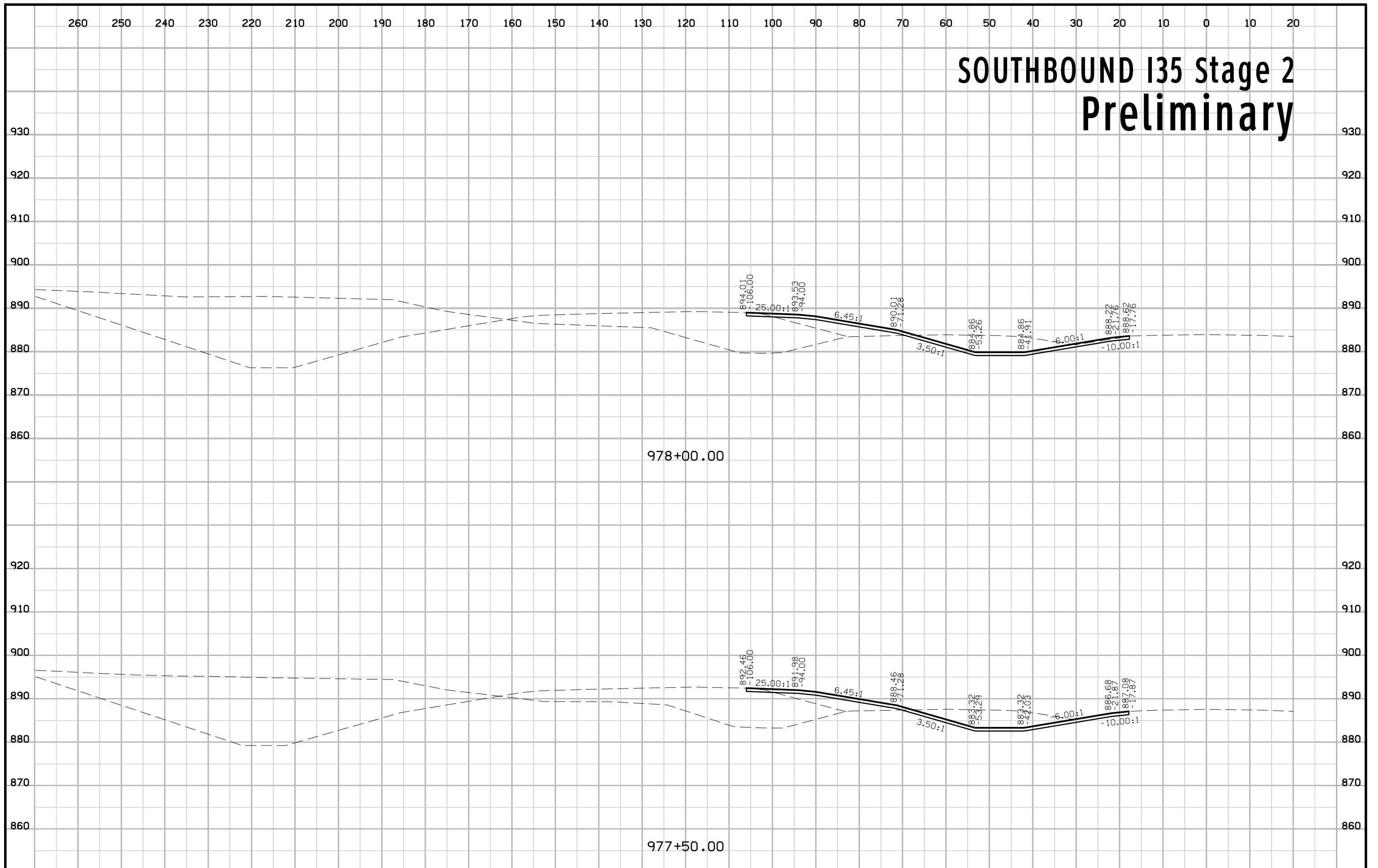
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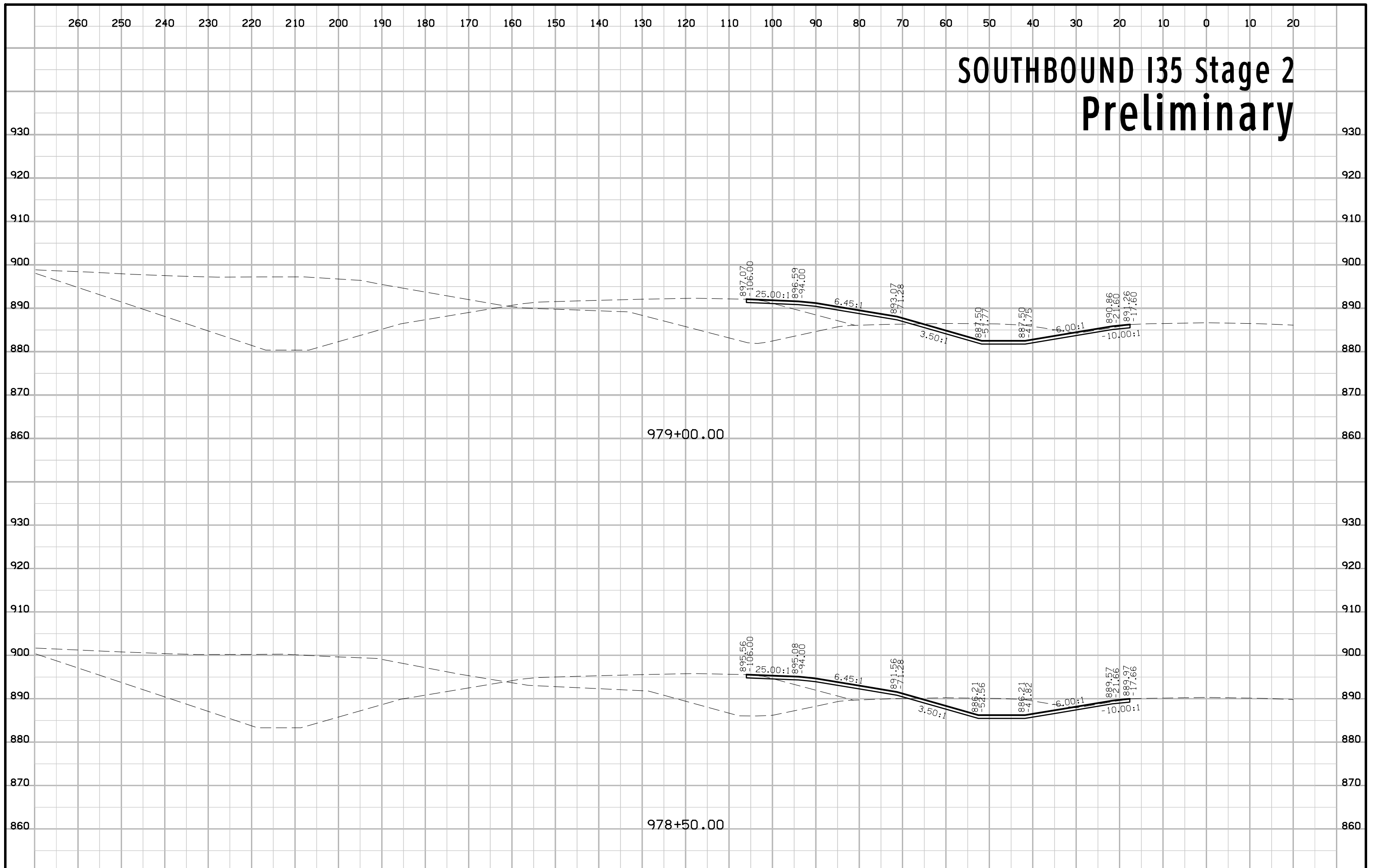
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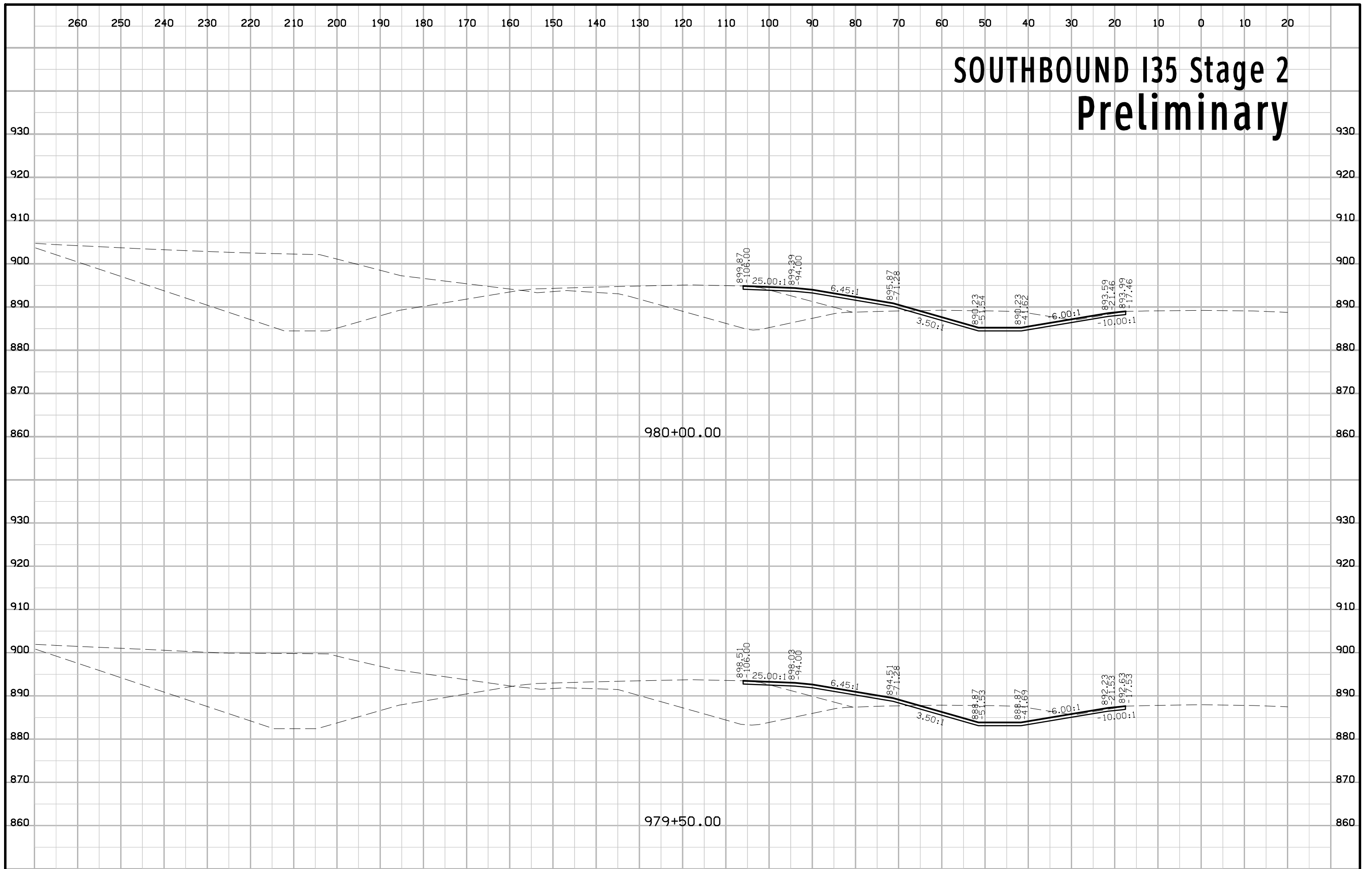
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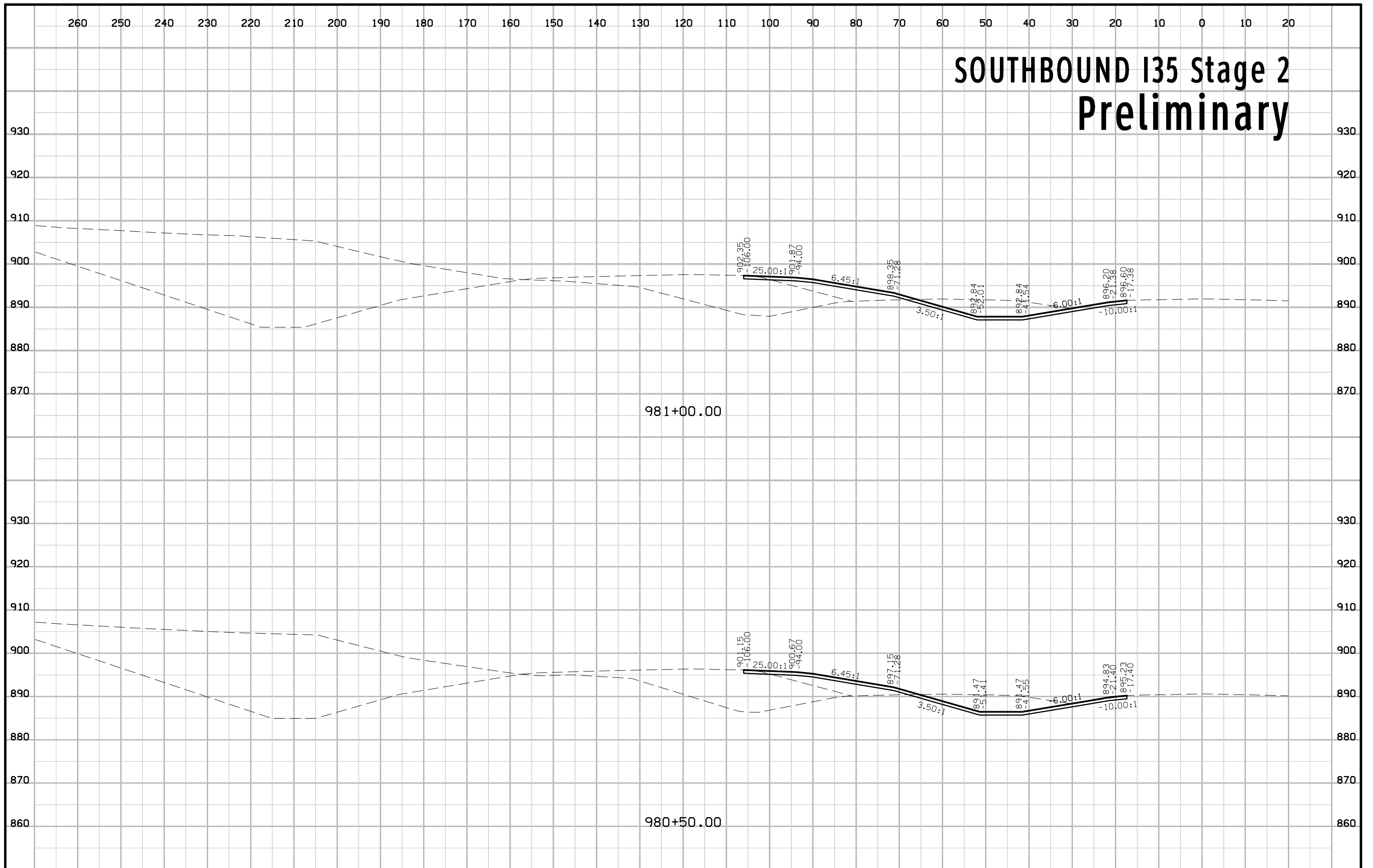
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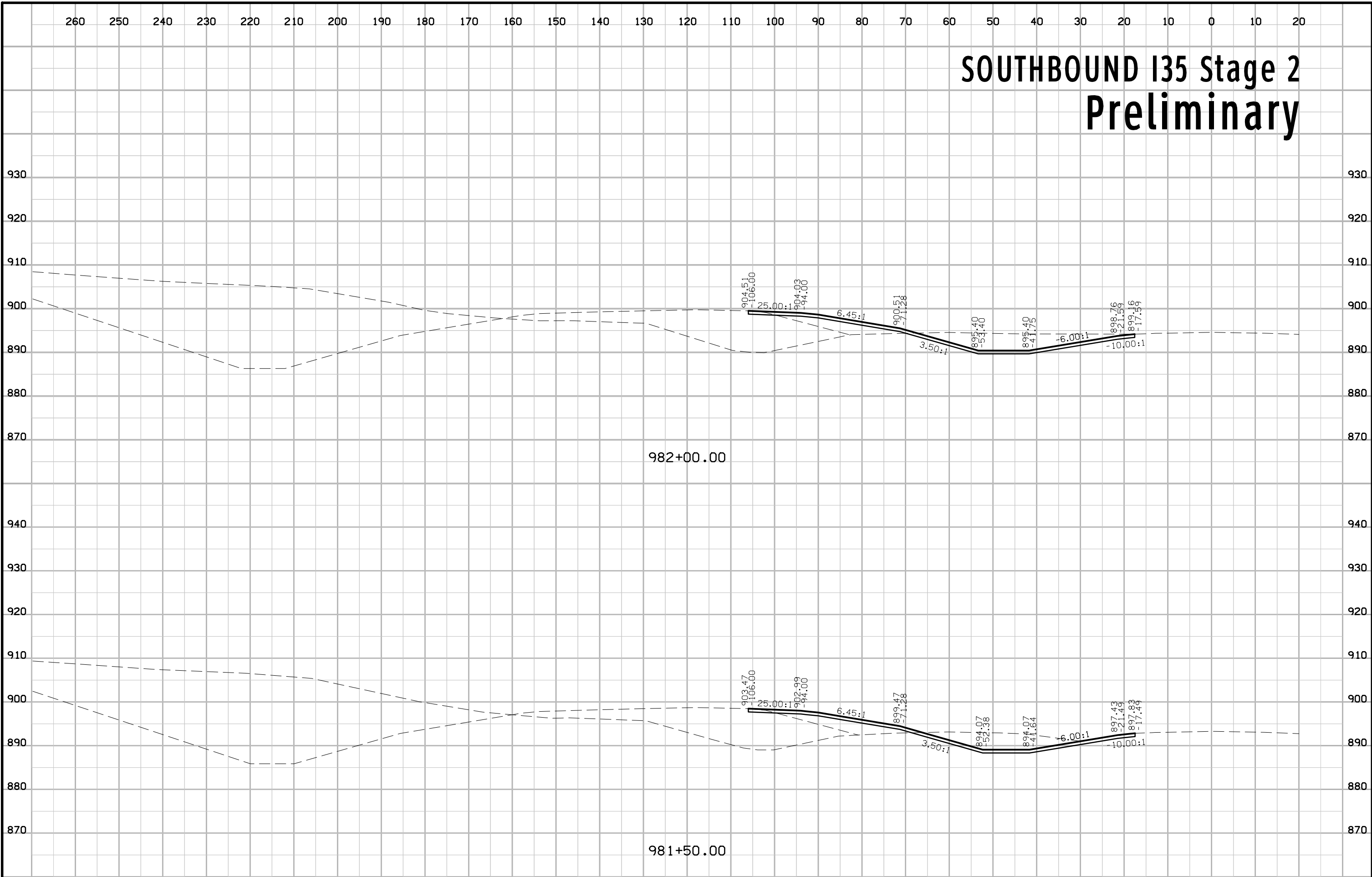
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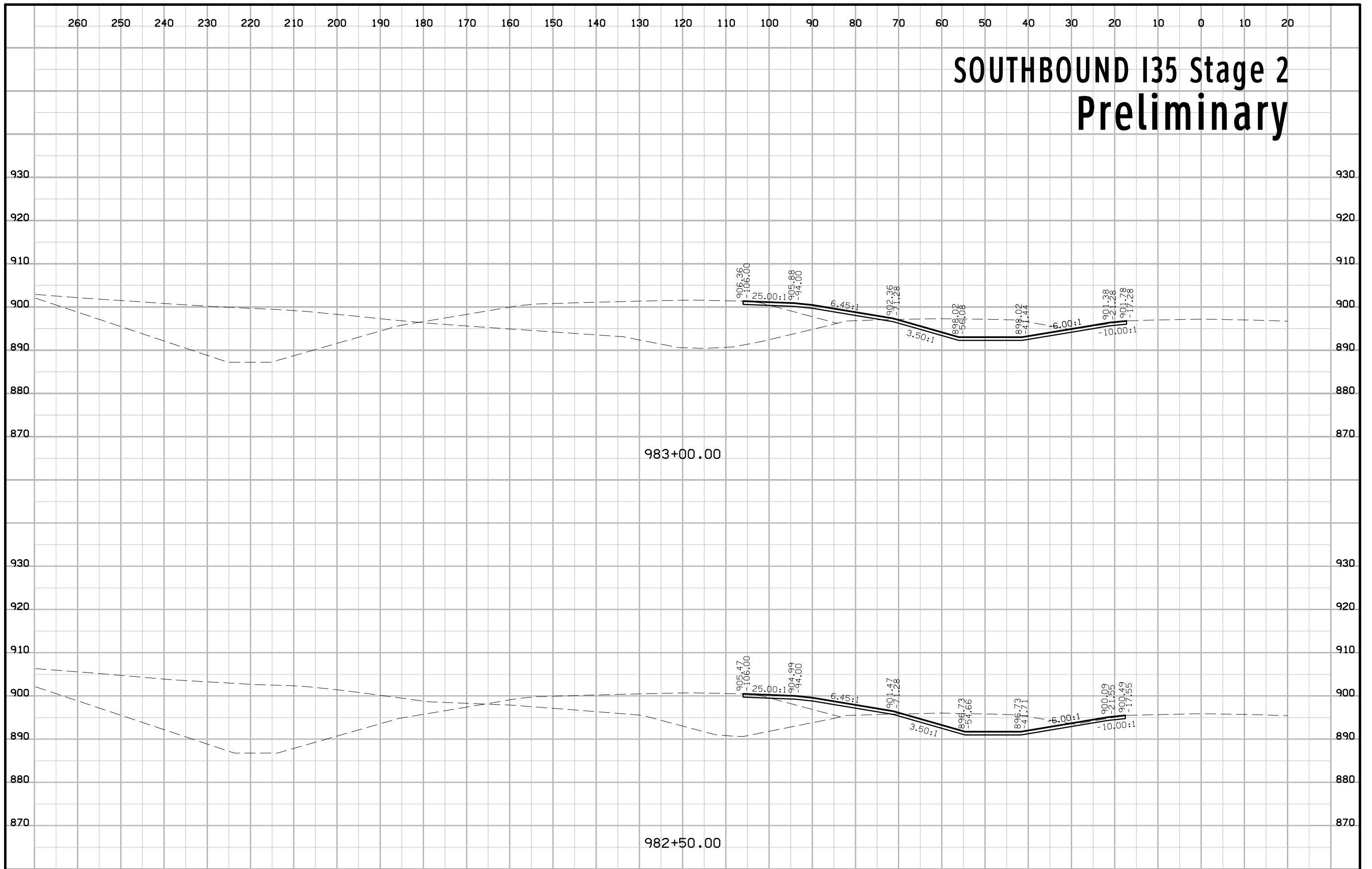
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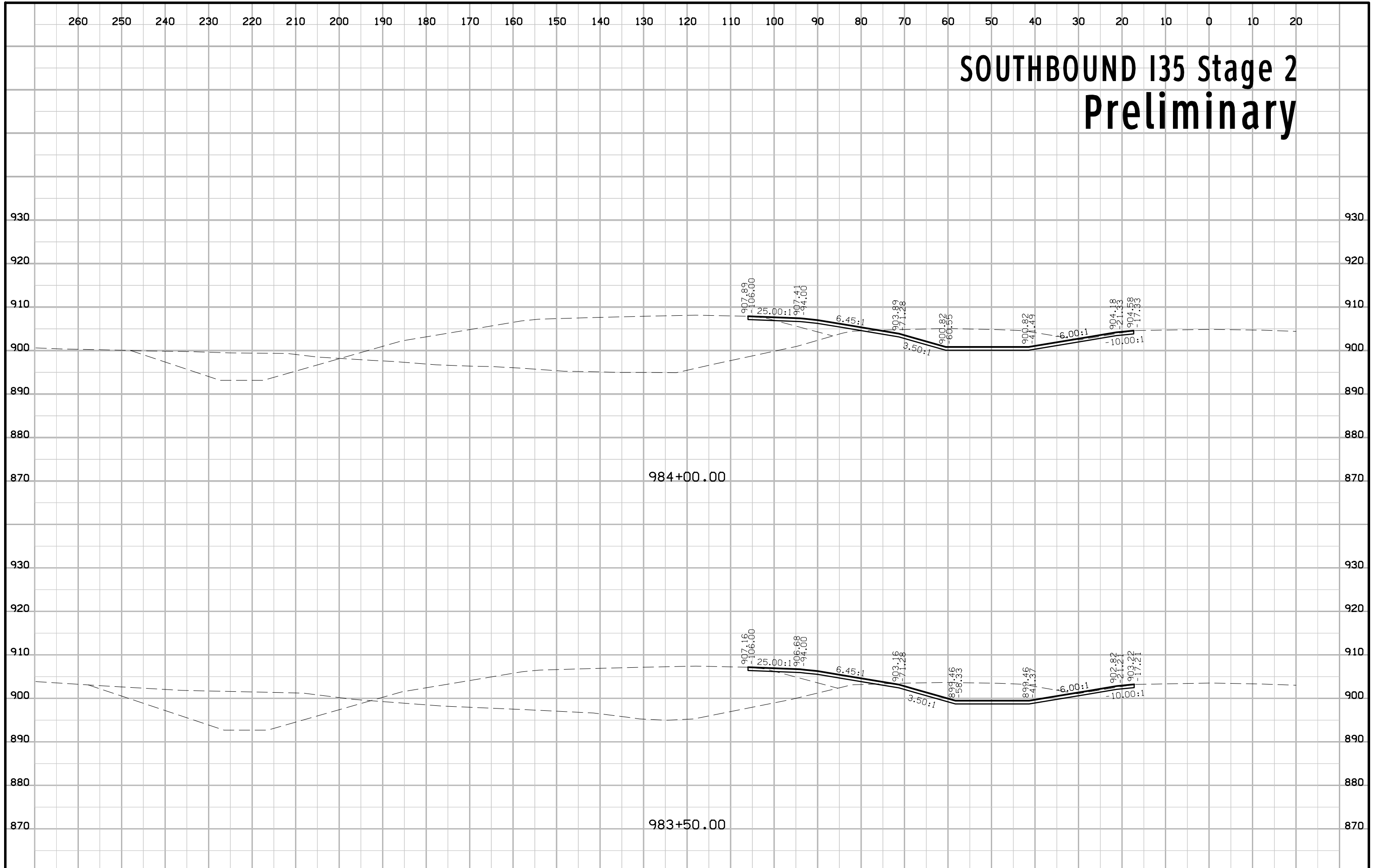
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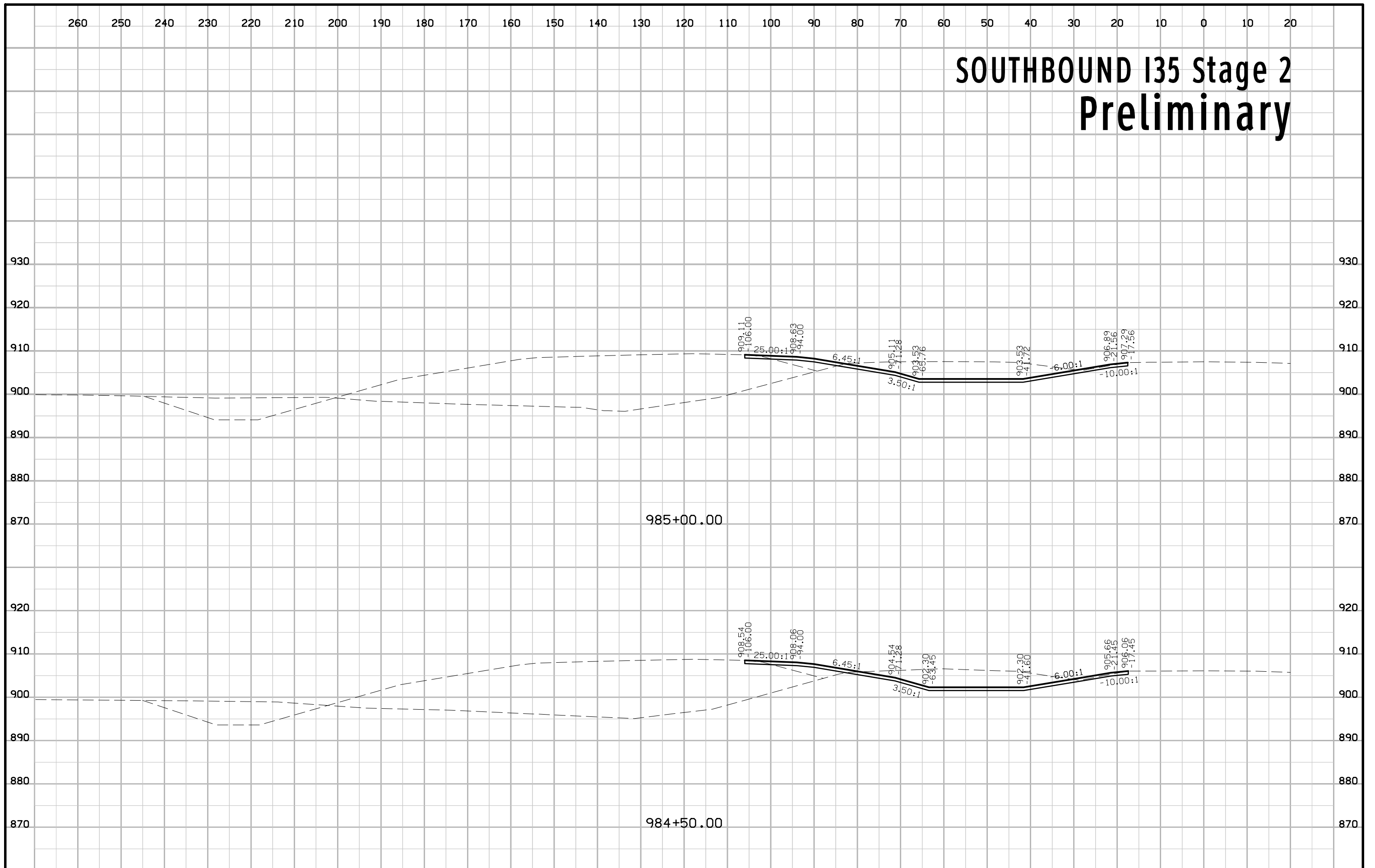
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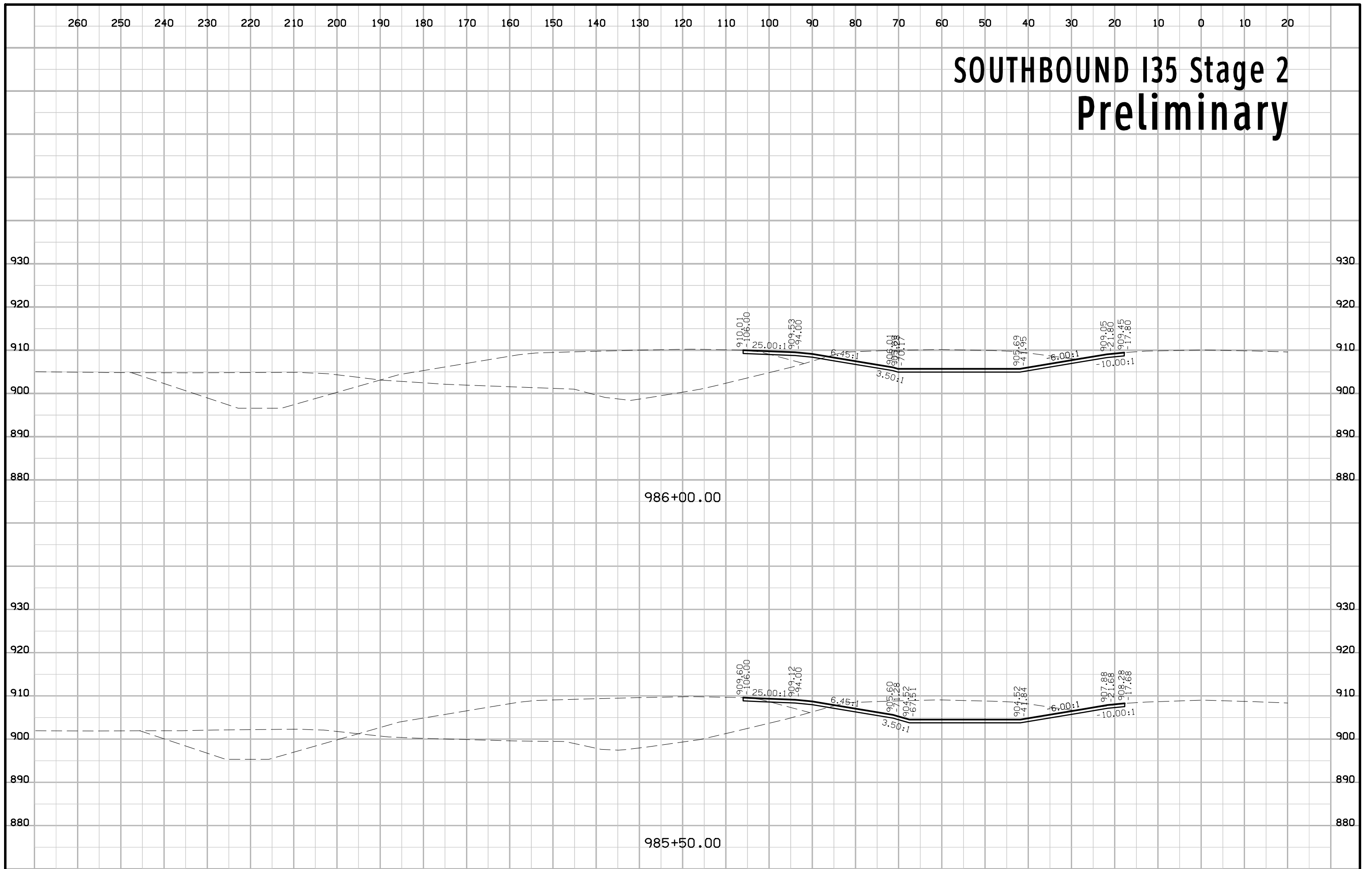
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SOUTHBOUND I35 Stage 2 Preliminary

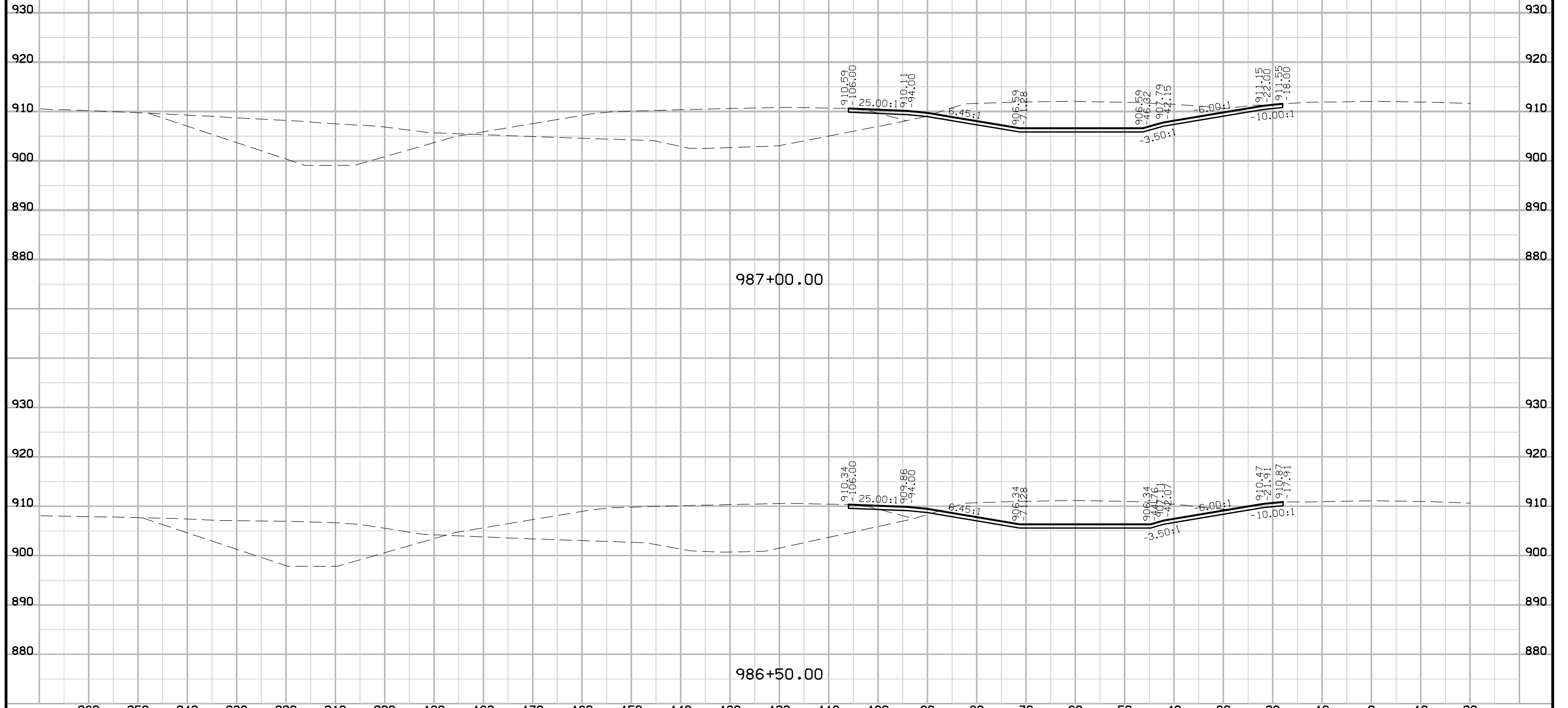


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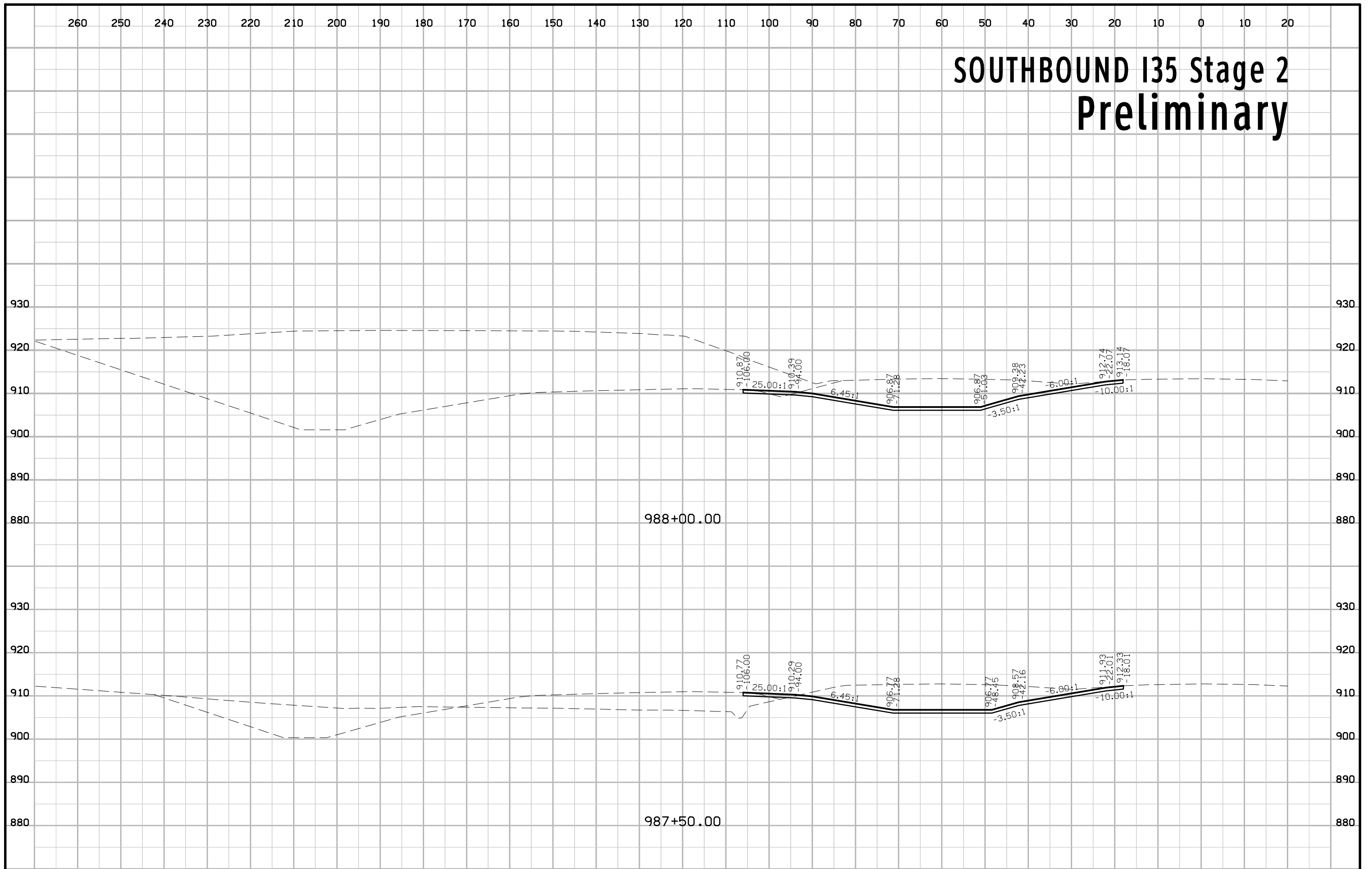


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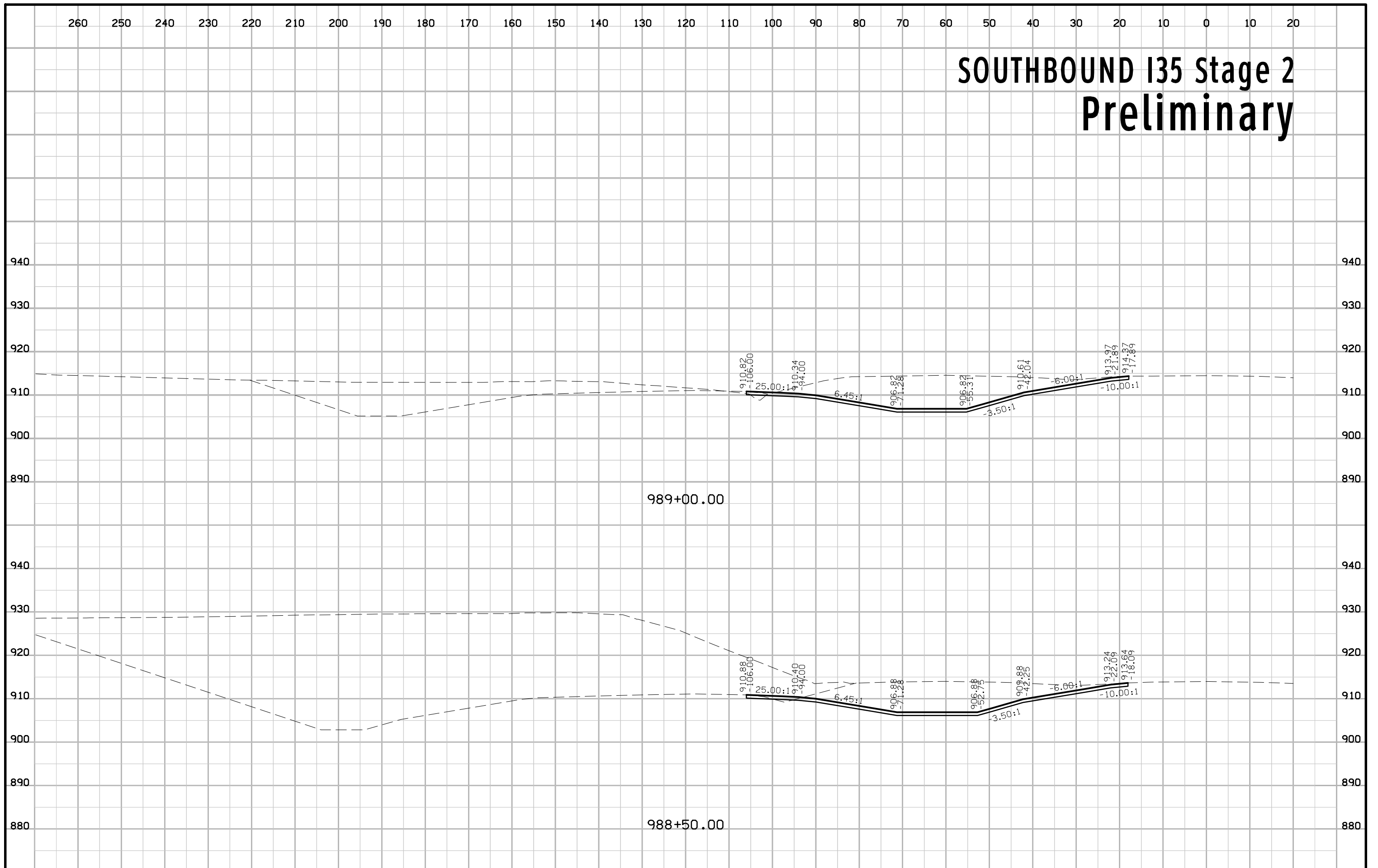
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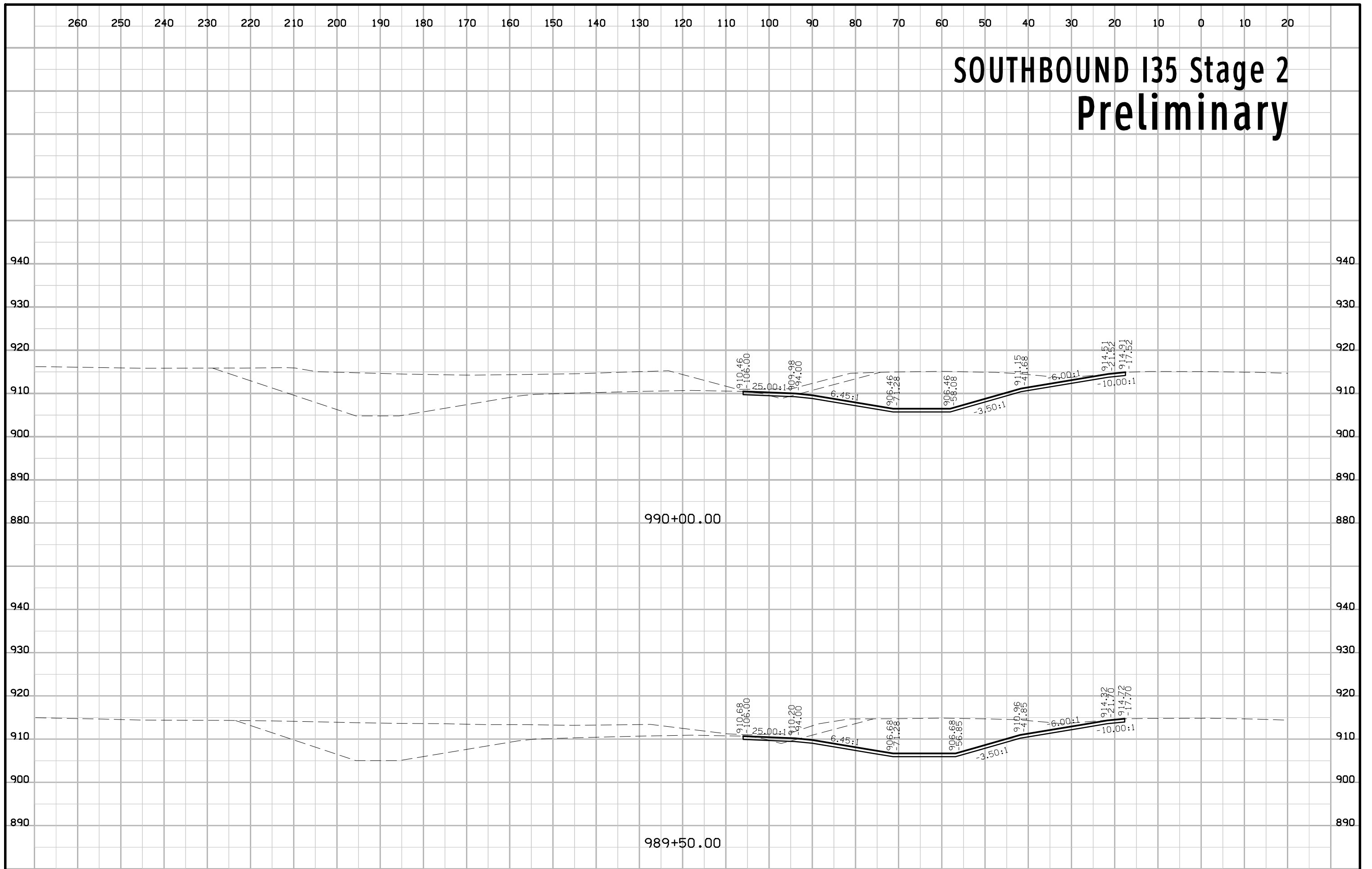
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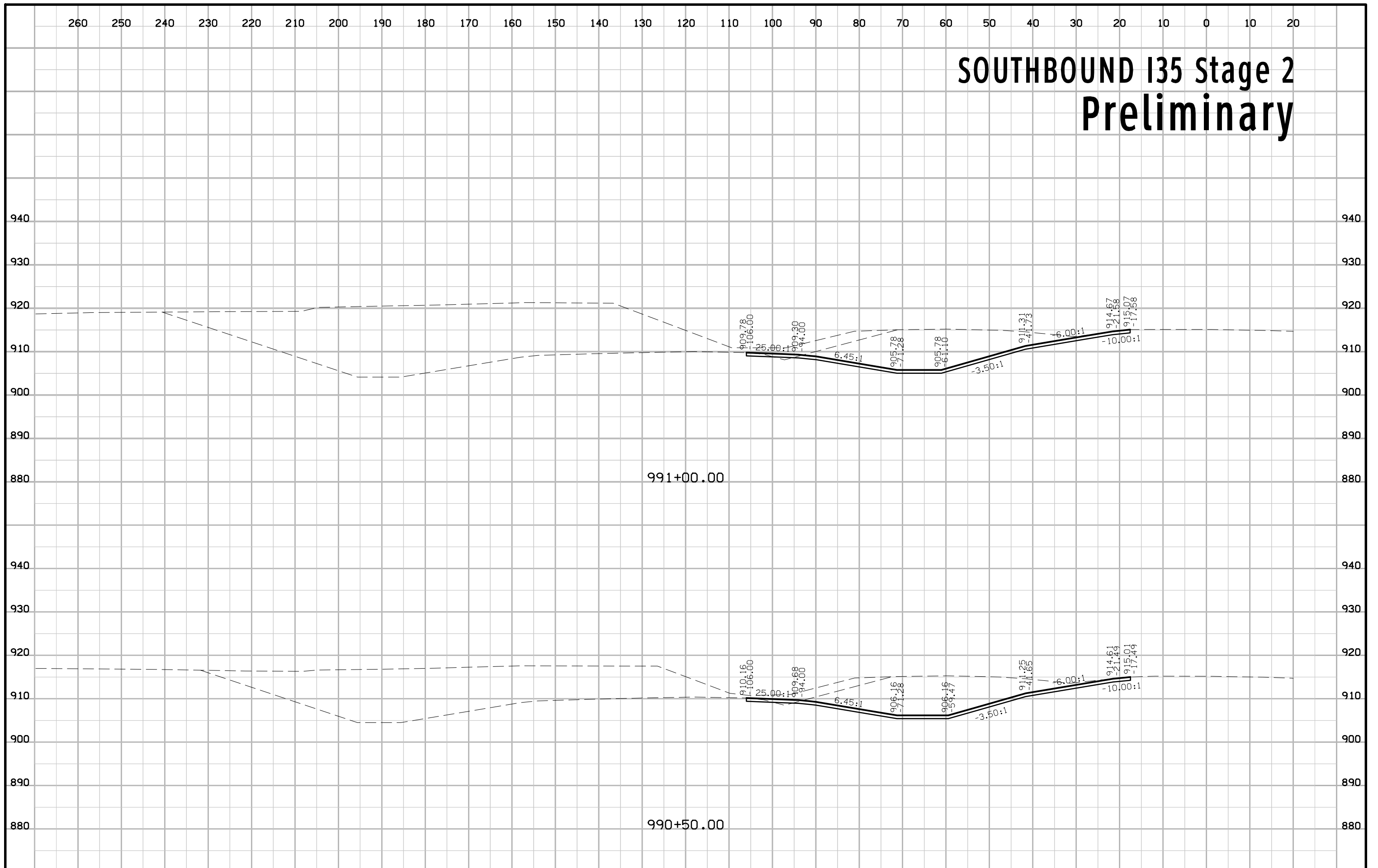
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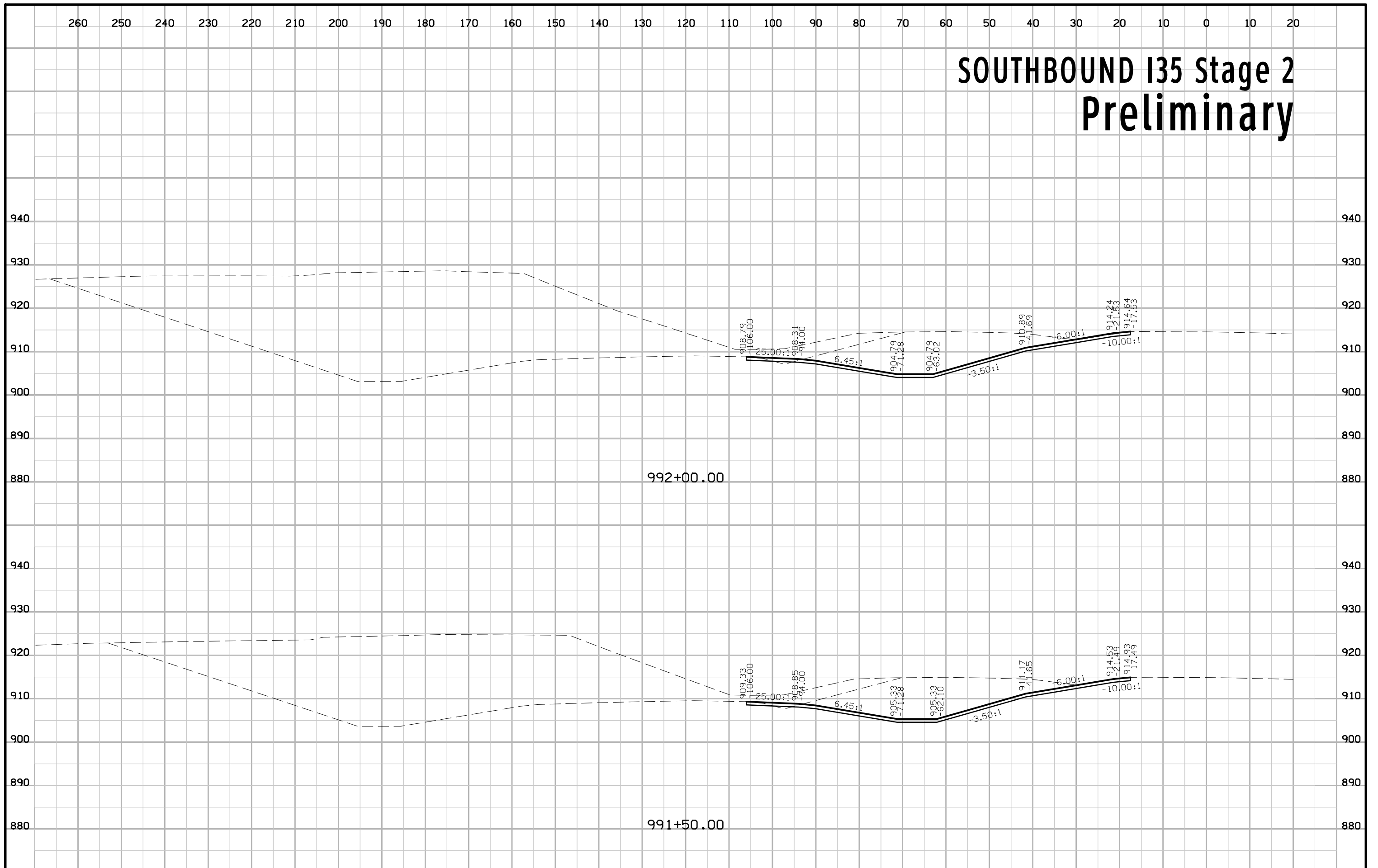
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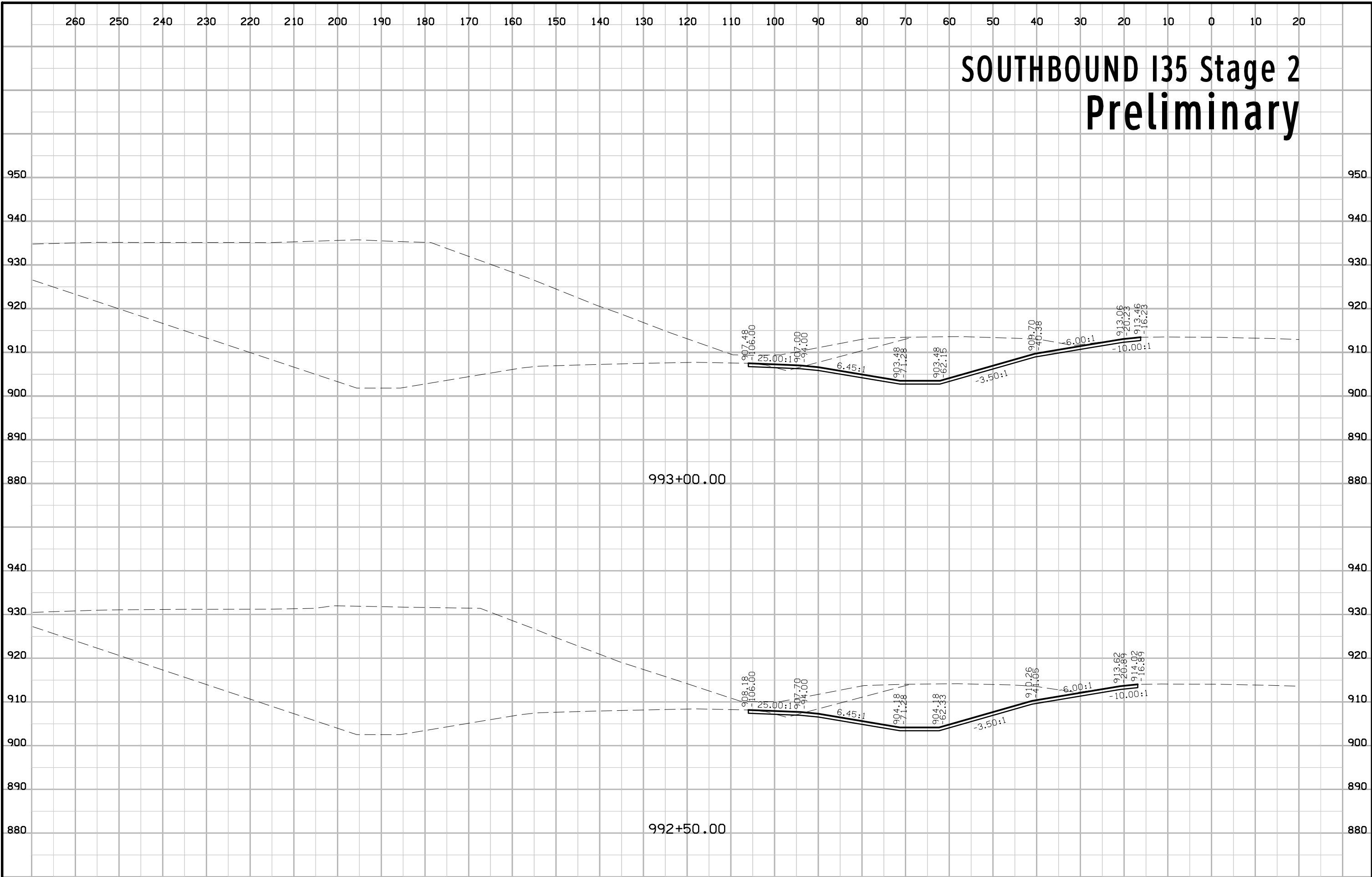
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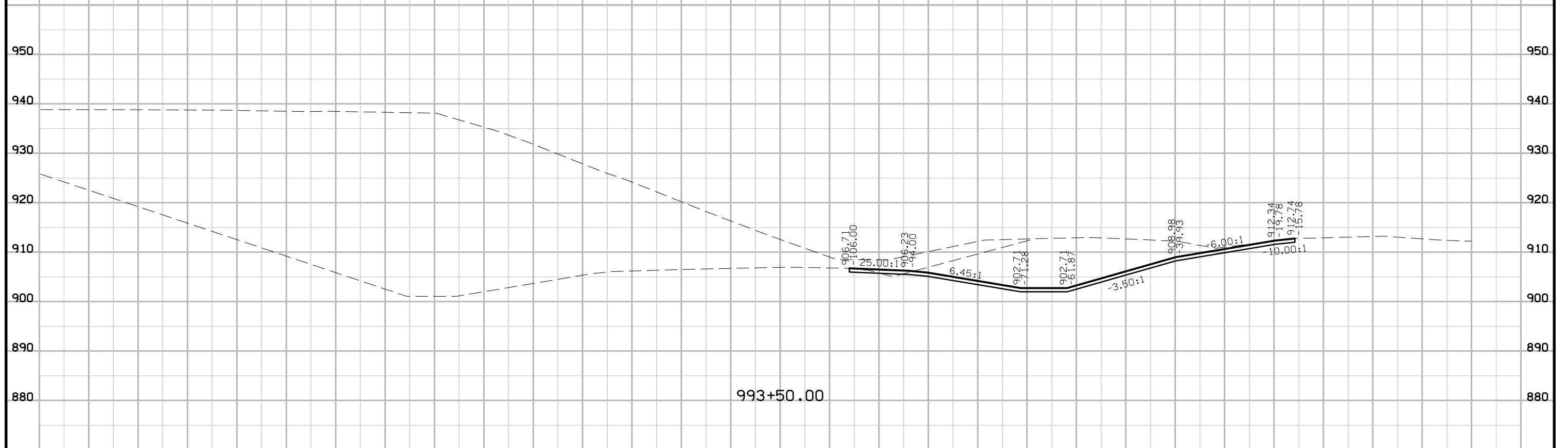
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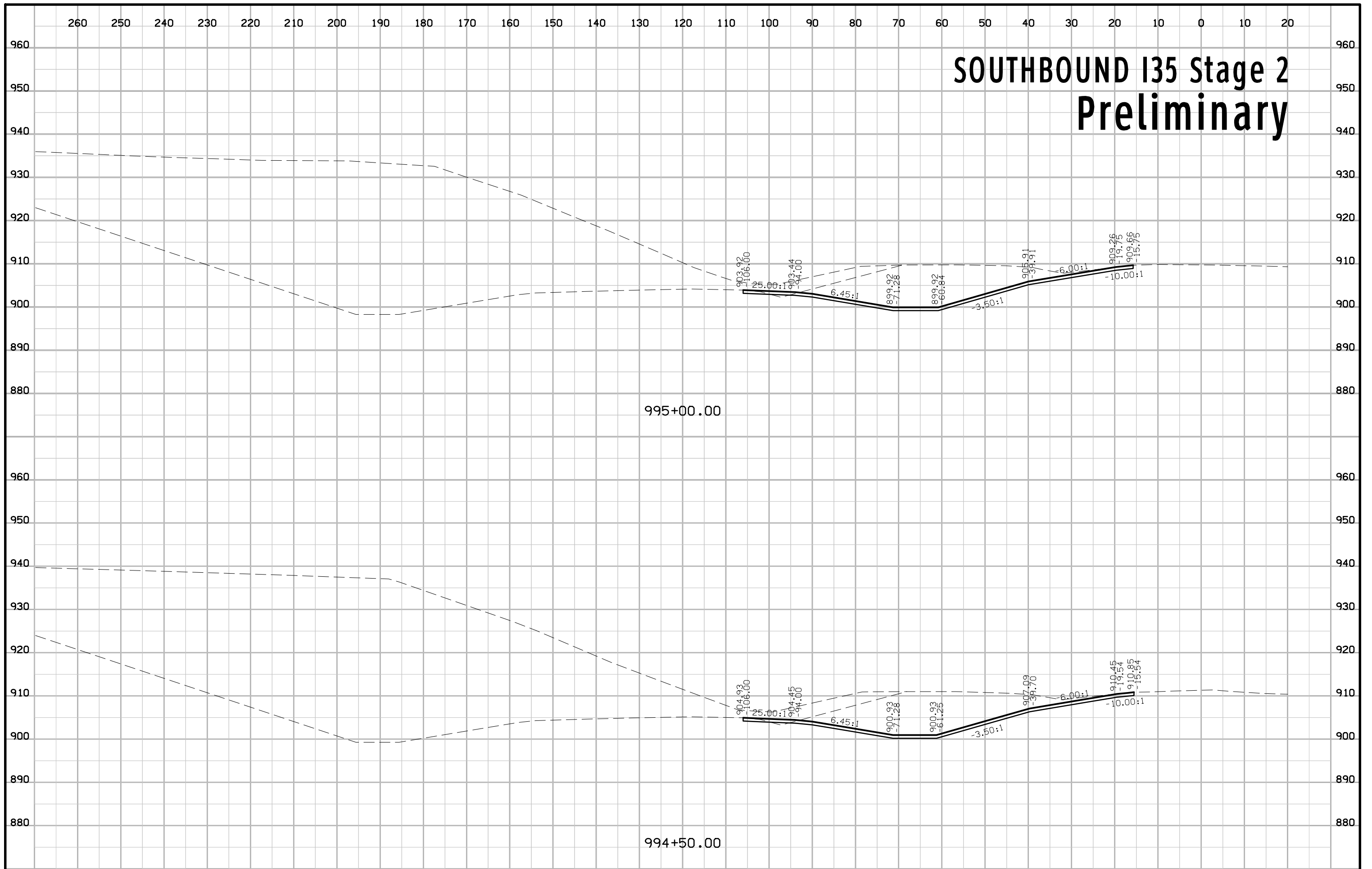
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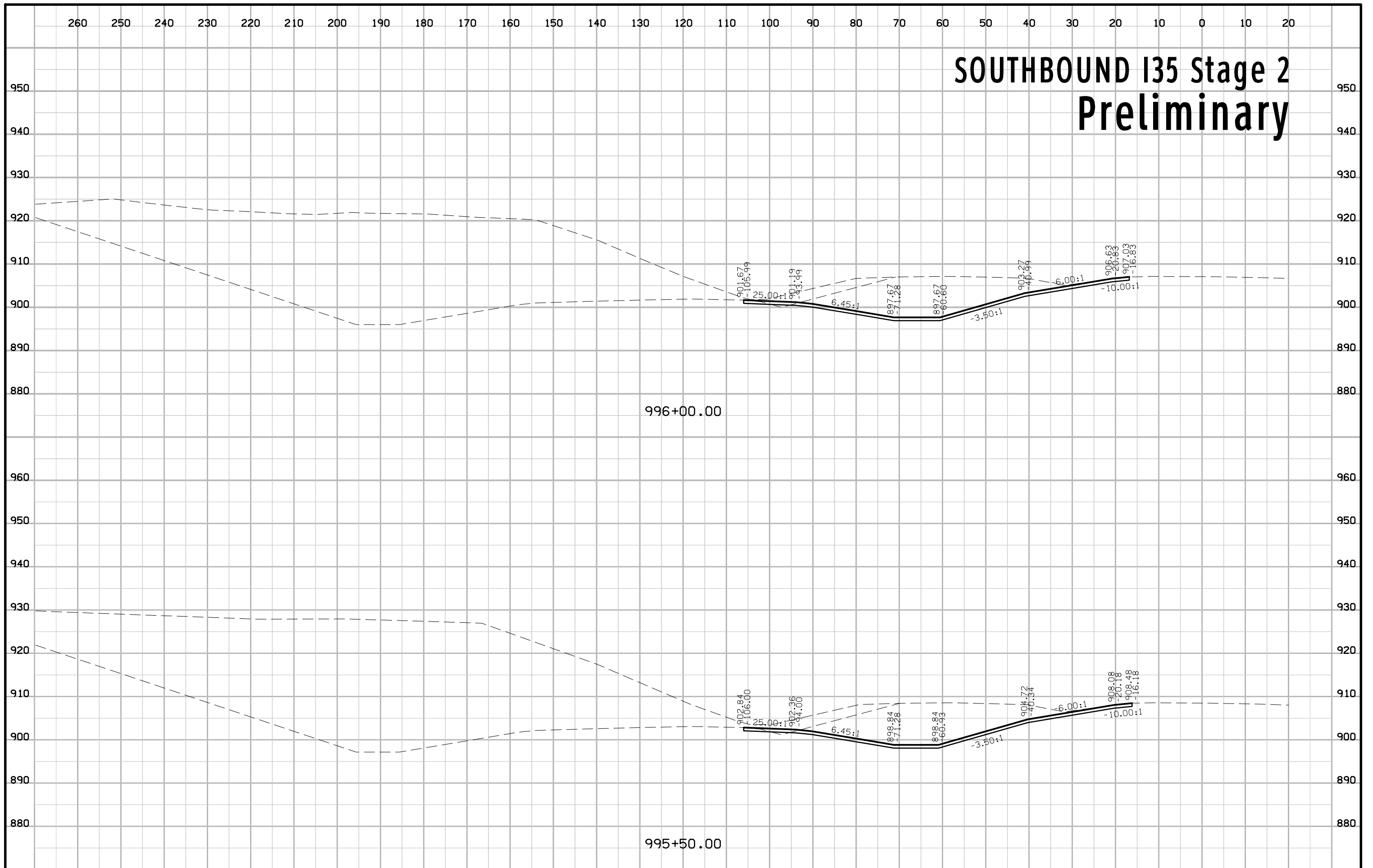
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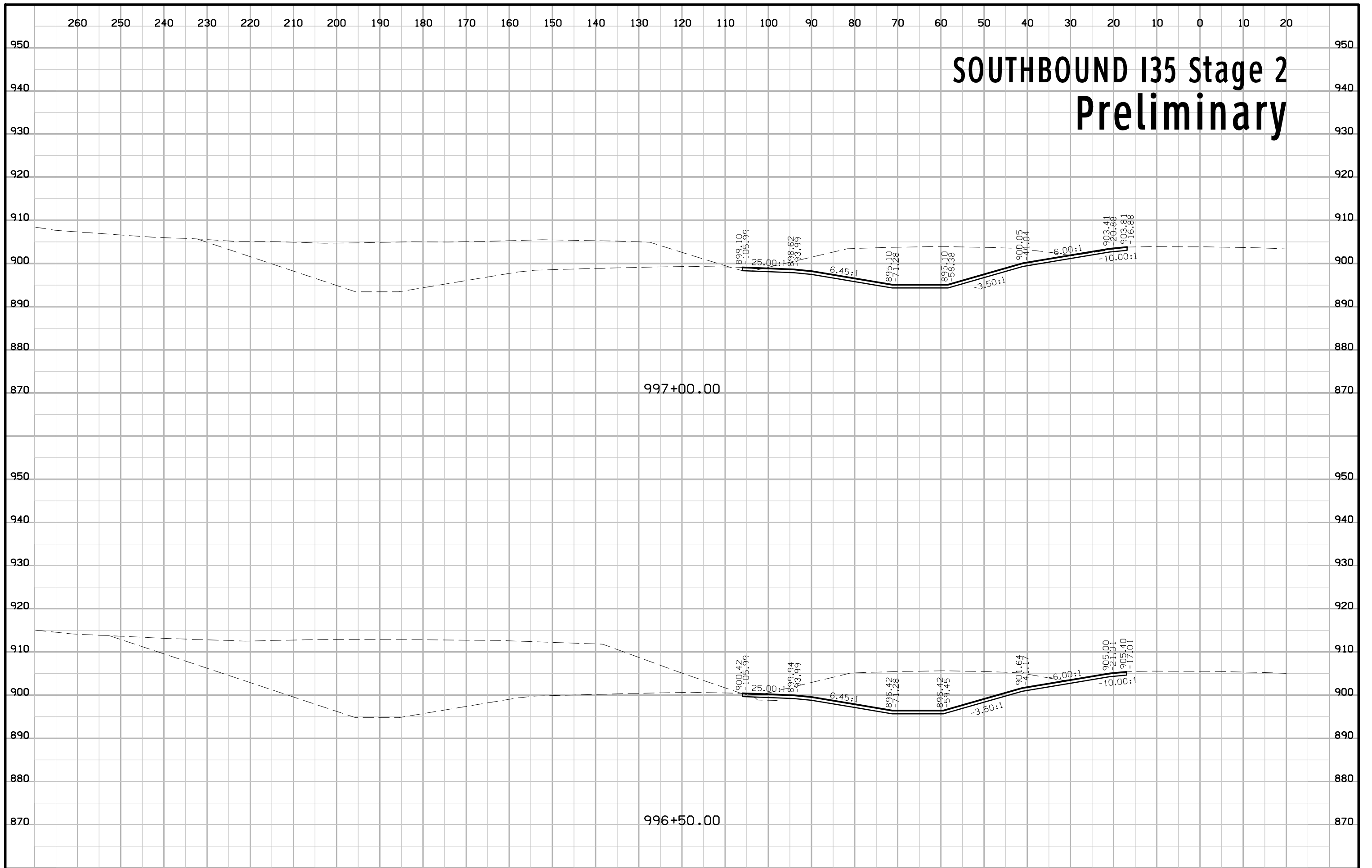
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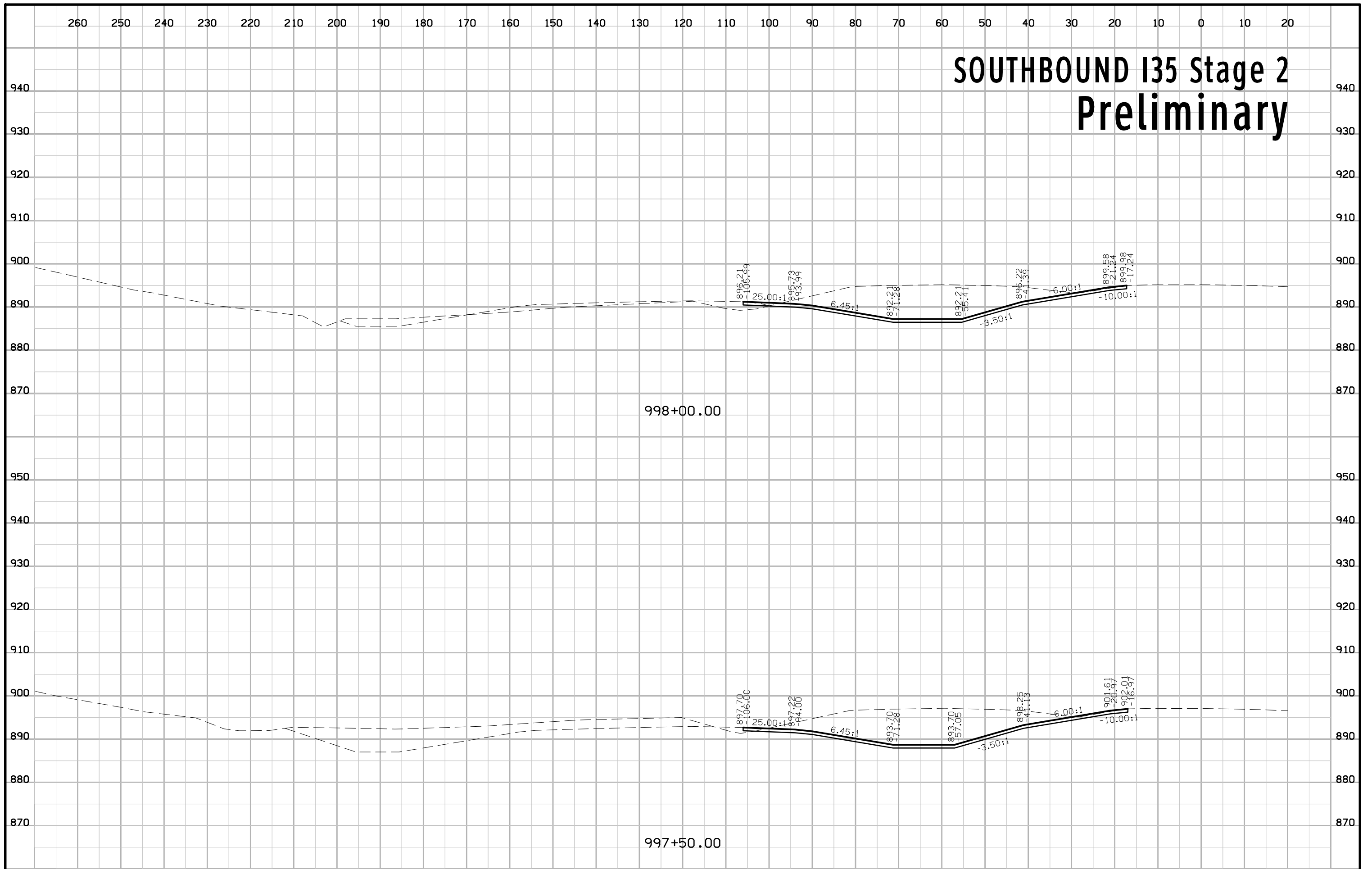
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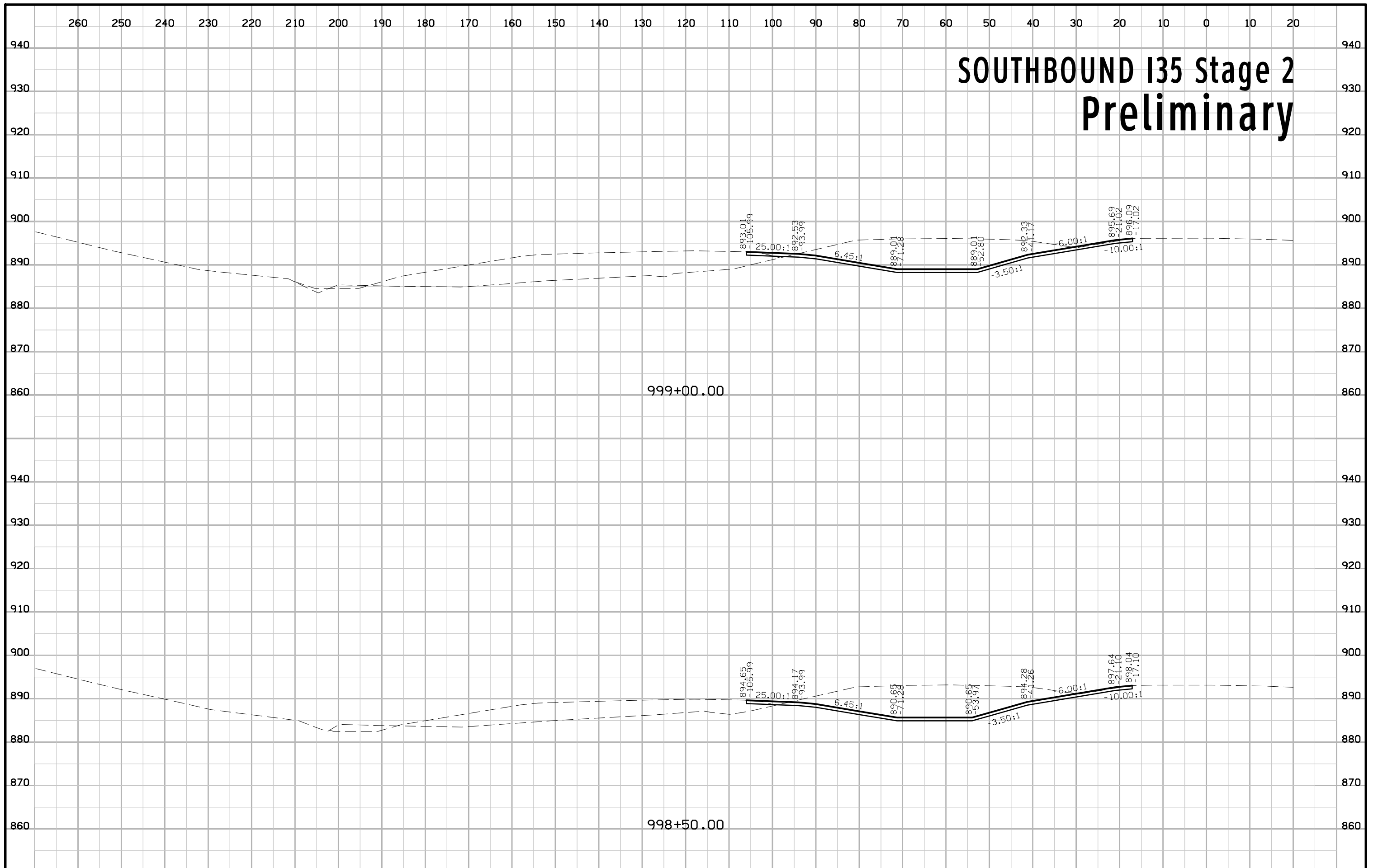
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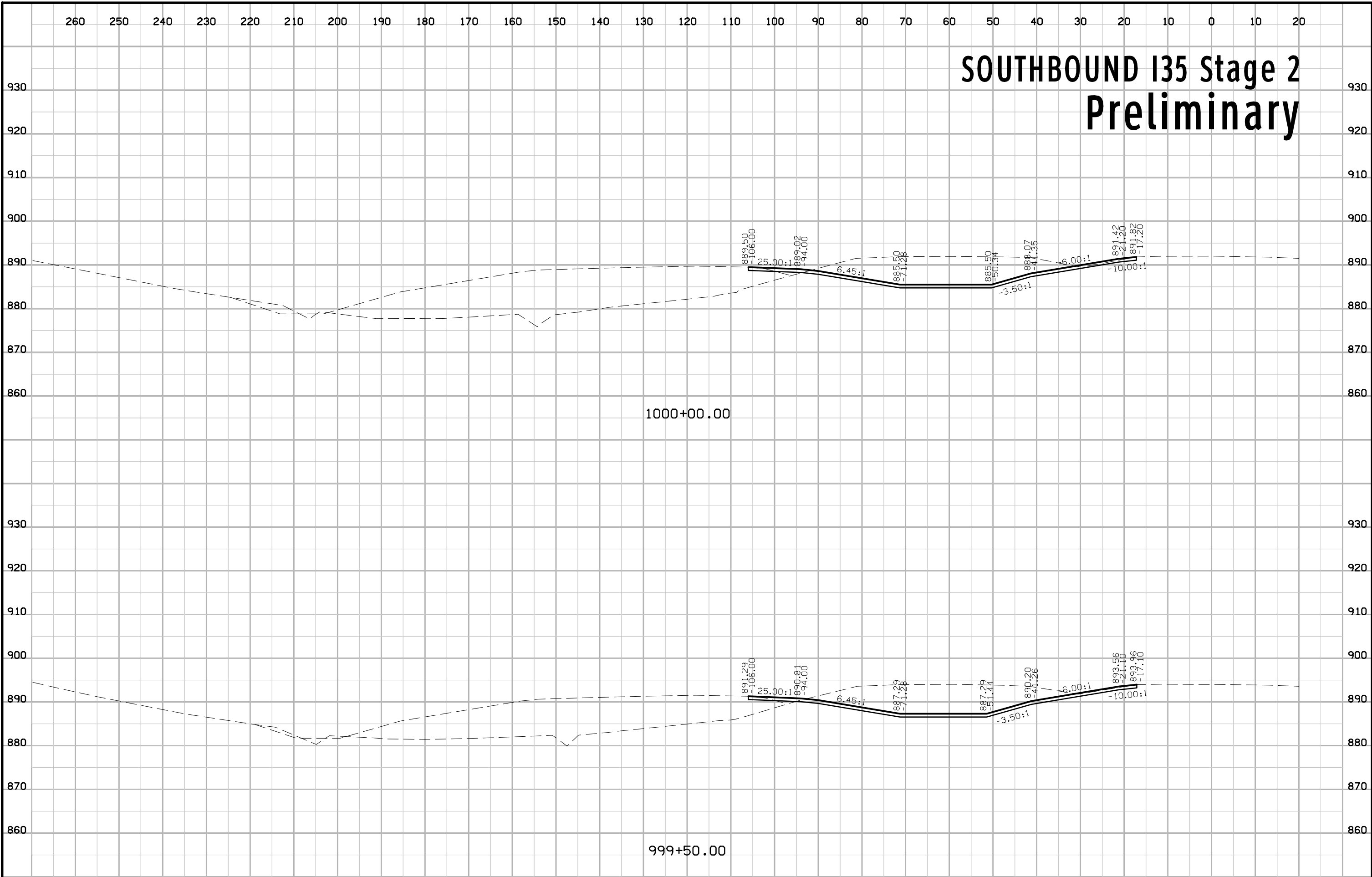
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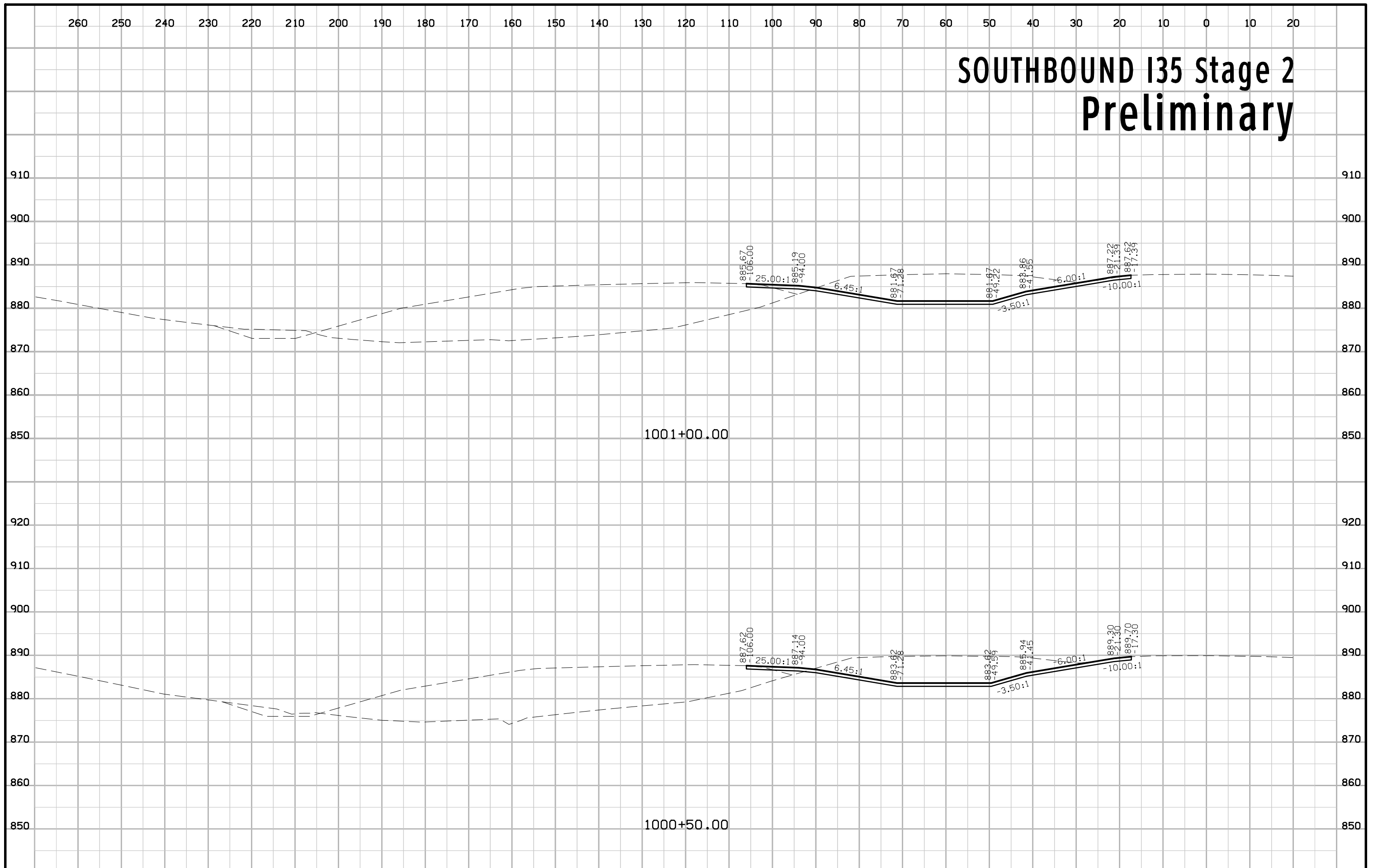
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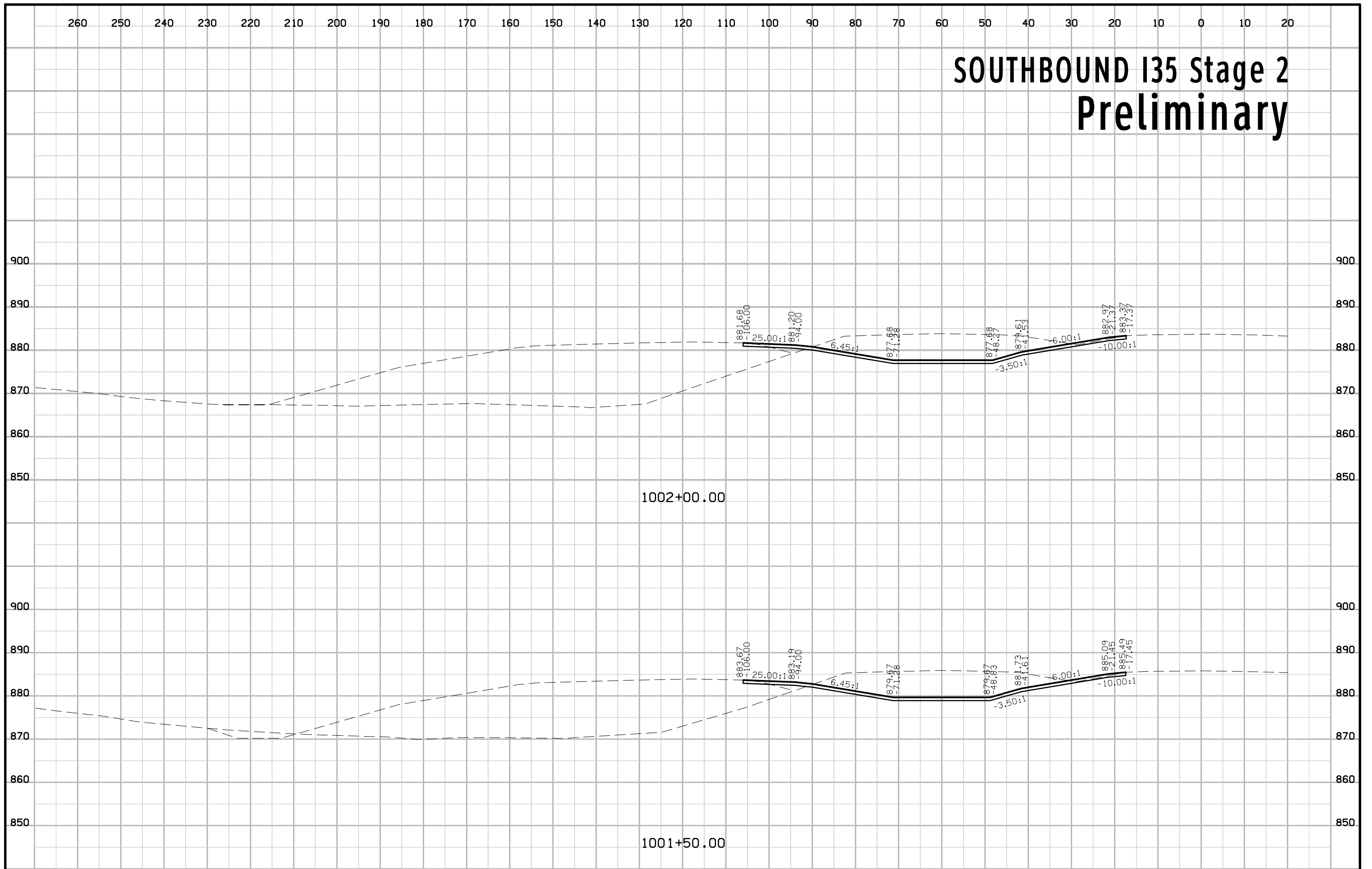
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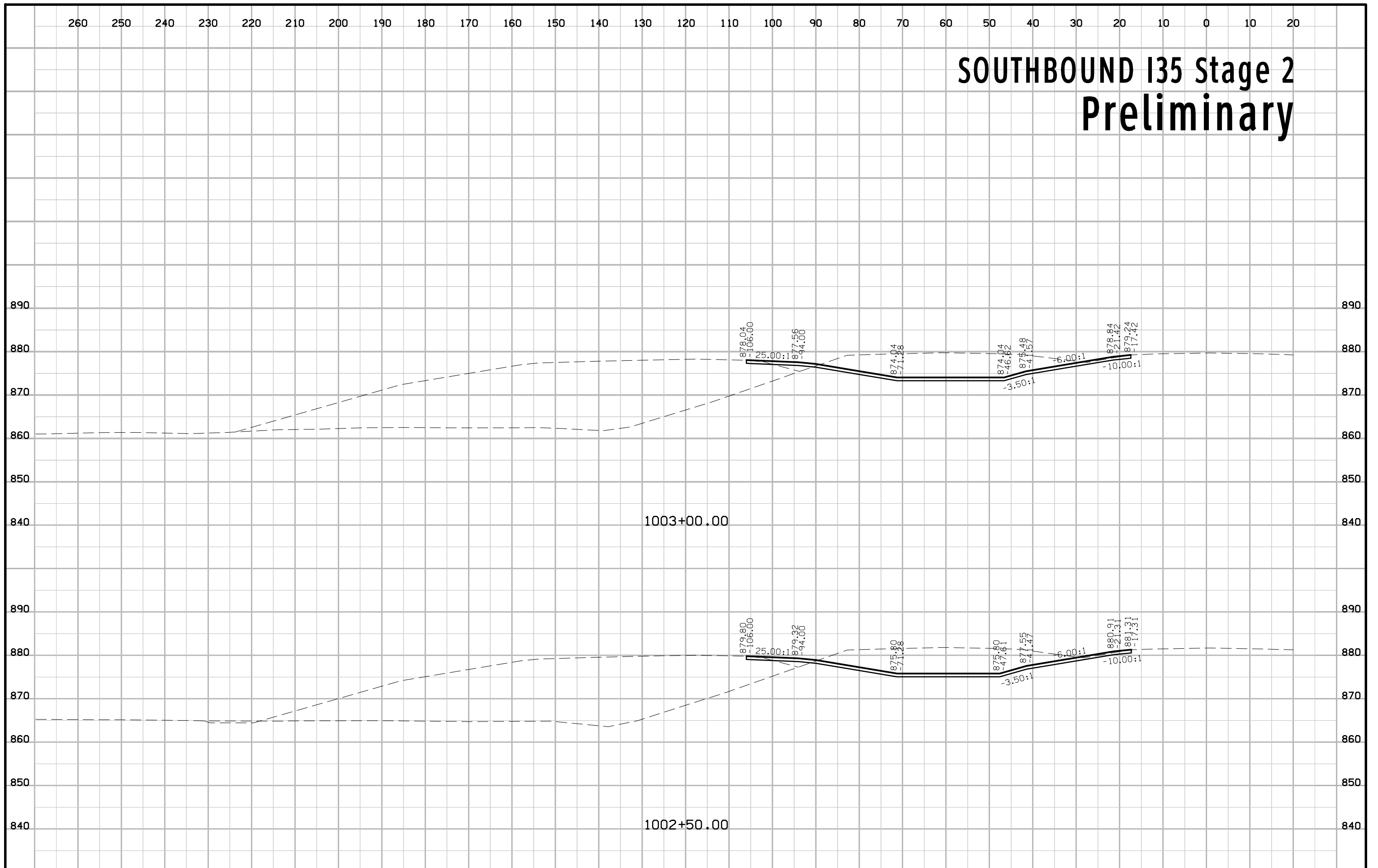
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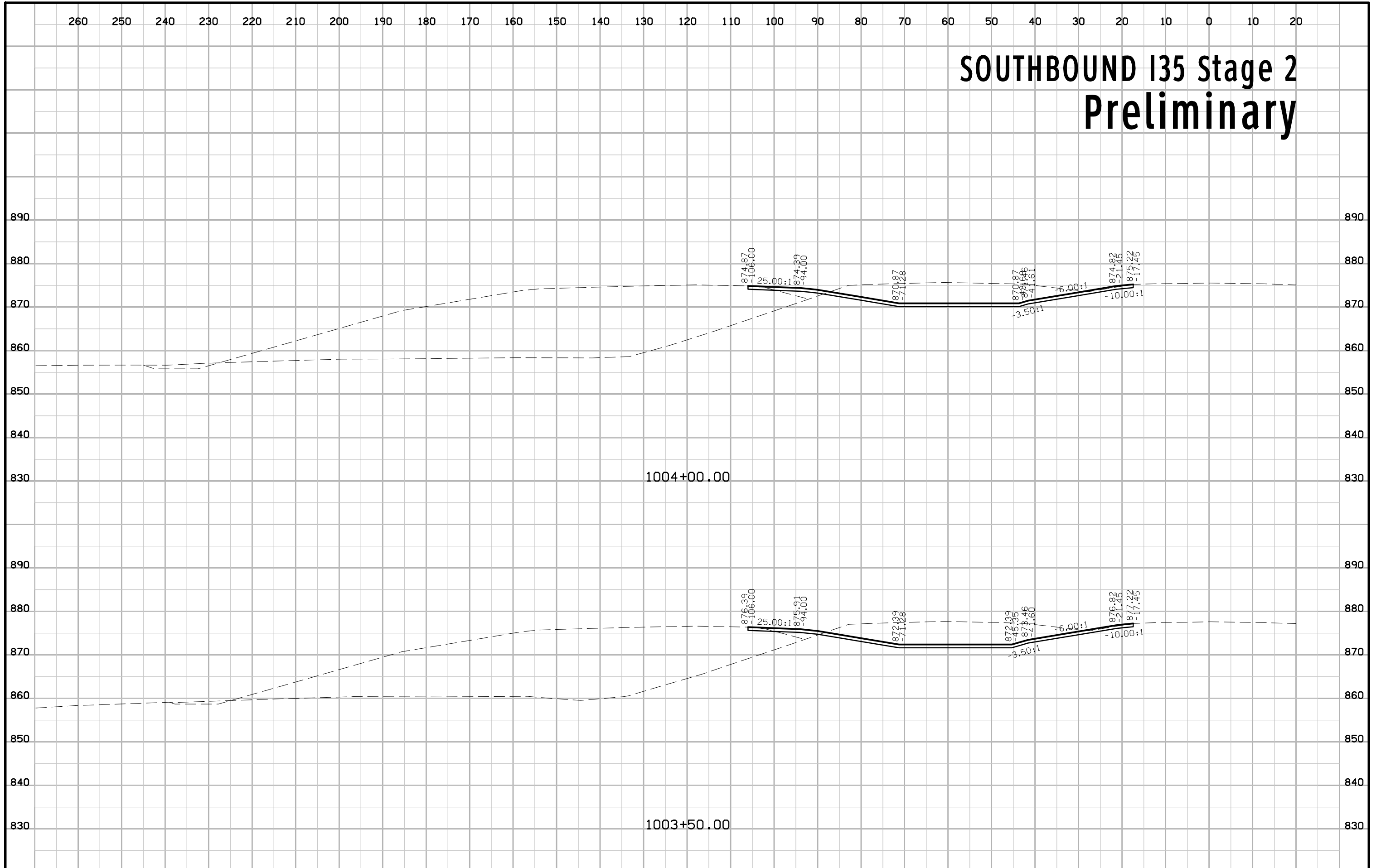
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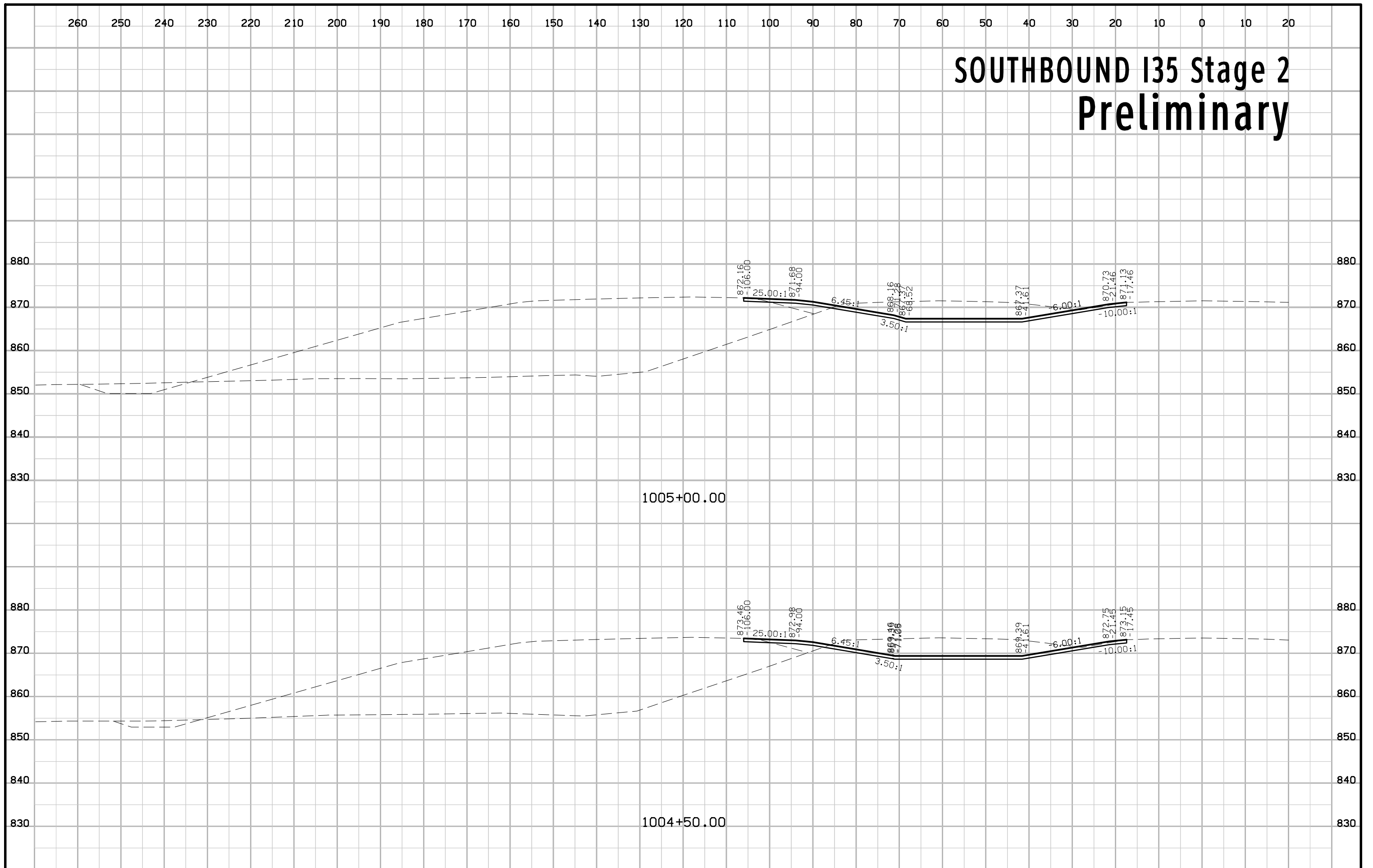
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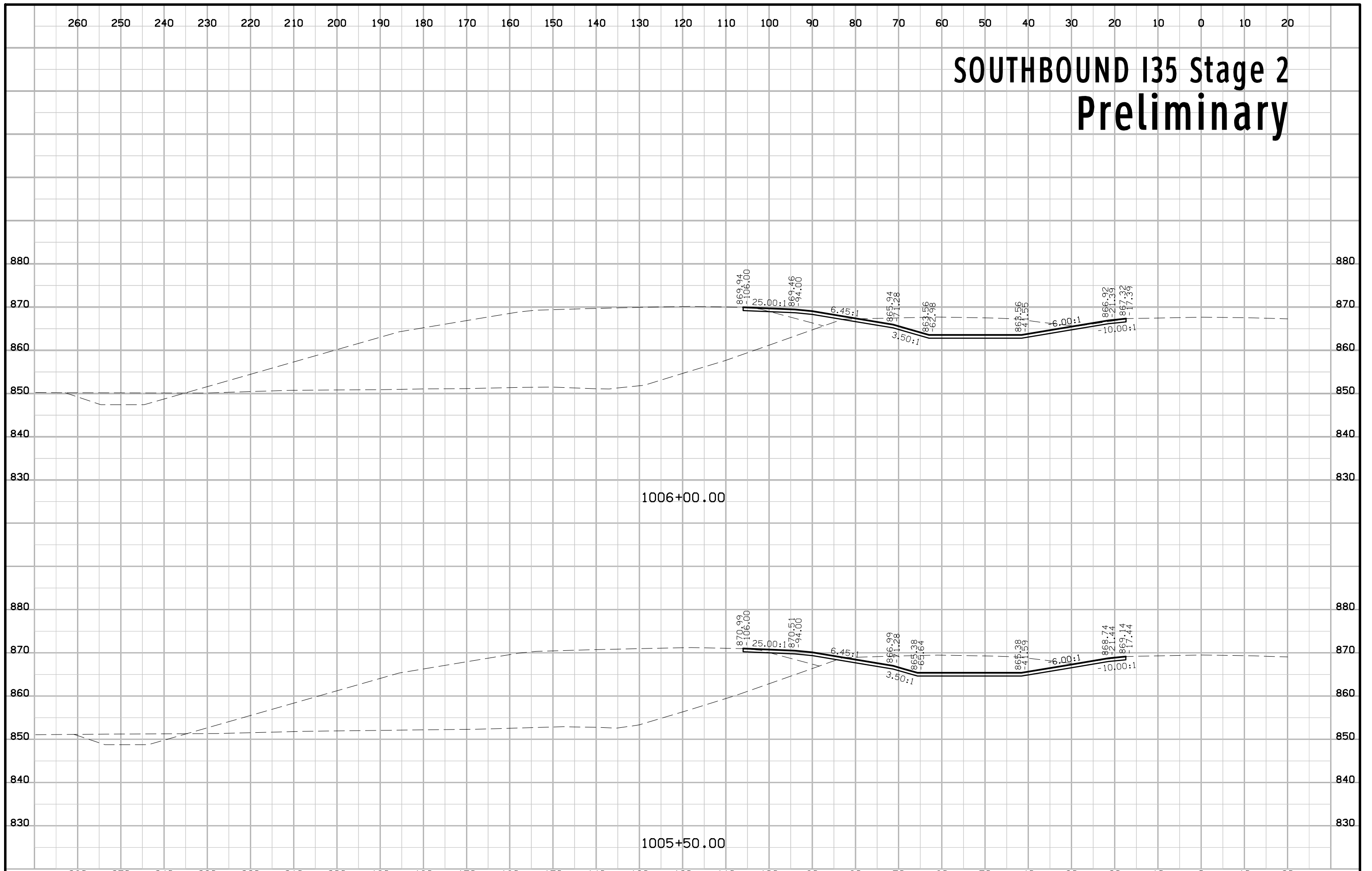
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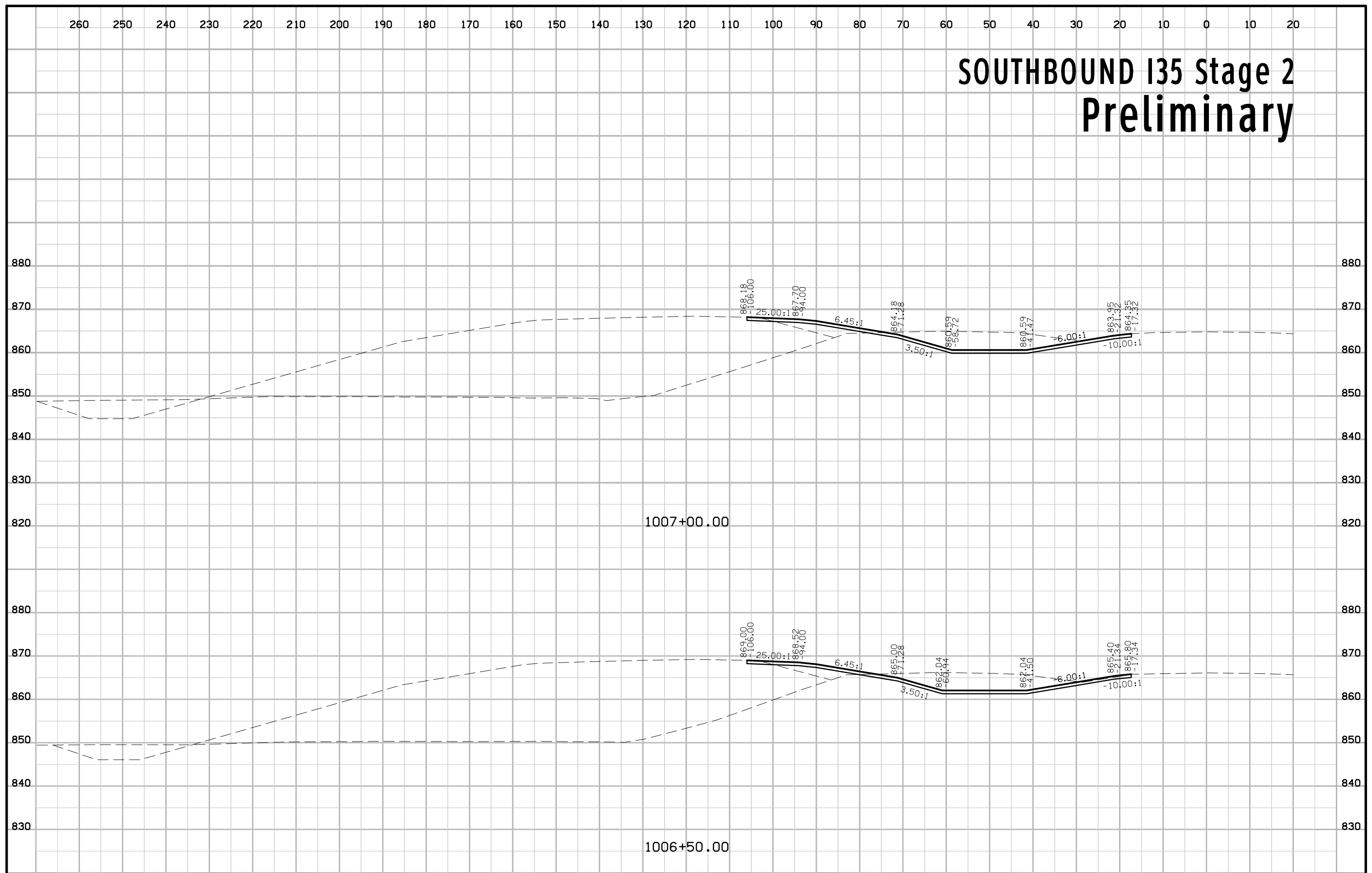
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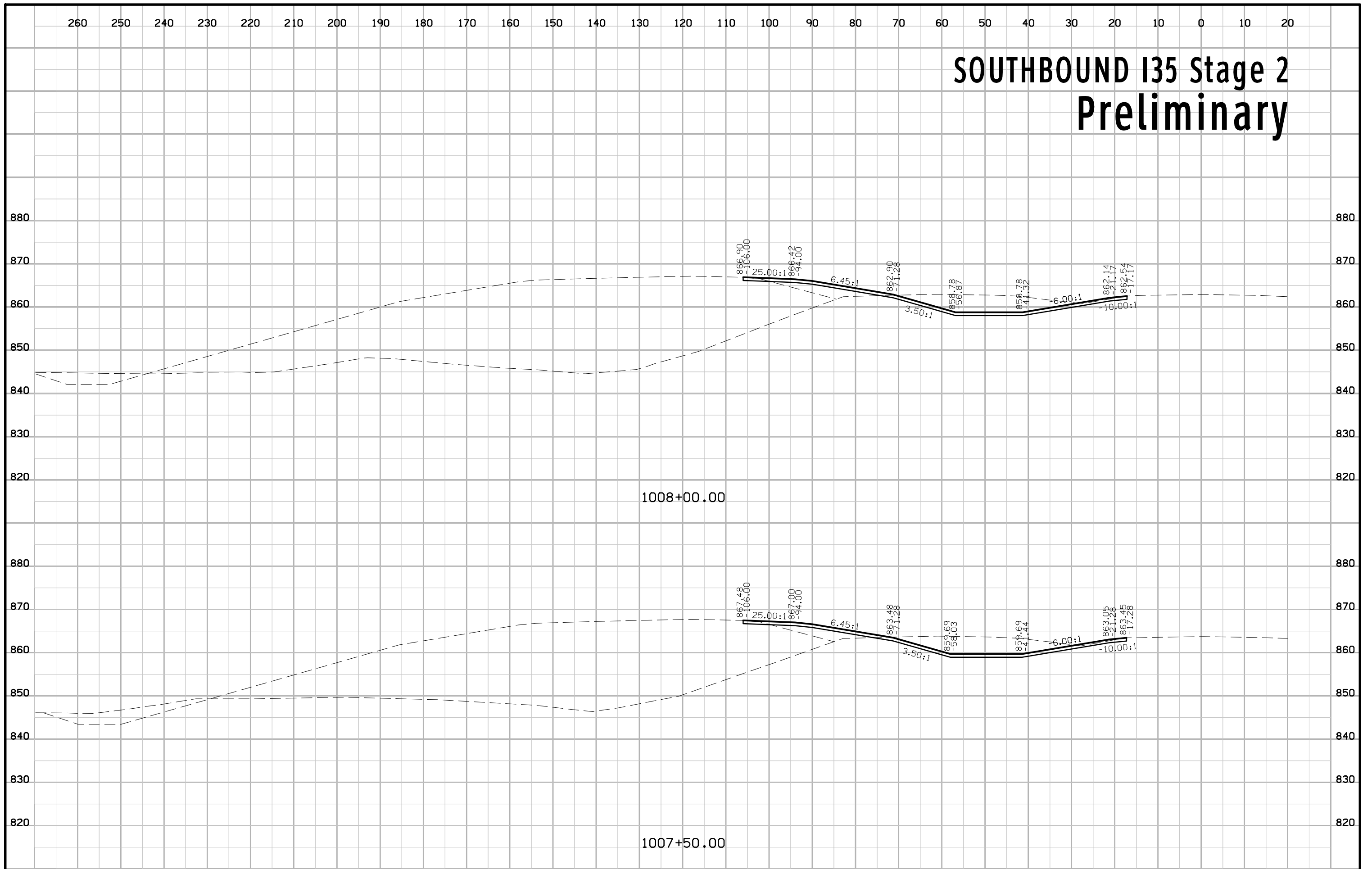
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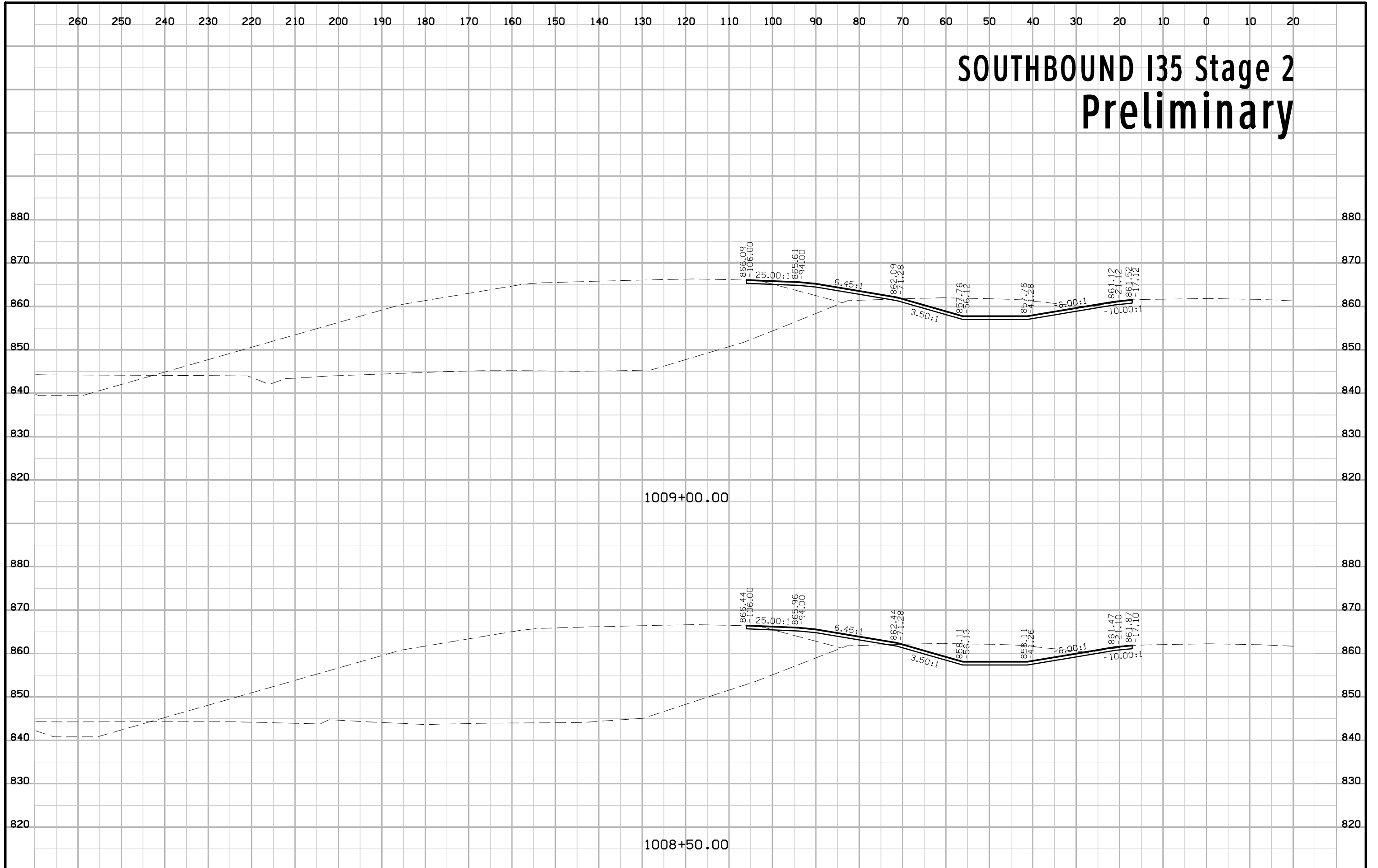
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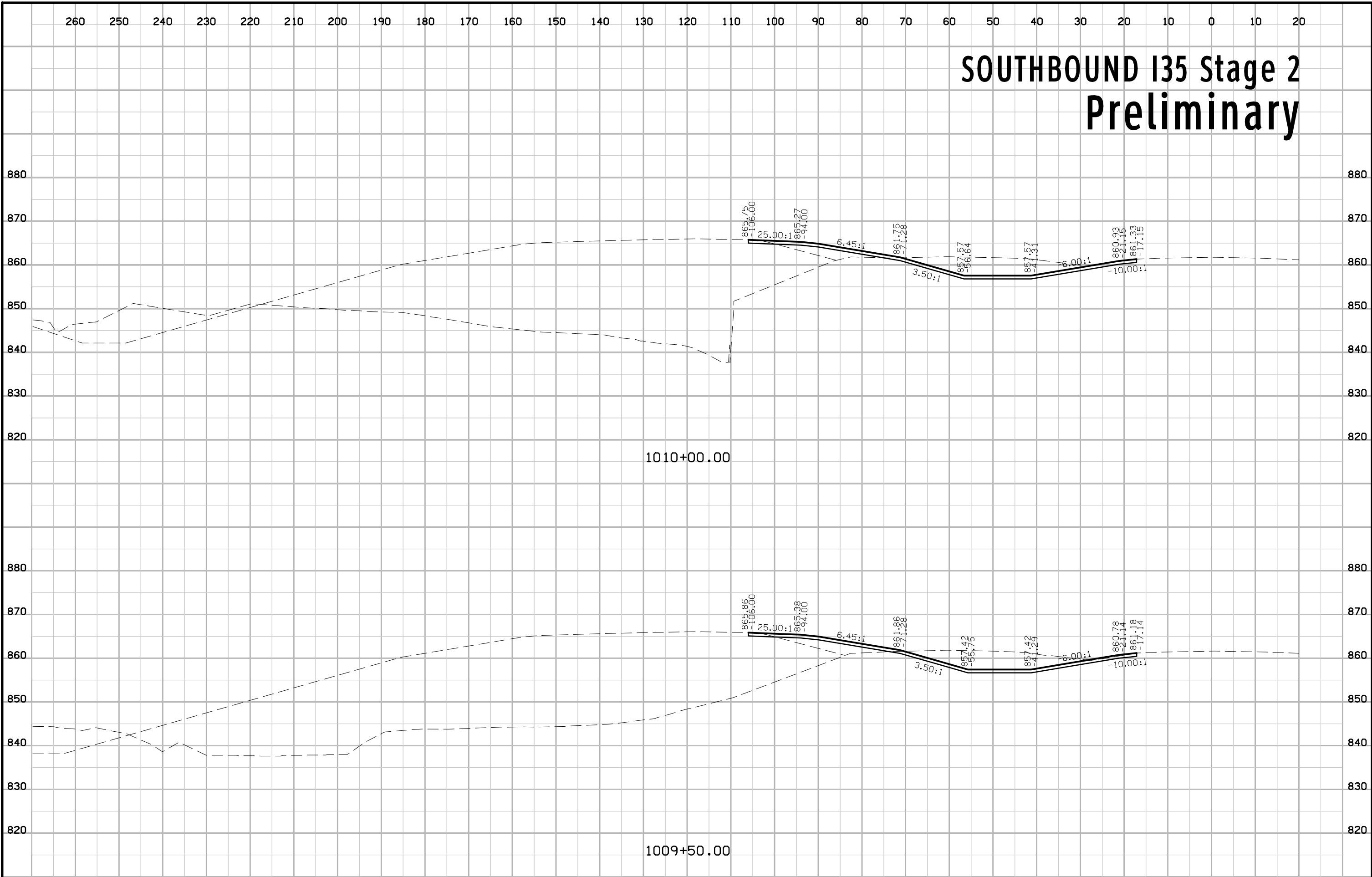
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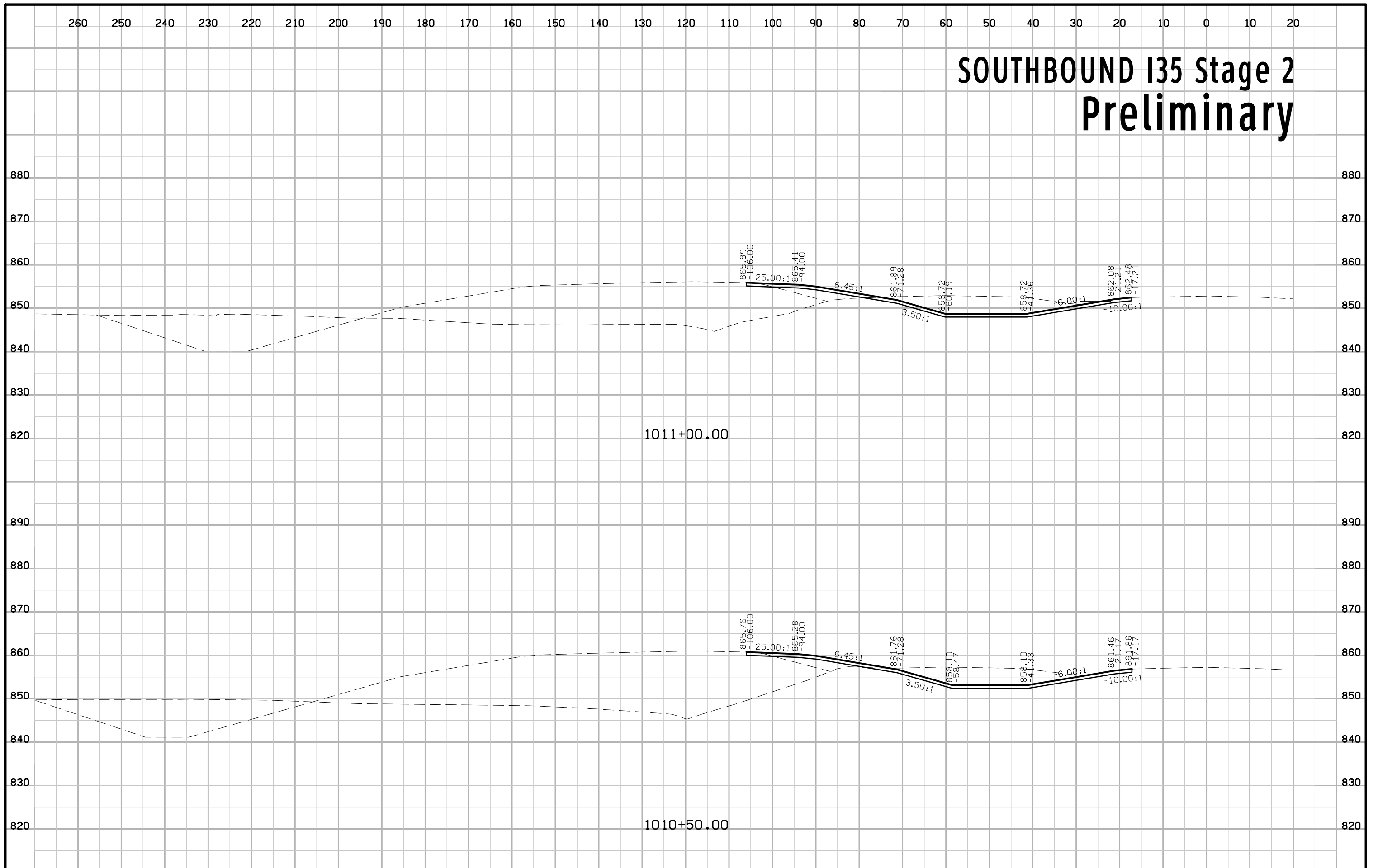
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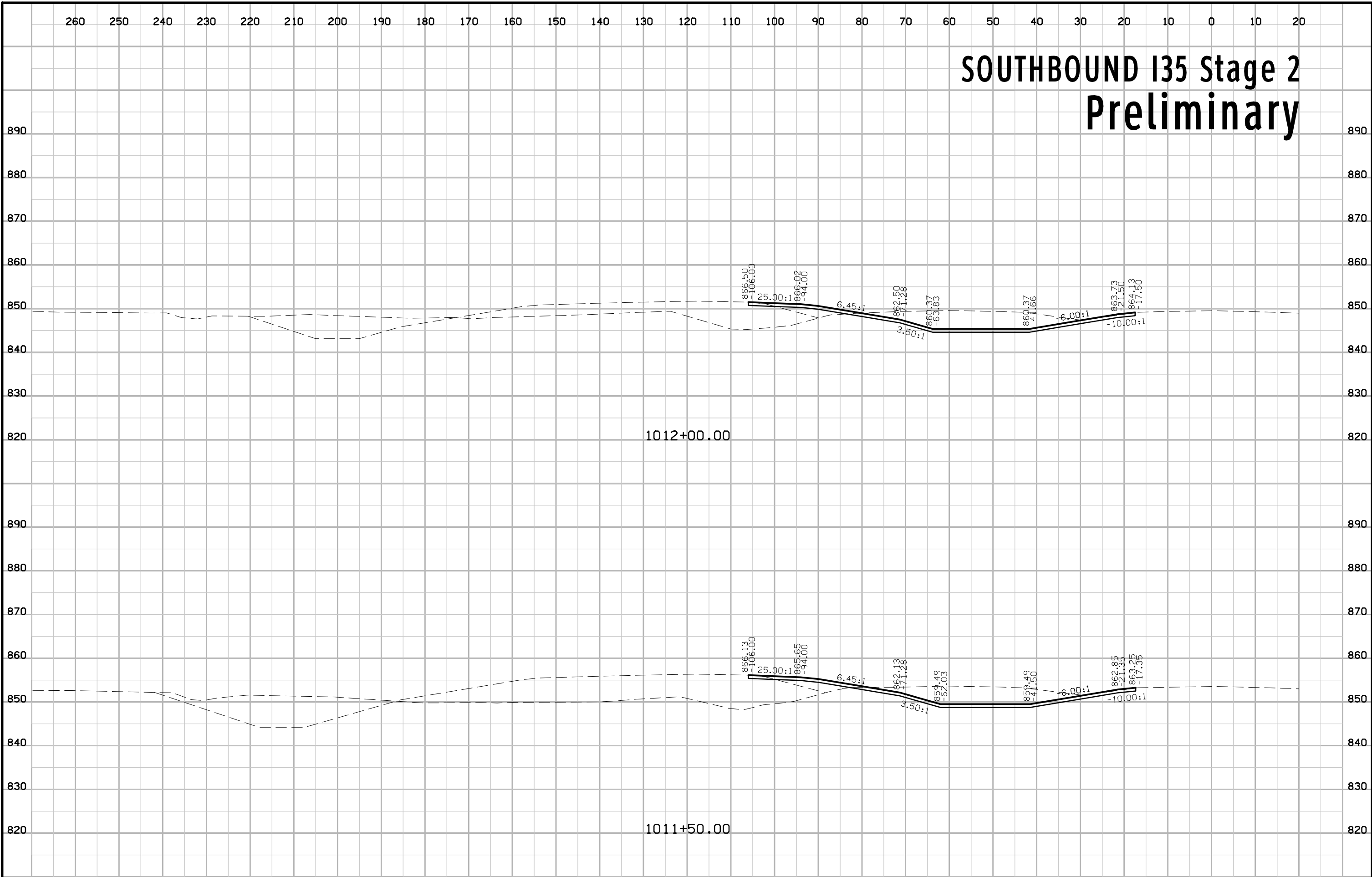
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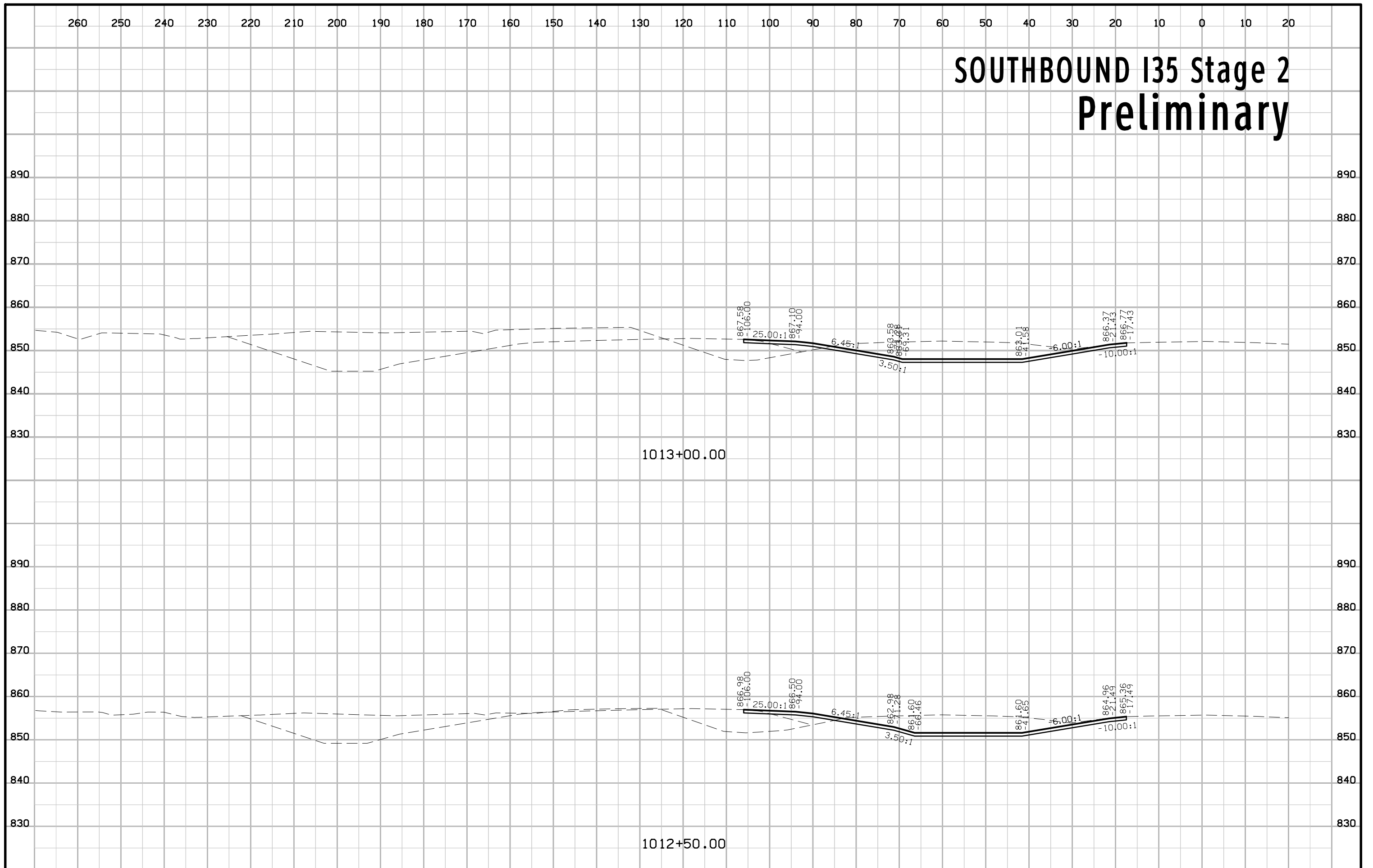
SOUTHBOUND I35 Stage 2 Preliminary



SOUTHBOUND I35 Stage 2 Preliminary



SOUTHBOUND I35 Stage 2 Preliminary



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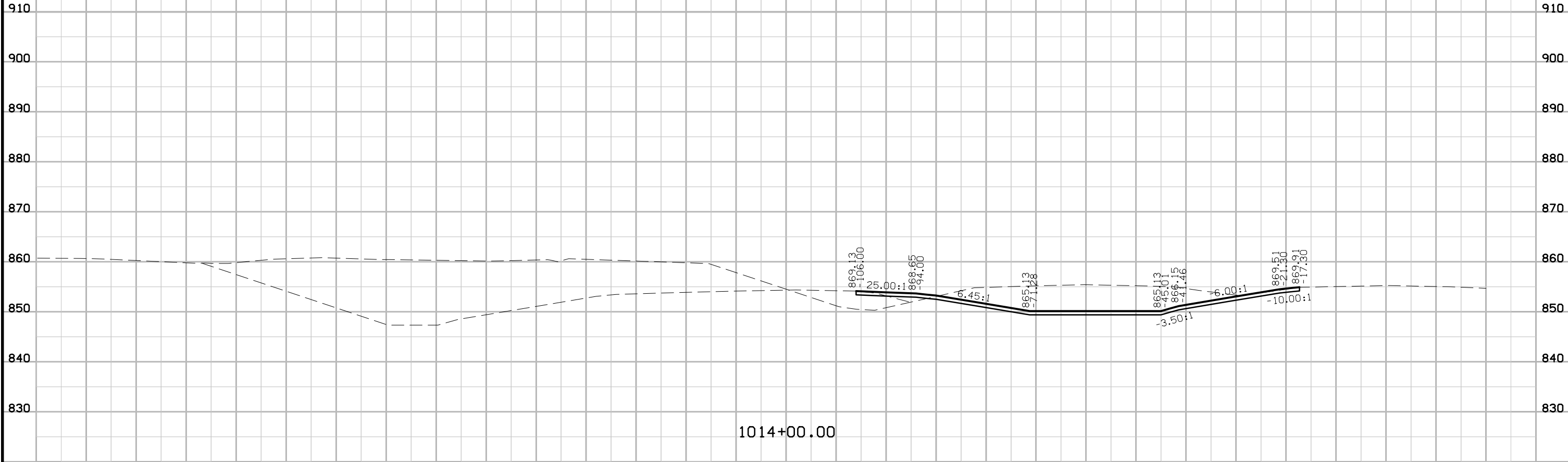
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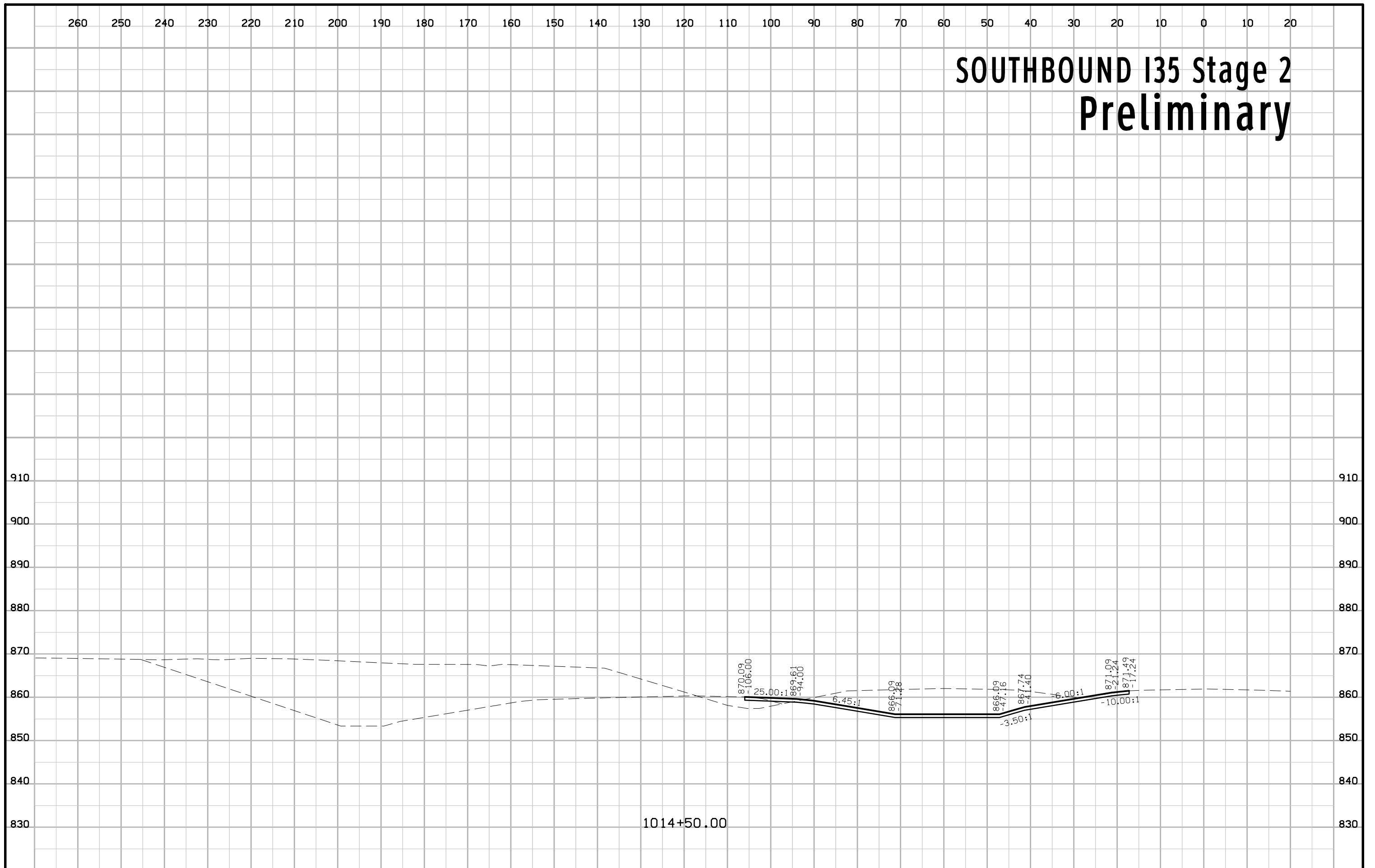
1013+50.00

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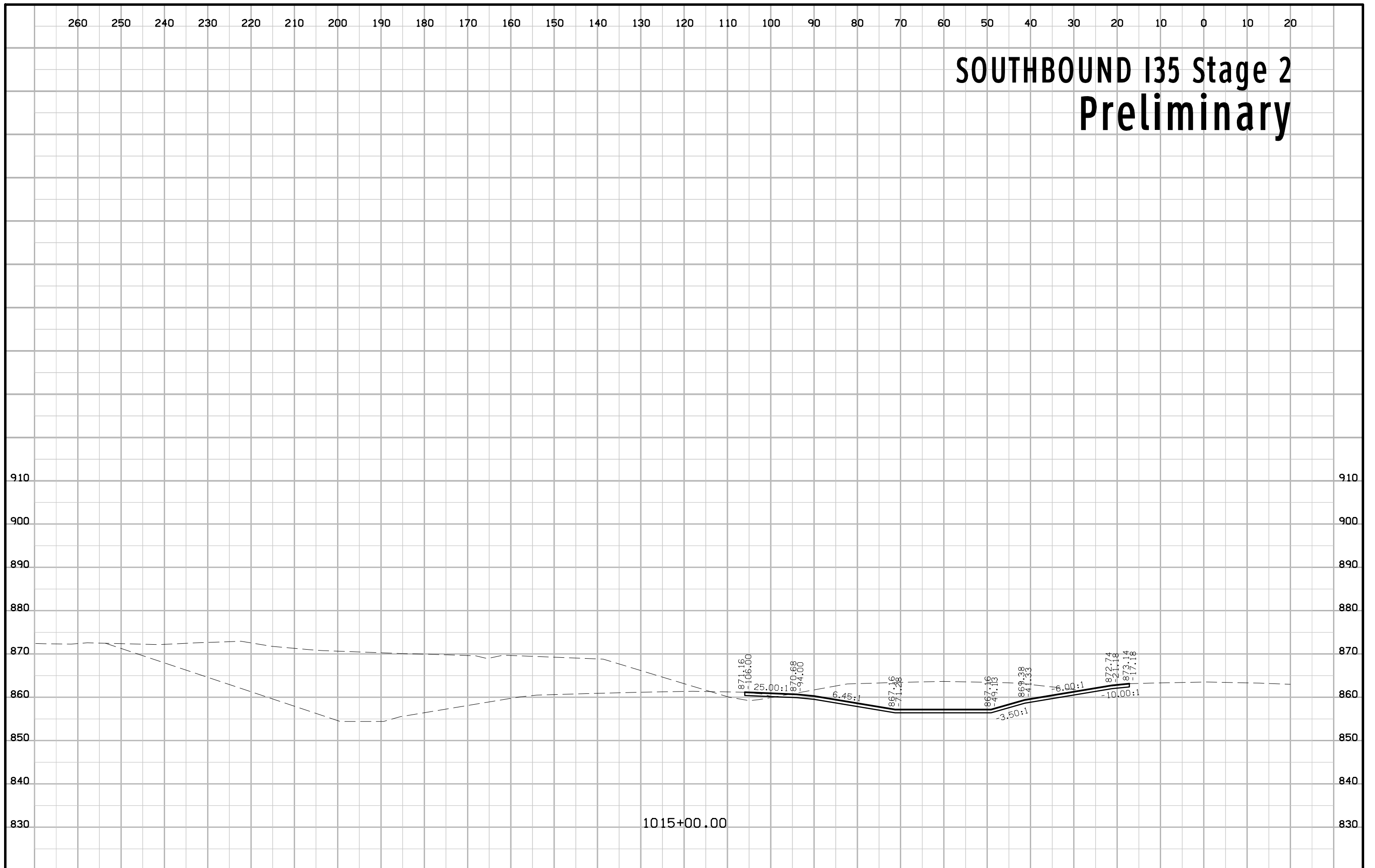
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SOUTHBOUND I35 Stage 2 Preliminary

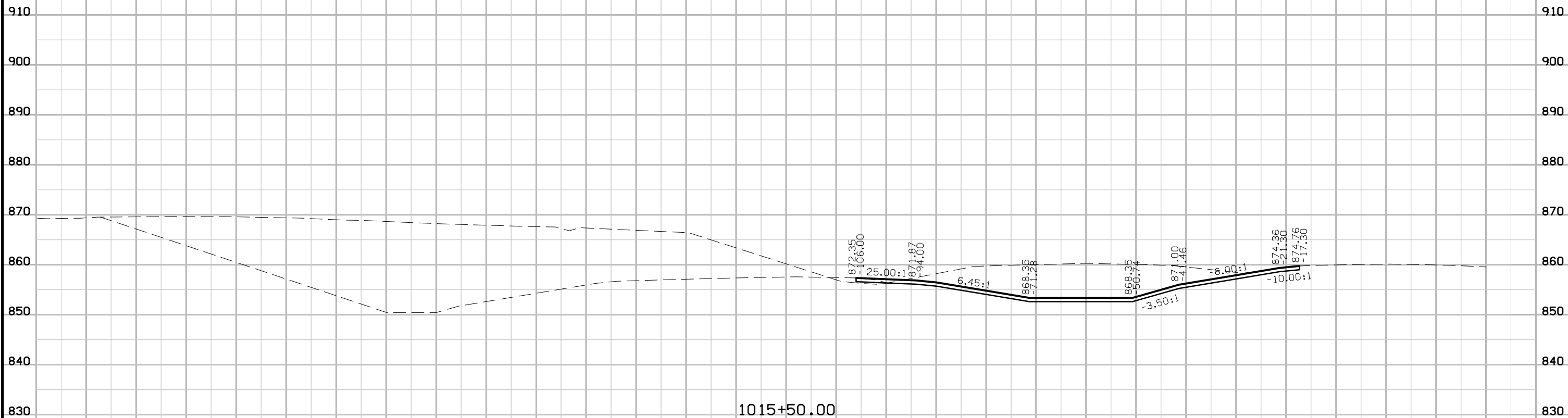


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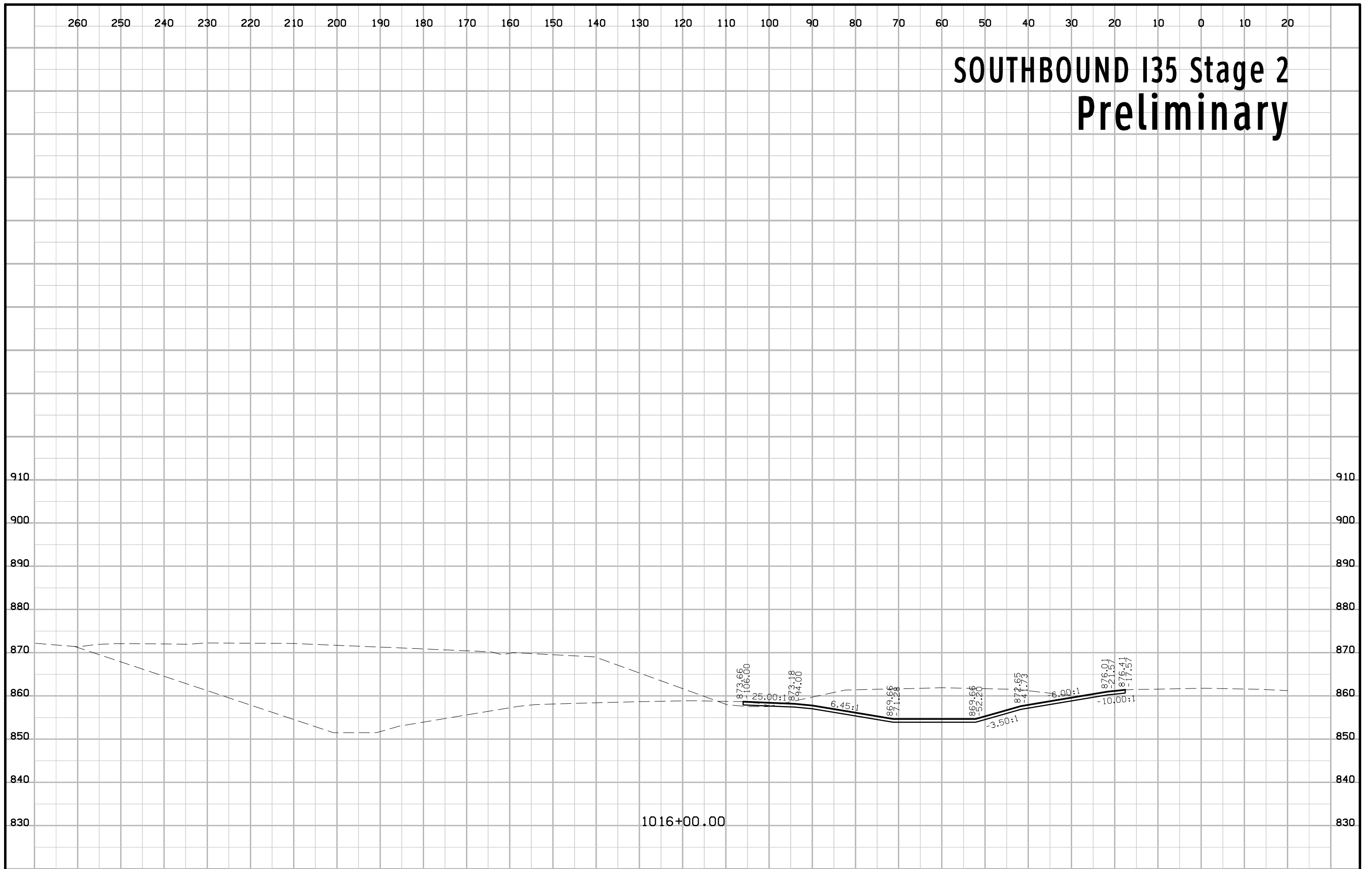
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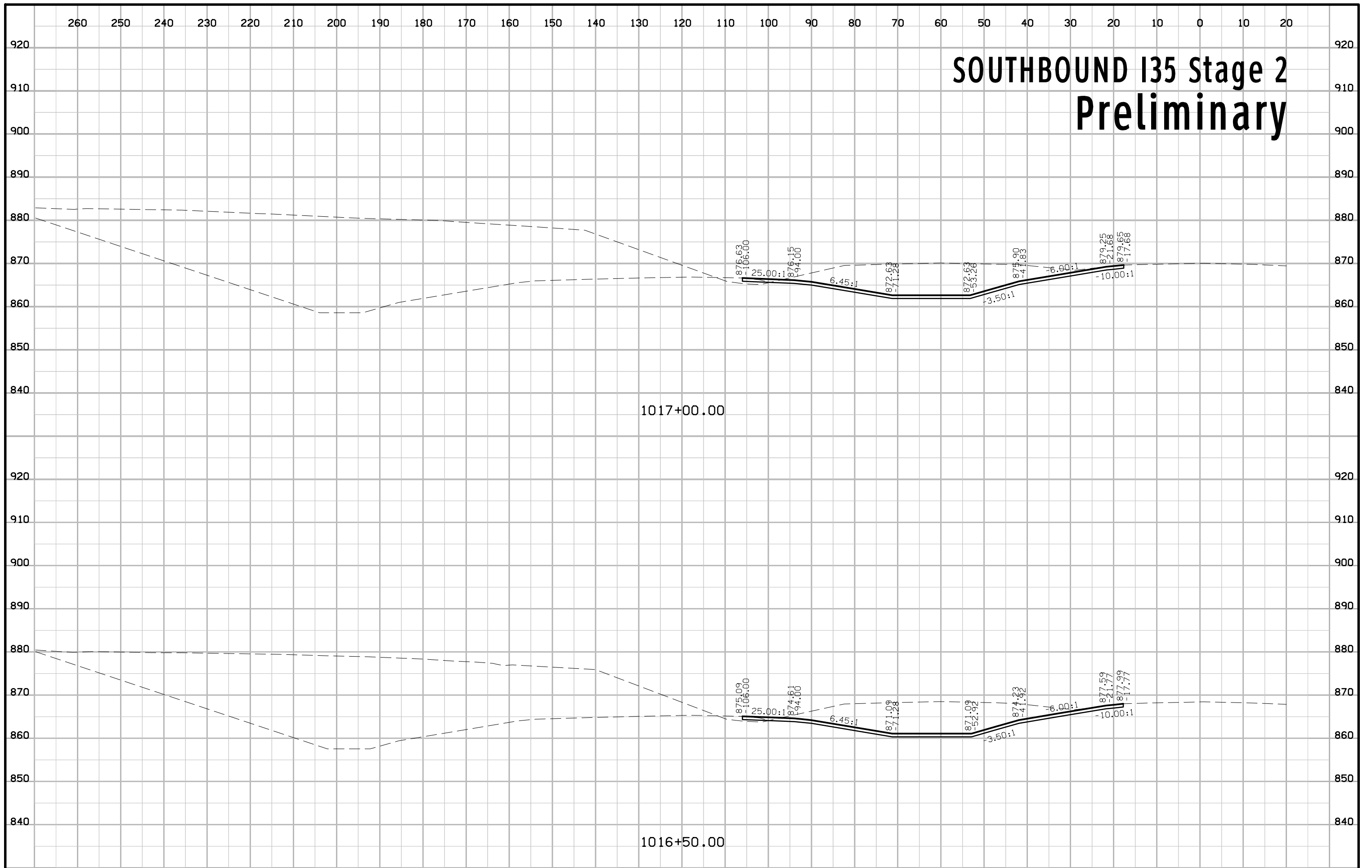


1015+50.00

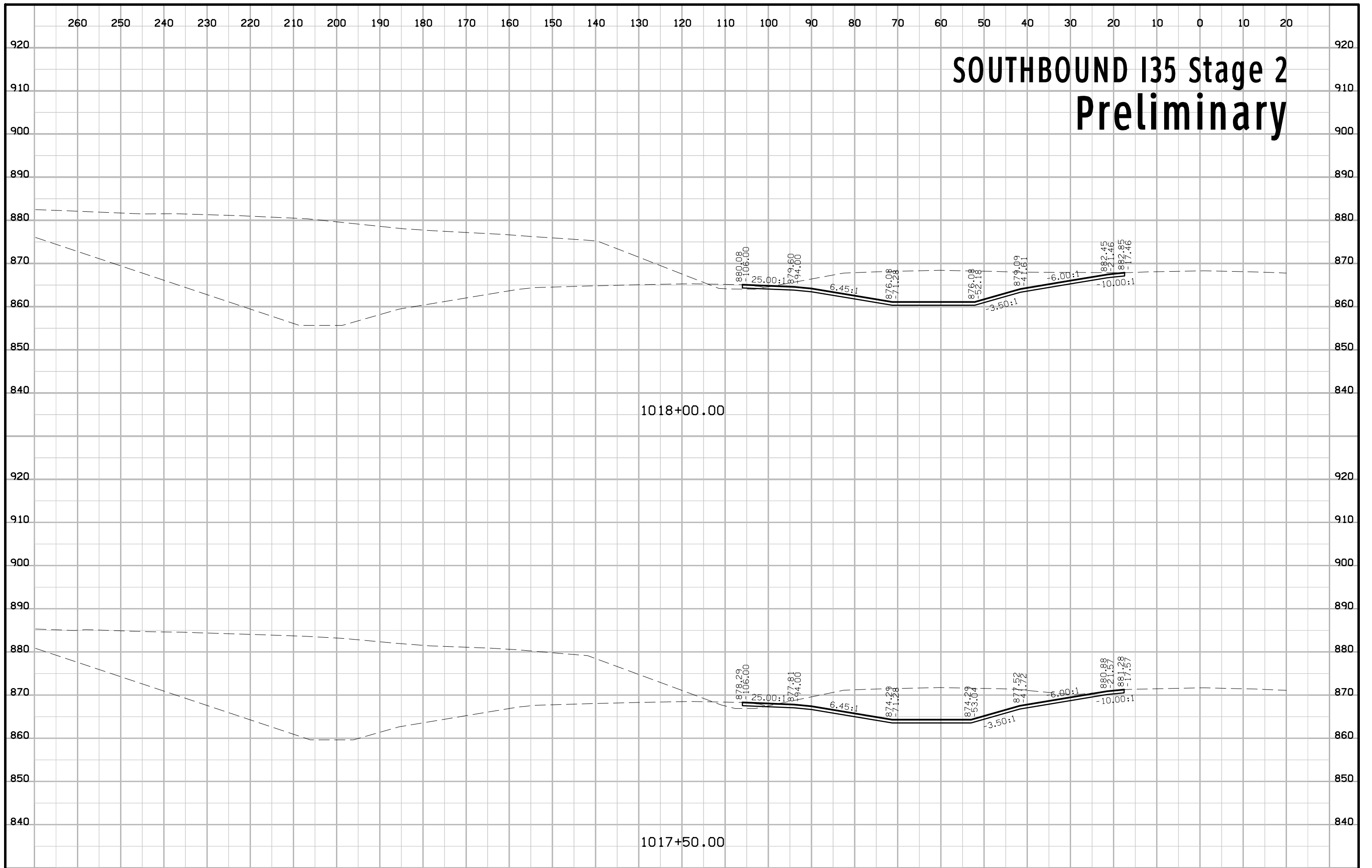
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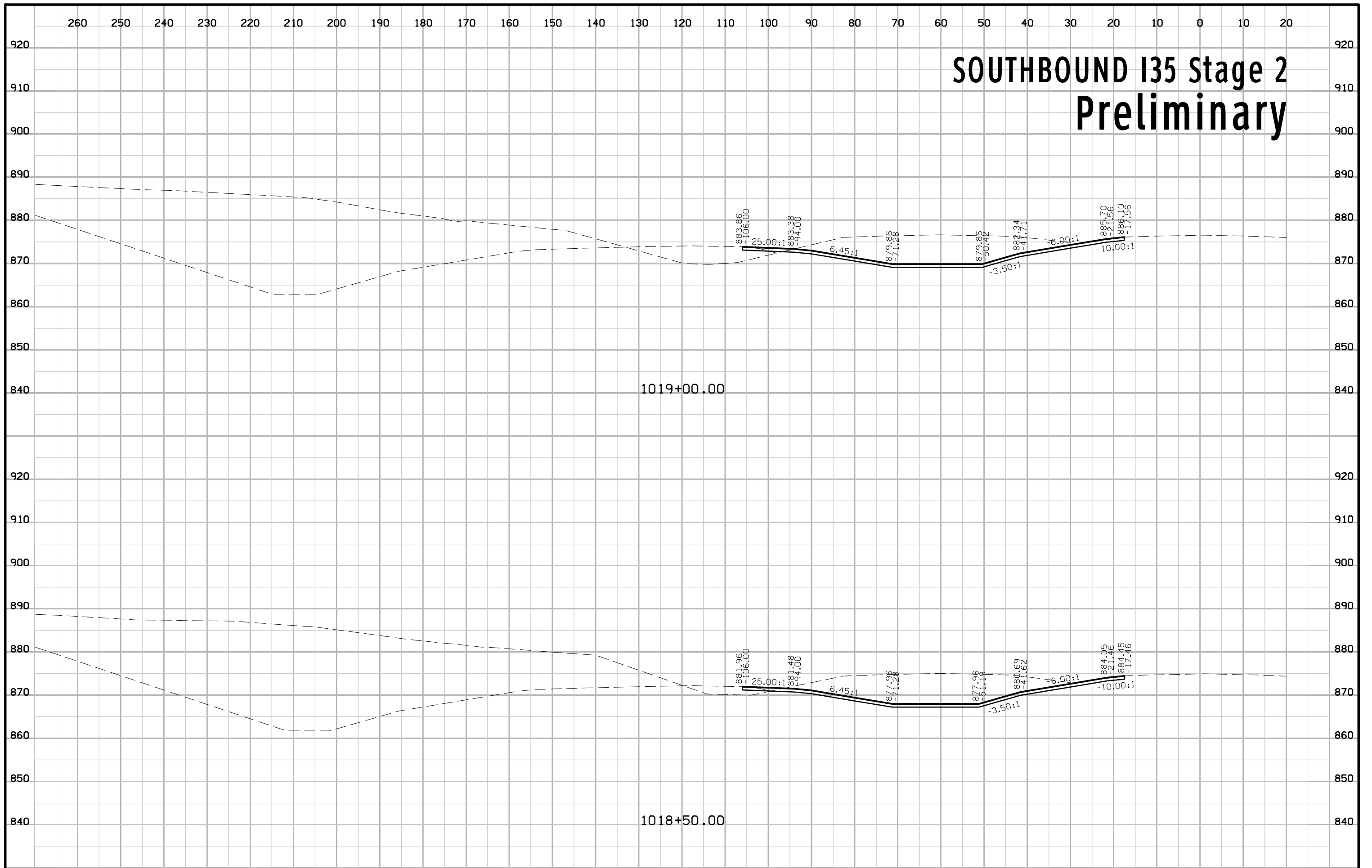
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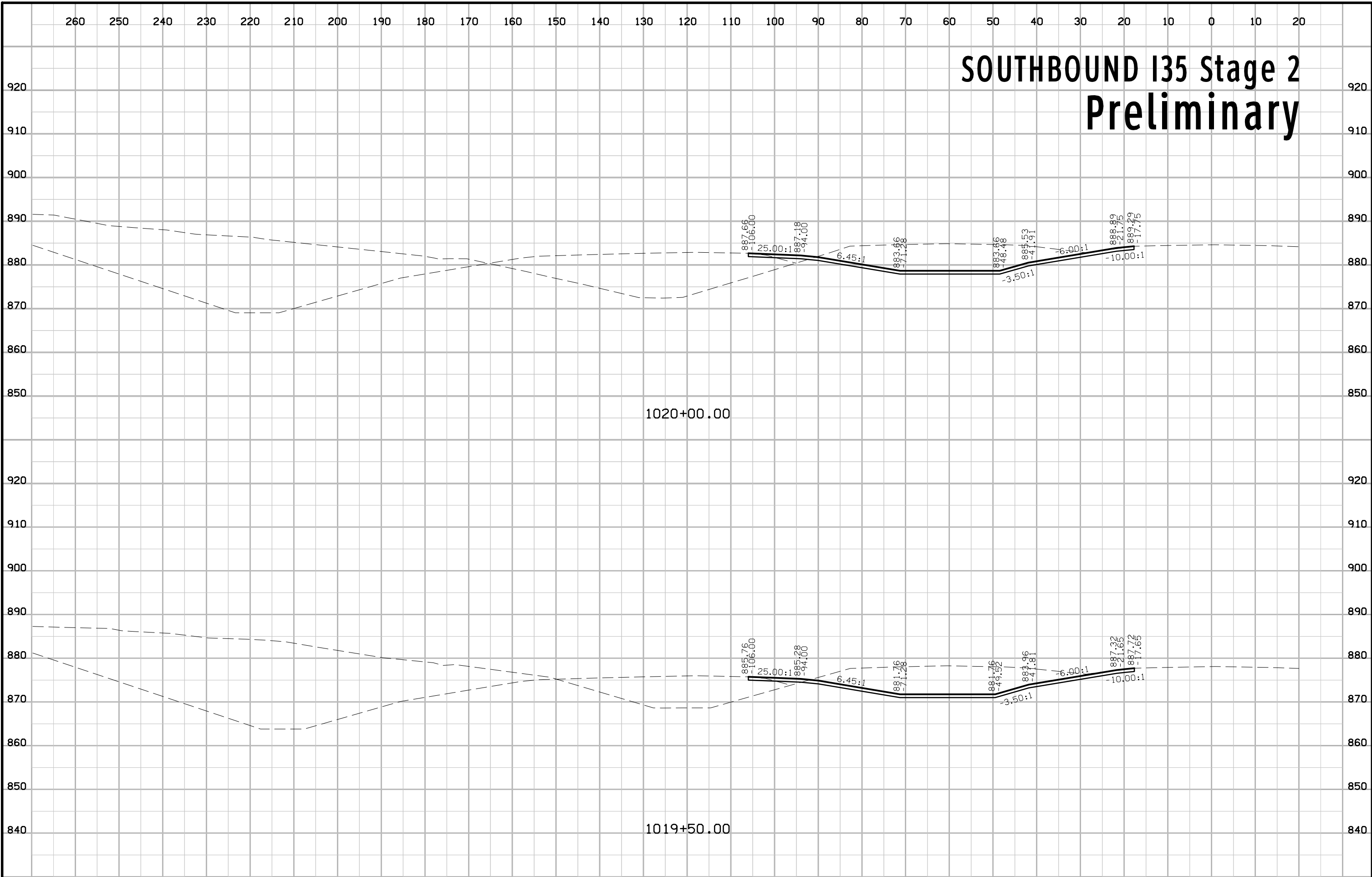
SOUTHBOUND I35 Stage 2 Preliminary



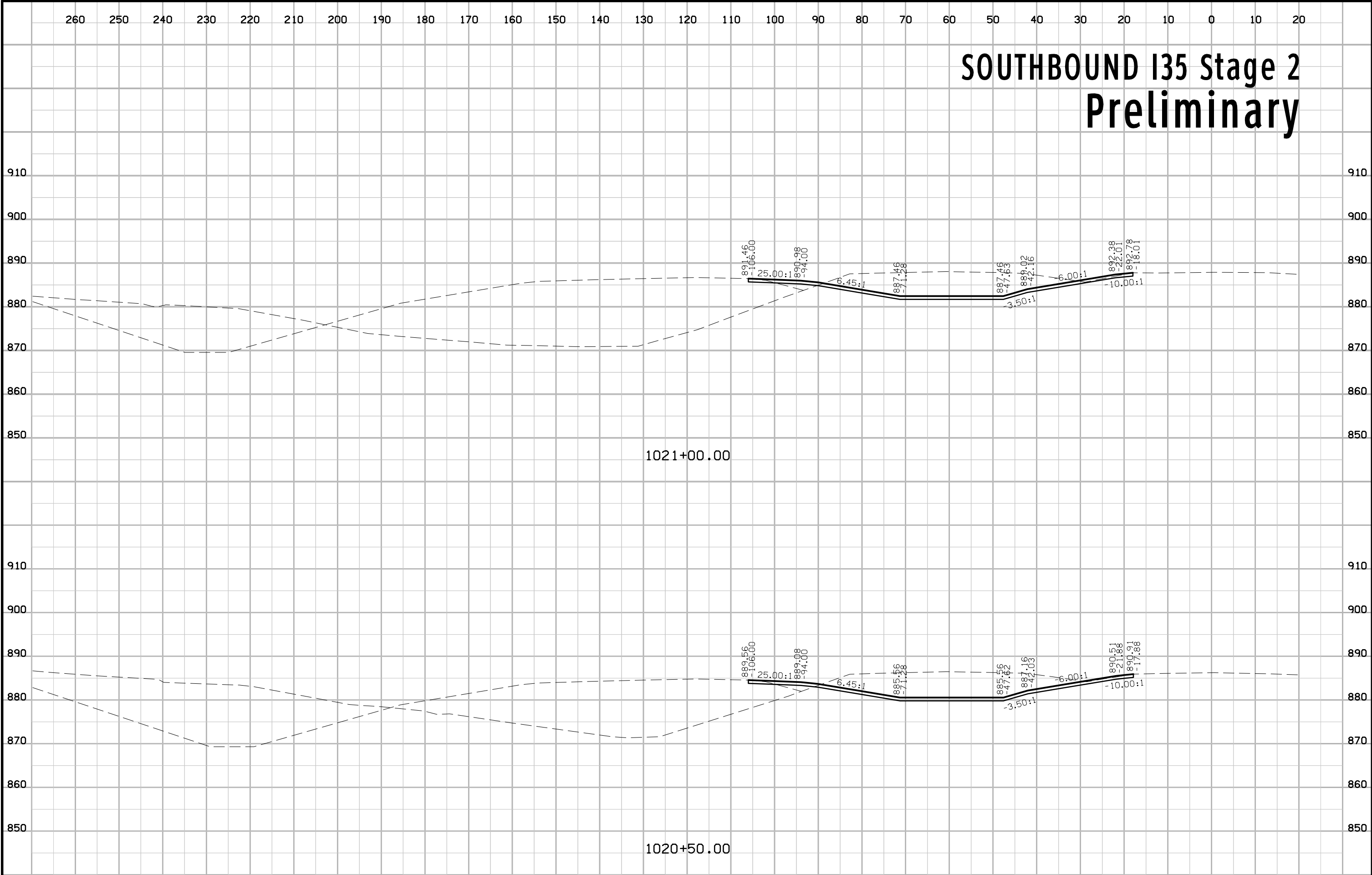
SOUTHBOUND I35 Stage 2 Preliminary



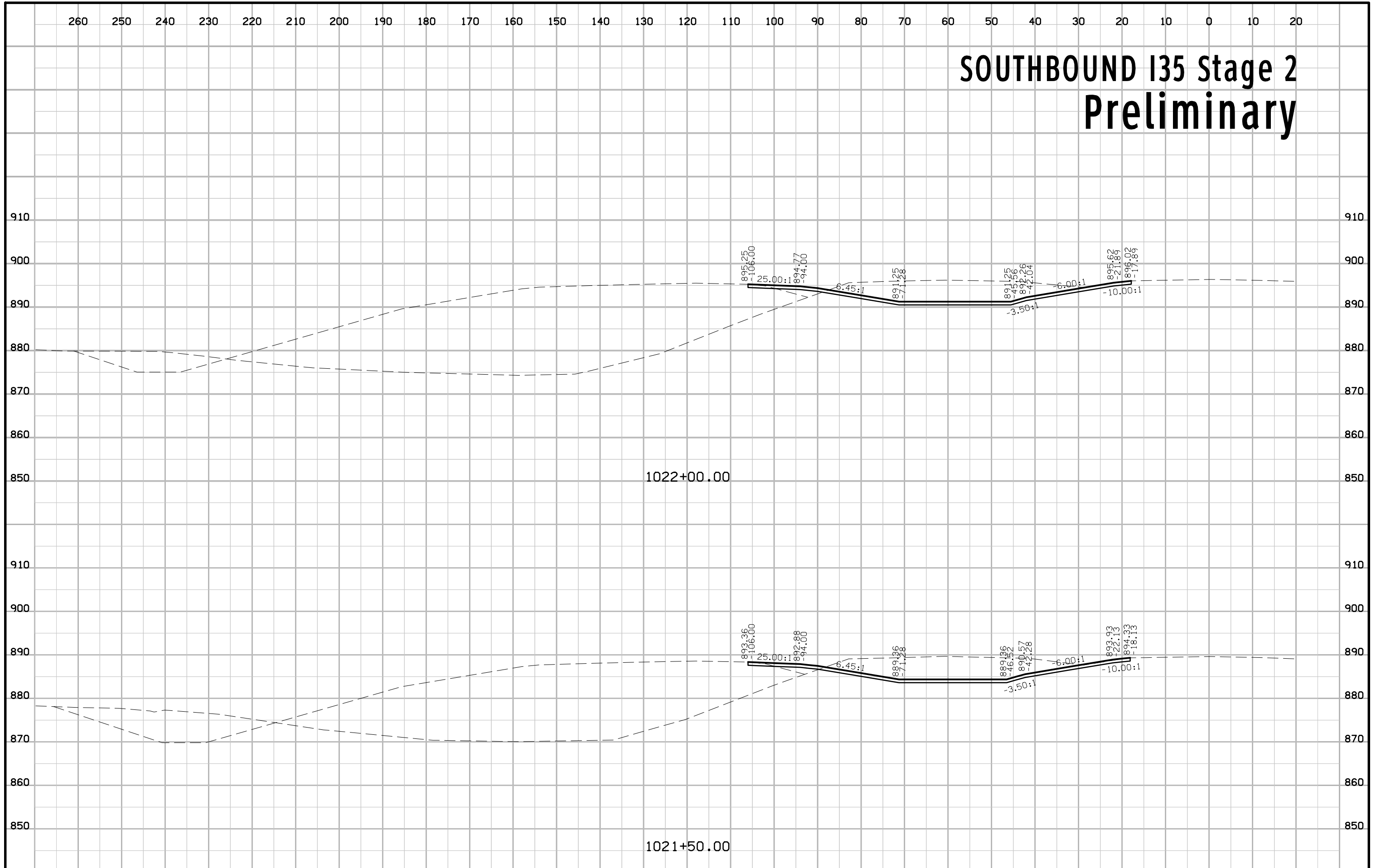
SOUTHBOUND I35 Stage 2 Preliminary



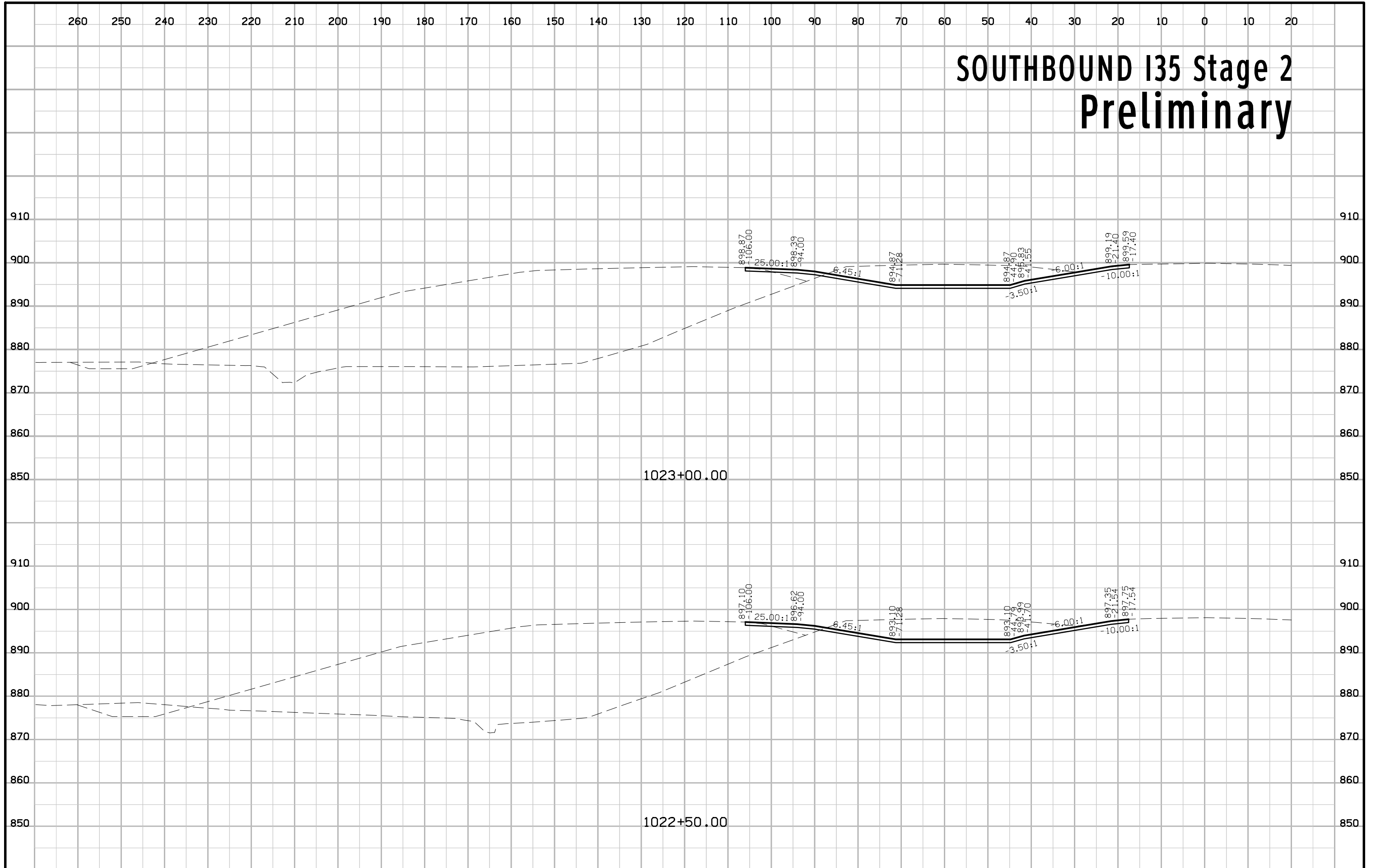
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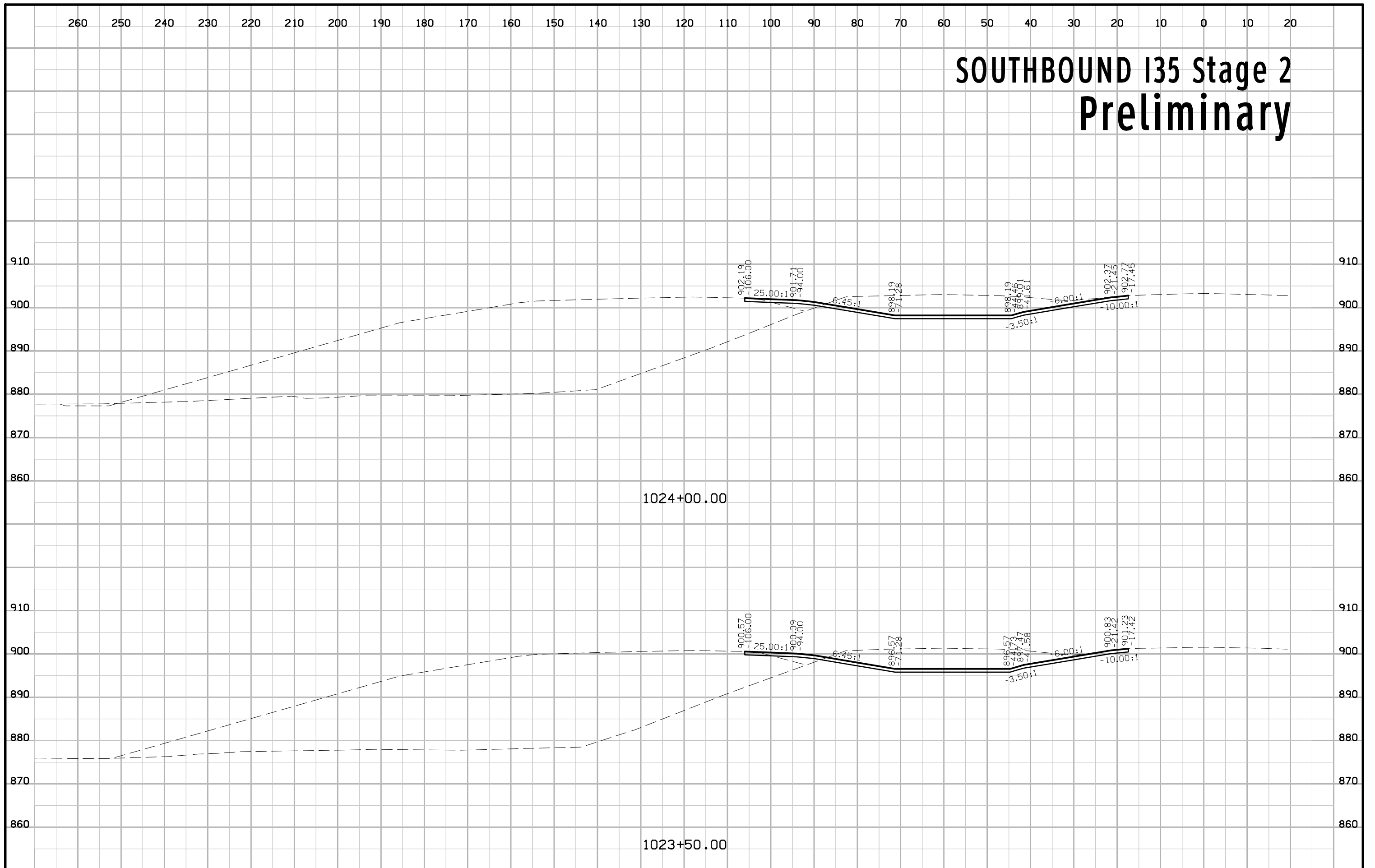
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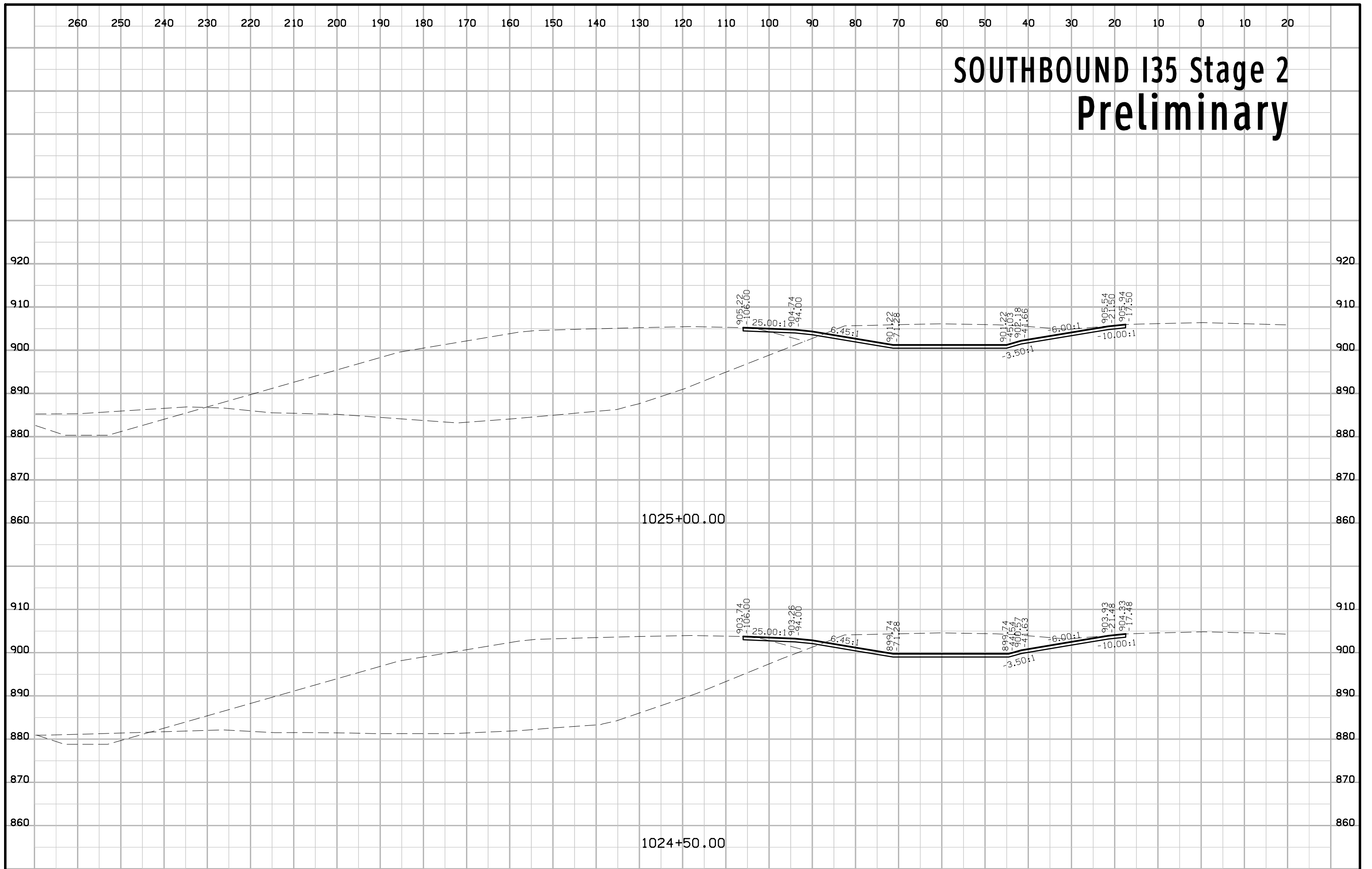
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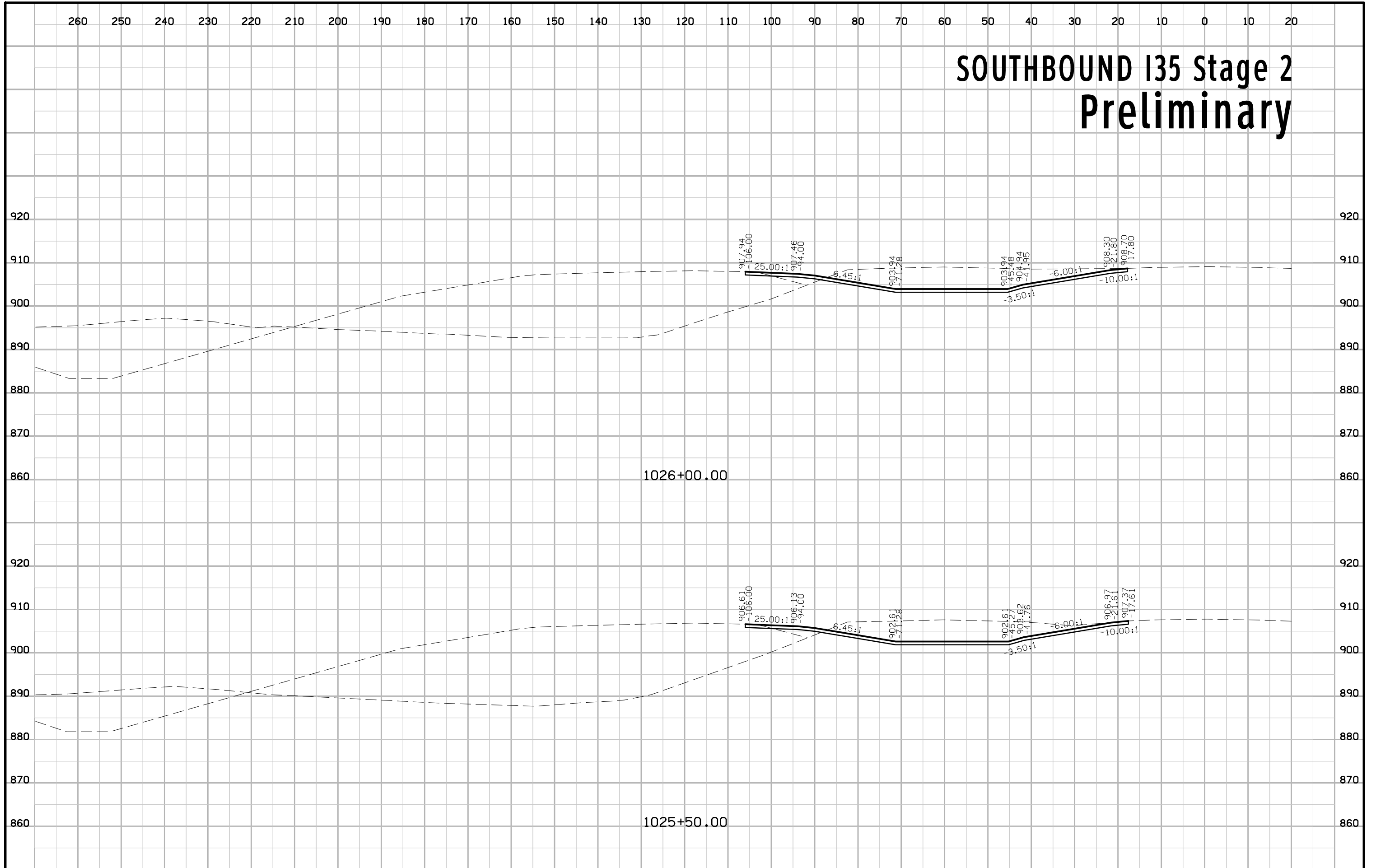
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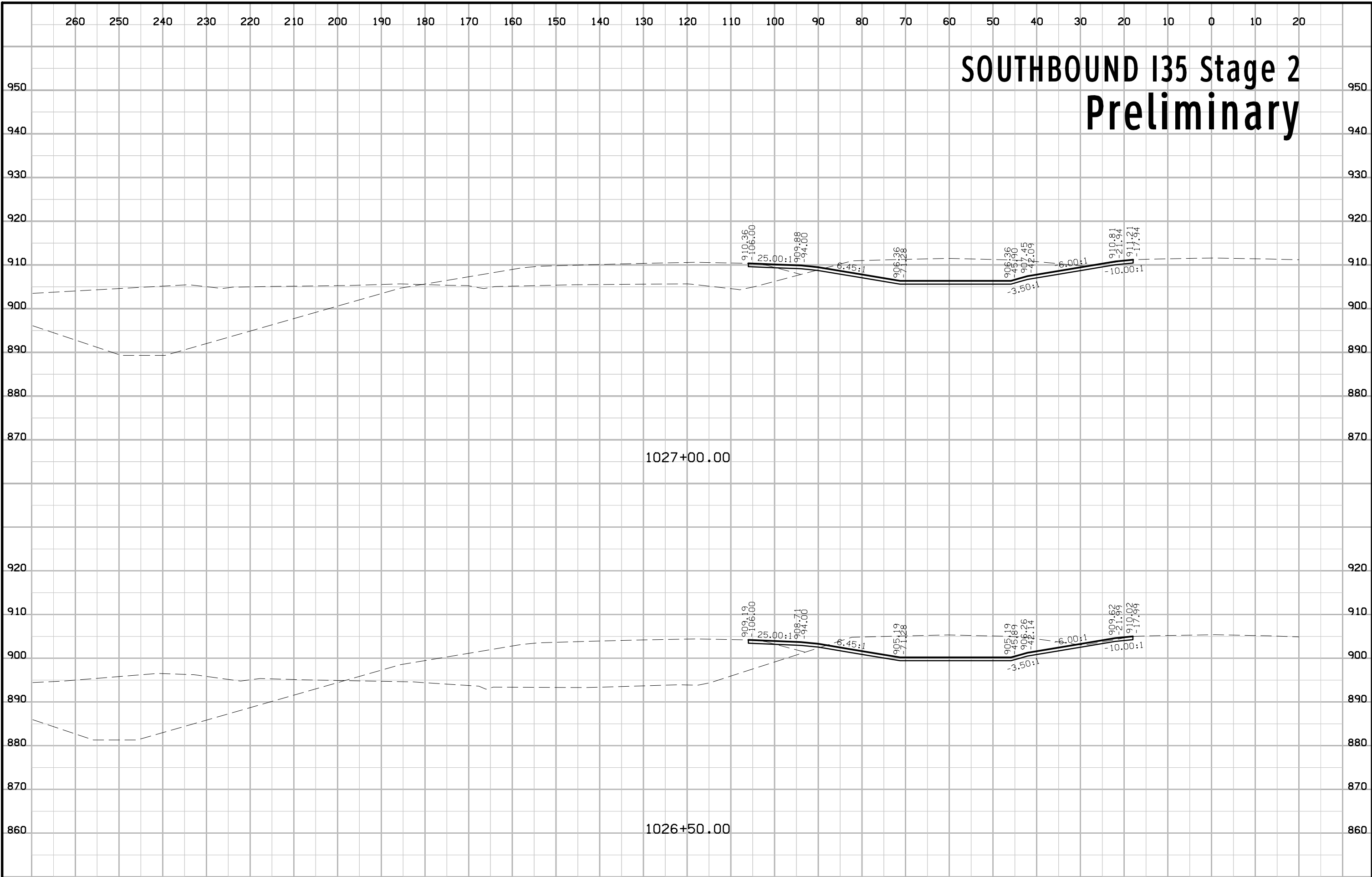
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SOUTHBOUND I35 Stage 2 Preliminary

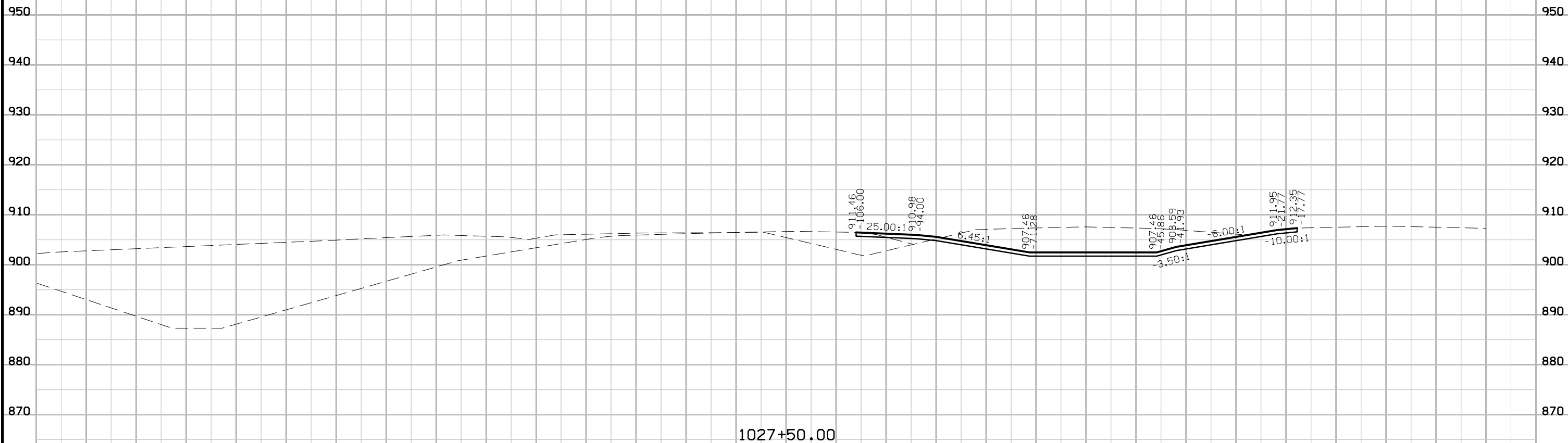


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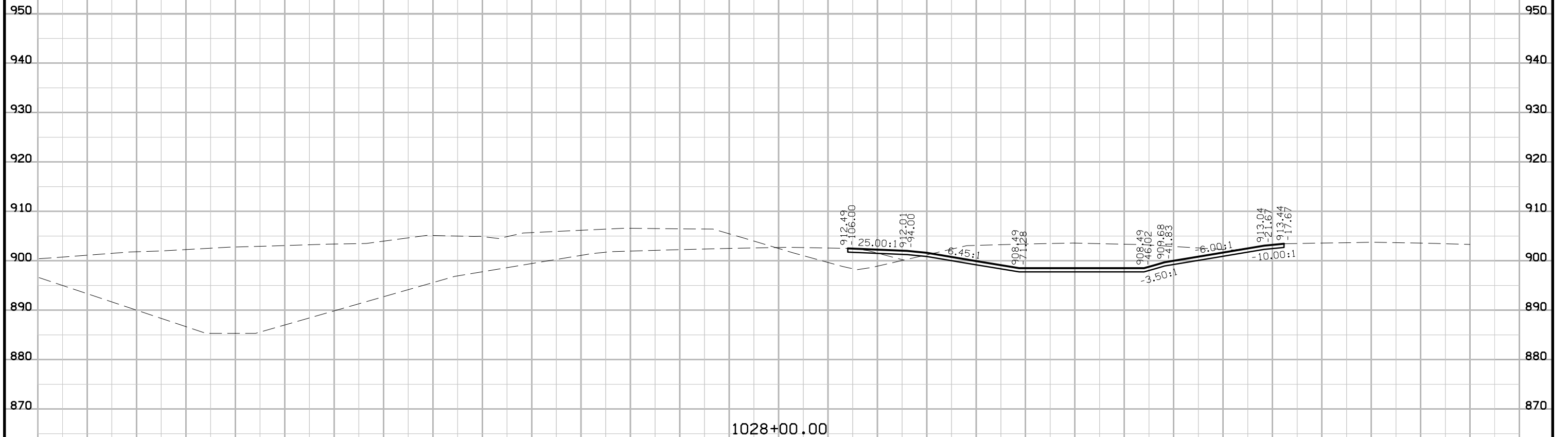
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SOUTHBOUND I35 Stage 2 Preliminary



260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20

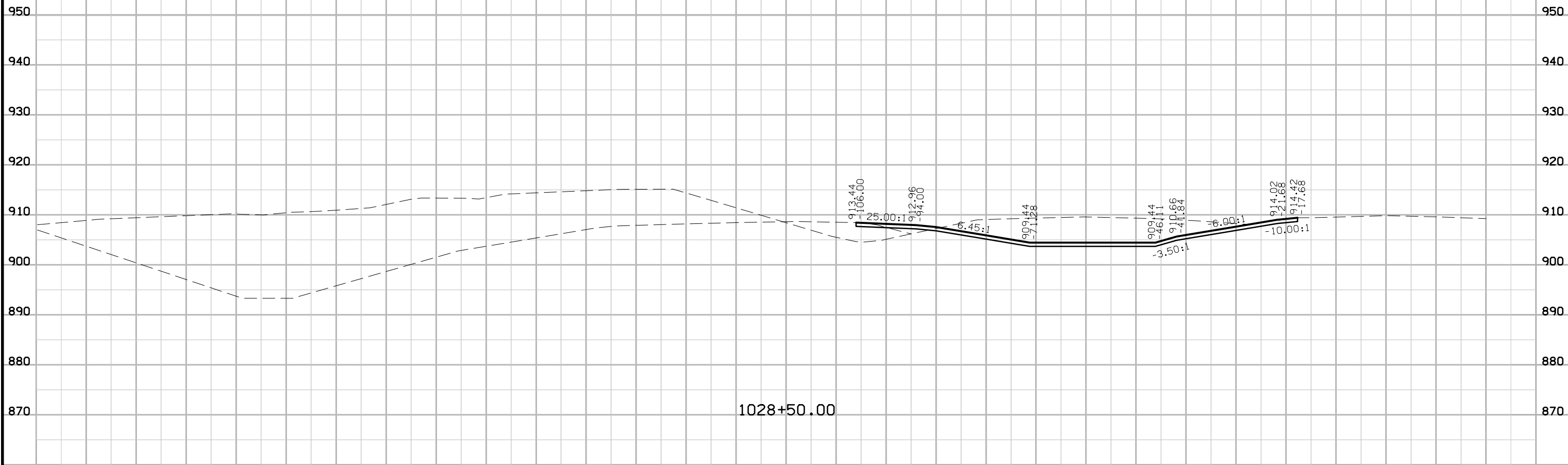
SOUTHBOUND I35 Stage 2 Preliminary



1028+00.00

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SOUTHBOUND I35 Stage 2 Preliminary



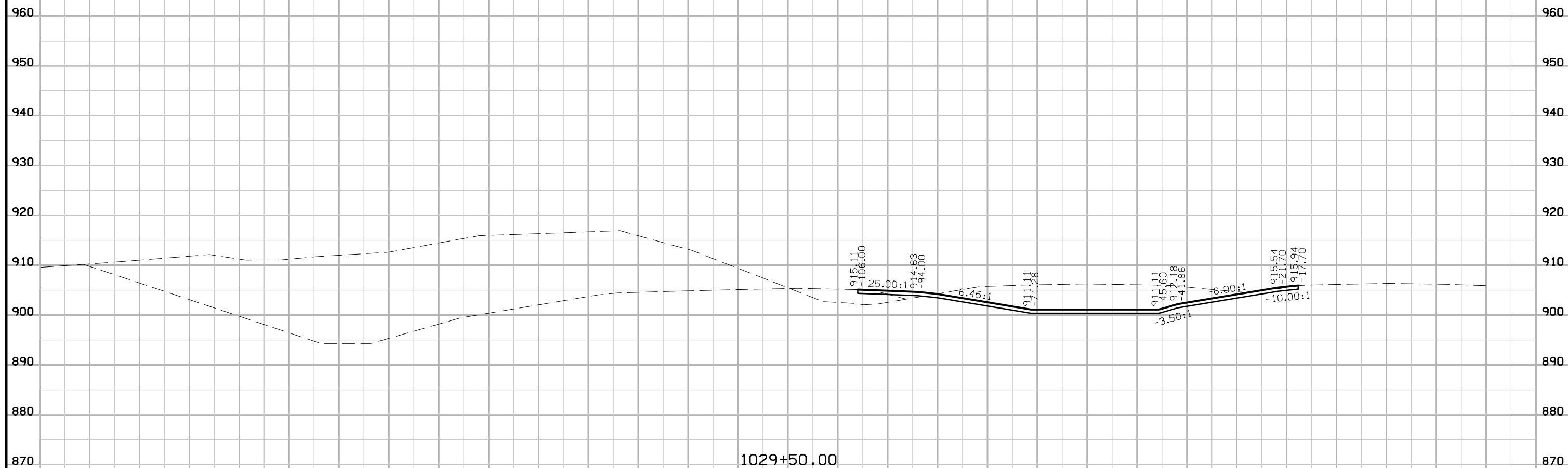
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SOUTHBOUND I35 Stage 2 Preliminary



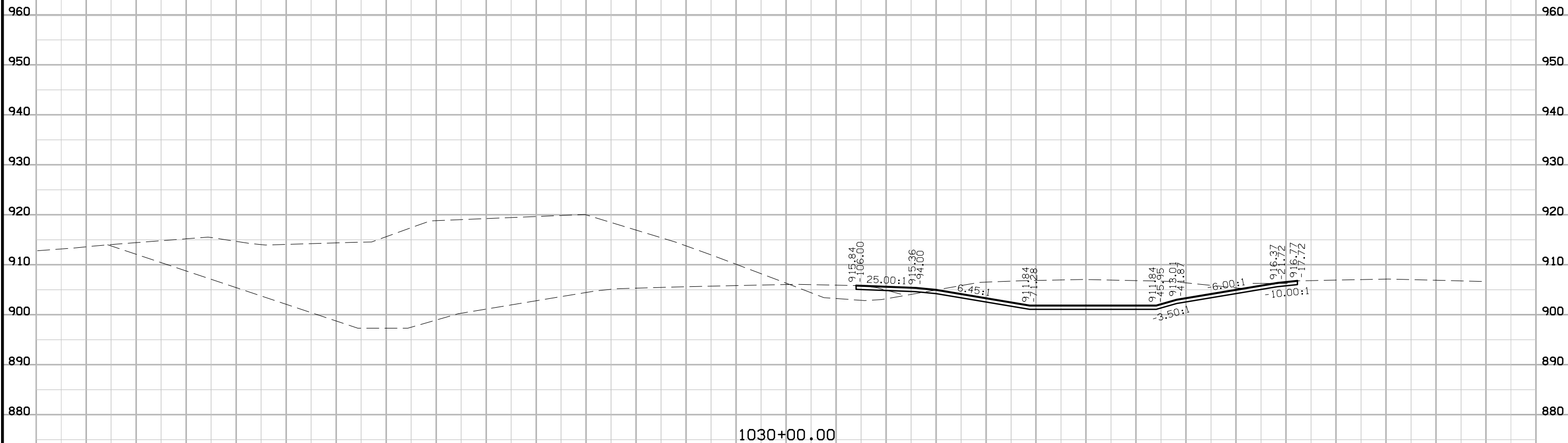
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SOUTHBOUND I35 Stage 2 Preliminary



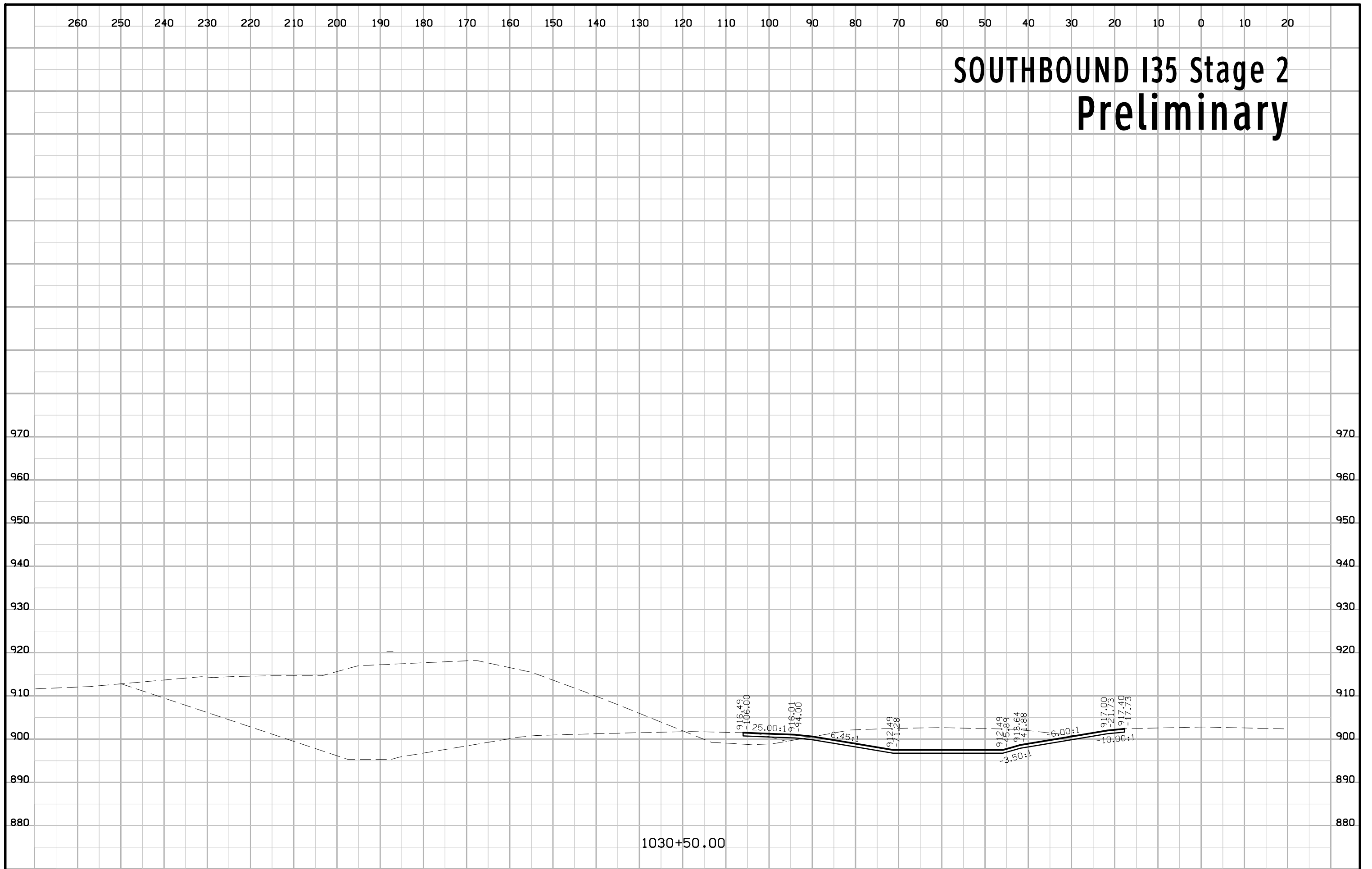
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SOUTHBOUND I35 Stage 2 Preliminary

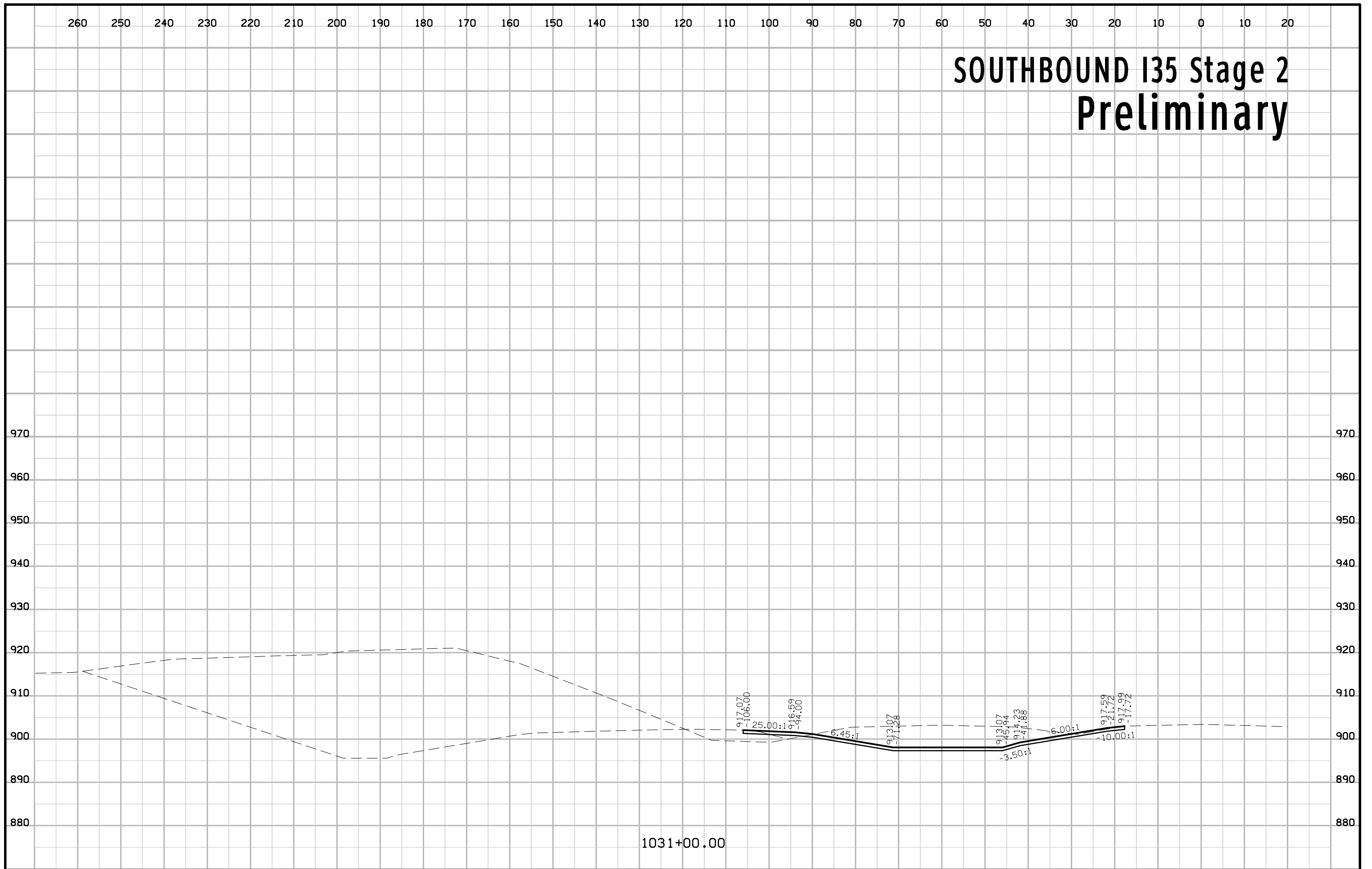


1030+00.00

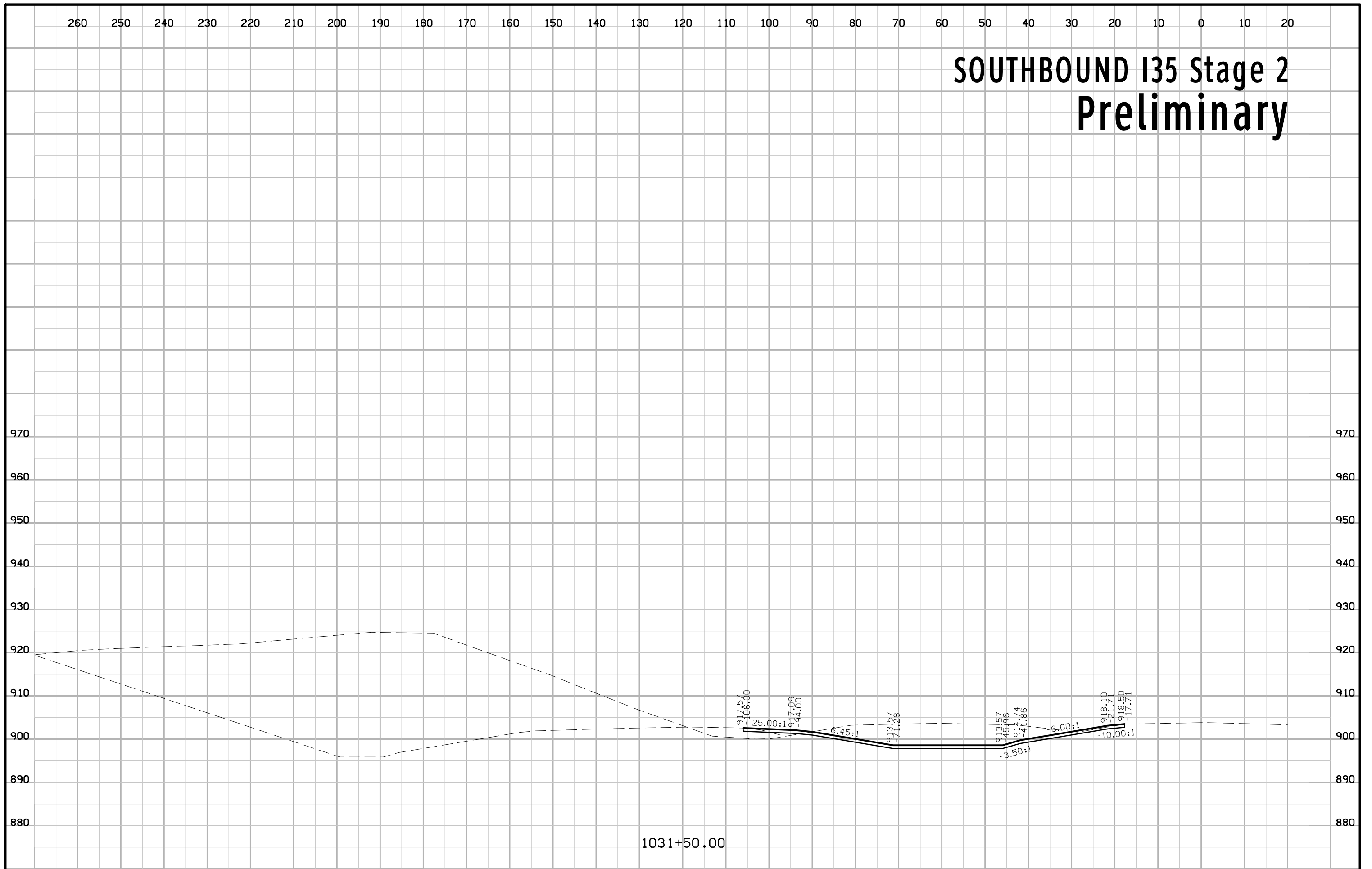
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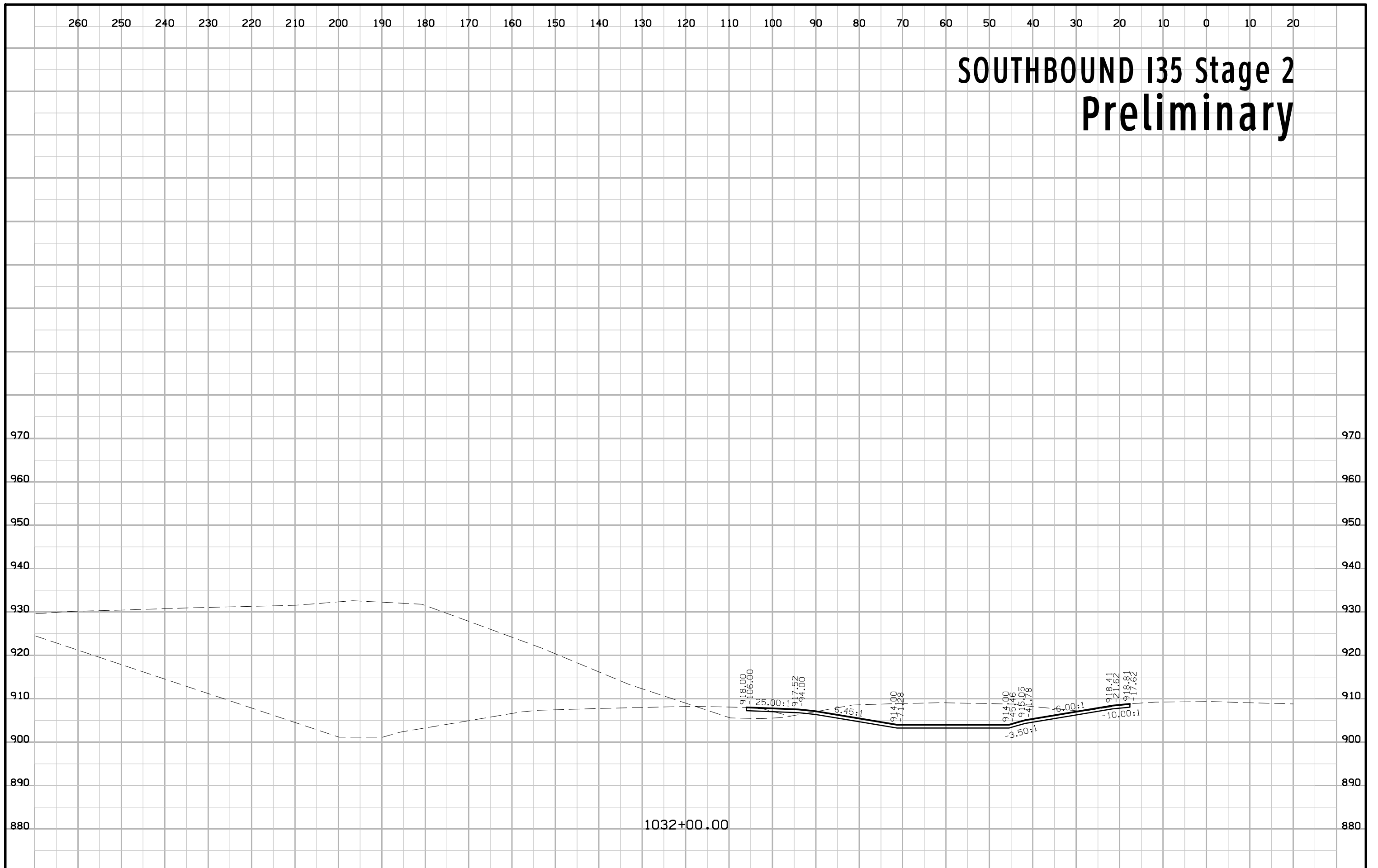
SOUTHBOUND I35 Stage 2 Preliminary



SOUTHBOUND I35 Stage 2 Preliminary

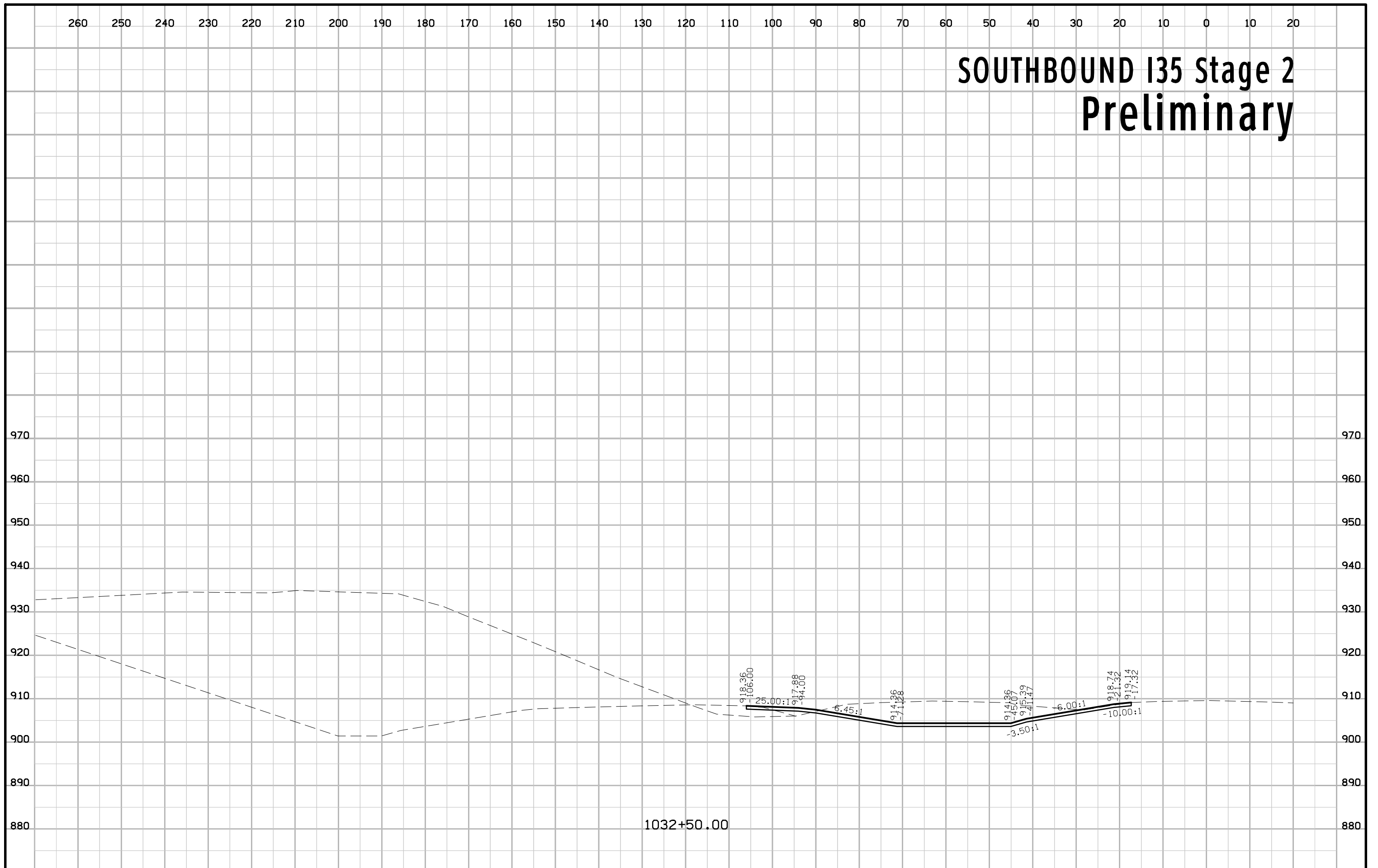


SOUTHBOUND I35 Stage 2 Preliminary



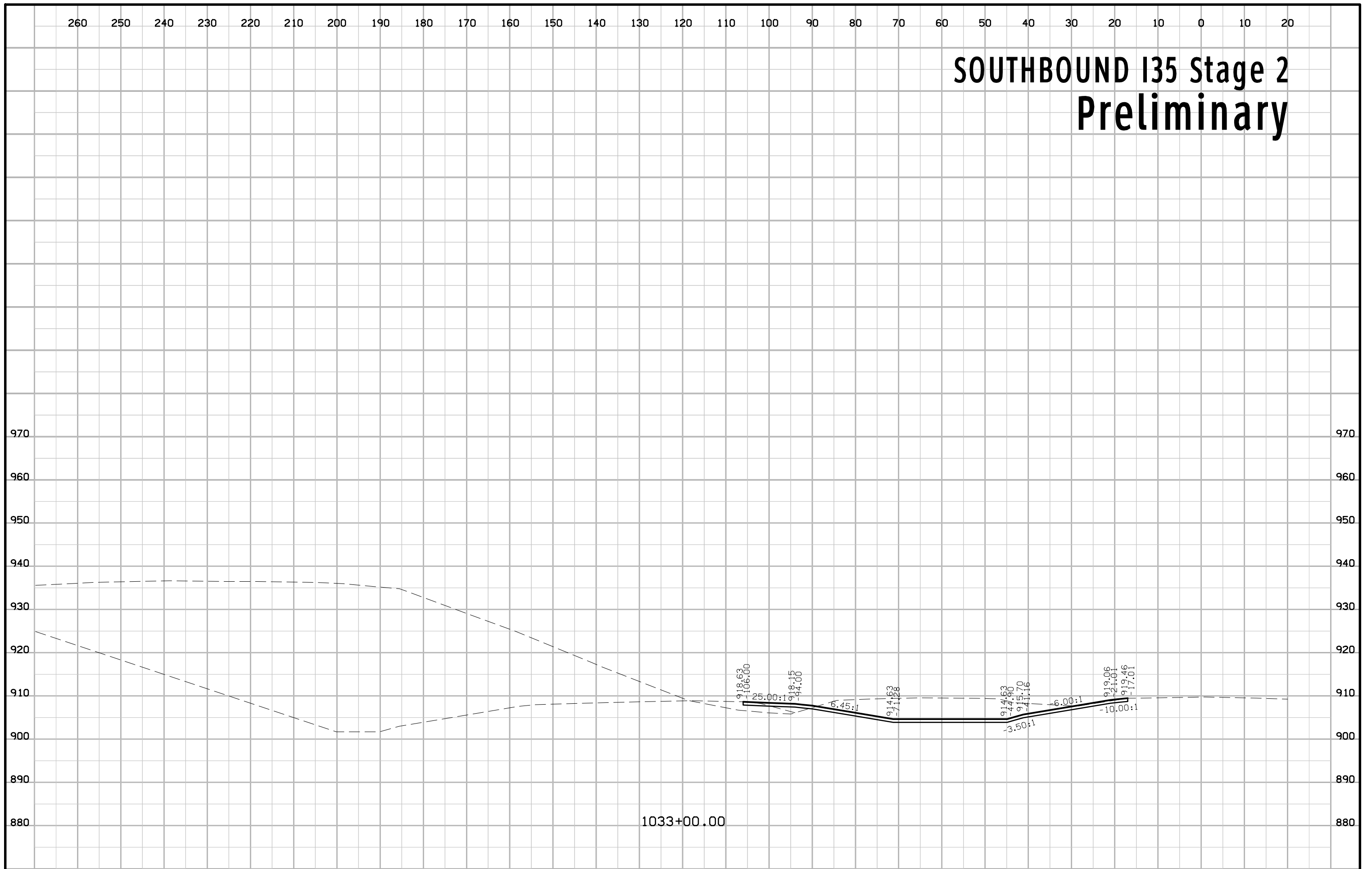
1032+00.00

SOUTHBOUND I35 Stage 2 Preliminary



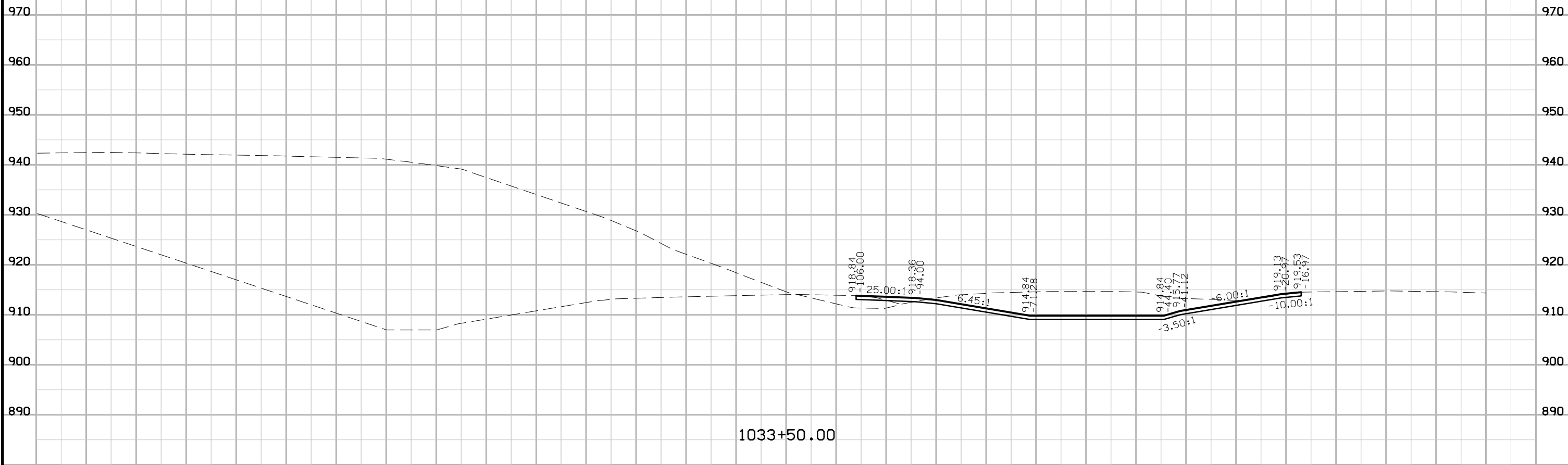
1032+50.00

SOUTHBOUND I35 Stage 2 Preliminary



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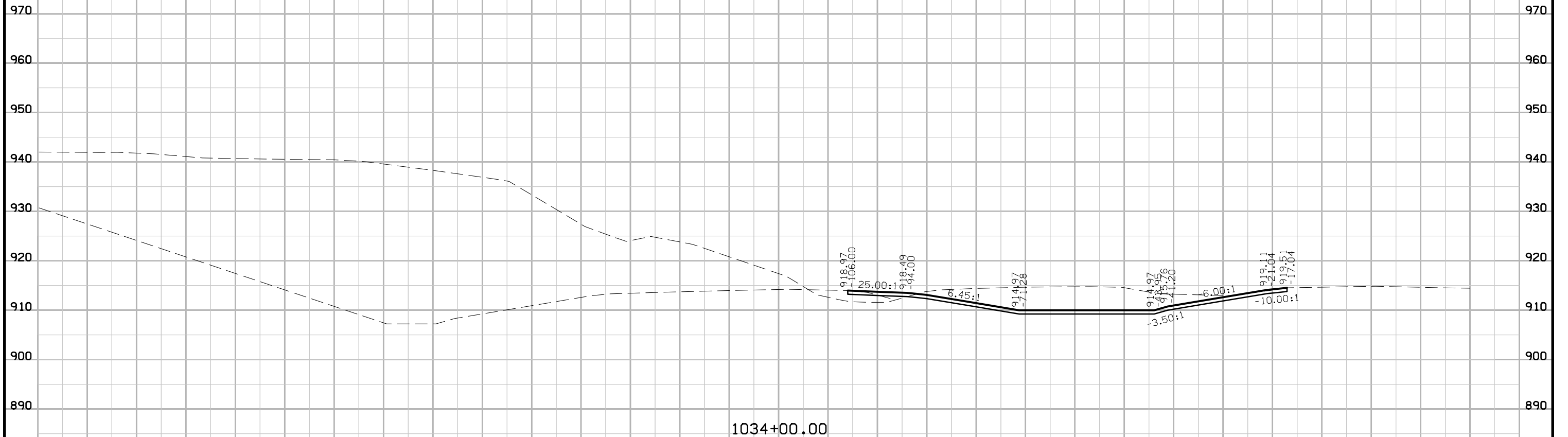
SOUTHBOUND I35 Stage 2 Preliminary



1033+50.00

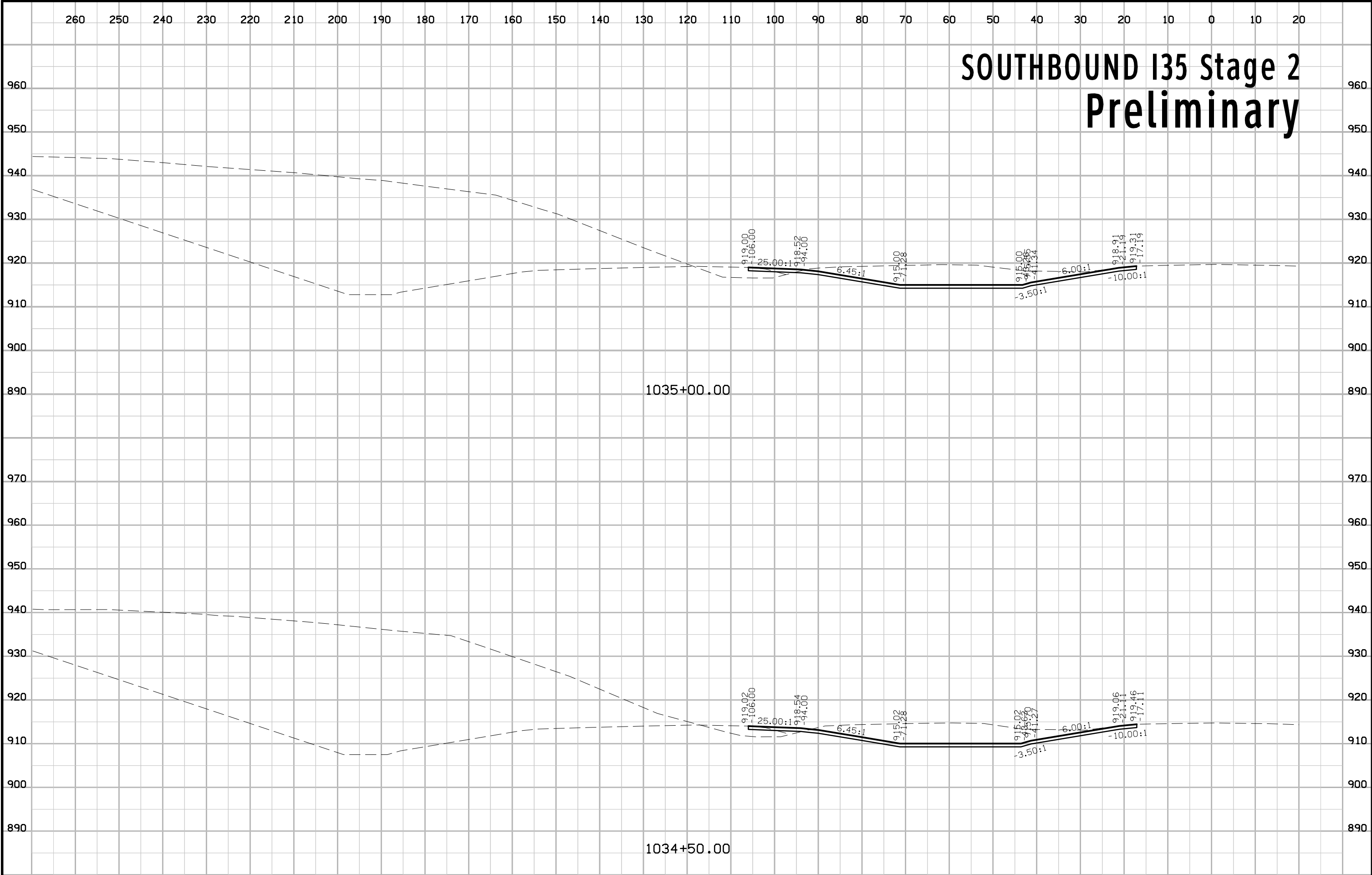
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SOUTHBOUND I35 Stage 2 Preliminary

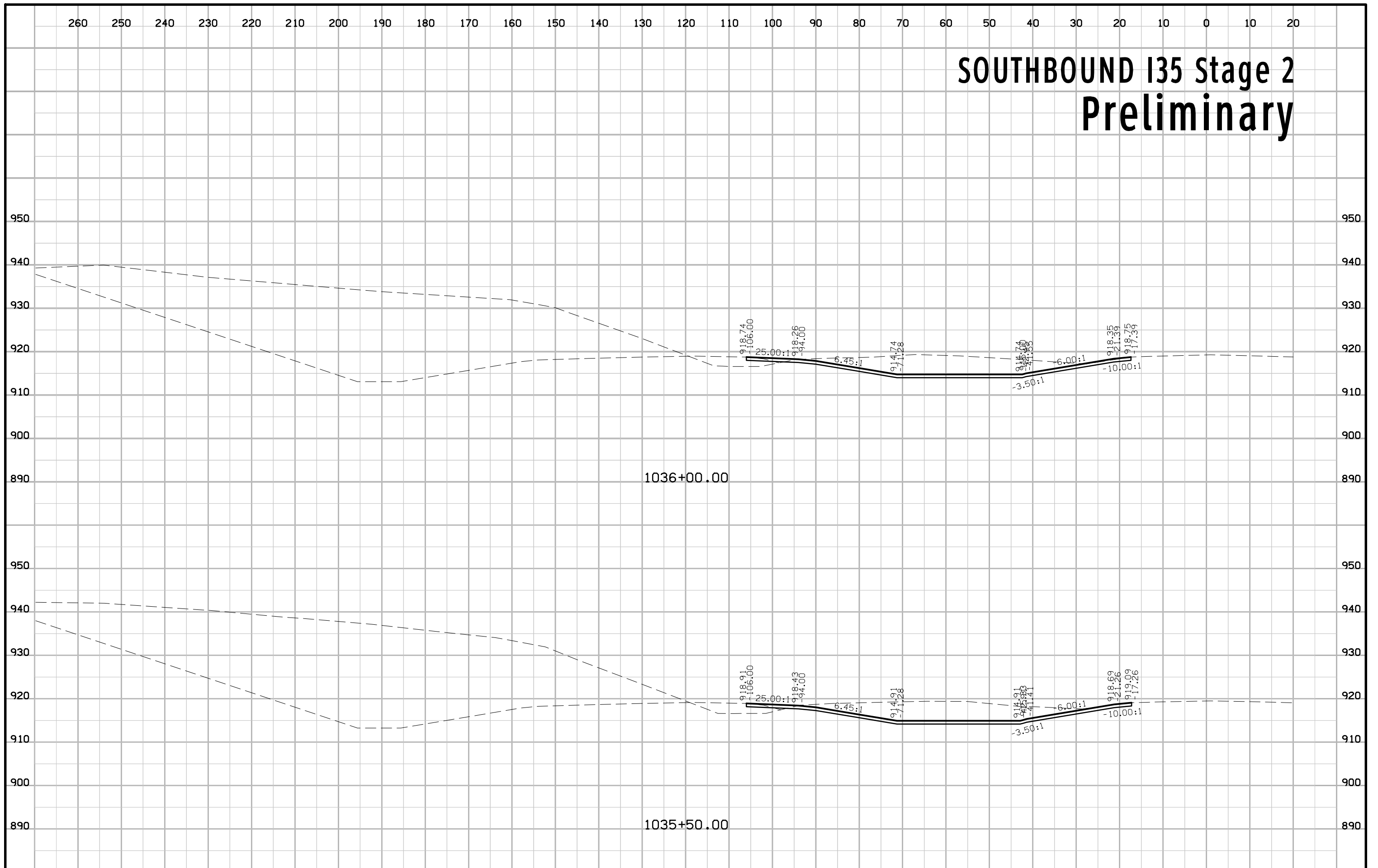


1034+00.00

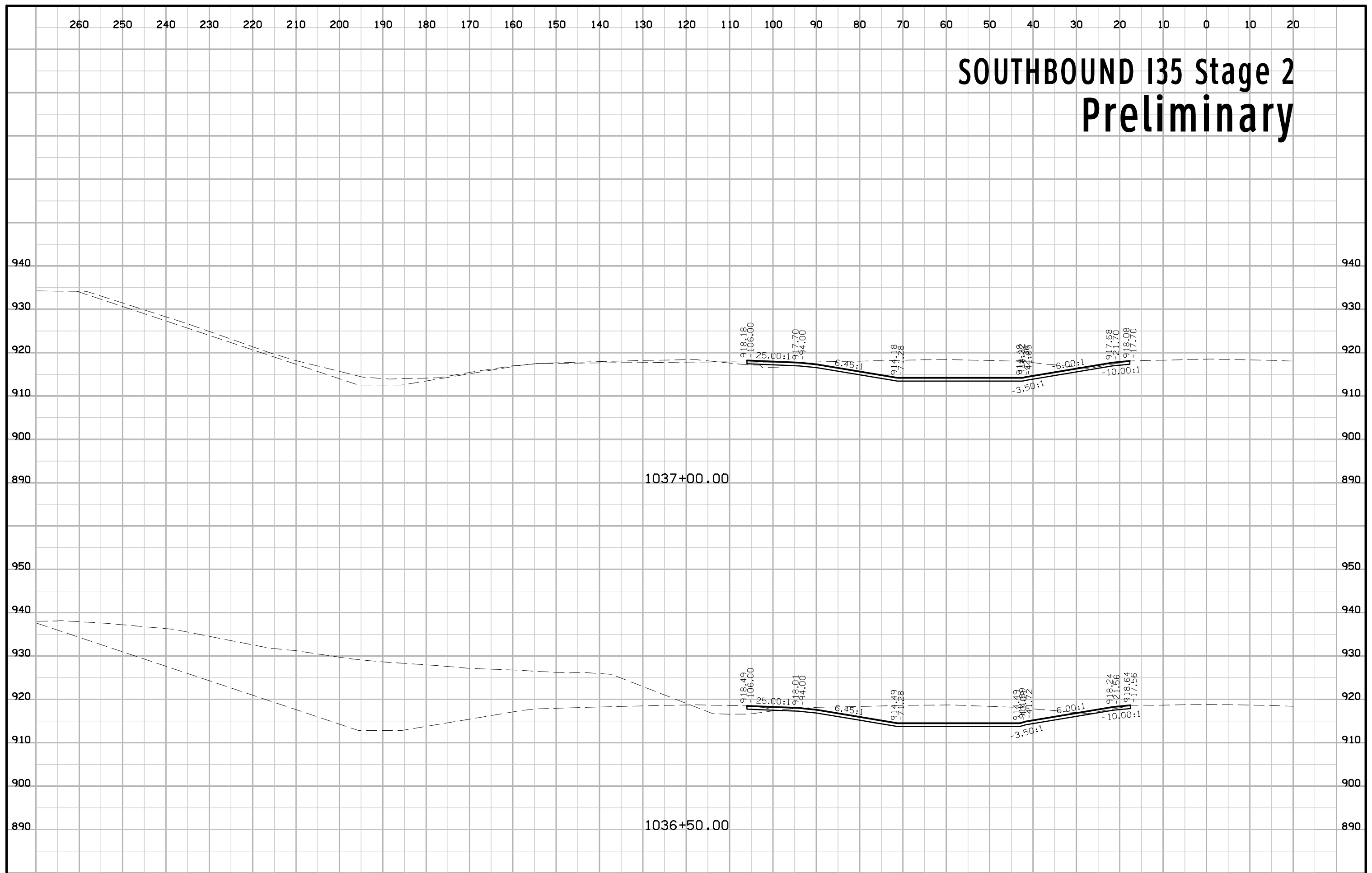
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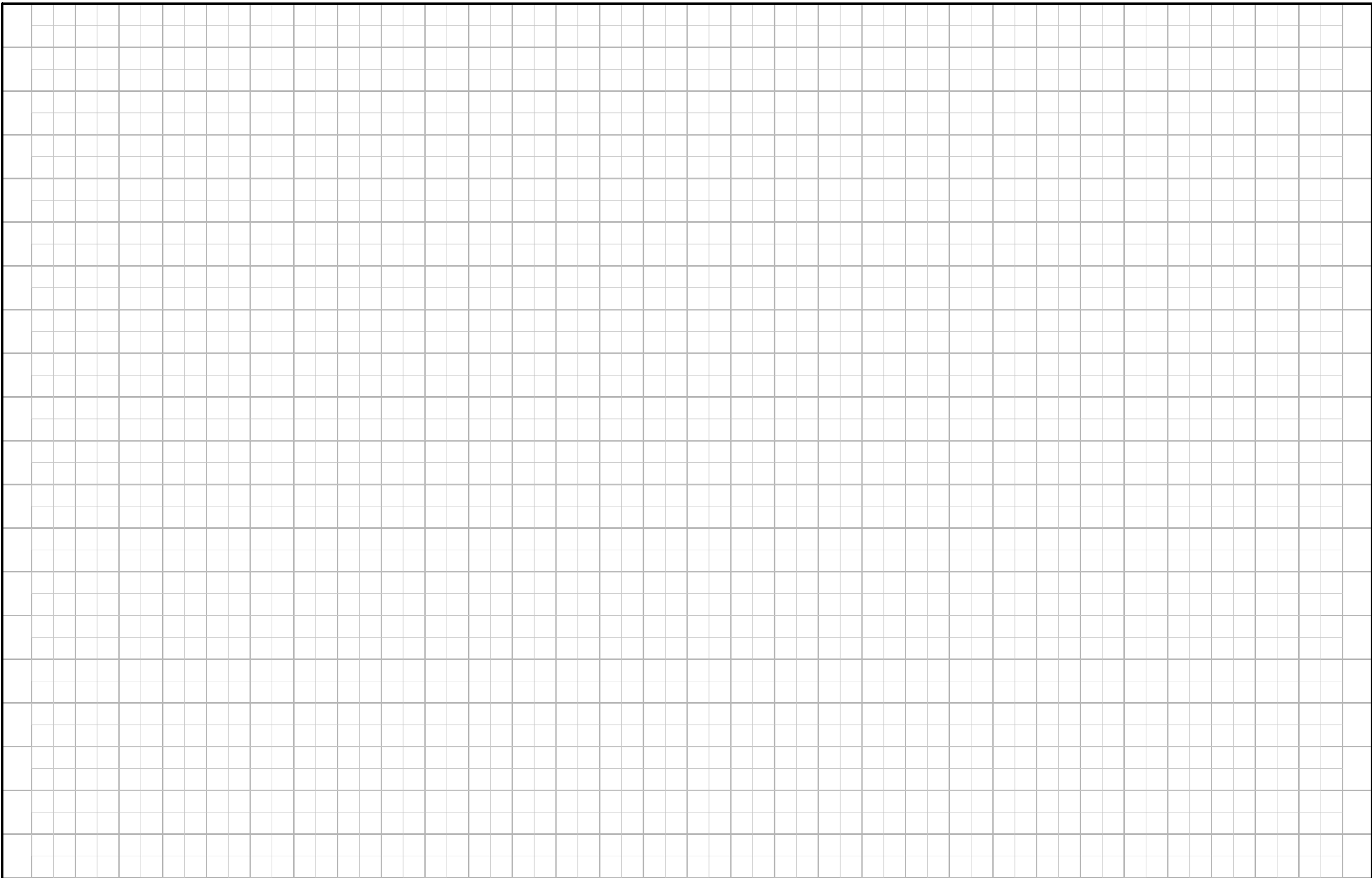


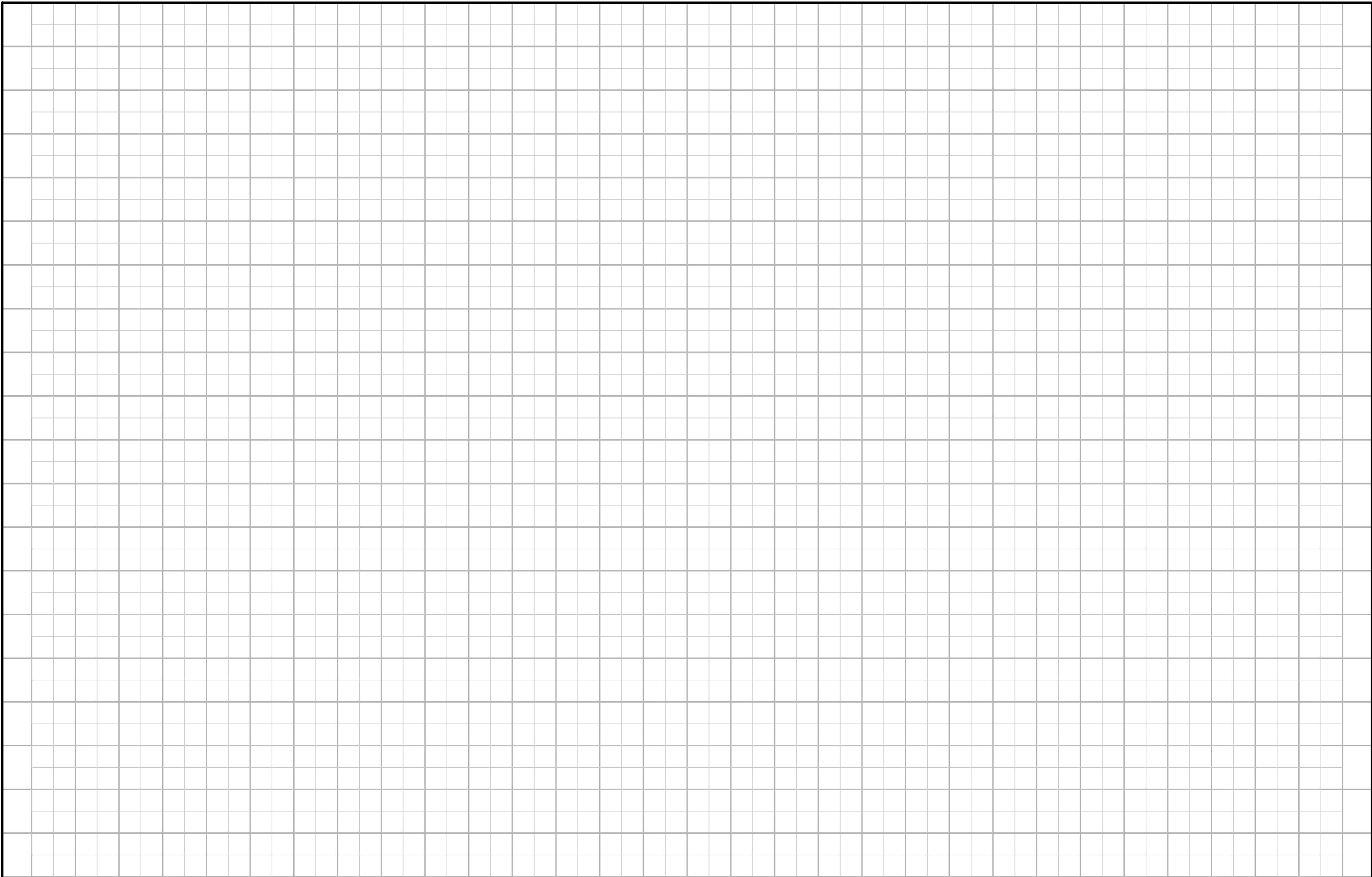
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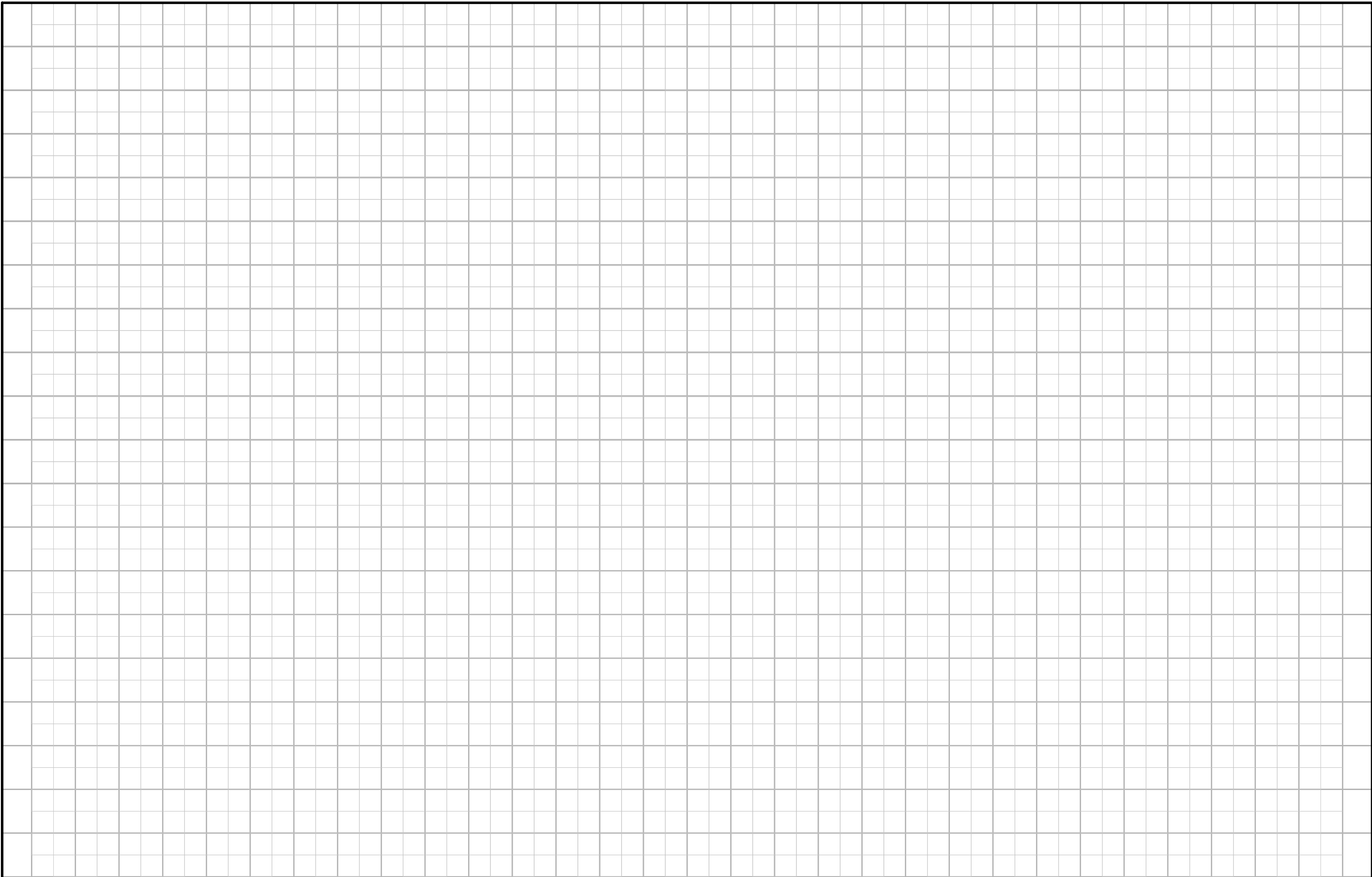


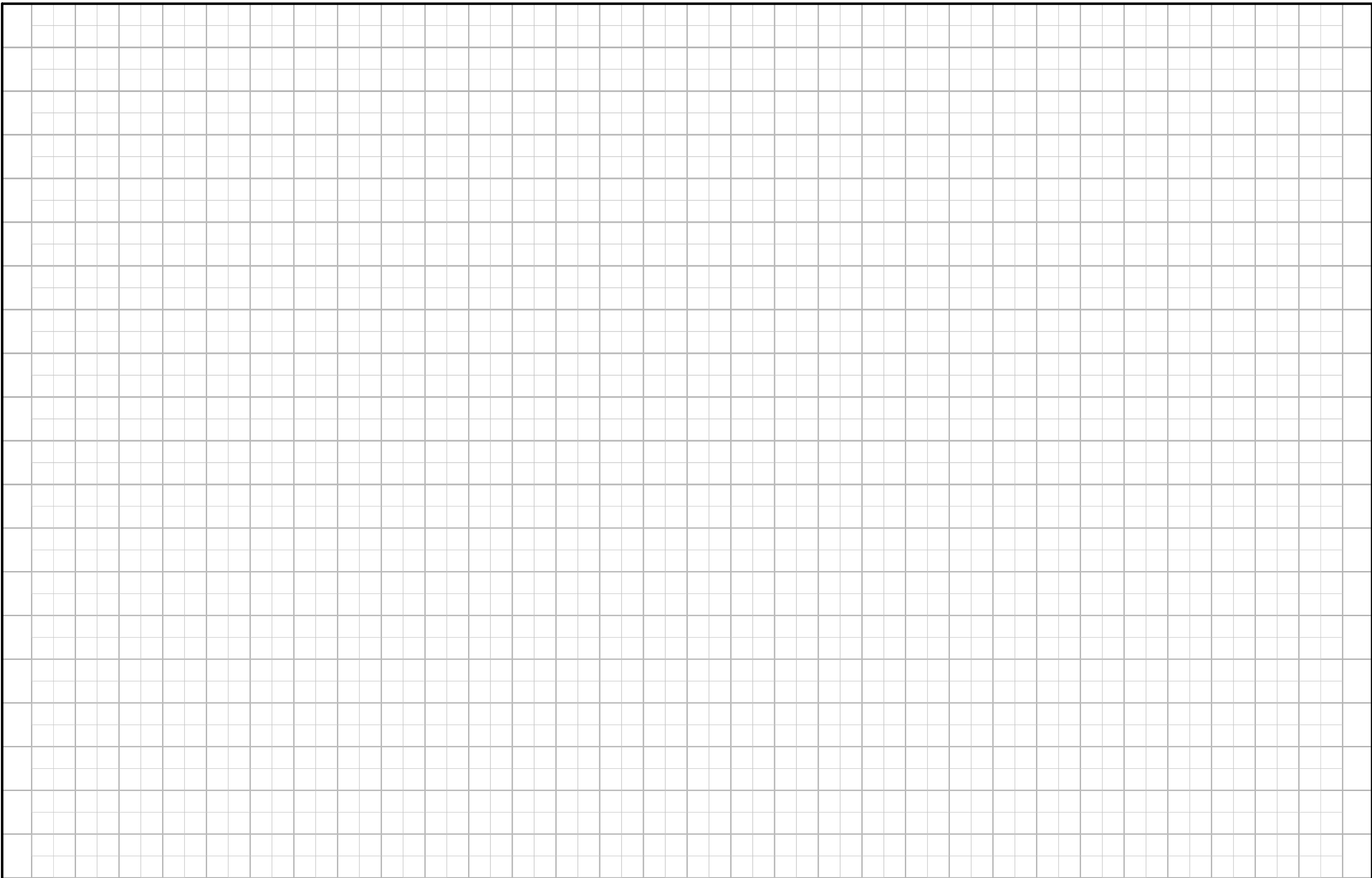
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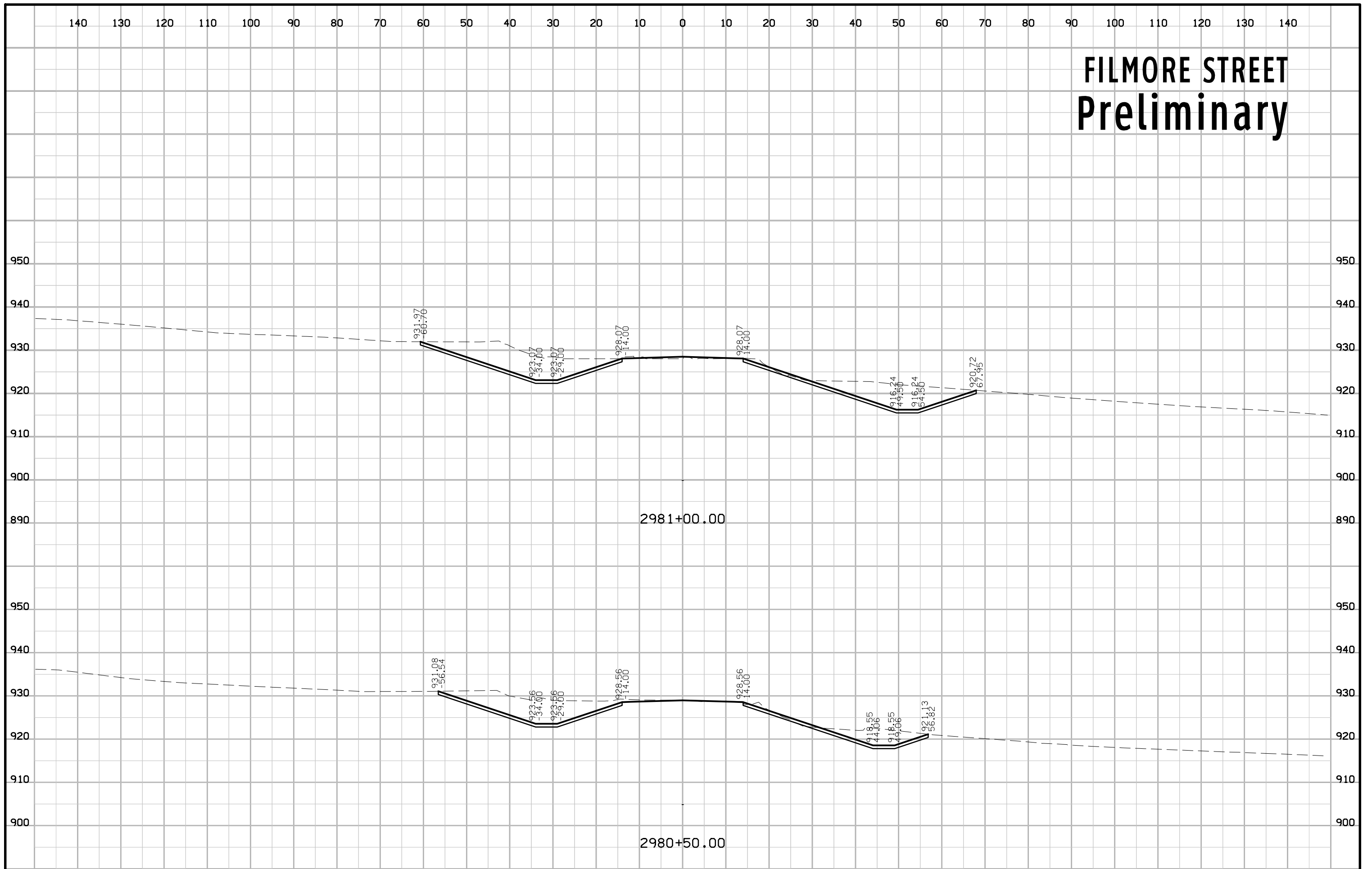




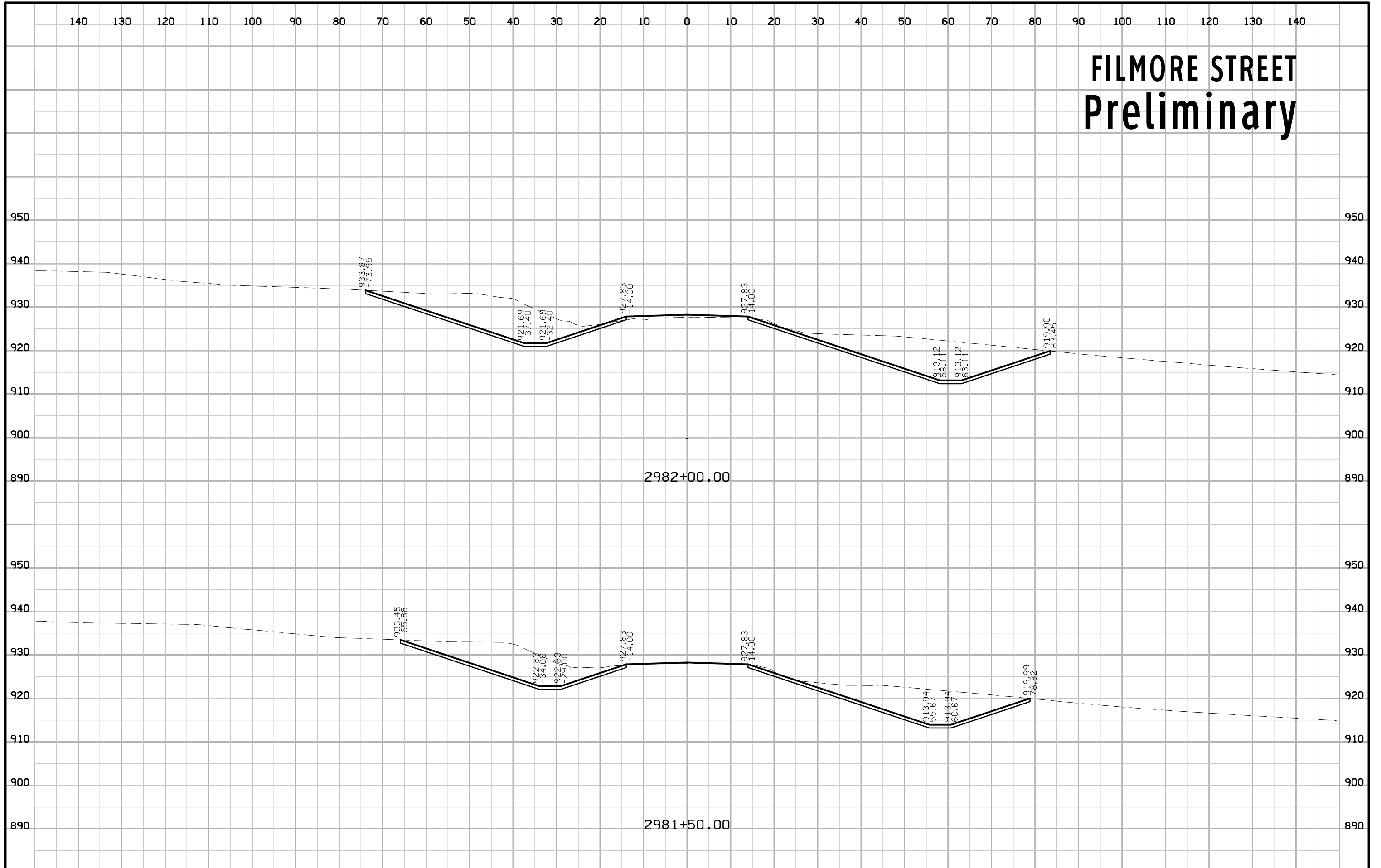




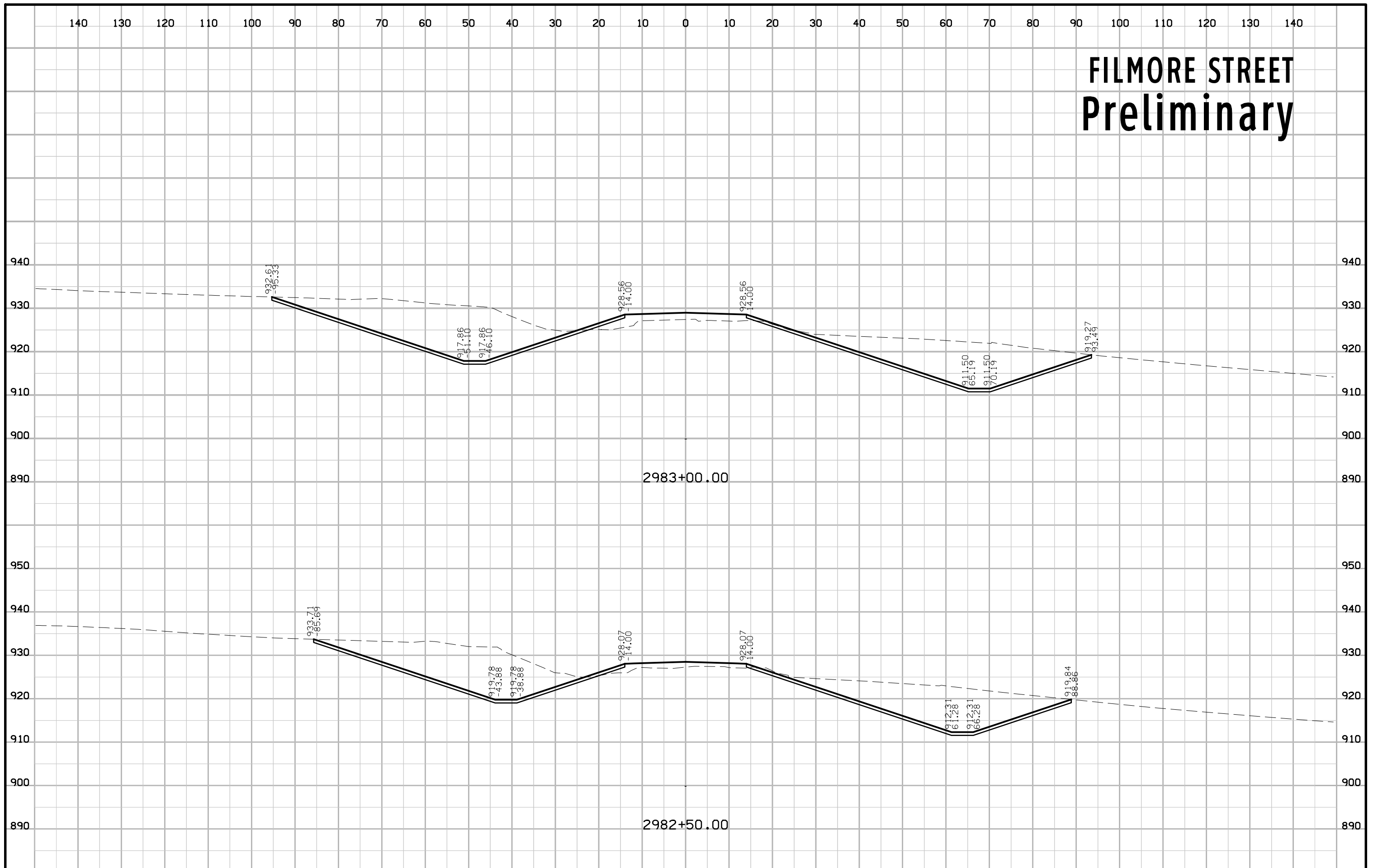
FILMORE STREET Preliminary



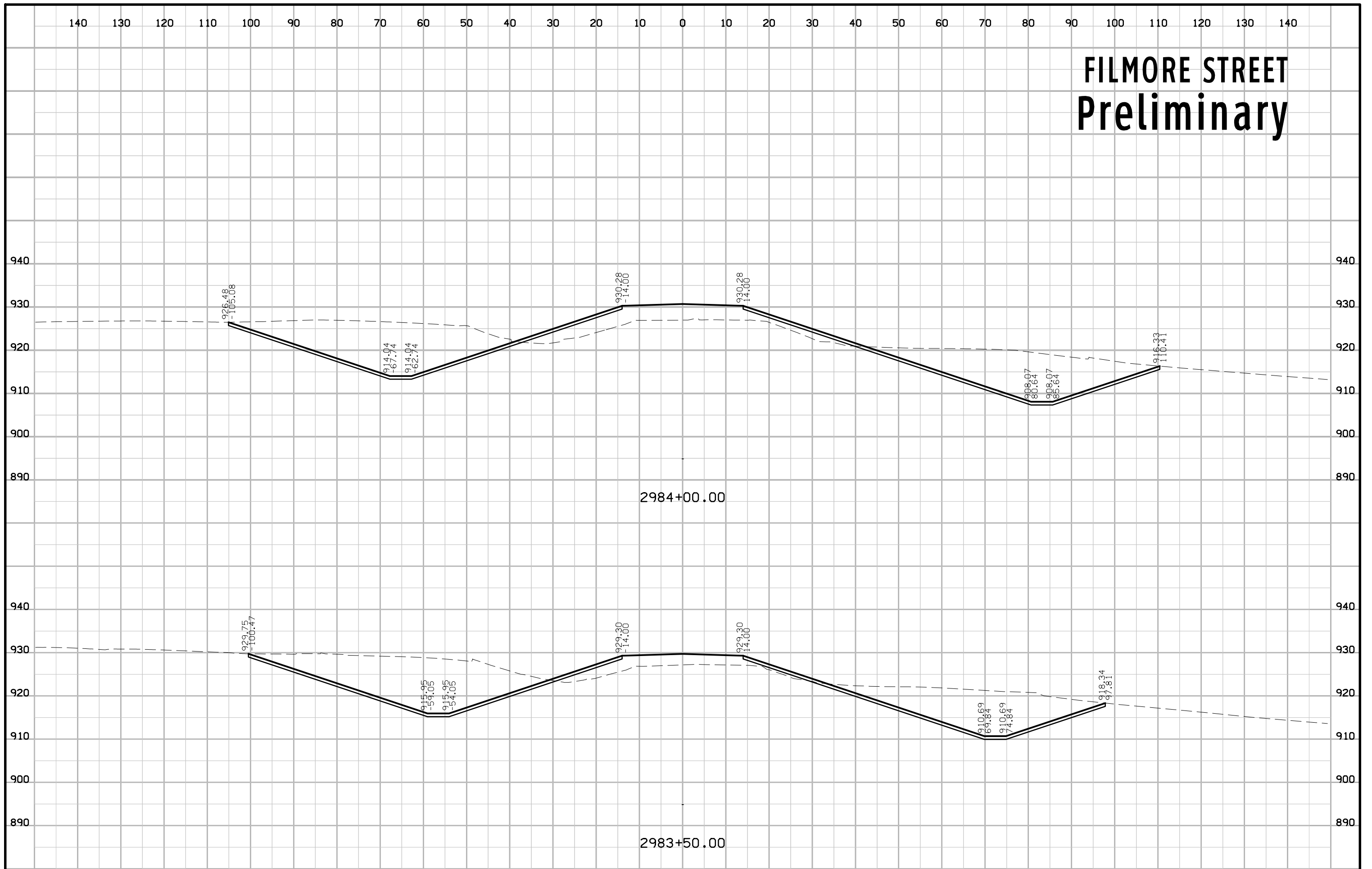
FILMORE STREET Preliminary



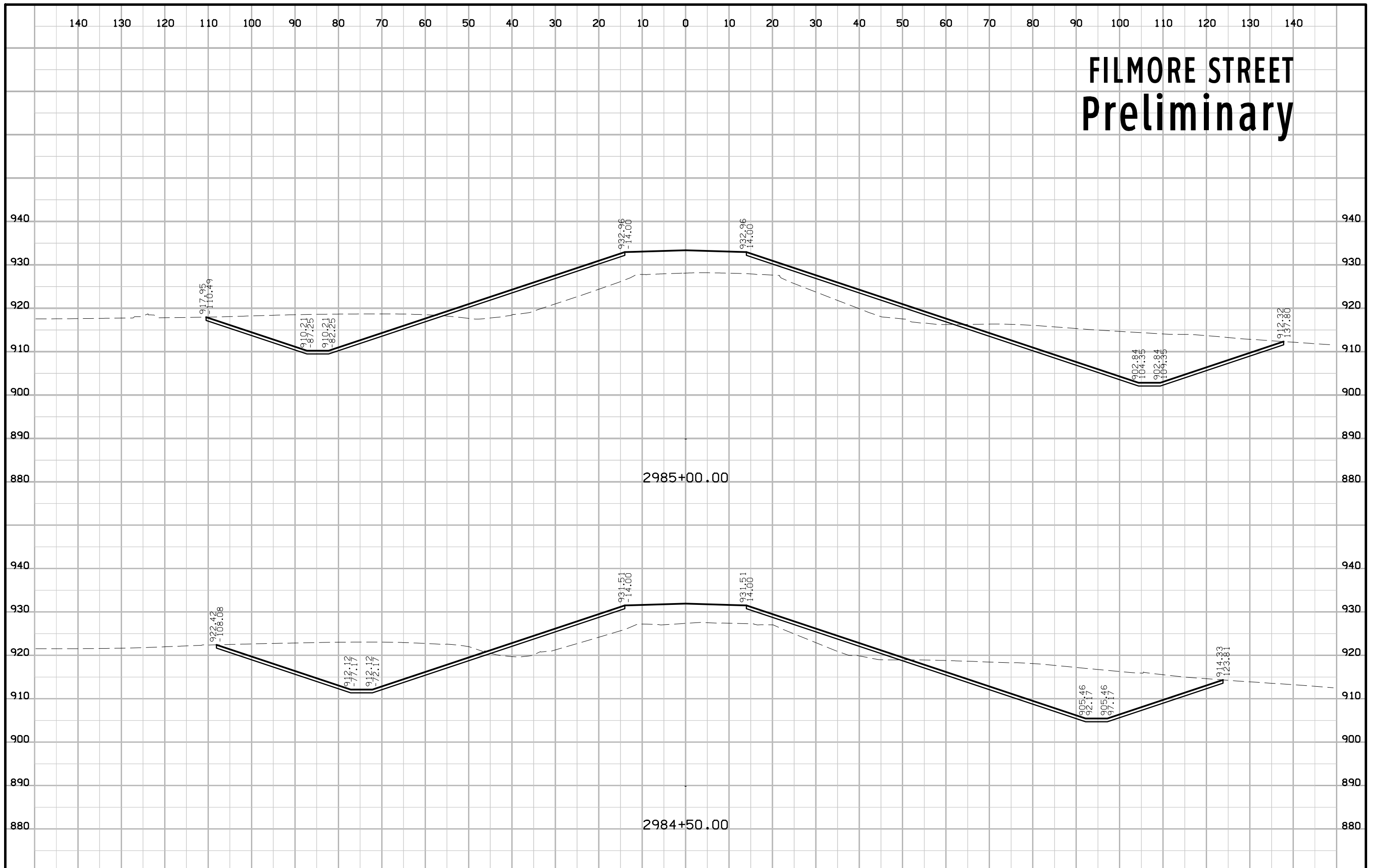
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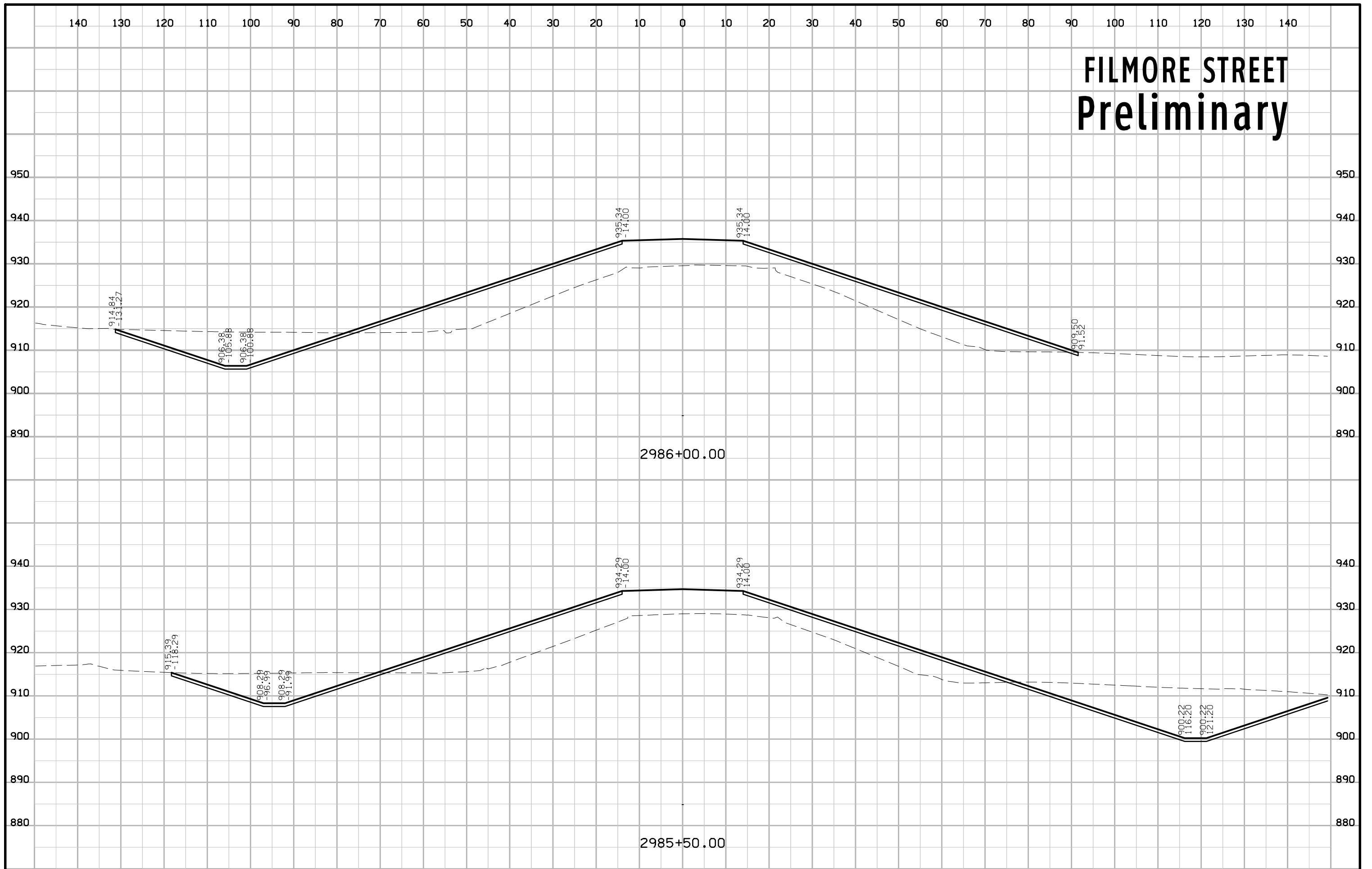
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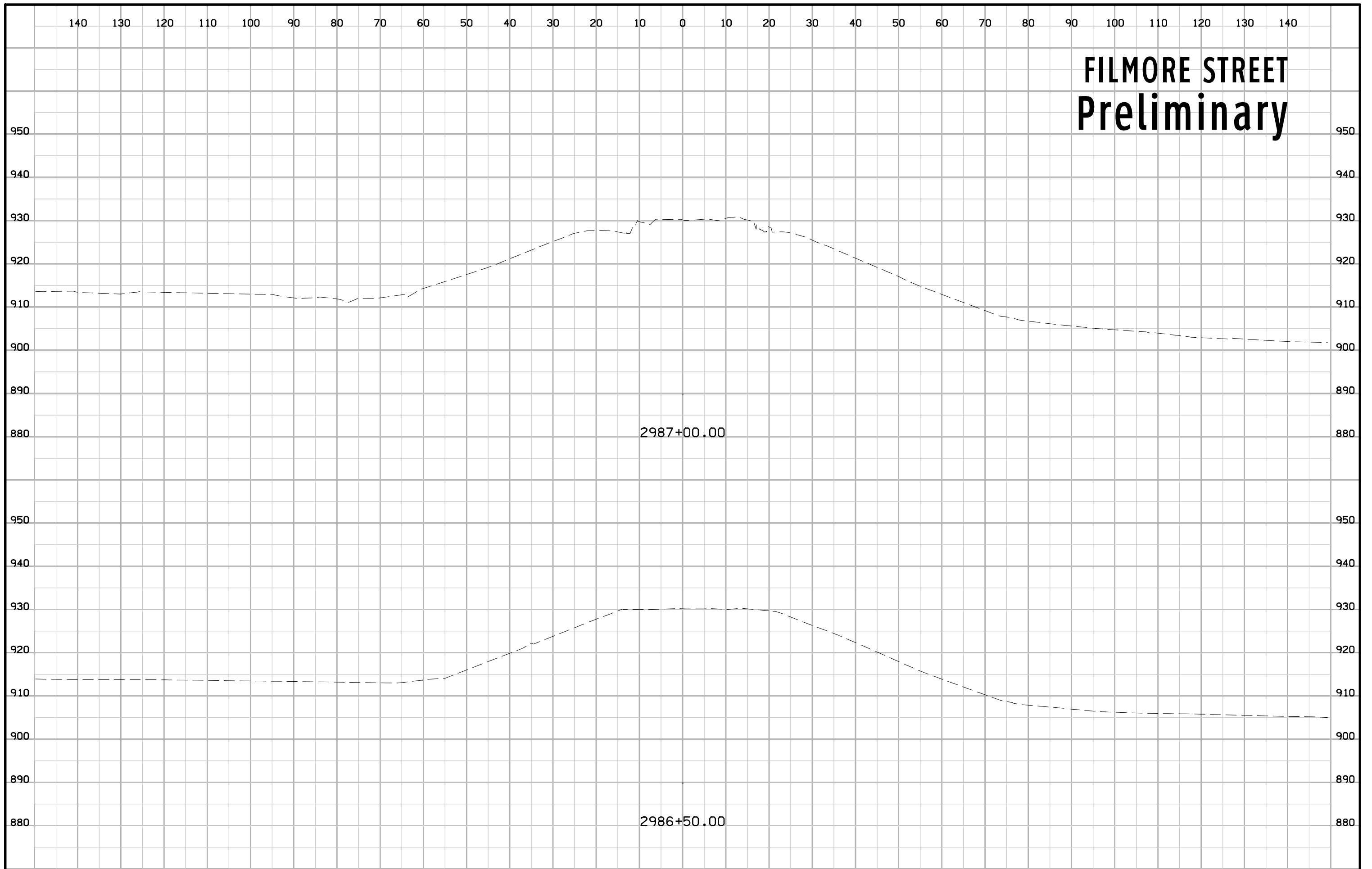
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FILMORE STREET Preliminary



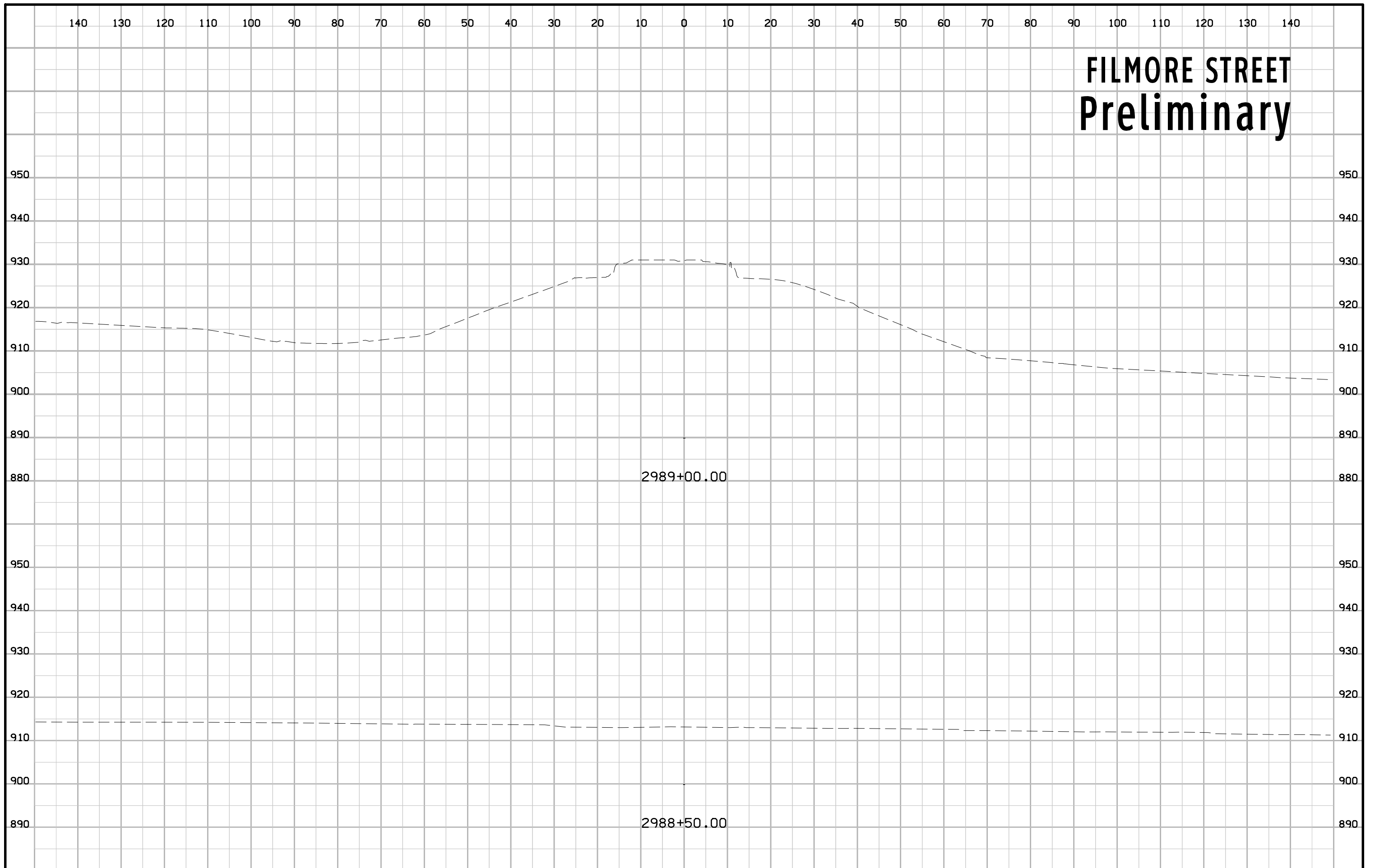
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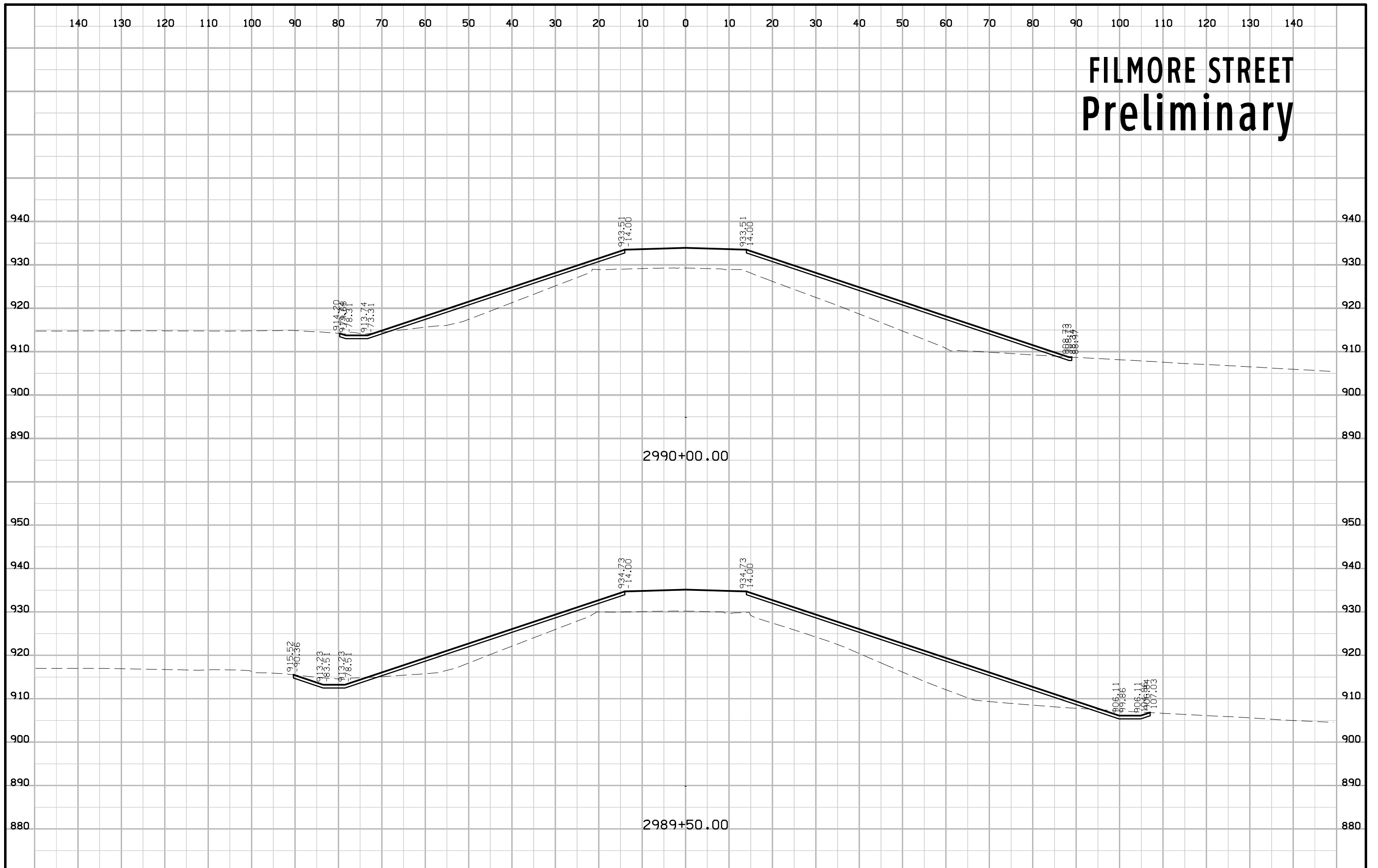
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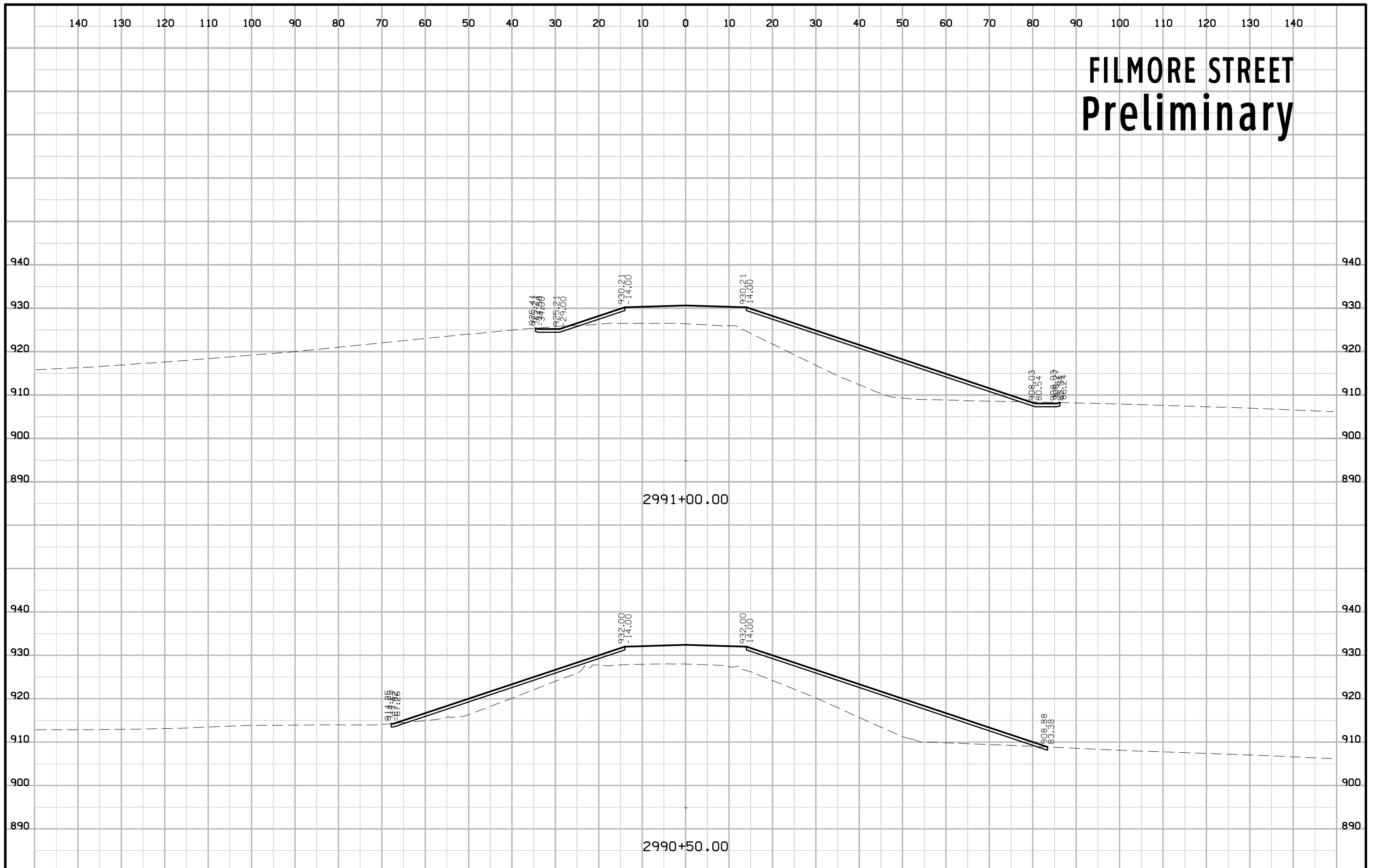
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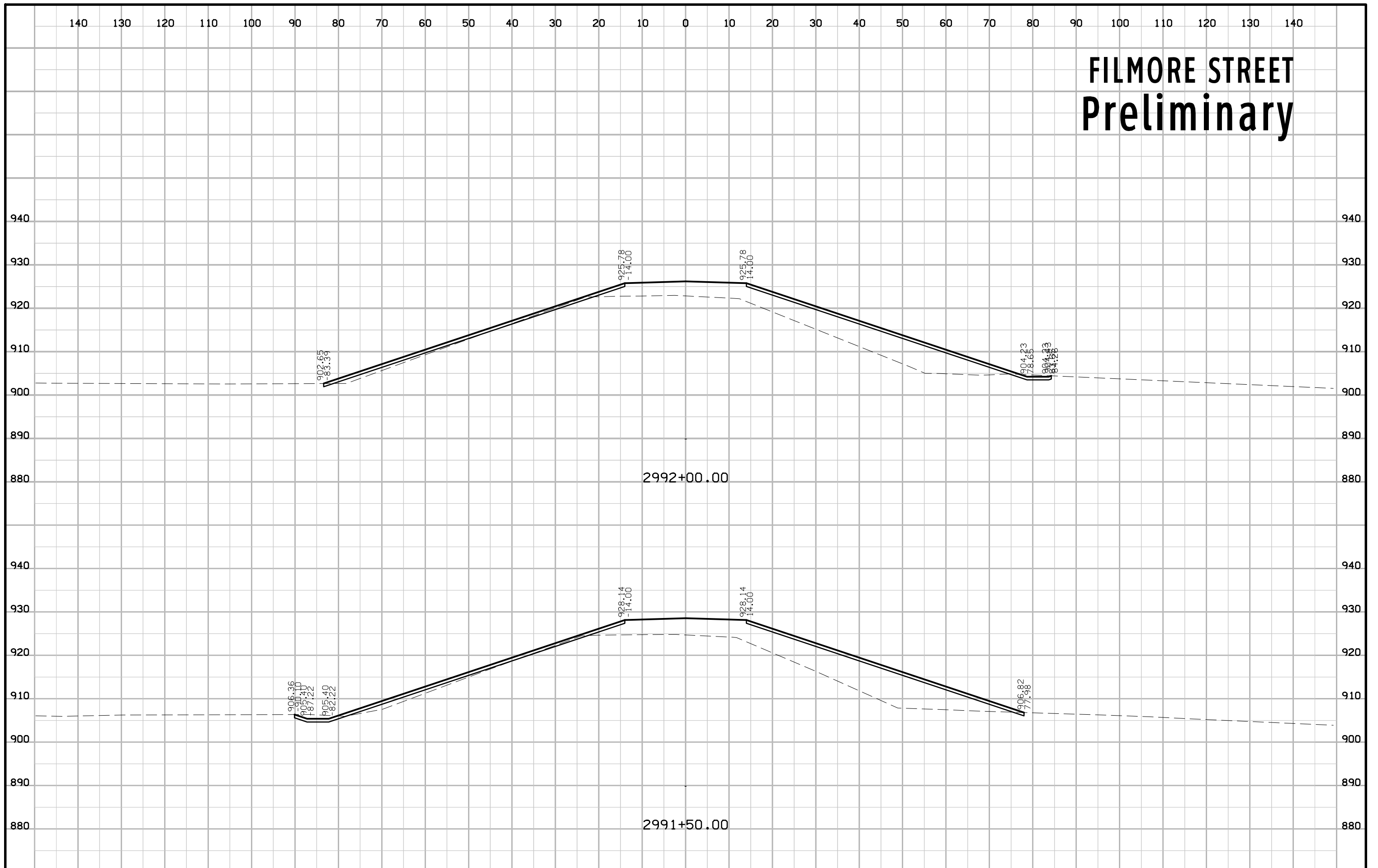
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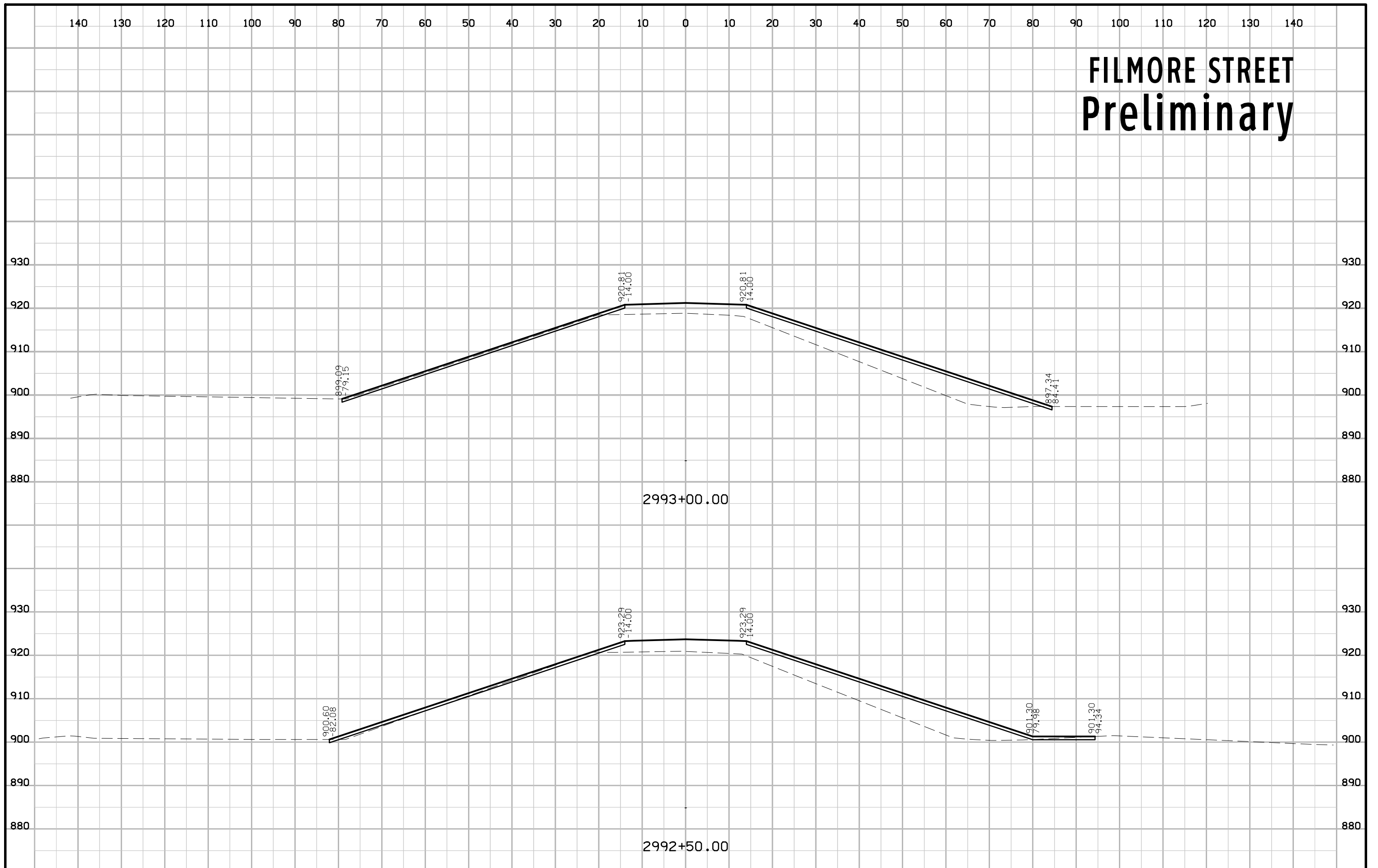
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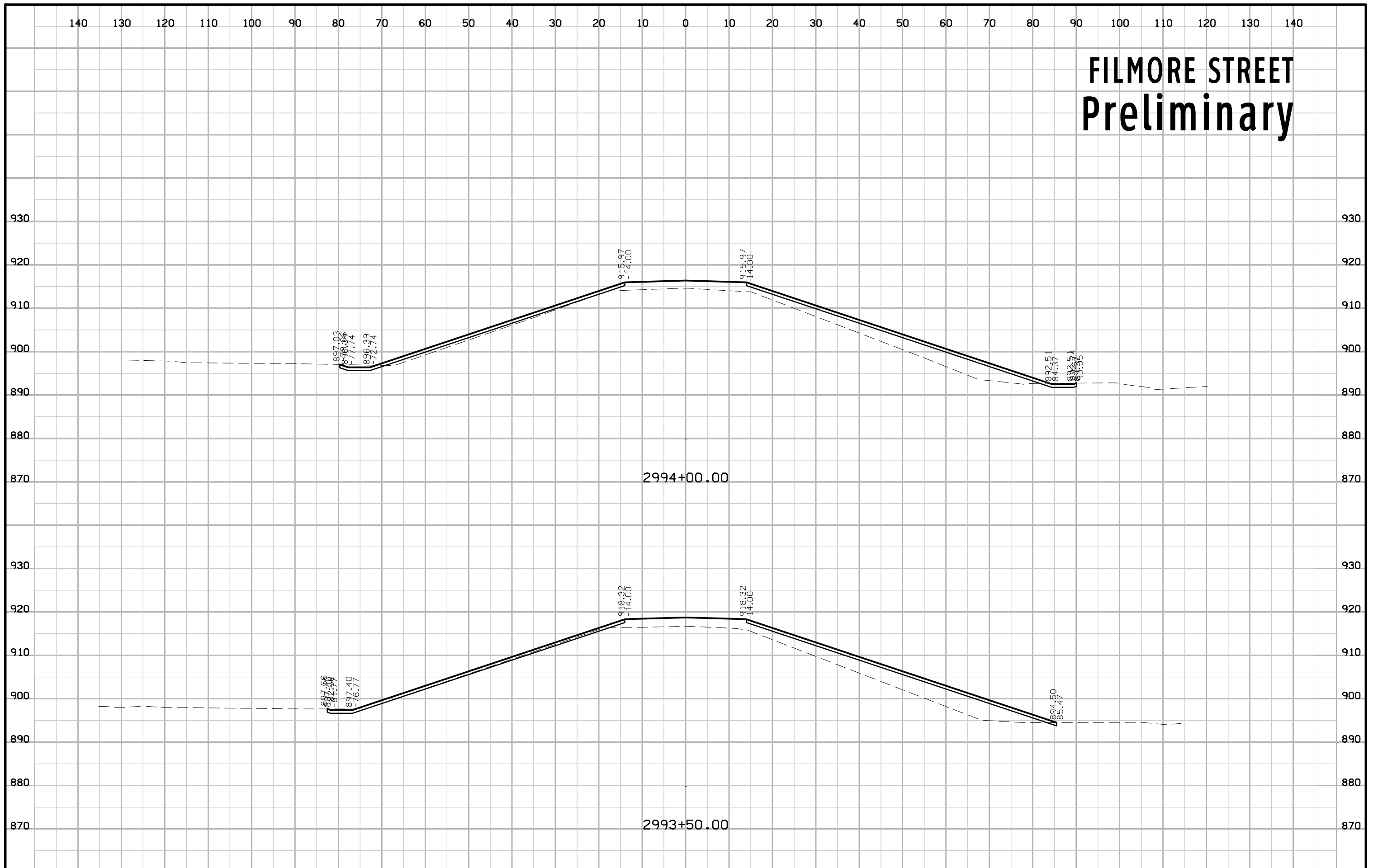
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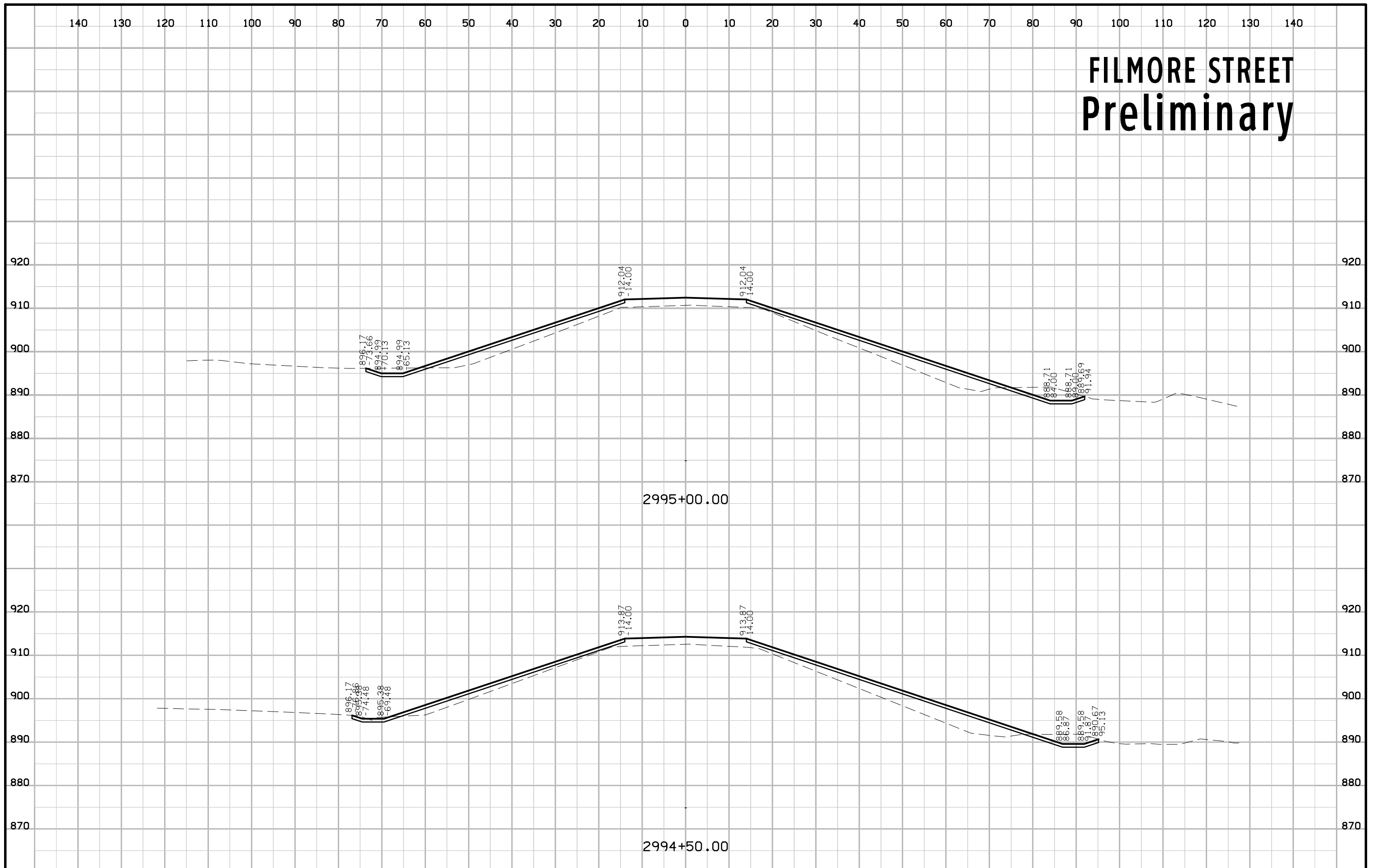
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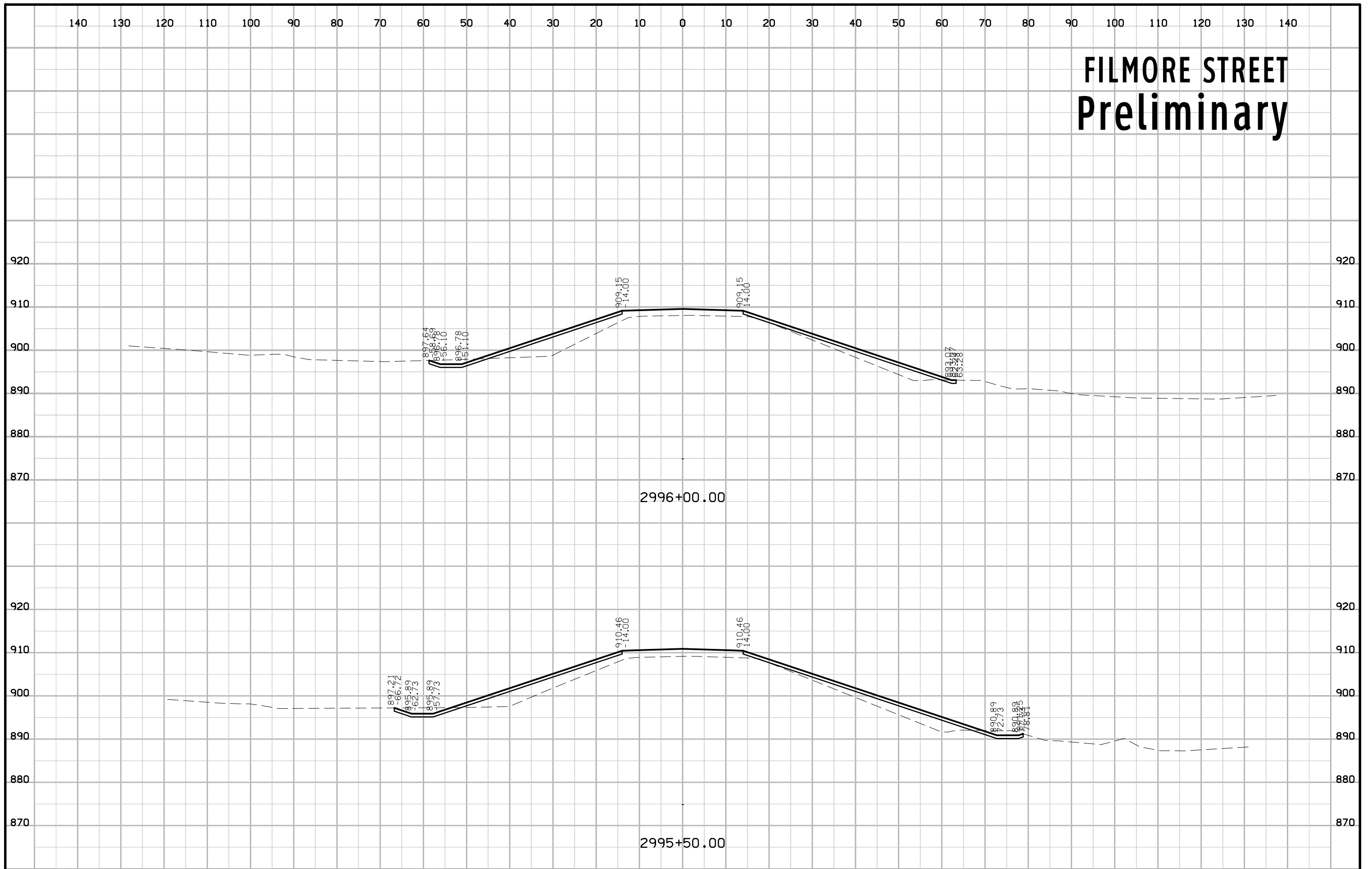
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