

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 5	Design Volumes
B Sheets	Typical Cross Sections and Details
B.1 - 3	Typical Cross Sections and Details
C Sheets	Quantities and General Information
C.1	Project Description
C.1	Estimated Project Quantities
D Sheets	Mainline Plan and Profile Sheets
* D.1 - 8	Plan & Profile Legend & Symbol Information Sheet
G Sheets	Survey Sheets
G.1	Survey Information
G.2	Control Point Vicinity Map
G.3	Reference Ties and Bench Marks
H Sheets	Right-of-Way Sheets
H.1 - 13	Interstate 35
J Sheets	Traffic Control and Staging Sheets
* J.1	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.2	Staging Notes Stage
* J.3 - 6	Staging Typical Sections
* J.7 - 8	Staging Plan Sheets Stage One
* J.9 - 11	Staging Plan Sheets Stage Two
* J.12 - 15	Staging Plan Sheets Stage Three
* J.16 - 18	Staging Plan Sheets Stage Three A
* J.19 - 20	Staging Plan Sheets Stage Four
* J.21 - 22	Staging Plan Sheets Stage Five
R Sheets	Erosion Control Sheets
RC.1	Est. Quantities, PPP, General Notes and Tabulations
* RR.1	Erosion Control Legend and Symbol Information Sheet
* RR.2	Drainage Basin and Erosion Control Device Maps
* RU.1	Detail Sheets
T Sheets	Earthwork Quantity Sheets
T.1	Earthwork Quantity Sheets
U Sheets	500 Series, Mod.Stds. and Detail Sheets
U.1 - 2	Temporary Median Crossover Detail Sheet
U.3 - 9	Clearing & Grubbing
V Sheets	Bridge and Culvert Situation Plans
V.1 - 13	Bridge and Culvert Situation Plans
W Sheets	Mainline Cross Sections
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 139	Mainline Cross Sections
	* Color Plan Sheets



PLANS OF PROPOSED IMPROVEMENT ON THE
**PRIMARY ROAD SYSTEM
WARREN COUNTY**
PCC PAVEMENT, GRADE AND REPLACE
NORTHBOUND I-35 FROM
1.8 MILES SOUTH OF
G14 TO 0.26 MILES NORTH OF ADAMS STREET
SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

For Project Location Map Refer to Sheet A.2



REVISIONS

TOTAL	210
PROJECT IDENTIFICATION NUMBER	00-91-035-030-04
PROJECT NUMBER	IM-NHS-035-2(467)63--03-91
R.O.W. PROJECT NUMBER	

EARTHWORK SUMMARY	
Cut	- 112,187 CY
Fill +30%	- 24,113 CY
Waste	- 88,078 CY

I-35

DESIGN DATA RURAL	
2016 AADT	26,000 -- V.P.D.
2032 AADT	56,800 -- V.P.D.
2032 DHV	5,870 -- V.P.H.
TRUCKS	20.0 -- %
Total	
Design ESALs	--

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	Cindy A. Spencer	Primary Signature Block
CS.1	Adam Tyler	Geotechnical

LICENSED PROFESSIONAL ENGINEER

CINDY A. SPENCER

P17561

IOWA

D5 PLAN

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Cindy A. Spencer, P.E. Date

License Number P17561

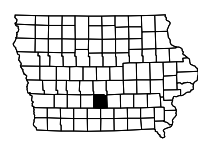
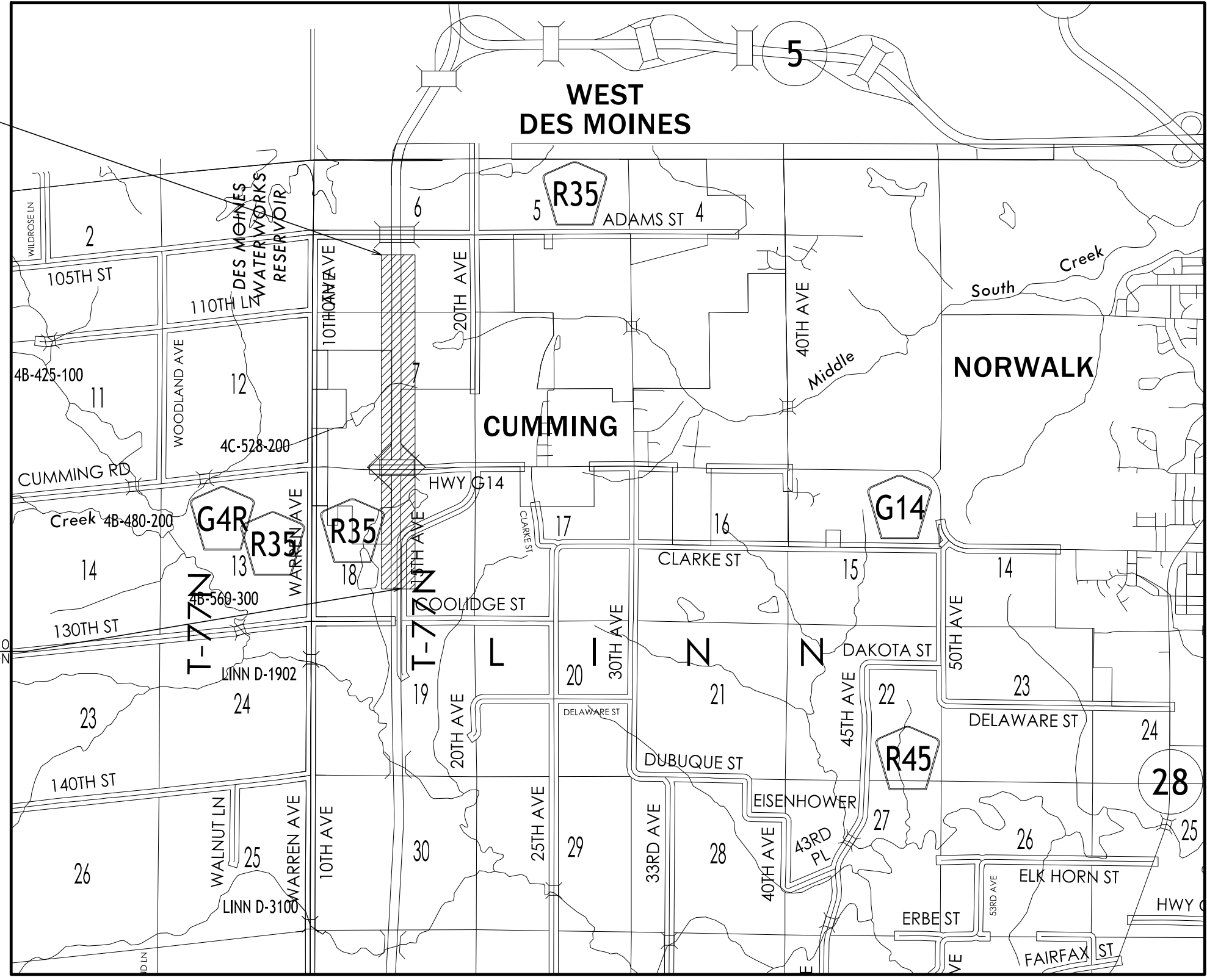
My License Renewal Date is December 31, 2024

Pages or sheets covered by this seal:

Date: 05-26-23

STA. 1265+00.00
END CONSTRUCTION

STA. 1078+85.00
BEGIN CONSTRUCTION



Roadway	I-35		
PIN Number	00-91-035-030-4	Submittal Date	
Project Number	IM-NHS-035-2(467)63--03-91	Approval Date	
District	District 5	Assistant District Engineer	Steve McElmeel
County	WARREN	or	
Route		Office Director	
Location	NB from 1.6 mi S of G14 to Iowa 5		
Work Type	PCC Pavement - Grade and Replace		
Segment Manager			
Designer	Snyder & Associates, Inc.		

Design Manual Section 1C-1
Last Updated: 04-29-19

Rural Interstates (Rural Freeways)

Design Element		Preferred	Acceptable	Project Values	Interstates	Freeways
Design speed (mph)		75	70	75	IDG page 3	GB Section 8.2.1
Maximum superelevation rate (%) (Refer to Section 2A-2)		6	8	6	GB page 3-31	
Design lane width (ft)		12	12	12	IDG page 4	GB Section 8.2.4
Full depth paved width (ft)	Outside lane	12'	12	12	--	--
	Inside lane(s)	12	12	12	--	--
Auxiliary-lane width (ft)		12	12	12	IDG page 4	GB page 10-90
Pavement cross-slope (on tangent sections)	Through lanes	2%, However, when adjacent lanes slope in the same direction, increase slope by 0.5% per lane up to 3%	1.5% minimum, 3% maximum	2% / 2.5%	IDG page 5	GB Section 8.2.4
	Auxiliary lanes	3%	3% maximum	3%	GB page 4-6	
	Crown break at centerline	4%	4% maximum	4%	GB page 4-6	
Shoulder cross-slope (on tangent sections)	Interstates	4%	6% max, but not less than the cross slope of the adjacent lane	4%	IDG page 5	--
	Freeways	4%	6% max, but not less than the cross slope of the adjacent lane		--	GB section 8.2.4
Curb type (Refer to Section 3C-2)	Interstates	4-inch sloped	4-inch sloped		IDG page 6	--
	Freeways	4-inch sloped	4-inch sloped		--	GB section 4.7.1
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	4:1 for Interstates, 3:1 for Freeways*	10:1 to 6:1	IDG page 5	RDG section 3.3.2
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	3.5:1	RDG section 3.3.2	
	Curbed roadways	2%	4:1 for Interstates, 3:1 for Freeways*	N/A	IDG page 5	RDG section 3.3.2
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1	3:1	GB Section 4.8.4	
Transverse Slopes	w/ drainage structures	8:1	6:1	N/A	RDG Section 3.2.3	
	w/o drainage structures	10:1	6:1	N/A		
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--	10' wide	--	
	Median ditch depth (ft)	4	2	4'	--	
Median width (ft) (Refer to Section 3E-1)	Interstates	82	36	82'	IDG page 5	--
	Freeways	64	50		--	GB Section 8.3.2
Bridge width—new***	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	N/A	IDG page 7	GB Section 8.2.8
	Bridge length > 200 ft	design lane widths + effective shoulder widths	design lane width + 4' right and left of the design lane widths	N/A	IDG page 7	
Bridge width—existing***	Bridge length ≤ 200 ft	design lane widths + no less than 10' right and 3.5' left	design lane widths + 10' right shoulder and 3.5' left shoulder	N/A	IDG page 7	
	Bridge length > 200 ft	design lane widths + no less than 3.5' right and left	design lane widths + 3.5' right and left of the design lane widths	N/A	IDG page 7	
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16	16.5'	IDG page 7	GB Section 8.2.9
	Over non-primary	16.5 at interchange locations, 15 ft at all other locations	14	16.5'	GB pages 5-9 and 6-8	
	Over railroad	23.3	23.3	N/A		
	Sign trusses and pedestrian crossings	17.5	17	17.5'	IDG page 7	GB Section 8.2.9
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	N/A	--	
Level of Service	Freeway segments	B	B	B	GB Section 8.2.3	
	Auxiliary facilities	B	B**	B		

*Design Exception not required for Freeways

**LOS C may be acceptable in spot locations with FHWA approval

***FHWA notification via email is required if acceptable criteria is not met on the Interstate or NHS systems (No formal design exception required)

Directional Design Hourly Volume (DDHV) for Trucks =

Design Manual Section 1C-1
Last Updated: 04-29-19

Effective Shoulder Width and Type for Interstates (Freeways)

Auxiliary Lanes	Preferred (values shown in feet)		Acceptable (values shown in feet)		Project Values	Interstates	Freeways
	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width		GB page 10-90	
	6	6	6	6	6'		

4-Lane Sections

Design Year Traffic	Outside		Median Side		Outside		Median Side		Project Values	Interstates	Freeways
	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width			
Less than or equal to 250 DDHV	10	10	6	6	10	10	4	4	N/A	IDG page 4	GB section 8.2.4
Greater than 250 DDHV	12	12	6	6	12	12	4	4	N/A	IDG page 4	GB section 8.2.4

Sections with 6 or more lanes

Design Year Traffic	Outside		Median Side		Outside		Median Side		Project Values	Interstates	Freeways
	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width			
Less than or equal to 250 DDHV	10	10	10	10	10	10	10	10	N/A	IDG page 4	GB section 8.2.4
Greater than 250 DDHV	12	12	12	12	12	12	12	12	12'	IDG page 4	GB section 8.2.4

Curbs should be located beyond the outer edge of the paved shoulder

IDG page 6 GB section 8.2.5

Notes:

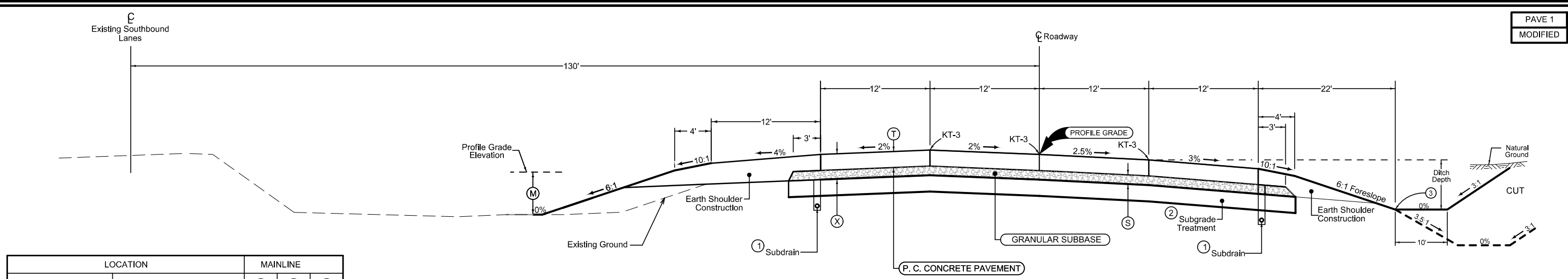
Using full-depth paved shoulder for outside shoulder.

Roadway Design Speed (mph) = **75**

Design Manual Section 1C-1
Last Updated: 04-29-19

Design Criteria for High Speed Roadways

Design Element	Preferred Criteria						Acceptable Criteria						Project Values			
	Design Speed, mph						Design Speed, mph									
	50	55	60	65	70	75	50	55	60	65	70	75				
Stopping sight distance (ft) (Refer to Section 6D-1)	425	495	570	645	730	820	425	495	570	645	730	820	820	GB Table 3-1		
Minimum horizontal curve radius (ft) (Refer to Sections 2A-2 and 2A-3)	Method 5 superelevation and side friction distribution	$e_{max} = 6\%$	833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	2500	GB Table 3-7
		$e_{max} = 8\%$	--	--	--	--	--	--	758	960	1200	1480	1810	2210		GB Table 3-7
Minimum vertical curve length (ft) (Refer to Section 2B-1)	crest vertical curves		150	165	180	195	210	225	150	165	180	195	210	225	225	GB page 3-167
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	312	GB Table 3-35
	sag vertical curves	roadways without fixed-source lighting	96	115	136	157	181	206	96	115	136	157	181	206	206	GB Table 3-37
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	206	GB page 3-176
Minimum gradient (%) (Refer to Section 2B-1)	0.5						0.3% with a curb, 0.0% without a curb						0.5%	GB page 3-130		
Maximum gradient (%) (Refer to Section 2B-1)	Urban roadways		4			3			7	6	6	--	--	--	N/A	GB Table 7-4a
	Rural roadways		4			3			5	5	4	4	4	4	N/A	GB Table 7-2
	Interstates		4			3			5	5	4	4	4	4	3%	IDG page 3
Clear zone	See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						34'			



LOCATION		MAINLINE		
ROAD IDENTIFICATION	STATION TO STATION	T Inches	S Inches	X Inches
I-35 NB	1078+85.00 - 1136+50.00	11.0	6	17.0
I-35 NB	1139+50.00 - 1143+00.00	11.0	6	17.0
I-35 NB	1145+00.00 - 1265+00.00	11.0	6	17.0

Transverse joints: CD at 17' spacing

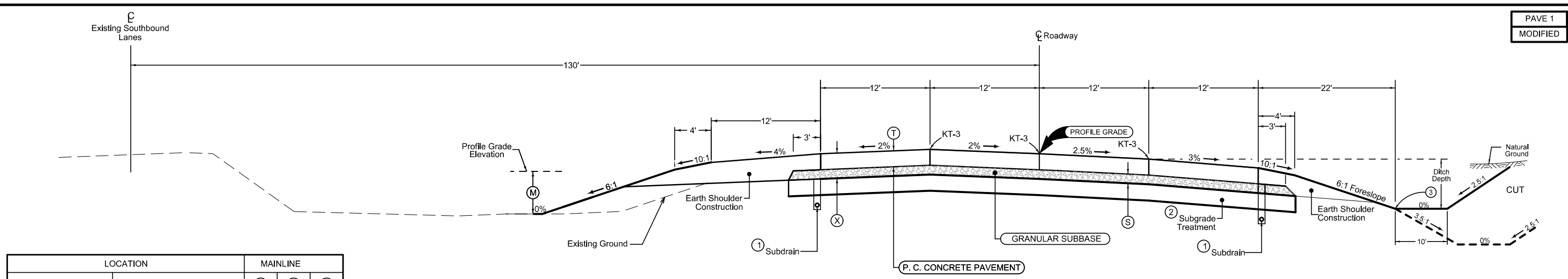
Normal Section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Plan and Profile Sheets and Cross Sections for additional details of Ditches and Backslopes.

① Refer to Tab. 104-9.
② Refer to Detail G_4D_Grade_Delay_S, Sheet B.3.
③ Refer to project plan and cross sections for specific location of foreslope change.

See Tab 100-24 for Pavement Quantities

**TYPICAL CROSS SECTION
NORTHBOUND LANES
GRADING AND PAVING**



LOCATION		MAINLINE		
ROAD IDENTIFICATION	STATION TO STATION	T Inches	S Inches	X Inches
I-35 NB	1136+50.00 - 1139+50.00	11.0	6	17.0
I-35 NB	1143+00.00 - 1145+00.00	11.0	6	17.0

Transverse joints: CD at 17' spacing

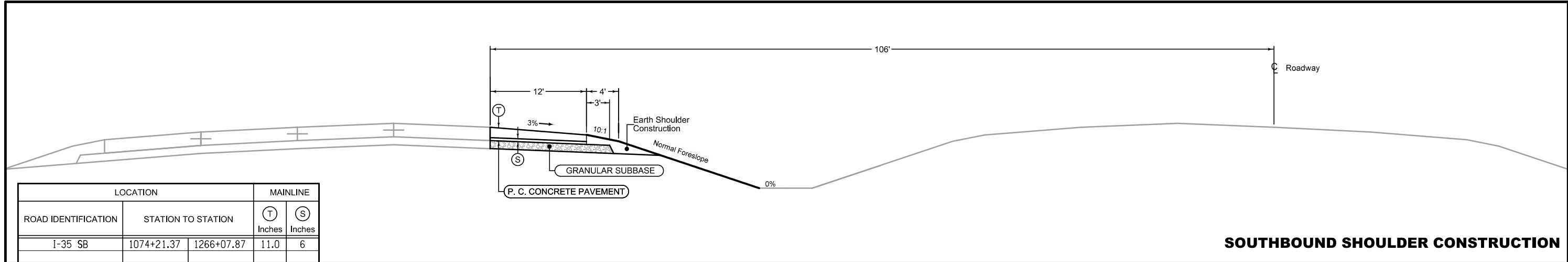
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See Plan and Profile Sheets and Cross Sections for additional details of Ditches and Backslopes.

① Refer to Tab. 104-9.
② Refer to Detail G_4D_Grade_Delay_S, Sheet B.3.
③ Refer to project plan and cross sections for specific location of foreslope change.

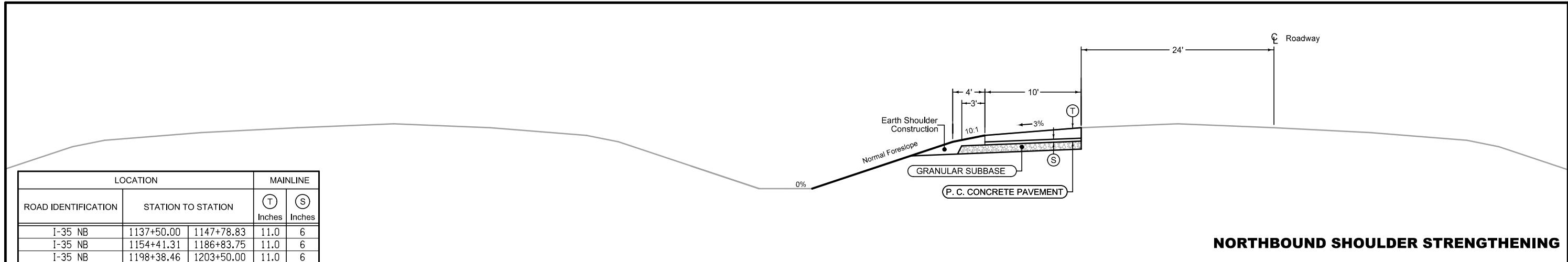
See Tab 100-24 for Pavement Quantities

**TYPICAL CROSS SECTION
NORTHBOUND LANES
GRADING AND PAVING**



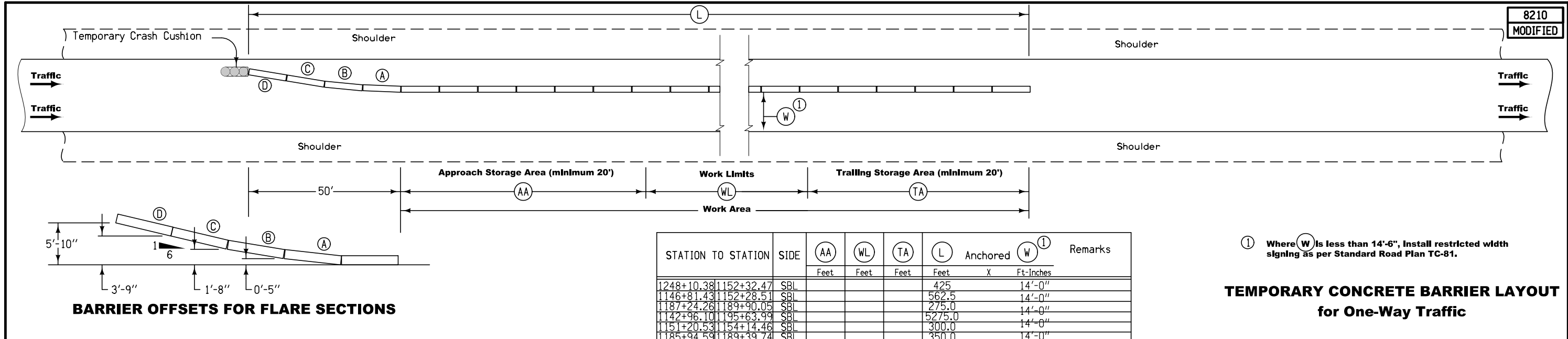
SOUTHBOUND SHOULDER CONSTRUCTION

LOCATION		MAINLINE	
ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches
I-35 SB	1074+21.37 1266+07.87	11.0	6



NORTHBOUND SHOULDER STRENGTHENING

LOCATION		MAINLINE	
ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches
I-35 NB	1137+50.00 1147+78.83	11.0	6
I-35 NB	1154+41.31 1186+83.75	11.0	6
I-35 NB	1198+38.46 1203+50.00	11.0	6



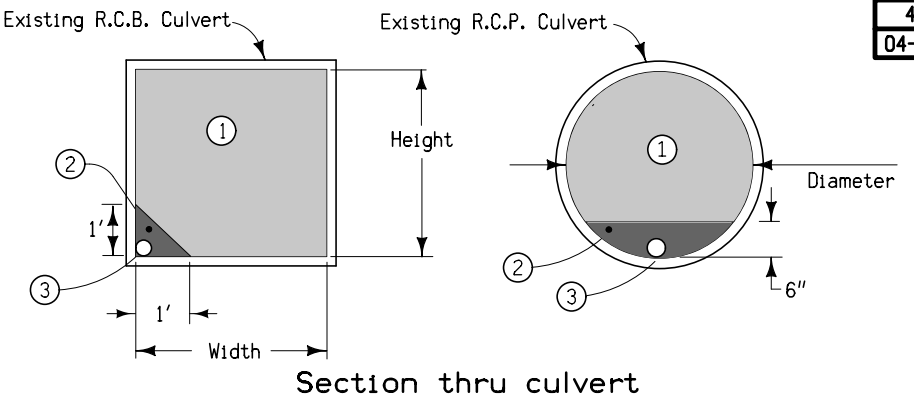
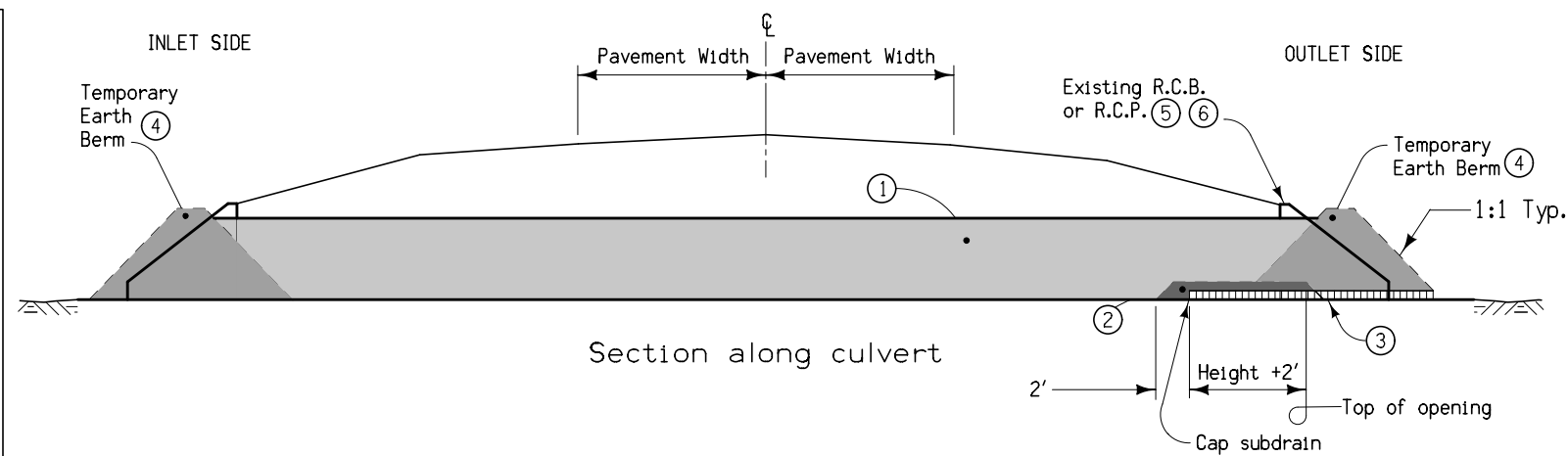
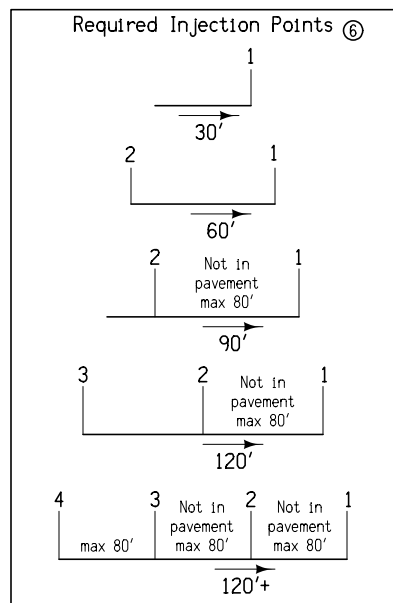
8210
MODIFIED

① Where (W) is less than 14'-6", install restricted width signing as per Standard Road Plan TC-81.

TEMPORARY CONCRETE BARRIER LAYOUT for One-Way Traffic

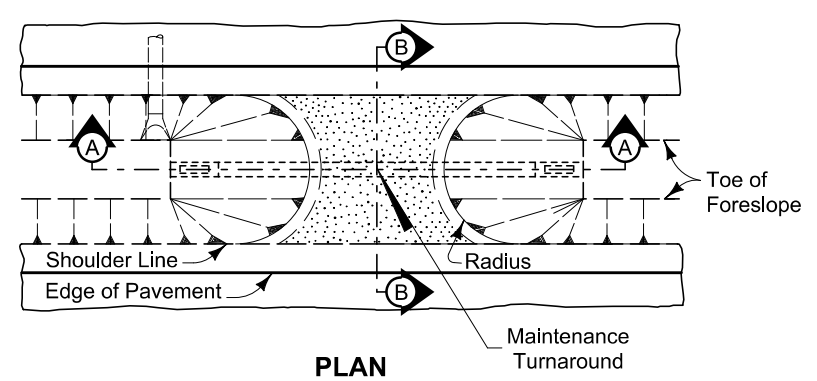
STATION TO STATION	SIDE	(AA) Feet	(WL) Feet	(TA) Feet	(L) Feet	Anchored X	(W) Ft-Inches	Remarks
1248+10.38 1152+32.47	SBL				425		14'-0"	
1146+81.43 1152+28.51	SBL				562.5		14'-0"	
1187+24.26 1189+90.05	SBL				275.0		14'-0"	
1142+96.10 1195+63.99	SBL				5275.0		14'-0"	
1151+20.53 1154+14.46	SBL				300.0		14'-0"	
1185+94.59 1189+39.74	SBL				350.0		14'-0"	

BARRIER OFFSETS FOR FLARE SECTIONS

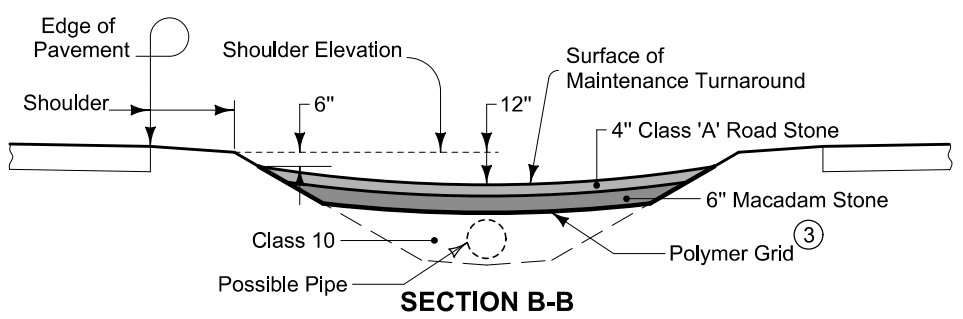
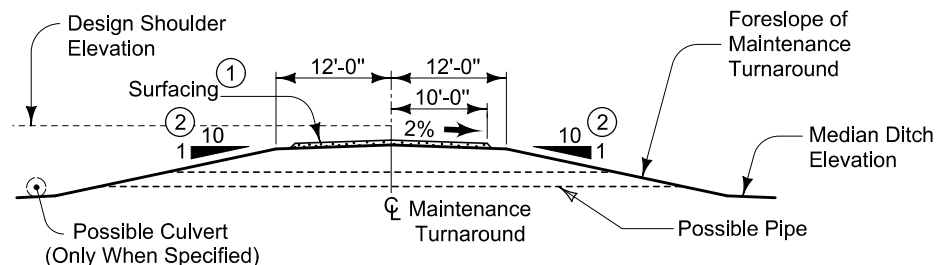


- ① Flowable Mortar.
- ② Granular Backfill.
- ③ 4" subdrain at flowline elevation of culvert shall be extended into the culvert a distance of 2' plus the height of the culvert. Granular Backfill covers subdrain and extends an additional 2'. Subdrain and granular backfill are incidental to flowable mortar.
- 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.)

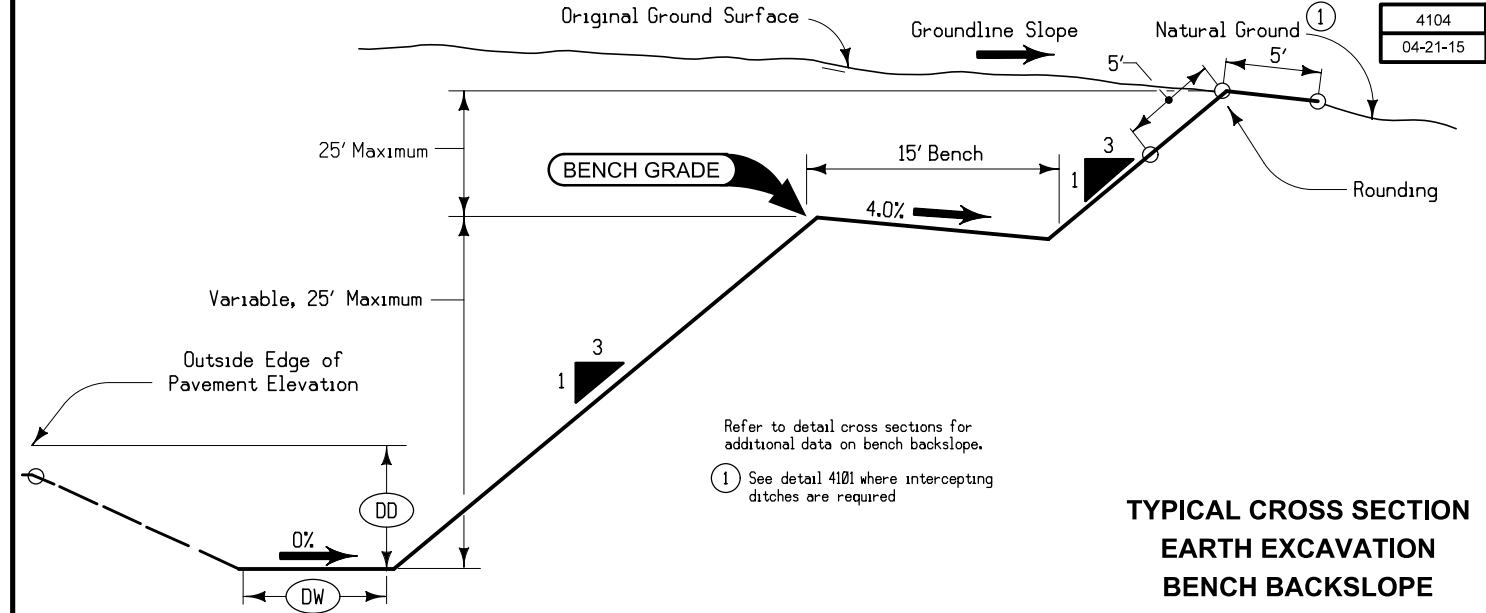


- ① Surfacing quantities based on a 6 inch layer of Macadam Stone base and a 4 inch layer of Class 'A' Road Stone. Apply surfacing as directed by the Engineer.
- ② Construct 8:1 foreslope when drainage pipe is incorporated into the maintenance turnaround.
- ③ Install Polymer Grid between Class 10 and 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	LF	EACH	FT	



Refer to detail cross sections for additional data on bench backslope.
① See detail 4101 where intercepting ditches are required

TYPICAL CROSS SECTION EARTH EXCAVATION BENCH BACKSLOPE

DRAINAGE STRUCTURE BY ROAD CONTRACTOR

Length of unclassified pipe calculated is based on using Reinforced Concrete Pipe.

- * Not a bid item
- ① Diameter or equivalent diameter
- ② UNCL = Unclassified Pipe CMP = Corrugated Metal Pipe RCP = Reinforced Concrete Pipe LCP = Arch or Elliptical Low Clearance Pipe SARC = Steel Arch Pipe
- ③ Backfill according to DR-101

Drainage Area ACRE	Location	Type	Size ① IN	Kind Of Pipe ②	Length New Const. LF	Bedding Class	Design Cover (H) FT	Camber* (DR-102) FT	Apron No.		Apron Guard* (DR-213) No.	Elbow* (DR-141) No.	Diaphragm* (DR-501) No.	Tee Section* (DR-142) No.	"D" Section* (DR-141) No.	Reducer*	Type 'C' Connections* (DR-122) Type	No.	Connected Pipe Joint* (DR-121) Type	4" Perforated Subdrain* FT	Flow Line Elevations				Dimensions Lin. Ft.				Skew Ahead Degrees		Dike			Class 20 CY	Flowable Mortar CY	Floodable* Backfill (A) CY	Porous* Backfill (B) CY	Flooded Backfill (A+B) CY	Remarks		
									Lt.	Rt.											Lt.	Rt.	Lt.	Rt.	Lt.	Rt.	Lt.	Rt.	Lt.	Rt.	Rt.	Location Station	Top Elevation							Type	
									Total												Extensions		Total		Extensions		Total		Extensions												
13.0	1089+35.26	DR-621	36	RCP	8	B	4.7	0.08		1	1						C-1	13			UAC	844.75	844.48			UAC	68.9	8.0													
7.5	1100+51.59	DR-621	24	RCP	8	B				1	1						C-1	13			UAC	856.35	856.06			UAC	50.0	8.0													
17.0	1108+95.29	DR-621	36	RCP	8	B				1	1						C-1	13			UAC	854.30	854.05			UAC	59.2	8.0													
67.0	1114+81.44	DR-621	60	RCP	8	B				1	1						C-1	13			UAC	853.25	852.92			UAC	74.9	8.0													
10.5	1129+53.96	DR-621	30	RCP	8	B				1	1						C-1	13			UAC	898.35	898.13			UAC	64.8	8.0	RT	1129+63.00	889.85	M									
48.0	1143+22.34	DR-621	60	RCP	34	B	9.0	0.17		1	1						C-2	13			UAC	901.80	901.60			UAC	109.8	34.0													
55.0	1202+49.29	DR-621	48	RCP	8	B				1	1						C-1	13			UAC	950.80	950.50			UAC	66.7	8.0													
31.0	1213+98.82	DR-621	36	RCP	8	B											C-1	13			UAC	961.90	962.00			UAC	55.2	8.0													
31.0	1214+08.00	DR-621	36	RCP	8	B											C-1	13			UAC	962.00	962.35			UAC	56.0	8.0													
116.0	1221+66.42	DR-621	72	RCP	20	B				1							C-2	13			UAC	959.30	959.77			UAC	69.2	20.0													
12.0	1232+74.20	DR-621	30	RCP	12	B											C-1	13			UAC	973.10	973.30			UAC	52.9	12.0													
9.0	1256+11.23	DR-621	24	RCP	18	B				1							C-1	13			UAC	969.30	969.54			UAC	99.2	18.0													Clean out pipe
4.0	1258+05.19	DR-621	24	RCP	22	B				1							C-1	13			UAC	972.50	972.73			UAC	71.9	22.0													Clean out pipe

110-2
04-16-13

REMOVAL OF EXISTING STRUCTURES

Location	Description	Remarks
1143+22.34	5' x 4' RCB	Remove headwalls RT
1221+66.42	6' x 5' RCB	Remove headwalls RT

108-30
04-16-13

CRASH CUSHIONS

- * Bid Item
- ① Lane(s) to which the installation is adjacent.
- ② Complete this section when using the Temporary Crash Cushion bid item and Earthwork is needed for Sand Barrel placement. Refer to BA-500

No.	Direction of Traffic ①	Location Station	Side	Obstacle Width FT	Crash Cushion (Select One)*					Sand Barrel Details ②					Earthwork*		Spare Parts Kit (Select One)*		Obstacle Description	Remarks
					Temporary	Temporary Redirective	Temporary Severe Use	Permanent	Permanent Severe Use	V	W	X	Y	Z	Excavation Class 10 CY	Embankment in Place CY	Permanent EACH	Permanent Severe Use EACH		
										Length FT	Length FT	Length FT	Length FT	Length FT						
1	NB	1145+35.83	LT	1.88			1											Temporary Barrier Rail	Stage 2	
2	SB	1268+25.12	LT	1.88			1											Temporary Barrier Rail	Stage 2	
3	NB	1264+90.50	LT	1.88			1											Temporary Barrier Rail	Stage 2	
4	NB	1146+73.92	RT	1.88			1											Temporary Barrier Rail	Stage 3 - Exit Ramp	
5	NB	1149+97.56	LT	1.88			1											Temporary Barrier Rail	Stage 3 - Exit Ramp	
6	NB	1167+68.01	RT	1.88			1											Temporary Barrier Rail	Stage 3 & 3A	
7	NB	1187+20.20	LT	1.88			1											Temporary Barrier Rail	Stage 3 - Entrance Ramp	
8	NB	1188+52.54	RT	1.88			1											Temporary Barrier Rail	Stage 3 - Entrance Ramp	
9	NB	1232+46.60	RT	1.88			1											Temporary Barrier Rail	Stage 3 & 3A	
10	NB	1248+10.38	RT	1.88			1											Temporary Barrier Rail	Stage 3 & 3A	
11	SB	1269+05.14	LT	1.88			1											Temporary Barrier Rail	Stage 3 & 3A	
12	NB	1146+81.43	RT	1.88			1											Temporary Barrier Rail	Stage 3A - Exit Ramp	
13	NB	1187+24.26	LT	1.88			1											Temporary Barrier Rail	Stage 3A - Entrance Ramp	
14	NB	1142+96.10	LT	1.88			1											Temporary Barrier Rail	Stage 4	
15	NB	1151+20.53	RT	1.88			1											Temporary Barrier Rail	Stage 5	
16	NB	1185+94.59	RT	1.88			1											Temporary Barrier Rail	Stage 5	

PAVEMENT MARKING LINE TYPES

See PM-110

***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

*BCY4 - Place on the same side of the roadway to match existing markings near the project.

**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.

BCY4: Broken Centerline (Yellow) @ 0.25	DCY4: Double Centerline (Yellow) @ 2.00	NPY4: No Passing Zone Line (Yellow) @ 1.25	BLW4: Broken Lane Line (White) @ 0.25	ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00	DLW4: Dotted Line (White) @ 0.33	RLW4: Ramp Edge Line Right (White) @ 1.00	CHW8: Channelizing Line (White) @ 2.00	SLW4: Solid Lane Line (White) @ 1.00
YLW2: Yield Line (White) @ 1.71				

Road ID	Station to Station	Dir. of Travel	Location Marking Type	Side L C R	Length by Line Type (Unfactored)														Remarks	
					BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	RLW4	CHW8	SLW4	YLW2					
					STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA		
			Factored Total: Waterborne/Solvent Paint			-	-	-	128.88	521.76	569.44	5.56	39.35	184.62	7.79	0.68	-	-	-	-
			Factored Total: Durable Paint			-	-	-	151.08	361.58	396.13	1.31	34.55	57.72	-	-	-	-	-	-
			Factored Total: Removal of Paint			-	-	-	184.04	697.60	772.86	6.23	62.00	191.50	7.79	0.41	-	-	-	-
			Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based																	
			Bid Quantity: Painted Pavement Markings, Durable																	
			Bid Quantity: Pavement Markings Removed																	

SURVEY SYMBOLS

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

UTILITY LEGEND

- MidAmerican Energy Company
Eric Heikes
10510 Douglas Avenue
Urbandale, IA 50322
515-252-6497
echeikes@midamerican.com
- CenturyLink
Phil Williams
2103 E University
Des Moines, IA 50317
515-263-7272
Phil.Williams@CenturyLink.com
- Warren Water District
Peggy Crabbs
1204 East 2nd Avenue
Indianola, IA 50125
515-962-1200
Peggy@warrenwaterdistrict.com

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
SHADING		Design Color No.
Lavender	(9)	Temporary Pavement Shading
Yellow	(4)	Proposed Pavement Shading
Orange	(6)	Proposed Granular Shading
Orange	(70)	Proposed Shoulder Granular Shading
Yellow	(68)	Proposed Shoulder Paved Full Depth Shading
Yellow	(132)	Proposed Shoulder Paved Partial Depth Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Orange, Light	(134)	Proposed Granular Entrance Shading
Yellow	(220)	Proposed Paved Entrance Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading
Green, Light	(225)	Existing Pavement Shading
Red	(3)	Proposed Structure Shading
Red	(3)	Delineates Restricted Areas

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

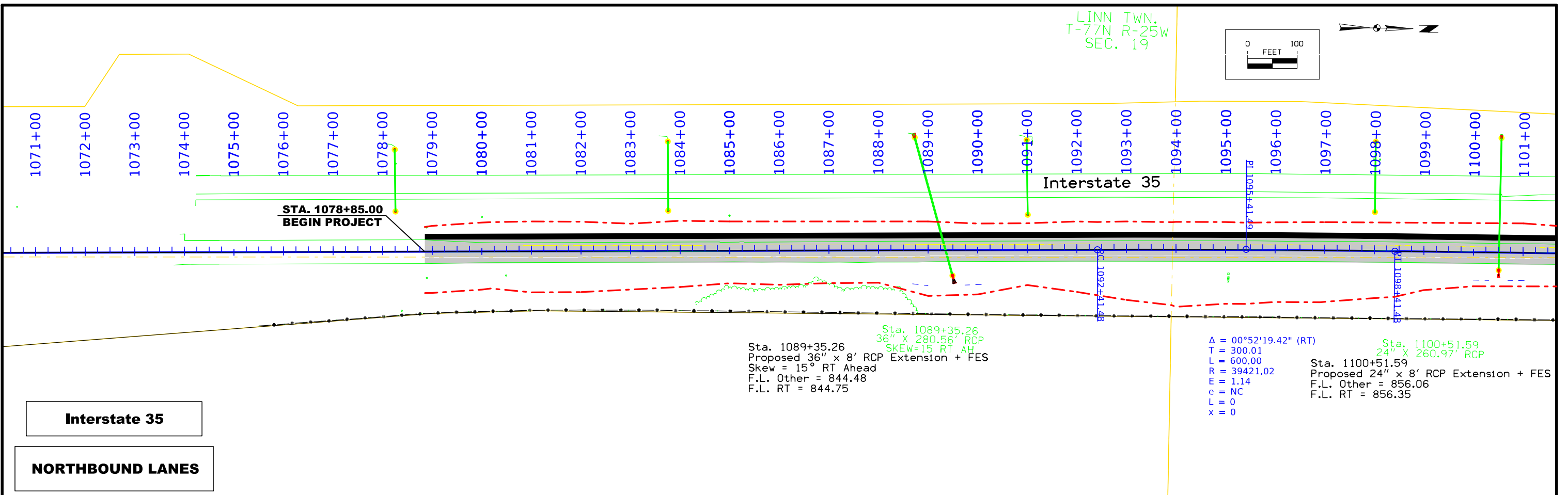
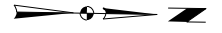
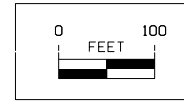
RIGHT-OF-WAY LEGEND

- 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)

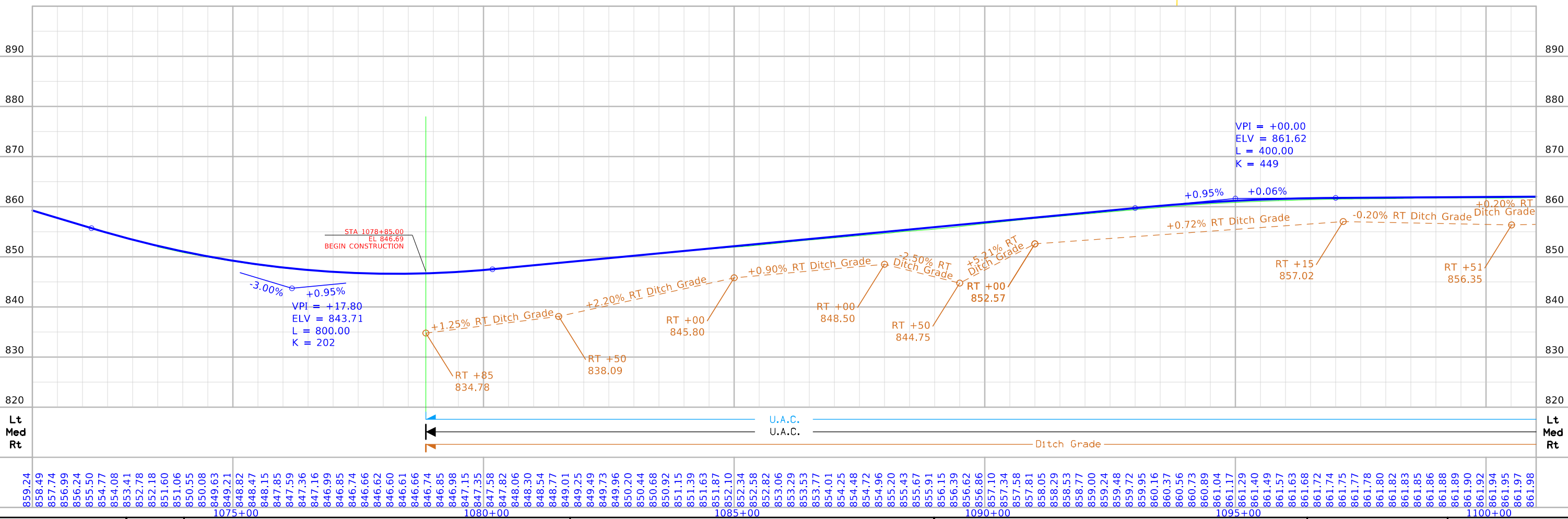
LINN TWN.
T-77N R-25W
SEC. 19



Sta. 1089+35.26
Proposed 36" x 8' RCP Extension + FES
Skew = 15° RT Ahead
F.L. Other = 844.48
F.L. RT = 844.75

$\Delta = 00^{\circ}52'19.42"$ (RT)
T = 300.01
L = 600.00
R = 39421.02
E = 1.14
e = NC
L = 0
x = 0

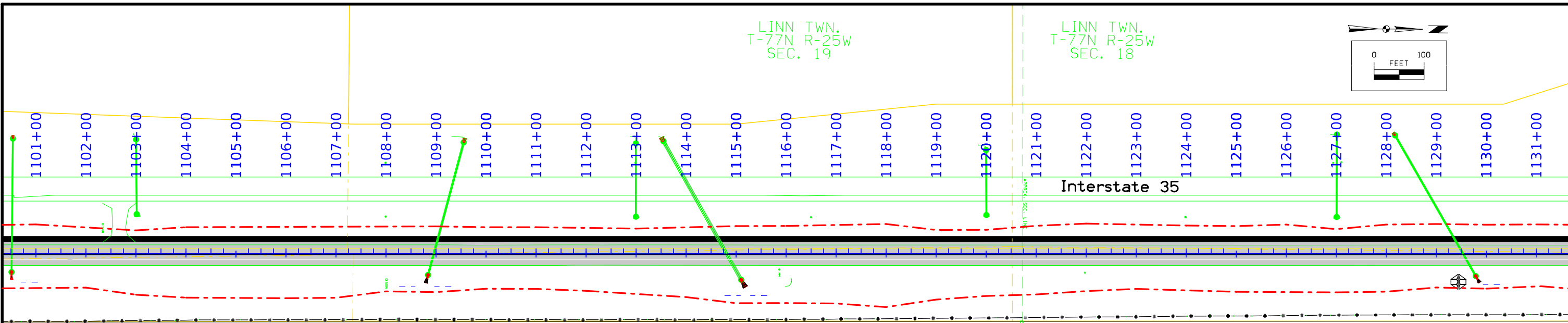
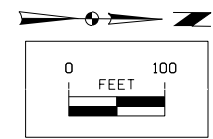
Sta. 1100+51.59
Proposed 24" x 8' RCP Extension + FES
F.L. Other = 856.06
F.L. RT = 856.35



859.24	858.49	857.74	856.99	856.24	855.50	854.77	854.08	853.41	852.78	852.18	851.60	851.06	850.55	850.08	849.63	849.21	848.82	848.47	848.15	847.85	847.59	847.36	847.16	846.99	846.85	846.74	846.66	846.60	846.61	846.66	846.74	846.85	846.98	847.15	847.35	847.58	847.82	848.06	848.30	848.54	848.77	849.01	849.25	849.49	849.73	849.96	850.20	850.44	850.68	850.92	851.15	851.39	851.63	851.87	852.10	852.34	852.58	852.82	853.06	853.29	853.53	853.77	853.99	854.25	854.48	854.72	854.96	855.20	855.43	855.67	855.91	856.15	856.39	856.62	856.86	857.10	857.34	857.58	857.81	858.05	858.29	858.53	858.77	859.00	859.24	859.48	859.72	859.95	860.16	860.37	860.56	860.73	860.89	861.04	861.17	861.29	861.40	861.49	861.57	861.63	861.68	861.72	861.74	861.75	861.77	861.78	861.80	861.82	861.83	861.85	861.86	861.88	861.89	861.90	861.92	861.94	861.95	861.97	861.98
																	1075+00																		1080+00																		1085+00																		1090+00																		1095+00																		1100+00												

LINN TWN.
T-77N R-25W
SEC. 19

LINN TWN.
T-77N R-25W
SEC. 18



Sta. 1108+95.29
36" X 266.37' RCP
SKEW=15° LT AH

Sta. 1114+81.44
60" X 309.65' RCP
SKEW=29° RT AH

Sta. 1129+53.96
30" X 277.36' RCP
30" X 46' CMP
SKEW=29° RT AH

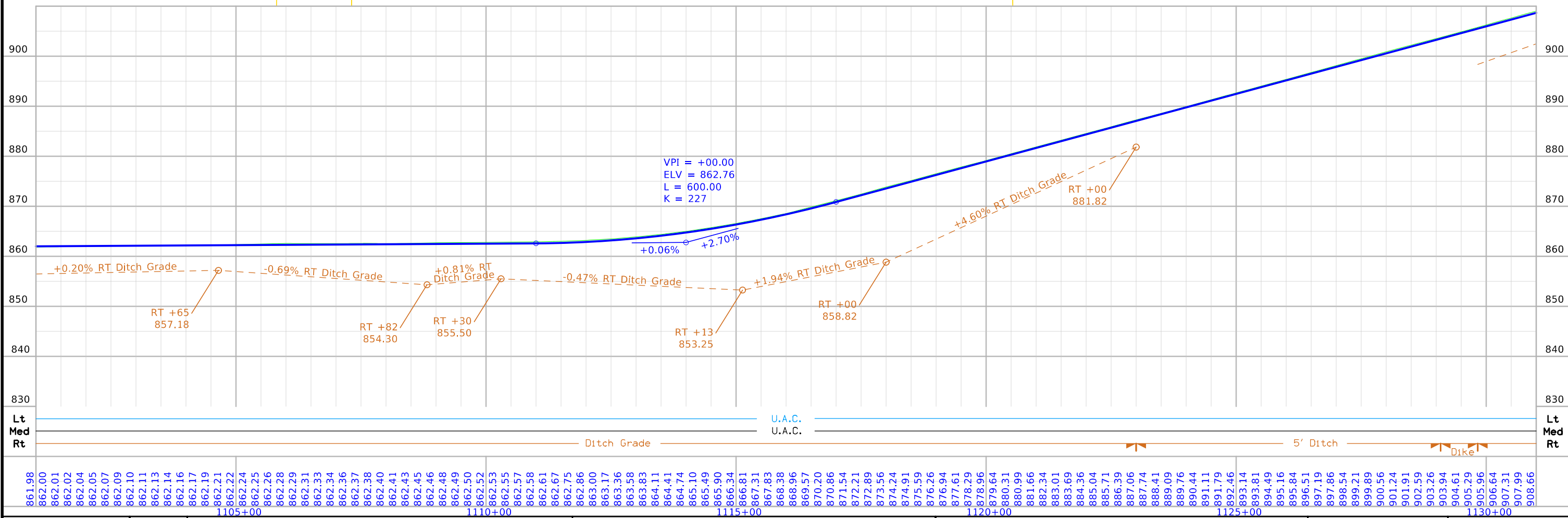
Sta. 1108+95.29
Proposed 36" x 8' RCP Extension + FES
Skew = 15° LA
F.L. Other = 854.05
F.L. RT = 854.30

Sta. 1114+81.44
Proposed 60" x 8' RCP Extension + FES
Skew = 29° RT Ahead
F.L. Other = 852.92
F.L. RT = 853.25

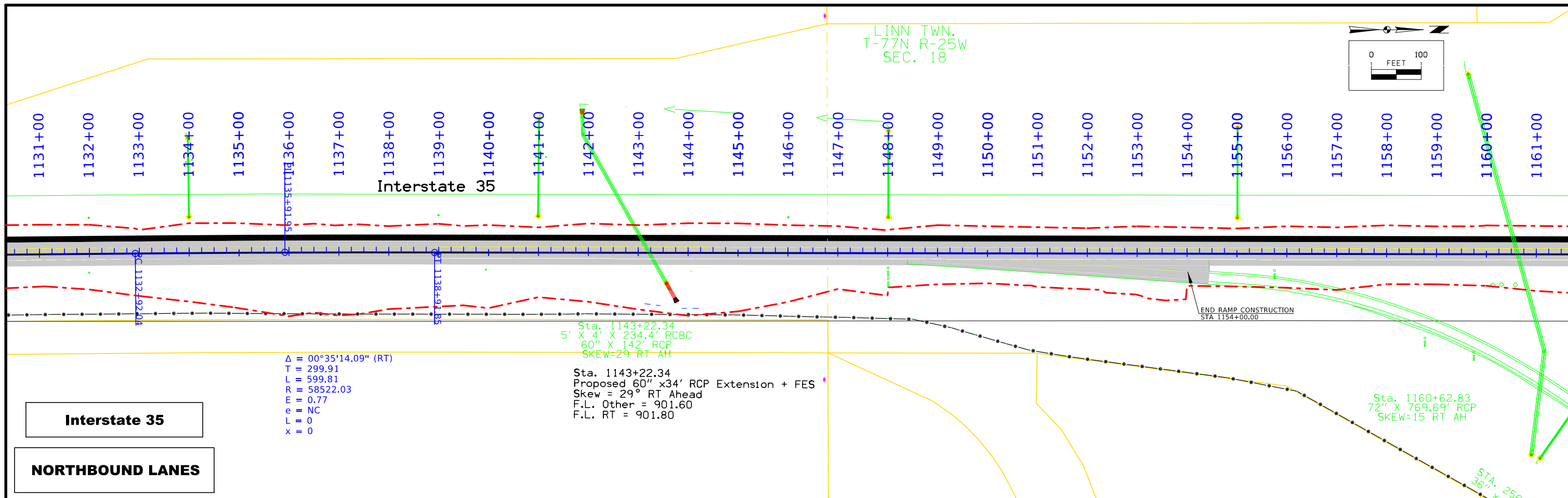
Sta. 1129+53.96
Proposed 30" x 8' RCP Extension + FES
Skew = 30° RT Ahead
F.L. Other = 898.13
F.L. RT = 898.35

Sta. 1129+63.00
Type M Dike
Top Elev. =889.85

Interstate 35
NORTHBOUND LANES

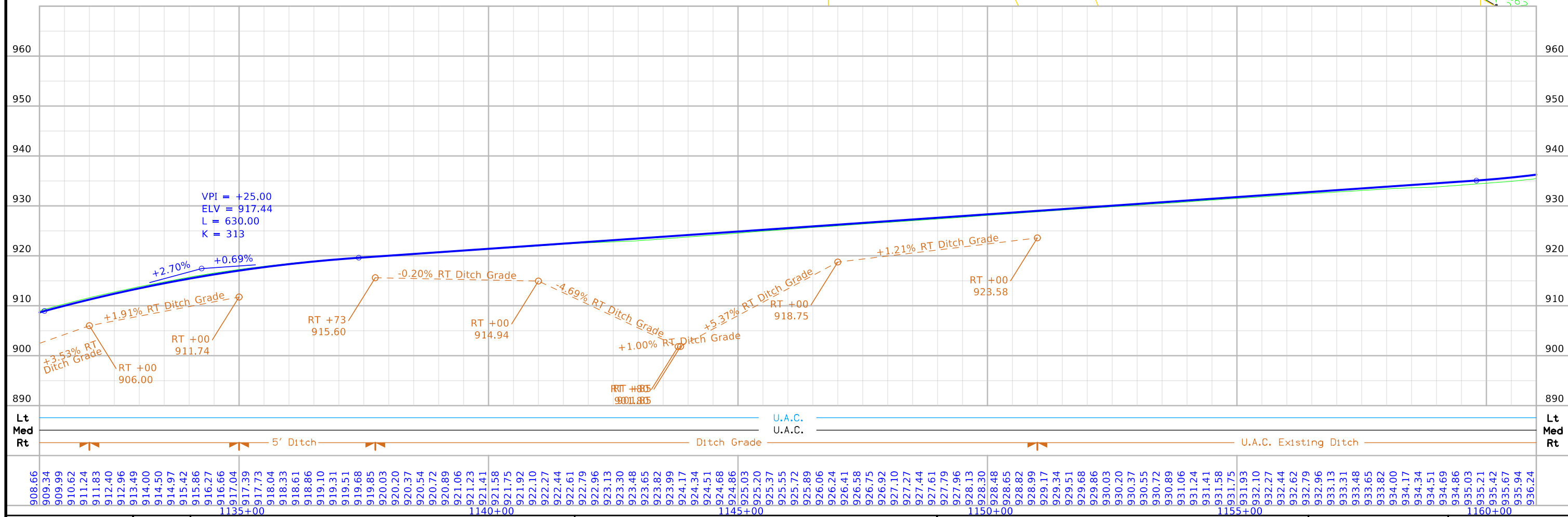


861.98	862.00	862.01	862.02	862.04	862.05	862.07	862.09	862.10	862.11	862.13	862.14	862.16	862.17	862.19	862.21	862.22	862.24	862.25	862.26	862.28	862.29	862.31	862.33	862.34	862.36	862.37	862.38	862.40	862.41	862.43	862.45	862.46	862.48	862.49	862.50	862.52	862.53	862.55	862.57	862.58	862.61	862.67	862.75	862.86	863.00	863.17	863.36	863.58	863.83	864.11	864.41	864.74	865.10	865.49	865.90	866.34	866.81	867.31	867.83	868.38	868.96	869.57	870.20	870.86	871.54	872.21	872.89	873.56	874.24	874.91	875.59	876.26	876.94	877.61	878.29	878.96	879.64	880.31	880.99	881.66	882.34	883.01	883.69	884.36	885.04	885.71	886.39	887.06	887.74	888.41	889.09	889.76	890.44	891.11	891.79	892.46	893.14	893.81	894.49	895.16	895.84	896.51	897.19	897.86	898.54	899.21	899.89	900.56	901.24	901.91	902.59	903.26	903.94	904.61	905.29	905.96	906.64	907.31	907.99	908.66
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Interstate 35

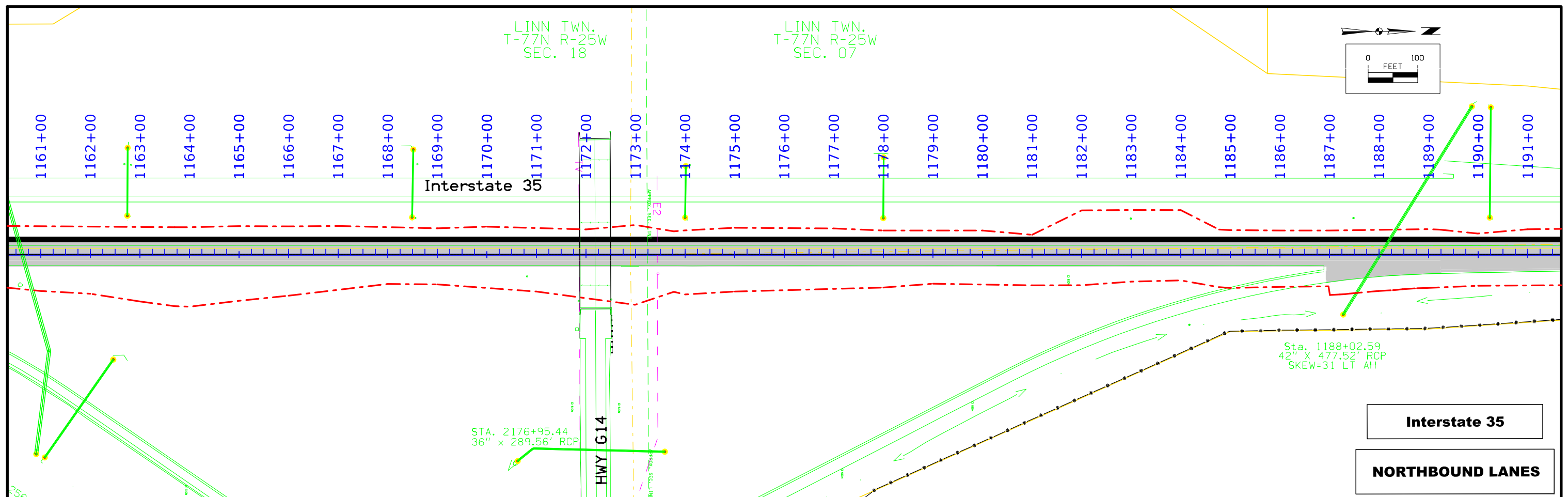
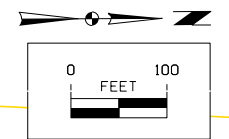
NORTHBOUND LANES



FILE NO. 98765	ENGLISH	DESIGN TEAM Snyder & Associates	Warren COUNTY	PROJECT NUMBER IM-NHS-035-2(467)63--03-91	SHEET NUMBER D.4
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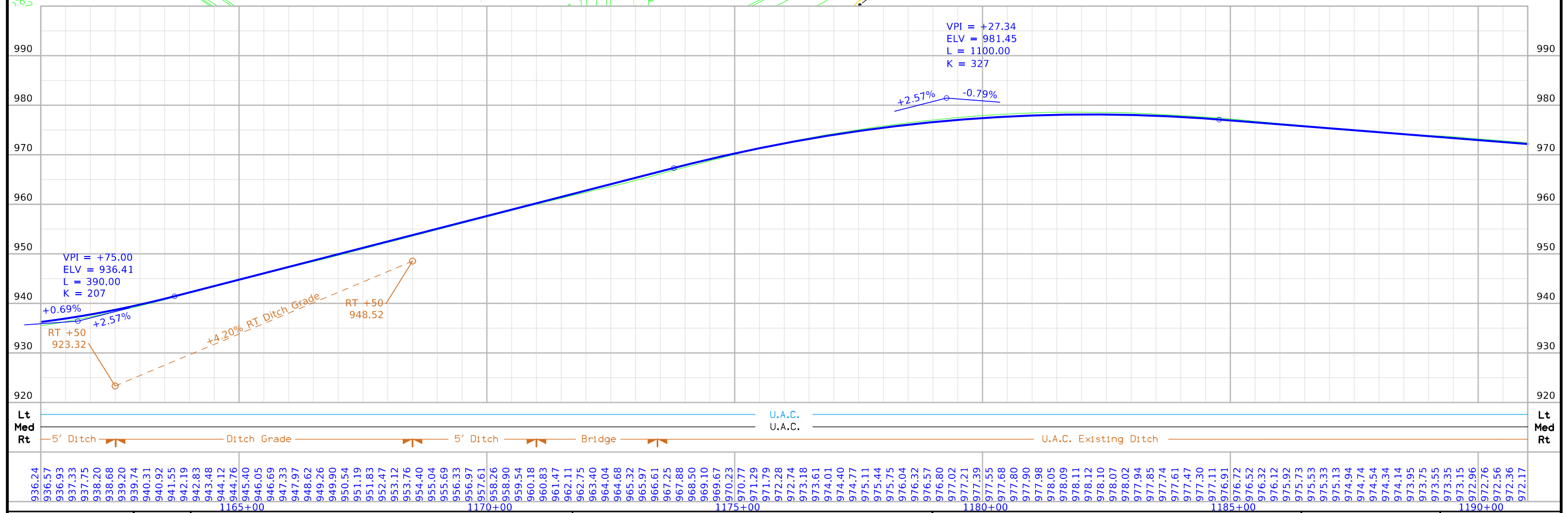
LINN TWN.
T-77N R-25W
SEC. 18

LINN TWN.
T-77N R-25W
SEC. 07



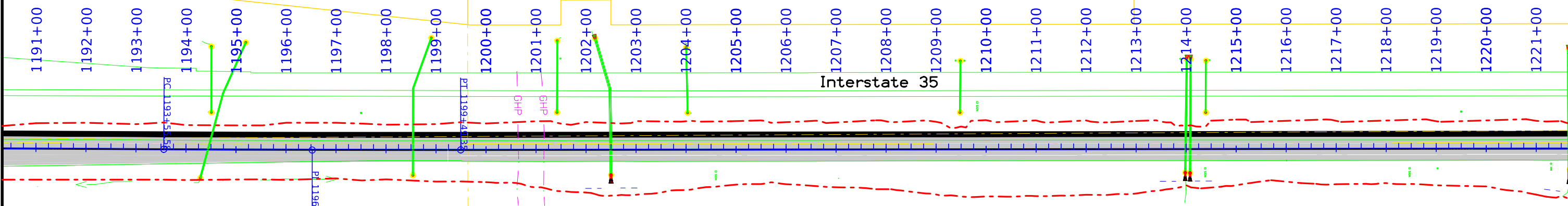
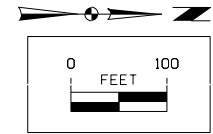
Interstate 35

NORTHBOUND LANES



936.24	936.57	936.93	937.33	937.75	938.20	938.68	939.20	939.74	940.31	940.92	941.55	942.19	942.83	943.48	944.12	944.76	945.40	946.05	946.69	947.33	947.97	948.62	949.26	949.90	950.54	951.19	951.83	952.47	953.12	953.76	954.40	955.04	955.69	956.33	956.97	957.61	958.26	958.90	959.54	960.18	960.83	961.47	962.11	962.75	963.40	964.04	964.68	965.32	965.97	966.61	967.25	967.88	968.50	969.10	969.67	970.23	970.77	971.29	971.79	972.28	972.74	973.18	973.61	974.01	974.40	974.77	975.11	975.44	975.75	976.04	976.32	976.57	976.80	977.02	977.21	977.39	977.55	977.68	977.80	977.90	977.98	978.05	978.09	978.11	978.12	978.10	978.07	978.02	977.94	977.85	977.74	977.61	977.47	977.30	977.11	976.91	976.72	976.52	976.32	976.12	975.92	975.73	975.53	975.33	975.13	974.94	974.74	974.54	974.34	974.14	973.95	973.75	973.55	973.35	973.15	972.96	972.76	972.56	972.36	972.17
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LINN TWN.
T-77N R-25W
SEC. 07



Sta. 1194+43.88
30" X 275' RCP
SKEW=15 LT AH
(U.A.C.)

Sta. 1198+53.79
30" X 269.60' RCP
(U.A.C.)

Sta. 1202+49.29
48" X 269.50' RCP
Sta. 1202+49.29
Proposed 48" x 8' RCP Extension + FES
F.L. Other = 950.50
F.L. RT = 950.80

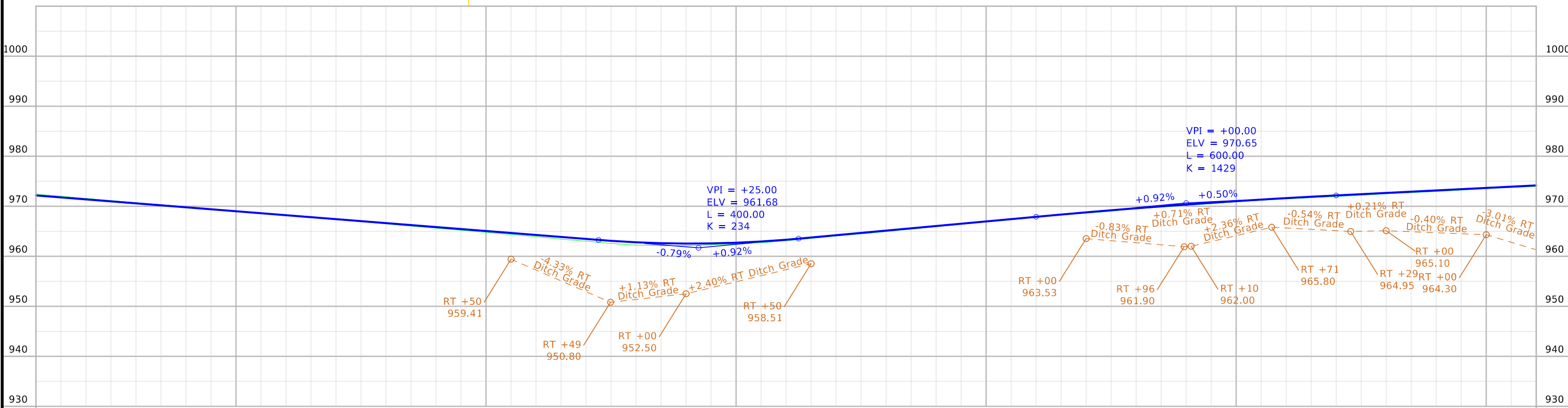
Sta. 1213+98.82
36" X 211.03' RCP
Sta. 1214+08.00
36" X 211.73' RCP

Sta. 1213+98.82
Proposed 36" x 8' RCP Extension + FES
F.L. Other = 962.00
F.L. RT = 961.90
Sta. 1214+08.00
Proposed 36" x 8' RCP Extension + FES
F.L. Other = 962.35
F.L. RT = 962.00

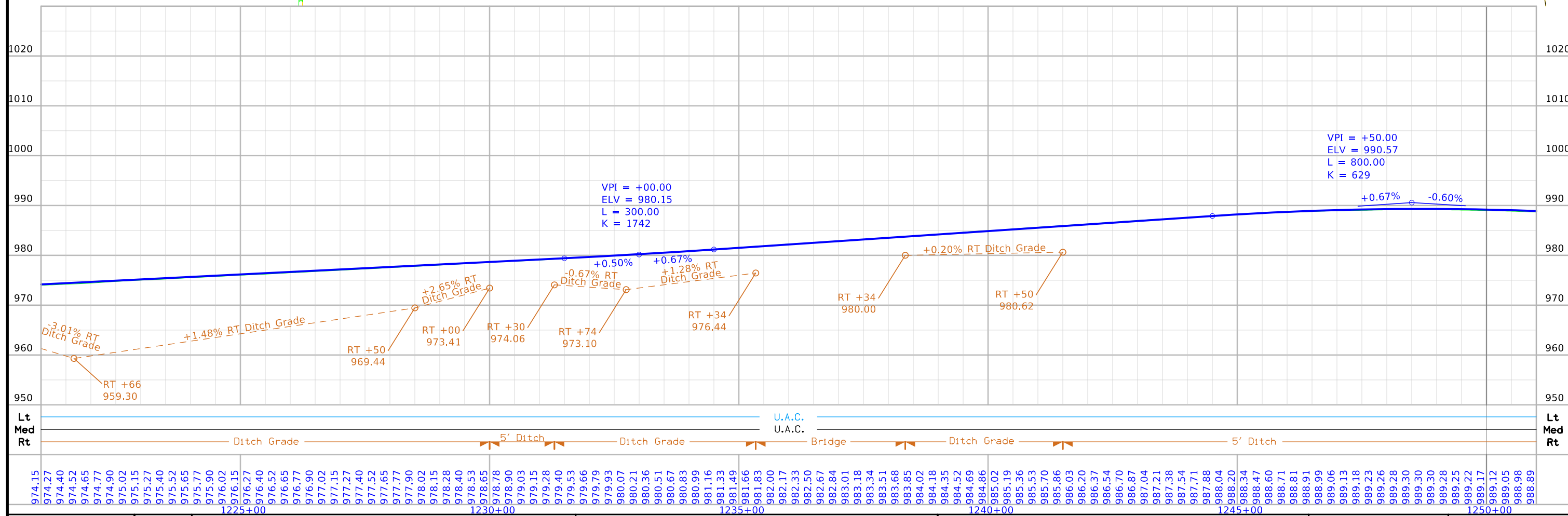
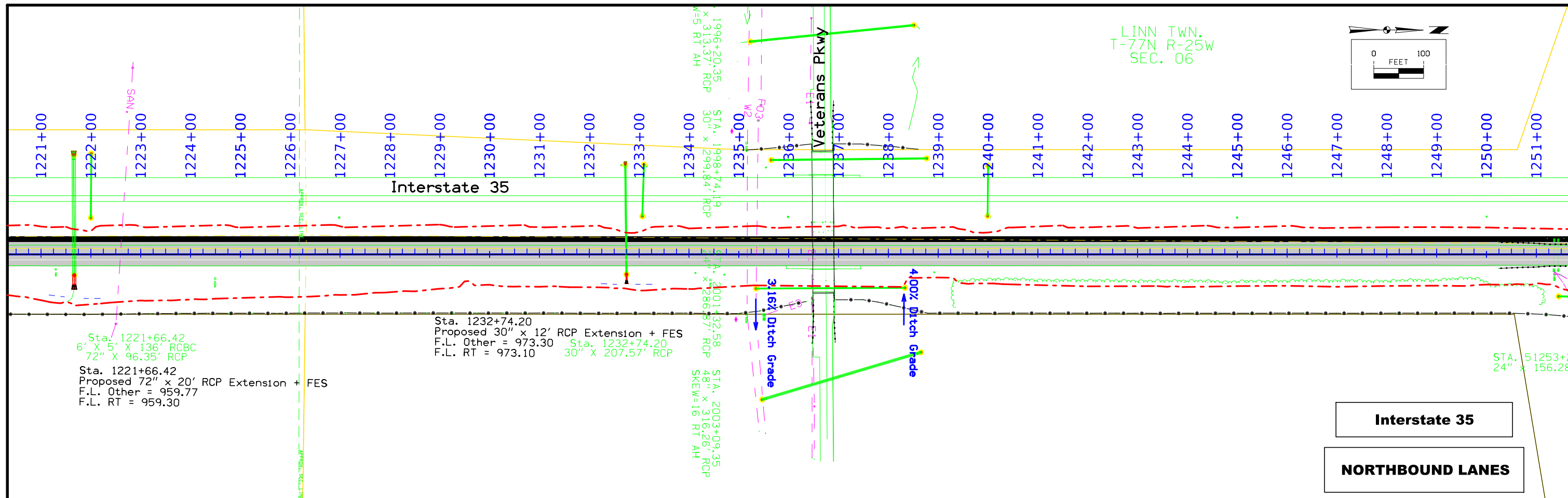
Δ = 00°21'39.00" (LT)
T = 296.88
L = 593.77
R = 94282.90
E = 0.47
e = NC
f = 0
x = 0

Interstate 35

NORTHBOUND LANES

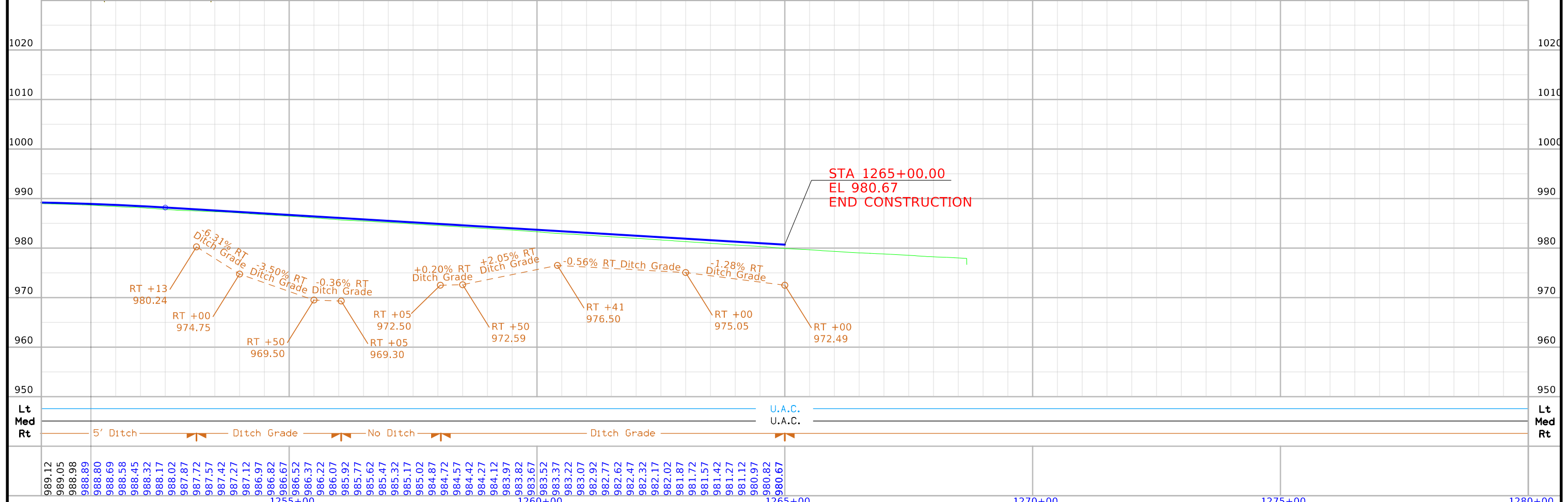
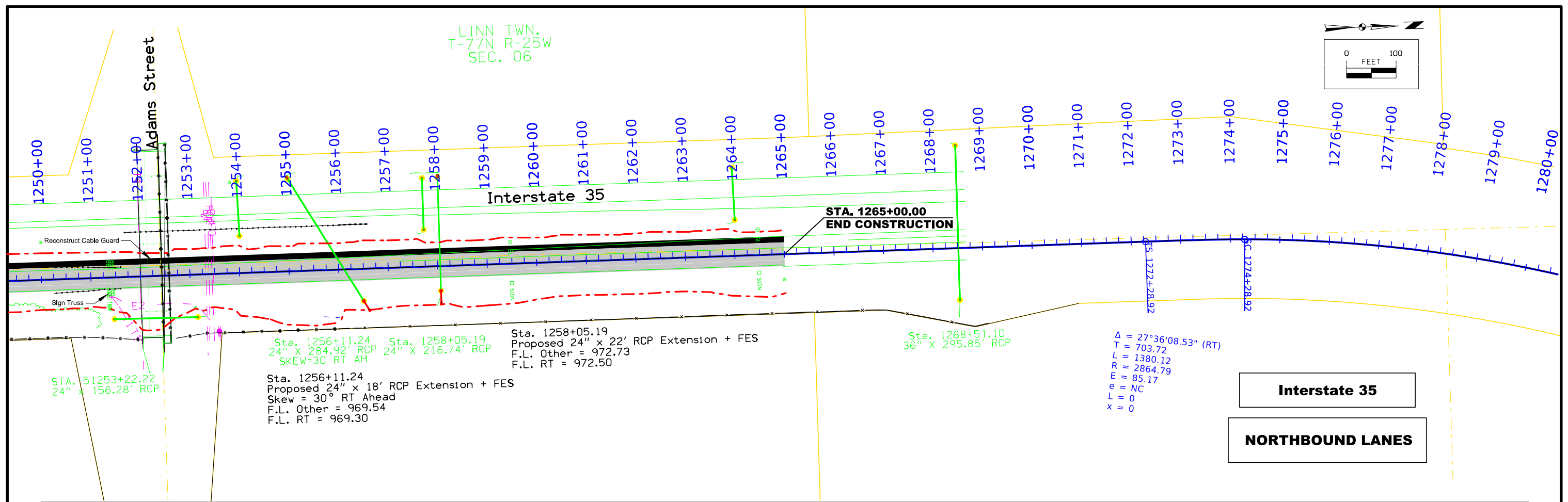
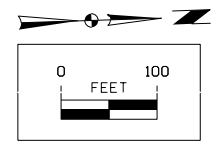


Lt	U.A.C.		Lt
Med	U.A.C.		Med
Rt	U.A.C. Existing Ditch	Ditch Grade	5' Ditch
			Ditch Grade
972.17			
971.97			
971.77			
971.57			
971.37			
971.18			
970.98			
970.78			
970.58			
970.38			
970.19			
969.99			
969.79			
969.59			
969.40			
969.20			
969.00			
968.80			
968.60			
968.41			
968.21			
968.01			
967.81			
967.62			
967.42			
967.22			
967.02			
966.82			
966.63			
966.43			
966.23			
966.03			
965.83			
965.64			
965.44			
965.24			
965.04			
964.85			
964.65			
964.45			
964.25			
964.05			
963.86			
963.66			
963.46			
963.26			
963.08			
962.92			
962.79			
962.69			
962.61			
962.56			
962.53			
962.54			
962.57			
962.62			
962.70			
962.81			
962.95			
963.11			
963.30			
963.52			
963.75			
963.98			
964.21			
964.44			
964.67			
964.90			
965.13			
965.36			
965.59			
965.82			
966.05			
966.28			
966.51			
966.74			
966.97			
967.20			
967.43			
967.66			
967.89			
968.12			
968.34			
968.56			
968.77			
968.99			
969.19			
969.39			
969.59			
969.78			
969.97			
970.16			
970.34			
970.51			
970.68			
970.85			
971.01			
971.17			
971.32			
971.47			
971.62			
971.76			
971.89			
972.02			
972.15			
972.27			
972.40			
972.52			
972.65			
972.77			
972.90			
973.02			
973.15			
973.27			
973.40			
973.52			
973.65			
973.77			
973.90			
974.02			
974.15			



FILE NO. 98765	ENGLISH	DESIGN TEAM Snyder & Associates	Warren COUNTY	PROJECT NUMBER IM-NHS-035-2(467)63--03-91	SHEET NUMBER D.7
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LINN TWN.
T-77N R-25W
SEC. 06



FILE NO. 98765	ENGLISH	DESIGN TEAM Snyder & Associates	Warren COUNTY	PROJECT NUMBER IM-NHS-035-2(467)63--03-91	SHEET NUMBER D.8
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Survey Information

Warren County
IM-NHS-035-2(467)63--03-91
1.8 mi S of Co Rd G14 to 0.25 mi N of Adams St (NB)
Project Directory: 9103503000
SAP-635.7

General Information

Measurement units for this survey are US survey feet. This survey is for the reconstruction of northbound I-35 from 1.8 miles south of County Road G14 to 0.25 miles North of Adams Street in Warren County.

Vertical Control

Vertical datum for this survey is relative to NAVD88, Geoid 12a. Control matches existing control from multiple projects along the I-35 corridor. See SAP #635 for additional information.

Verified multiple benchmarks along I-35 corridor from as-built project IM-035-2(336)65--13-91. laRTN check observations were within acceptable tolerance. Base station was set at G015 and additional control points were established for this survey. Coordinate values were averaged from multiple observations with appropriate time spans between.

Horizontal Control

The following control information was provided by the Iowa Department of Transportation. The project coordinate system is Modified Iowa State Plane South Zone (U.S. Survey Feet) scaled around Pt. G070 at 513358.35 N, 1563703.57 E, 945.42 (H)eight. laRTN datum is adjusted to NAD83(2011) (Epoch 2010.00).

1/Combined Scale Factor of project (State plane grid modified to ground) = 1.000086224.

This survey control is relative to laRTN reference stations. Verified multiple control points along I-35 corridor from as-built project IM-035-2(336)65--13-91. laRTN check observations were within acceptable tolerance. Base station was set at G015 and additional control points were established for this survey. Coordinate values were averaged from multiple observations with appropriate time spans between.

Alignment Information

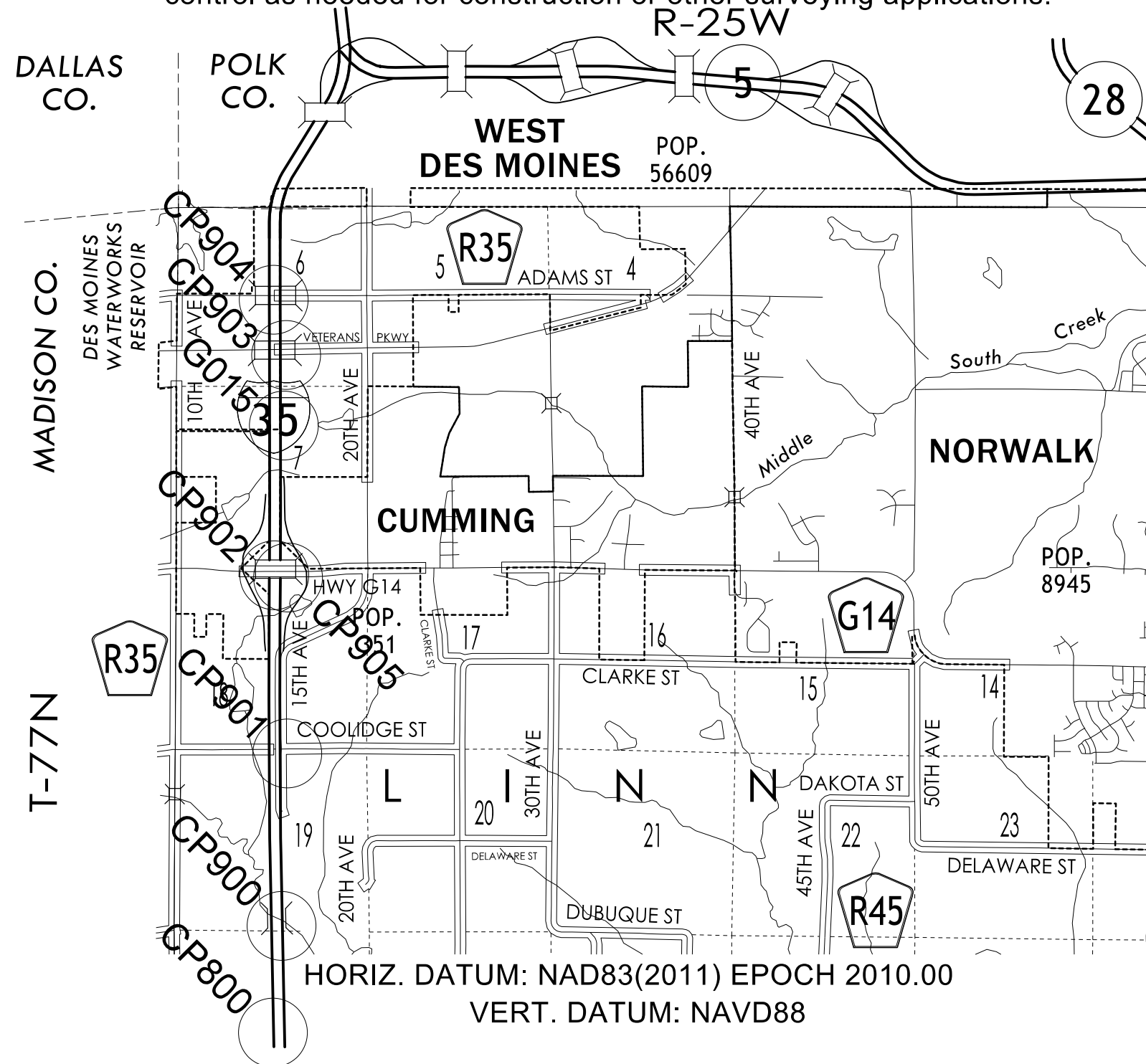
The I-35 alignment for this survey was provided by the State. Information on alignment can be found here: pw:\ntPwInt1.dot.int.lan: P:\Main\Documents\Projects\9103503000\PrelimSurvey\5\I-35 alignment description.docx.

The Veterans Parkway alignment for this survey was provided by HRG for the design of Veterans Parkway. HRG project was performed for the City of WDSM under Project Number 0510-009-2017. Veterans Parkway project is in IASPSouth coordinate system. Alignment coordinates were reprojected to the current project coordinate system. Stationing was held at PC 2031+01.54 and ran ahead and back without equation. The alignment is located north of the existing road for future four lane expansion.

The Adams Street alignment was originally created for the Adam's Street Bridge over I-35 project for Warren County performed by Snyder & Associates, Inc. The alignment is located north of the existing road for future four lane expansion.

CONTROL POINT VICINITY MAP

This map is a guide to the vicinity of the primary project control points
 Primary control is for use with RTK base stations and for RTN validation.
 Future surveys will use primary project control to establish temporary control as needed for construction or other surveying applications.



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00
 VERT. DATUM: NAVD88

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Point Name	Northing	Easting	Elevation	Feature Definition	Description
CP800	527126.20	1563403.92	916.72	CP	5/8IN REBAR W/ IDOT ALUM CAP +/-1FT W OF FENCE +/-100FT W OF I35
CP900	530227.79	1563658.47	859.88	CP	CUT X SE WING WALL BADGER CREEK BRIDGE SB LANE
CP901	535238.30	1563820.86	874.17	FENO	FENO MONUMENT +/-5FT N OF GUARD RAIL +/-5FT W OF 15TH AVE +/- N OF COOLIDGE ST
CP902	540416.34	1563444.73	986.08	CP	CUT X NW WING WALL G14 HWY BRIDGE
CP903	546815.14	1563788.01	1006.28	CP	CUT X SE WING WALL VETERANS PKWY BRIDGE
CP904	548424.60	1563426.40	1009.05	CP	CUT X NW COR PEDESTRIAN BRIDGE OF ADAMS ST
CP905	540347.38	1563842.37	985.04	FENO	FENO MONUMENT +/-5FT S OF G14 HWY +/-20FT E OF I35 BRIDGE
GO15	544767.01	1563722.56	970.26	CP	5/8IN REBAR +/-1FT E OF SHOULDER NB LANE FROM IDOT PROJECT IM-035-2(336)65--13-91

LINN TWN.
T-77N R-25W
SEC. 19

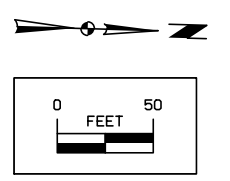
JEFFREY JON & DOREENA LEE WARREN

PAUL M. & RENA KING

1078+00 1079+00 1080+00 1081+00 1082+00 1083+00 1084+00 1085+00 1086+00 1087+00 1088+00 1089+00 1090+00 1091+00 1092+00

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Property Line

Right of Way Design Information THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #:	
Plan Date: 01/31/23	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



MAINLINE I-35

LINN TWN.
T-77N R-25W
SEC. 19

LINN TWN.
T-77N R-25W
SEC. 19

JEFFREY JON & DOREENA WARREN

PAUL M. & RENA K. KING

REX D. &
KATHLEEN L.
WOLFE

STA 1093+98.35
OFF -298.61'

STA 1107+24.73
OFF -232.70'

STA 1093+90.54
OFF 135.40'

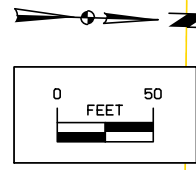
STA 1105+82.98
OFF 200.45'

STA 1107+32.98
OFF 200.00'

1093+00 1094+00 1095+00 1096+00 1097+00 1098+00 1099+00 1100+00 1101+00 1102+00 1103+00 1104+00 1105+00 1106+00 1107+00

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Property Line

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ROW #:	
Plan Date: 01/31/23	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



MAINLINE I-35

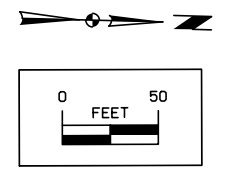
LINN TWN.
T-77N R-25W
SEC. 19

JOAQUIN FLORES RAMOS &
PATRICIA MURO FLORES

THE BARRY PATCH L.L.C.

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Property Line

Right of Way Design Information	
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	Property Lines
	Temporary Easement
	Permanent Acquisition



MAINLINE I-35

STA 1107+24.96
OFF -260.38'

STA 1115+00.00
OFF -260.00'

STA 1119+00.00
OFF -300.00'

STA 1120+52.44
OFF -300.00'

STA 1107+32.98
OFF 200.00'

STA 1120+52.67
OFF 200.00'

1108+00 1109+00 1110+00 1111+00 1112+00 1113+00 1114+00 1115+00 1116+00 1117+00 1118+00 1119+00 1120+00 1121+00 1122+00

LINN TWN.
T-77N R-25W
SEC. 18

VENTLING PROPERTIES LLC

STA 1130+35.00
OFF -300.00'

STA 1133+20.00
OFF -390.00'

1123+00 1124+00 1125+00 1126+00 1127+00 1128+00 1129+00 1130+00 1131+00 1132+00 1133+00 1134+00 1135+00 1136+00 1137+00

RLC2 MIDDLEBROOK LLC/
RDR MIDDLEBROOK LLC

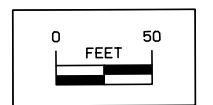
RIGHT-OF-WAY LEGEND

- ▲ Proposed Right-of-Way
- △ Existing Right of Way
- ▲ Existing and Proposed Right-of-Way
- |— Property Line

**Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY**

ROW Team: **SNYDER**
ROW #:
Plan Date: **01/31/23**

- Color Legend:**
- |— Property Lines
 - Temporary Easement
 - Permanent Acquisition



MAINLINE I-35

VENTLING PROPERTIES LLC

JOHN W WHITE LIVING TRUST

LINN TWN.
T-77N R-25W
SEC. 18

STA 1143+75.00
OFF -390.00'

STA 1146+77.47
OFF -460.00'

STA 1146+80.61
OFF 200.00'

STA 1151+00.00
OFF 200.00'

1138+00

1139+00

1140+00

1141+00

1142+00

1143+00

1144+00

1145+00

1146+00

1147+00

1148+00

1149+00

1150+00





1151+00

1152+00

RLC2 MIDDLEBROOK LLC/
RDR MIDDLEBROOK LLC




LAND CONCEPTS LLC /
BULL RUN HOLDINGS LLC

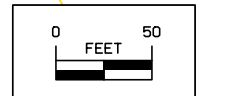
RIGHT-OF-WAY LEGEND

-  Proposed Right-of-Way
-  Existing Right of Way
-  Existing and Proposed Right-of-Way
-  Property Line

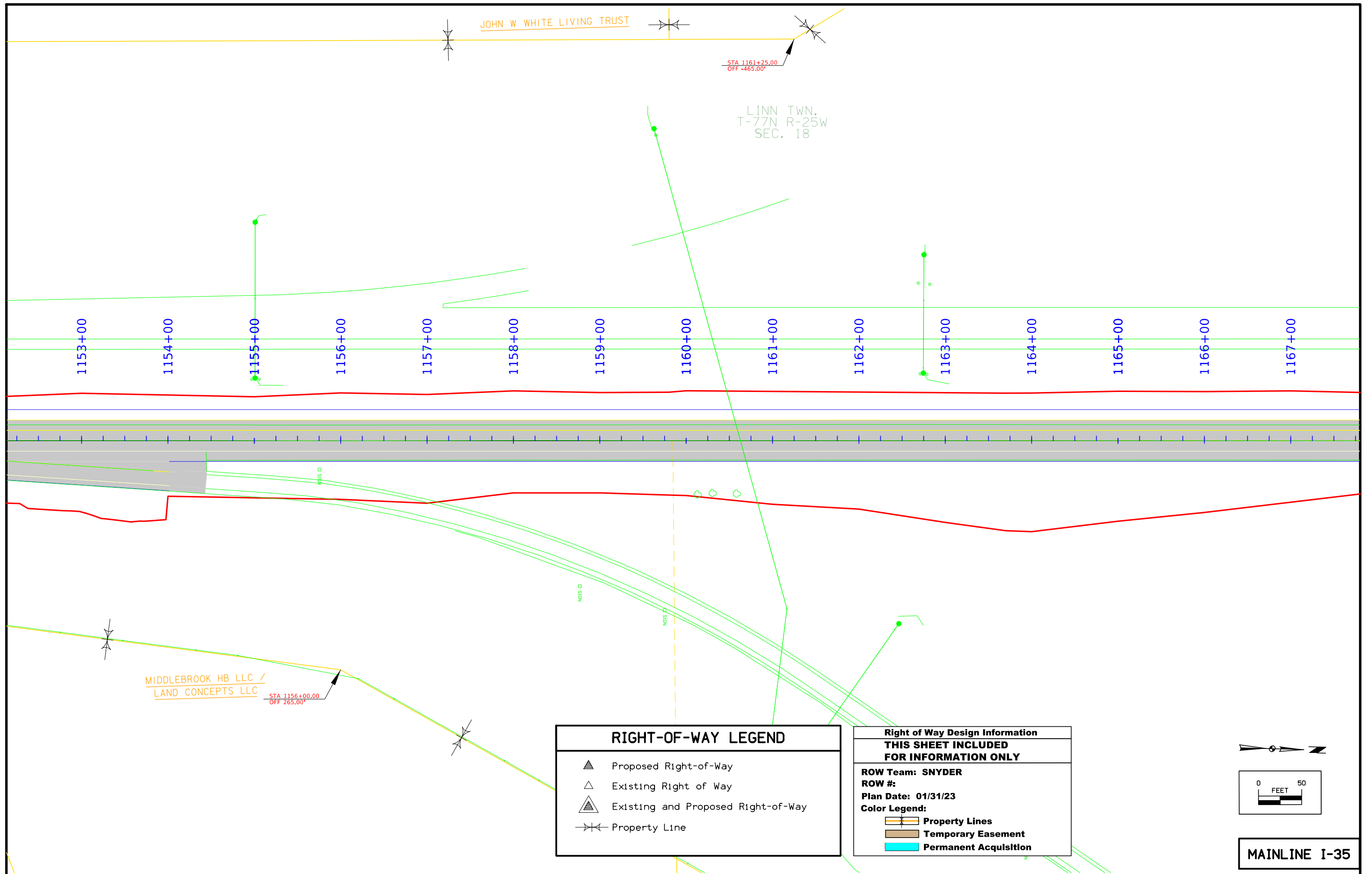
Right of Way Design Information THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: SNYDER
ROW #:
Plan Date: 01/31/23
Color Legend:

-  Property Lines
-  Temporary Easement
-  Permanent Acquisition



MAINLINE I-35



JOHN W WHITE LIVING TRUST

STA 1161+25.00
OFF -465.00'

LINN TWN.
T-77N R-25W
SEC. 18

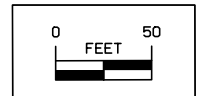
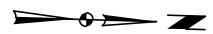
1153+00 1154+00 1155+00 1156+00 1157+00 1158+00 1159+00 1160+00 1161+00 1162+00 1163+00 1164+00 1165+00 1166+00 1167+00

MIDDLEBROOK HB LLC /
LAND CONCEPTS LLC

STA 1156+00.00
OFF 265.00'

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
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	Property Line

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ROW #:	
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Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



MAINLINE I-35

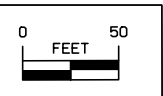
LINN TWN.
T-77N R-25W
SEC. 07

1168+00 1169+00 1170+00 1171+00 1172+00 1173+00 1174+00 1175+00 1176+00 1177+00 1178+00 1179+00 1180+00 1181+00 1182+00

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Property Line

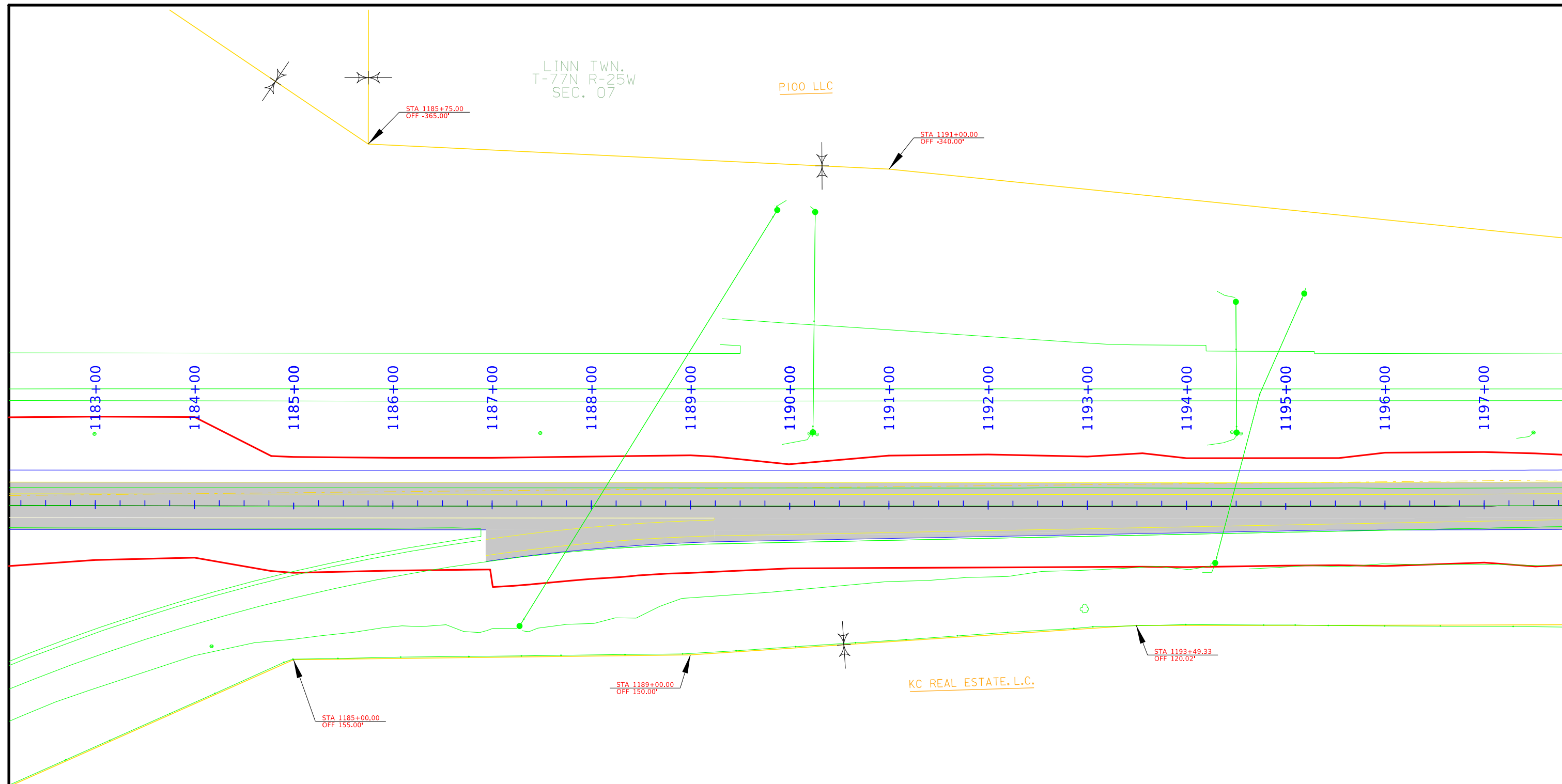
Right of Way Design Information THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #:	
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	Permanent Acquisition

KC REAL ESTATE.



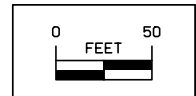
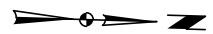
MAINLINE I-35

STA 1177+49.85
OFF 490.00'



RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Property Line

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	Temporary Easement
	Permanent Acquisition



MAINLINE I-35

LINN TWN.
T-77N R-25W
SEC. 07

PI00 LLC

NANCY C DEIMERLY

1198+00 1199+00 1200+00 1201+00 1202+00 1203+00 1204+00 1205+00 1206+00 1207+00 1208+00 1209+00 1210+00 1211+00 1212+00

KC REAL ESTATE. L.C.

KATHERINE A & MICHAEL P HOLZWORTH

STA 1199+68.86
OFF -250.00'

STA 1201+50.00
OFF -250.00'

STA 1202+50.00
OFF -300.00'

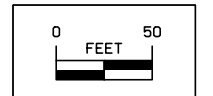
STA 1201+50.00
OFF -250.00'

STA 1202+50.00
OFF -250.00'

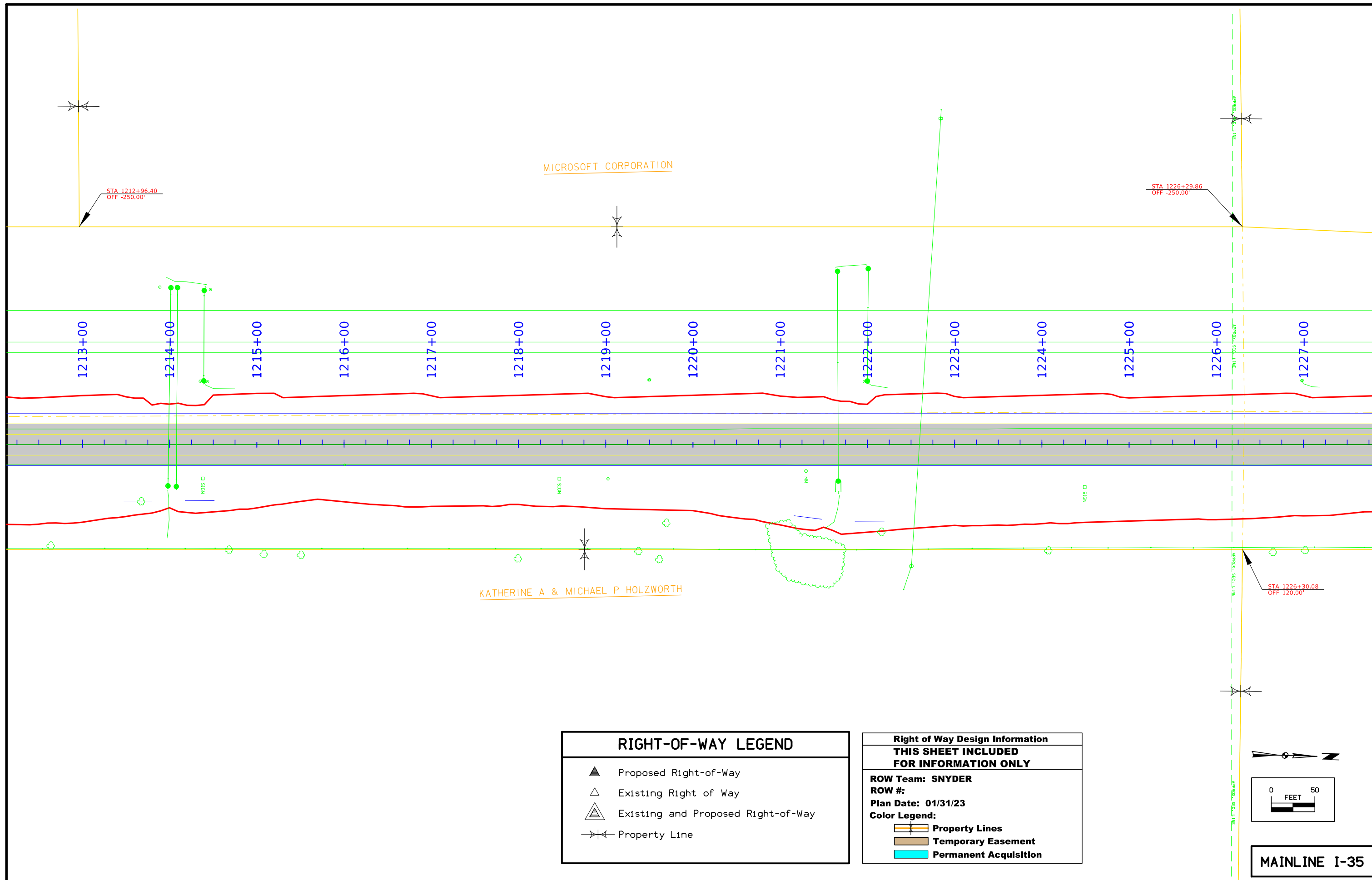
STA 1199+63.84
OFF 120.00'

RIGHT-OF-WAY LEGEND	
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	Existing Right of Way
	Existing and Proposed Right-of-Way
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MAINLINE I-35



MICROSOFT CORPORATION

KATHERINE A & MICHAEL P HOLZWORTH

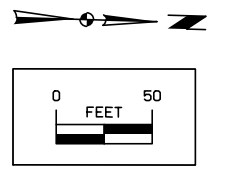
STA 1212+96.40
OFF -250.00'

STA 1226+29.86
OFF -250.00'

STA 1226+30.08
OFF 120.00'

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
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	Temporary Easement
	Permanent Acquisition



MAINLINE I-35

LINN TWN.
T-77N R-25W
SEC. 06

CHARLES & RUTH COLBY

MICROSOFT CORPORATION

STA 1235+00.00
OFF -210.00'

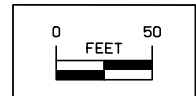
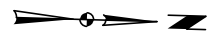
1228+00 1229+00 1230+00 1231+00 1232+00 1233+00 1234+00 1235+00 1236+00 1237+00 1238+00 1239+00 1240+00 1241+00 1242+00

KATHERINE A & MICHAEL P HOLZWORTH

KATHERINE A & MICHAEL P HOLZWORTH

RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Property Line

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	Permanent Acquisition



MAINLINE I-35

LINN TWN.
T-77N R-25W
SEC. 06

LINN TWN.
T-77N R-25W
SEC. 06

CHARLES & RUTH COLBY

CHARLES & RUTH COLBY

STA 1250+61.78
OFF -210.00'

STA 1253+55.81
OFF -235.00'

STA 1250+55.69
OFF 120.00'





STA 1253+60.69
OFF 120.00'

KATHERINE A & MICHAEL P HOLZWORTH

GENERAL MANUFACTURING CO

1243+00 1244+00 1245+00 1246+00 1247+00 1248+00 1249+00 1250+00 1251+00 1252+00 1253+00 1254+00 1255+00 1256+00 1257+00

RIGHT-OF-WAY LEGEND

-  Proposed Right-of-Way
-  Existing Right of Way
-  Existing and Proposed Right-of-Way
-  Property Line

Right of Way Design Information THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: SNYDER

ROW #:

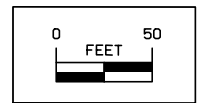
Plan Date: 01/31/23

Color Legend:

 Property Lines

 Temporary Easement

 Permanent Acquisition

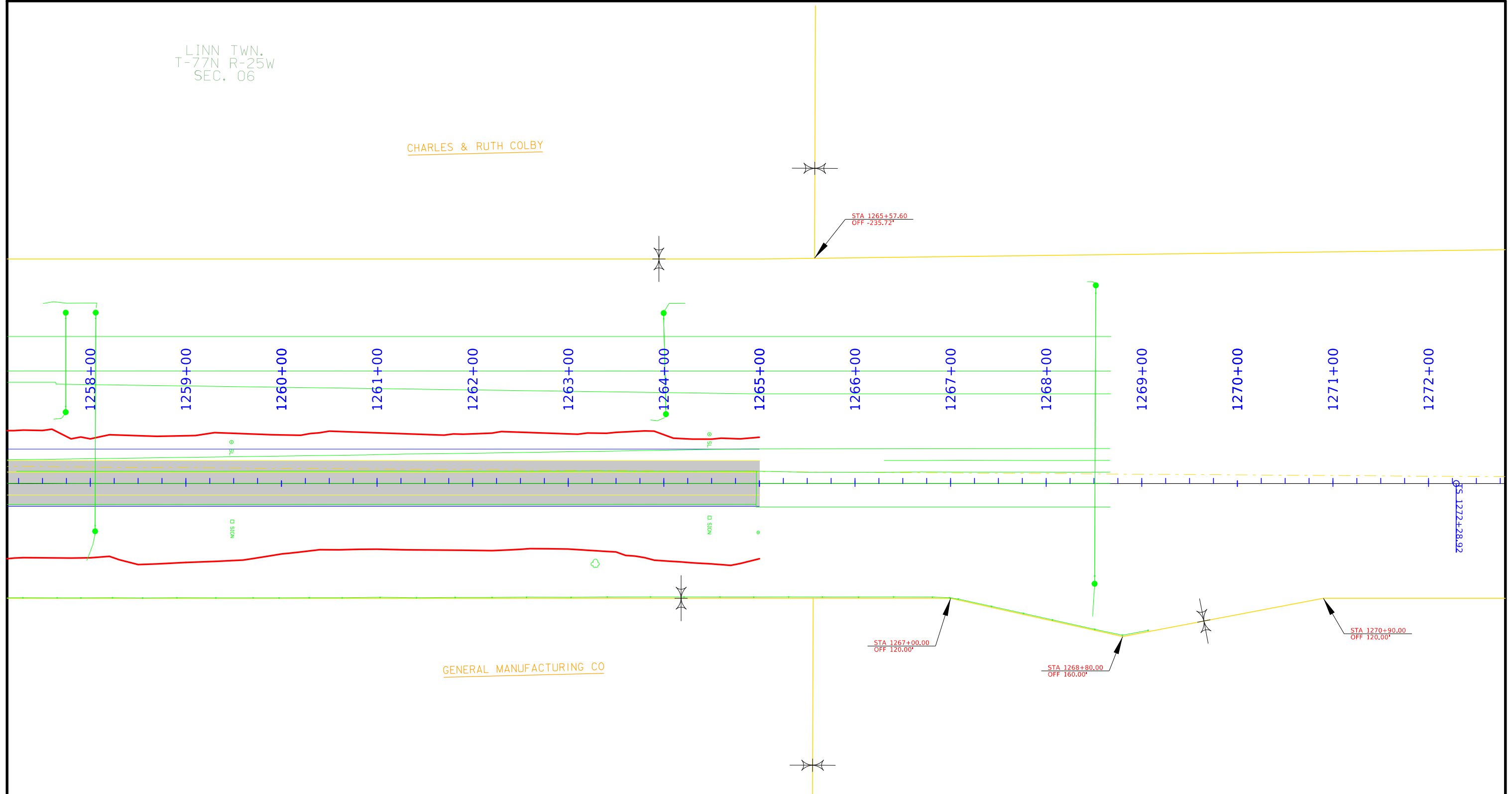


MAINLINE I-35

LINN TWN.
T-77N R-25W
SEC. 06

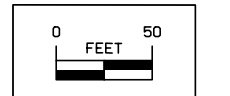
CHARLES & RUTH COLBY

GENERAL MANUFACTURING CO



RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
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	Permanent Acquisition












MAINLINE I-35

**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)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement 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

LINWORK	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
Violet	(15)	Temporary barrier rail, Unpinned
Flush Orange	(228)	Temporary barrier rail, Pinned

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
Red	(3)	Proposed Bridge Shading and Sign Trusses
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 (Temp or Perm)
	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
	Sand Barrel Layout		Lane Identification

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

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

(COVERS SHEET SERIES J)

STAGING NOTES

Refer to following J sheets for additional information.

Stage 1:

Traffic:
-Northbound right lane closure from STA 1121+44.23 to STA 1204+94.16.

Construction:
-Shoulder strengthening of right 10' shoulder STA 1137+50.00 to STA 1147+78.83, STA 1154+41.31 to STA 1186+83.75, & STA 1198+38.46 to STA 1203+50.00.

Stage 2:

Traffic:
-Northbound traffic shifts 6' to the east utilizing the strengthened shoulder from Stage 1. Lane redirection taper begins at STA 1141+18.65 and traffic returns to normal alignment by STA 1200+18.50.
-Temporary barrier rail placed with 2' buffer from the Northbound left lane from STA 1145+35.83 to STA 1195+94.60.
-Temporary barrier rail placed with 5' buffer from the Northbound left lane from STA 1264+90.50 to STA 1272+29.34.
-Southbound left lane closure from STA 1257+03.64 to STA 1282+51.27.
-Refer to IM-NHS-035-2(465)61--03-91 staging notes and J Sheets for Southbound inside 12' shoulder closure with temporary barrier rail southern limits and traffic control. Southbound inside 12' shoulder closure with temporary barrier rail ends at STA 1268+25.12.

Construction:
-Remove Northbound left 6' shoulder from STA 1146+38.82 to STA 1152+49.10 & STA 1186+83.77 to STA 1194+98.60.
-Remove existing Southbound left lane drop taper from STA. 1257+64.00 to STA. 1266+07.92.
-Place beveled pipe and guard and construct slotted median drain from STA. 1146+14.82 to STA. 1152+65.08.
-Place beveled pipe and guard and construct slotted median drain from STA. 1186+67.77 to STA. 1195+14.59.
-Grade and Pave detour pavement from STA 1140+93.73 to STA 1152+49.08 for exit 65 from Northbound I-35 traffic traveling on Southbound I-35.
-Grade and Pave detour pavement from STA 1186+83.77 to STA 1202+46.25 for the exit 65 entrance ramp to Northbound lanes on Southbound I-35.
-Detour pavement for both the entrance and exit ramps accounts for detour routes utilized by traffic in Stage 3 and in Stage 3A.
-Grade and Pave temporary median crossover between the existing Southbound lanes and the existing Northbound lanes from STA 1261+15.25 to STA 1272+06.12.
-Grade and Pave full-depth inside 12' lane for Southbound I-35 from STA 1074+21.37 to STA 1266+07.87.

Stage 3:

Traffic:
-The Northbound traffic utilizes the new median crossover, refer to IM-NHS-035-2(465)61--03-91, to switch from the existing Northbound lanes to the existing Southbound I-35 pavement.
-Northbound traffic utilizes temporary detour pavement for exit 65.
-Merging traffic utilizes temporary detour pavement to enter Northbound lanes on Southbound I-35 pavement.
-Head on interstate traffic traveling on Southbound I-35 interstate lanes will be separated by temporary barrier rail. Refer to IM-NHS-035-2(465)61--03-91 staging notes and J Sheets for southern temporary barrier rail limits and traffic control. Head on traffic ends at STA 1264+00.00 with temporary barrier rail terminating with a crash cushion at STA 1269+05.14.
-Temporary barrier rail placed with a 2' buffer from Northbound outside lane from STA 1167+68.01 to STA 1172+41.32, STA 1232+46.60 to STA 1236+94.30, and STA 1248+10.38 to STA 1252+32.47.
-Both Northbound and Southbound traffic will be in 11' lanes with a 5' shoulder.

Construction:
-Remove pavement of existing Northbound lanes from STA 1078+85.00 to STA 1147+40.57, STA 1153+83.72 to STA 1186+83.76, & STA 1189+71.80 to STA 1265+00.00.
-Remove pavement of existing Northbound left lane and shoulder and pavement needed from the temporary median crossover from STA 1151+04.65 to STA 1153+83.72 & STA 1186+83.76 to STA 1187+58.25.
-Remove pavement of existing Northbound right lane and shoulder from STA 1189+23.78 to STA 1189+71.80.
-Remove pavement of the existing acceleration taper from STA 1189+23.78 to STA 1199+22.94.
-Grade and Pave the proposed Northbound I-35 lanes from STA 1078+85.00 to STA 1147+40.57, STA 1153+83.72 to STA 1186+83.76, & STA 1189+71.80 to STA 1265+00.00.
-Grade and Pave the left 2 lanes (24') of Northbound I-35 from STA 1151+04.65 to STA 1153+83.72 & STA 1186+83.76 to STA 1187+58.25.
-Grade and Pave the right 2 lanes (24') of Northbound I-35 from STA 1189+23.78 to STA 1189+71.80.
-Grade and Pave the entrance ramp acceleration taper from STA 1189+23.78 to STA 1199+22.94.
-Grade and Pave detour pavement removed to pave mainline pavement from STA. 1146+38.82 to STA. 1147+40.58, STA. 1151+04.65 to STA. 1152+49.08, STA. 1186+83.77 to STA. 1187+58.25, and STA. 1189+71.80 to STA. 1194+98.60.

Stage 3A:

Traffic:
-The Northbound traffic utilizes the new median crossover, refer to IM-NHS-035-2(465)61--03-91, to switch from the existing Northbound lanes to the existing Southbound I-35 pavement.
-Exit 65 exit and entrance ramp detour routes switched to stage 3A pavement marking locations and traffic control. Northbound traffic exits and enters I-35 Northbound lanes using the new configuration on the detour pavement.
-Head on interstate traffic traveling on Southbound I-35 interstate lanes will be separated by temporary barrier rail. Temporary barrier rail placed in stage 3 will be utilized.
-Temporary barrier rail placed on the Northbound outside shoulder in Stage 3 will be utilized.
-Both Northbound and Southbound traffic will be in 11' lanes with a 5' shoulder.

Construction:
-Remove pavement from the existing Northbound lanes and pavement needed from the temporary median crossover from STA 1147+40.57 to STA 1151+04.65.
-Remove pavement of existing Northbound right lane and shoulder from STA 1151+04.65 to STA 1152+09.86.
-Remove pavement of existing deceleration taper from STA 1148+61.00 to STA 1152+09.86.
-Remove pavement of existing Northbound left lane and shoulder and pavement needed from the temporary median crossover from STA 1187+58.25 to STA 1189+71.80.
-Grade and Pave the proposed Northbound lanes from STA 1147+40.57 to STA 1151+04.65.
-Grade and Pave the right 2 lanes (24') of Northbound I-35 from STA 1151+04.65 to STA 1152+09.86.
-Grade and Pave the exit ramp deceleration taper from STA 1148+91.20 to STA 1152+09.86.
-Grade and Pave the left 2 lanes (24') of Northbound I-35 from STA 1187+58.25 to STA 1189+71.80.

Stage 4:

Traffic:
-The Northbound traffic no longer utilizes any median crossovers, which allows traffic to drive on the new Northbound lanes.
-Temporary barrier rail placed with 5' buffer from the Northbound left lane from STA 1142+96.10 to STA 1195+63.99.

STAGING NOTES

-Southbound I-35 left lane closed from STA 1138+65.92 to STA 1285+47.67 to traffic to allow for temporary pavement removals in the median.
Construction:
-Remove temporary median crossover pavement from STA 1140+93.73 to STA 1152+49.08.
-Remove temporary median crossover pavement from STA 1186+83.77 to STA 1202+46.25.
-Remove beveled pipe and guard and slotted median drain from STA. 1146+14.82 to STA. 1152+65.08.
-Remove beveled pipe and guard and slotted median drain from STA. 1186+67.77 to STA. 1195+14.59.
-Remove temporary median crossover pavement from STA 1261+15.25 to STA 1272+06.12.

Stage 5:

Traffic:
-Exit and entrance ramp at exit 65 closed to traffic.
-Northbound I-35 right lane closure from STA 1127+59.65 to STA 1200+21.73.
-Northbound I-35 traffic traveling in the left lane shifted 6' to the west from STA 1152+09.68 to STA 1189+23.79. Lane redirection taper begins at STA 1143+69.81 and traffic returns to normal lane alignment at STA 1197+63.78.
-Temporary barrier rail placed with a 2' buffer from the proposed stage 5 paving from STA 1151+20.53 to STA 1154+14.46 & STA 1185+94.59 to STA 1189+39.74.
Construction:
-Remove pavement of the existing Northbound I-35 right lane and shoulder from STA 1152+09.86 to STA 1153+83.72 & STA 1186+83.78 to STA 1189+23.79.
-Remove pavement of the existing exit ramp deceleration taper from STA 1152+09.86 to STA 1154+01.57.
-Remove pavement of the existing entrance ramp acceleration taper from STA 1186+93.78 to STA 1189+23.79.
-Grade and Pave the right 2 lanes (24') of Northbound I-35 from STA 1152+09.86 to STA 1153+83.72 & STA 1186+83.78 to STA 1189+23.79.
-Grade and Pave the exit ramp deceleration taper from STA 1152+09.86 to STA 1154+01.57.
-Grade and Pave the entrance ramp acceleration taper from STA 1186+93.78 to STA 1189+23.79.

TRAFFIC CONTROL PLAN

Refer to Tab 108-26A (Staging Notes) for traffic control specifics.

Two lanes must be available during the following times:
Northbound - 6:00 AM to 6:00 PM Daily
Southbound - 6:00 AM to 6:00 PM Daily
Lane closures are permissible outside of these times.

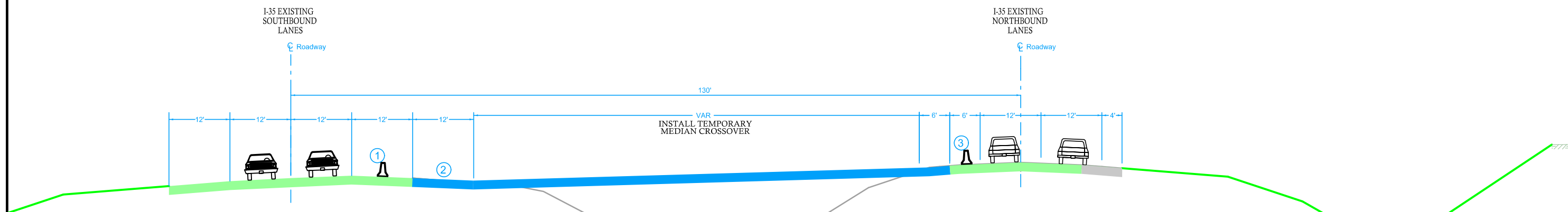
All traffic control will remain the sole responsibility of the contractor. The contractor shall check traffic control daily and repair or replace damaged devices.

Shoulder closures will be allowed in accordance with Standard Road Plan TC-402. Shoulder closures with temporary barrier rail will follow Typical Application 5, Figure 6H-5, of Part 6 of the Manual on Uniform Traffic Control Devices.



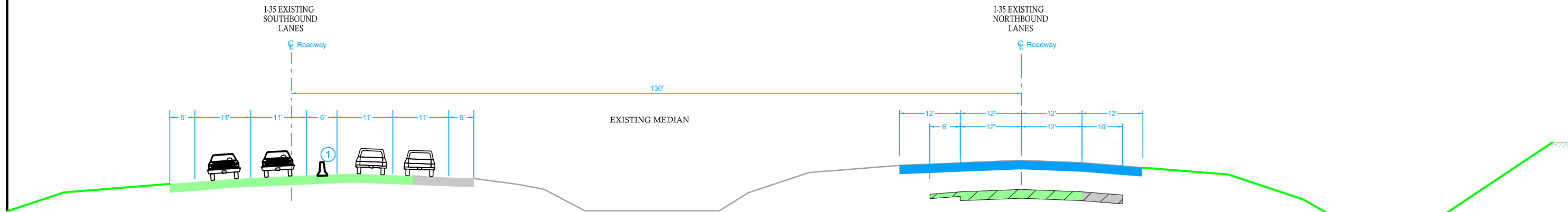
- Notes:
- ① 42" Channelizer
 - ② Northbound Right Lane Closed STA 1121+44.23 to STA 1204+94.16

STAGE 1 CONSTRUCTION
 STA. 1137+50 to STA. 1147+78.83, STA. 1154+41.31 to STA. 1186+83.75
 and STA. 1198+38.46 to STA. 1203+50.00
 Right 10' Shoulder Strengthening



- Notes:
- ① Temporary Barrier Rail 5' From Edge of Through Lane
 - ② Southbound 12' Left Lane Constructed from STA. 1074+21.37 to STA. 1266+07.87
 - ③ Temporary Barrier Rail 2' From Edge of Through Lane

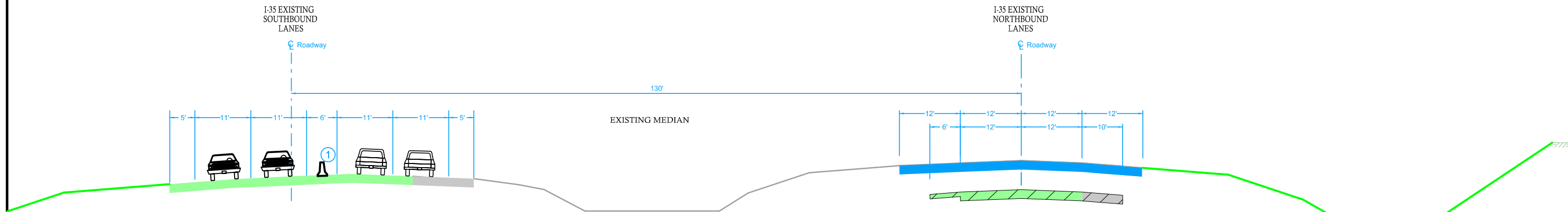
STAGE 2 CONSTRUCTION
 STA. 1140+93.73 to STA. 1152+49.08, STA. 1186+83.77 to STA. 1202+46.25,
 and STA. 1261+15.25 to STA. 1272+06.12
 Median Pavement Construction
 Northbound Traffic Lanes Shift 6' To The East
 Northbound Left 6' Shoulder Reconstructed



Notes:

- ① Temporary Barrier Rail 2' From Edge of Through Lane

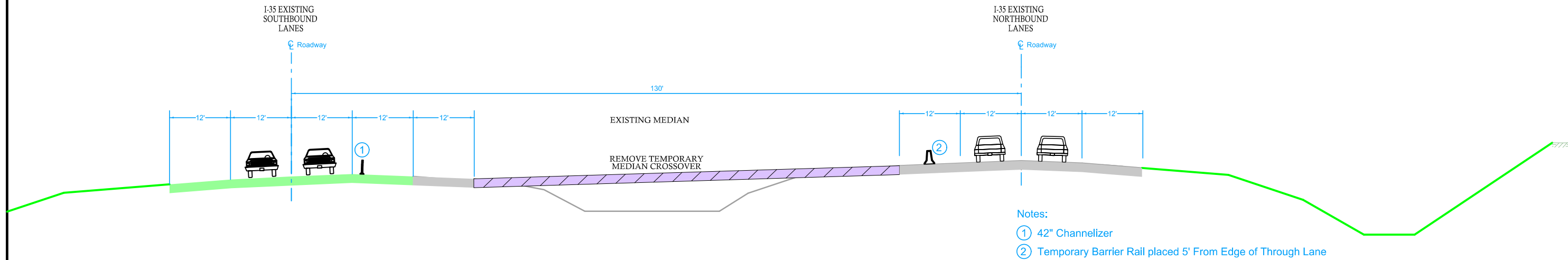
STAGE 3 CONSTRUCTION
 STA. 1078+85.00 to STA. 1147+40.57, STA. 1153+83.72 to STA. 1186+83.76,
 and STA. 1189+71.80 to STA. 1265+00.00
 Northbound I-35 Lane Construction



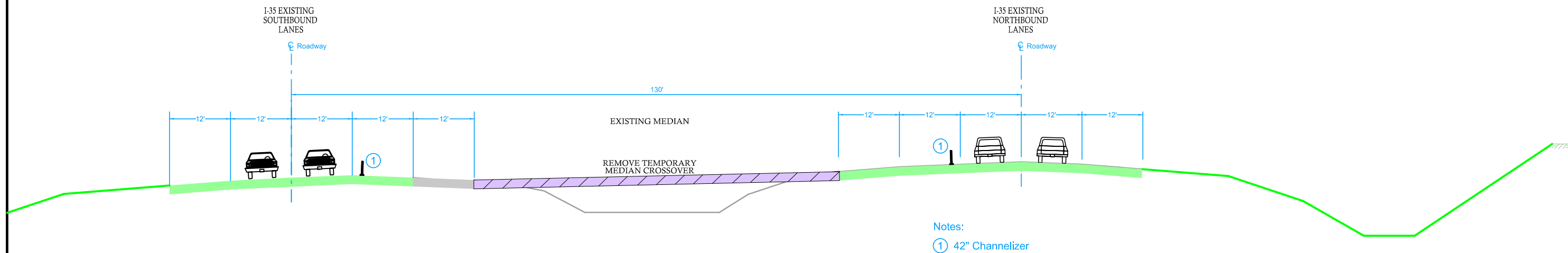
Notes:

- ① Temporary Barrier Rail 2' From Edge of Through Lane

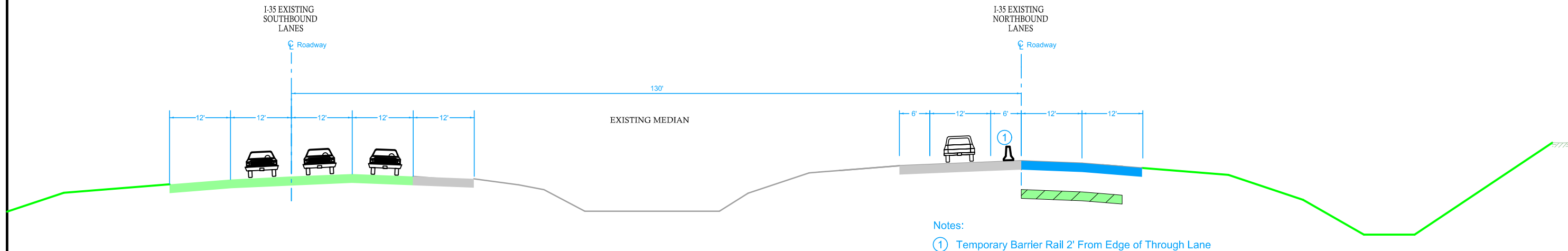
STAGE 3A CONSTRUCTION
 STA. 1147+40.57 to STA. 1151+04.65
 Northbound I-35 Lane Construction
 Entrance Ramp & Exit Ramp Detour
 Routes Switched to Stage 3A Traffic Control



STAGE 4 CONSTRUCTION
STA. 1140+93.73 to STA. 1152+49.08 and STA. 1186+83.77 to STA. 1202+46.25
Temporary Median Crossover Removal

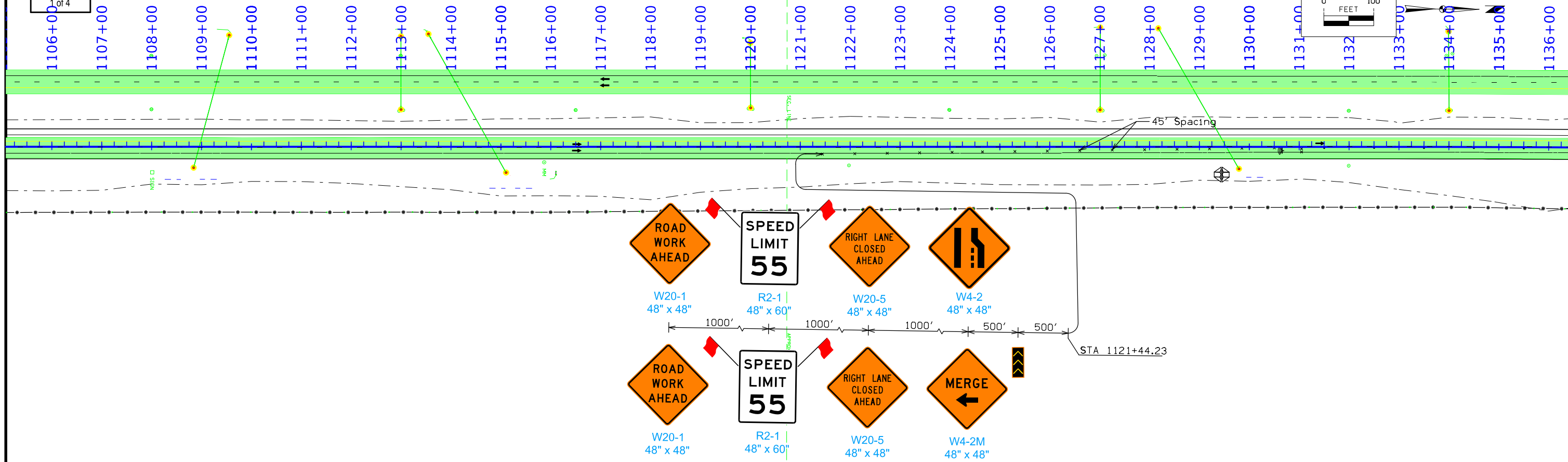


STAGE 4 CONSTRUCTION
STA. 1261+15.25 to STA. 1272+06.12
Temporary Median Crossover Removal

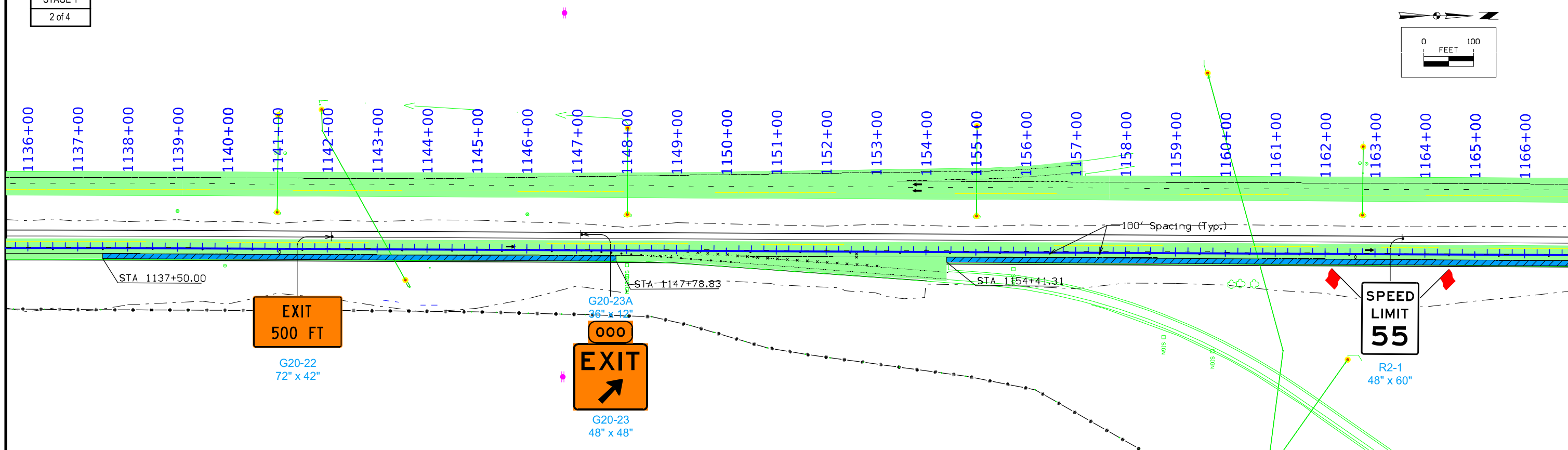


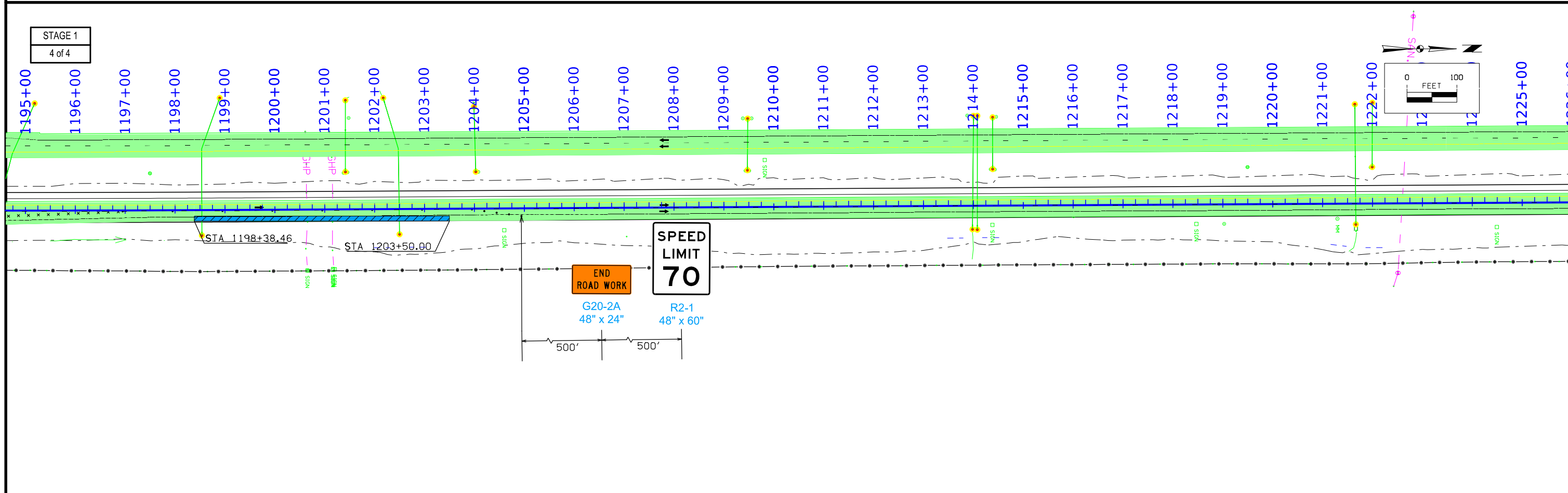
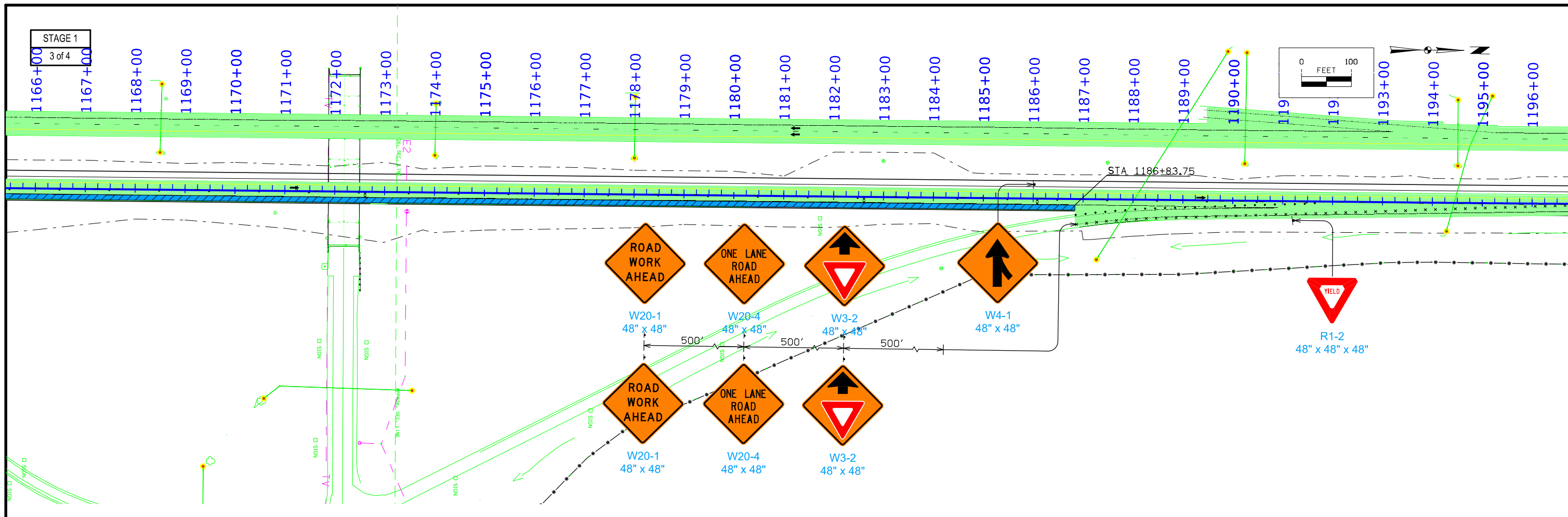
STAGE 5 CONSTRUCTION
 STA. 1152+09.86 to STA. 1153+83.72
 STA. 1186+83.78 to STA. 1189+23.79
 Pave Right 2 Lanes (24') of I-35 Northbound
 Northbound Traffic Shifted 6' To The West

STAGE 1
1 of 4

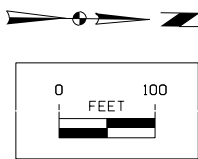


STAGE 1
2 of 4

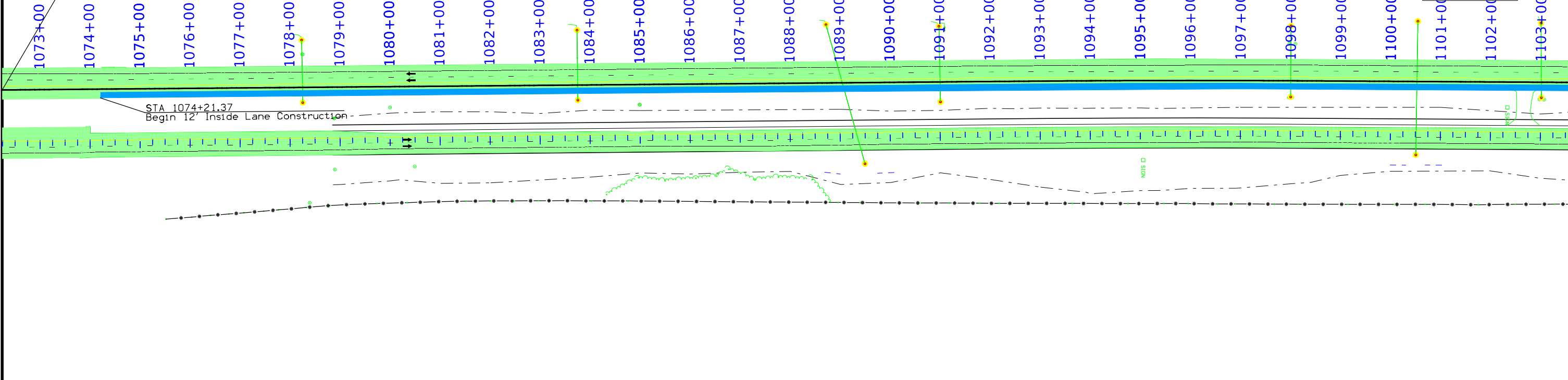




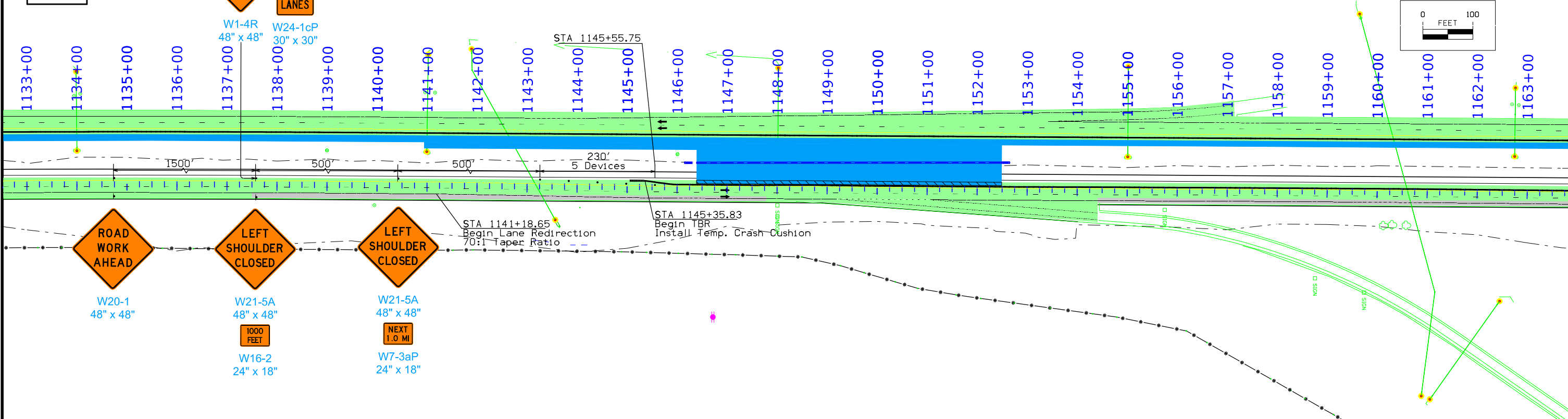
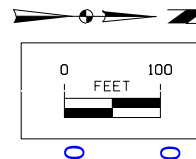
STAGE 2
1 of 5



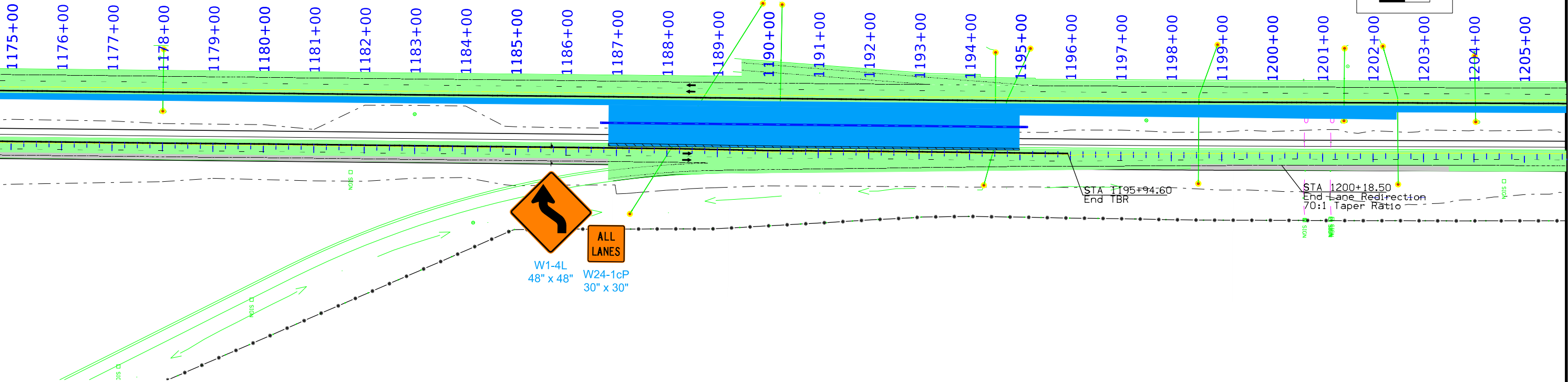
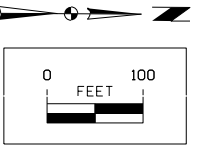
Refer to IM-NHS-2(465)61--03-91 for Continuation of TBR, Pavement Markings, and Traffic Control



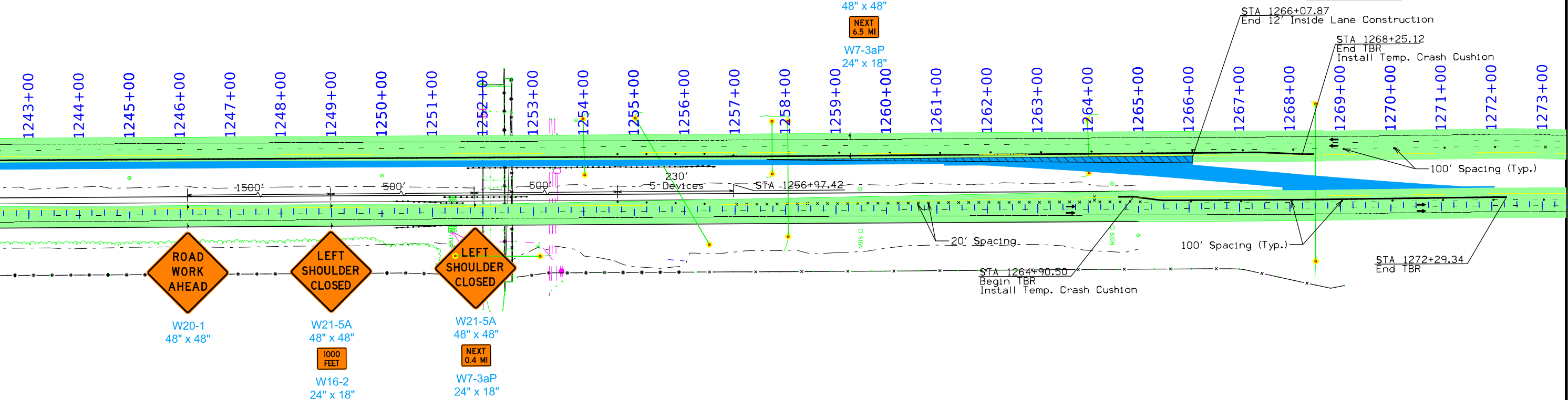
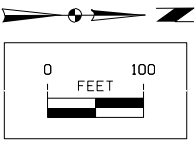
STAGE 2
2 of 5

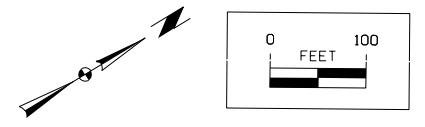
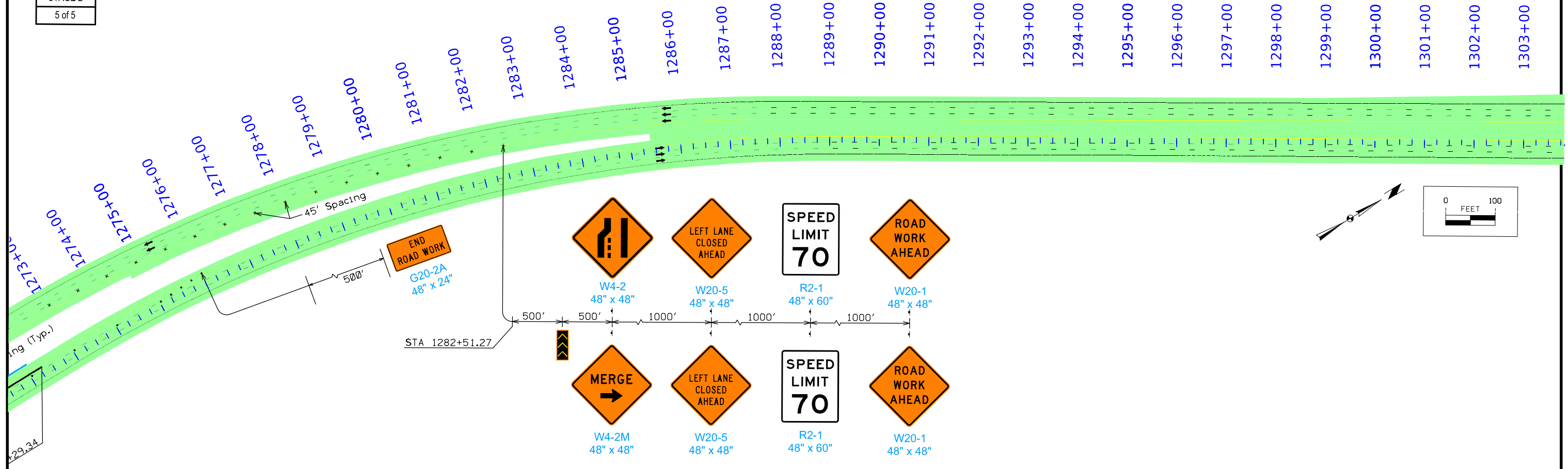


STAGE 2
3 of 5



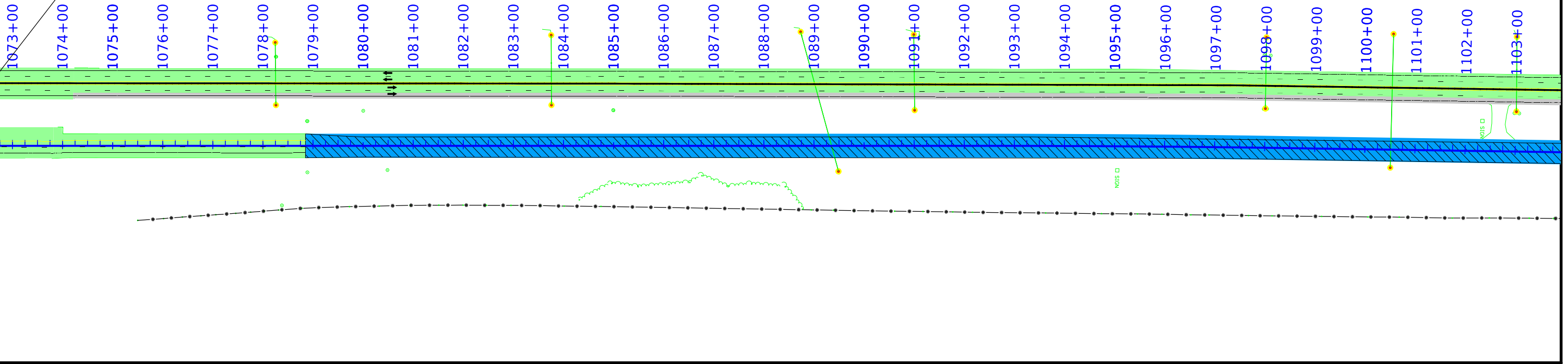
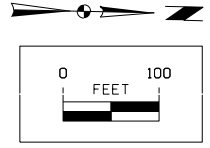
STAGE 2
4 of 5



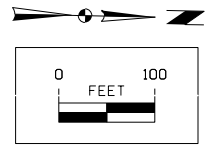


STAGE 3
1 of 7

Refer to IM-NHS-2(465)61--03-91 for Continuation
of TBR, Pavement Markings, and Traffic Control

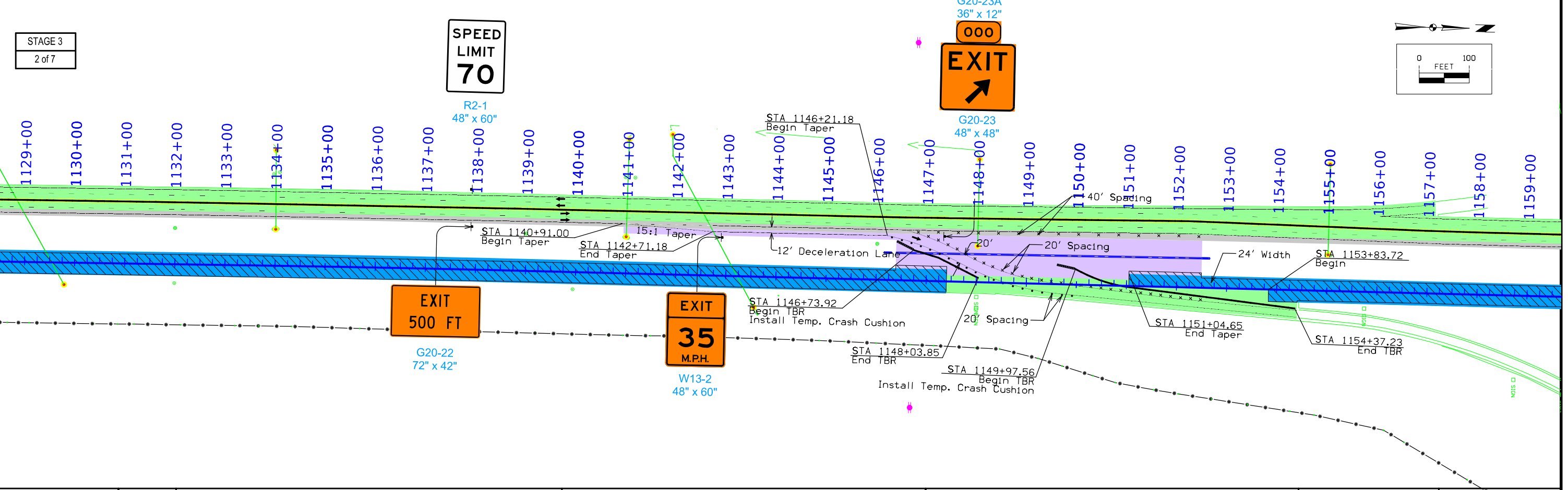


STAGE 3
2 of 7



SPEED
LIMIT
70

EXIT
↑



STAGE 3
3 of 7

1167+00 1168+00 1169+00 1170+00 1171+00 1172+00 1173+00 1174+00 1175+00 1176+00 1177+00 1178+00 1179+00 1180+00 1181+00 1182+00 1183+00 1184+00 1185+00 1186+00 1187+00 1188+00 1189+00 1190+00 1191+00 1192+00 1193+00 1194+00 1195+00 1196+00 1197+00



R5-1
30" x 30"

STA 1191+28.94

STA 1167+68.01
Begin TBR
Install Temp. Crash Cushion

STA 1172+44.32
End TBR

20' Spacing

12' Acceleration Lane

STA 1197+29.28
Begin Taper

STA 1189+86.34
End TBR

STA 1189+71.80
STA 1189+23.78



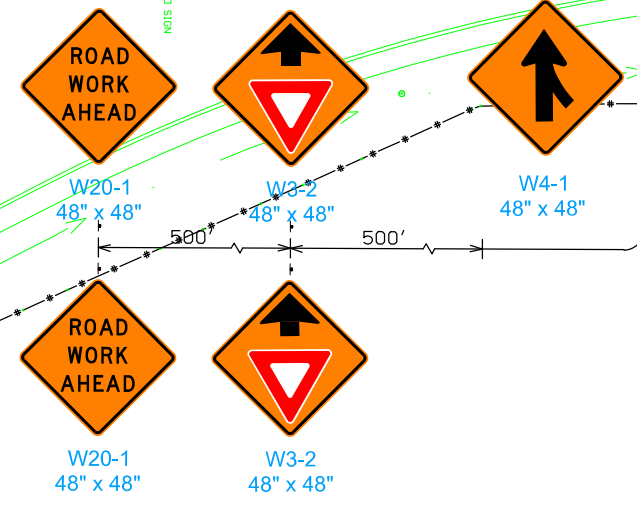
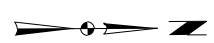
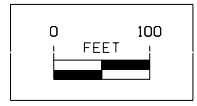
R1-2
48" x 48" x 48"

20' Spacing
STA 1188+52.54
Begin TBR
Install Temp. Crash Cushion

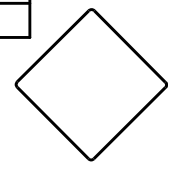
STA 1188+05.33
End TBR

STA 1187+58.25

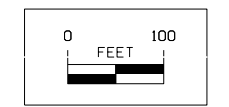
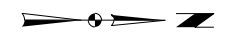
STA 1187+20.20
Begin TBR
Install Temp. Crash Cushion
STA 1186+83.78



STAGE 3
4 of 7



SPEED
LIMIT
70



1194+00 1195+00 1196+00 1197+00 1198+00 1199+00 1200+00 1201+00 1202+00 1203+00 1204+00 1205+00 1206+00 1207+00 1208+00 1209+00 1210+00 1211+00 1212+00 1213+00 1214+00 1215+00 1216+00 1217+00 1218+00 1219+00 1220+00 1221+00 1222+00 1223+00 1224+00

R2-1
48" x 60"

12' Acceleration Lane

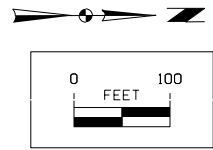
25:1 Taper

STA 1200+29.75
End Taper

STA 1197+29.28
Begin Taper

STAGE 3
5 of 7

SPEED
LIMIT
70



1225+00 1226+00 1227+00 1228+00 1229+00 1230+00 1231+00 1232+00 1233+00 1234+00 1235+00 1236+00 1237+00 1238+00 1239+00 1240+00 1241+00 1242+00 1243+00 1244+00 1245+00 1246+00 1247+00 1248+00 1249+00 1250+00 1251+00 1252+00 1253+00 1254+00 1255+00

STA 1236+94.30
End TBR

STA 1252+32.47
End TBR

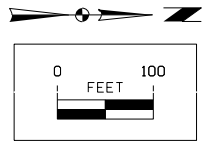
STA 1232+46.60
Begin TBR
Install Temp. Crash Cushion

STA 1248+10.38
Begin TBR
Install Temp. Crash Cushion

R2-1
48" x 60"

W1-4R W24-1cP
48" x 48" 30" x 30"

STAGE 3
6 of 7



W1-4R W24-1cP
48" x 48" 30" x 30"

1253+00 1254+00 1255+00 1256+00 1257+00 1258+00 1259+00 1260+00 1261+00 1262+00 1263+00 1264+00 1265+00 1266+00 1267+00 1268+00 1269+00 1270+00 1271+00 1272+00 1273+00 1274+00 1275+00 1276+00 1277+00 1278+00 1279+00 1280+00 1281+00 1282+00

STA 1252+32.47
End TBR

STA 1269+05.14
End TBR
Install Temp. Crash Cushion

END
ROAD WORK

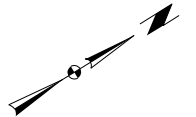
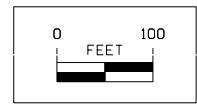
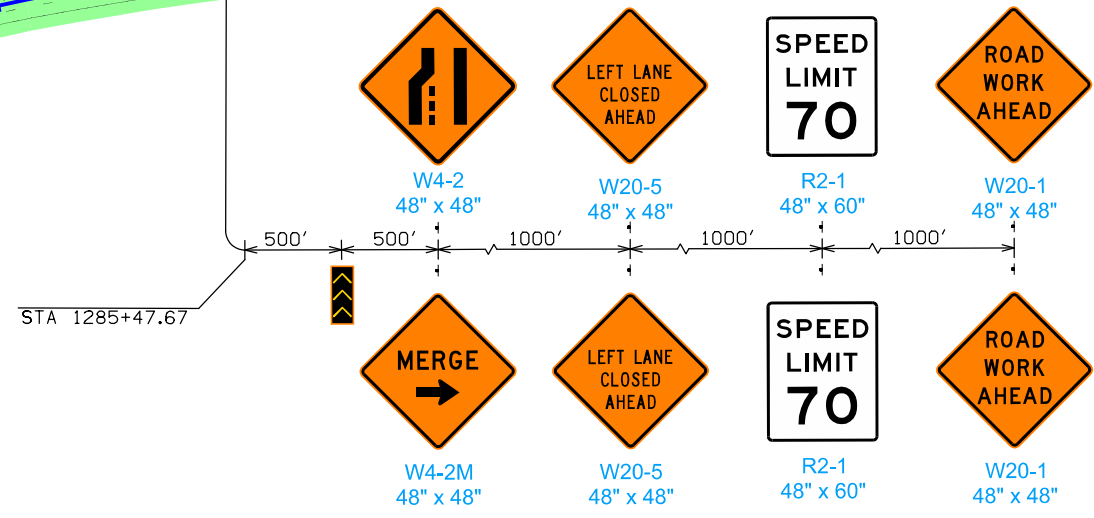
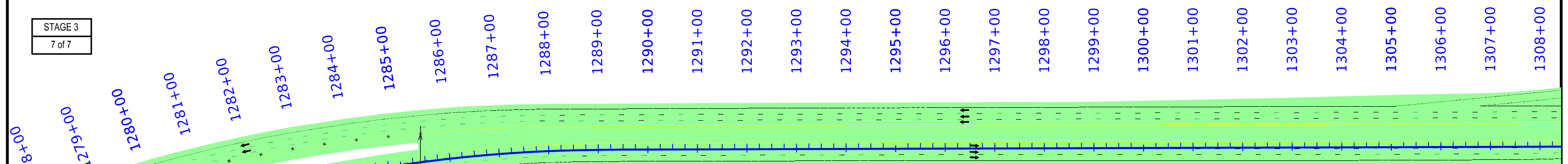
G20-2A
48" x 24"

40' Spacing

100' Spacing (Typ.)

45' Spacing

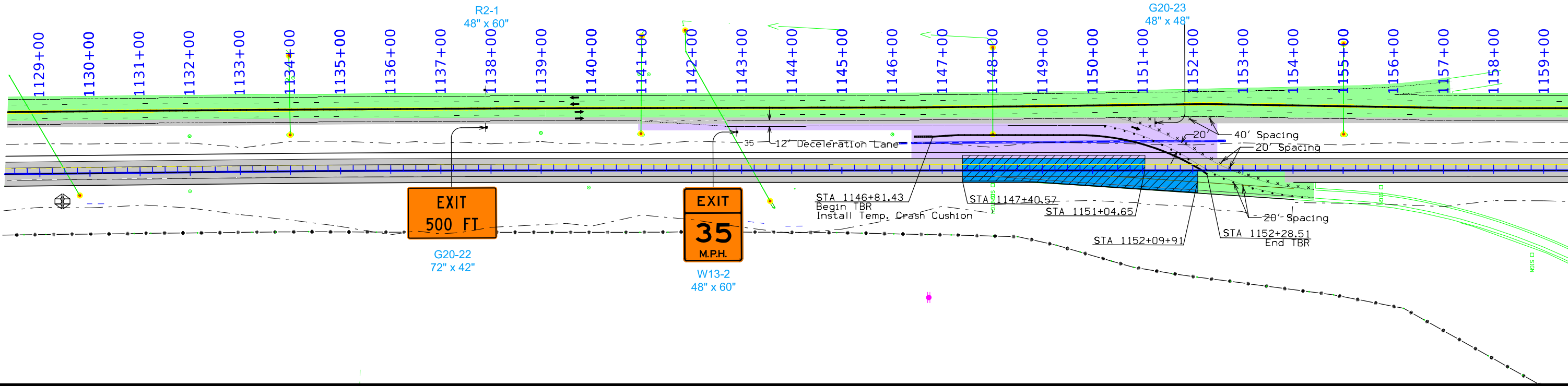
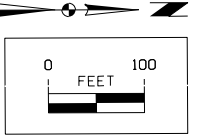
STAGE 3
7 of 7



STAGE 3A
1 of 6

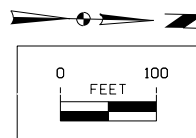
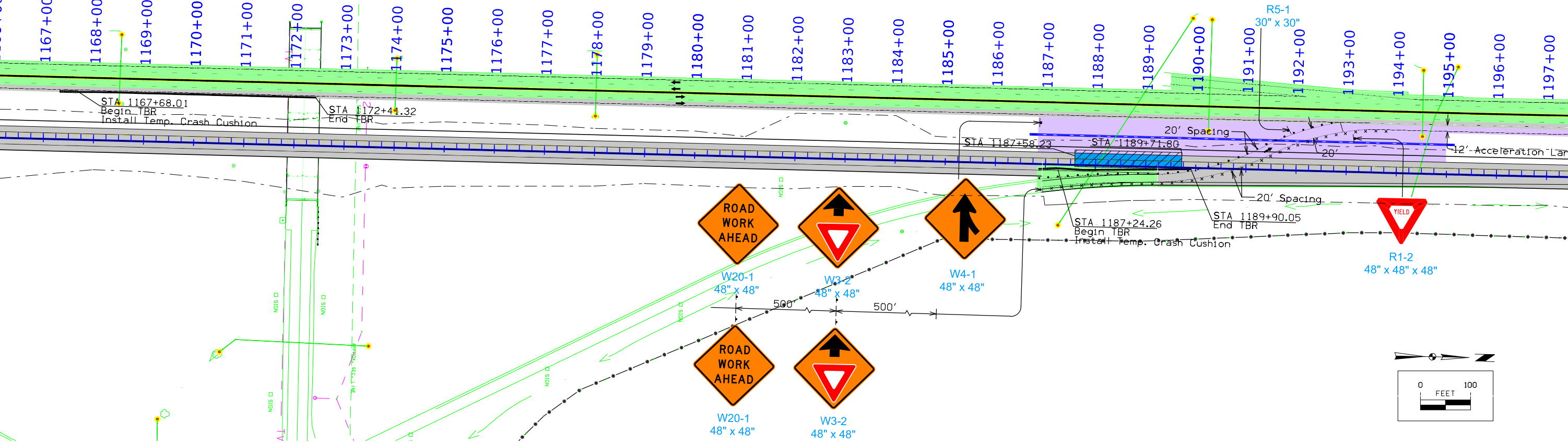
SPEED
LIMIT
70

000
EXIT
↗



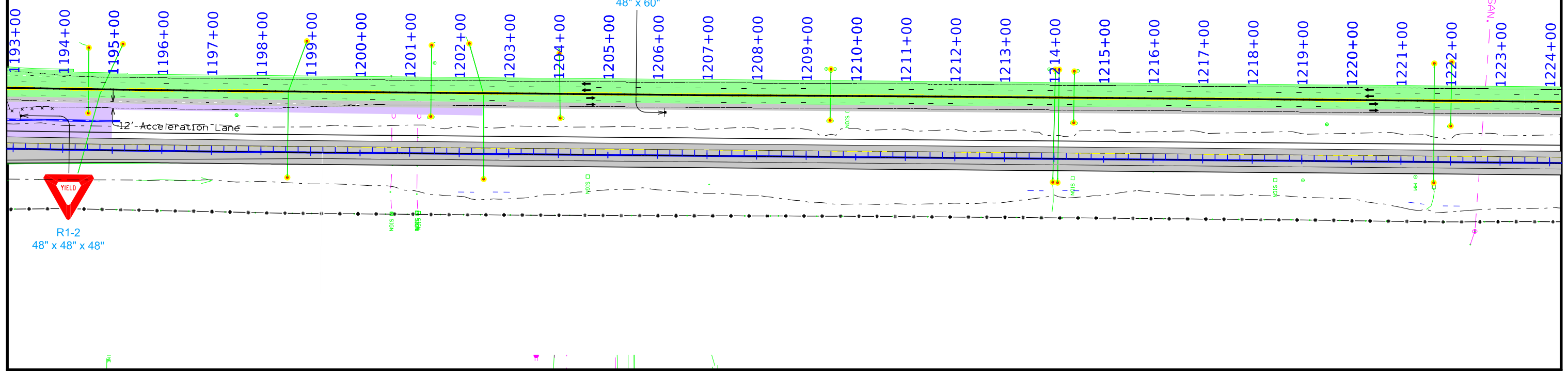
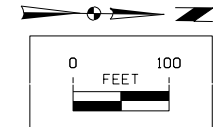
STAGE 3A
2 of 6

DO NOT
ENTER



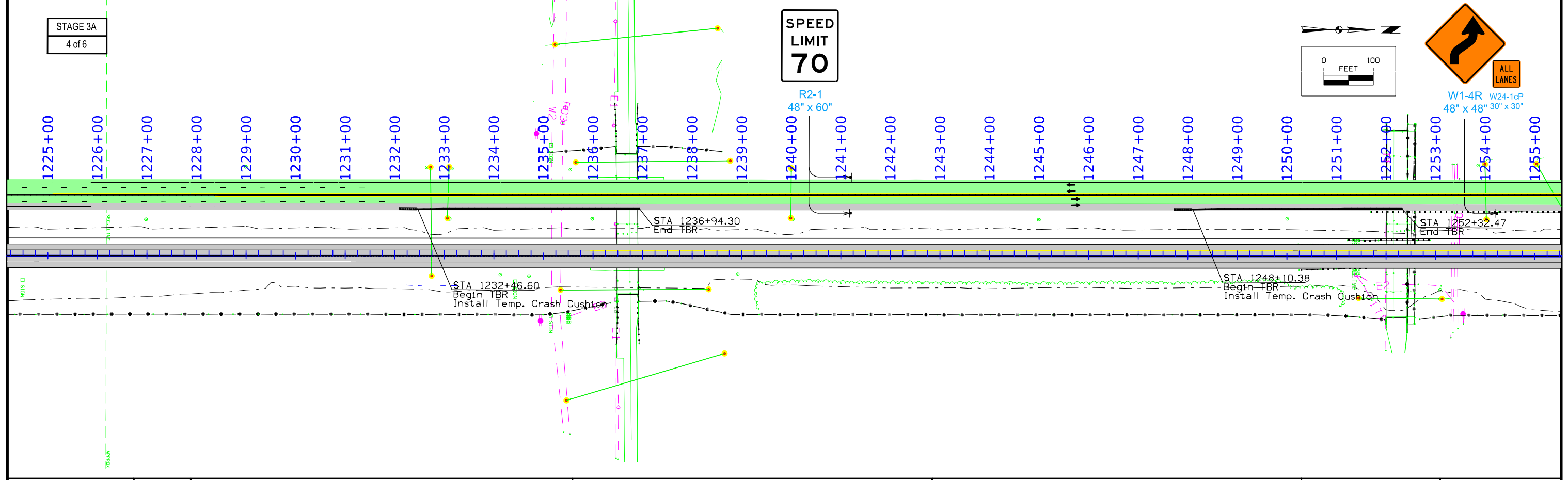
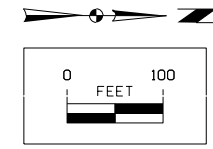
STAGE 3A
3 of 6

SPEED
LIMIT
70



STAGE 3A
4 of 6

SPEED
LIMIT
70

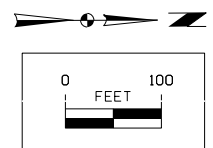
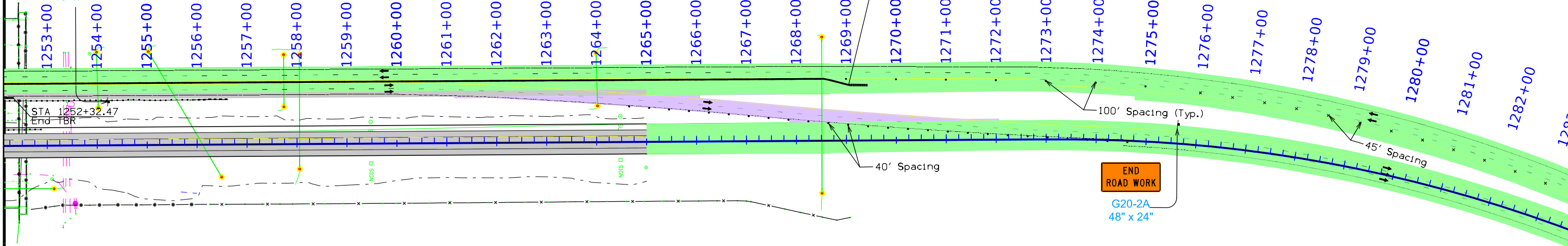




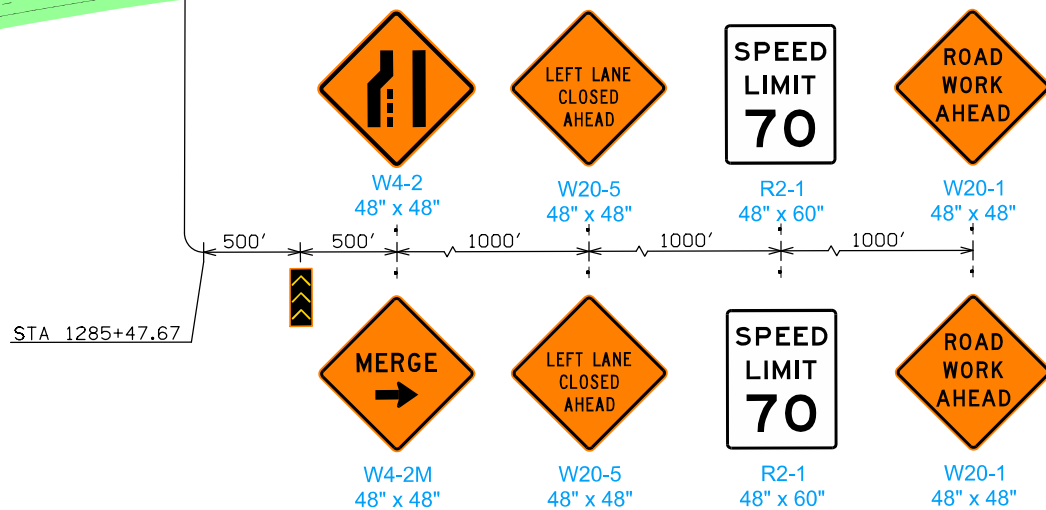
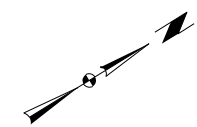
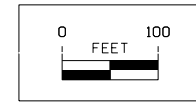
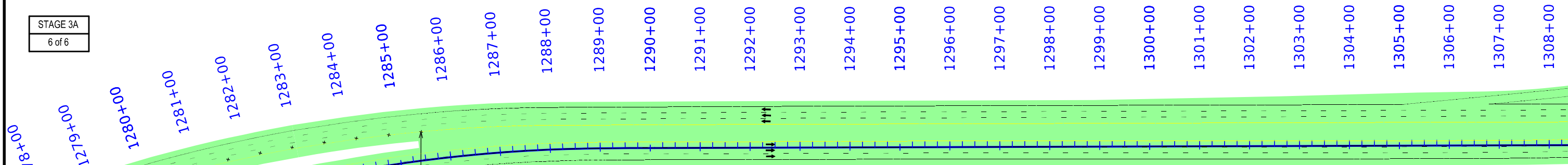
STAGE 3A
5 of 6

ALL LANES

W1-4R W24-1cP
48" x 48" 30" x 30"



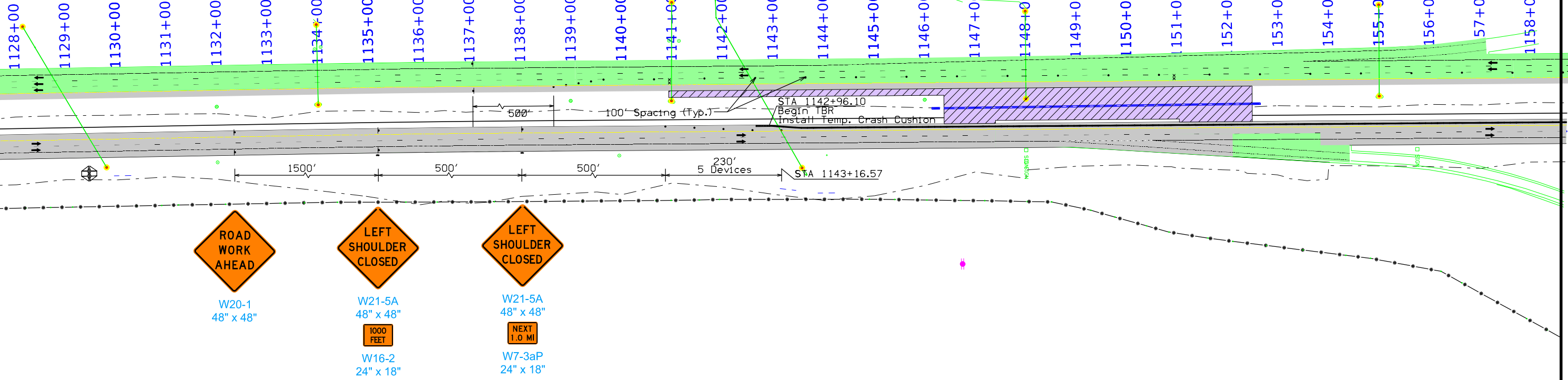
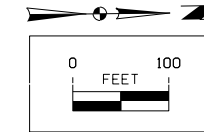
STAGE 3A
6 of 6



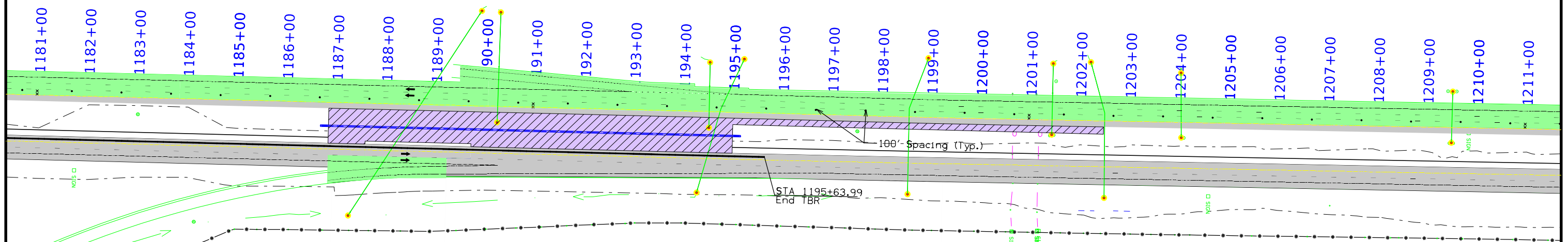
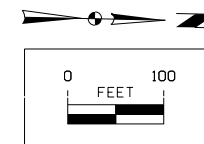
STAGE 4
1 of 4

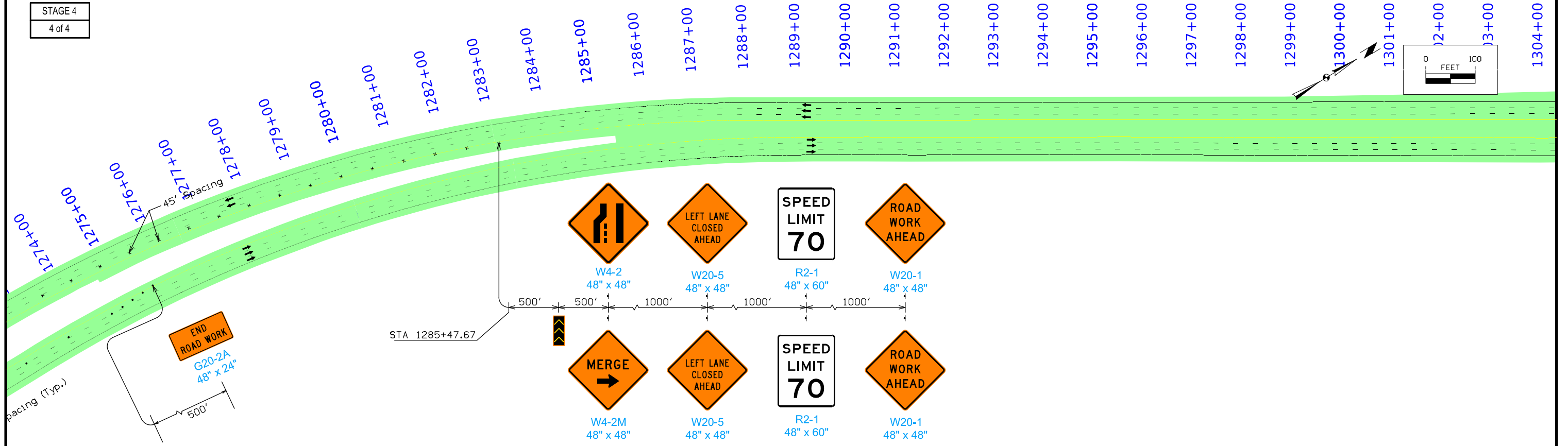
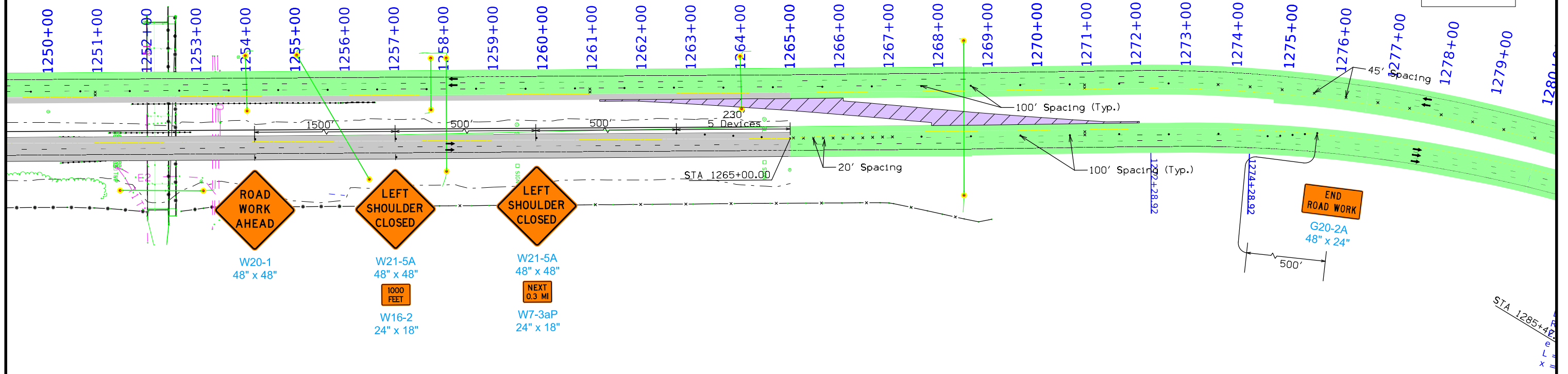
END
ROAD WORK

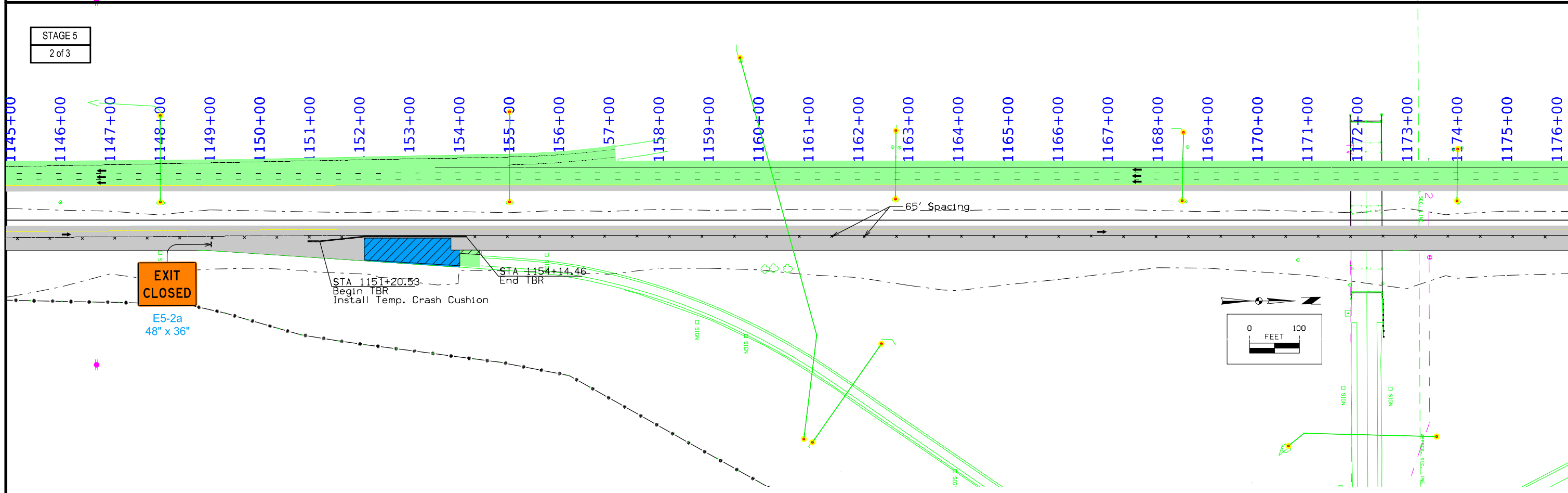
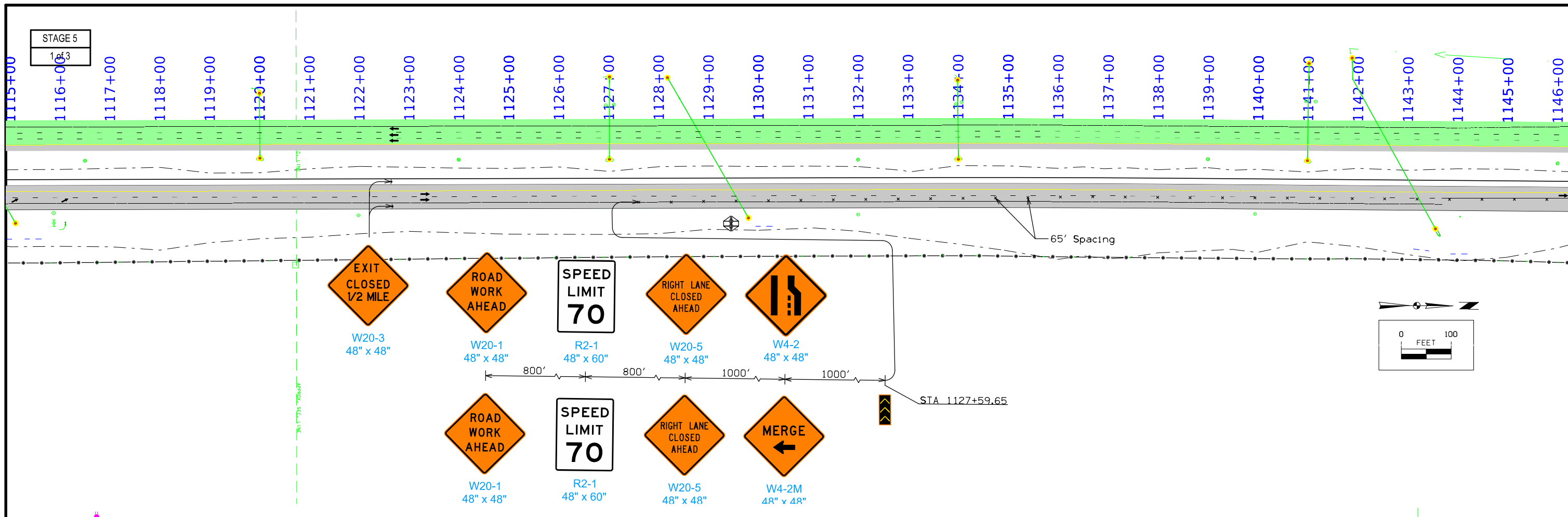
G20-2A
48" x 24"

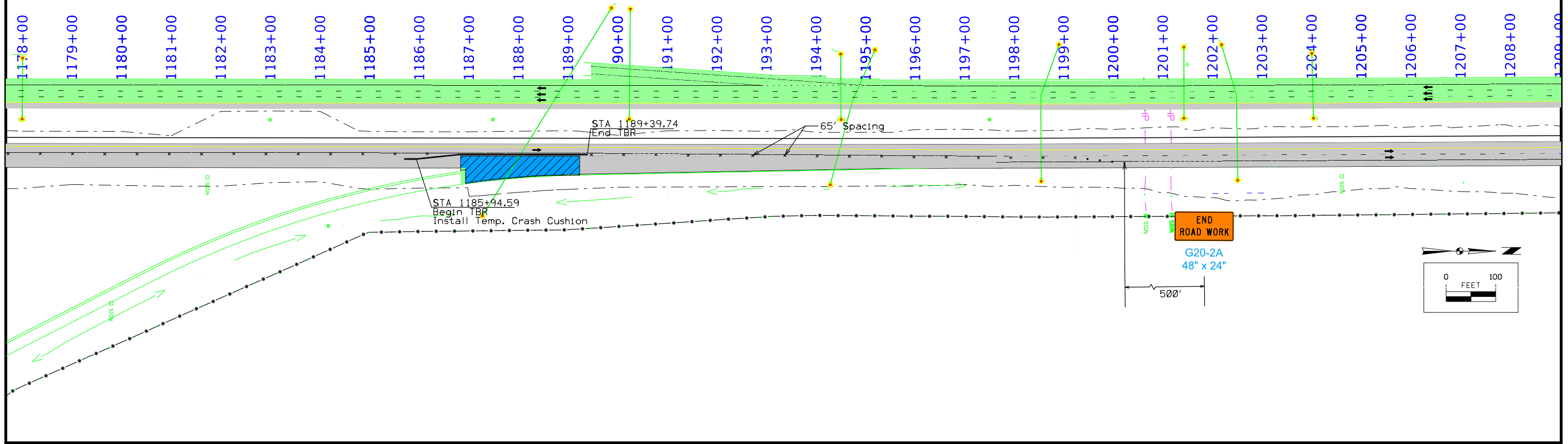


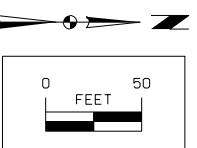
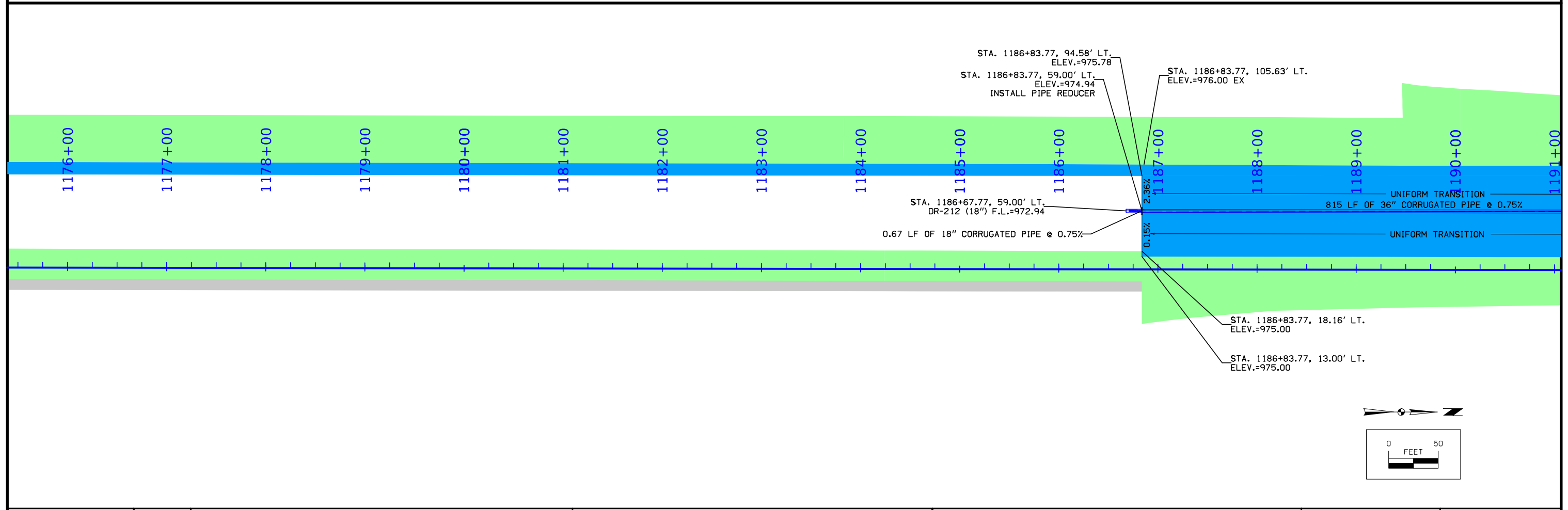
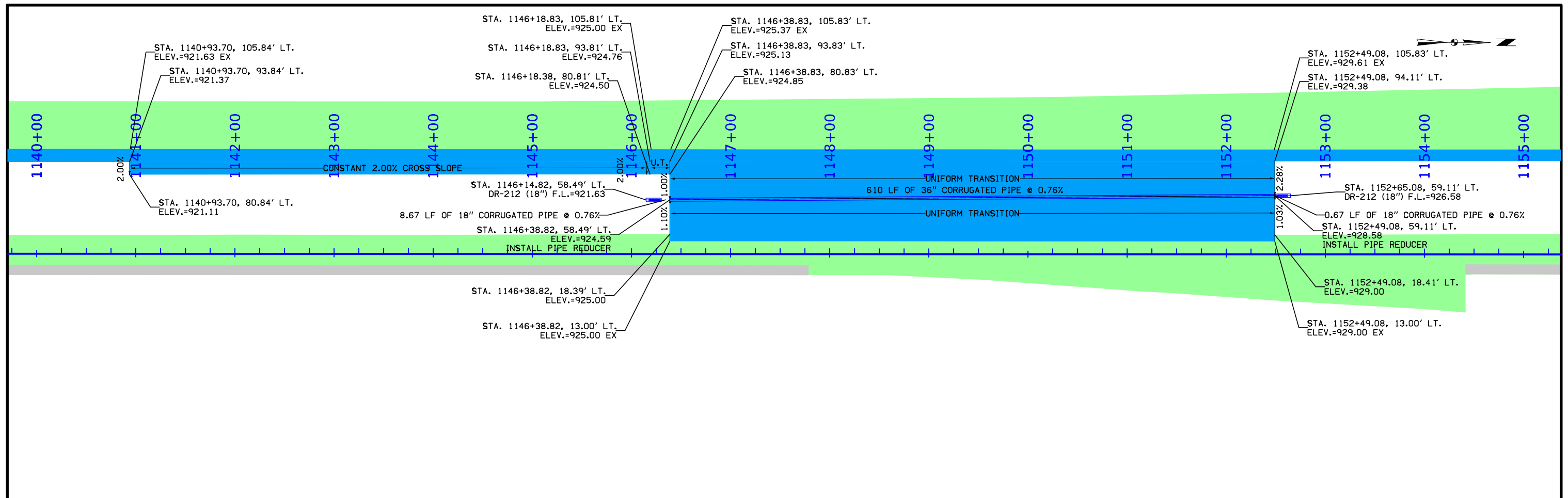
STAGE 4
2 of 4

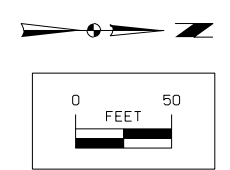
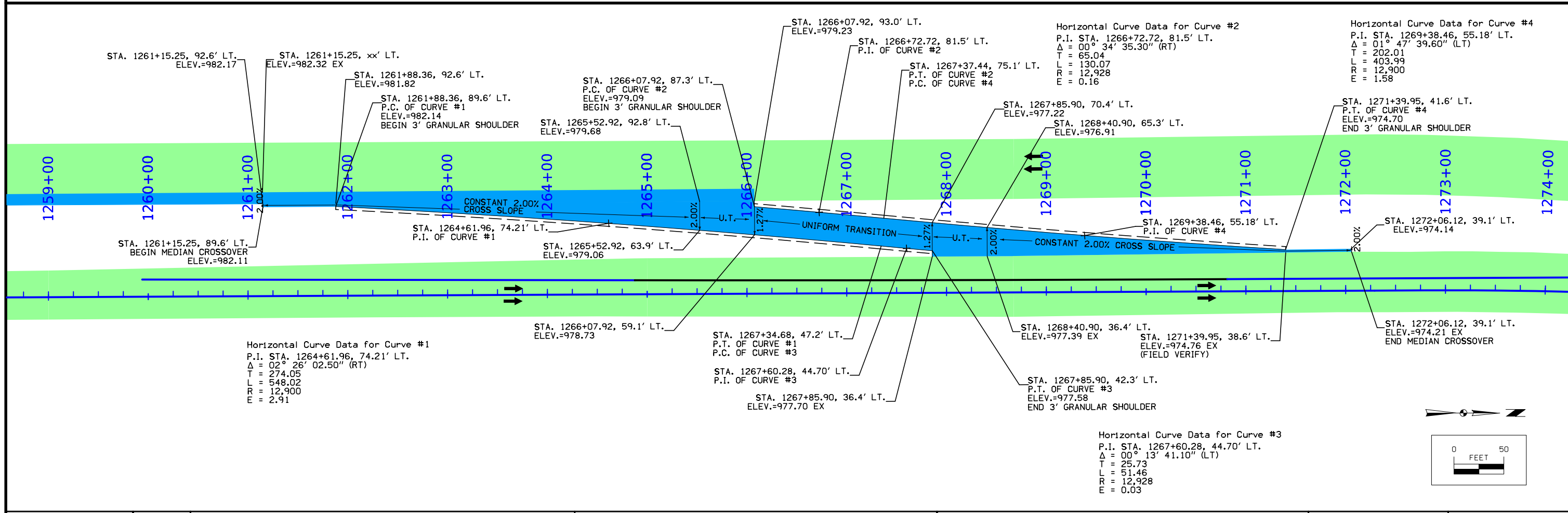
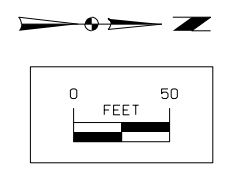
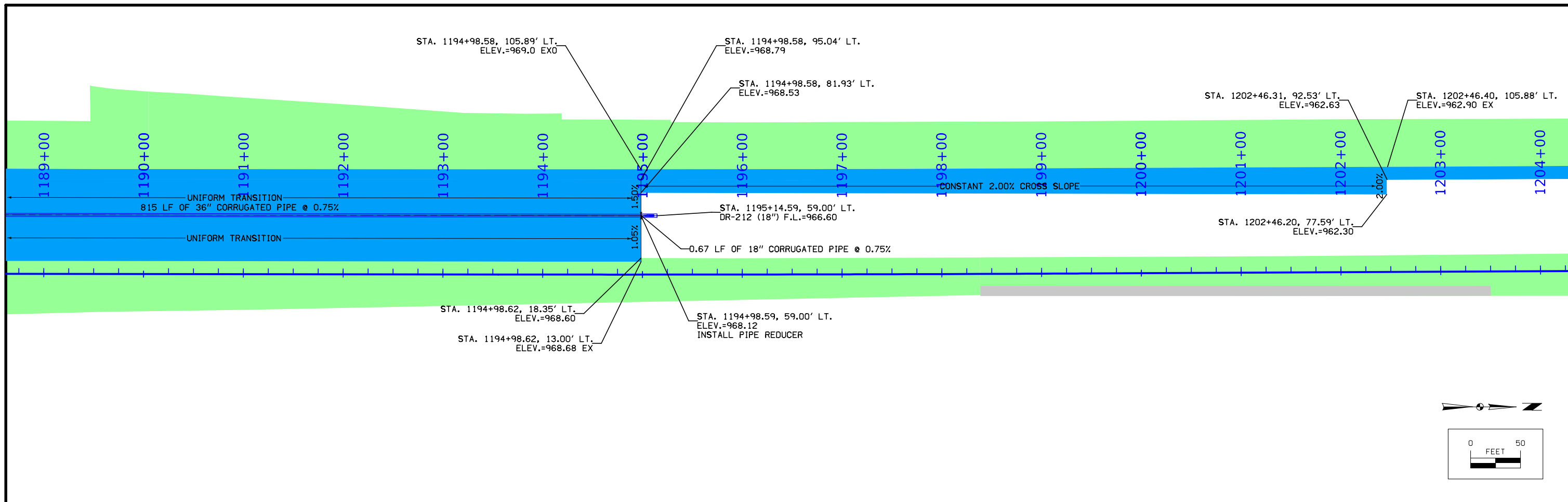


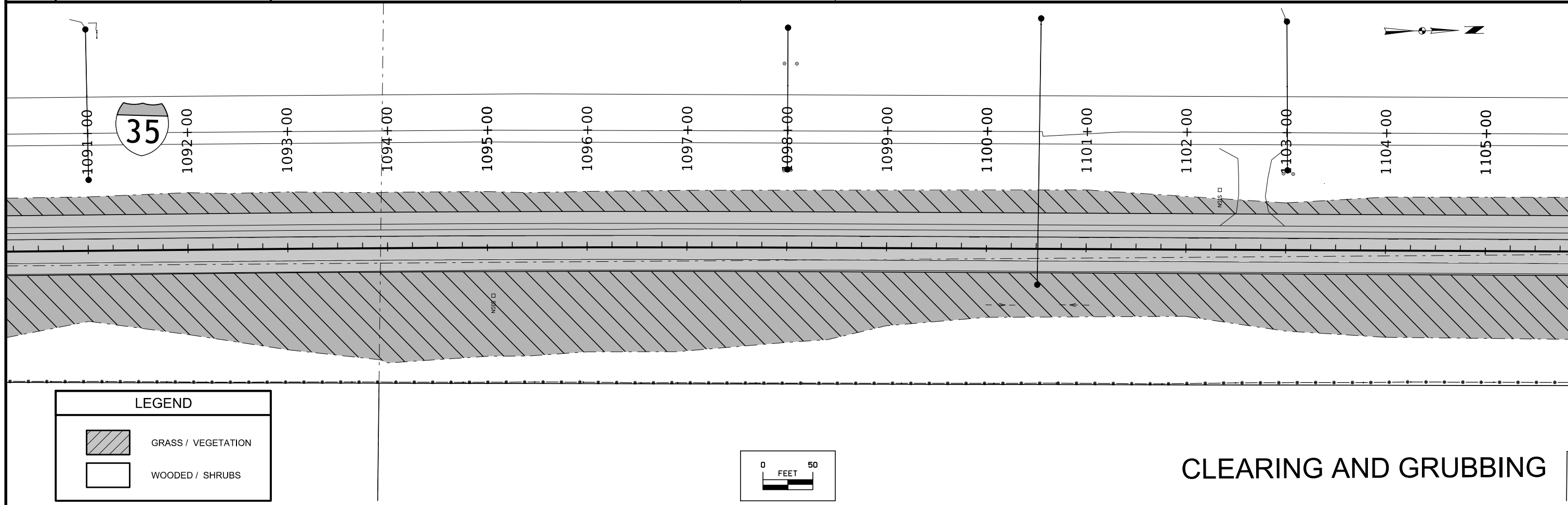
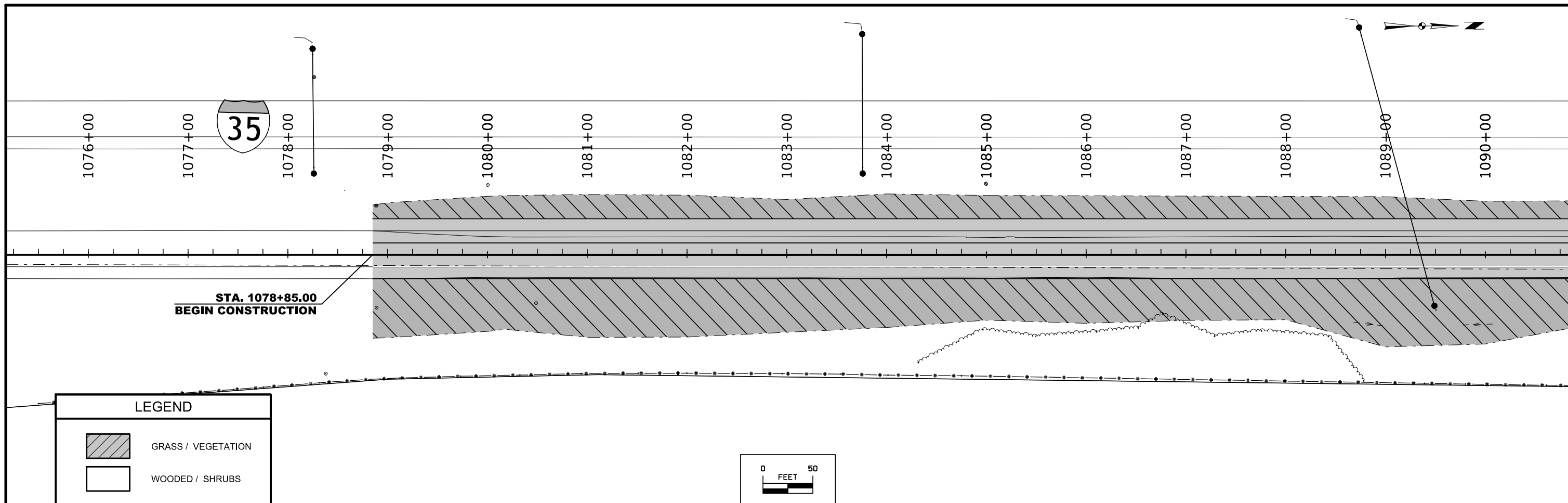




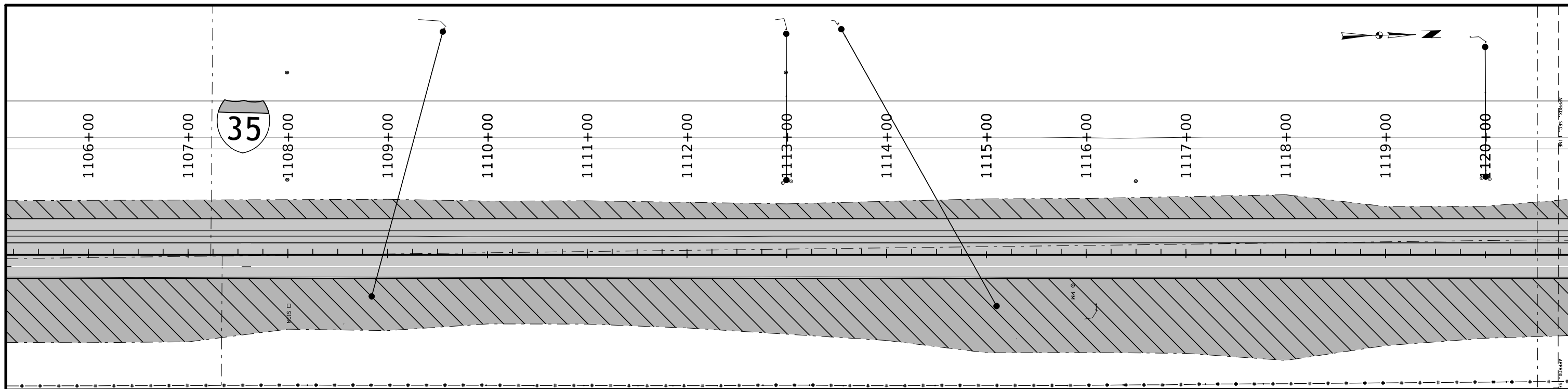










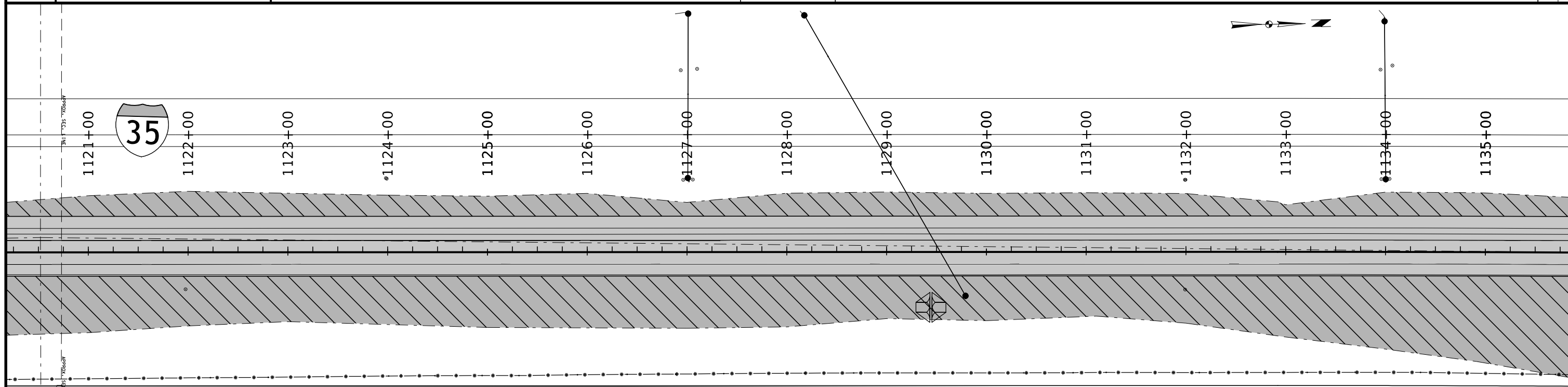
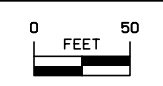
CLEARING AND GRUBBING




LEGEND


 GRASS / VEGETATION

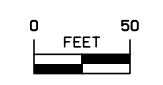
 WOODED / SHRUBS



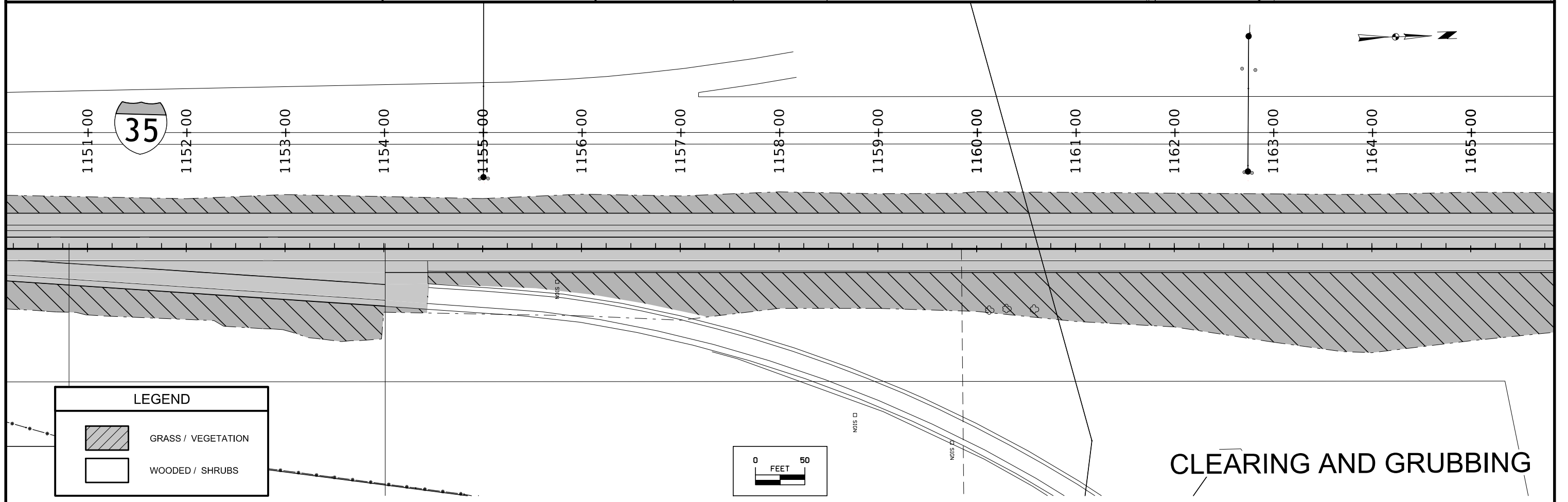
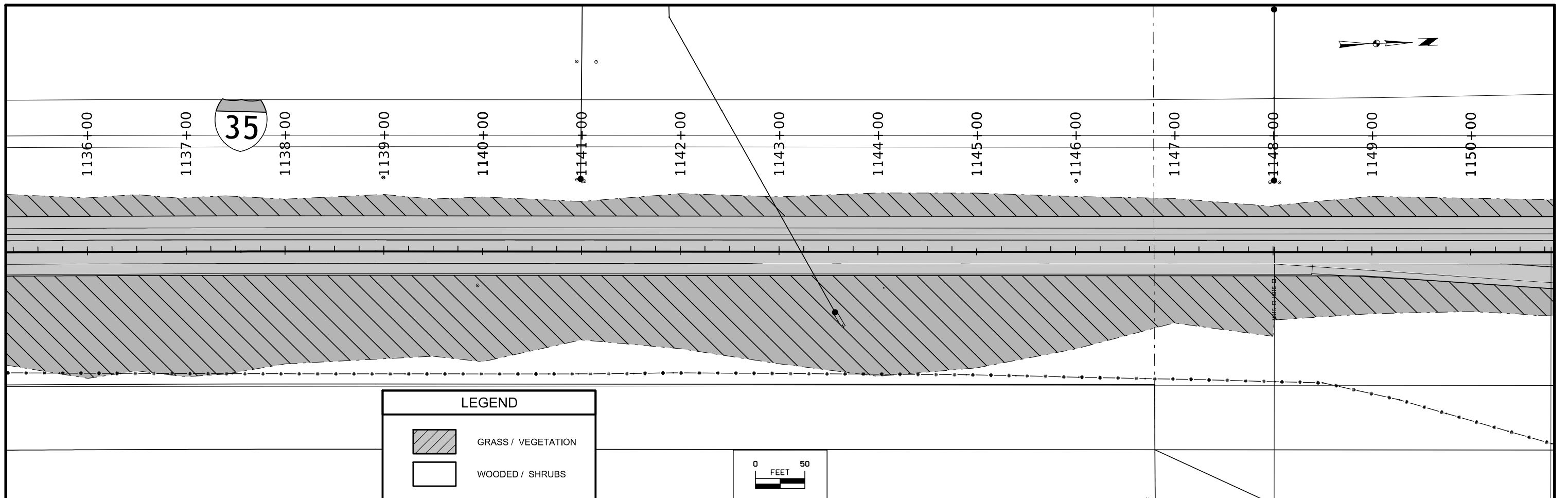
LEGEND

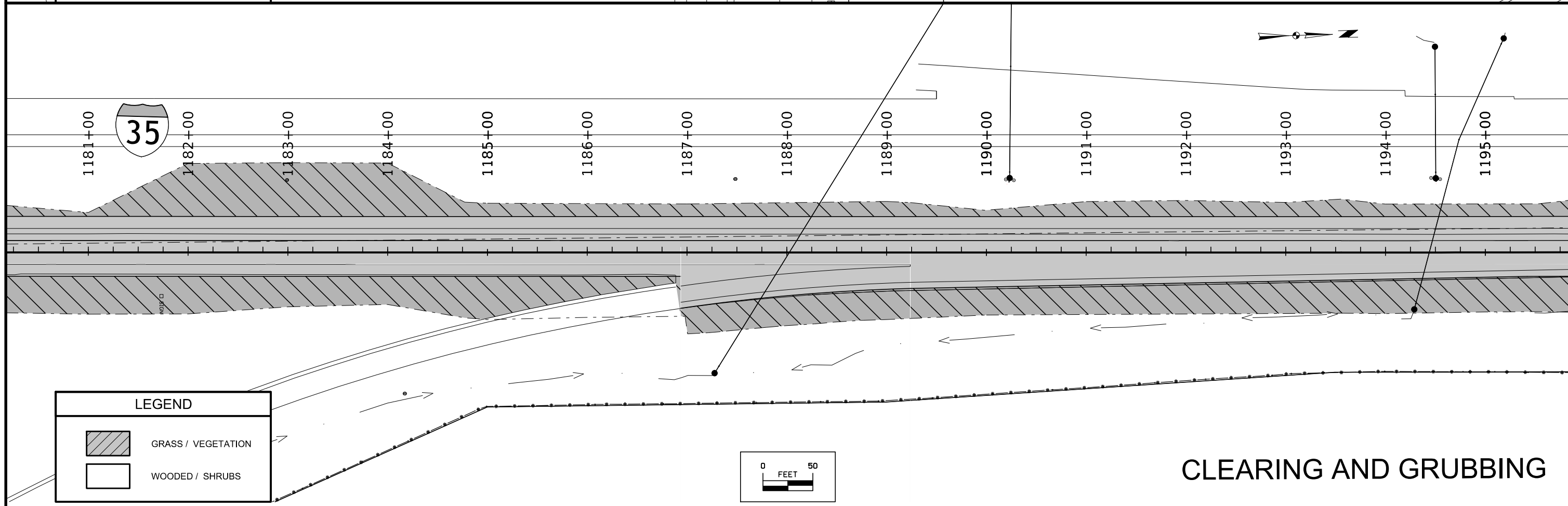
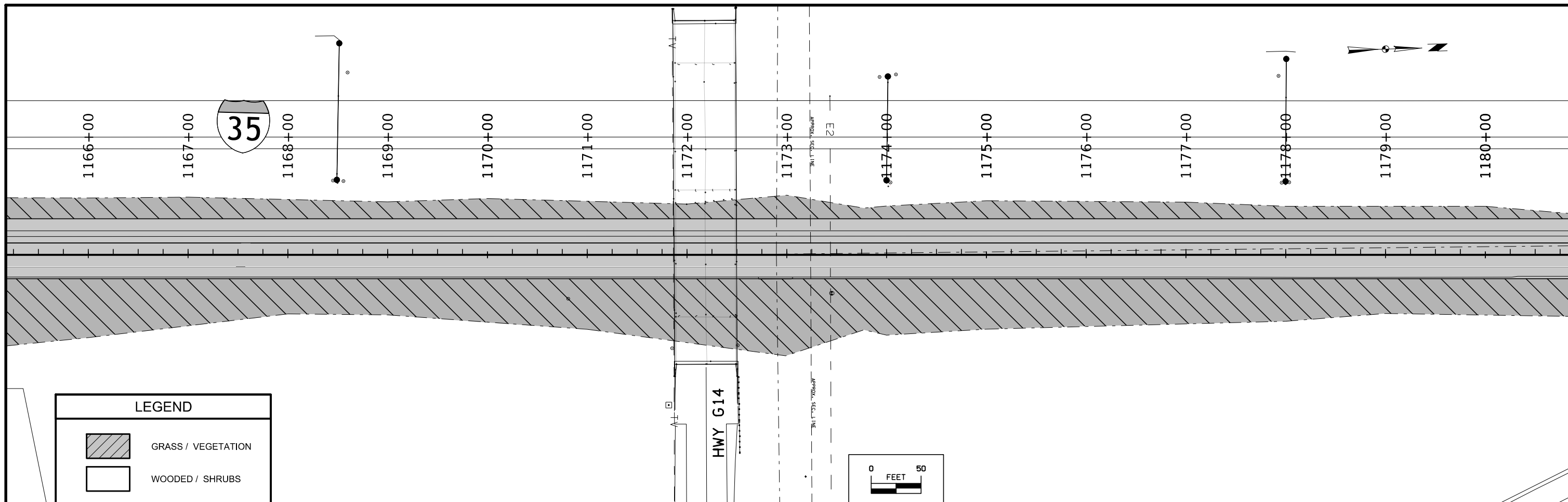
 GRASS / VEGETATION

 WOODED / SHRUBS

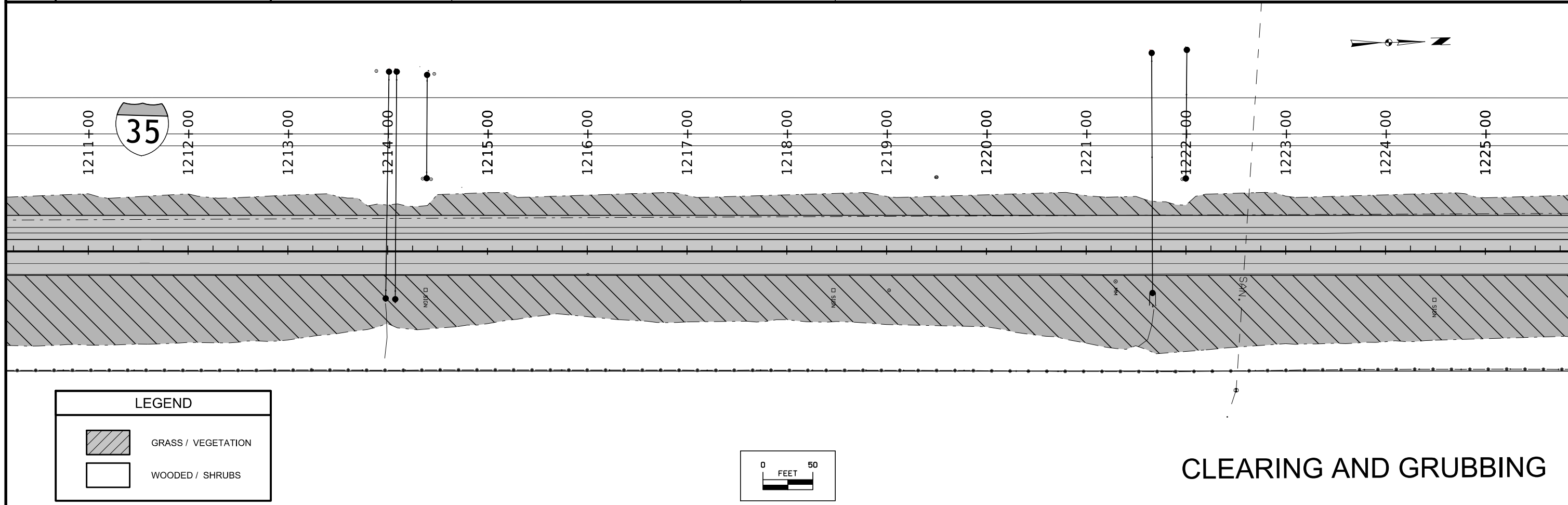
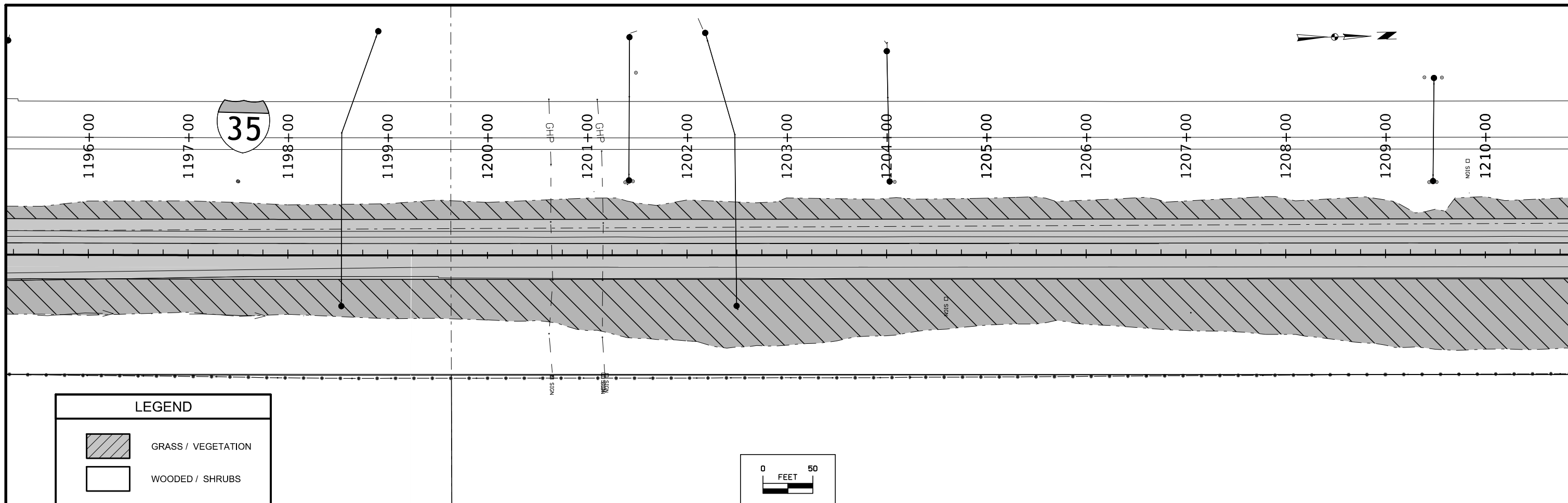


CLEARING AND GRUBBING

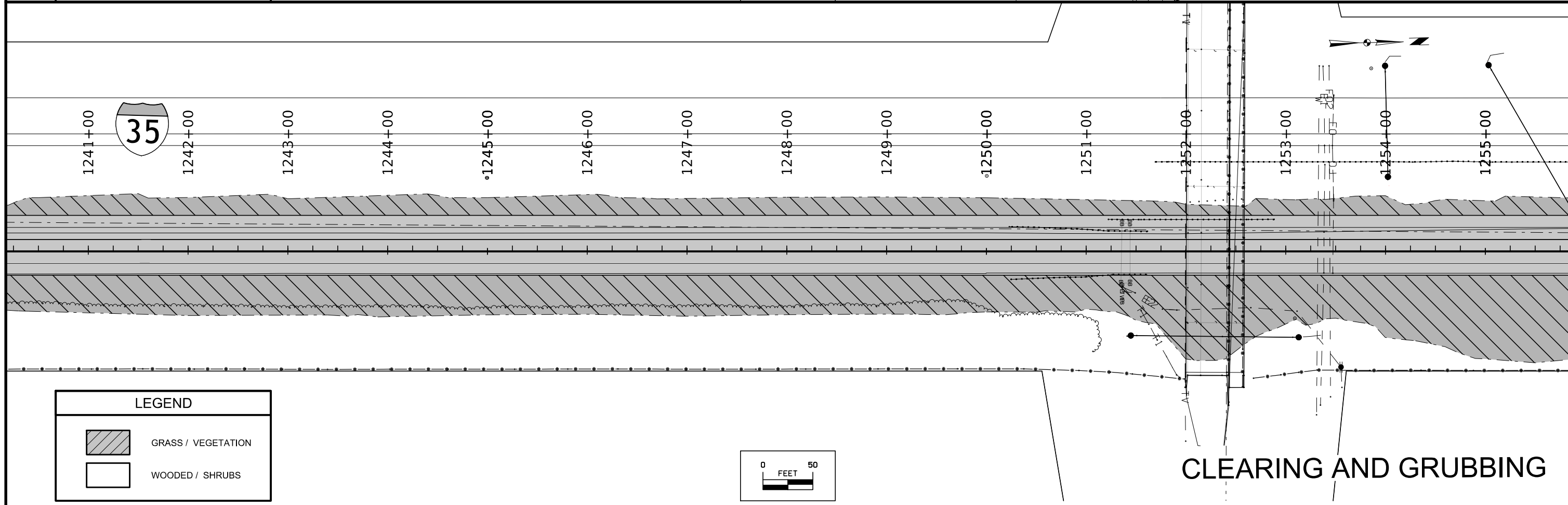
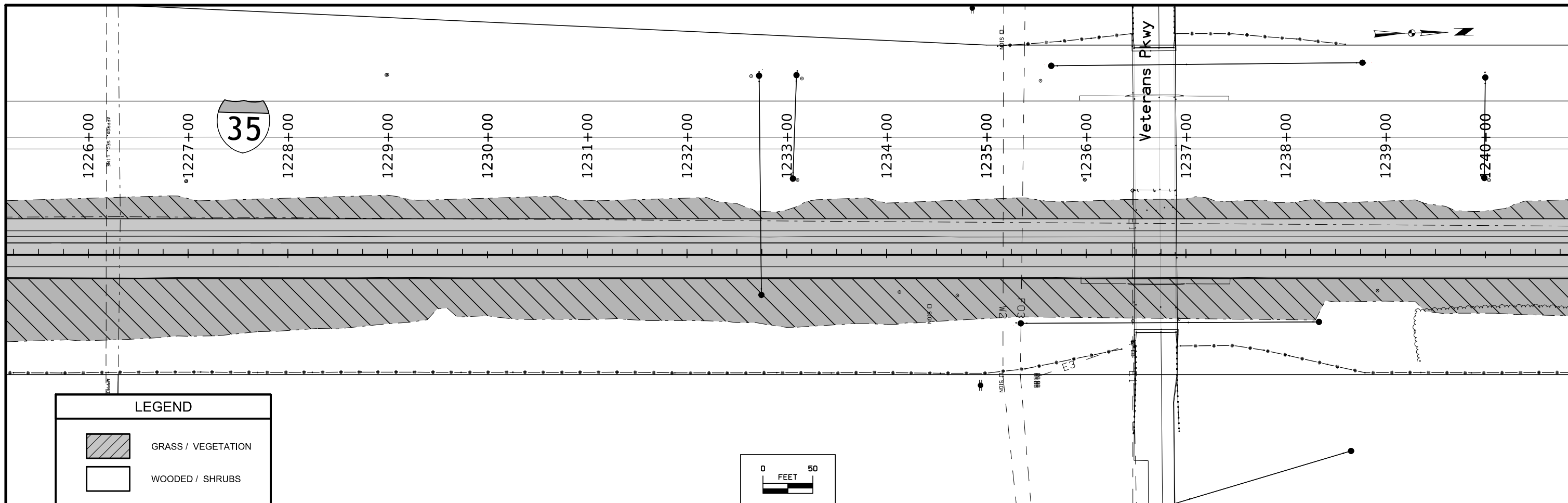




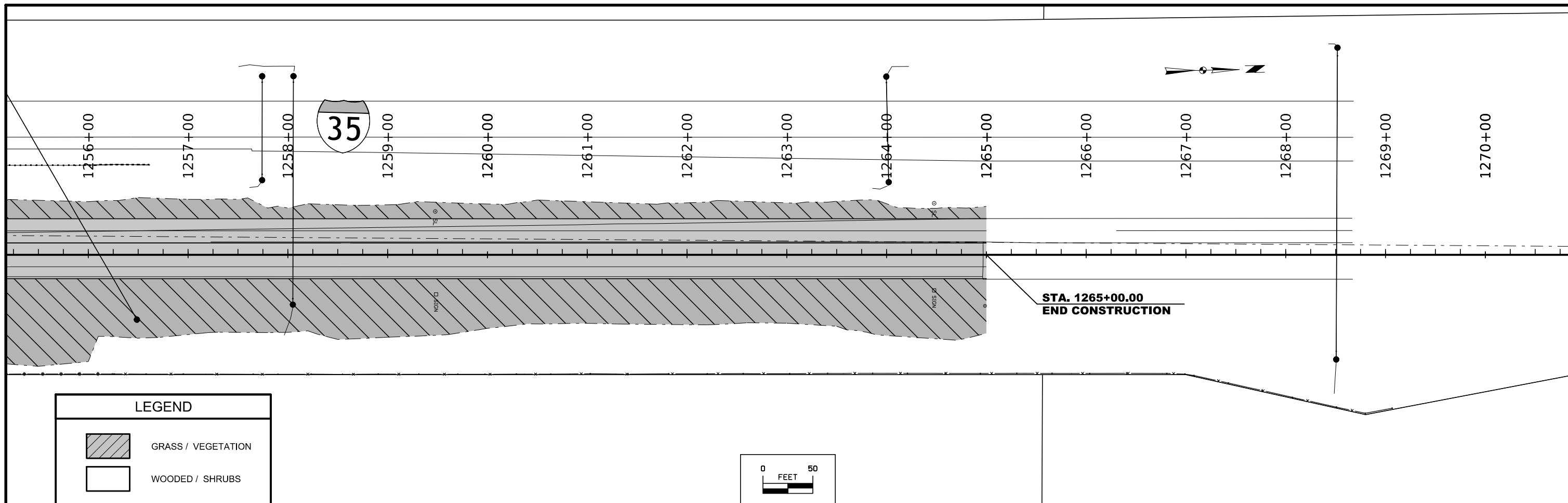
CLEARING AND GRUBBING

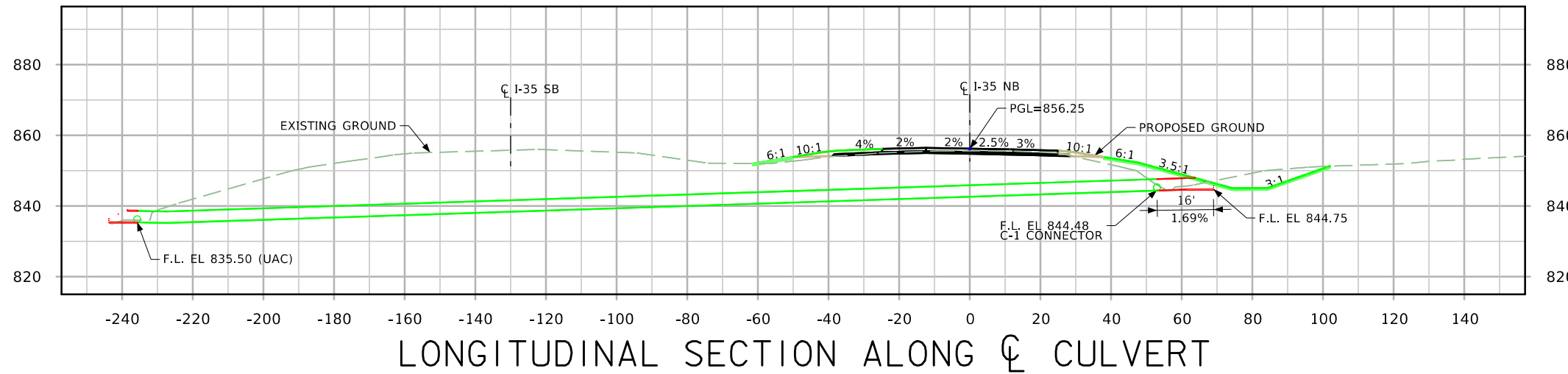


CLEARING AND GRUBBING



CLEARING AND GRUBBING

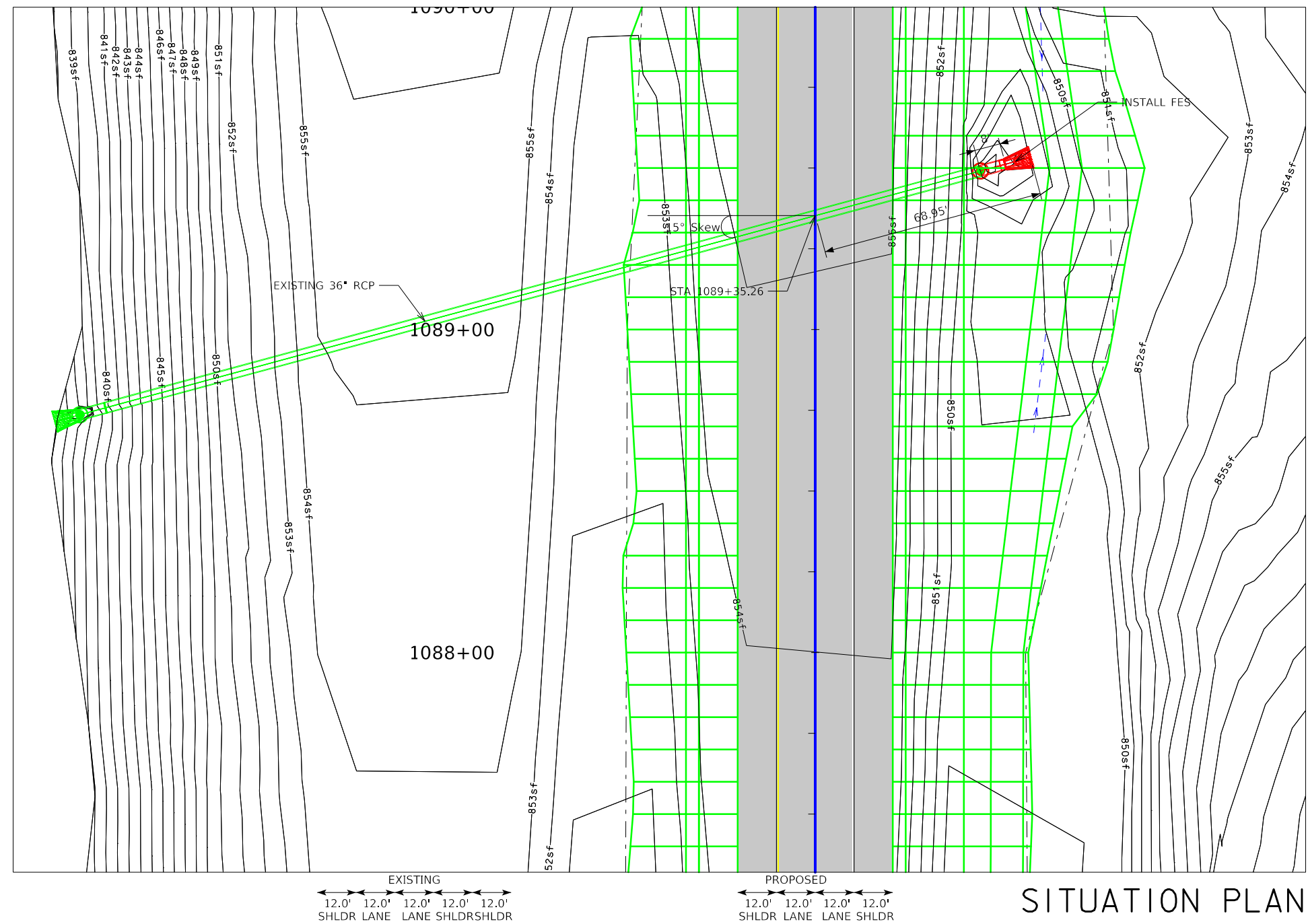
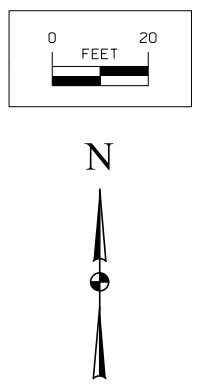




Control Point: CP901
 Easting: 1563820.86
 Northing: 535238.30
 Elevation: 874.17
 Description:
 FENO MONUMENT
 +/- 5 FT N OF GAURD RAIL
 +/- 5 FT W OF 15TH AV
 +/- N OR COOLIDGE STREET

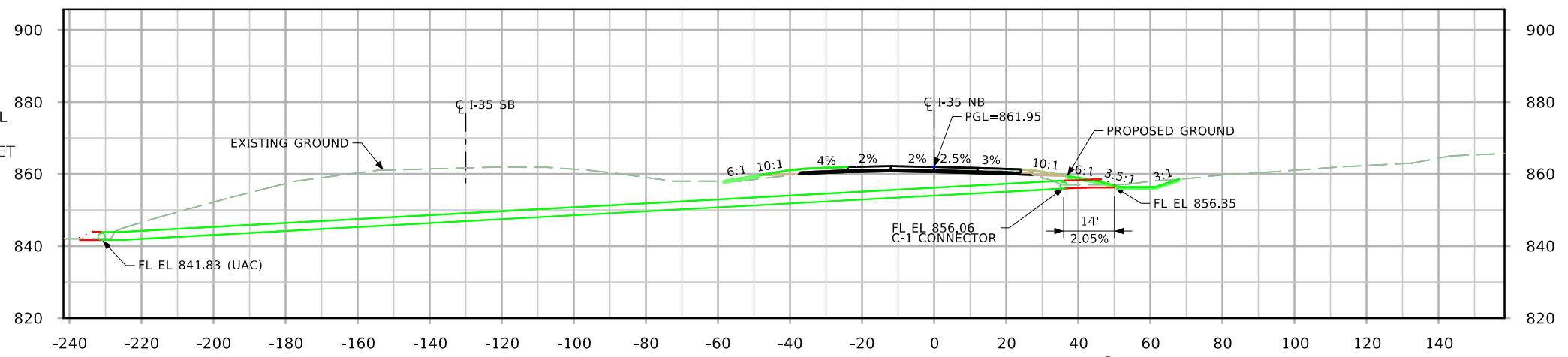
Hydraulic Data
 RIDB: "StreamID_Rivermile" or "Not Applicable"
 Drainage Area = 13 Rolling Acres
 Q₅₀ = ?,?? cfs
 HW Elev. = ???
 Exit Velocity = ?.? fps
 Stream Slope = ???.? Ft./Mi.

Location
 I-35 Northbound
 T-77N R-25W
 Section 19
 Linn Township
 Warren County

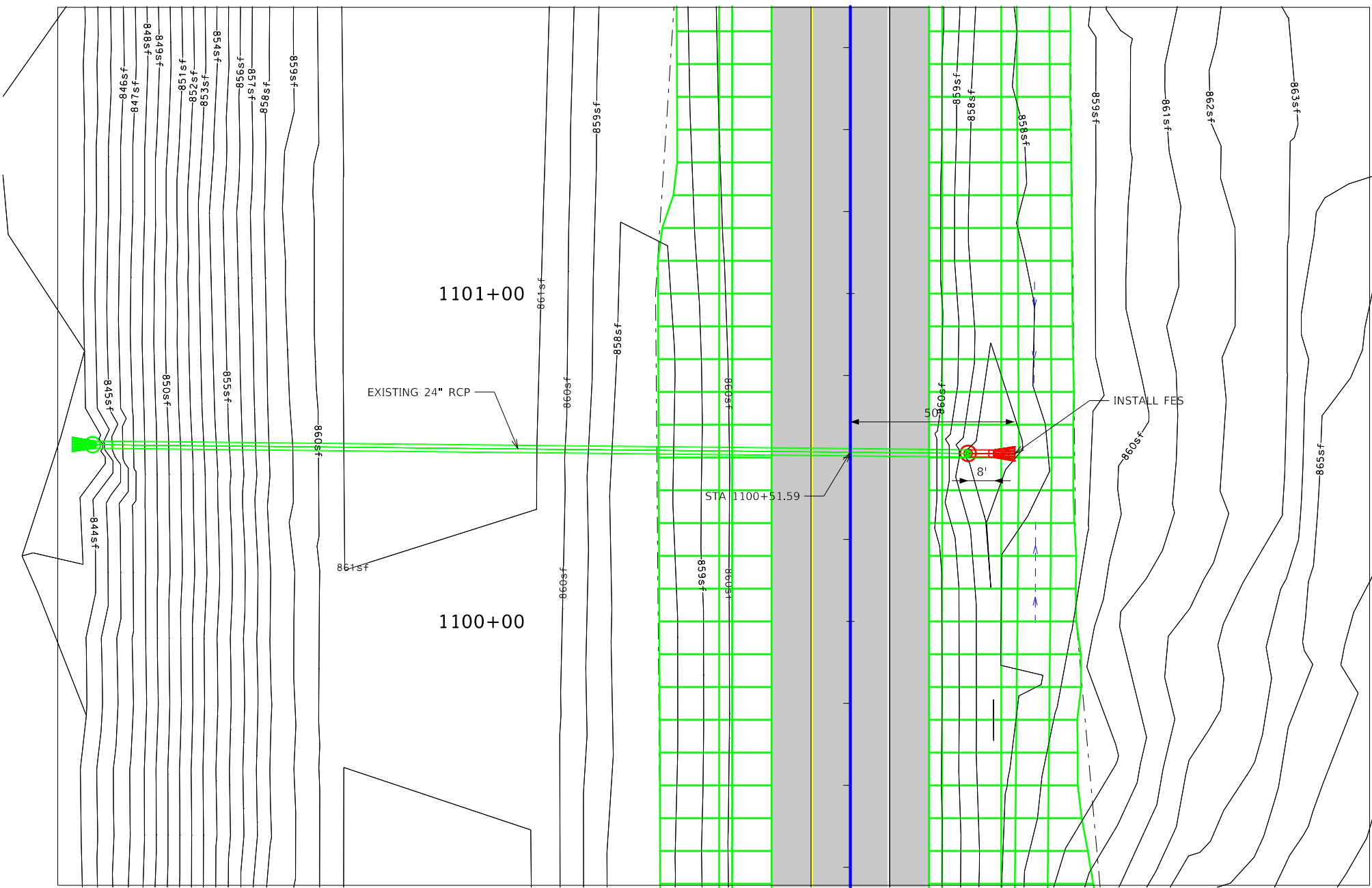
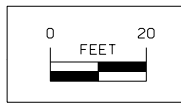


Design For 15 Degree RA
36" x 8'
Reinforced Concrete Pipe
Extension
 STA. 1089+35.26 (I-35 NB) Turn-In Date: Oct. 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 001 of 13 FHWA/Asset XXXXX

Control Point: CP901
 Easting: 1563820.86
 Northing: 535238.30
 Elevation: 874.17
 Description:
 FENO MONUMENT
 +/- 5 FT N OF GAURD RAIL
 +/- 5 FT W OF 15TH AV
 +/- N OR COOLIDGE STREET



LONGITUDINAL SECTION ALONG CULVERT



SITUATION PLAN

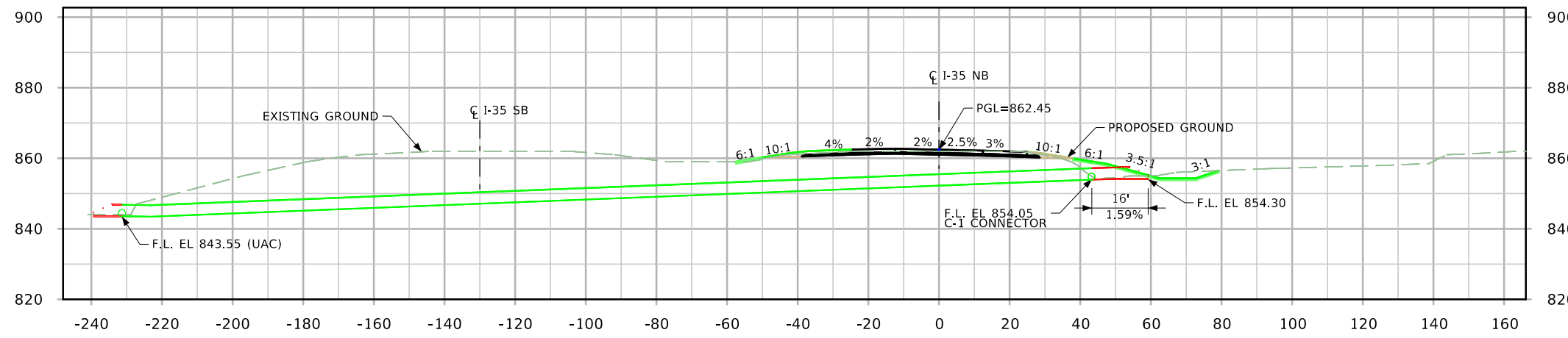
Hydraulic Data

RIDB: Not Applicable
 Drainage Area = 7.5 Rolling Acres
 Q₅₀ = ??? cfs
 HW Elev. = ???
 Exit Velocity = ?? fps
 Stream Slope = ?? Ft./Mi.

Location

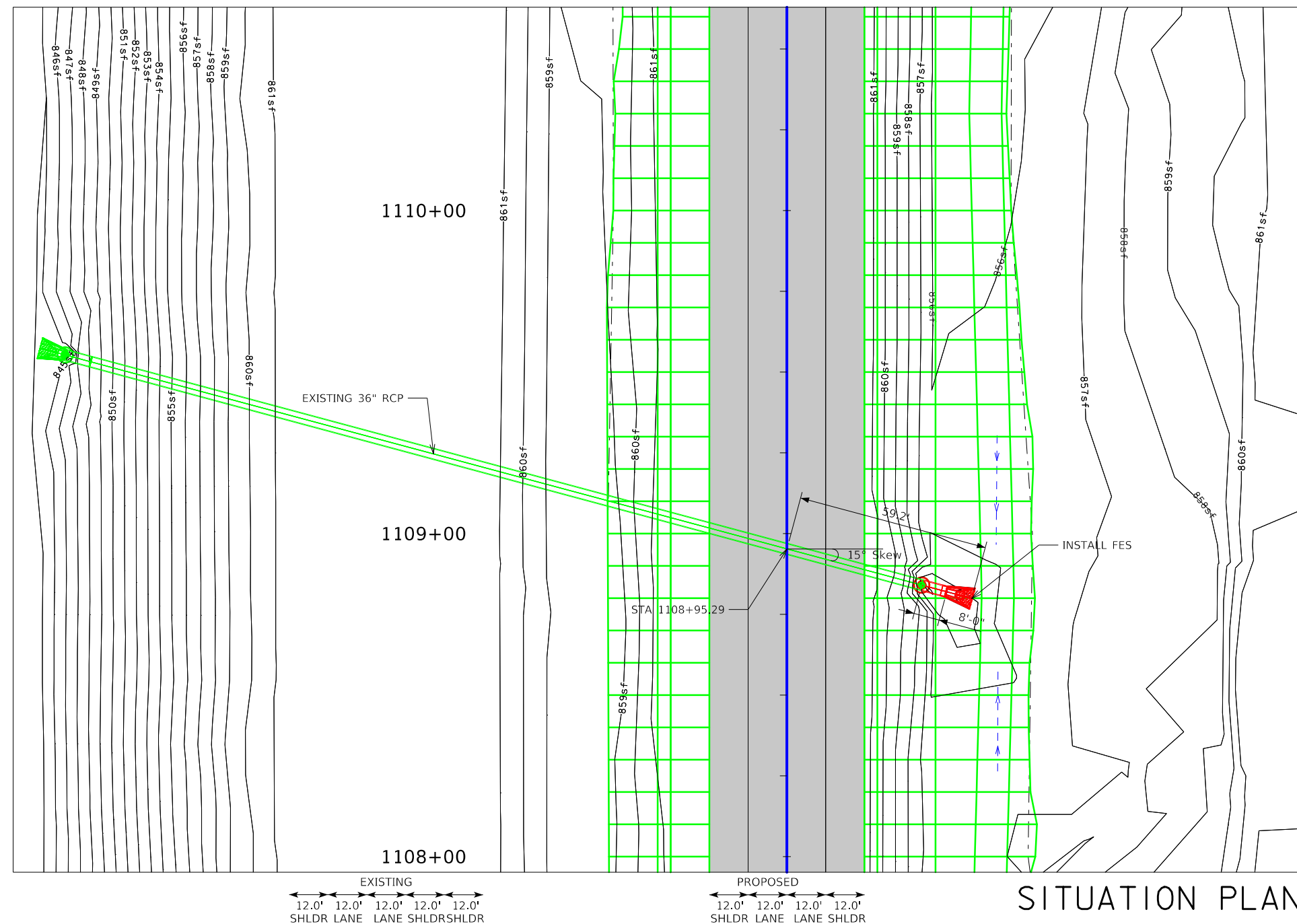
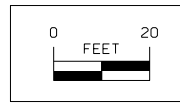
I-35 Northbound
 T-77N R-25W
 Section 19
 Linn Township
 Warren County

Design For 0 Degree Skew
24" x 8'
Reinforced Concrete Pipe
 Extension
 STA. 1100+51.59 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 002 of 13 FHWA/Asset XXXXX



LONGITUDINAL SECTION ALONG CL CULVERT

Control Point: CP901
 Easting: 1563820.86
 Northing: 535238.30
 Elevation: 874.17
 Description:
 FENO MONUMENT
 +/- 5 FT N OF GAURD RAIL
 +/- 5 FT W OF 15TH AVE
 +/- N OR COOLIDGE STREET



Hydraulic Data

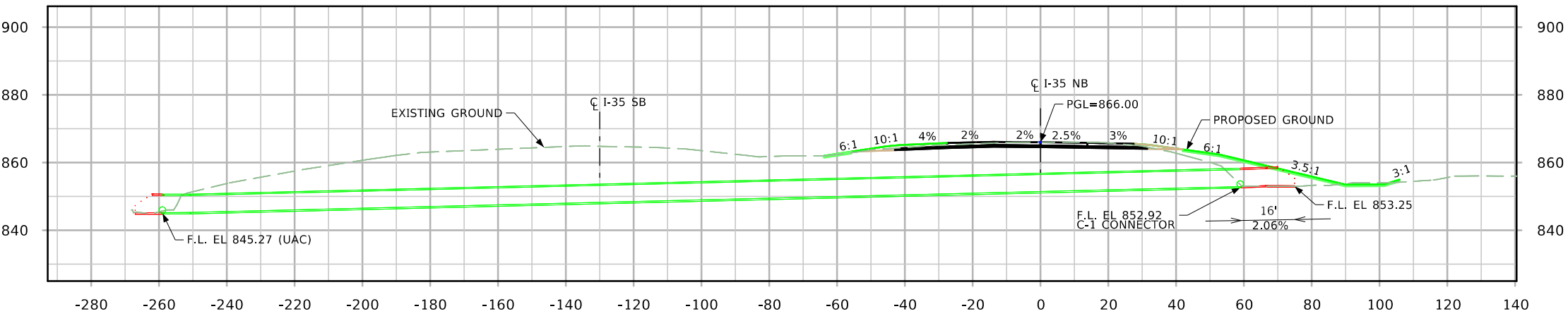
RIDB: Not Applicable
 Drainage Area = 17 Rolling Acres
 Q₅₀ = ?,??? cfs
 HW Elev. = ????
 Exit Velocity = ?.? fps
 Stream Slope = ??? Ft./Mi.

Location

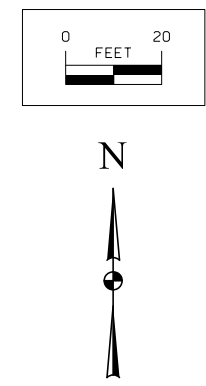
1-35 Northbound
 T-77N R-25W
 Section 19
 Linn Township
 Warren County

SITUATION PLAN

Design For 15 Degree LA
36" x 8'
Reinforced Concrete Pipe
Extension
 STA. 1108+95.29 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 003 of 13 FHWA/Asset XXXXXX



LONGITUDINAL SECTION ALONG \bar{C} CULVERT



SITUATION PLAN

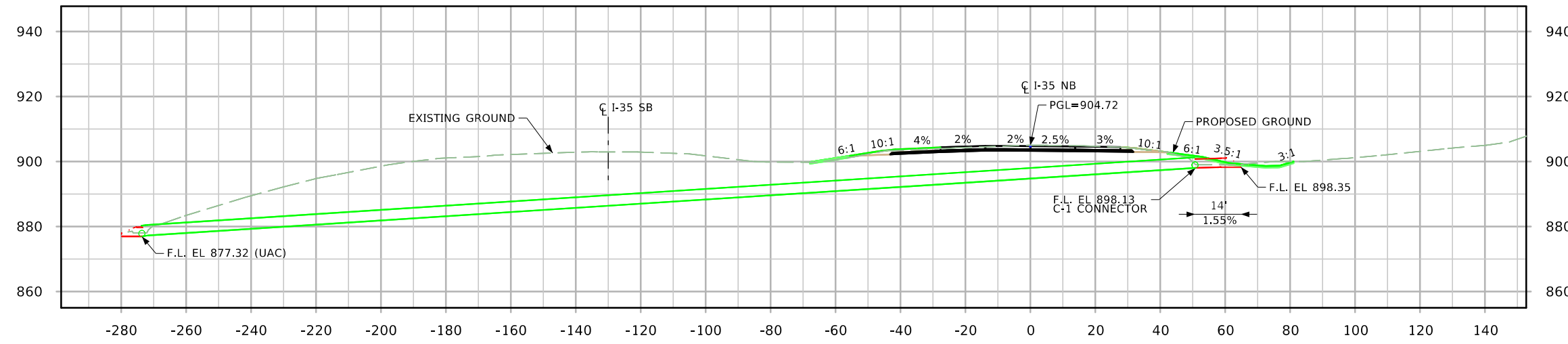
Control Point: CP901
 Easting: 1563820.86
 Northing: 535238.30
 Elevation: 874.17
 Description:
 FENO MONUMENT
 +/- 5 FT N OF GAURD RAIL
 +/- 5 FT W OF 15TH AV
 +/- N OR COOLIDGE STREET

Hydraulic Data
 RIDB: Not Applicable
 Drainage Area = 67 Rolling Hilly Acres
 Q₅₀ = ?,?? cfs
 HW Elev. = ????
 Exit Velocity = ?? fps
 Stream Slope = ??? Ft./Mi.

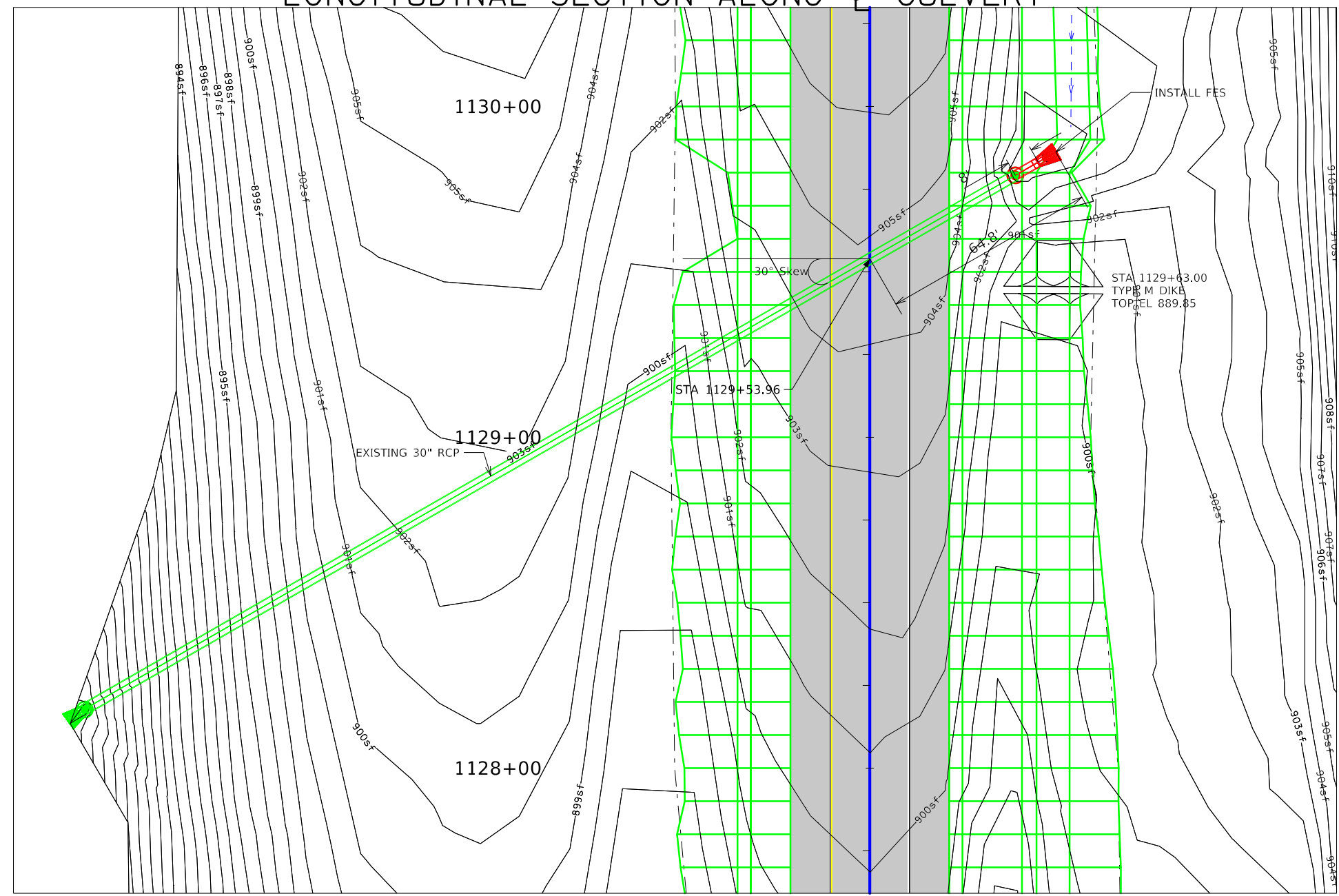
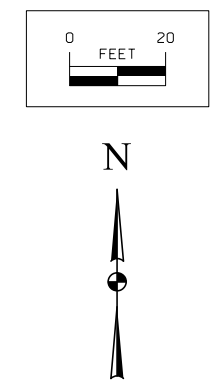
Location
 I-35 Northbound
 T-77N R-25W
 Section 19
 Linn Township
 Warren County

Design For 29 Degree RA
60" x 8'
Reinforced Concrete Pipe
Extension
 STA. 1114+81.44 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 004 of 13 FHWA/Asset XXXXX

Control Point: CP901
 Easting: 1563820.86
 Northing: 535238.30
 Elevation: 874.17
 Description: FENO MONUMENT
 +/- 5 FT N OF GUARD RAIL
 +/- 5 FT W OF 15TH AVE
 +/- N OF COOLIDGE ST



LONGITUDINAL SECTION ALONG CULVERT



Hydraulic Data

RIDB: Not Applicable
 Drainage Area = 10.5 Hilly Acres
 $Q_{50} = ?$ cfs
 HW Elev. = ???
 Exit Velocity = ?? fps
 Stream Slope = ?? Ft./Mi.

Location

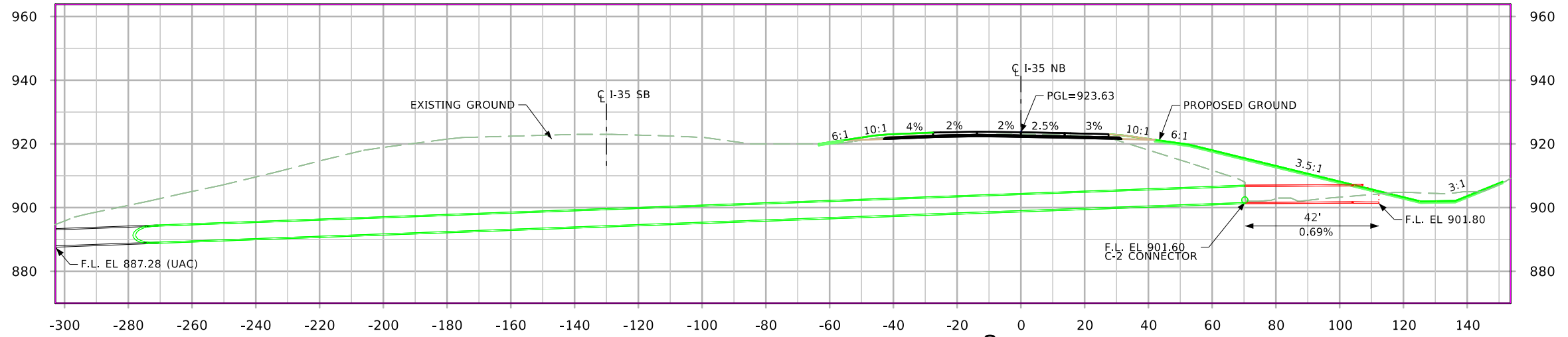
I-35 Northbound
 T-77N R-25W
 Section 18
 Linn Township
 Warren County



SITUATION PLAN

Design For 30 Degree RA
30" x 8'
Reinforced Concrete Pipe
Extension
 STA. 1129+53.96 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 001 of 13 FHWA/Asset XXXXX

Control Point: CP901
 Easting: 1563820.86
 Northing: 535238.30
 Elevation: 874.17
 Description: FENO MONUMENT
 +/- 5 FT N OF GUARD RAIL
 +/- 5 FT W OF 15TH AVE
 +/- N OF COOLIDGE ST



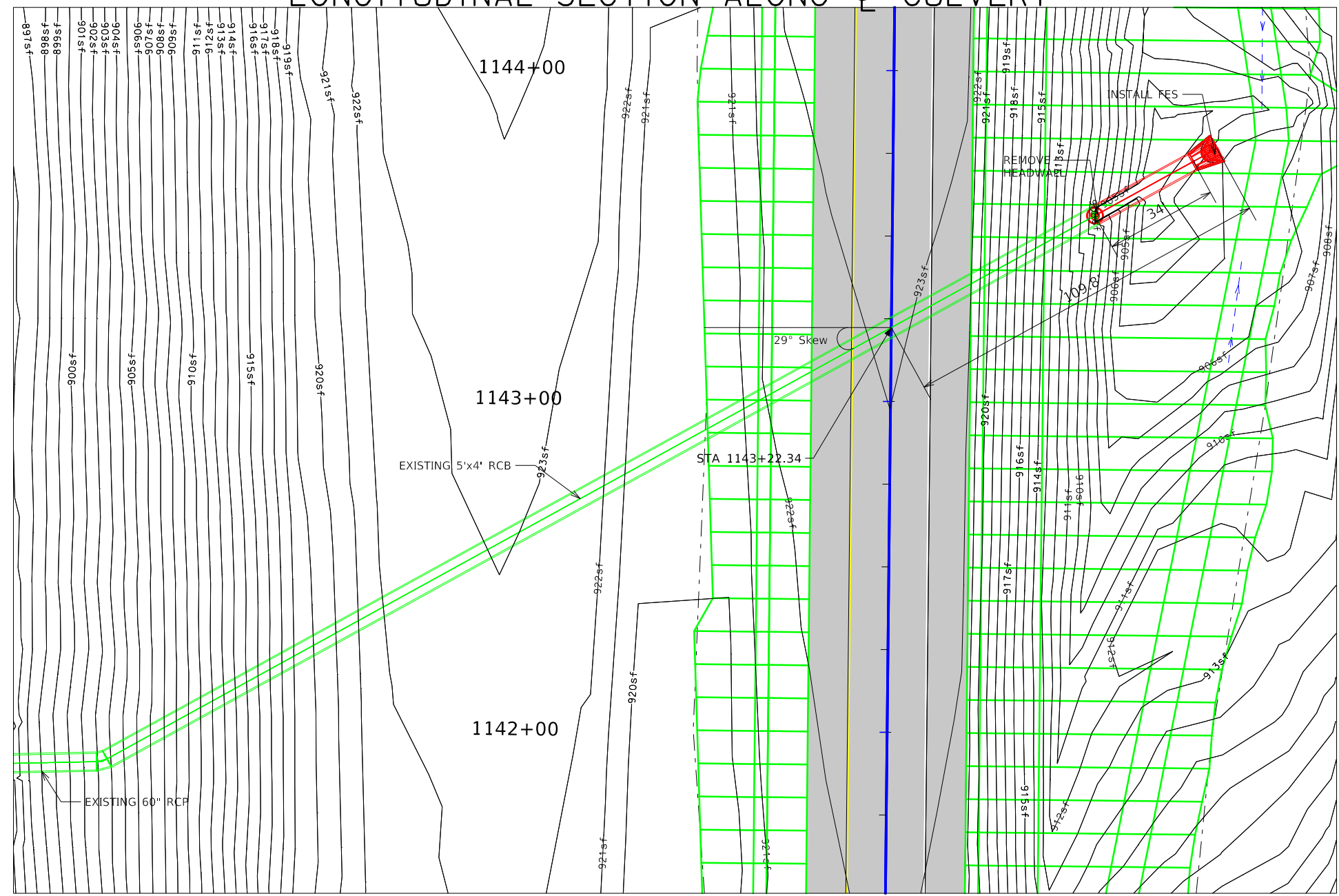
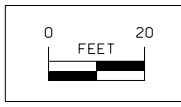
LONGITUDINAL SECTION ALONG CULVERT

Hydraulic Data

RIDB: Not Applicable
 Drainage Area = 48 Hilly Acres
 $Q_{50} = ?$ cfs
 HW Elev. = ???
 Exit Velocity = ?? fps
 Stream Slope = ?? Ft./Mi.

Location

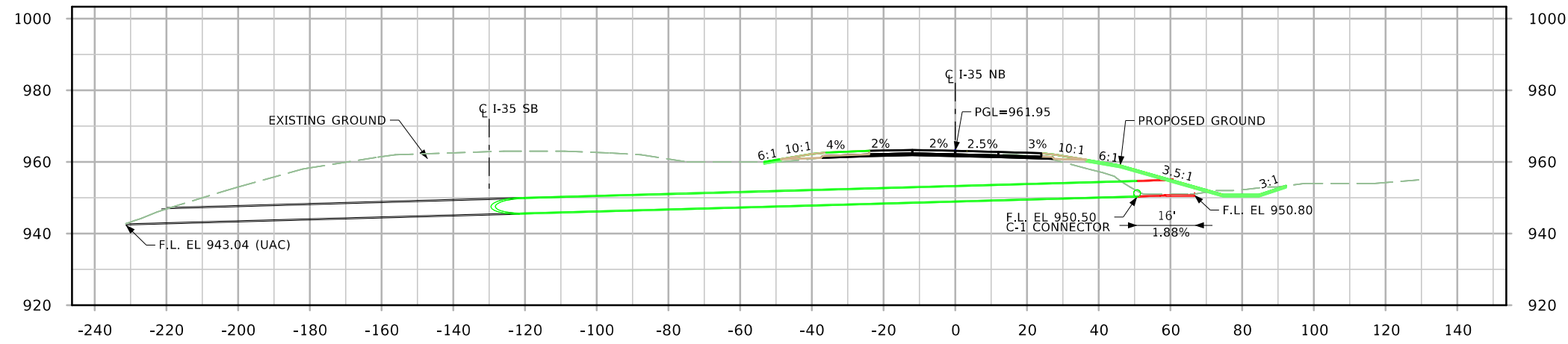
I-35 Northbound
 T-77N R-25W
 Section 18
 Linn Township
 Warren County



SITUATION PLAN

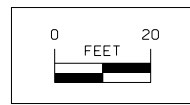


Design For 29 Degree RA
60" x 34'
Reinforced Concrete Pipe
Extension
 STA. 1143+22.34 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 006 of 13 FHWA/Asset XXXXX



Control Point: CP905
 Easting: 1563842.37
 Northing: 540347.38
 Elevation: 985.04
 Description: FENO MONUMENT
 +/- 5 FT S OF G14 HWY
 +/- 20 FT E OF I-35 BRIDGE

LONGITUDINAL SECTION ALONG C CULVERT



Hydraulic Data

RIDB: Not Applicable
 Drainage Area = 55 Rolling Acres
 $Q_{50} = ????$ cfs
 HW Elev. = ????
 Exit Velocity = $??$ fps
 Stream Slope = $???$ Ft./Mi.

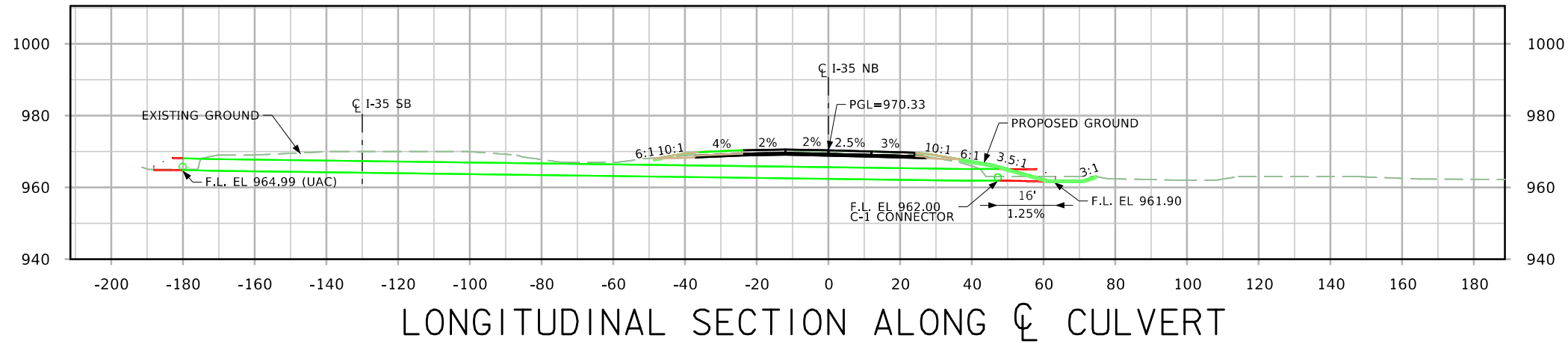
Location

I-35 Northbound
 T-77N R-25W
 Section 7
 Linn Township
 Warren County

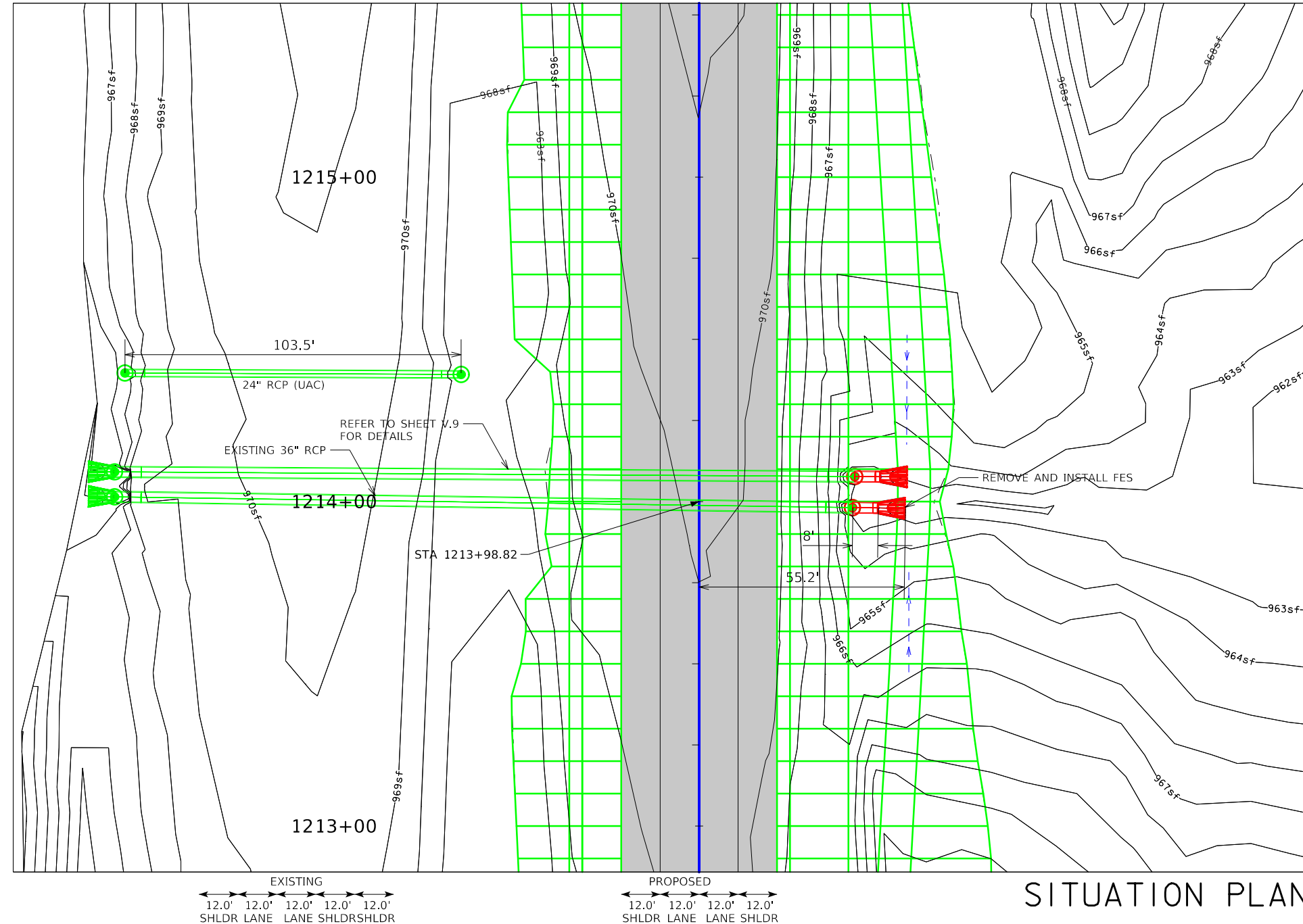
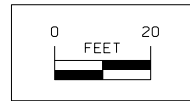
Design For 0 Degree Skew
48" x 8'
Reinforced Concrete Pipe
Extension
 STA. 1202+49.29 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 007 of 13 FHWA/Asset XXXXXX

SITUATION PLAN

Control Point: CP903
 Easting: 1563788.01
 Northing: 546815.14
 Elevation: 1006.28
 Description: CUT X SE
 WING WALL VETERANS
 PKWY BRIDGE



LONGITUDINAL SECTION ALONG CULVERT



Hydraulic Data

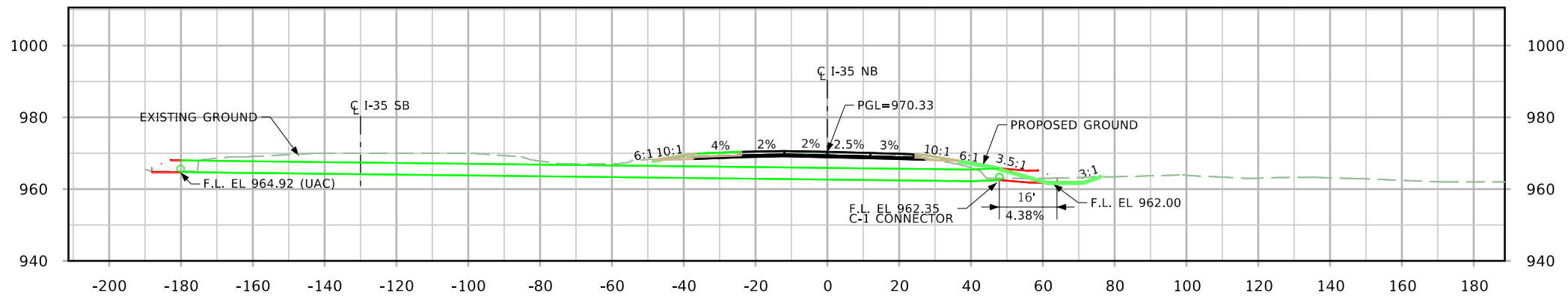
RIDB: Not Applicable
 Drainage Area = 31 Rolling Acres
 $Q_{50} = ?$ cfs
 HW Elev. = ???
 Exit Velocity = ?? fps
 Stream Slope = ?? Ft./Mi.

Location

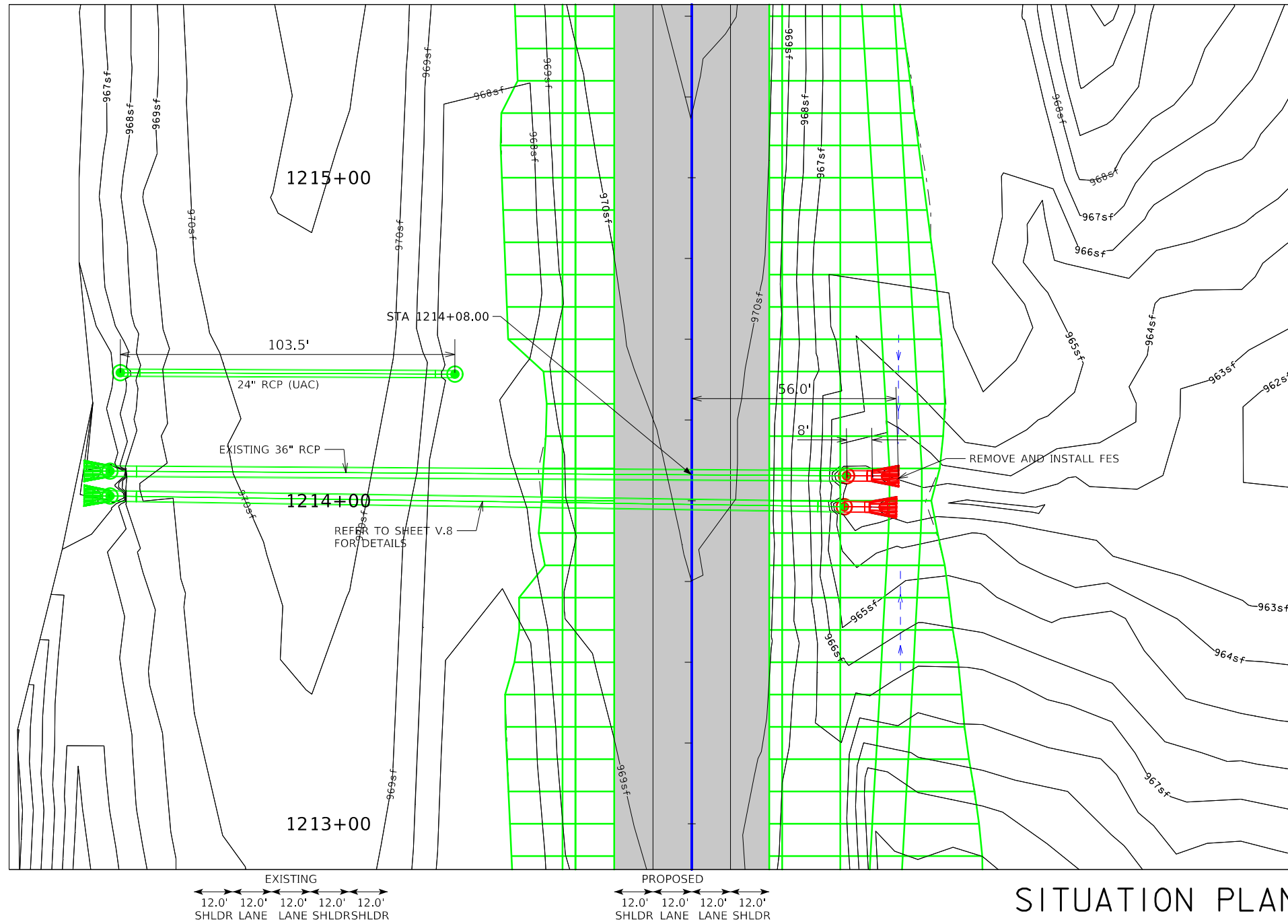
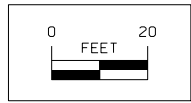
I-35 Northbound
 T-77N R-25W
 Section 7
 Linn Township
 Warren County

Design For 0 Degree Skew
36" x 8'
Reinforced Concrete Pipe
Extension
 STA. 1213+98.82 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 008 of 13 FHWA/Asset XXXXX

Control Point: CP903
 Easting: 1563788.01
 Northing: 546815.14
 Elevation: 1006.28
 Description: CUT X SE
 WING WALL VETERANS
 PKWY BRIDGE



LONGITUDINAL SECTION ALONG C_L CULVERT



SITUATION PLAN

Hydraulic Data

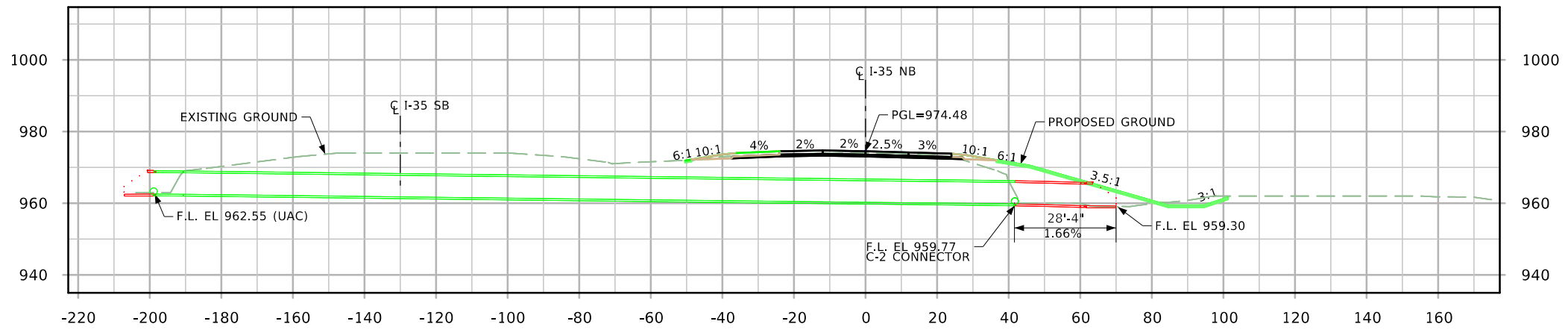
RIDB: Not Applicable
 Drainage Area = 31 Rolling Acres
 $Q_{50} = ?$ cfs
 HW Elev. = ???
 Exit Velocity = ?? fps
 Stream Slope = ?? Ft./Mi.

Location

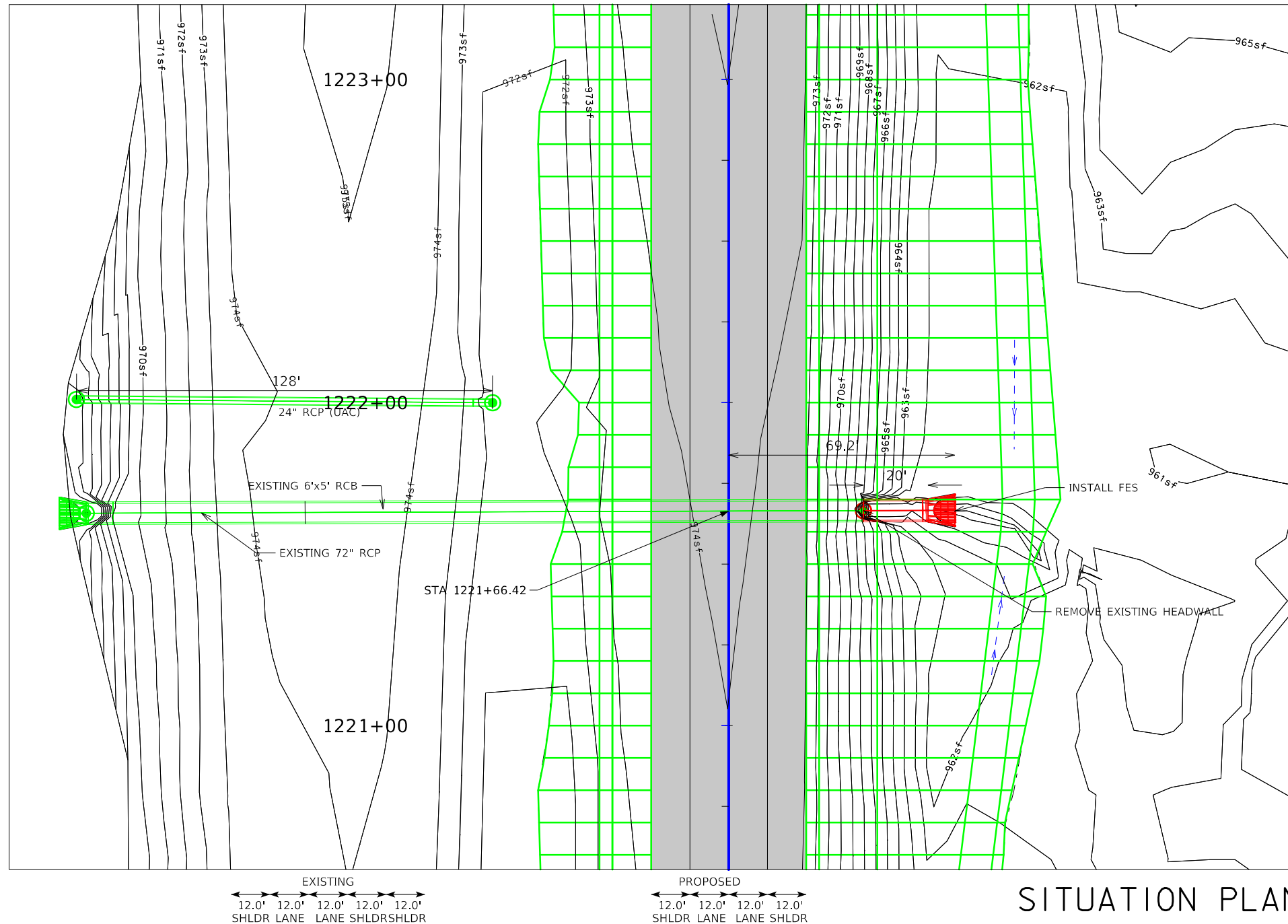
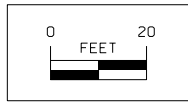
I-35 Northbound
 T-77N R-25W
 Section 7
 Linn Township
 Warren County

Design For 0 Degree Skew
36" x 8'
Reinforced Concrete Pipe
Extension
 STA. 1214+08.00 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 001 of 13 FHWA/Asset XXXXX

Control Point: CP903
 Easting: 1563788.01
 Northing: 546815.14
 Elevation: 1006.28
 Description: CUT X SE WING WALL VETERANS PKWY BRIDGE



LONGITUDINAL SECTION ALONG \bar{C} CULVERT



SITUATION PLAN

Hydraulic Data

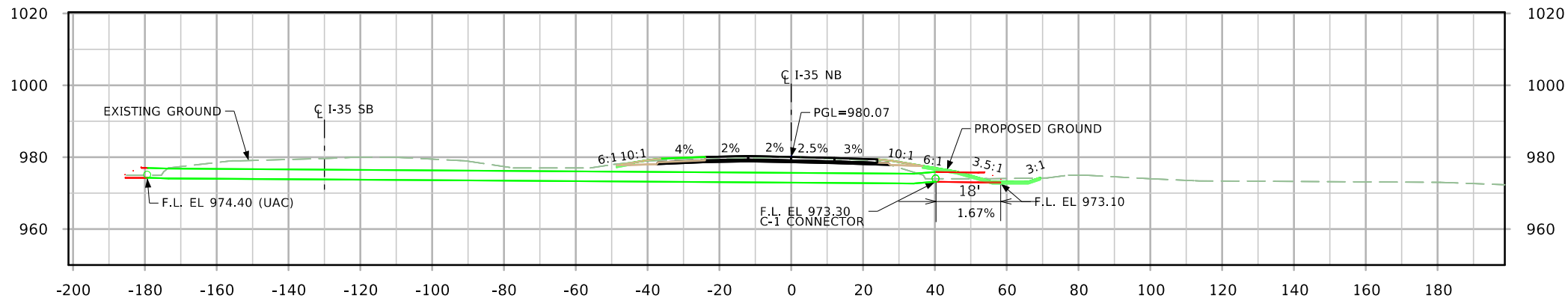
RIDB: Not Applicable
 Drainage Area = 116 Rolling Acres
 $Q_{50} = ?$ cfs
 HW Elev. = ???
 Exit Velocity = ?? fps
 Stream Slope = ?? Ft./Mi.

Location

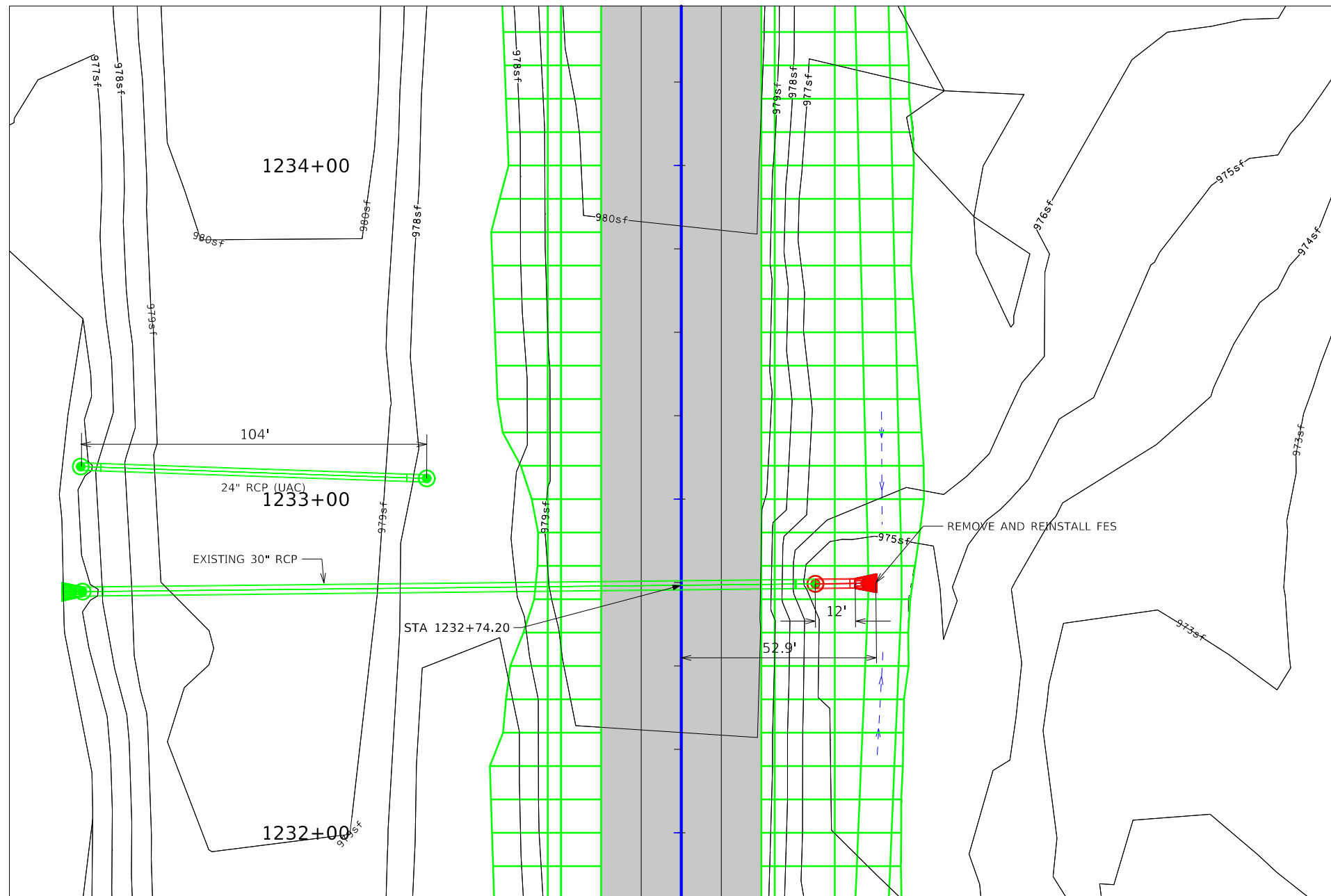
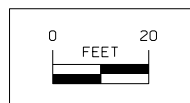
I-35 Northbound
 T-77N R-25W
 Section 7
 Linn Township
 Warren County

Design For 0 Degree Skew
72" x 20'
Reinforced Concrete Pipe
 Extension
 STA. 1221+66.42 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 001 of 13 FHWA/Asset XXXXX

Control Point: CP903
 Easting: 1563788.01
 Northing: 546815.14
 Elevation: 1006.28
 Description: CUT X SE WING WALL VETERANS PKWY BRIDGE



LONGITUDINAL SECTION ALONG CL CULVERT



Hydraulic Data

RIDB: Not Applicable
 Drainage Area = 12 Rolling Acres
 Q₅₀ = ?,??? cfs
 HW Elev. = ????
 Exit Velocity = ?.? fps
 Stream Slope = ??? Ft./Mi.

Location

I-35 Northbound
 T-77N R-25W
 Section 6
 Linn Township
 Warren County

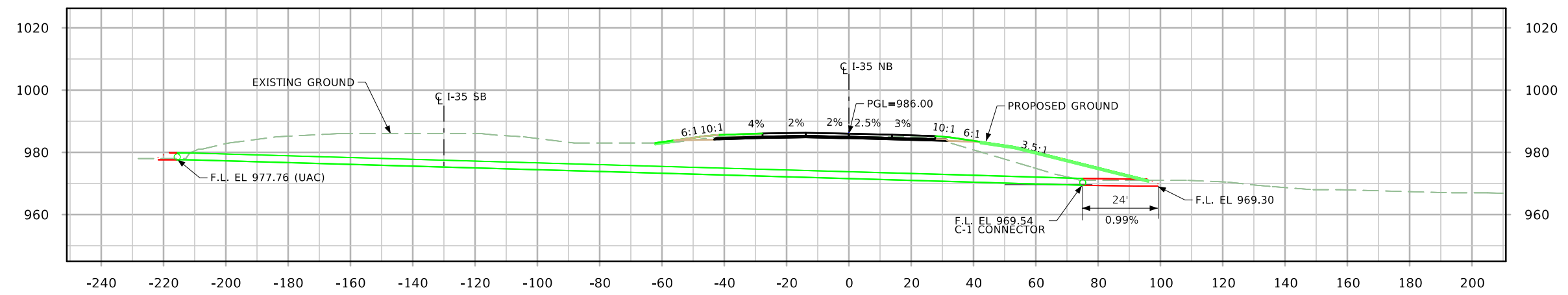
EXISTING
 12.0' SHLDR LANE LANE SHLDR
 12.0' SHLDR LANE LANE SHLDR

PROPOSED
 12.0' SHLDR LANE LANE SHLDR
 12.0' SHLDR LANE LANE SHLDR

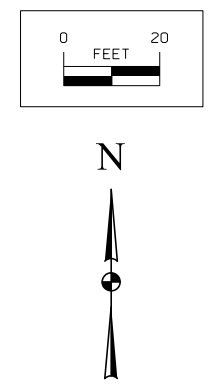
SITUATION PLAN

Design For 0 Degree Skew
30" x 12'
Reinforced Concrete Pipe
Extension
 STA. 1232+74.20 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 001 of 13 FHWA/Asset XXXXXX

Control Point: CP904
 Easting: 1563426.40
 Northing: 548404.60
 Elevations: 1009.05
 Description: CUT X NW
 CORNER OF PEDESTRIAN
 BRIDGE OF ADAMS ST



LONGITUDINAL SECTION ALONG CULVERT



Hydraulic Data

RIDB: Not Applicable
 Drainage Area = 9 Rolling Acres
 $Q_{50} = ?$ cfs
 HW Elev. = ???
 Exit Velocity = ?? fps
 Stream Slope = ?? Ft./Mi.

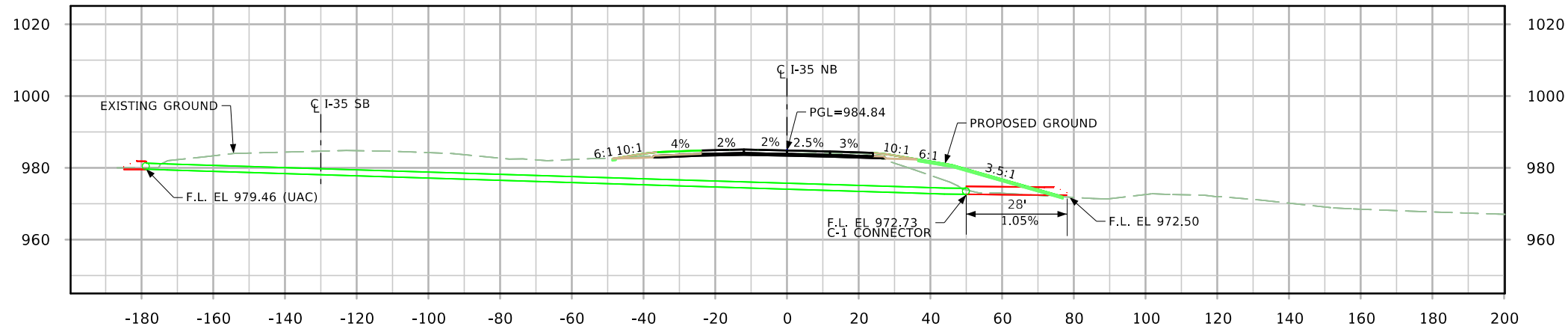
Location

I-35 Northbound
 T-77N R-25W
 Section 6
 Linn Township
 Warren County

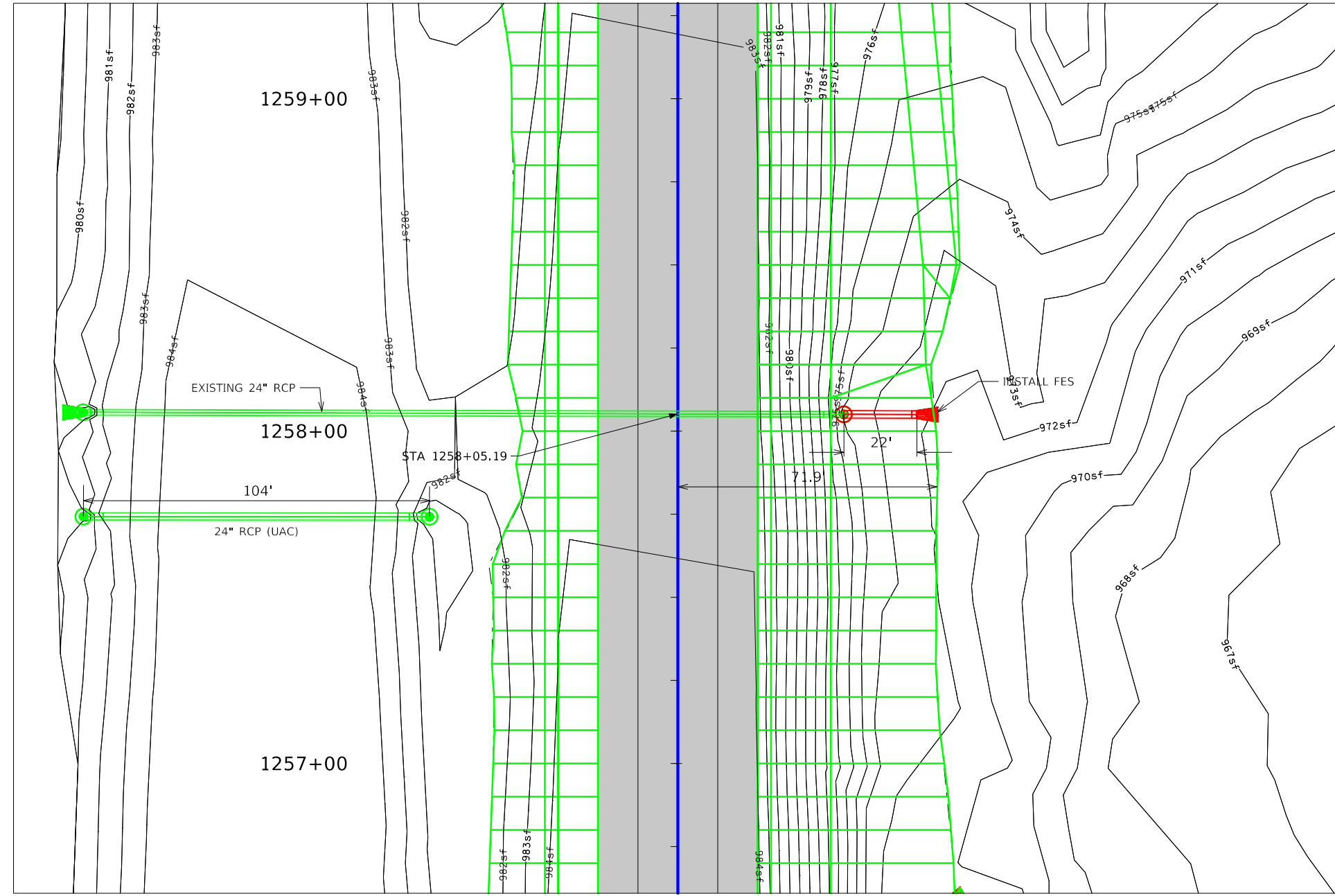
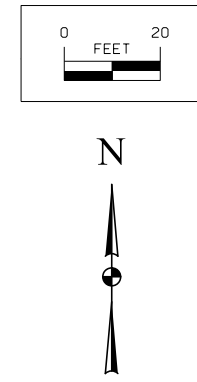
Design For 30 Degree RA
24" x 18'
Reinforced Concrete Pipe
Extension
 STA. 1256+11.24 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 001 of 13 FHWA/Asset XXXXX

SITUATION PLAN

Control Point: CP904
 Easting: 1563426.40
 Northing: 548404.60
 Elevations: 1009.05
 Description: CUT X NW
 CORNER OF PEDESTRIAN
 BRIDGE OF ADAMS ST



LONGITUDINAL SECTION ALONG CULVERT



Hydraulic Data
 RIDB: Not Applicable
 Drainage Area = 4 Rolling Acres
 Q₅₀ = ???? cfs
 HW Elev. = ????
 Exit Velocity = ?? fps
 Stream Slope = ?? Ft./Mi.

Location
 I-35 Northbound
 T-77N R-25W
 Section 6
 Linn Township
 Warren County

Design For 0 Degree Skew
24" x 22'
Reinforced Concrete Pipe
Extension
 STA. 1258+05.19 (I-35 NB) Turn-In Date: Oct 01 2025
Warren County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. Design # Design Sheet No. 001 of 13 FHWA/Asset XXXXX

SITUATION PLAN

CROSS SECTION VIEW COLOR LEGEND

Design Color No.	Feature	Design Color No.	Feature
Aggregate			
(64)	Choke Stone	(112)	Noise Wall
(42)	Engineering Fabric	(112)	Noise Wall Footing
(8)	Flooded Backfill	(112)	Retaining Wall Back
(92)	Macadam Stone	(112)	Retaining Wall Back Excavate
(20)	Modified	(112)	Retaining Wall Face
(12)	Plowing Shaping	(112)	Retaining Wall Front Excavate
(14)	Porous Backfill	(112)	Retaining Wall Front Footing
(8)	Revetment Class A	(112)	Retaining Wall MSE Gutter
(6)	Revetment Class B	(112)	Retaining Wall Reinforced Earth
(62)	Revetment Class C	Grading	
(188)	Revetment Class D	(8)	Behind Curb Cut
(28)	Revetment Class E	(6)	Granular
(12)	Shoulder Special Backfill	(13)	Granular Back Fill
(12)	Special Backfill	(48)	Rock Undercut
(20)	Subbase	(8)	Shoulder Earth Fill
(20)	Subbase Lower	(2)	Side Slopes
(20)	Subbase Upper	(226)	Side Slopes Dressing
(118)	Subgrade Treatment	Substrata	
Asphalt			
(207)	HMA Base Course	(128)	Boulder Substrata
(207)	HMA Interim Course	(48)	Broken Weathered Substrata
(207)	HMA Surface Course	(3)	Core Out Substrata
Concrete			
(0)	Barrier Concrete	(203)	Existing Pavement Substrata
(0)	Barrier Concrete Footing	(6)	Loam Substrata
(0)	Curb Gutter	(80)	Rock Substrata
(48)	Flowable Mortar	(4)	Select Sand Substrata
(0)	Median Concrete	(3)	Shale Substrata
(0)	PCC Pavement	(10)	Topsoil Substrata
(0)	Sidewalk	Unsuitable / Waste	
Shoulder			
(209)	Shoulder HMA	(3)	Unsuitable Type A
(0)	Shoulder PCC	(13)	Unsuitable Type B
(6)	Shoulder Granular	(11)	Unsuitable Type C
(3)		(3)	Waste
Existing			
(0)	Existing Pavement		

NOTES:

Text

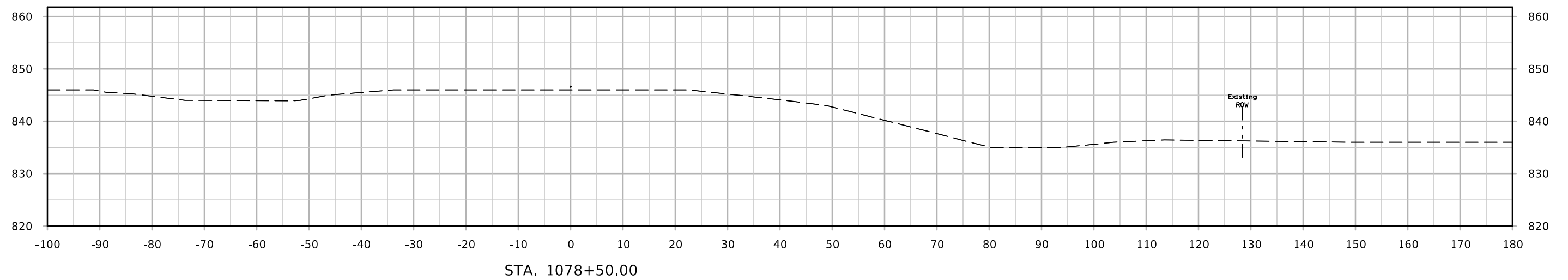
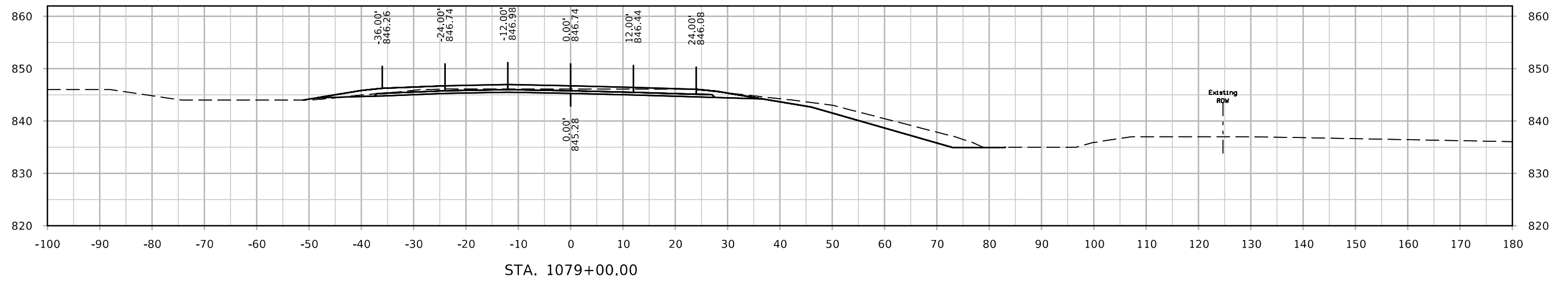
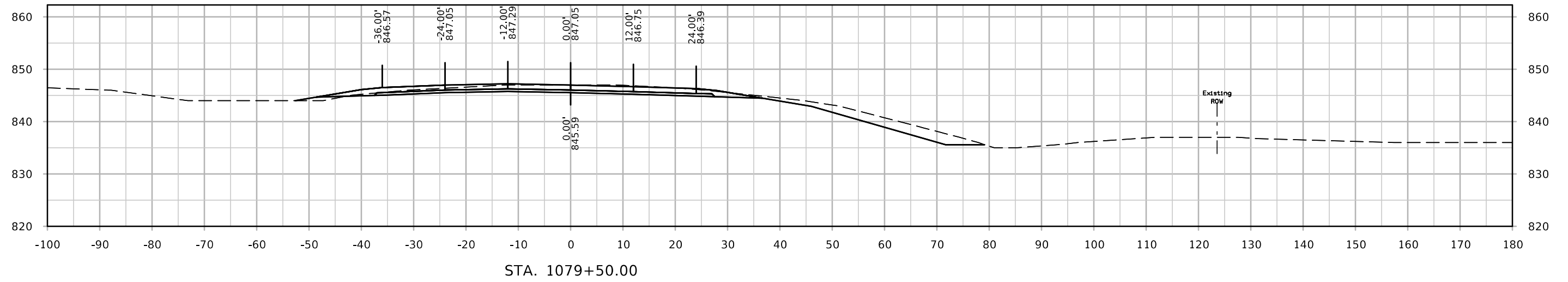
NOTES:

Text

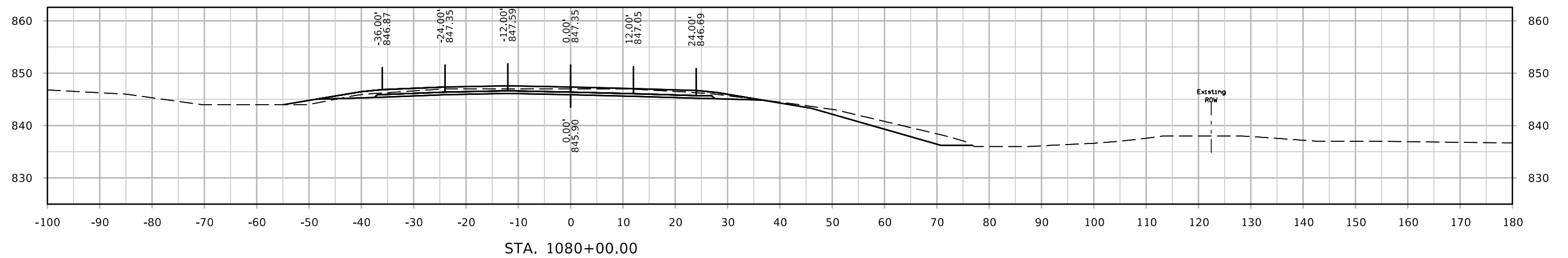
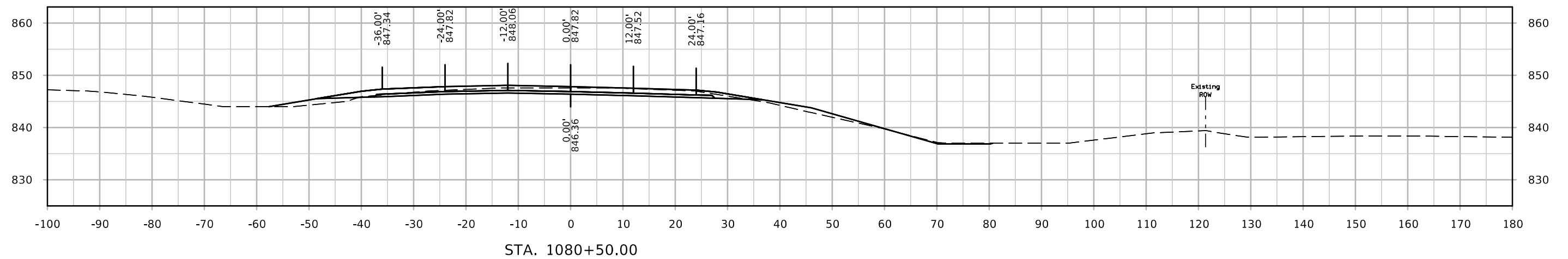
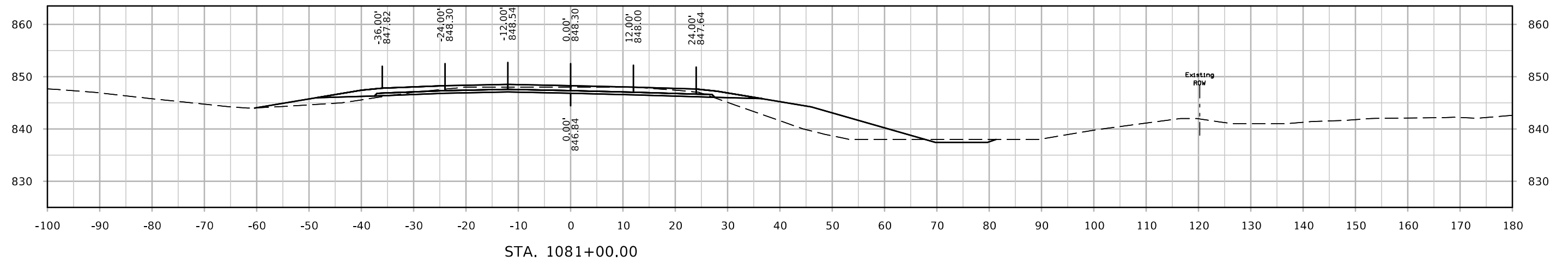
CROSS SECTIONS LEGEND AND INFORMATION SHEET

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

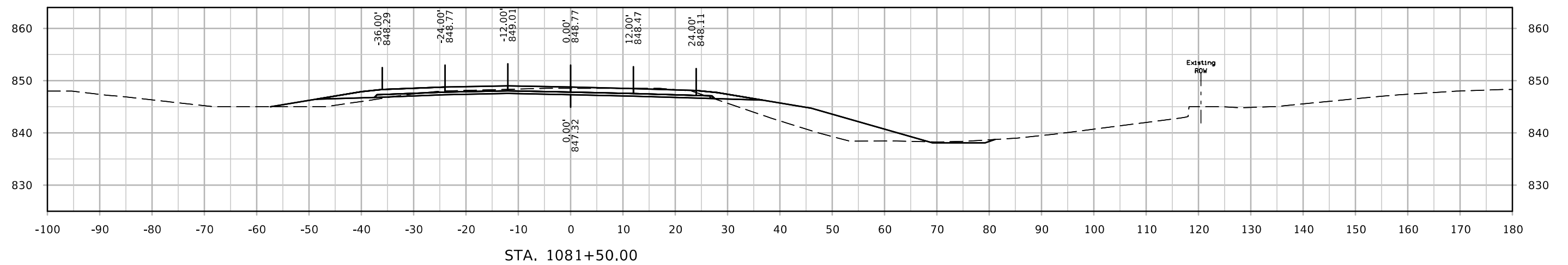
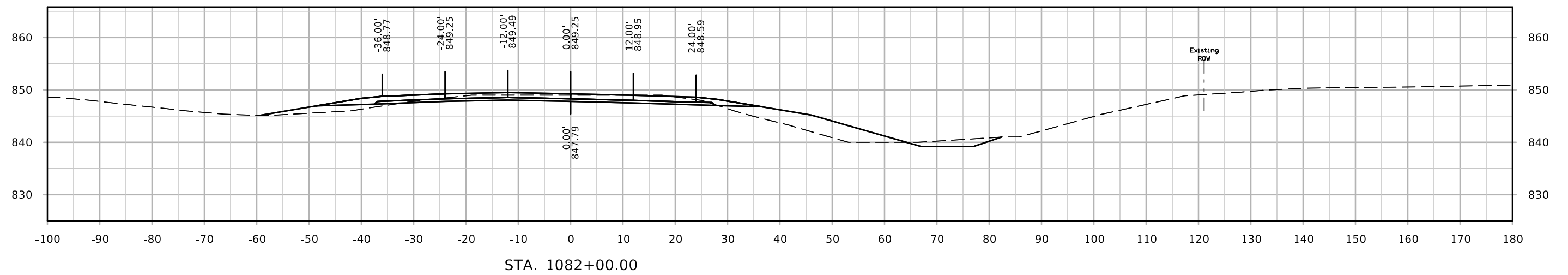
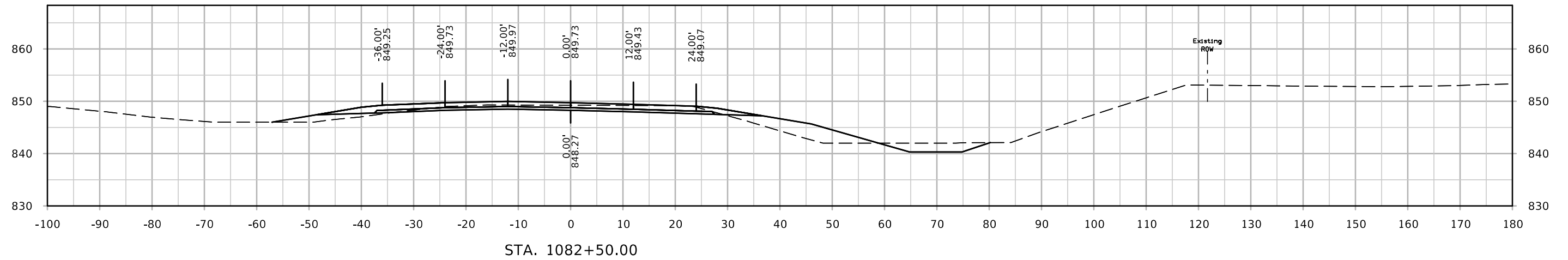
ML - I35 NB



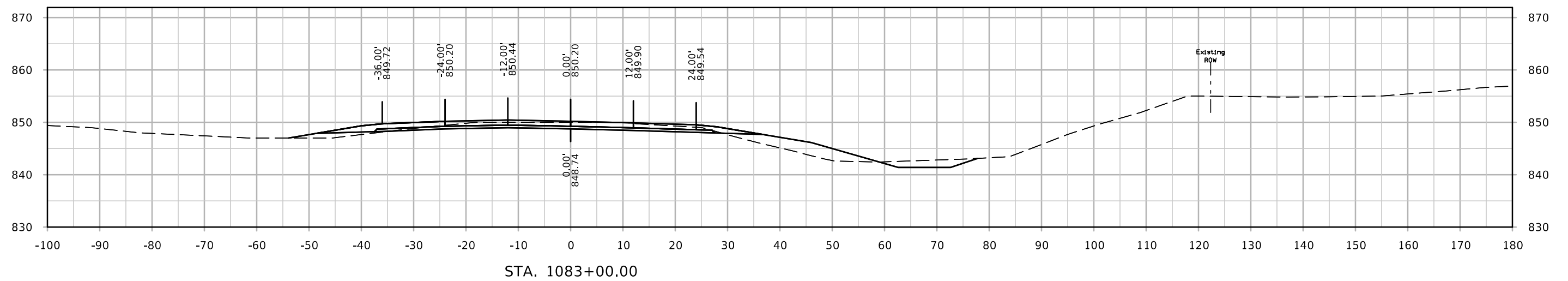
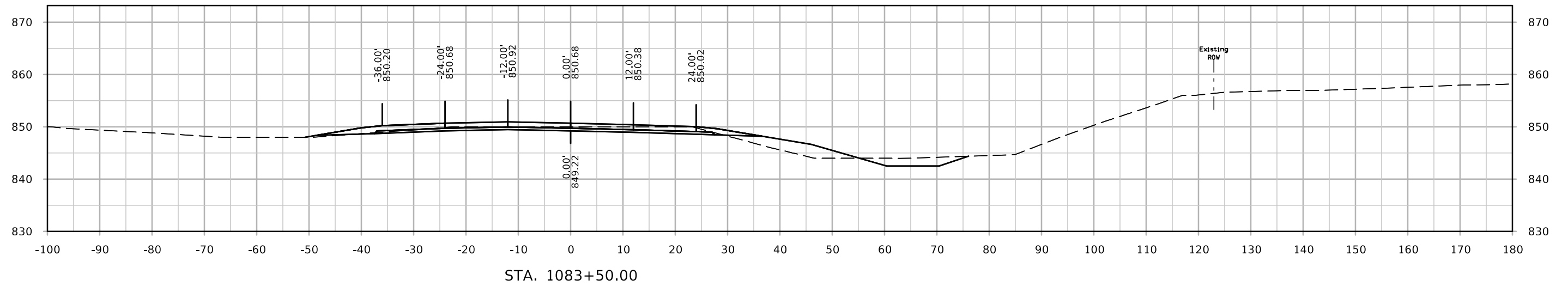
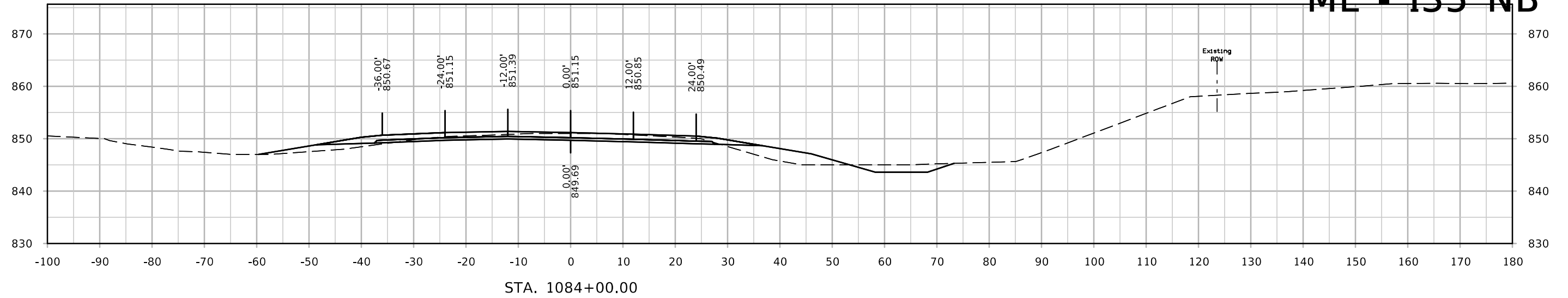
ML - I35 NB



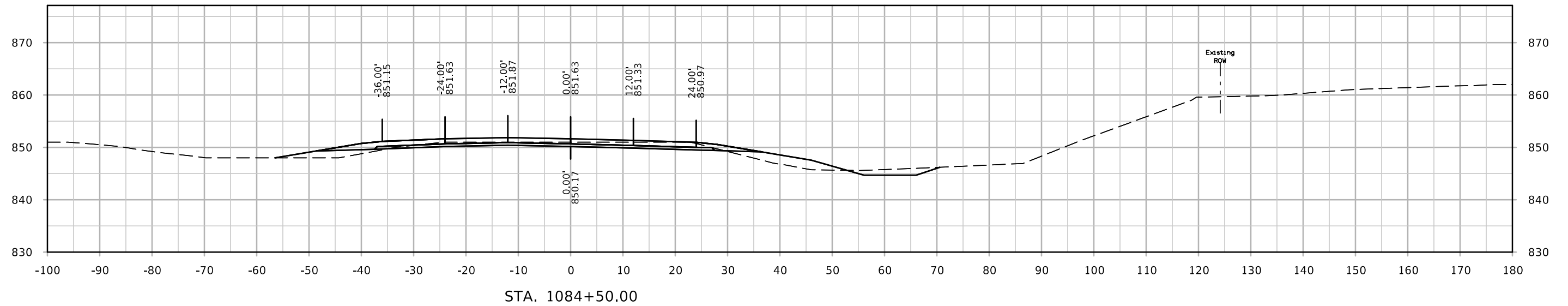
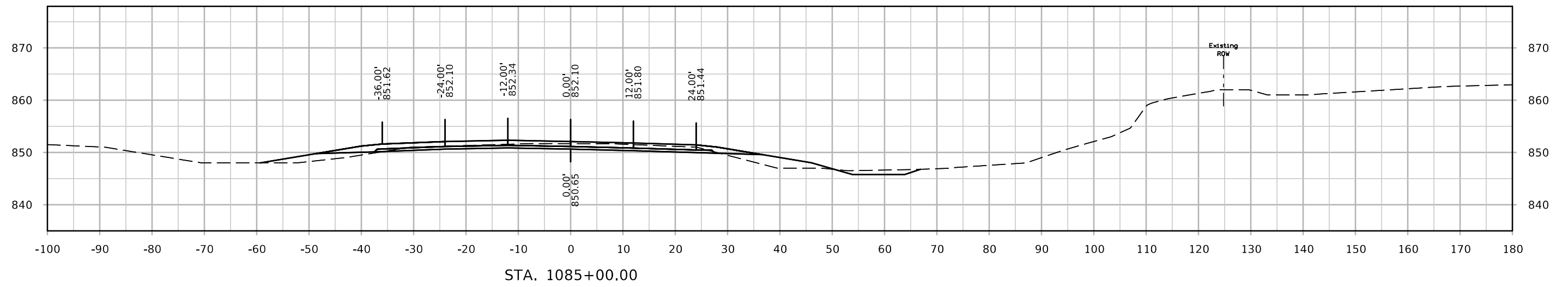
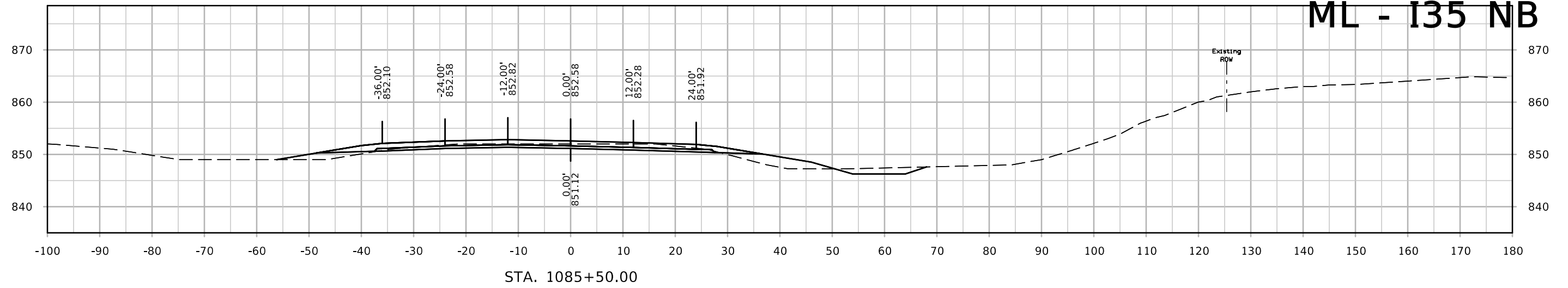
ML - I35 NB



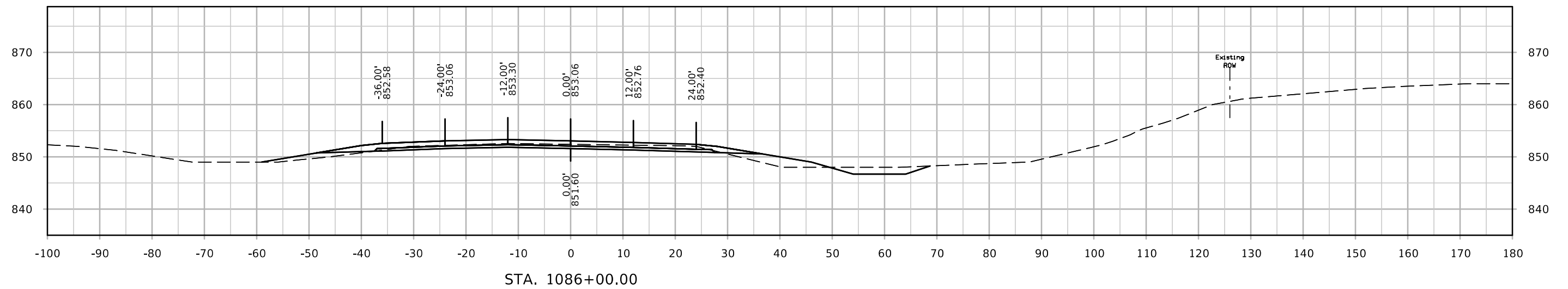
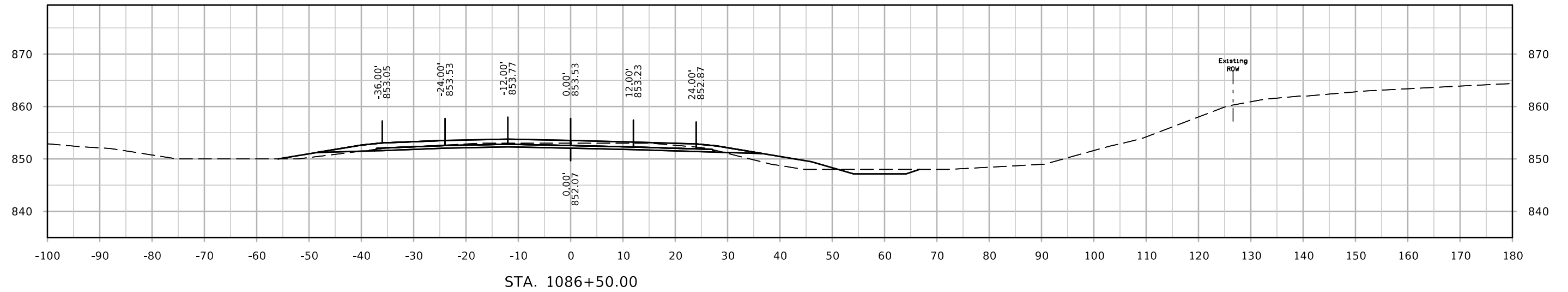
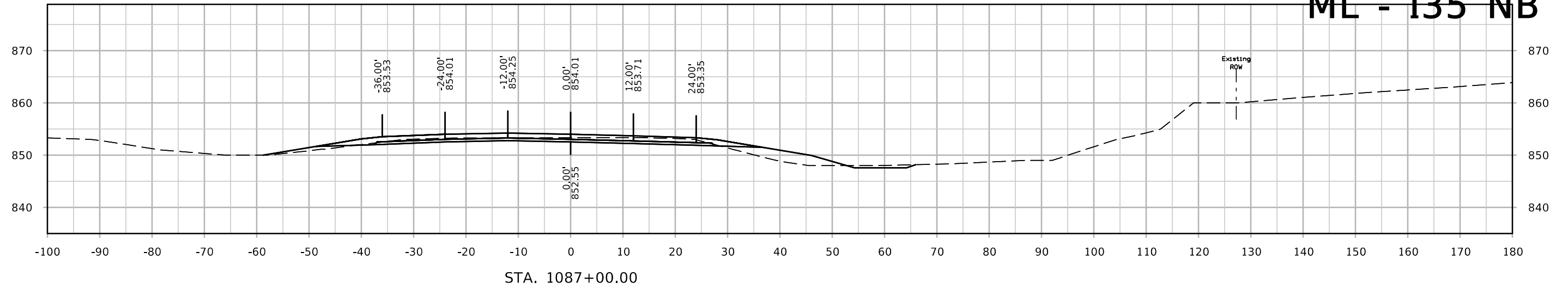
ML - I35 NB



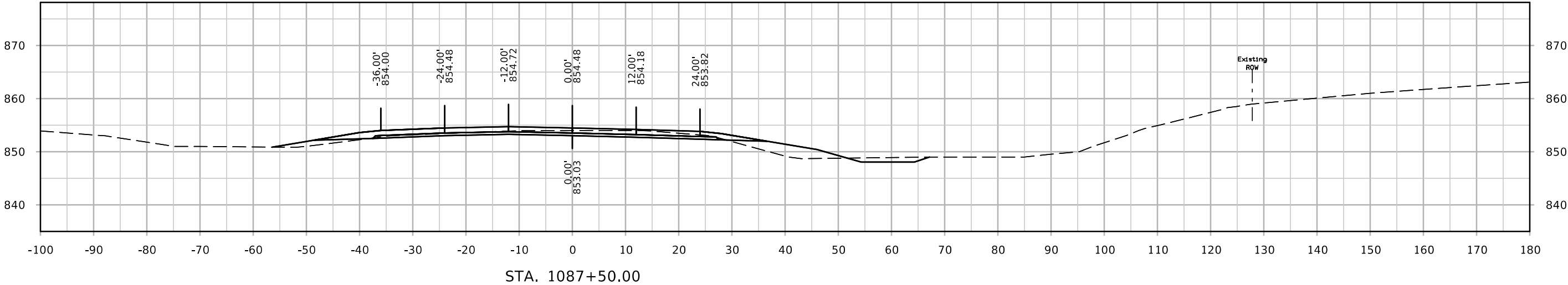
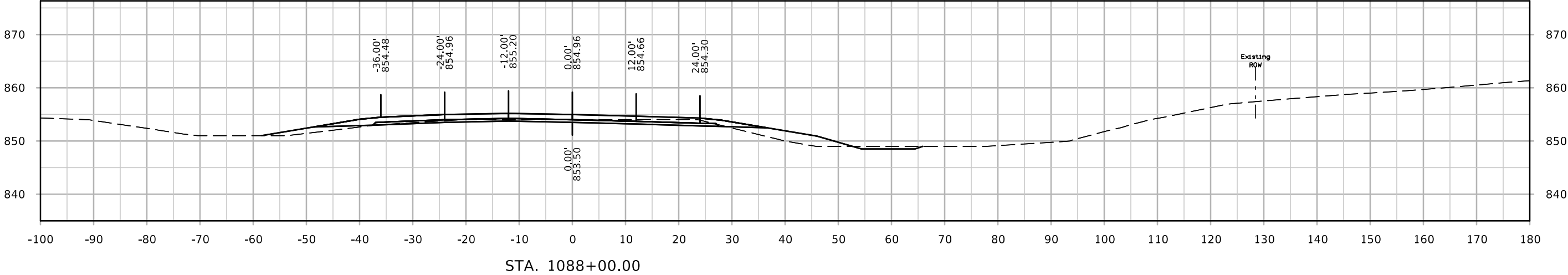
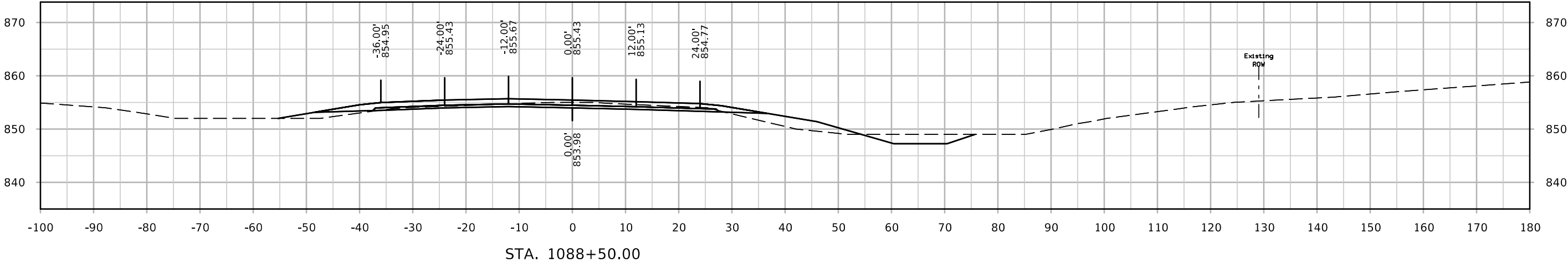
ML - I35 NB



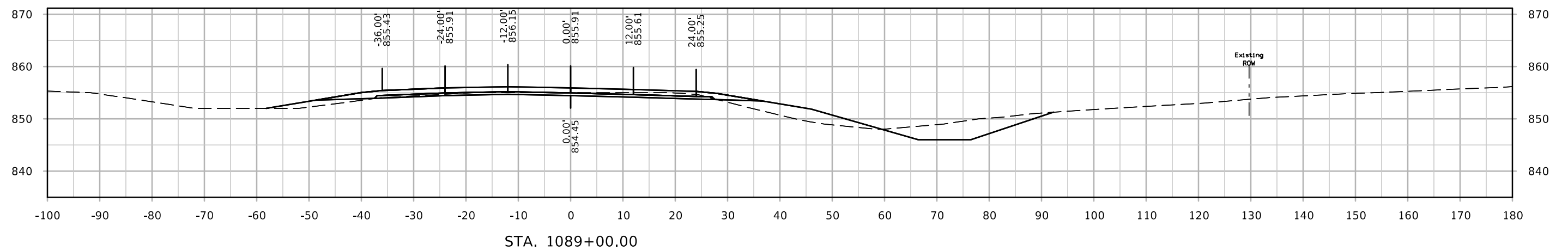
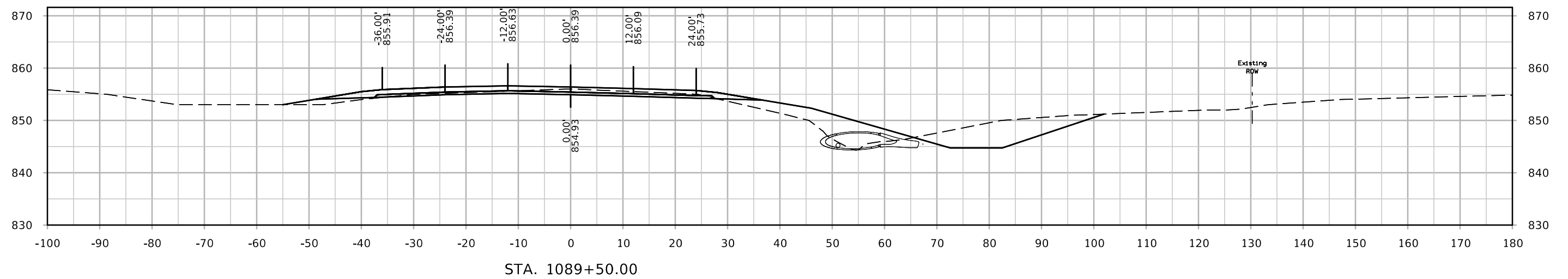
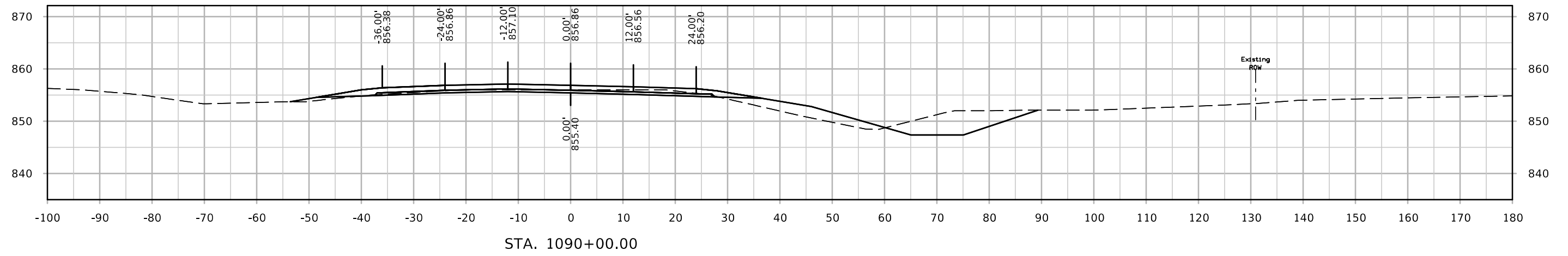
ML - I35 NB



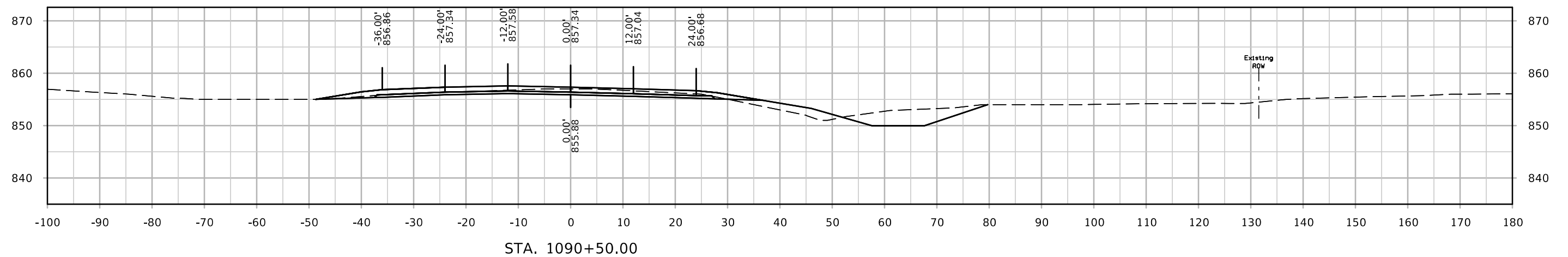
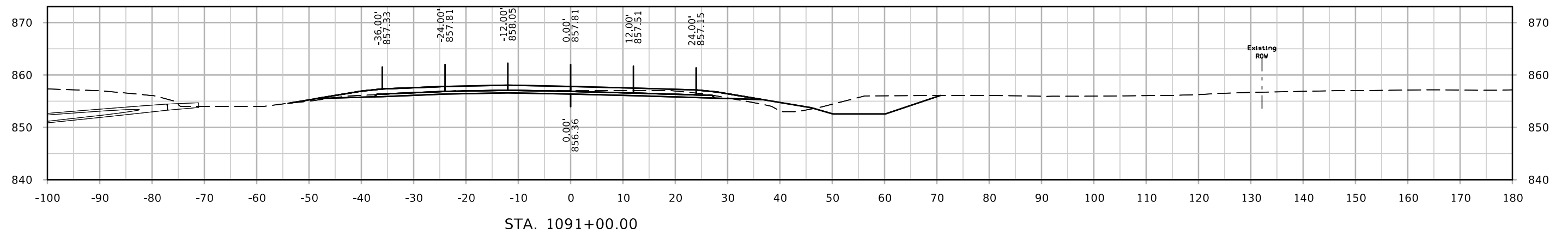
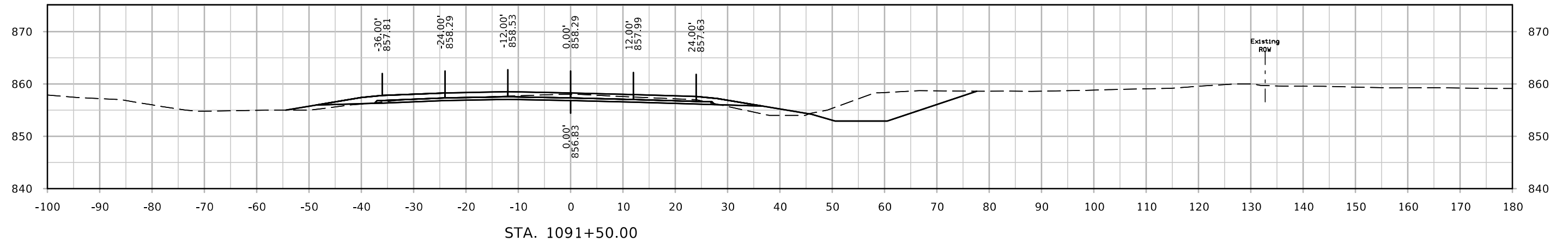
ML - I35 NB



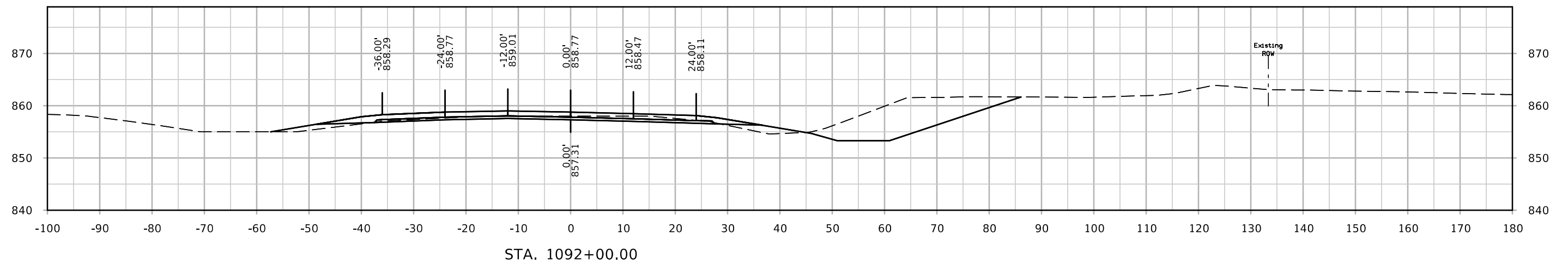
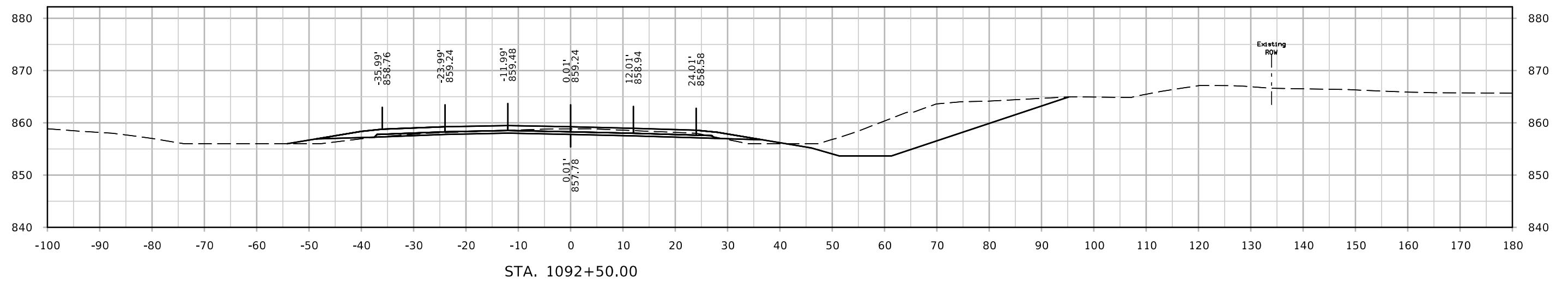
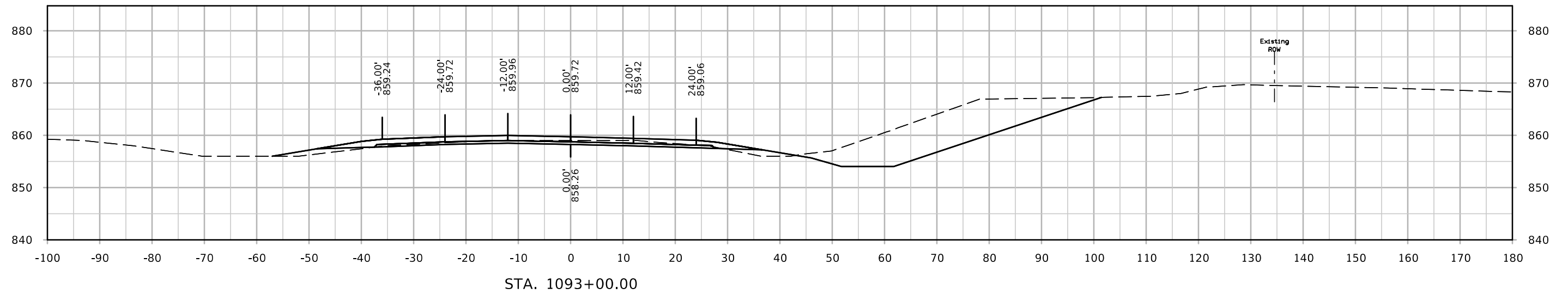
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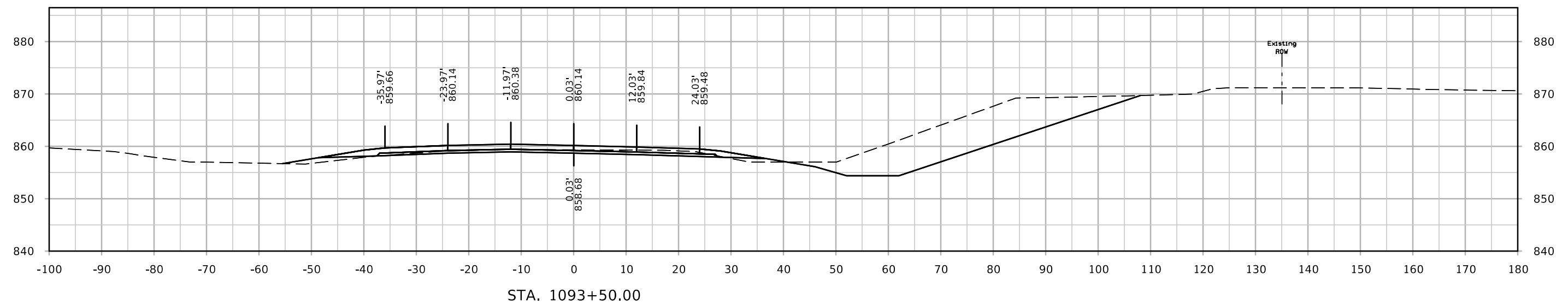
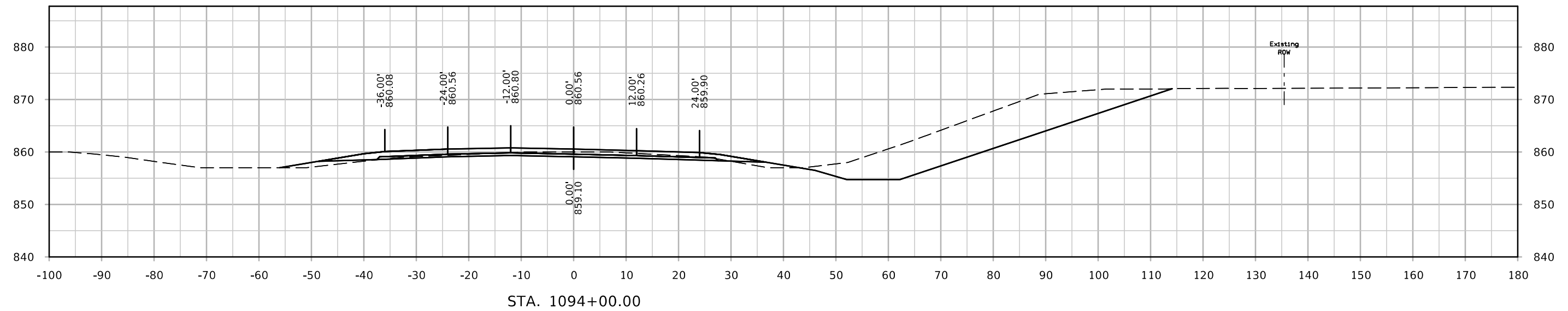
ML - I35 NB



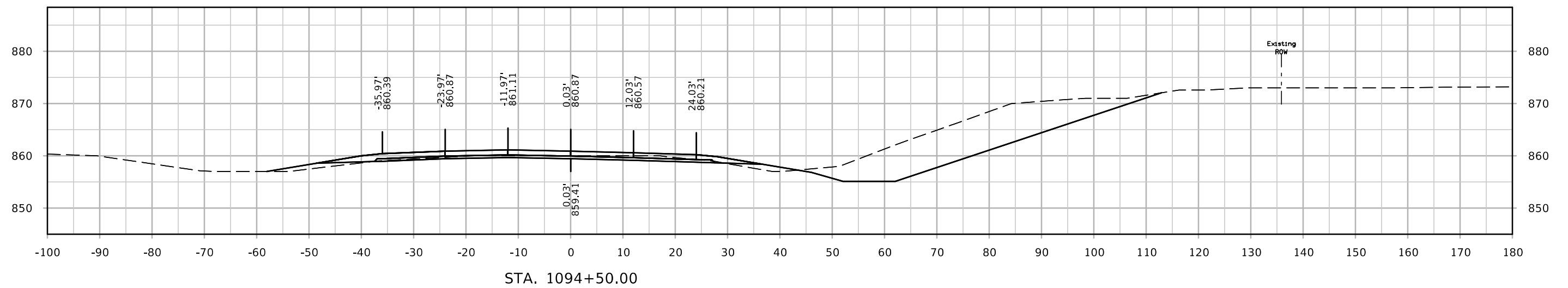
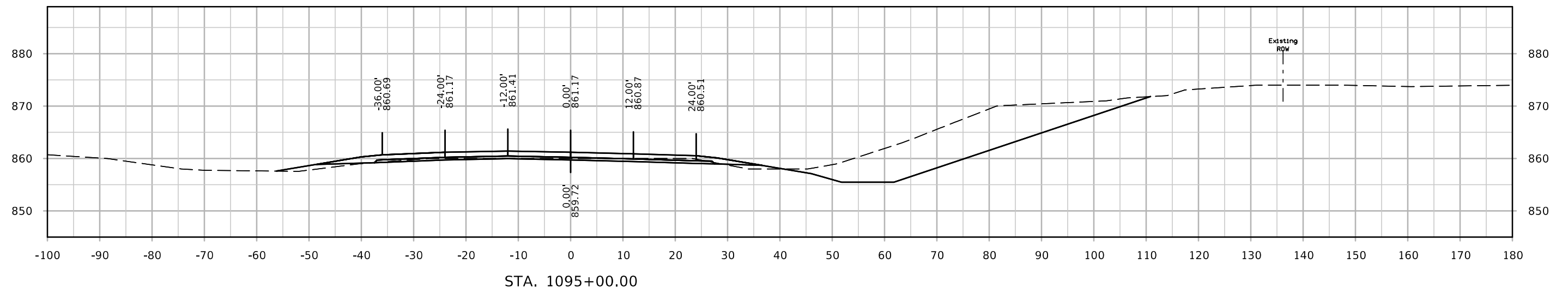
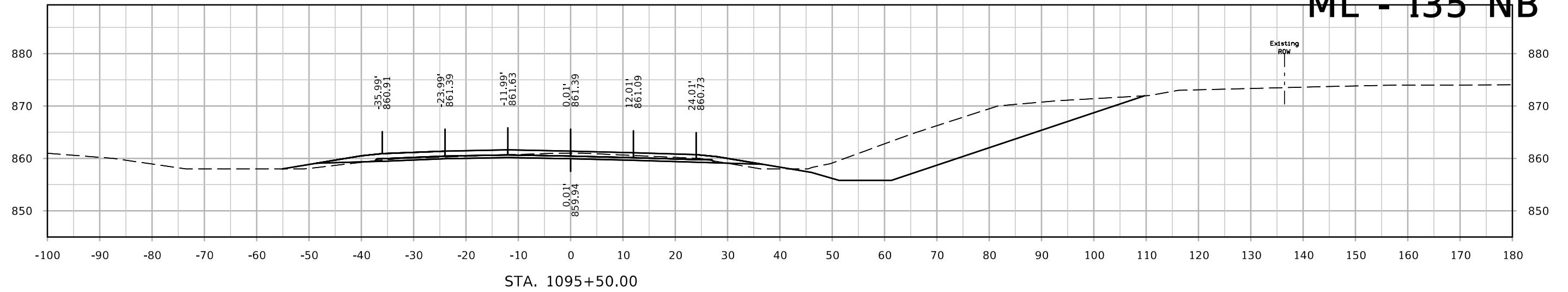
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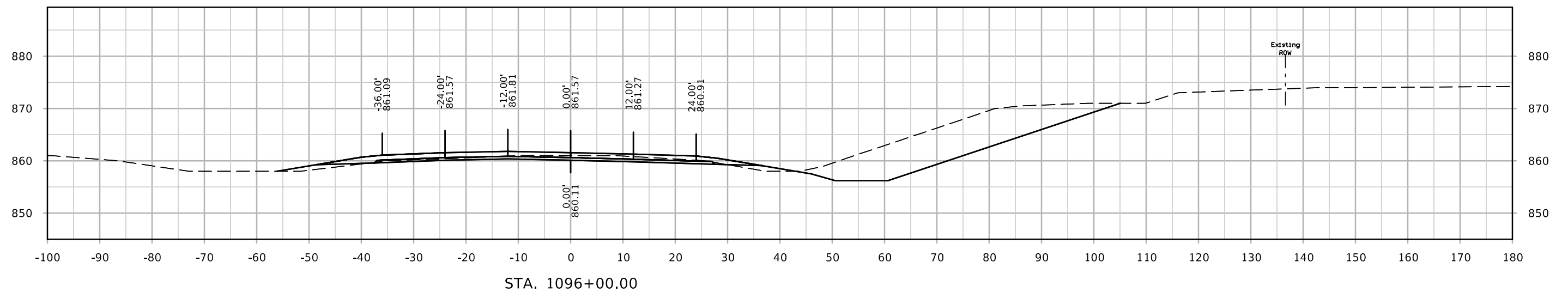
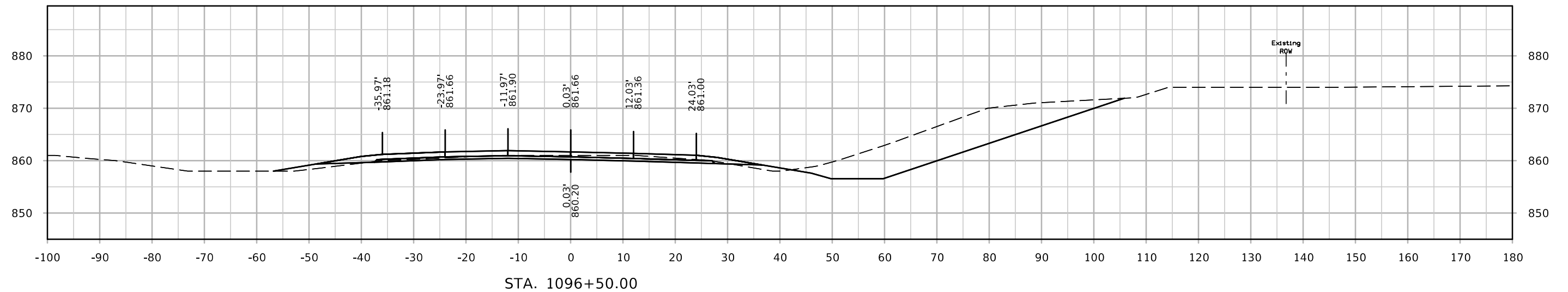
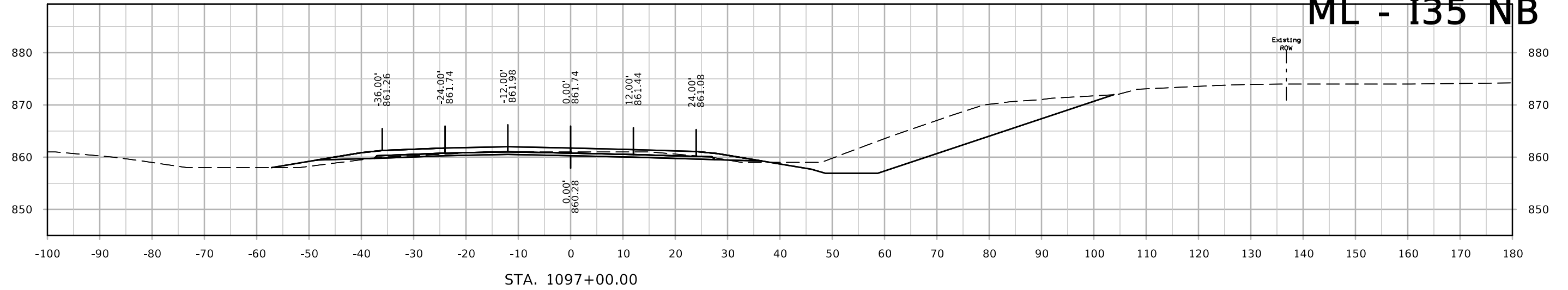
ML - I35 NB



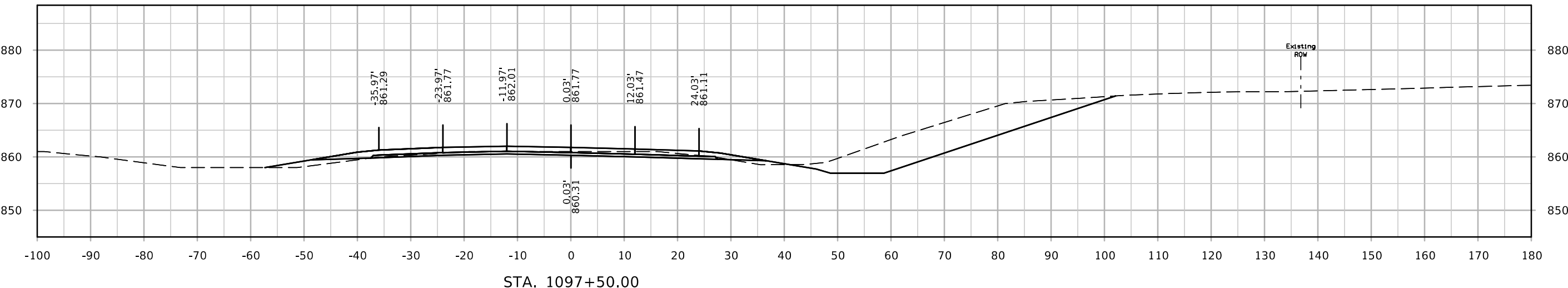
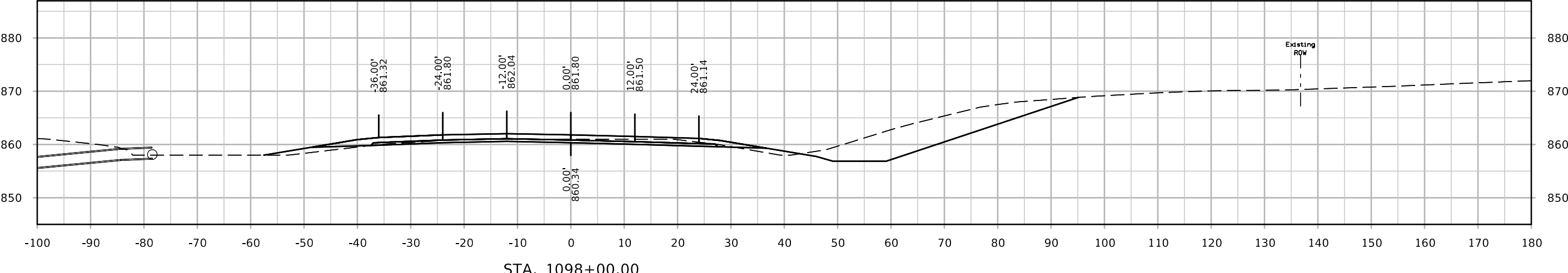
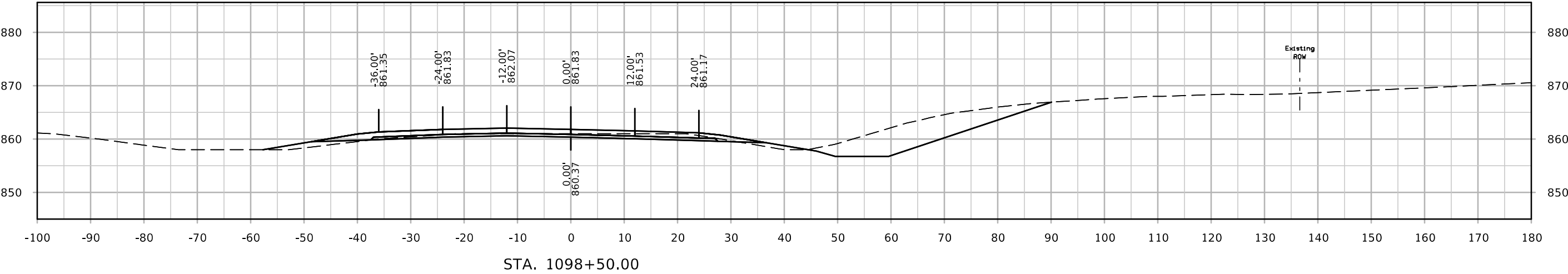
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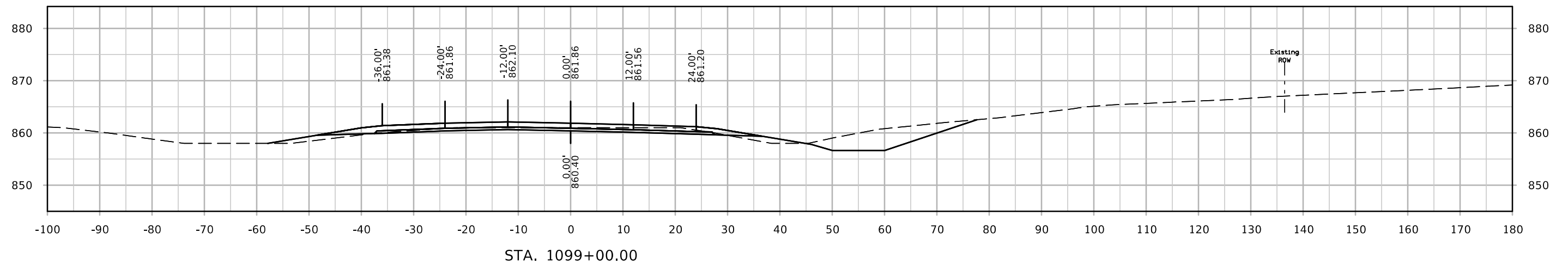
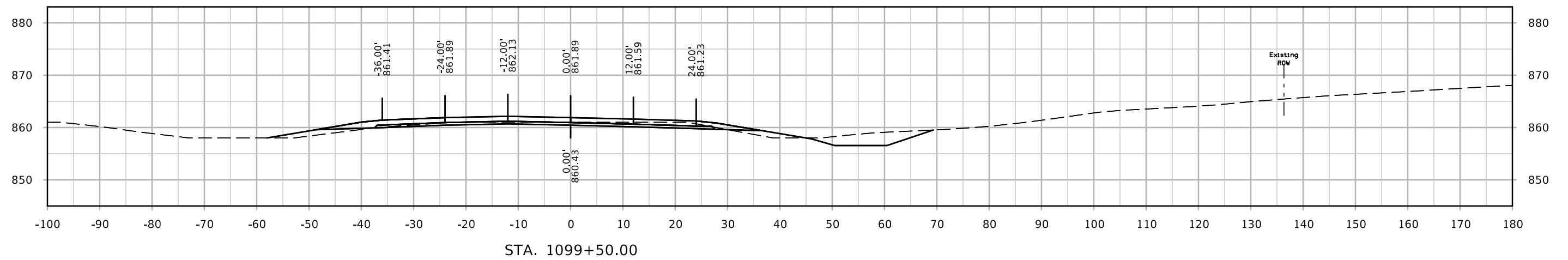
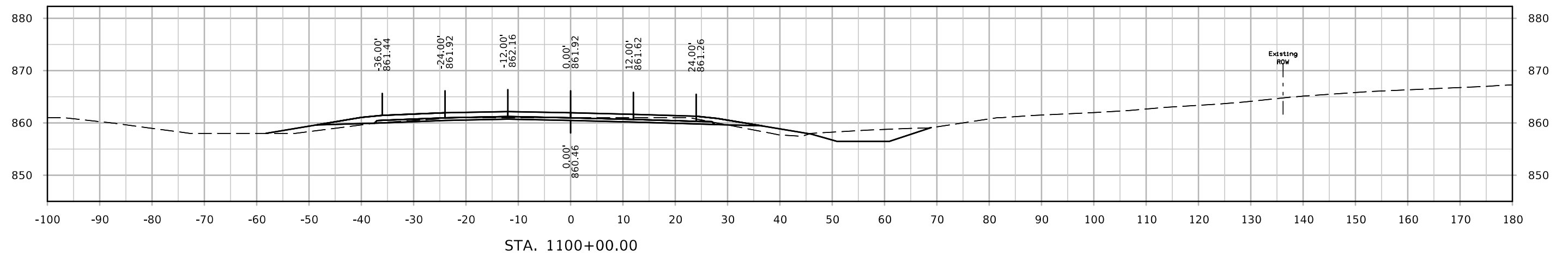
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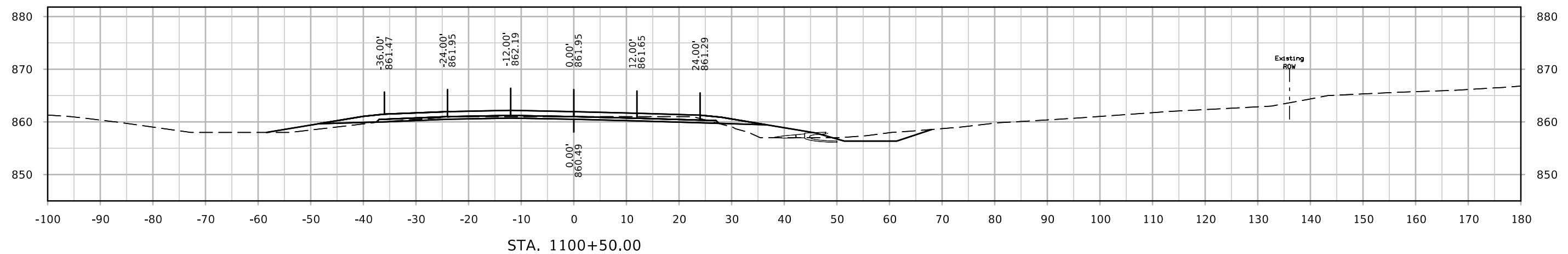
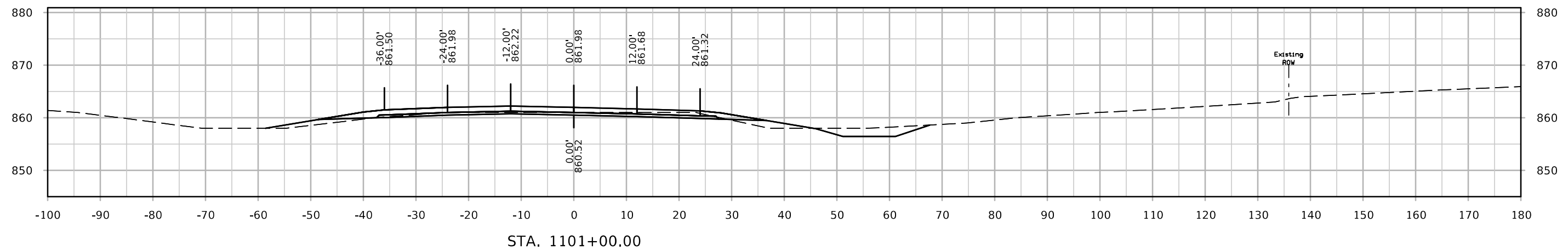
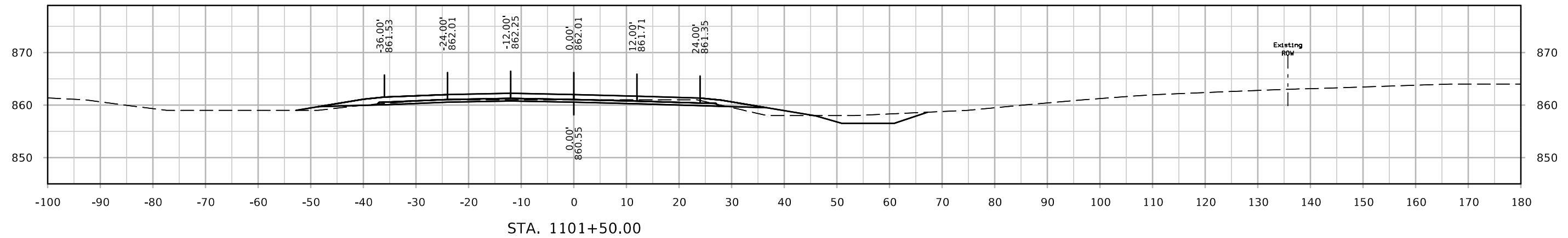
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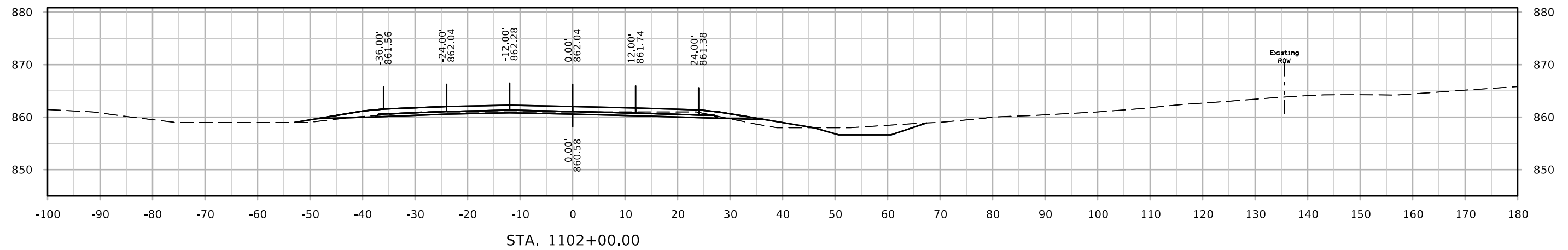
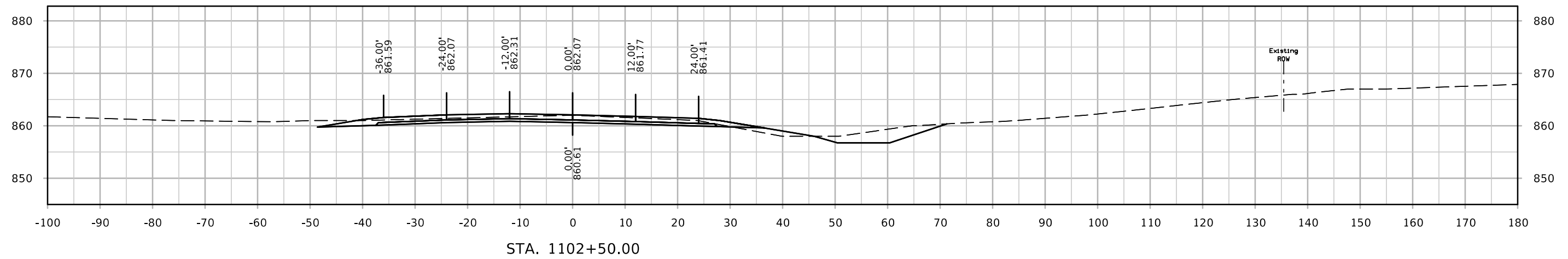
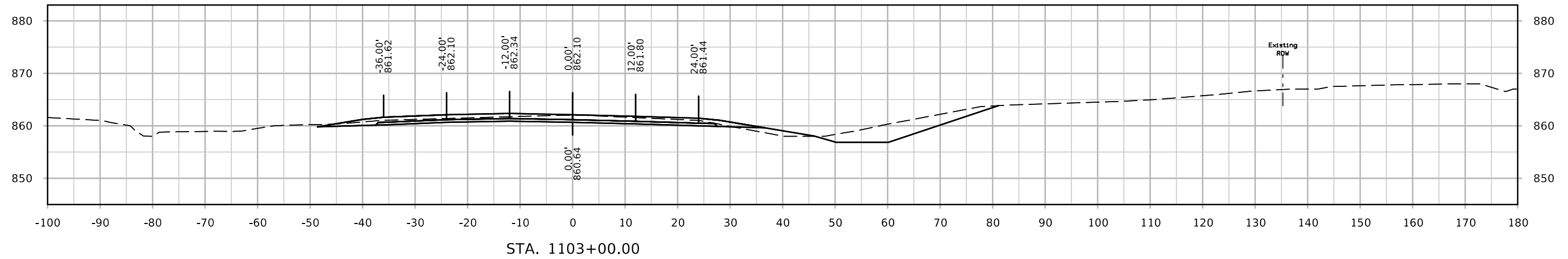
ML - I35 NB



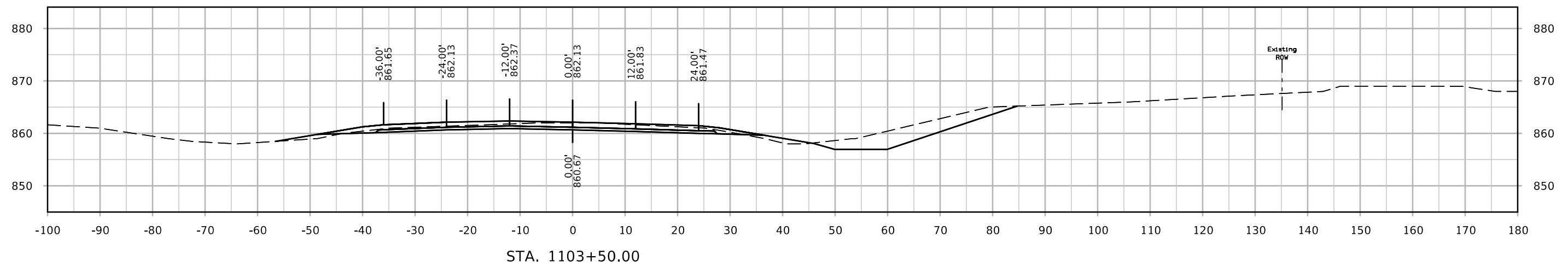
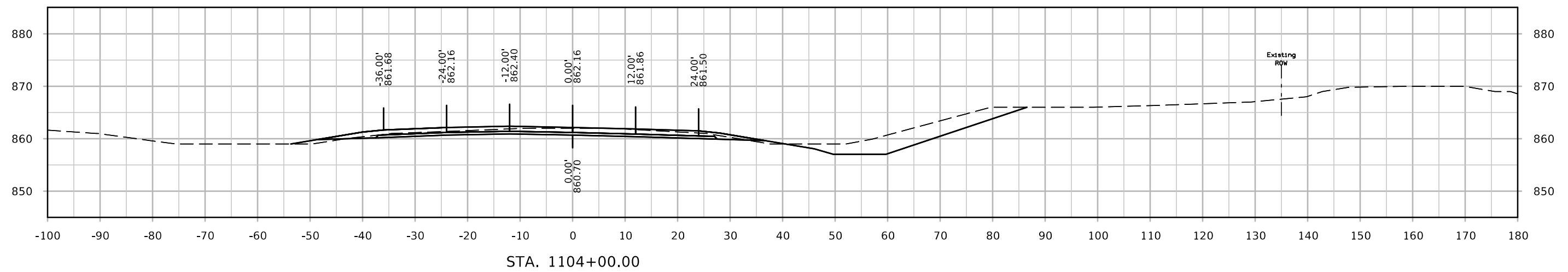
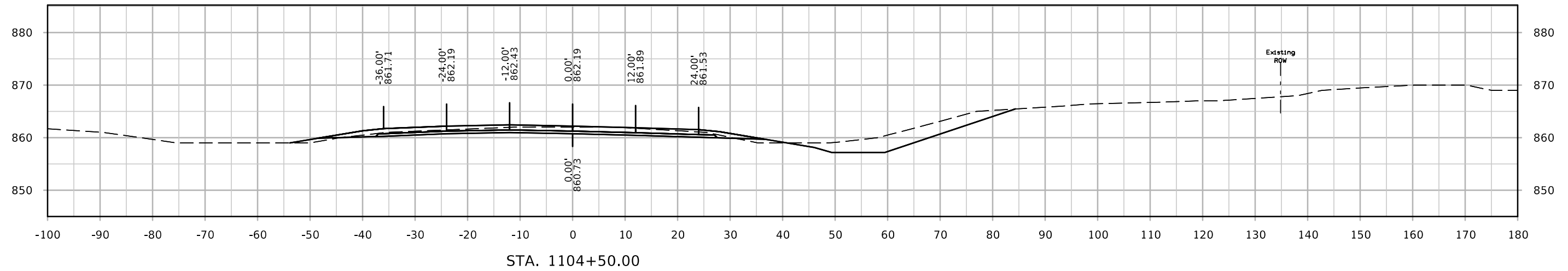
ML - I35 NB



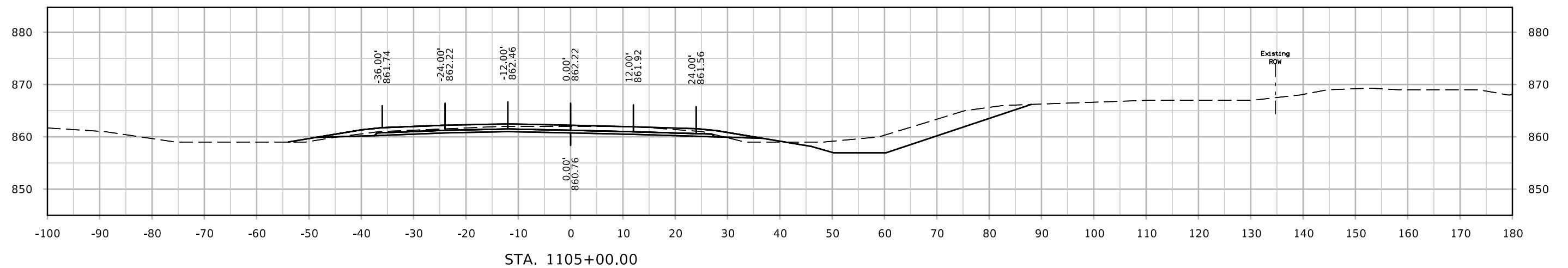
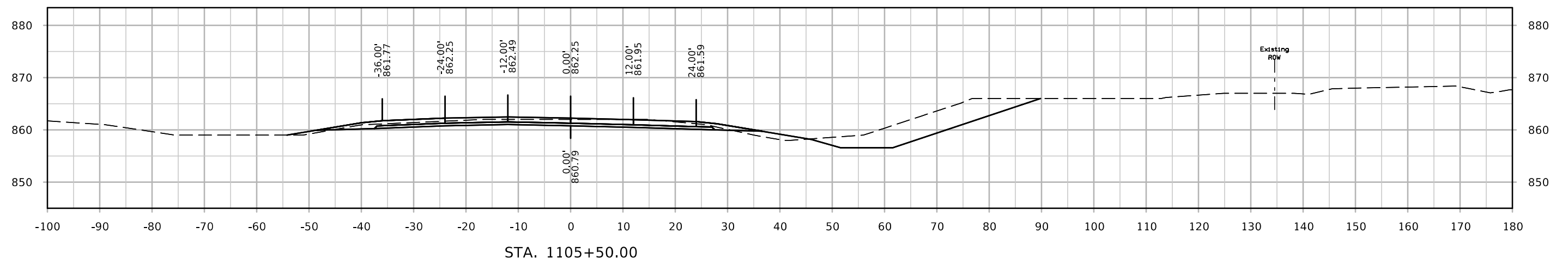
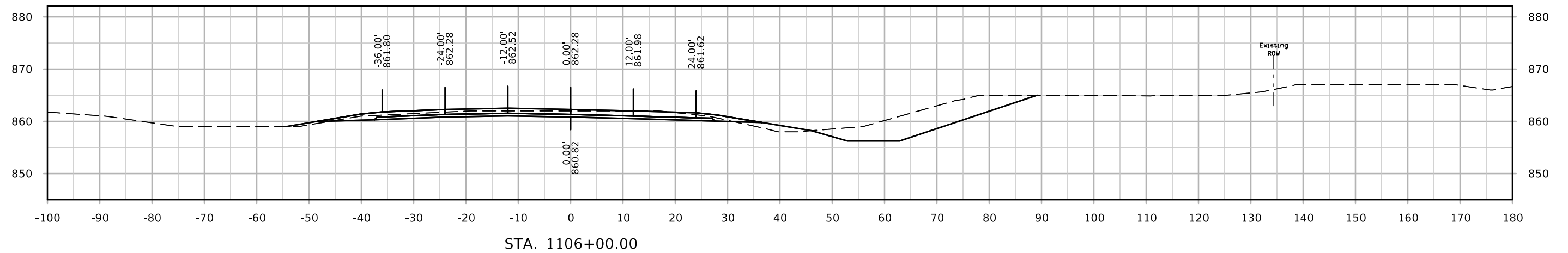
ML - I35 NB



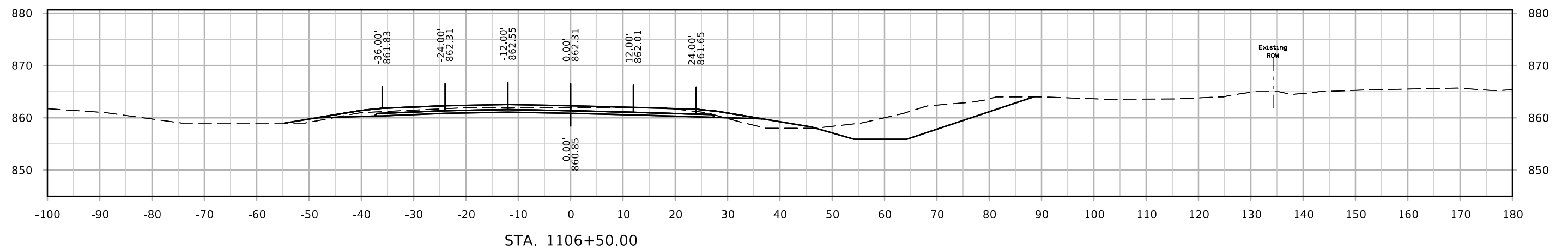
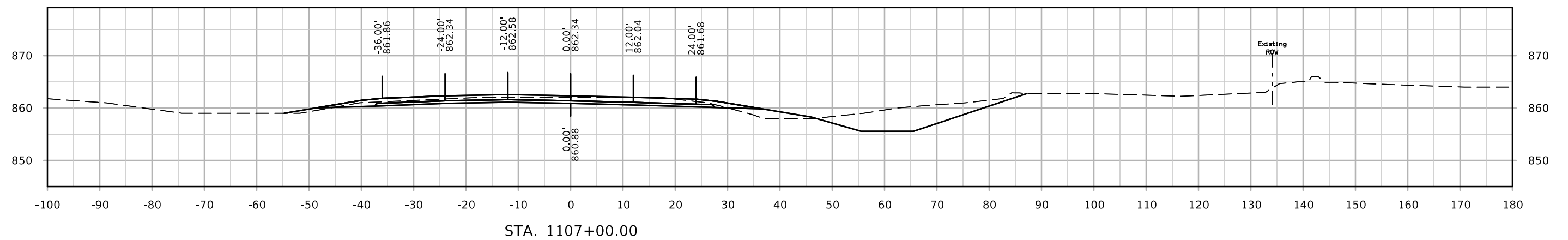
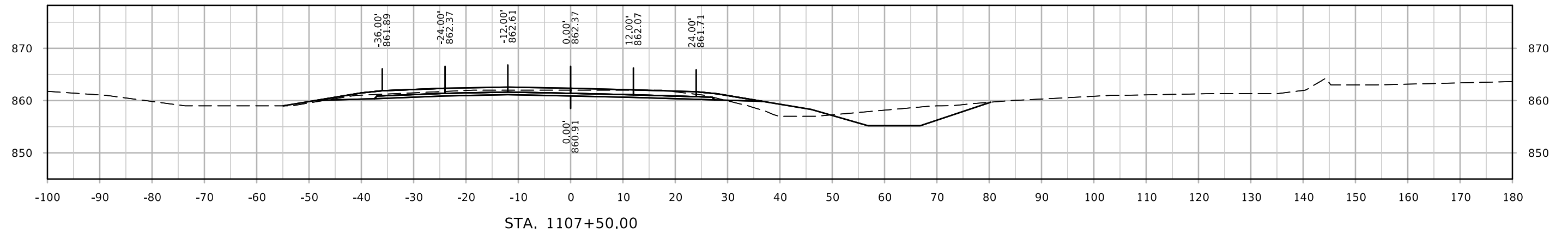
ML - I35 NB



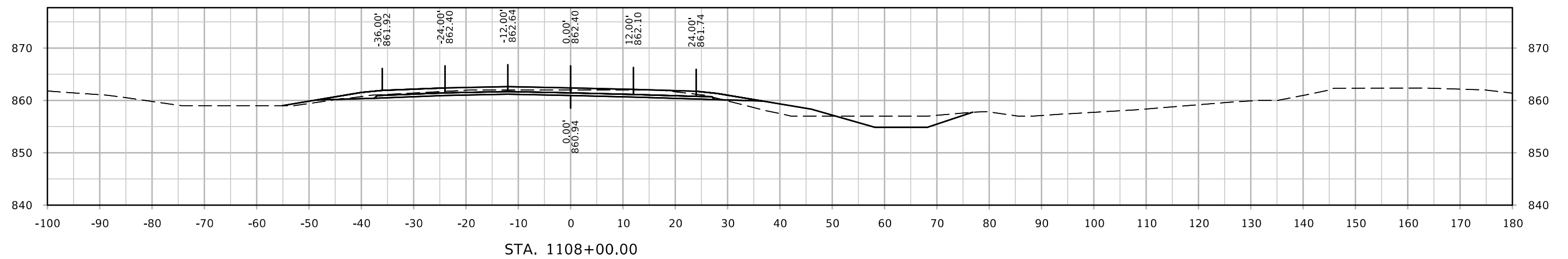
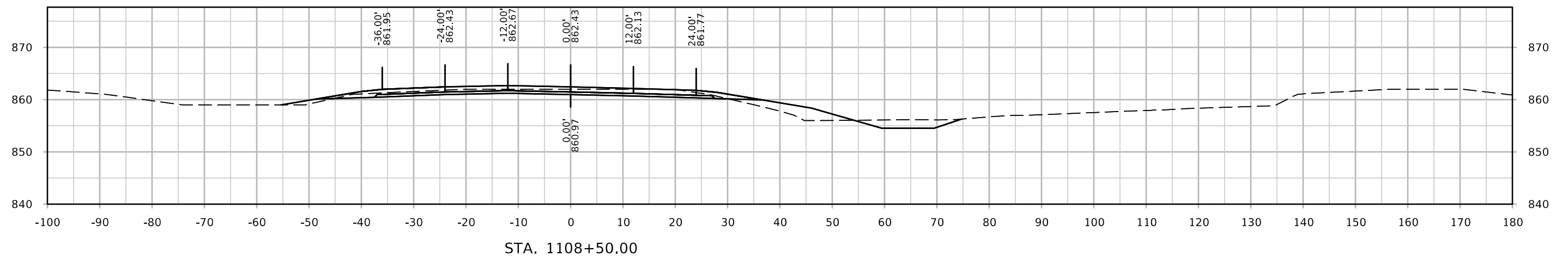
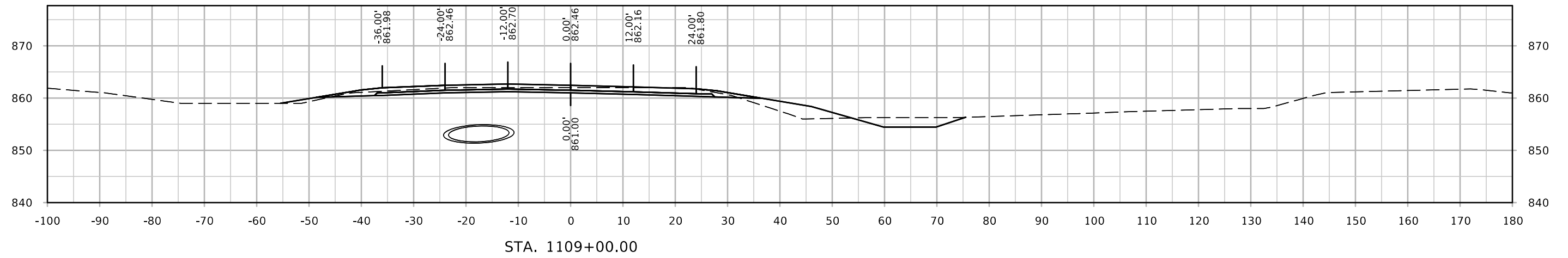
ML - I35 NB



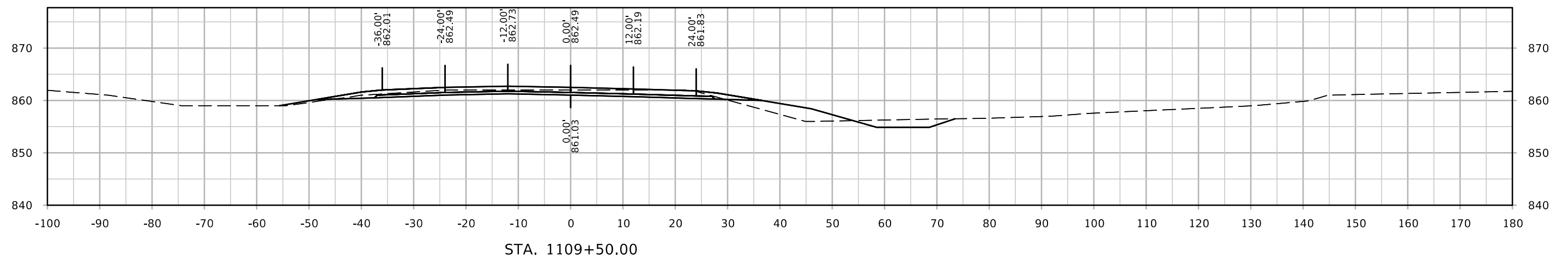
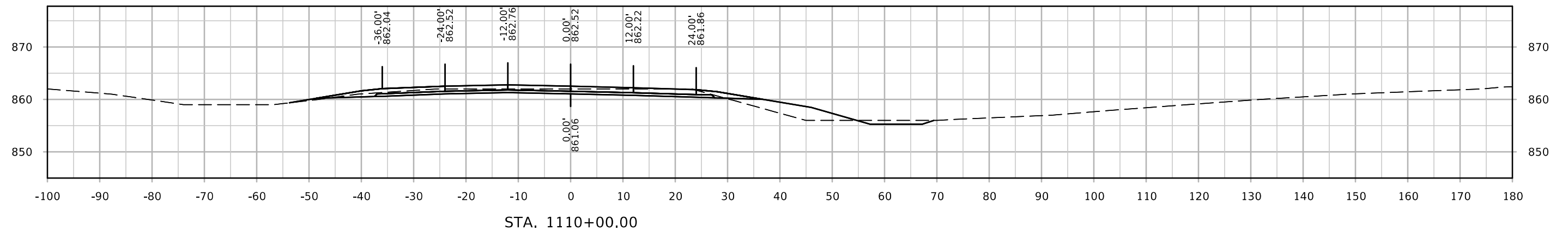
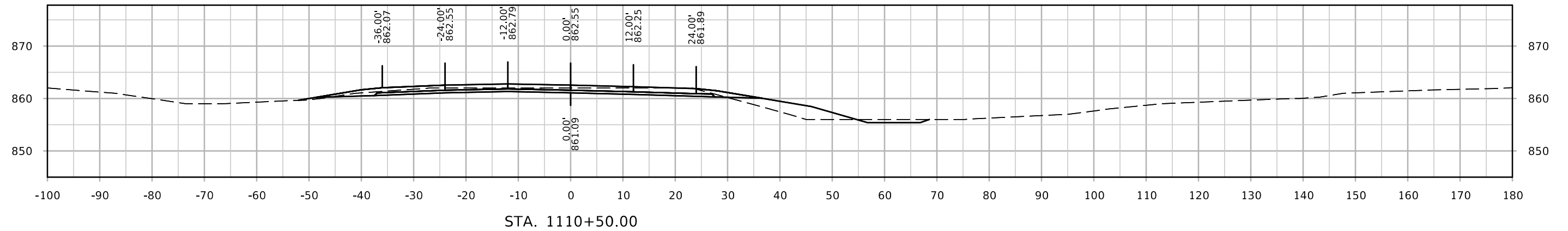
ML - I35 NB



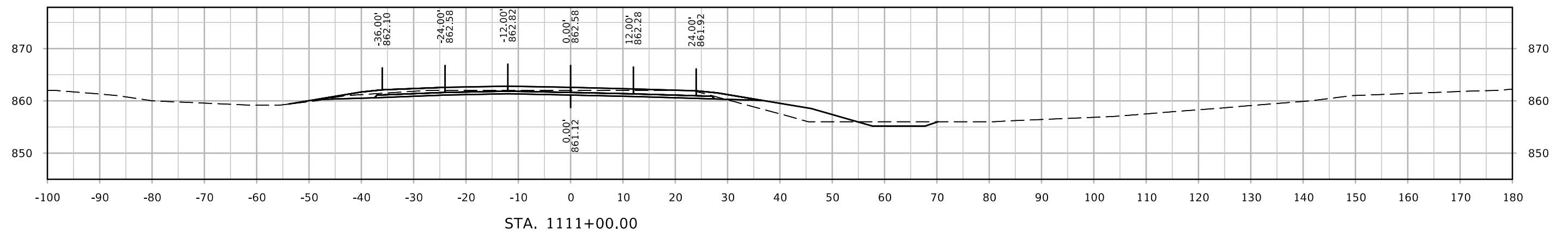
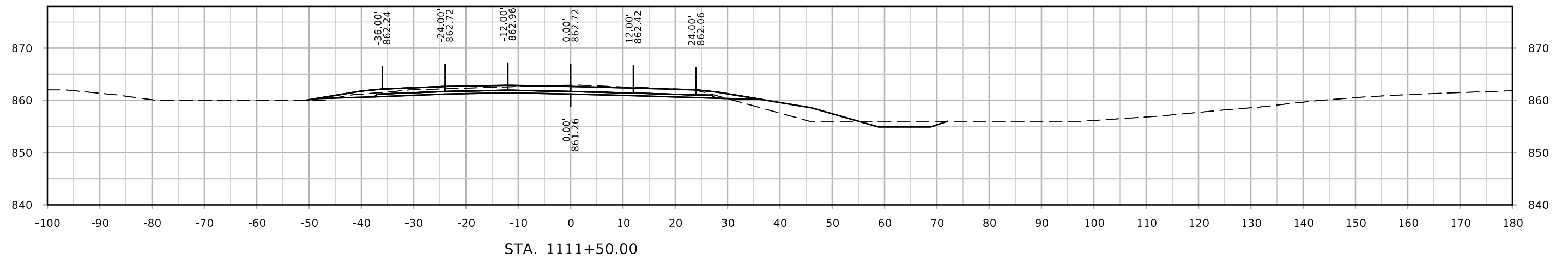
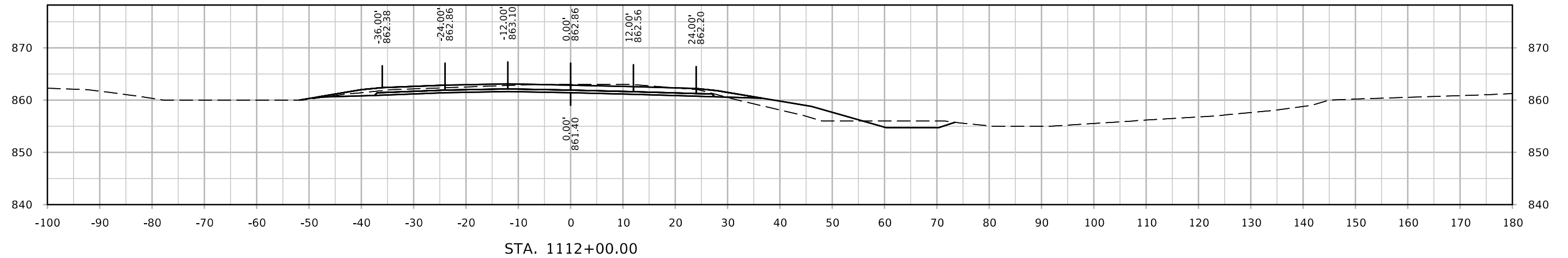
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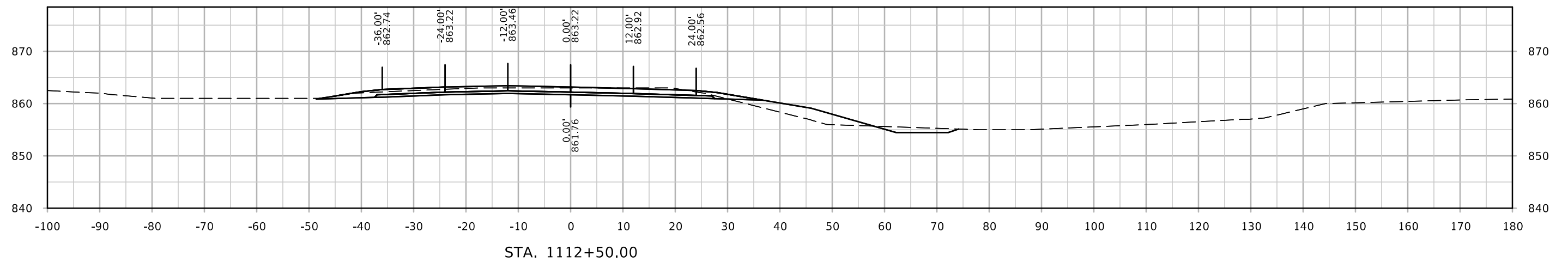
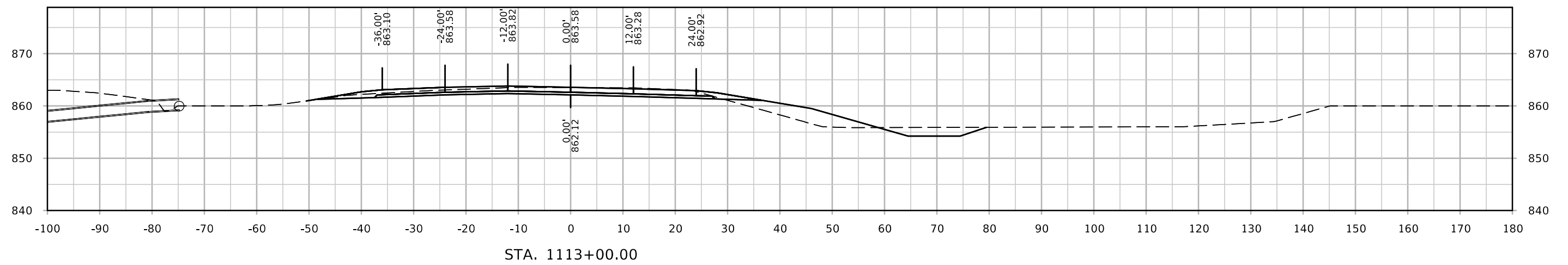
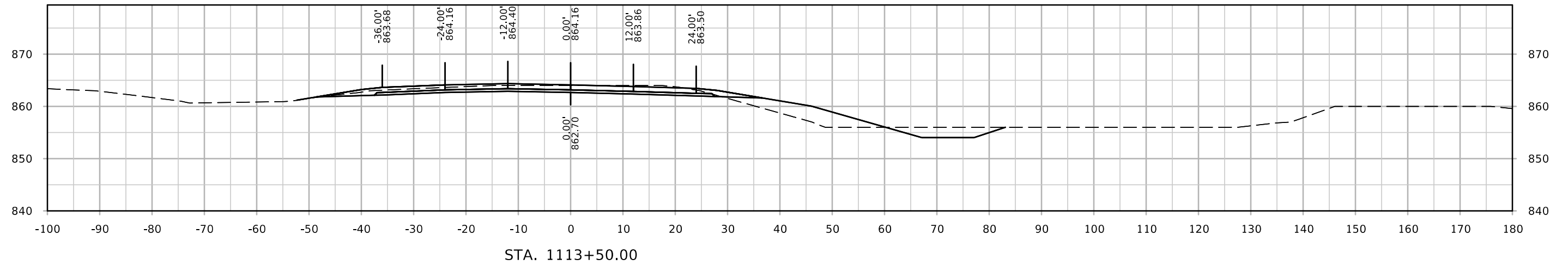
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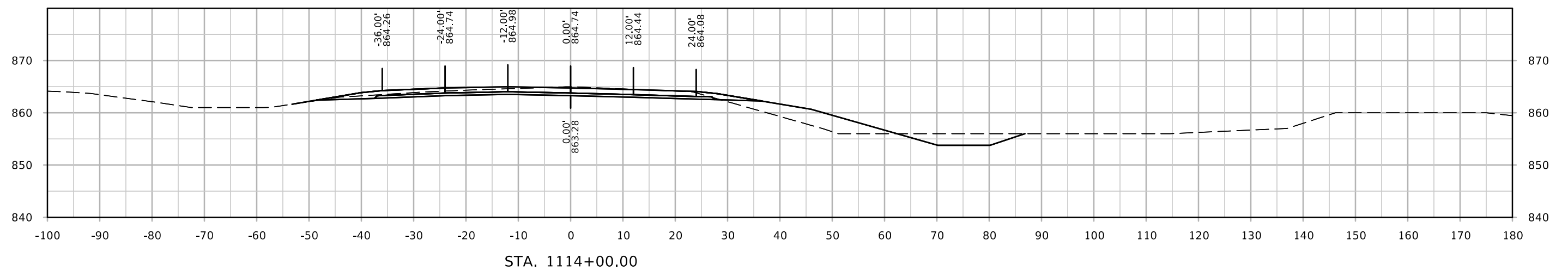
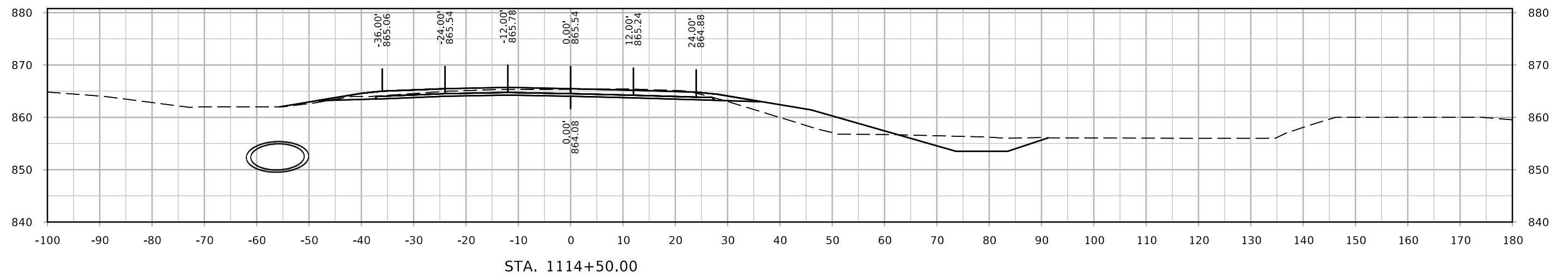
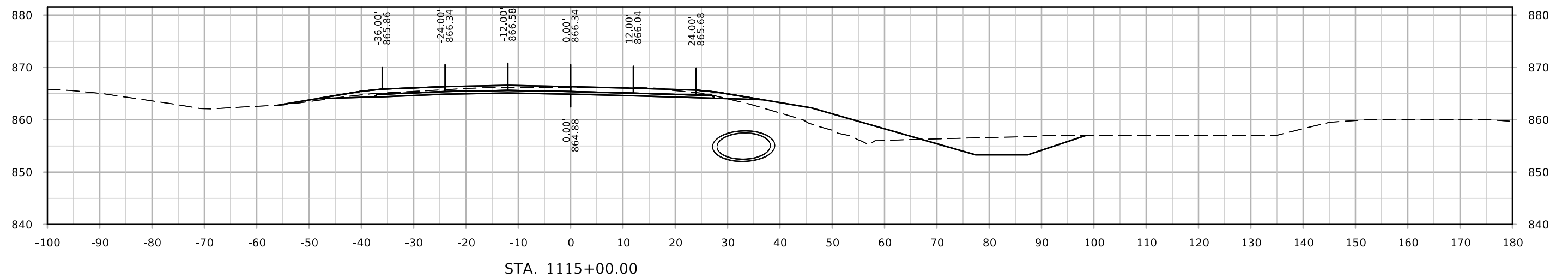
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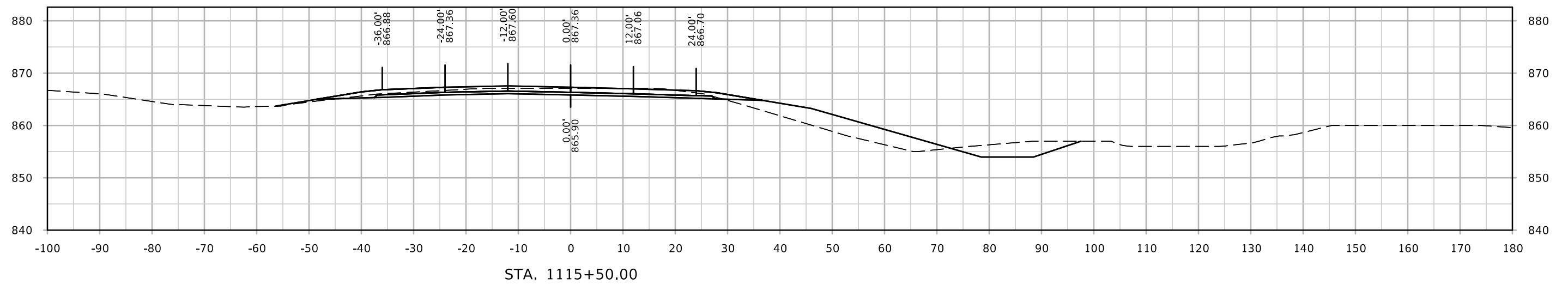
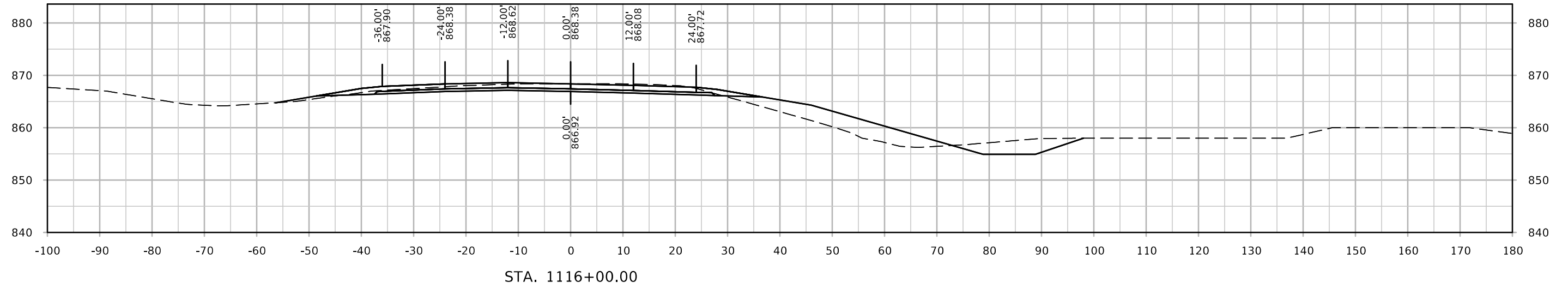
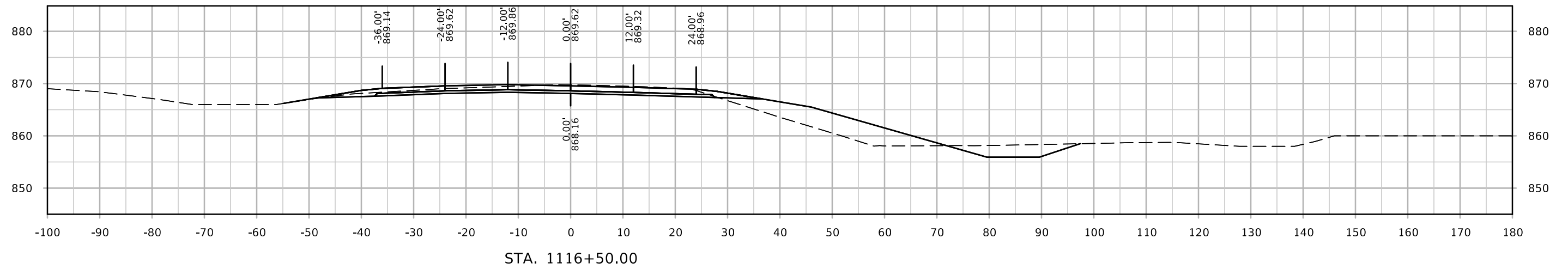
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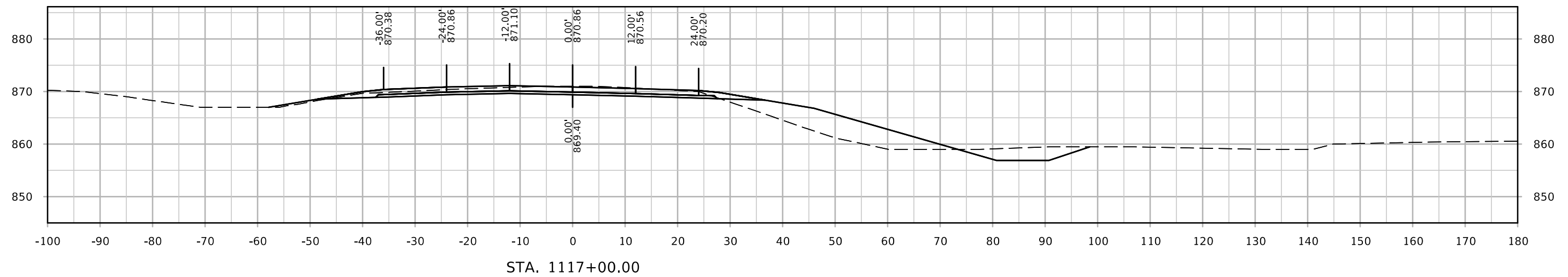
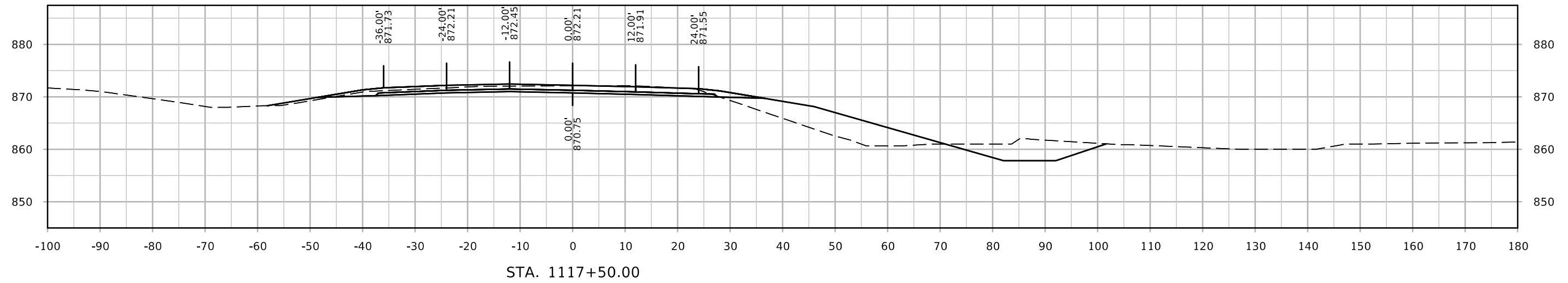
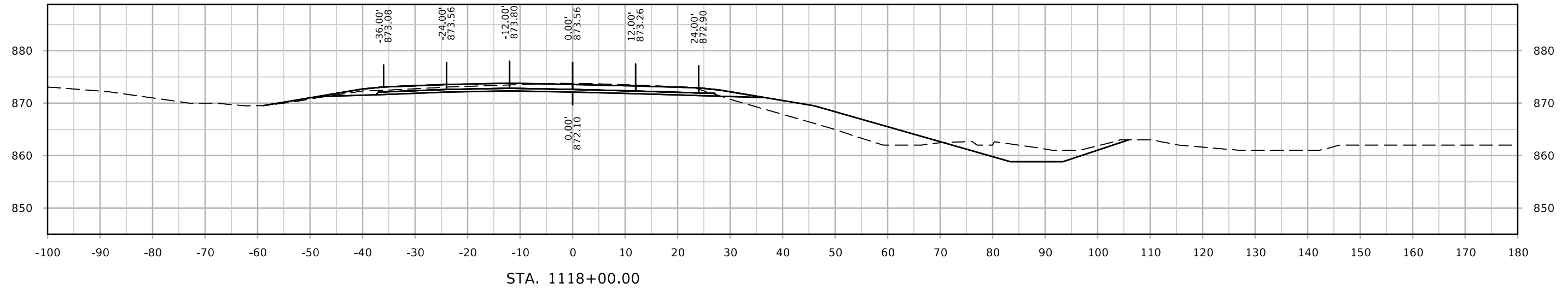
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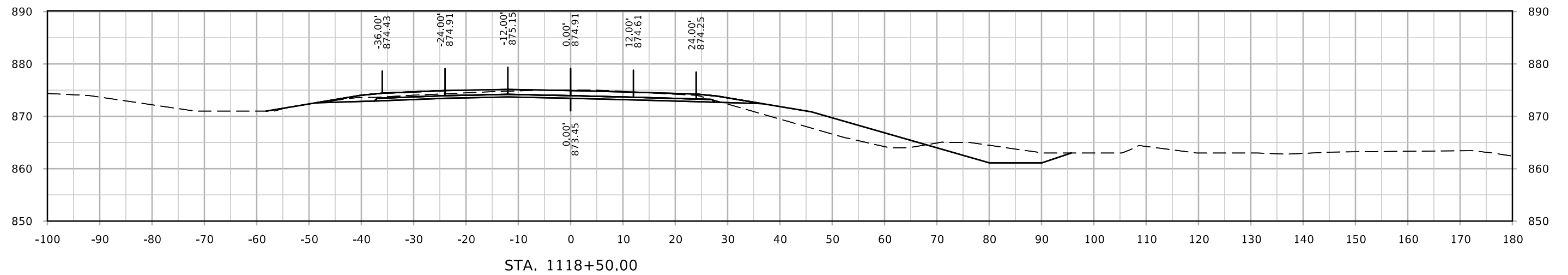
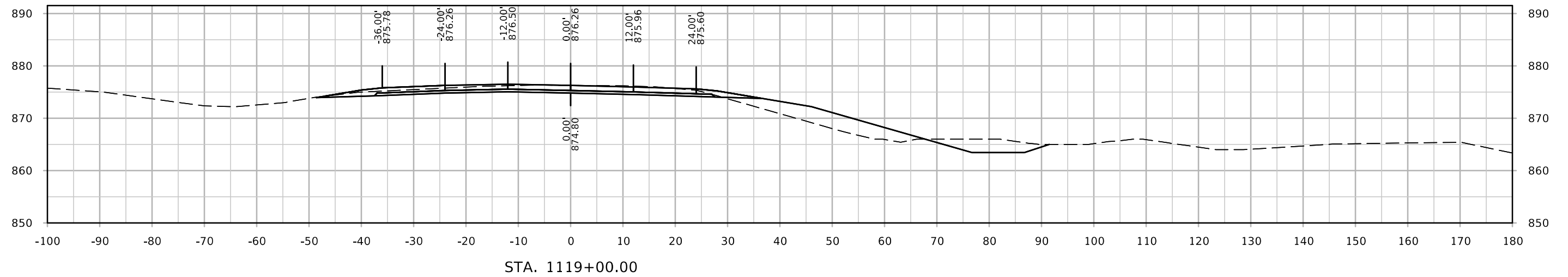
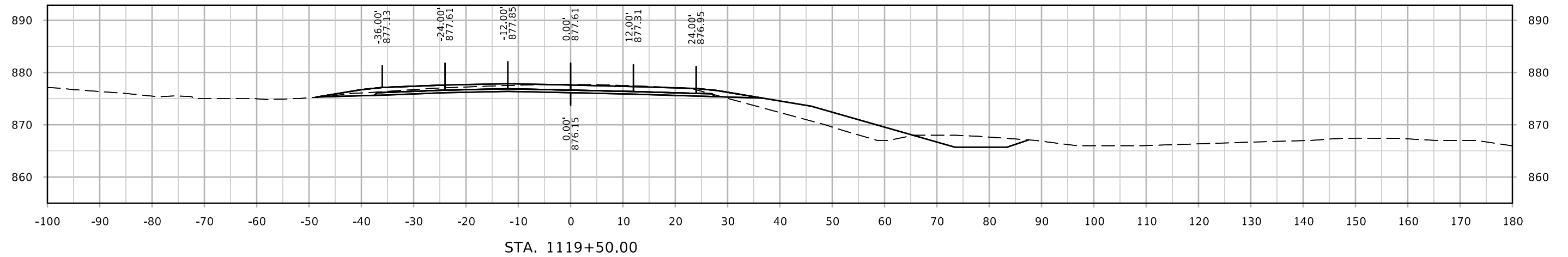
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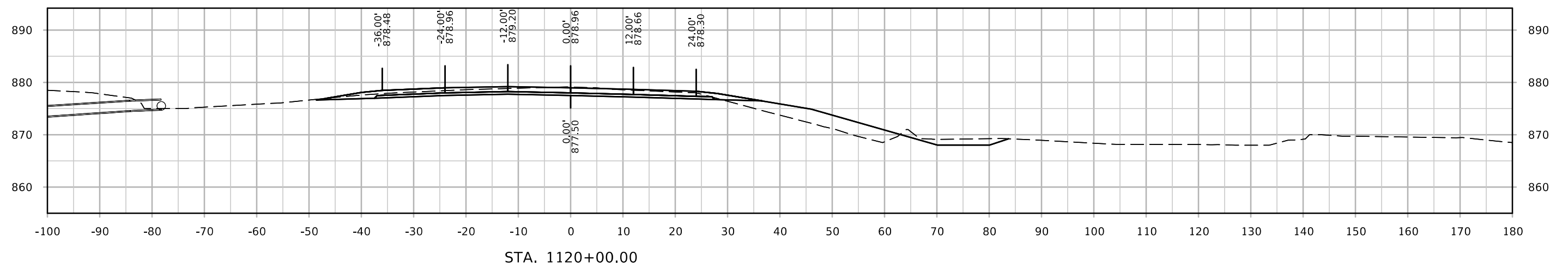
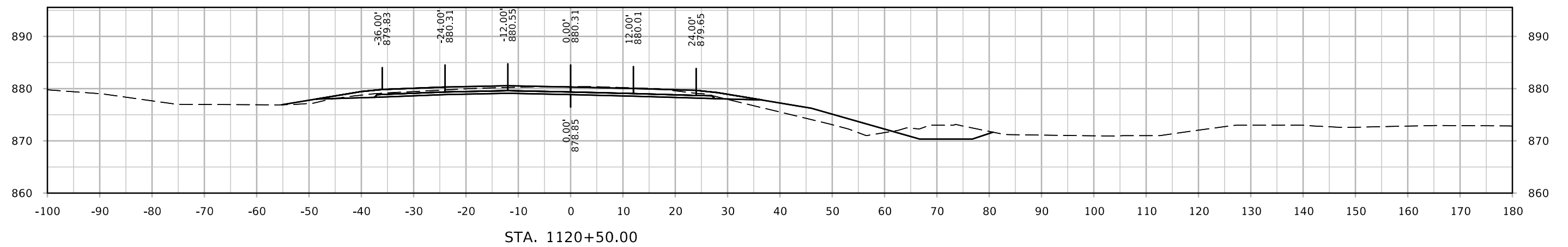
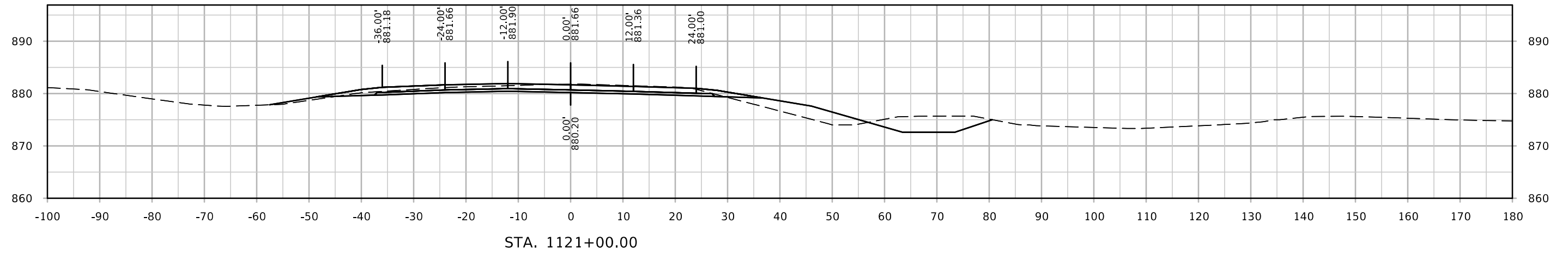
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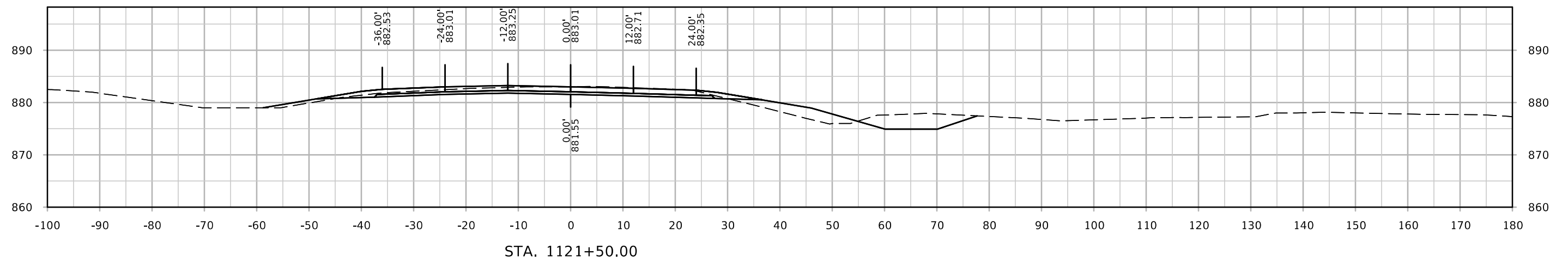
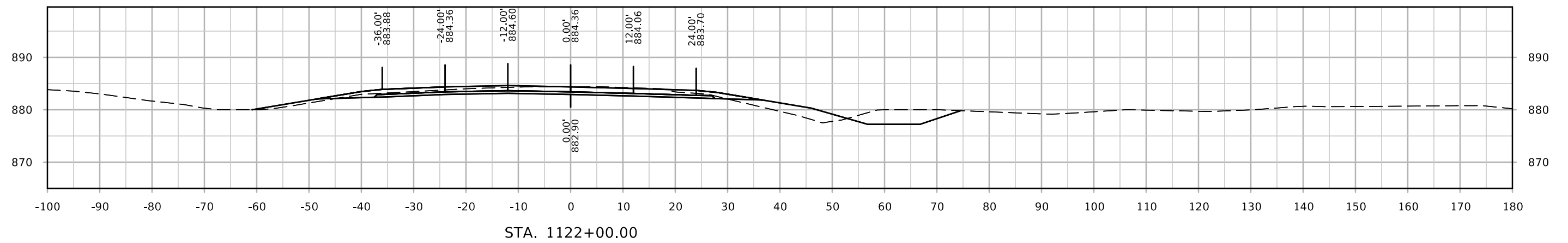
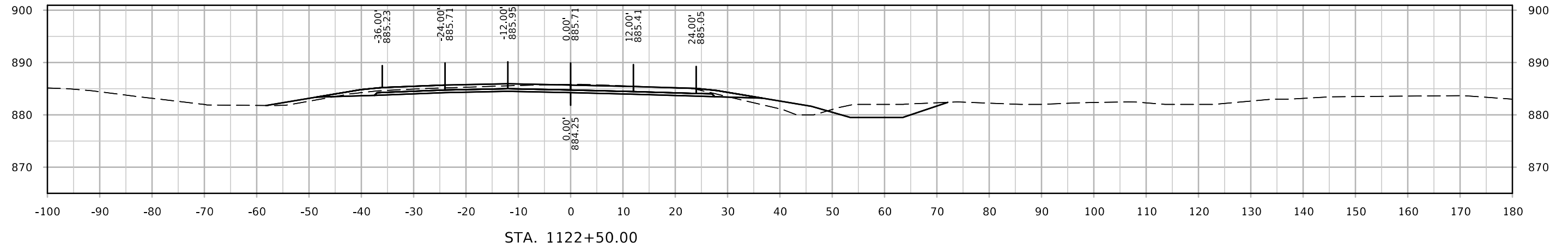
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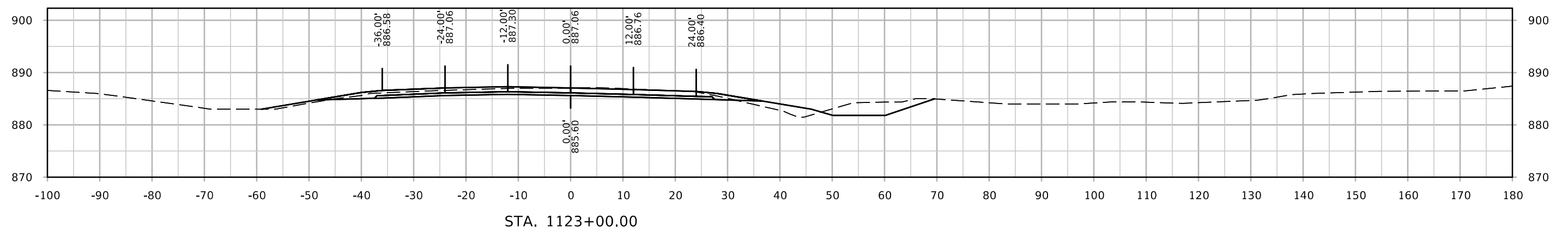
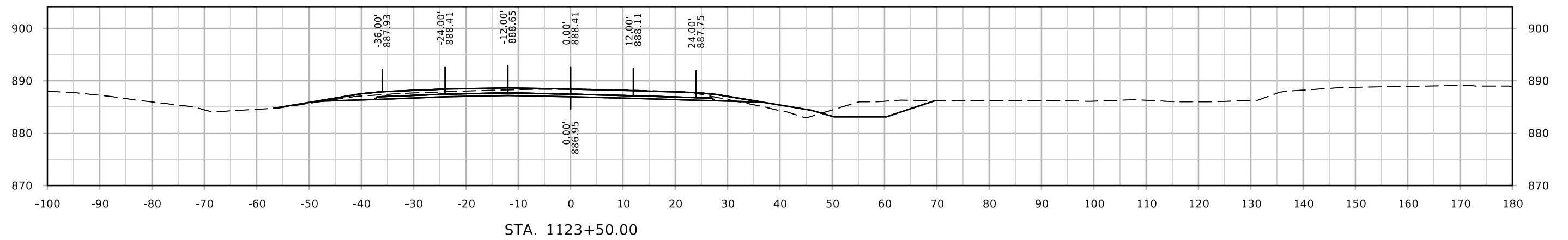
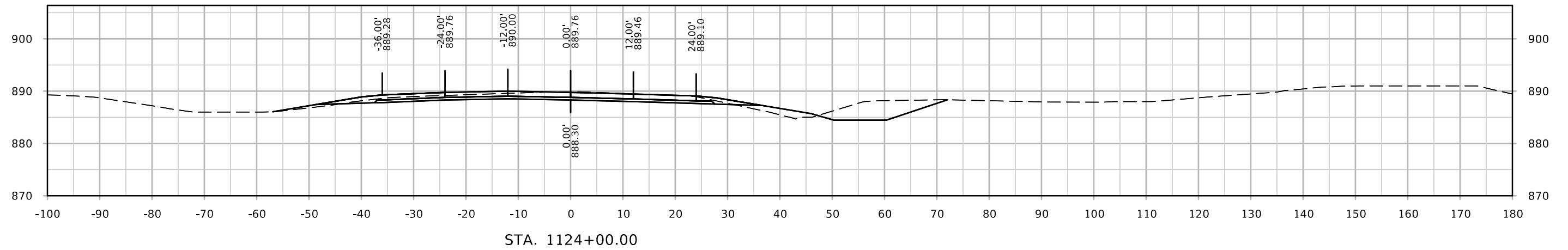
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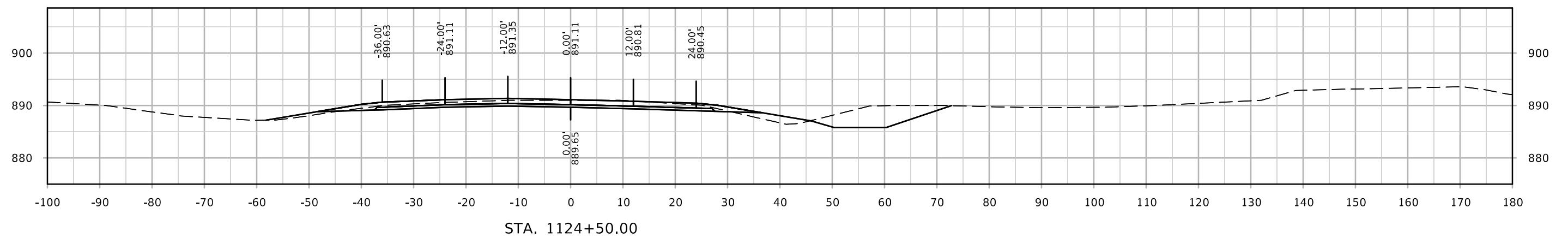
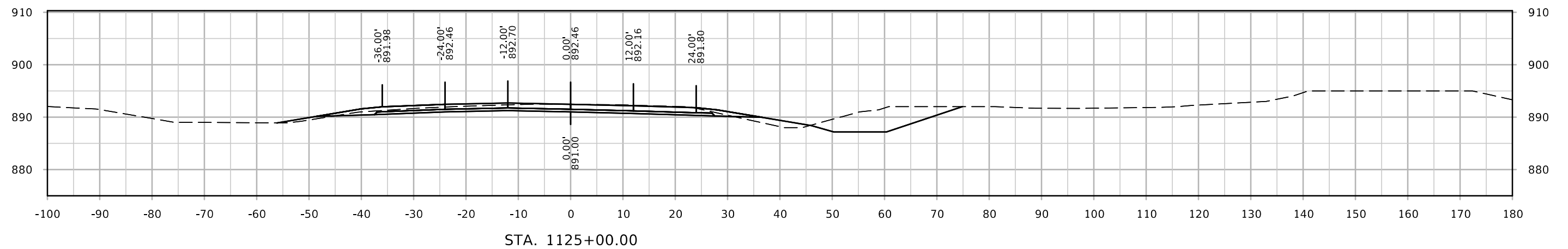
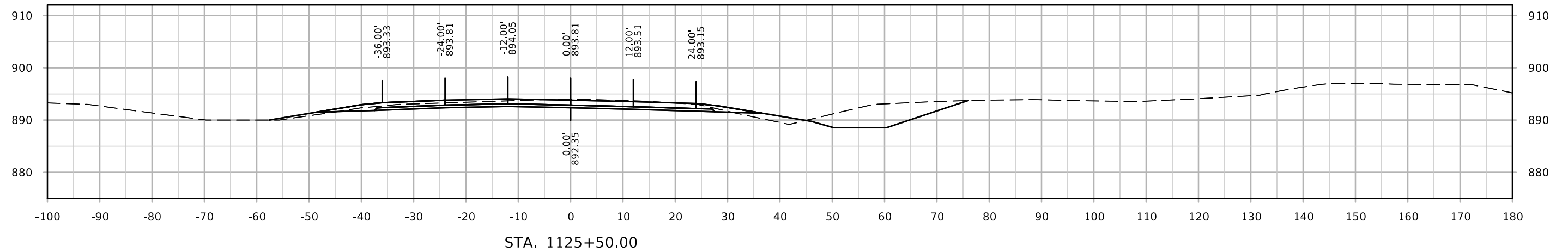
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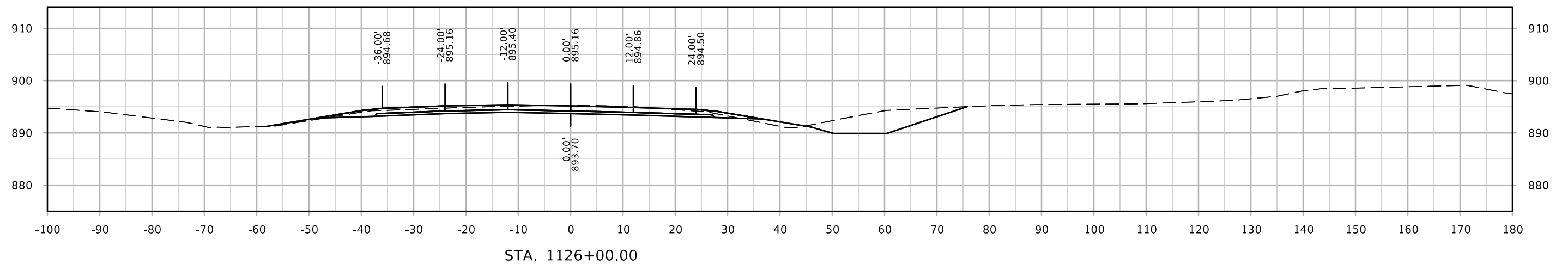
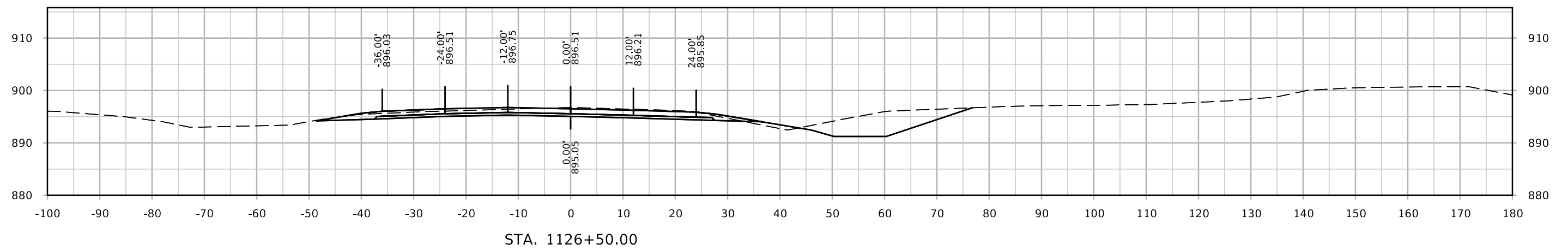
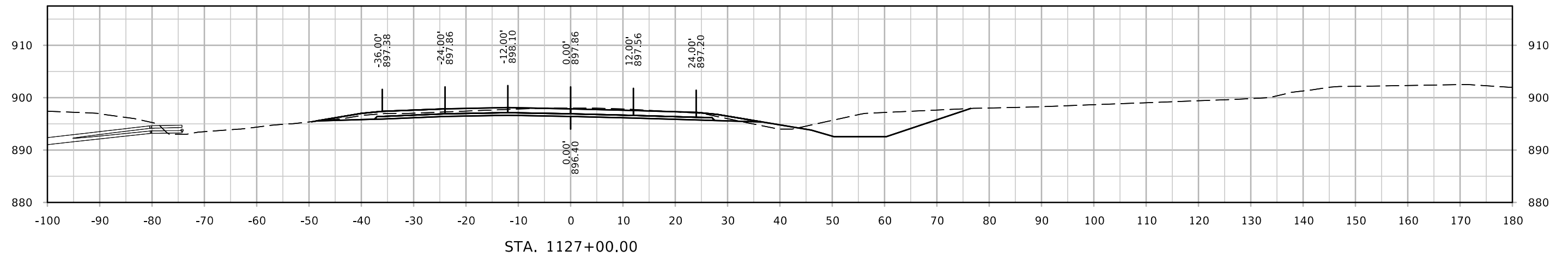
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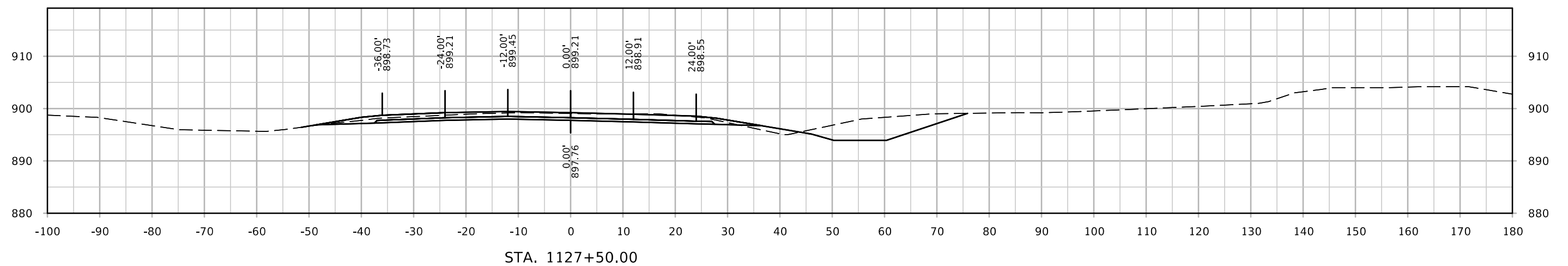
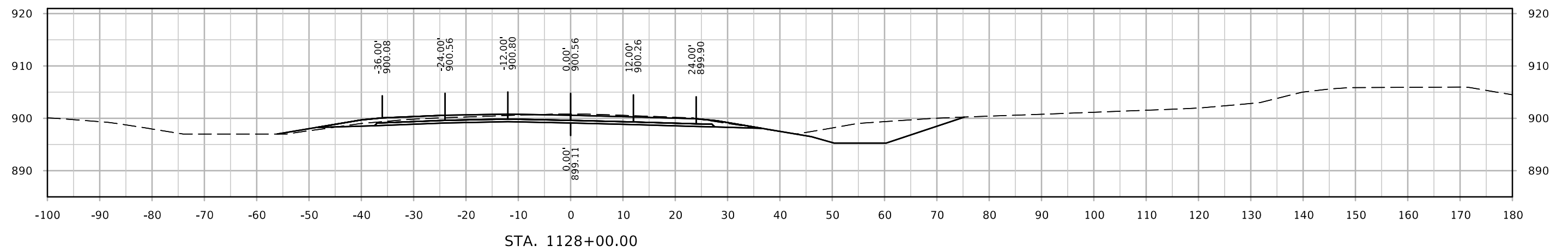
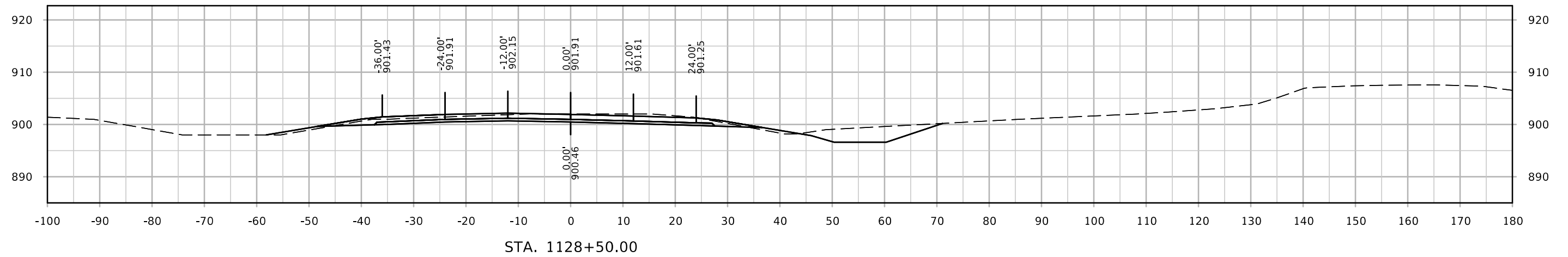
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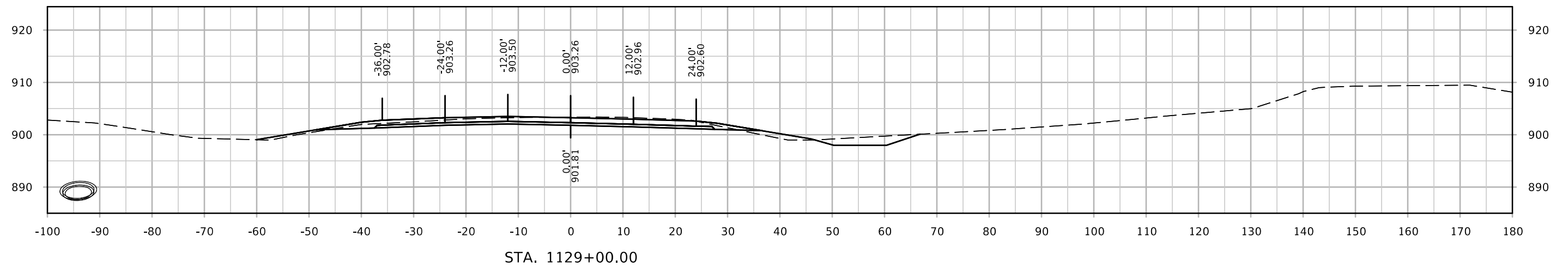
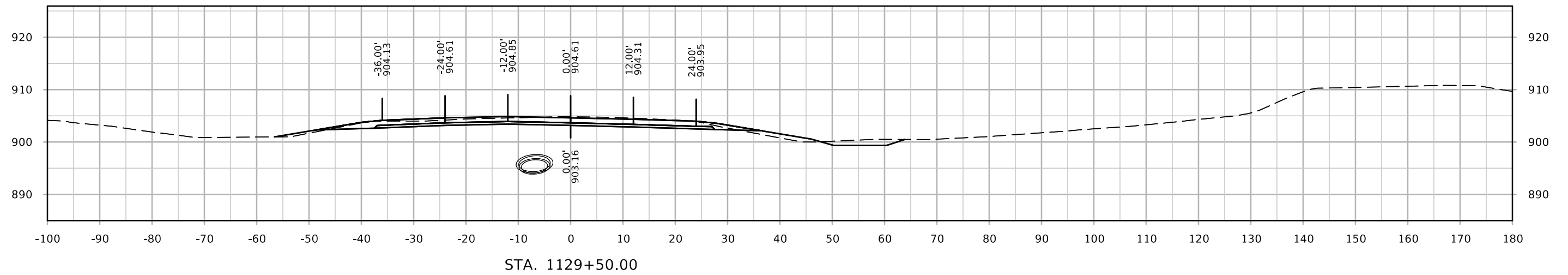
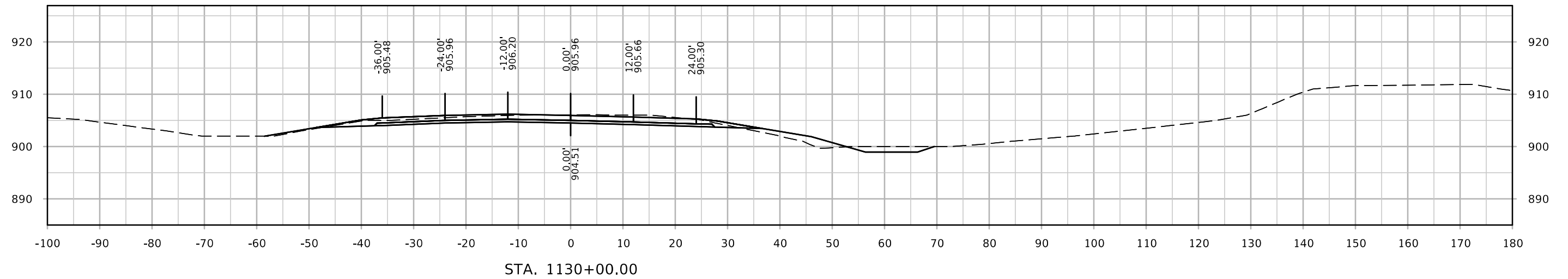
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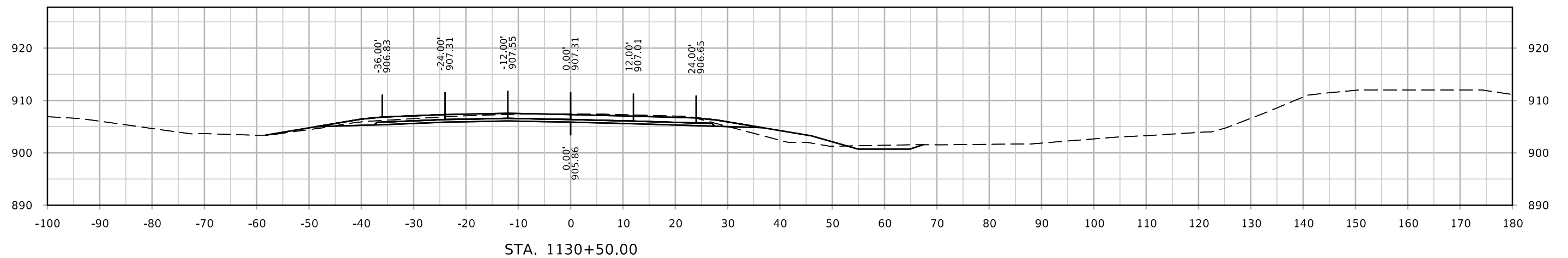
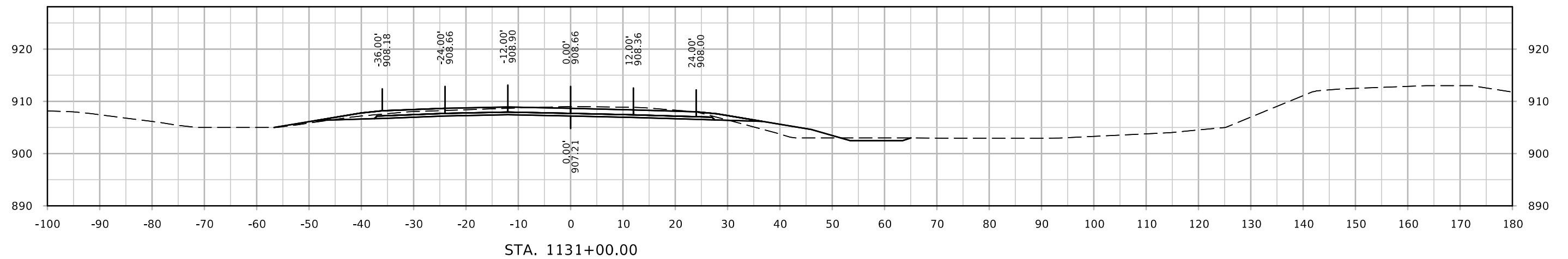
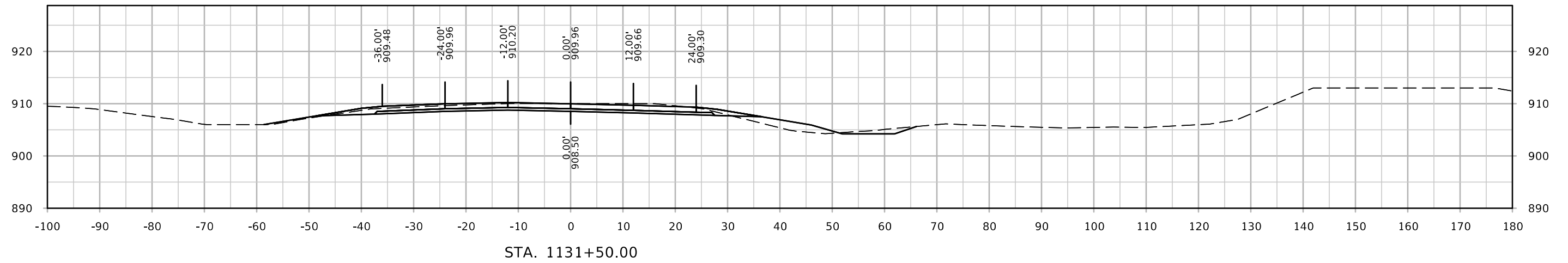
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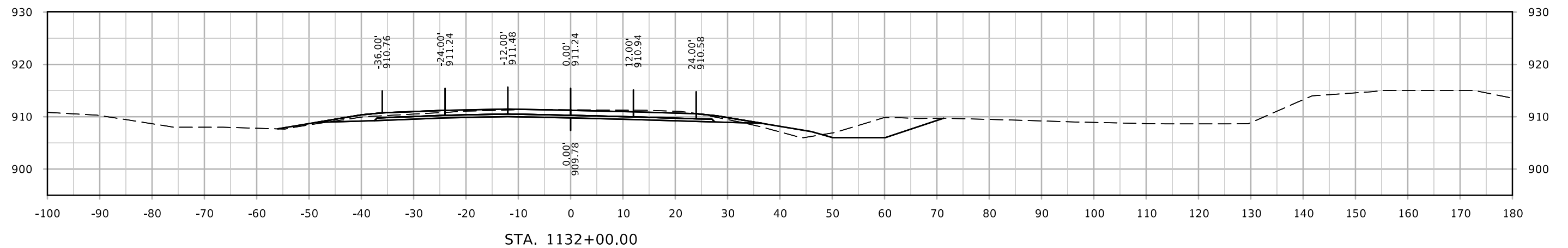
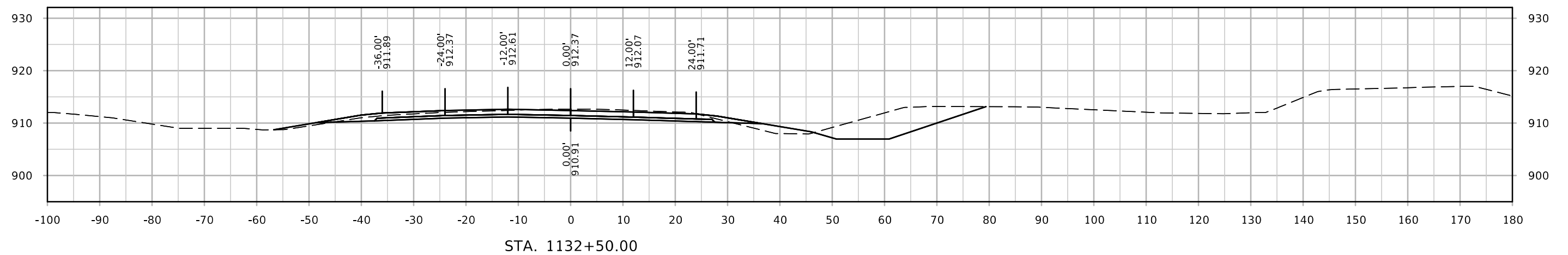
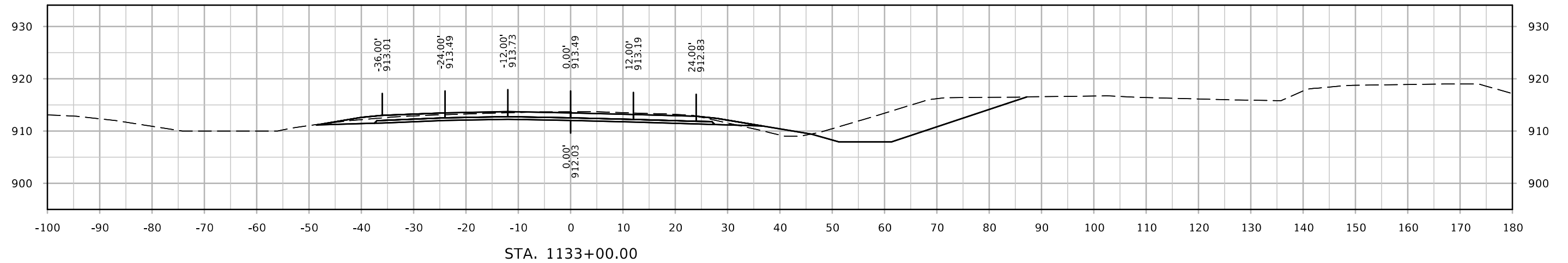
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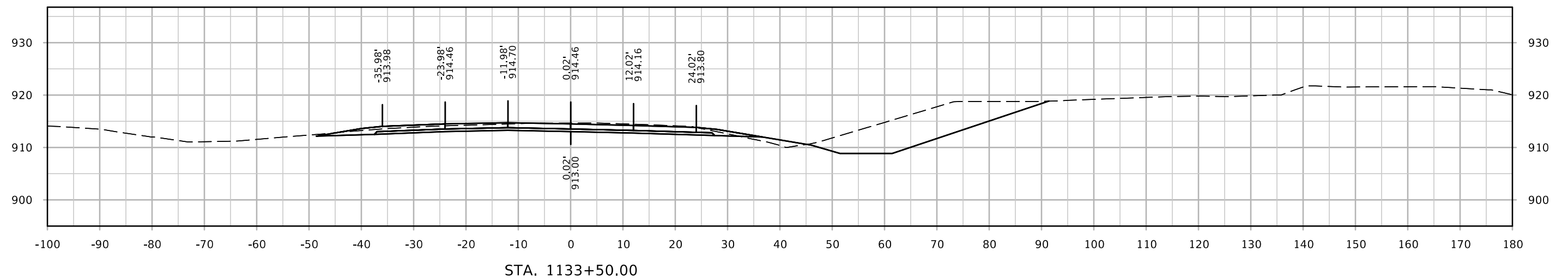
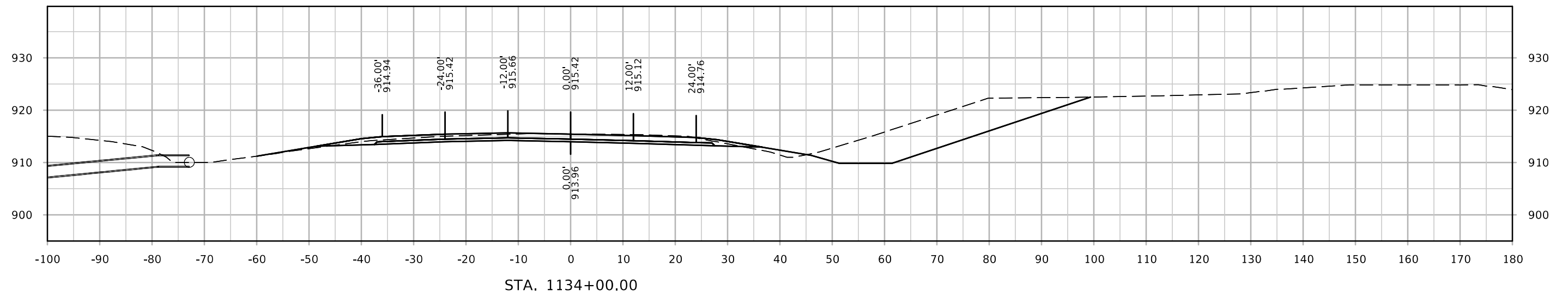
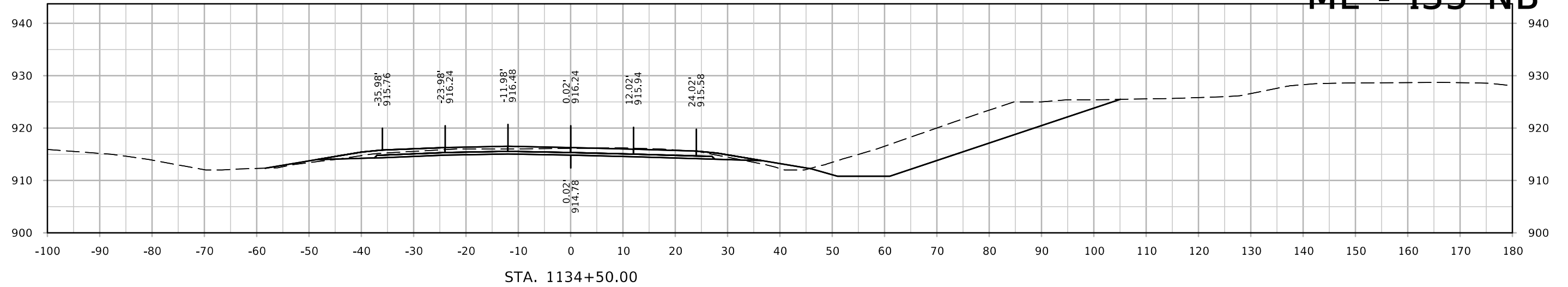
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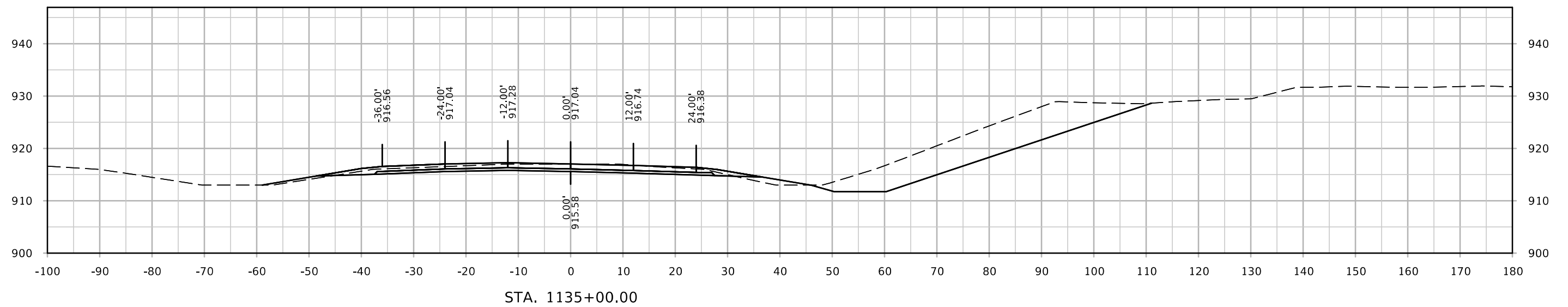
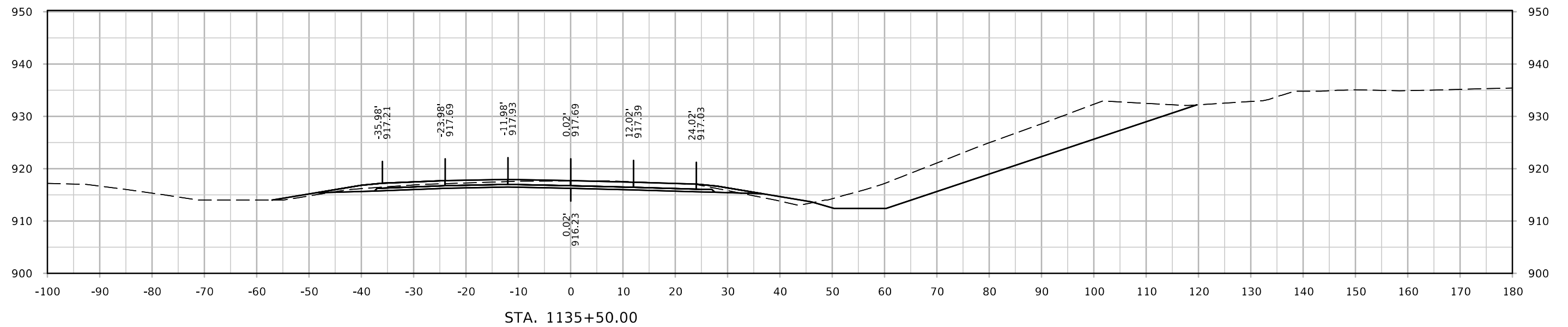
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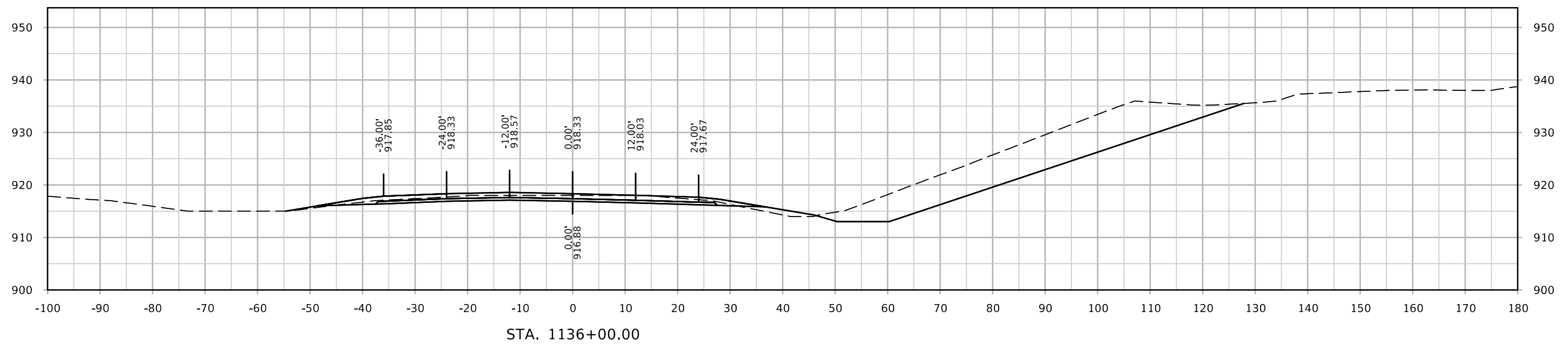
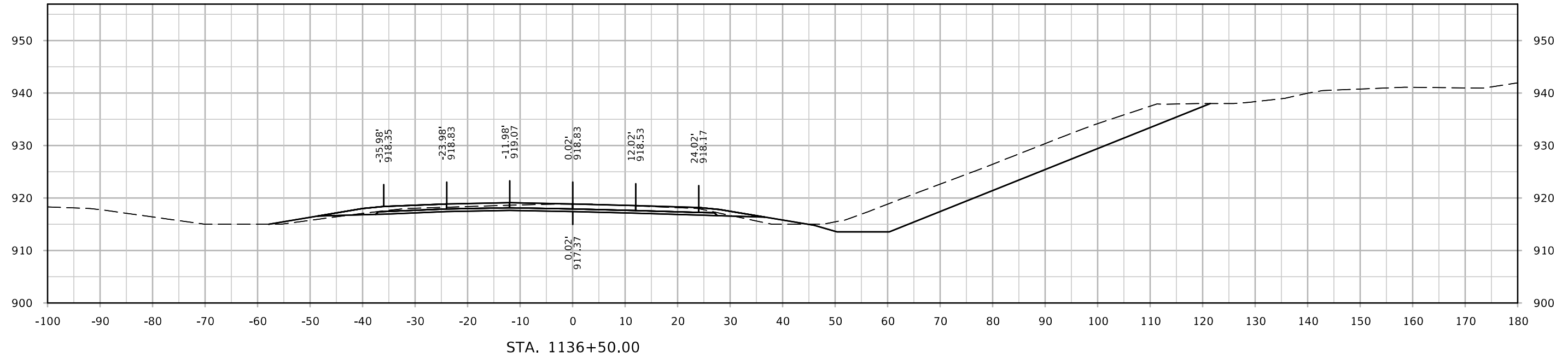
ML - I35 NB



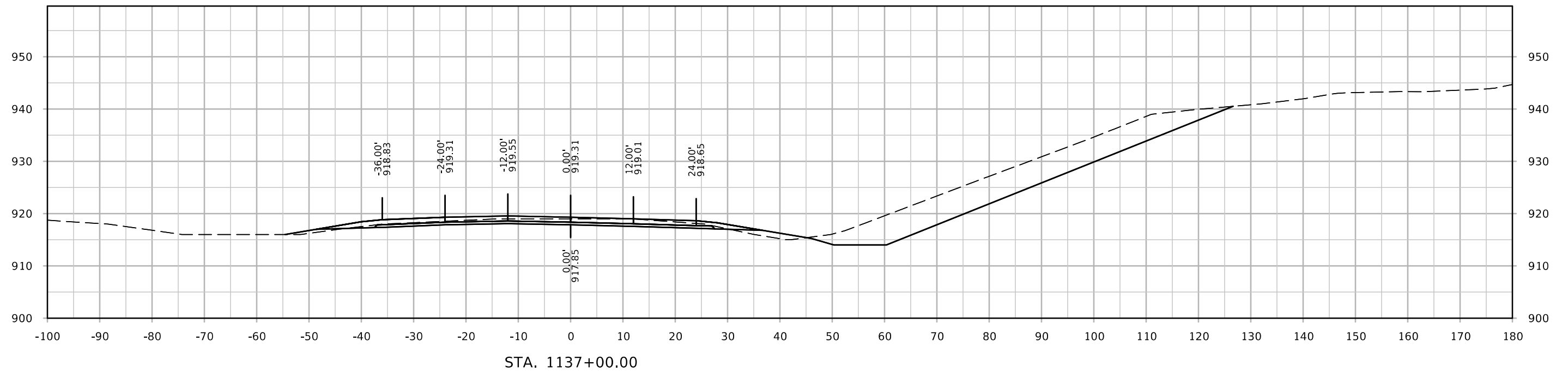
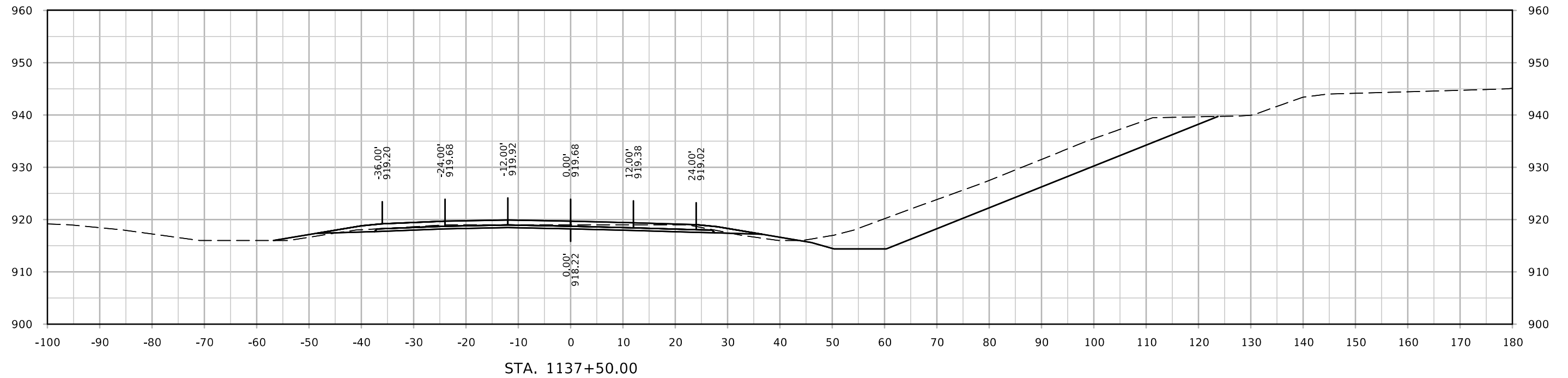
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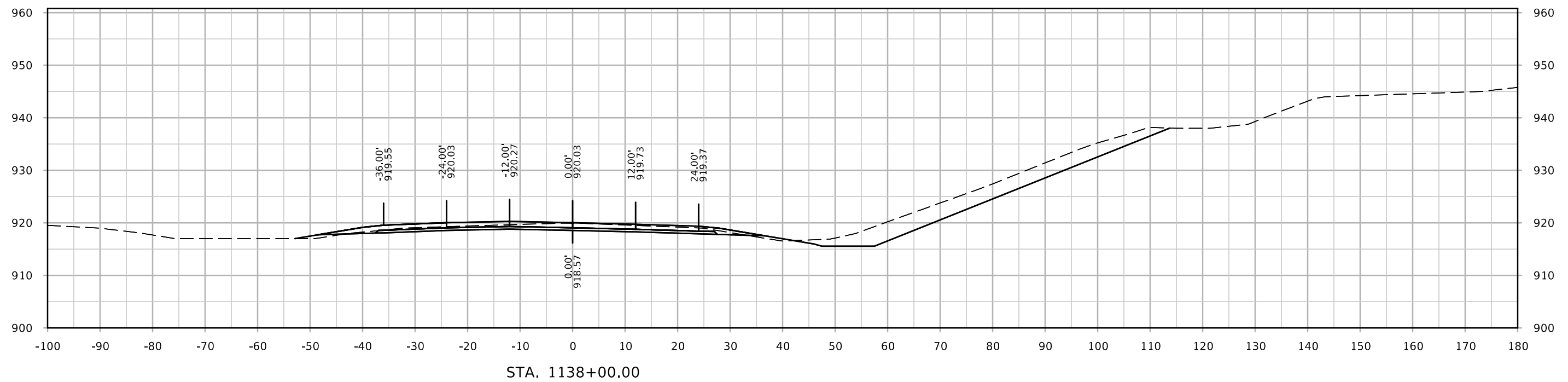
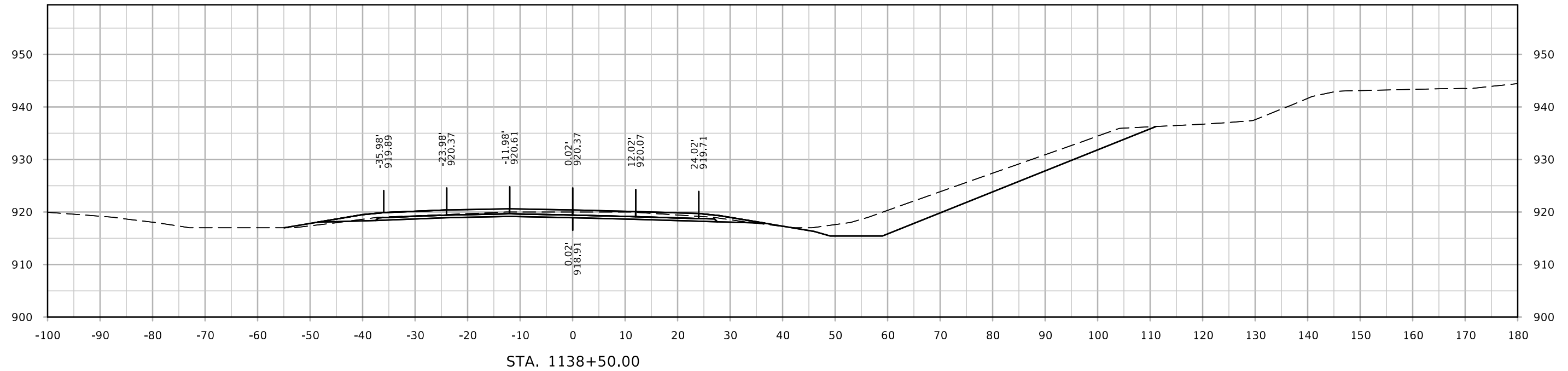
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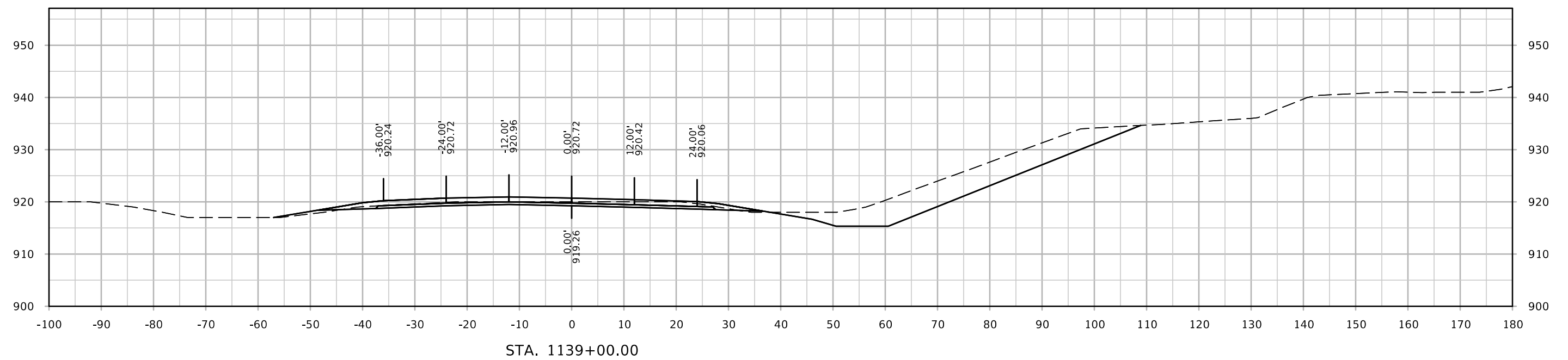
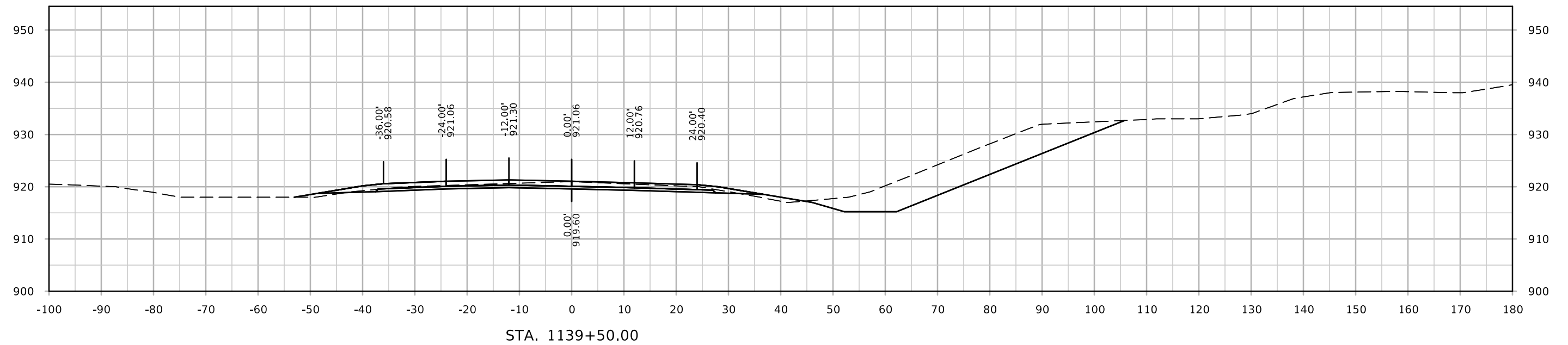
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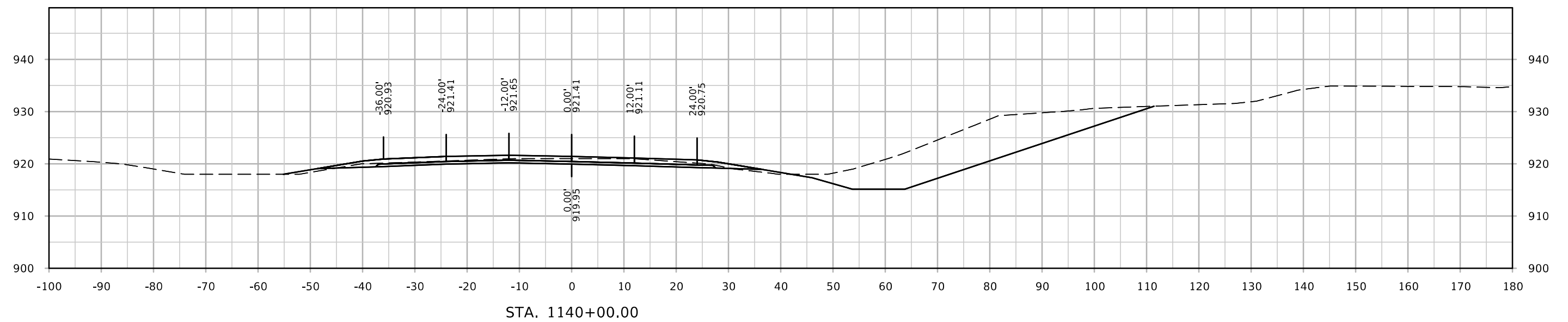
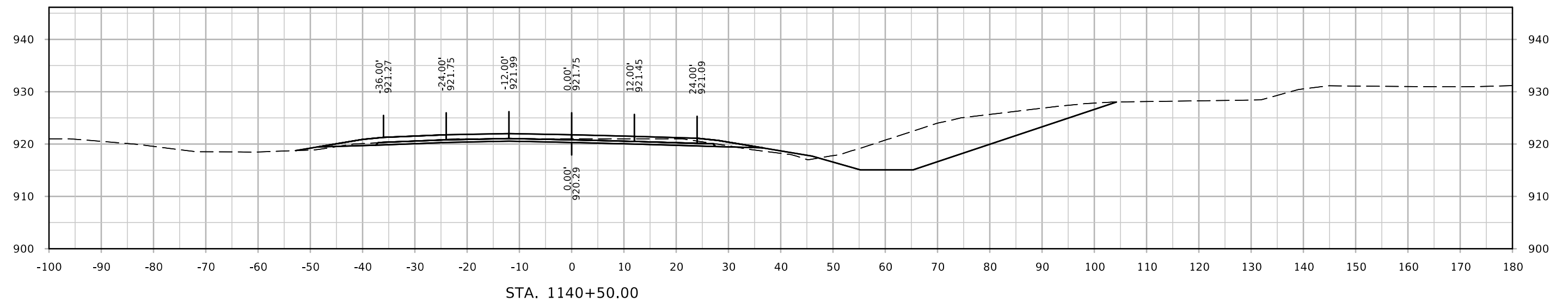
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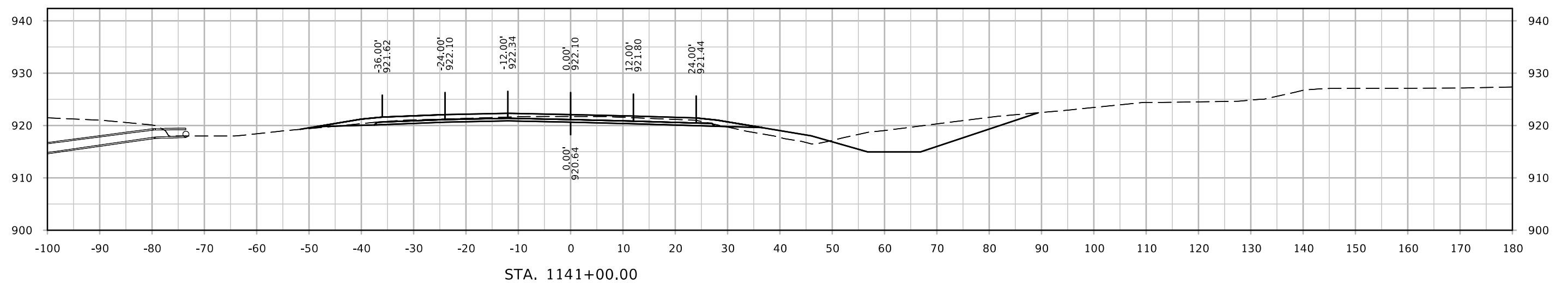
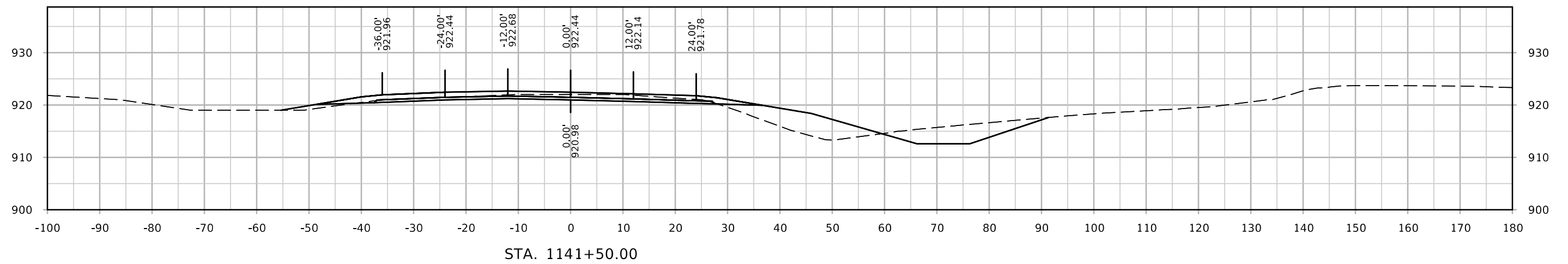
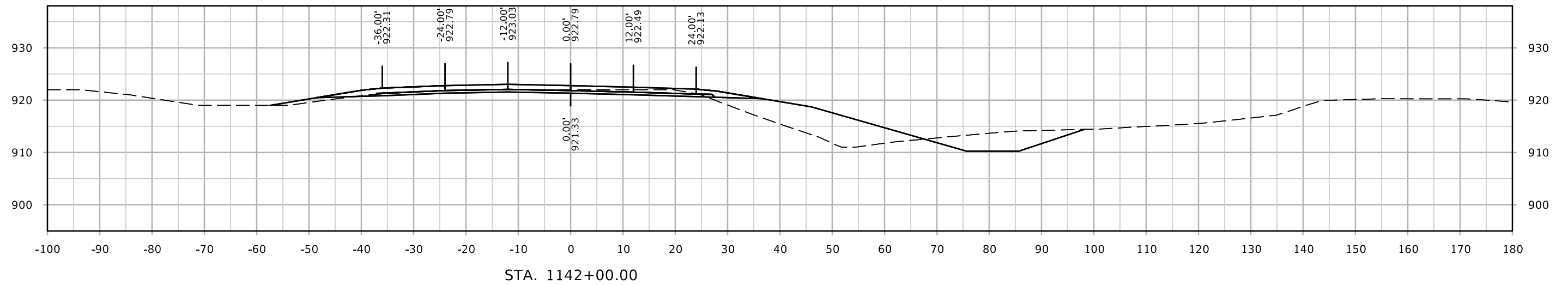
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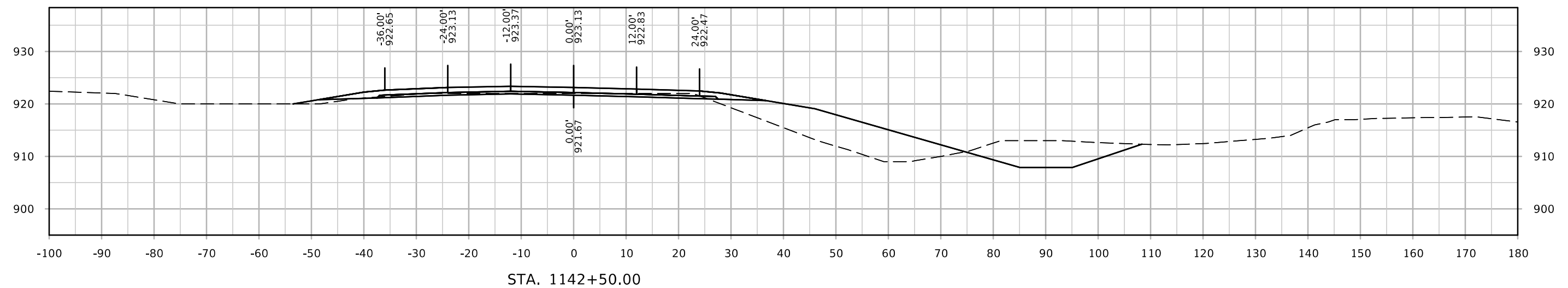
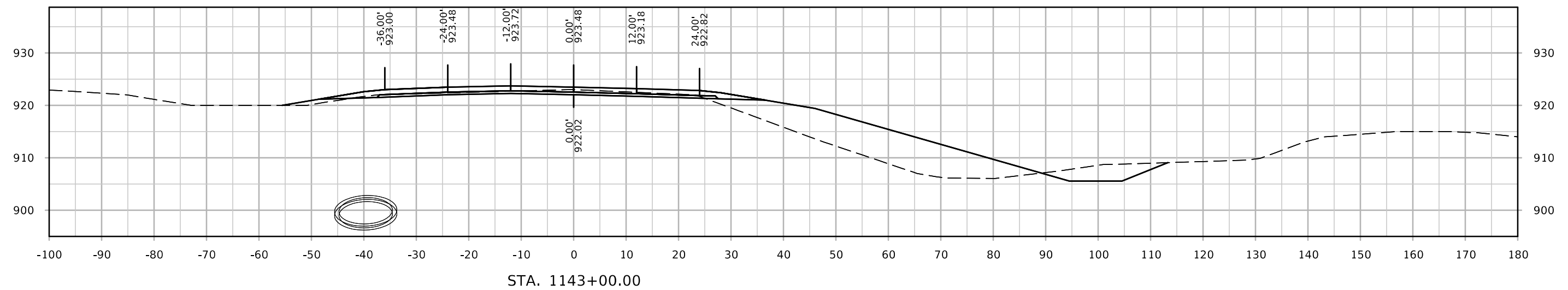
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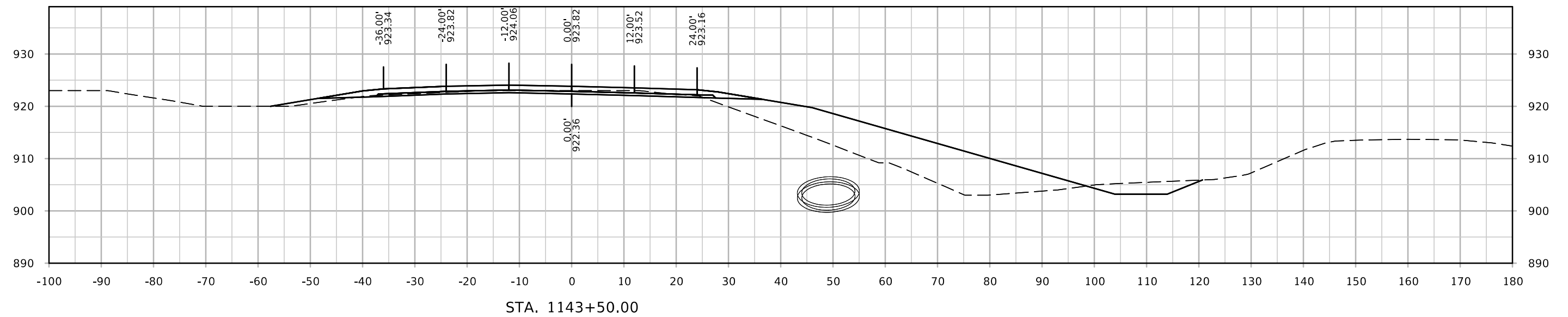
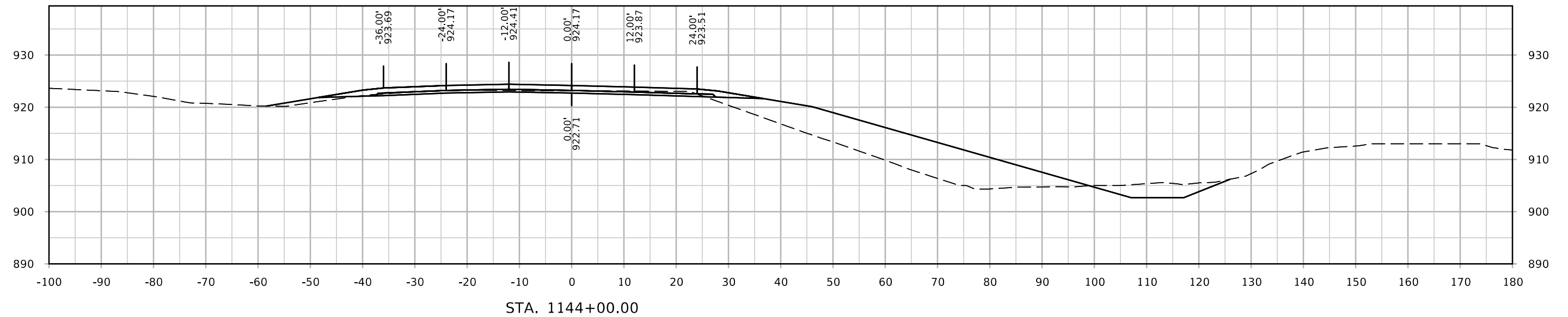
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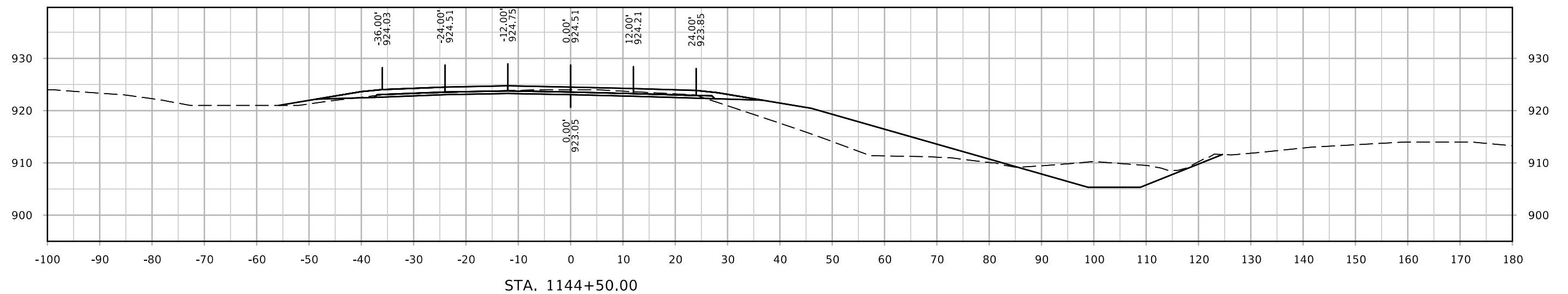
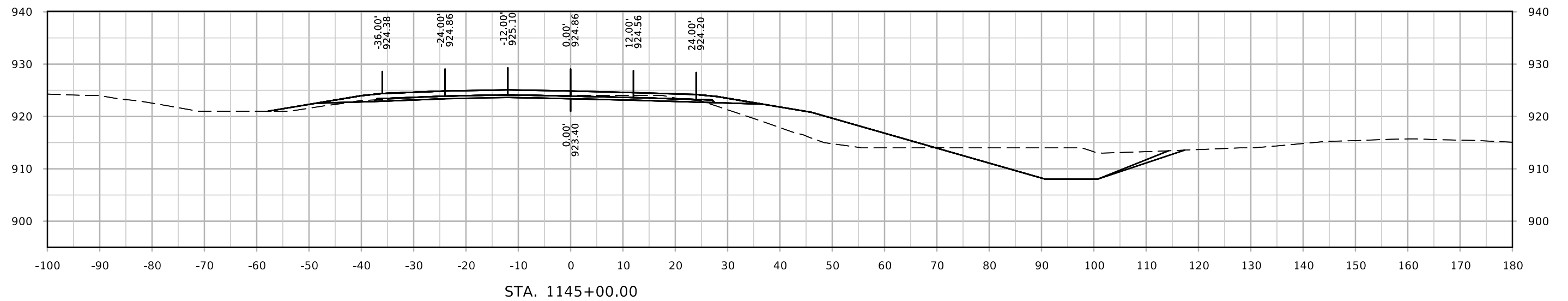
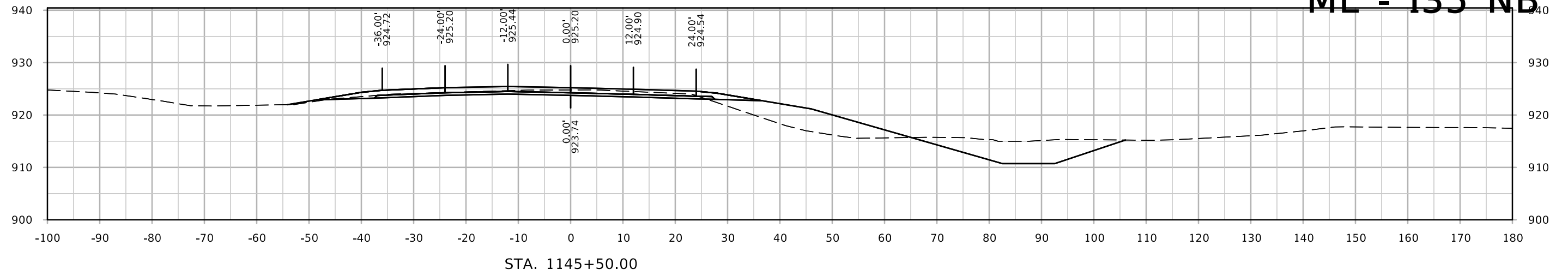
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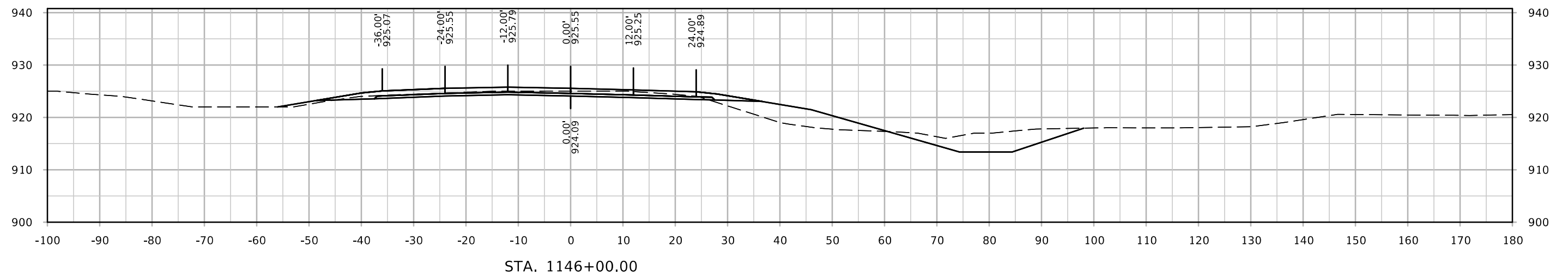
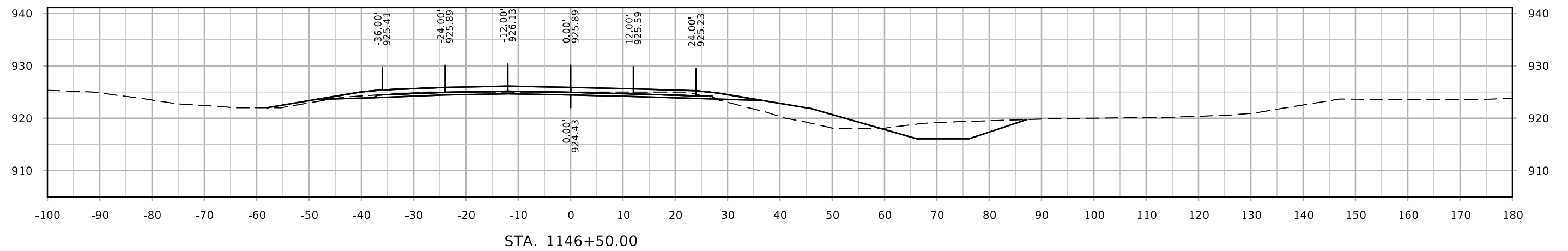
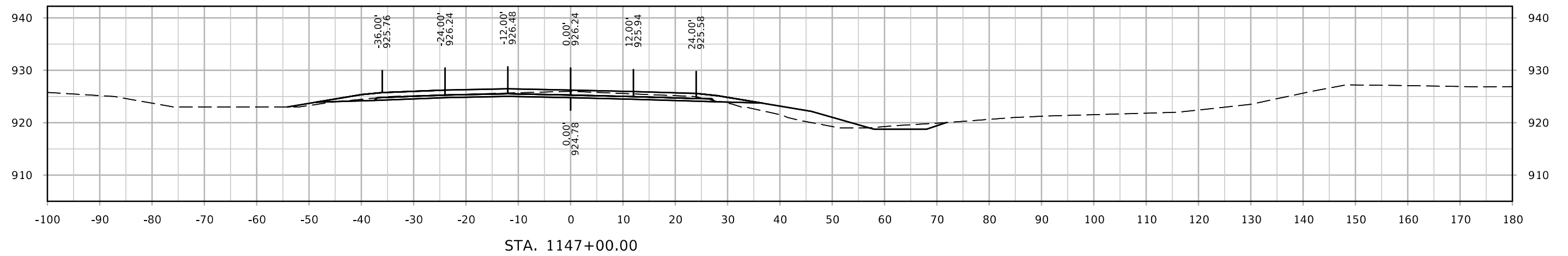
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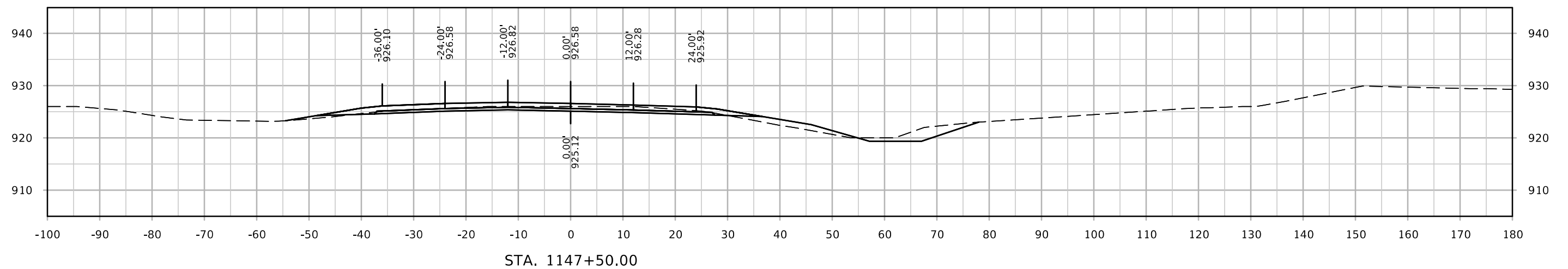
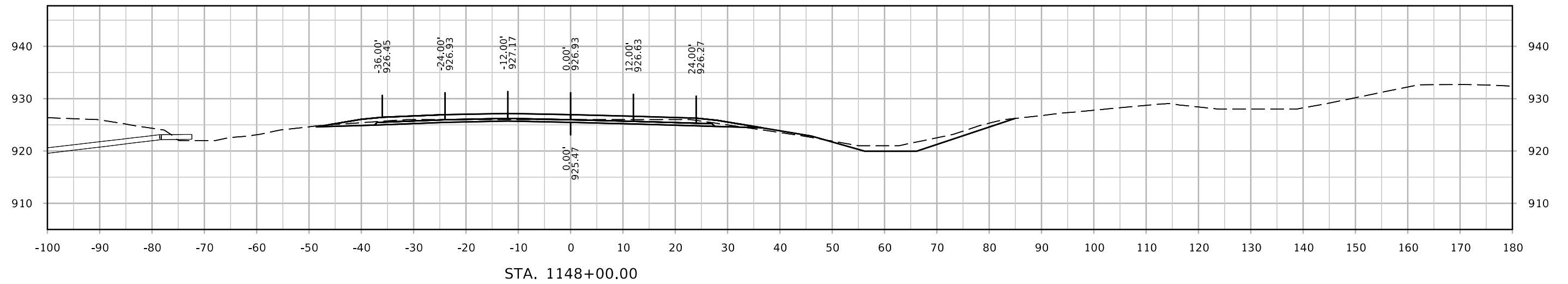
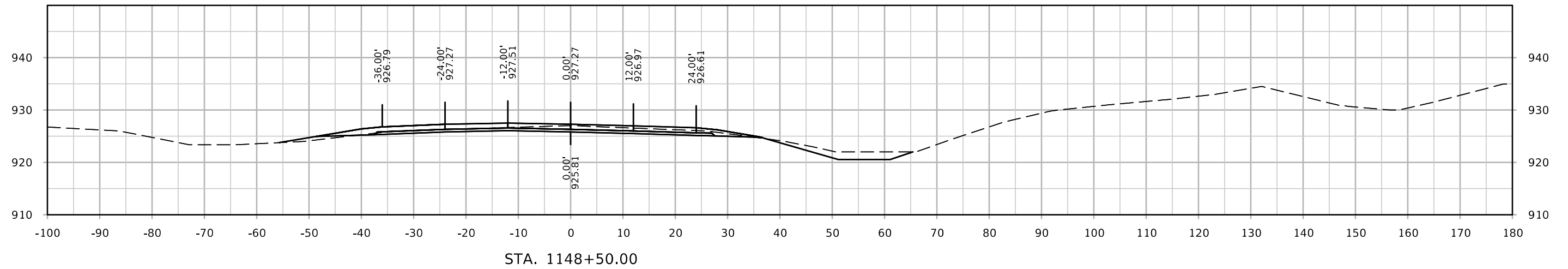
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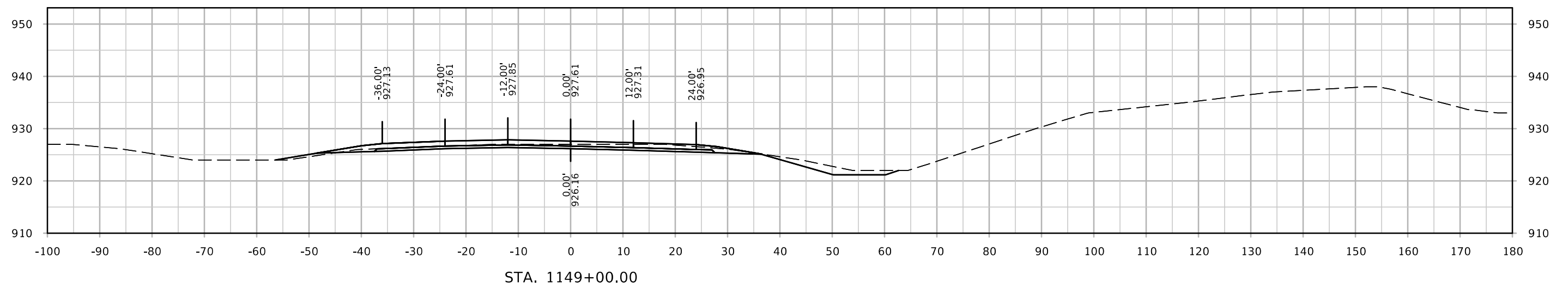
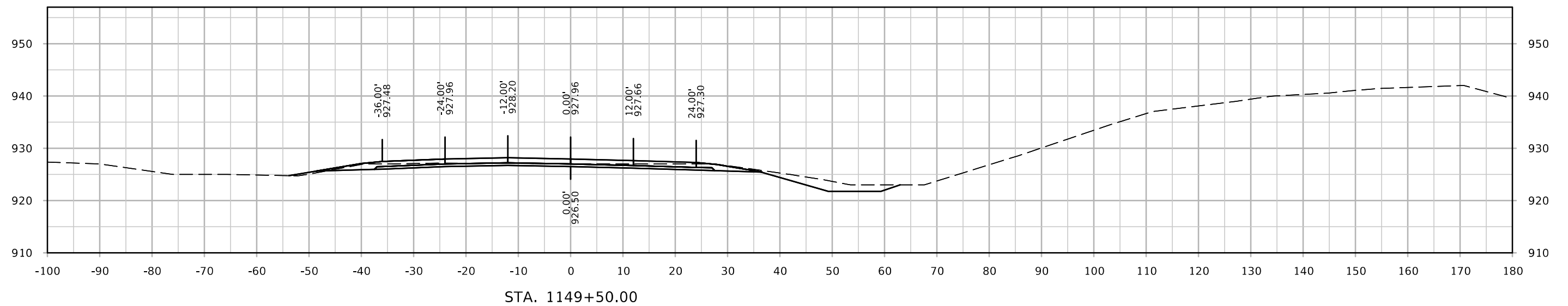
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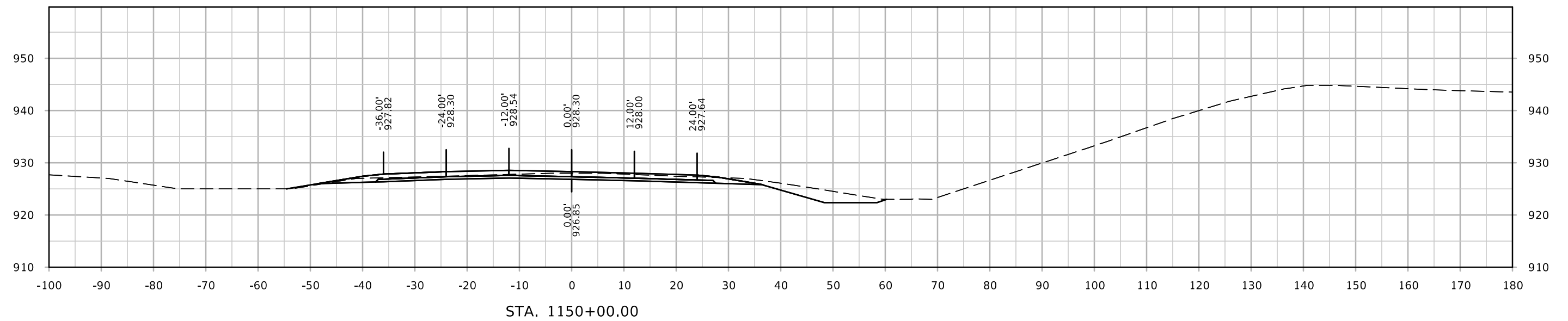
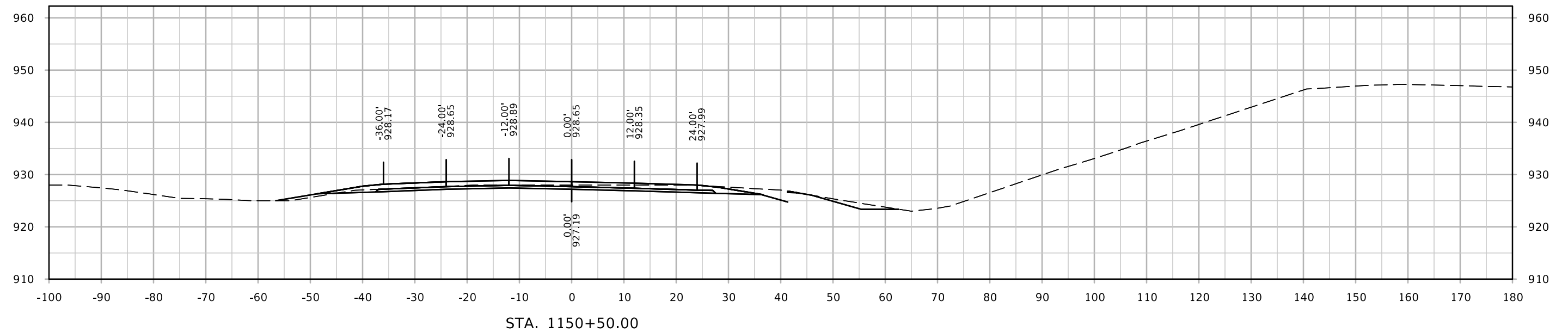
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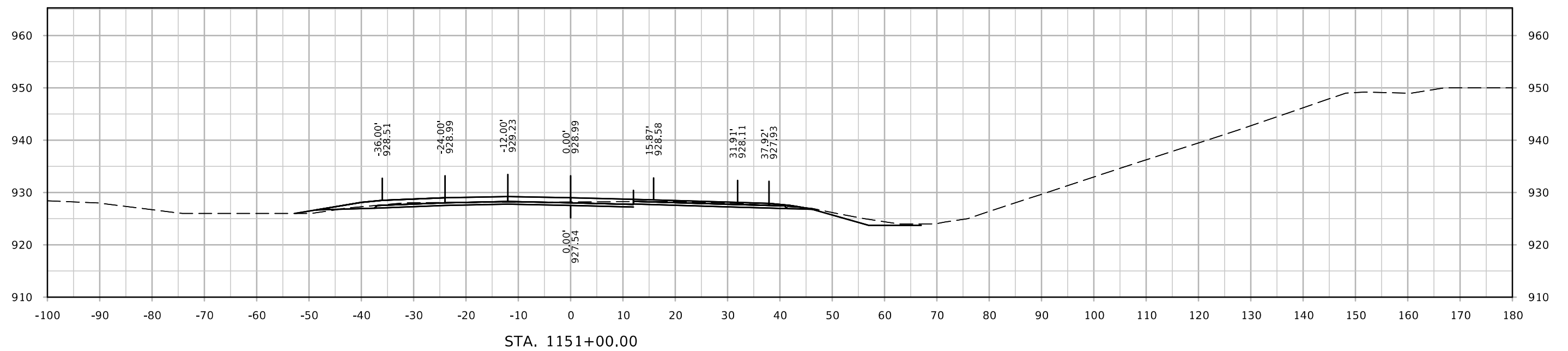
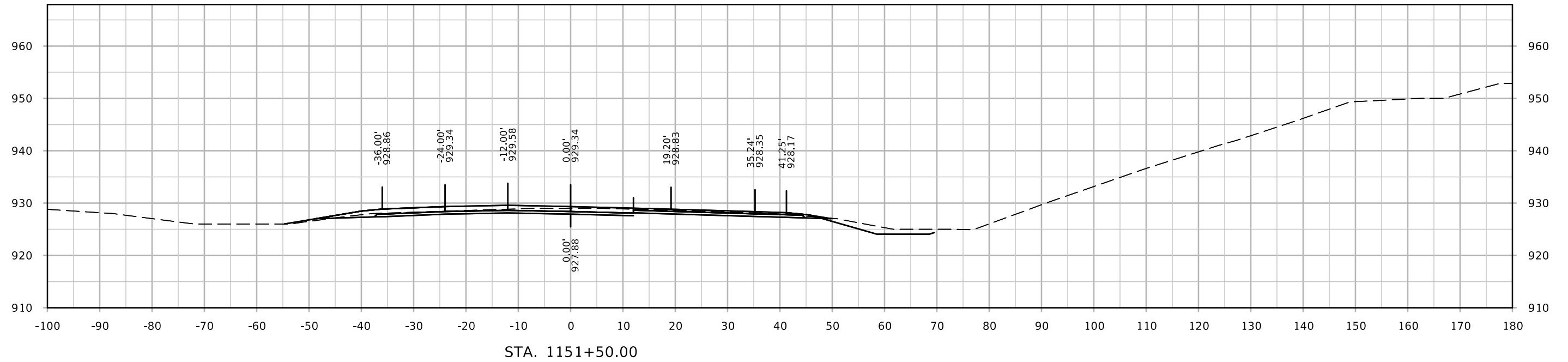
ML - I35 NB



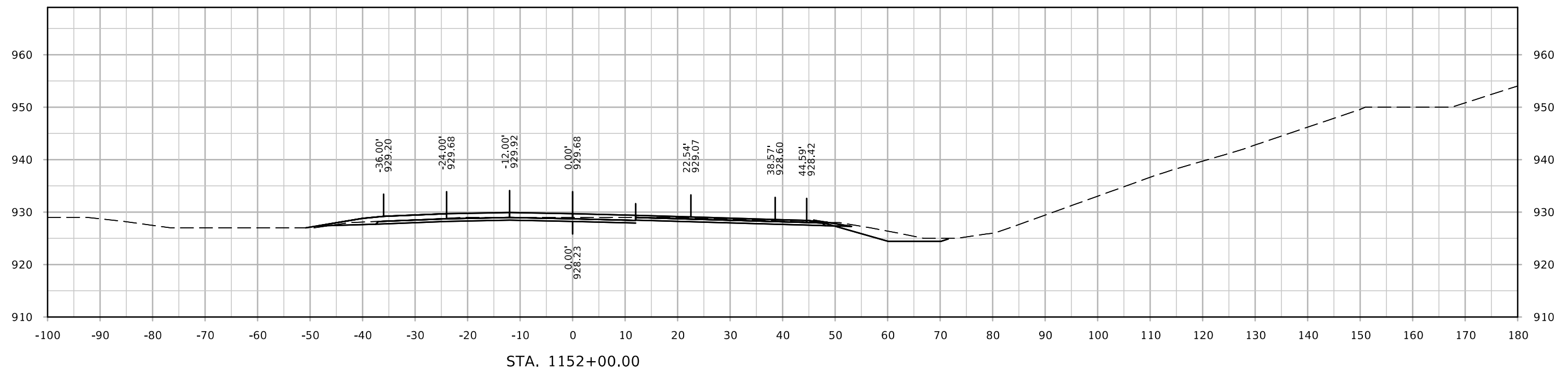
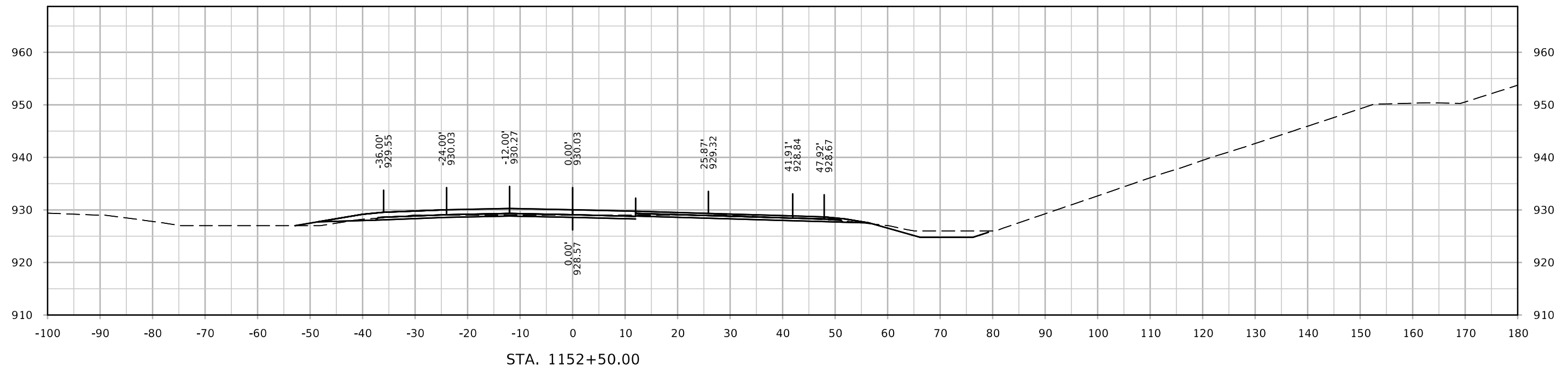
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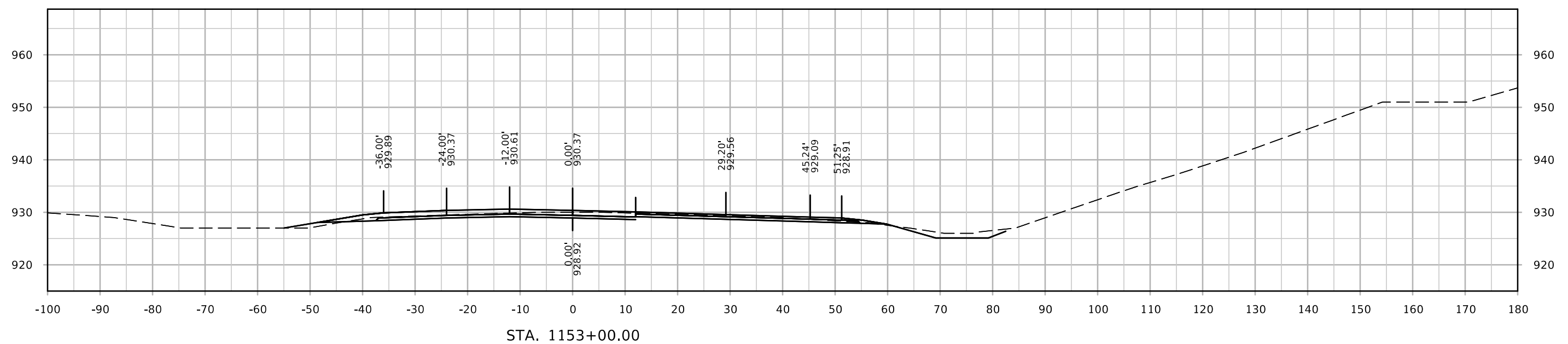
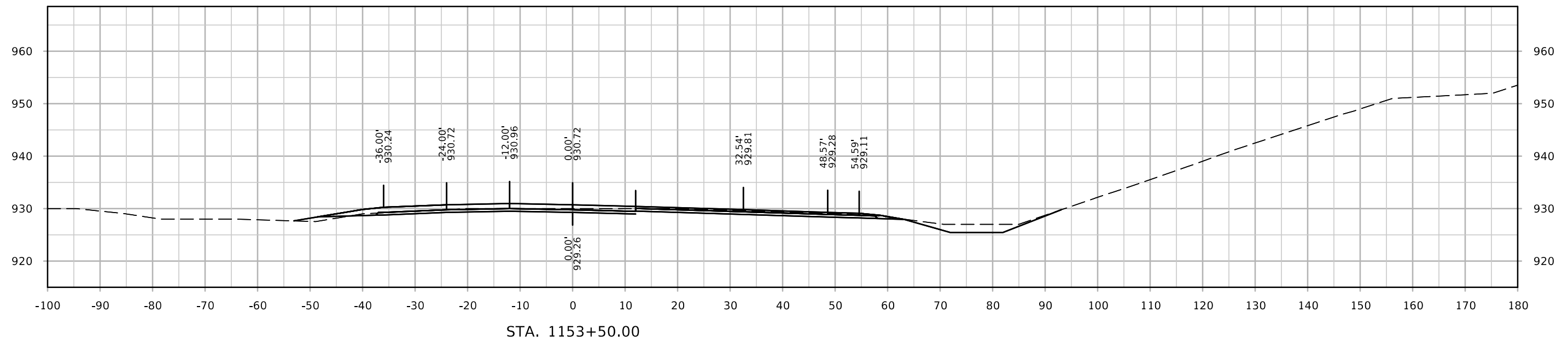
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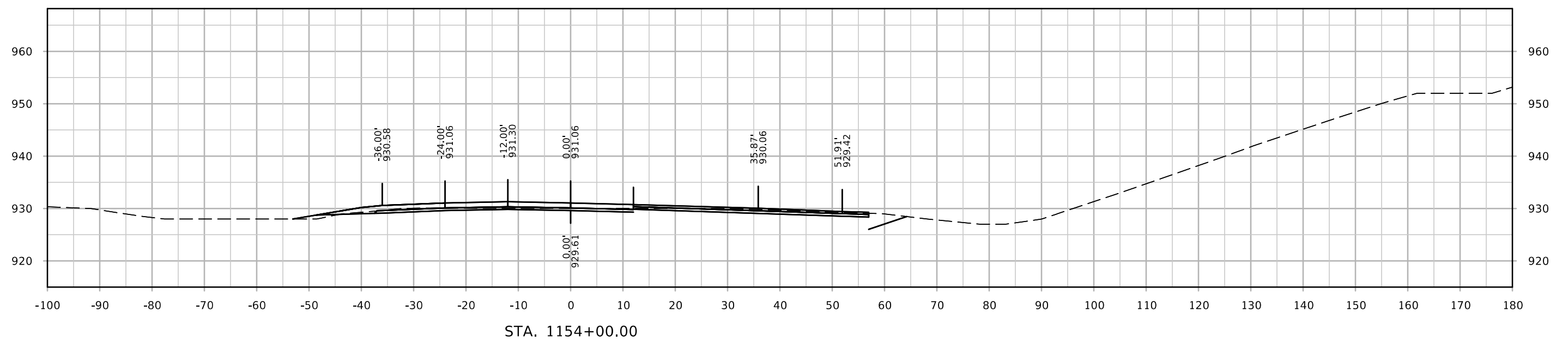
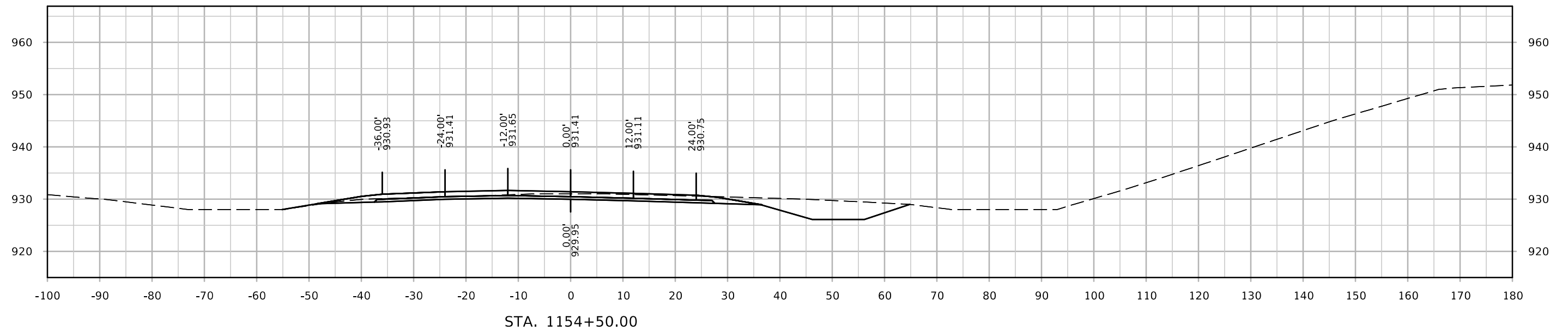
ML - I35 NB



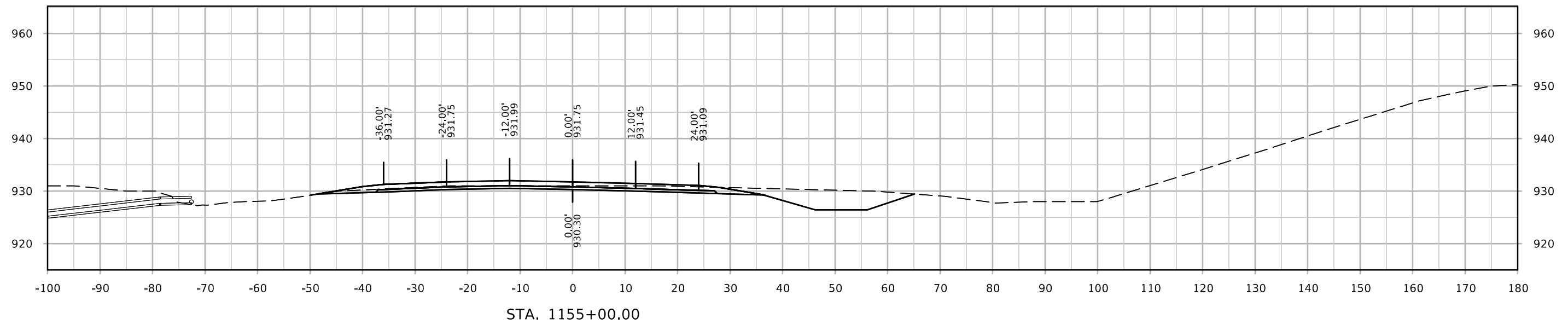
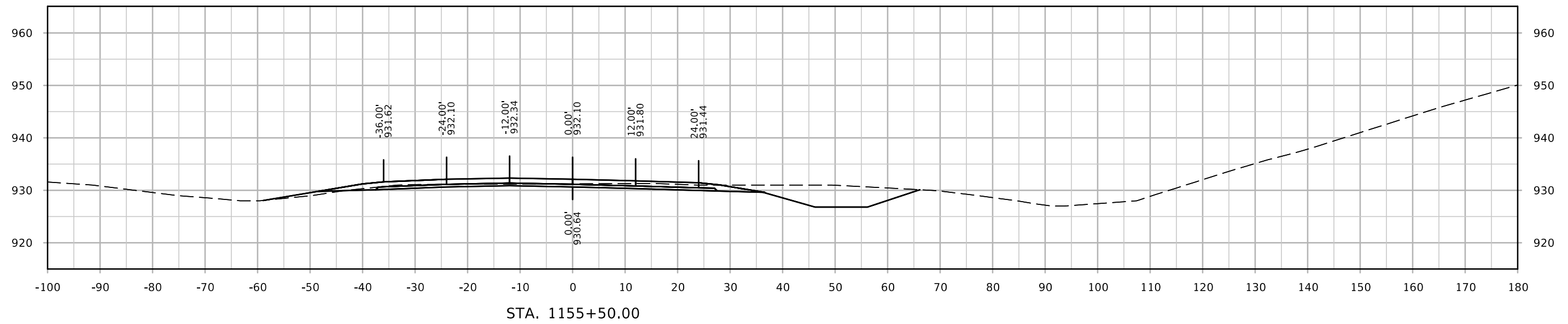
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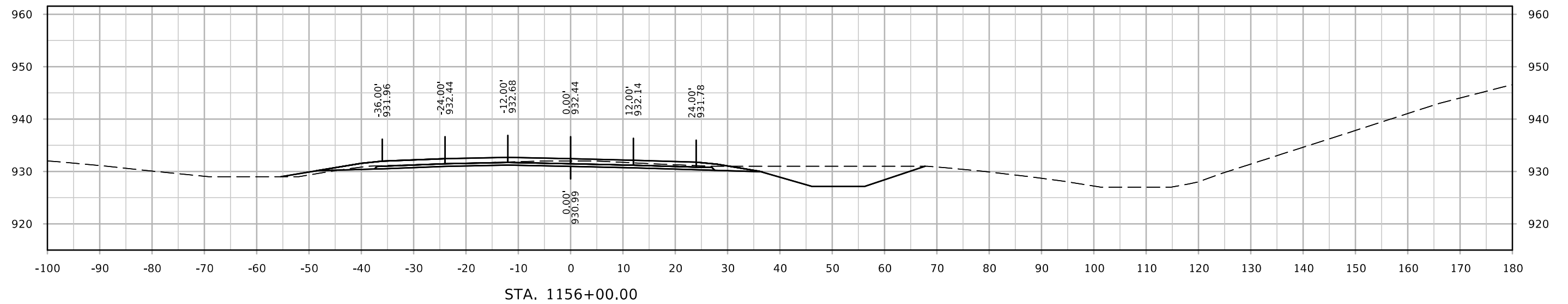
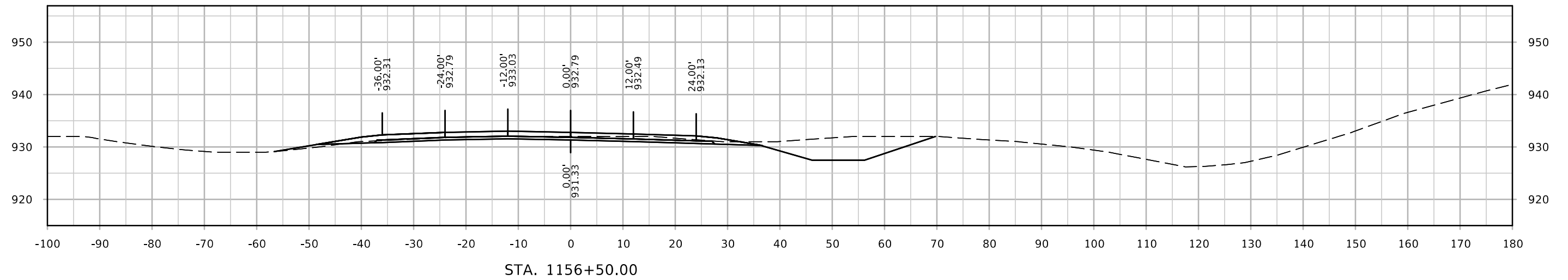
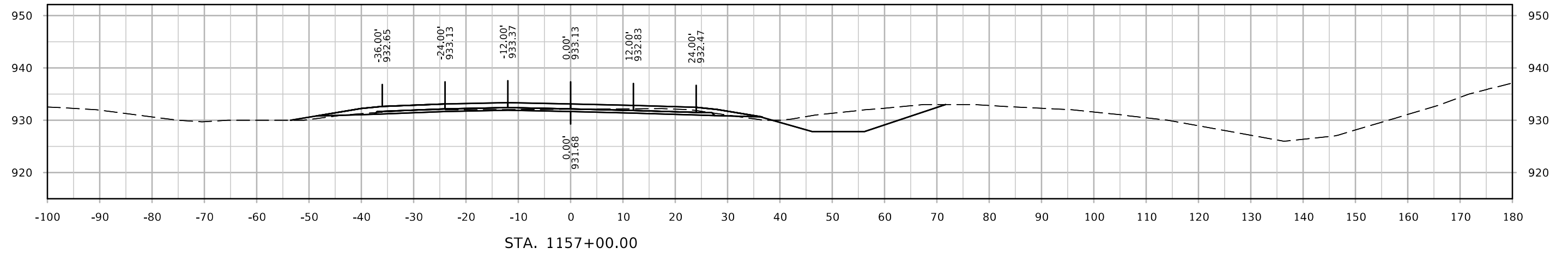
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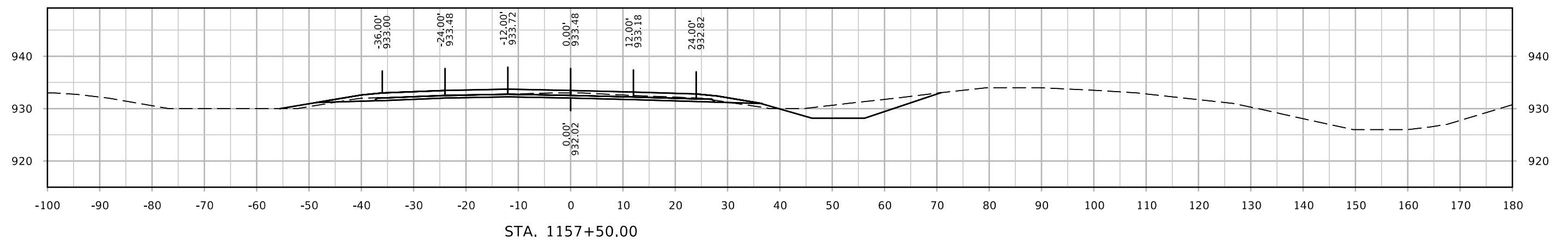
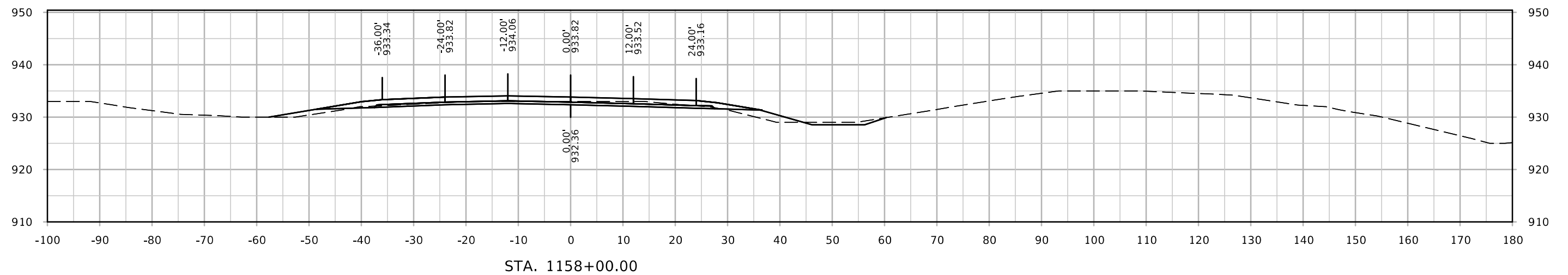
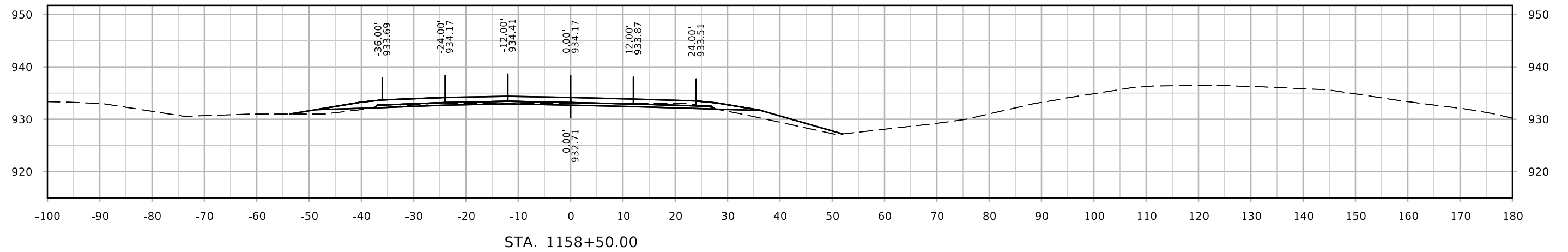
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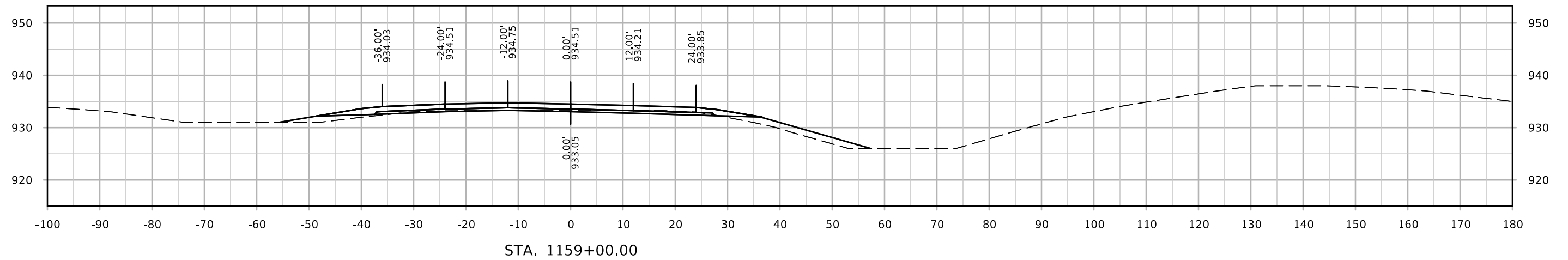
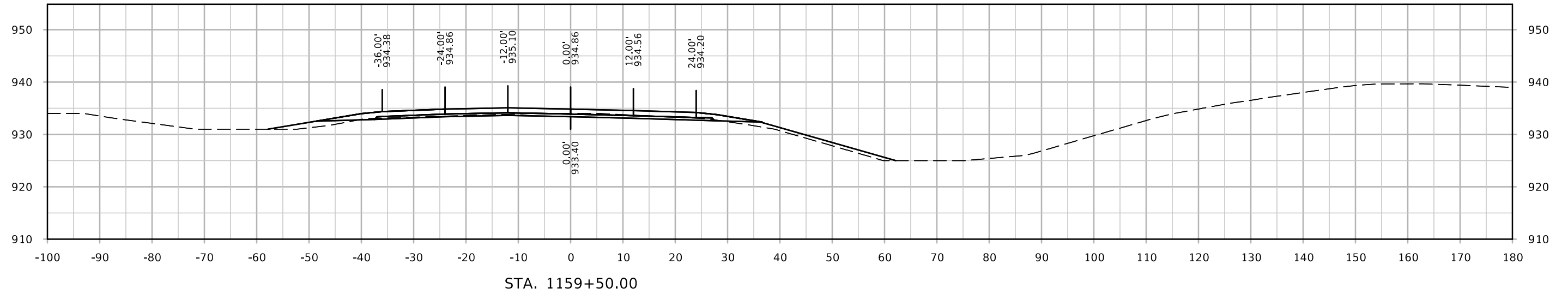
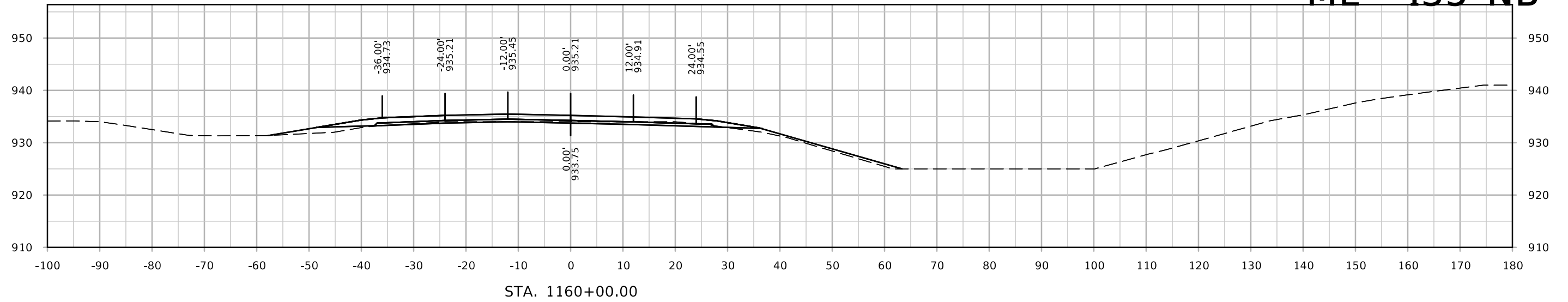
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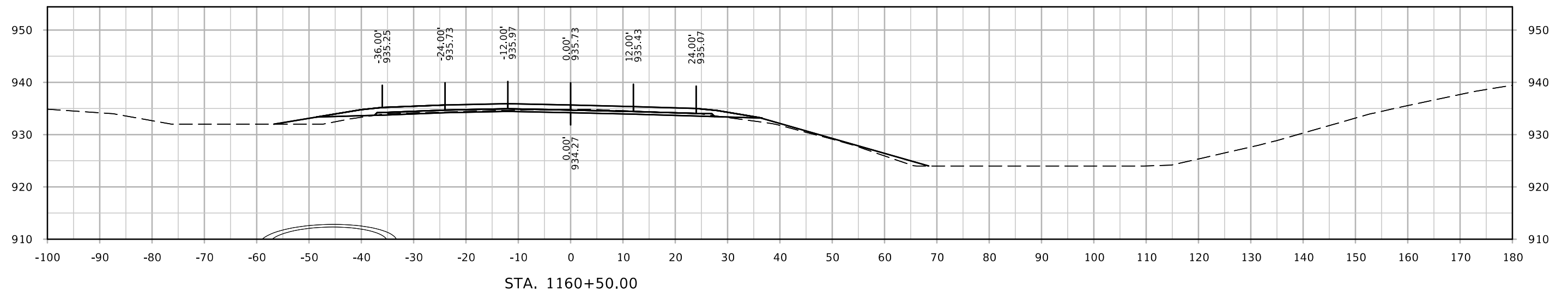
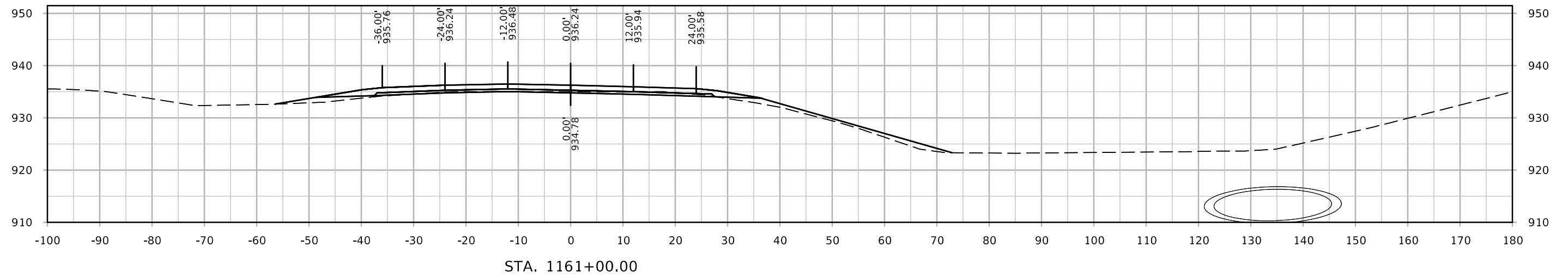
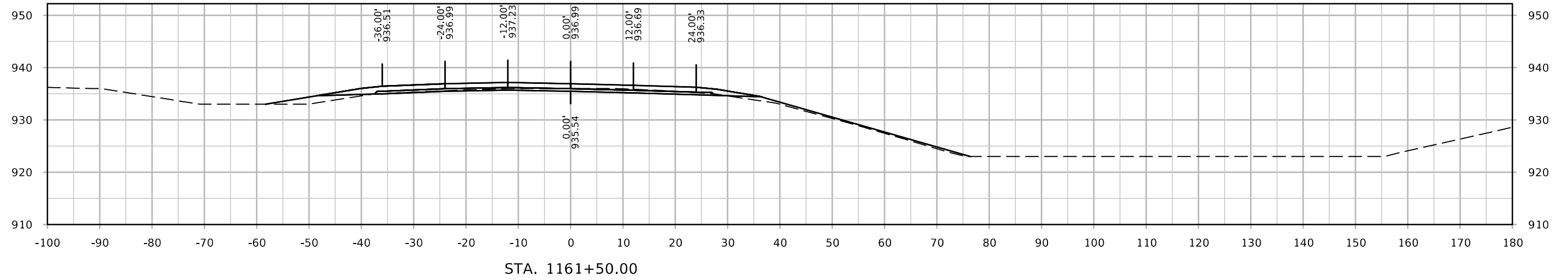
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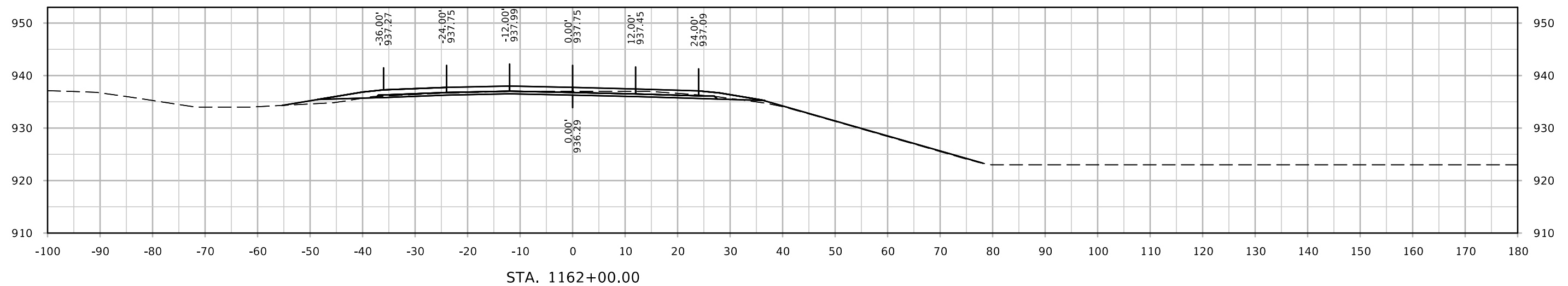
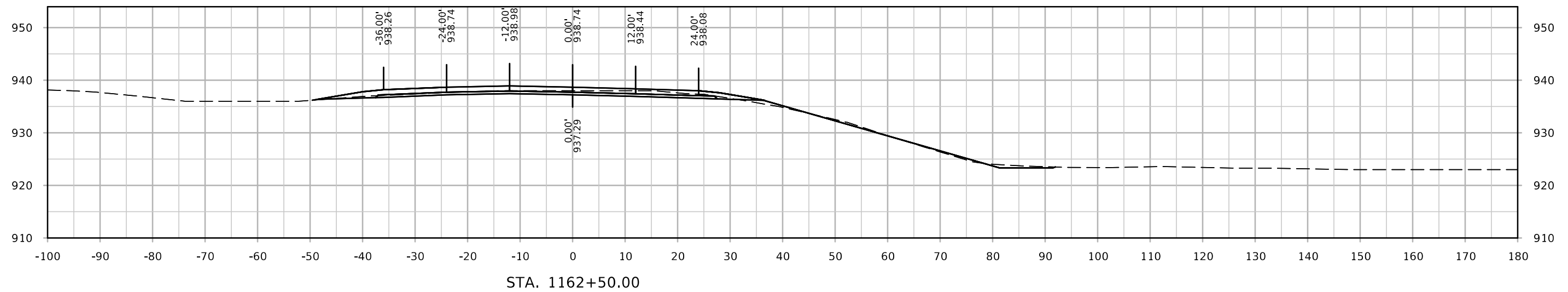
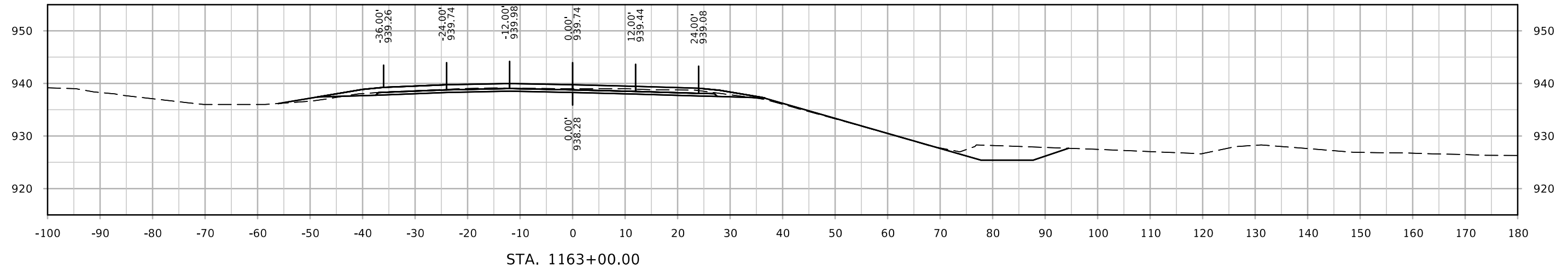
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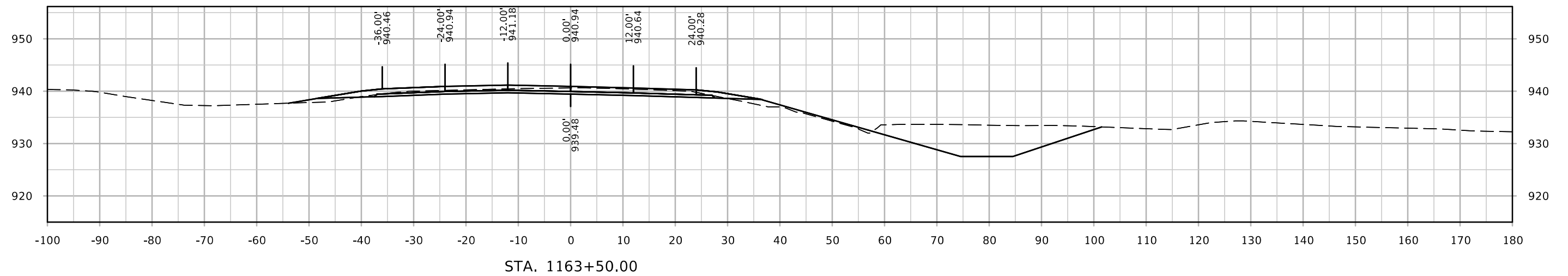
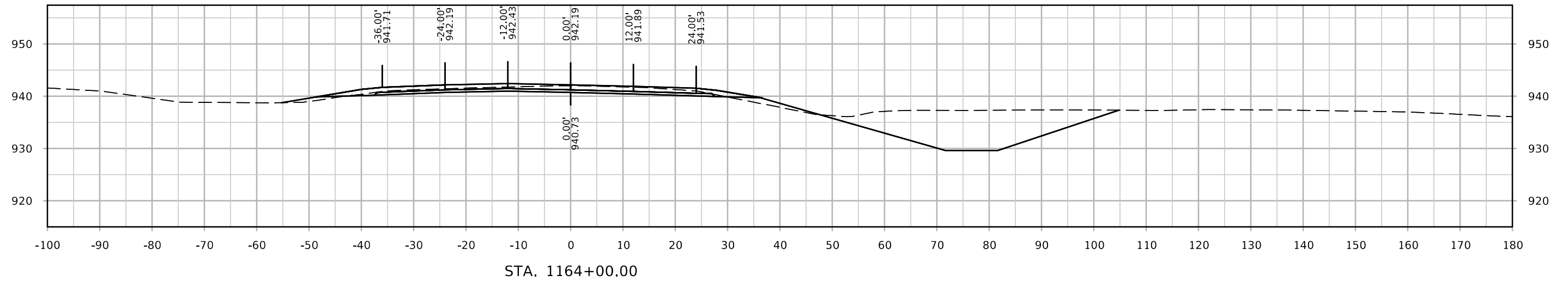
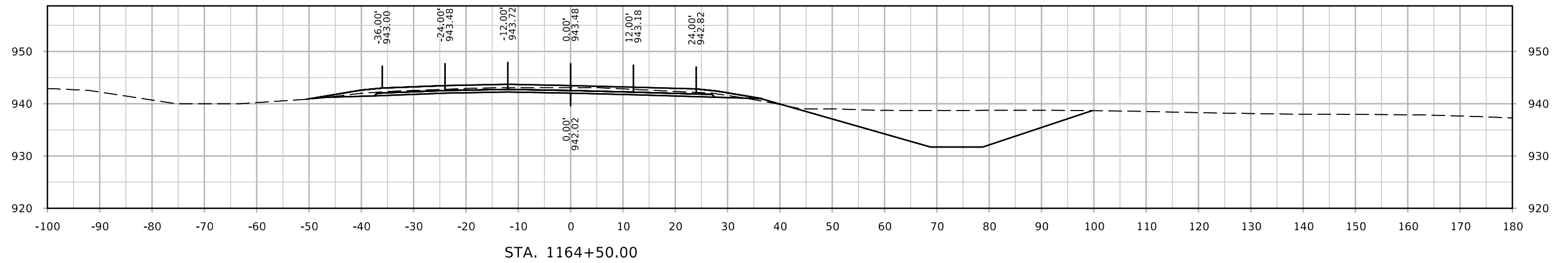
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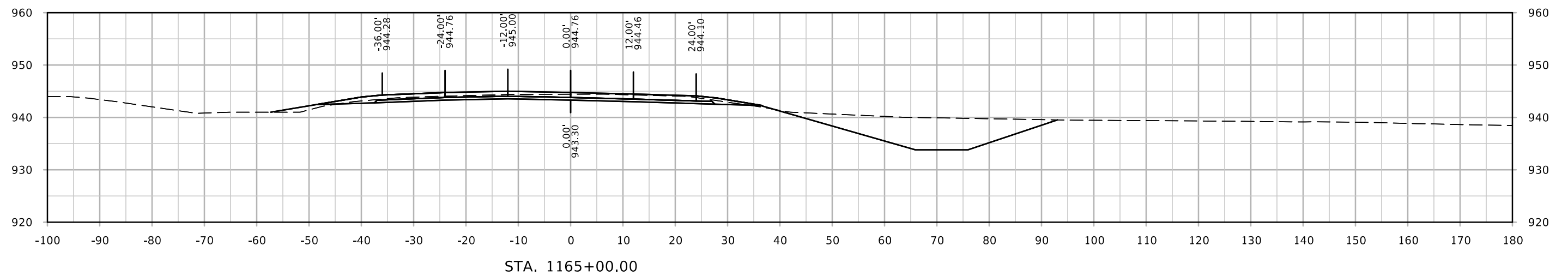
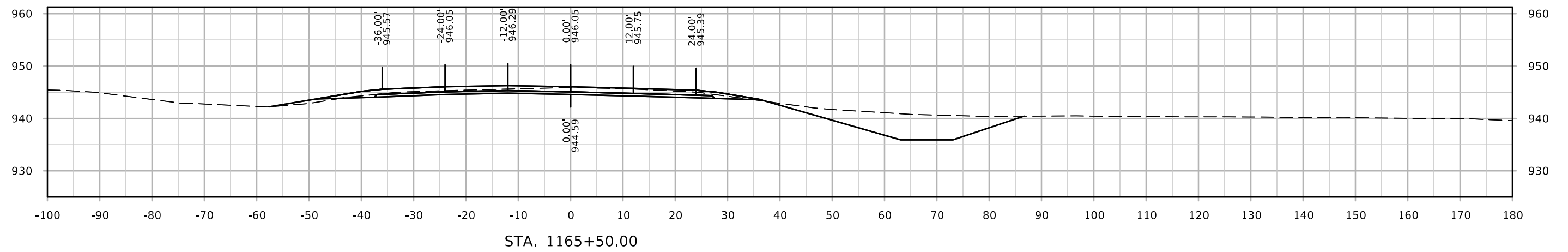
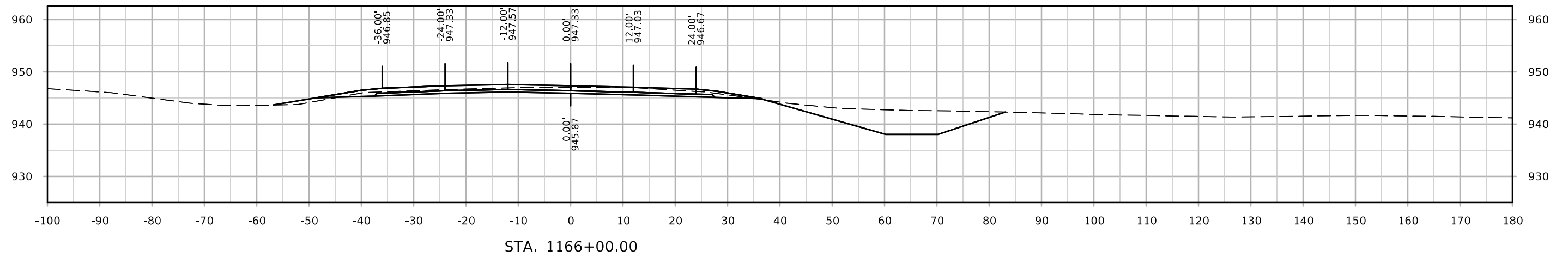
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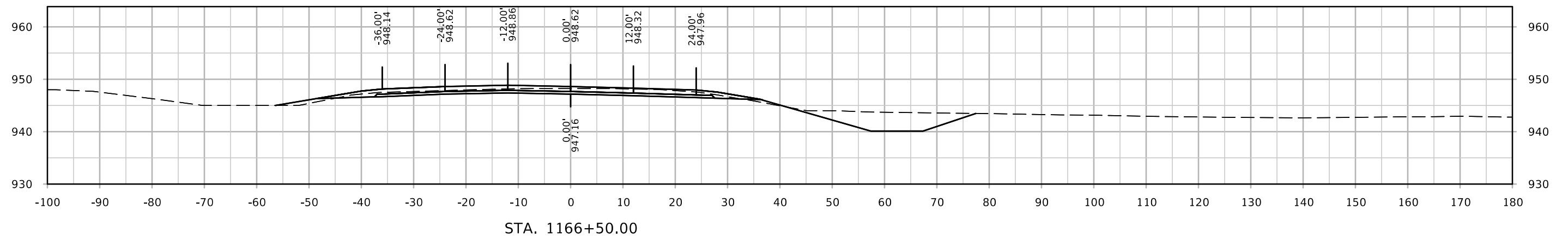
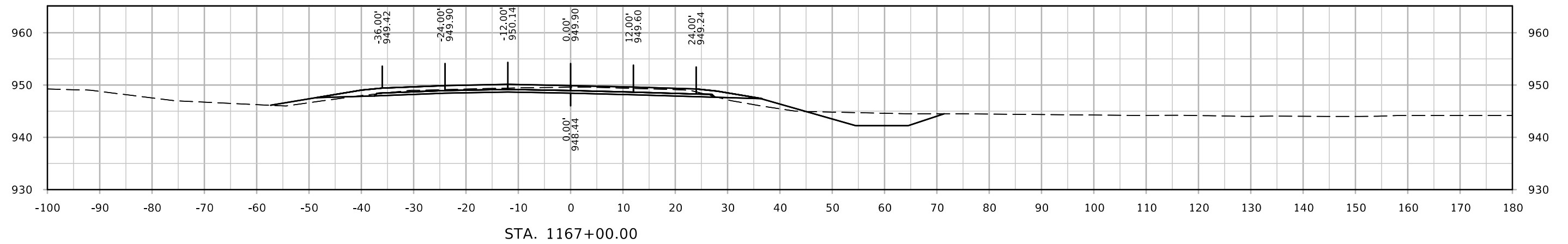
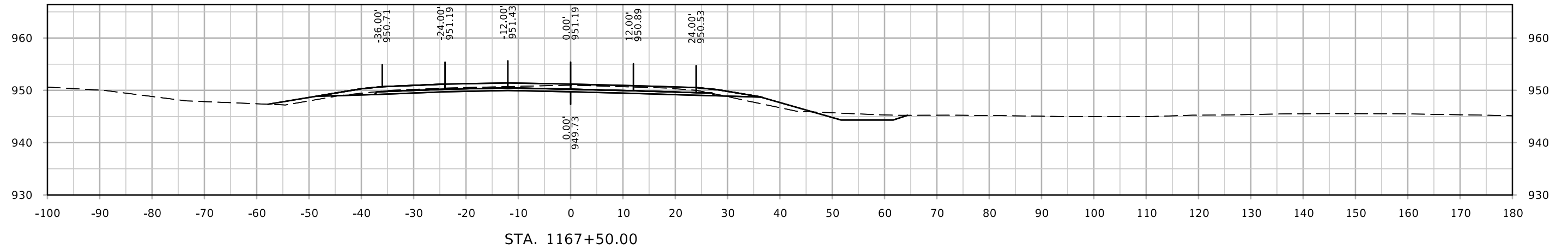
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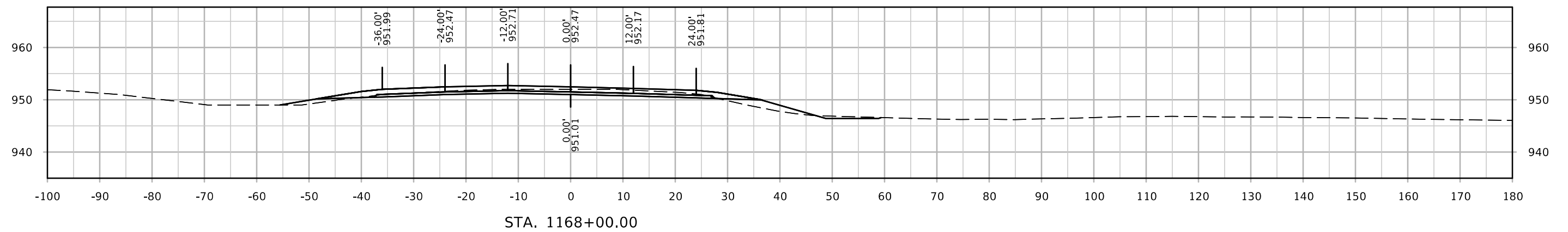
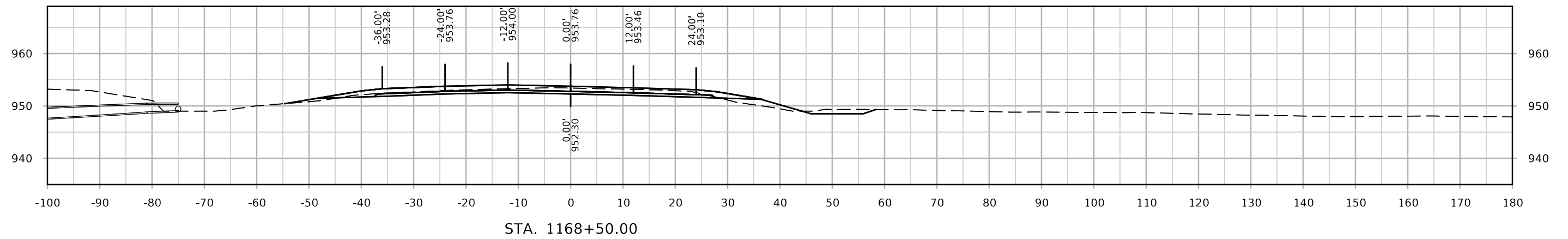
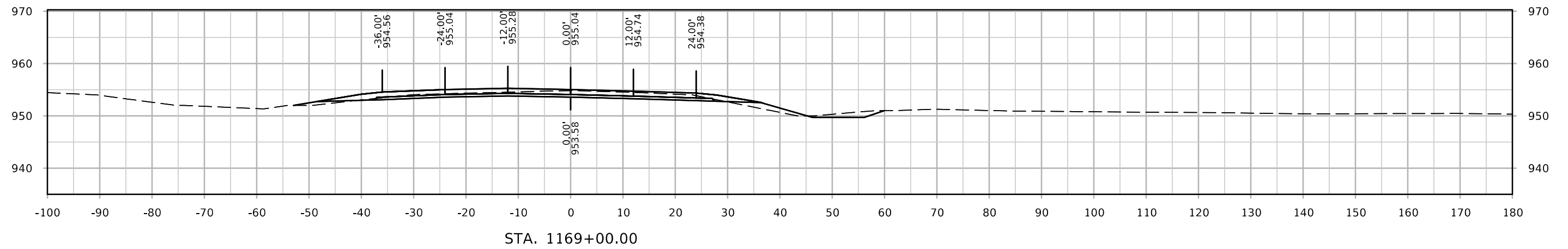
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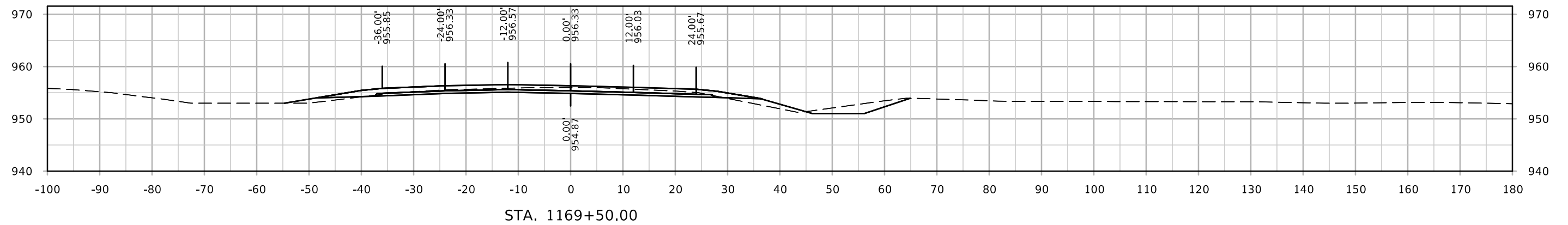
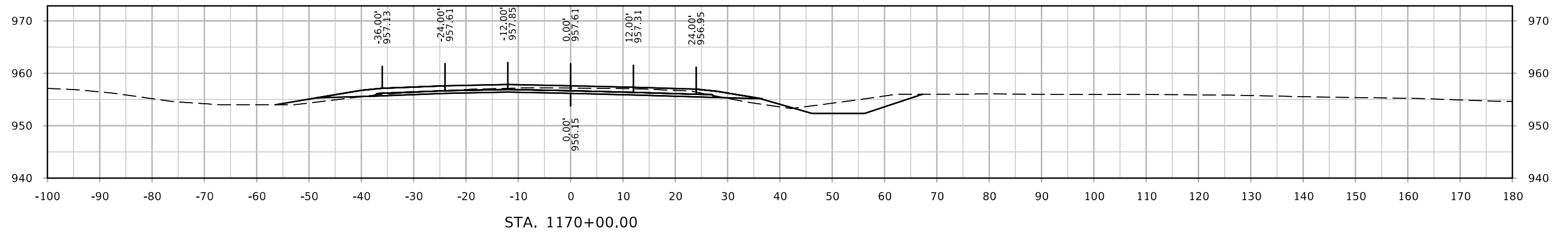
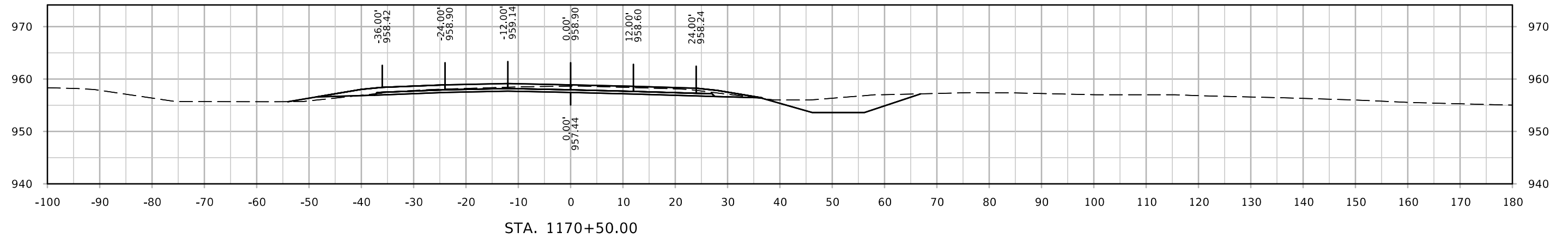
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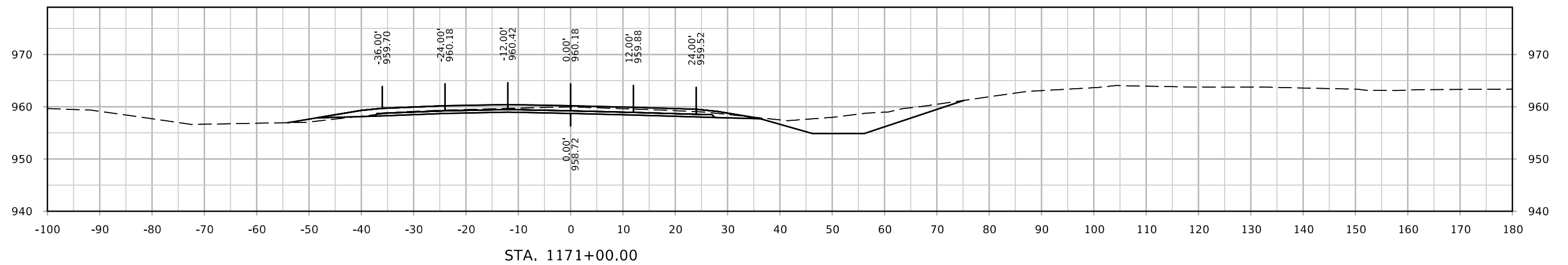
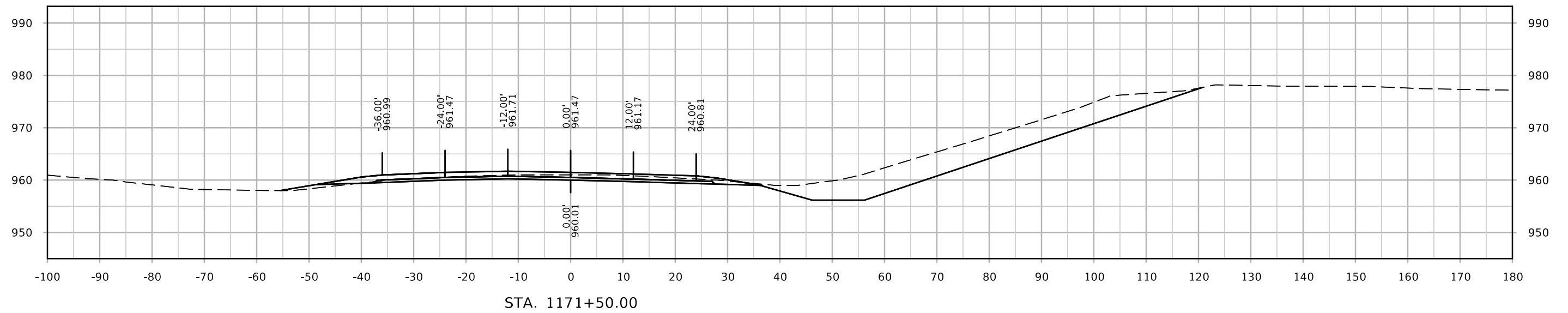
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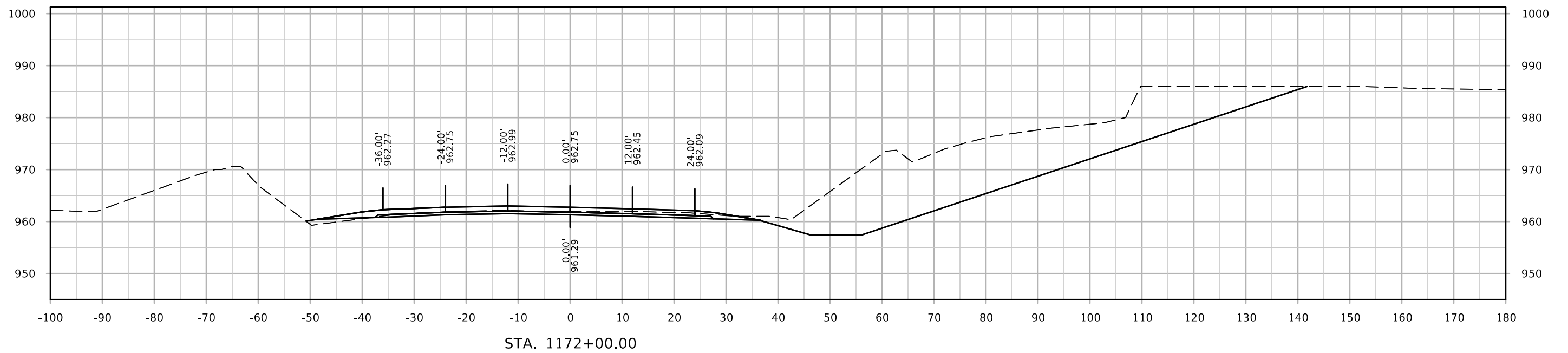
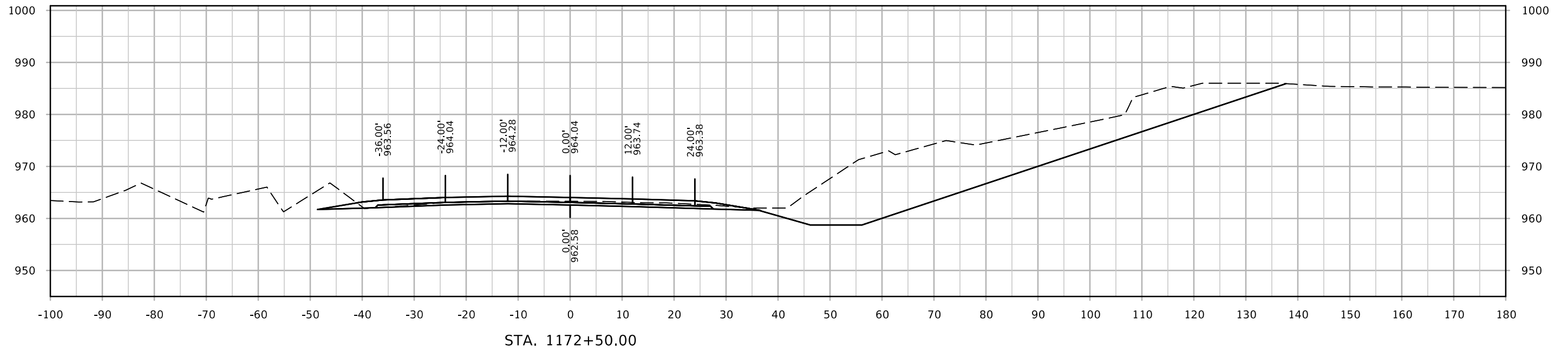
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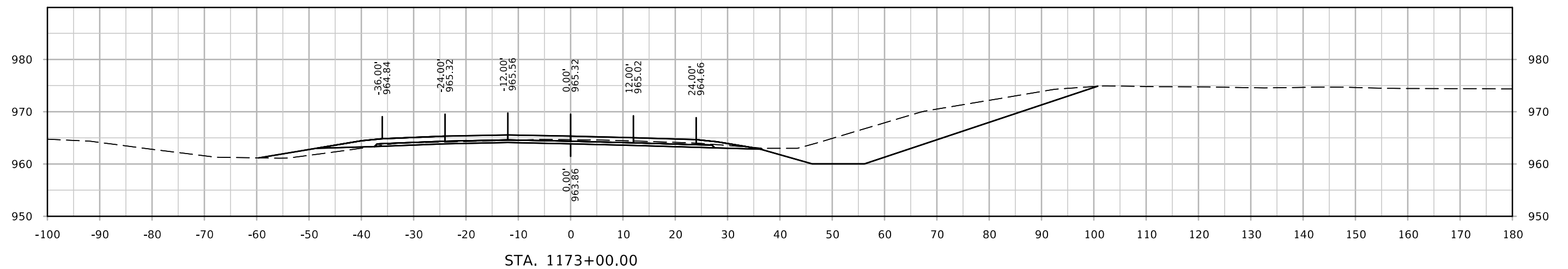
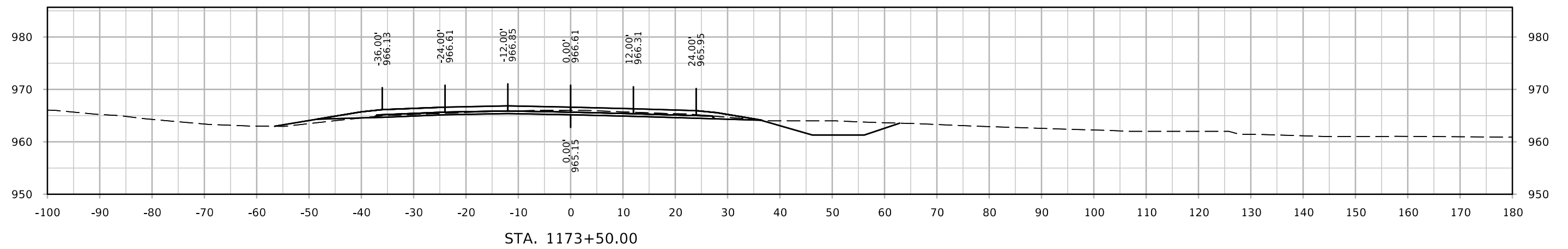
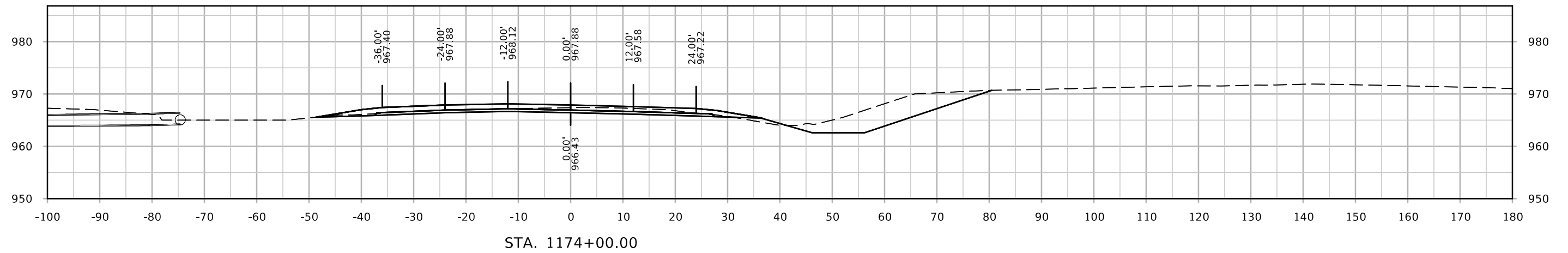
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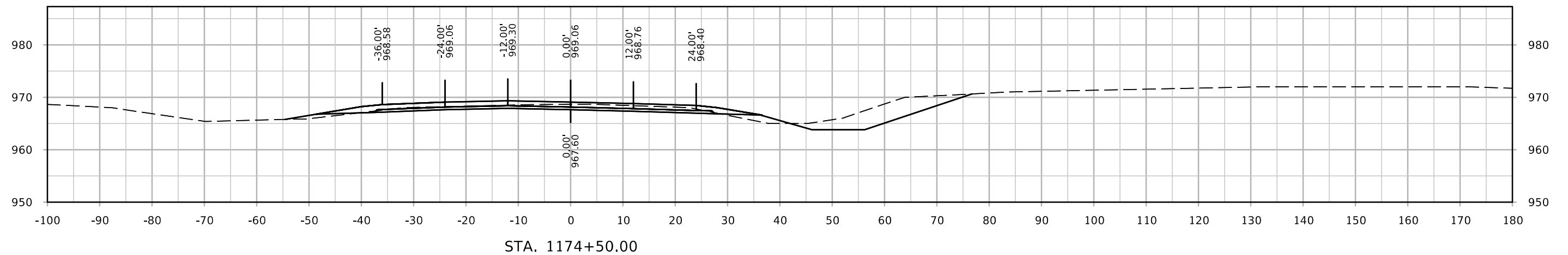
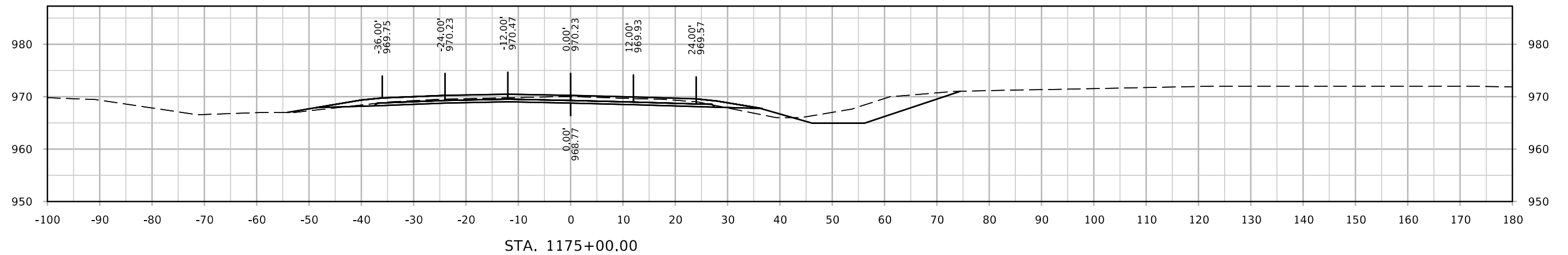
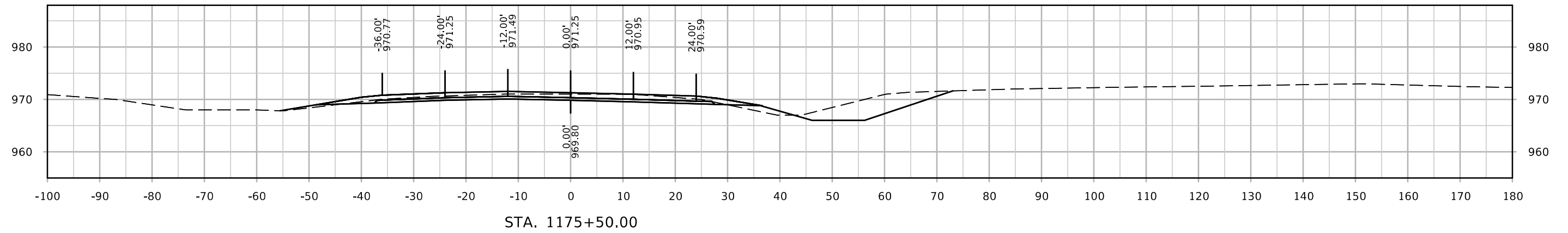
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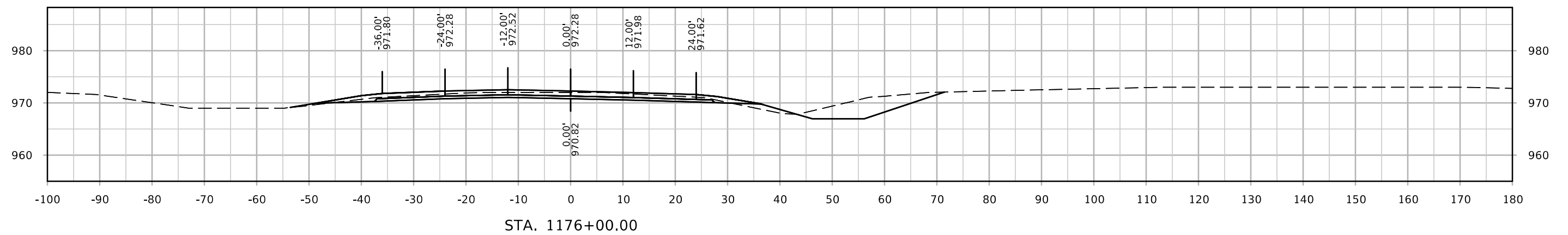
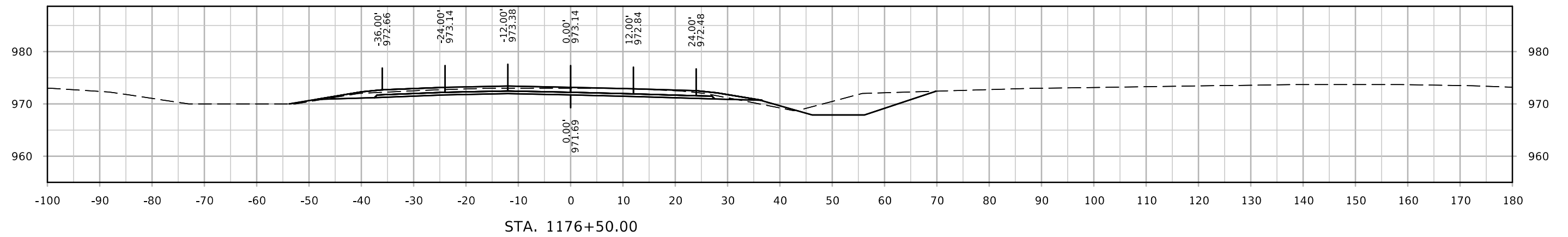
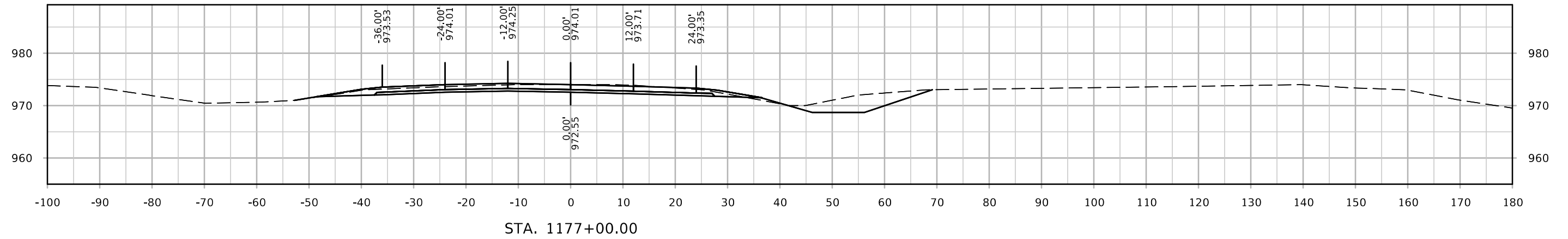
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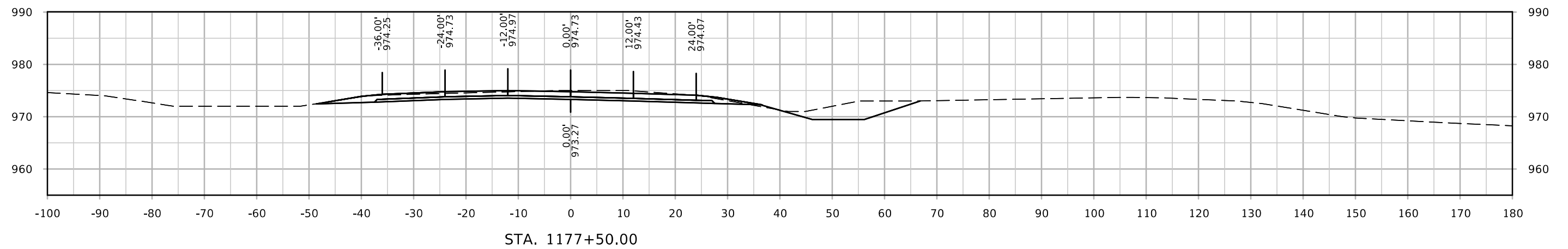
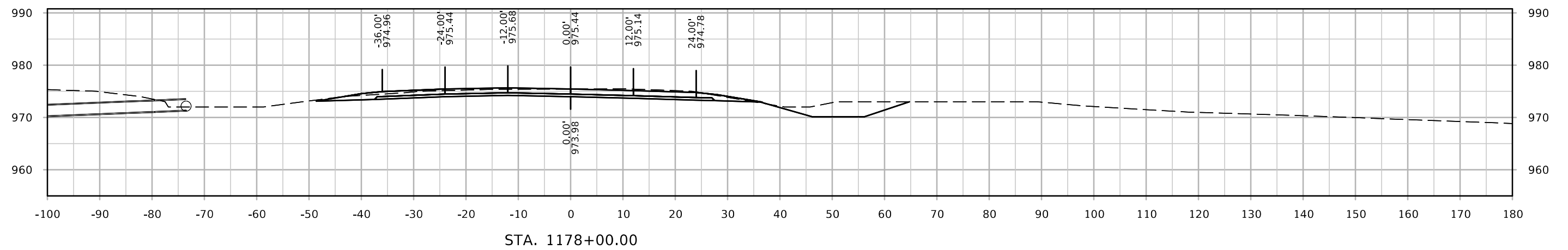
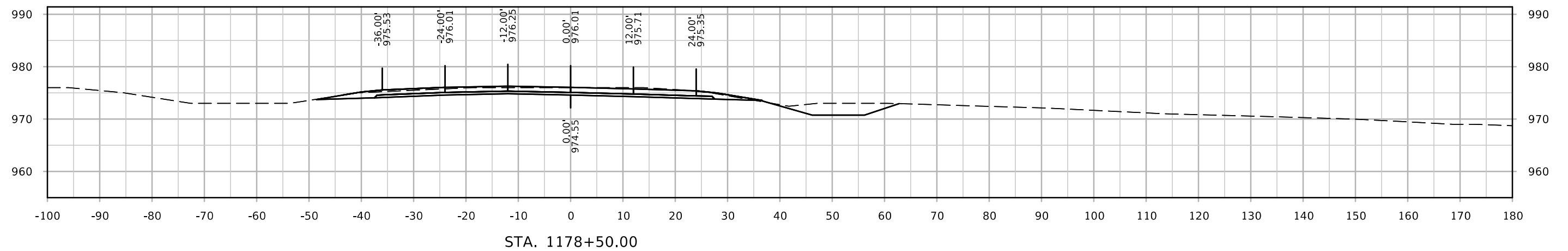
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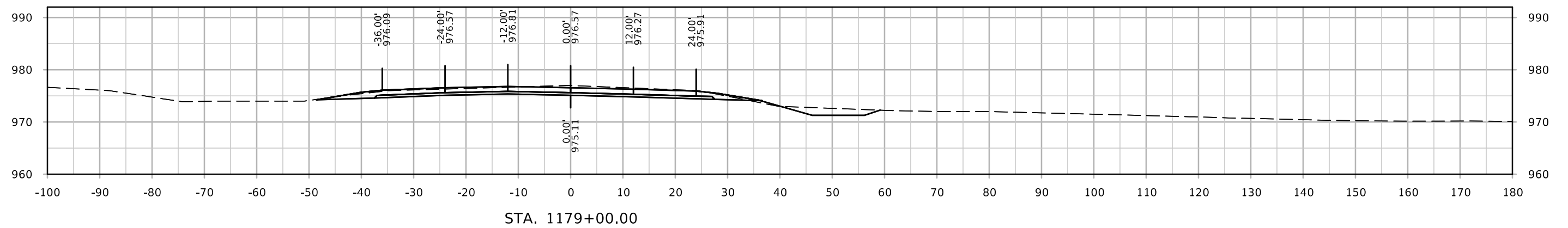
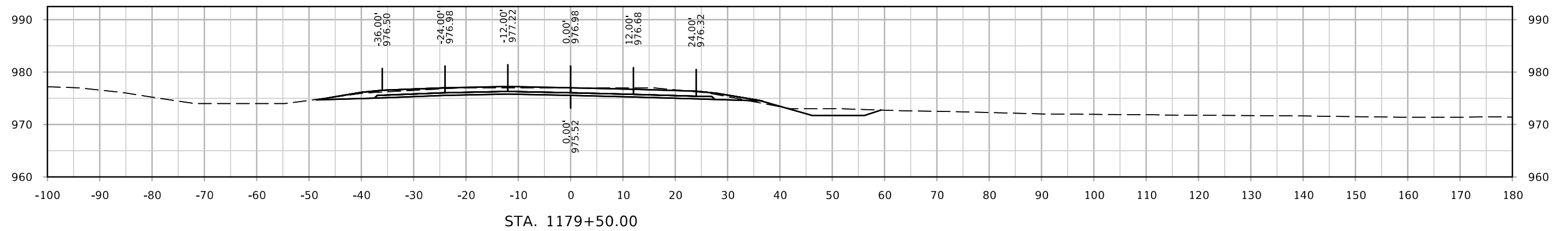
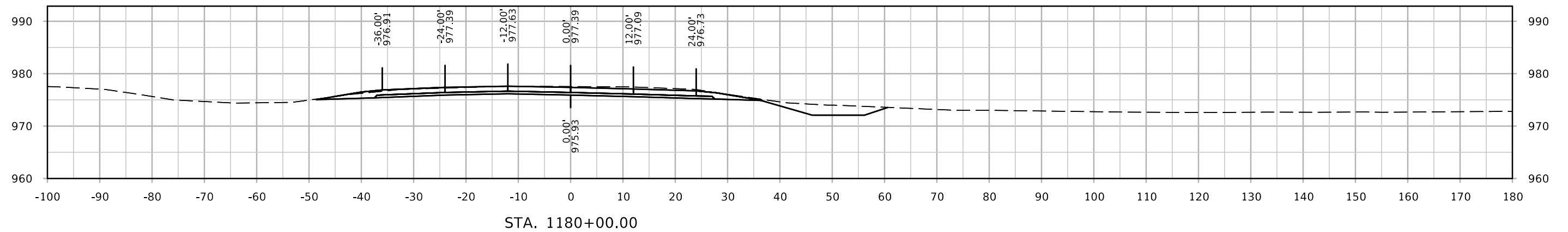
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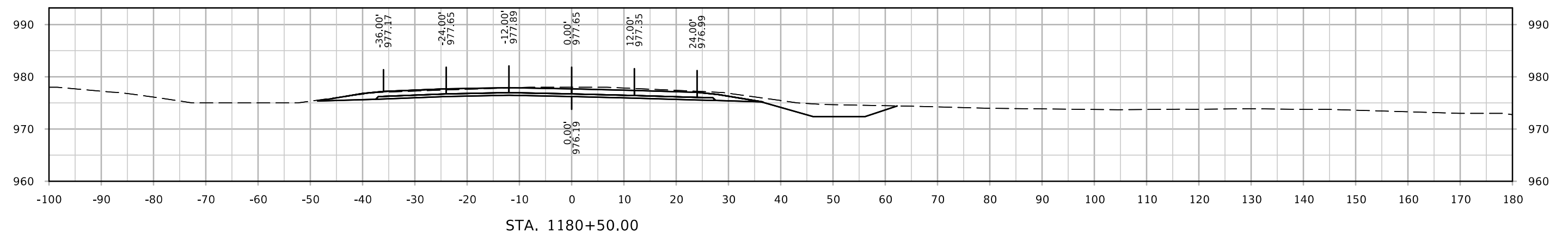
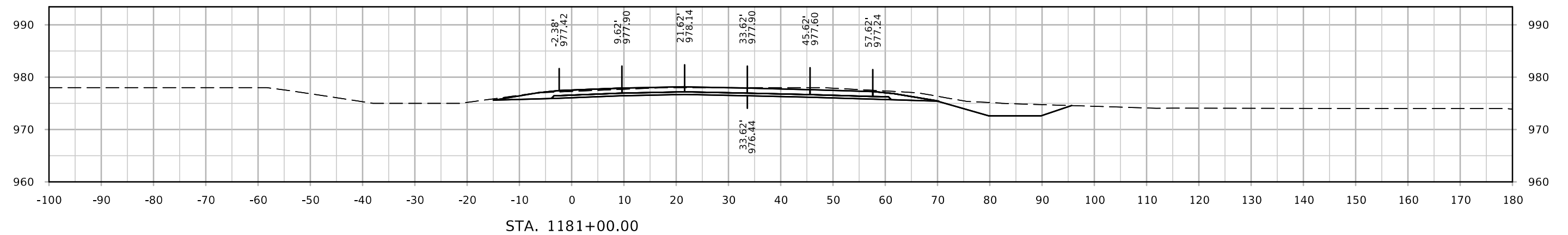
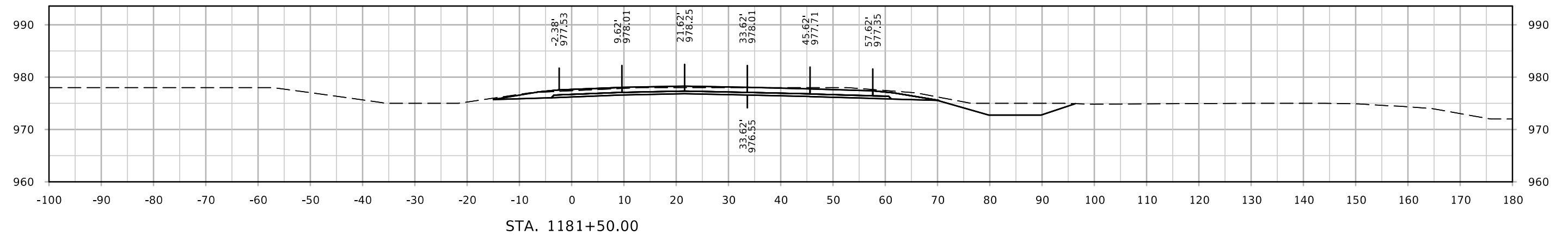
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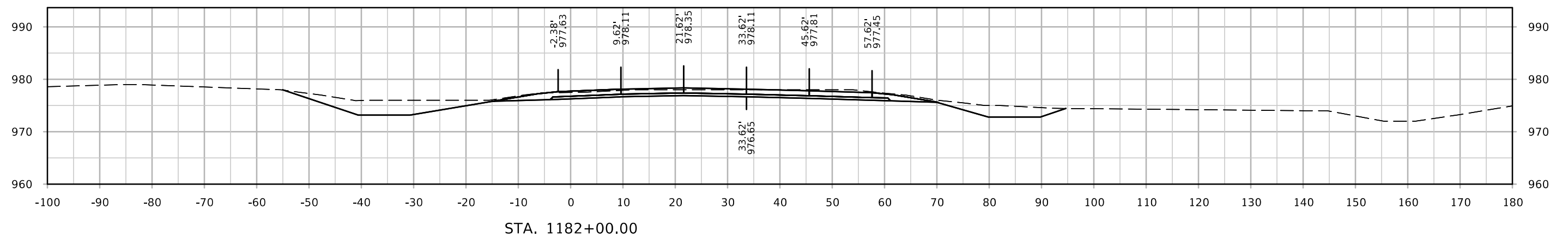
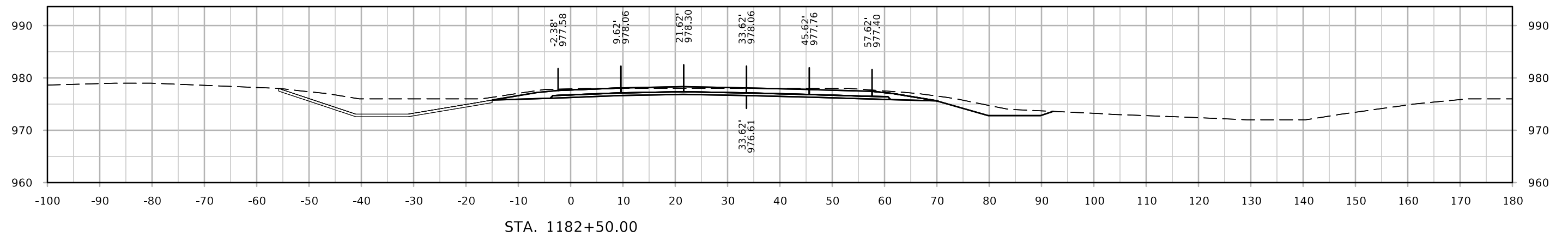
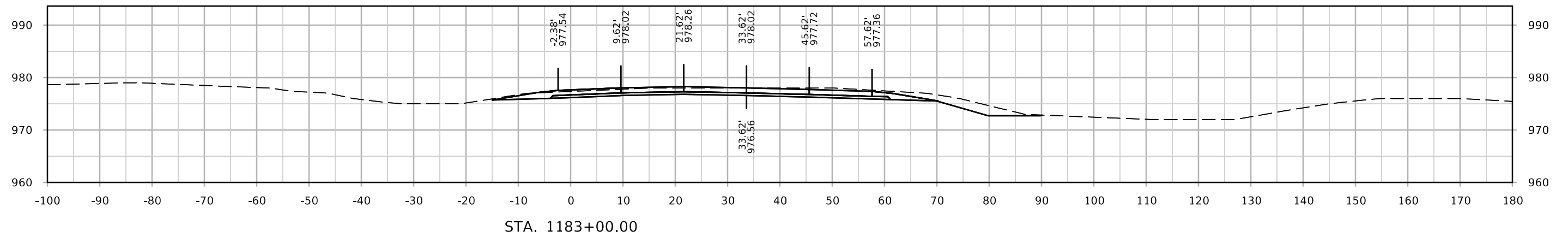
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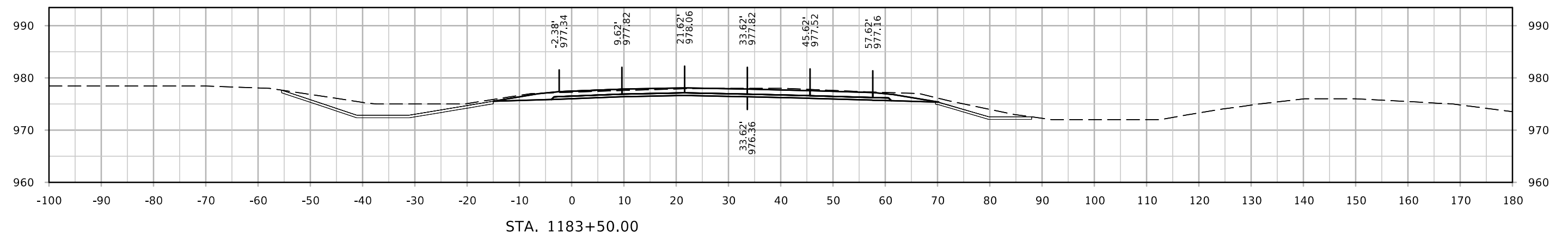
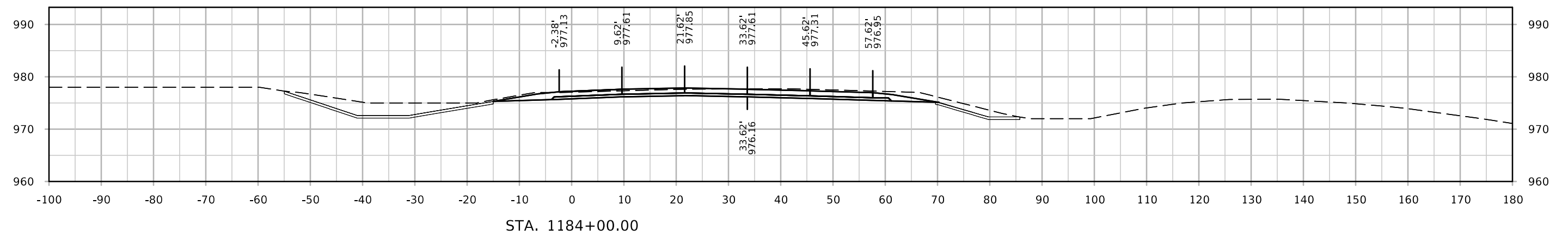
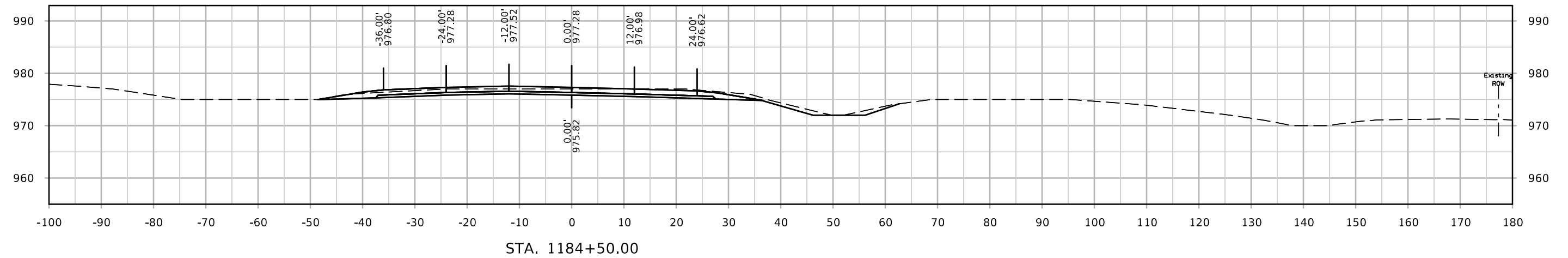
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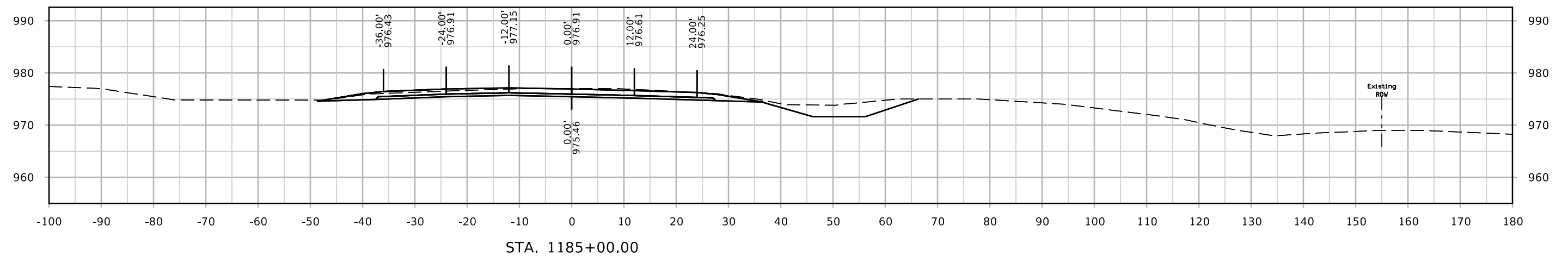
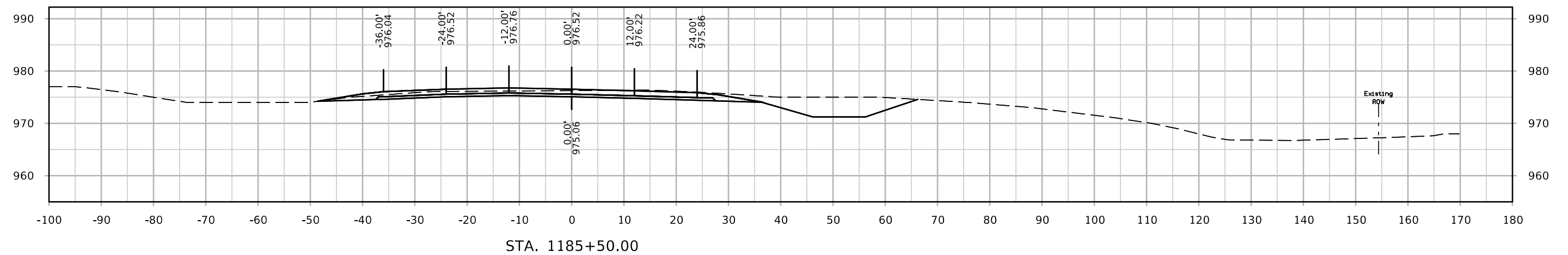
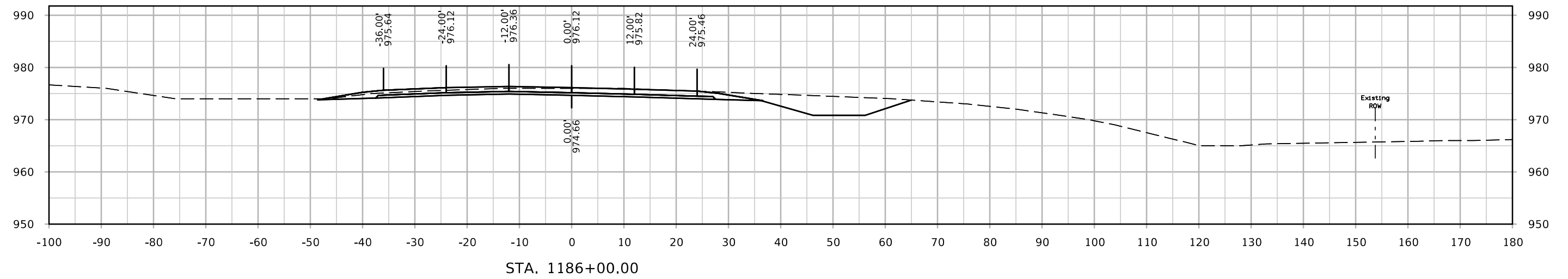
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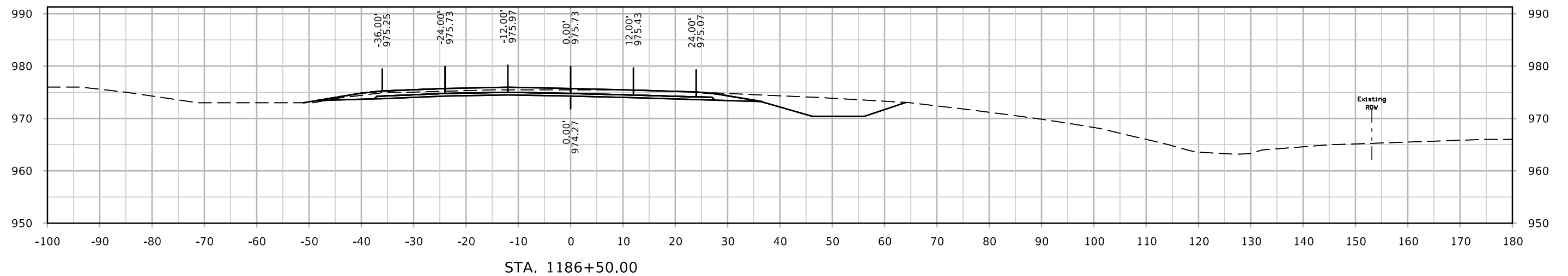
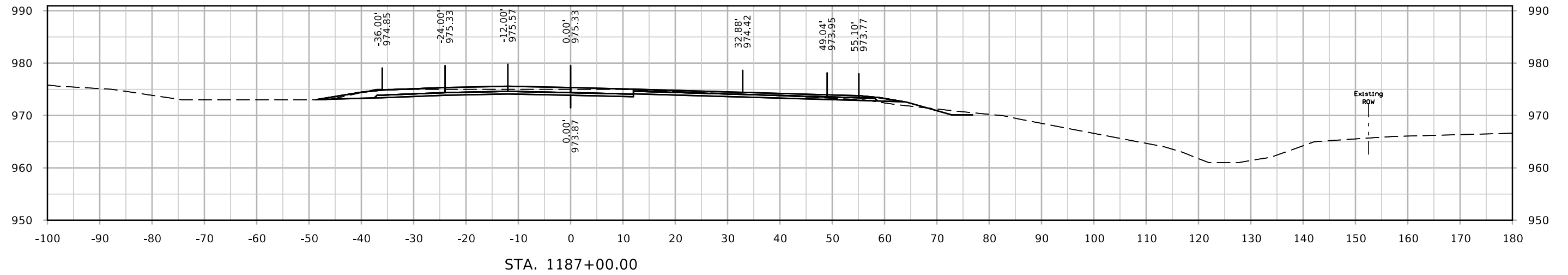
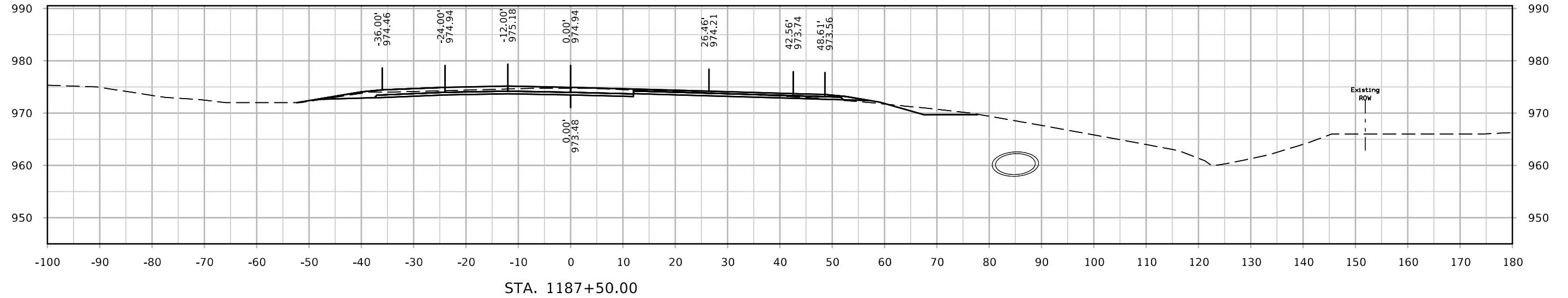
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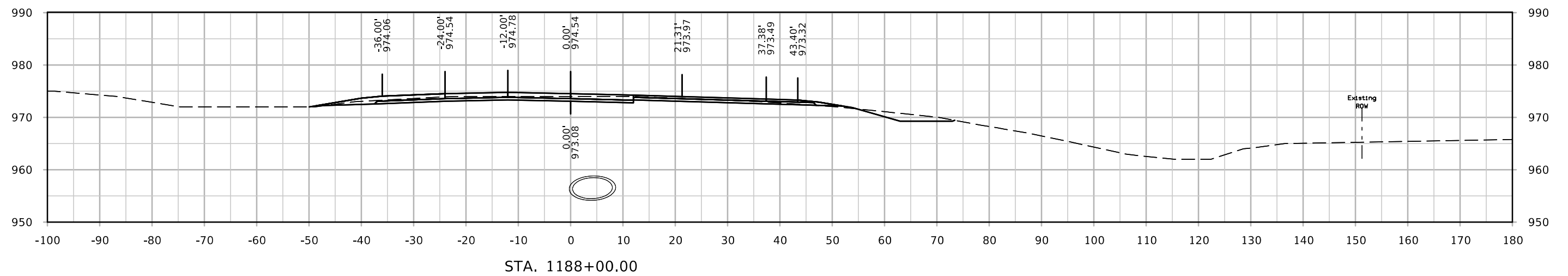
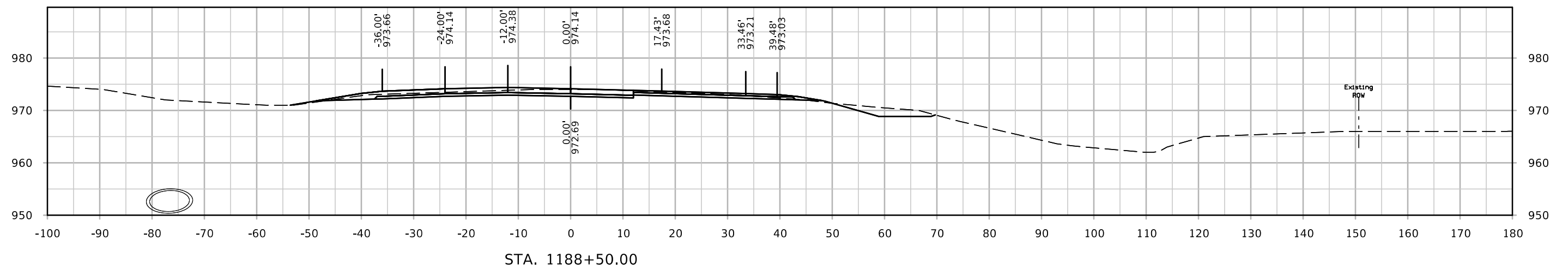
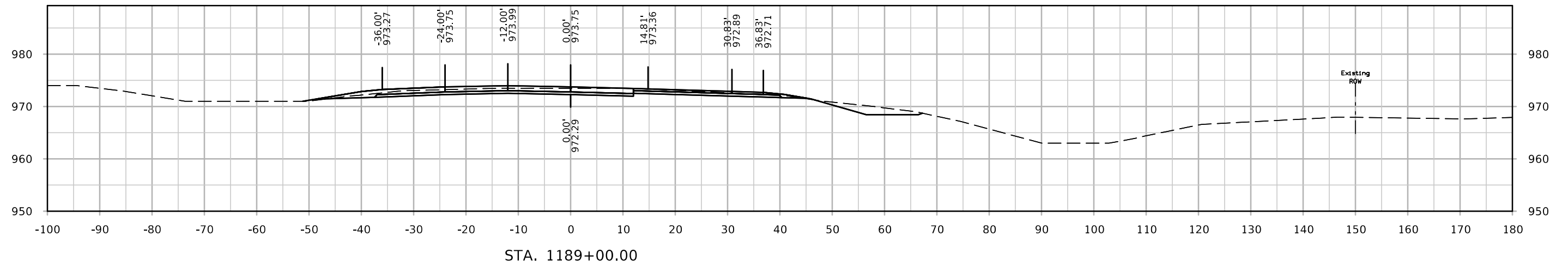
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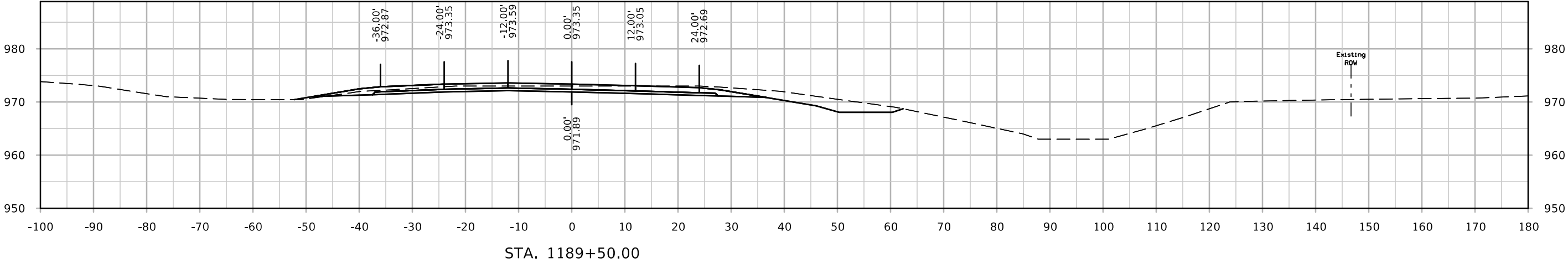
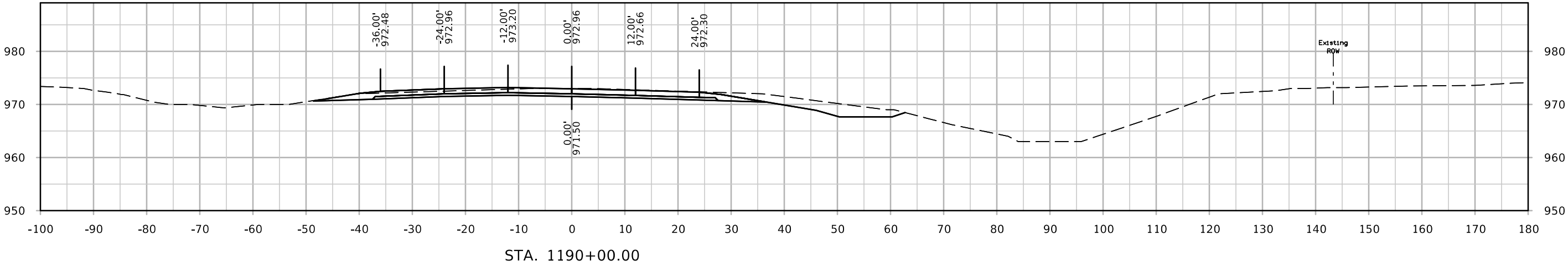
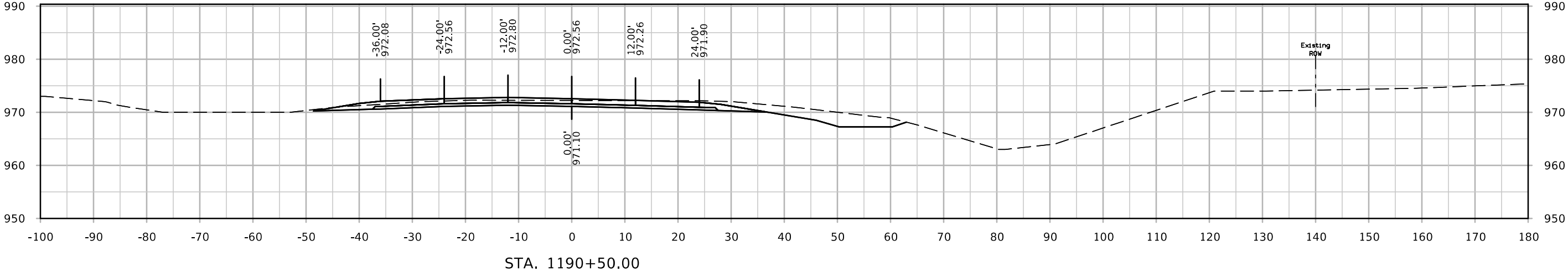
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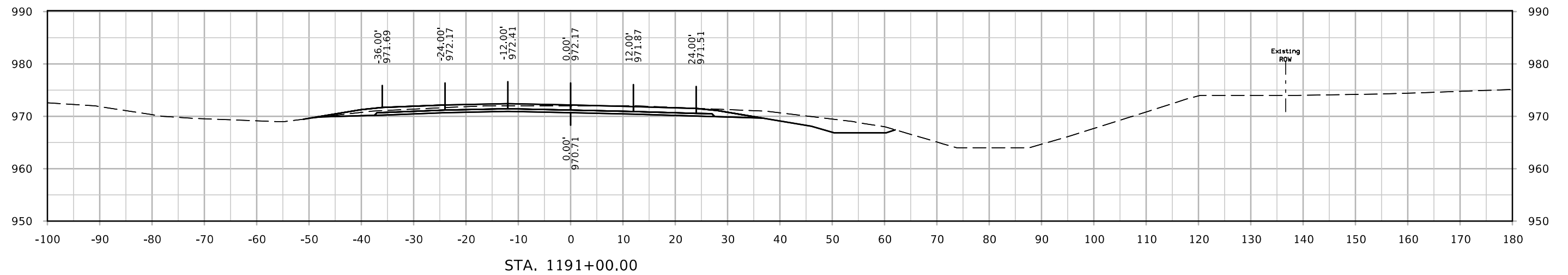
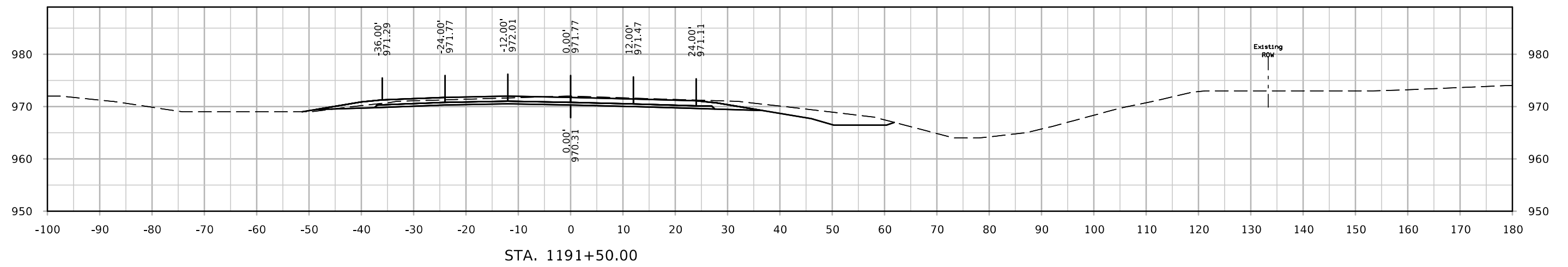
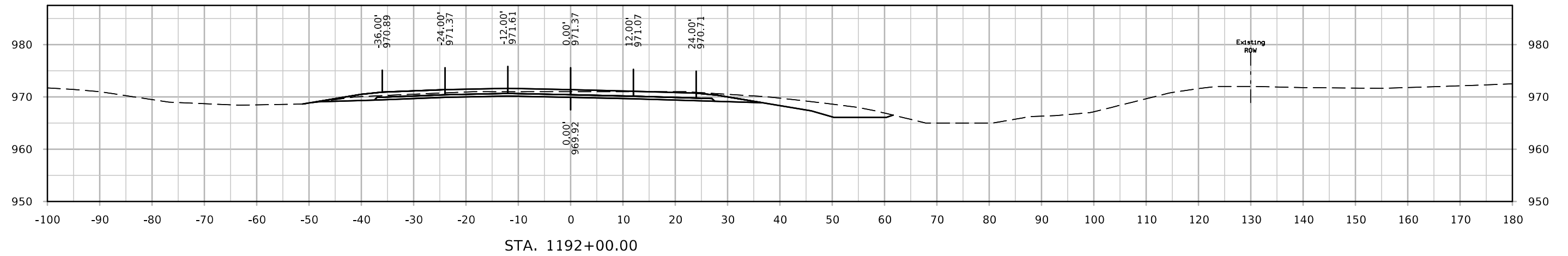
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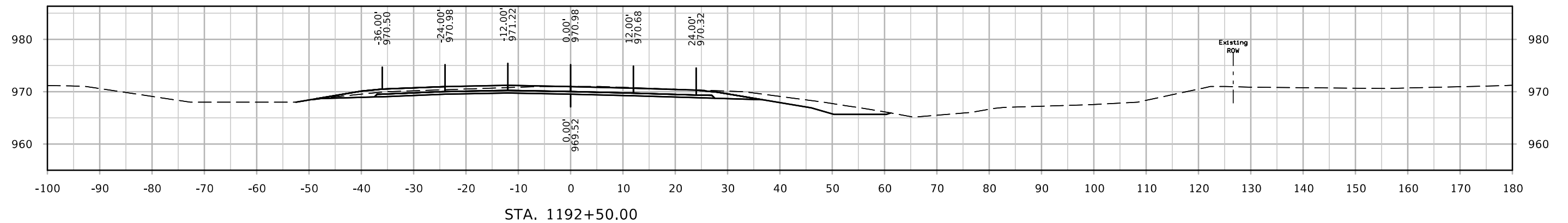
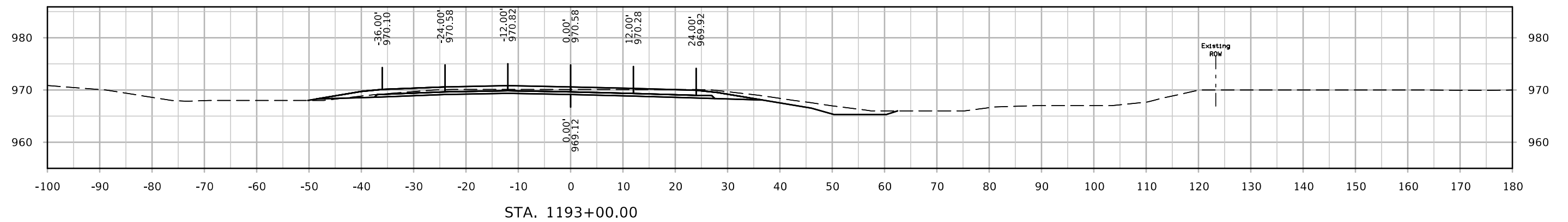
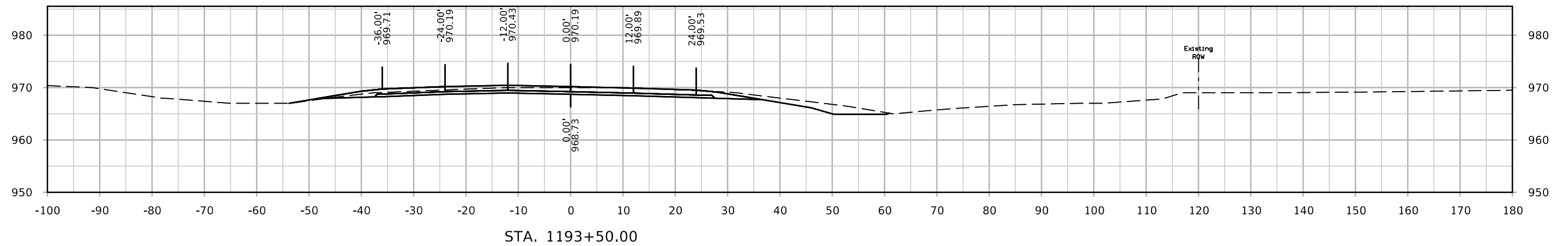
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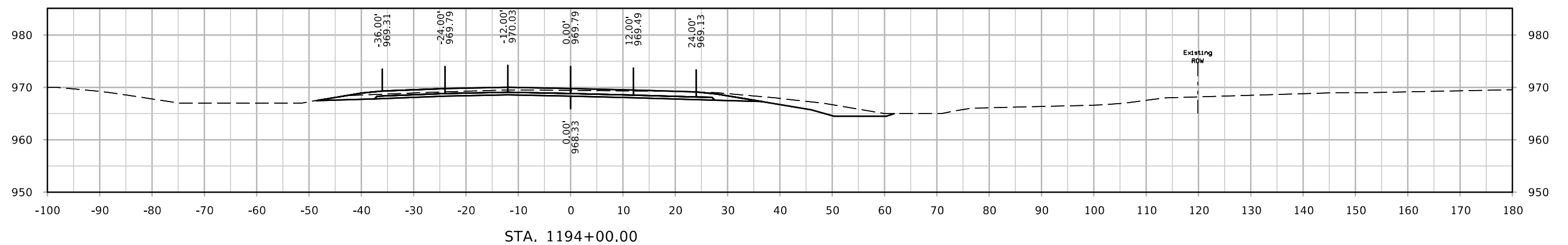
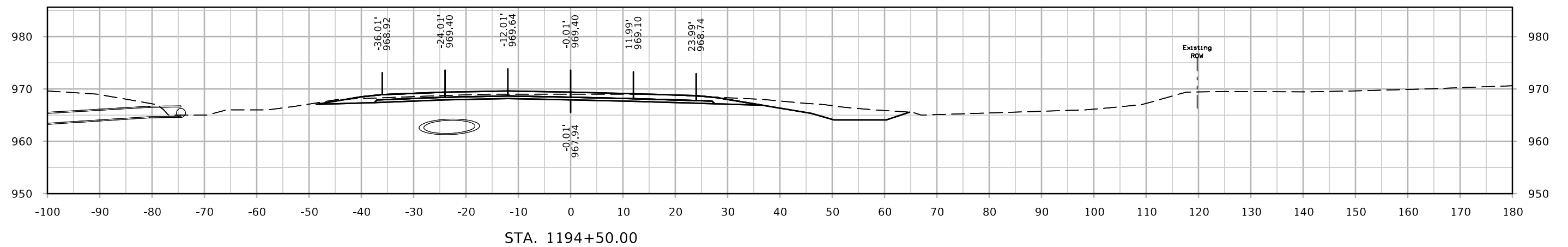
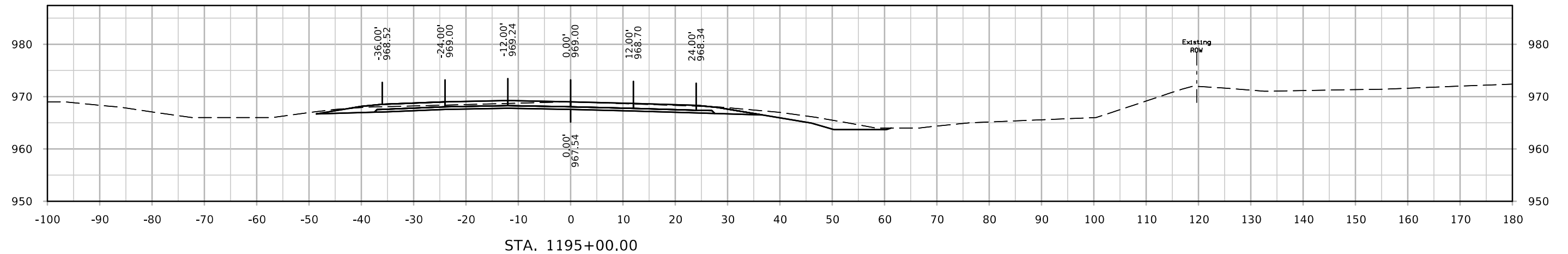
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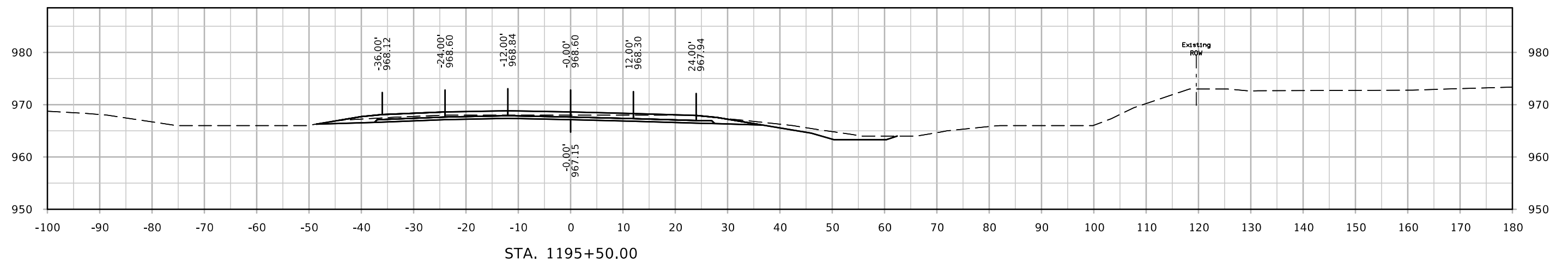
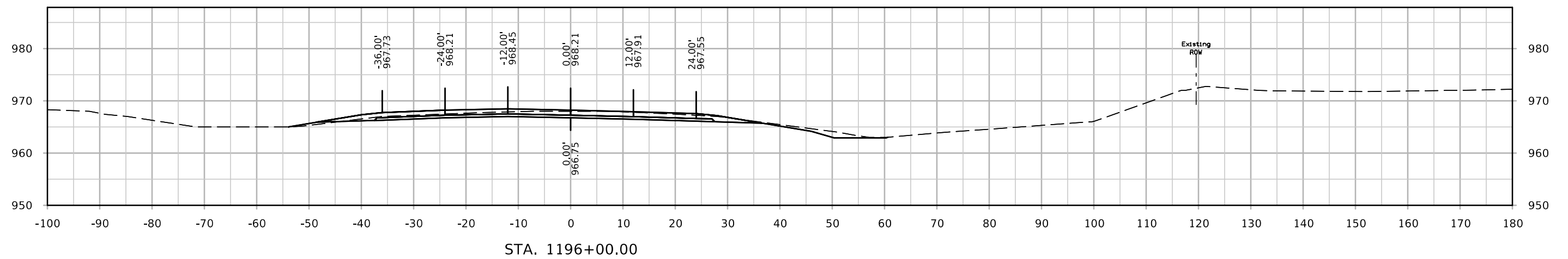
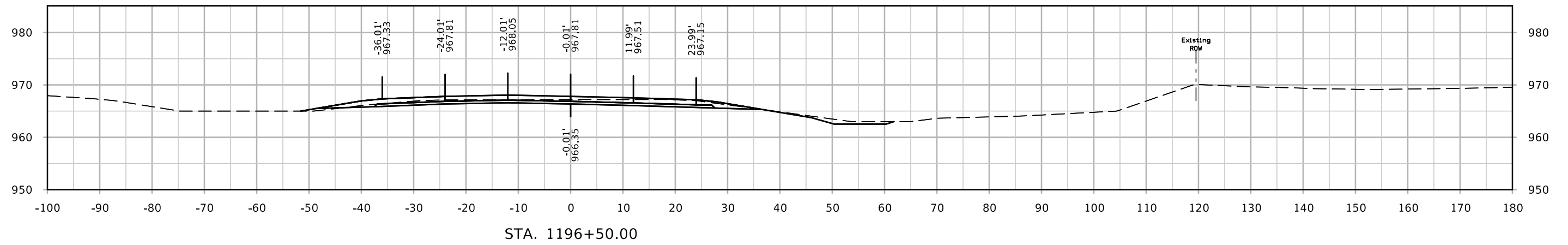
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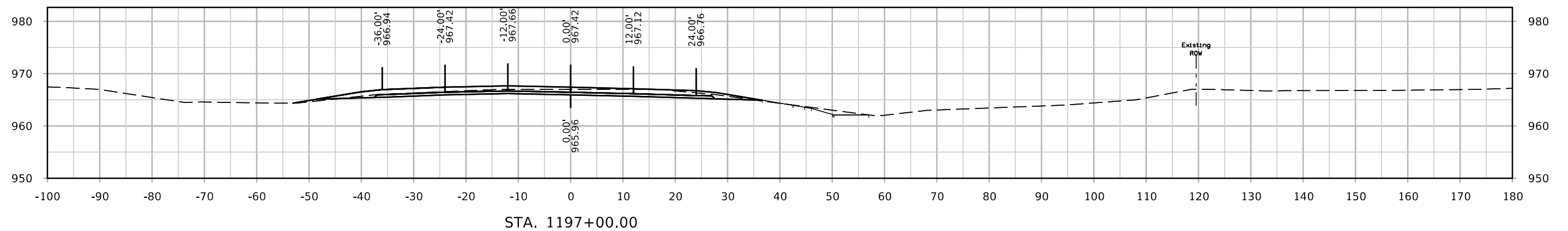
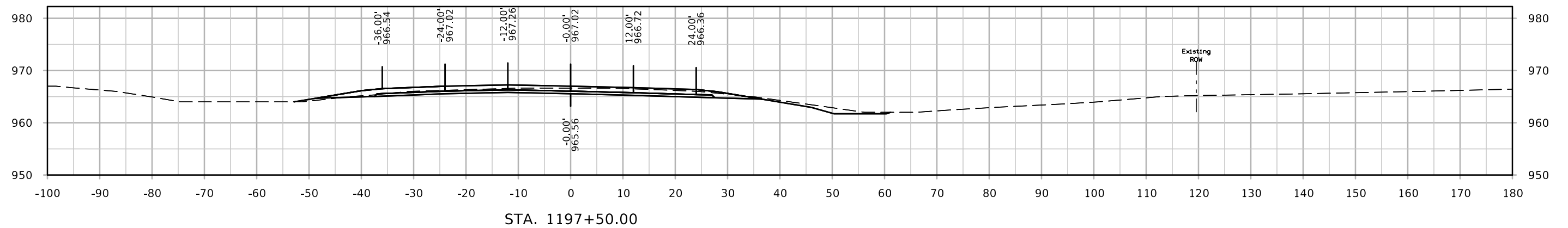
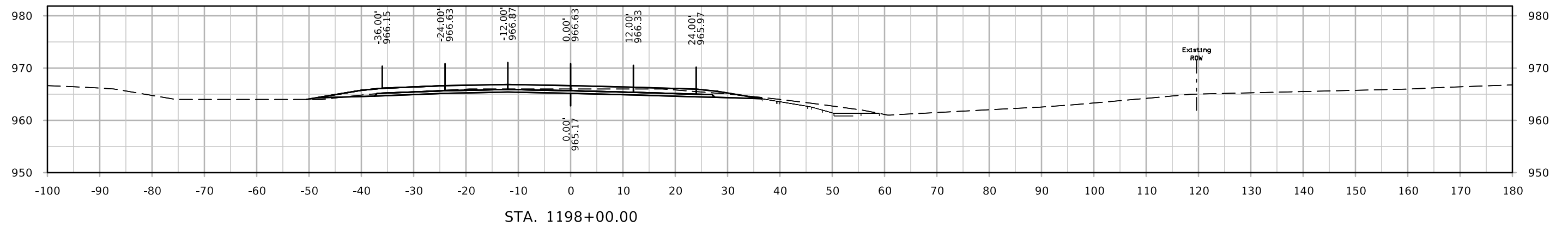
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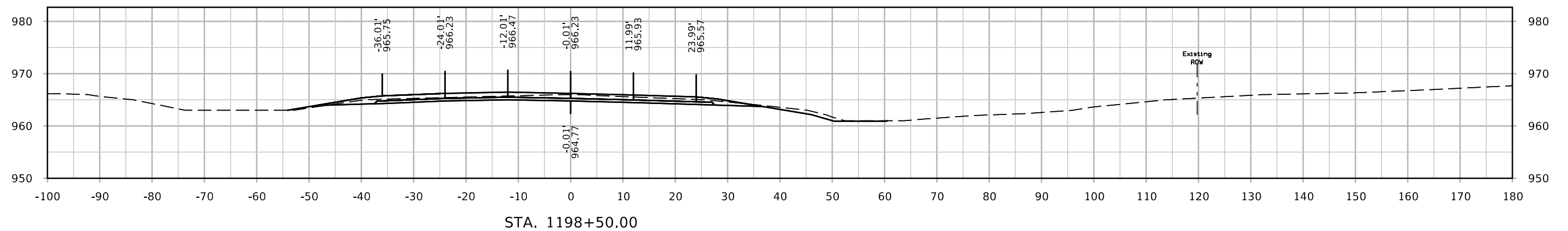
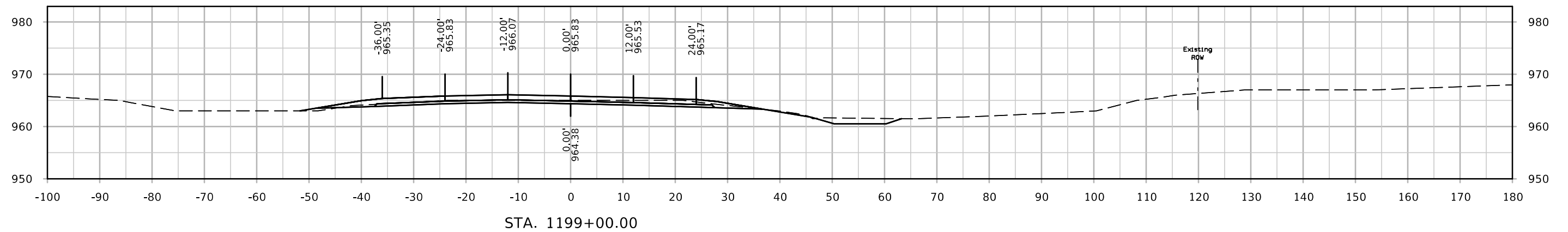
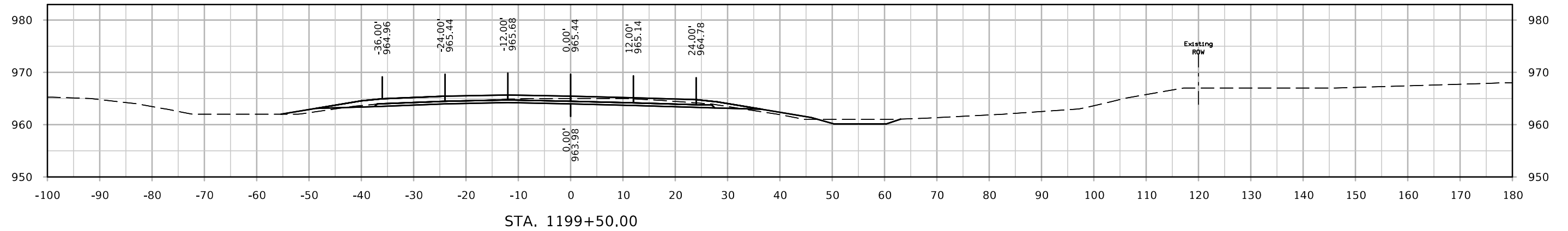
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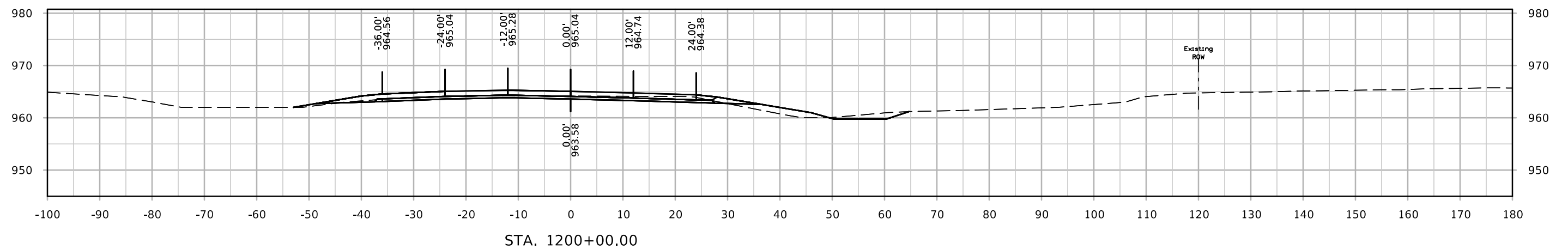
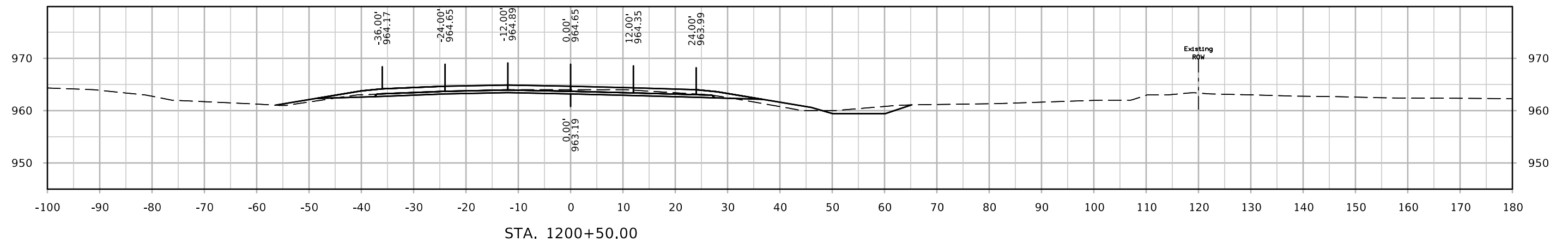
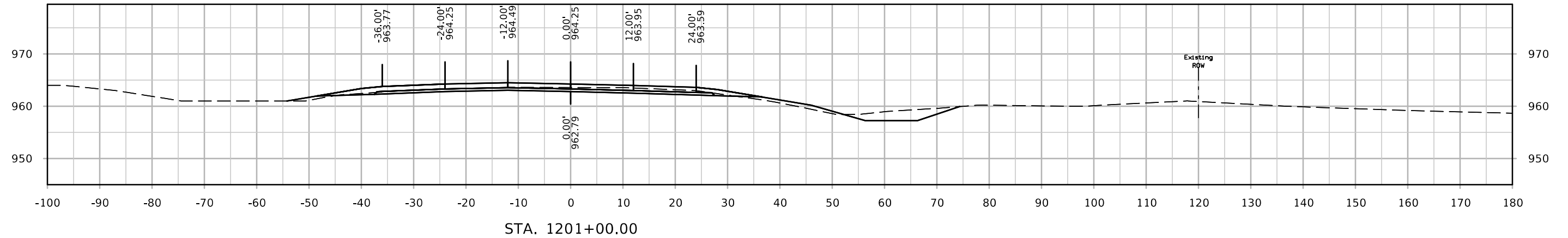
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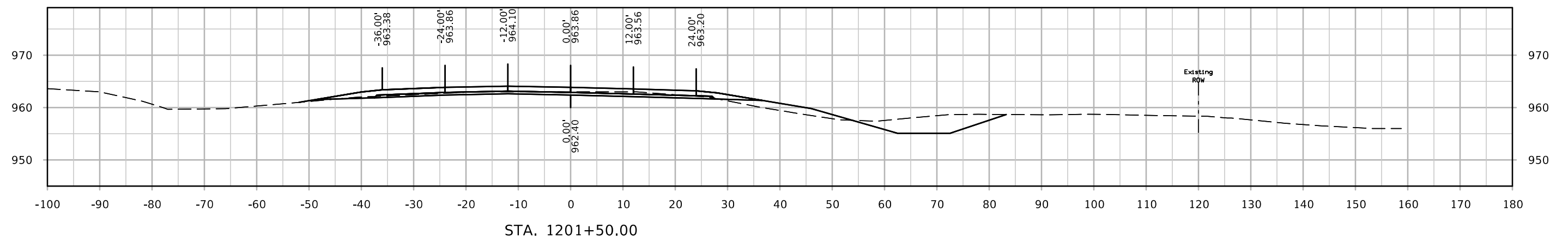
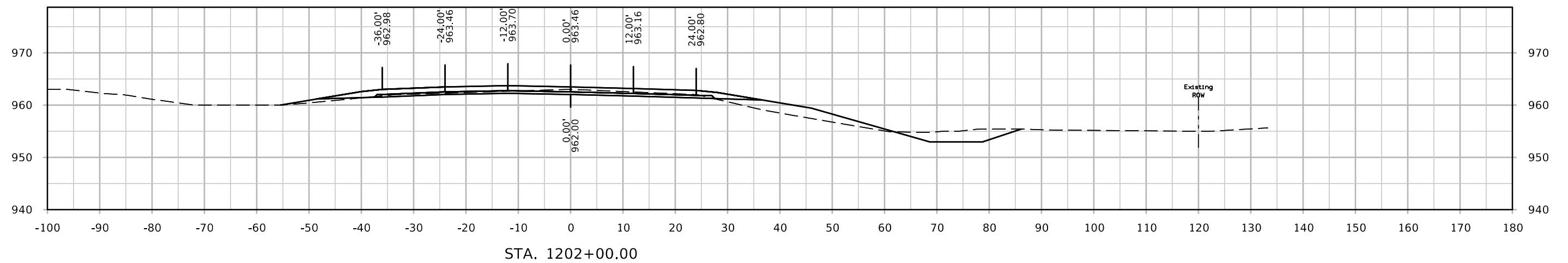
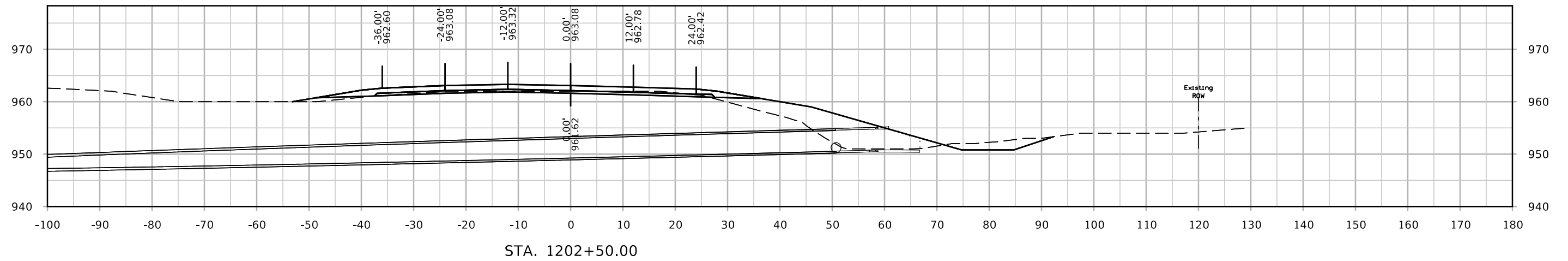
ML - I35 NB



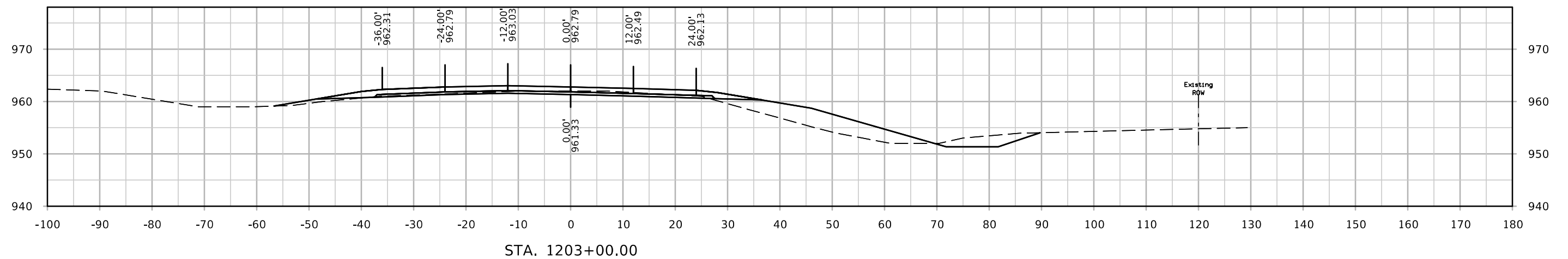
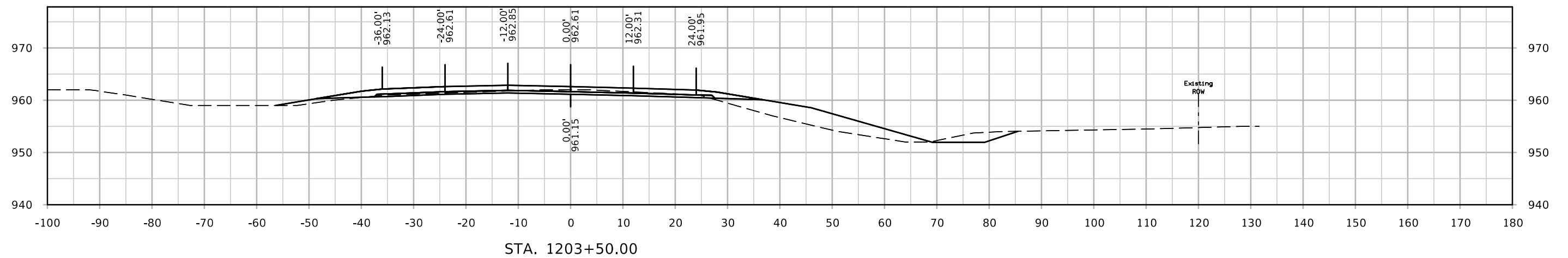
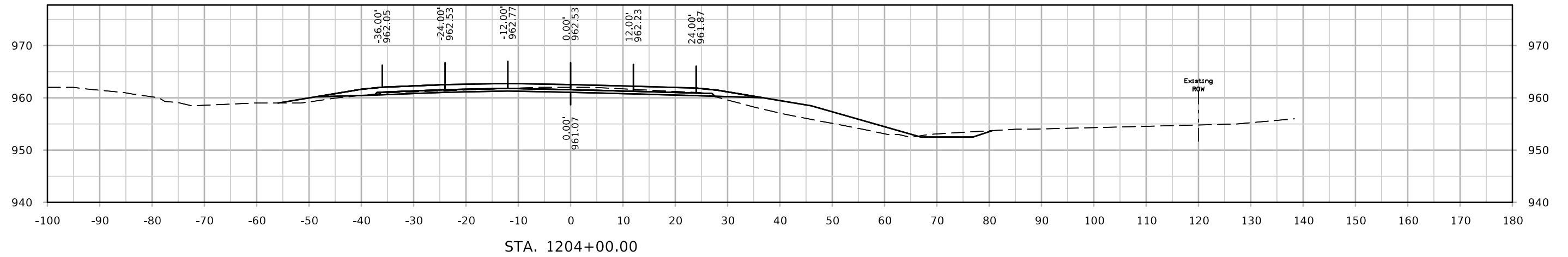
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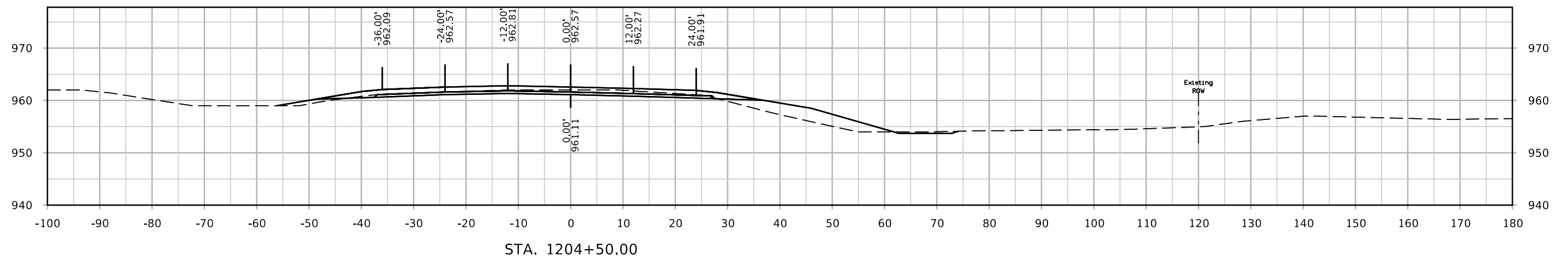
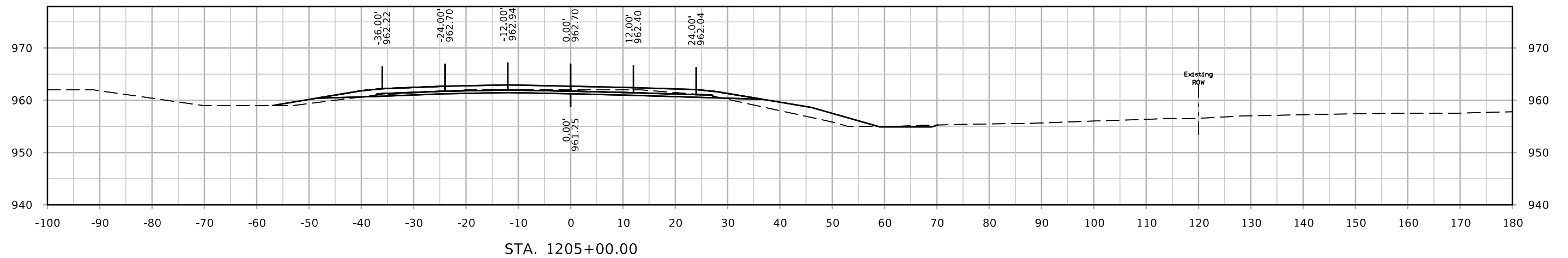
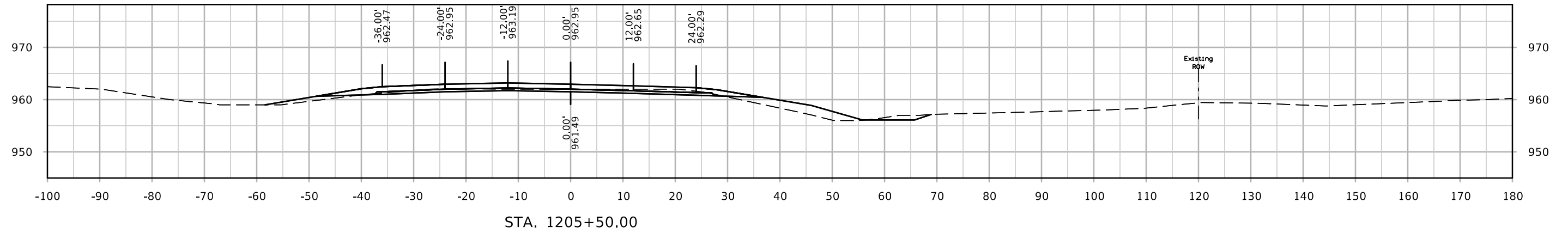
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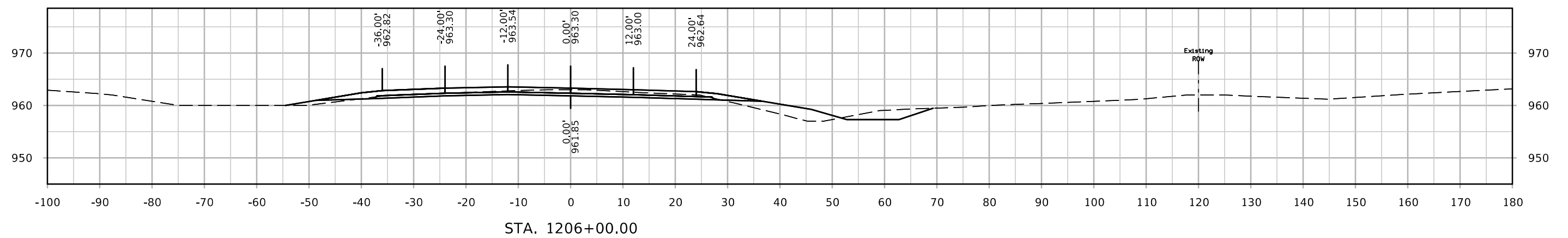
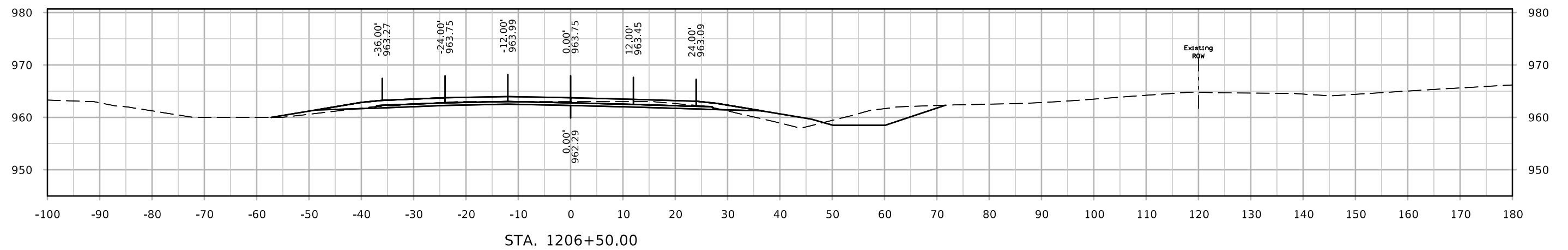
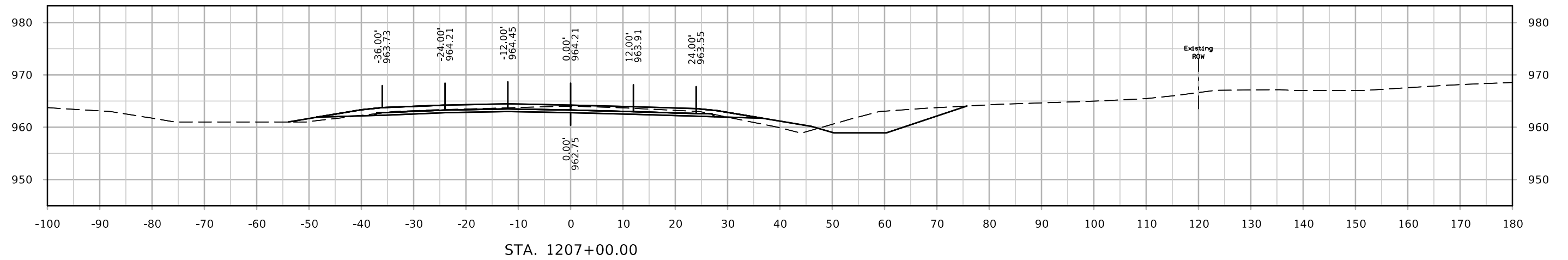
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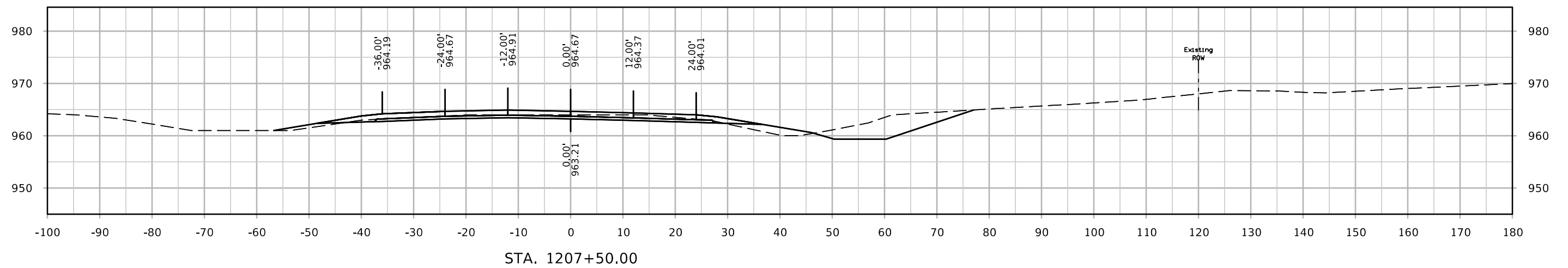
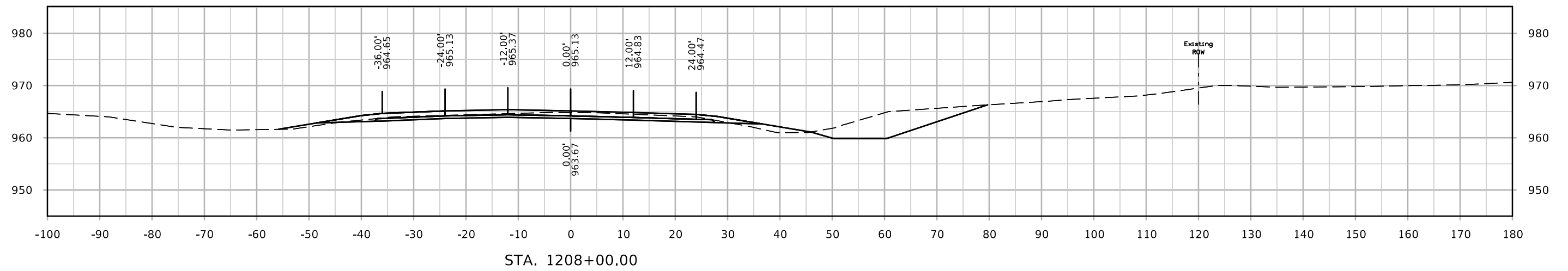
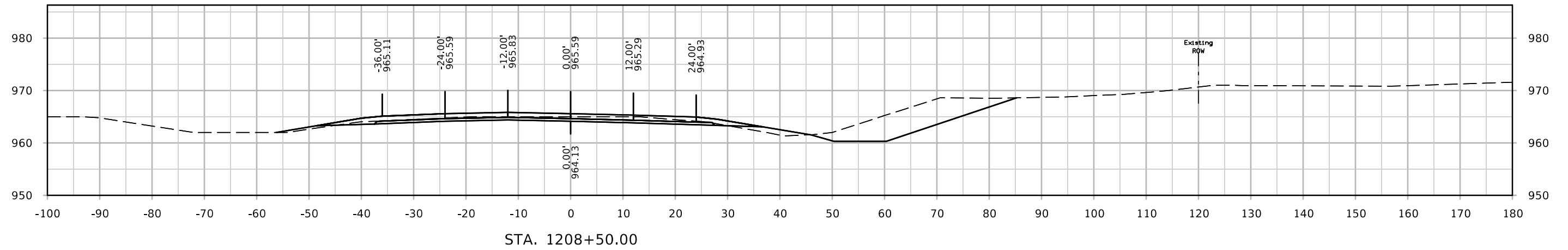
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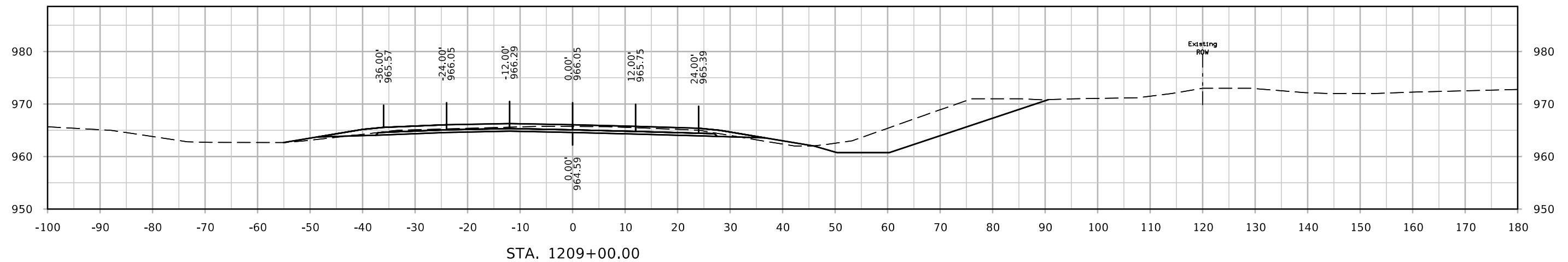
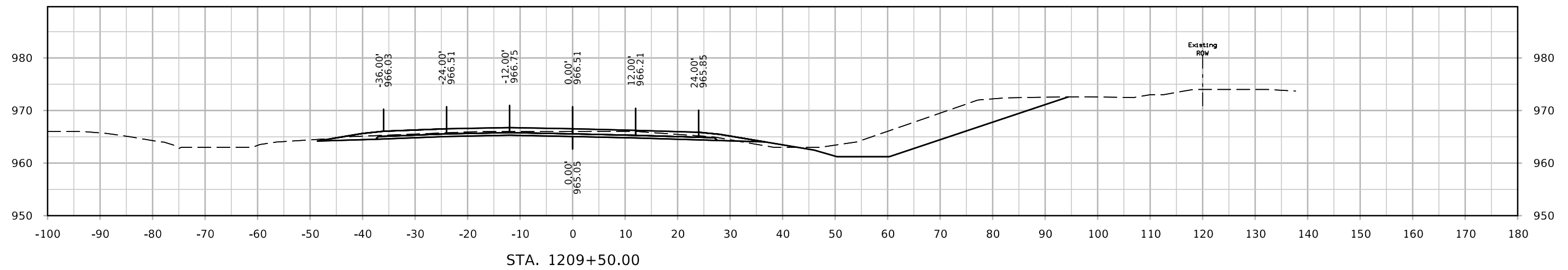
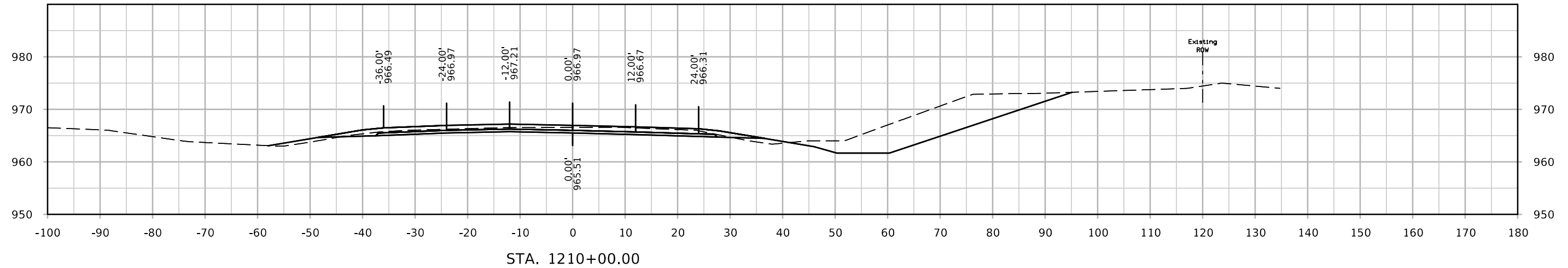
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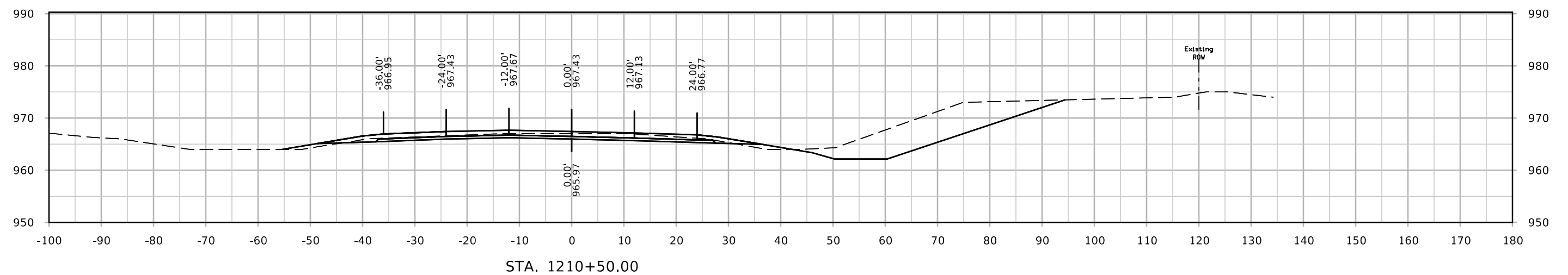
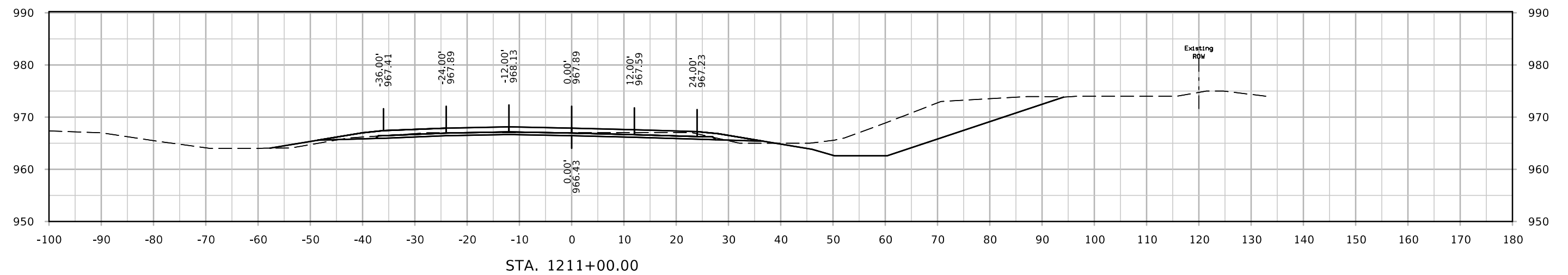
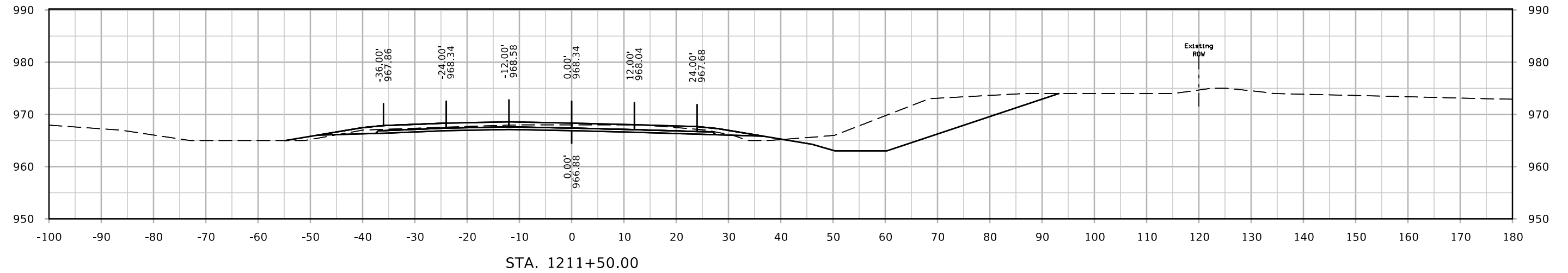
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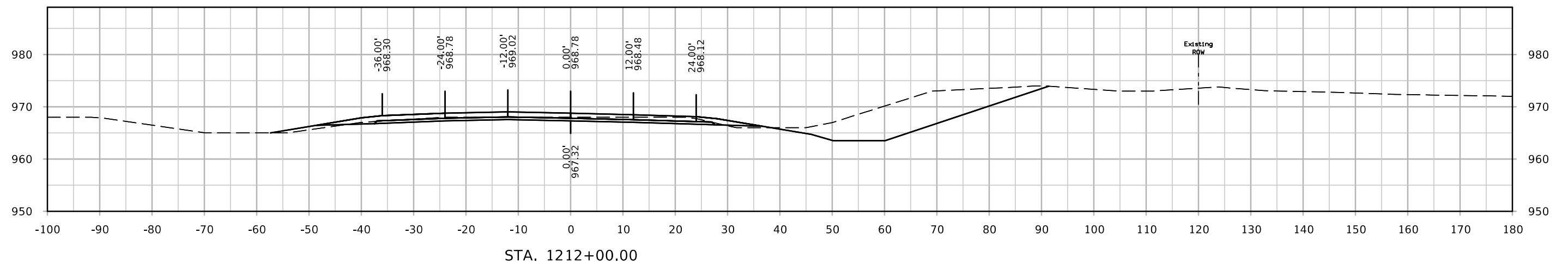
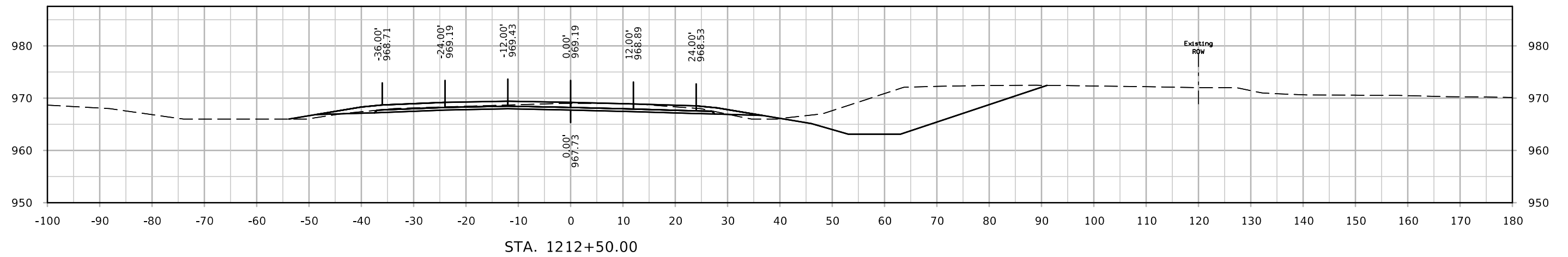
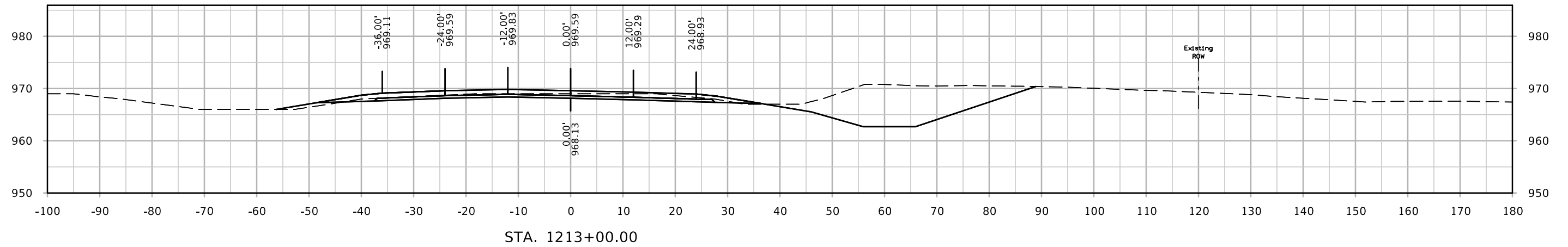
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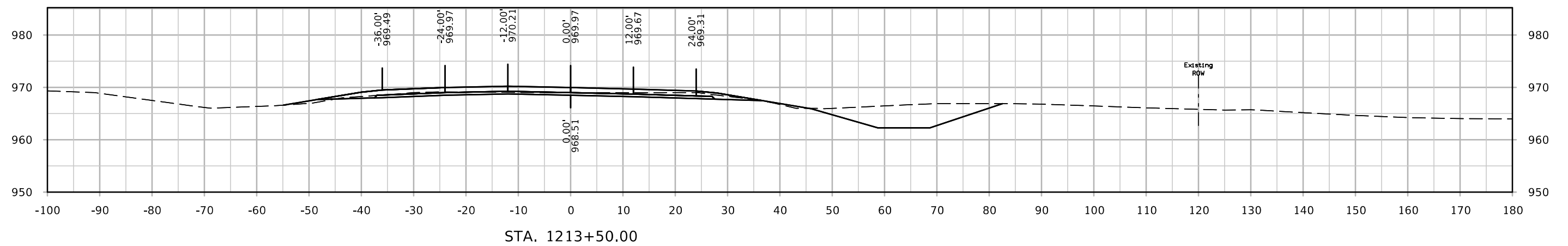
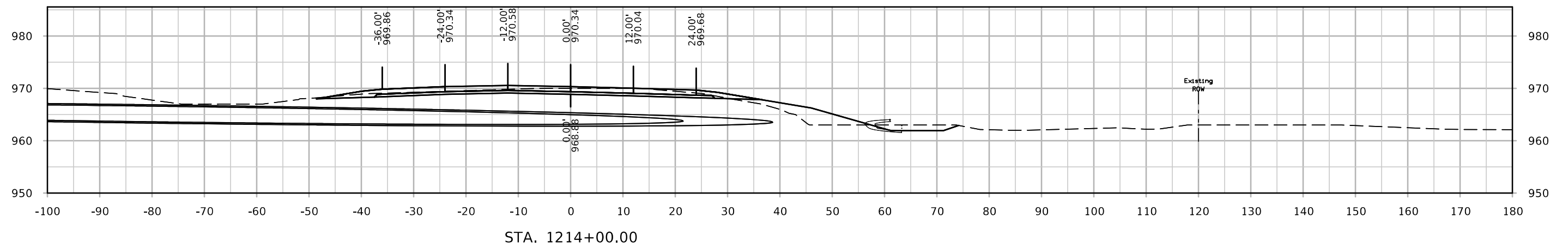
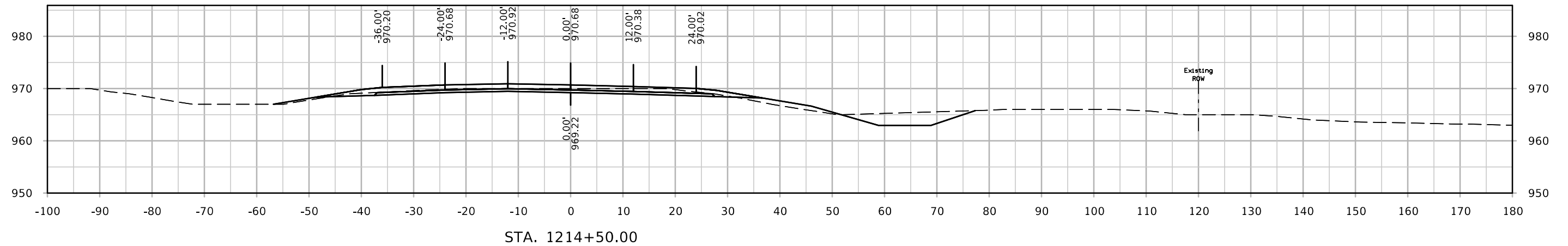
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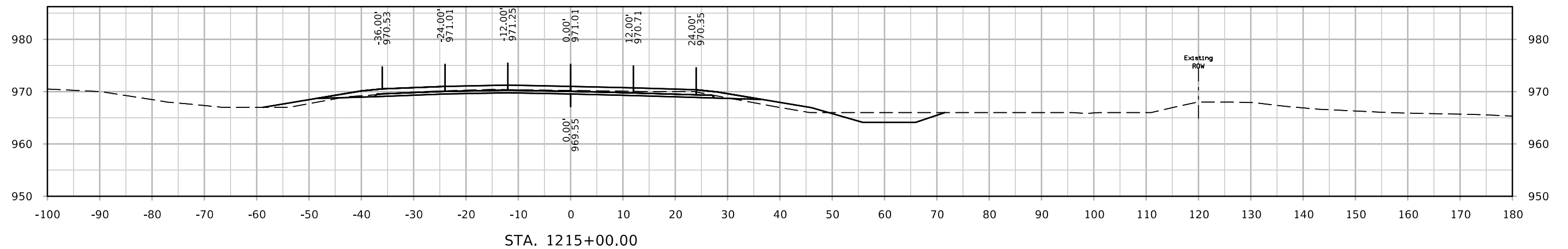
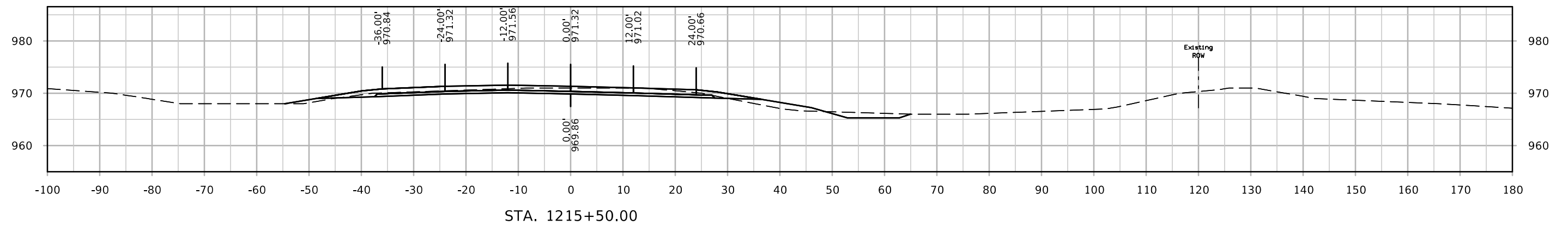
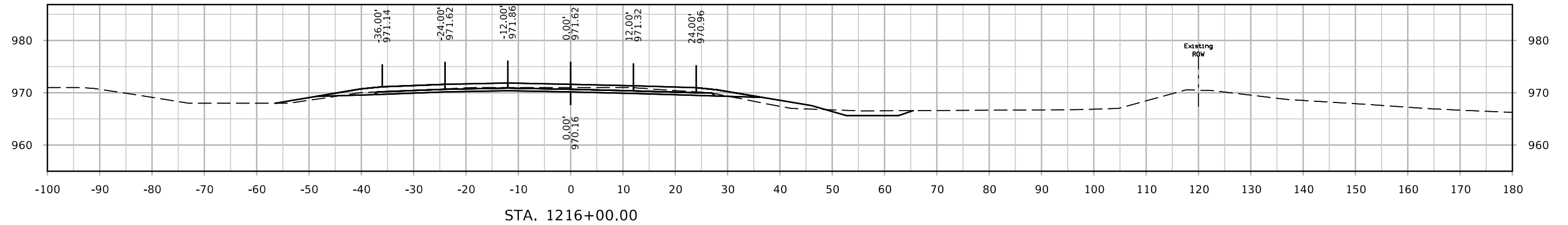
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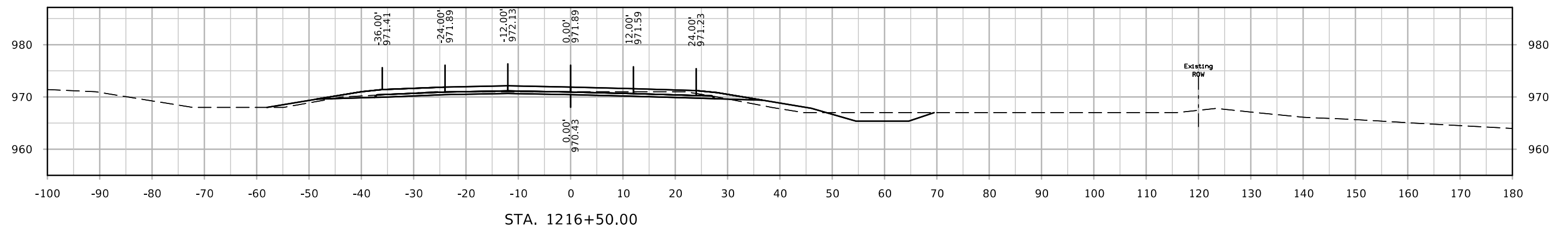
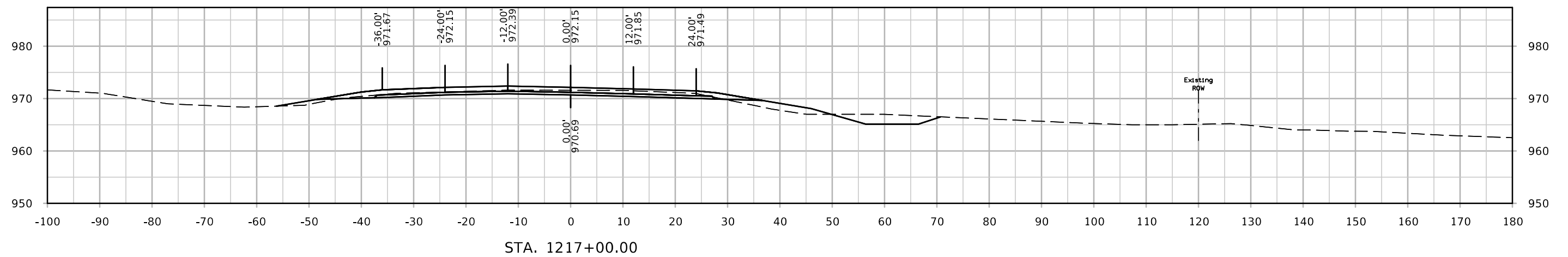
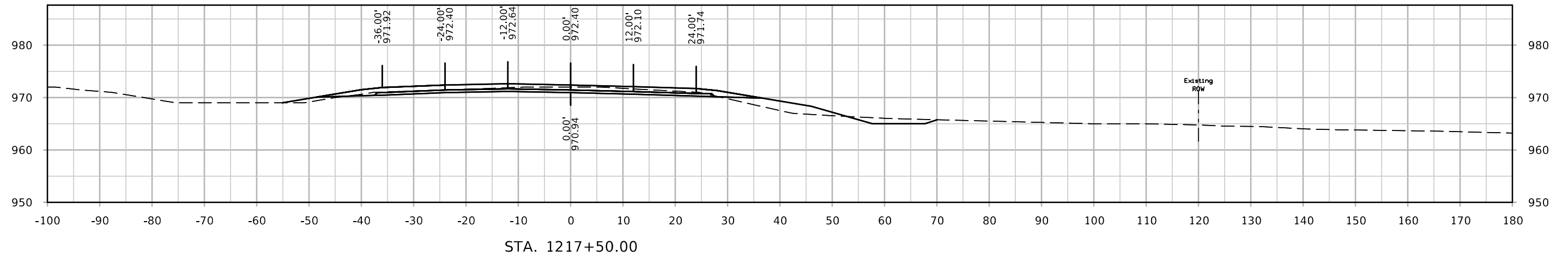
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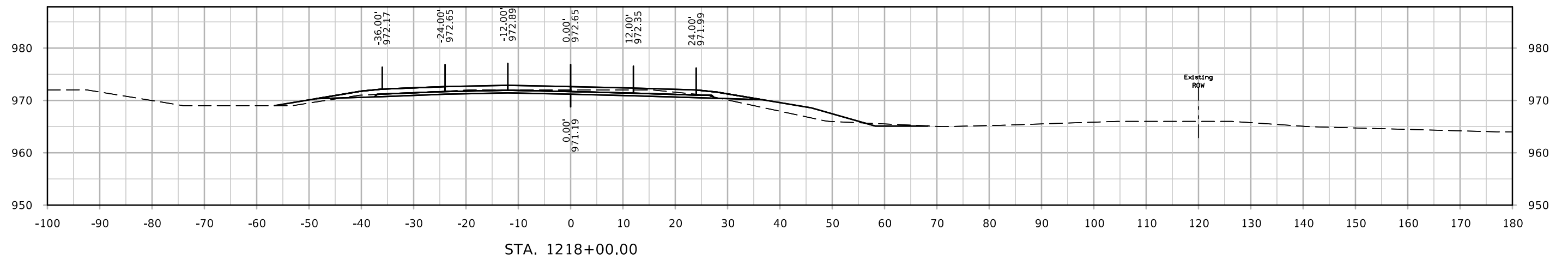
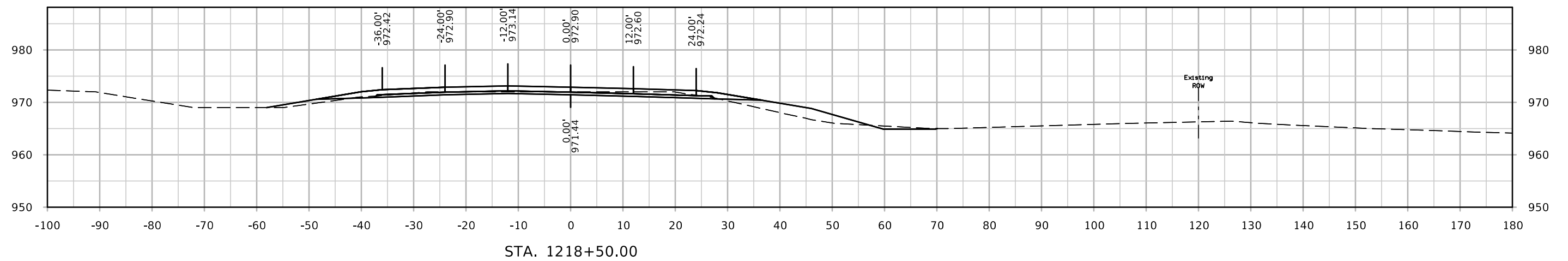
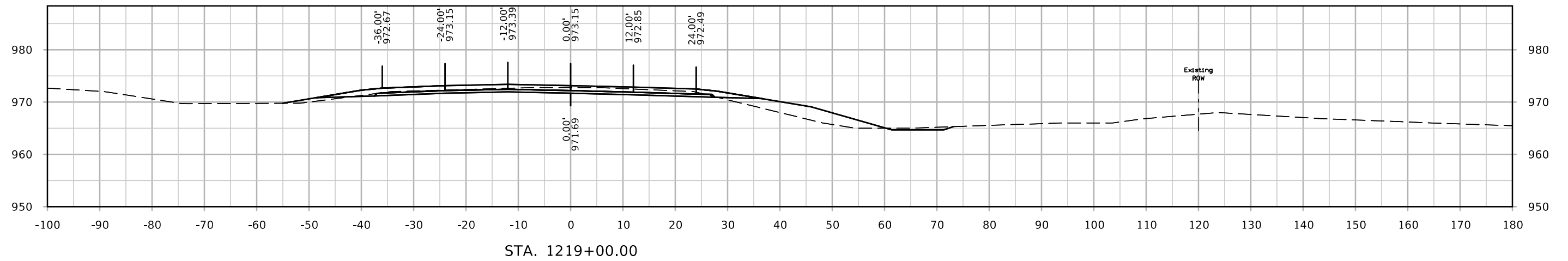
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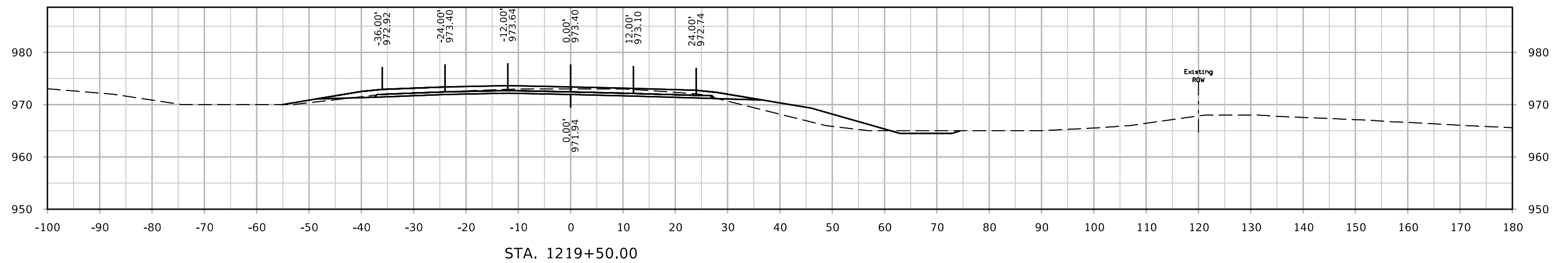
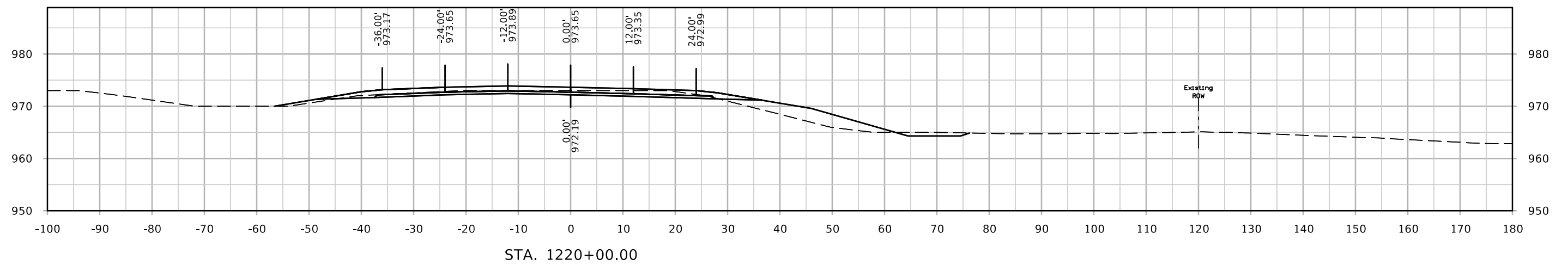
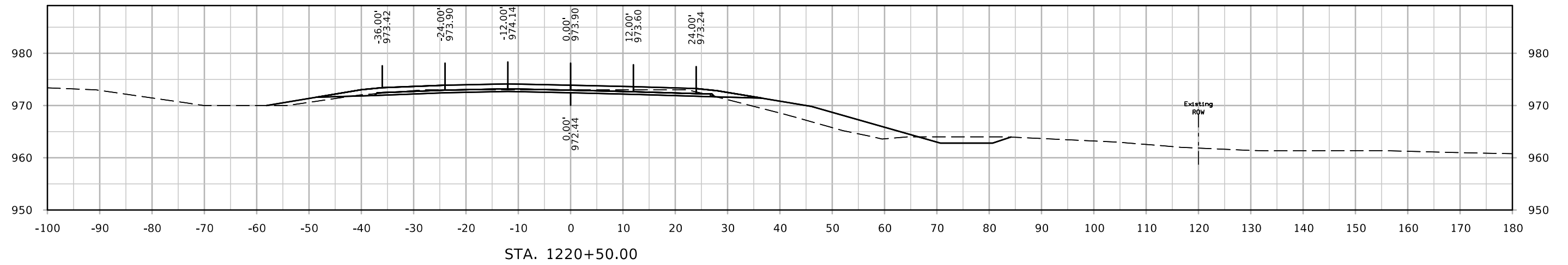
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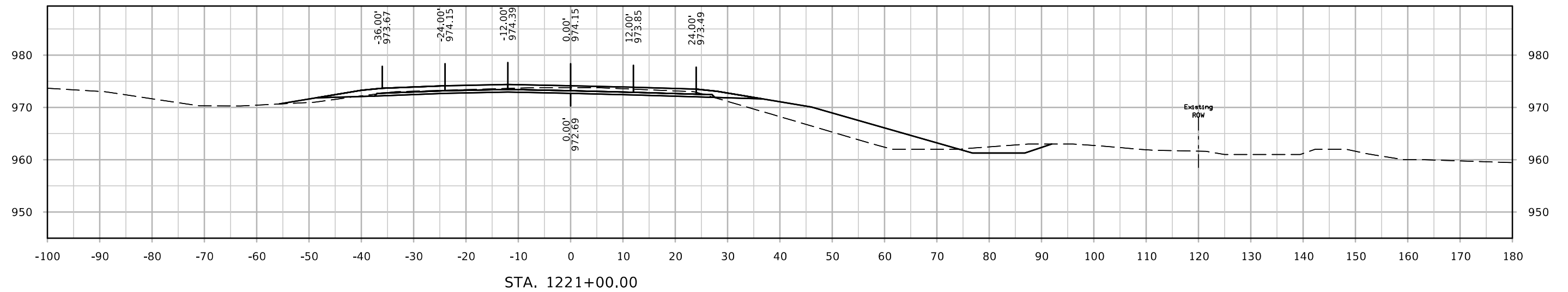
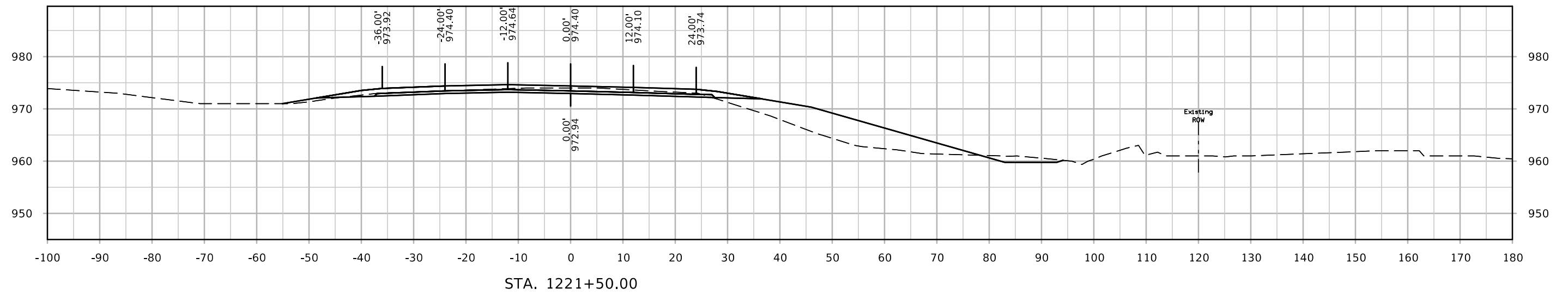
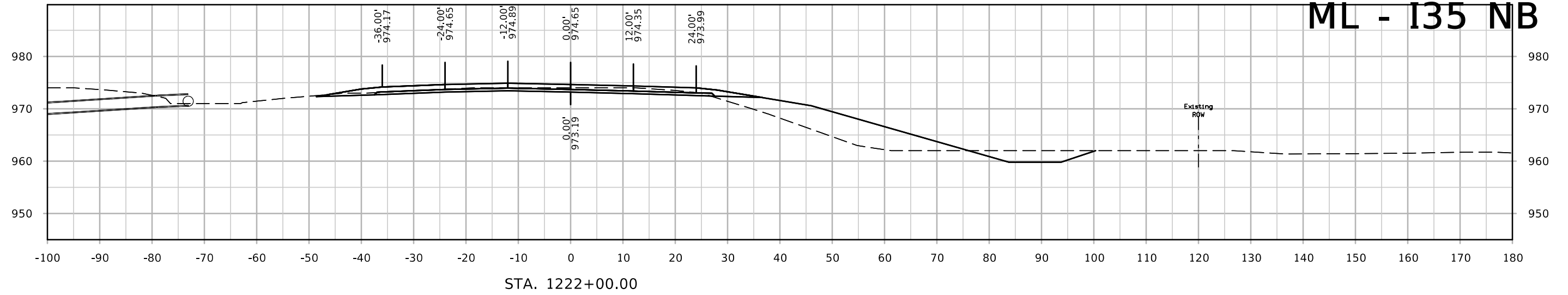
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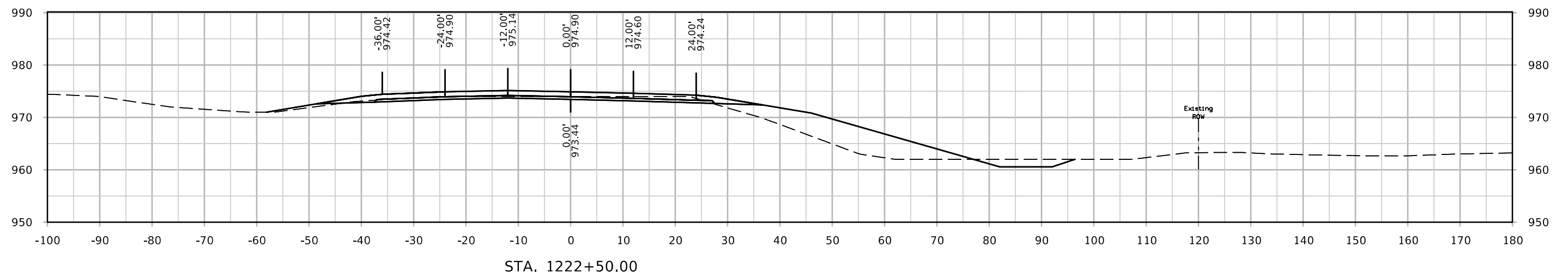
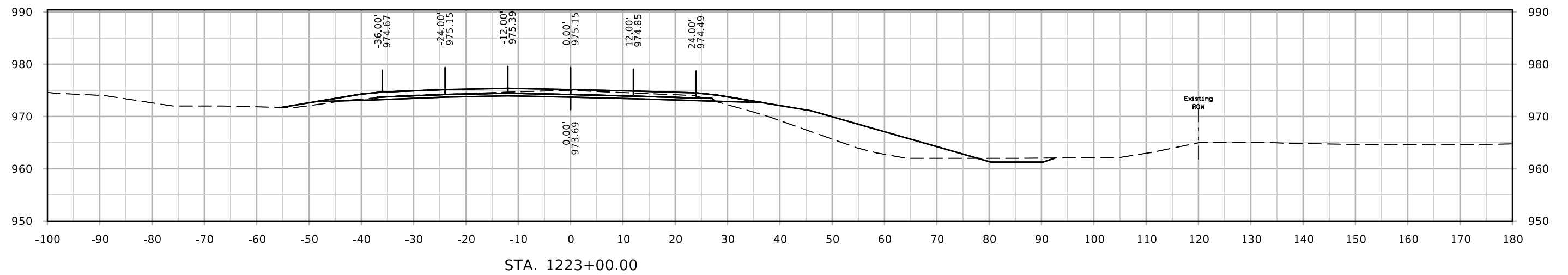
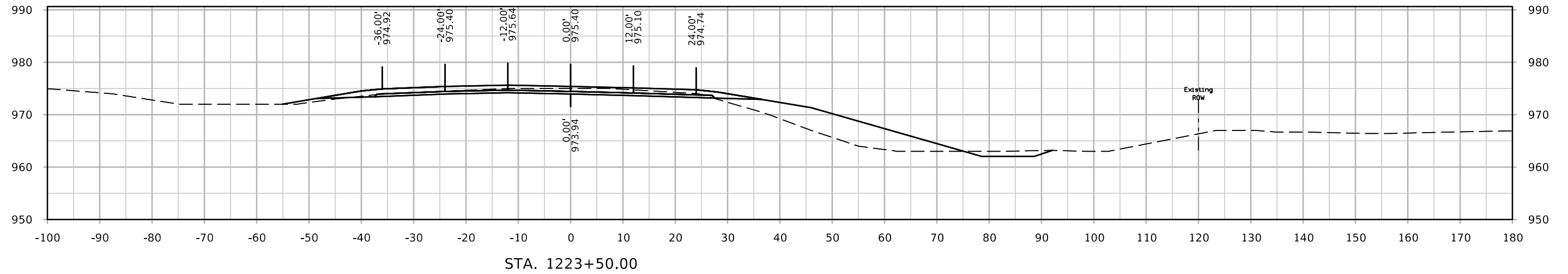
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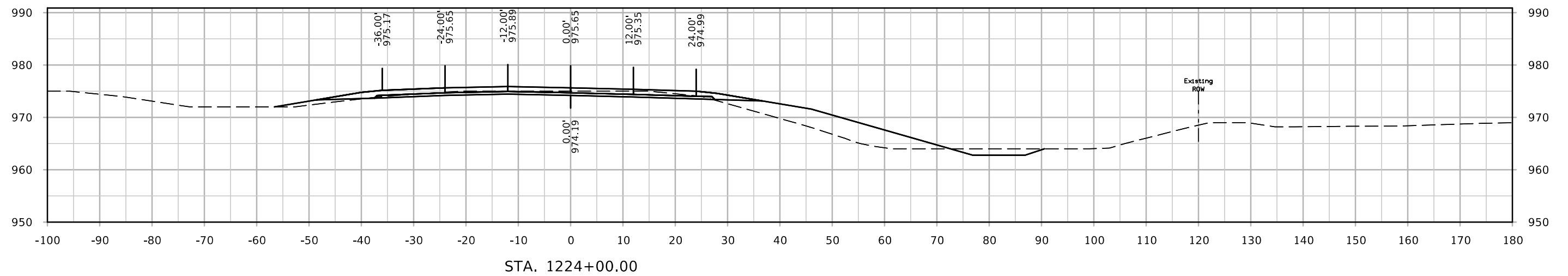
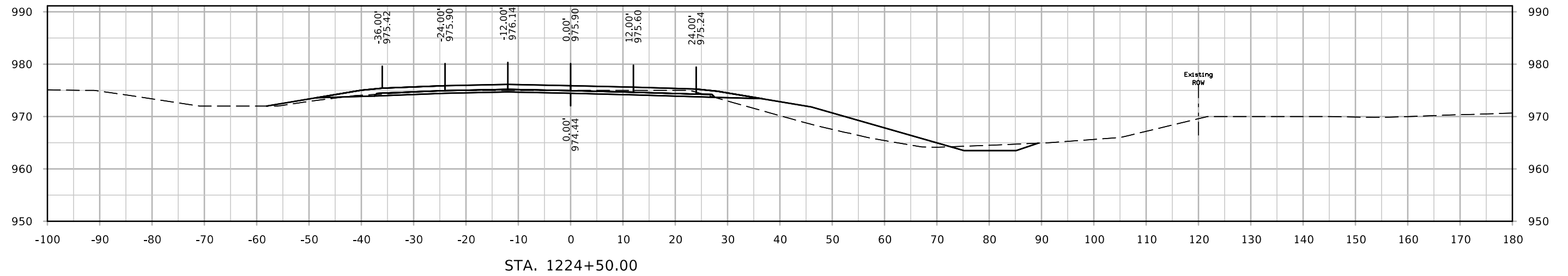
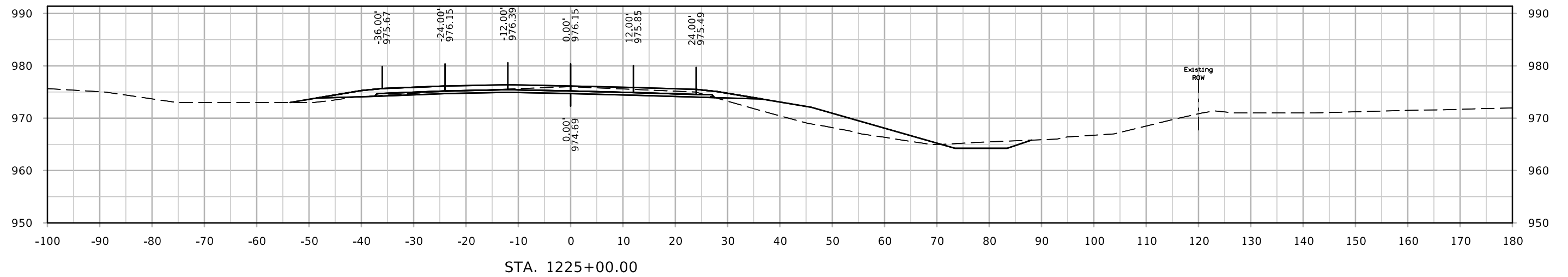
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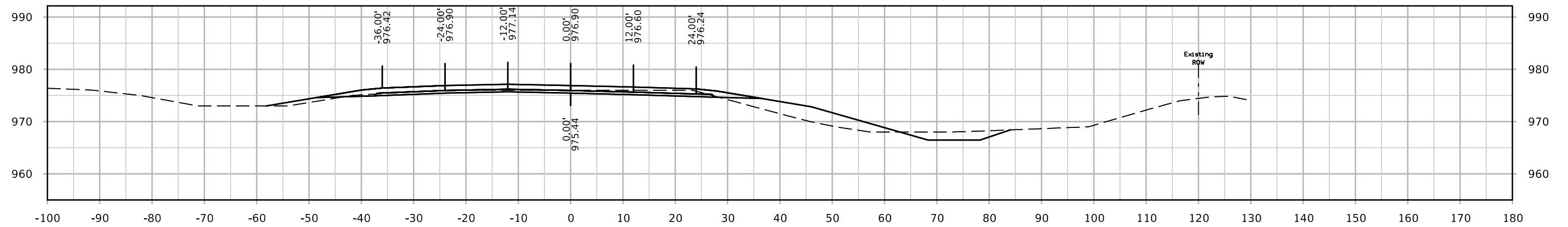
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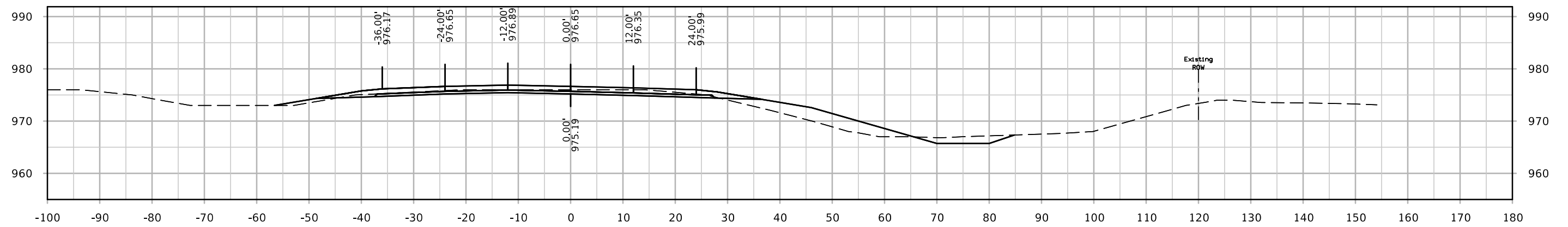
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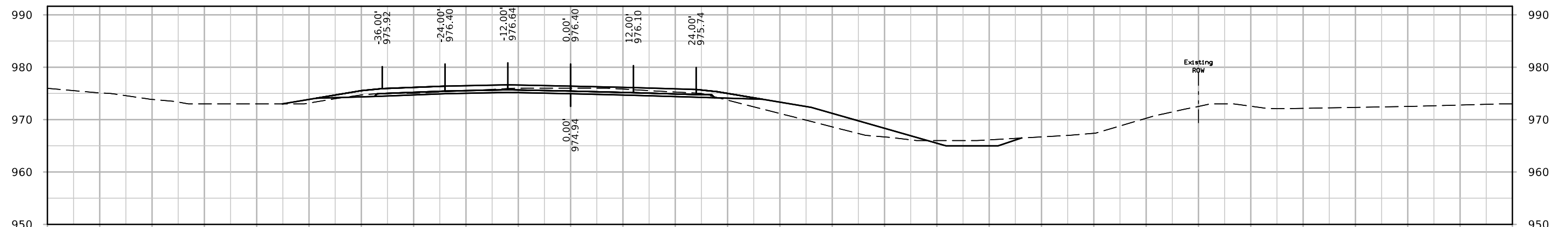
ML - I35 NB



STA. 1226+50.00

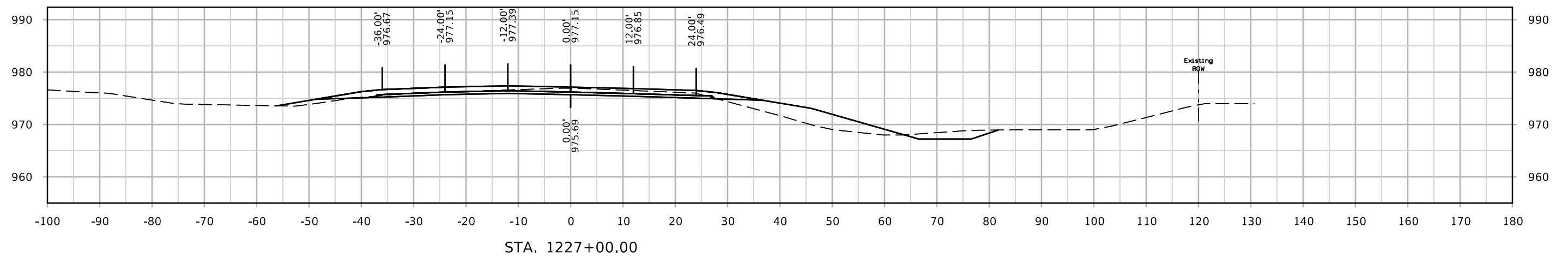
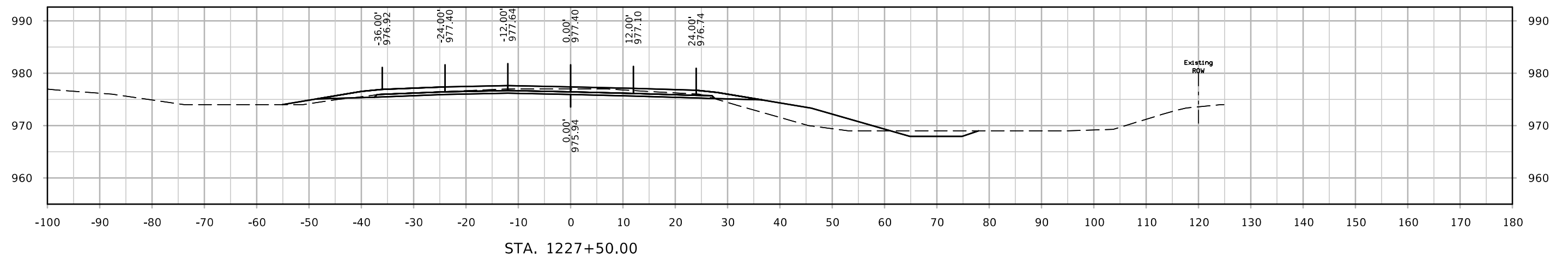
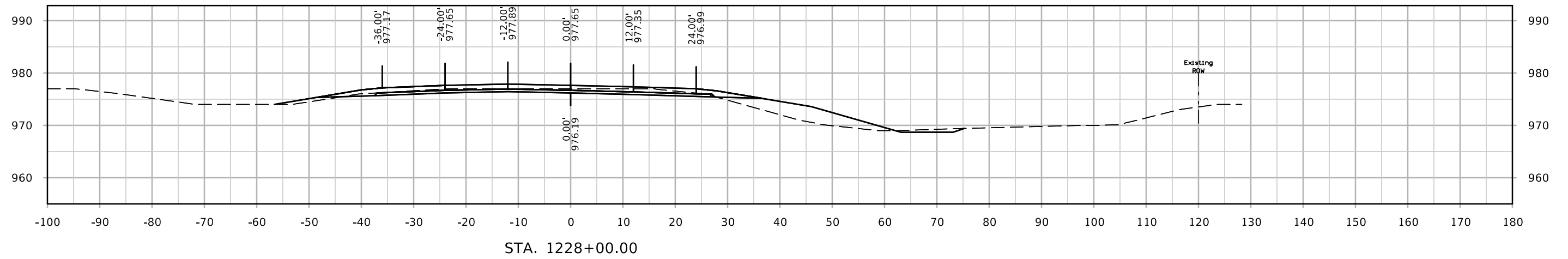


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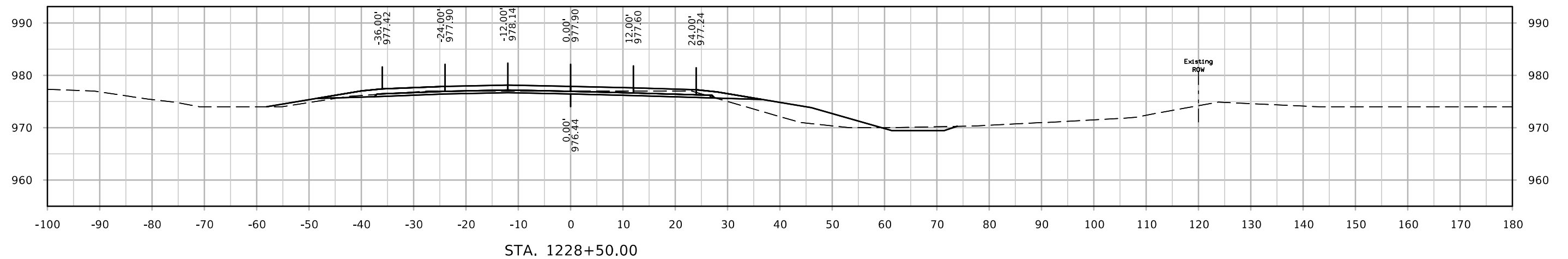
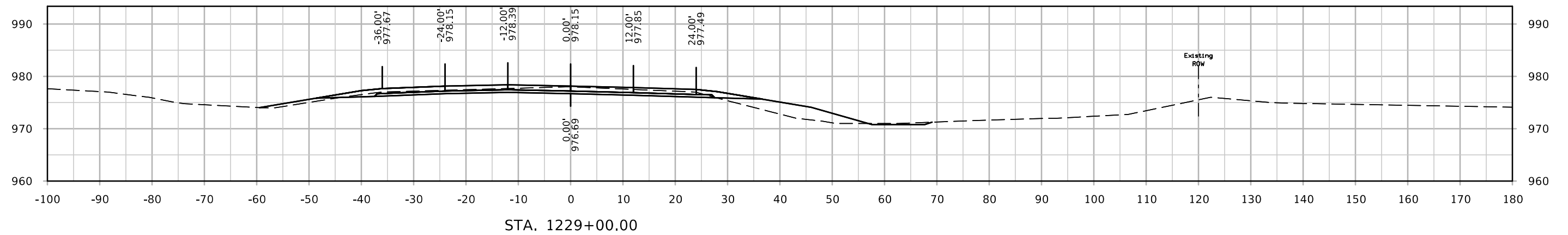
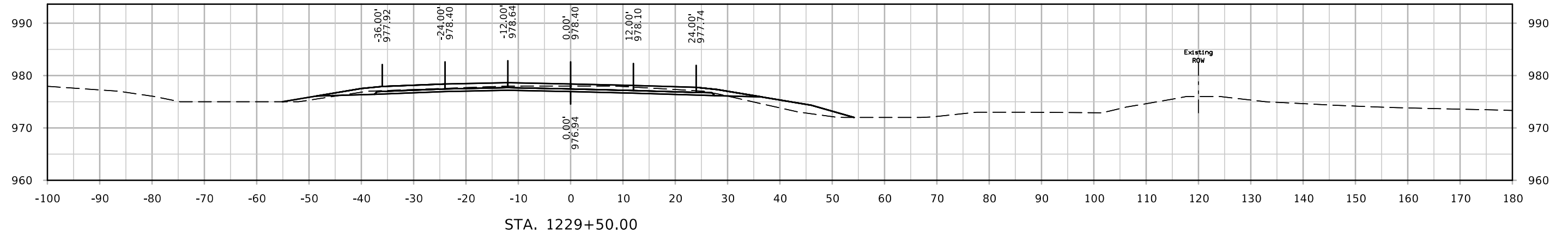


STA. 1225+50.00

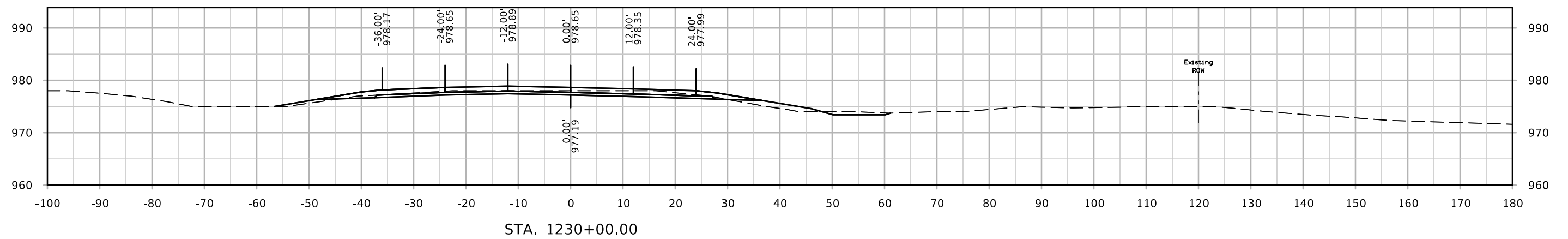
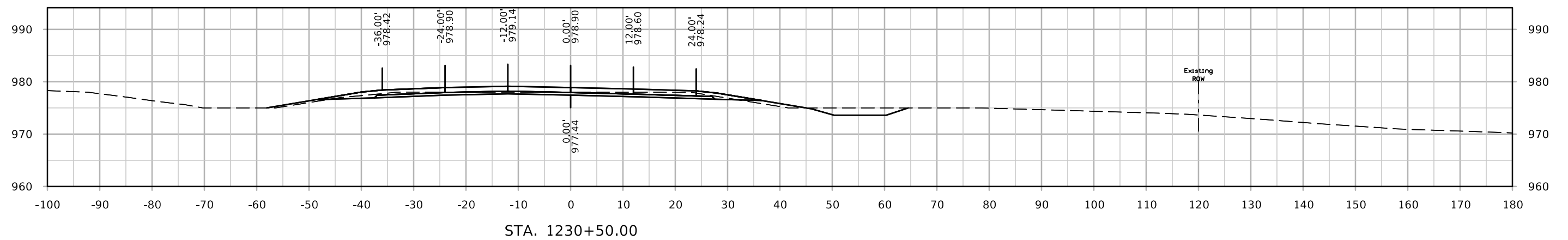
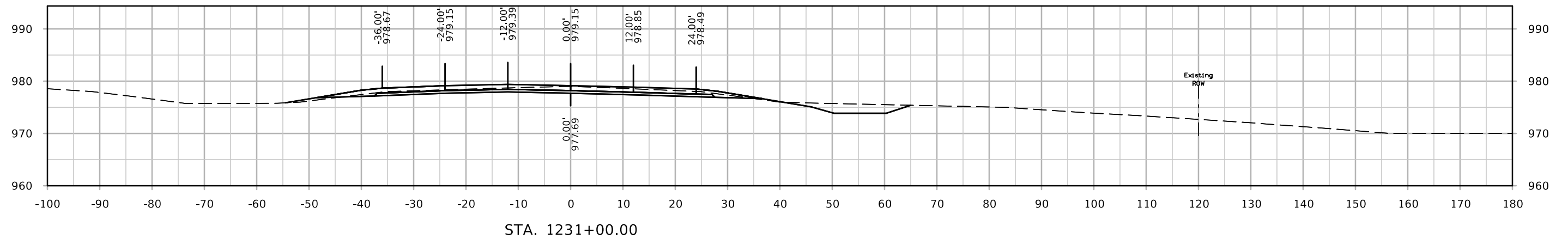
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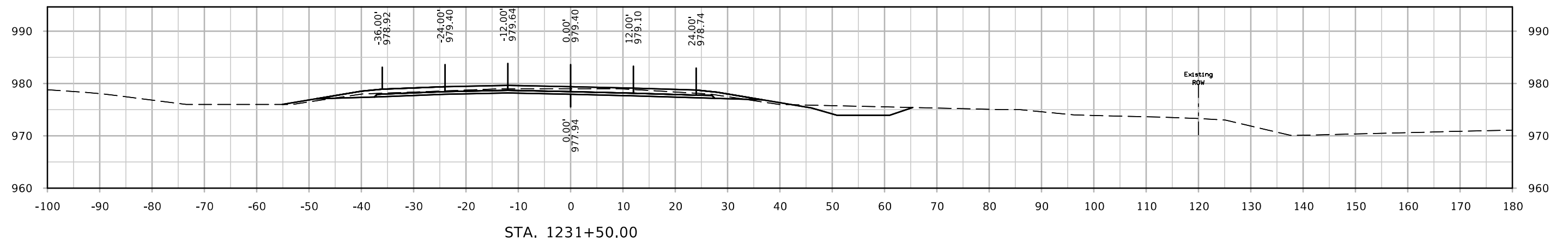
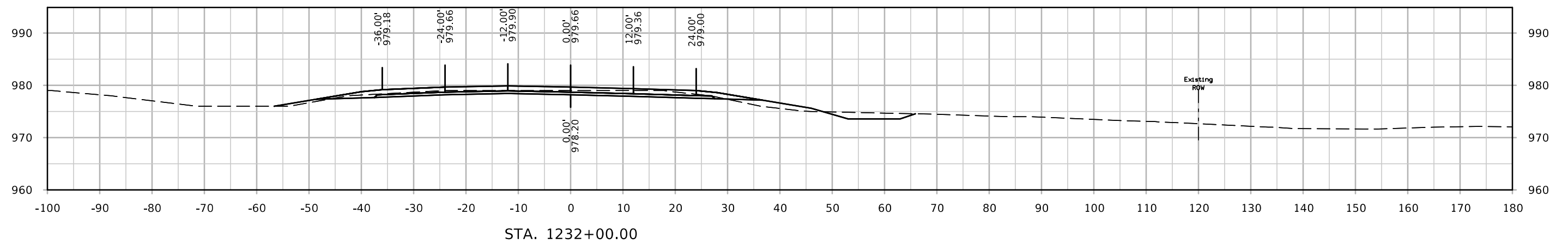
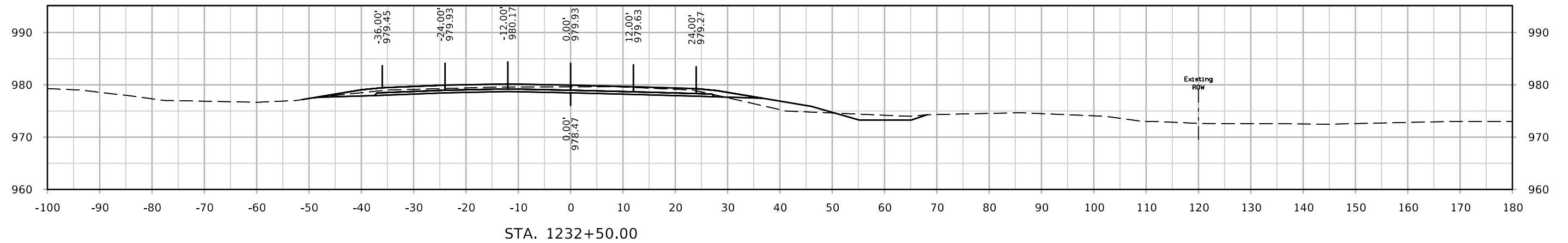
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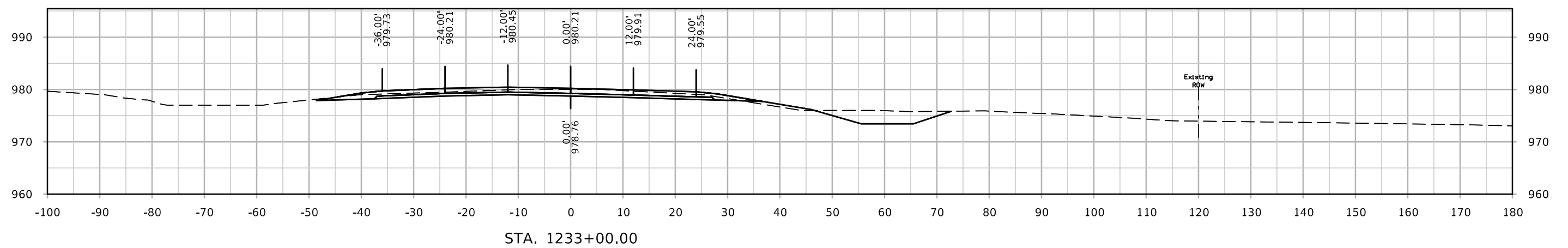
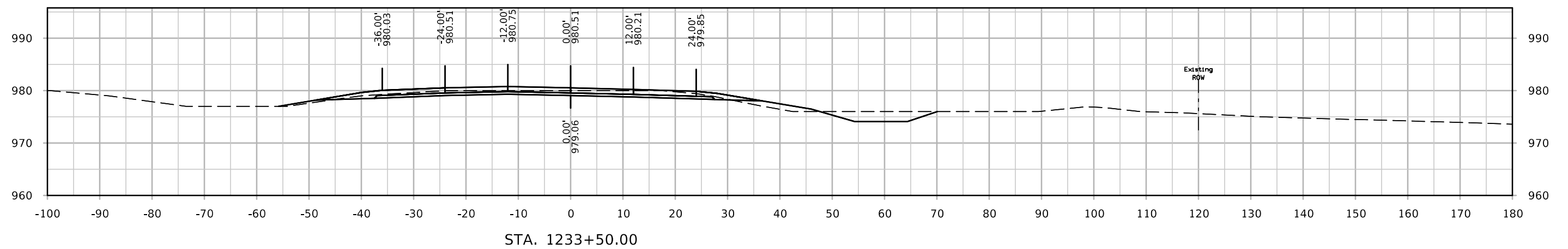
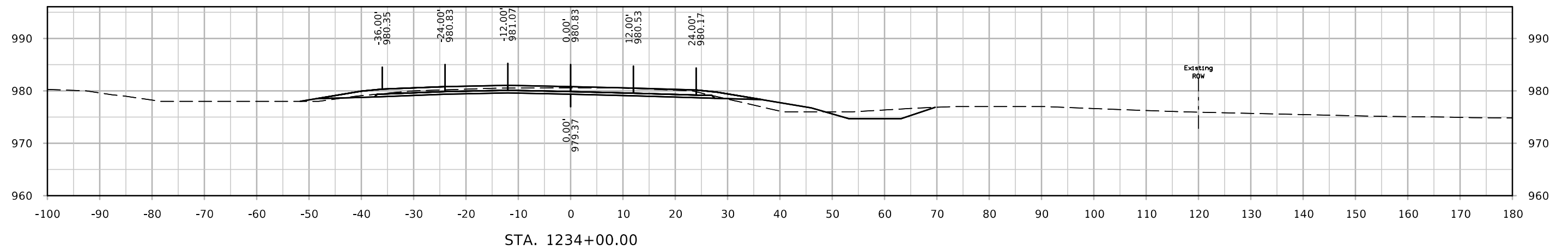
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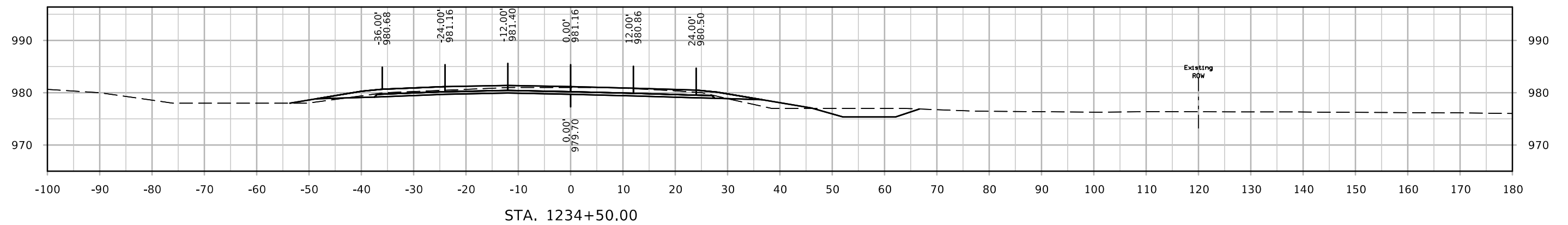
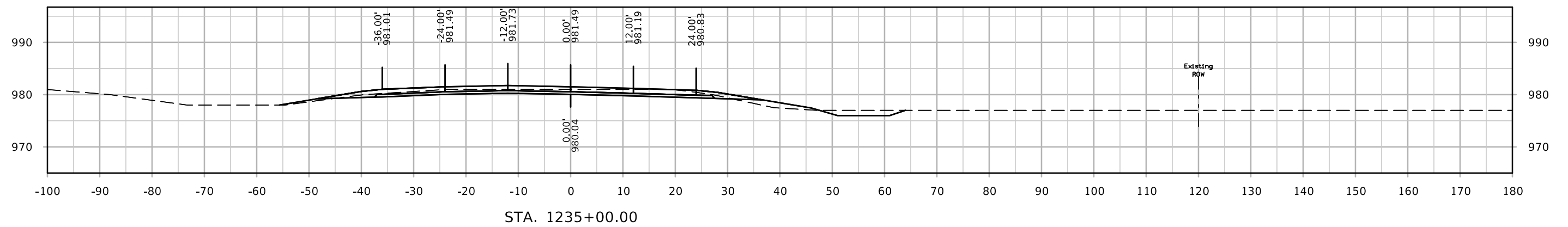
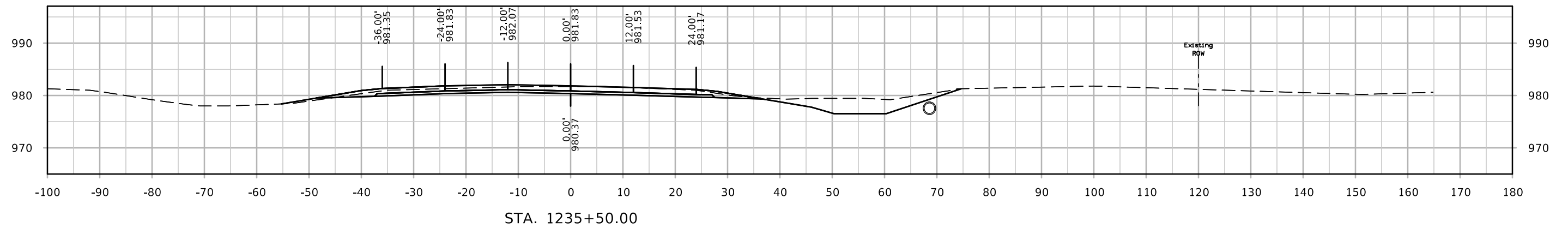
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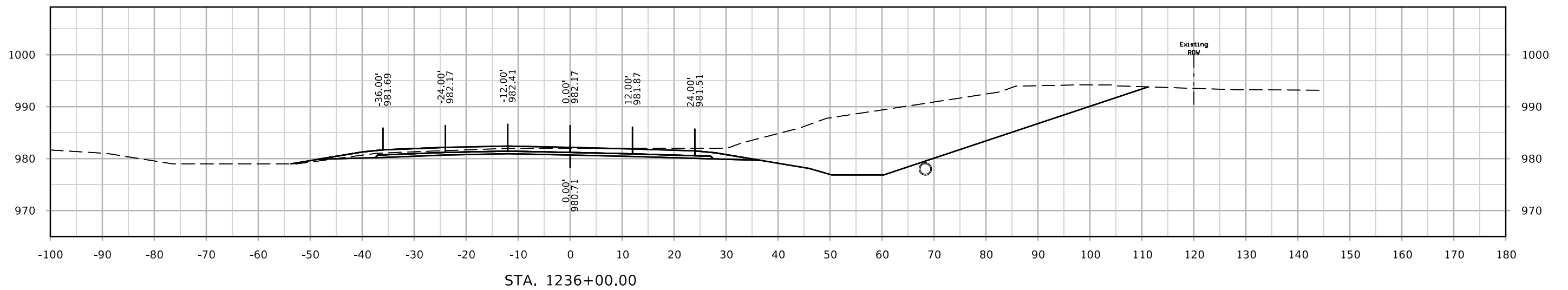
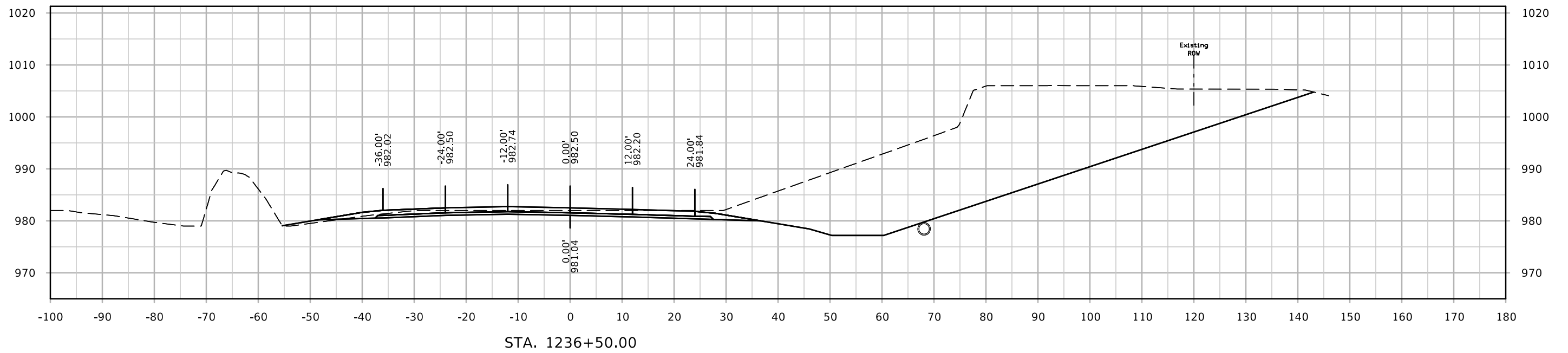
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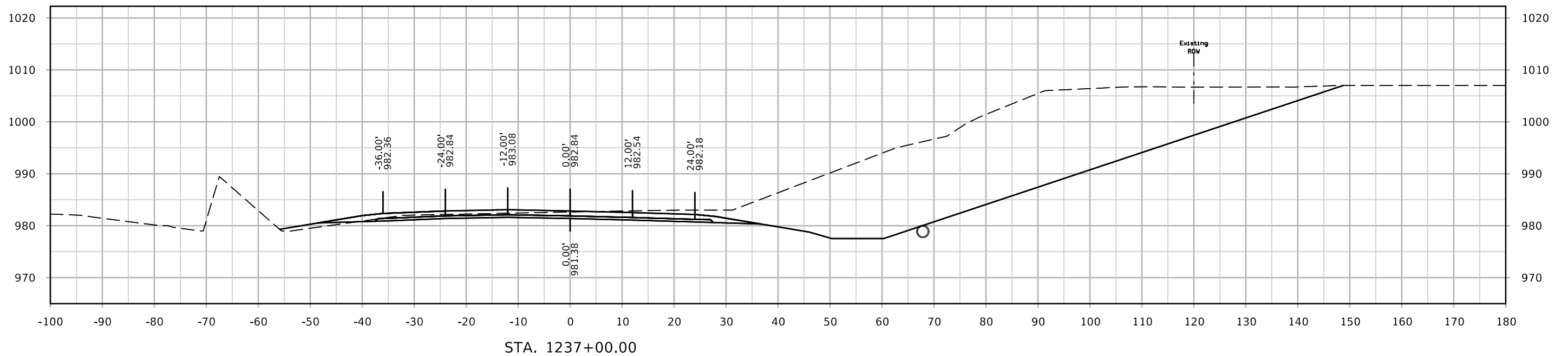
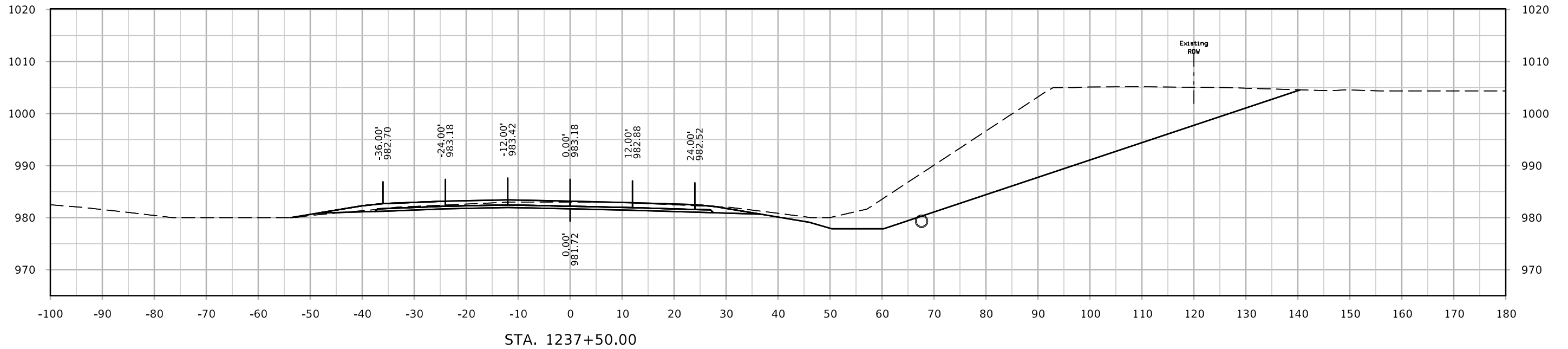
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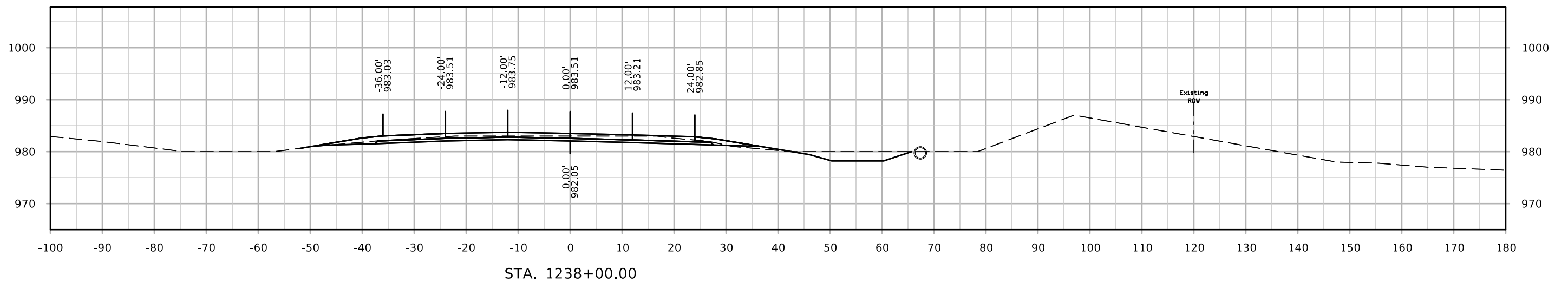
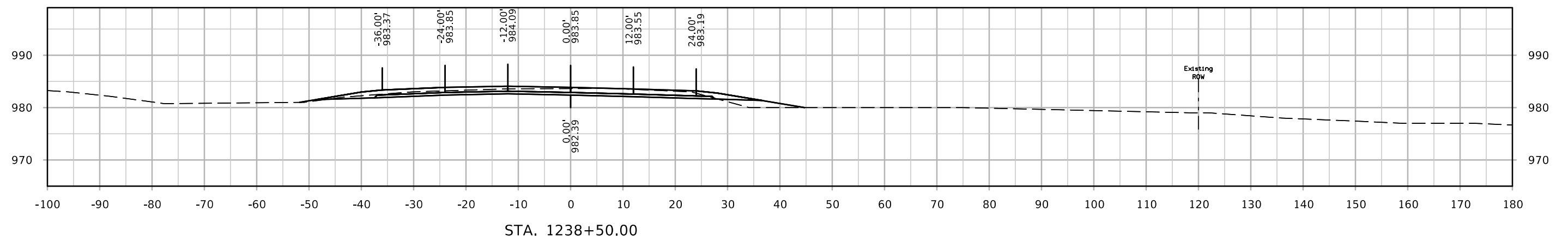
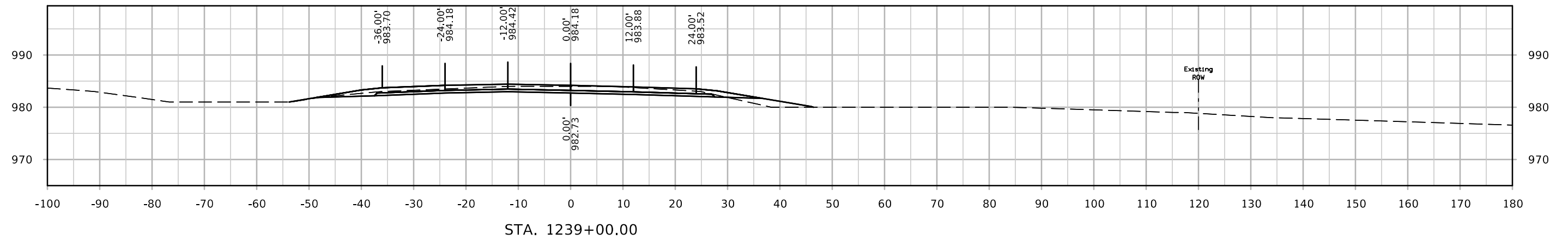
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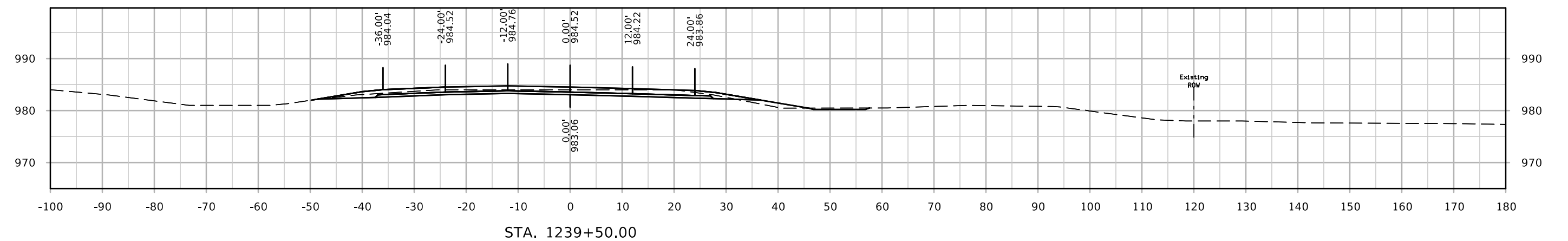
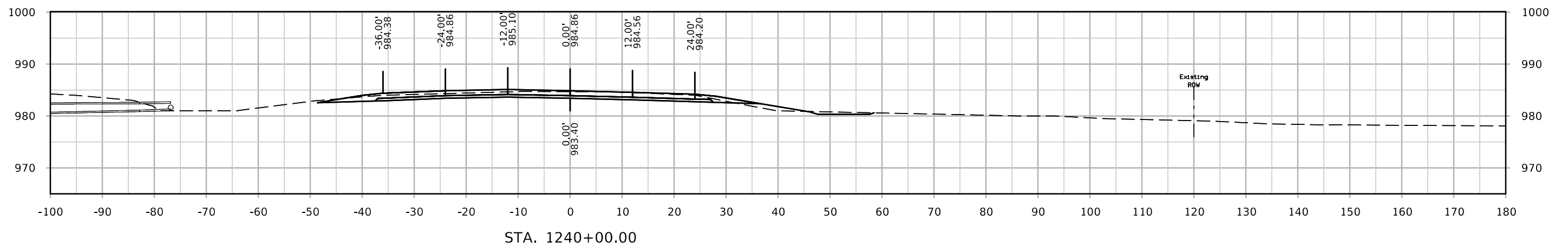
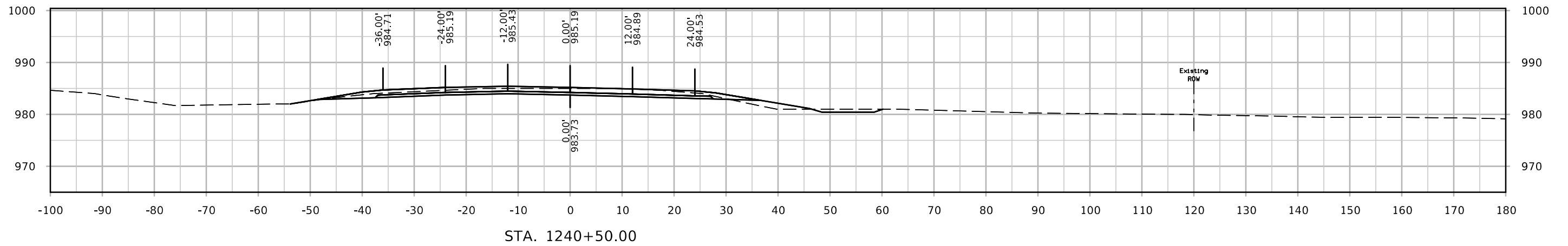
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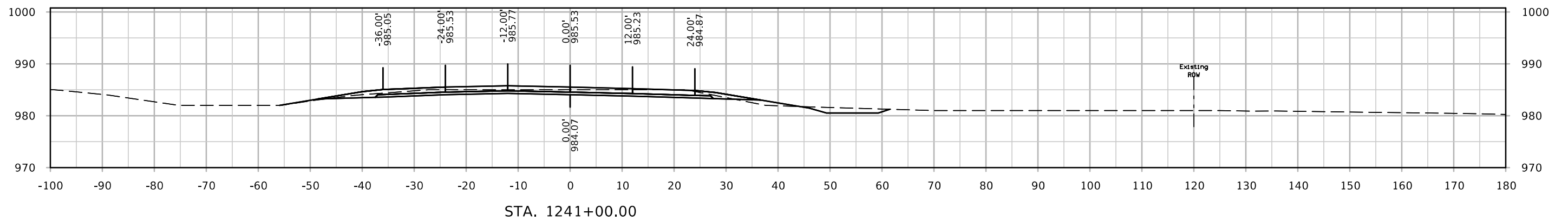
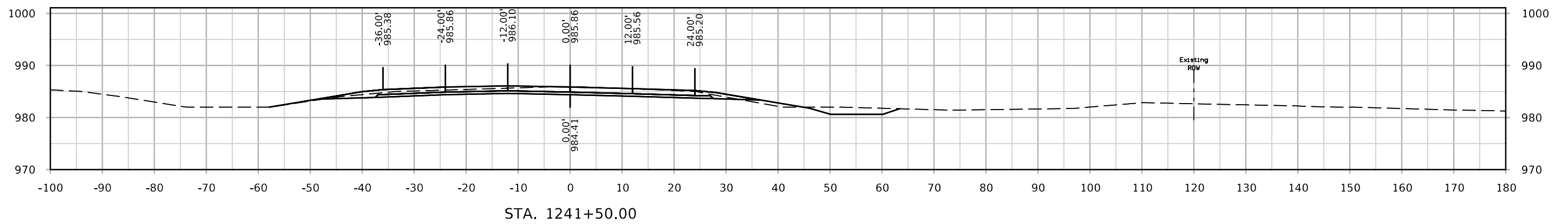
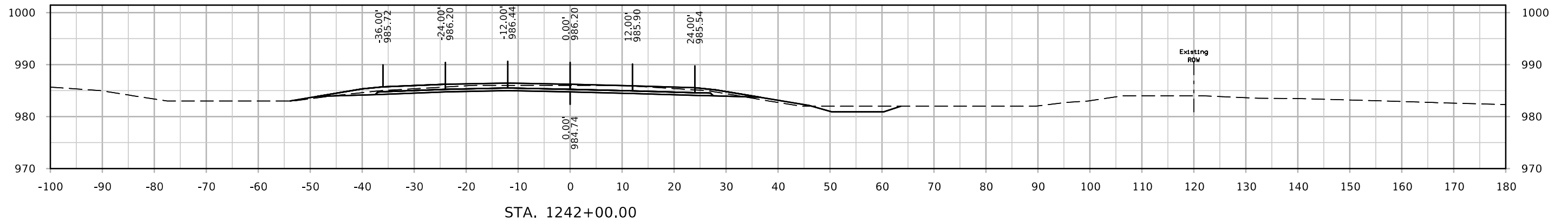
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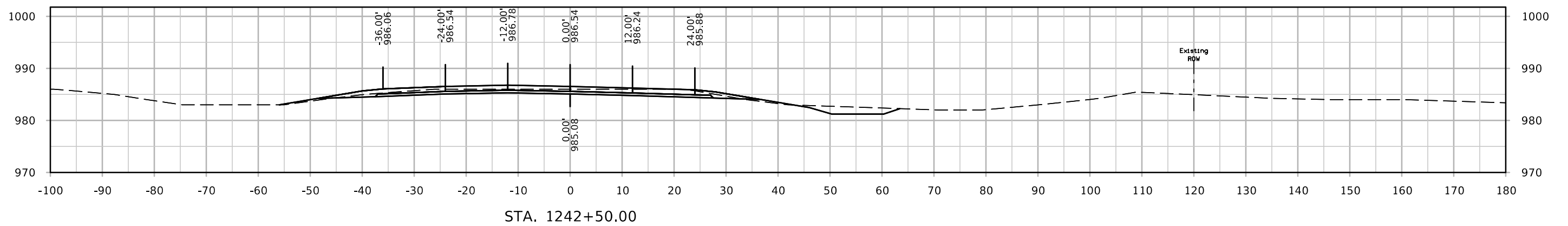
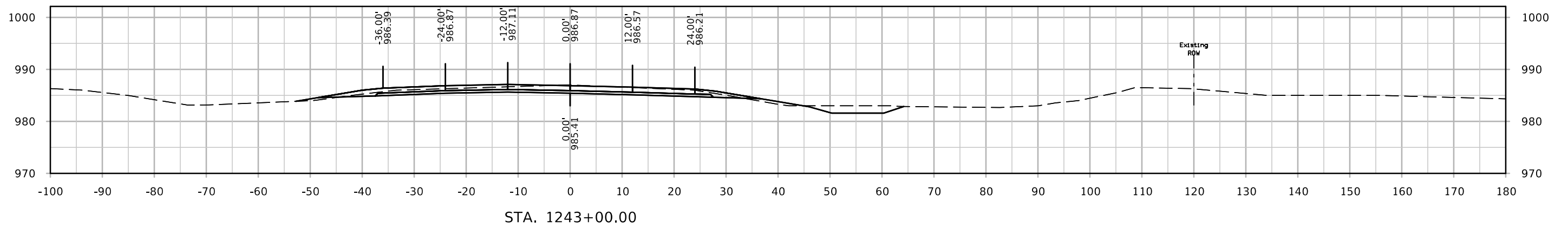
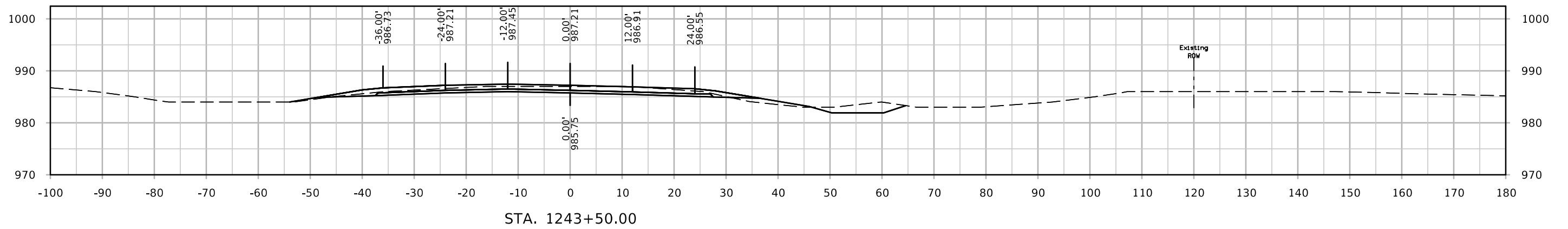
ML - I35 NB



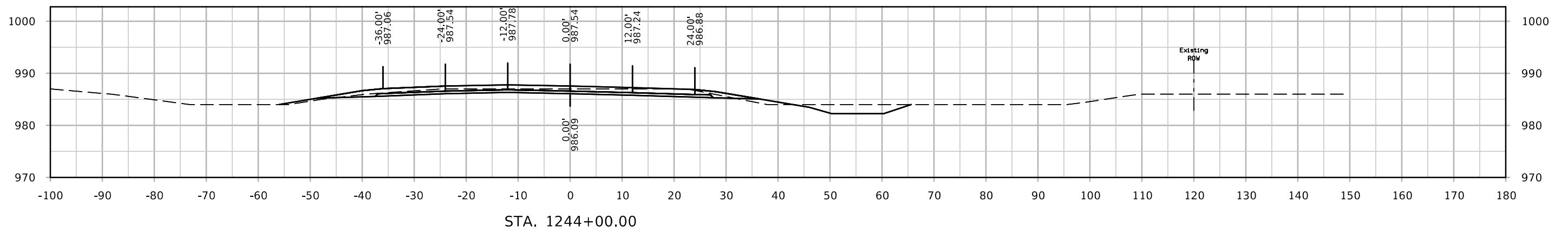
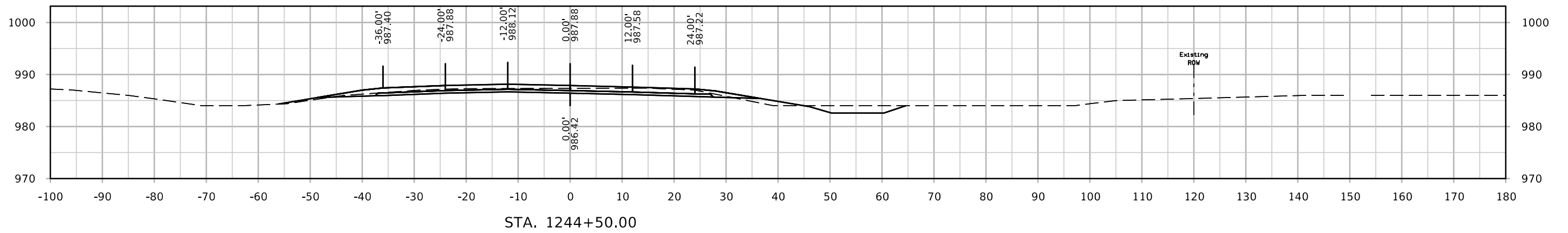
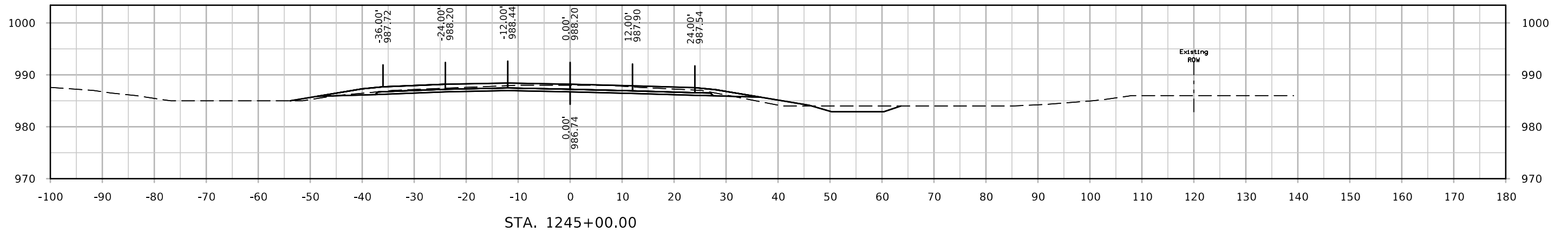
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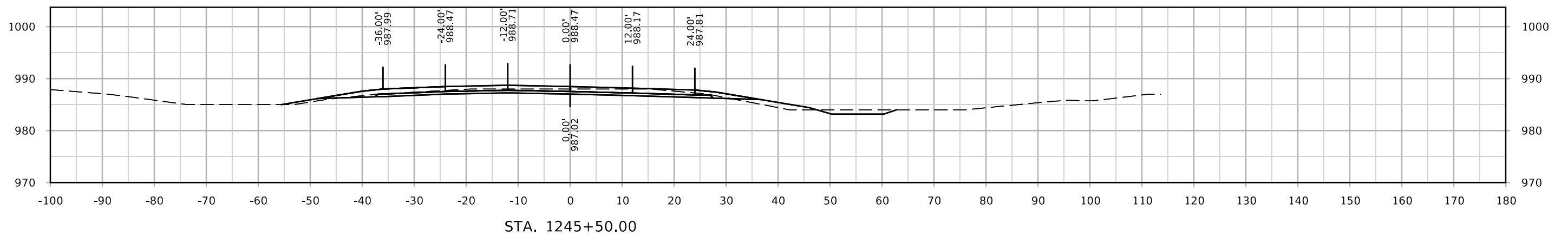
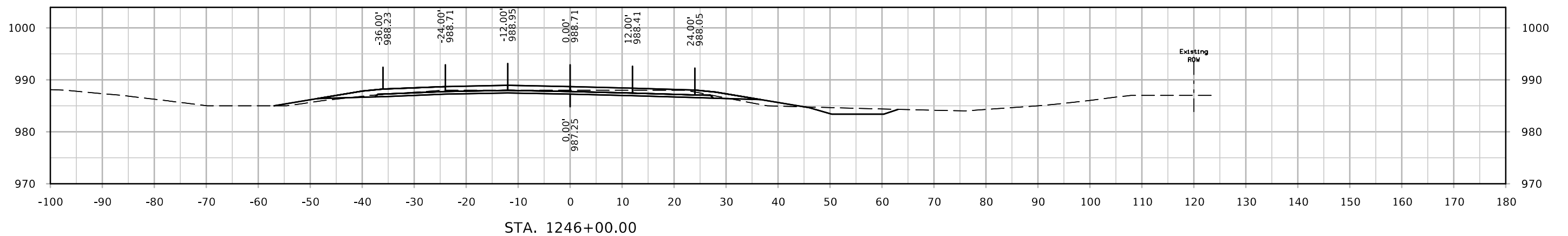
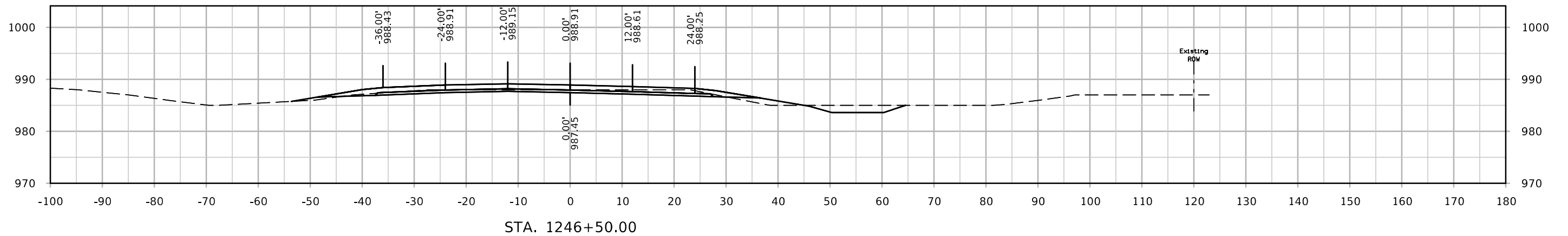
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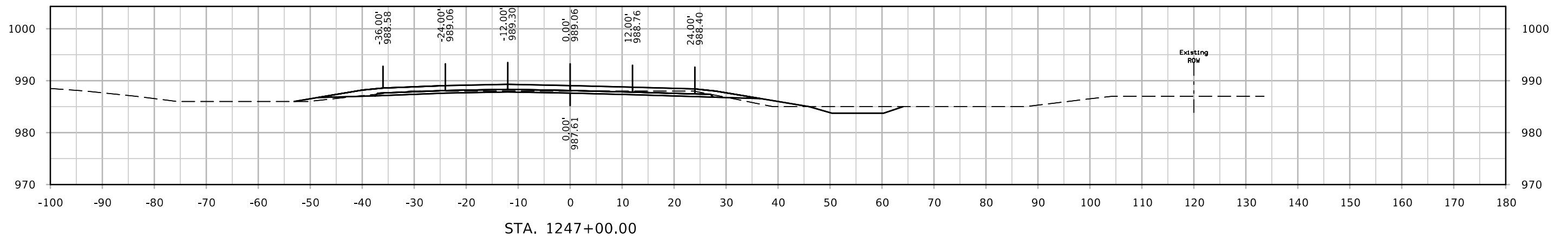
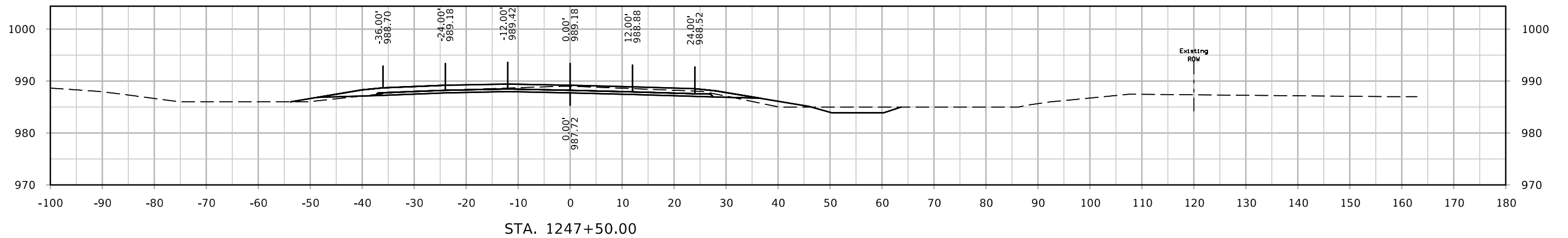
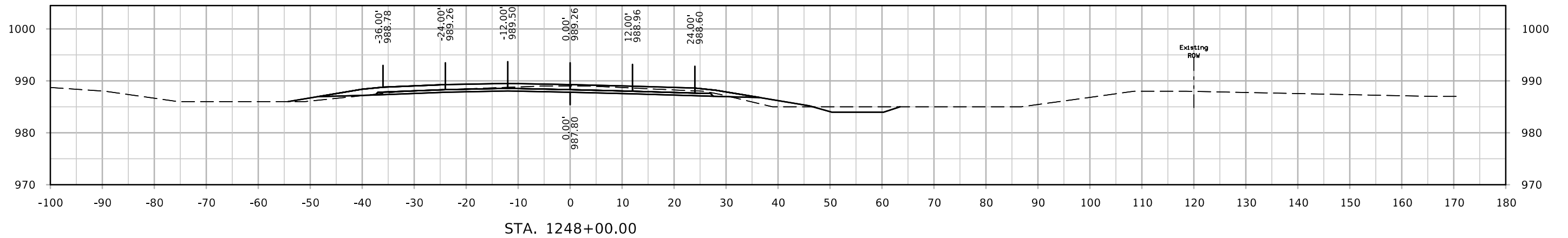
ML - I35 NB



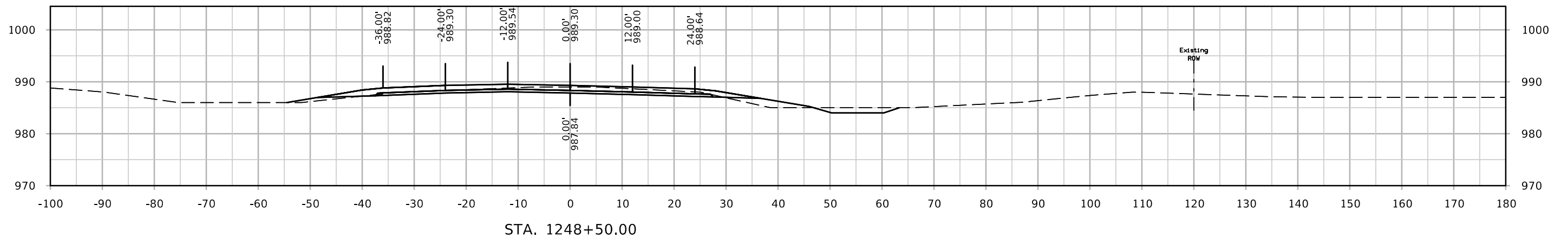
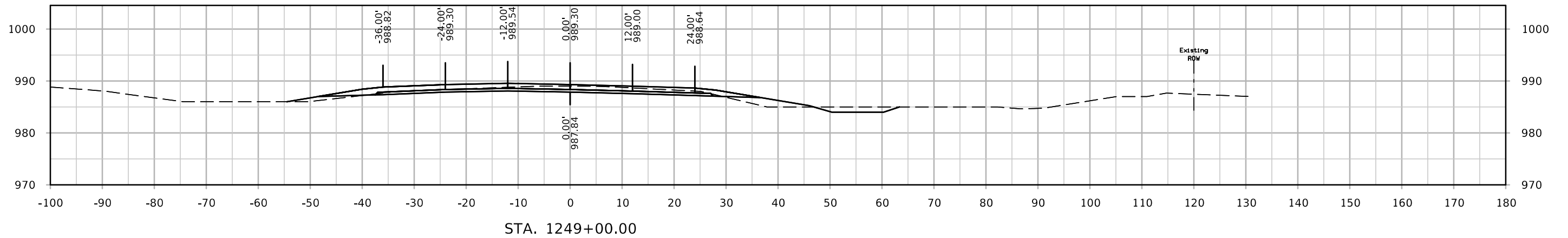
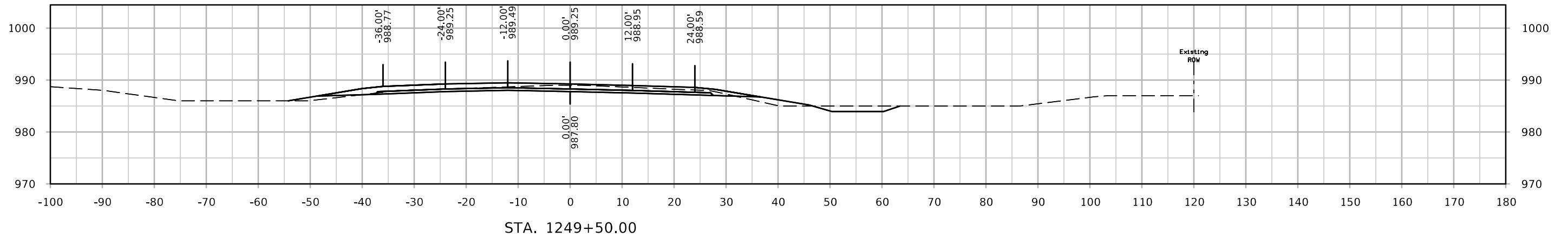
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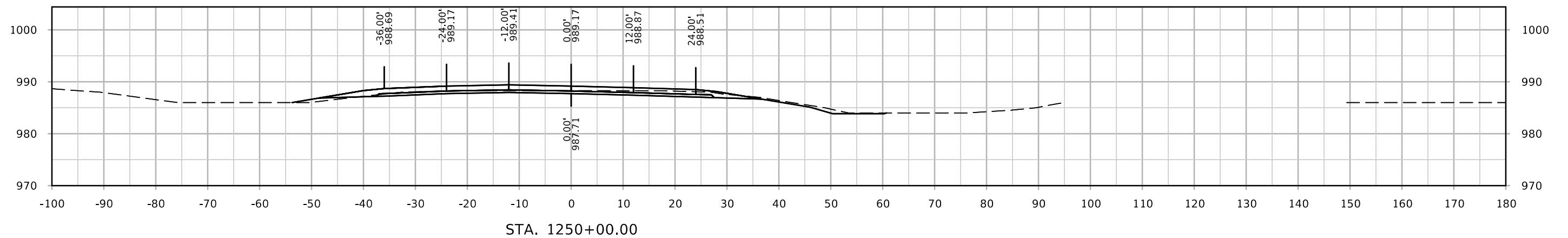
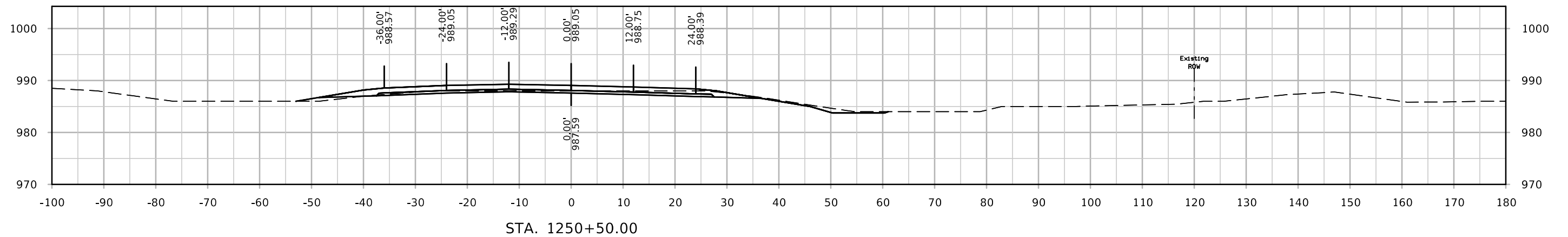
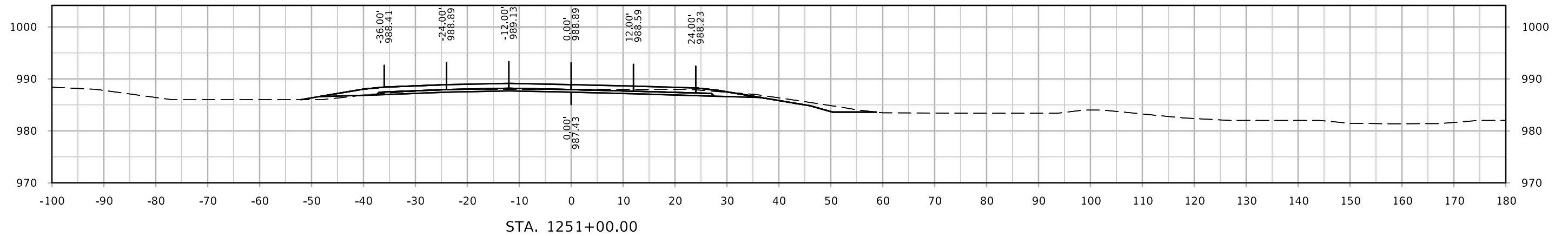
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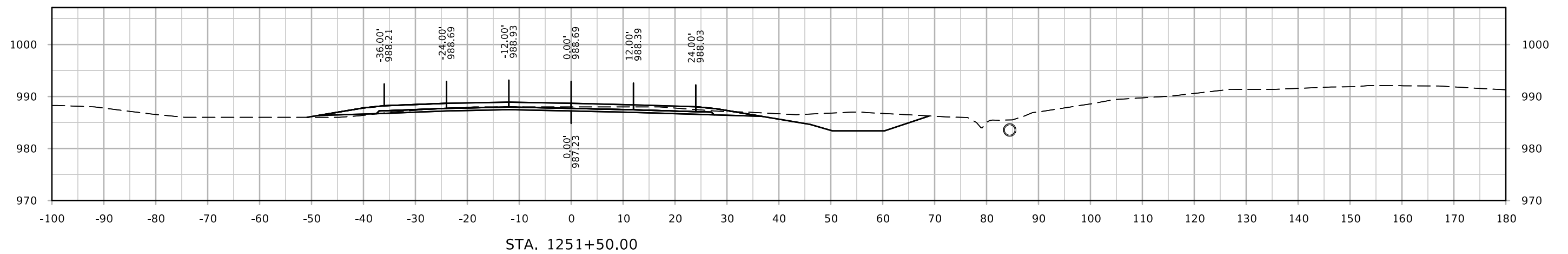
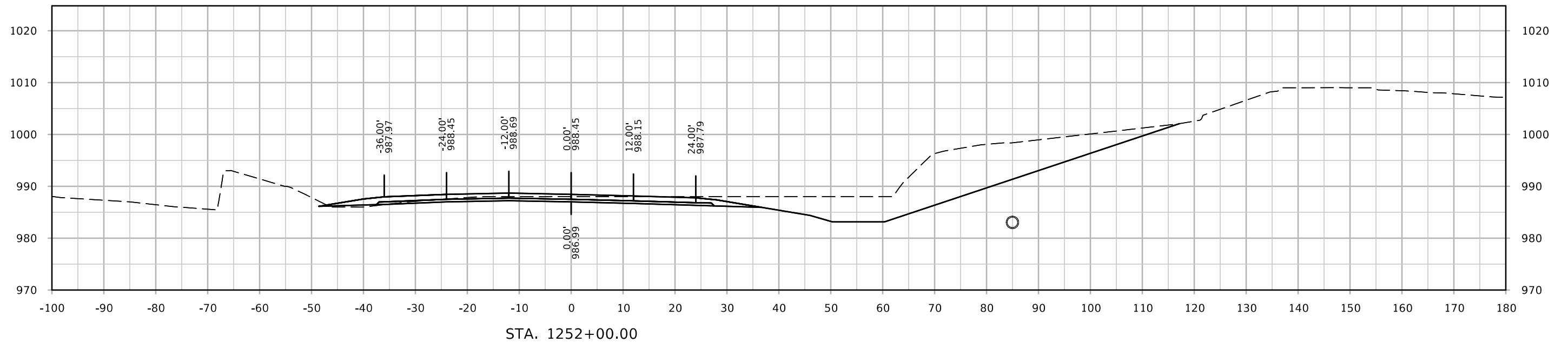
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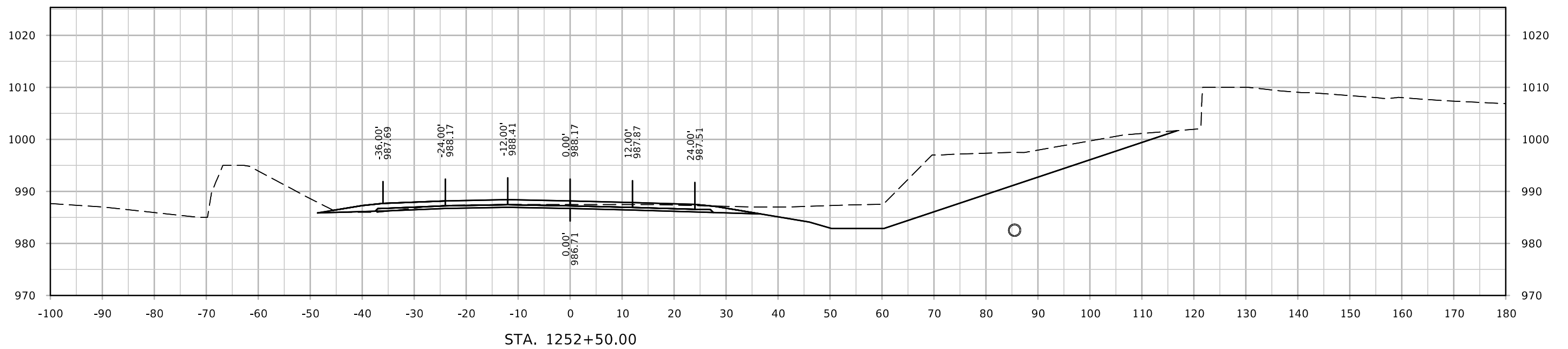
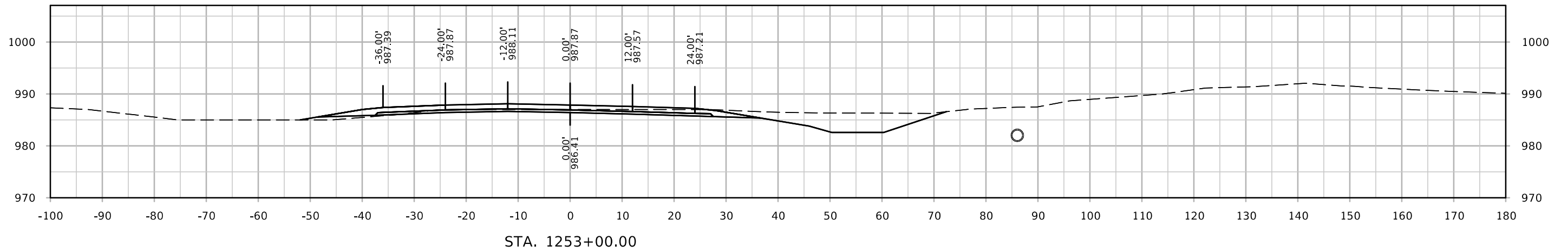
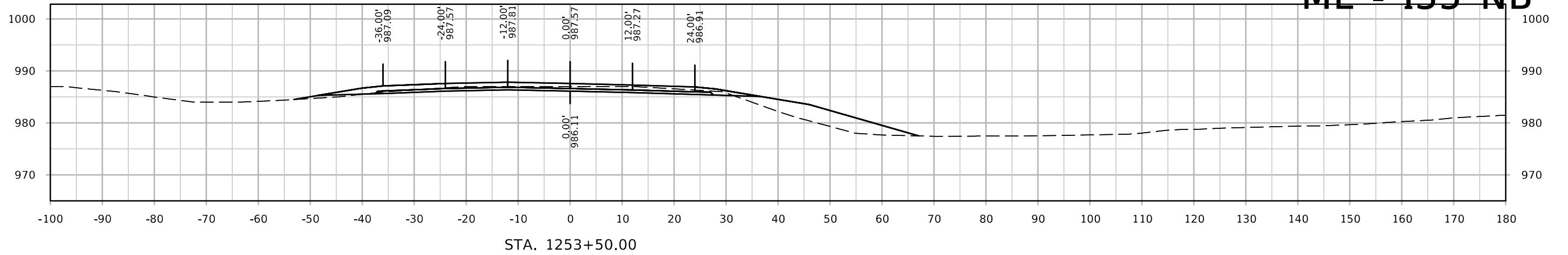
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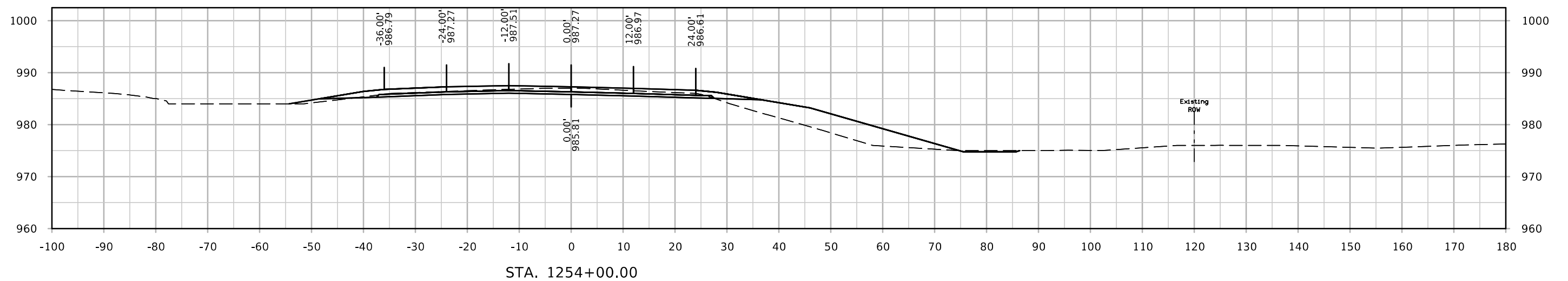
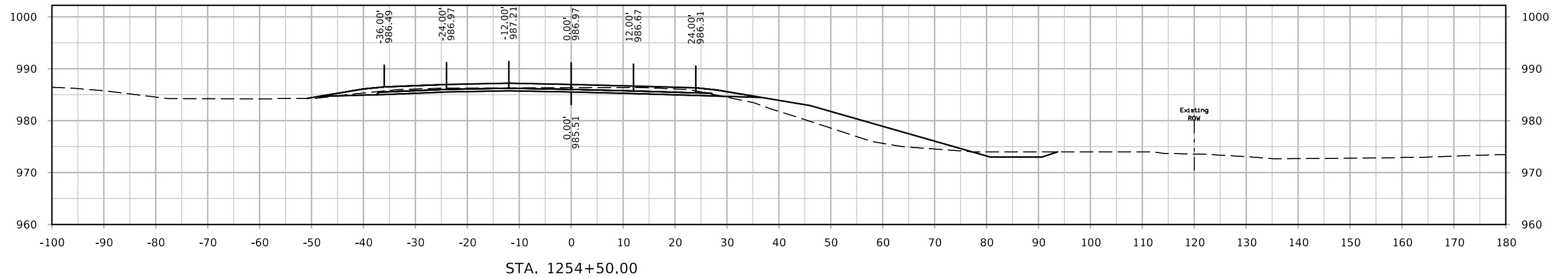
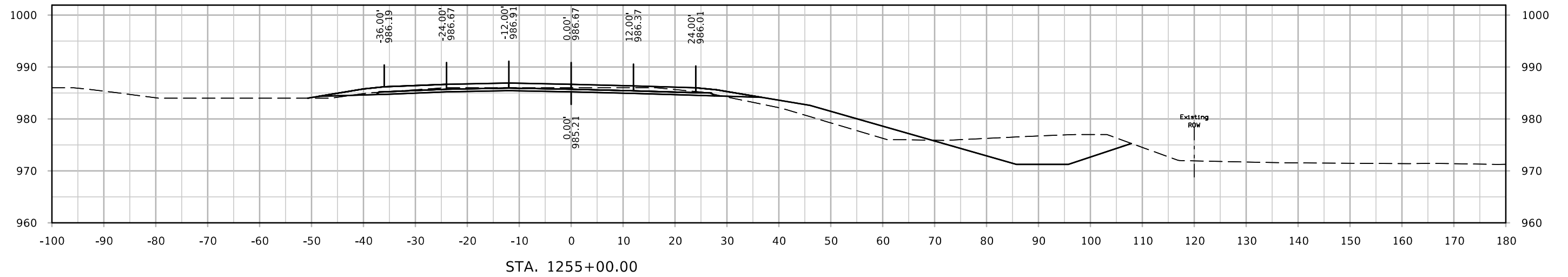
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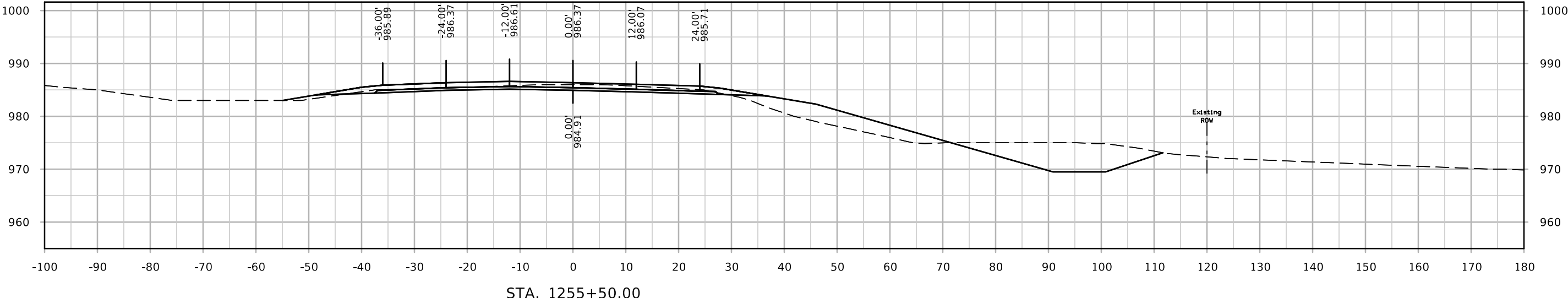
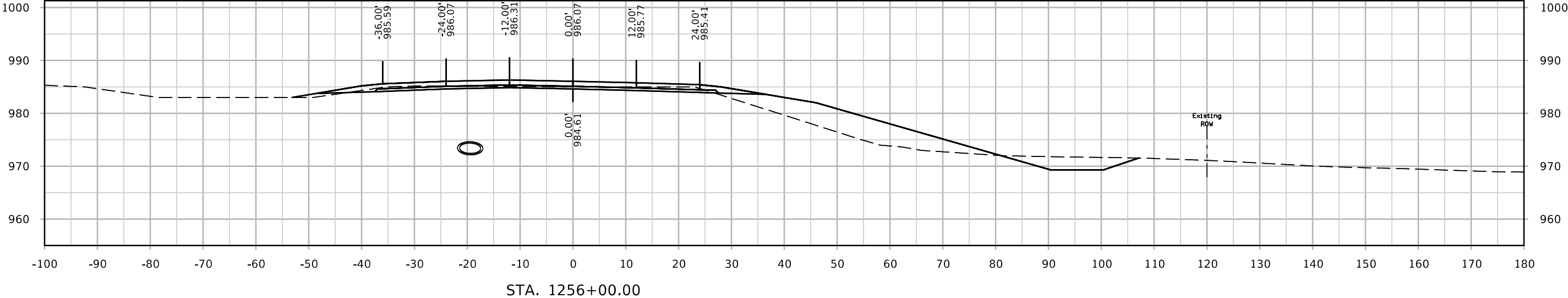
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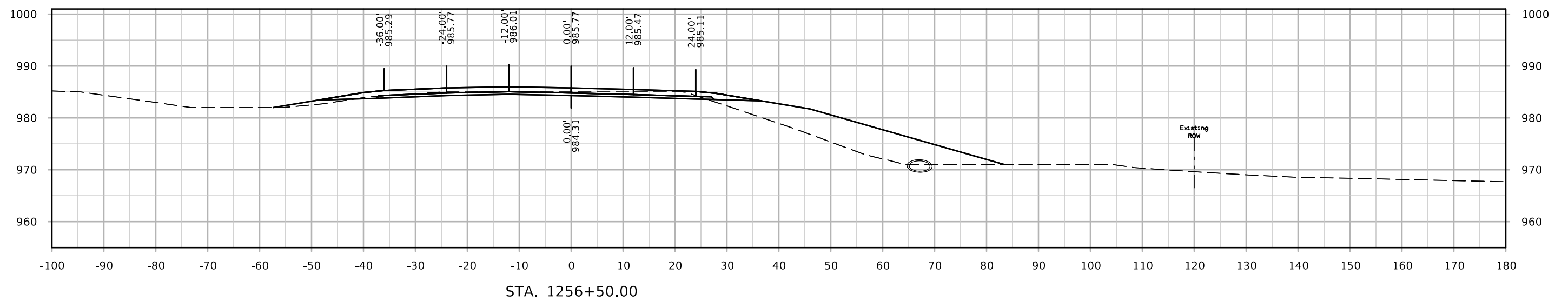
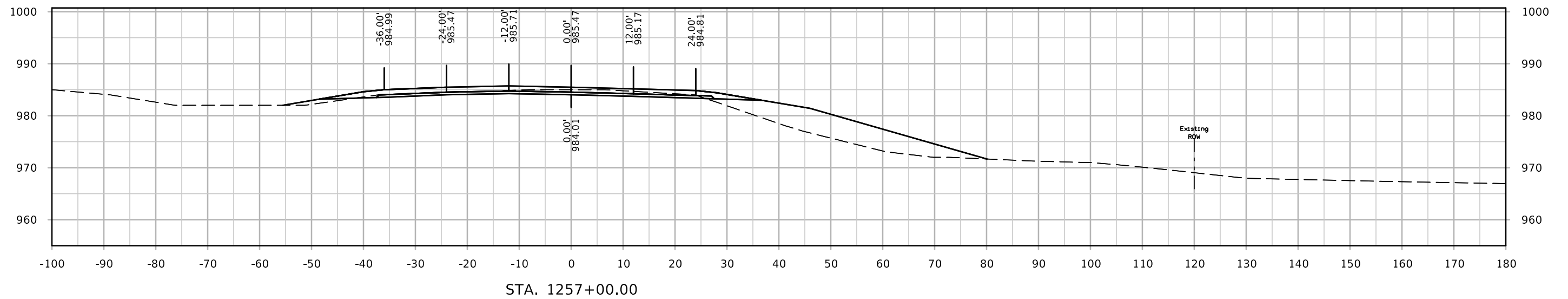
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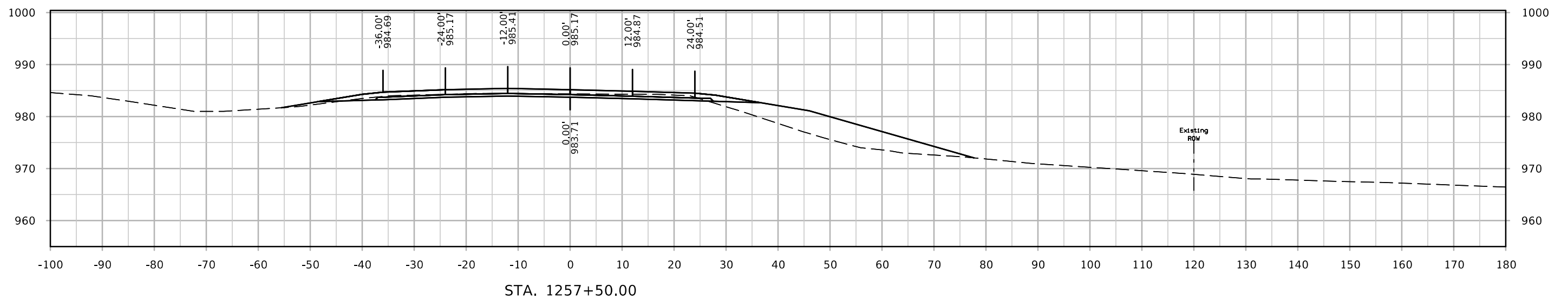
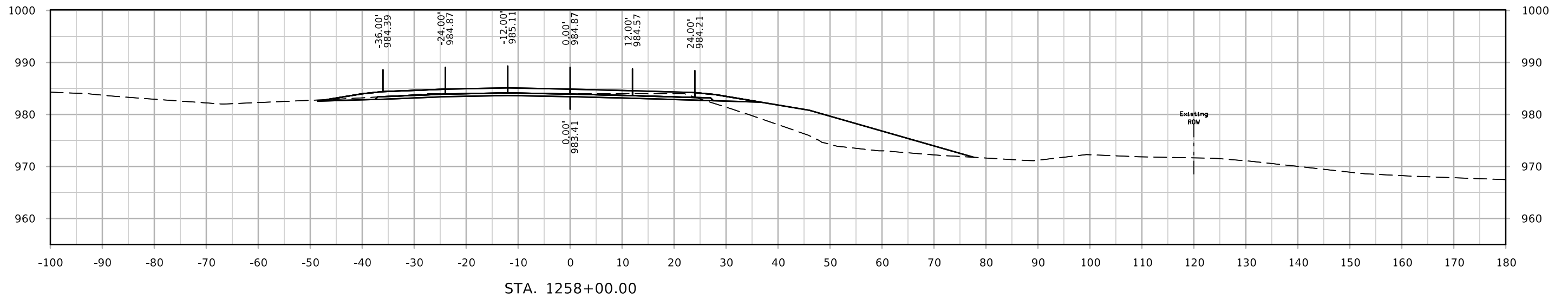
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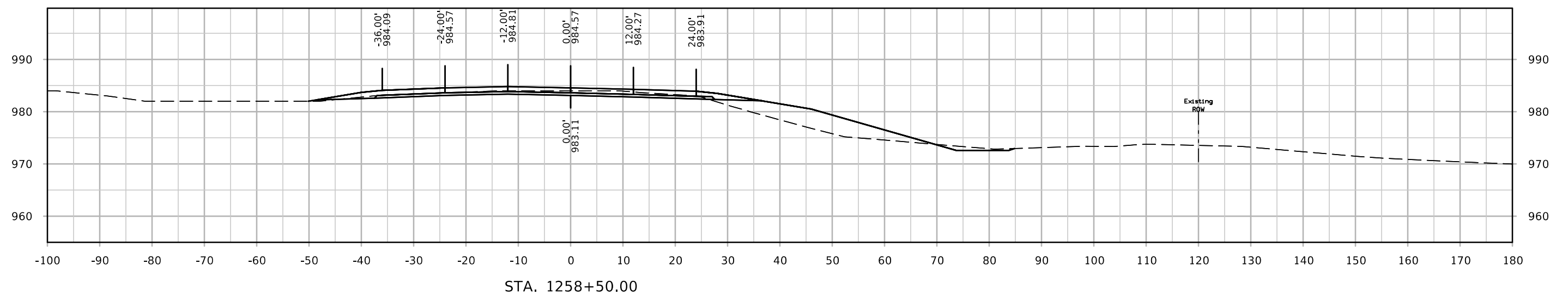
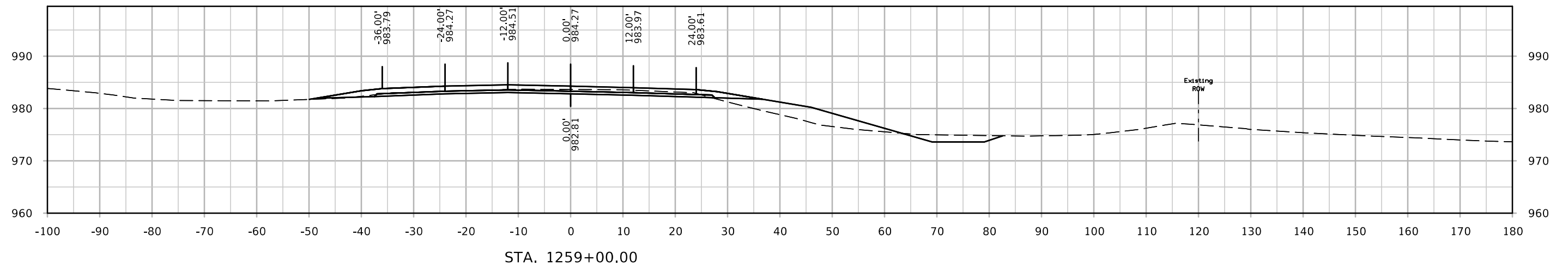
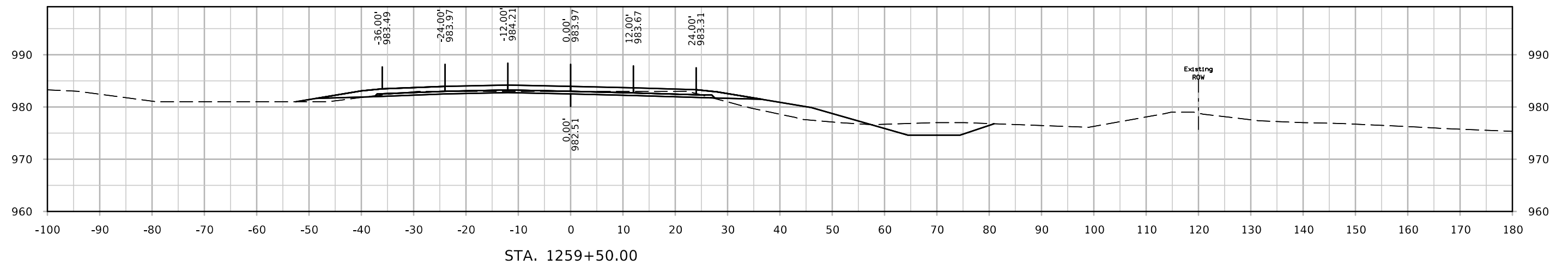
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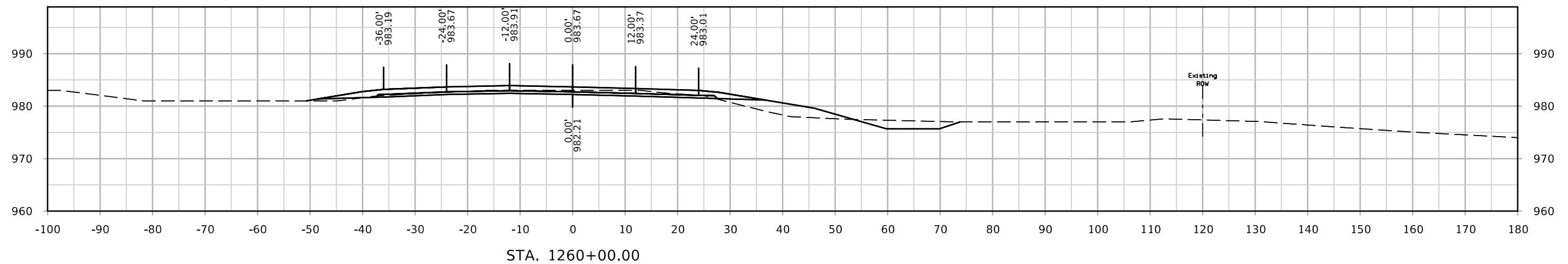
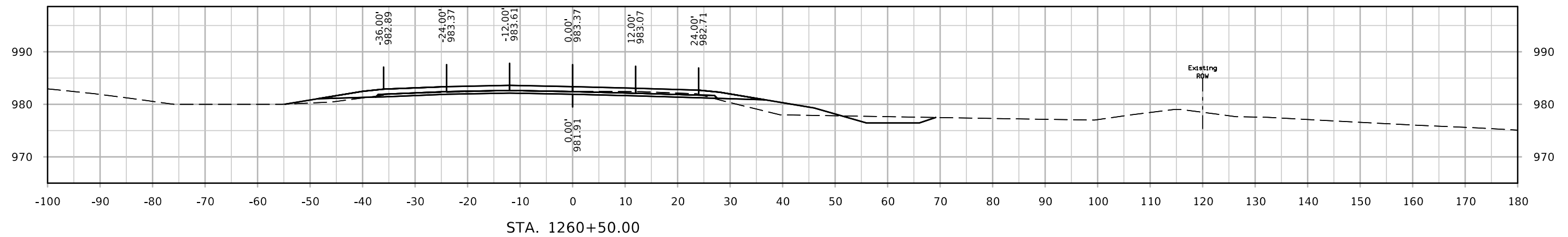
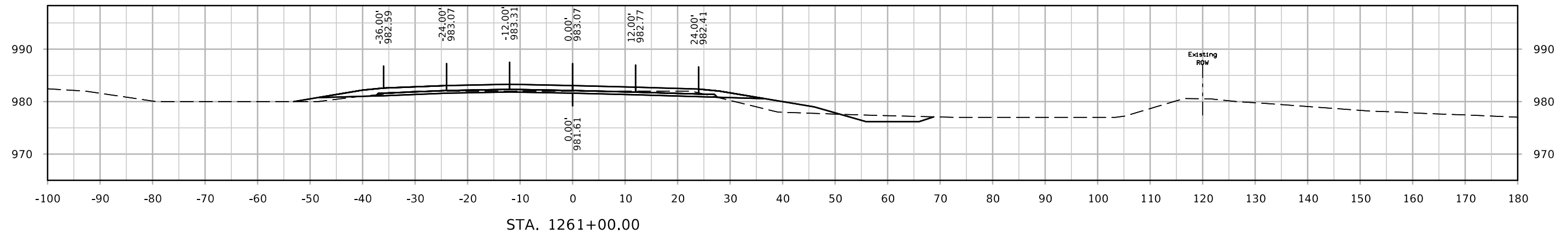
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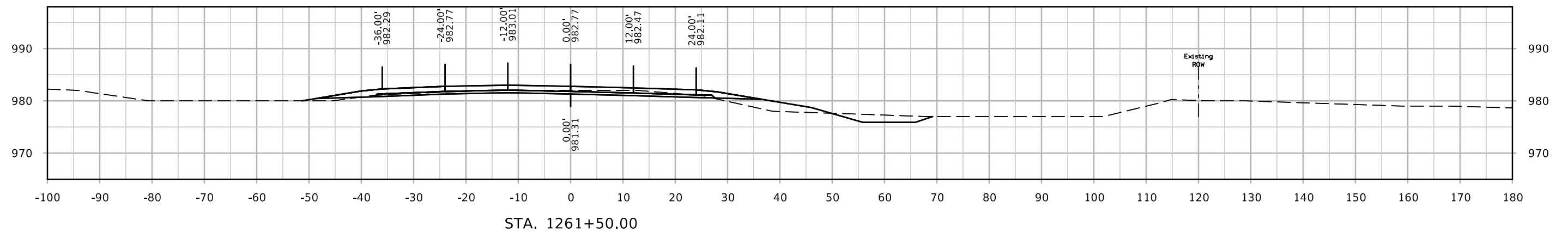
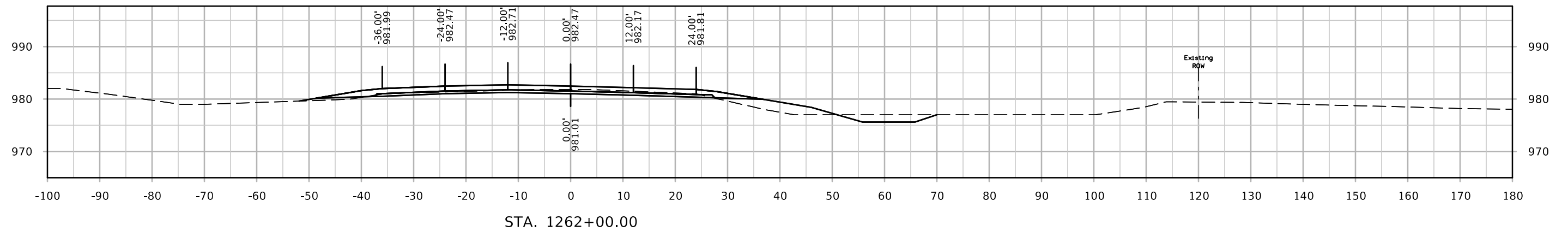
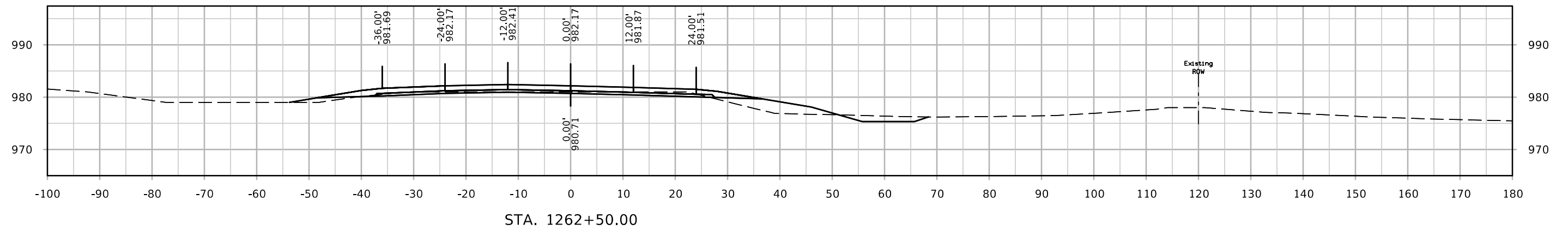
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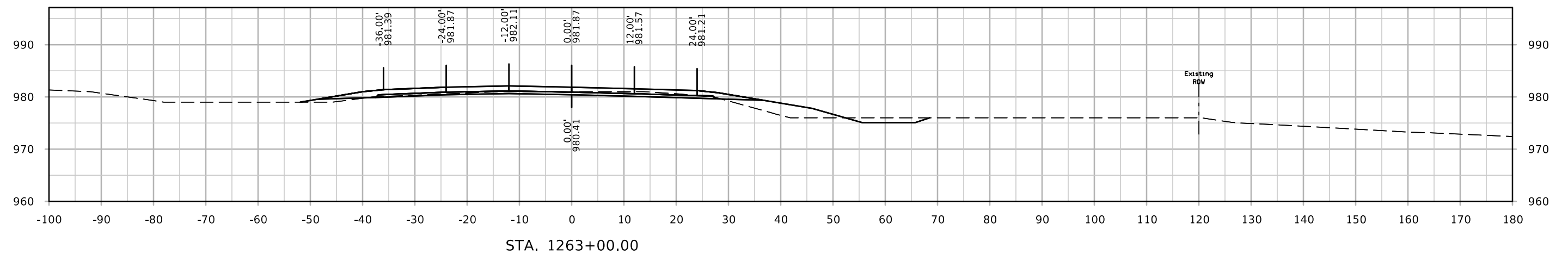
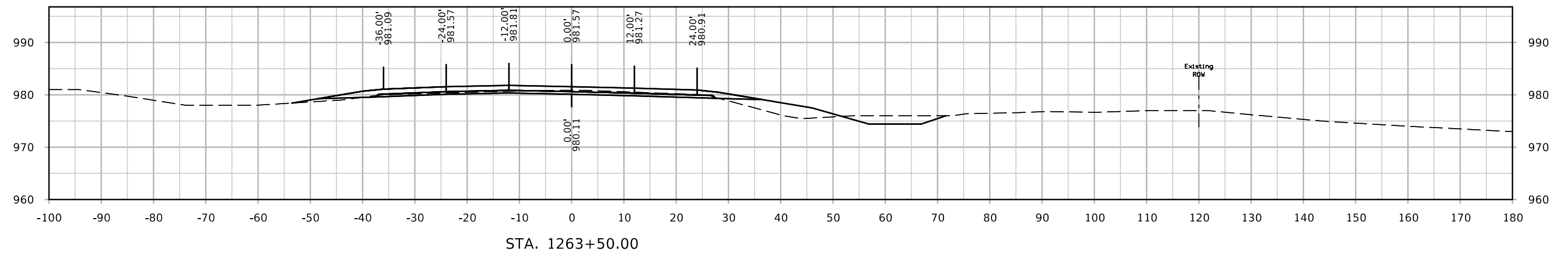
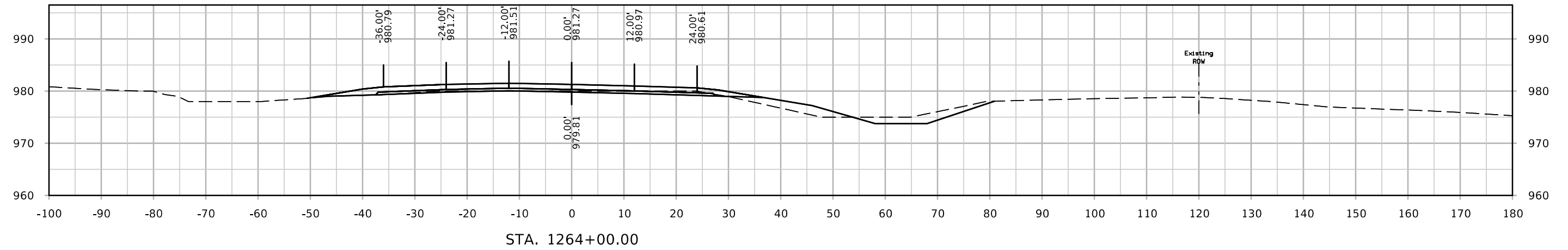
ML - I35 NB



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