

LETTING DATE
 GRADE AND PAVE
 IM-NHS-35-2(427)57--03-91

WARREN COUNTY

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
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A.2	Location Map Sheet
B Sheets	Typical Cross Sections and Details
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C Sheets	Quantities and General Information
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C.1	Estimated Project Quantities
C.1	Estimate Reference Information
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C.1	Index of Tabulations
C.1	Pollution Prevention Plan
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C.1	Tabulations (beg. with tab. of incidentals if needed)
D Sheets	Mainline Plan and Profile Sheets
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X Sheets	Side Road Cross Sections
X.1 - 23	Side Road Cross Sections
	* Color Plan Sheets



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM WARREN COUNTY

GRADE AND PAVE SOUTHBOUND I-35 FROM NORTH OF IOWA HIGHWAY 92 TO SOUTH OF NORTH RIVER

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

MILEAGE SUMMARY			105-1 09-27-94
Div.	Location	Lin. Ft.	Miles
	I-35 SOUTHBOUND Sta 809+50.00 to Sta 930+00.00	12,049.91	2.282
	HOOVER STREET Sta 1817+00.00 to Sta.1833+50.00	1,650.00	0.3125
	TOTAL NET LENGTH OF PROJECT	13,699.91	2.595

EARTHWORK SUMMARY STAGE ONE		
Cut	502,413	CY
Fill +30%	362,455	CY
Waste	139,958	CY

EARTHWORK SUMMARY STAGE TWO		
Cut	97,698	CY
Fill +30%	7,223	CY
Waste	90,475	CY

Hoover Street 101-4 04-30-02			
DESIGN DATA RURAL			
2015 AADT	90	V.P.D.	
2035 AADT	103	V.P.D.	
20-- DHV	--	V.P.H.	
TRUCKS	10	%	
Total Design ESALs	--		

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

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

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.

Gabriel A. Nelson, P.E. Date _____

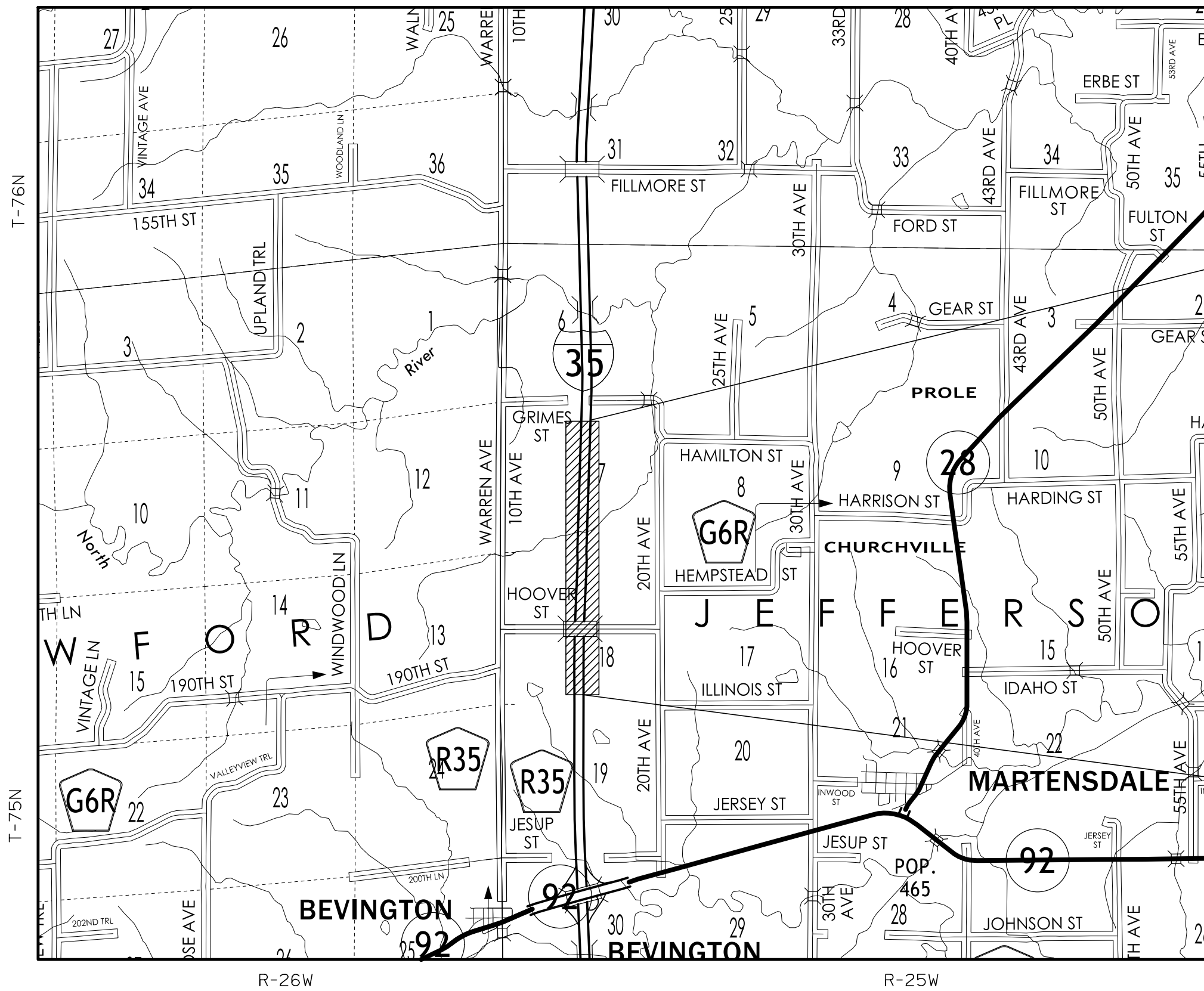
License Number 17382

My License Renewal Date is December 31, 2018

Pages or sheets covered by this seal: _____

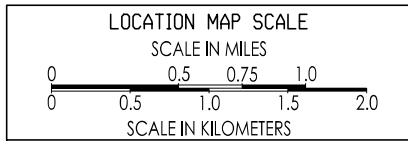
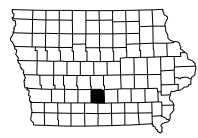
REVISIONS	TOTAL
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PROJECT IDENTIFICATION NUMBER	
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PROJECT NUMBER	
IM-NHS-35-2(427)57--03-91	
R.O.W. PROJECT NUMBER	

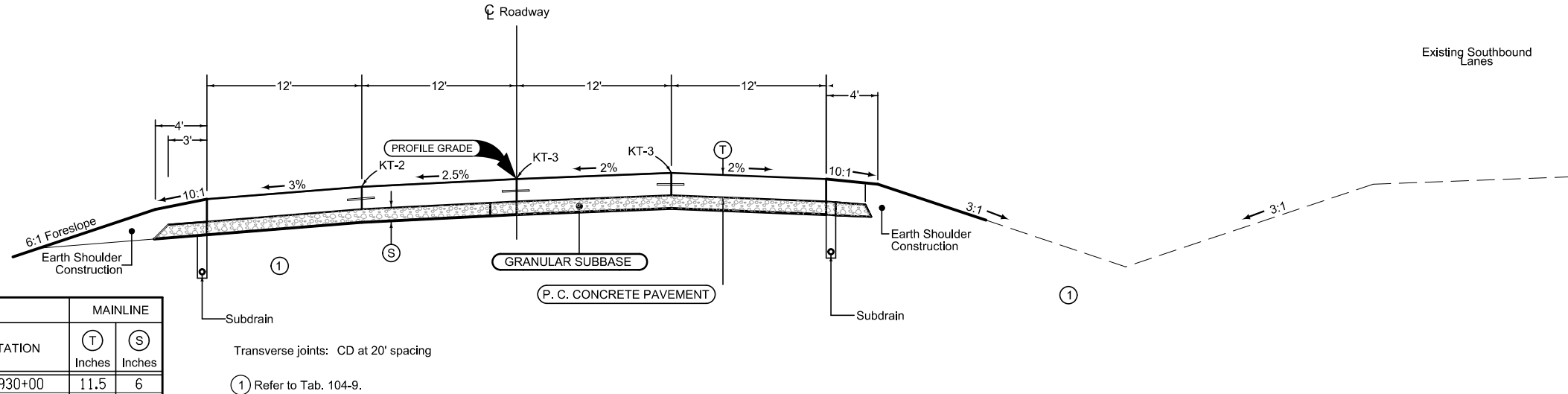




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END CONSTRUCTION

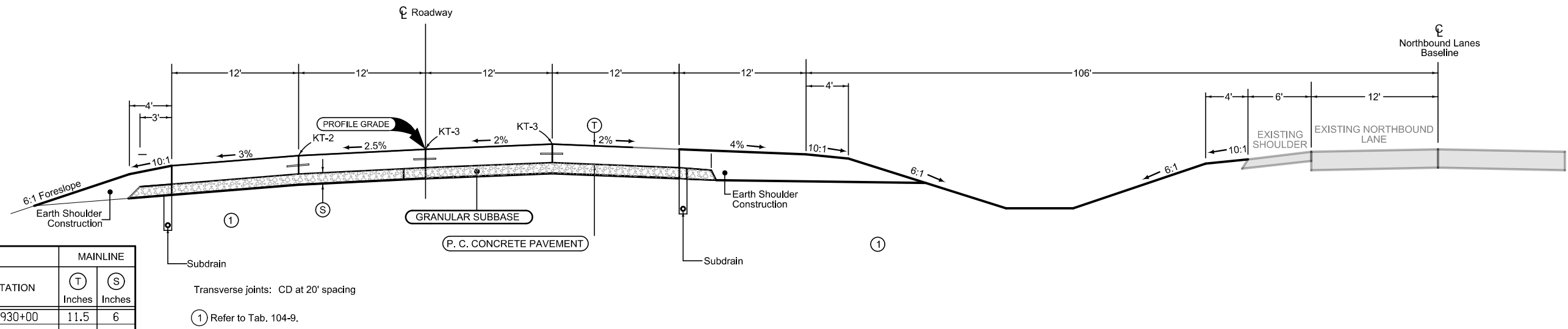
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BEGIN CONSTRUCTION





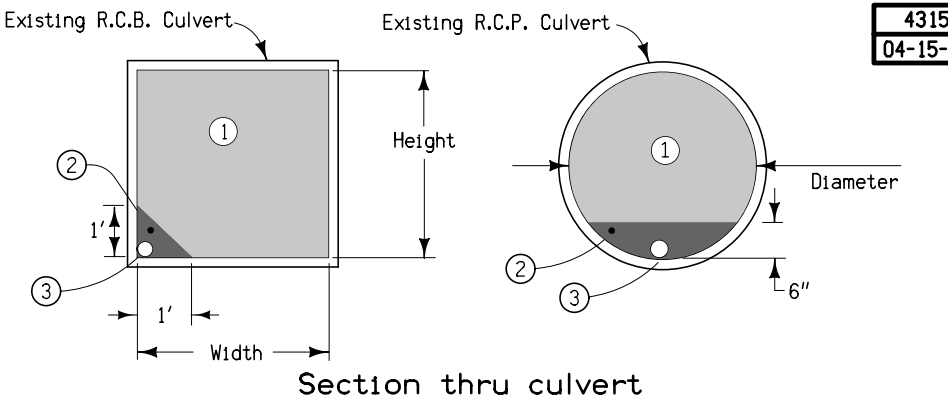
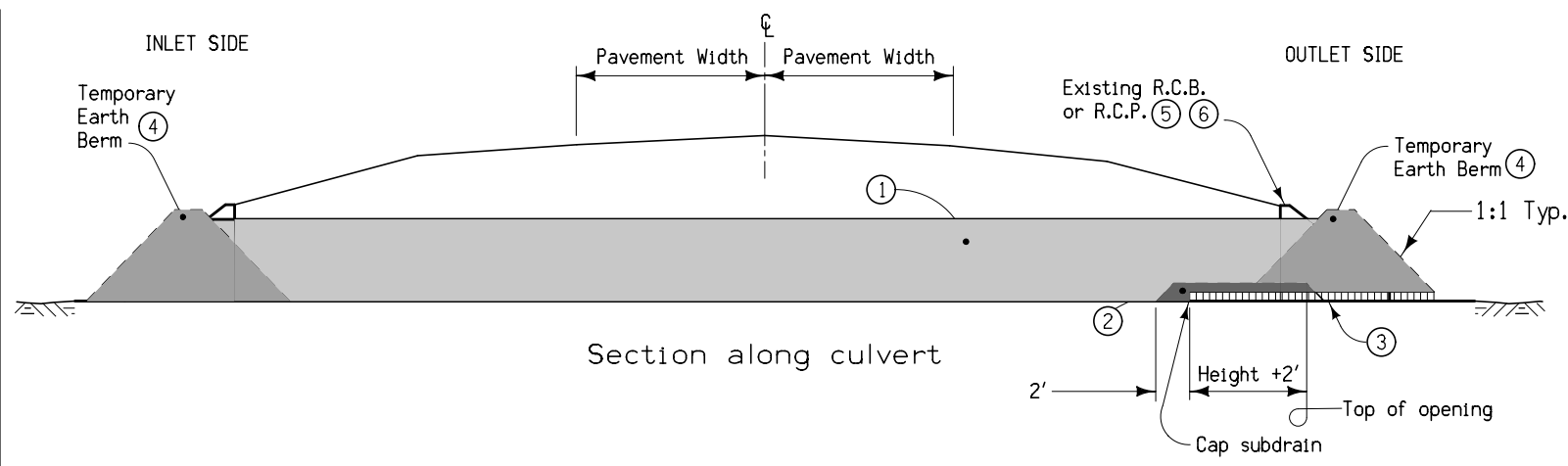
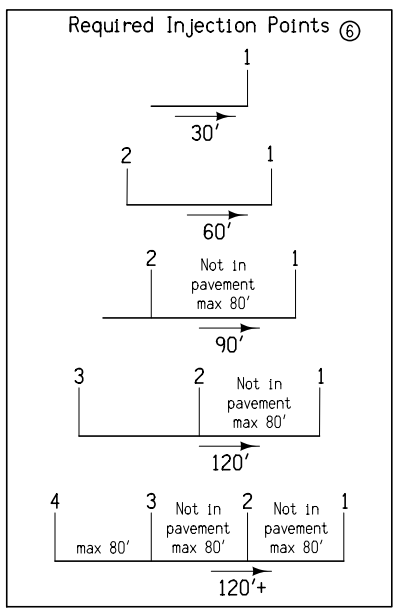
LOCATION		MAINLINE	
ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches
I-35 SB	809+50 930+00	11.5	6

TYPICAL CROSS SECTION
SOUTHBOUND LANES
STAGE ONE



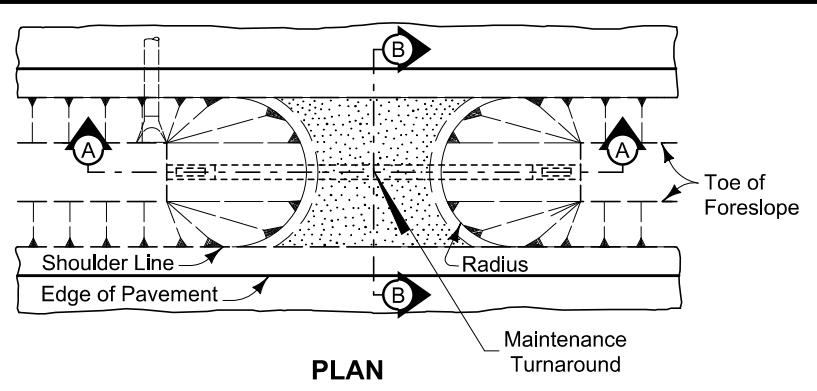
LOCATION		MAINLINE	
ROAD IDENTIFICATION	STATION TO STATION	(T)	(S)
		Inches	Inches
I-35 SB	809+50 930+00	11.5	6

**TYPICAL CROSS SECTION
SOUTHBOUND LANES
STAGE TWO**

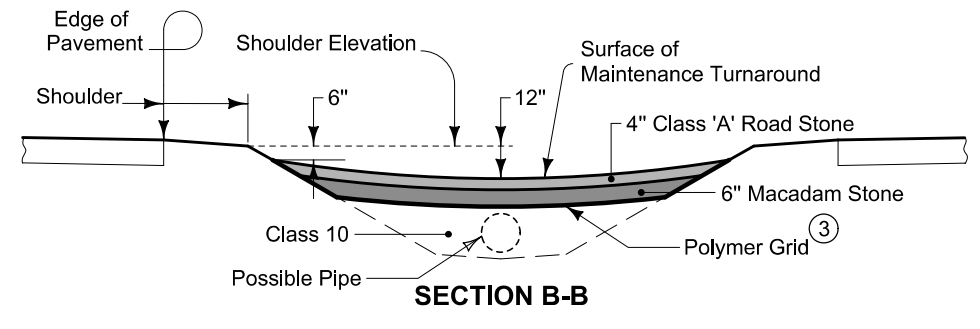
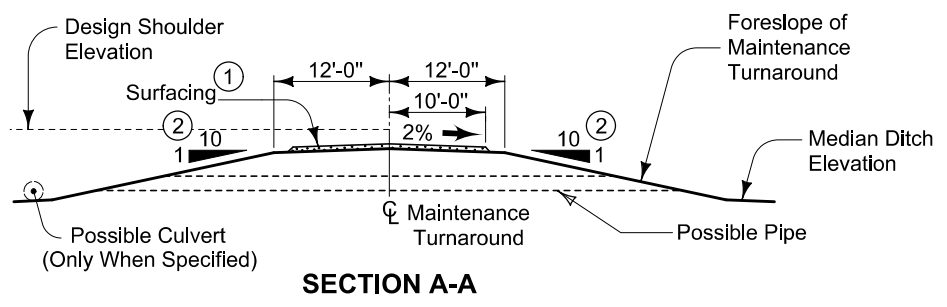


- ① Flowable Mortar.
- ② Granular Backfill.
- ③ 4" subdrain at flowline elevation of culvert shall be extended into the culvert a distance of 2' plus the height of the culvert. Granular Backfill covers subdrain and extends an additional 2'. Subdrain and granular backfill are incidental to flowable mortar.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

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

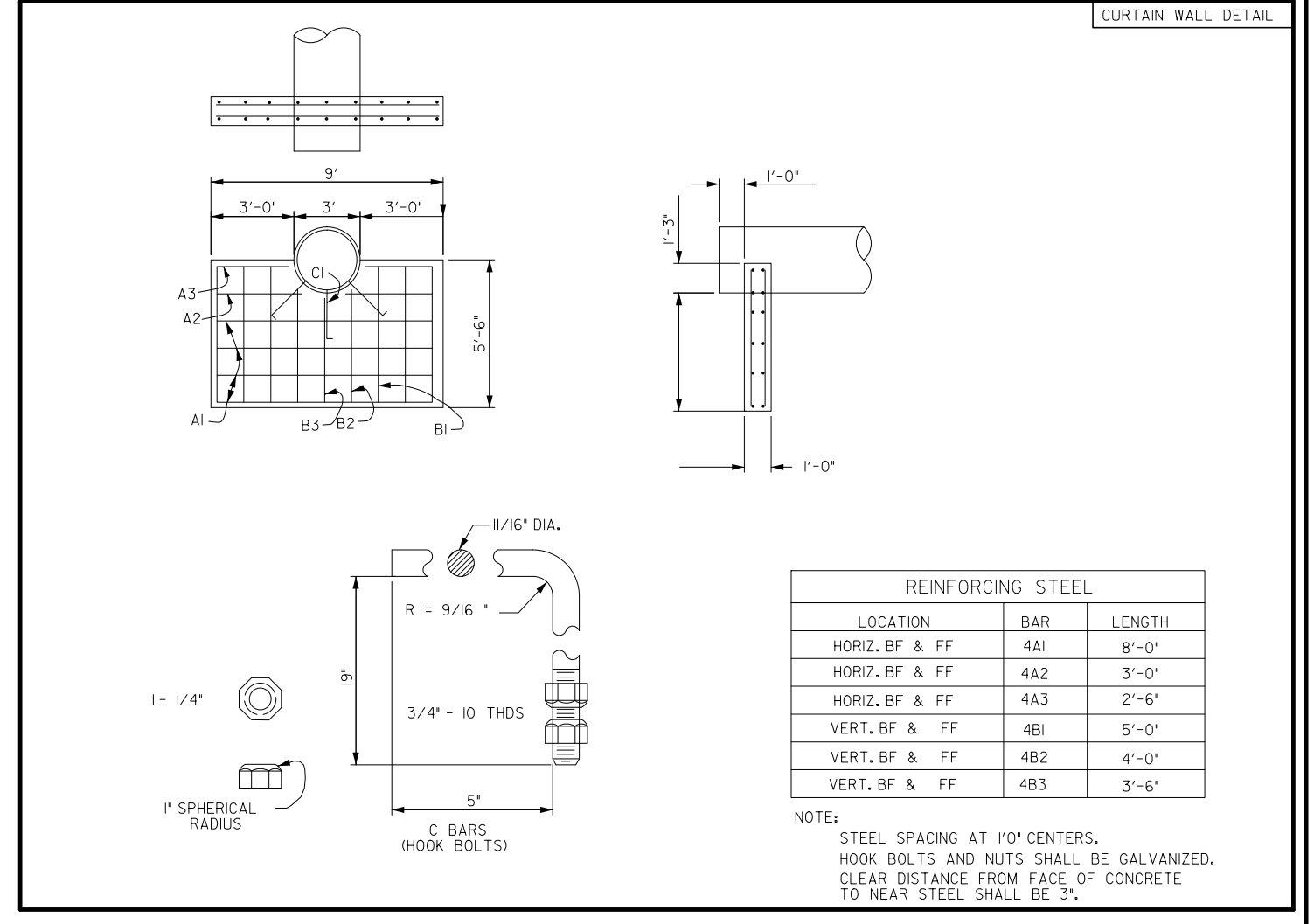


- 8101
04-21-15
- ① Surfacing quantities based on a 6 inch layer of Macadam Stone base and a 4 inch layer of Class 'A' Road Stone. Apply surfacing as directed by the Engineer.
 - ② Construct 8:1 foreslope when drainage pipe is incorporated into the maintenance turnaround.
 - ③ Install Polymer Grid between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

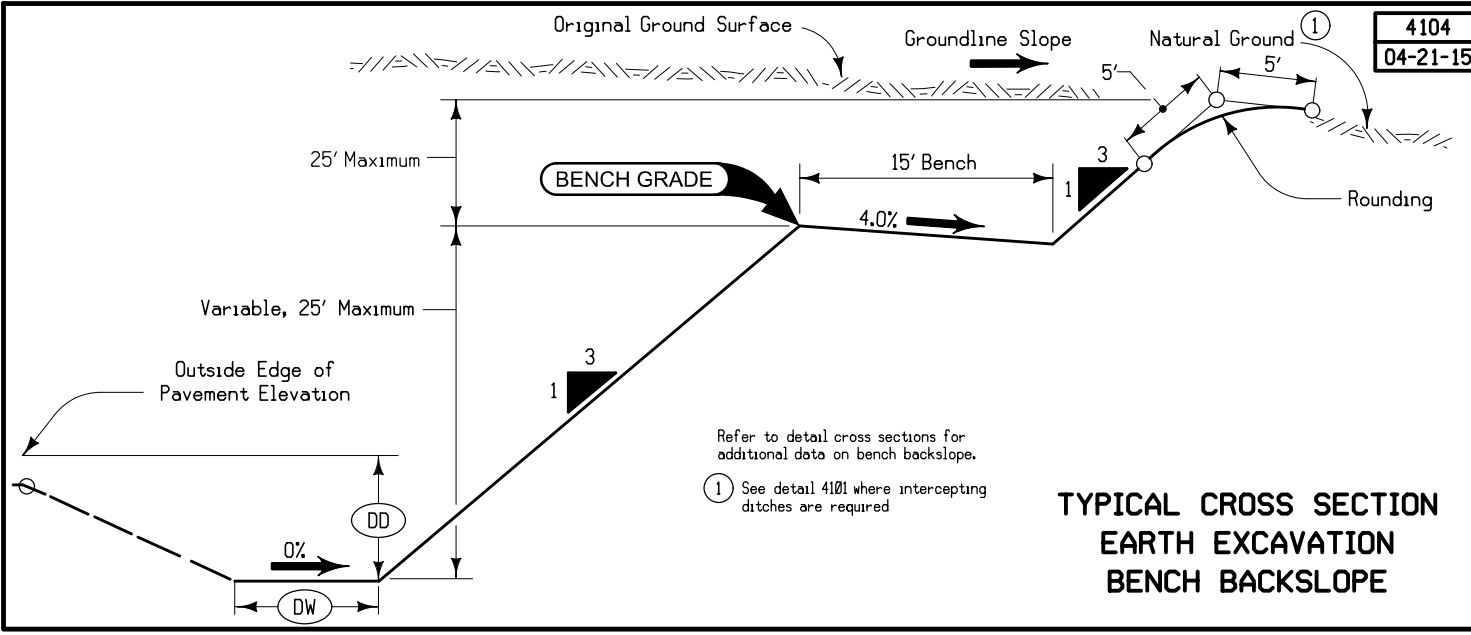


MAINTENANCE TURNAROUND

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

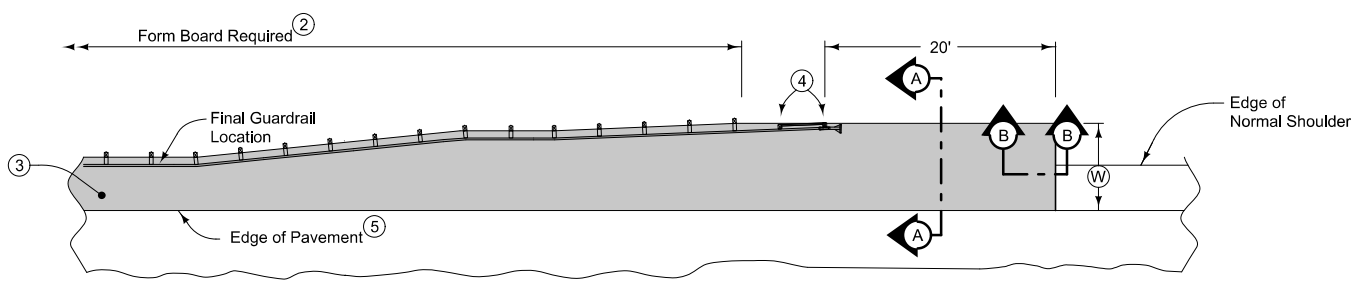


4104
04-21-15



**TYPICAL CROSS SECTION
EARTH EXCAVATION
BENCH BACKSLOPE**

7156
04-16-13

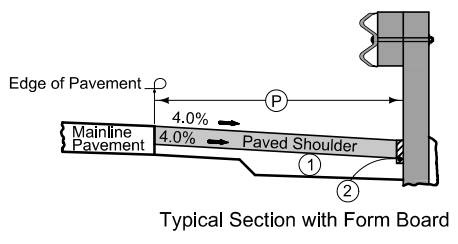


6" HMA Paved Shoulder at guardrail. 7" PCC may be substituted with the following jointing layout:

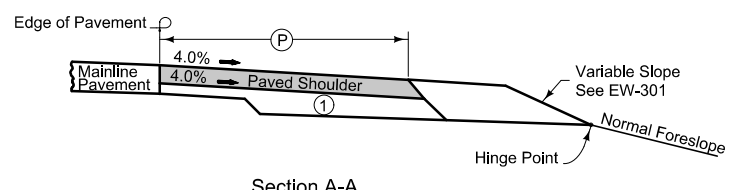
Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at W/2 from edge of mainline pavement when W is greater than 10' wide. Terminate longitudinal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

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

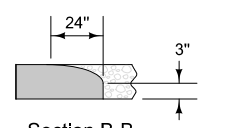
Refer to Shoulder tabulation (112-9) for quantities.



Typical Section with Form Board



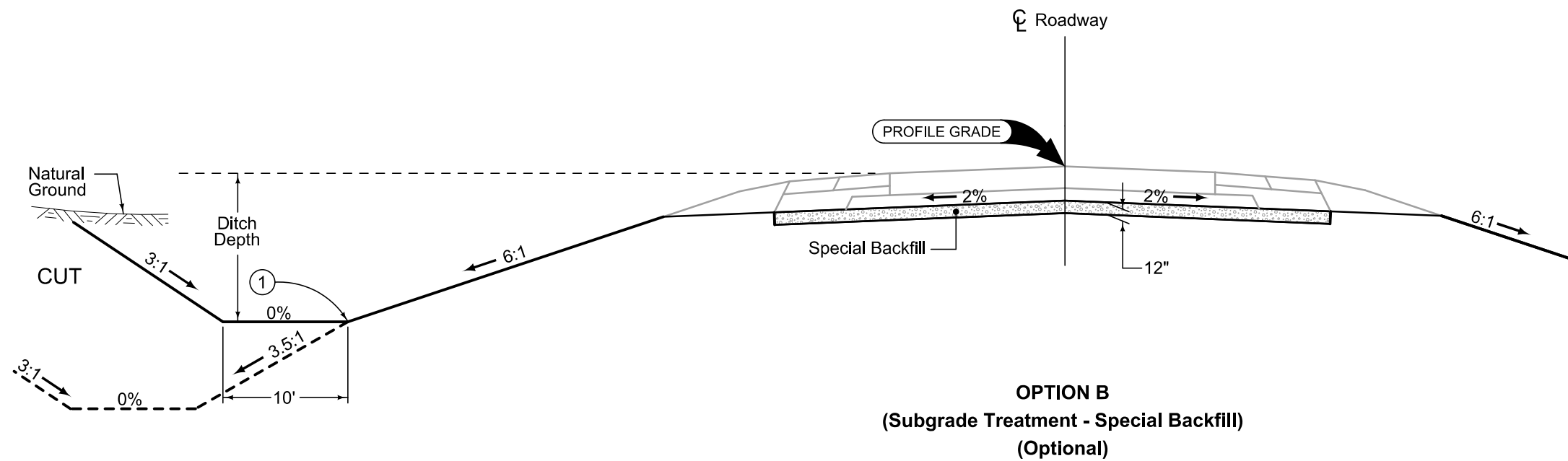
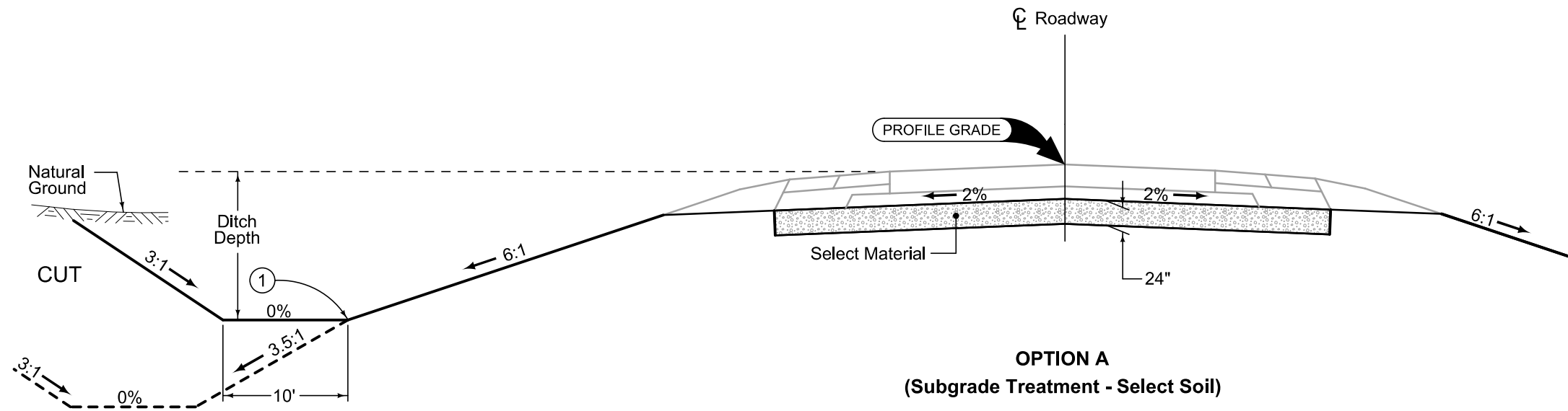
Section A-A



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

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

PAVED SHOULDER AT GUARDRAIL

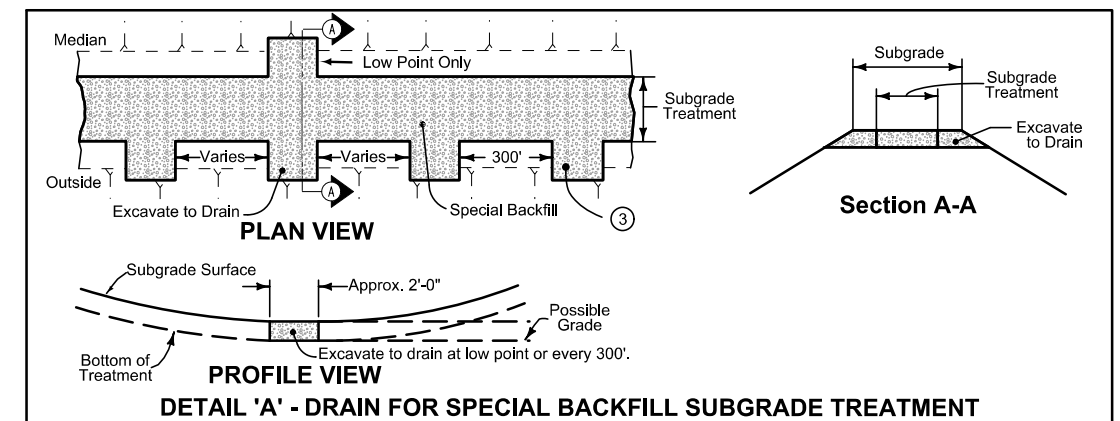


Normal section shown may be modified appropriately in areas of super-elevated curves or other locations specifically designated by the Engineer.

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

Quantity calculations based on Select Soil.

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



SURVEY SYMBOLS

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

UTILITY LEGEND

- INDIANOLA MUNICIPAL UTILITY
Bob Miller
515-961-9444
515-250-3299
bmiller@m-u.com
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- MIDAMERICAN ENERGY
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630-327-6959
Stephen.bonczkowski@verizon.com
- CENTURY LINK (LIGHT CORE)
Bob Sampson
636-887-5367
robert.sampson@centurylink.com

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK		Design Color No.	
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities
SHADING		Design Color No.	
Yellow	(4)		Highlight for Critical Notes or Features
Red	(3)		Delineates Restricted Areas
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed Pavement Shading
Gray, Med	(80)		Proposed Granular Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)		Grading Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

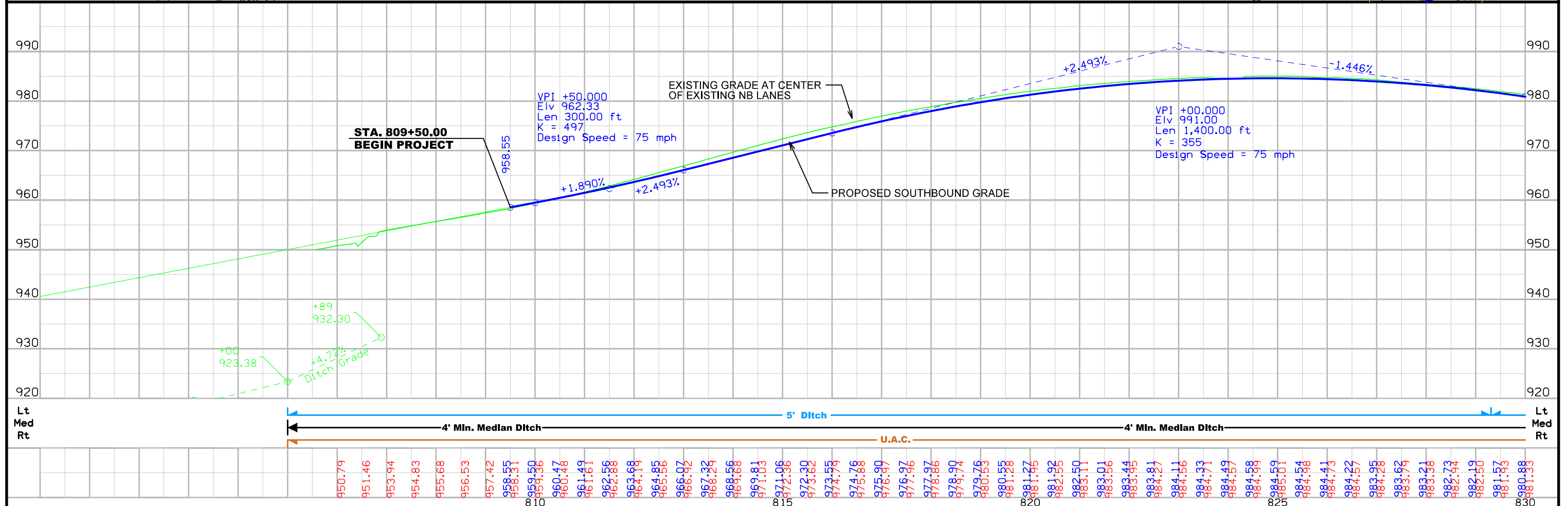
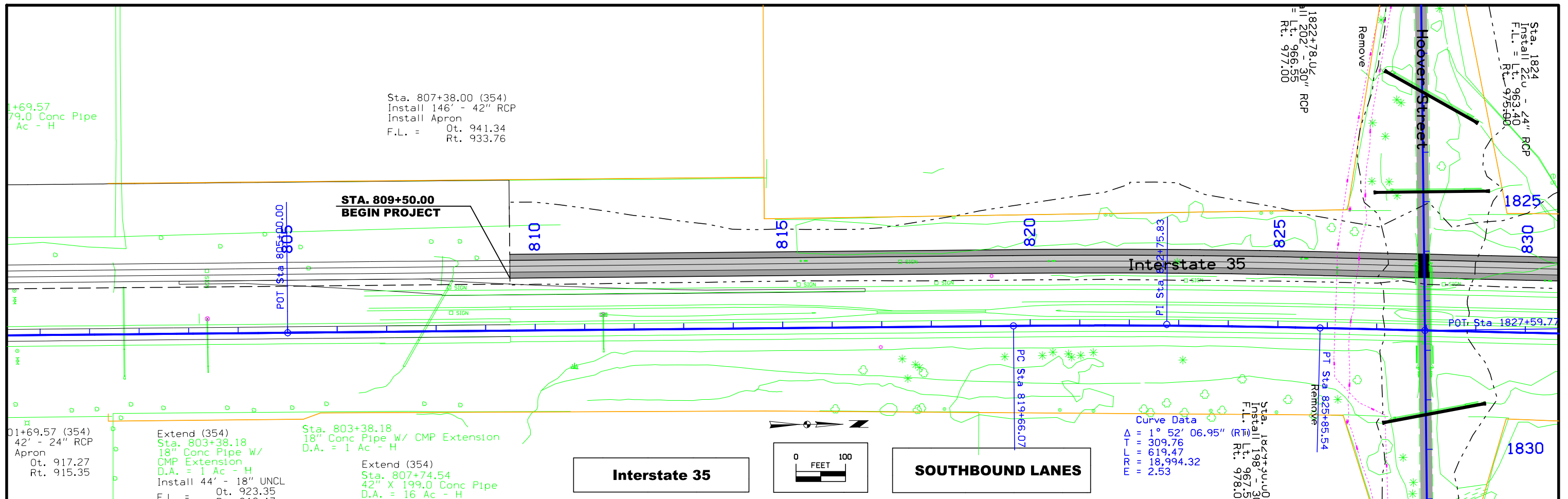
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

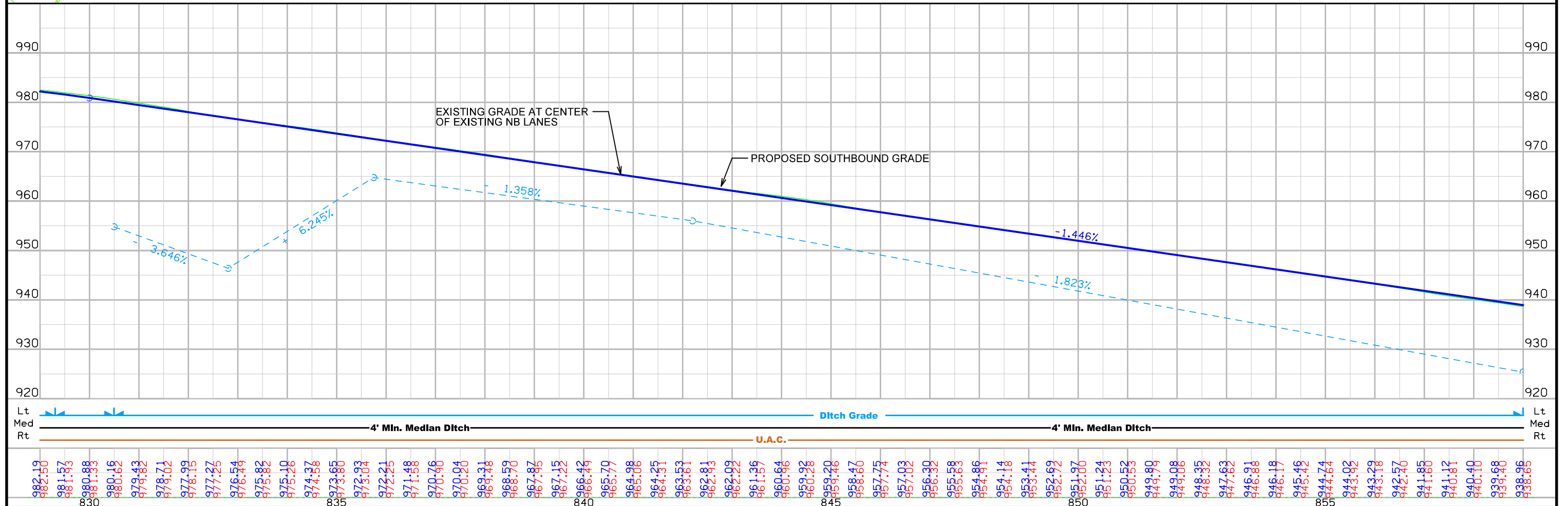
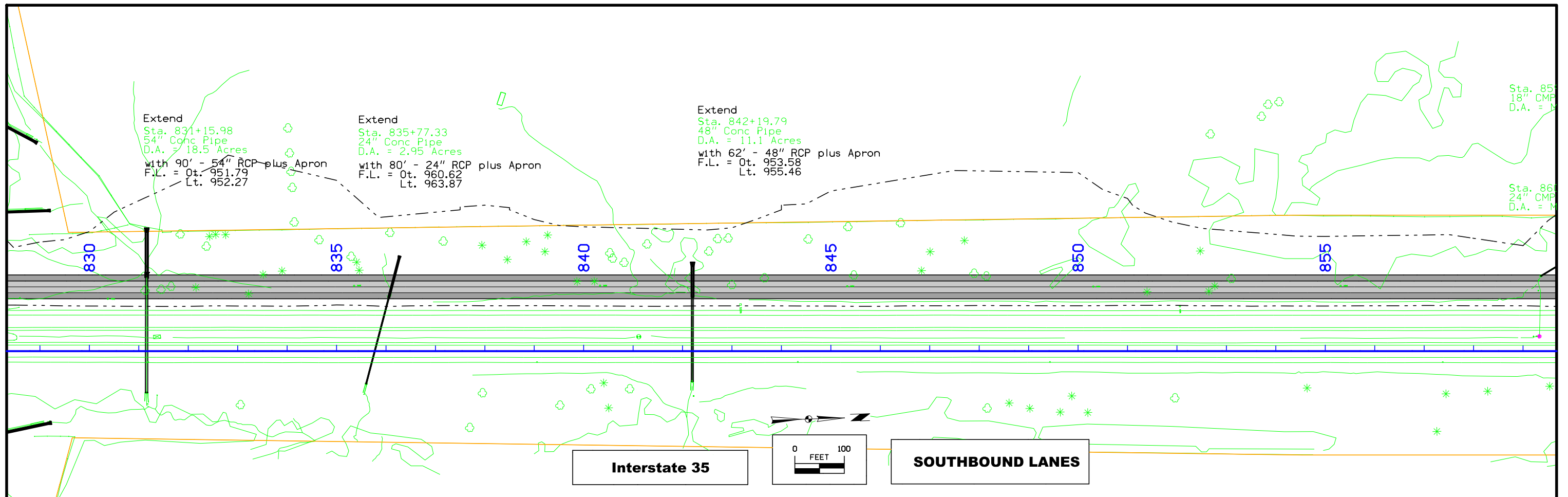
RIGHT-OF-WAY LEGEND

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

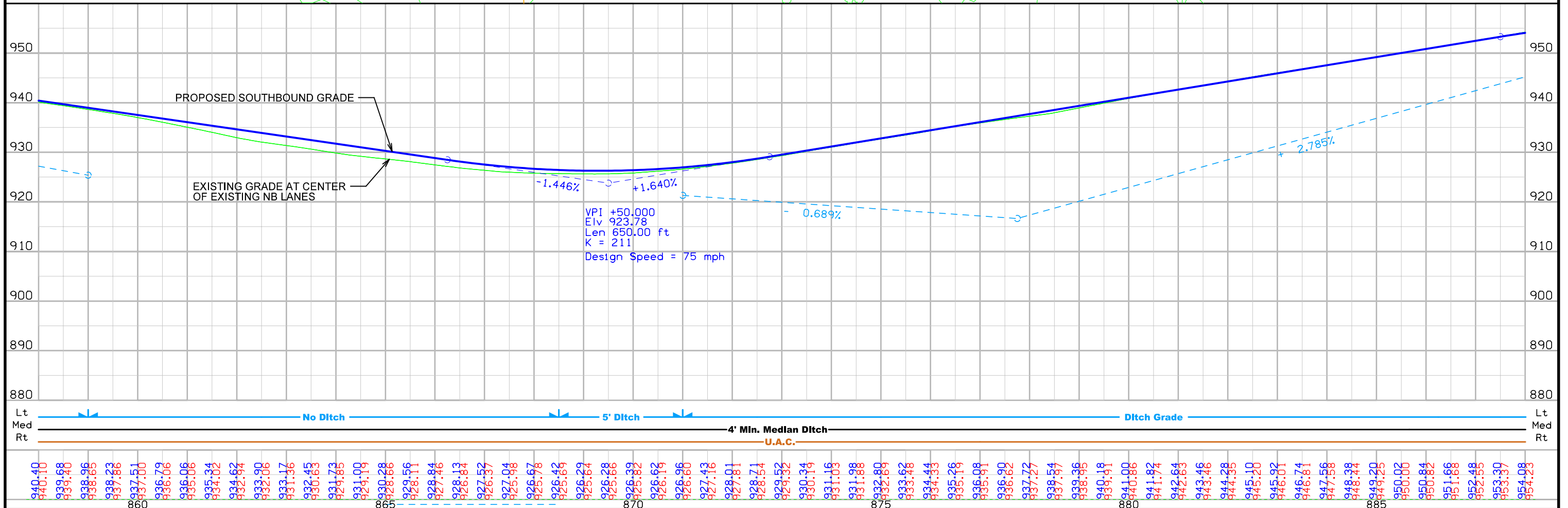
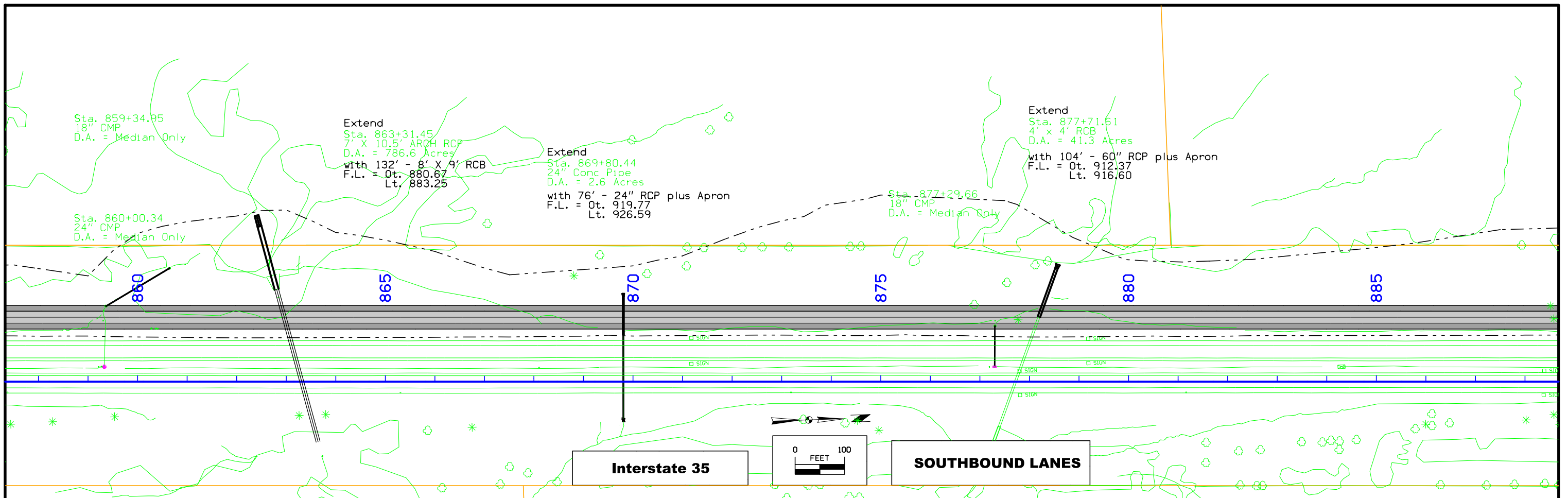
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

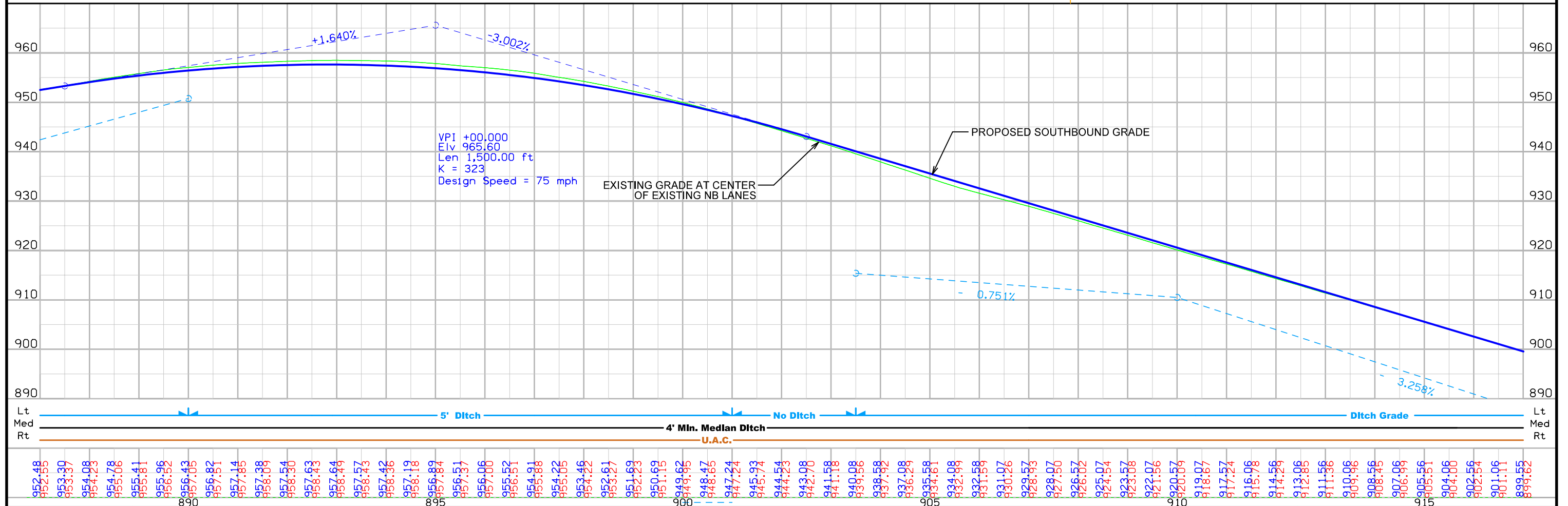
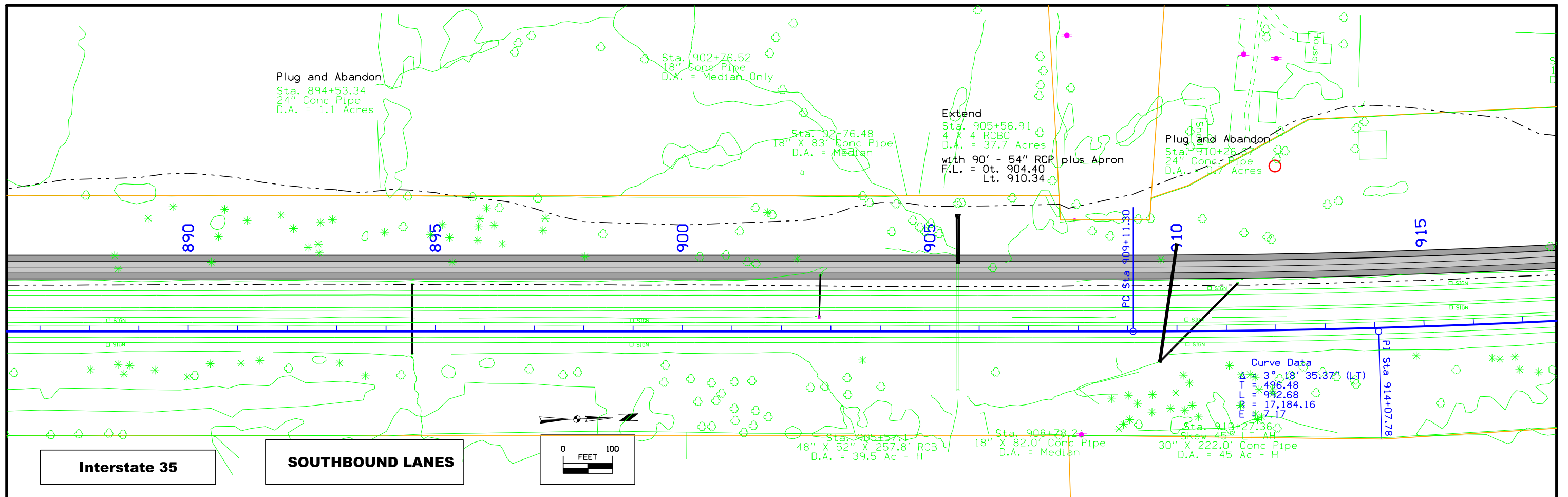




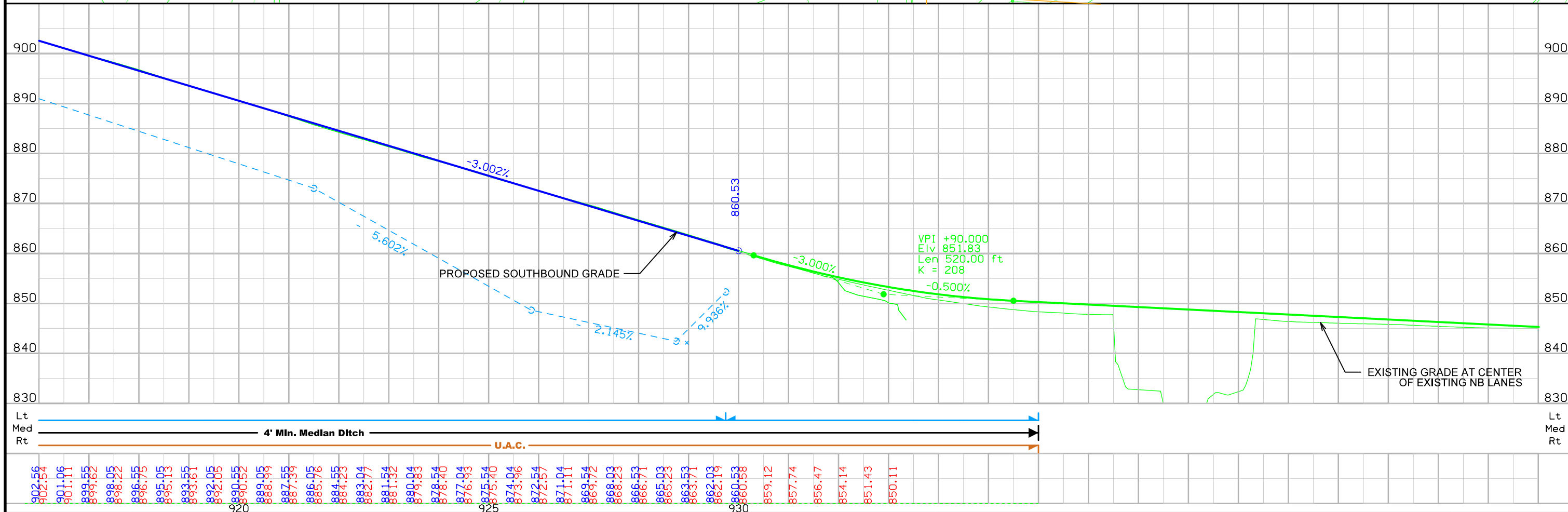
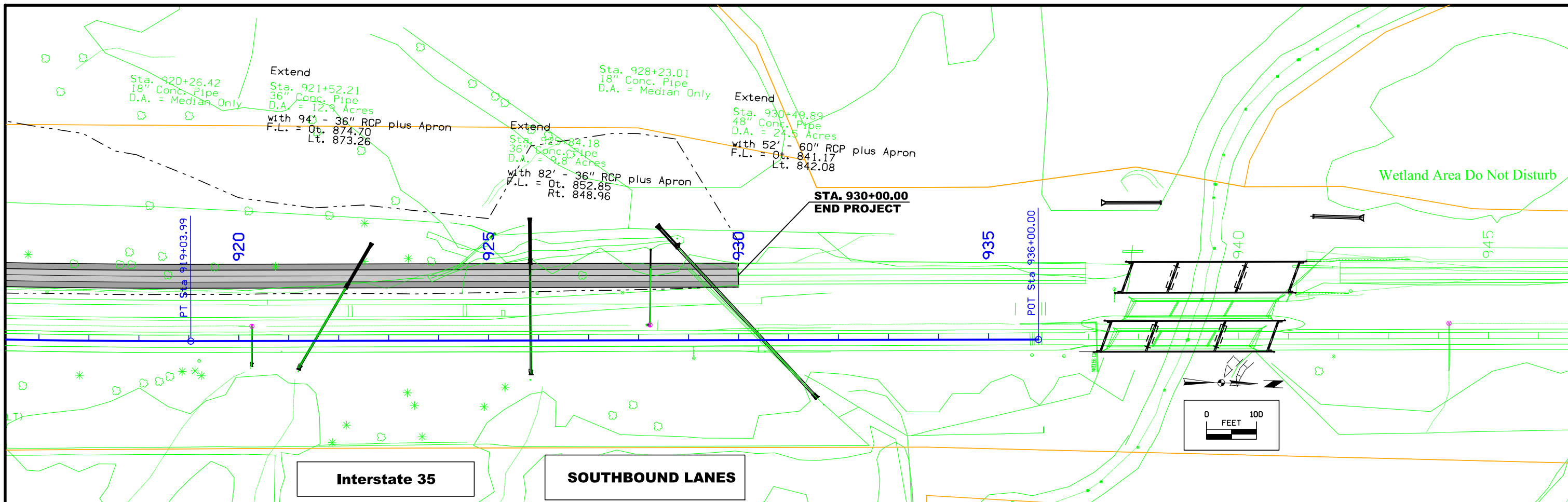
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		Snyder & Associates, Inc.		IM-NHS-35-2(427)57--03-91	D.3



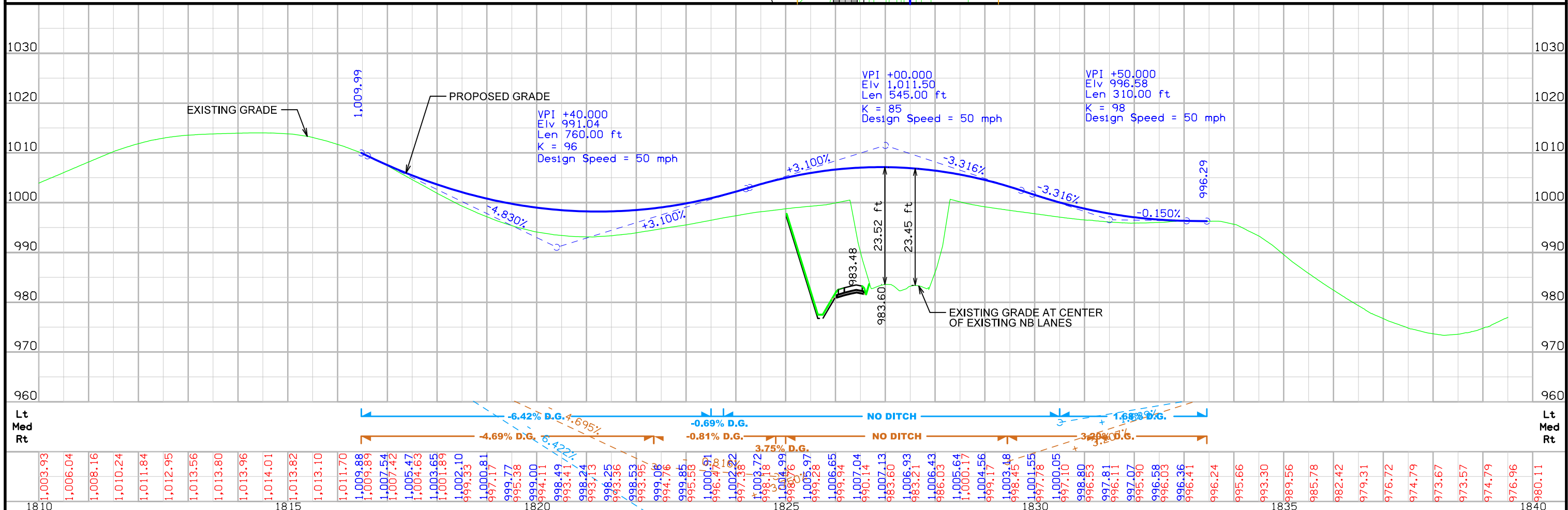
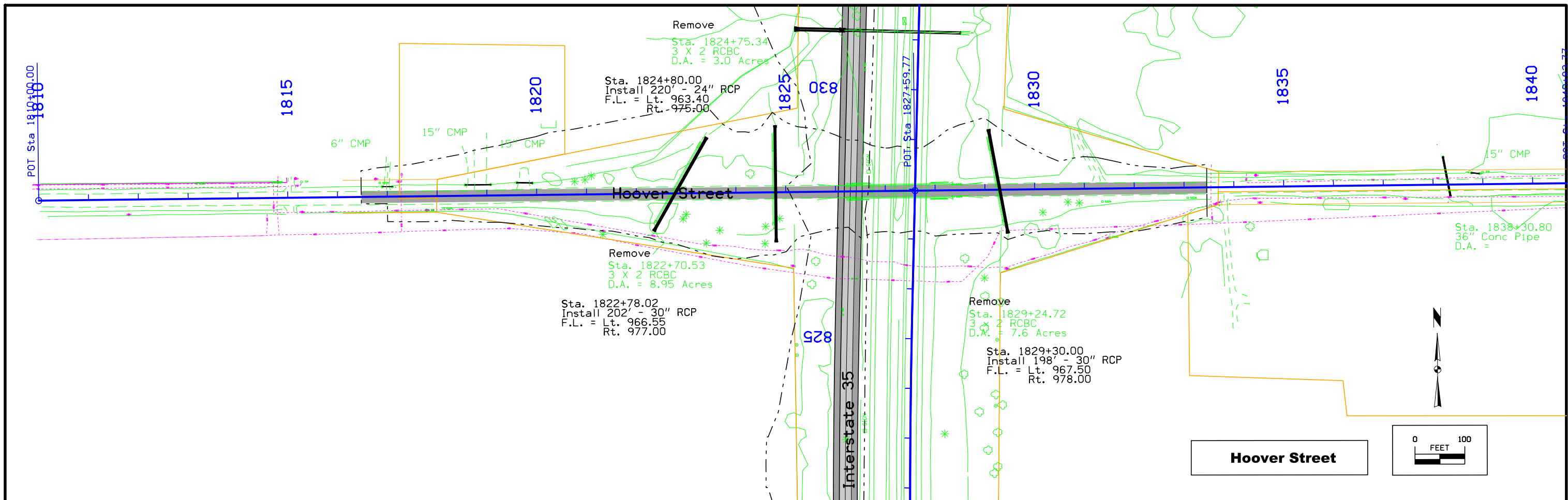
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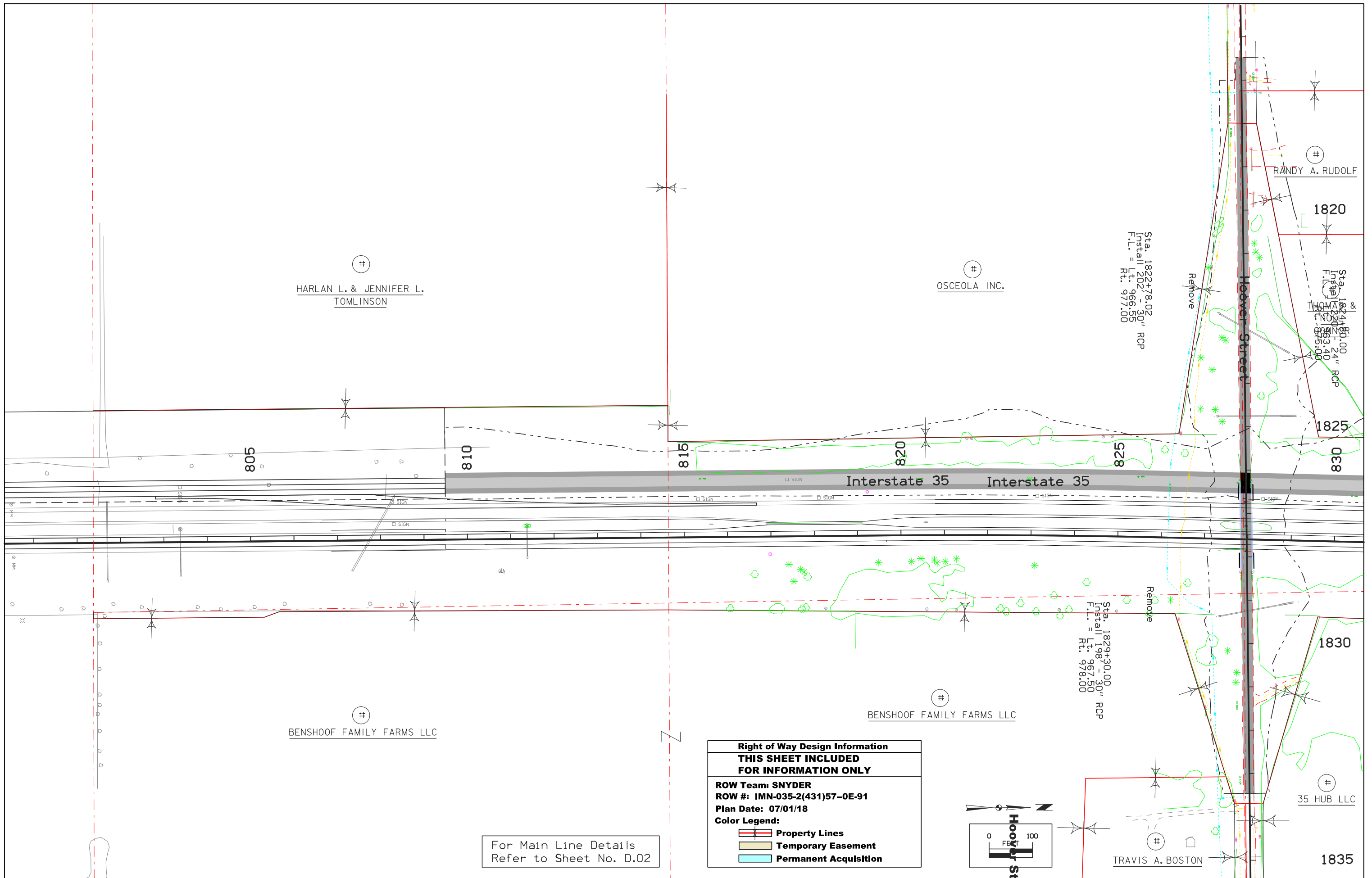
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

902.56	901.06	899.55	898.05	896.55	895.05	893.55	892.05	890.55	889.05	887.55	886.05	884.55	883.04	881.54	880.04	878.54	877.04	875.54	874.04	872.54	871.04	869.54	868.03	866.53	865.03	863.53	862.03	860.53	859.12	857.74	856.47	854.14	851.43	850.11
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

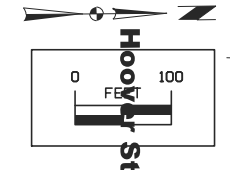


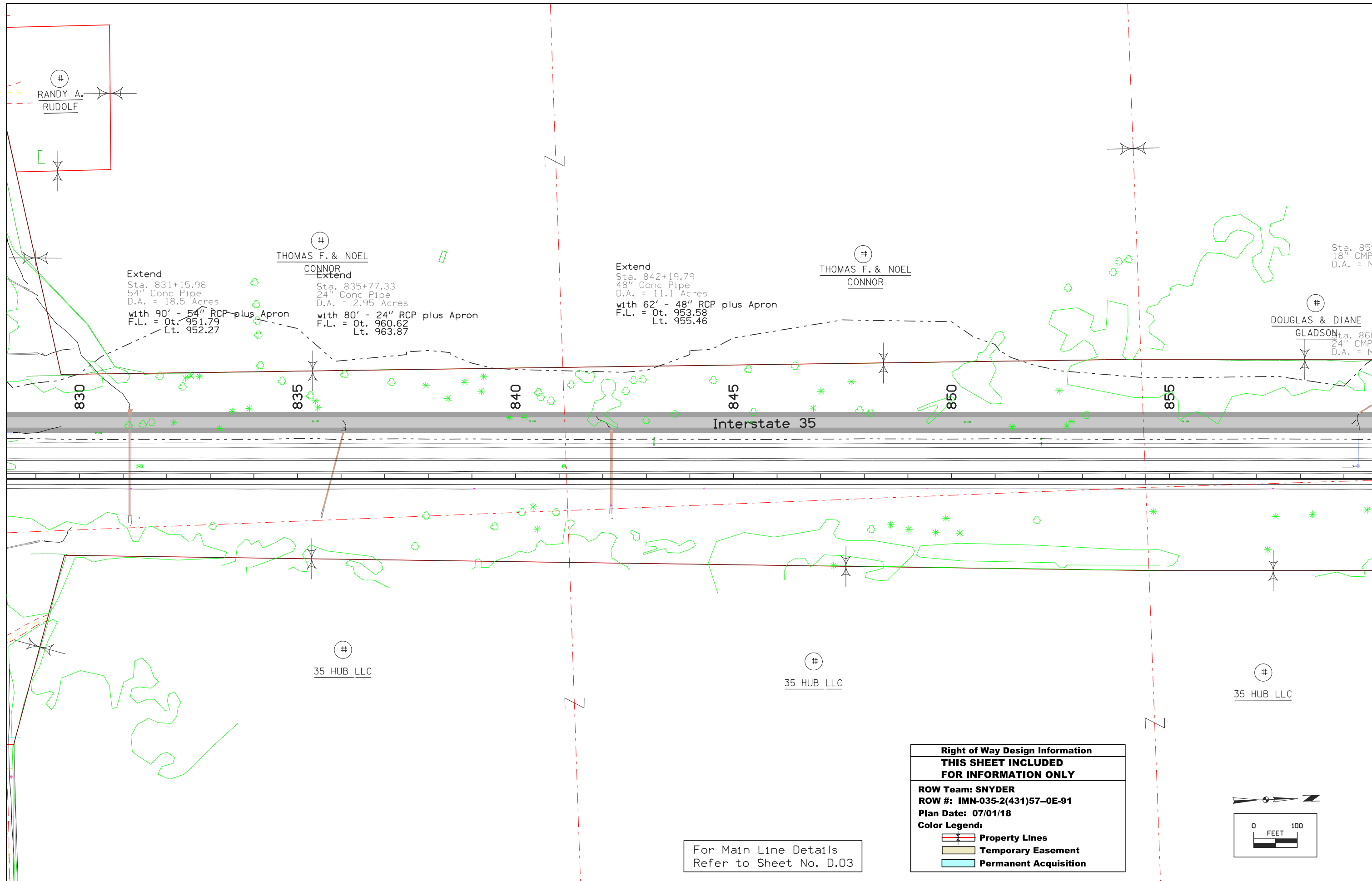
FILE NO.	ENGLISH	DESIGN TEAM	WARREN COUNTY	PROJECT NUMBER	SHEET NUMBER	REVISED
		Snyder & Associates, Inc.		IM-NHS-35-2(427)57--03-91	E.1	



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

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57-0E-91	
Plan Date: 07/01/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition





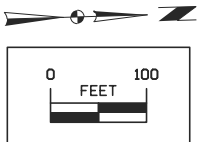
For Main Line Details
Refer to Sheet No. D.03

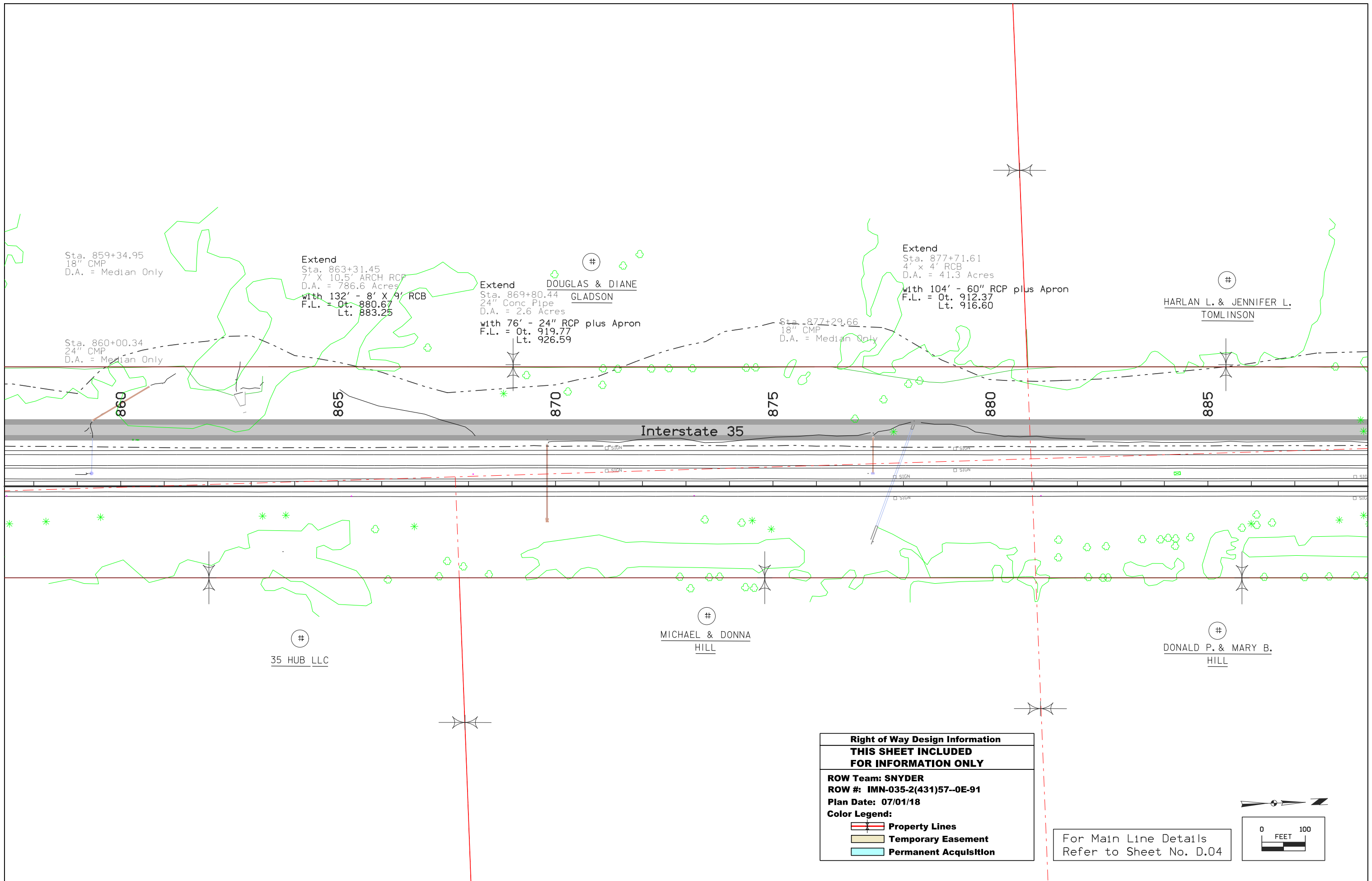
Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: SNYDER
 ROW #: IMN-035-2(431)57-0E-91
 Plan Date: 07/01/18

Color Legend:

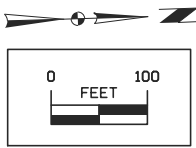
- Property Lines
- Temporary Easement
- Permanent Acquisition

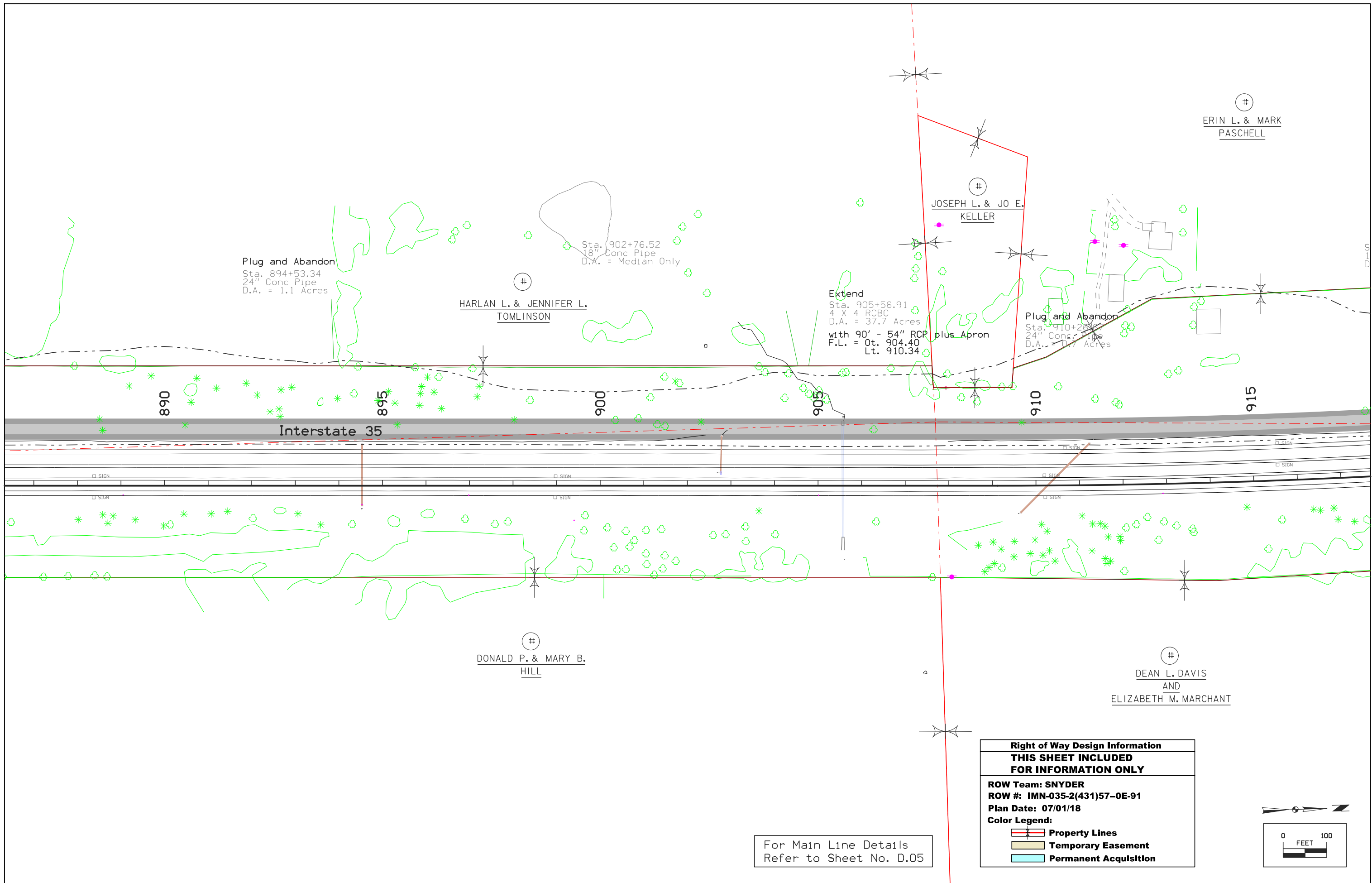




Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57-0E-91	
Plan Date: 07/01/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

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





Plug and Abandon
Sta. 894+53.34
24" Conc Pipe
D.A. = 1.1 Acres

HARLAN L. & JENNIFER L.
TOMLINSON

Sta. 902+76.52
18" Conc Pipe
D.A. = Median Only

Extend
Sta. 905+56.91
4' X 4' RCBC
D.A. = 37.7 Acres
with 90' - 54" RCP plus Apron
F.L. = 0t. 904.40
Lt. 910.34

Plug and Abandon
Sta. 910+28.00
24" Conc. Pipe
D.A. = 0.7 Acres

ERIN L. & MARK
PASCHELL

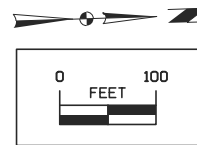
JOSEPH L. & JO E.
KELLER

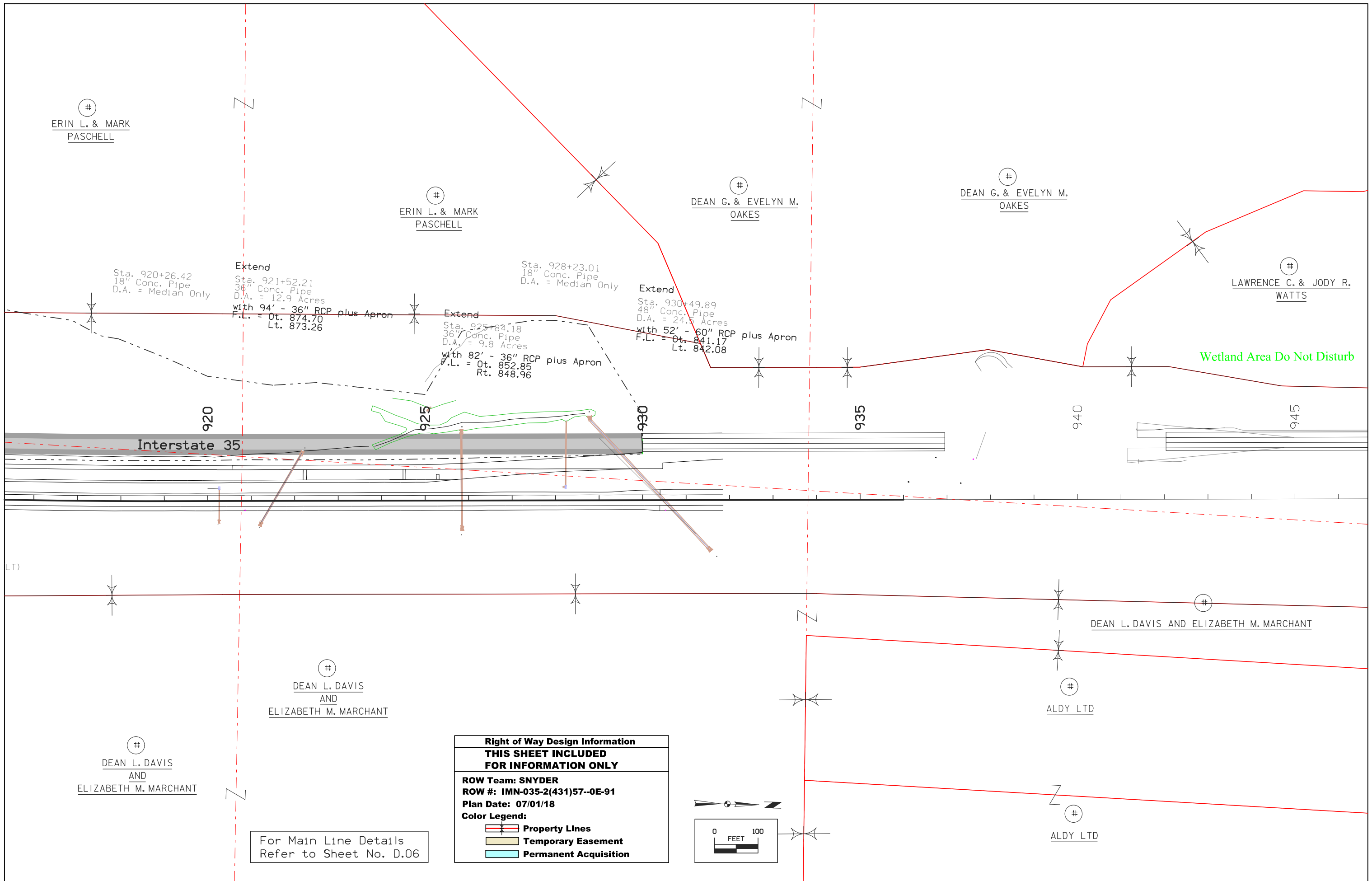
DONALD P. & MARY B.
HILL

DEAN L. DAVIS
AND
ELIZABETH M. MARCHANT

For Main Line Details
Refer to Sheet No. D.05

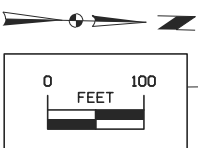
Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57-0E-91	
Plan Date: 07/01/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition





For Main Line Details
Refer to Sheet No. D.06










Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: SNYDER	
ROW #: IMN-035-2(431)57--0E-91	
Plan Date: 07/01/18	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



**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

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

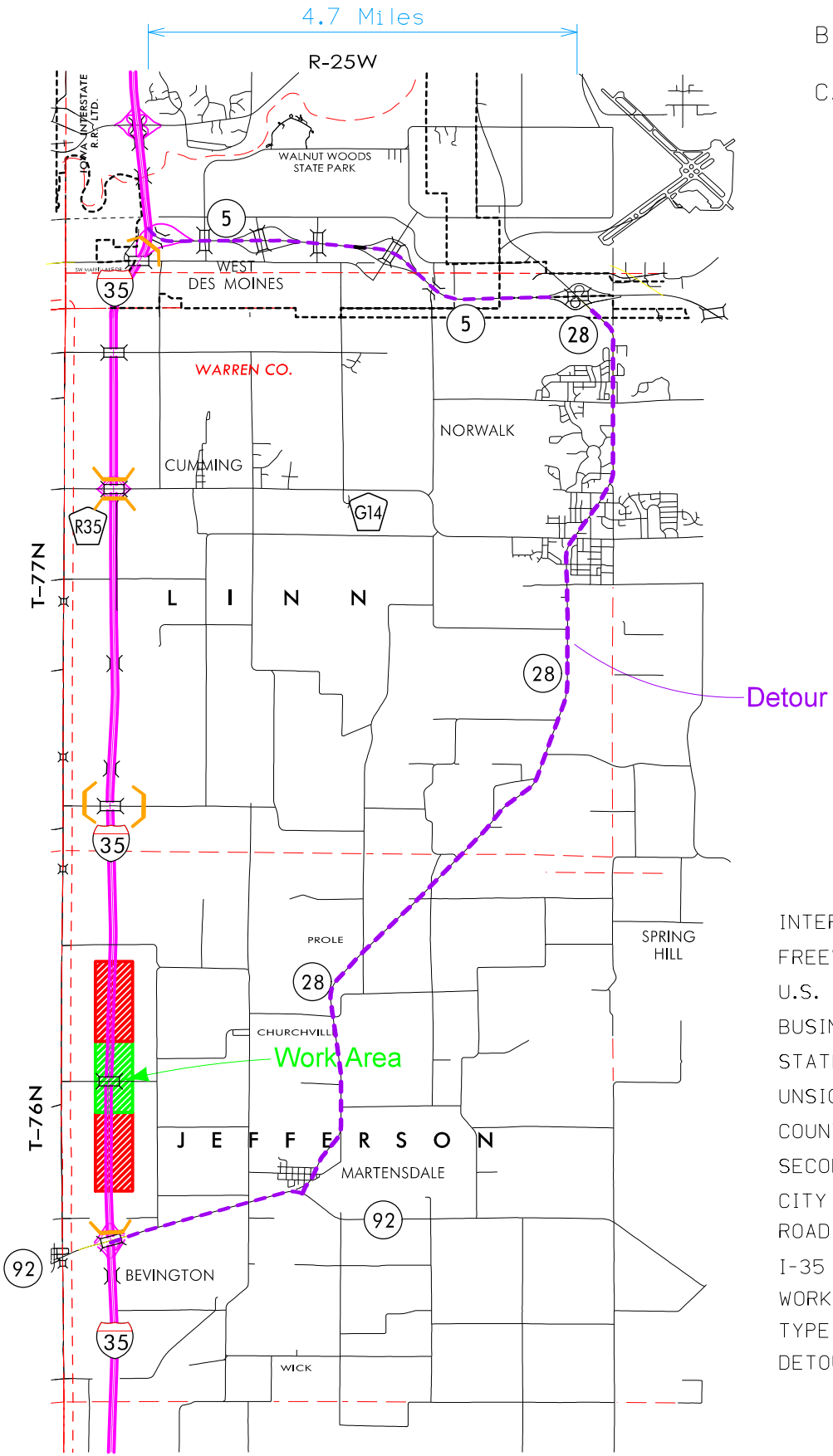
**TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET**

(COVERS SHEET SERIES J)

DETOUR ROUTE

Notes:

- A. See sheets J.3-J.x for signing details.
- B. Maintain a min. of 400' spacing between existing signs and detour signs.
- C. Place CMS ① one week prior to closure.
Include date/time of closure.

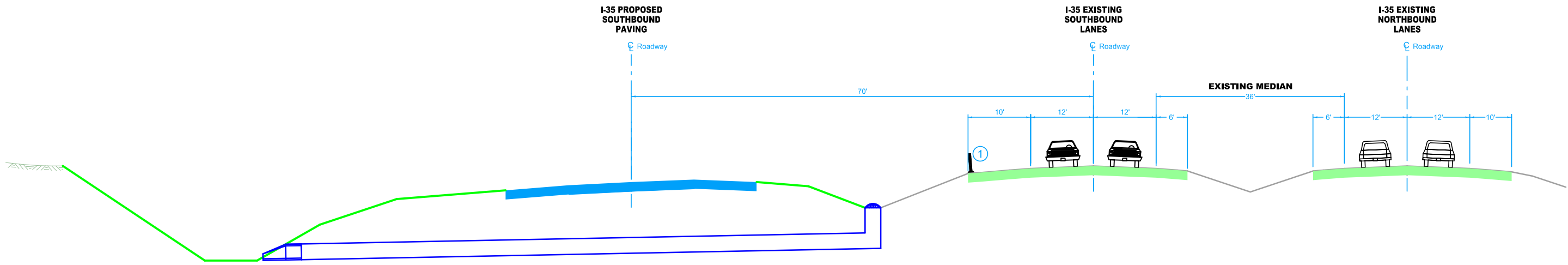


LEGEND

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

Not to Scale

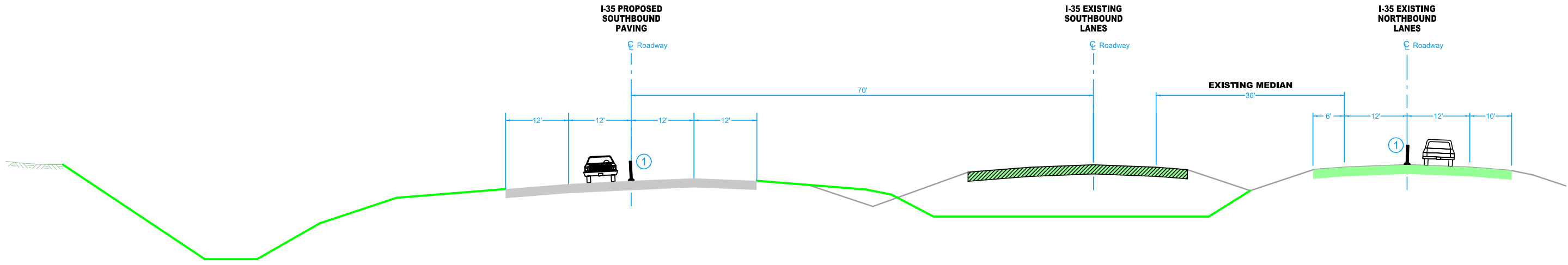
I-35
STAGE 1



STAGE 1 CONSTRUCTION
STA. xx+xx to STA. xx+xx
Proposed Southbound Paving Construction
Traffic On Existing Lanes

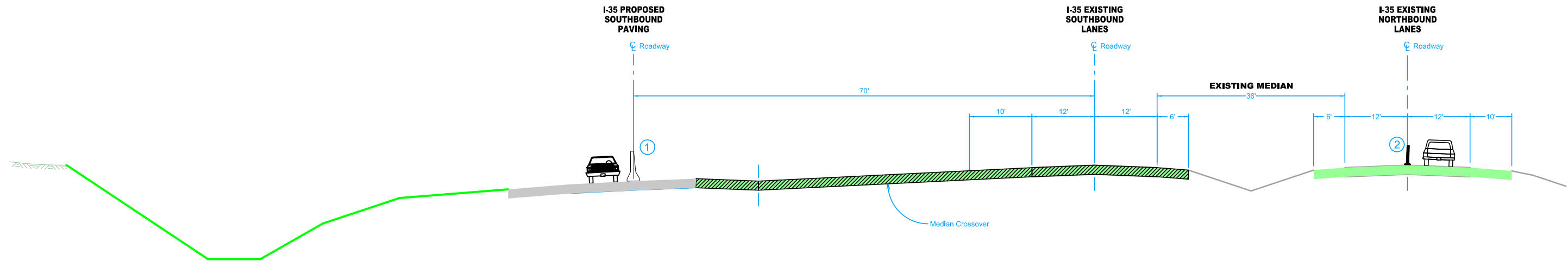
- Notes:
① 42" Channelizer

I-35
STAGE 2



STAGE 2 CONSTRUCTION
STA. xx+xx to STA. xx+xx
Removal of Existing Southbound Pavement
Traffic On Newly Constructed and Existing Lanes

- Notes:
① 42" Channelizer

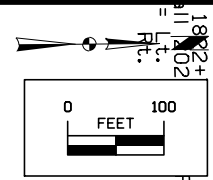


STAGE 2 CONSTRUCTION
 STA. xx+xx and xx+xx to xx+xx
 Removal of Existing Median Crossovers
 Traffic On Newly Constructed and Existing Lanes

Notes:

- ① Temporary Barrier Rail
- ② 42" Channelizer

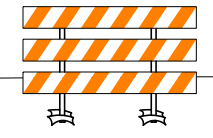
STAGE 1
1 of 5



Sta. 1824
Install 24" - 24" RCP
F.L. = Lt. 963.40
Rt. 975.00

END
ROAD WORK

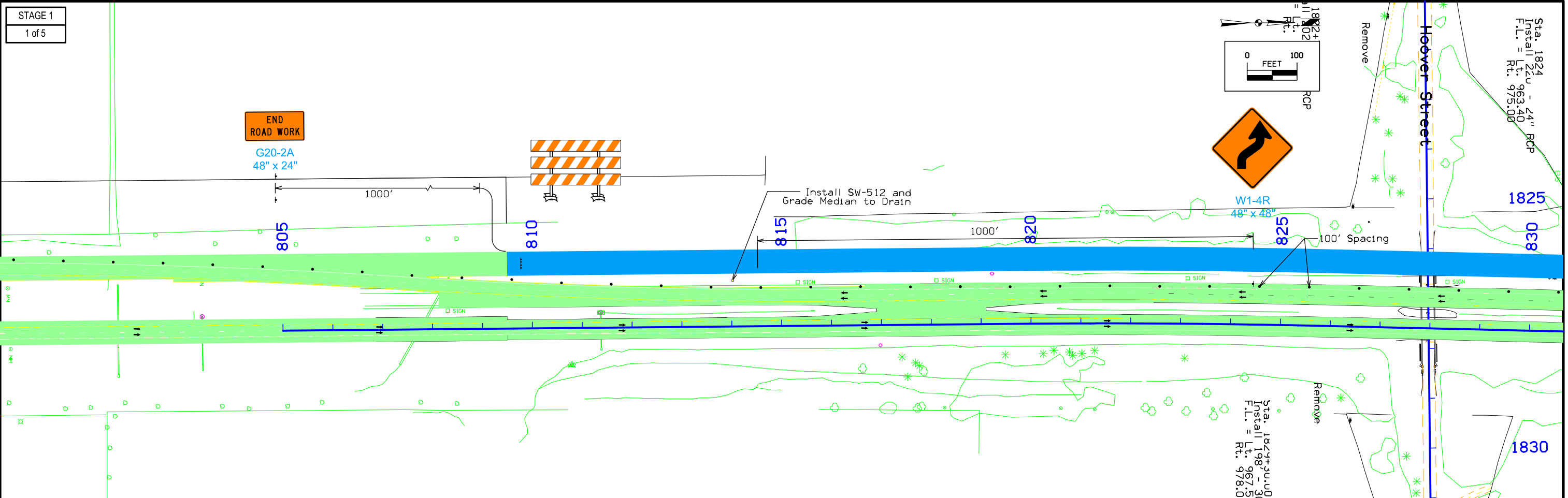
G20-2A
48" x 24"



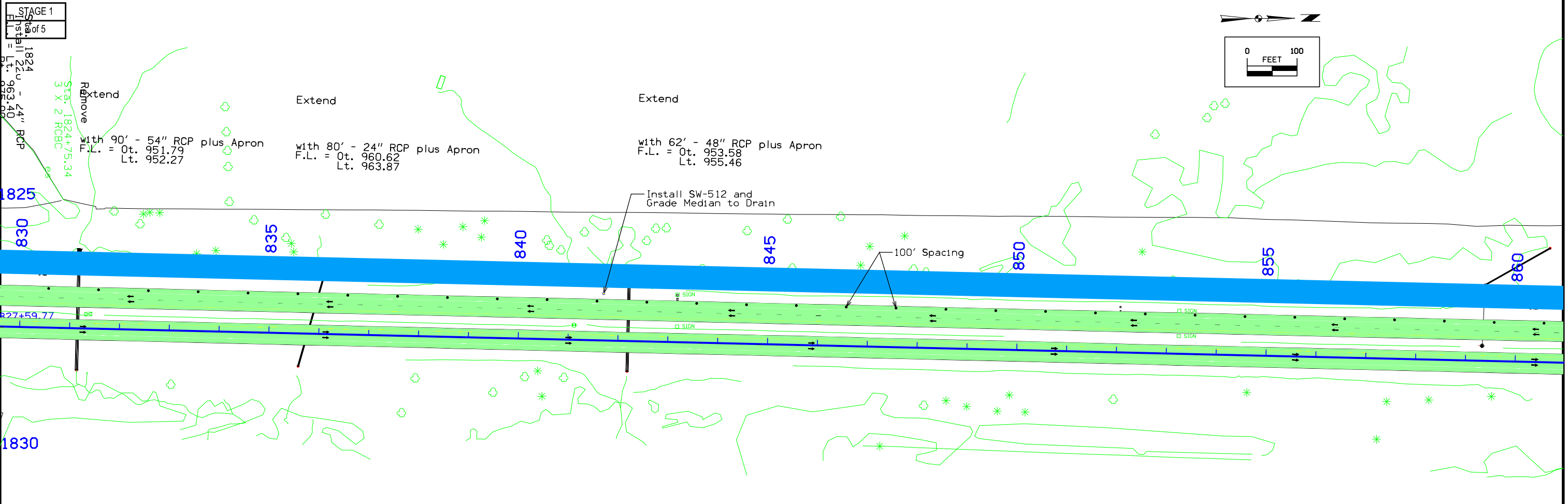
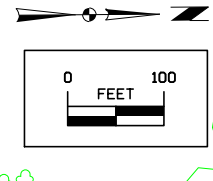
W1-4R
48" x 48"

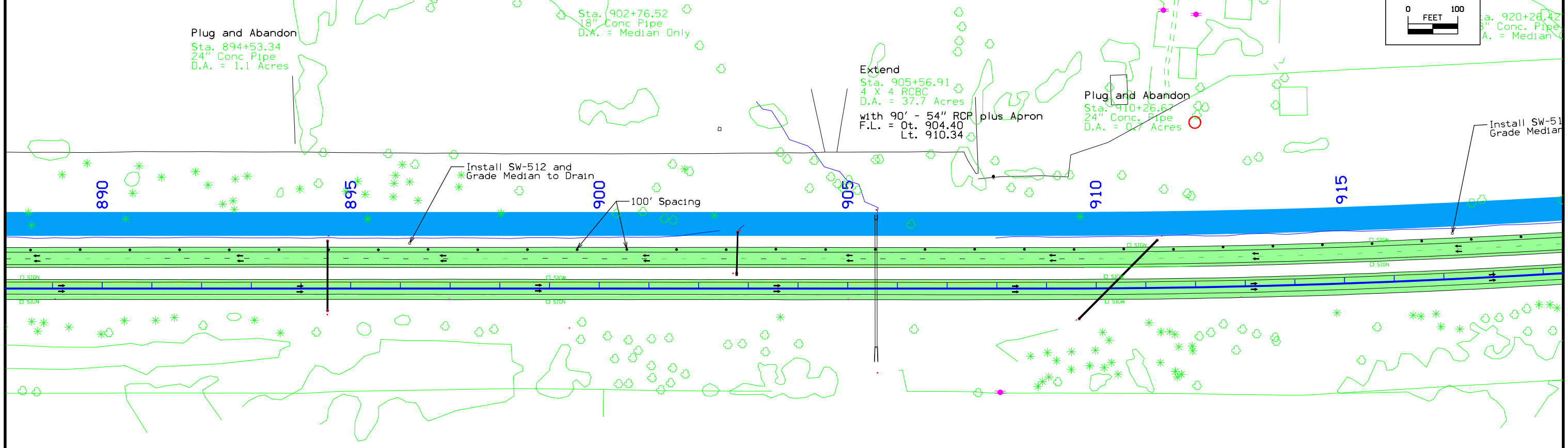
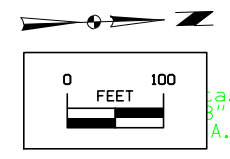
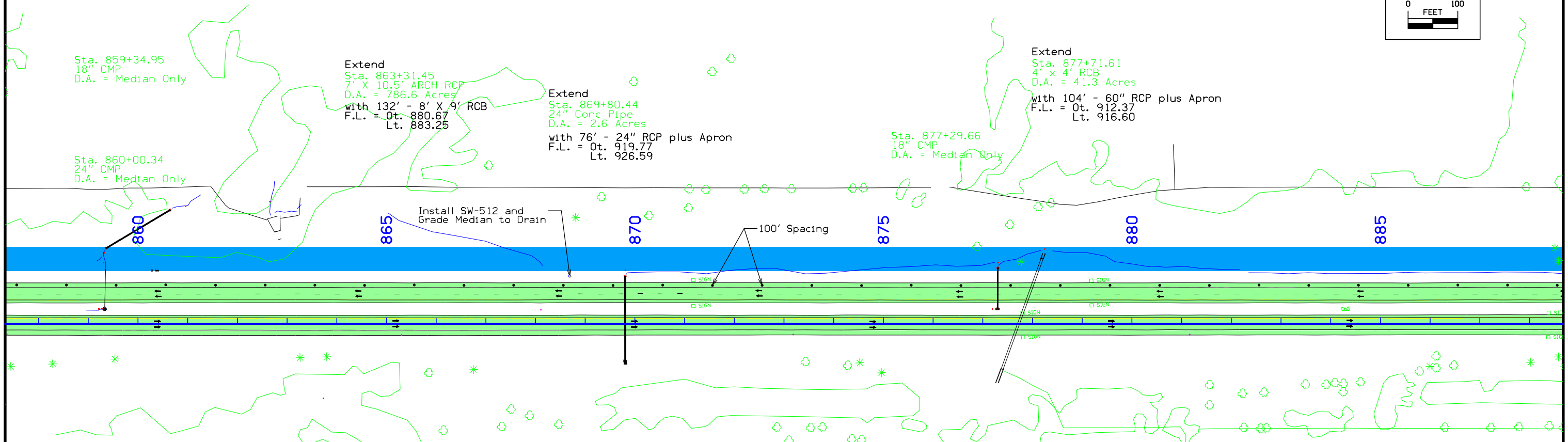
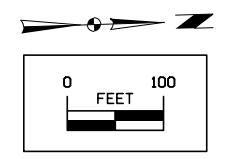
Install SW-512 and
Grade Median to Drain

100' Spacing

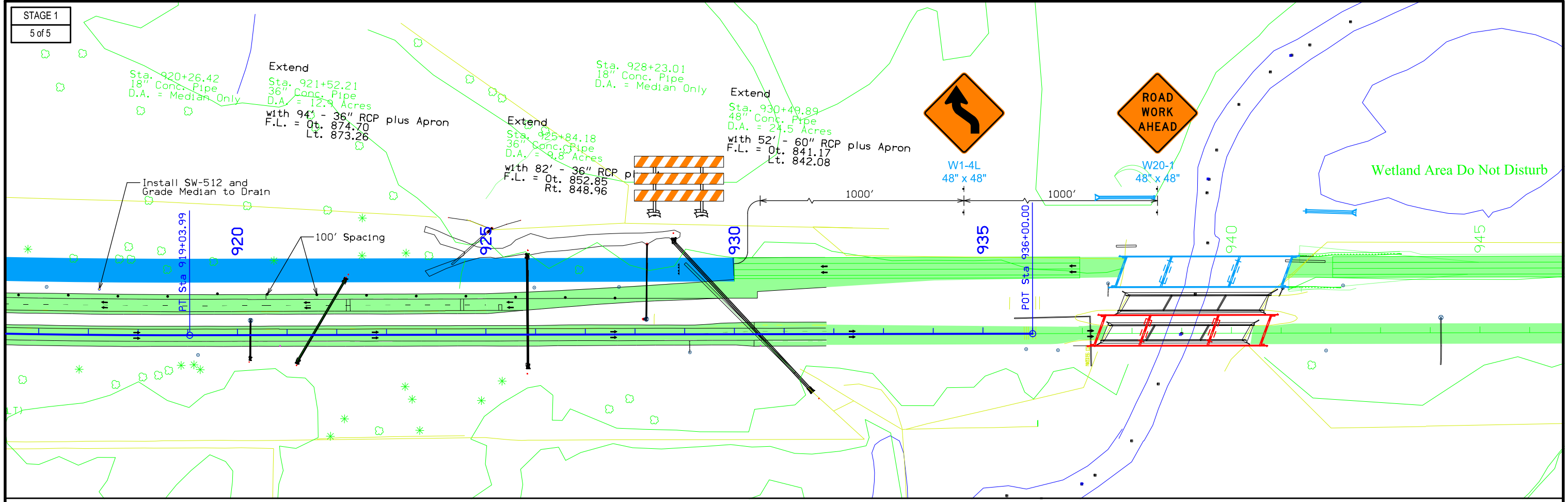


STAGE 1
1 of 5

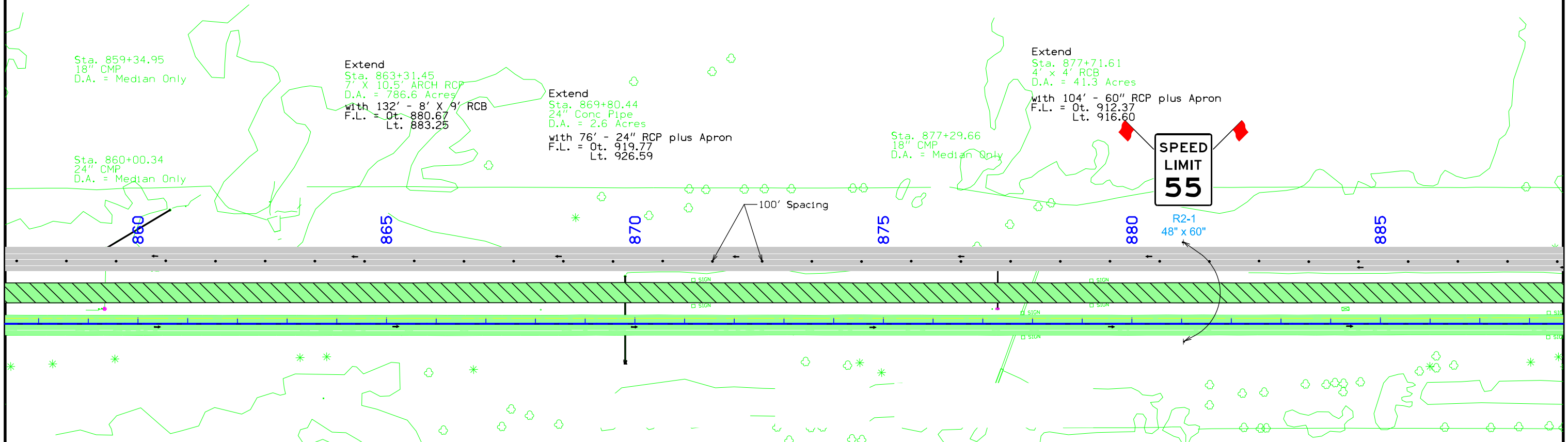




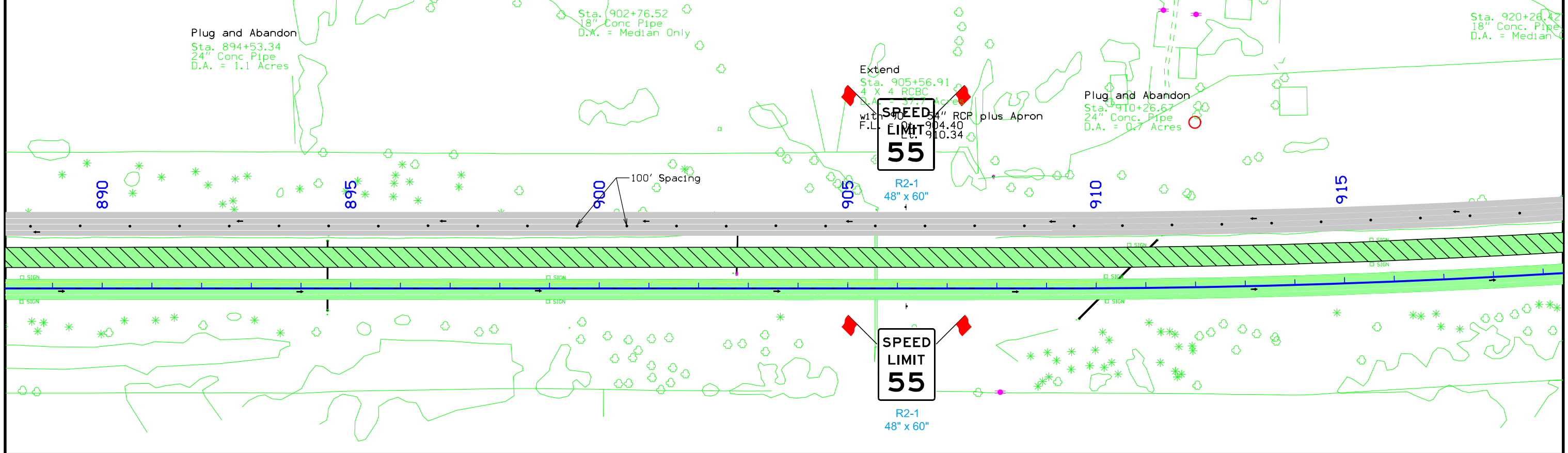
STAGE 1
5 of 5



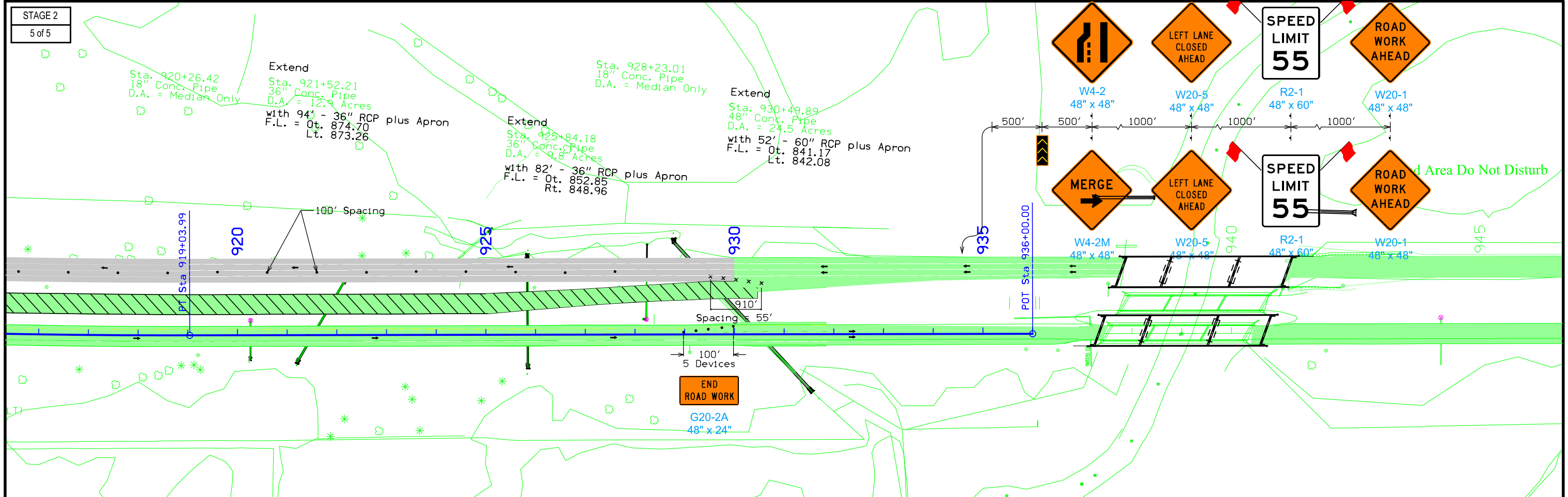
STAGE 2
3 of 5

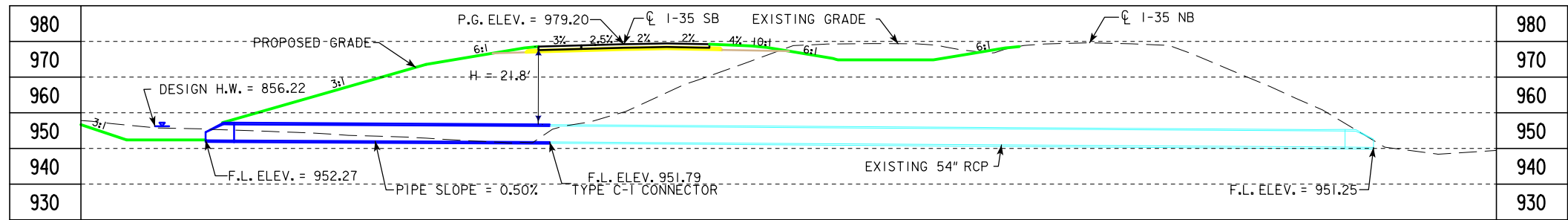


STAGE 2
4 of 5

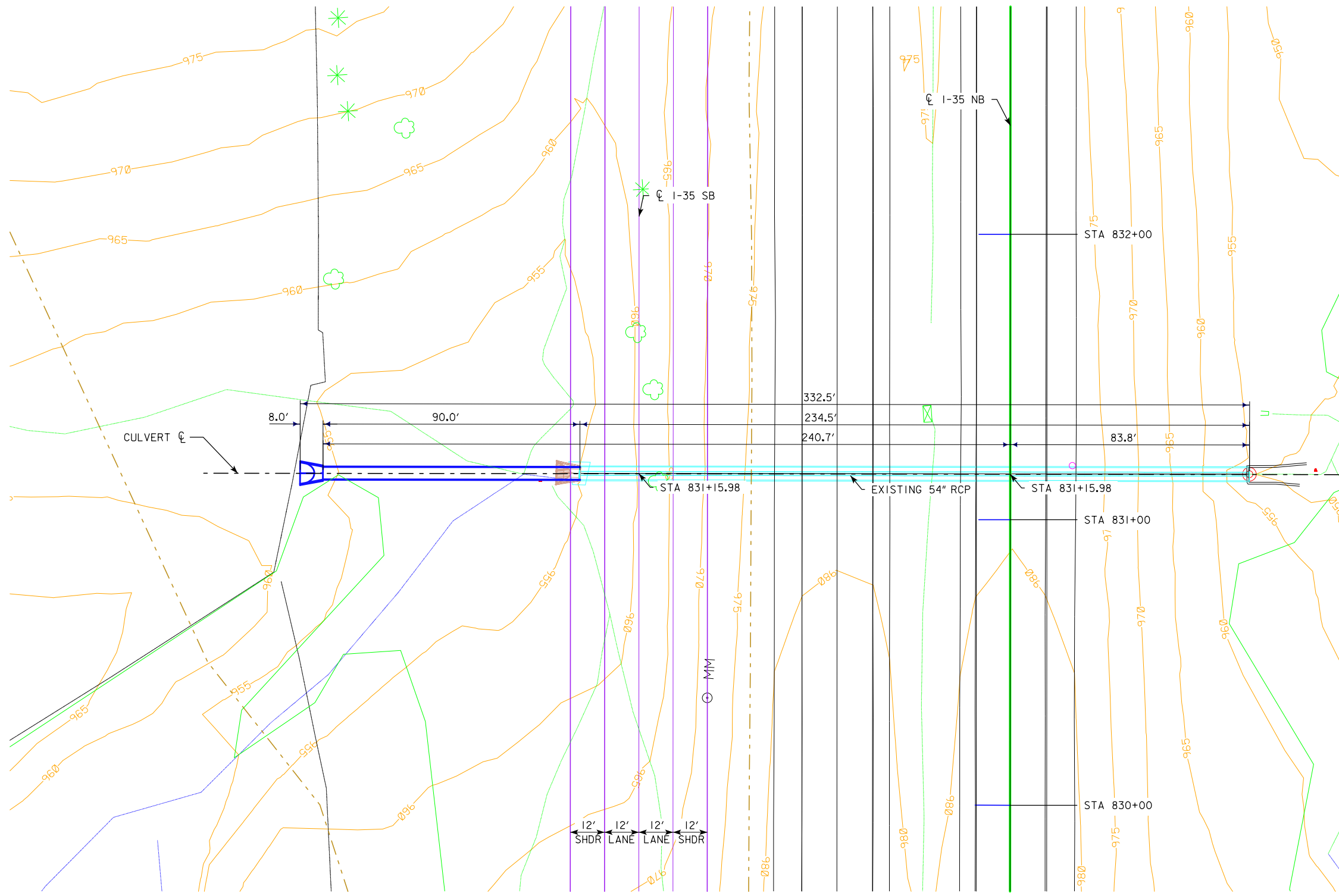


STAGE 2
5 of 5





LONGITUDINAL SECTION ALONG ϕ CULVERT



PLAT PLAN

UTILITIES LEGEND:
REFER TO D.I

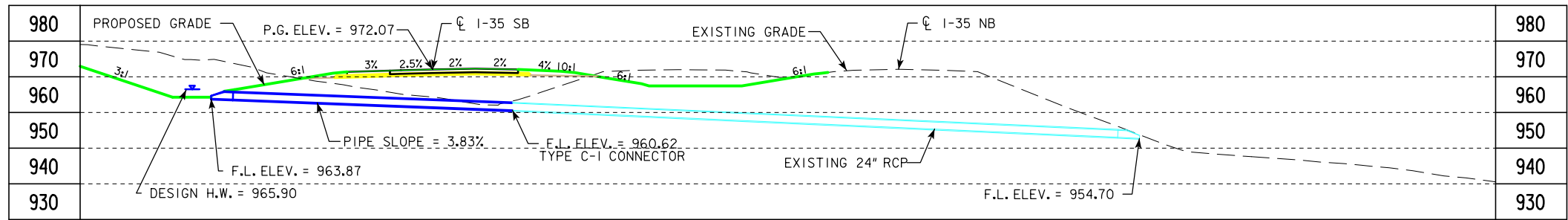
HYDRAULIC DATA
DRAINAGE AREA = 30.4 ACRES
DESIGN DISCHARGE, $Q_{50} = 80$ CFS
HW ELEV. = 956.22



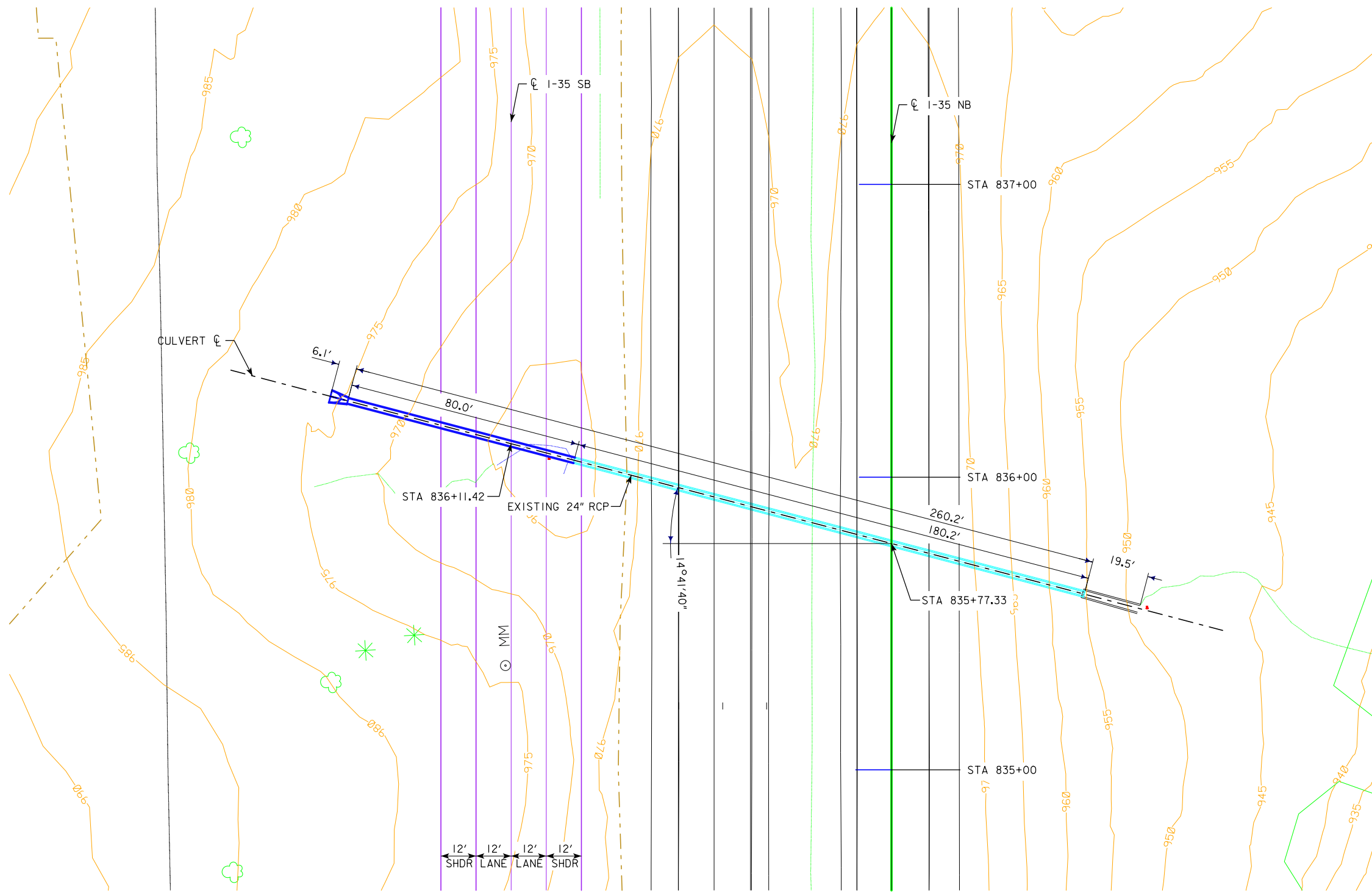
LOCATION
I-35
T-77N R-25W
SECTION 31
JEFFERSON TOWNSHIP
WARREN COUNTY
LATITUDE 41.427396°
LONGITUDE -93.780577°

TRAFFIC ESTIMATE		
2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALS	_____	

PRELIMINARY
DESIGN FOR 0° SKEW
54" X 90'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN
STATION 831+15.98 10/05/18
WARREN COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. _____ OF ? FILE NO. ? DESIGN NO. ?



LONGITUDINAL SECTION ALONG ϕ CULVERT



PLAT PLAN

UTILITIES LEGEND:

REFER TO D.I

HYDRAULIC DATA

DRAINAGE AREA = 2.95 ACRES
 DESIGN DISCHARGE, Q_{50} = 13 CFS
 HW ELEV. = 965.90



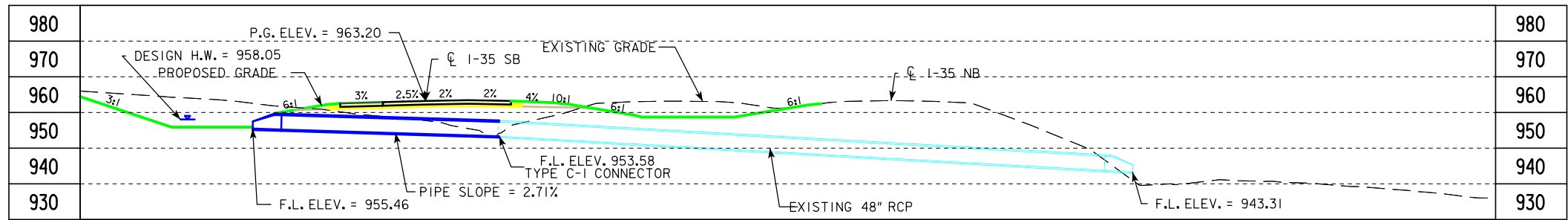
LOCATION

I-35
 T-77N R-25W
 SECTION 31
 JEFFERSON TOWNSHIP
 WARREN COUNTY
 LATITUDE 41.427396°
 LONGITUDE -93.780577°

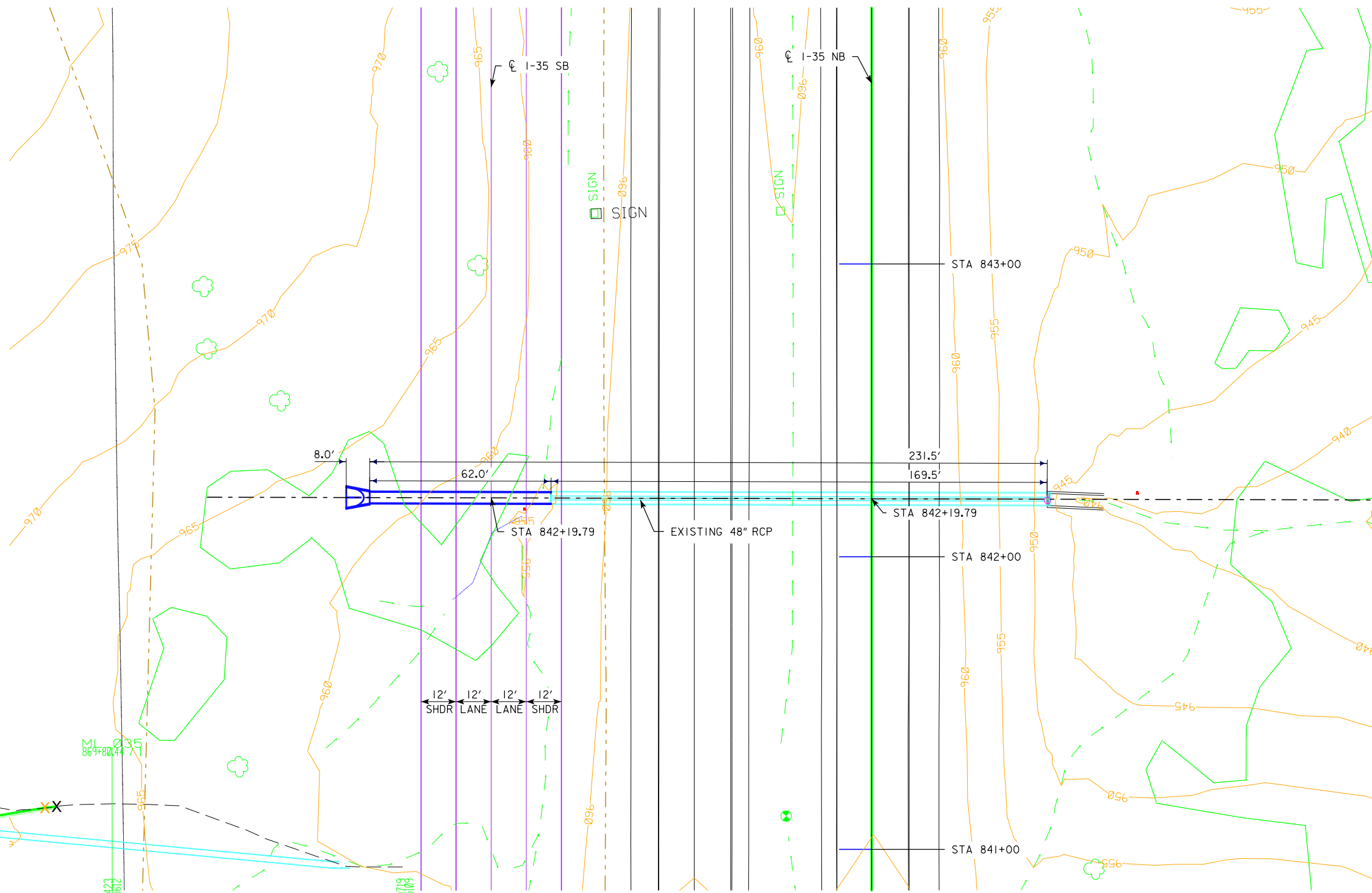
TRAFFIC ESTIMATE

2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALS	_____	

PRELIMINARY
 DESIGN FOR 15° SHEW LT. AHEAD
24" X 80'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN
 STATION 835+77.33 10/05/18
WARREN COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____



LONGITUDINAL SECTION ALONG ϕ CULVERT



SITUATION PLAN

UTILITIES LEGEND:
REFER TO D.I

HYDRAULIC DATA
 DRAINAGE AREA = 11.1 ACRES
 DESIGN DISCHARGE, Q_{50} = 37 CFS
 HW ELEV. = 958.05



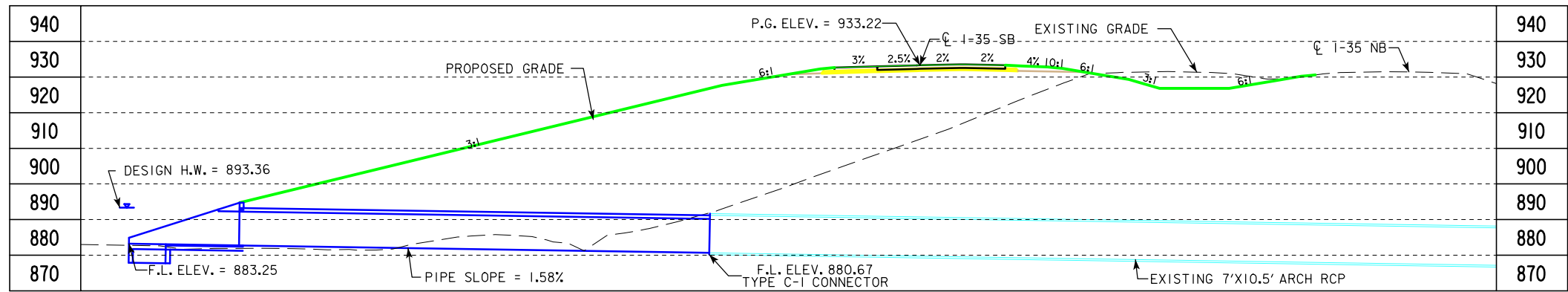
LOCATION

I-35
 T-77N R-25W
 SECTION 31
 JEFFERSON TOWNSHIP
 WARREN COUNTY
 LATITUDE 41.427396°
 LONGITUDE -93.780577°

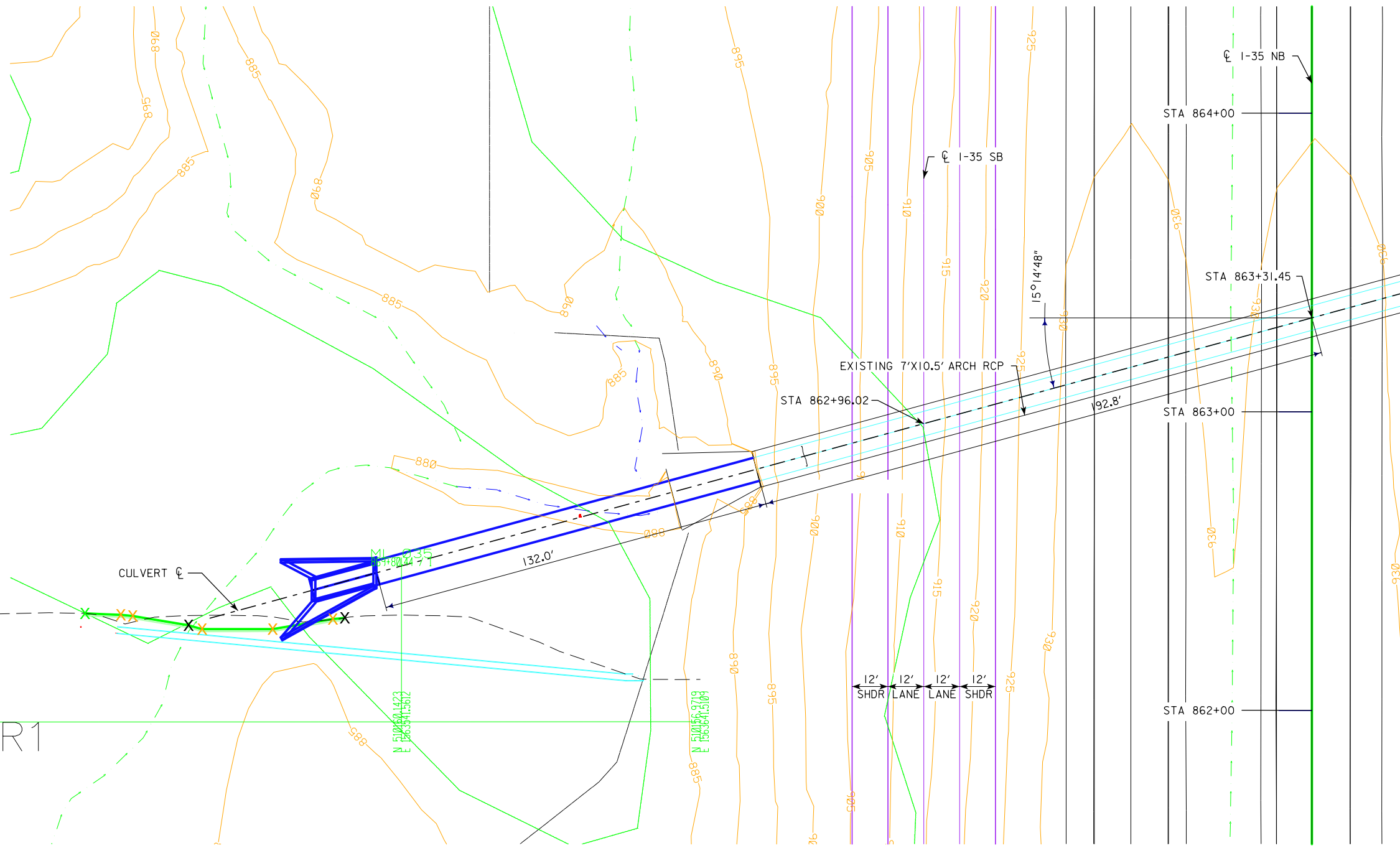
TRAFFIC ESTIMATE

2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALS	_____	

PRELIMINARY
 DESIGN FOR 0° SKEW
48" X 60'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN
 STATION 842+19.79
WARREN COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____



LONGITUDINAL SECTION ALONG \varnothing CULVERT



UTILITIES LEGEND:
REFER TO D.I

HYDRAULIC DATA
DRAINAGE AREA = 786.6 ACRES
DESIGN DISCHARGE, Q_{50} = 825 CFS
HW ELEV. = 893.36



LOCATION
I-35
T-77N R-25W
SECTION 31
JEFFERSON TOWNSHIP
WARREN COUNTY
LATITUDE 41.427396°
LONGITUDE -93.780577°

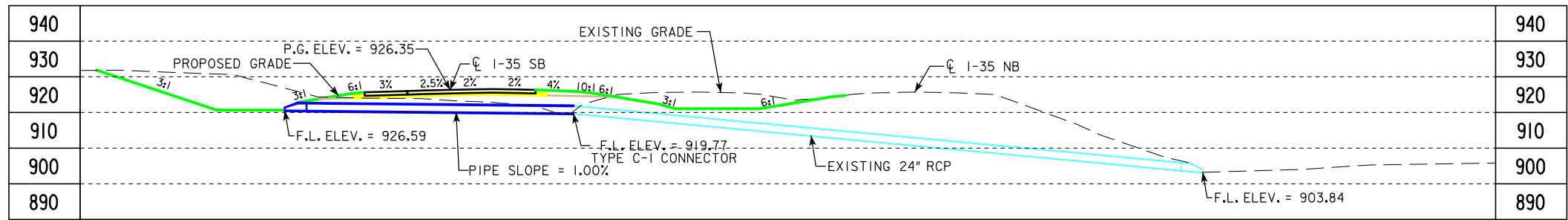
TRAFFIC ESTIMATE

Year	ADT	Trucks %	V.P.D.
2012	AADT		V.P.D.
2050	AADT		V.P.D.
2050	DHV		V.P.H.
	TRUCKS	%	
	TOTAL DESIGN ESALS		

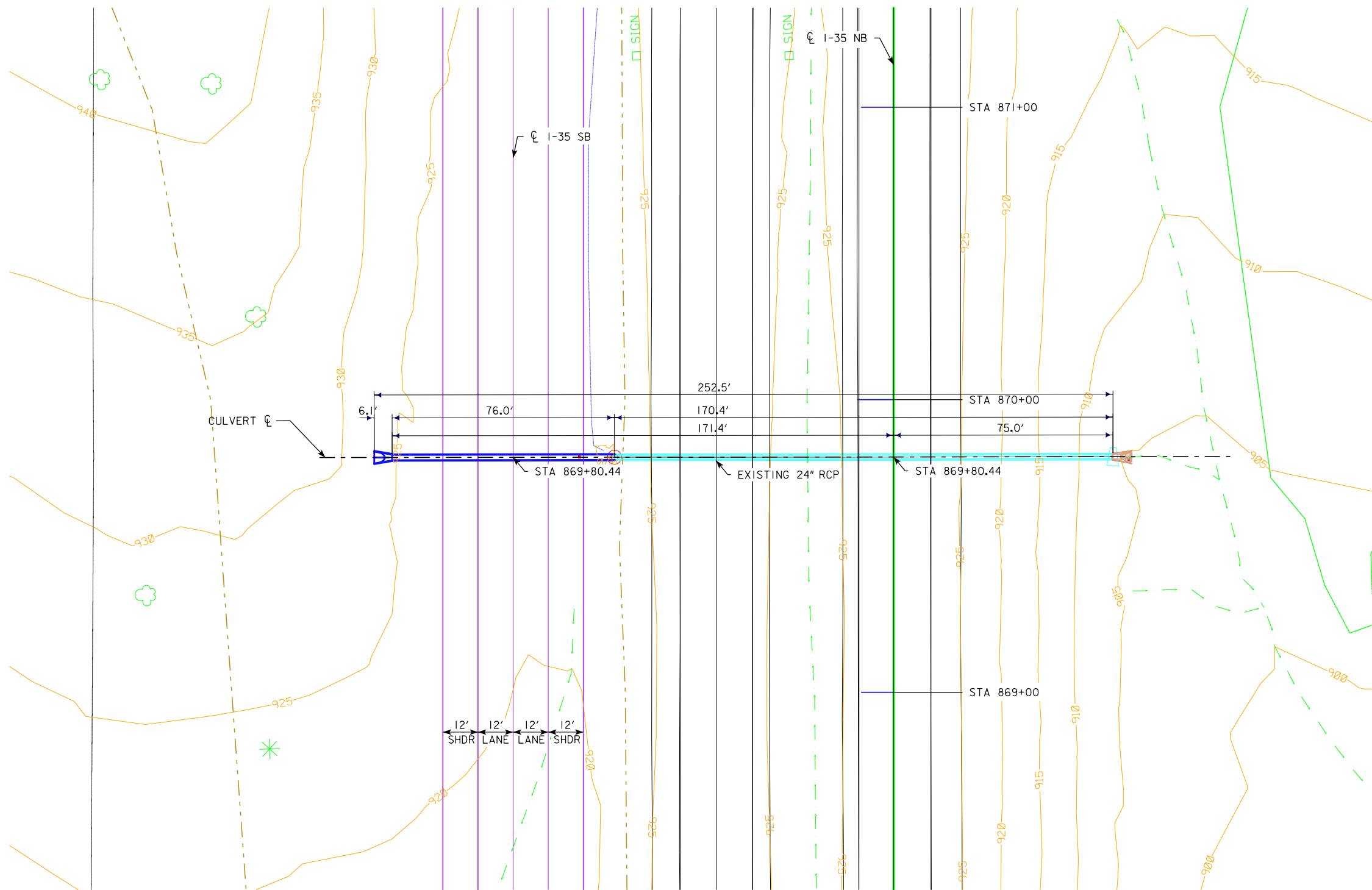
PRELIMINARY
DESIGN FOR 15° SKEW
8' X 10' X 132'
REINFORCED CONCRETE
BOX EXTENSION
PLAT PLAN
STATION 863+31.45 10/5/18
WARREN COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. ___ OF ___ FILE NO. ___ DESIGN NO. ___

PLAT PLAN

400 R1



LONGITUDINAL SECTION ALONG ϕ CULVERT



PLAT PLAN

UTILITIES LEGEND:
REFER TO D.1

HYDRAULIC DATA
DRAINAGE AREA = 2.6 ACRES
DESIGN DISCHARGE, $Q_{50} = 11$ CFS
HW ELEV. = 922.39



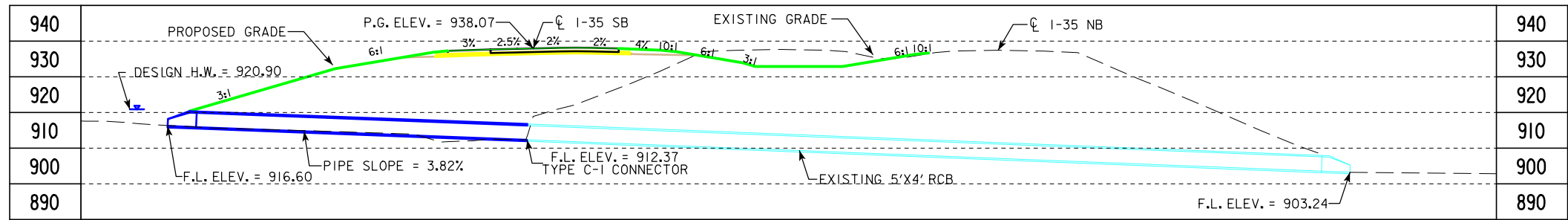
LOCATION

I-35
T-77N R-25W
SECTION 31
JEFFERSON TOWNSHIP
WARREN COUNTY
LATITUDE 41.427396°
LONGITUDE -93.780577°

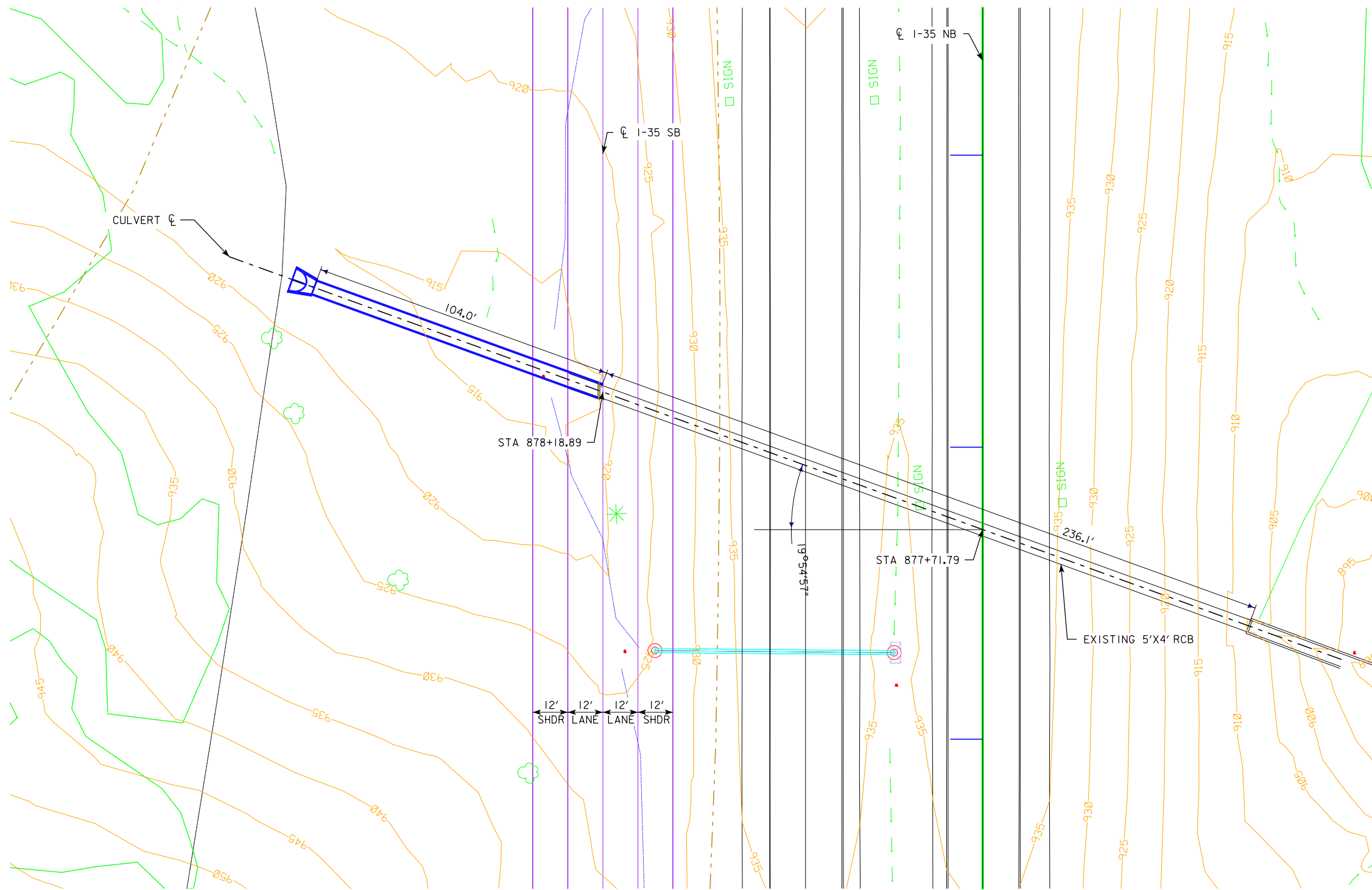
TRAFFIC ESTIMATE

2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____ %	
TOTAL DESIGN ESALS	_____	

PRELIMINARY
DESIGN FOR 0° SKEW
24" X 76'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN
STATION 869+80.44 10/05/18
WARREN COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____



LONGITUDINAL SECTION ALONG ϕ CULVERT



UTILITIES LEGEND:

REFER TO D.I

HYDRAULIC DATA

DRAINAGE AREA = 41.3 ACRES
 DESIGN DISCHARGE, Q_{50} = 101 CFS
 HW ELEV. = 920.90



LOCATION

I-35
 T-77N R-25W
 SECTION 31
 JEFFERSON TOWNSHIP
 WARREN COUNTY
 LATITUDE 41.427396°
 LONGITUDE -93.780577°

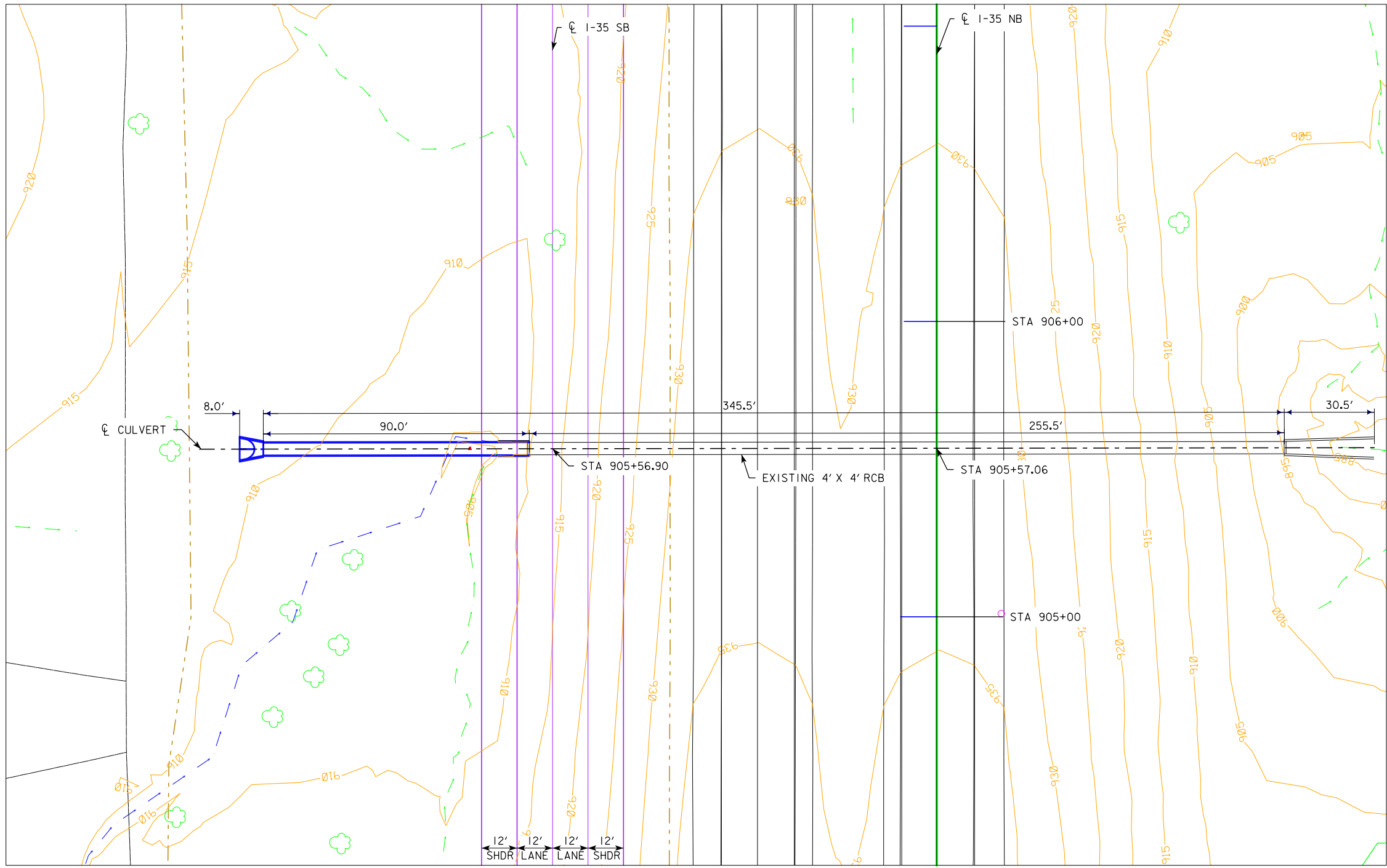
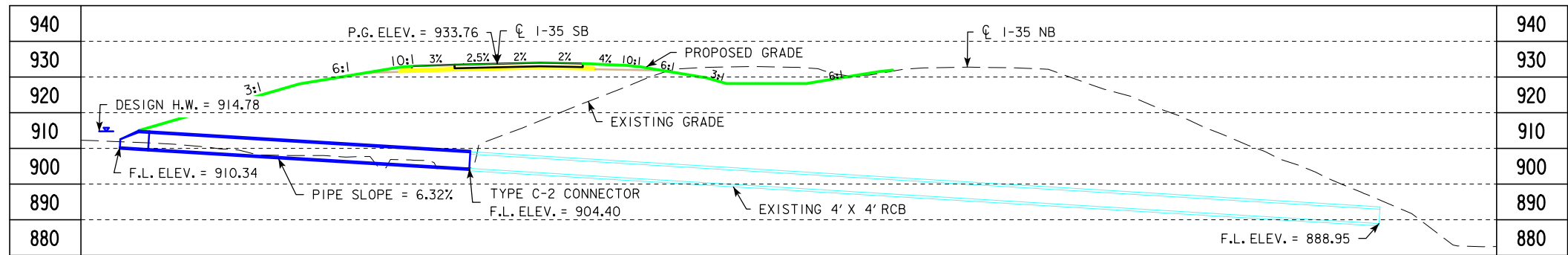
TRAFFIC ESTIMATE

Year	ADT	Trucks %	V.P.H.
2012	ADT	_____ %	V.P.D.
2050	ADT	_____ %	V.P.D.
2050	DHV	_____ %	V.P.H.
TOTAL DESIGN ESALs			_____

PRELIMINARY

DESIGN FOR 20° SKEW LT. AHEAD
60" X 104'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN
 STATION 877+71.79
WARREN COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. _____ OF ? FILE NO. _____ ? DESIGN NO. _____ ?

PLAT PLAN



UTILITIES LEGEND:

REFER TO D.I

HYDRAULIC DATA

DRAINAGE AREA = 37.8 ACRES
 DESIGN DISCHARGE, Q_{50} = 95 CFS
 HW ELEV. = 914.78



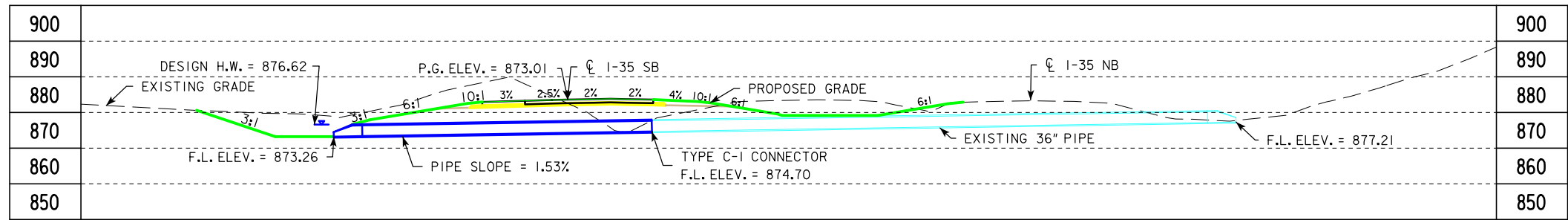
LOCATION

I-35
 T-76N R-25W
 SECTION 7
 JEFFERSON TOWNSHIP
 WARREN COUNTY
 LATITUDE 41.409725°
 LONGITUDE -93.779841°

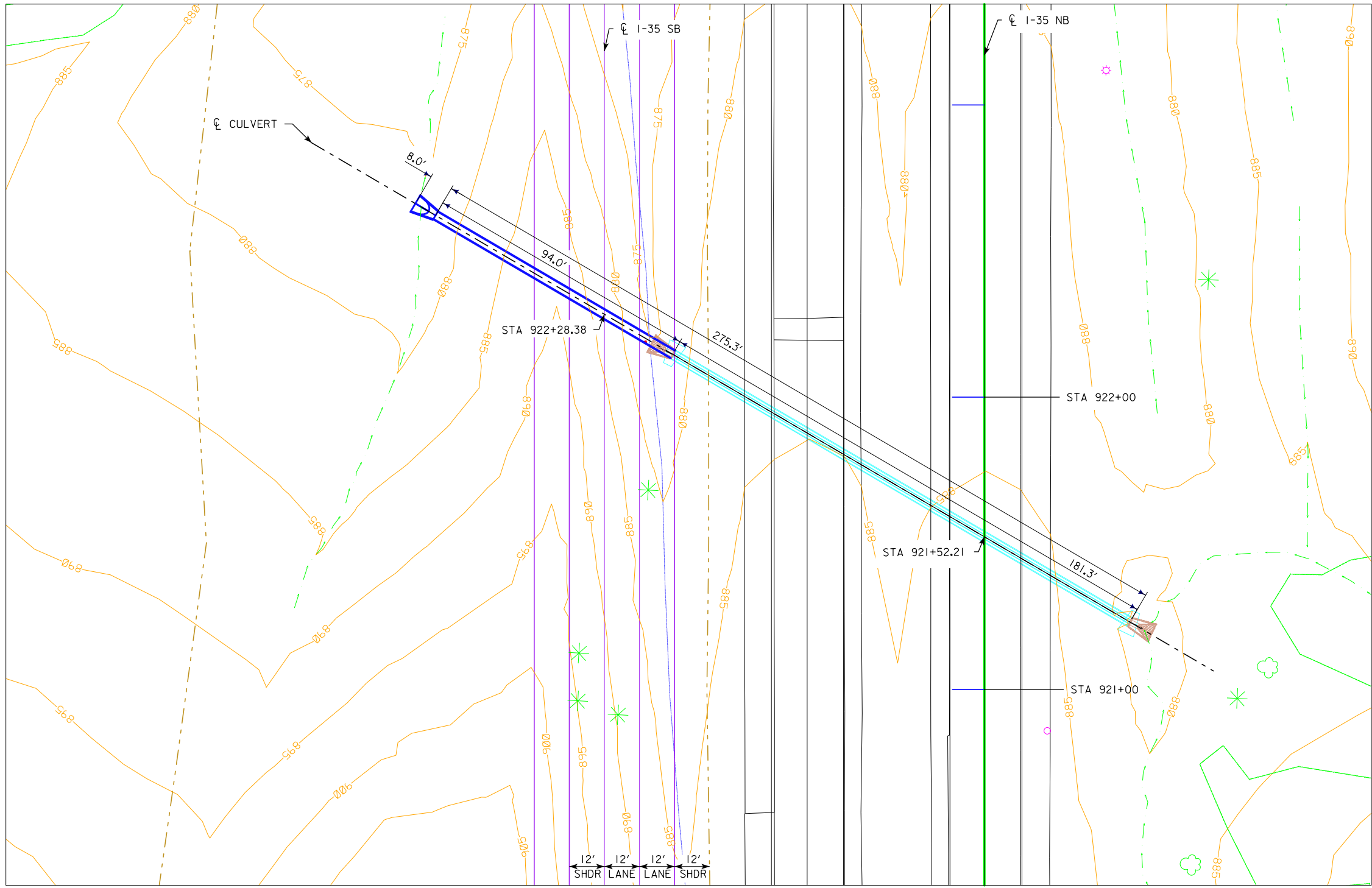
TRAFFIC ESTIMATE

2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALs	_____	

PRELIMINARY
 DESIGN FOR 0° SKEW
54" X 90'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN
 STATION 905+57.06
WARREN COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____



LONGITUDINAL SECTION ALONG ϕ CULVERT



PLAT PLAN

UTILITIES LEGEND:
REFER TO D.I

HYDRAULIC DATA
DRAINAGE AREA = 12.9 ACRES
DESIGN DISCHARGE, Q_{50} = 41 CFS
HW ELEV. = 876.62



LOCATION

I-35
T-76N R-25W
SECTION 7
JEFFERSON TOWNSHIP
WARREN COUNTY
LATITUDE 41.414102°
LONGITUDE -93.779833°

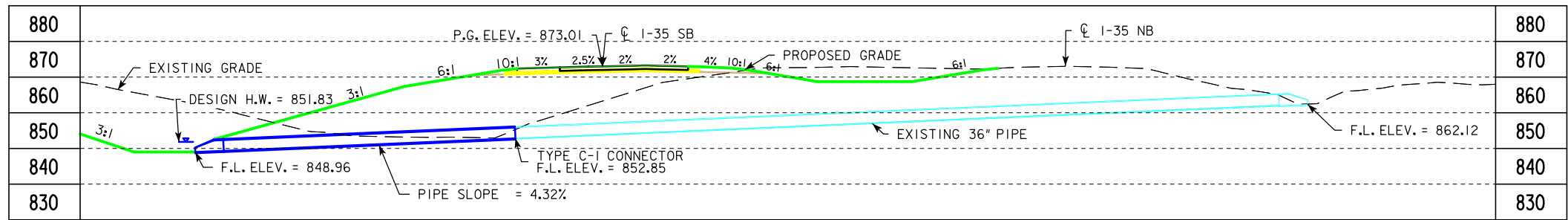
TRAFFIC ESTIMATE

2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALS	_____	

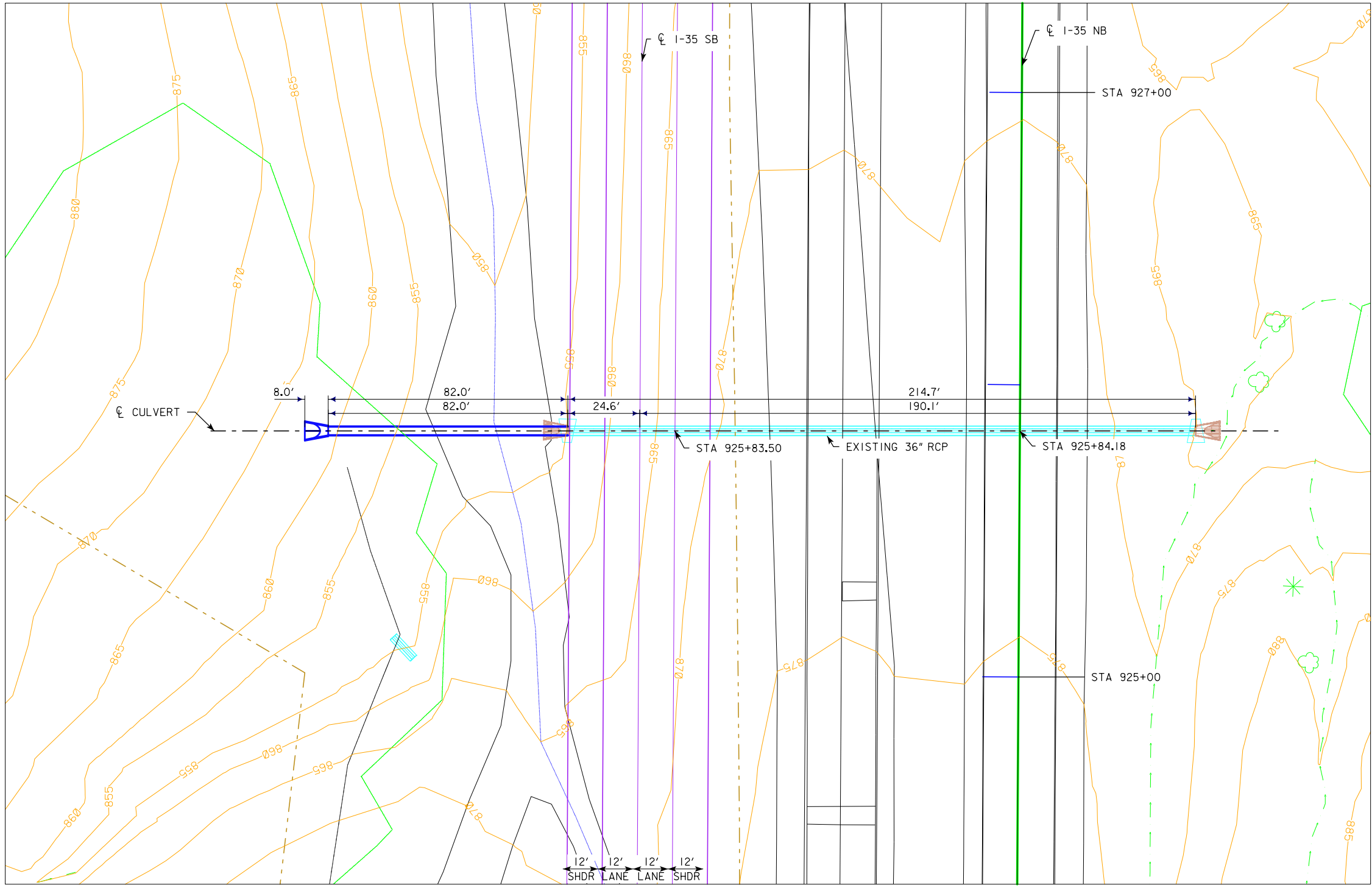
PRELIMINARY
DESIGN FOR 0°
36" X 94'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN

STATION 921+52.21 10/05/18

WARREN COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____

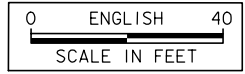


LONGITUDINAL SECTION ALONG \varnothing CULVERT



UTILITIES LEGEND:
REFER TO D.I

HYDRAULIC DATA
DRAINAGE AREA = 9.8 ACRES
DESIGN DISCHARGE, Q_{50} = 33 CFS
HW ELEV. = 851.83



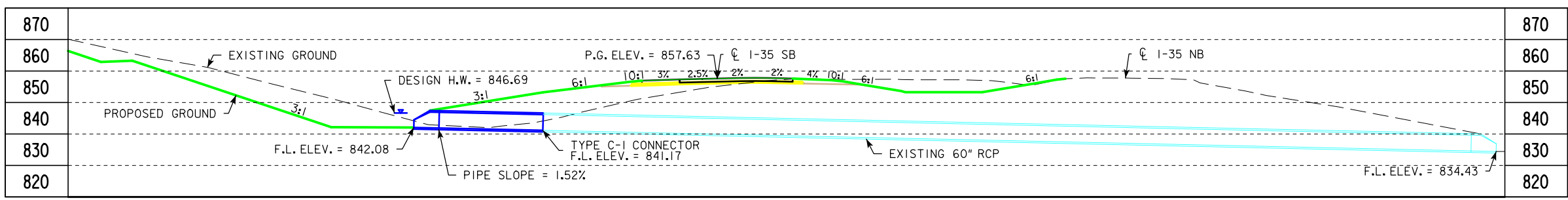
LOCATION
I-35
T-76N R-25W
SECTION 7
JEFFERSON TOWNSHIP
WARREN COUNTY
LATITUDE 41.415276°
LONGITUDE -93.780309°

TRAFFIC ESTIMATE

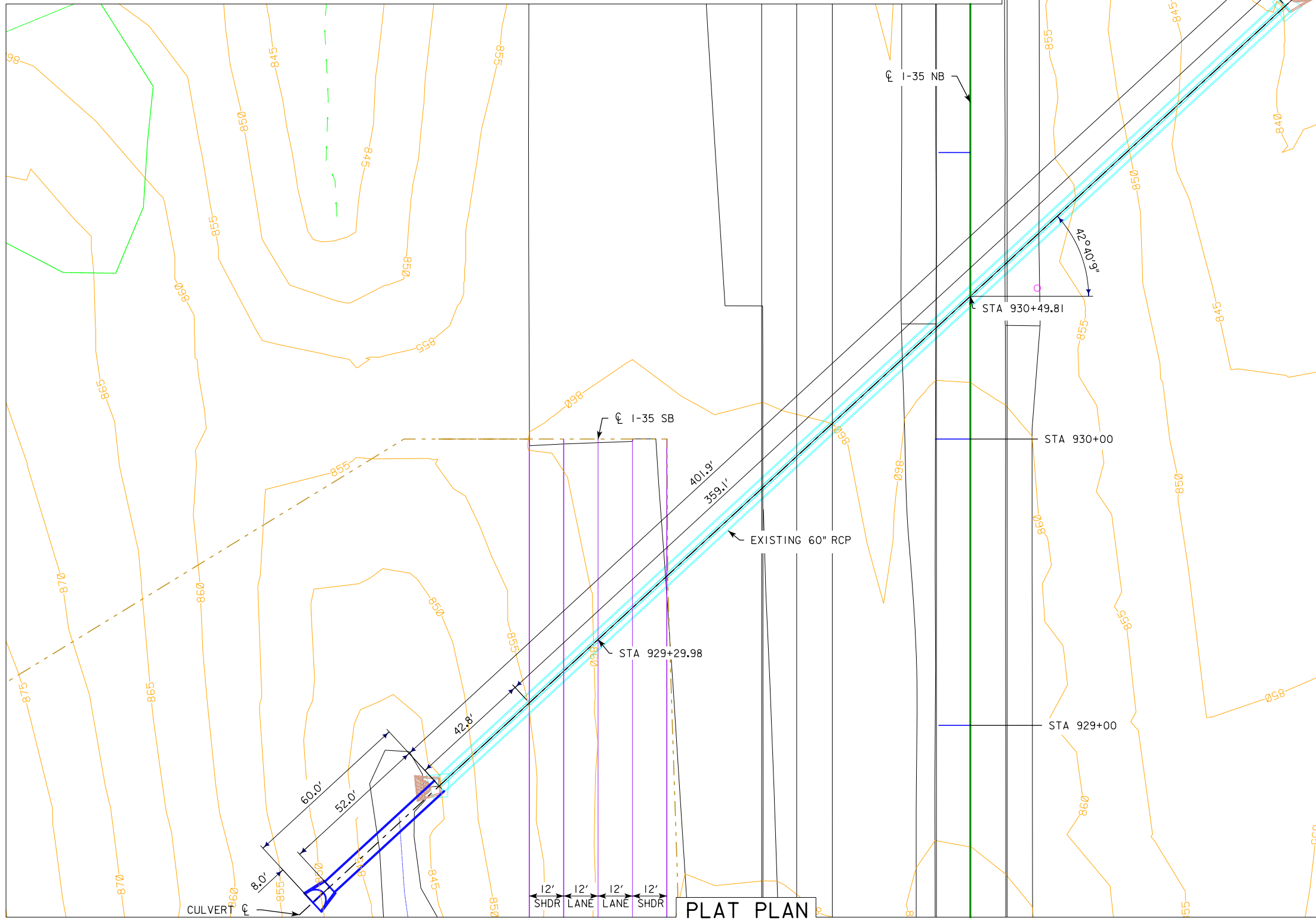
2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALS	_____	

PRELIMINARY
DESIGN FOR 0°
36" X 82'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN
STATION 925+84.18
WARREN COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____

PLAT PLAN



LONGITUDINAL SECTION ALONG \varnothing CULVERT



PLAT PLAN

UTILITIES LEGEND:
REFER TO D.I

HYDRAULIC DATA
DRAINAGE AREA = 47.1 ACRES
DESIGN DISCHARGE, Q_{50} = 112 CFS
HW ELEV. = 846.69



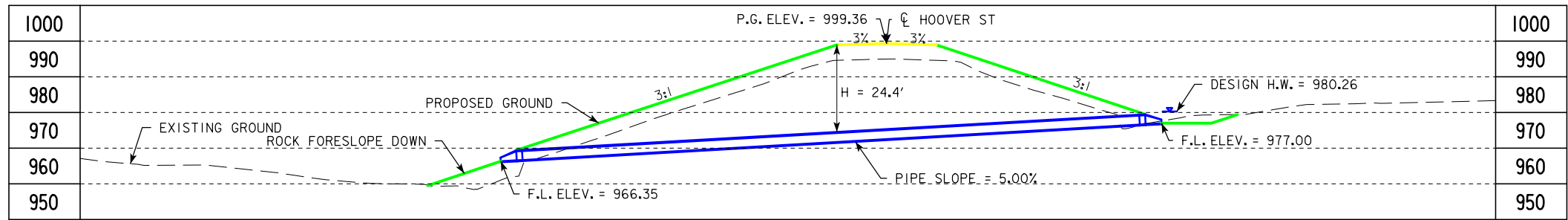
LOCATION

I-35
T-76N R-25W
SECTION 7
JEFFERSON TOWNSHIP
WARREN COUNTY
LATITUDE 41.416225°
LONGITUDE -93.780389°

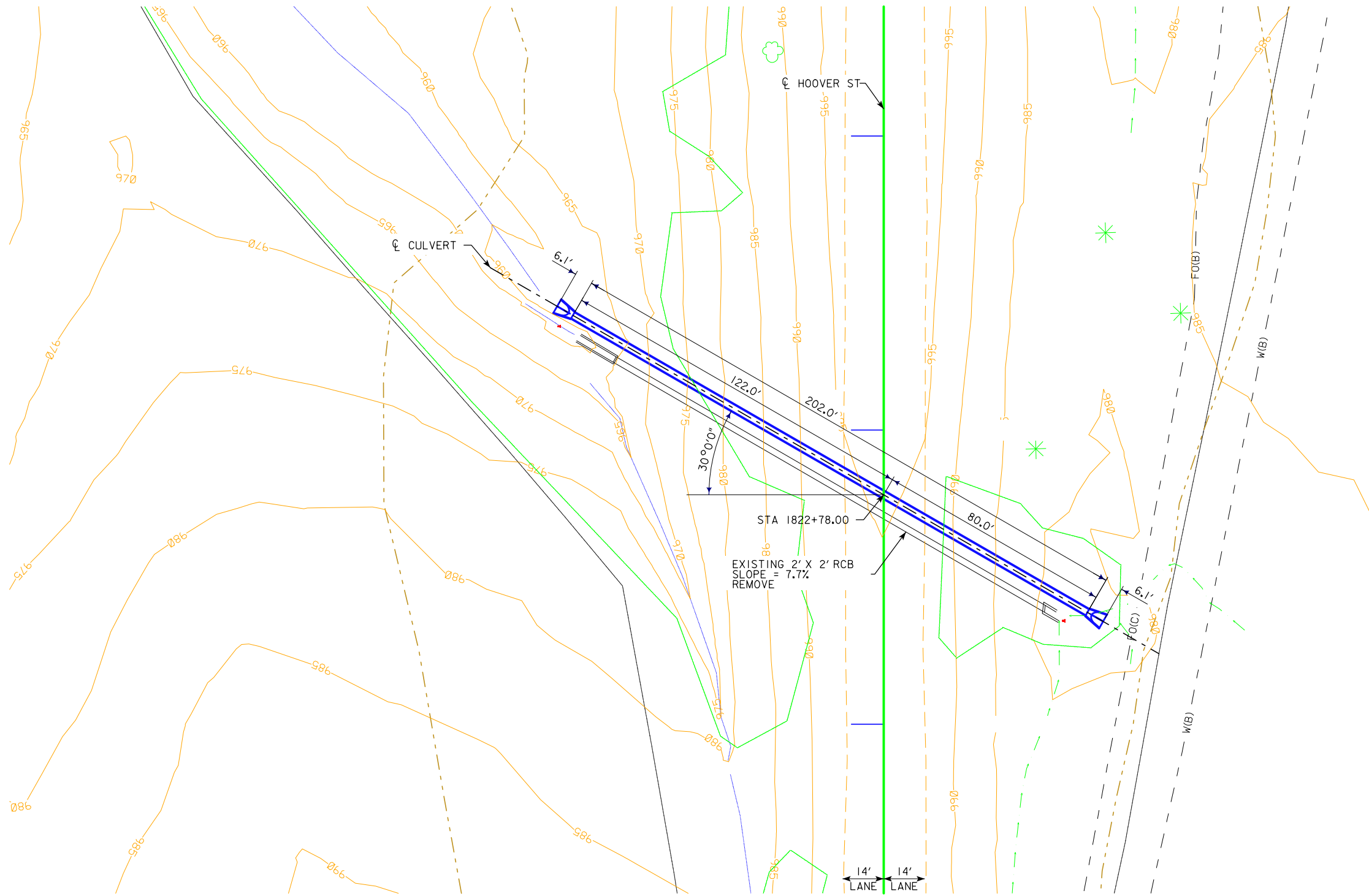
TRAFFIC ESTIMATE

2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALS	_____	

PRELIMINARY
DESIGN FOR 43° SKEW RT. AHEAD
60" X 52'
REINFORCED CONCRETE
PIPE EXTENSION
PLAT PLAN
STATION 930+49.81 10/05/18
WARREN COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____



LONGITUDINAL SECTION ALONG ϕ CULVERT



PLAT PLAN

UTILITIES LEGEND:

REFER TO D.I

HYDRAULIC DATA

DRAINAGE AREA = 9.0 ACRES
 DESIGN DISCHARGE, $Q_{50} = 31$ CFS
 HW ELEV. = 980.26



LOCATION

I-35
 T-76N R-25W
 SECTION 18
 JEFFERSON TOWNSHIP
 WARREN COUNTY
 LATITUDE 41.388428°
 LONGITUDE -93.782428°

TRAFFIC ESTIMATE

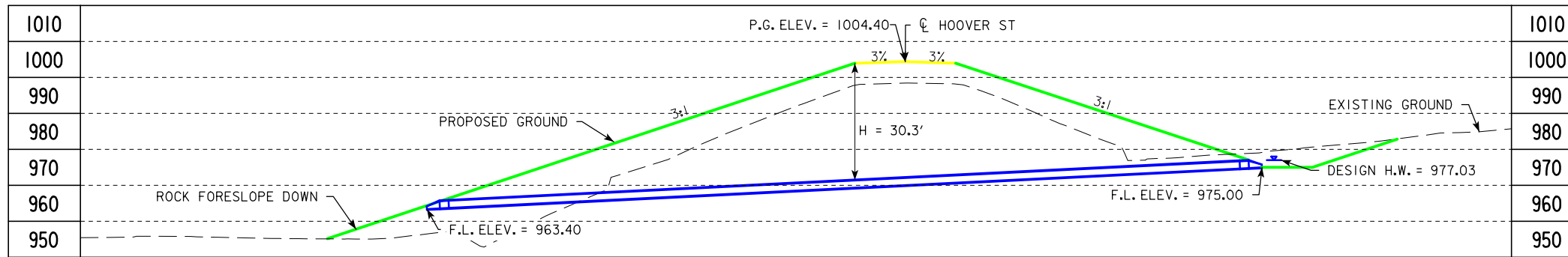
2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALs	_____	

PRELIMINARY

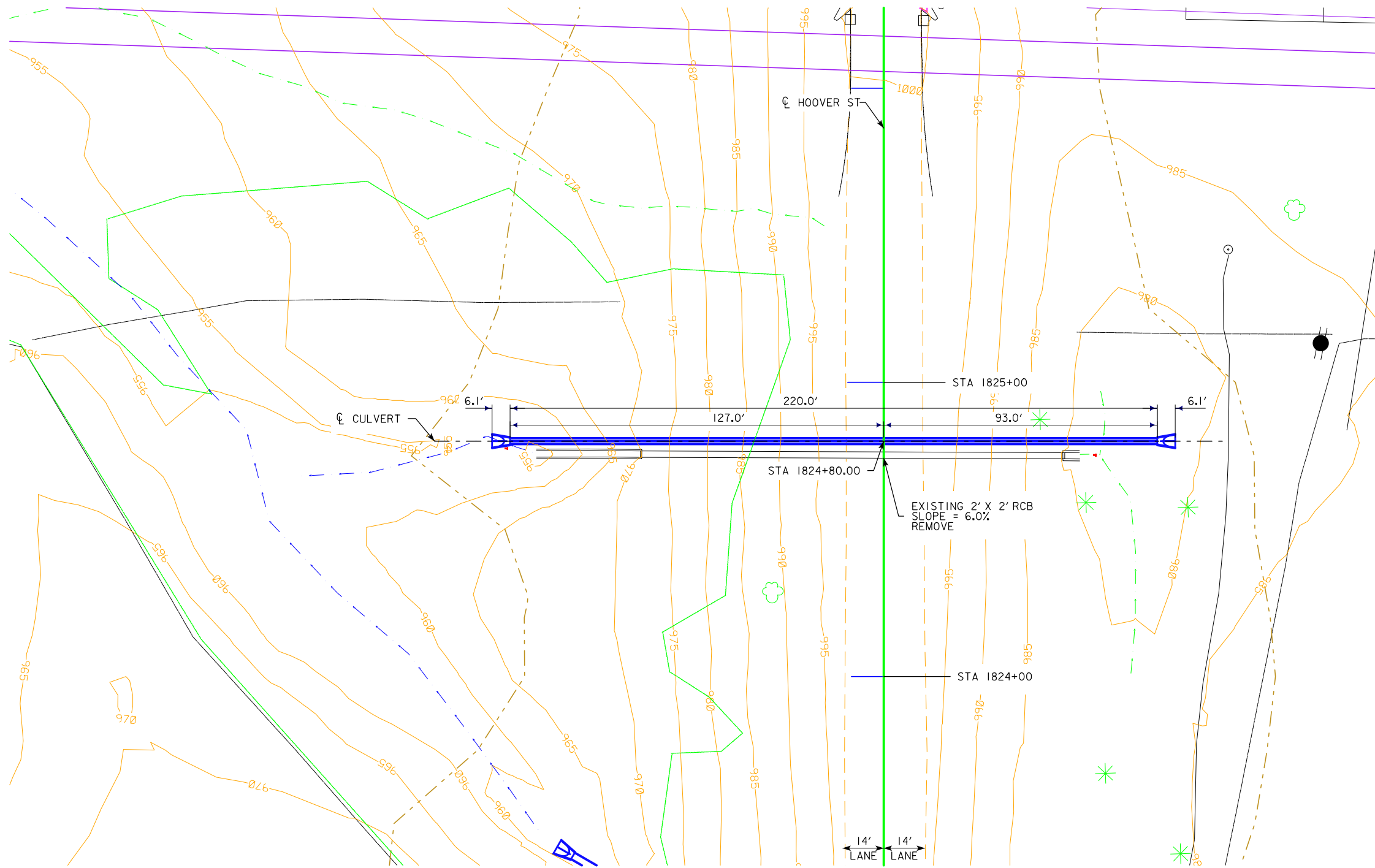
DESIGN FOR 30° SKEW LT. AHEAD
30" X 202'
REINFORCED CONCRETE PIPE

PLAT PLAN

STATION 1822+78.00 10/05/18
WARREN COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____



LONGITUDINAL SECTION ALONG ϕ CULVERT



PLAT PLAN

UTILITIES LEGEND:

REFER TO D.I

HYDRAULIC DATA

DRAINAGE AREA = 3.0 ACRES
 DESIGN DISCHARGE, Q_{50} = 13 CFS
 HW ELEV. = 977.03



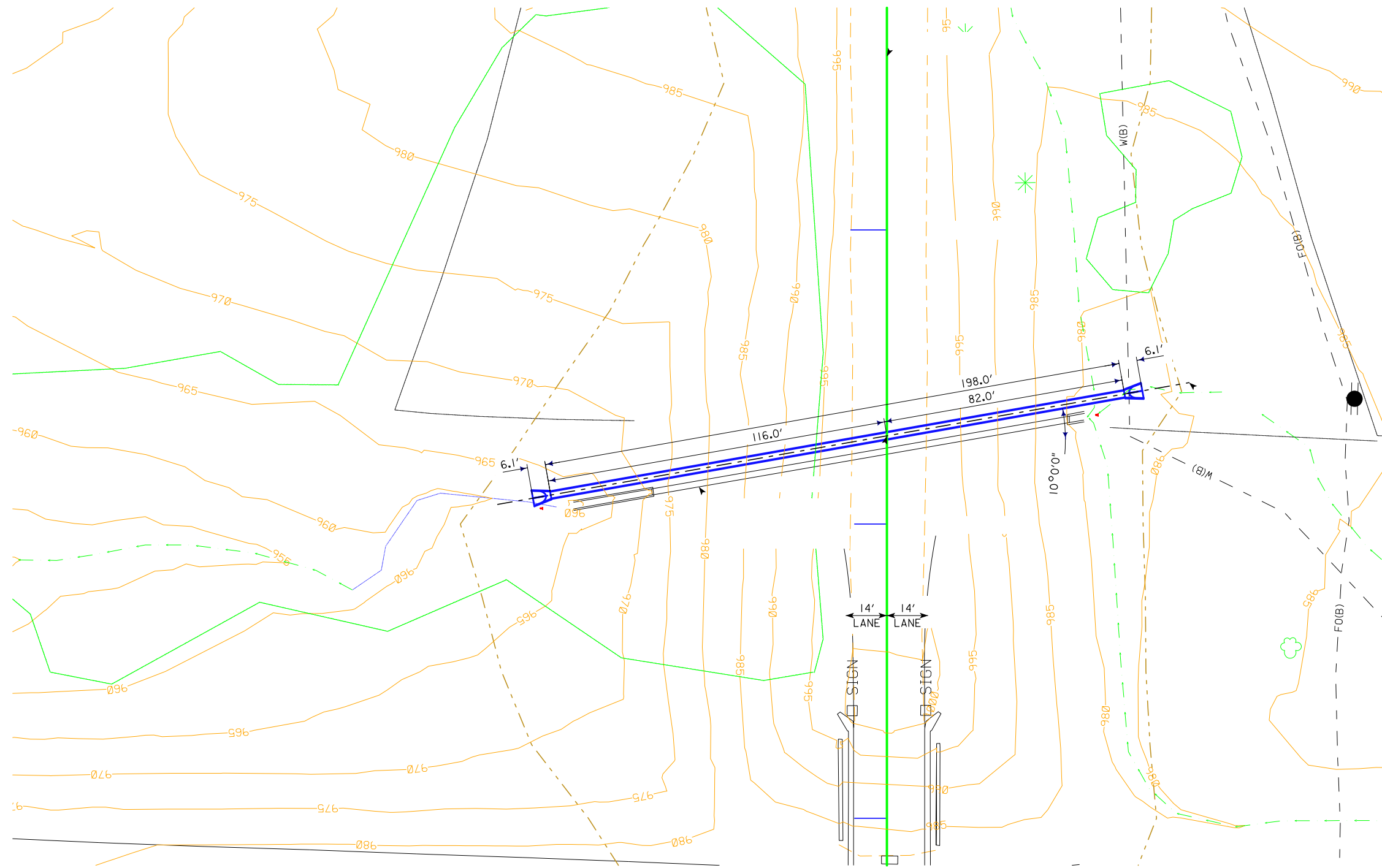
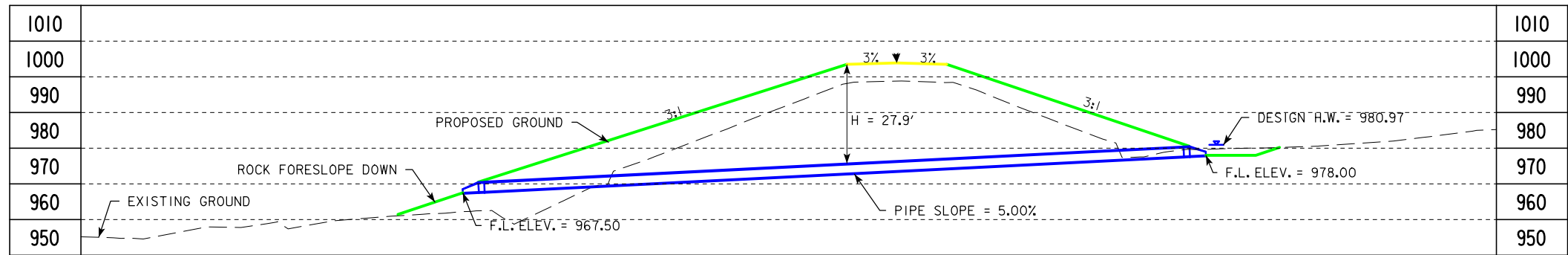
LOCATION

I-35
 T-76N R-25W
 SECTION 18
 JEFFERSON TOWNSHIP
 WARREN COUNTY
 LATITUDE 41.388432°
 LONGITUDE -93.781667°

TRAFFIC ESTIMATE

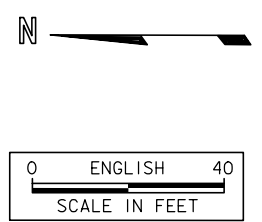
2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALS	_____	

PRELIMINARY
 DESIGN FOR 0° SKEW
24" X 220'
REINFORCED CONCRETE PIPE
 PLAT PLAN
 STATION 1824+80.00 10/05/18
WARREN COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____



UTILITIES LEGEND:
REFER TO D.I

HYDRAULIC DATA
DRAINAGE AREA = 7.6 ACRES
DESIGN DISCHARGE, $Q_{50} = 28$ CFS
HW ELEV. = 980.97



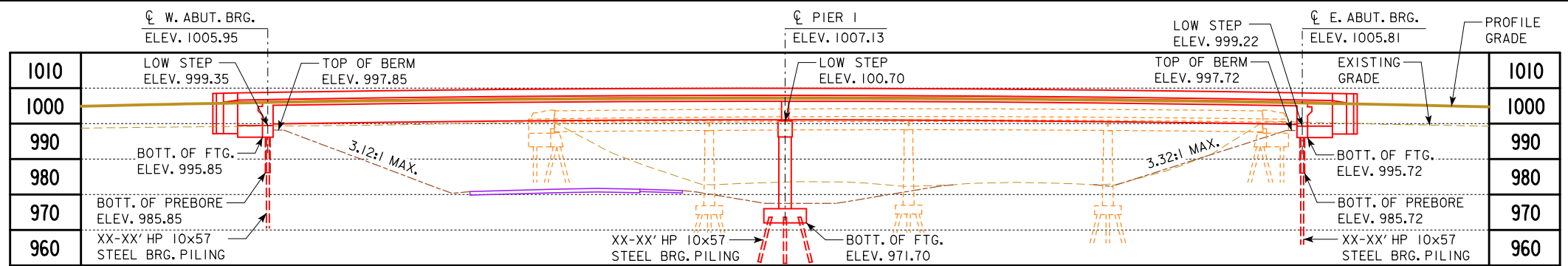
LOCATION
I-35
T-76N R-25W
SECTION 18
JEFFERSON TOWNSHIP
WARREN COUNTY
LATITUDE 41.388440°
LONGITUDE -93.780027°

TRAFFIC ESTIMATE

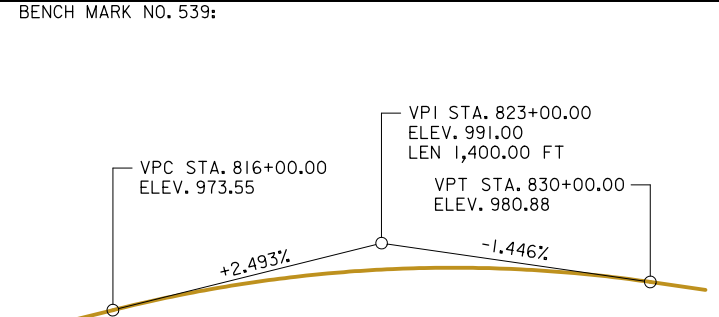
2012 AADT	_____	V.P.D.
2050 AADT	_____	V.P.D.
2050 DHV	_____	V.P.H.
TRUCKS	_____	%
TOTAL DESIGN ESALS	_____	

PRELIMINARY
DESIGN FOR 10° SKEW RT. AHEAD
30" X 198'
REINFORCED CONCRETE PIPE
PLAT PLAN
STATION 1829+30.00 10/05/18
WARREN COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. _____ OF _____ FILE NO. _____ DESIGN NO. _____

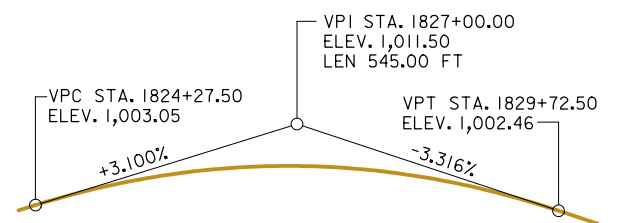
PLAT PLAN



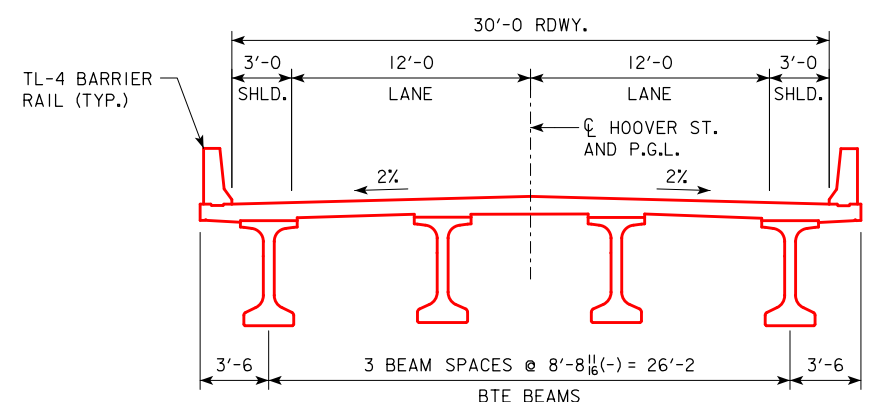
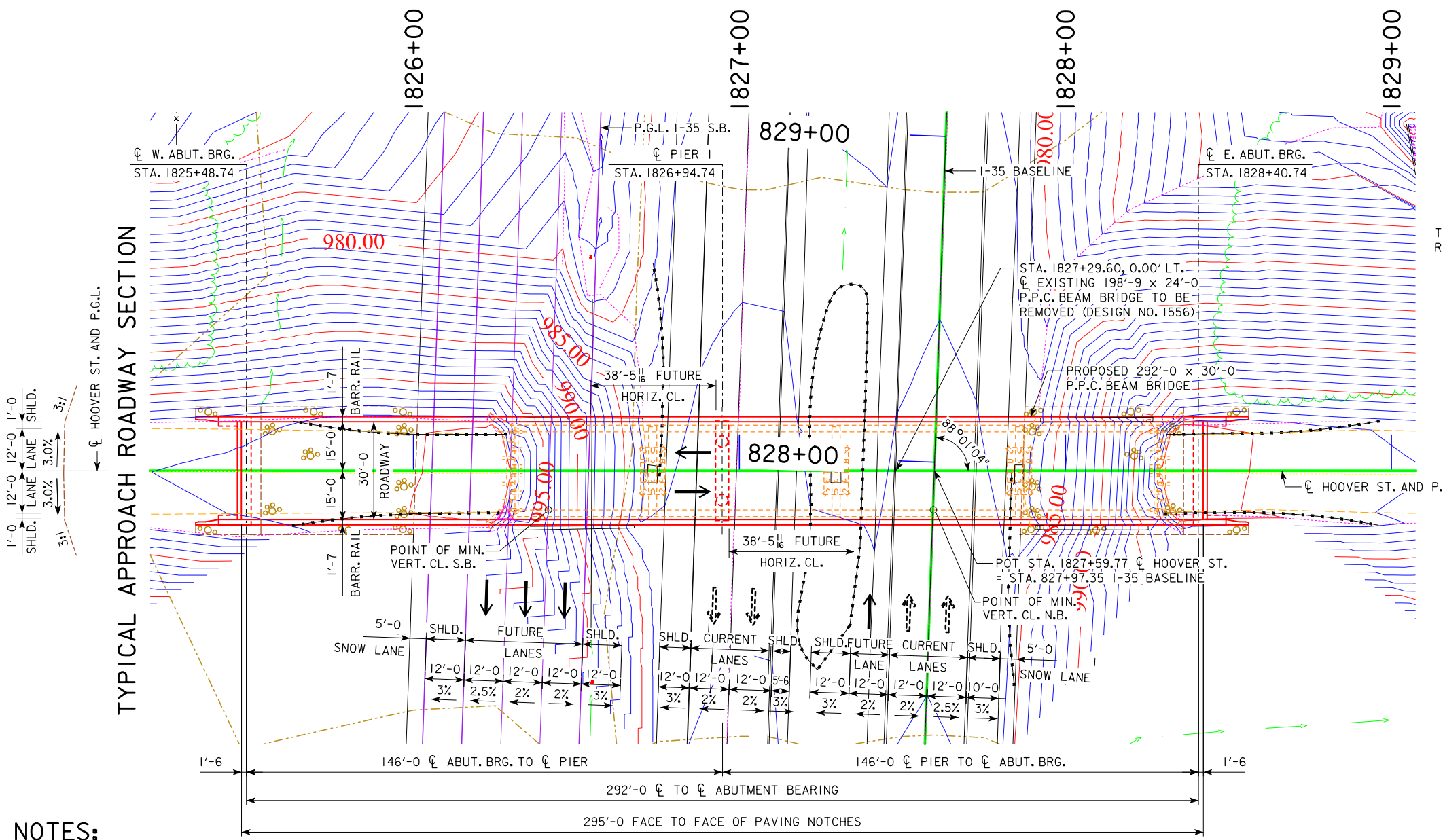
LONGITUDINAL SECTION ALONG CL APPROACH ROADWAY



PROFILE GRADE I-35 S.B.



PROFILE GRADE HOOVER ST.



TYPICAL BRIDGE CROSS SECTION

UTILITIES LEGEND:
 FO(B) - FIBER OPTIC - AUREON
 W(B) - WATER - WARREN WATER DISTRICT
 P - POWER POLE

I-35 TRAFFIC ESTIMATE

2011 AADT	25,900	V.P.D.
2035 AADT	49,800	V.P.D.
2035 DHV		V.P.H.
TRUCKS	25	%
TOTAL DESIGN ESALs		

HOOVER ST. TRAFFIC ESTIMATE

2012 AADT	90	V.P.D.
2035 AADT	180	V.P.D.
2035 DHV		V.P.H.
TRUCKS	3	%
TOTAL DESIGN ESALs		

PRELIMINARY

NOTES:
 ALL OFFSETS ARE MEASURED FROM CL OF HOOVER STREET.
 ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
 TOP OF BRIDGE DECK CROWN AT CL ROADWAY IS 0.03 FT BELOW THE PROFILE GRADE TO ACCOUNT FOR THE PARABOLIC CROWN.
 PIER TYPE - FRAME PIER, PIERS EXEMPT FROM VEHICULAR COLLISION FORCE DESIGN.
 BEAM TYPE - BTE BEAMS, DEPTH = 5'-3".
 TL-4 BRIDGE RAILING IS PROPOSED.
 2 - SPAN GRADING SHOWN.
 ABUTMENT SLOPES TO BE CONFIRMED DURING FINAL DESIGN.

SITUATION PLAN
MINIMUM VERTICAL CLEARANCE
 OVERHEAD STATION = 1827+59.28, OFFSET 13.08' RT.
 OVERHEAD ELEVATION = 1006.60
 DEPTH OF SUPERSTRUCTURE = 6.08'
 UNDERPASS STATION = 827+83.01, OFFSET 0.00 LT.
 UNDERPASS ELEVATION = 983.53
 MINIMUM VERTICAL CLEARANCE = 16.99'

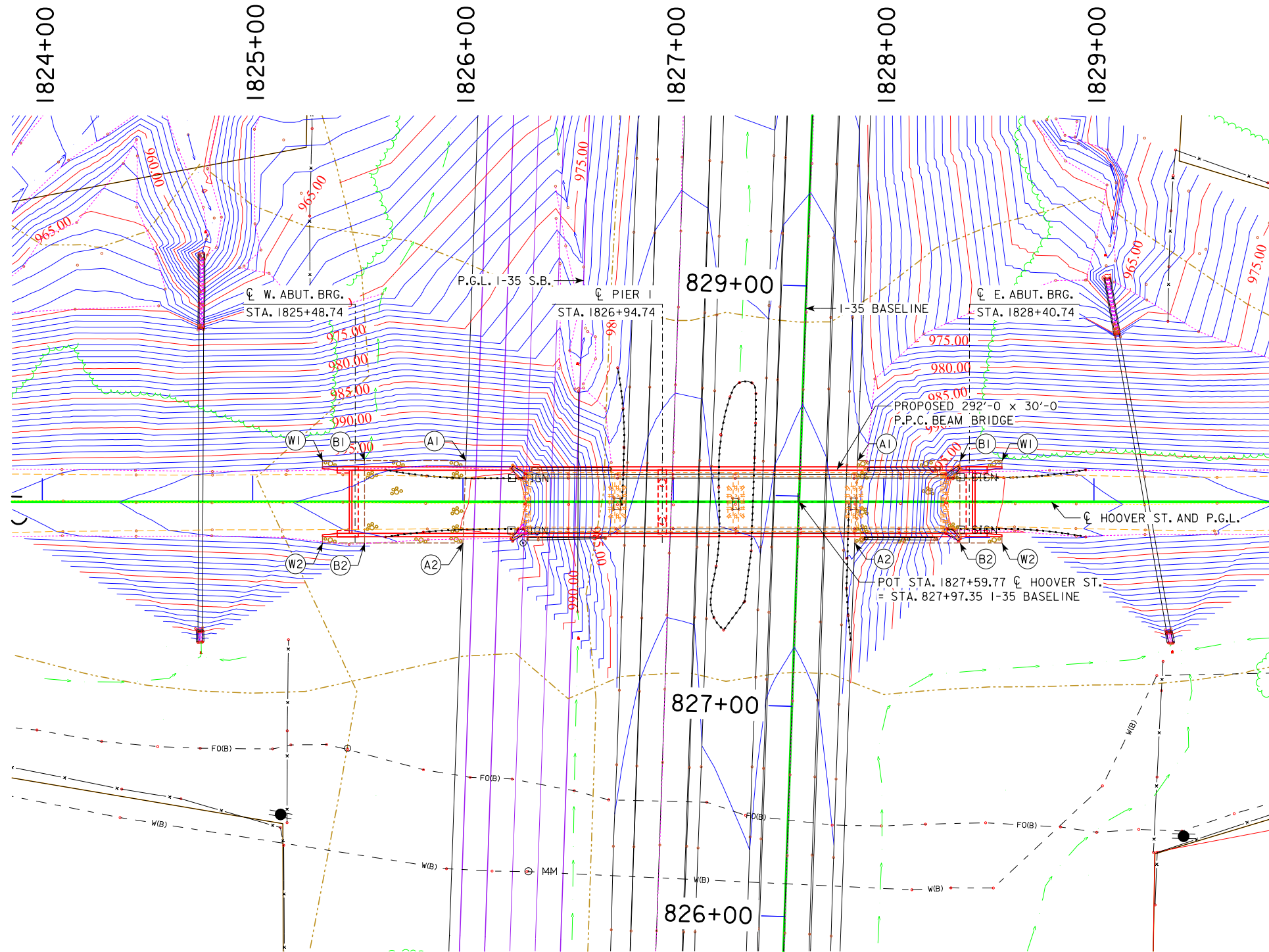


LOCATION
 HOOVER ST. OVER I-35
 T-76N R-25W
 SECTION 18
 JEFFERSON TOWNSHIP
 WARREN COUNTY
 WARREN COUNTY
 FHWA NO. ?
 BRIDGE MAINT. NO. ?
 LATITUDE 41.388436°
 LONGITUDE -93.780884°

DESIGN FOR 0° SKEW
292'-0 X 30'-0 PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE
 146'-0 SPANS (BTE BEAM TYPE)
SITUATION PLAN
 STATION 1826+94.74
 WARREN COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. 1 OF 2 FILE NO. ? DESIGN NO. ?

BERM SLOPE LOCATION TABLE						
POINTS	WEST ABUTMENT			EAST ABUTMENT		
	STATION	OFFSET	ELEV.	STATION	OFFSET	ELEV.
A1	1826+01.36	19.58 LT	981.88	1827+87.47	19.58 LT	982.12
A2	1826+00.00	19.58 RT	982.22	1827+86.11	19.58 RT	982.47
B1	1825+53.24	19.58 LT	997.85	1828+36.24	19.58 LT	997.72
B2	1825+53.24	19.58 RT	997.85	1828+36.24	19.58 RT	997.72
W1	1825+33.24	19.58 LT	1005.22	1828+56.24	19.58 LT	1005.07
W2	1825+33.24	19.58 RT	1005.22	1828+56.24	19.58 RT	1005.07

BERM SLOPE ELEVATIONS REFLECT THE GRADING SURFACE



UTILITIES LEGEND:

- FO(B) - FIBER OPTIC - AUREON
- W(B) - WATER - WARREN WATER DISTRICT
- ⊕ - POWER POLE

NOTE:
FOR CONCRETE STONE SLOPE PROTECTION SECTIONS AND ESTIMATED QUANTITIES SEE STANDARD SHEET 1006.



PRELIMINARY

DESIGN FOR 0° SKEW

**292'-0 X 30'-0 PRETENSIONED
PRESTRESSED CONCRETE BEAM BRIDGE**

146'-0 SPANS (BTE BEAM TYPE)

SITE PLAN

STATION 1826+94.74 OCTOBER 2018

WARREN COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 2 FILE NO. ? DESIGN NO. ?

SITATION PLAN

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED OR SHOWN.

LINE STYLE LEGEND OF CROSS SECTION SHEETS (ROAD)

- - - - - - Existing Ground Line
- Proposed Template
- Proposed Topsoil Placement
- - - - - Additional Topsoil Removal
- Subgrade Treatment
- - - - - Granular Shoulder
- Pavement
- - - - - Existing Pipe\R/CB
- Proposed Pipe\R/CB
- Proposed Dike
- All Elements Associated with Proposed Entrances

LINE STYLE LEGEND OF CROSS SECTION SHEETS (SOILS)

- TS————— Topsoil (Class 10)
- SLOPE DRESSING — Slope Dressing Only
- CL 10————— Class 10 Materials
- SEL LO————— Select Loams And Clay-Loams
- SEL SA————— Select Sand
- UNS A————— Unsuitable Type A Disposal
- UNS B————— Unsuitable Type B Disposal
- UNS C————— Unsuitable Type C Disposal
- SHALE————— Shale
- WASTE————— Waste
- B&W LS————— Broken and Weathered Rock
- ROCK————— Solid Rock
- BLDRS————— Boulders

Note: All layer lines and descriptions identify layers above the line.

Note: Vertical or near vertical lines connecting soil layers at edges of cross sections are only for the purpose of calculating template quantities and do not depict soil stratification.

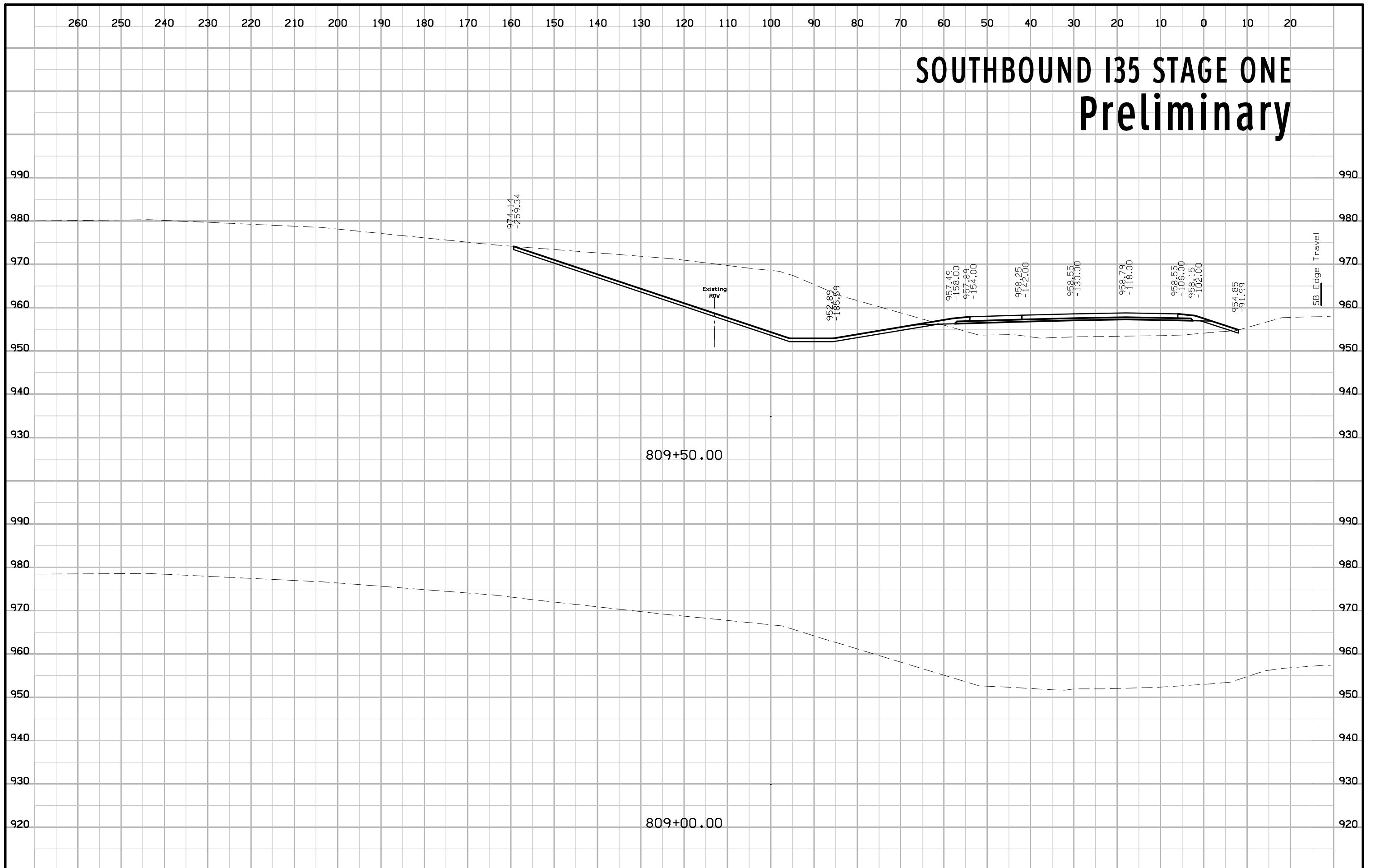
SYMBOL LEGEND OF CROSS SECTION SHEETS

- Existing
ROW
|
Existing Right-of-Way Limit
- Proposed
ROW
|
Proposed Right-of-Way Limit
- Temporary
ROW
|
Temporary Right-of-Way Limit

**CROSS SECTION
LEGEND AND SYMBOL
INFORMATION SHEET**

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

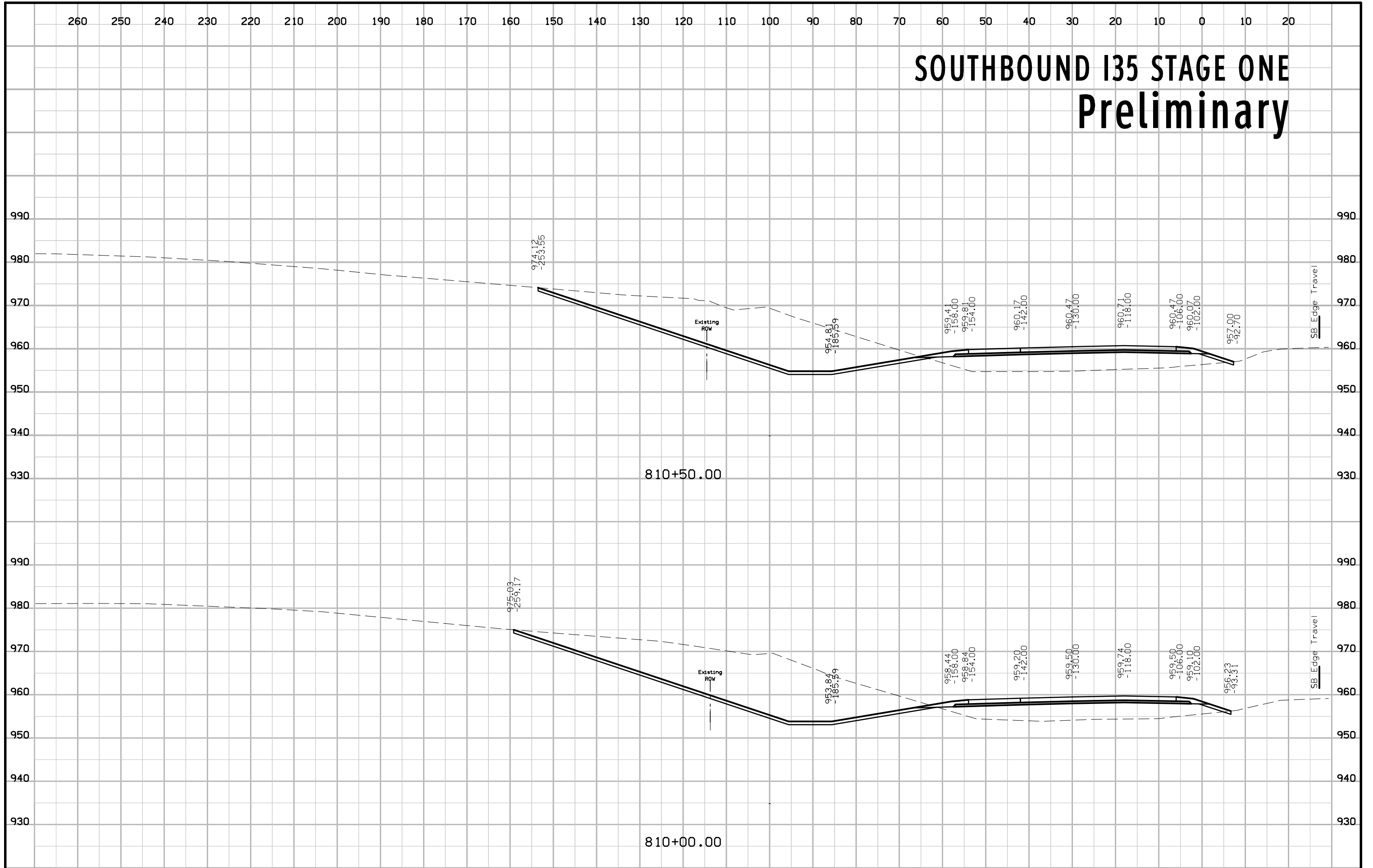
SOUTHBOUND I35 STAGE ONE Preliminary



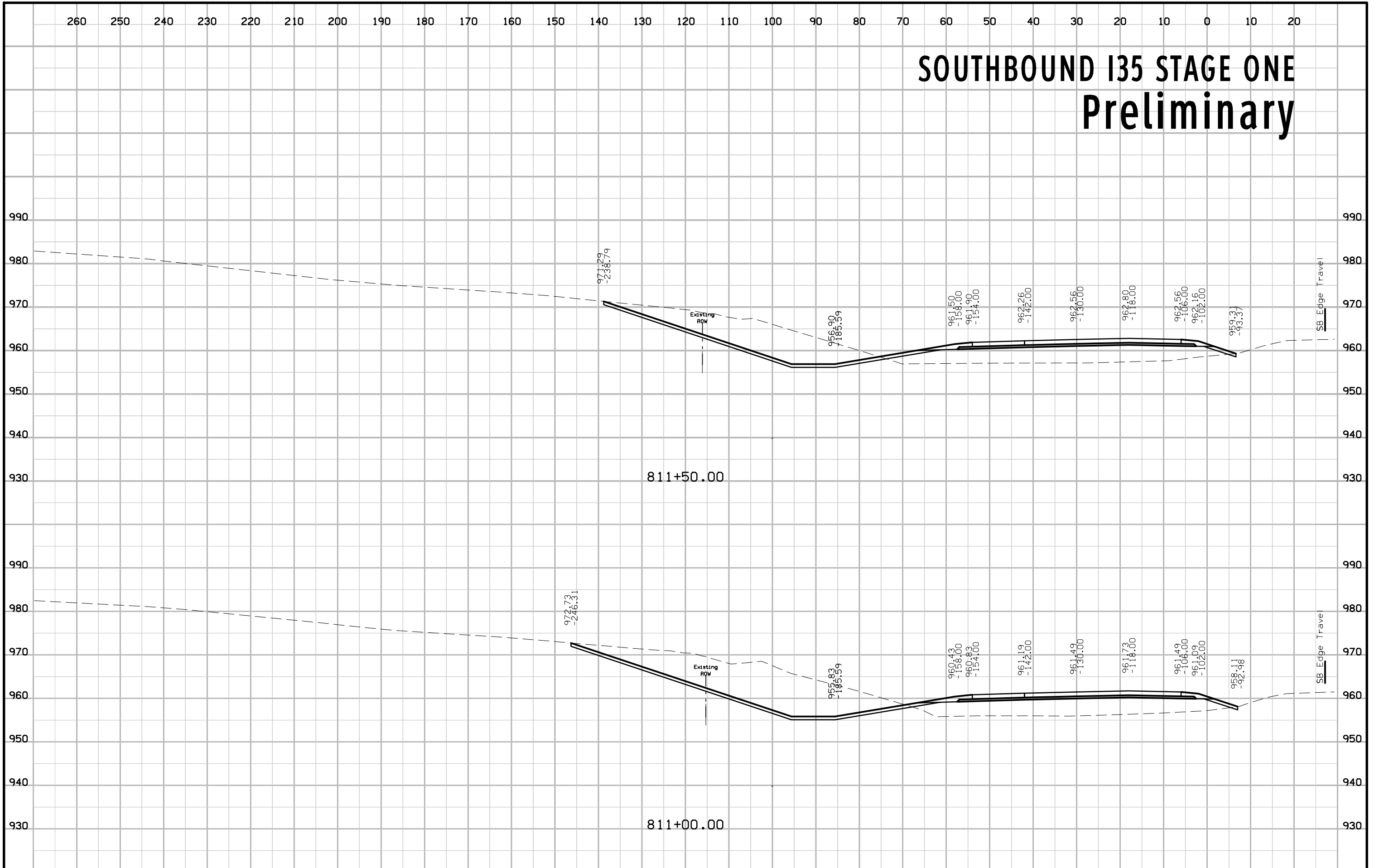
809+50.00

809+00.00

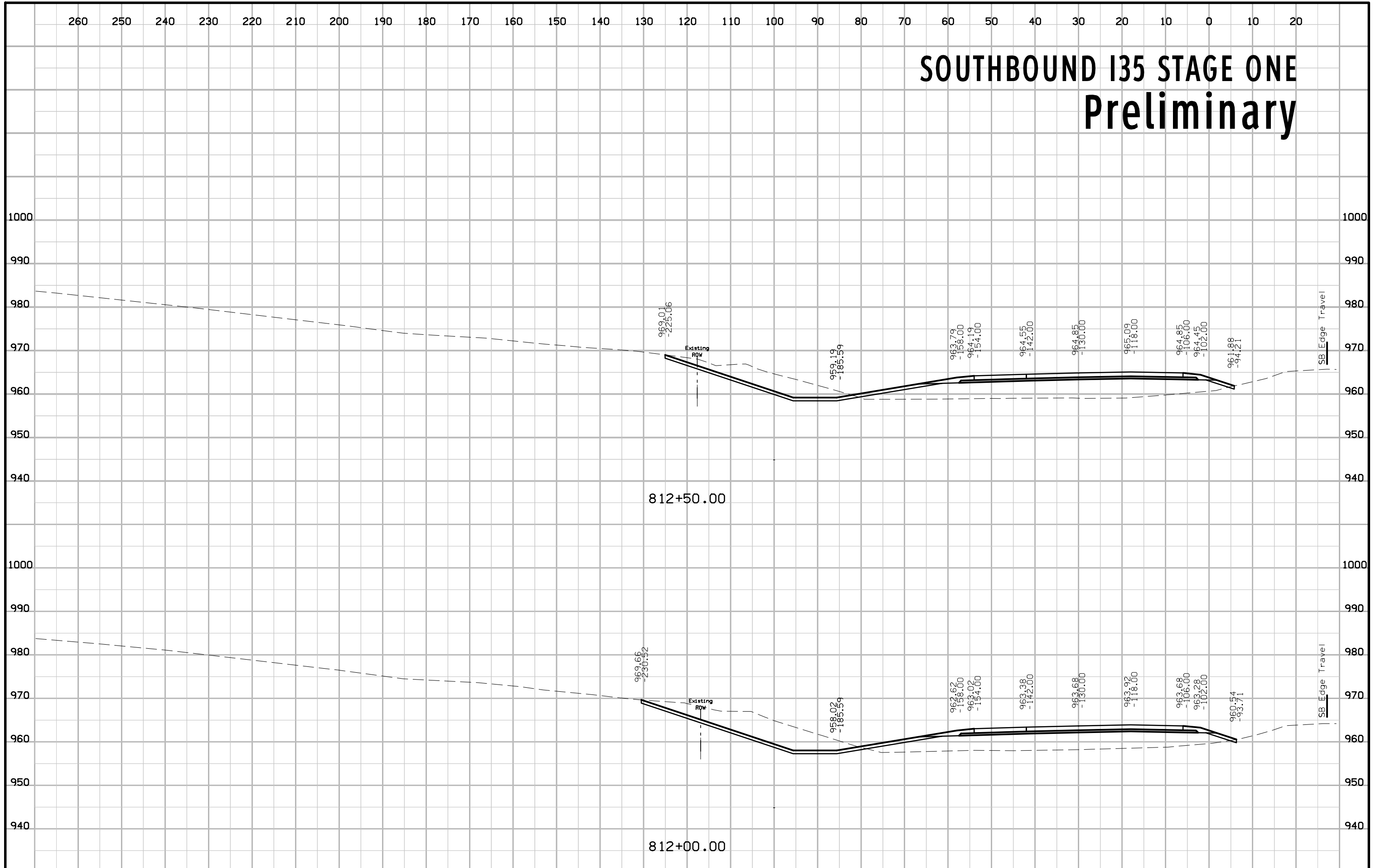
SOUTHBOUND I35 STAGE ONE Preliminary



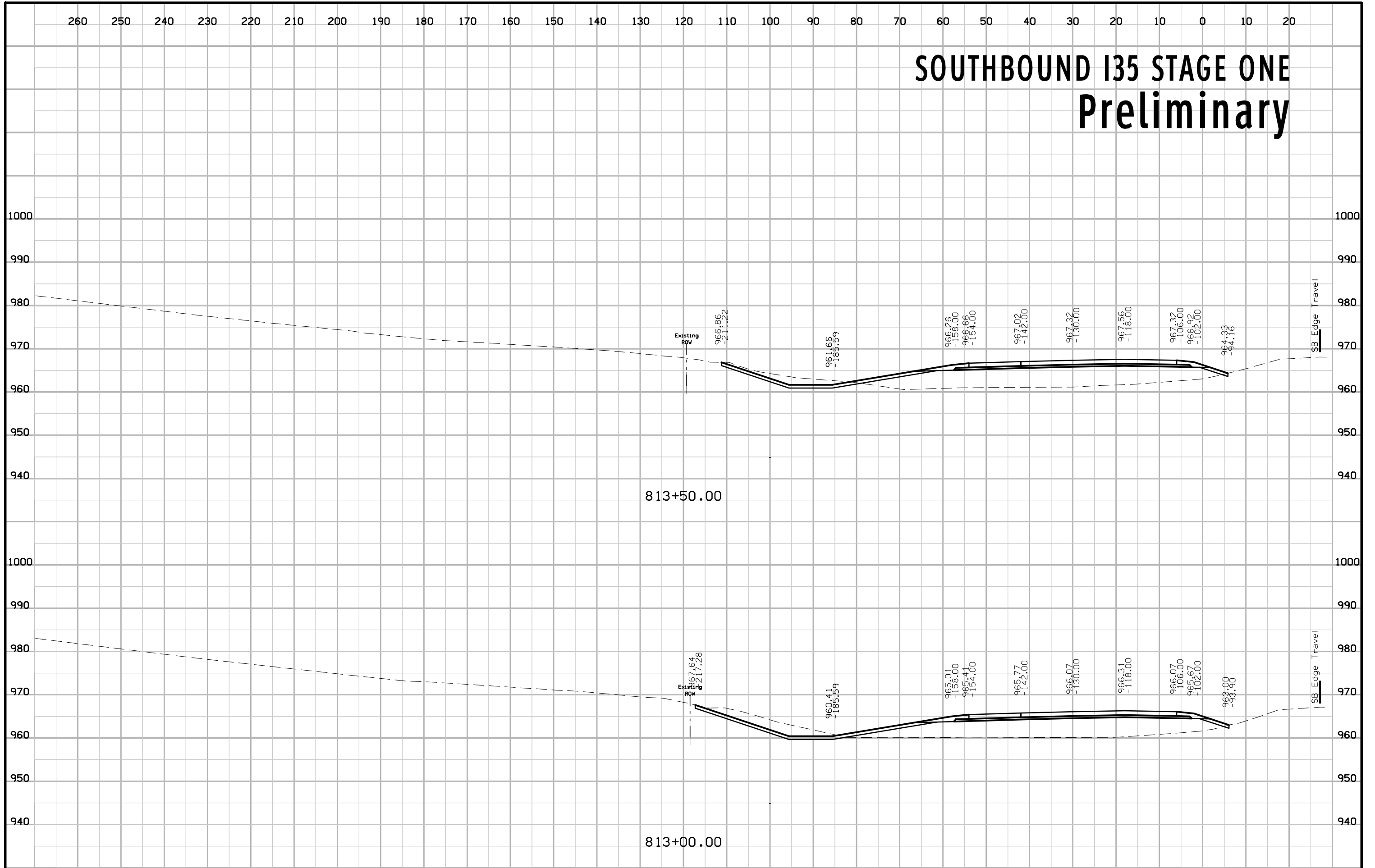
SOUTHBOUND I35 STAGE ONE Preliminary



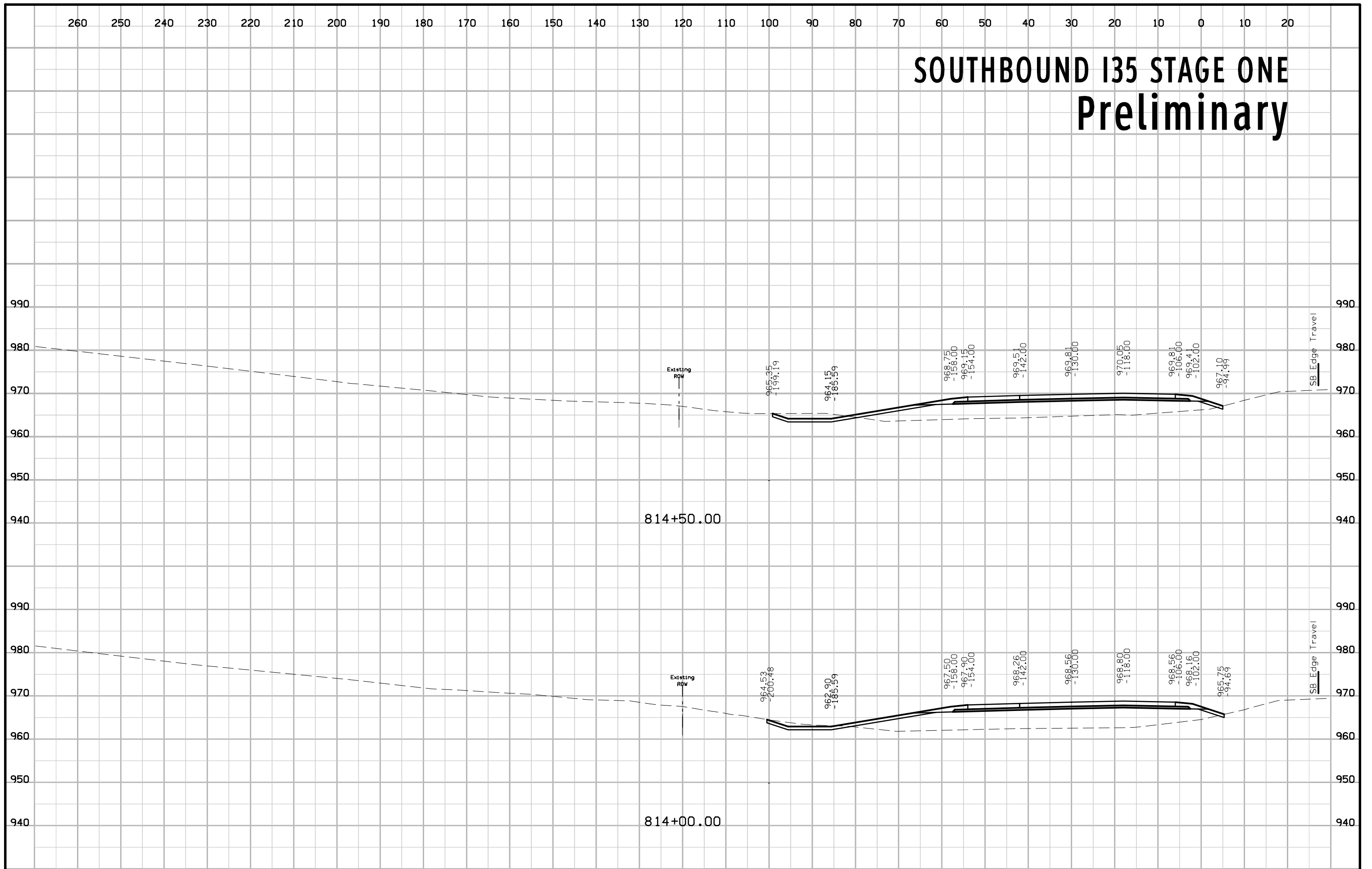
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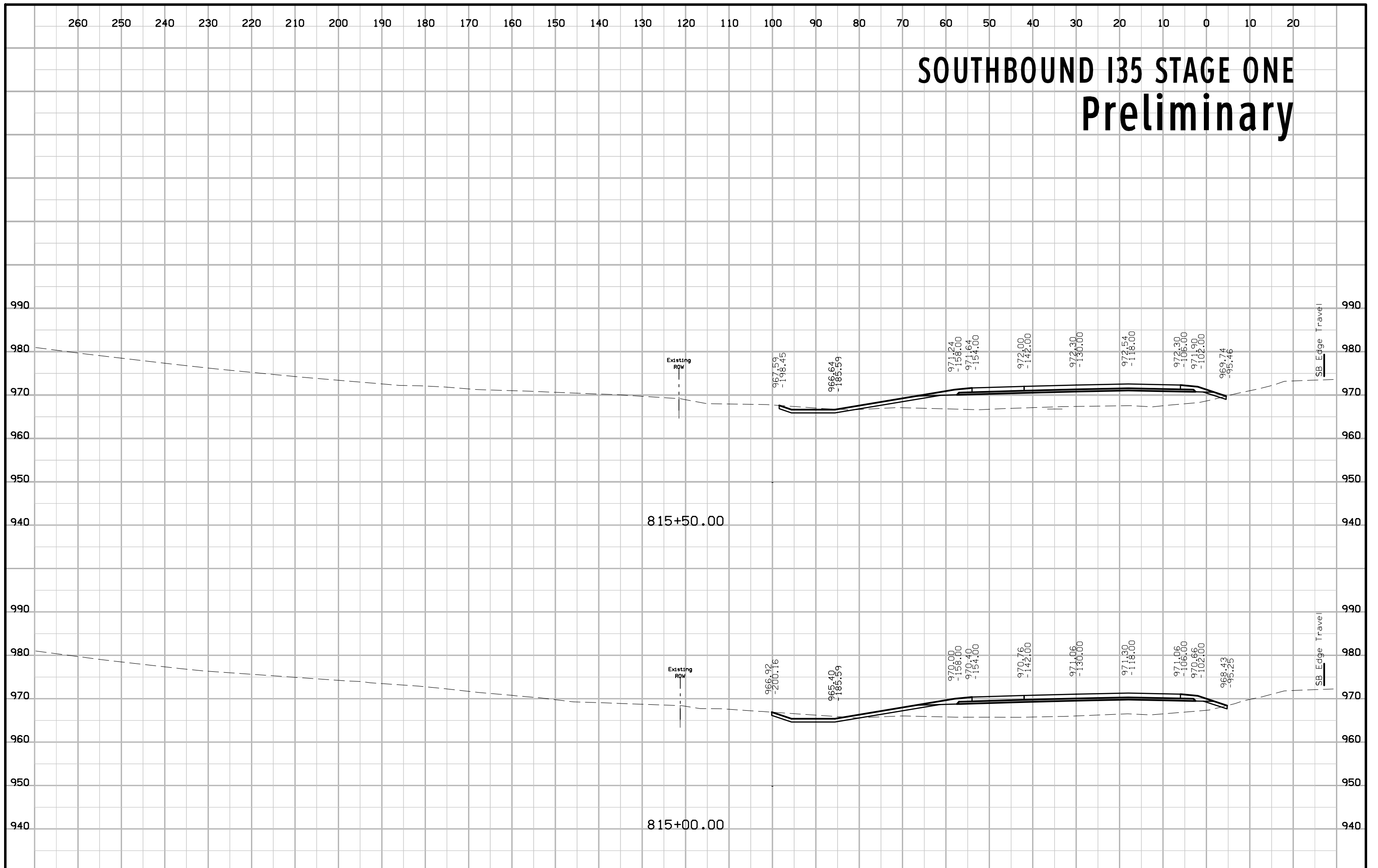
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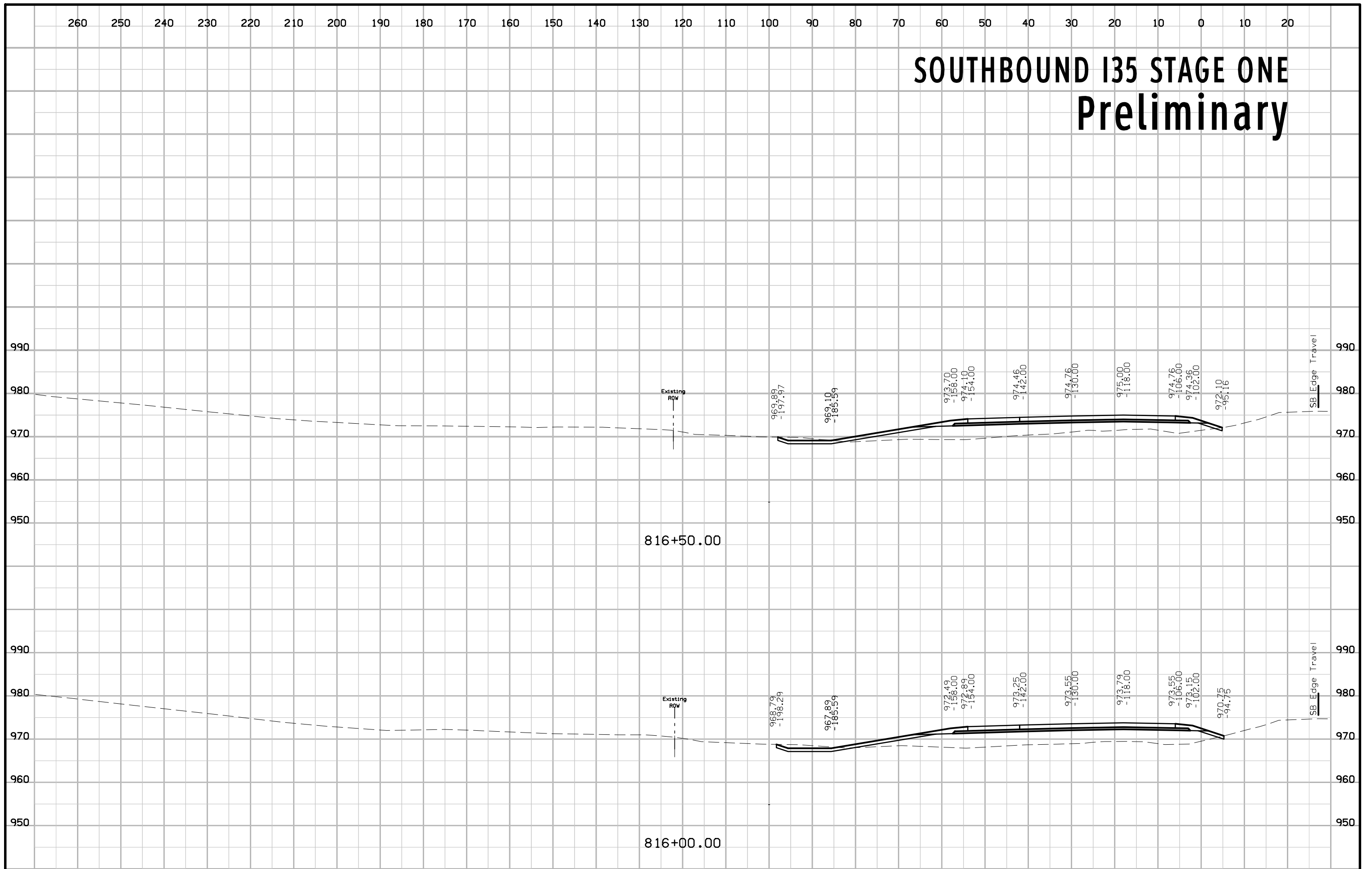
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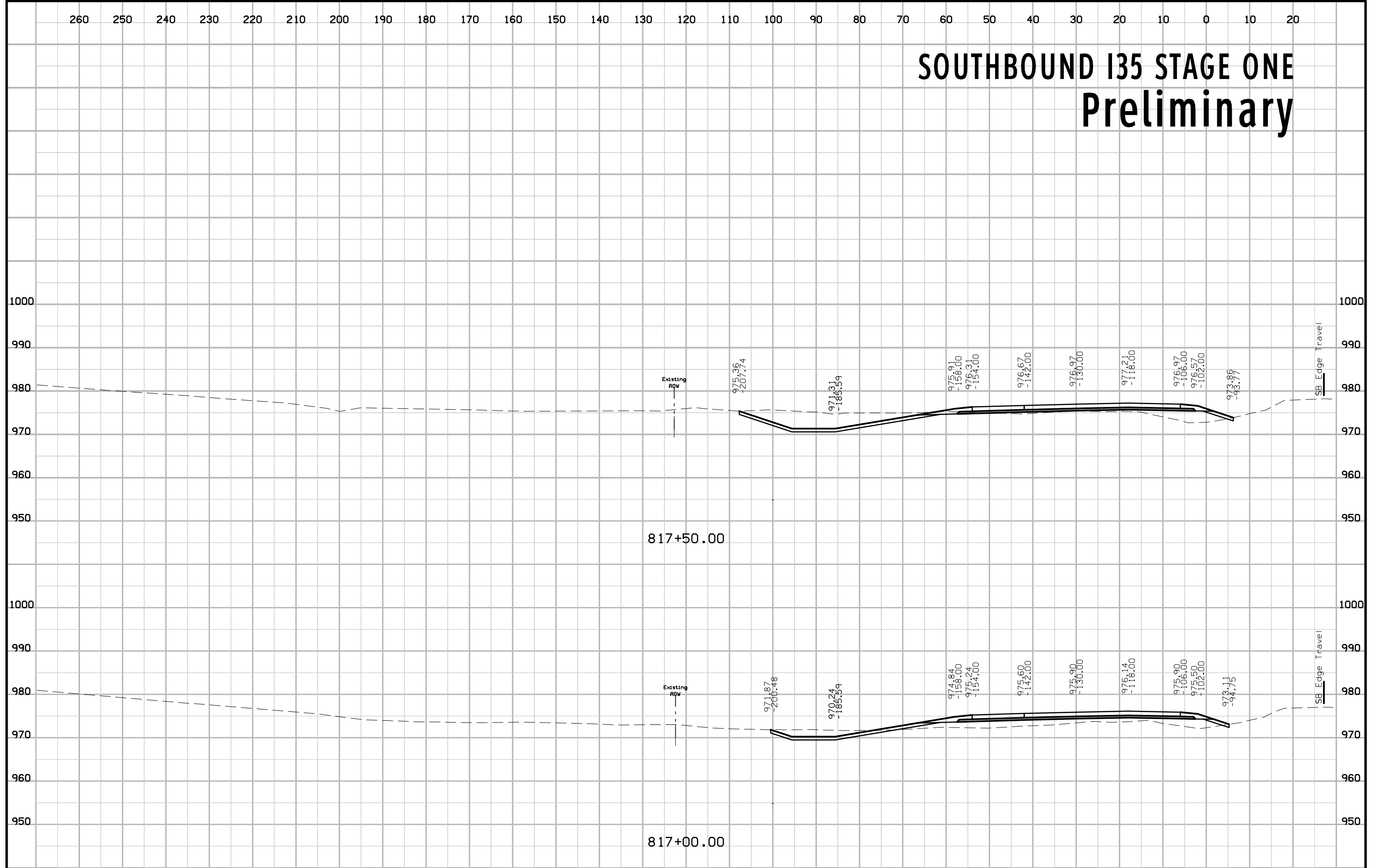
SOUTHBOUND I35 STAGE ONE Preliminary



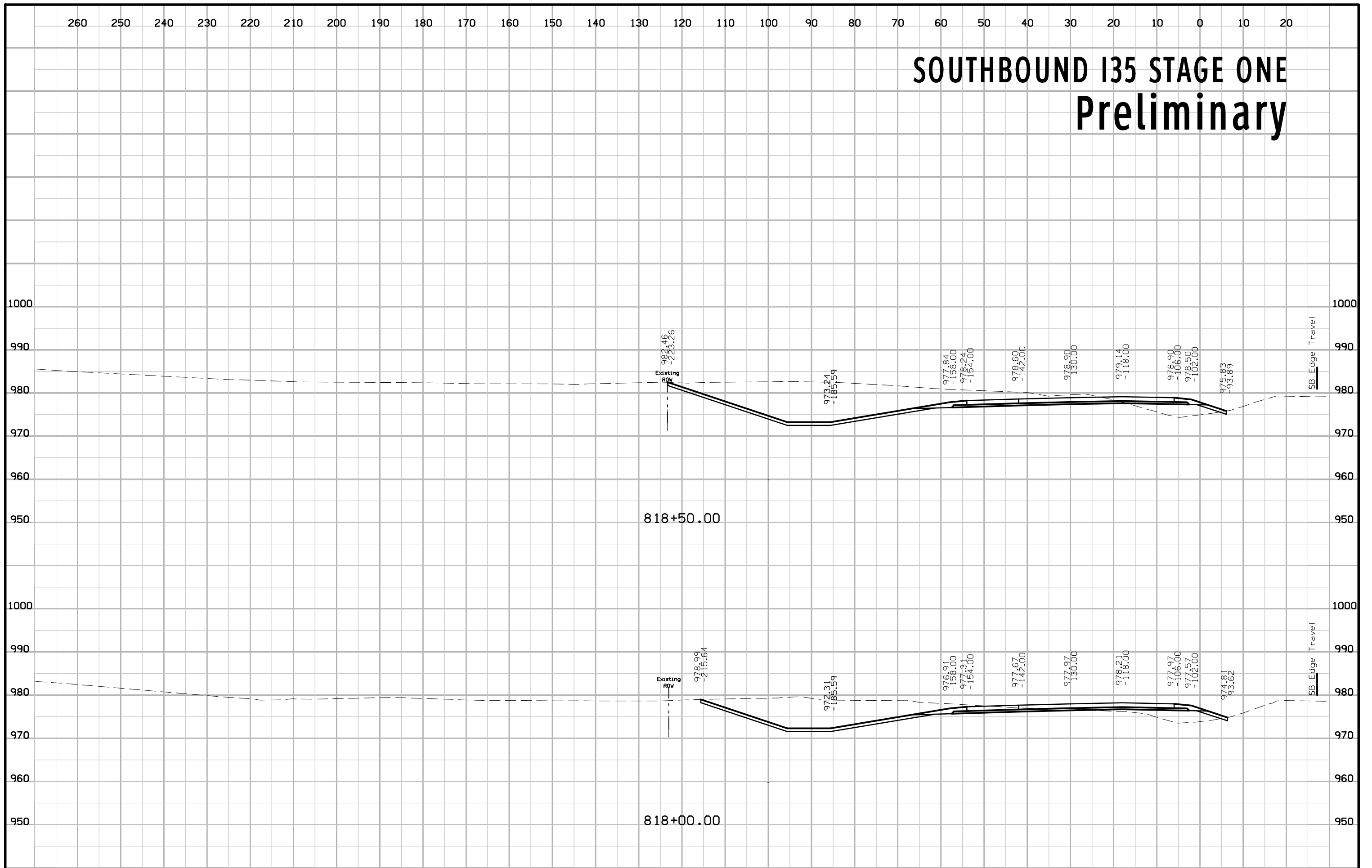
SOUTHBOUND I35 STAGE ONE Preliminary



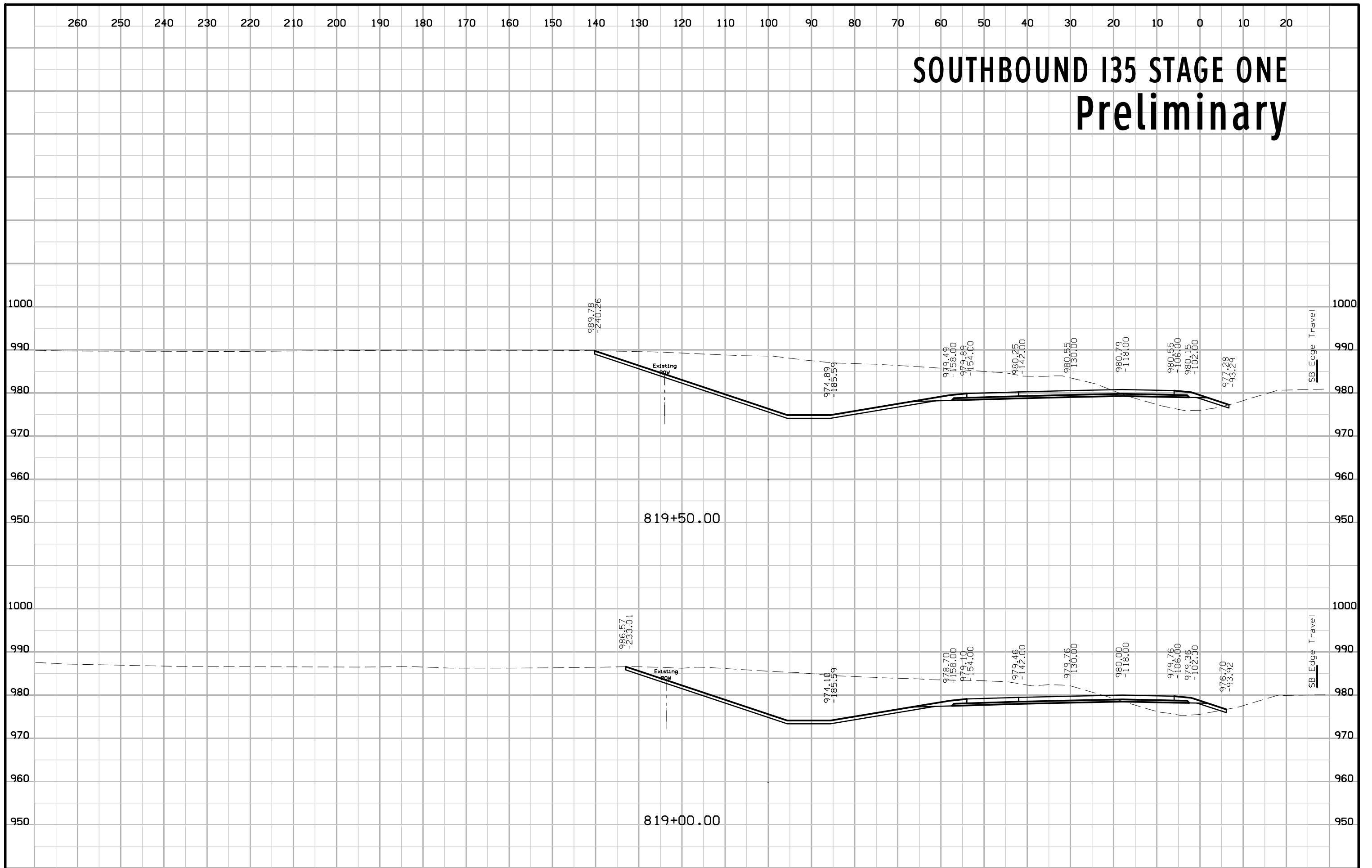
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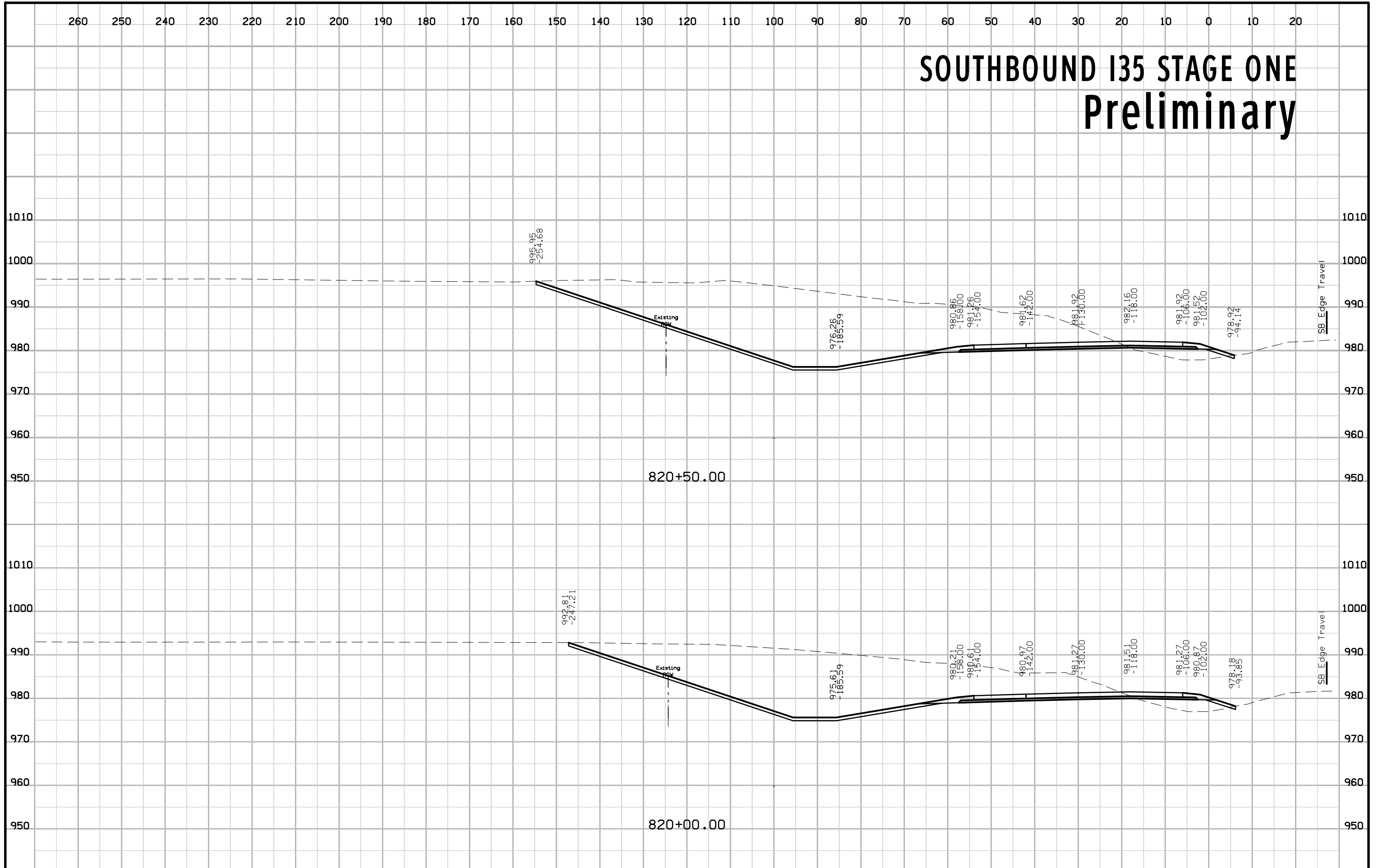
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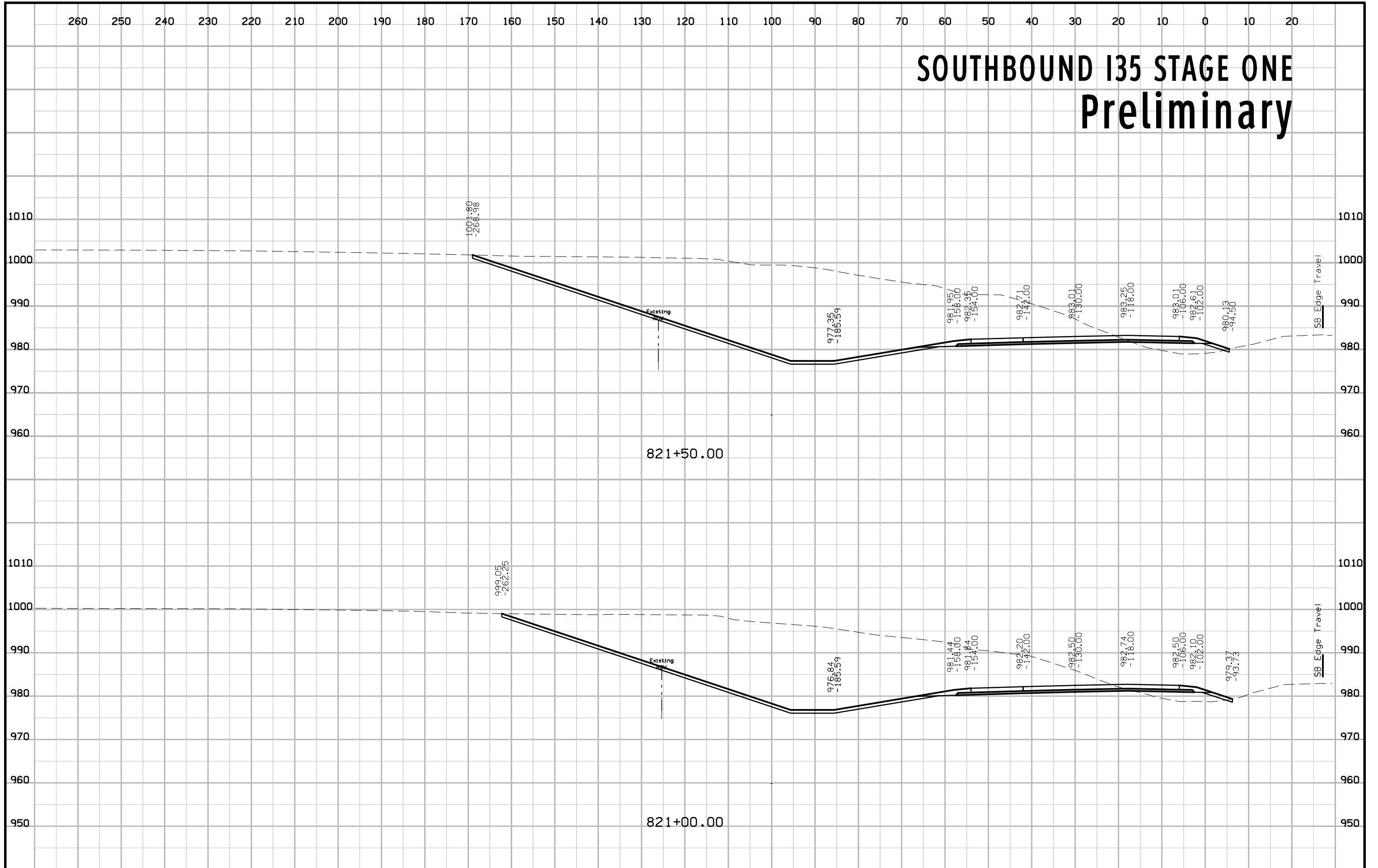
SOUTHBOUND I35 STAGE ONE Preliminary



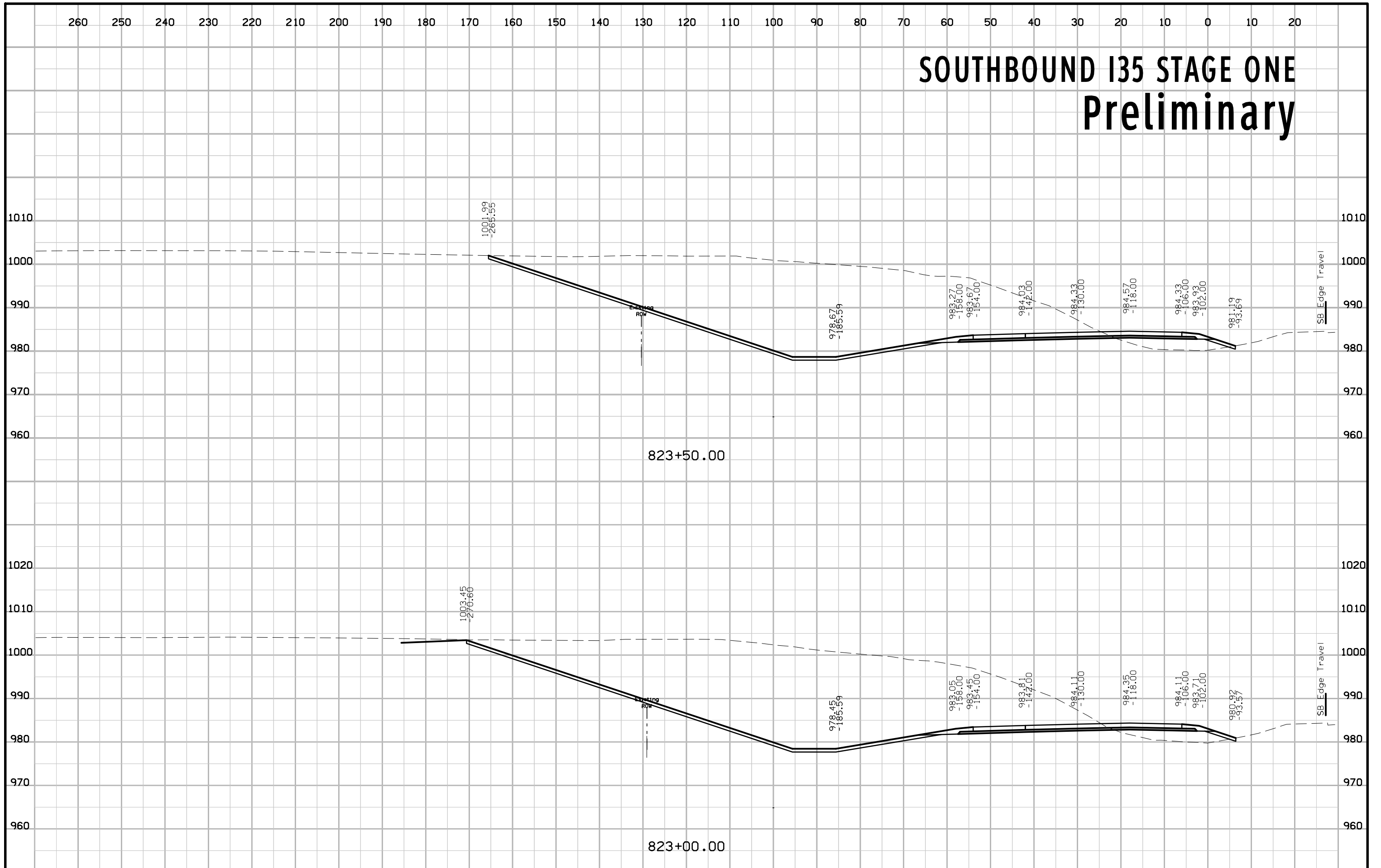
SOUTHBOUND I35 STAGE ONE Preliminary



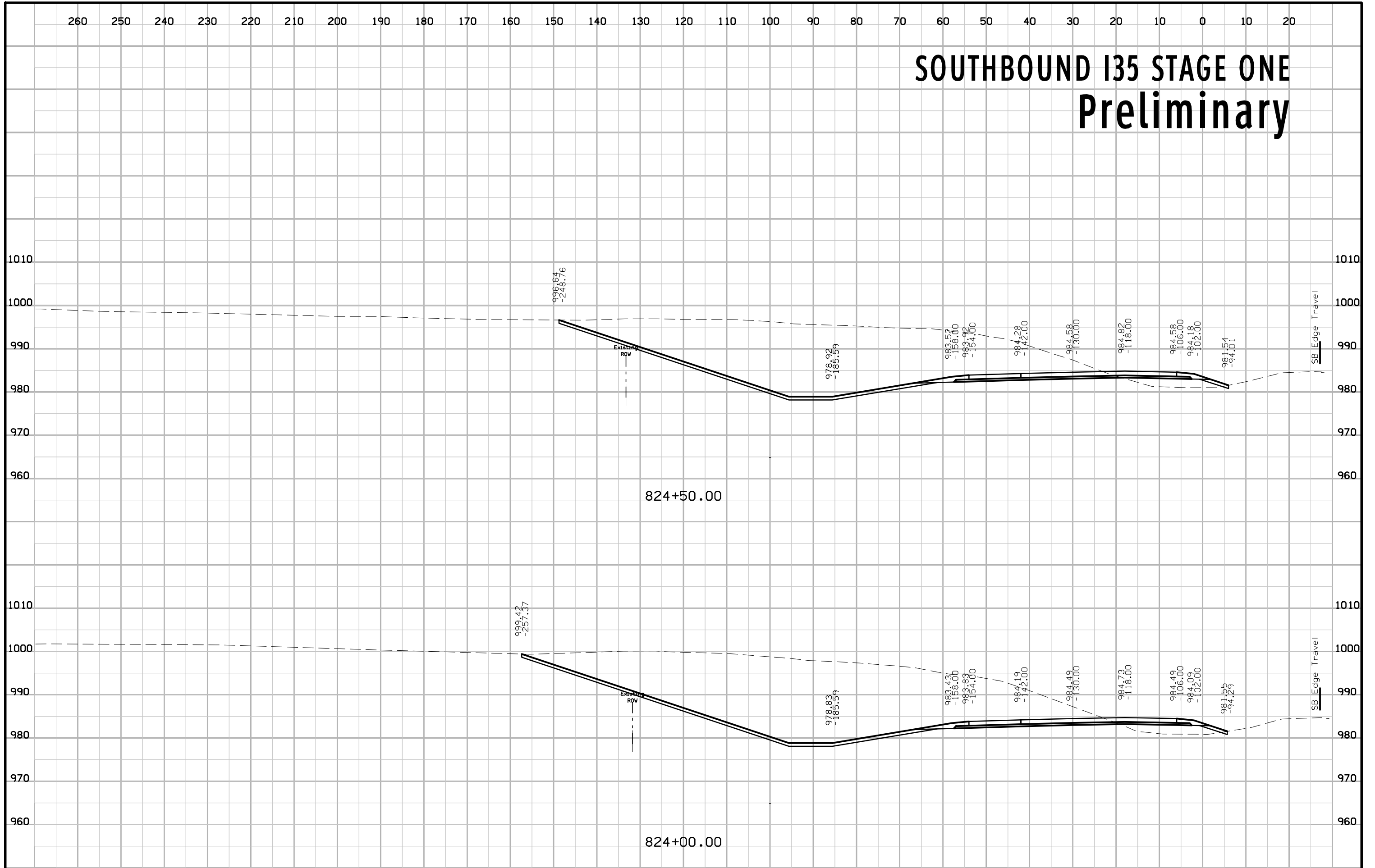
SOUTHBOUND I35 STAGE ONE Preliminary



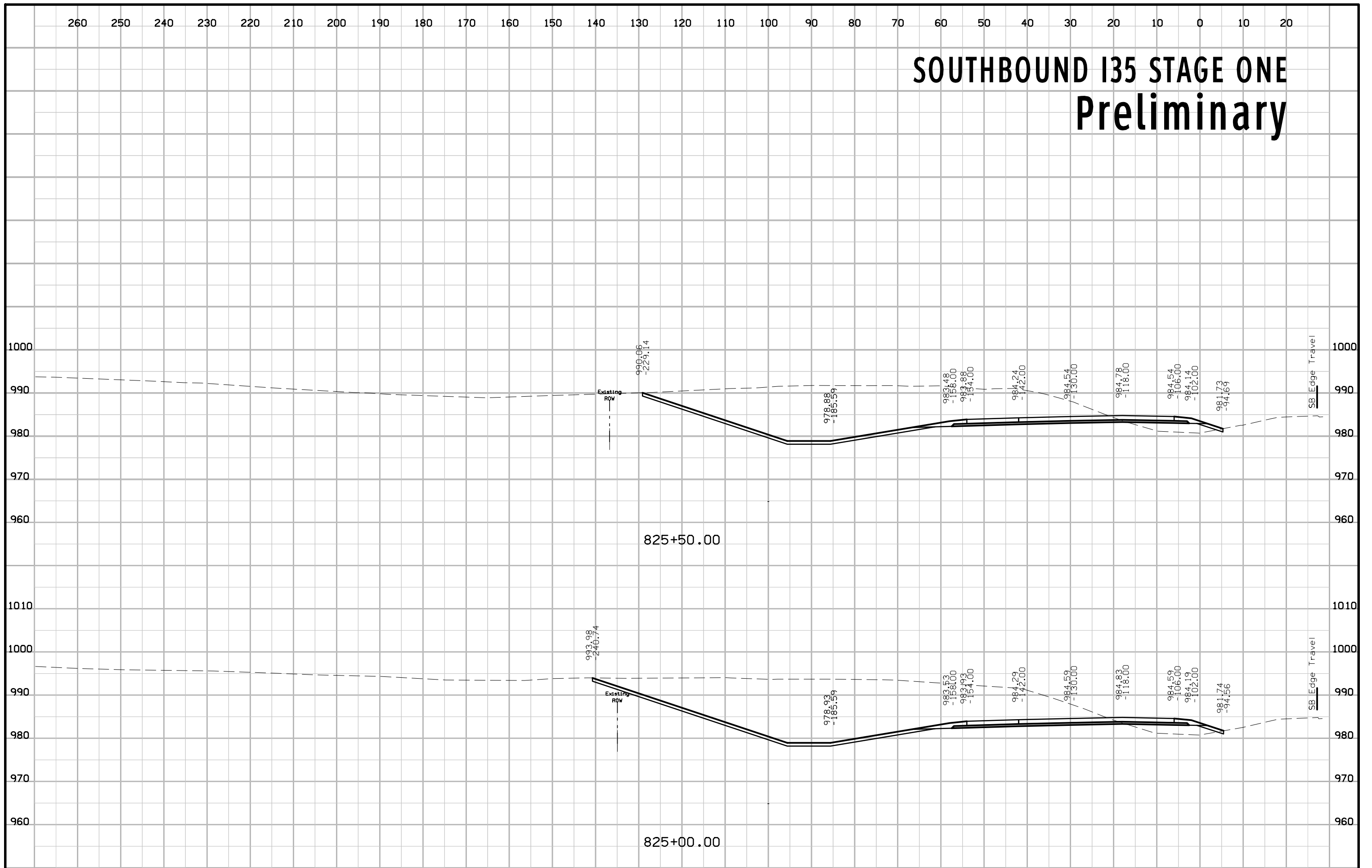
SOUTHBOUND I35 STAGE ONE Preliminary



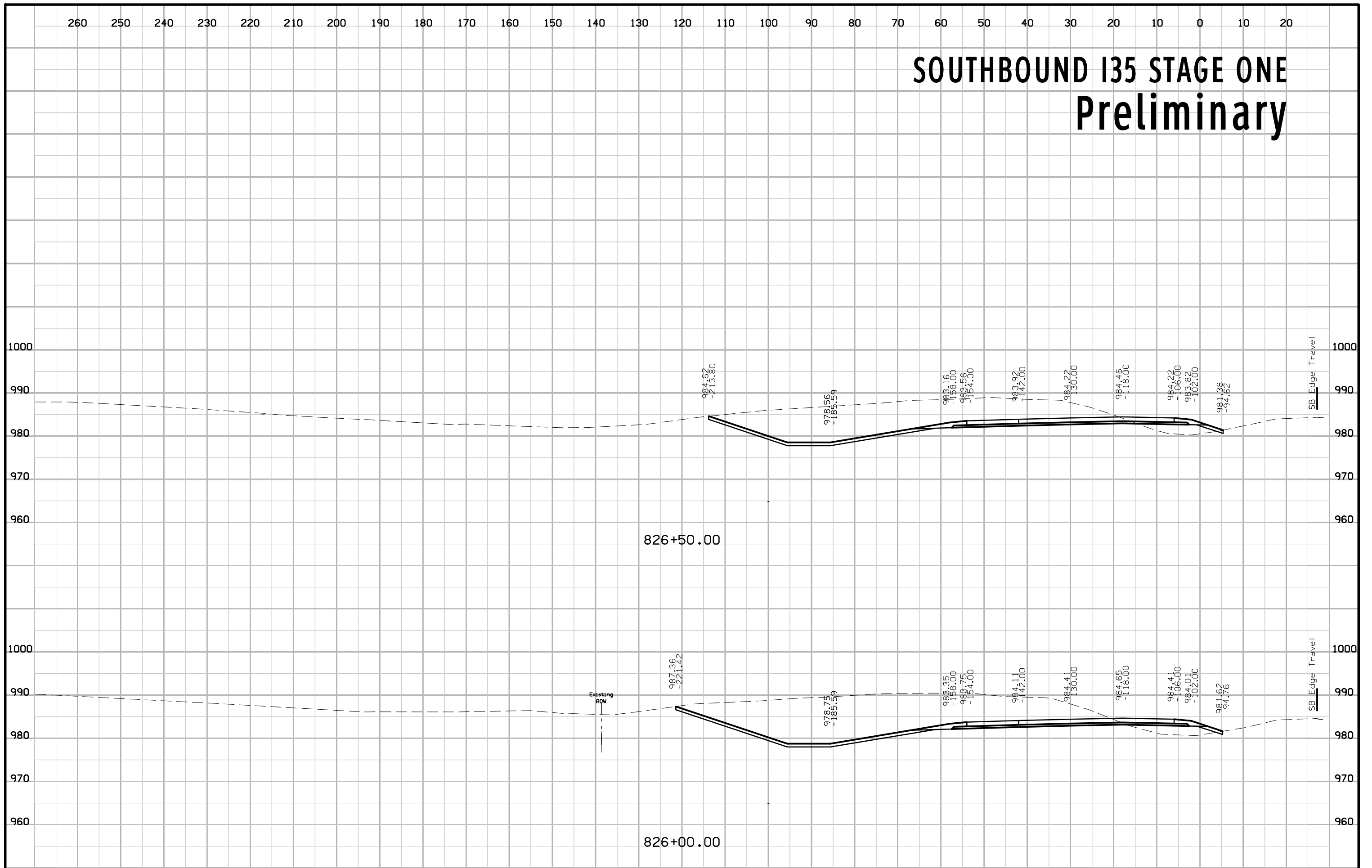
SOUTHBOUND I35 STAGE ONE Preliminary



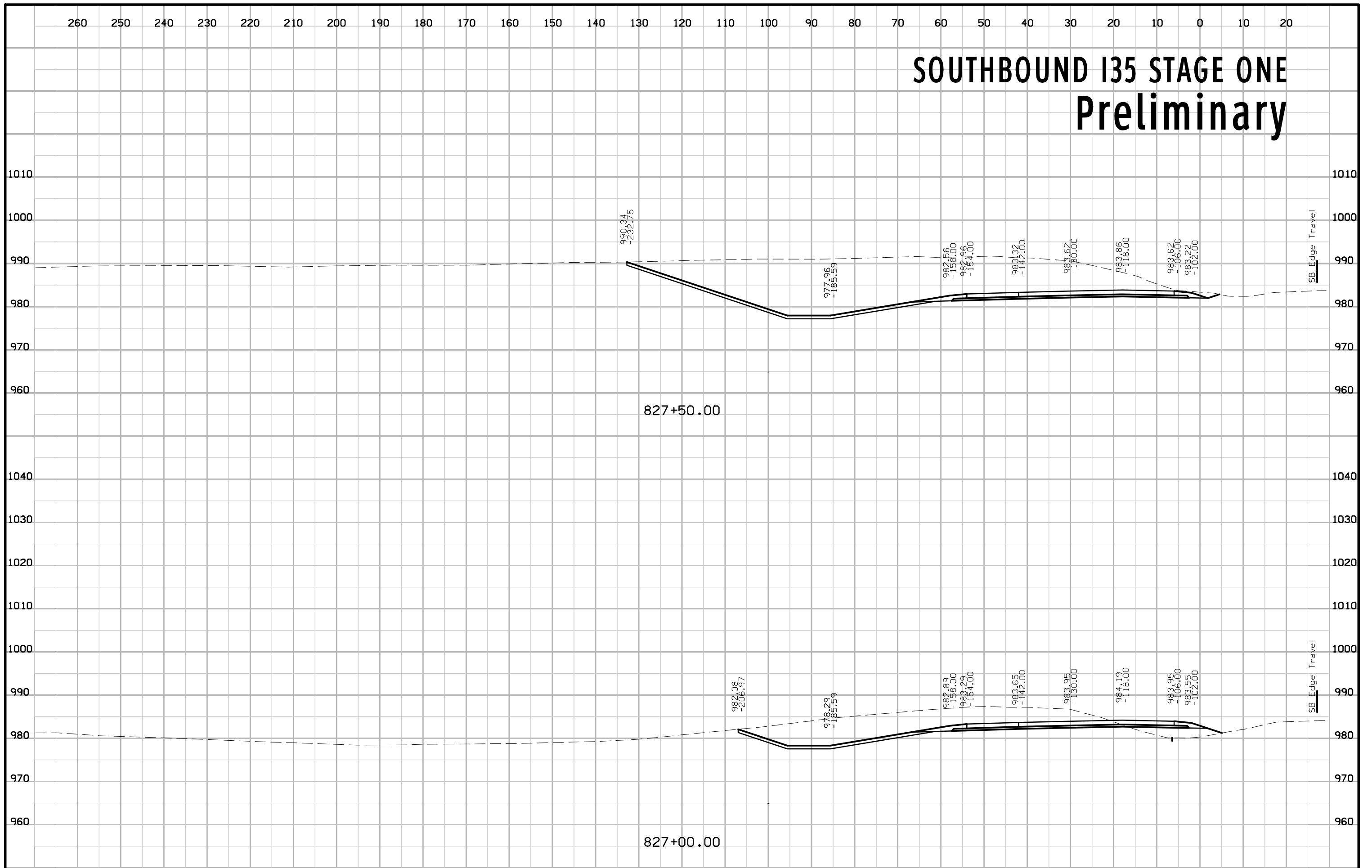
SOUTHBOUND I35 STAGE ONE Preliminary



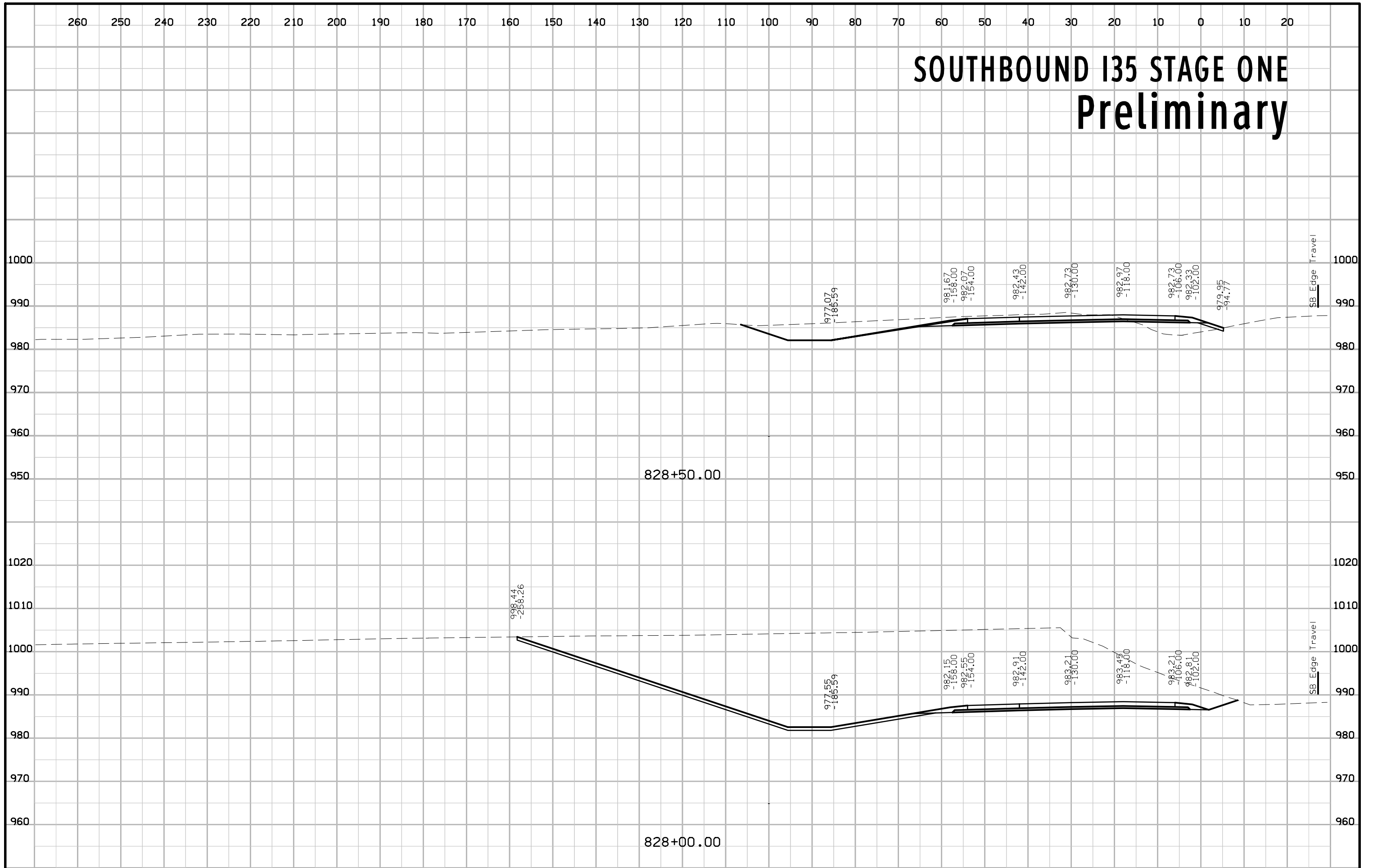
SOUTHBOUND I35 STAGE ONE Preliminary



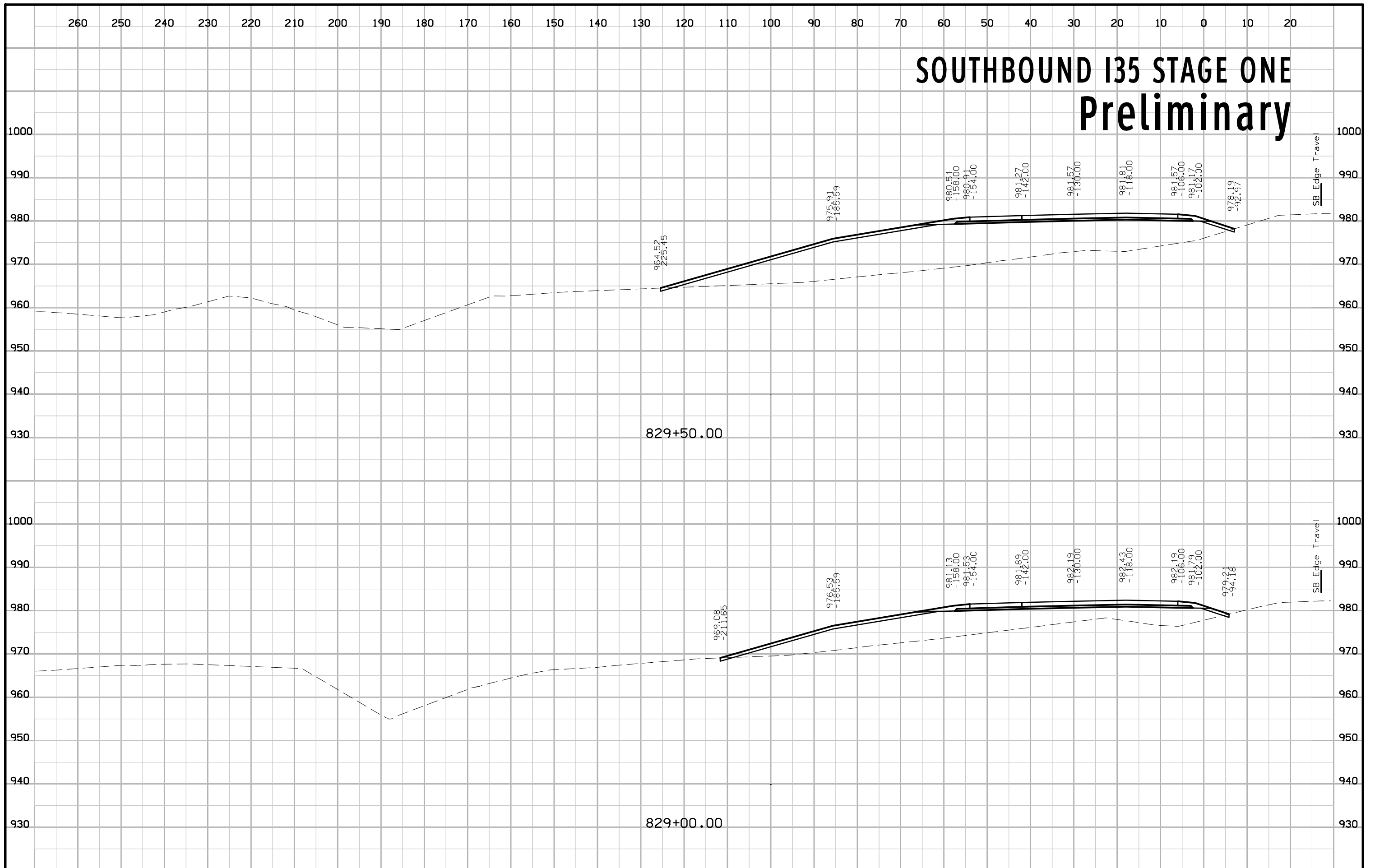
SOUTHBOUND I35 STAGE ONE Preliminary



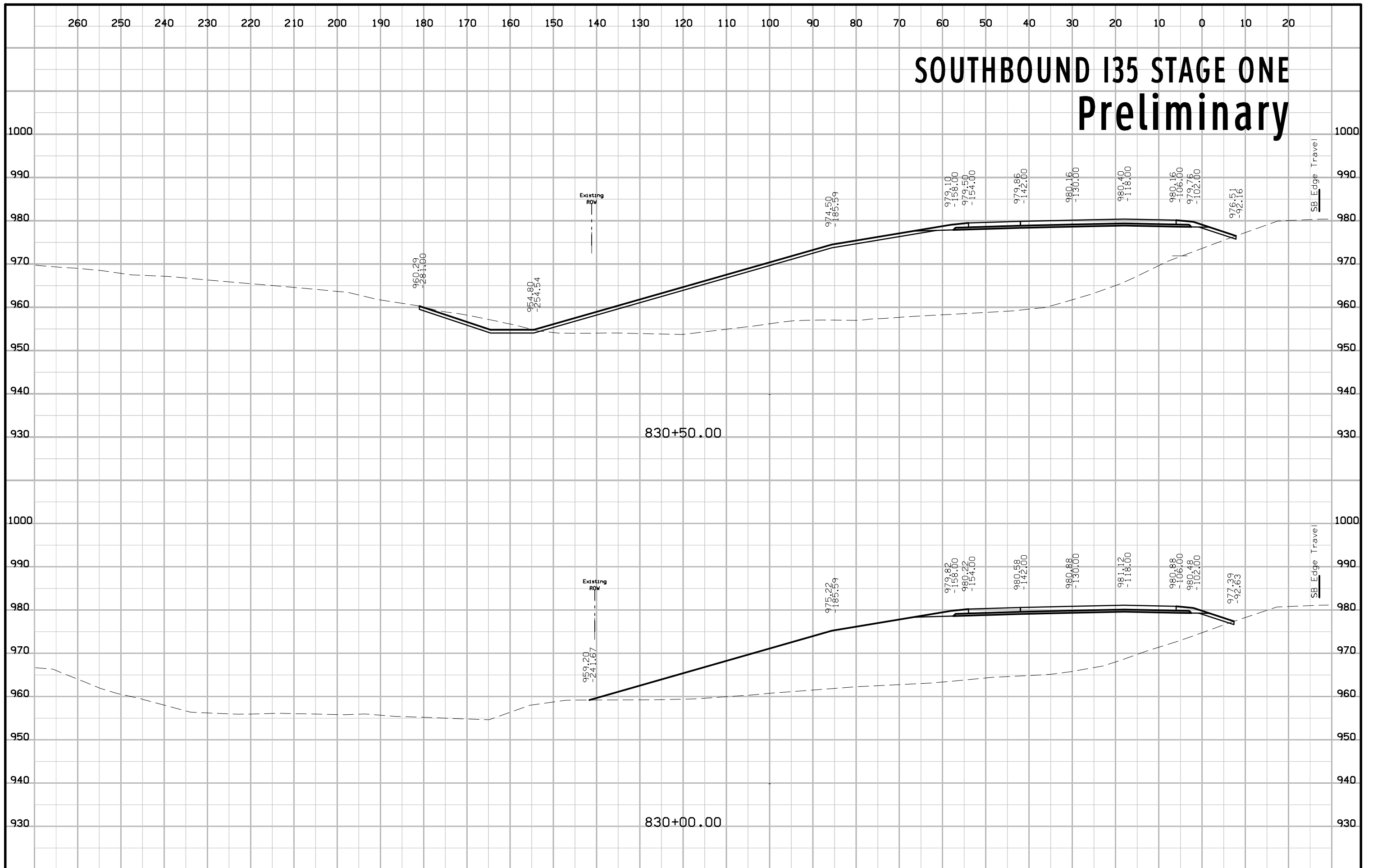
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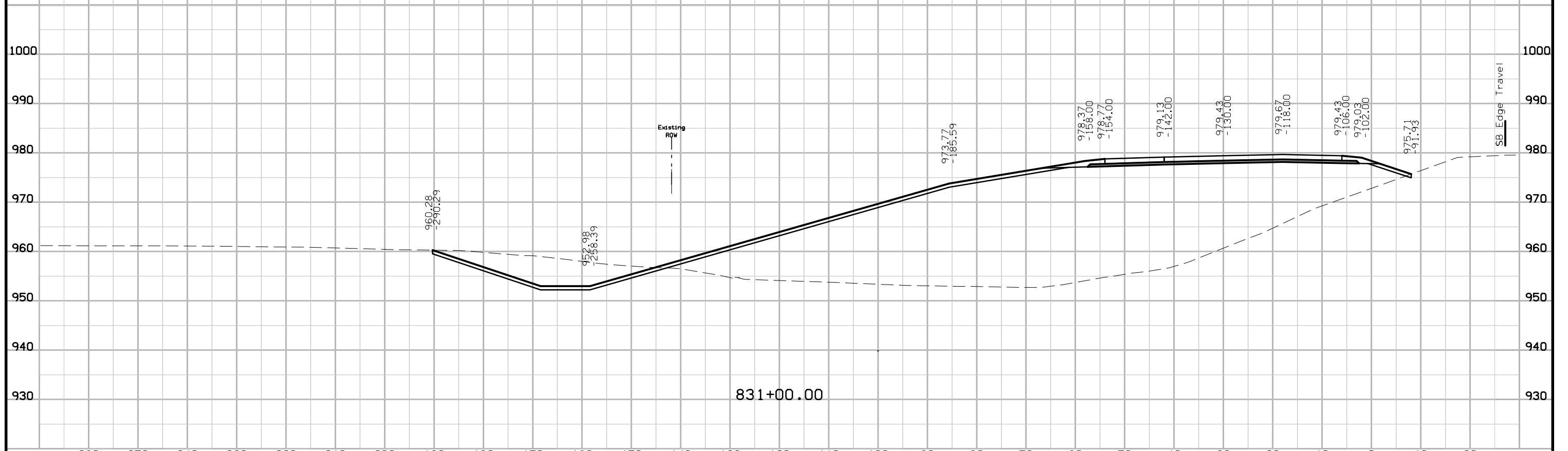
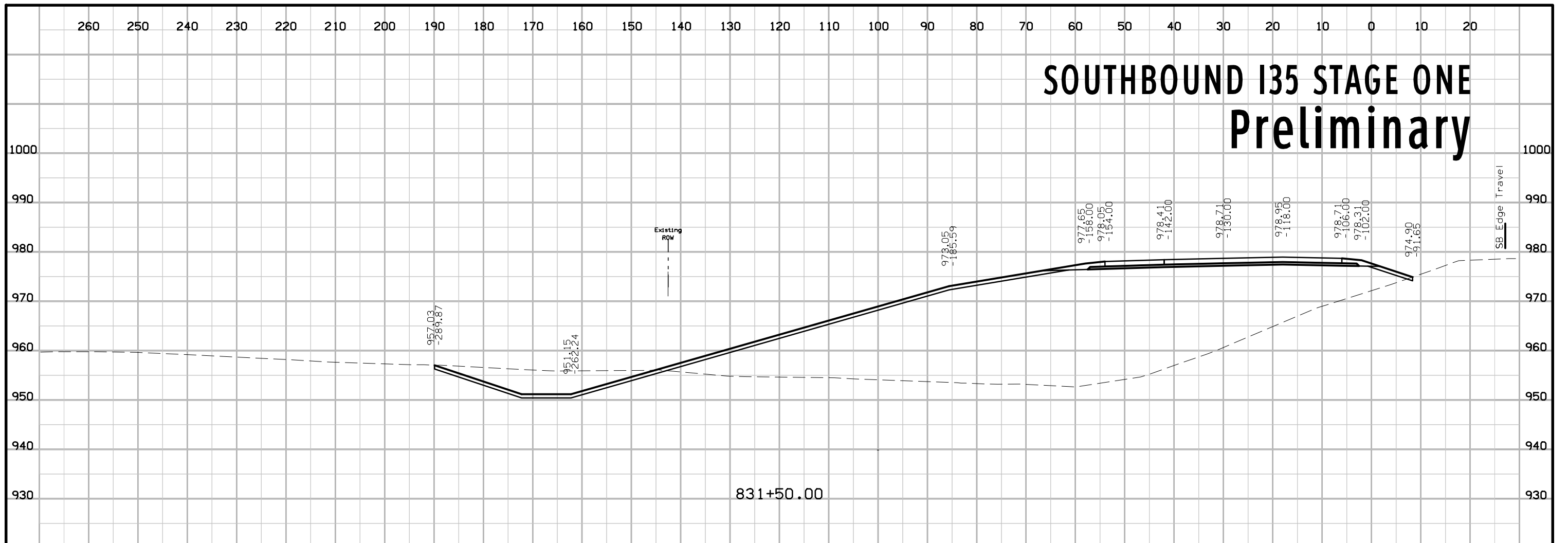
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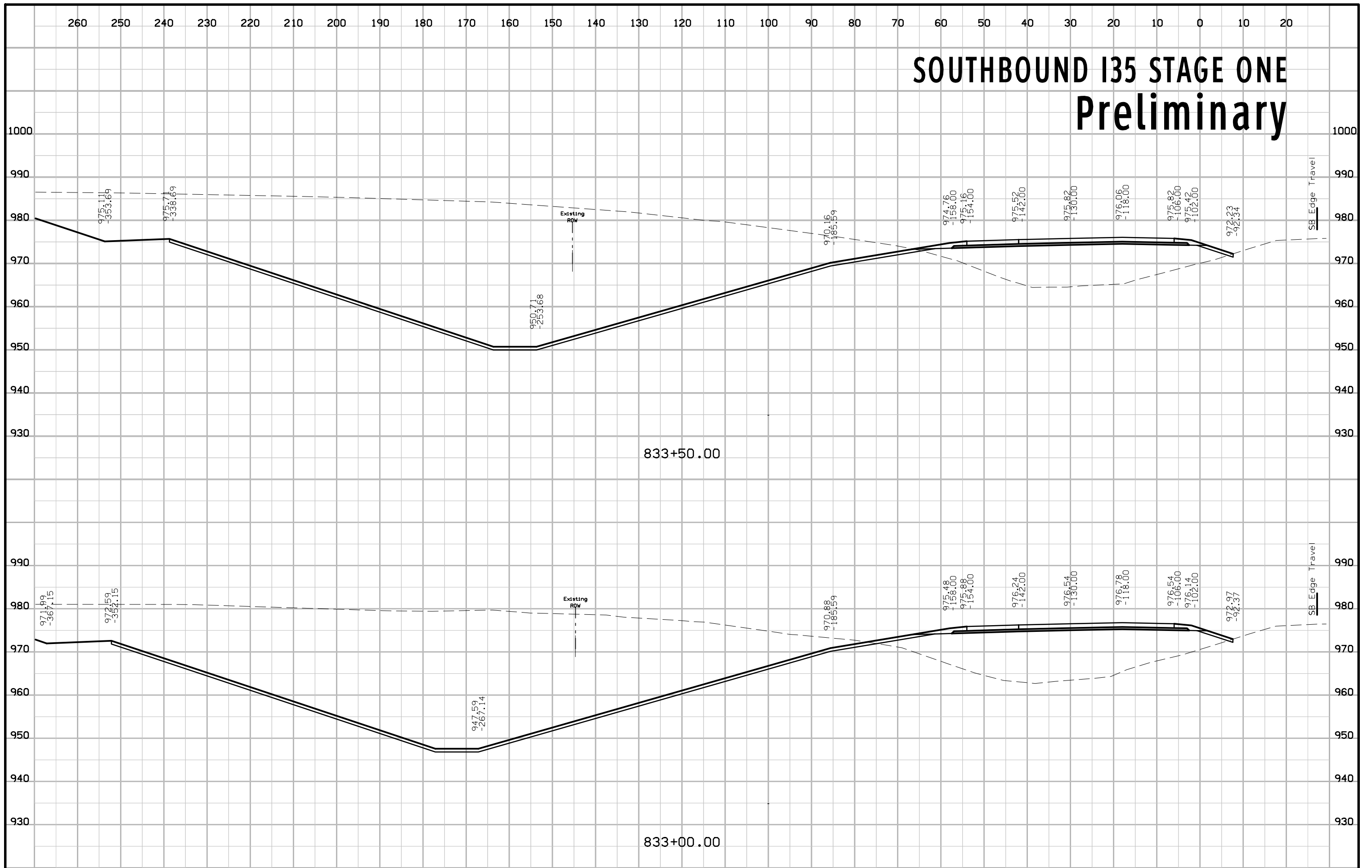
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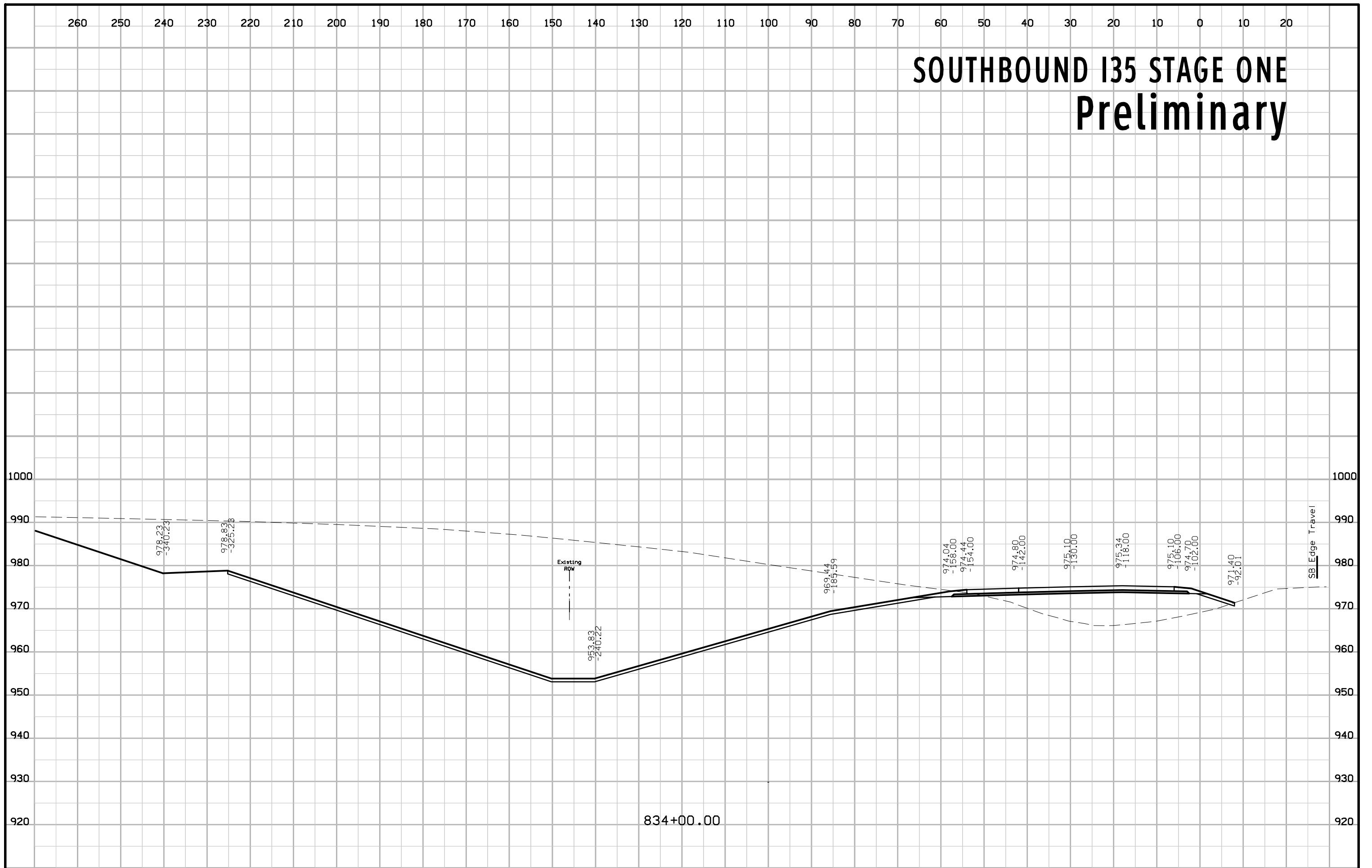
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SOUTHBOUND I35 STAGE ONE Preliminary

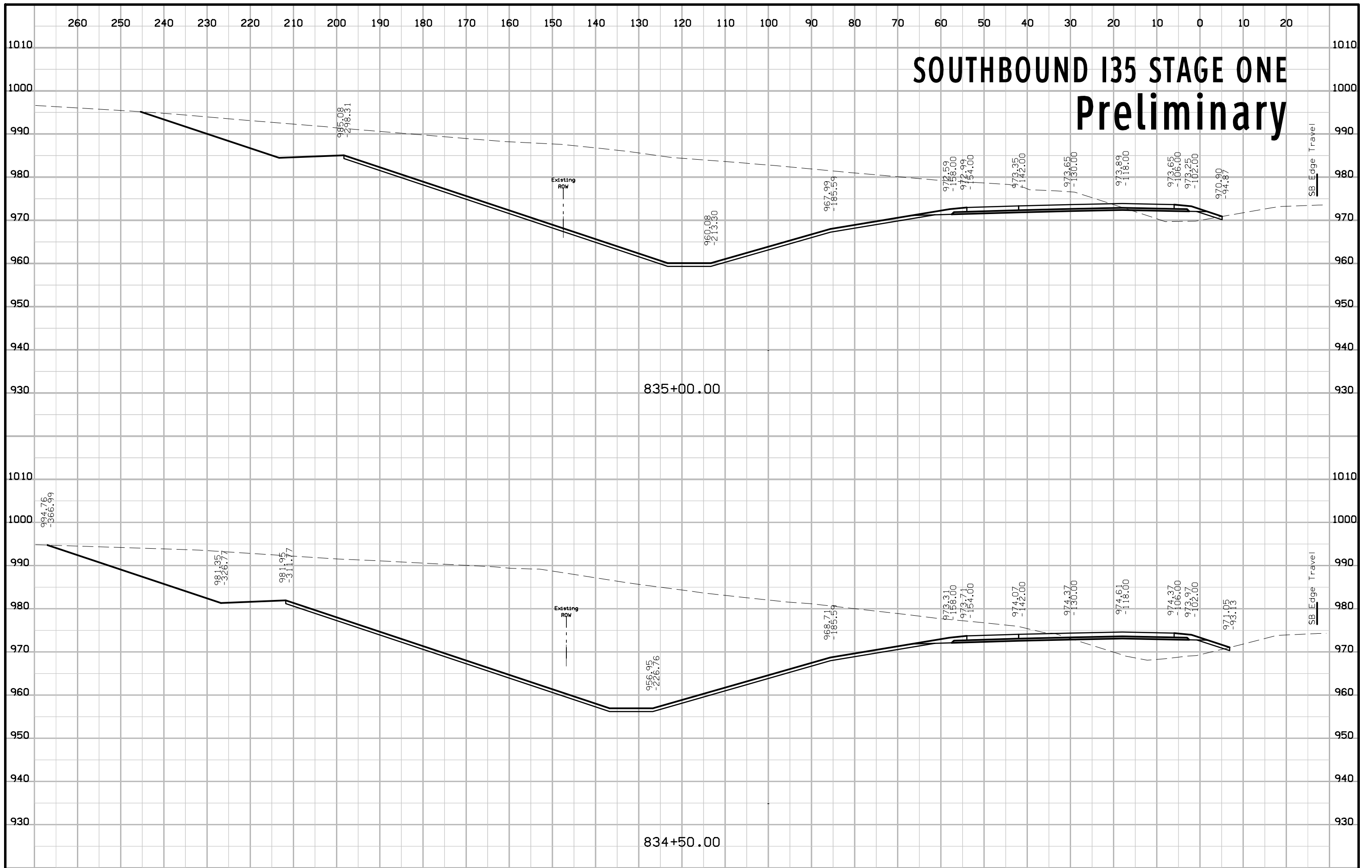


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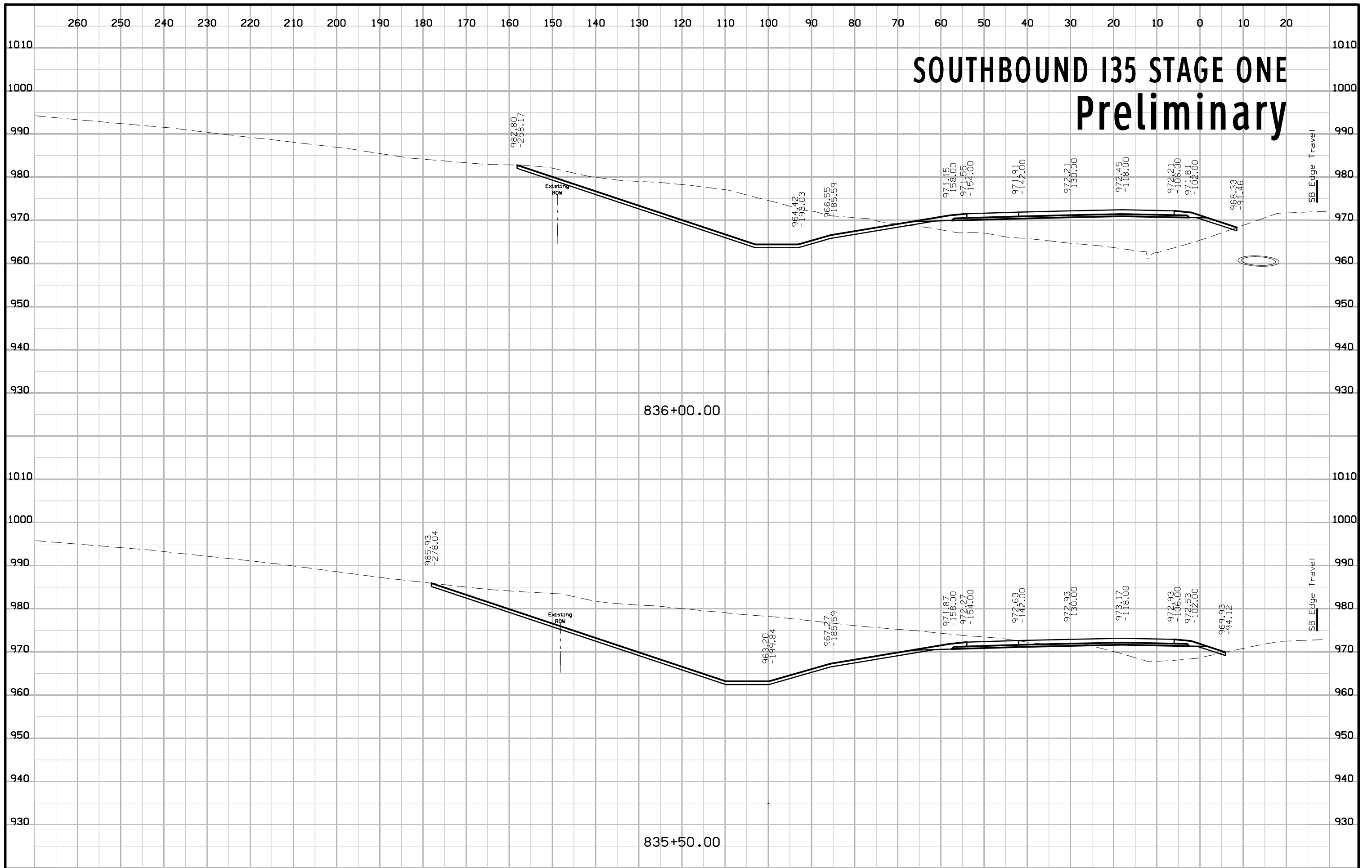


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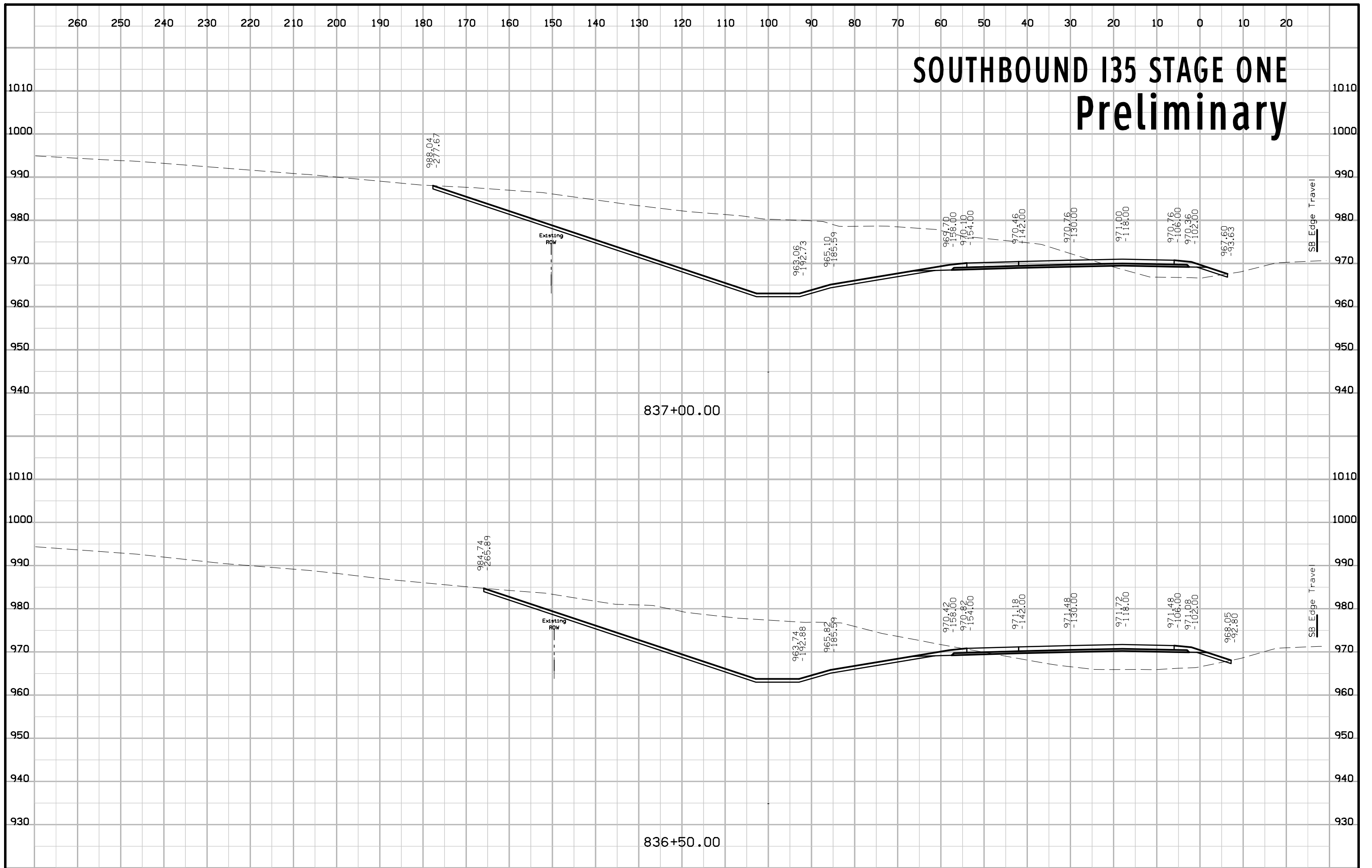
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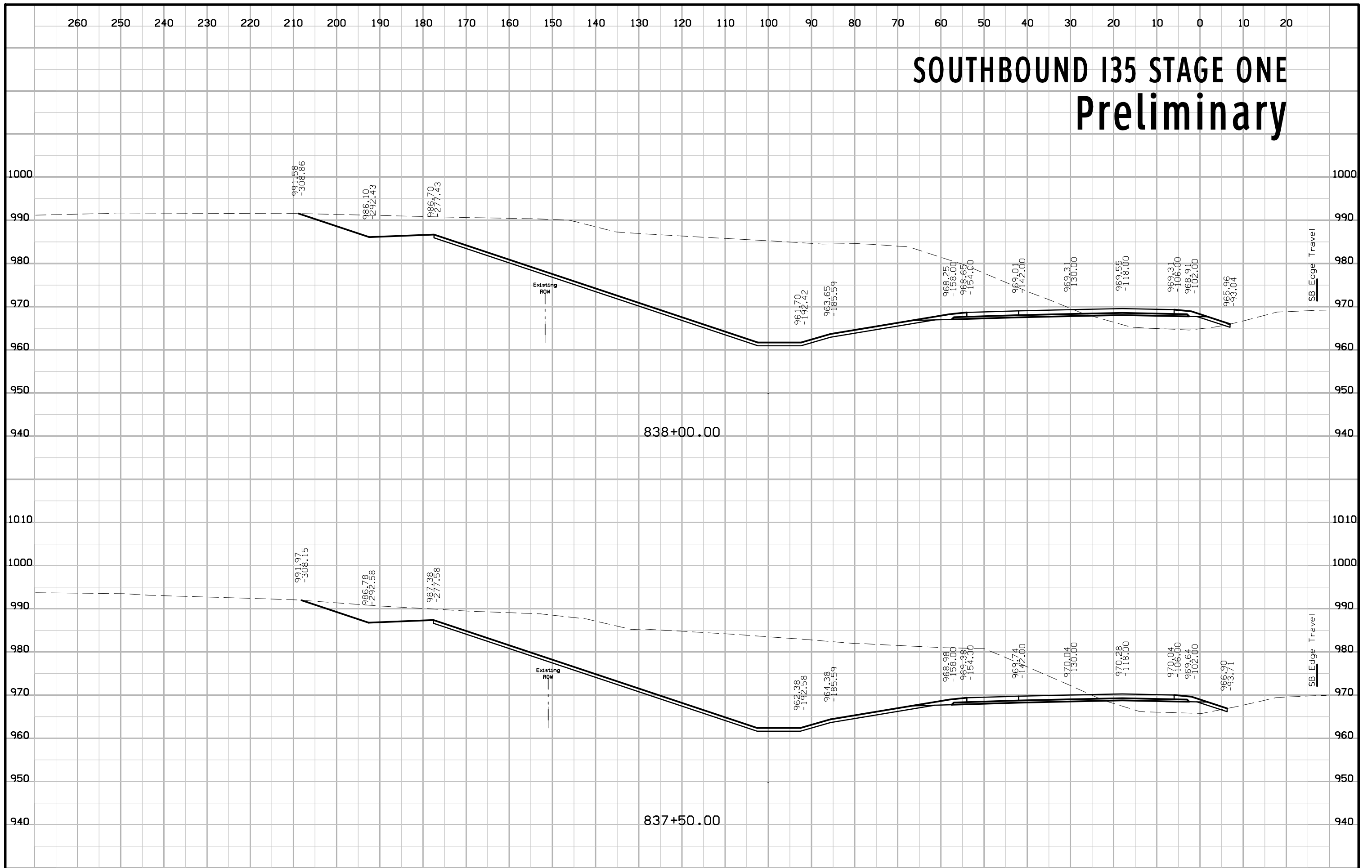
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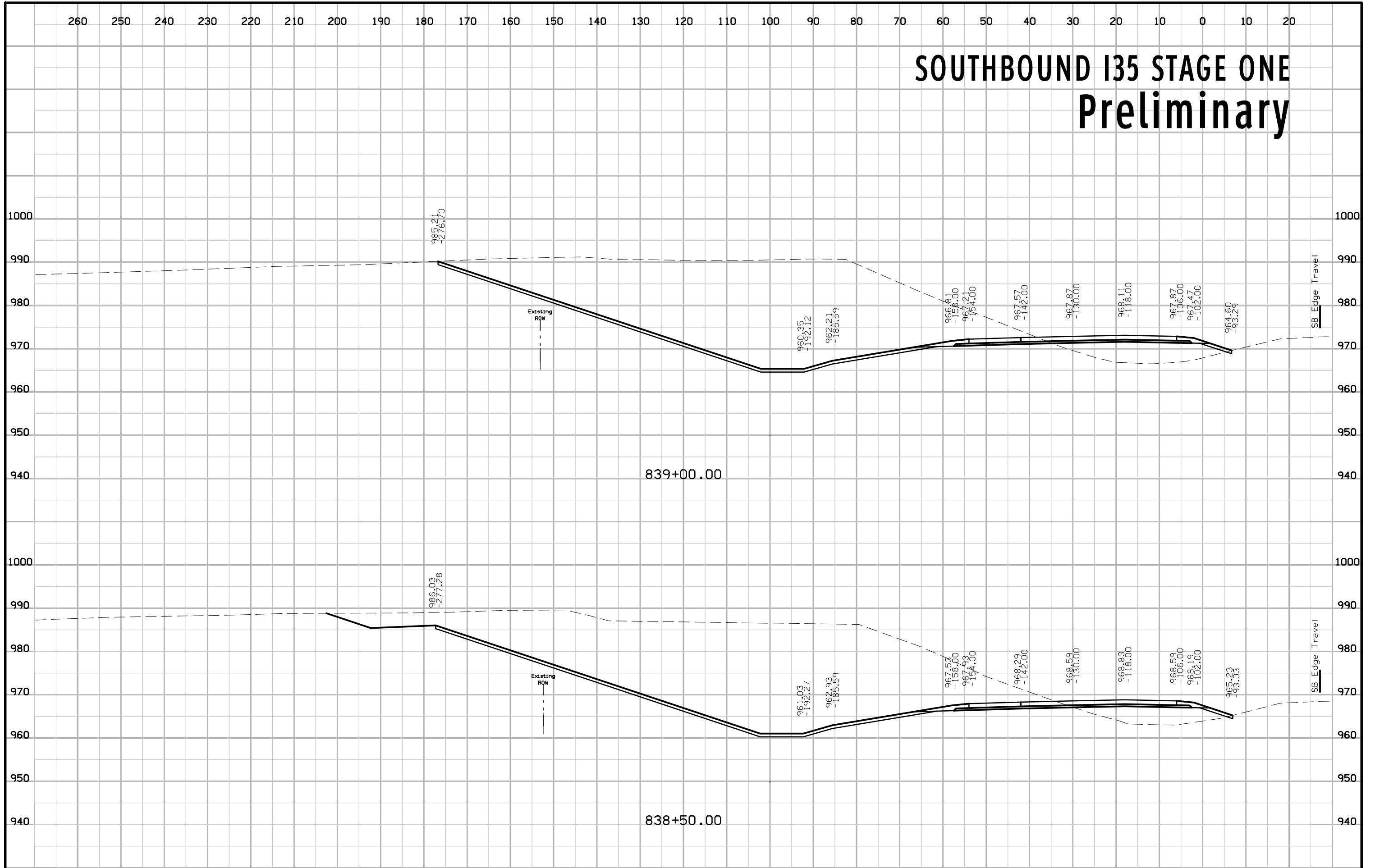
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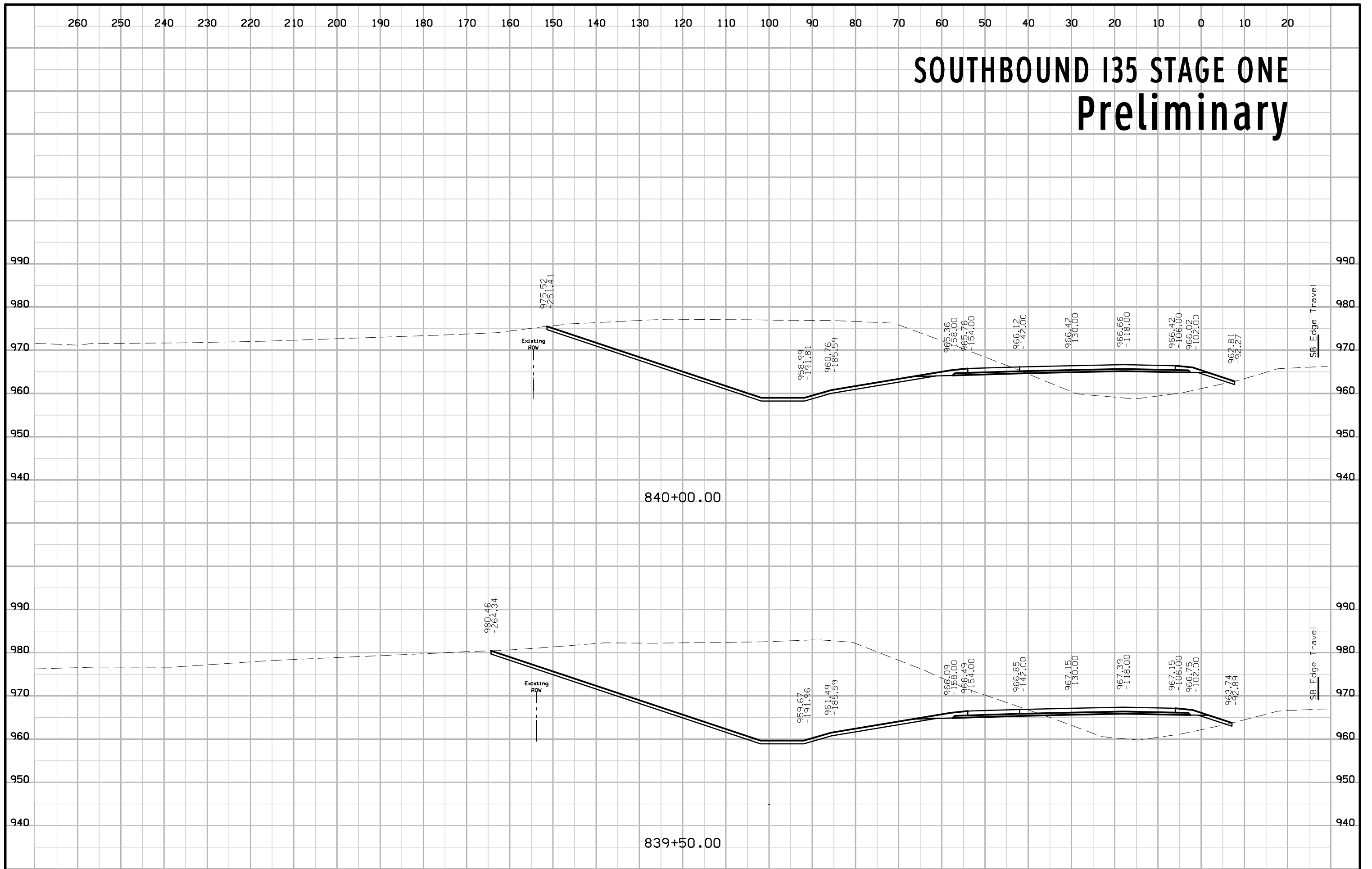
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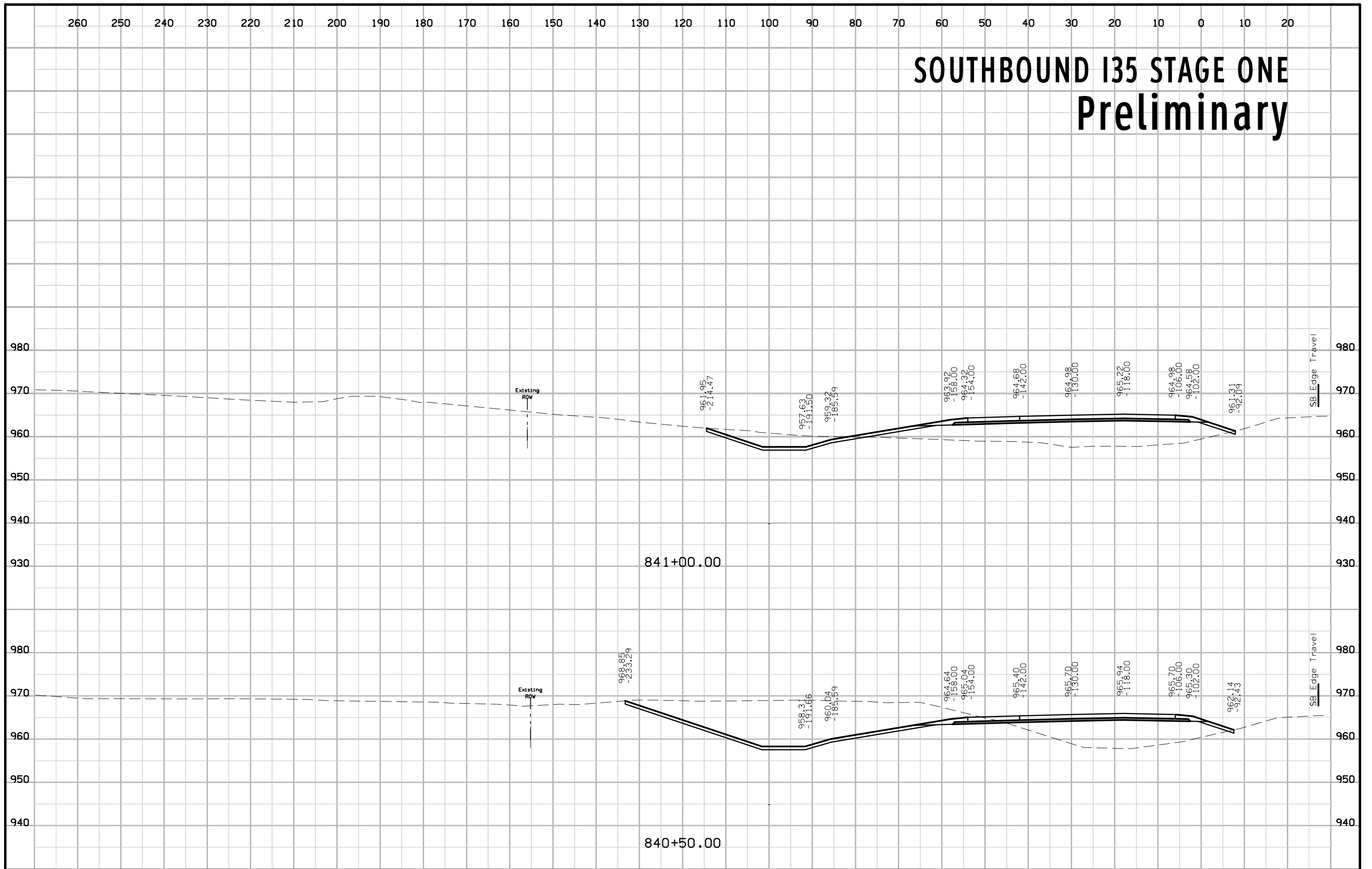
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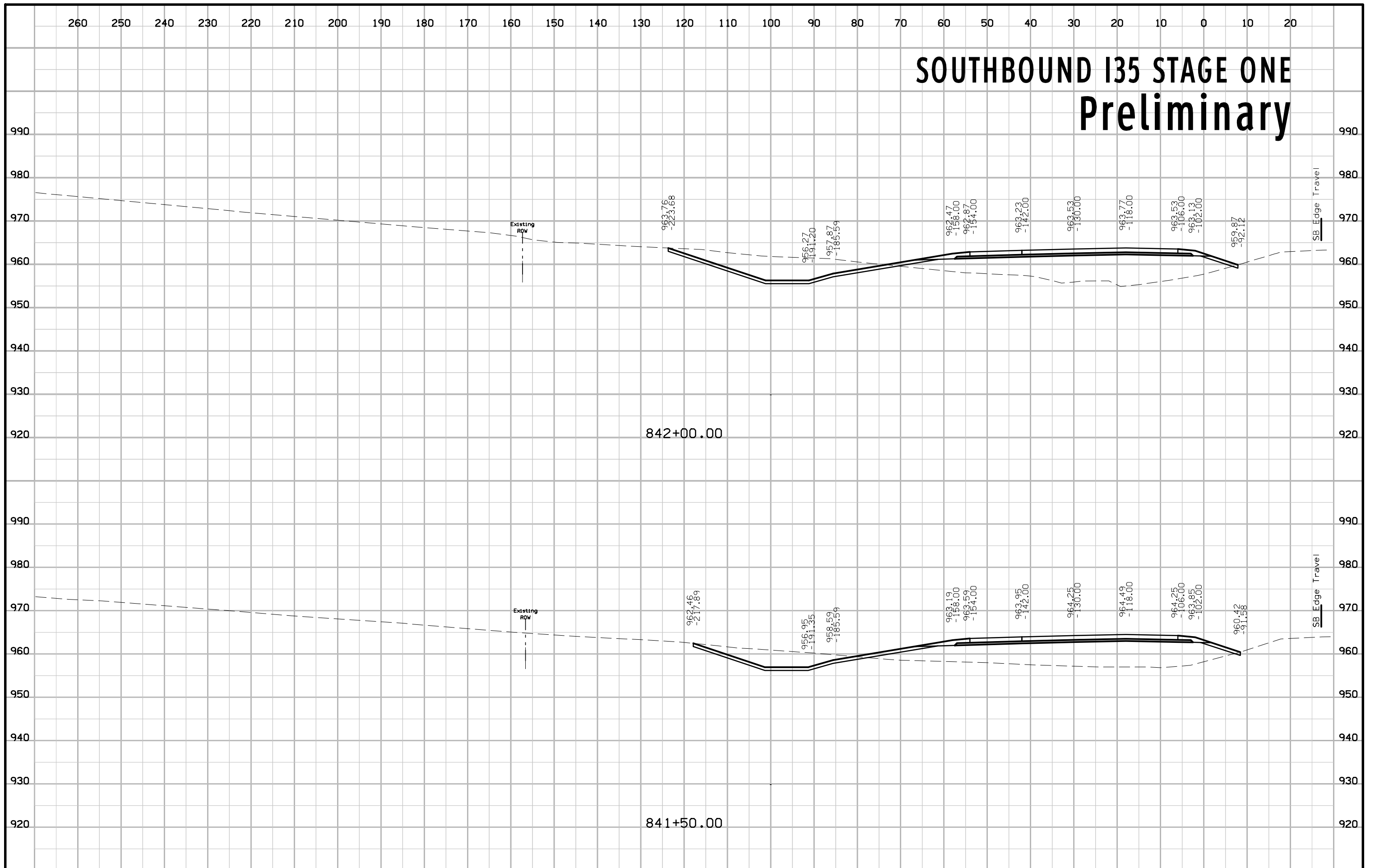
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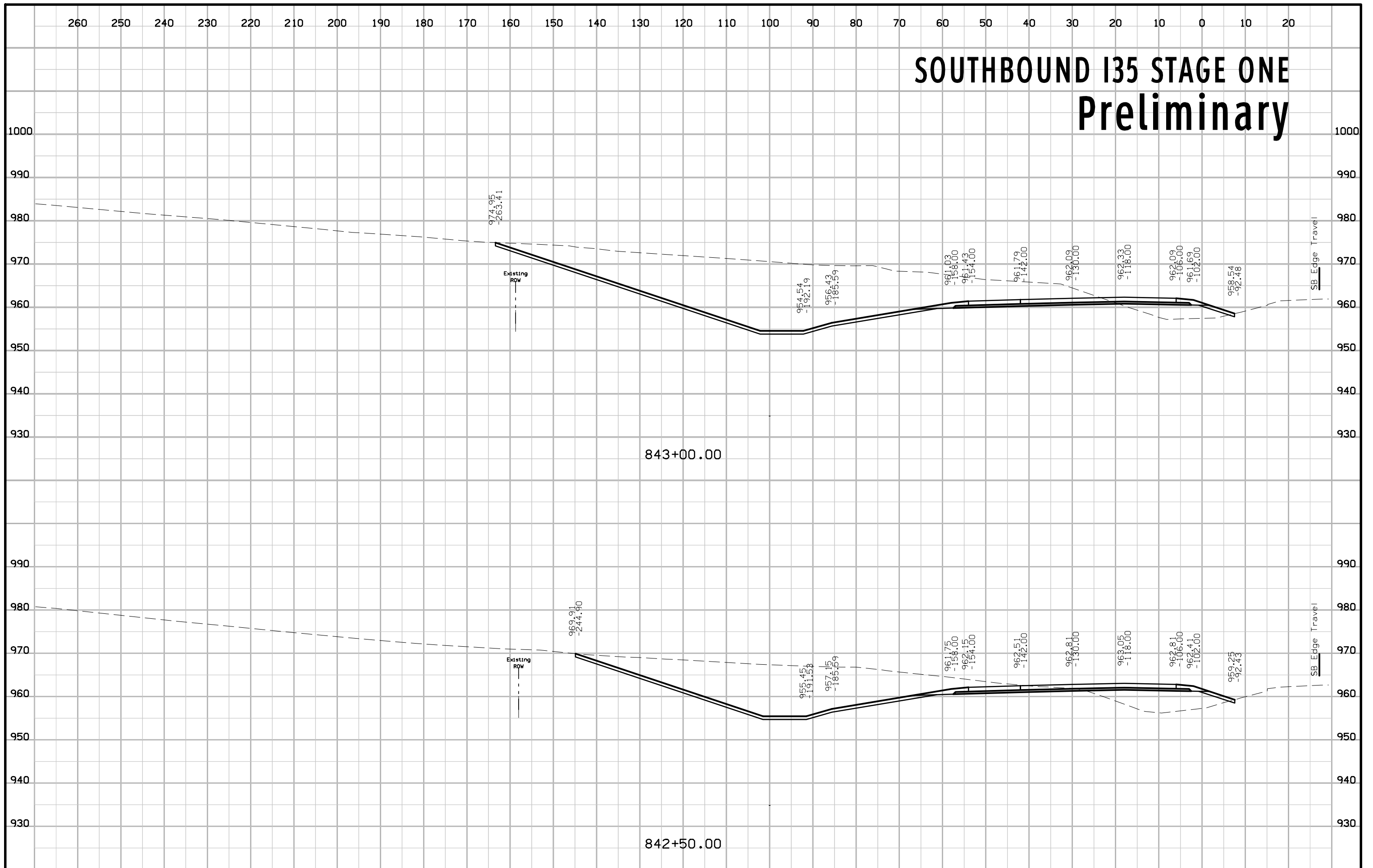
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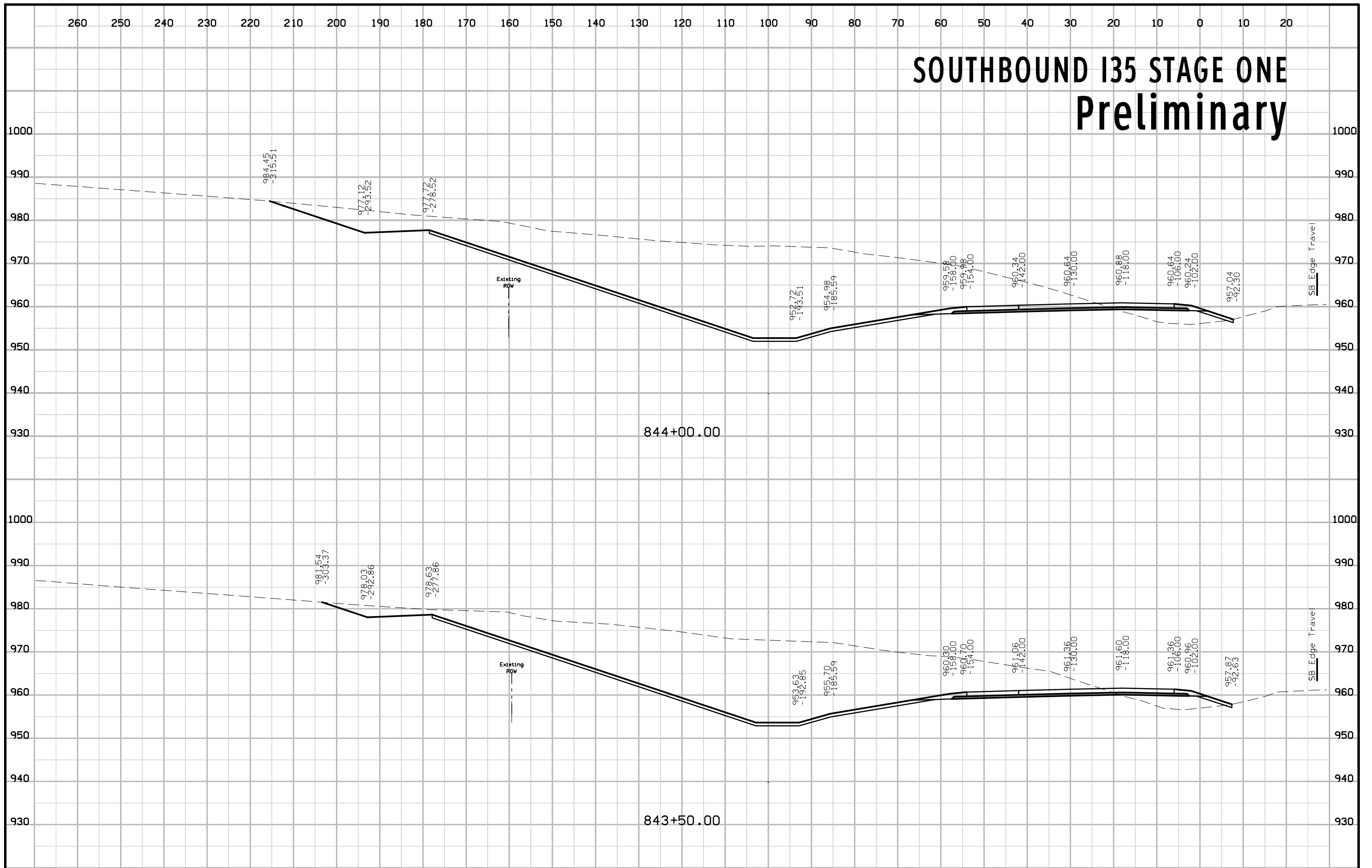
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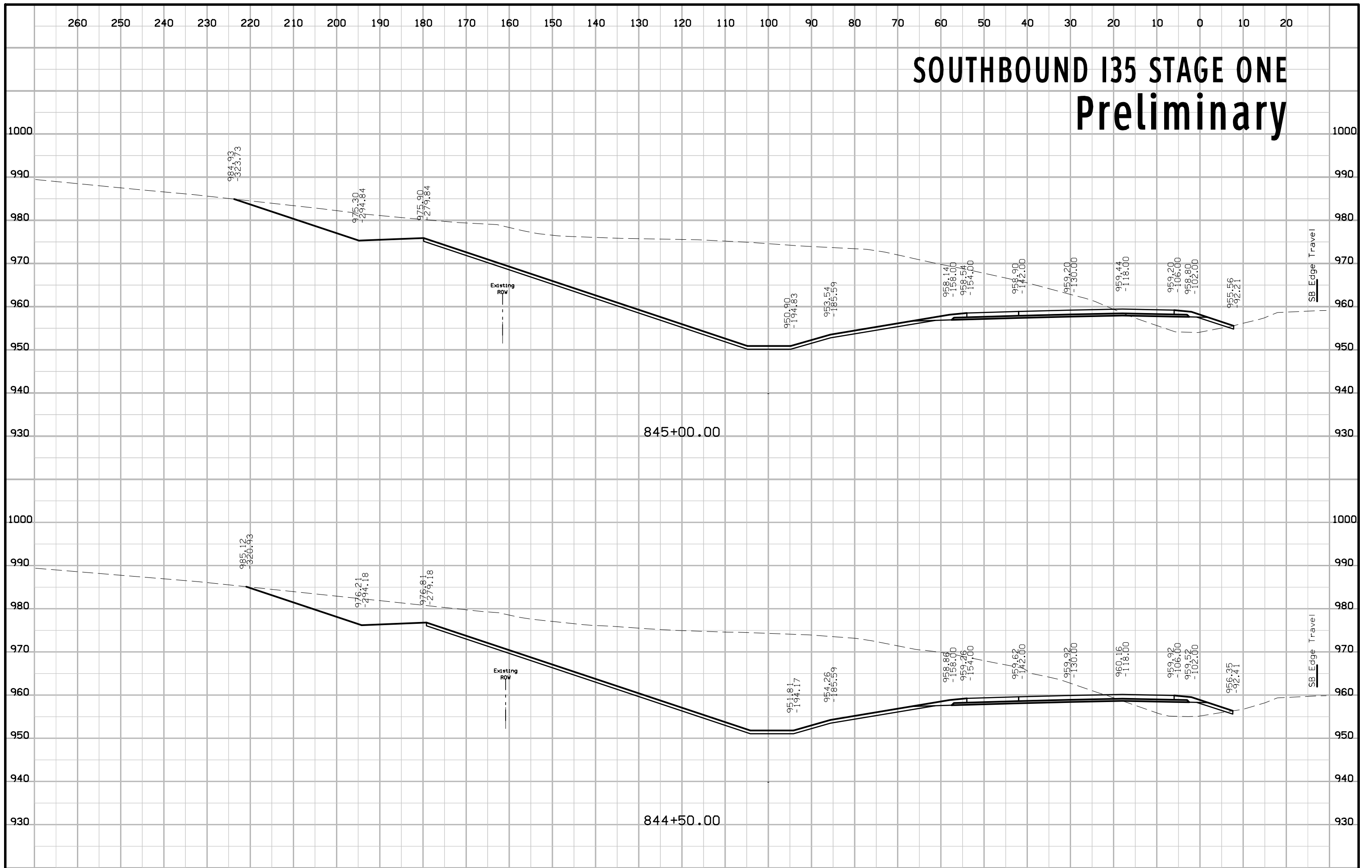
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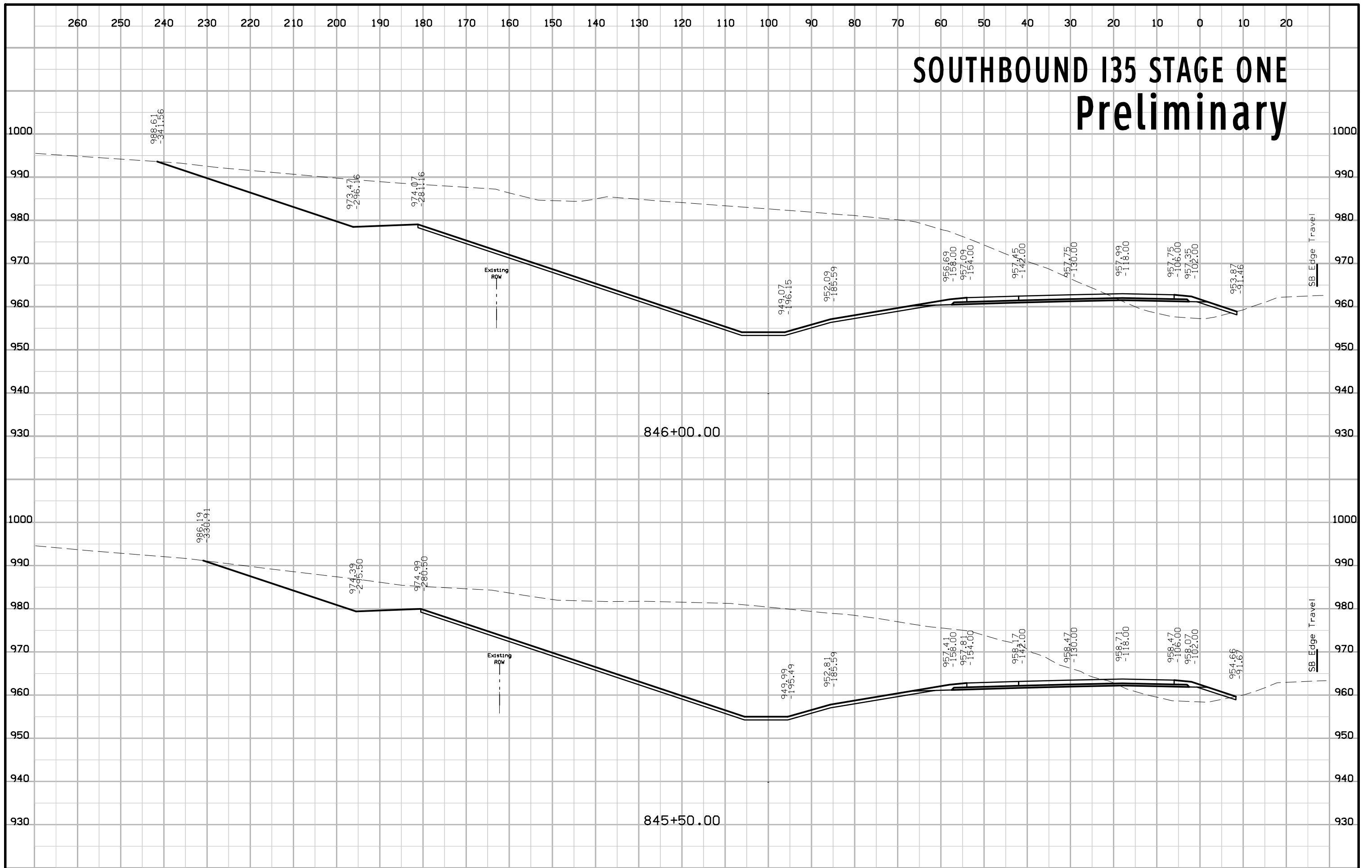
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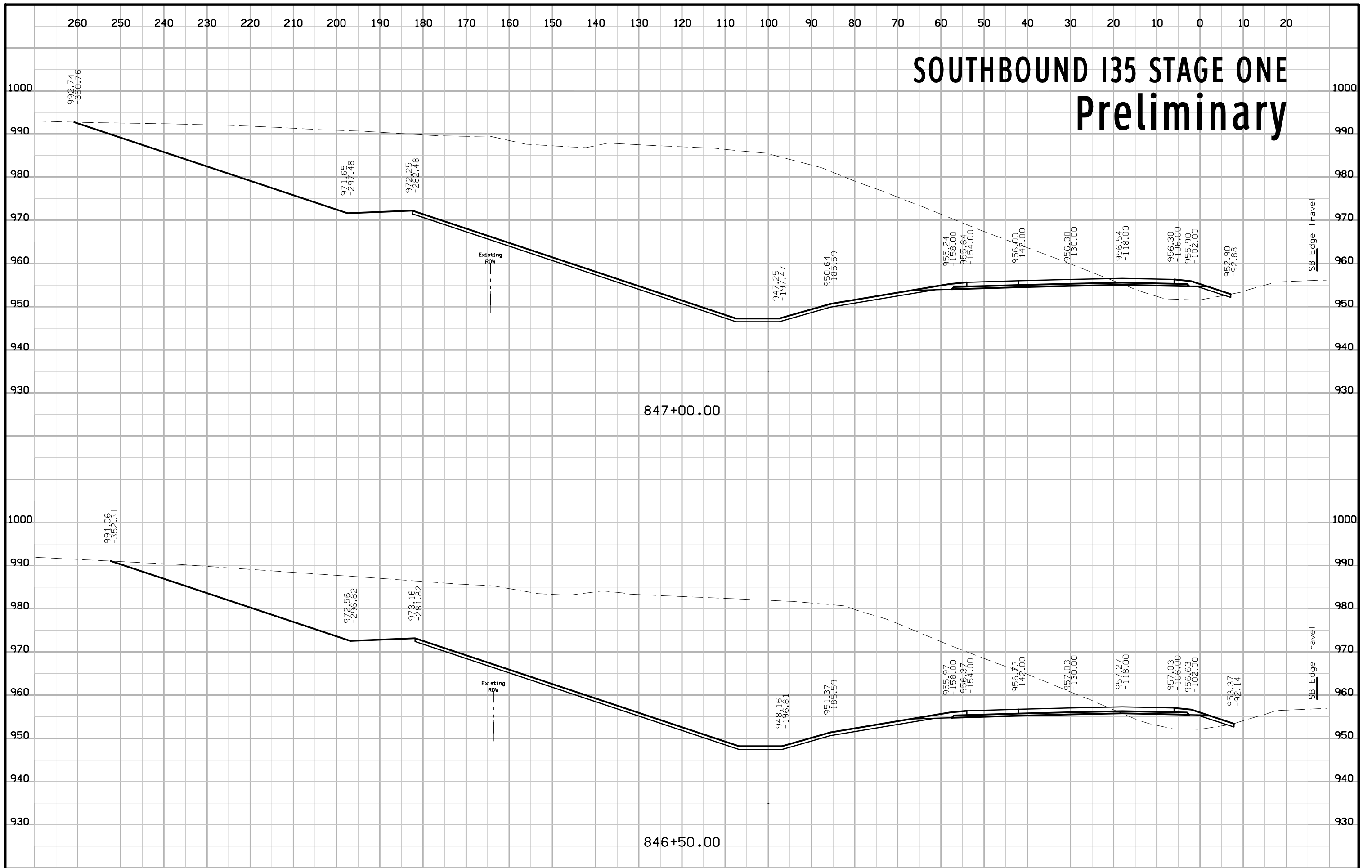
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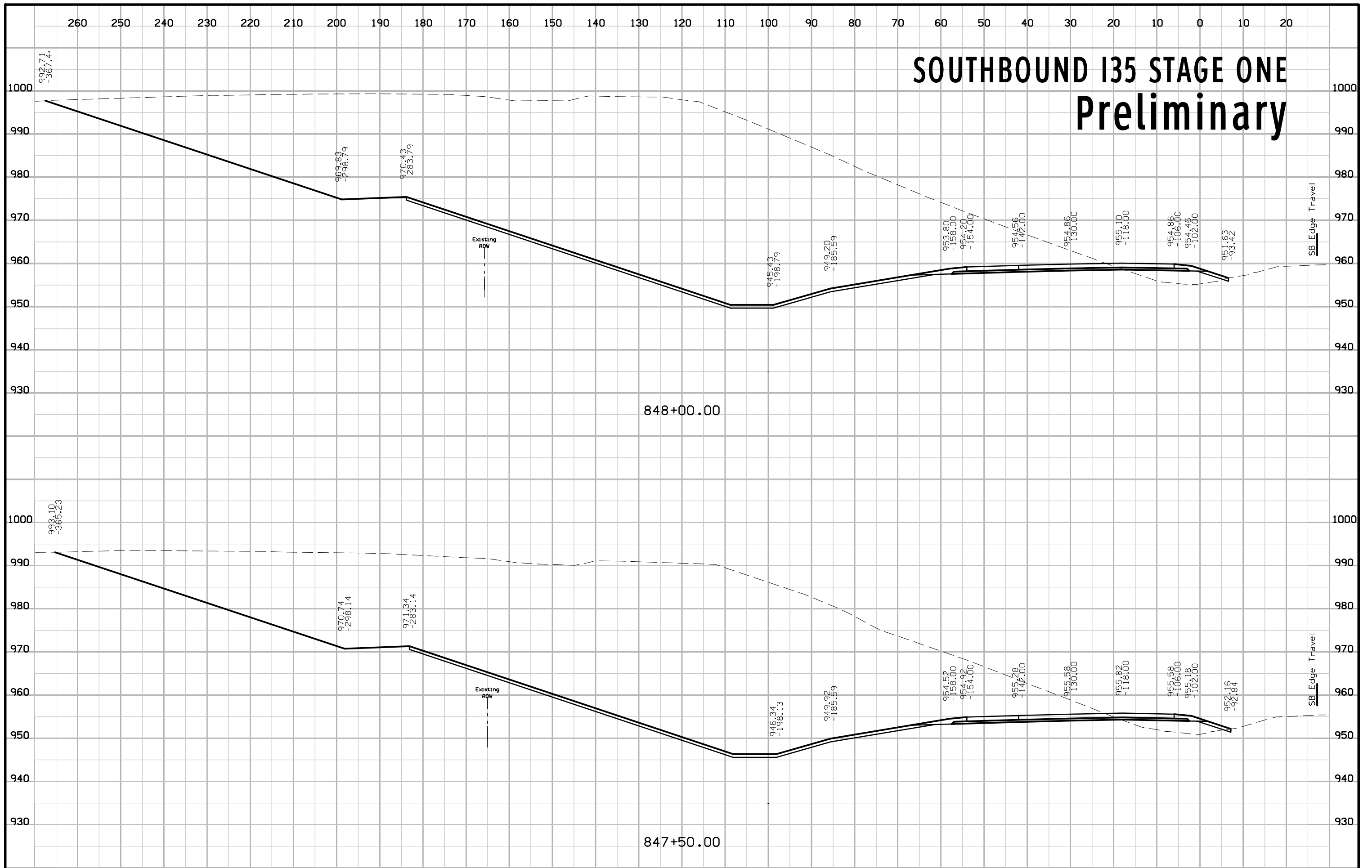
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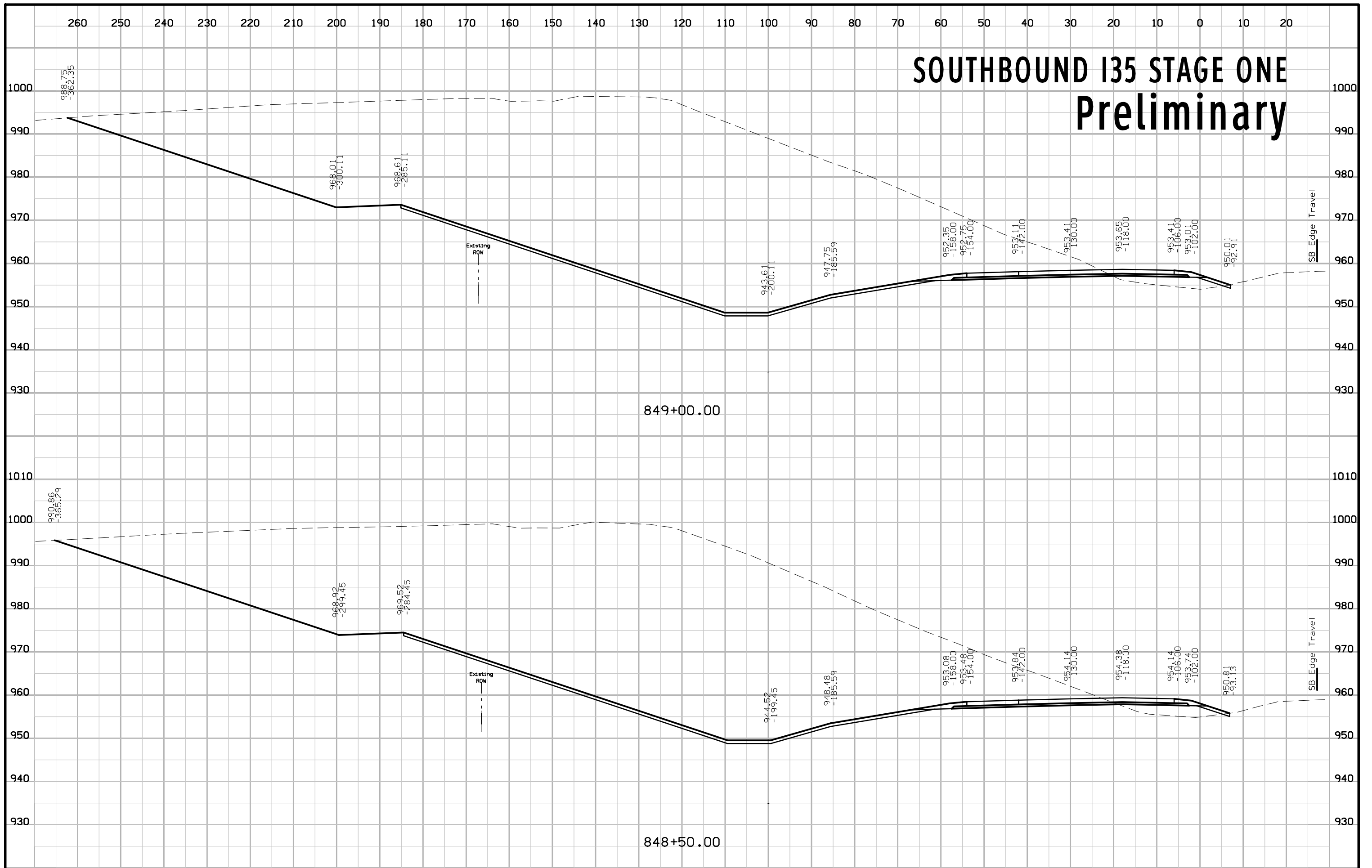
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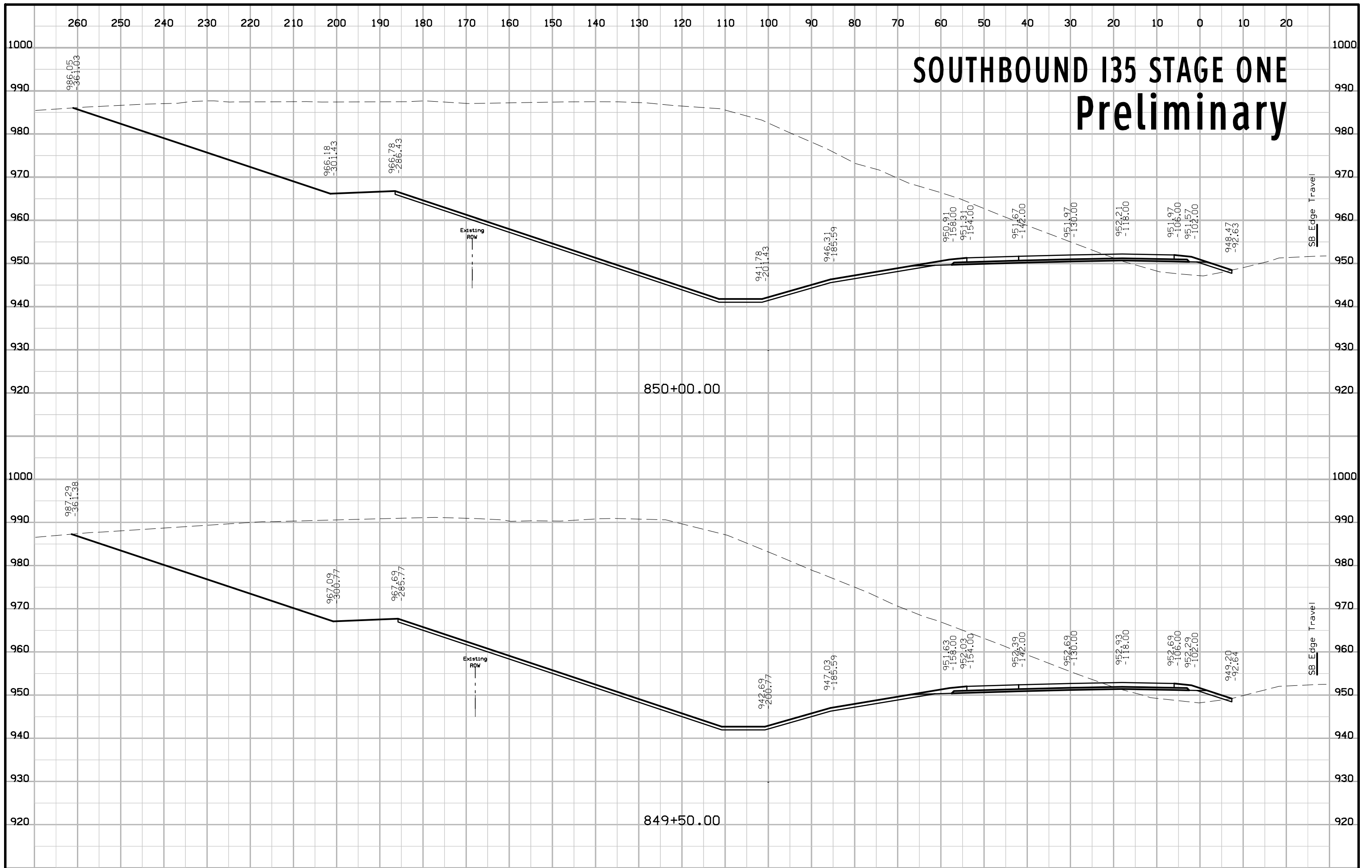
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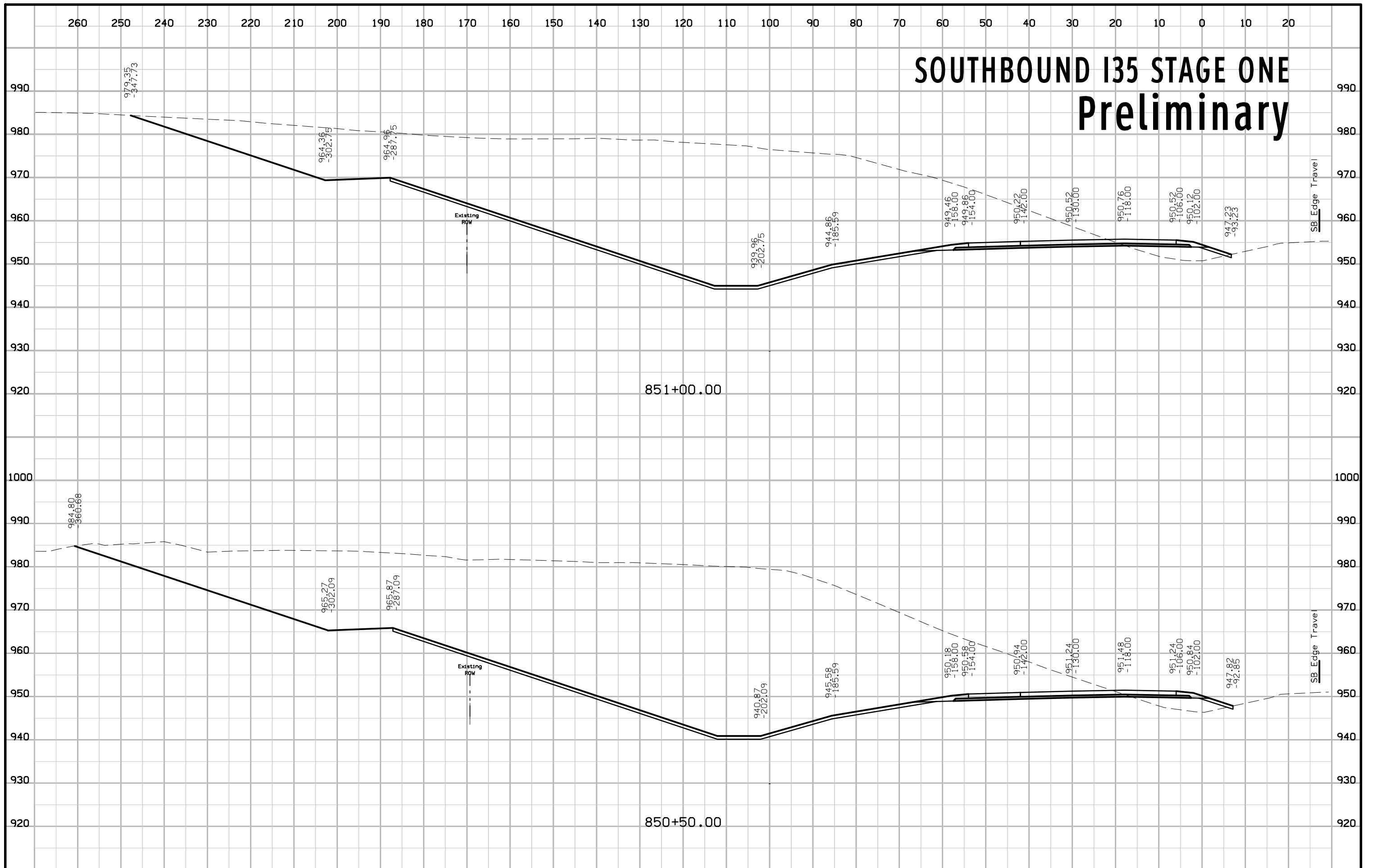
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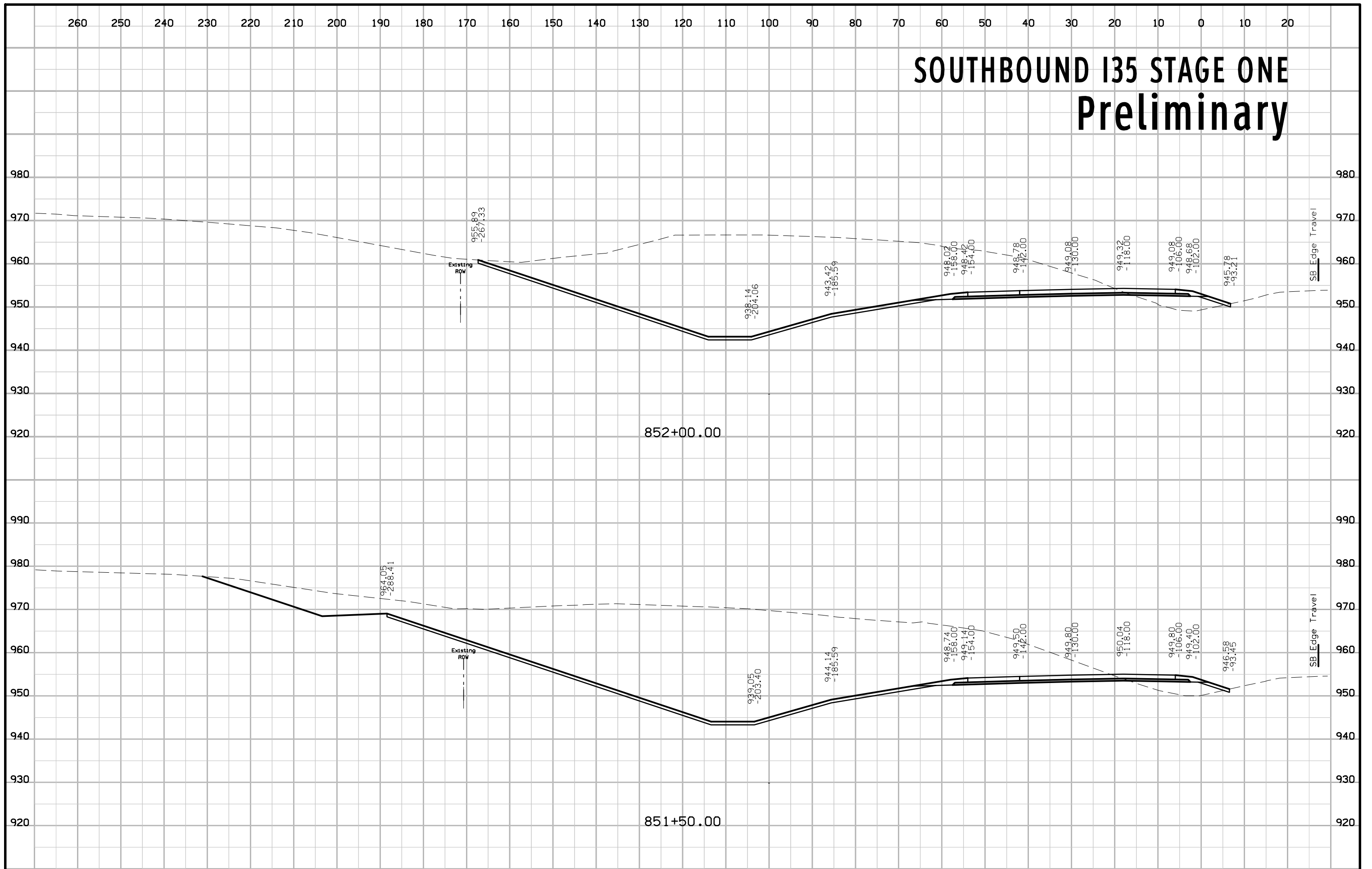
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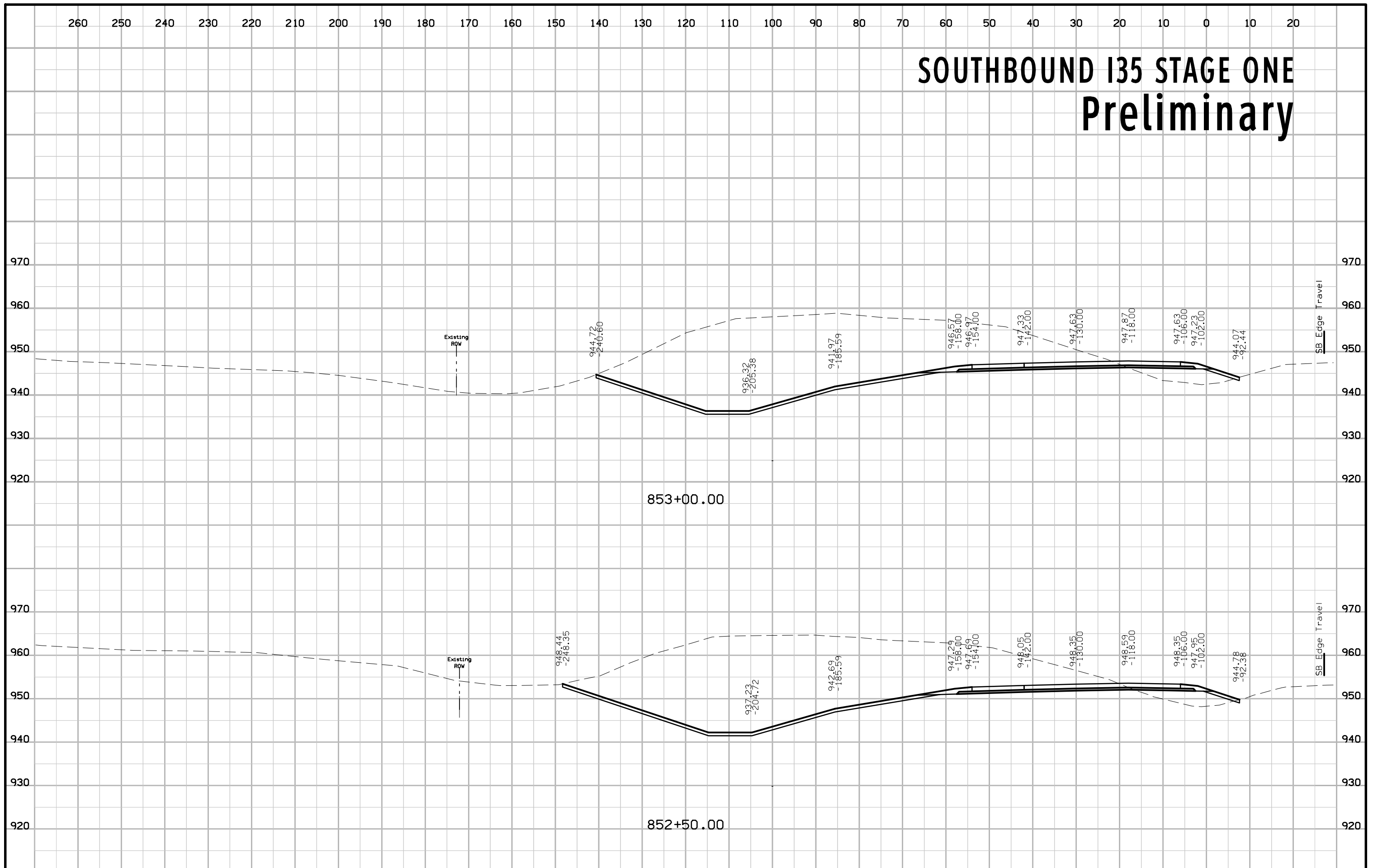
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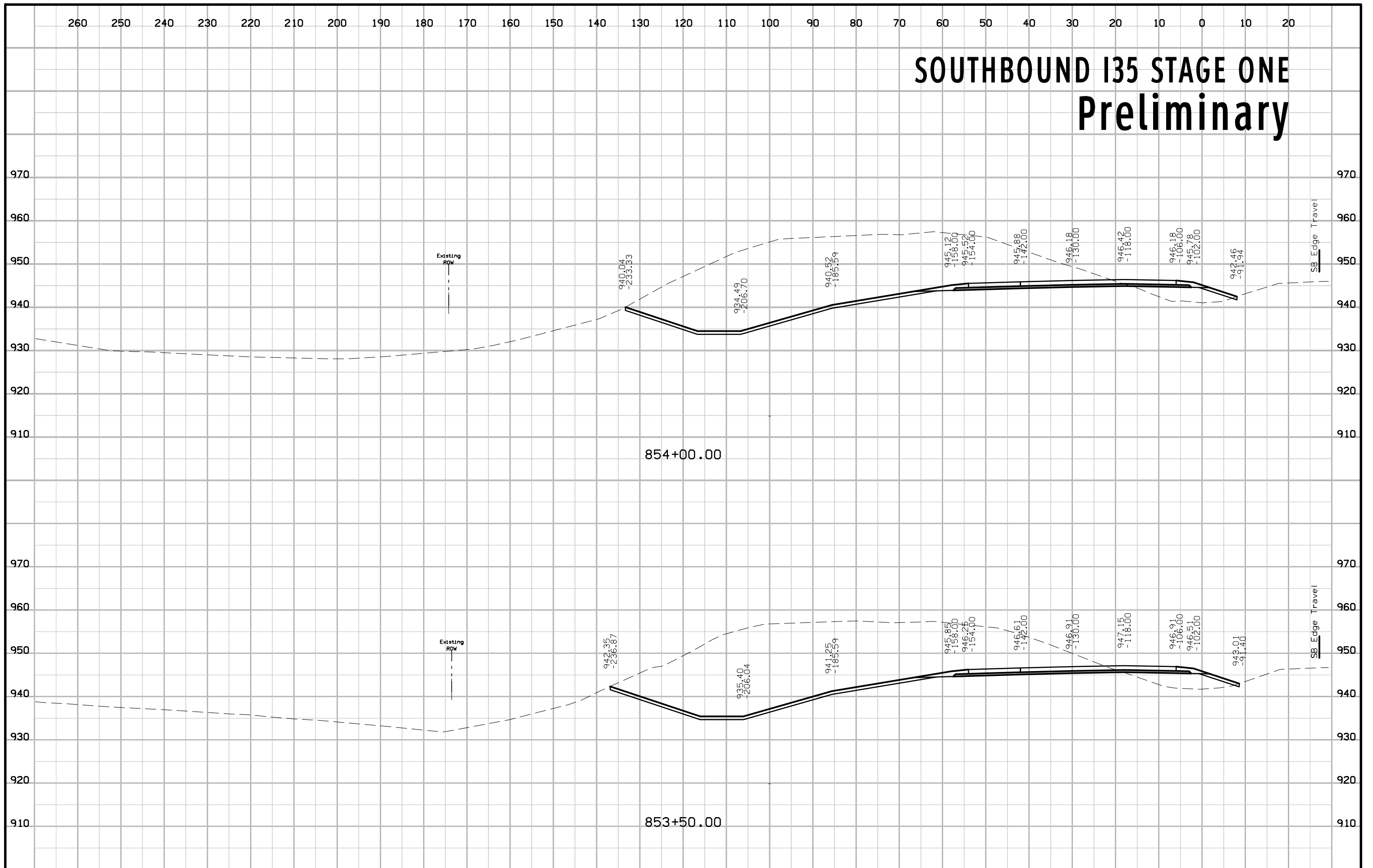
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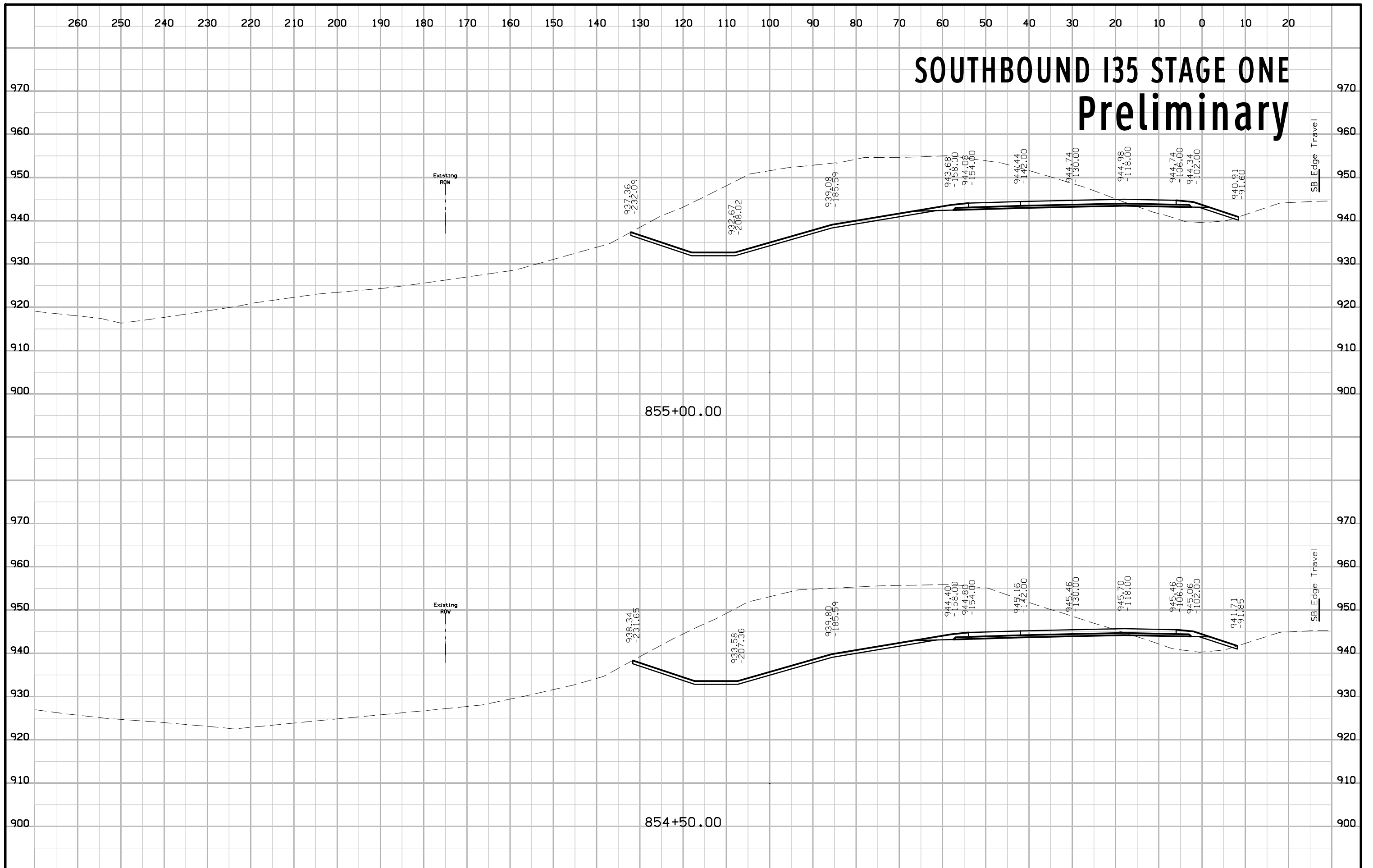
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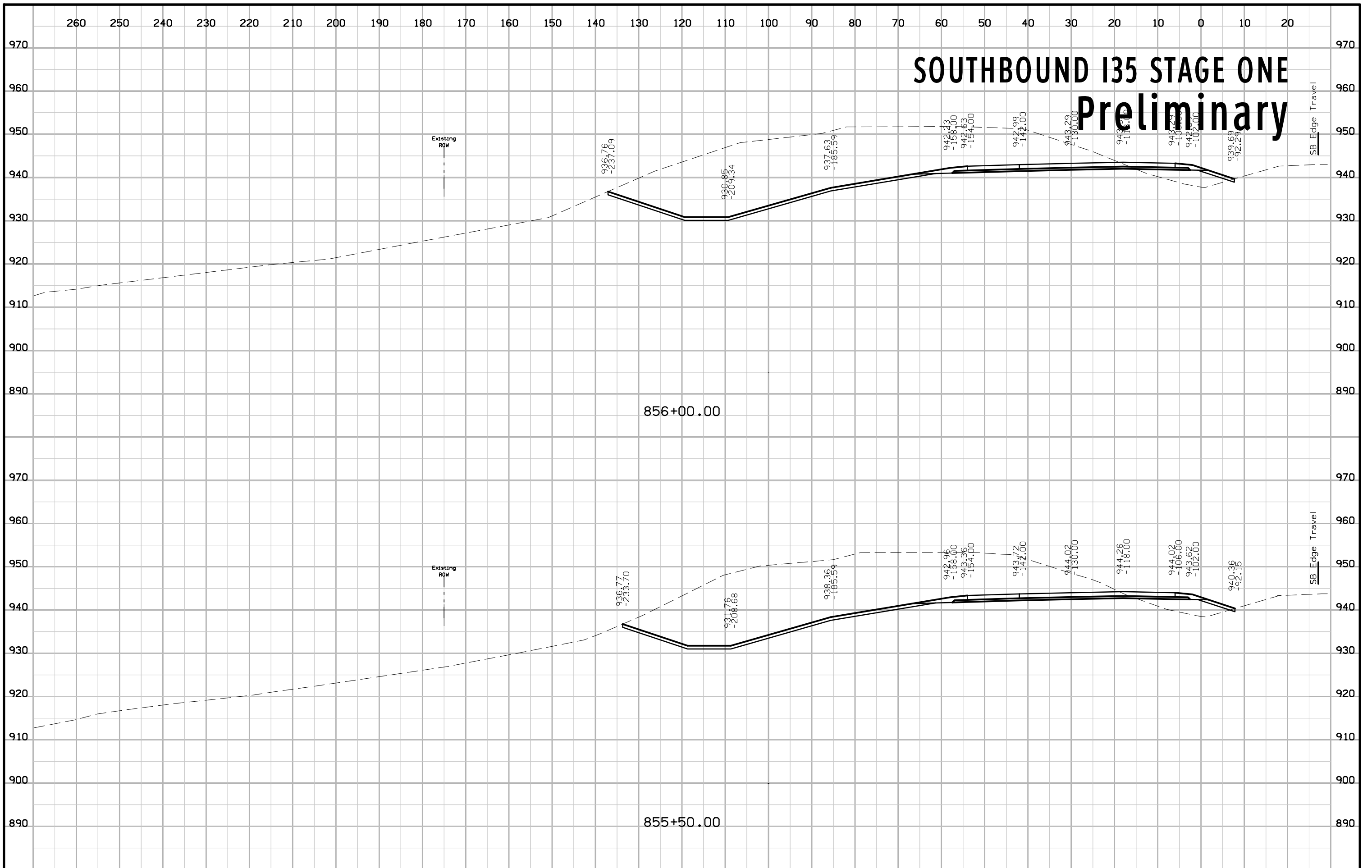
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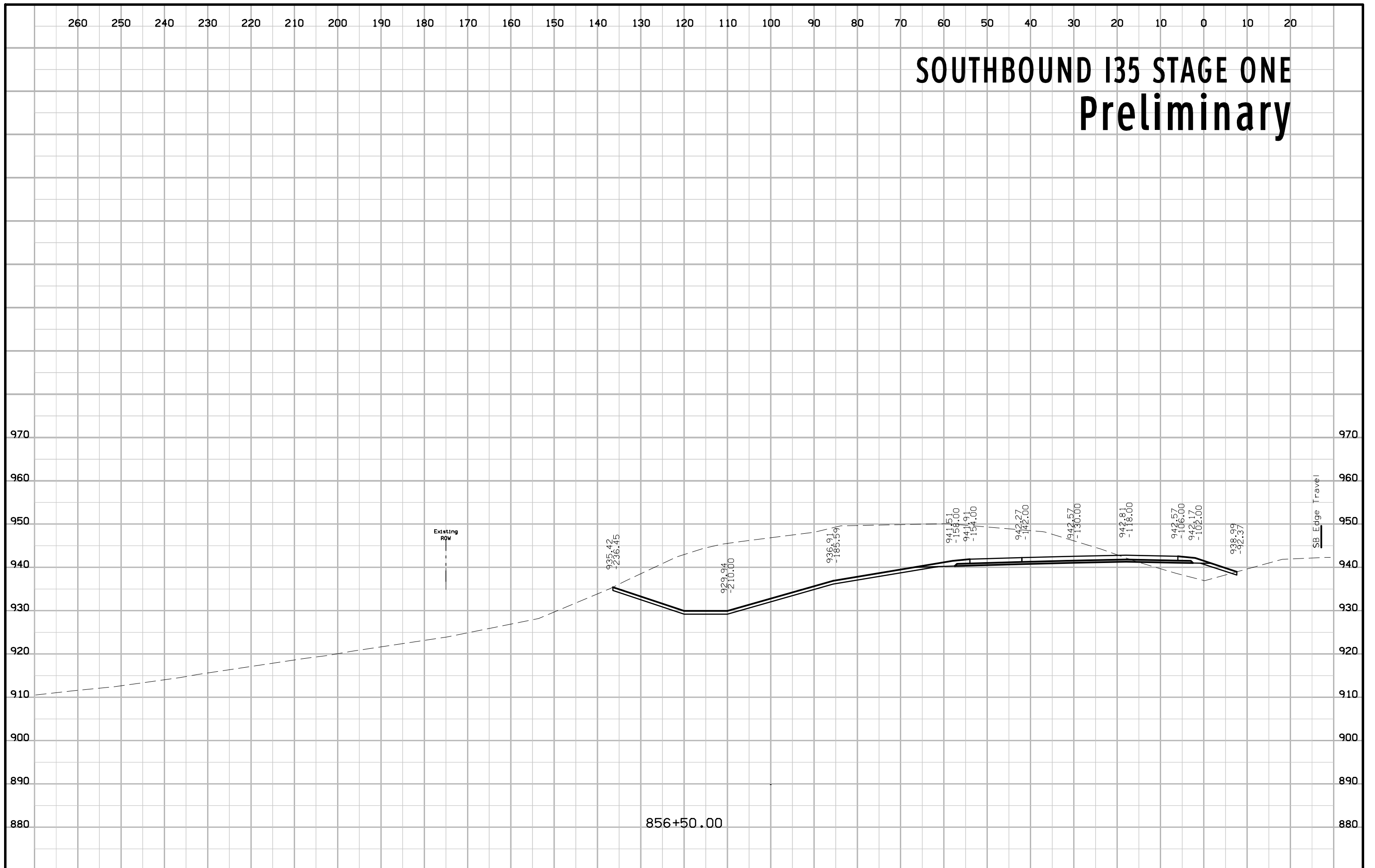
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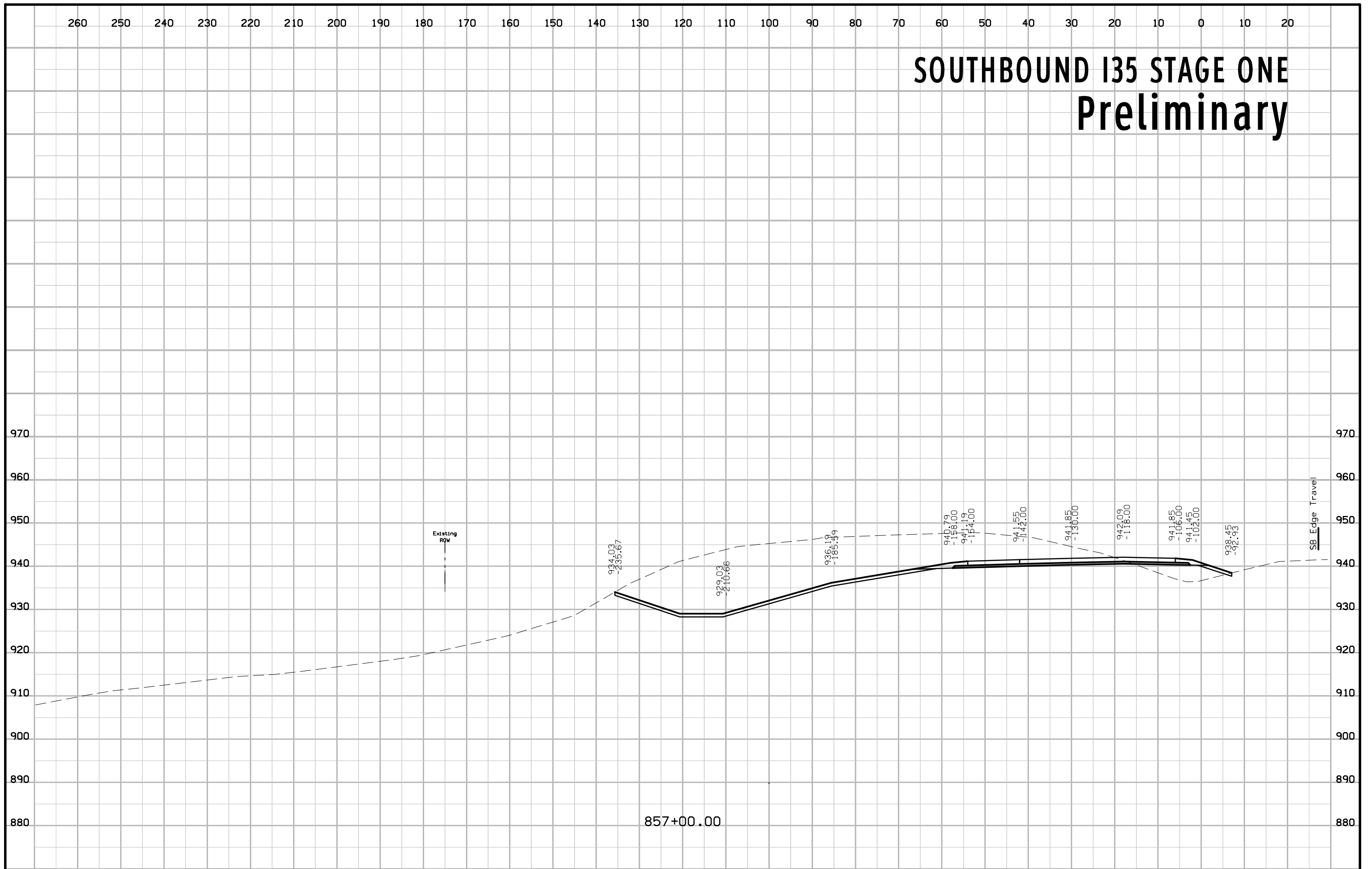
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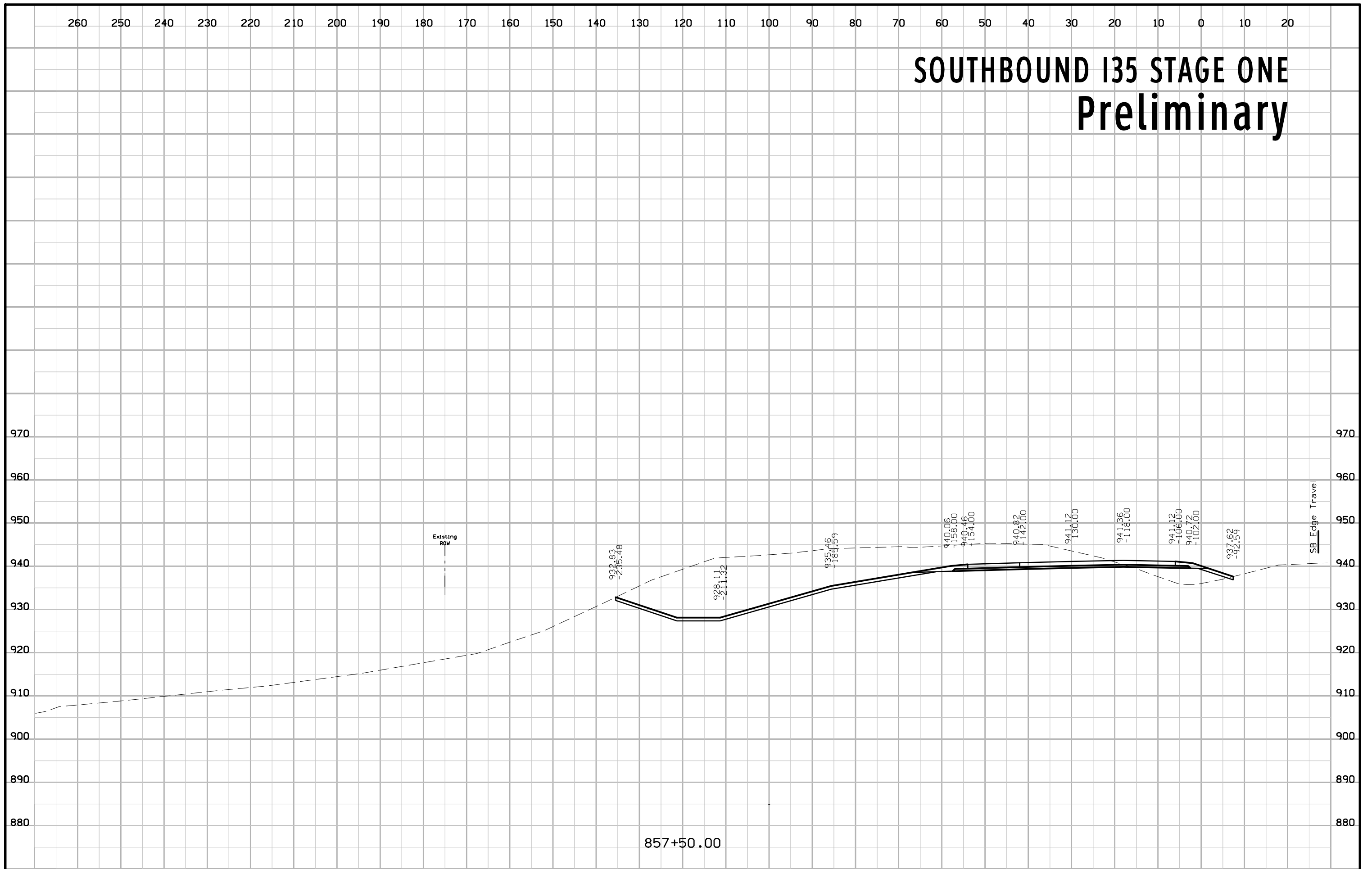
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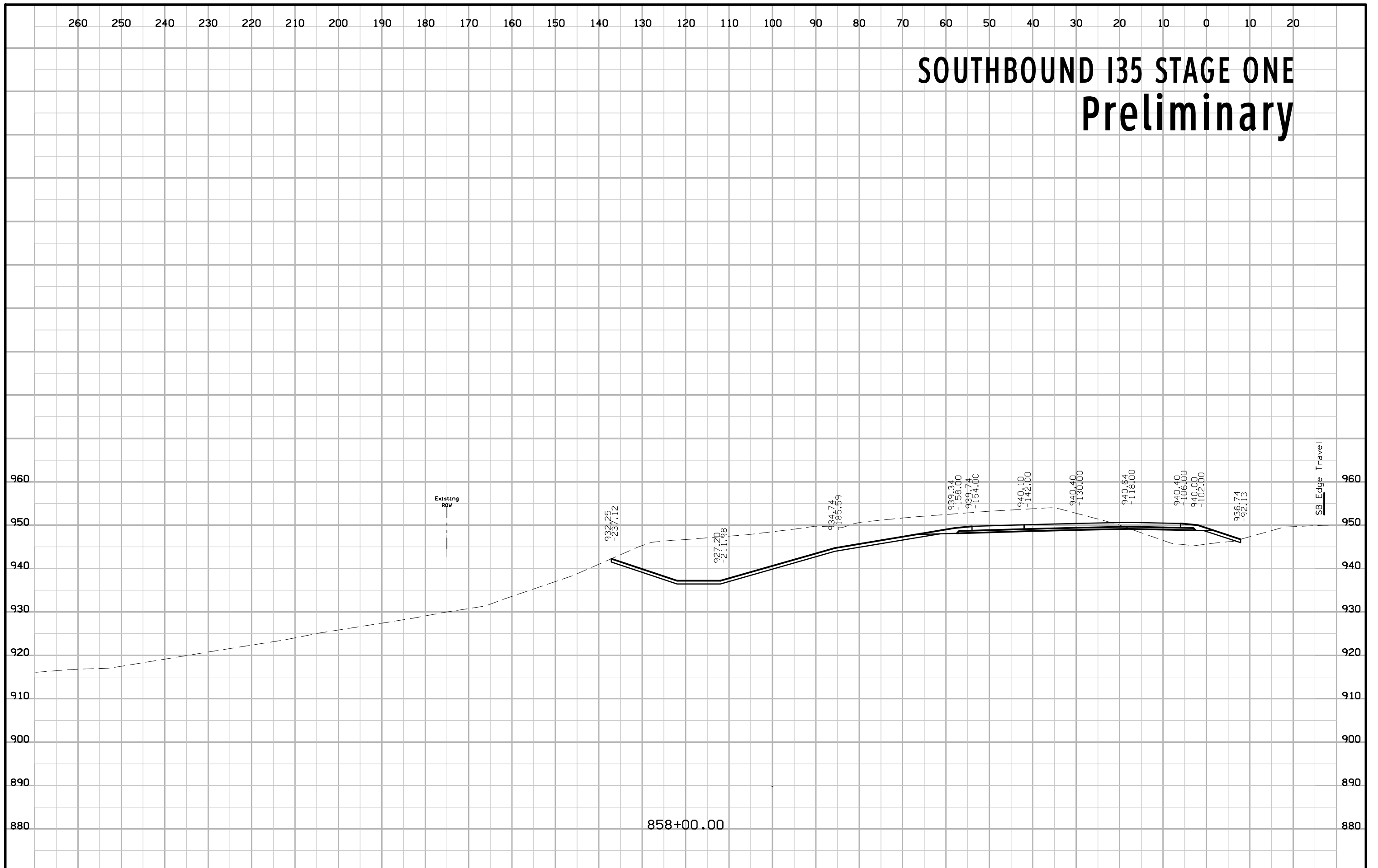
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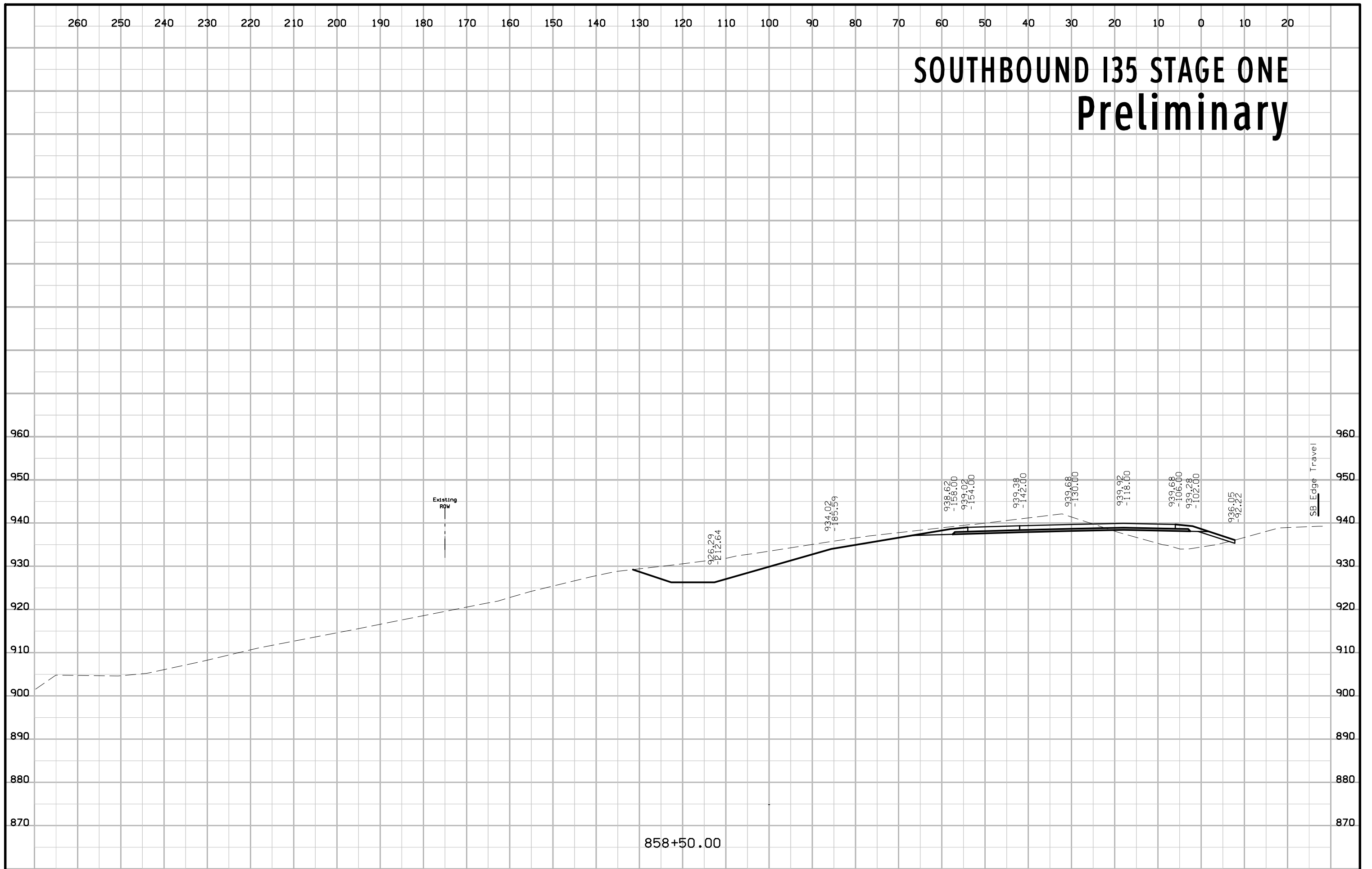
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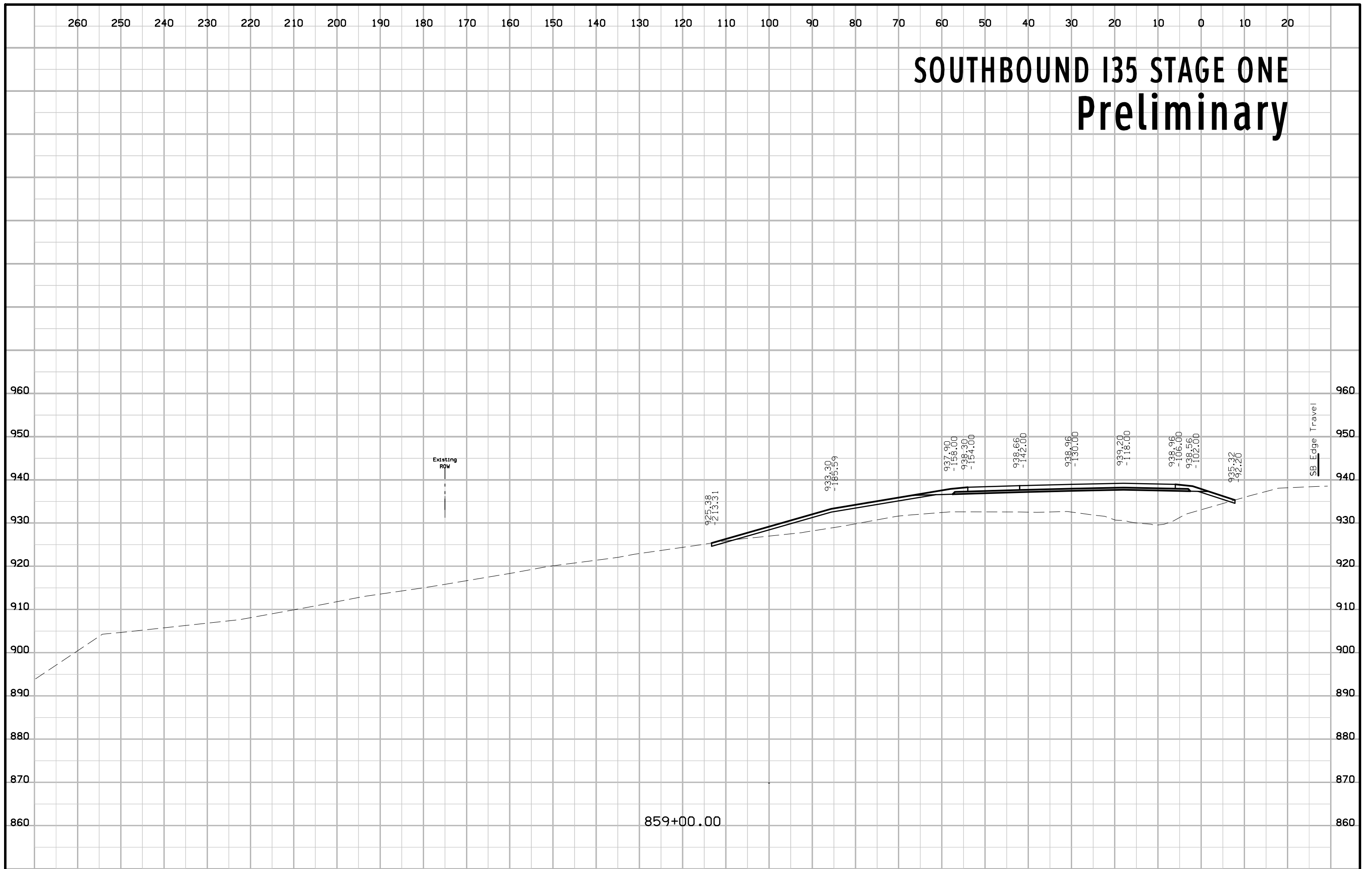
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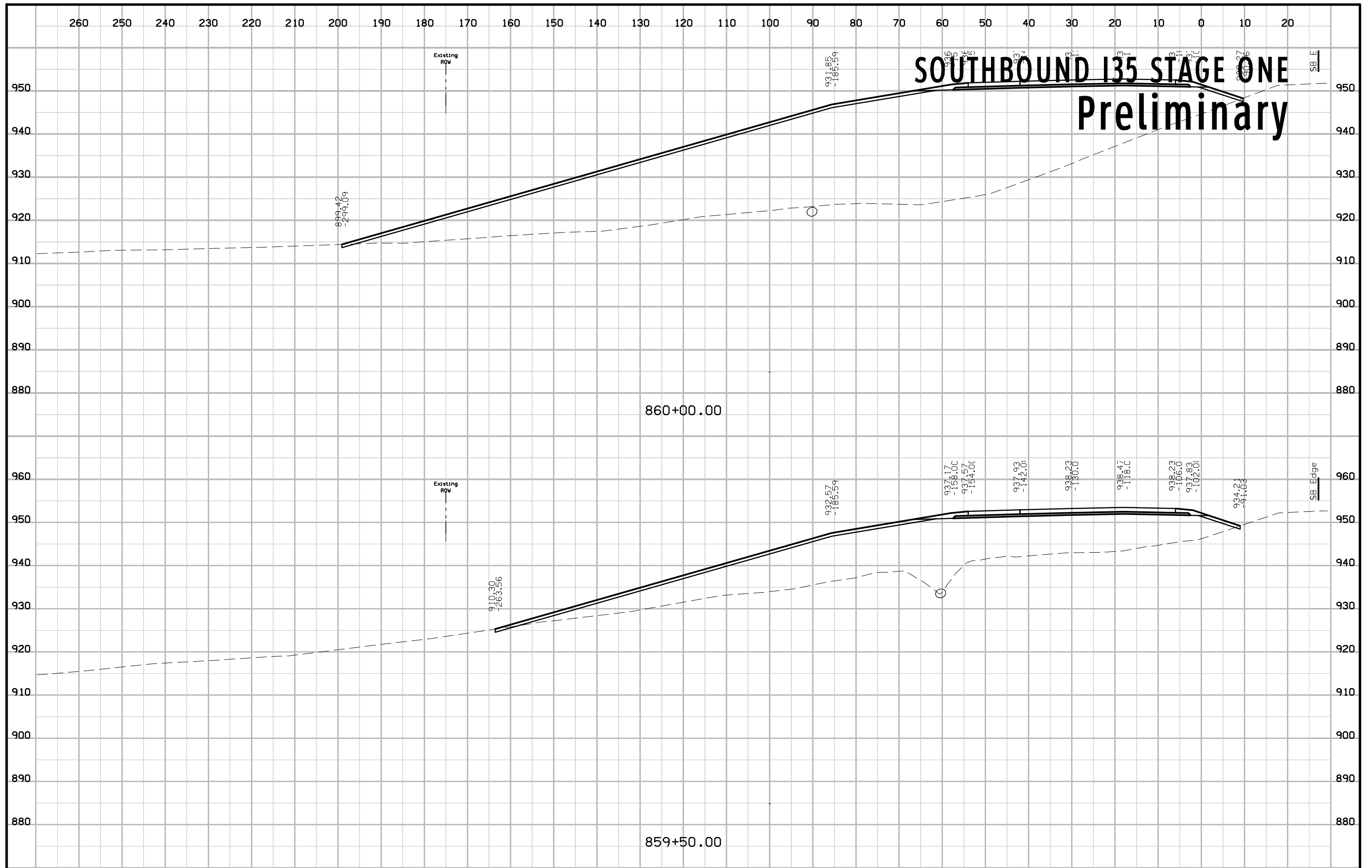


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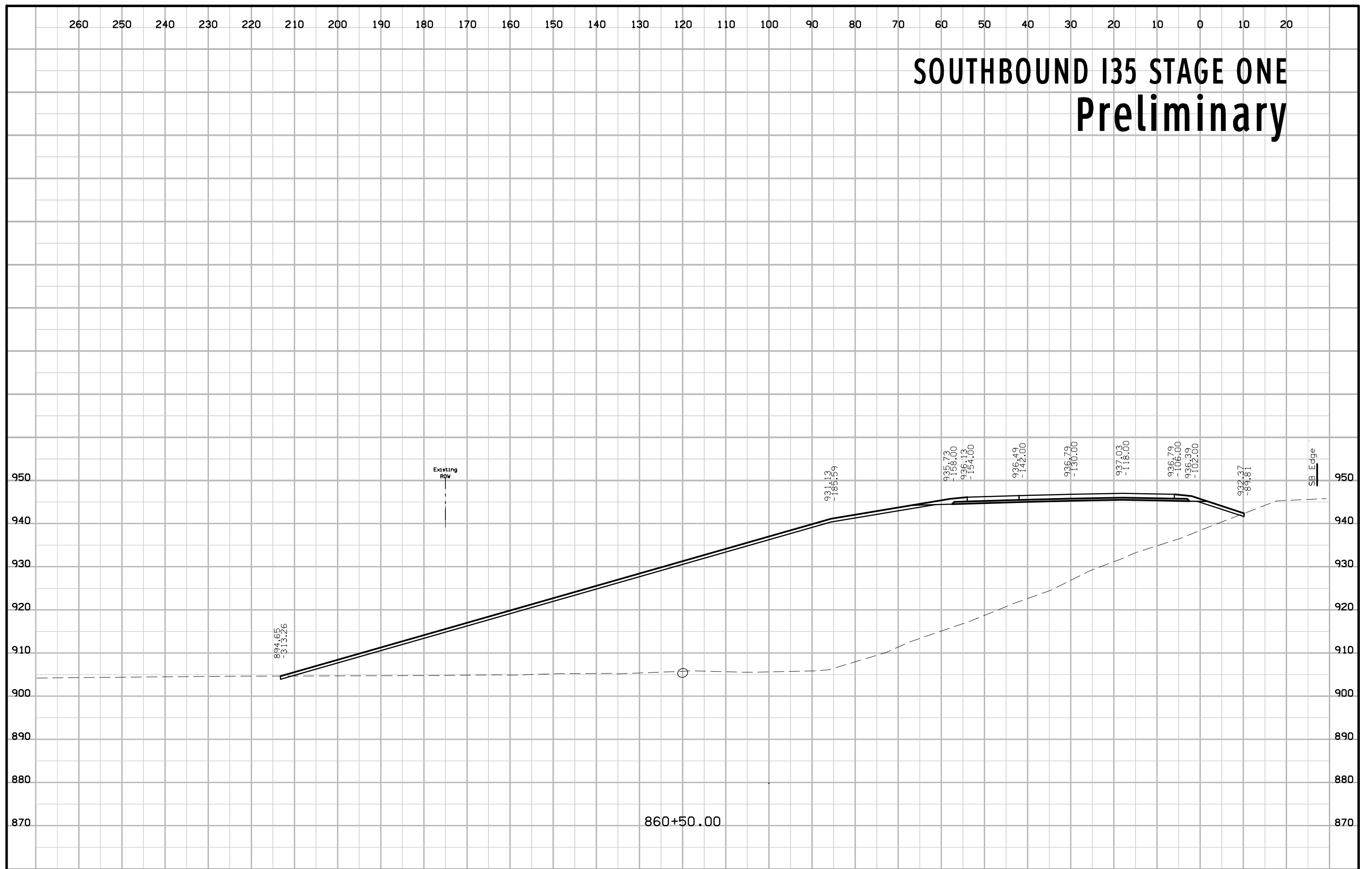


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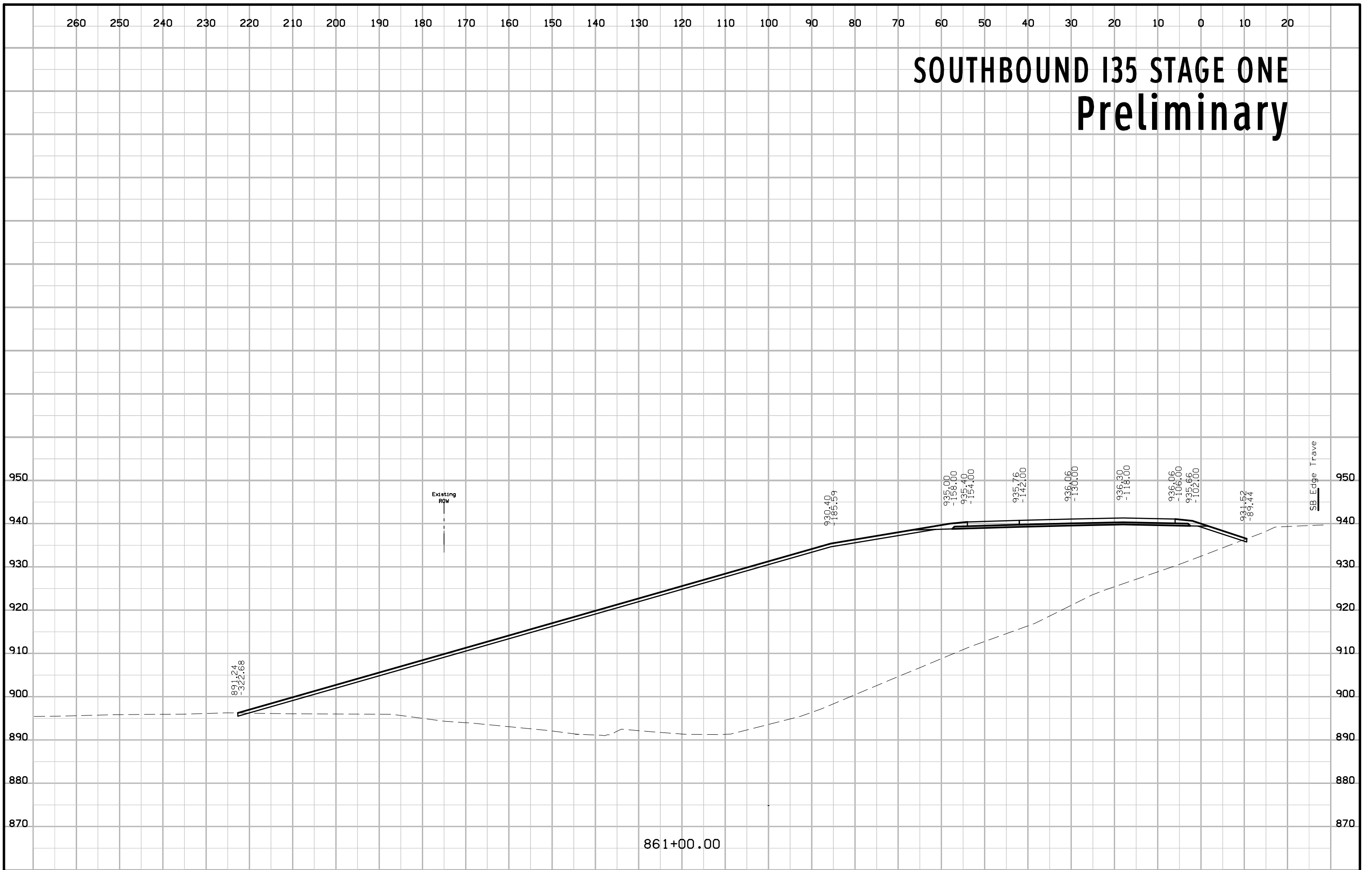




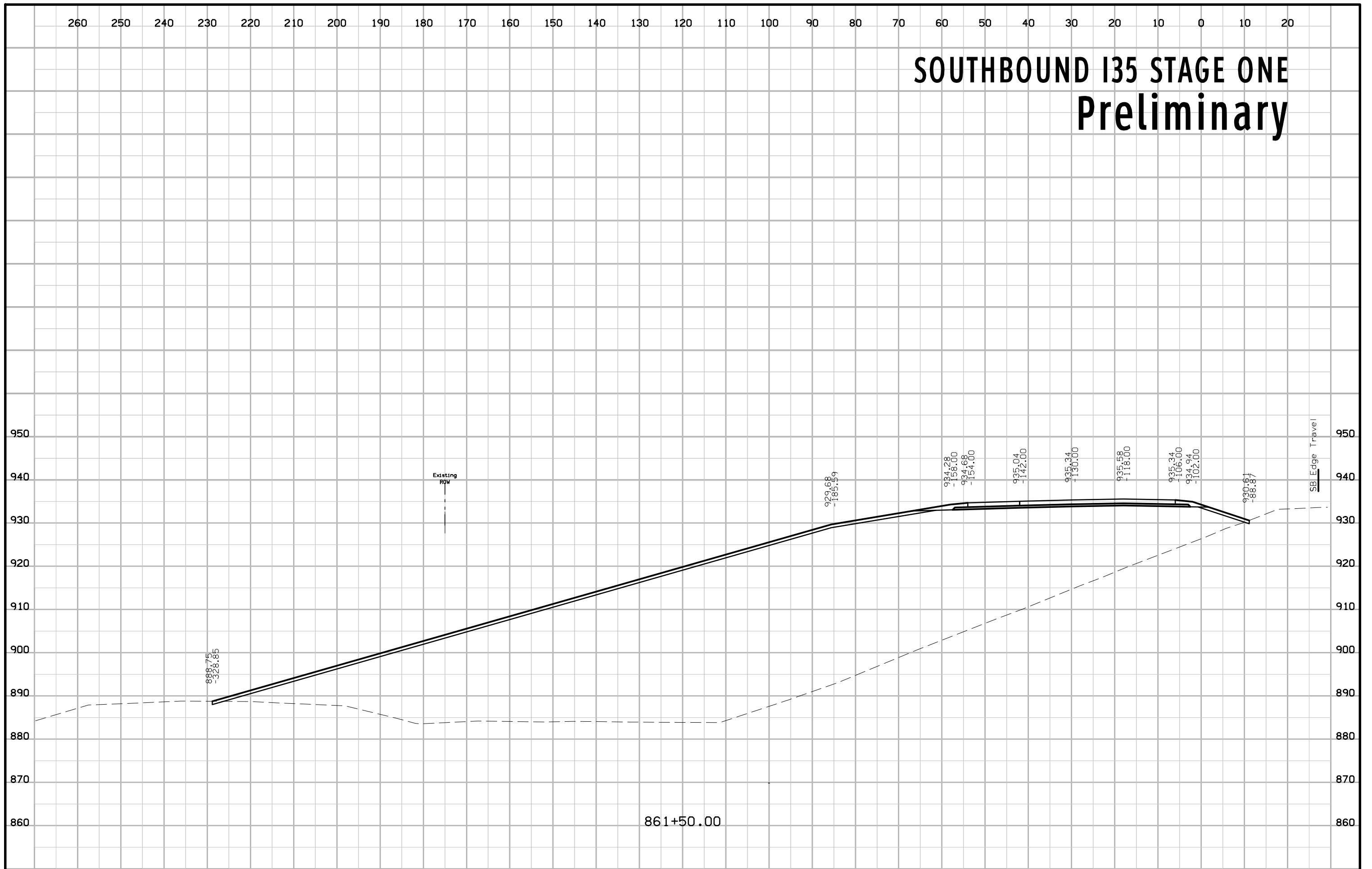
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SOUTHBOUND I35 STAGE ONE Preliminary

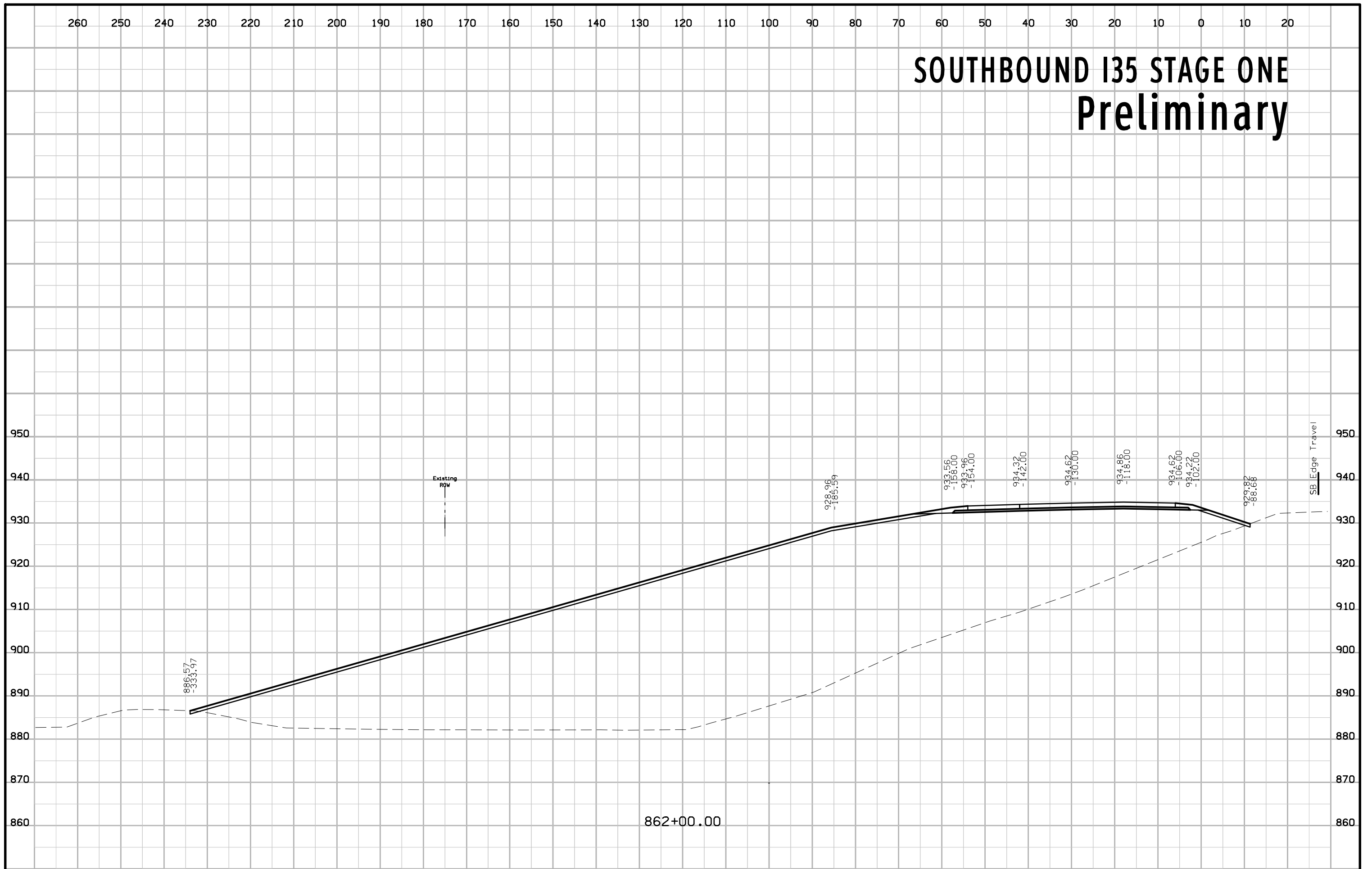


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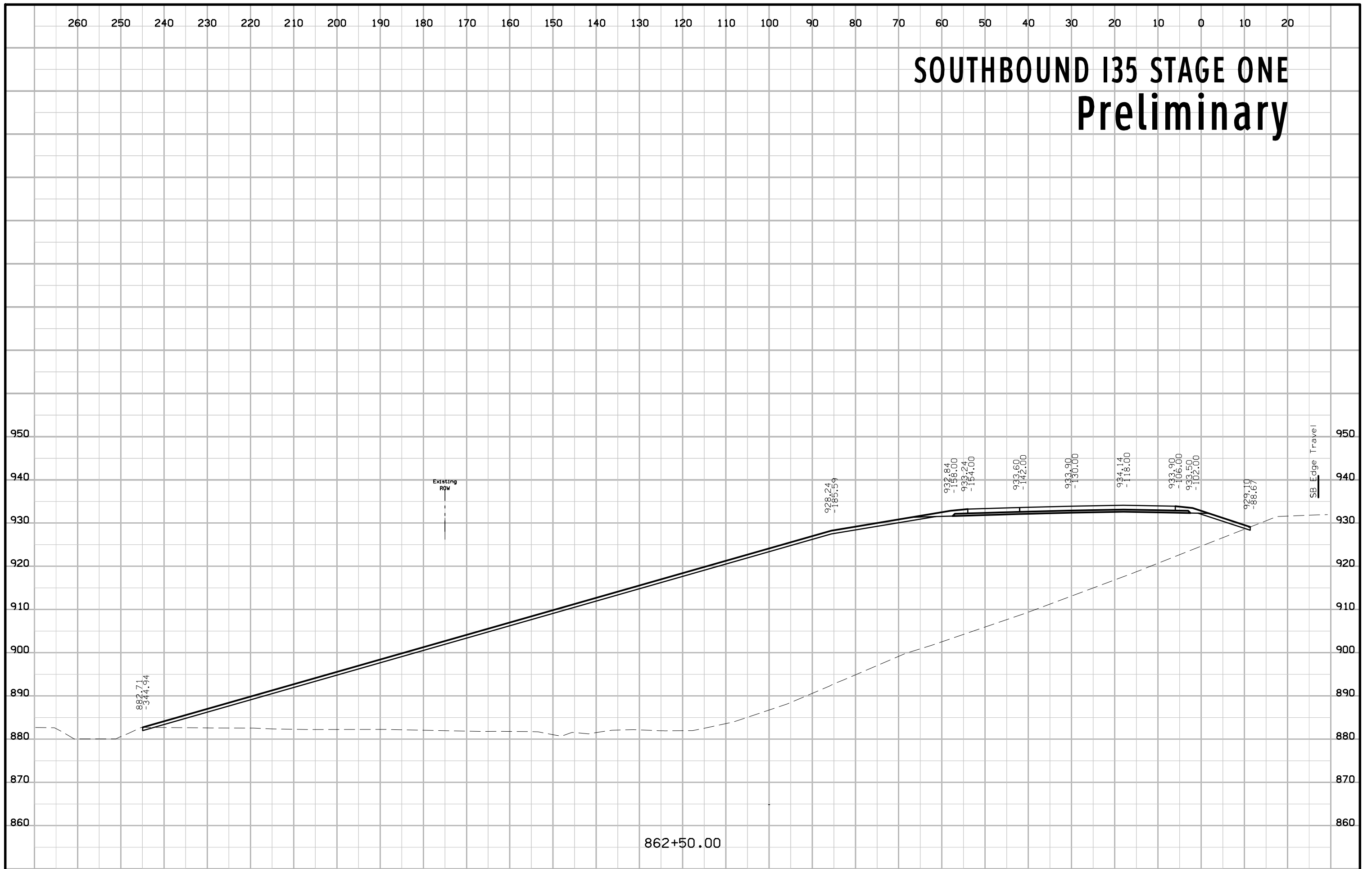
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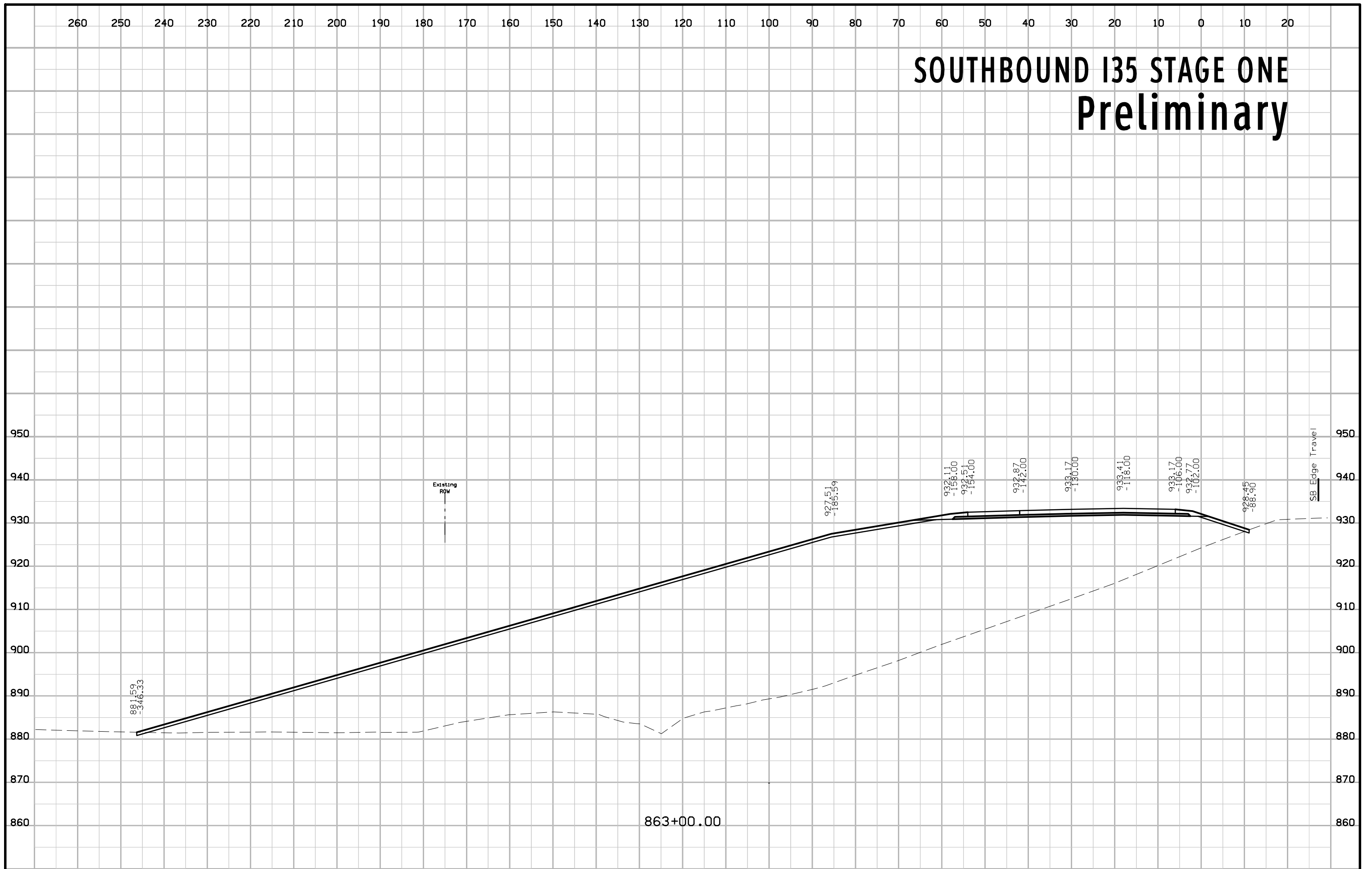


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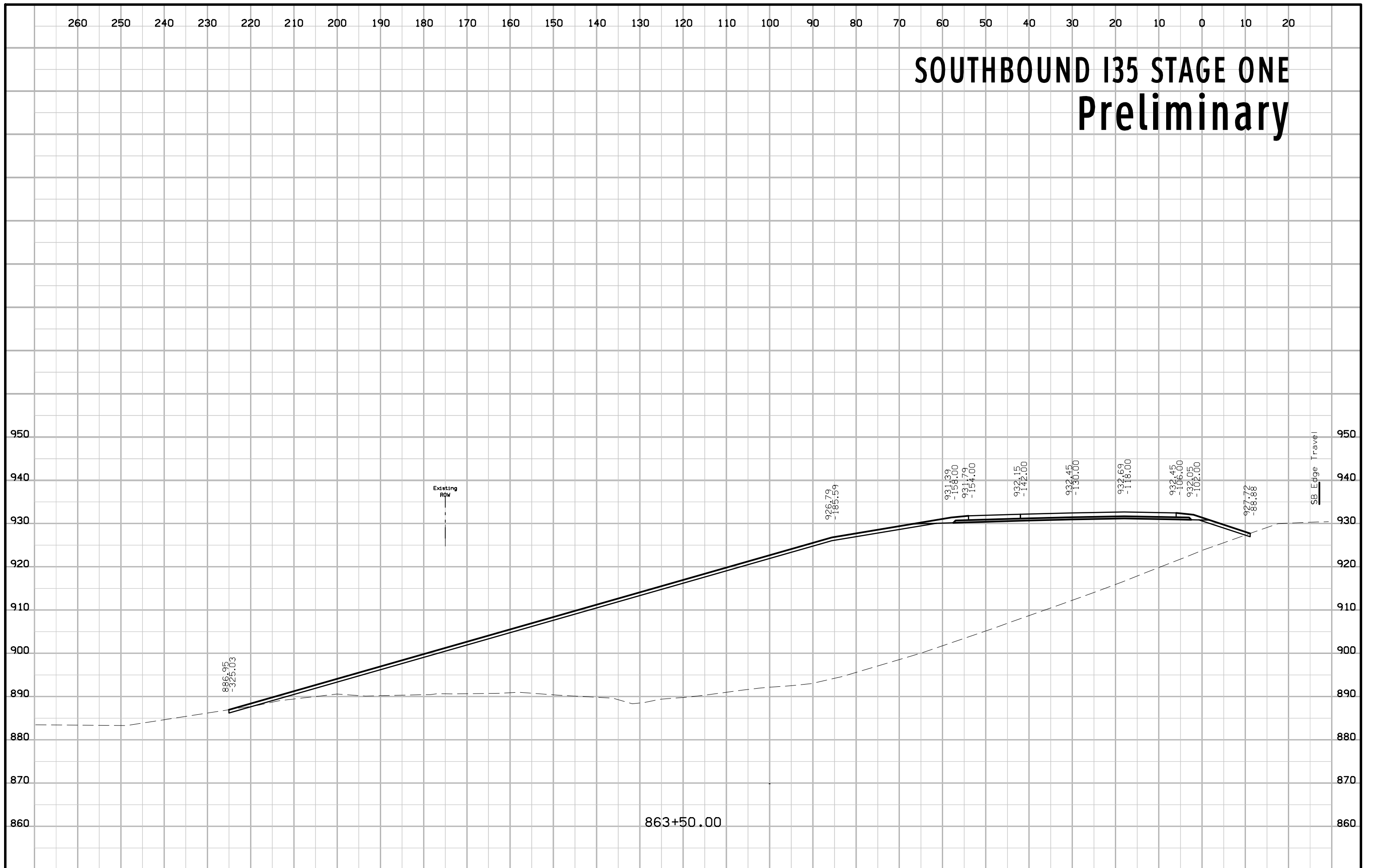
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SOUTHBOUND I35 STAGE ONE Preliminary

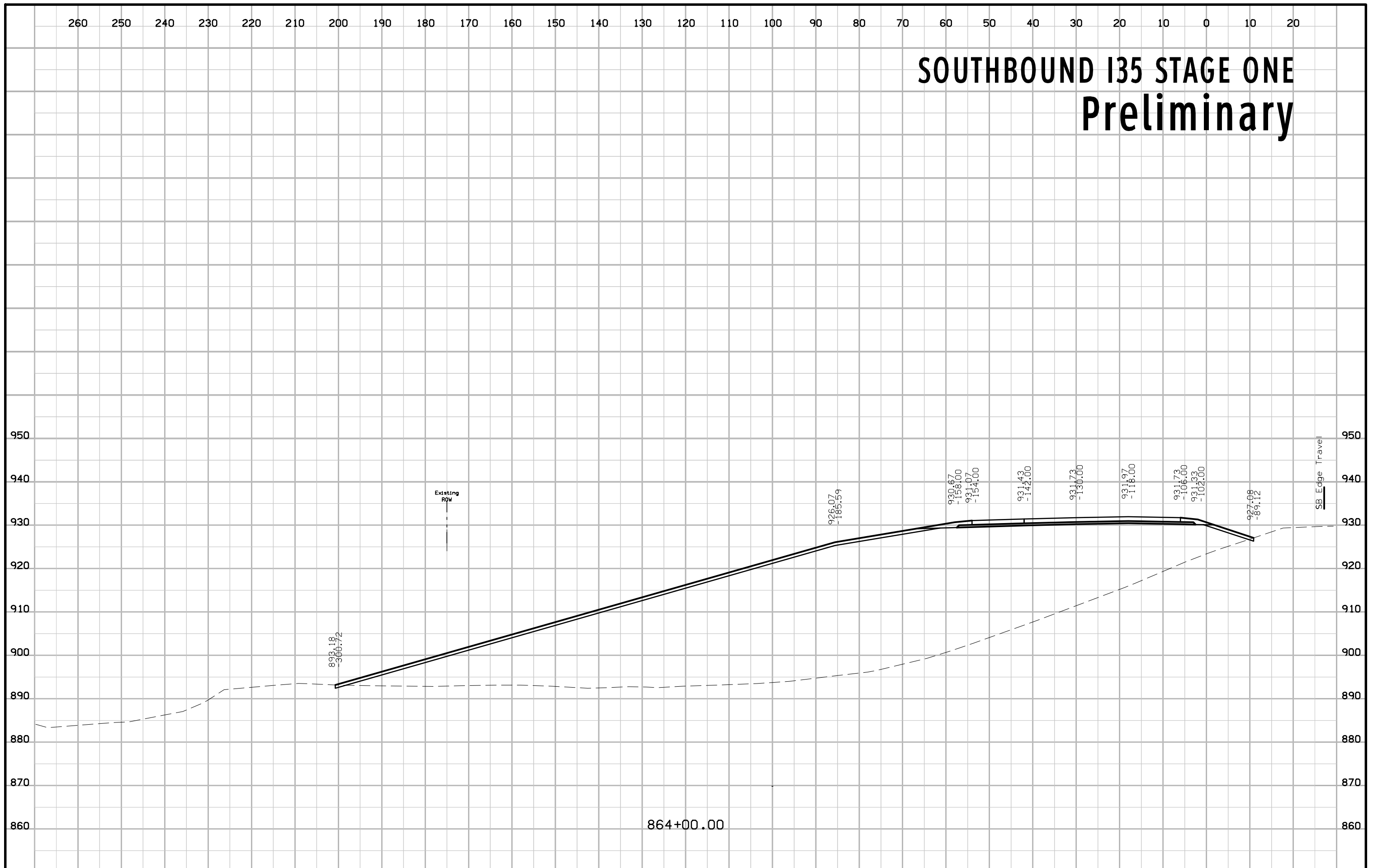


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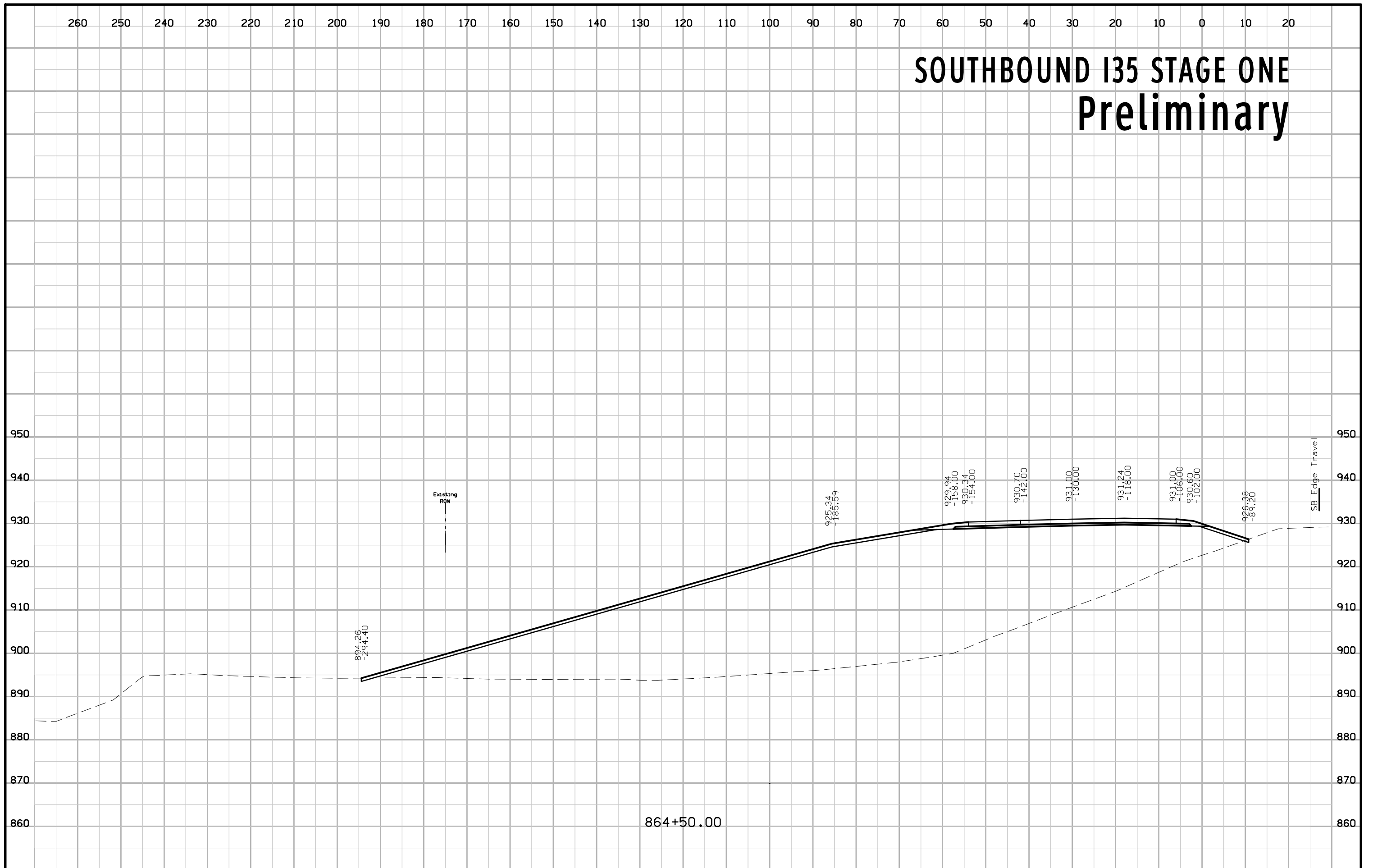


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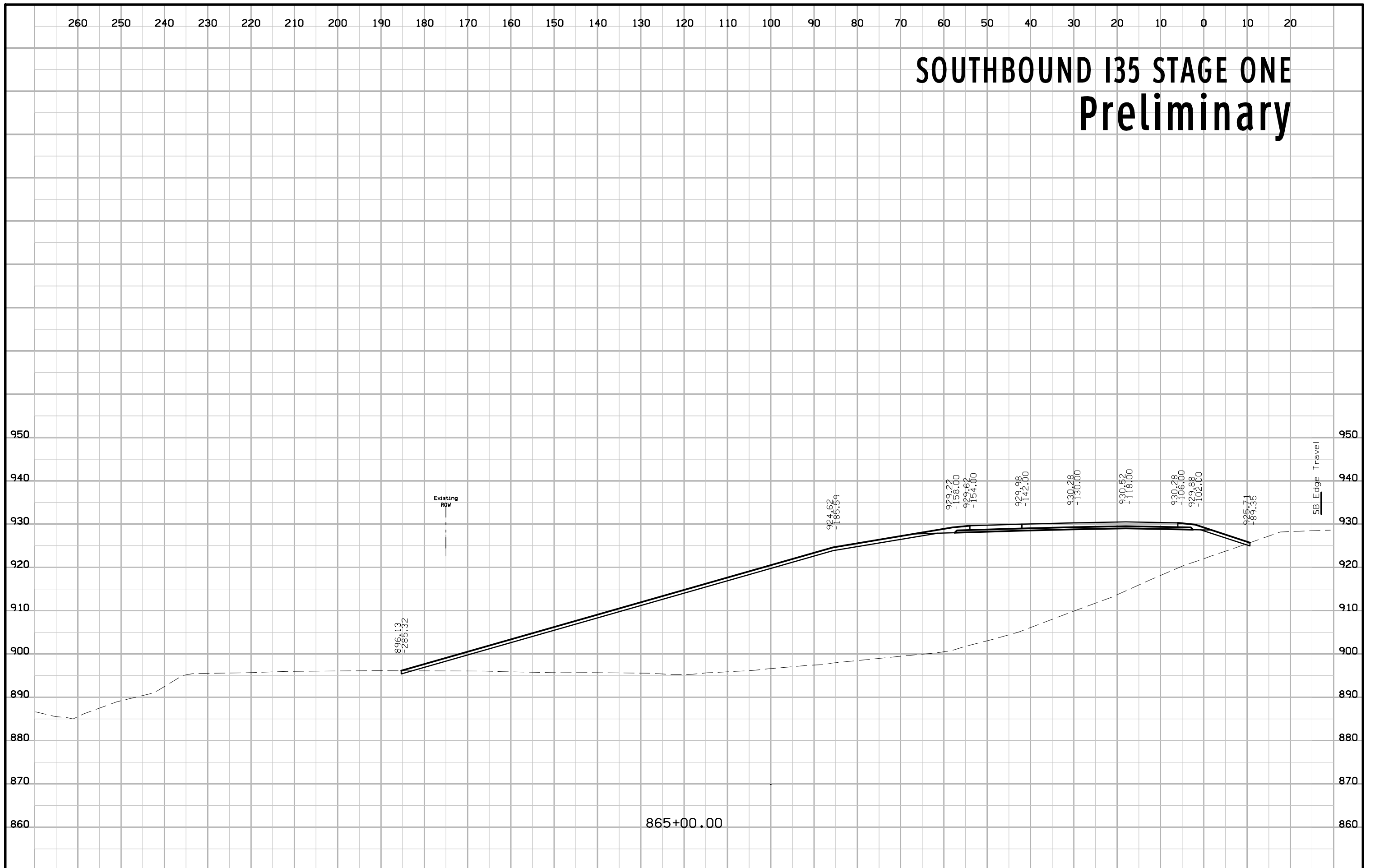
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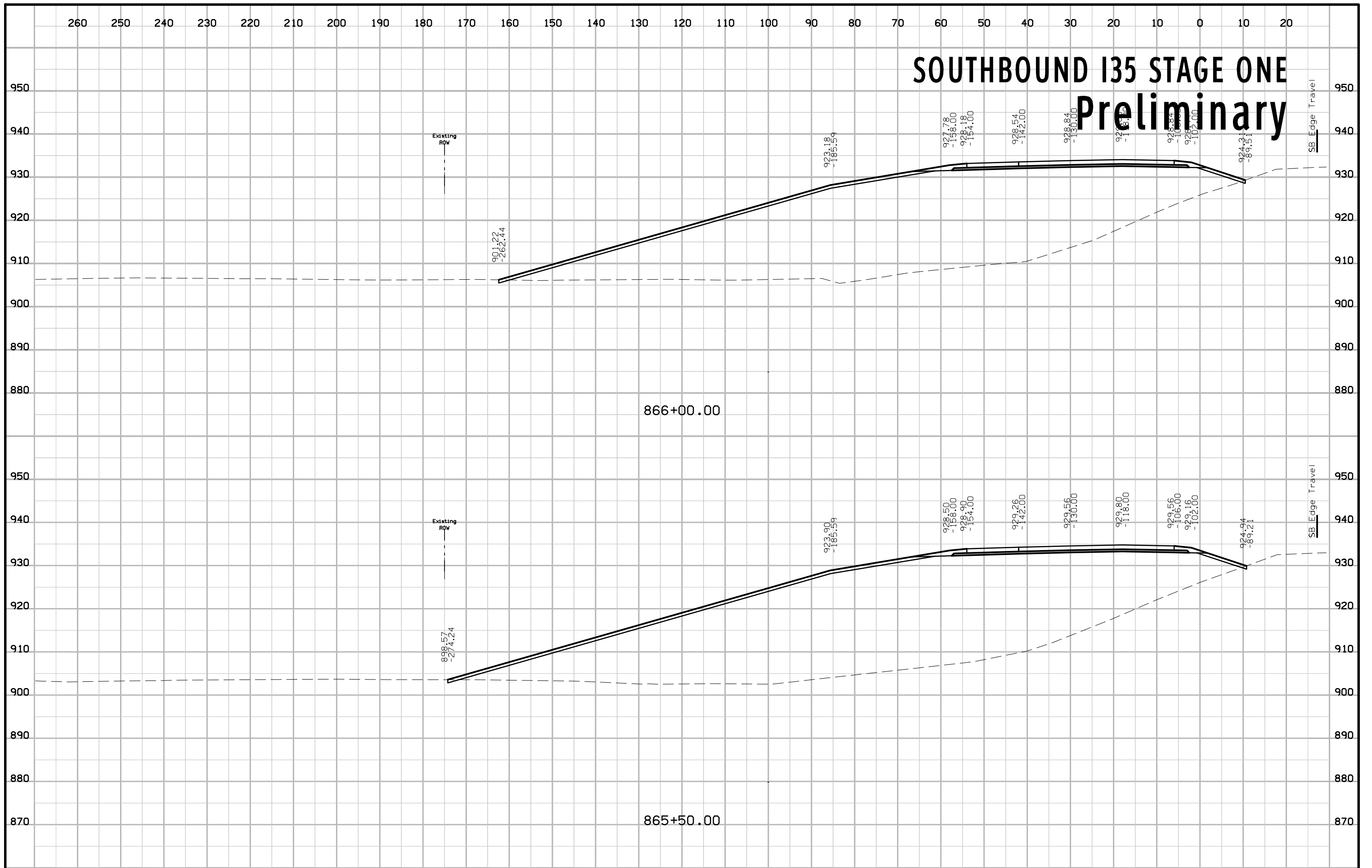
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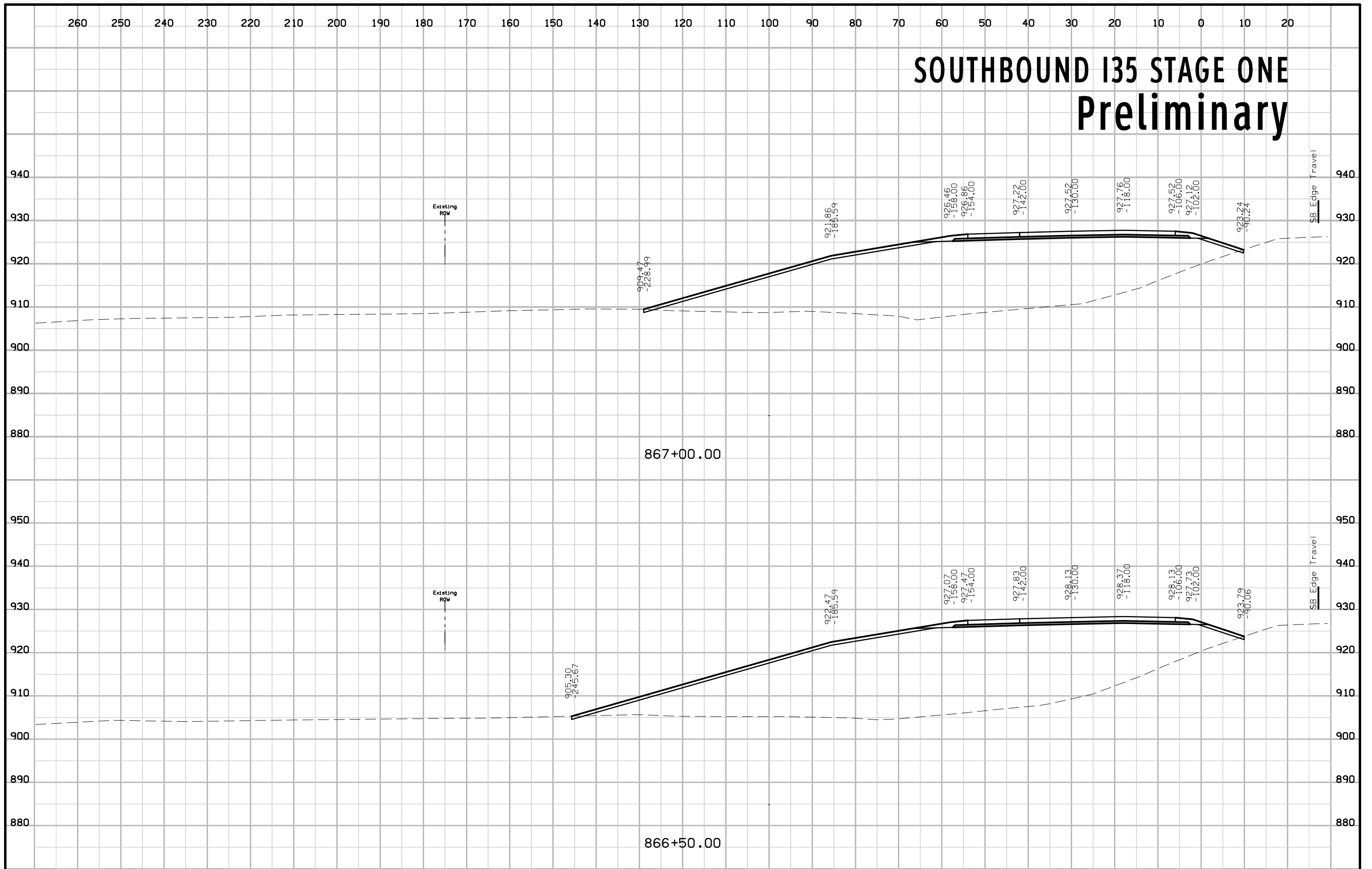
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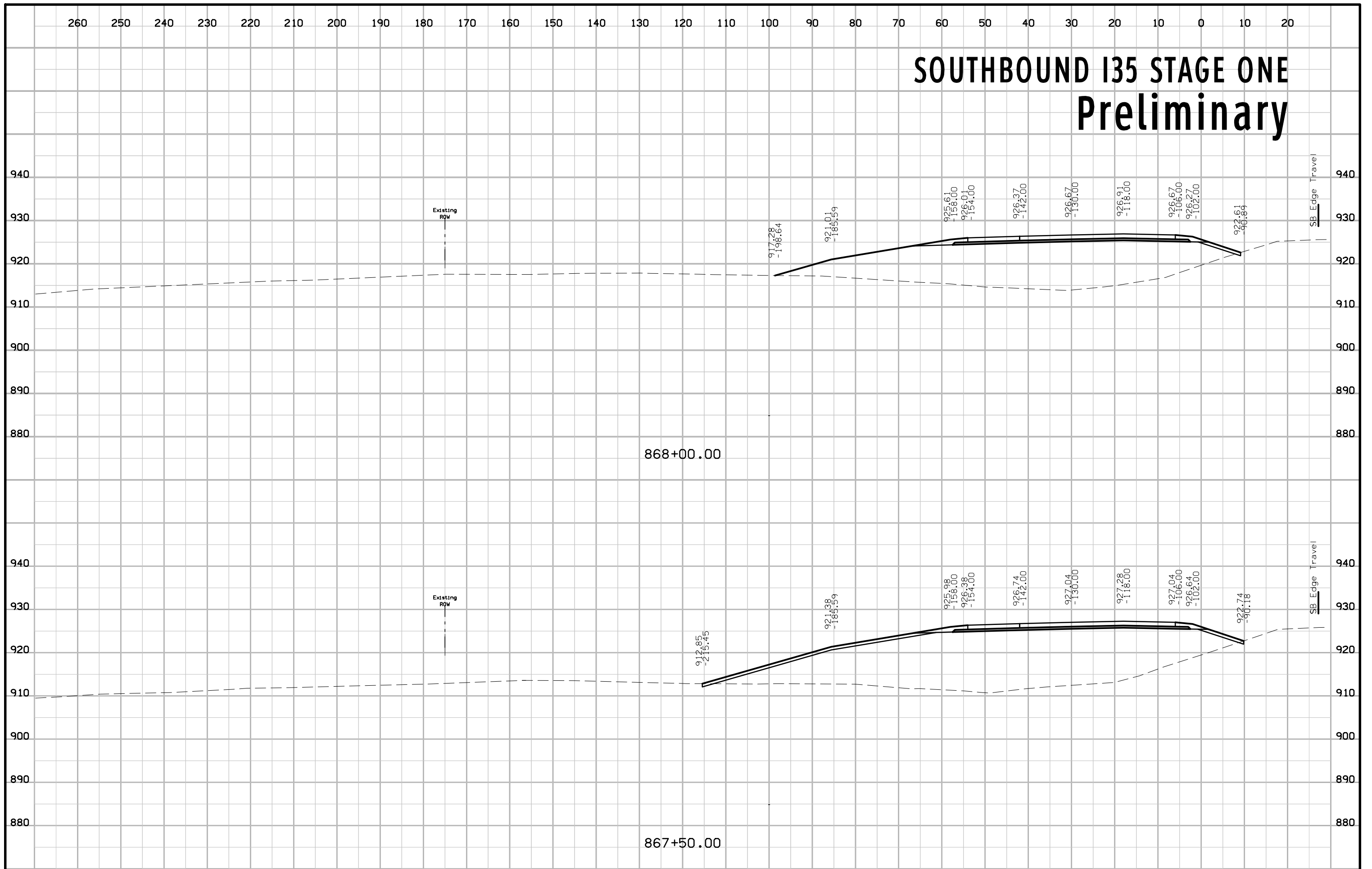
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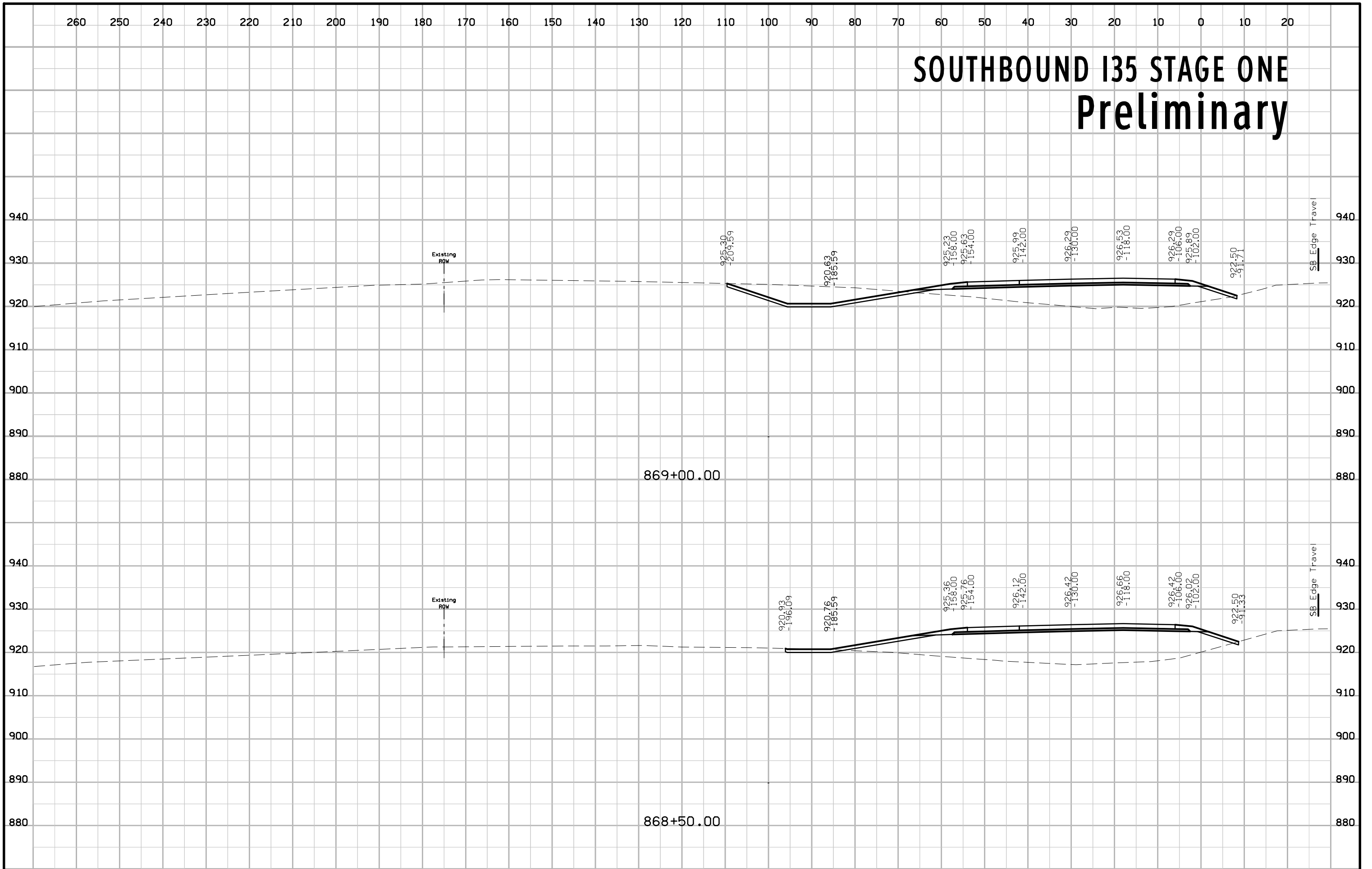
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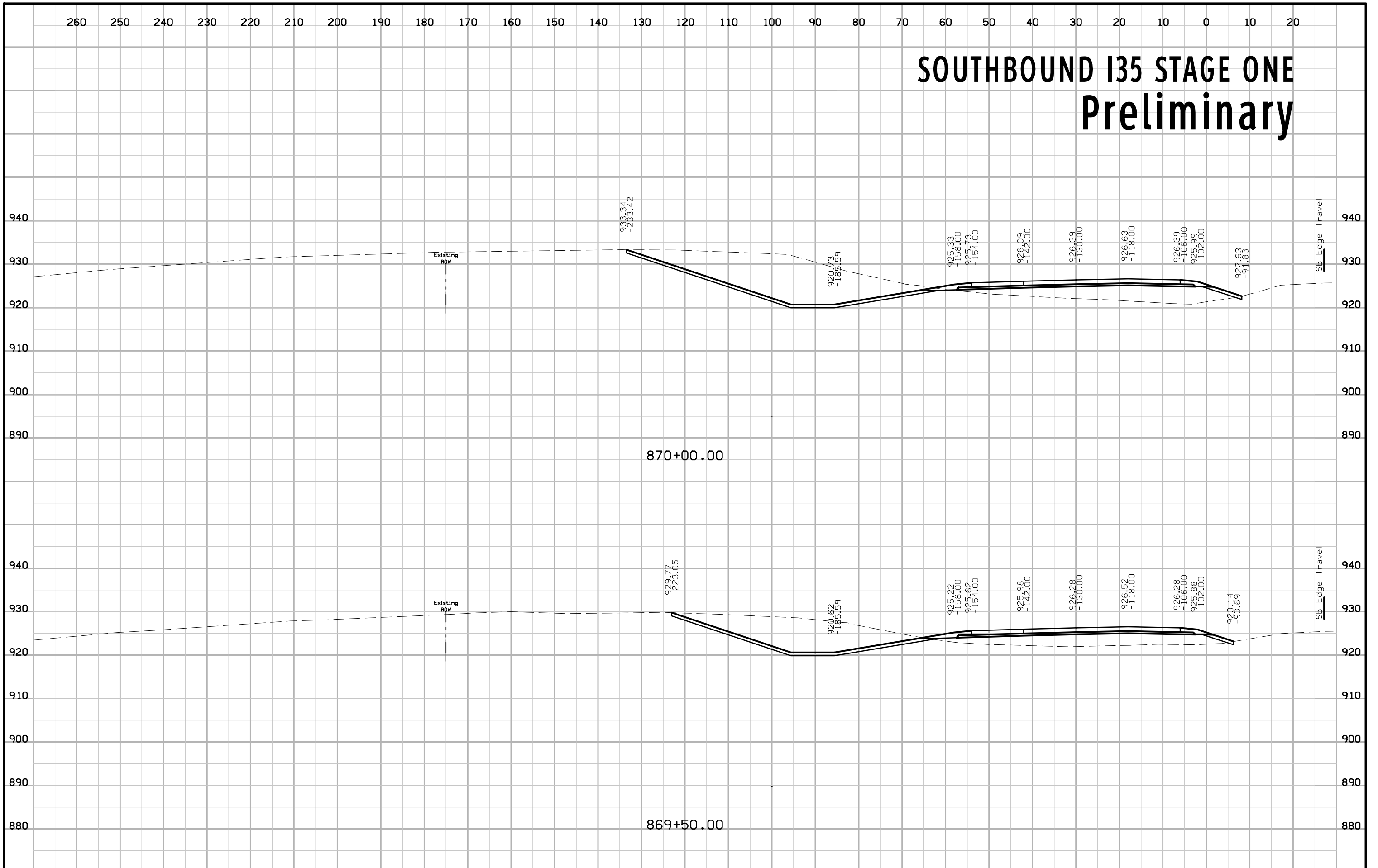
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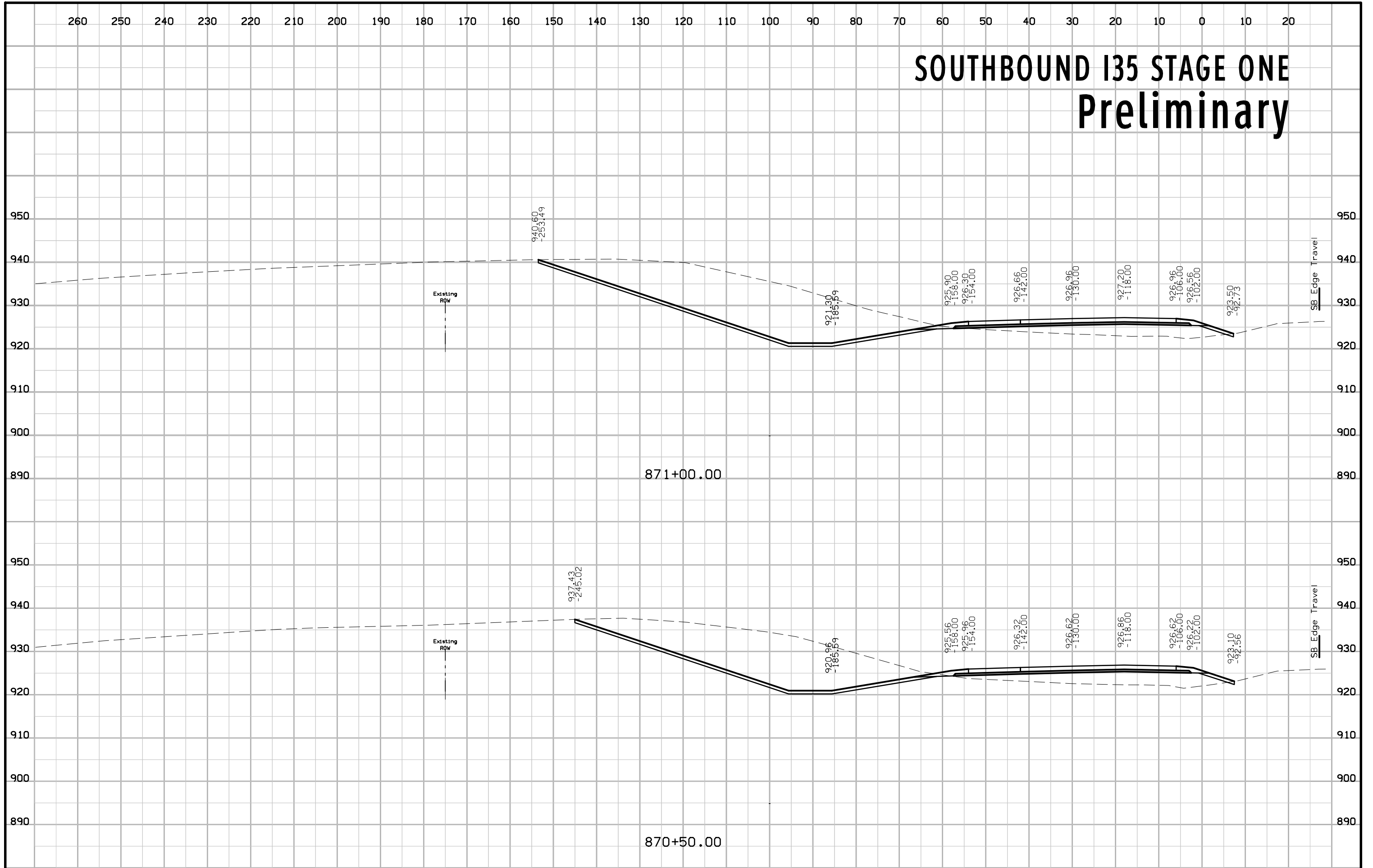
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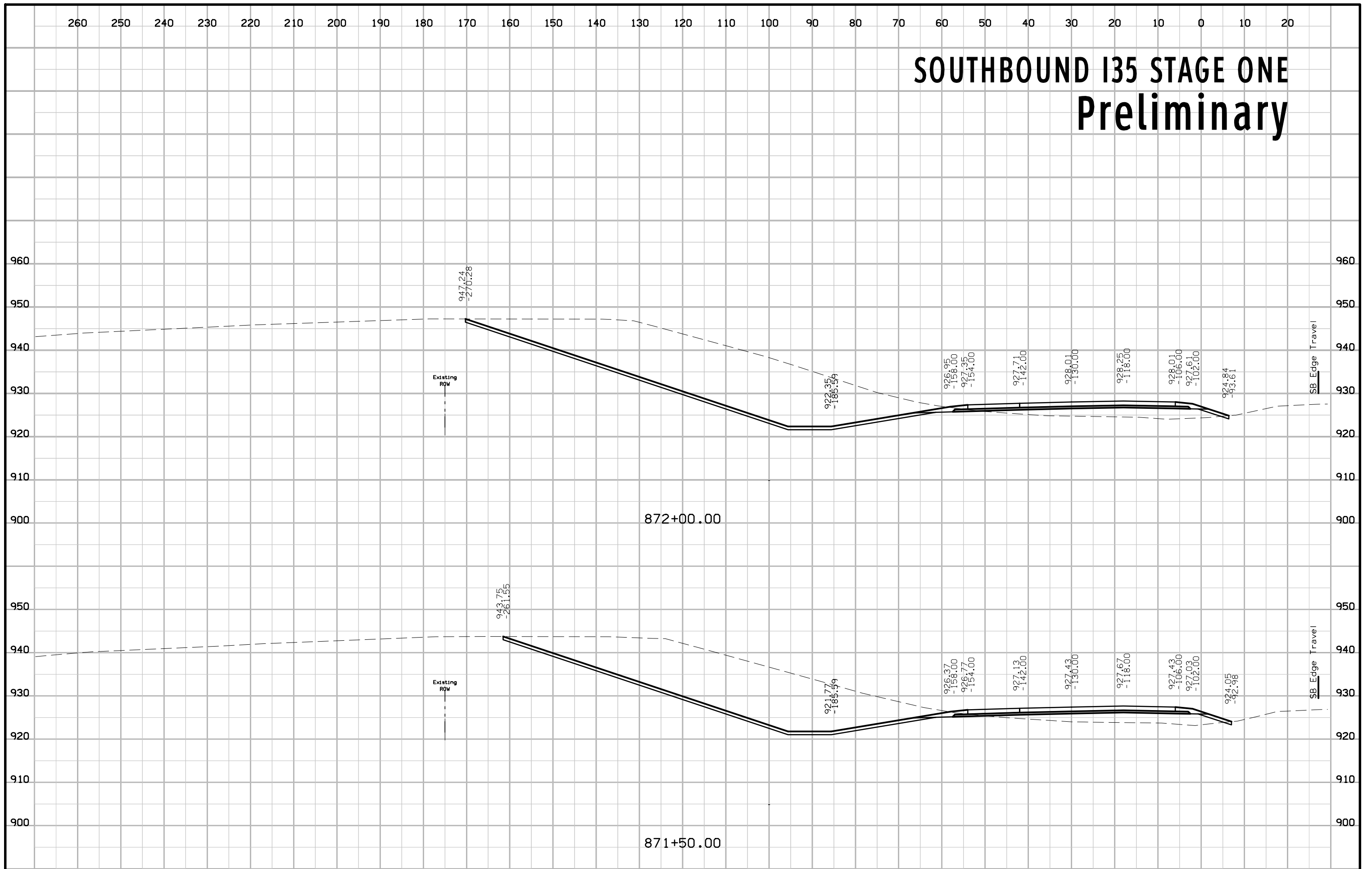
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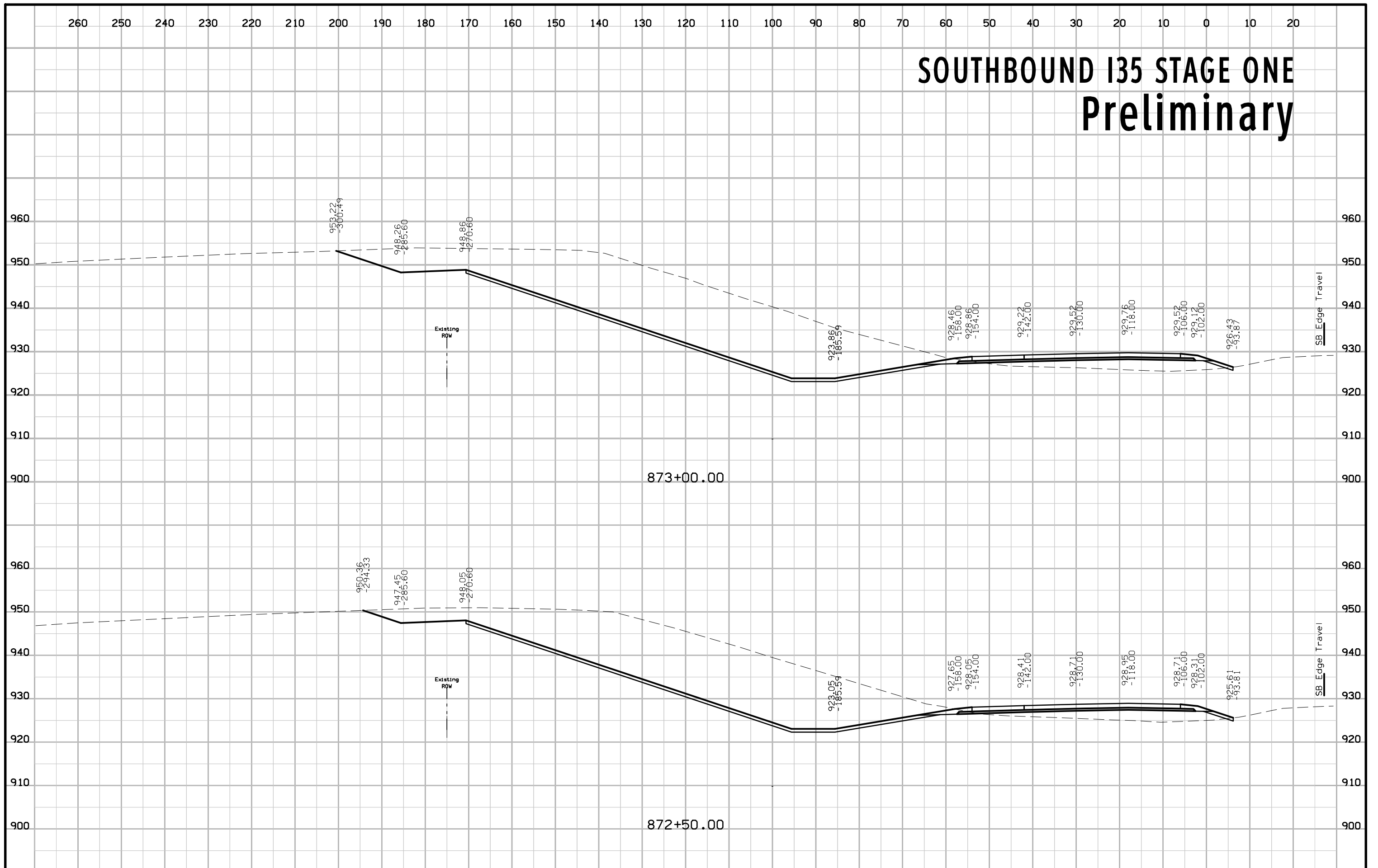
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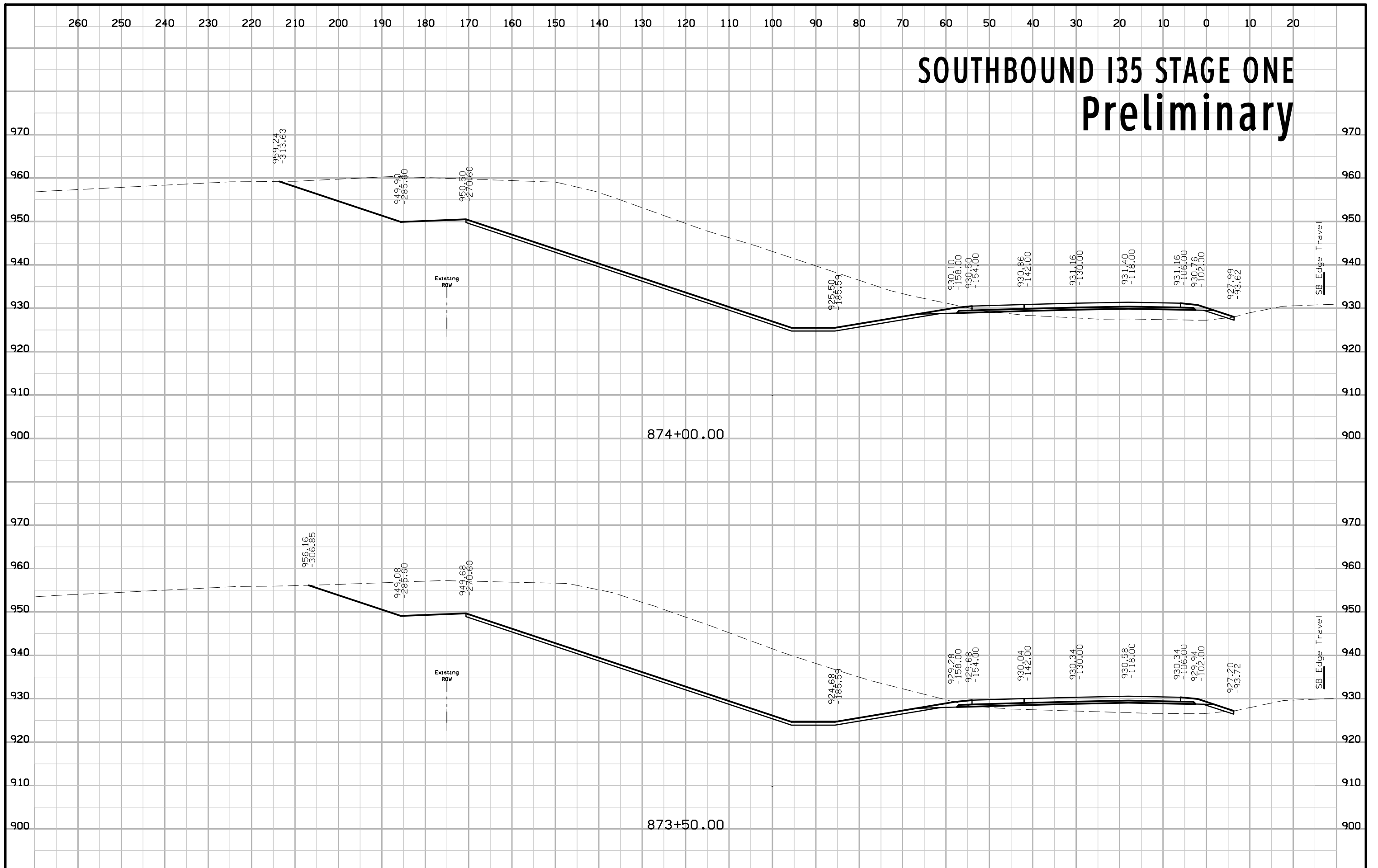
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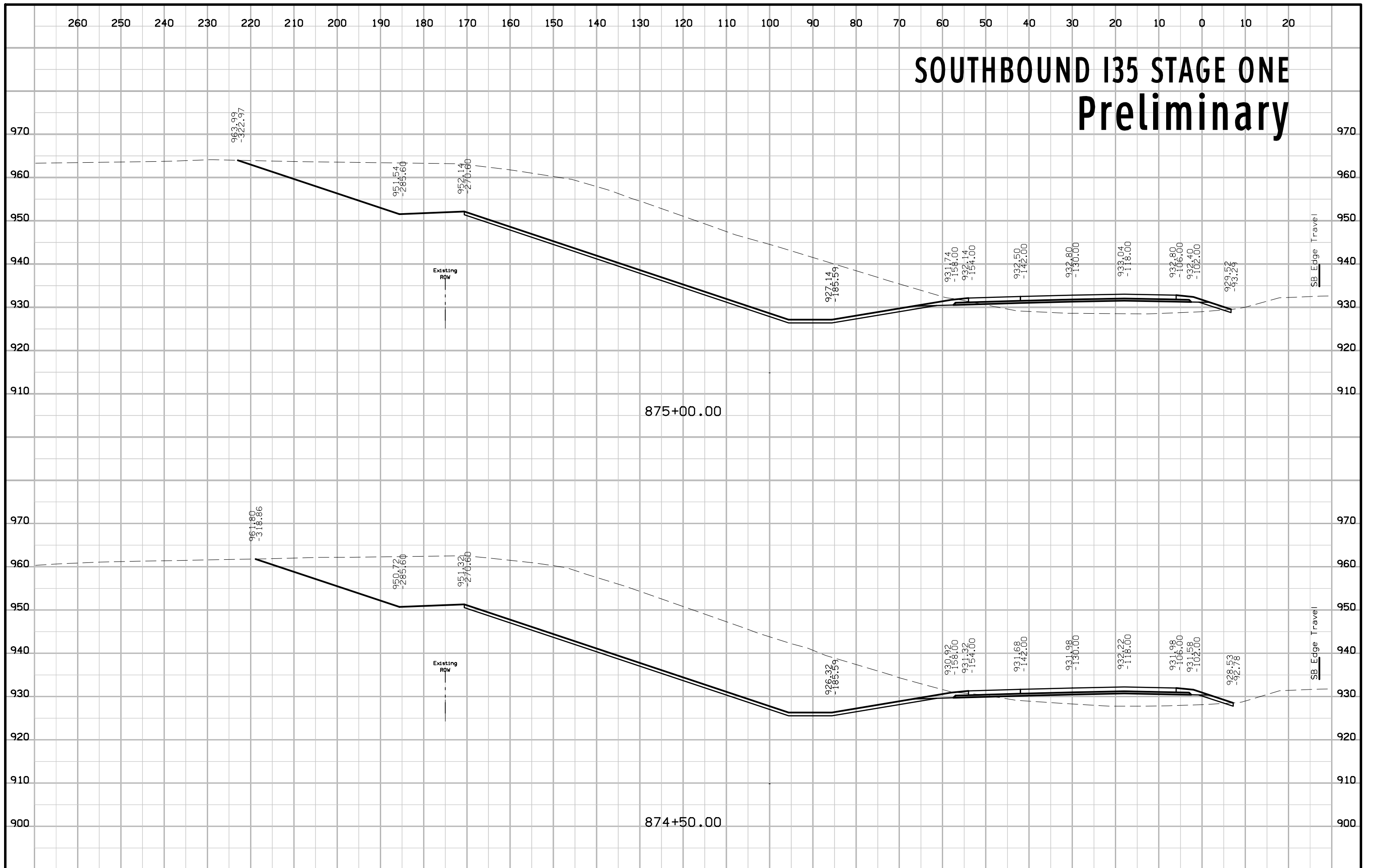
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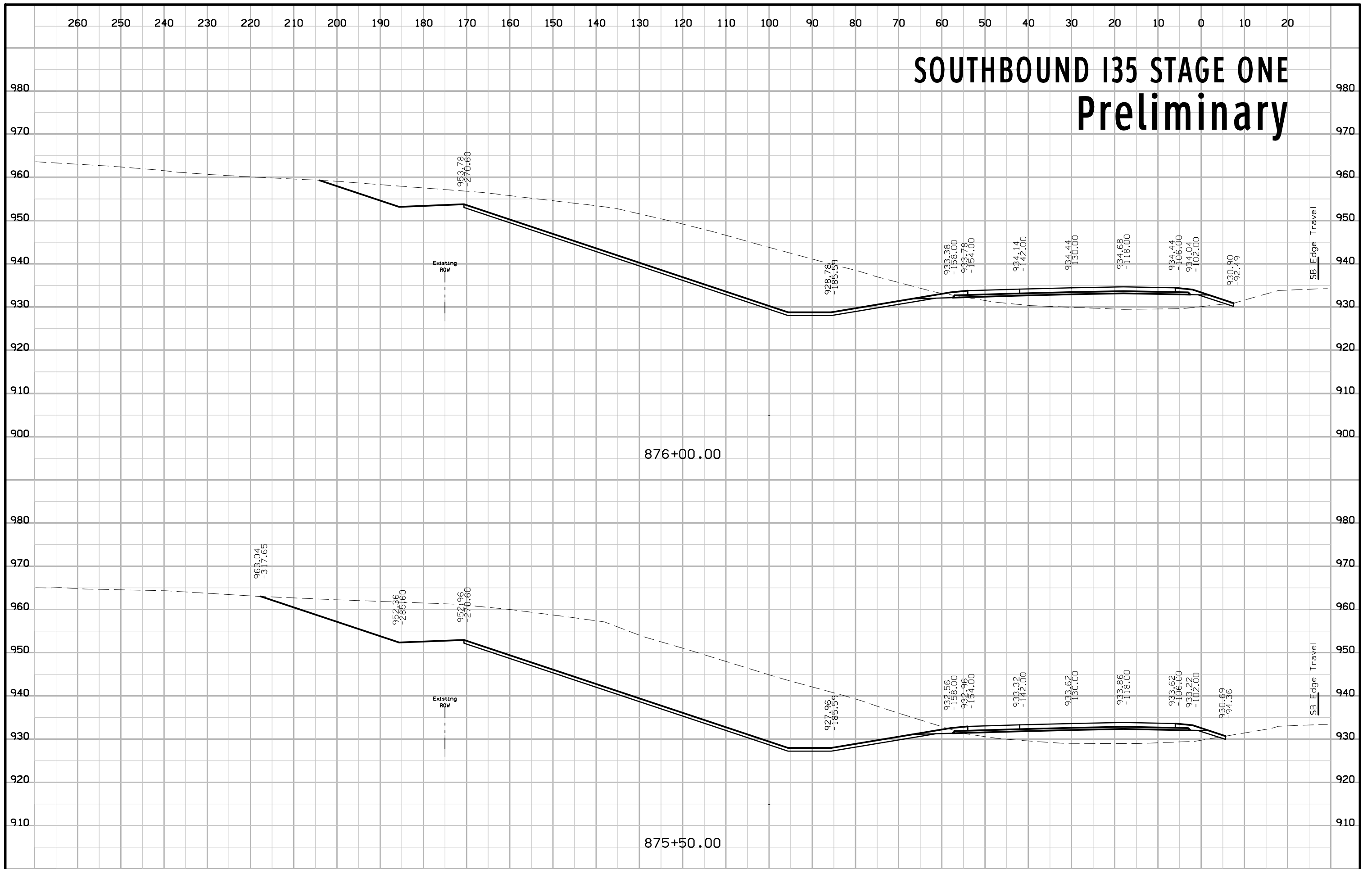
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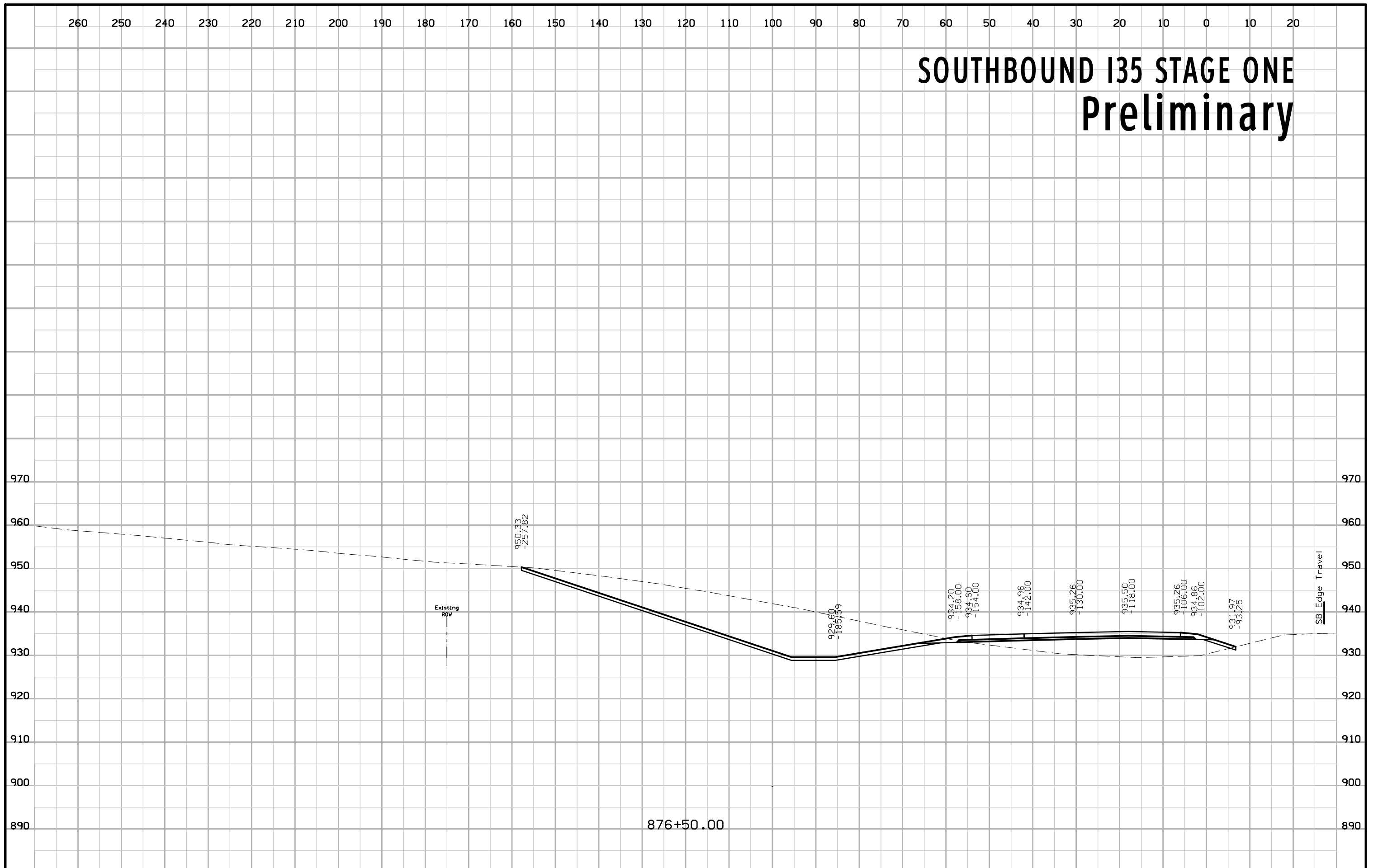
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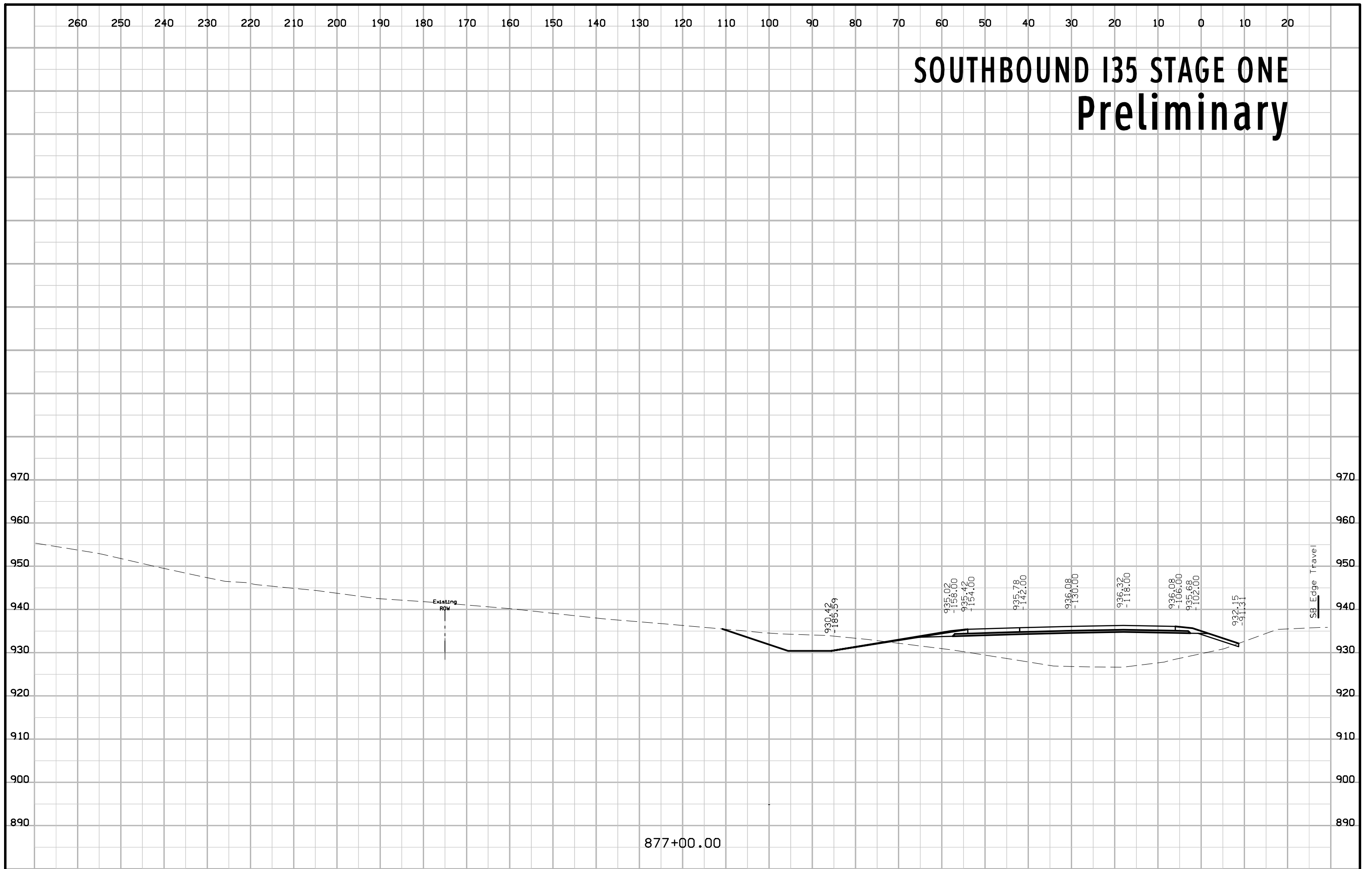
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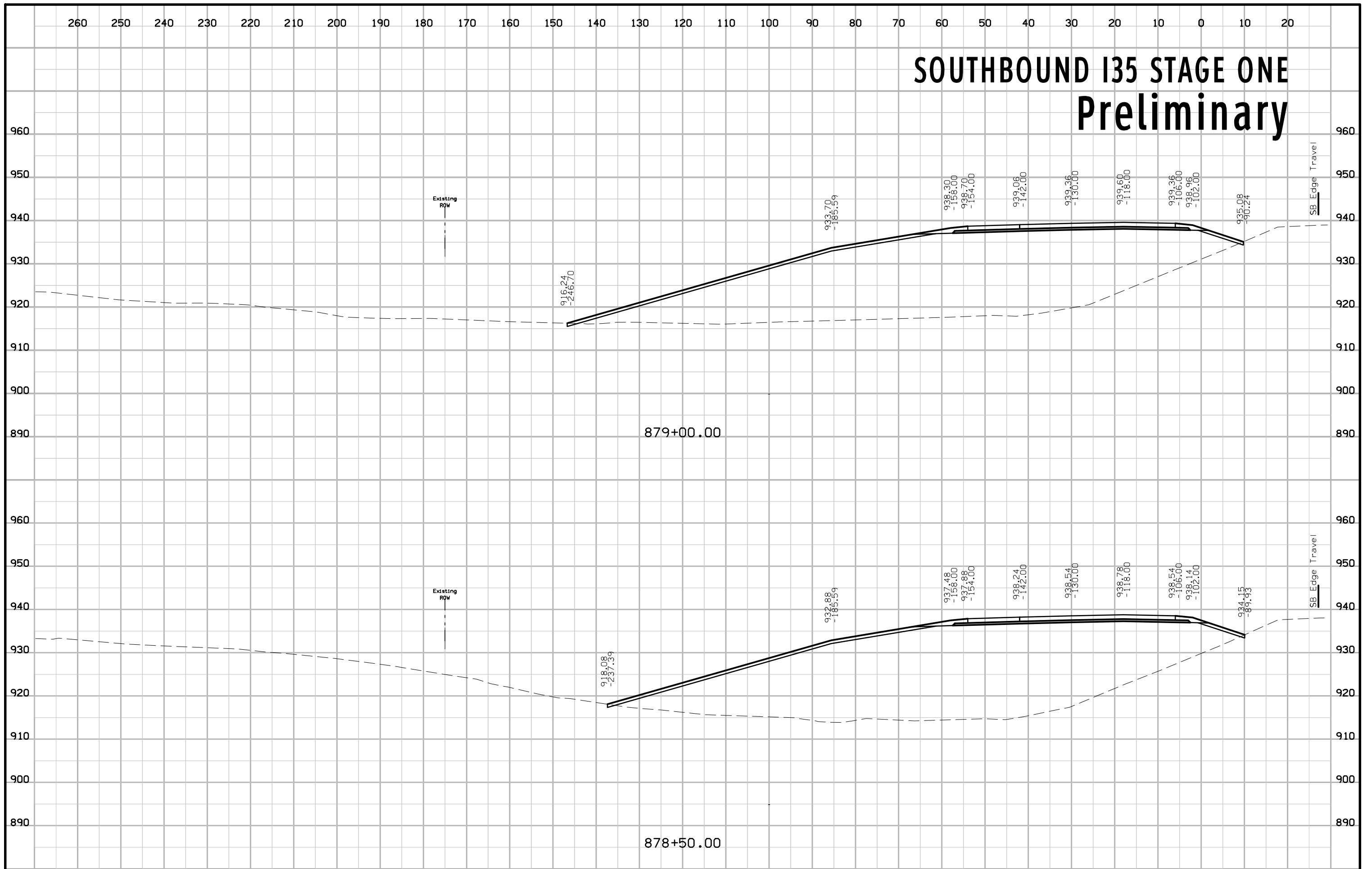
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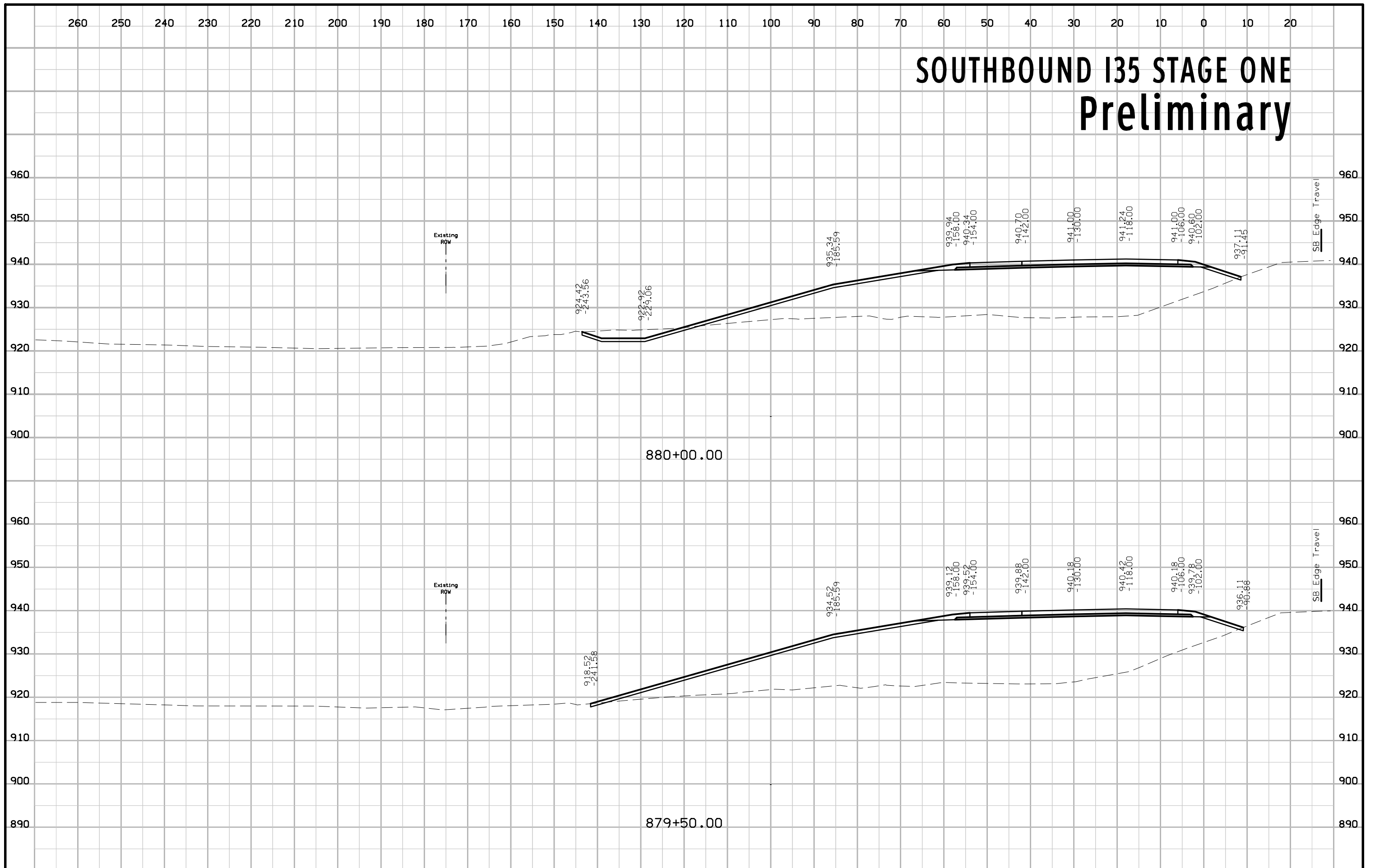
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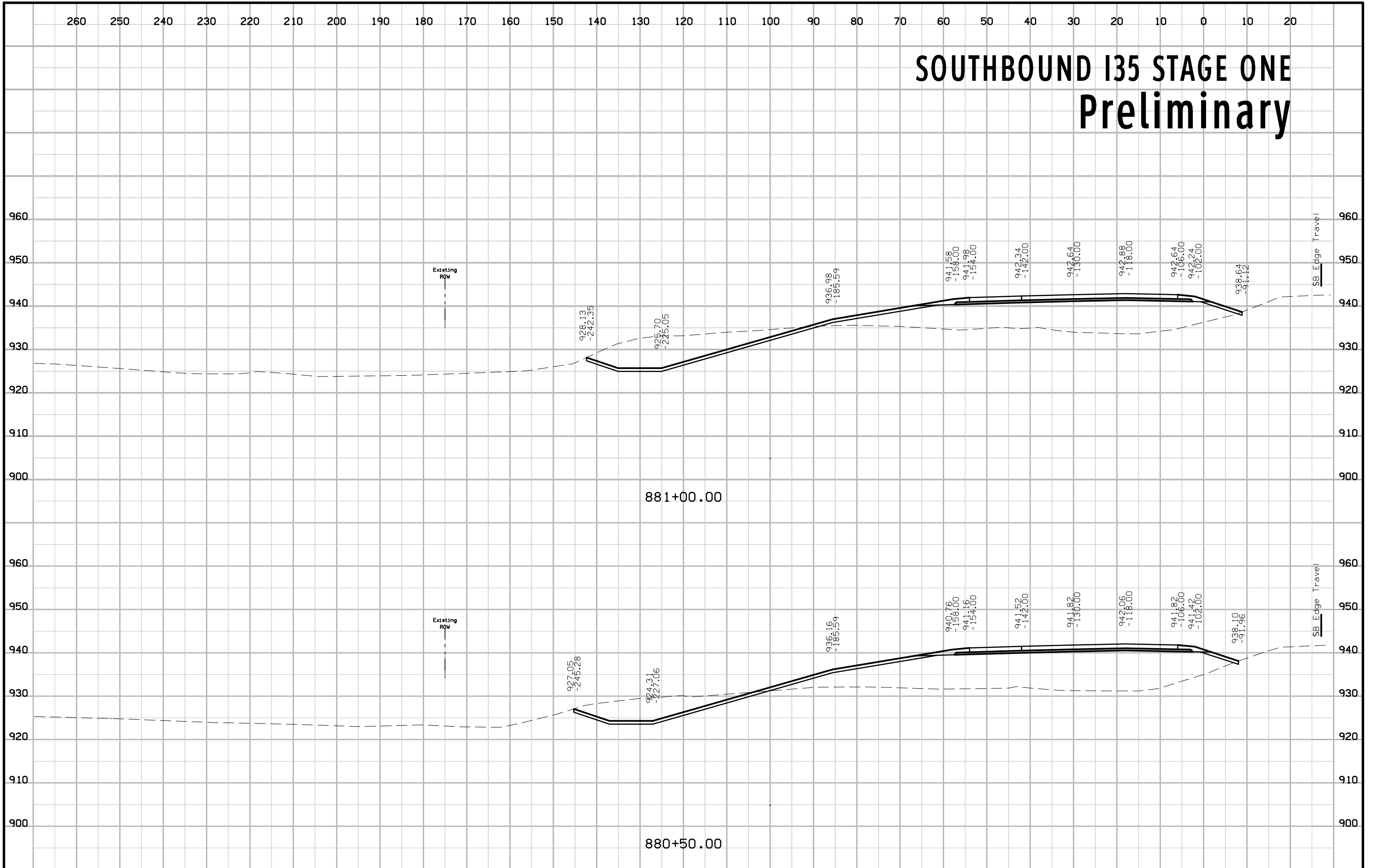
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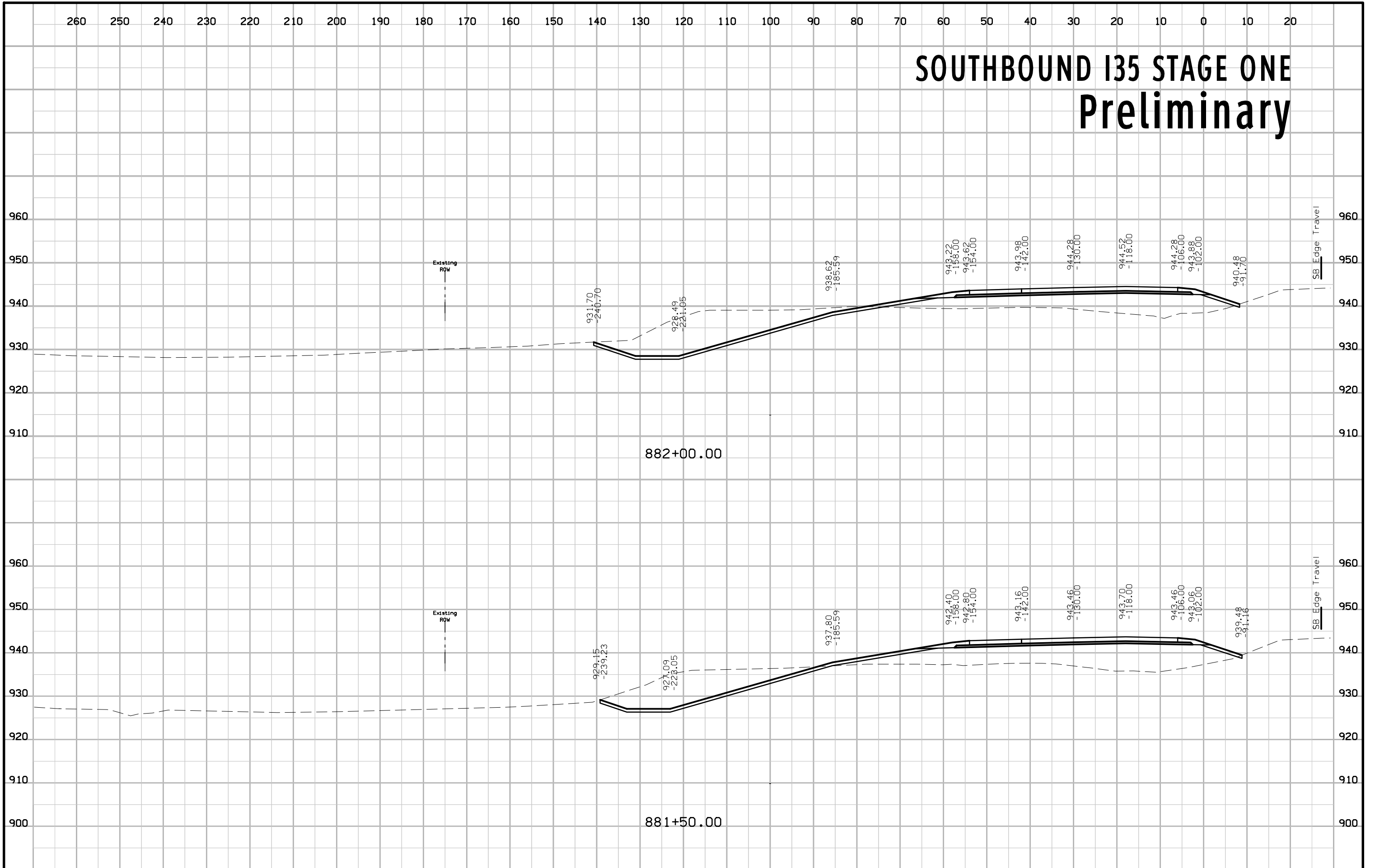
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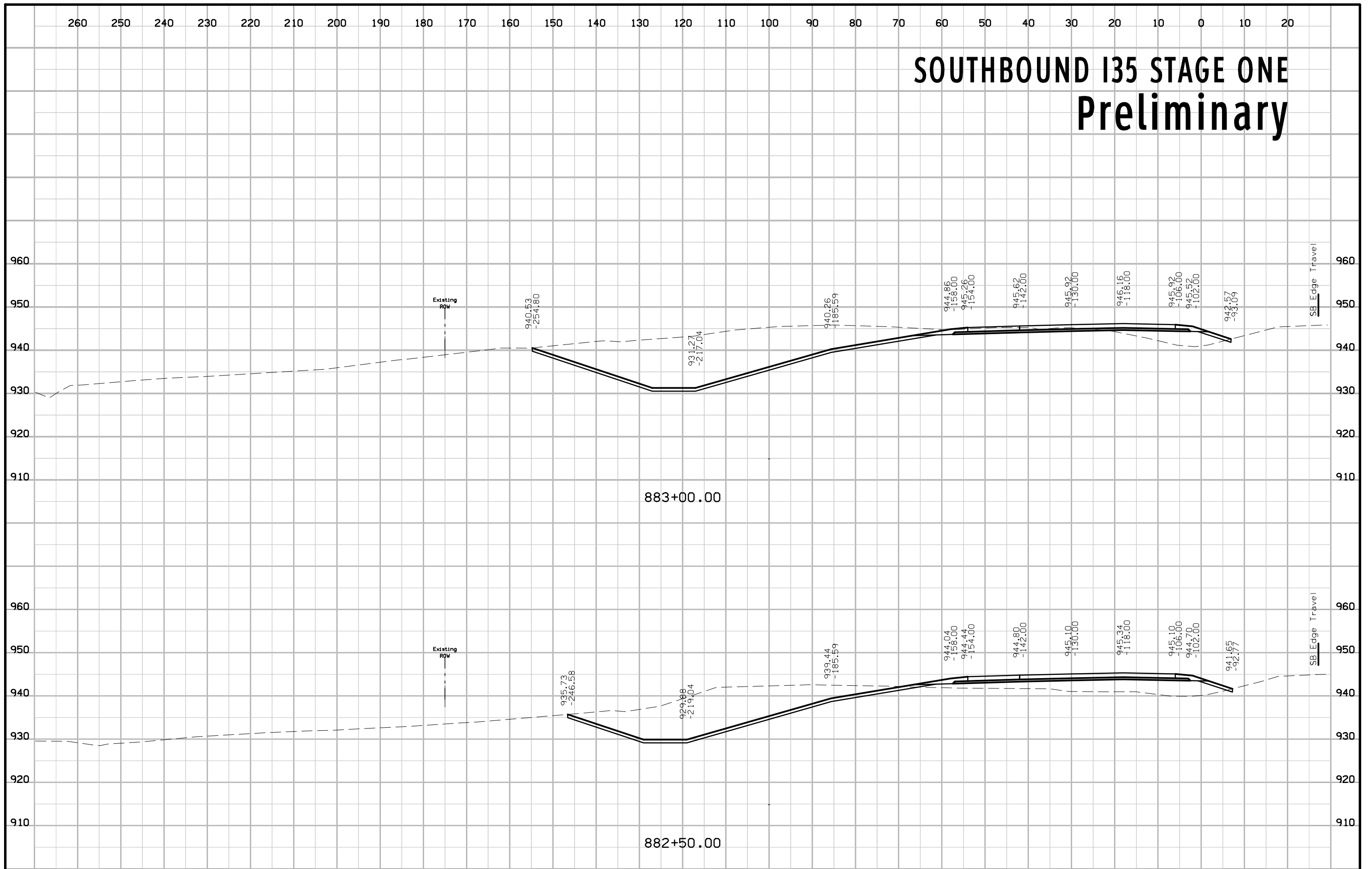
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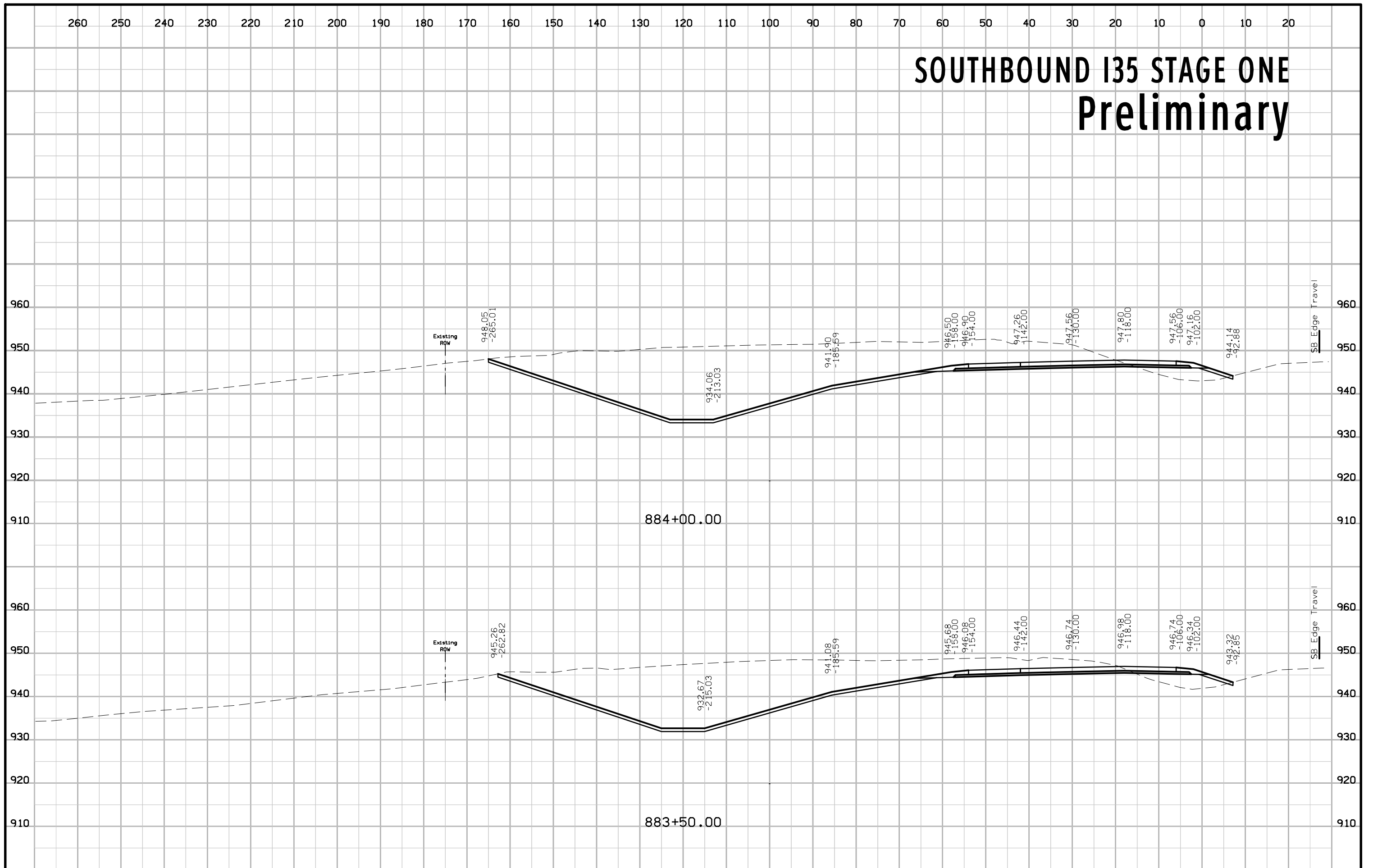
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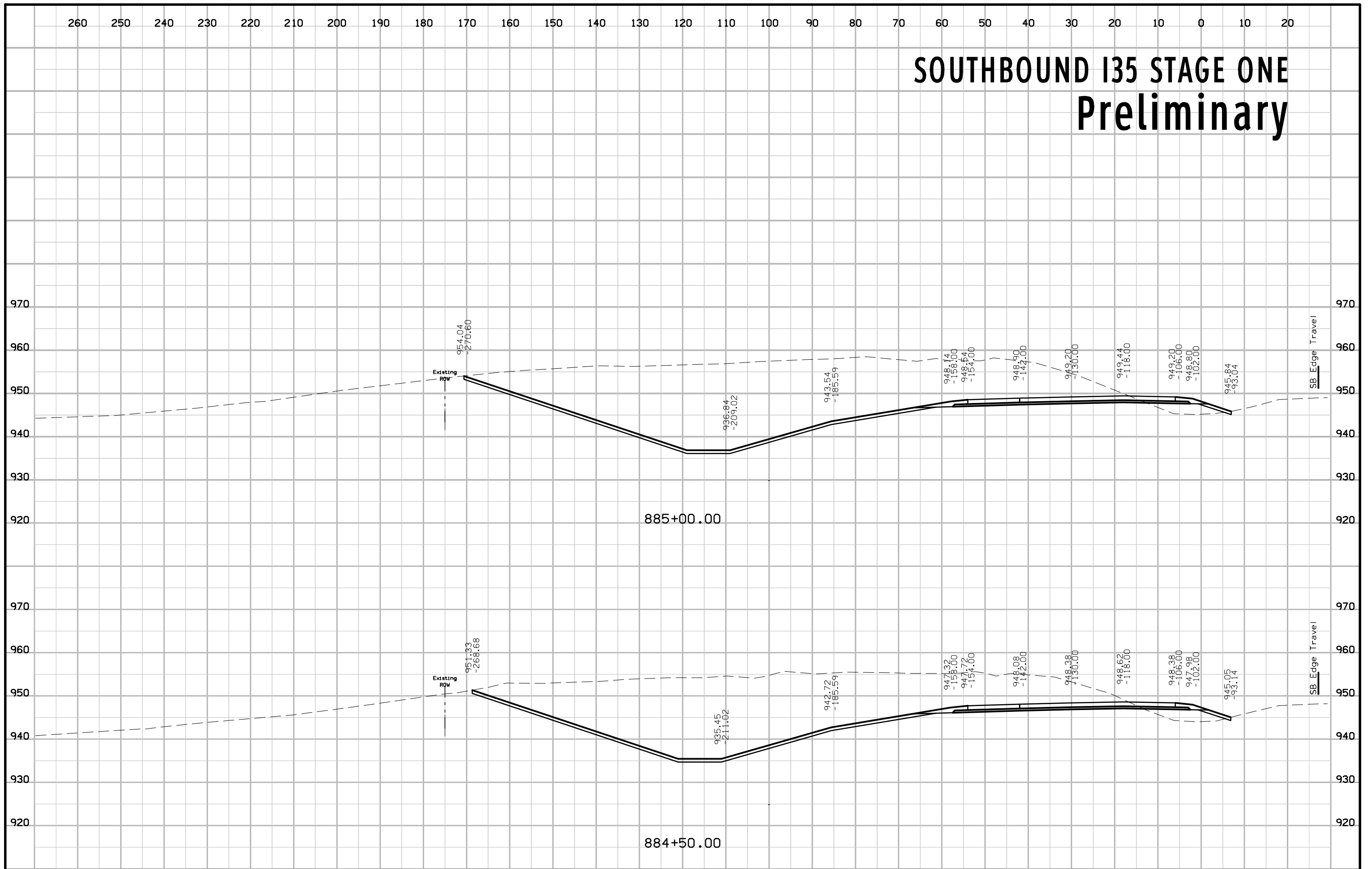
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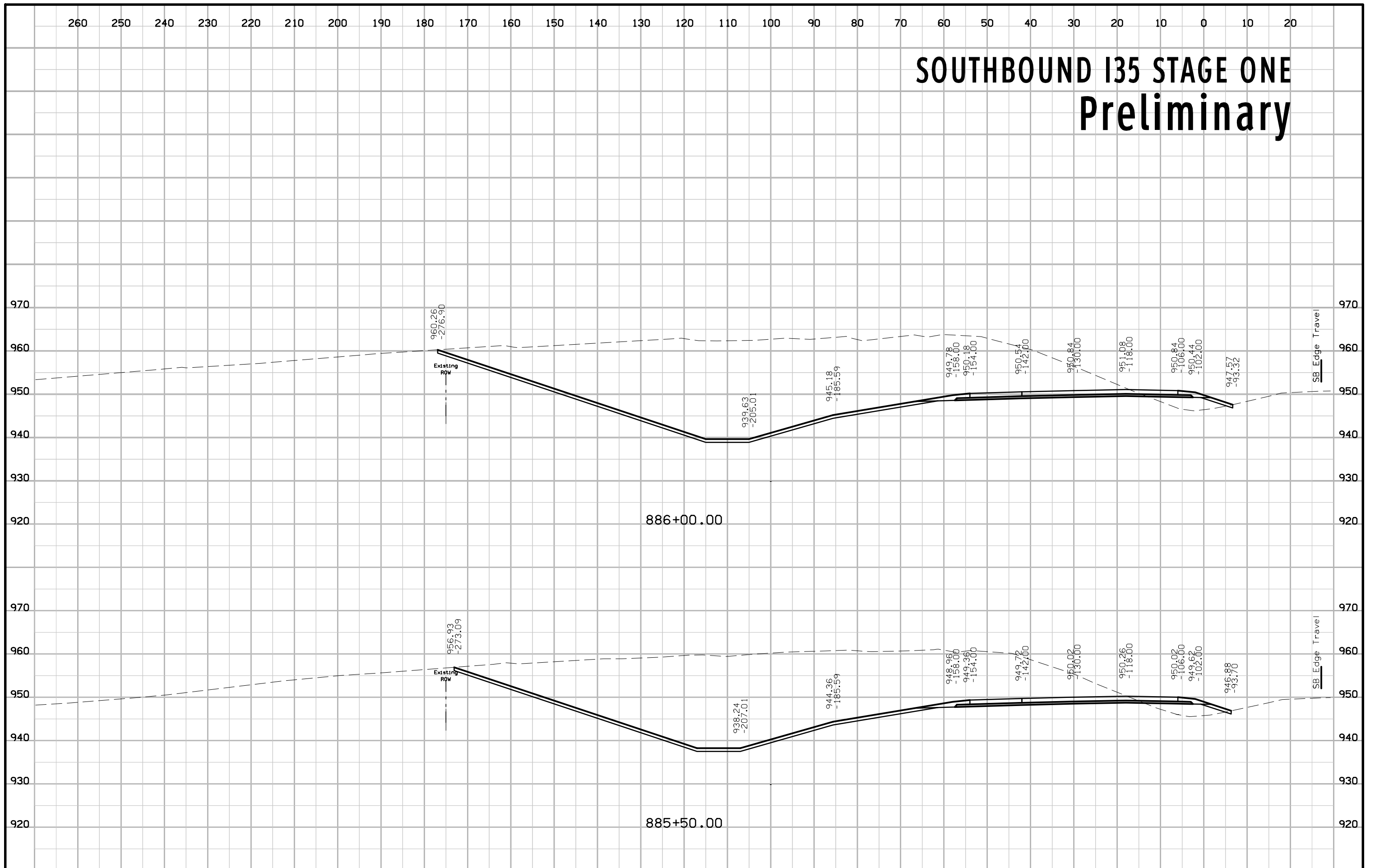
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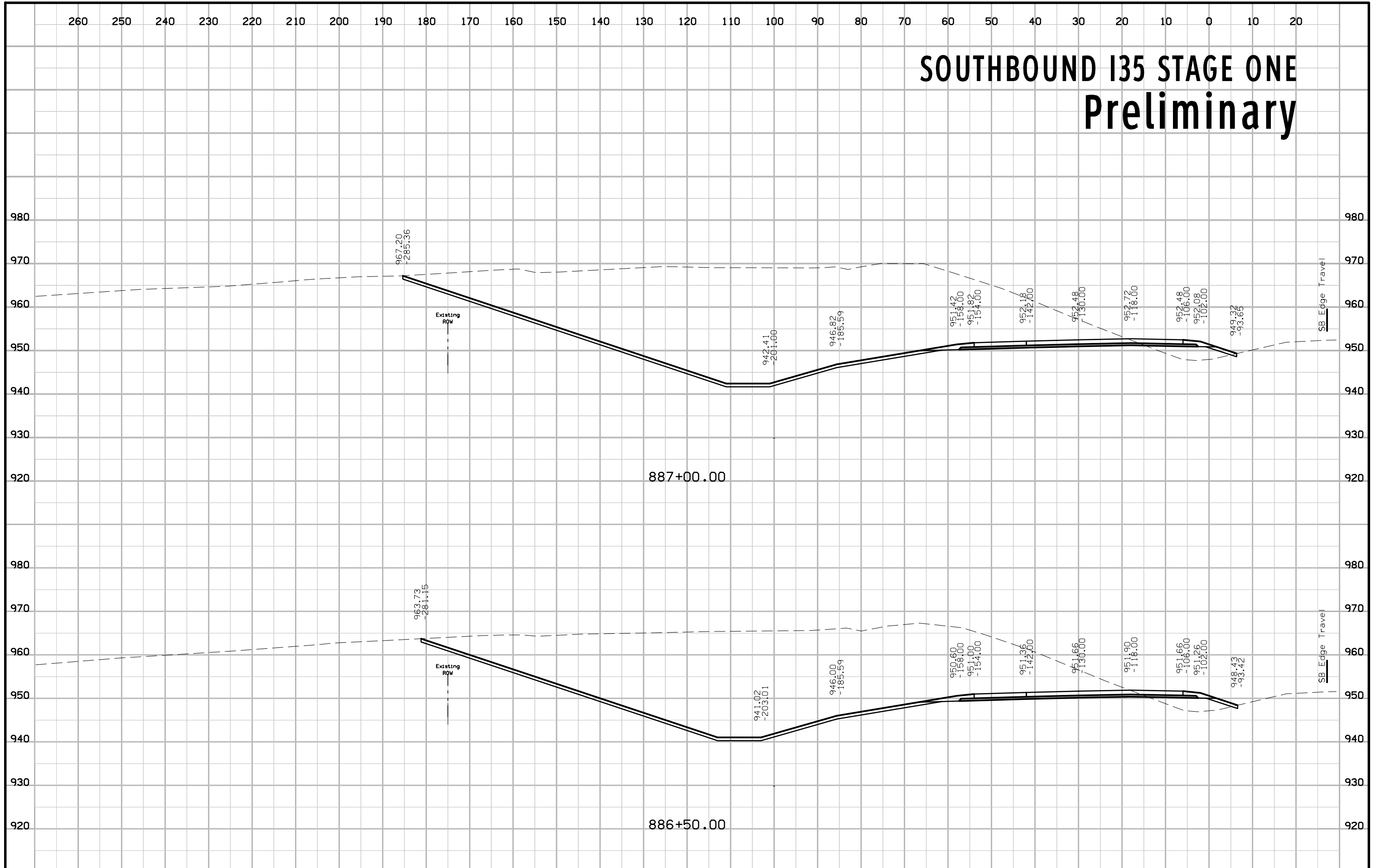
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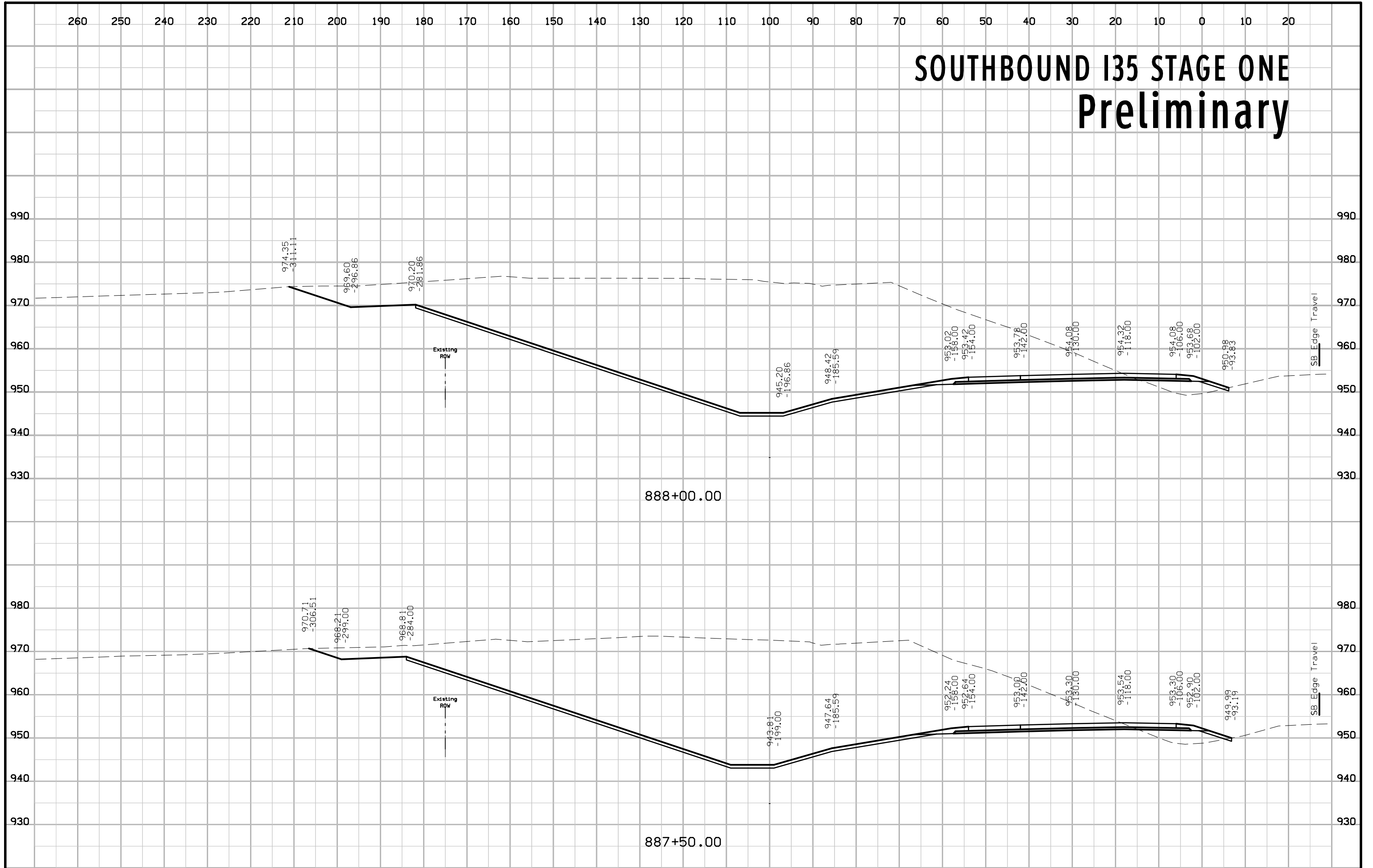
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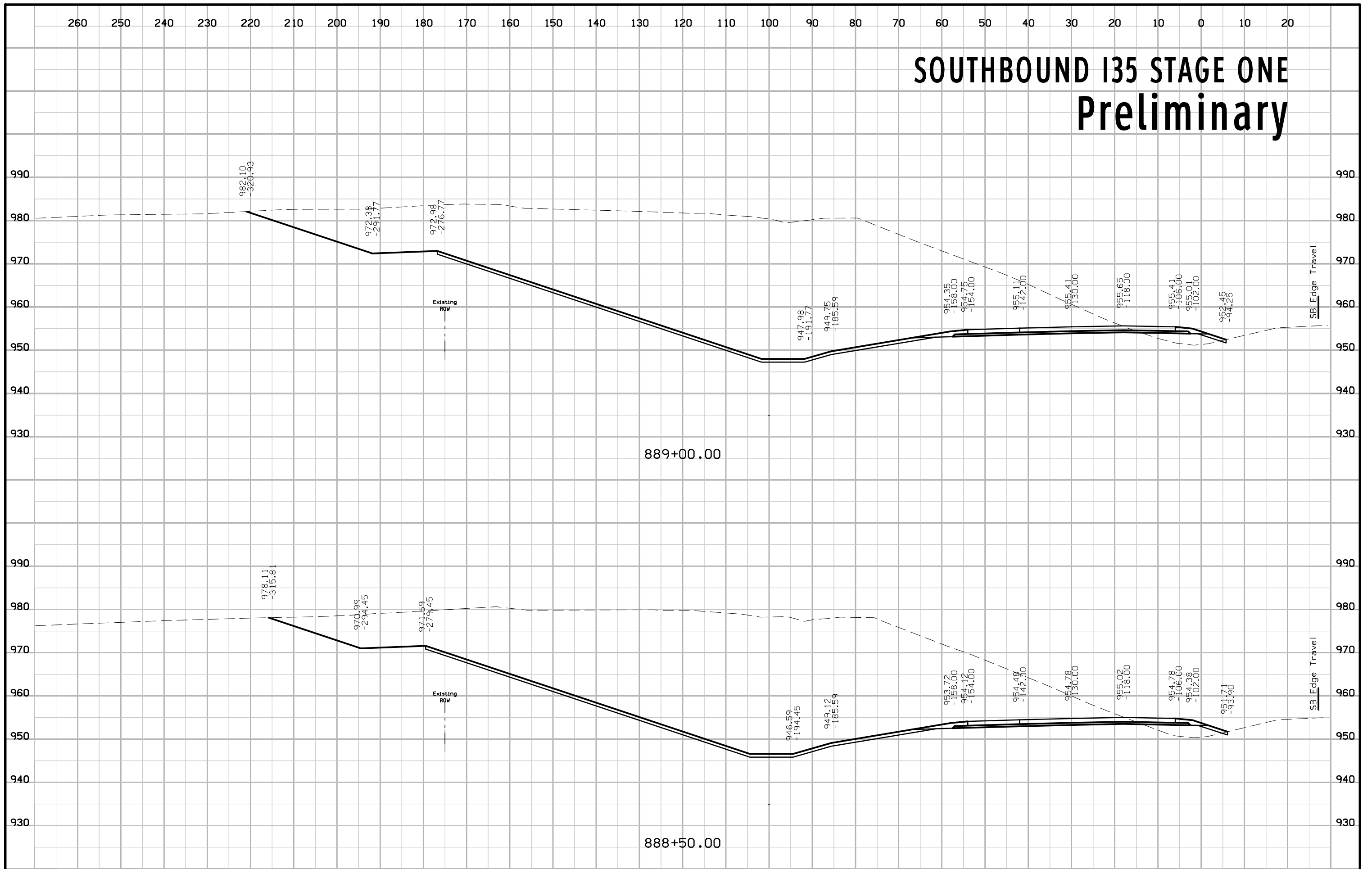
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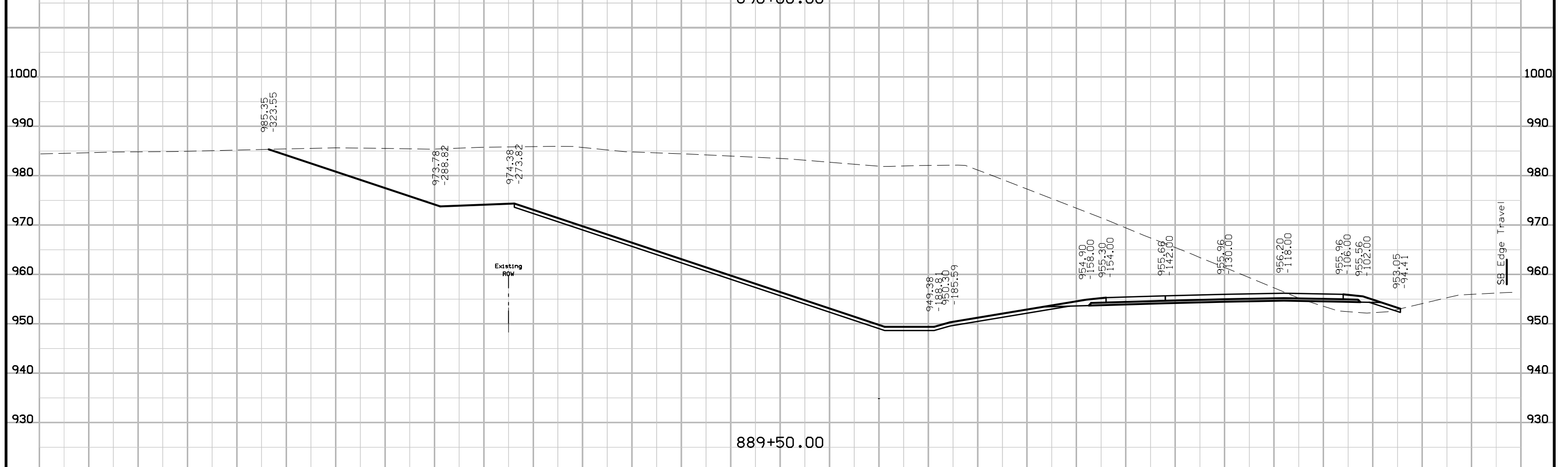
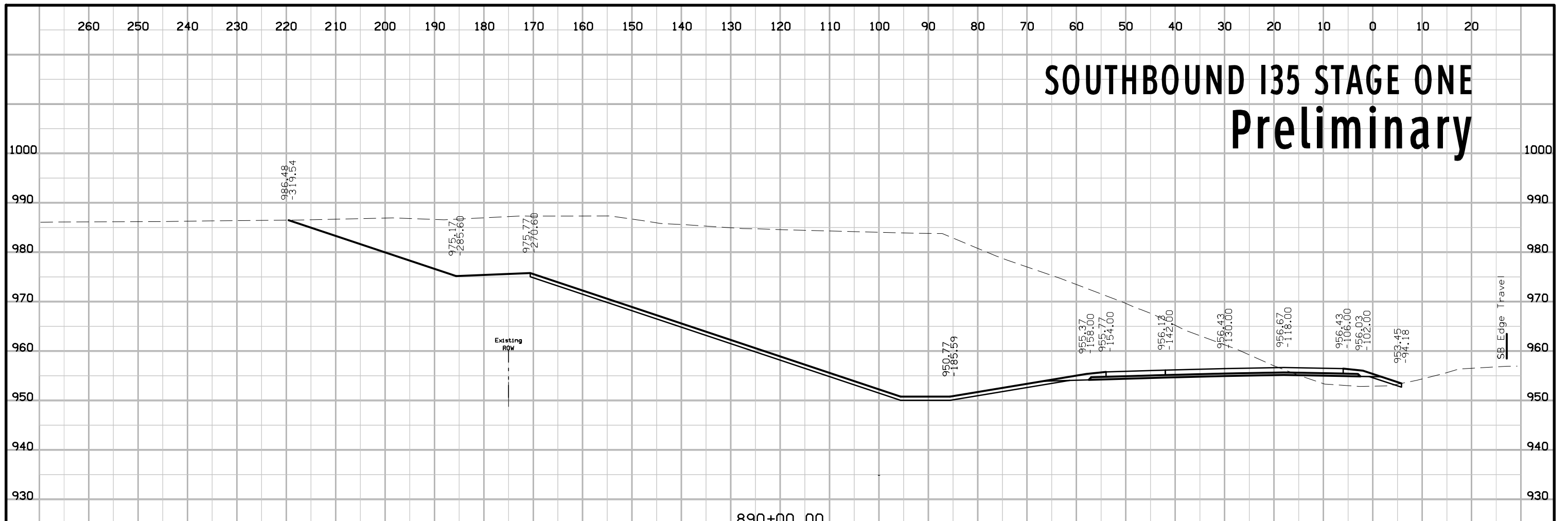
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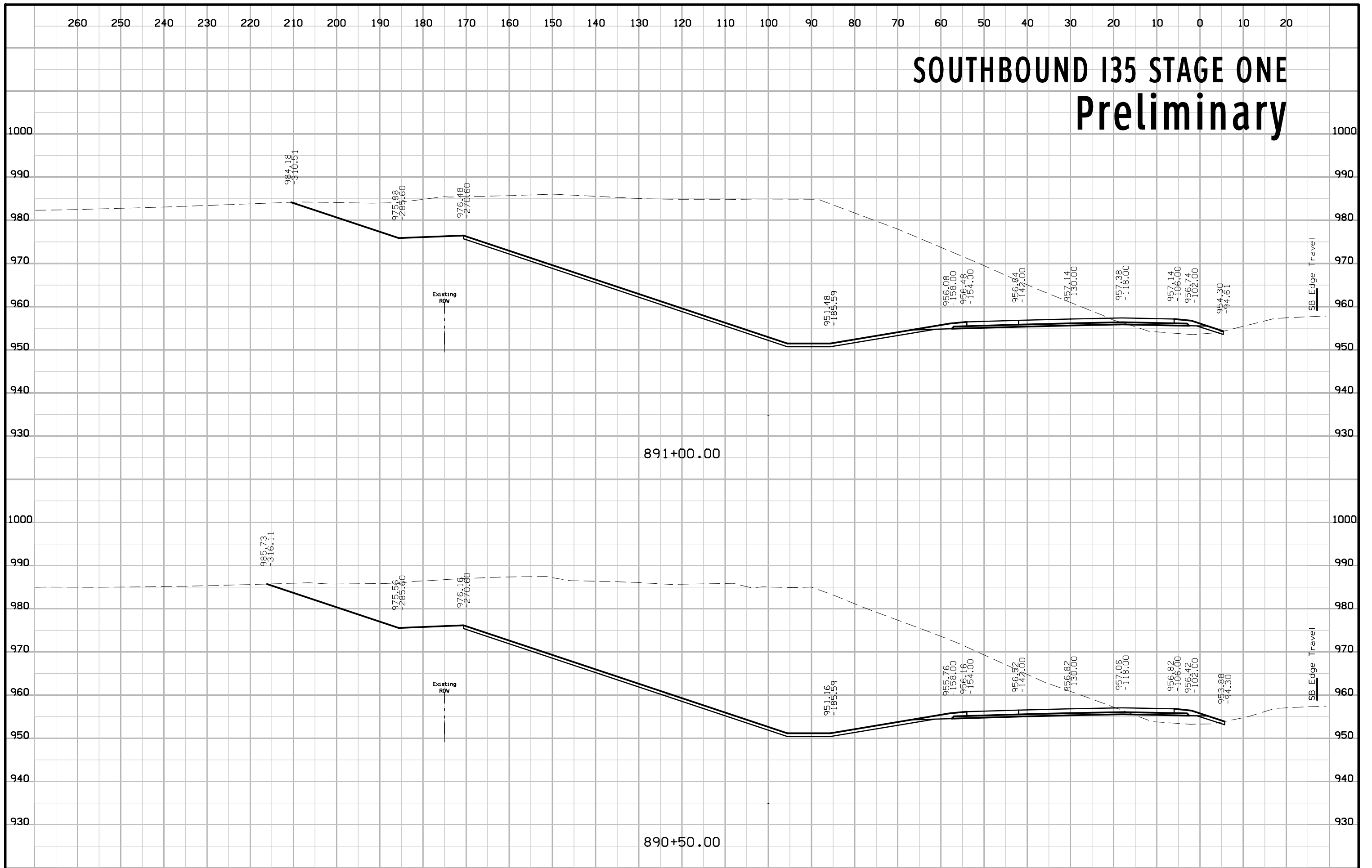
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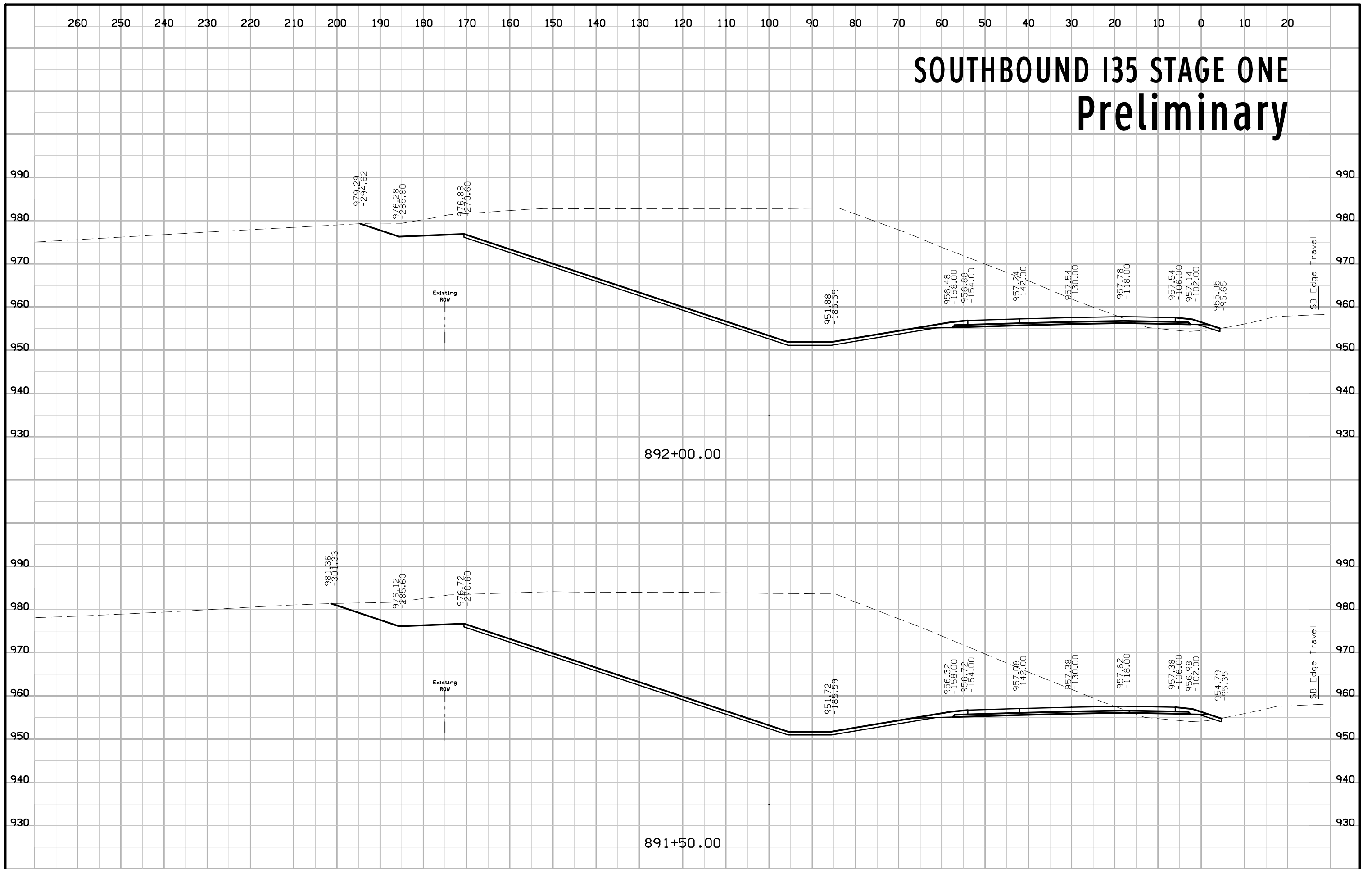
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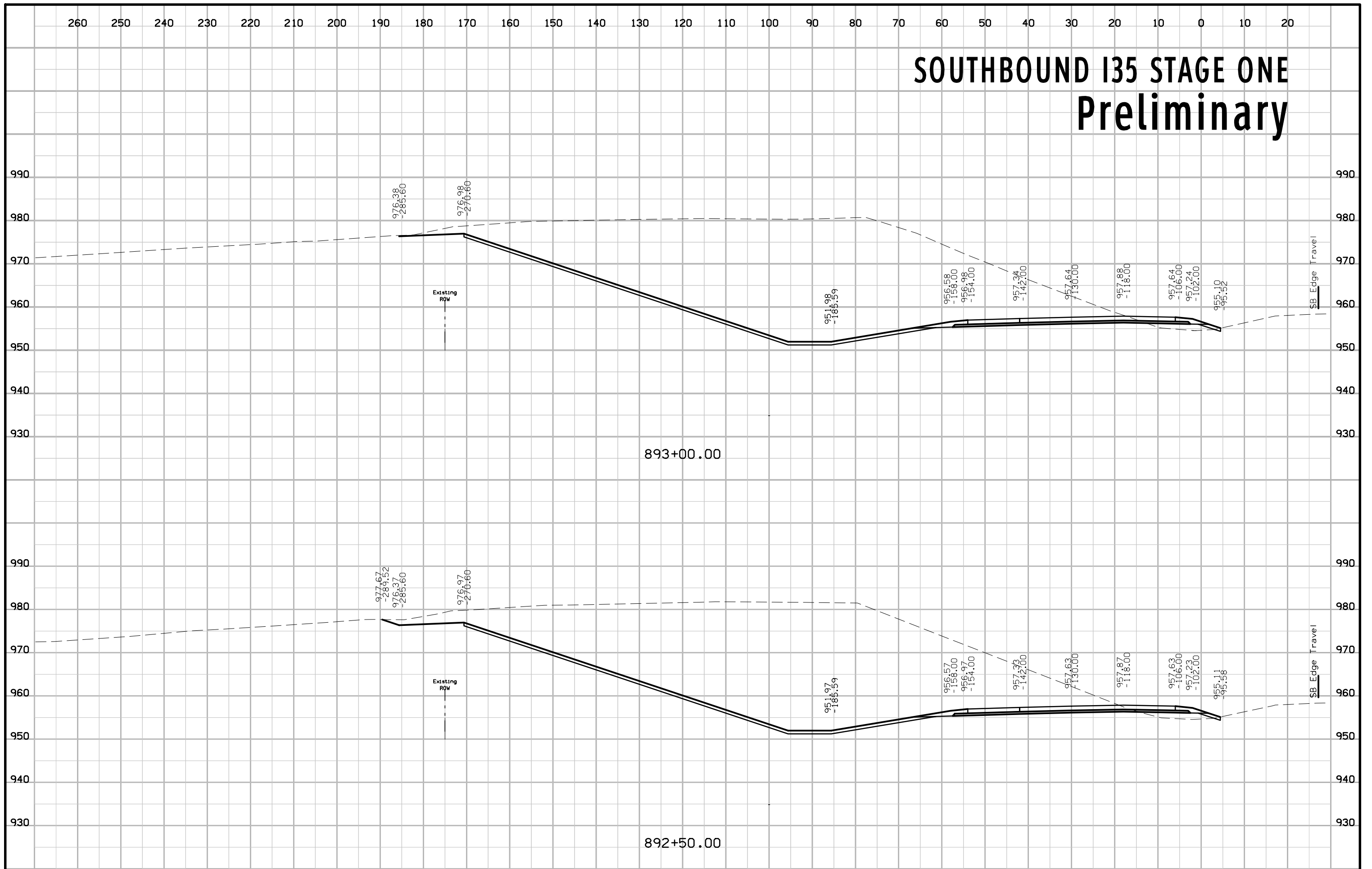
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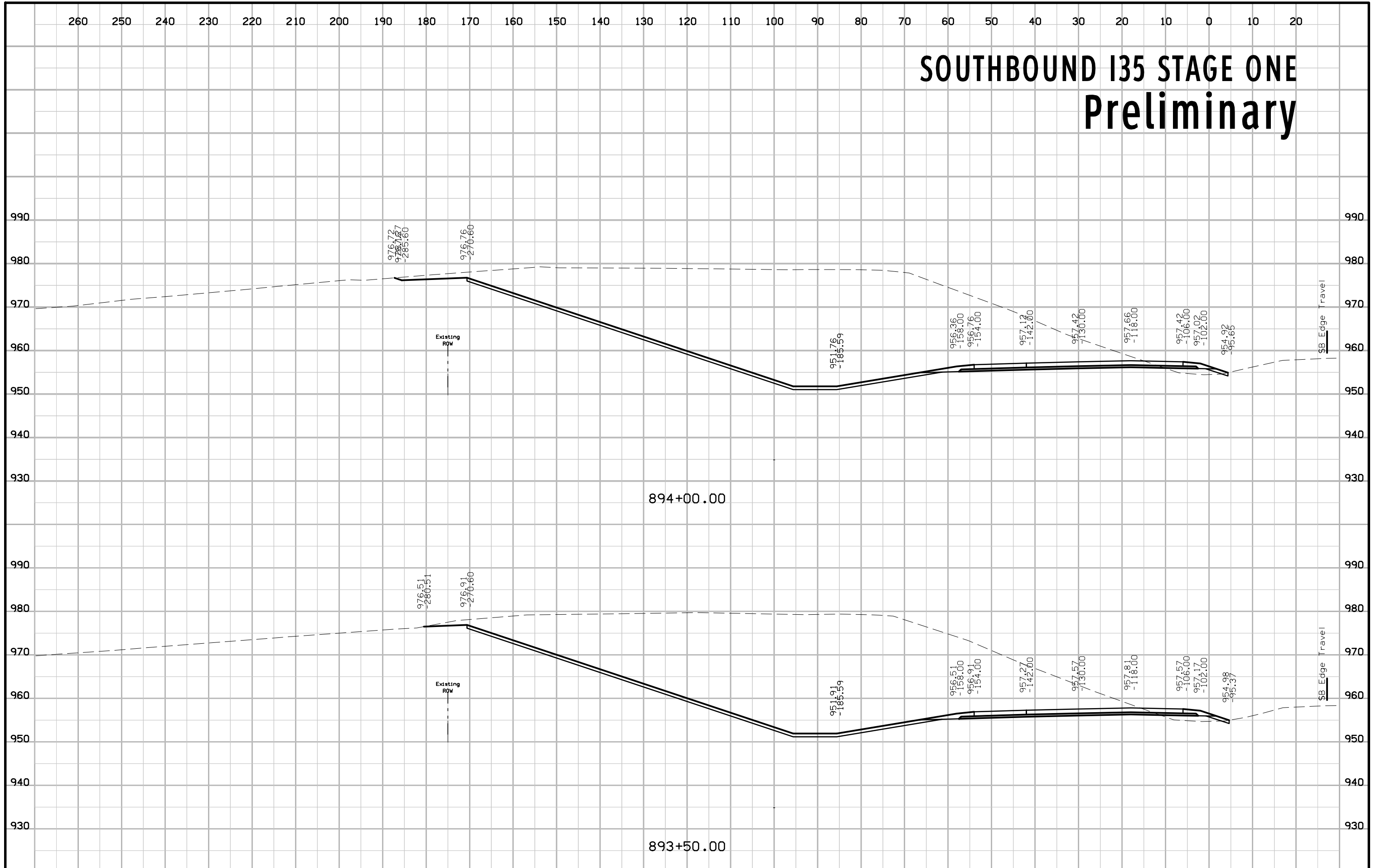
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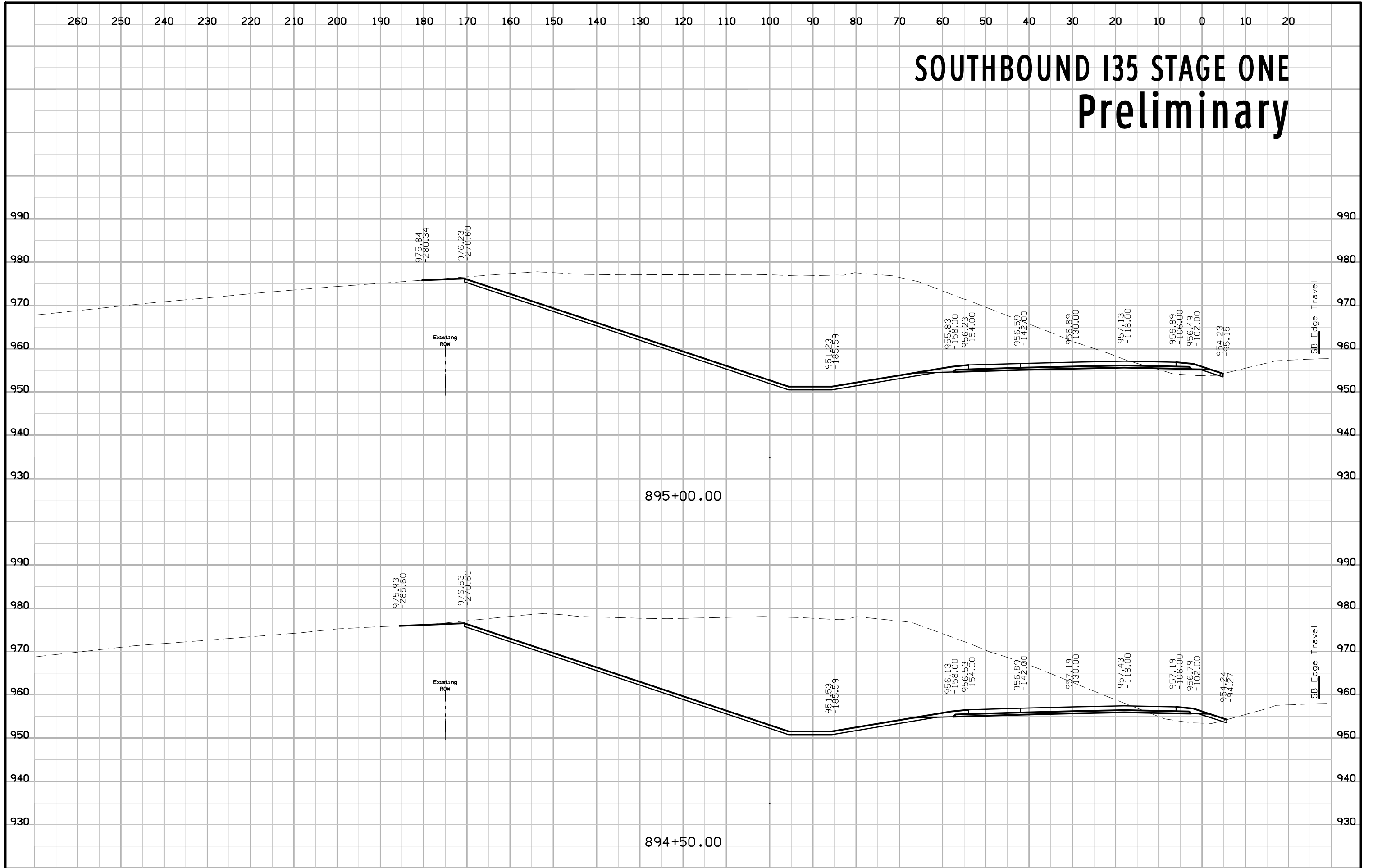
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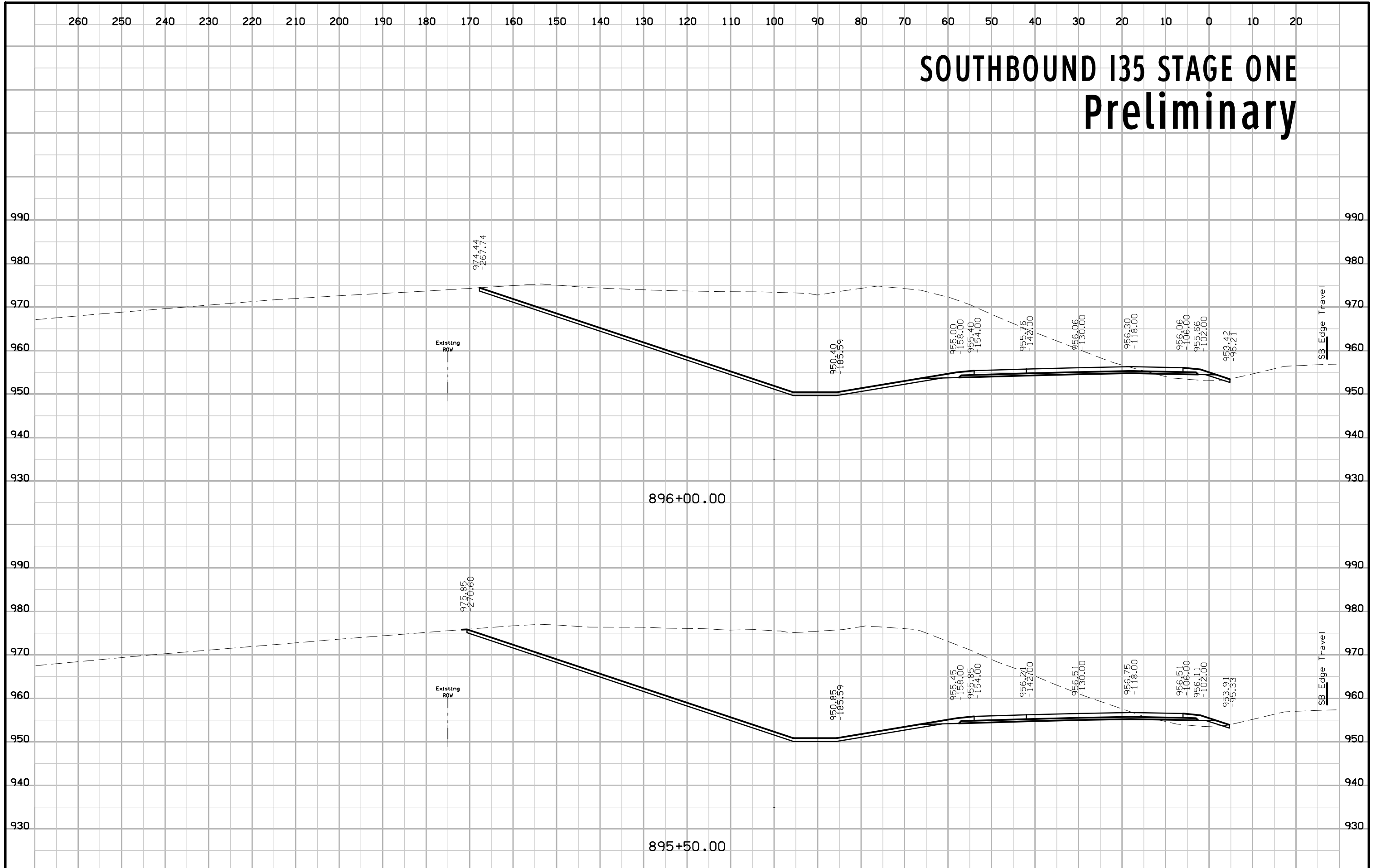
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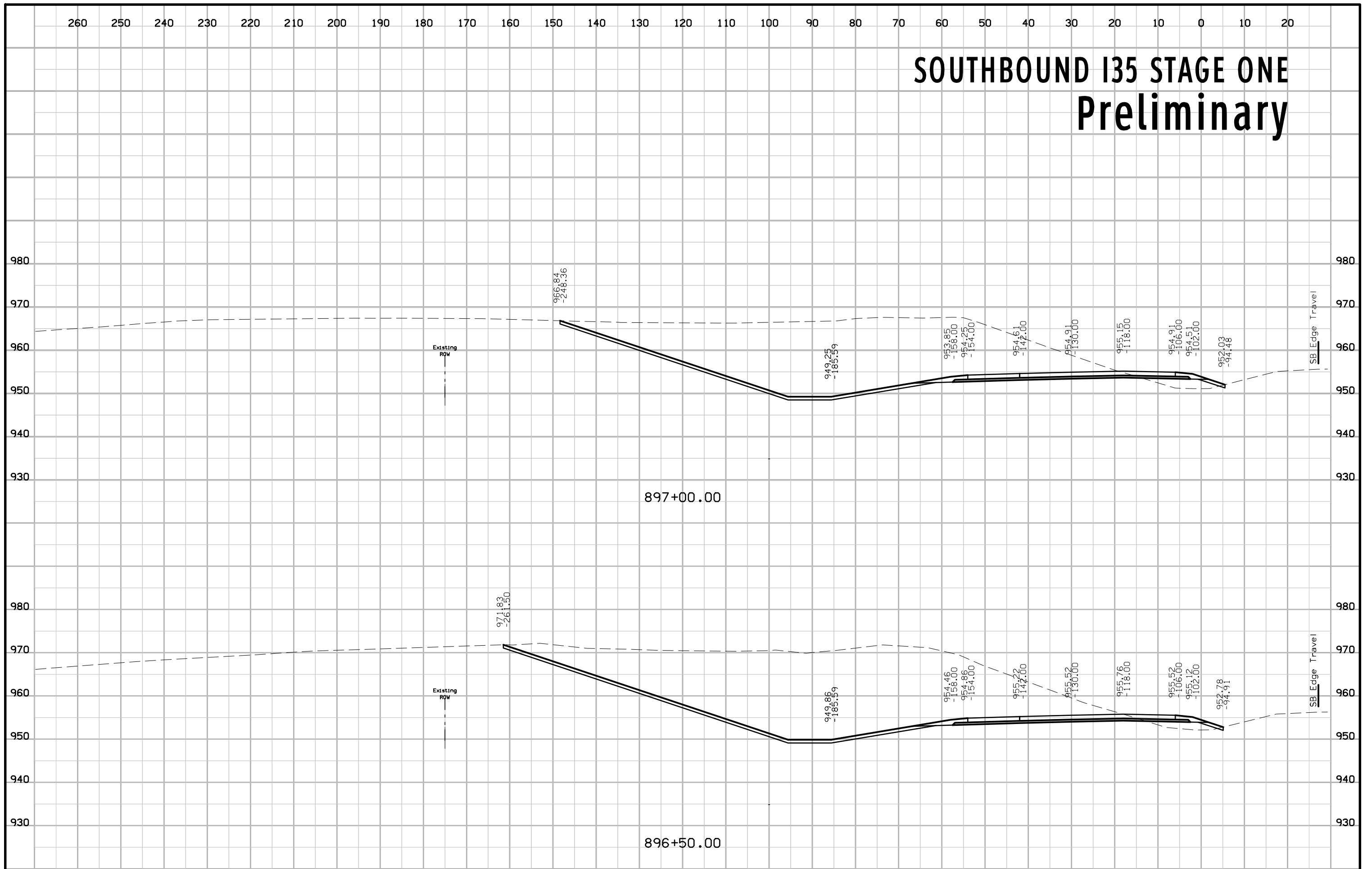
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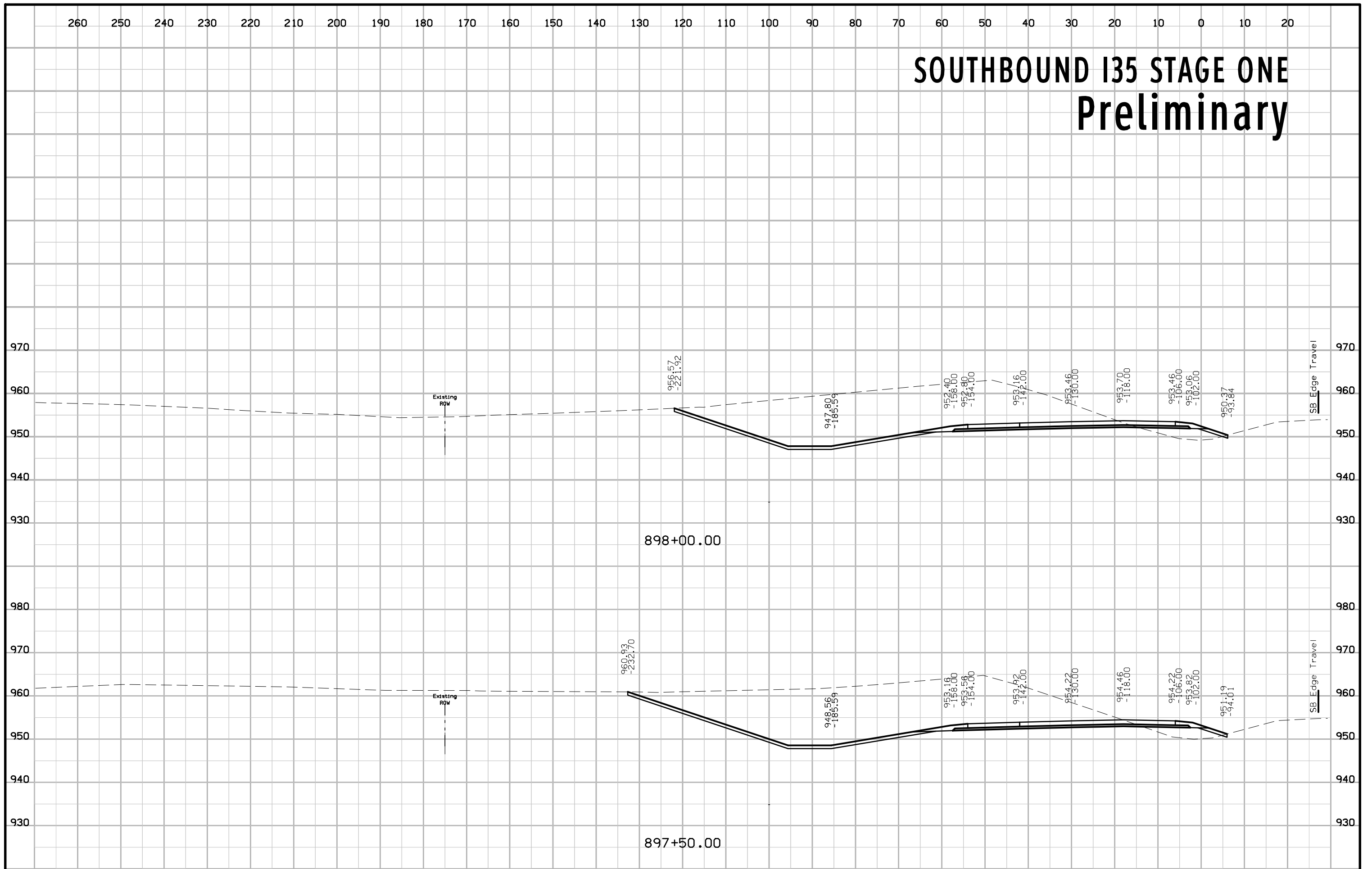
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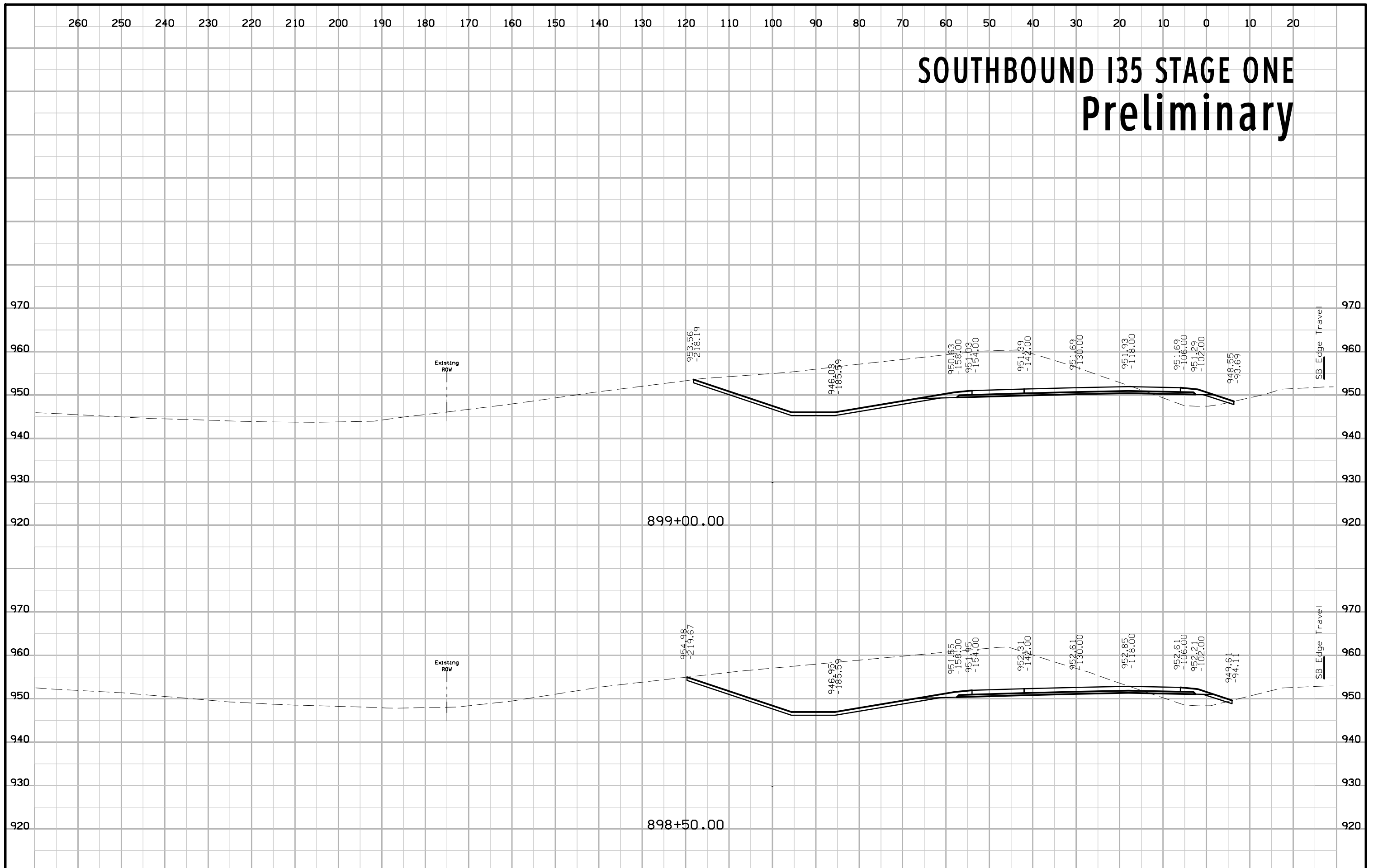
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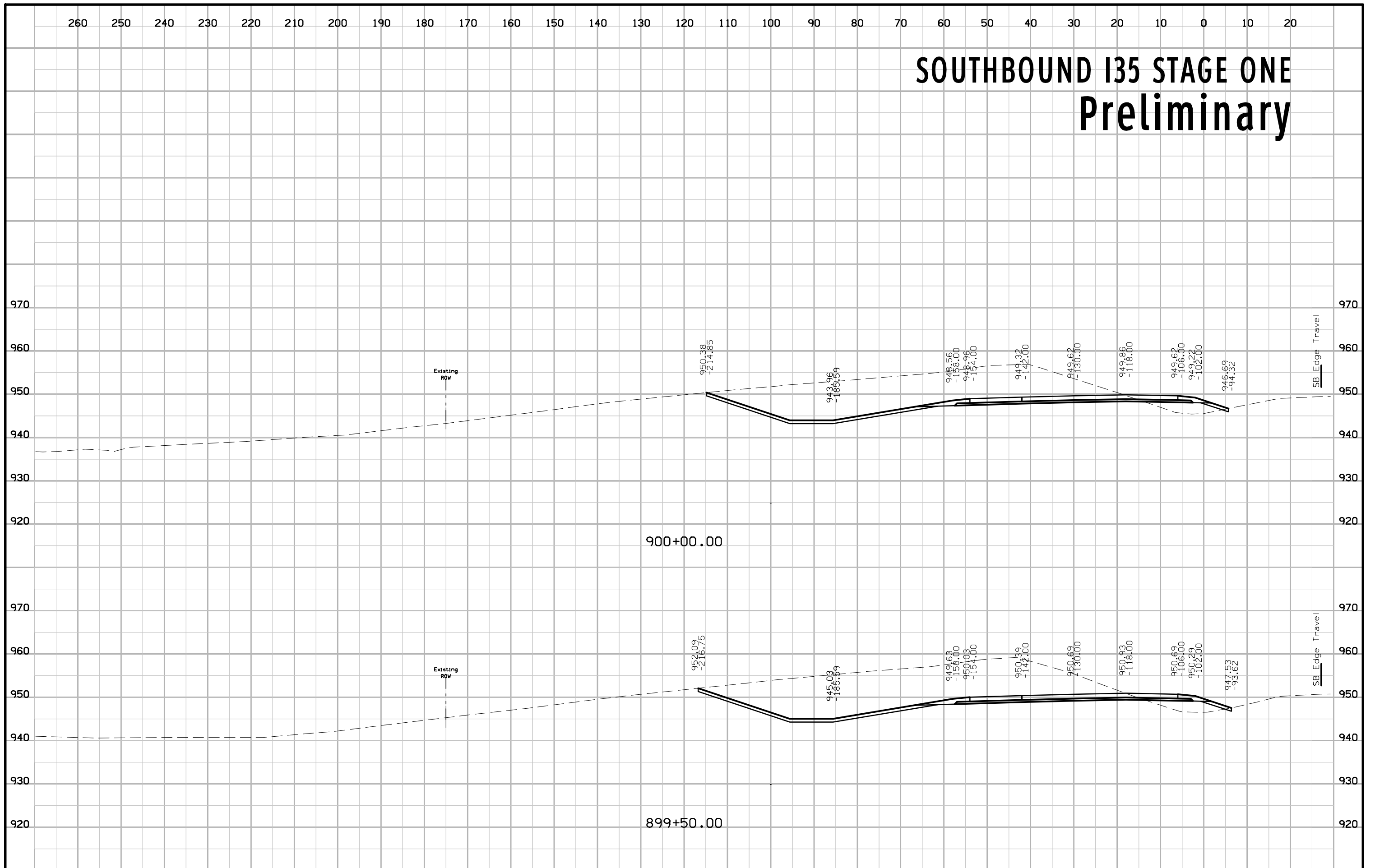
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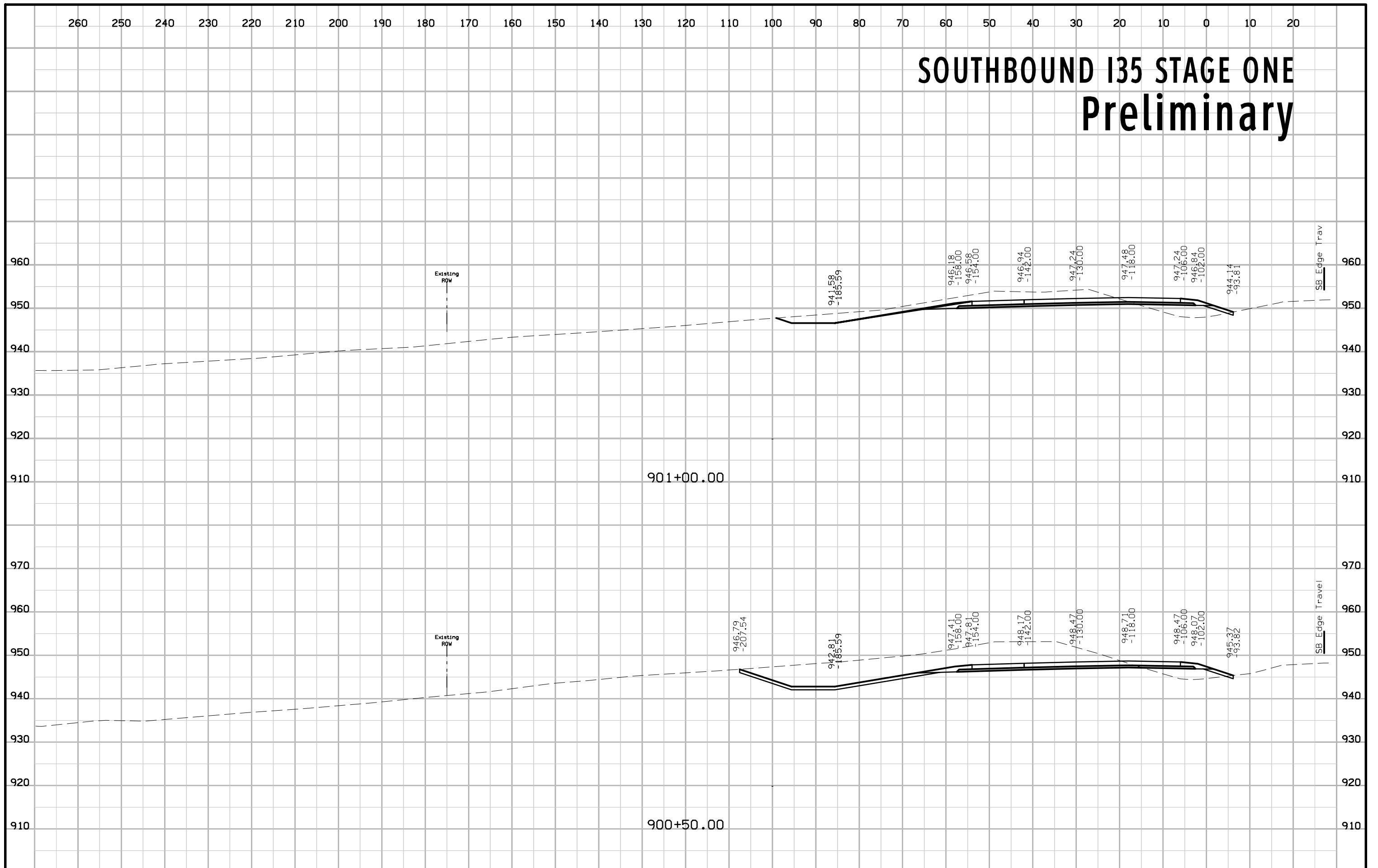
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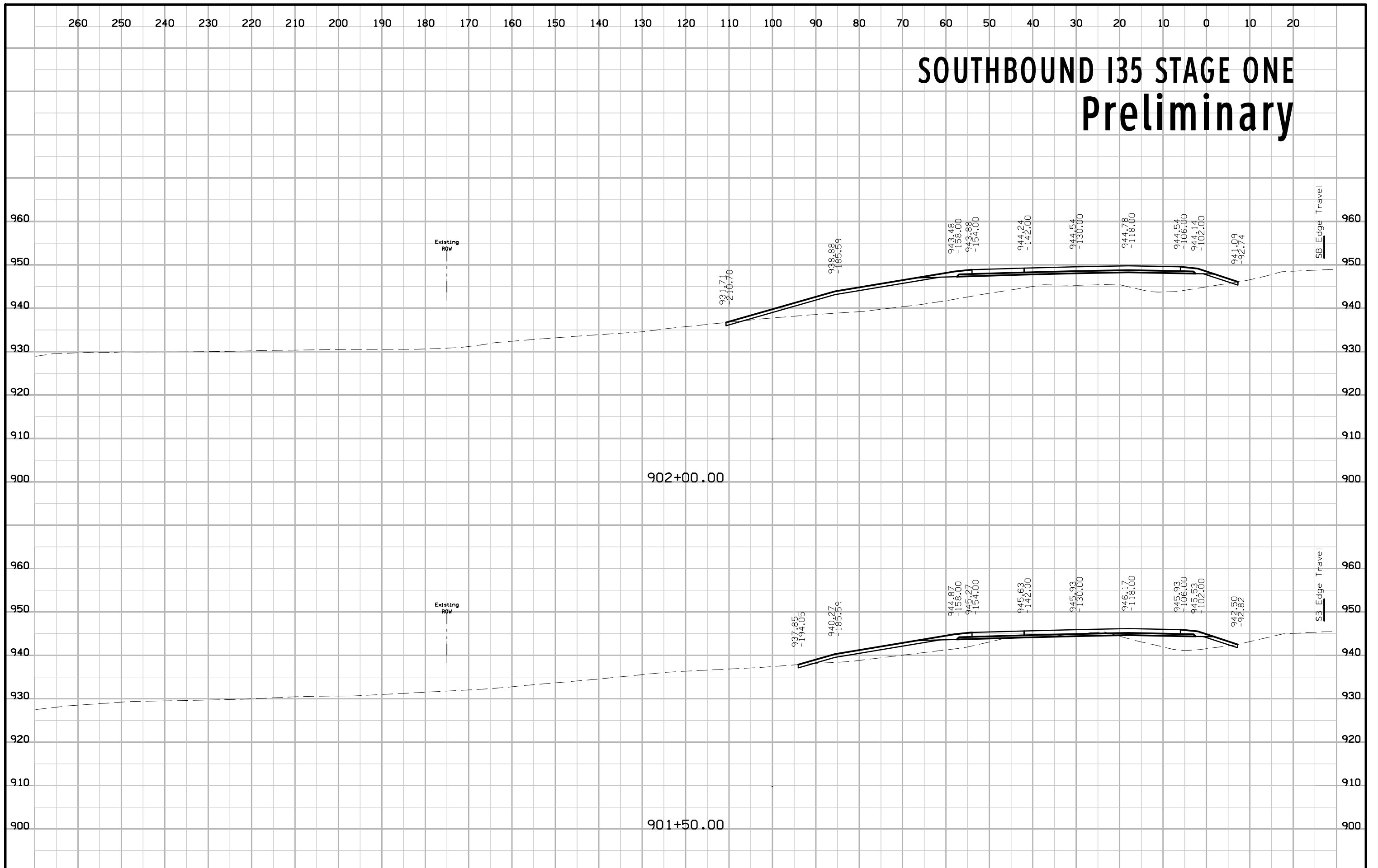
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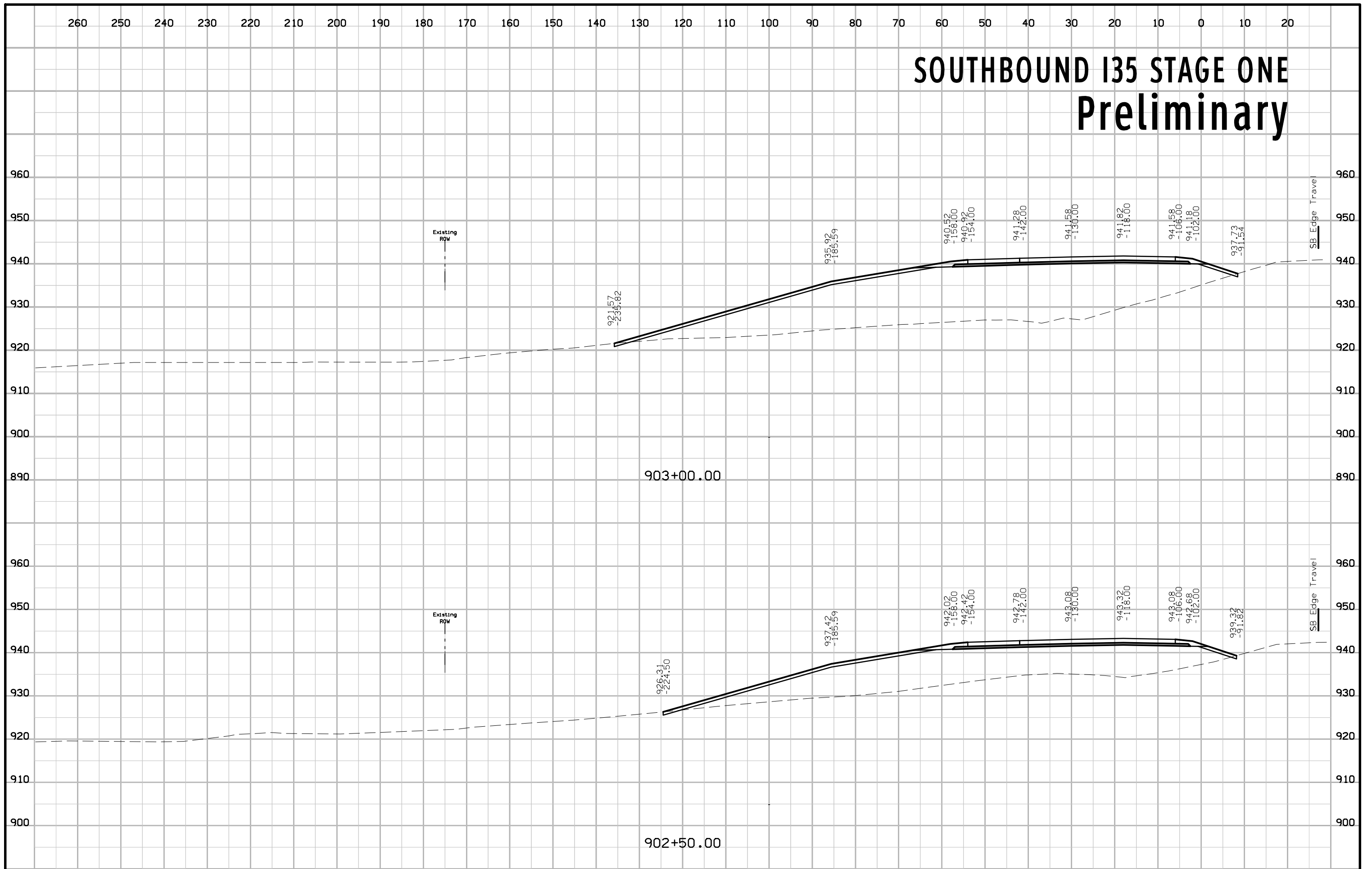
SOUTHBOUND I35 STAGE ONE Preliminary



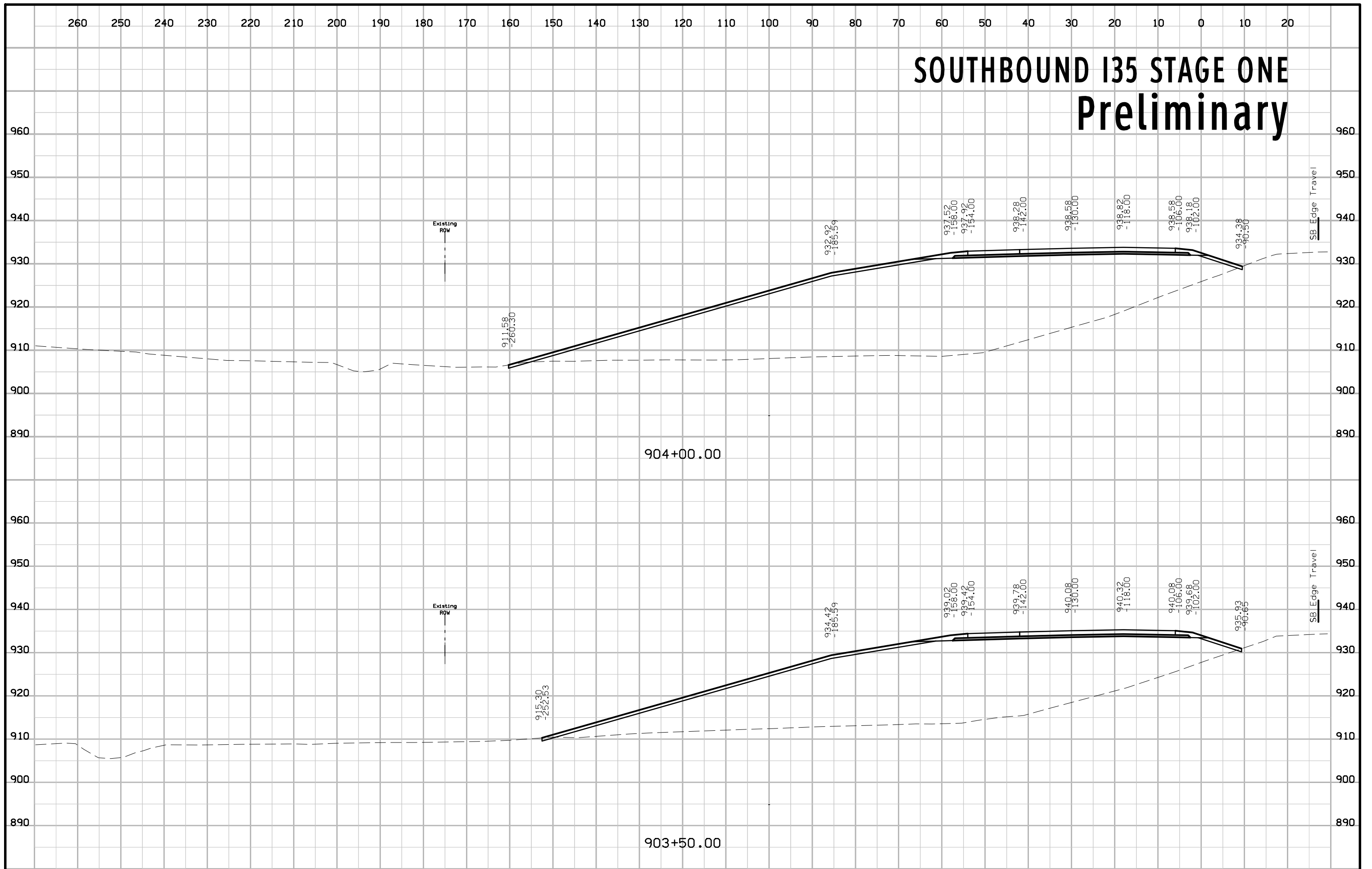
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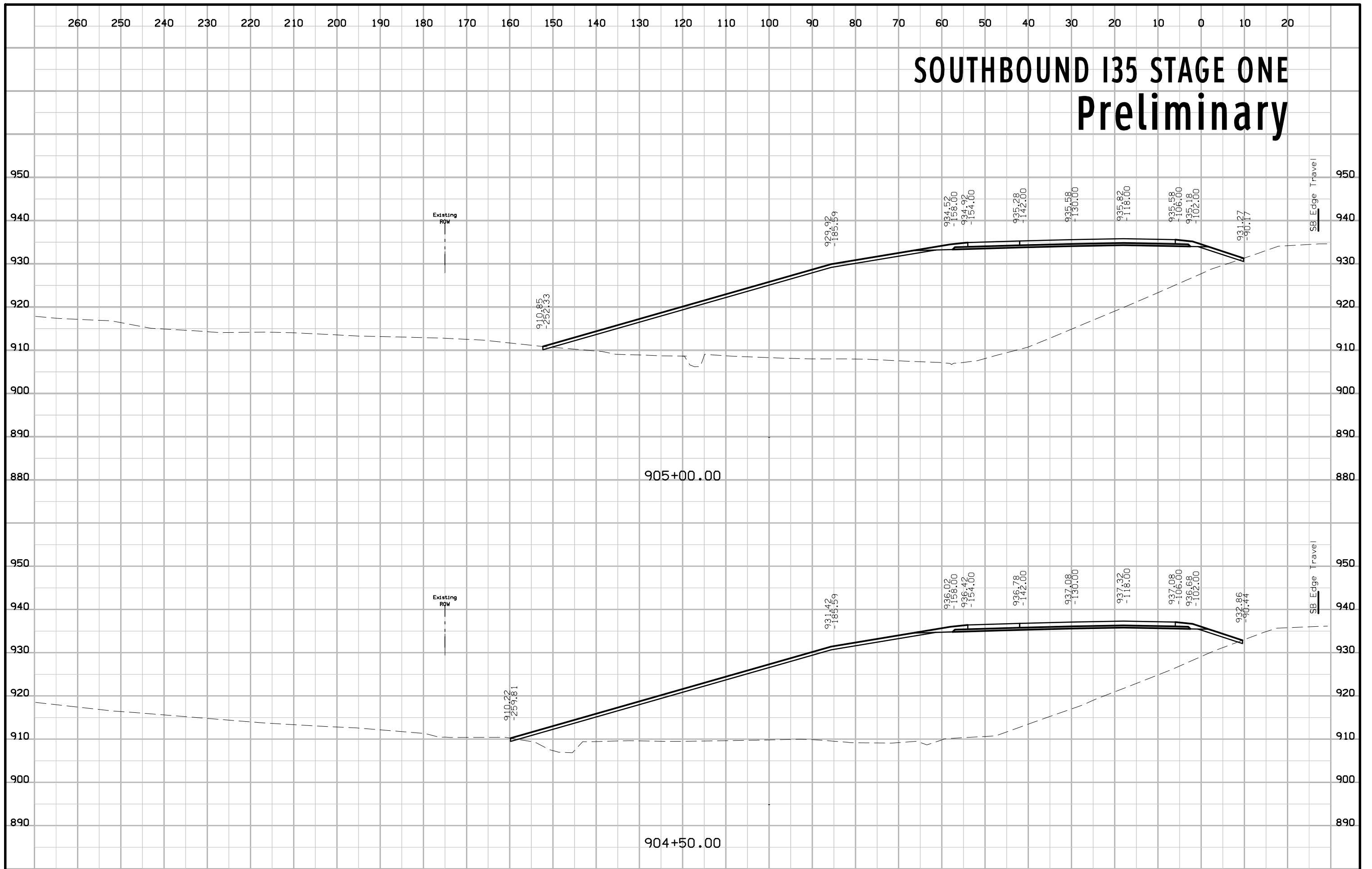
SOUTHBOUND I35 STAGE ONE Preliminary



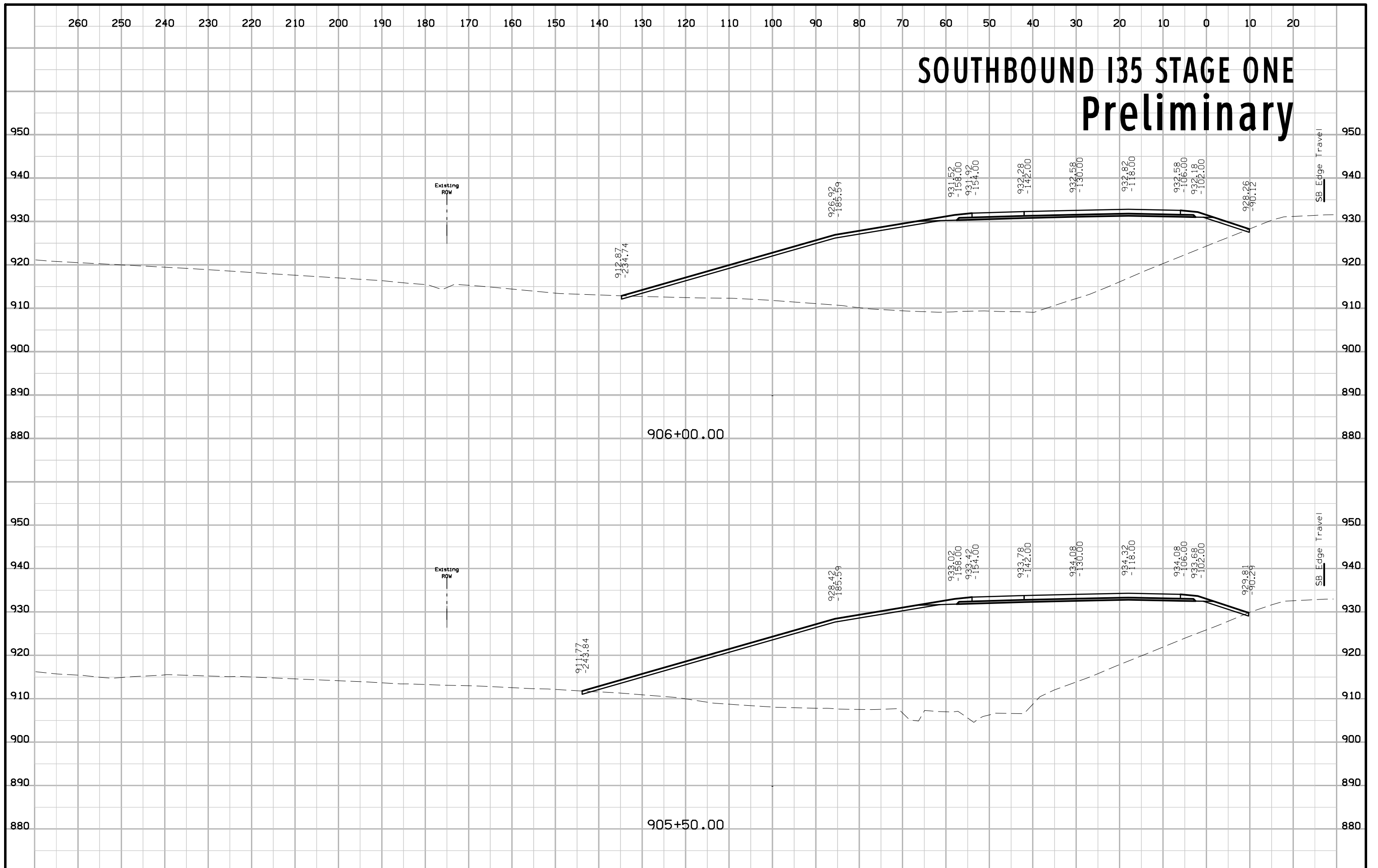
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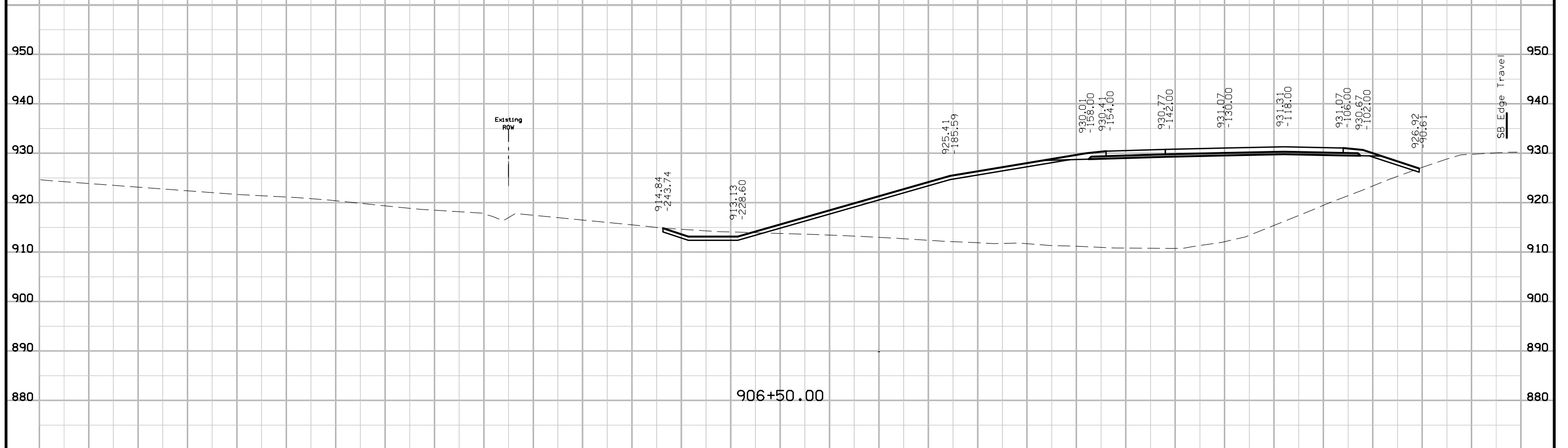
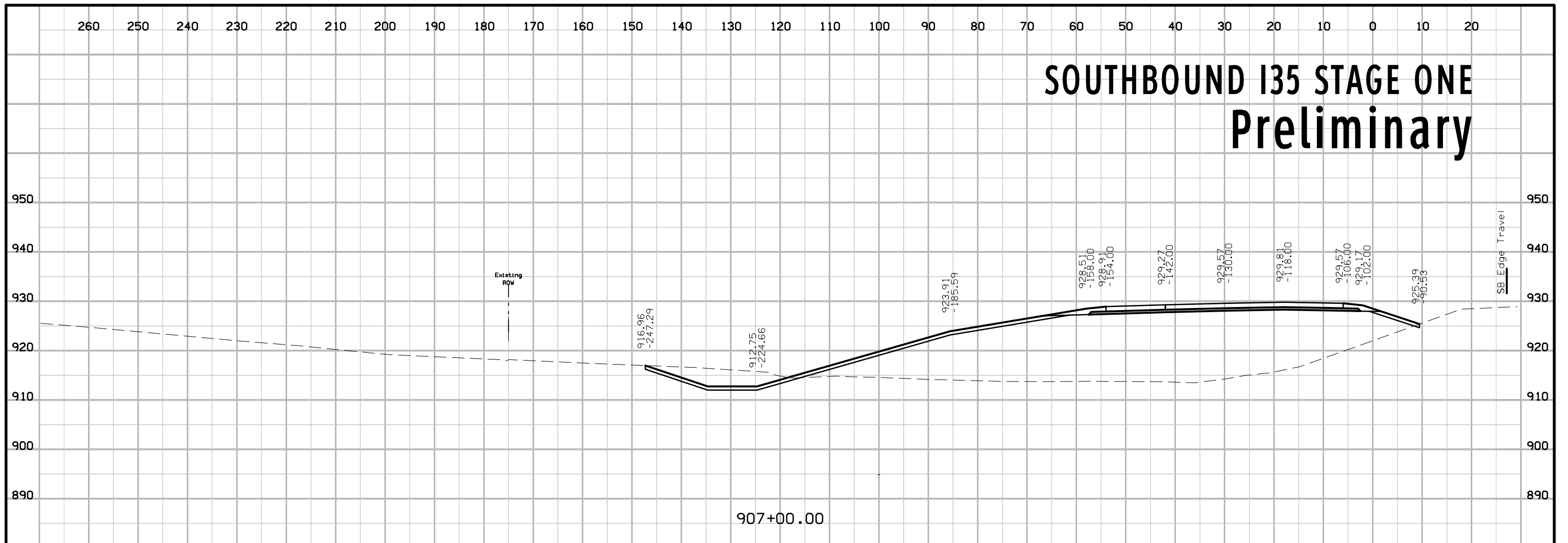
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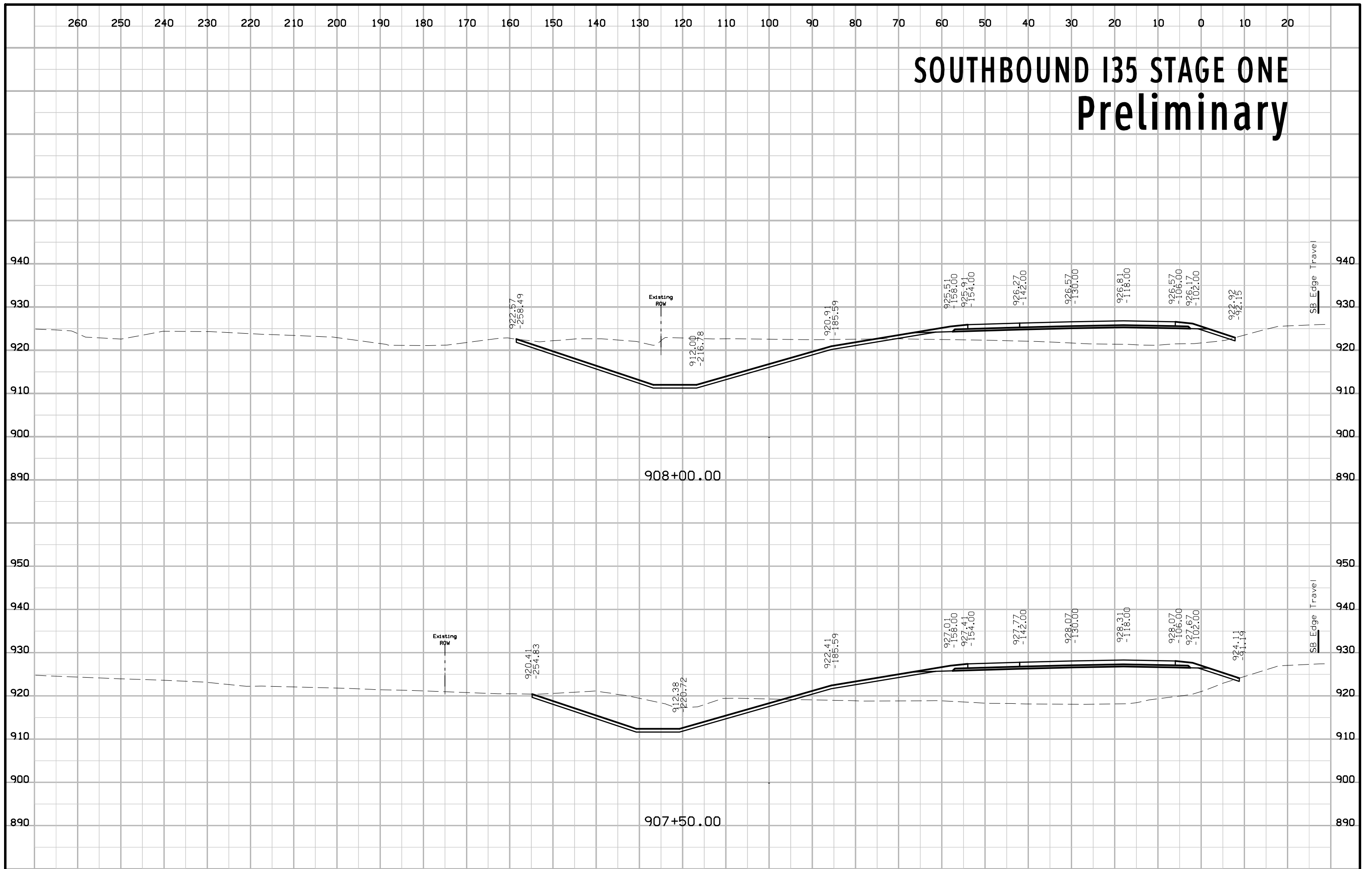
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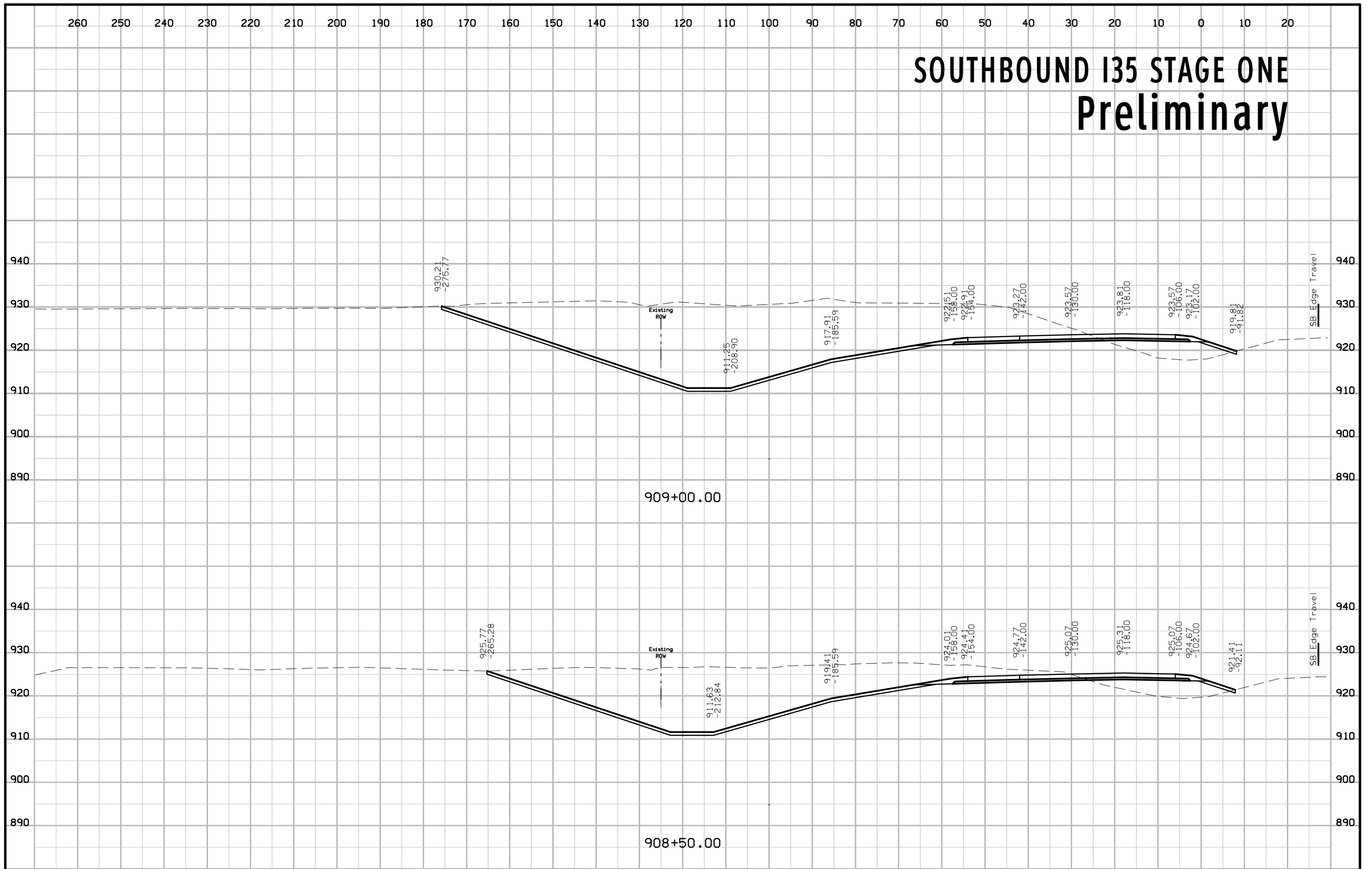
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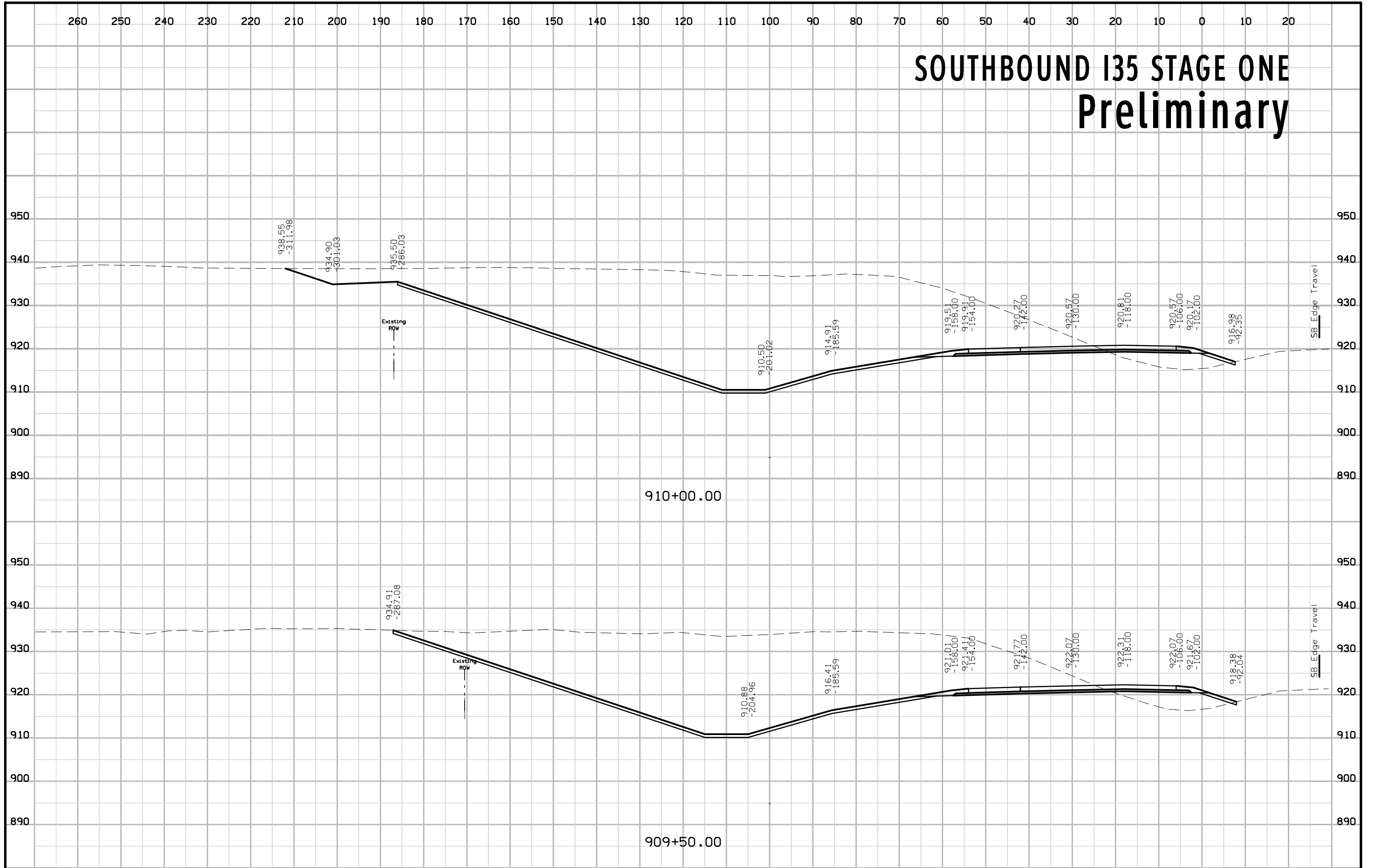
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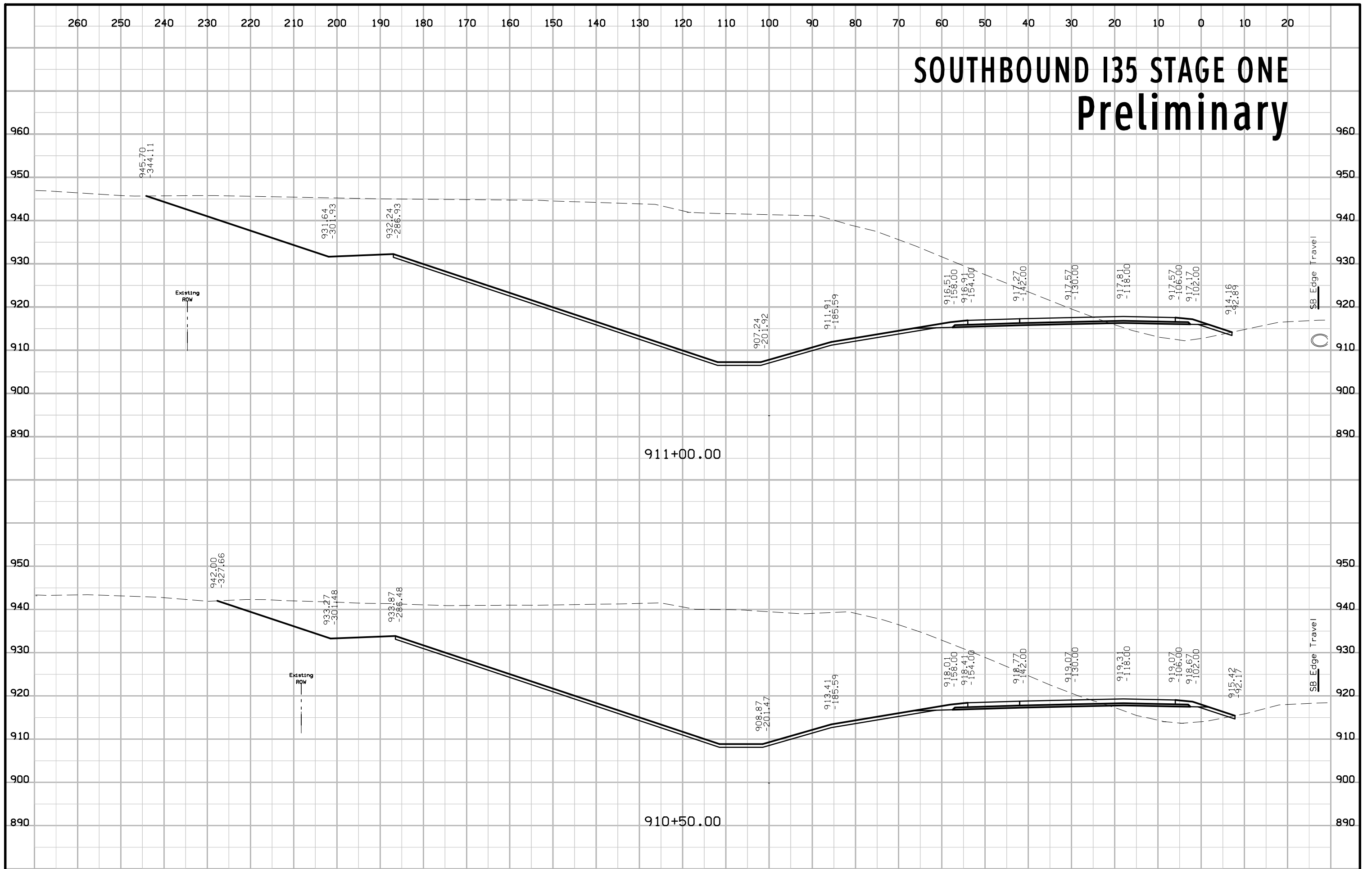
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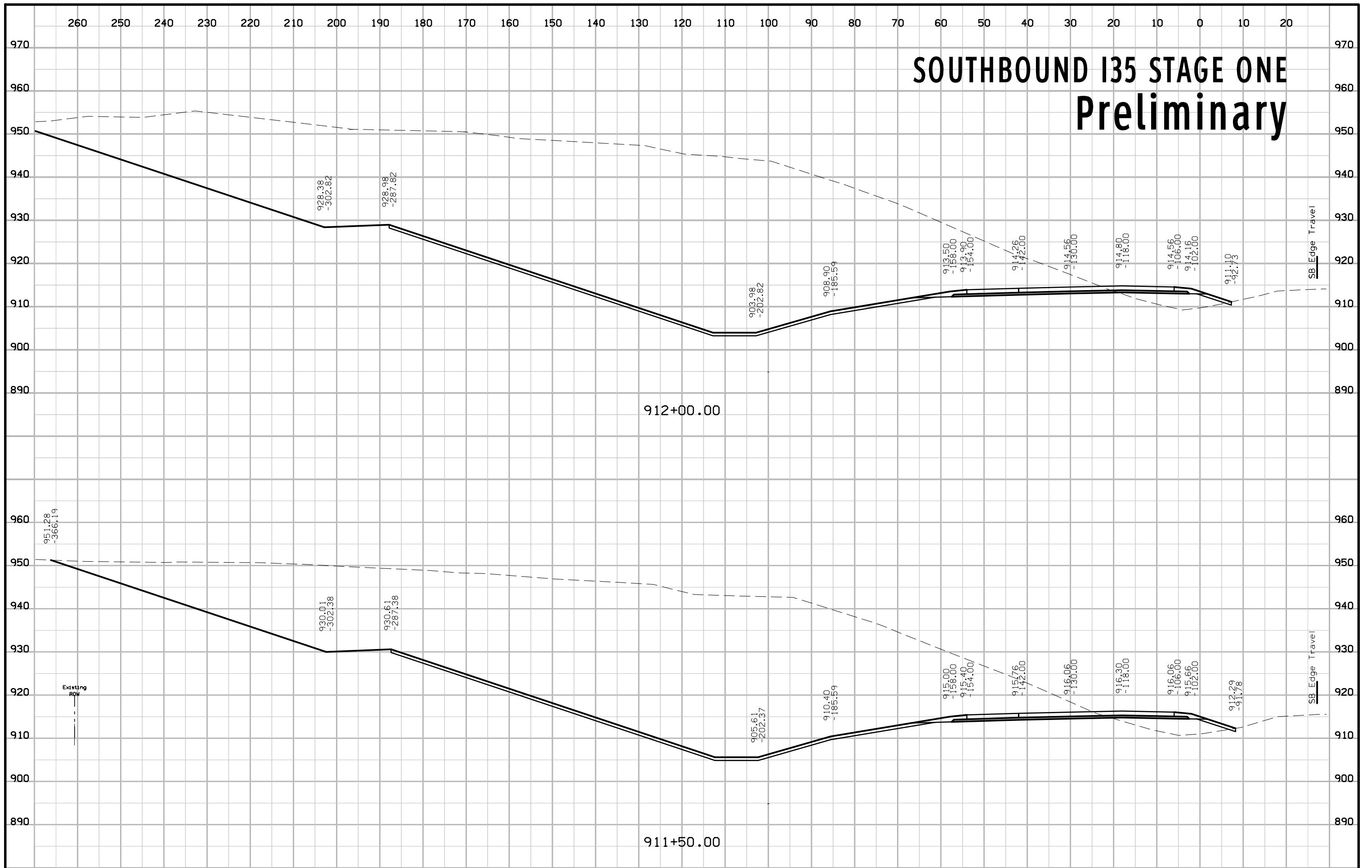
SOUTHBOUND I35 STAGE ONE Preliminary



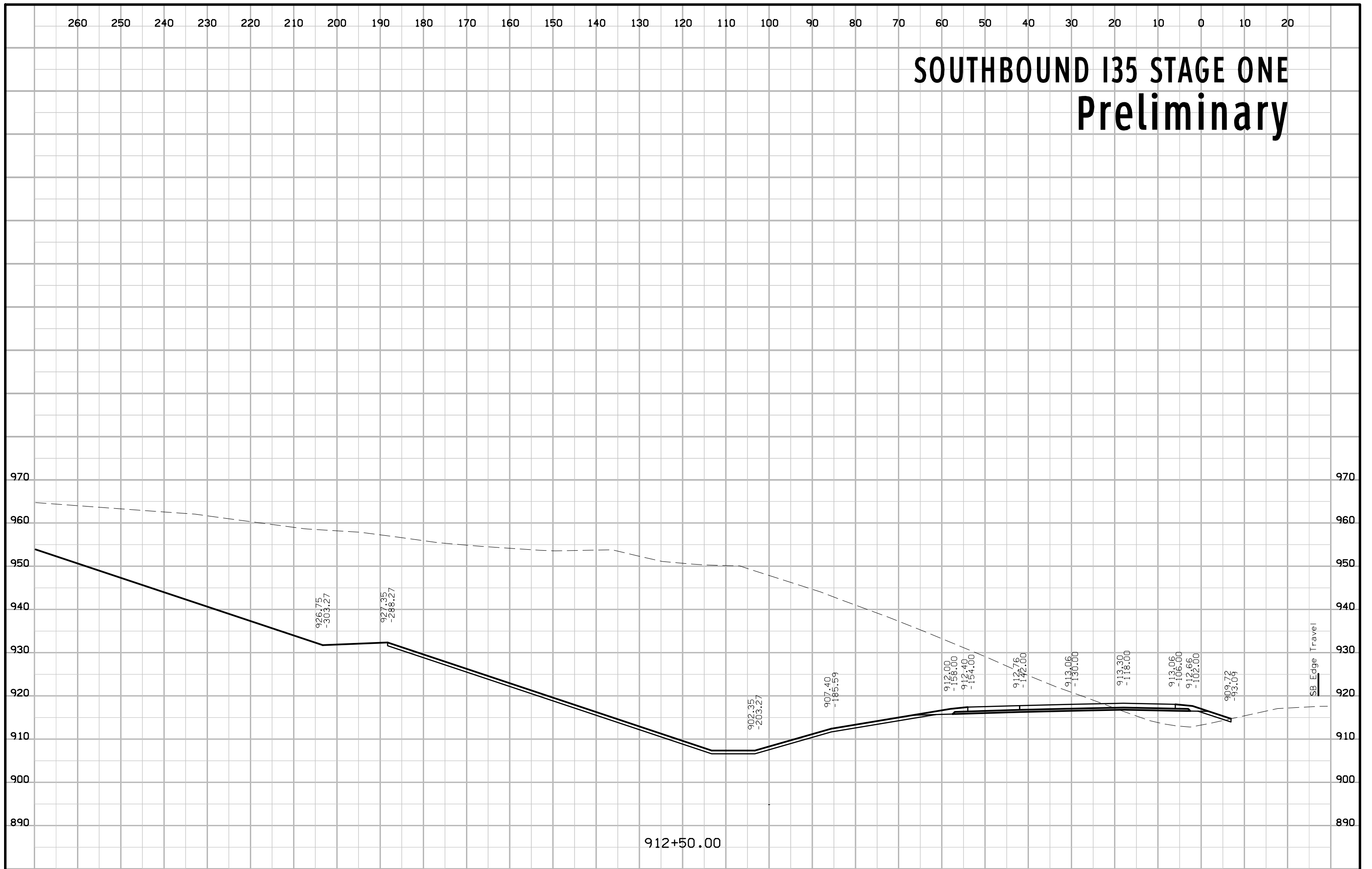
SOUTHBOUND I35 STAGE ONE Preliminary



SOUTHBOUND I35 STAGE ONE Preliminary

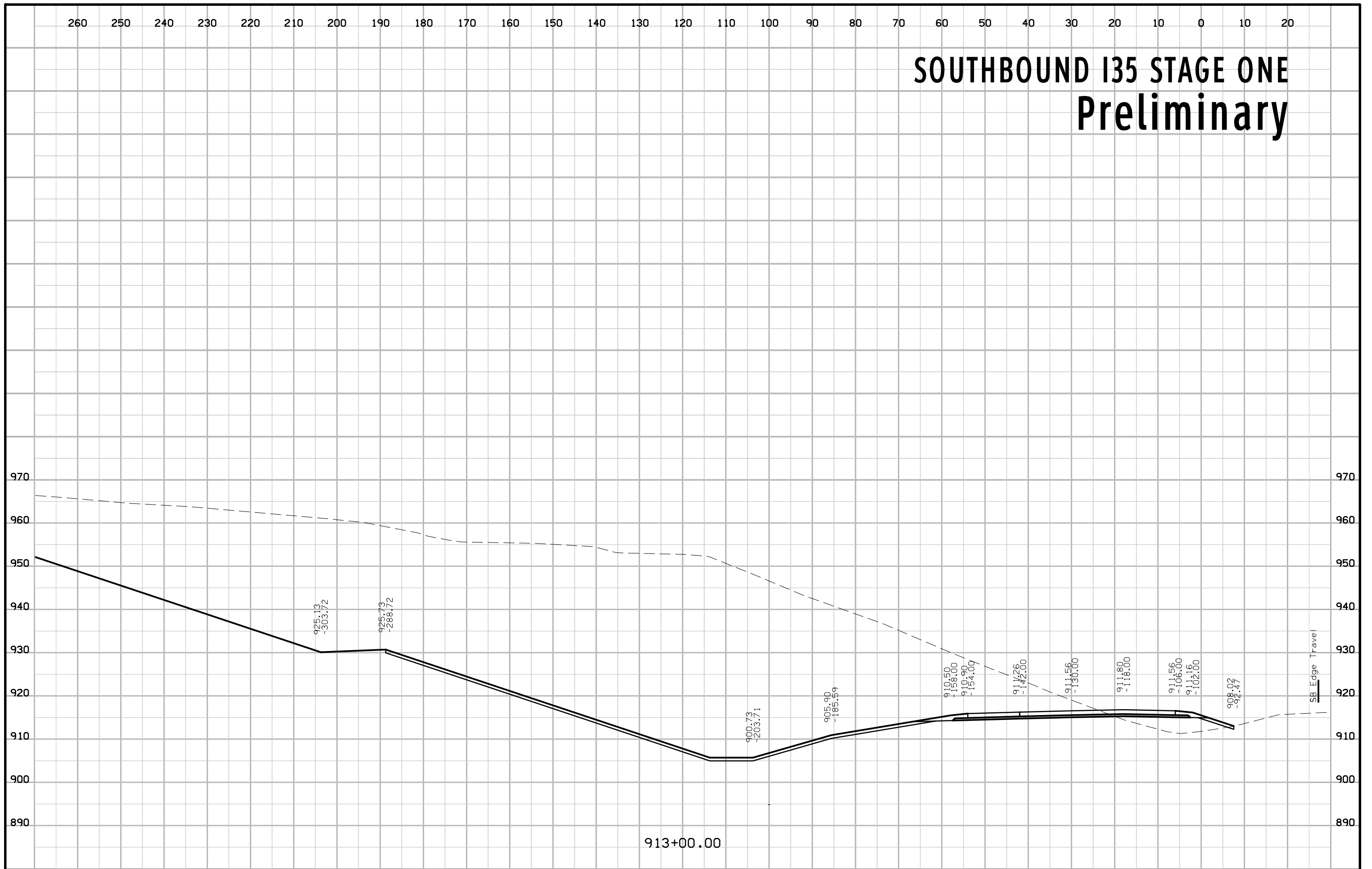


SOUTHBOUND I35 STAGE ONE Preliminary



912+50.00

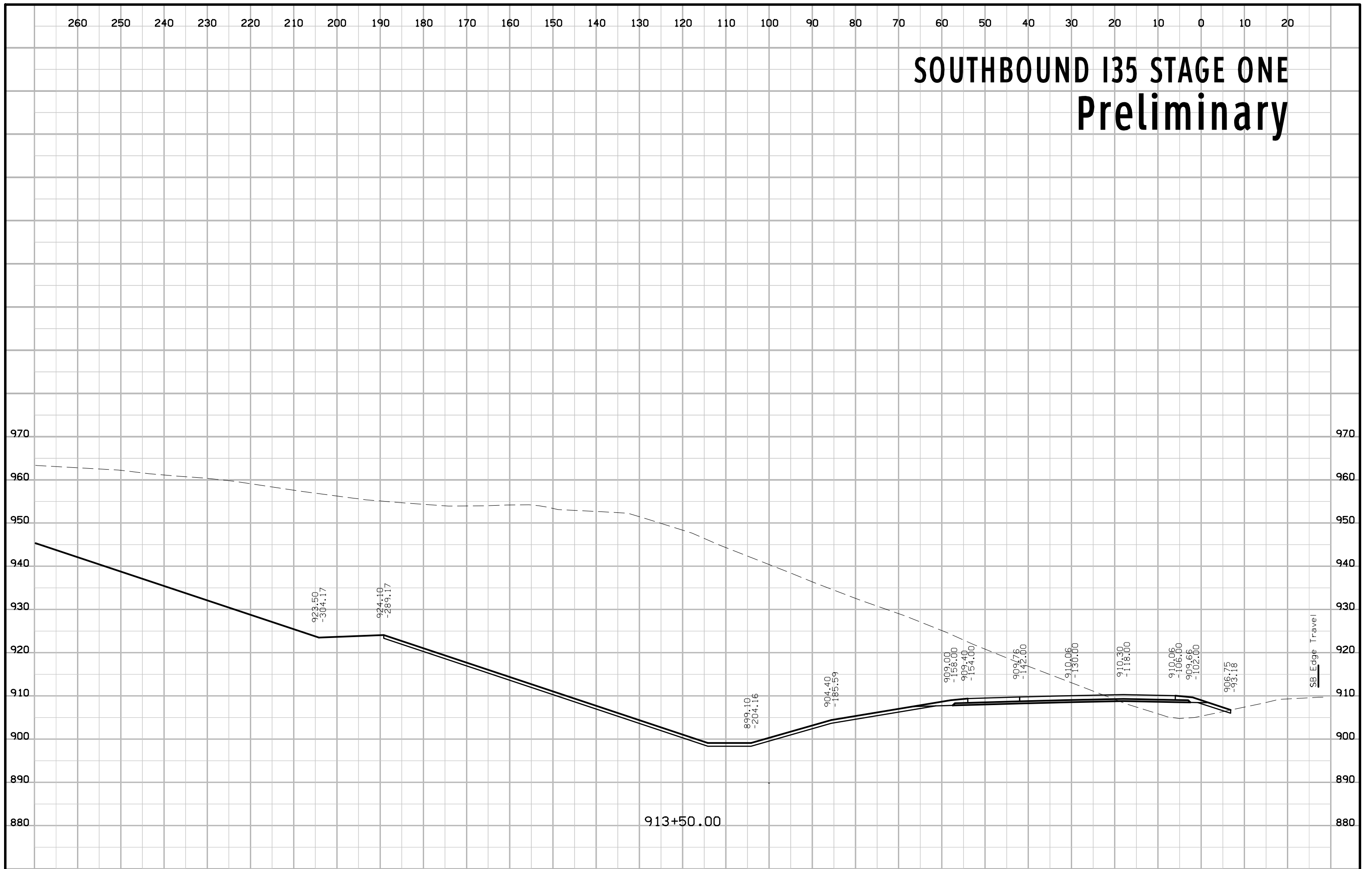
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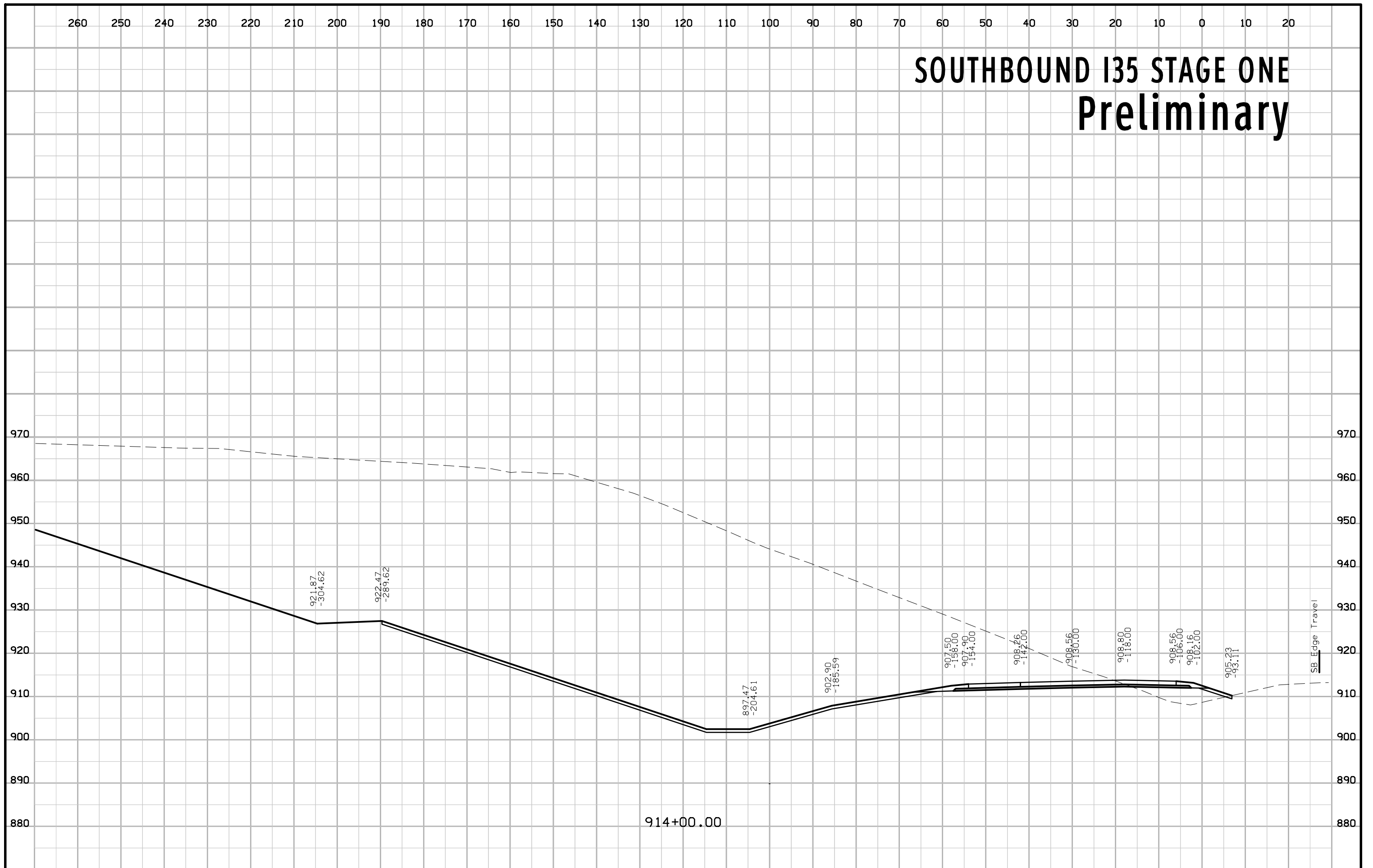
913+00.00

SB Edge Travel

SOUTHBOUND I35 STAGE ONE Preliminary



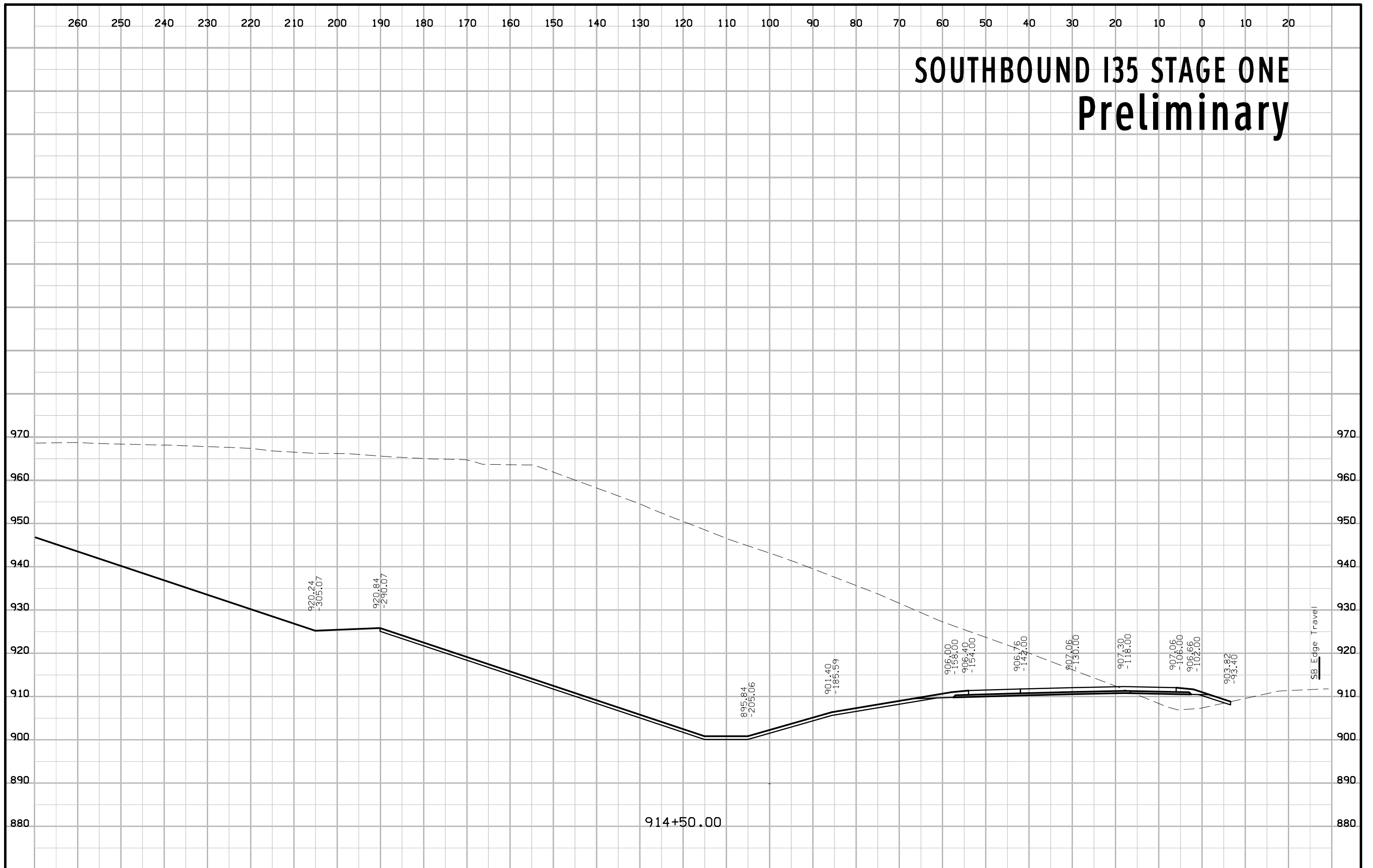
SOUTHBOUND I35 STAGE ONE Preliminary



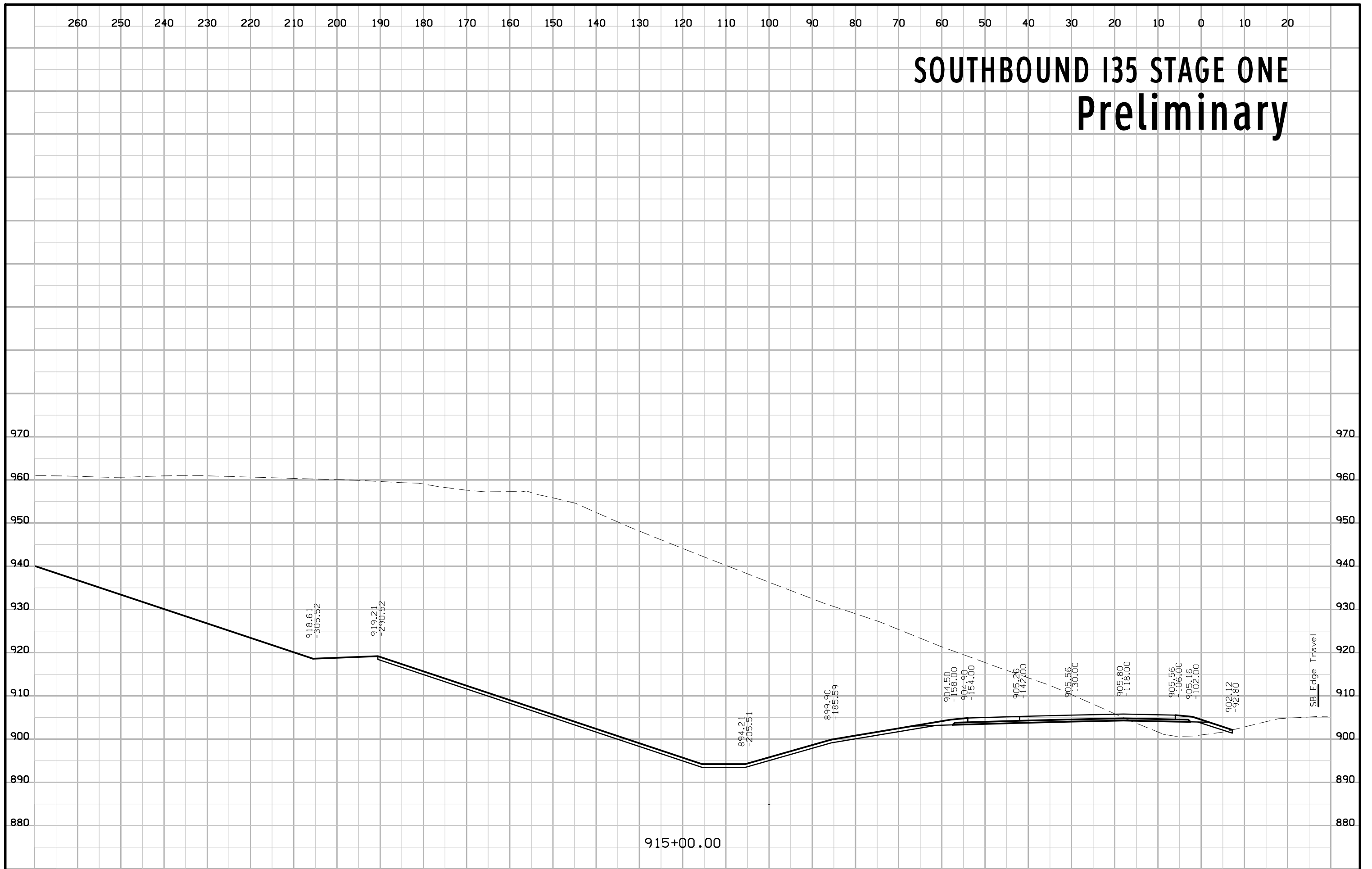
914+00.00

SB Edge Travel

SOUTHBOUND I35 STAGE ONE Preliminary



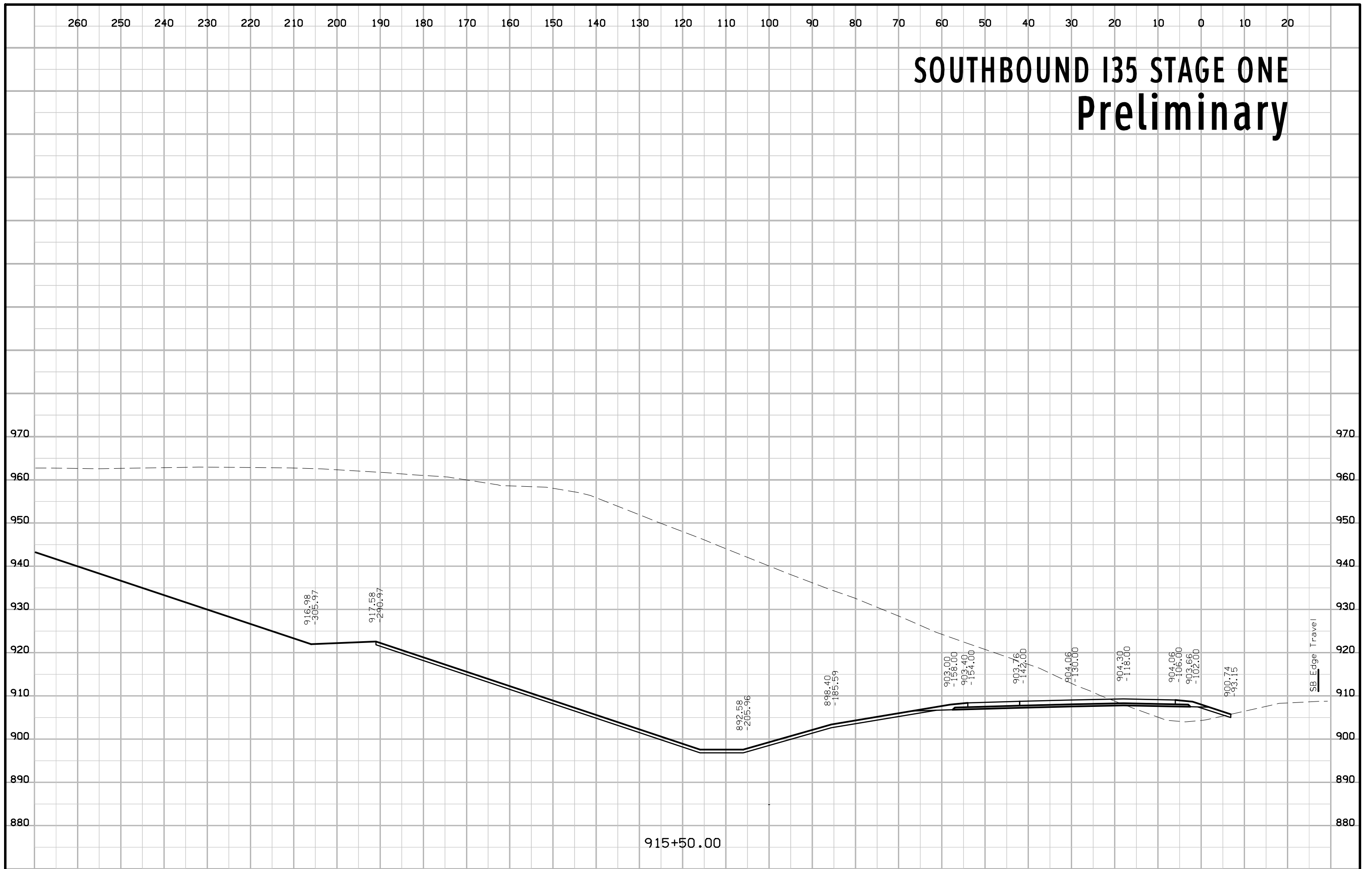
SOUTHBOUND I35 STAGE ONE Preliminary



915+00.00

SB Edge Travel

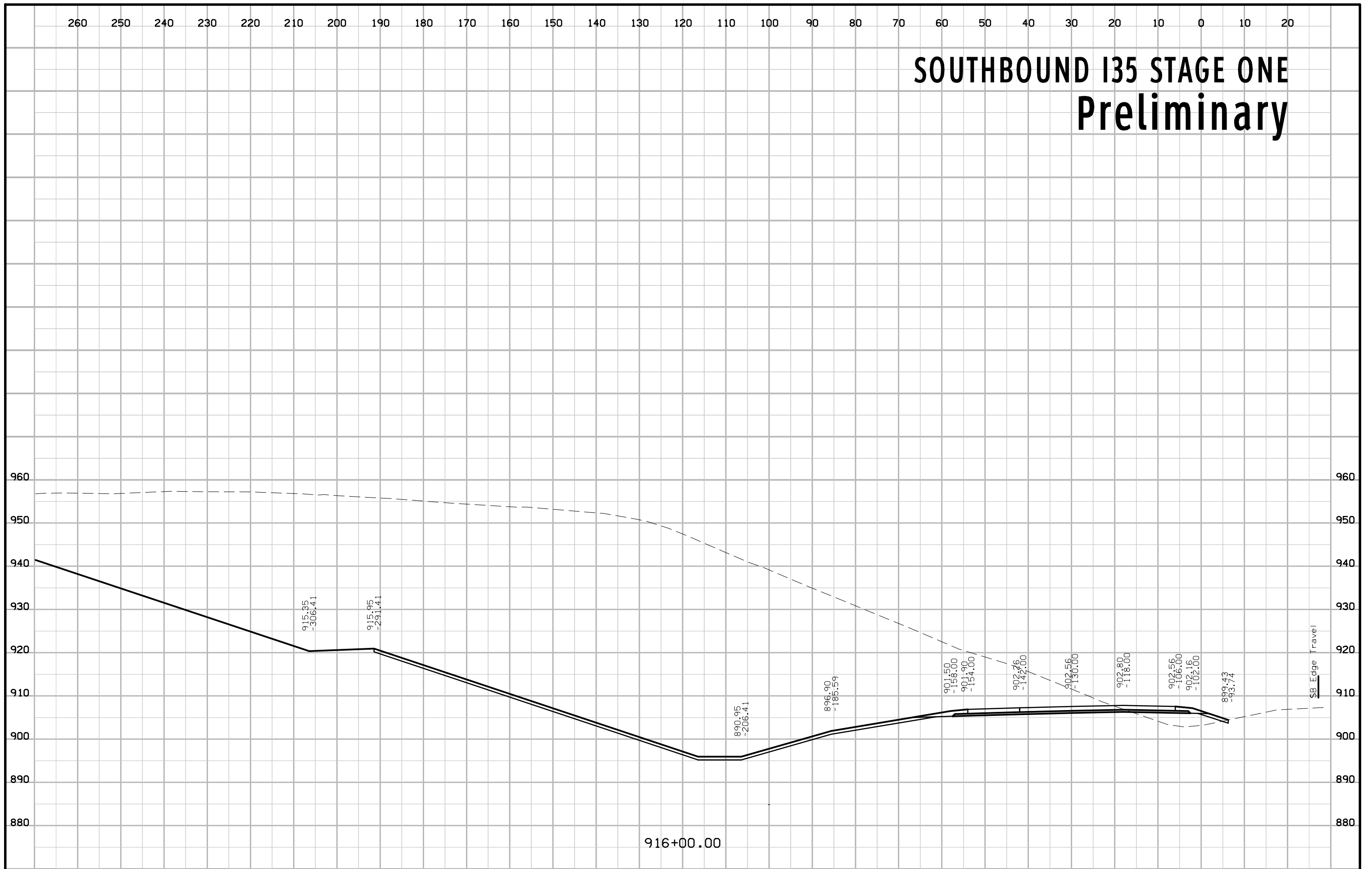
SOUTHBOUND I35 STAGE ONE Preliminary



915+50.00

SB Edge Travel

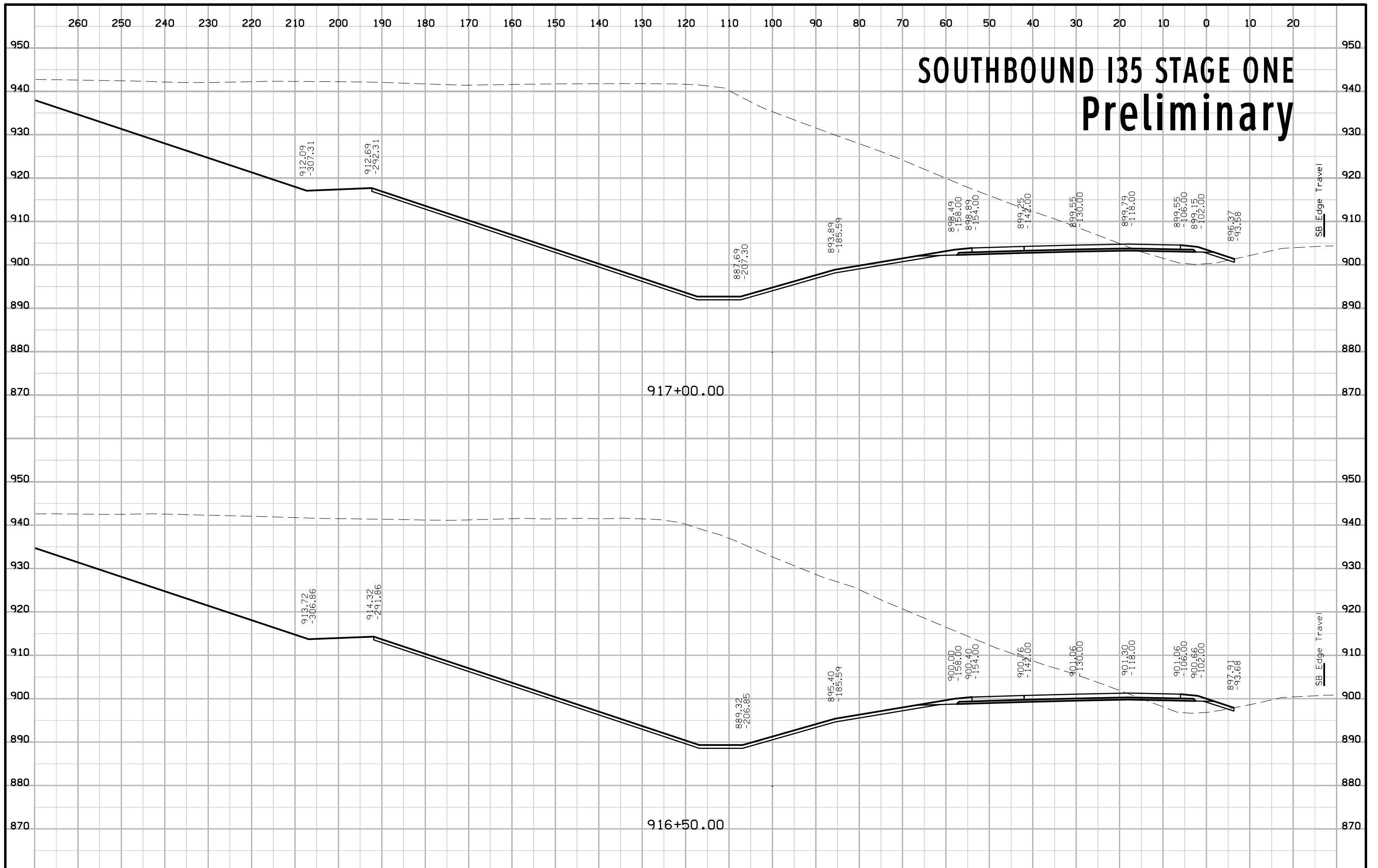
SOUTHBOUND I35 STAGE ONE Preliminary



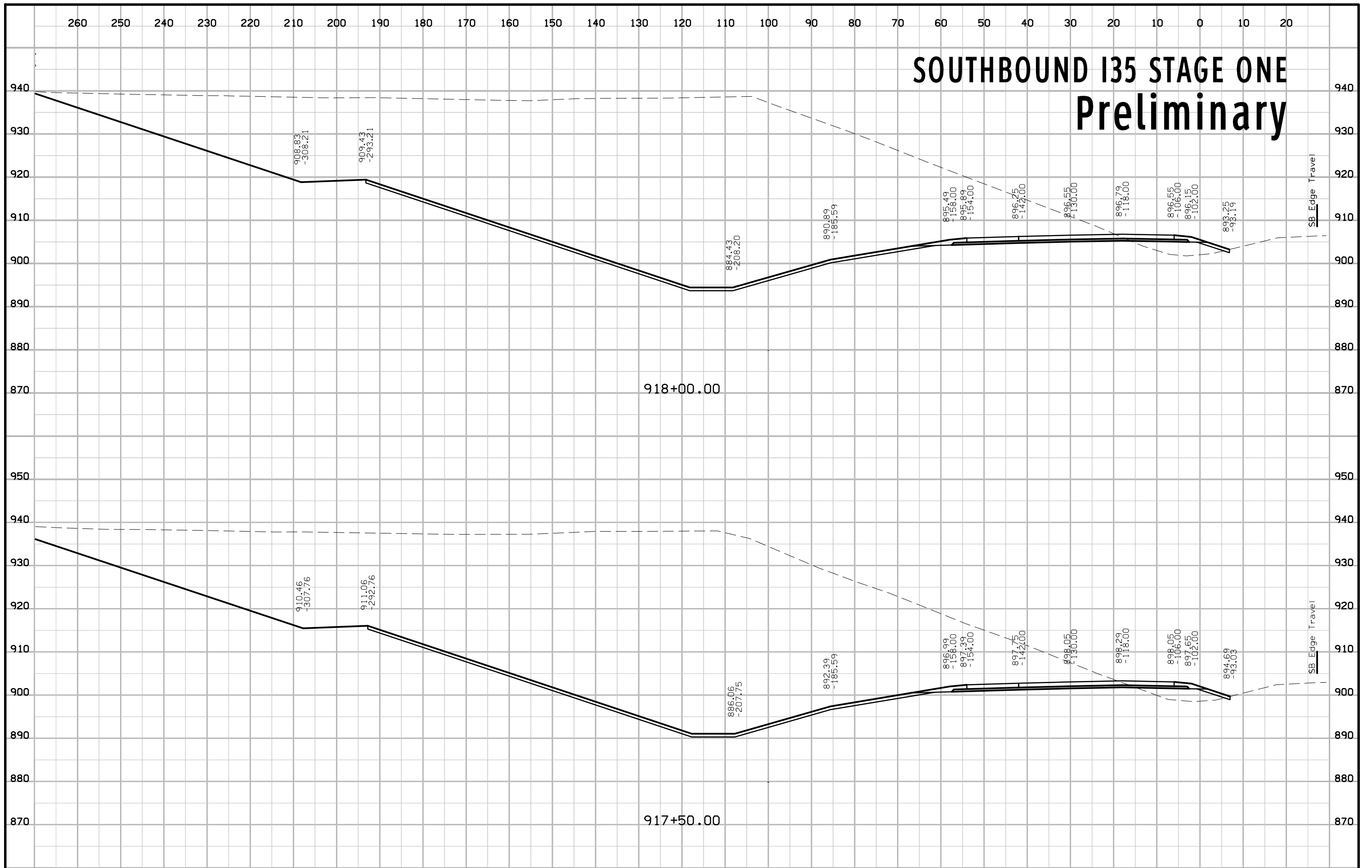
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SB Edge Travel

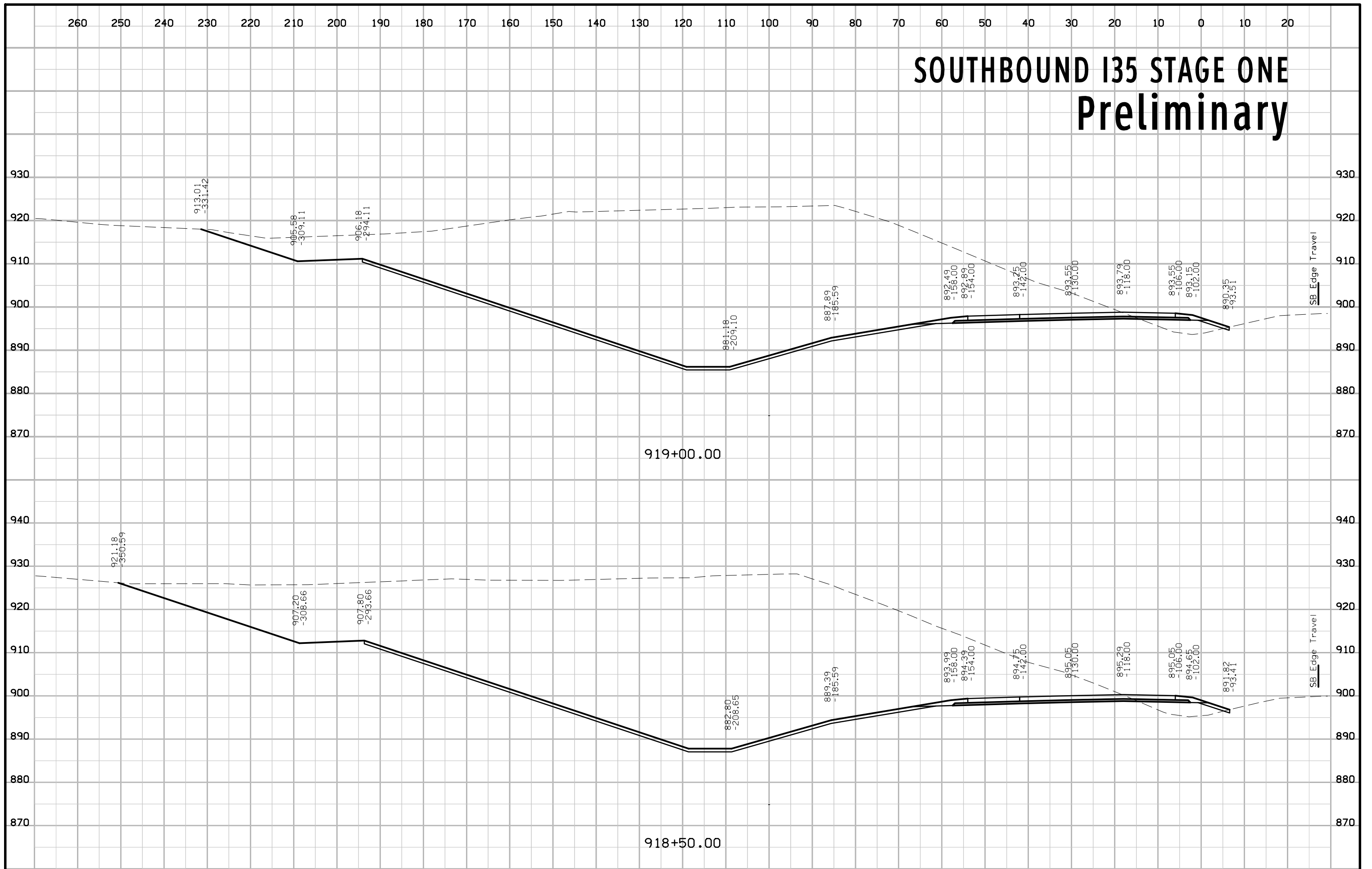
SOUTHBOUND I35 STAGE ONE Preliminary



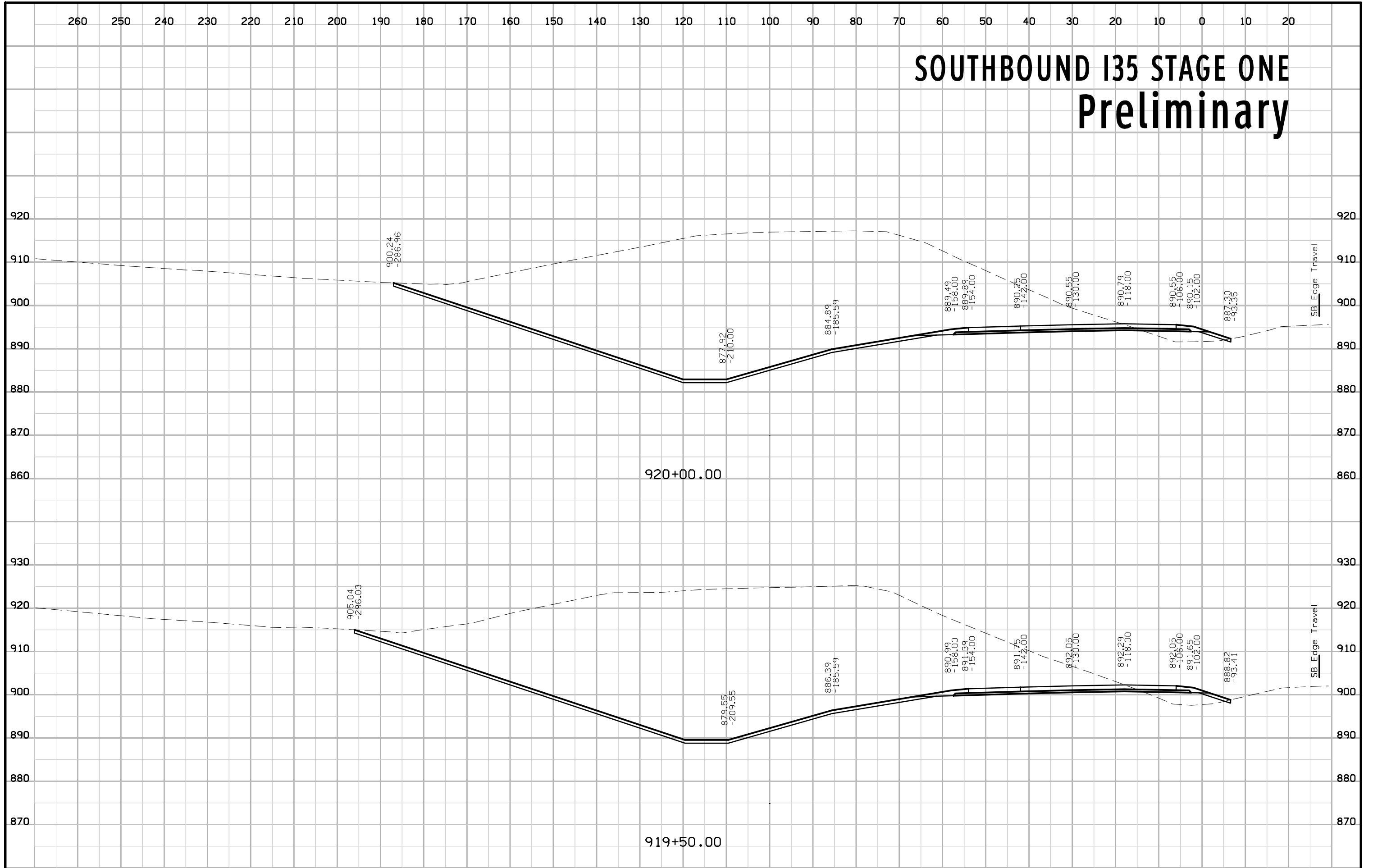
SOUTHBOUND I35 STAGE ONE Preliminary



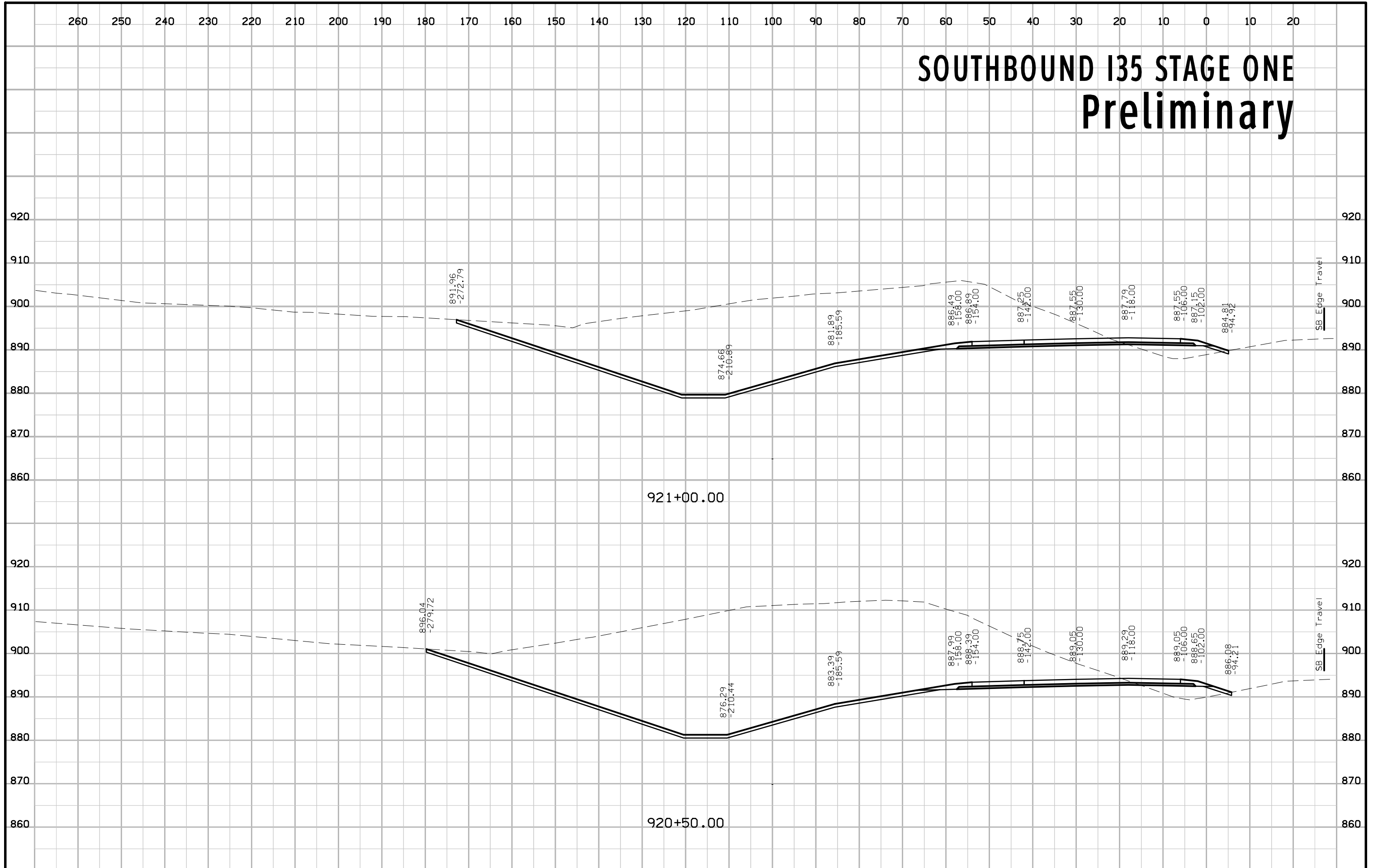
SOUTHBOUND I35 STAGE ONE Preliminary



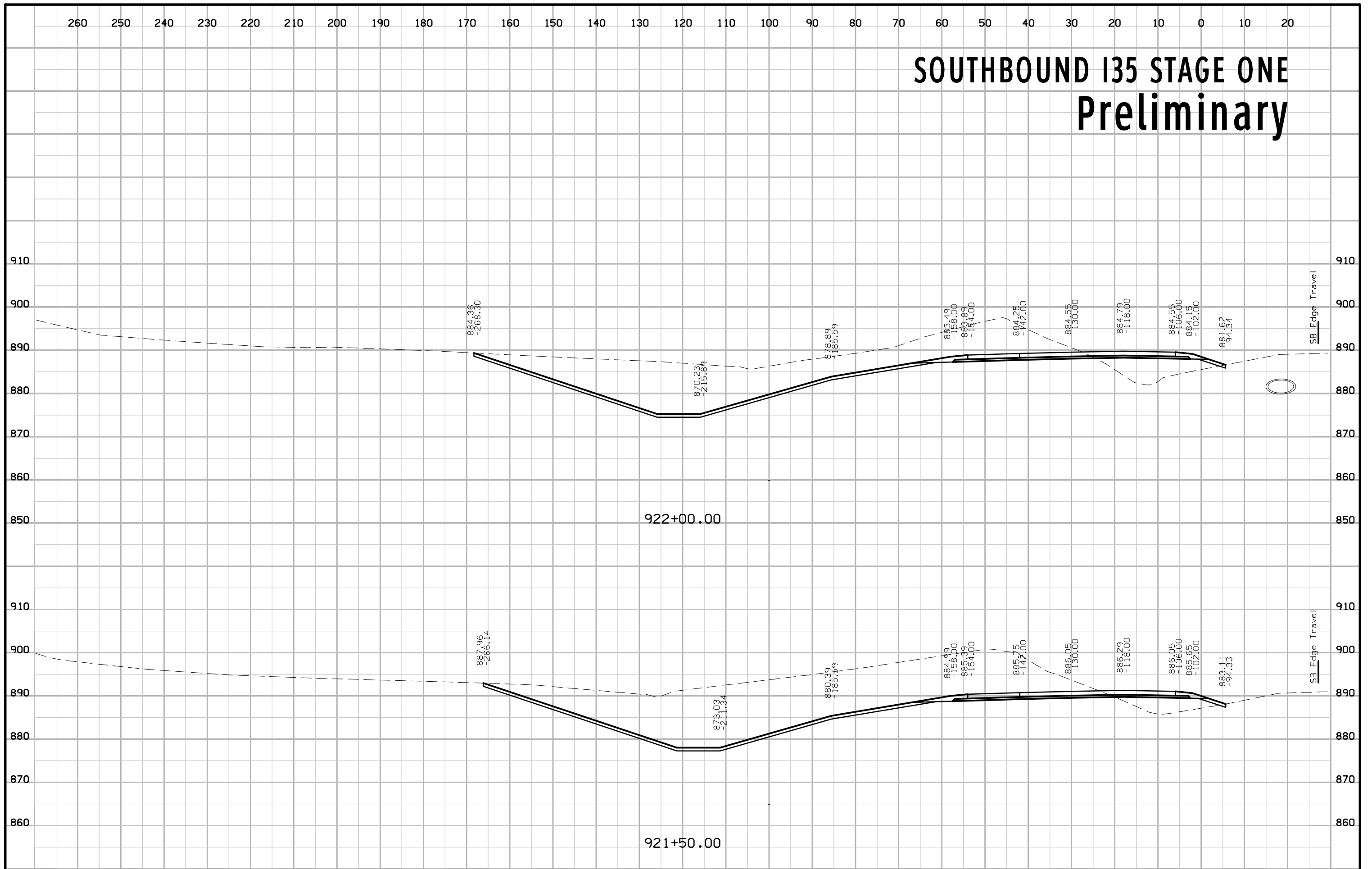
SOUTHBOUND I35 STAGE ONE Preliminary



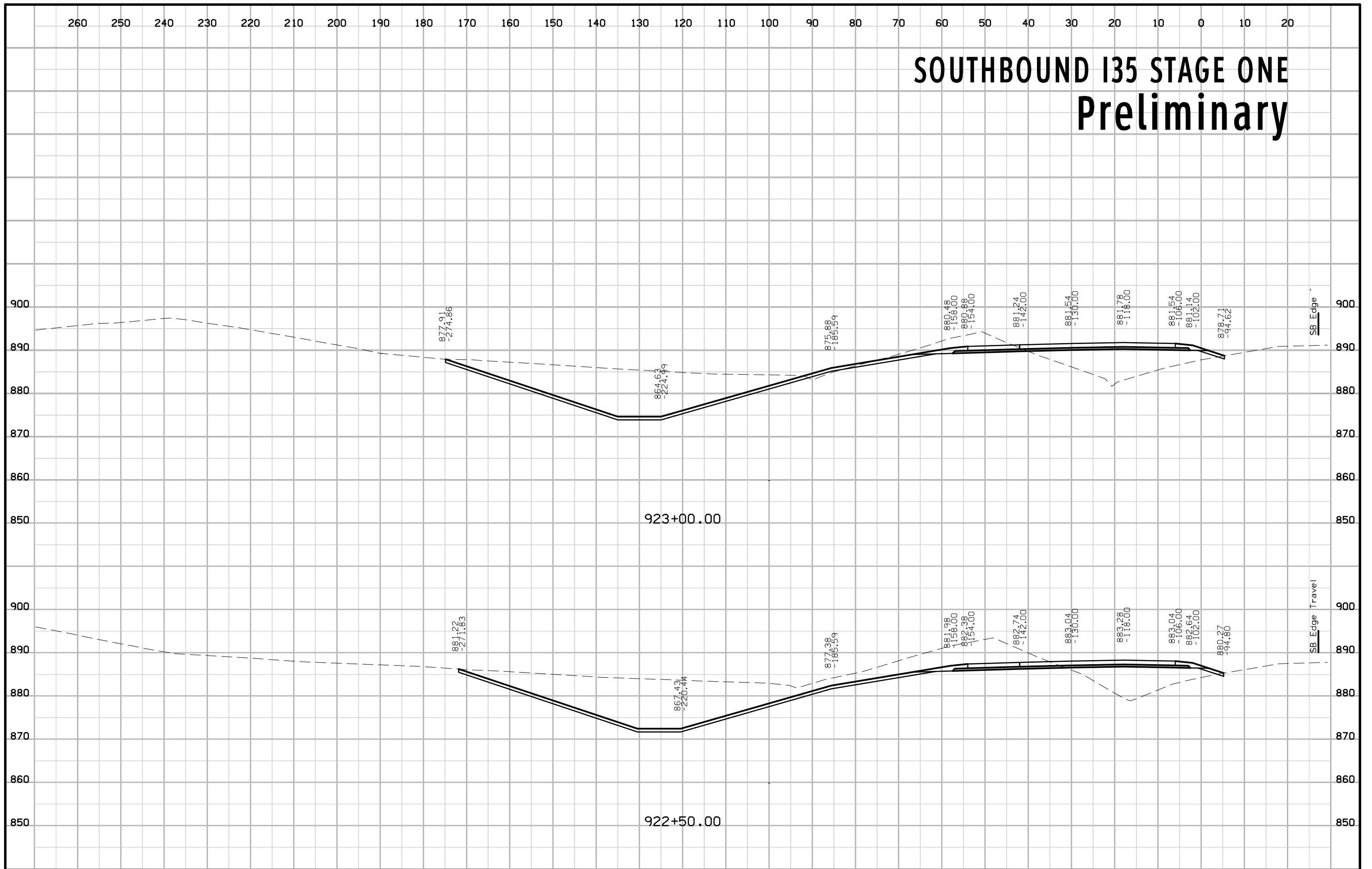
SOUTHBOUND I35 STAGE ONE Preliminary



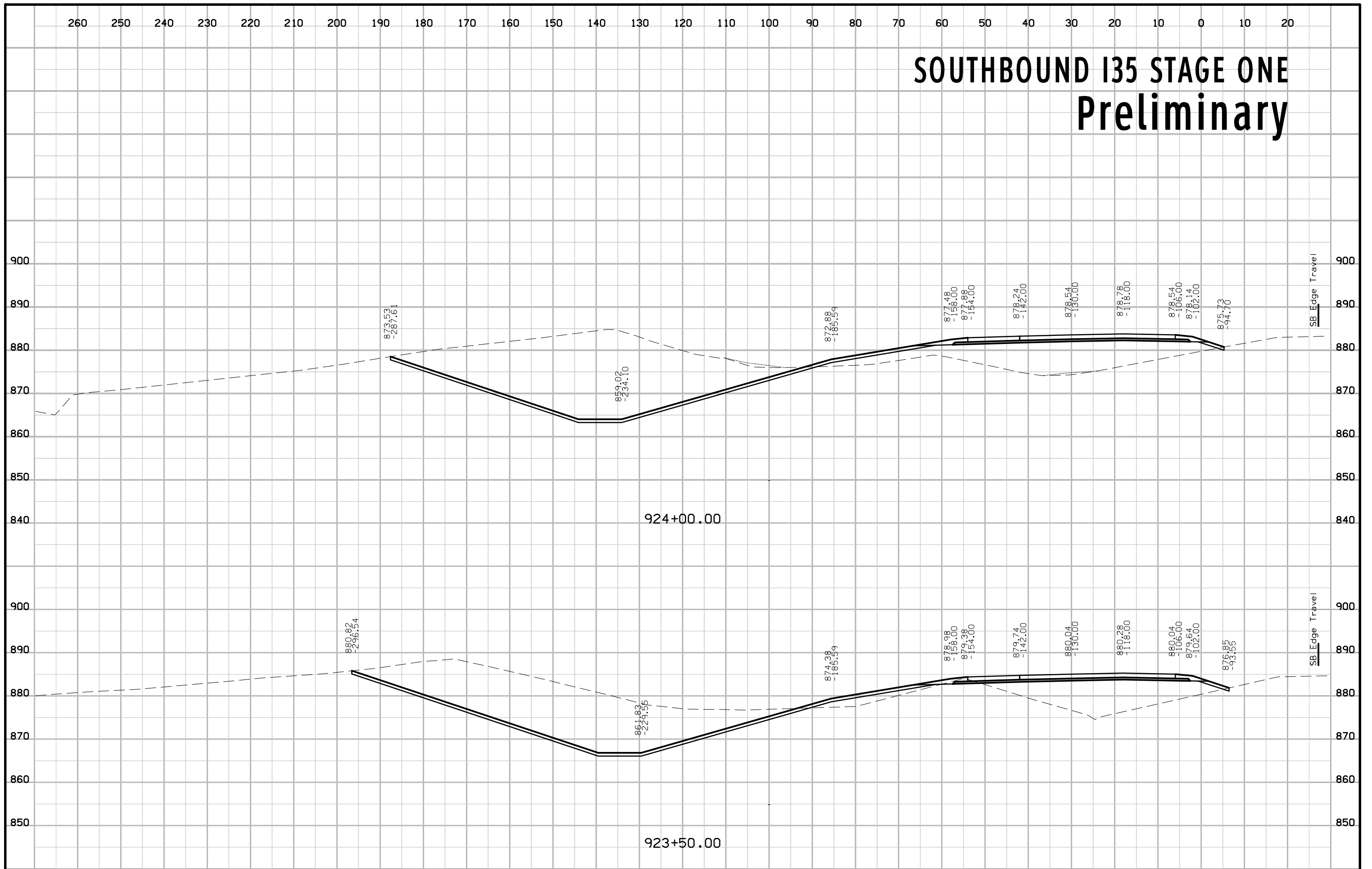
SOUTHBOUND I35 STAGE ONE Preliminary



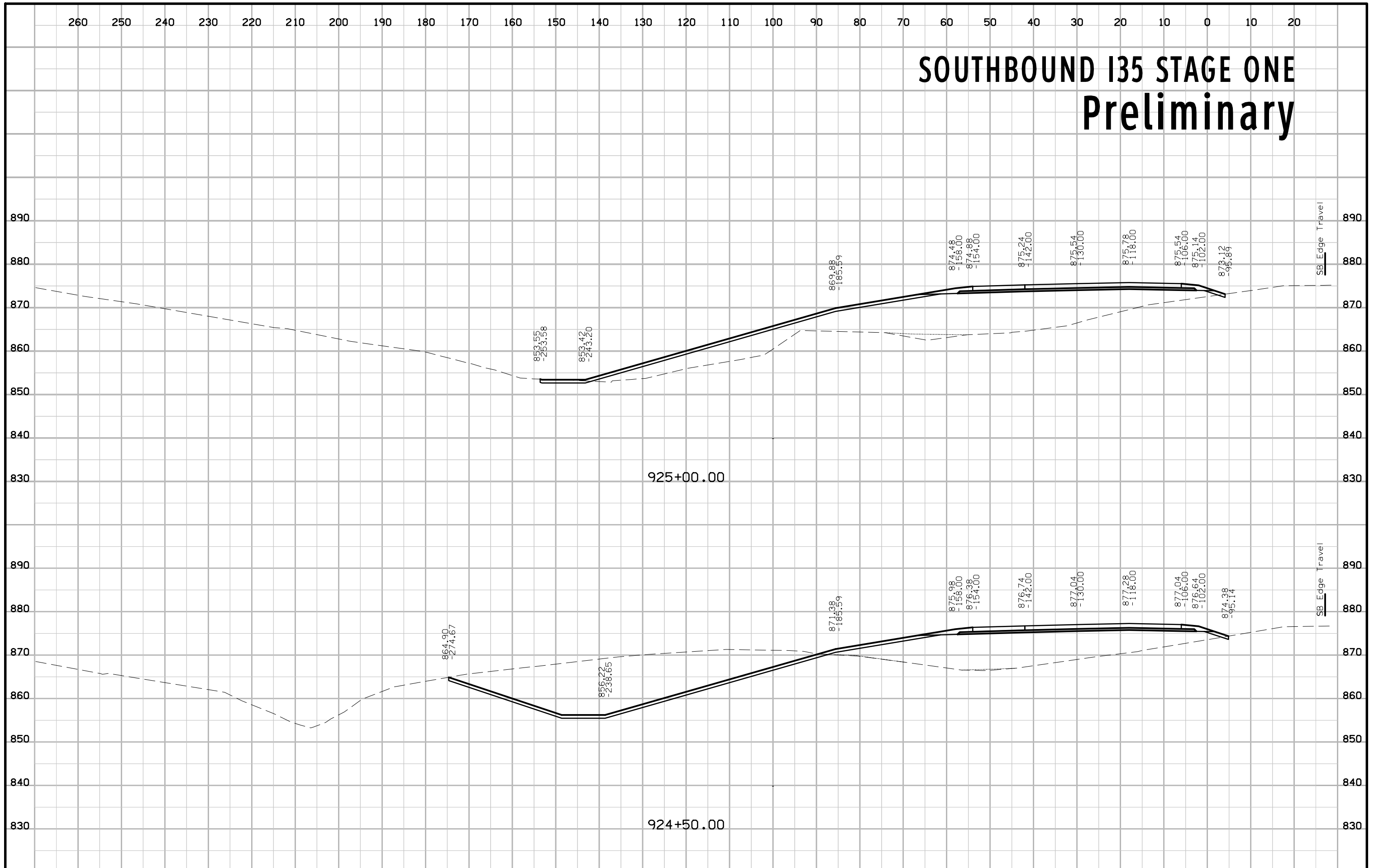
SOUTHBOUND I35 STAGE ONE Preliminary



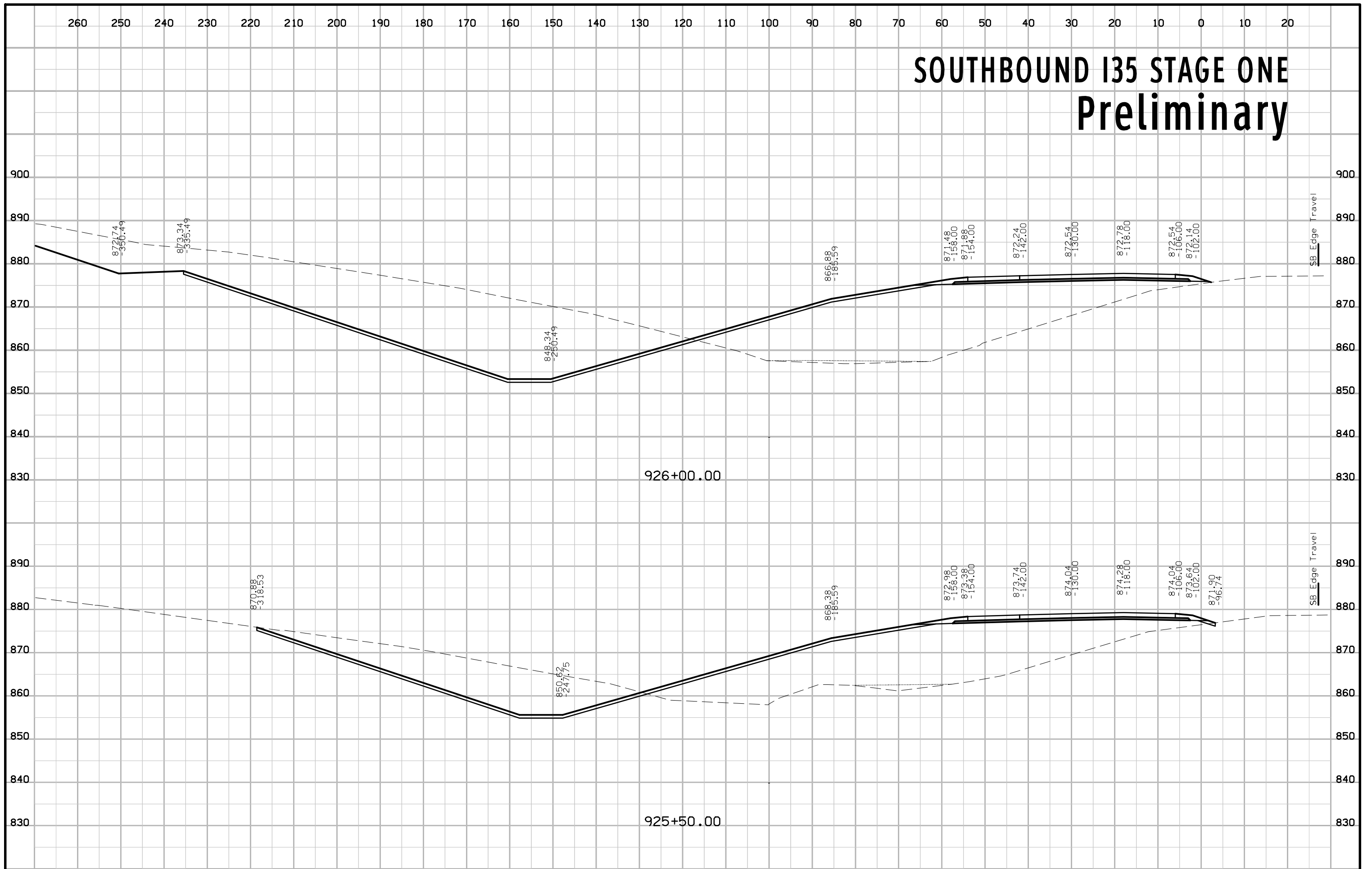
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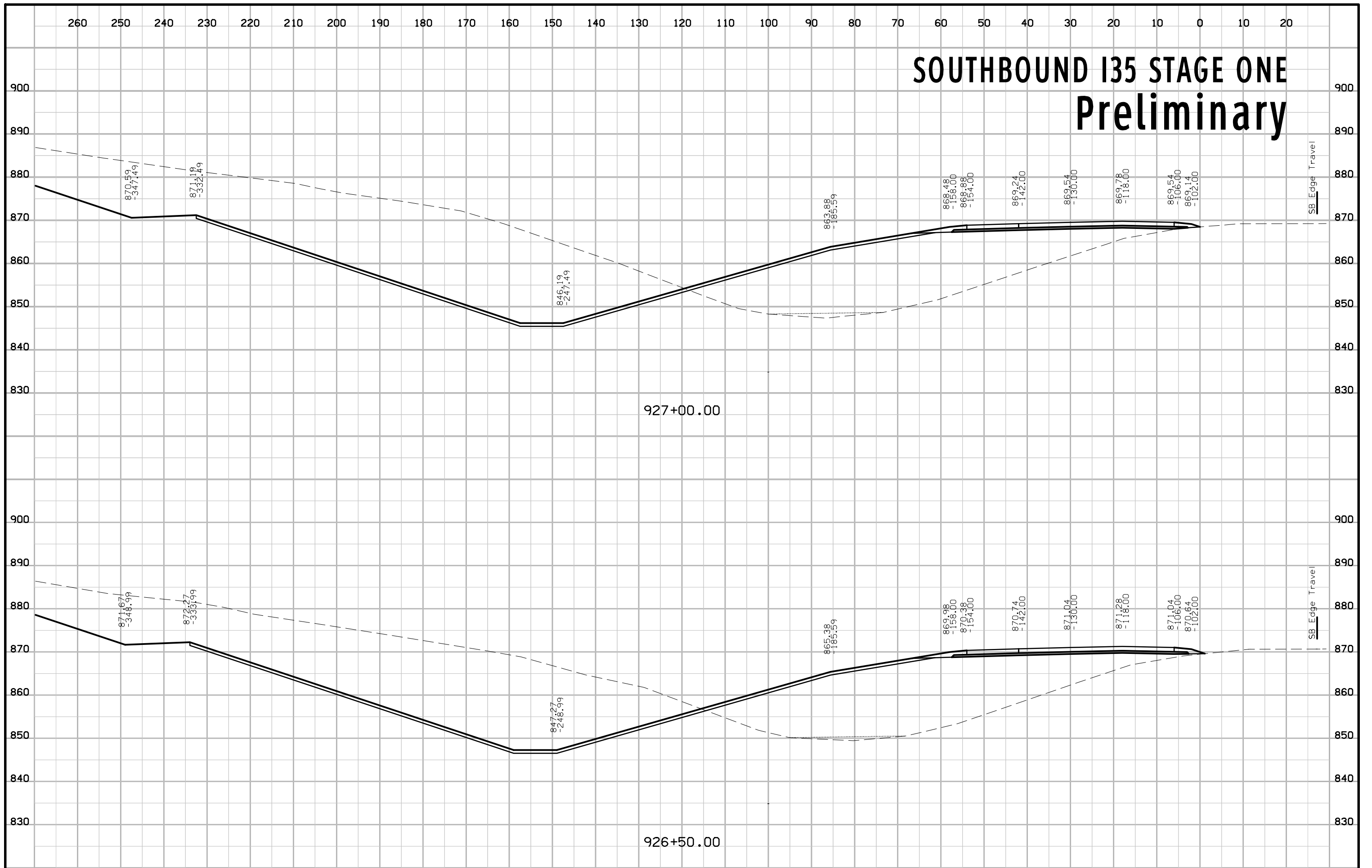
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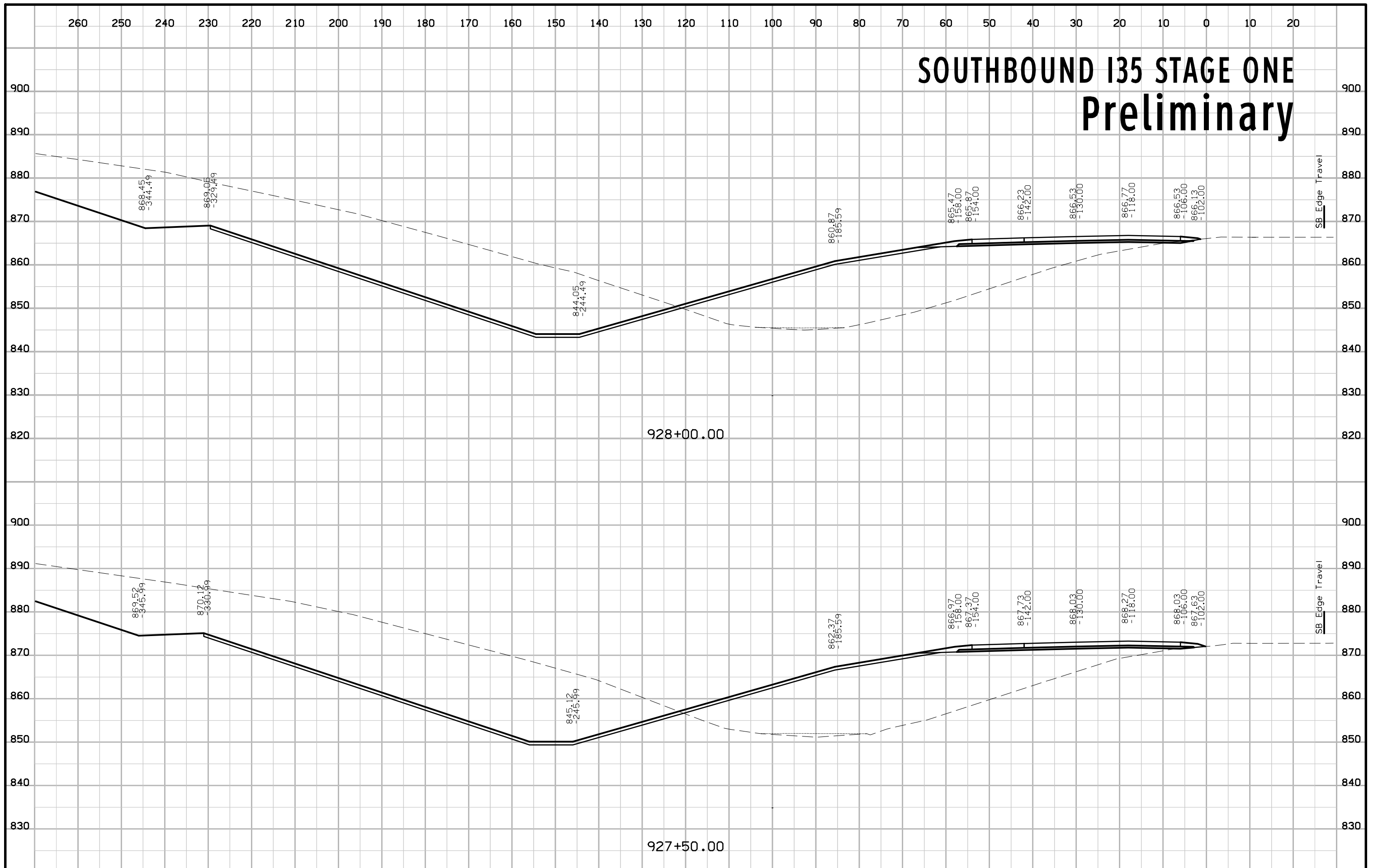
SOUTHBOUND I35 STAGE ONE Preliminary



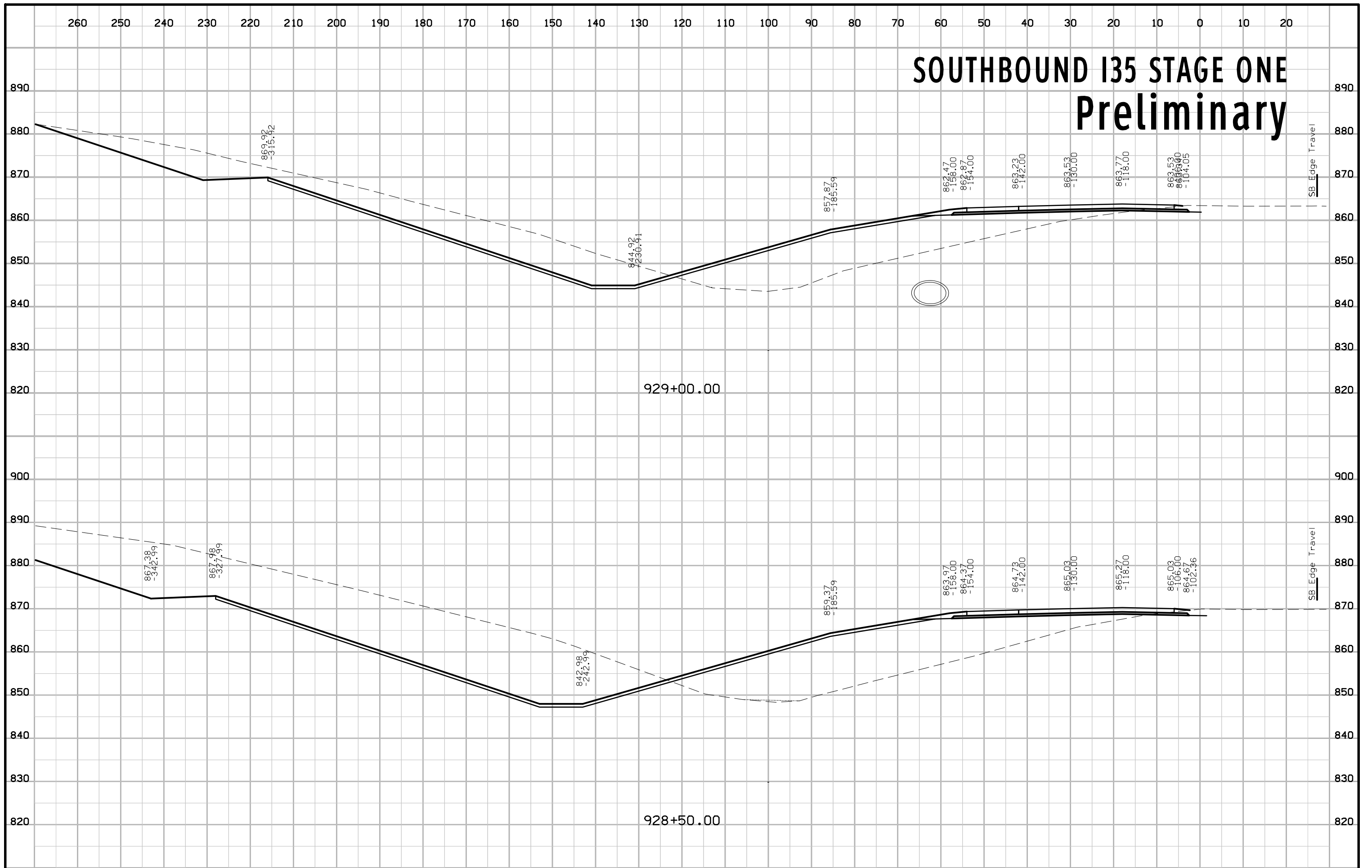
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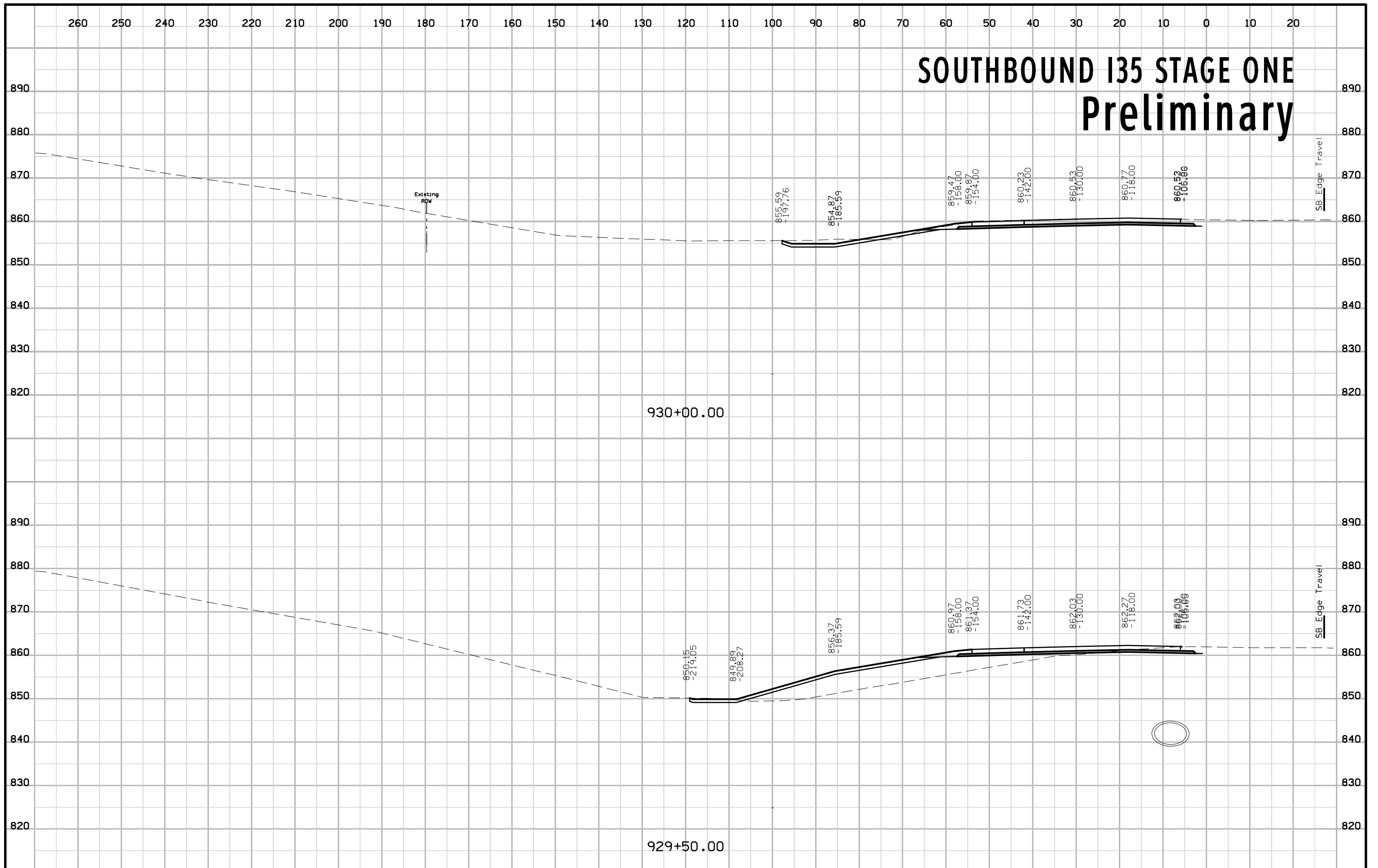
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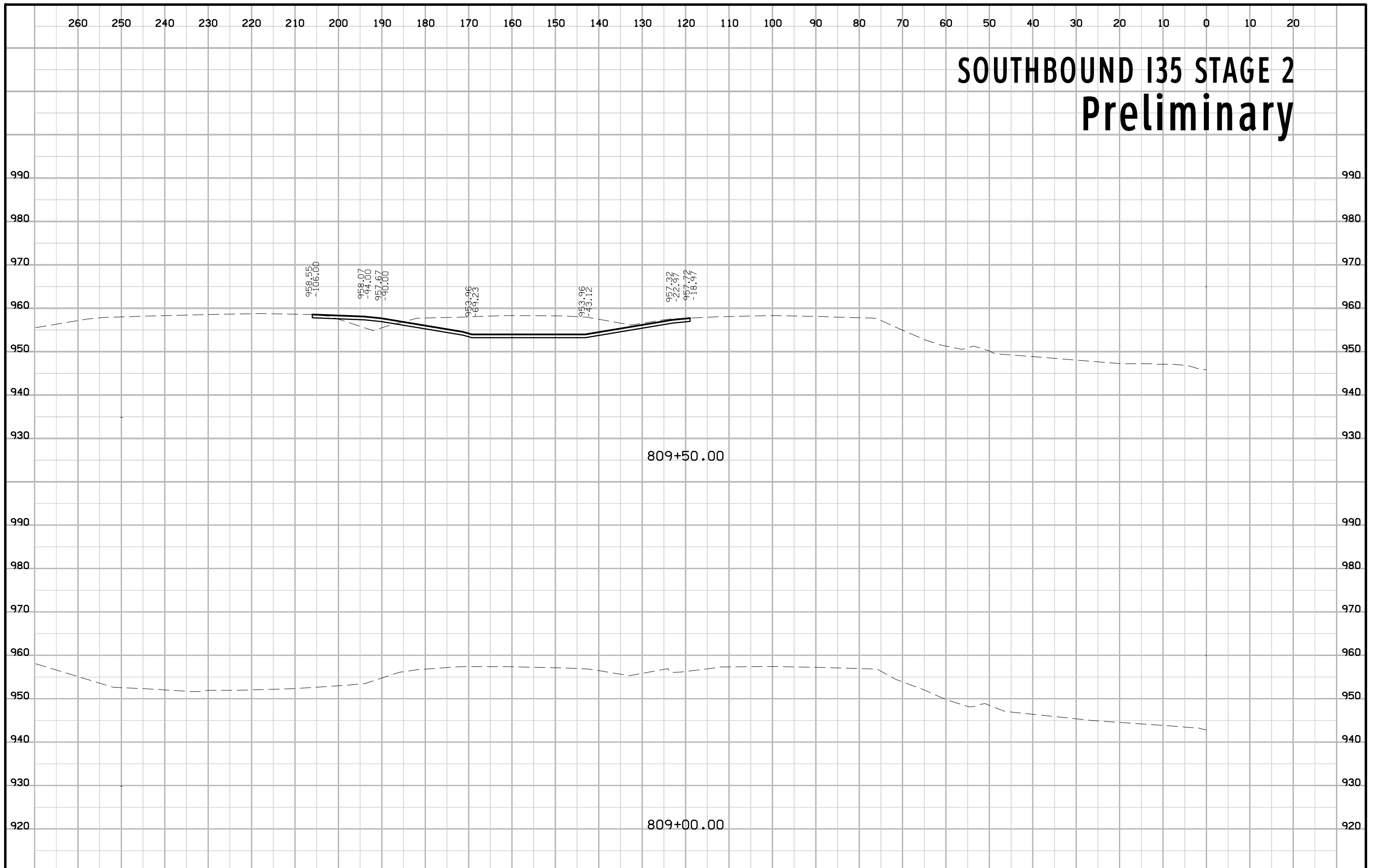
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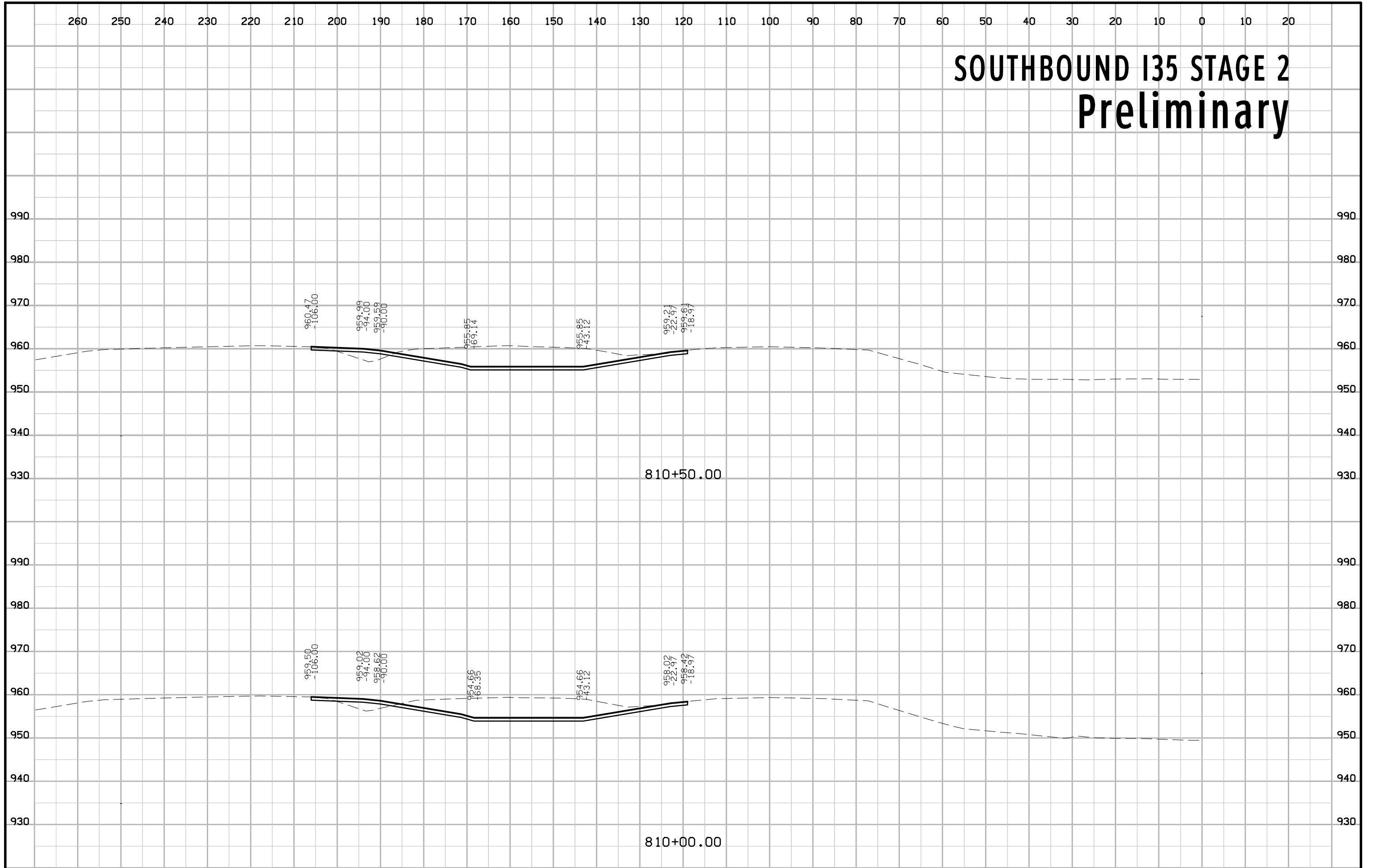
SOUTHBOUND I35 STAGE ONE Preliminary



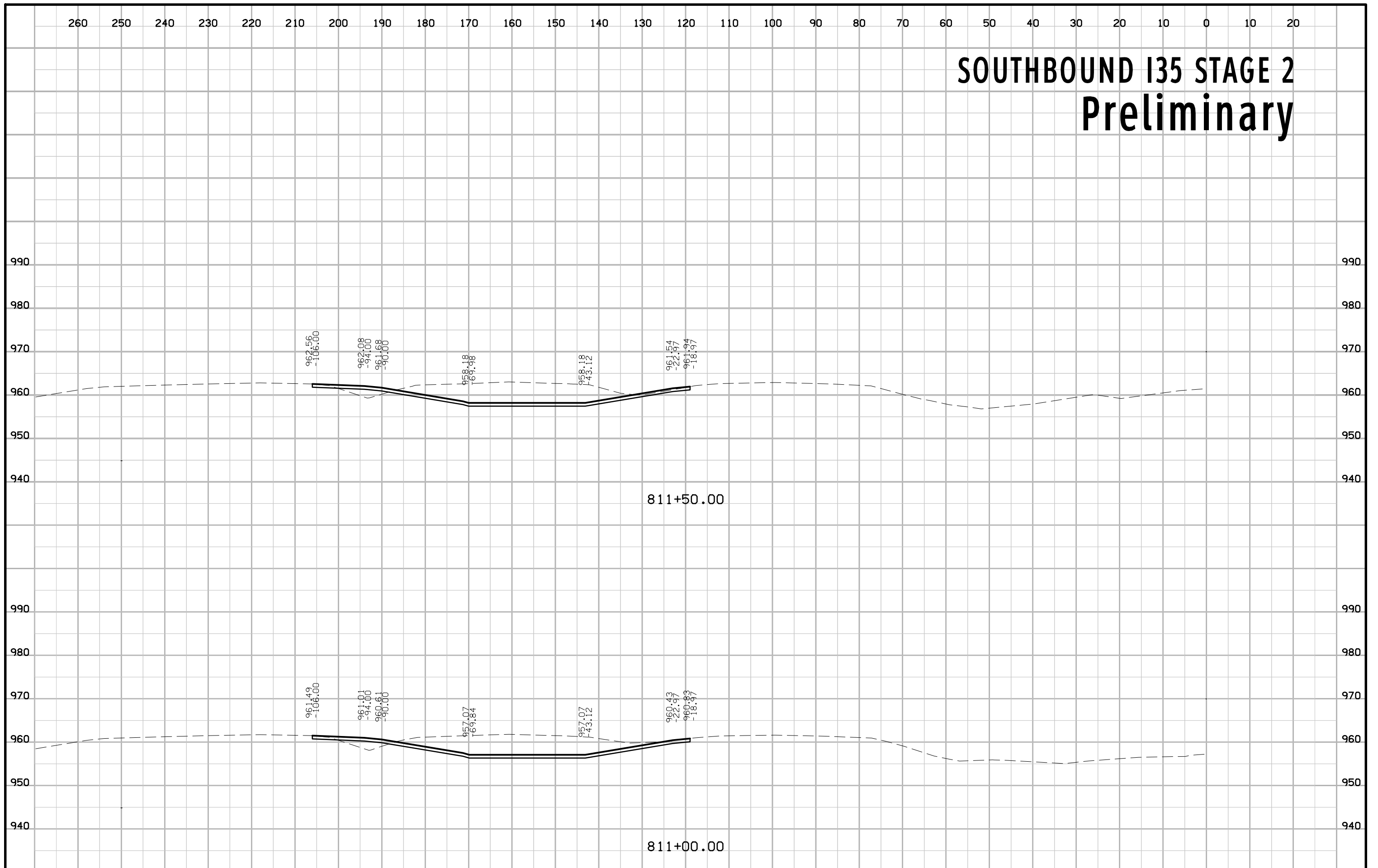
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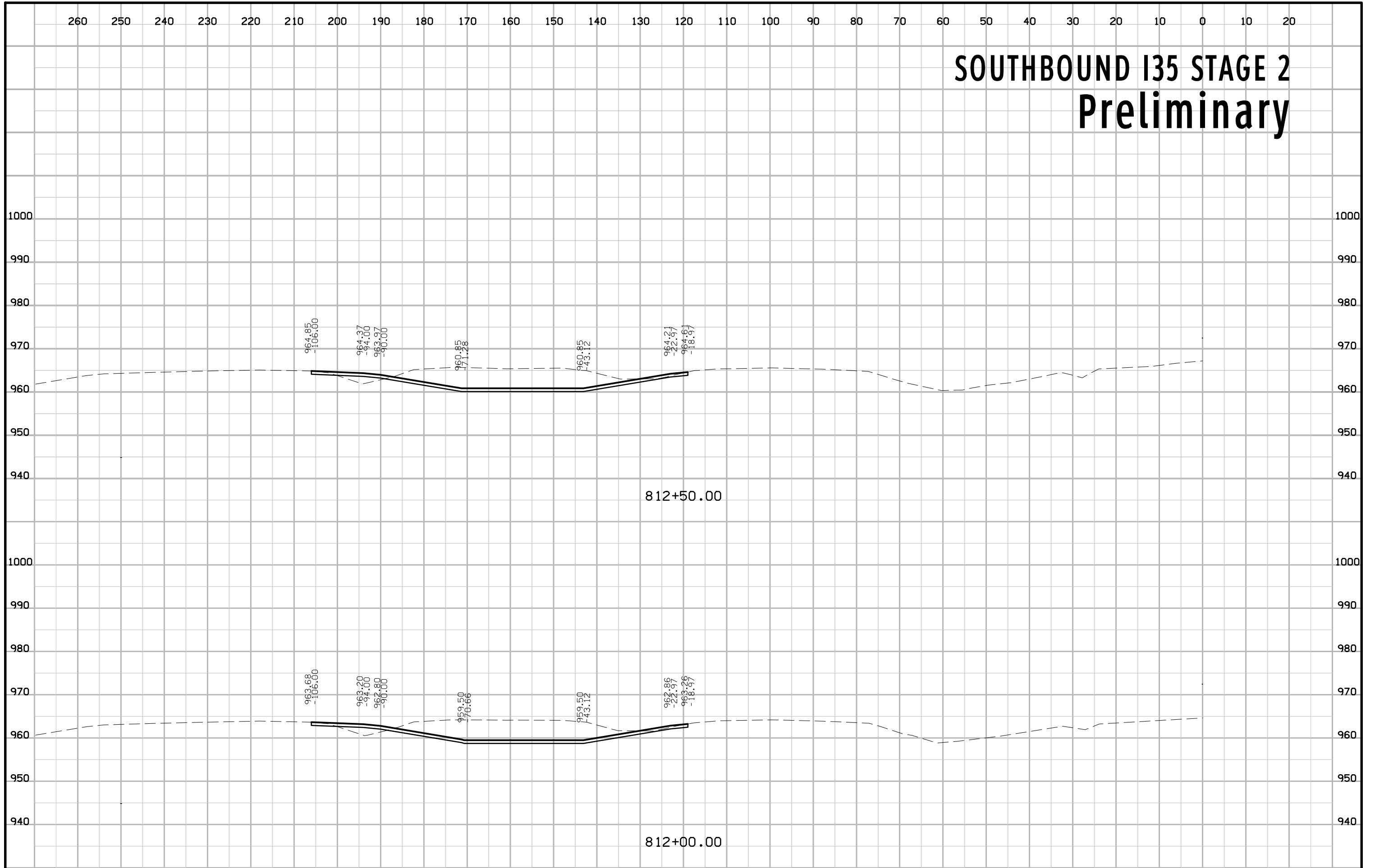
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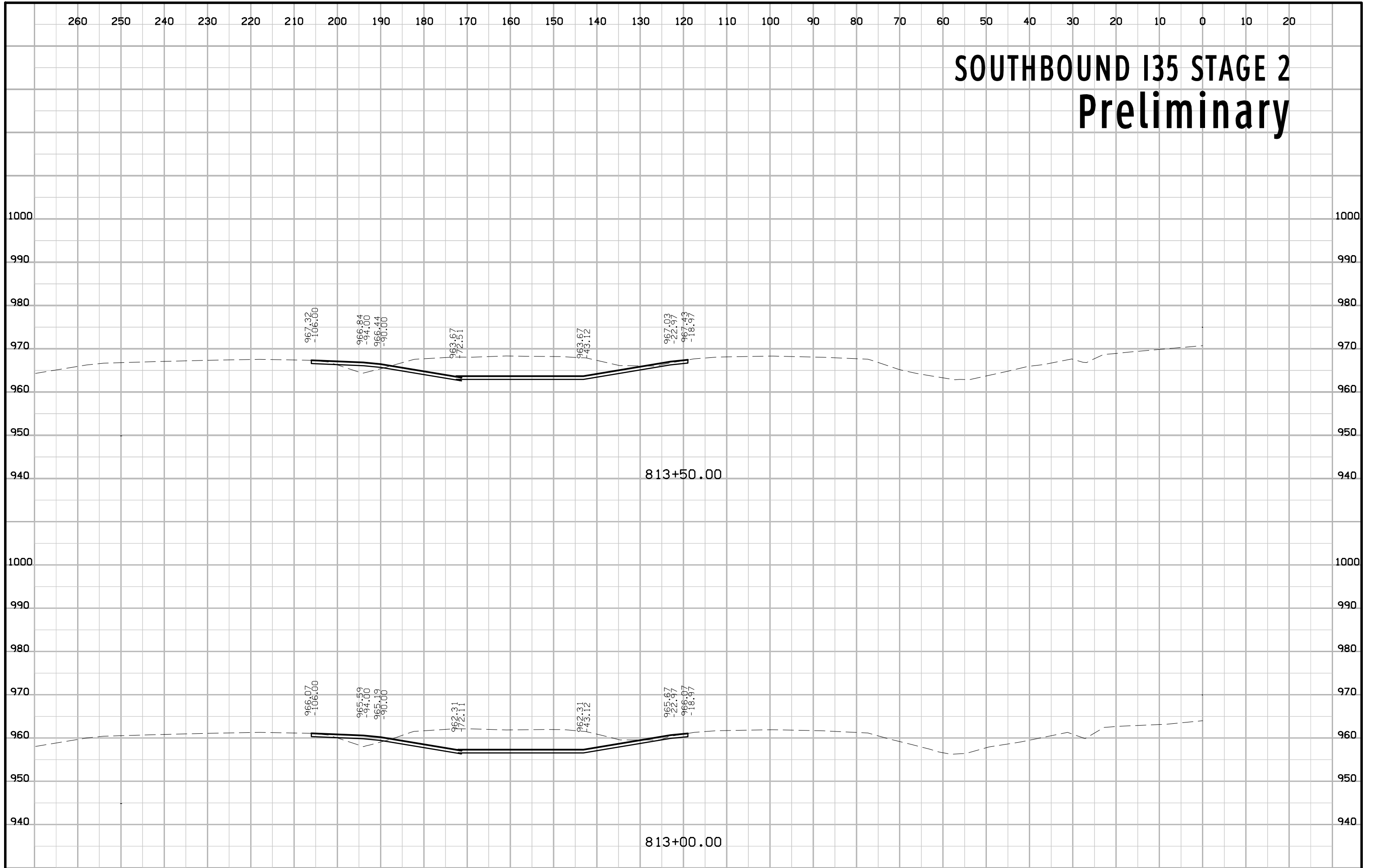
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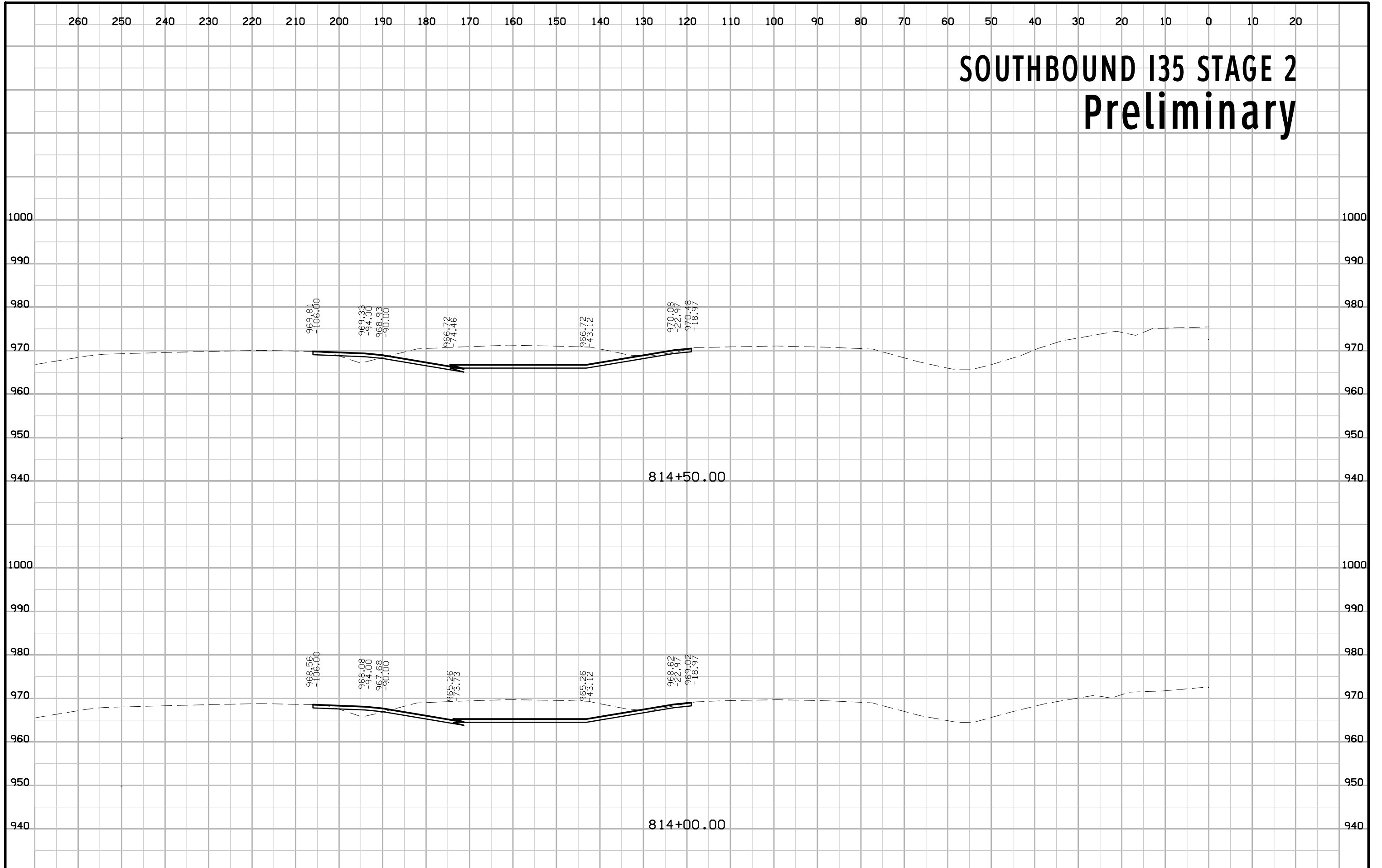
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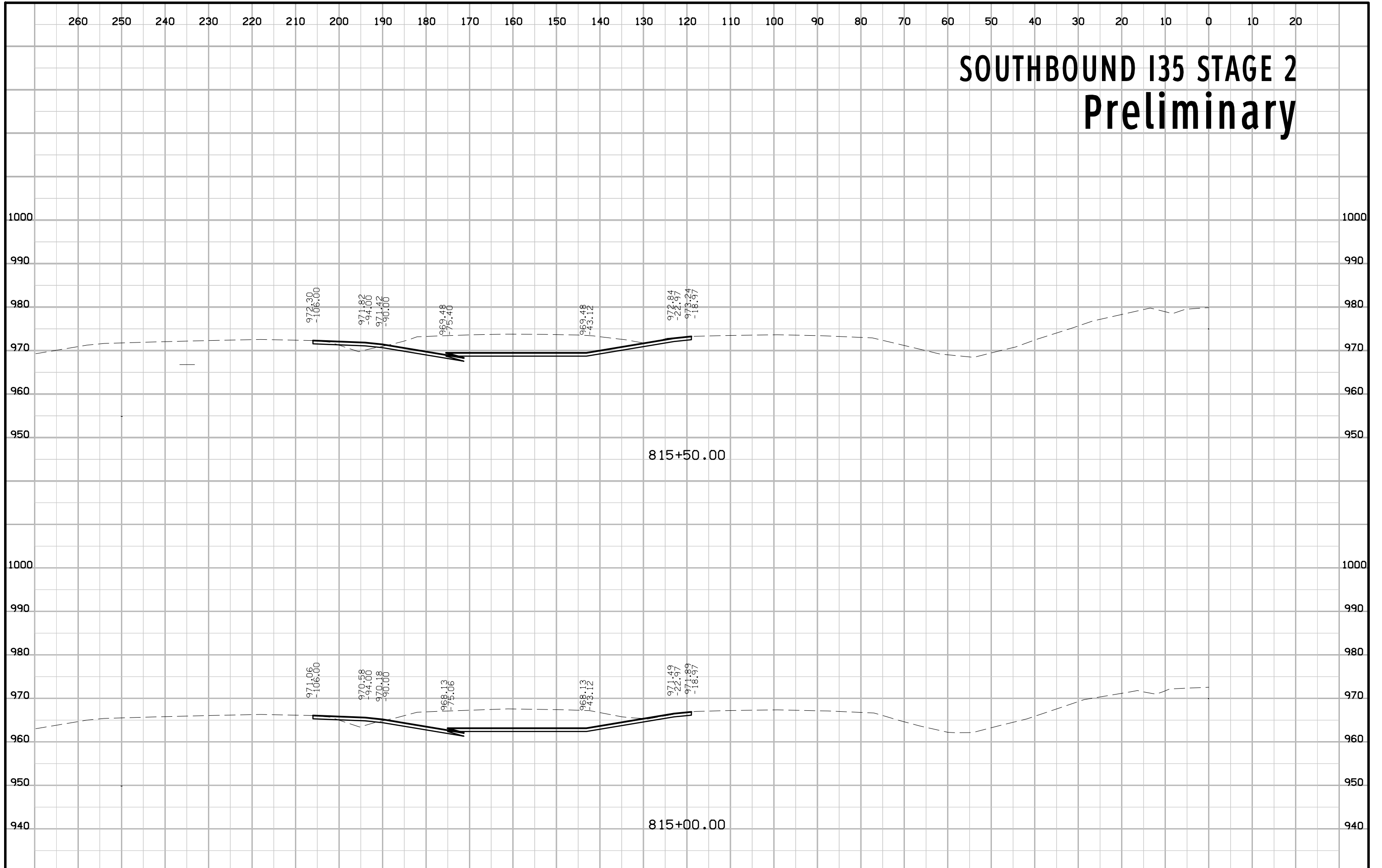
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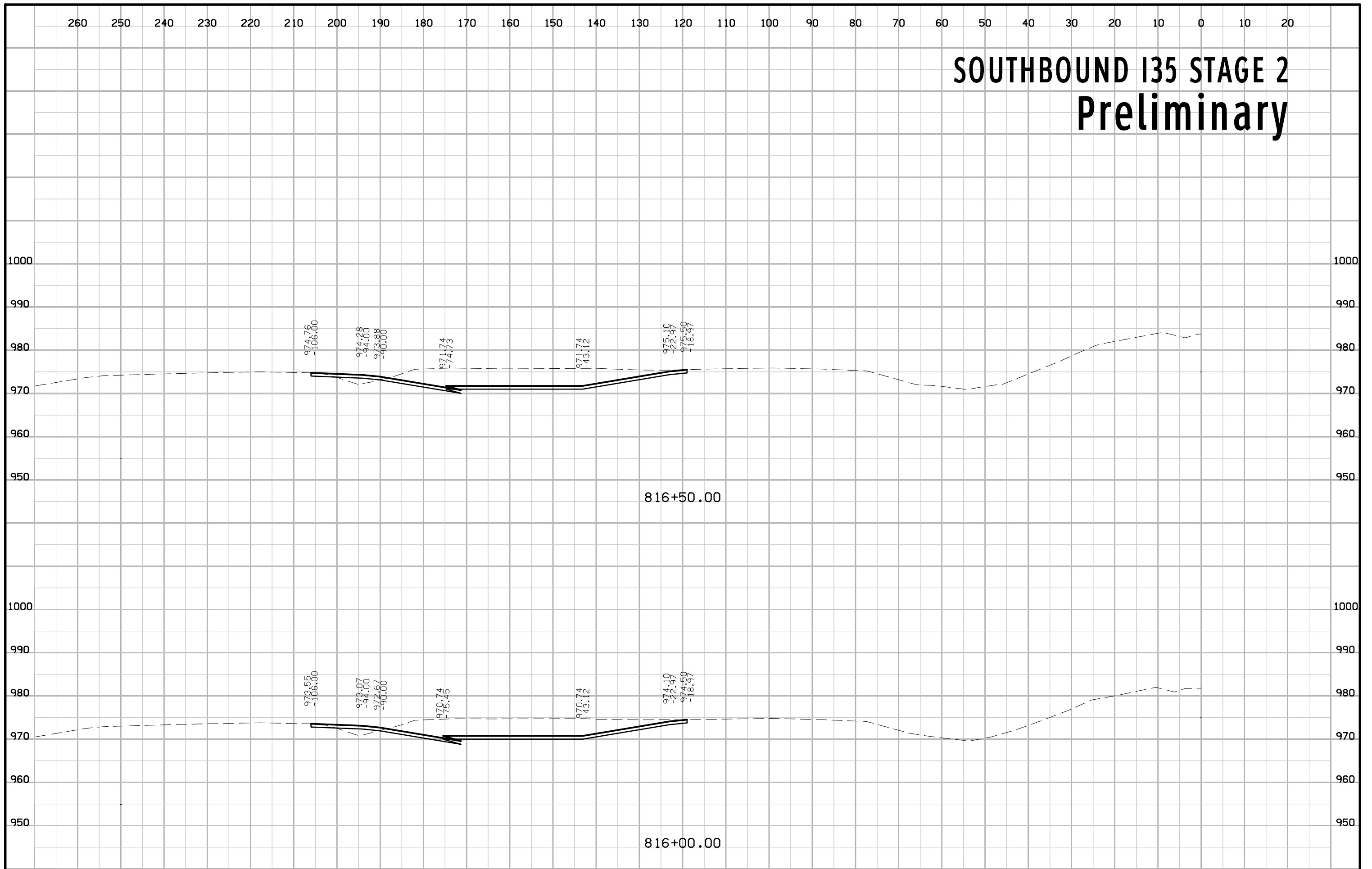
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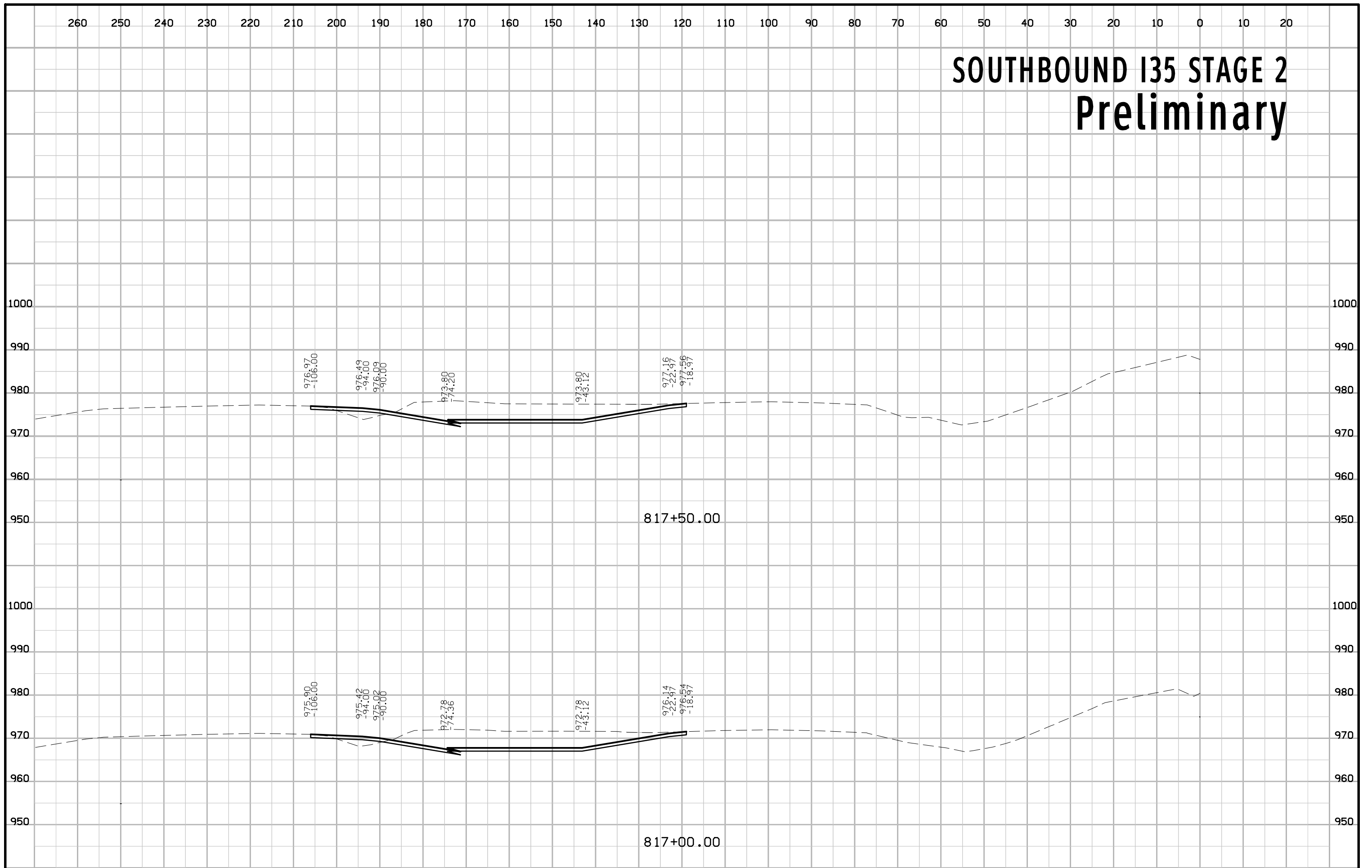
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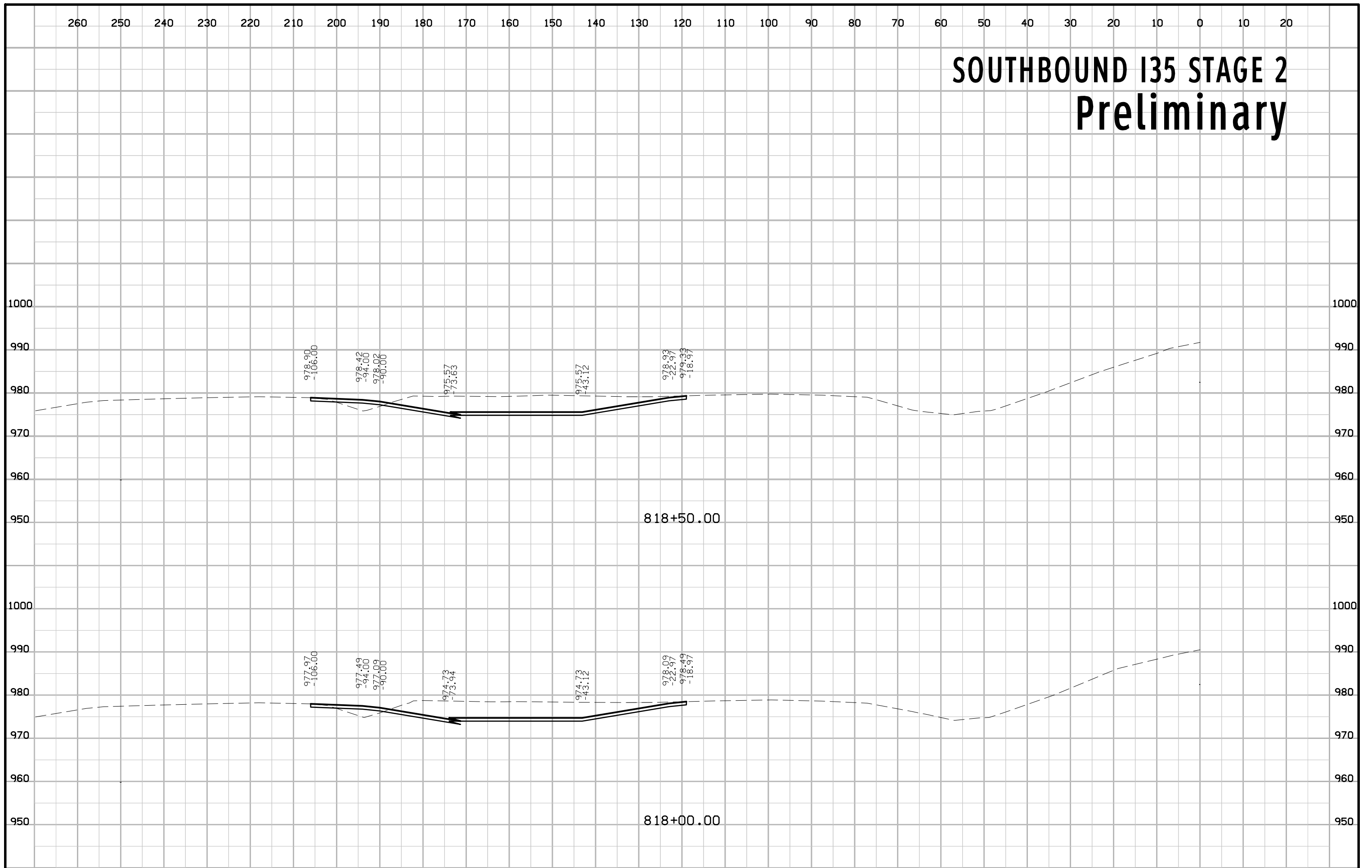
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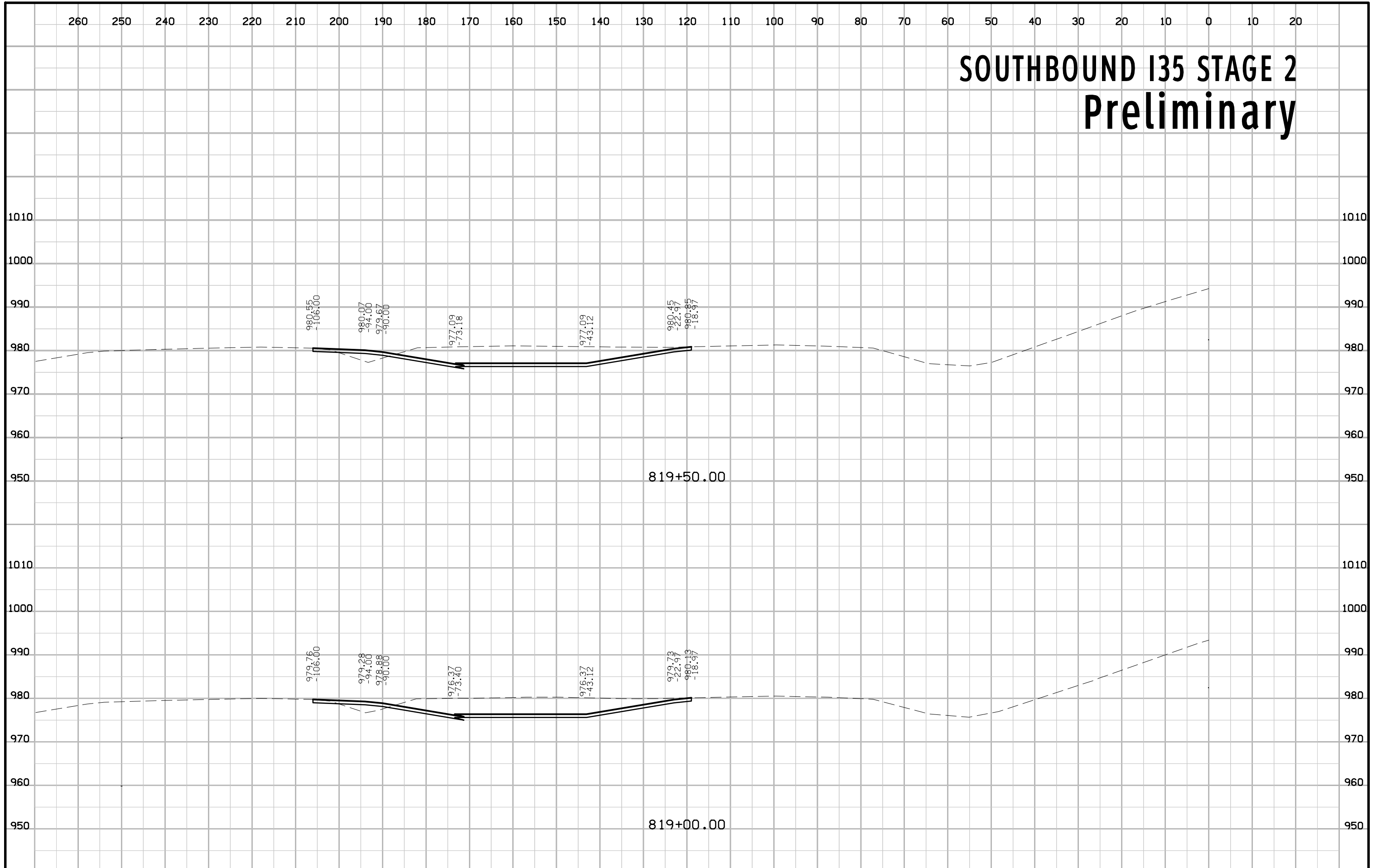
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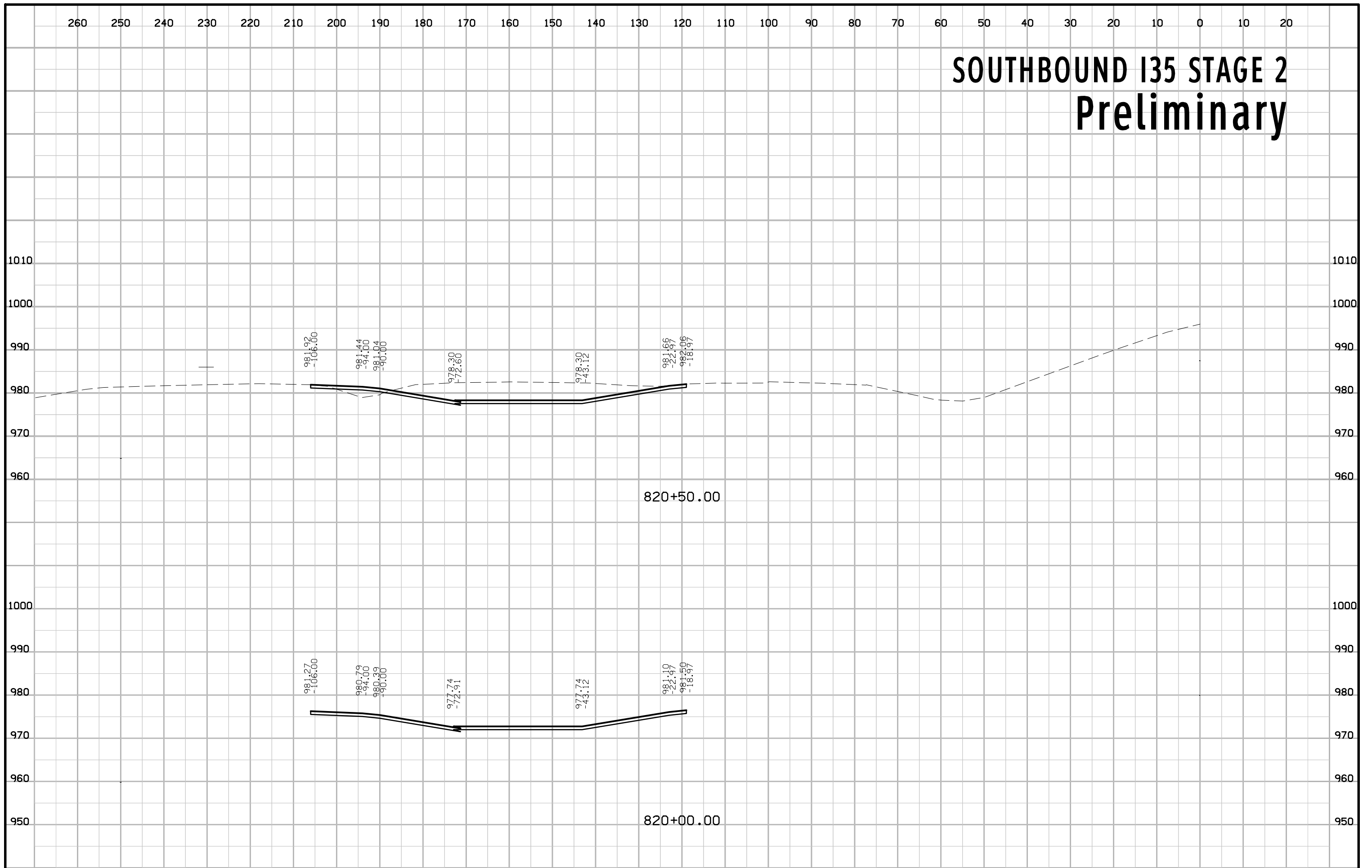
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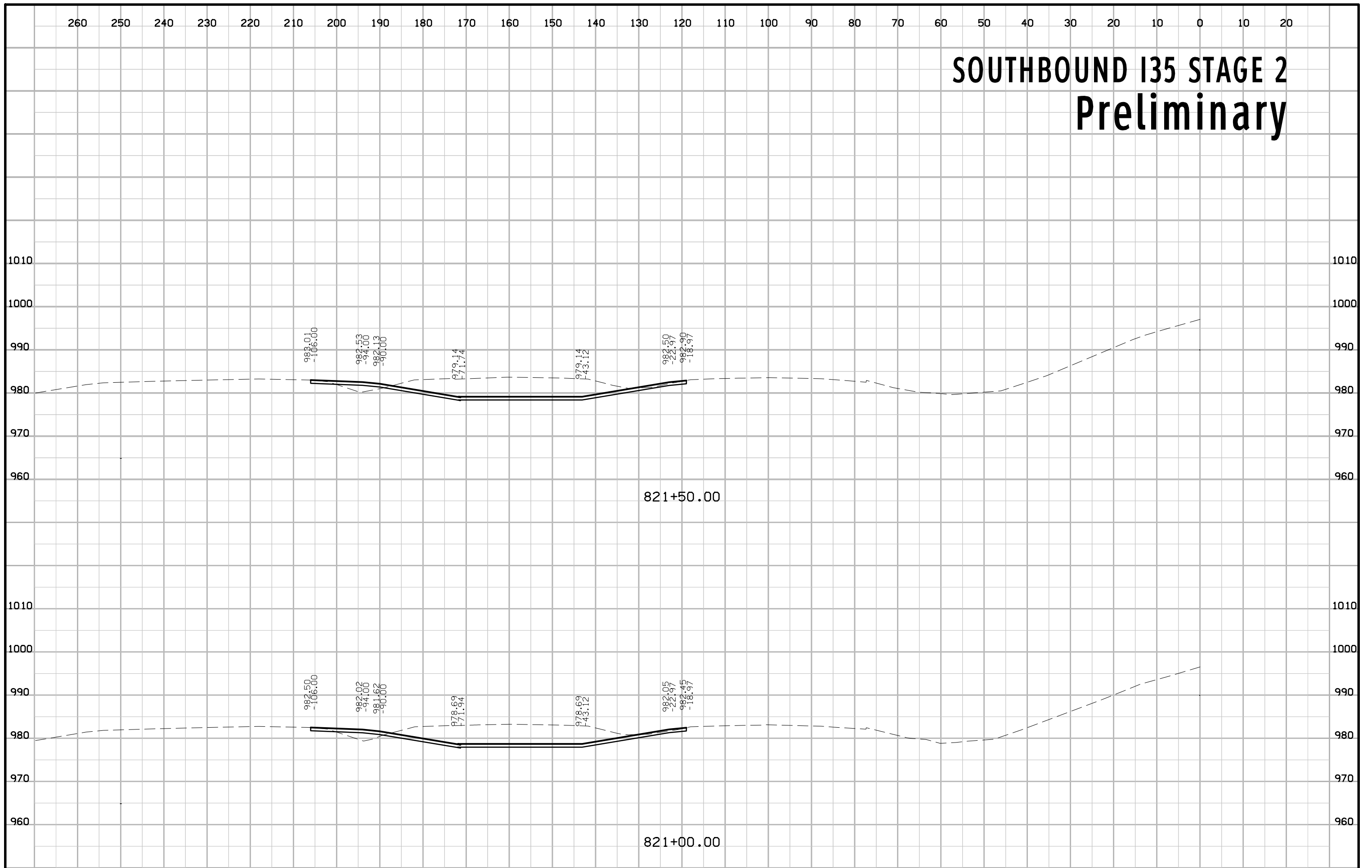
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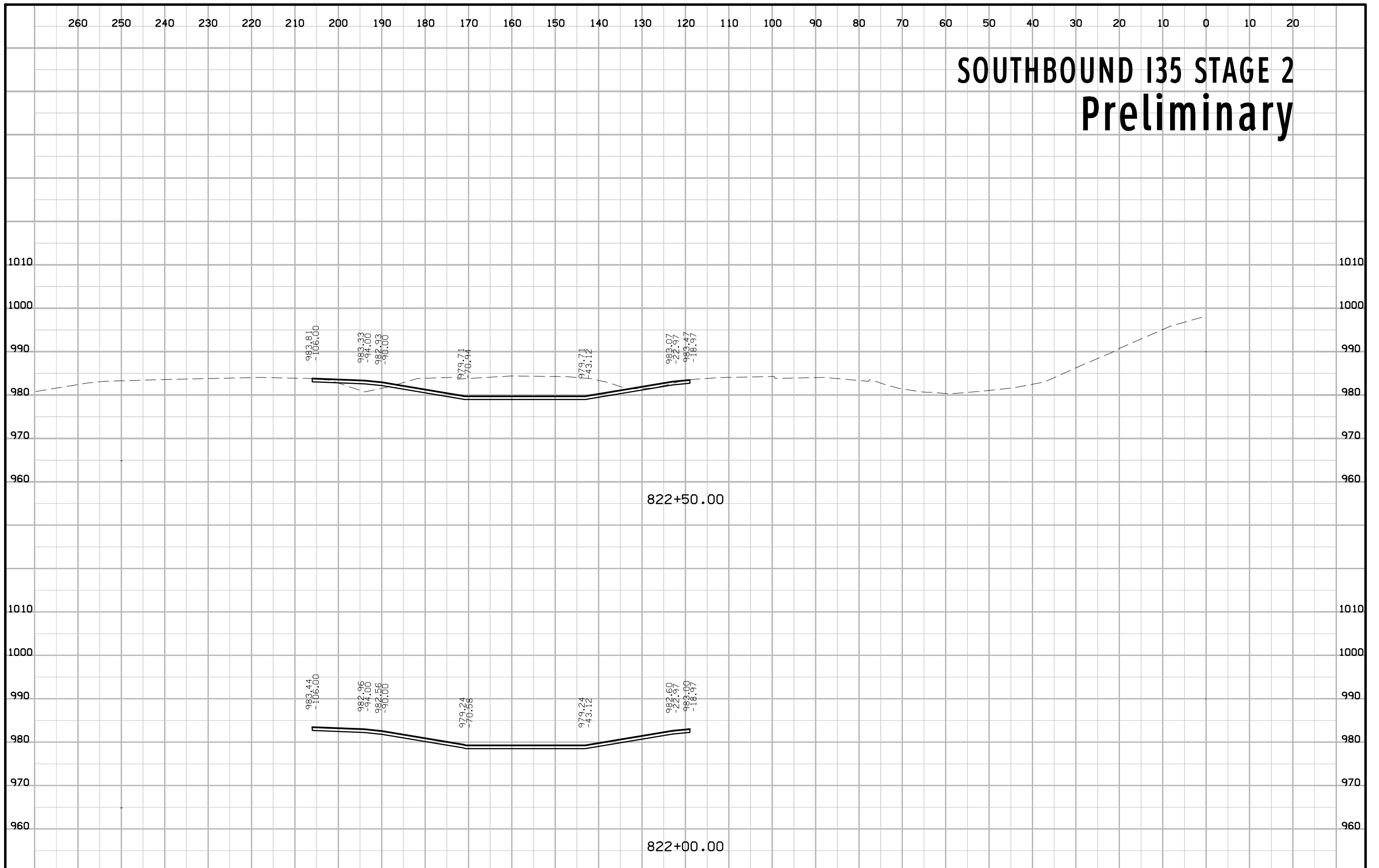
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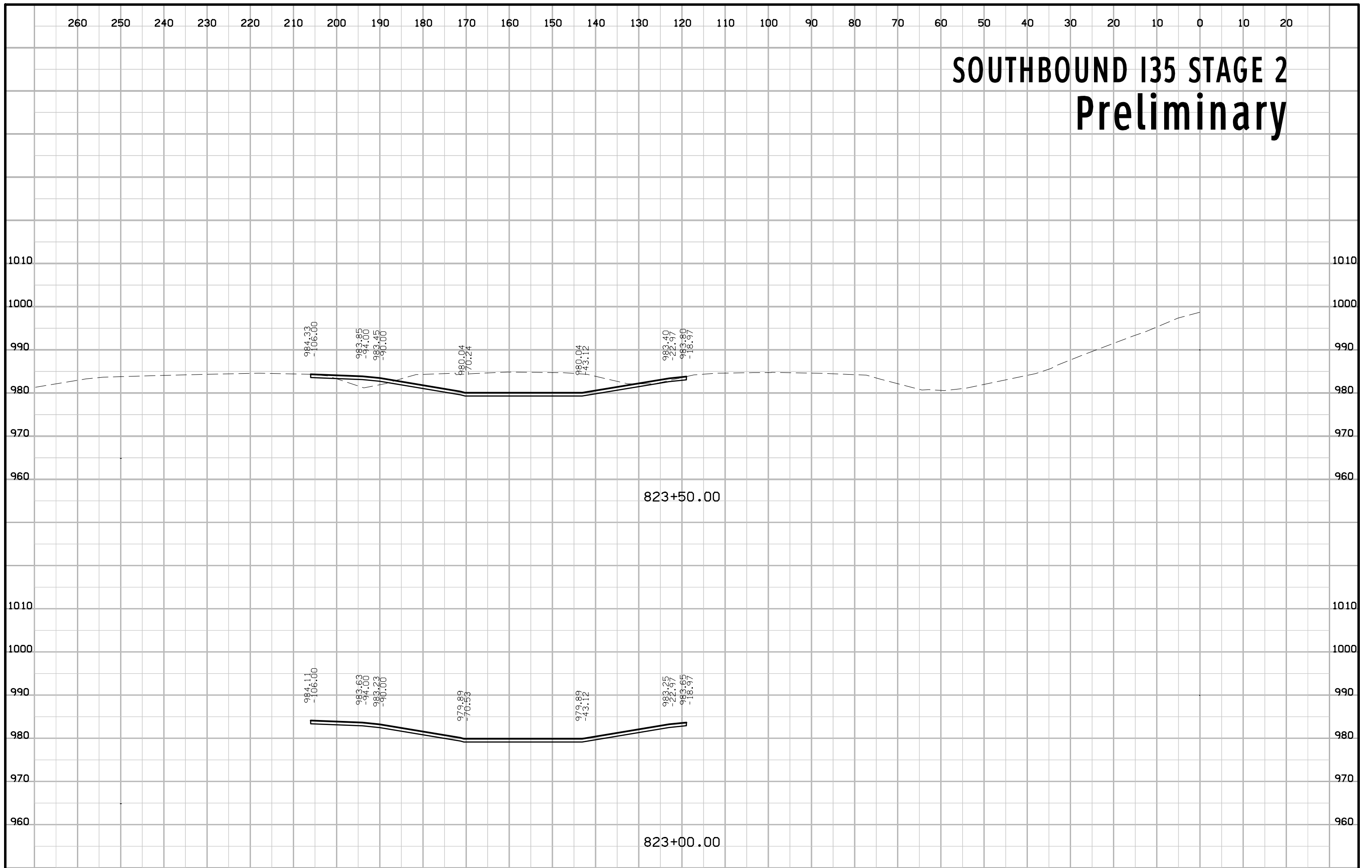
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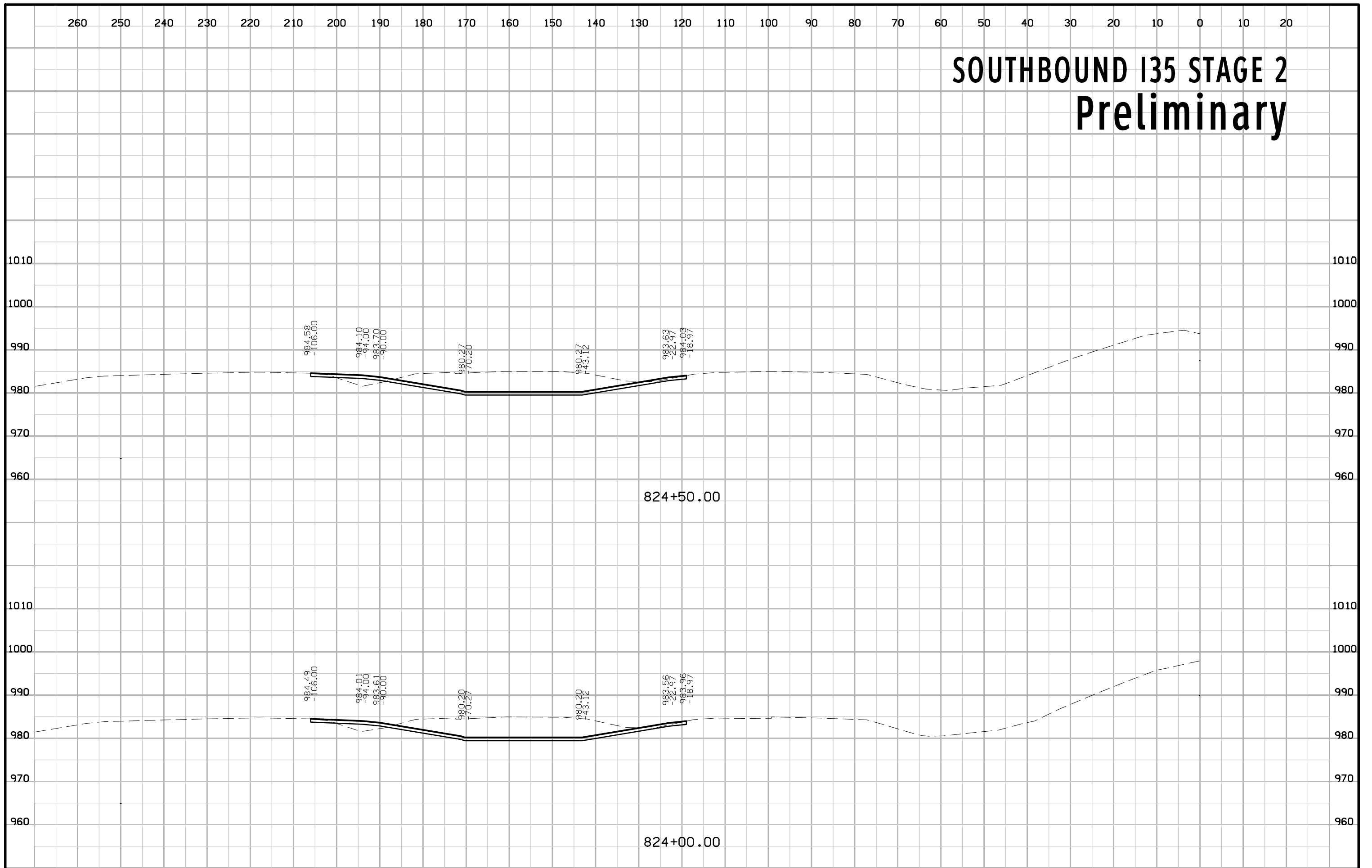
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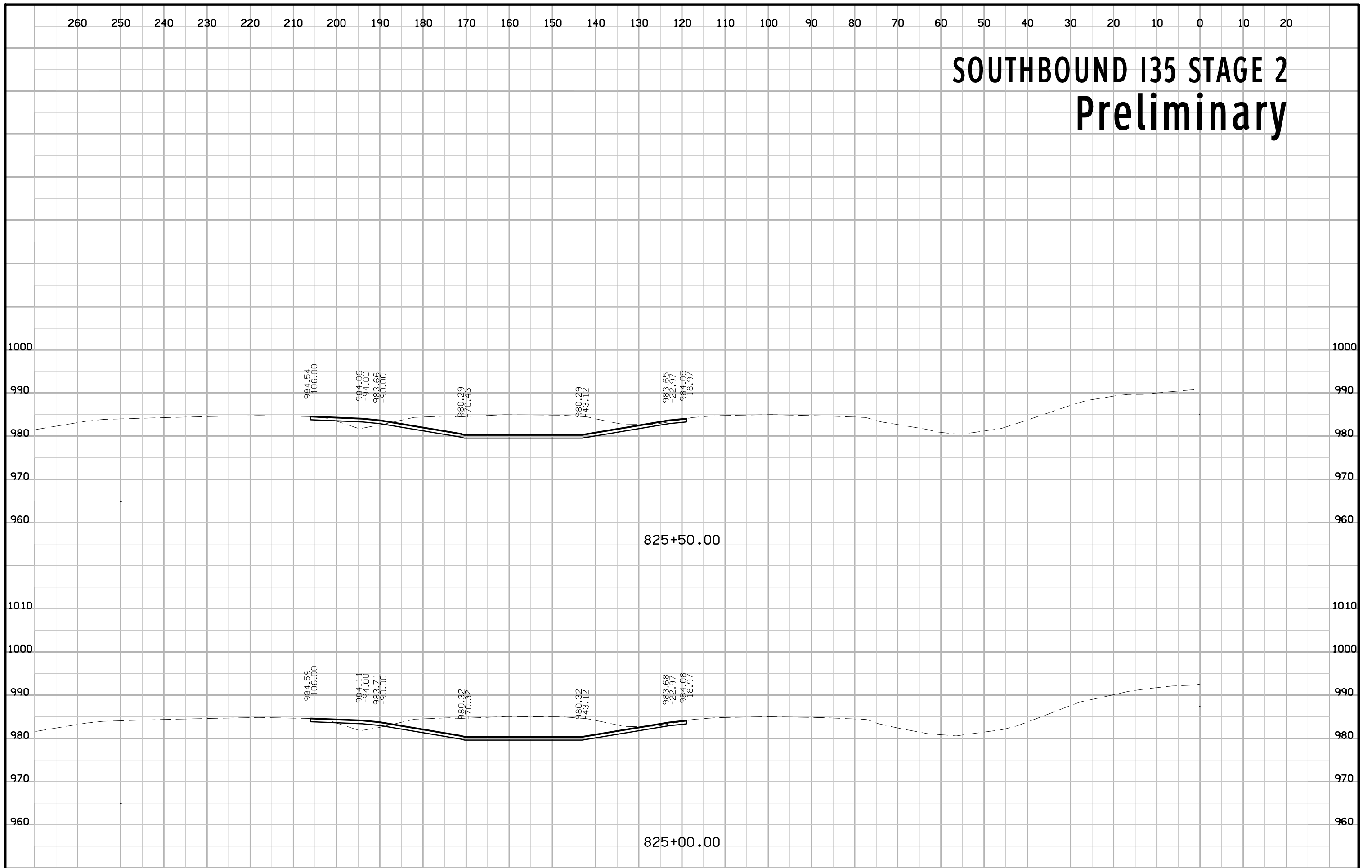
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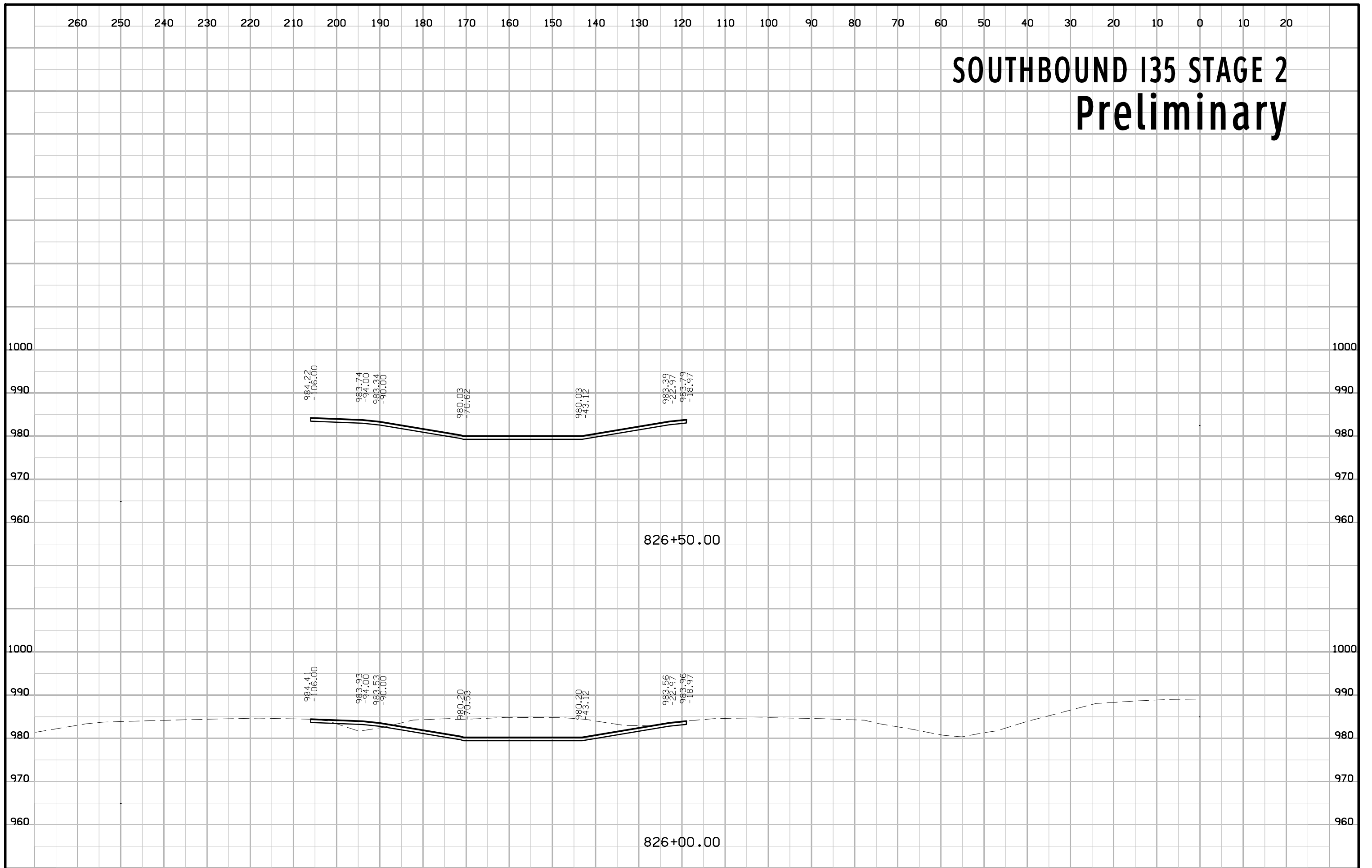
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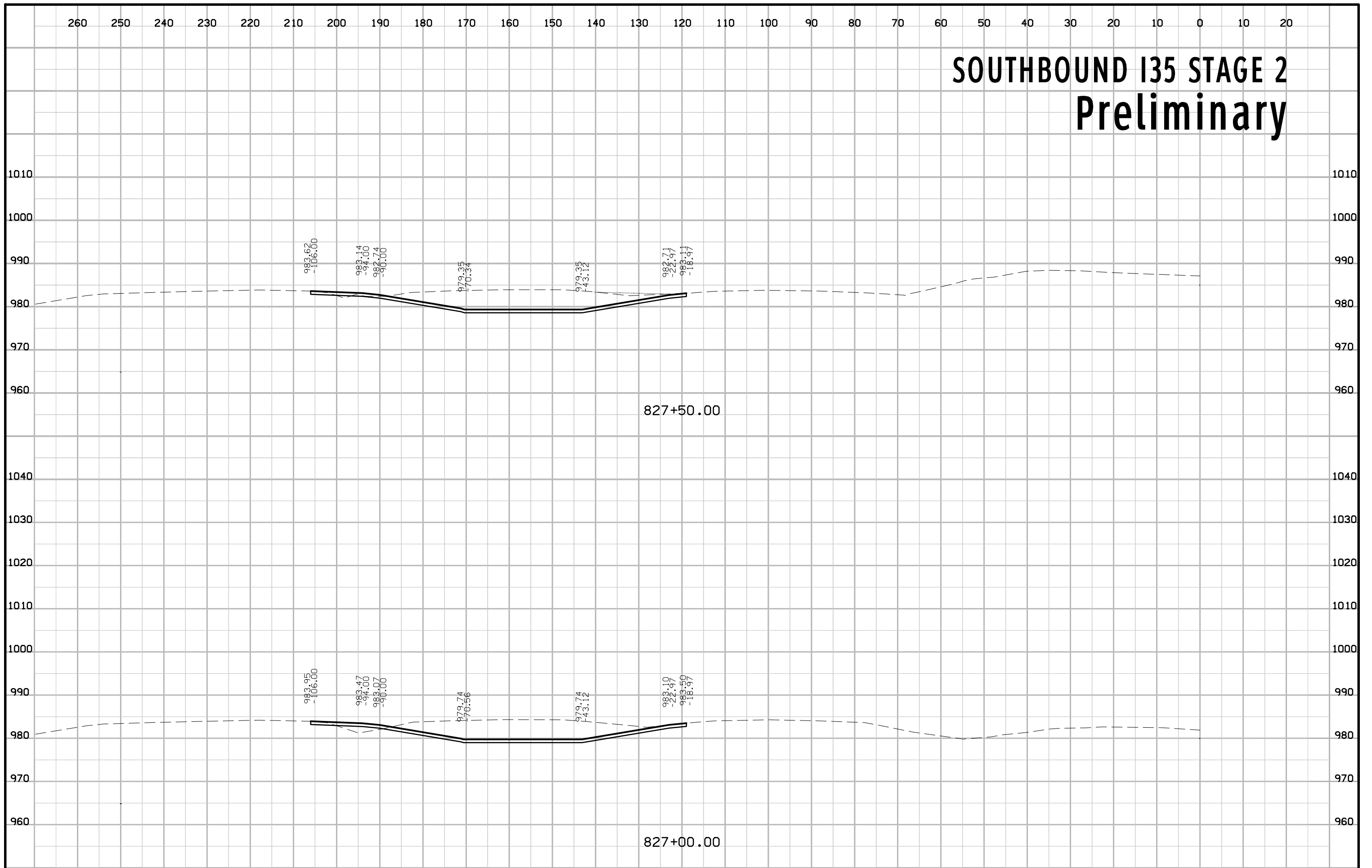
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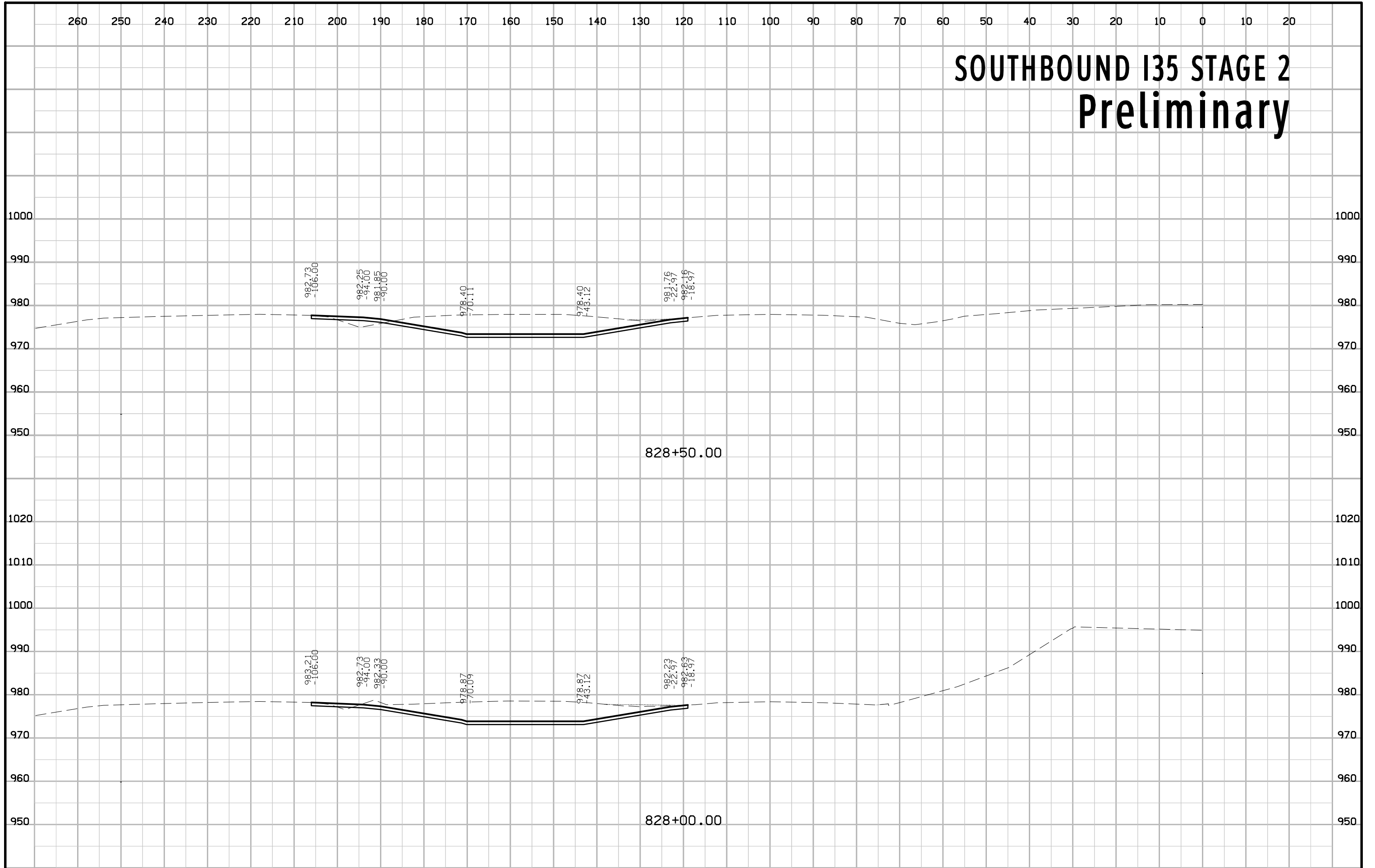
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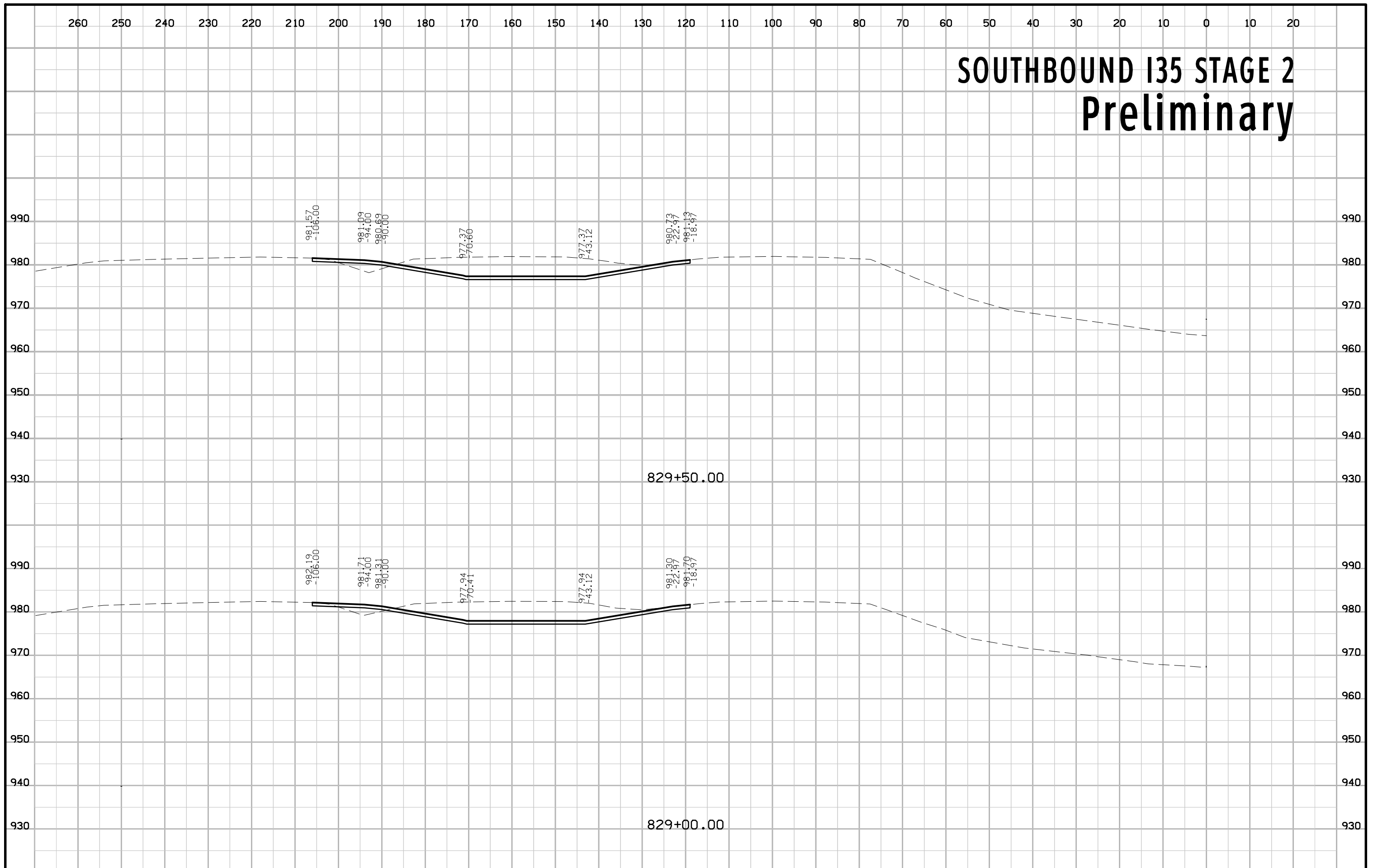
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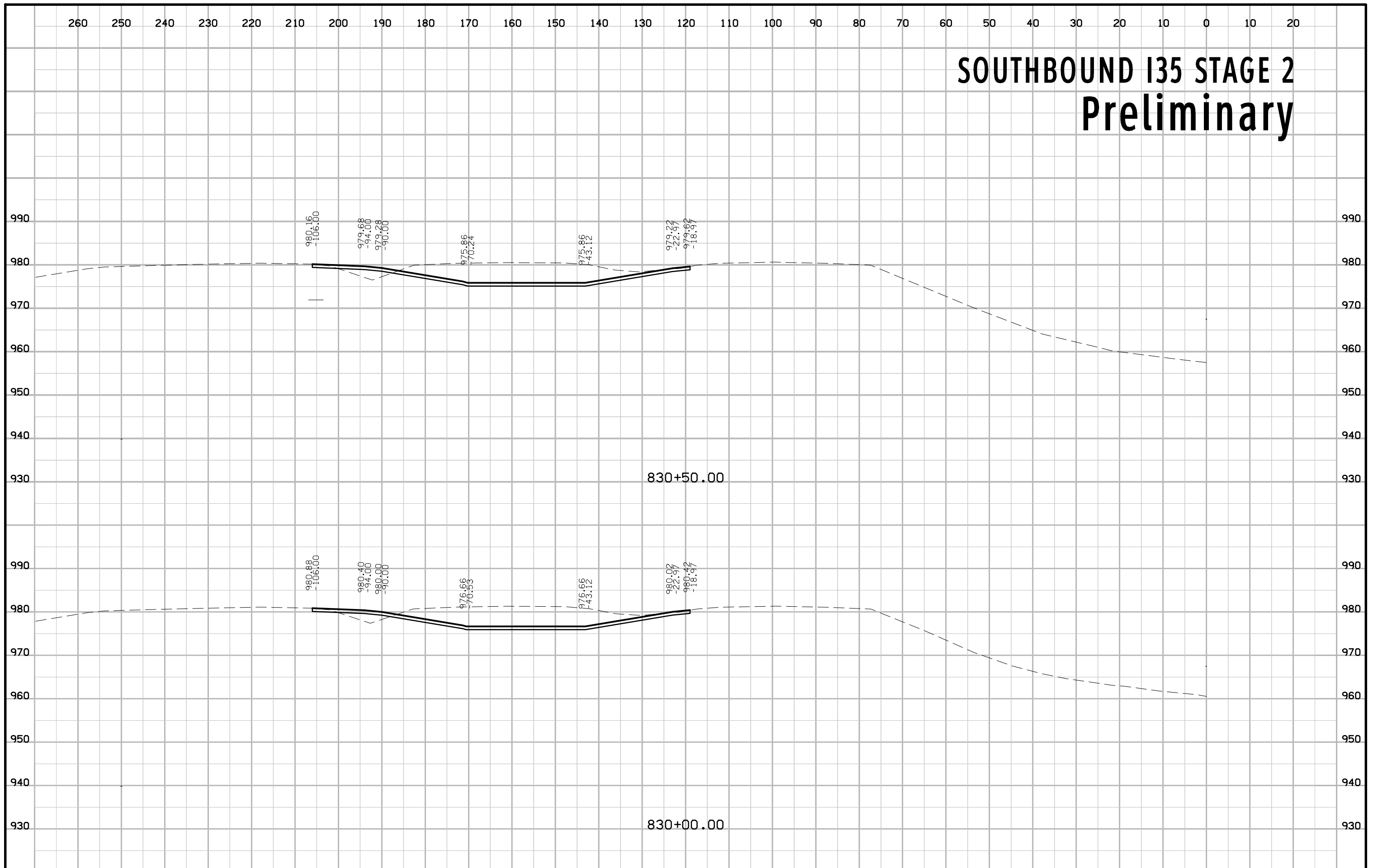
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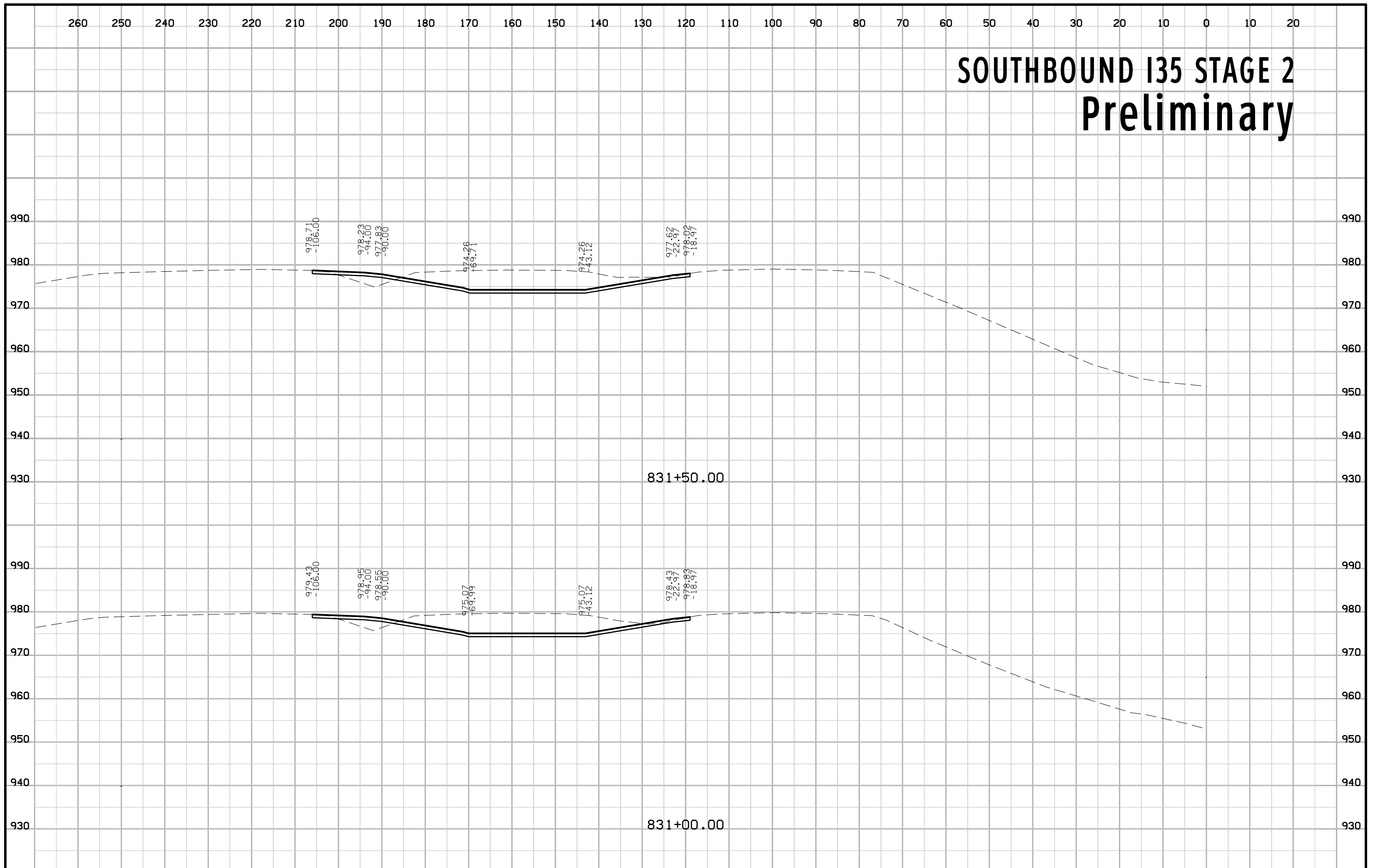
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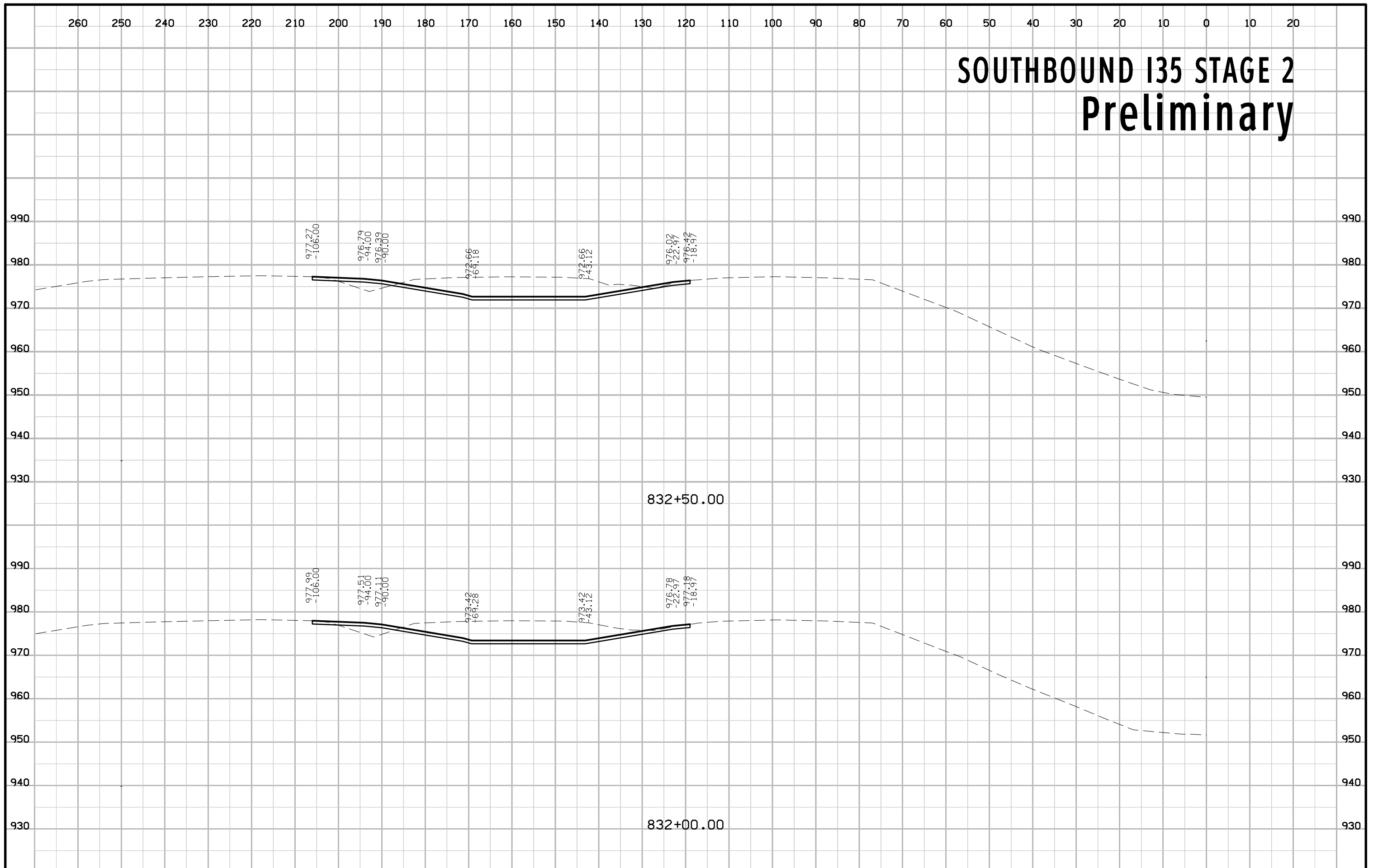
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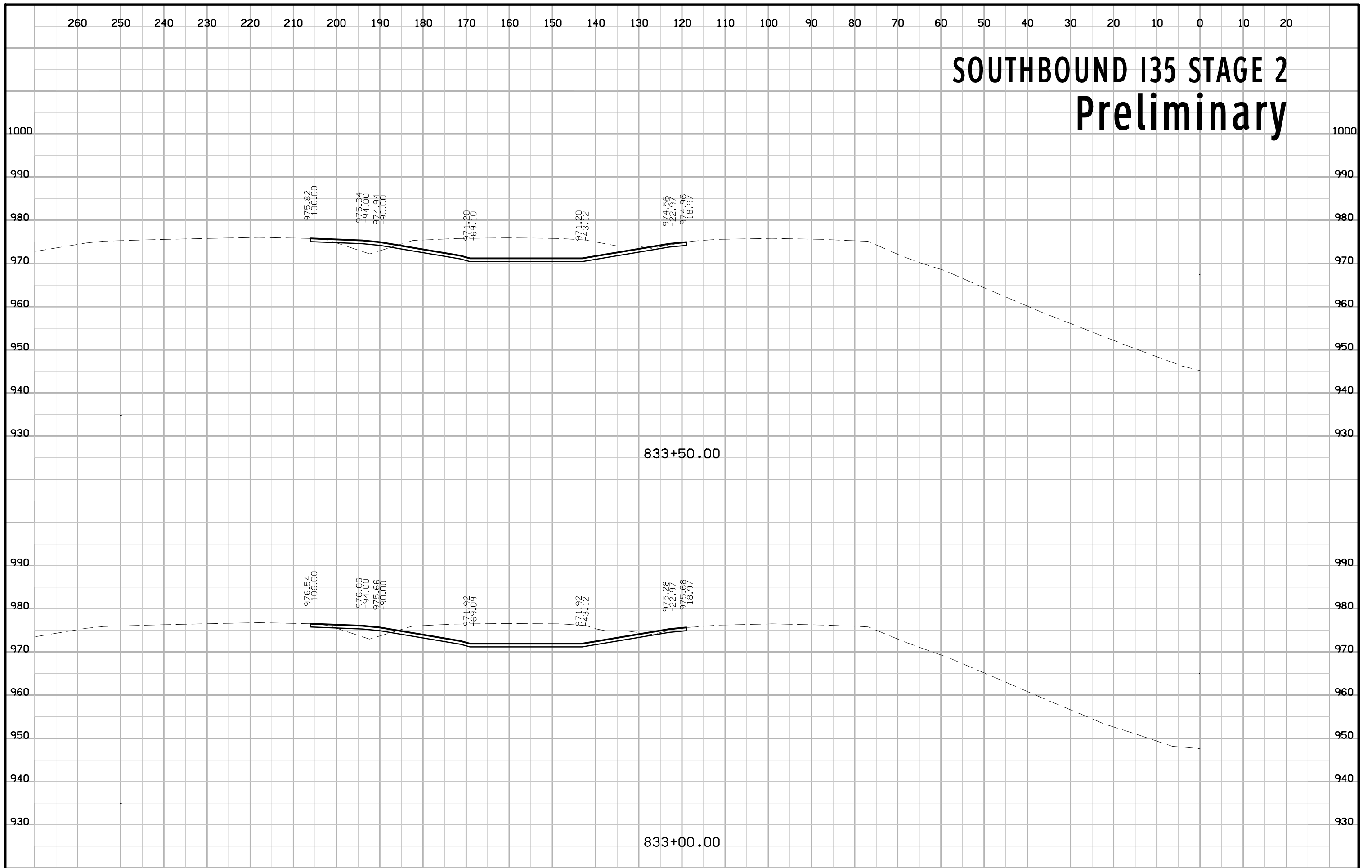
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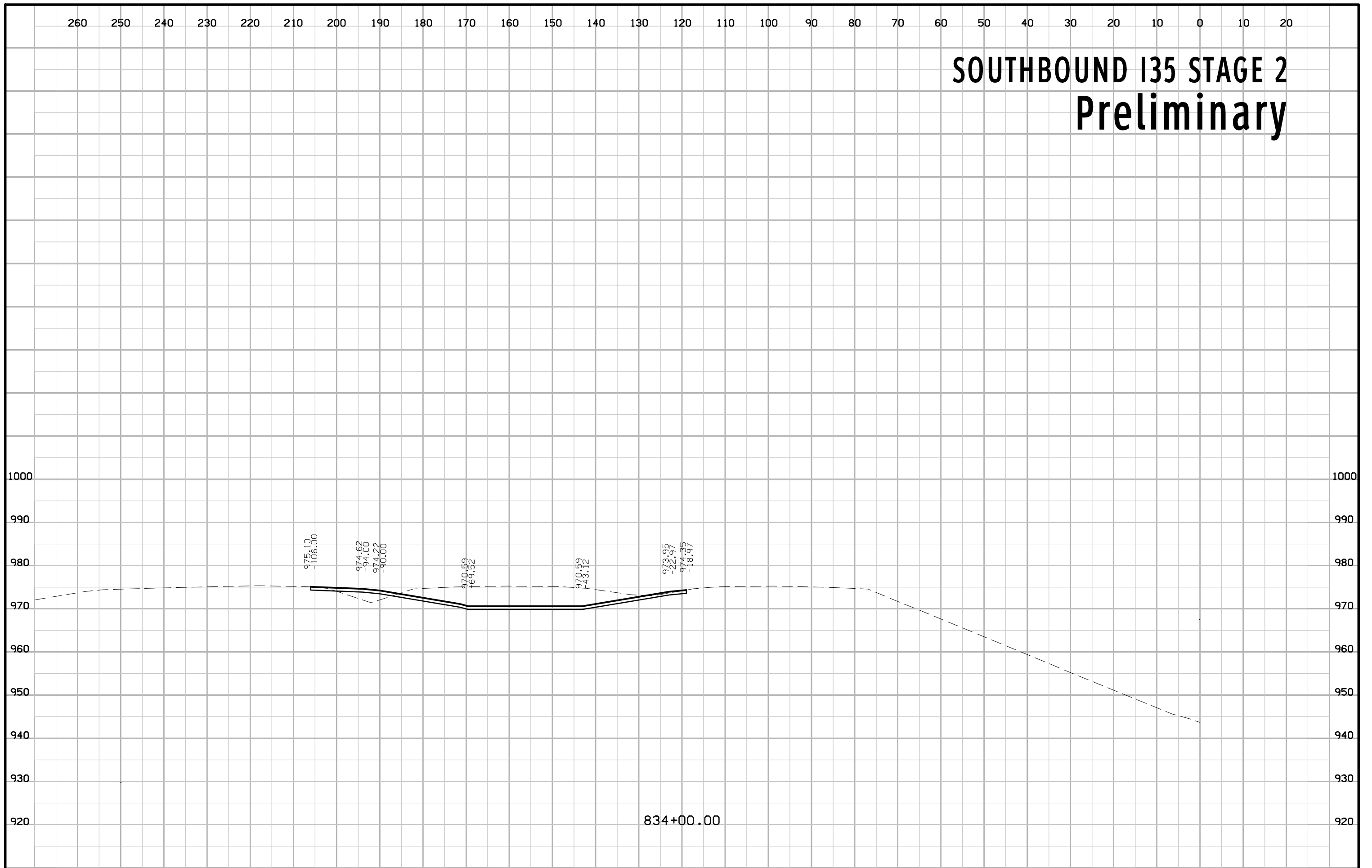
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SOUTHBOUND I35 STAGE 2 Preliminary

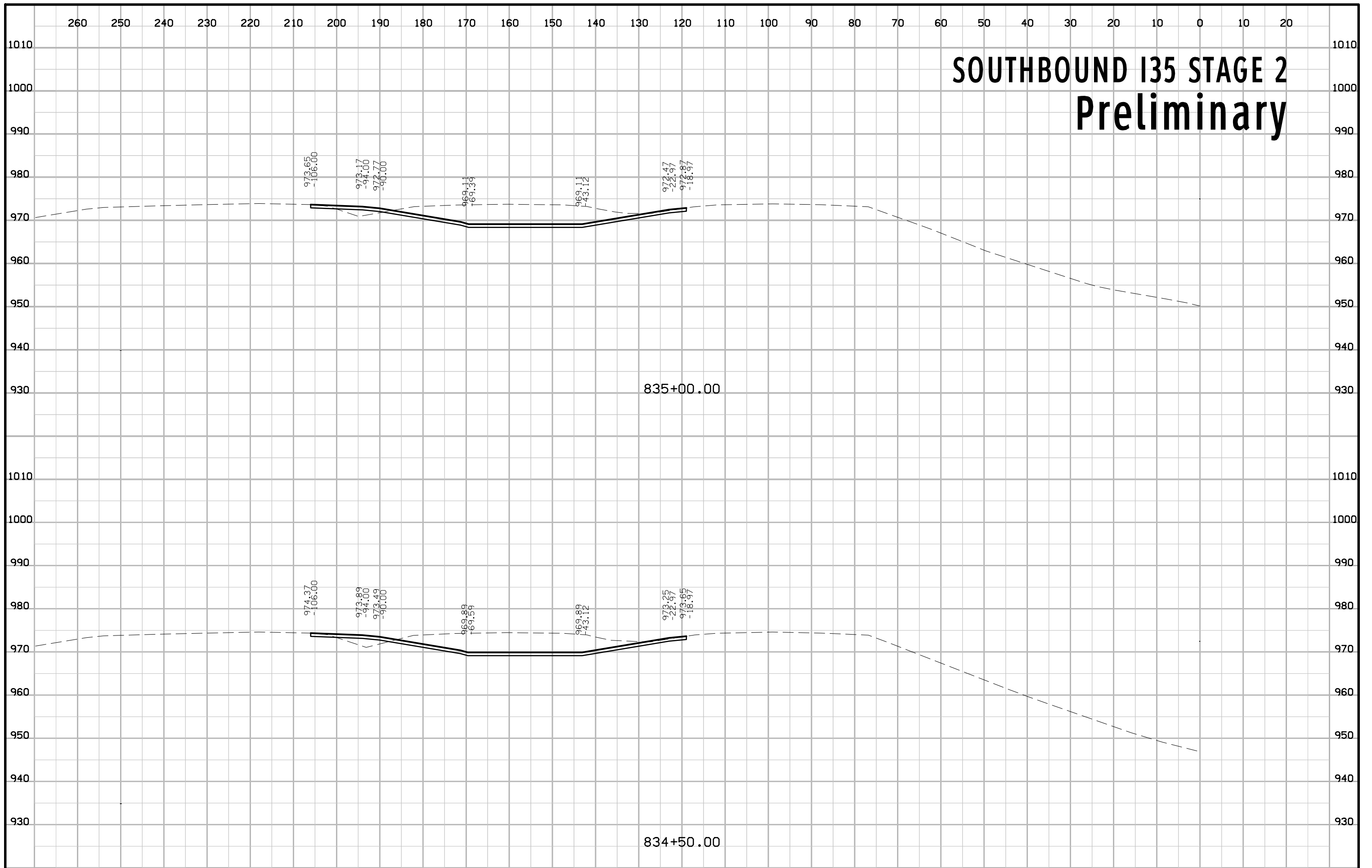


SOUTHBOUND I35 STAGE 2 Preliminary

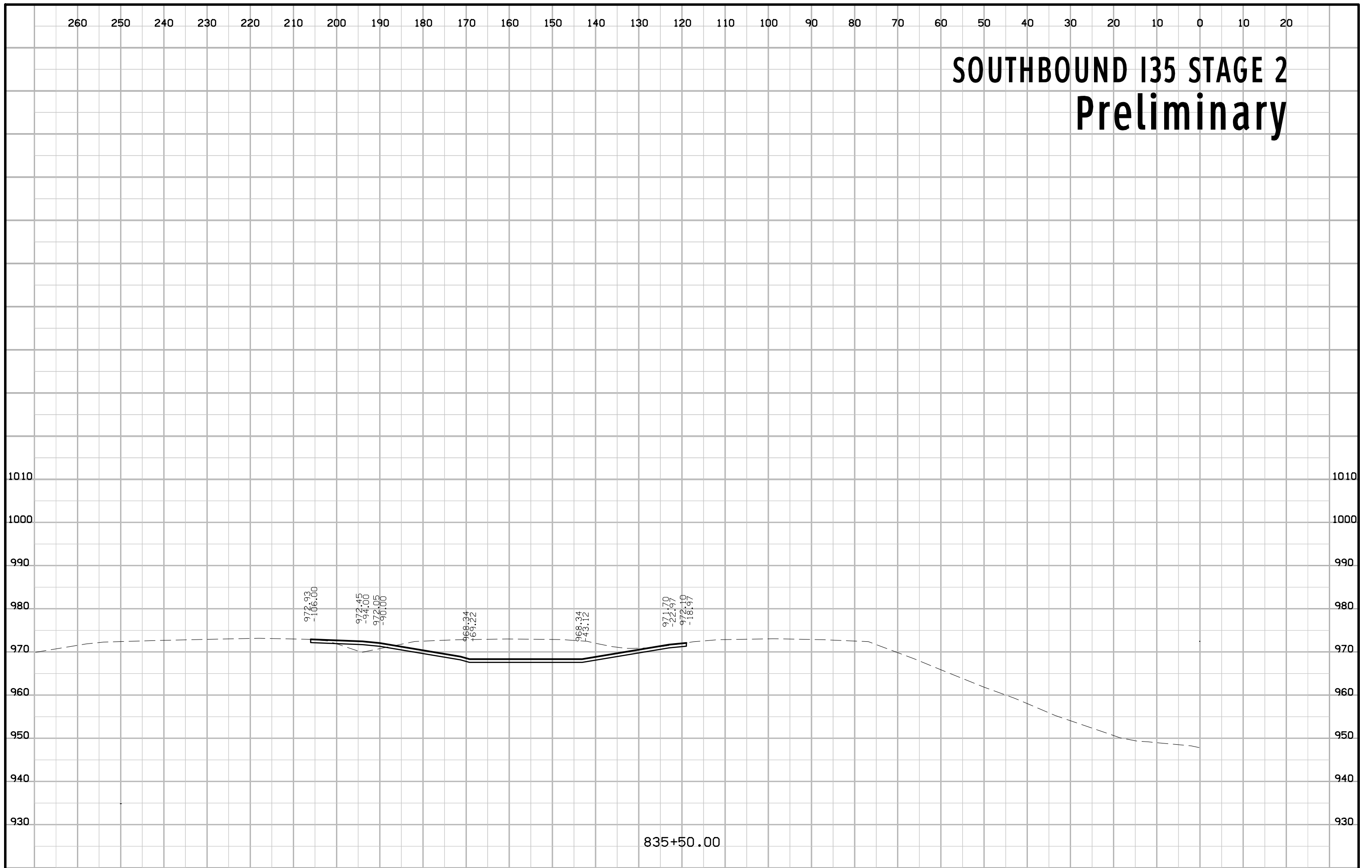


834+00.00

SOUTHBOUND I35 STAGE 2 Preliminary

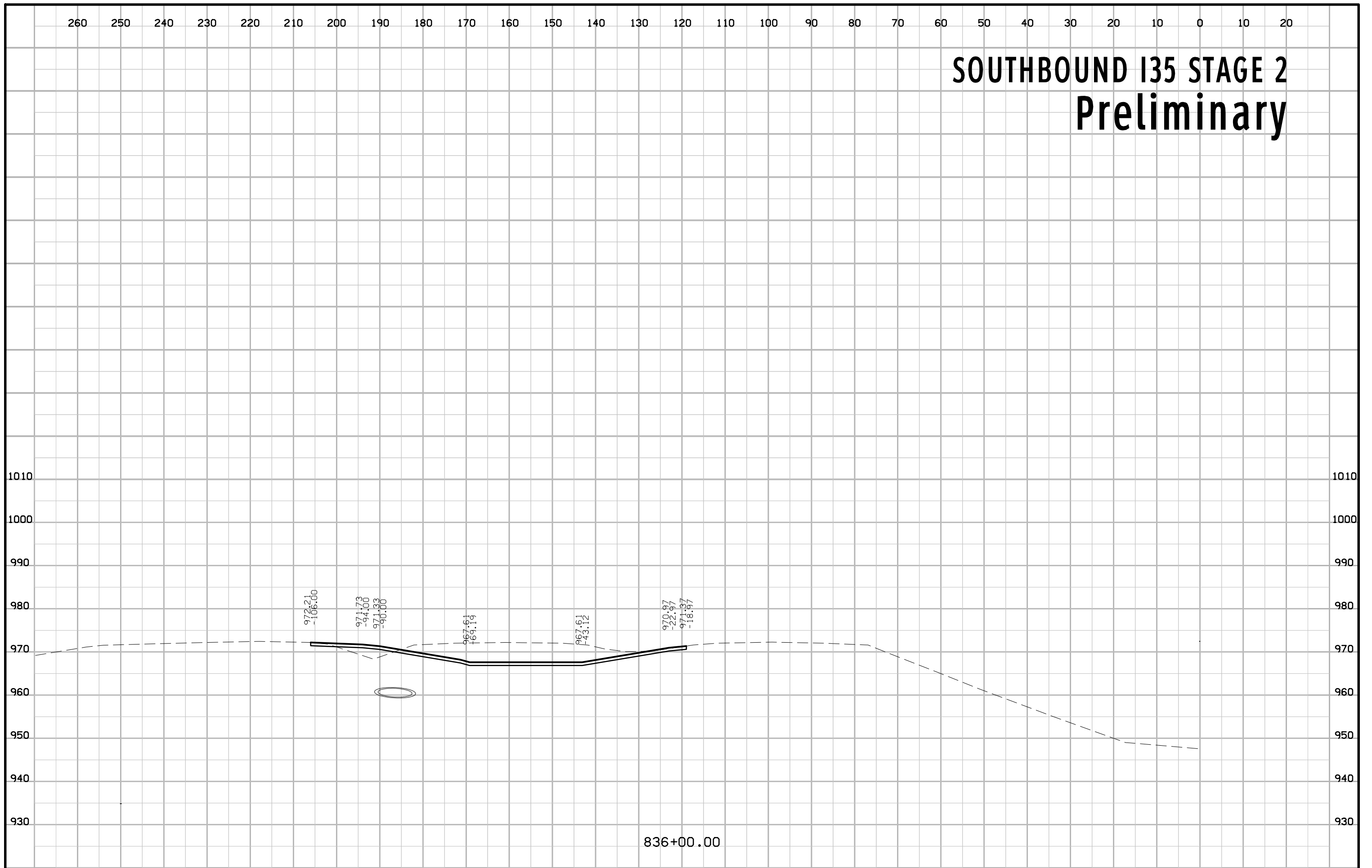


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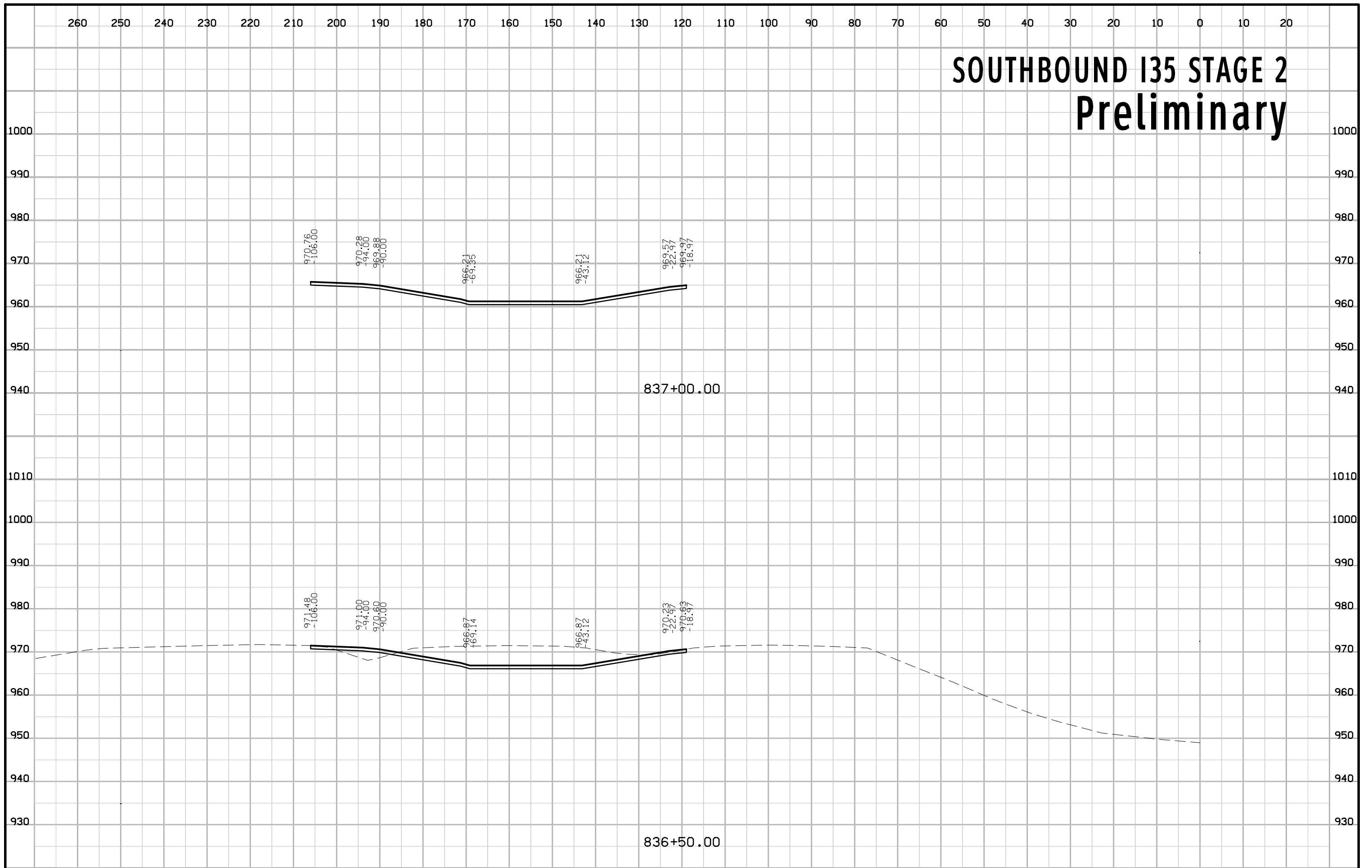
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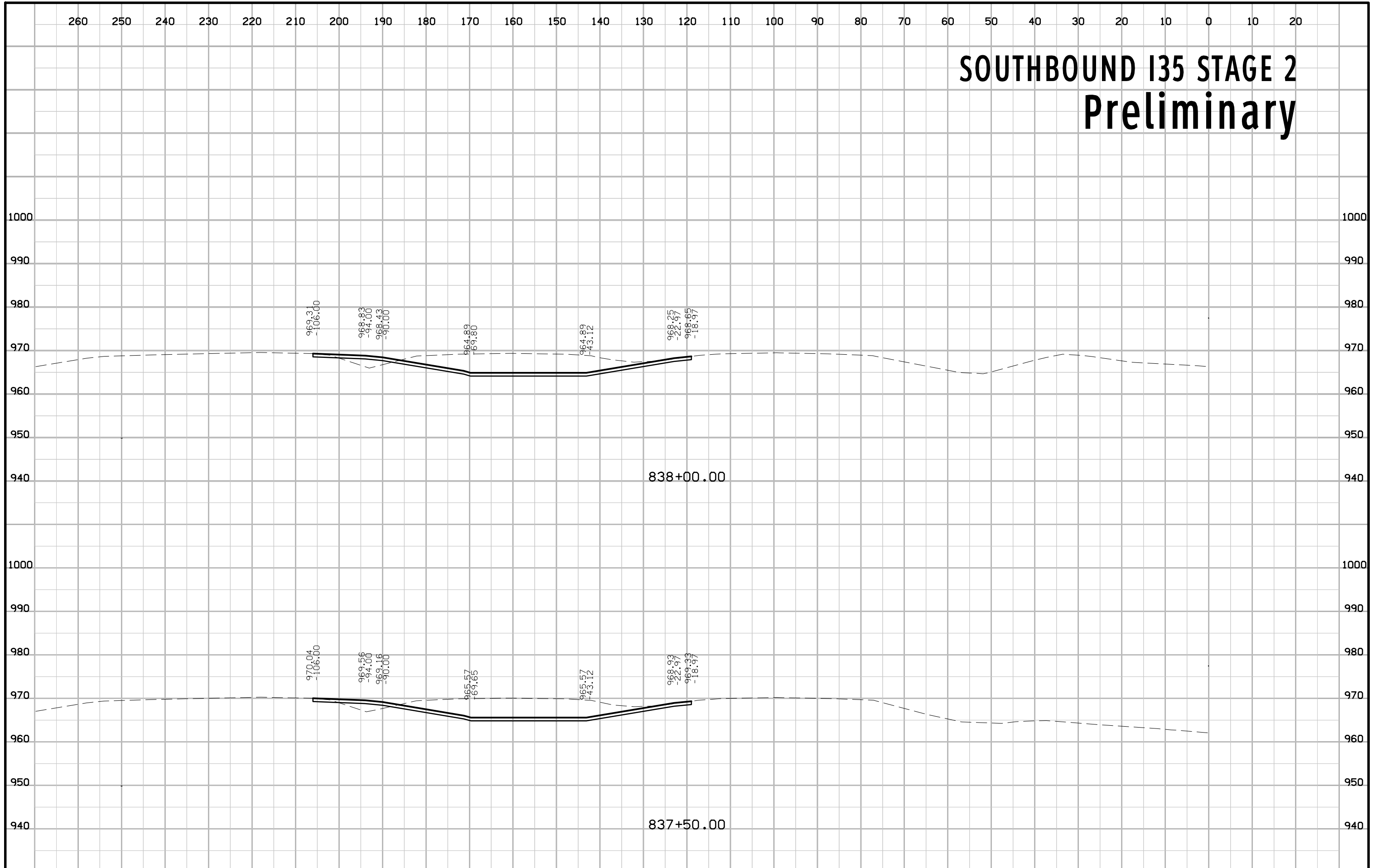


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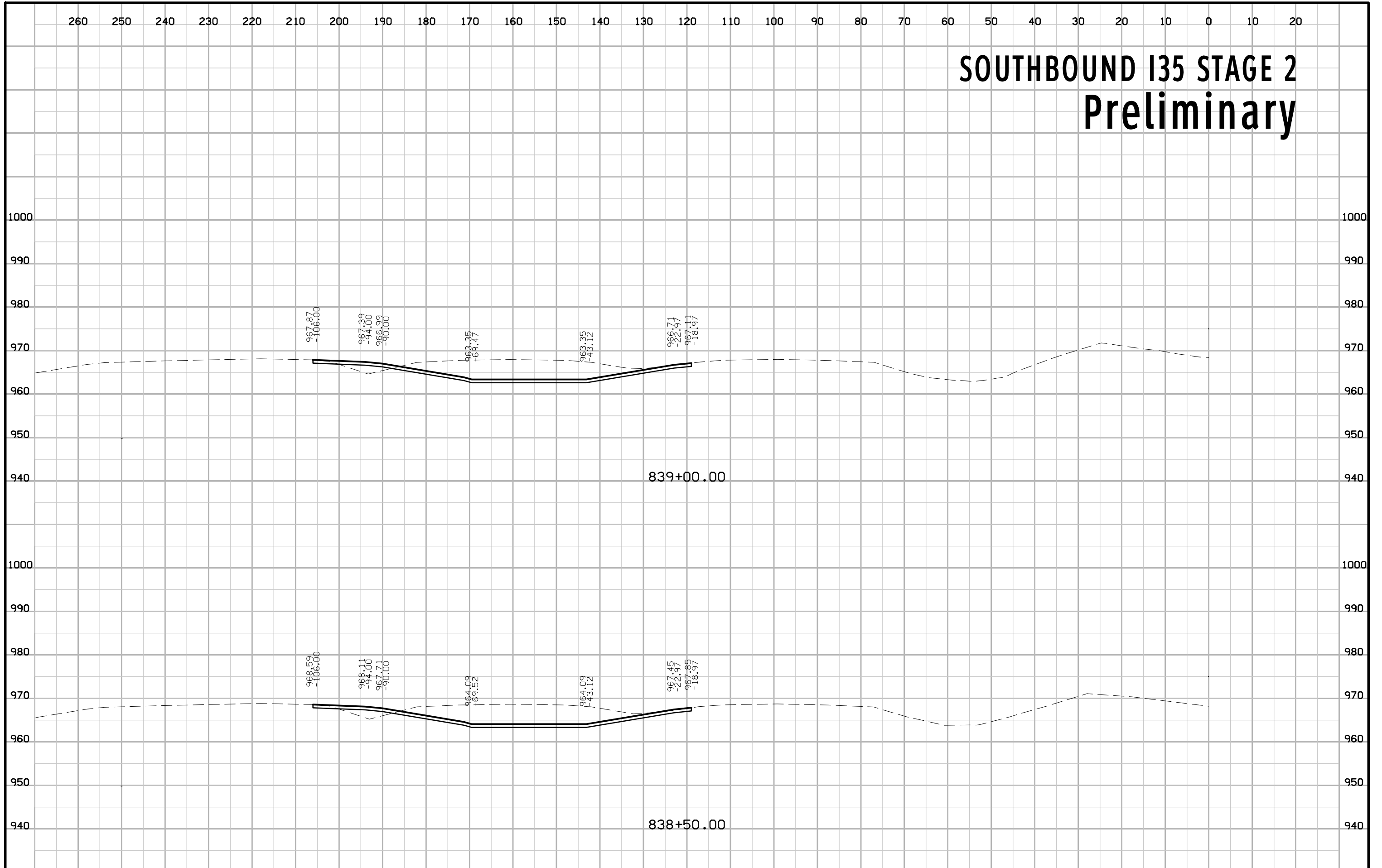
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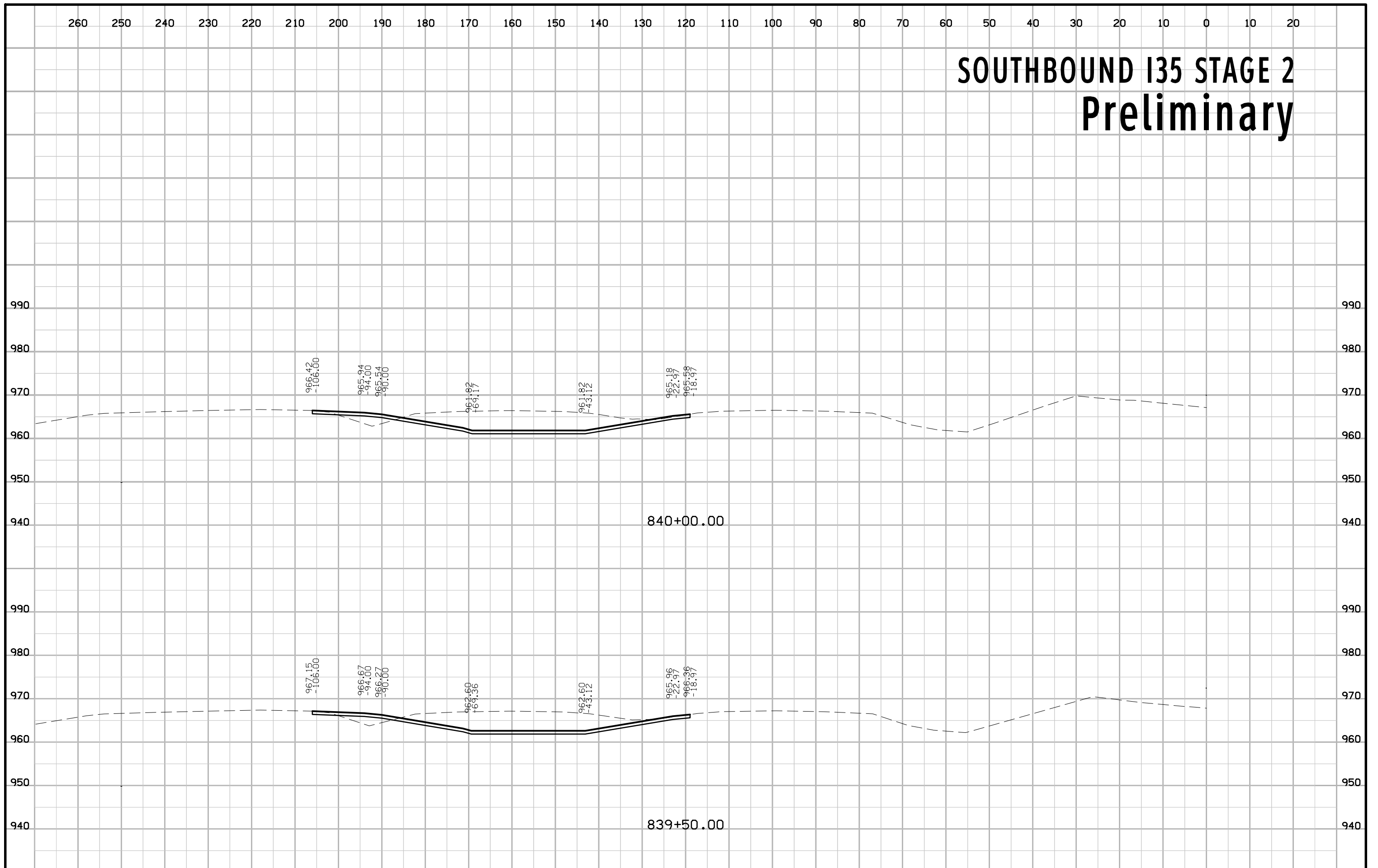
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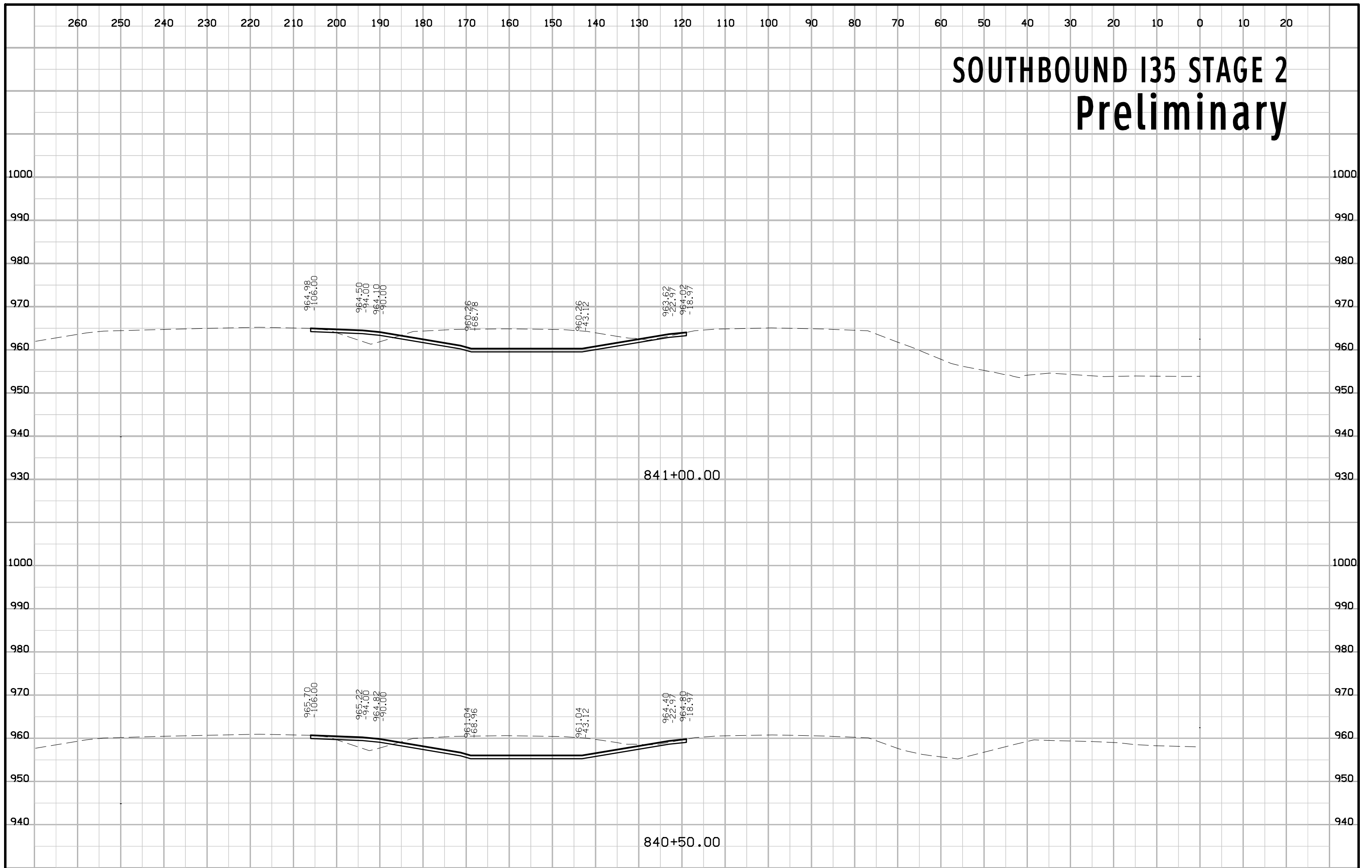
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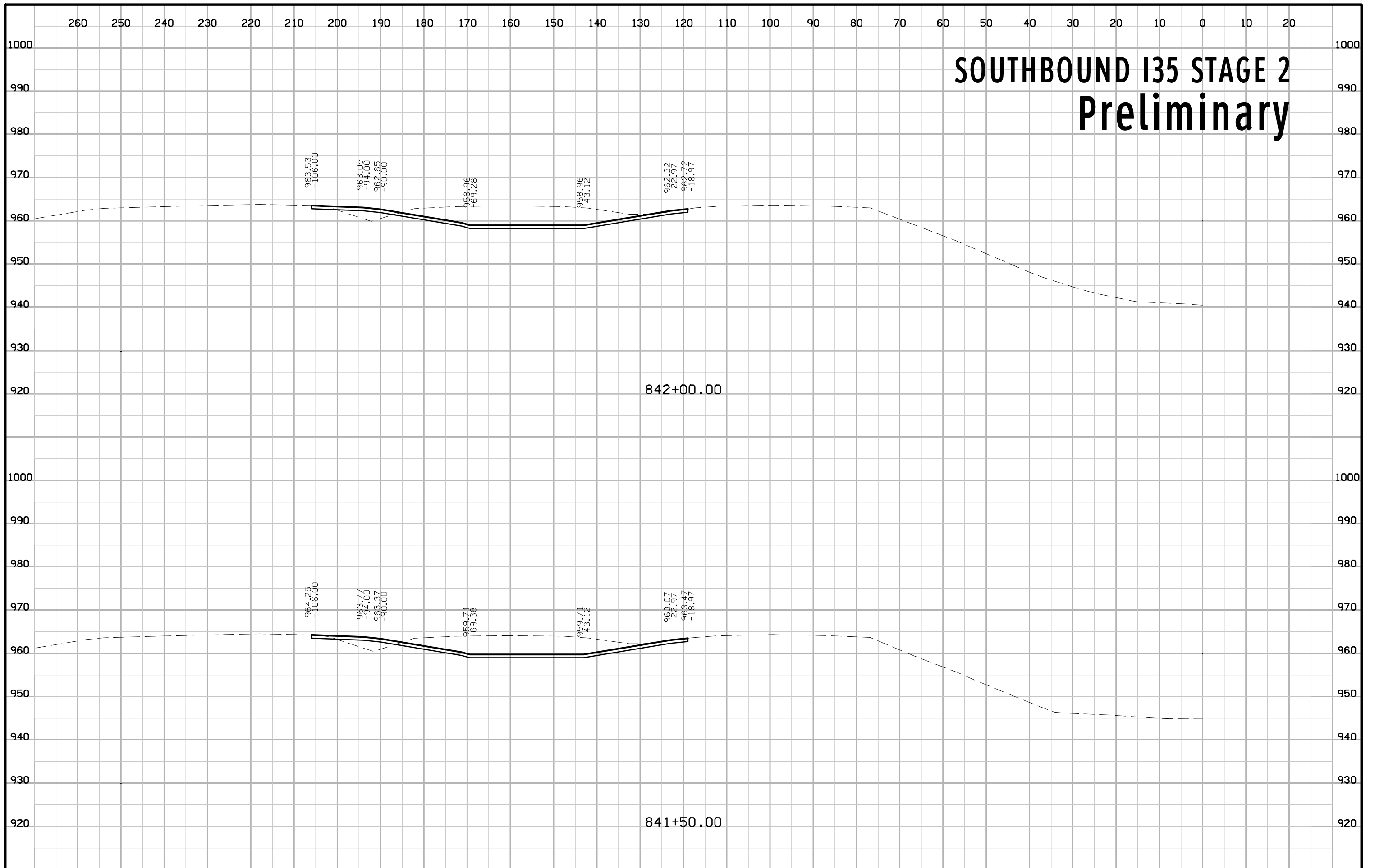
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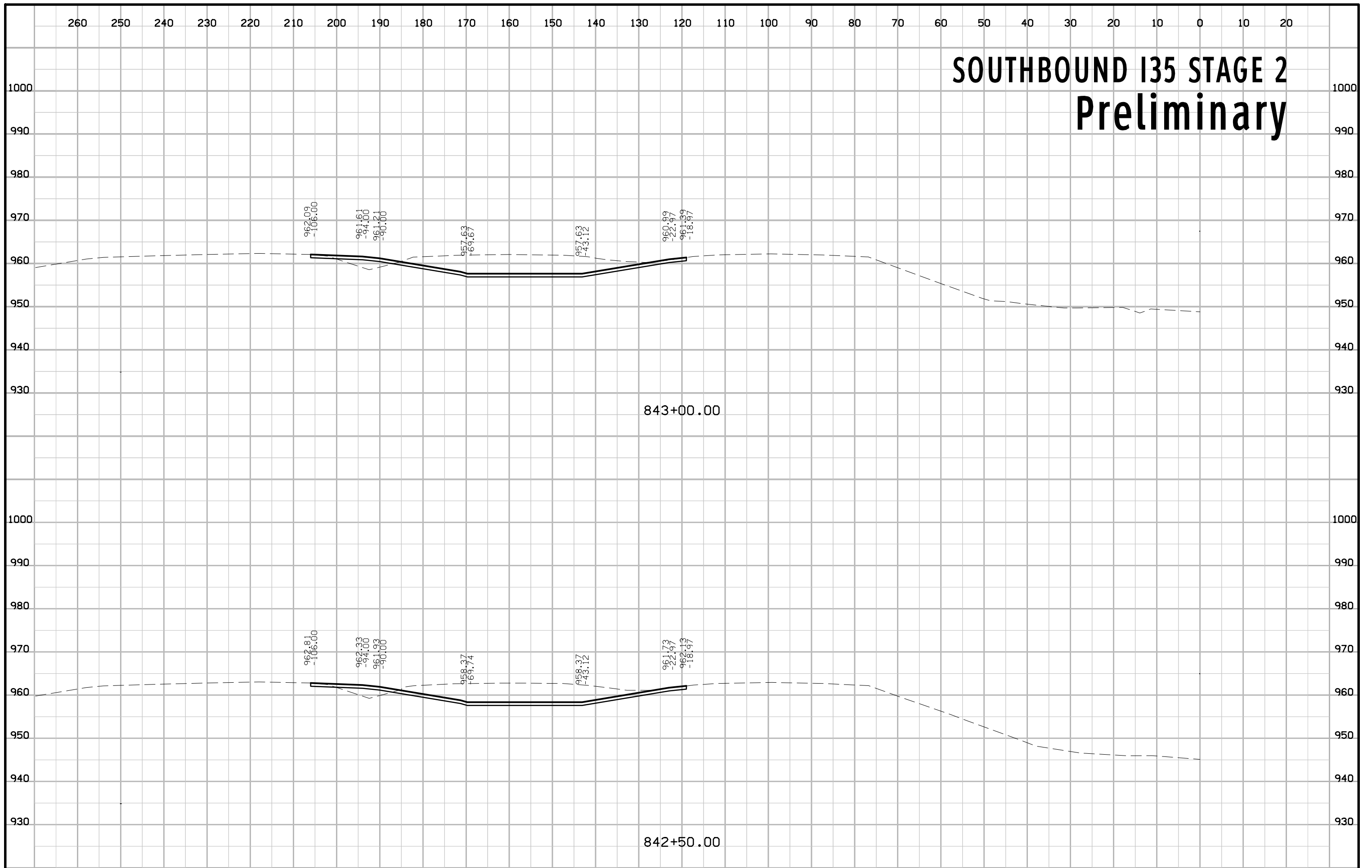
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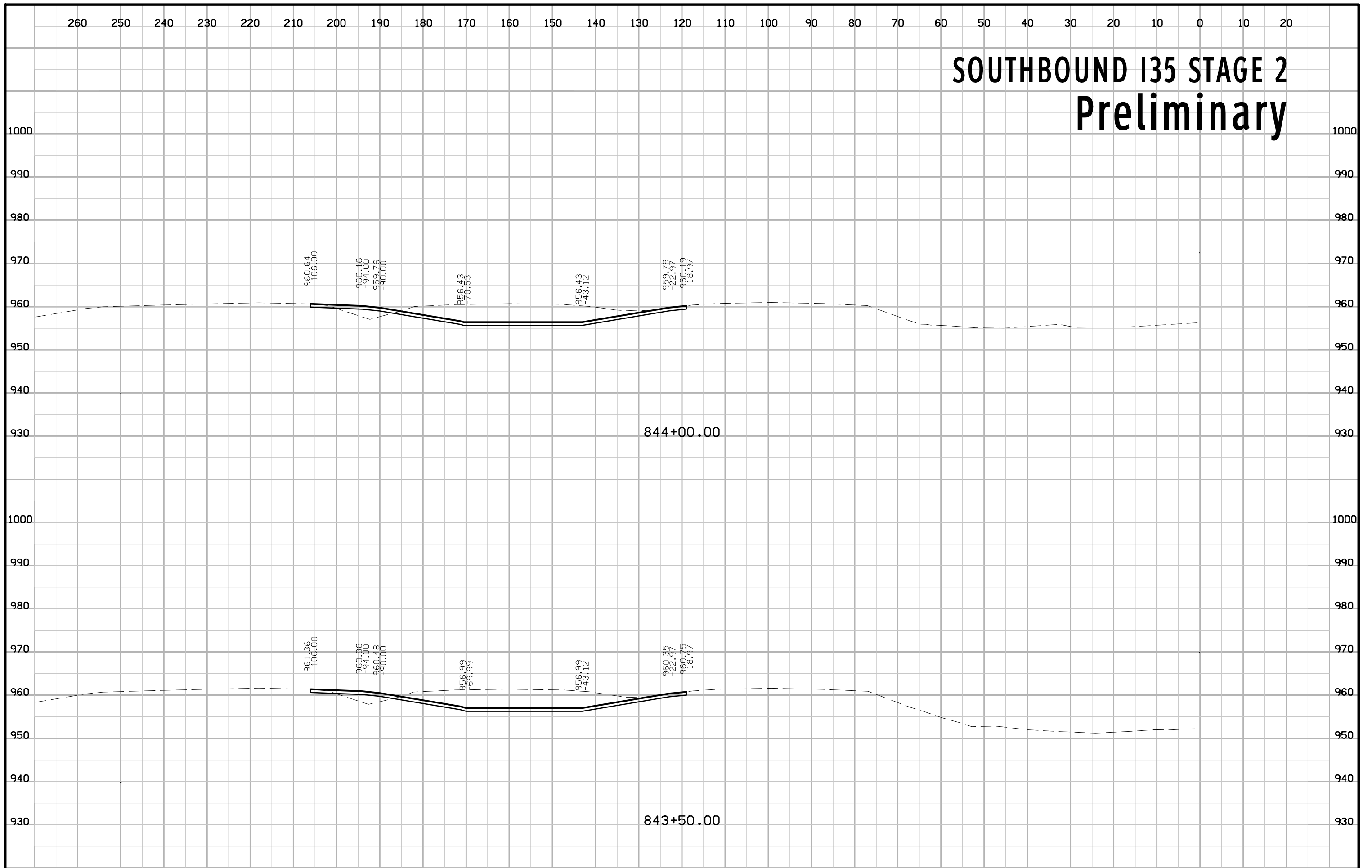
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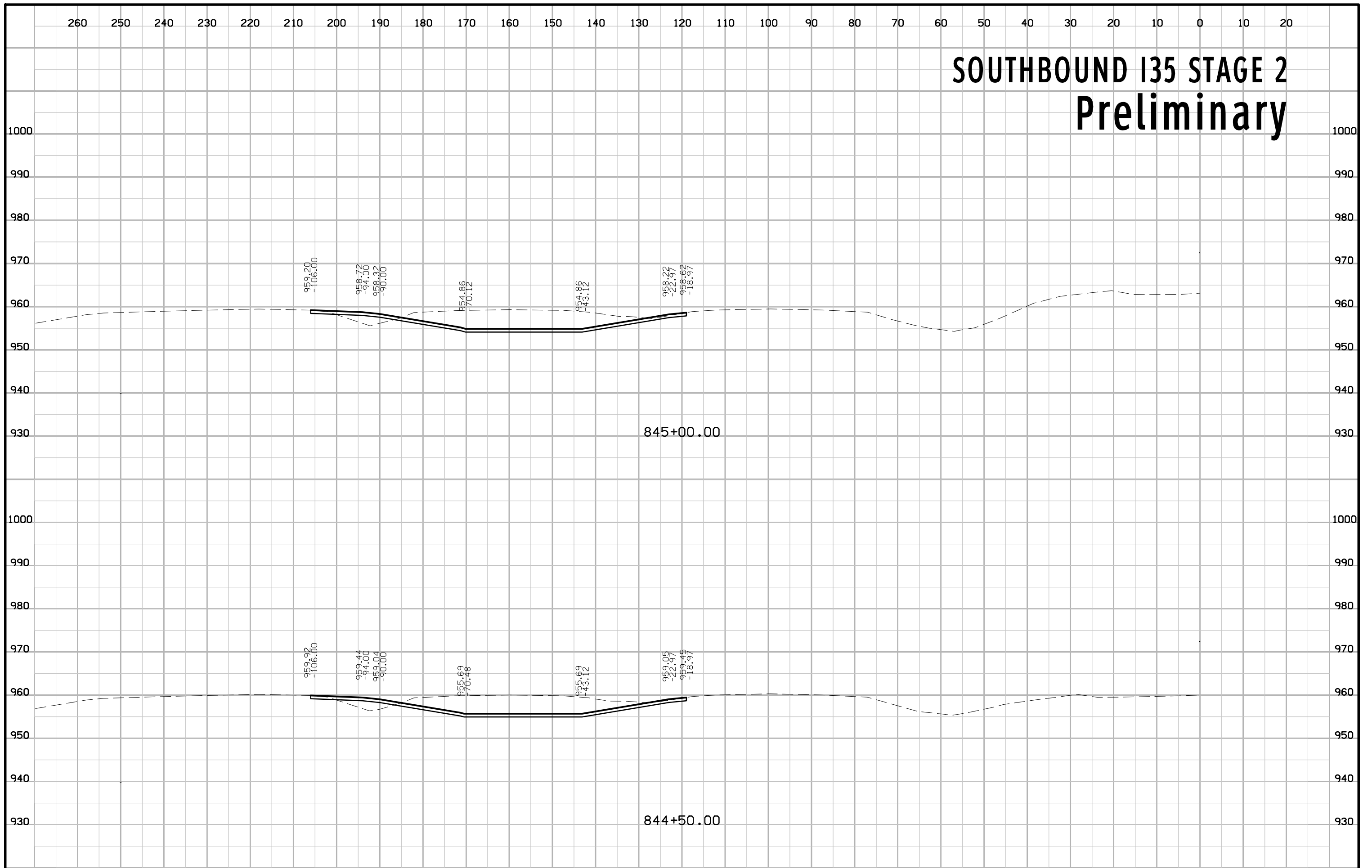
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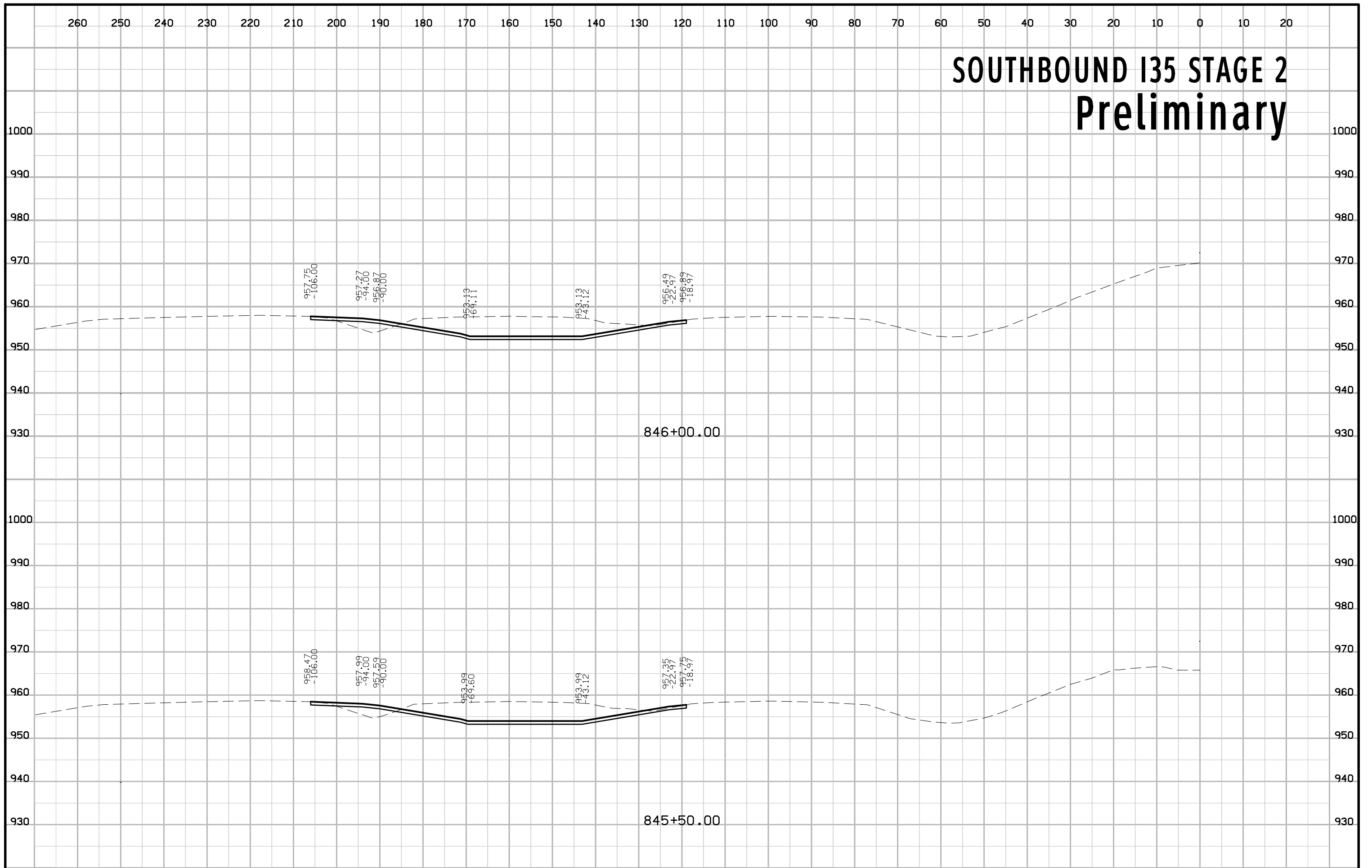
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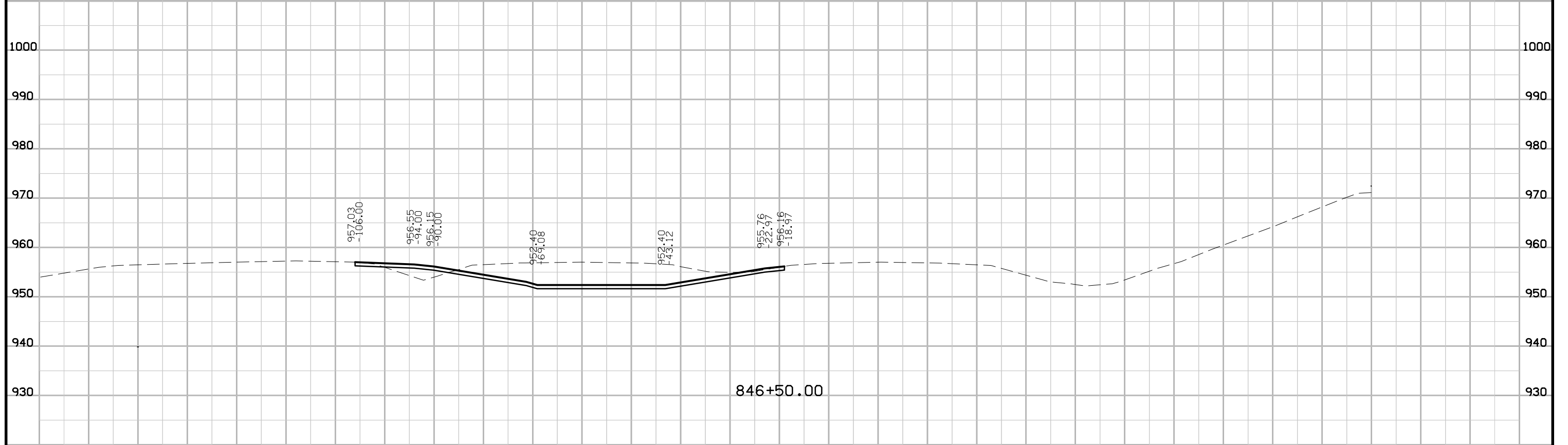
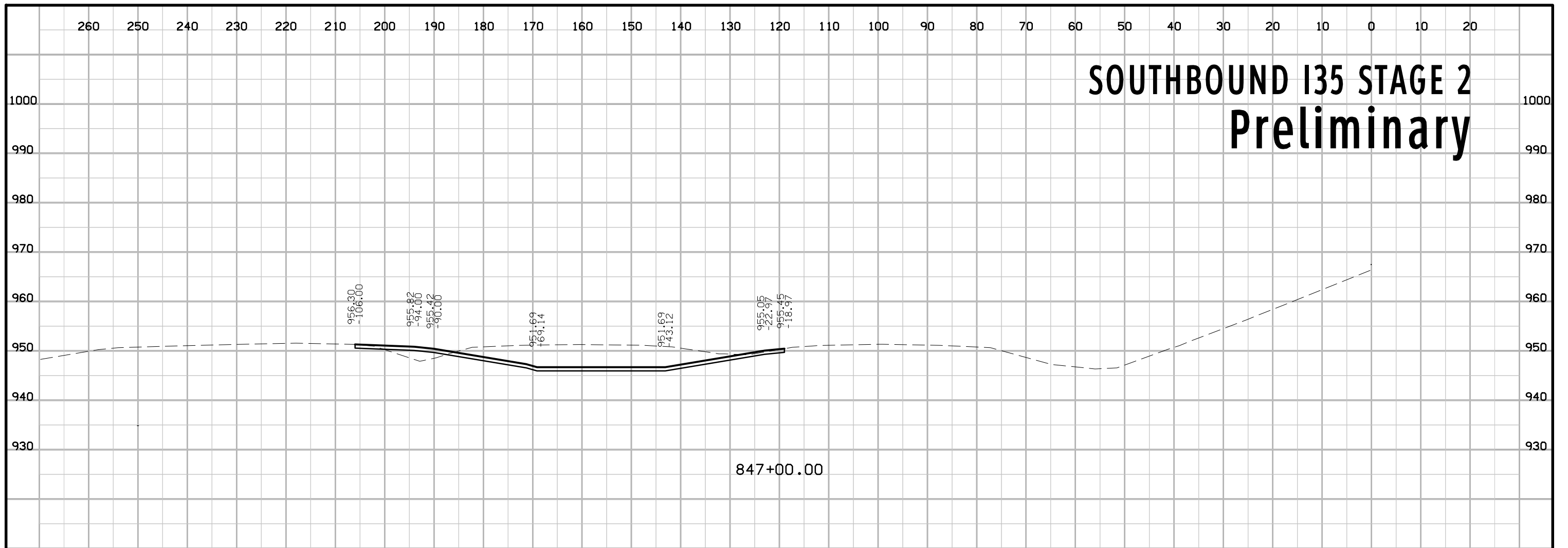
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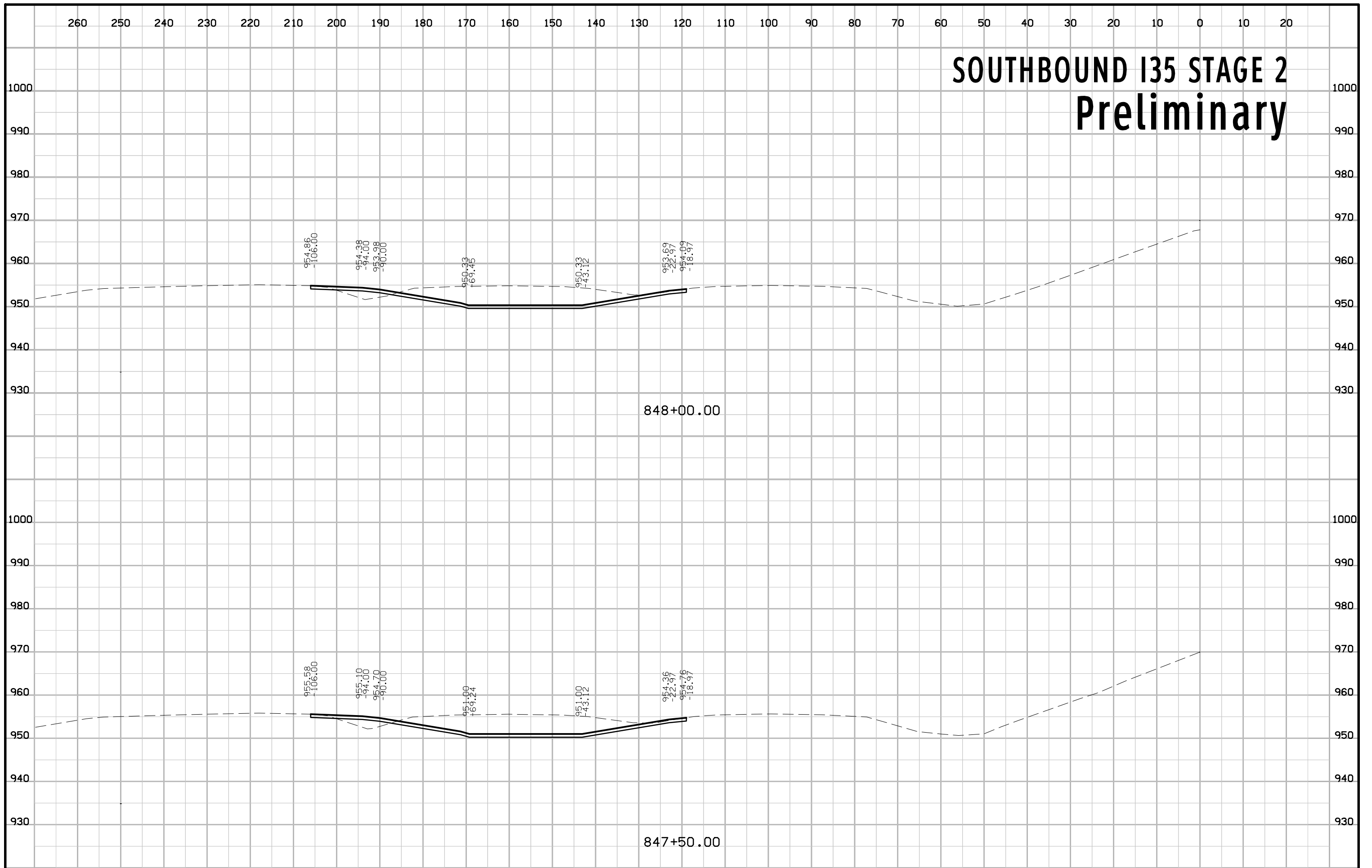
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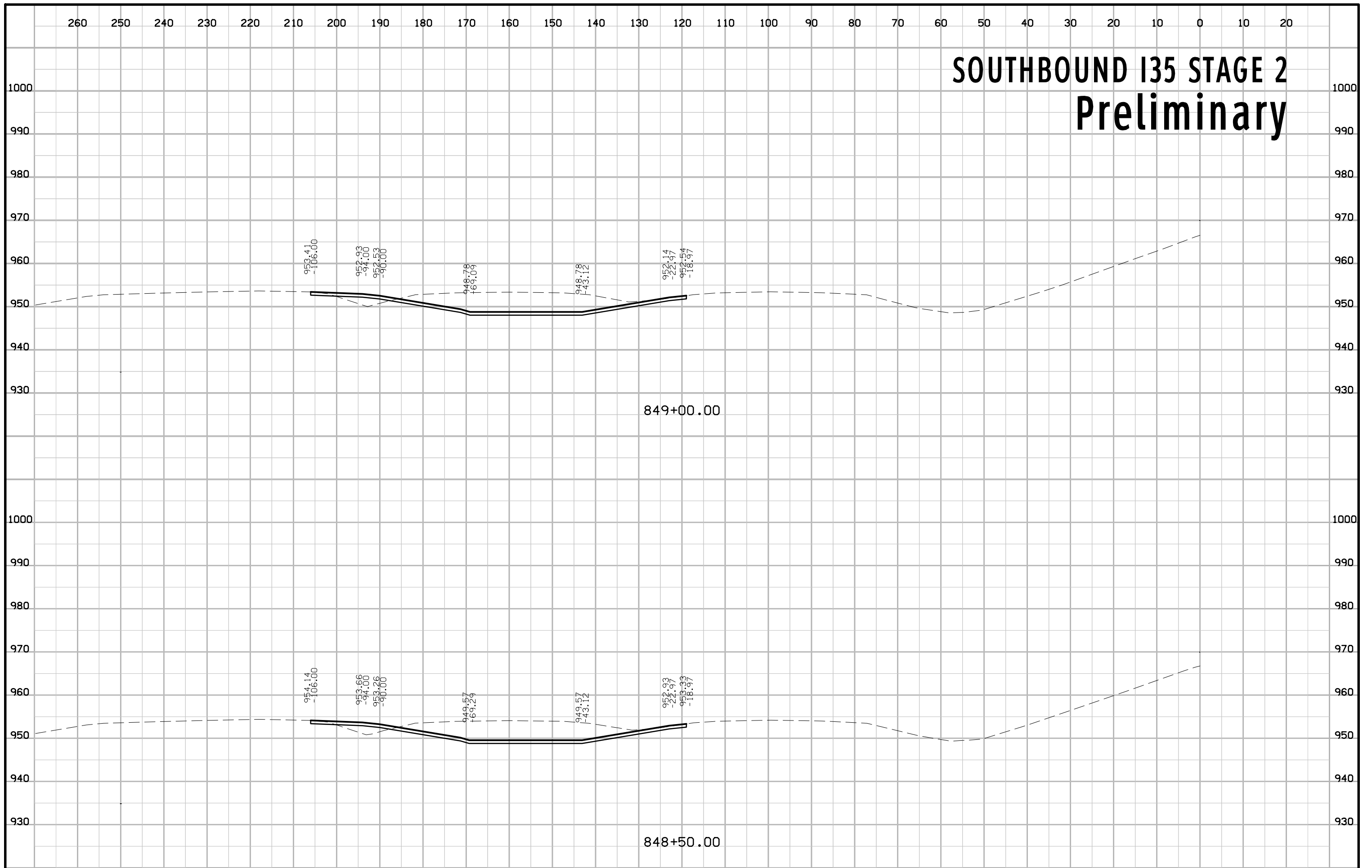
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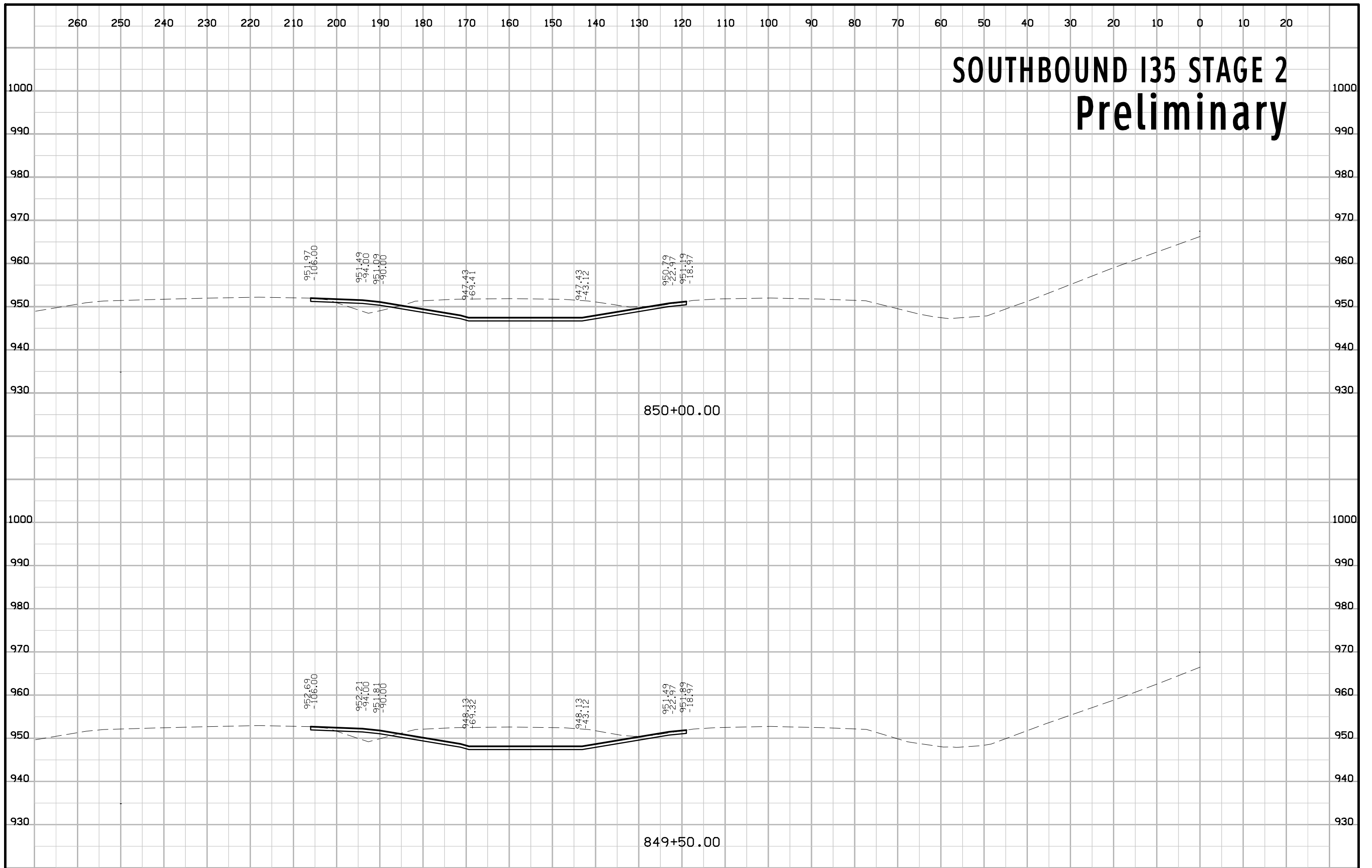
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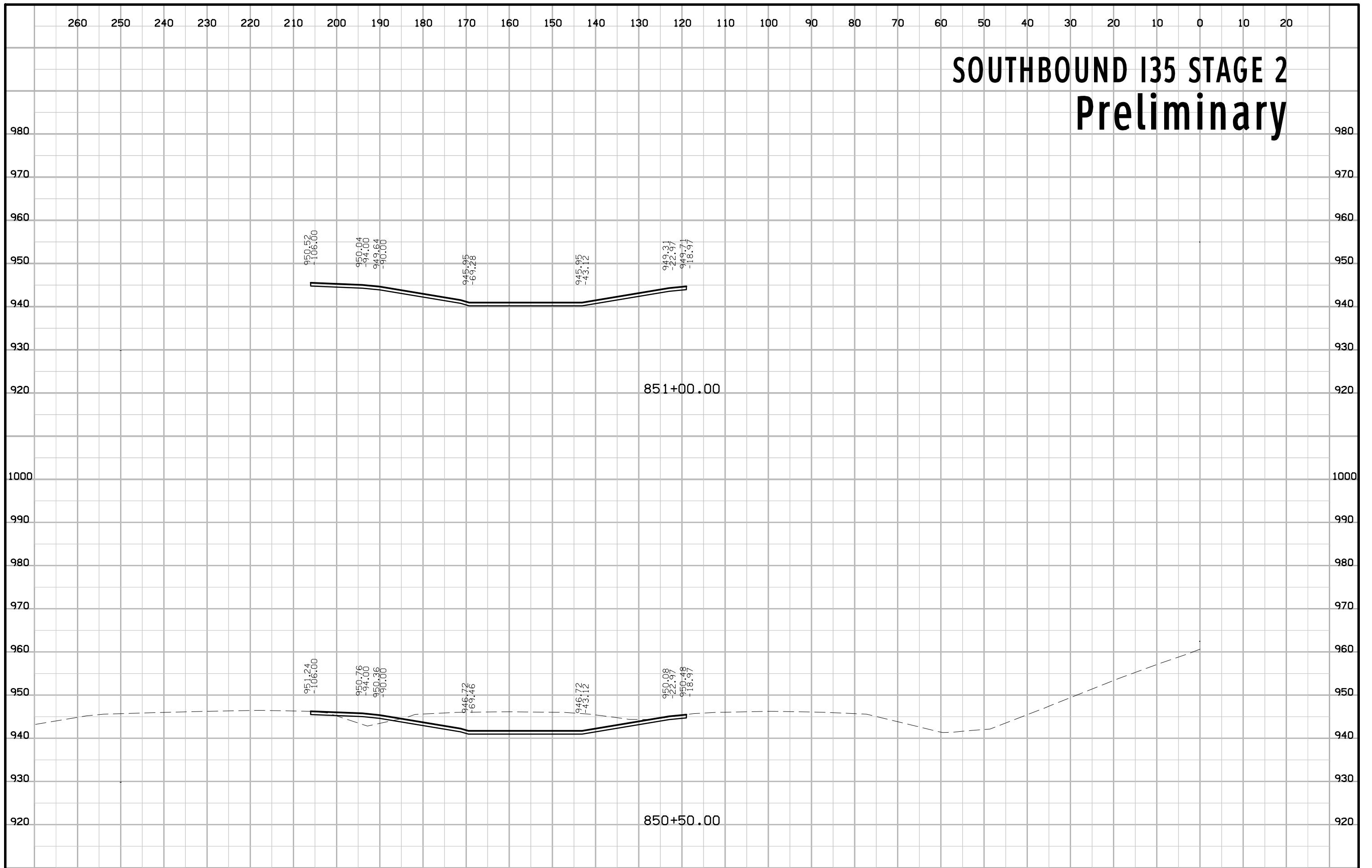
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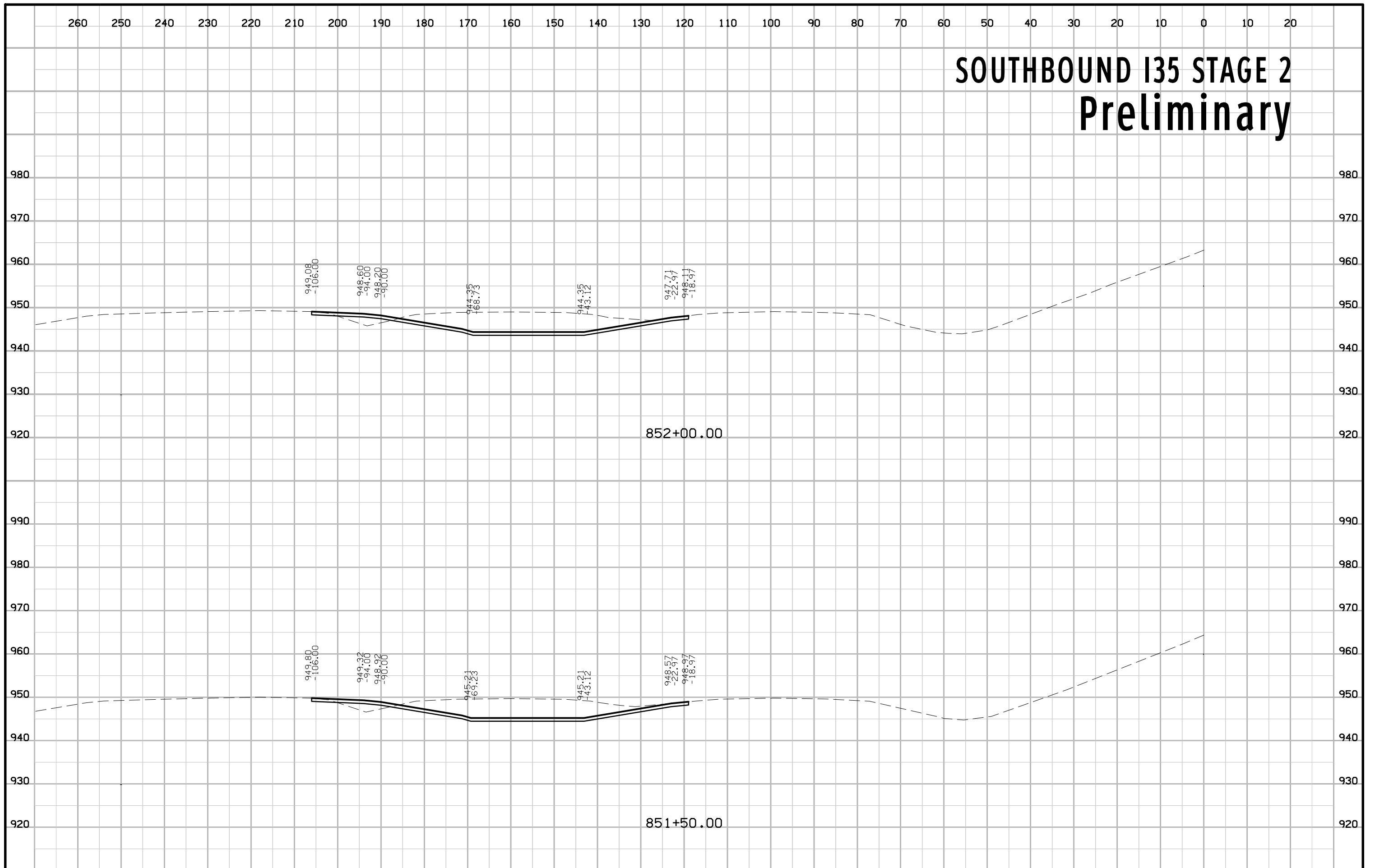
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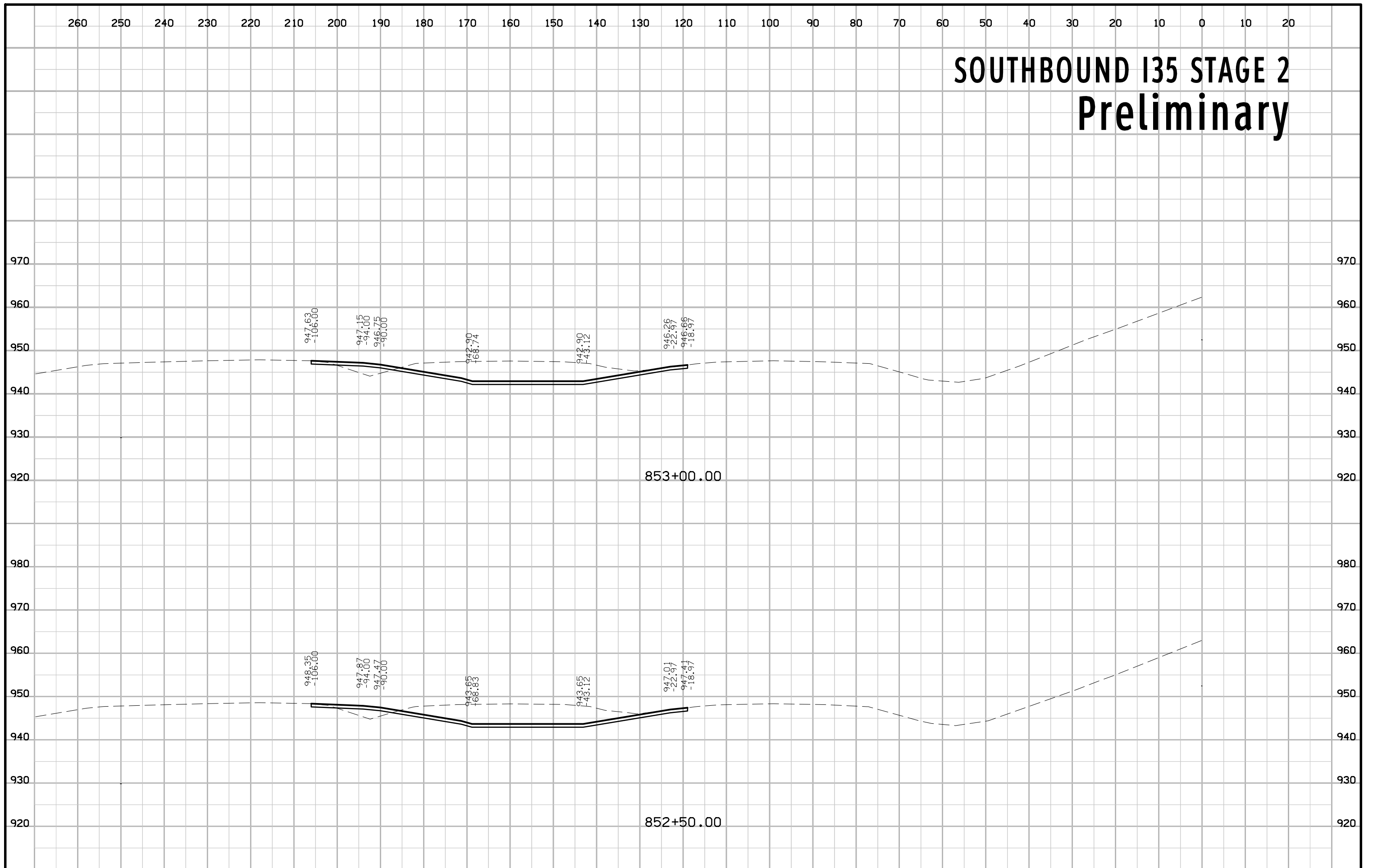
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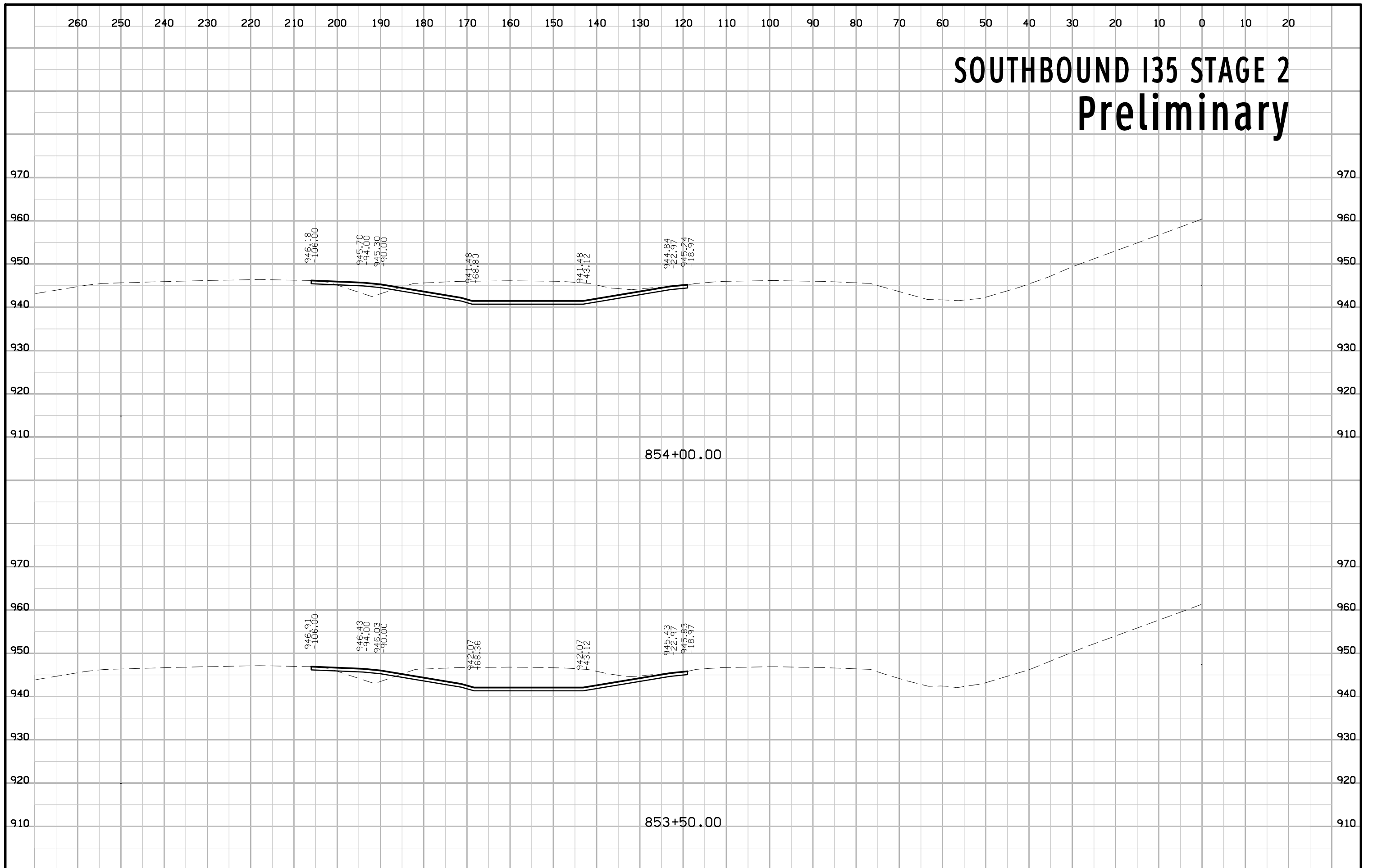
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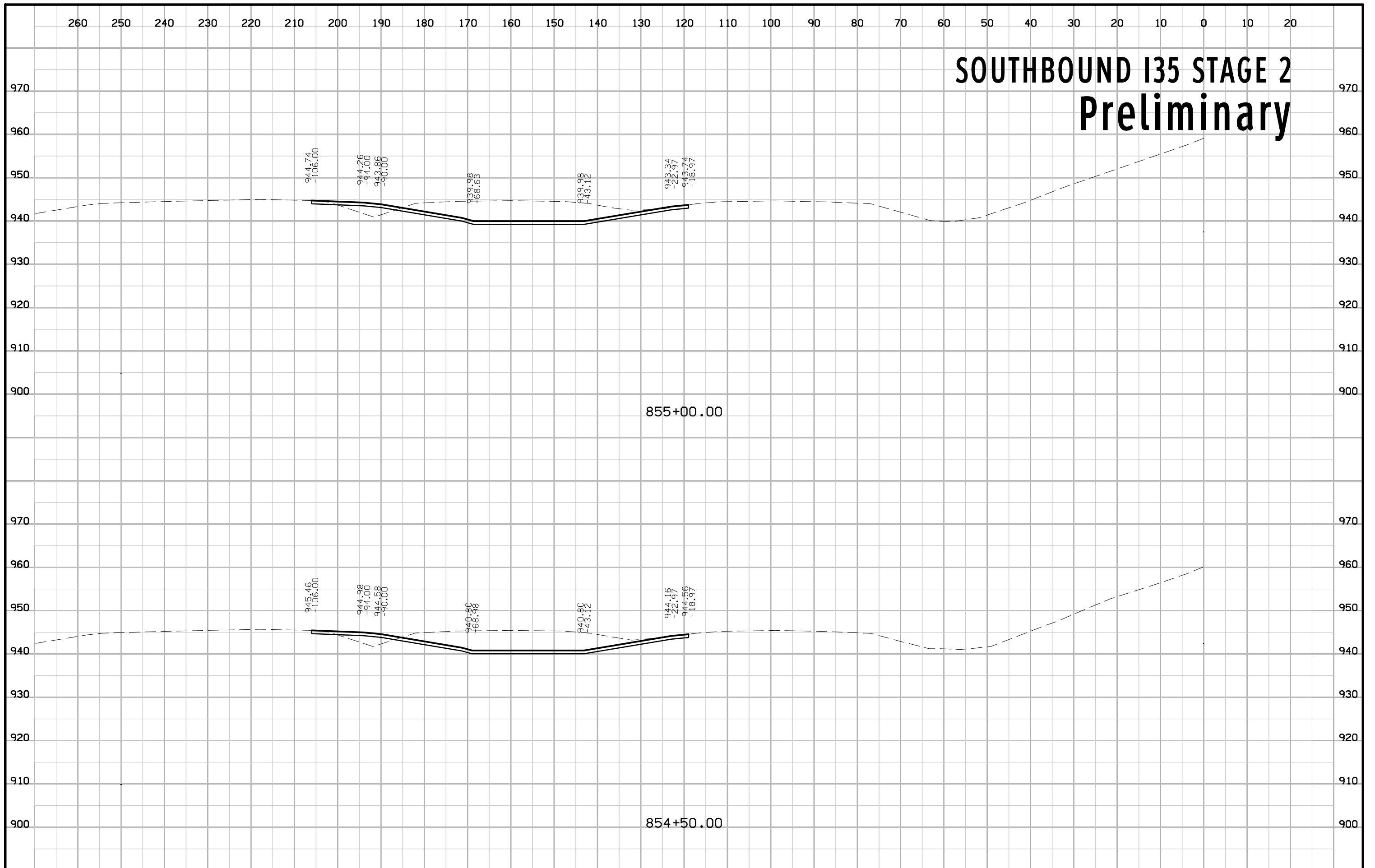
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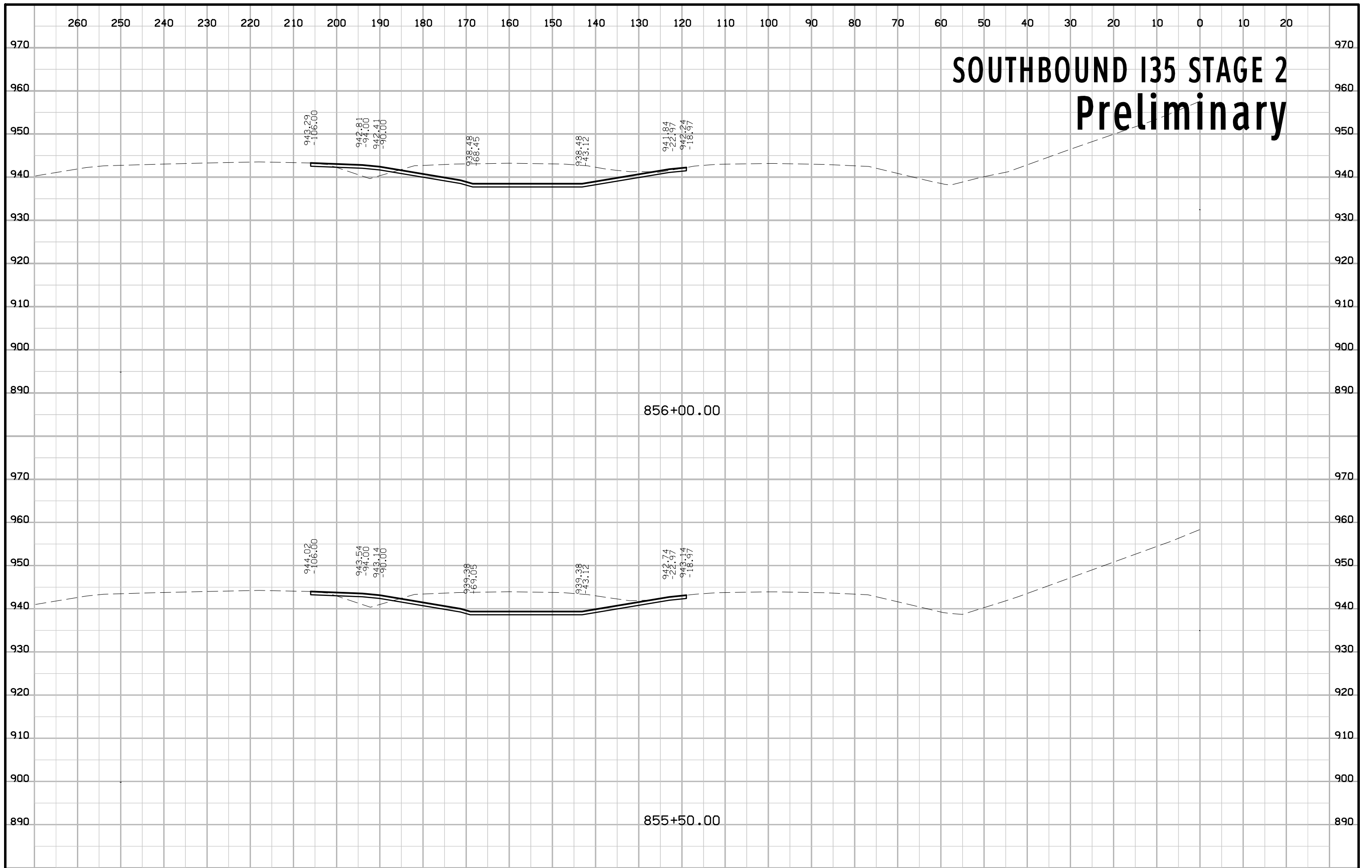
SOUTHBOUND I35 STAGE 2 Preliminary



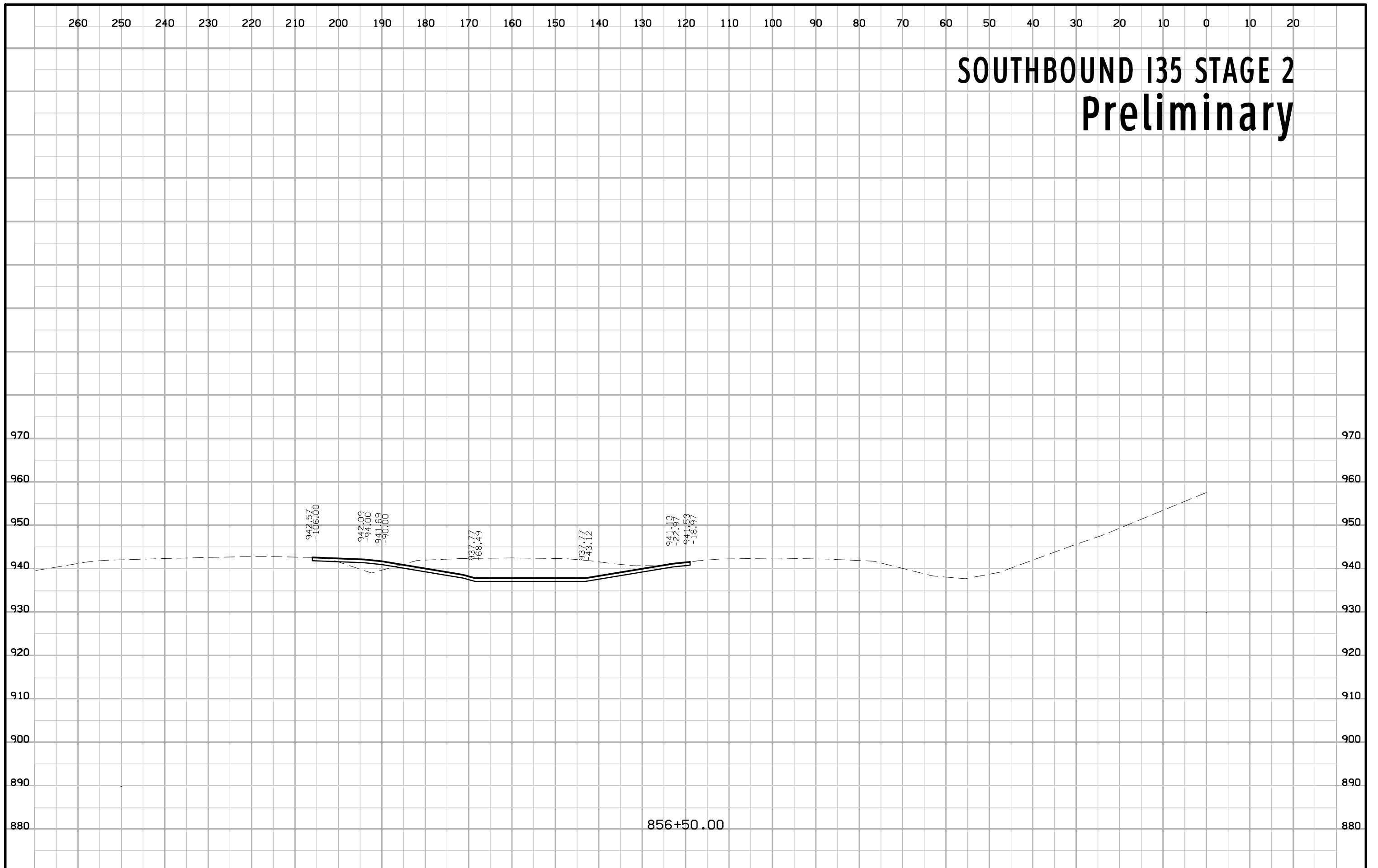
SOUTHBOUND I35 STAGE 2 Preliminary



SOUTHBOUND I35 STAGE 2 Preliminary

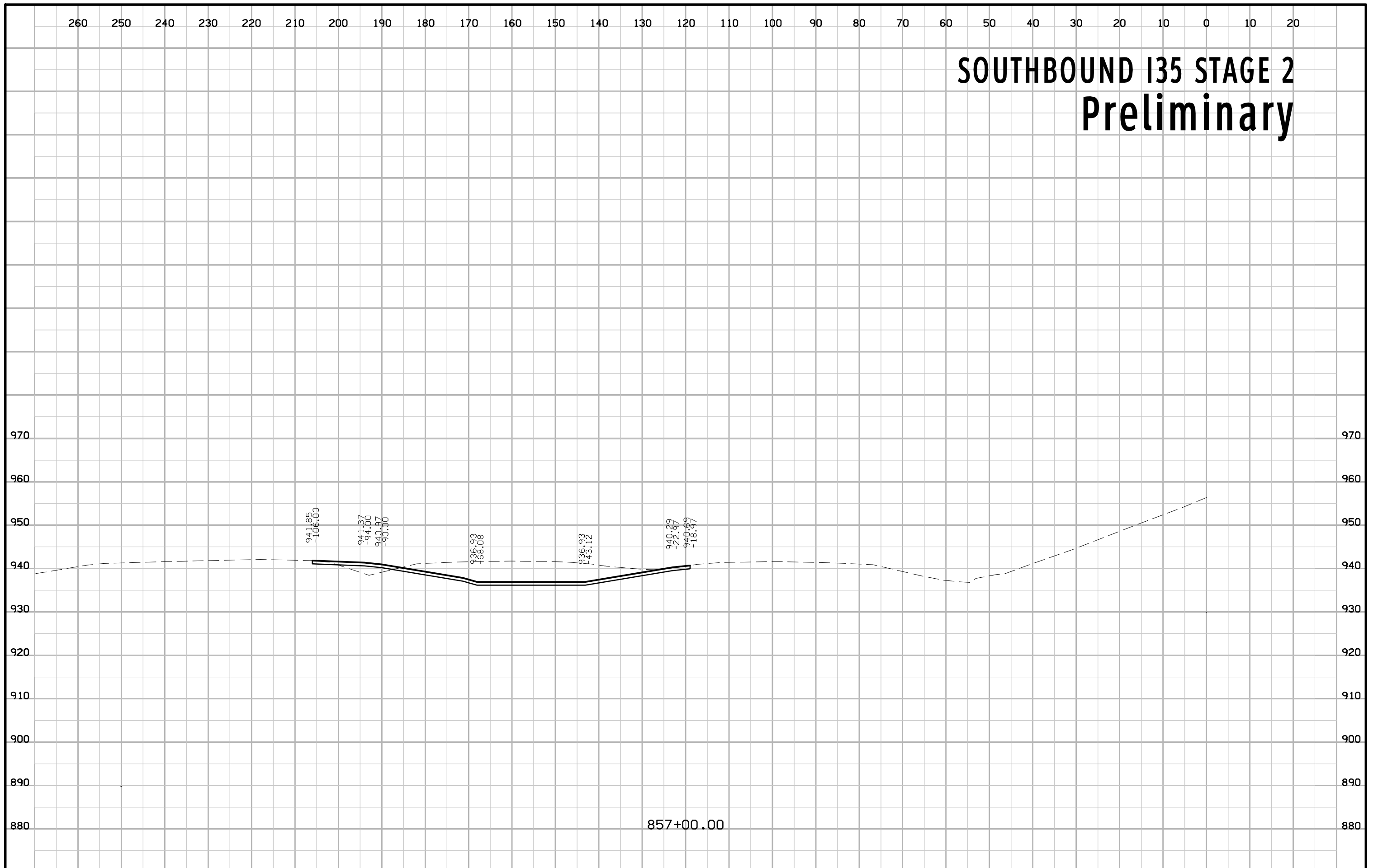


SOUTHBOUND I35 STAGE 2 Preliminary



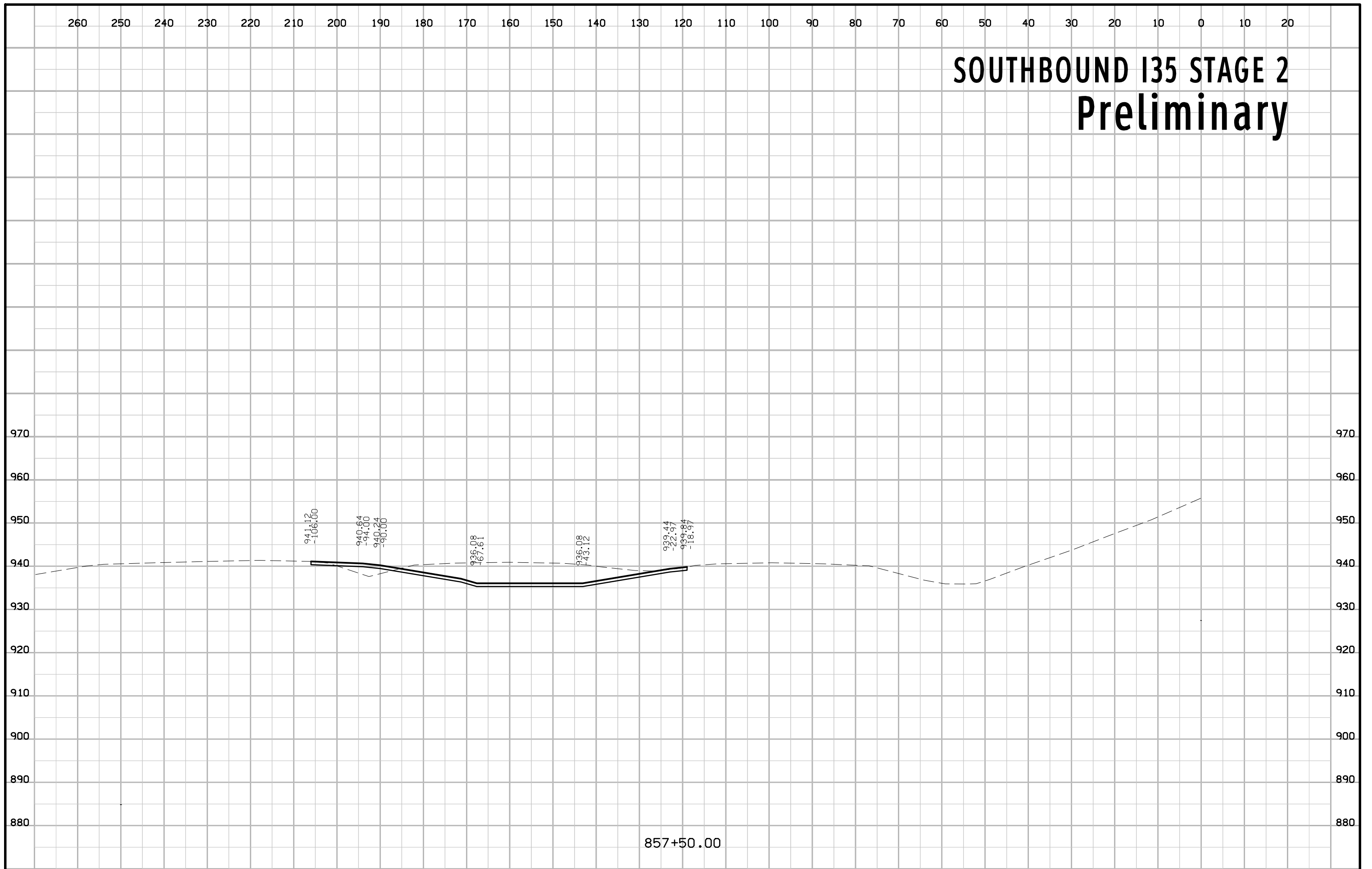
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SOUTHBOUND I35 STAGE 2 Preliminary



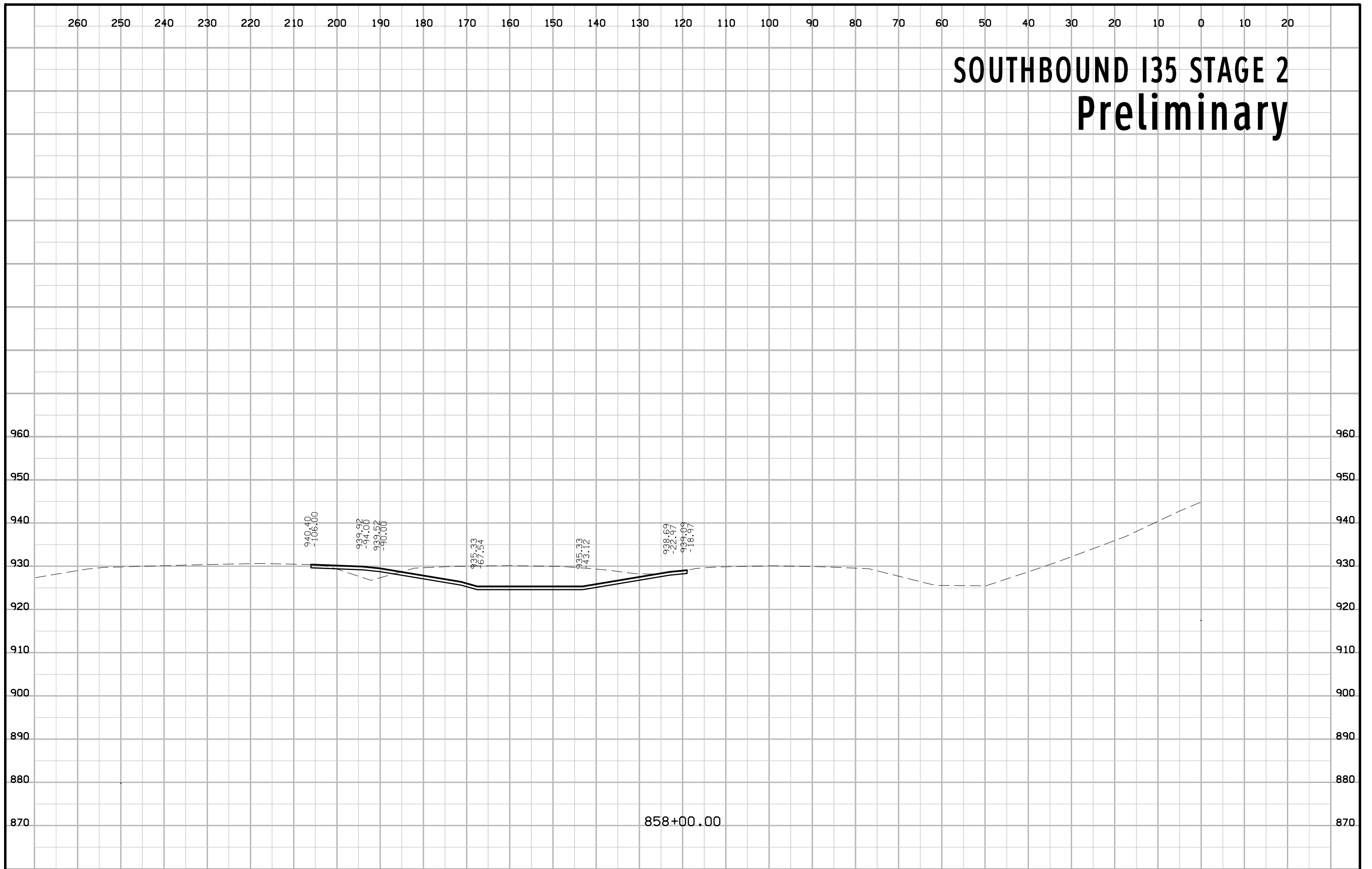
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SOUTHBOUND I35 STAGE 2 Preliminary



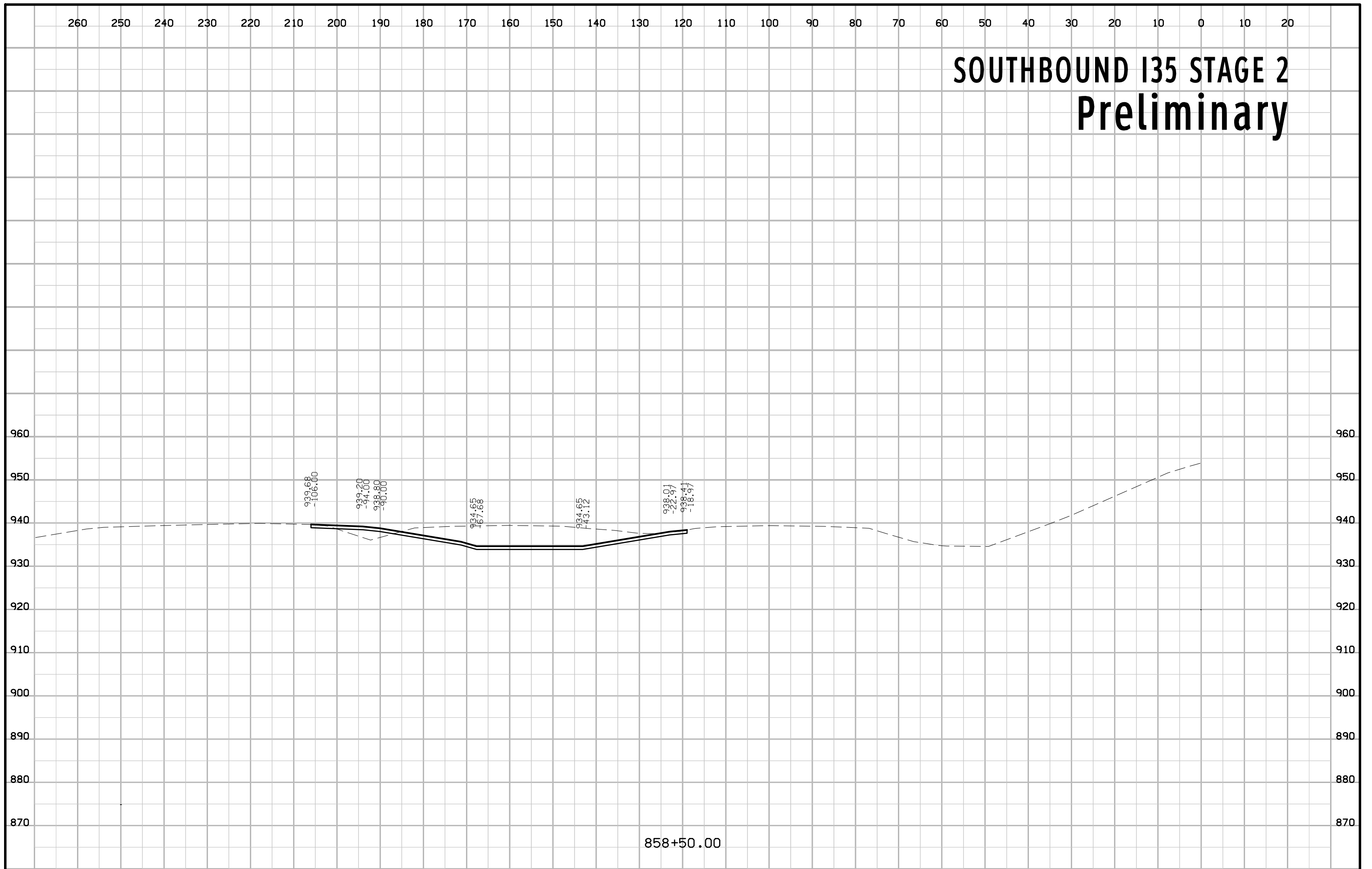
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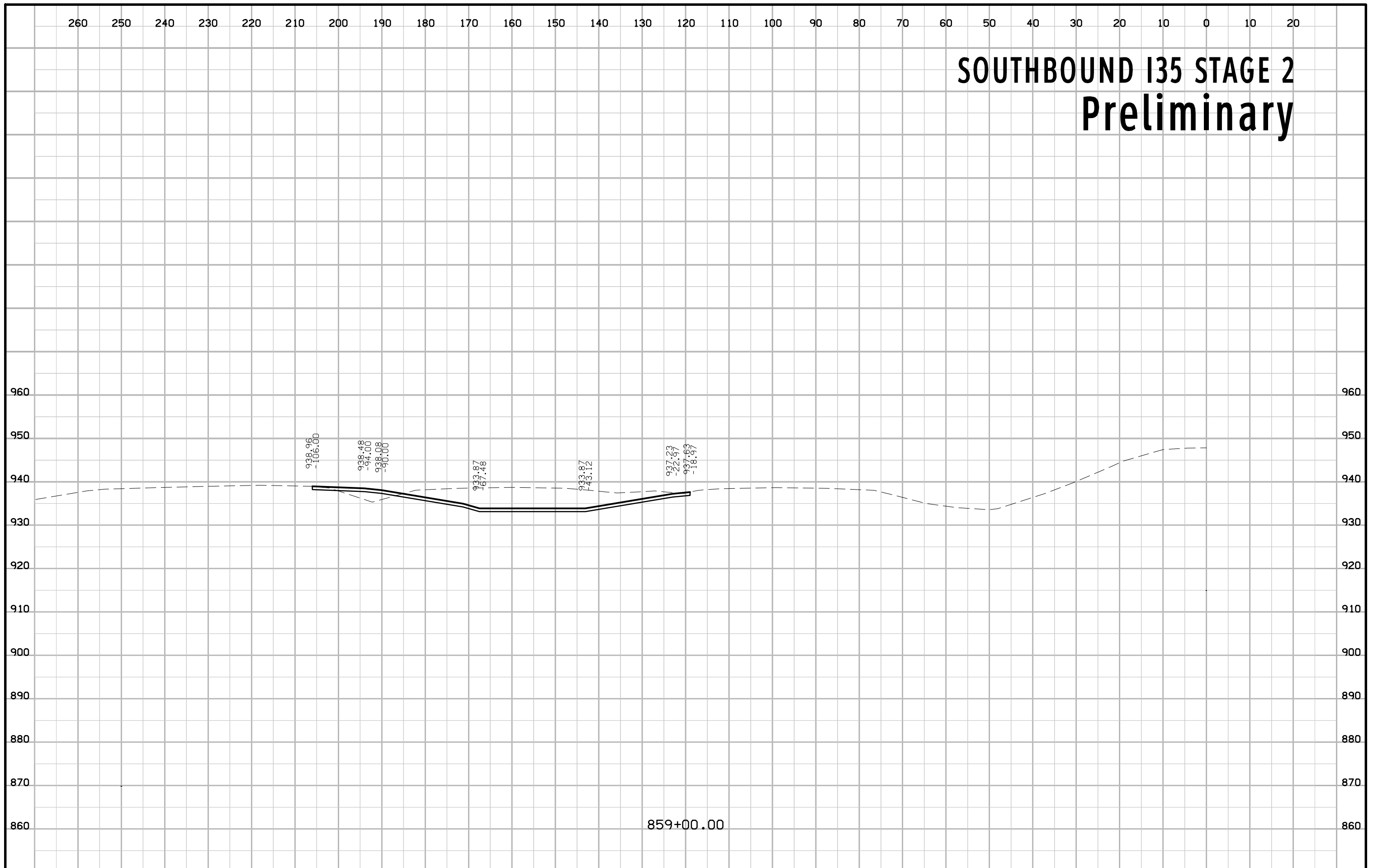


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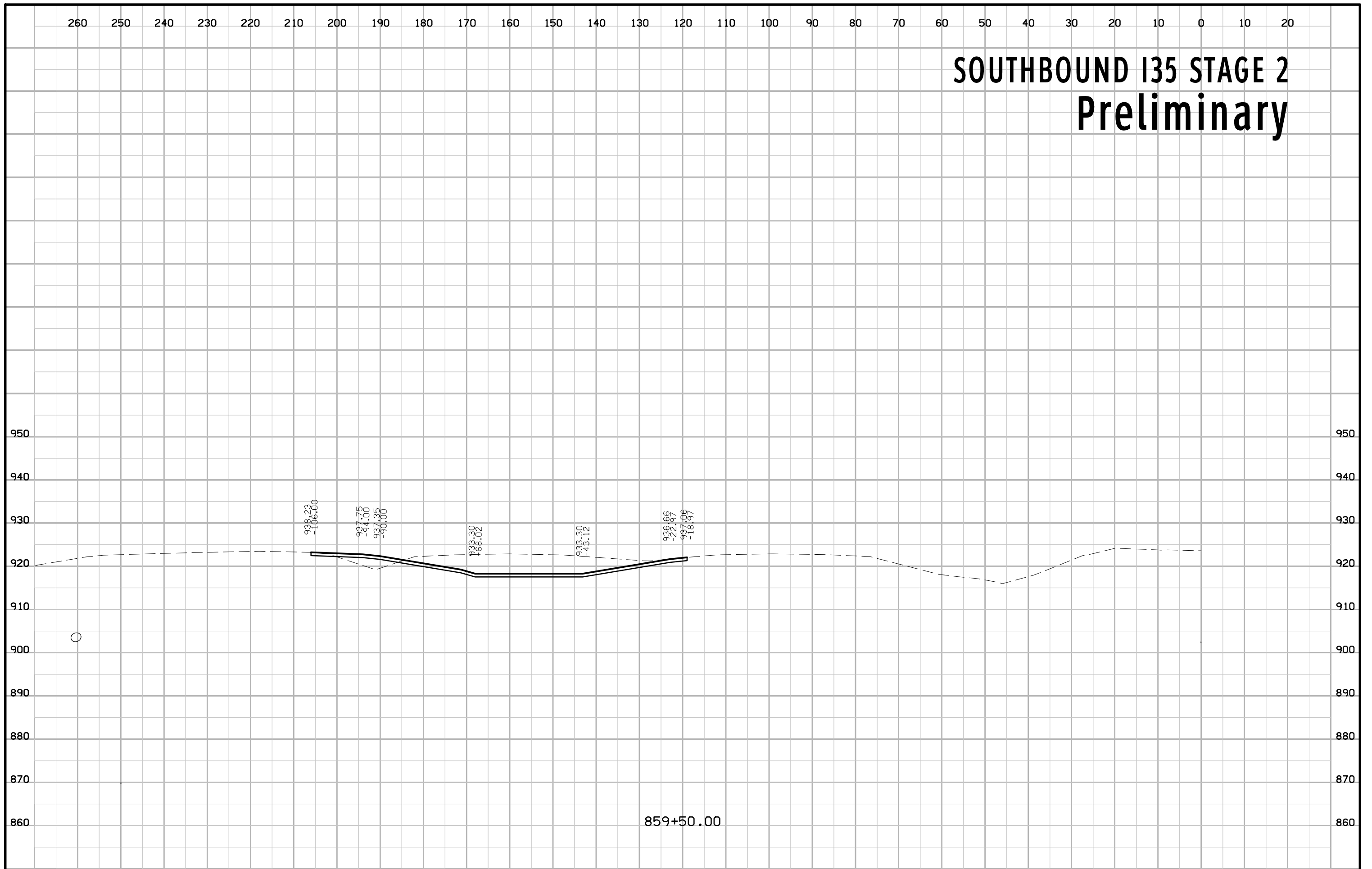


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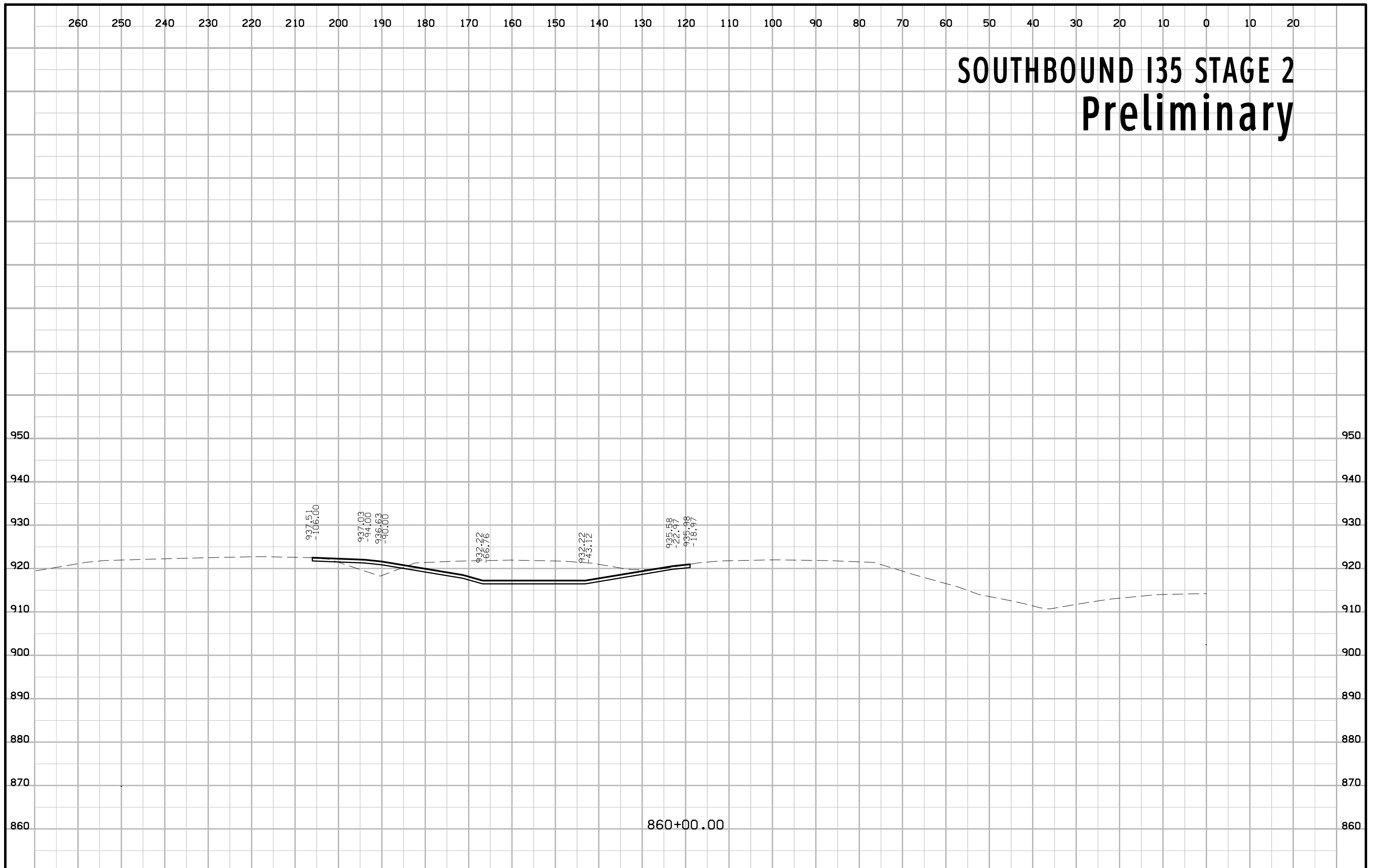
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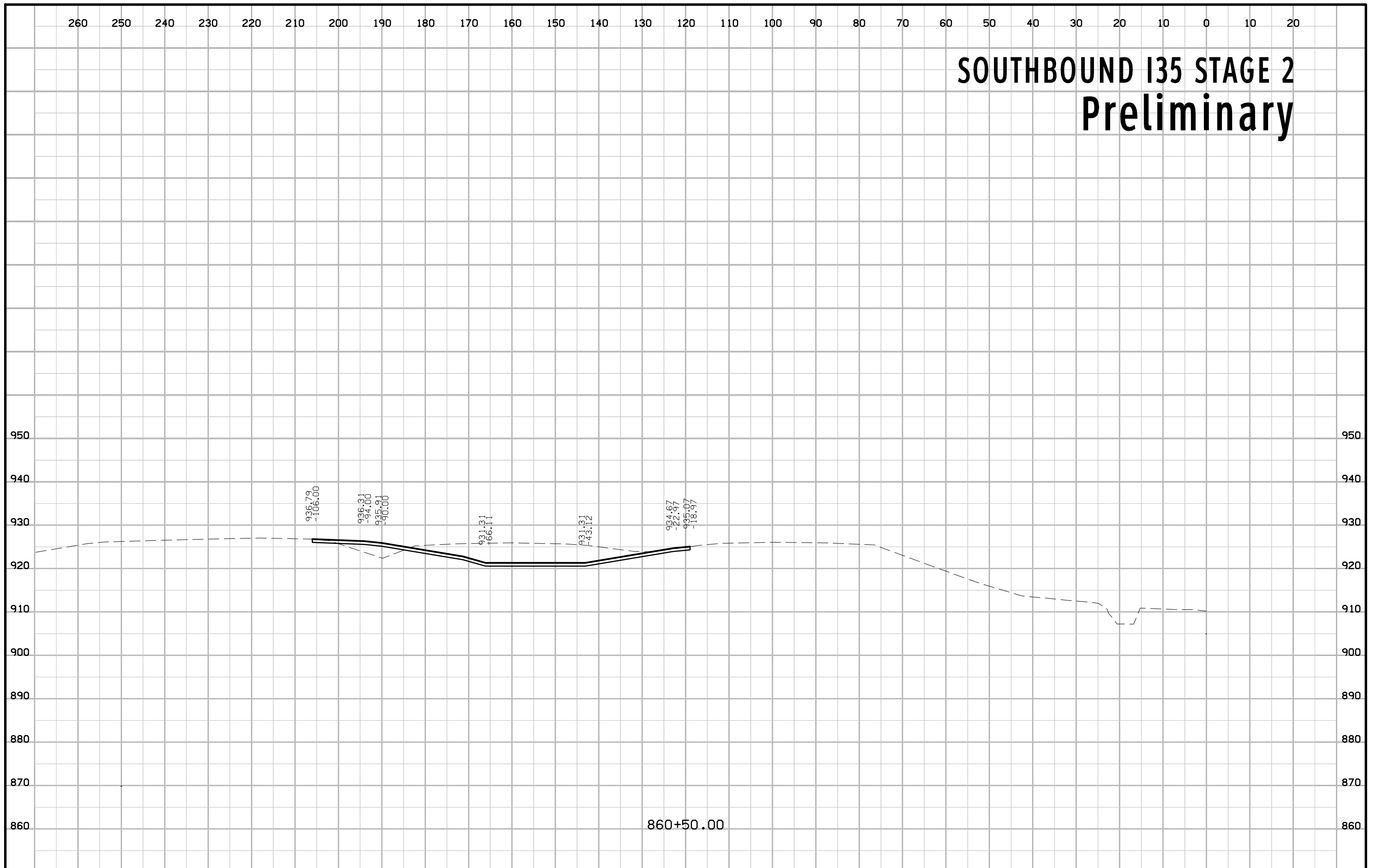


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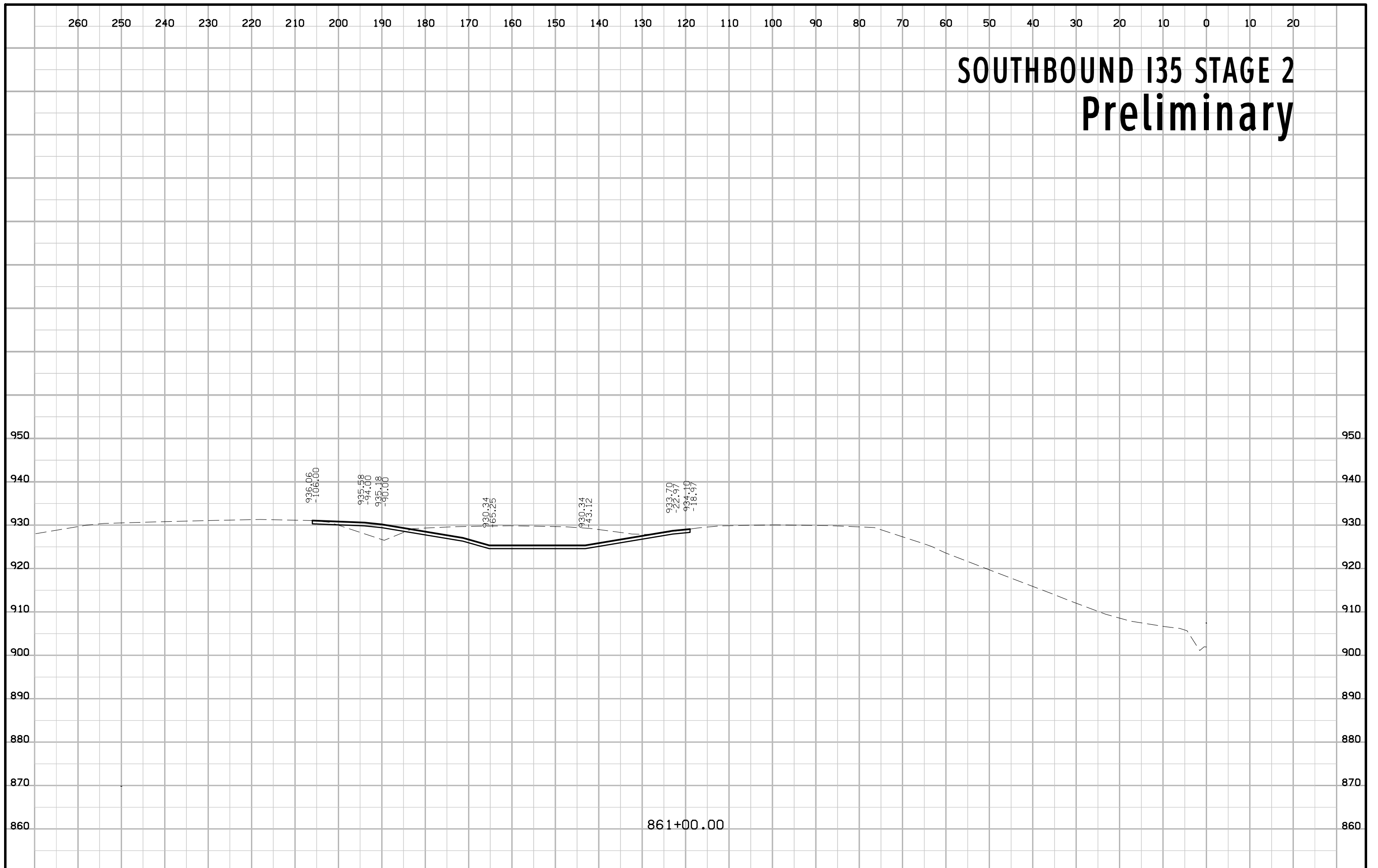


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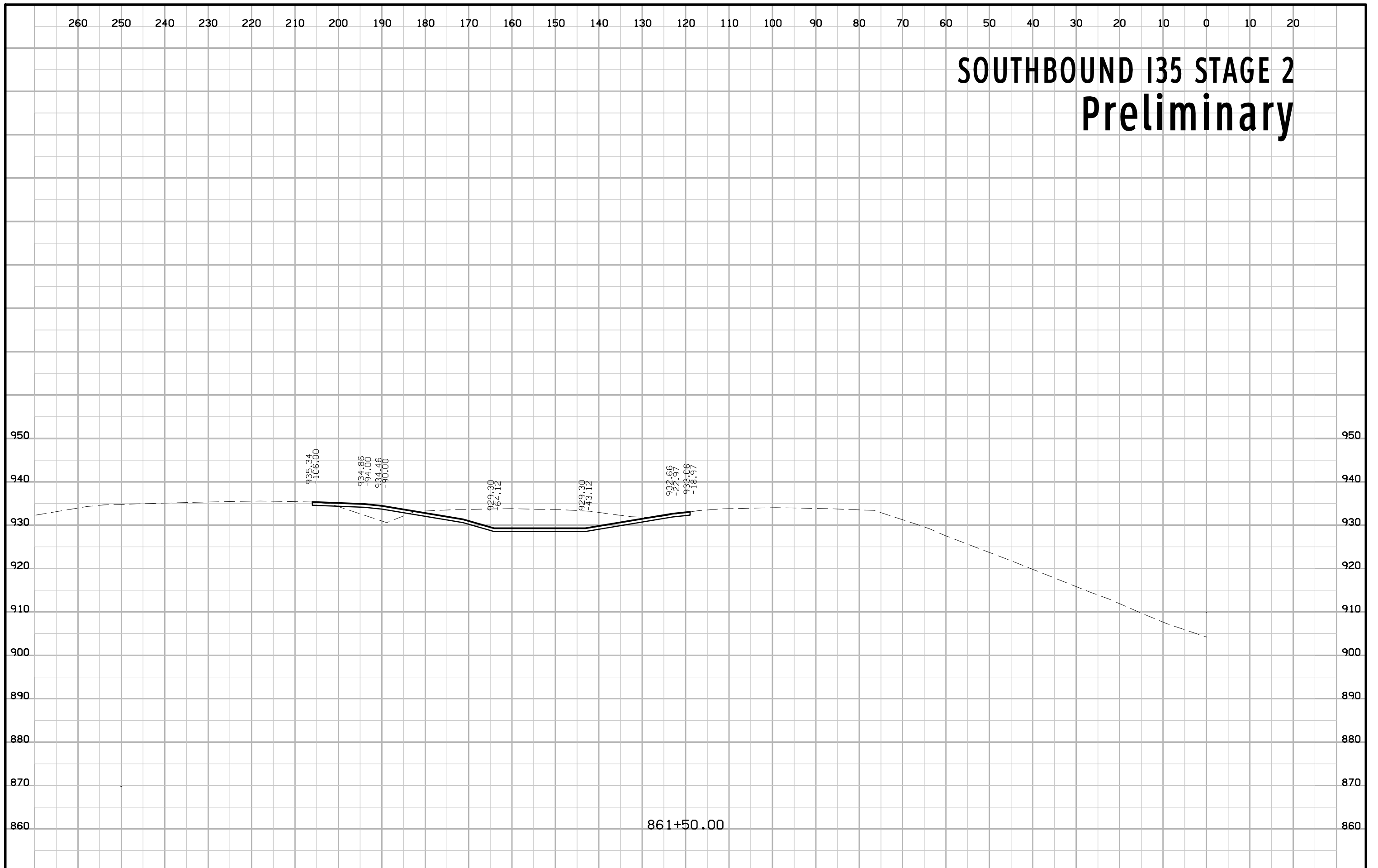
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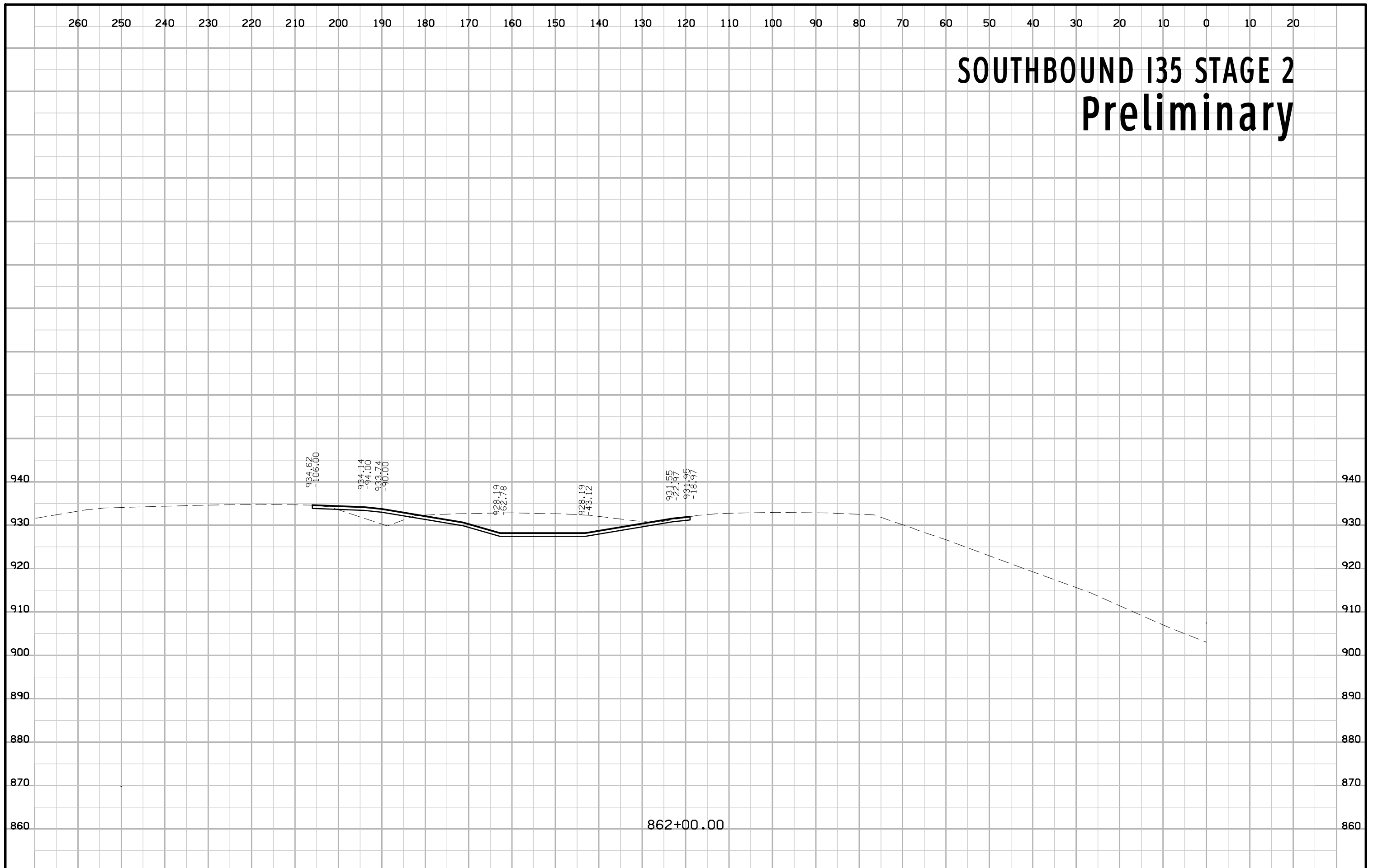


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SOUTHBOUND I35 STAGE 2 Preliminary

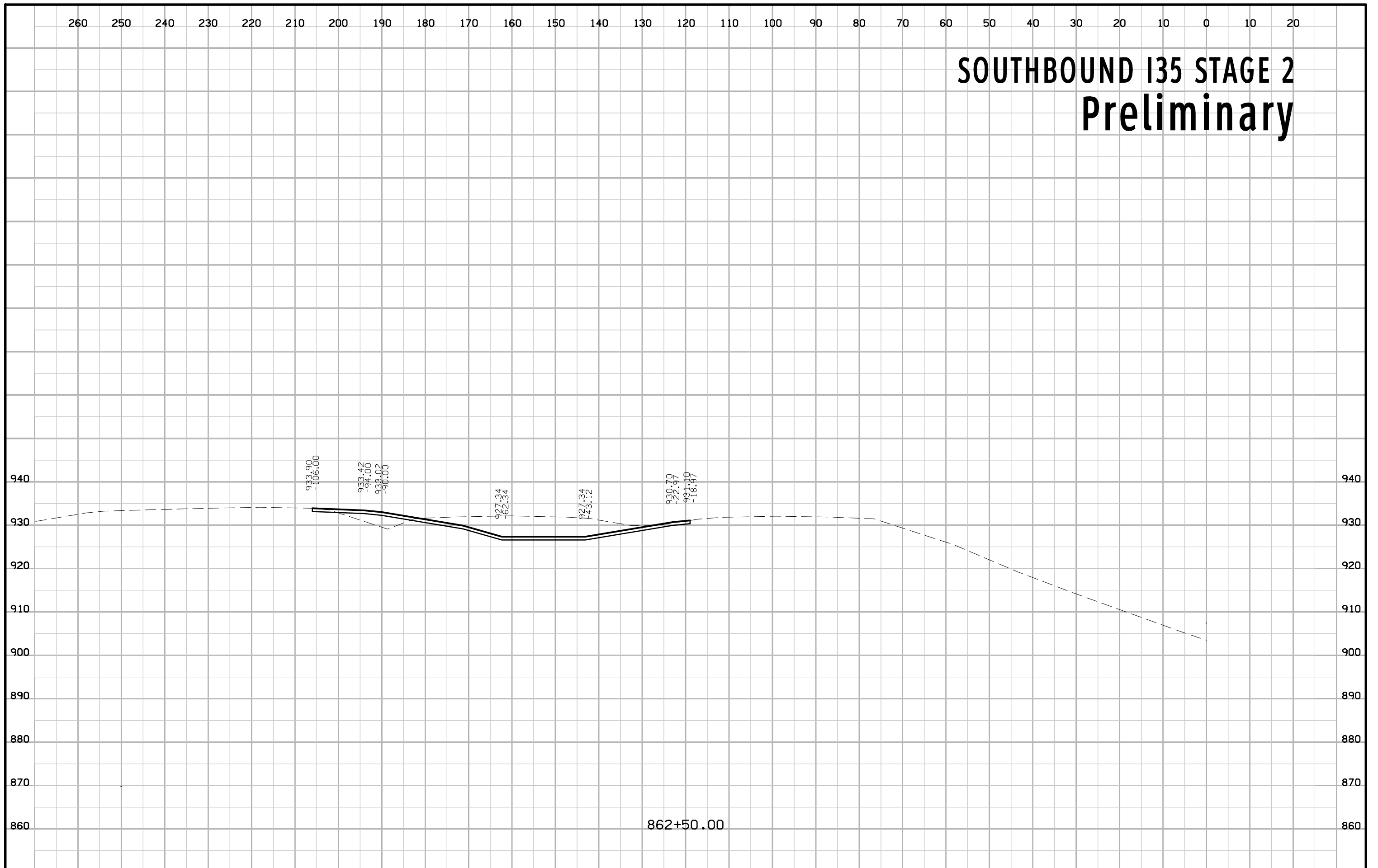


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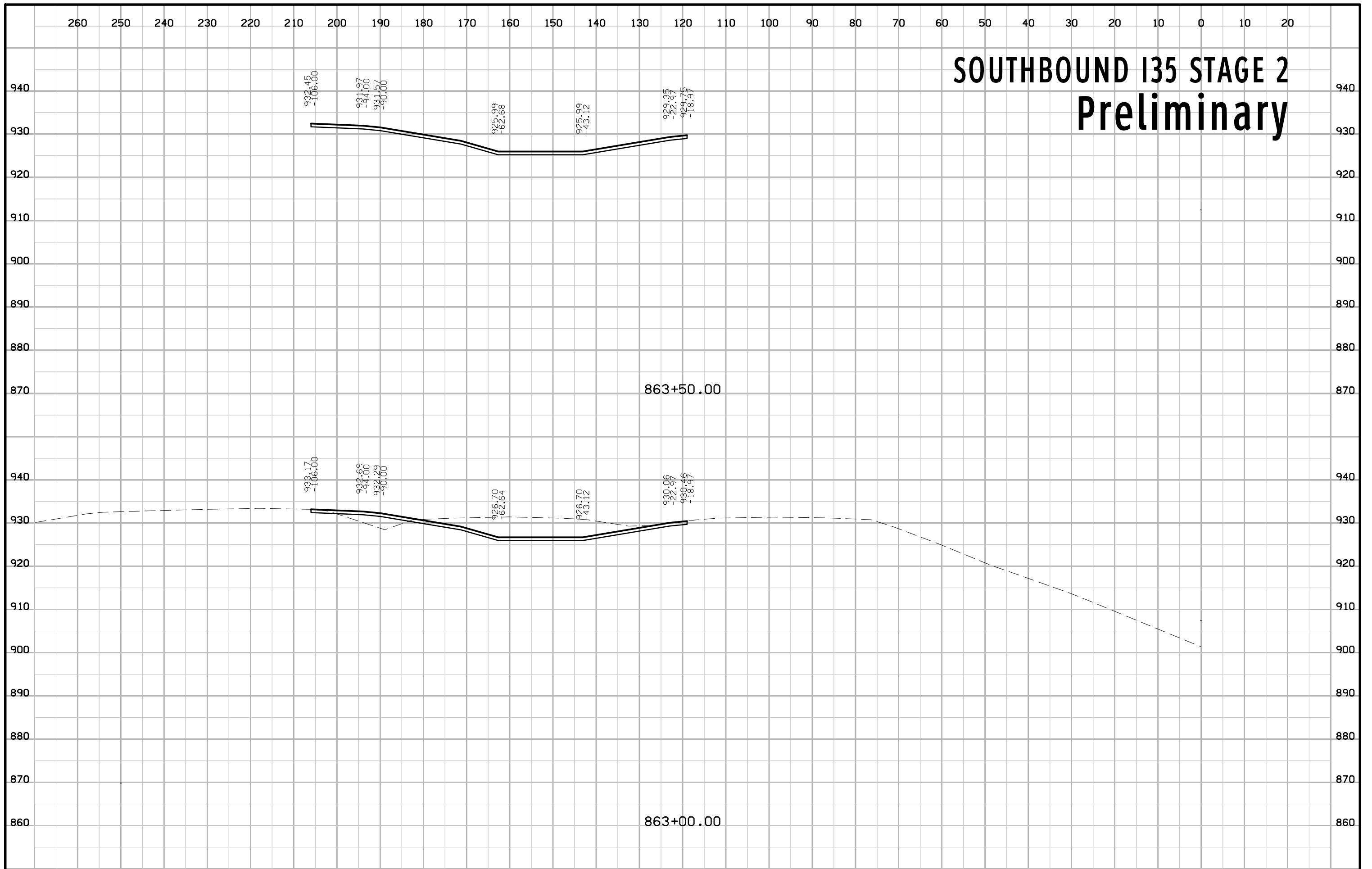
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SOUTHBOUND I35 STAGE 2 Preliminary



862+50.00

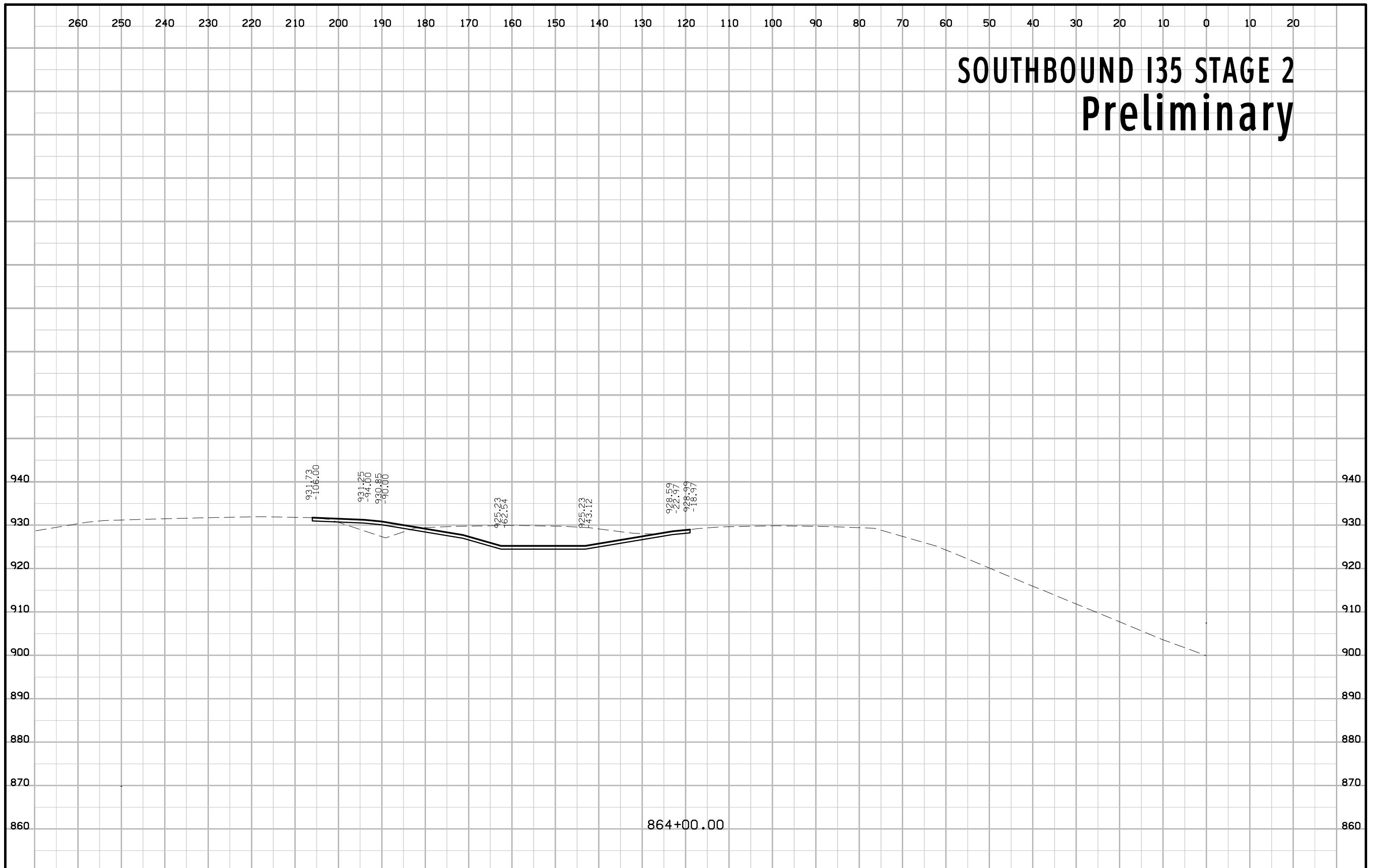
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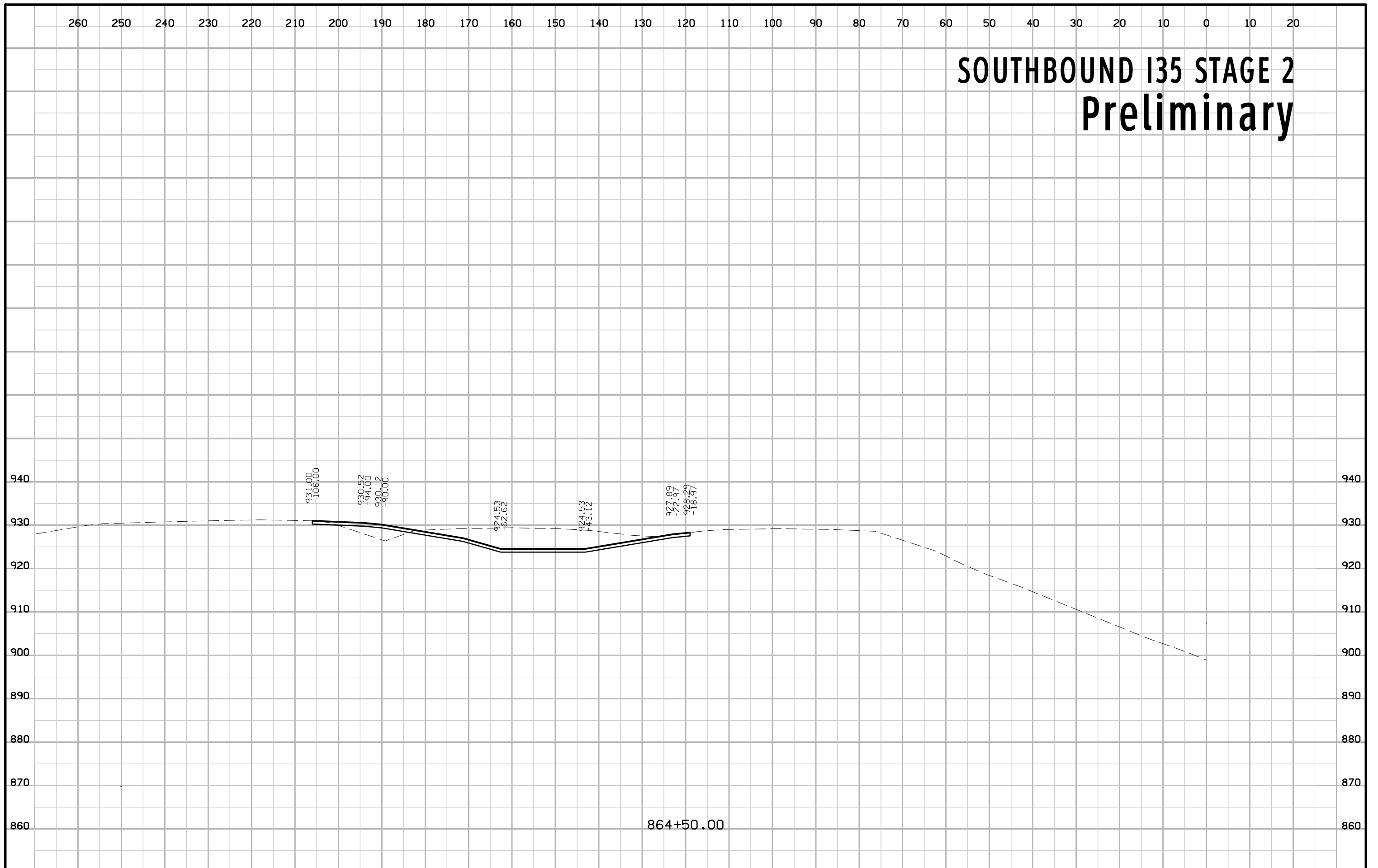
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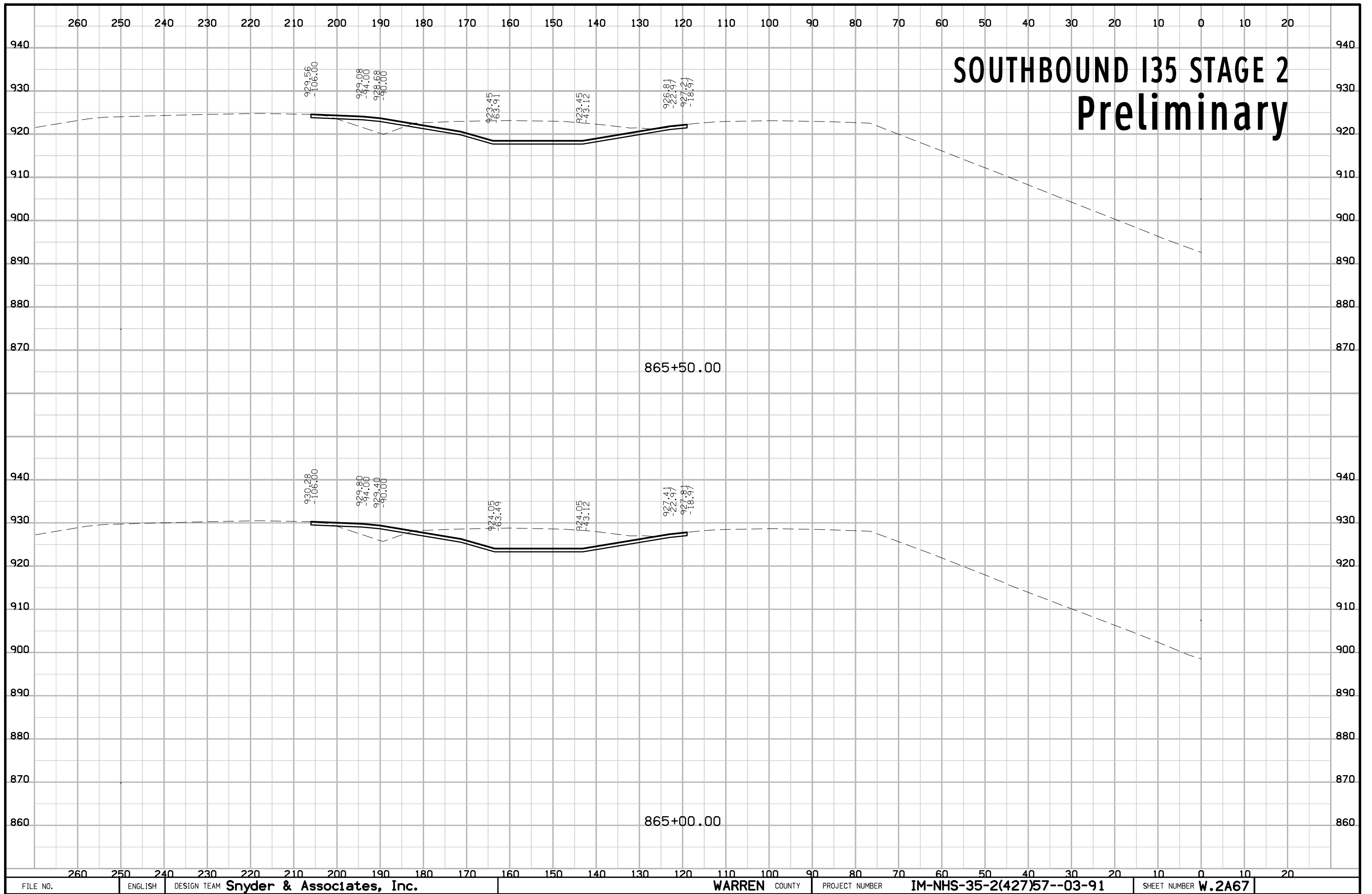
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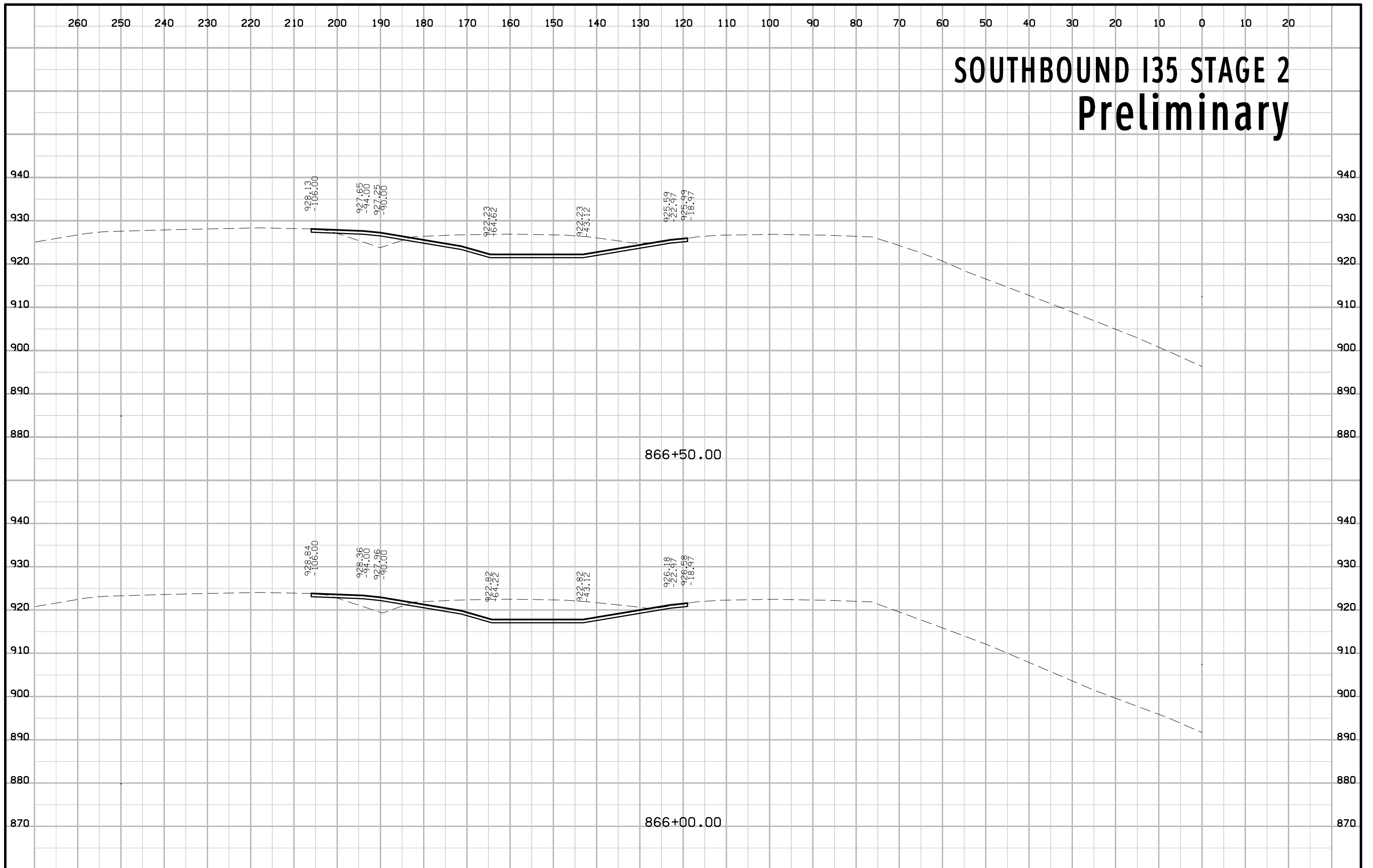
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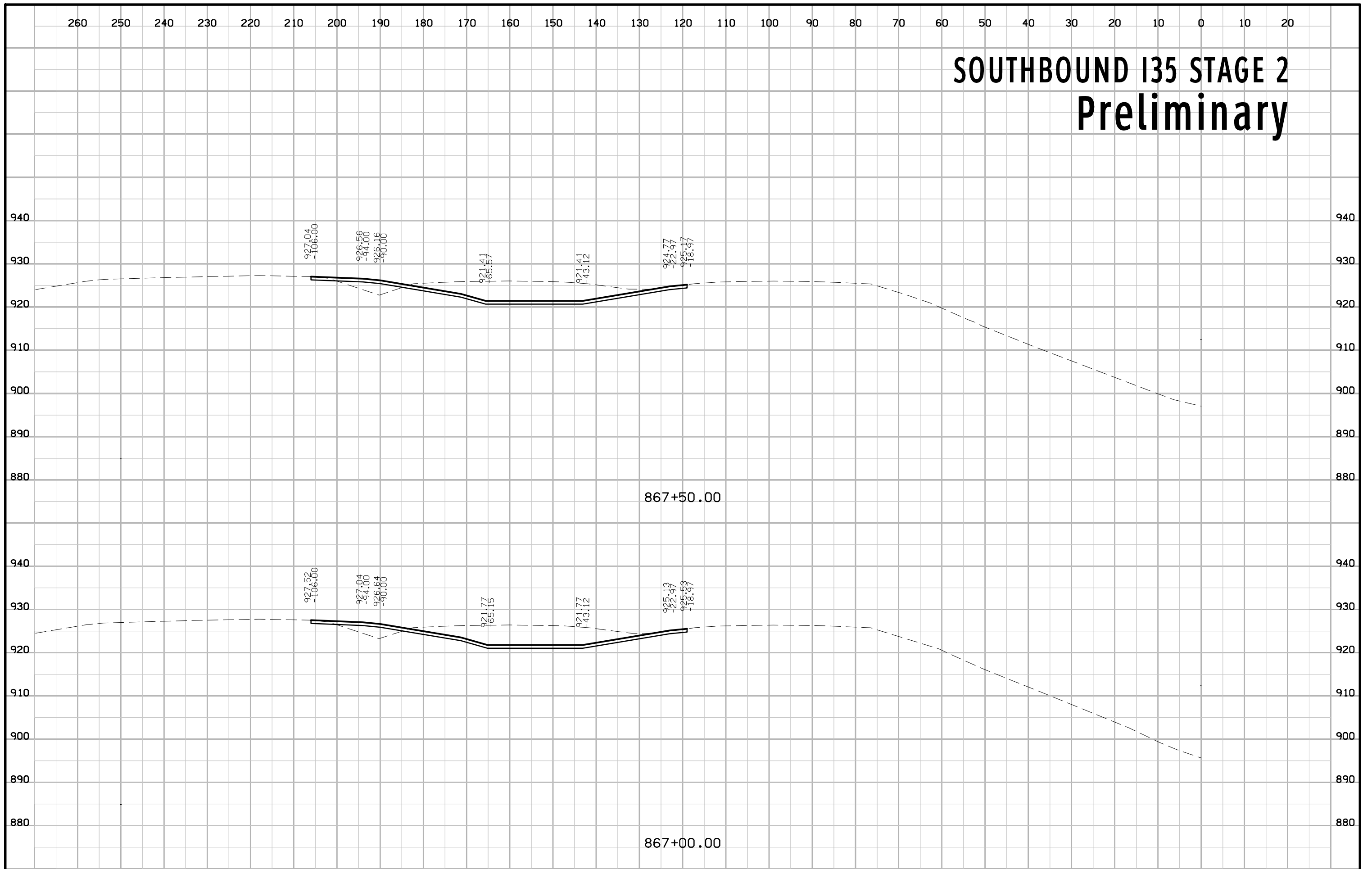
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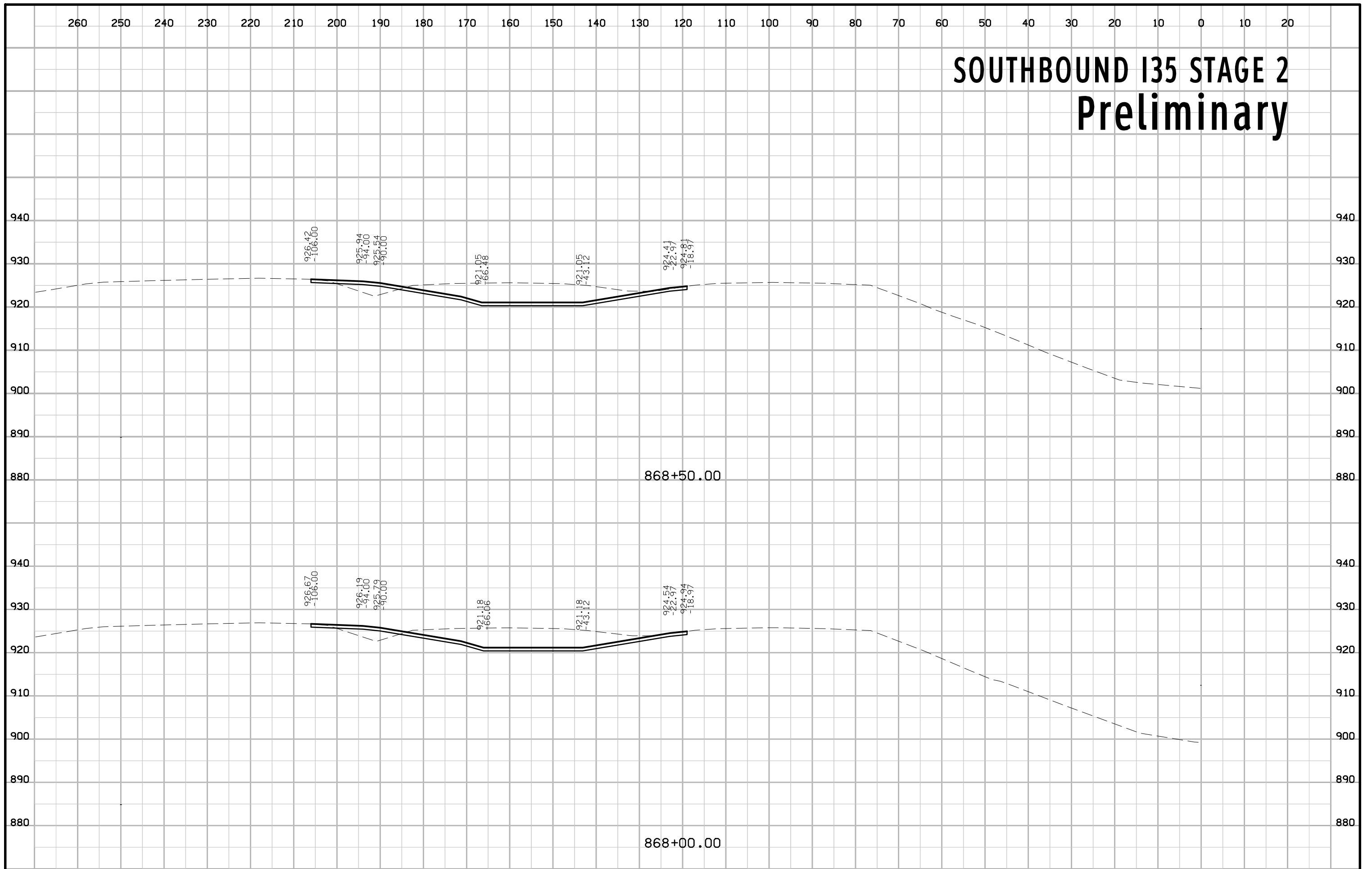
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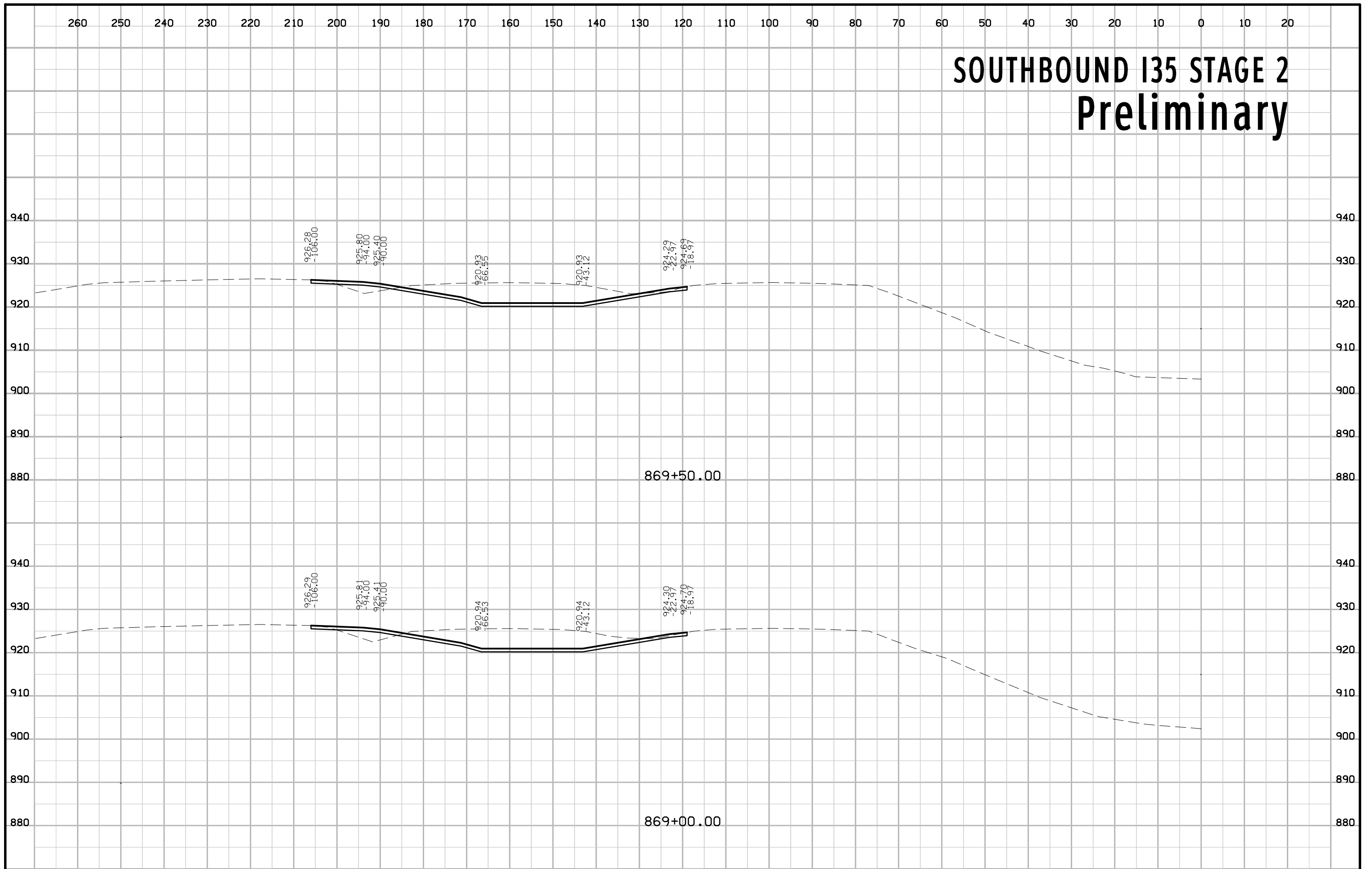
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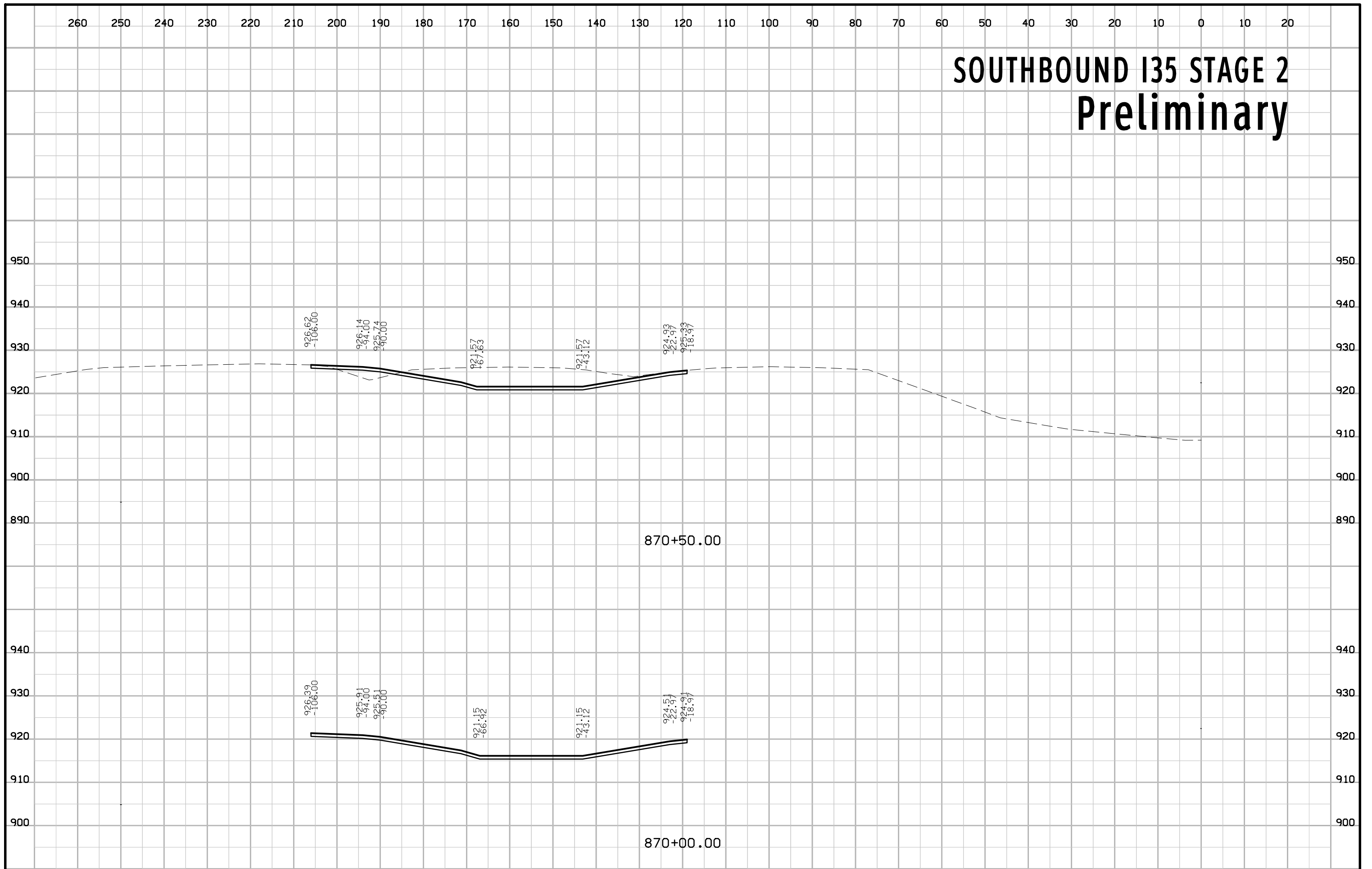
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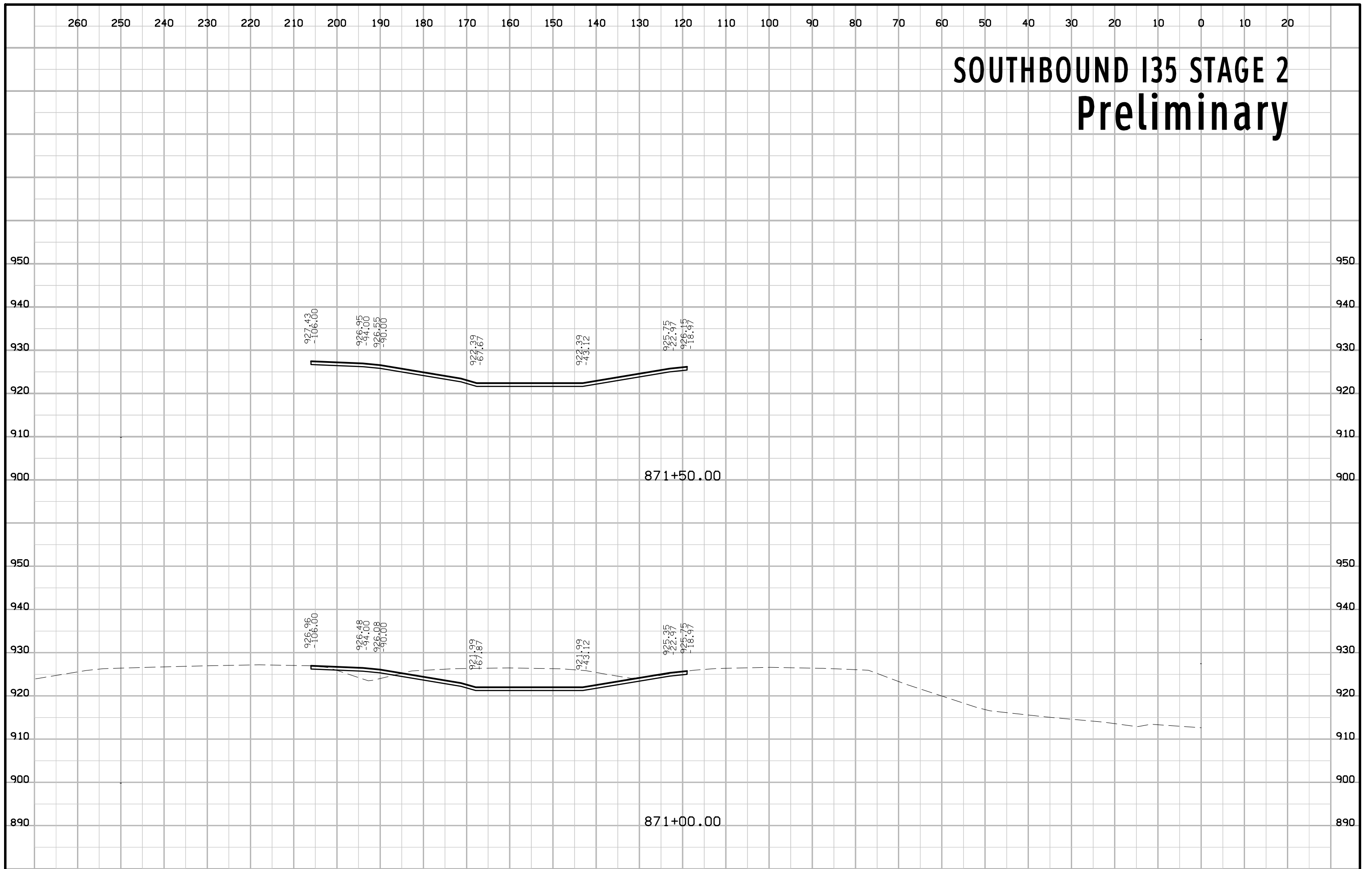
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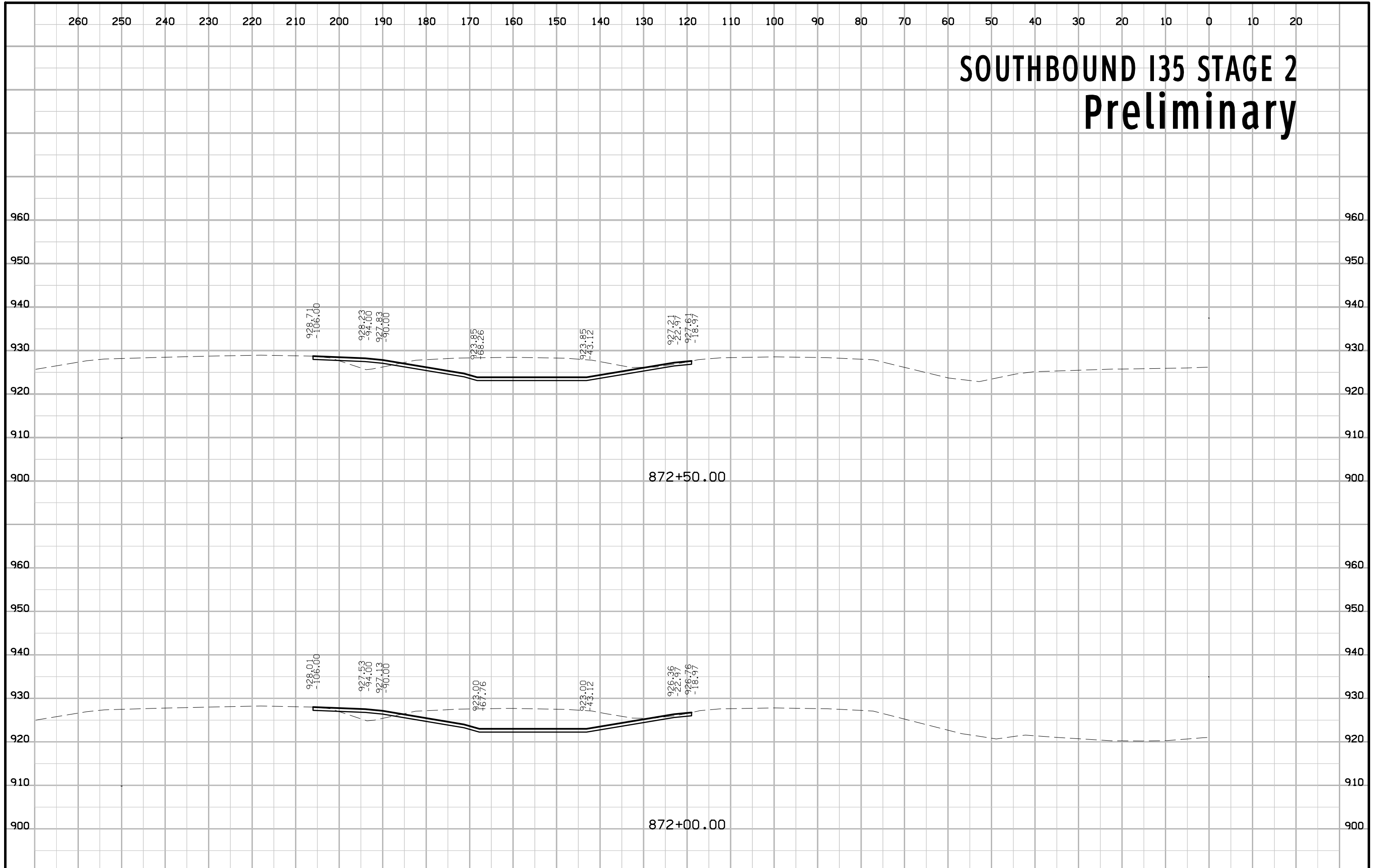
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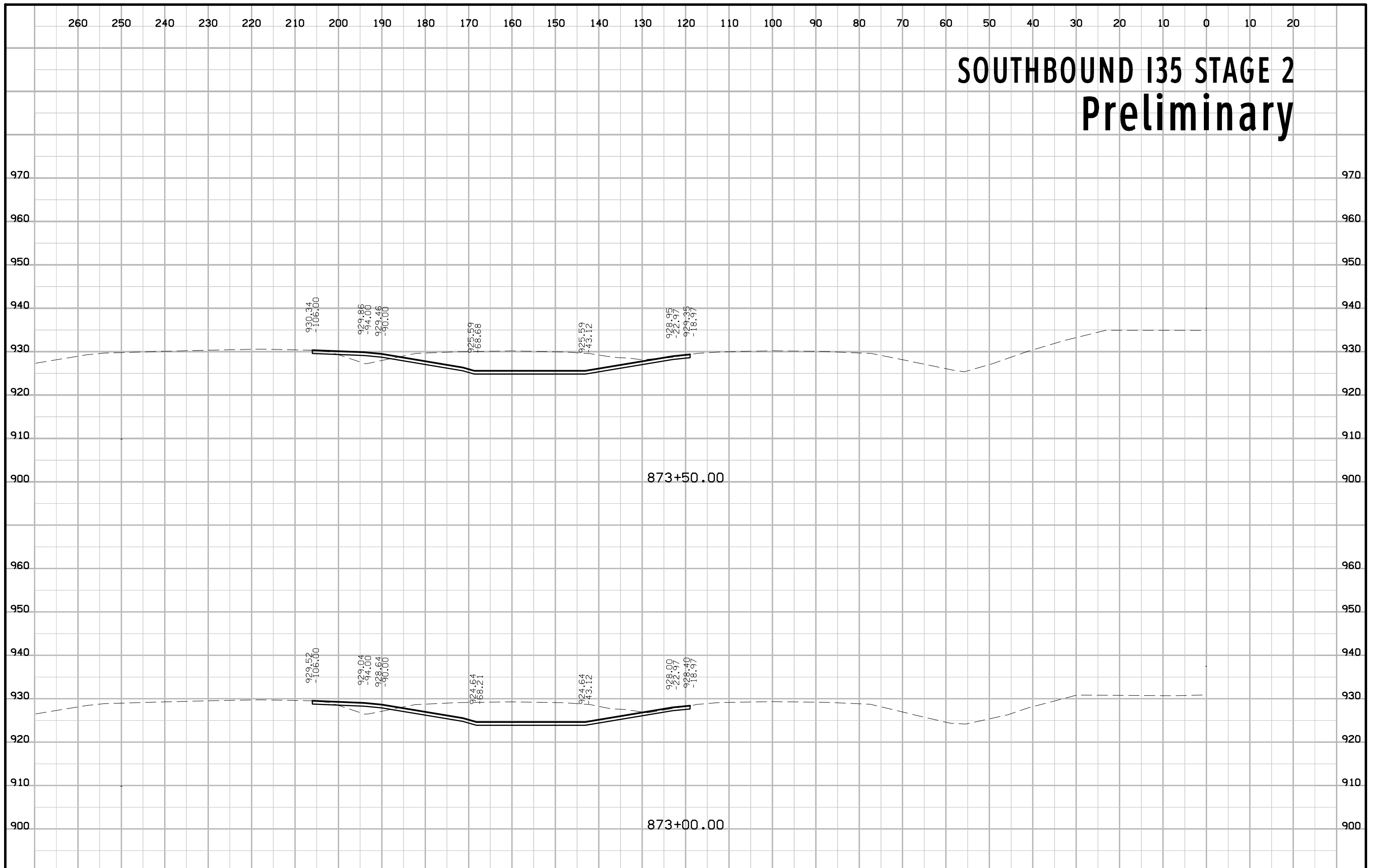
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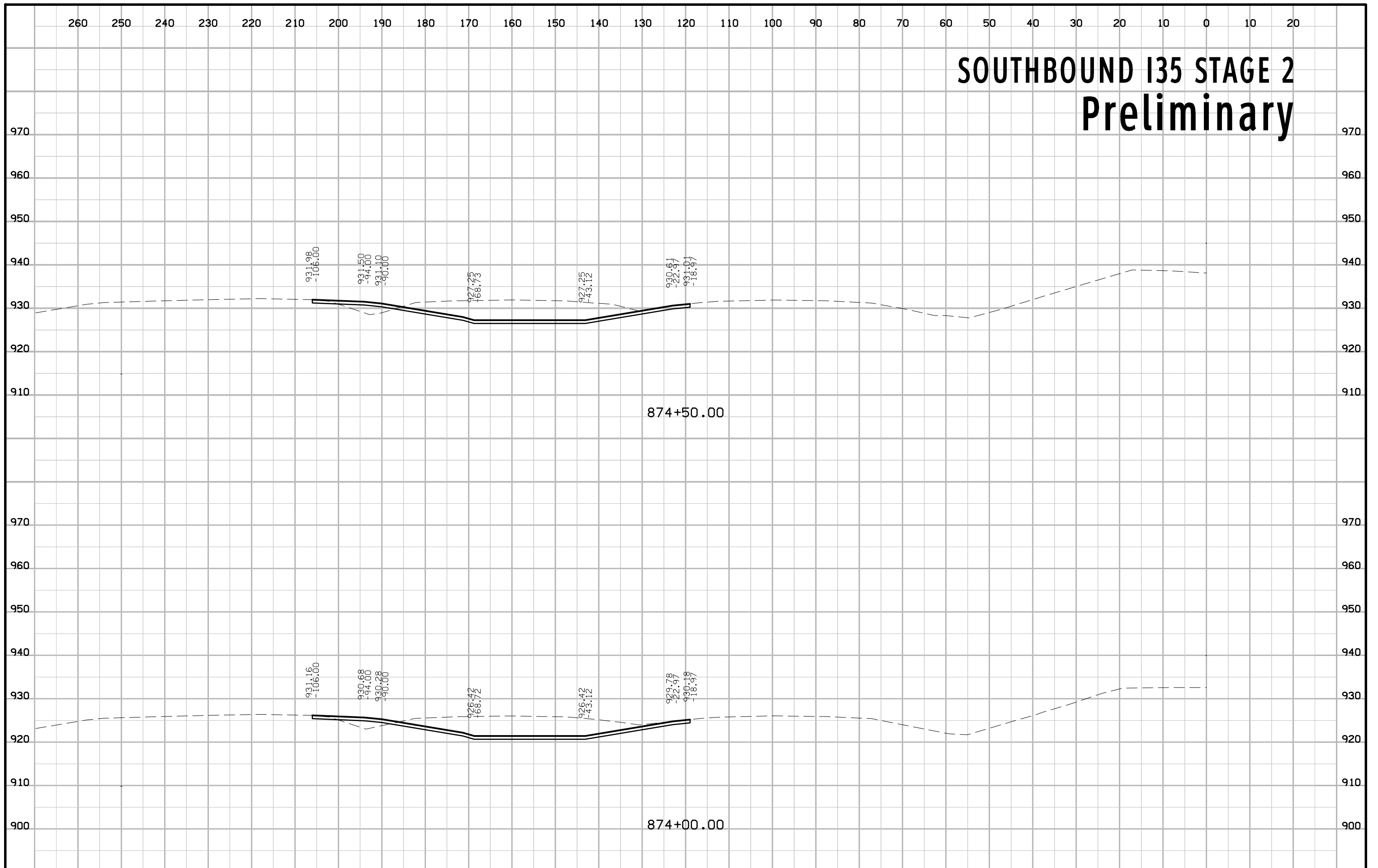
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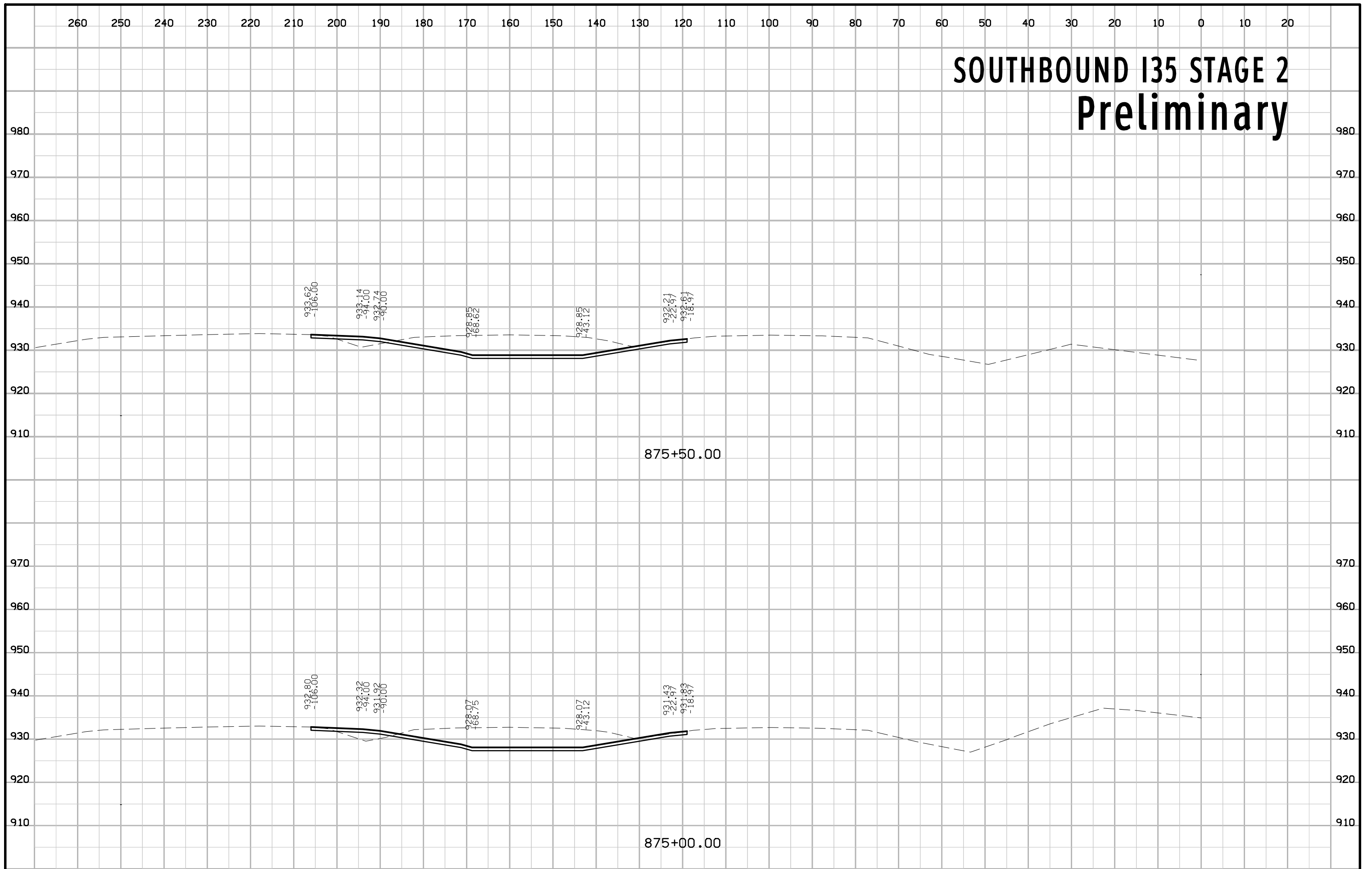
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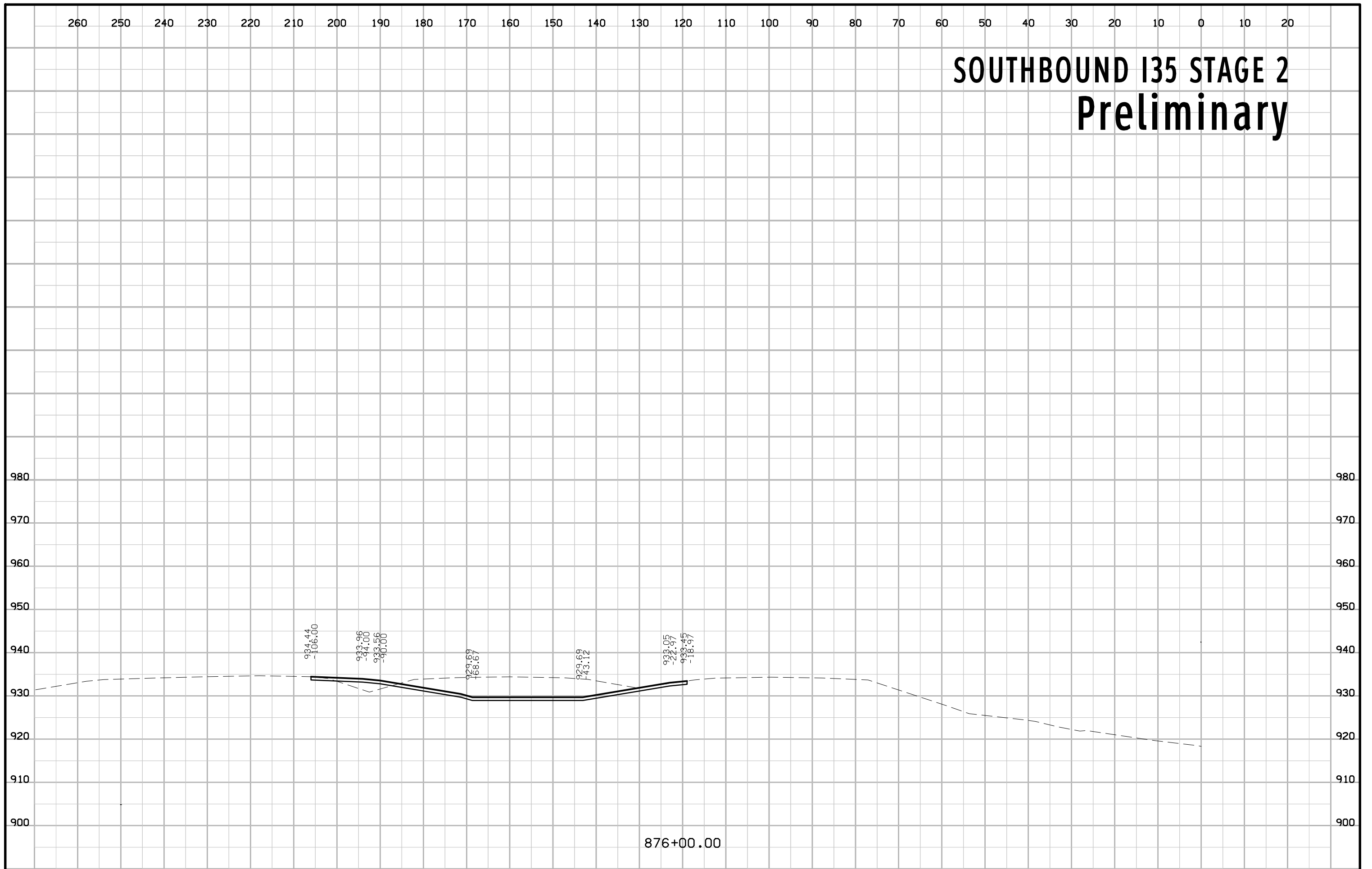
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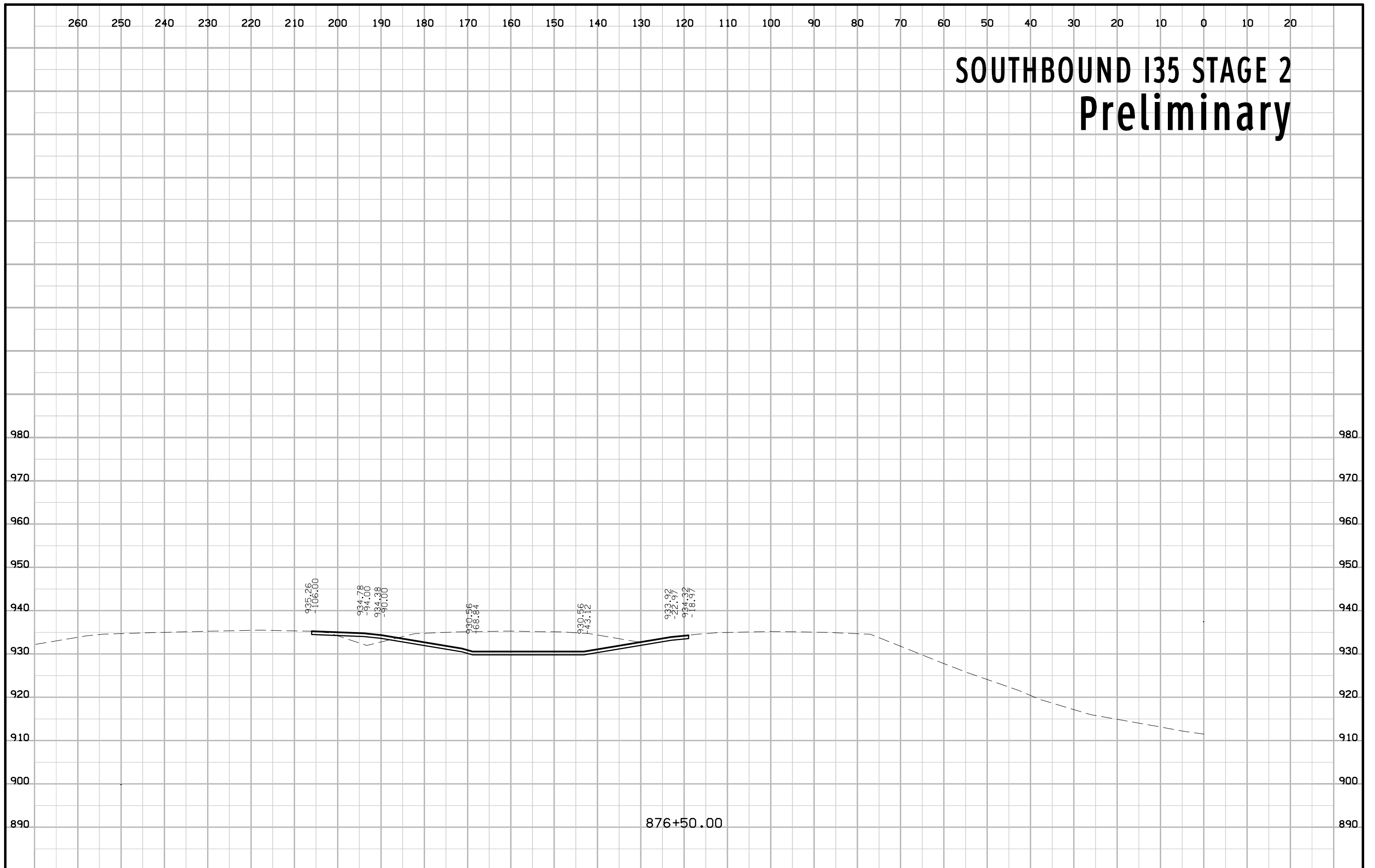
SOUTHBOUND I35 STAGE 2 Preliminary



SOUTHBOUND I35 STAGE 2 Preliminary

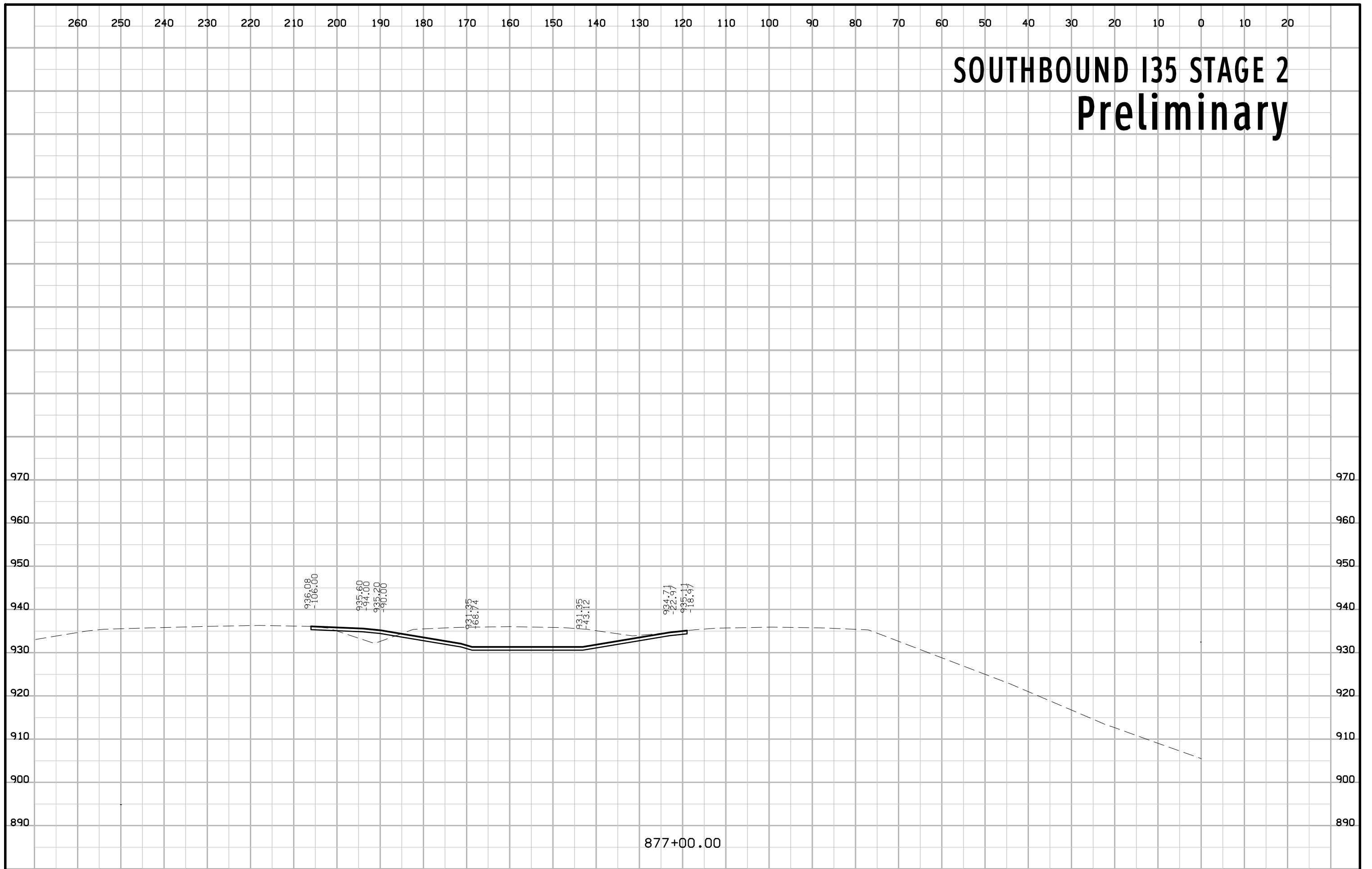


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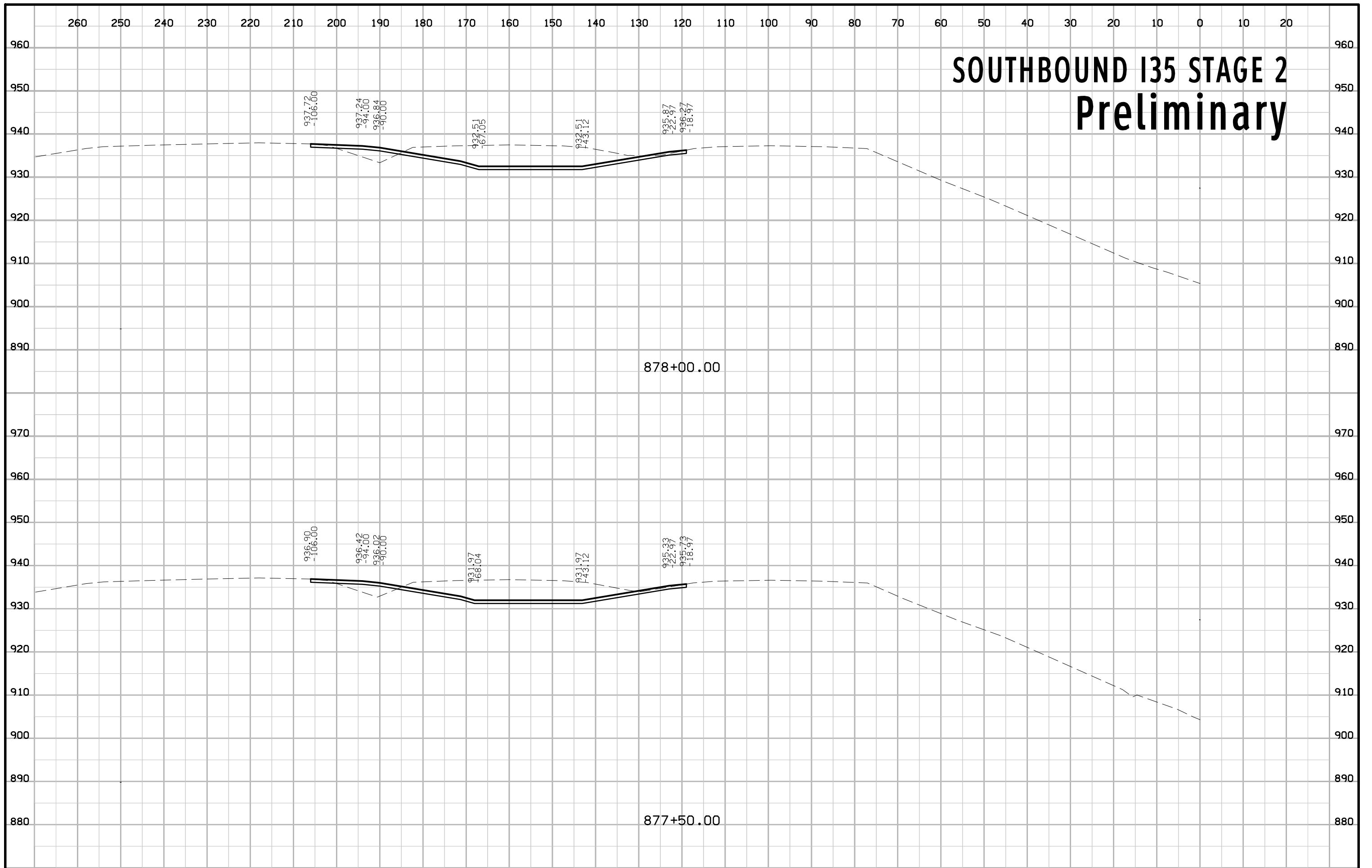
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SOUTHBOUND I35 STAGE 2 Preliminary

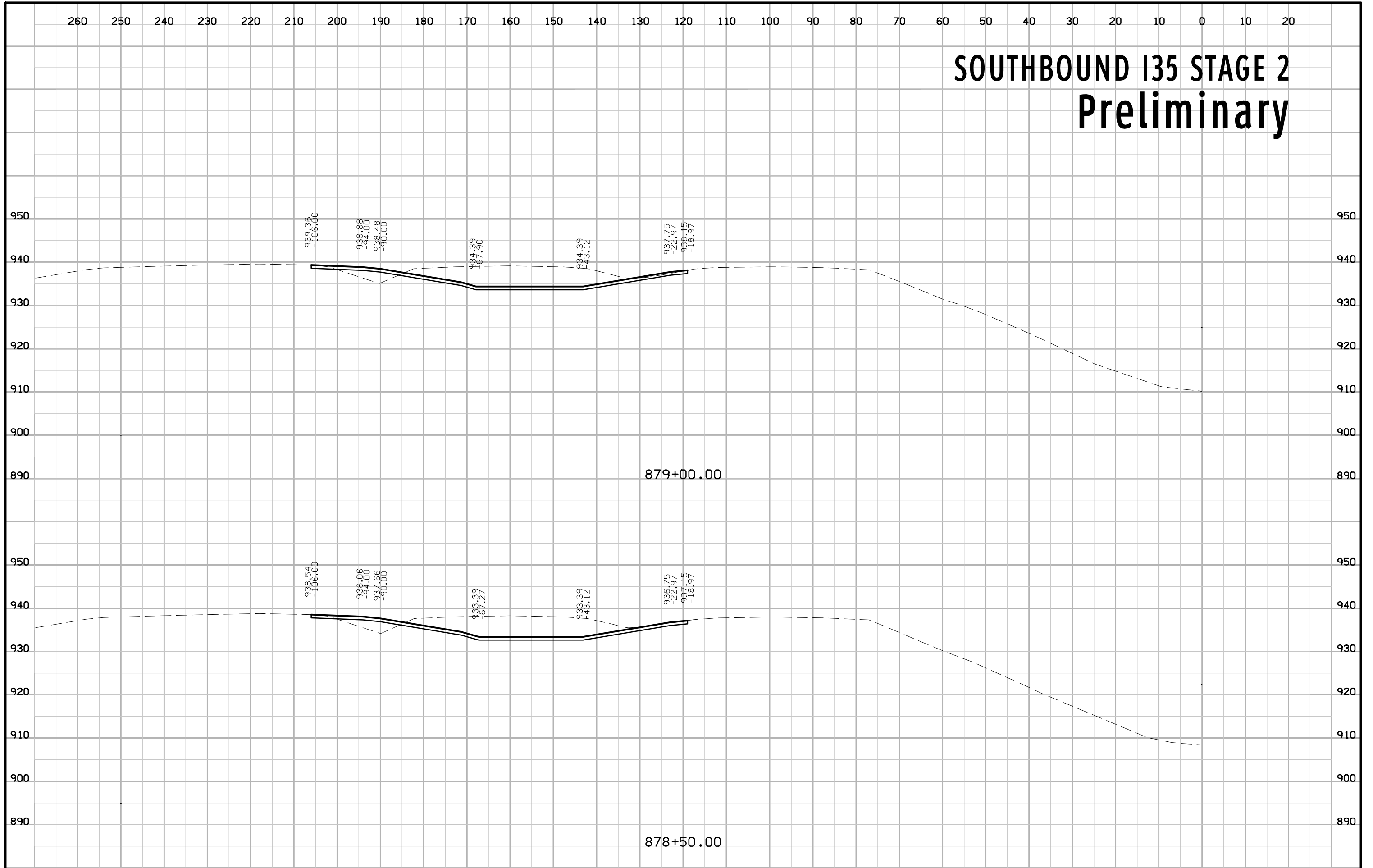


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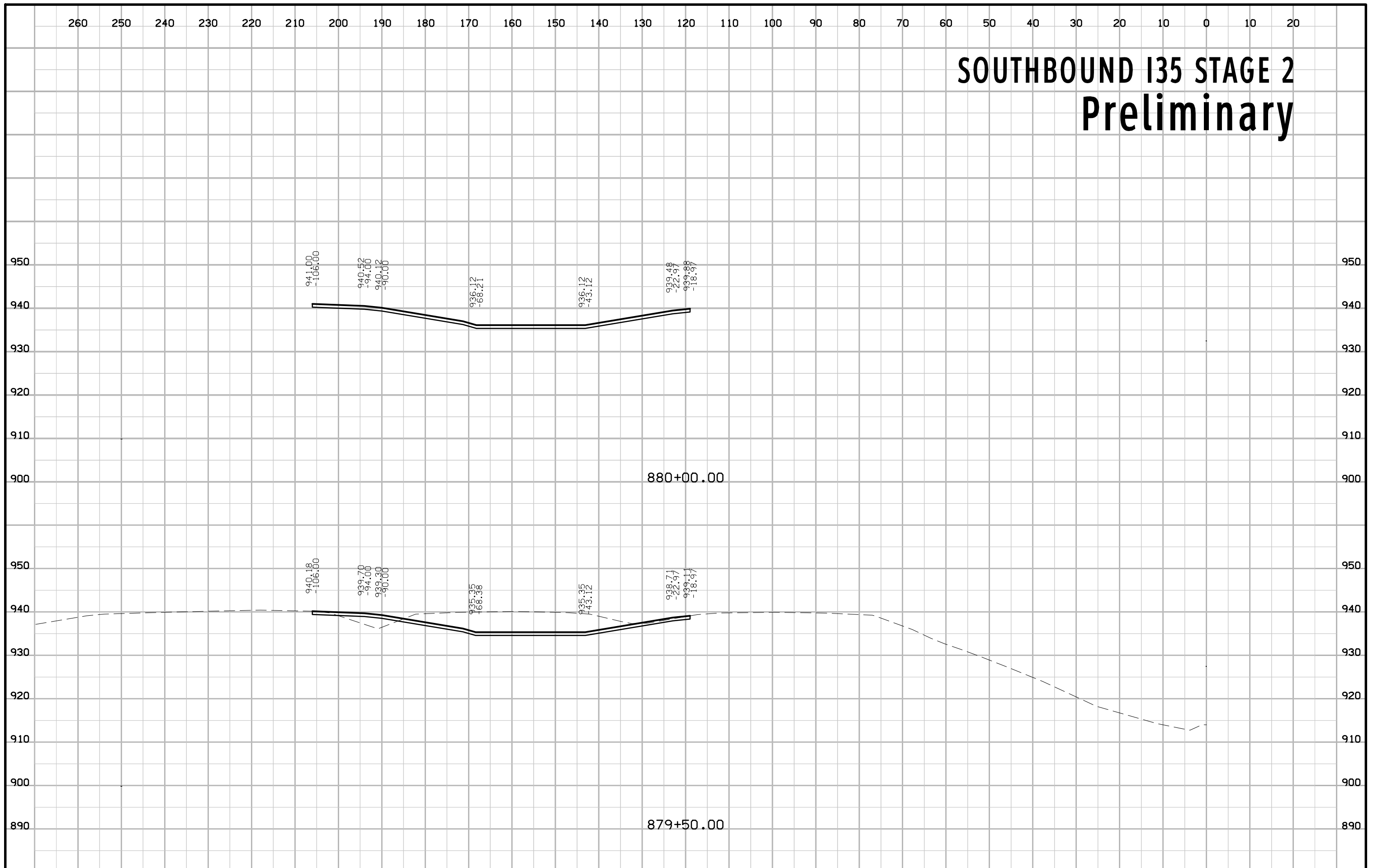
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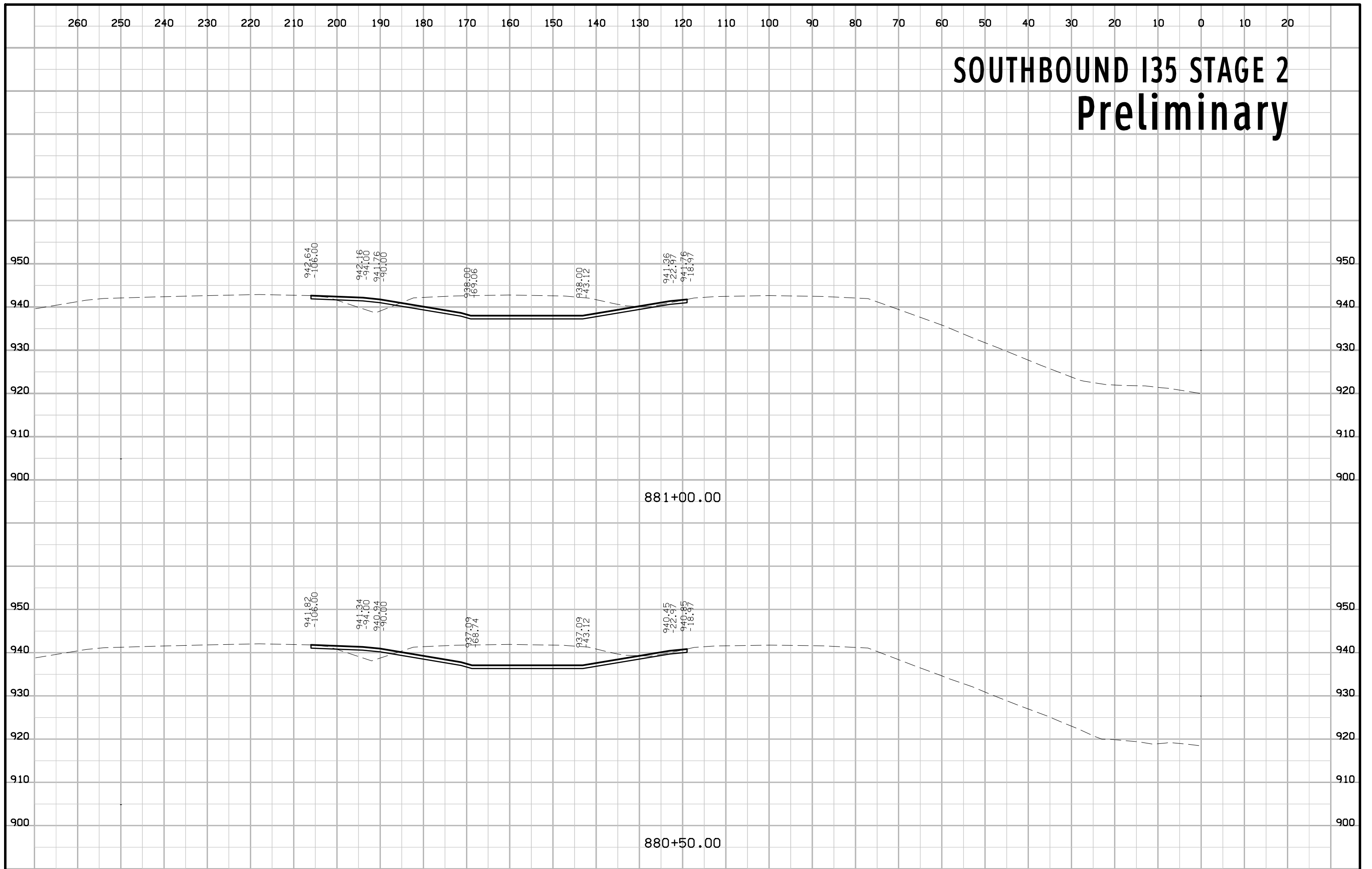
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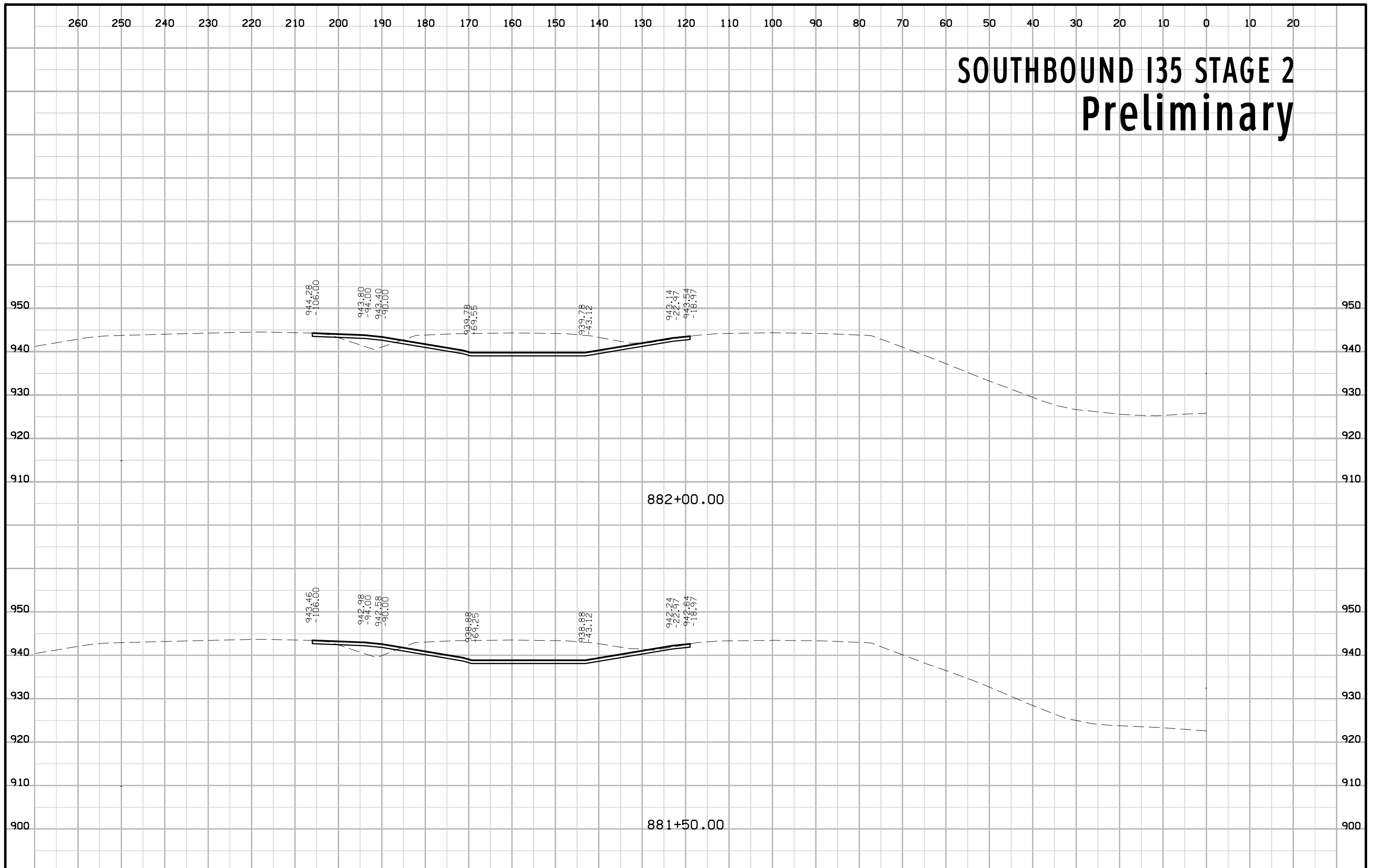
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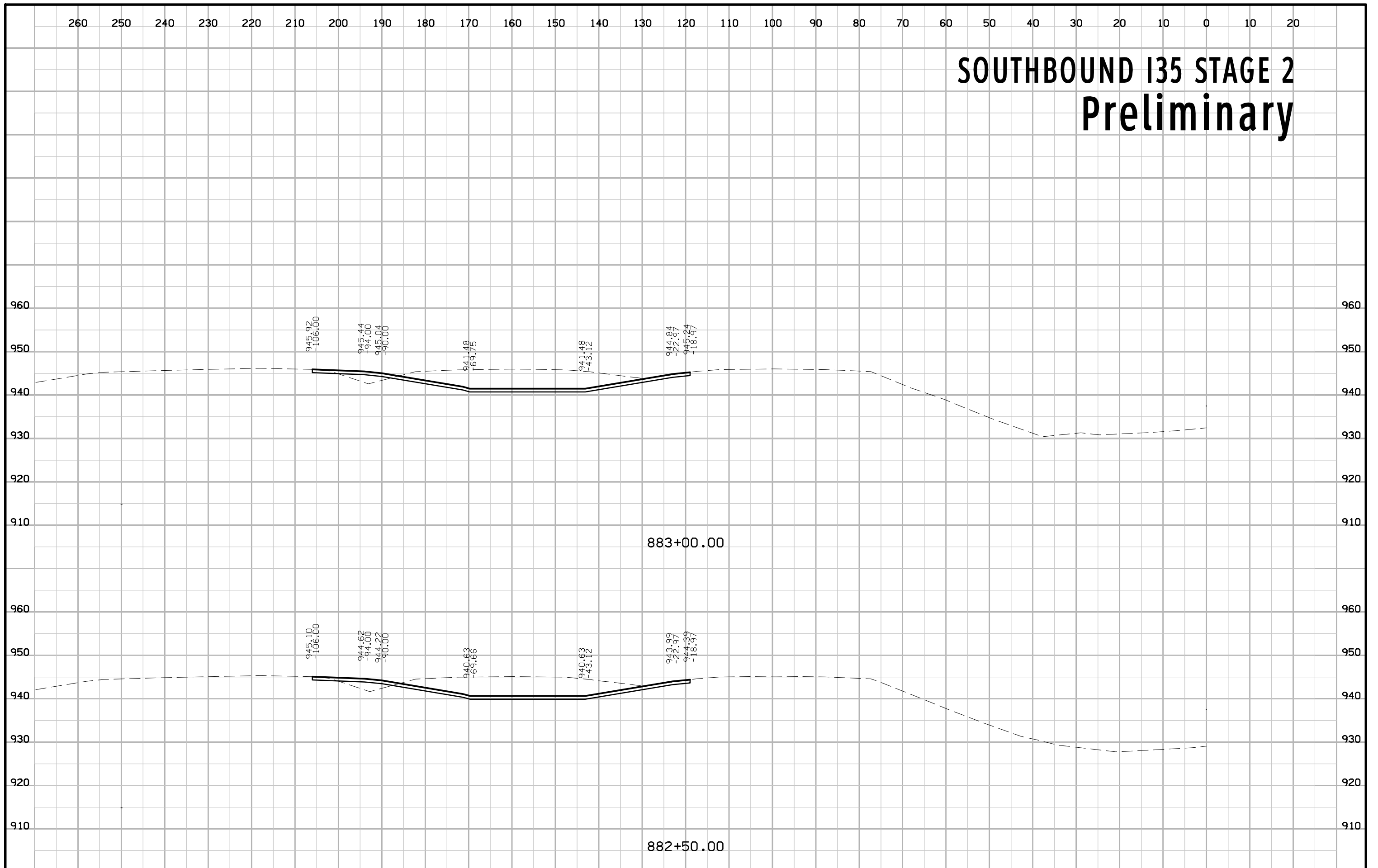
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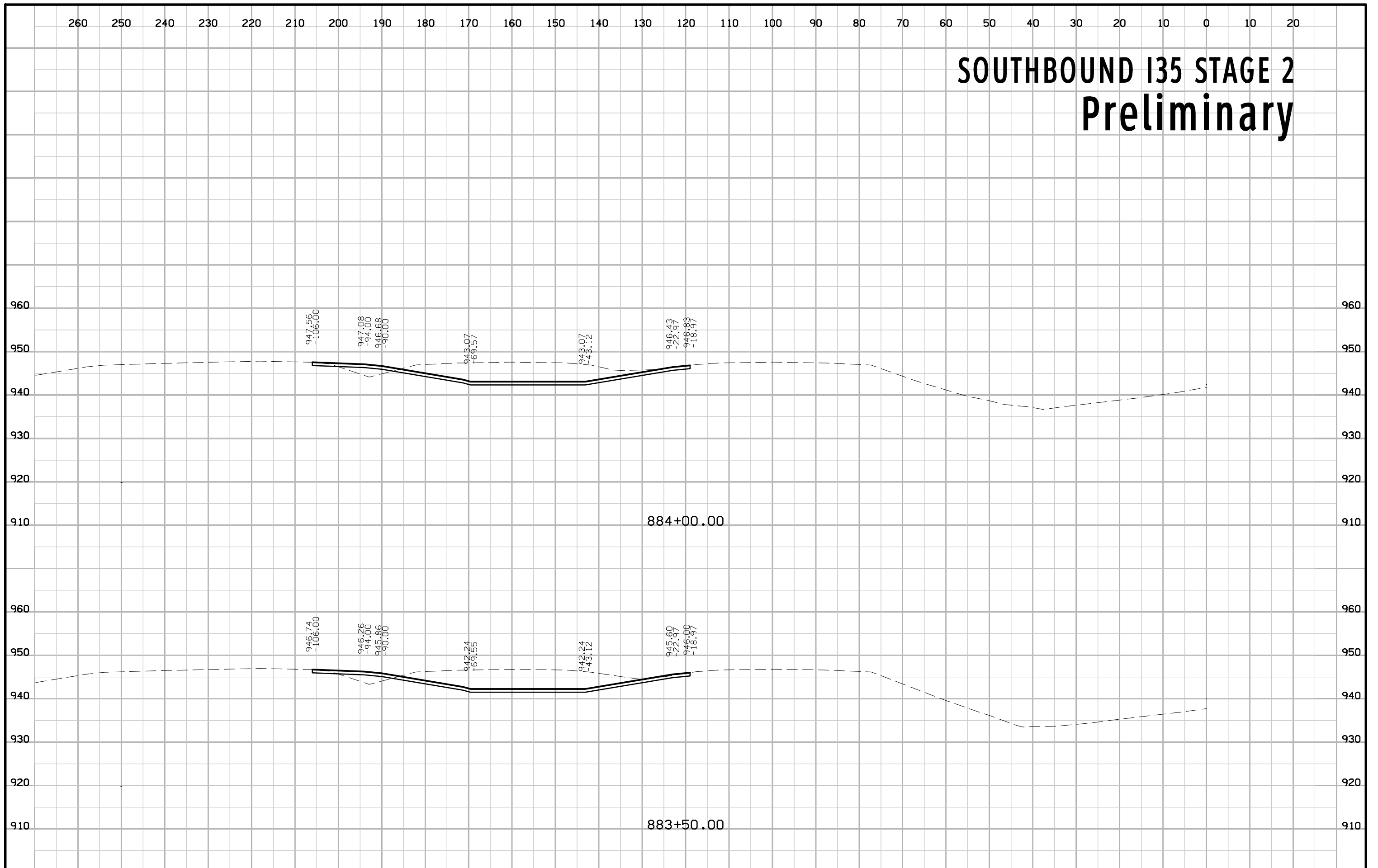
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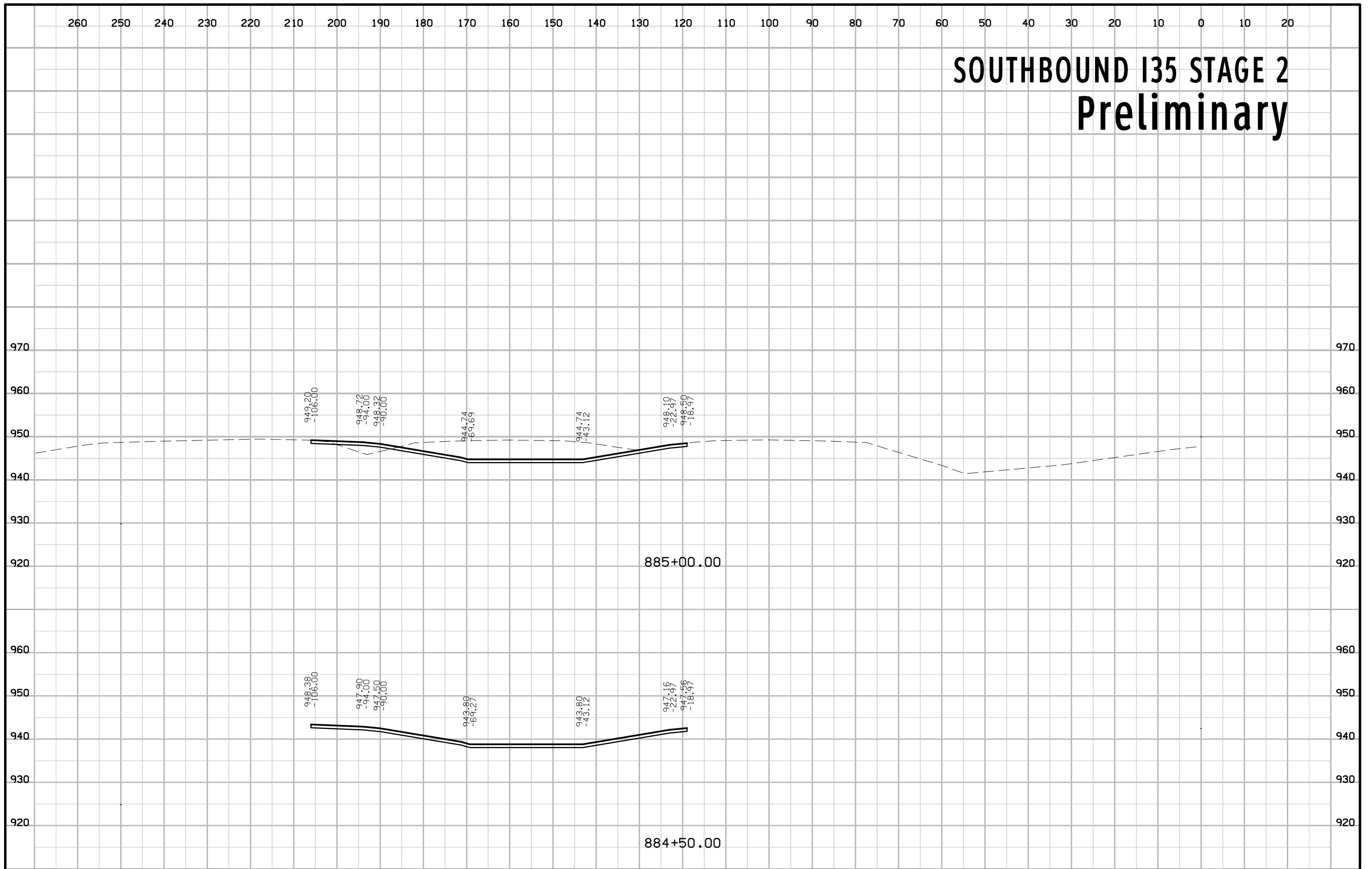
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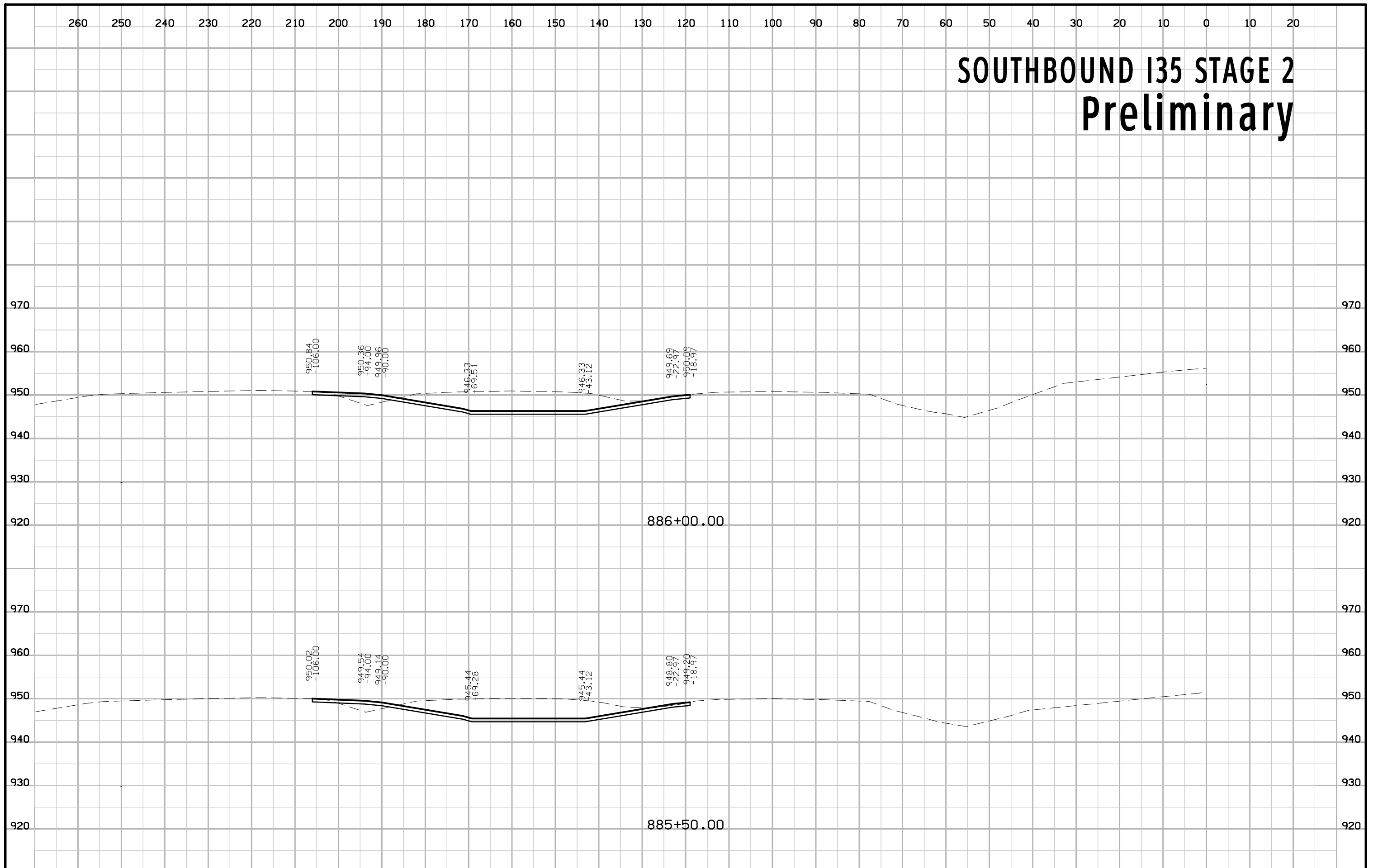
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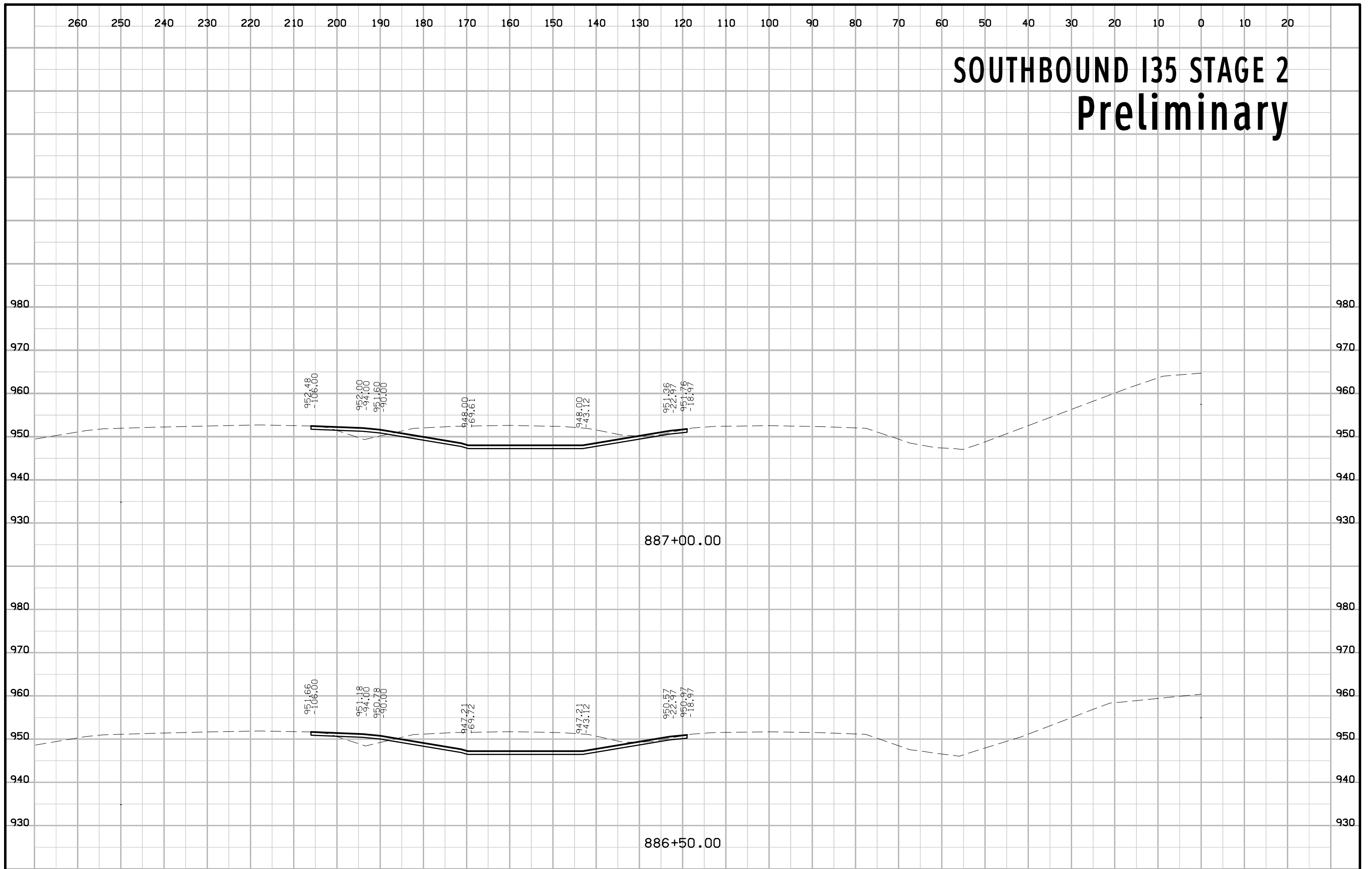
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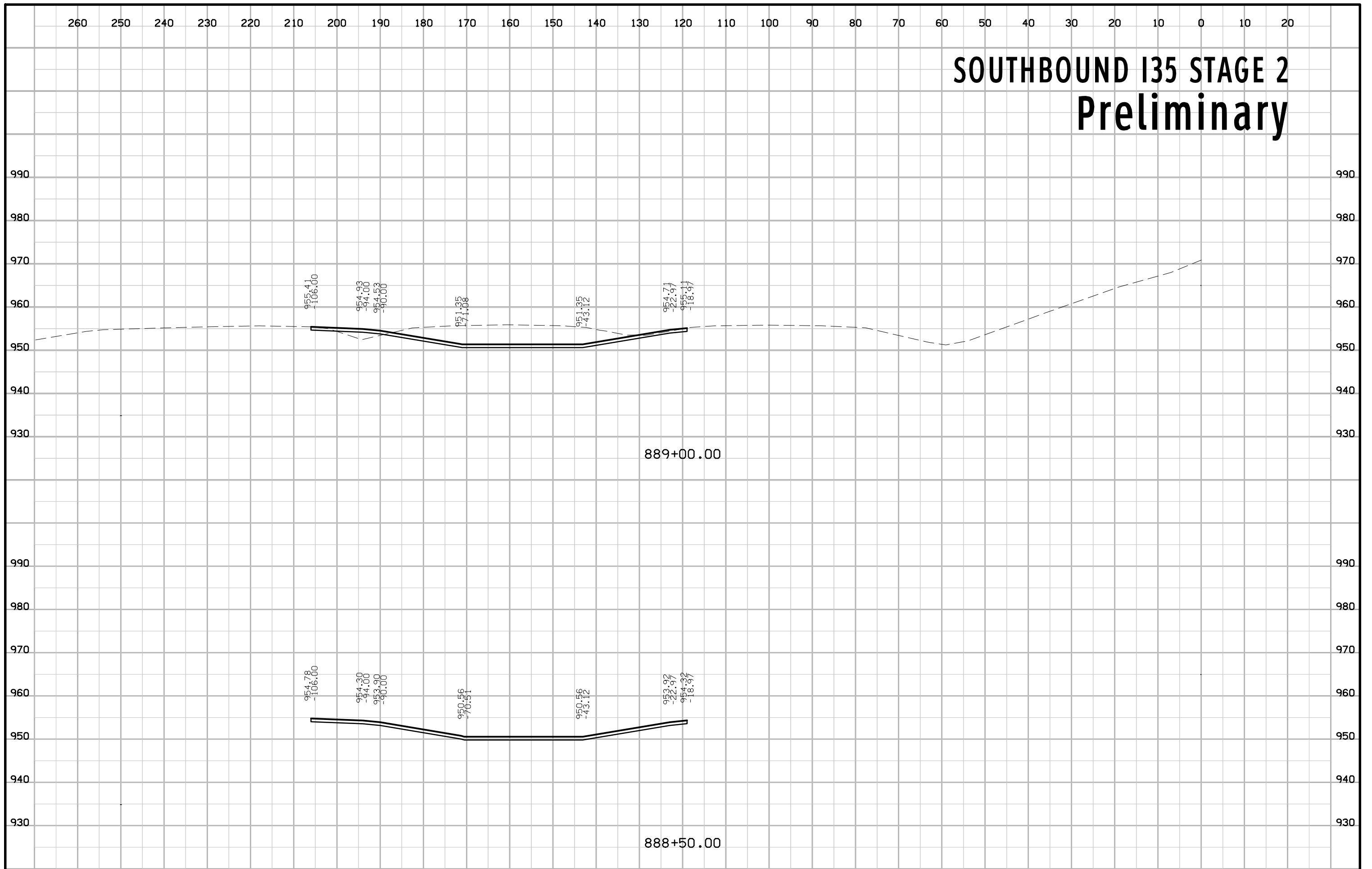
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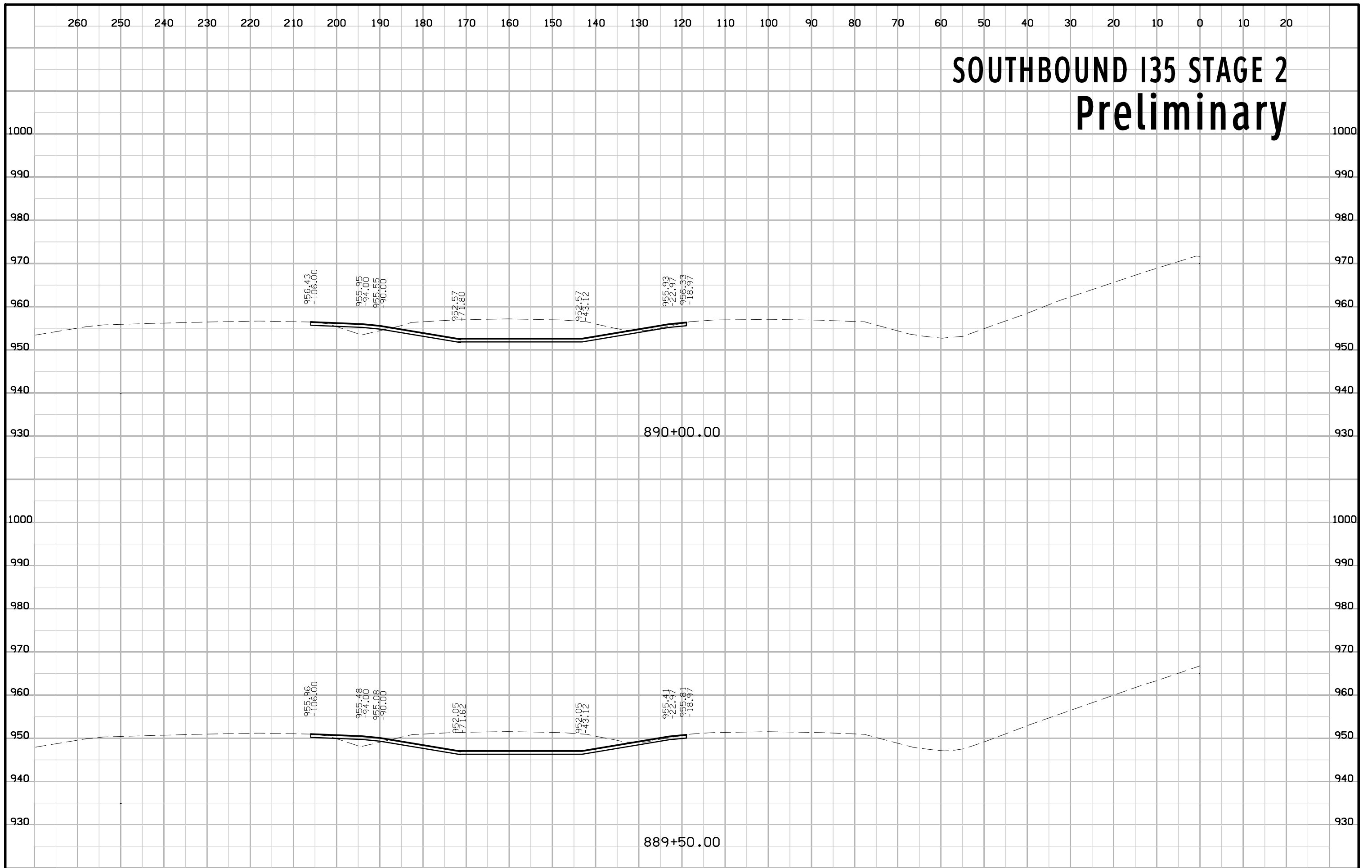
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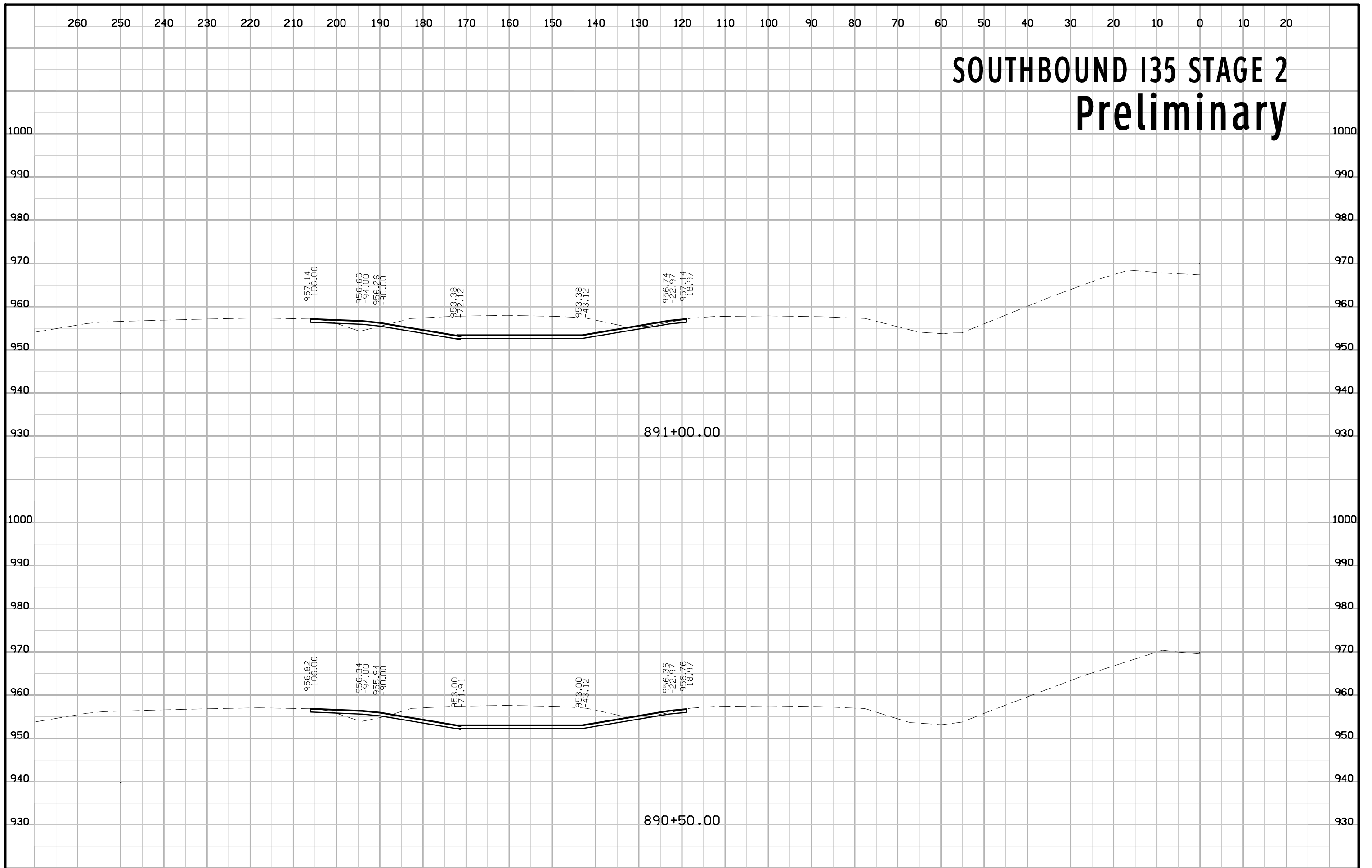
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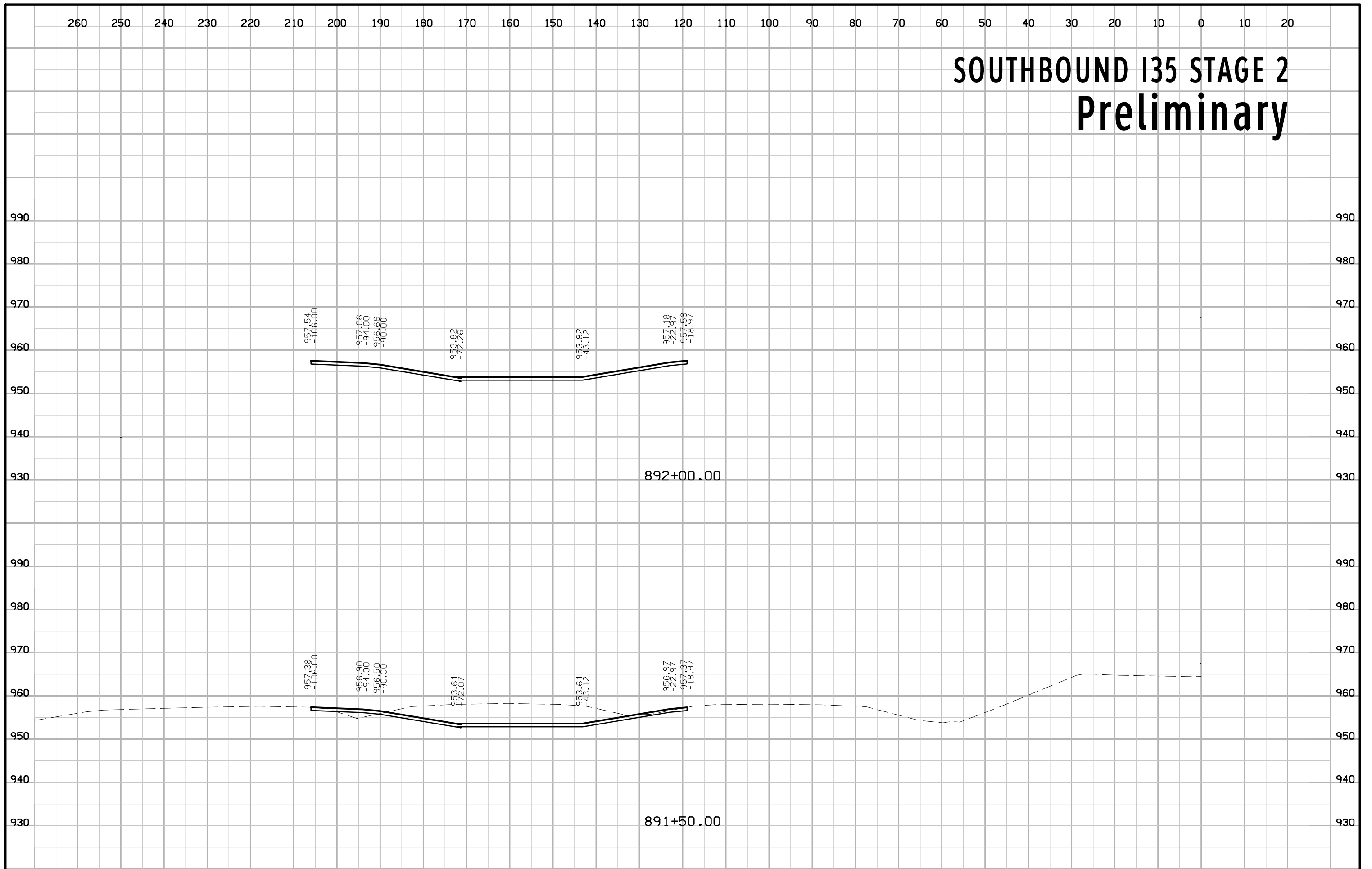
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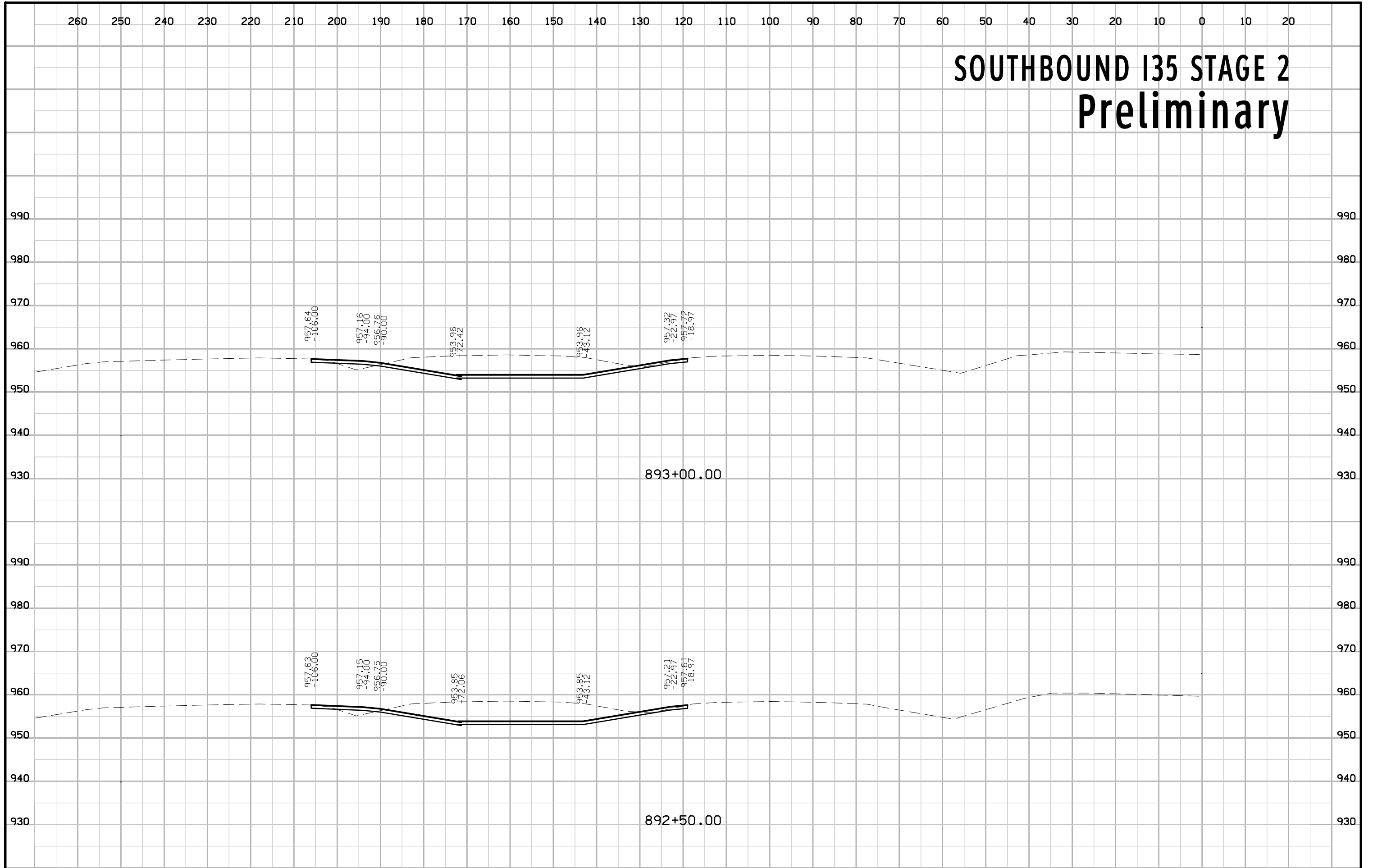
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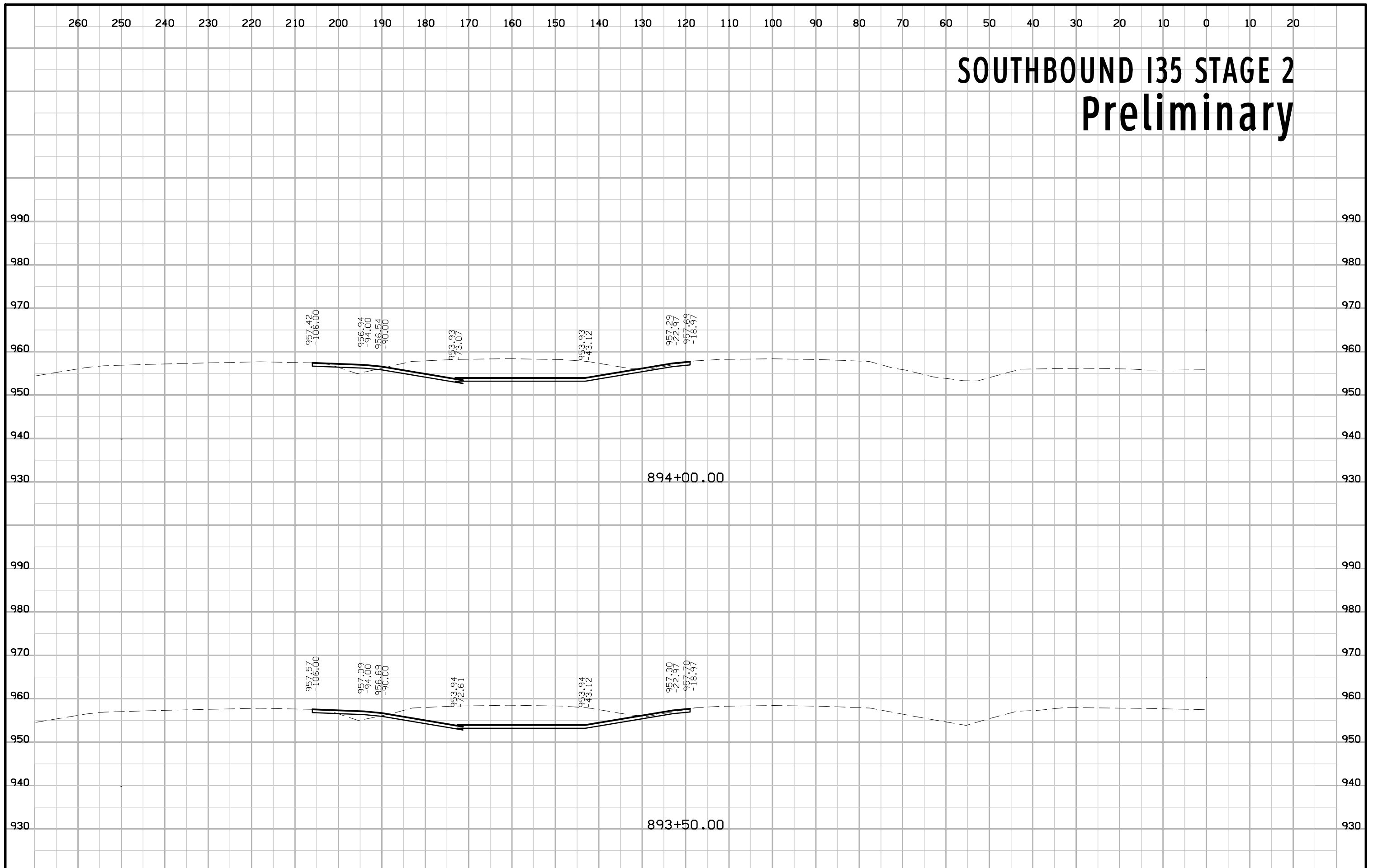
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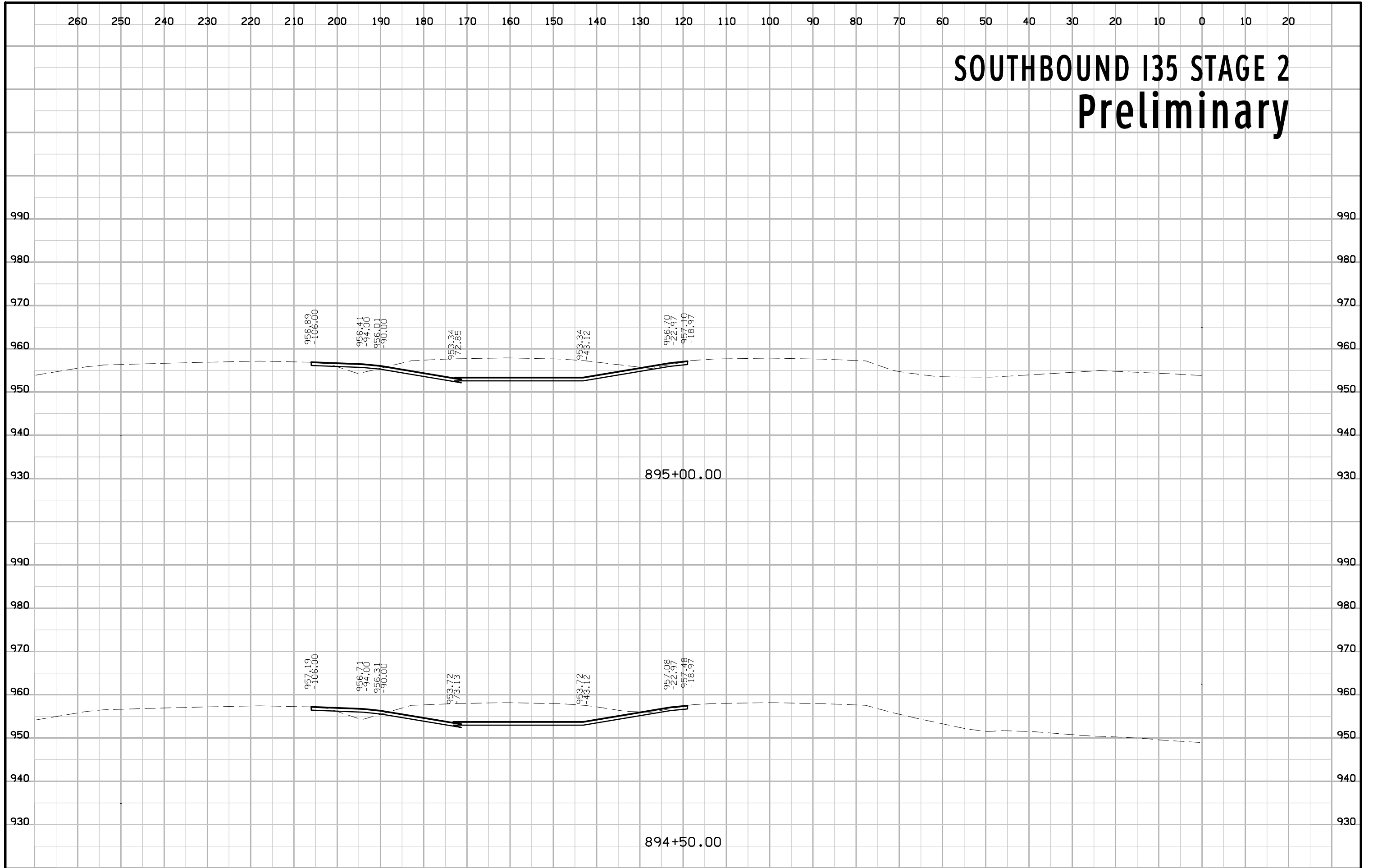
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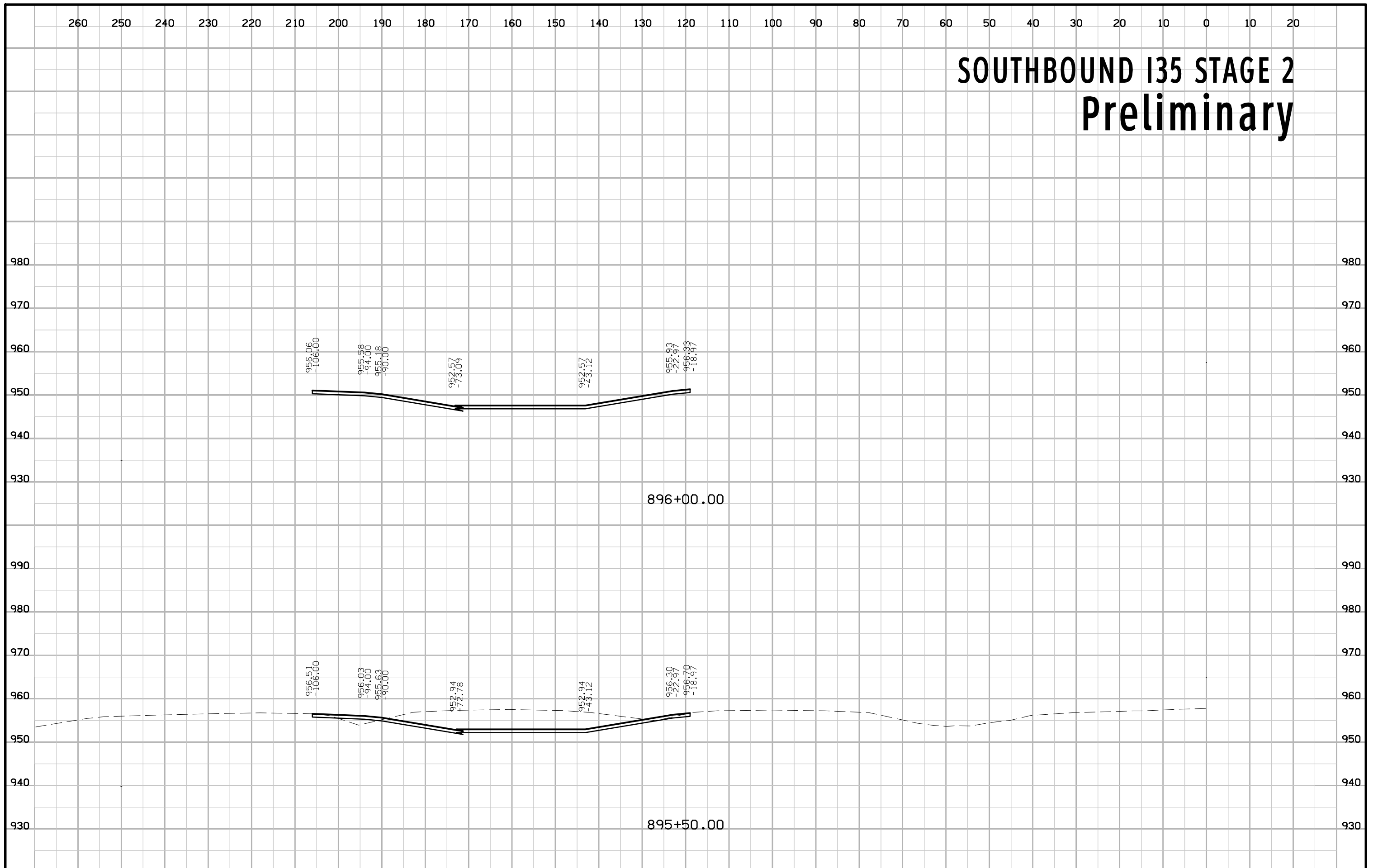
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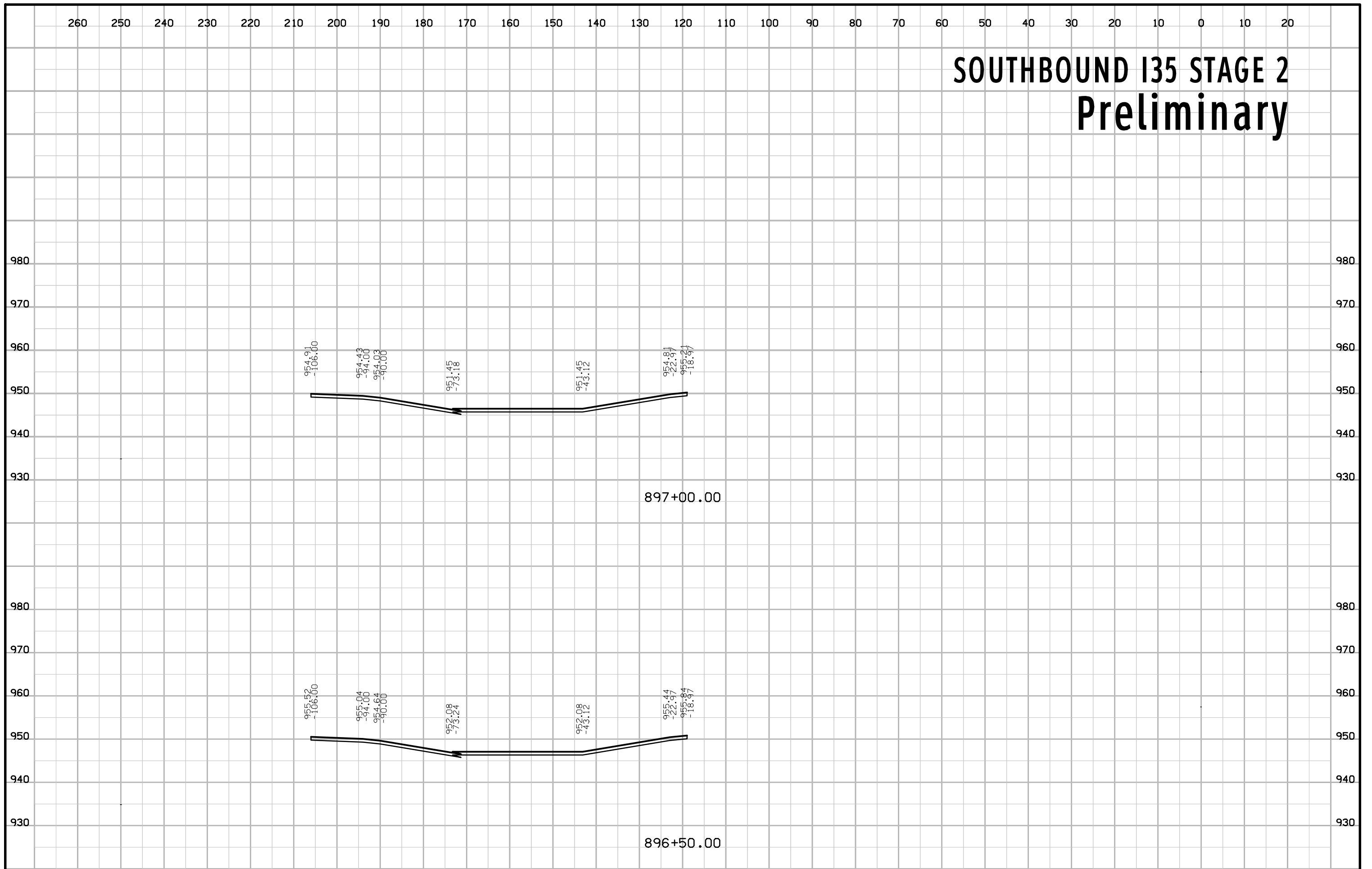
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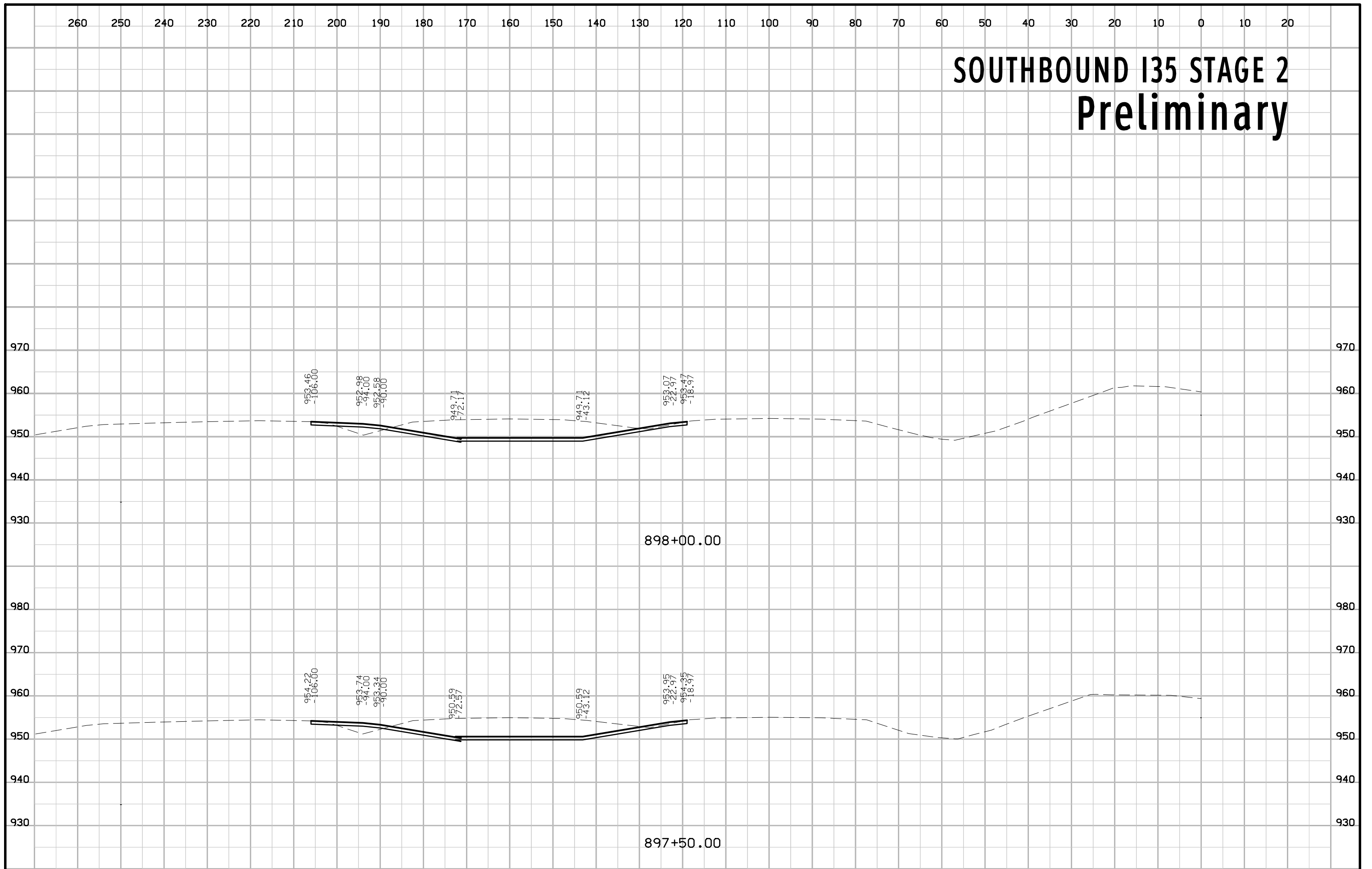
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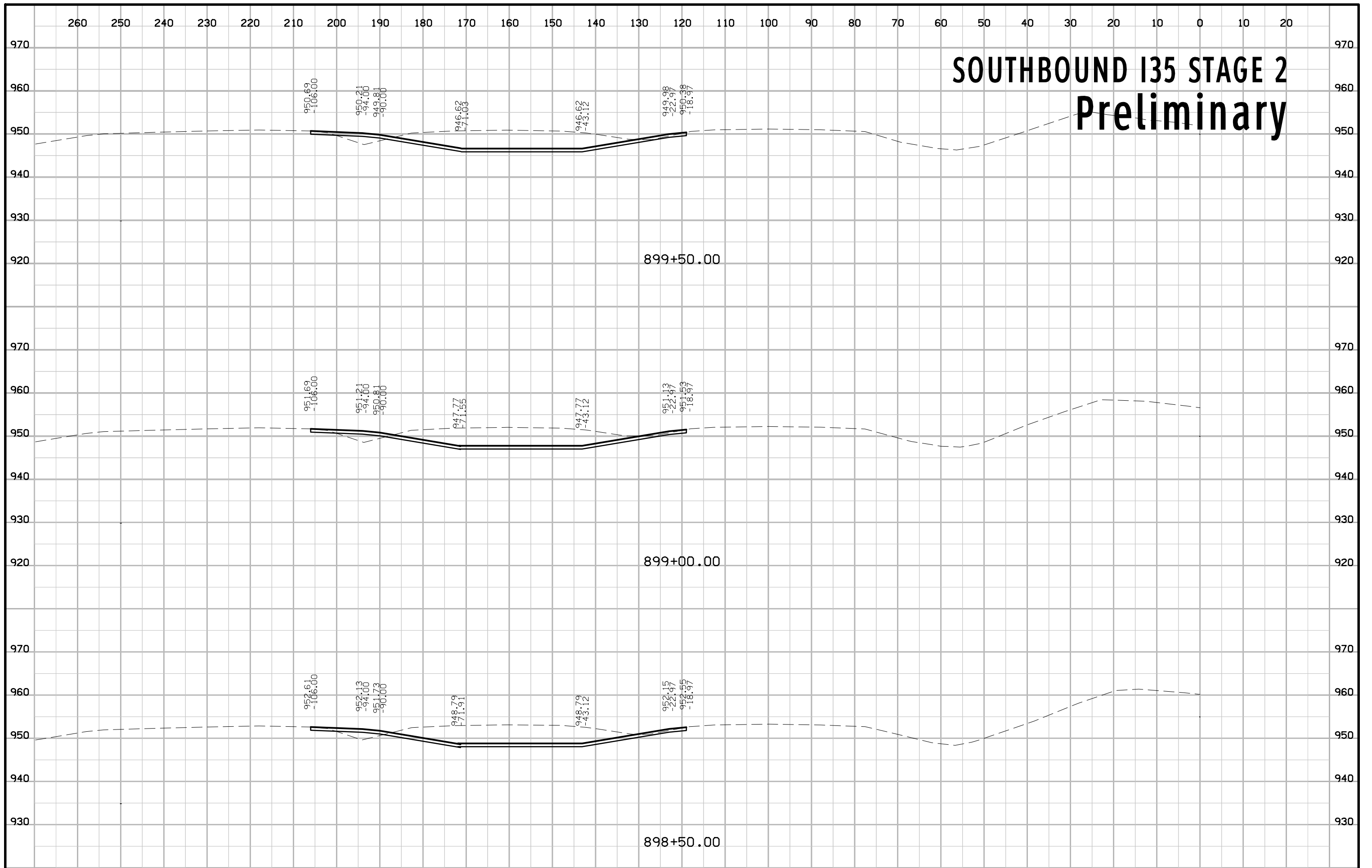
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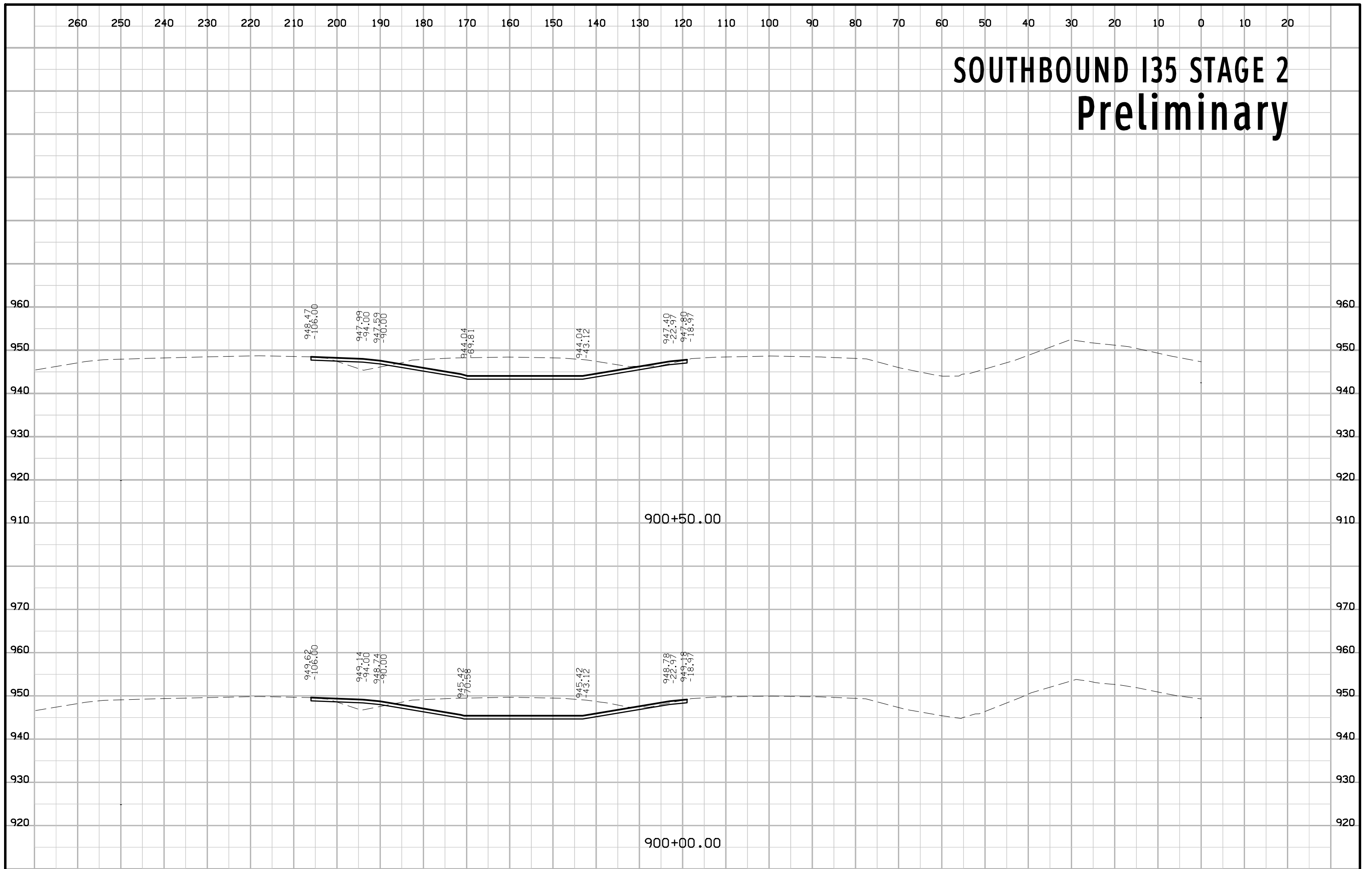
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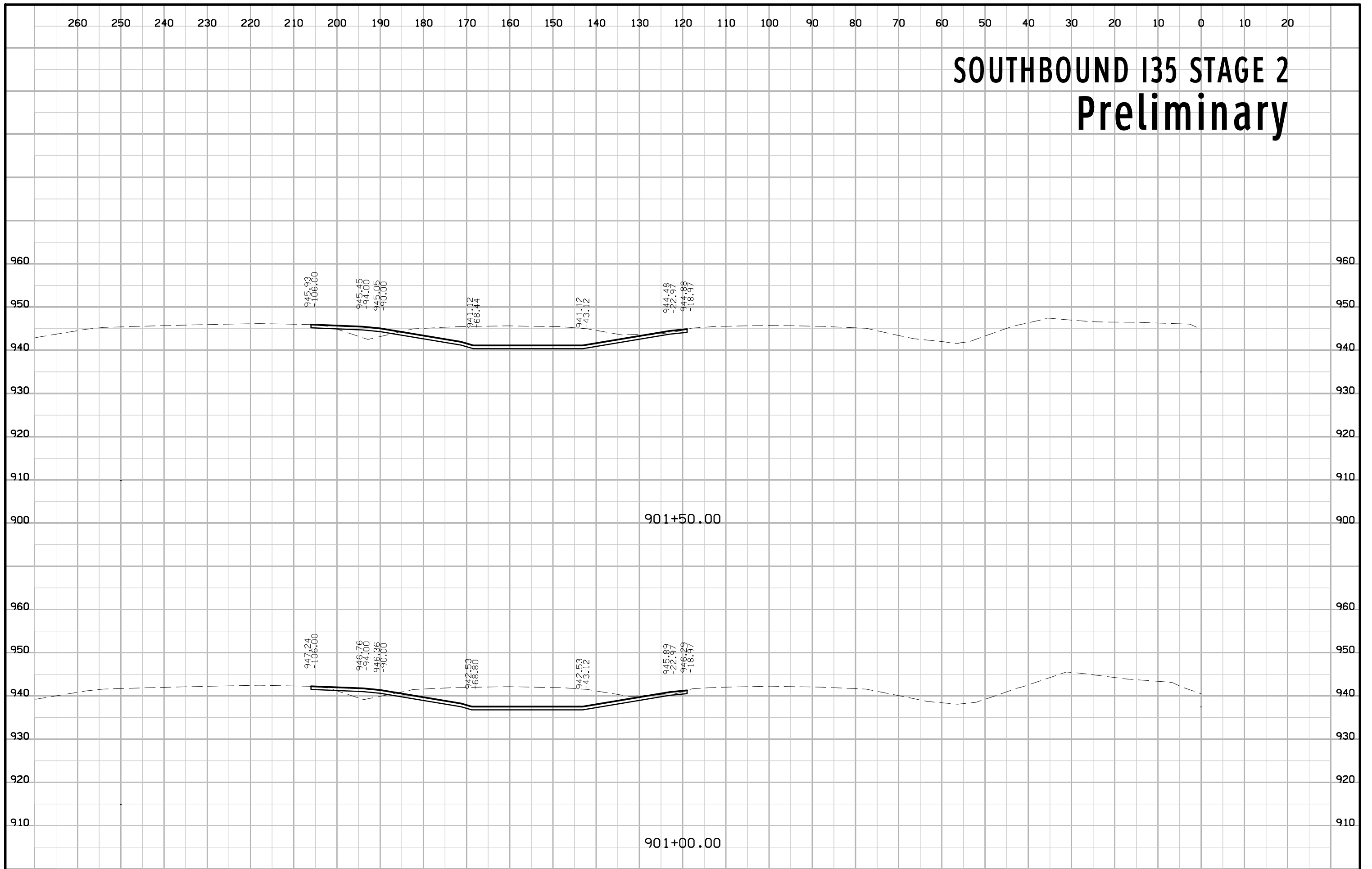
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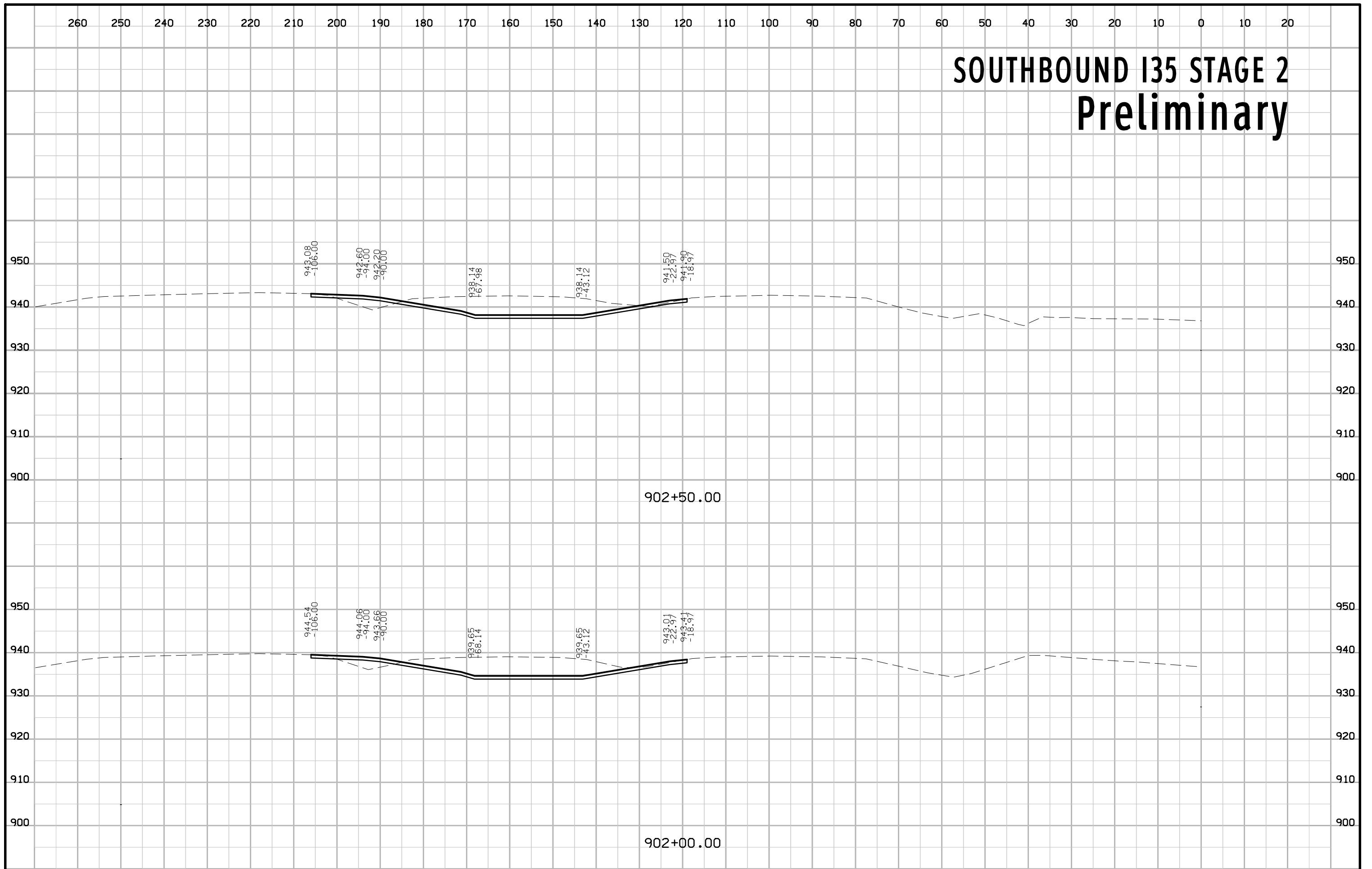
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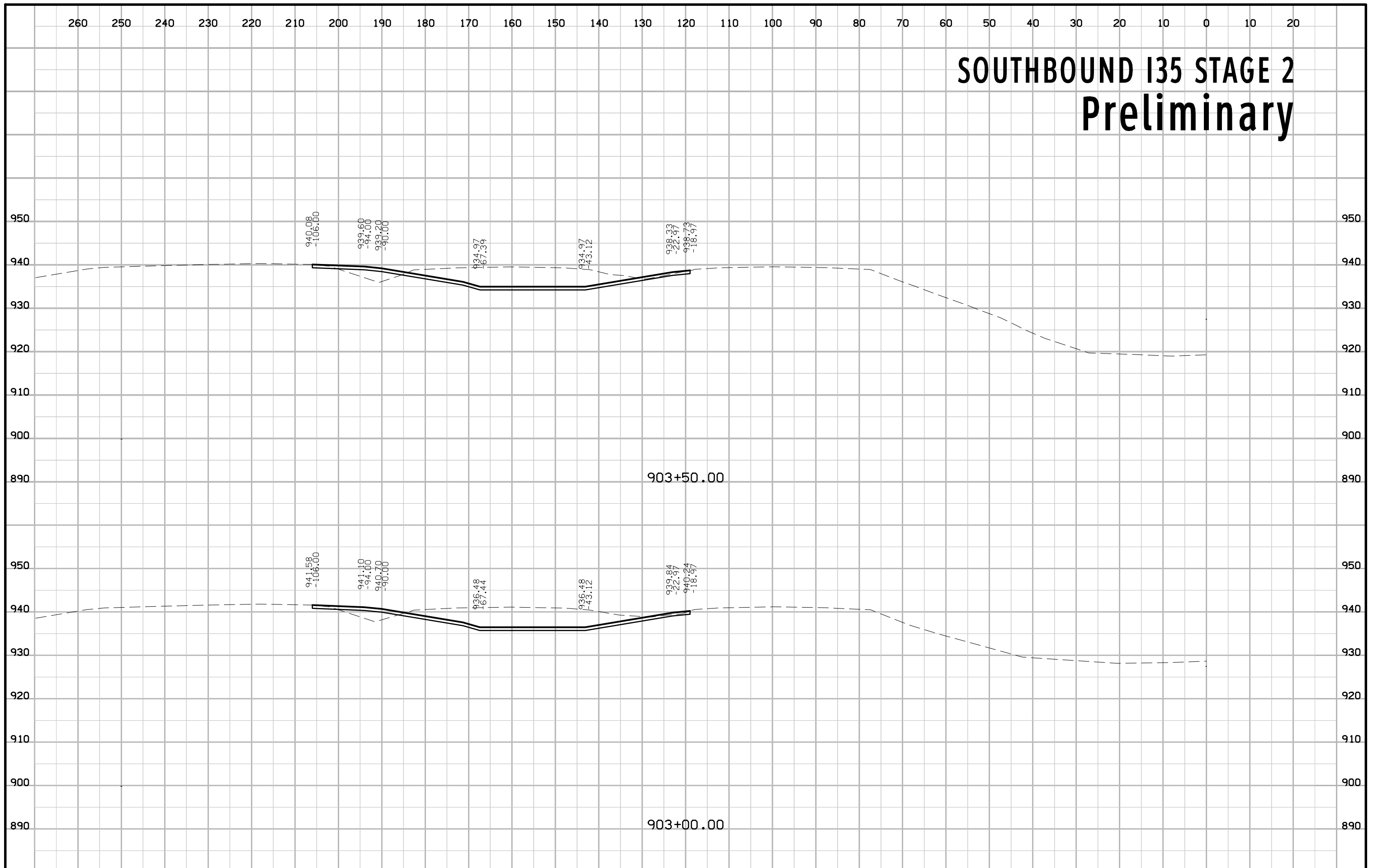
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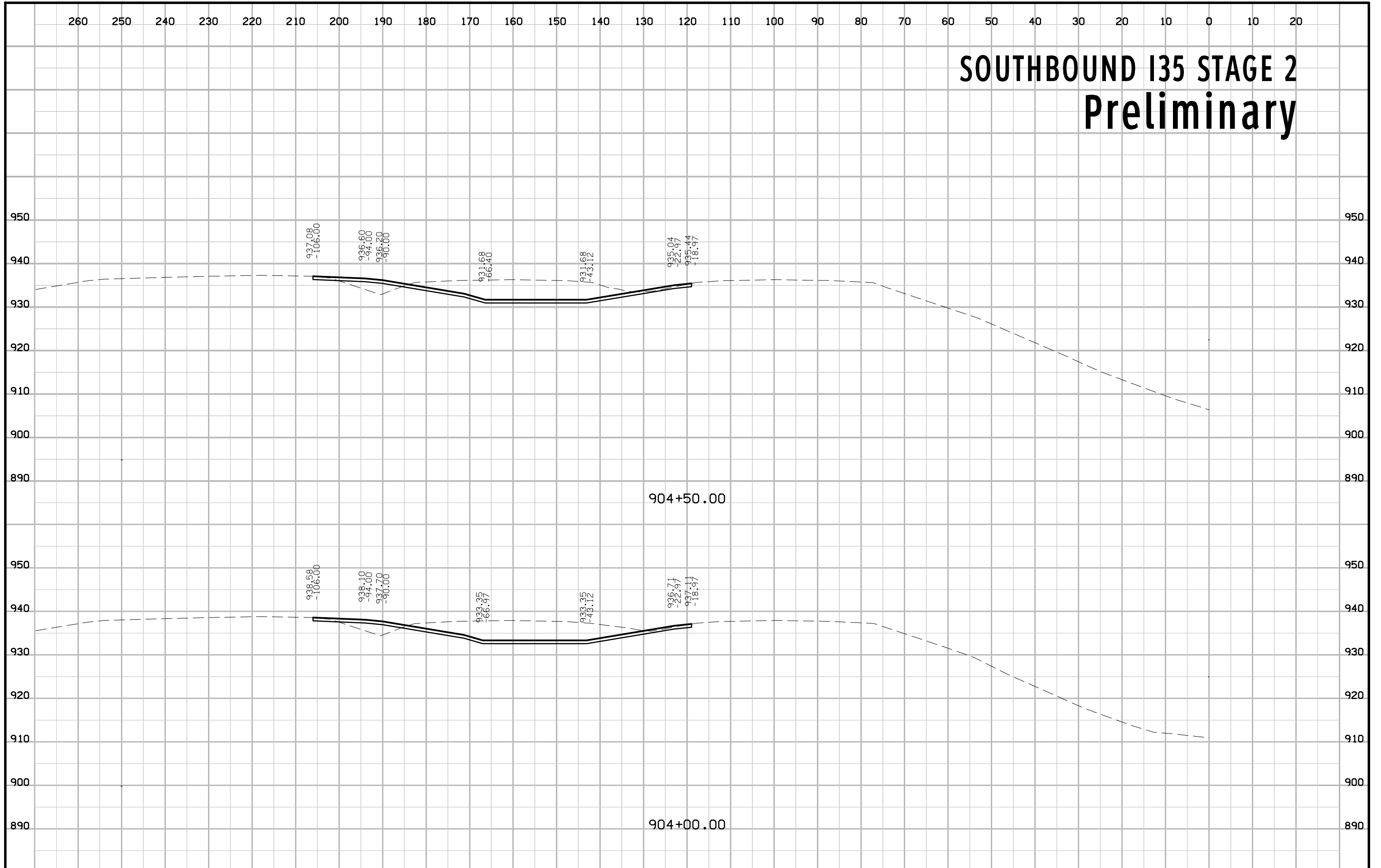
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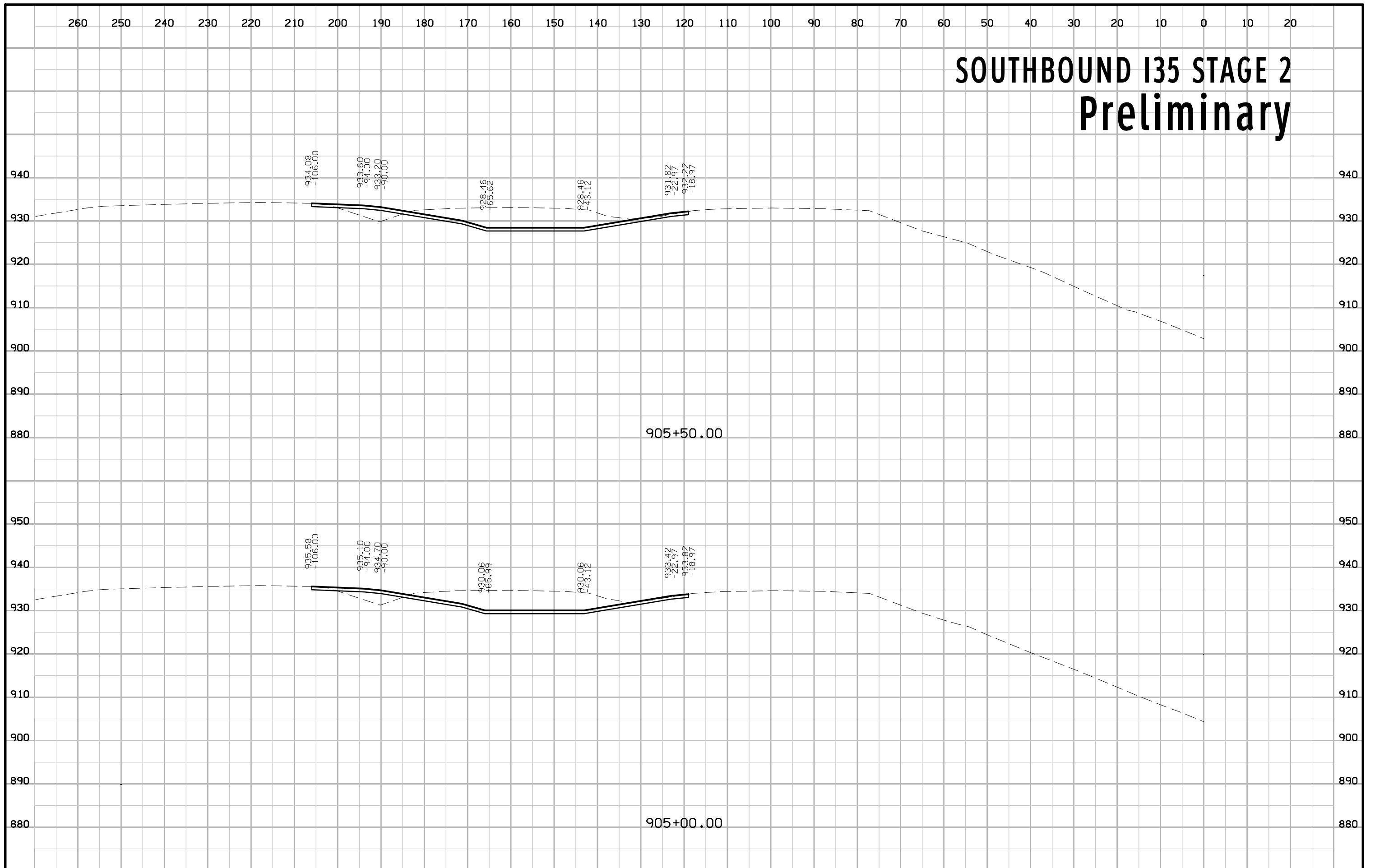
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SOUTHBOUND I35 STAGE 2 Preliminary



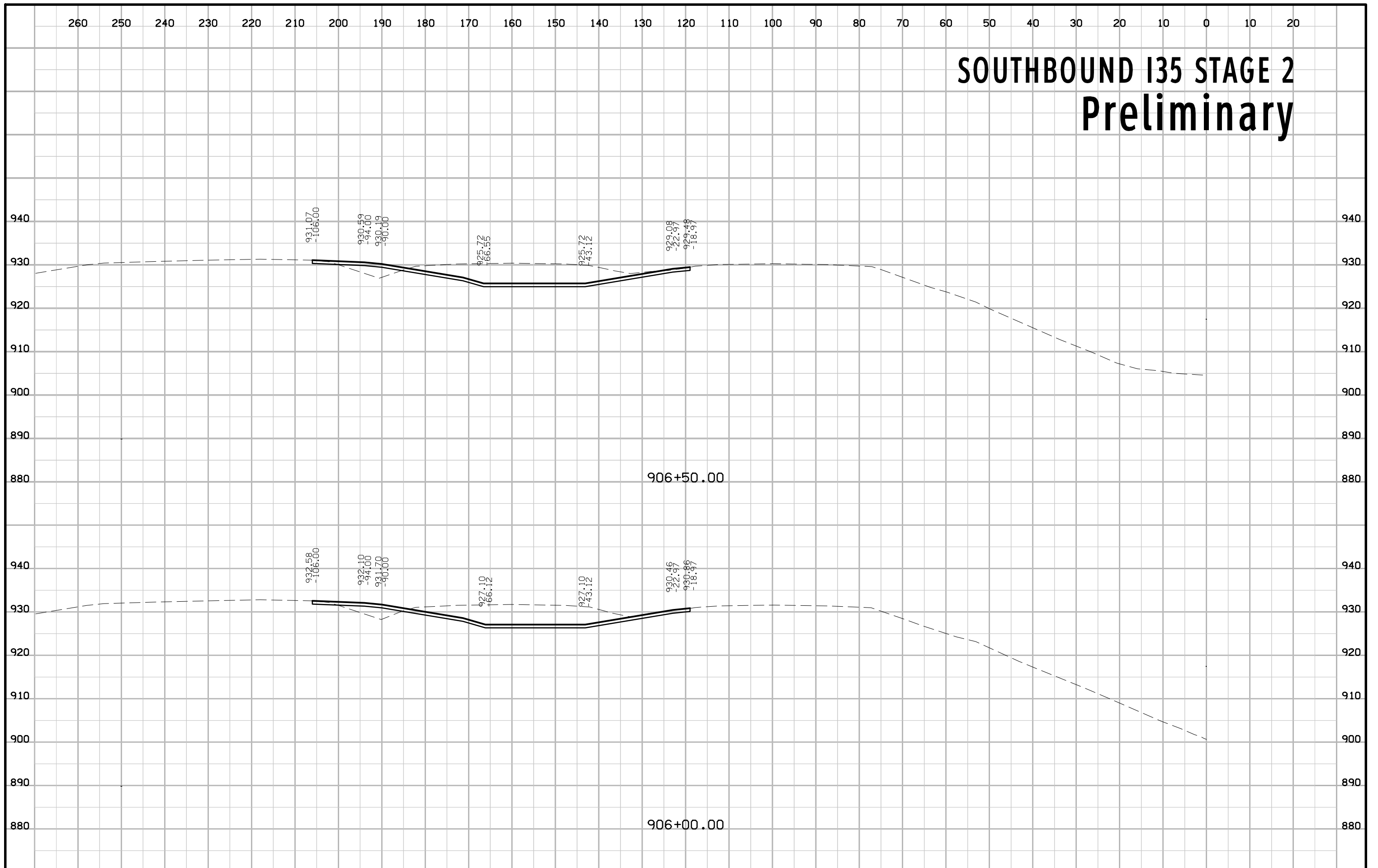
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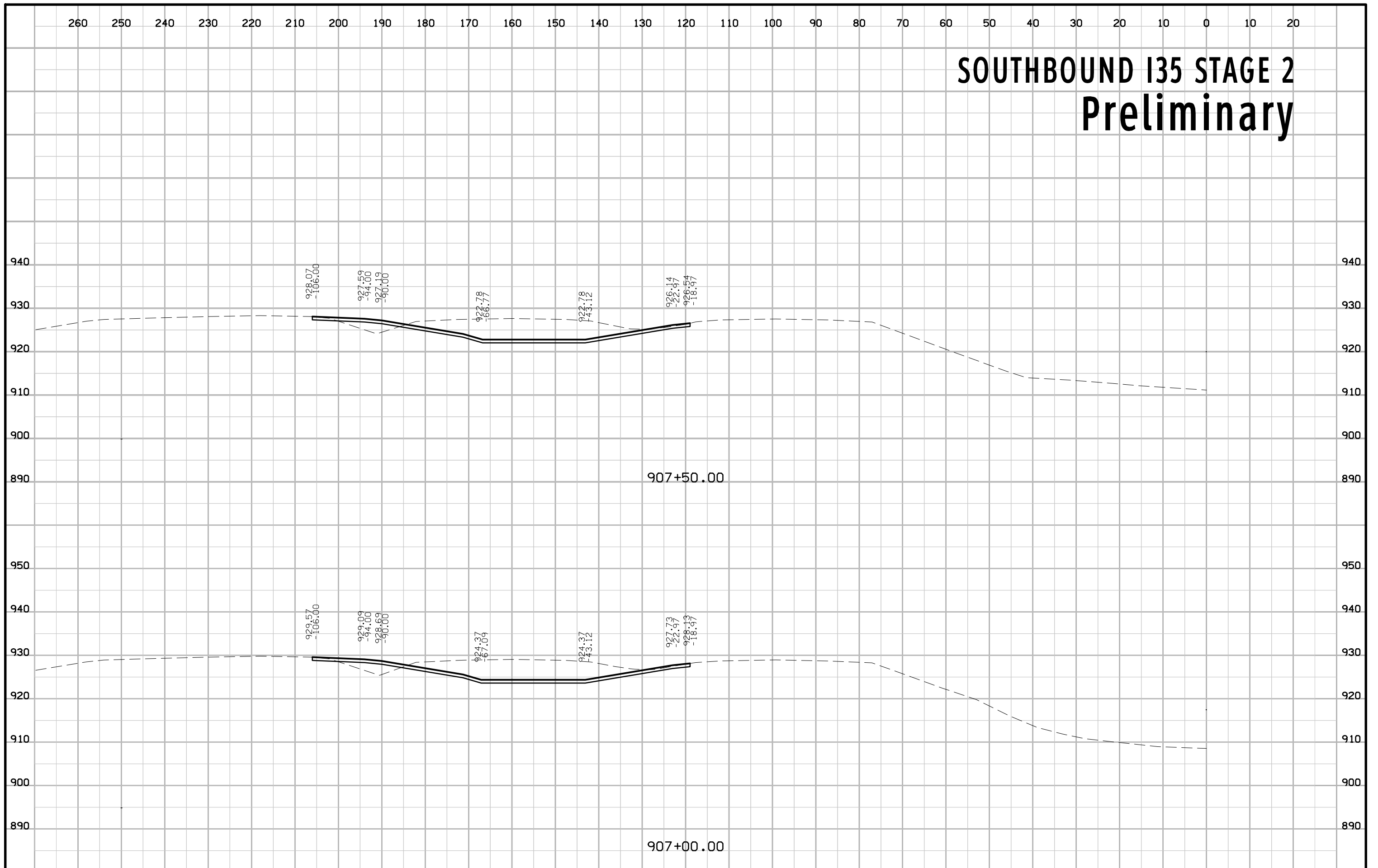
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905+00.00

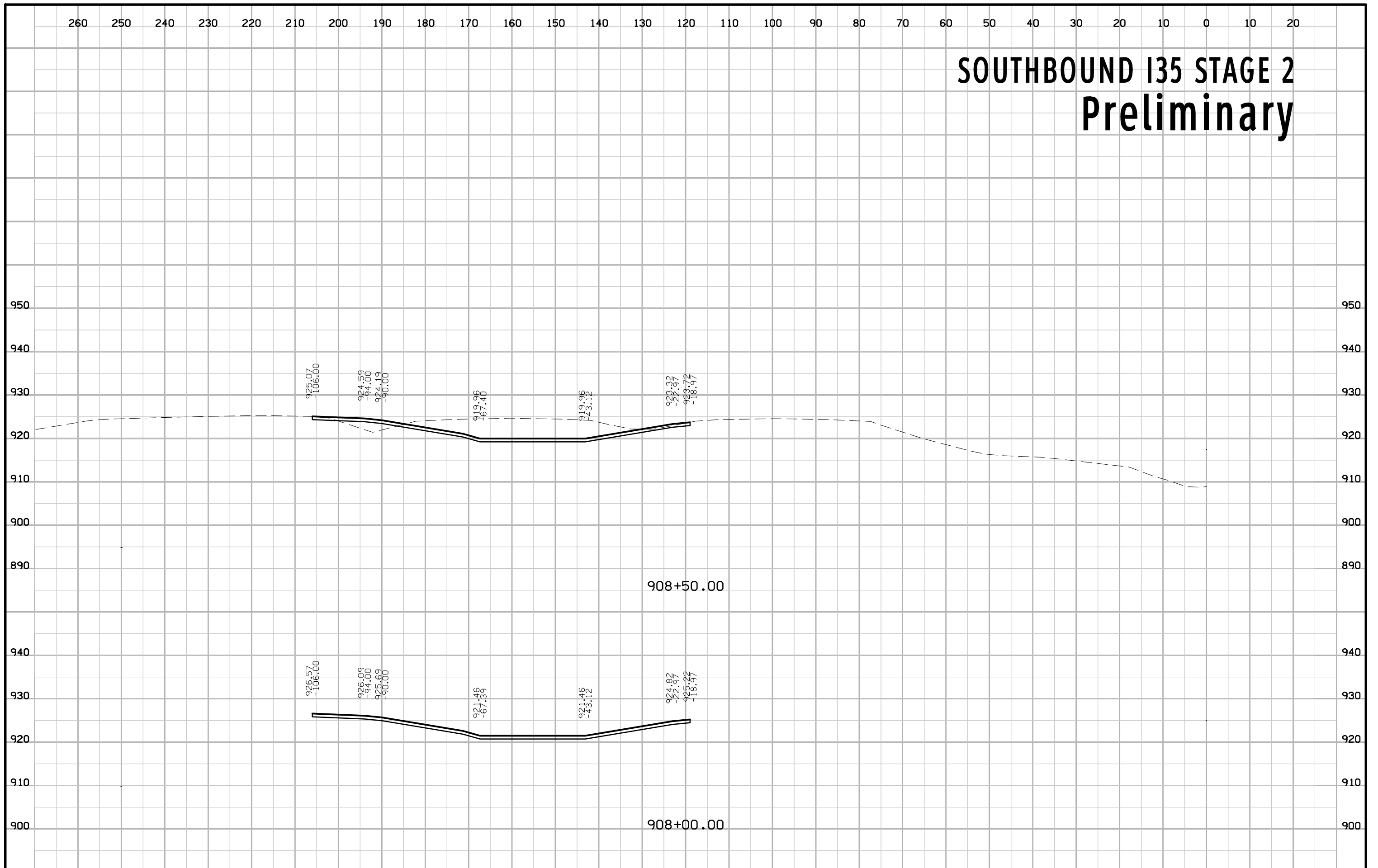
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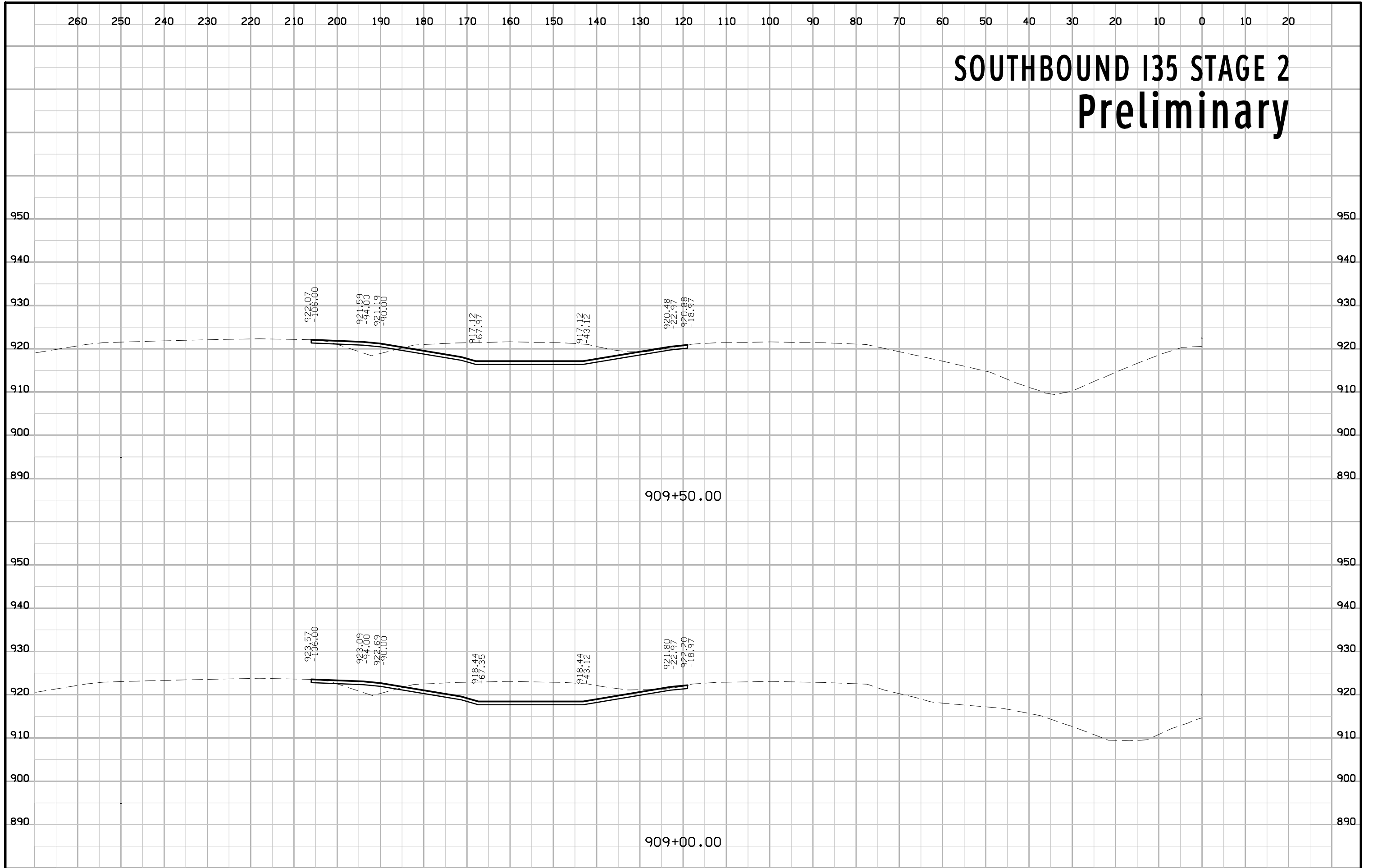
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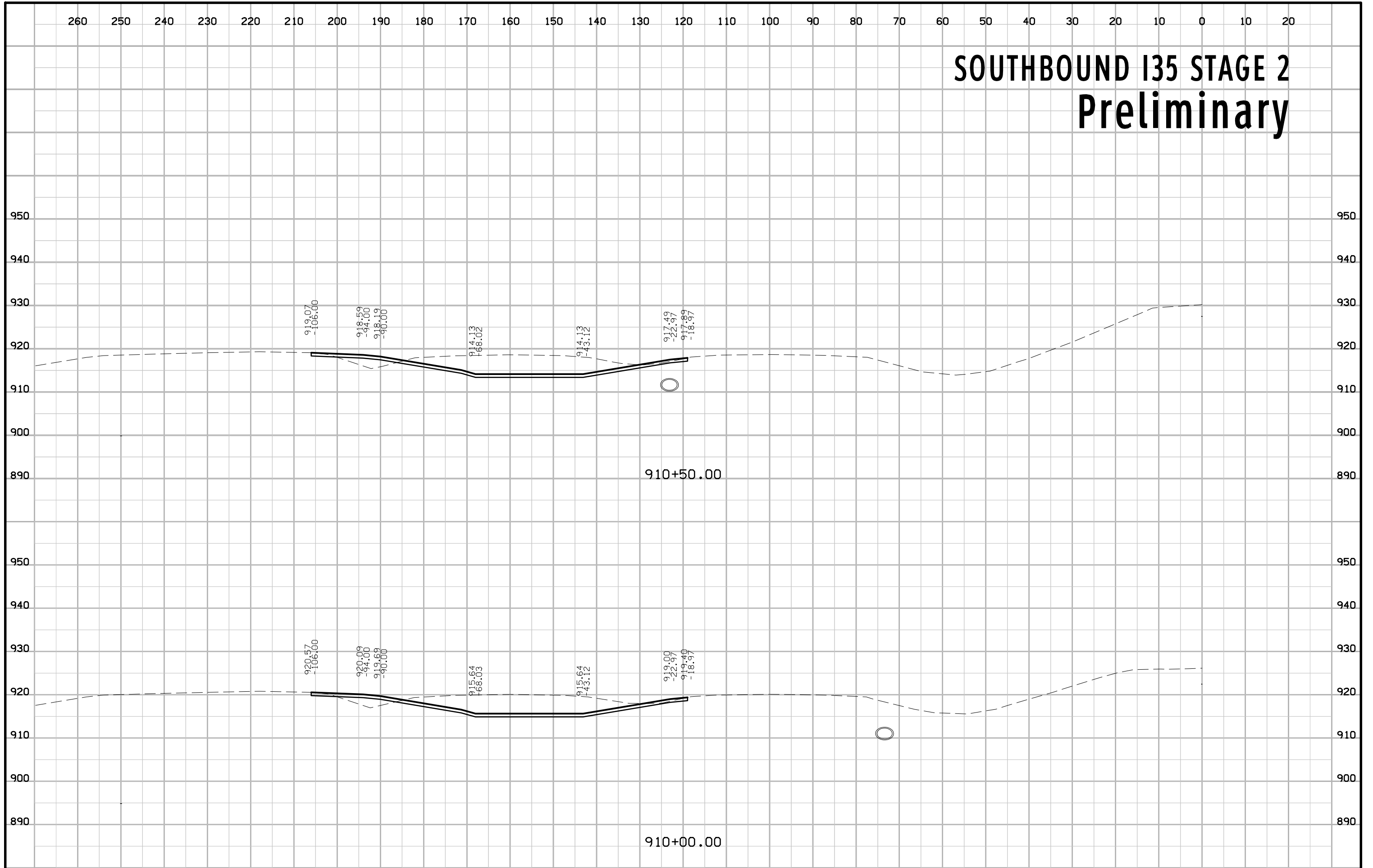
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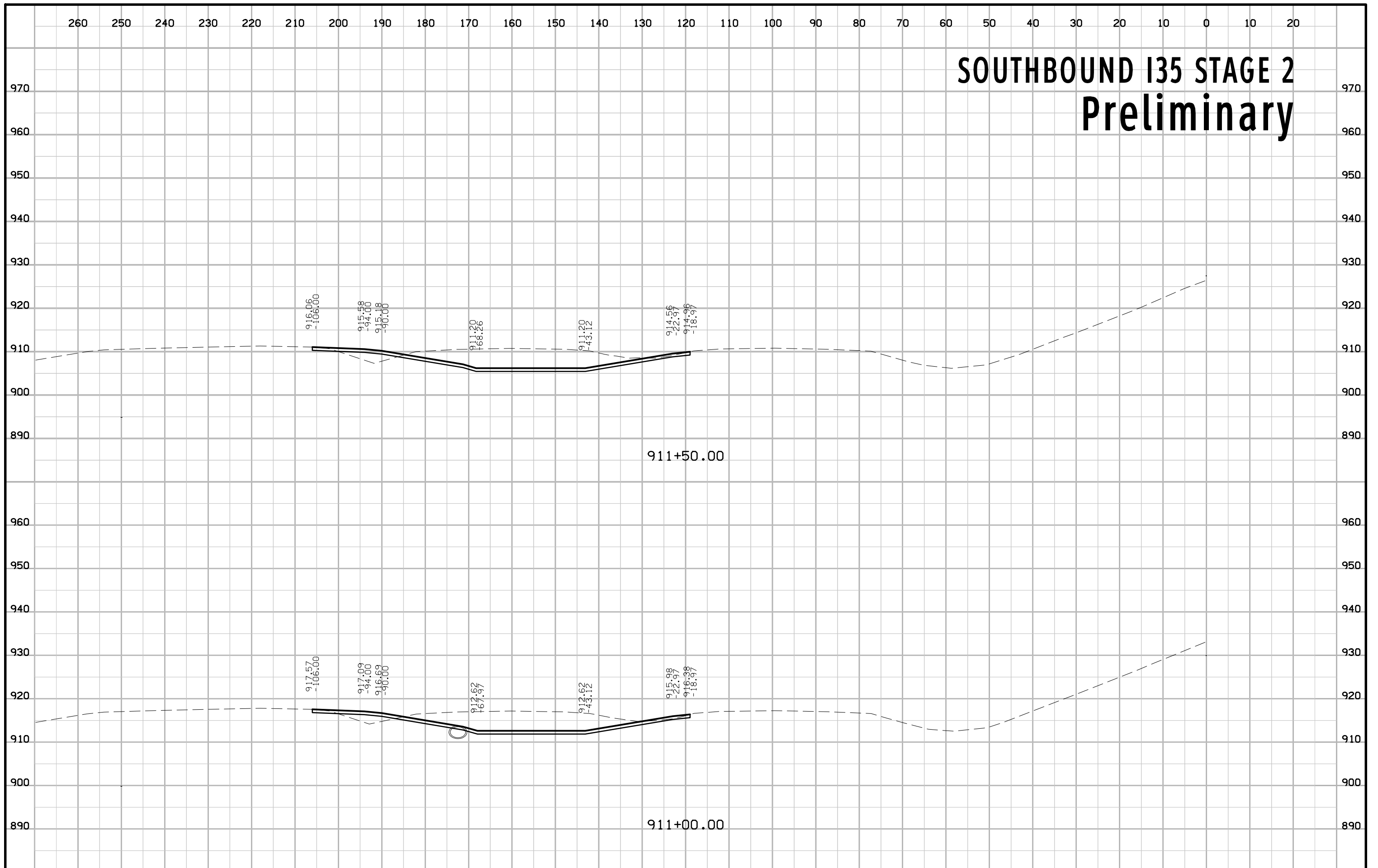
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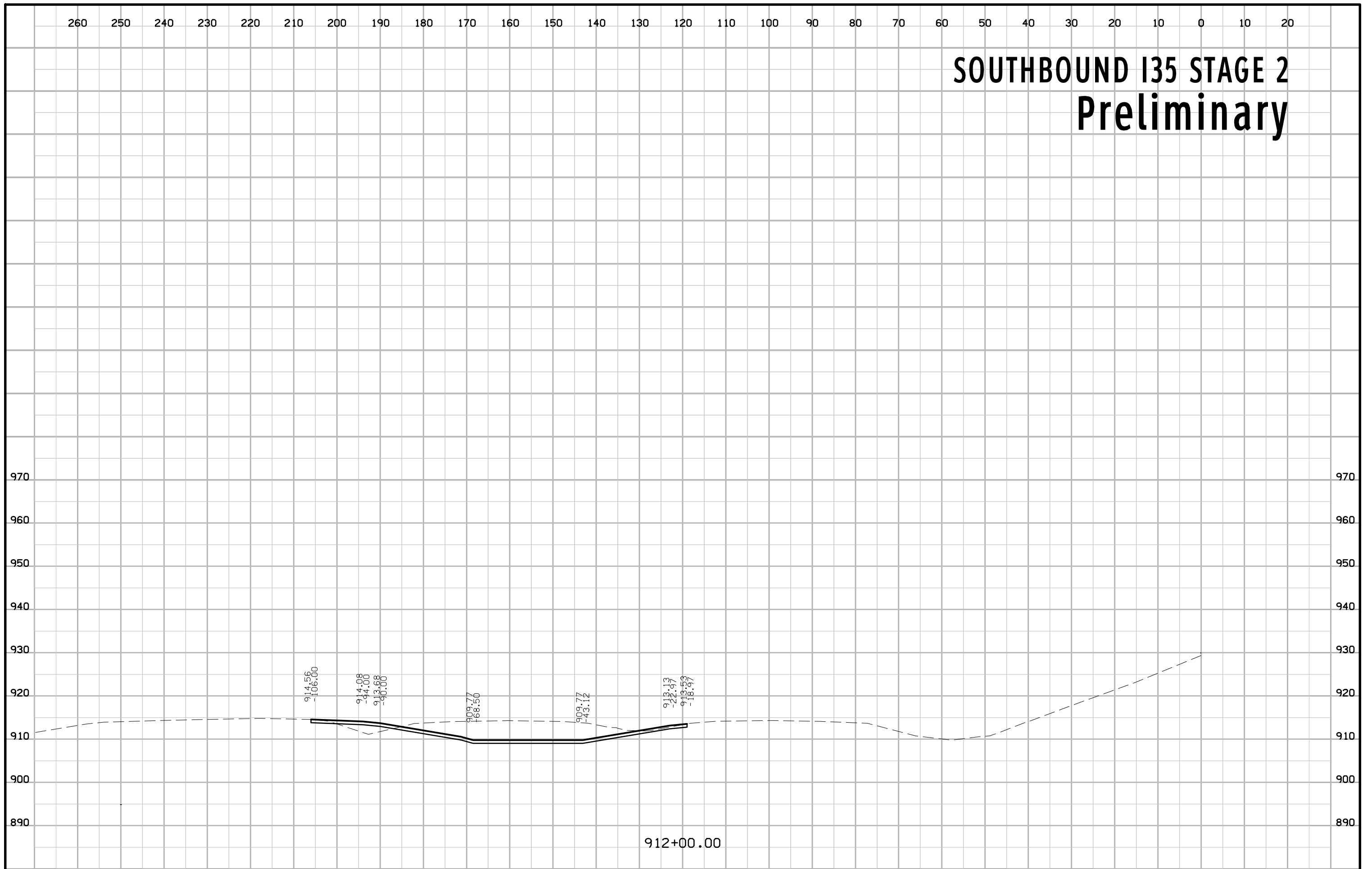
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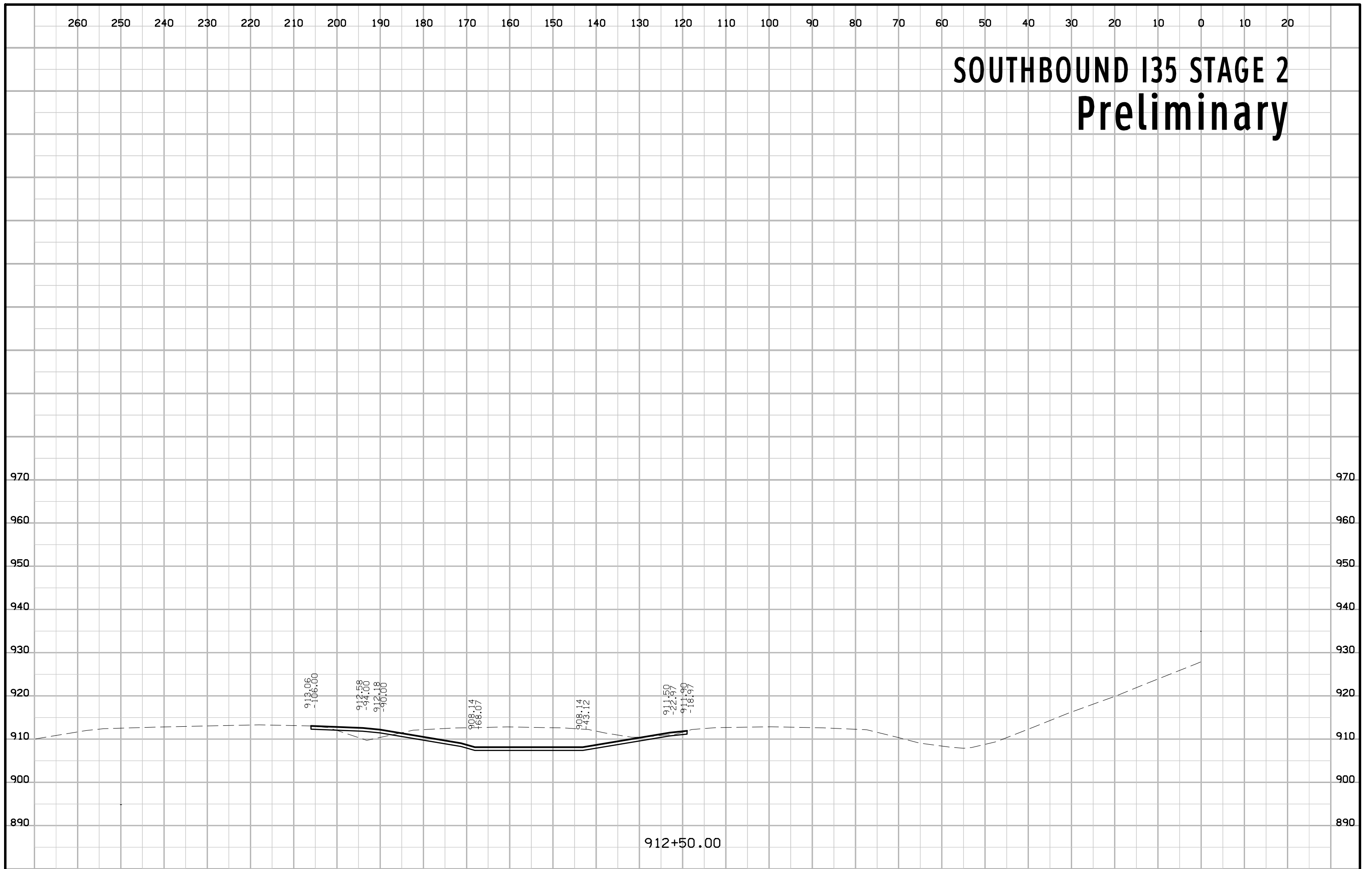
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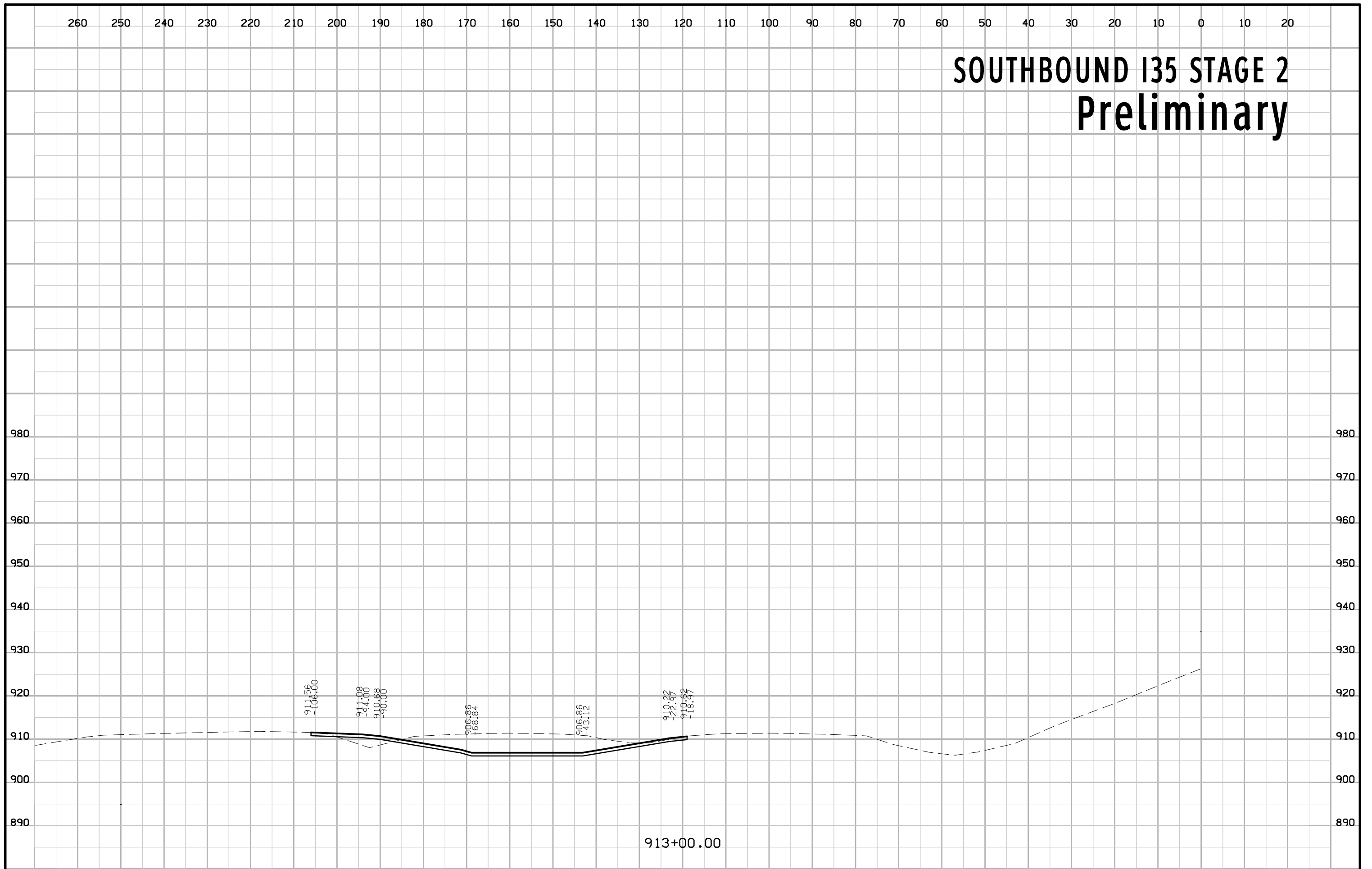
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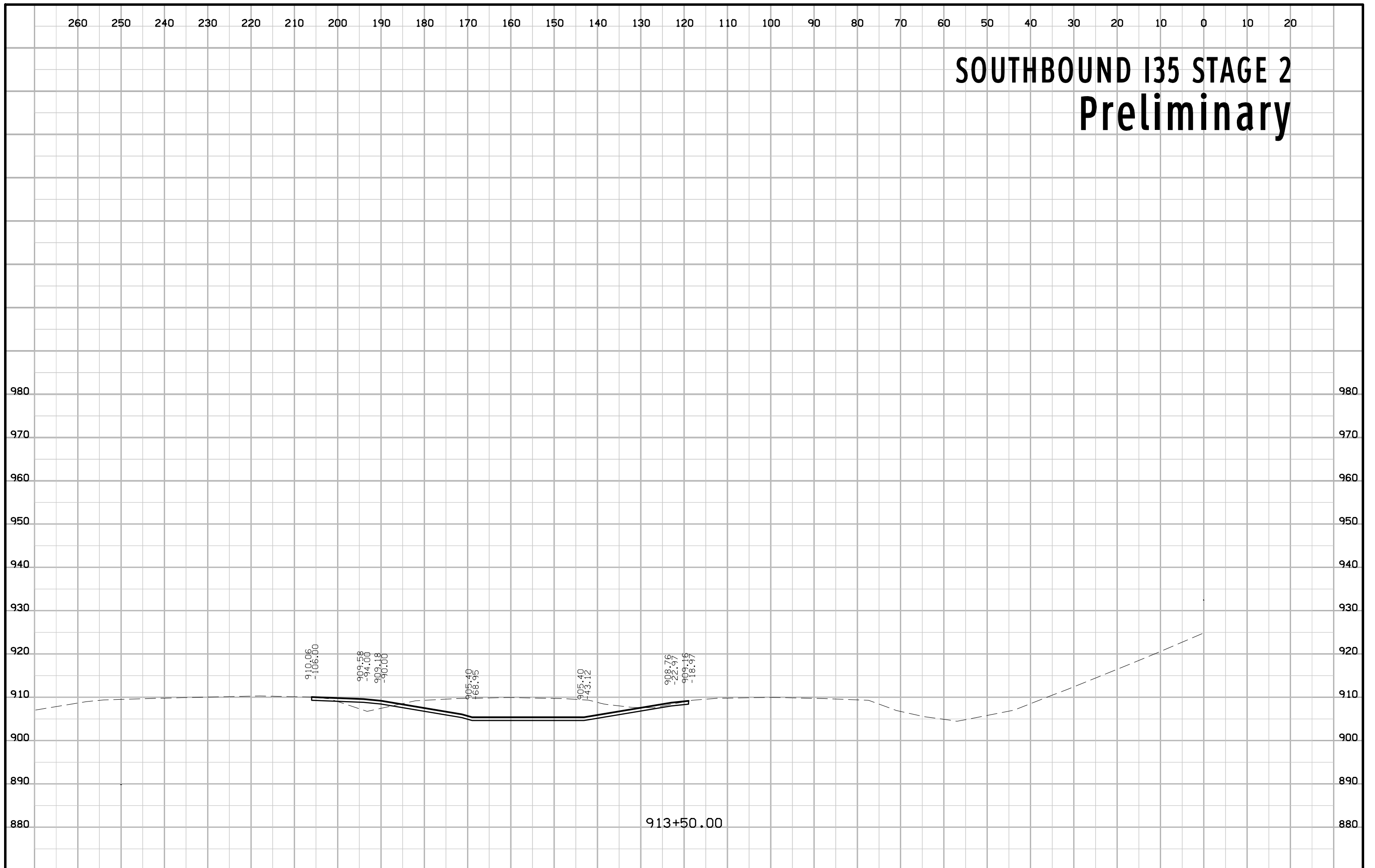
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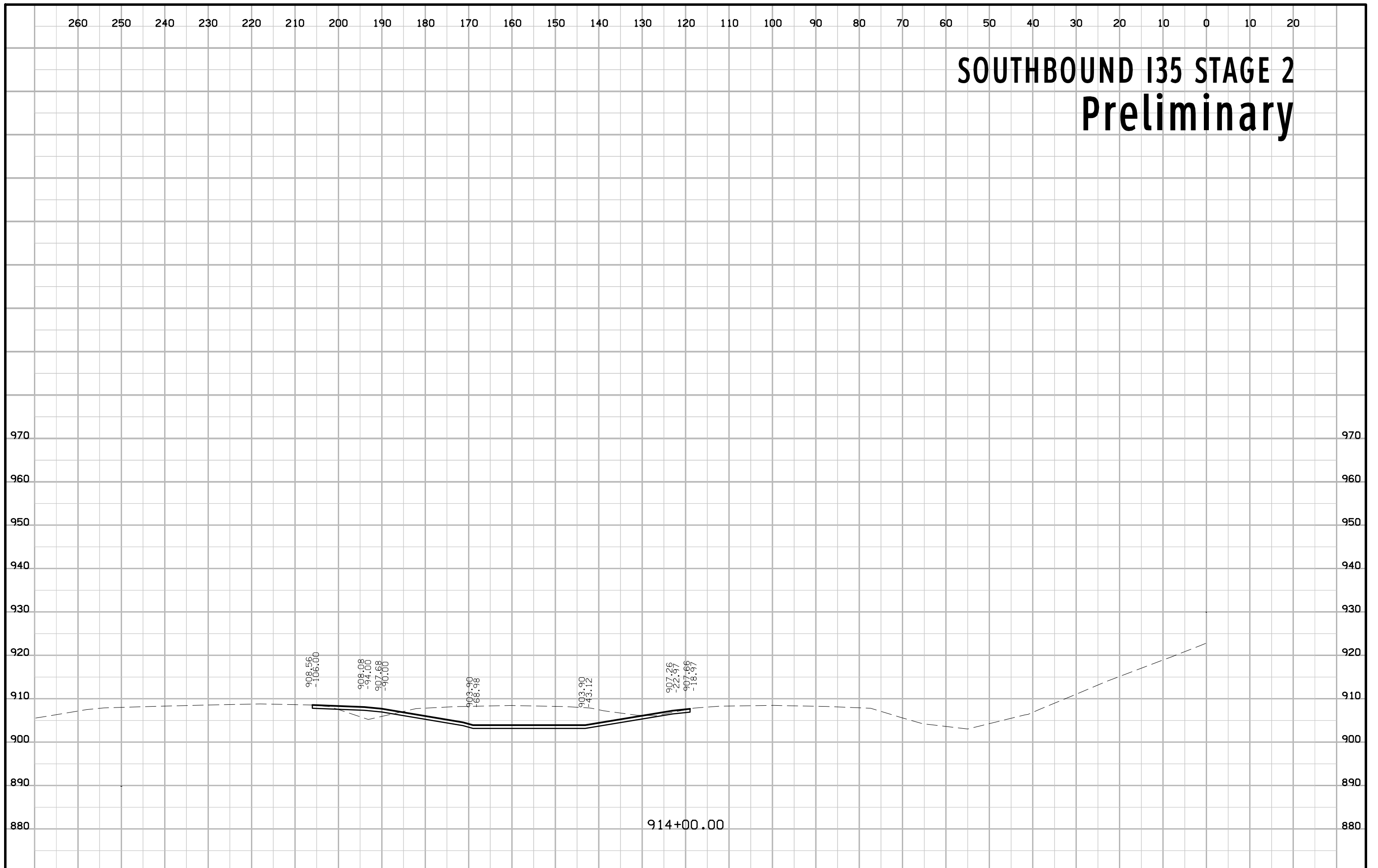
SOUTHBOUND I35 STAGE 2 Preliminary



SOUTHBOUND I35 STAGE 2 Preliminary

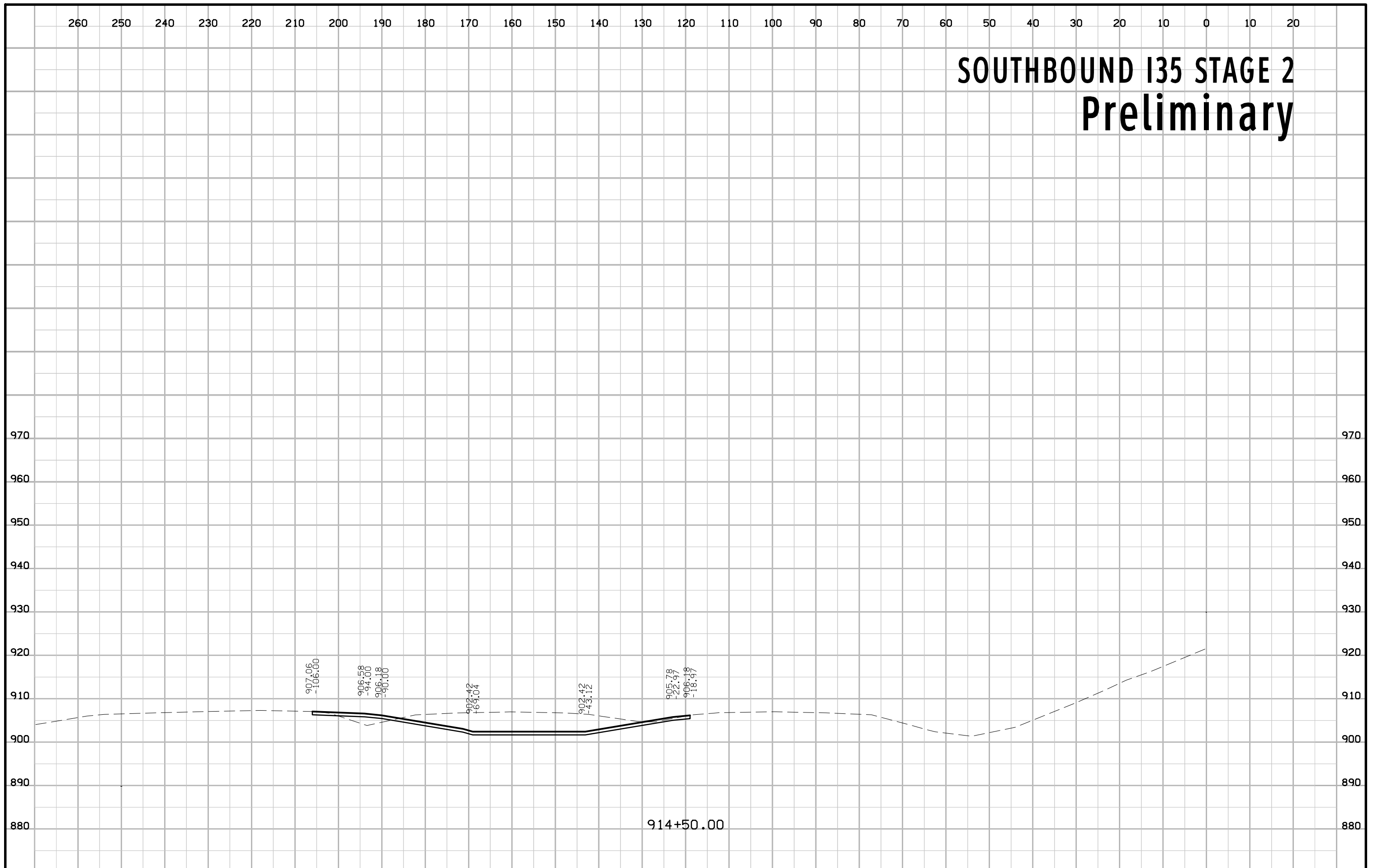


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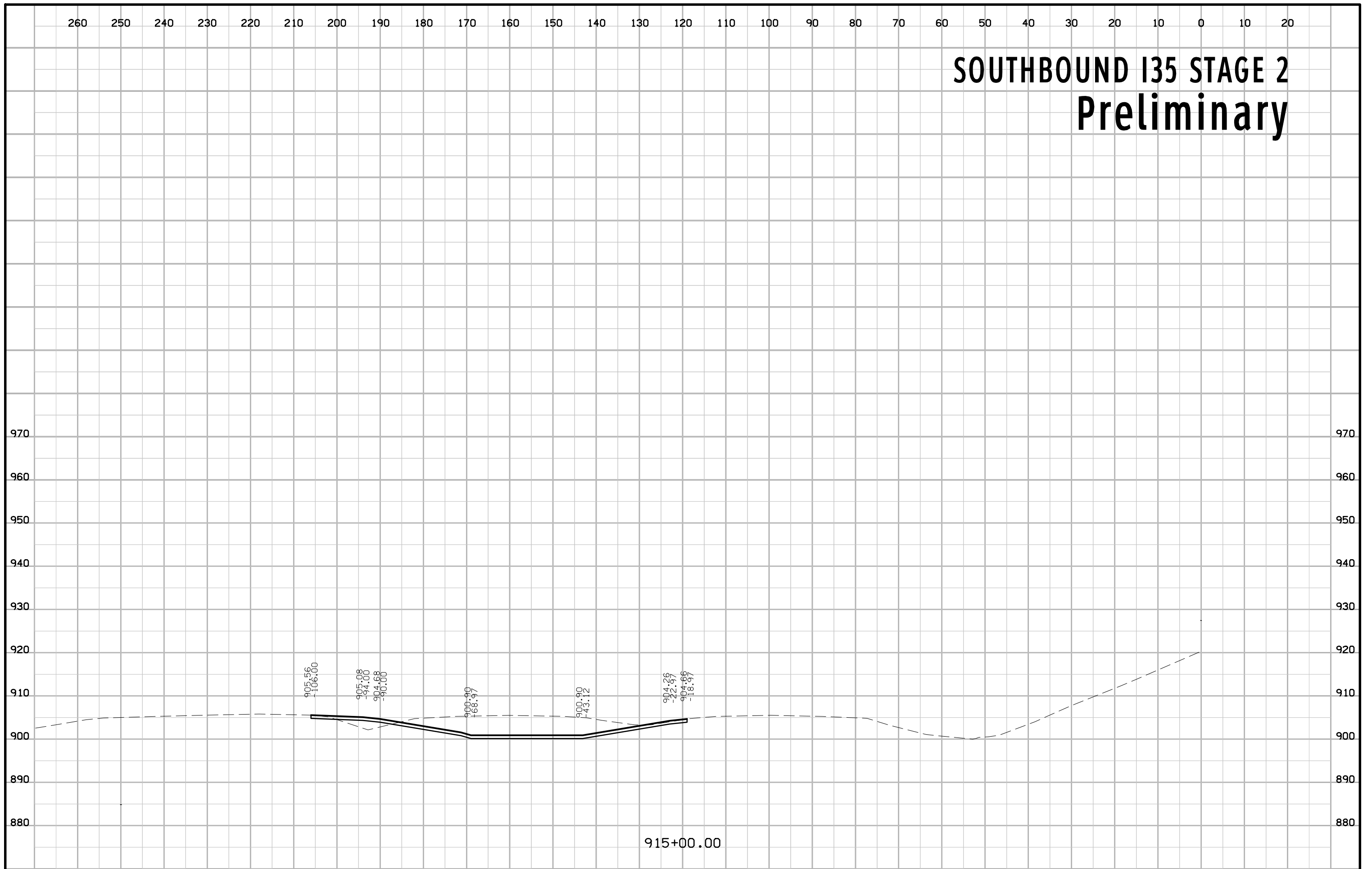
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SOUTHBOUND I35 STAGE 2 Preliminary

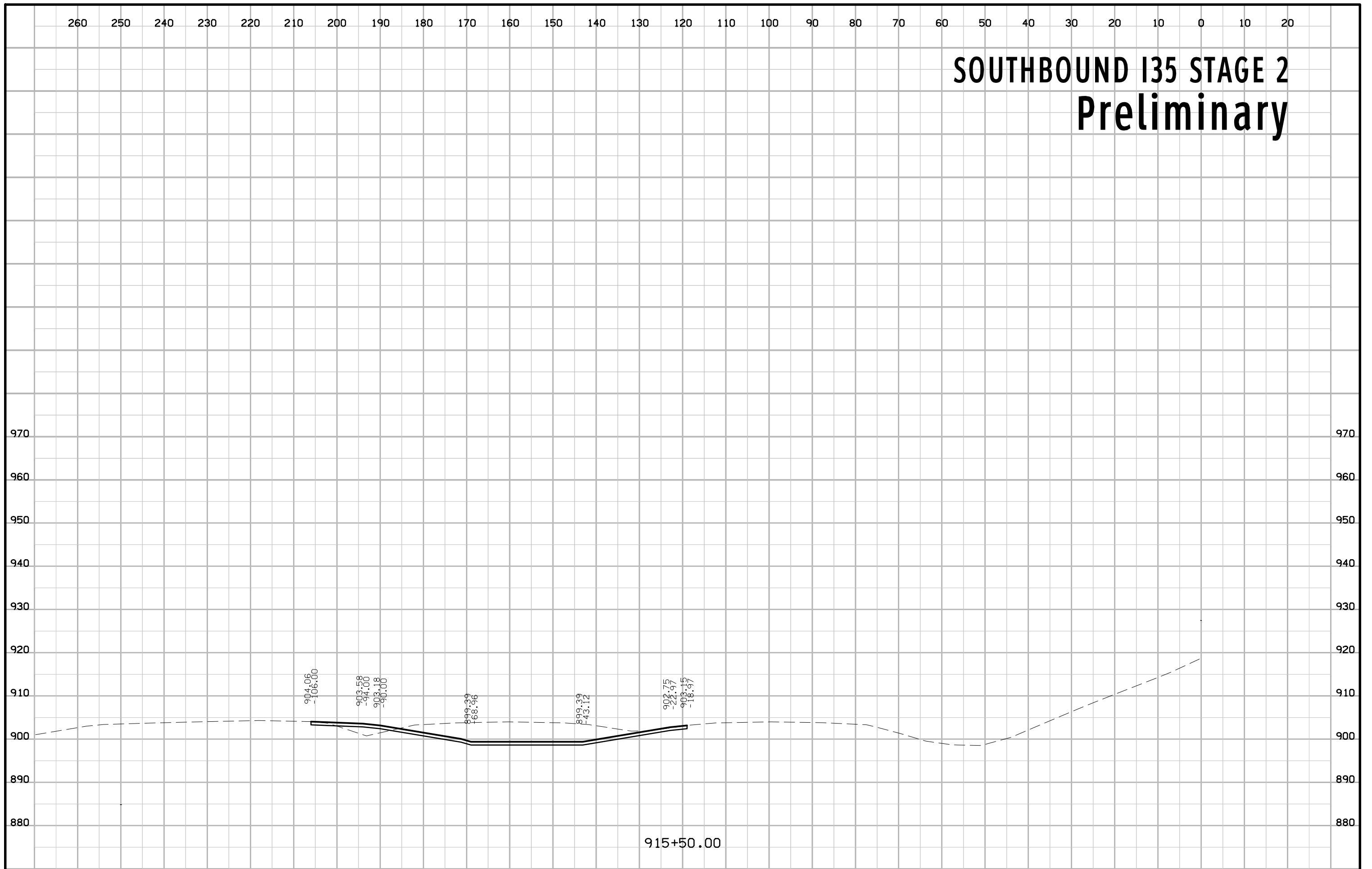


914+50.00

SOUTHBOUND I35 STAGE 2 Preliminary

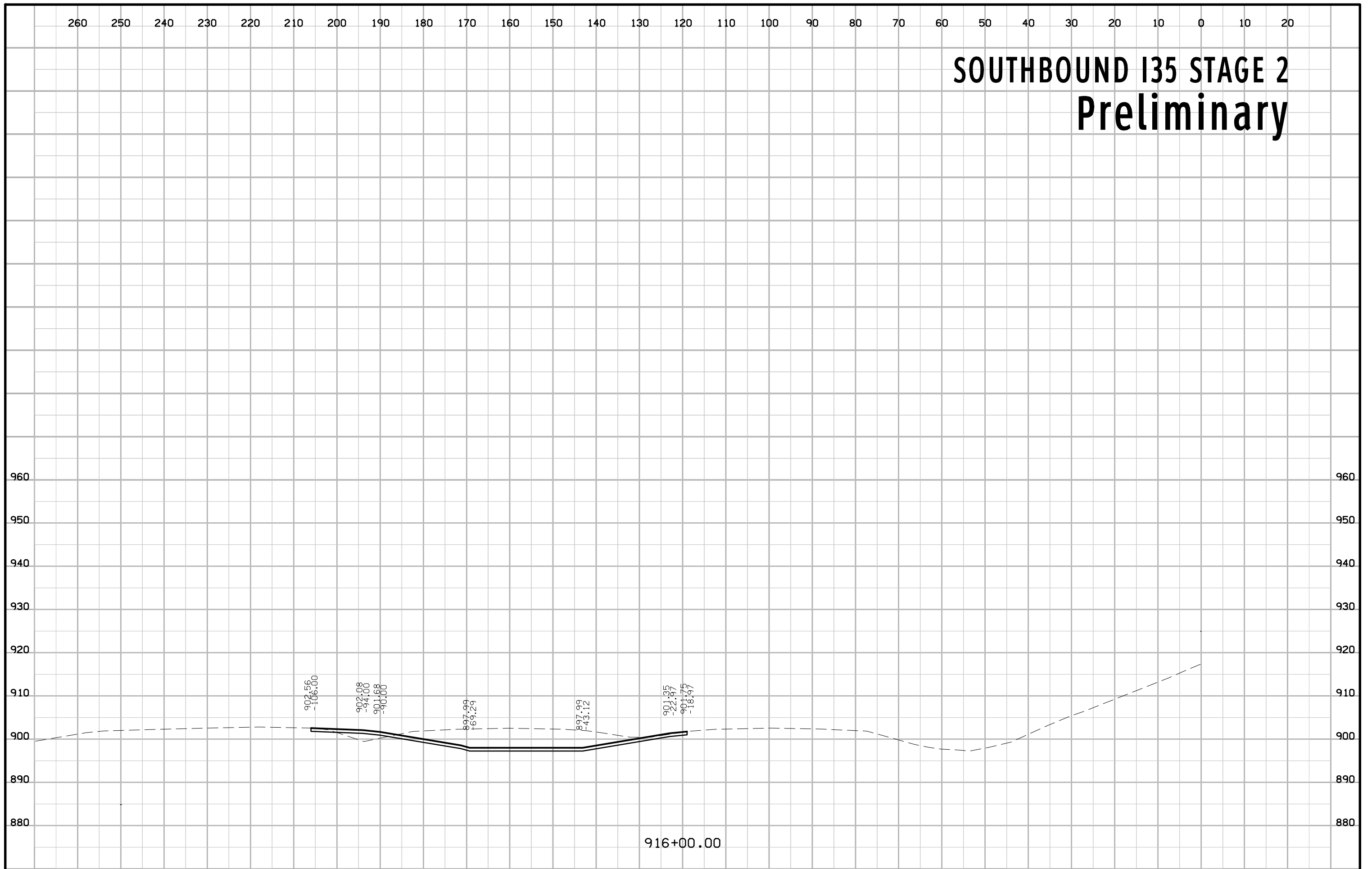


SOUTHBOUND I35 STAGE 2 Preliminary

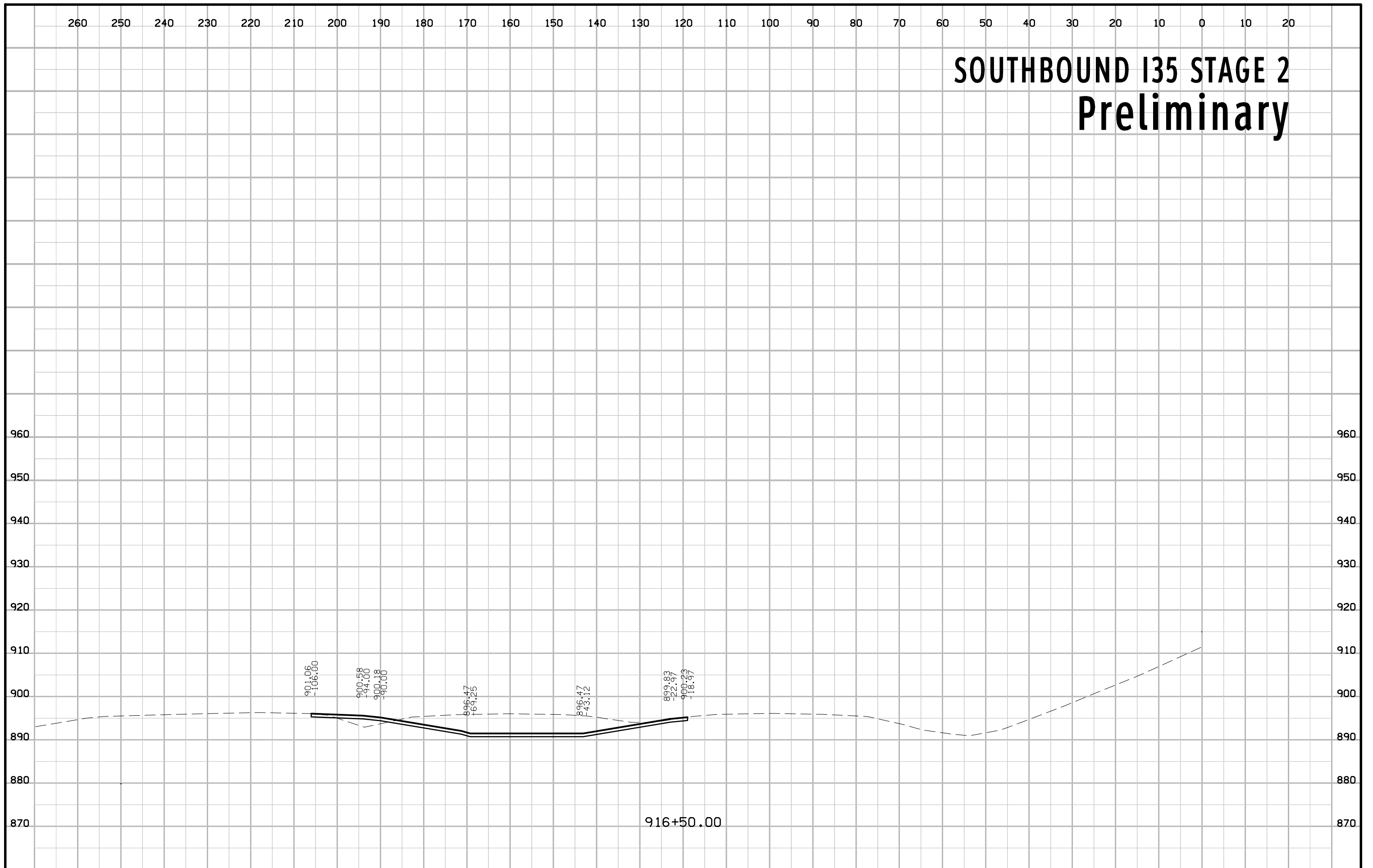


915+50.00

SOUTHBOUND I35 STAGE 2 Preliminary

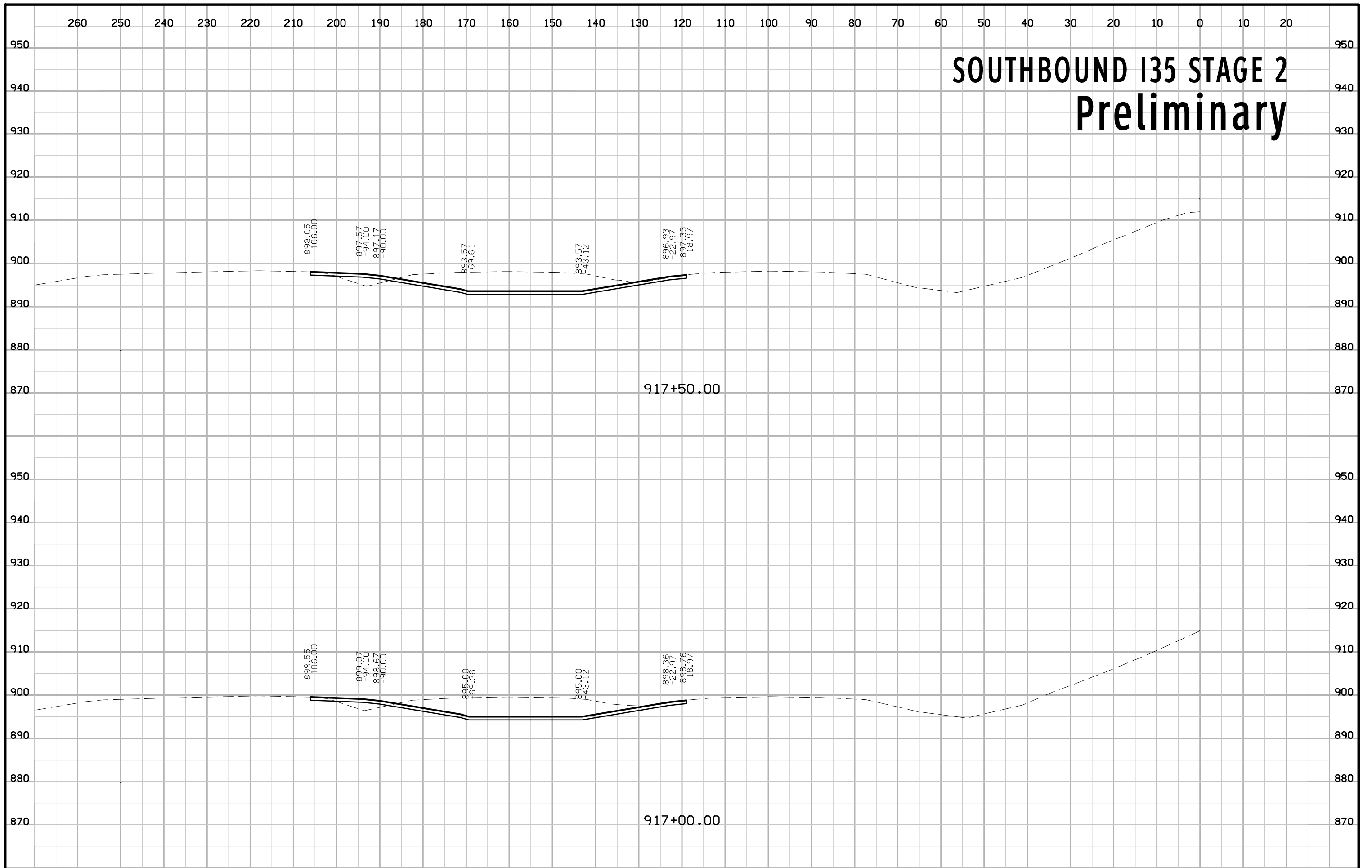


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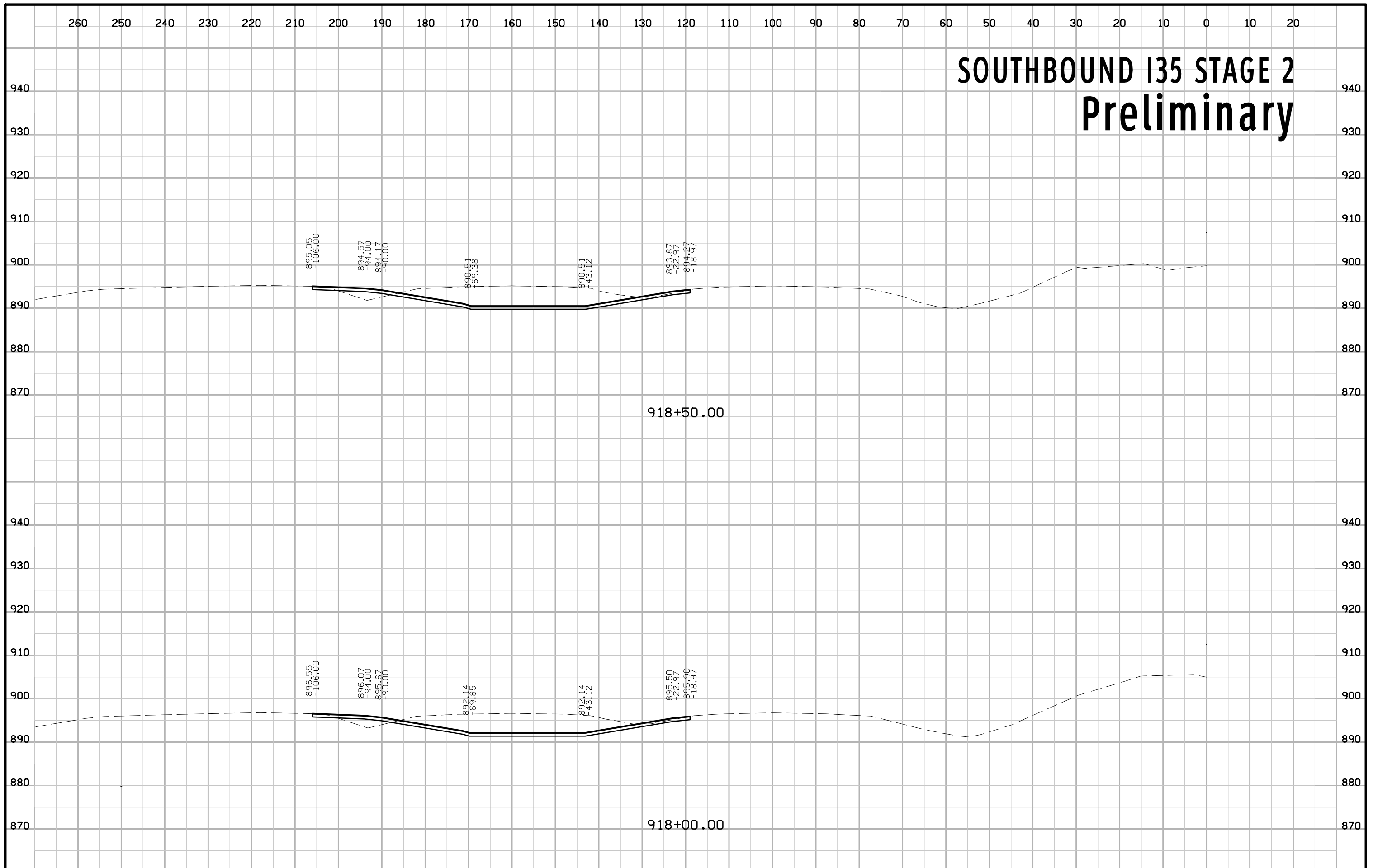


916+50.00

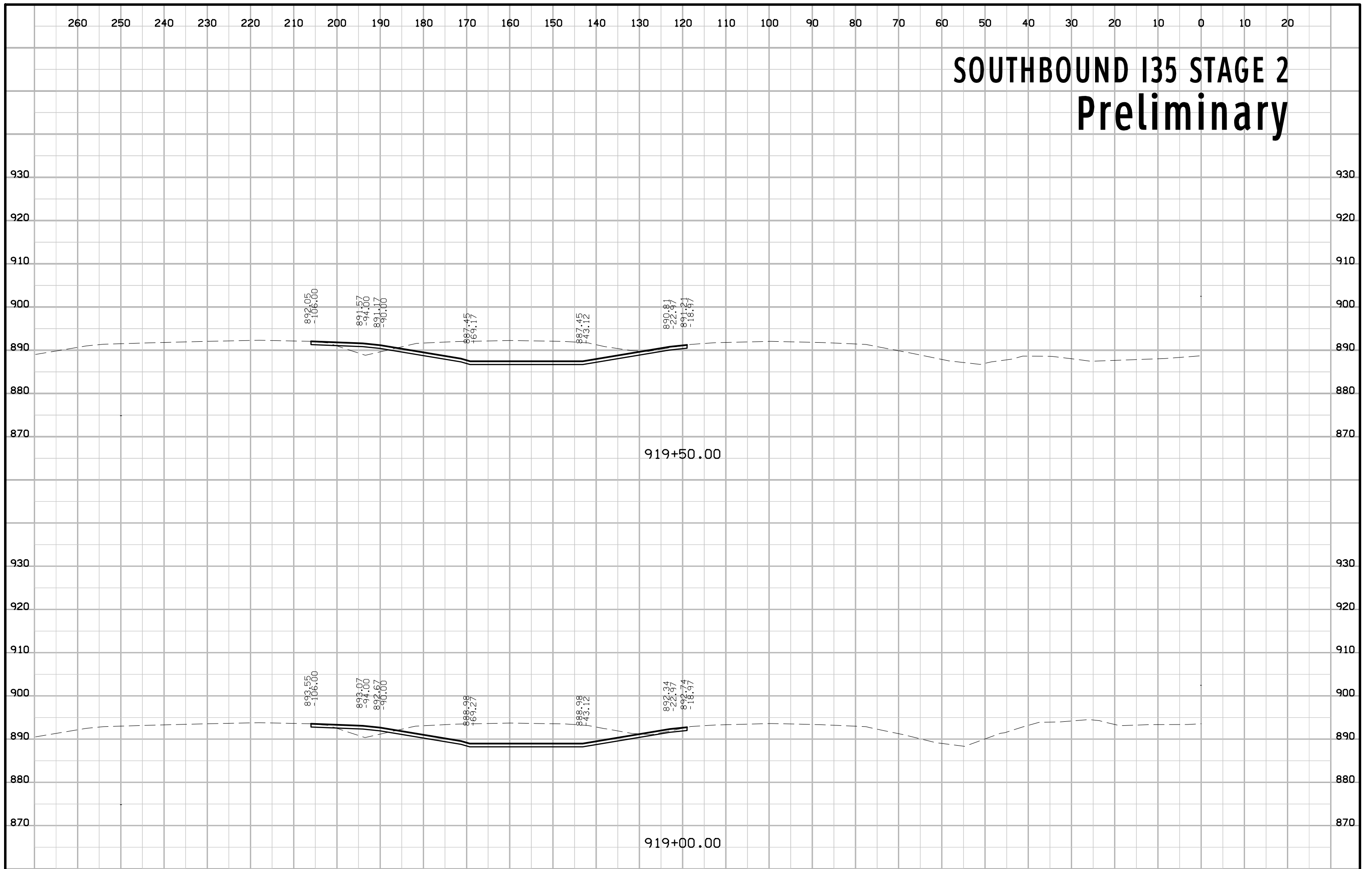
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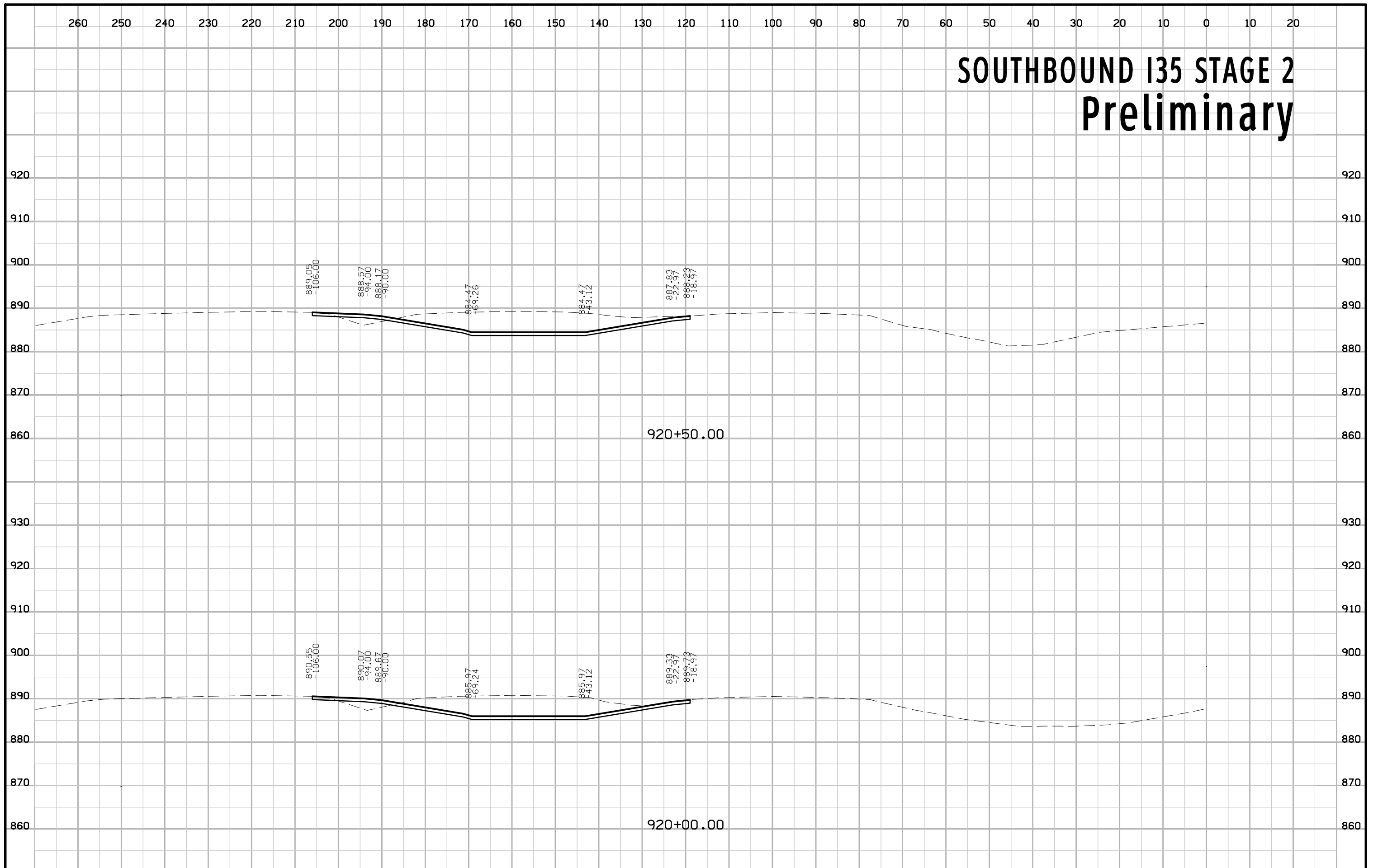
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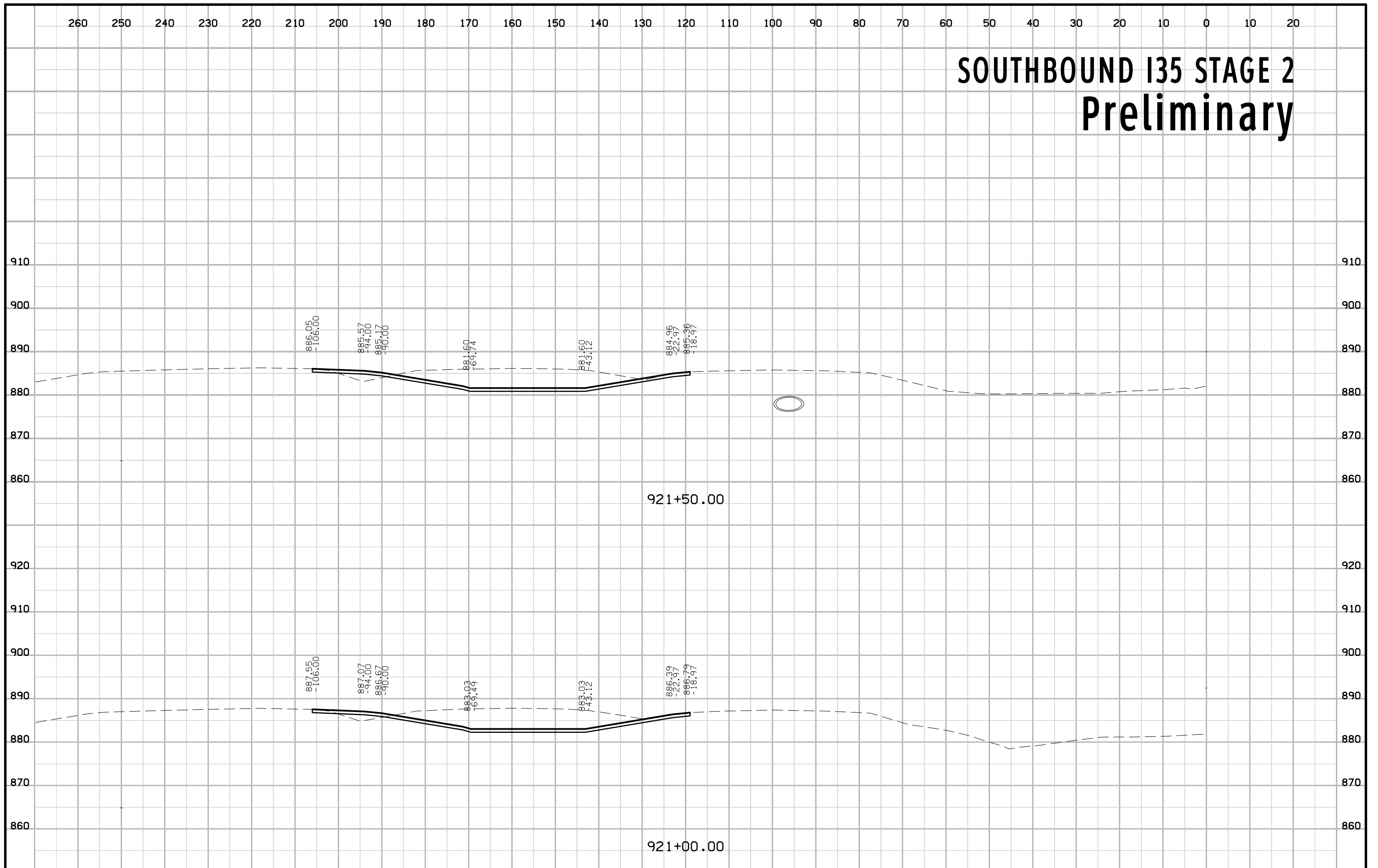
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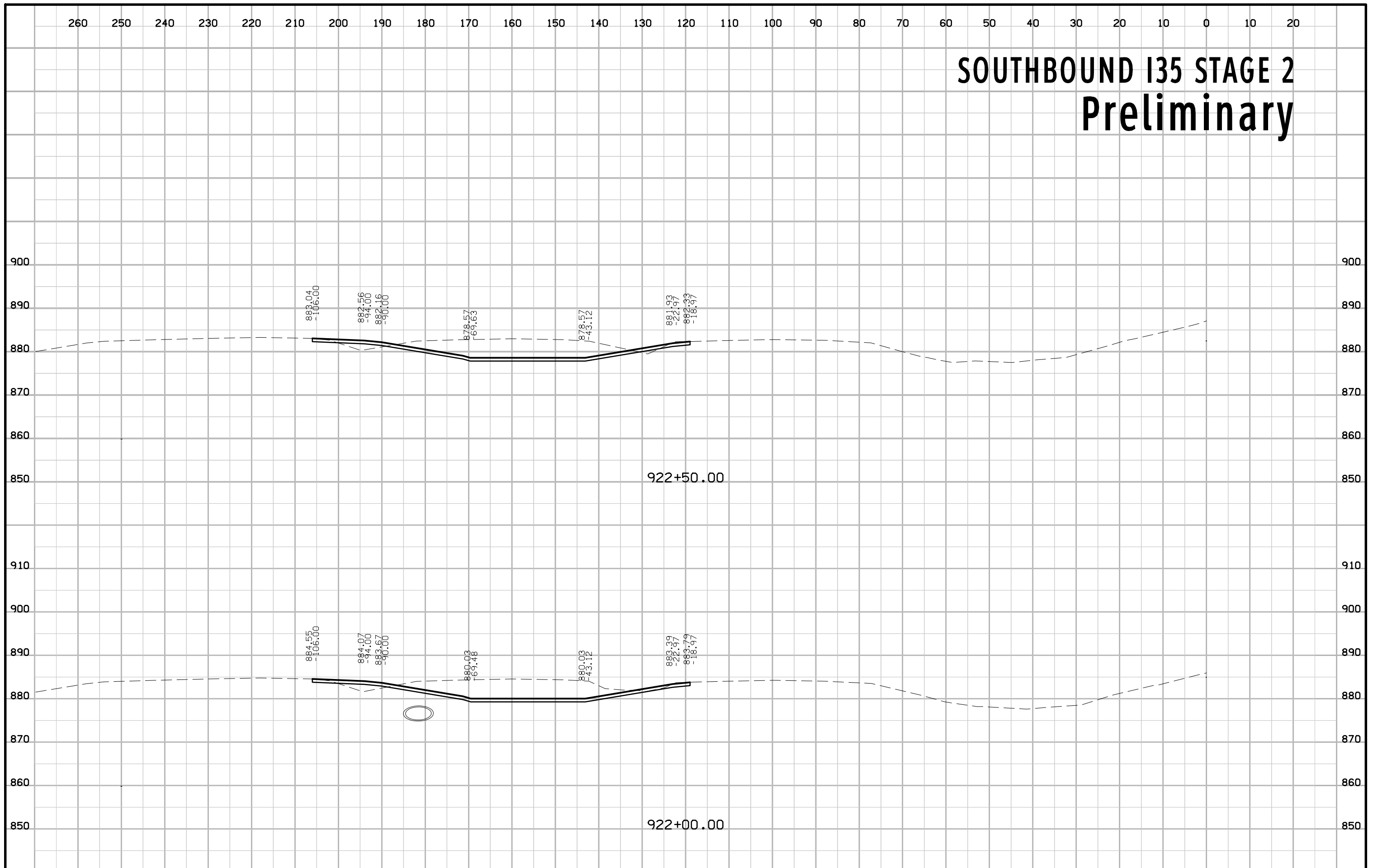
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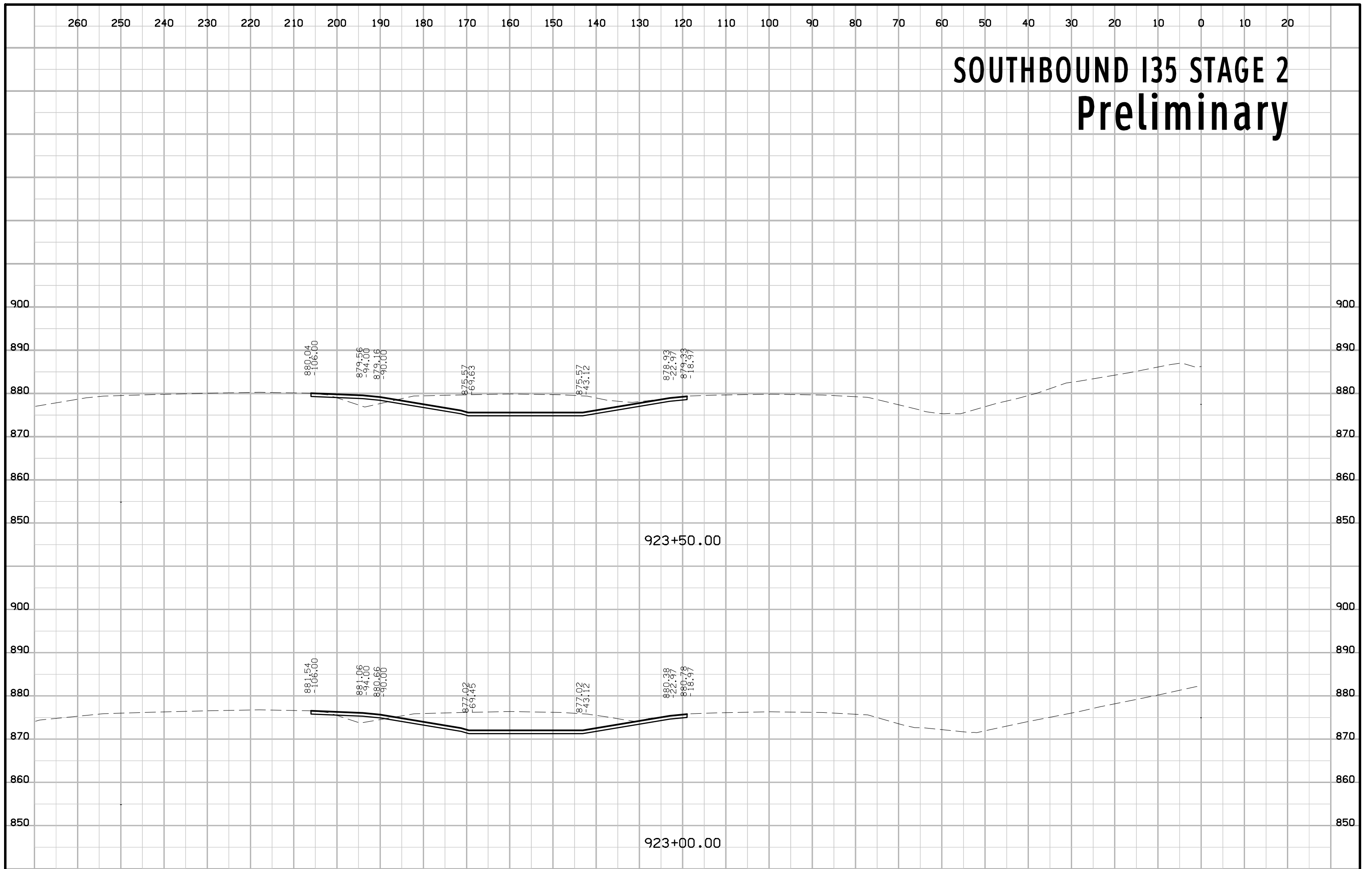
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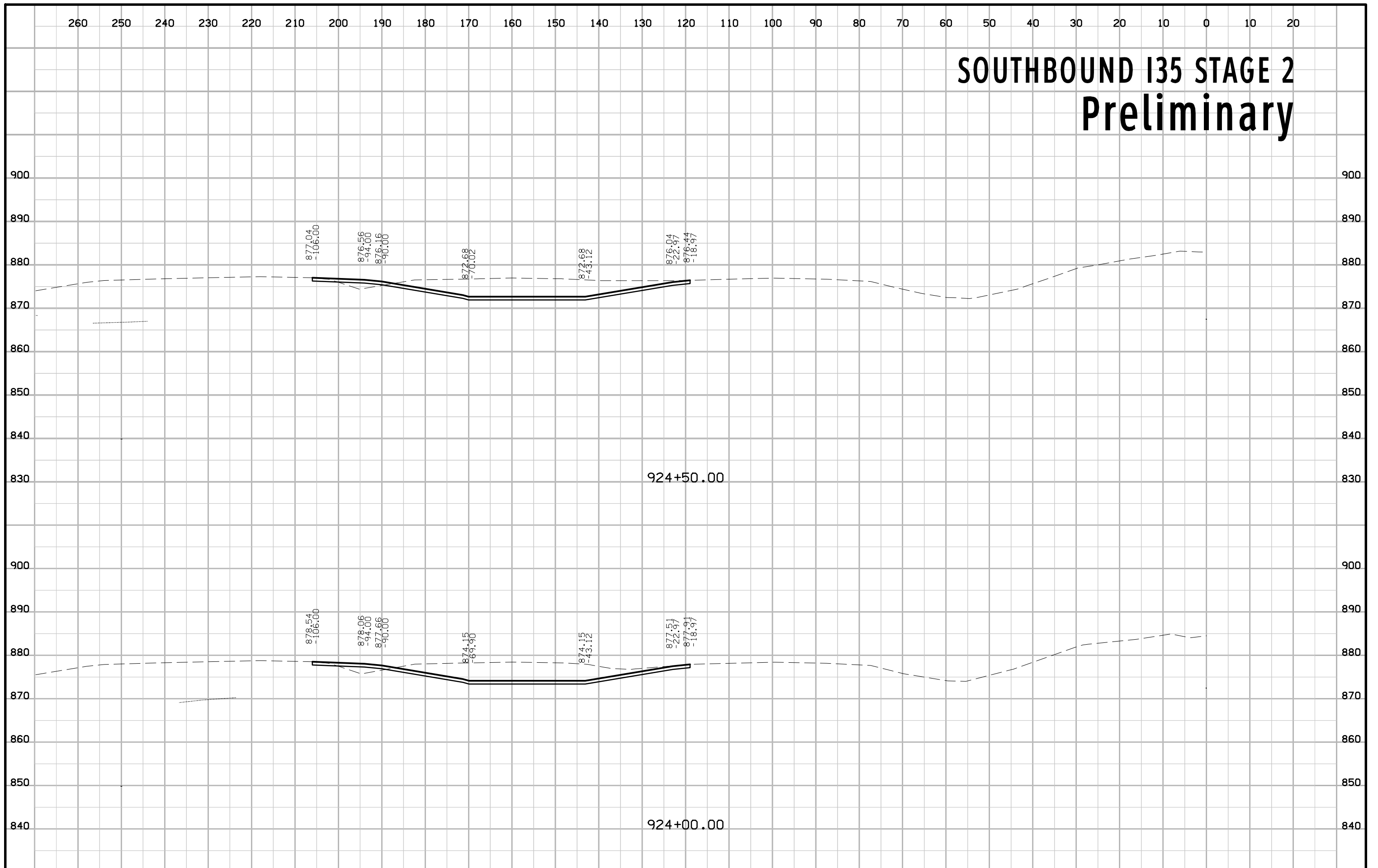
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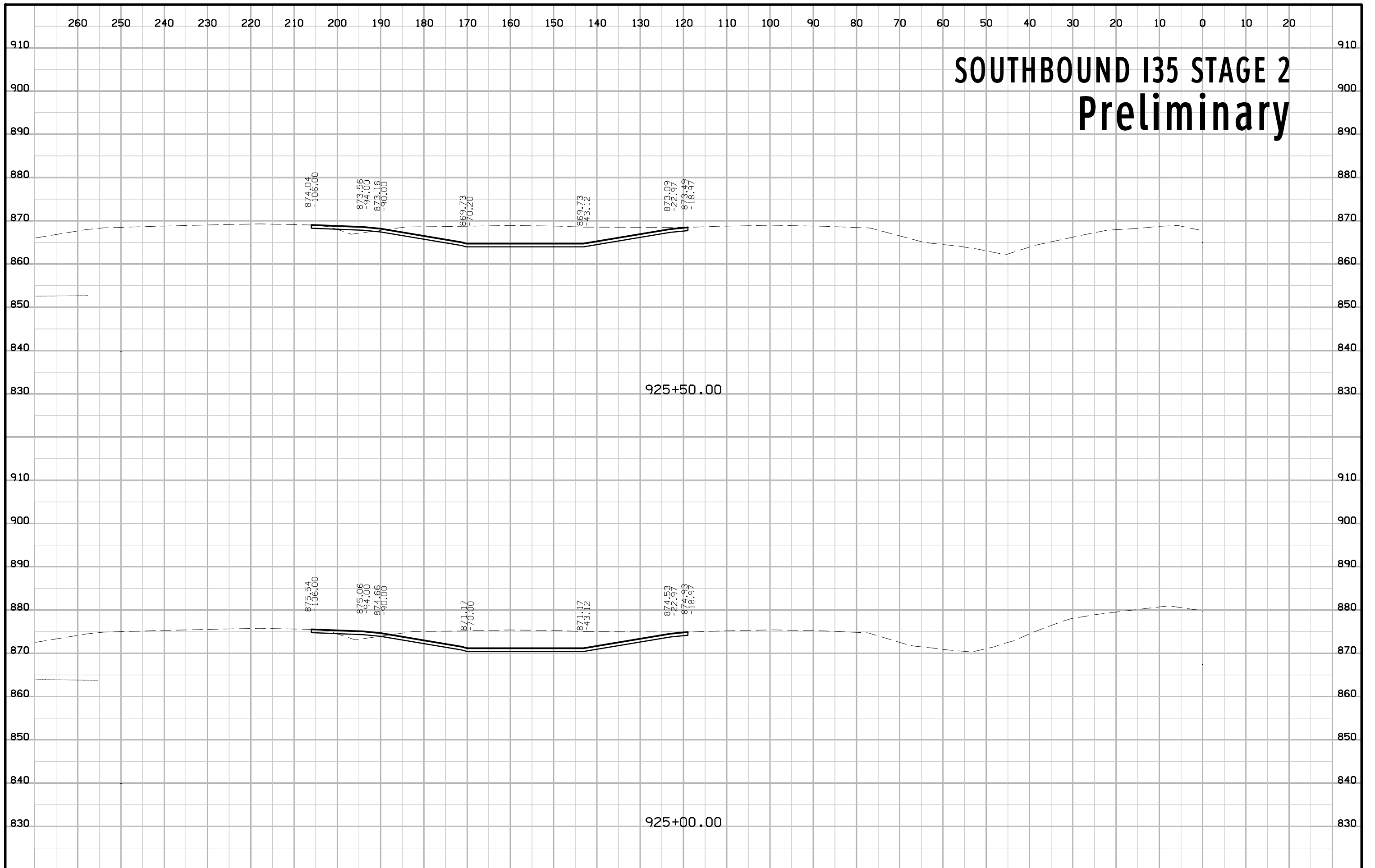
SOUTHBOUND I35 STAGE 2 Preliminary



SOUTHBOUND I35 STAGE 2 Preliminary



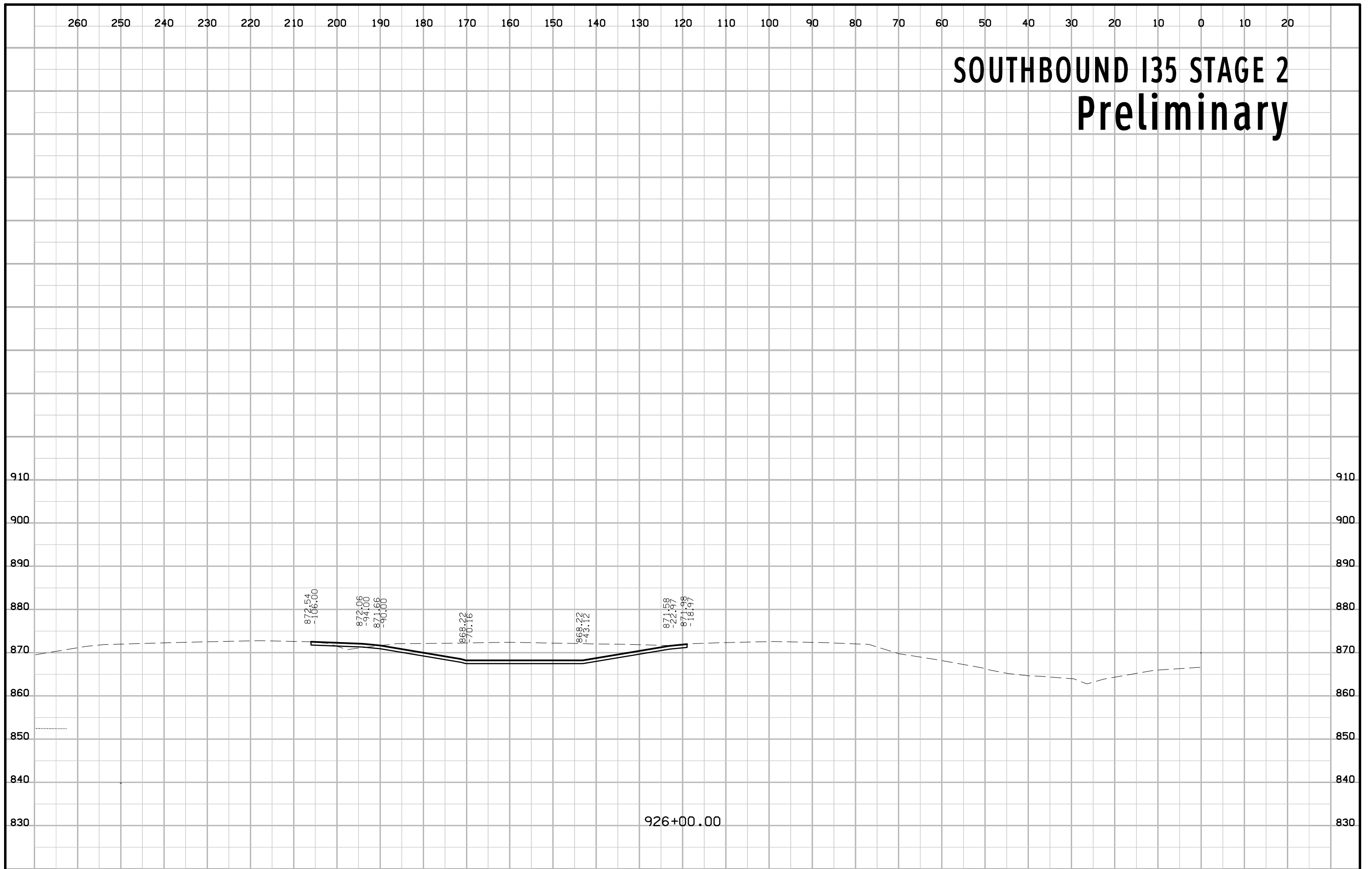
SOUTHBOUND I35 STAGE 2 Preliminary



925+50.00

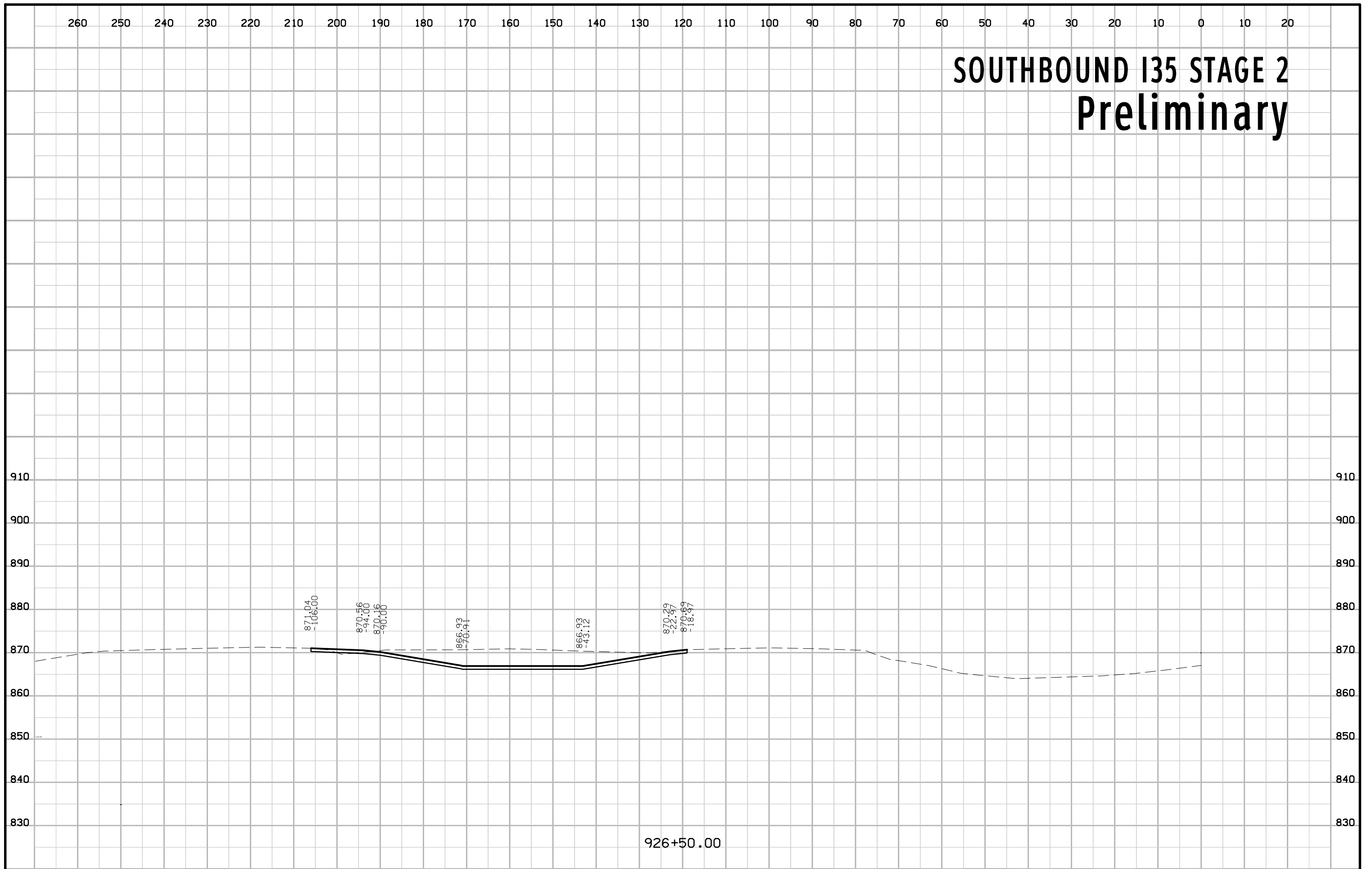
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SOUTHBOUND I35 STAGE 2 Preliminary



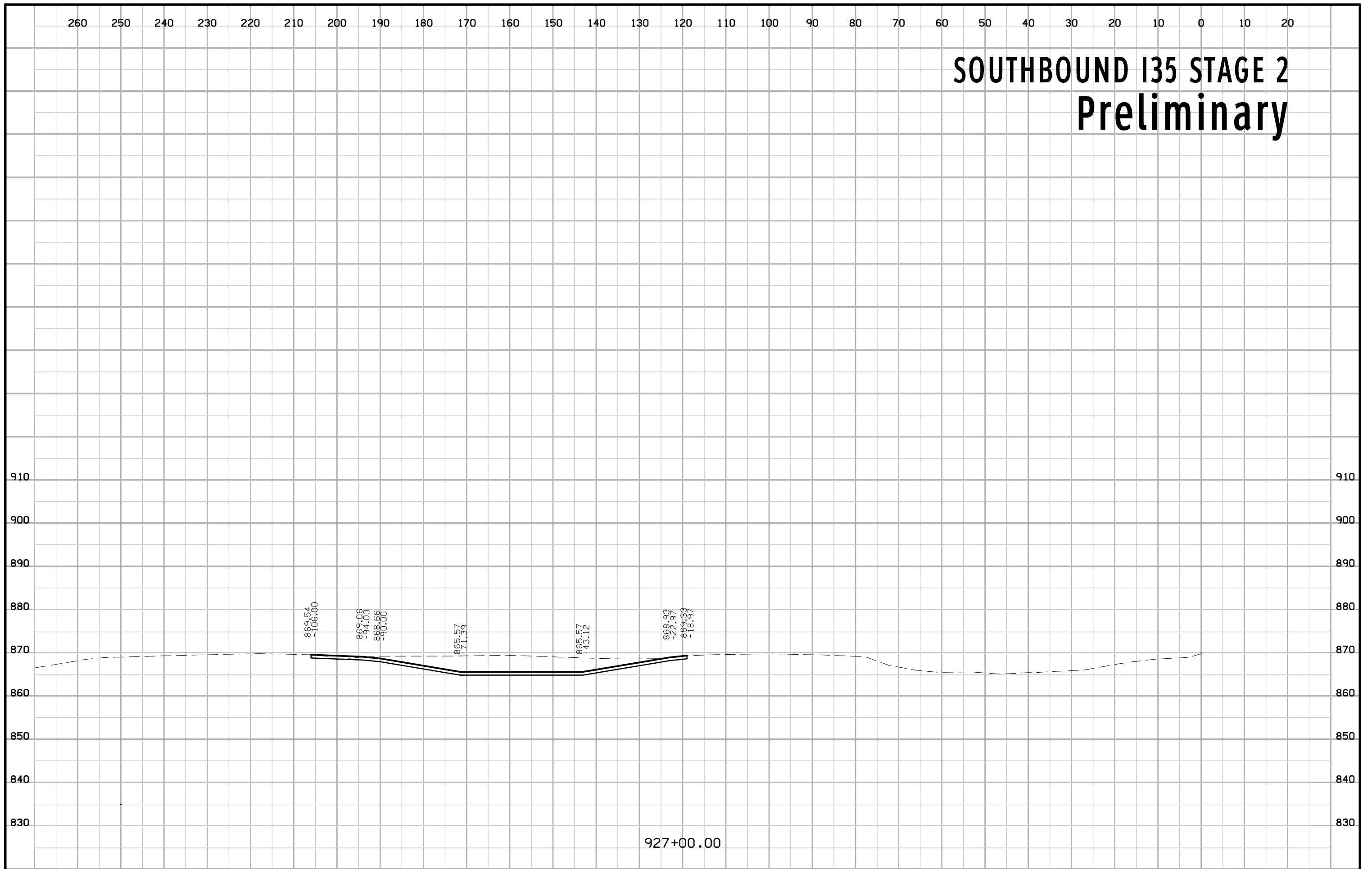
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SOUTHBOUND I35 STAGE 2 Preliminary

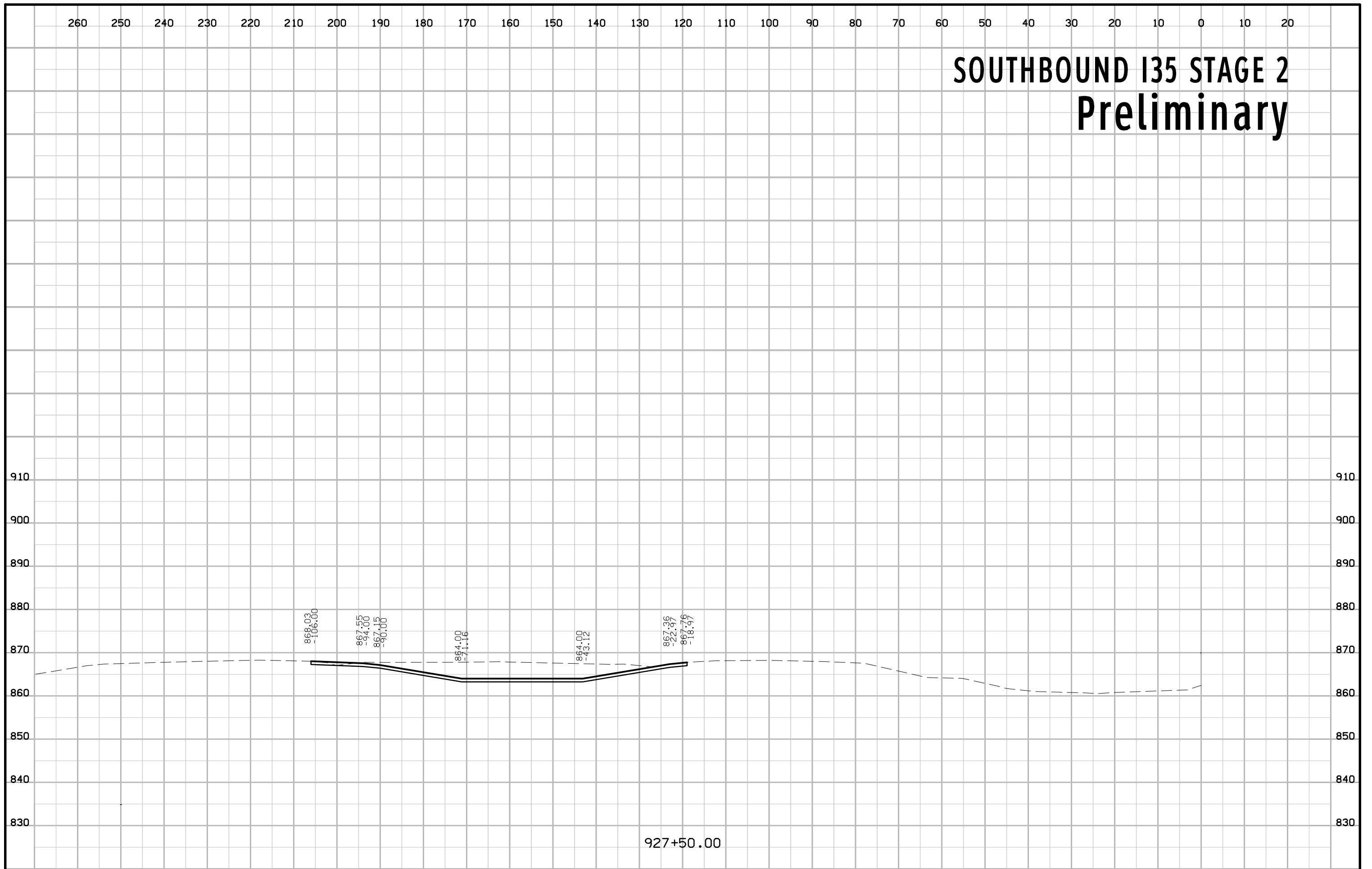


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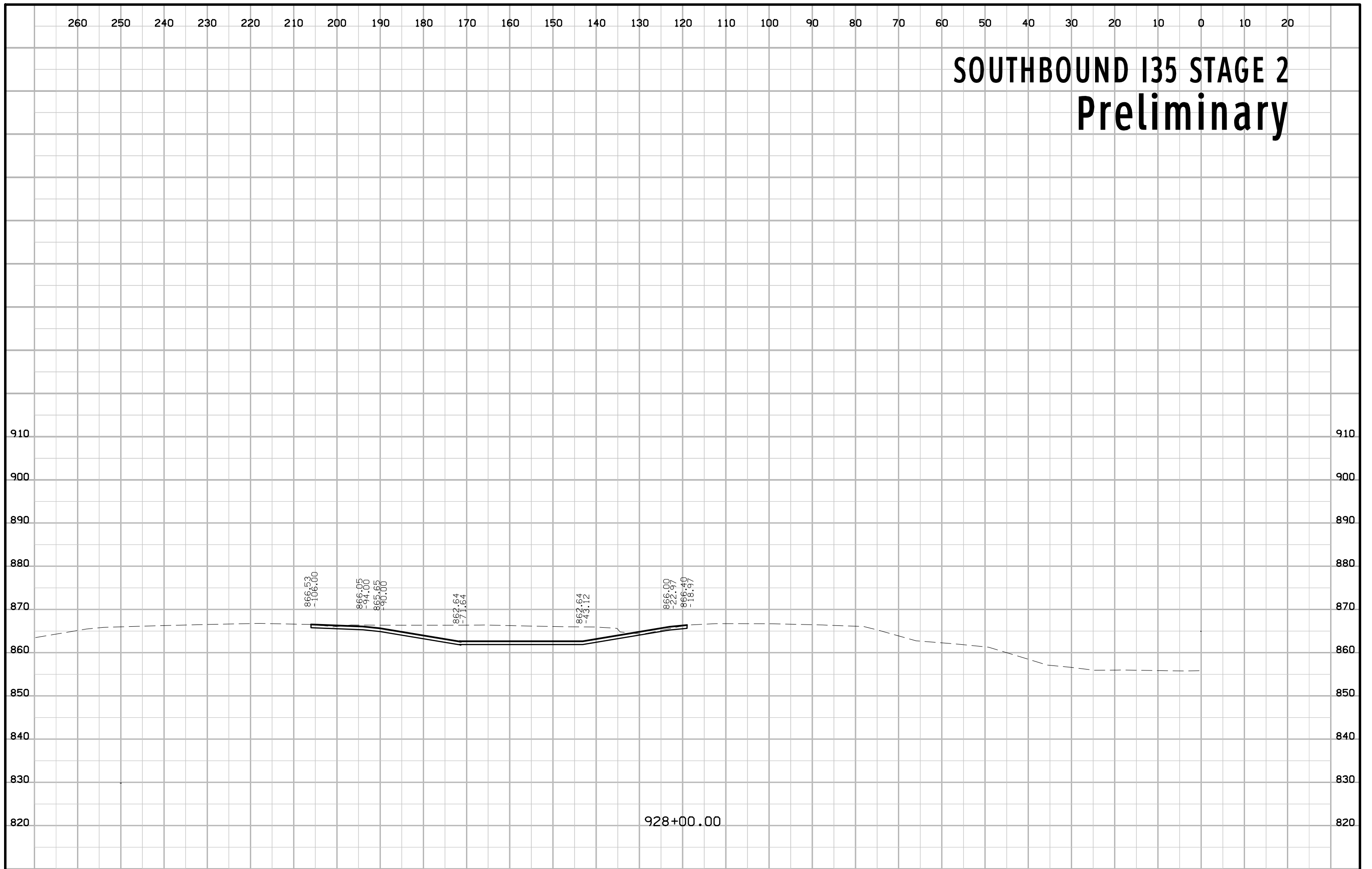


SOUTHBOUND I35 STAGE 2 Preliminary



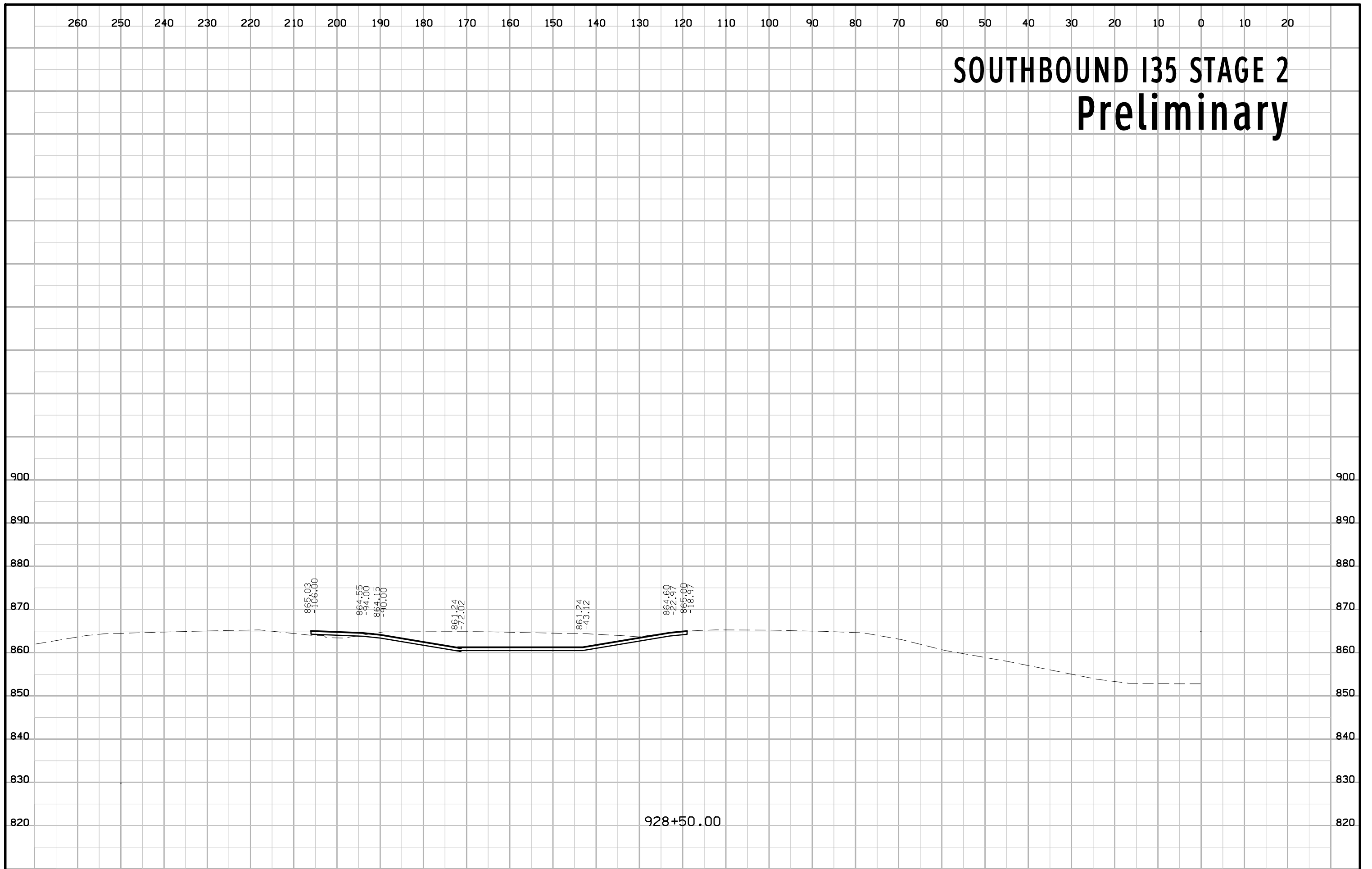
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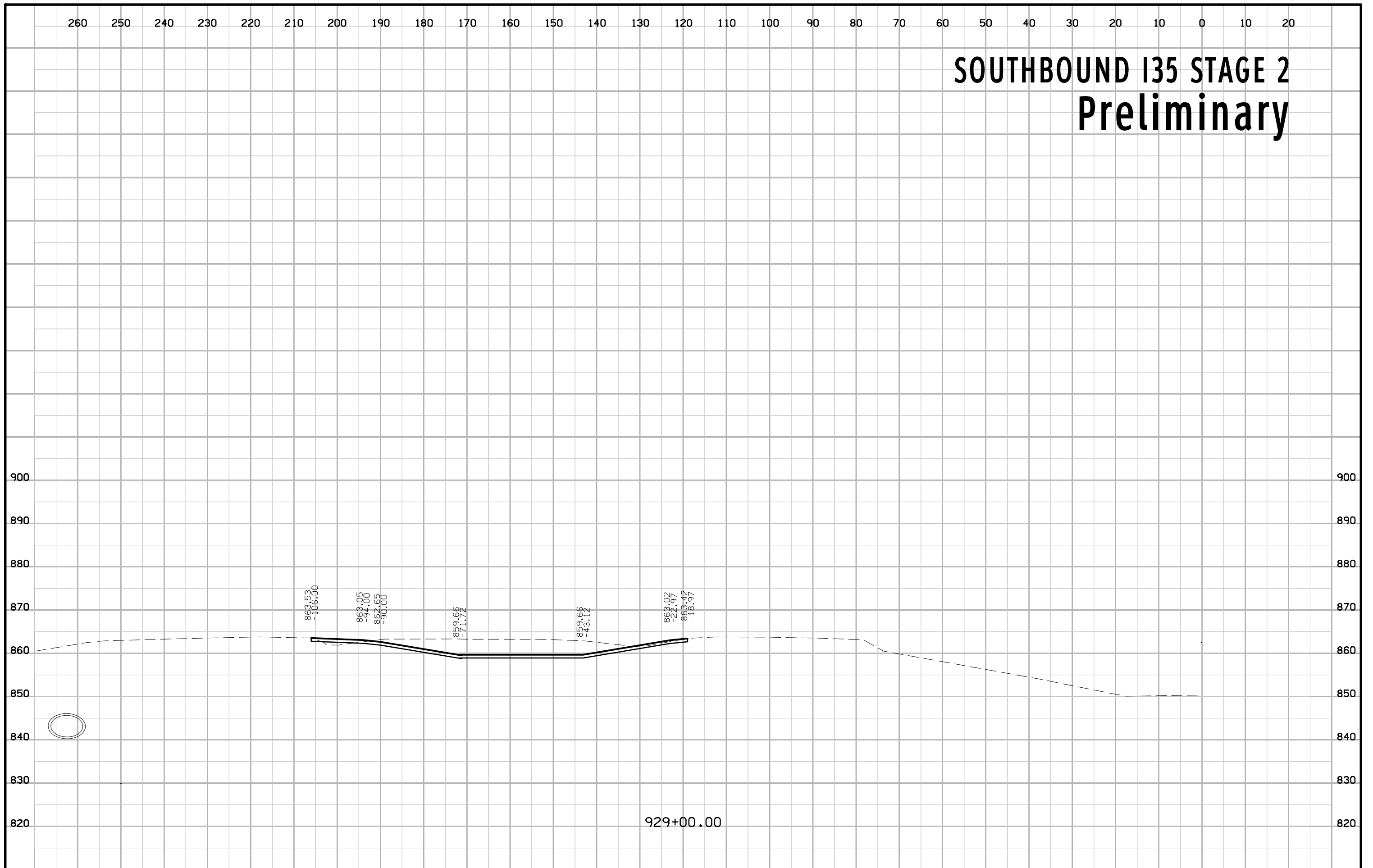
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SOUTHBOUND I35 STAGE 2 Preliminary

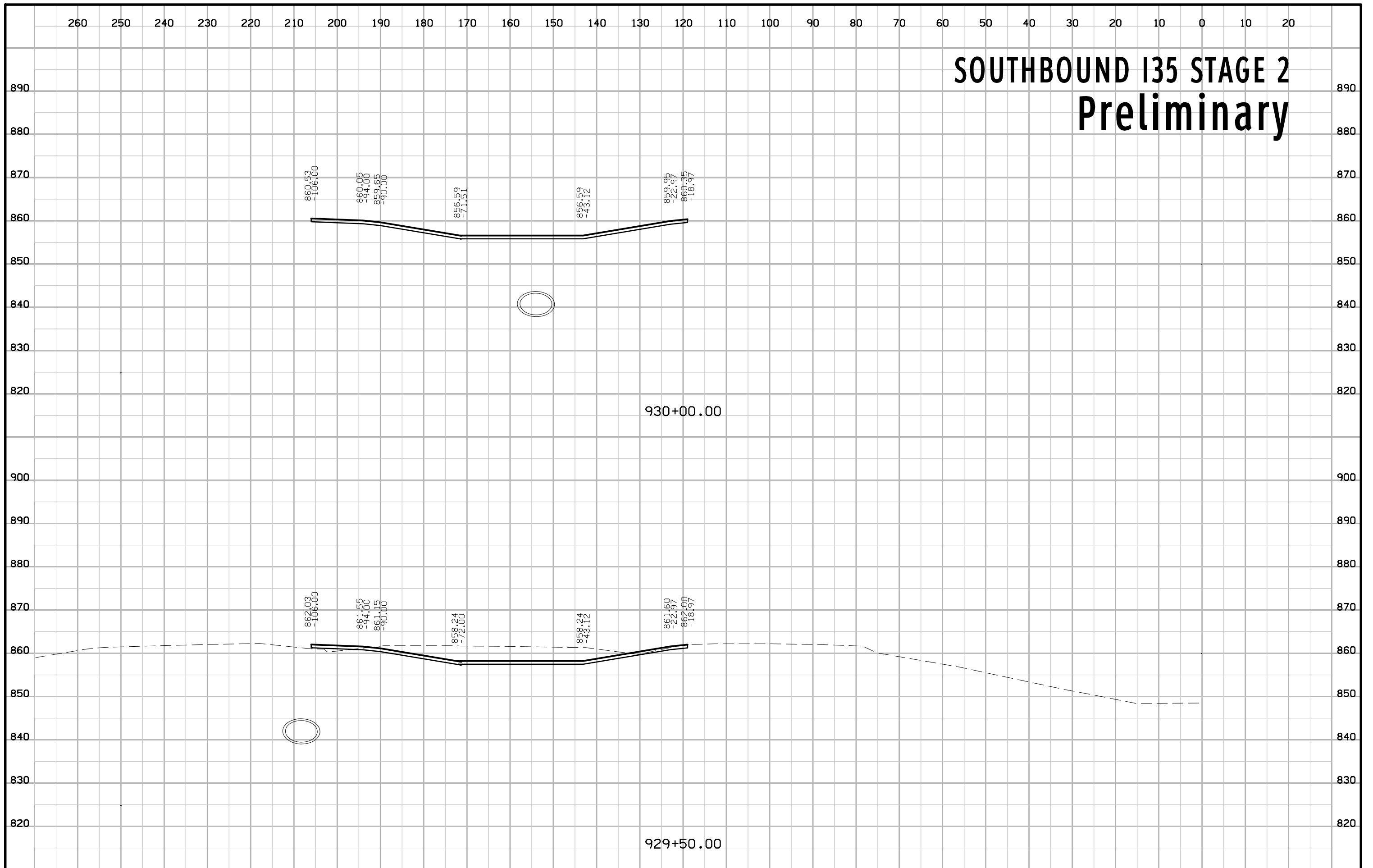


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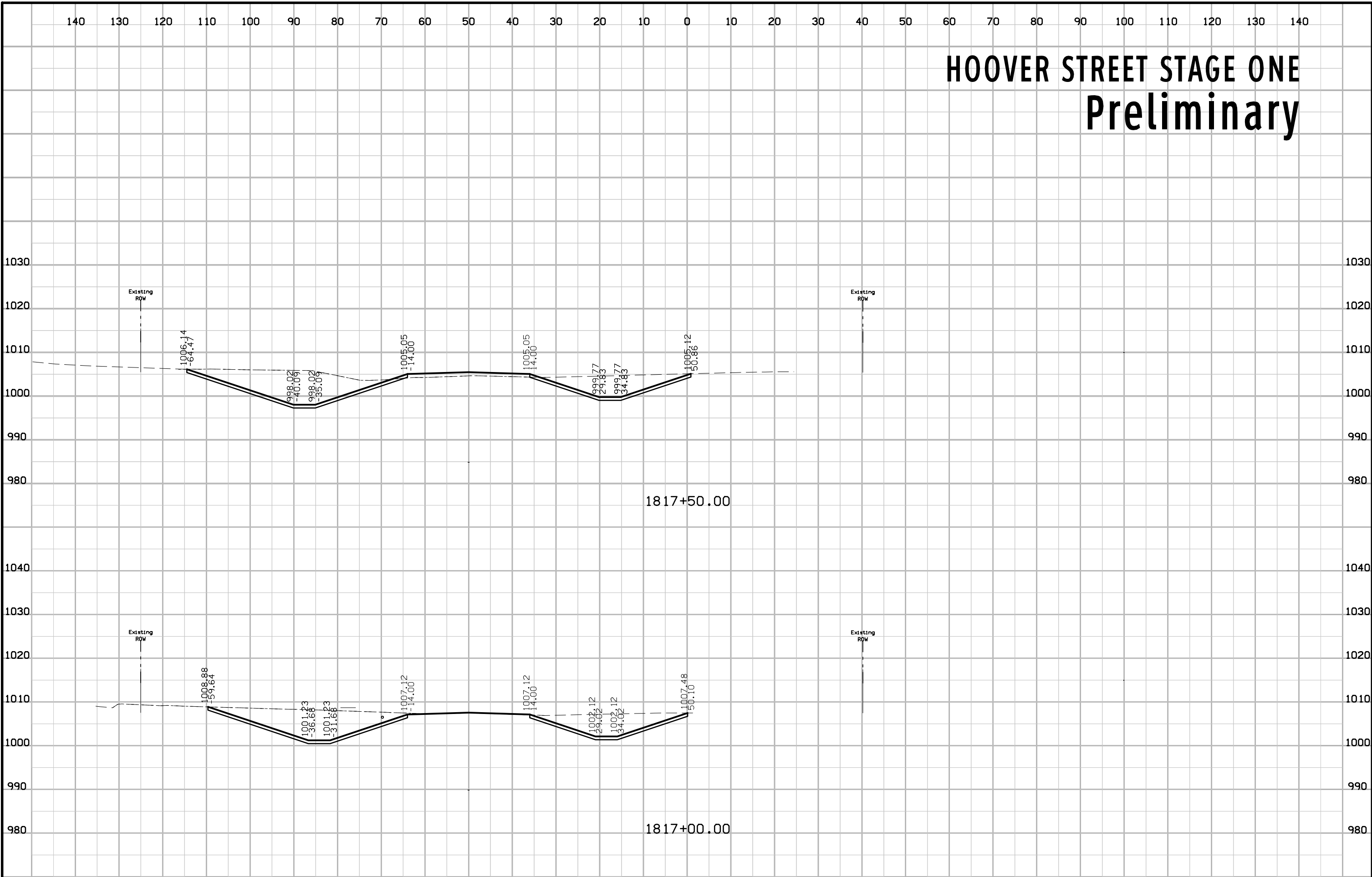
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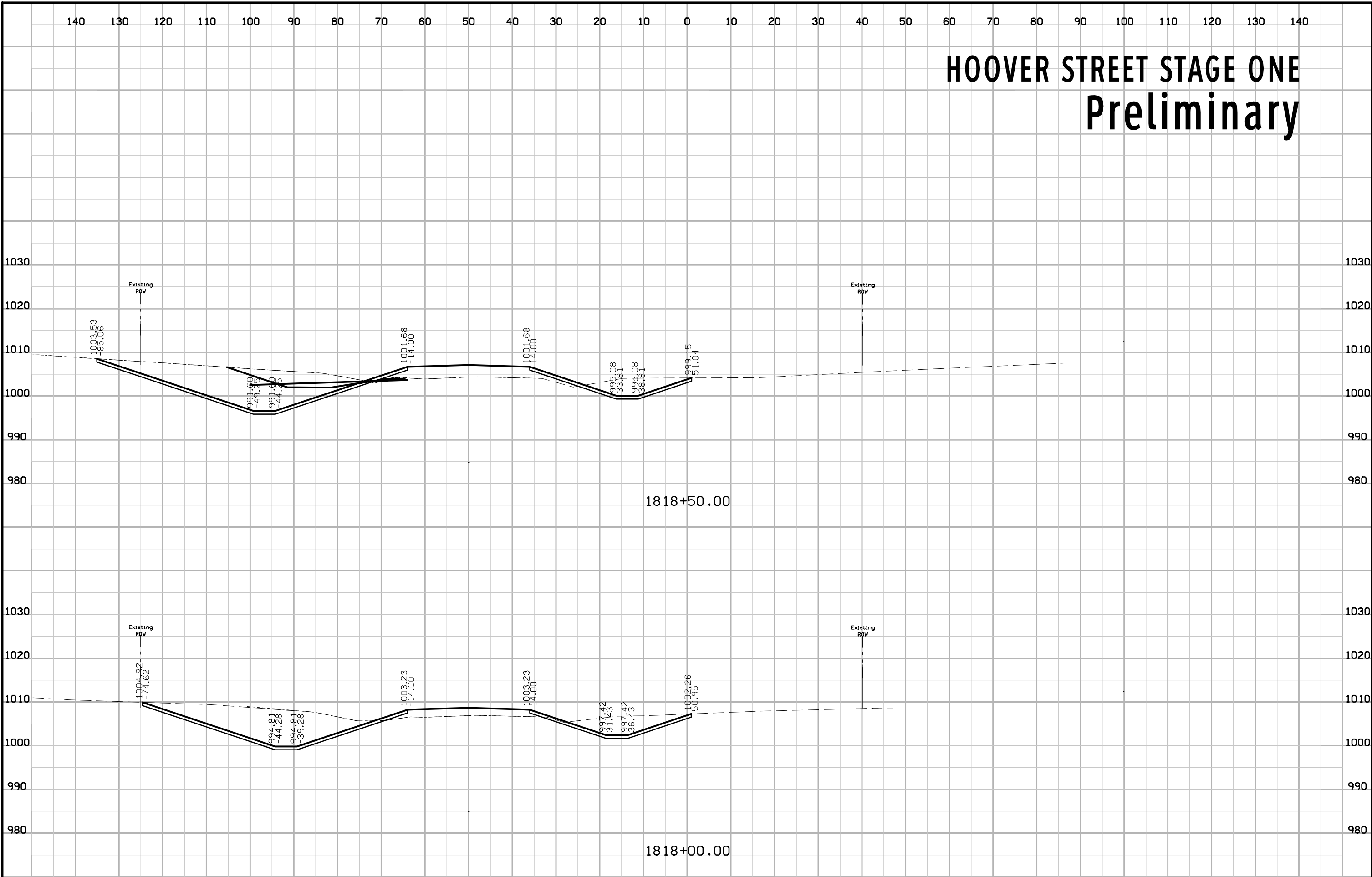
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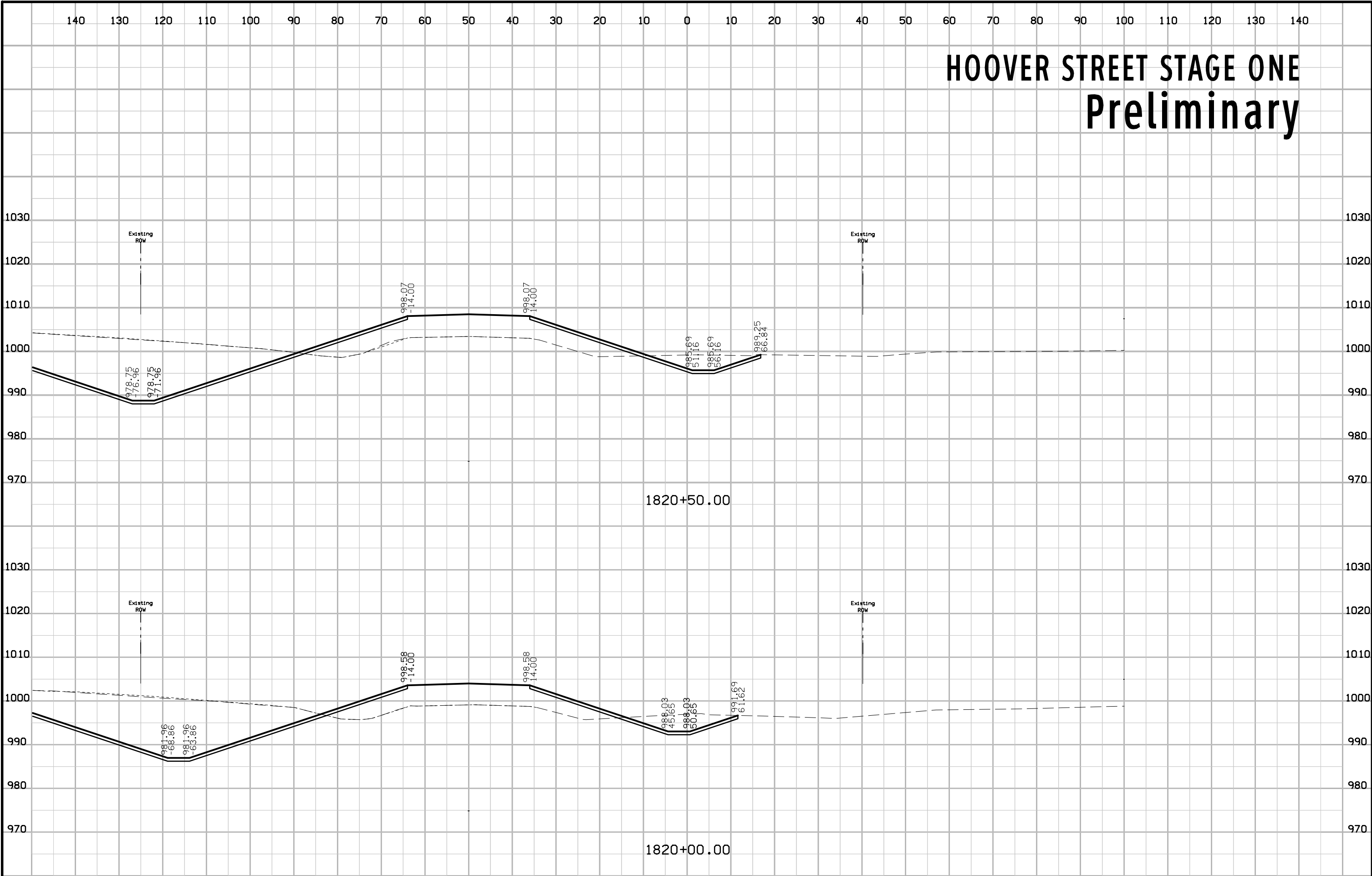
HOOVER STREET STAGE ONE Preliminary



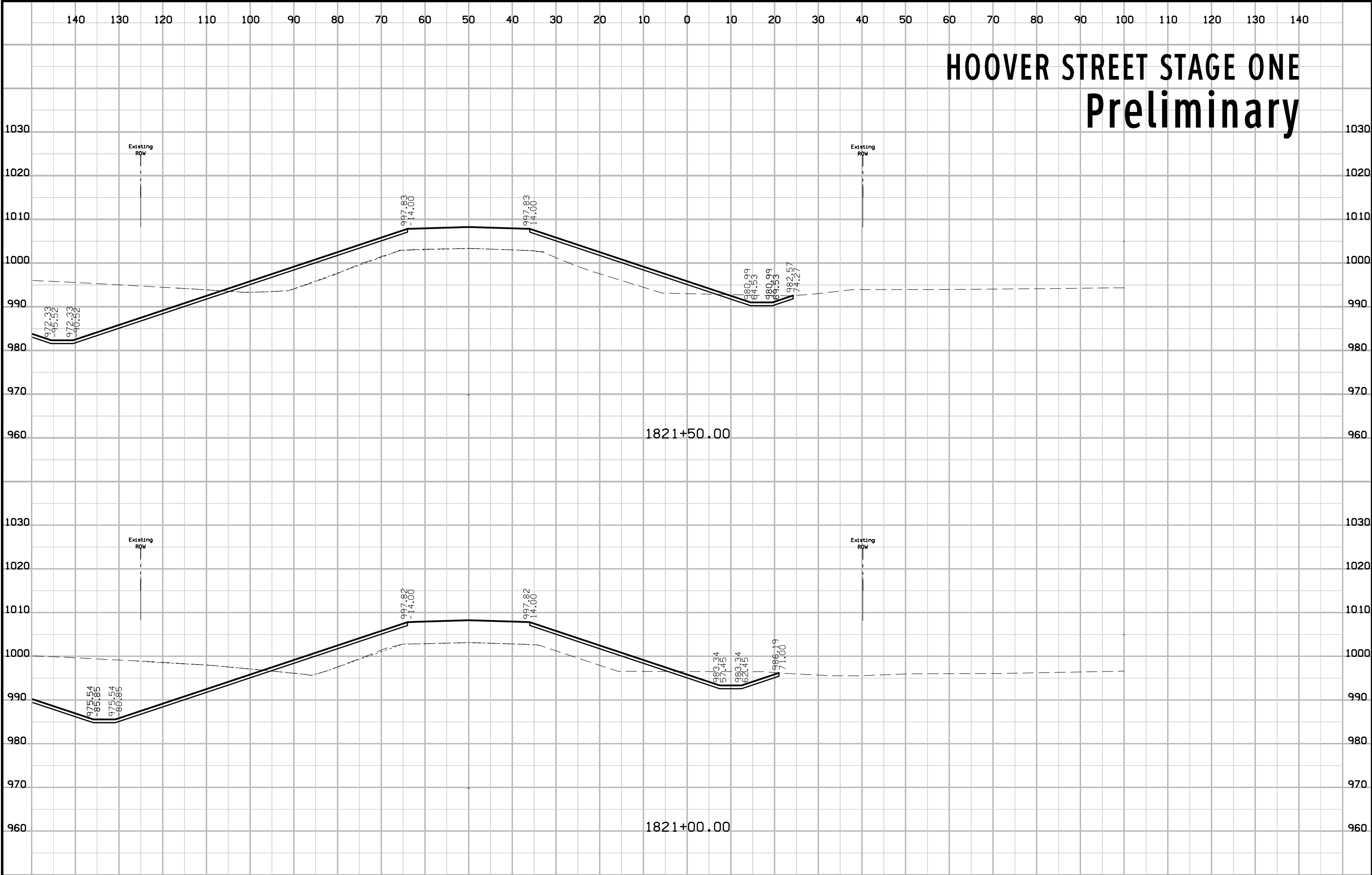
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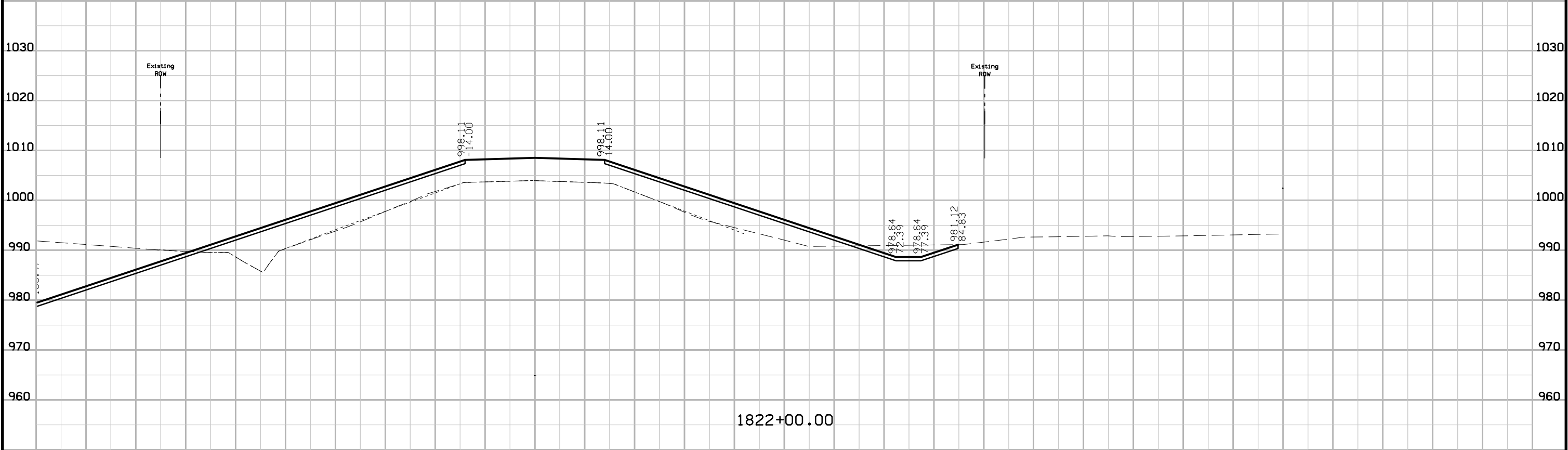
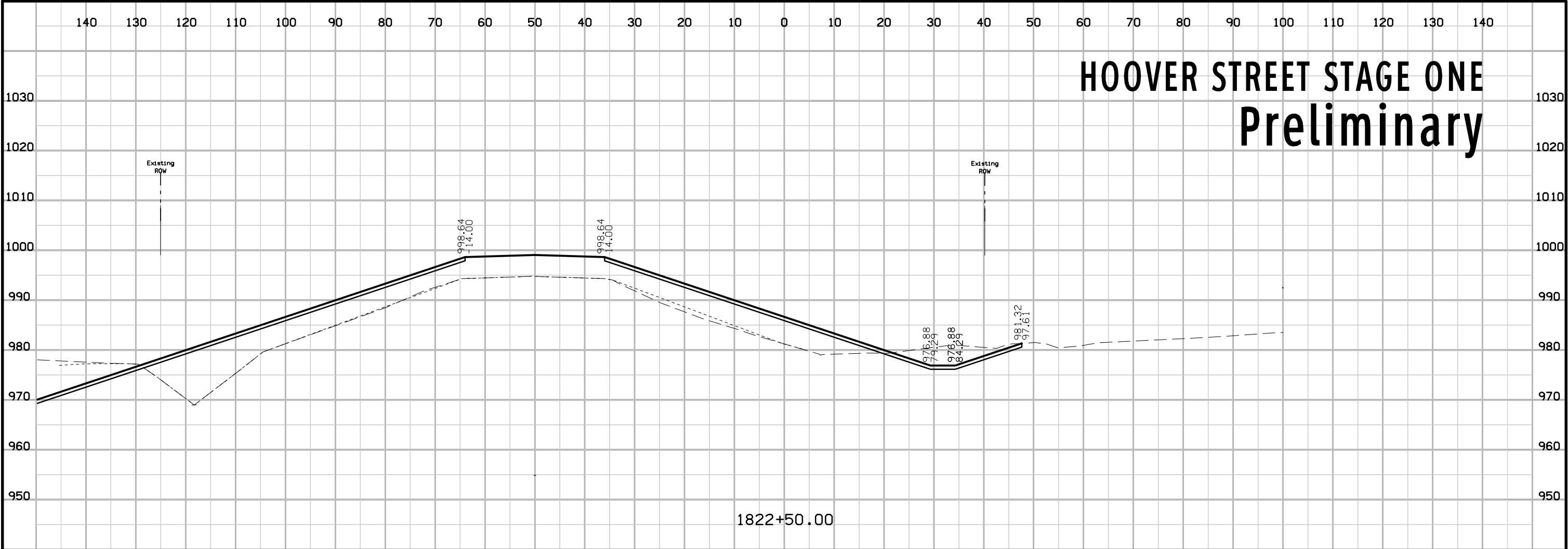
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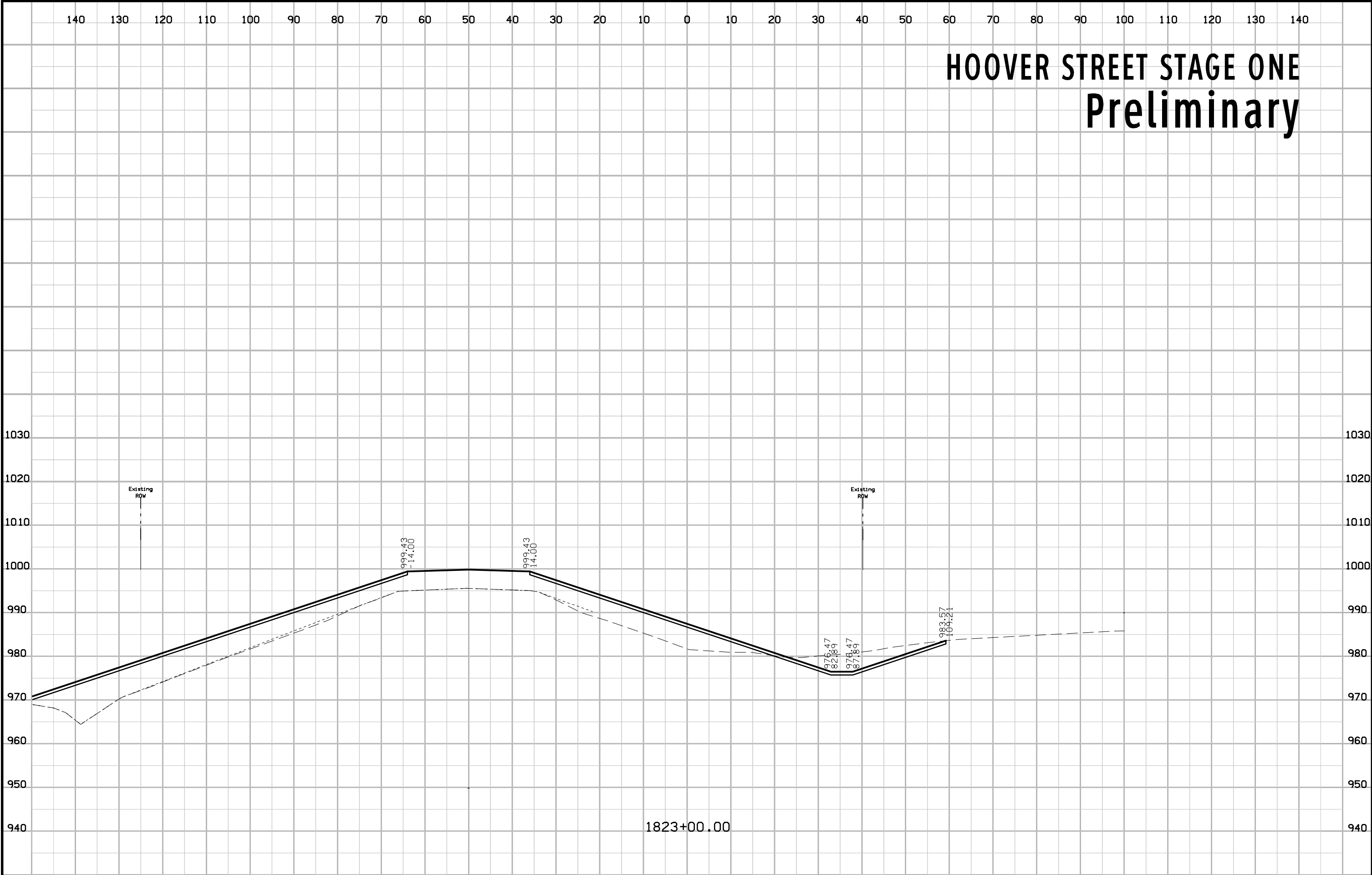
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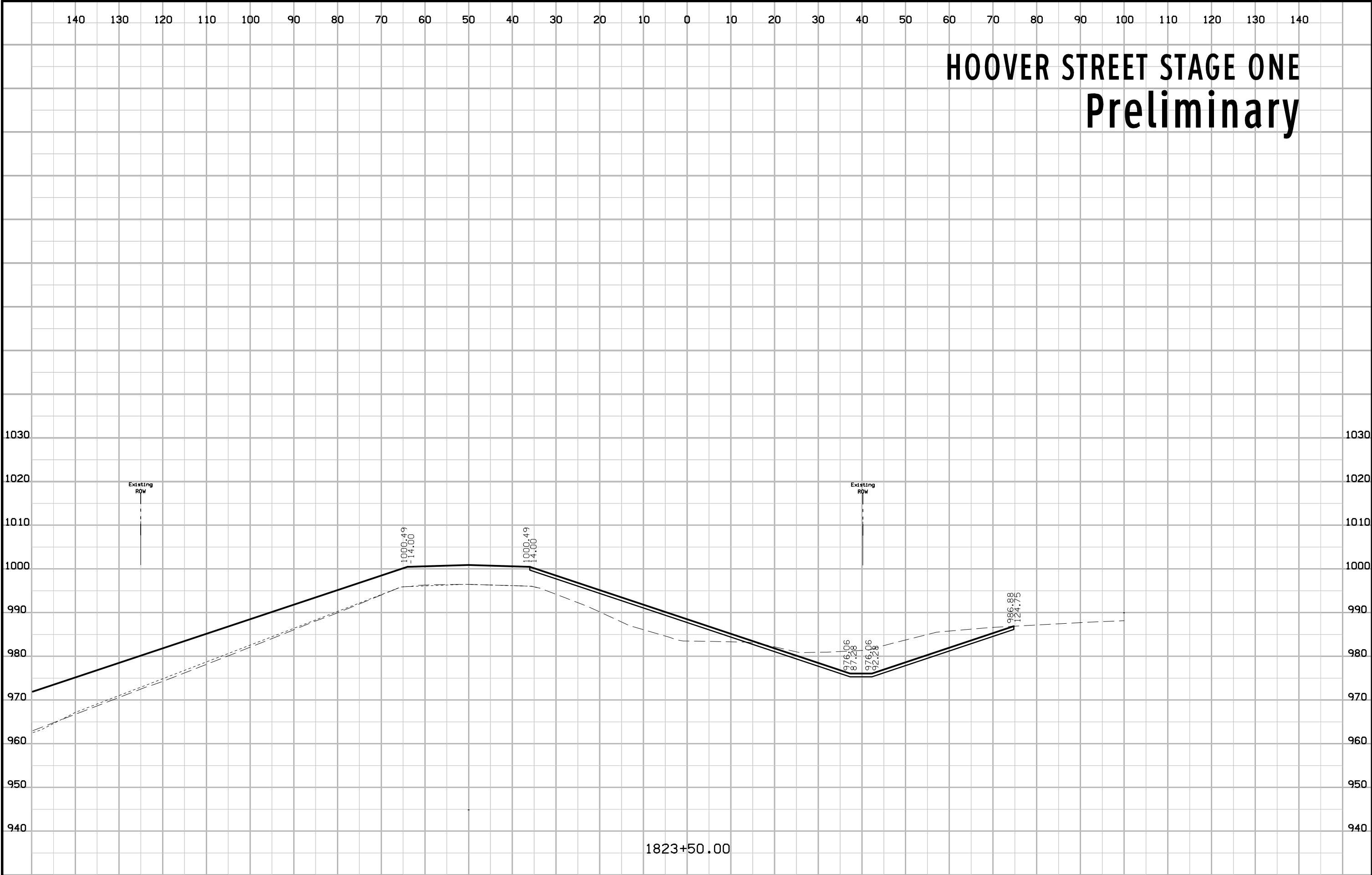
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HOOVER STREET STAGE ONE Preliminary

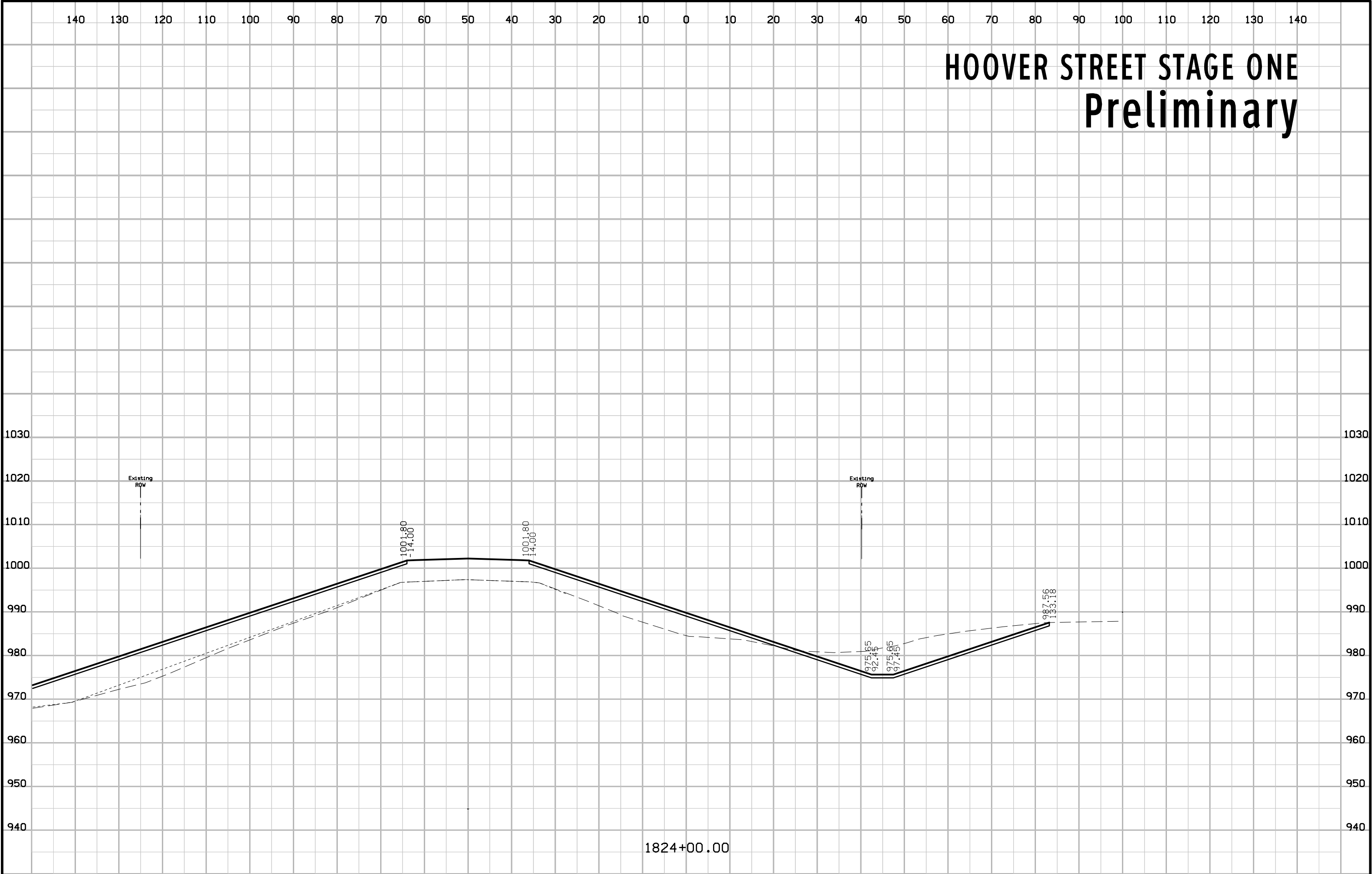


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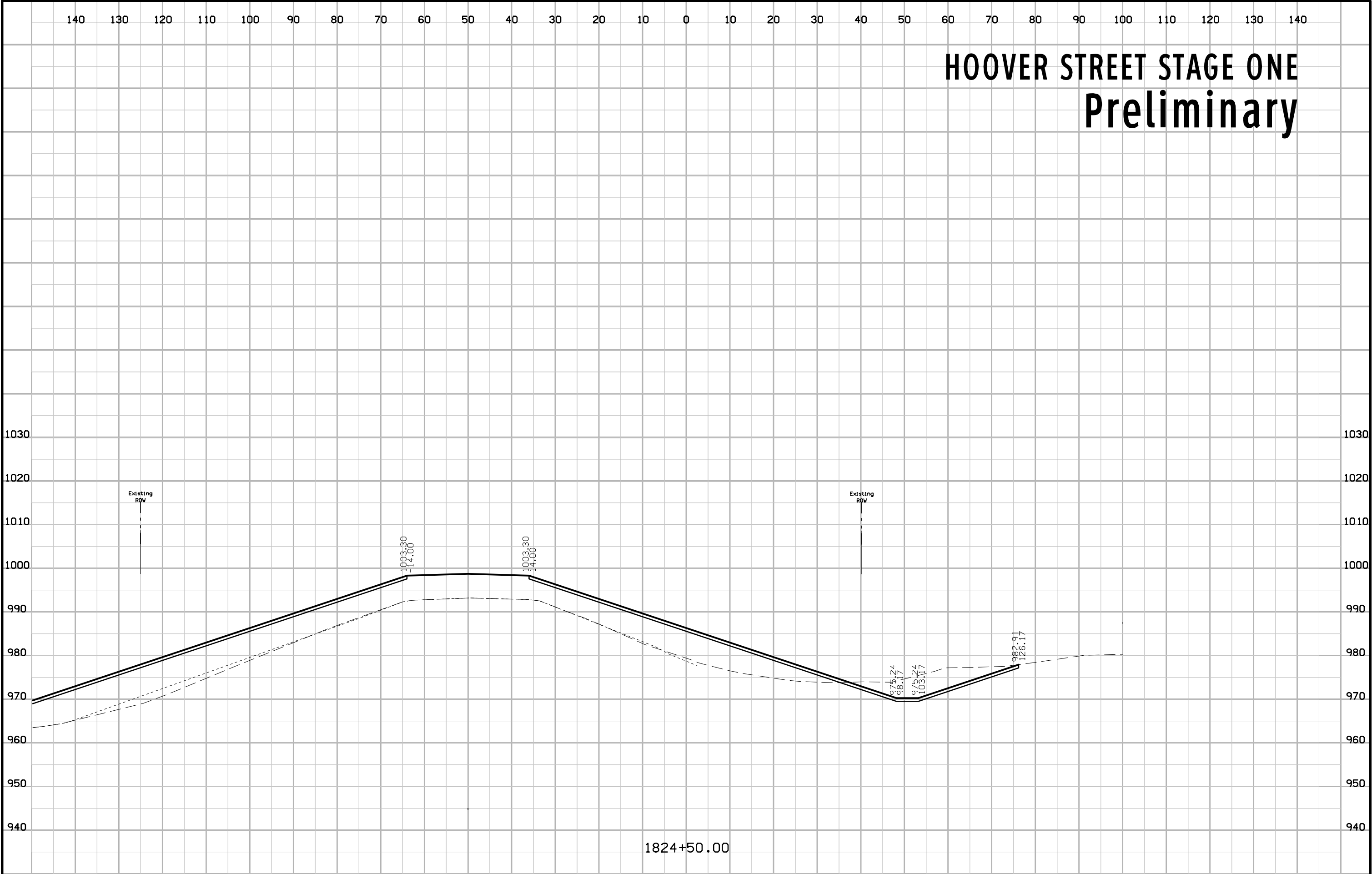


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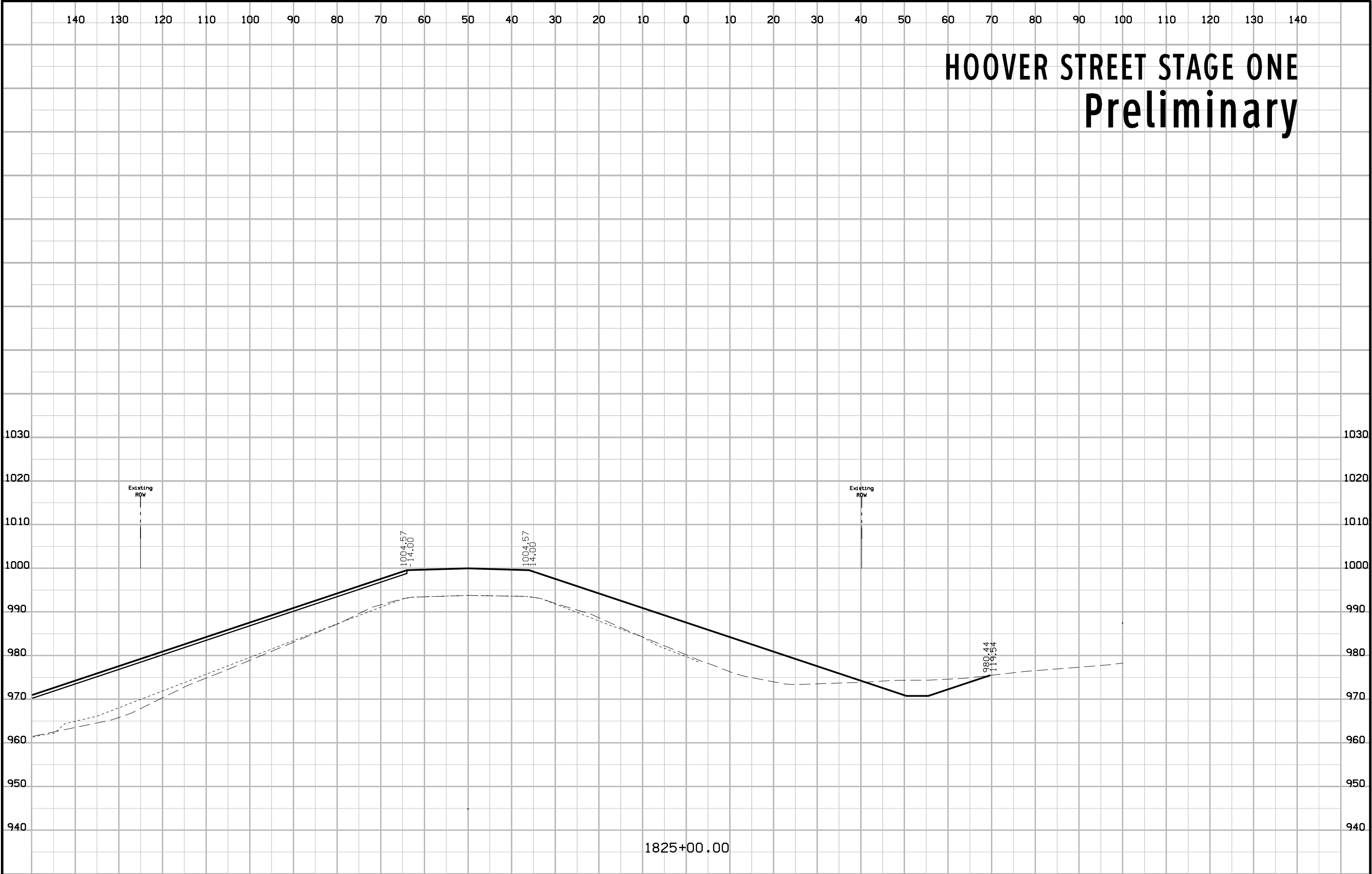
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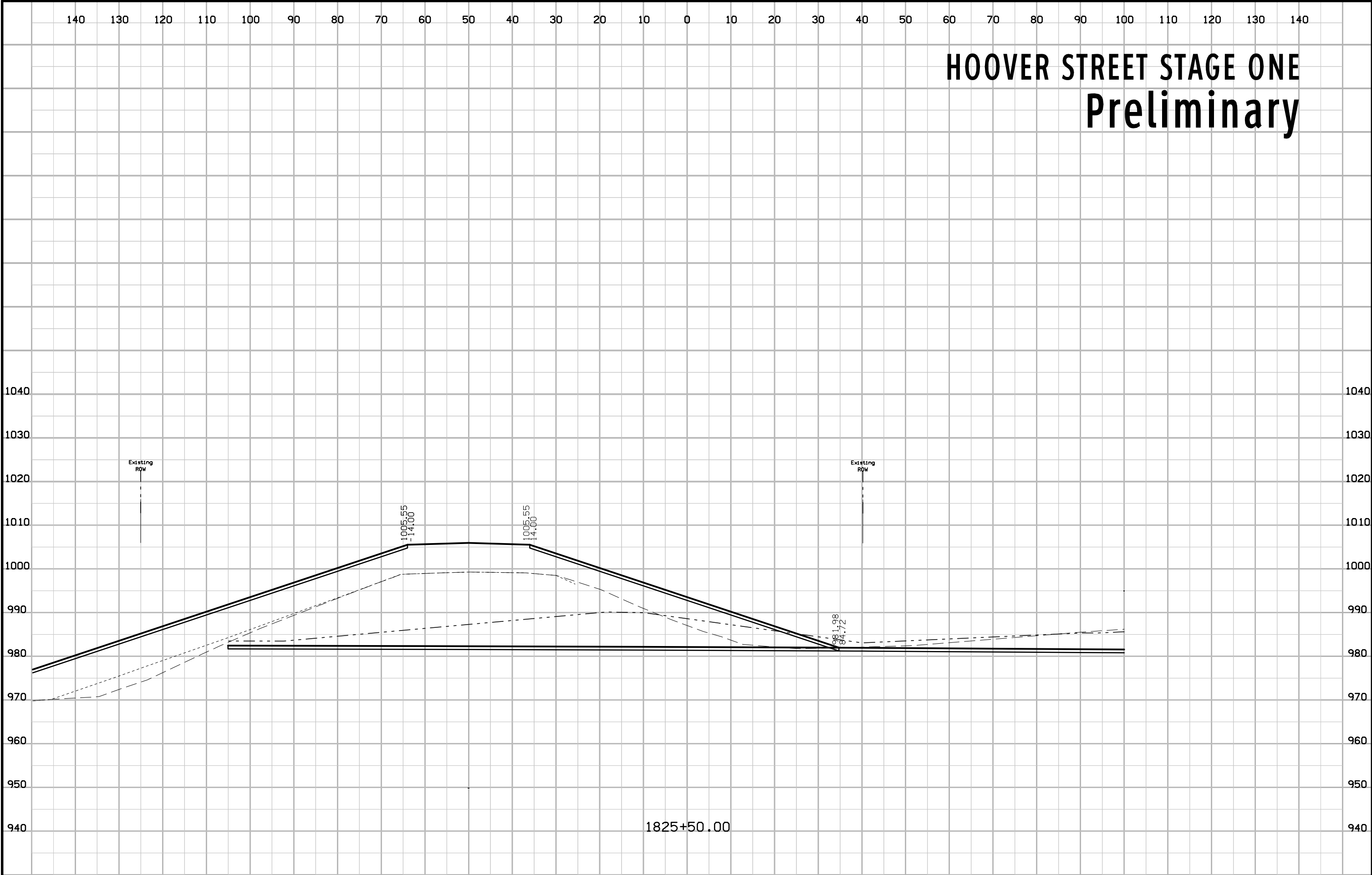
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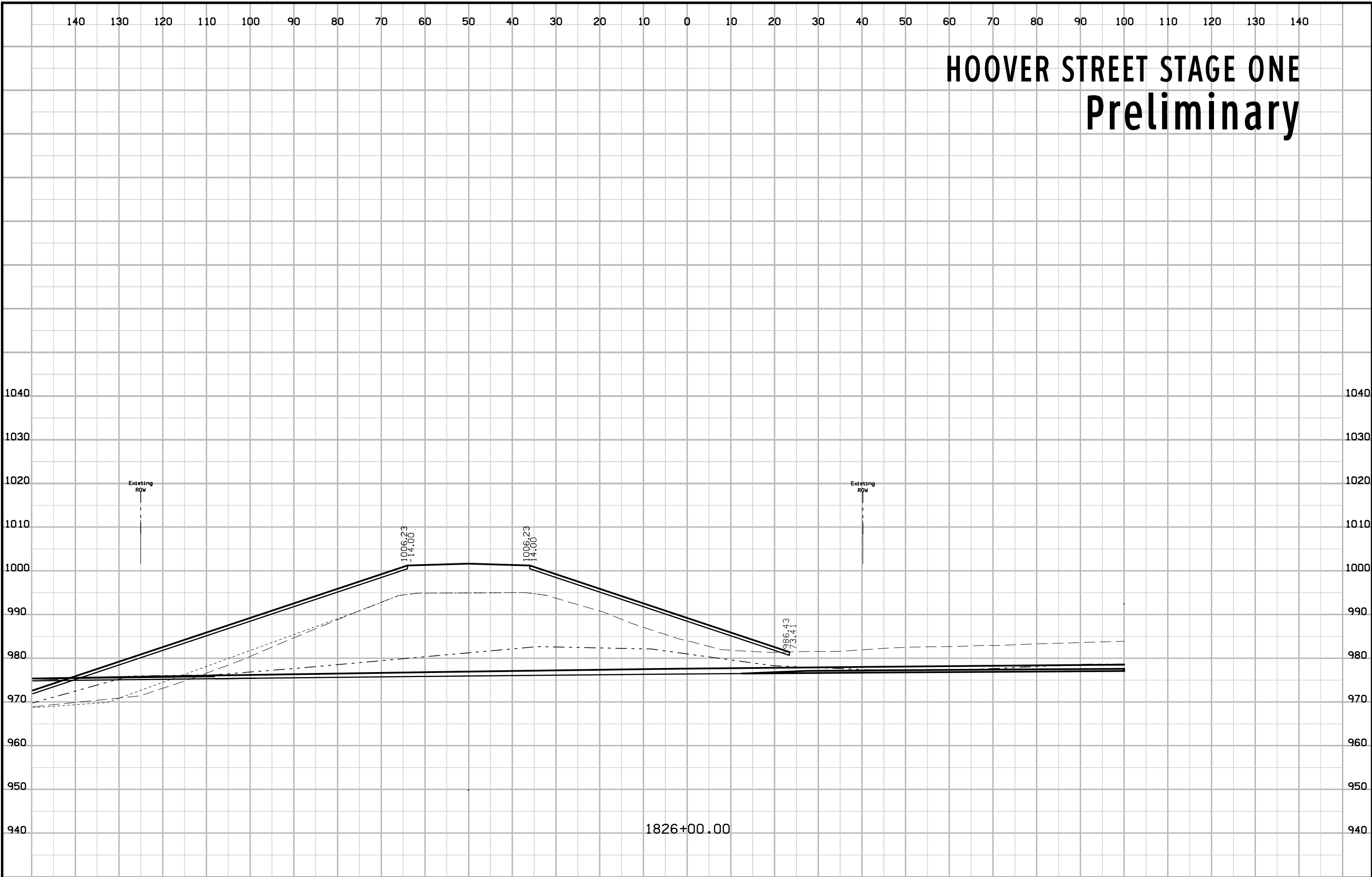
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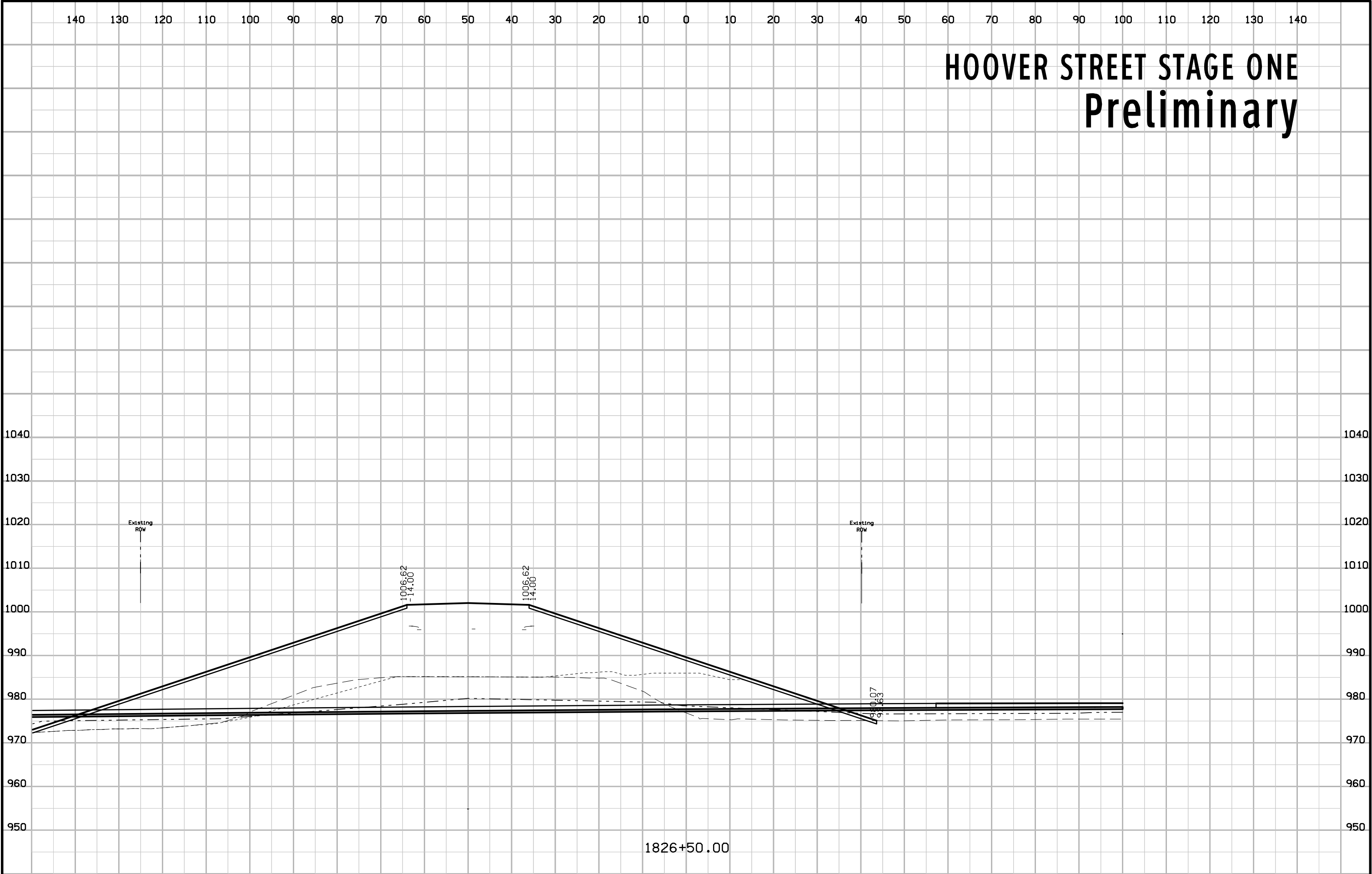
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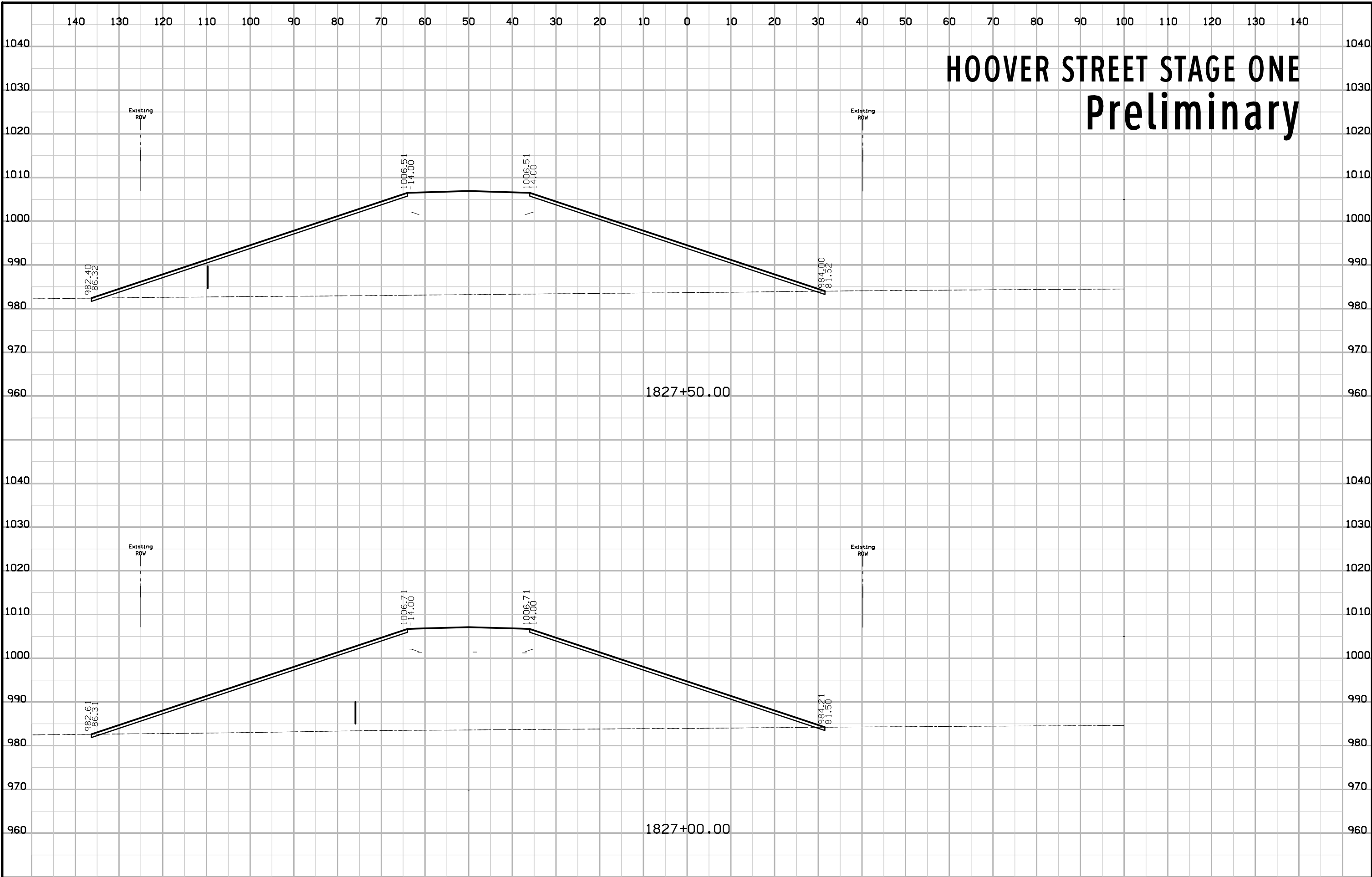
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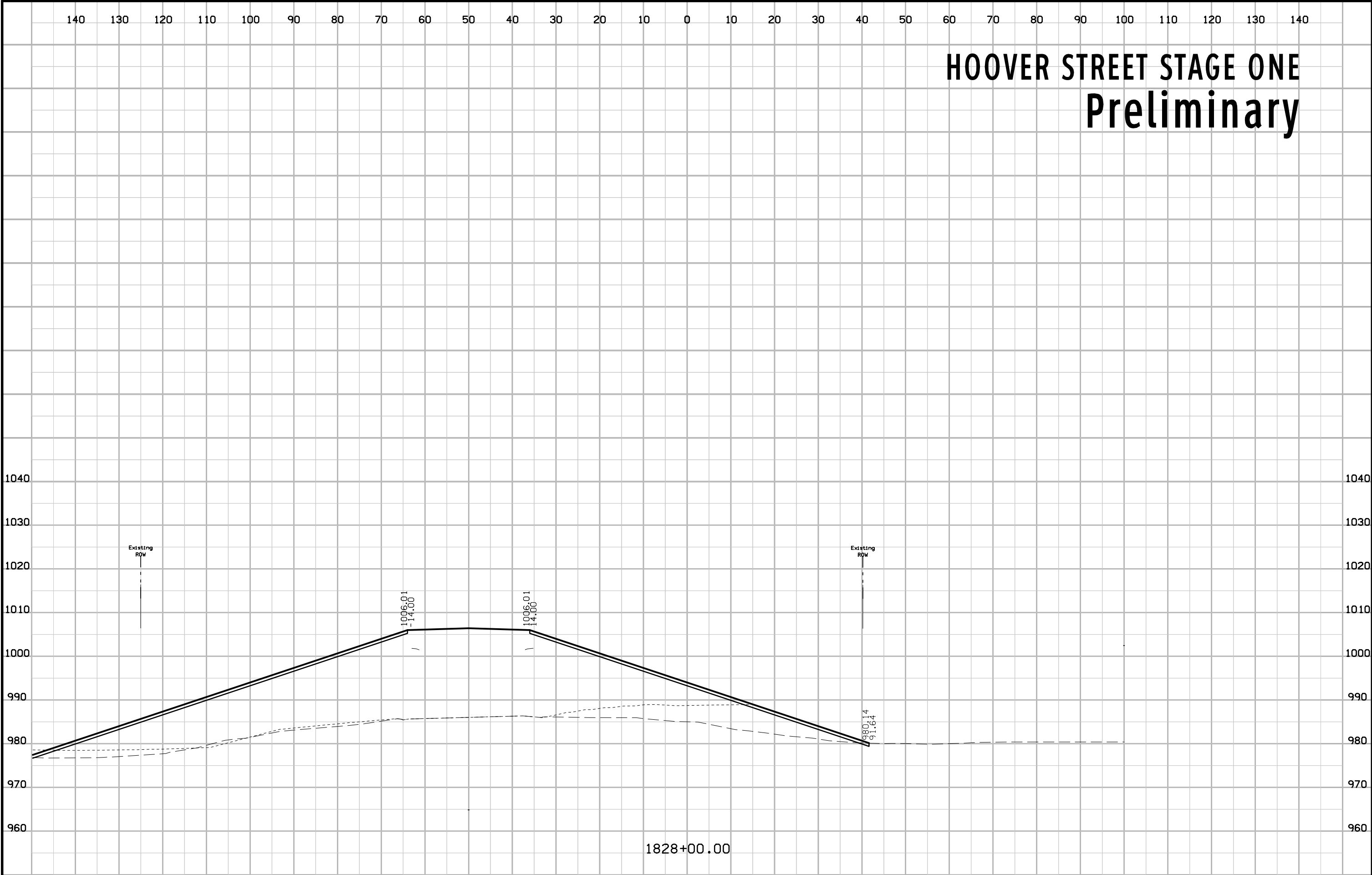
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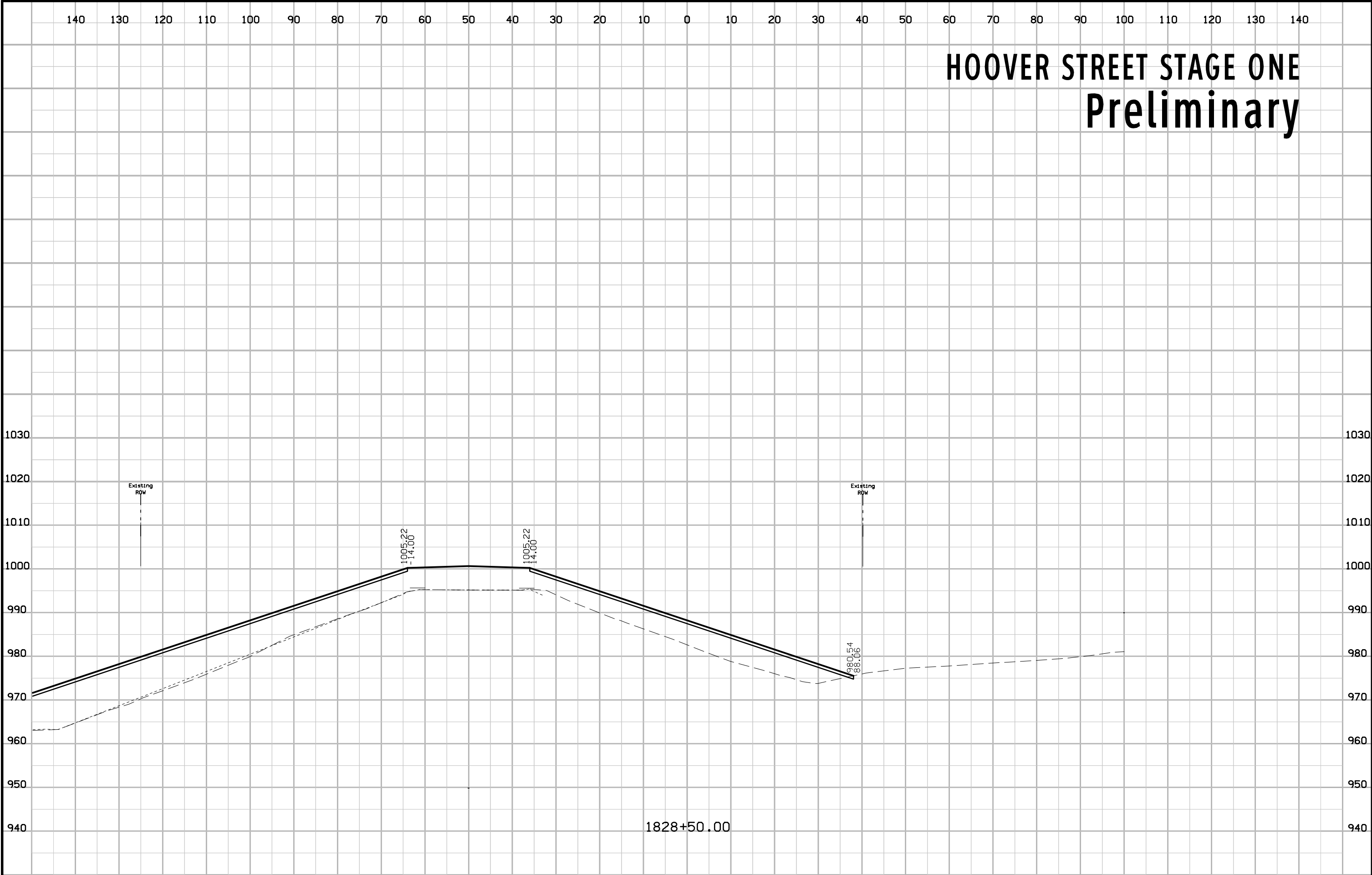
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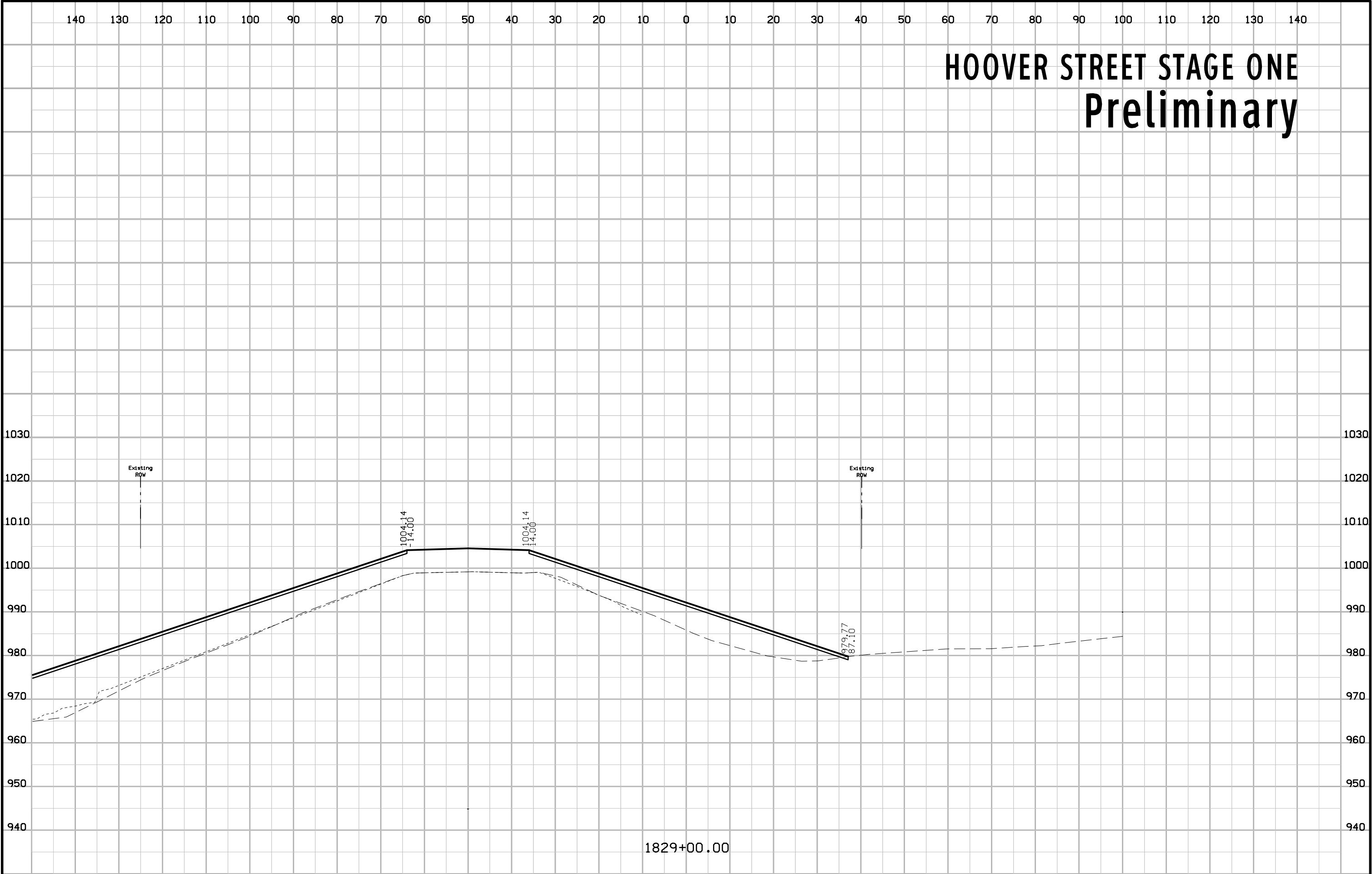
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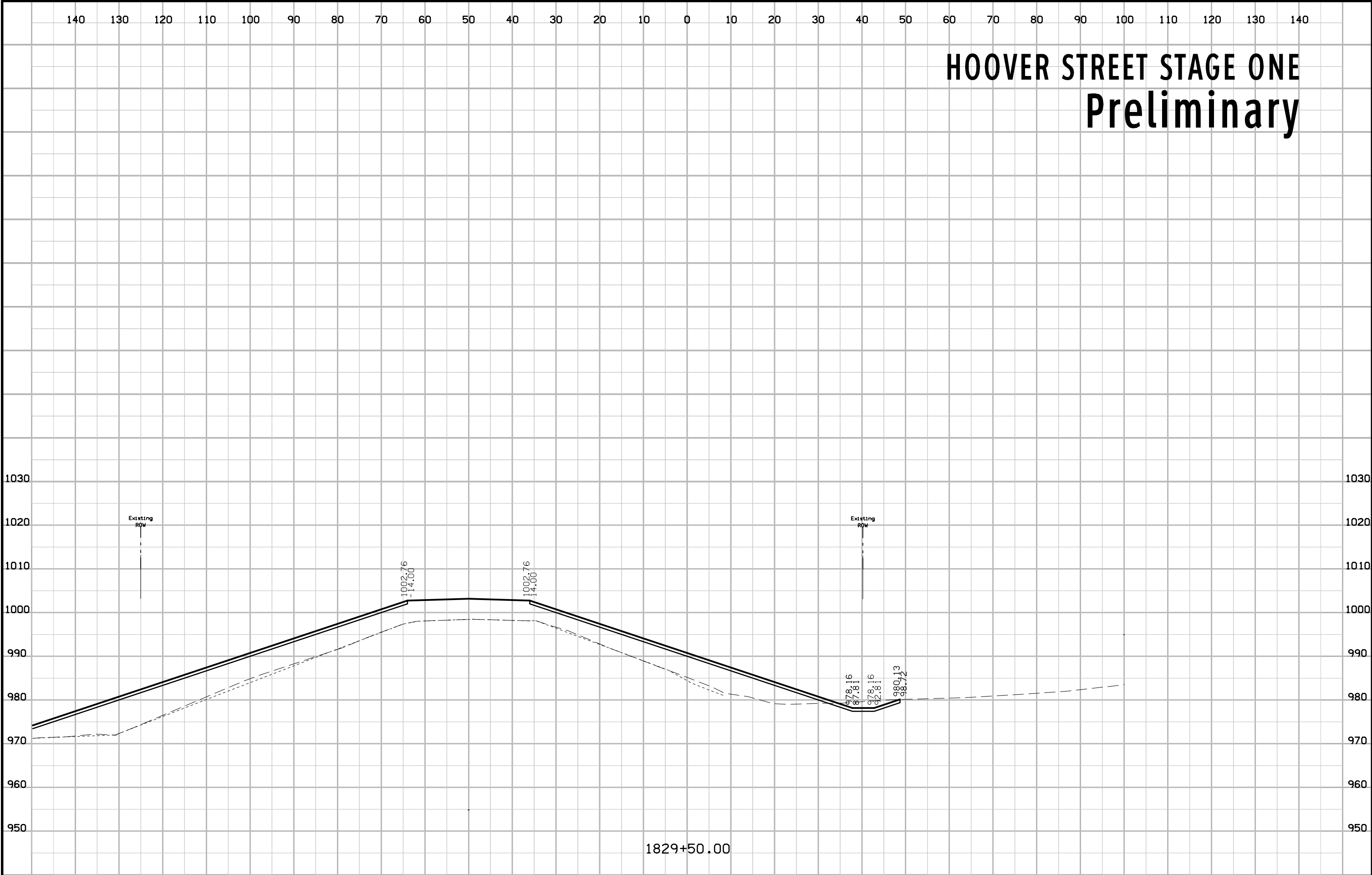
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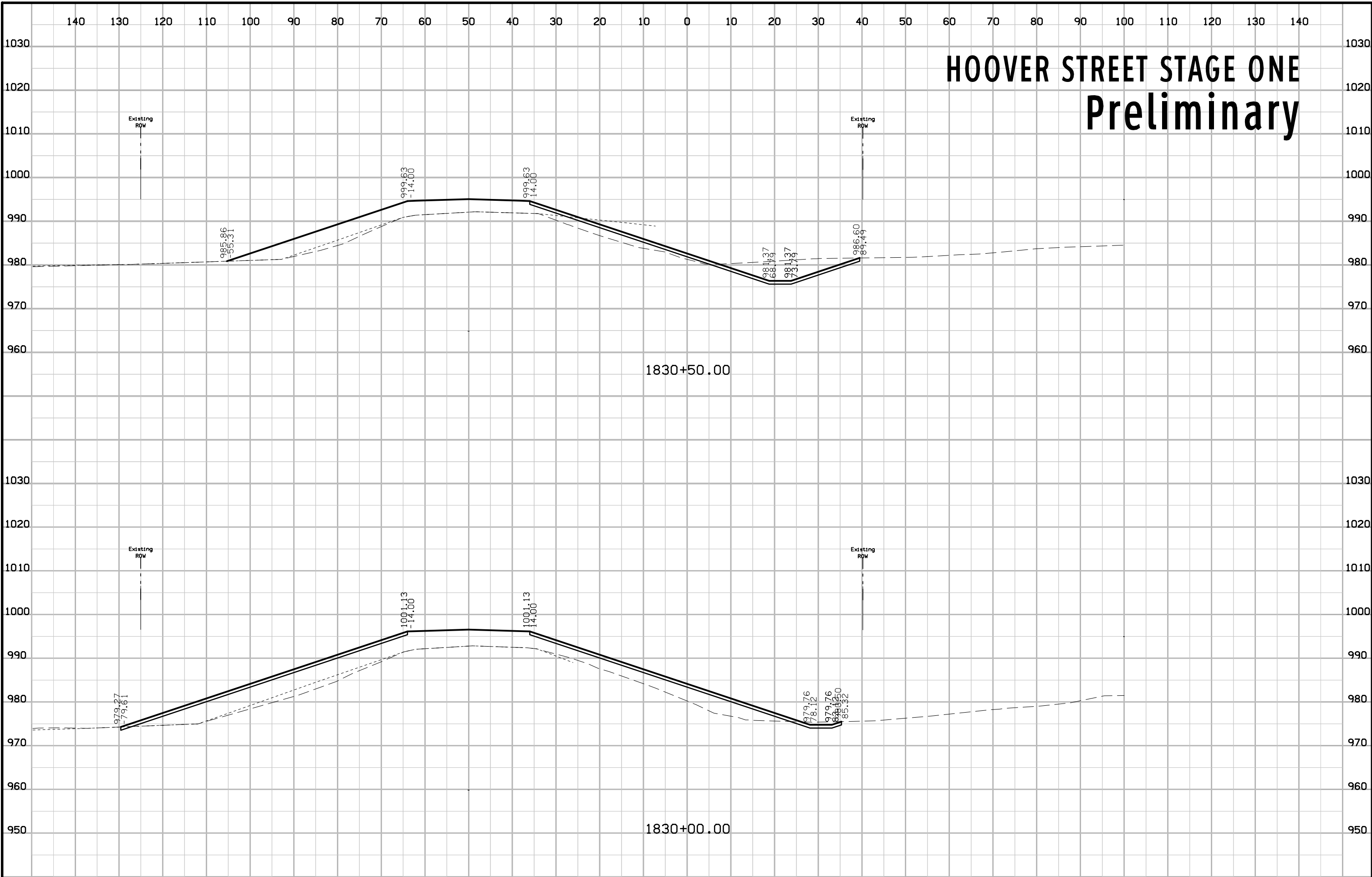
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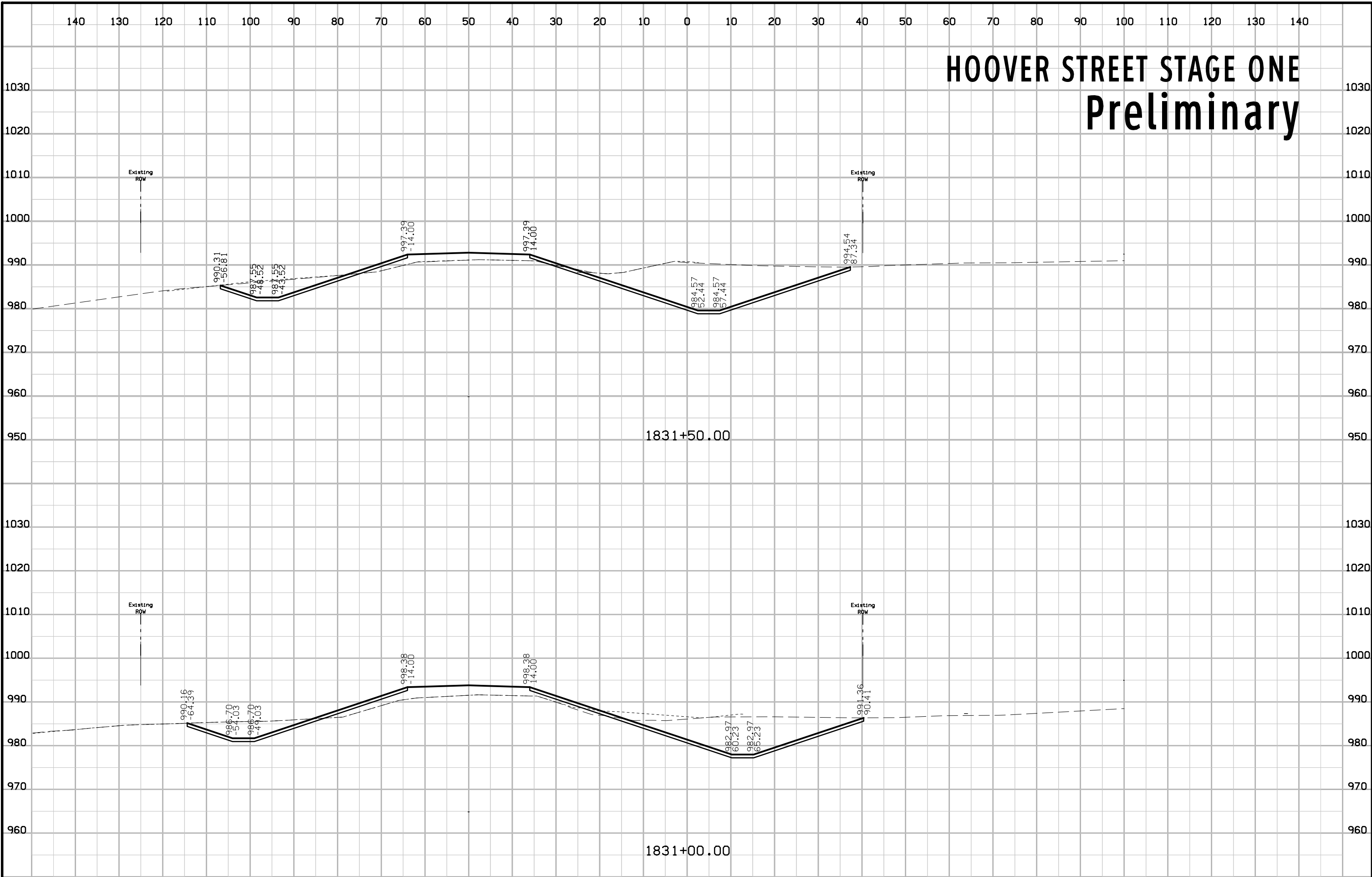
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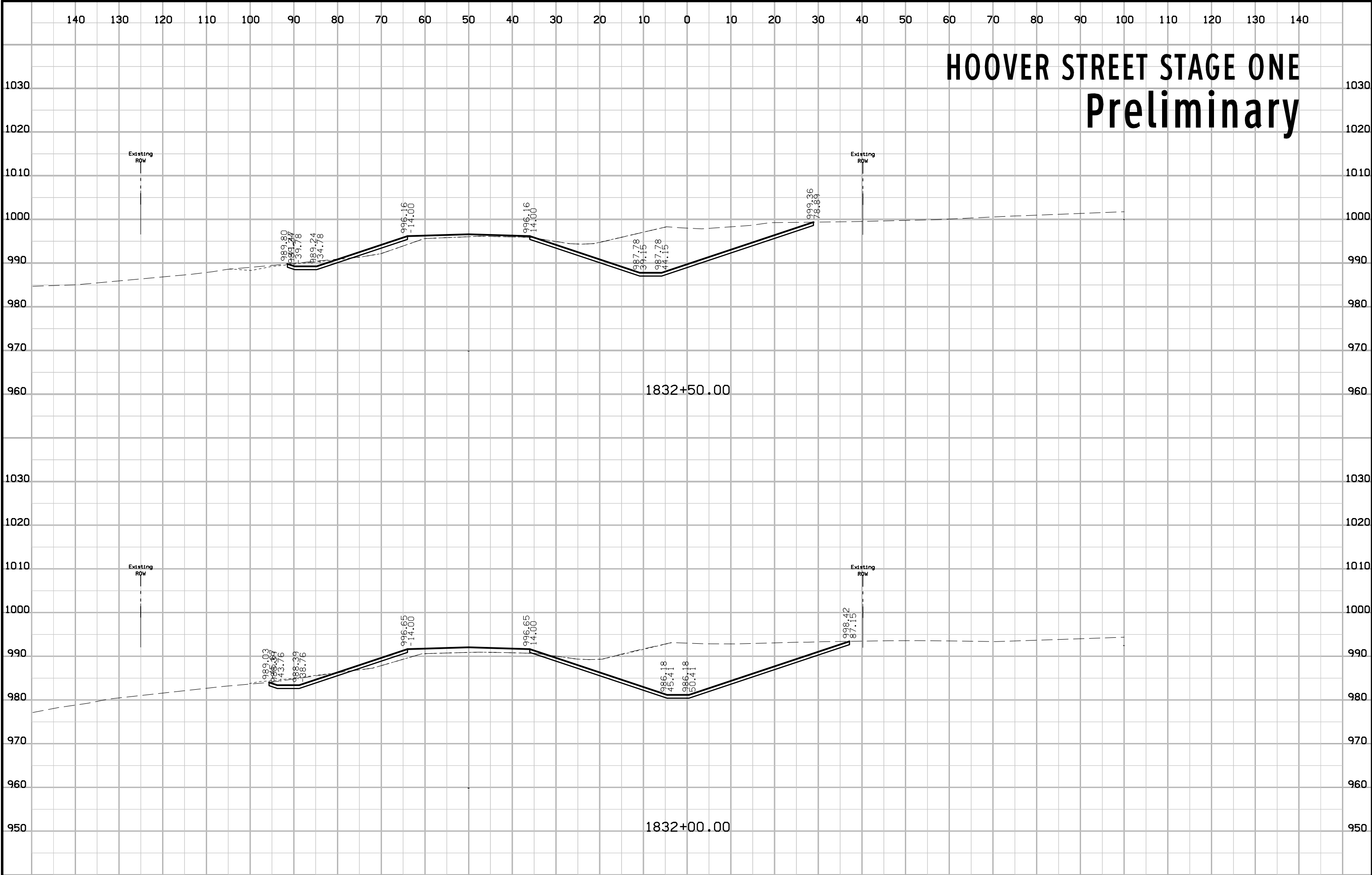
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