

| INDEX OF SHEETS | |
|-----------------|---|
| No. | DESCRIPTION |
| A Sheets | Title Sheets |
| A.1 | Title Sheet |
| A.2 | Location Map Sheet |
| B Sheets | Typical Cross Sections and Details |
| B.1 - 2 | Typical Cross Sections and Details |
| D Sheets | Mainline Plan and Profile Sheets |
| * D.1 | Plan & Profile Legend & Symbol Information Sheet |
| * D.2 | I-80 |
| G Sheets | Survey Sheets |
| G.1 - 3 | Reference Ties and Bench Marks |
| G.4 | Horizontal Control Tab. & Super for all Alignments |
| J Sheets | Traffic Control and Staging Sheets |
| * J.1 | Traffic Control Plan |
| * J.1 | Staging Notes Stage |
| * J.2 | Traffic Control & Staging Legend & Symbol Info. Sheet |
| * J.3 - 15 | Staging and Traffic Control Sheets |
| K Sheets | Interchange Sheets |
| * K.1 | Ramp C I-80 Plan and Profile Sheets |
| W Sheets | Mainline Cross Sections |
| W.1 - 31 | Mainline Cross Sections |
| Y Sheets | Ramp Cross Sections |
| Y.1 - 9 | Ramp Cross Sections |
| | * Color Plan Sheets |



PLANS OF PROPOSED IMPROVEMENT ON THE
INTERSTATE ROAD SYSTEM
Polk COUNTY
GRADE AND PAVE
WESTBOUND I-80 RAMP AT W I-35/235 INTERCHANGE

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

| TOTAL |
|-------------------------------|
| .. |
| PROJECT IDENTIFICATION NUMBER |
| 20-77-080-020 |
| PROJECT NUMBER |
| IMX-080-3(299)122--02-77 |
| R.O.W. PROJECT NUMBER |
| IMN-080-3(300)122--0E-77 |
| |
| |

DESIGN DATA URBAN

| | | | |
|-------|--------------|---------|--------|
| 2020 | AADT | 89,000 | V.P.D. |
| 2035 | AADT | 128,500 | V.P.D. |
| 20 -- | DHV | -- | V.P.H. |
| | TRUCKS | -- | % |
| | Total | | |
| | Design ESALs | -- | |

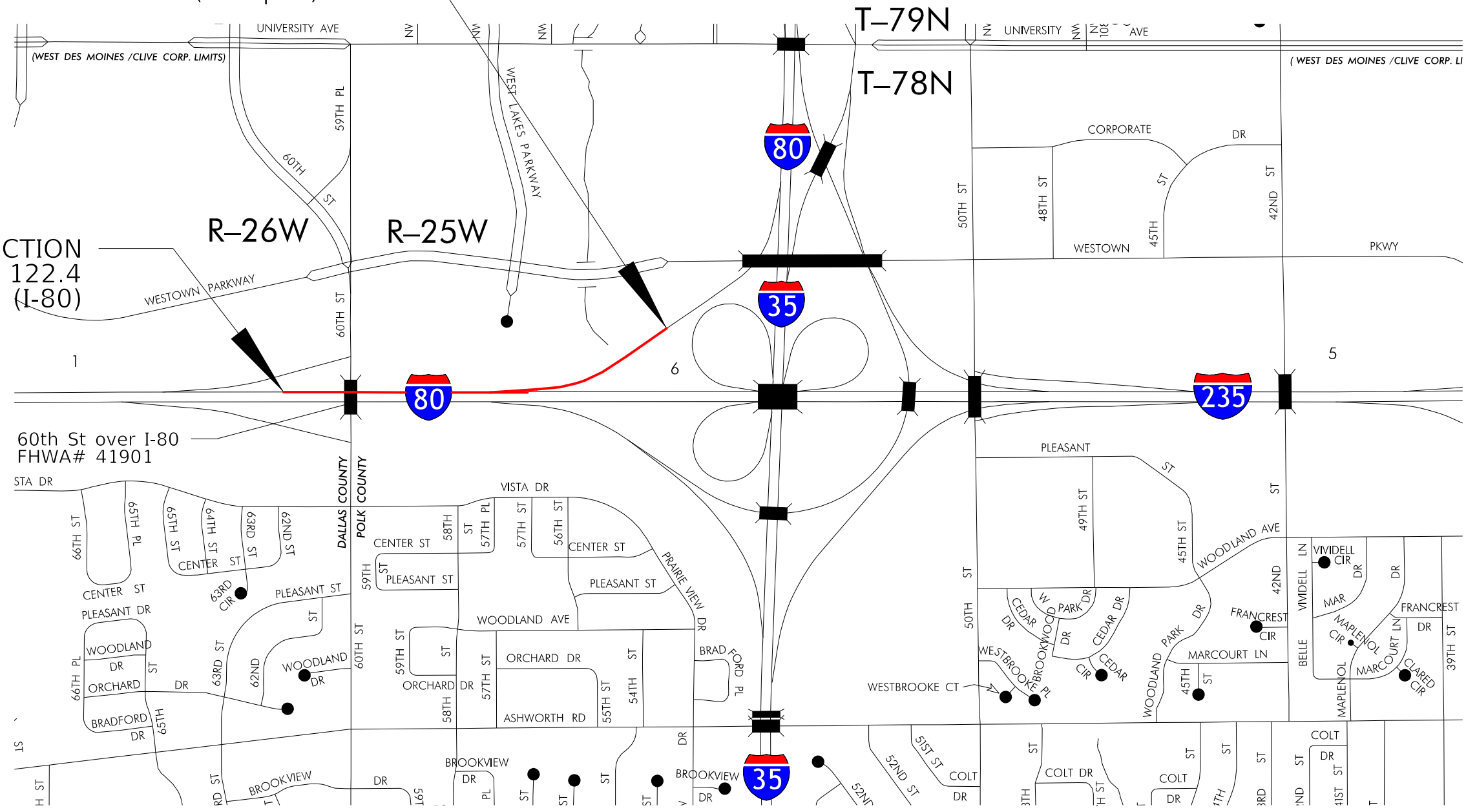
PRELIMINARY PLANS

Subject to change by final design.

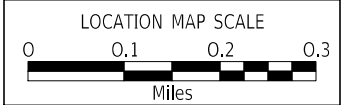
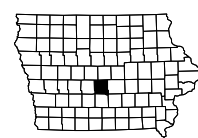
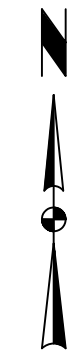
D3 PLAN – Date: 05/02/2022

END CONSTRUCTION
 Ref. Loc. 122.8
 STA 41316+32 (Ramp C)

BEGIN CONSTRUCTION
 Ref. Loc 122.4
 STA 1291+80 (I-80)



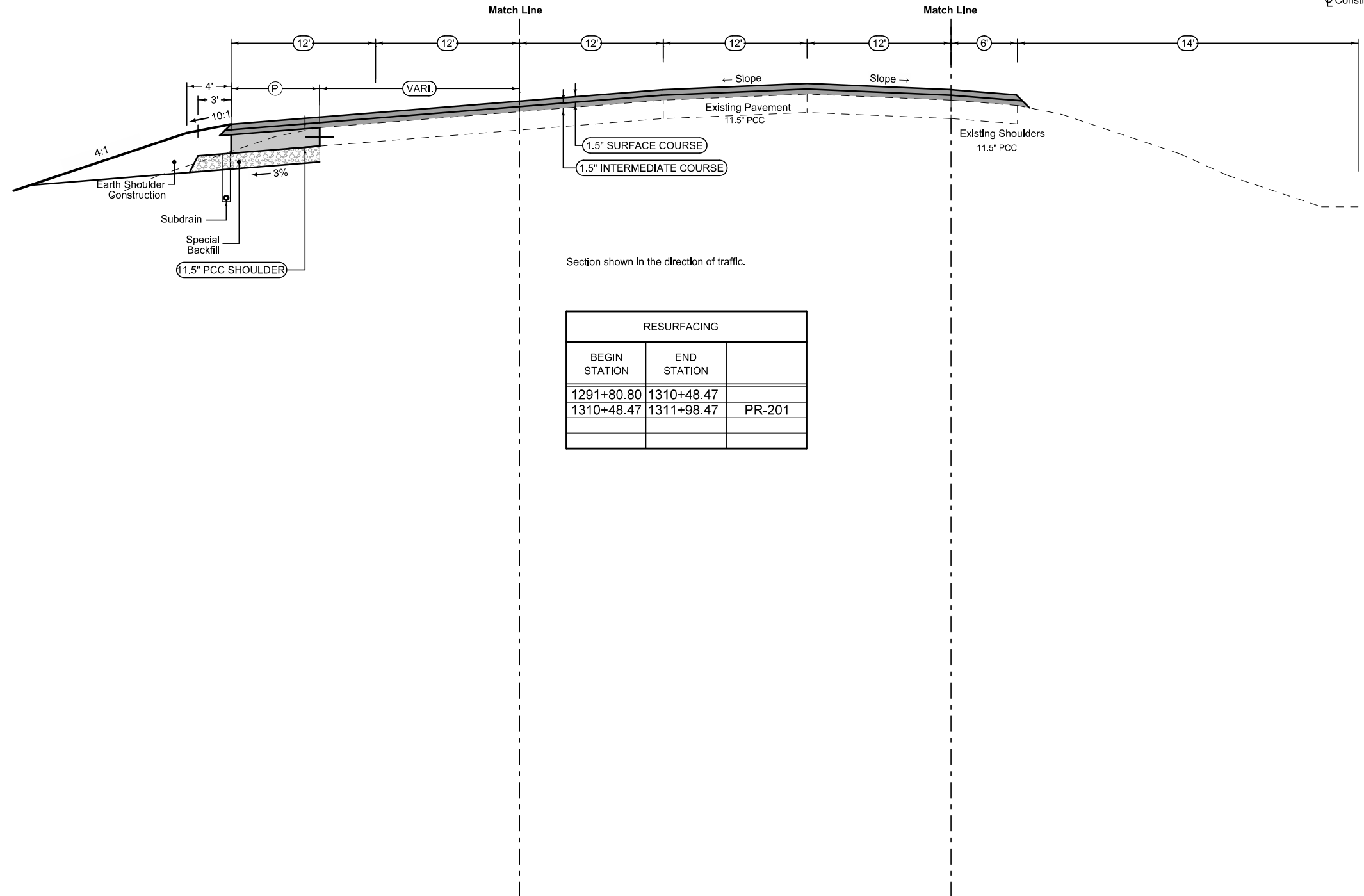
60th St over I-80
 FHWA# 41901



Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 17' spacing

| | | |
|----------------------|------------|----------|
| 2_P_FullPCC_04-21-20 | | |
| STATION TO STATION | (P) | Feet |
| 1291+80.80 | 1296+91.04 | 14.7 |
| 1296+91.04 | 1303+79.30 | 14.7 - 0 |
| 1296+91.04 | 1311+98.47 | 0 |



| RESURFACING | | |
|---------------|-------------|--------|
| BEGIN STATION | END STATION | |
| 1291+80.80 | 1310+48.47 | |
| 1310+48.47 | 1311+98.47 | PR-201 |
| | | |

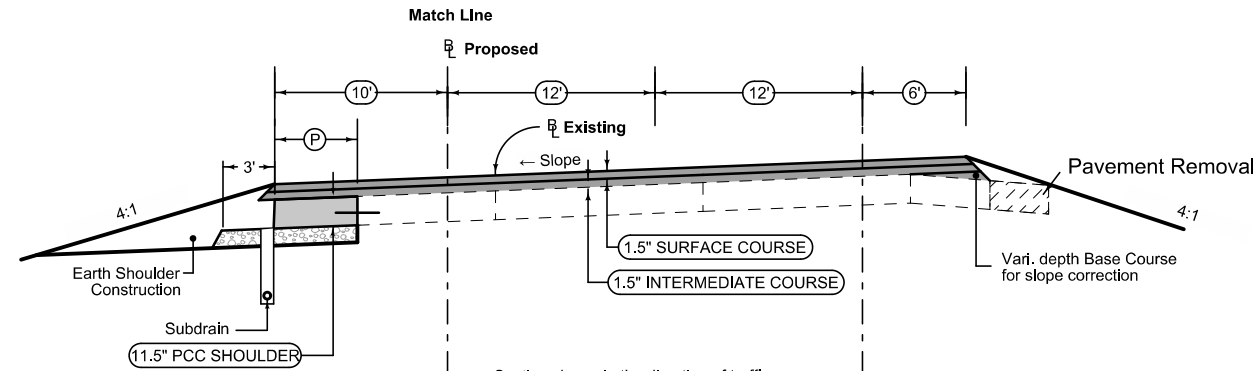
See Tab 100-24 or 100-25 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

I-80 West Bound

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 17' spacing

| 2_P_FullPCC_MODIFIED | | |
|----------------------|-------------|-------------|
| STATION TO STATION | | (P) Feet |
| 41309+75.43 | 41316+32.21 | VARI. |
| | | |
| | | |



Section shown in the direction of traffic.

Ramp Jointing:
 Transverse joints: CD at 17' spacing.
 Longitudinal joint: L-2

| 2RP_04-21-20 | |
|---------------|-------------|
| BEGIN STATION | END STATION |
| 41310+31.75 | 41316+32.21 |
| | |
| | |

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

Ramp C

SURVEY SYMBOLS

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

UTILITY LEGEND

- E1 - EL1D, Mid American Energy - Quality D
- E5 - EL5D, Iowa DOT - Quality D
- F013 - FO13D, Wells Fargo Home Mortgage - Quality D
- F0 - FO2D, Lumen (Century Link) - Quality D
- F04 - FO4D, Aureon Network Services - Quality D
- F08 - FO8D, City of West Des Moines Traffic - Quality D
- G - GL1D, Mid American Gas - Quality D
- TV - TV1D, Mediacom - Quality D

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) | | Proposed PCC Pavement Widening |
| Red | (3) | | Delineates Restricted Areas |
| Lavender | (9) | | Temporary Pavement Shading |
| Gray, Light | (48) | | Proposed HMA Resurfacing 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 |
| Lavender | (9) | | Temporary Pavement Shading |

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

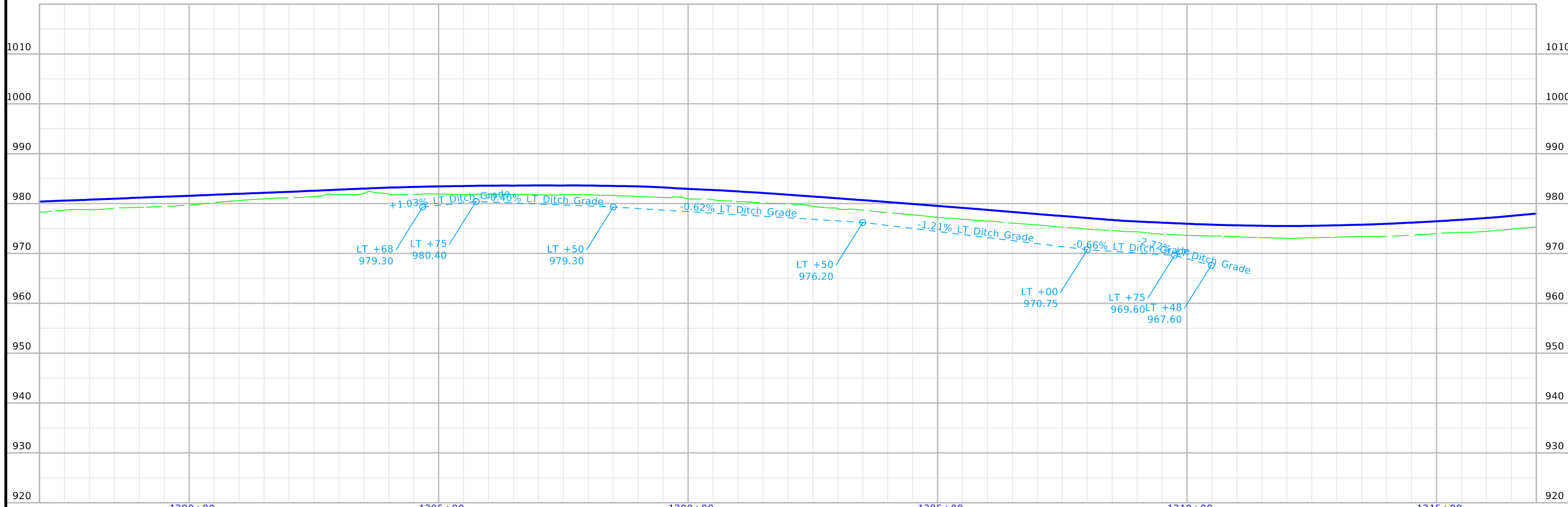
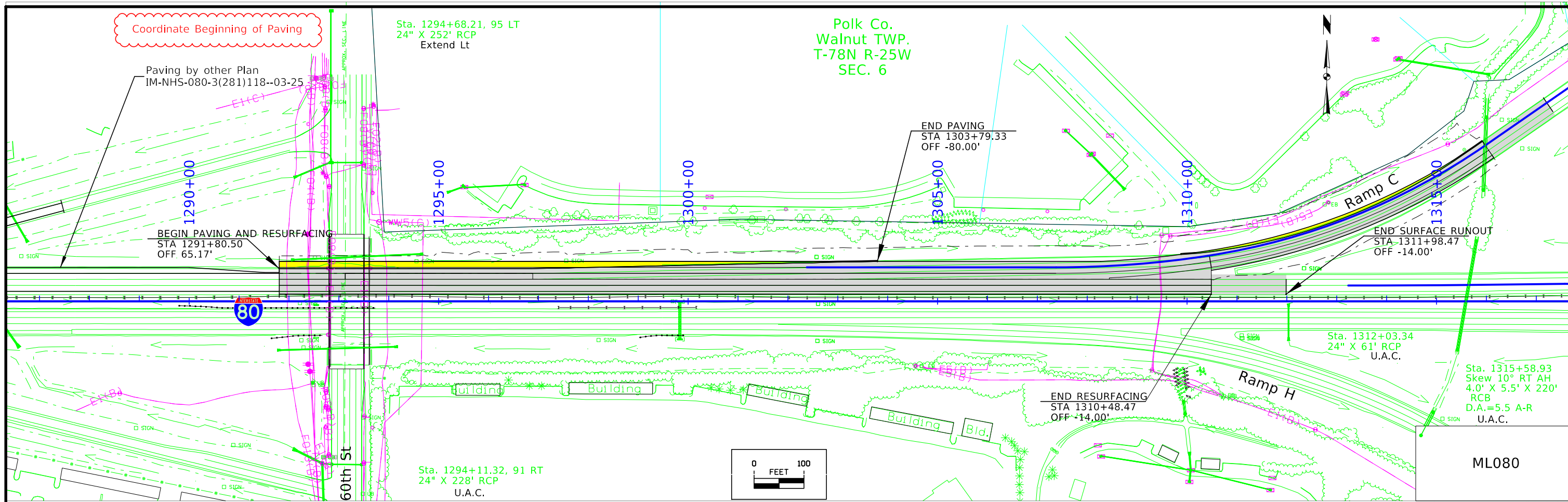
| LINEWORK | | Design Color No. | |
|-------------|-------|------------------|---------------------------------|
| Green | (2) | | Existing Ground Line Profile |
| Blue | (1) | | Proposed Profile and Annotation |
| Magenta | (5) | | Existing Utilities |
| Blue, Light | (230) | | Proposed Ditch Grades,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

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

- #### RIGHT-OF-WAY LEGEND
- Proposed Right-of-Way
 - Existing Right of Way
 - Existing and Proposed Right-of-Way
 - Easement and Existing Right-of-Way
 - Easement (Temporary)
 - Easement
 - Access Control
 - Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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



| | | | | | |
|------------|---------|-------------------------|-------------|---|------------------|
| FILE NO. - | ENGLISH | DESIGN TEAM Strum/Janus | Polk COUNTY | PROJECT NUMBER IMX-080-3(299)122--02-77 | SHEET NUMBER D.2 |
|------------|---------|-------------------------|-------------|---|------------------|

Survey Information

SURVEY INDEX

County: Dallas
PIN: 20-77-080-020
Project Number: IMX-080-3(299)122--02-77
Location: Westbound I-80 Ramp at W I-35/235 Interchange
Type of Work: Slide Repair
Project Directory: 5103401021

Party Personnel

Jody Budde - PLS
 Wes Shimp – PLS
 Jon Miranda – Party Chief
 Ben Sullivan – Party Chief
 Dave Overman - Party Chief
 Aaron Paulsen - Party Chief
 Lee Budde - Party Chief
 Levi Suhr – Assistant Survey Party Chief
 Jason Flaherty - Assistant Survey Party Chief
 Scott Dillavou - Assistant Survey Party Chief

Date(s) of Survey

Begin Date 08/21/2021
 End Date 09/30/2021

General Information

Measurement units for this survey are US survey feet. This survey is for converting the ramp from SB/WB I-35/80 to WB I-80 in the Southwest Mixmaster (SWMM) from the existing dual-lane, inside-merge entrance ramp to a dual lane entrance with dual auxiliary lanes. Project datum and control information is provided by Design Survey Office. This project is a Partial DTM with Photo control. This survey request was for the I-80 corridor only and partial interchange for I-80 / I-35 interchange for west section of the interchange. Project horizontal datum is NAD83 (2011), Iowa RCS Zone 8 (Ames – Des Moines).

Vertical Control

Vertical datum for this survey is relative to NAVD88 (computed using Geoid12B for the new FENO for this project: FENO 11. This survey consisted of observing one new, and two existing FENO 1-meter rod monuments using minimum 2hr initial static

observations along with data from 4 Iowa RTN CORS sites: Des Moines (IADM), De Soto (IADS), Martensdale (IAMD) and Boone (IABN).

POT Sta. 396+14.574 m = 1299+68.815 ft Plan
 = Survey POT Sta. 1299+68.80 ft

Two existing FENOs set by Foth during the prior 2019 I-80 Dallas County survey were observed and included for overall control adjustment:

POT Sta. 405+23.547 m = 1329+51.00 ft Plan
 = Survey POT Sta. 1329+50.92 ft

FENO 9 has a published Elv of: 964.37 usft

POT Sta. 411+07.574 m = 1348+67.10 ft Plan
 = Survey POT Sta. 1348+66.98 ft

FENO 10 has a published Elv of: 973.17 usft

The final vertical adjustment results show standard deviations were less than 0.02 ft. at 95% confidence level (2 sigma) for the new FENO monuments.

Horizontal Control

The project coordinate system for this survey is NAD83 (2011) Iowa RCS Zone 8 (Ames – Des Moines) US survey feet. This survey control is relative to laRTN reference stations. laRTN Reference Station coordinates are relative to the National Reference Station network datum: NAD83 (2011) for Epoch 2010.00. Coordinates were determined by observing each mark for 120 minutes minimum for the first observation and 35 minutes minimum for the second observation with appropriate time spans between each session.

For the August 2021 survey portion which added FENO monument FENO11, the same three laRTN CORS stations were utilized, in addition to Boone (IABN). FENO9 and FENO10 were re-observed as part of the establishment of the new FENO11 mark to complete out the survey project control network.

The horizontal standard deviation of these adjusted observations was less than 0.02 ft. at 95% confidence level (2 sigma).

Alignment Information

Alignment for this survey is a retrace of Metric As-built plans I-80-3(18)125--1-77. Stationing was converted from metric to English. Stationing was held at POT station 1293+12.65 and carried ahead without station equation throughout the project.

Survey stationing relates to As-built plan stationing as follows:

POT Sta. 394+14.574 m = 1293+12.65 ft Plan
 = Survey POT Sta. 1293+12.65 ft

y D

ality D

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 08

Coordinate listing from next sheet will be used with 1aRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 08
Project Control Marks are Bench Marks

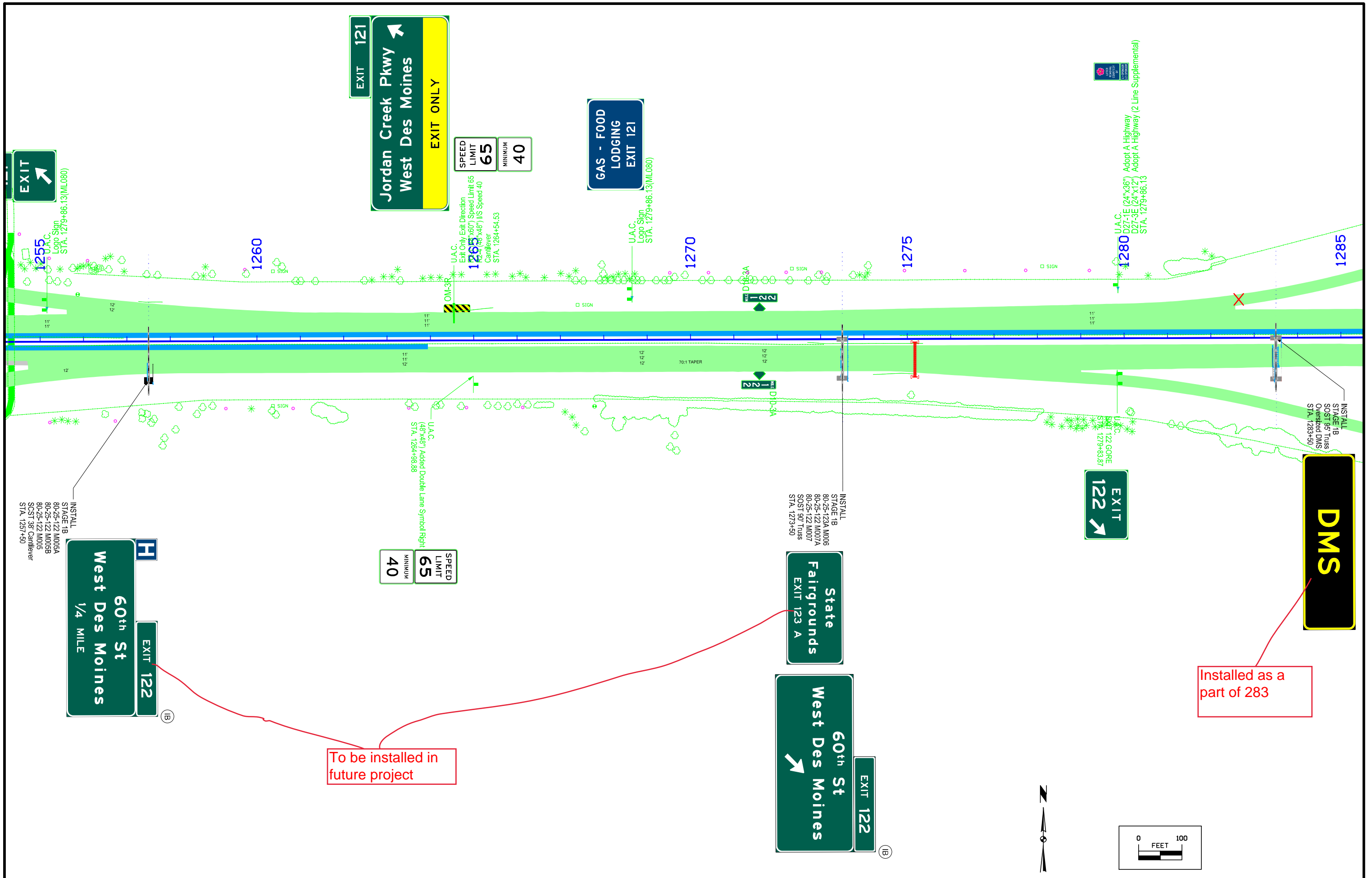
| Pt. Num | N | E | Elevation | Description |
|---------|------------|-------------|-----------|--|
| FENO9 | 7488897.18 | 18476761.16 | 964.37 | FENO Type monument. 4 ft North of chainlink fence, 43 feet SW of Light pole. 55 ft South from edge of pavement. 30 feet NW of edge of parking lot |
| FENO10 | 7489182.34 | 18481417.43 | 973.17 | FENO Type monument. 9 ft South of chainlink fence, 11 ft NW of utility manhole. 48 ft North of edge of pavement and 327 ft West of Luminaire |
| FENO11 | 7489208.11 | 18487716.66 | 996.20 | FENO Type monument. 16 ft West of 42nd Street centerline. 91 ft SW of light pole. 21 ft NW of bridge deck Centerline of Bridge over I-235. 134 ft SE of parking lot light pole |

ALIGNMENT COORDINATES

| Name | Location | Point on Tangent | | | Begin Spiral | | | Begin Curve | | | Simple Curve PI or Master PI of SCS | | | End Curve | | | End Spiral | | |
|------|----------|------------------|--------------|-------------|--------------|--------------|---------------|-------------|--------------|---------------|-------------------------------------|--------------|---------------|------------|--------------|-------------|------------|--------------|-------------|
| | | Station | Coordinates | | Station | Coordinates | | Station | Coordinates | | Station | Coordinates | | Station | Coordinates | | Station | Coordinates | |
| | | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) | | Y (Northing) | X (Easting) |
| 1 | SURML080 | 252+59.883 R1 | 7489020.59 | 18475720.46 | | | | | | | | | | | | | | | |
| 2 | SURML080 | 293+12.650 R1 | 7489034.77 | 18479773.20 | | | | | | | | | | | | | | | |
| 3 | SURML080 | 299+68.803 R1 | 7489037.02 | 18480429.35 | | | | | | | | | | | | | | | |
| 4 | SURML080 | 329+50.923 R1 | 7489047.25 | 18483411.45 | | | | | | | | | | | | | | | |
| 4 | SURML080 | 348+66.977 R1 | 7489053.82 | 18485327.50 | | | | | | | | | | | | | | | |
| 1 | RPC080 | 302+23.420 R1 | 7489105.94 | 18480697.99 | | | | | | | | | | | | | | | |
| 2 | RPC080 | | | | | | 307+23.420 R1 | 7489107.65 | 18481197.99 | 308+77.891 R1 | 7489108.18 | 18481352.46 | 310+31.750 R1 | 7489132.43 | 18481505.02 | | | | |
| 3 | RPC080 | | | | | | 310+31.750 R1 | 7489132.43 | 18481505.02 | 313+37.188 R1 | 7489180.36 | 18481806.67 | 316+32.214 R1 | 7489355.11 | 18482057.18 | | | | |
| 4 | RPC080 | 328+21.253 R1 | 7490035.36 | 18483032.41 | | | | | | | | | | | | | | | |

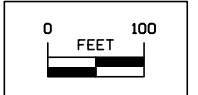
SPIRAL OR CIRCULAR CURVE DATA

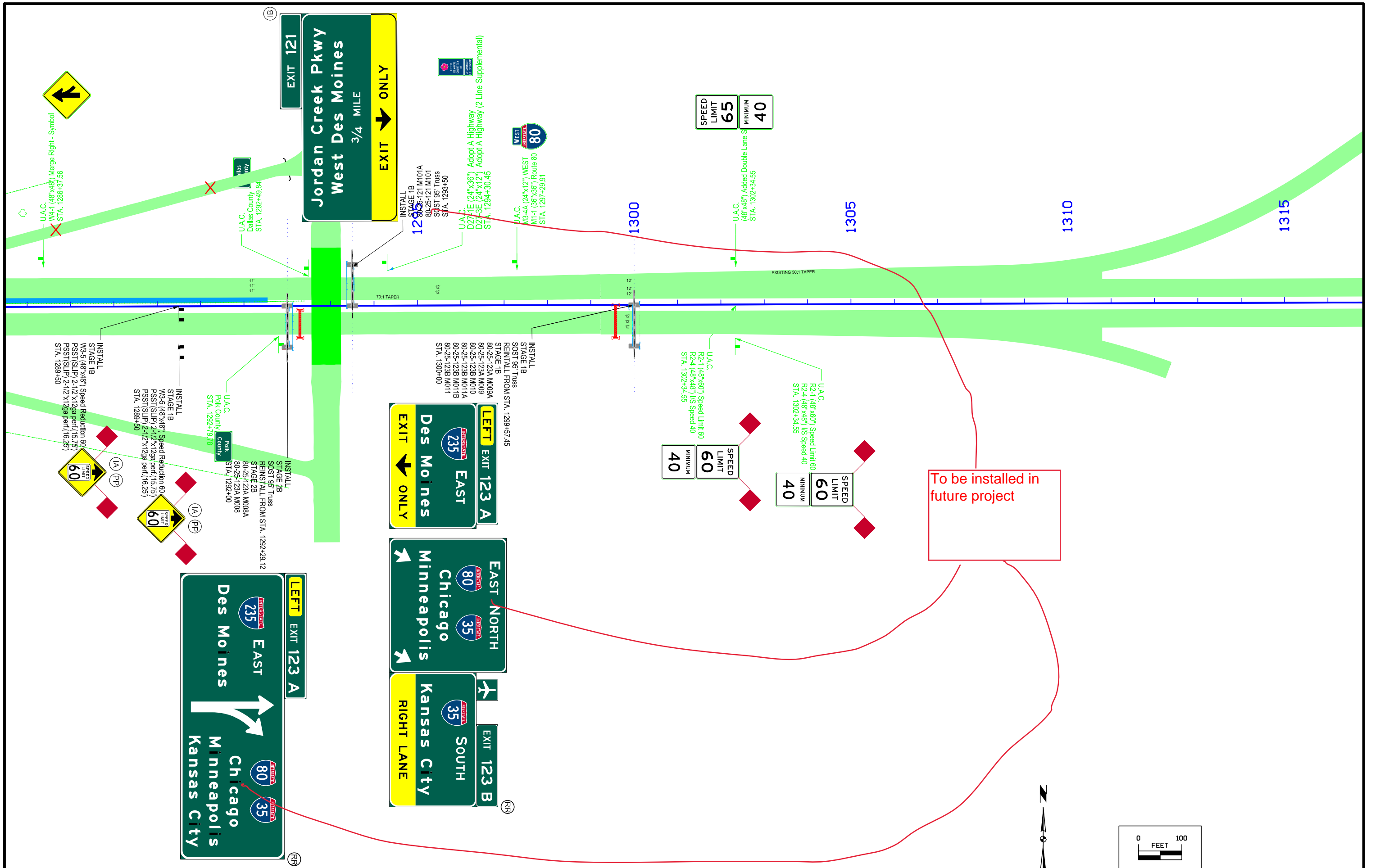
| Name | Location | ΔSCS | Horizontal Alignment Data | | | | | | | | | | | | Remarks | | | | | | | | | | |
|------|----------|------|---------------------------|----|----|----|----|----|------------|------|----|---|---|---|---------|---|--|--|--|--|--|--|--|--|--|
| | | | Spiral Data | | | | | | Curve Data | | | | | | | | | | | | | | | | |
| | | | θS | Ls | Ts | Es | Xc | Yc | L.T. | S.T. | ΔC | T | L | R | | E | | | | | | | | | |
| C1 | RPC080 | | | | | | | | | | | | | | | | | | | | | | | | |
| C2 | RPC080 | | | | | | | | | | | | | | | | | | | | | | | | |



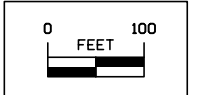
To be installed in future project

Installed as a part of 283





To be installed in future project



STAGING NOTES

Stage 1

Traffic Control

I-80 WB and I-80 Ramp C traffic will remain on existing WB lanes. Close outside shoulders with TBR. Maintain two lanes of traffic on I-80 WB and I-80 Ramp C

Construction

Widen I-80 and Ramp C pavement

Stage 2A, Stage 2B

Traffic Control

Maintain at least one lane of traffic on I-80 WB and I-80 Ramp C

Construction

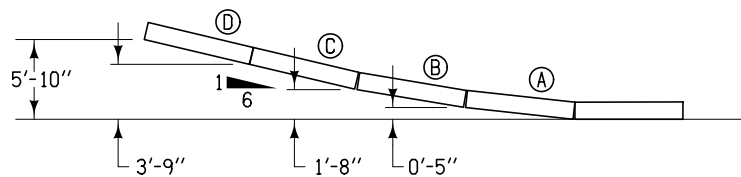
Resurface all I-80 WB and I-80 Ramp C.
Resurfacing will require slope correction on inside shoulders.

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 |



BARRIER OFFSETS FOR FLARE SECTIONS

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. | |
|--------------------------|------------------|--|
| Gray, Light | (48) | Traffic, Paved |
| Gray, Med | (48) | Traffic, Granular |
| Gray, Med | (80) | Proposed 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 |

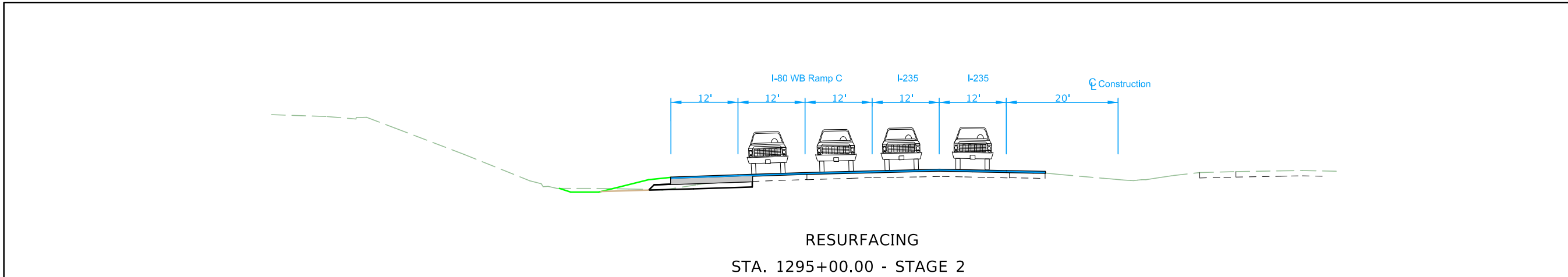
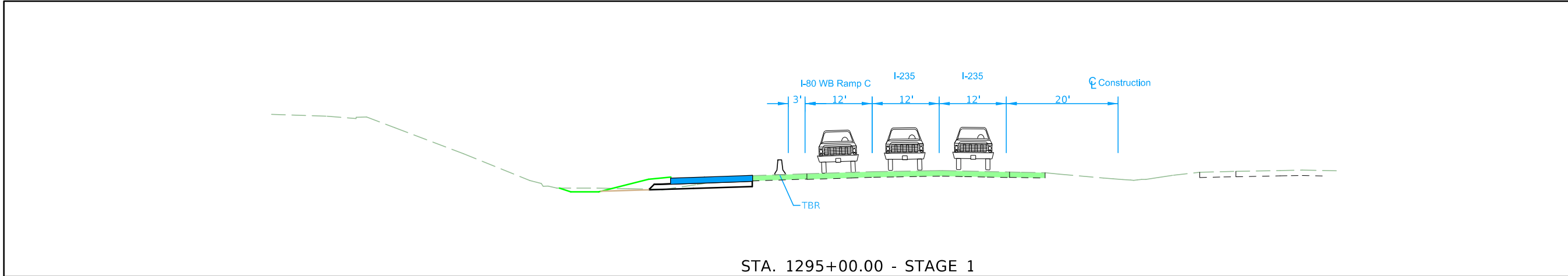
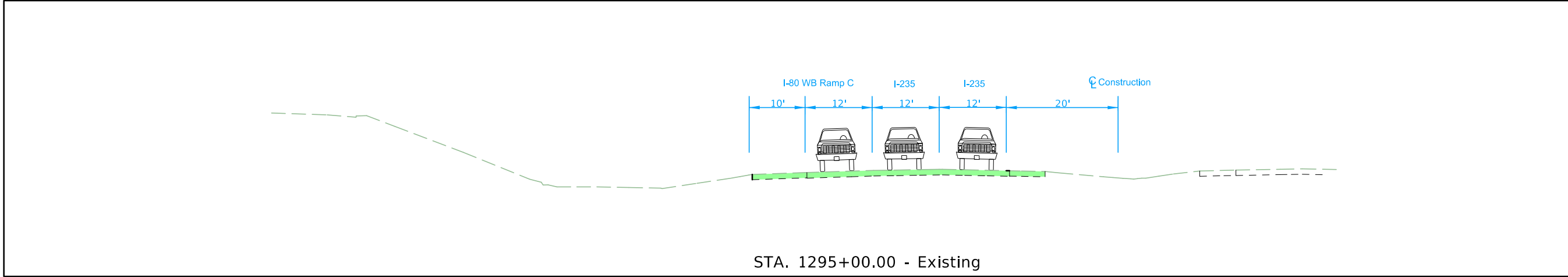
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

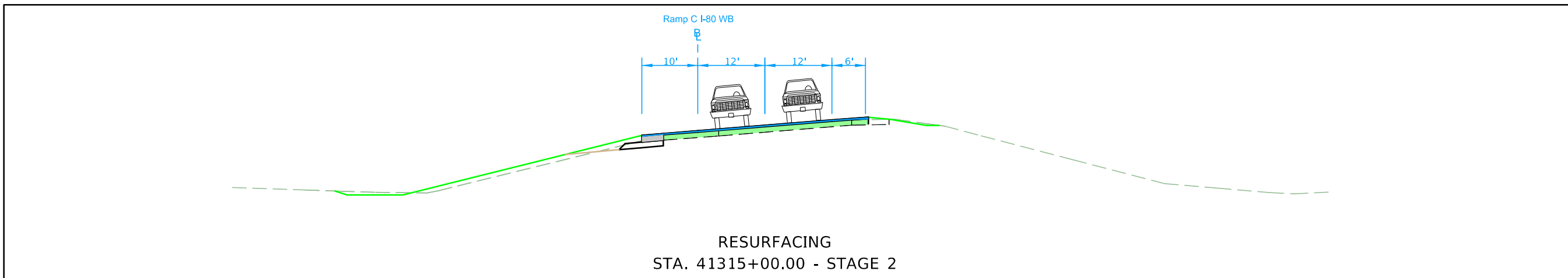
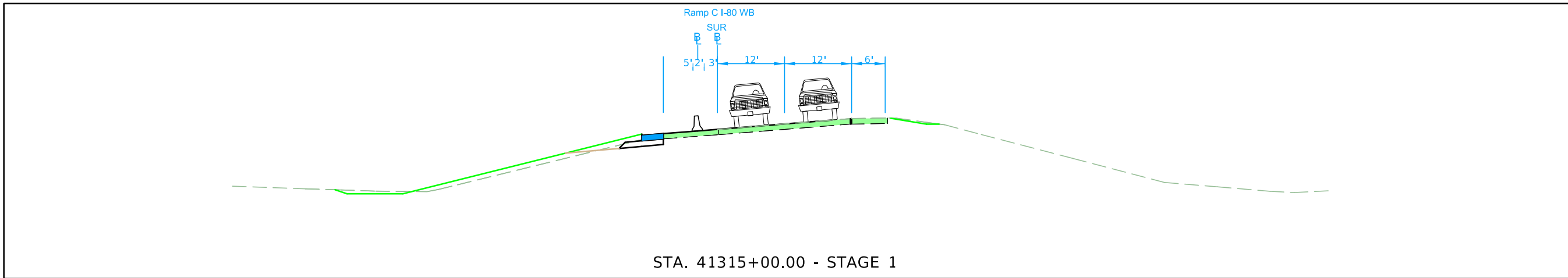
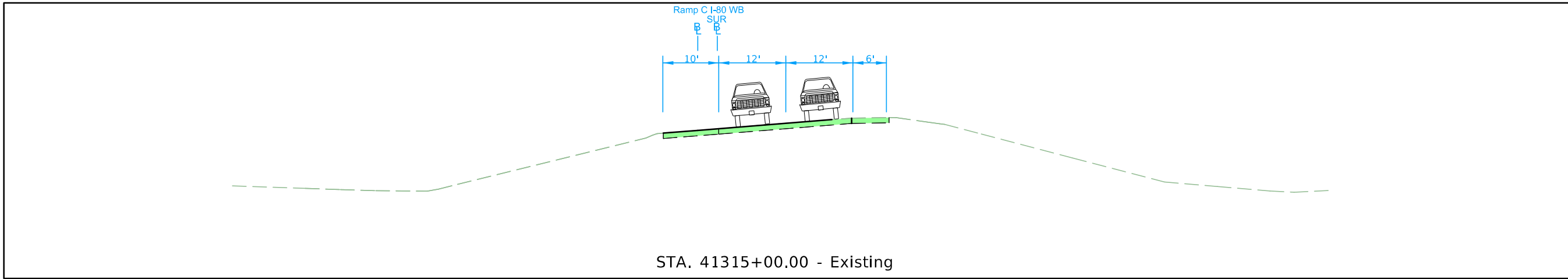
| | | | |
|---|--------------------------|--|------------------------------|
| ● | Channelizing Device | | Crash Cushion (Temp or Perm) |
| ✕ | Drum | | Traffic Signal |
| ■ | Temporary Lane Separator | | Flagger |
| ◆ | Tubular Marker | | Temporary Floodlighting |
| ♦ | Channelizer Marker | | Traffic 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 |

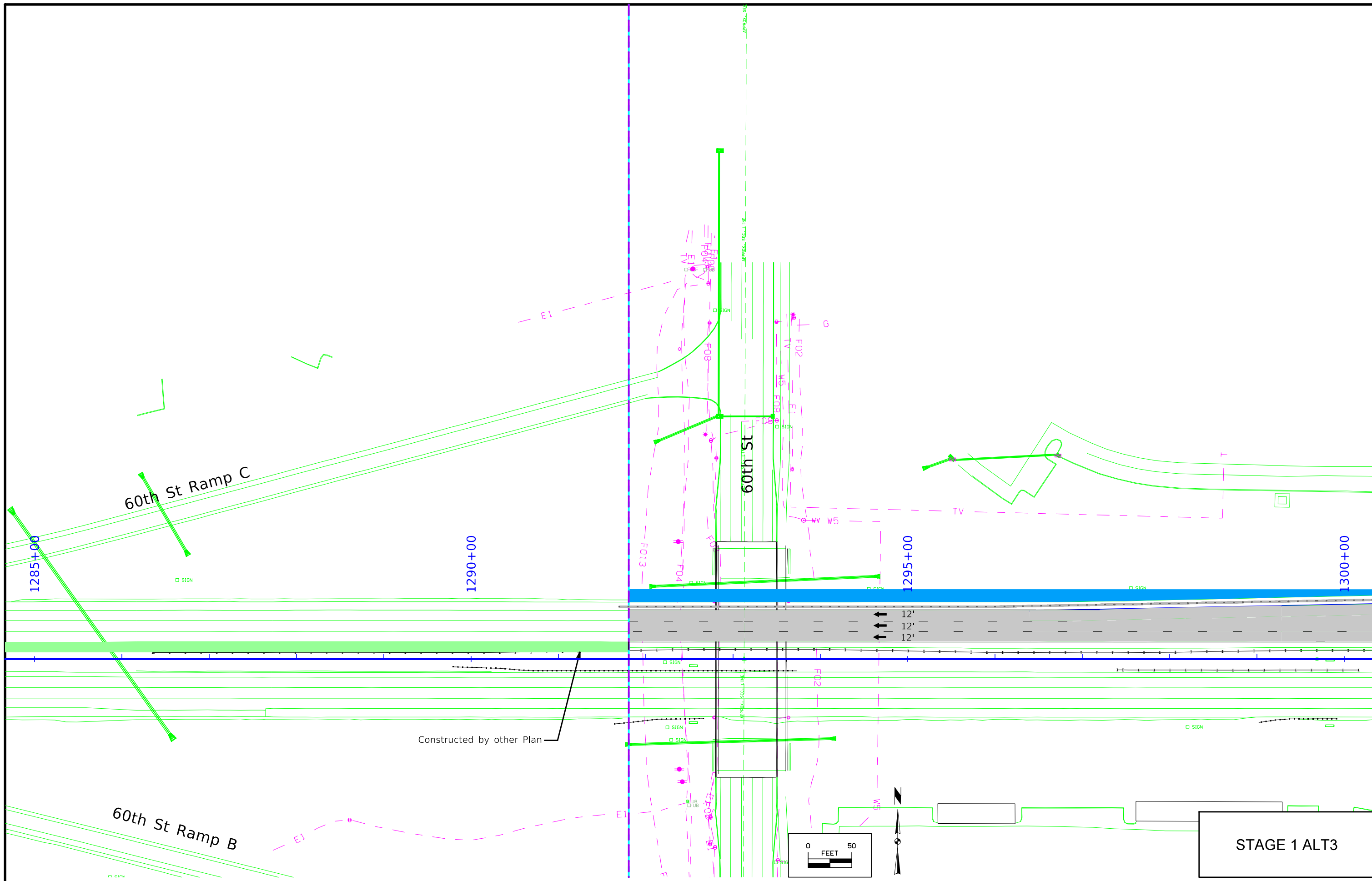
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

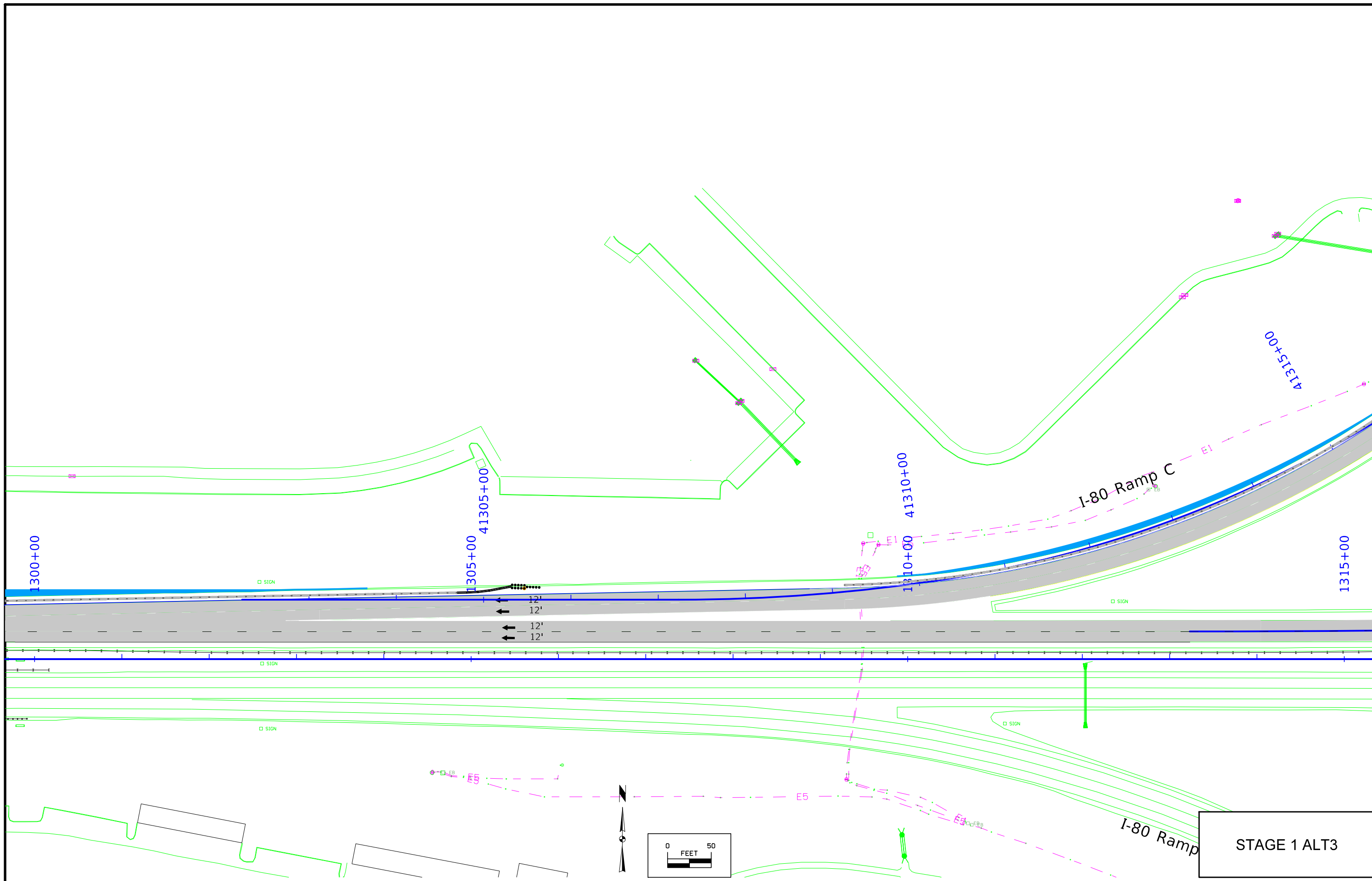
(COVERS SHEET SERIES J)



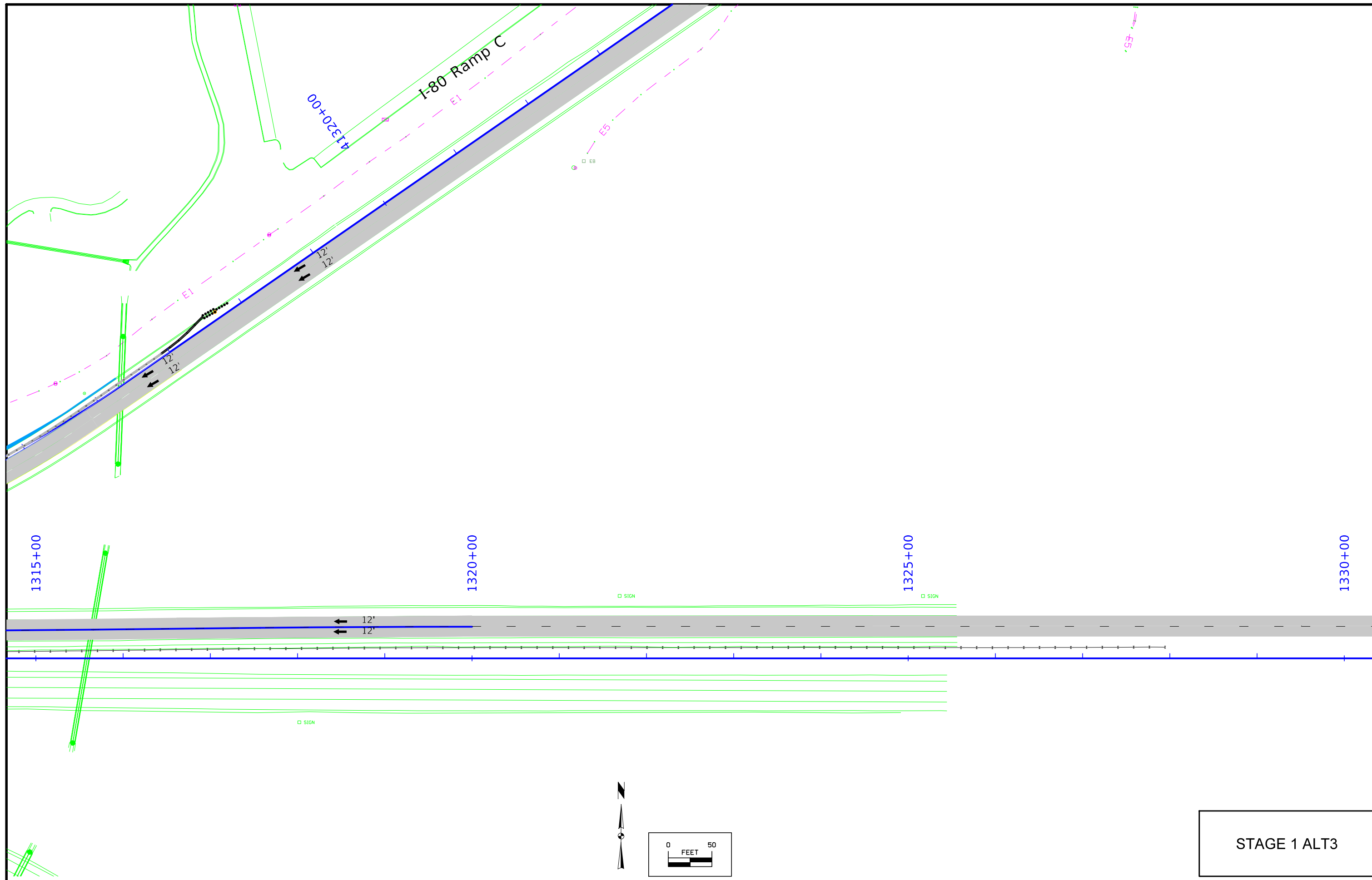


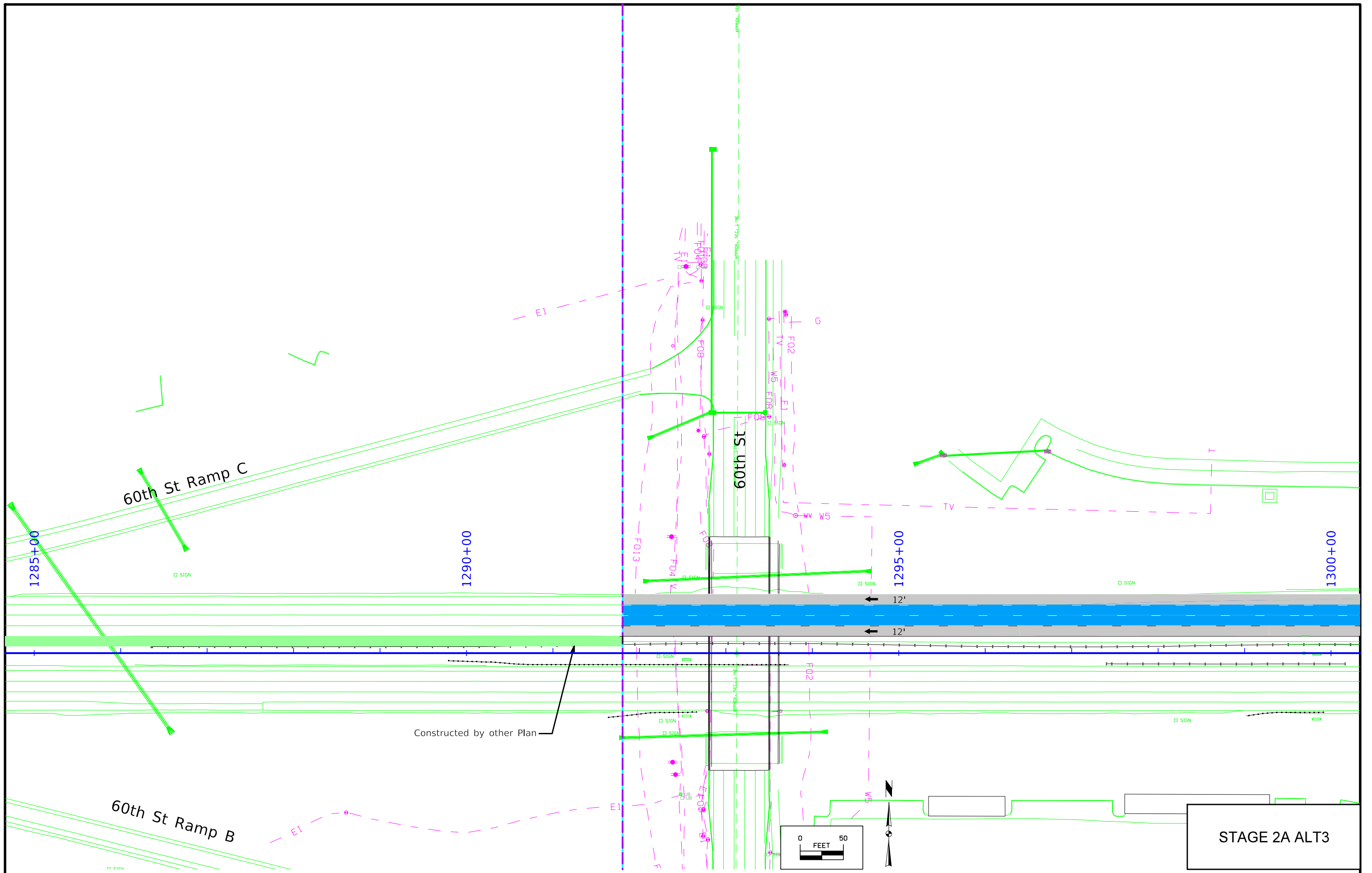


STAGE 1 ALT3

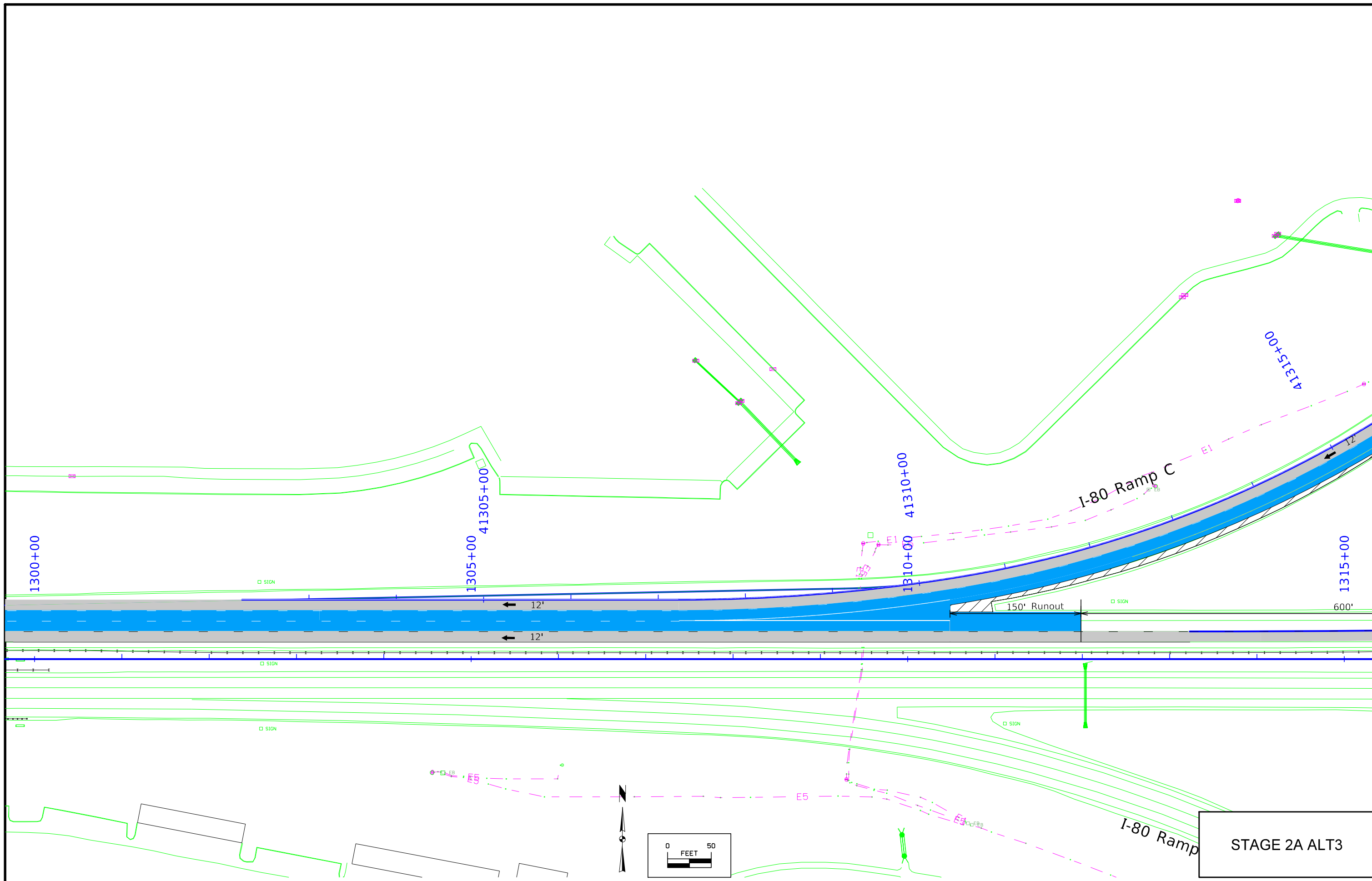


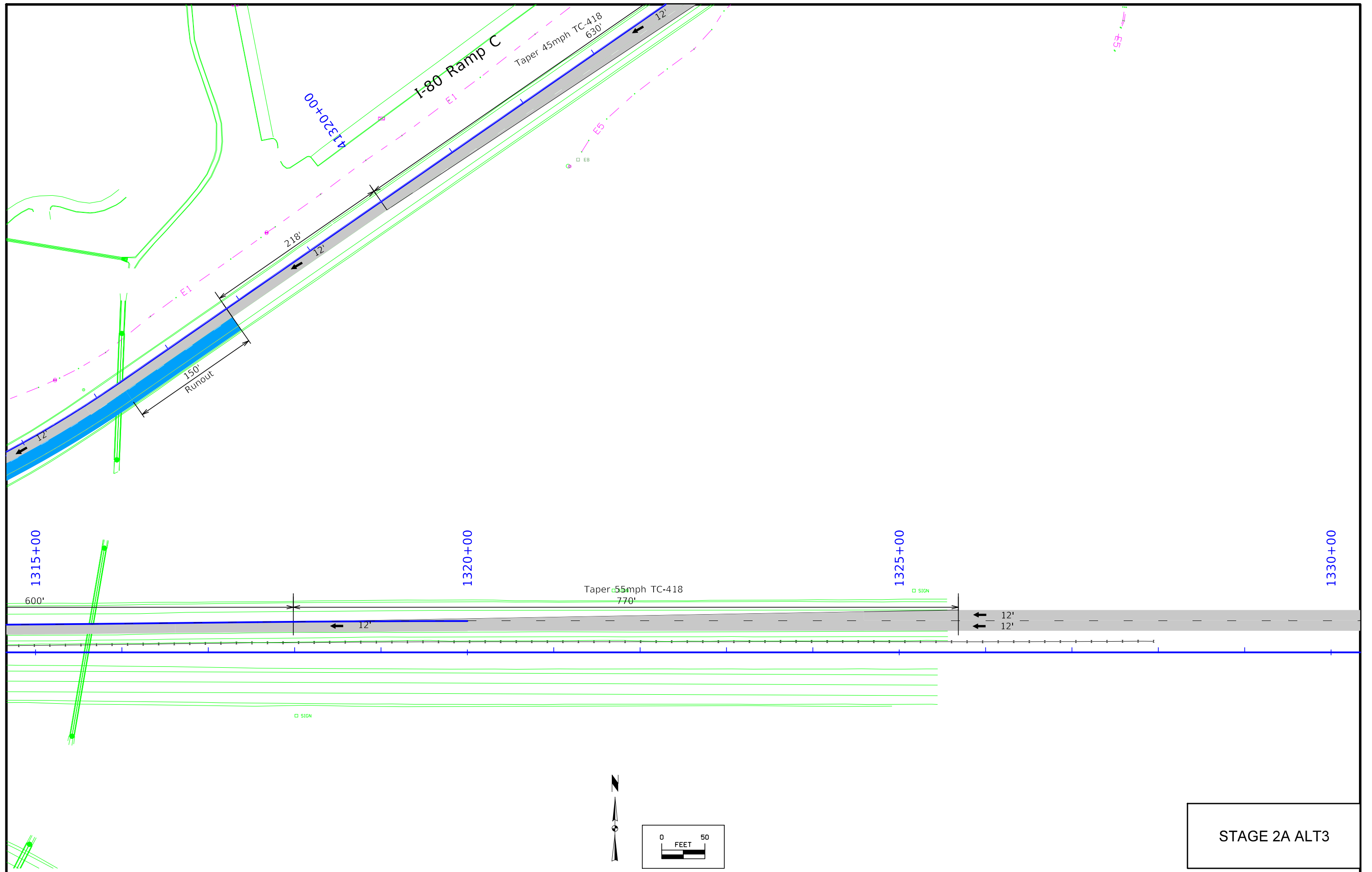
STAGE 1 ALT3



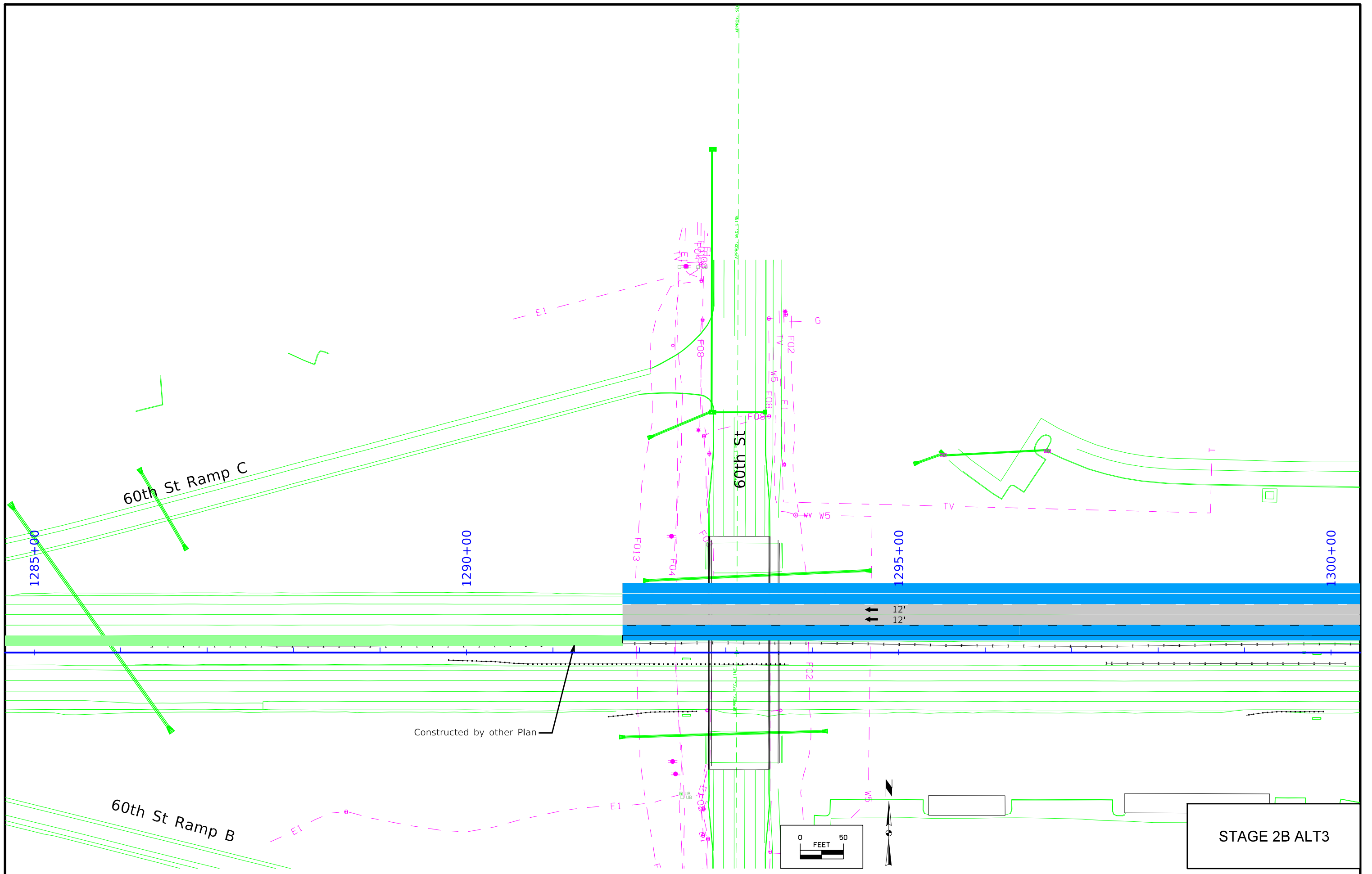


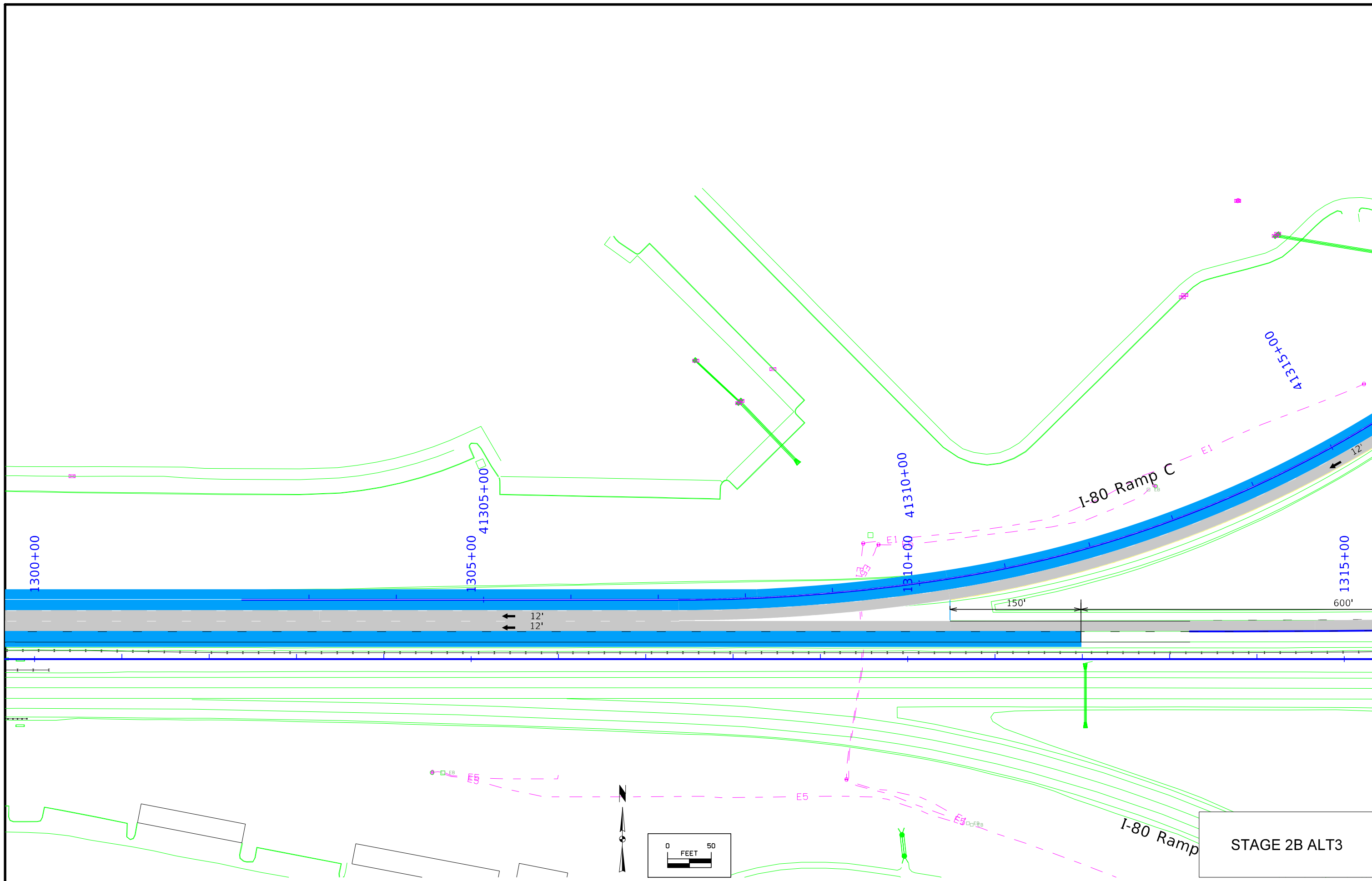
STAGE 2A ALT3

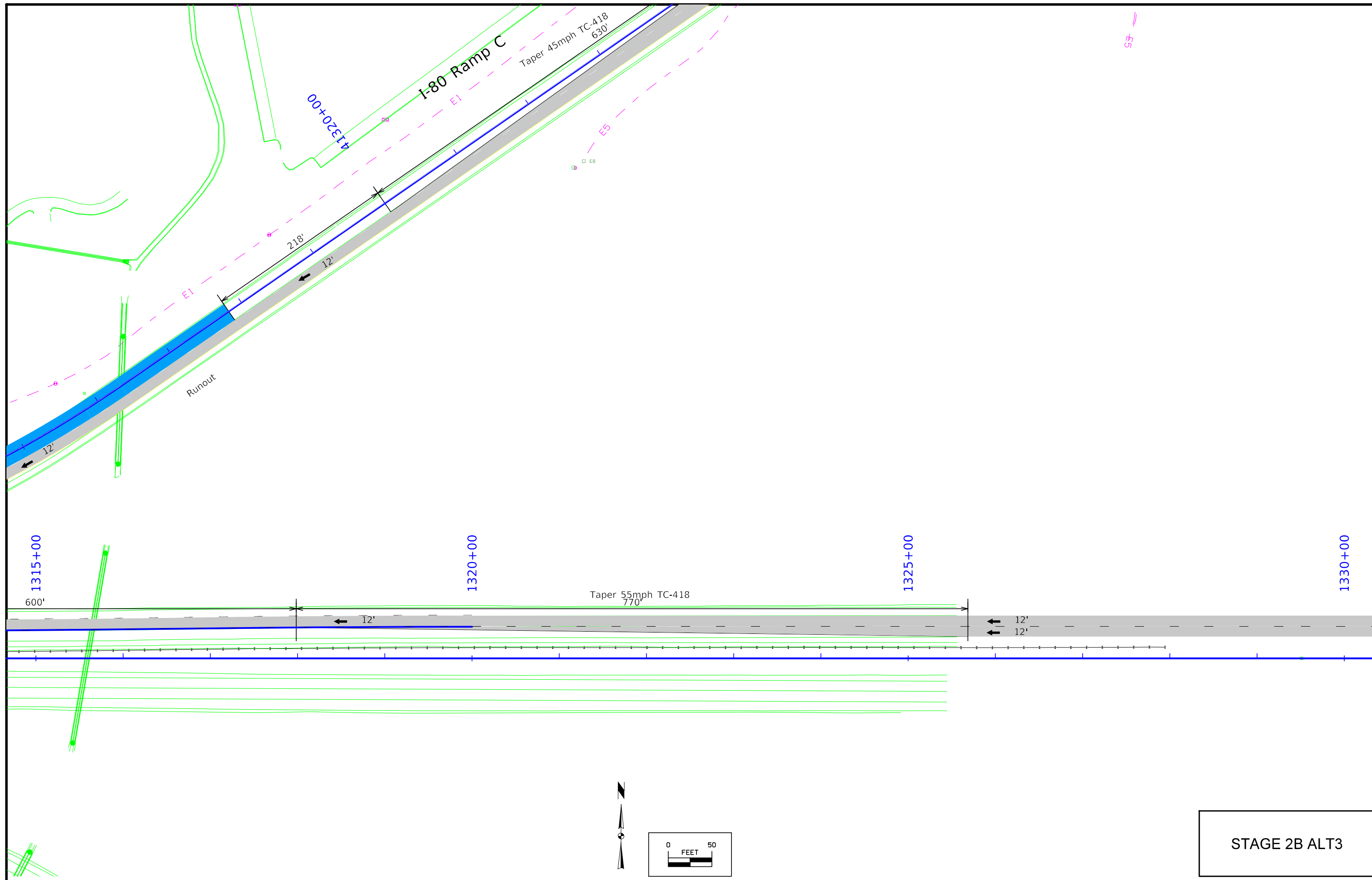




STAGE 2A ALT3





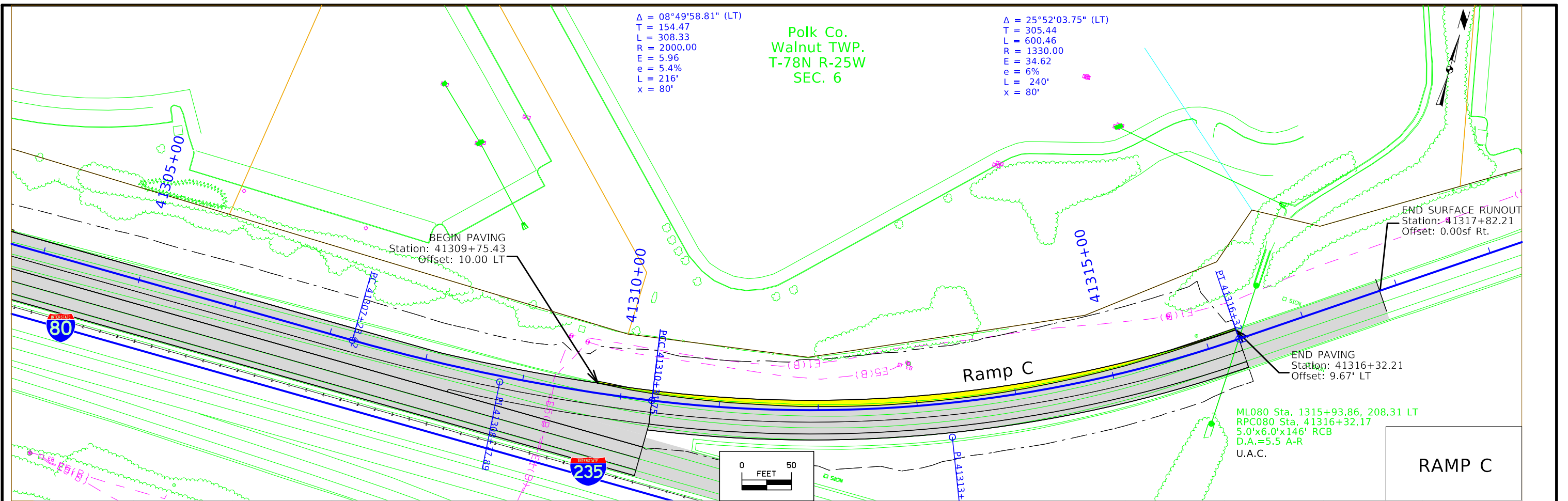


STAGE 2B ALT3

$\Delta = 08^{\circ}49'58.81''$ (LT)
 T = 154.47
 L = 308.33
 R = 2000.00
 E = 5.96
 e = 5.4%
 L = 216'
 x = 80'

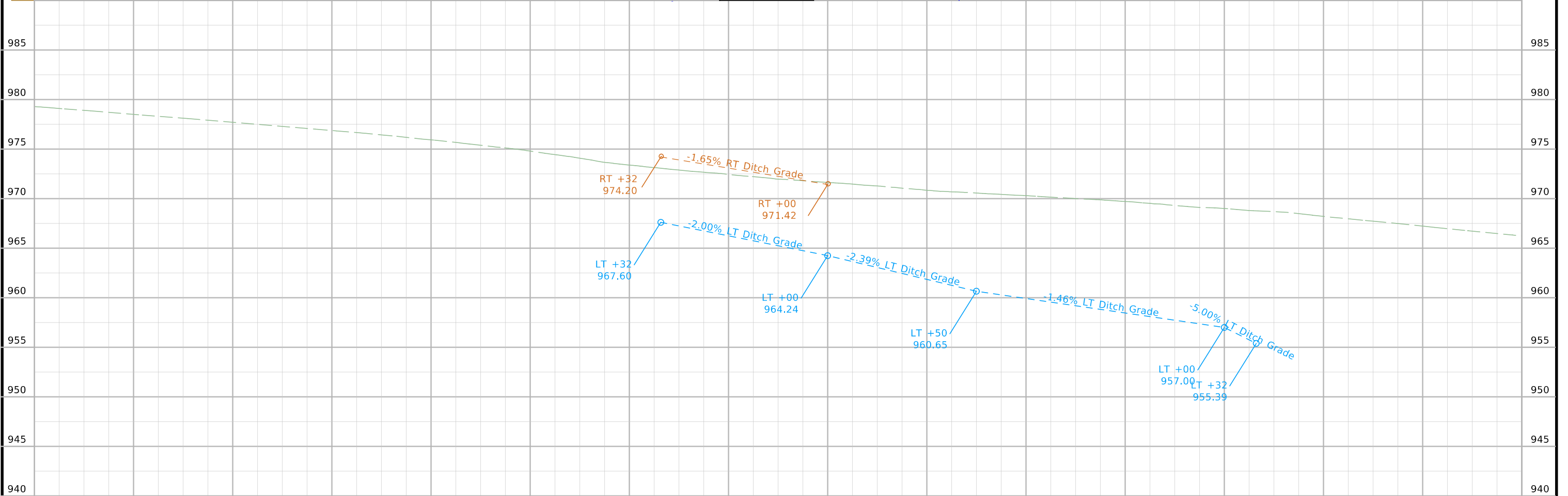
Polk Co.
 Walnut TWP.
 T-78N R-25W
 SEC. 6

$\Delta = 25^{\circ}52'03.75''$ (LT)
 T = 305.44
 L = 600.46
 R = 1330.00
 E = 34.62
 e = 6%
 L = 240'
 x = 80'



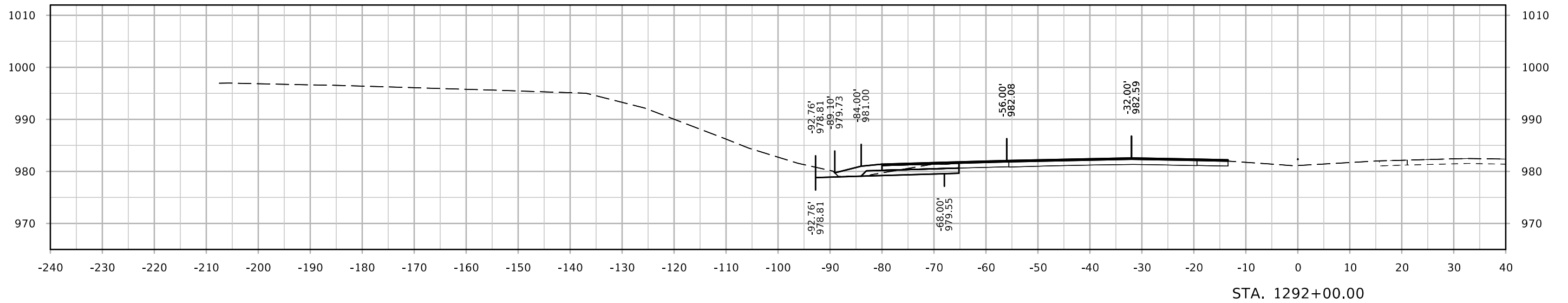
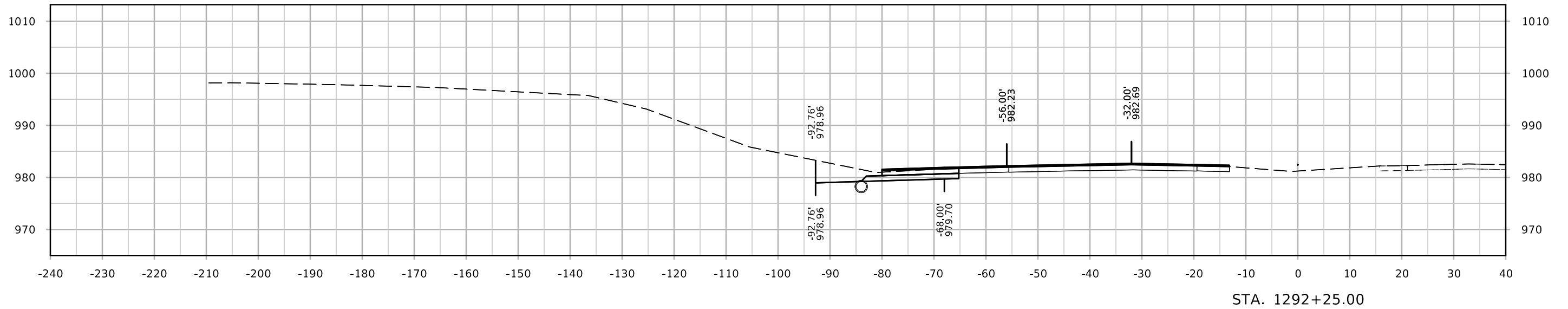
ML080 Sta. 1315+93.86, 208.31 LT
 RPC080 Sta. 41316+32.17
 5.0'x6.0'x146' RCB
 D.A.=5.5 A-R
 U.A.C.

RAMP C

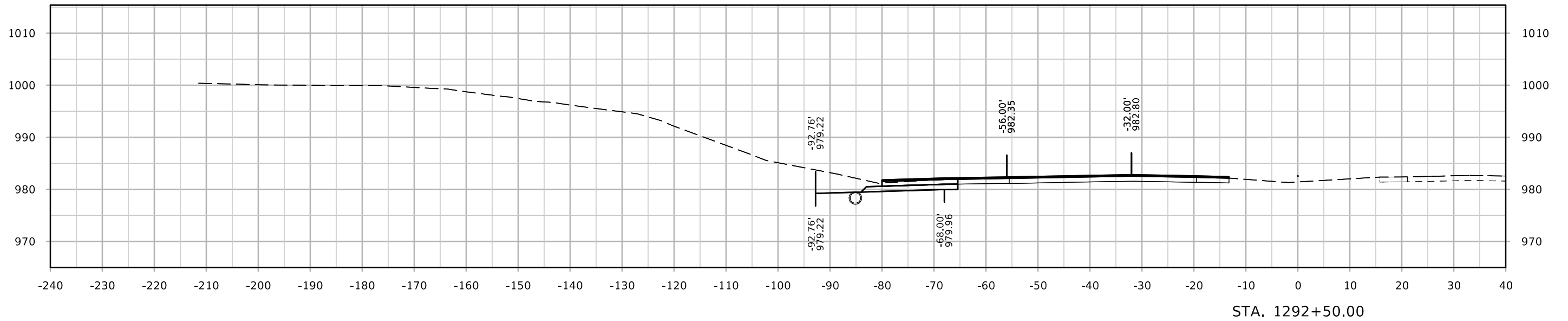
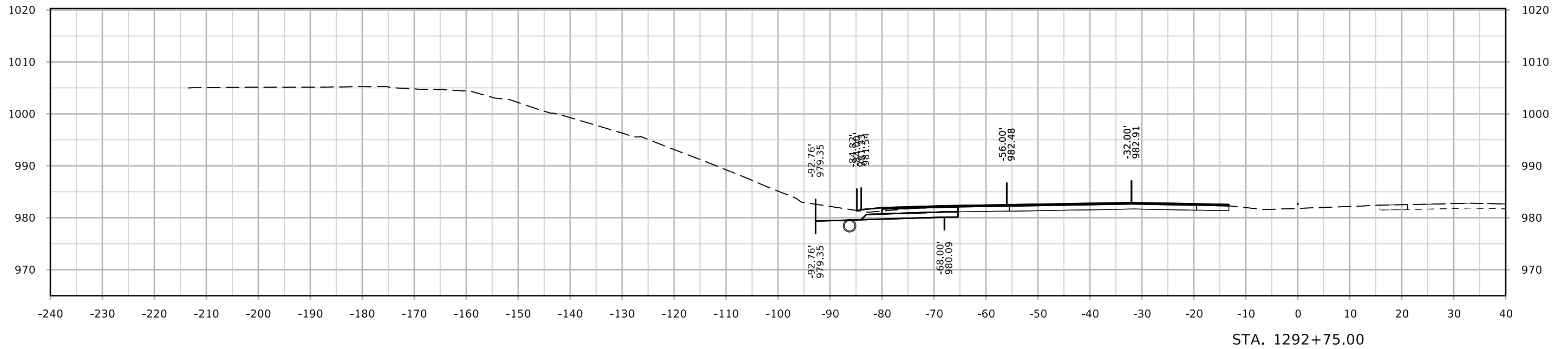


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| FILE NO. - | ENGLISH | DESIGN TEAM Strum/Janus | Polk COUNTY | PROJECT NUMBER IMX-080-3(299)122--02-77 | SHEET NUMBER K.1 |
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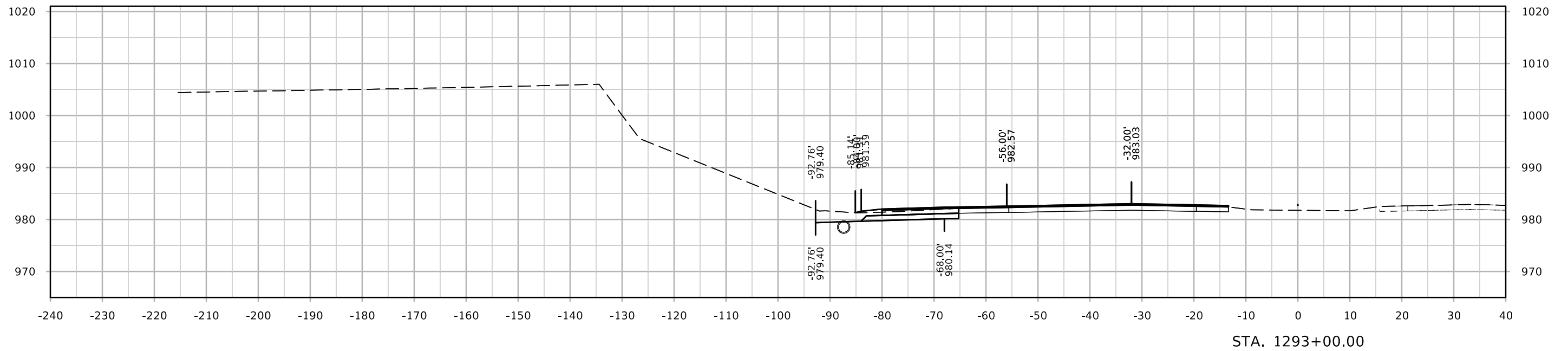
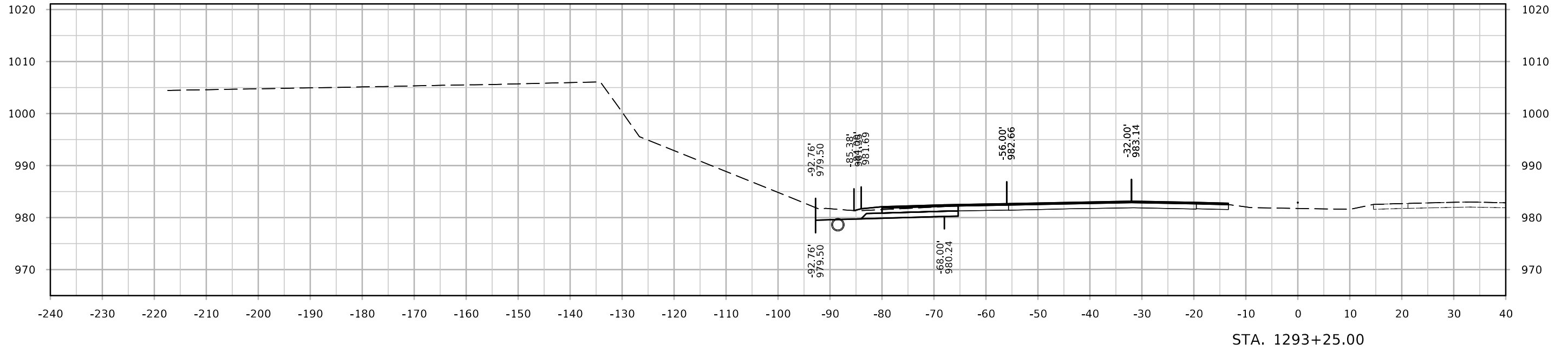
I-80



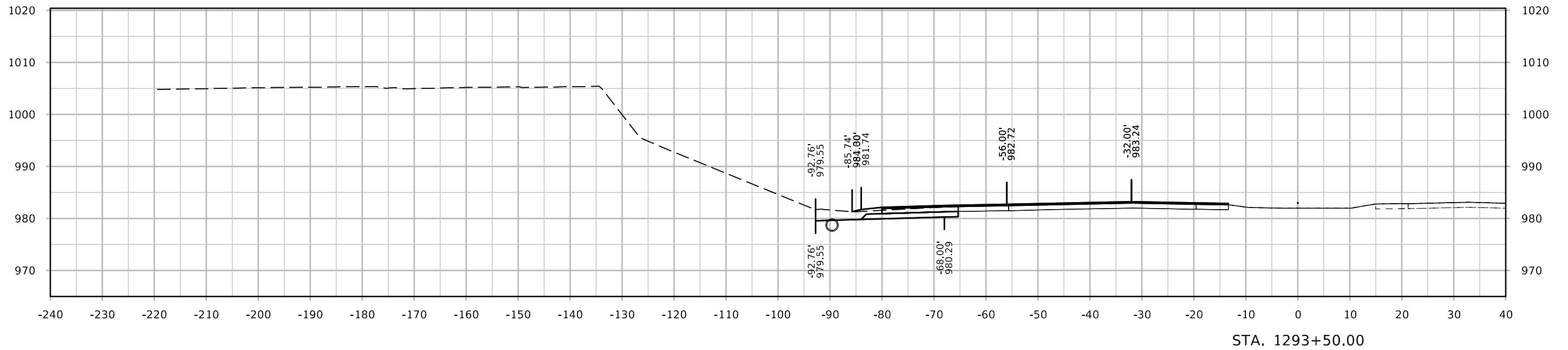
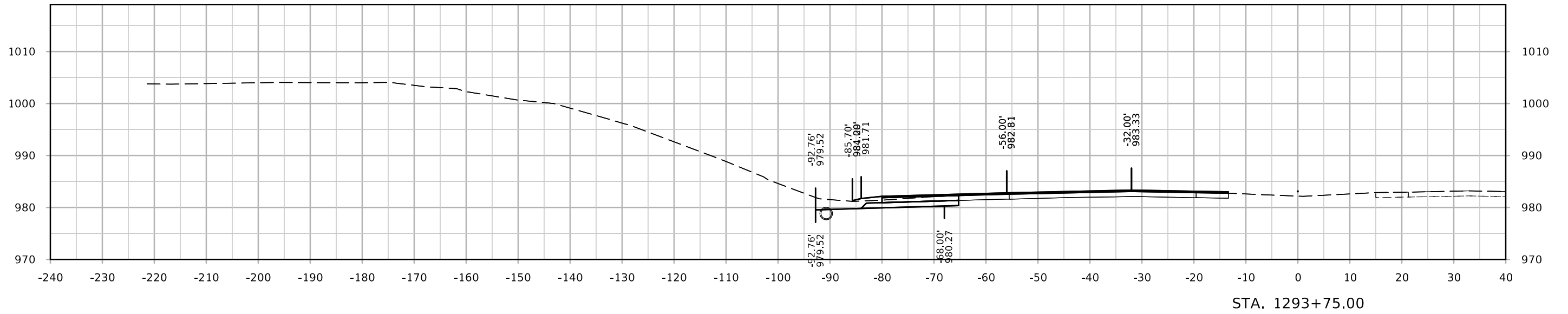
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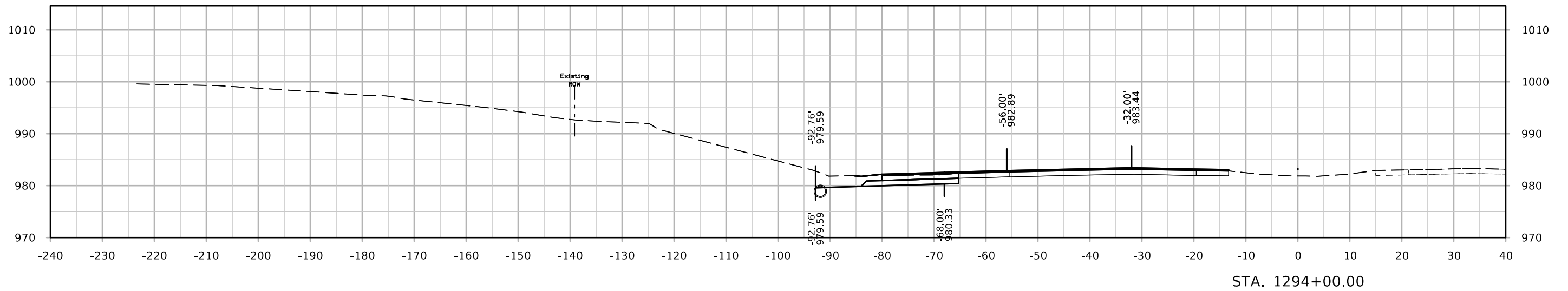
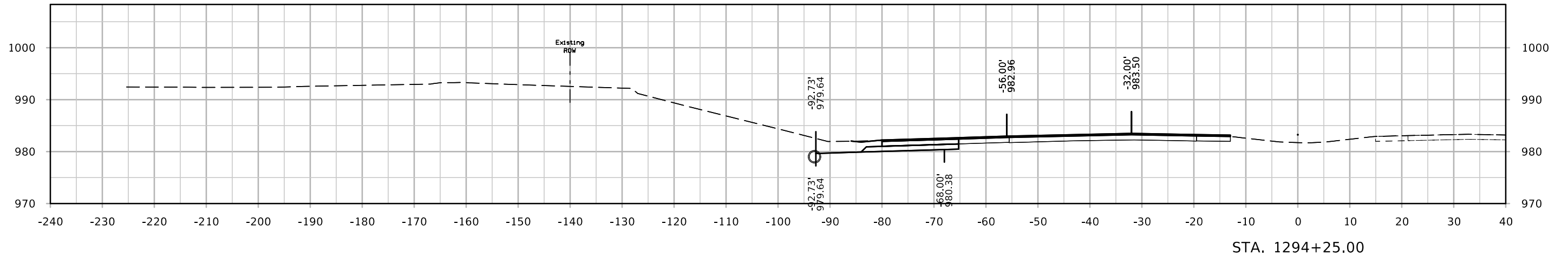
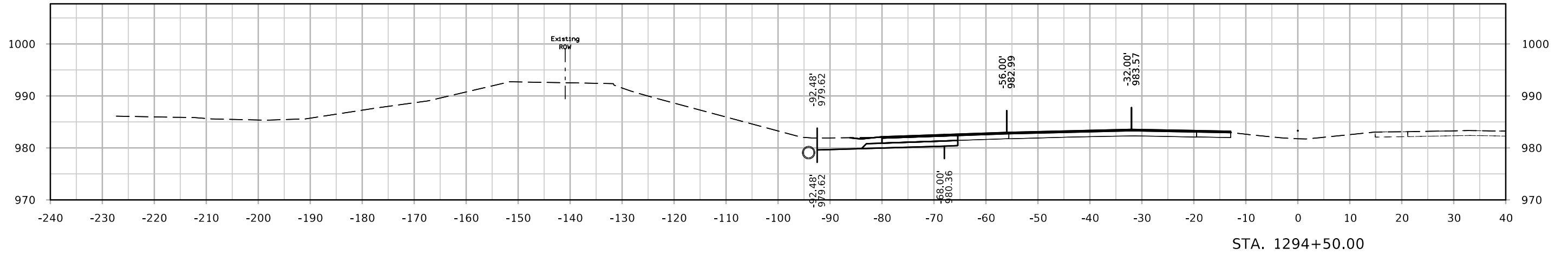
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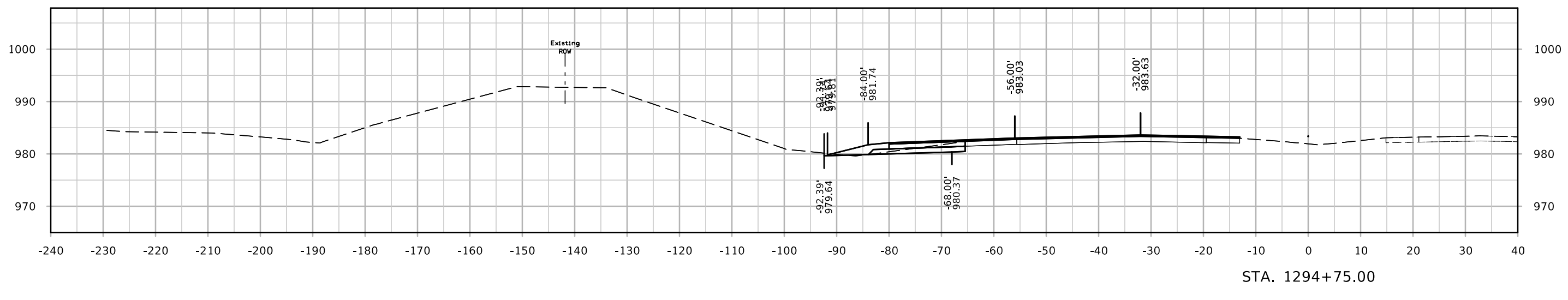
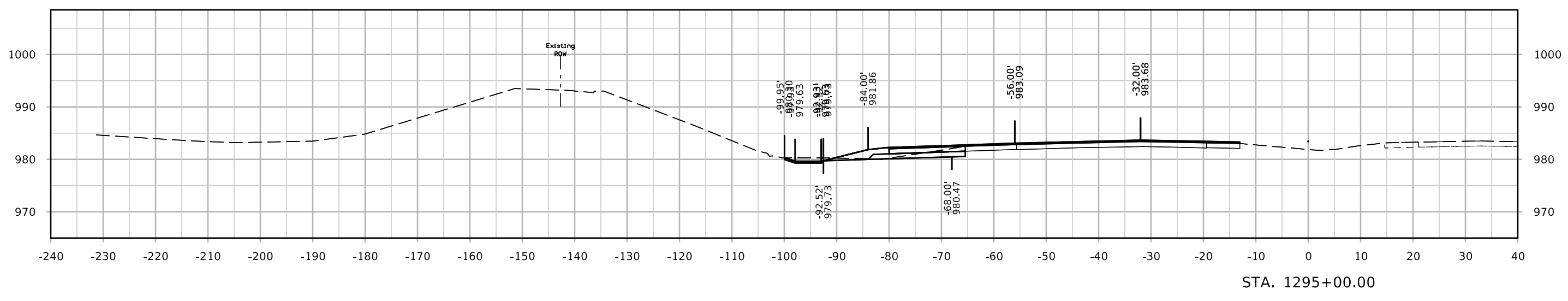
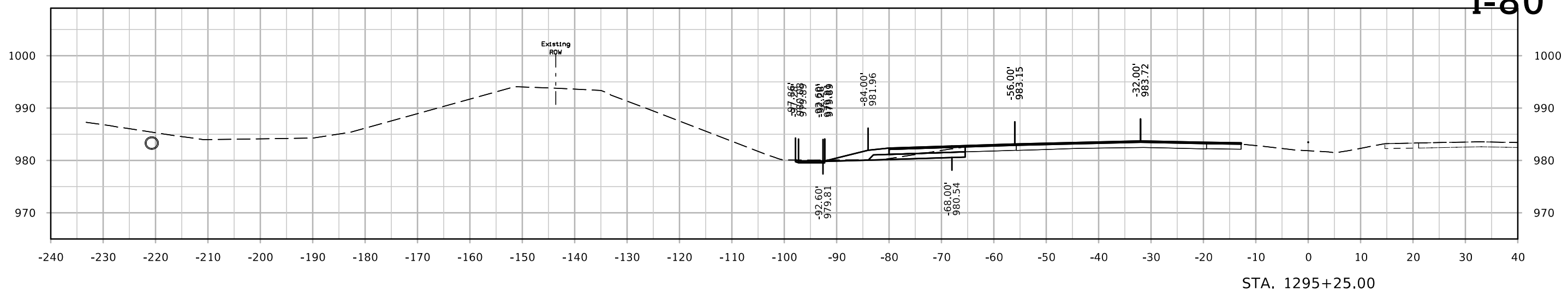
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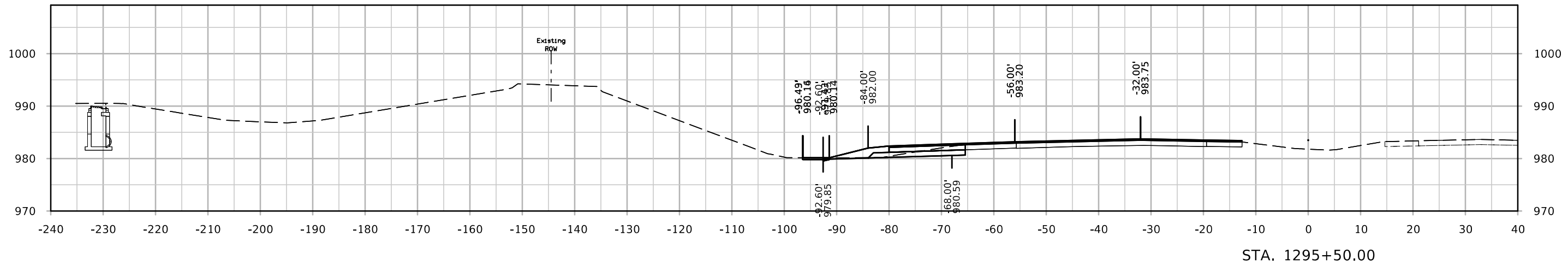
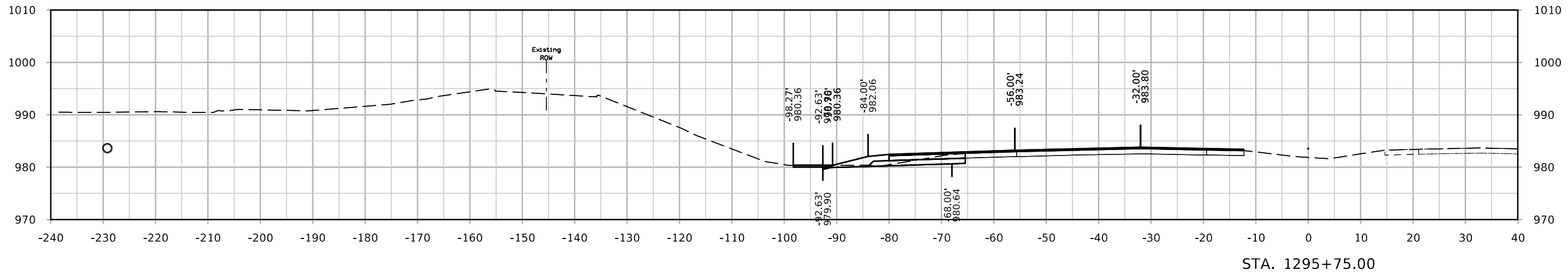
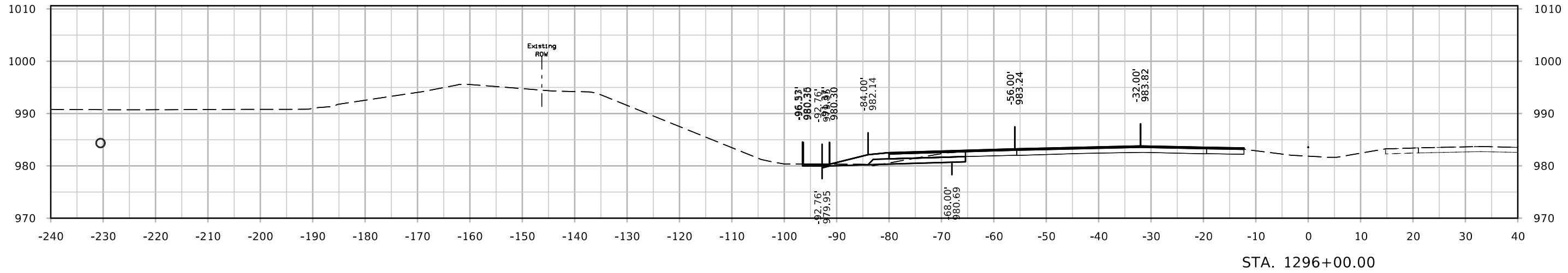
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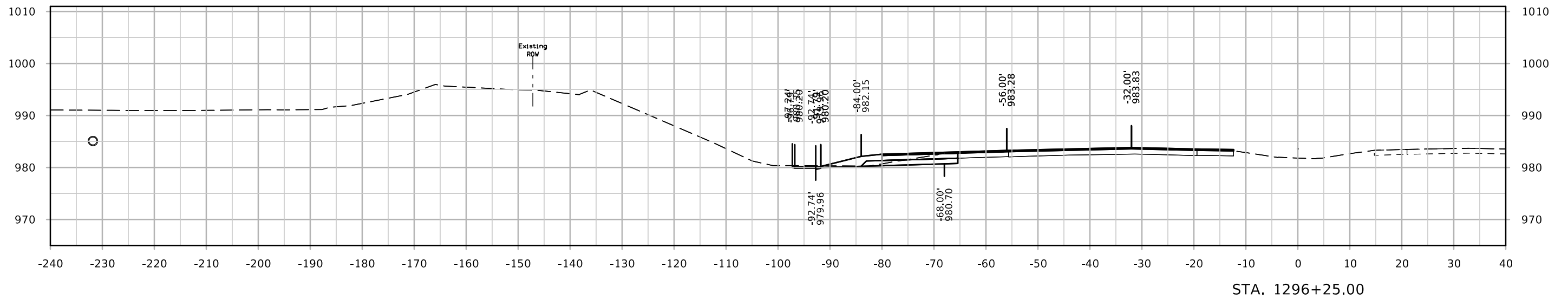
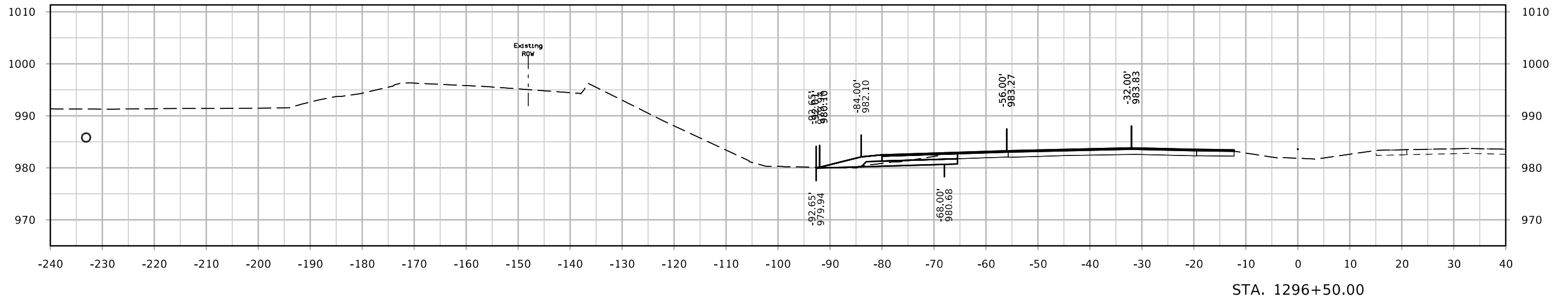


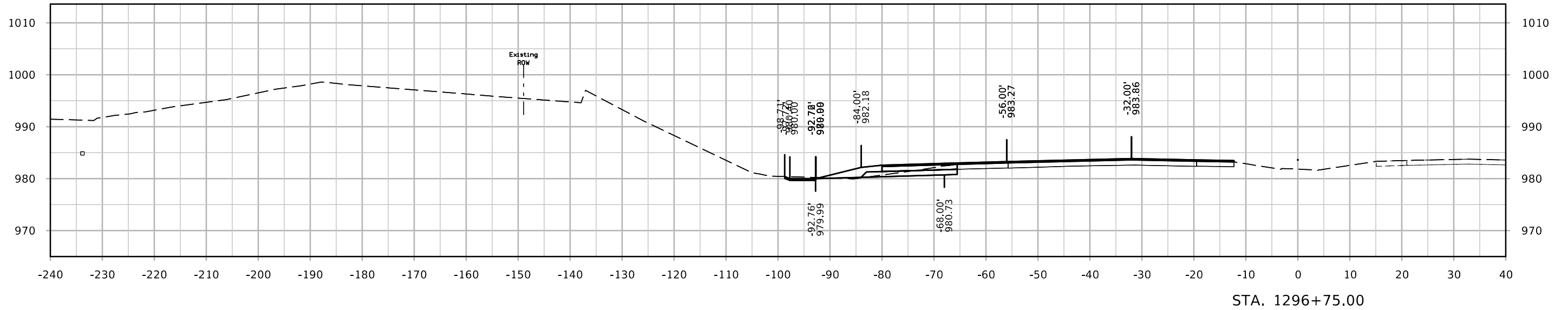
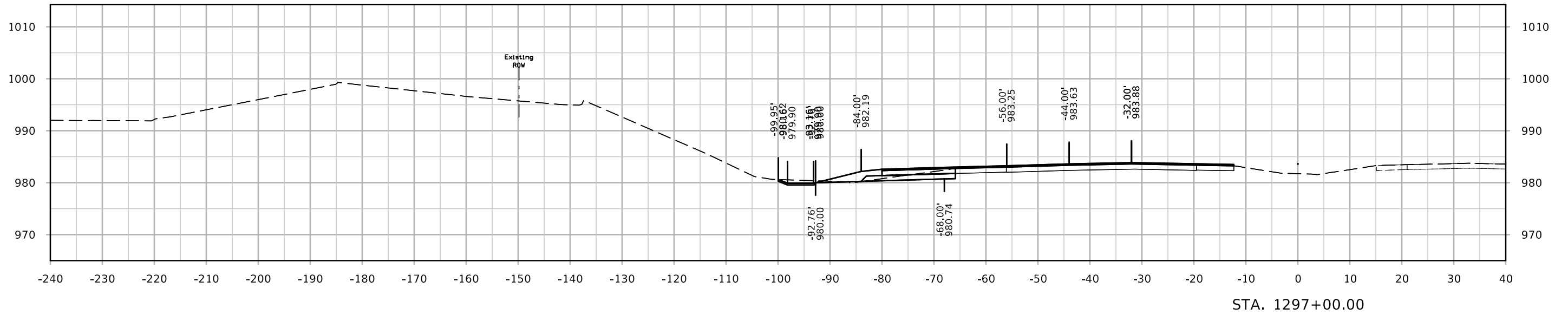
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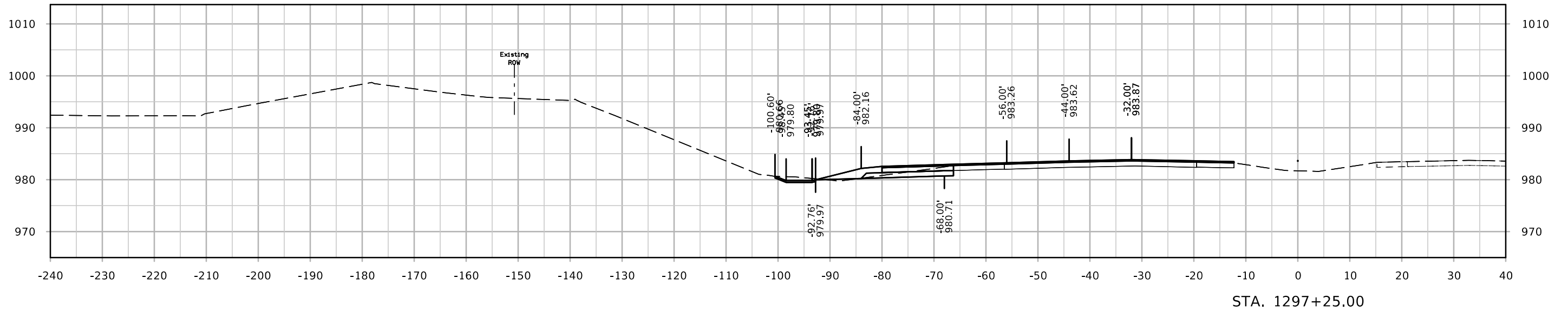
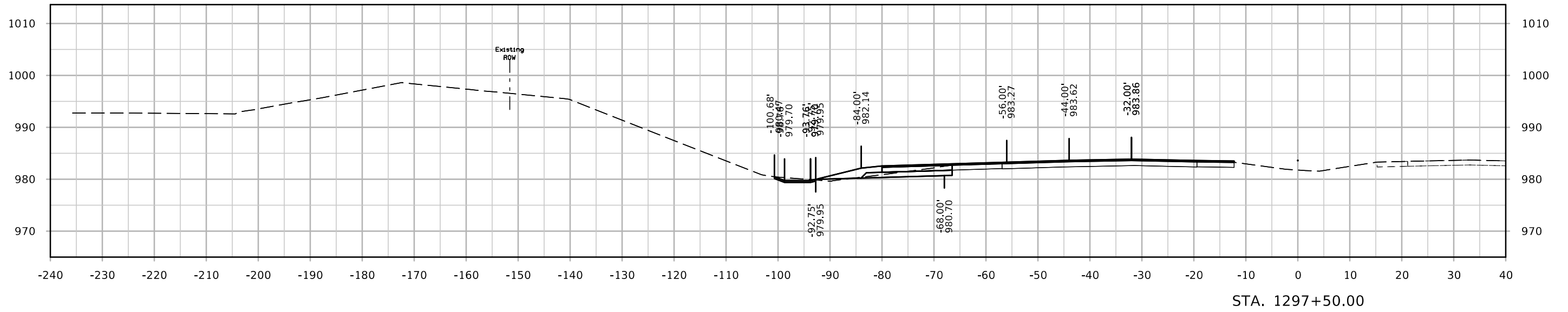


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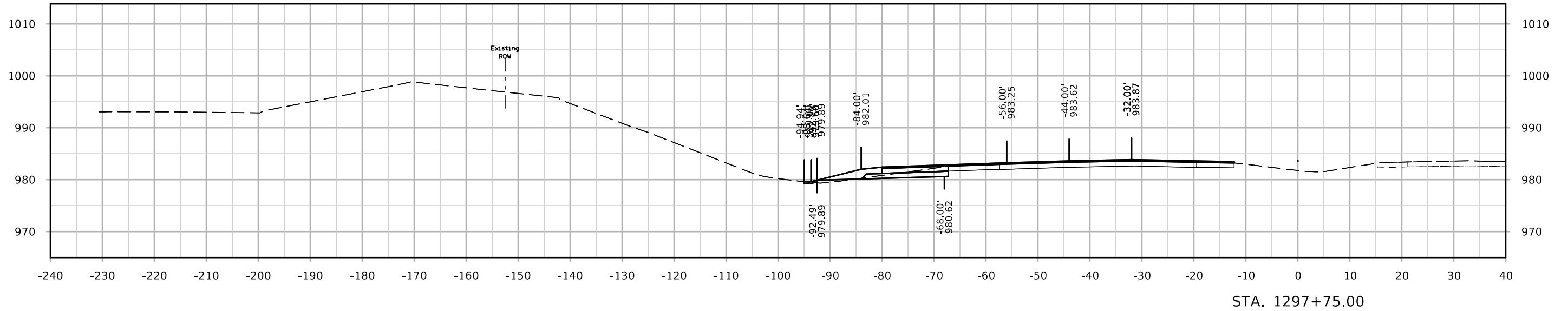
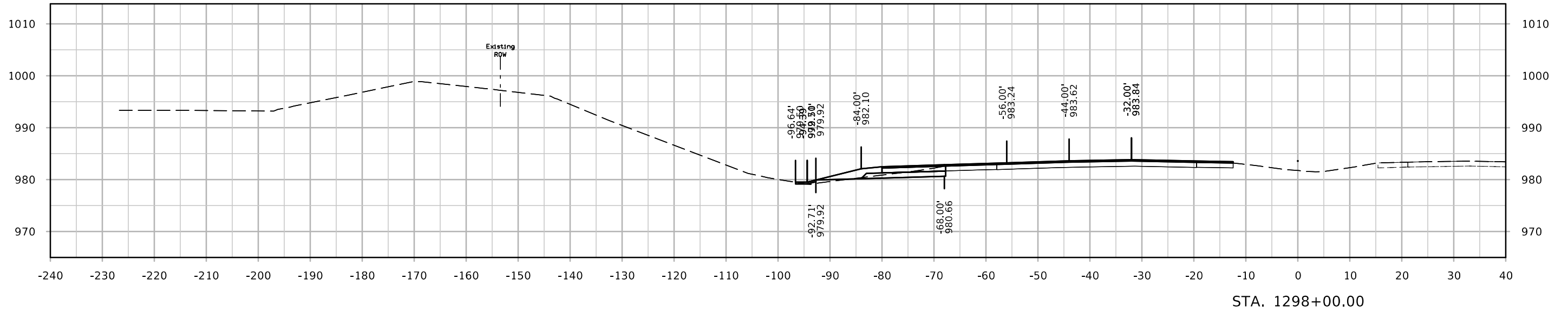


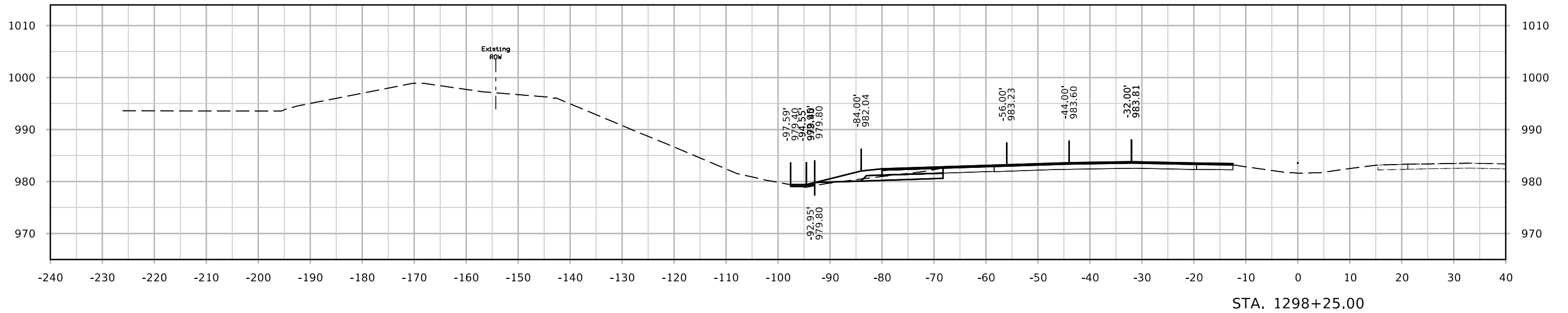
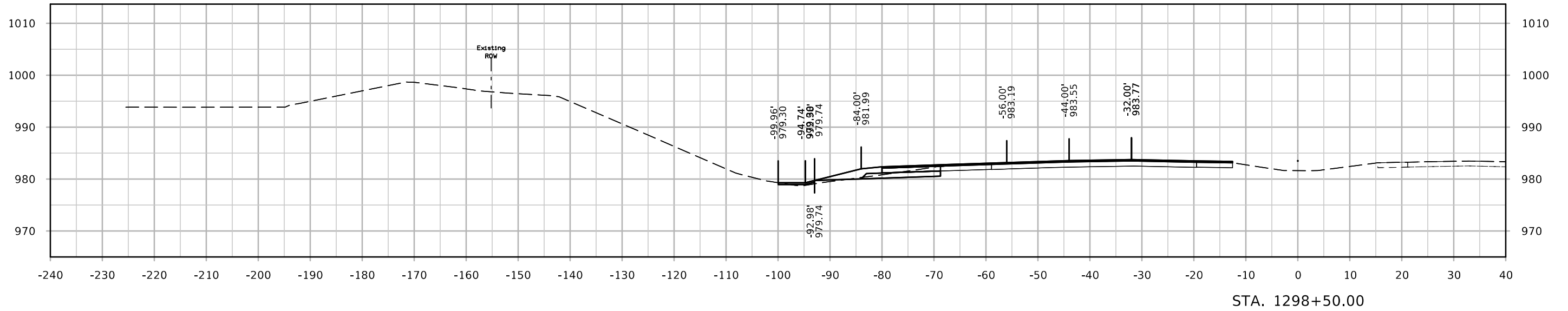


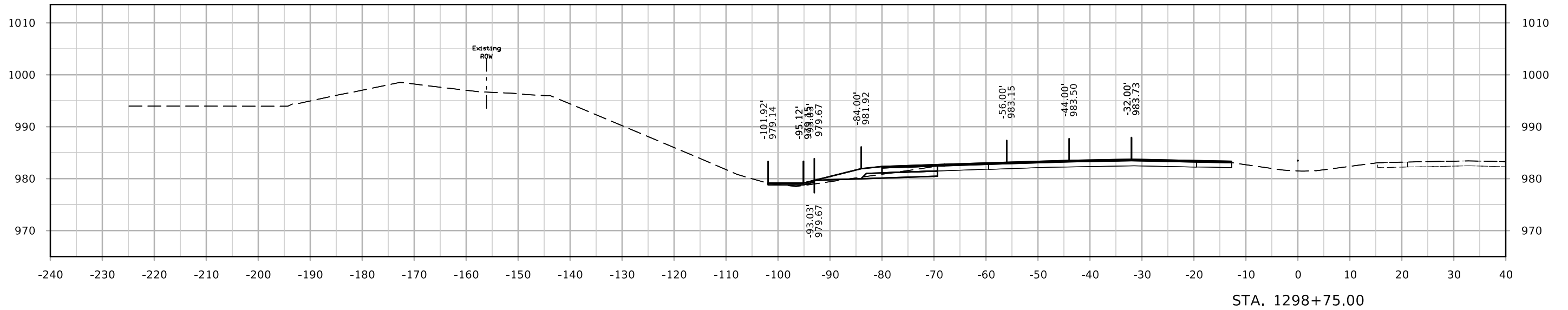
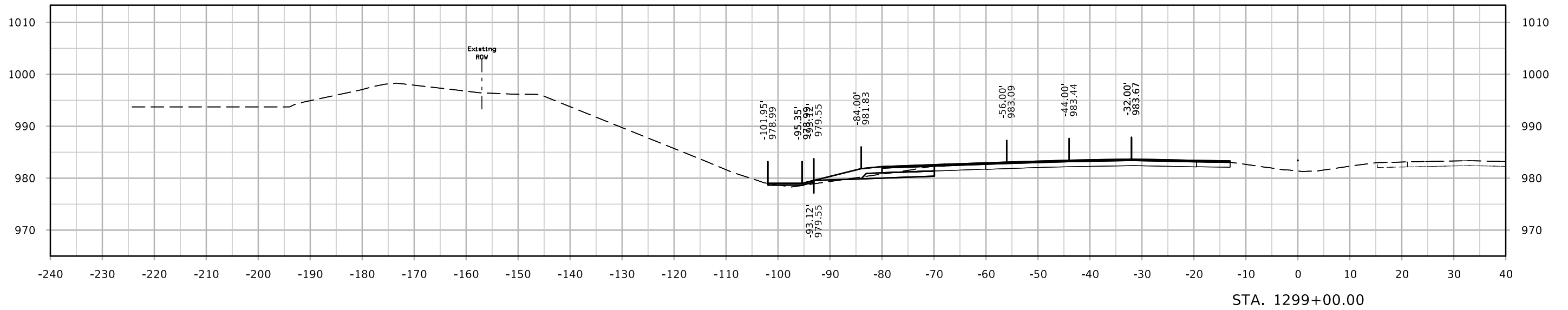


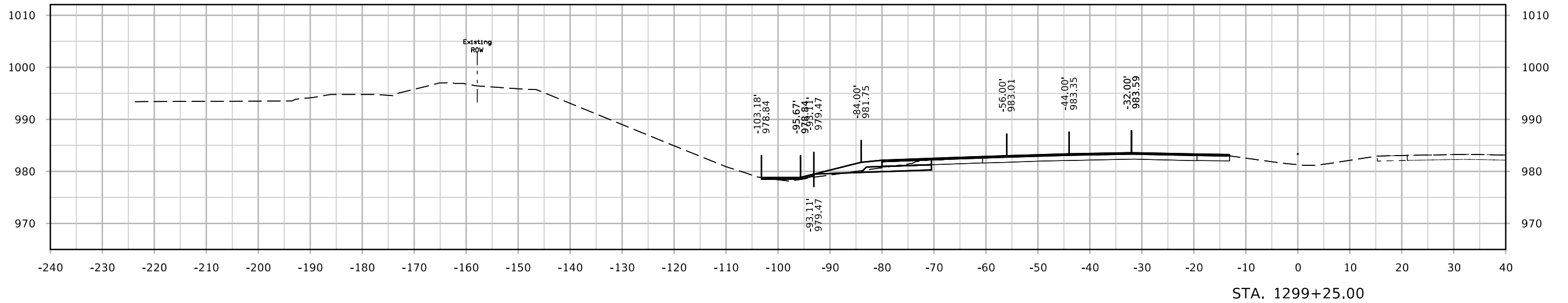
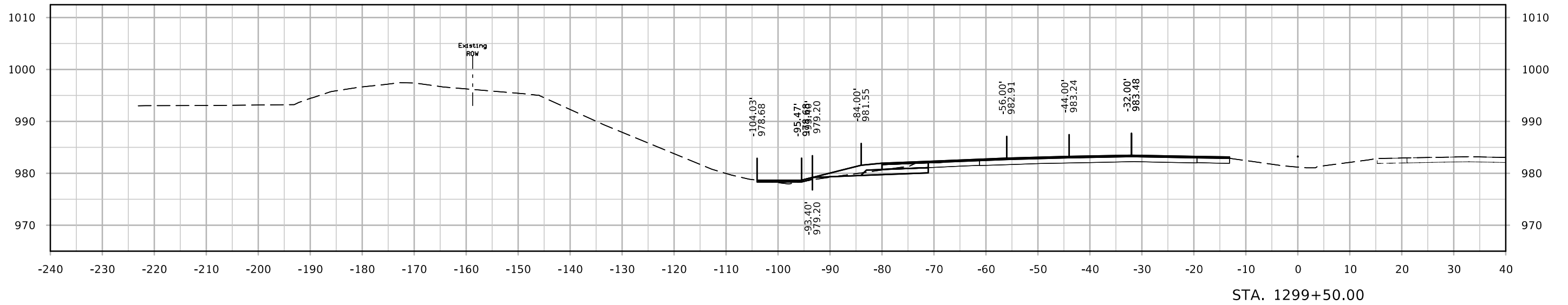


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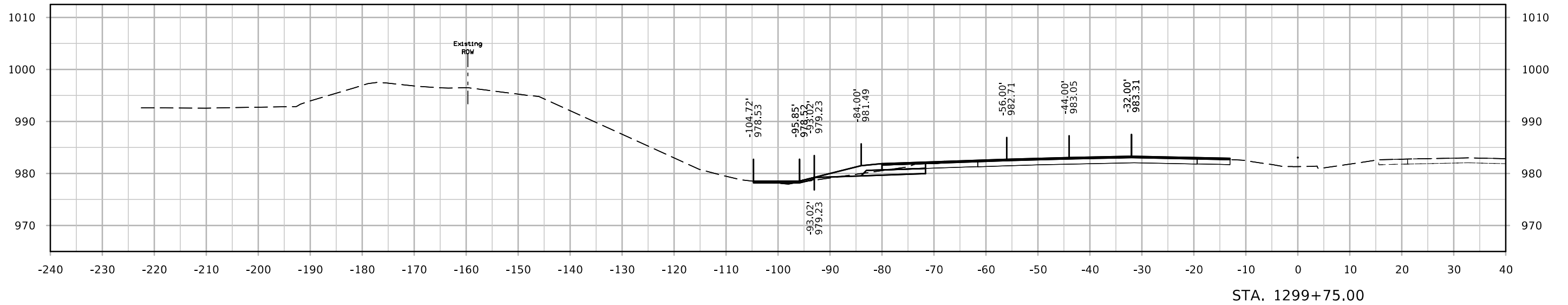
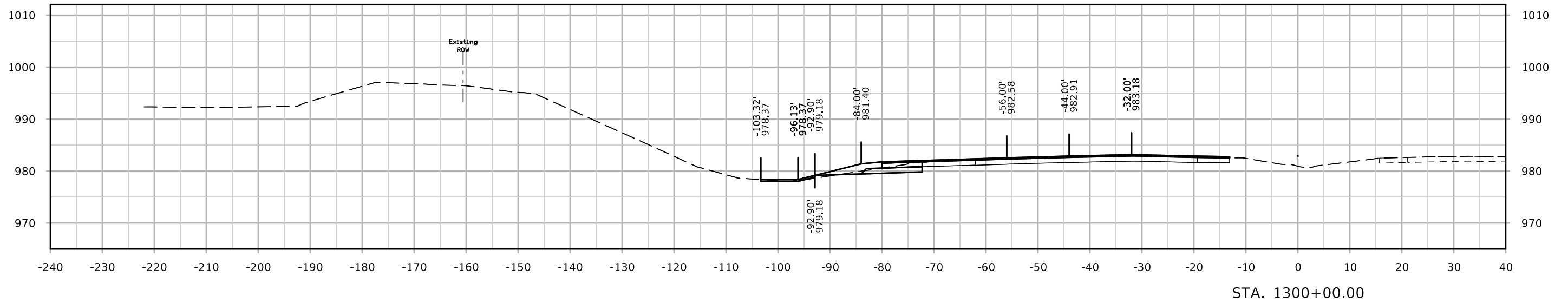


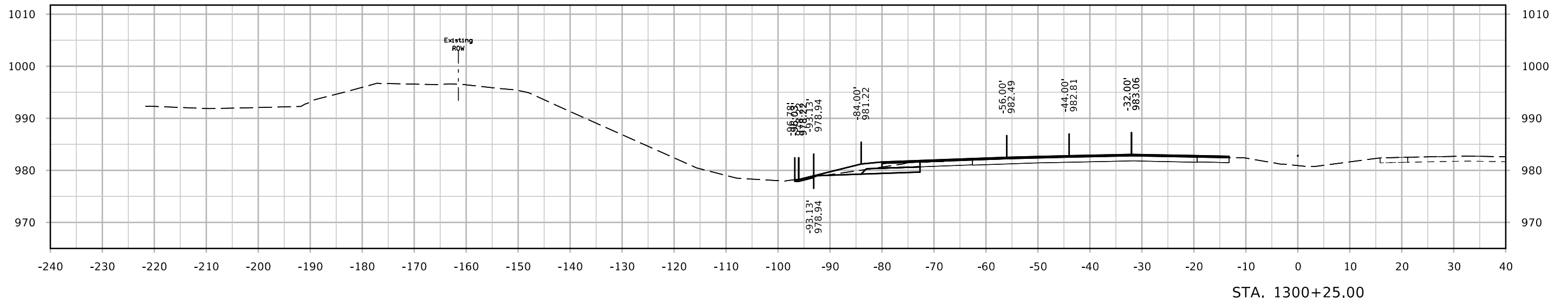
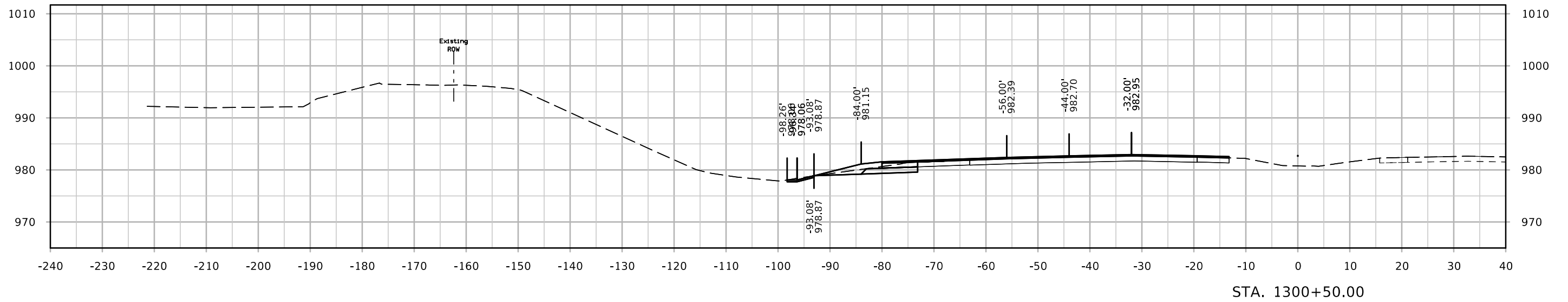


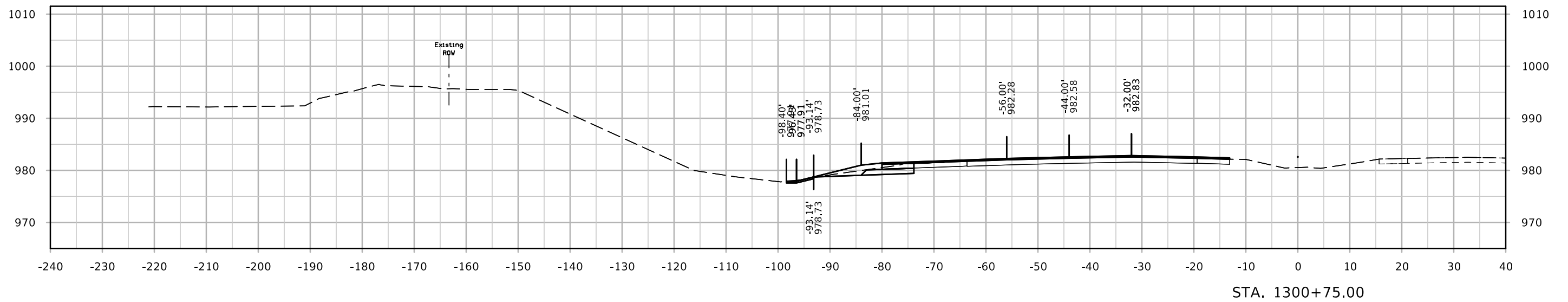
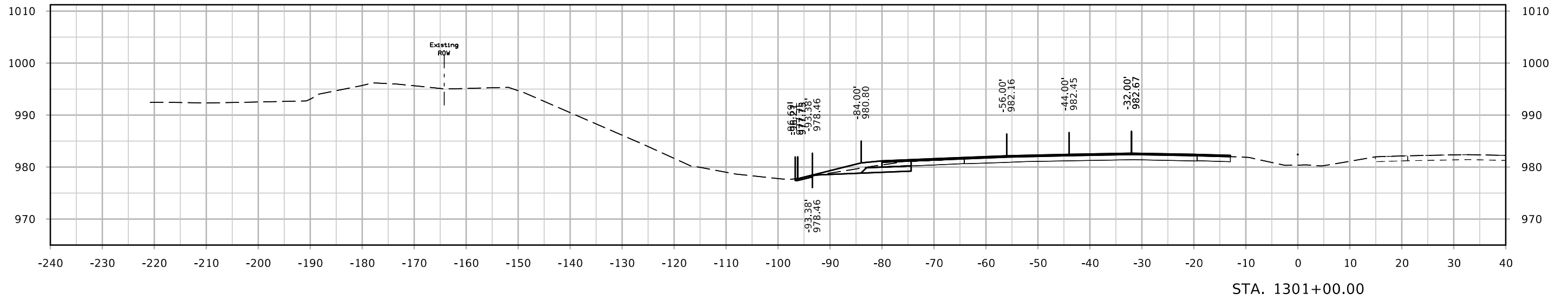




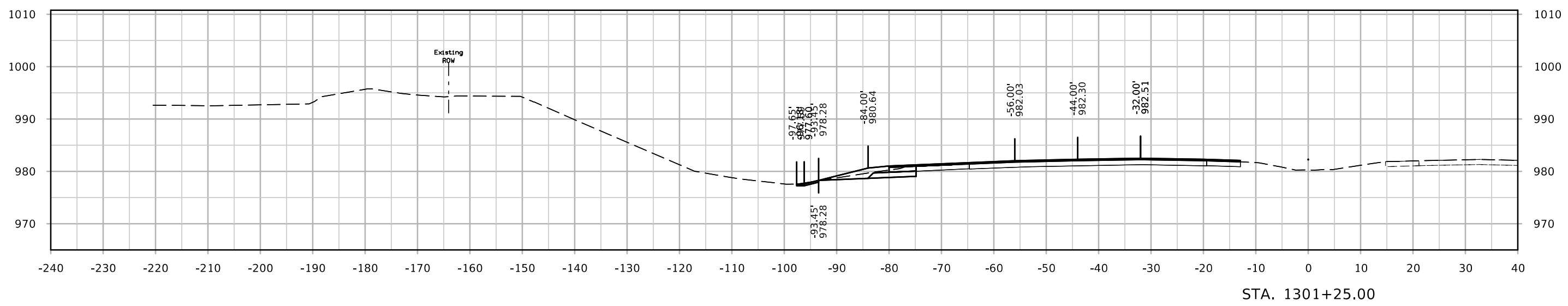
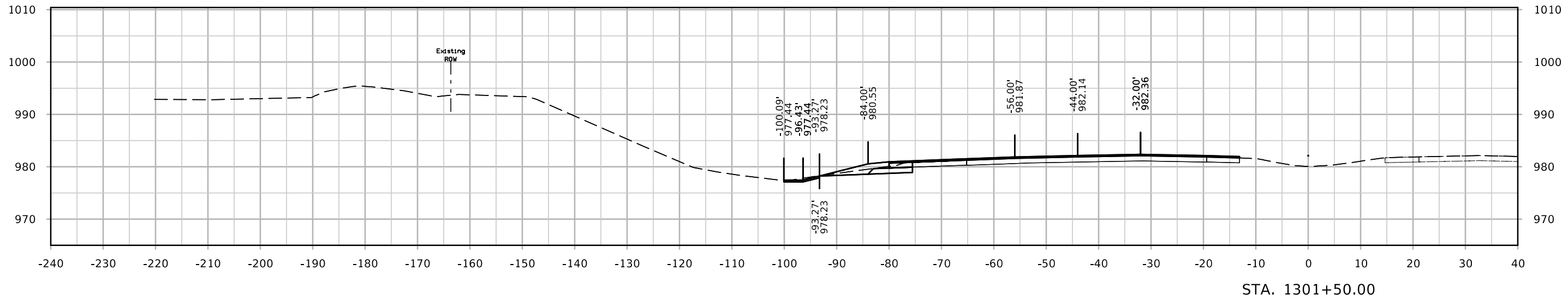
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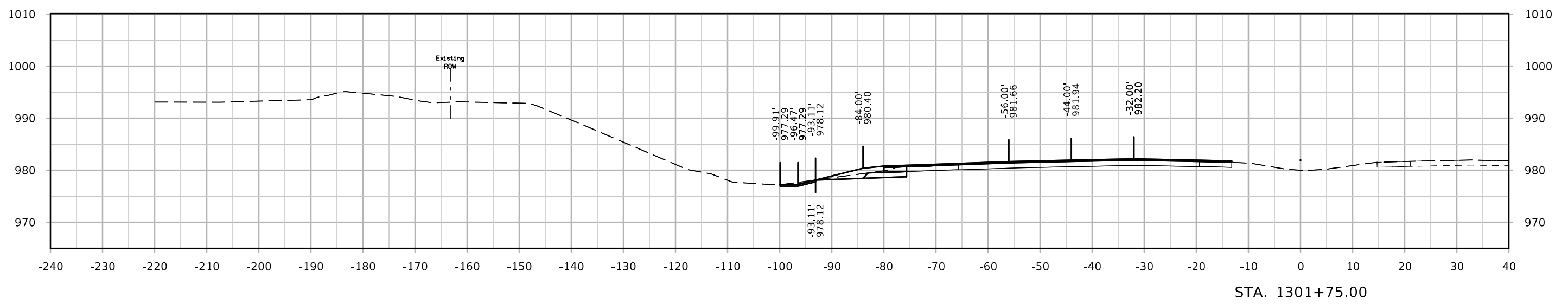
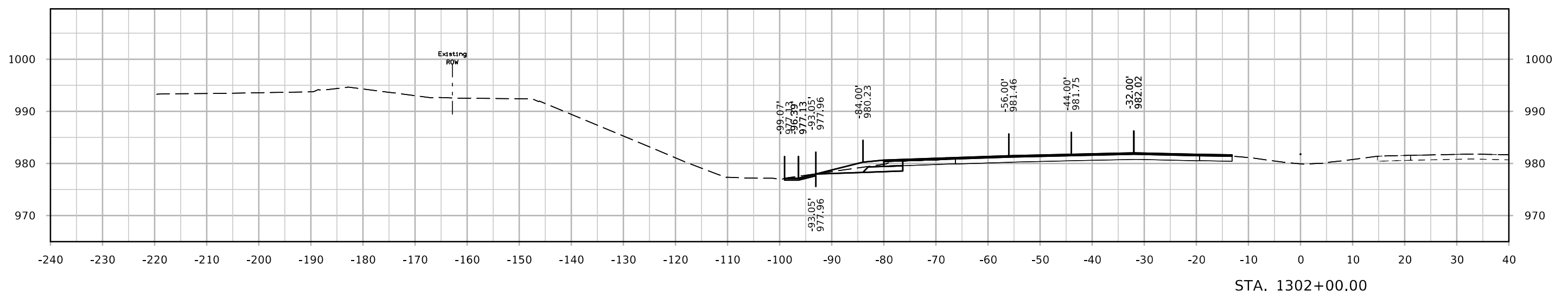
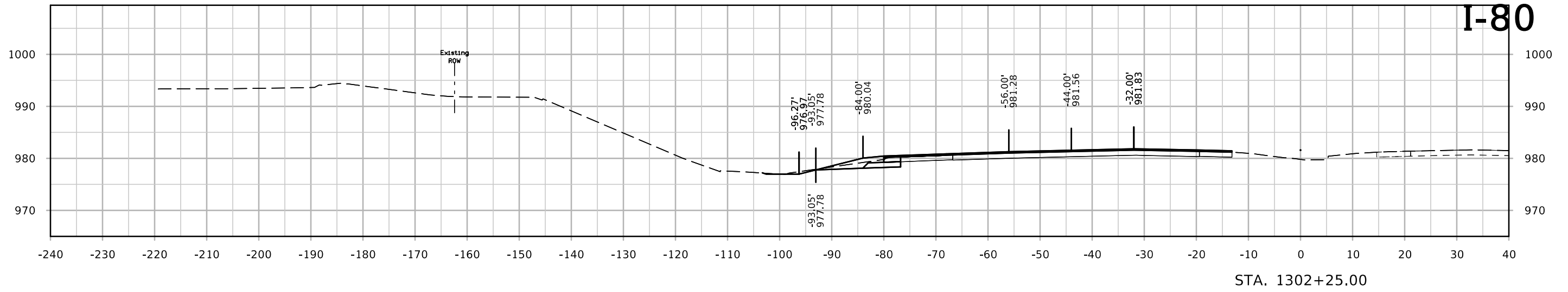




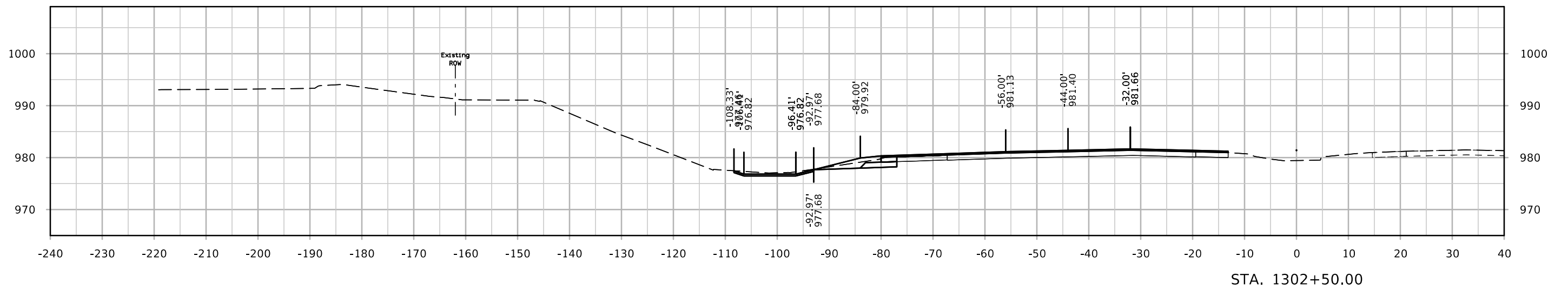
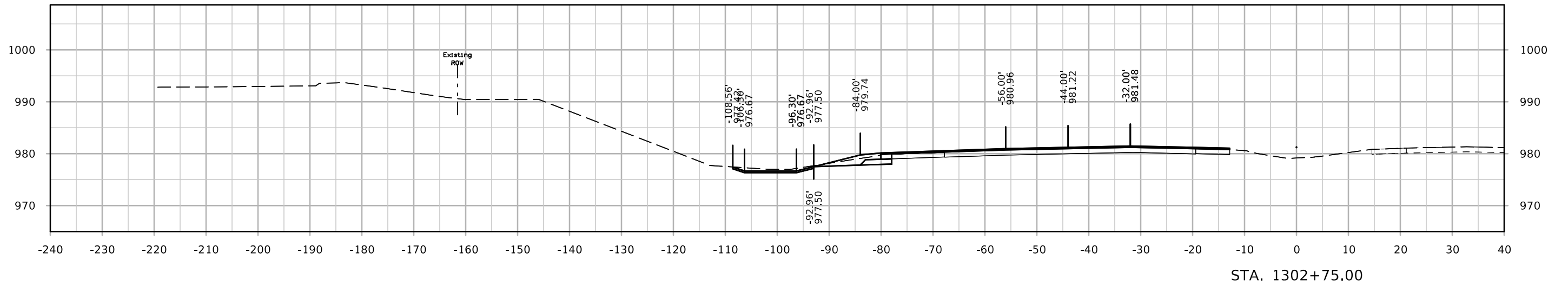
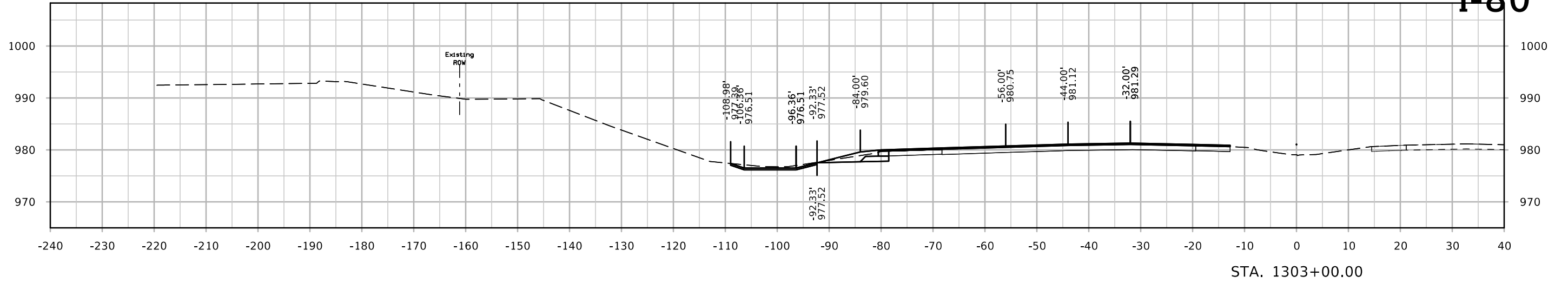
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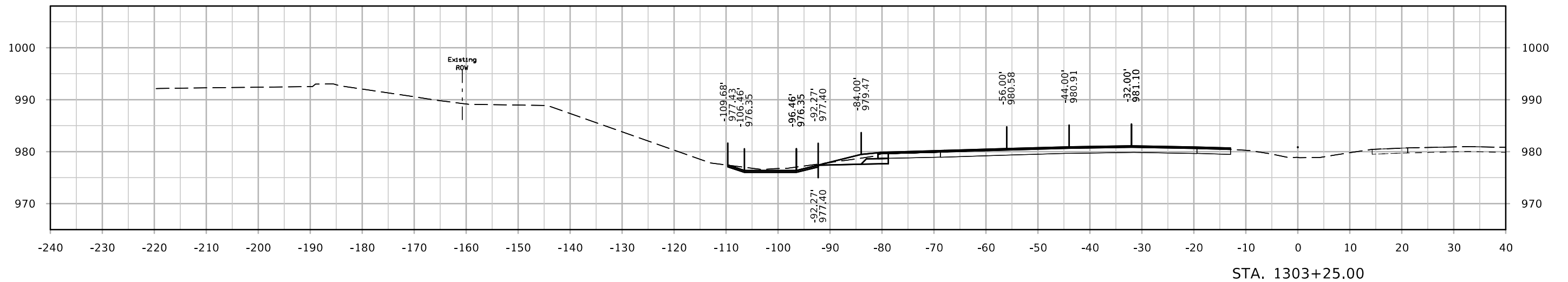
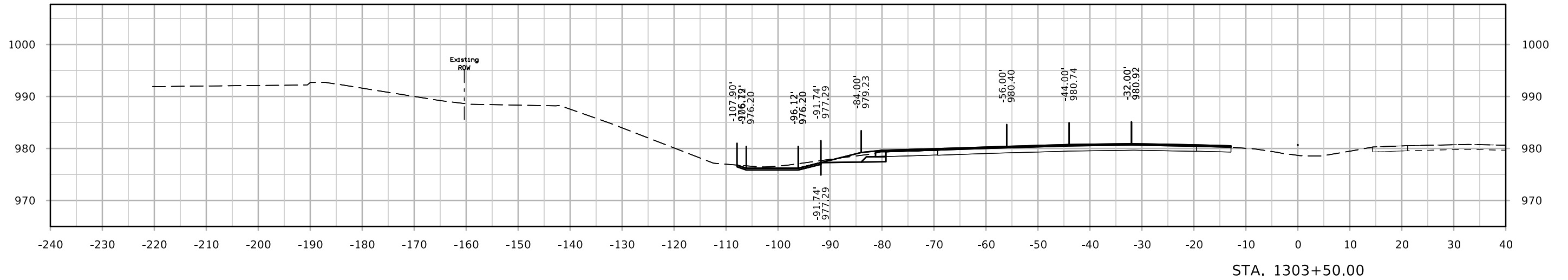
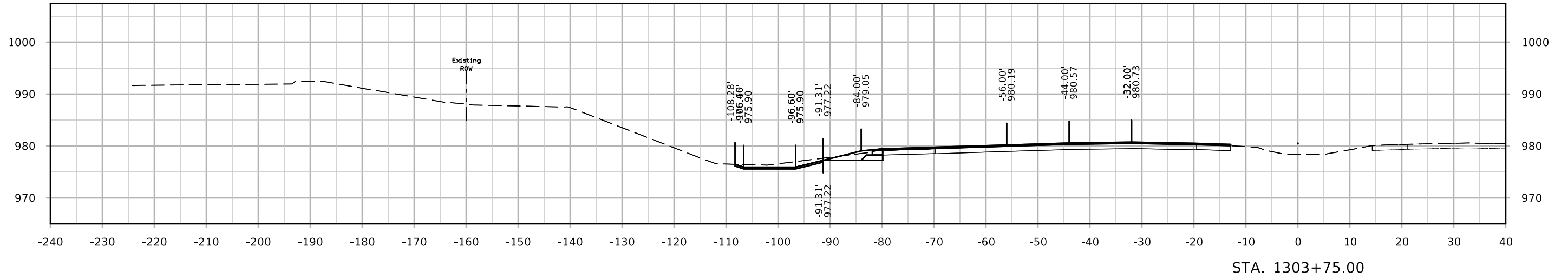
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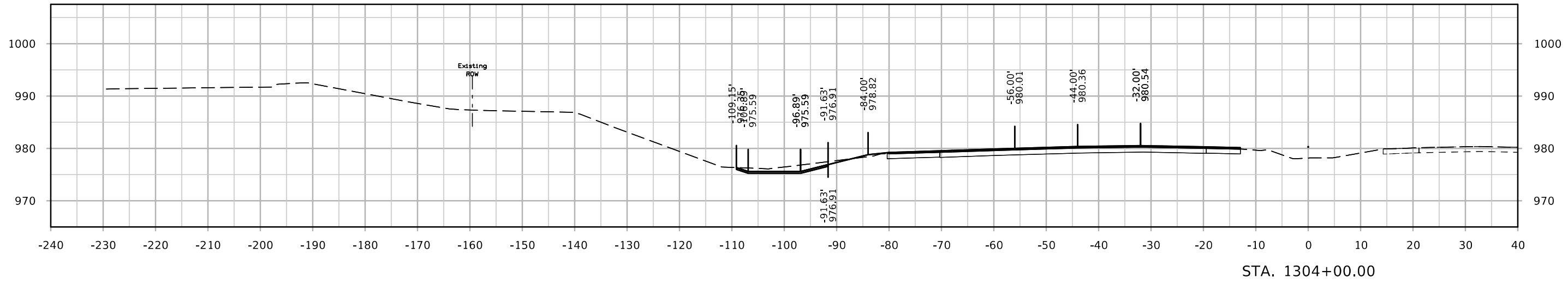
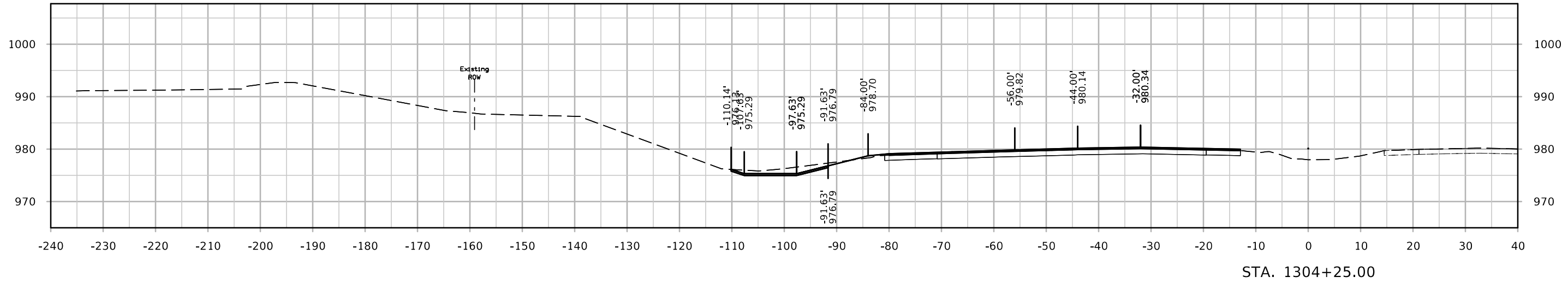
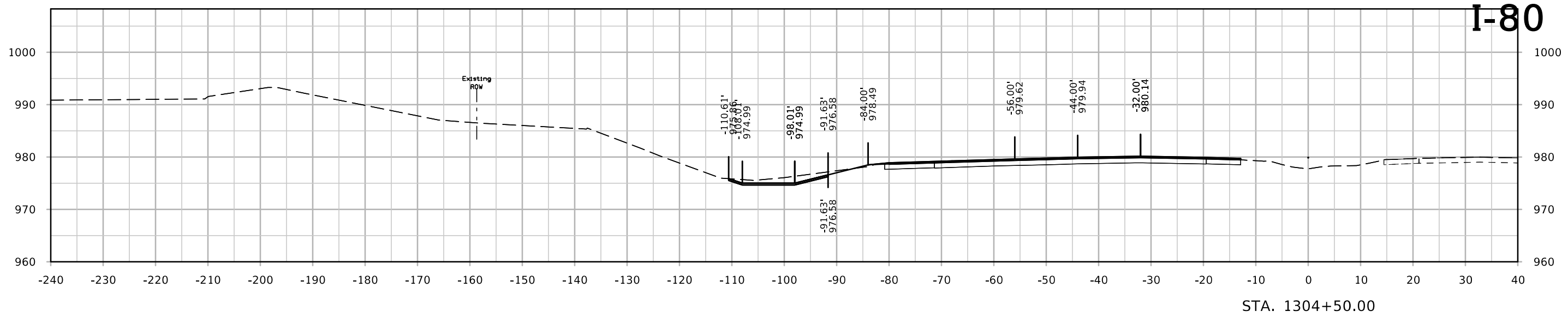
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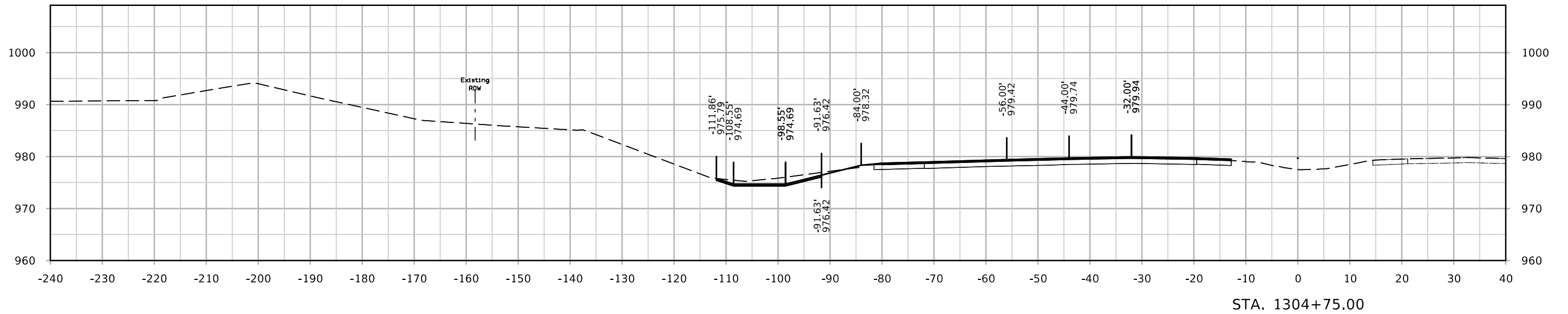
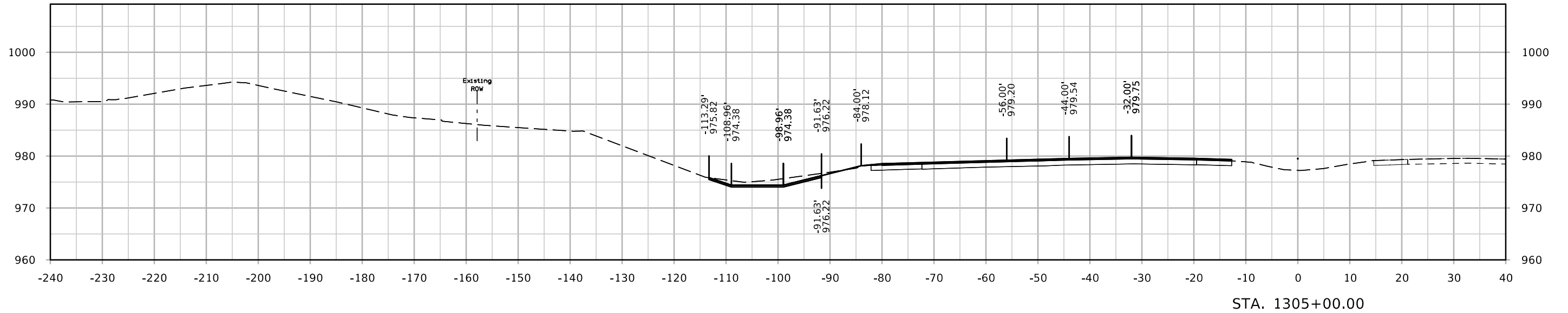


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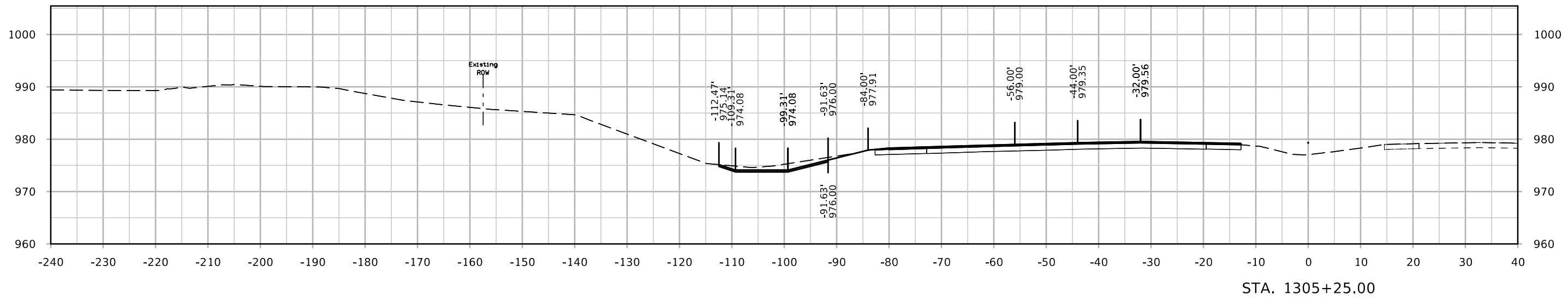
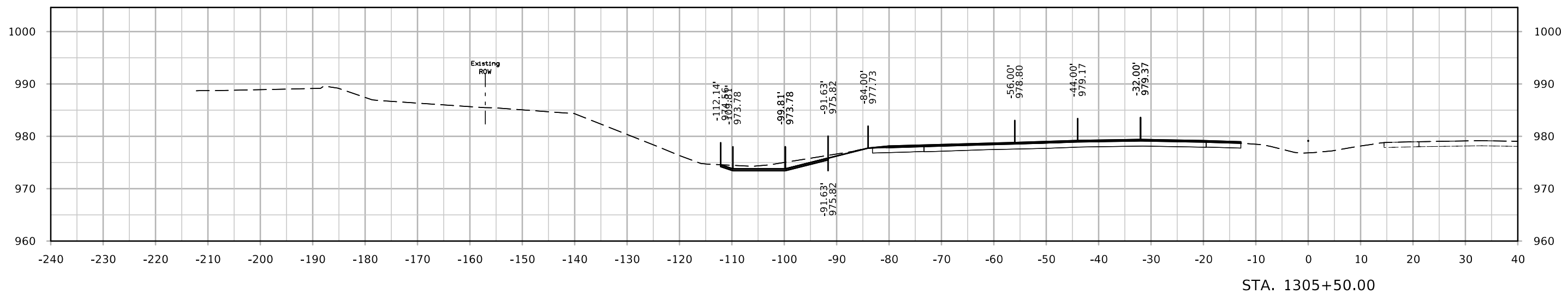
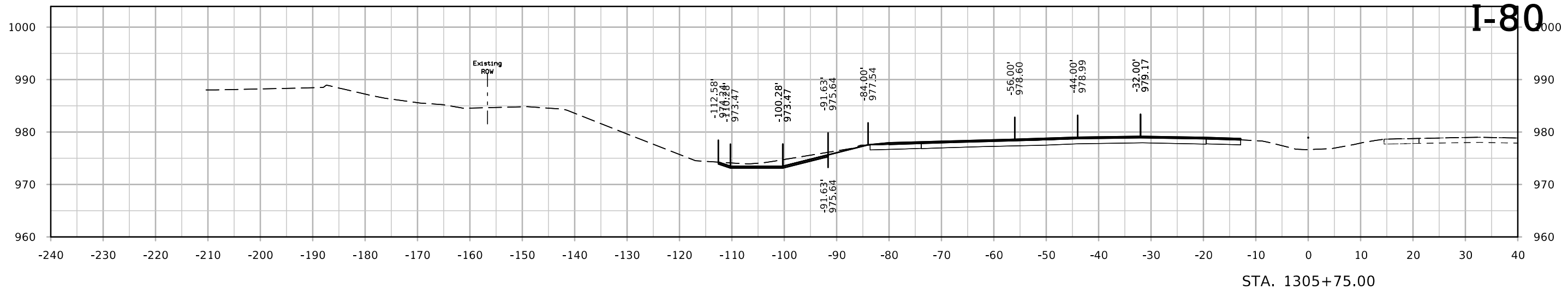


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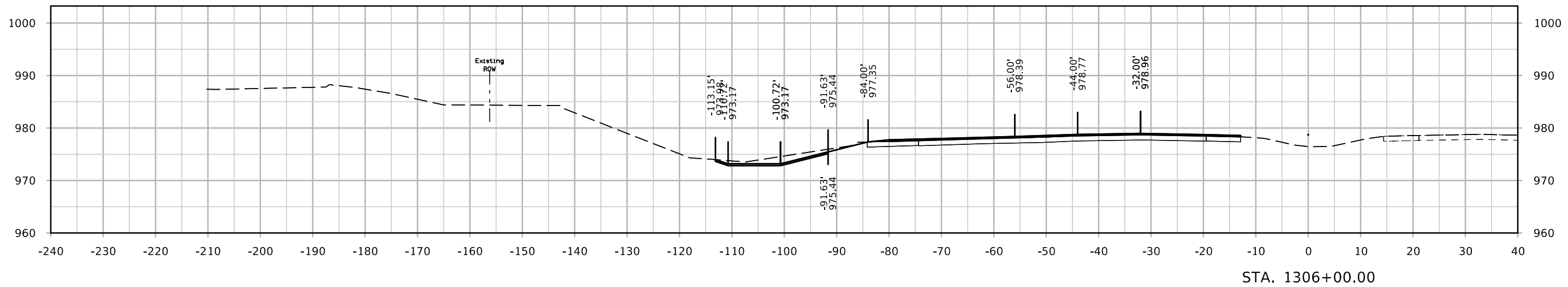
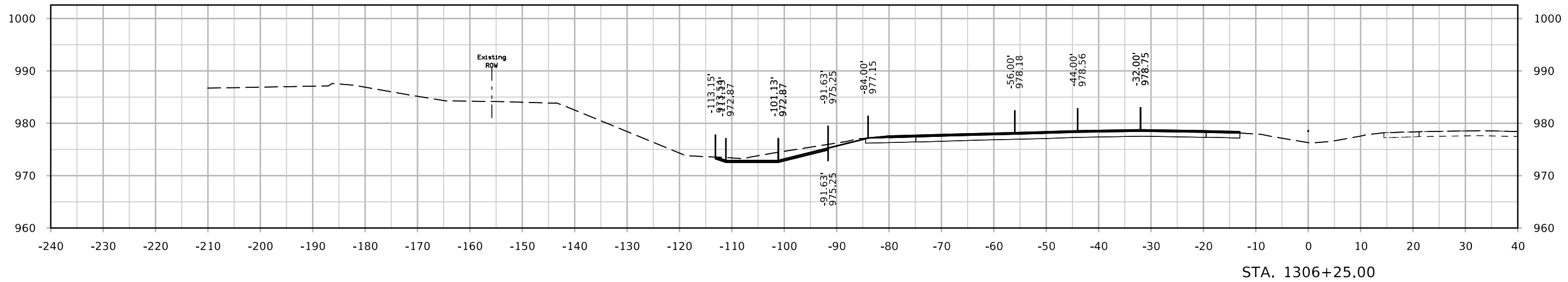
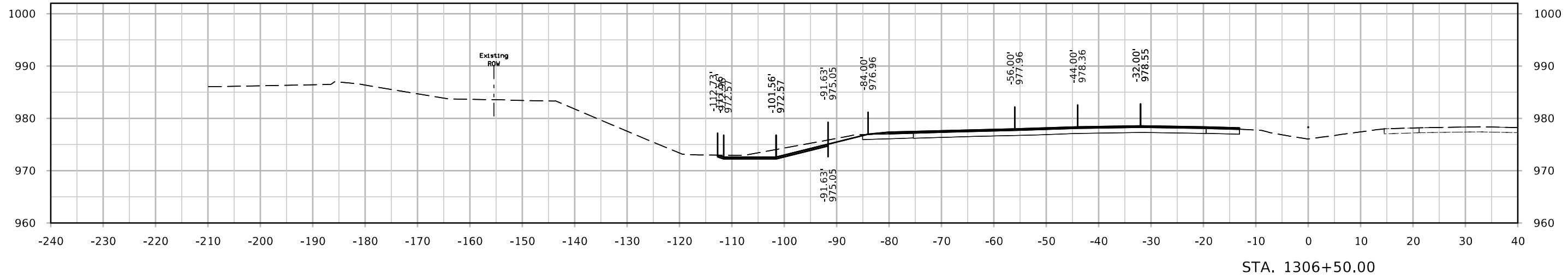




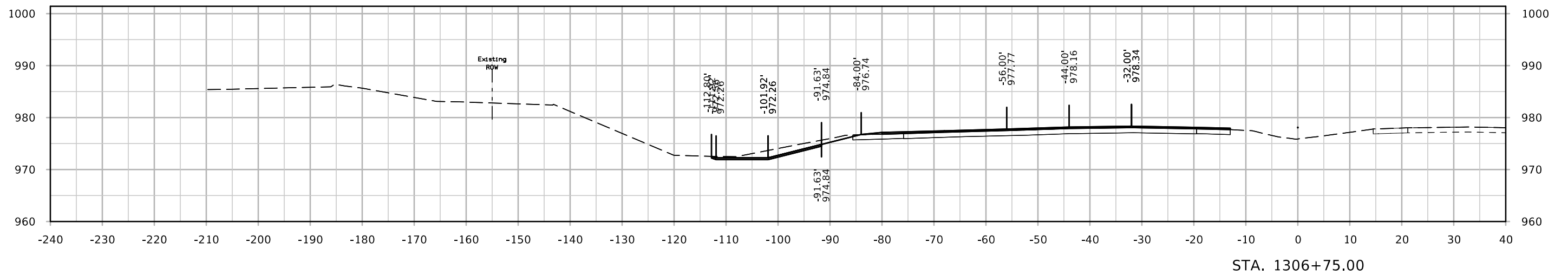
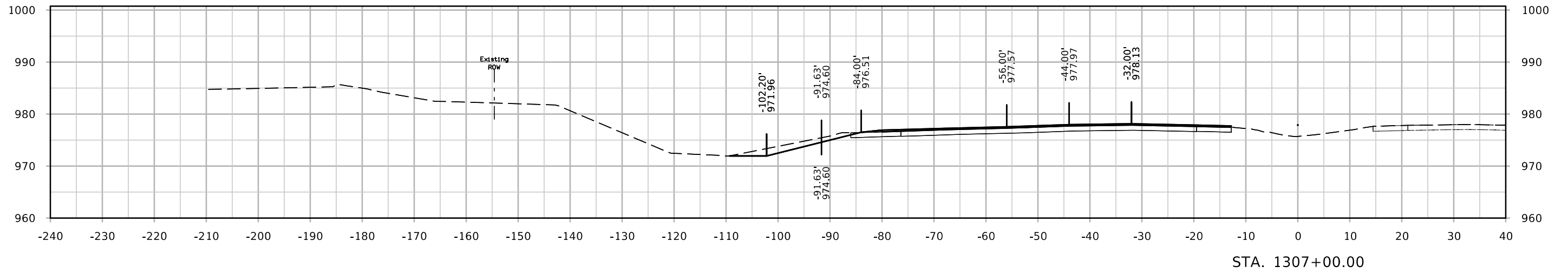
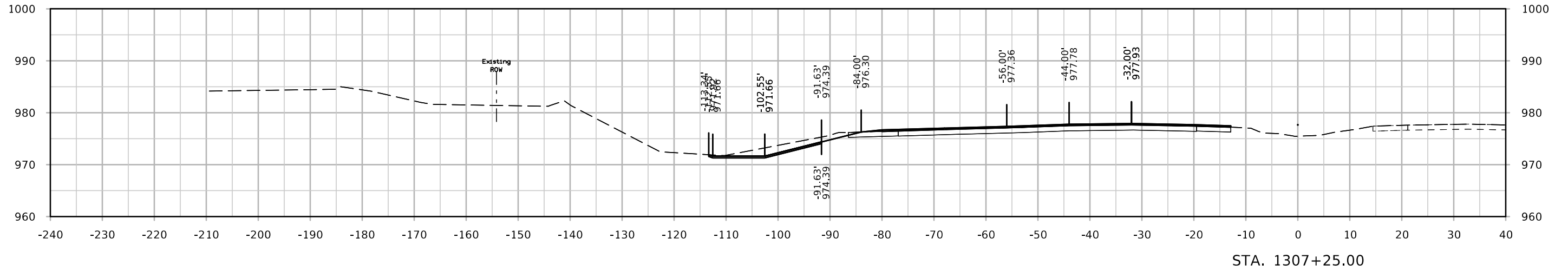
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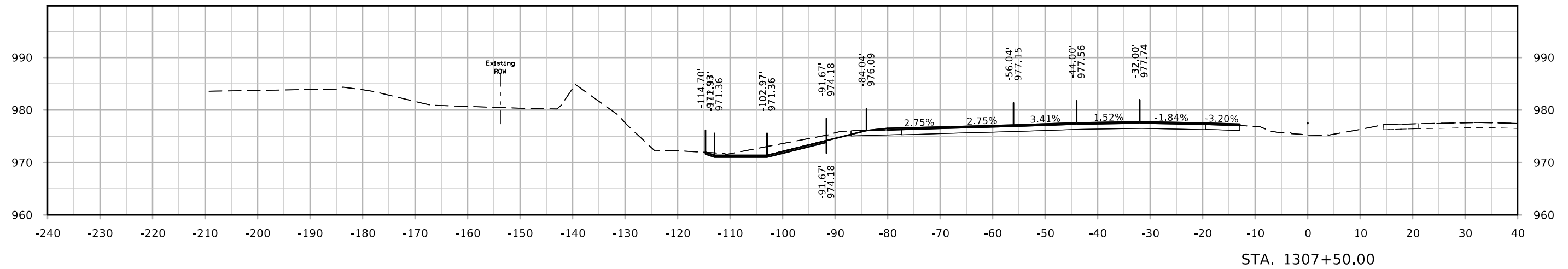
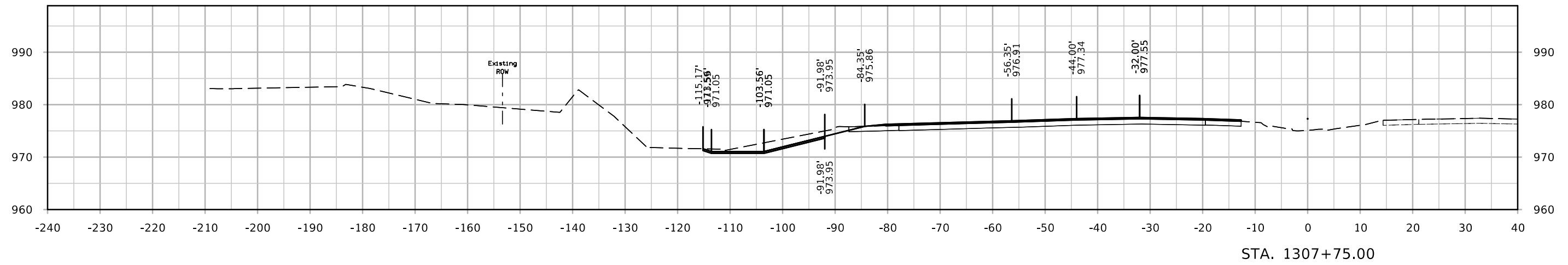
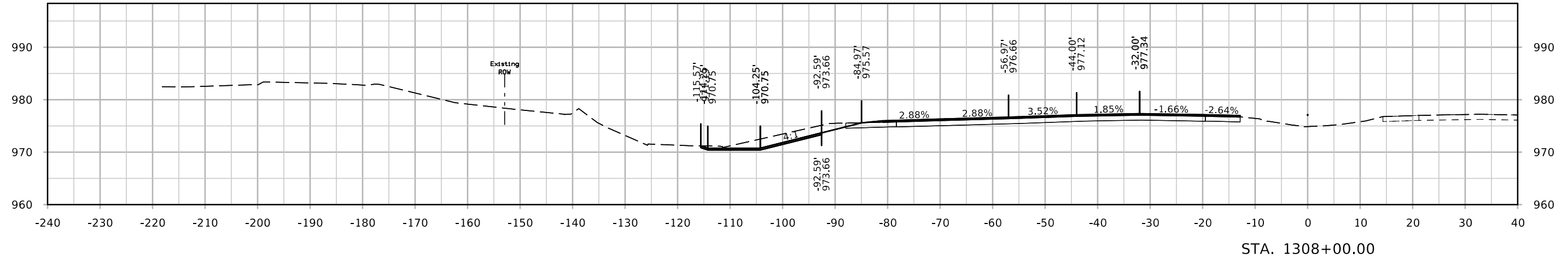
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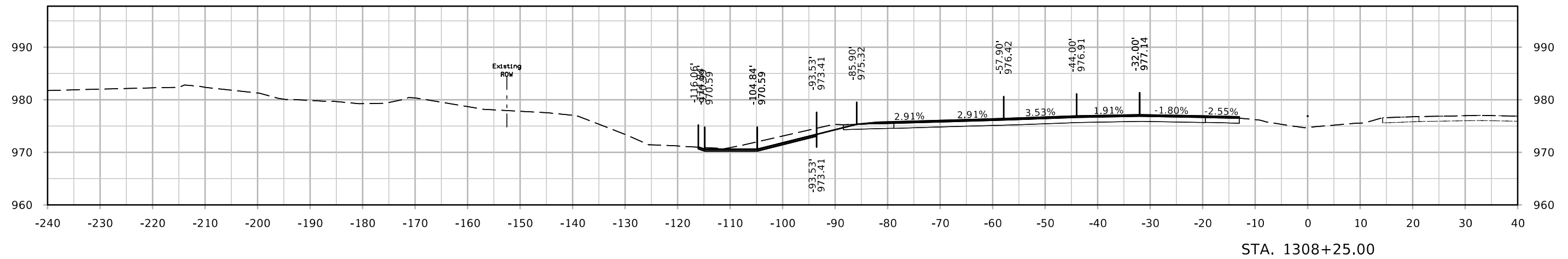
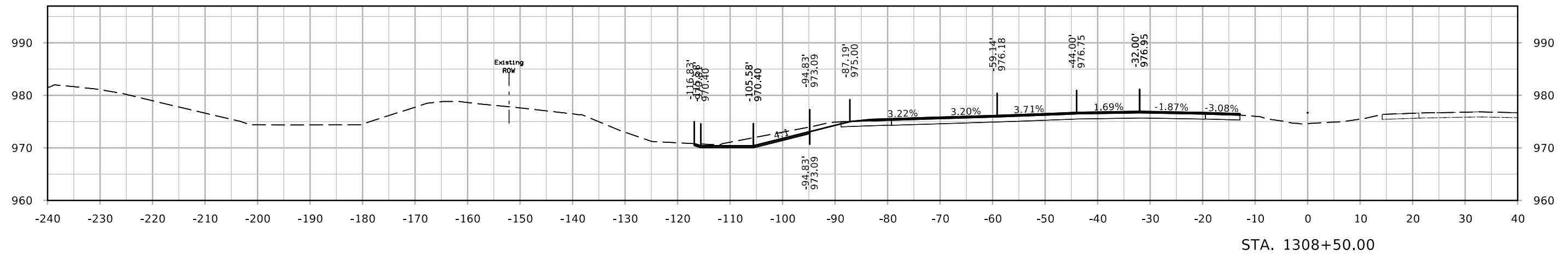
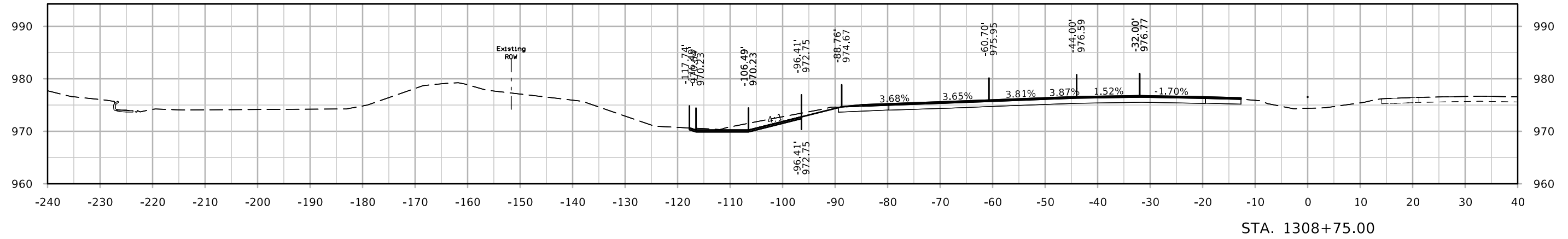
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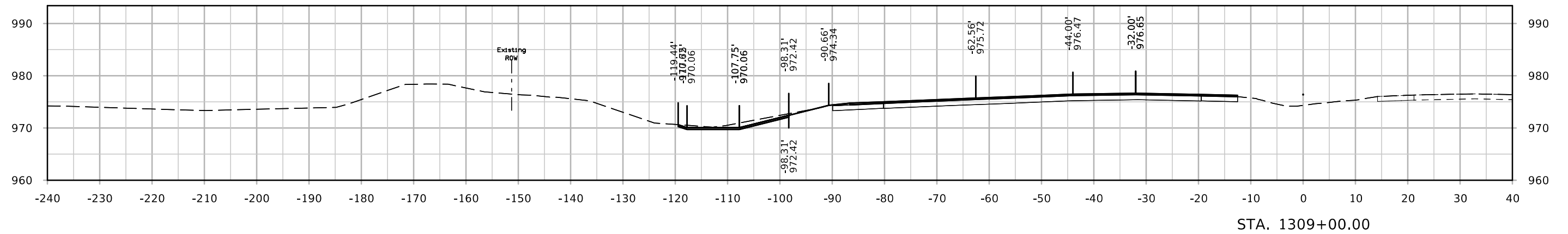
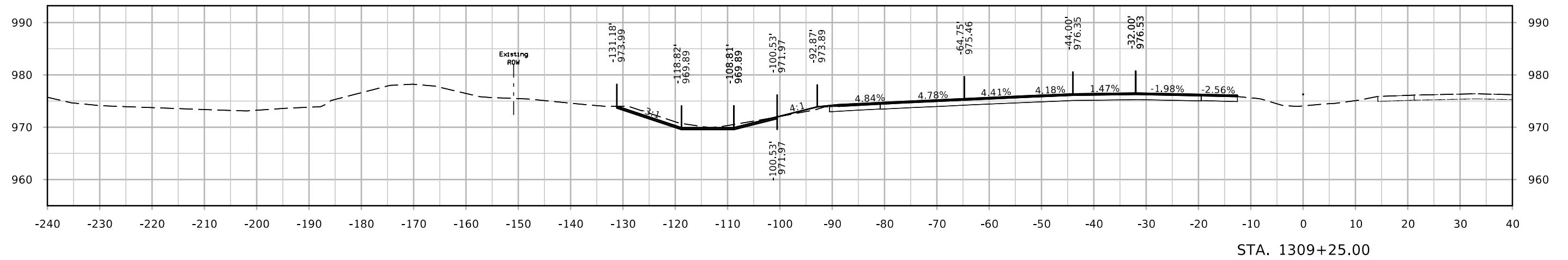
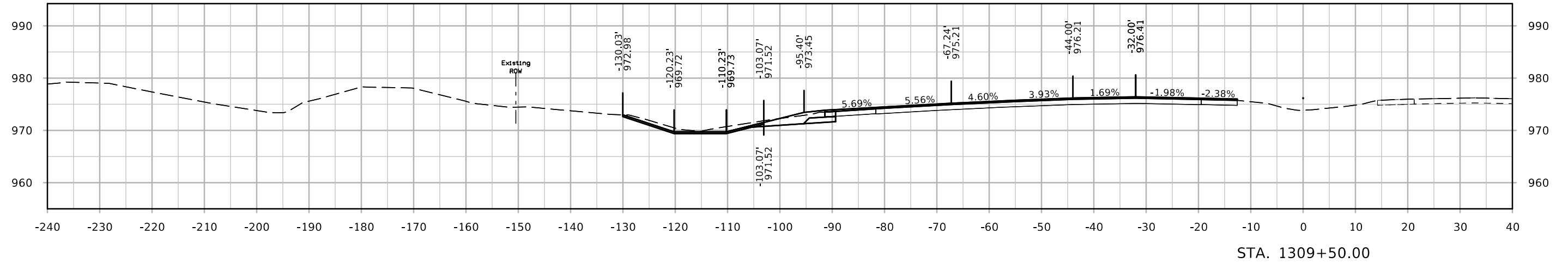
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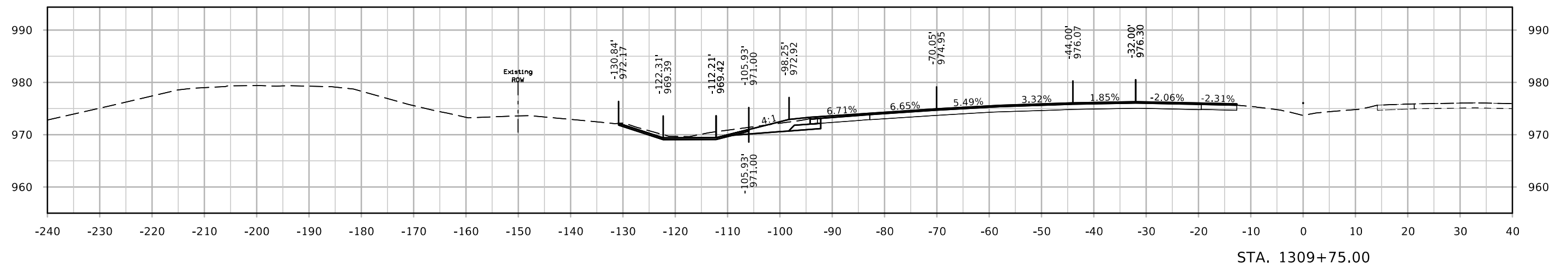
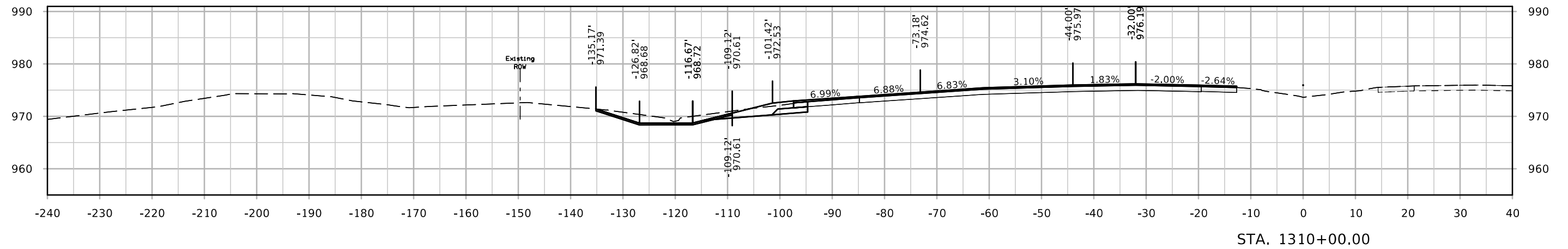
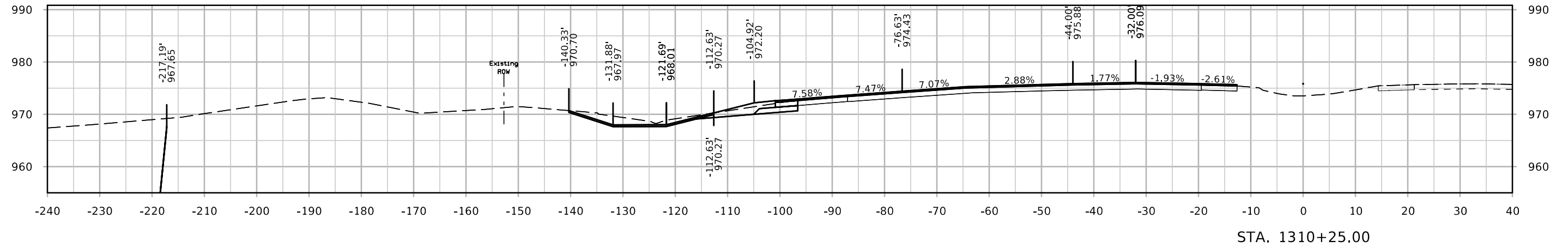
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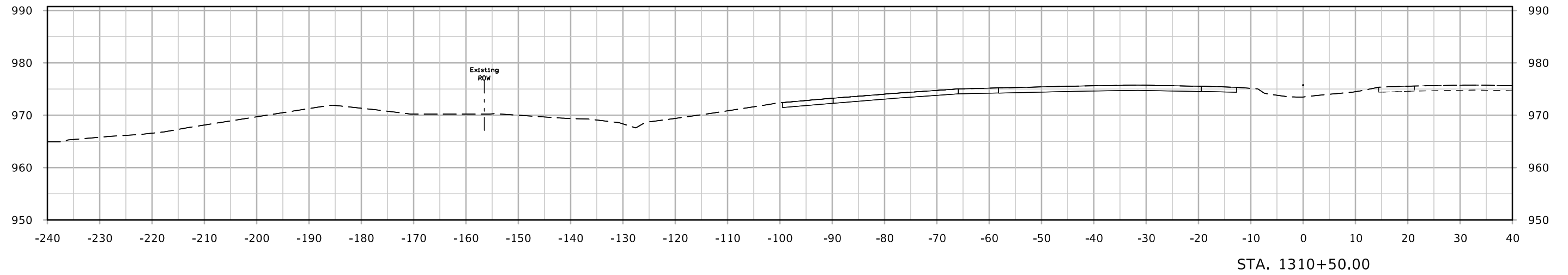
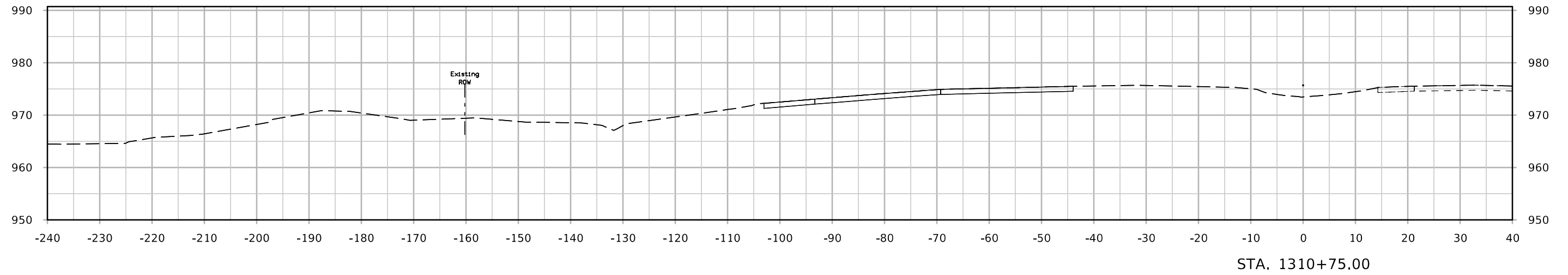
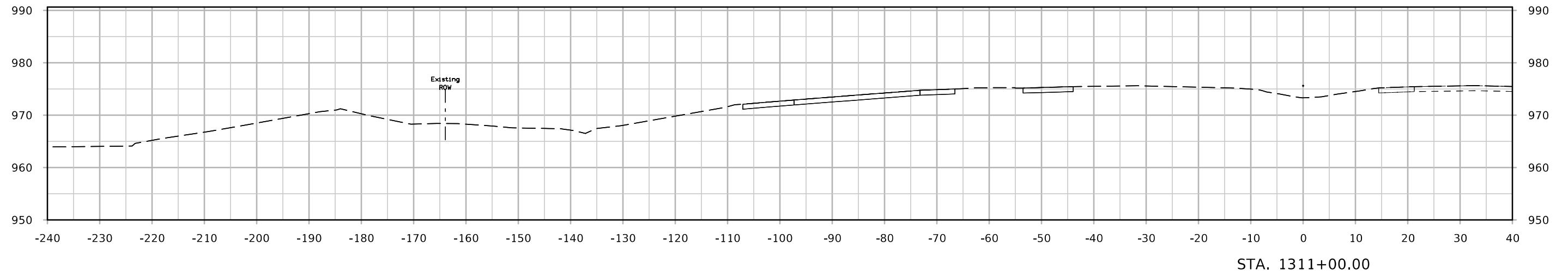
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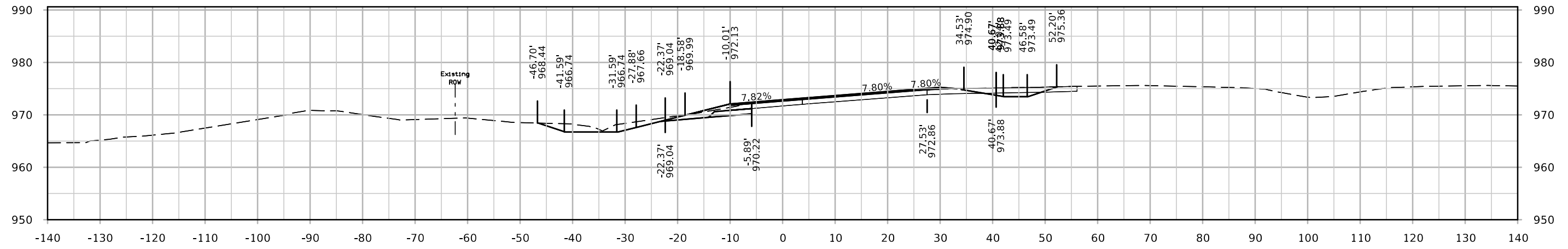
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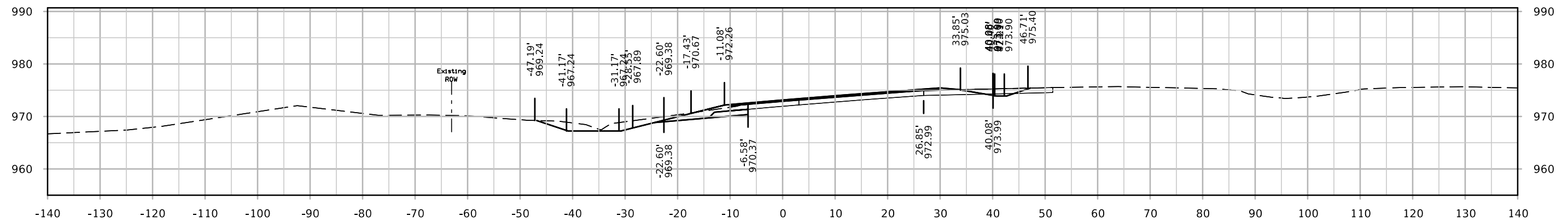
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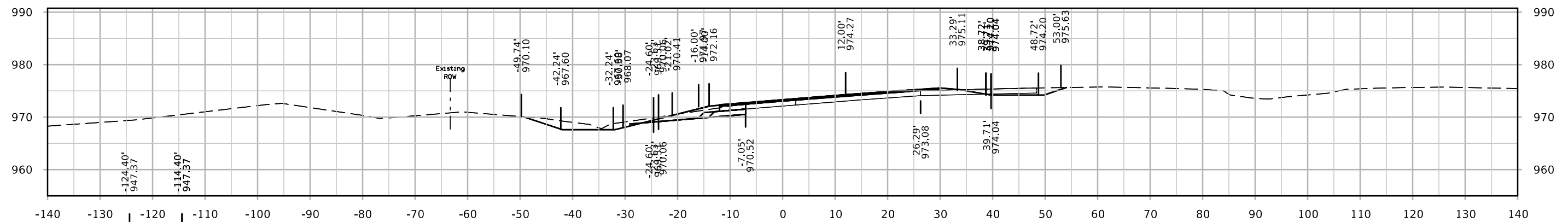
Ramp C



STA. 41310+75.00

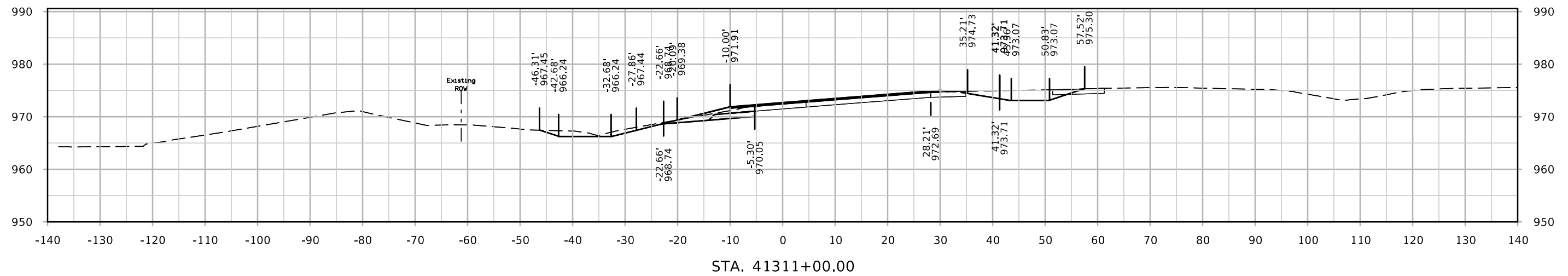
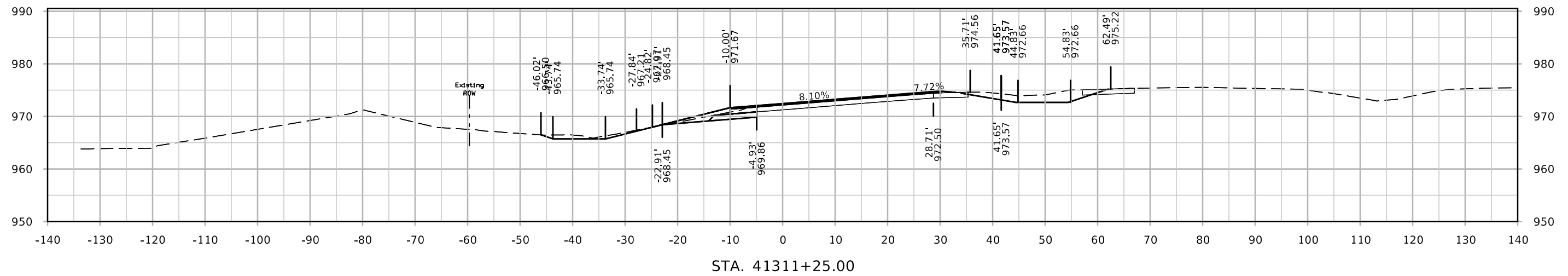
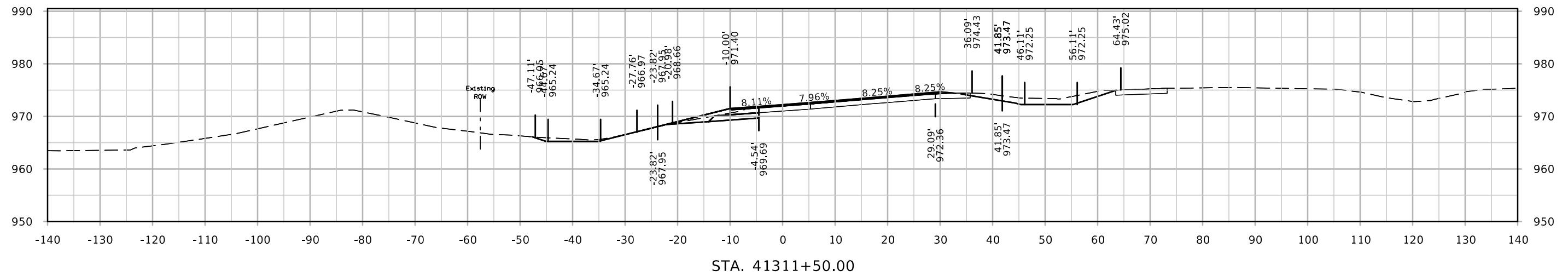


STA. 41310+50.00

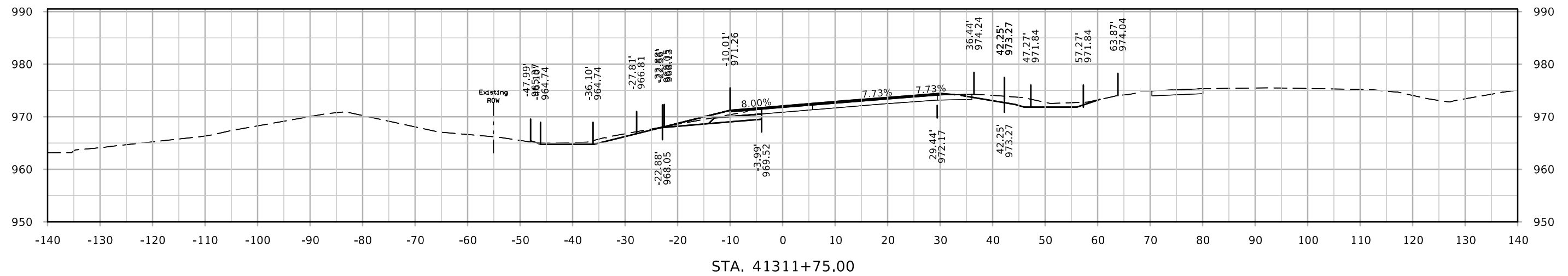
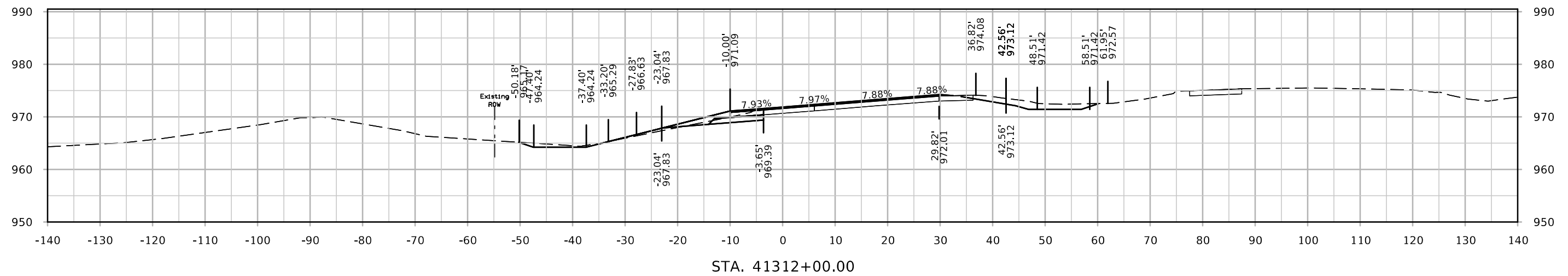
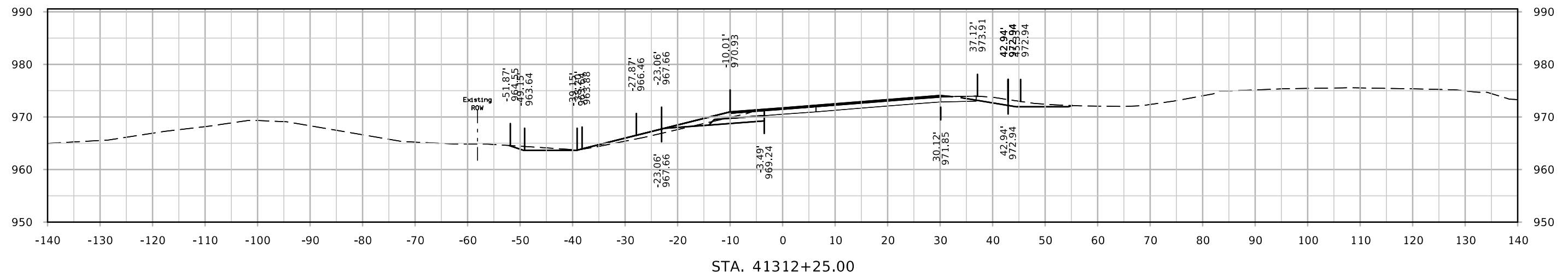


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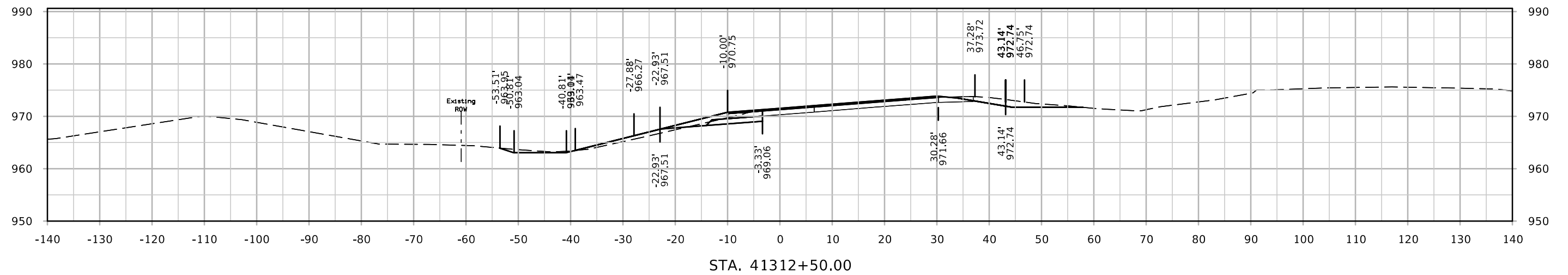
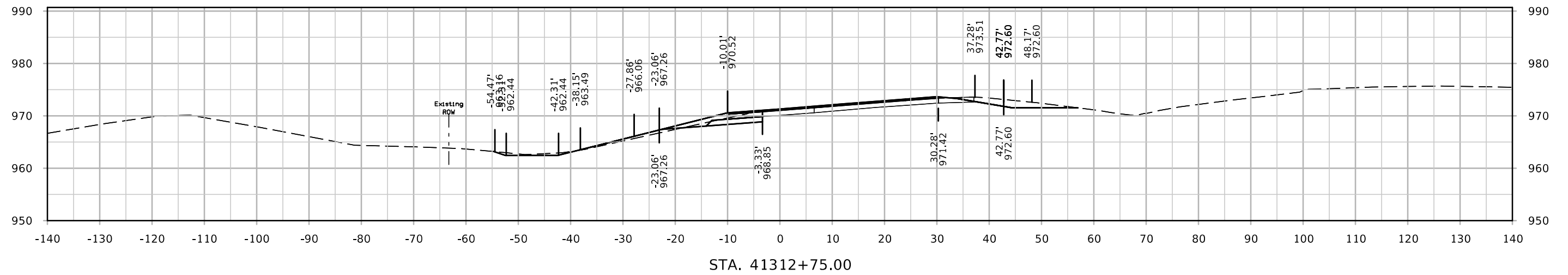
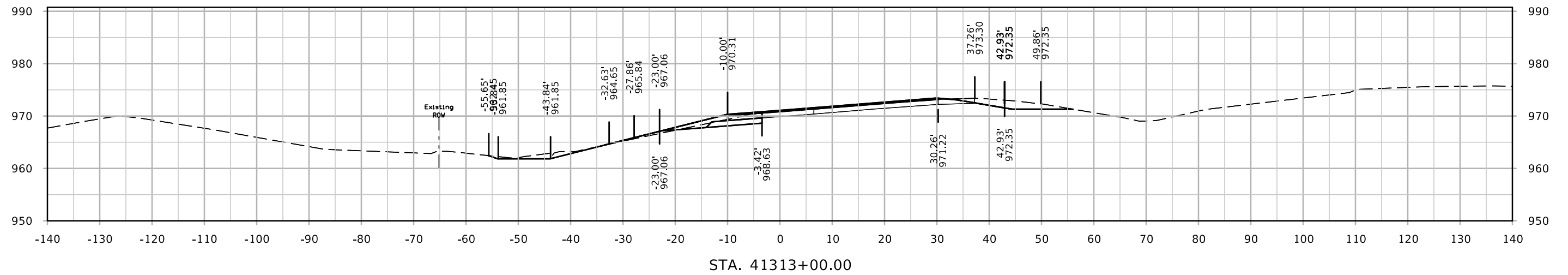
Ramp C



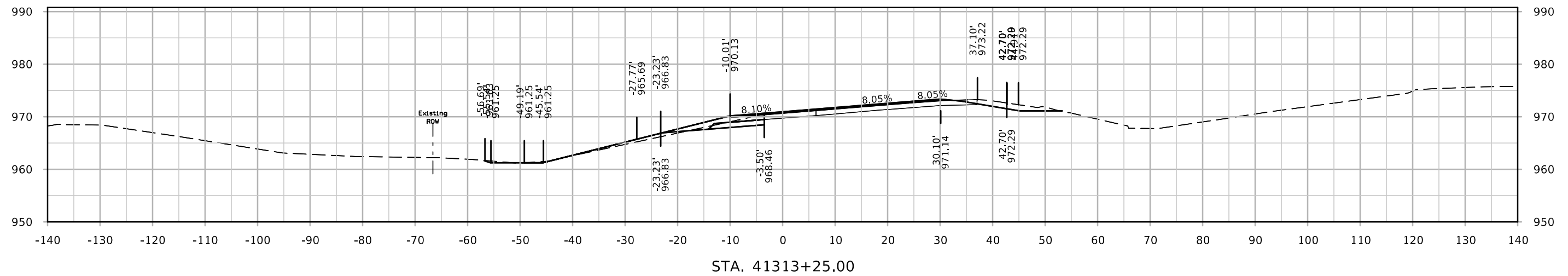
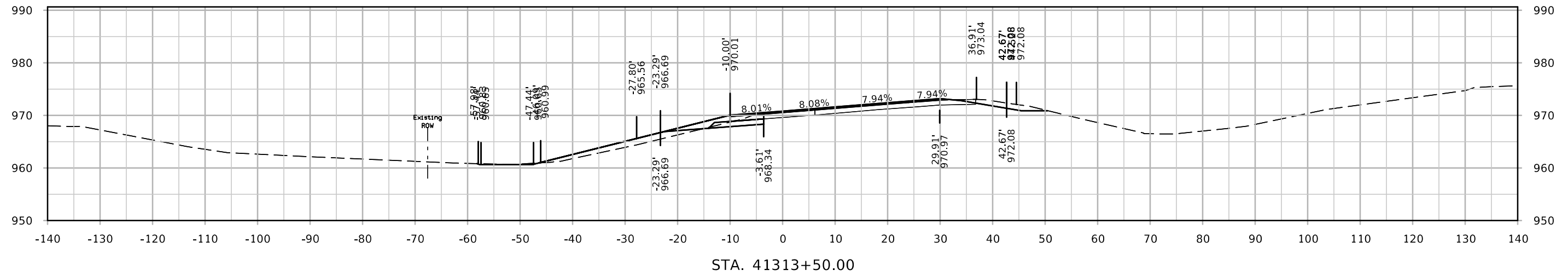
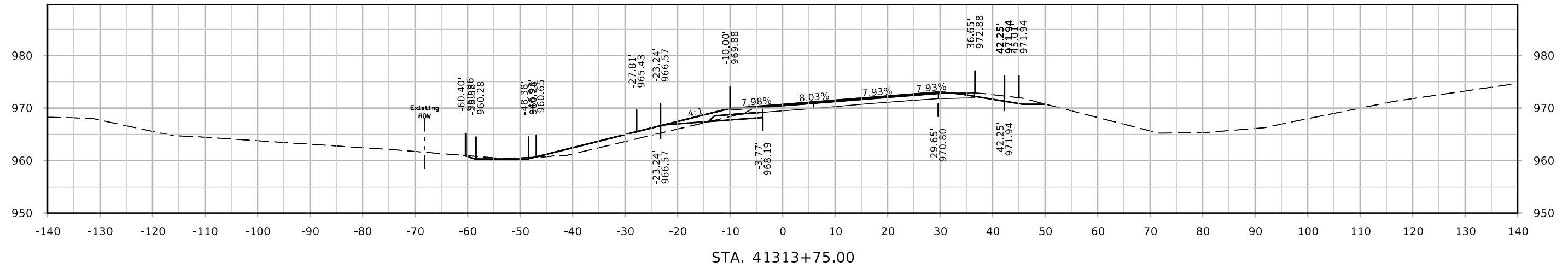
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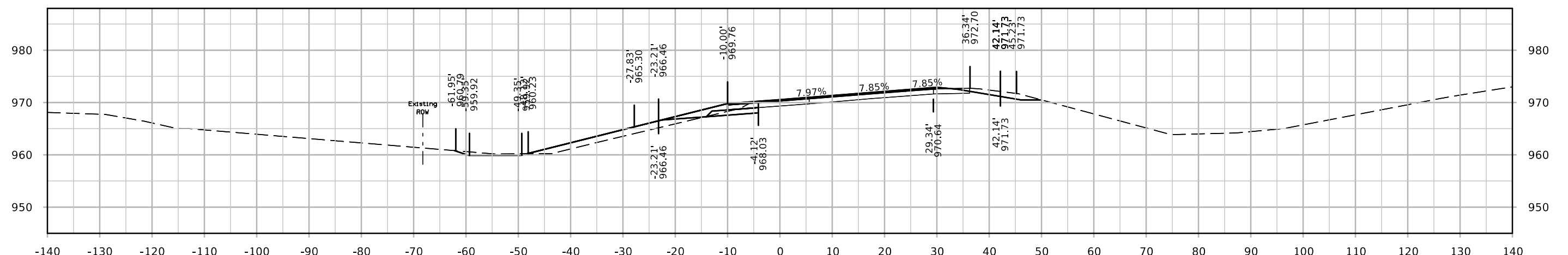
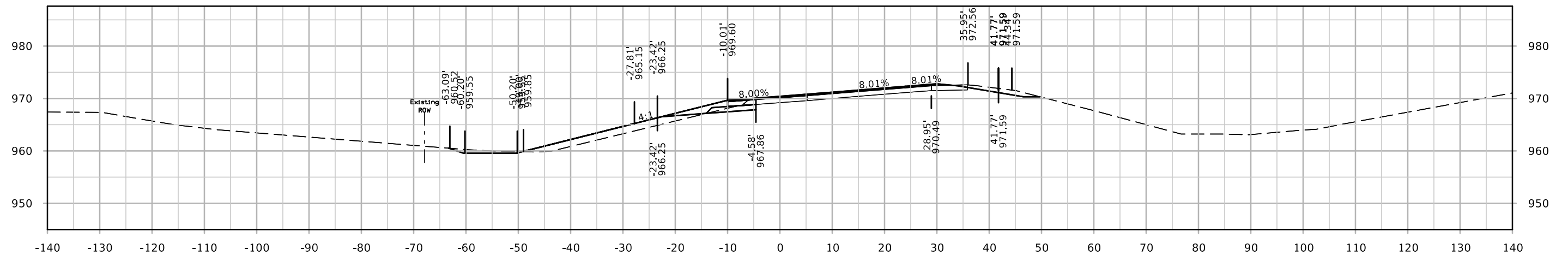
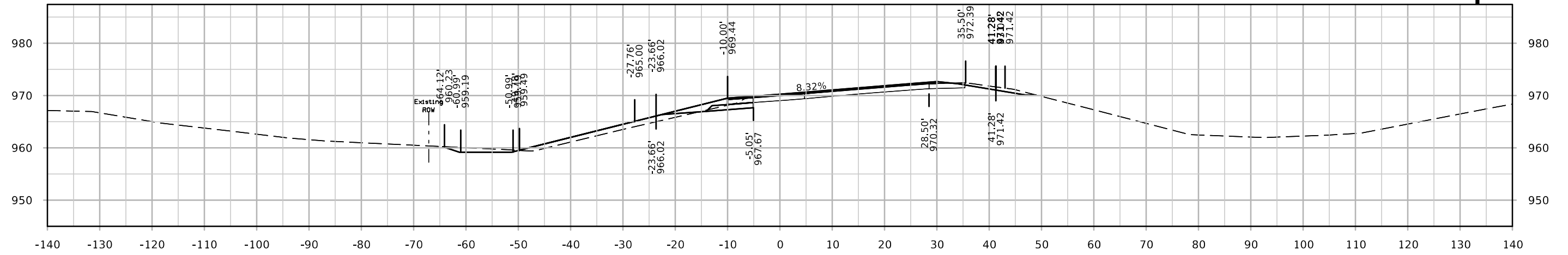
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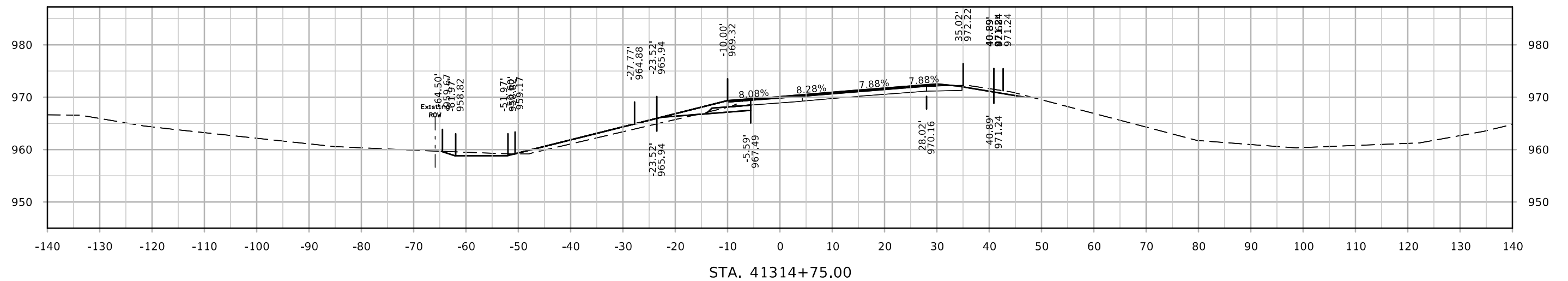
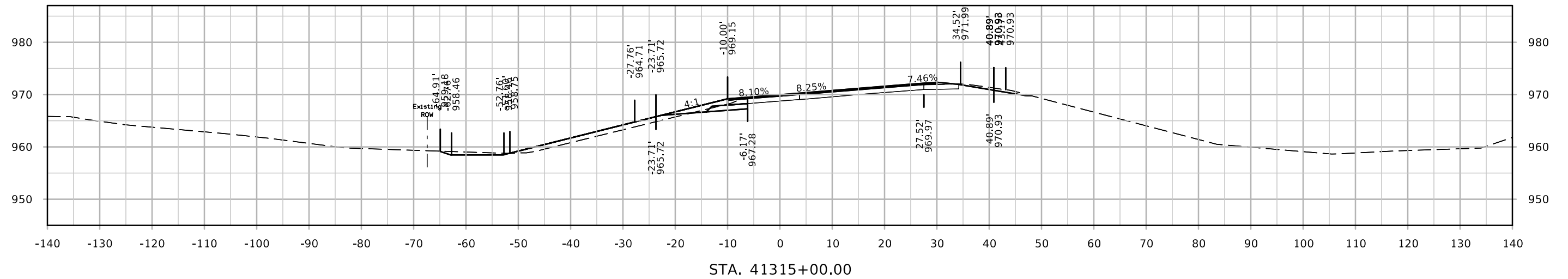
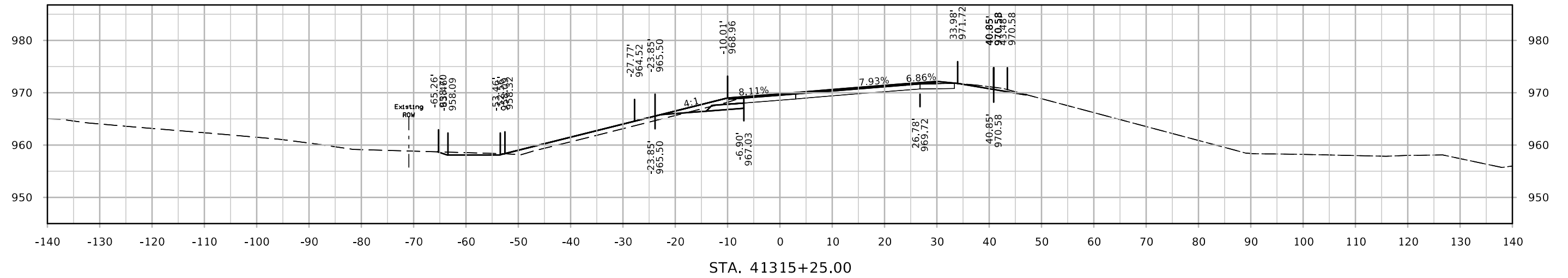
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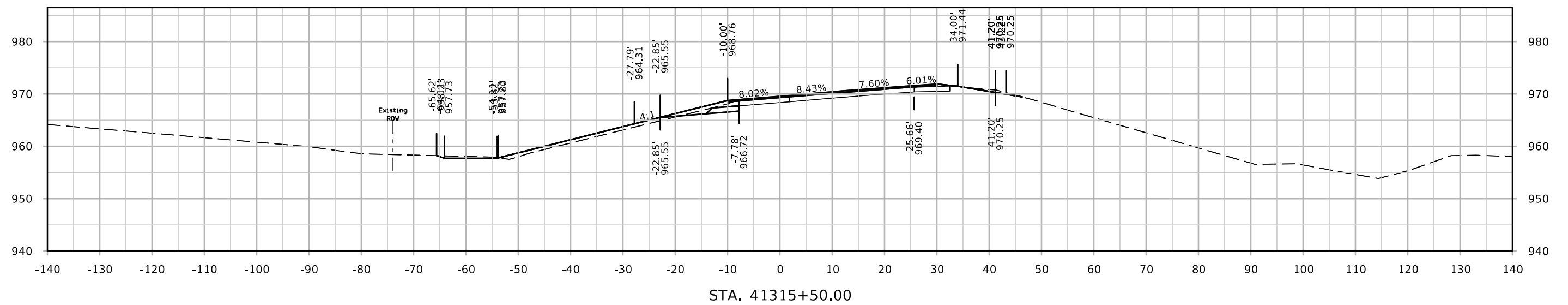
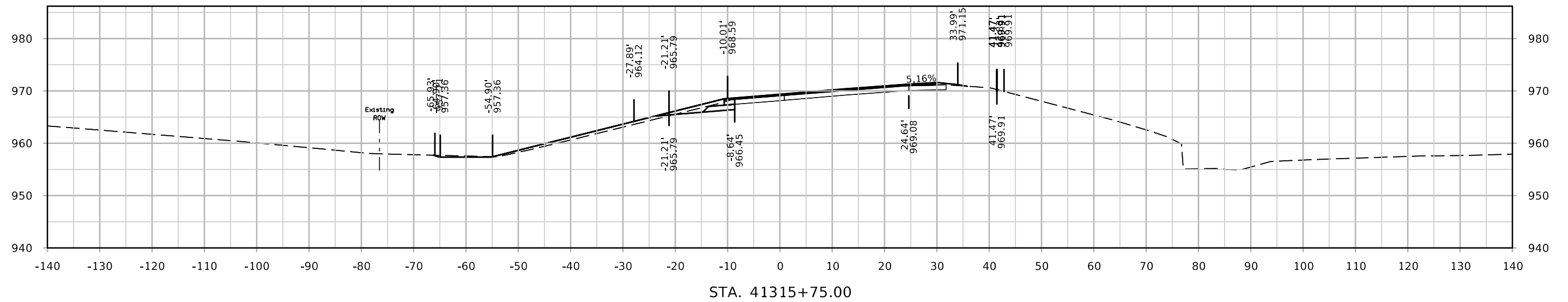
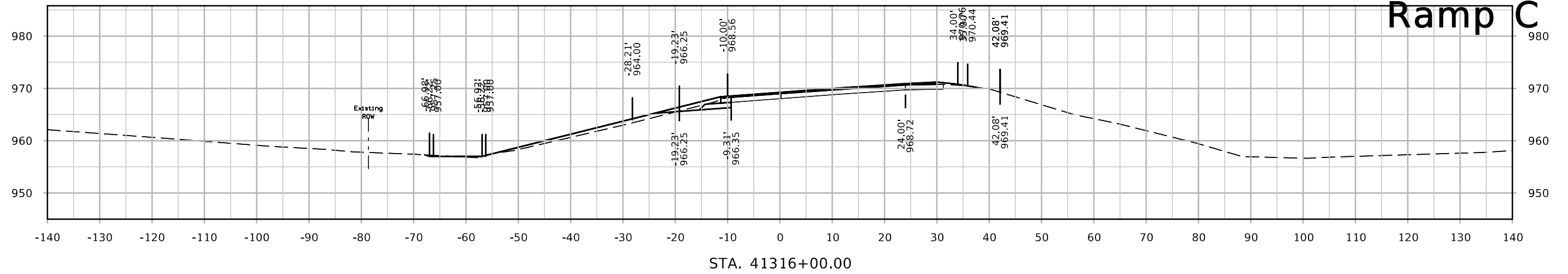
Ramp C



Ramp C



Ramp C



Ramp C

