

IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE:	Right of Way	DATE:	May 15, 2012
ATTENTION:	M. J. Sankey	REF. :	Woodbury County
FROM:	Paul W. Flattery	Proj. #:	NHSX-020-1(116)--3H-97
OFFICE:	Design	ROW#:	NHSN-020-1(80)--2R-97
		PIN:	98-97-020-010-01
SUBJECT:	Right of Way Submittal (D5)		

This project involves grading of the westbound lanes on US 20 from east of Merville continued east to just west of Correctionville. Traffic will be maintained via staging. The reason for this revision was due to:

- 1.) addition of stability berms in the following locations:
 - Sta. 10747+25 to Sta. 10751+50
 - Sta. 10759+25 to Sta. 10763+75
 - Sta. 10794+00 to Sta. 10806+50
- 2.) addition of snow fence in the following locations:
 - Sta. 10241+00 to Sta. 10248+25
 - Sta. 10272+50 to Sta. 10278+75
 - Sta. 10379+75 to Sta. 10388+51
 - Sta. 10401+00 to Sta. 10407+50
 - Sta. 10480+50 to Sta. 10502+01
 - Sta. 10528+75 to Sta. 10535+78
 - Sta. 10548+50 to Sta. 10553+78
 - Sta. 10579+00 to Sta. 10591+30
 - Sta. 10605+25 to Sta. 10615+58
 - Sta. 10617+25 to Sta. 10622+53
 - Sta. 10645+00 to Sta. 10650+78
 - Sta. 10692+52 to Sta. 10696+26
- 3.) revised entrance profiles and need line
- 4.) revised mainline profile to meet bridge clearance over the Little Sioux River.

Access rights are to be acquired on this project.

The Project Directory is W:\Projects2\97020050A98\Design\Section1. No printed plan sheets or cross sections are included with this submittal. PDF files of the sheets can be found on the network in W:\Projects2\97020050A98\Design\Section1\D5 Submittal. Plans and cross section files have been sheeted for batch plotting. The MicroStation and GEOPAK files, chains, and profiles are described in ("NHSX-020-1(116)--3H-97_Project Documentation.xls").

Construction need lines required for this project are at the catch (intercept) point and have been added to the design file. The Office of ROW is advised to attach the following design models:

File	Model	Level	Need Type
97020077.dsn	Road_Design_Line_Work	dsnGroundlineIntercept	Permanent
97020077.dsn	Road_Design_Line_Work	dsnFence	Permanent ROW for Snow Fence

Preliminary Bridge has not completed the (B1). Proposed structures are shown on level “brgPreStructureNew” in the plan view and referenced in to the design file as 97020116(Kevin’s).str and 97020116(Rob’s).str from the “BRPrelim” folder.

Soils Design has completed the (S2) for this project on 4/13/12.

No special mitigation areas are required for this project.

Utilities on this project are as follows:

Century Link (formerly Qwest)	Telephone
Correctionville, City of	Sanitary Sewer
Frontier Communications of Iowa	Telephone
Iowa Network Services	Local Fiber Optic
Iowa Network Services	Local Fiber Optic
Knology	Local Fiber Optic
MidAmerican Energy Company	Electric Transmission
MidAmerican Energy Company	Electric Transmission
Western Iowa Telephone Association	Cable TV
Woodbury County Rural Electric Cooperative	Electric Distribution

The current letting date is 7-15-2014

You may indicate your acceptance or request additional information by e-mail.

PWF: mk

Attach.

cc: M. J. Kennerly	N. L. McDonald
K. D. Nicholson	G. A. Novey
D. E. Ohman	D. R. Claman
R. L. Stanley	J. P. Rost
Judy Lensing	S. C. Marler
E. J. Ranney	L. C. Funnell
D. A. Widick	T. L. Gettings
S. J. Gent	M. A. Swenson
T. Crouch	J. W. Smith
E. C. Wright	D. A. Popp
J. N. McCollough	B. Bradley
J. Vortherms	S. Tymkowicz
T. Lazarowicz	D. Manley
A. Johnson	

D-5 Checklist

- D-5 shell letter completed
- Complete x-sections available
- Plans and cross section files have been sheeted for batch plotting.
- Culverts and structures complete
- Overhead signs and signals preliminary location identified.
- Structure TS+L for all 4' and larger, pipes or culverts.
- Entrance (PDA) locations match access control letter
- Entrance profile(s) on the plans and x-sections
- Stability berms completed
- Final ditching done
- Borrows identified
- Wetland ROW requirements identified
- Plan sheets checked for Township Range, scale, and other details
- Plan sheets PDFs created and check printed
- Tab sheet for special needs included
- Utility Legend

You can use the sample email below to paste the text and cc list into your email. Only links are necessary when sending the e-mail exclusively to DOT personnel, no attachments are needed unless sending to others outside DOT.

From: Your name will appear here automatically

Sent: Date will appear automatically

To: Sankey, Martin [DOT]

Cc: Kennerly, Michael [DOT]; Ohman, Daniel [DOT]; Nicholson, Kent [DOT]; Stanley, Robert [DOT]; McDonald, Norman [DOT]; Novey, Gary [DOT]; Rost, James [DOT]; Marler, Scott [DOT]; Funnell, Luella [DOT]; Claman, David [DOT]; Widick, David [DOT]; Gettings, Tom [DOT]; Ranney, Ejon [DOT]; Popp, Deanne [DOT]; Gent, Steve [DOT]; Crouch, Tim [DOT]; Smith, John [DOT]; Swenson, Mark A [DOT]; Lensing, Judy [DOT]; McCollough, Jeffrey N [DOT]; Wright, Eric [DOT]; Bradley, Bryan [DOT]; Vortherms, Jeremy [DOT];

Railroad impacts: Hobbs, Maria [DOT]; Engle, Edward [DOT]

iowa.fhwa@dot.gov.

Remember to add District Engineer, Assistant District Engineer, District Utility Coordinator. Add the FHWA on interstate projects and anyone from your section or others who might be interested.

Dockstader, Scott [DOT]; Gustafson, Tony [DOT]; Lavine, Jerry [DOT]

Dumdei, Victoria [DOT]; Little, David [DOT]; Wiebke, Dean [DOT]; Hjelmstad, Pete [DOT]

Lazarowicz, Tony [DOT]; Tymkowicz, Shane [DOT]; Manley, Douglas [DOT]

Jerman, Troy [DOT]; Stevens, Donald [DOT]; Moraine, Richard [DOT]; Keiner, Eric [DOT]

Armstrong, James [DOT]; Mulder, Greg [DOT]; Clancy, Bonnie [DOT]

Schnoebelen, Jim [DOT]; Yanna, Kenneth [DOT]; Flockhart, Steven [DOT]

Subject: Insert Project number – D-5 Submittal

ROW Submittal

County:

Project:

PIN:

[Add attachments when needed, consisting of a PDF of the D5 letter and a PDF of the plans. These attachments are only needed when sending copies to FHWA for interstate inlay or reconstruction projects, or other outside agencies, such as DNR or cities/counties, etc outside the DOT] When sending attachments add the note below:

It is recommended that you remove these attachments after viewing them and just use the links below in order to save space on the server.

D5 Letter: [Place link here](#)

Project documentation Shell.xls: [Place link here](#)

Plans and cross sections: [Place link here](#)

Field Exam or other project photos: [Place link here](#)

These files have also been placed on the FTP site for FHWA retrieval. See instructions below.

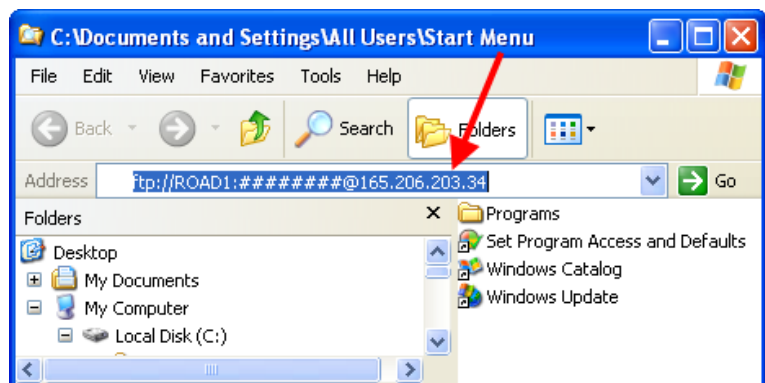
If you have any questions or comments feel free to email me.

The user name and password below can be found in your section folder inside the FTP_Access folder.

<ftp://UserName:Password@165.206.203.34>

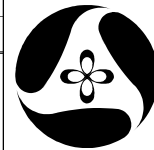
Copy & Paste the FTP Site address, listed above, into the Windows Explorer **Address** field, as shown at the right, and press the **Enter** key.

NOTE: Do not use IE, (Internet Explorer), as it may not produce correct results.



For complete FTP Site information, see the following instruction file:

<W:\Highway\Design\Instructions\FTP Site Access 21M-01.doc>



Iowa Department of Transportation

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM WOODBURY COUNTY GRADING

US 20 From E. of Moville E. to W. of Correctionville

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.15 of the Specifications.



MILEAGE SUMMARY

105-1
09-27-94

Div.	Location	Lin. Ft.	Miles
1	Sta. 10219+00.00 - Sta. 10820+00.00	60,100	11.38
Total		60,100	11.38

For Project Location Map
Refer to Sheet A.2

D3 Submittal 1-25-2012
 D5 Submittal 3-15-2012
 Letting Date 7-15-2014

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 5/15/2012 Revised

REVISIONS

TOTAL
788

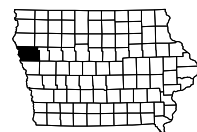
PROJECT IDENTIFICATION NUMBER
98-97-020-010-01
PROJECT NUMBER
NHSX-020-1(116)--3H-97
R.O.W. PROJECT NUMBER
NHSN-020-1(080)--2R-97

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map
B Sheets	Typical Cross Sections and Details
B.1 - 7	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Legend and Symbol Information Sheet
* D.2 - 49	Mainline - US 20
E Sheets	Side Road Plan and Profile Sheets
* E.1	Jasper Avenue
* E.2 - 3	Jewell Avenue
* E.4	Knox Avenue
* E.5	Kossuth Avenue
* E.6	Lee Avenue
* E.7 - 8	Lucas Avenue
* E.9	Lenox Avenue
* E.10	Minnesota Avenue
* E.11	Mason Avenue
G Sheets	Survey Sheets
G.1 - 3	Horizontal Control Tab. for Mainline and Side Roads
G.4 - 10	Reference Ties and Bench Marks
J Sheets	Traffic Control and Staging Sheets
* J.1	Stage 1 & 2
* J.2	Stage 3 & 4
* J.3	Final Stage
W Sheets	Mainline Cross Sections
W.1 - 558	ML US 20
X Sheets	Side Road Cross Sections
X.100 - 111	SR Jasper Avenue
X.200 - 214	SR Jewell Avenue
X.300 - 312	SR Knox Avenue
X.400 - 415	SR Kossuth Avenue
X.500 - 512	SR Lee Avenue
X.600 - 624	SR Lucas Avenue
X.700 - 710	SR Lenox Avenue
X.800 - 817	SR Minnesota Avenue
X.900 - 912	SR Mason Avenue
Y Sheets	Entrance Cross Sections
Y.1 - 3	ML US 20
Y.4 - 12	Side Roads
	* Color Plan Sheets

GRADING
LETTING DATE
7/15/2014
NHSX-020-1(116)--3H-97

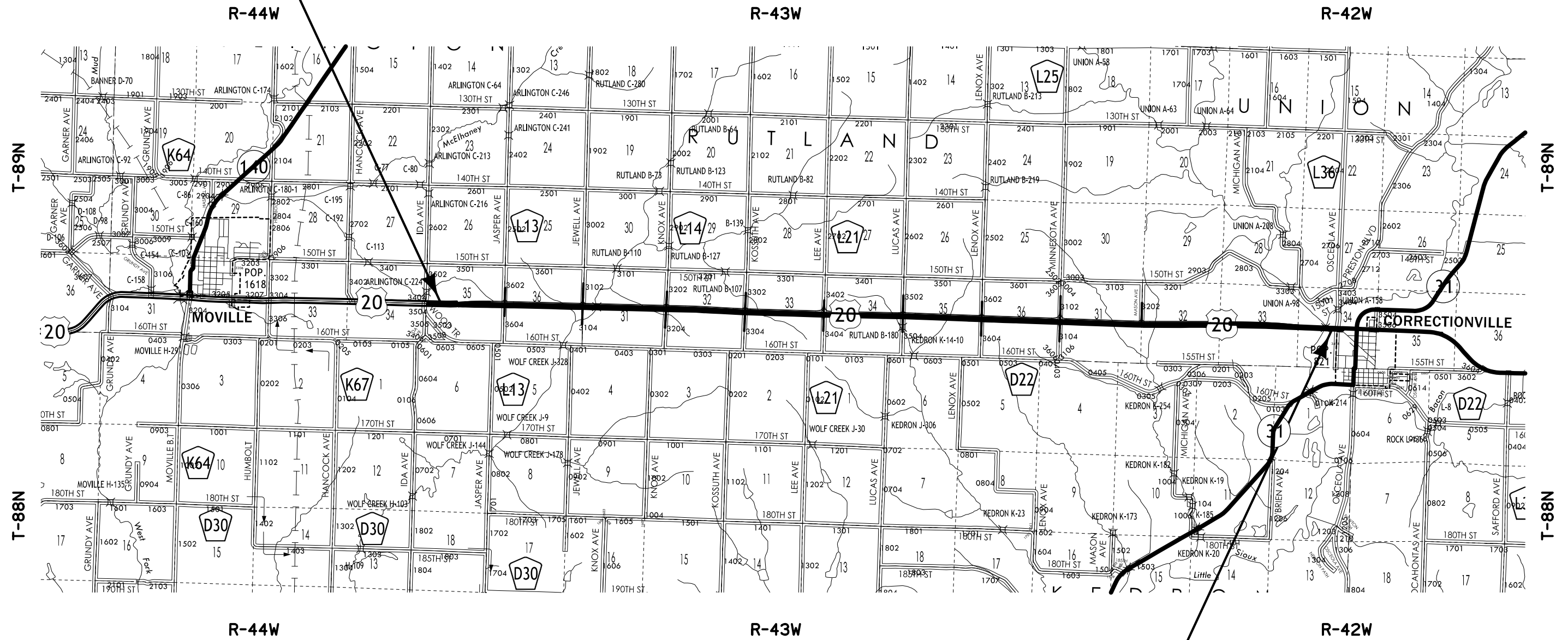
WOODBURY CO.



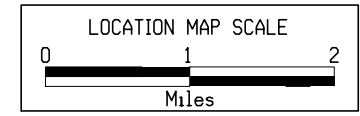
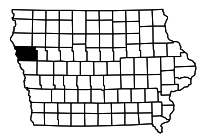
101-4 04-30-02
DESIGN DATA RURAL
2019 AADT <u>4,700</u> V.P.D.
2039 AADT <u>6,200</u> V.P.D.
2039 DHV <u>640</u> V.P.H.
TRUCKS <u>22</u> %
Total
Design ESALs <u>--</u>

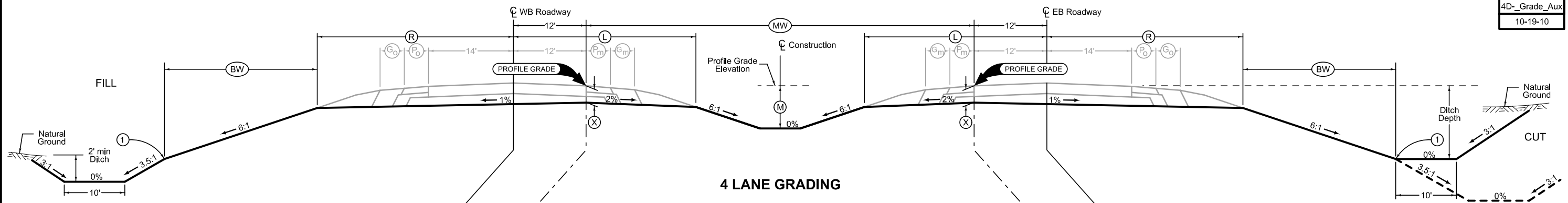
INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	Paul Flattery	Primary Signature Block

STA. 10219+00.00
 BEGIN PROJECT
 MP 21.50



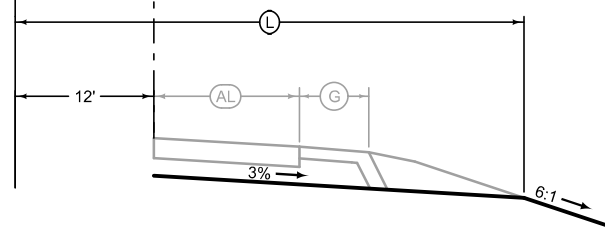
STA. 10820+00.00
 END PROJECT
 MP 32.50





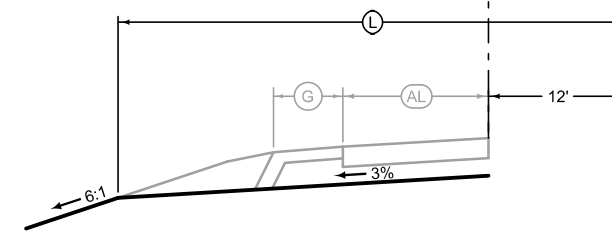
4 LANE GRADING

LOCATION		DIMENSIONS						
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	X Inches	BW Feet	MW Feet	M Feet	
US 20	10253+00.00 - 10787+83.33	28.09	32.09	16.00	19.59	82.00	4.00	
US 20	10787+83.33 - 10820+00.00	28.09	32.09	16.00	19.59	82.00-16.00	4.00-0	



Auxiliary Lane Grading

LOCATION		L
ROAD IDENTIFICATION	STATION TO STATION	Feet
US 20	10263+96.00 - 10266+76.00	41.27
US 20	10316+80.00 - 10319+60.00	41.27
US 20	10372+45.00 - 10375+25.00	41.27
US 20	10425+40.00 - 10428+20.00	41.27
US 20	10478+38.00 - 10481+18.00	41.27
US 20	10531+18.00 - 10533+98.00	41.27
US 20	10584+00.00 - 10586+80.00	41.27
US 20	10636+60.00 - 10639+40.00	41.27



Auxiliary Lane Grading

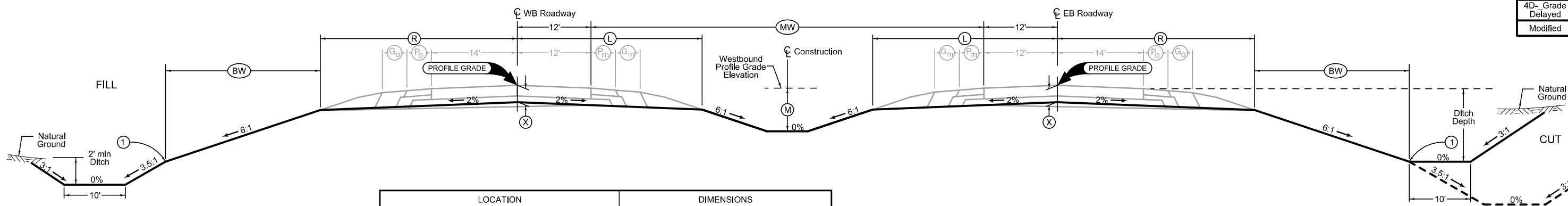
LOCATION		L
ROAD IDENTIFICATION	STATION TO STATION	Feet
US 20	10259+40.00 - 10262+20.00	41.27
US 20	10312+20.00 - 10315+00.00	41.27
US 20	10367+85.00 - 10370+65.00	41.27
US 20	10420+80.00 - 10423+60.00	41.27
US 20	10473+78.00 - 10476+58.00	41.27
US 20	10526+58.00 - 10529+38.00	41.27
US 20	10579+40.00 - 10582+20.00	41.27
US 20	10632+00.00 - 10634+80.00	41.27
US 20	10686+48.00 - 10689+28.00	41.27

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

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

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

**US 20
Mainline**



4D- Grade Delayed Modified

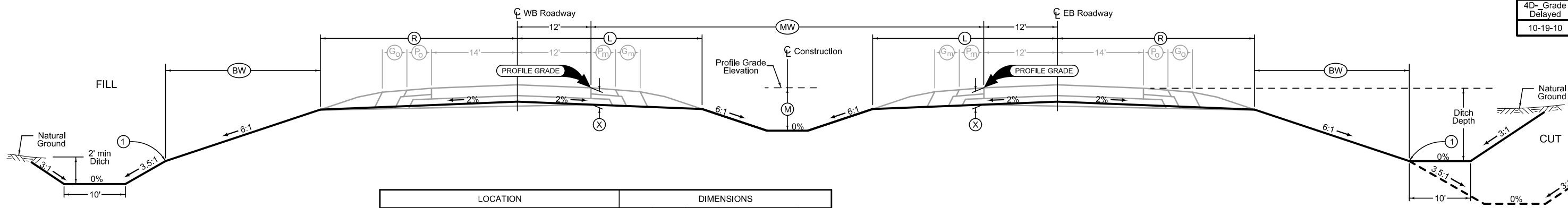
Normal section shown may be modified appropriately in areas of super-elevated curves or other locations specifically designated by the Engineer.

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

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

ROAD IDENTIFICATION	LOCATION		DIMENSIONS						
	STATION TO STATION		L Feet	R Feet	X Inches	BW Feet	MW Feet	M Feet	
US 20 (WB)	20219+00.00	20253+00.32	28.09	31.82	16.00	19.86	60.00-82.00	4.00	
US 20 (EB)	30219+00.00	30252+99.70	28.09	31.82	16.00	19.86	60.00-82.00	4.00	

4 LANE GRADING (Delayed Paving)



4D- Grade Delayed 10-19-10

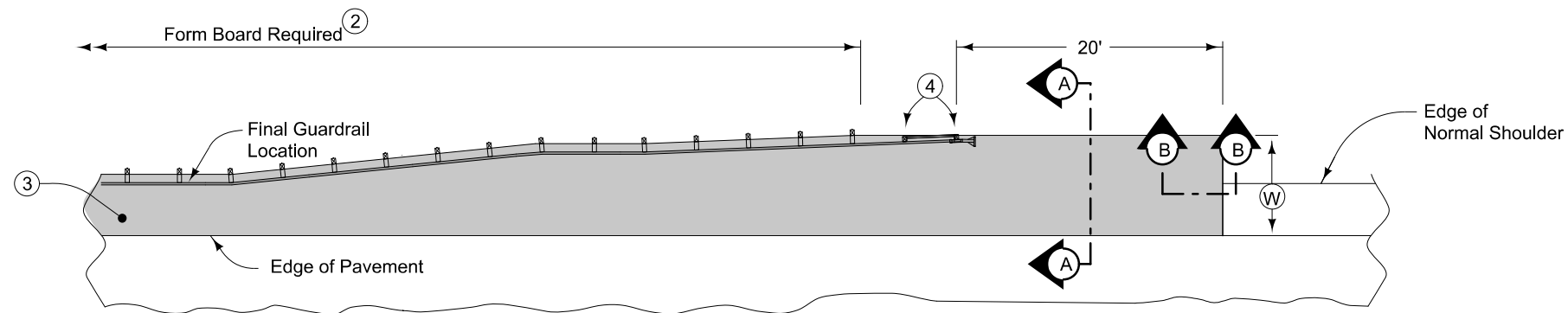
Normal section shown may be modified appropriately in areas of super-elevated curves or other locations specifically designated by the Engineer.

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

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

ROAD IDENTIFICATION	LOCATION		DIMENSIONS						
	STATION TO STATION		L Feet	R Feet	X Inches	BW Feet	MW Feet	M Feet	
US 20	10253+00.00	10787+83.33	28.09	31.82	16.00	19.86	82.00	4.00	
US 20	10787+83.33	10820+00.00	28.09	31.82	16.00	19.86	82.00-16.00	4.00-0	

4 LANE GRADING (Delayed Paving)



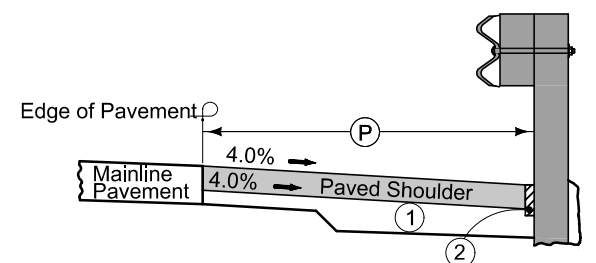
6" HMA Paved Shoulder at guardrail. 7" PCC may be substituted with the following jointing layout:

Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 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.

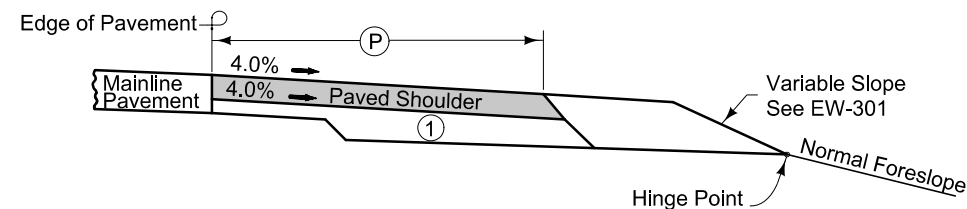
Compaction of HMA is required to face of guardrail post. Hand compaction will be allowed under guardrail. Removal & reinstallation of guardrail will be allowed with no additional payment.

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

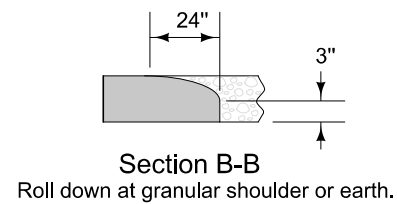
- ① 6" subgrade treatment.
- ② When guardrail posts are installed prior to construction of paved shoulder, nail 1" x 6" untreated form boards along the face of guardrail posts for the length shown. This board is to prevent shoulder material from contacting the sides of the posts and altering the function 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.



Typical Section with Form Board



Section A-A

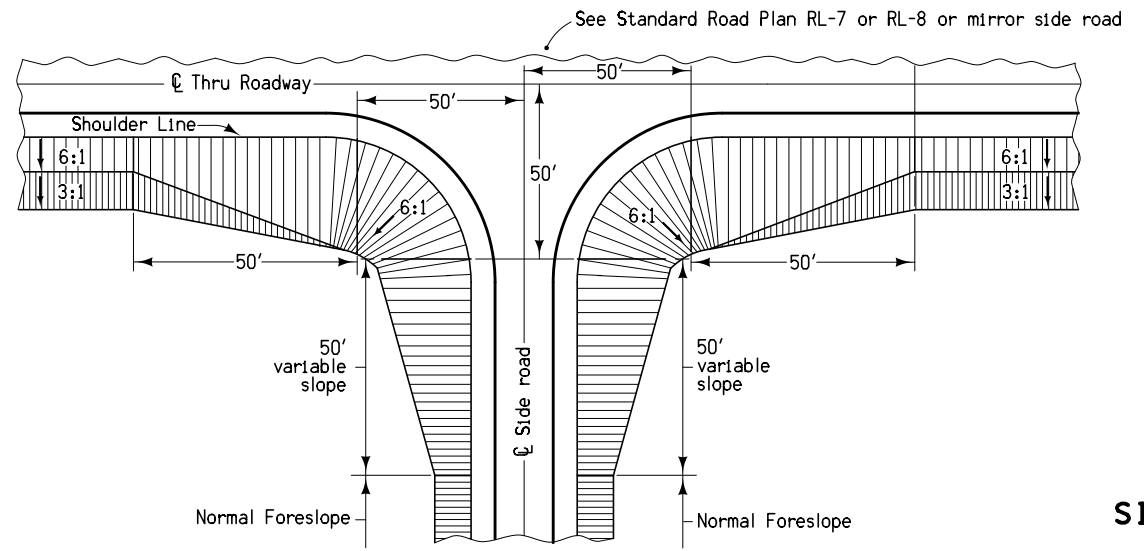


Section B-B

Roll down at granular shoulder or earth.

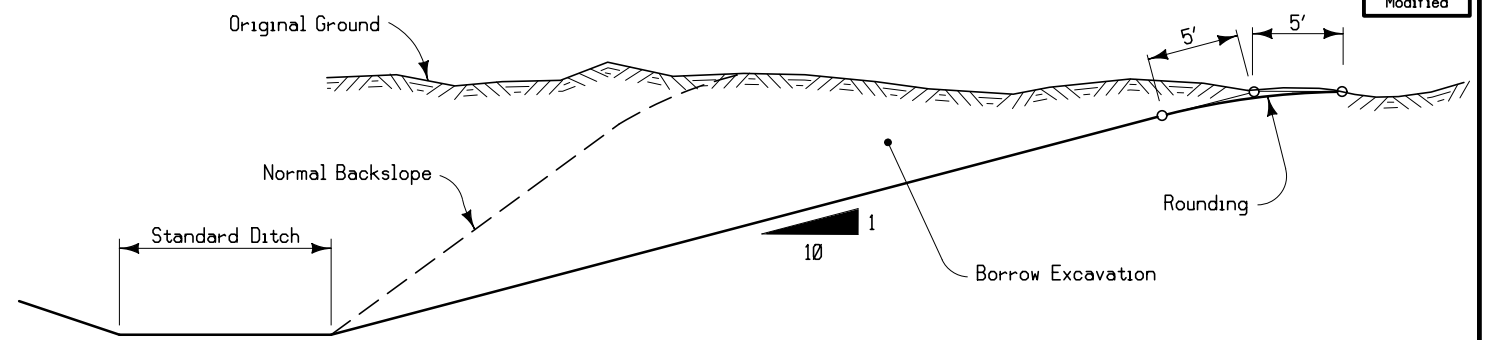
PAVED SHOULDER AT GUARDRAIL

2117
04-15-08



**SIDE ROAD GRADING
(BARNROOF)**

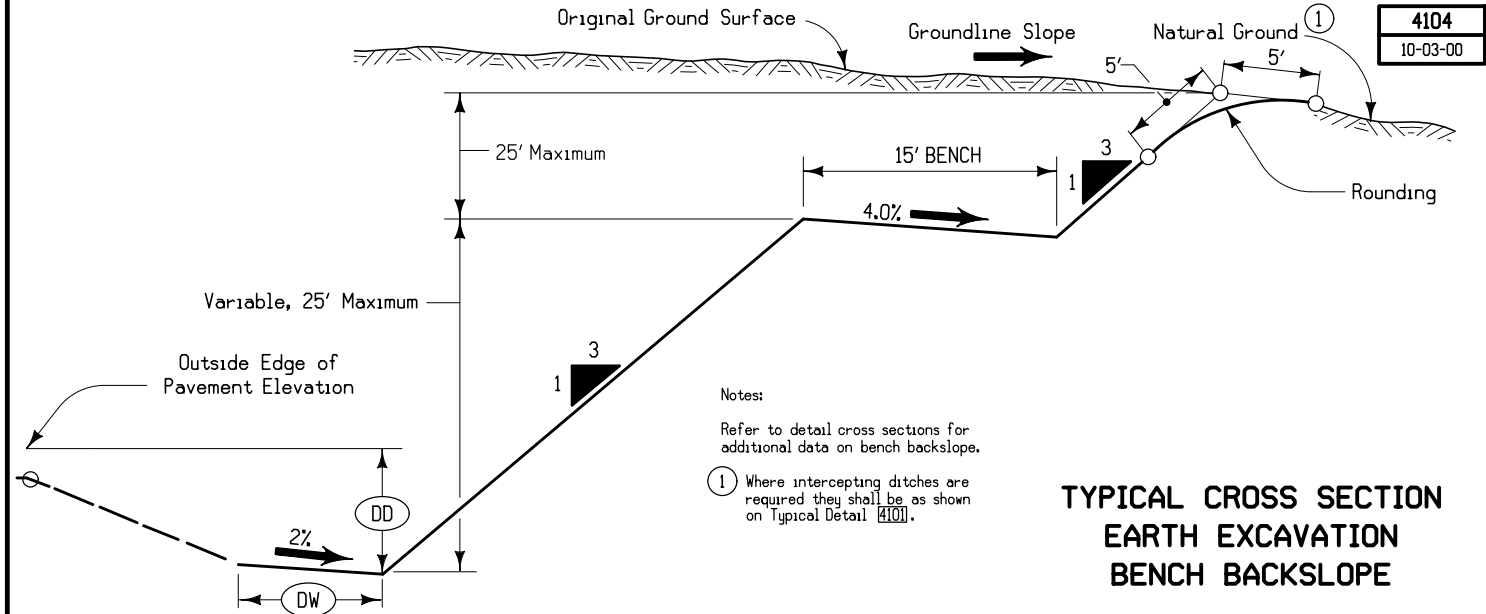
4109
Modified



Notes:
Borrow backslope shall be used at those locations shown on plans or specifically required by the engineer.
Where intercepting ditches are required they shall be as shown on 4101.

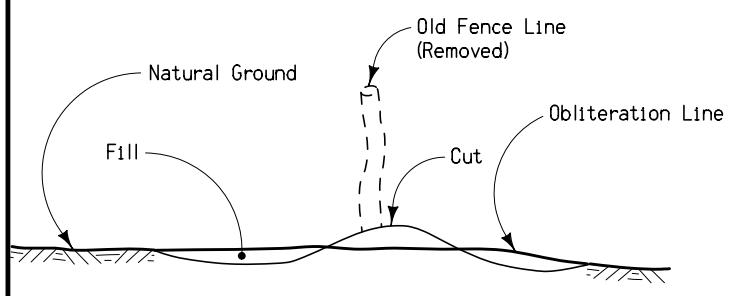
**TYPICAL CROSS SECTION
SNOW BORROW**

4104
10-03-00



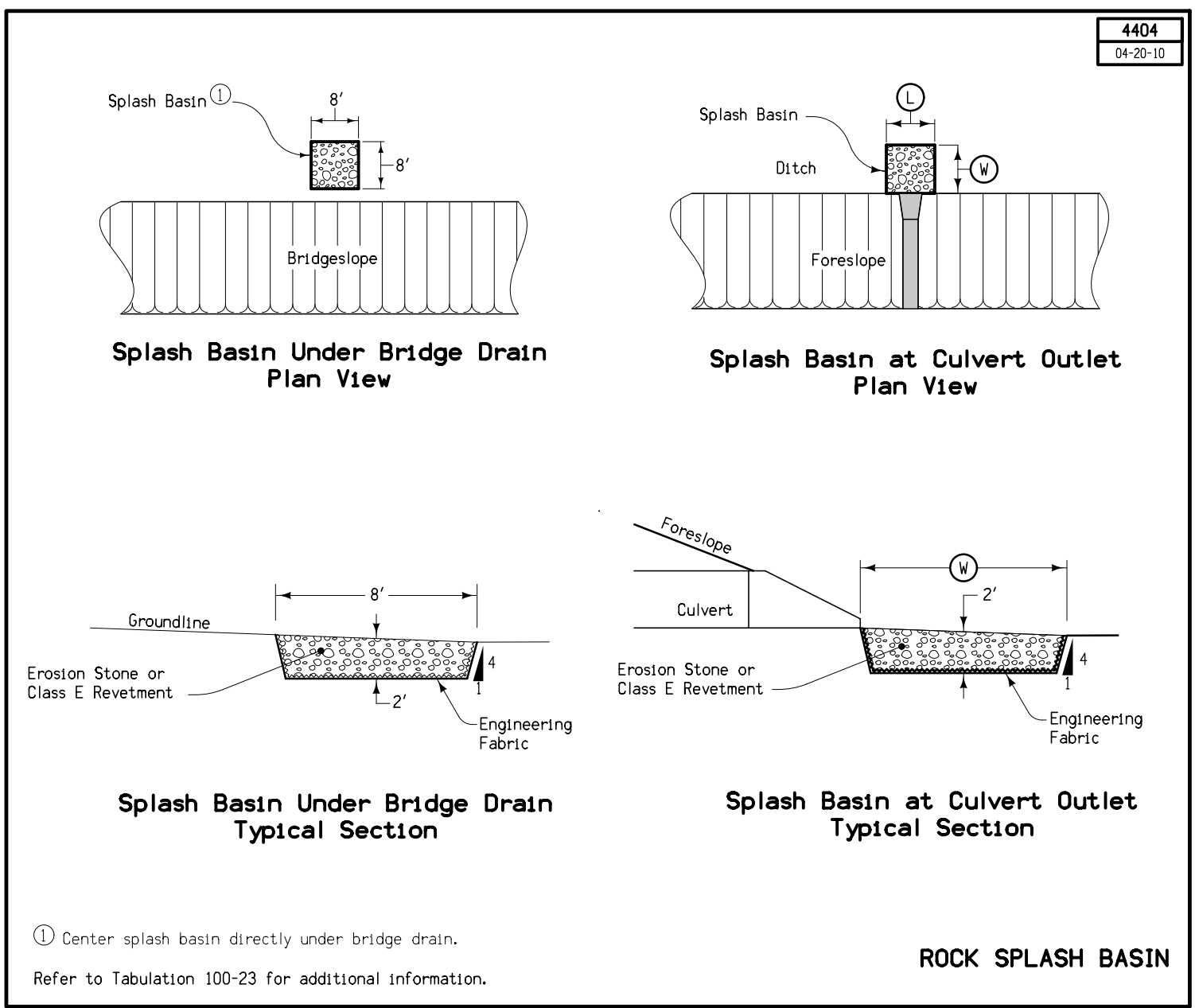
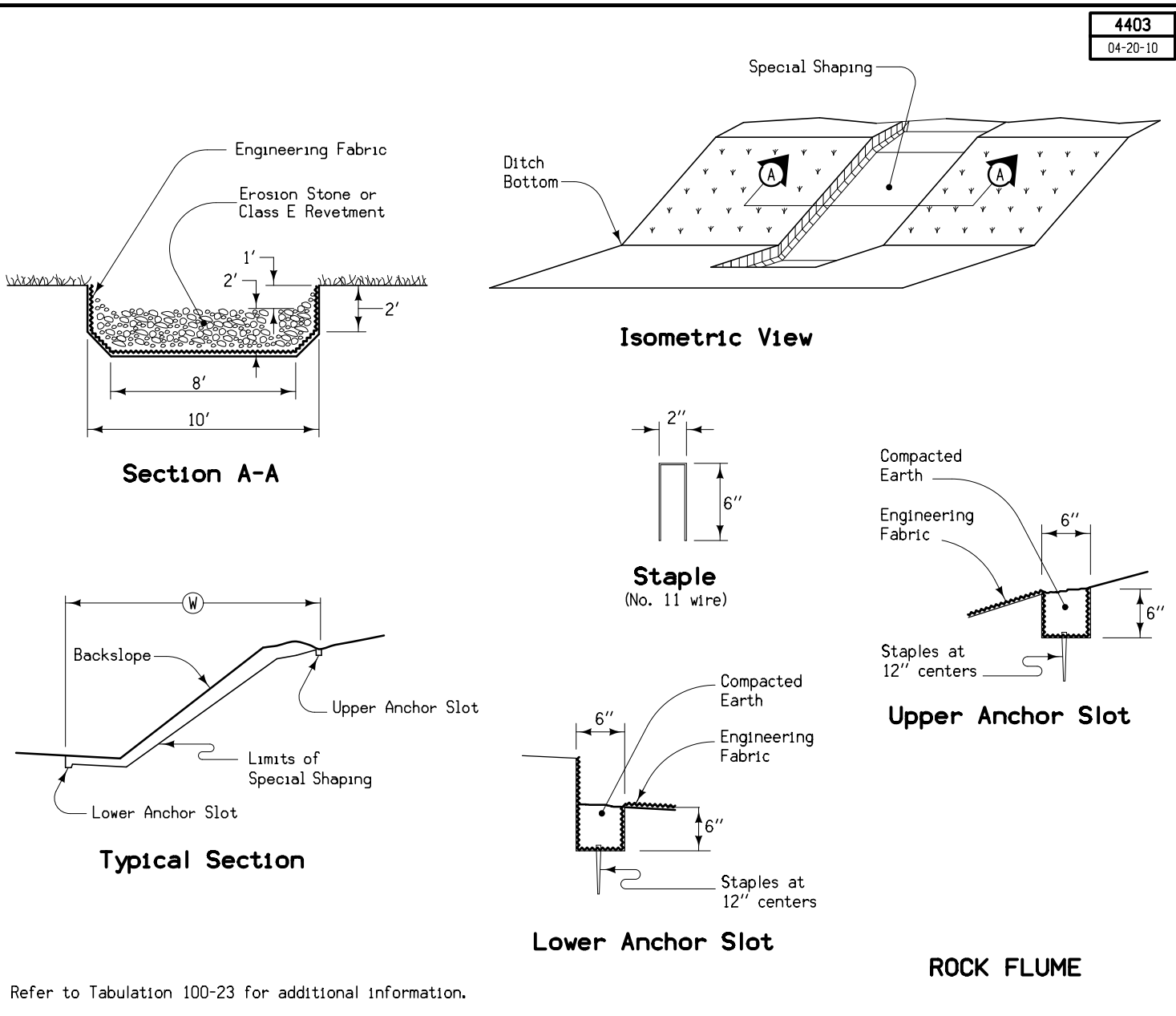
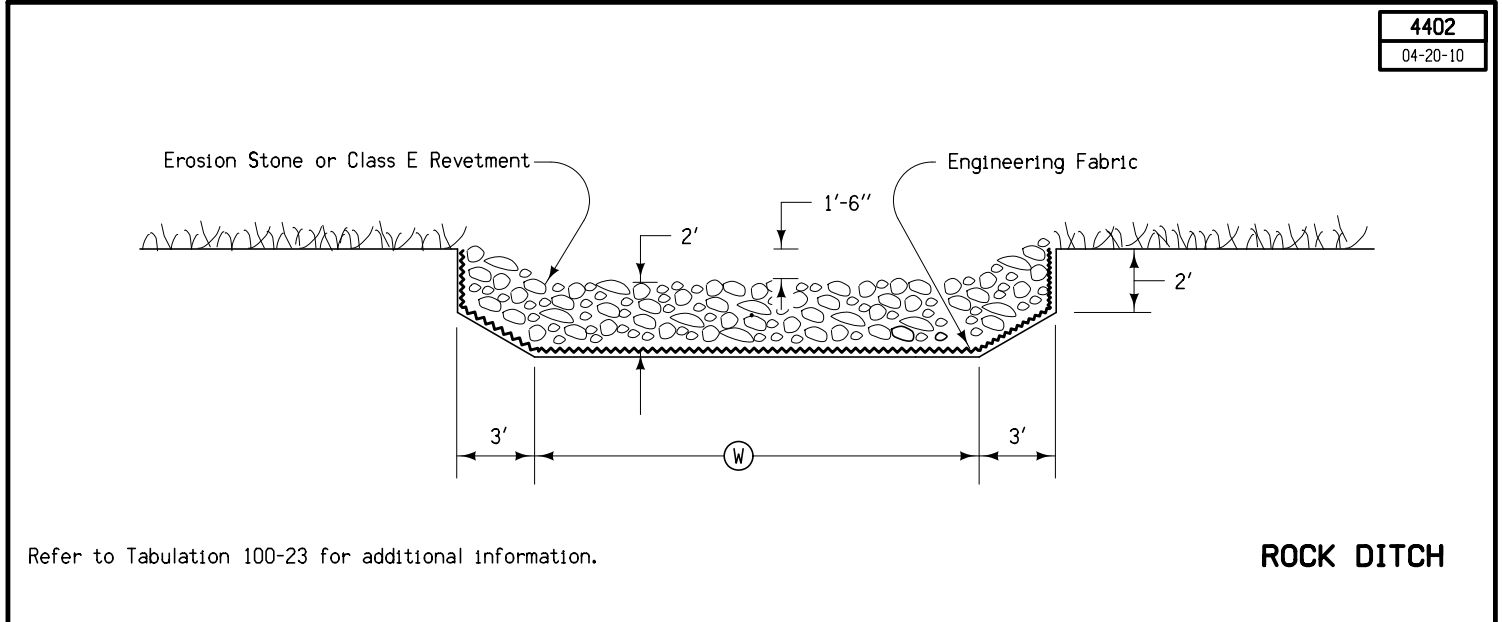
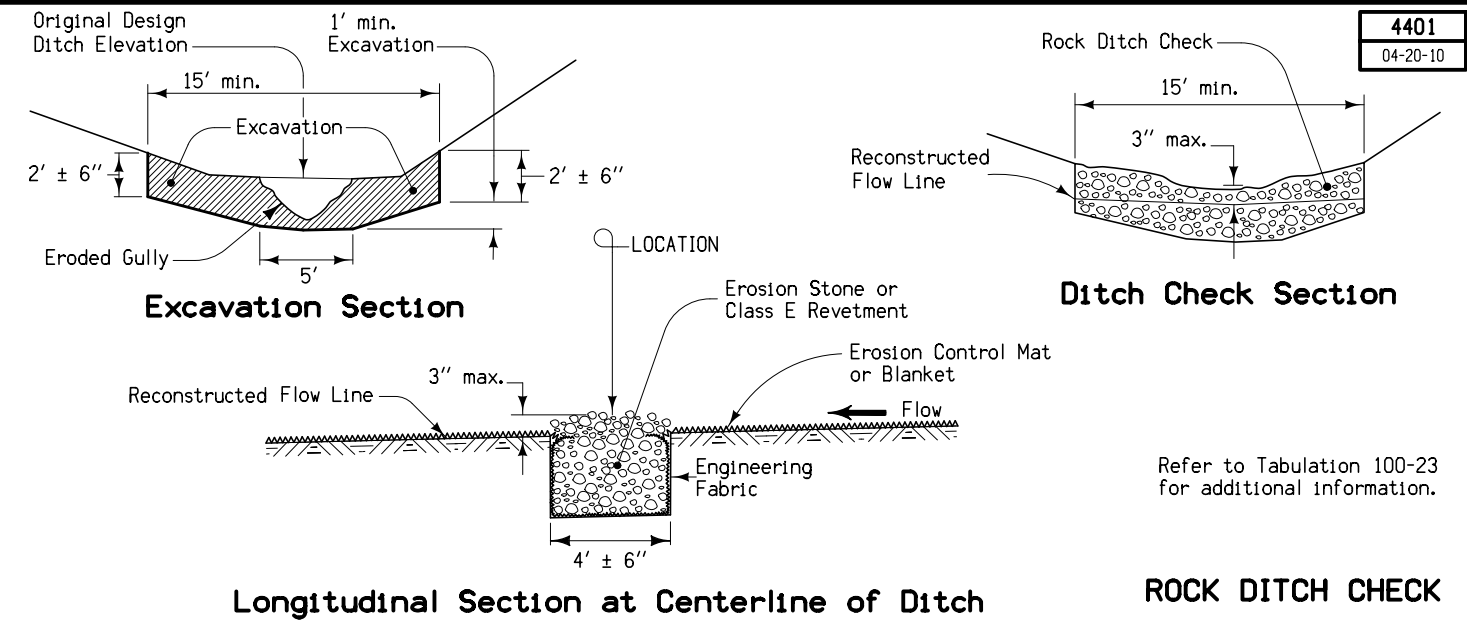
**TYPICAL CROSS SECTION
EARTH EXCAVATION
BENCH BACKSLOPE**

4301
08-20-96

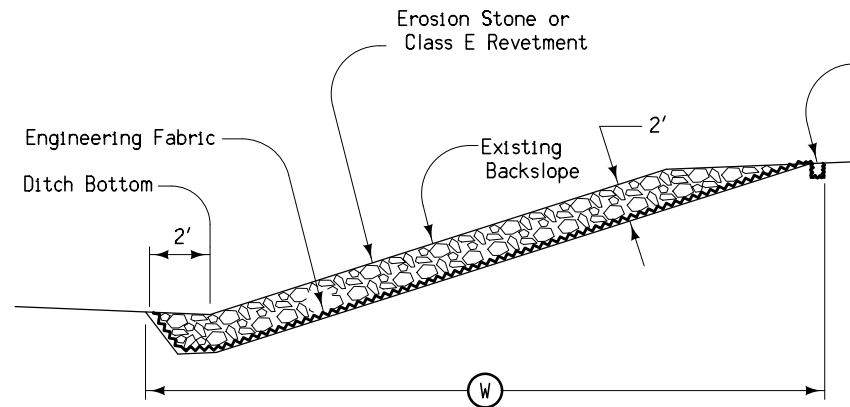


**TYPICAL DETAILS FOR
OBLITERATION OF OLD FENCE RIDGE**

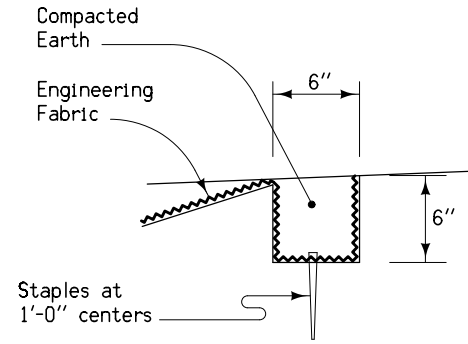
Notes:
The work of obliterating or reshaping old fence ridges shall be done at the direction of the Engineer.



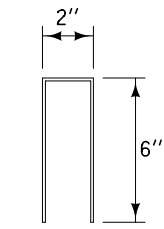
4405
04-20-10



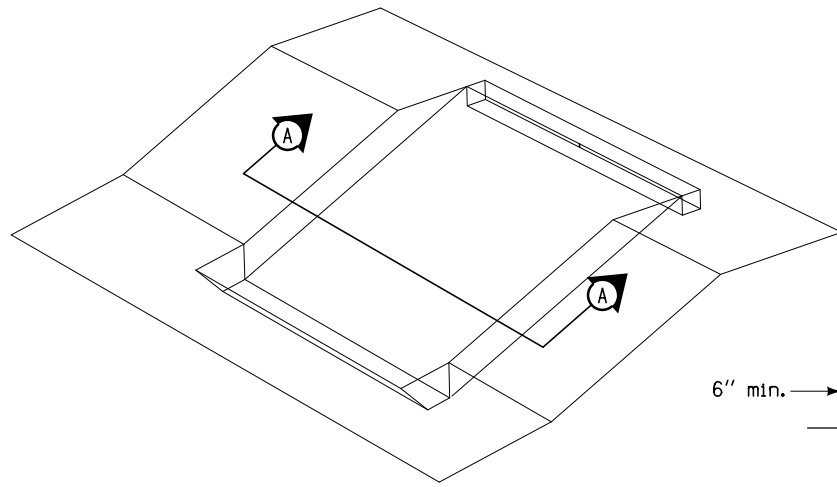
Typical Section



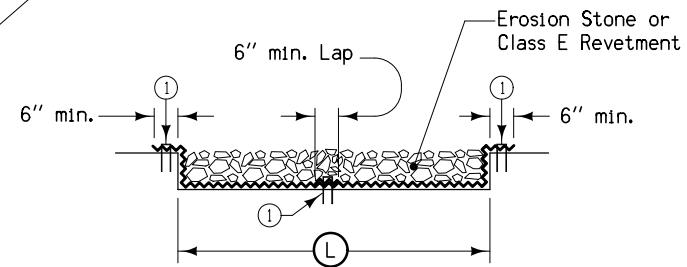
Anchor Slot



Staple
(No. 11 wire)



Isometric View



Section A-A

ROCK SLOPE PROTECTION

① Staples at 12" centers
Refer to Tabulation 100-23 for additional information.

SURVEY SYMBOLS

- x — FW Wire Fence
- TP TPD Telephone Pedestal
- UB UB Utility Box
- Tile — TIL Tile Line
- OUT Tile Outlet
- ⊙ BIN Grain Bin
- PPA Power Pole Co. 1
- GDL Guard Rail (Rail and Cable)
- MM MM Mile Marker Post
- PR Electric Riser Pole
- FWD Wood Fence
- RET Retaining Walls
- ⊕ MH Utility Access (Manhole)
- COR Round Bridge Pier Column
- COS Square Bridge Pier Column
- ⊕ INB Storm Sewer Beehive Intake
- EB EB Electrical Box
- ⊕ WEL Well
- ⊕ PPB Power Pole Co. 2
- WH WHD Water Hydrant
- ⊕ LP L.P. Tank
- ⊕ SEP Septic Tank
- ⊕ AST Above Ground Storage Tank
- SIGN SI Sign
- FLG FLG Flag Poles
- ⊕ TV Satellite TV Dish
- ⊕ CIS Cistern
- ⊕ UST Underground Tank
- GP GP Guard Post (Less Than 4 Posts)
- LUM Luminaire
- ENT Centerline BL of Entrance
- ← DU Centerline Draw or Stream (Up)
- D Centerline Draw or Stream (Down)
- EW Edge of Water
- BNK Stream Bank
- DIK Centerline of Dike or Dam
- ⊕ IN Storm Sewer Intake
- ▲ RIP Rip-Rap
- T3 — TLC Underground Telephone Line Co. 3
- F0 — FOA Underground Fiber Optic Co. 1
- F05 — FOE Underground Fiber Optic Co. 5
- F02 — FOB Underground Fiber Optic Co. 2
- T2 — TLB Underground Telephone Line Co. 2
- T1 — TLA Underground Telephone Line Co. 1
- E1 — ELA Underground Electric Line Co. 1
- ROW Right of Way Rail
- BB BB Billboard
- ⊕ TDC Tree Deciduous
- SIGN SL Speed Limit Sign
- # — FCL Chain Link and Security Fence
- San.1 — SAA Sanitary Sewer Line Co. 1
- ✱ TEV Evergreen Tree
- FHD Fire Hydrants
- T4 — TLD Underground Telephone Line Co. 4
- F04 — FOD Underground Fiber Optic Co. 4
- F03 — FOC Underground Fiber Optic Co. 3
- E2 — ELB Underground Electric Line Co. 2
- ⊕ SHR Shrub
- ⊕ TFR Tree Fruit
- WV WV Water Valve
- W — WLA Underground Water Line Co. 1
- San.2 — SAB Sanitary Sewer Line Co. 2
- HDG Hedge Row
- ⊕ WM Wind Mill
- TLN Treeline
- PPA MidAmerican
- ⊕ PPB Private
- T1 — TLA Qwest Local Network (B)
- T2 — TLB Frontier Communications (B)
- T3 — TLC Western Iowa Telephone (B)
- T4 — TLD Schaller Telephone Company
- F0 — FOA INS (B)
- F02 — FOB Qwest Communications (B)
- F03 — FOC Comserve (B)
- F04 — FOD McLeod (B)
- F05 — FOE Knology (B)
- E1 — ELA Woodbury Rural Electric (B)
- W — WLA Iowa DOT
- San. — SAA Iowa DOT
- San.2 — SAB City of Correctionville

UTILITY LEGEND

- PPA MidAmerican
- ⊕ PPB Private
- T1 — TLA Qwest Local Network (B)
- T2 — TLB Frontier Communications (B)
- T3 — TLC Western Iowa Telephone (B)
- T4 — TLD Schaller Telephone Company
- F0 — FOA INS (B)
- F02 — FOB Qwest Communications (B)
- F03 — FOC Comserve (B)
- F04 — FOD McLeod (B)
- F05 — FOE Knology (B)
- E1 — ELA Woodbury Rural Electric (B)
- W — WLA Iowa DOT
- San. — SAA Iowa DOT
- San.2 — SAB City of Correctionville

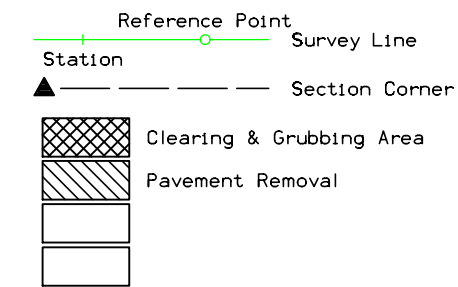
PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

- Green (2) Existing Topographic Features and Labels
- Blue (1) Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
- Purple (5) Existing Utilities
- 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
- Brown, Light (237) Grading Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

- Green (2) Existing Ground Line Profile
- Blue (1) Proposed Profile and Annotation
- Purple (5) Existing Utilities
- Blue, Light (230) Proposed Ditch Grades, Left
- Black (0) Proposed Ditch Grades, Median
- Rust (14) Proposed Ditch Grades, Right

CONVENTIONAL SIGNS

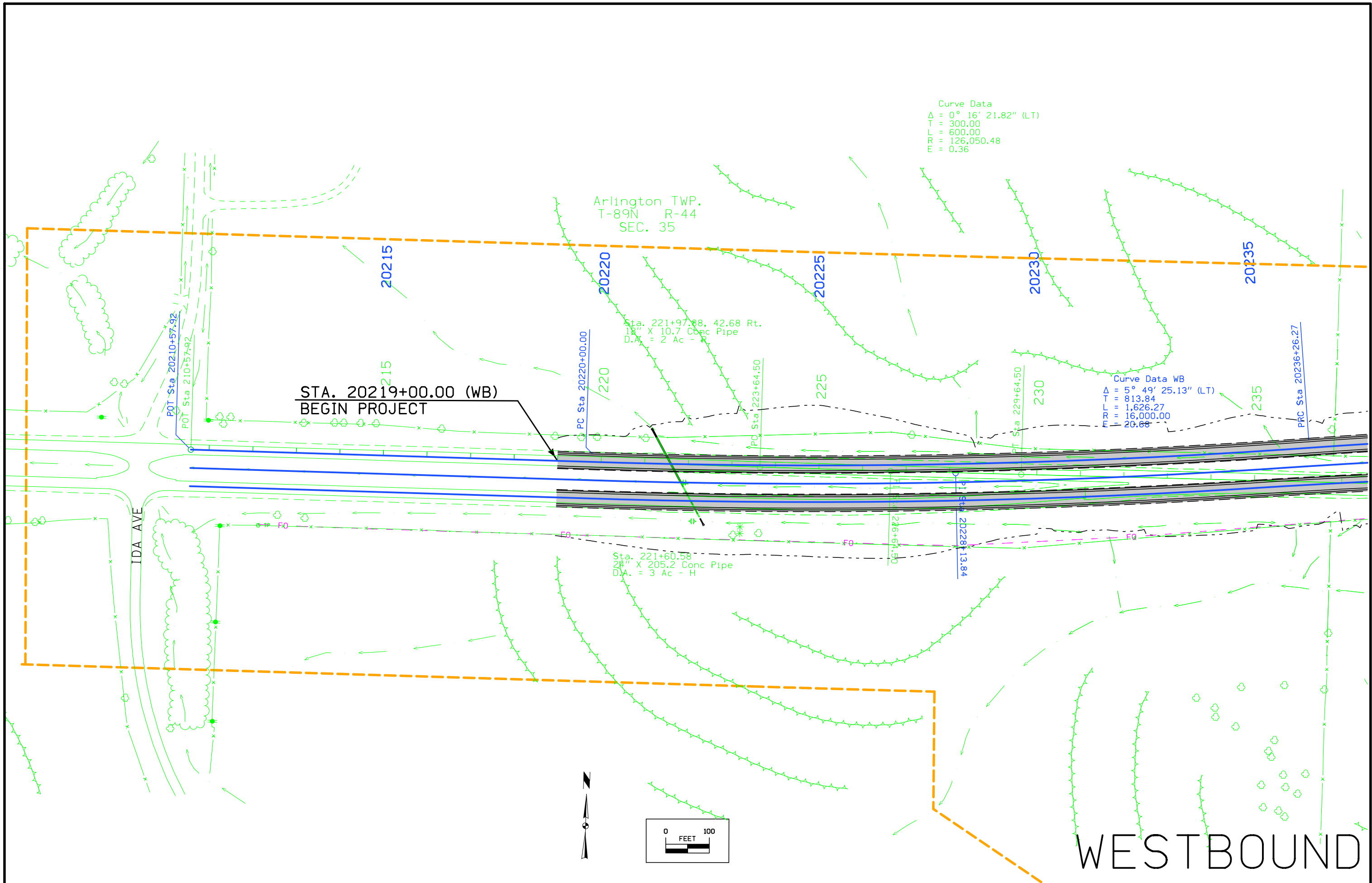


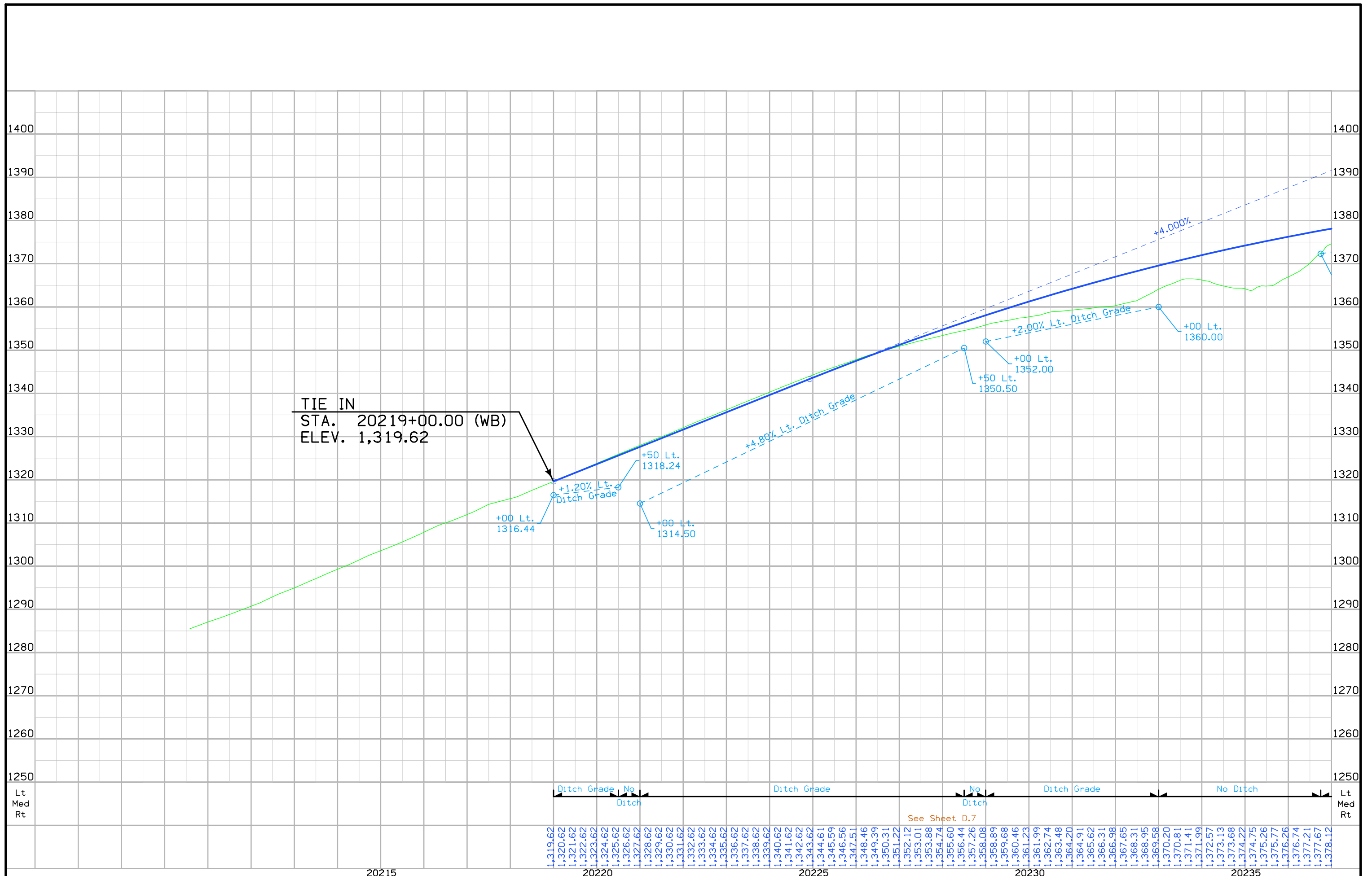
RIGHT-OF-WAY LEGEND

- ▲ Proposed Right-of-Way
- △ Existing Right-of-Way
- ▲ Existing and Proposed Right-of-Way
- ▲ Easement and Existing Right-of-Way
- Borrow
- Easement (Temporary)
- Easement
- ✕ Excess
- |—|—| Property Line
- A/C Access Control

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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





TIE IN
 STA. 20219+00.00 (WB)
 ELEV. 1,319.62

+00 Lt.
1316.44

+1.20% Lt.
Ditch Grade

+50 Lt.
1318.24

+00 Lt.
1314.50

+50 Lt.
1350.50

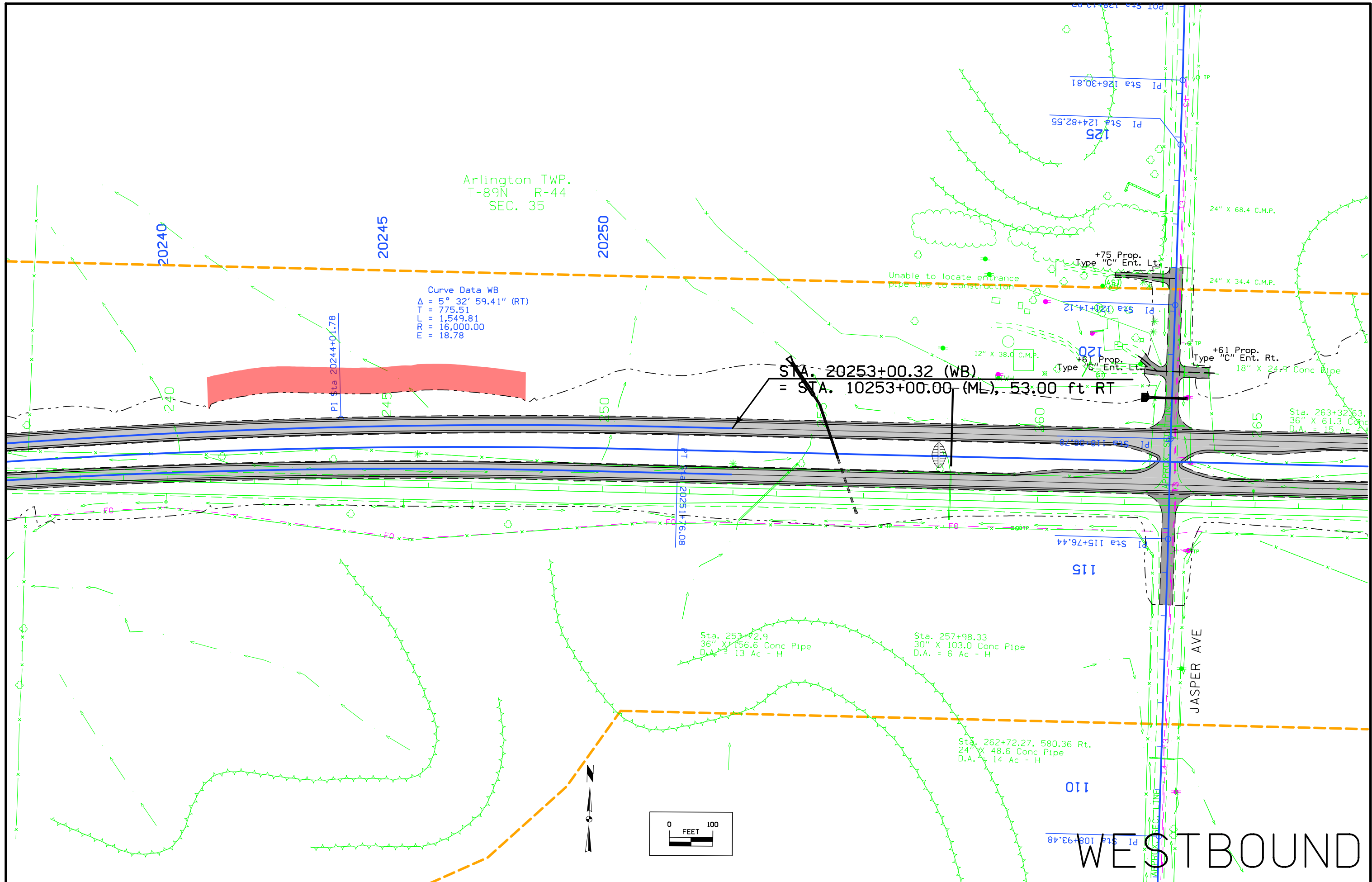
+00 Lt.
1352.00

+00 Lt.
1360.00

See Sheet D.7

Ditch Grade No Ditch Ditch Grade No Ditch Ditch Grade No Ditch

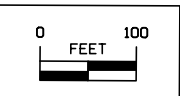
1,319.62	1,320.62	1,321.62	1,322.62	1,323.62	1,324.62	1,325.62	1,326.62	1,327.62	1,328.62	1,329.62	1,330.62	1,331.62	1,332.62	1,333.62	1,334.62	1,335.62	1,336.62	1,337.62	1,338.62	1,339.62	1,340.62	1,341.62	1,342.62	1,343.62	1,344.61	1,345.59	1,346.56	1,347.51	1,348.46	1,349.39	1,350.31	1,351.22	1,352.12	1,353.01	1,353.88	1,354.74	1,355.60	1,356.44	1,357.26	1,358.08	1,358.89	1,359.68	1,360.46	1,361.23	1,361.99	1,362.74	1,363.48	1,364.20	1,365.62	1,366.31	1,366.98	1,367.65	1,368.31	1,368.95	1,369.58	1,370.20	1,370.81	1,371.41	1,371.99	1,372.57	1,373.13	1,373.68	1,374.22	1,374.75	1,375.26	1,375.77	1,376.26	1,376.74	1,377.21	1,377.67	1,378.12
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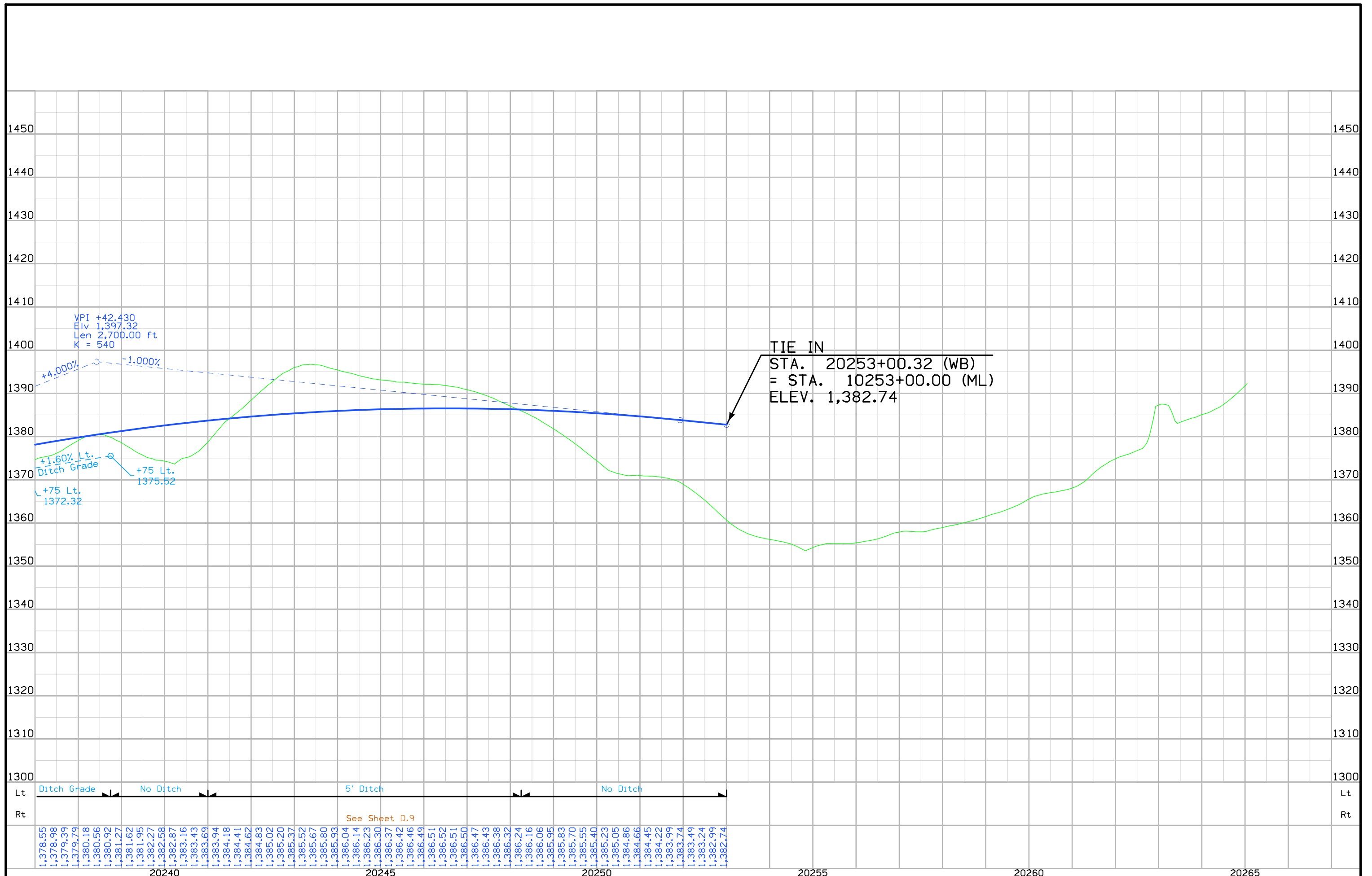
Arlington TWP.
T-89N R-44
SEC. 35

Curve Data WB
 $\Delta = 5^\circ 32' 59.41''$ (RT)
 T = 775.51
 L = 1,549.81
 R = 16,000.00
 E = 18.78

STA. 20253+00.32 (WB)
 = STA. 10253+00.00 (ML), 53.00 ft RT



WESTBOUND



Curve Data
 $\Delta = 0^\circ 16' 21.82''$ (LT)
 $T = 300.00$
 $L = 600.00$
 $PR = 126,050.48$
 $E = 0.36$

Arlington TWP.
 T-89N R-44
 SEC. 35

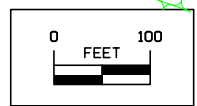
Sta. 221+97.88, 42.68 Rt.
 18" X 10.7 Conc Pipe
 D.A. = 2 Ac - H

STA. 30219+00.00 (EB)
 BEGIN PROJECT

Sta. 221+60.58
 24" X 205.2 Conc Pipe
 D.A. = 3 Ac - H

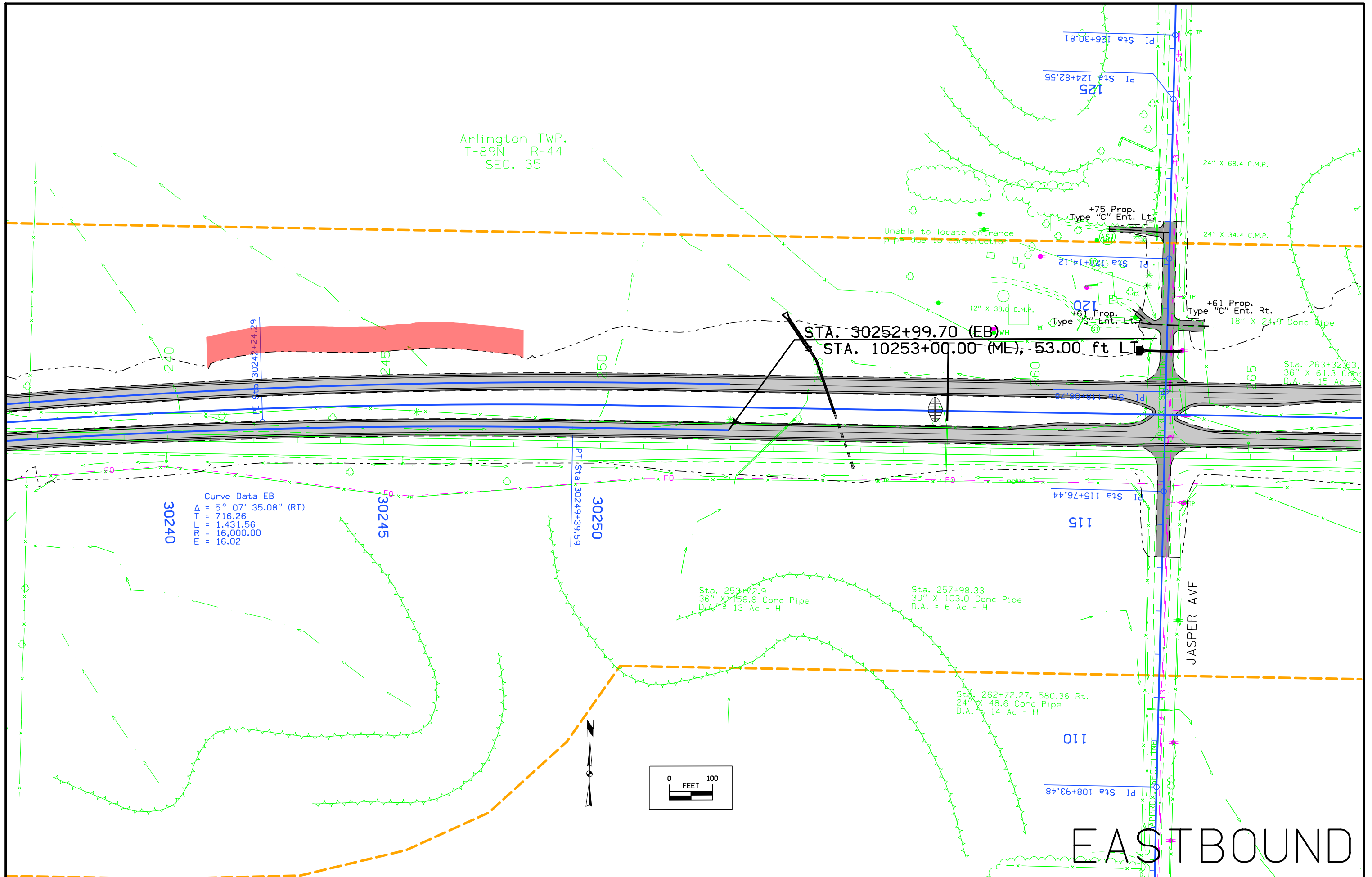
Curve Data EB
 $\Delta = 5^\circ 24' 00.79''$ (LT)
 $T = 754.57$
 $L = 1,508.03$
 $PR = 16,000.00$
 $E = 17.78$

IDA AVE



EASTBOUND

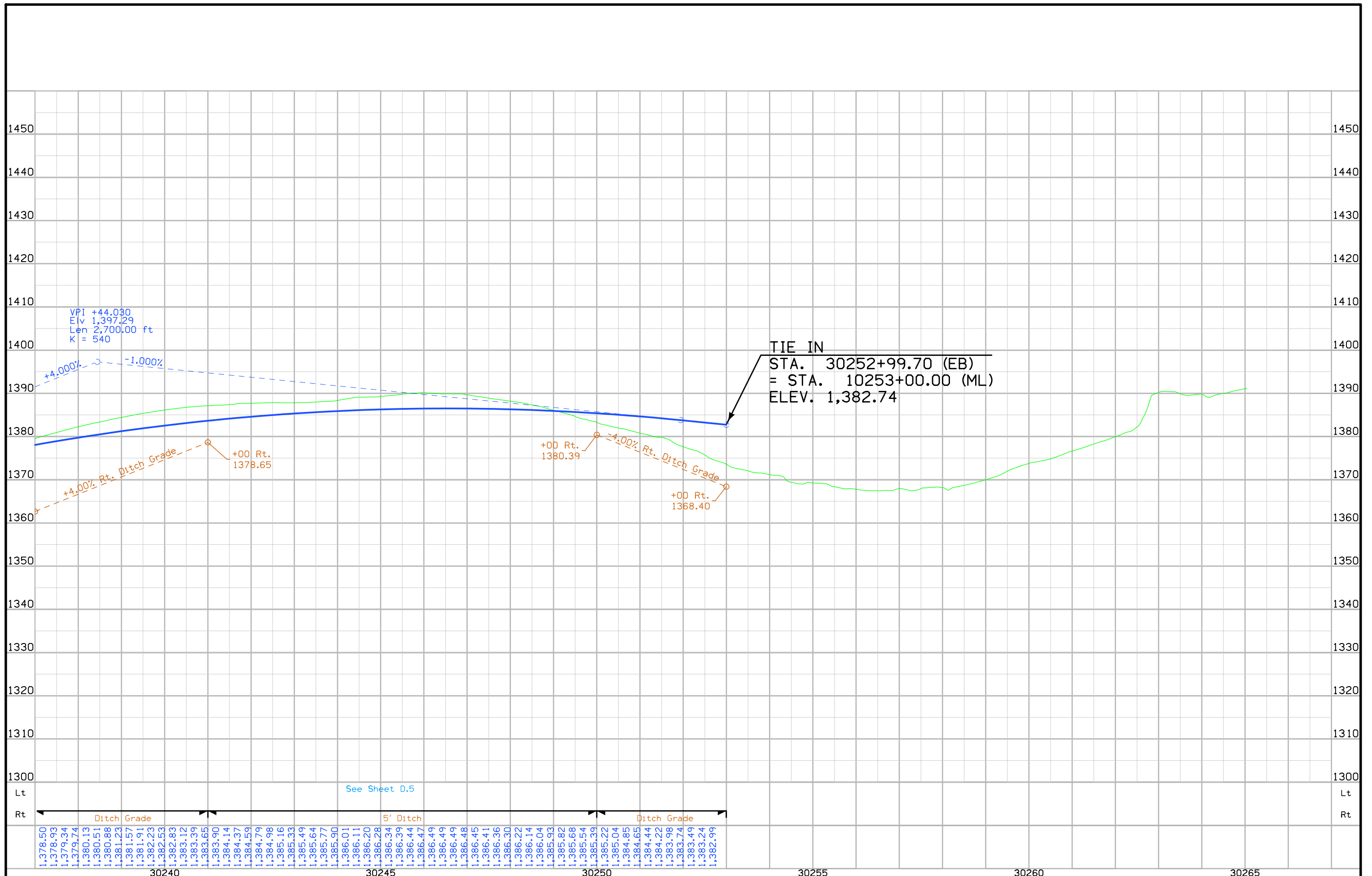
Arlington TWP.
T-89N R-44
SEC. 35



Curve Data EB

Δ	= 5° 07' 35.08" (RT)
T	= 716.26
L	= 1,431.56
R	= 16,000.00
E	= 16.02

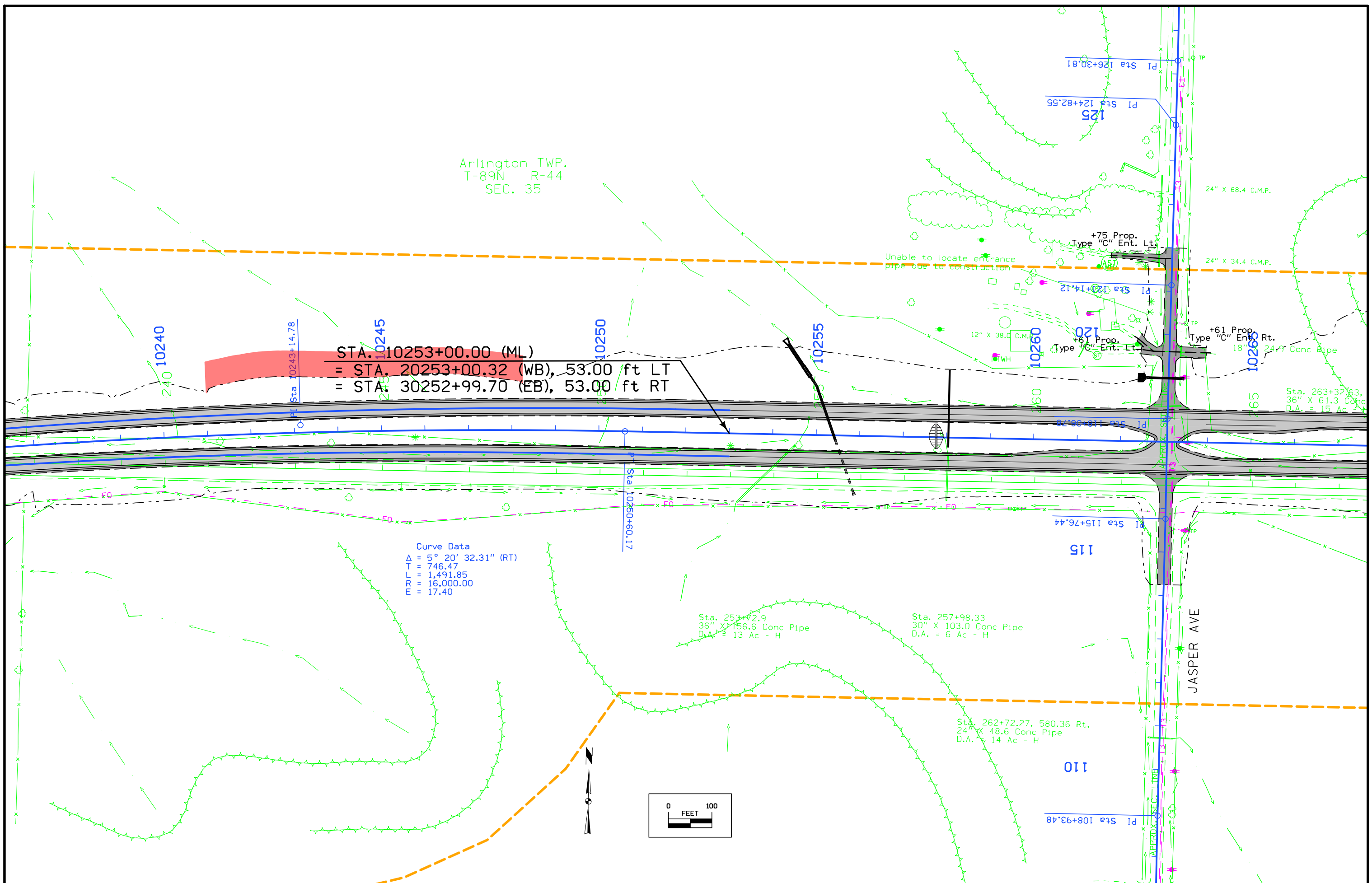
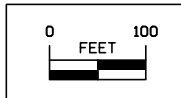
EASTBOUND

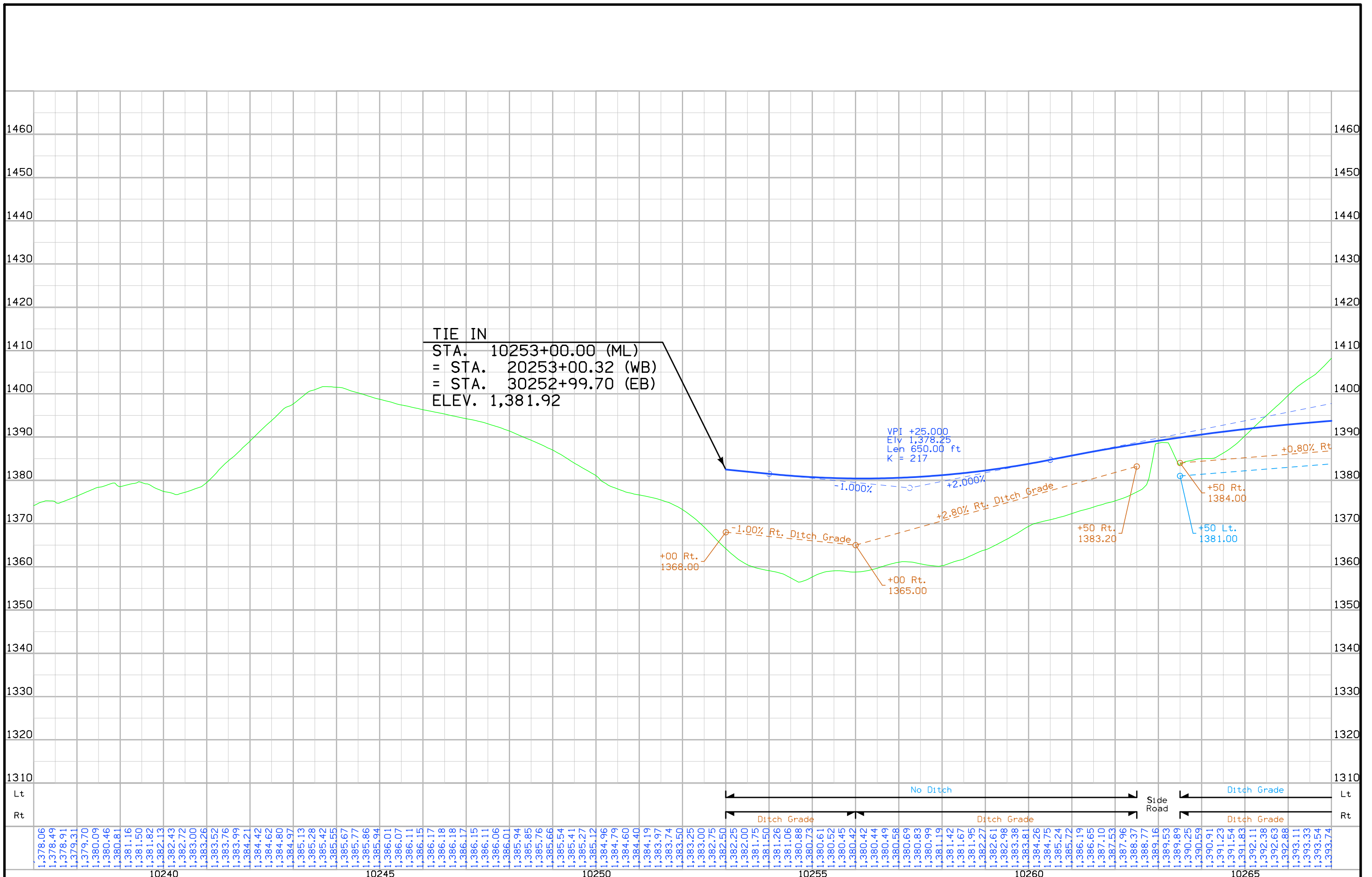


Arlington TWP.
T-89N R-44
SEC. 35

STA. 10253+00.00 (ML)
= STA. 20253+00.32 (WB), 53.00 ft LT
= STA. 30252+99.70 (EB), 53.00 ft RT

Curve Data
 $\Delta = 5^\circ 20' 32.31''$ (RT)
T = 746.47
L = 1,491.85
R = 16,000.00
E = 17.40





TIE IN
 STA. 10253+00.00 (ML)
 = STA. 20253+00.32 (WB)
 = STA. 30252+99.70 (EB)
 ELEV. 1,381.92

VPI +25.000
 Eiv 1,378.25
 Len 650.00 ft
 K = 217

+00 Rt.
1368.00

+00 Rt.
1365.00

+50 Rt.
1383.20

+50 Rt.
1384.00

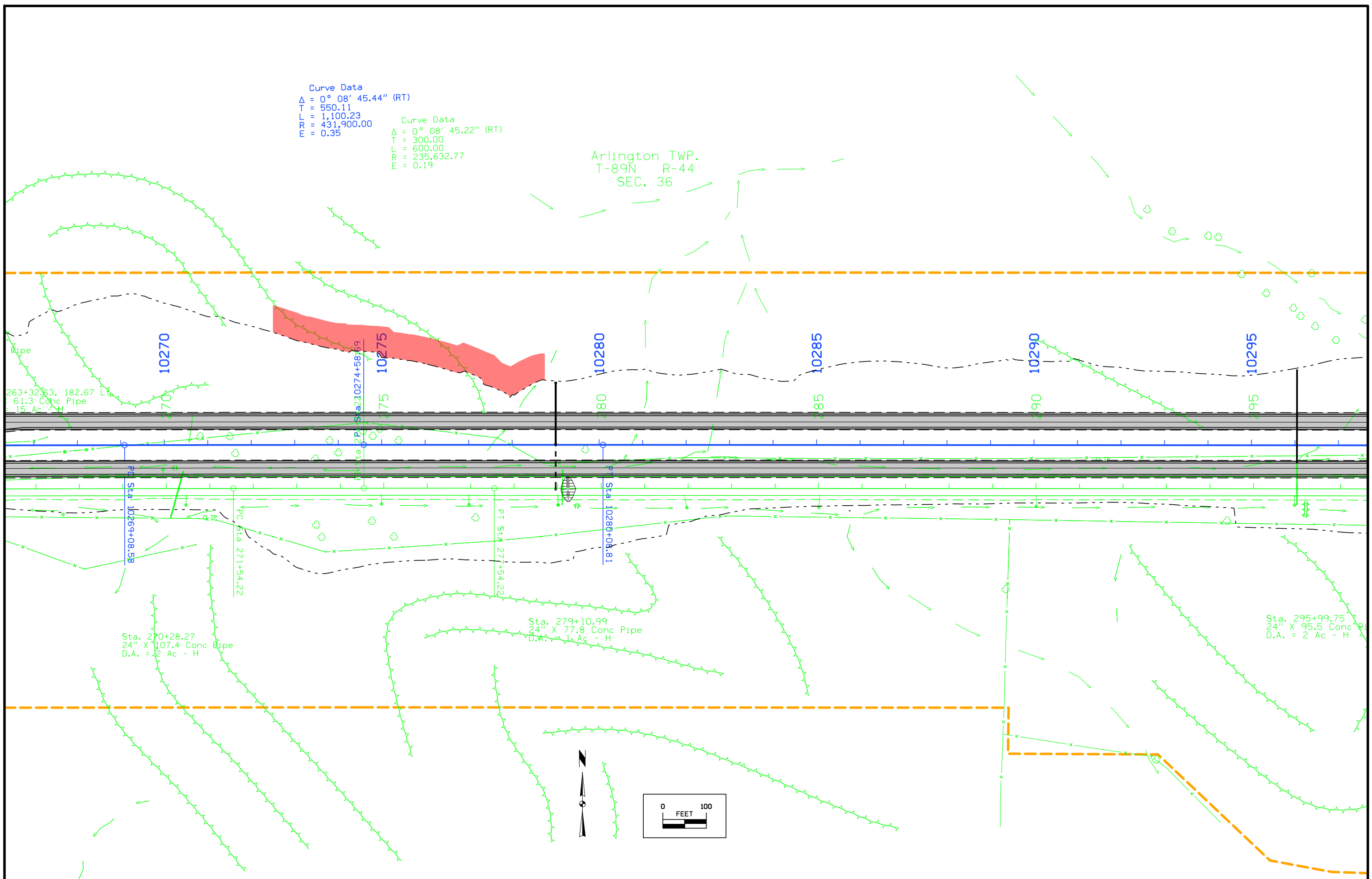
+50 Lt.
1381.00

Lt											Lt																																																																																																												
Rt											Rt																																																																																																												
1,378.06	1,378.49	1,378.91	1,379.31	1,379.70	1,380.09	1,380.46	1,380.81	1,381.16	1,381.50	1,381.82	1,382.13	1,382.43	1,382.72	1,383.00	1,383.26	1,383.52	1,383.76	1,383.99	1,384.21	1,384.42	1,384.62	1,384.80	1,384.97	1,385.13	1,385.28	1,385.42	1,385.55	1,385.67	1,385.77	1,385.86	1,385.94	1,386.01	1,386.07	1,386.11	1,386.15	1,386.17	1,386.18	1,386.18	1,386.17	1,386.15	1,386.11	1,386.06	1,386.01	1,385.94	1,385.85	1,385.76	1,385.66	1,385.54	1,385.41	1,385.27	1,385.12	1,384.96	1,384.79	1,384.60	1,384.40	1,384.19	1,383.97	1,383.74	1,383.50	1,383.25	1,383.00	1,382.75	1,382.50	1,382.25	1,382.00	1,381.75	1,381.50	1,381.26	1,381.06	1,380.88	1,380.73	1,380.61	1,380.52	1,380.45	1,380.42	1,380.42	1,380.44	1,380.49	1,380.58	1,380.69	1,380.83	1,380.99	1,381.19	1,381.42	1,381.67	1,381.95	1,382.27	1,382.61	1,382.98	1,383.38	1,383.81	1,384.26	1,384.75	1,385.24	1,385.72	1,386.19	1,386.65	1,387.10	1,387.53	1,387.96	1,388.37	1,388.77	1,389.16	1,389.53	1,389.89	1,390.25	1,390.59	1,390.91	1,391.23	1,391.54	1,391.83	1,392.11	1,392.38	1,392.63	1,392.88	1,393.11	1,393.33	1,393.54	1,393.74
10240										10245										10250										10255										10260										10265																																																																					
ENGLISH										IOWA DOT										DESIGN TEAM Flattery\Johnson										WOODBURY COUNTY										PROJECT NUMBER NHSX-020-1(116)--3H-97										SHEET NUMBER D.11																																																																					

Curve Data
 $\Delta = 0^\circ 08' 45.44''$ (RT)
 T = 550.11
 L = 1,100.23
 RR = 431,900.00
 E = 0.35

Curve Data
 $\Delta = 0^\circ 08' 45.22''$ (RT)
 T = 300.00
 L = 600.00
 RR = 235,632.77
 E = 0.19

Arlington TWP.
 T-89N R-44
 SEC. 36

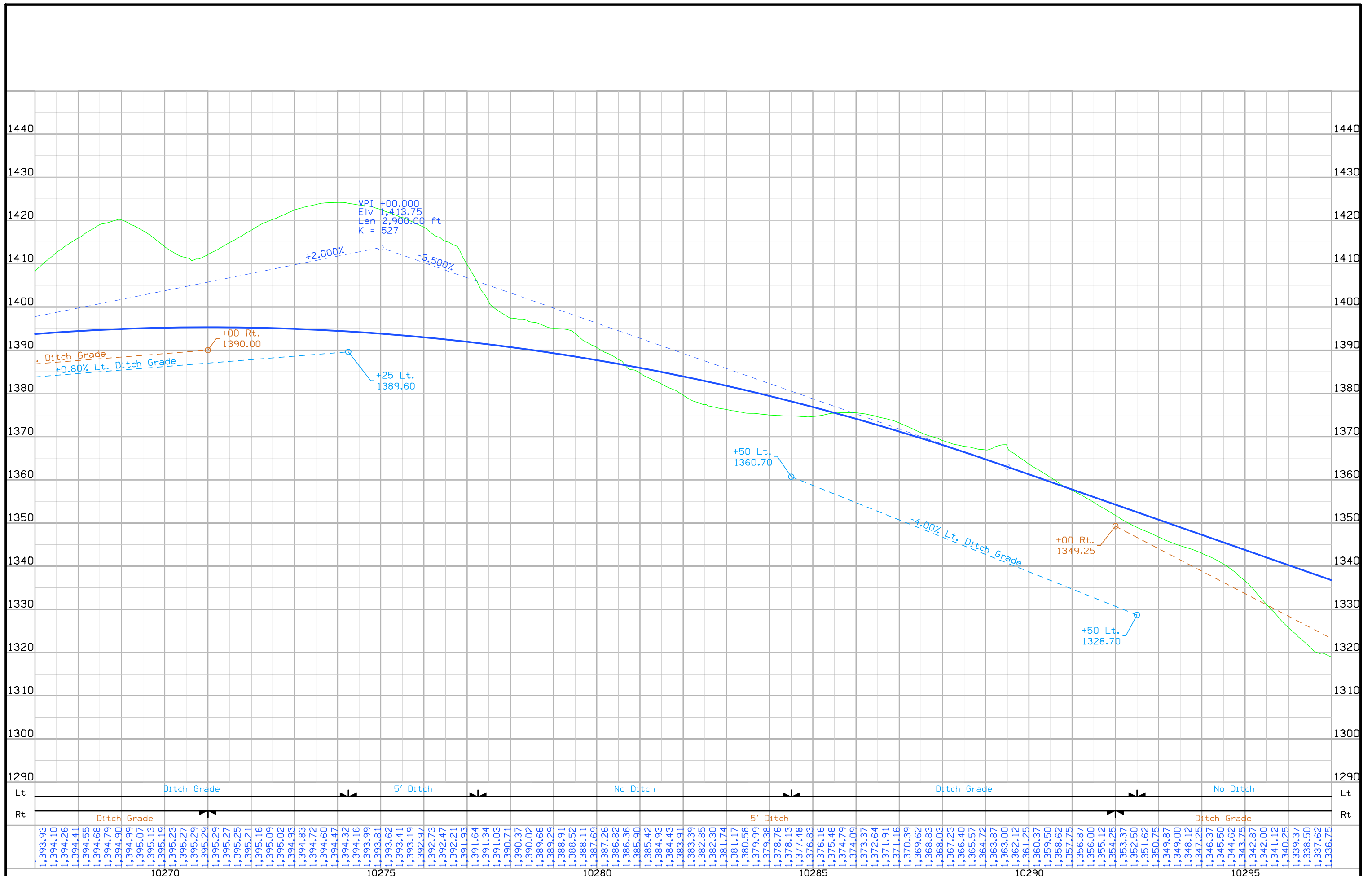


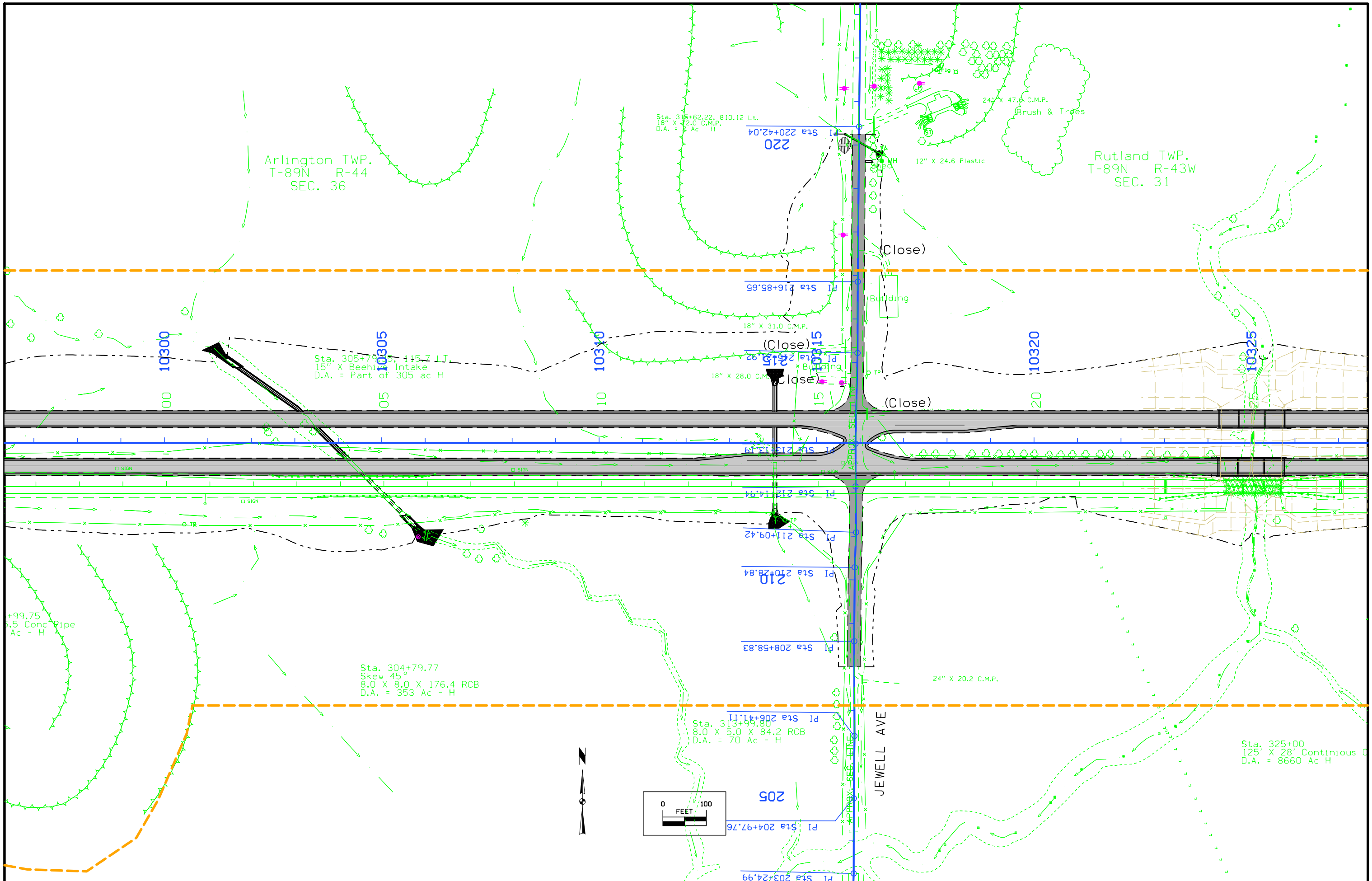
263+32.63, 182.67 L
 61.3 Conc Pipe
 D.A. = 15 Ac - H

Sta. 270+28.27
 24" X 107.4 Conc Pipe
 D.A. = 2 Ac - H

Sta. 279+10.99
 24" X 77.8 Conc Pipe
 D.A. = 1 Ac - H

Sta. 295+99.75
 24" X 95.5 Conc Pipe
 D.A. = 2 Ac - H





Arlington TWP.
T-89N R-44
SEC. 36

Rutland TWP.
T-89N R-43W
SEC. 31

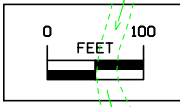
Sta. 315+62.22, 810.12 Lt.
18" X 24.0 C.M.P.
D.A. = 7 Ac - H

Sta. 305+74.55, 445.7 Lt.
15" X Beehive Intake
D.A. = Part of 305 ac H

Sta. 304+79.77
Skew 45°
8.0 X 8.0 X 176.4 RCB
D.A. = 353 Ac - H

Sta. 313+96.80
8.0 X 5.0 X 84.2 RCB
D.A. = 70 Ac - H

Sta. 325+00
125' X 28' Continuous
D.A. = 8660 Ac H

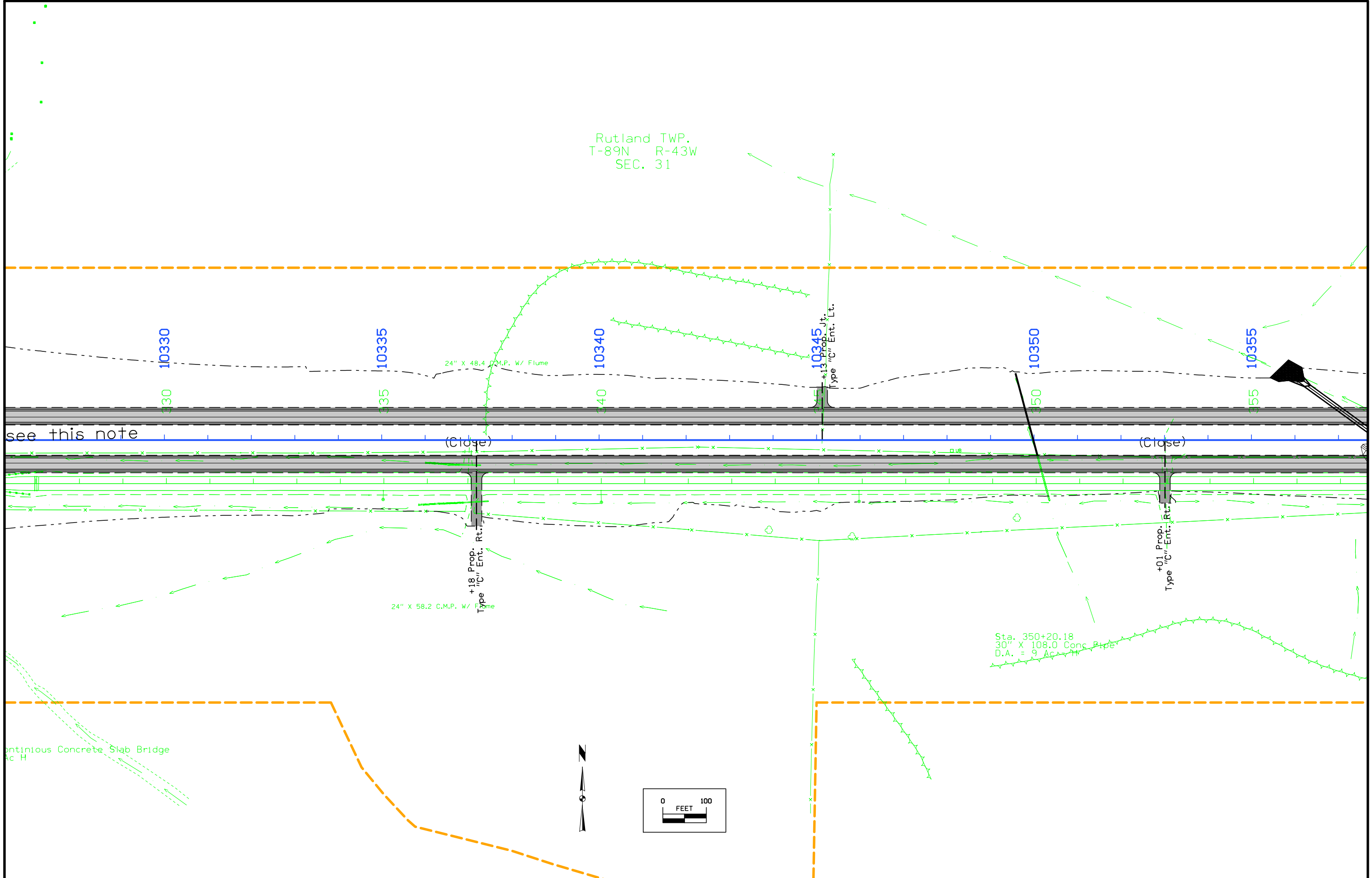




1,335.87	1,335.00	1,334.12	1,333.25	1,332.37	1,331.50	1,330.62	1,329.75	1,328.87	1,328.00	1,327.13	1,326.28	1,325.45	1,324.64	1,323.84	1,323.06	1,322.30	1,321.56	1,320.83	1,320.12	1,319.43	1,318.76	1,318.10	1,317.46	1,316.84	1,316.24	1,315.65	1,315.08	1,314.53	1,314.00	1,313.48	1,312.98	1,312.50	1,312.04	1,311.59	1,311.16	1,310.75	1,310.36	1,309.98	1,309.62	1,309.28	1,308.96	1,308.65	1,308.36	1,308.09	1,307.84	1,307.60	1,307.38	1,307.18	1,307.00	1,306.82	1,306.65	1,306.47	1,306.30	1,306.12	1,305.95	1,305.77	1,305.60	1,305.42	1,305.25	1,305.07	1,304.90	1,304.72	1,304.55	1,304.37	1,304.20	1,304.02	1,303.85	1,303.67	1,303.50	1,303.32	1,303.15	1,302.97	1,302.80	1,302.62	1,302.45	1,302.27	1,302.10	1,301.92	1,301.75	1,301.57	1,301.40	1,301.22	1,301.05	1,300.87	1,300.70	1,300.52	1,300.35	1,300.17	1,300.00	1,299.82	1,299.65	1,299.47	1,299.30	1,299.12	1,298.95	1,298.77	1,298.60	1,298.42	1,298.25	1,298.07	1,297.90	1,297.72	1,297.55	1,297.37	1,297.20	1,297.02	1,296.85	1,296.67	1,296.50	1,296.32	1,296.15	1,295.97	1,295.80	1,295.62	1,295.46	1,295.33	1,295.23	1,295.15	1,295.11
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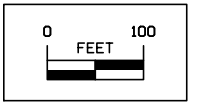
Lt No Ditch Ditch Grade DG Ditch Grade No Ditch Side Road Ditch Grade DG Bridge DG Rt

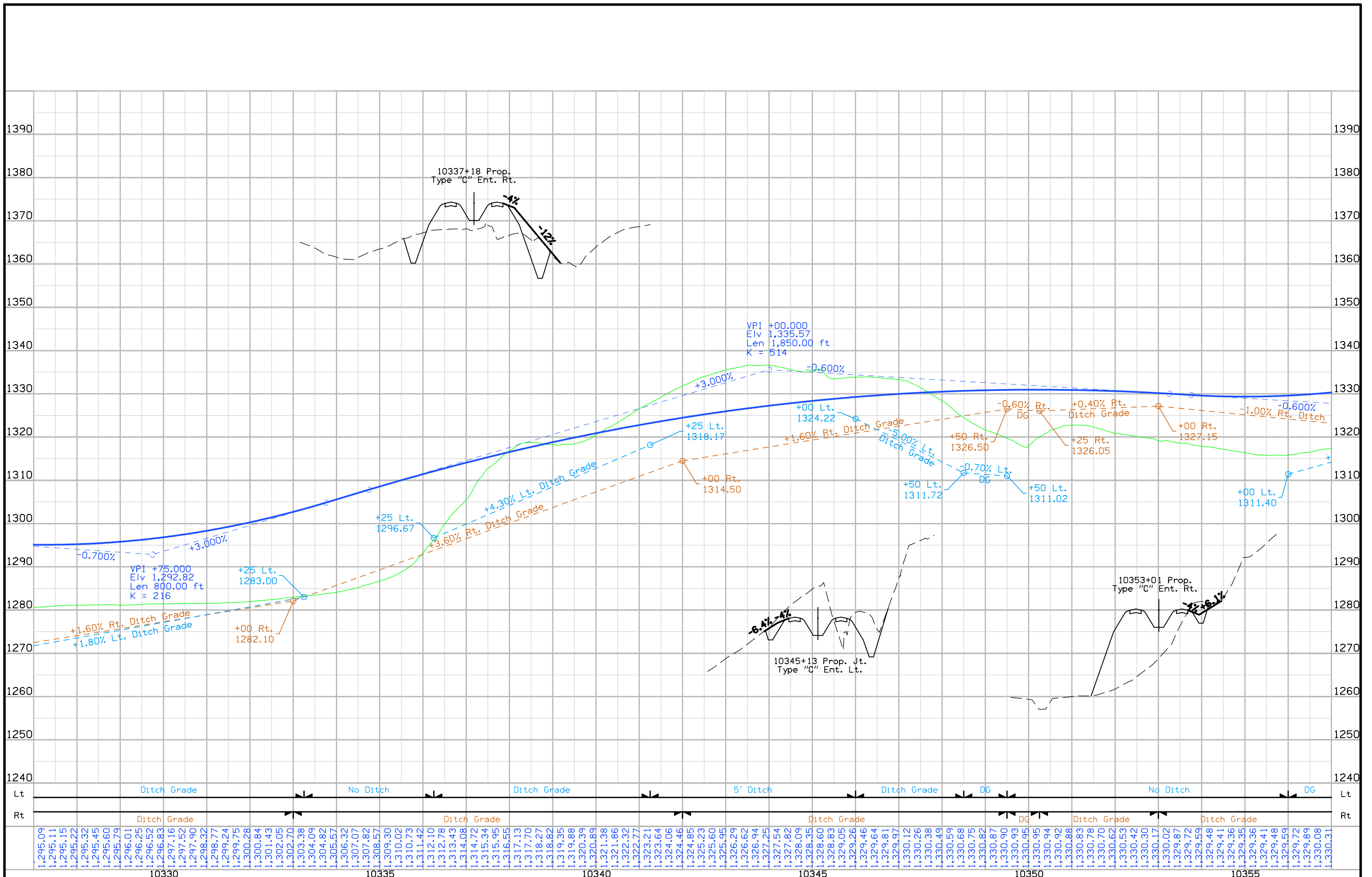
Rutland TWP.
T-89N R-43W
SEC. 31



see this note

Continuous Concrete Slab Bridge
Ac H





Rutland TWP.
T-89N R-43W
SEC. 31

Rutland TWP.
T-89N R-43W
SEC. 32

Sta. 359+10.79, 96.56 Lt.
18" Beehive Intake
D.A. = Part of 236 Ac - GR - H

Sta. 371+01.31
24" X 96.0 Conc Pipe
D.A. = 2 Ac

Sta. 372+01.68
42" X 115.5 Conc Pipe
D.A. = 18 Ac - H

0.05 ac
PEM
Wetland

4.31 ac
PEM
Wetland

Sta. 359+59.11
10.0 X 6.0 X 54.5 RCB
D.A. = 235 Ac - GR - H

Sta. 364+00.97
4.0 X 5.5 X 54.5 RCB STOCK PASS
D.A. = 1 Ac - H

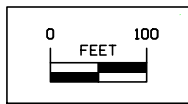
+50 Prop.
Type "C" Ent. Lt.

+50 Prop.
Type "C" Ent. Rt.

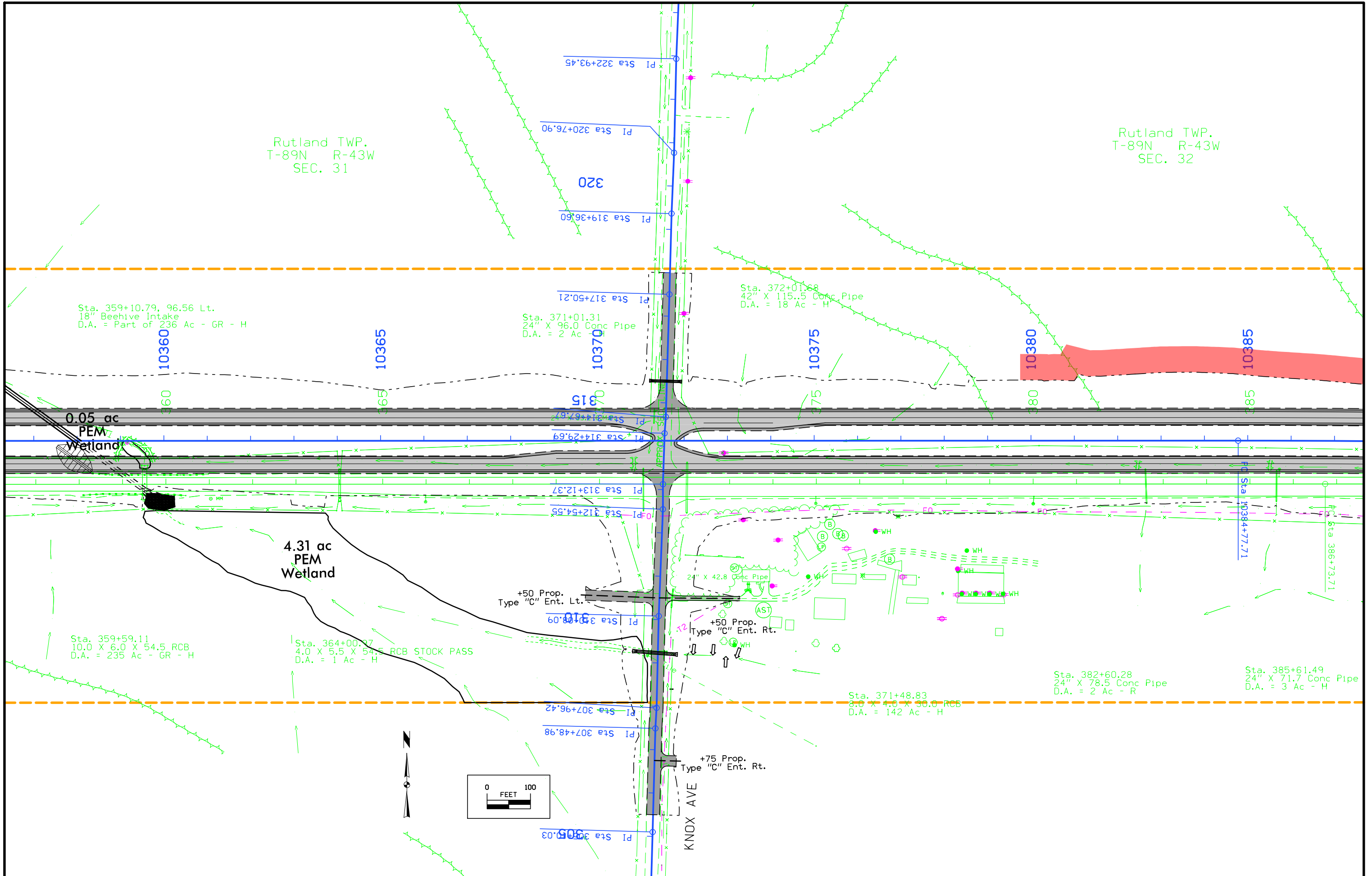
Sta. 371+48.83
8.0 X 4.0 X 50.0 RCB
D.A. = 142 Ac - H

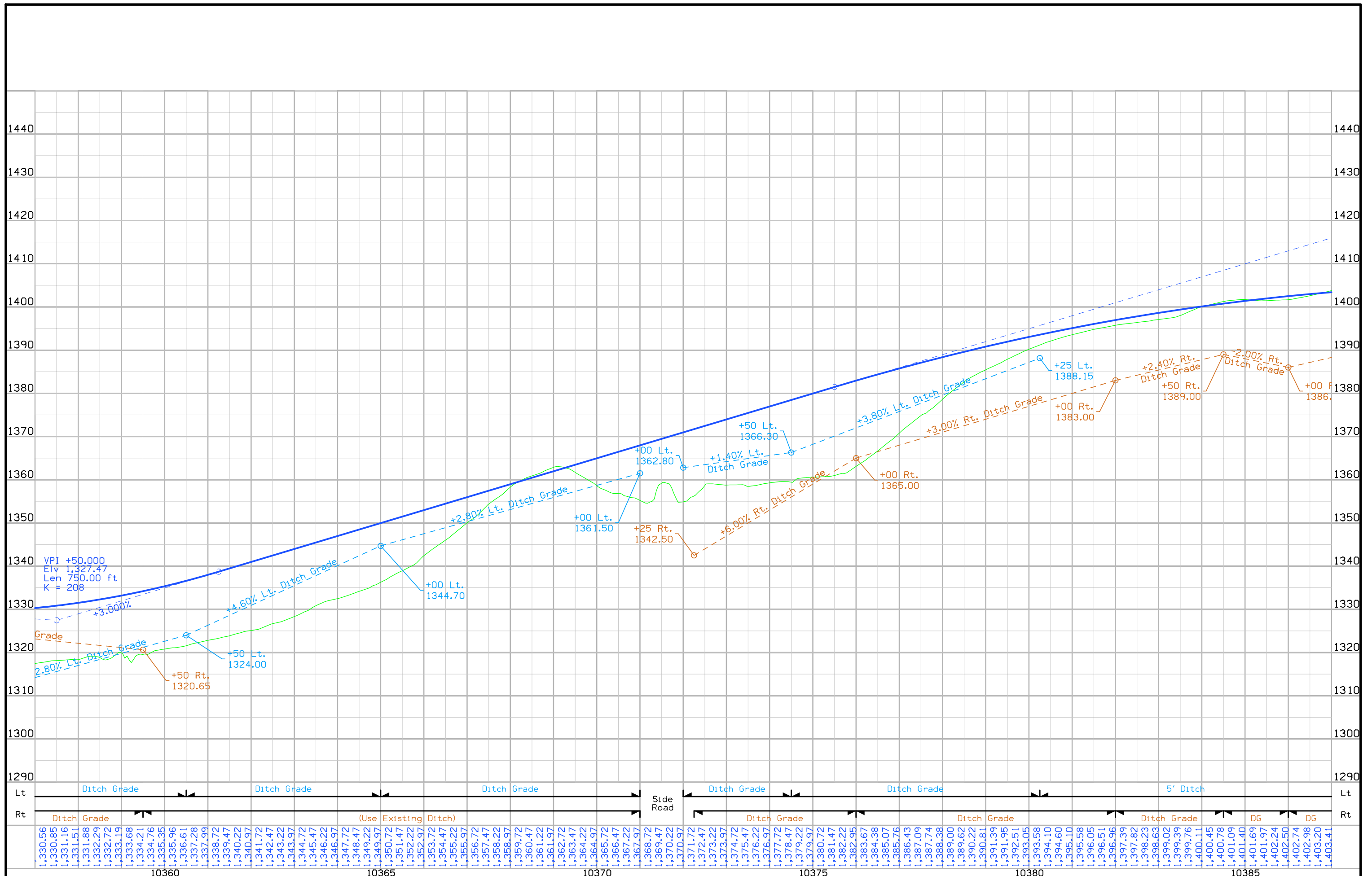
Sta. 382+60.28
24" X 78.5 Conc Pipe
D.A. = 2 Ac - R

Sta. 385+61.49
24" X 71.7 Conc Pipe
D.A. = 3 Ac - H



KNOX AVE



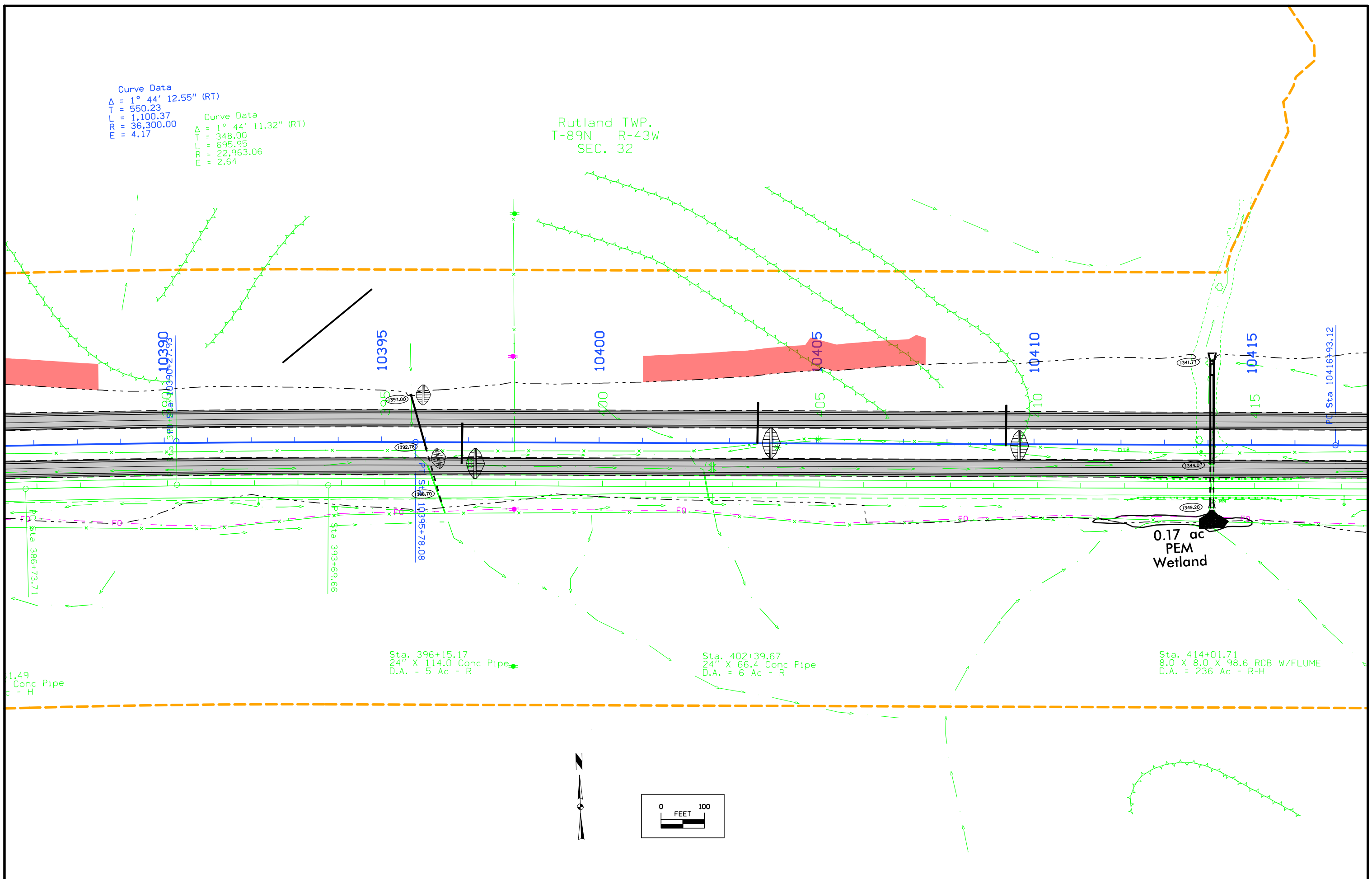


1,330.56		1,330.85		1,331.16		1,331.51		1,331.88		1,332.29		1,332.72		1,333.19		1,333.68		1,334.21		1,334.76		1,335.35		1,335.96		1,336.61		1,337.28		1,337.99		1,338.72		1,339.47		1,340.22		1,340.97		1,341.72		1,342.47		1,343.22		1,343.97		1,344.72		1,345.47		1,346.22		1,346.97		1,347.72		1,348.47		1,349.22		1,349.97		1,350.72		1,351.47		1,352.22		1,352.97		1,353.72		1,354.47		1,355.22		1,355.97		1,356.72		1,357.47		1,358.22		1,358.97		1,359.72		1,360.47		1,361.22		1,361.97		1,362.72		1,363.47		1,364.22		1,364.97		1,365.72		1,366.47		1,367.22		1,367.97		1,368.72		1,369.47		1,370.22		1,370.97		1,371.72		1,372.47		1,373.22		1,373.97		1,374.72		1,375.47		1,376.22		1,376.97		1,377.72		1,378.47		1,379.22		1,379.97		1,380.72		1,381.47		1,382.22		1,382.97		1,383.72		1,384.47		1,385.22		1,385.97		1,386.72		1,387.47		1,388.22		1,388.97		1,389.72		1,389.47		1,390.22		1,390.97		1,391.72		1,391.47		1,392.22		1,392.97		1,393.72		1,393.47		1,394.22		1,394.97		1,395.72		1,395.47		1,396.22		1,396.97		1,397.72		1,397.47		1,398.22		1,398.97		1,399.72		1,399.47		1,400.22		1,400.97		1,401.72		1,401.47		1,402.22		1,402.97		1,403.72		1,403.47		1,404.22		1,404.97		1,405.72		1,405.47		1,406.22		1,406.97		1,407.72		1,407.47		1,408.22		1,408.97		1,409.72		1,409.47		1,410.22		1,410.97		1,411.72		1,411.47		1,412.22		1,412.97		1,413.72		1,413.47		1,414.22		1,414.97		1,415.72		1,415.47		1,416.22		1,416.97		1,417.72		1,417.47		1,418.22		1,418.97		1,419.72		1,419.47		1,420.22		1,420.97		1,421.72		1,421.47		1,422.22		1,422.97		1,423.72		1,423.47		1,424.22		1,424.97		1,425.72		1,425.47		1,426.22		1,426.97		1,427.72		1,427.47		1,428.22		1,428.97		1,429.72		1,429.47		1,430.22		1,430.97		1,431.72		1,431.47		1,432.22		1,432.97		1,433.72		1,433.47		1,434.22		1,434.97		1,435.72		1,435.47		1,436.22		1,436.97		1,437.72		1,437.47		1,438.22		1,438.97		1,439.72		1,439.47		1,440.22		1,440.97		1,441.72		1,441.47		1,442.22		1,442.97		1,443.72		1,443.47		1,444.22		1,444.97		1,445.72		1,445.47		1,446.22		1,446.97		1,447.72		1,447.47		1,448.22		1,448.97		1,449.72		1,449.47		1,450.22		1,450.97		1,451.72		1,451.47		1,452.22		1,452.97		1,453.72		1,453.47		1,454.22		1,454.97		1,455.72		1,455.47		1,456.22		1,456.97		1,457.72		1,457.47		1,458.22		1,458.97		1,459.72		1,459.47		1,460.22		1,460.97		1,461.72		1,461.47		1,462.22		1,462.97		1,463.72		1,463.47		1,464.22		1,464.97		1,465.72		1,465.47		1,466.22		1,466.97		1,467.72		1,467.47		1,468.22		1,468.97		1,469.72		1,469.47		1,470.22		1,470.97		1,471.72		1,471.47		1,472.22		1,472.97		1,473.72		1,473.47		1,474.22		1,474.97		1,475.72		1,475.47		1,476.22		1,476.97		1,477.72		1,477.47		1,478.22		1,478.97		1,479.72		1,479.47		1,480.22		1,480.97		1,481.72		1,481.47		1,482.22		1,482.97		1,483.72		1,483.47		1,484.22		1,484.97		1,485.72		1,485.47		1,486.22		1,486.97		1,487.72		1,487.47		1,488.22		1,488.97		1,489.72		1,489.47		1,490.22		1,490.97		1,491.72		1,491.47		1,492.22		1,492.97		1,493.72		1,493.47		1,494.22		1,494.97		1,495.72		1,495.47		1,496.22		1,496.97		1,497.72		1,497.47		1,498.22		1,498.97		1,499.72		1,499.47		1,500.22		1,500.97		1,501.72		1,501.47		1,502.22		1,502.97		1,503.72		1,503.47		1,504.22		1,504.97		1,505.72		1,505.47		1,506.22		1,506.97		1,507.72		1,507.47		1,508.22		1,508.97		1,509.72		1,509.47		1,510.22		1,510.97		1,511.72		1,511.47		1,512.22		1,512.97		1,513.72		1,513.47		1,514.22		1,514.97		1,515.72		1,515.47		1,516.22		1,516.97		1,517.72		1,517.47		1,518.22		1,518.97		1,519.72		1,519.47		1,520.22		1,520.97		1,521.72		1,521.47		1,522.22		1,522.97		1,523.72		1,523.47		1,524.22		1,524.97		1,525.72		1,525.47		1,526.22		1,526.97		1,527.72		1,527.47		1,528.22		1,528.97		1,529.72		1,529.47		1,530.22		1,530.97		1,531.72		1,531.47		1,532.22		1,532.97		1,533.72		1,533.47		1,534.22		1,534.97		1,535.72		1,535.47		1,536.22		1,536.97		1,537.72		1,537.47		1,538.22		1,538.97		1,539.72		1,539.47		1,540.22		1,540.97		1,541.72		1,541.47		1,542.22		1,542.97		1,543.72		1,543.47		1,544.22		1,544.97		1,545.72		1,545.47		1,546.22		1,546.97		1,547.72		1,547.47		1,548.22		1,548.97		1,549.72		1,549.47		1,550.22		1,550.97		1,551.72		1,551.47		1,552.22		1,552.97		1,553.72		1,553.47		1,554.22		1,554.97		1,555.72		1,555.47		1,556.22		1,556.97		1,557.72		1,557.47		1,558.22		1,558.97		1,559.72		1,559.47		1,560.22		1,560.97		1,561.72		1,561.47		1,562.22		1,562.97		1,563.72		1,563.47		1,564.22		1,564.97		1,565.72		1,565.47		1,566.22		1,566.97		1,567.72		1,567.47		1,568.22		1,568.97		1,569.72		1,569.47		1,570.22		1,570.97		1,571.72		1,571.47		1,572.22		1,572.97		1,573.72		1,573.47		1,574.22		1,574.97		1,575.72		1,575.47		1,576.22		1,576.97		1,577.72		1,577.47		1,578.22		1,578.97		1,579.72		1,579.47		1,580.22		1,580.97		1,581.72		1,581.47		1,582.22		1,582.97		1,583.72		1,583.47		1,584.22		1,584.97		1,585.72		1,585.47		1,586.22		1,586.97		1,587.72		1,587.47		1,588.22		1,588.97		1,589.72		1,589.47		1,590.22		1,590.97		1,591.72		1,591.47		1,592.22		1,592.97		1,593.72		1,593.47		1,594.22		1,594.97		1,595.72		1,595.47		1,596.22		1,596.97		1,597.72		1,597.47		1,598.22		1,598.97		1,599.72		1,599.47		1,600.22		1,600.97		1,601.72		1,601.47		1,602.22		1,602.97		1,603.72		1,603.47		1,604.22		1,604.97		1,605.72		1,605.47		1,606.22		1,606.97		1,607.72		1,607.47		1,608.22		1,608.97		1,609.72		1,609.47		1,610.22		1,610.97		1,611.72		1,611.47		1,612.22		1,612.97		1,613.72		1,613.47		1,614.22		1,614.97		1,615.72		1,615.47		1,616.22		1,616.97		1,617.72		1,617.47		1,618.22		1,618.97		1,619.72		1,619.47		1,620.22		1,620.97		1,621.72		1,621.47		1,622.22		1,622.97		1,623.72		1,623.47		1,624.22		1,624.97		1,625.72		1,625.47		1,626.22		1,626.97		1,627.72		1,627.47		1,628.22		1,628.97		1,629.72		1,629.47		1,630.22		1,630.97		1,631.72		1,631.47		1,632.22		1,632.97		1,633.72		1,633.47		1,634.22		1,634.97		1,635.72		1,635.47		1,636.22		1,636.97		1,637.72		1,637.47		1,638.22		1,638.97		1,639.72		1,639.47		1,640.22		1,640.97		1,641.72		1,641.47		1,642.22		1,642.97		1,643.72		1,643.47		1,644.22		1,644.97		1,645.72		1,645.47		1,646.22		1,646.97		1,647.72		1,647.47		1,648.22		1,648.97		1,649.72		1,649.47		1,650.22		1,650.97		1,651.72		1,651.47		1,652.22		1,652.97		1,653.72		1,653.47		1,654.22		1,654.97		1,655.72		1,655.47		1,656.22		1,656.97		1,657.72		1,657.47		1,658.22		1,658.97		1,659.72		1,659.47		1,660.22		1,660.97		1,661.72		1,661.47		1,662.22		1,662.97		1,663.72		1,663.47		1,664.22		1,664.97		1,665.72		1,665.47		1,666.22		1,666.97		1,667.72		1,667.47		1,668.22		1,668.97		1,669.72		1,669.47		1,670.22		1,670.97		1,671.72		1,671.47		1,672.22		1,672.97		1,673.72		1,673.47		1,674.22		1,674.97		1,675.72		1,675.47		1,676.22		1,676.97		1,677.72		1,677.47		1,678.22		1,678.97		1,679.72		1,679.47		1,680.22		1,680.97		1,681.72		1,681.47		1,682.22		1,682.97		1,683.72		1,683.47		1,684.22		1,684.97		1,685.72		1,685.47		1,686.22		1,686.97		1,687.72		1,687.47		1,688.22		1,688.97		1,689.72		1,689.47		1,690.22		1,690.97		1,691.72		1,691.47		1,692.22		1,692.97		1,693.72		1,693.47		1,694.22		1,694.97		1,695.72		1,695.47		1,696.22		1,696.97		1,697.72		1,697.47		1,698.22		1,698.97		1,699.72		1,699.47		1,700.22		1	
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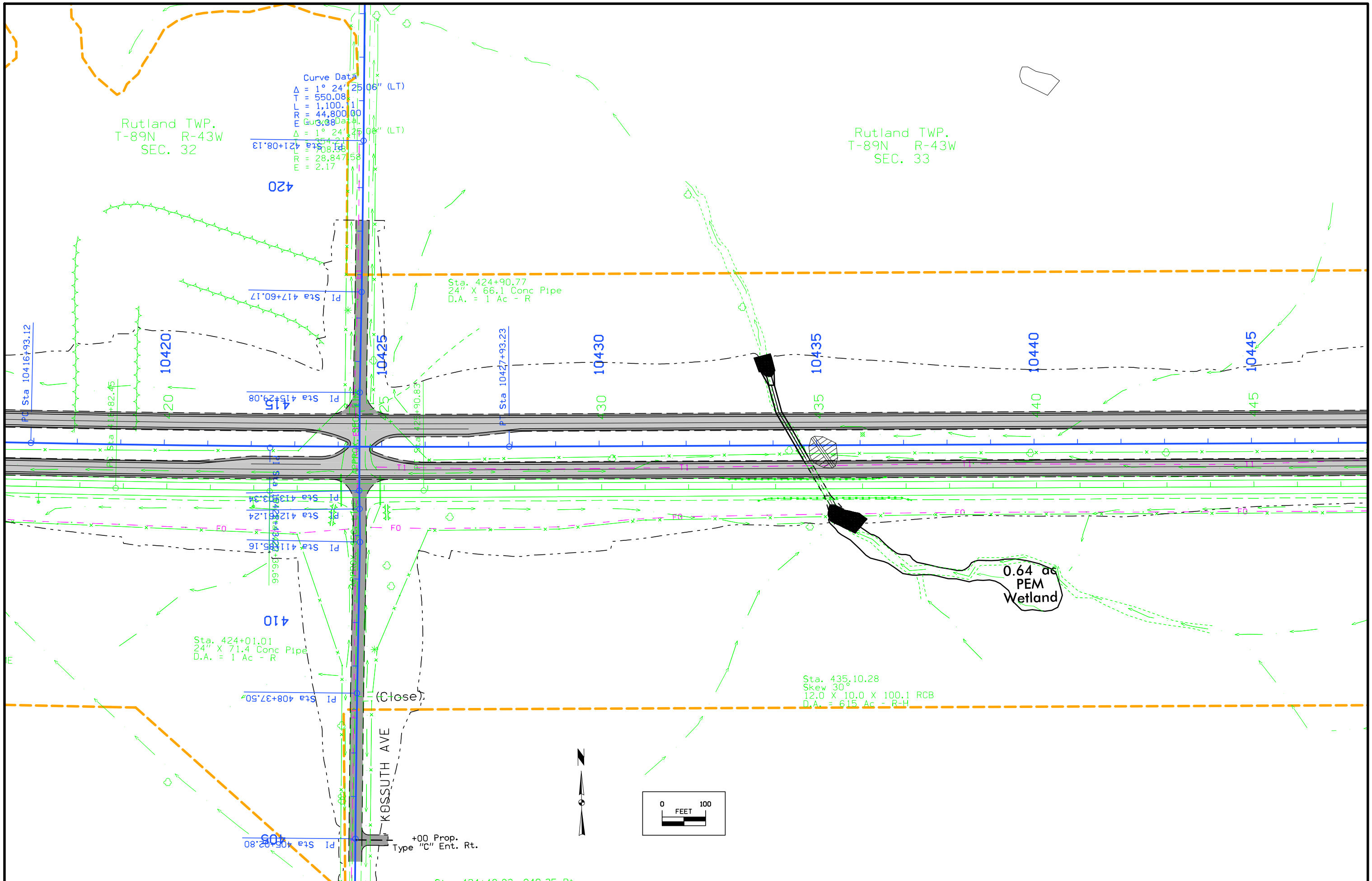
Curve Data
 $\Delta = 1^\circ 44' 12.55''$ (RT)
 T = 550.23
 L = 1,100.37
 R = 36,300.00
 E = 4.17

Curve Data
 $\Delta = 1^\circ 44' 11.32''$ (RT)
 T = 348.00
 L = 695.95
 R = 22,963.06
 E = 2.64

Rutland TWP.
 T-89N R-43W
 SEC. 32







Curve Data
 $\Delta = 1^\circ 24' 25.06''$ (LT)
 $T = 550.08$
 $L = 1,100.11$
 $R = 44,800.00$
 $E = 3.68$
 $D.A. = 1.17$
 $\Delta = 1^\circ 24' 25.06''$ (LT)
 $T = 550.08$
 $L = 1,100.11$
 $R = 44,800.00$
 $E = 3.68$
 $D.A. = 1.17$

Rutland TWP.
 T-89N R-43W
 SEC. 32

Rutland TWP.
 T-89N R-43W
 SEC. 33

Sta. 424+90.77
 24" X 66.1 Conc Pipe
 D.A. = 1 Ac - R

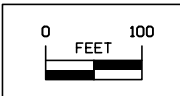
Sta. 424+01.01
 24" X 71.4 Conc Pipe
 D.A. = 1 Ac - R

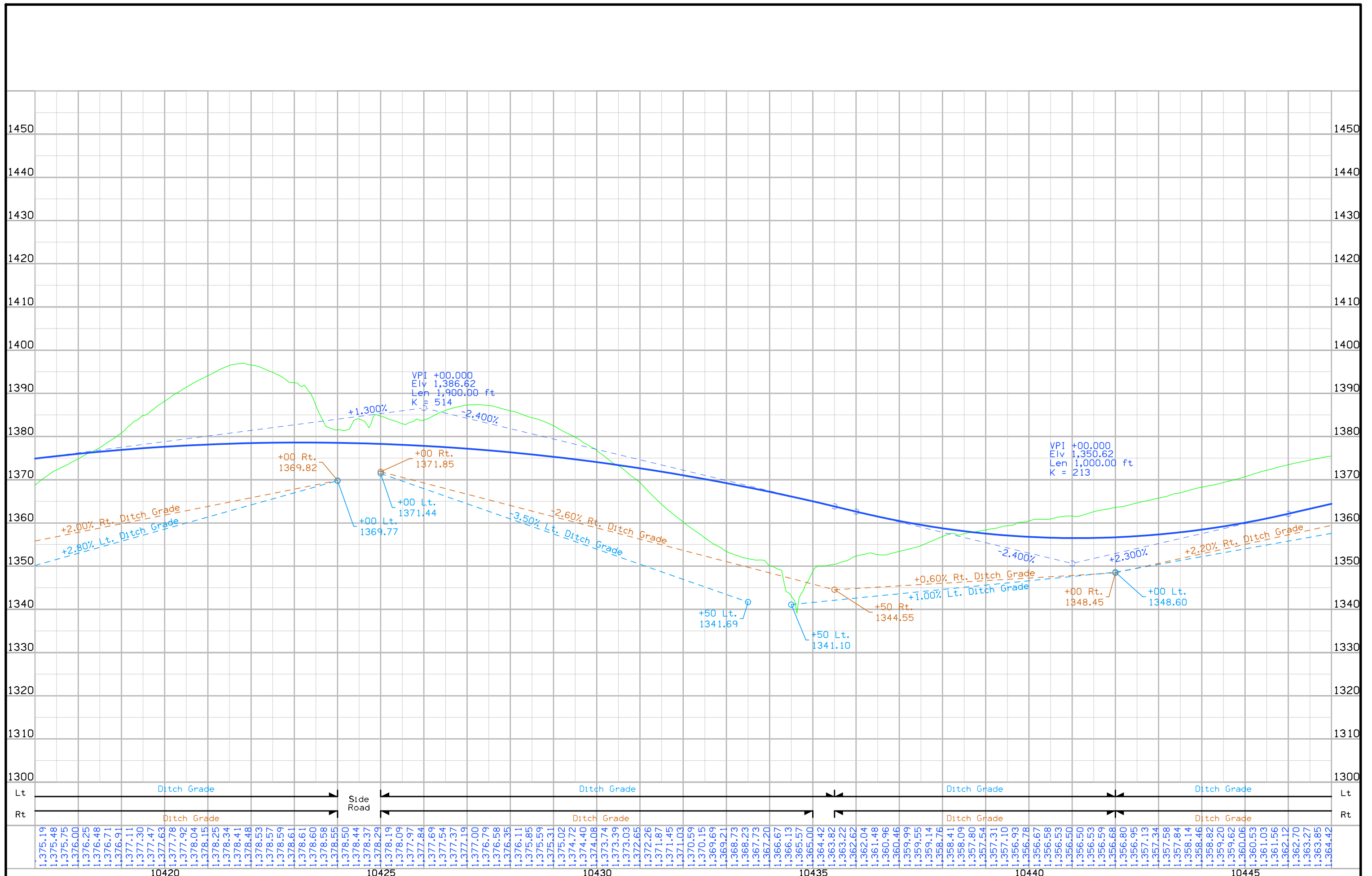
Sta. 435.10.28
 Skew 30°
 12.0 X 10.0 X 100.1 RCB
 D.A. = 615 Ac - R-H

0.64 ac
 PEM
 Wetland

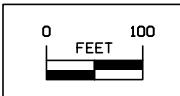
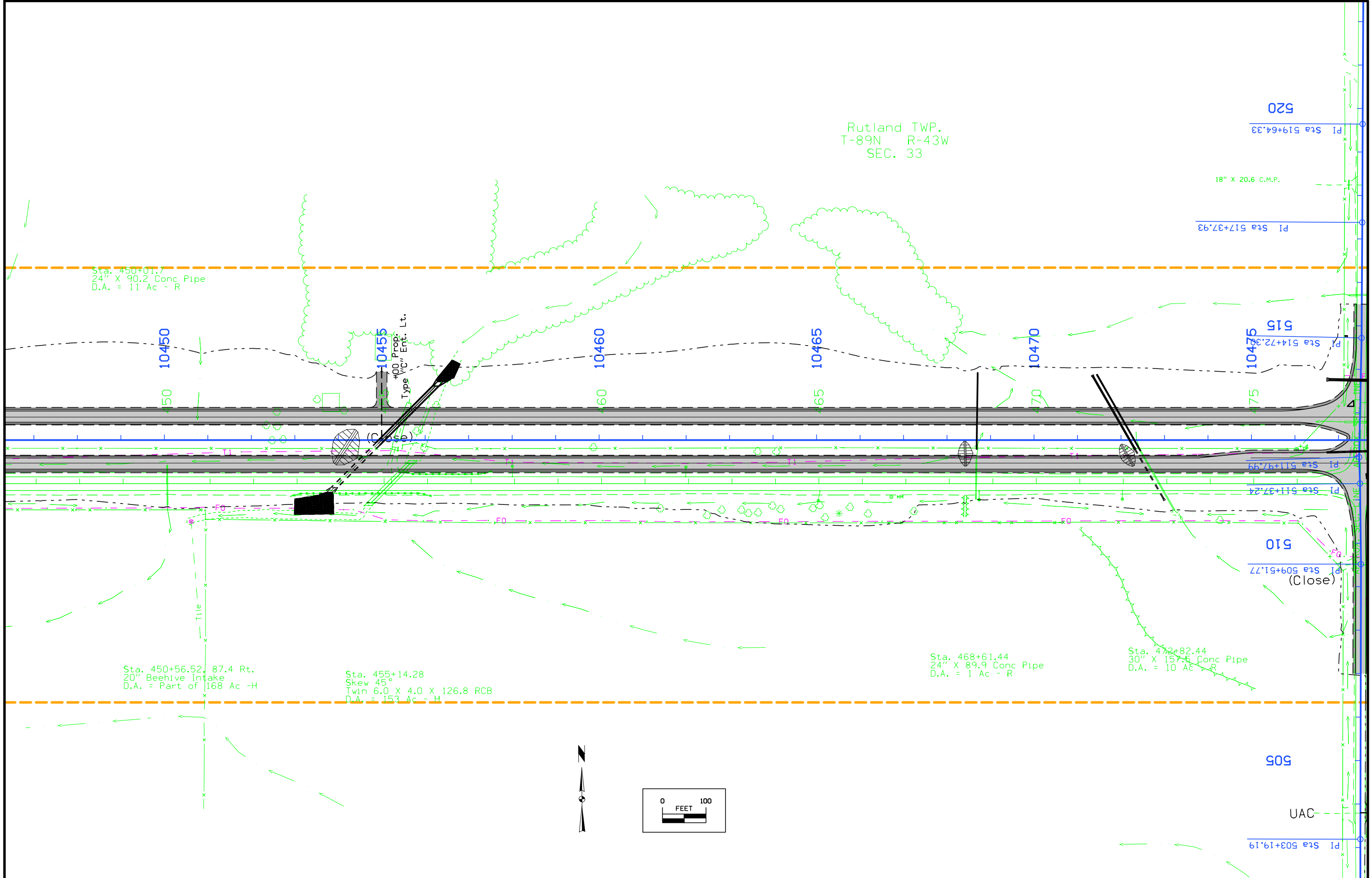
KOSSUTH AVE

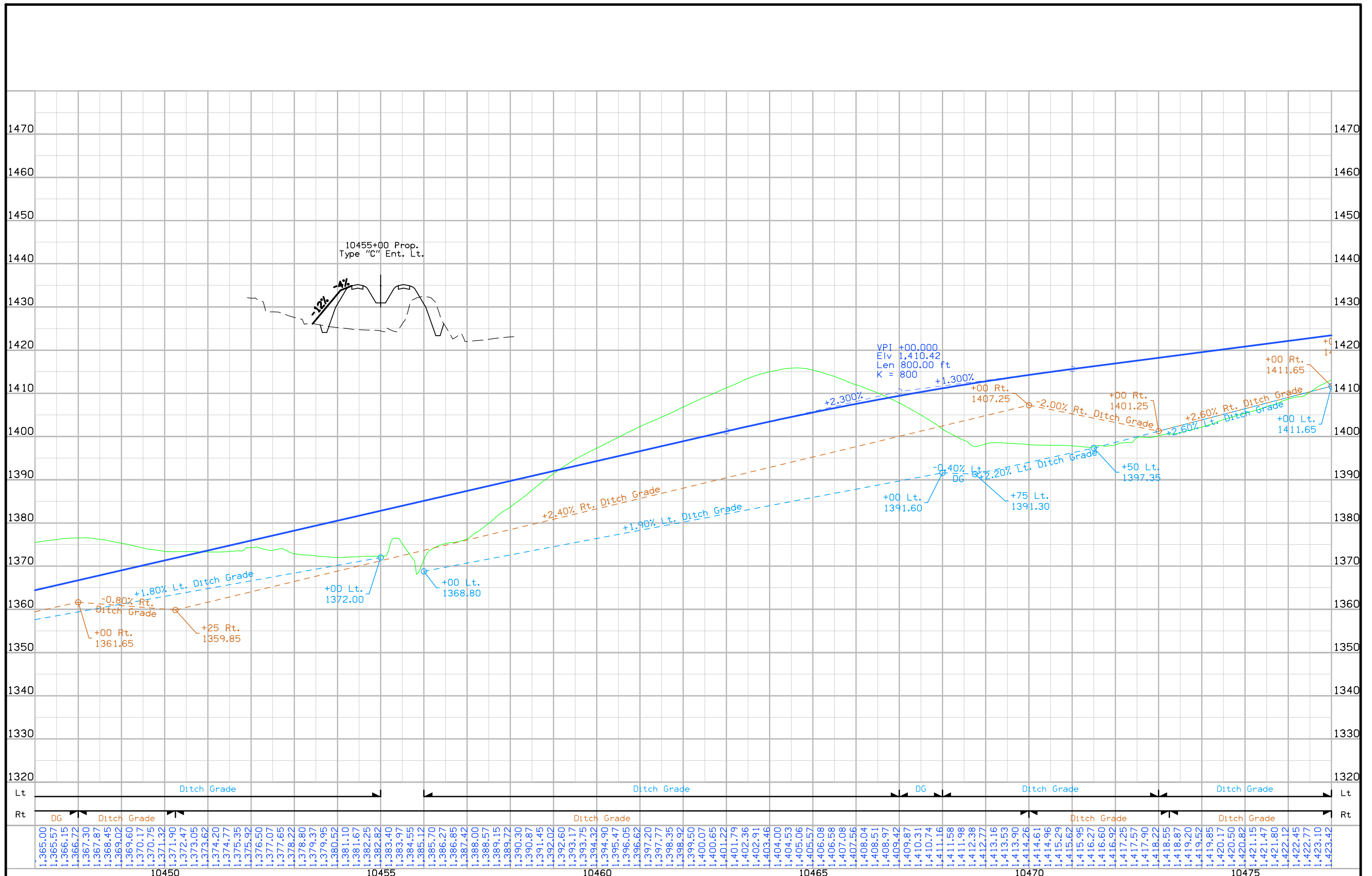
+00 Prop.
 Type "C" Ent. Rt.





Rutland TWP.
T-89N R-43W
SEC. 33





Rutland TWP.
T-89N R-43W
SEC. 34

Curve Data
 $\Delta = 0^\circ 42' 28.90''$ (LT)
 T = 550.53
 L = 1,101.05
 R = 89,100.00
 E = 1.70

Curve Data
 $\Delta = 0^\circ 42' 28.90''$ (LT)
 T = 300.00
 L = 599.99
 R = 48,553.16
 E = 0.93

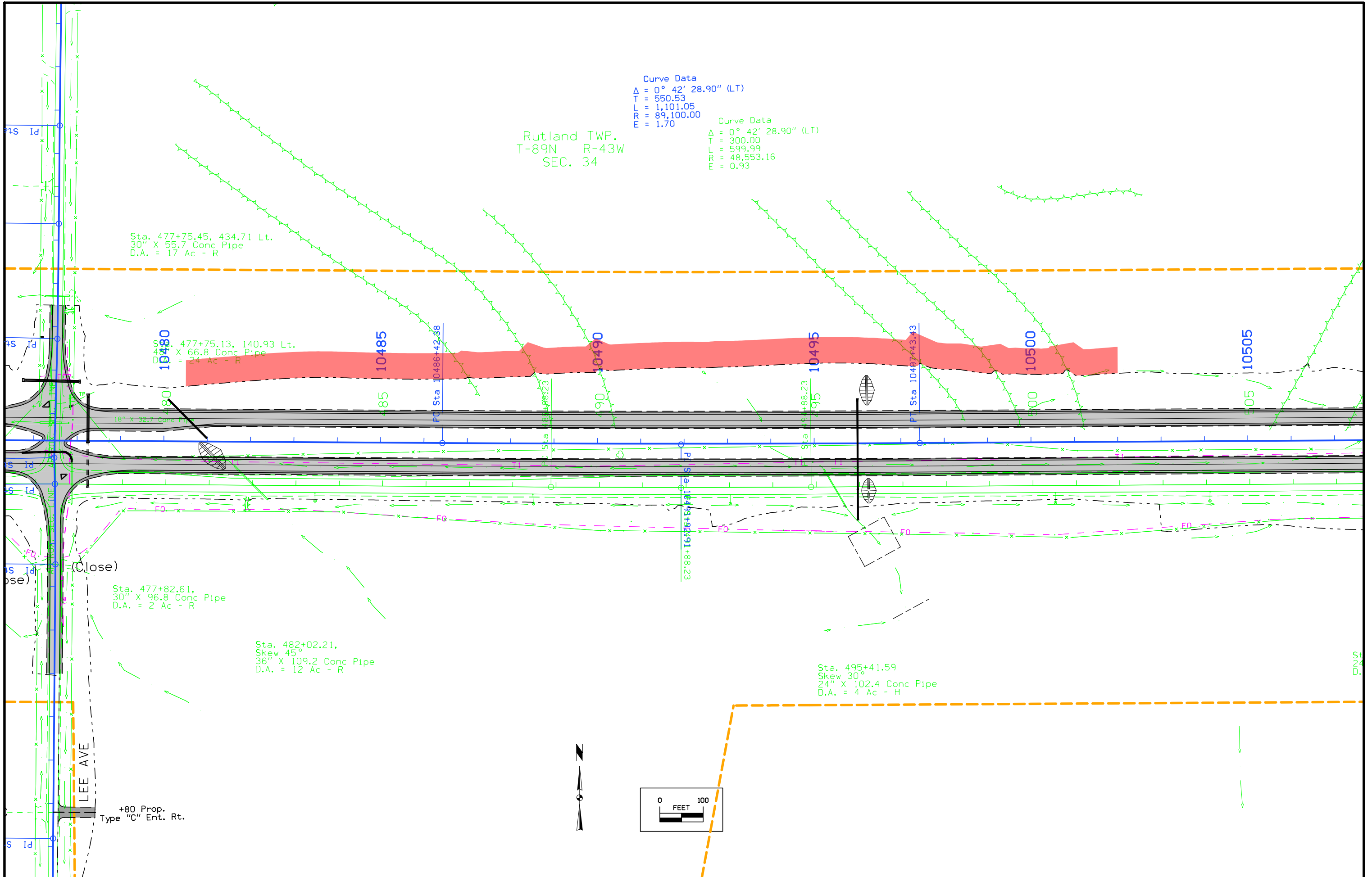
Sta. 477+75.45, 434.71 Lt.
 30" X 55.7 Conc Pipe
 D.A. = 17 Ac - R

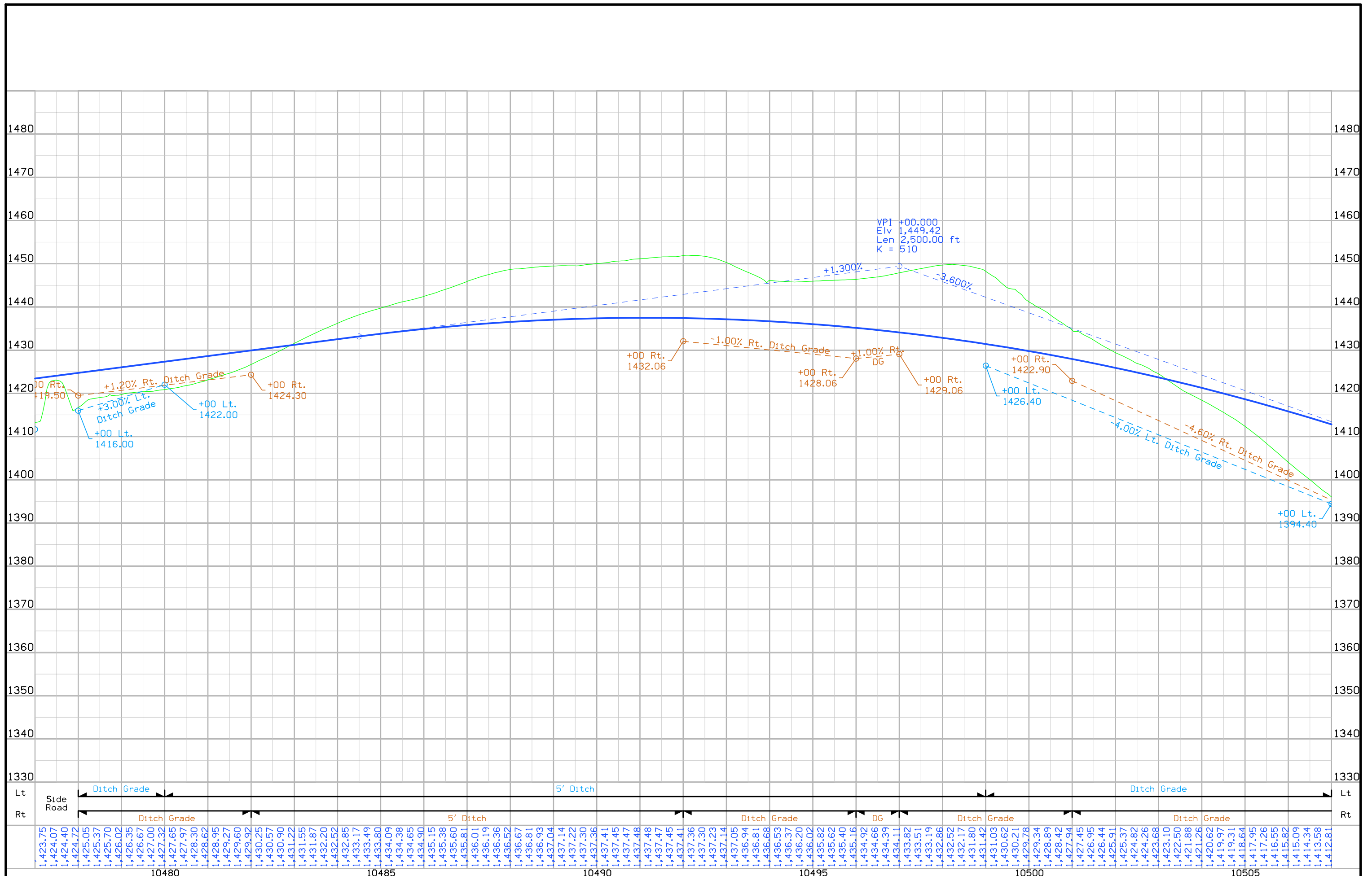
Sta. 477+75.13, 140.93 Lt.
 48" X 66.8 Conc Pipe
 D.A. = 24 Ac - R

Sta. 477+82.61,
 30" X 96.8 Conc Pipe
 D.A. = 2 Ac - R

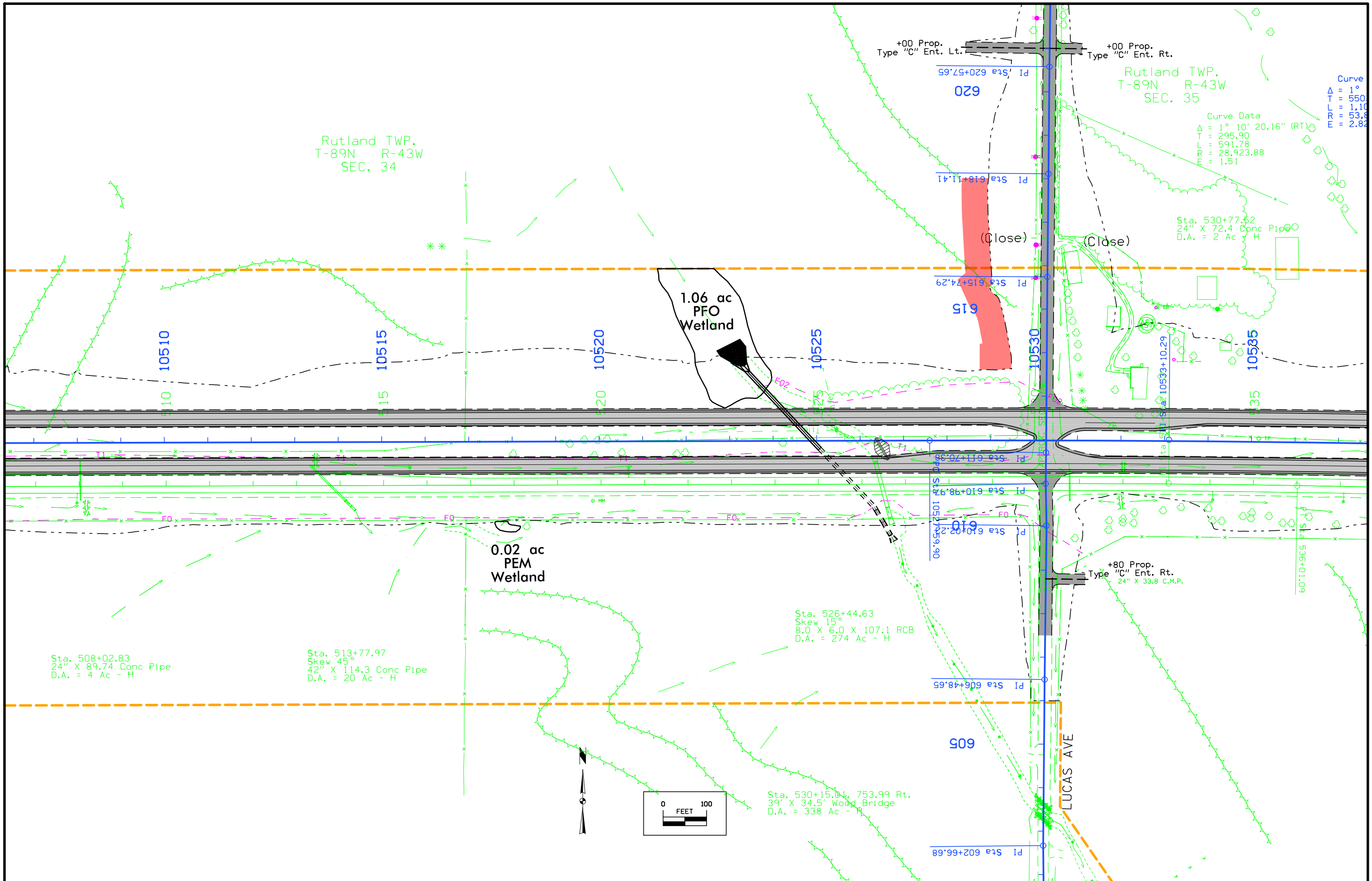
Sta. 482+02.21,
 Skew 45°
 36" X 109.2 Conc Pipe
 D.A. = 12 Ac - R

Sta. 495+41.59
 Skew 30°
 24" X 102.4 Conc Pipe
 D.A. = 4 Ac - H





1,423.75	1,424.07	1,424.40	1,424.72	1,425.05	1,425.37	1,425.70	1,426.02	1,426.35	1,426.67	1,427.00	1,427.32	1,427.65	1,427.97	1,428.30	1,428.62	1,428.95	1,429.27	1,429.60	1,429.92	1,430.25	1,430.57	1,430.90	1,431.22	1,431.55	1,431.87	1,432.20	1,432.52	1,432.85	1,433.17	1,433.49	1,433.80	1,434.09	1,434.38	1,434.65	1,434.90	1,435.15	1,435.38	1,435.60	1,435.81	1,436.01	1,436.19	1,436.36	1,436.52	1,436.67	1,436.81	1,436.93	1,437.04	1,437.14	1,437.22	1,437.30	1,437.36	1,437.41	1,437.45	1,437.47	1,437.48	1,437.48	1,437.47	1,437.45	1,437.41	1,437.36	1,437.30	1,437.23	1,437.14	1,437.05	1,436.94	1,436.81	1,436.68	1,436.53	1,436.37	1,436.20	1,436.02	1,435.82	1,435.62	1,435.40	1,435.16	1,434.92	1,434.66	1,434.39	1,434.11	1,433.82	1,433.51	1,433.19	1,432.86	1,432.52	1,432.17	1,431.80	1,431.42	1,431.03	1,430.62	1,430.21	1,429.78	1,429.34	1,428.89	1,428.42	1,427.94	1,427.45	1,426.95	1,426.44	1,425.91	1,425.37	1,424.82	1,424.26	1,423.68	1,423.10	1,422.50	1,421.88	1,421.26	1,420.62	1,419.97	1,419.31	1,418.64	1,417.95	1,417.26	1,416.55	1,415.82	1,415.09	1,414.34	1,413.58	1,412.81
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Rutland TWP.
T-89N R-43W
SEC. 34

Rutland TWP.
T-89N R-43W
SEC. 35

Curve Data
 $\Delta = 1^\circ 10' 20.16''$ (RT)
 $T = 295.90$
 $L = 591.78$
 $R = 28,923.88$
 $E = 1.51$

Curve
 $\Delta = 1^\circ$
 $T = 550$
 $L = 1,100$
 $R = 53,800$
 $E = 2.82$

Sta. 530+77.52
 24" X 72.4 Conc Pipe
 D.A. = 2 Ac - H

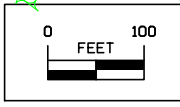
Sta. 526+44.63
 Skew 15°
 8.0 X 6.0 X 107.1 RCB
 D.A. = 274 Ac - H

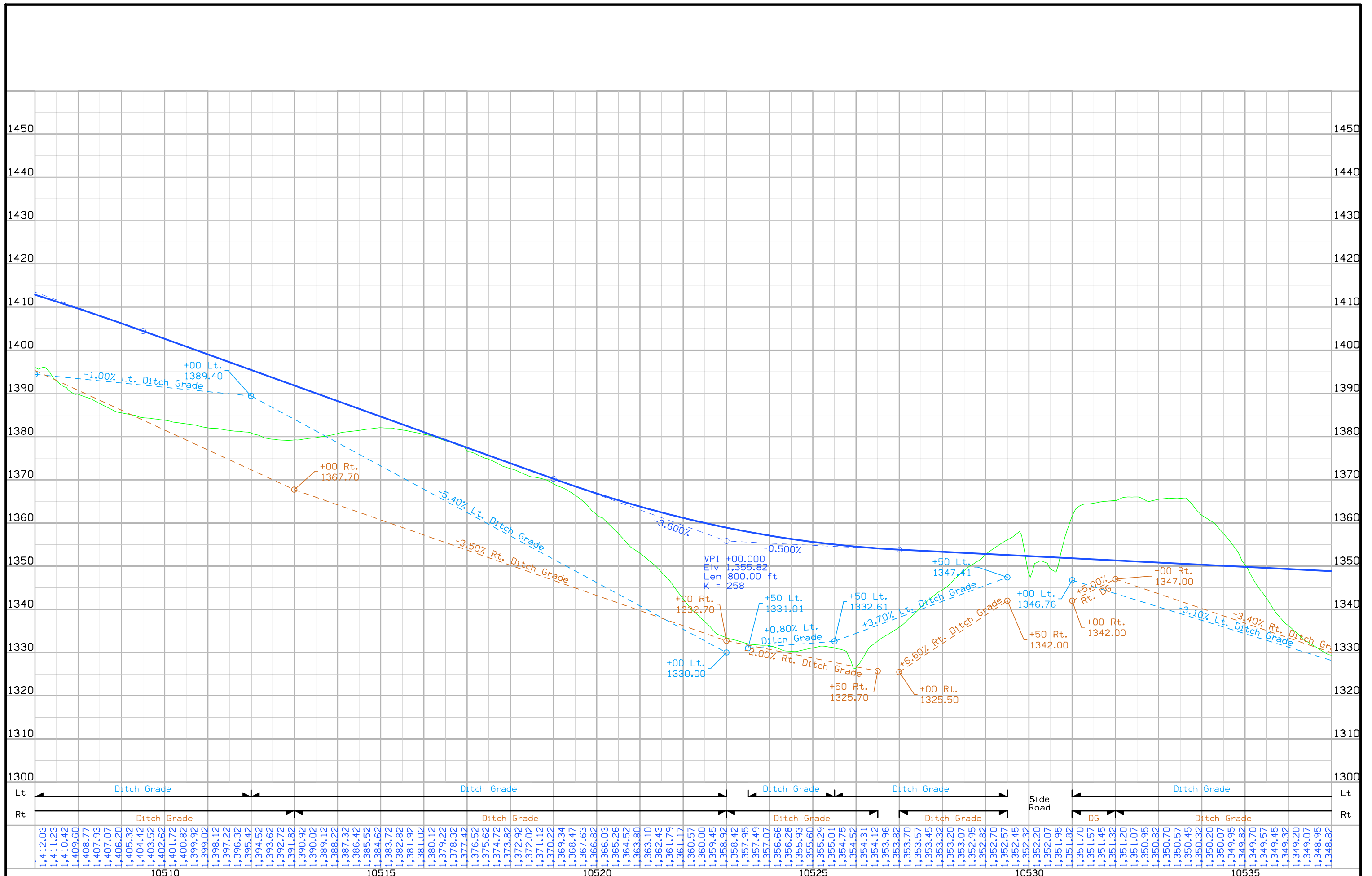
Sta. 508+02.83
 24" X 89.74 Conc Pipe
 D.A. = 4 Ac - H

Sta. 513+77.97
 Skew 45°
 42" X 114.3 Conc Pipe
 D.A. = 20 Ac - H

+80 Prop.
 Type "C" Ent. Rt.
 24" X 33.8 C.M.P.

Sta. 530+15.01, 753.99 Rt.
 39' X 34.5' Wood Bridge
 D.A. = 338 Ac - H



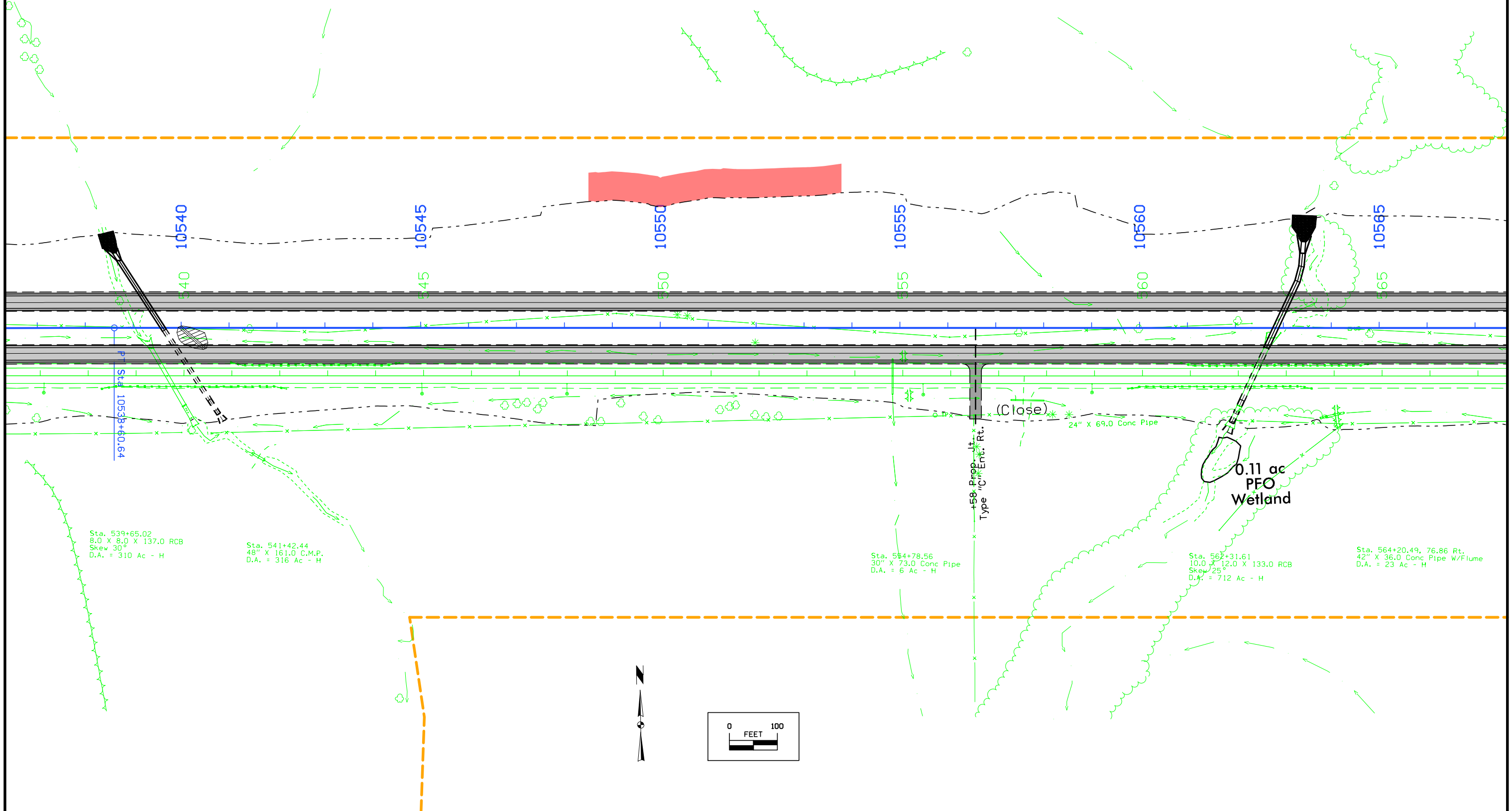


1,412.03	1,411.23	1,410.42	1,409.60	1,408.77	1,407.93	1,407.07	1,406.20	1,405.32	1,404.42	1,403.52	1,402.62	1,401.72	1,400.82	1,399.92	1,399.02	1,398.12	1,397.22	1,396.32	1,395.42	1,394.52	1,393.62	1,392.72	1,391.82	1,390.92	1,390.02	1,389.12	1,388.22	1,387.32	1,386.42	1,385.52	1,384.62	1,383.72	1,382.82	1,381.92	1,381.02	1,380.12	1,379.22	1,378.32	1,377.42	1,376.52	1,375.62	1,374.72	1,373.82	1,372.92	1,372.02	1,371.12	1,370.22	1,369.34	1,368.47	1,367.63	1,366.82	1,366.03	1,365.26	1,364.52	1,363.80	1,363.10	1,362.43	1,361.79	1,361.17	1,360.57	1,360.00	1,359.45	1,358.92	1,358.42	1,357.95	1,357.49	1,357.07	1,356.66	1,356.28	1,355.93	1,355.60	1,355.29	1,355.01	1,354.75	1,354.52	1,354.31	1,354.12	1,353.96	1,353.82	1,353.70	1,353.57	1,353.45	1,353.32	1,353.20	1,353.07	1,352.95	1,352.82	1,352.70	1,352.57	1,352.45	1,352.32	1,352.20	1,352.07	1,352.07	1,351.95	1,351.82	1,351.70	1,351.57	1,351.45	1,351.32	1,351.20	1,351.07	1,350.95	1,350.82	1,350.70	1,350.57	1,350.45	1,350.32	1,350.20	1,350.07	1,349.95	1,349.82	1,349.70	1,349.57	1,349.45	1,349.32	1,349.20	1,349.07	1,348.95	1,348.82
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10510 10515 10520 10525 10530 10535
 Lt Ditch Grade Ditch Grade Ditch Grade Ditch Grade Side Road Ditch Grade Lt
 Rt Ditch Grade Ditch Grade Ditch Grade Ditch Grade DG Ditch Grade Rt

Curve Data
 $\Delta = 1^\circ 10' 20.16''$ (RT)
 T = 550.39
 L = 1,100.74
 R = 53,800.00
 E = 2.82

Rutland TWP.
 T-89N R-43W
 SEC. 35



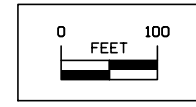
Sta. 539+65.02
 8.0 X 8.0 X 137.0 RCB
 Skew 30°
 D.A. = 310 Ac - H

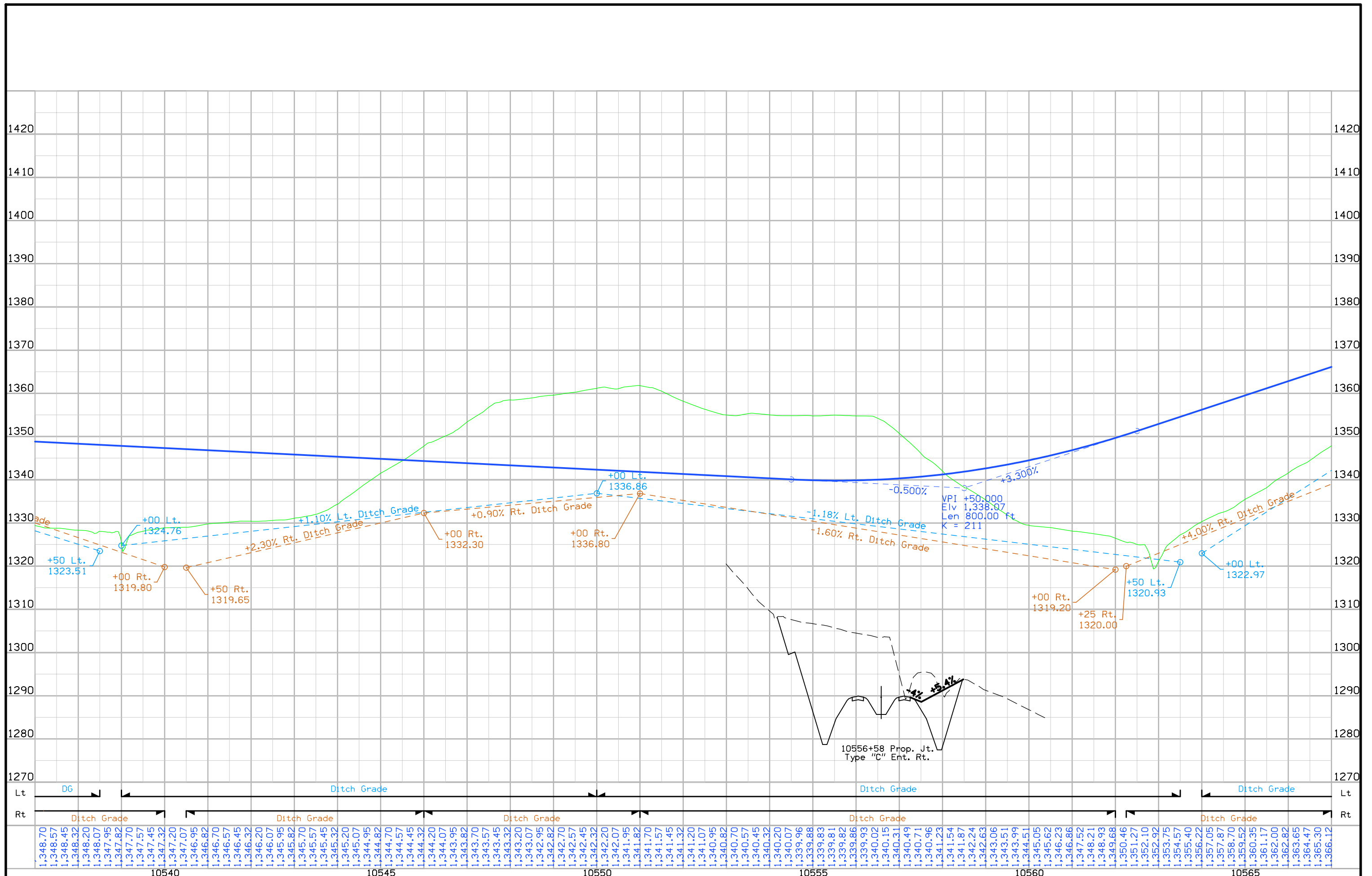
Sta. 541+42.44
 48\" X 161.0 C.M.P.
 D.A. = 316 Ac - H

Sta. 554+78.56
 30\" X 73.0 Conc Pipe
 D.A. = 6 Ac - H

Sta. 562+31.61
 10.0 X 12.0 X 133.0 RCB
 Skew 25°
 D.A. = 712 Ac - H

Sta. 564+20.49, 76.86 Rt.
 42\" X 36.0 Conc Pipe W/Flume
 D.A. = 23 Ac - H





1,348.70	1,348.57	1,348.45	1,348.32	1,348.20	1,348.07	1,347.95	1,347.82	1,347.70	1,347.57	1,347.45	1,347.32	1,347.20	1,347.07	1,346.95	1,346.82	1,346.70	1,346.57	1,346.45	1,346.32	1,346.20	1,346.07	1,345.95	1,345.82	1,345.70	1,345.57	1,345.45	1,345.32	1,345.20	1,345.07	1,344.95	1,344.82	1,344.70	1,344.57	1,344.45	1,344.32	1,344.20	1,344.07	1,343.95	1,343.82	1,343.70	1,343.57	1,343.45	1,343.32	1,343.20	1,343.07	1,342.95	1,342.82	1,342.70	1,342.57	1,342.45	1,342.32	1,342.20	1,342.07	1,341.95	1,341.82	1,341.70	1,341.57	1,341.45	1,341.32	1,341.20	1,341.07	1,340.95	1,340.82	1,340.70	1,340.57	1,340.45	1,340.32	1,340.20	1,340.07	1,339.96	1,339.88	1,339.83	1,339.81	1,339.82	1,339.86	1,339.93	1,340.02	1,340.15	1,340.31	1,340.49	1,340.71	1,340.96	1,341.23	1,341.54	1,341.87	1,342.24	1,342.63	1,343.06	1,343.51	1,343.99	1,344.51	1,345.05	1,345.62	1,346.23	1,346.86	1,347.52	1,348.21	1,348.93	1,349.68	1,350.46	1,351.27	1,352.10	1,352.92	1,353.75	1,354.57	1,355.40	1,356.22	1,357.05	1,357.87	1,358.70	1,359.52	1,360.35	1,361.17	1,362.00	1,362.82	1,363.65	1,364.47	1,365.30	1,366.12
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ENGLISH IOWA DOT DESIGN TEAM Flattery\Johnson WOODBURY COUNTY PROJECT NUMBER NHSX-020-1(116)--3H-97 SHEET NUMBER D.31

Rutland TWP.
T-89N R-43W
SEC. 35

Rutland TWP.
T-89N R-43W
SEC. 36

Curve Data
 $\Delta = 0^\circ 07' 21.40''$ (LT)
T = 550.07
L = 1,100.15
R = 514,100.00
E = 0.29

Curve Data
 $\Delta = 0^\circ 07' 21.40''$ (LT)
T = 300.00
L = 600.00
R = 280,380.00
E = 0.16

+85 Prop.
Type "C" Ent. Lt.

+35 Prop.
Type "C" Ent. Rt.

+00 Prop.
Type "C" Ent. Rt.

PI Sta 717+59.59

PI Sta 715+46.28

PI Sta 713+89.71

PI Sta 712+13.88

PI Sta 711+56.61

PI Sta 710+44.09

PI Sta 708+49.71

PI Sta 705+94.52

PI Sta 705+53.52

PI Sta 10586+05.44

18" X 26.2 Conc Pipe

386+22.88
36" X 106.5 Conc Pipe
D.A. = 4 Ac R

582+89.57, 671.84
18" X 42.2 Conc Pipe
D.A. = 6 Ac R

585+33.87
3.0' X 3.0' X 229.6 RCB
D.A. = 13 Ac R

10570

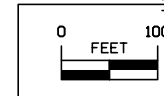
10580

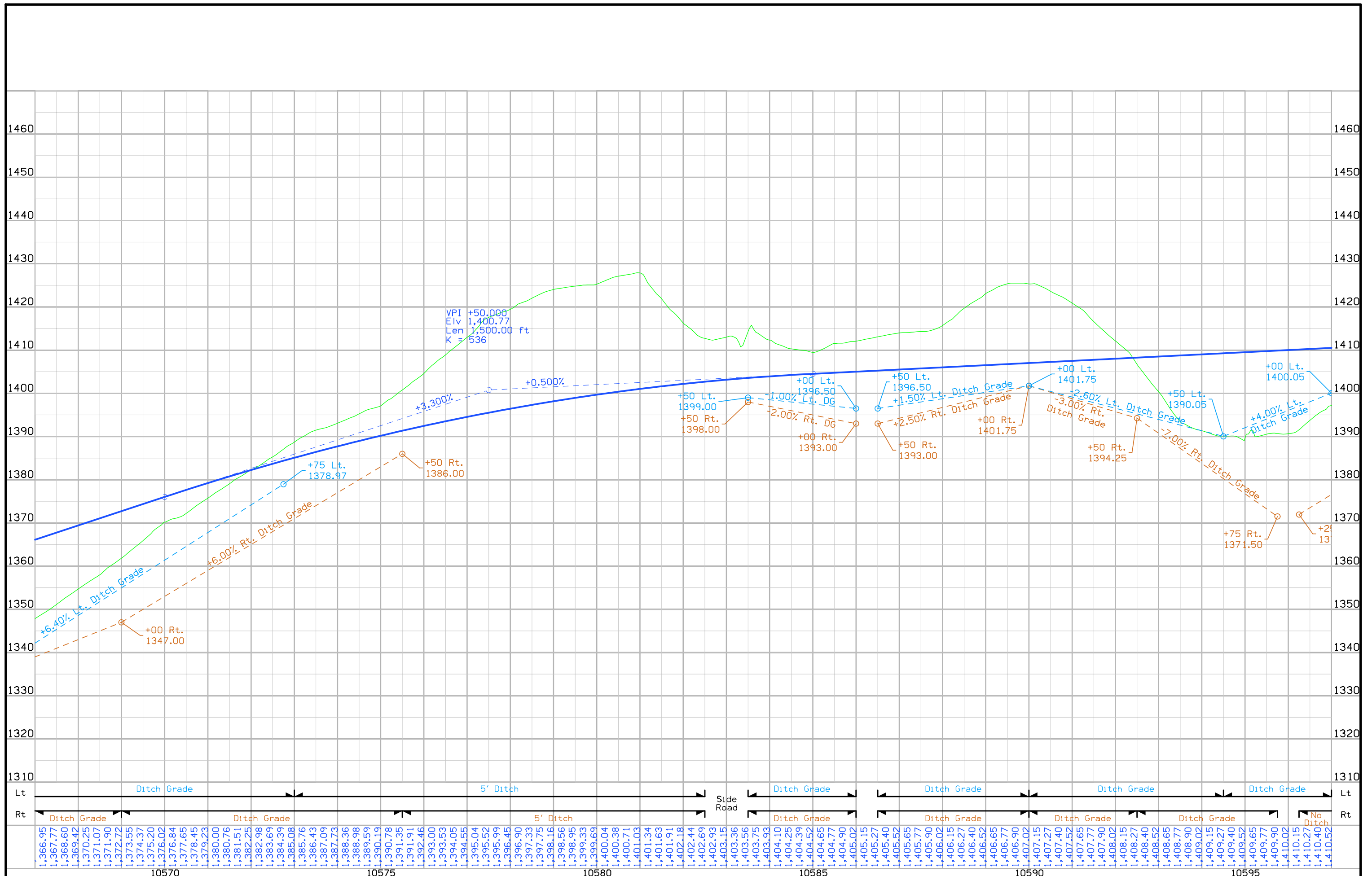
10585

10590

10595

Sta. 570+03.10,
30" X 89.7 Conc Pipe W/Flume
D.A. = 8 Ac - H

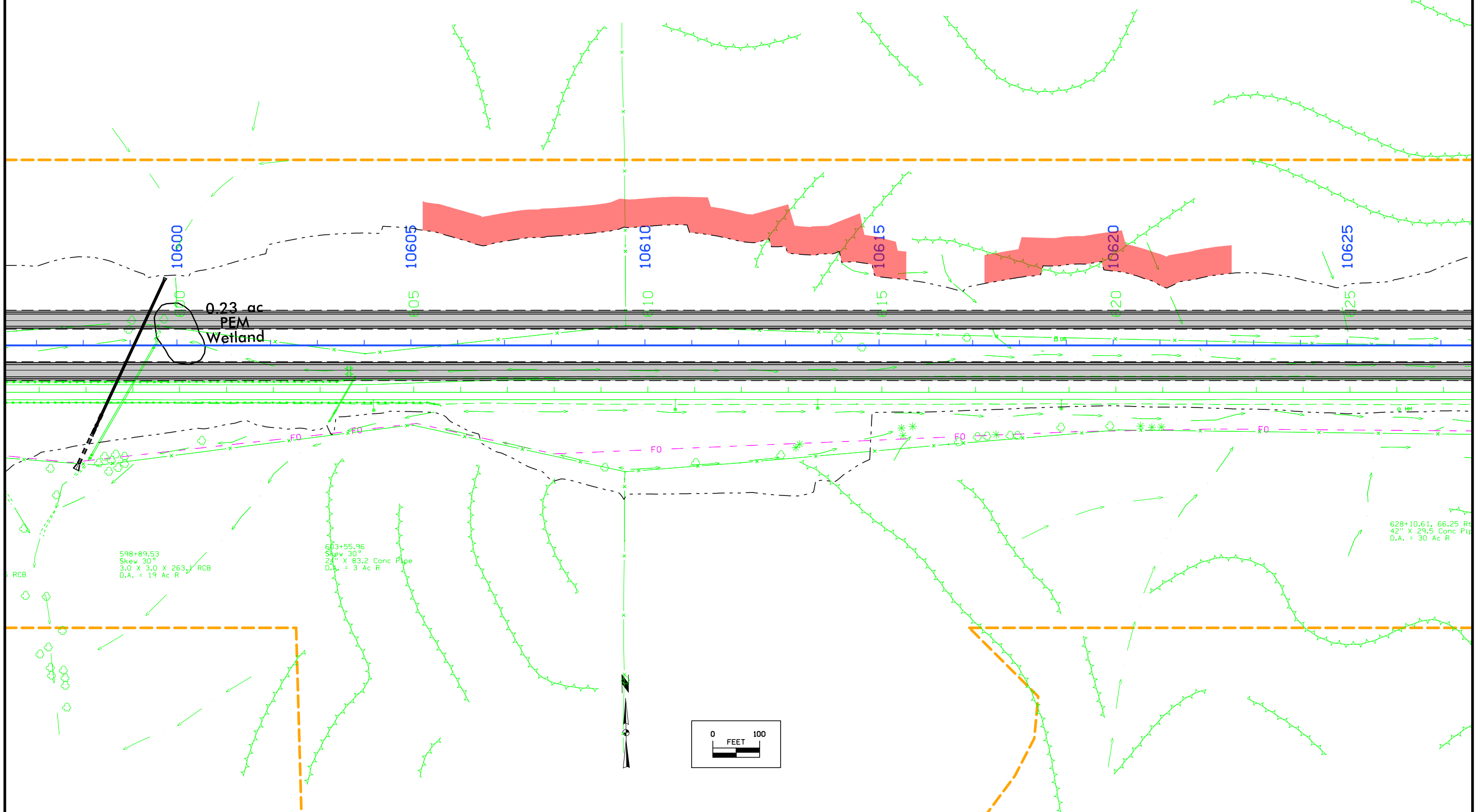




C	ENGLISH	IOWA DOT	DESIGN TEAM Flattery\Johnson	WOODBURY COUNTY	PROJECT NUMBER NHSX-020-1(116)--3H-97	SHEET NUMBER D.33
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10:37:23 AM 5/18/2012 ajohns1 W:\Projects2\97020050A98\Design\Section1\97020077D1.dgn

Rutland TWP.
T-89N R-43W
SEC. 36

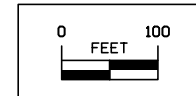


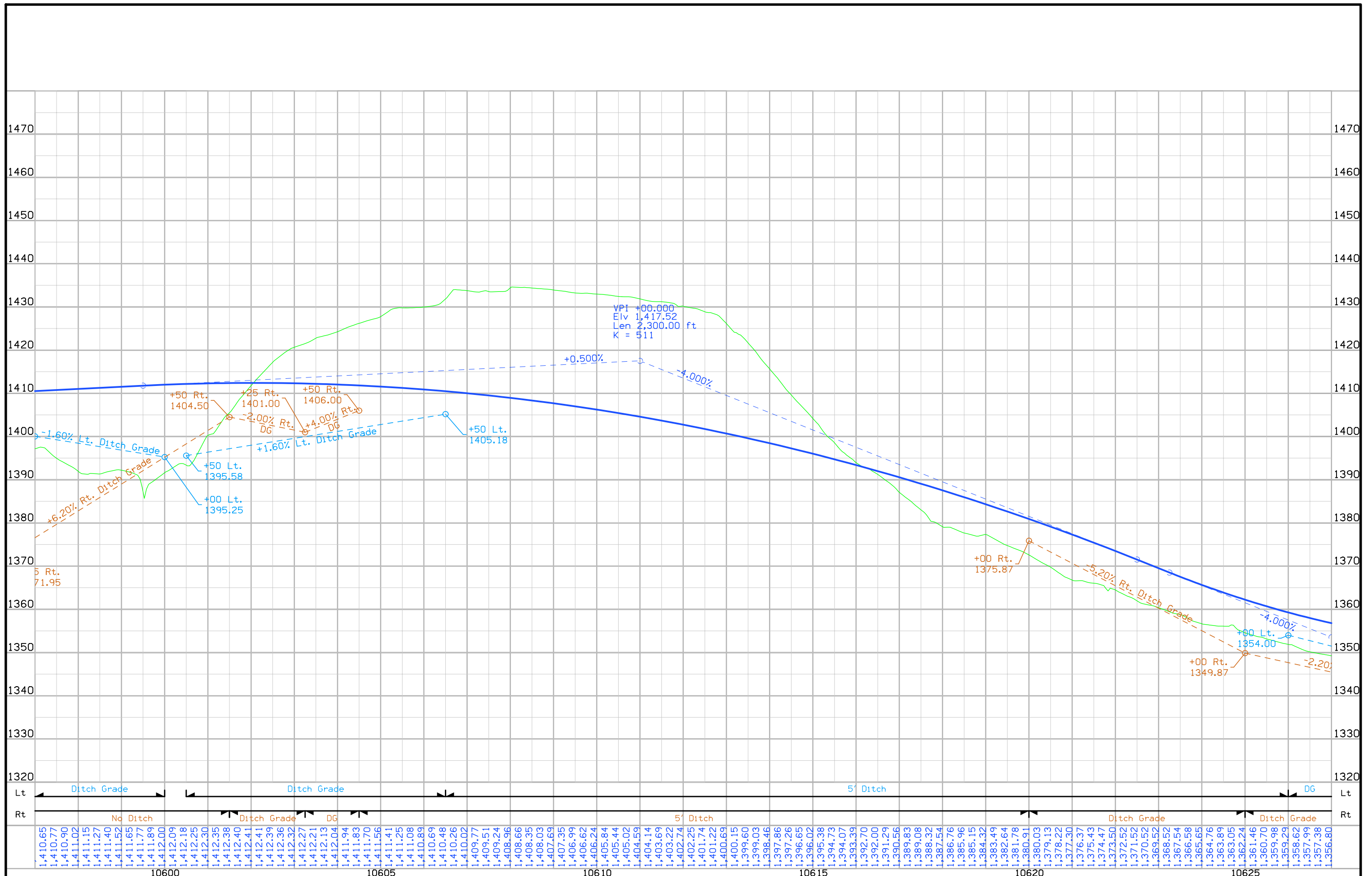
0.23 ac
PFM
Wetland

598+89.53
Skew 30°
3.0 X 3.0 X 263.1 RCB
D.A. = 19 Ac R

603+55.96
Skew 30°
24" X 83.2 Conc Pipe
D.A. = 3 Ac R

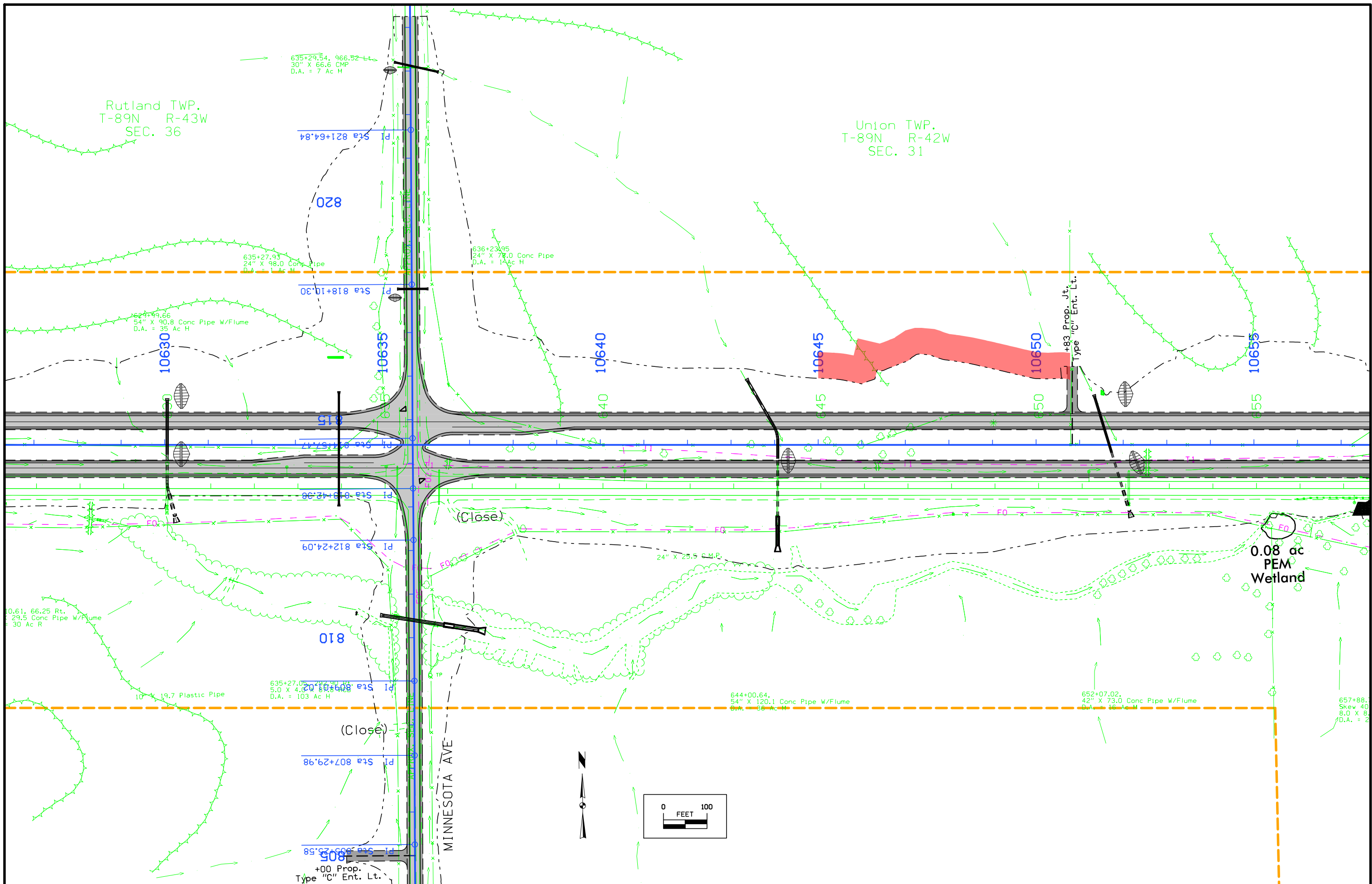
628+10.61, 66.25 R
42" X 29.5 Conc Pipe
D.A. = 30 Ac R

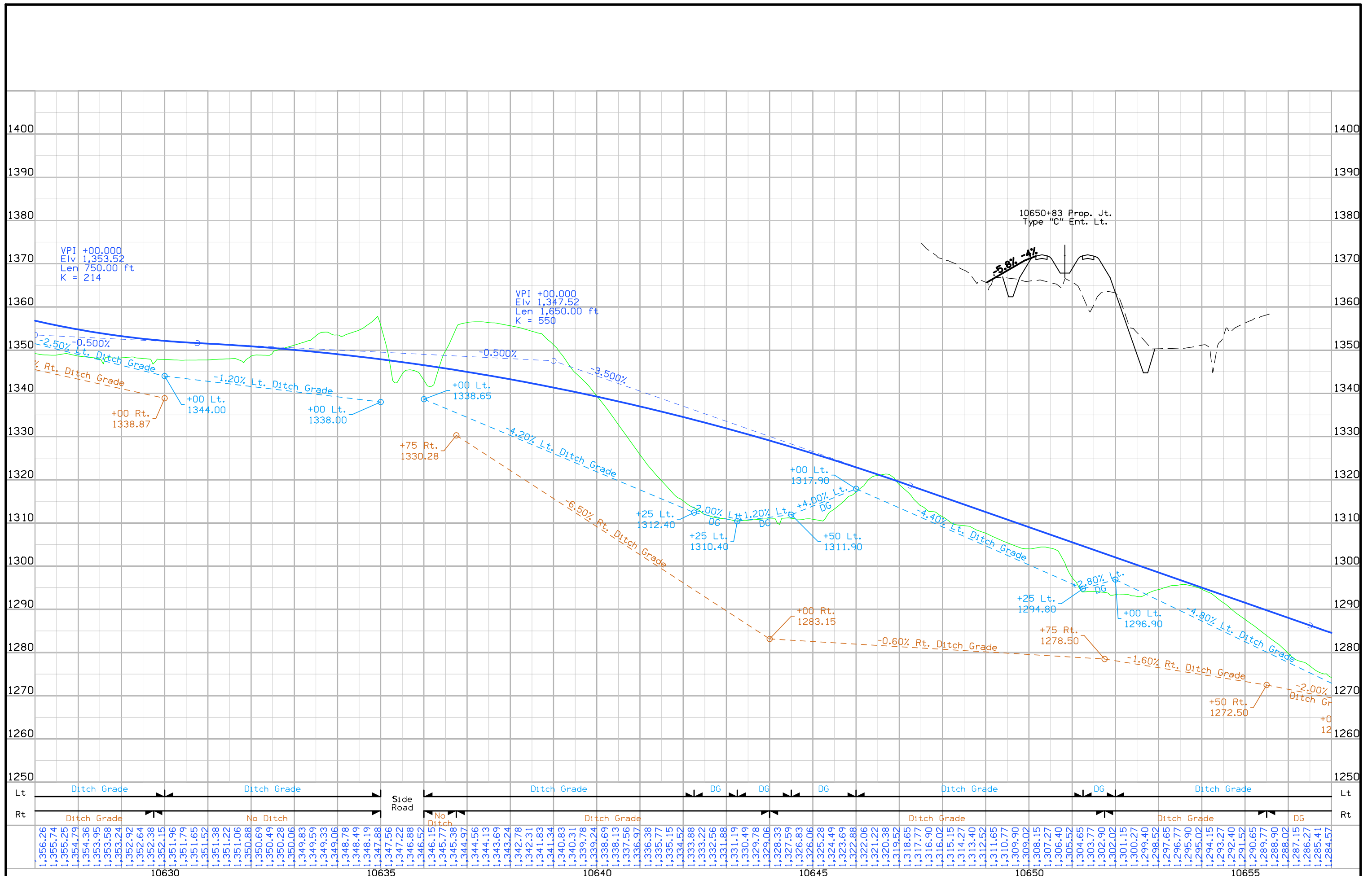




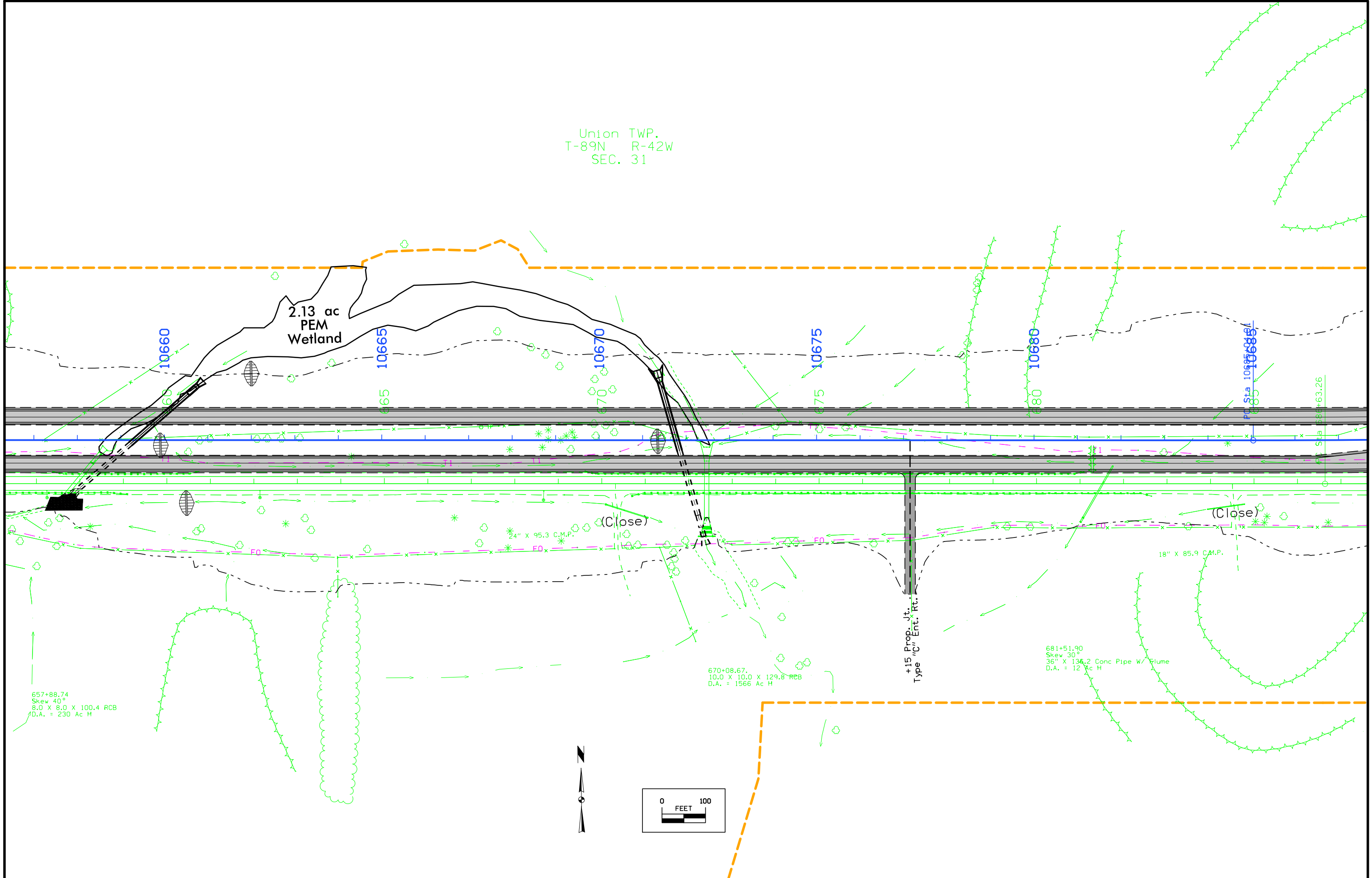
C		ENGLISH	IOWA DOT	DESIGN TEAM	Flattery\Johnson	WOODBURY COUNTY	PROJECT NUMBER	NHSX-020-1(116)--3H-97	SHEET NUMBER	D.35
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10:37:25 AM 5/18/2012 aJohns1 W:\Projects2\97020050A98\Design\Section1\97020077D1.dgn





Union TWP.
T-89N R-42W
SEC. 31



2.13 ac
PEM
Wetland

10660

10665

10670

10675

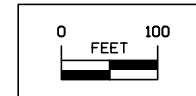
10680

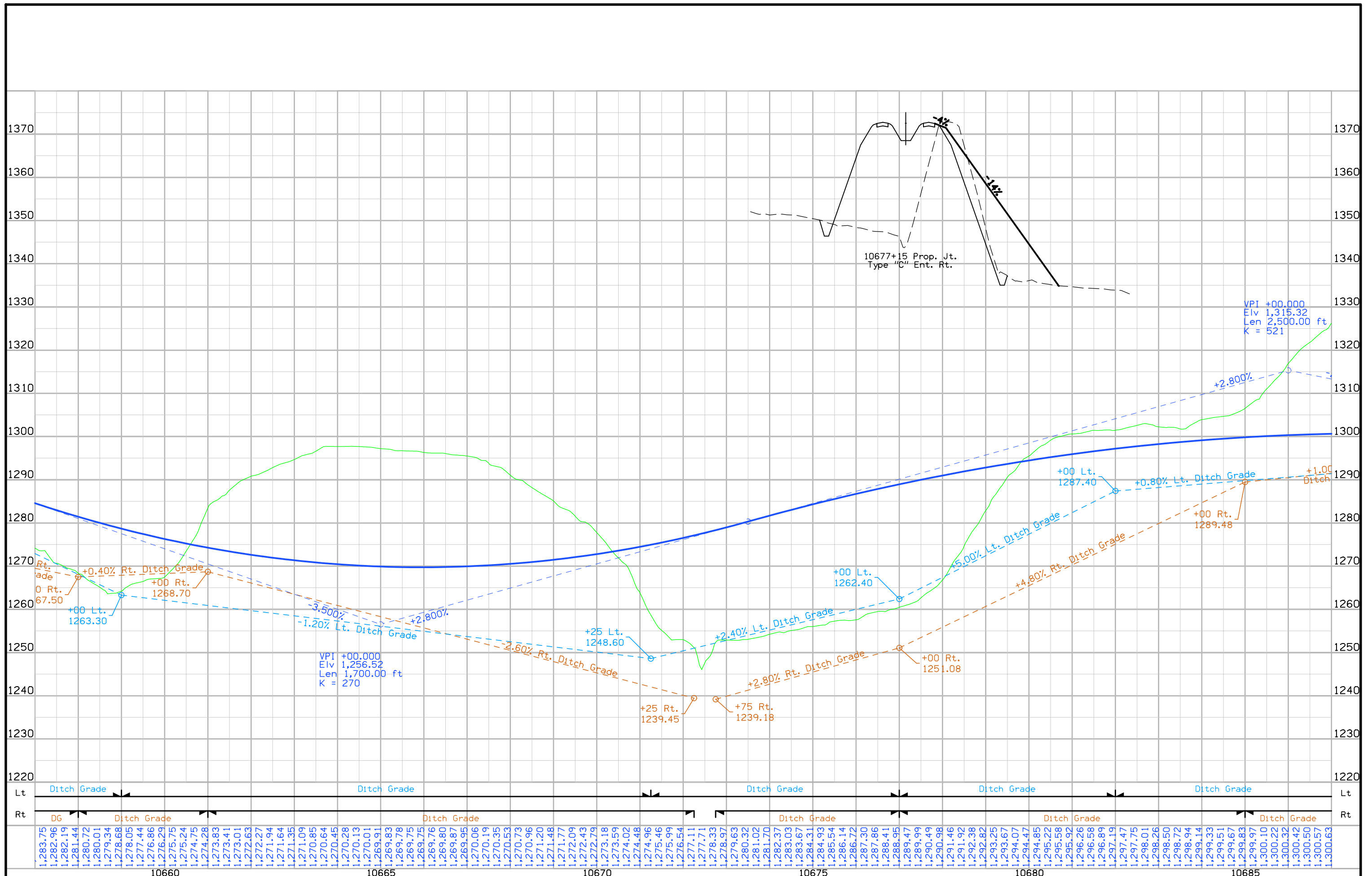
10685

657+88.74
Skew 40°
8.0 X 8.0 X 100.4 RCB
D.A. = 230 Ac H

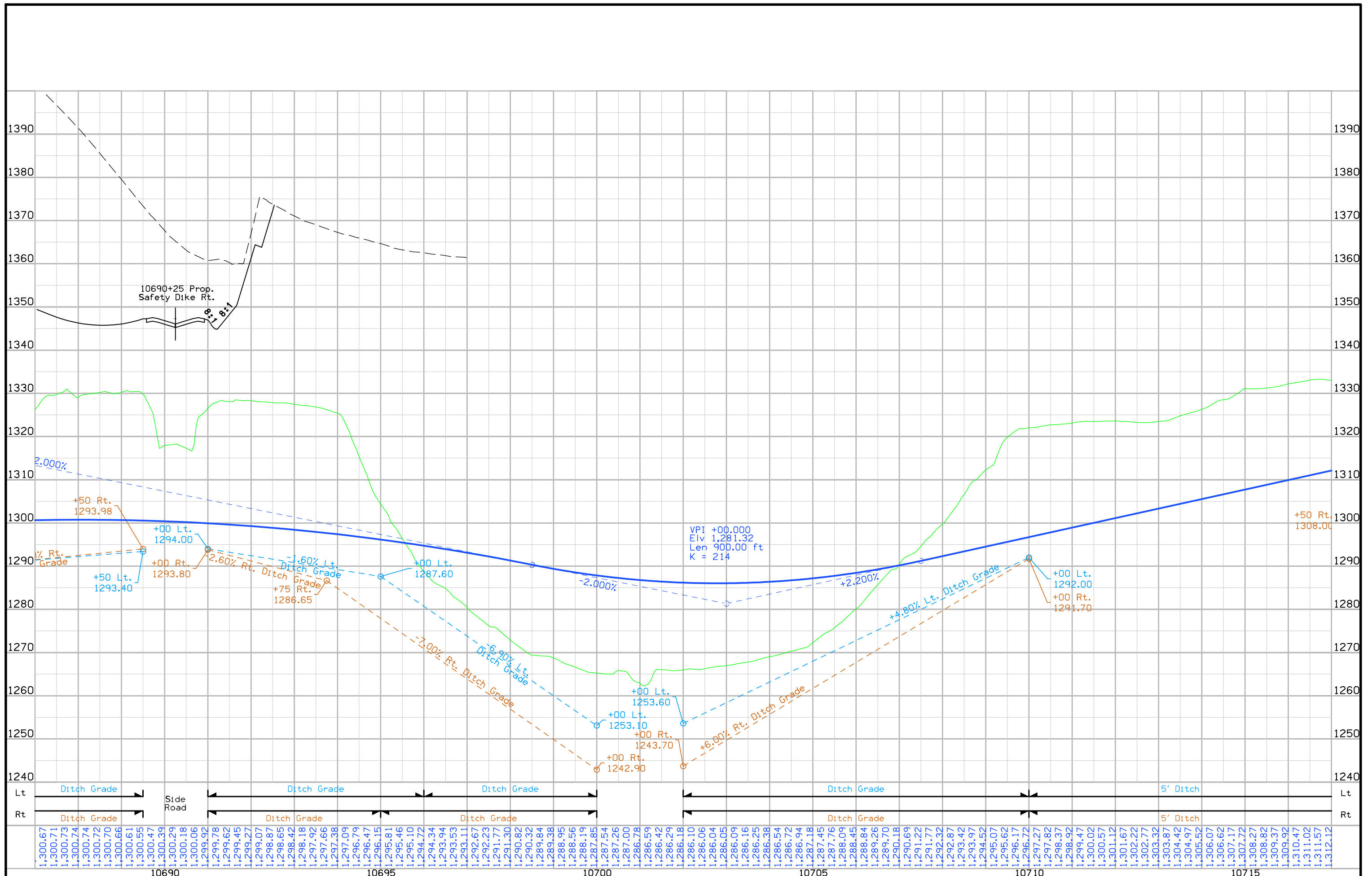
670+08.67
10.0 X 10.0 X 129.8 RCB
D.A. = 1566 Ac H

681+51.90
Skew 30°
36\"/>





1,283.75	1,282.96	1,282.19	1,281.44	1,280.72	1,280.01	1,279.34	1,278.68	1,278.05	1,277.44	1,276.86	1,276.29	1,275.75	1,275.24	1,274.75	1,274.28	1,273.83	1,273.41	1,273.01	1,272.63	1,272.27	1,271.94	1,271.64	1,271.35	1,271.09	1,270.85	1,270.64	1,270.45	1,270.28	1,270.13	1,270.01	1,269.91	1,269.83	1,269.78	1,269.75	1,269.75	1,269.76	1,269.80	1,269.87	1,269.95	1,270.06	1,270.19	1,270.35	1,270.53	1,270.73	1,270.96	1,271.20	1,271.48	1,271.77	1,272.09	1,272.43	1,272.79	1,273.18	1,273.59	1,274.02	1,274.48	1,274.96	1,275.46	1,275.99	1,276.54	1,277.11	1,277.71	1,278.33	1,278.97	1,279.63	1,280.32	1,281.02	1,281.70	1,282.37	1,283.03	1,283.67	1,284.31	1,284.93	1,285.54	1,286.14	1,286.72	1,287.30	1,287.86	1,288.41	1,288.95	1,289.47	1,289.99	1,290.49	1,290.98	1,291.46	1,291.92	1,292.38	1,292.82	1,293.25	1,293.67	1,294.07	1,294.47	1,294.85	1,295.22	1,295.58	1,295.92	1,296.26	1,296.58	1,296.89	1,297.19	1,297.47	1,297.75	1,298.01	1,298.26	1,298.50	1,298.72	1,298.94	1,299.14	1,299.33	1,299.51	1,299.67	1,299.83	1,299.97	1,300.10	1,300.22	1,300.32	1,300.42	1,300.50	1,300.57	1,300.63
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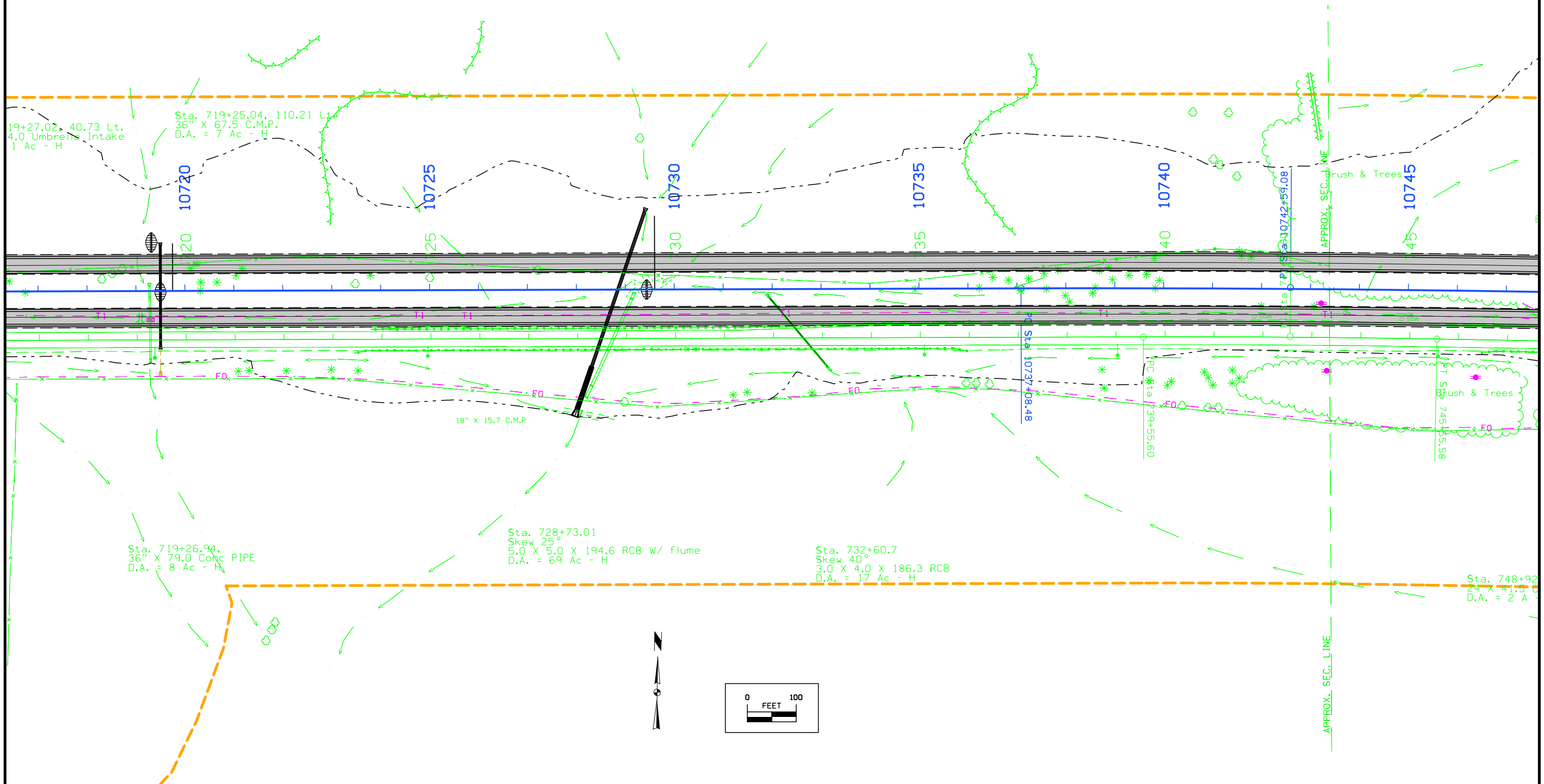


C	ENGLISH	IOWA DOT	DESIGN TEAM	Flattery\Johnson	WOODBURY COUNTY	PROJECT NUMBER	NHSX-020-1(116)--3H-97	SHEET NUMBER	D.41
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Union TWP.
T-89N R-42W
SEC. 32

Curve Data
 $\Delta = 1^\circ 09' 58.39''$ (RT)
 T = 550.60
 L = 1,101.17
 R = 54,100.00
 E = 2.80

Curve Data
 $\Delta = 1^\circ 09' 58.39''$ (RT)
 T = 300.00
 L = 599.98
 R = 29,476.70
 E = 1.53

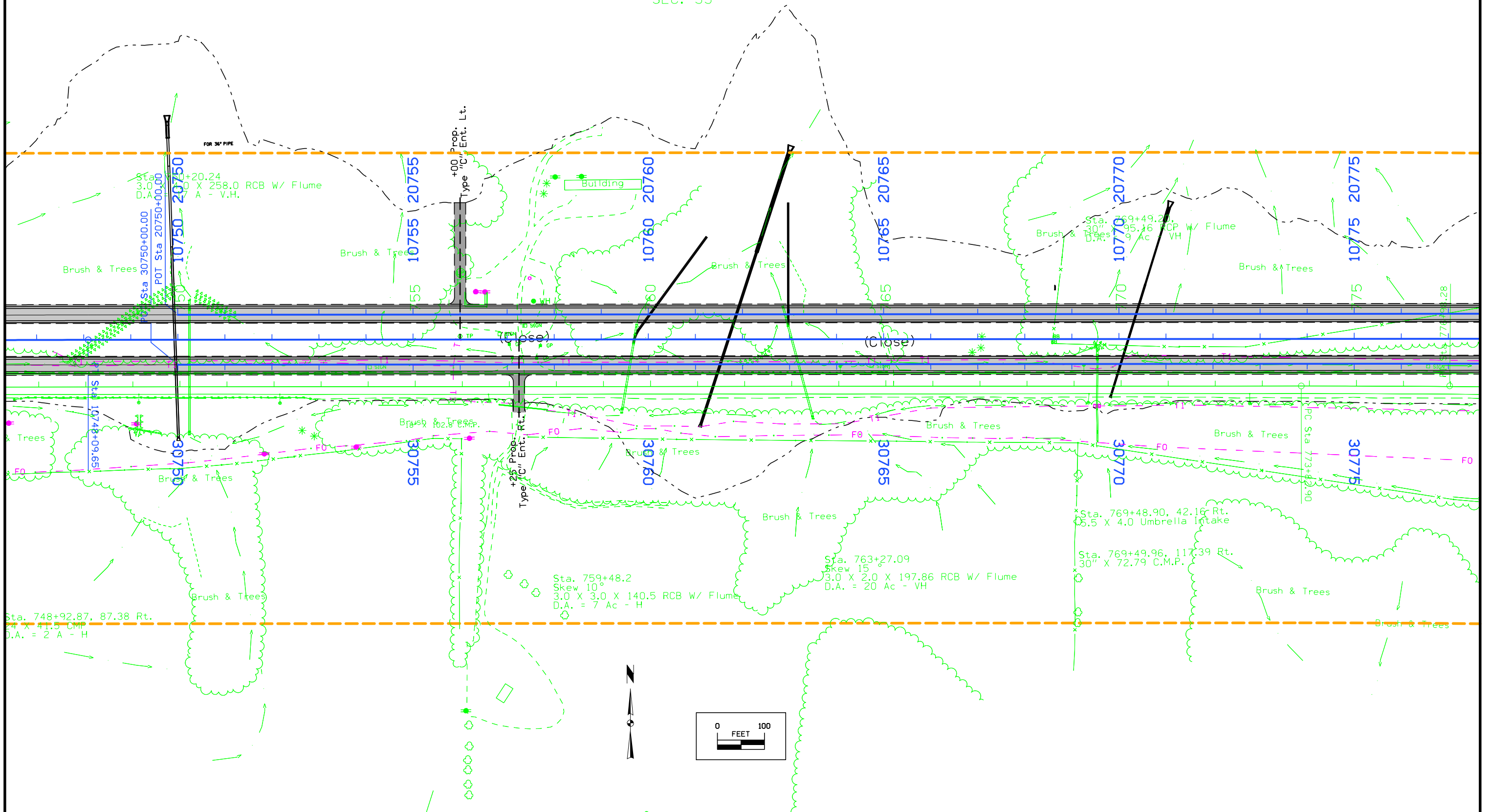


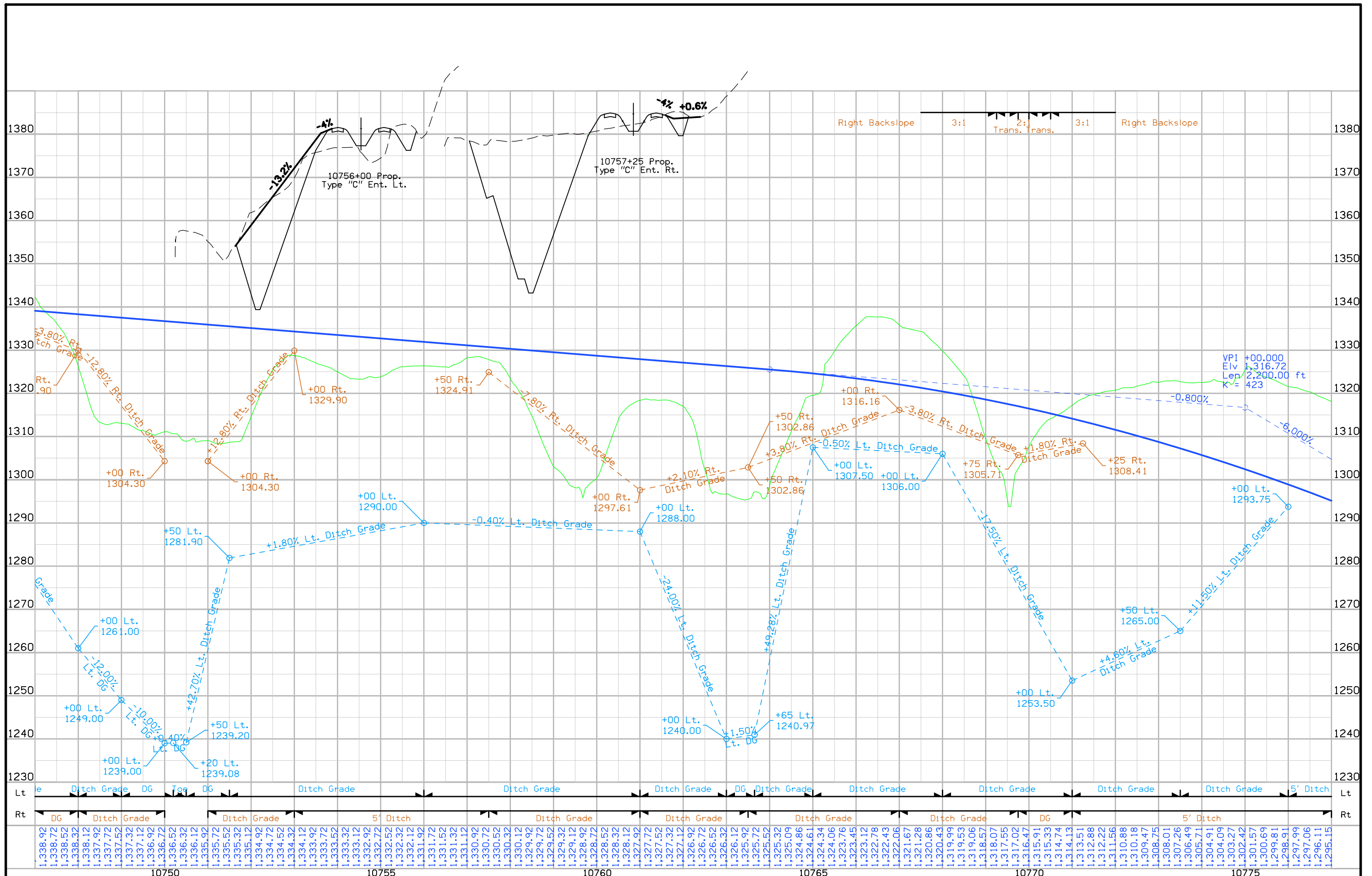


C		ENGLISH	IOWA DOT	DESIGN TEAM	Flattery\Johnson	WOODBURY COUNTY	PROJECT NUMBER	NHSX-020-1(116)--3H-97	SHEET NUMBER	D.43
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10:37:34 AM 5/18/2012 a.johns1 W:\Projects2\97020050A98\Design\Section1\97020077D1.dgn

Union TWP.
T-89N R-42W
SEC. 33





Curve Data
 $\Delta = 1^\circ 03' 04.25''$ (RT)
 $T = 315.39$
 $L = 630.75$
 $R = 34,380.00$
 $E = 1.45$

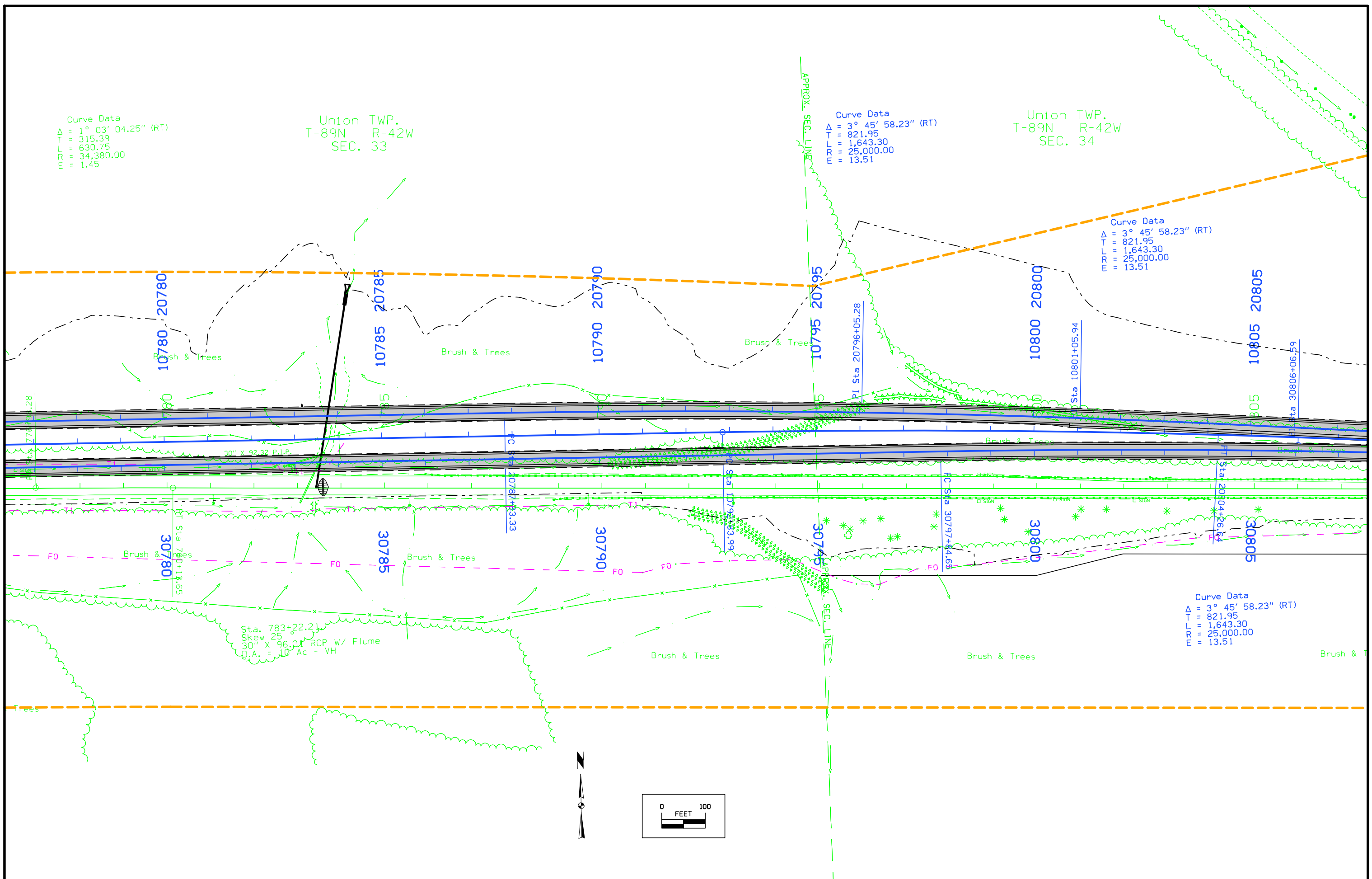
Union TWP.
 T-89N R-42W
 SEC. 33

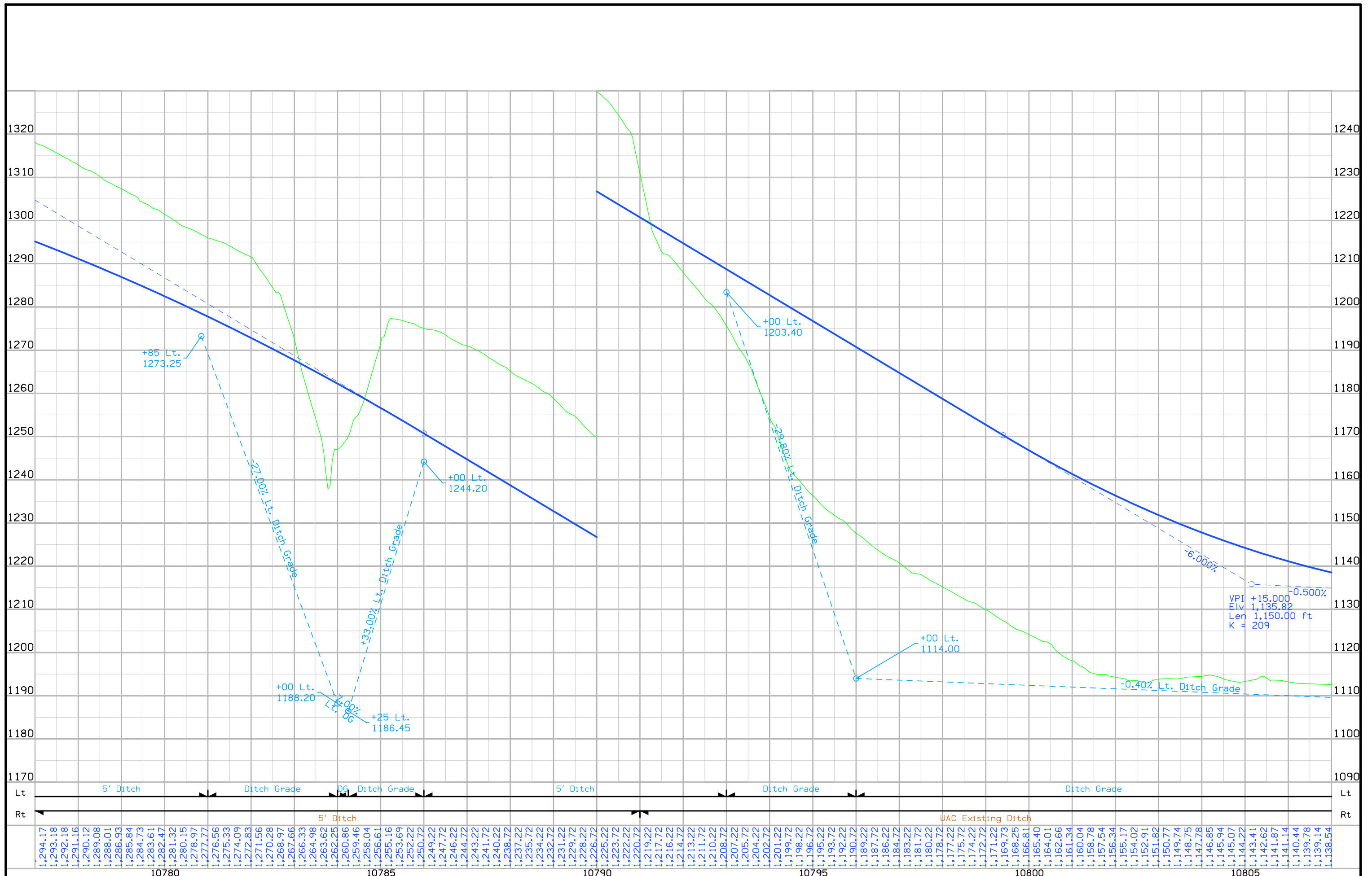
Curve Data
 $\Delta = 3^\circ 45' 58.23''$ (RT)
 $T = 821.95$
 $L = 1,643.30$
 $R = 25,000.00$
 $E = 13.51$

Union TWP.
 T-89N R-42W
 SEC. 34

Curve Data
 $\Delta = 3^\circ 45' 58.23''$ (RT)
 $T = 821.95$
 $L = 1,643.30$
 $R = 25,000.00$
 $E = 13.51$

Curve Data
 $\Delta = 3^\circ 45' 58.23''$ (RT)
 $T = 821.95$
 $L = 1,643.30$
 $R = 25,000.00$
 $E = 13.51$





Union TWP.
T-89N R-42W
SEC. 34

STA. 10820+00.00 (ML)
END PROJECT

Curve Data
 $\Delta = 2^\circ 42' 53.98''$ (LT)
T = 284.37
R = 568.63
R = 12,000.00
E = 3.37

Curve Data
 $\Delta = 2^\circ 42' 53.99''$ (LT)
T = 284.37
R = 568.63
R = 12,000.00
E = 3.37

Curve Data
 $\Delta = 2^\circ 42' 53.99''$ (LT)
T = 284.37
R = 568.63
R = 12,000.00
E = 3.37

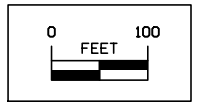
Sta. 820+40.46,
Skew 47
24" X 156.40 RCP

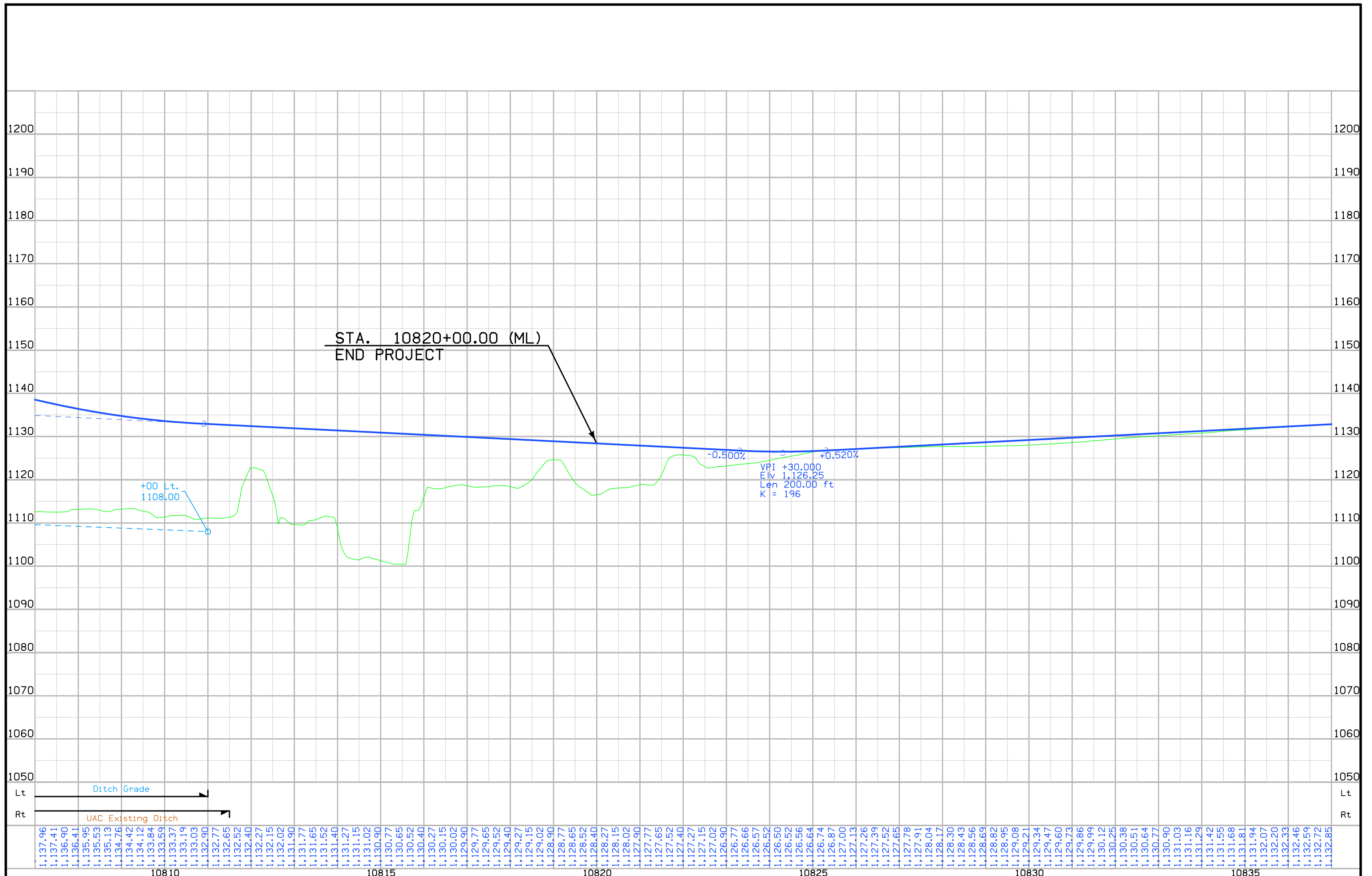
Sta. 824+00.31,
Skew 58
30" X 111.1 RCP

Sta. 828+18.25,
Skew 58
30" X 98.0 RCP

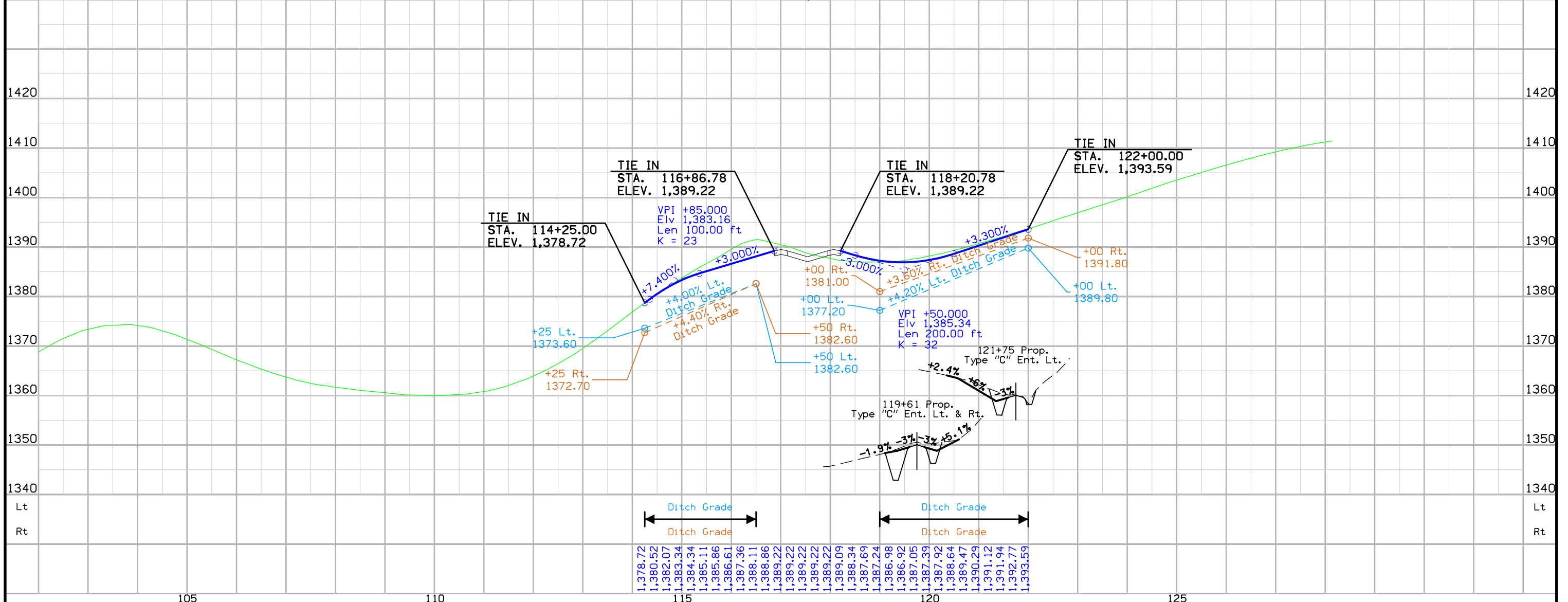
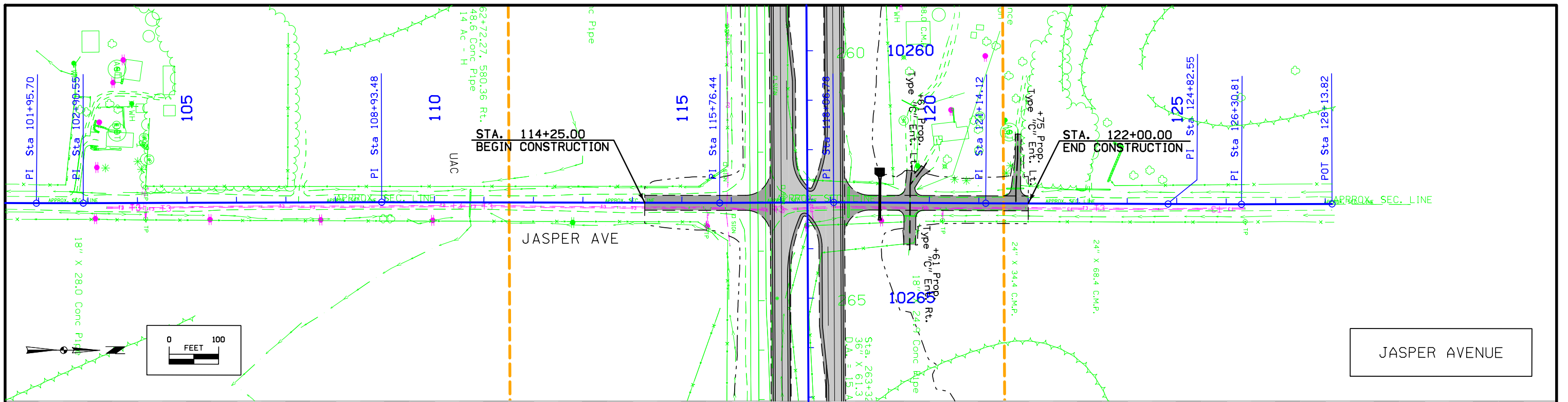
Sta. 41+24.47,
42" X 127.0 RCP

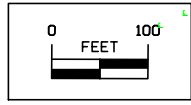
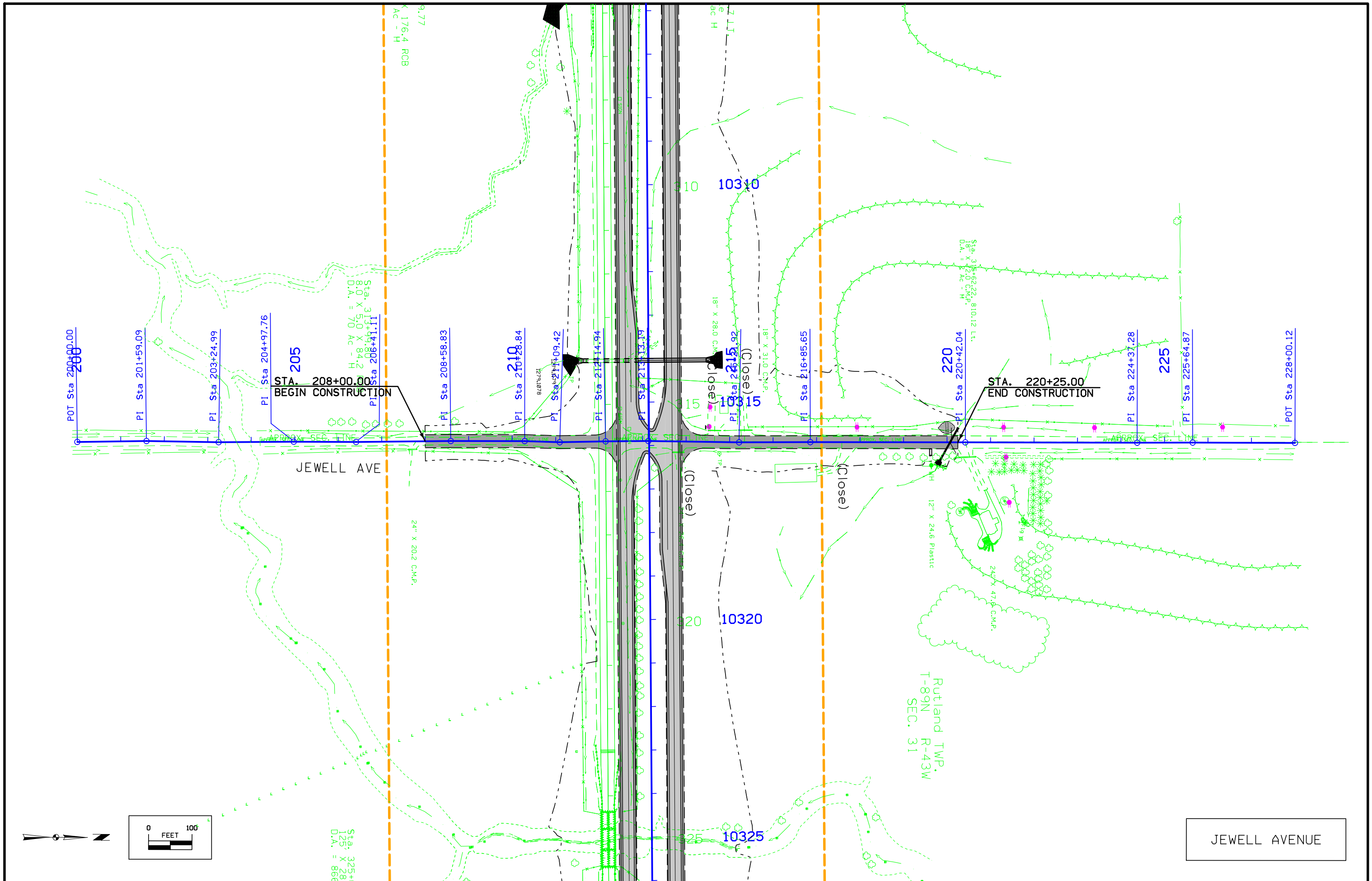
Sta. 43+99.96
4.0 X 6.0 X 4



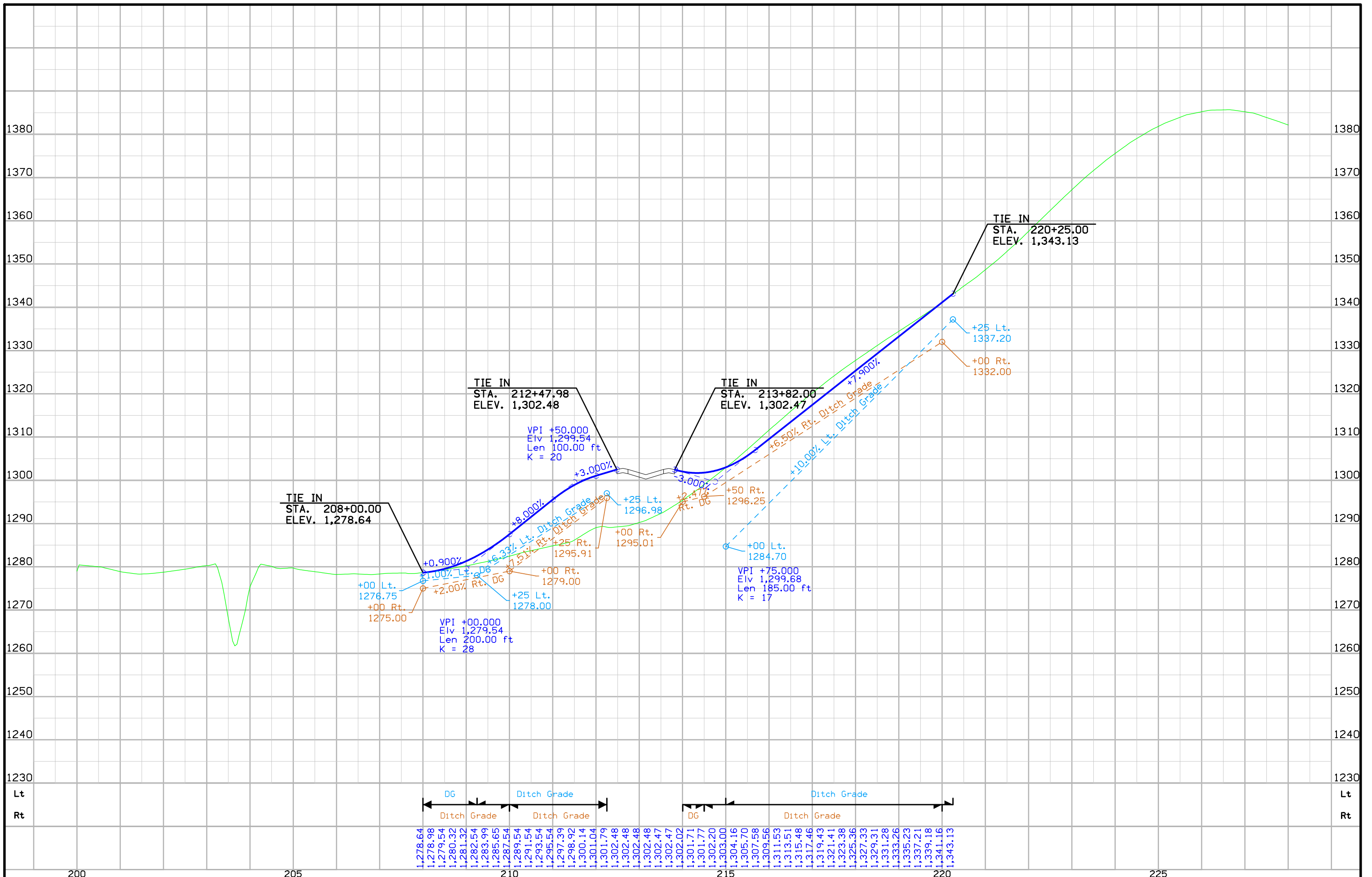


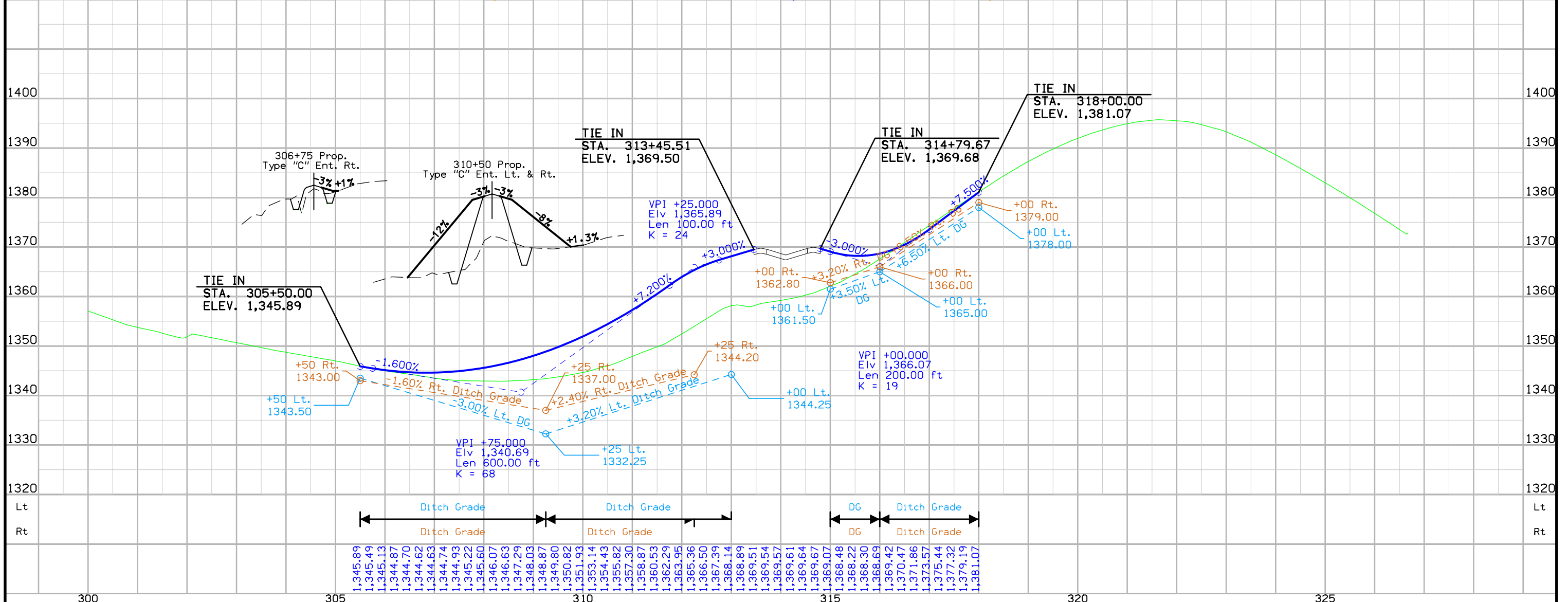
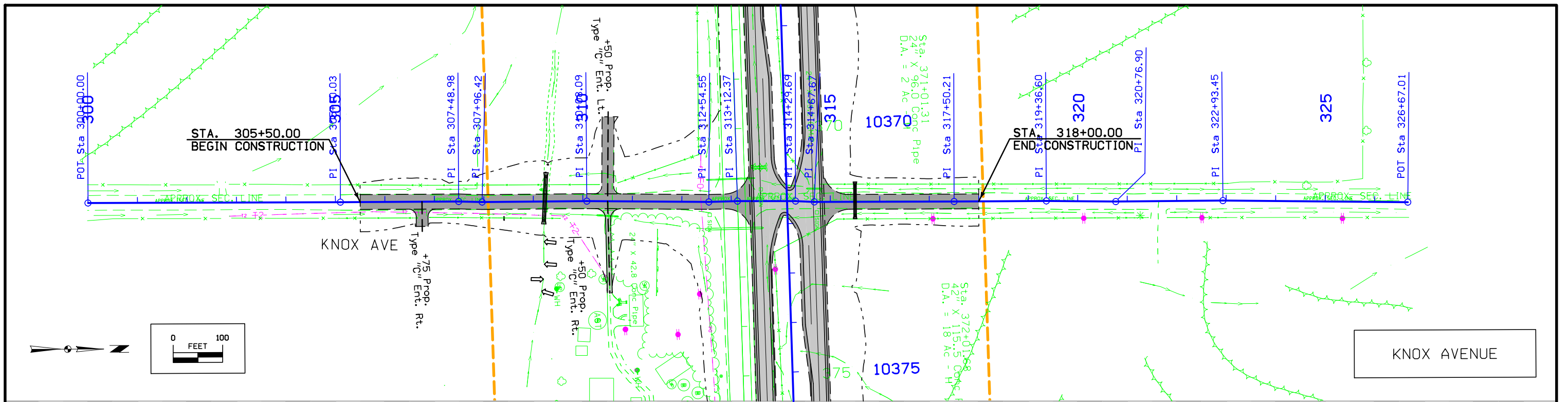
1,137.96	1,136.90	1,136.41	1,135.95	1,135.53	1,135.13	1,134.76	1,134.42	1,134.12	1,133.84	1,133.59	1,133.37	1,133.19	1,133.03	1,132.90	1,132.77	1,132.65	1,132.52	1,132.40	1,132.27	1,132.15	1,132.02	1,131.90	1,131.77	1,131.65	1,131.52	1,131.40	1,131.27	1,131.15	1,131.02	1,130.90	1,130.77	1,130.65	1,130.52	1,130.40	1,130.27	1,130.15	1,130.02	1,129.90	1,129.77	1,129.65	1,129.52	1,129.40	1,129.27	1,129.15	1,129.02	1,128.90	1,128.77	1,128.65	1,128.52	1,128.40	1,128.27	1,128.15	1,128.02	1,127.90	1,127.77	1,127.65	1,127.52	1,127.40	1,127.27	1,127.15	1,127.02	1,126.90	1,126.77	1,126.66	1,126.57	1,126.52	1,126.50	1,126.52	1,126.56	1,126.64	1,126.74	1,126.87	1,127.00	1,127.13	1,127.26	1,127.39	1,127.52	1,127.65	1,127.78	1,127.91	1,128.04	1,128.17	1,128.30	1,128.43	1,128.56	1,128.69	1,128.82	1,128.95	1,129.08	1,129.21	1,129.34	1,129.47	1,129.60	1,129.73	1,129.86	1,129.99	1,130.12	1,130.25	1,130.38	1,130.51	1,130.64	1,130.77	1,130.90	1,131.03	1,131.16	1,131.29	1,131.42	1,131.55	1,131.68	1,131.81	1,131.94	1,132.07	1,132.20	1,132.33	1,132.46	1,132.59	1,132.72	1,132.85
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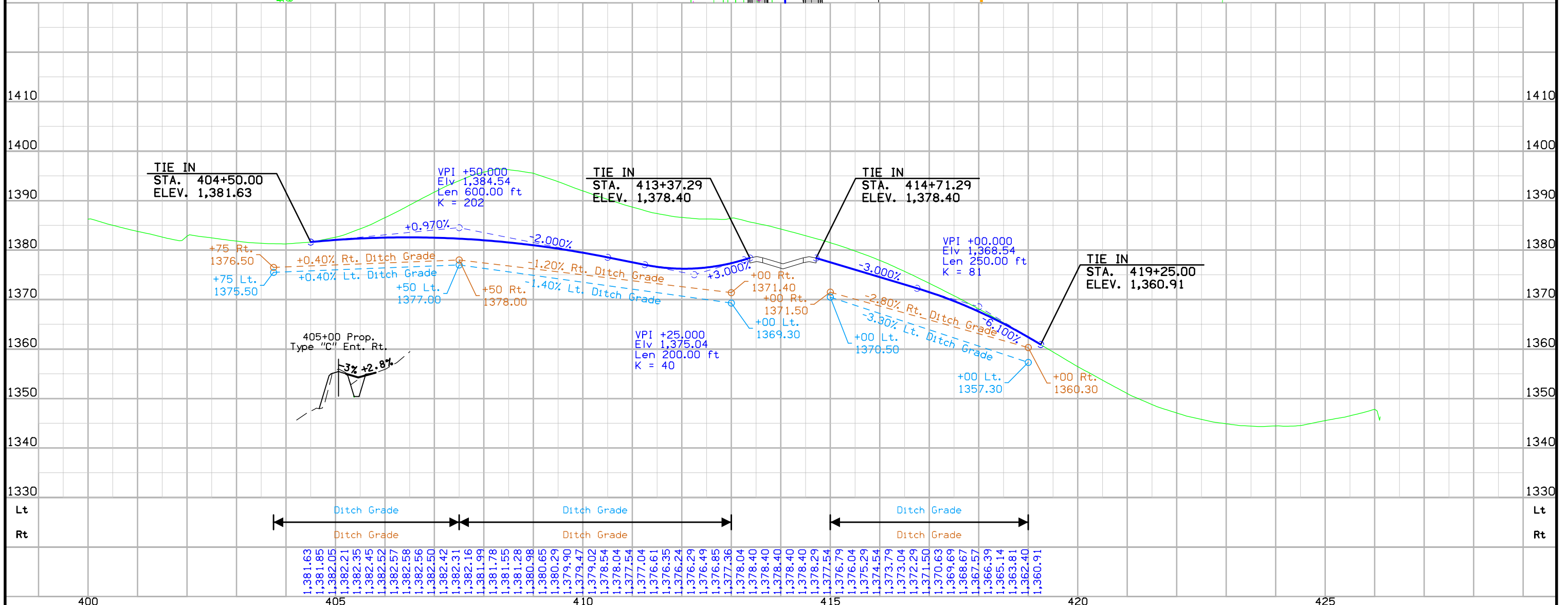
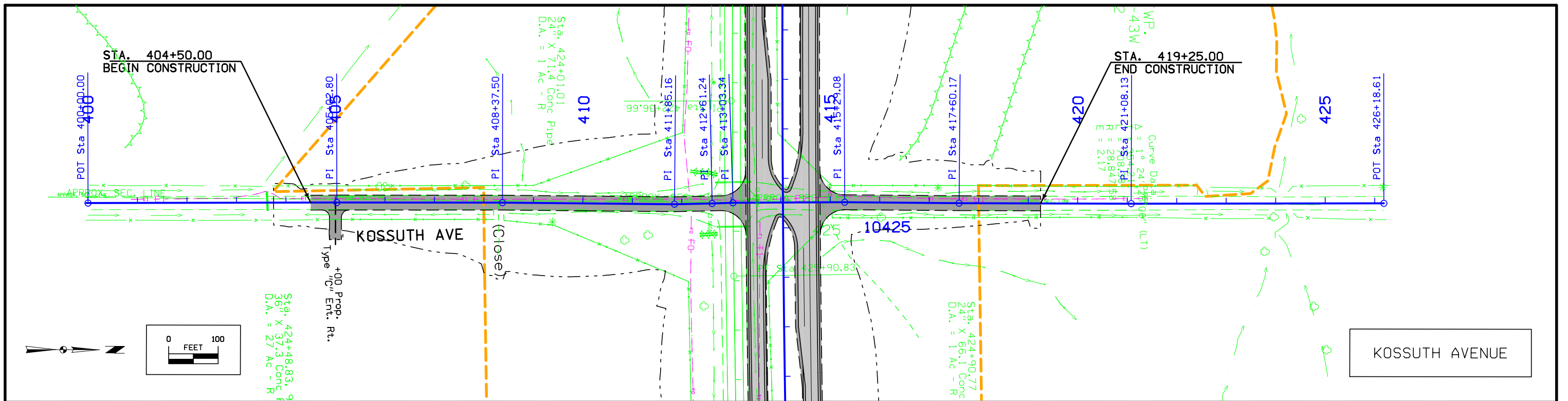


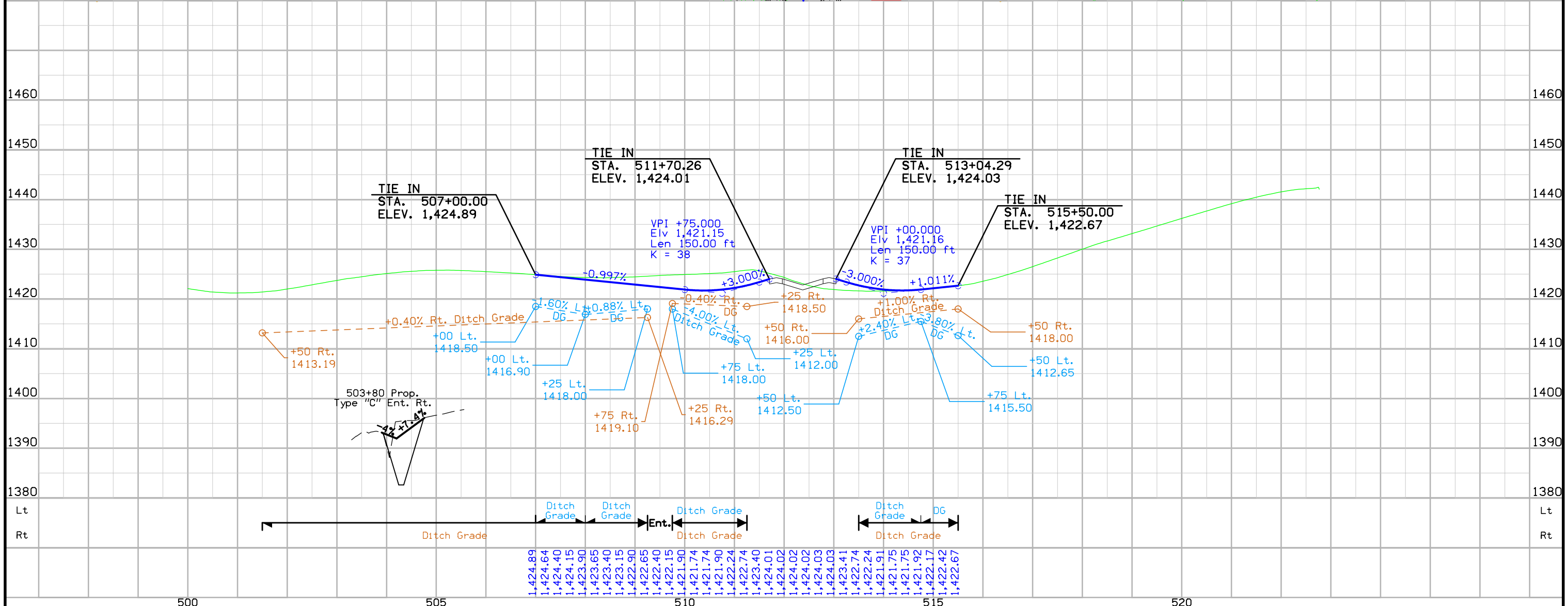
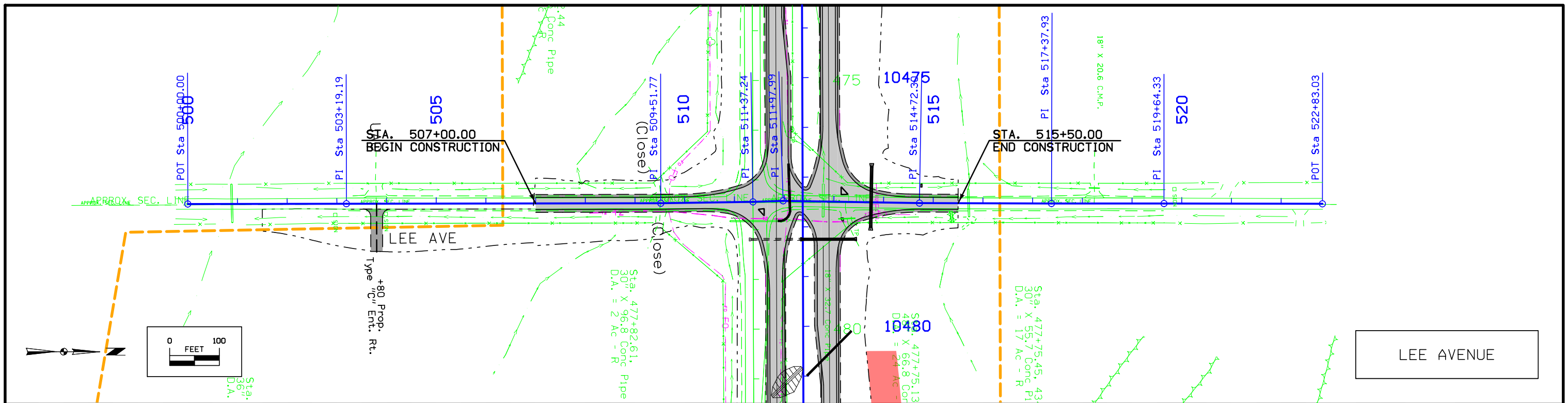


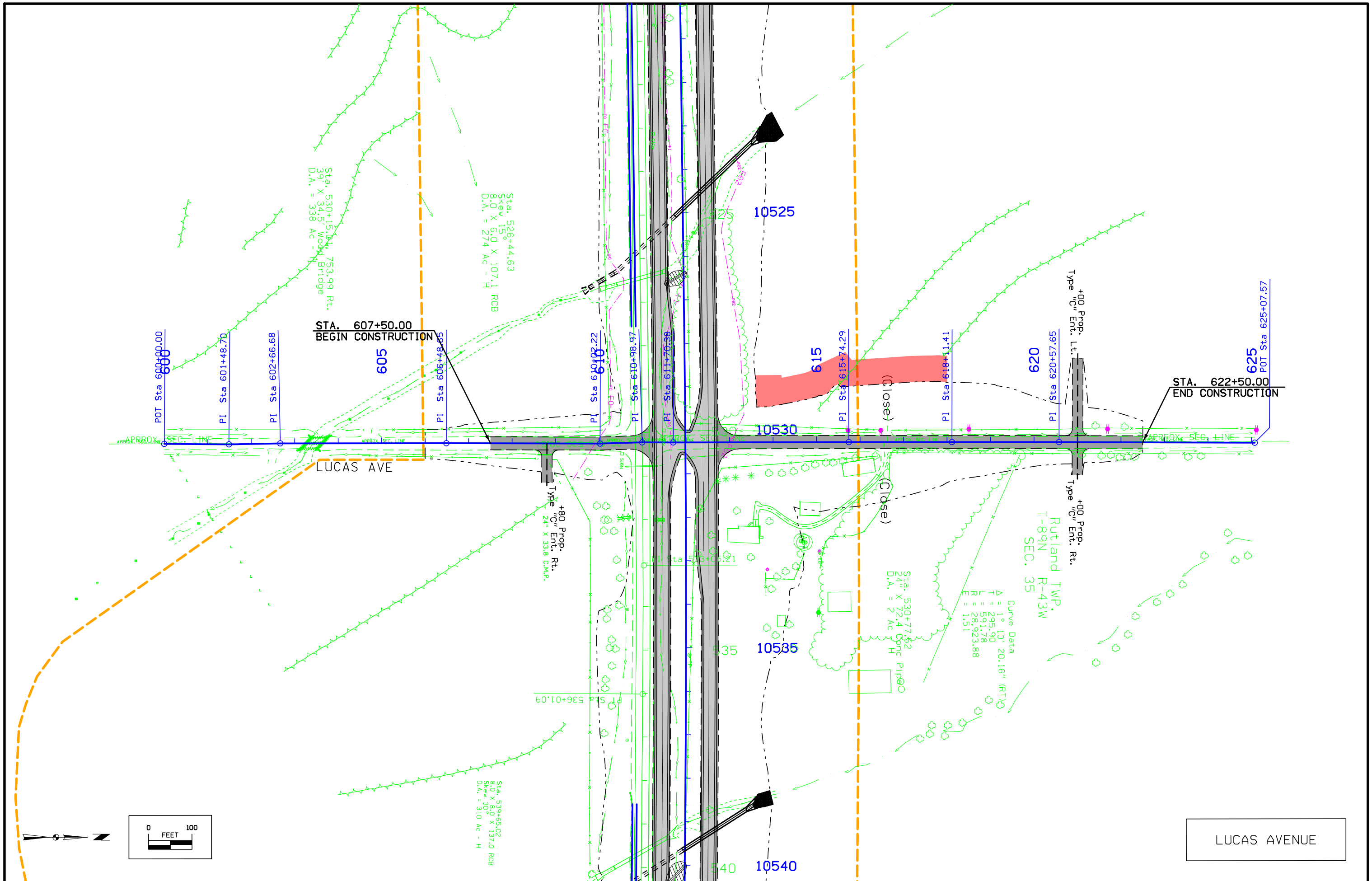
JEWELL AVENUE

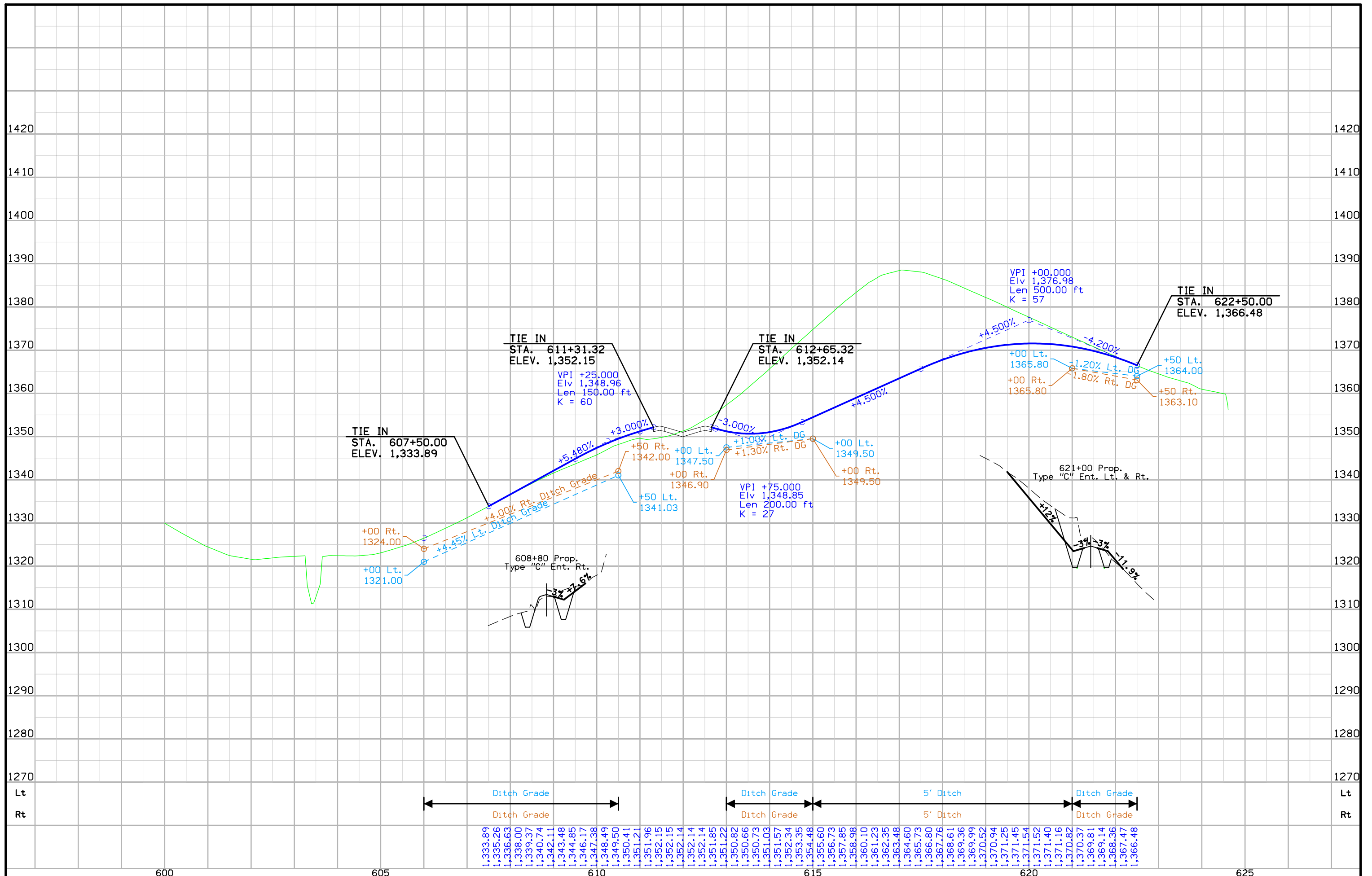


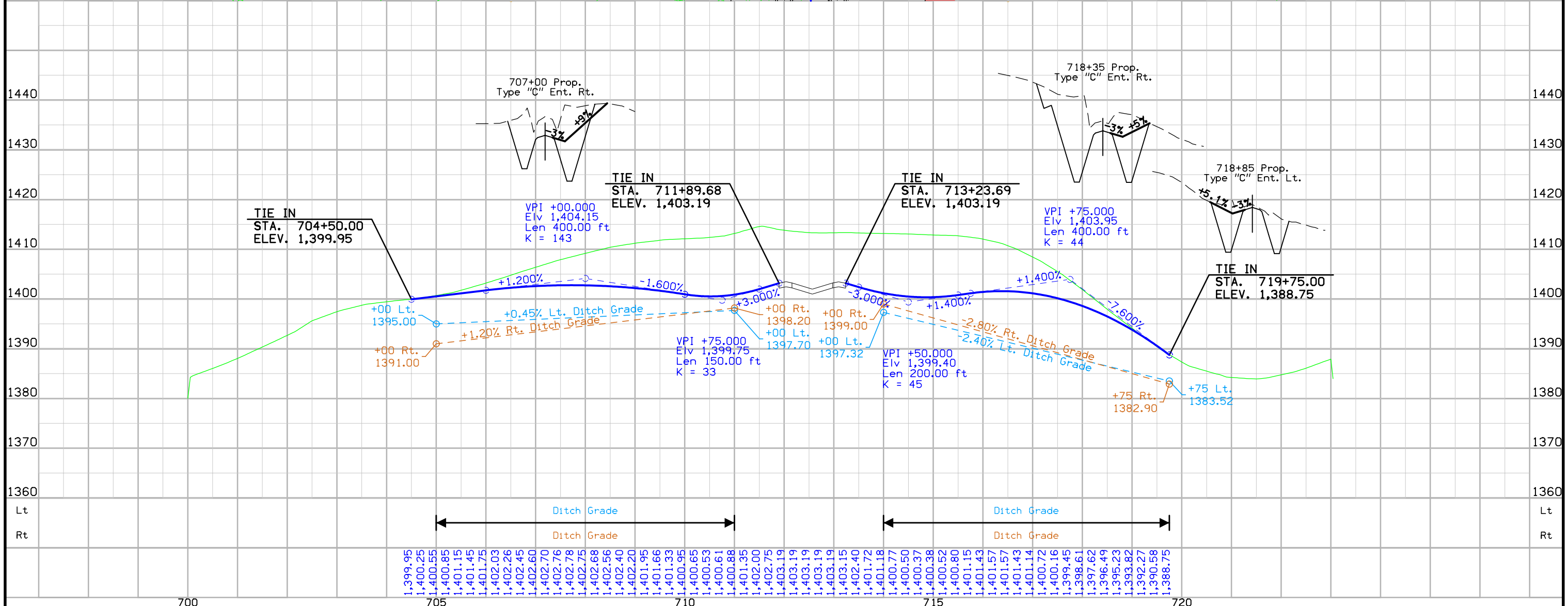
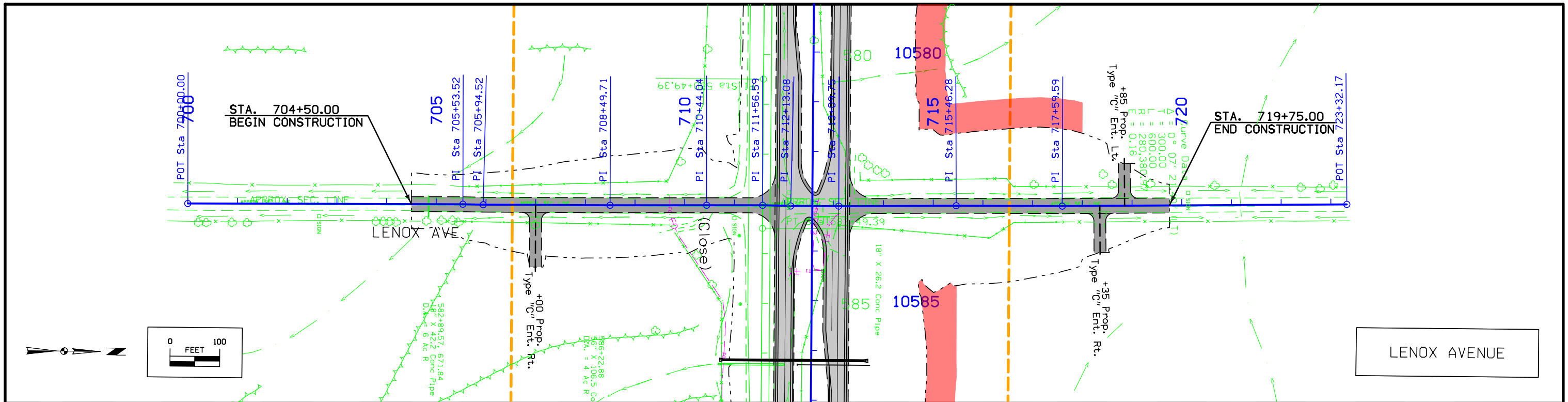




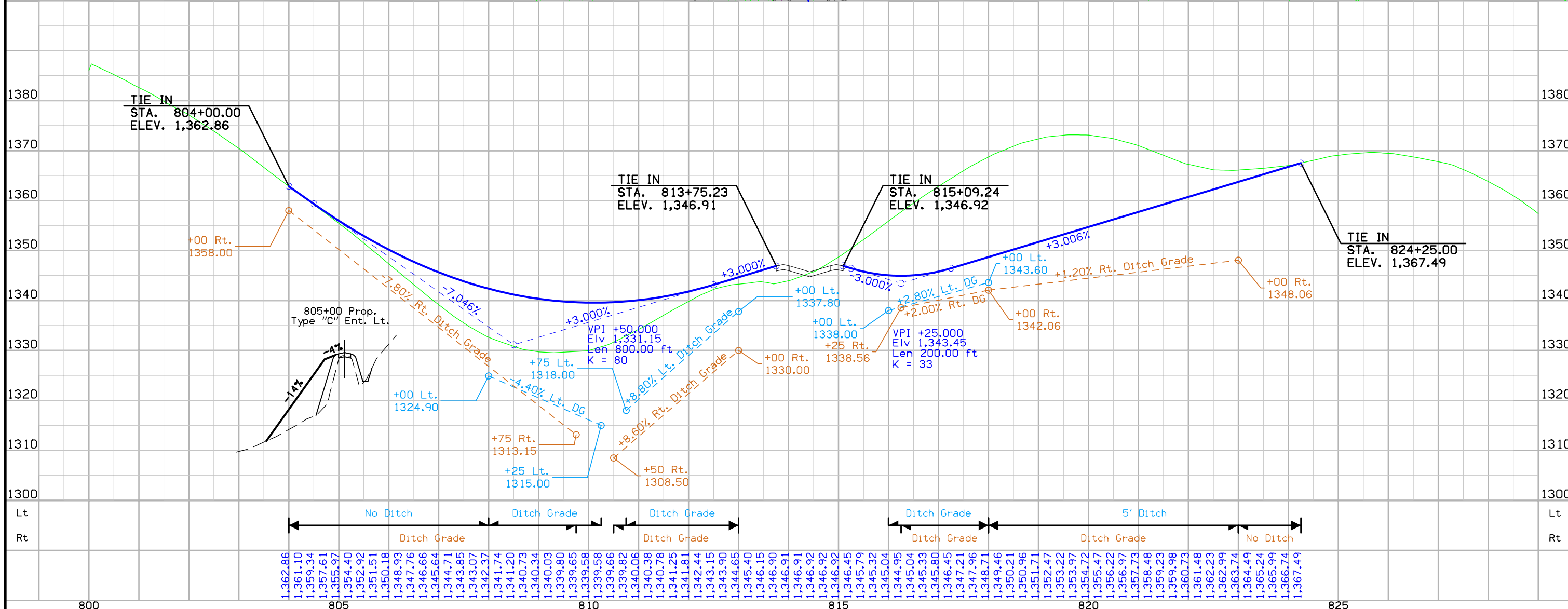
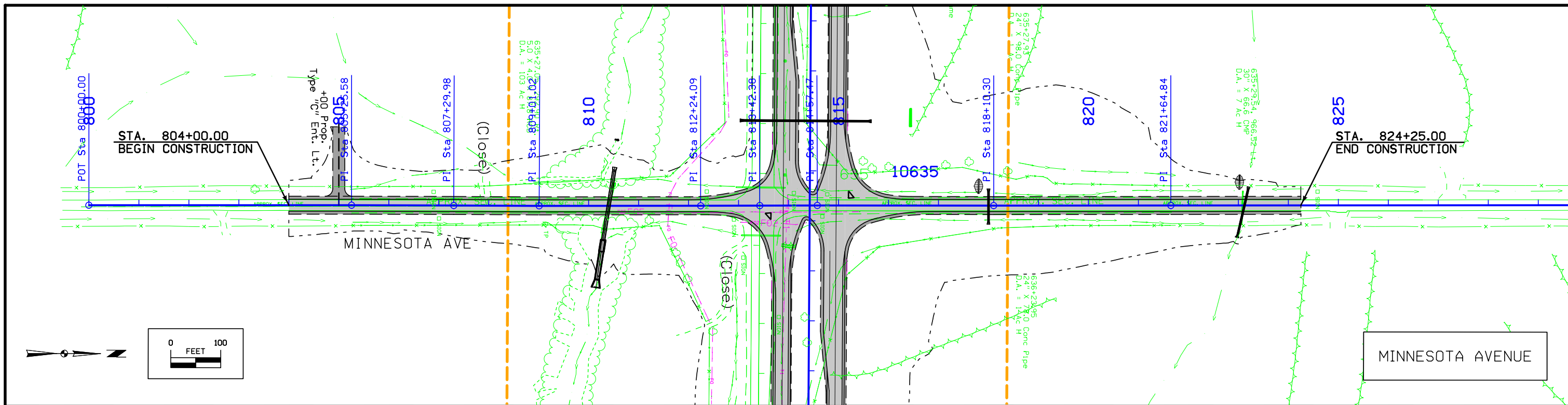








700	705	710	715	720
1,399.95	1,400.25	1,400.55	1,400.85	1,401.15
1,401.45	1,401.75	1,402.03	1,402.26	1,402.45
1,402.60	1,402.70	1,402.76	1,402.78	1,402.75
1,402.68	1,402.56	1,402.40	1,401.95	1,401.66
1,401.33	1,400.95	1,400.65	1,400.53	1,400.61
1,400.88	1,401.35	1,402.00	1,402.75	1,403.19
1,403.19	1,403.19	1,403.19	1,403.15	1,402.40
1,401.72	1,401.18	1,400.77	1,400.50	1,400.37
1,400.38	1,400.52	1,400.80	1,401.15	1,401.43
1,401.57	1,401.57	1,401.43	1,400.72	1,400.16
1,399.45	1,398.61	1,397.62	1,396.49	1,395.23
1,393.82	1,392.27	1,390.58	1,388.75	



Survey Information

General Information

Measurement units for this survey are US survey feet. This survey is for proposed four lane for US 20 between just east of Merville to Early. Project control information is from a 1998 planning study survey (SAP's 130-133). This field survey was to obtain roadway and drainage features and break lines. The entire digital terrain model and topography in the corridor will be completed by supplemental aerial photography.

Vertical Control

Vertical control for this survey is relative to a 1998 digital bench level survey. The 1998 survey is reported to be relative to NAVD88 datum. A level loop was started at BM 997 (USGS BM 29RS) and headed west along US 20 then back to BM 997 (USGS BM 29RS) where adjustments were made. Another run was started at BM 508 then continued east to BM 998 (USGS BM G14) where adjustments were made. NAVD88 elevations were determined at USGS BM 29RS and USGS BM G 14 by converting published NGVD29 elevations using transformation software. The unadjusted bench level run from BM 29RS had a misclosure at BM G 14 of 0.31'. This misclosure is verified by 1998 GPS observations. Even though the misclosure between the two marks is relatively high the error was distributed proportionately along the route.

Vertical equations are as follows:

Datum Benchmark
 BM # 997 this survey = (USGS BM 29RS) Elevation = 1378.29 NAVD
 1988
 = NGVD29 Elevation 1377.761

Datum Benchmark
 BM # 998 this survey = (USGS BM G14) Elevation = 1143.26 NAVD
 1988
 = NGVD29 Elevation 1142.816

Wolf Creek Bridge West Bridge Seat this survey Elevation = 1287.28
 = Wolf Creek Bridge West Bridge Elevation = 1287.30
 Project # FN-201(58)—21-97

Horizontal Control

Horizontal control for this survey is from 1998 GPS network survey as follows:

GENERAL INFORMATION FOR G.P.S. PROJECT :
 SAP 130, NHS-20-1(77)--19-97

SAP 131, NHS-20-2(53)--19-47

SAP 132, NHS-20-2(54)--19-47

SAP 133, NHS-20-2(55)--19-81

STATE PLANE COORDINATE ZONE 1401 (IOWA NORTH LAMBERT)

STATE PLANE COORDINATES HELD AT POINT G046

AVERAGE PROJECT LATITUDE = 42 28 31.38335

RESULTING RADIUS = 6364559.741

MEAN PROJECT ELEVATION = 415.000

SEA LEVEL FACTOR = 0.999934799

AVERAGE PROJECT SCALE FACTOR = 0.999950986

COMBINED FACTOR (GRID) = 0.999885789

1 / GRID = 1.000114224

VERTICAL DATUM = NAVD 88 <> HORIZONTAL DATUM = NAD 83

Local Project Plane Coordinate Conversion Equation :

- a. Local Project Coord y = [(State Plane y - hold point y) / grid factor] + hold point y
- b. Local Project Coord x = [(State Plane x - hold point x) / grid factor] + hold point x

Coordinates are metric units. Metric units were converted to US Survey feet units for project coordinates.

NOTE: GPS DERIVED HEIGHTS ARE NOT RELATIVE TO ADJUSTED PROJECT HEIGHTS.

Survey Information

Alignment Information

The horizontal alignment for this survey is a retrace of As-built Plans, Fed. Project # 2, Fed. Project # 2 (15), Fed. Project # 2(19), and Fed. Project # 2(11). Stationing was established at PI Sta. 226+64.5. Stationing was then backed westerly to the BOP and carried forward to the EOP. The followings PI's were set by the District 3 Office.

PI Sta., 226+64.5 (Fed. Project # 2 (19))
 PI Sta. 274+54.6 (Fed. Project # 2)
 PI Sta. 390+20.4 (Fed. Project # 2)
 PI Sta. 422+35.2 (Fed. Project # 2)
 PI Sta. 491+85.9 (Fed. Project # 2)
 PI Sta. 533+02.9 (Fed. Project # 2 (15))
 PI Sta. 580+47.1 (Fed. Project # 2 (15))
 PI Sta. 690+48.1 (Fed. Project # 2 (15))
 PI Sta. 742+55.0 (Fed. Project # 2 (15))
 PI Sta. 776+98.7 (Fed. Project # 2 (15))
 PC Sta. 882+75.6 (Fed. Project # 2 (11))
 PT Sta. 905+83.1 (Fed. Project # 2 (11))
 PC Sta. 916+76.4 (Fed. Project # 2 (11))
 PT Sta. 940+20.5 (Fed. Project # 2 (11))
 PI Sta. 966+07.1 (Fed. Project # 2 (11))
 PI Sta. 1003+59.8 (Fed. Project # 2 (11))
 PI Sta. 1035+20.3 (Fed. Project # 2 (11))
 PI Sta. 1045+51.7 (Fed. Project # 2 (11))
 PI Sta. 1057+00.1 (Fed. Project # 2 (11))
 PI Sta. 1148+65.5 (Fed. Project # 2 (11))

Equations are as follows:

PI Sta. 226+64.5 This Survey
 = PI Sta. 226+64.5 (Fed. Project # 2 (19))

PI Sta. 274+54.22 this survey
 = PI Sta. 274+54.6 (Fed. Project # 2)

PI Sta. 390+21.71 this survey
 = PI Sta. 390+20.4 (Fed. Project # 2)

PI Sta. 422+36.66 this survey
 = PI Sta. 422+35.2 (Fed. Project # 2)

PI Sta. 491+88.23 this survey
 = PI Sta. 491+85.9 (Fed. Project # 2)

PI Sta. 533+05.21 this survey
 = PI Sta. 533+02.9 (Fed. Project # 2 (15))

PI Sta. 580+49.39 this survey
 = PI Sta. 580+47.1 (Fed. Project # 2 (15))

PI Sta. 690+49.96 this survey
 = PI Sta. 690+48.1 (Fed. Project # 2 (15))

PI Sta. 742+55.60 this survey
 = PI Sta. 742+55.0 (Fed. Project # 2 (15))

PI Sta. 776+98.28 this survey
 = PI Sta. 776+98.7 (Fed. Project # 2 (15))

PC Sta. 882+75.6
 = PC Sta. 882+75.6 (Fed. Project # 2 (11))

PT Sta. 905+83.1
 = PT Sta. 905+83.1 (Fed. Project # 2 (11))

PC Sta. 916+76.4
 = PC Sta. 916+76.4 (Fed. Project # 2 (11))

PT Sta. 940+20.5
 = PT Sta. 940+20.5 (Fed. Project # 2 (11))

PI Sta. 966+07.1
 = PI Sta. 966+07.1 (Fed. Project # 2 (11))

PI Sta. 1003+59.8
 = PI Sta. 1003+59.8 (Fed. Project # 2 (11))

PI Sta. 1035+20.3
 = PI Sta. 1035+20.3 (Fed. Project # 2 (11))

PI Sta. 1045+51.7
 = PI Sta. 1045+51.7 (Fed. Project # 2 (11))

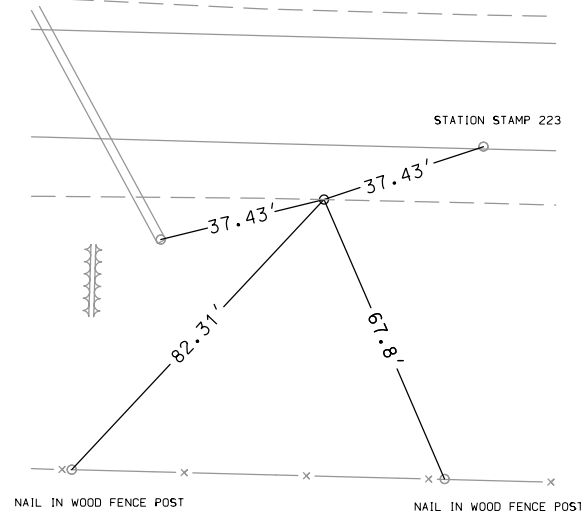
PI Sta. 1057+00.1
 = PI Sta. 1057+00.1 (Fed. Project # 2 (11))

PI Sta. 1148+65.5
 = PI Sta. 1148+65.5 (Fed. Project # 2 (11))

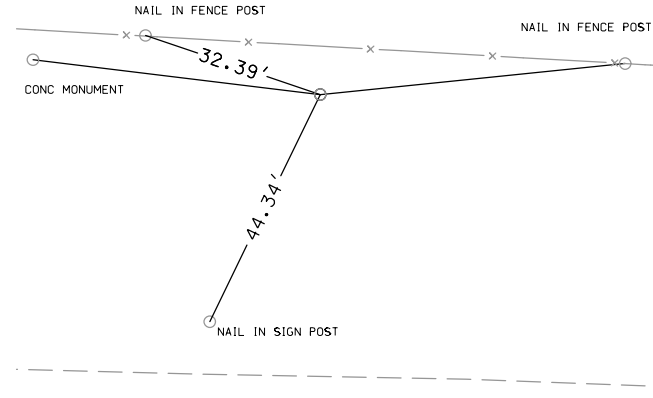
VERTICAL CONTROL

Point	North	East	Elevation	Station	Offset	Feature	Description	Point	North	East	Elevation	Station	Offset	Feature	Description
500	3649009.3000	4240254.5810	1313.8820	Off Chain	Off Chain	BM	RR SPK S.POWER POLE LT	545	3647867.4070	4280820.4180	1391.2080	595+01.88	-88.0327	BM	FOUND IDOT PLUG TOP HDWL LT
502	3648755.5510	4242322.1660	1271.2150	Off Chain	Off Chain	BM	IDOT PLUG HDWL RT	546	3647858.1930	4281262.6990	1389.6990	599+44.21	-94.6328	BM	FOUND IDOT PLUG TOP HDWL LT
501	3648789.1480	4241190.0650	1280.1090	Off Chain	Off Chain	BM	IDOT PLUG HDWL RT	547	3647710.5670	4281647.2850	1413.5960	603+33.82	39.1528	BM	FOUND X TOP HDWL RT
503	3648914.8360	4243634.3370	1332.8520	223+00.13	-59.9577	BM	ROW RAIL LT	548	3647861.9560	4282319.3190	1443.0250	610+00.02	-136.1597	BM	CONC MONUMENT LT
504	3648883.2210	4245013.3210	1373.3440	236+79.76	-59.7188	BM	ROW RAIL LT	549	3647615.3070	4284311.1180	1342.6810	629+99.36	39.1399	BM	FOUND IDOT PLUG HDWL RT
505	3648880.5430	4245805.0580	1400.2300	244+71.37	-74.0490	BM	CONC MONUMENT LT	732	3647489.0570	4285028.9320	1337.0885	637+21.23	139.6527	BM	CONC MONUMENT
506	3648731.2790	4246646.6500	1370.3710	253+15.98	57.1020	BM	FOUND X TOP RCP RT	551	3647542.5230	4285710.5800	1305.7910	644+00.53	61.8571	BM	FOUND X TOP HDWL RT
507	3648733.4210	4247128.4400	1371.4610	257+97.61	44.6109	BM	FOUND X TOP RCP RT	552	3647525.0920	4287073.4860	1281.8150	657+63.19	30.5633	BM	FOUND IDOT PLUG TOP HDWL RT
508	3648663.7420	4247678.9030	1383.2880	263+49.44	102.4491	BM	FOUND RR SPK PP S.E. QUAD US 20 & JASPER	553	3647566.3470	4288554.1920	1261.8150	672+41.47	-63.5894	BM	FOUND IDOT PLUG TOP HDWL LT
509	3648820.6030	4248737.9440	1415.3650	274+04.79	-77.2590	BM	BM RR SPK IN TREE LT.	733	3647509.6640	4289486.4470	1294.9273	681+75.16	-40.2638	BM	CUT X TOP INLET 36" RCP
510	3648638.2260	4250255.7190	1373.3170	289+26.39	68.8551	BM	CONC MONUMENT RT	555	3647342.2790	4290406.0520	1328.0260	690+98.32	98.2926	BM	CONC MONUMENT RT
511	3648654.6470	4250929.7690	1336.7590	295+99.85	36.2427	BM	FOUND X TOP RCP RT	734	3647465.5870	4290866.7390	1304.5864	695+57.32	-28.4452	BM	CUT X NORTH BOLT STEEL CABLE GUARDRAIL BRACE PLATE
512	3648737.1910	4251745.6830	1292.4380	304+13.55	-65.8824	BM	IDOT PLUG TOP HDWL LT	556	3647539.1710	4291406.1710	1260.9950	700+96.60	-103.1093	BM	FOUND IDOT PLUG TOP HDWL LT
513	3648689.7330	4252730.7820	1286.9890	313+99.50	-42.1082	BM	FOUND X TOP HDWL LT STATION	557	3647378.7120	4292288.3230	1302.8390	709+79.07	55.5827	BM	FOUND RR SPK TREE RT
724	3648605.0630	4253886.1280	1291.8446	325+56.55	14.7765	BM	FD IDOT BM EAST END OF S. HANDRAIL BRIDGE	558	3647393.0030	4293236.2150	1313.2060	719+26.93	39.3935	BM	FOUND X OUTLET HDWL RCP
515	3648524.2280	4255037.0420	1304.4070	337+09.08	67.9338	BM	R/R SPK GATE POST RT STATIO	559	3647511.4430	4294219.8770	1310.0700	729+10.36	-81.0162	BM	FOUND IDOT PLUG HDWL LT
516	3648662.5780	4255837.2690	1337.4250	345+05.75	-89.6043	BM	ROW RAIL LT STATION 345+00	560	3647358.9930	4295638.5790	1348.2130	743+30.21	66.2174	BM	FOUND RR SPK PP RT
725	3648521.3700	4256358.8970	1328.4313	350+30.62	39.0292	BM	CUT X TOP INLET 36" RCP	561	3647316.2860	4296329.4540	1308.8560	750+22.38	94.3288	BM	FOUND X TOP HDWL RT
518	3648513.2100	4257279.5820	1328.6880	359+51.23	25.0644	BM	IDOT PLUG TOP HDWL RT	562	3647342.4540	4297247.8480	1316.6020	759+39.96	47.6365	BM	FOUND IDOT PLUG HDWL RT
519	3648553.4570	4257730.4600	1334.3510	364+01.01	-26.0047	BM	IDOT PLUG TOP HDWL RT	563	3647317.5760	4297651.5360	1306.3980	763+44.10	63.4838	BM	FOUND IDOT PLUG HDWL RT
726	3648577.1540	4258616.6980	1358.6557	372+86.43	-70.9895	BM	SET RAILROAD SPIKE SOUTH SIDE OF POWER POLE	735	3647327.7700	4298256.7310	1310.9900	769+48.92	39.7632	BM	IHC BUTTON ON UMBRELLA INTA RR SPK TREE RT
727	3648507.2140	4259890.8270	1393.6735	385+61.87	-31.6847	BM	CUT X TOP INLET 24" RCP	564	3647294.2400	4298892.3400	1309.6960	775+85.46	58.4800	BM	CUT X TOP INLET 30" RCP
523	3648370.6890	4260321.6200	1411.5790	389+97.13	92.1795	BM	CONC MONUMENT RT	565	3647387.9310	4300305.1910	1238.0450	789+94.07	-89.9636	BM	FOUND RR SPK TREE LT
524	3648367.5480	4261120.4000	1393.2090	397+96.41	54.9383	BM	FOUND RR SPK PP RT	737	3647247.8740	4300912.2140	1186.8380	796+06.29	25.2762	BM	CUT X ON STEEL CABLE GUARDR
525	3648431.4120	4261561.5830	1386.8150	402+33.47	-32.7952	BM	FOUND X TOP RCP	567	3647224.5660	4302472.8730	1133.4820	811+66.60	-14.9419	BM	FOUND IDOT PLUG TOP N.W. RAIL LT
526	3648291.4180	4262723.9550	1359.6720	414+01.73	43.8557	BM	FOUND X TOP HDWL RT	739	3647254.3480	4303398.6770	1119.6170	820+90.43	-82.3723	BM	739 SET RR SPK S P.POLE
728	3648163.5100	4263631.2360	1400.7000	423+12.77	125.5175	BM	CONC MONUMENT	742	3644474.0620	4303373.8510	1117.0750	821+78.76	2696.6211	BM	742 RR SPK W P.POLE
527	3648487.3060	4263740.5120	1383.5180	424+09.87	-202.1719	BM	RR SPK PP LT	741	3645829.8300	4303432.4730	1117.5370	821+82.16	1339.5906	BM	741 RR SPIKE W SIDE PP STA
528	3648211.7220	4264854.4270	1358.8100	435+32.77	39.5503	BM	FOUND IDOT PLUG HDWL RT	569	3647021.6670	4304734.0980	1127.6590	834+34.21	95.7747	BM	NOT FOUND RR SPK PP SW QUAD
529	3648248.7770	4266324.6580	1369.4260	450+01.25	-41.2764	BM	FOUND X TOP RCP LT	570	3646995.8970	4306062.6190	1138.1930	847+62.68	67.4628	BM	FOUND RR SPK PP S.W. QUAD U
530	3648237.0710	4266883.7500	1372.9240	455+60.44	-46.2272	BM	IDOT PLUG TOP HDWL LT	998	3643801.6430	4307026.8850	1143.2560	858+56.13	3219.8329	CP	GPS CONTROL PT
531	3648073.7670	4267862.8910	1418.1730	465+44.01	87.8425	BM	G017 FOUND CONC MONUMENT RT	571	3646947.8780	4307437.8450	1131.1560	861+38.72	59.4809	BM	571 RR SPK N P.POLE
31849	3648061.2420	4269221.1900	1426.7945	479+02.08	59.9074	BM	RIGHT OF WAY RAIL RT	573	3646949.8700	4309451.7170	1199.7020	881+50.85	-24.4585	BM	573 IDOT DISC RCB LT.
533	3648061.2630	4269221.2070	1426.7920	479+02.10	59.8859	BM	RIGHT OF WAY RAIL RT	576	3645500.1330	4312041.7170	1243.6950	912+14.91	-25.9809	BM	576 IDOT DISC RCB LT
534	3648007.8620	4270392.1980	1452.0670	490+73.86	78.7428	BM	FOUND RR SPK TREE STUMP RT	577	3644694.6490	4312744.1960	1225.1030	922+78.34	46.7089	BM	577 FD D.O.T BUTTON OUTLET
535	3648143.4060	4271456.8250	1434.5310	501+35.29	-77.1074	BM	CONC MONUMENT LT	740	3644231.1450	4312846.7550	1227.4960	925+94.78	378.7473	BM	740 SET R.R. SPIKE IN NORTH
536	3647976.8420	4272328.3530	1389.6660	510+09.59	74.2412	BM	FOUND RR SPK TREE STUMP	578	3644315.7590	4313851.9420	1240.3160	934+56.82	-72.5628	BM	578 RR SPIKE S P.POLE
537	3647959.2670	4273008.0800	1359.2720	516+89.52	79.9664	BM	FOUND RIGHT OF WAY RAIL RT	579	3644237.0810	4315038.0730	1242.7730	946+62.41	-80.2605	BM	579 RR SPK S P.POLE
538	3648073.5050	4273952.2250	1334.2850	526+31.53	-50.7100	BM	FOUND IDOT PLUG HDWL LT	580	3644182.4990	4316036.8730	1200.6440	956+62.34	-53.3316	BM	580 CUT X ON RCB LT
729	3647921.0320	4274303.8370	1345.7290	529+85.75	95.6115	BM	SET RR SPK NE SIDE FENCE POST	581	3644201.4600	4317270.4840	1248.6520	968+95.56	-104.7032	BM	581 RR SPIKE PP LT
540	3648044.8550	4275253.4990	1332.9800	539+32.04	-57.5810	BM	FOUND IDOT PLUG HDWL LT	582	3644151.9410	4318545.1390	1218.3470	981+70.99	-83.1254	BM	582 RR SPIKE PP LT
730	3648070.4830	4275952.7200	1351.1465	546+29.79	-109.6778	BM	CONC MONUMENT	583	3644142.4450	4319766.8010	1232.7930	993+92.57	-100.4004	BM	583 RR SPIKE PP LT
541	3647890.7560	4276420.9830	1343.6100	551+04.52	52.1819	BM	FOUND IDOT PLUG LT	584	3644073.7260	4321069.2390	1254.4960	1006+95.22	-65.4316	BM	584 RR SPIKE PP LT
731	3647841.2870	4276963.5000	1345.6242	556+48.53	81.0643	BM	CUT X BALL OF ROW RAIL	598	3643438.8400	4336239.7740	1351.4640	1158+77.29	86.2737	BM	CONC MONUMENT
542	3647957.5900	4277579.0580	1333.8260	562+59.24	-58.4731	BM	FOUND X TOP HDWL LT								
543	3647942.0310	4278633.9140	1389.3540	573+13.92	-82.8843	BM	FOUND RR SPK TREE STUMP								
544	3647749.7800	4279936.4710	1404.1570	586+22.70	61.1136	BM	FOUND X TOP HDWL RT								

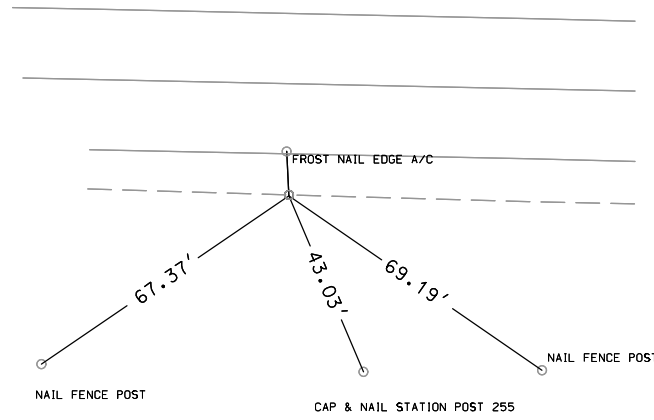
CP STA. 222+64.43, 107.80 RT.
 CP No. 102, FOUND 5/8 REBAR
 N=3648748.078, E=4243594.245



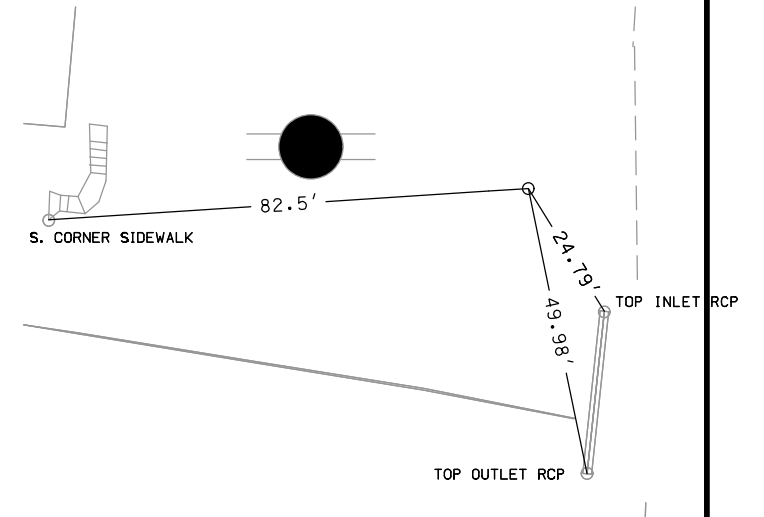
CP STA. 244+71.37, 74.05 LT.
 CP No. 11 Conc Monument
 N=3648880.543, E=4245805.058



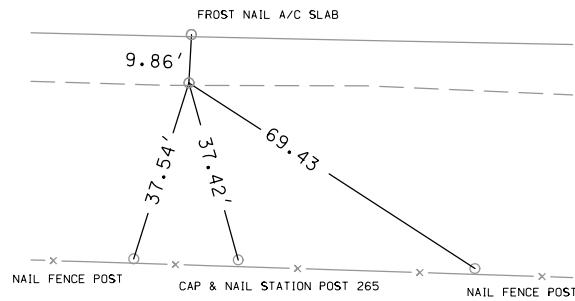
CP STA. 254+81.60, 25.04 Rt.
 CP No. 104 Found Rebar
 N=3648759.776, E=4246812.925



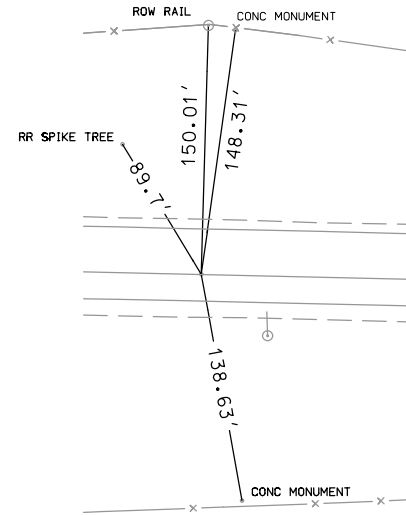
CP STA. 262+61.0, 1341.85 Rt.
 CP No. 997 Found Disk
 N=3647426.521, E=4247564.15



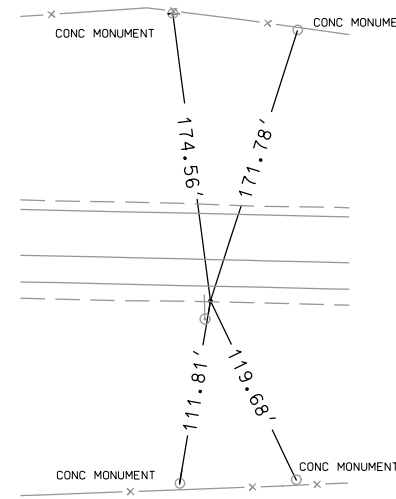
CP STA. 264+89.96, 25.53 Rt.
 CP 105, Found 5/8 Rebar
 N=3648737.623, E=4247821.041



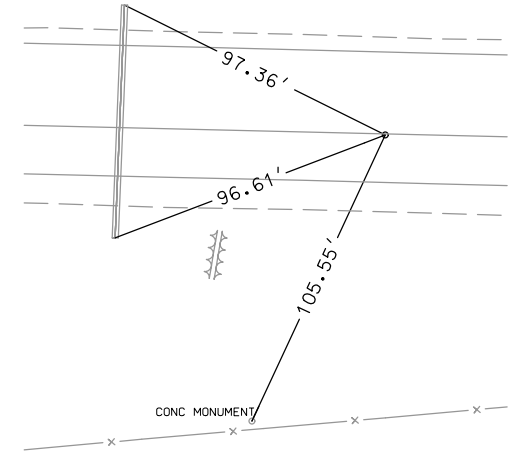
PI STA. 274+54.22
 PI 413, Found PK Nail
 N=3648742.4349, E=4248785.6266



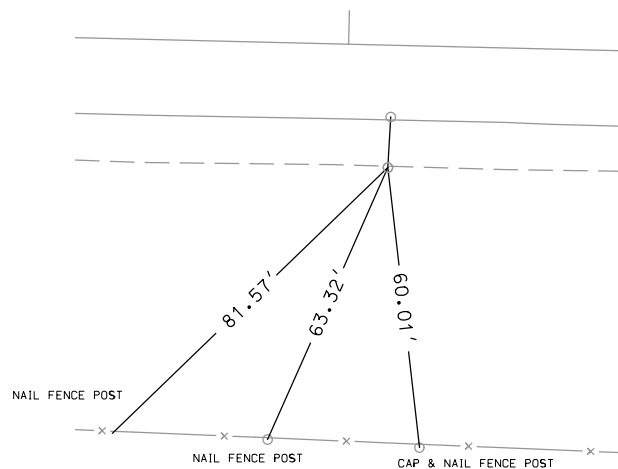
CP STA. 274+98.03, 25.01 Rt.
 CP 12 Found 5/8 Rebar
 N=3648716.2360, E=4248828.8450



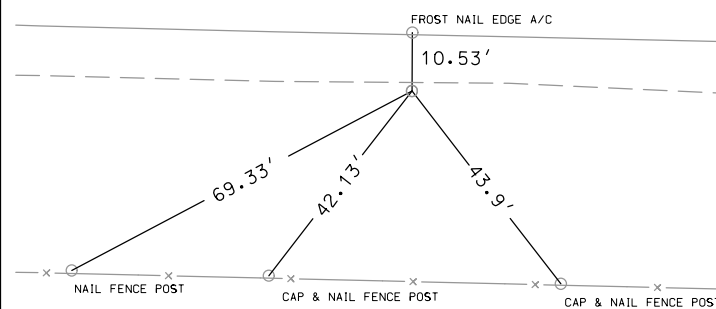
CP STA. 279+99.82, 0.35 Rt.
 CP 403 Found Hinge Nail
 N=3648728.9800, E= 4249331.0580



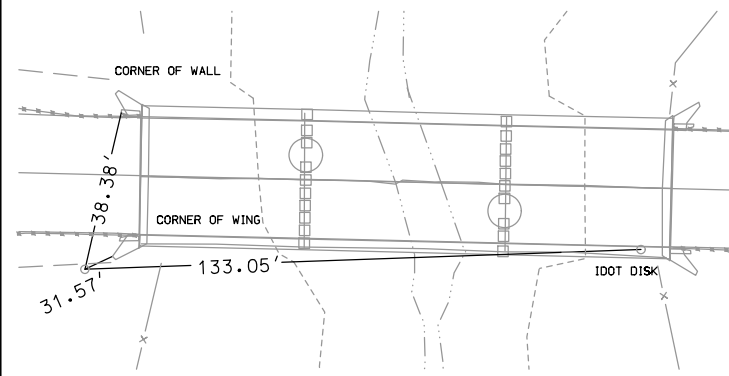
CP STA. 298+09.00, 26.06 Rt.
 CP 107 Found 5/8 Rebar
 N=3648659.8010, E= 4251139.0960



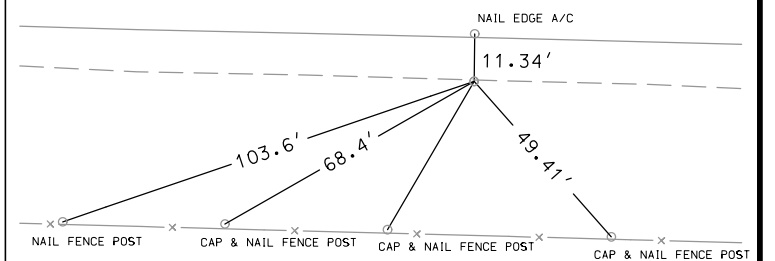
CP STA. 311+15.83, 26.09 Rt.
 CP 108 Found 5/8 Rebar
 N=3648628.3670, E=4252445.5520



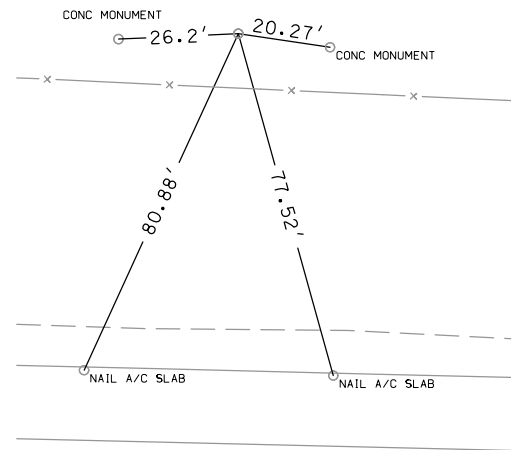
CP STA. 324+23.74, 22.70 Rt.
 CP 13 Found 5/8 Rebar
 N=3648600.3370, E=4253753.1660



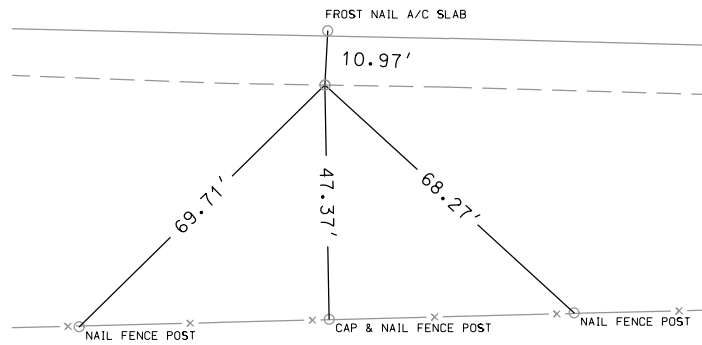
CP STA. 334+65.85, 26.59 Rt.
 CP 109 Found 5/8 Rebar
 N=3648571.4010, E=4254794.8840



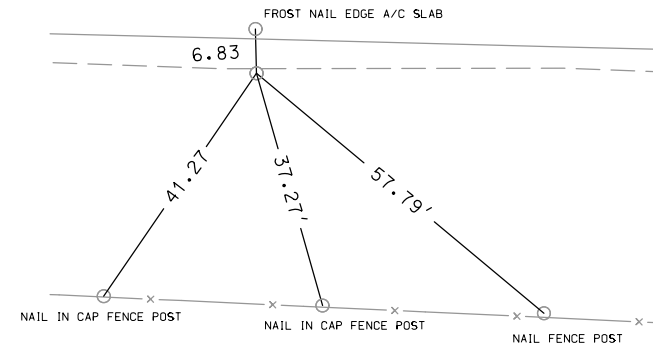
CP STA.345+05.75, 89.60 Lt.
 CP 14 Found Right Of Way Nail
 N=3648662.5780, E= 4255837.2690



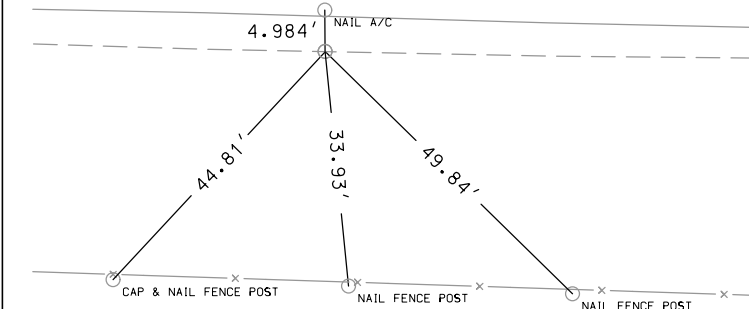
CP STA.356+33.49, 25.61 Rt.
 CP 110 Found 5/8 Rebar
 N=3648520.2950, E=4256961.9160



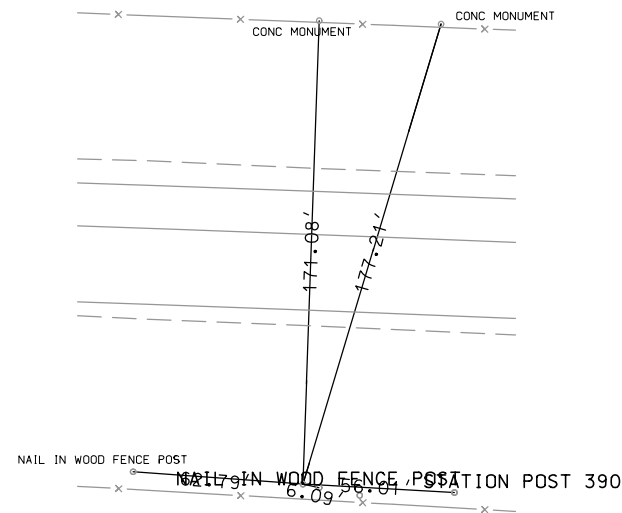
CP STA.367+56.46, 33.28 Rt.
 CP 111 Found 5/8 Rebar
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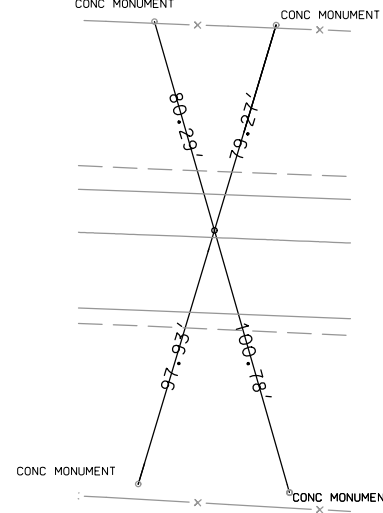
CP STA.378+79.17, 33.02 Rt.
 CP 112 Found 5/8 Rebar
 N=3648458.9350, E=4259206.7690



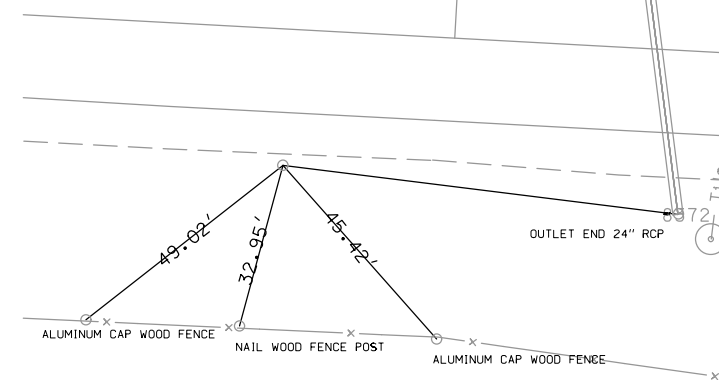
CP STA.389+97.13, 92.18 Rt.
 CP 15 Found 5/8 Rebar
 N=3648370.6890, E=4260321.6200



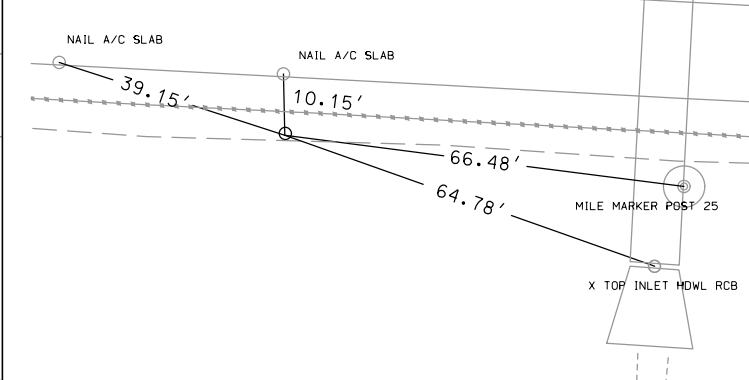
PI STA. 390+21.72
 PI 404 Found PK Nail
 N=3648464.4870, E=4260349.7820



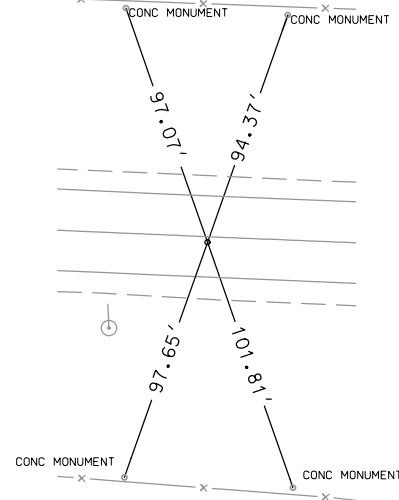
CP STA. 401+67.75 26.68 Rt.
 CP 414 Found 5/8 Rebar
 N=3648375.5989, E=4261492.7266



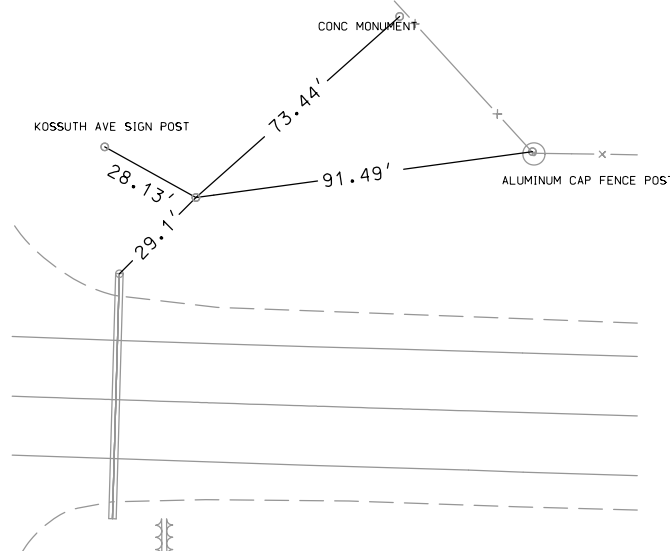
CP STA. 413+39.58, 25.58 Rt.
 CP 415 Found 5/8 Rebar
 N=3648313.0436, E=4262662.8897



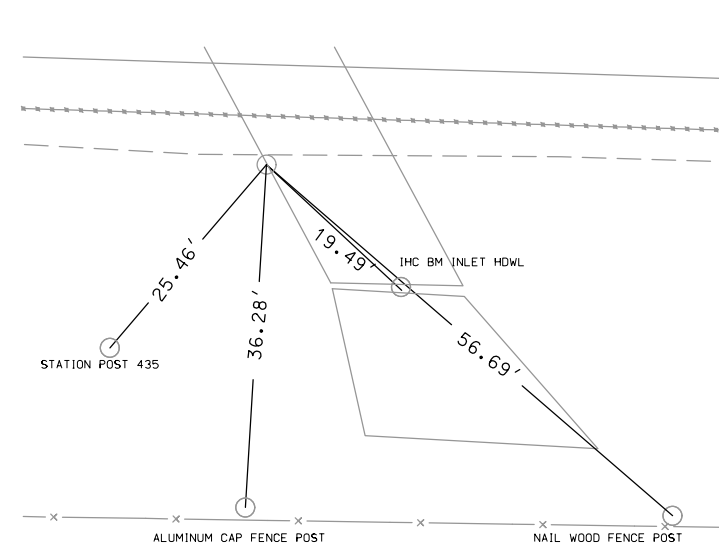
PI STA. 422+36.66
 PI 405 Not Set
 N=3648289.8581, E=4263560.0330



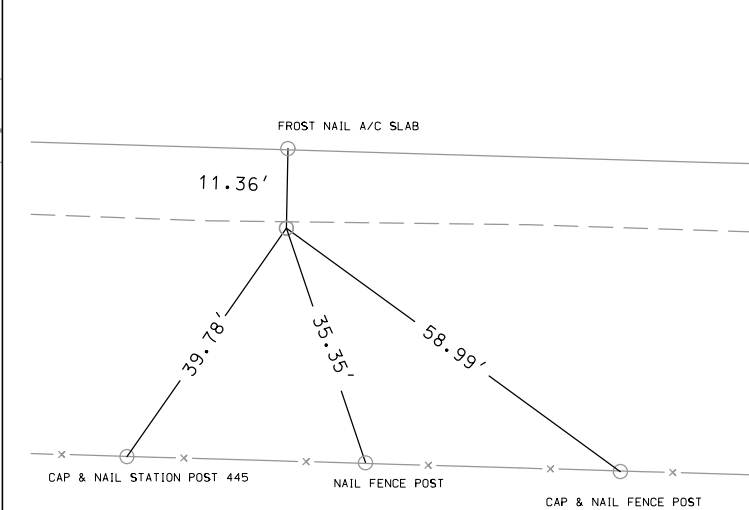
CP STA. 425+10.61, 55.15 Lt.
 CP 16 Found 5/8 Rebar
 N=3648336.9320, E=4263835.6950



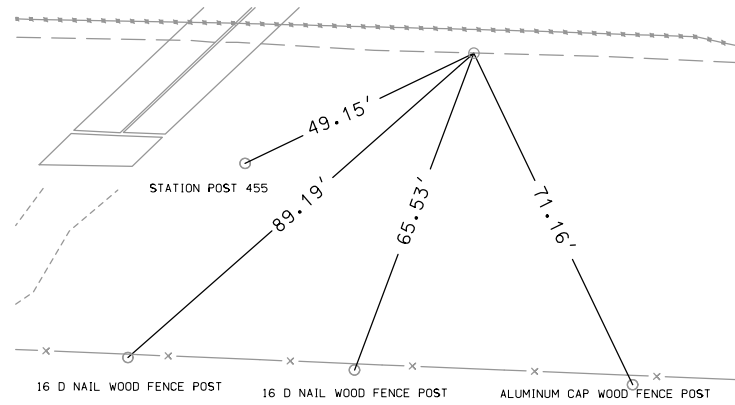
CP STA. 435+18.11, 26.71 Rt.
 CP 417 Found 5/8 Rebar
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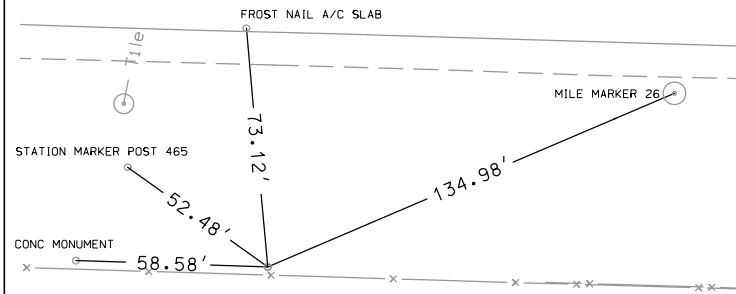
CP STA. 445+24.37, 27.28 Rt.
 CP 418 Found 5/8 Rebar
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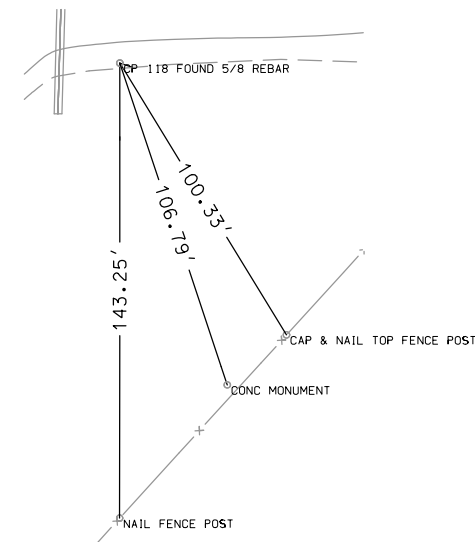
CP STA. 455+38.26, 26.61 Rt.
 CP 419 Found 5/8 Rebar
 N=3648164.9292, E=4266859.4135



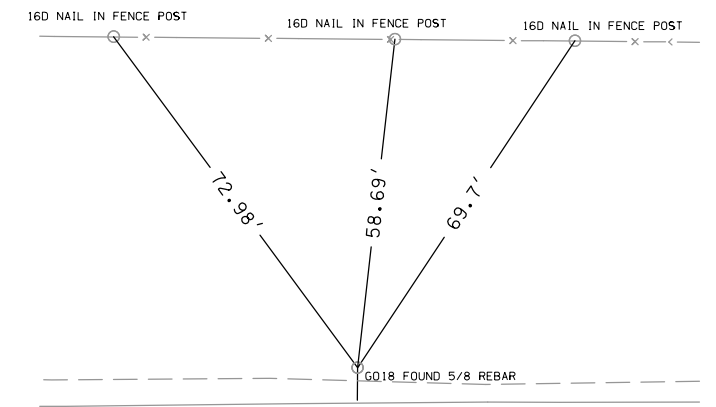
CP STA. 465+44.01, 87.84 Rt.
 CP 17 Found Conc Monument
 N=3648073.7670, E=4267862.8910



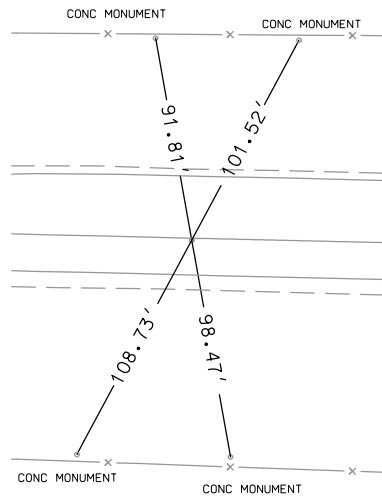
CP STA. 478+01.69, 29.65 Rt.
 CP 118 Found 5/8 Rebar
 N=3648094.4730, E=4269121.7500



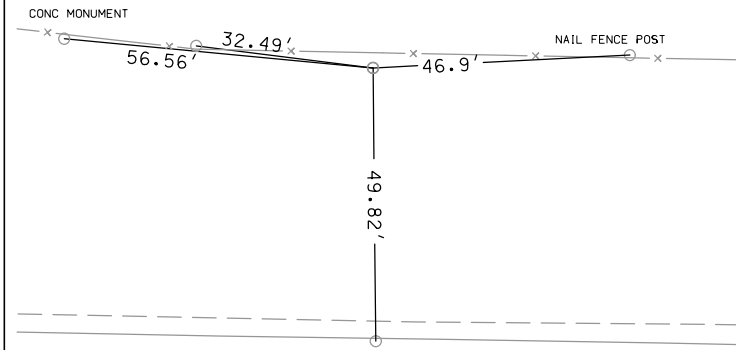
CP STA. 489+99.50, 29.50 Lt.
 CP 18 Found 5/8 Rebar
 N=3648118.0580, E=4270320.7210



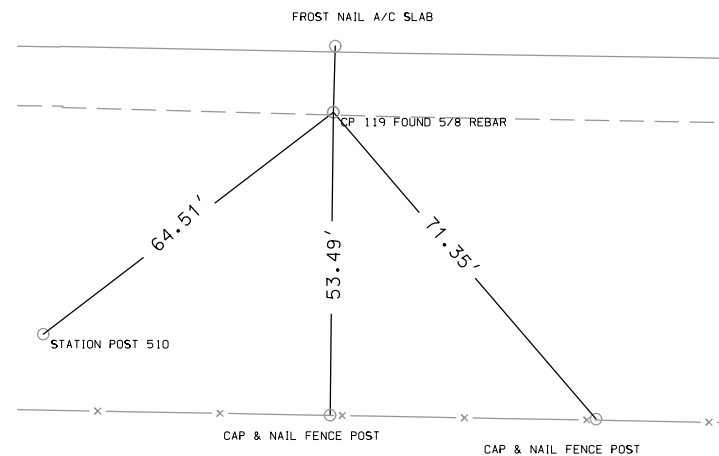
PI STA. 491+88.24
 PI 406 Found PK Nail
 N=3648082.8170, E=4270508.5610



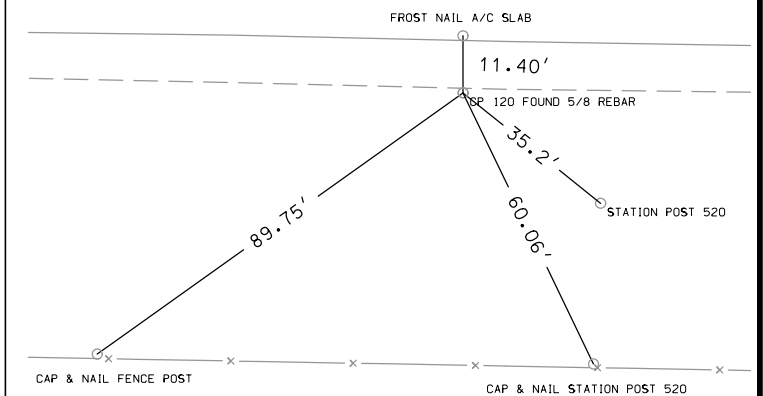
CP STA. 501+35.29, 77.107 Lt.
 CP 19 Found Conc Monument
 N=3648143.4060, E=4271456.8250



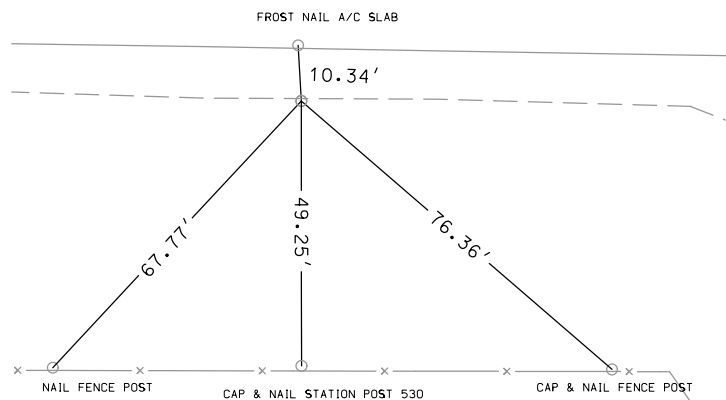
CP STA. 510+54.03, 26.39 Rt.
 CP 119 Found 5/8 Rebar
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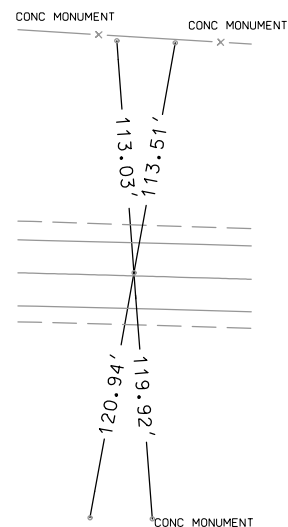
CP STA. 519+78.03, 26.20 Rt.
 CP 120 Found 5/8 Rebar
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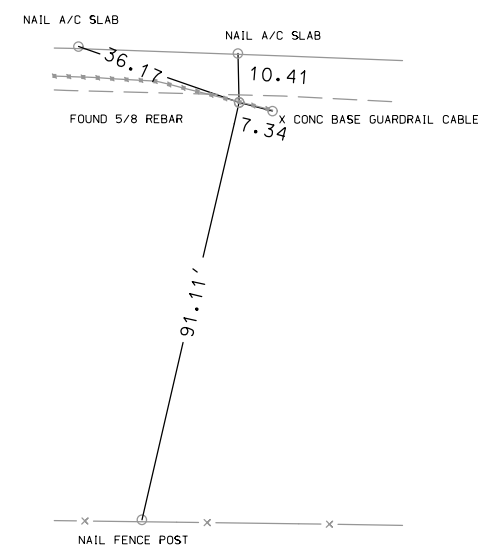
CP STA. 529+01.00, 25.70 Rt.
 CP 20 Found 5/8 Rebar
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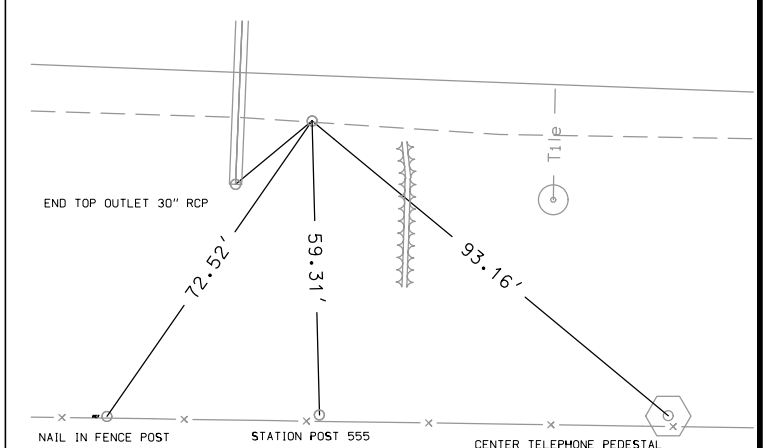
PI STA. 533+05.21
 CP 407 Found PK Nail
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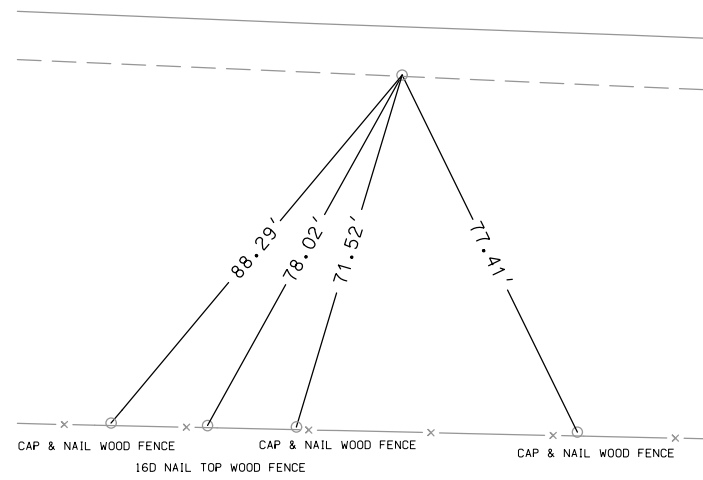
CP STA. 542+06.59, 25.95 Rt.
 CP 121 Found 5/8 Rebar
 N=3647950.9870, E=4275524.6850



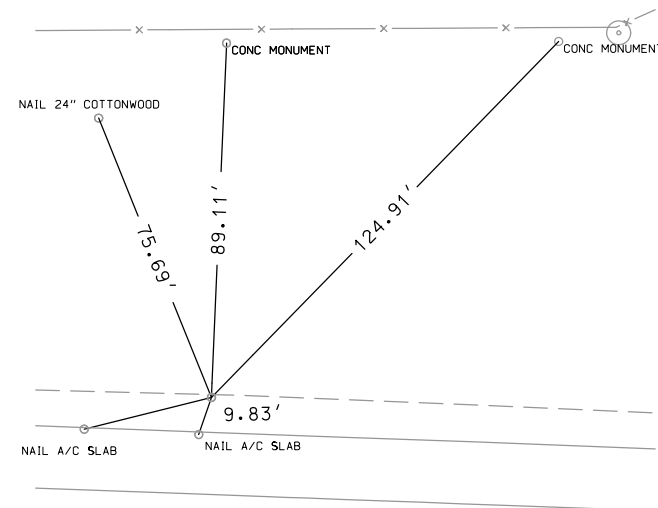
CP STA. 554+93.44, 24.93 Rt.
 CP 21 Found 5/8 Rebar
 N=3647903.2520, E=4276810.6490



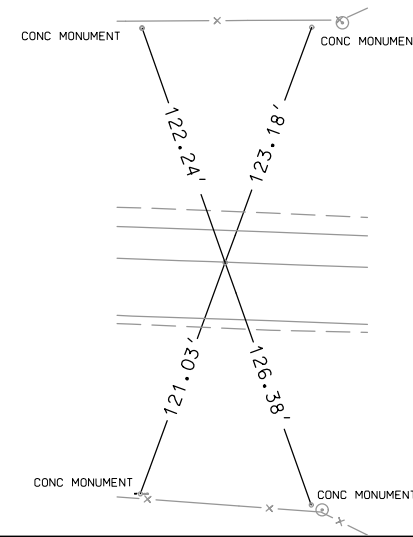
CP STA. 567+47.99, 25.35 Rt.
 CP 122 Found 5/8 Rebar
 N=3647855.3120, E=4278064.2880



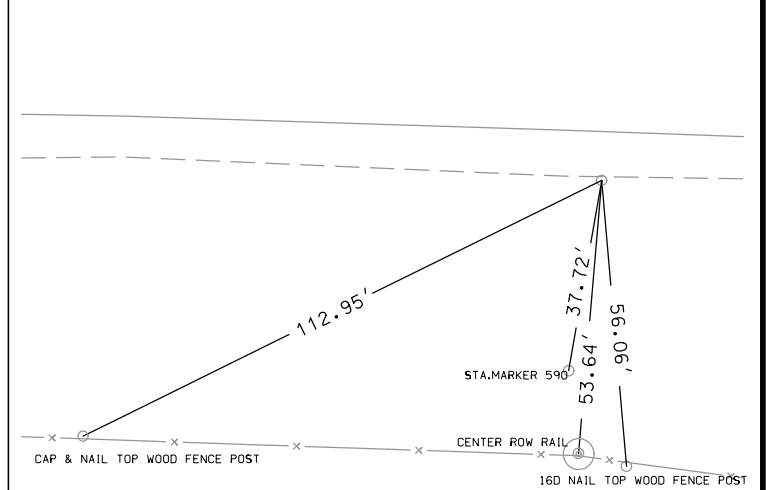
CP STA. 580+03.76, 24.36 Lt.
 CP 22 Found 5/8 Rebar
 N=3647857.5340, E=4279321.0210



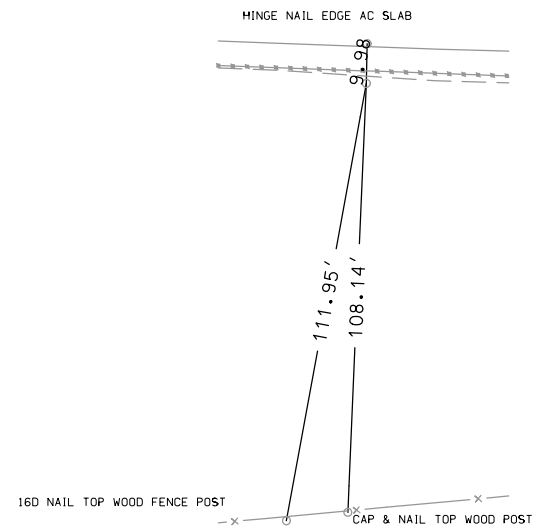
PI STA. 580+49.39.
 CP 408 Found PK Nail
 N=3647831.3460, E=4279365.7130



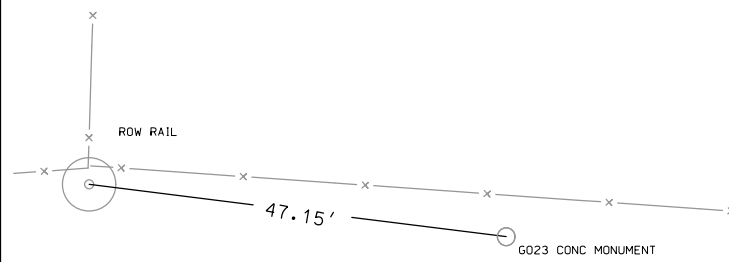
CP STA. 590+07.19, 25.75 Rt.
 CP 123 Found Rebar
 N=3647771.3800, E=4280321.9830



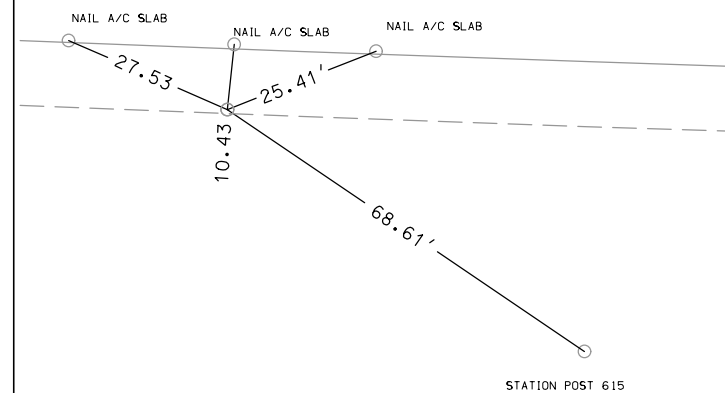
CP STA. 600+02.92, 25.49 Rt.
 CP 124 Found Rebar
 N=3647736.0510, E= 4281317.0850



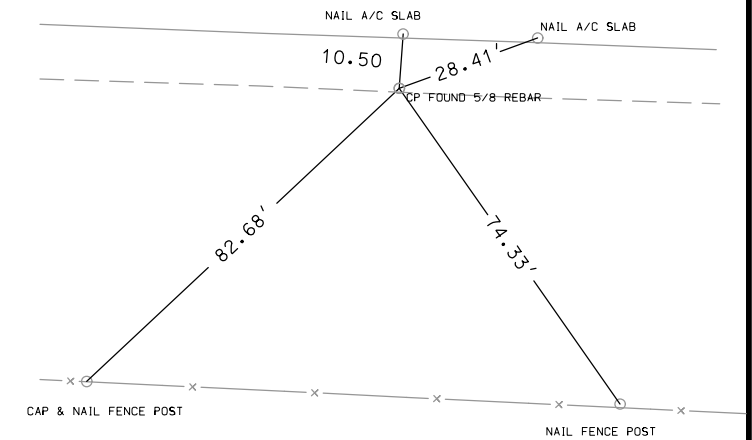
CP STA. 610+00.02, 136.159 Lt.
 CP 23 Found Conc Monument
 N=3647861.9560, E=4282319.3190



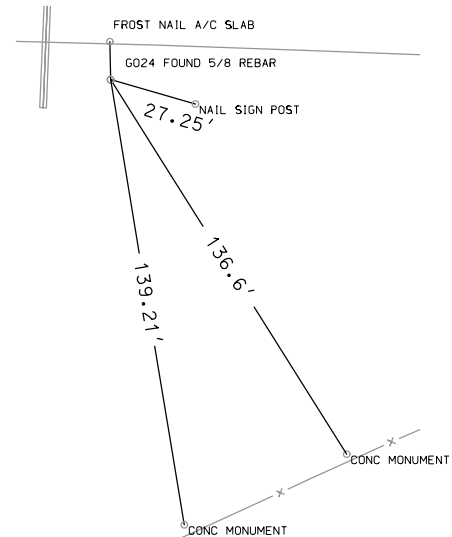
CP STA. 614+45.82, 25.15 Rt.
 CP 125 Found Rebar
 N=3647684.8140, E=4282759.0730



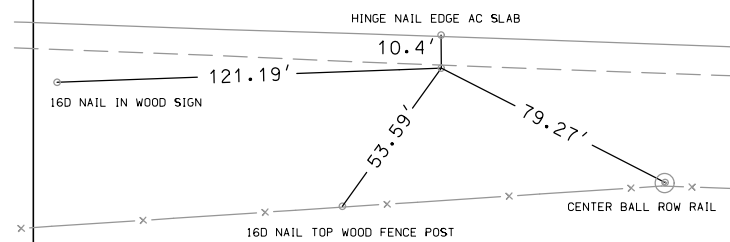
CP STA. 623+33.61, 25.22 Rt.
 CP 126 Found Rebar
 N=3647653.0180, E=4283646.2910



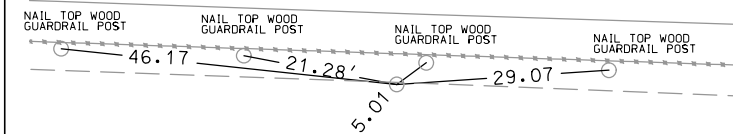
CP STA. 636+44.25, 26.84 Rt.
 CP 24 Found Rebar
 N=3647604.5520, E=4284956.0360



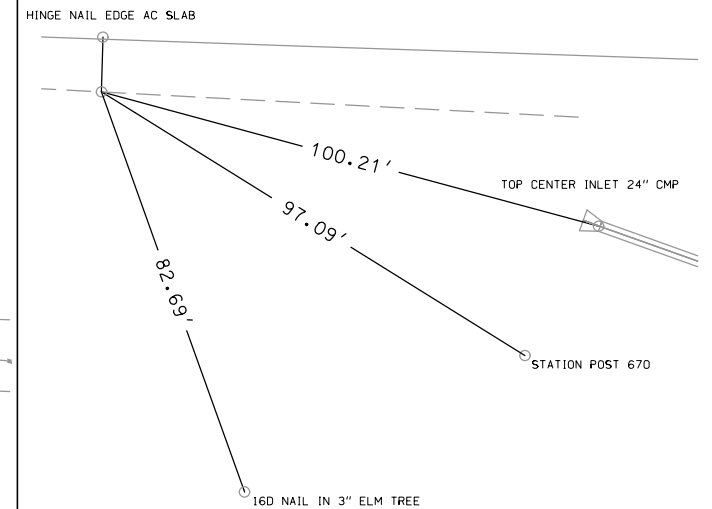
CP STA. 647+32.34, 25.50 Rt.
 CP 127 Found Rebar
 N=3647566.9980, E=4286043.4790

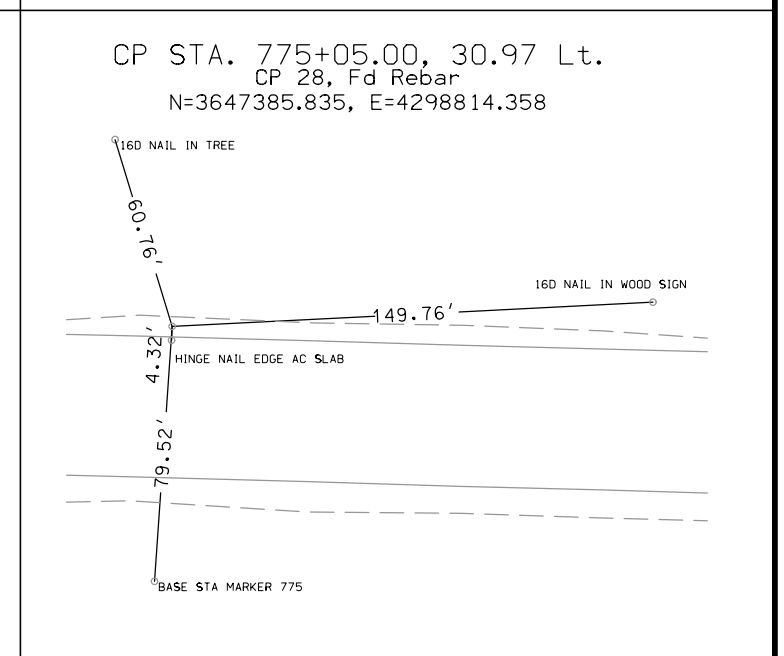
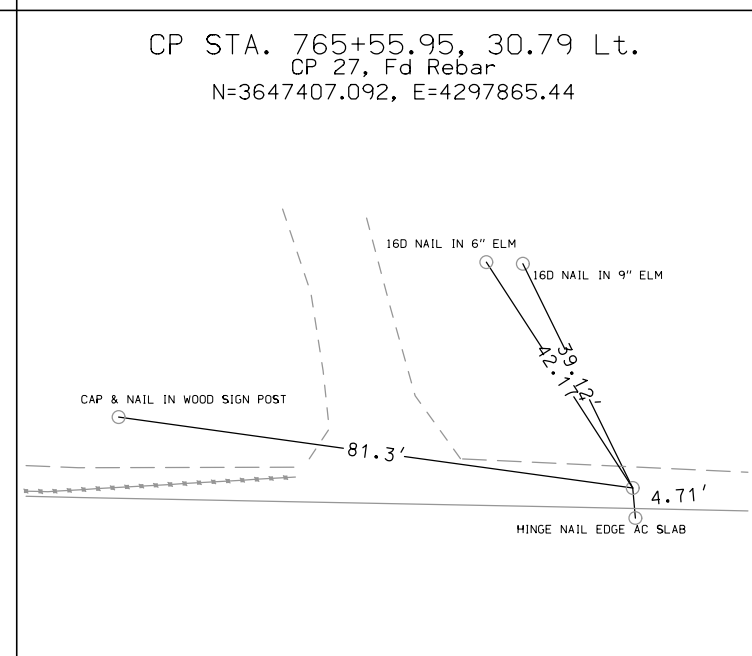
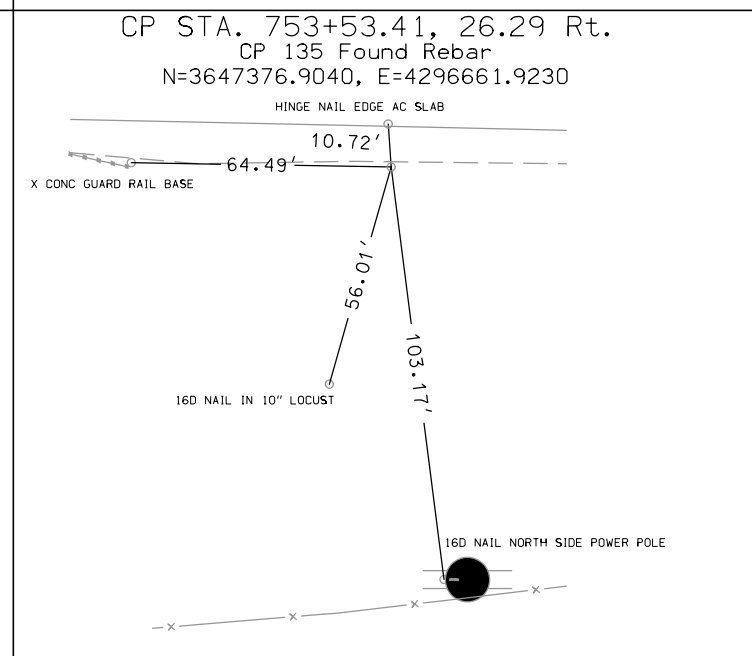
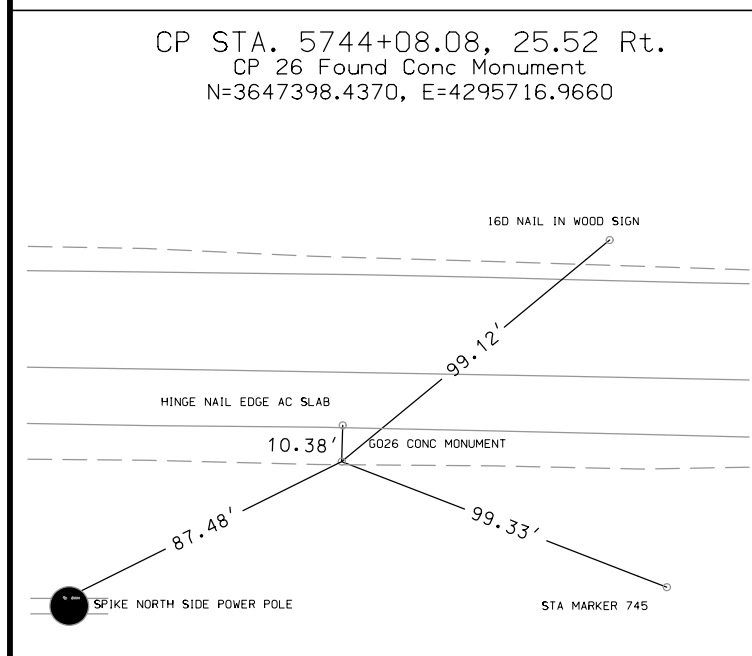
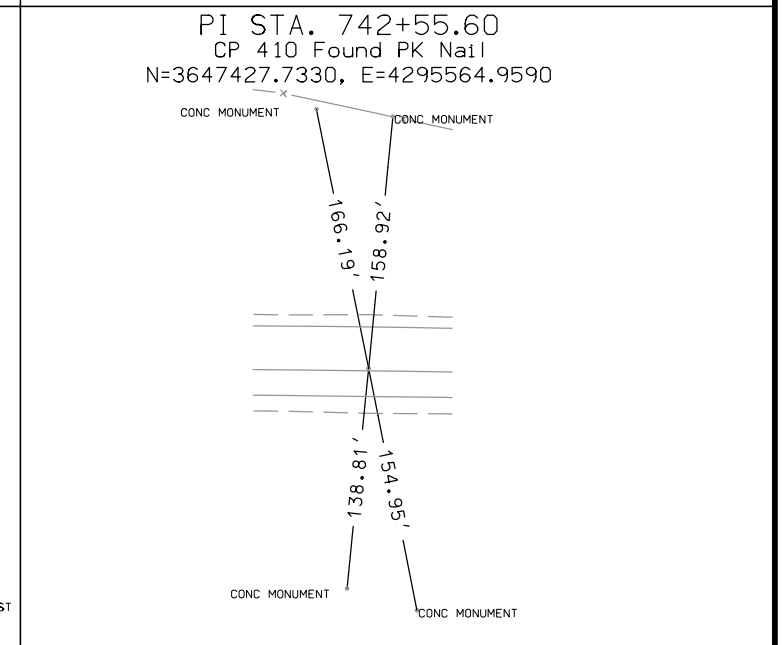
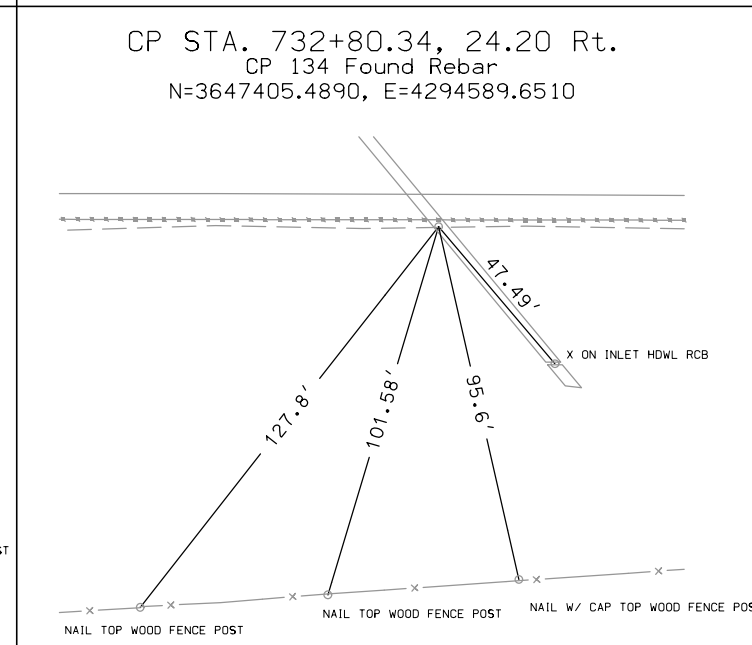
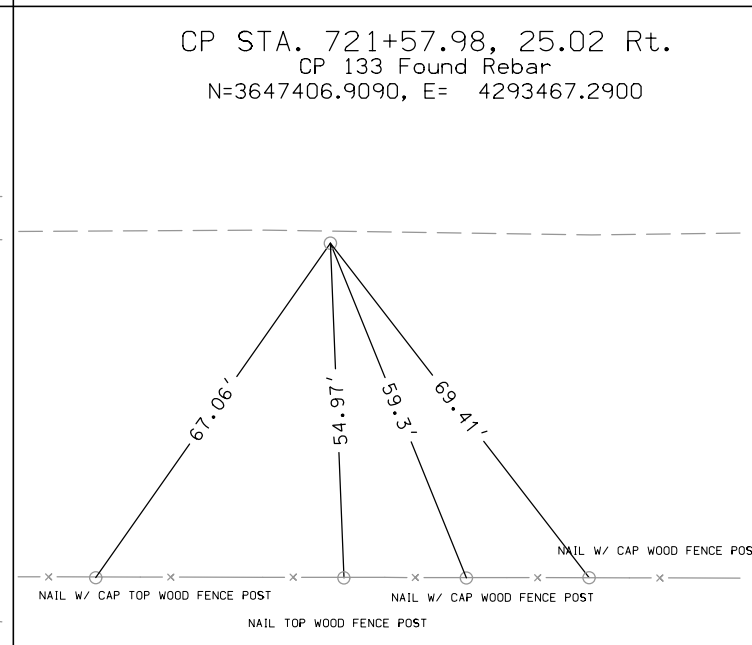
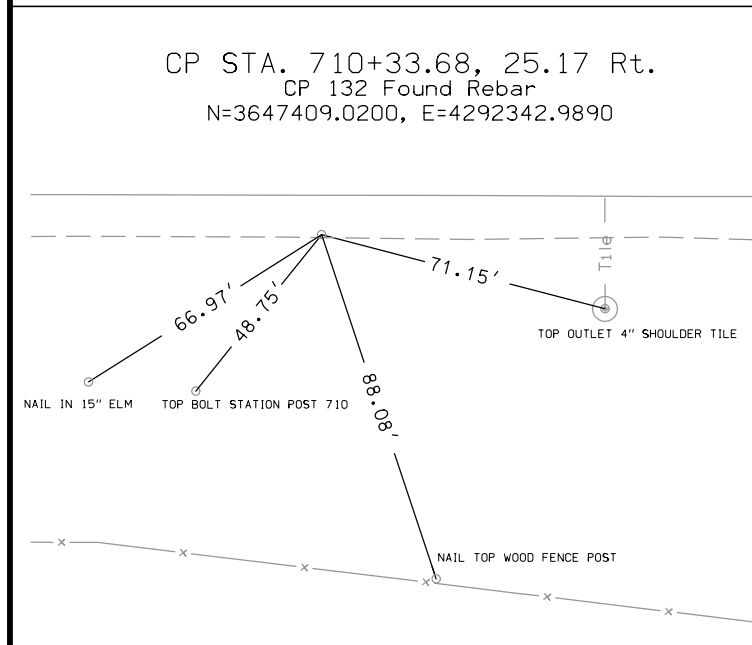
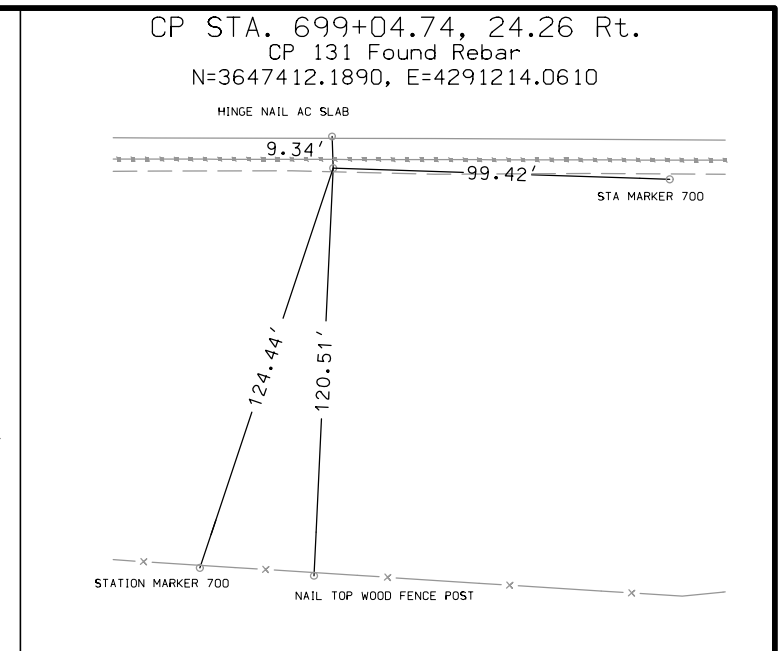
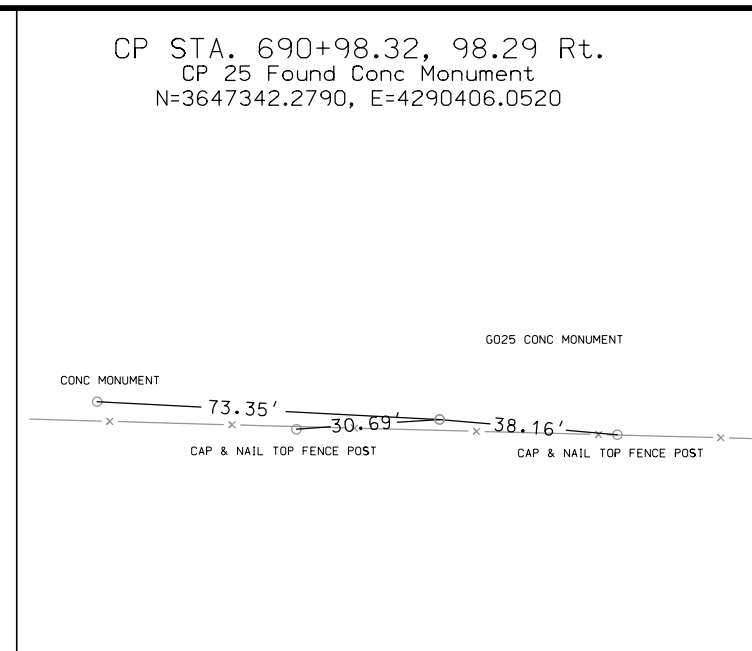
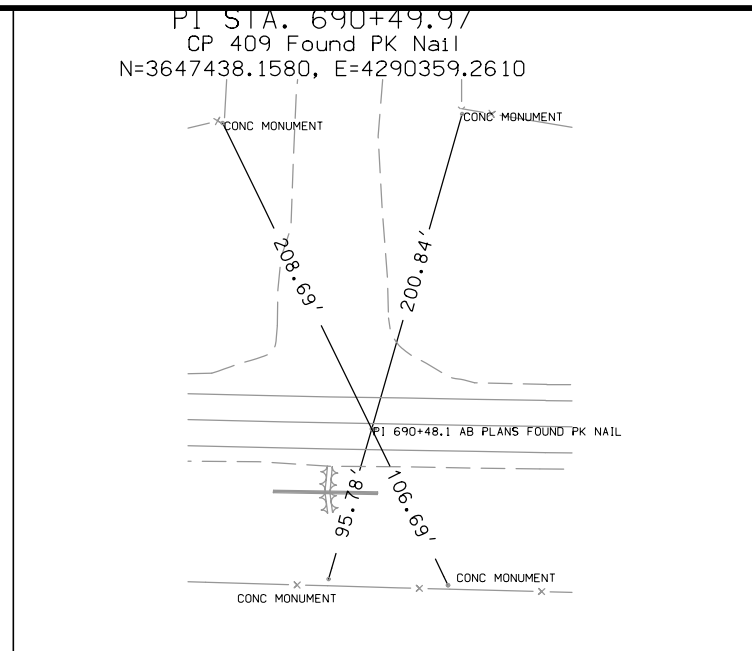
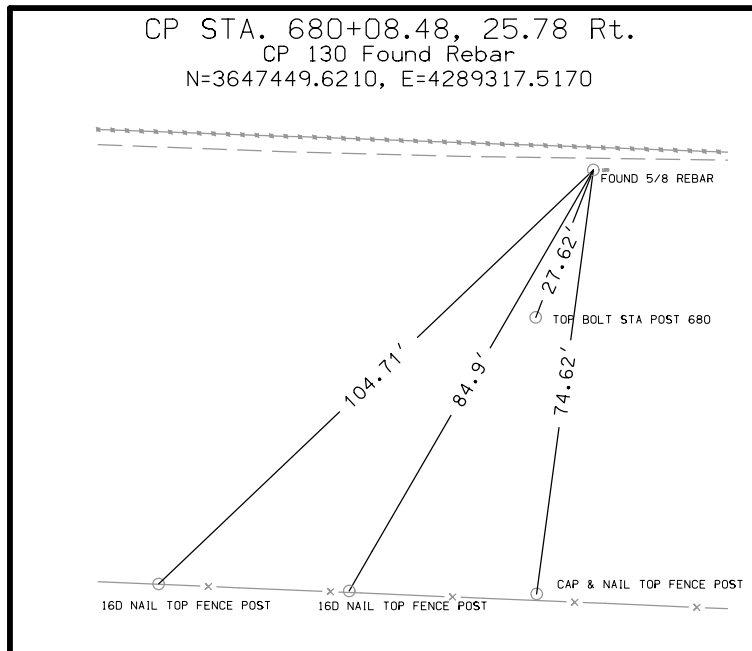


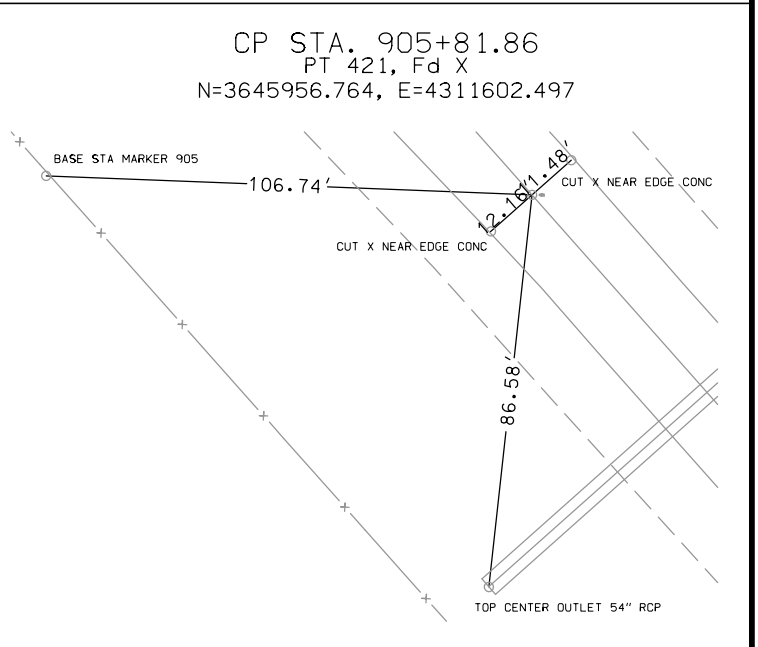
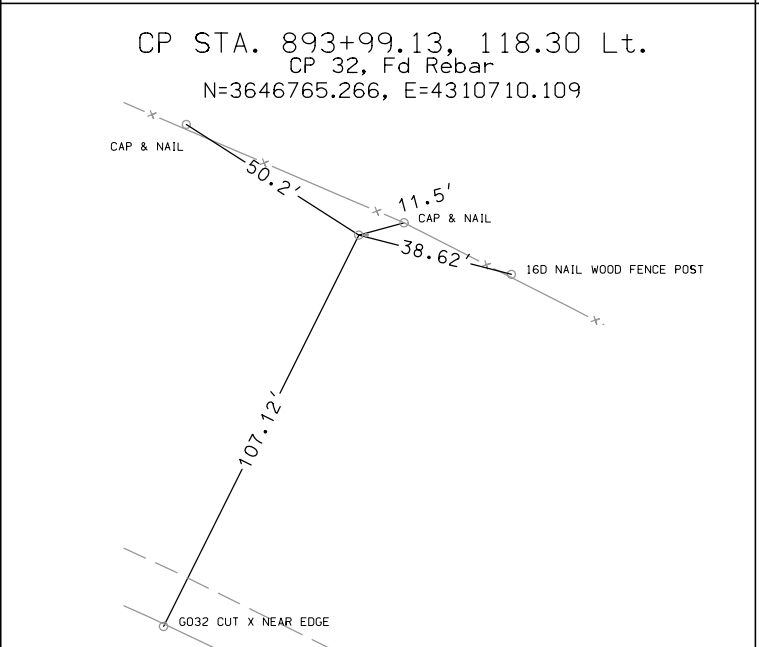
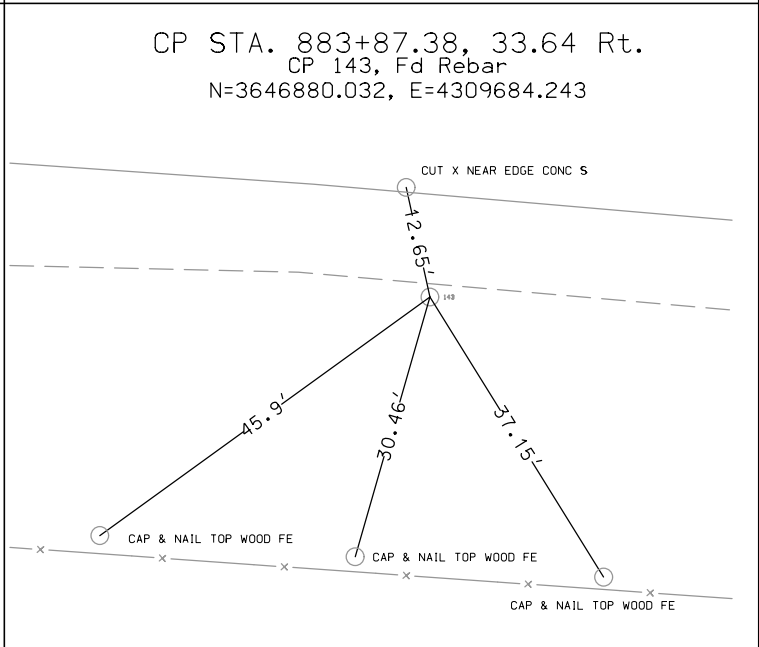
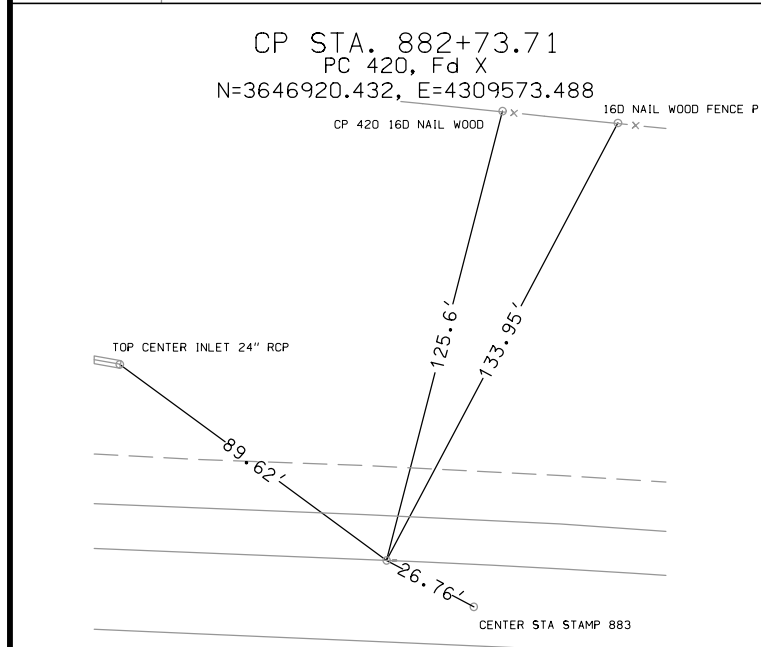
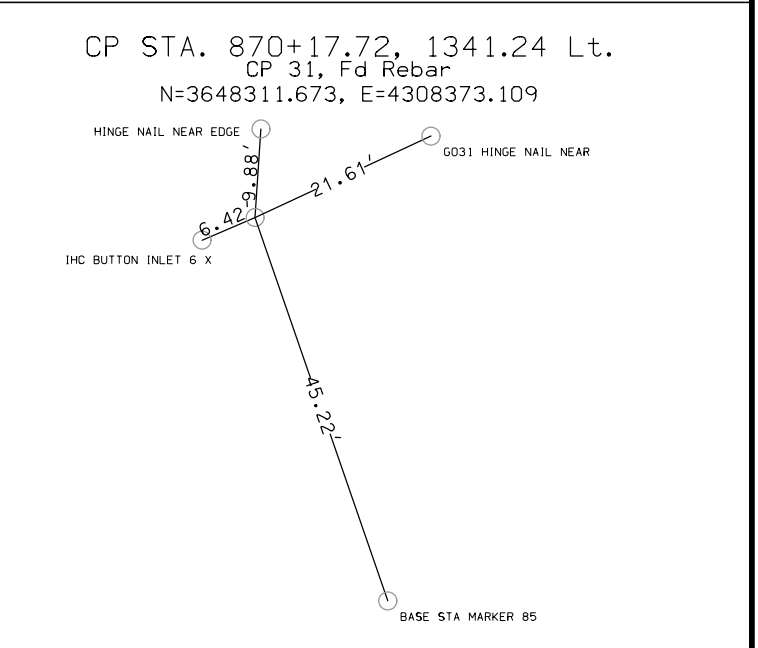
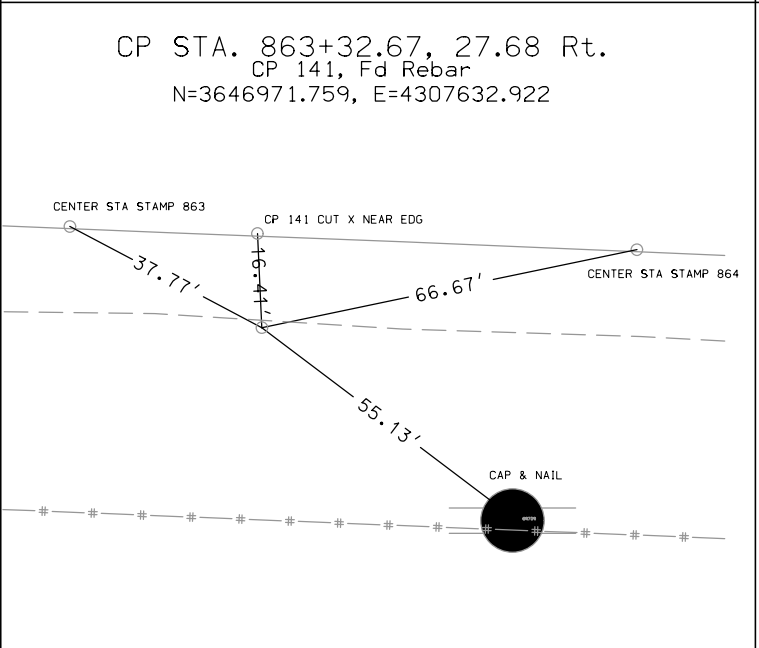
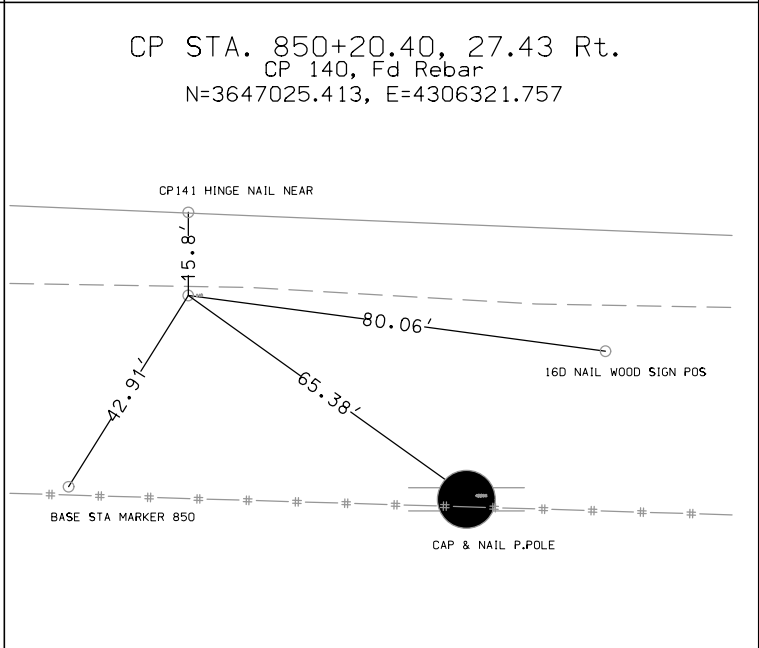
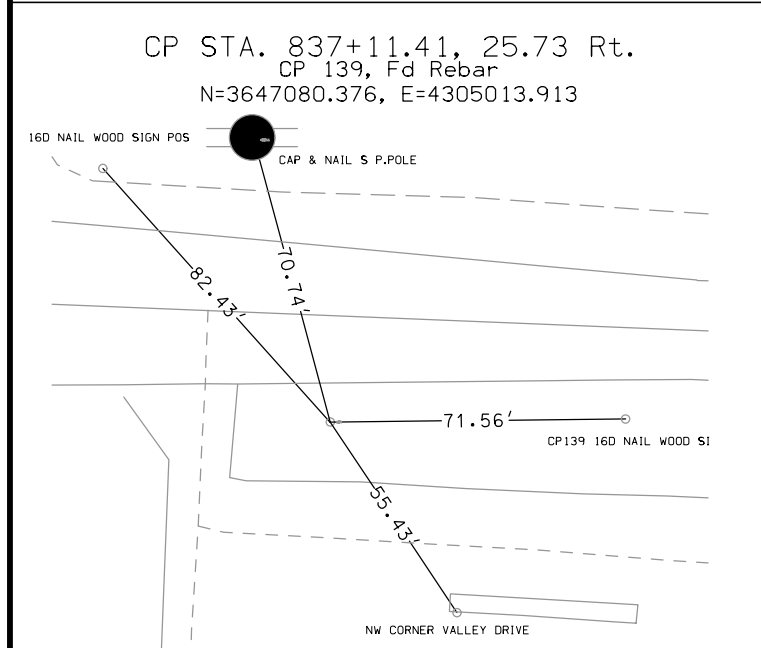
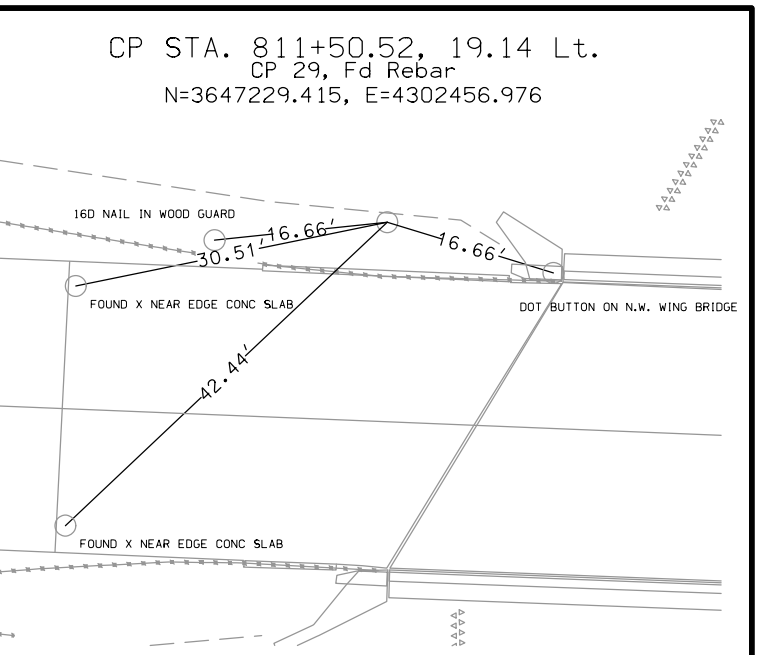
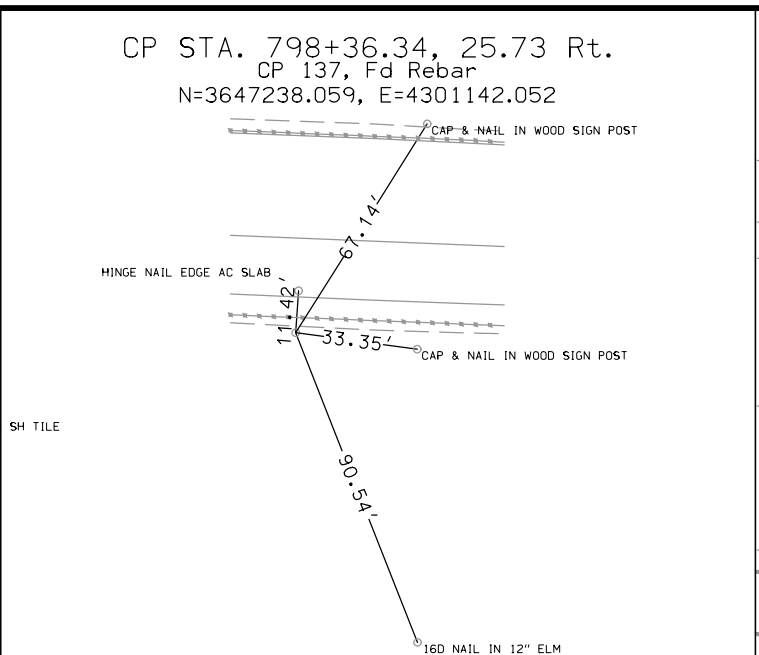
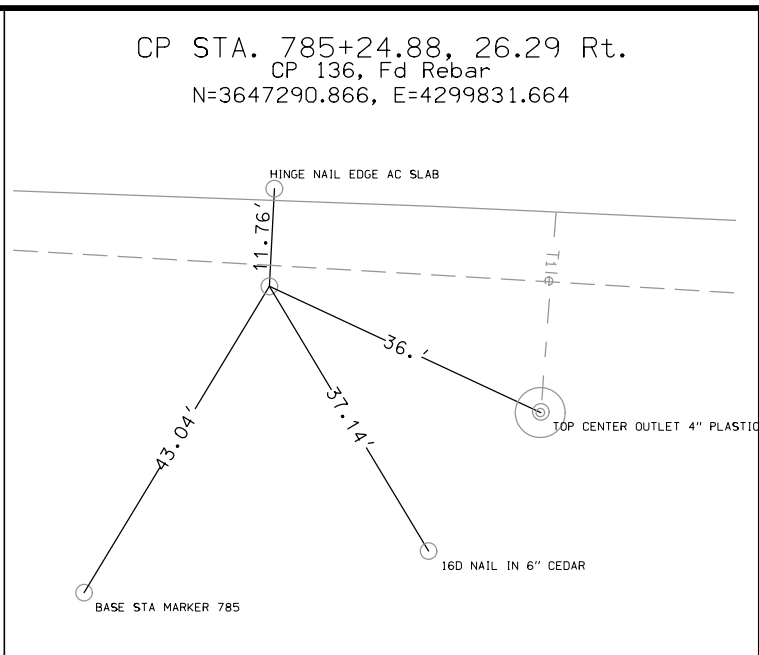
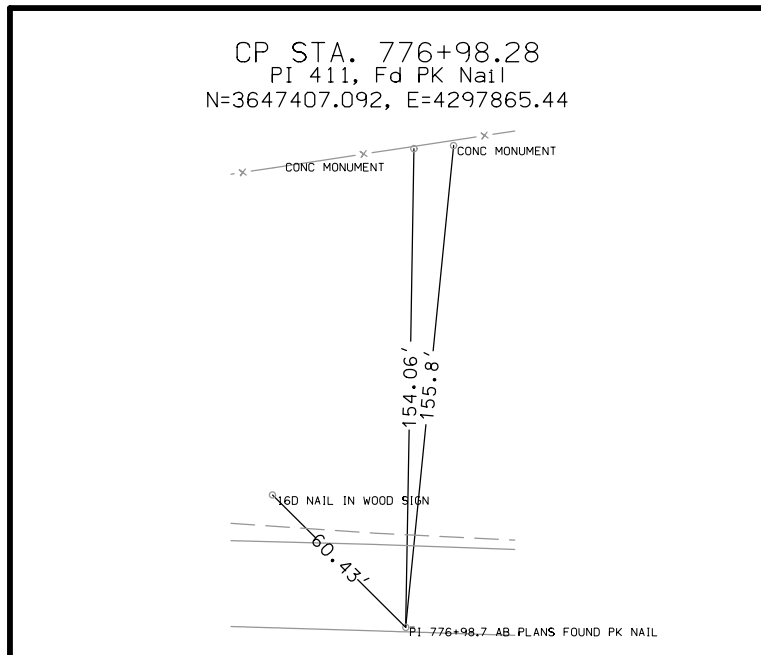
CP STA. 658+22.76, 25.30 Rt.
 CP 128 Found Rebar
 N=3647528.2180, E=4287133.2130

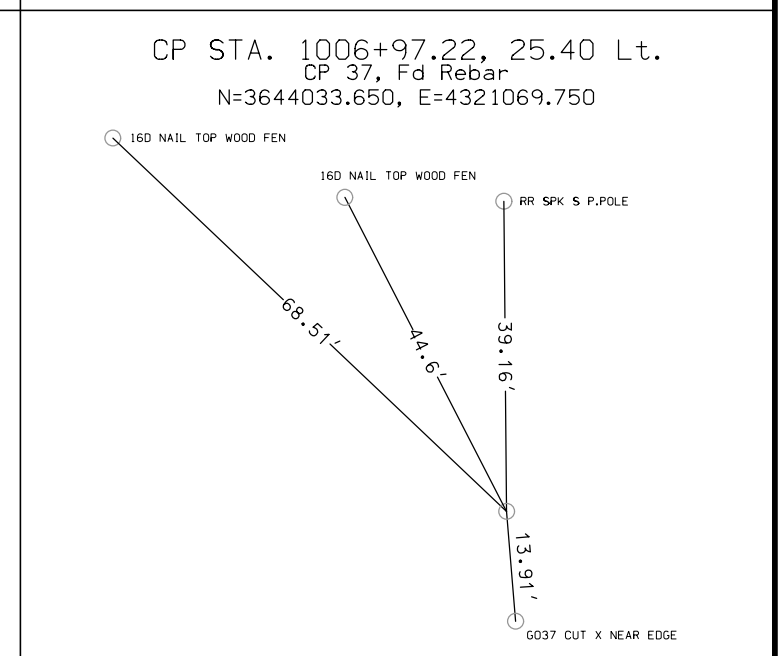
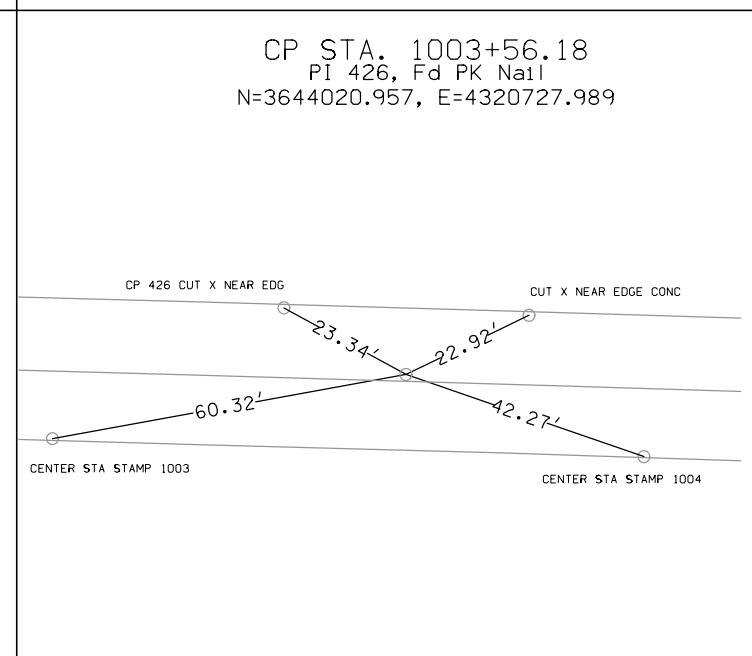
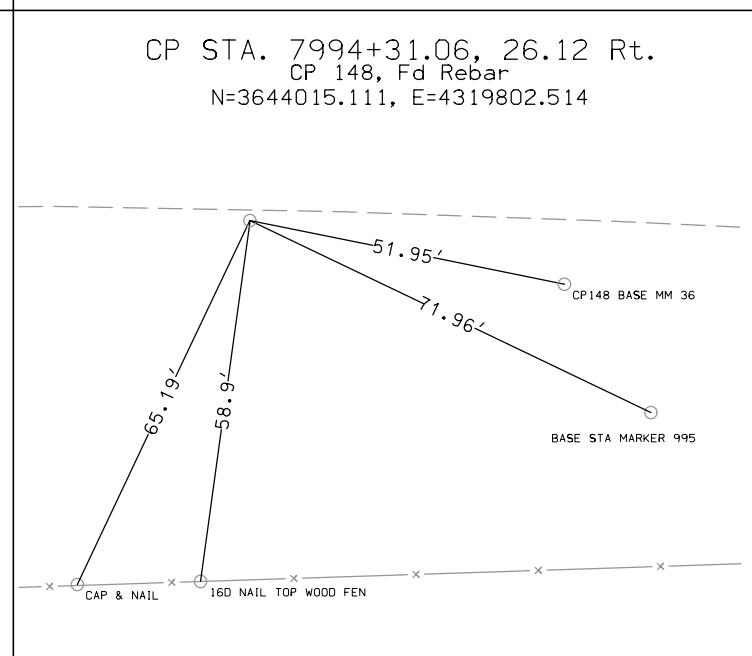
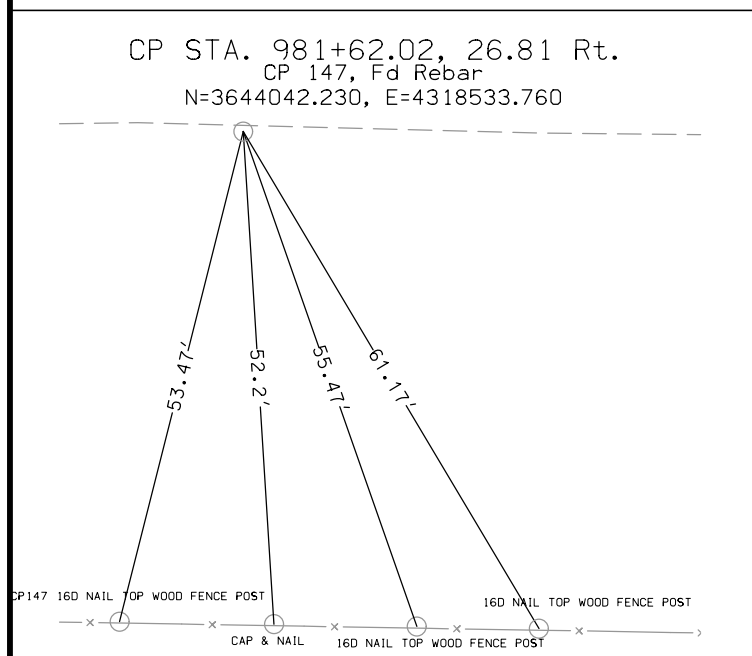
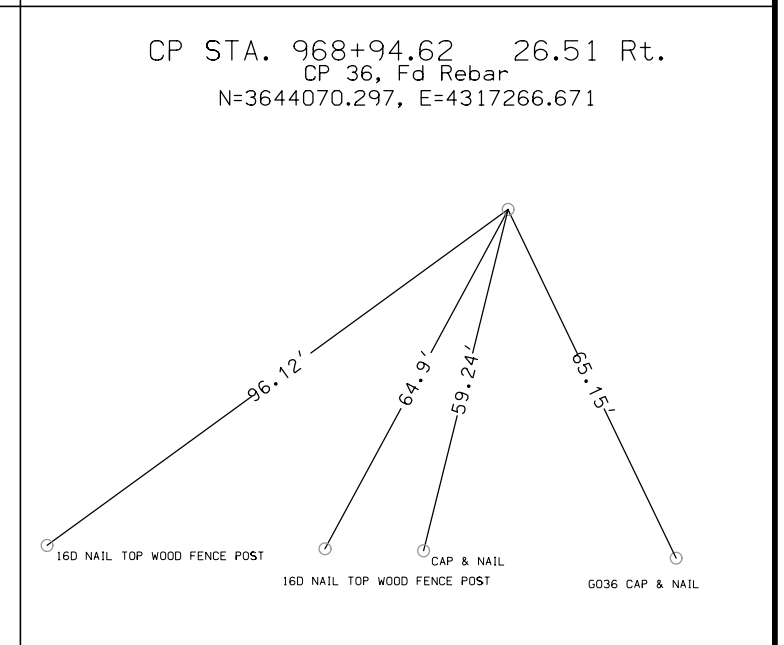
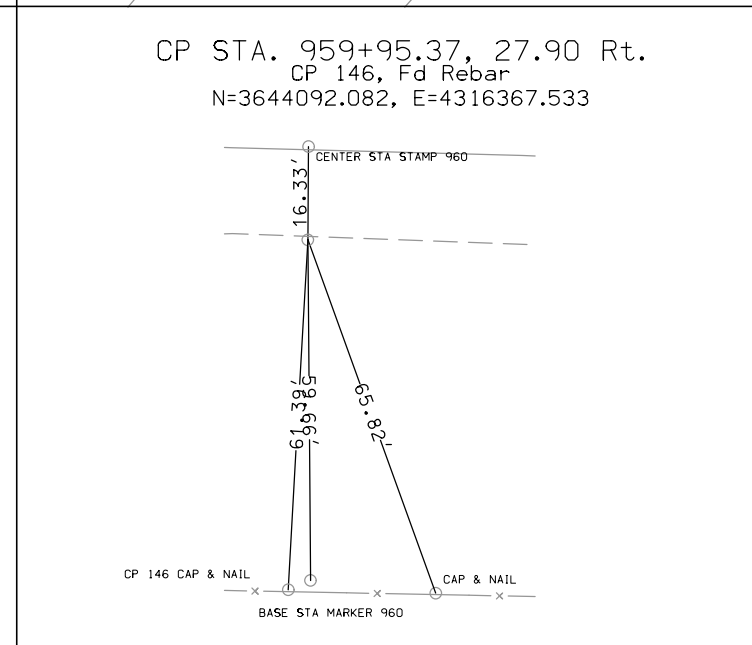
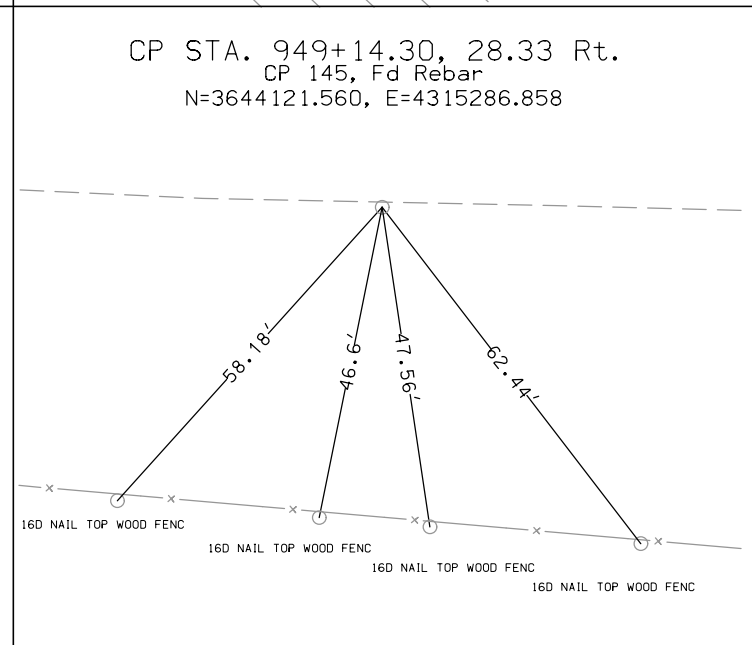
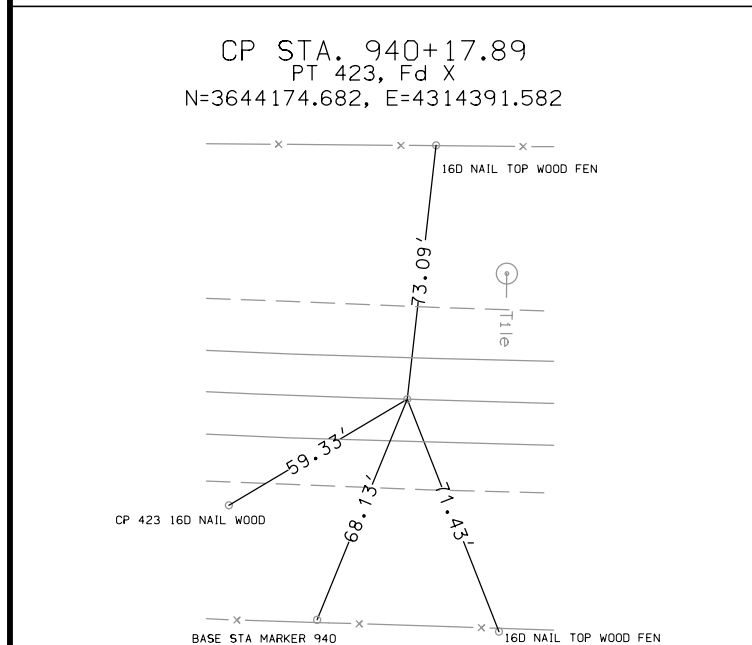
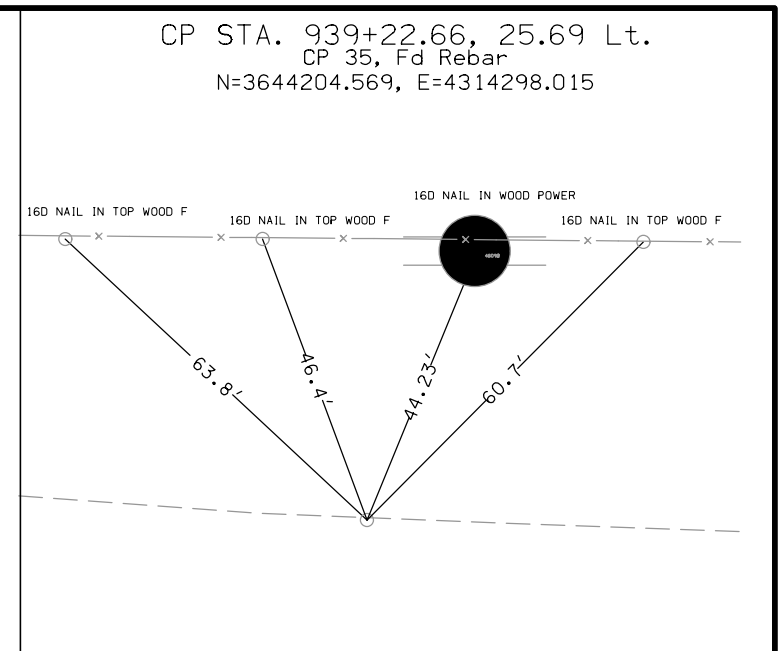
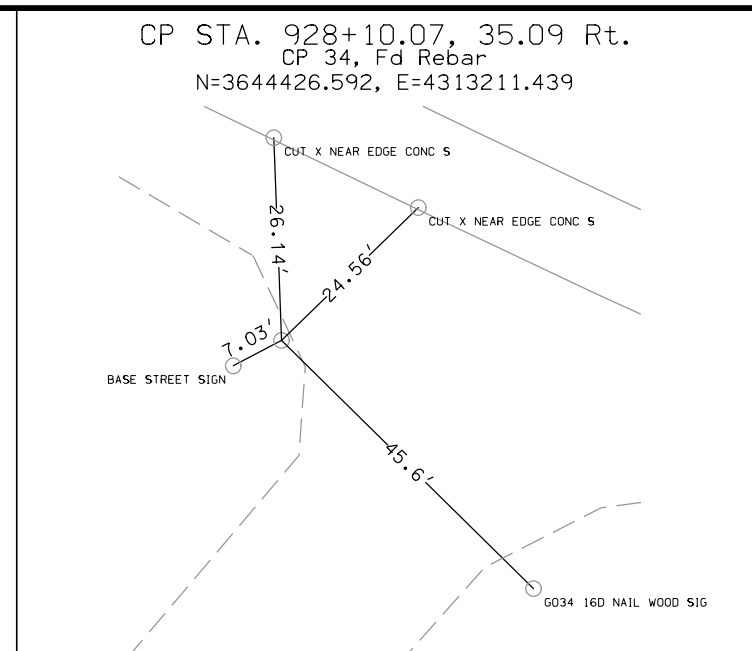
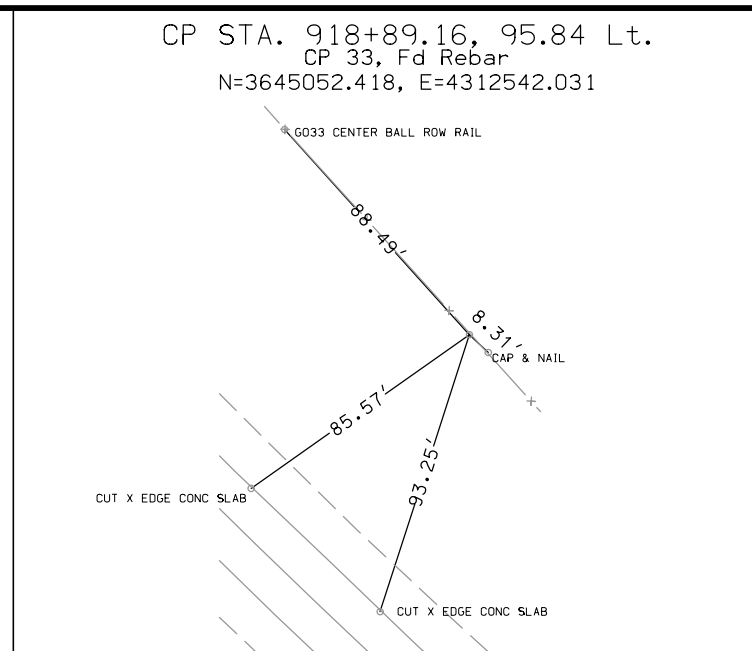
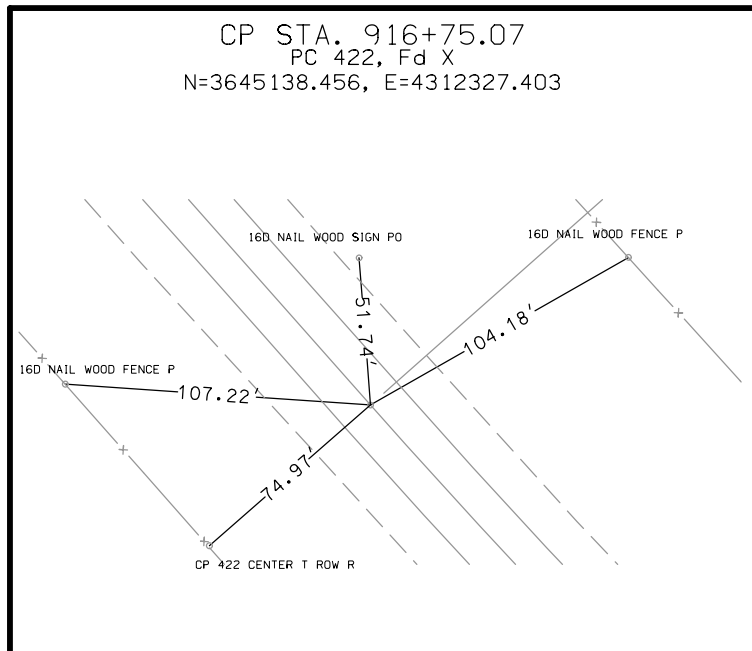


CP STA. 669+14.08, 25.81 Rt.
 CP 129 Found Rebar
 N=3647488.7090, E=4288223.8160









Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Gettings/Dumdei/Gogerty
 ROW #: NHSN-20-1(80)--2R-97
 Plan Date:

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

For Mainline Details Refer to Sheet No. D.2
 For Mainline Details Refer to Sheet No. D.4

Curve Data
 $\Delta = 0^\circ 16' 21.82''$ (LT)
 T = 300.00
 L = 600.00
 R = 126,050.48
 E = 0.36

Arlington TWP.
 T-89N R-44
 SEC. 35

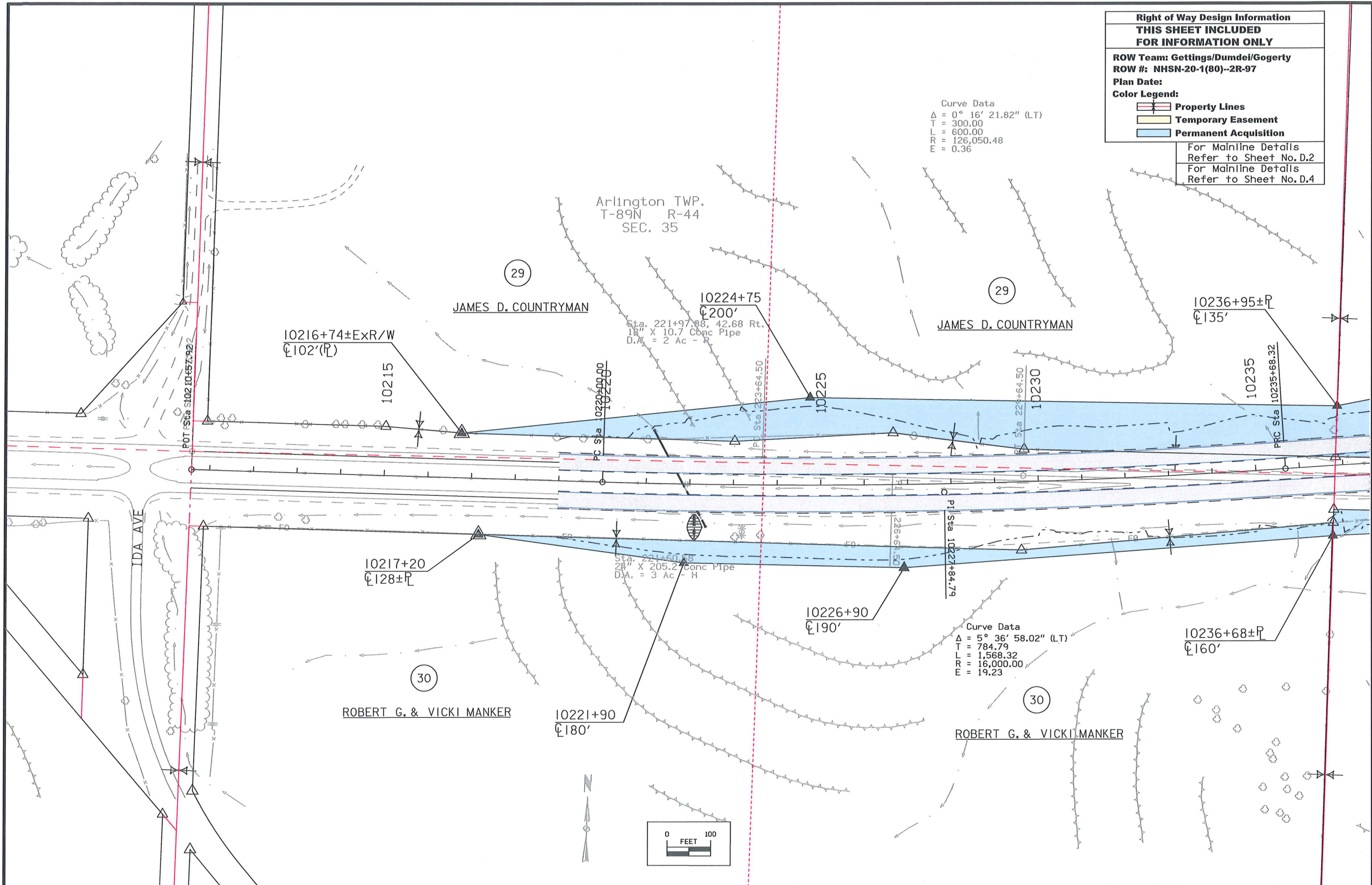
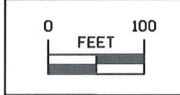
JAMES D. COUNTRYMAN

JAMES D. COUNTRYMAN

ROBERT G. & VICKI MANKER

ROBERT G. & VICKI MANKER

IDA AVE



Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Gettings/Dumdel/Gogerty
 ROW #: NHSN-20-1(80)-2R-97
 Plan Date:
 Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

For Mainline Details Refer to Sheet No.D.4
 For Mainline Details Refer to Sheet No.D.8

Arlington TWP.
 T-89N R-44
 SEC. 35
 (31)
 SHAWNA R. FEDDERSEN

(31)
 24" X 68.4 C.M.P.
 SHAWNA R. FEDDERSEN

24" X 34.4 C.M.P.
 10264+00
 175'
 +61 Prop. Type "C" Ent. Rt.
 18" Conc Pipe
 24.9
 Sta. 263+32.63,
 36" X 61.3 Conc
 D.A. = 15 Ac

Curve Data
 $\Delta = 5^\circ 20' 32.31''$ (RT)
 T = 746.47
 L = 1,491.85
 R = 16,000.00
 E = 17.40

10254+05±ExR/W
 190'(ExCorner)

10263+07±P
 175'

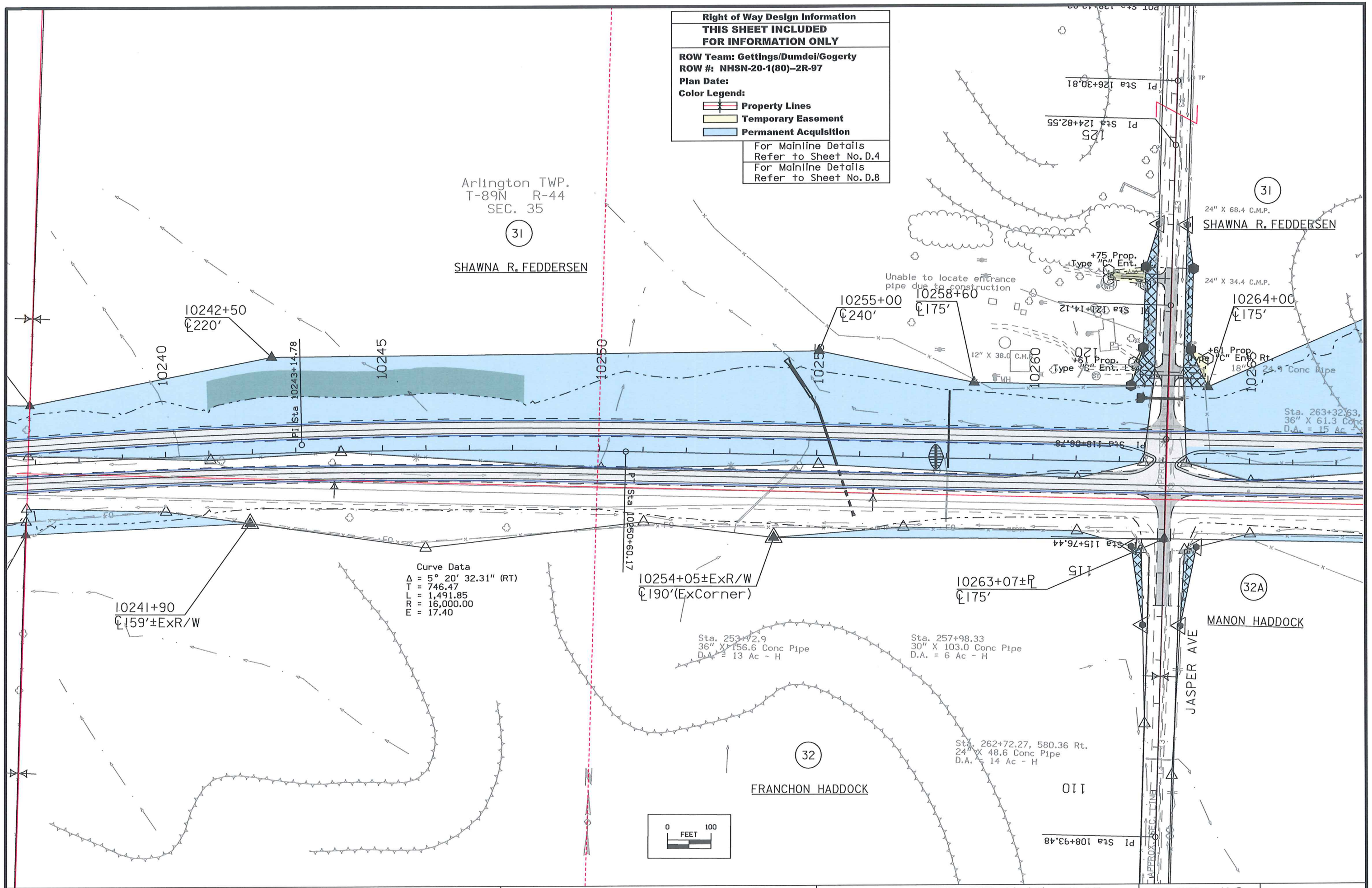
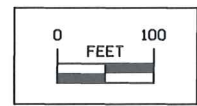
(32A)
 MANON HADDOCK

Sta. 253+72.9
 36" X 156.6 Conc Pipe
 D.A. = 13 Ac - H

Sta. 257+98.33
 30" X 103.0 Conc Pipe
 D.A. = 6 Ac - H

Sta. 262+72.27, 580.36 Rt.
 24" X 48.6 Conc Pipe
 D.A. = 14 Ac - H

(32)
 FRANCHON HADDOCK

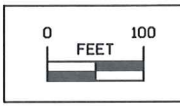
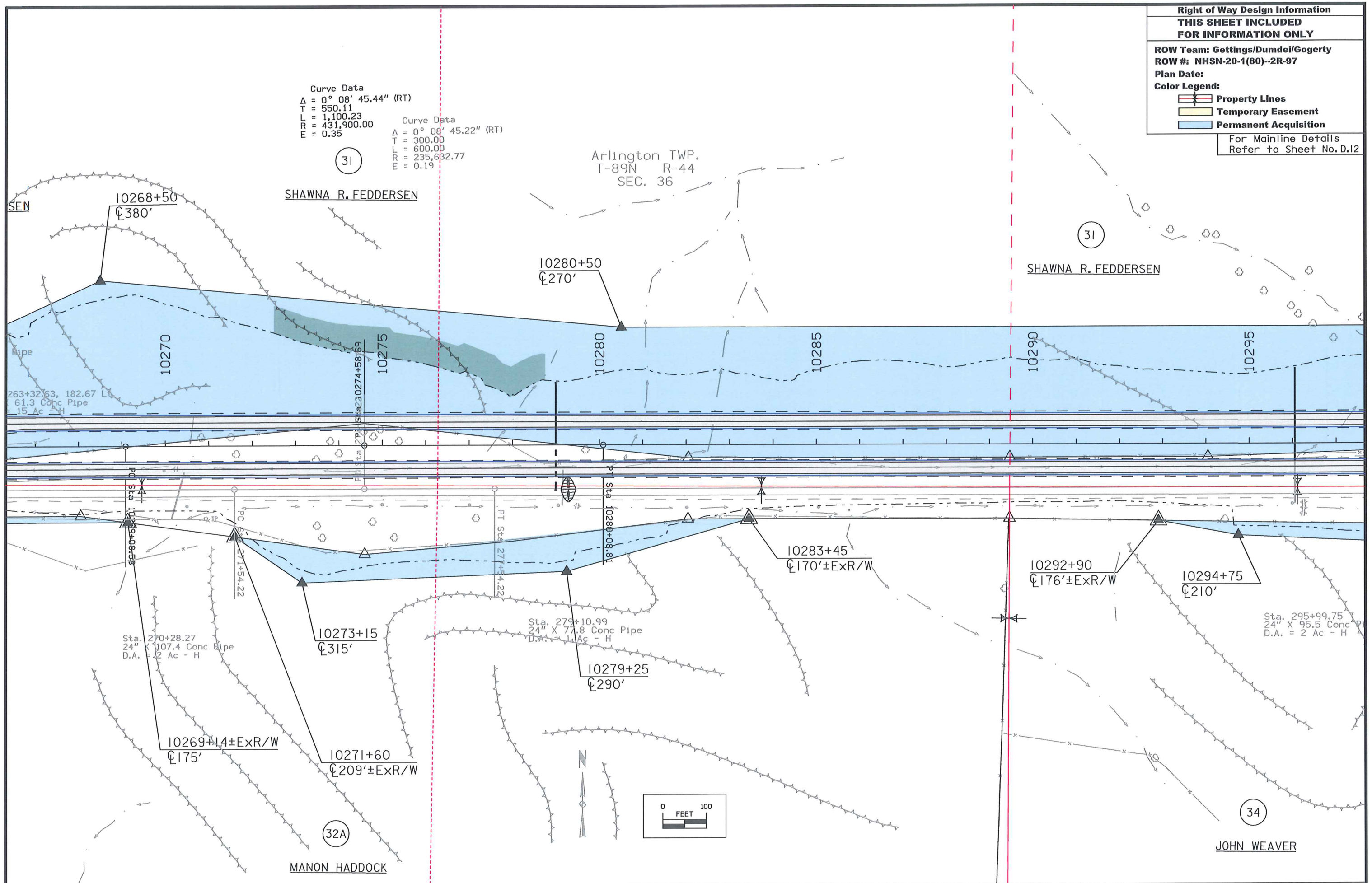


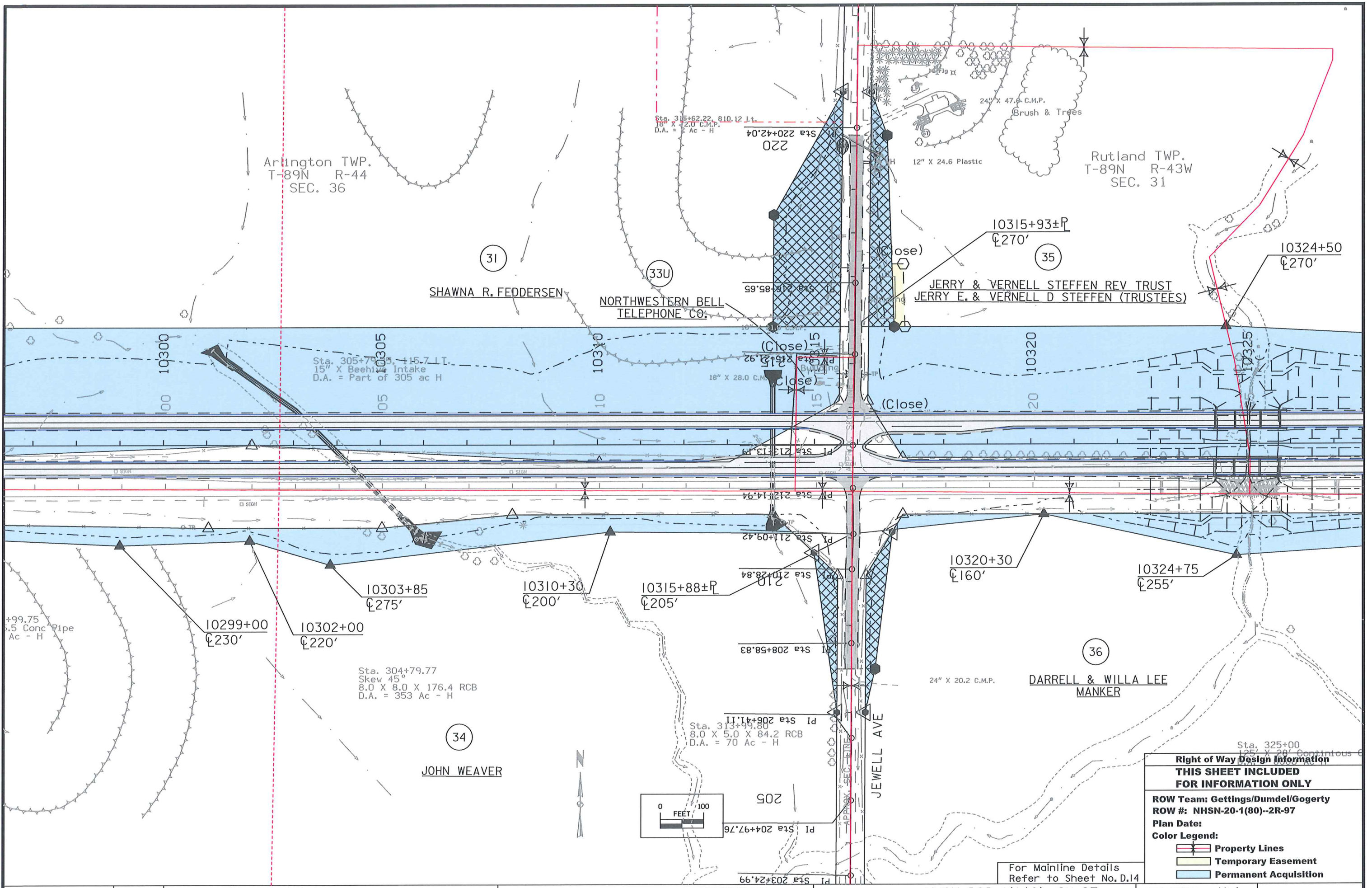
Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY
 ROW Team: Gettings/Dumdel/Gogerty
 ROW #: NHSN-20-1(80)-2R-97
 Plan Date:
 Color Legend:
 [Red Line] Property Lines
 [Yellow Area] Temporary Easement
 [Blue Area] Permanent Acquisition

For Mainline Details
 Refer to Sheet No. D.12

Curve Data
 $\Delta = 0^\circ 08' 45.44''$ (RT)
 $T = 550.11$
 $L = 1,100.23$
 $R = 431,900.00$
 $E = 0.35$

Curve Data
 $\Delta = 0^\circ 08' 45.22''$ (RT)
 $T = 300.00$
 $L = 600.00$
 $R = 235,692.77$
 $E = 0.19$





Arlington TWP.
T-89N R-44
SEC. 36

Rutland TWP.
T-89N R-43W
SEC. 31

SHAWNA R. FEDDERSEN

NORTHWESTERN BELL
TELEPHONE CO.

JERRY & VERNELL STEFFEN REV TRUST
JERRY E. & VERNELL D STEFFEN (TRUSTEES)

DARRELL & WILLA LEE
MANKER

JOHN WEAVER

JEWELL AVE

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

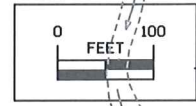
ROW Team: Gettings/Dumdel/Gogerty
ROW #: NHSN-20-1(80)--2R-97

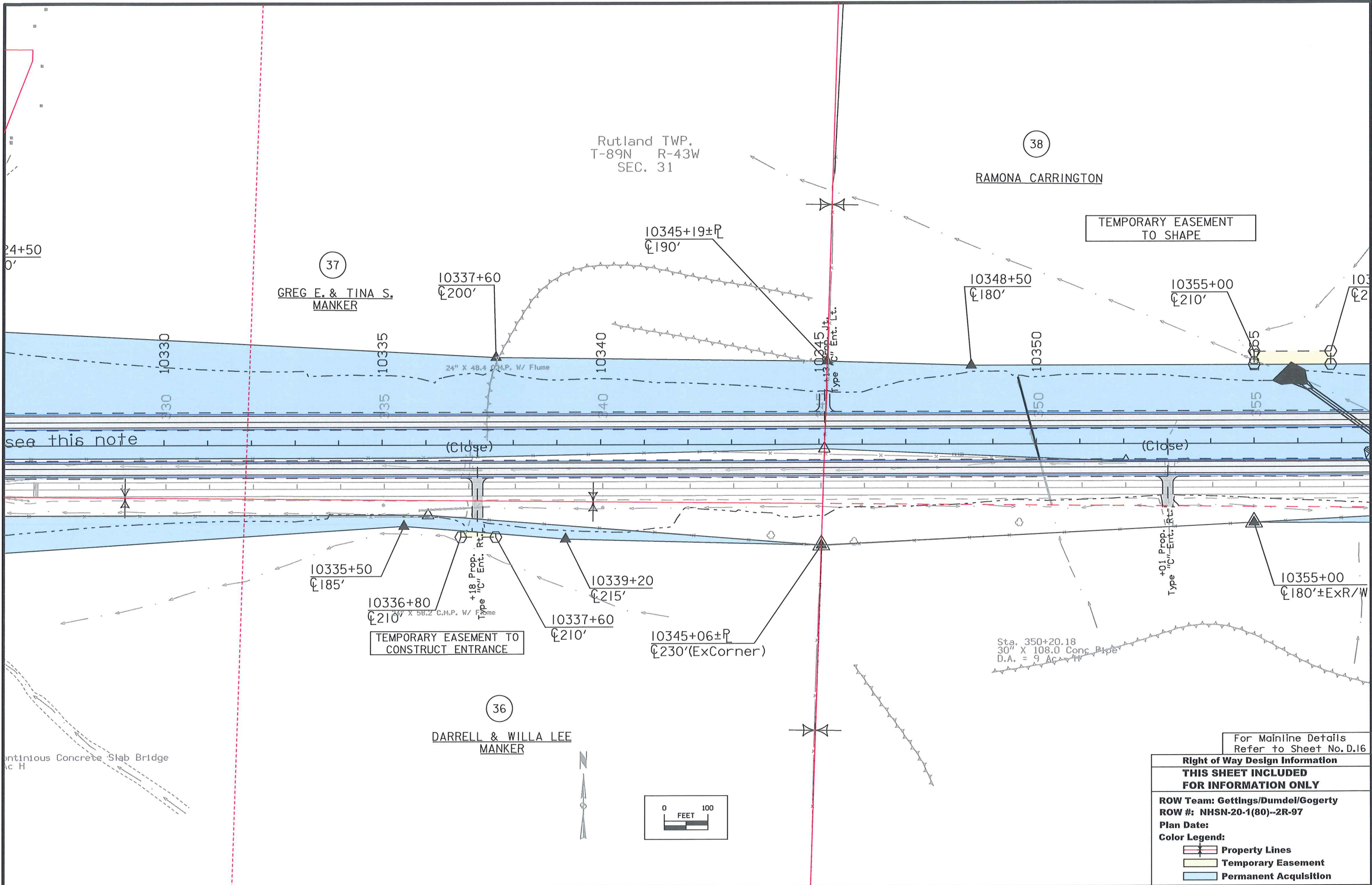
Plan Date:

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

For Mainline Details
Refer to Sheet No. D.14





Rutland TWP.
T-89N R-43W
SEC. 31

38

RAMONA CARRINGTON

37
GREG E. & TINA S.
MANKER

TEMPORARY EASEMENT
TO SHAPE

10344+50
0'

10337+60
C200'

10345+19±P
C190'

10348+50
C180'

10355+00
C210'

10355+00
C210'

10330
130

10335
135

10340
140

10350
150

10355
155

see this note

(Close)

(Close)

10335+50
C185'

10336+80
C210'

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

+18 Prop. Ent. Rt.
Type "C" Ent. Rt.

10339+20
C215'

10337+60
C210'

10345+06±P
C230'(ExCorner)

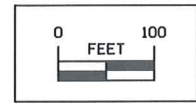
+01 Prop. Ent. Rt.
Type "C" Ent. Rt.

10355+00
C180'±ExR/W

Sta. 350+20.18
30" X 108.0 Conc Pipe
D.A. = 9' Ac

Continuous Concrete Slab Bridge
ac H

36
DARRELL & WILLA LEE
MANKER



For Mainline Details
Refer to Sheet No. D.16

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdei/Gogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

Rutland TWP.
T-89N R-43W
SEC. 31

Rutland TWP.
T-89N R-43W
SEC. 32

RAMONA CARRINGTON

MAE BELLE BAKER (LE)
LINDA TIETSORT, ROBERT BAKER,
GAYLEN BAKER, JULIE WALLING
& LONNY BAKER (REM)

RAMONA CARRINGTON

RUBY P. GERNHART

TEMPORARY EASEMENT TO
FILL WELL

For Mainline Details
Refer to Sheet No. D.18

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

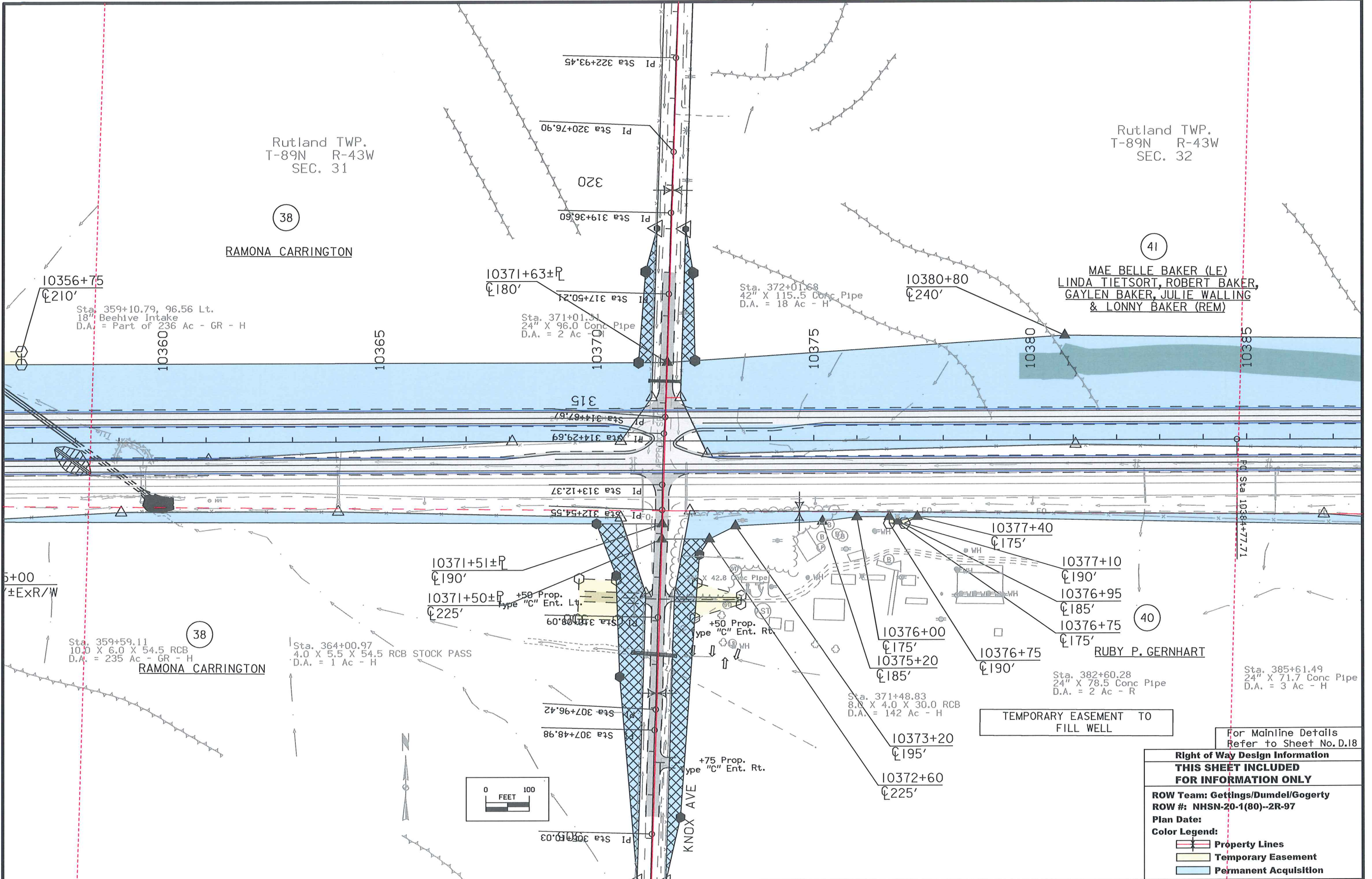
ROW Team: Gettings/Dumdel/Gogerty

ROW #: NHSN-20-1(80)--2R-97

Plan Date:

Color Legend:

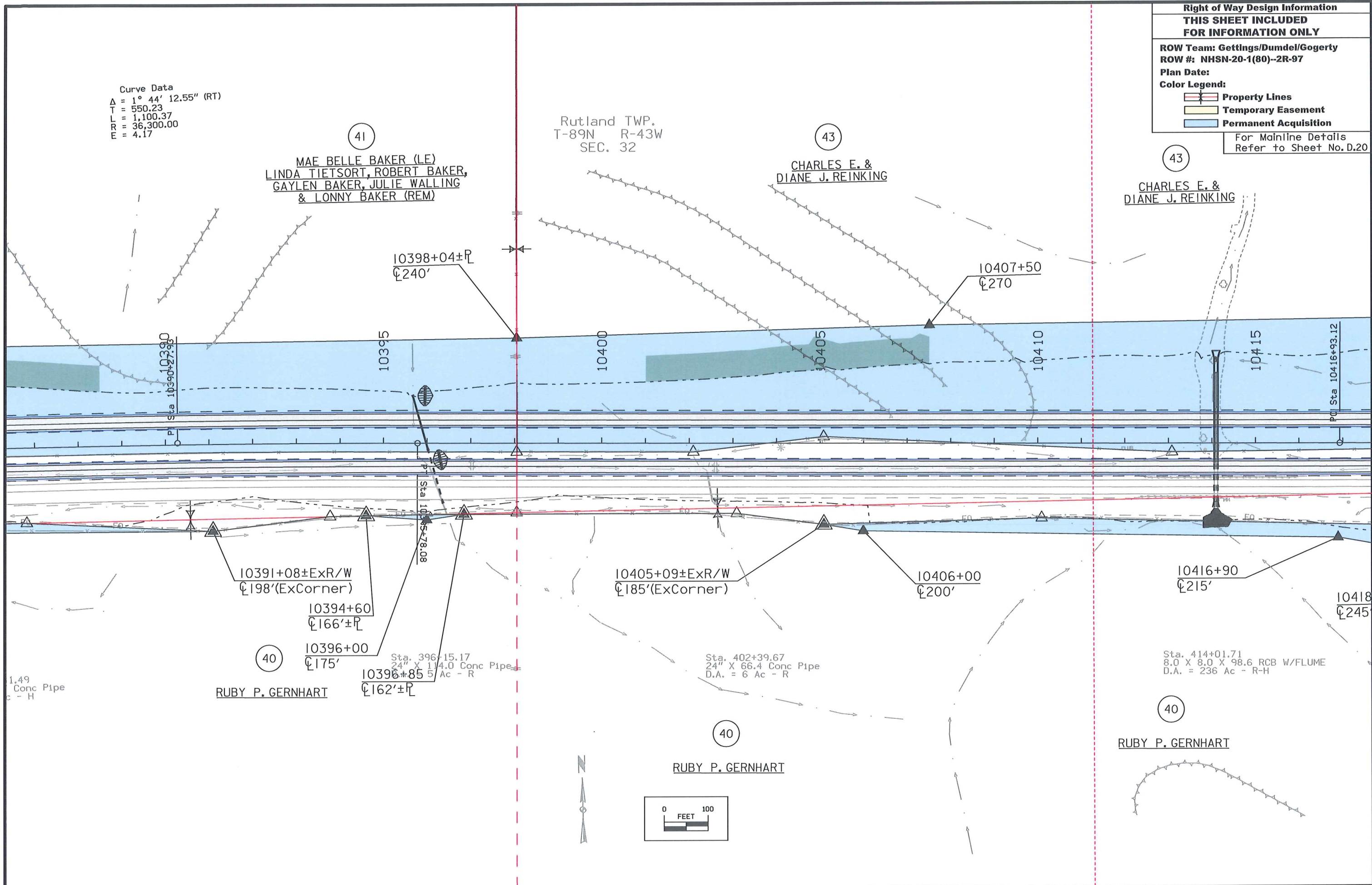
-  Property Lines
-  Temporary Easement
-  Permanent Acquisition



Curve Data
 $\Delta = 1^\circ 44' 12.55''$ (RT)
 $T = 550.23$
 $L = 1,100.37$
 $R = 36,300.00$
 $E = 4.17$

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY
 ROW Team: Gettings/Dumdel/Gogerty
 ROW #: NHSN-20-1(80)--2R-97
 Plan Date:
 Color Legend:
 Property Lines
 Temporary Easement
 Permanent Acquisition

For Mainline Details
 Refer to Sheet No. D.20



43
 CHARLES E. &
 DIANE J. REINKING

Rutland TWP.
 T-89N R-43W
 SEC. 32

Curve Data
 $\Delta = 1^\circ 24' 25.06''$ (LT)
 $T = 550.08'$
 $L = 1,100.11'$
 $R = 44,800.00'$
 $E = 3.38'$

Rutland TWP.
 T-89N R-43W
 SEC. 33

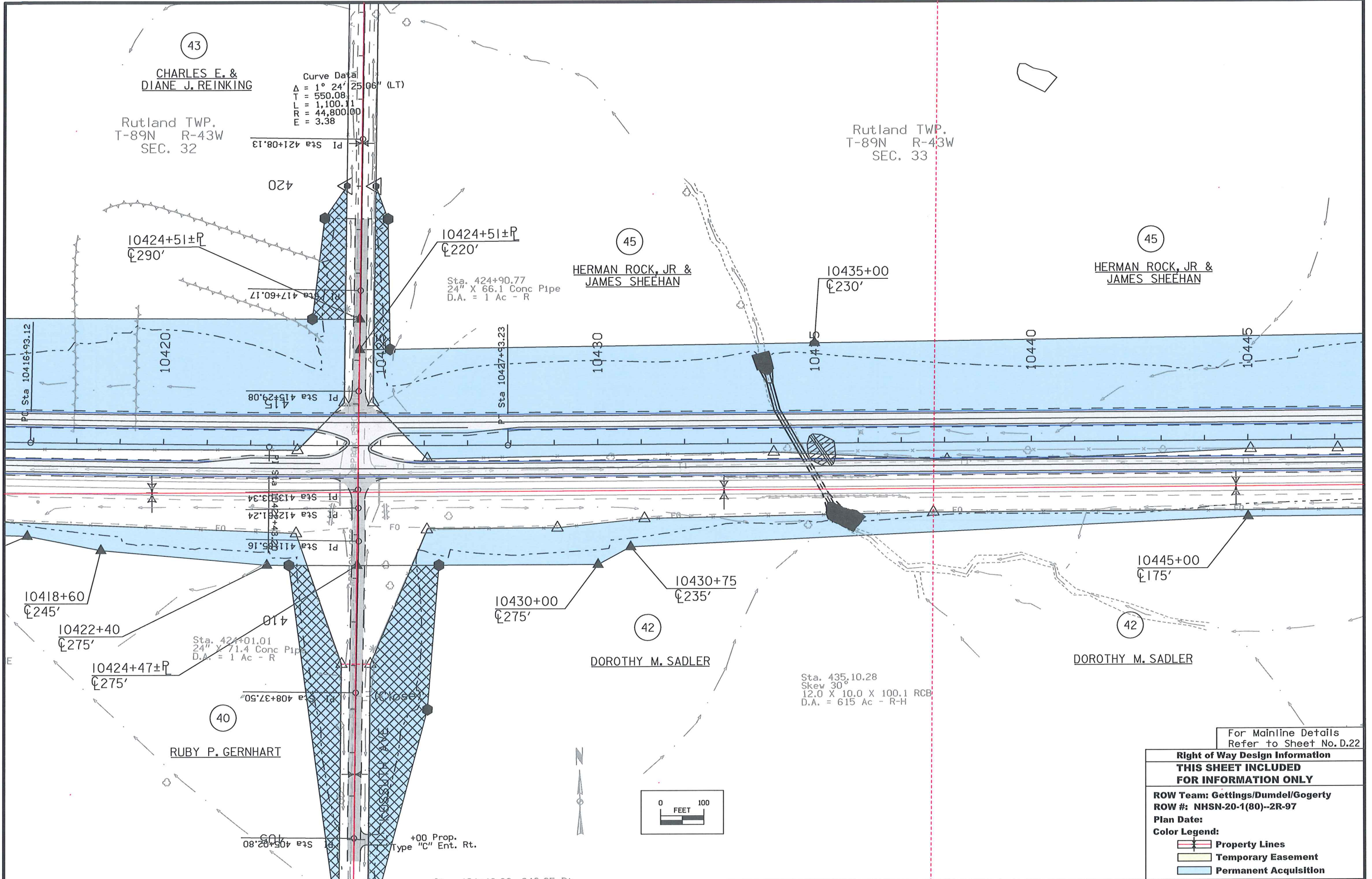
45
 HERMAN ROCK, JR &
 JAMES SHEEHAN

45
 HERMAN ROCK, JR &
 JAMES SHEEHAN

42
 DOROTHY M. SADLER

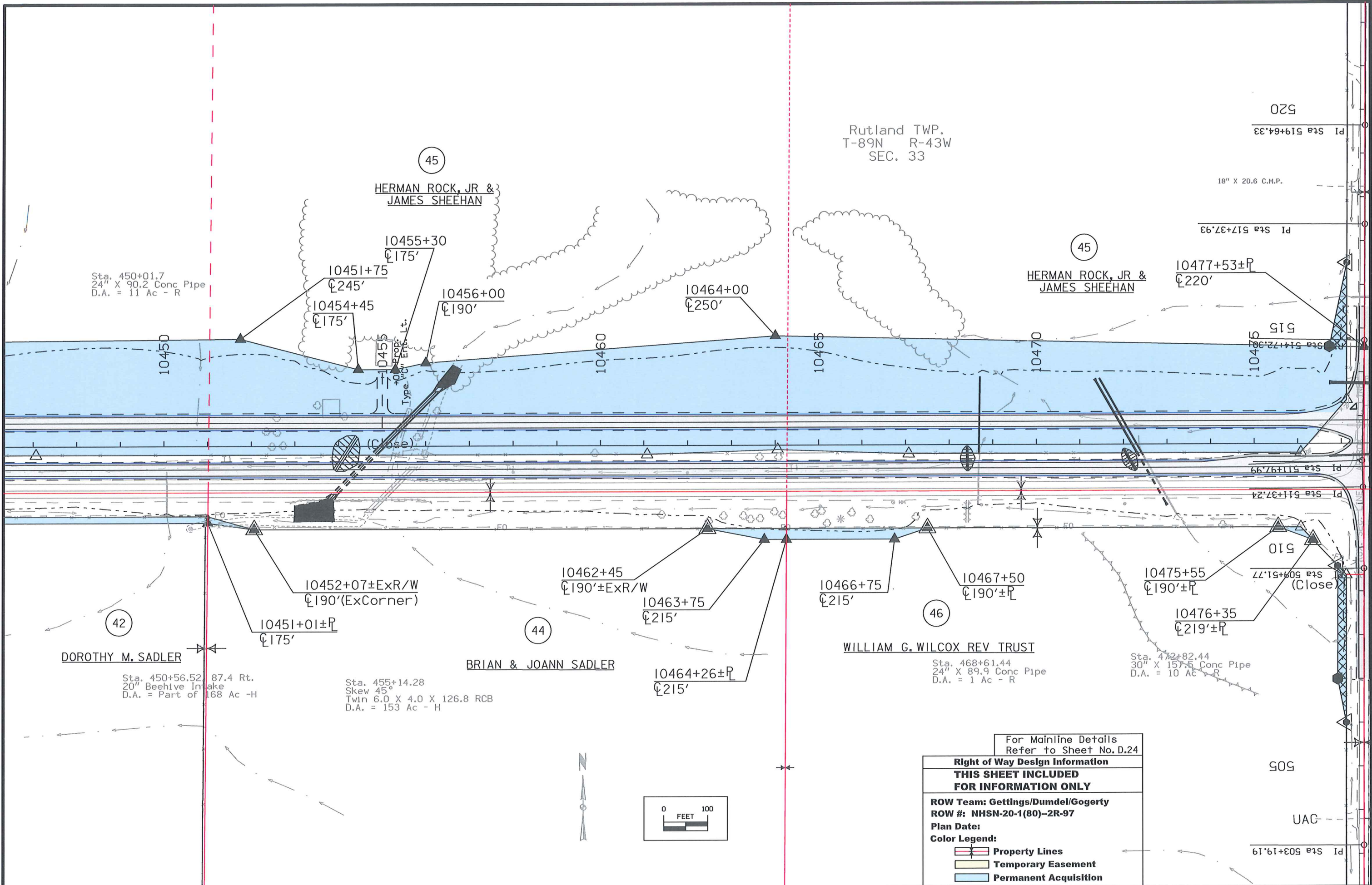
42
 DOROTHY M. SADLER

40
 RUBY P. GERNHART



For Mainline Details
 Refer to Sheet No. D.22

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



Rutland TWP.
T-89N R-43W
SEC. 33

520

PI Sta 519+64.33

18" X 20.6 C.M.P.

PI Sta 517+37.93

45

HERMAN ROCK, JR &
JAMES SHEEHAN

10477+53±P
±220'

515

PI Sta 514+72.30

PI Sta 511+97.99

PI Sta 511+37.24

510

PI Sta 509+51.77

(Close)

505

UAG

PI Sta 503+19.19

Sta. 450+01.7
24" X 90.2 Conc Pipe
D.A. = 11 Ac - R

HERMAN ROCK, JR &
JAMES SHEEHAN

10455+30
±175'

10451+75
±245'

10454+45
±175'

10456+00
±190'

10464+00
±250'

10455
Type Vcr Eng Lt.

10452+07±ExR/W
±190'(ExCorner)

10451+01±P
±175'

44

BRIAN & JOANN SADLER

10462+45
±190'±ExR/W

10463+75
±215'

10464+26±P
±215'

46

WILLIAM G. WILCOX REV TRUST

Sta. 468+61.44
24" X 89.9 Conc Pipe
D.A. = 1 Ac - R

10466+75
±215'

10467+50
±190'

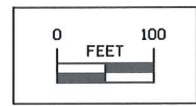
10475+55
±190'±P

10476+35
±219'±P

Sta. 472+82.44
30" X 157.5 Conc Pipe
D.A. = 10 AC - R

For Mainline Details
Refer to Sheet No. D.24

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)-2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



Curve Data
 $\Delta = 0^\circ 42' 28.90''$ (LT)
 $T = 550.53$
 $L = 1,101.05$
 $R = 89,100.00$
 $E = 1.70$

47

ROGER & JOAN REINKING

Rutland TWP.
 T-89N R-43W
 SEC. 34

47

ROGER & JOAN REINKING

Sta. 477+75.45, 434.71 Lt.
 30" X 55.7 Conc Pipe
 D.A. = 17 Ac - R

10497+30
 $\phi 275'$

Sta. 477+75.13, 140.93 Lt.
 48" X 66.8 Conc Pipe
 D.A. = 24 Ac - R

10485

Pt Sta 10486+42.38

10490

10495

Pt Sta 10497+43.43

10500

10505

Sta. 477+82.61,
 30" X 96.8 Conc Pipe
 D.A. = 2 Ac - R

10501+07±ExR/W
 $\phi 220'$ (ExCorner)

Sta. 482+02.21,
 Skew 45°
 36" X 109.2 Conc Pipe
 D.A. = 12 Ac - R

48

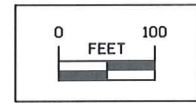
GAYLEN KNAACK, TWILA KULKIN
 & LYNN HAMIL (FEE)
 LYLE & LINDA FISKE (CP)

Sta. 495+41.59
 Skew 30°
 24" X 102.4 Conc Pipe
 D.A. = 4 Ac - H

48

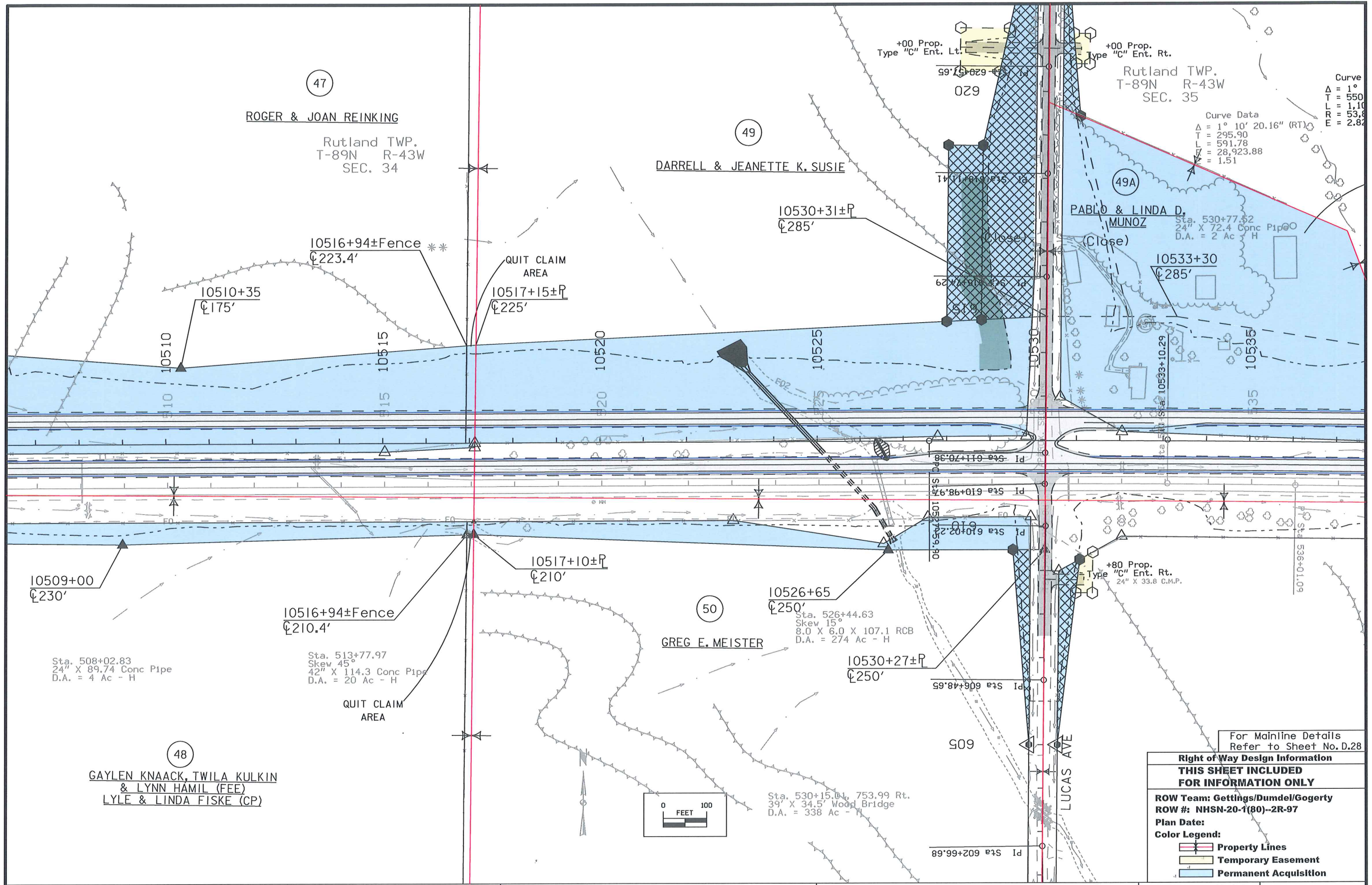
GAYLEN KNAACK, TWILA KULKIN
 & LYNN HAMIL (FEE)
 LYLE & LINDA FISKE (CP)

+80 Prop.
 Type "C" Ent. Rt.



For Mainline Details
 Refer to Sheet No. D.26

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/DumdelGogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



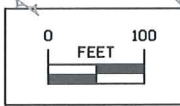
Rutland TWP.
T-89N R-43W
SEC. 35

Curve Data
 $\Delta = 1^\circ 10' 20.16''$ (RT)
 $T = 295.90$
 $L = 591.78$
 $E = 28,923.88$
 $R = 1.51$

Curve
 $\Delta = 1^\circ$
 $T = 550$
 $L = 1,100$
 $R = 53.8$
 $E = 2.82$

For Mainline Details Refer to Sheet No. D.28

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



Curve Data
 $\Delta = 1^\circ 10' 20.16''$ (RT)
 $T = 550.39$
 $L = 1,100.74$
 $R = 53,800.00$
 $E = 2.82$

Rutland TWP.
 T-89N R-43W
 SEC. 35

49A
 PABLO & LINDA D. MUNOZ

49
 DARRELL & JEANETTE K. SUSIE

52
 BETTY J. MEISTER (LE)
 GREG E. MEISTER (REM)

49
 DARRELL & JEANETTE K. SUSIE

10538+18±P
 C215'

10544+75
 C215'

10548+50
 C345'

10553+75
 C365'

10546+90
 C203'±ExR/W

10548+00
 C220'

10548+75
 C220'

10549+20
 C198'±ExR/W

10555+00
 C184'±ExR/W

10556+59±P
 C215'

10560+90
 C215'

10562+15
 C255'

Sta. 539+65.02
 8.0 X 8.0 X 137.0 RCB
 Skew 30°
 D.A. = 310 Ac - H

Sta. 541+42.44
 48" X 161.0 C.M.P.
 D.A. = 316 Ac - H

Sta. 544+78.56
 30" X 73.0 Conc Pipe
 D.A. = 6 Ac - H

Sta. 562+31.61
 10.0 X 12.0 X 133.0 RCB
 Skew 25°
 D.A. = 712 Ac - H

Sta. 564+20.49, 76.86 Rt.
 42" X 36.0 Conc Pipe W/Flume
 D.A. = 23 Ac - H

(Close)

24" X 69.0 Conc Pipe

Type 10" Ent. R.R.

For Mainline Details
 Refer to Sheet No. D.30

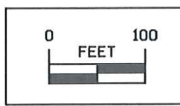
Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

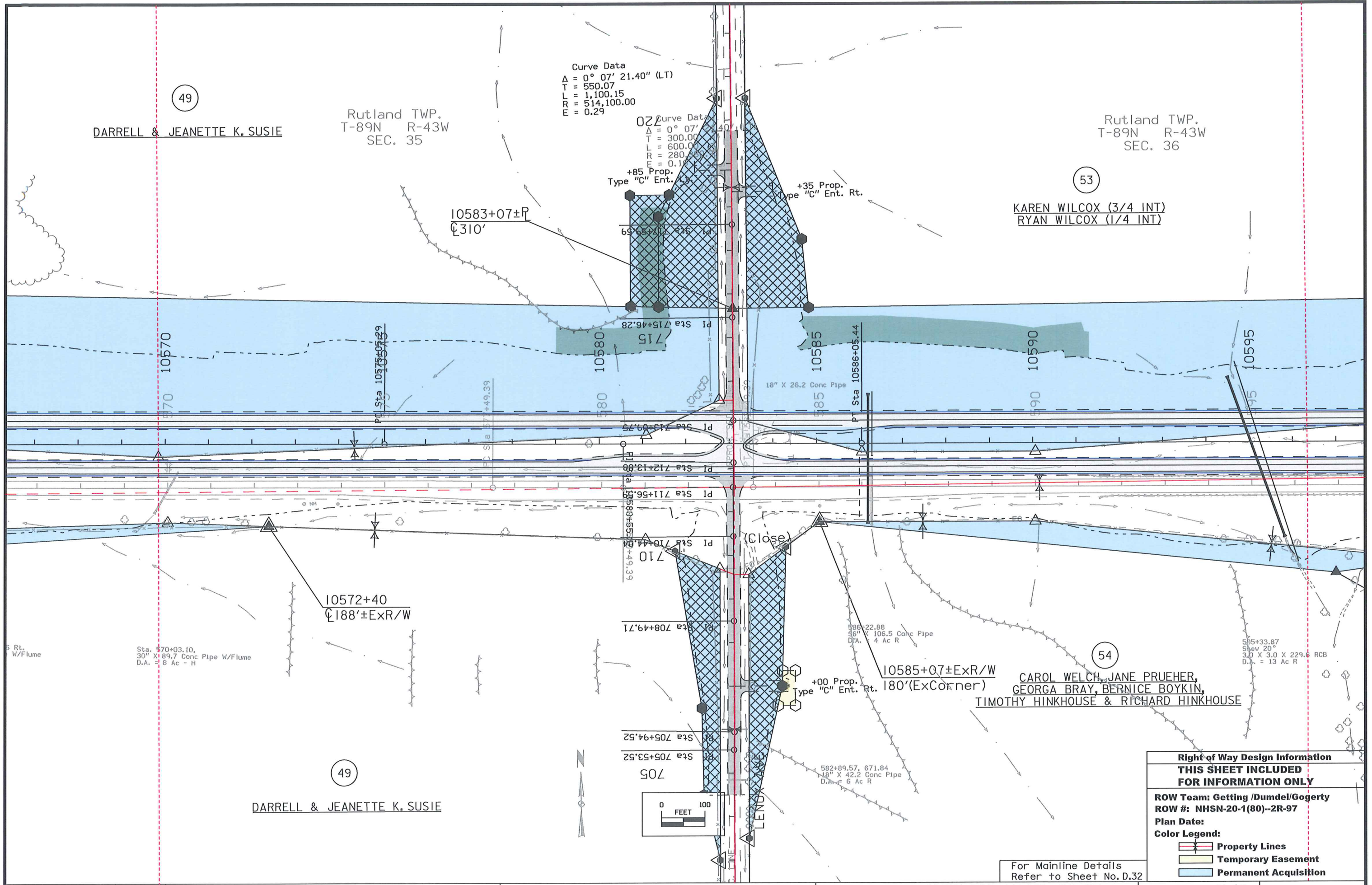
ROW Team: Gettings/Dumdel/Gogerty
 ROW #: NHSN-20-1(80)--2R-97

Plan Date:

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition





Curve Data
 $\Delta = 0^\circ 07' 21.40''$ (LT)
 T = 550.07
 L = 1,100.15
 R = 514,100.00
 E = 0.29

Curve Data
 $\Delta = 0^\circ 07' 40.14''$
 T = 300.00
 L = 600.00
 R = 280.00
 E = 0.11

49
 DARRELL & JEANETTE K. SUSIE

Rutland TWP.
 T-89N R-43W
 SEC. 35

Rutland TWP.
 T-89N R-43W
 SEC. 36

53
 KAREN WILCOX (3/4 INT)
 RYAN WILCOX (1/4 INT)

10572+40
 $\pm 188'$ ExR/W

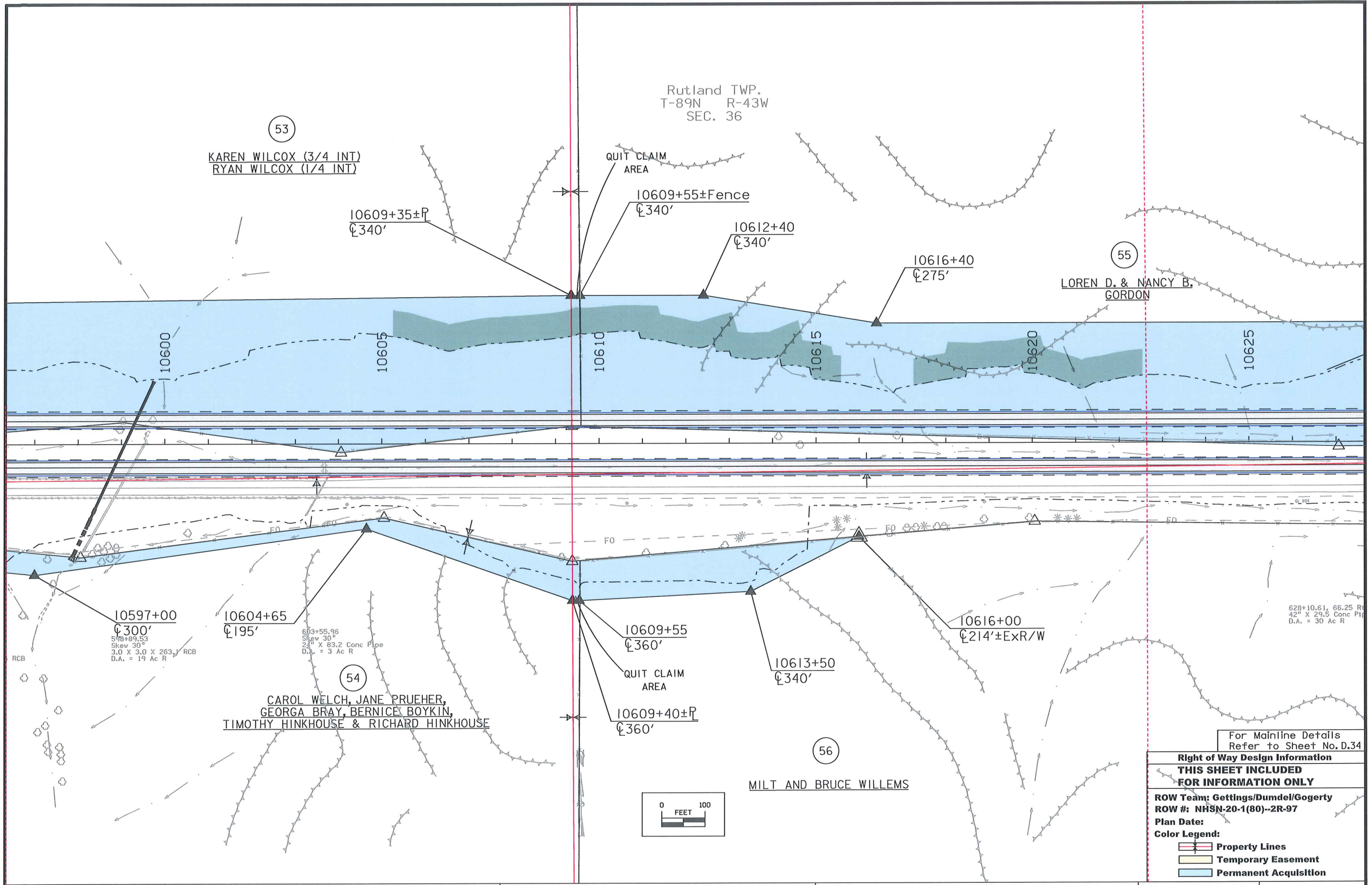
10585+07±ExR/W
 180'(ExCorner)

54
 CAROL WELCH, JANE PRUEHER,
 GEORGA BRAY, BERNICE BOYKIN,
 TIMOTHY HINKHOUSE & RICHARD HINKHOUSE

49
 DARRELL & JEANETTE K. SUSIE

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Getting /Dumdel/Gogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

For Mainline Details
 Refer to Sheet No. D.32



53

KAREN WILCOX (3/4 INT)
RYAN WILCOX (1/4 INT)

Rutland TWP.
T-89N R-43W
SEC. 36

55

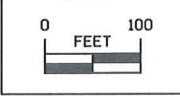
LOREN D. & NANCY B.
GORDON

54

CAROL WELCH, JANE PRUEHER,
GEORGA BRAY, BERNICE BOYKIN,
TIMOTHY HINKHOUSE & RICHARD HINKHOUSE

56

MILT AND BRUCE WILLEMS

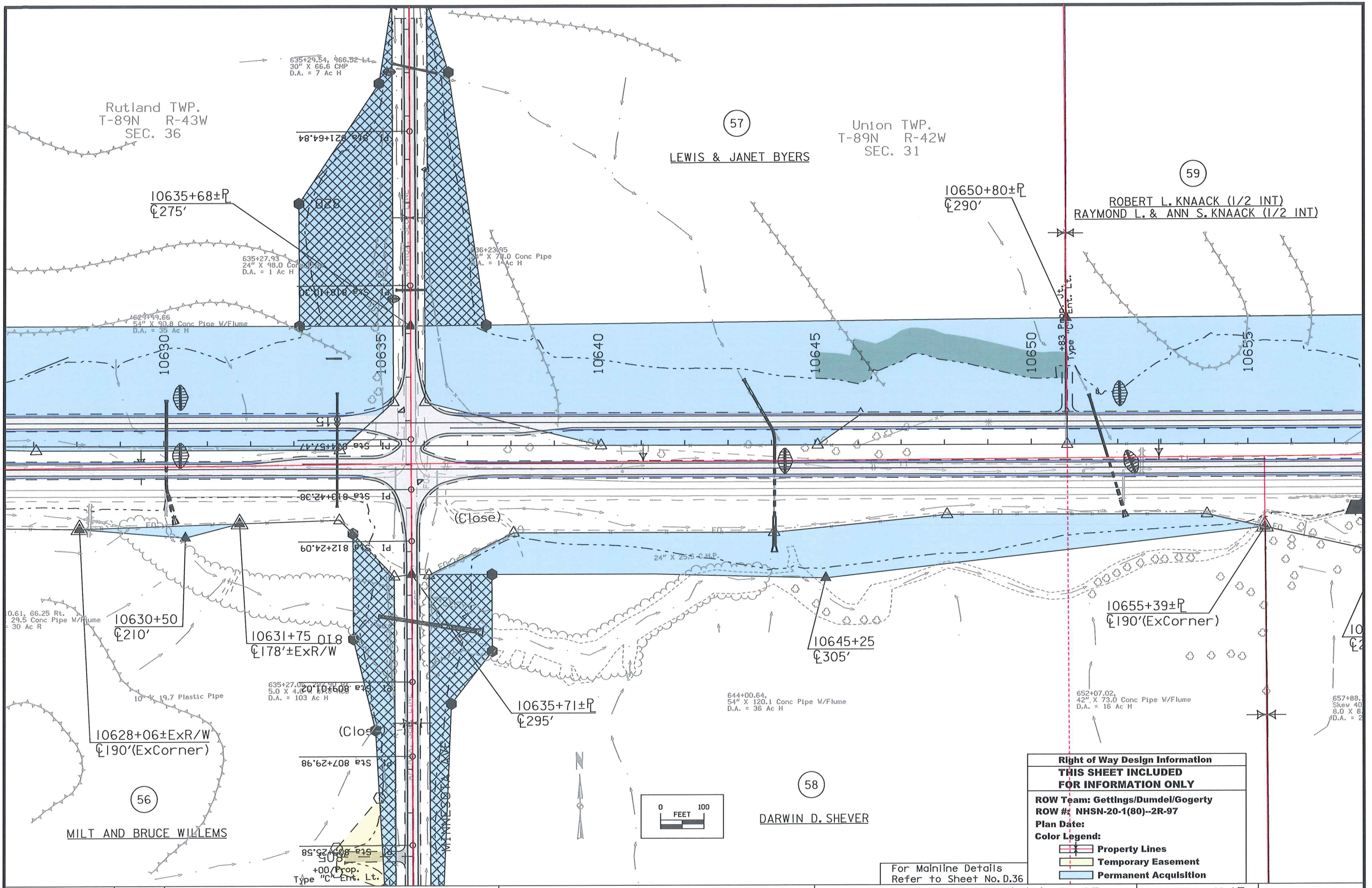


For Mainline Details
Refer to Sheet No. D.34

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Gettings/Dumdel/Gogerty
ROW #: NHSN-20-1(80)--2R-97

Plan Date:
Color Legend:
 Property Lines
 Temporary Easement
 Permanent Acquisition



Rutland TWP.
T-89N R-43W
SEC. 36

57

LEWIS & JANET BYERS

Union TWP.
T-89N R-42W
SEC. 31

59

ROBERT L. KNAACK (1/2 INT)
RAYMOND L. & ANN S. KNAACK (1/2 INT)

10635+68±P
C275'

10650+80±P
C290'

10630+50
C210'

10631+75
C178'±ExR/W

10645+25
C305'

10655+39±P
C190'(ExCorner)

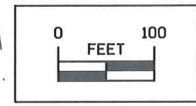
10635+71±P
C295'

56

MILT AND BRUCE WILLEMS




58

DARWIN D. SHEVER



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

For Mainline Details
Refer to Sheet No. D.36

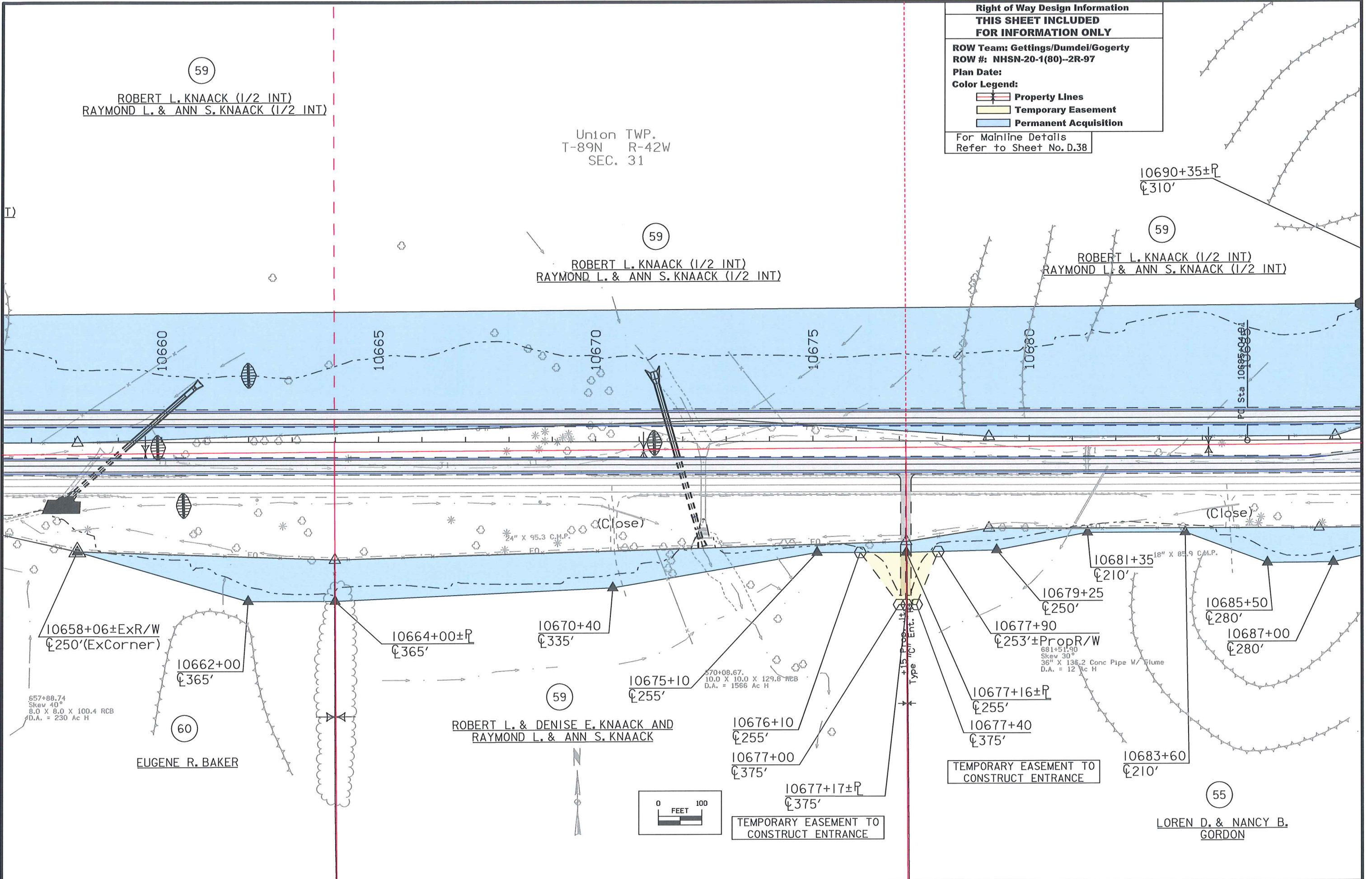
Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdei/Gogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
For Mainline Details Refer to Sheet No. D.38	

(59)
 ROBERT L. KNAACK (1/2 INT)
 RAYMOND L. & ANN S. KNAACK (1/2 INT)

Union TWP.
 T-89N R-42W
 SEC. 31

(59)
 ROBERT L. KNAACK (1/2 INT)
 RAYMOND L. & ANN S. KNAACK (1/2 INT)

(59)
 ROBERT L. KNAACK (1/2 INT)
 RAYMOND L. & ANN S. KNAACK (1/2 INT)



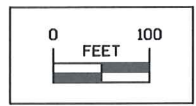
657+88.74
 Skew 40°
 8.0 X 8.0 X 100.4 RCB
 D.A. = 230 Ac H

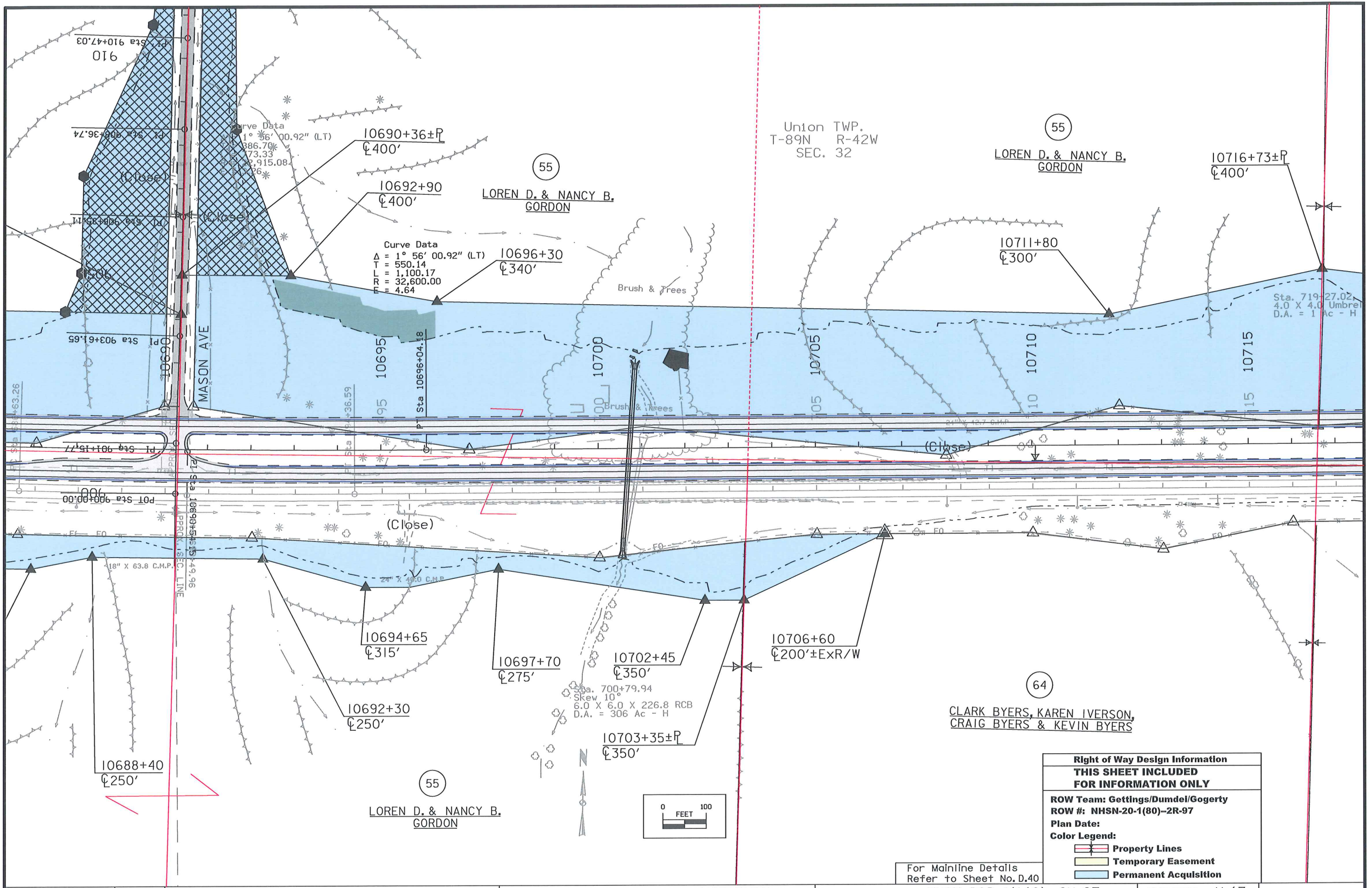
(60)
 EUGENE R. BAKER

(59)
 ROBERT L. & DENISE E. KNAACK AND
 RAYMOND L. & ANN S. KNAACK

570+08.67,
 10.0 X 10.0 X 129.8 RCB
 D.A. = 1566 Ac H

681+51.90
 Skew 30°
 36" X 136.2 Conc Pipe W/ Flume
 D.A. = 12 Ac H





Union TWP.
T-89N R-42W
SEC. 32

(55)
LOREN D. & NANCY B.
GORDON

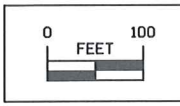
(55)
LOREN D. & NANCY B.
GORDON

(64)
CLARK BYERS, KAREN IVERSON,
CRAIG BYERS & KEVIN BYERS

(55)
LOREN D. & NANCY B.
GORDON

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)-2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

For Mainline Details
Refer to Sheet No. D.40



67

MIKE & IDA J. YAREMKO

Curve Data
Δ = 1° 09' 58.39" (RT)
T = 550.60
L = 1,101.17
R = 54,100.00
E = 2.80

Curve Data
Δ = 1° 09' 58.39" (RT)
T = 300.00
L = 599.98
R = 29,476.70
E = 1.53

65

SHAWN W. H. & JERI E. GROSZKRUEGER

Union TWP.
T-89N R-42W
SEC. 32

65

SHAWN W. H. & JERI E. GROSZKRUEGER

68

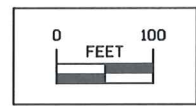
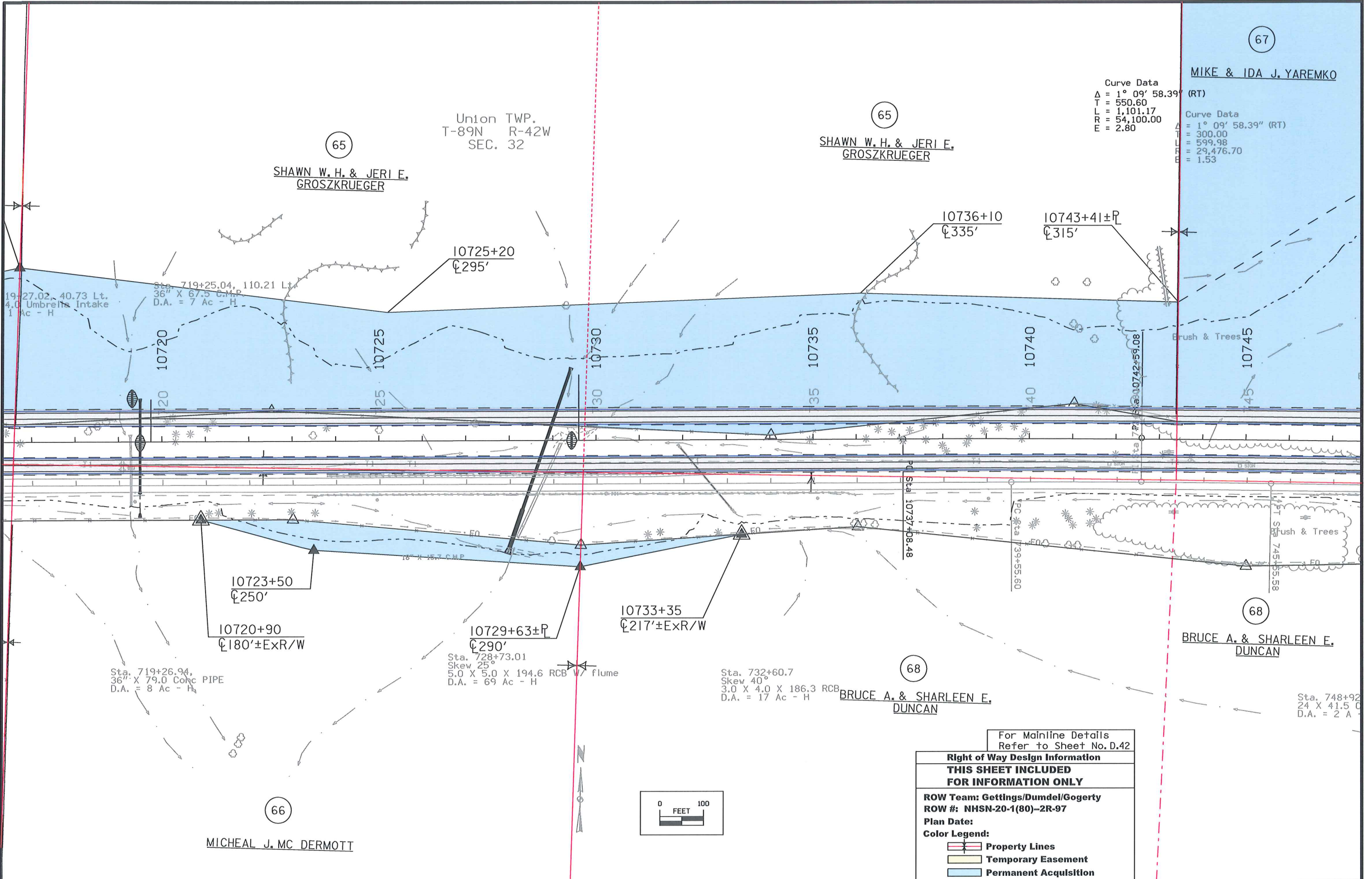
BRUCE A. & SHARLEEN E. DUNCAN

68

BRUCE A. & SHARLEEN E. DUNCAN

66

MICHEAL J. MC DERMOTT

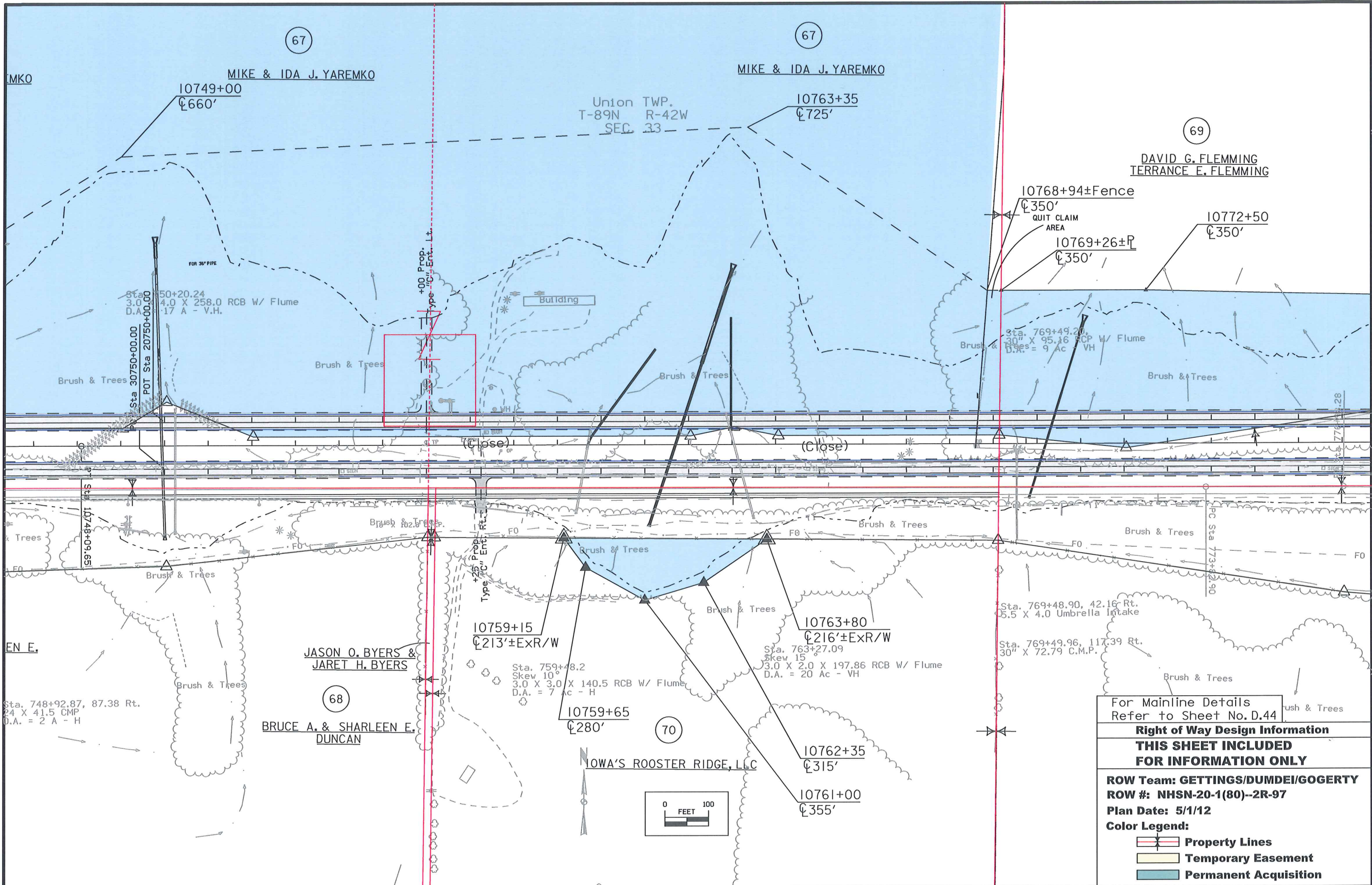


For Mainline Details
Refer to Sheet No. D.42

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Gettings/Dumdel/Gogerty
ROW #: NHSN-20-1(80)-2R-97
Plan Date:
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



For Mainline Details Refer to Sheet No. D.44

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: GETTINGS/DUMDEI/GOGERTY

ROW #: NHSN-20-1(80)--2R-97

Plan Date: 5/1/12

Color Legend:

- Property Lines**
- Temporary Easement**
- Permanent Acquisition**

Curve Data
 $\Delta = 1^\circ 03' 04.25''$ (RT)
 $T = 315.39$
 $L = 630.75$
 $R = 34,380.00$
 $E = 1.45$

Union TWP.
 T-89N R-42W
 SEC. 33

69
 DAVID G. FLEMMING
 TERRANCE E. FLEMMING

Curve Data
 $\Delta = 3^\circ 45' 58.23''$ (RT)
 $T = 821.95$
 $L = 1,643.30$
 $R = 25,000.00$
 $E = 13.51$

Union TWP.
 T-89N R-42W
 SEC. 34

69
 DAVID G. FLEMMING
 TERRANCE E. FLEMMING

Curve Data
 $\Delta = 3^\circ 45' 58.23''$ (RT)
 $T = 821.95$
 $L = 1,643.30$
 $R = 25,000.00$
 $E = 13.51$

Curve Data
 $\Delta = 3^\circ 45' 58.23''$ (RT)
 $T = 821.95$
 $L = 1,643.30$
 $R = 25,000.00$
 $E = 13.51$

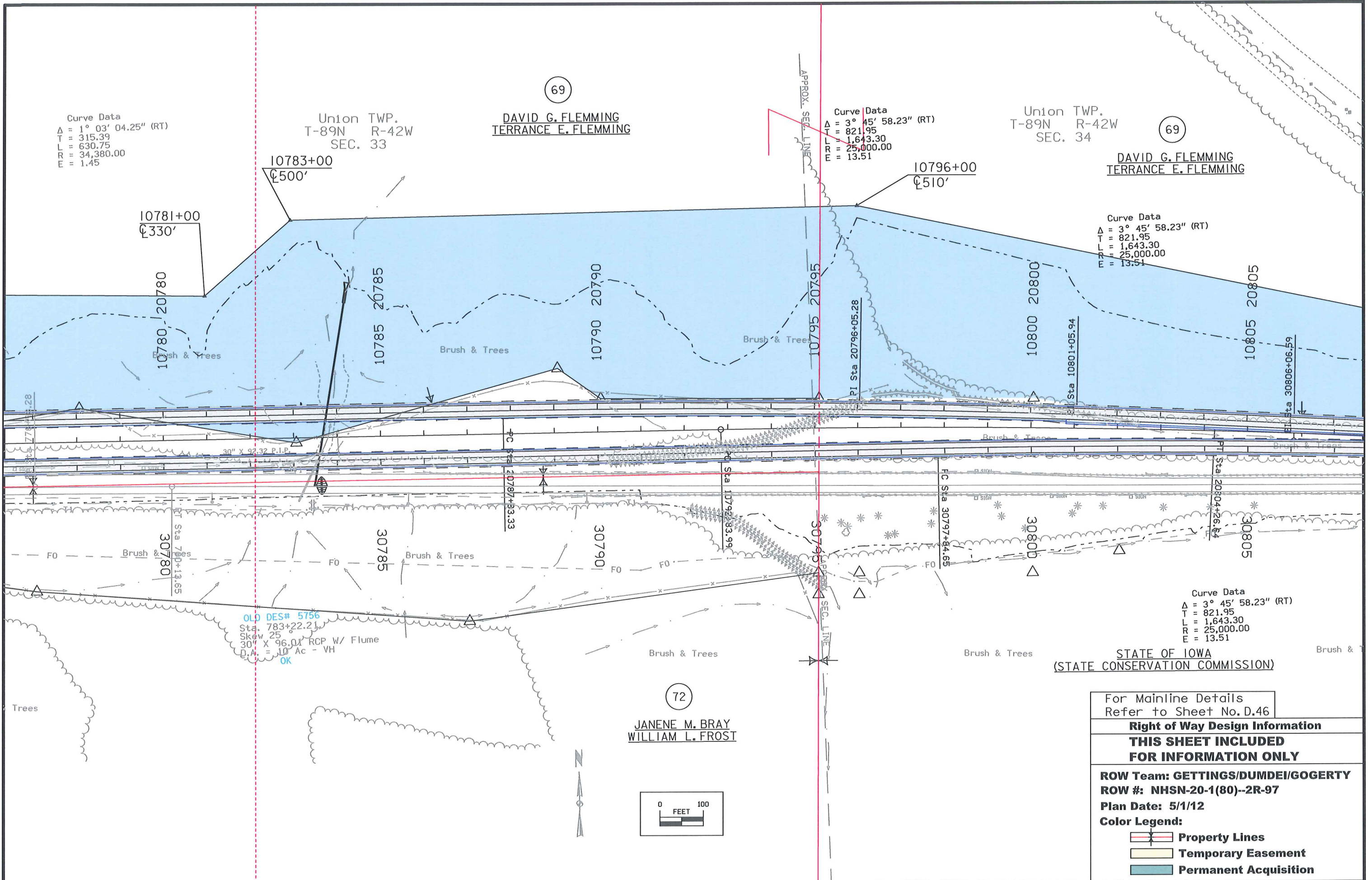
STATE OF IOWA
 (STATE CONSERVATION COMMISSION)

For Mainline Details
 Refer to Sheet No. D.46

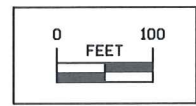
Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

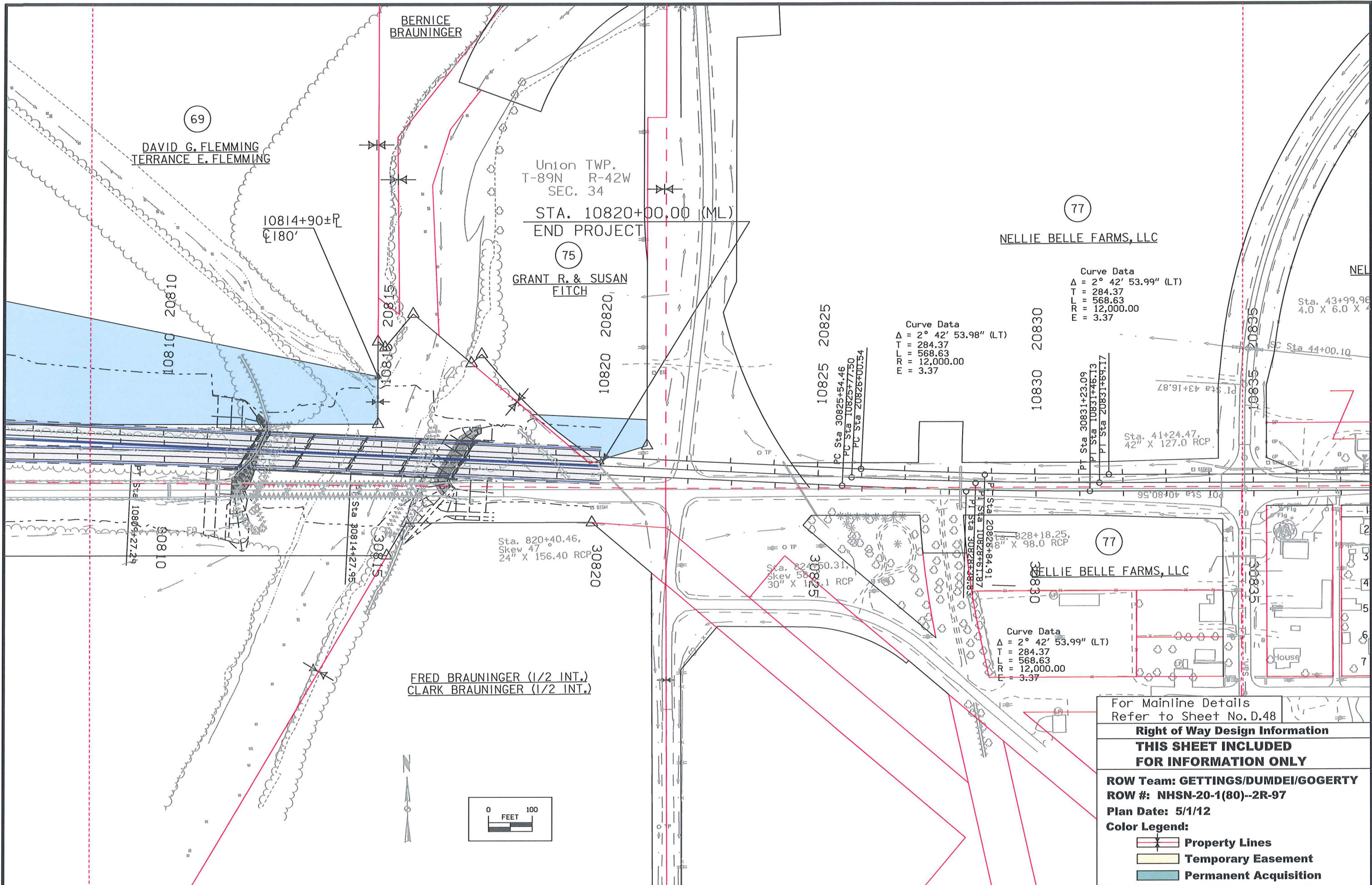
ROW Team: GETTINGS/DUMDEI/GOGERTY
ROW #: NHSN-20-1(80)--2R-97
Plan Date: 5/1/12
Color Legend:

-  **Property Lines**
-  **Temporary Easement**
-  **Permanent Acquisition**



72
 JANENE M. BRAY
 WILLIAM L. FROST





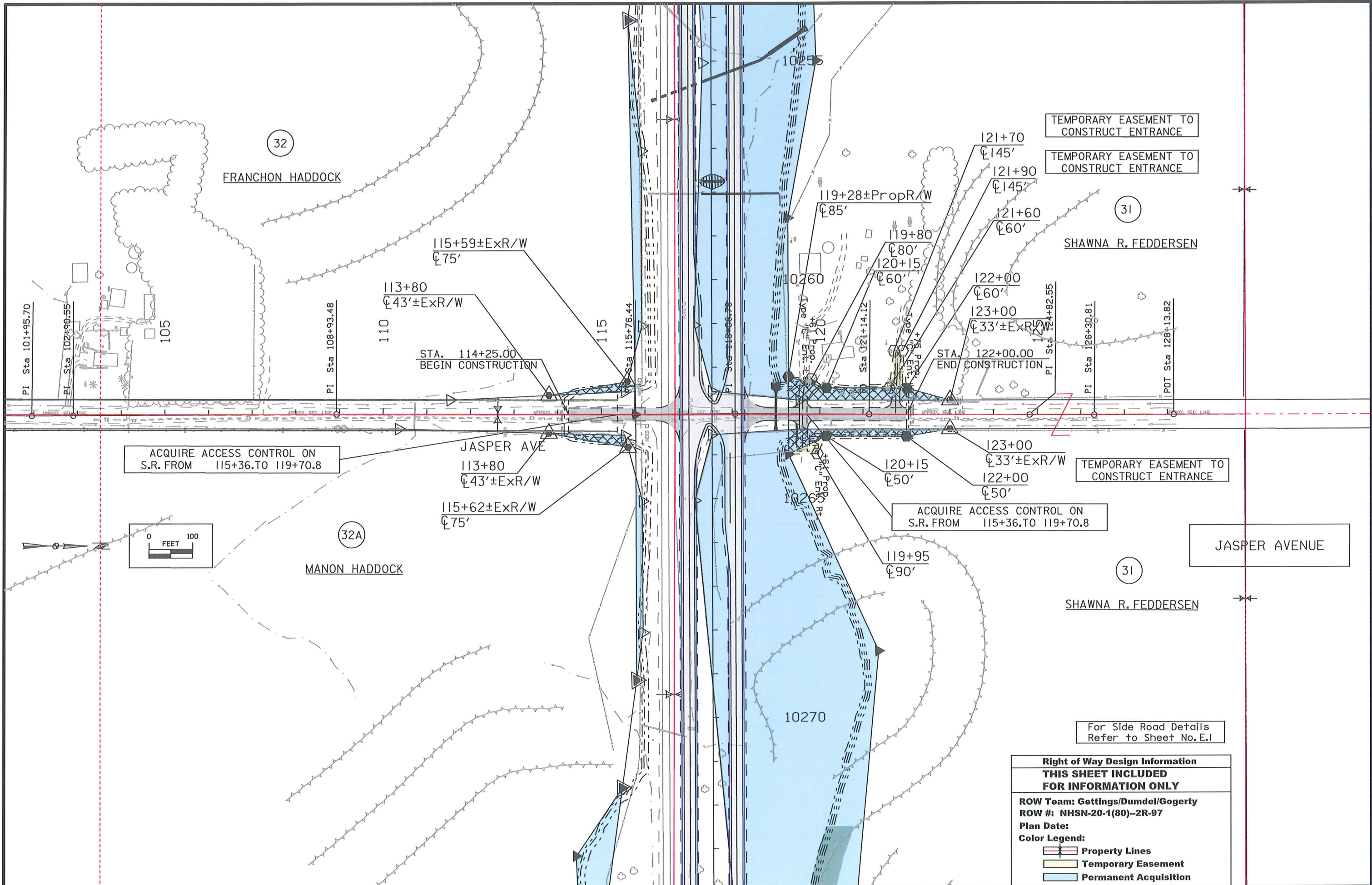
For Mainline Details
Refer to Sheet No. D.48

Right of Way Design Information

**THIS SHEET INCLUDED
FOR INFORMATION ONLY**

ROW Team: GETTINGS/DUMDEI/GOGERTY
ROW #: NHSN-20-1(80)--2R-97
Plan Date: 5/1/12
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



ACQUIRE ACCESS CONTROL ON S.R. FROM 115+36.0 TO 119+70.8

ACQUIRE ACCESS CONTROL ON S.R. FROM 115+36.0 TO 119+70.8




TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

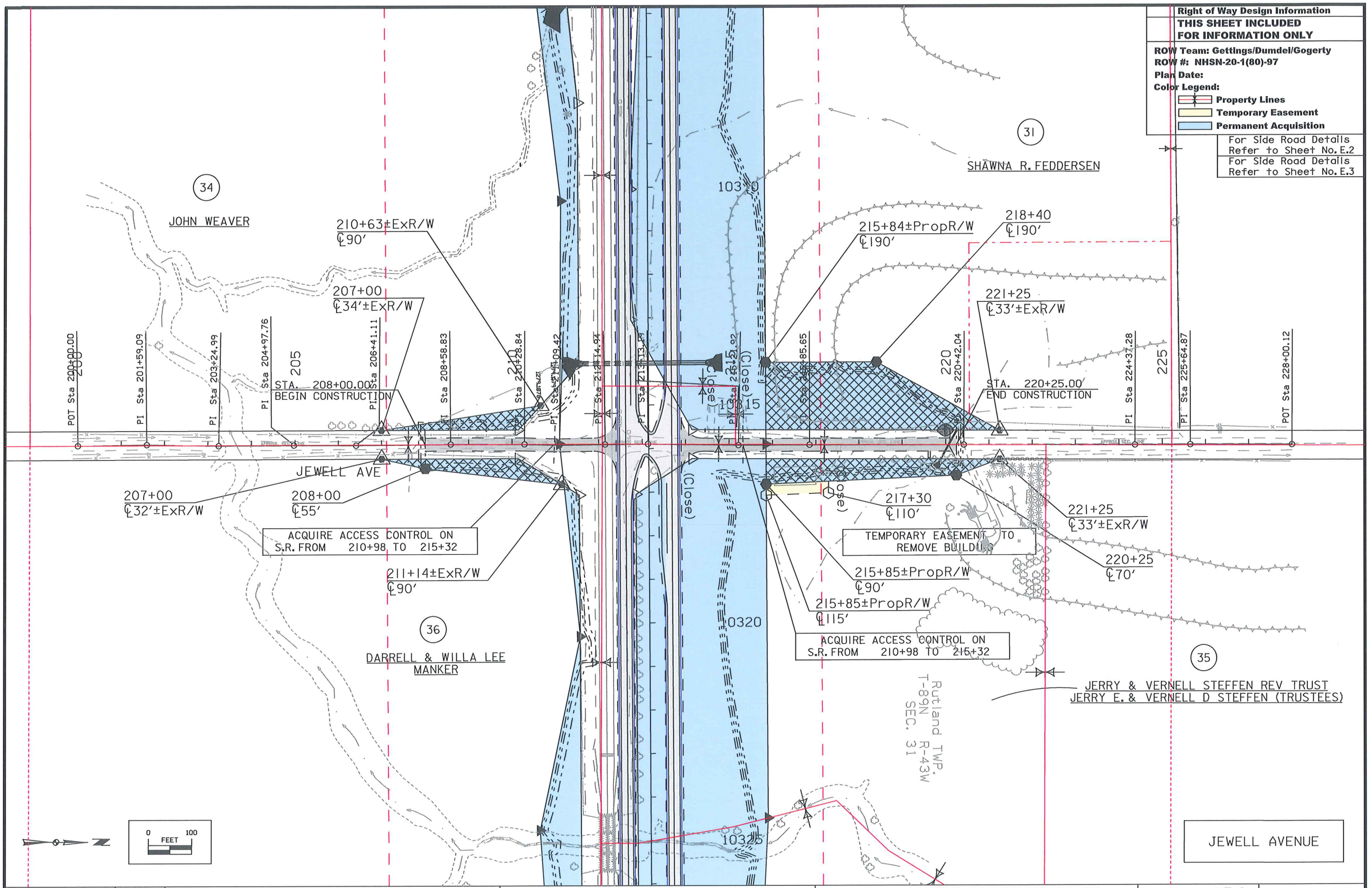
TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

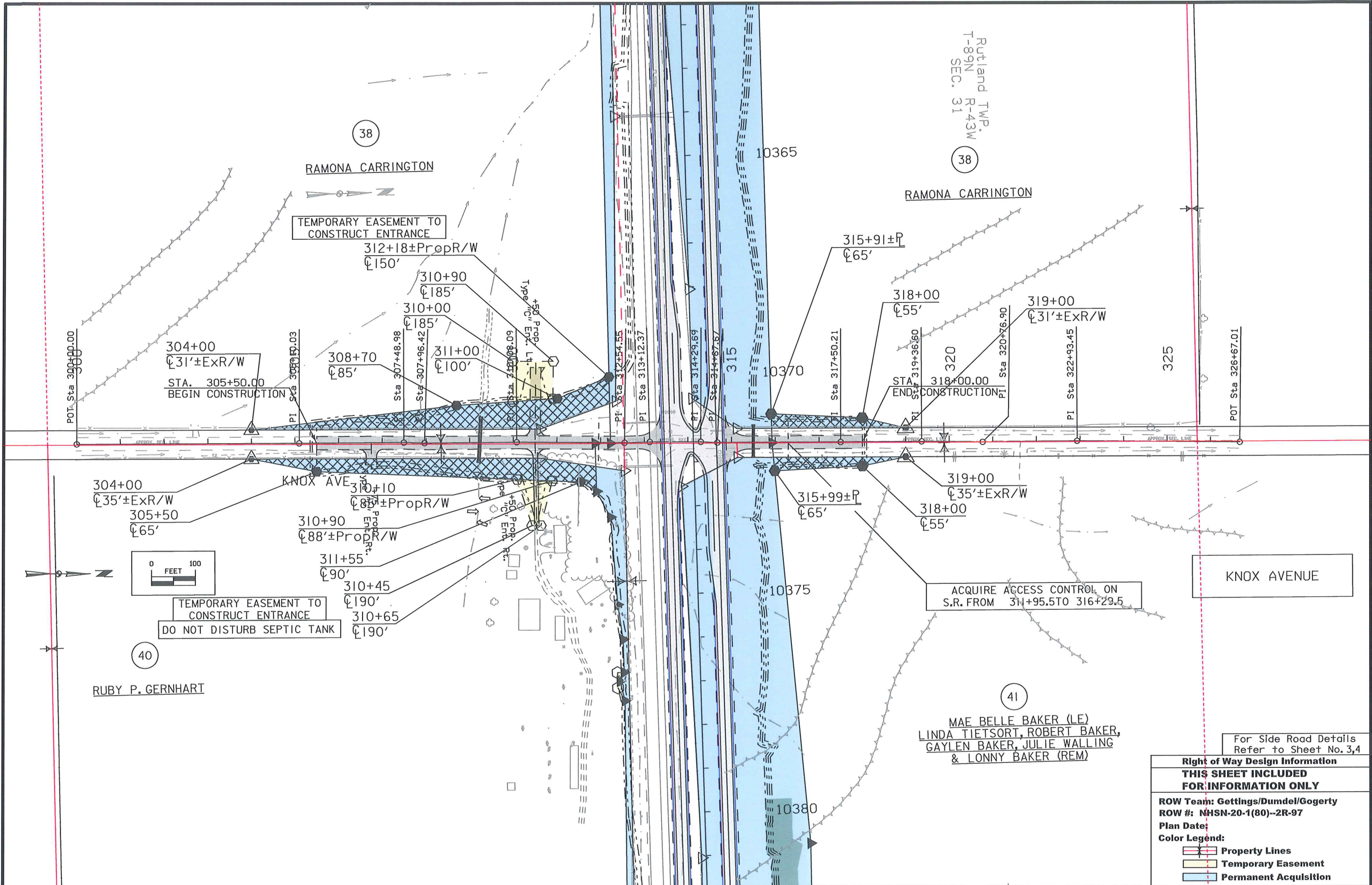
TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

For Side Road Details Refer to Sheet No. E.1

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)-2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
For Side Road Details Refer to Sheet No. E.2	
For Side Road Details Refer to Sheet No. E.3	





Rutland TWP.
T-89N R-43W
SEC. 31

RAMONA CARRINGTON

RAMONA CARRINGTON

RUBY P. GERNHART

MAE BELLE BAKER (LE)
LINDA TIETSORT, ROBERT BAKER,
GAYLEN BAKER, JULIE WALLING
& LONNY BAKER (REM)

ACQUIRE ACCESS CONTROL ON
S.R. FROM 311+95.5 TO 316+29.5

KNOX AVENUE

For Side Road Details
Refer to Sheet No. 3,4

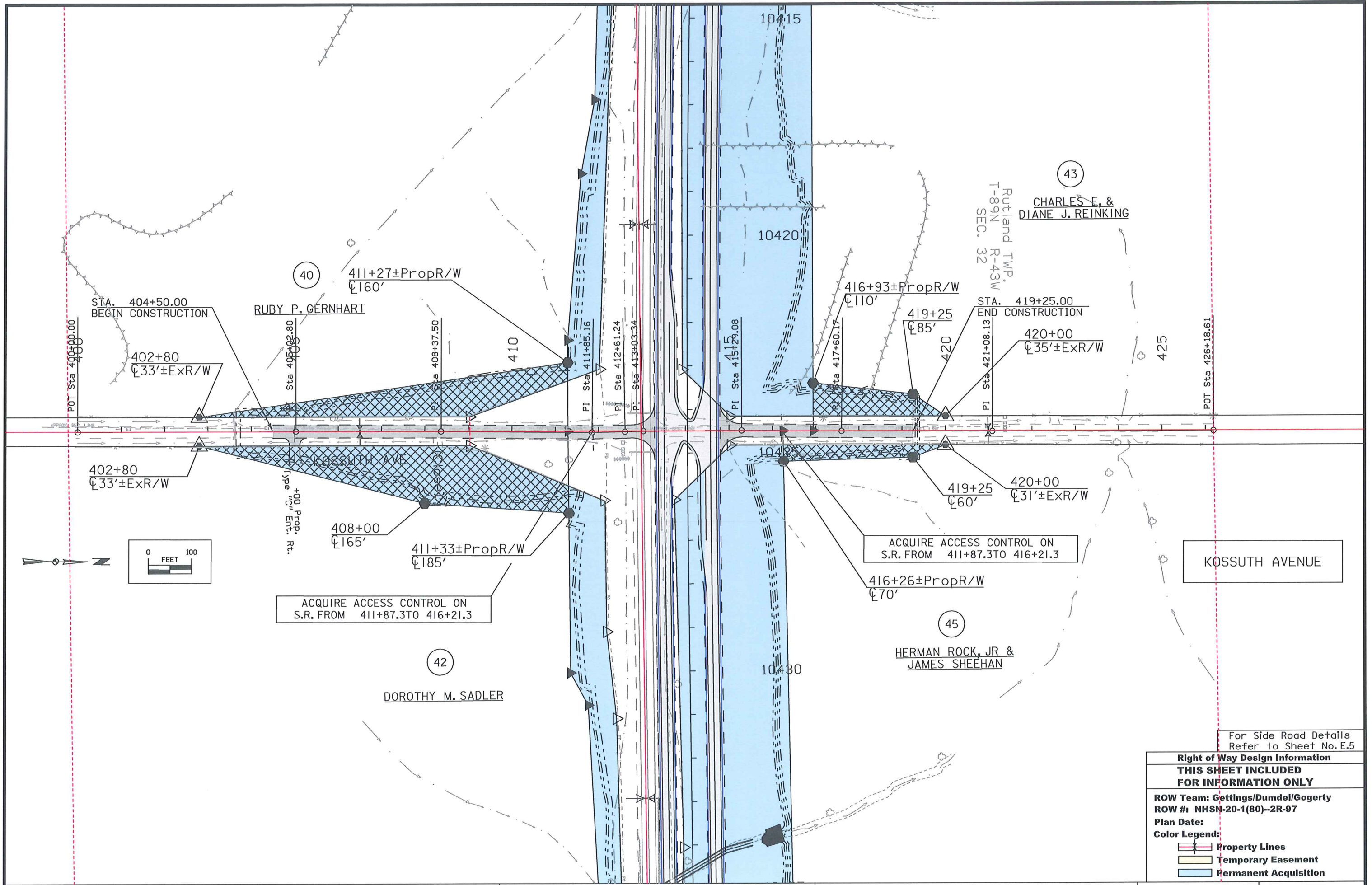
Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Gettings/Dumdel/Gogerty
ROW #: NHSN-20-1(80)--2R-97

Plan Date:

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

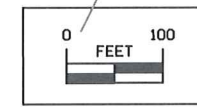
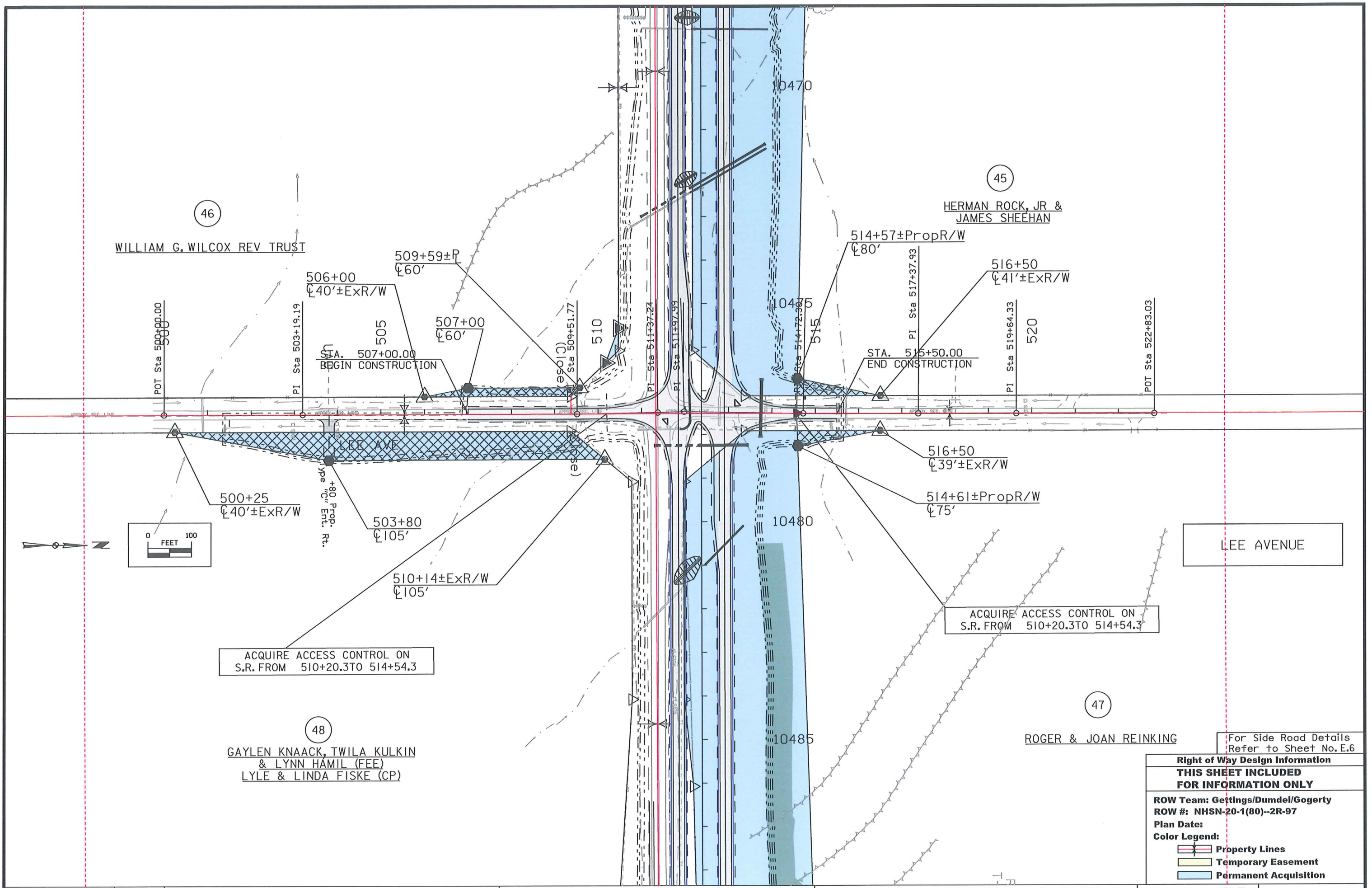


For Side Road Details Refer to Sheet No. E.5

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: Gettings/Dumdel/Gogerty
 ROW #: NHSN-20-1(80)--2R-97
 Plan Date:
 Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition



46

WILLIAM G. WILCOX REV TRUST

45

HERMAN ROCK, JR &
JAMES SHEEHAN

48

GAYLEN KNAACK, TWILA KULKIN
& LYNN HAMIL (FEE)
LYLE & LINDA FISKE (CP)

47

ROGER & JOAN REINKING

For Side Road Details
Refer to Sheet No. E.6

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

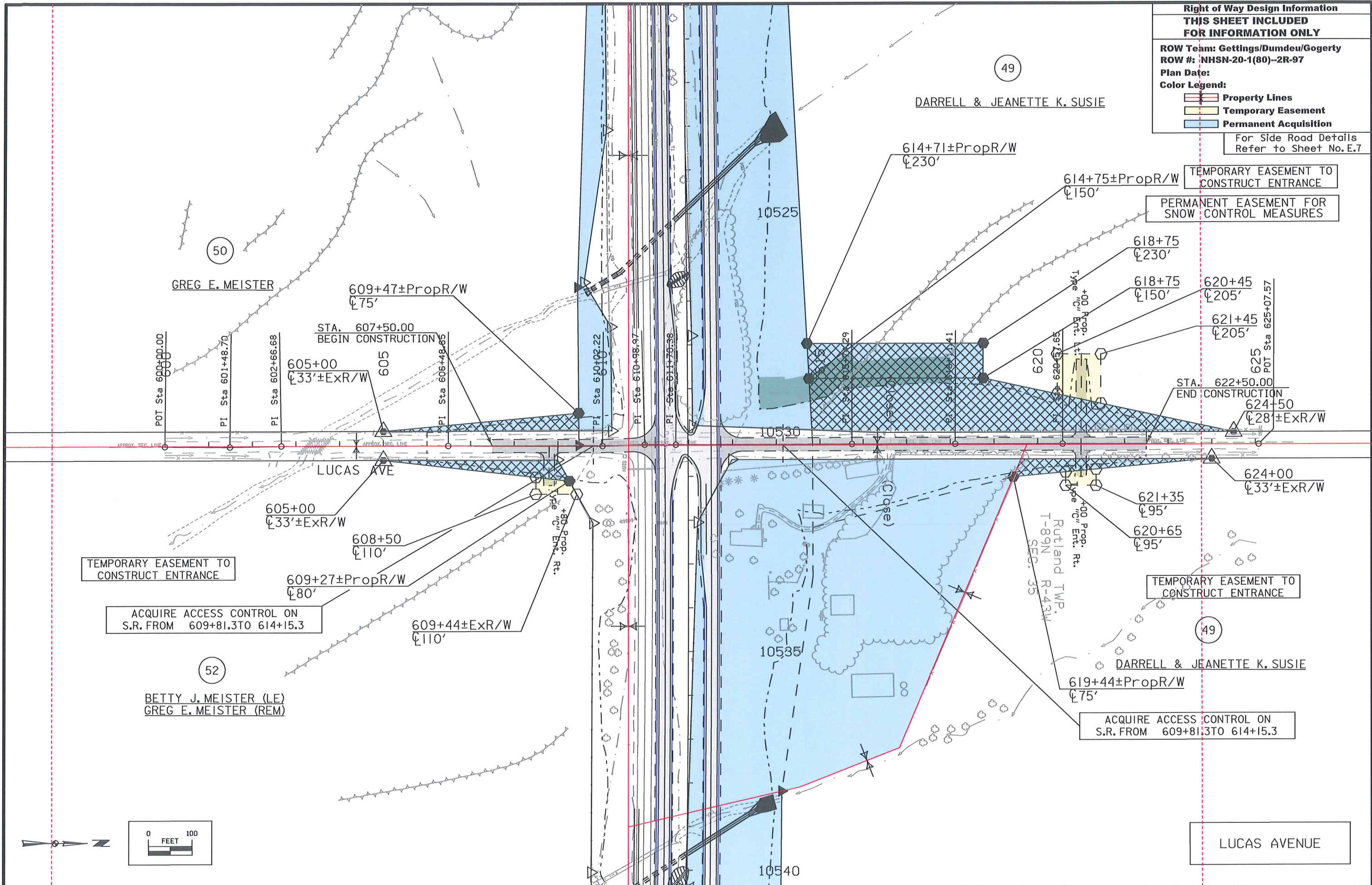
ROW Team: Gettings/Dumdeu/Gogerty
 ROW #: NHSN-20-1(80)--2R-97
 Plan Date:
 Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

For Side Road Details
 Refer to Sheet No. E.7

TEMPORARY EASEMENT TO
 CONSTRUCT ENTRANCE

PERMANENT EASEMENT FOR
 SNOW CONTROL MEASURES



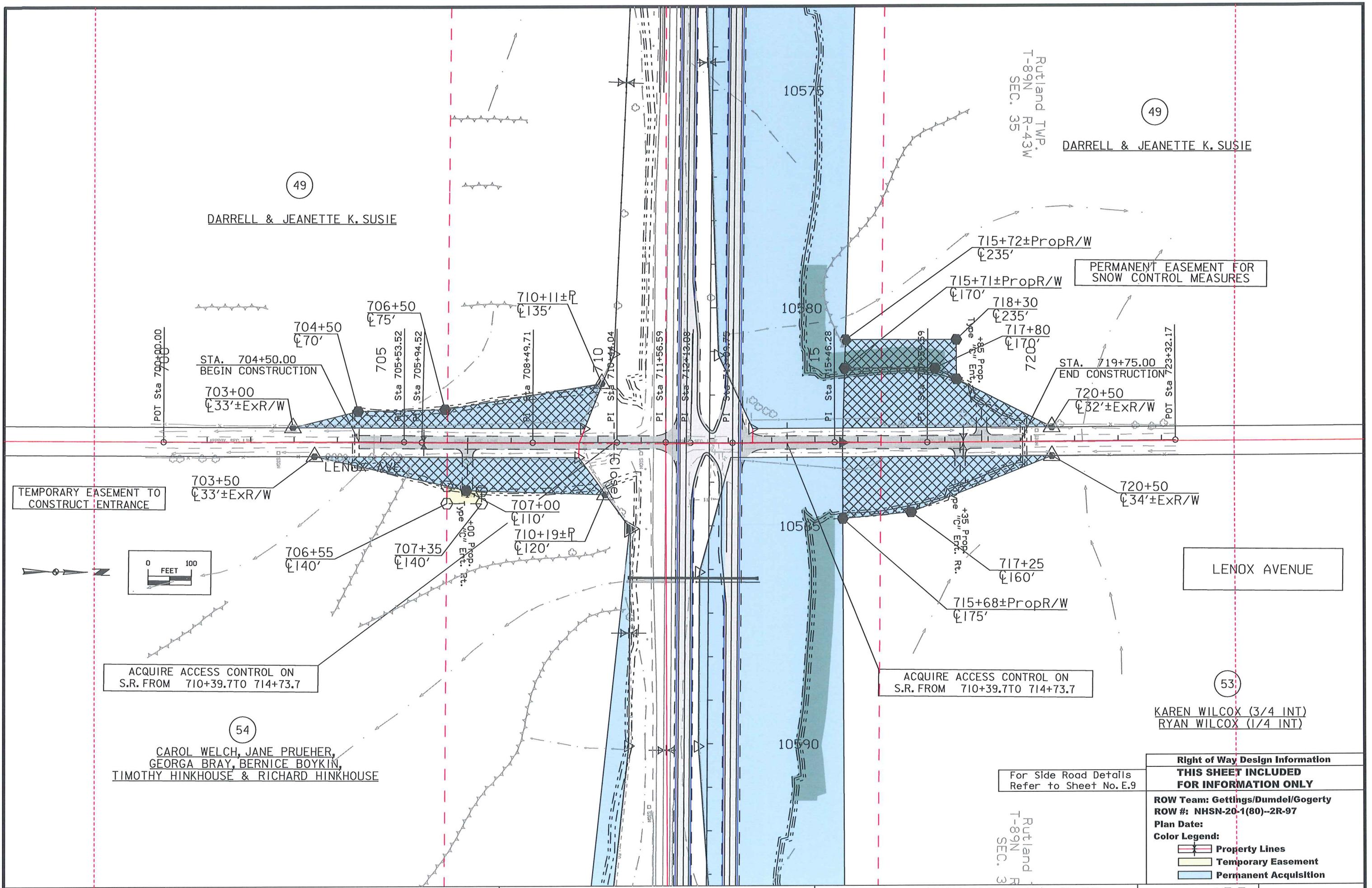
TEMPORARY EASEMENT TO
 CONSTRUCT ENTRANCE

ACQUIRE ACCESS CONTROL ON
 S.R. FROM 609+81.3 TO 614+15.3

TEMPORARY EASEMENT TO
 CONSTRUCT ENTRANCE

ACQUIRE ACCESS CONTROL ON
 S.R. FROM 609+81.3 TO 614+15.3

LUCAS AVENUE



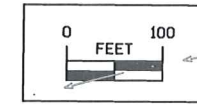
49
DARRELL & JEANETTE K. SUSIE

Rutland TWP.
T-89N
R-43W
SEC. 35
49
DARRELL & JEANETTE K. SUSIE

STA. 704+50.00 BEGIN CONSTRUCTION
703+00 ±33'±ExR/W
704+50 ±70'
705 ±75'
Sta 705+53.52
Sta 705+94.52
706+50 ±75'
710+11±P ±135'
PI Sta 708+49.71
710 ±110'
710+19±P ±120'
715+72±PropR/W ±235'
715+71±PropR/W ±170'
718+30 ±235'
717+80 ±170'
719+75.00 END CONSTRUCTION
720+50 ±32'±ExR/W
POT Sta 723+32.17

TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

703+50 ±33'±ExR/W



ACQUIRE ACCESS CONTROL ON S.R. FROM 710+39.7 TO 714+73.7

54
CAROL WELCH, JANE PRUEHER,
GEORGA BRAY, BERNICE BOYKIN,
TIMOTHY HINKHOUSE & RICHARD HINKHOUSE

LENOX AVENUE

ACQUIRE ACCESS CONTROL ON S.R. FROM 710+39.7 TO 714+73.7

53
KAREN WILCOX (3/4 INT)
RYAN WILCOX (1/4 INT)

For Side Road Details Refer to Sheet No. E.9

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY
ROW Team: Gettings/Dumdel/Gogerty
ROW #: NHSN-20-1(80)-2R-97
Plan Date:
Color Legend:
Property Lines
Temporary Easement
Permanent Acquisition

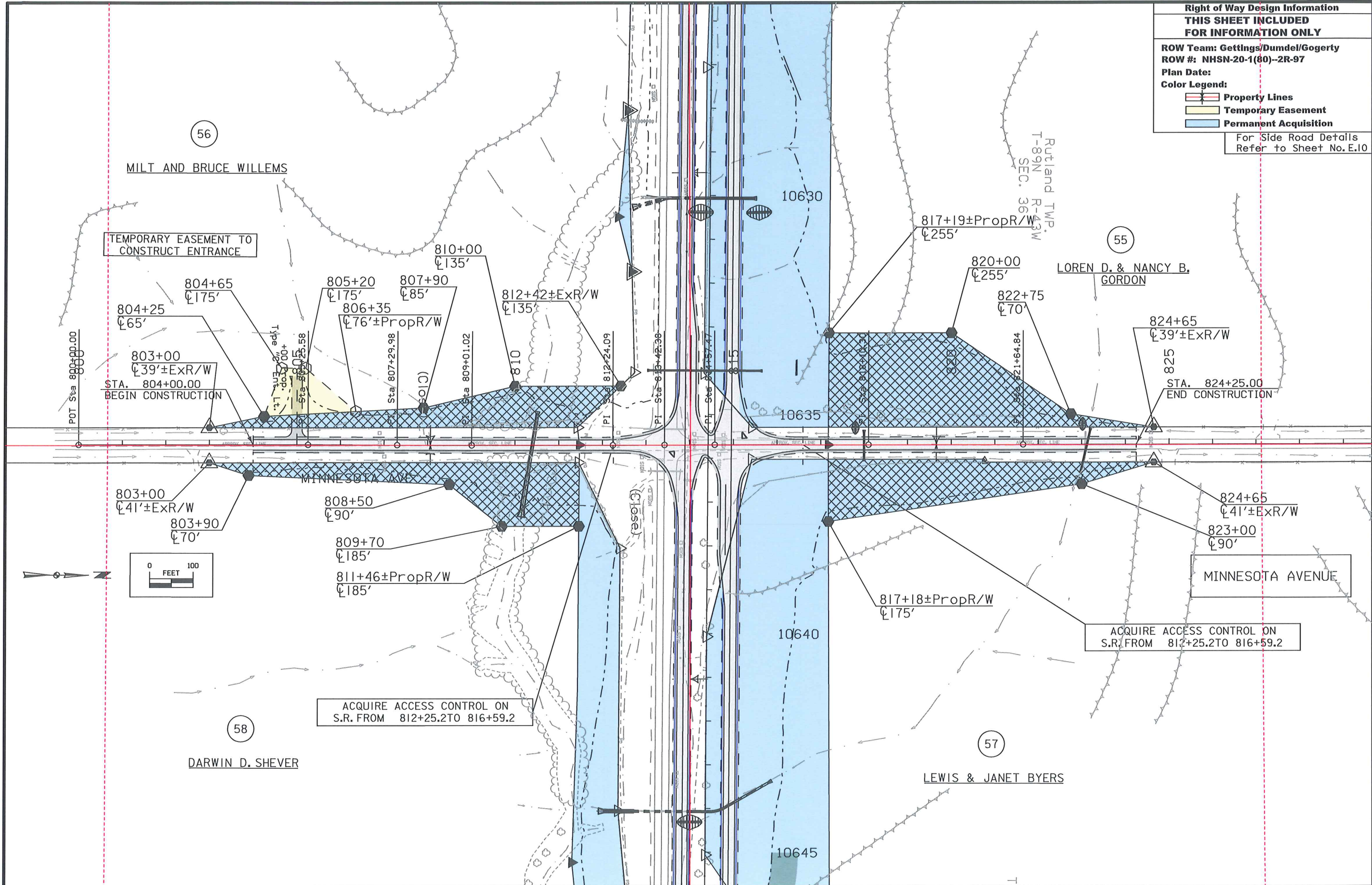
Rutland TWP.
T-89N
SEC. 3

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Gettings/Dumdel/Gogerty
 ROW #: NHSN-20-1(80)--2R-97
 Plan Date:
 Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

For Side Road Details
 Refer to Sheet No. E.10



TEMPORARY EASEMENT TO
 CONSTRUCT ENTRANCE




STA. 804+00.00
 BEGIN CONSTRUCTION

STA. 824+25.00
 END CONSTRUCTION

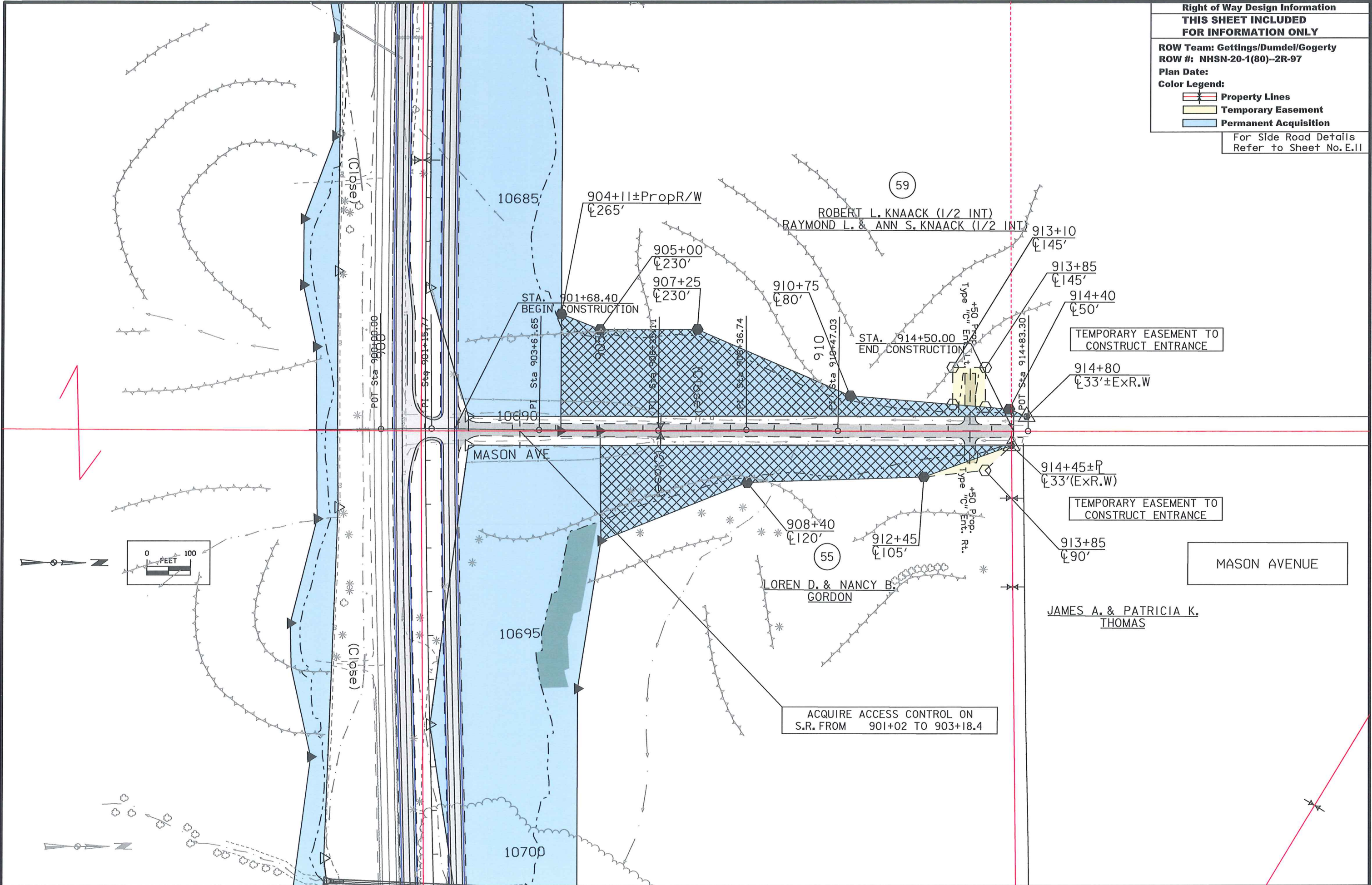
ACQUIRE ACCESS CONTROL ON
 S.R. FROM 812+25.2 TO 816+59.2

ACQUIRE ACCESS CONTROL ON
 S.R. FROM 812+25.2 TO 816+59.2

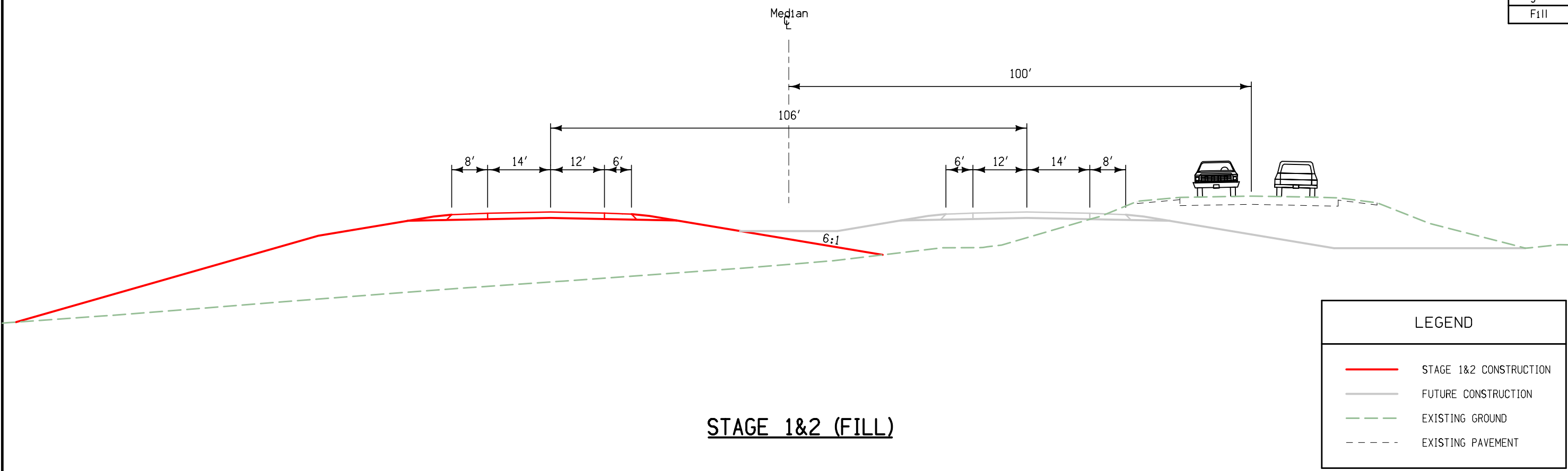


Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Gettings/Dumdel/Gogerty	
ROW #: NHSN-20-1(80)--2R-97	
Plan Date:	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

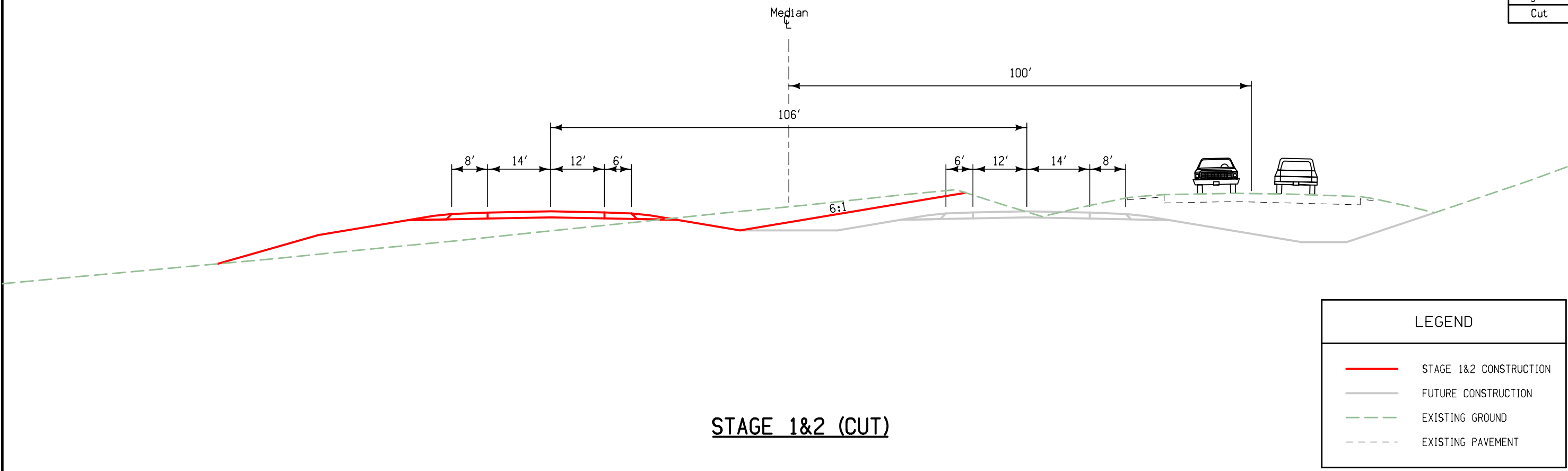
For Side Road Details Refer to Sheet No. E.11



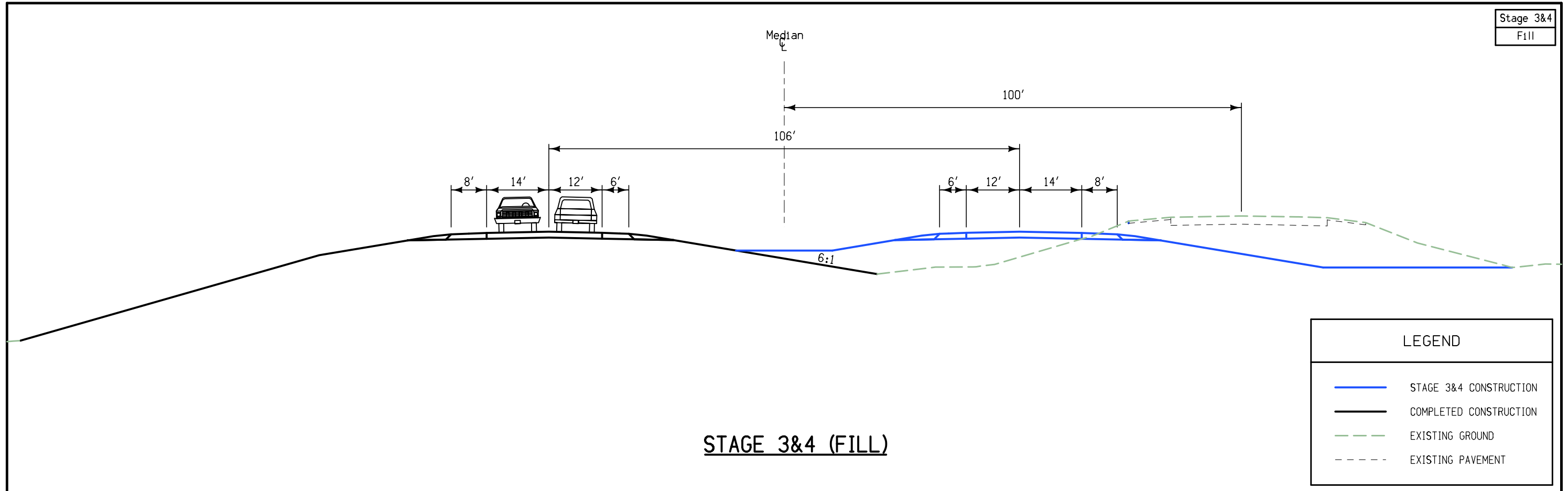
Stage 1&2
Fill



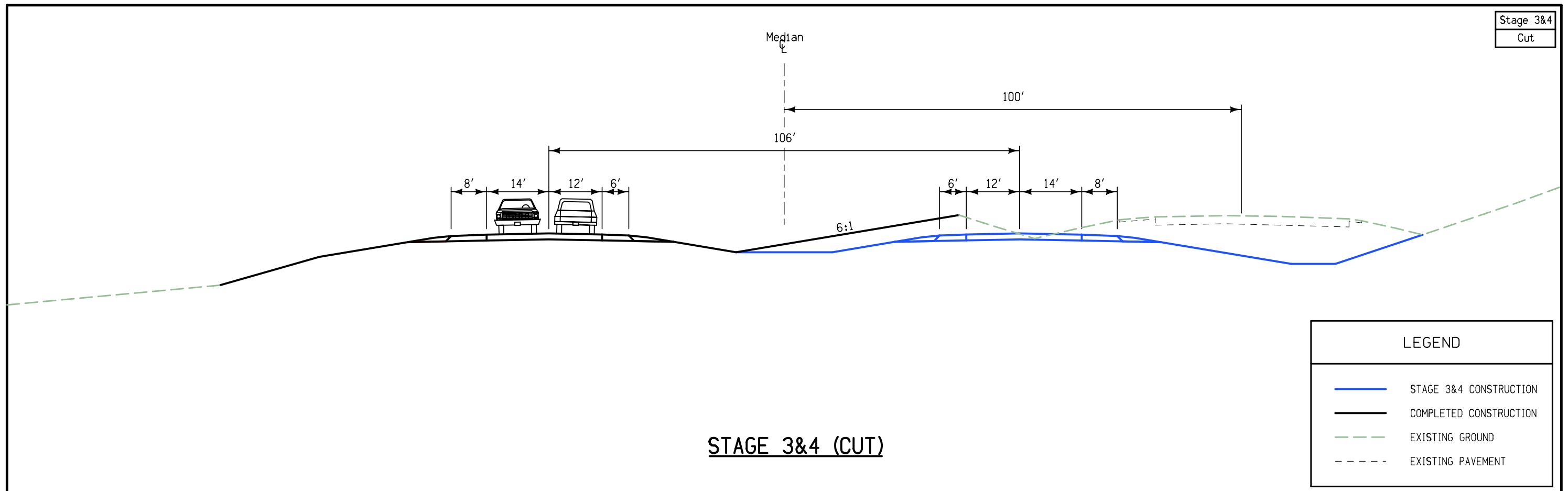
Stage 1&2
Cut



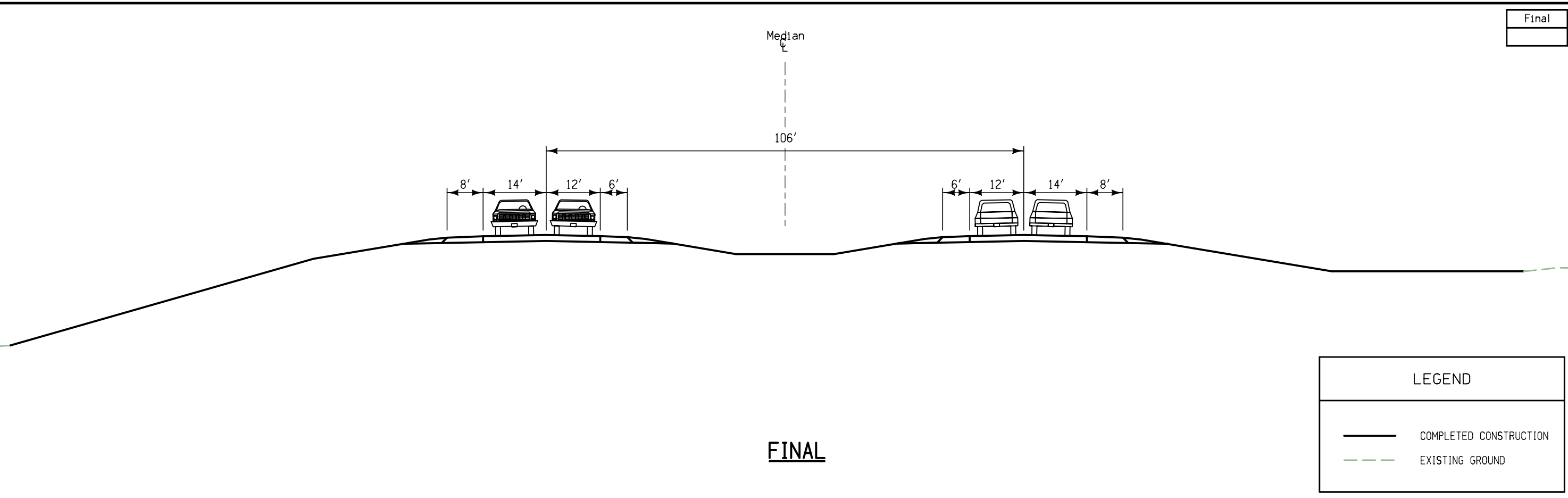
Stage 3&4
Fill



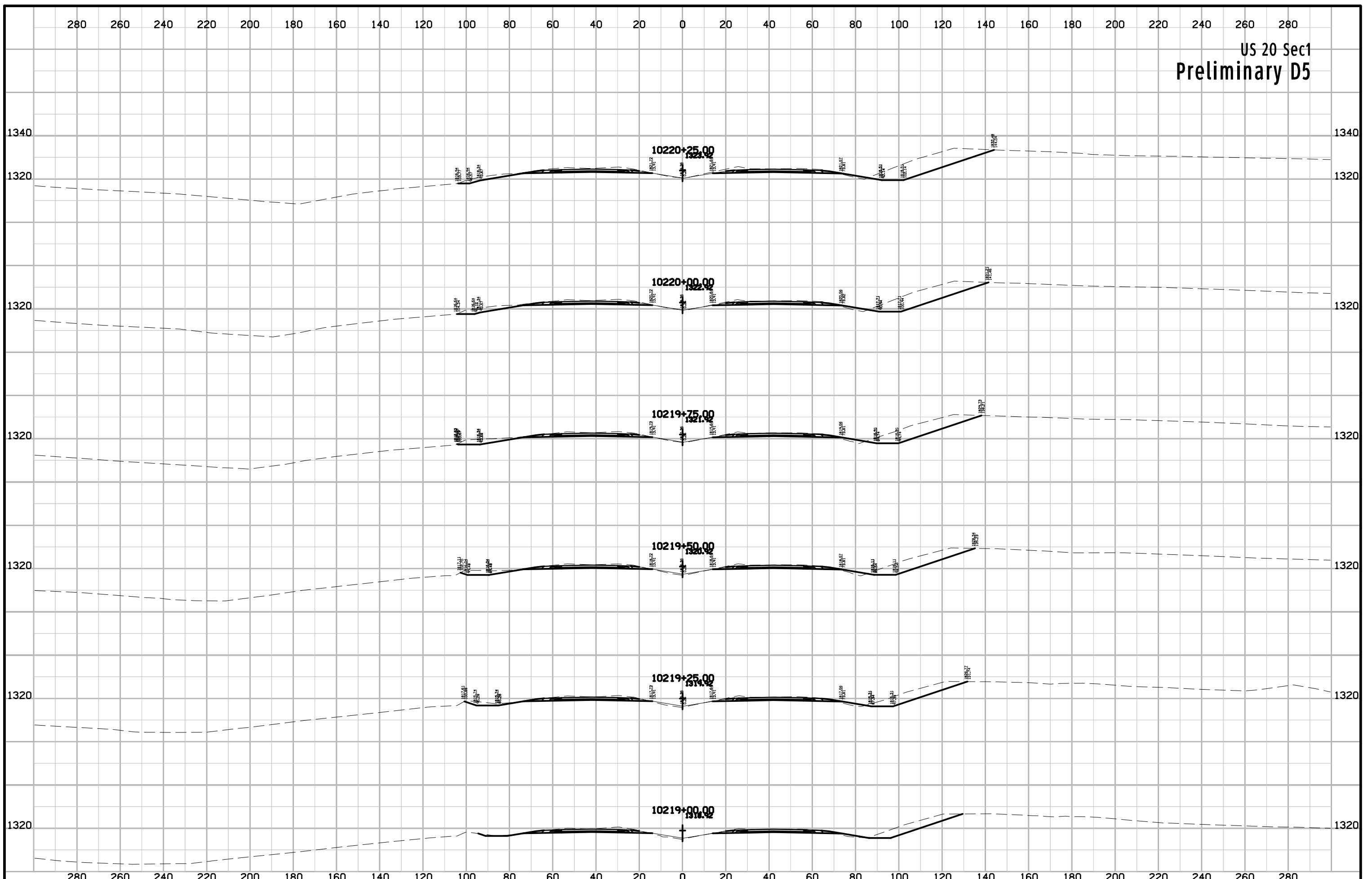
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Cut



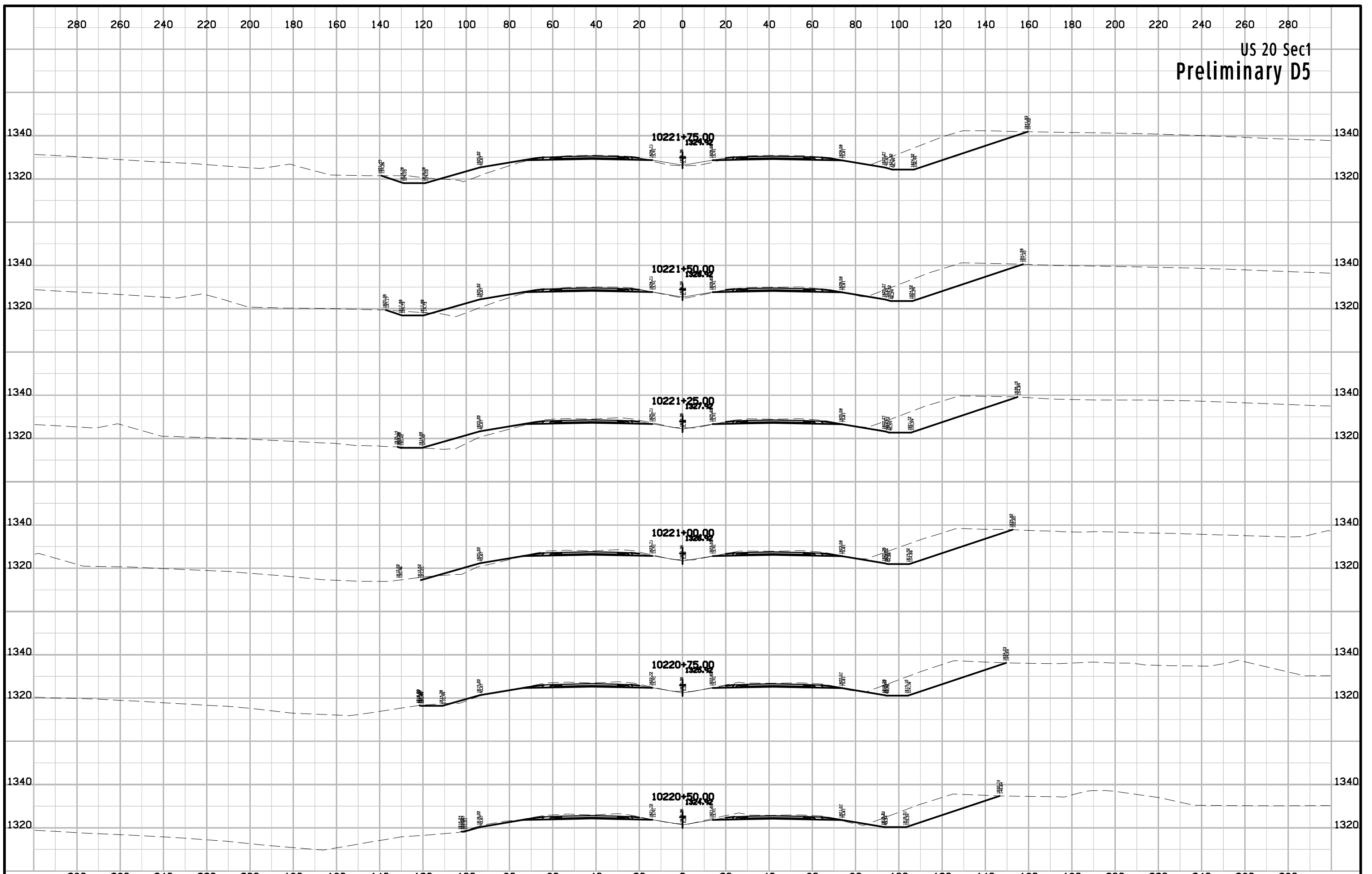
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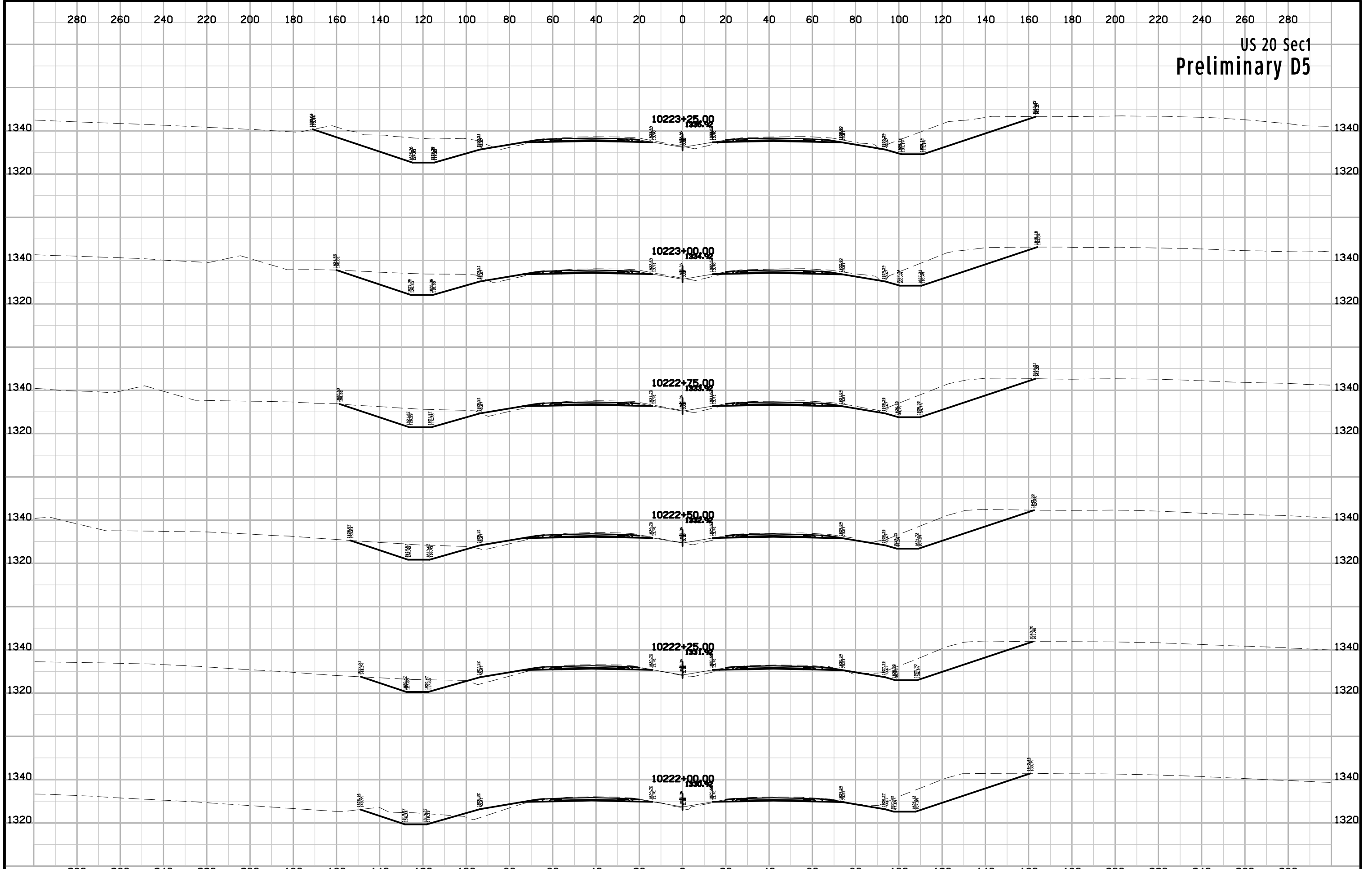
US 20 Sec1
Preliminary D5



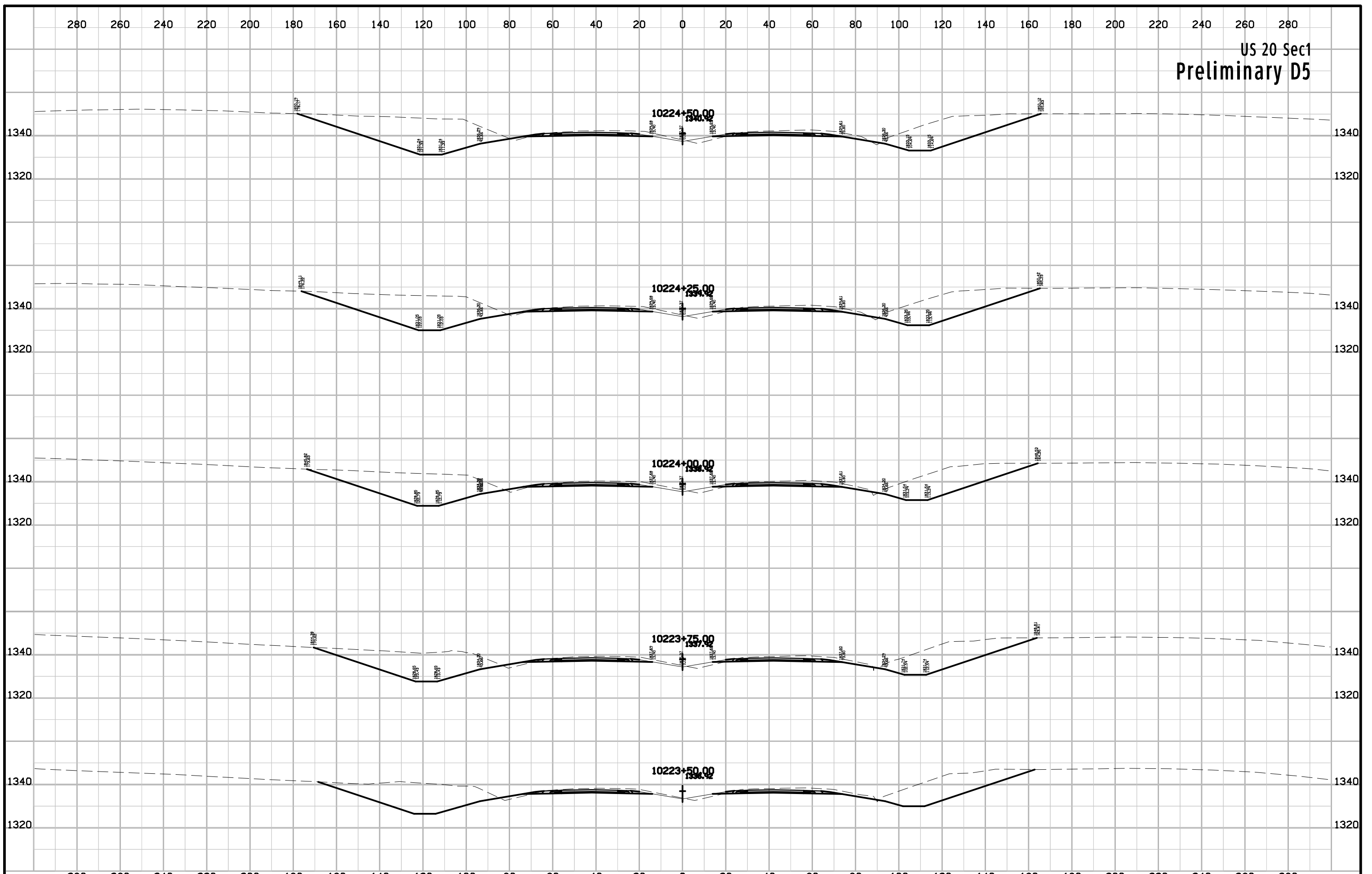
US 20 Sec1
Preliminary D5

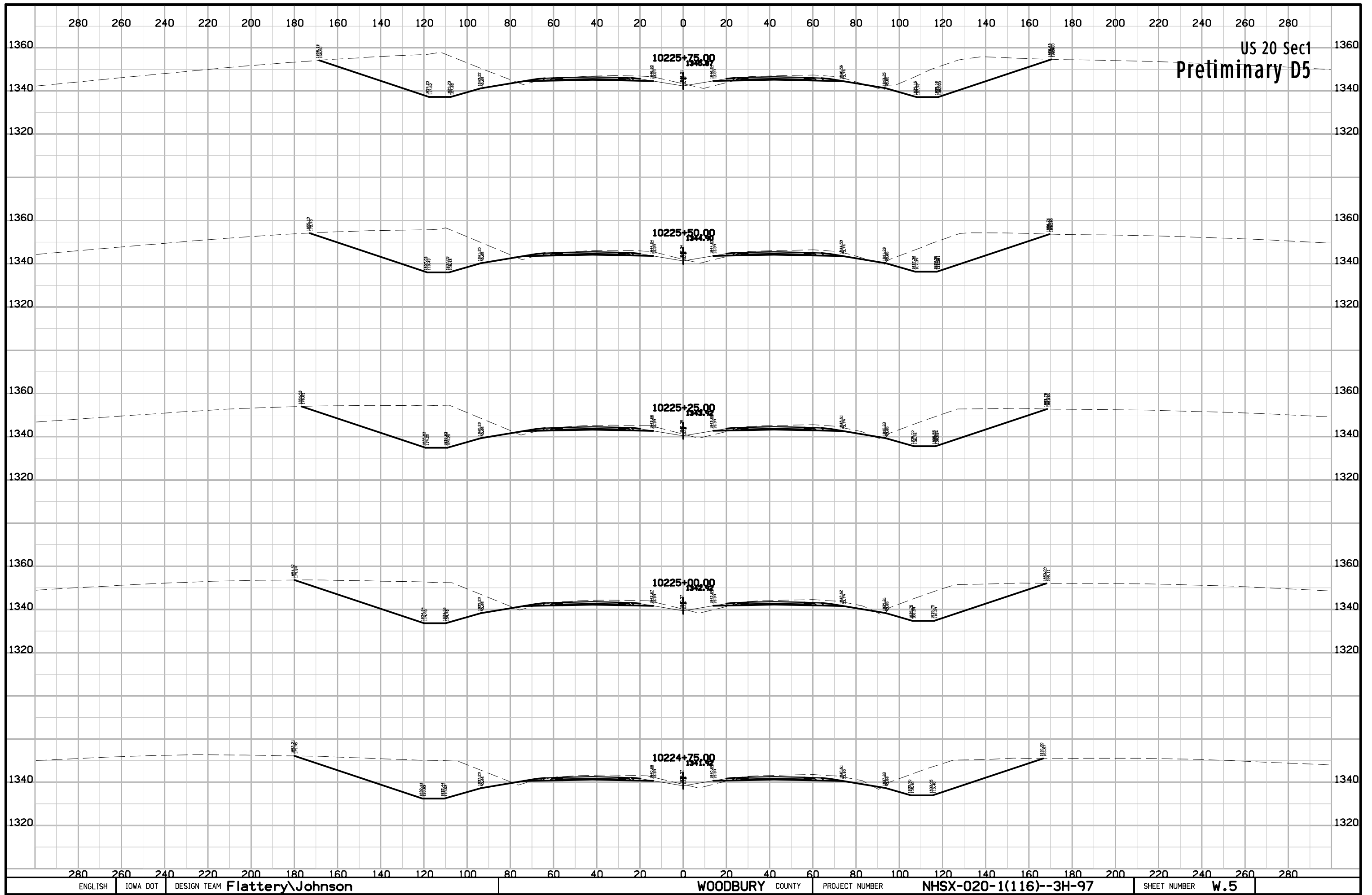


US 20 Sec1
Preliminary D5

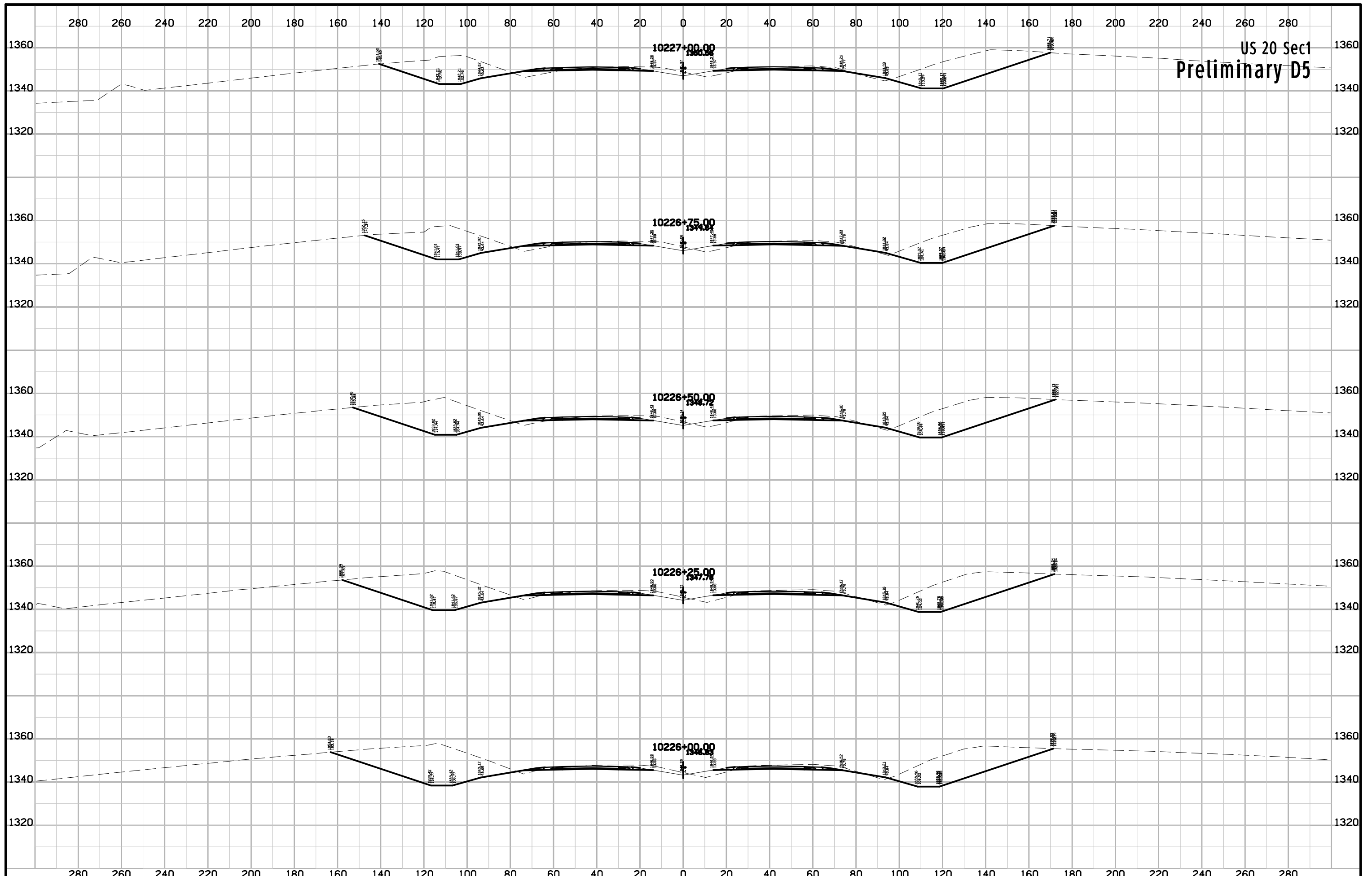


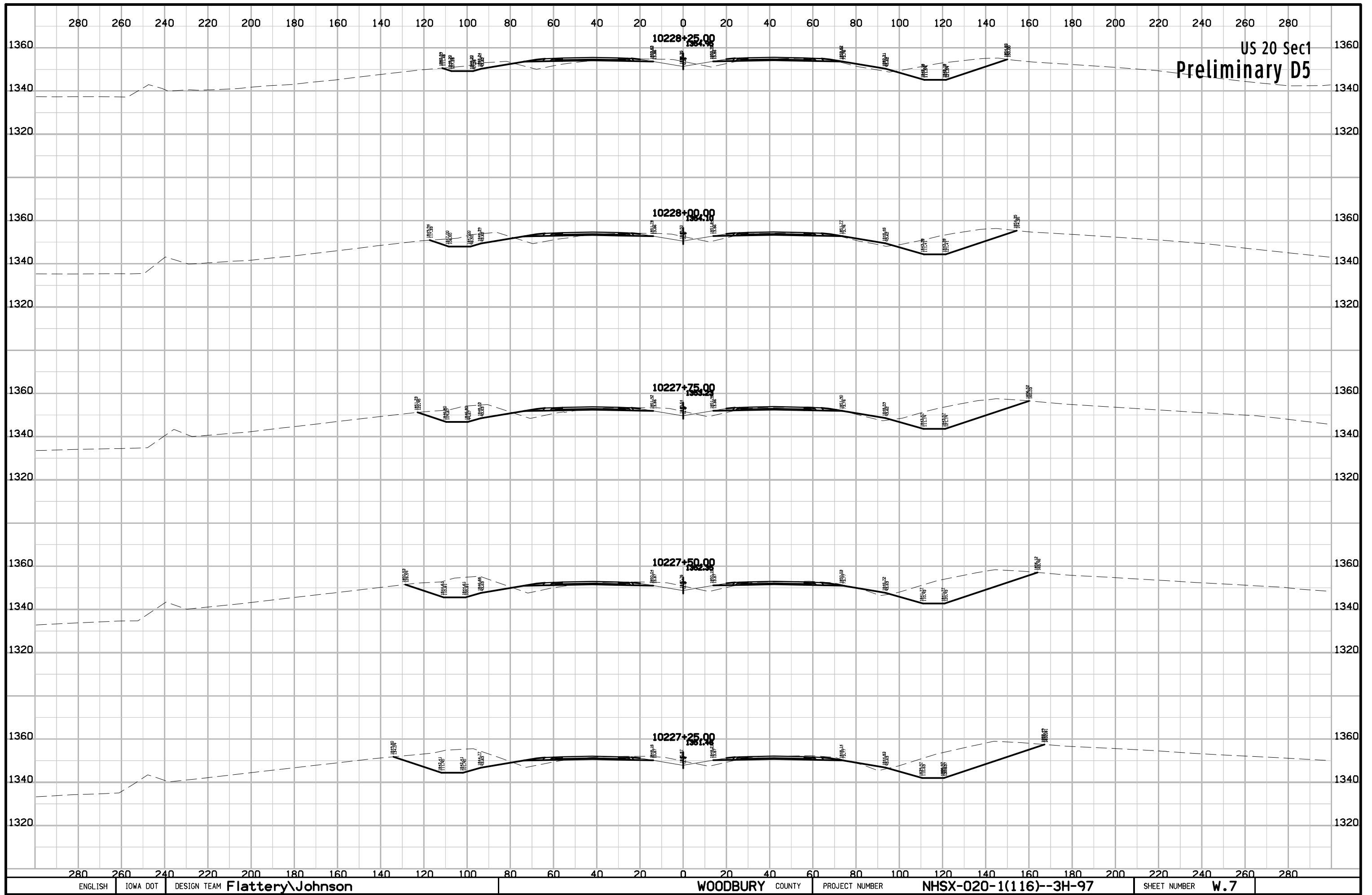
US 20 Sec1
Preliminary D5



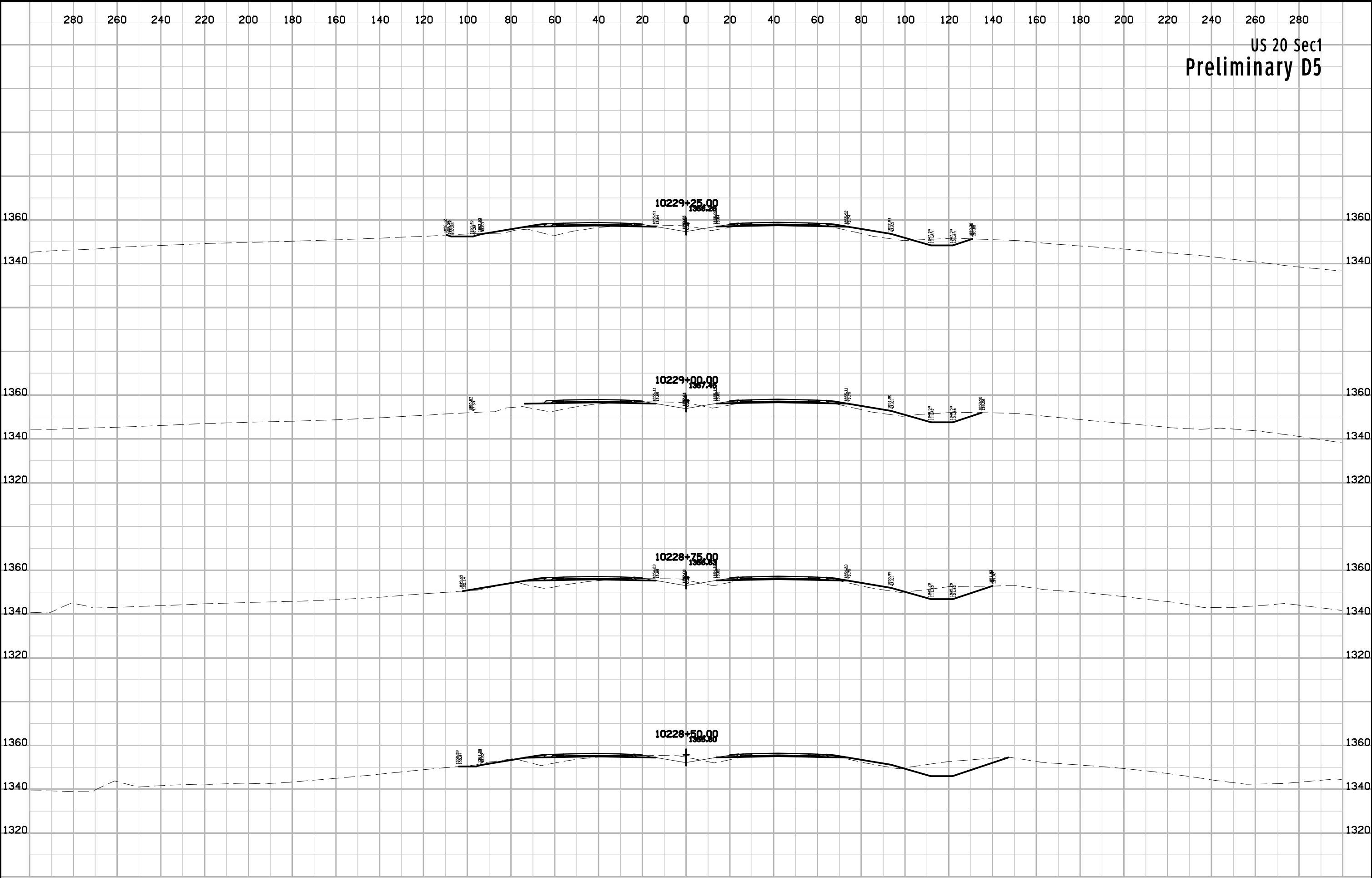


US 20 Sec1
Preliminary D5

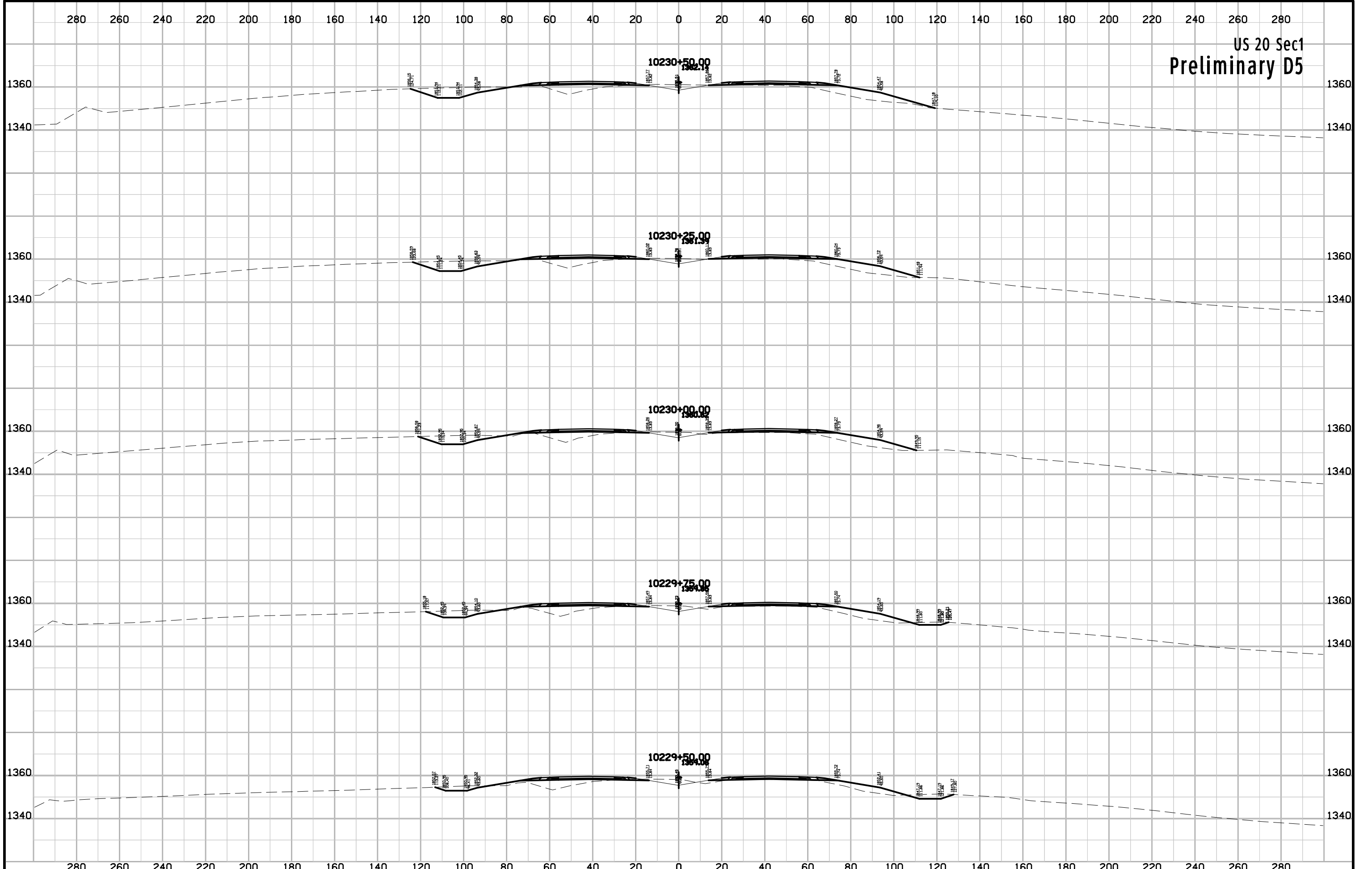




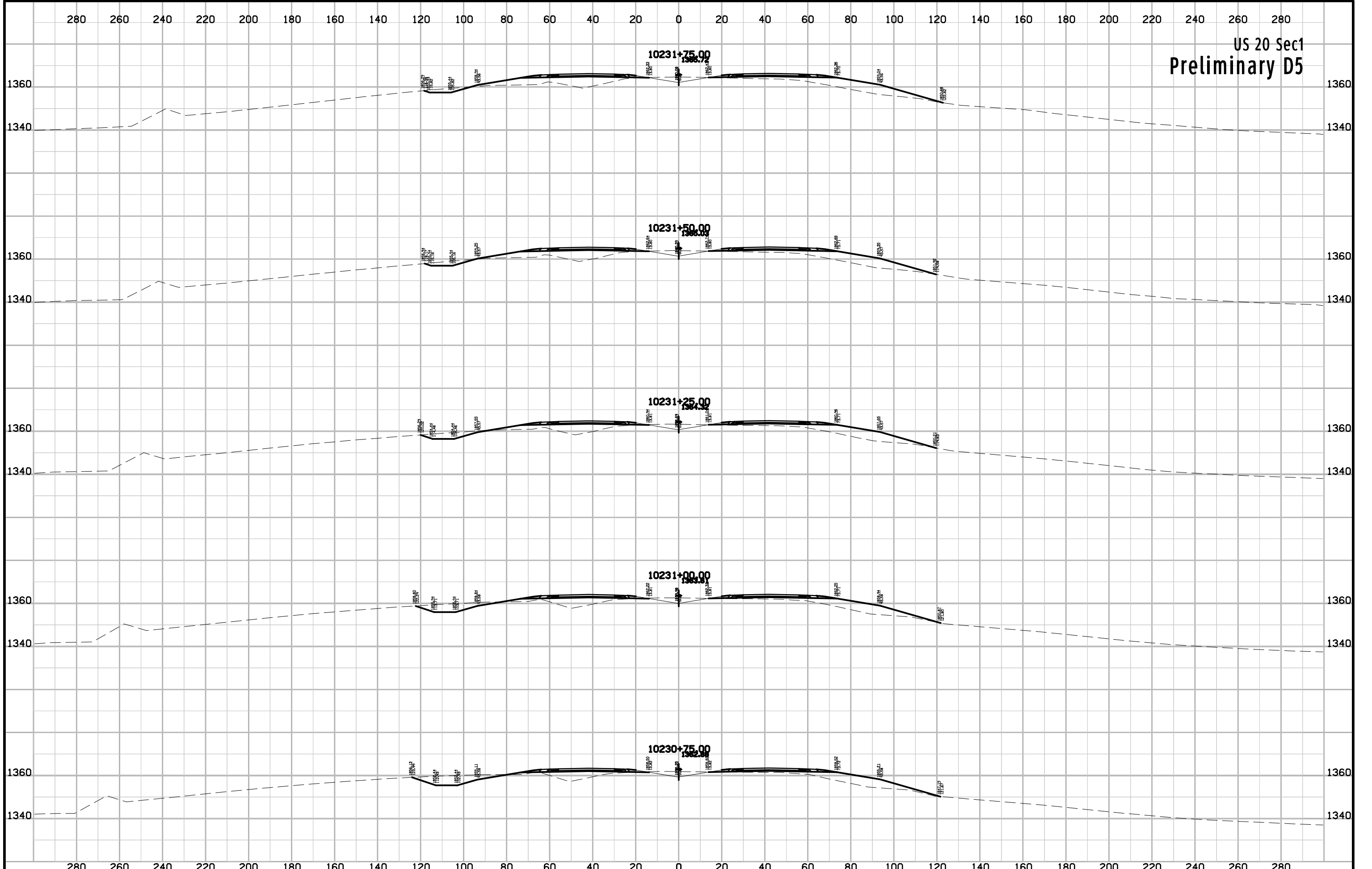
US 20 Sec1
Preliminary D5



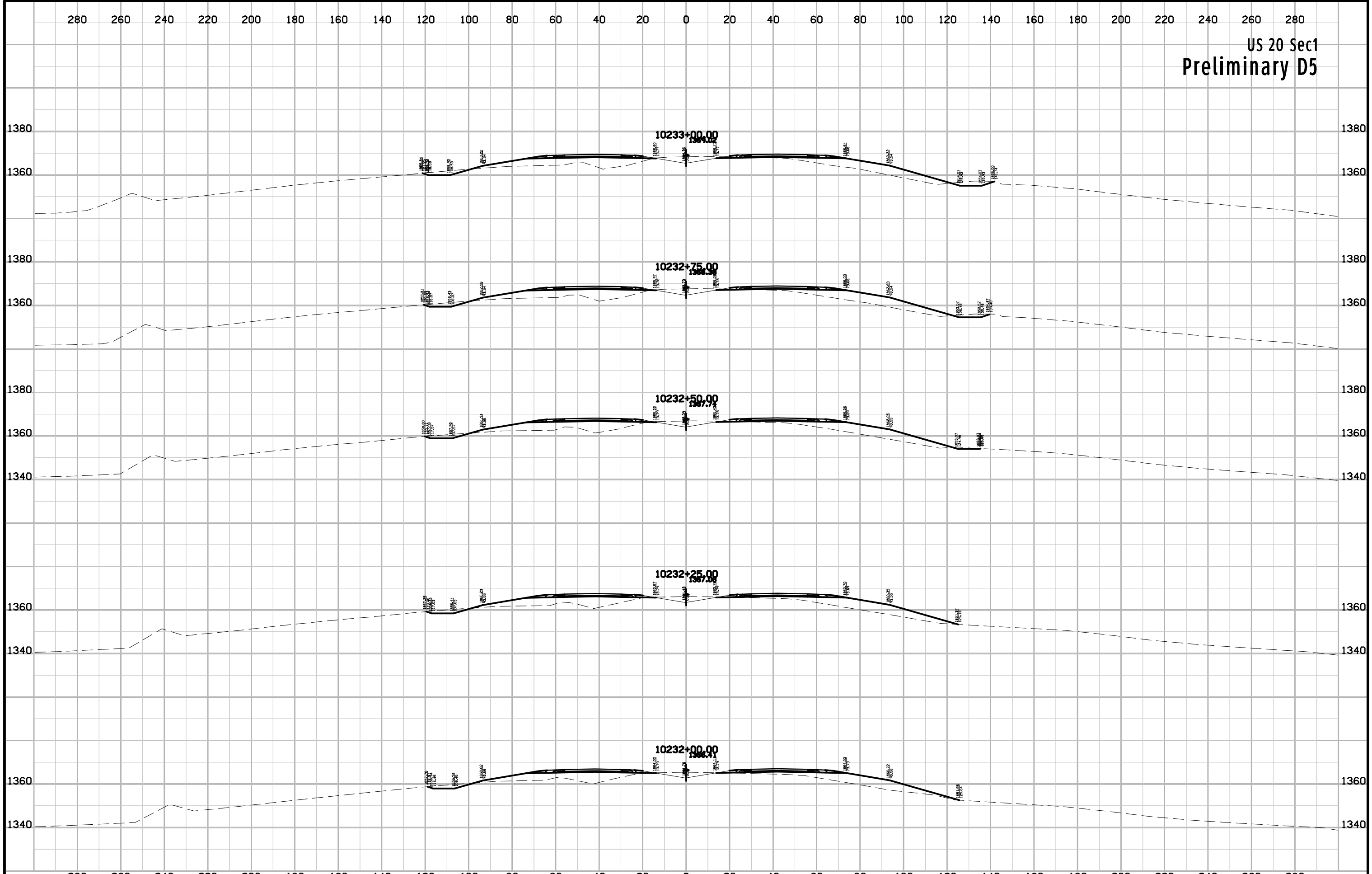
US 20 Sec1
Preliminary D5



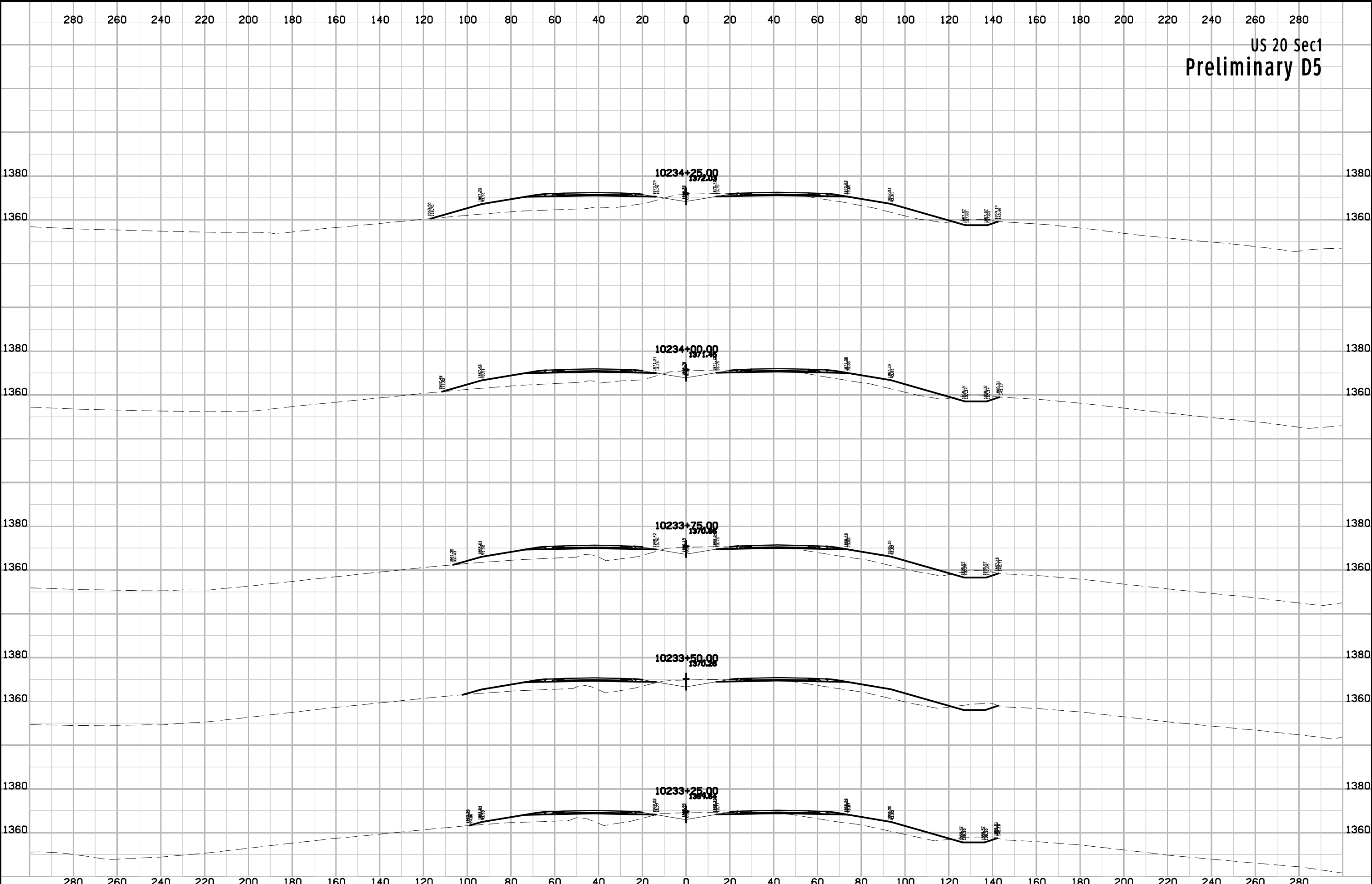
US 20 Sec1
Preliminary D5



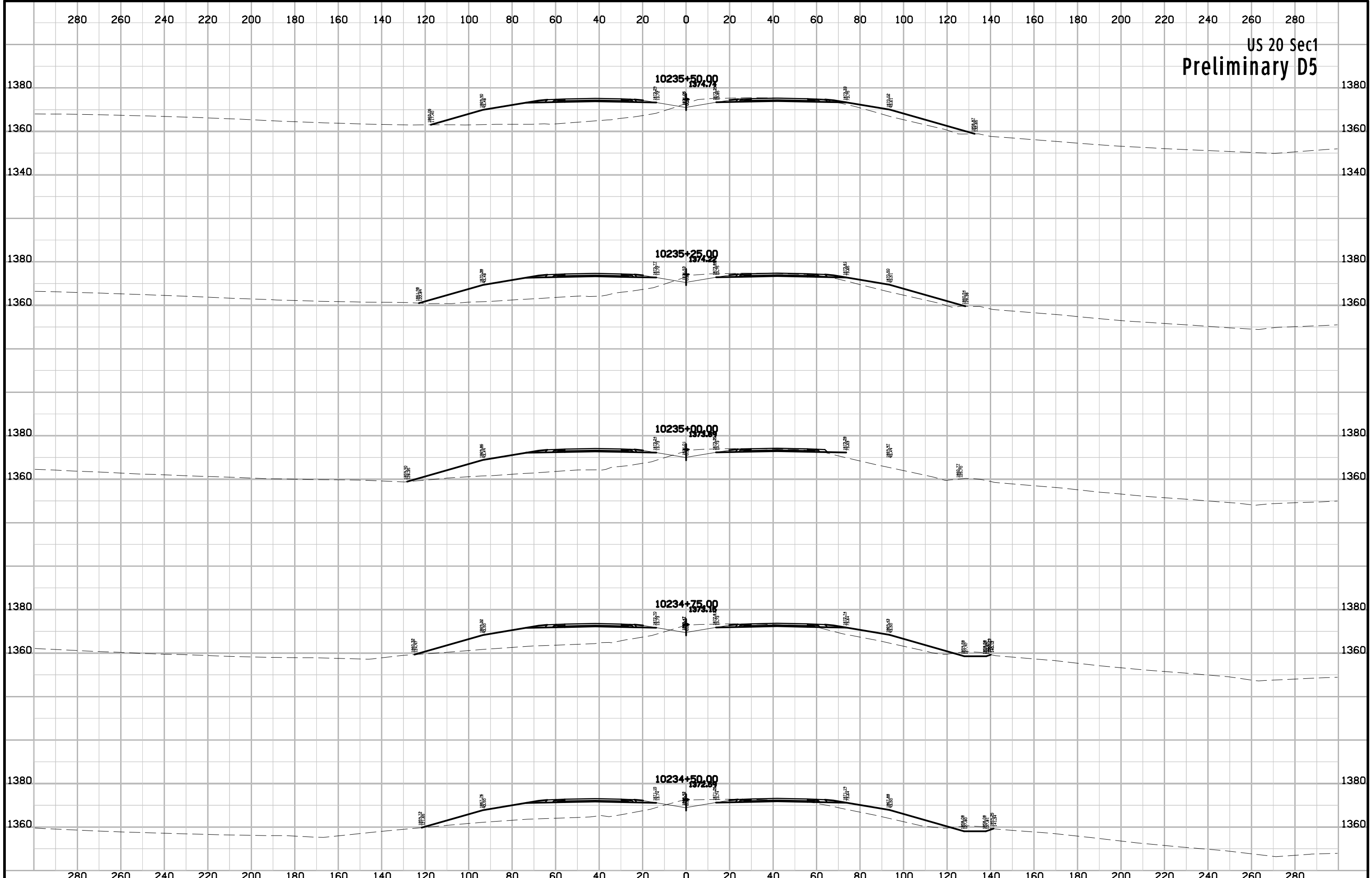
US 20 Sec1
Preliminary D5

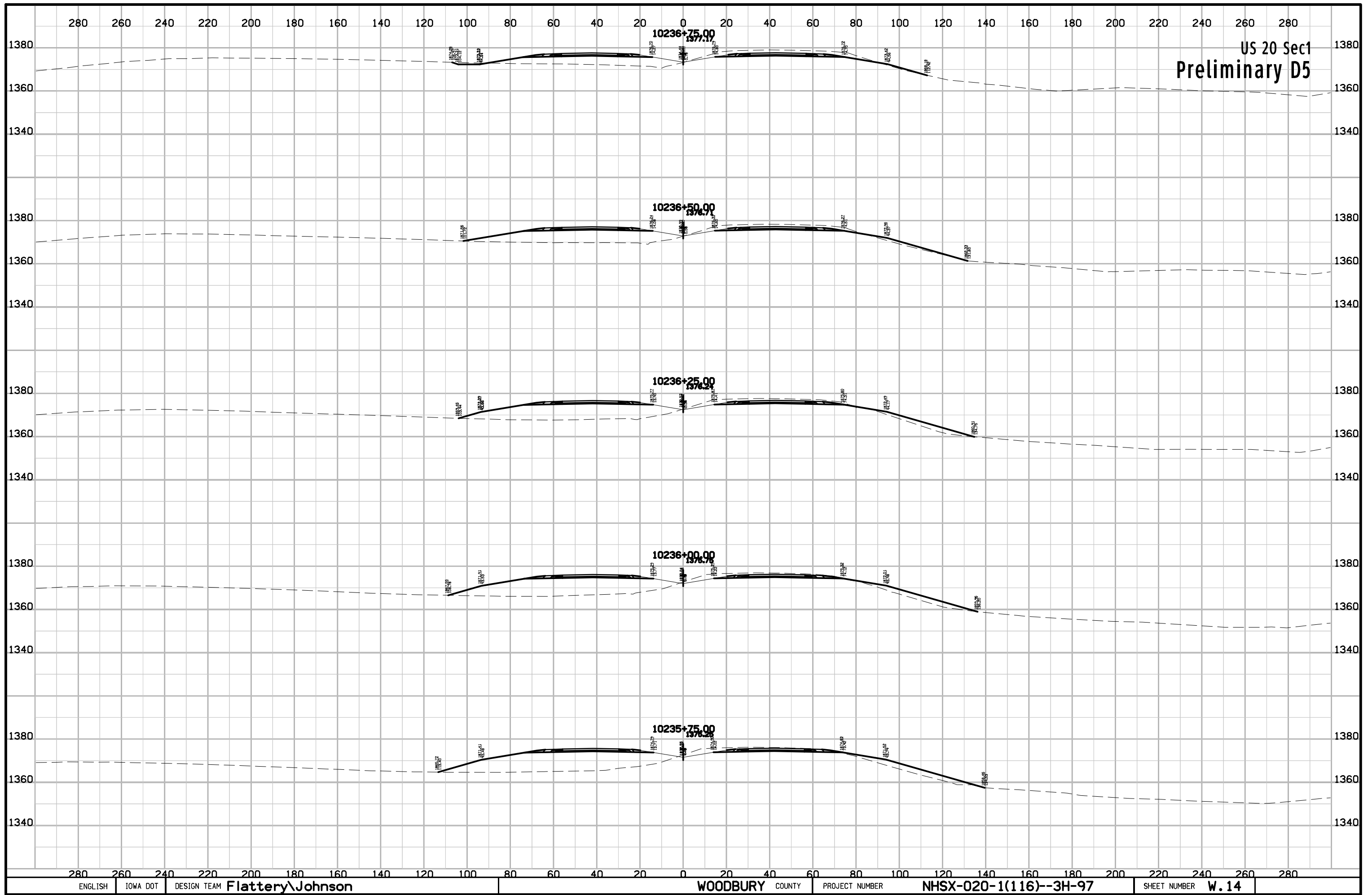


US 20 Sec1
Preliminary D5

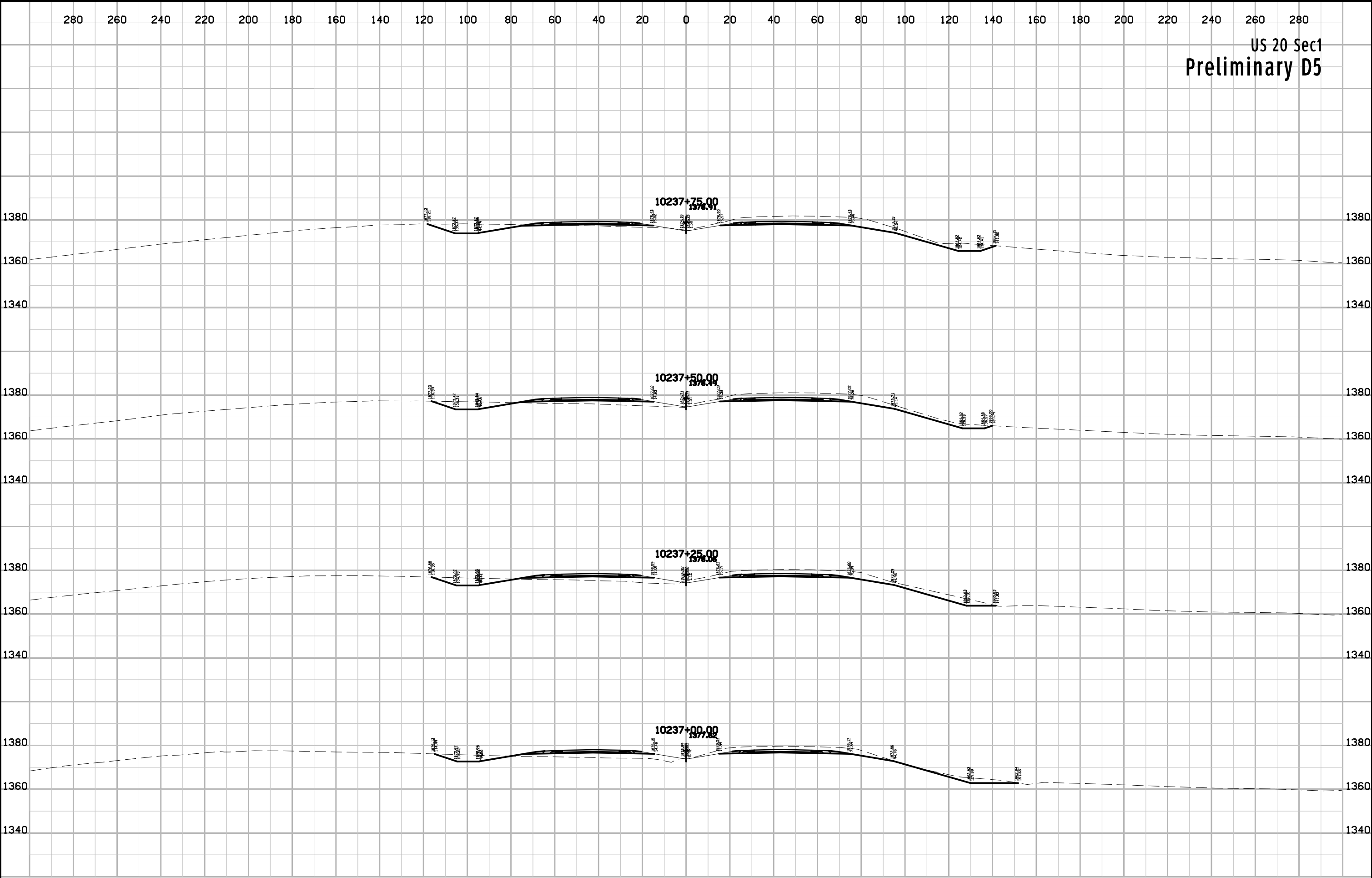


US 20 Sec1
Preliminary D5

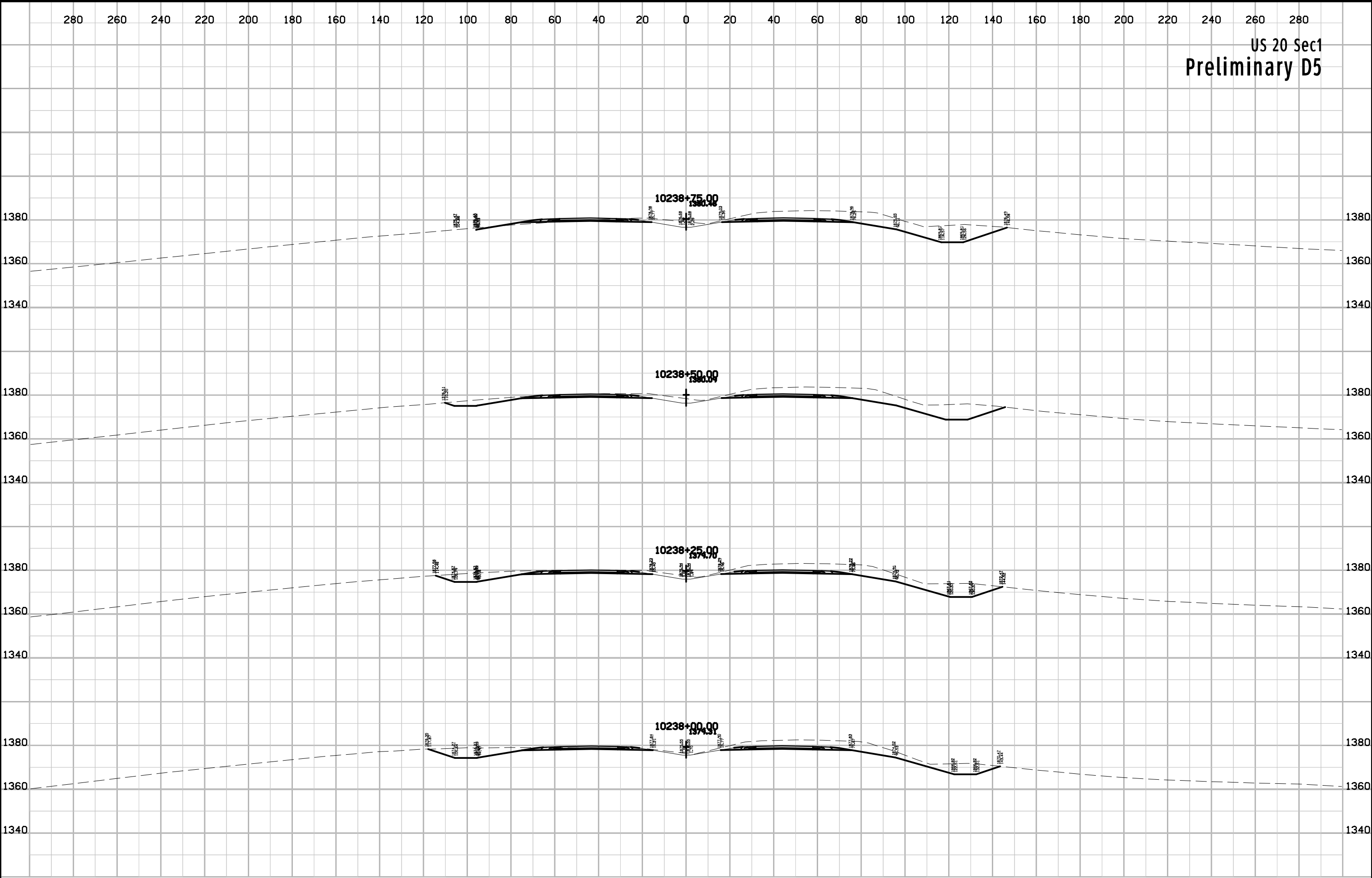




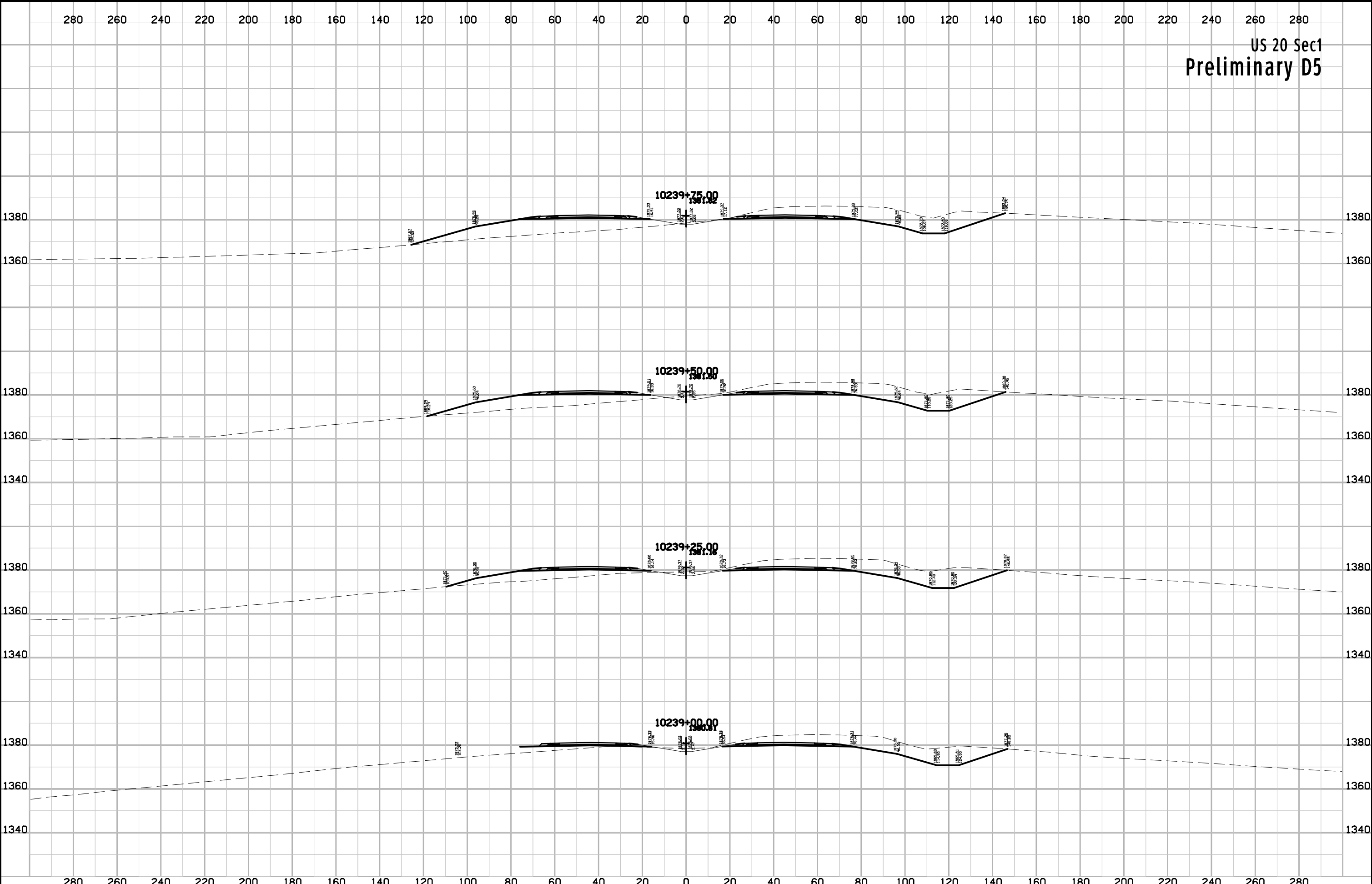
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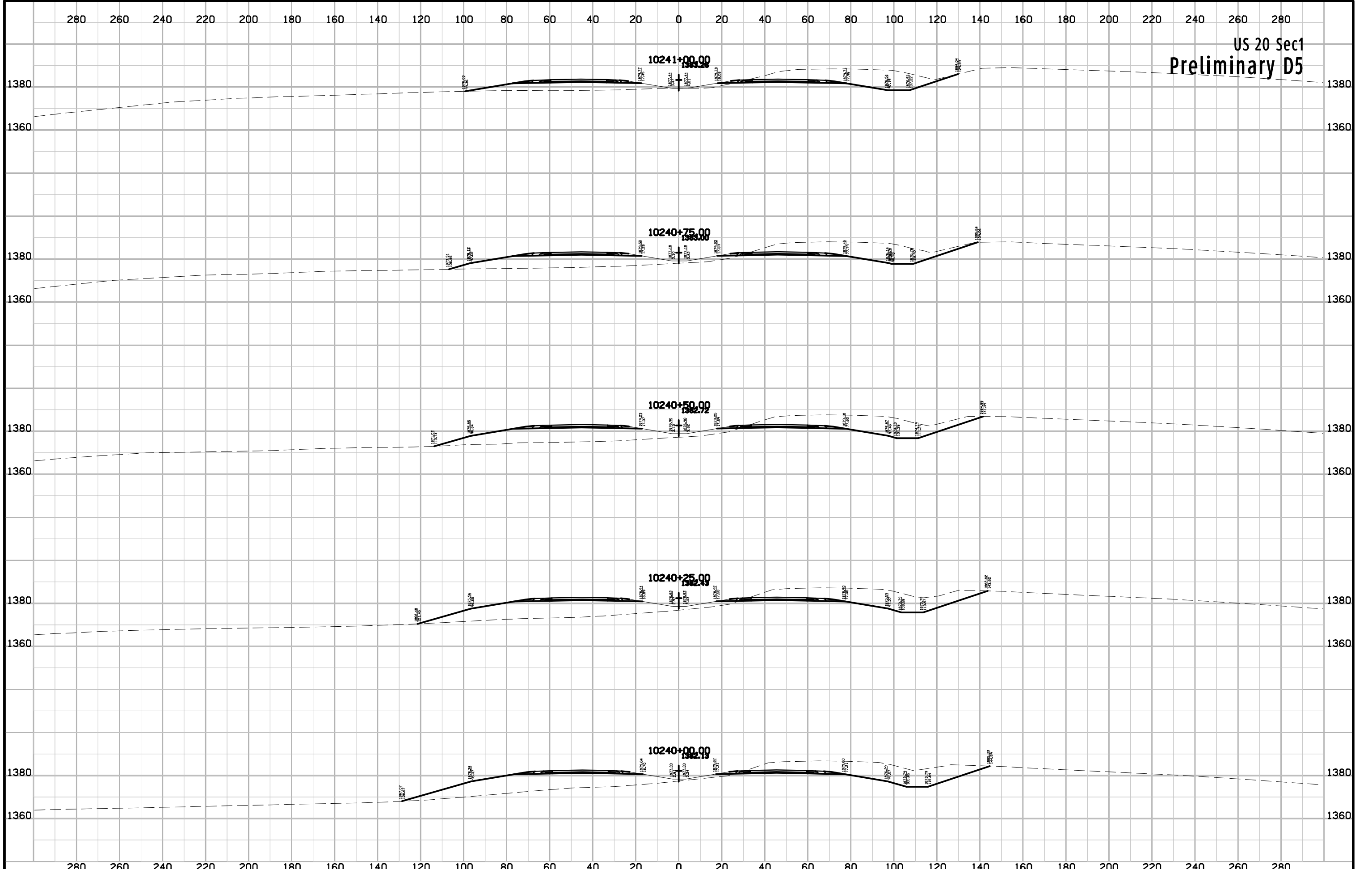
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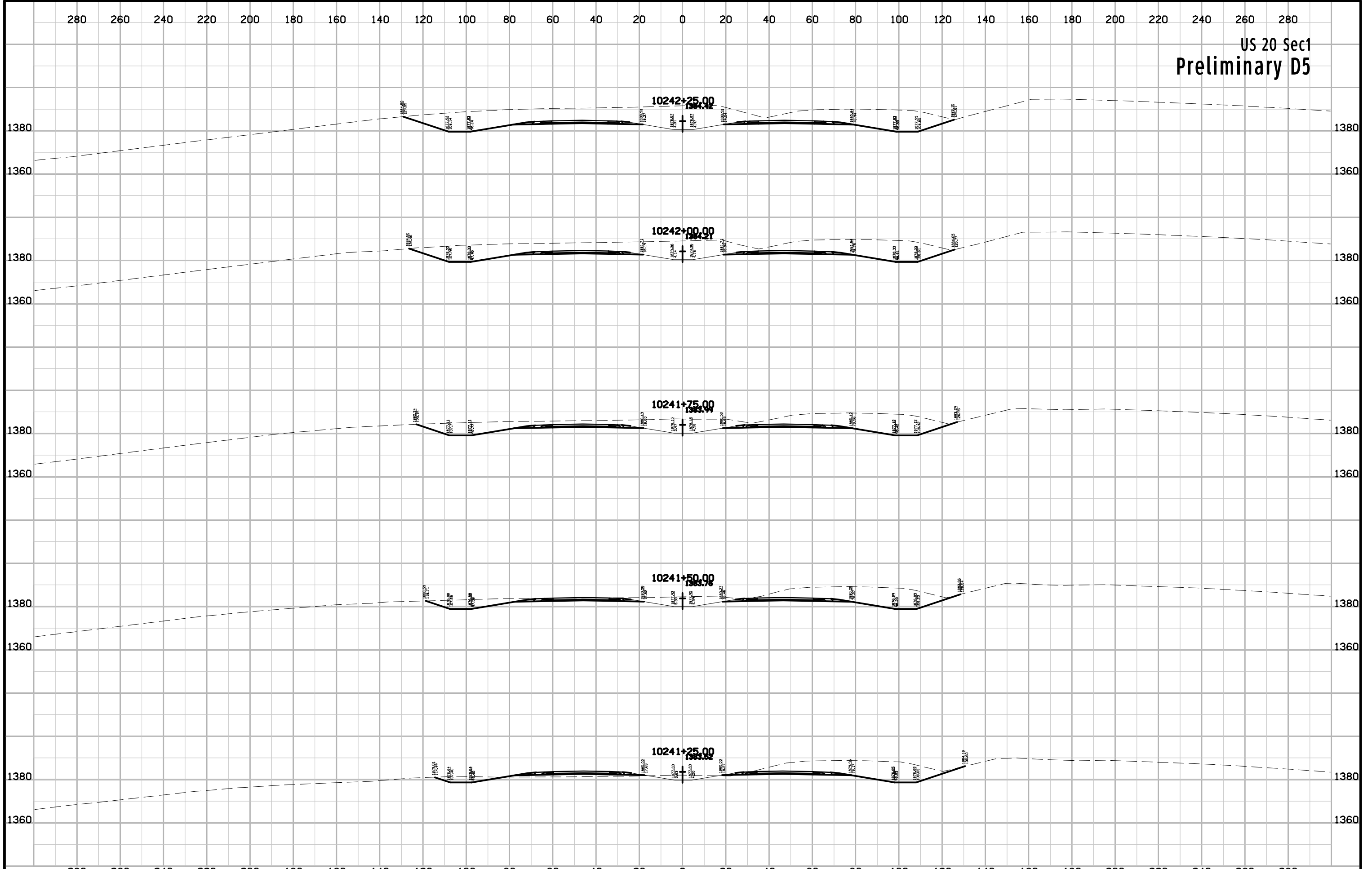
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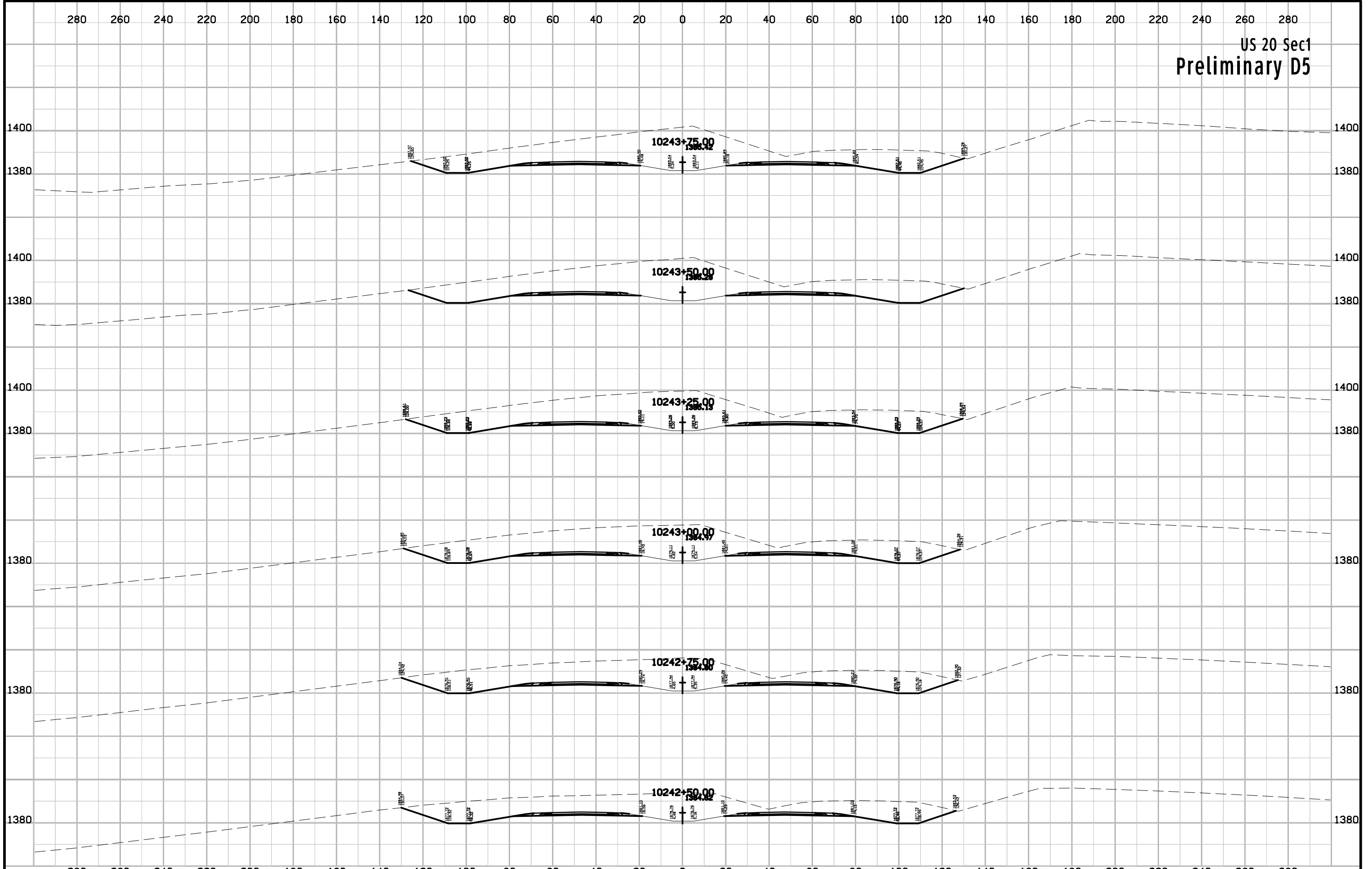
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Preliminary D5

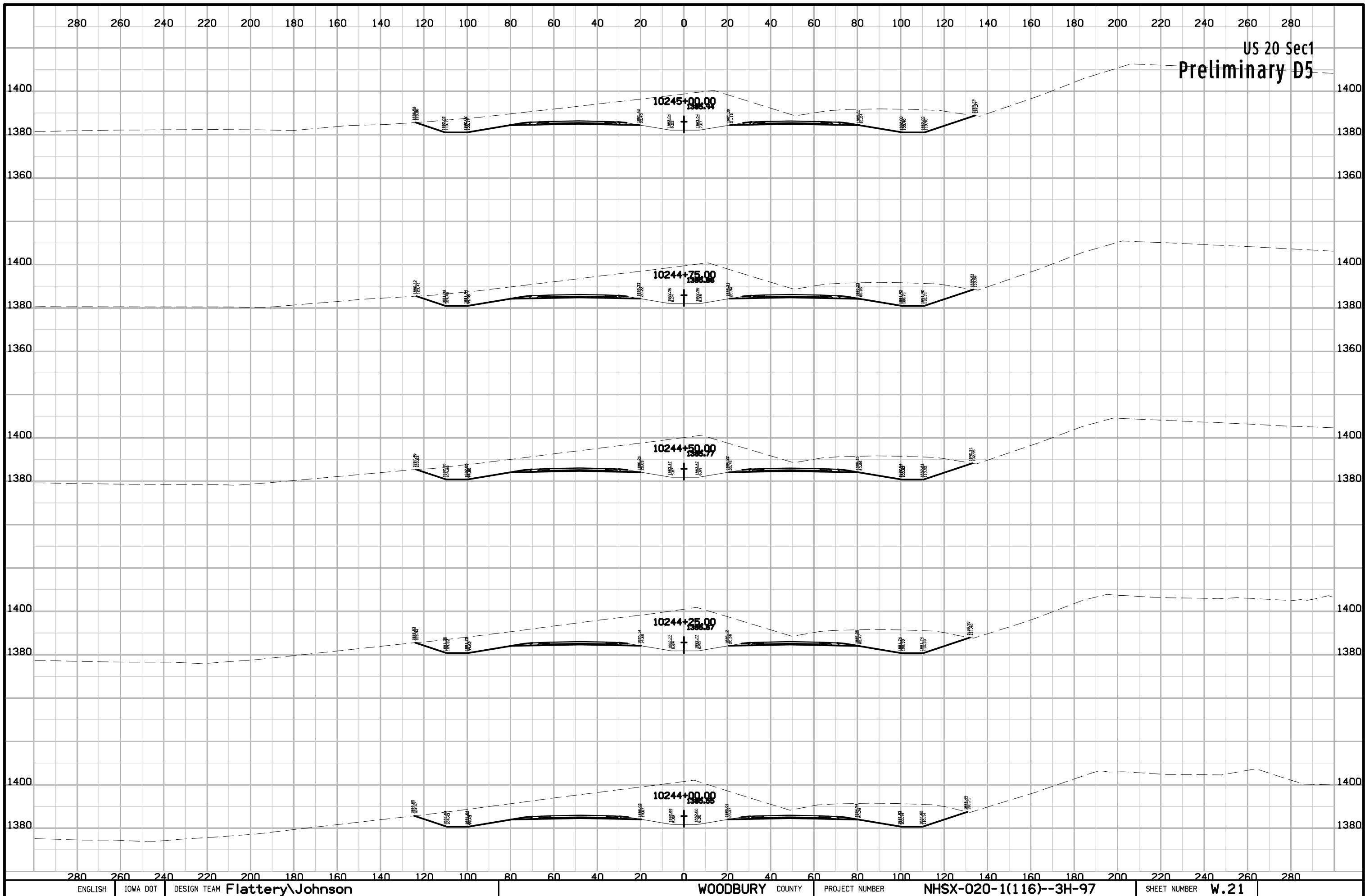


US 20 Sec1
Preliminary D5

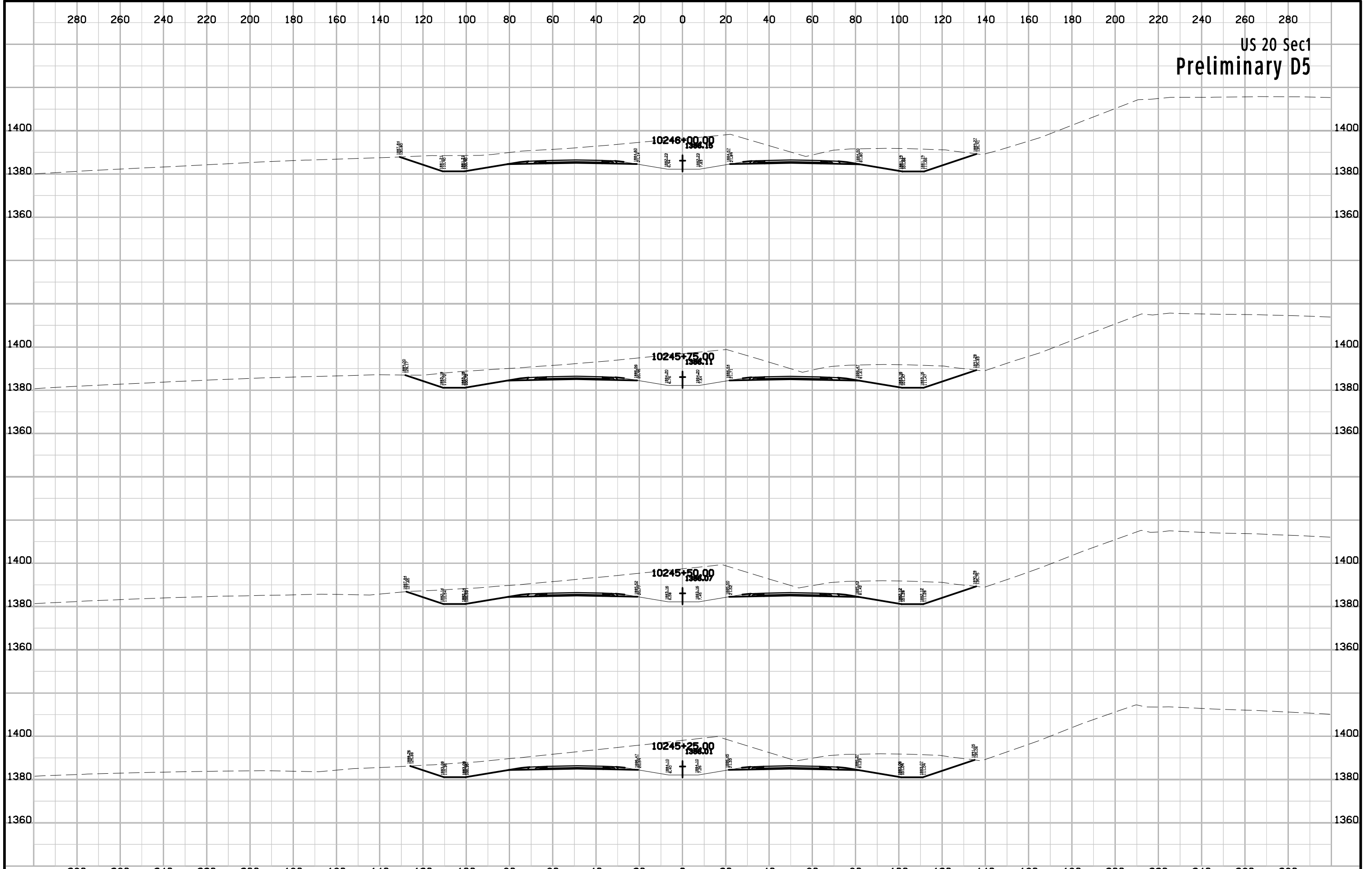


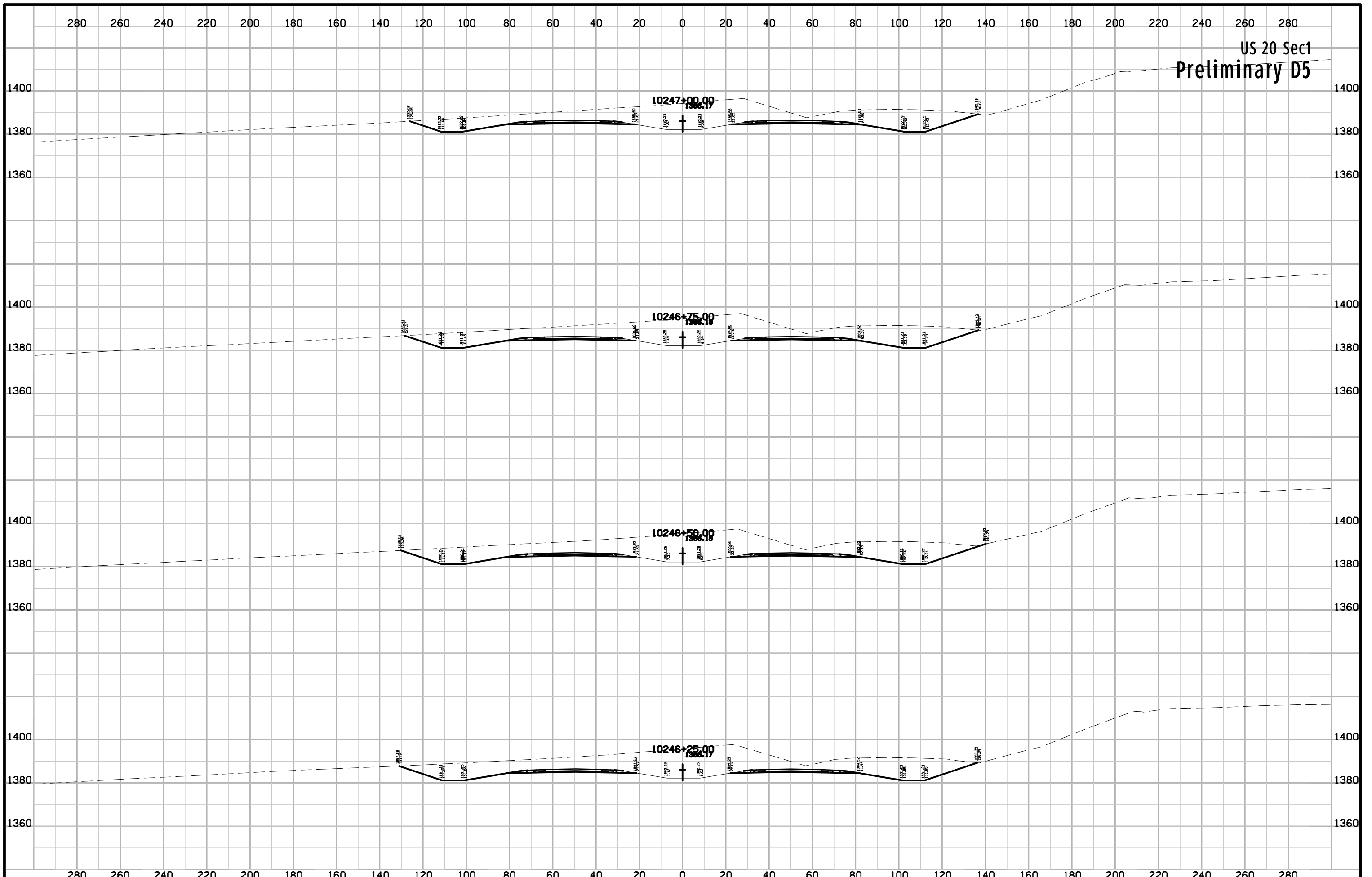
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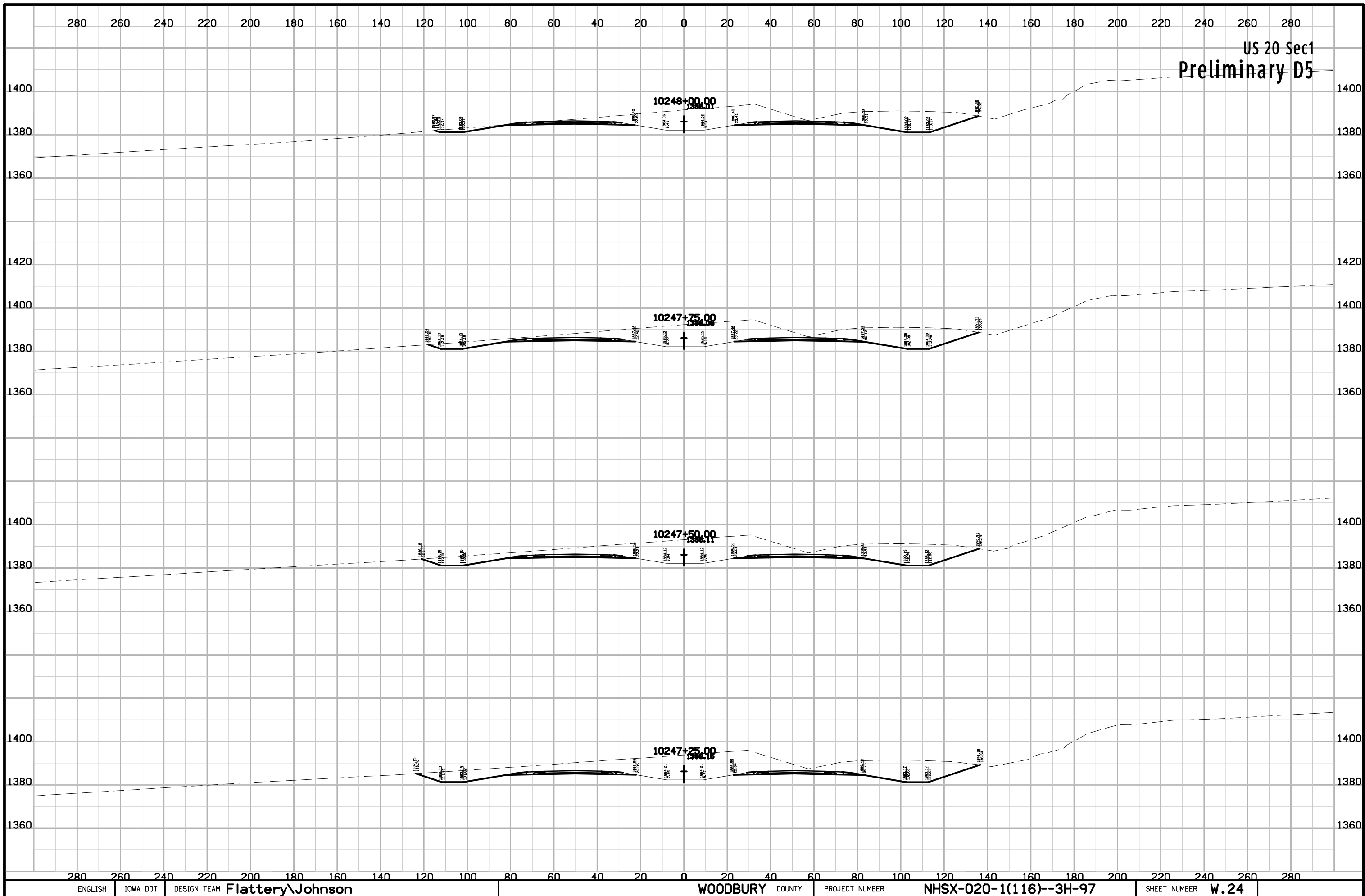




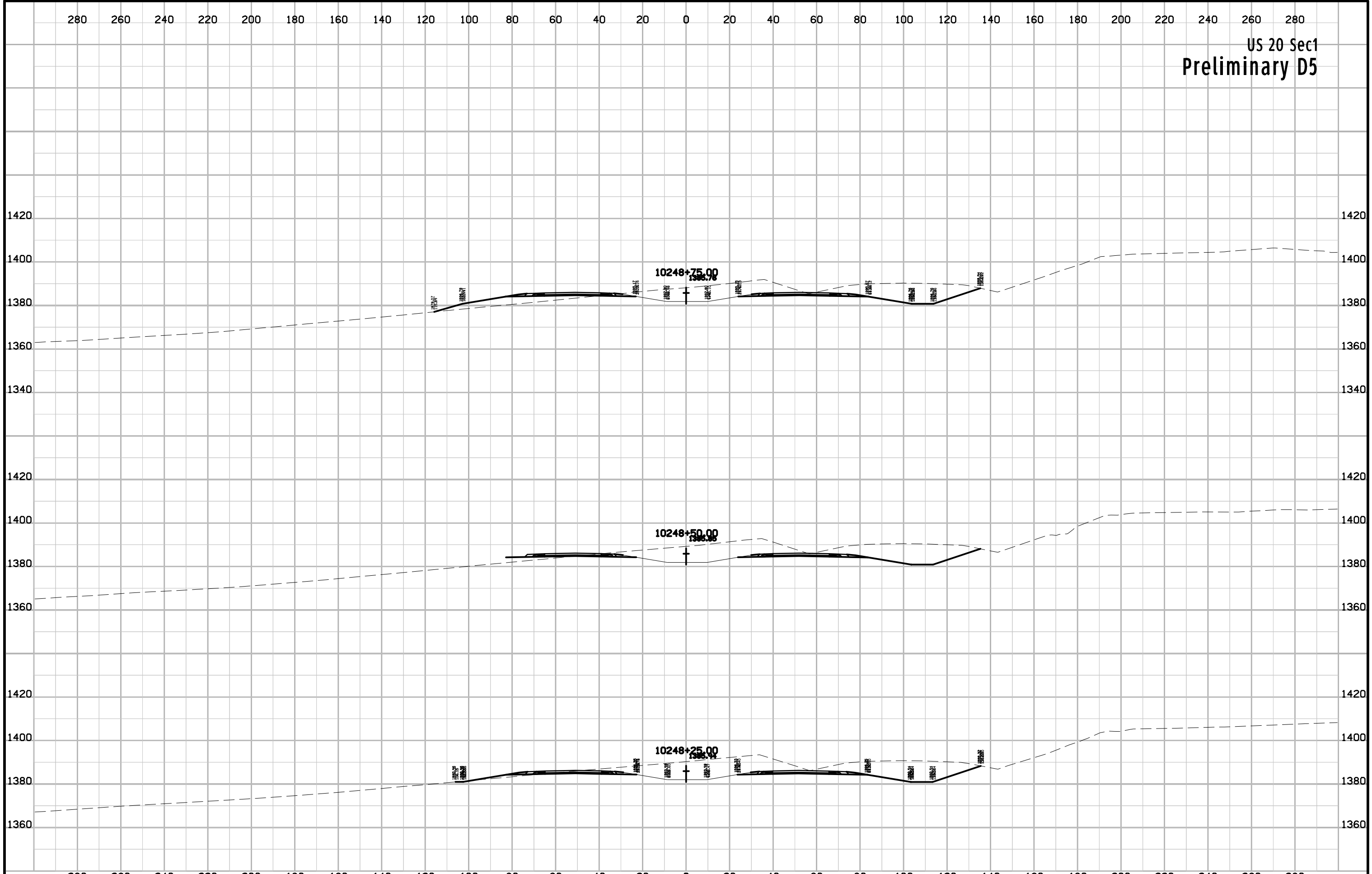
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Preliminary D5



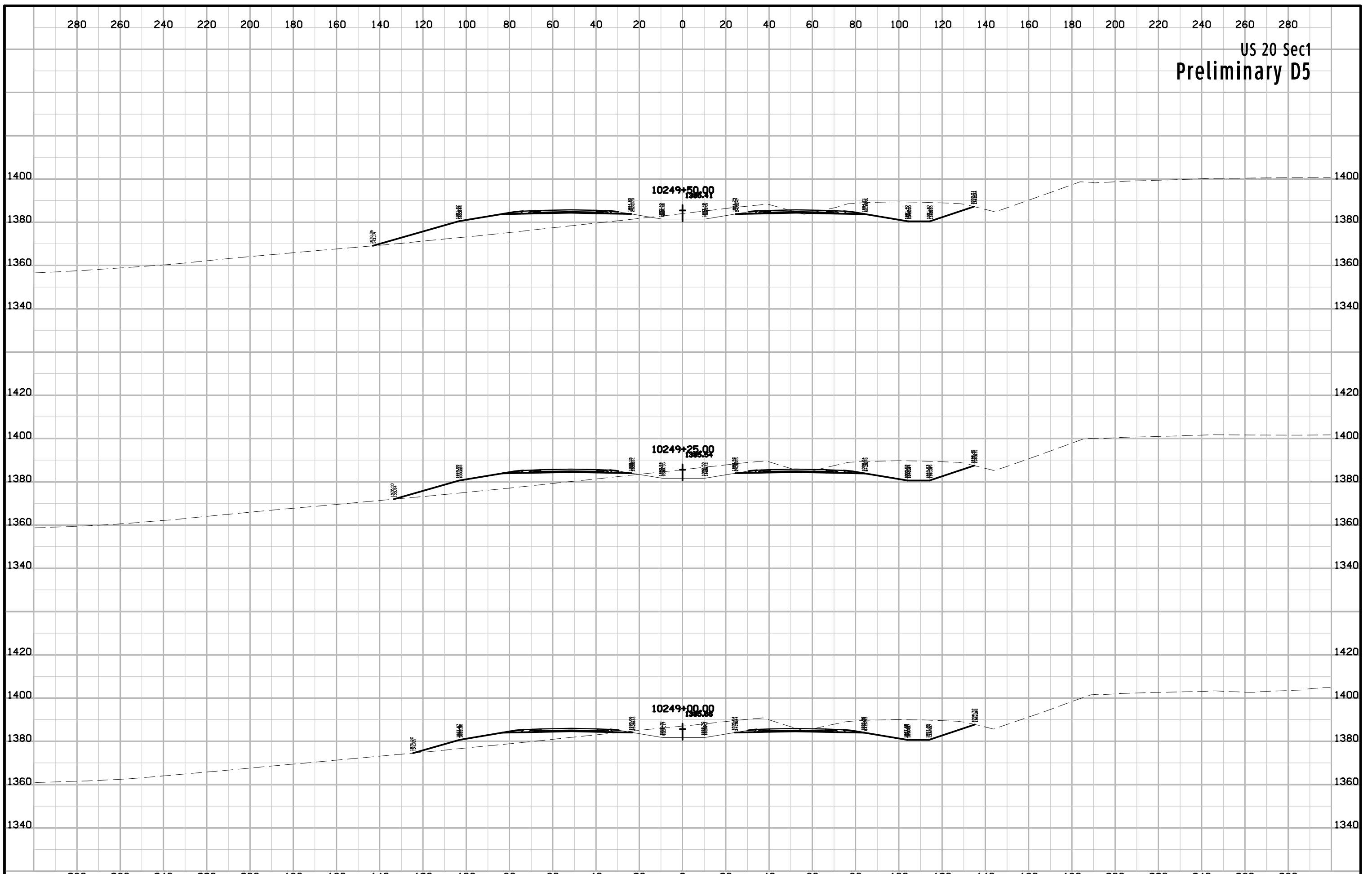




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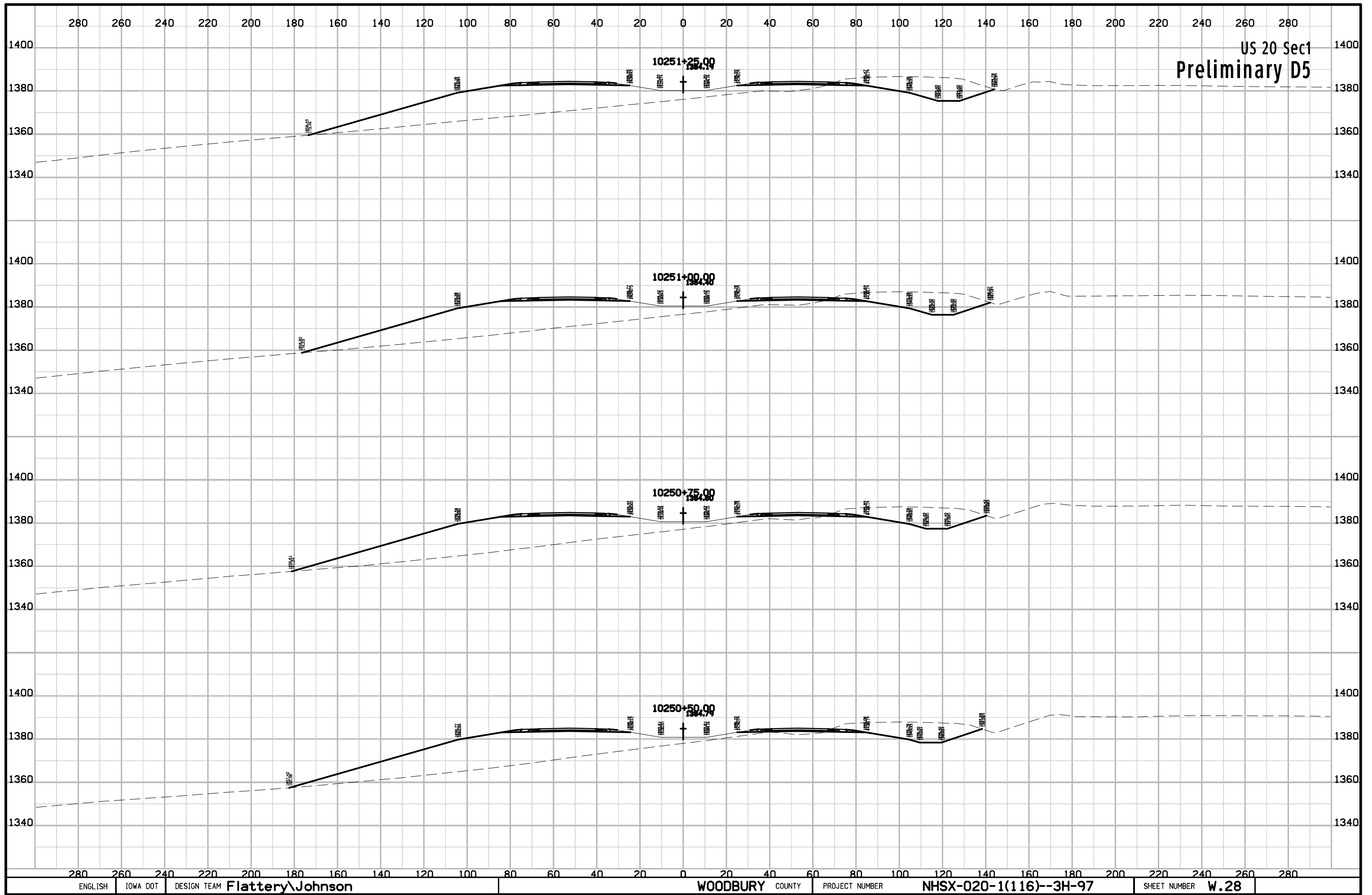


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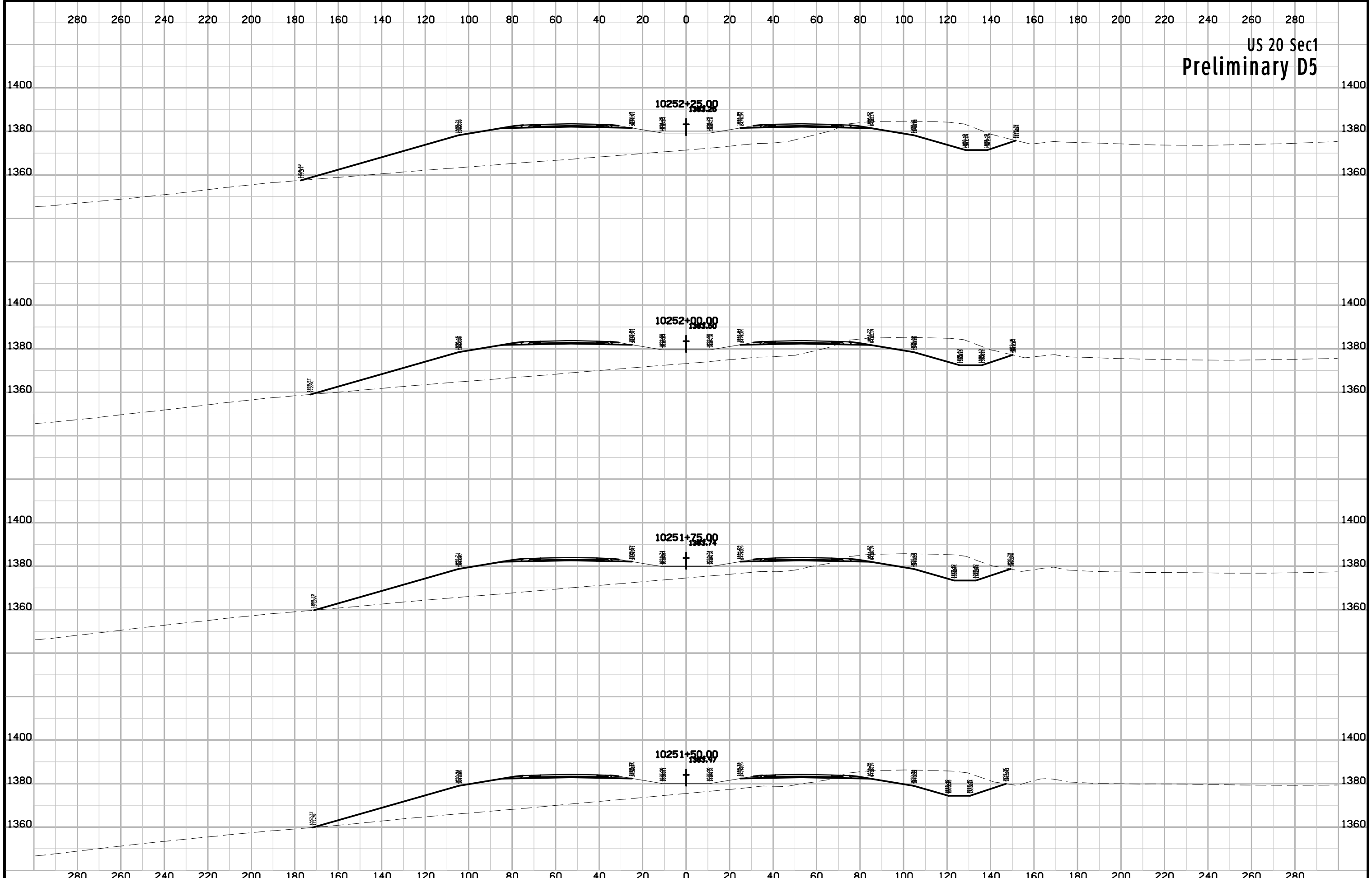
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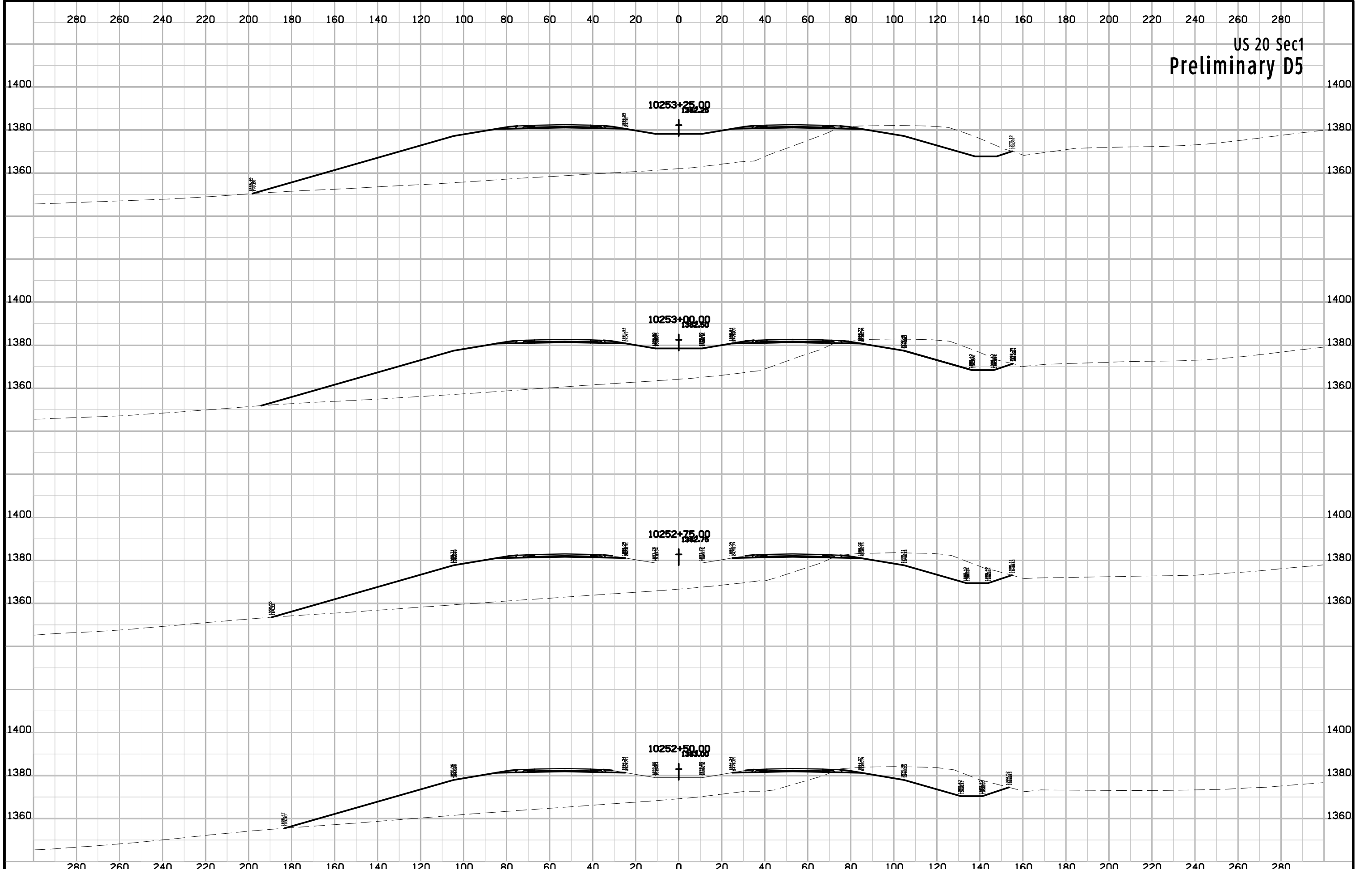


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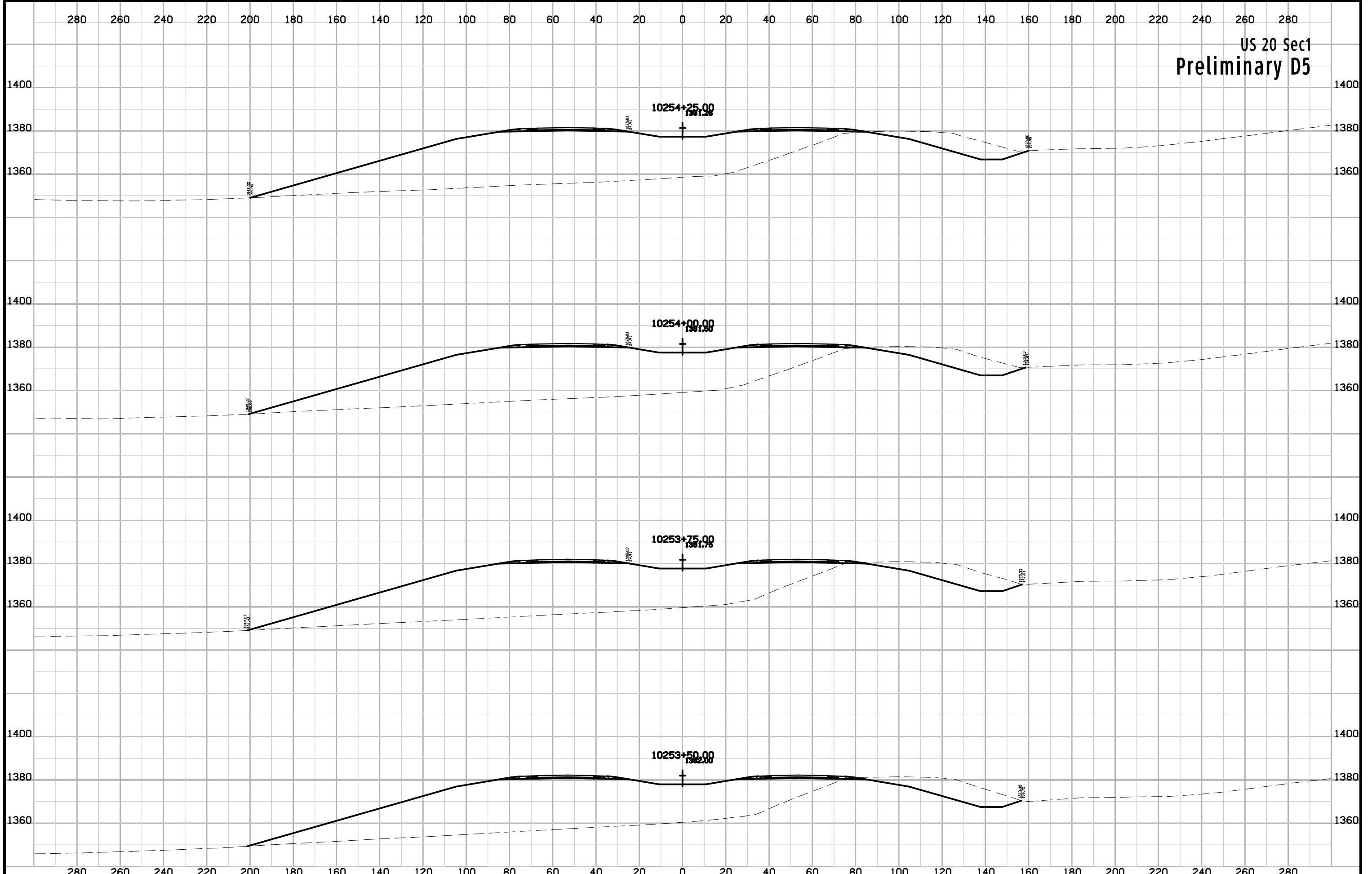
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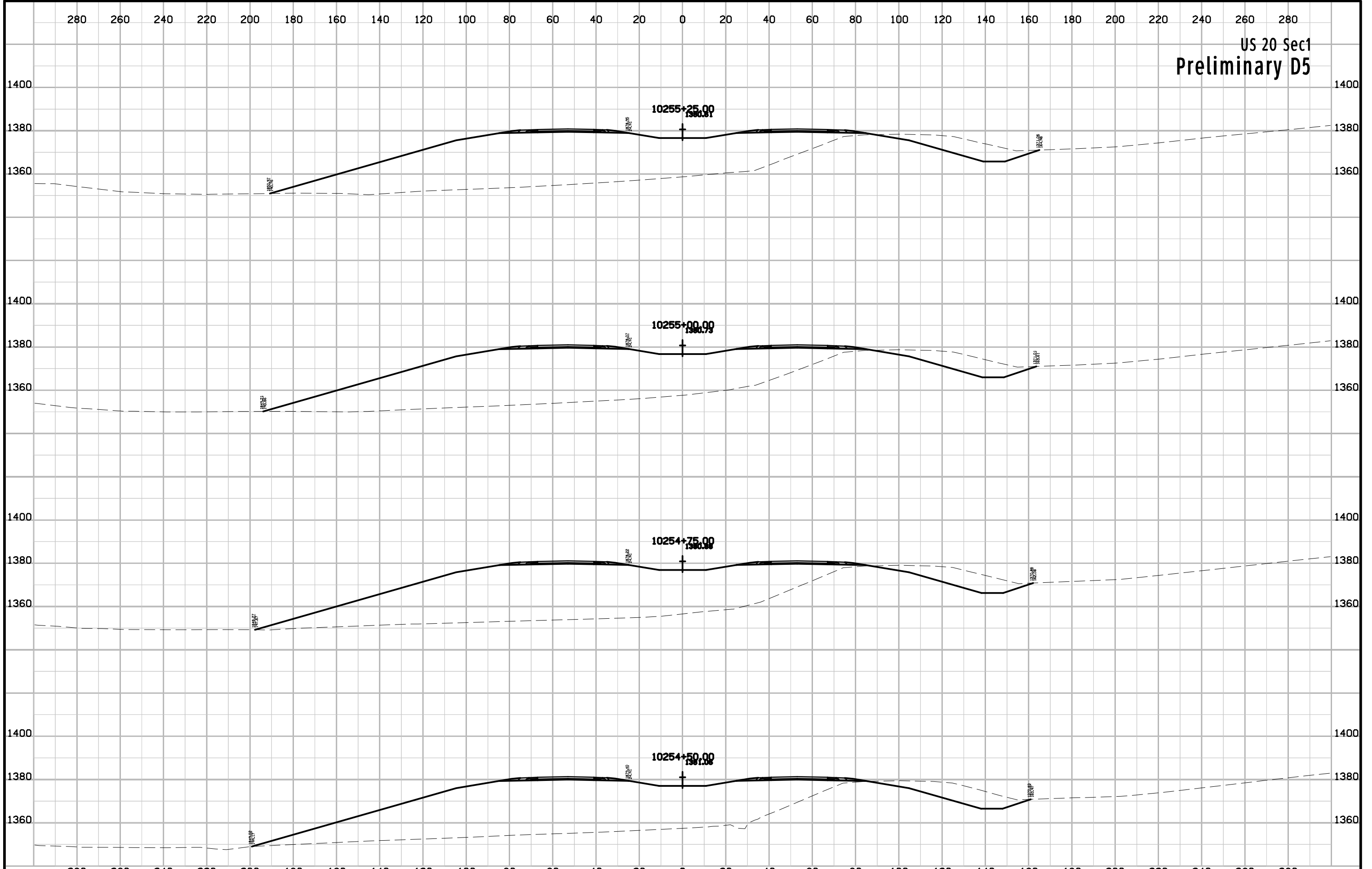
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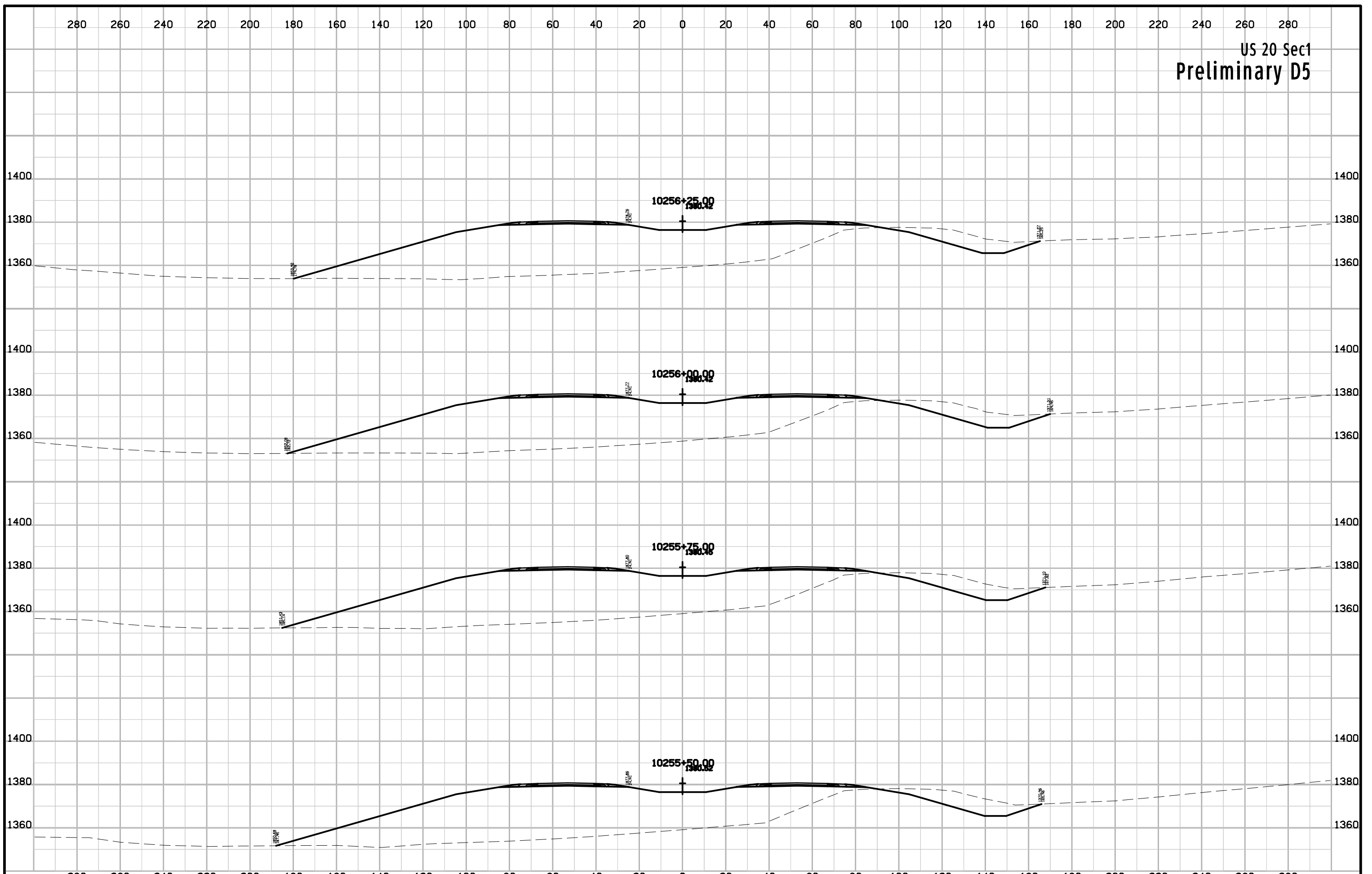
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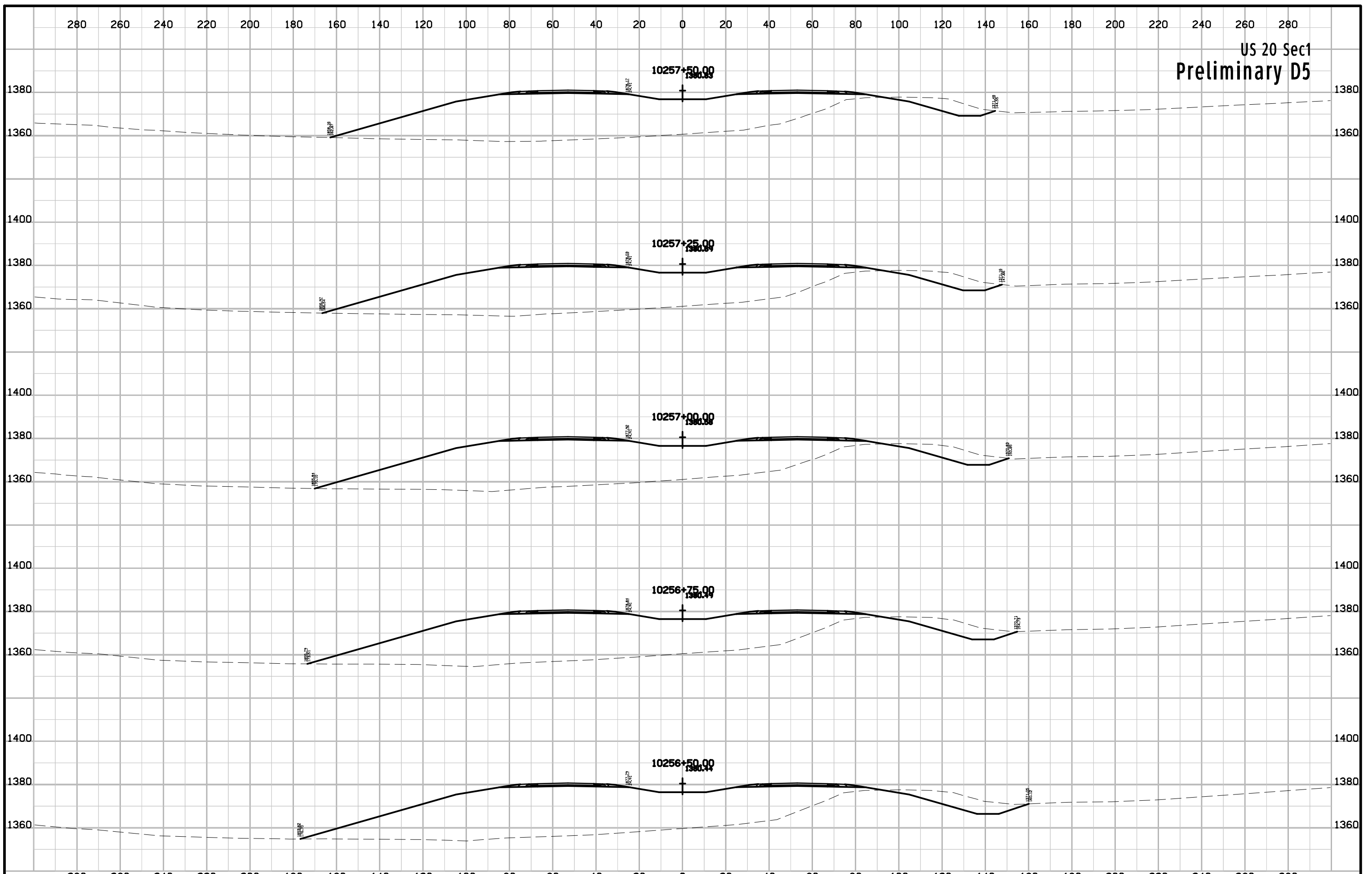
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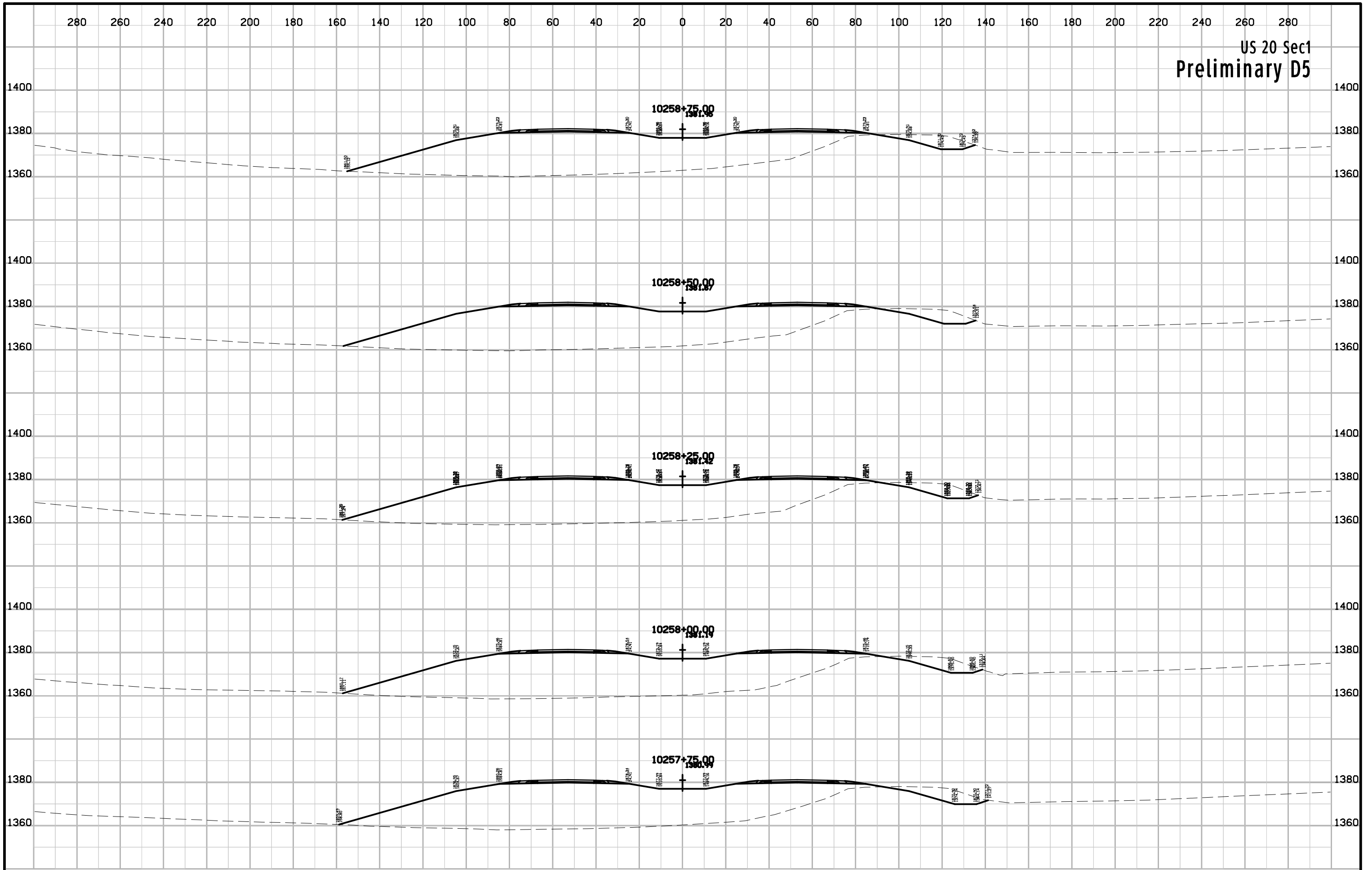
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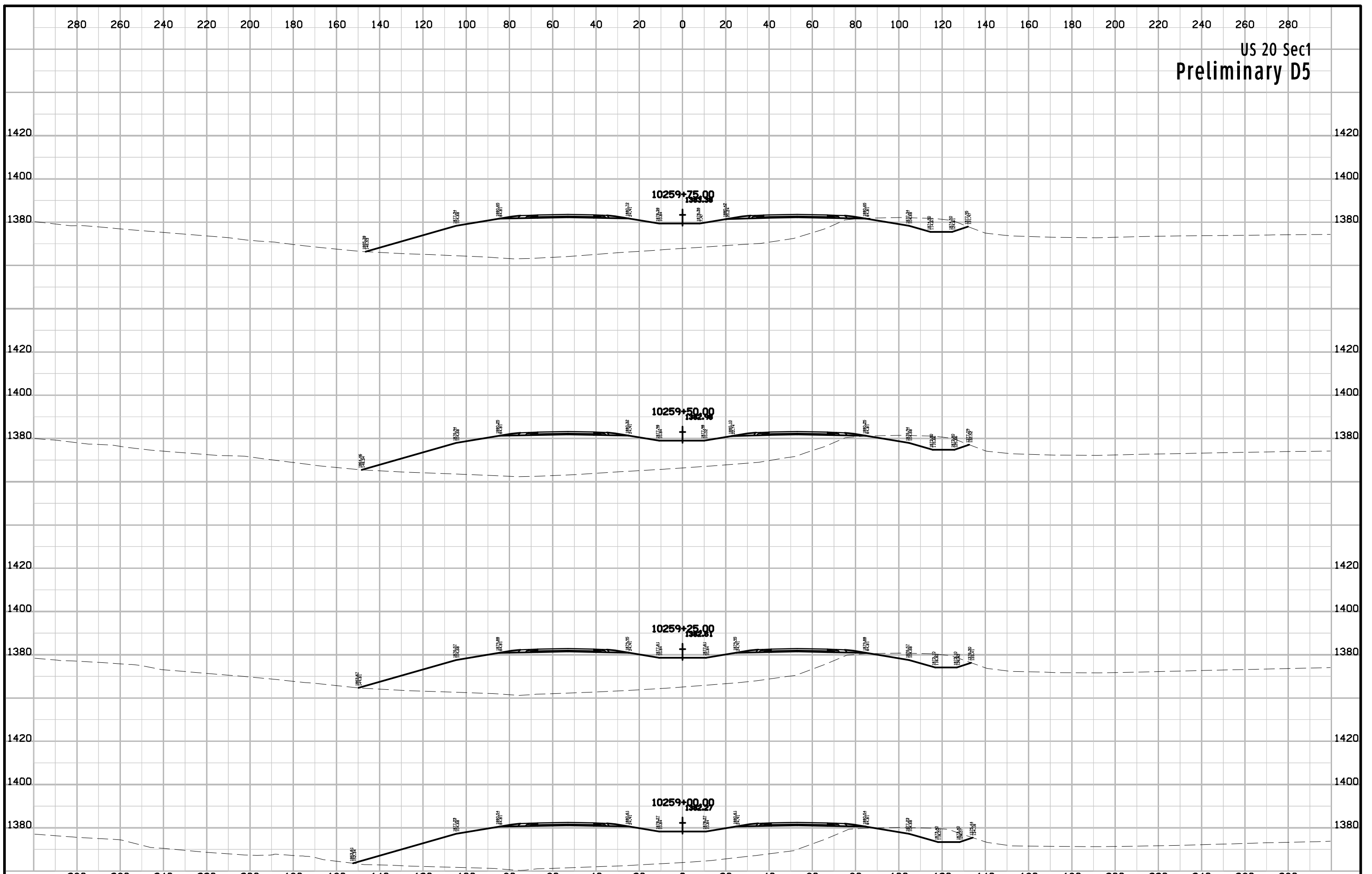
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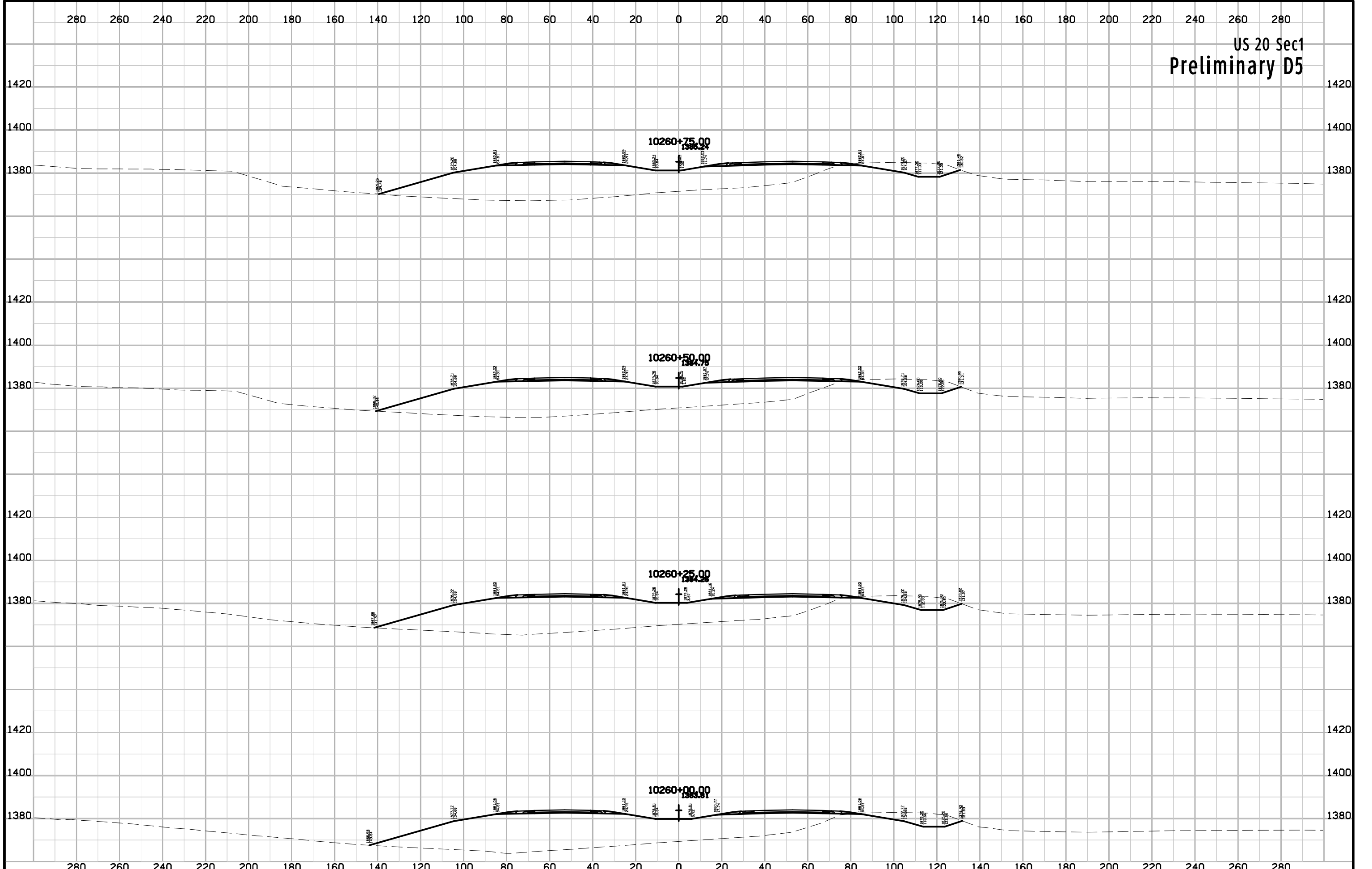
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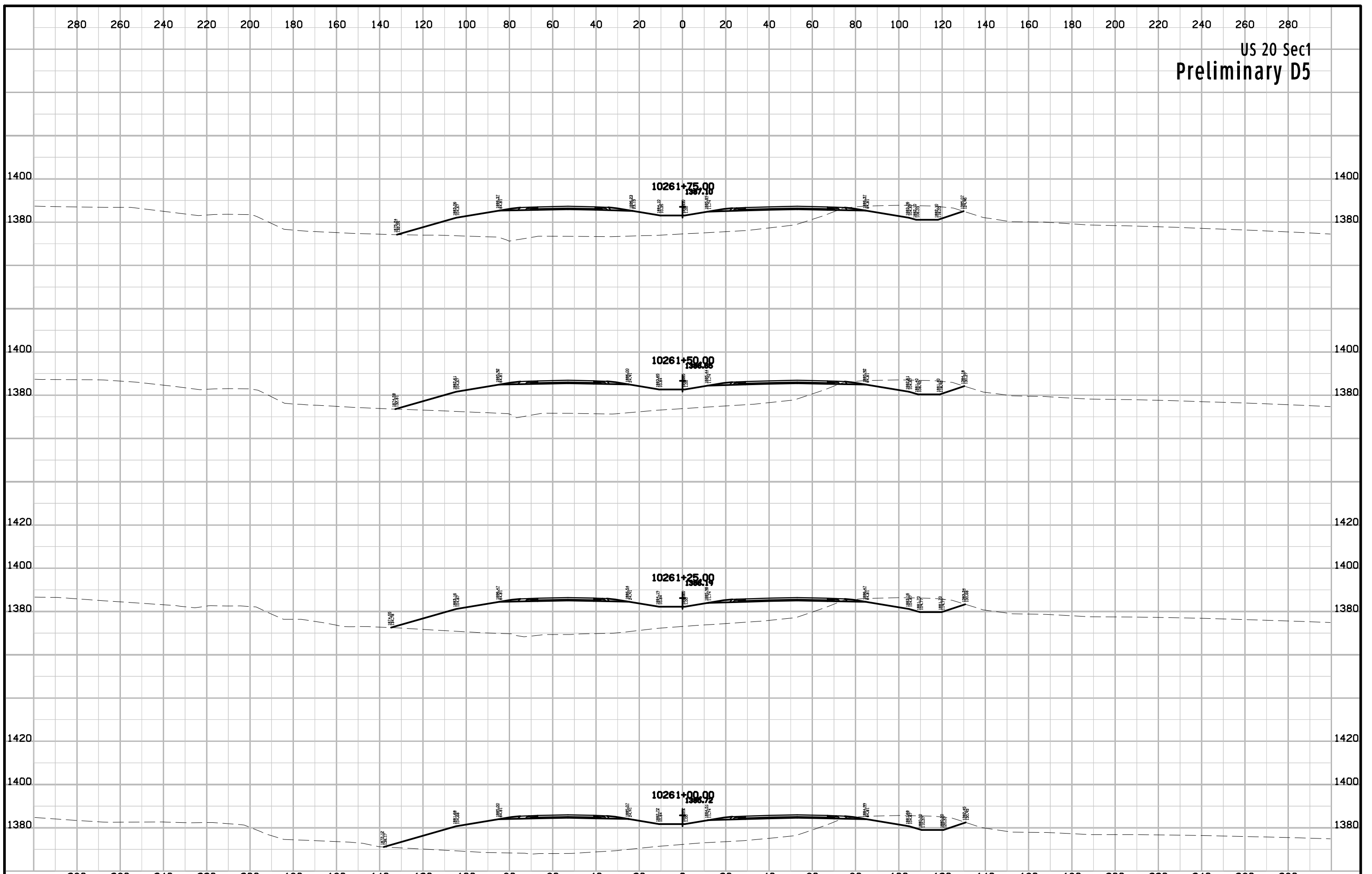
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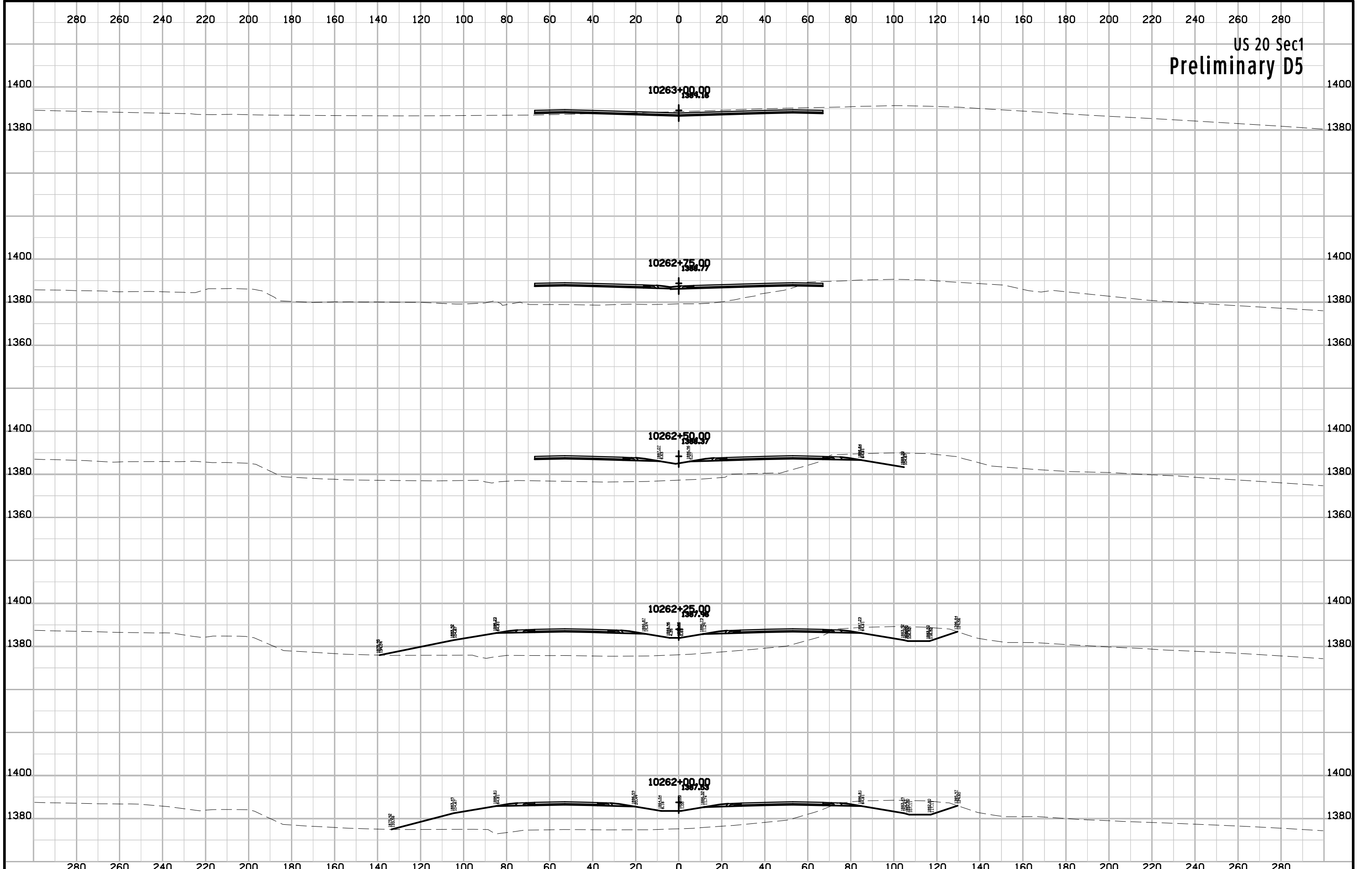
US 20 Sec1
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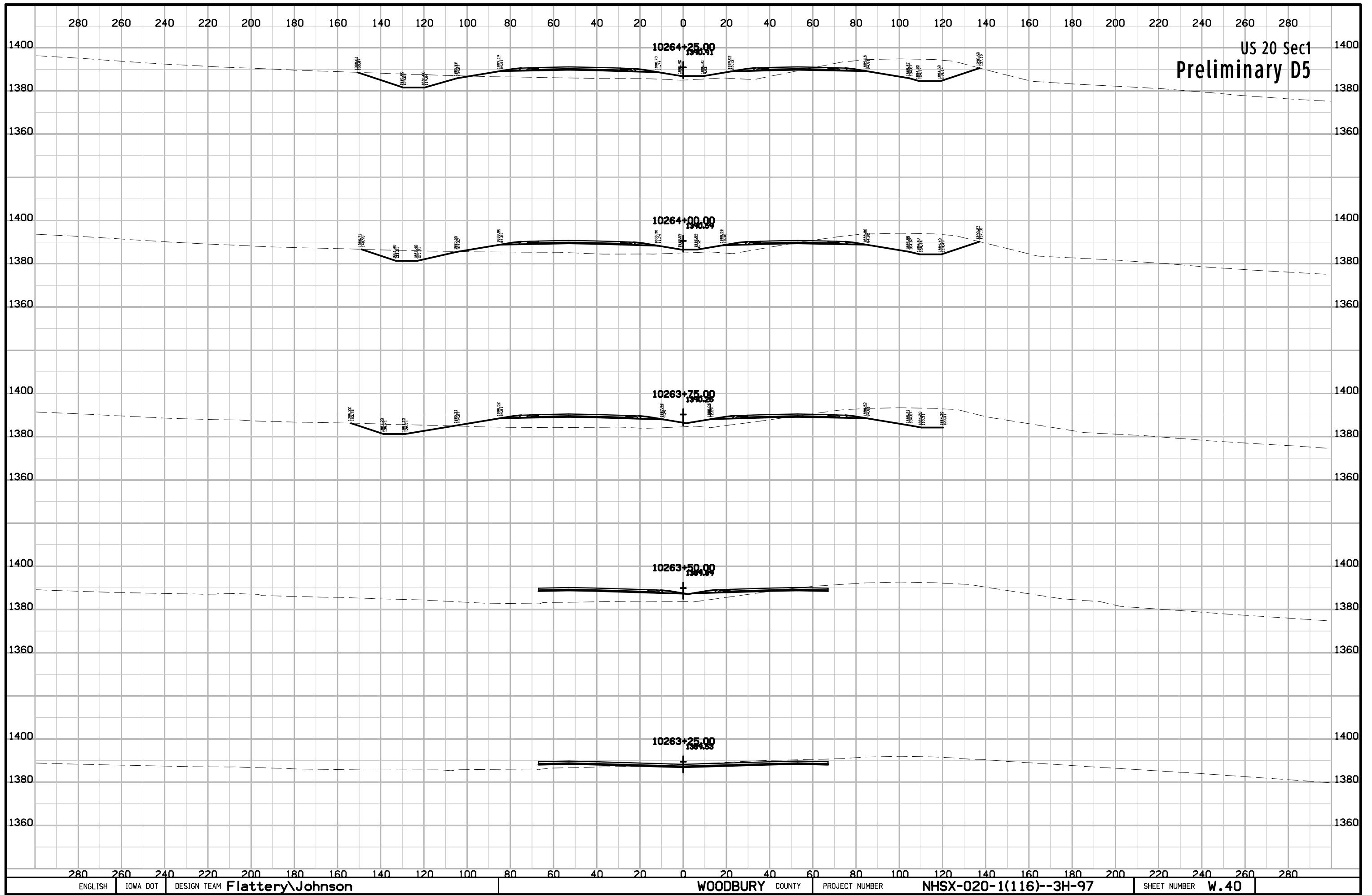


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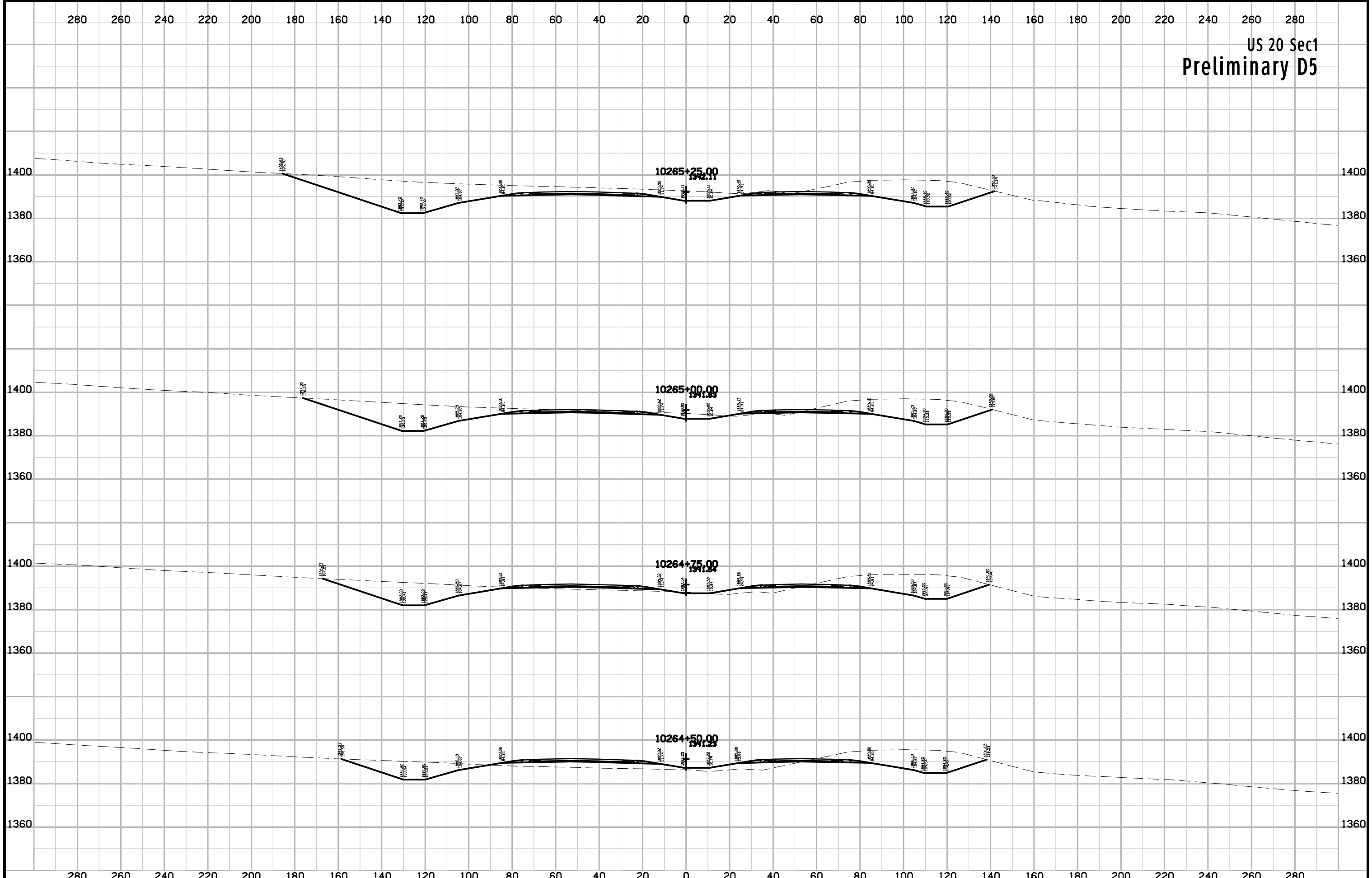
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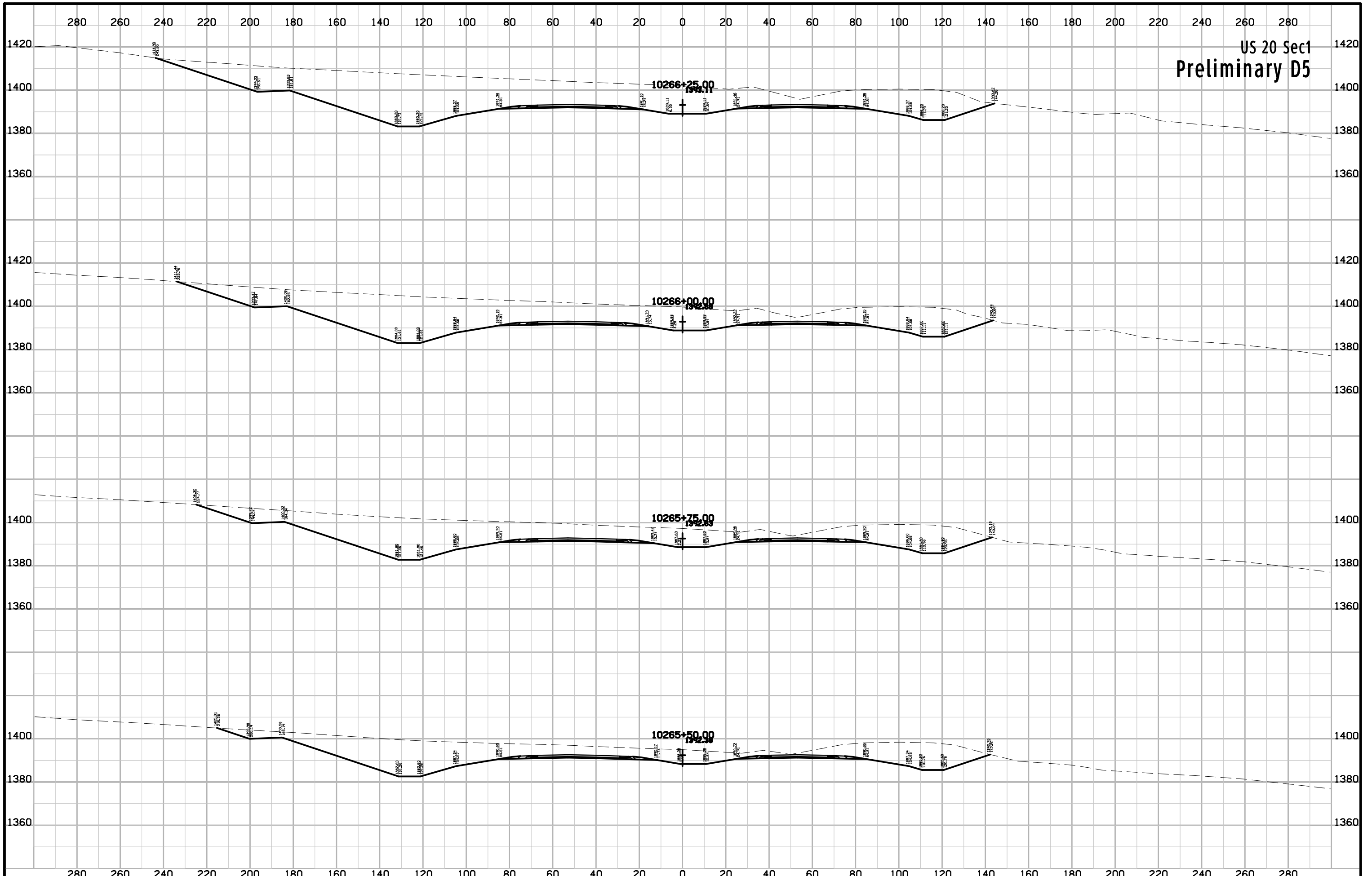


US 20 Sec1
Preliminary D5

US 20 Sec1
Preliminary D5



US 20 Sec1
Preliminary D5



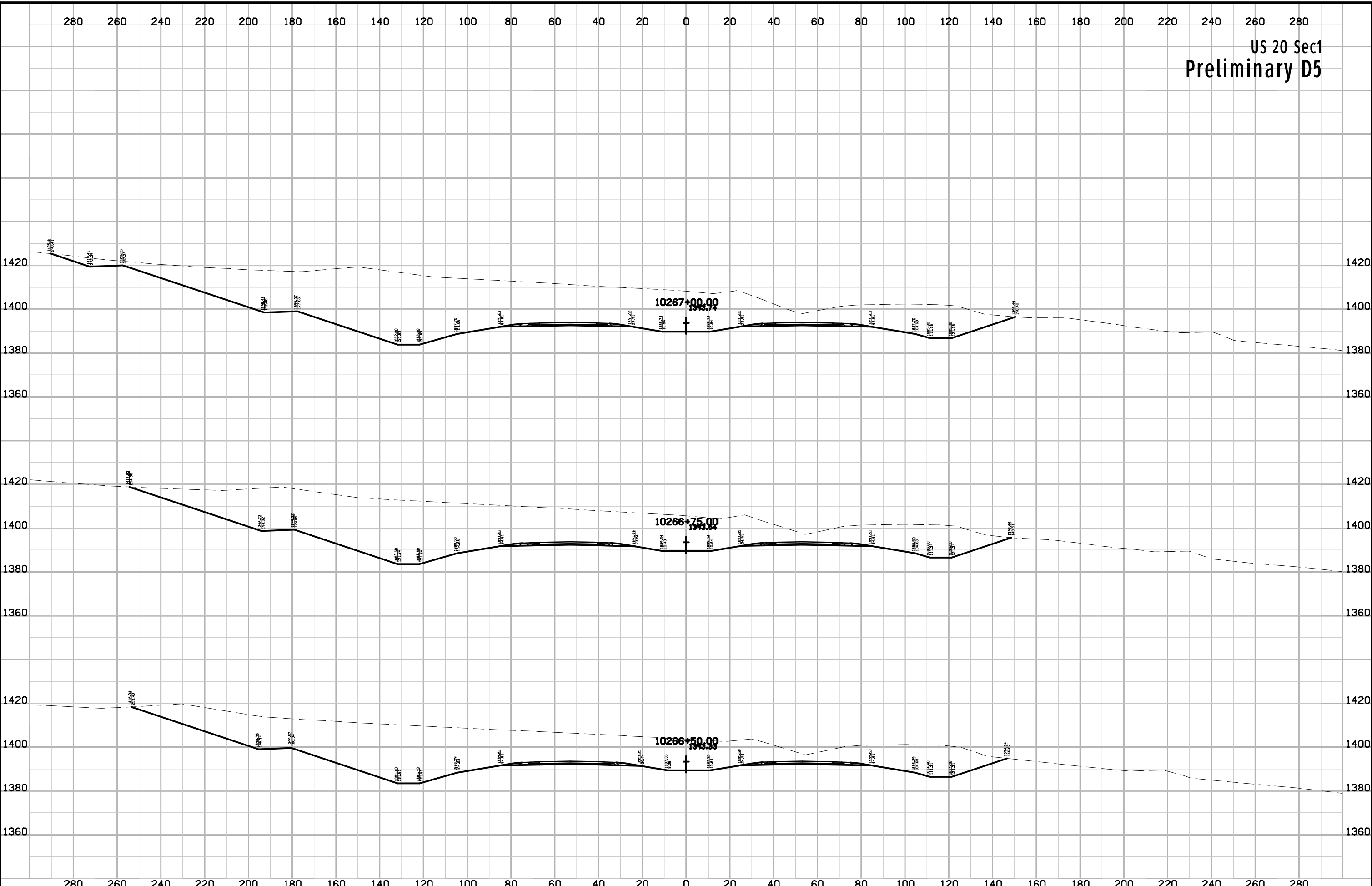
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1393.11

10266+00.00
1392.00

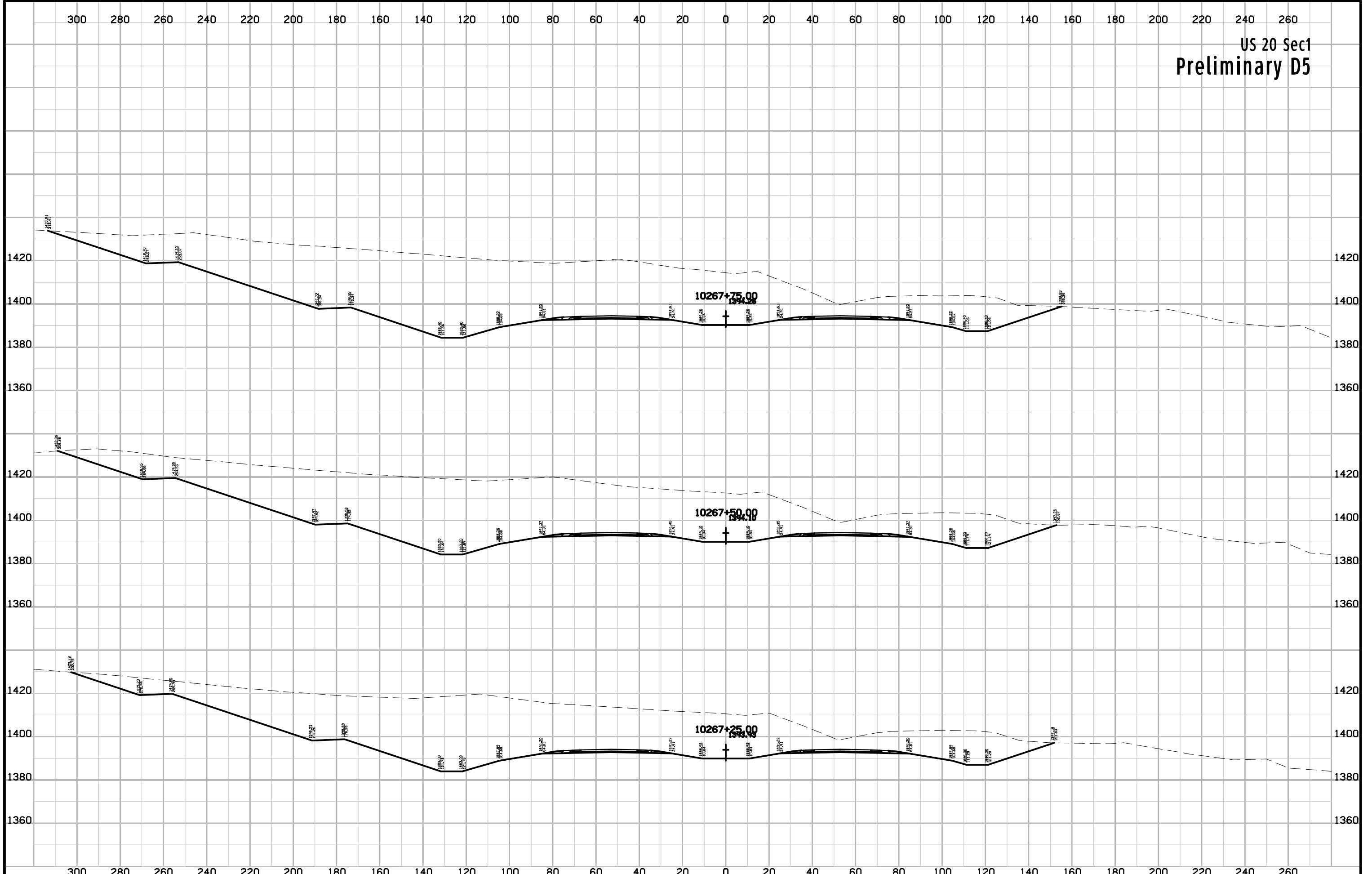
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1392.83

10265+50.00
1392.39

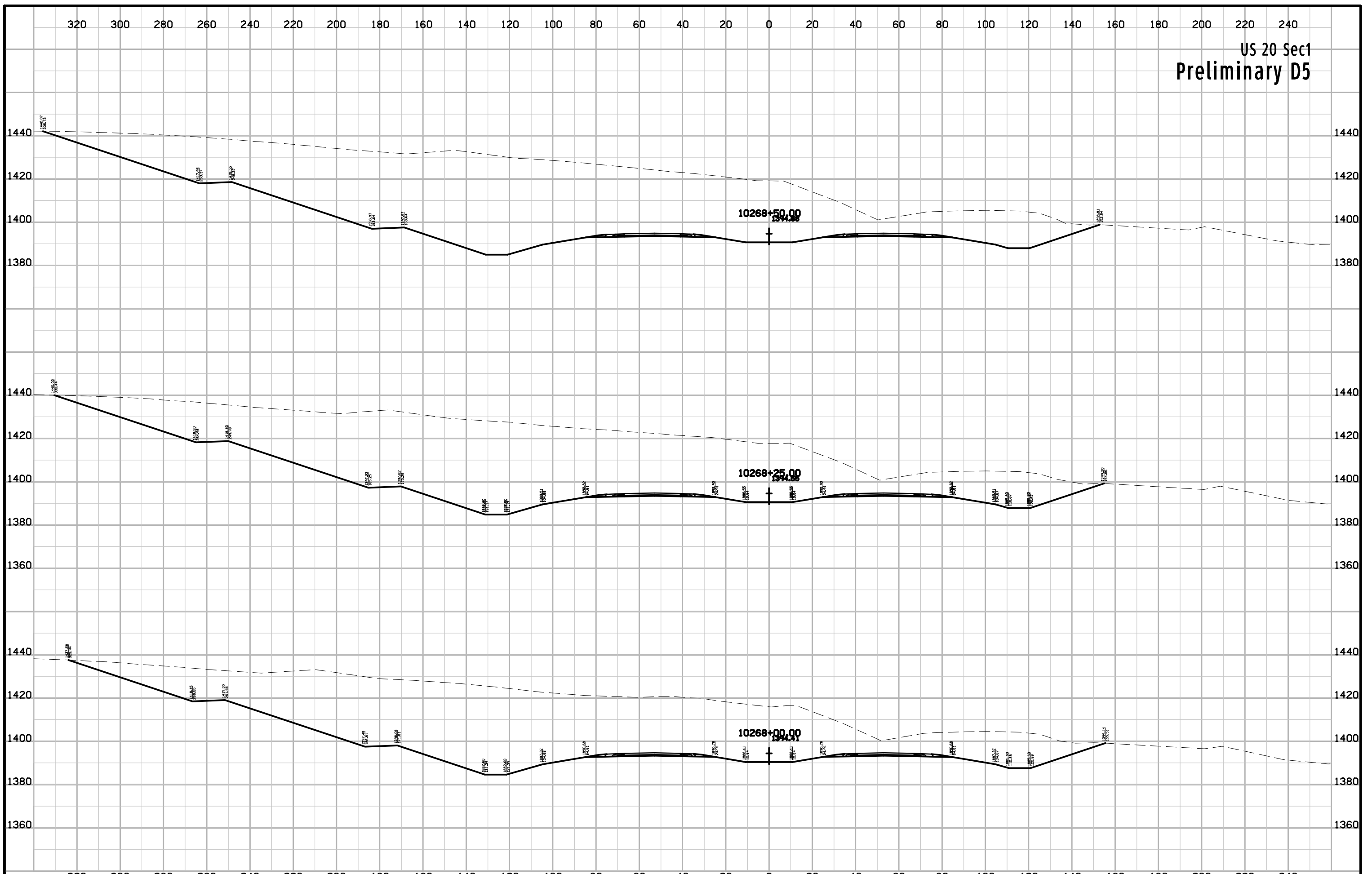
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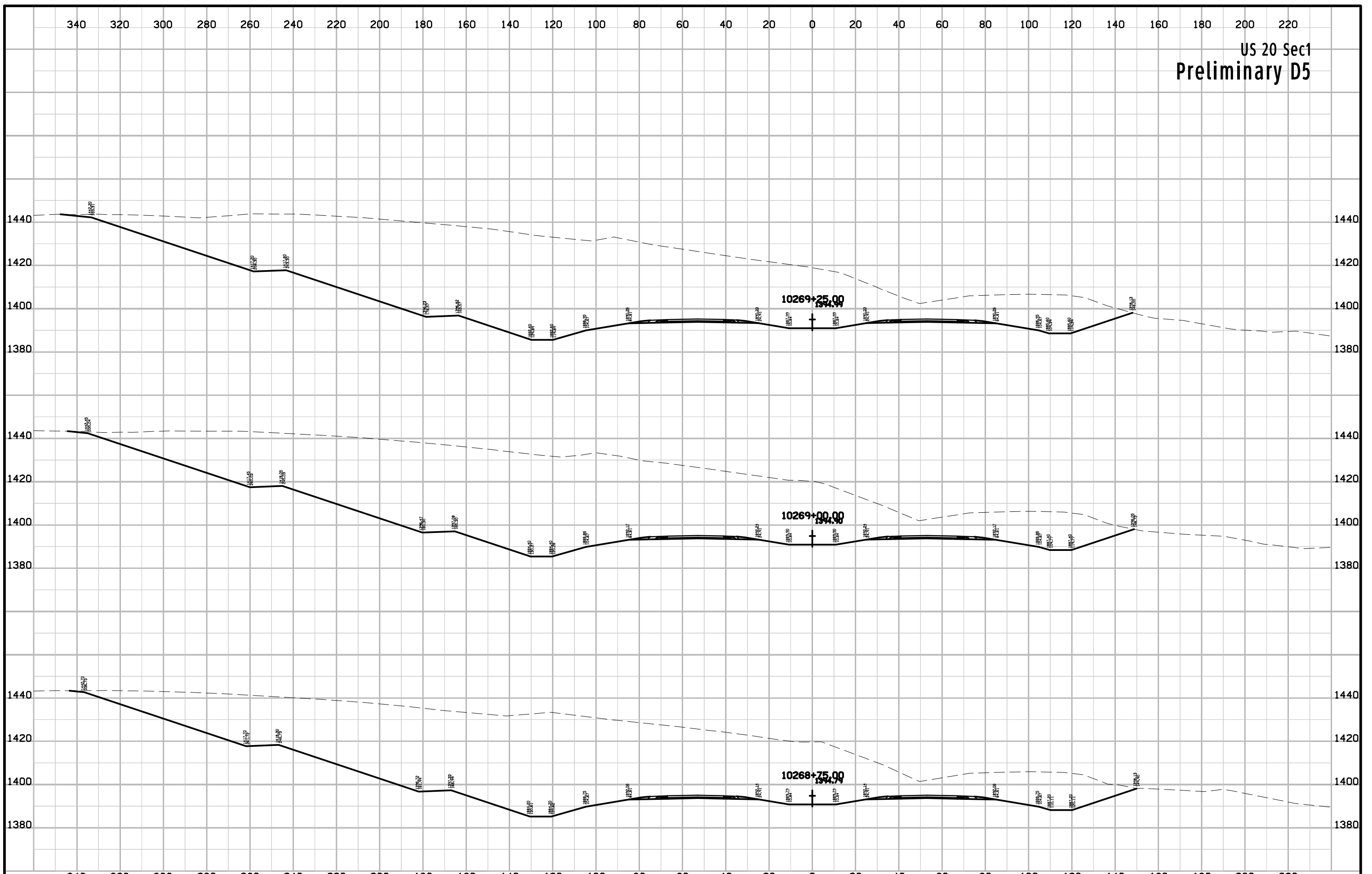
US 20 Sec1
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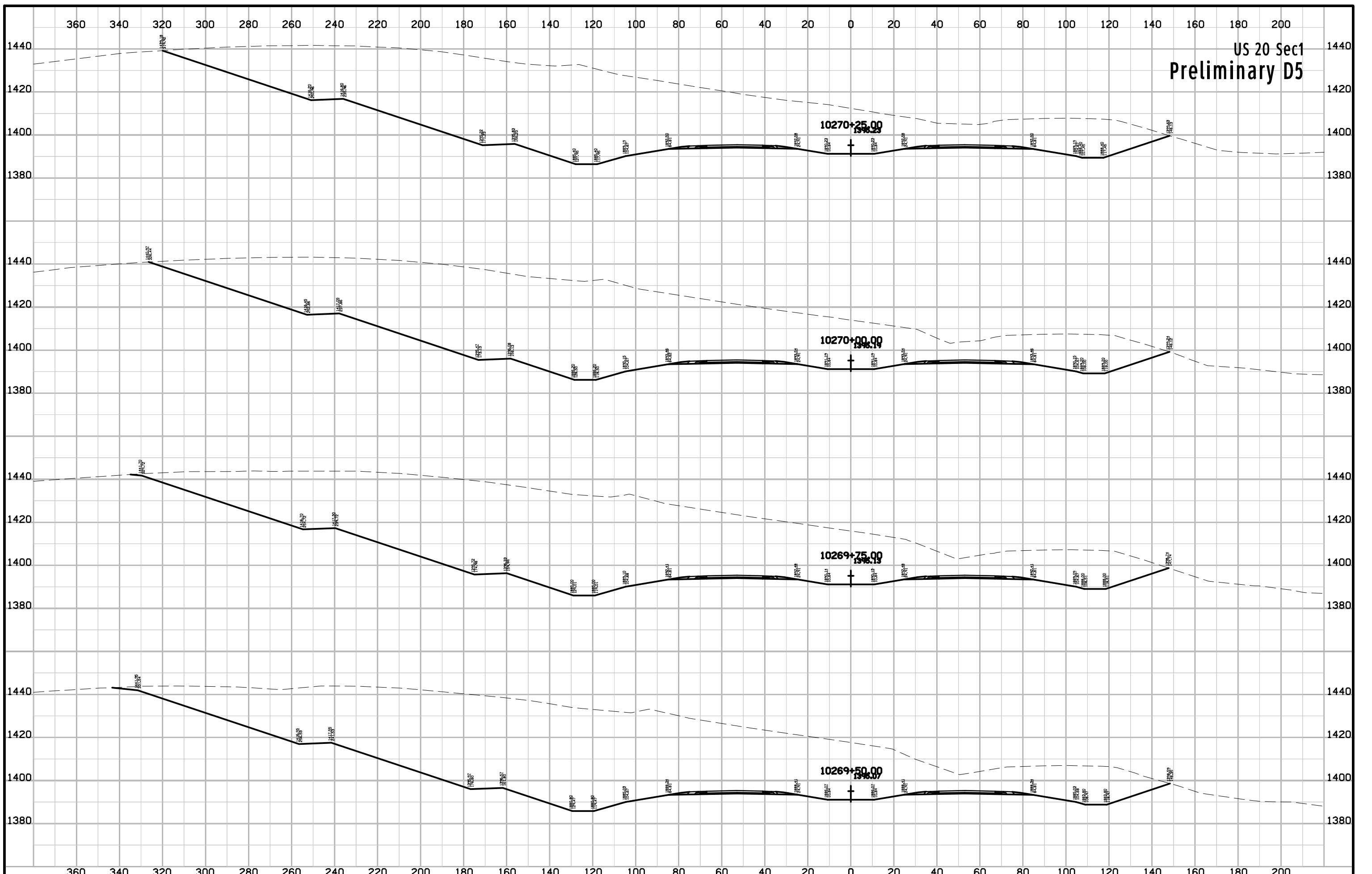
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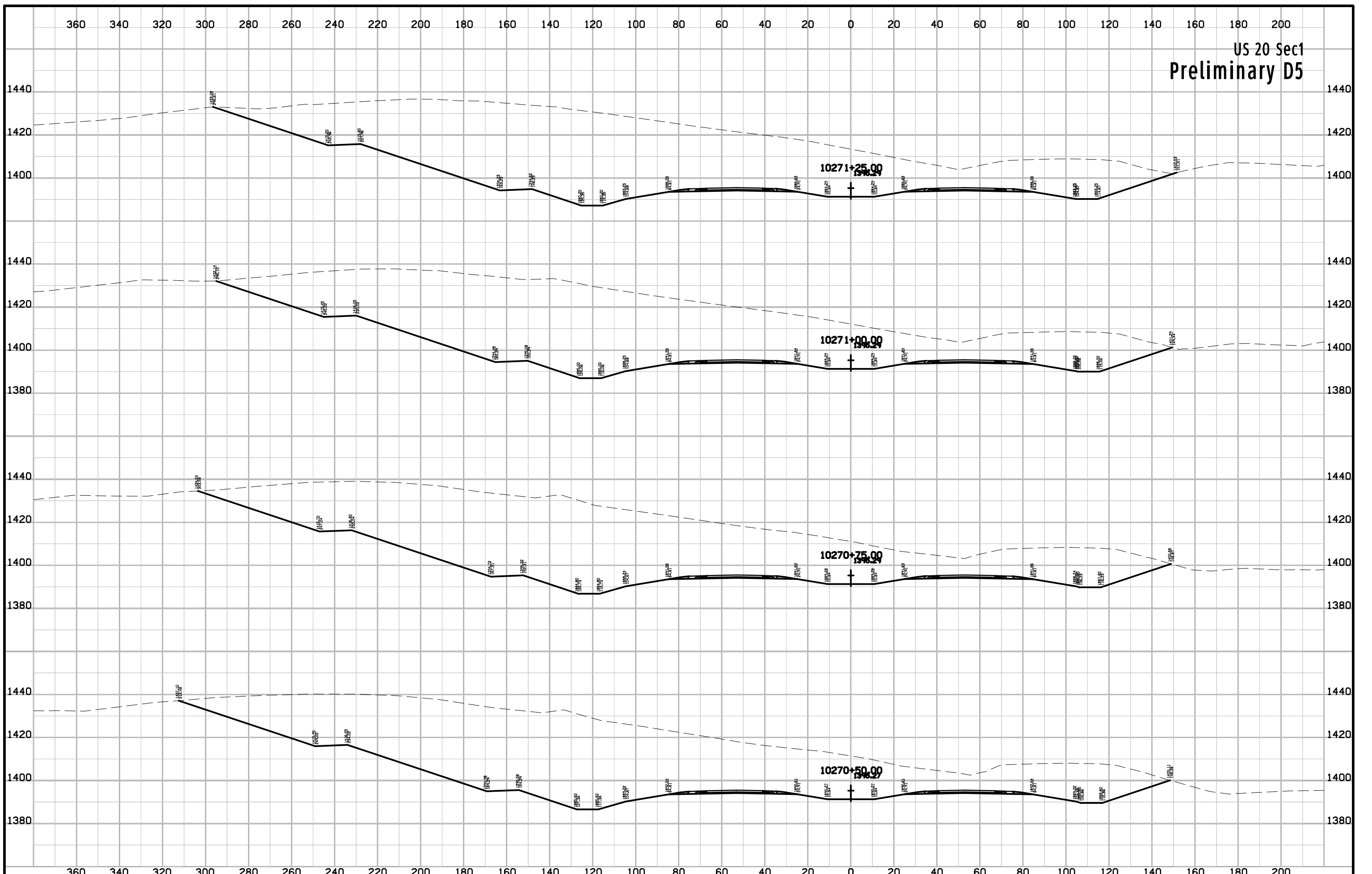
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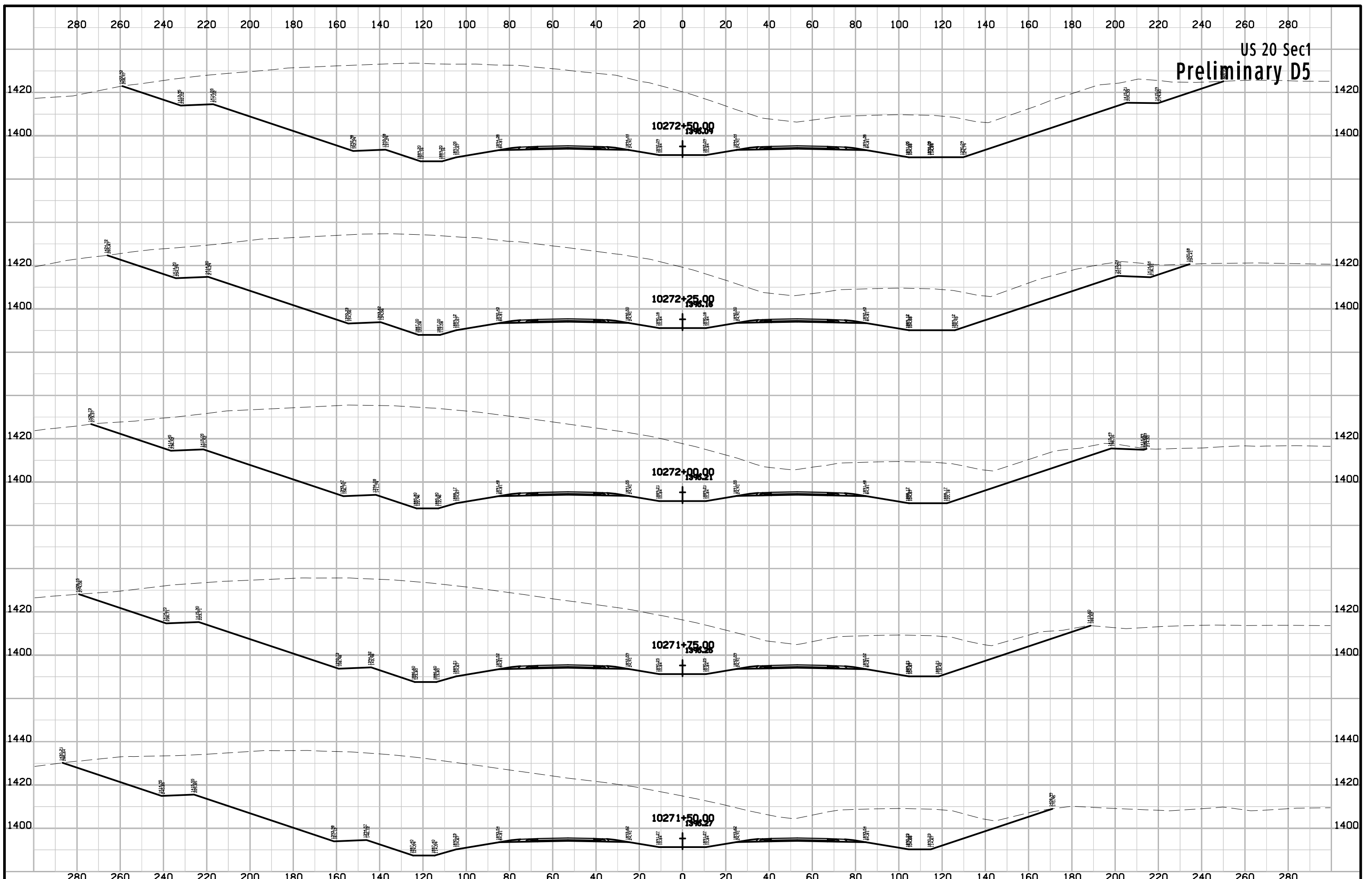
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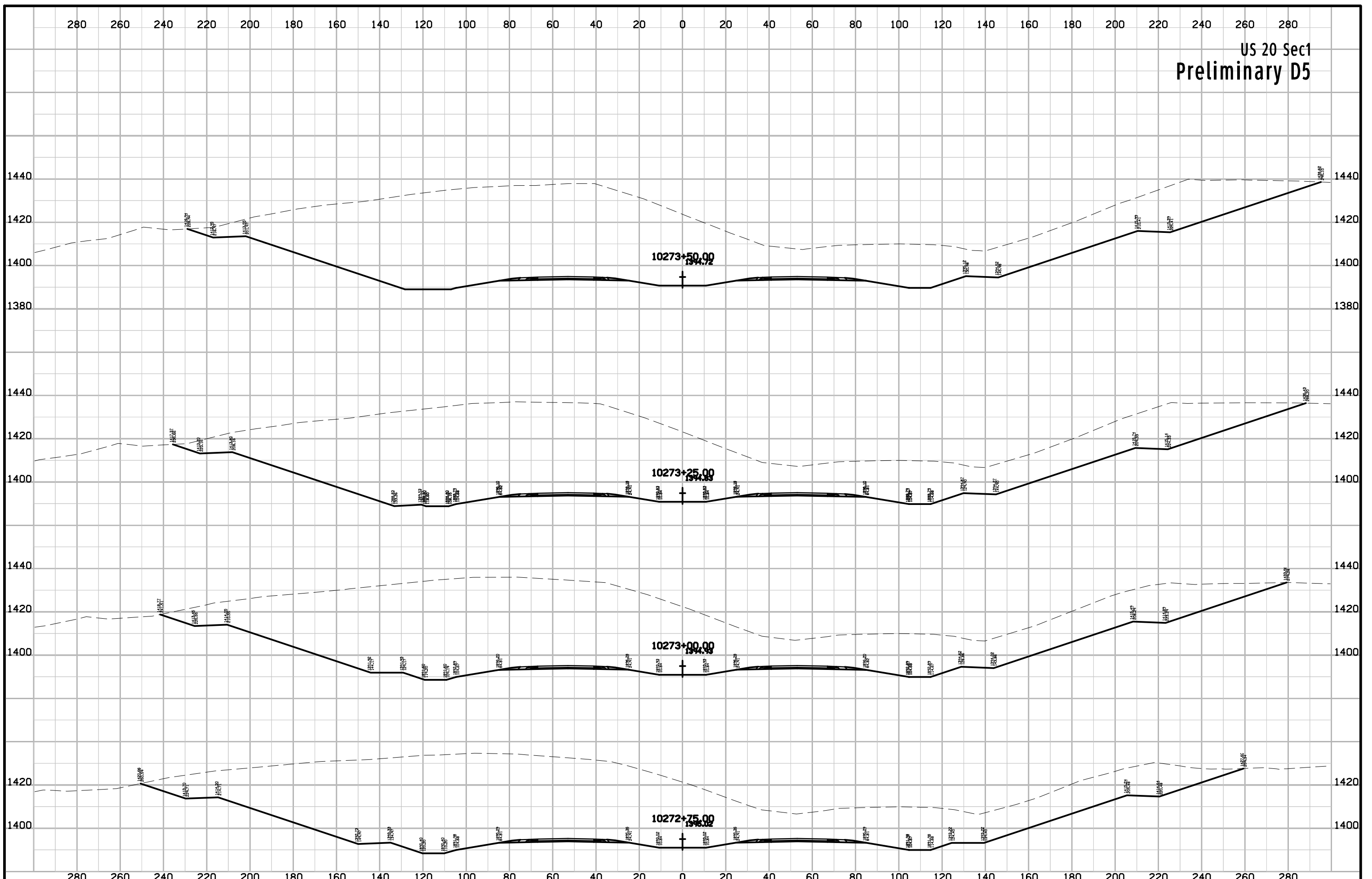
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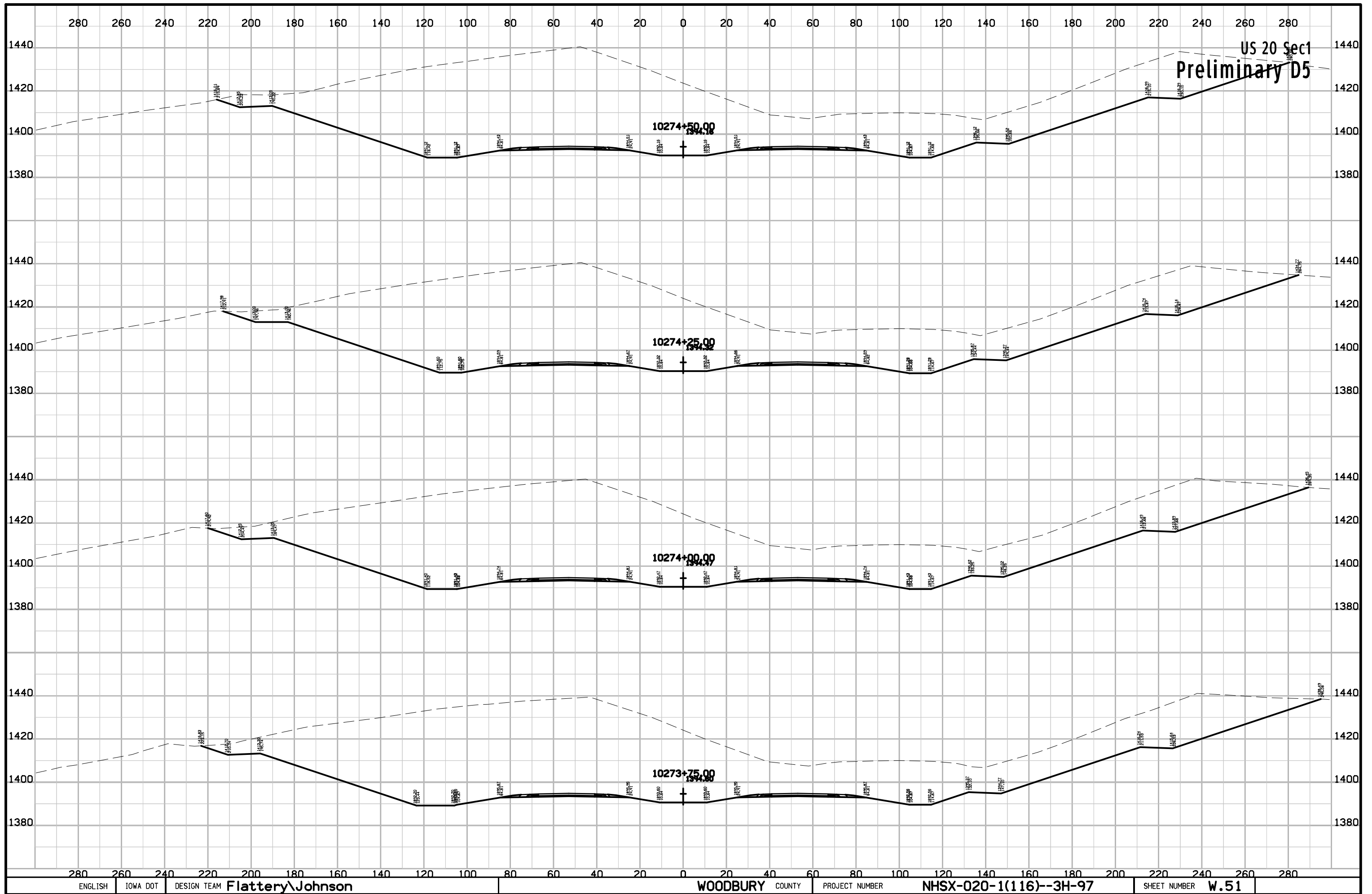


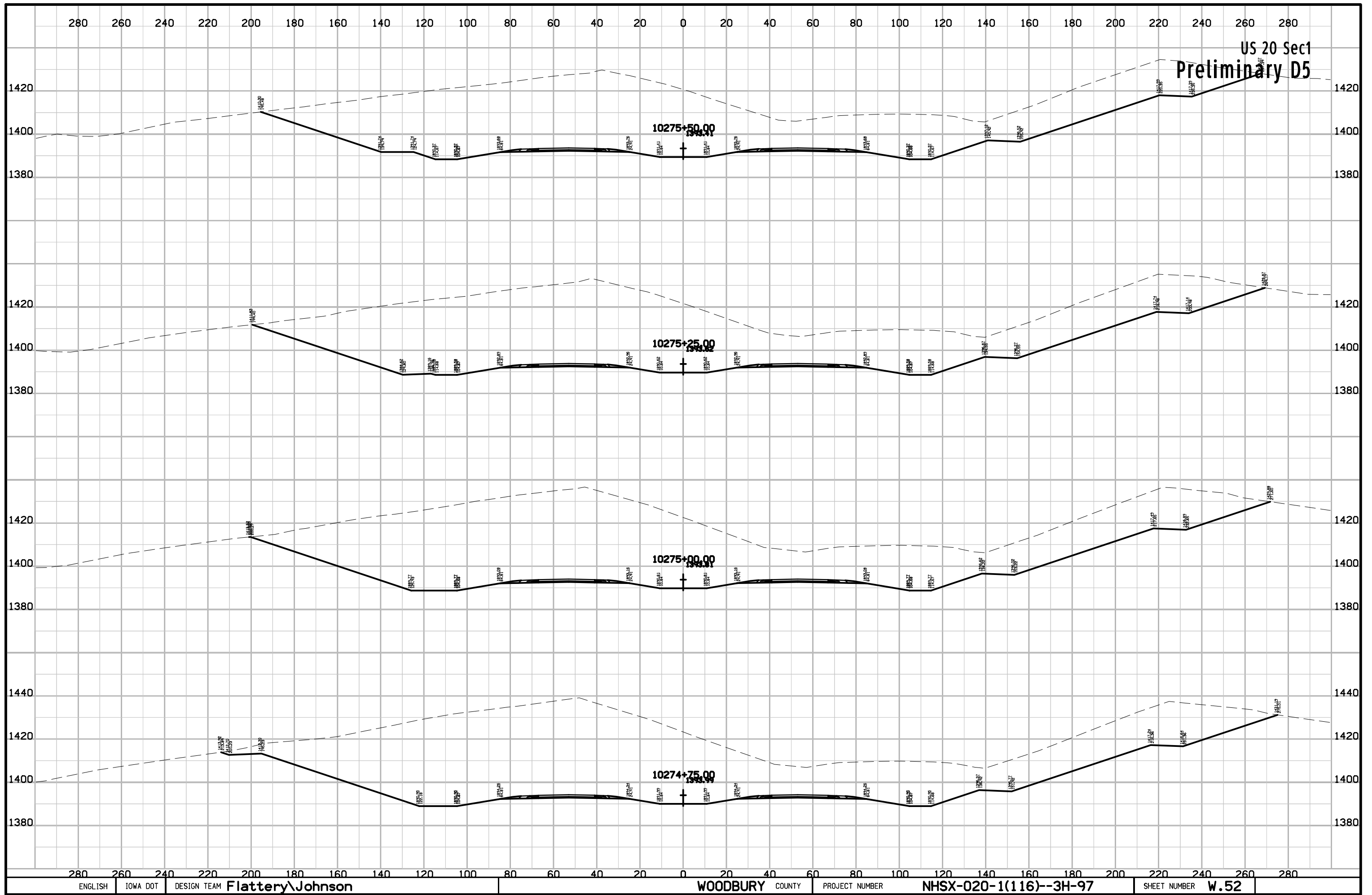
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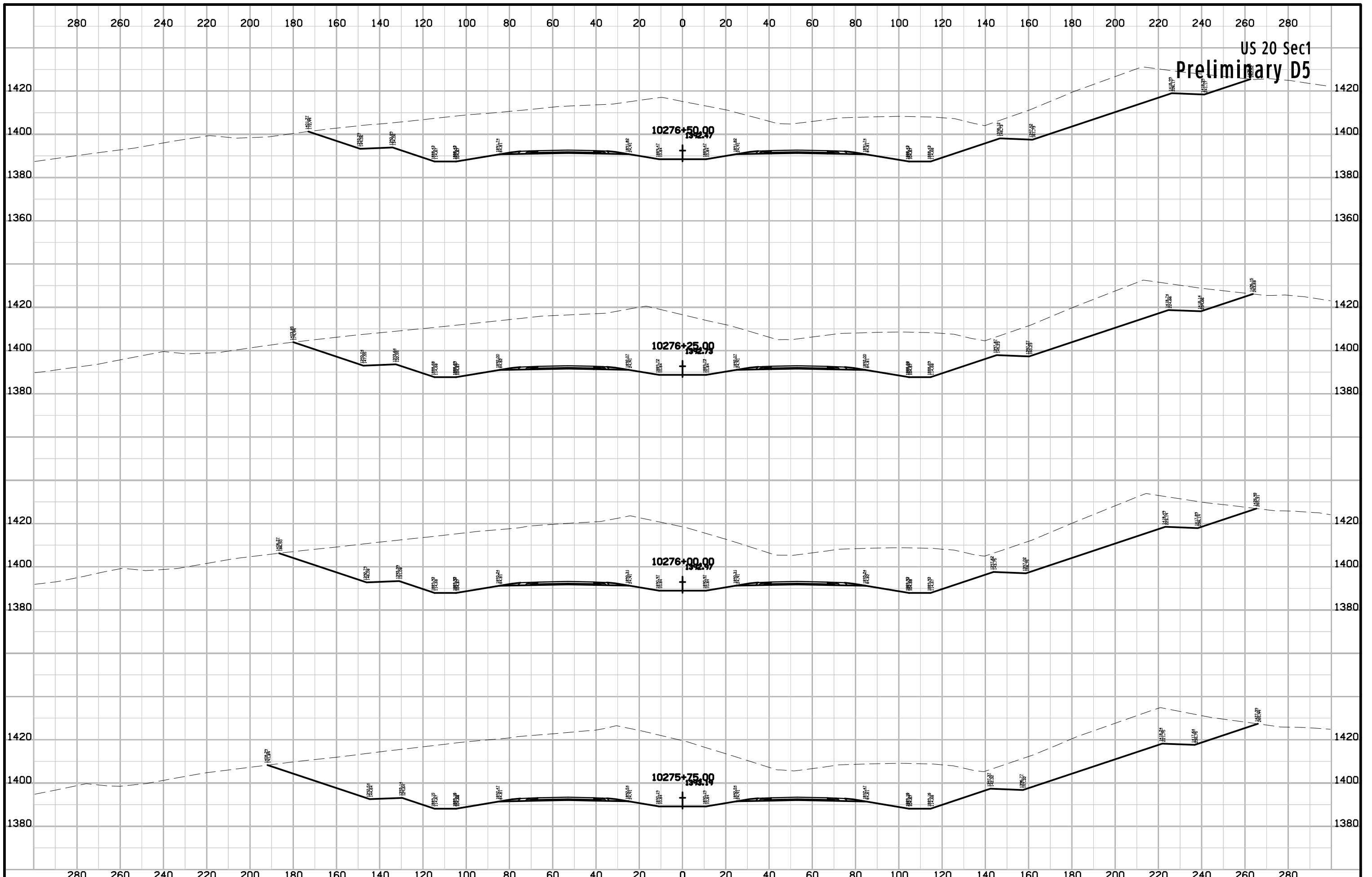


US 20 Sec1
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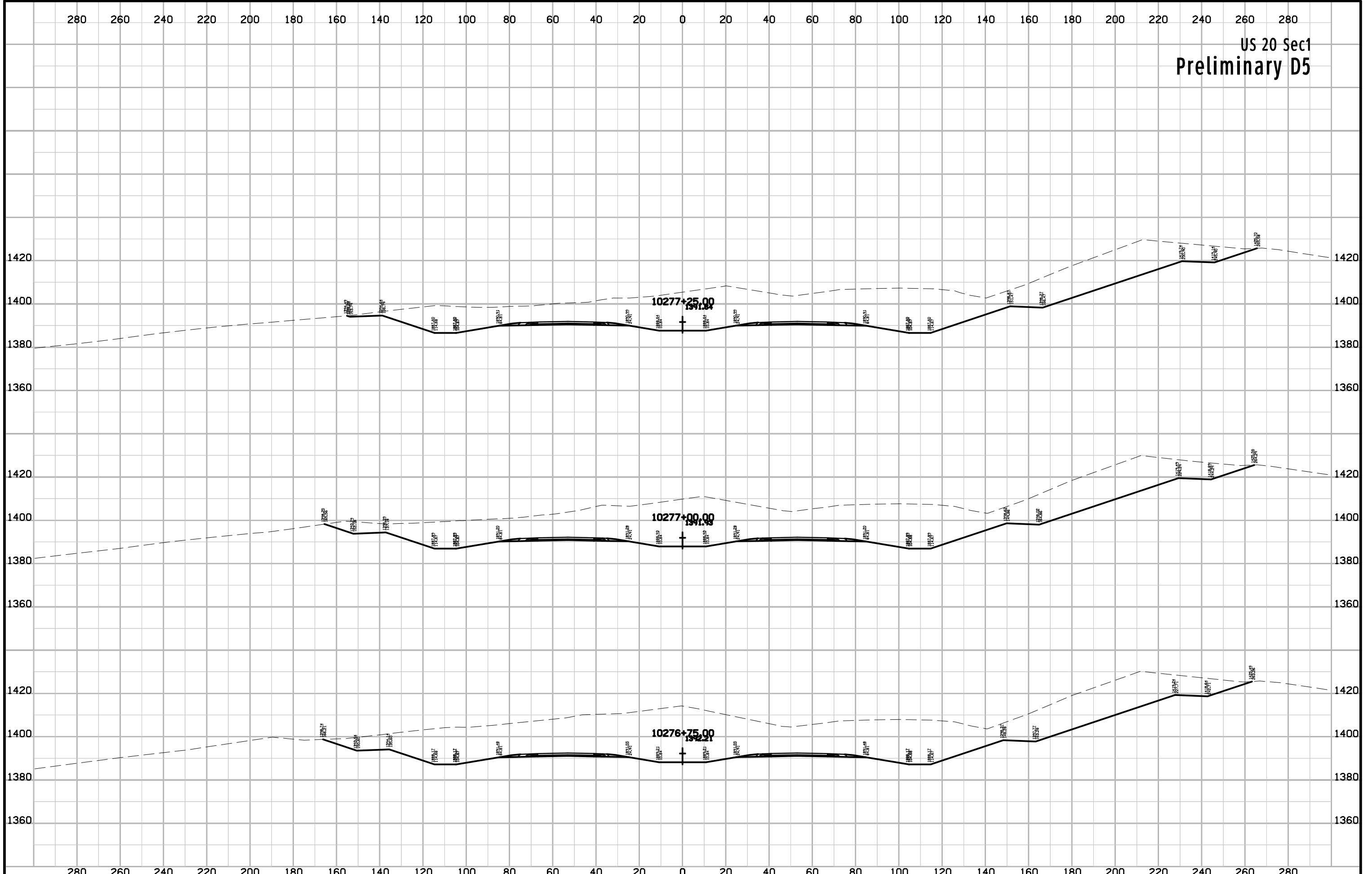




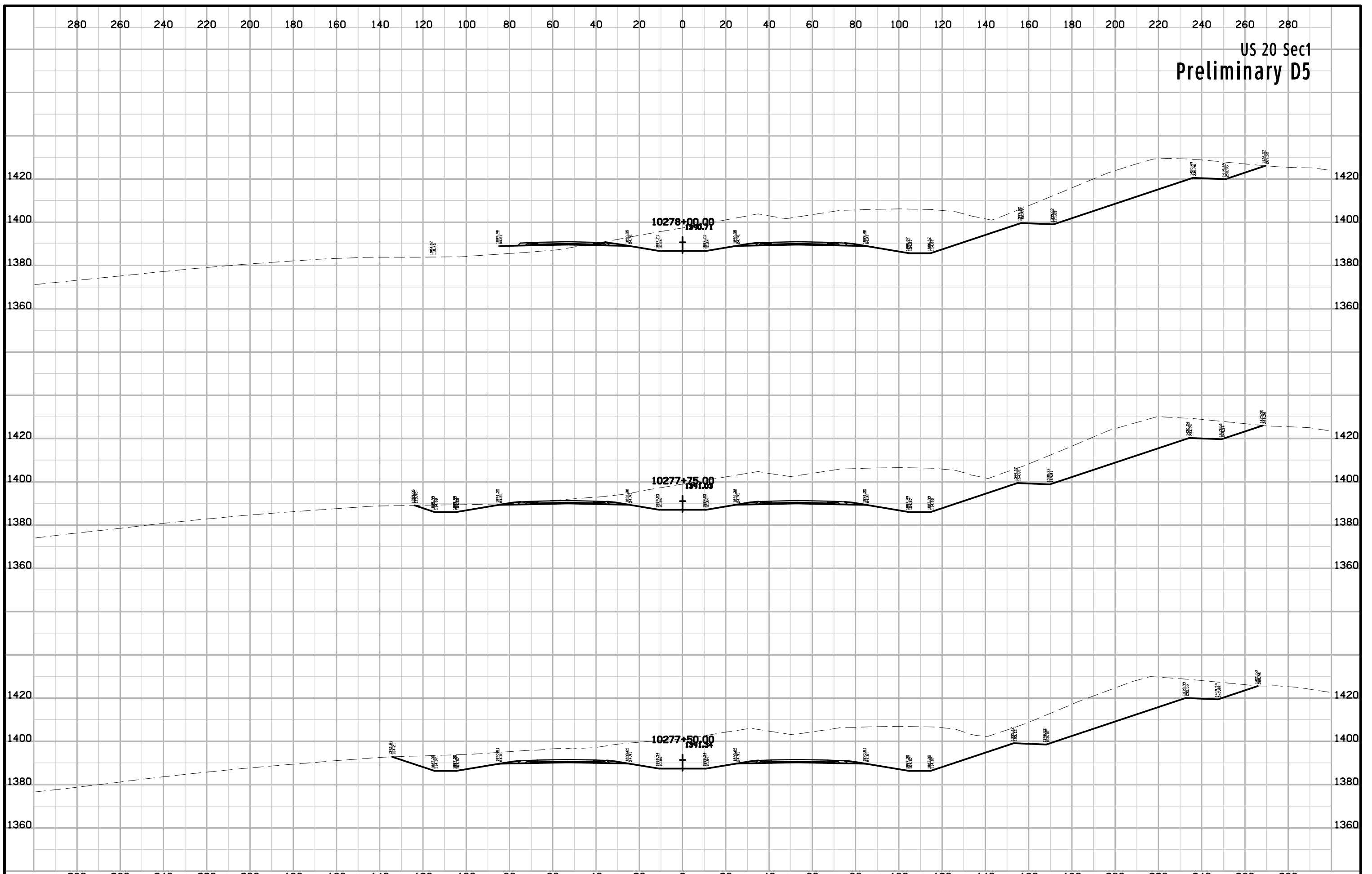


US 20 Sec1
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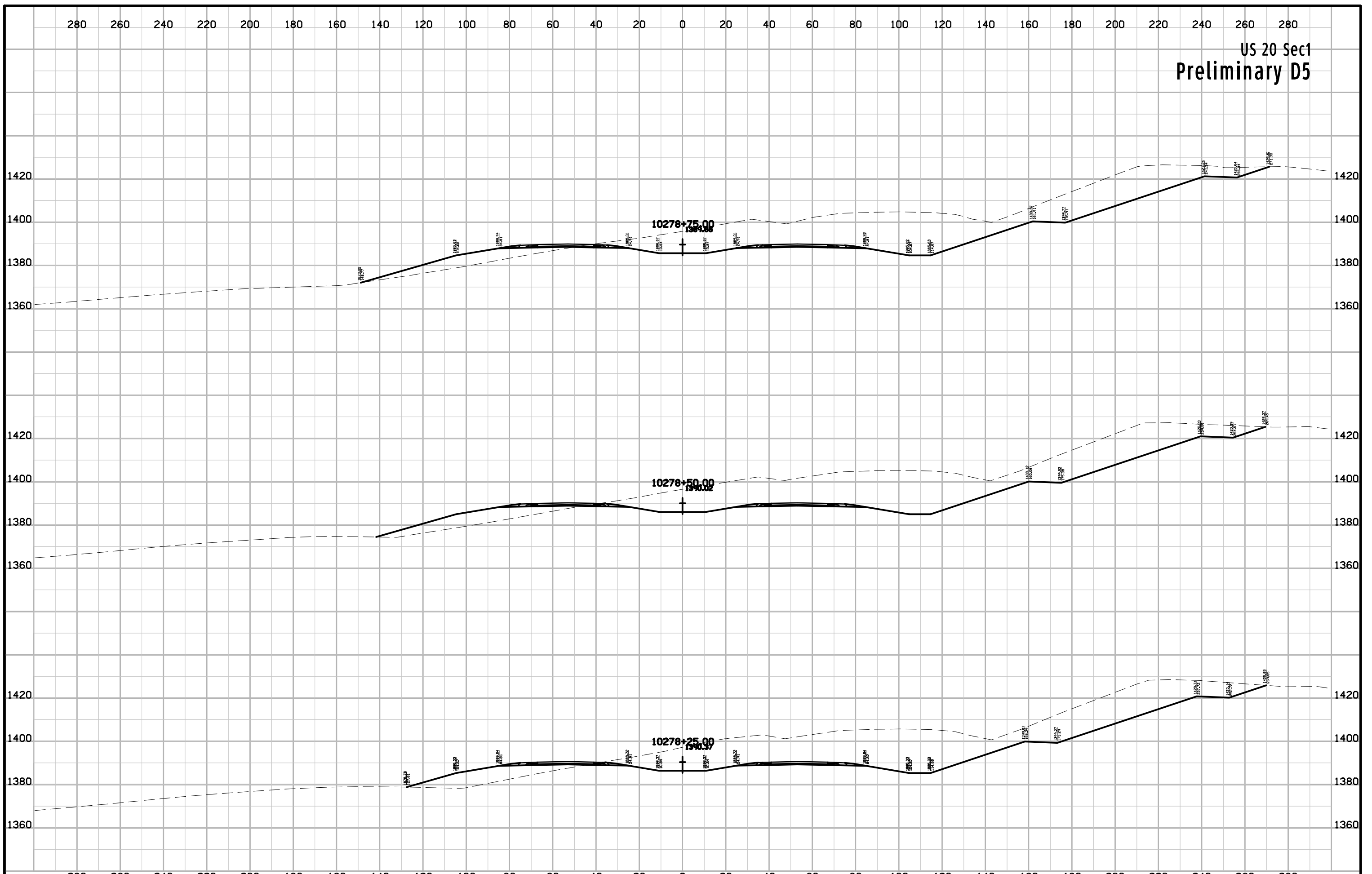
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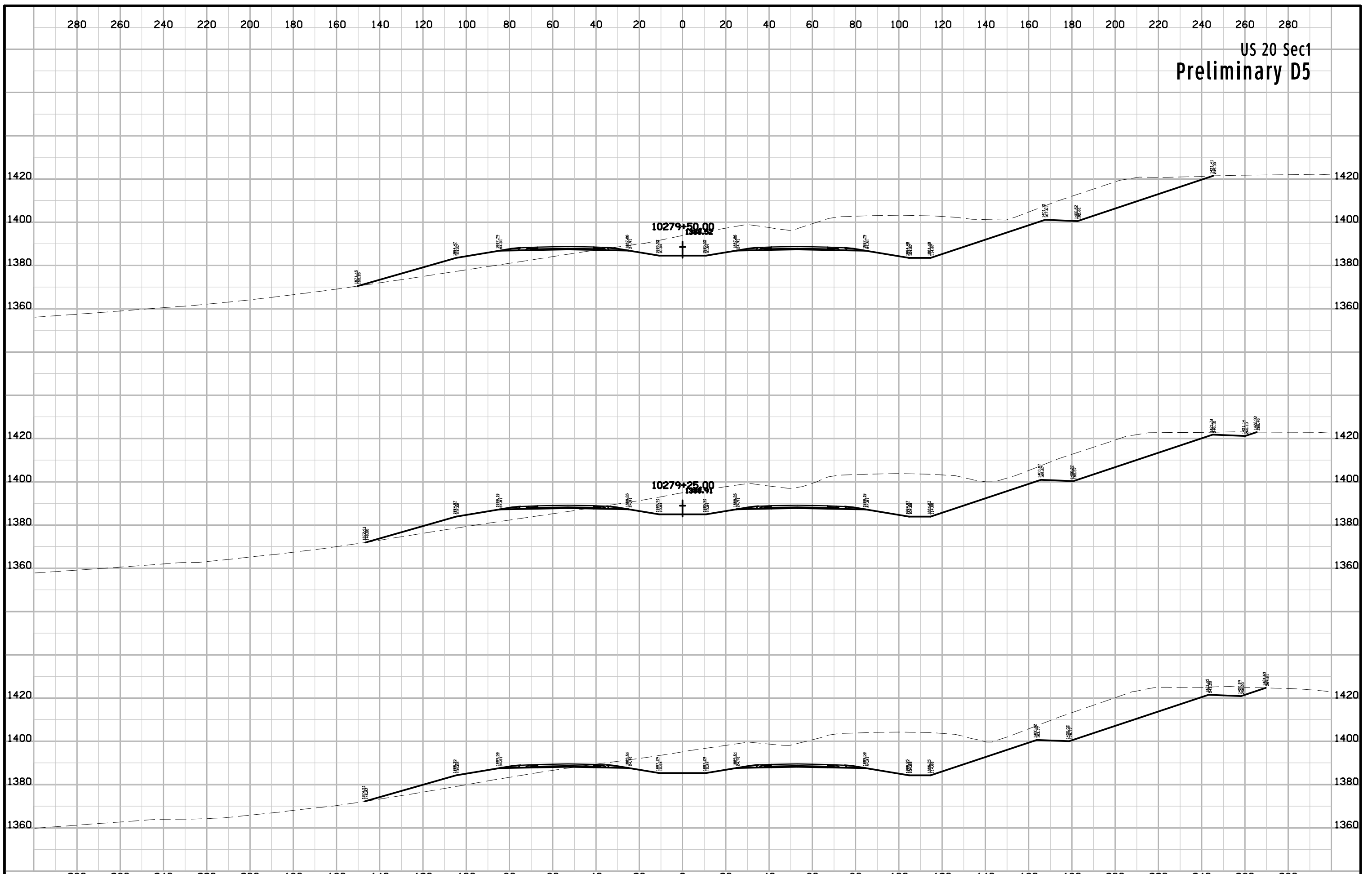
US 20 Sec1
Preliminary D5



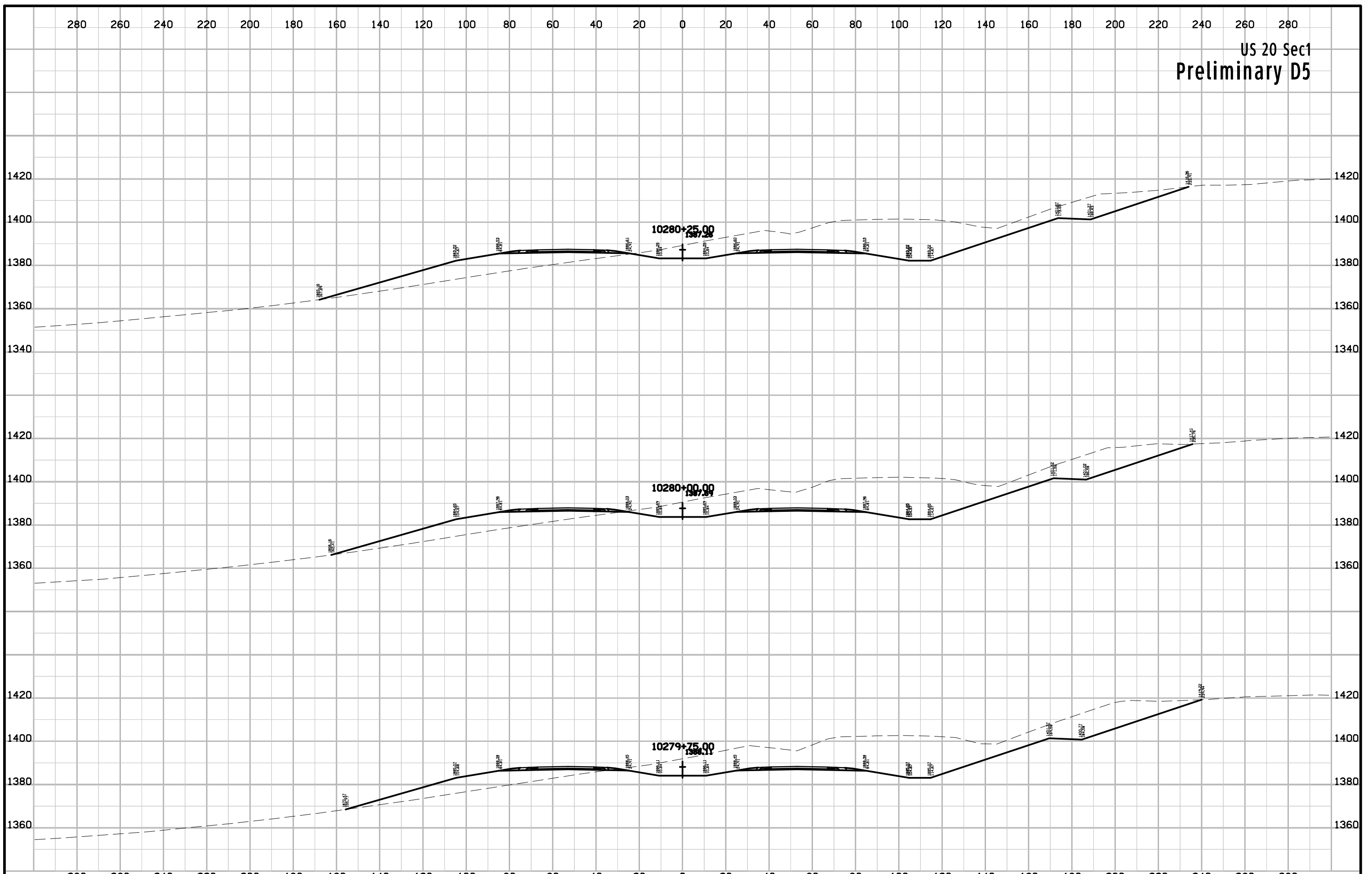
US 20 Sec1
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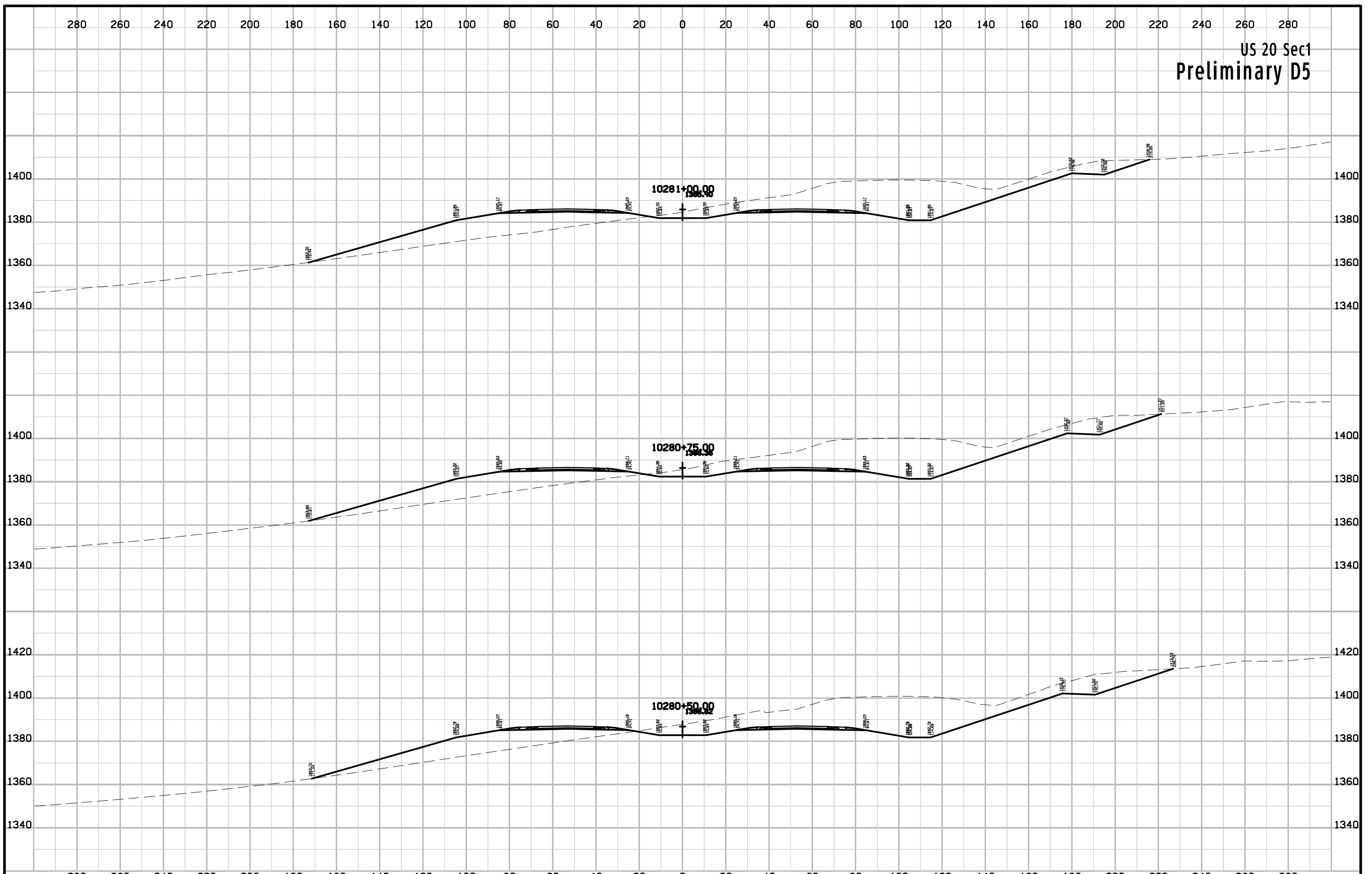
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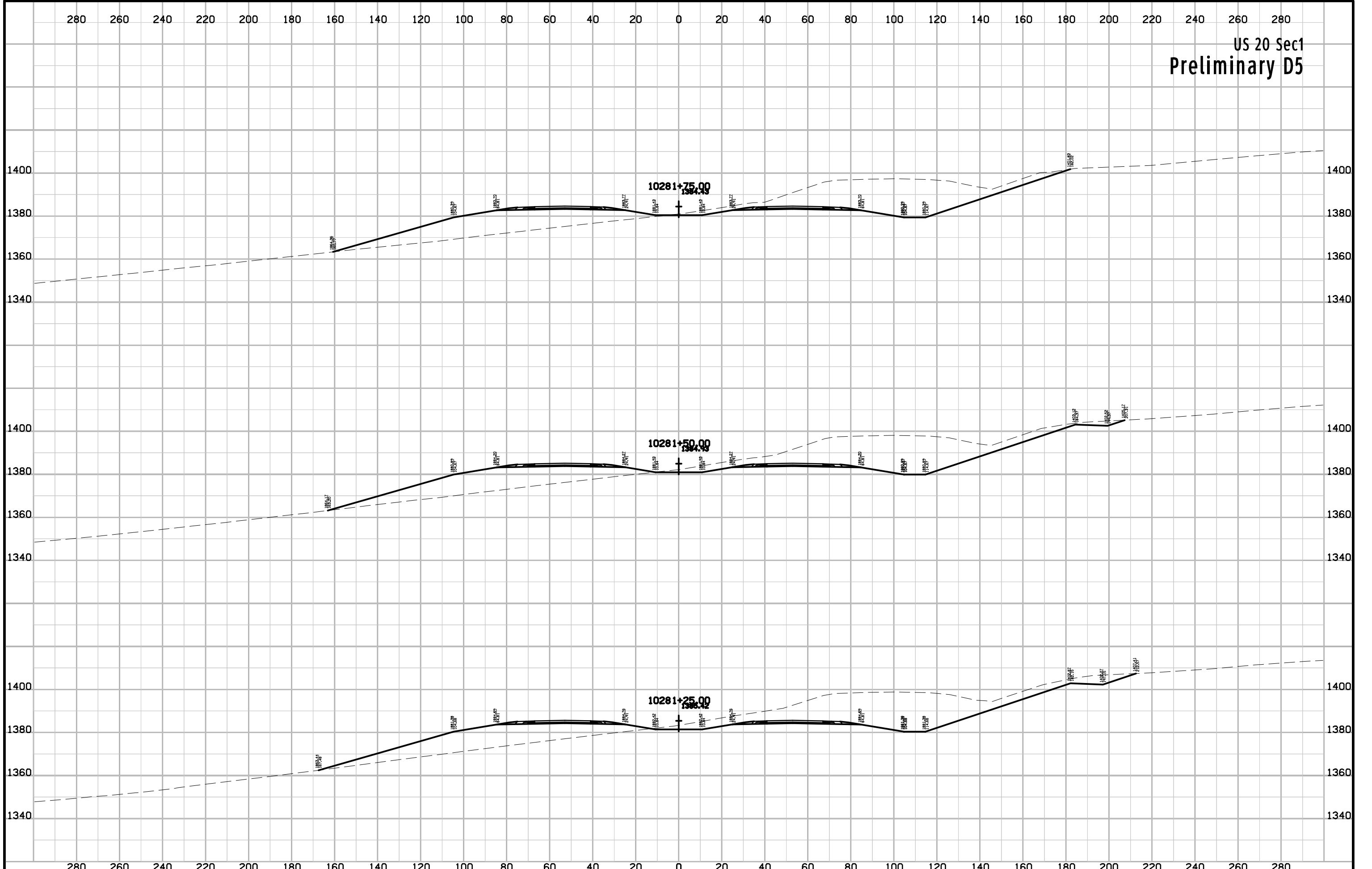
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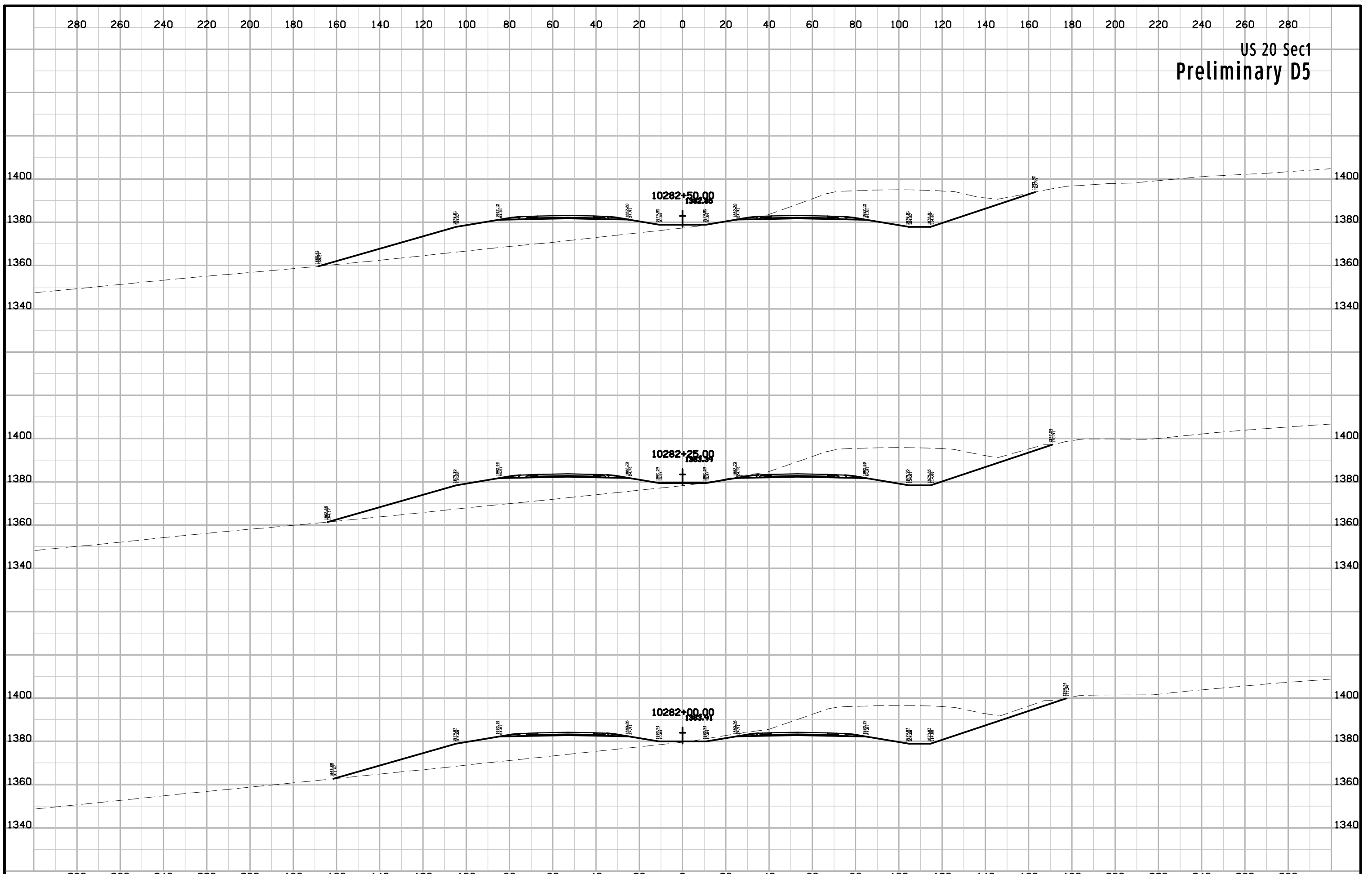
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Preliminary D5



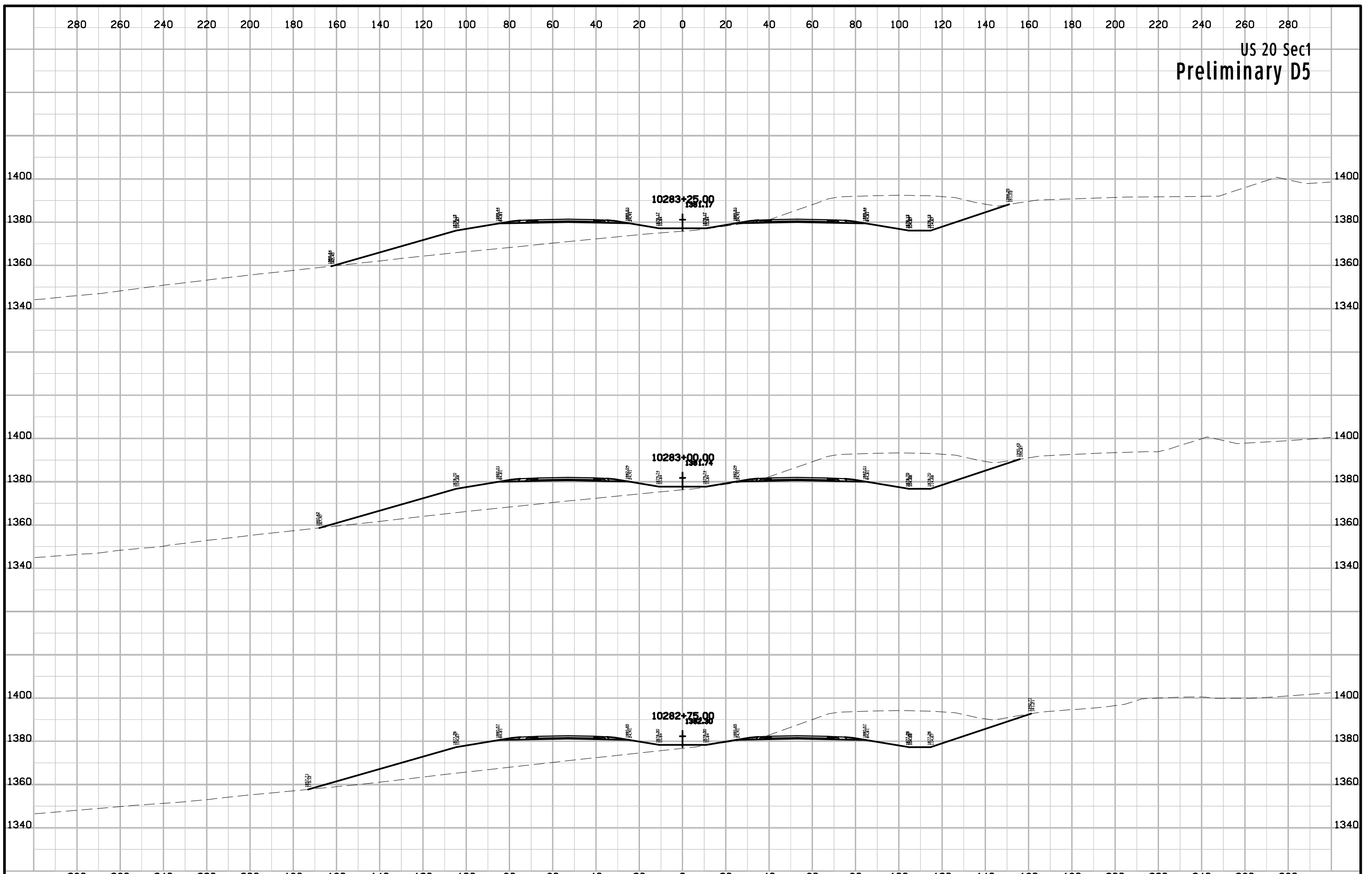
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Preliminary D5



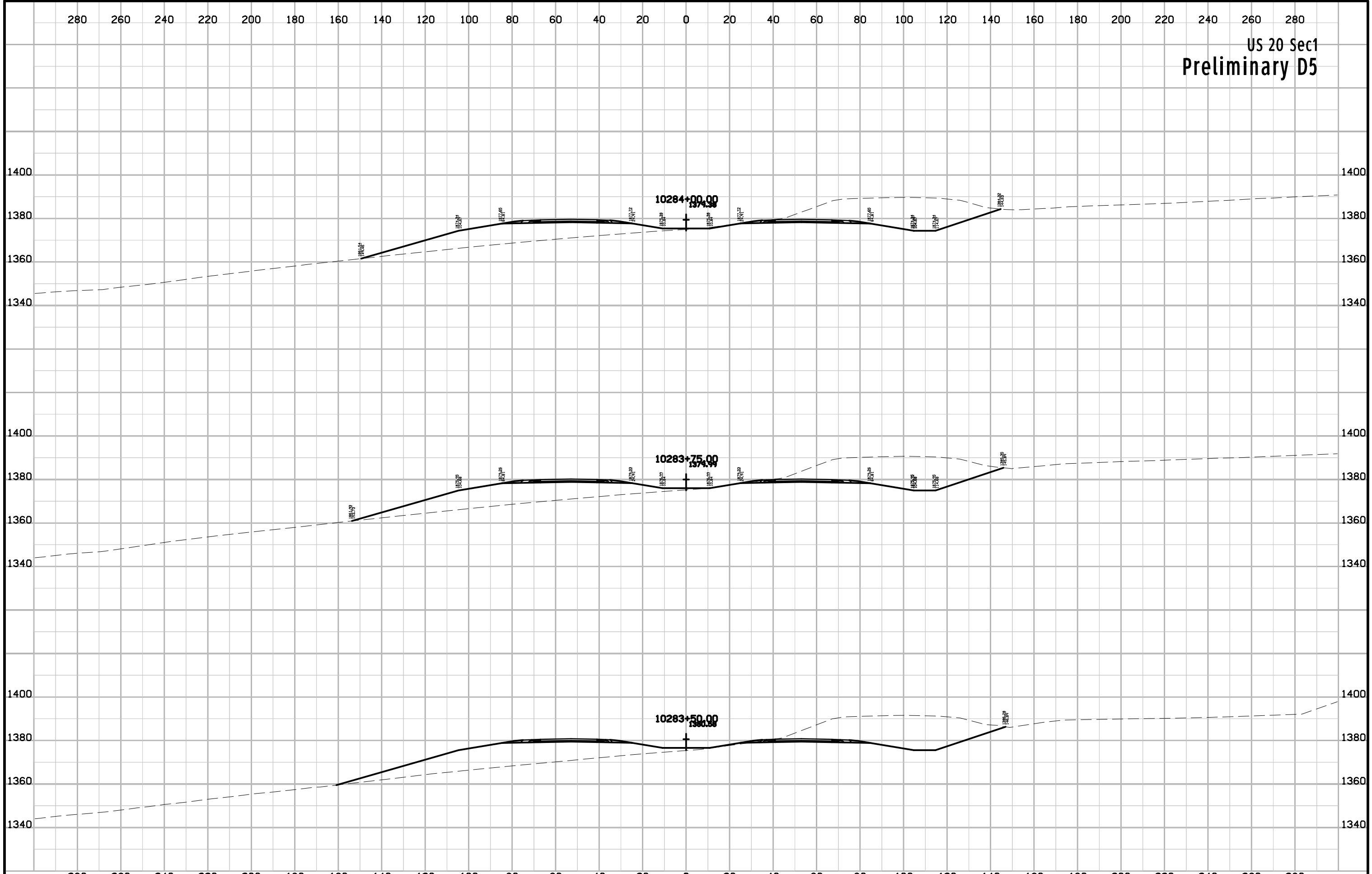
US 20 Sec1
Preliminary D5



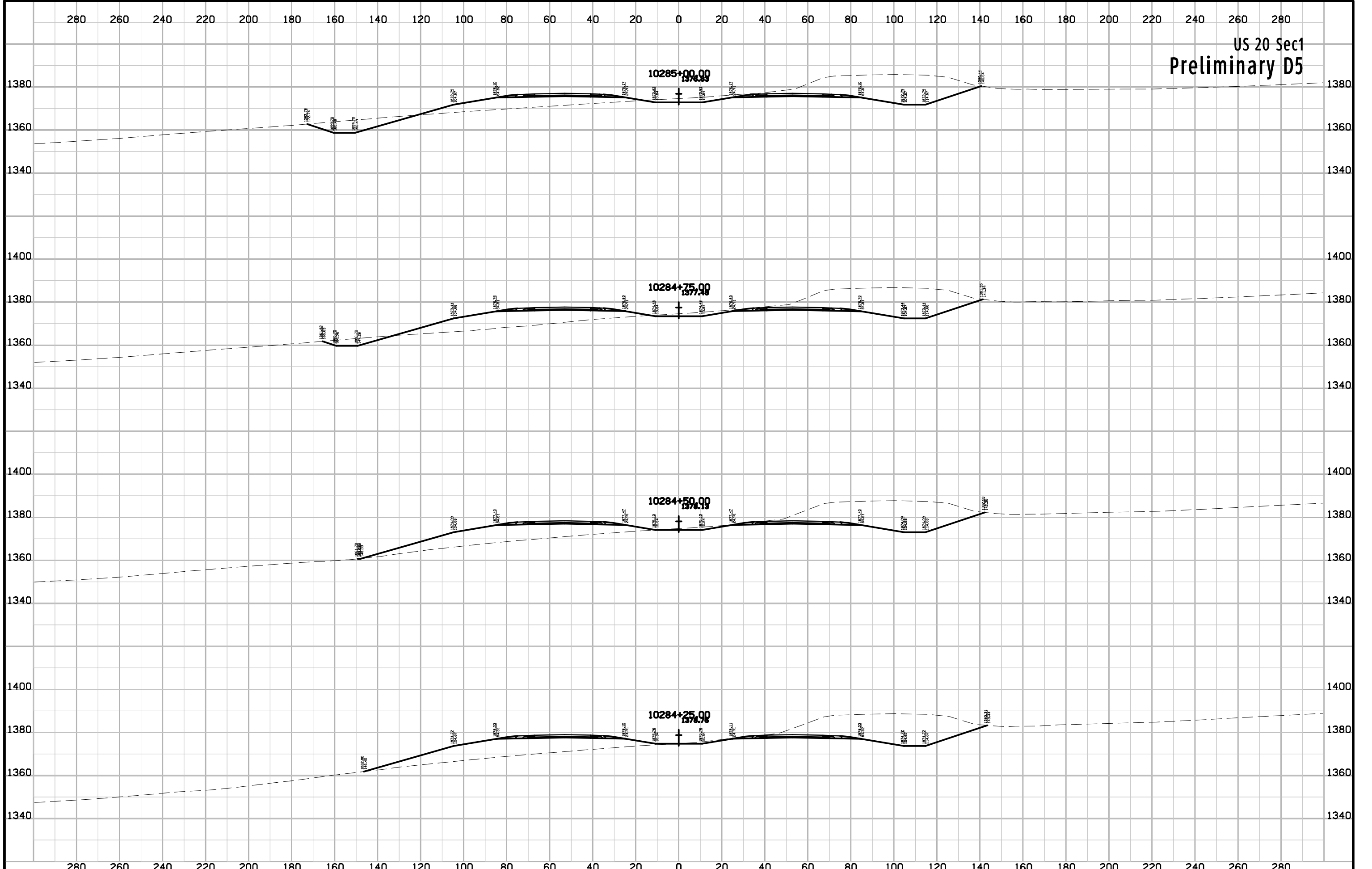
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Preliminary D5



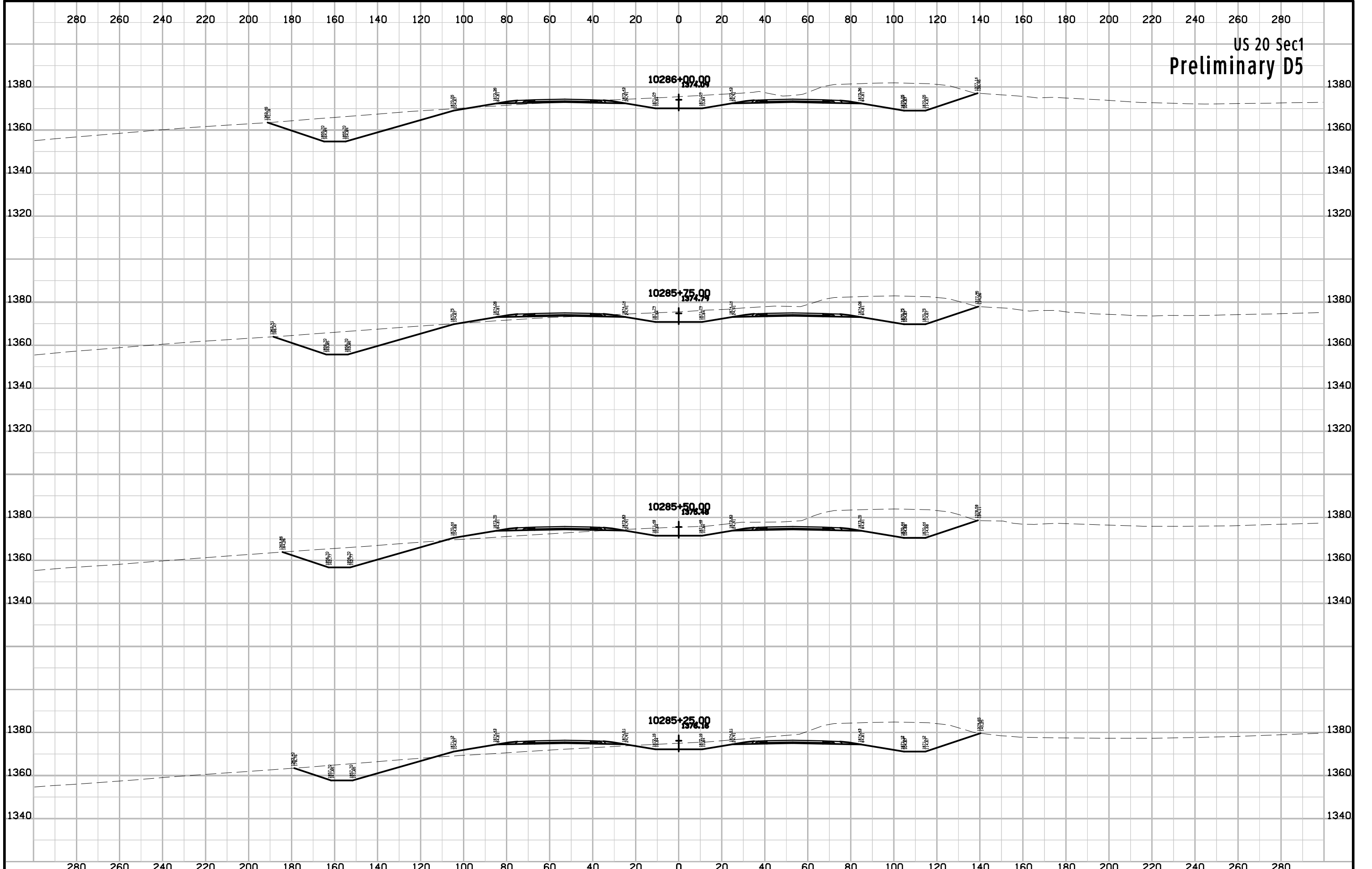
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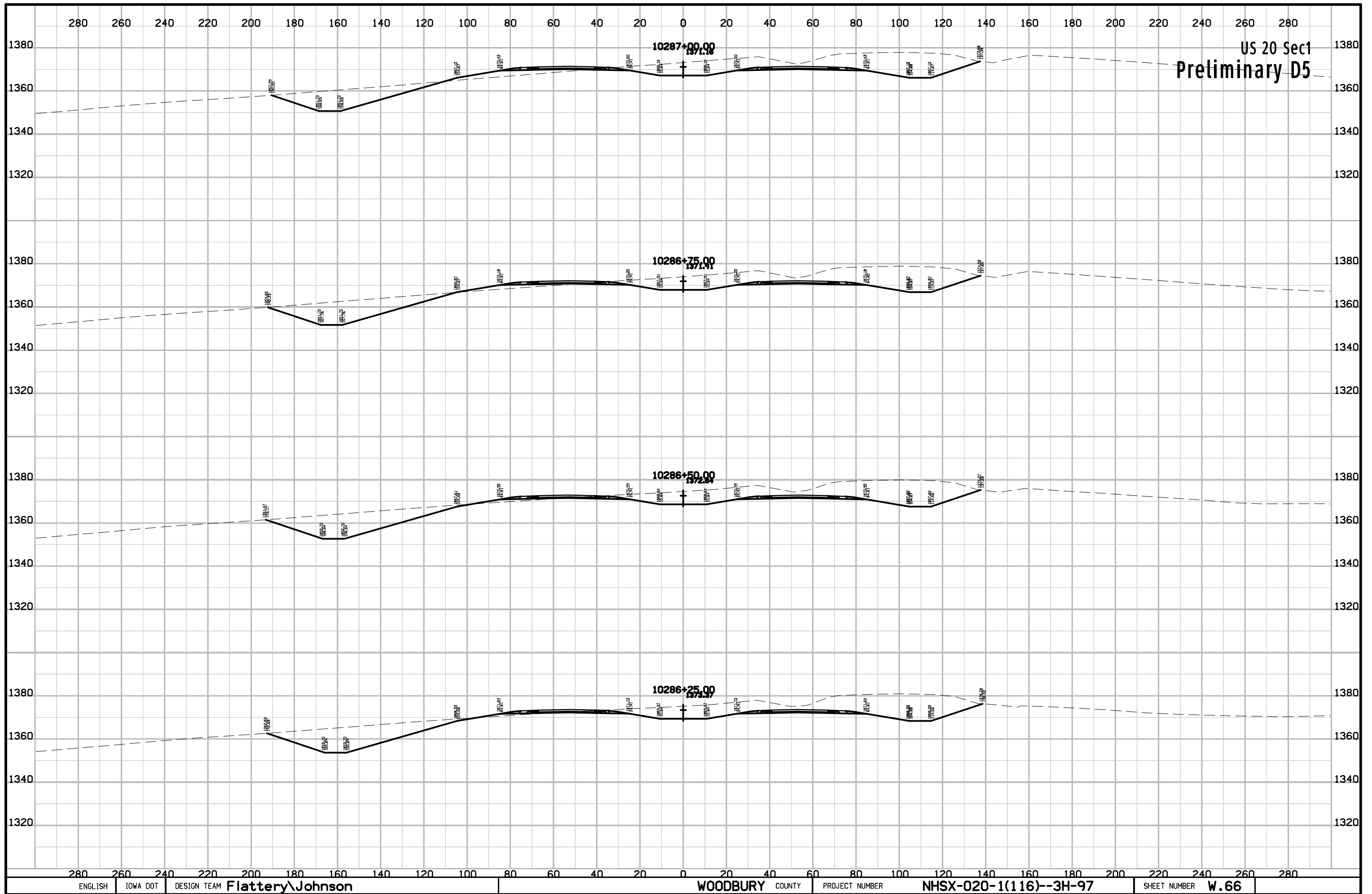


US 20 Sec1
Preliminary D5



US 20 Sec1
Preliminary D5





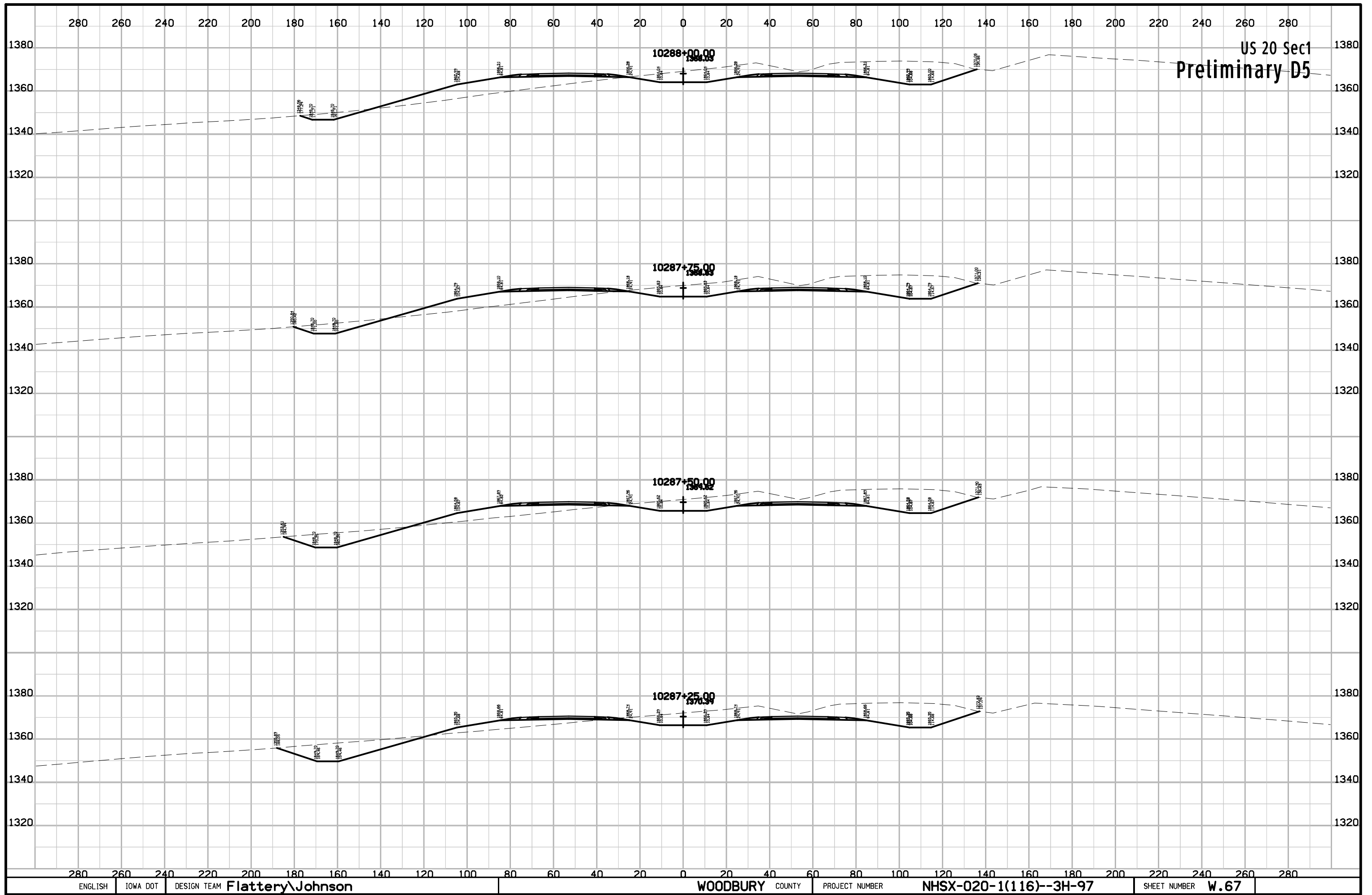
US 20 Sec1
Preliminary D5

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1371.18

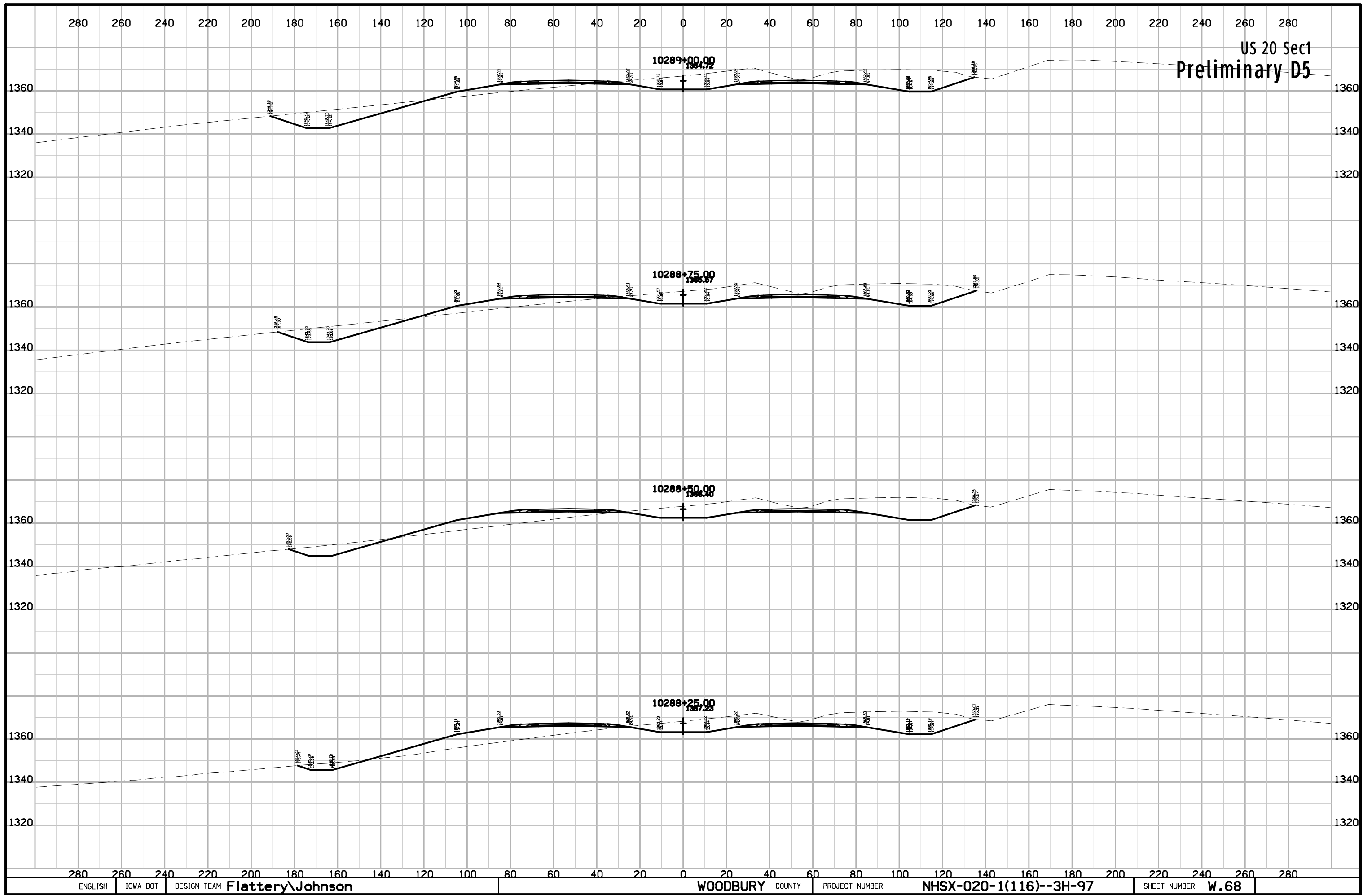
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1371.91

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1372.84

10286+25.00
1373.37

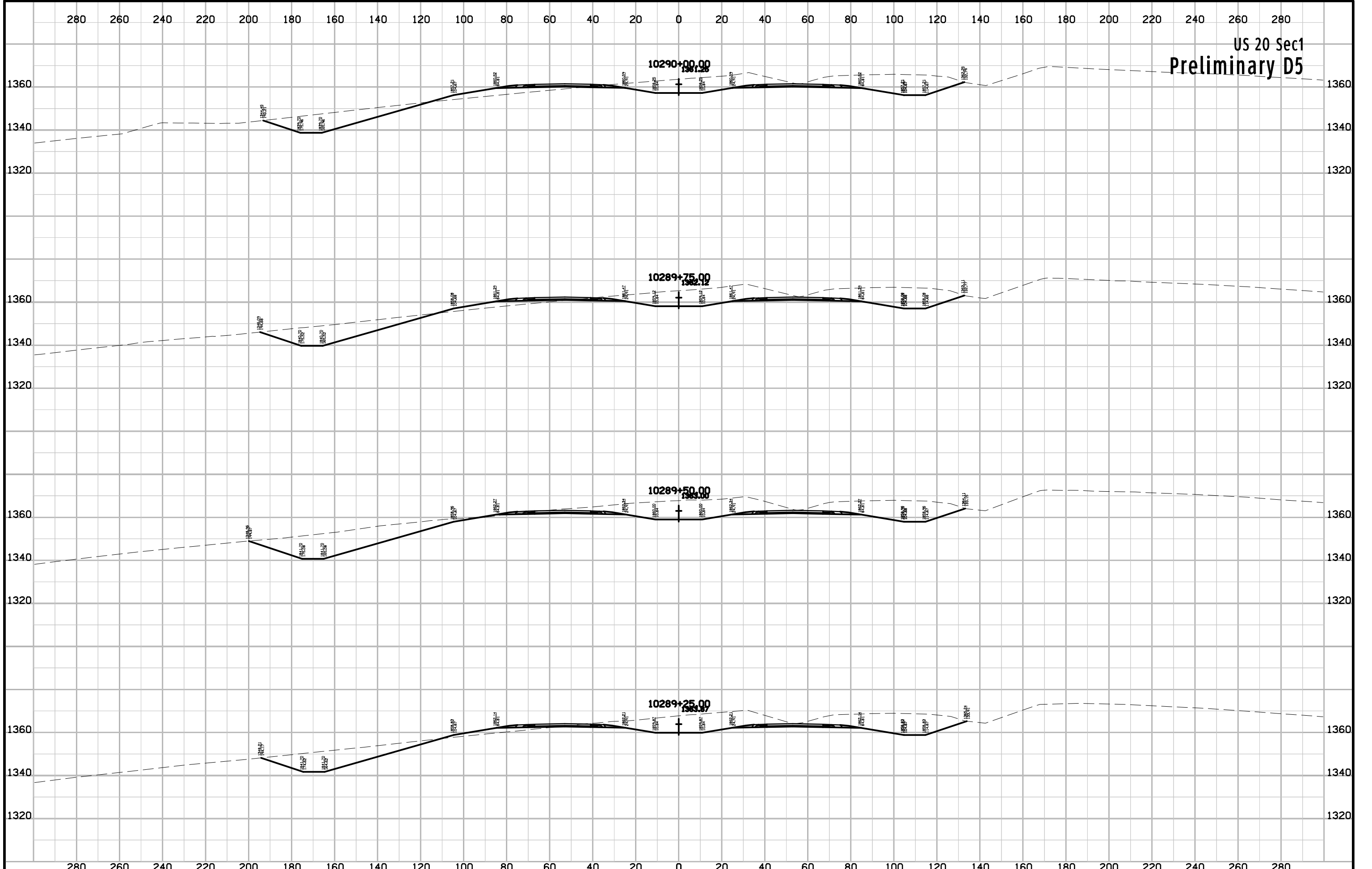


US 20 Sec1
Preliminary D5

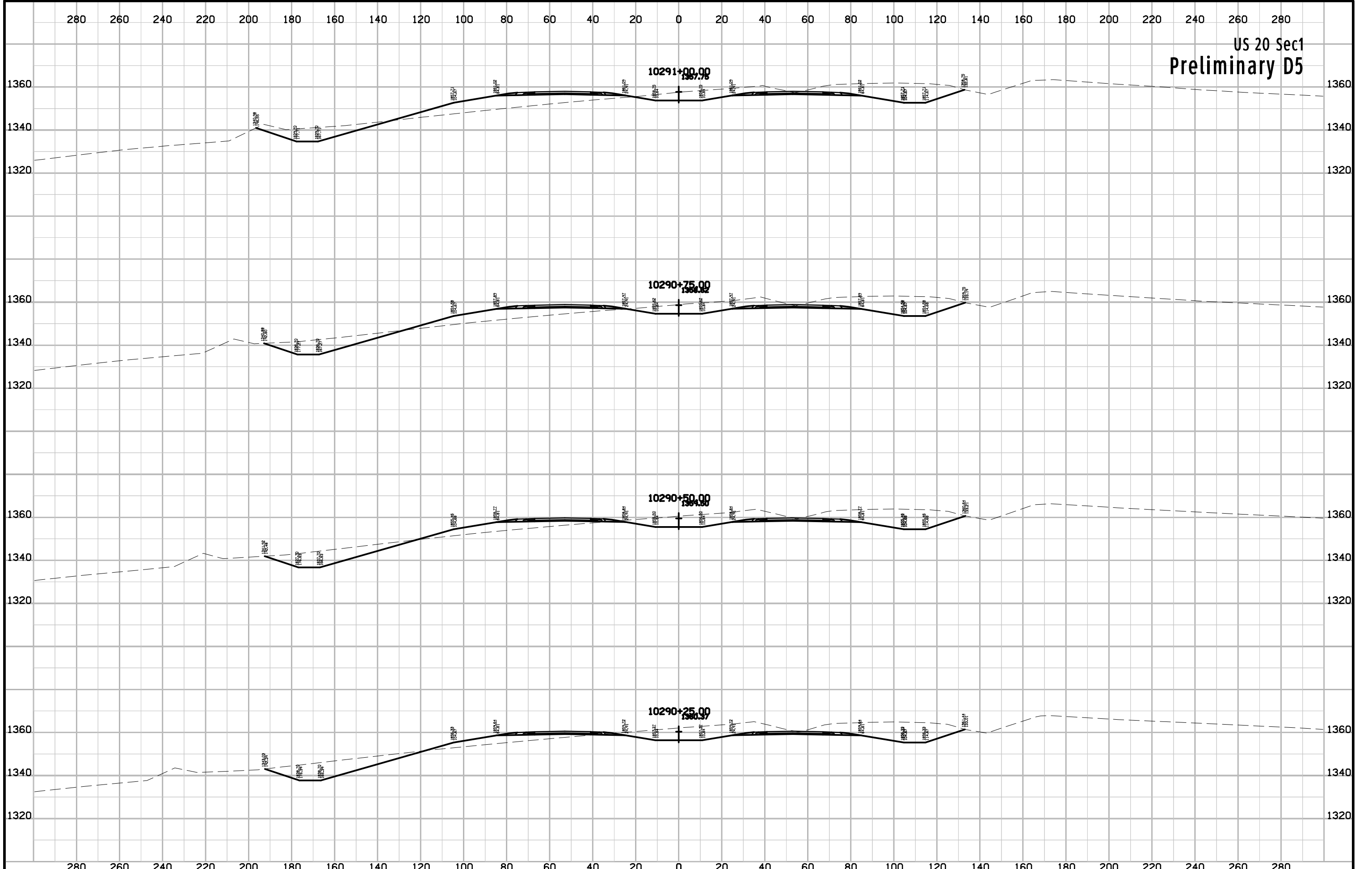


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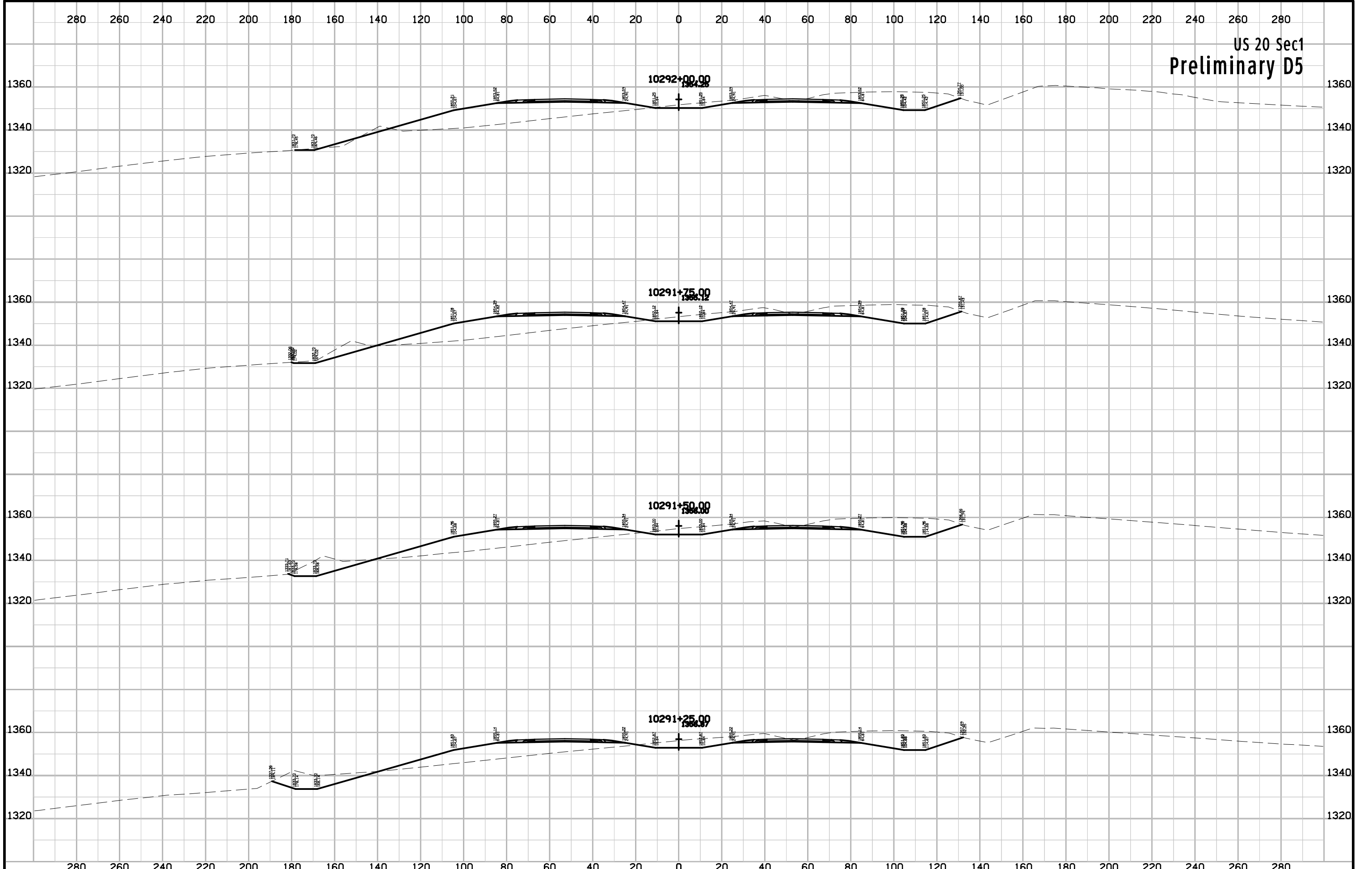
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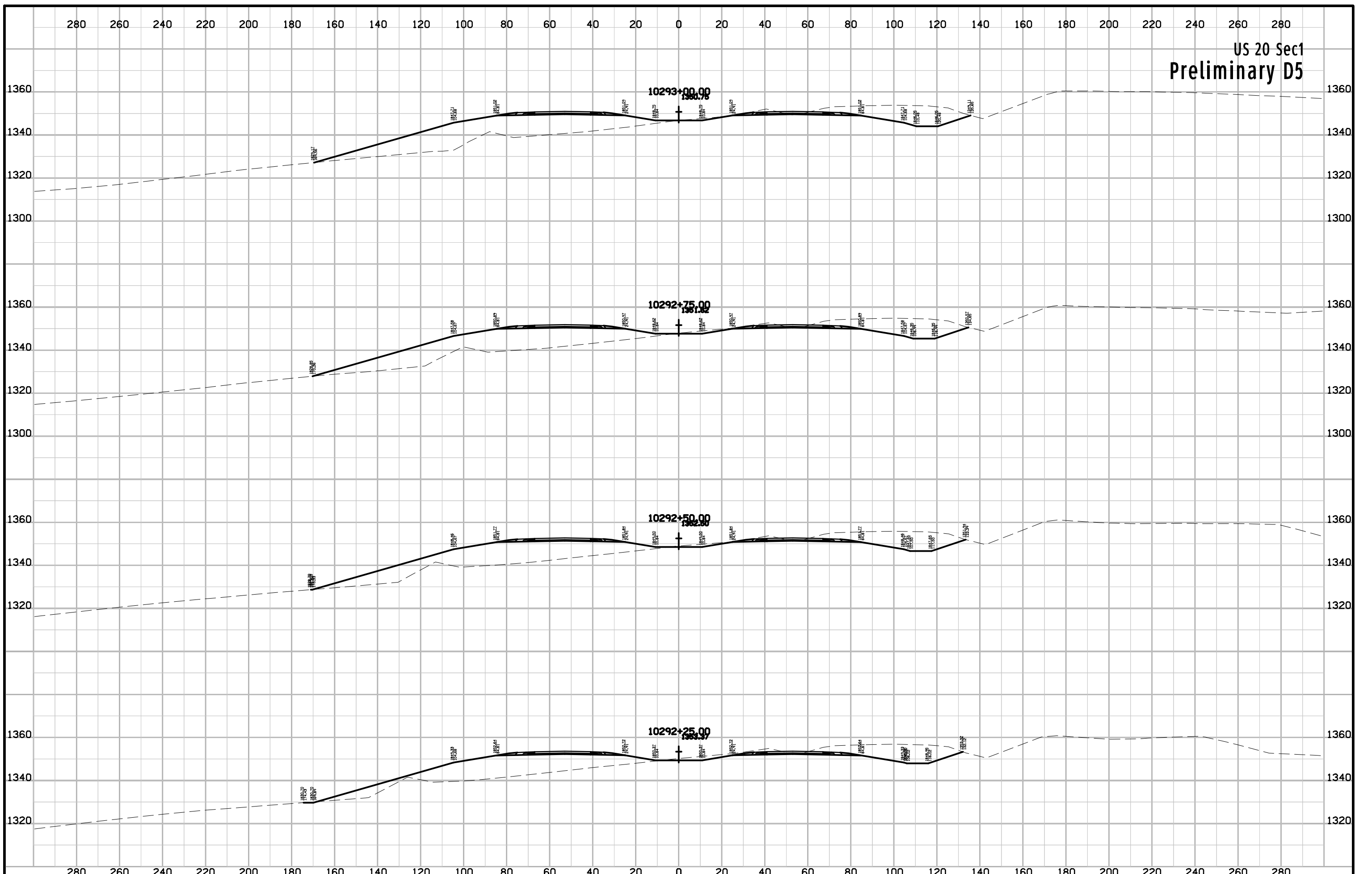
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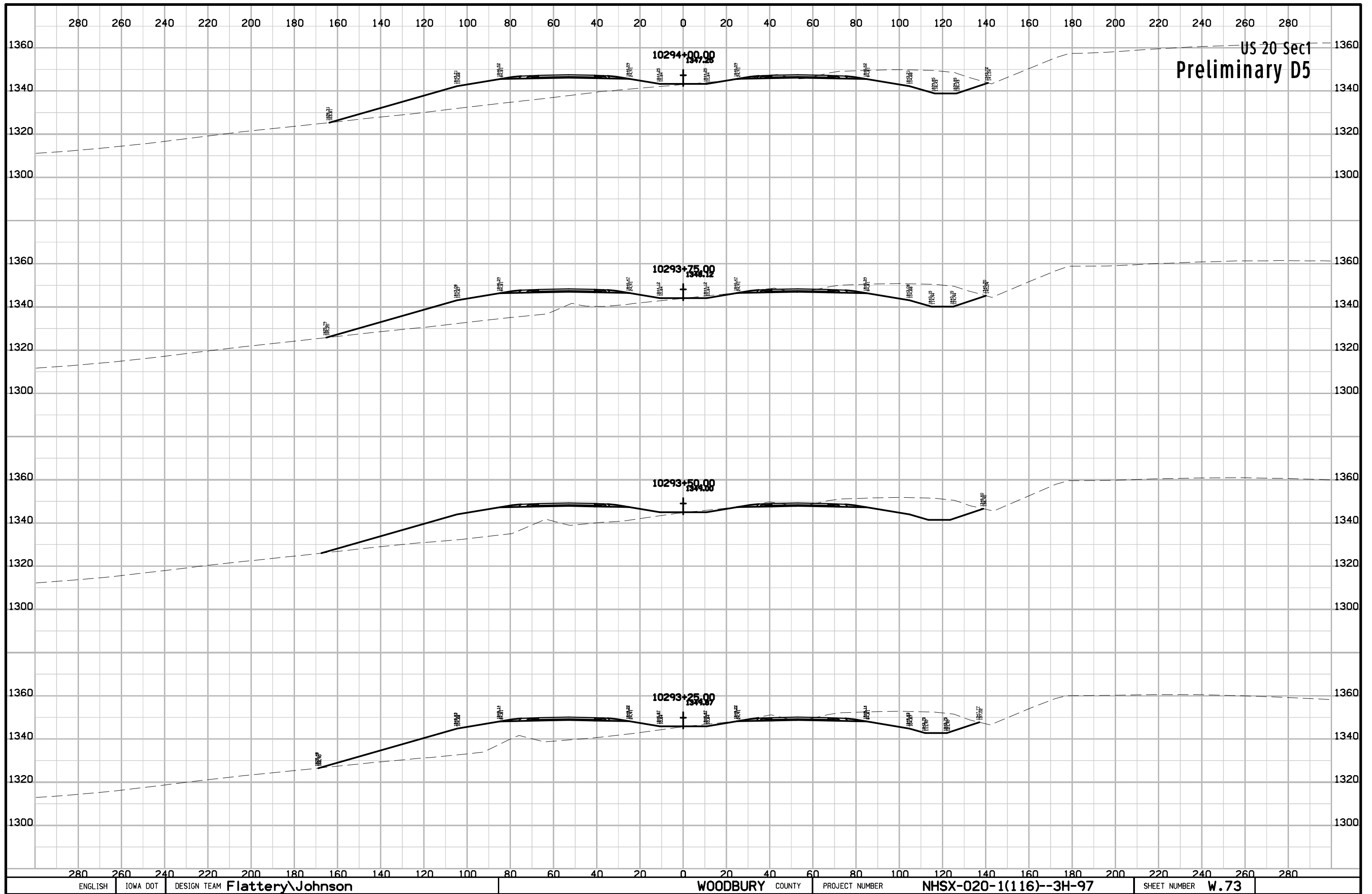


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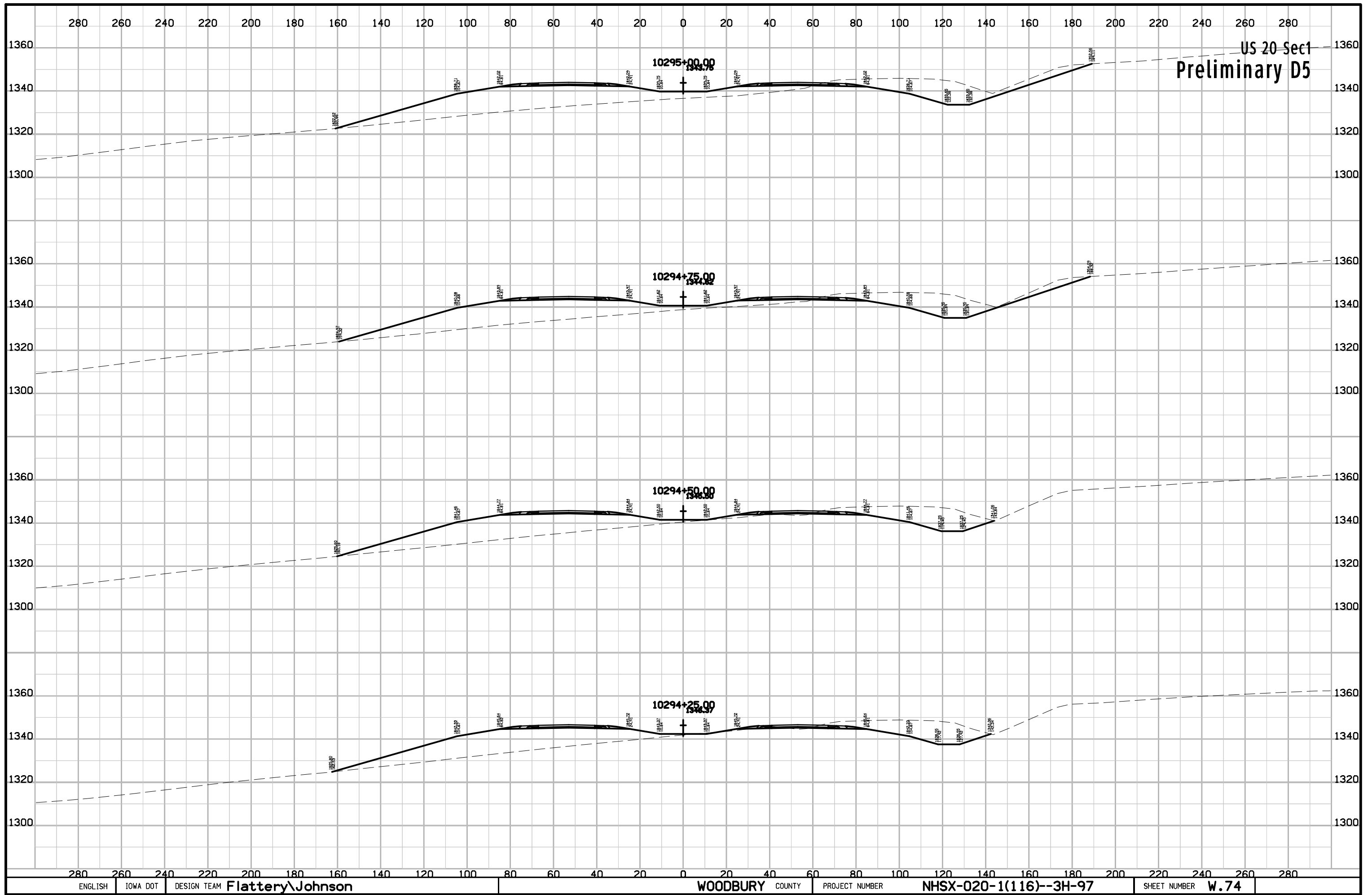


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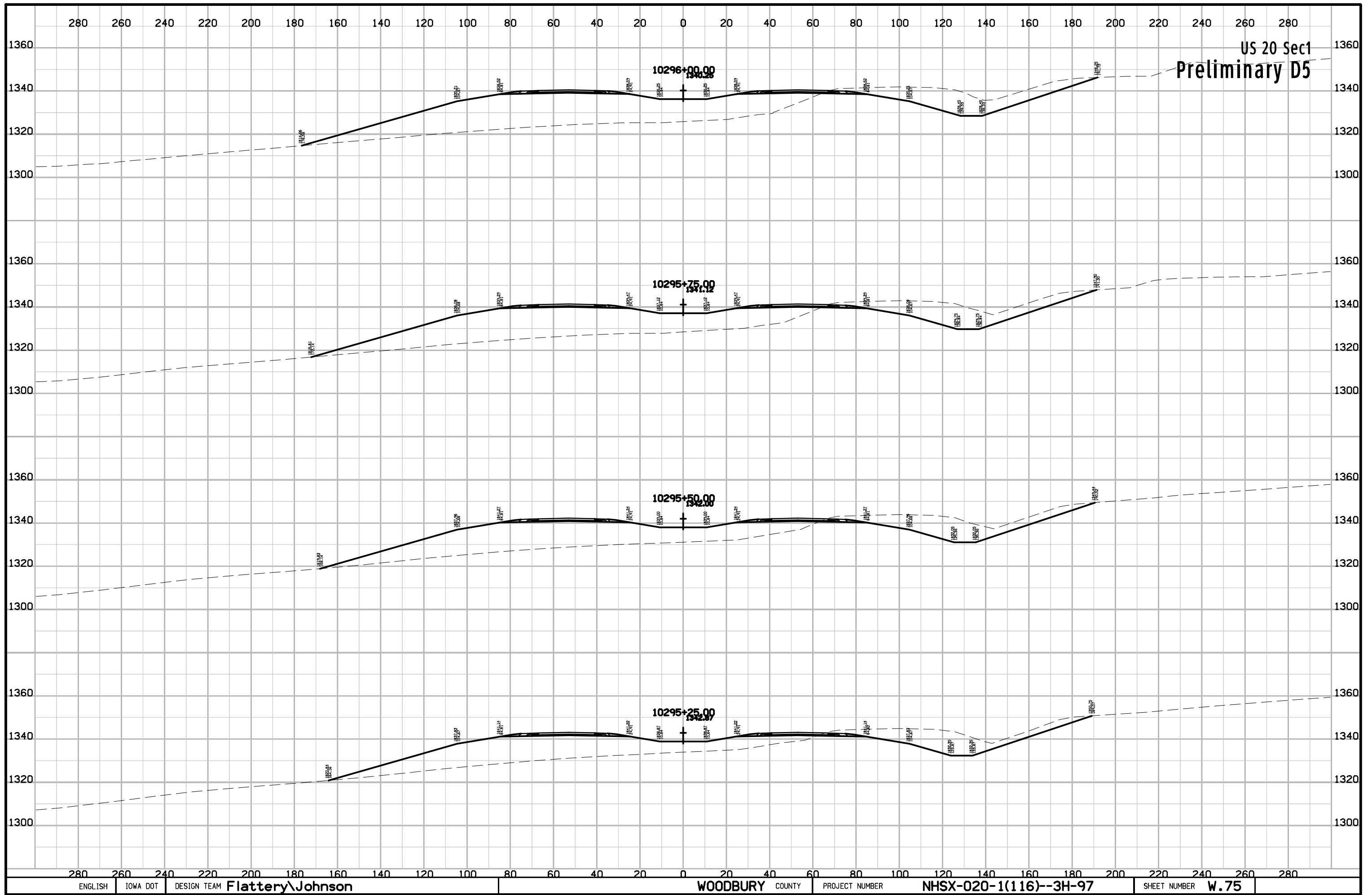




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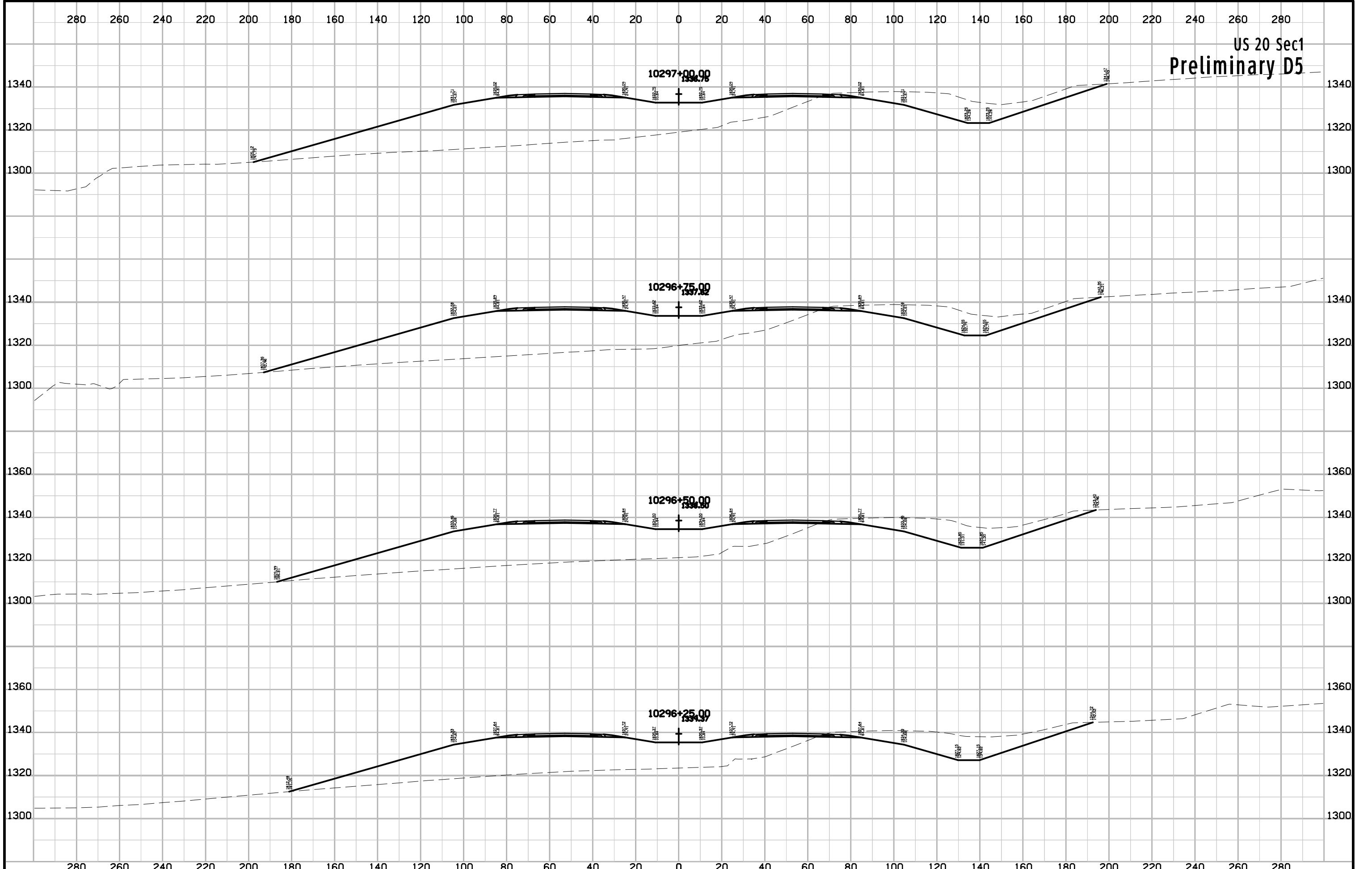


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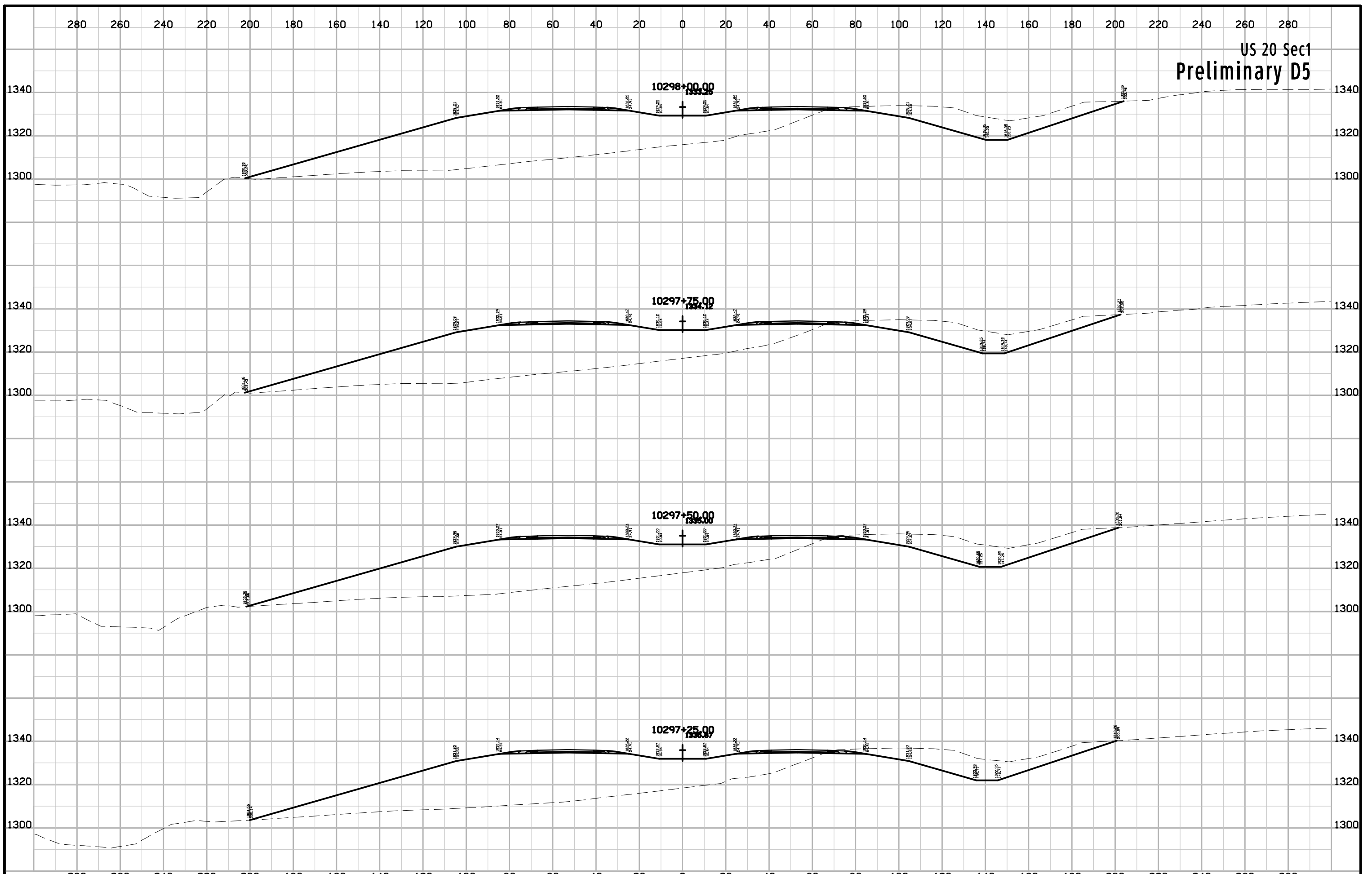


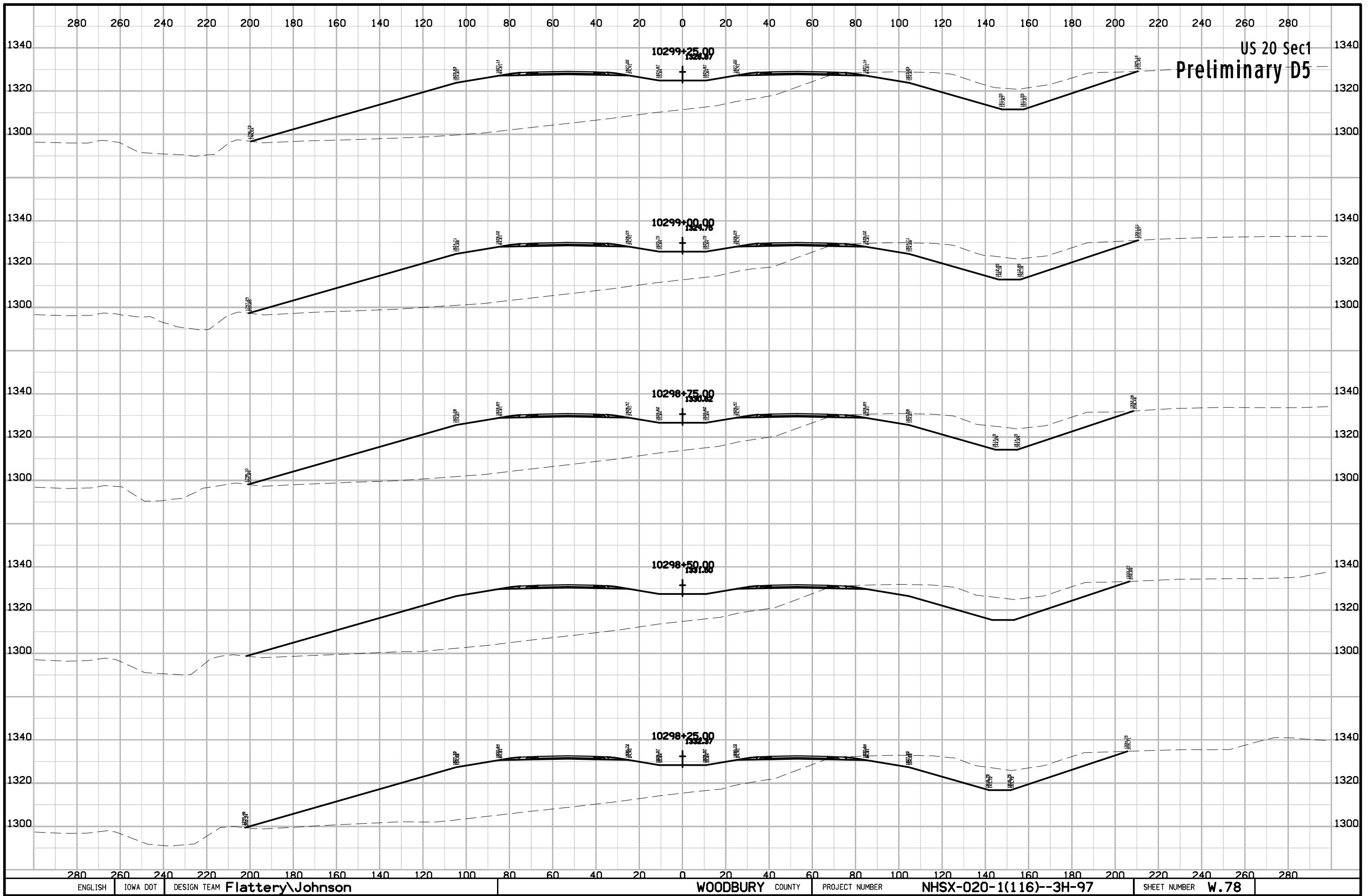
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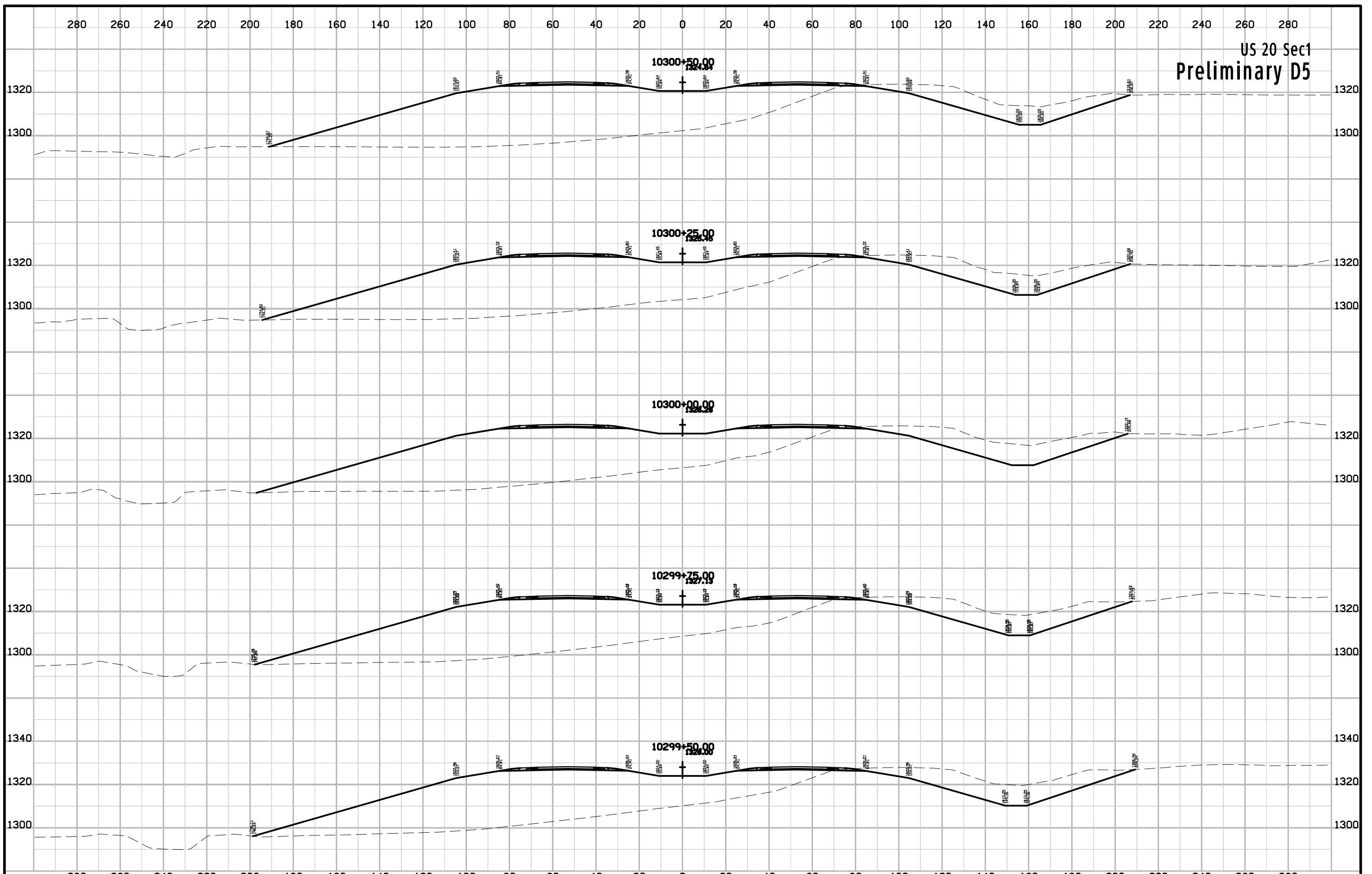


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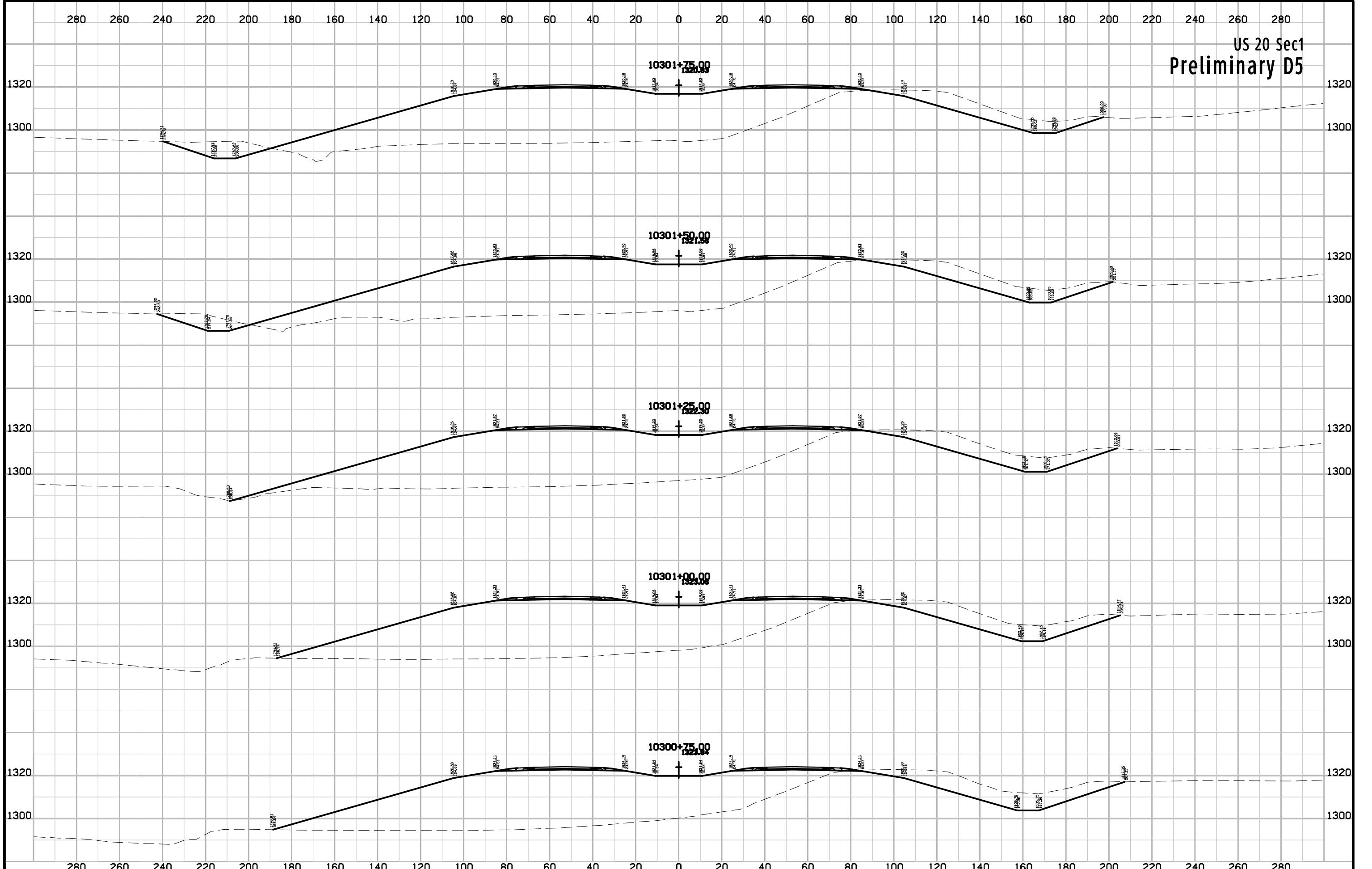




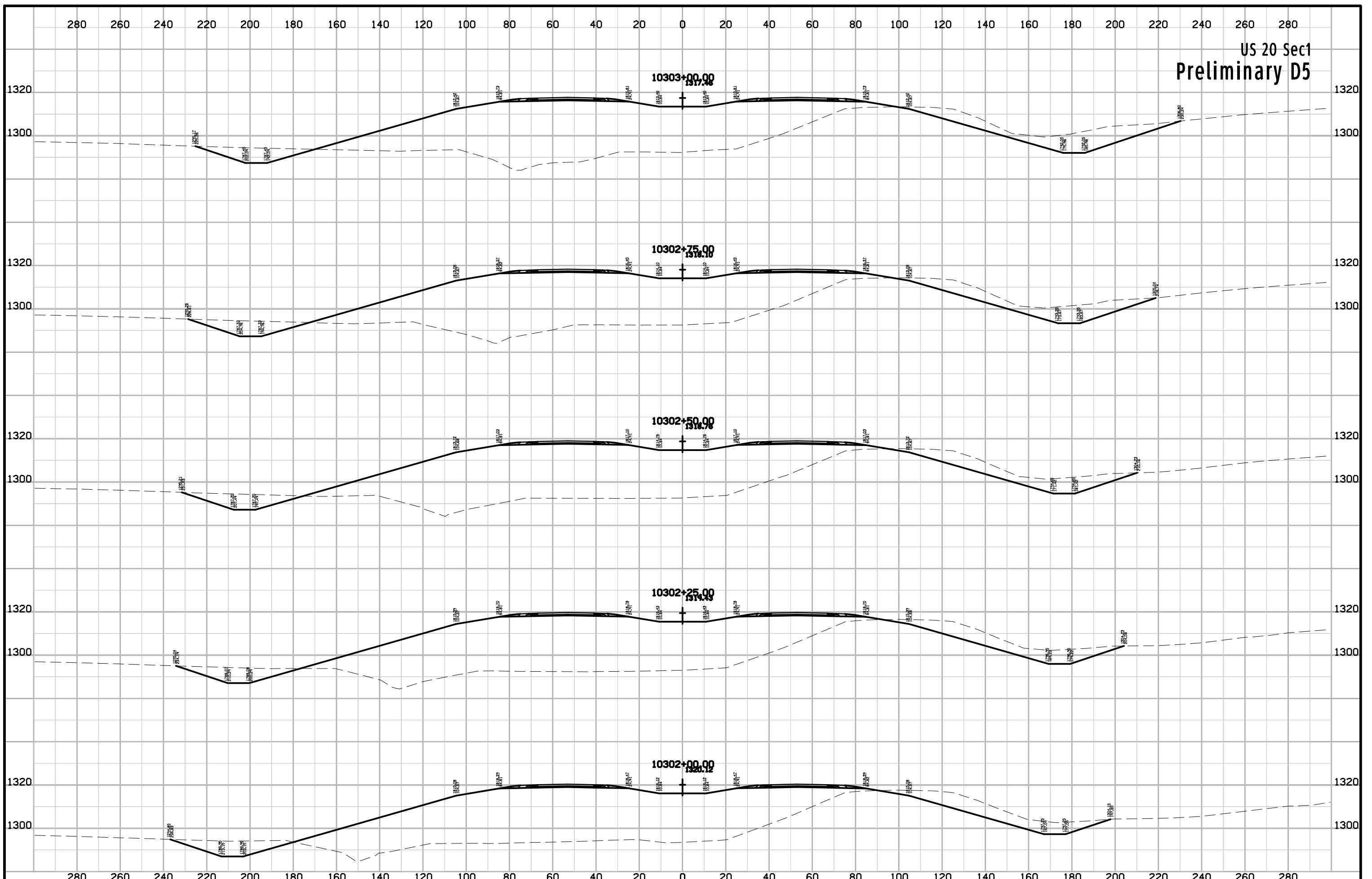
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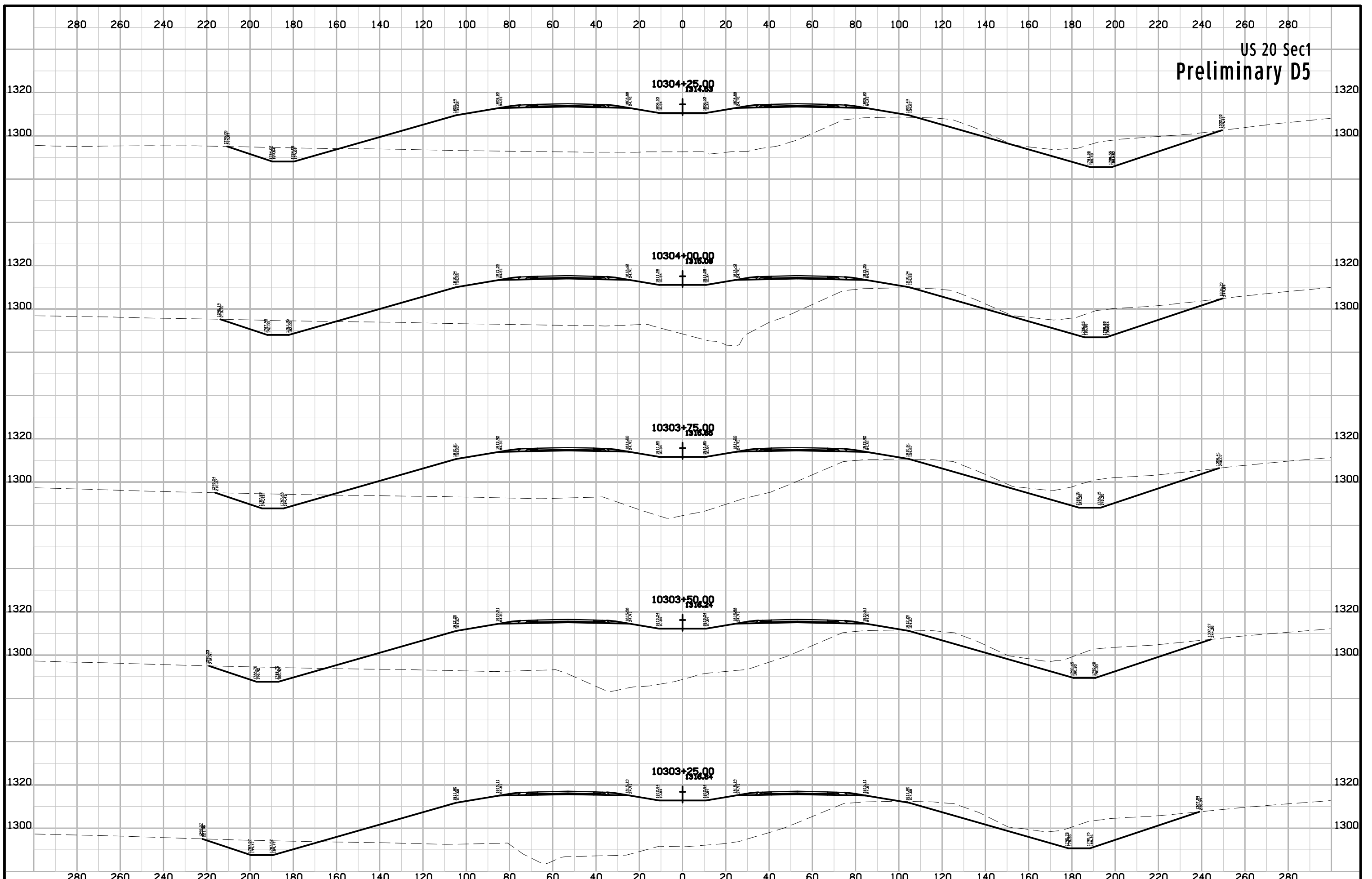
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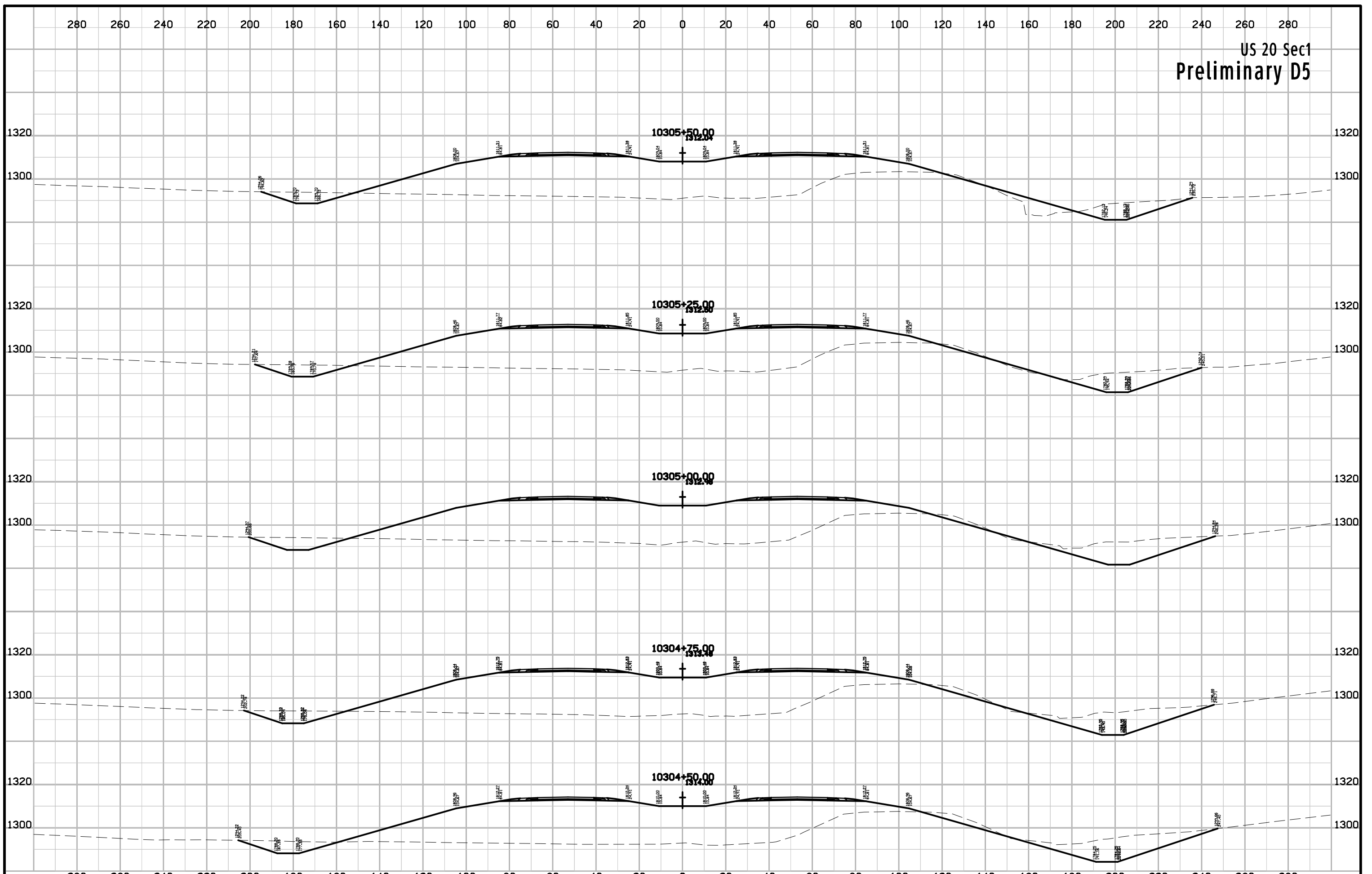
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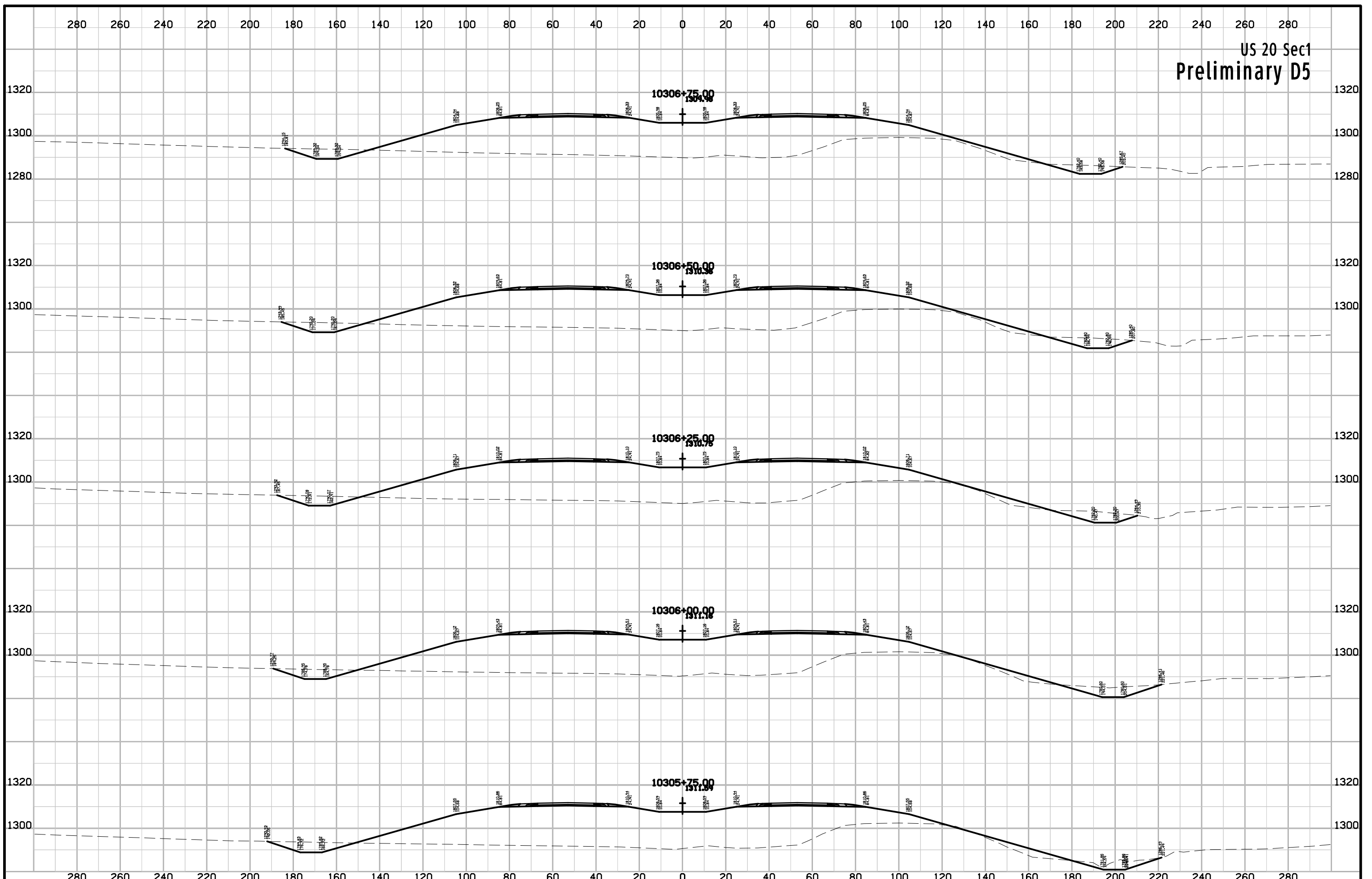
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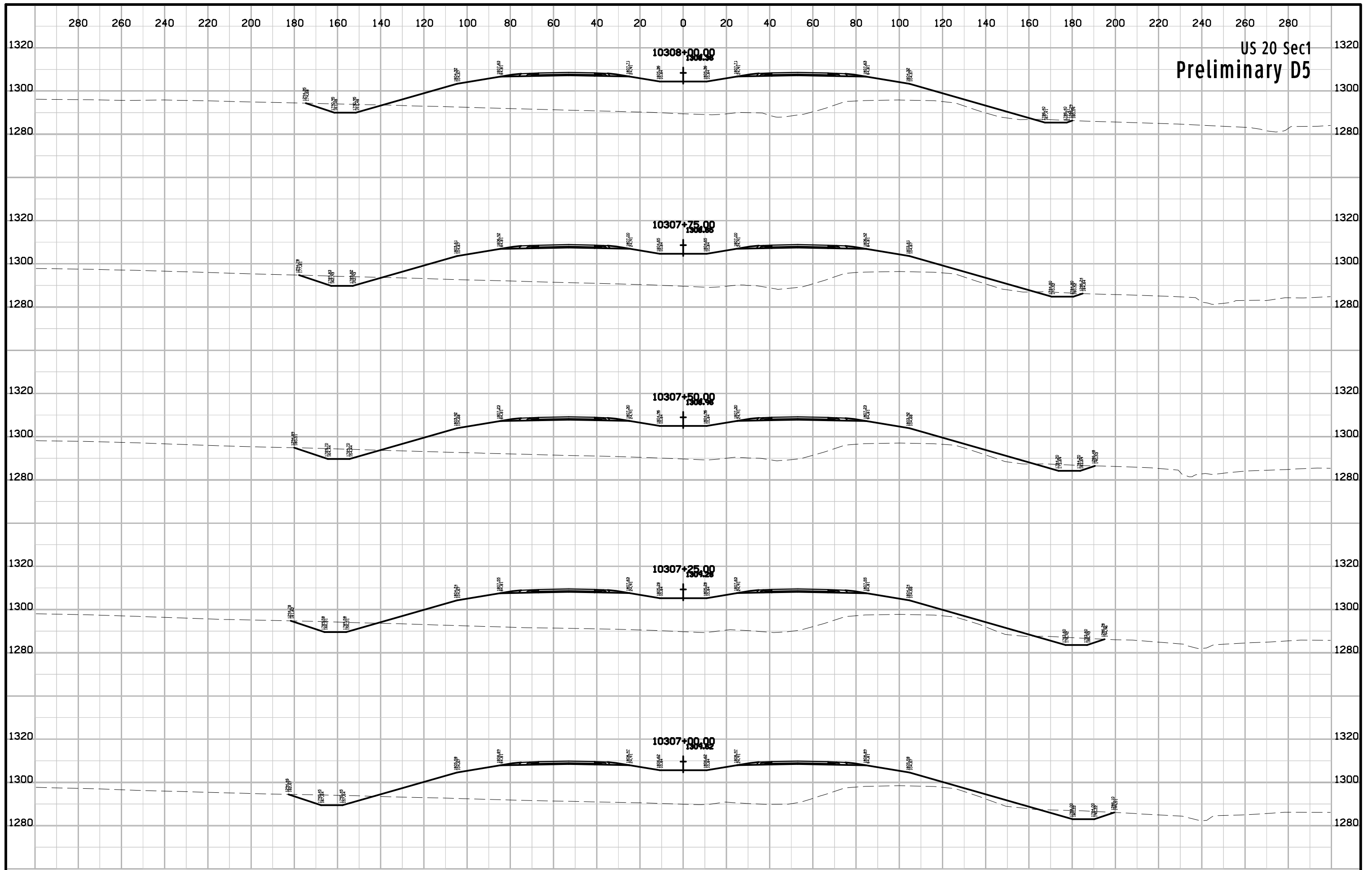
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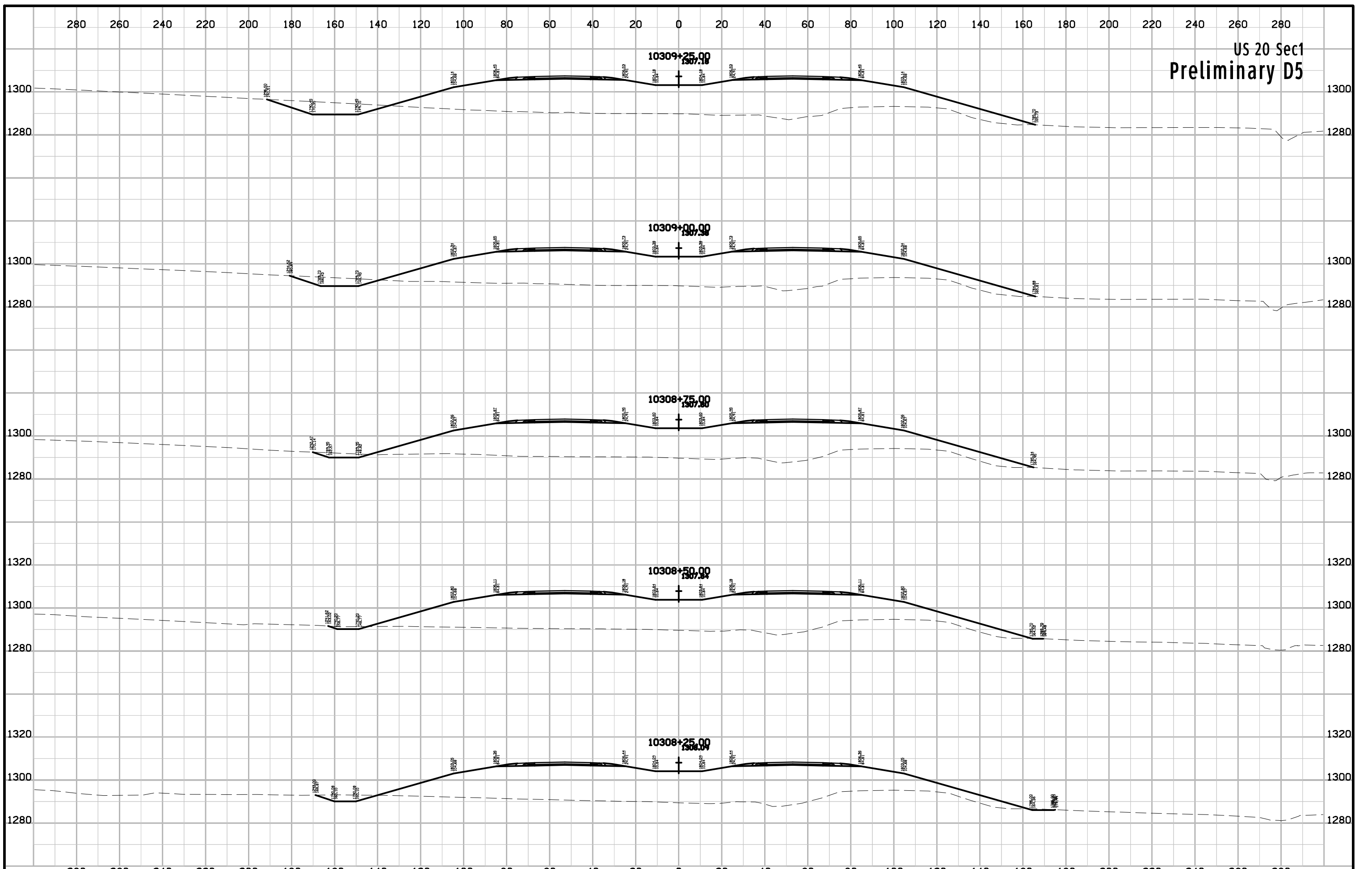
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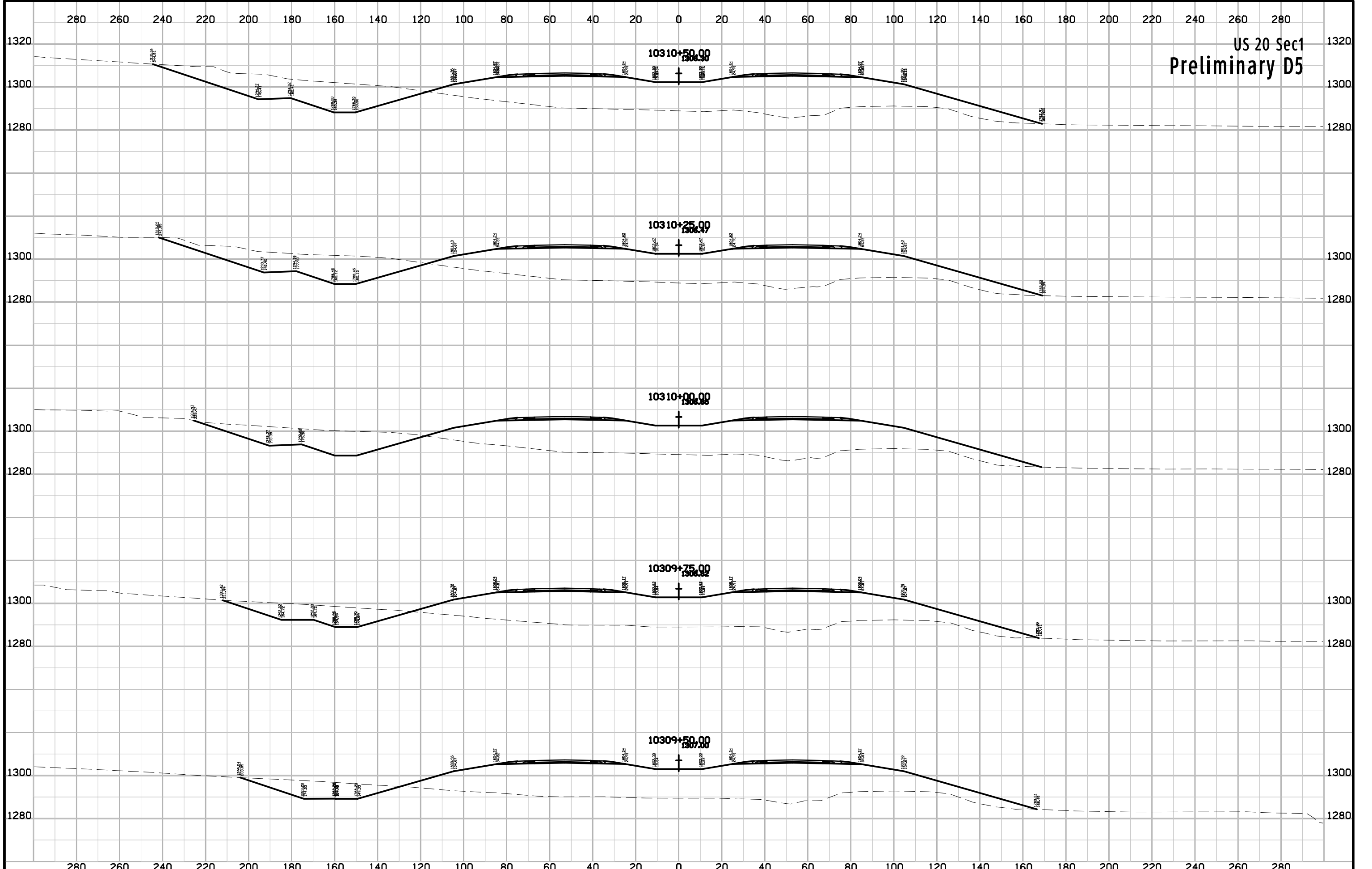
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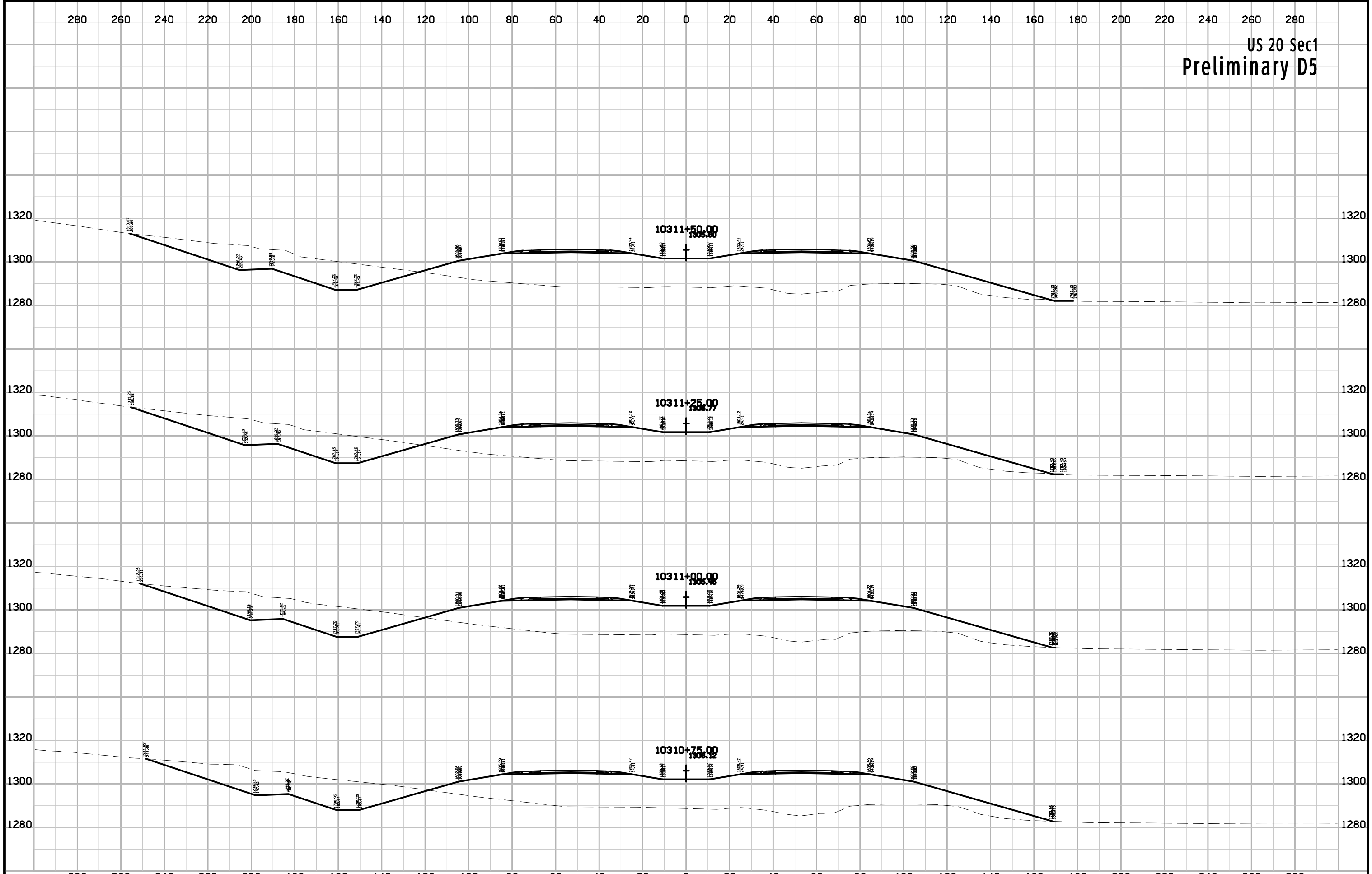
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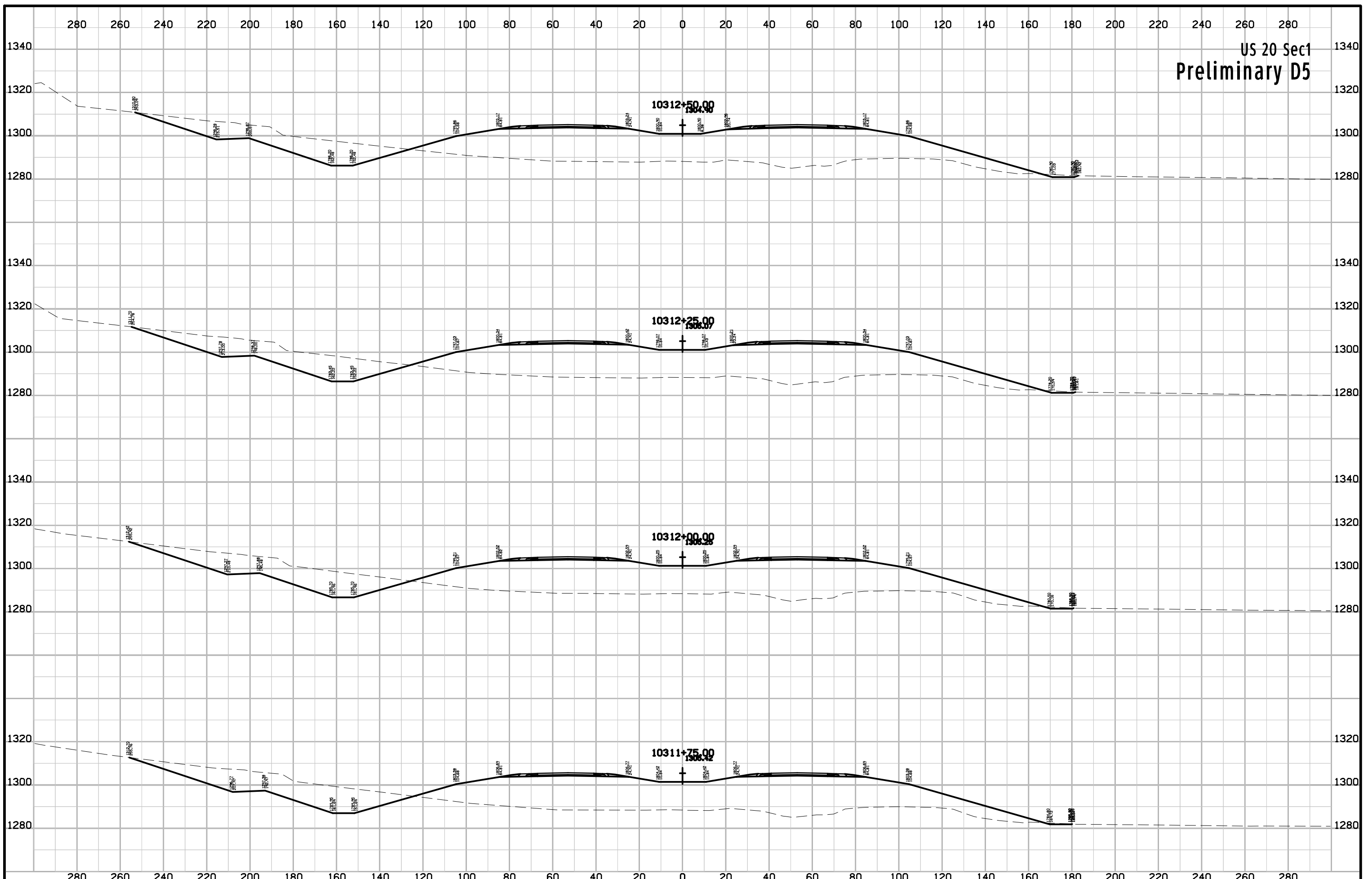
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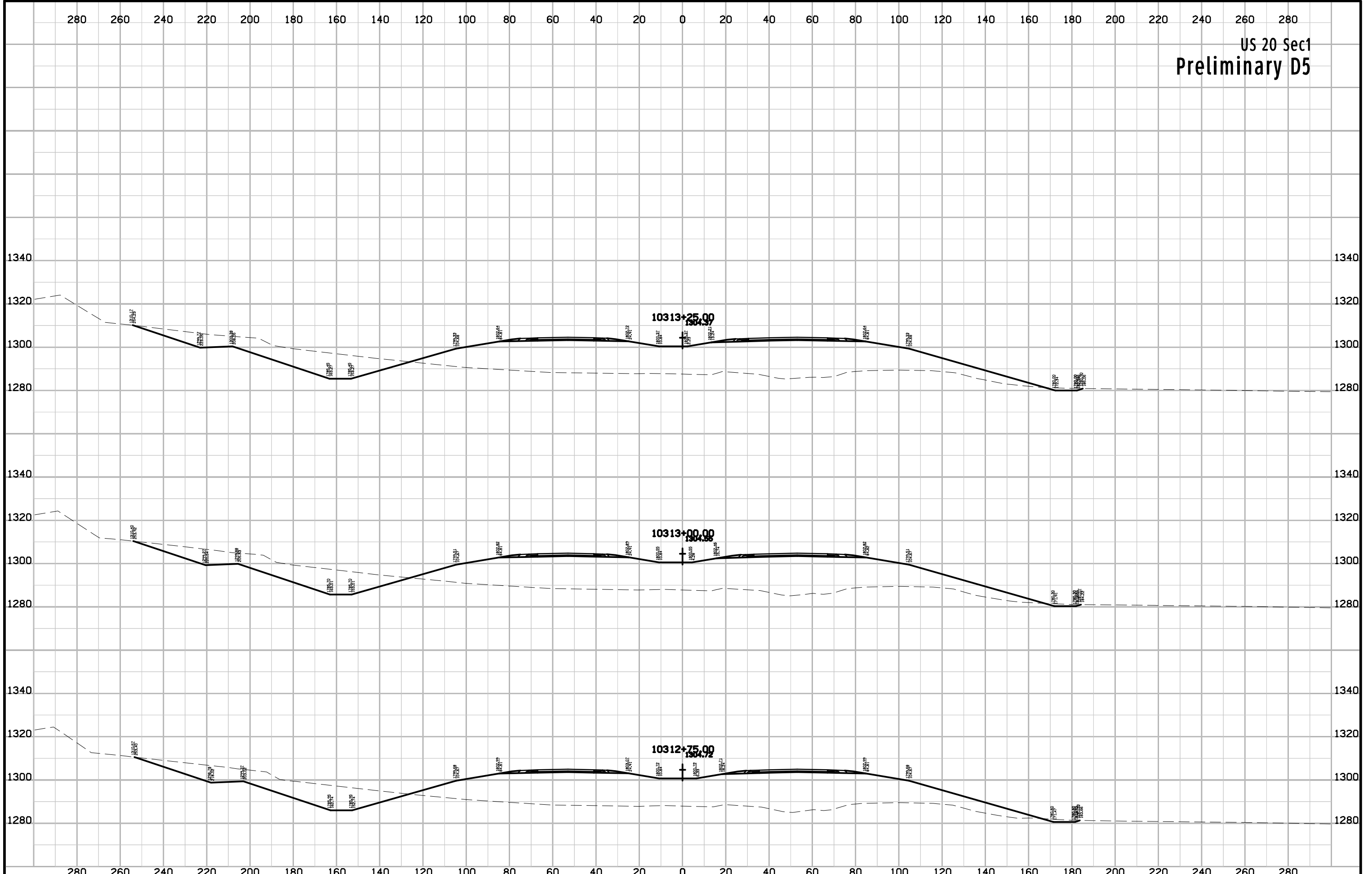
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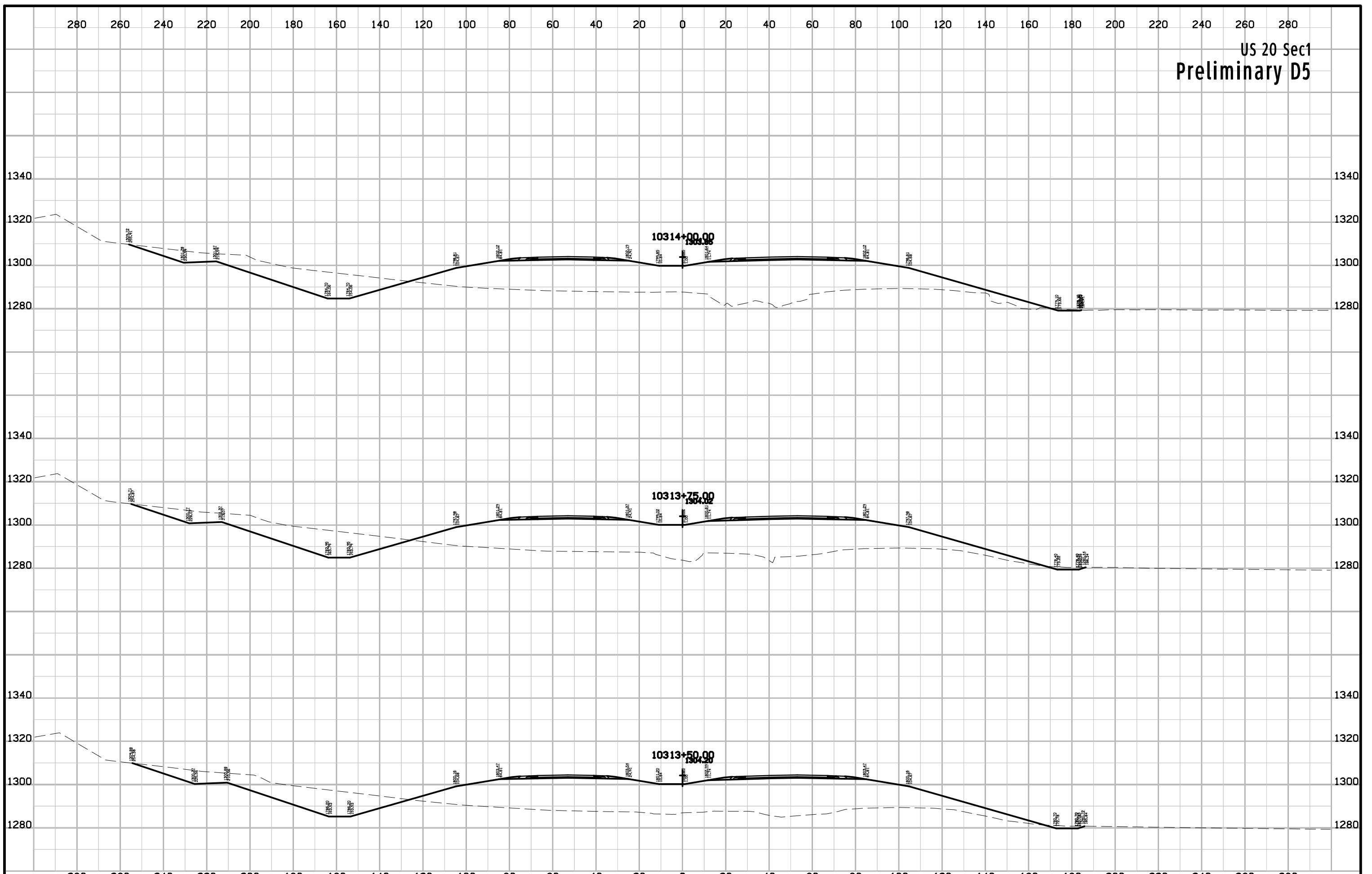
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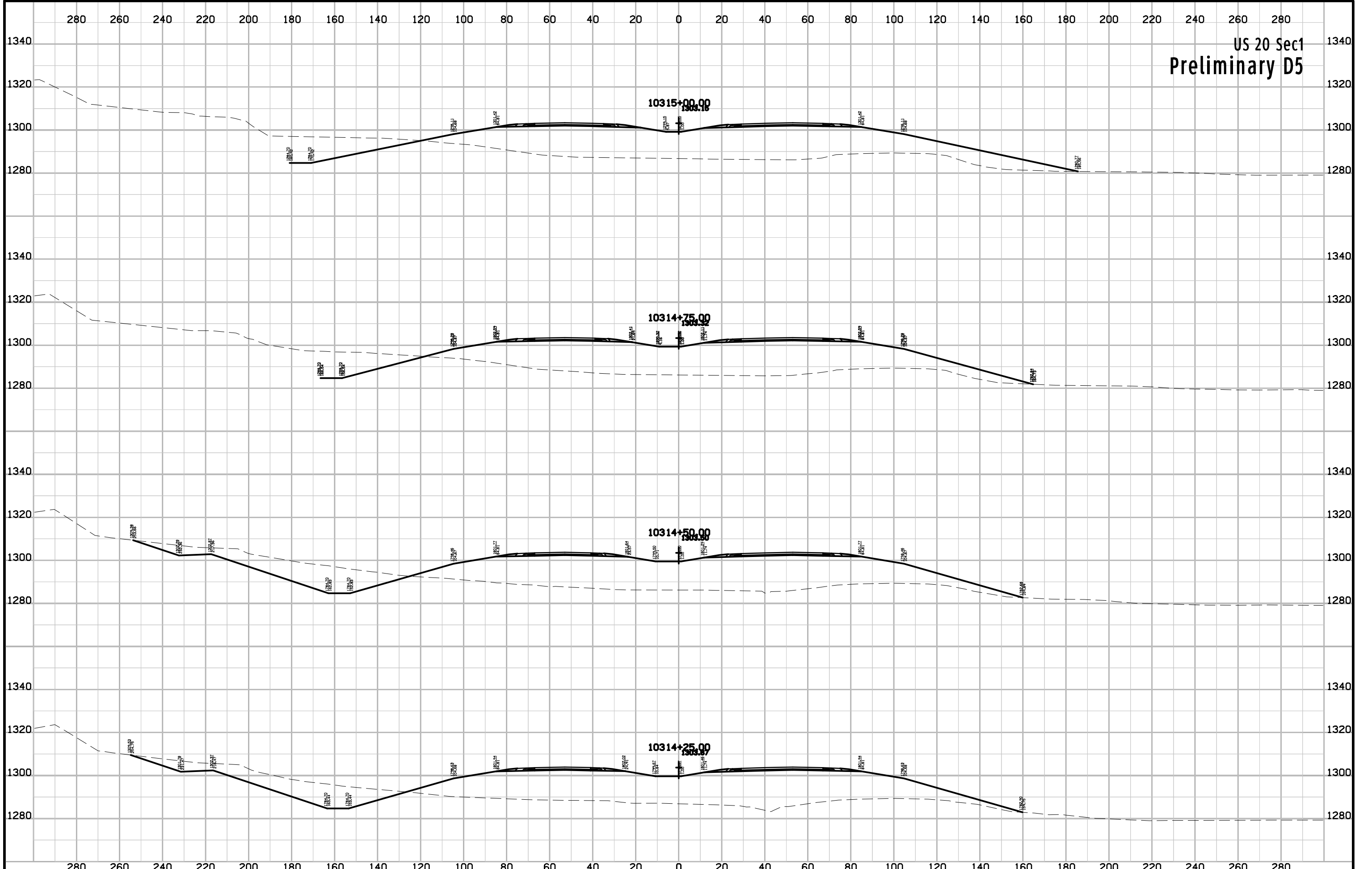
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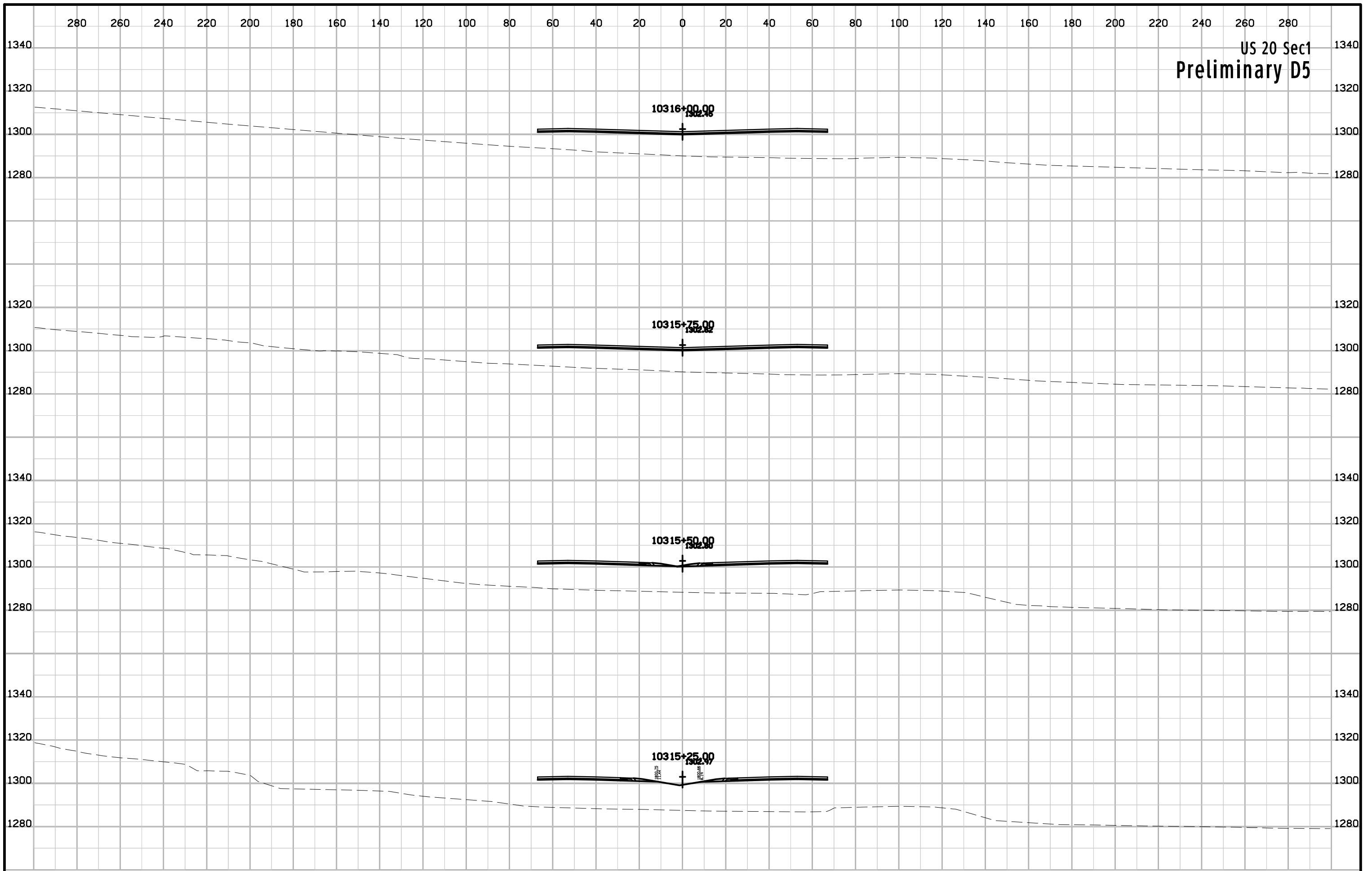
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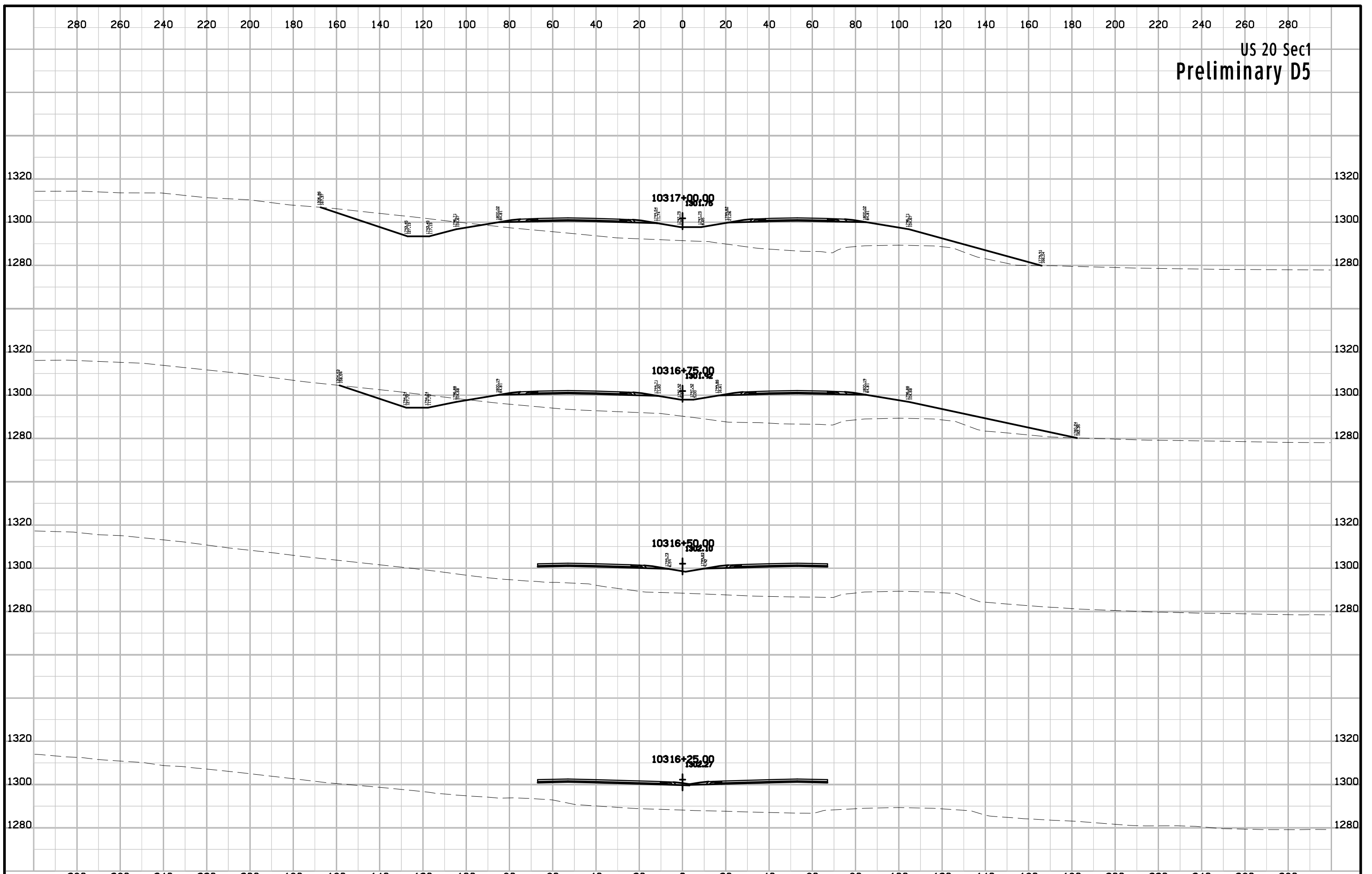
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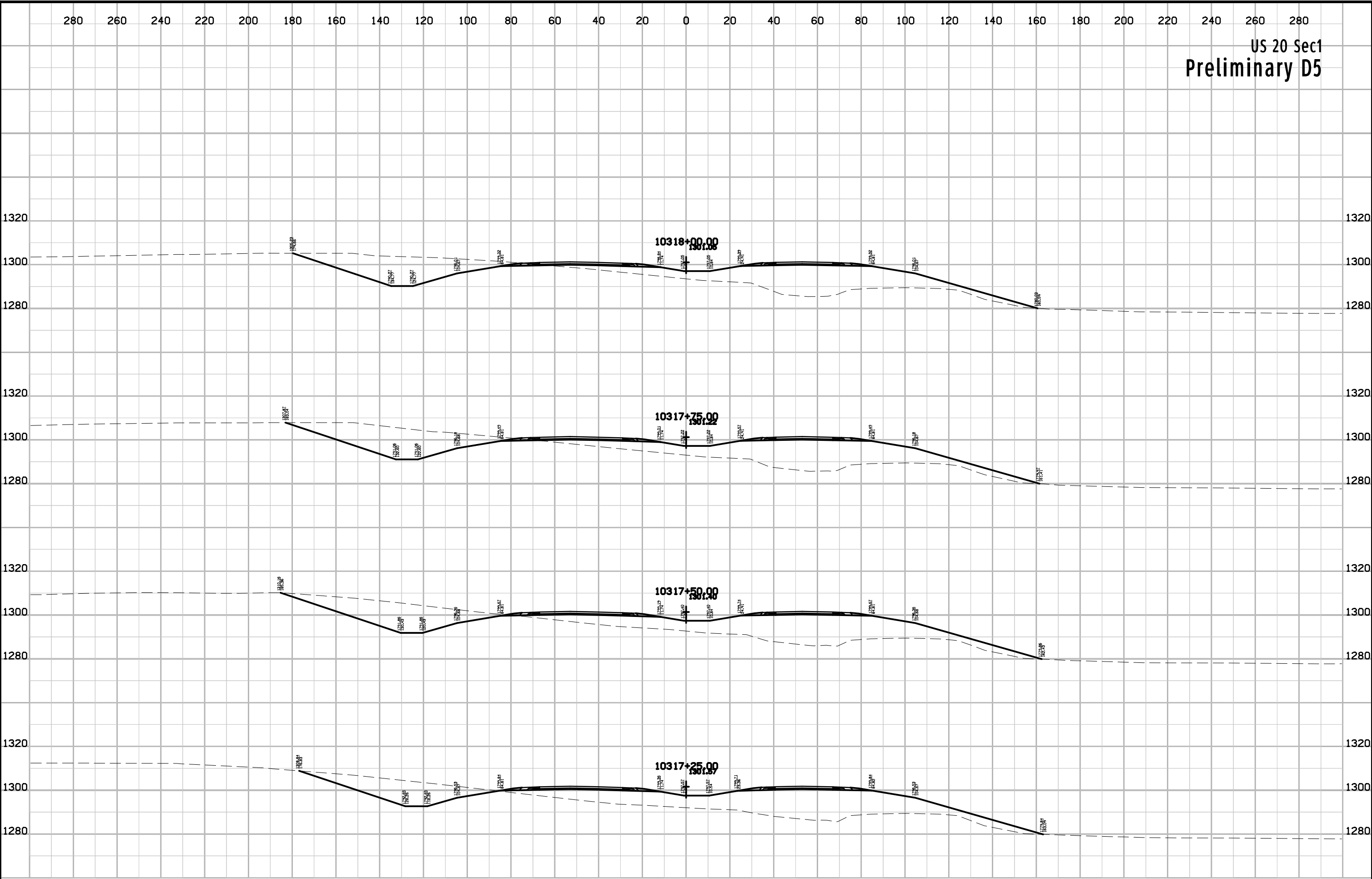
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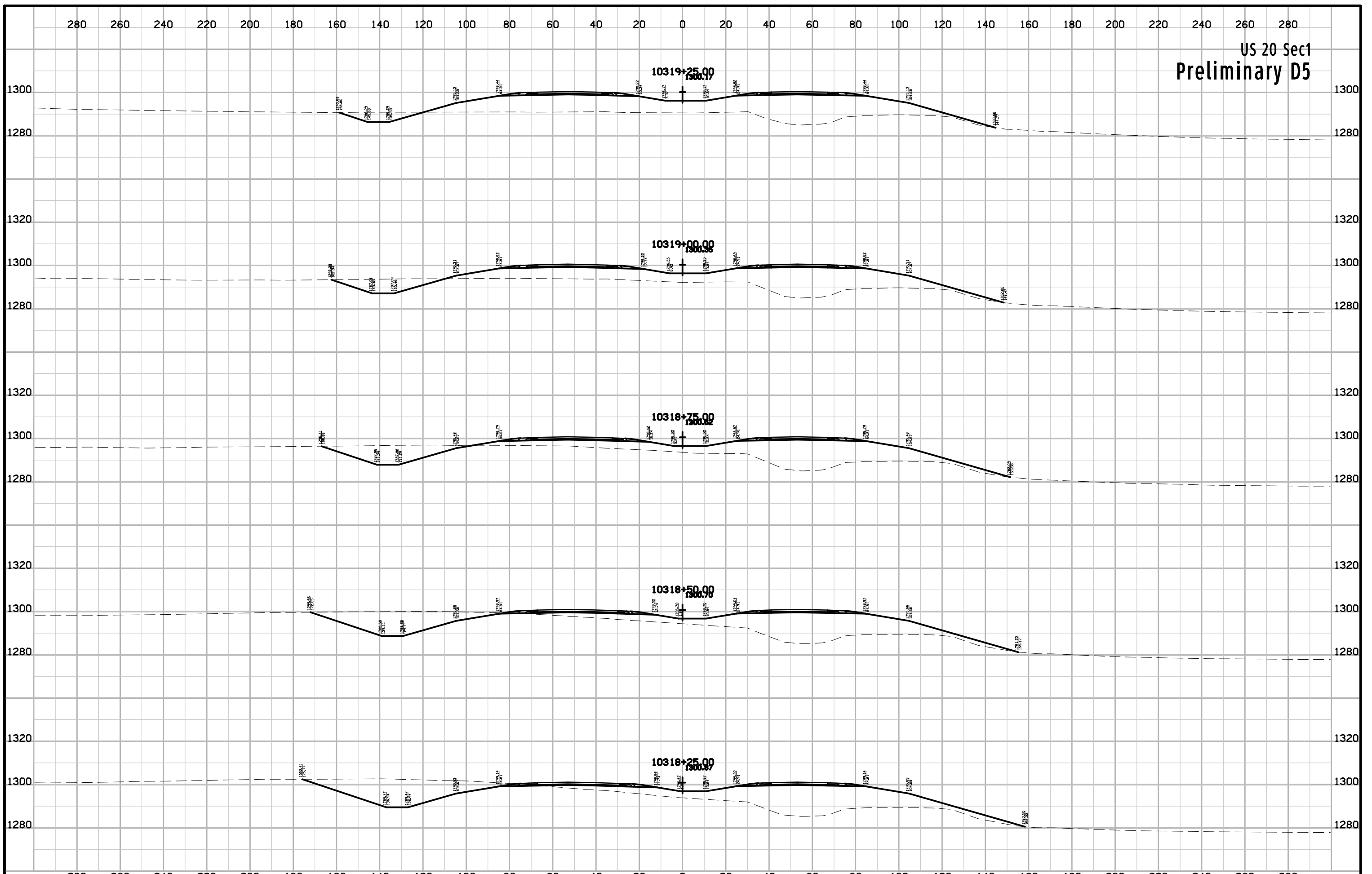
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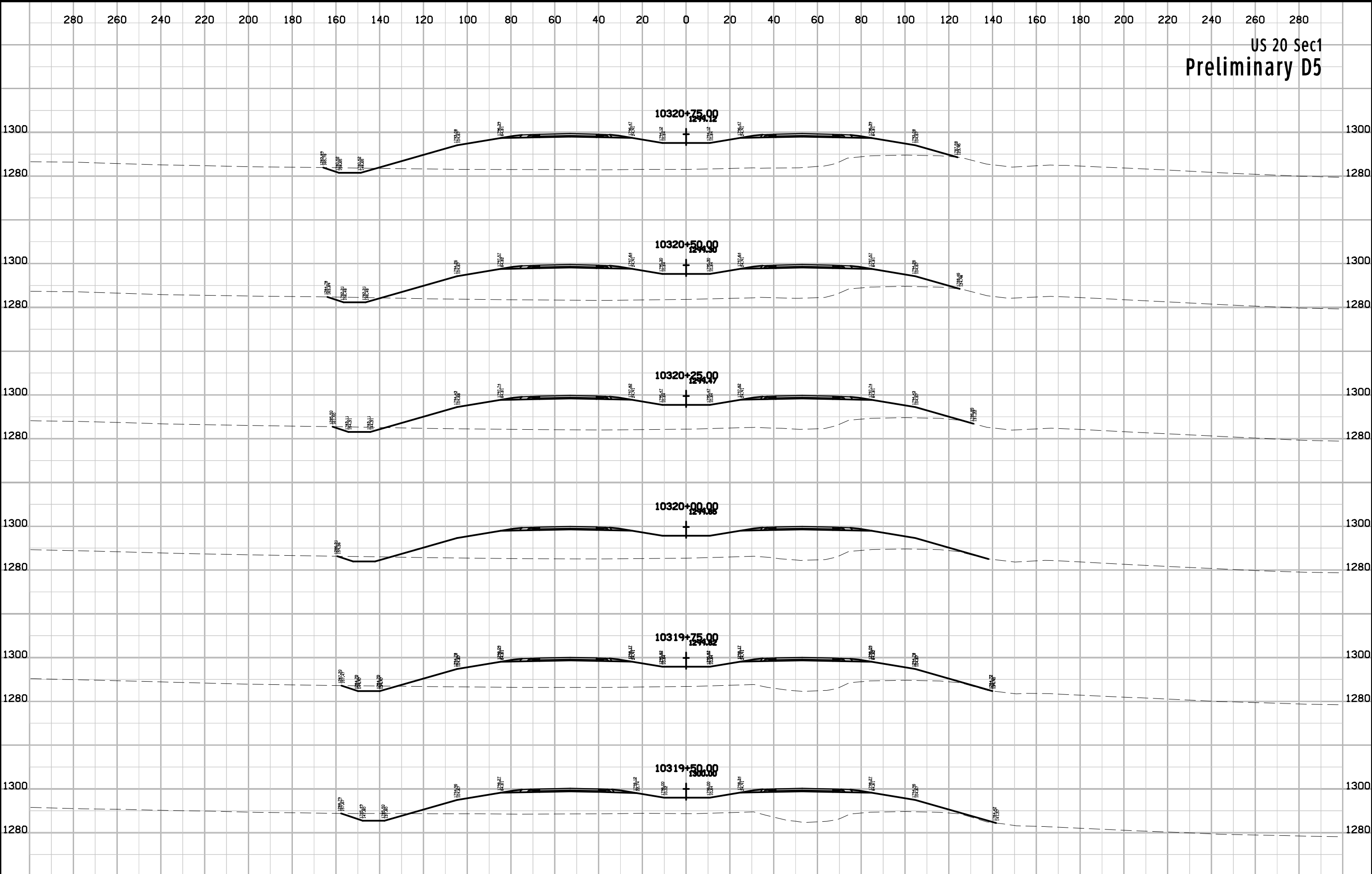
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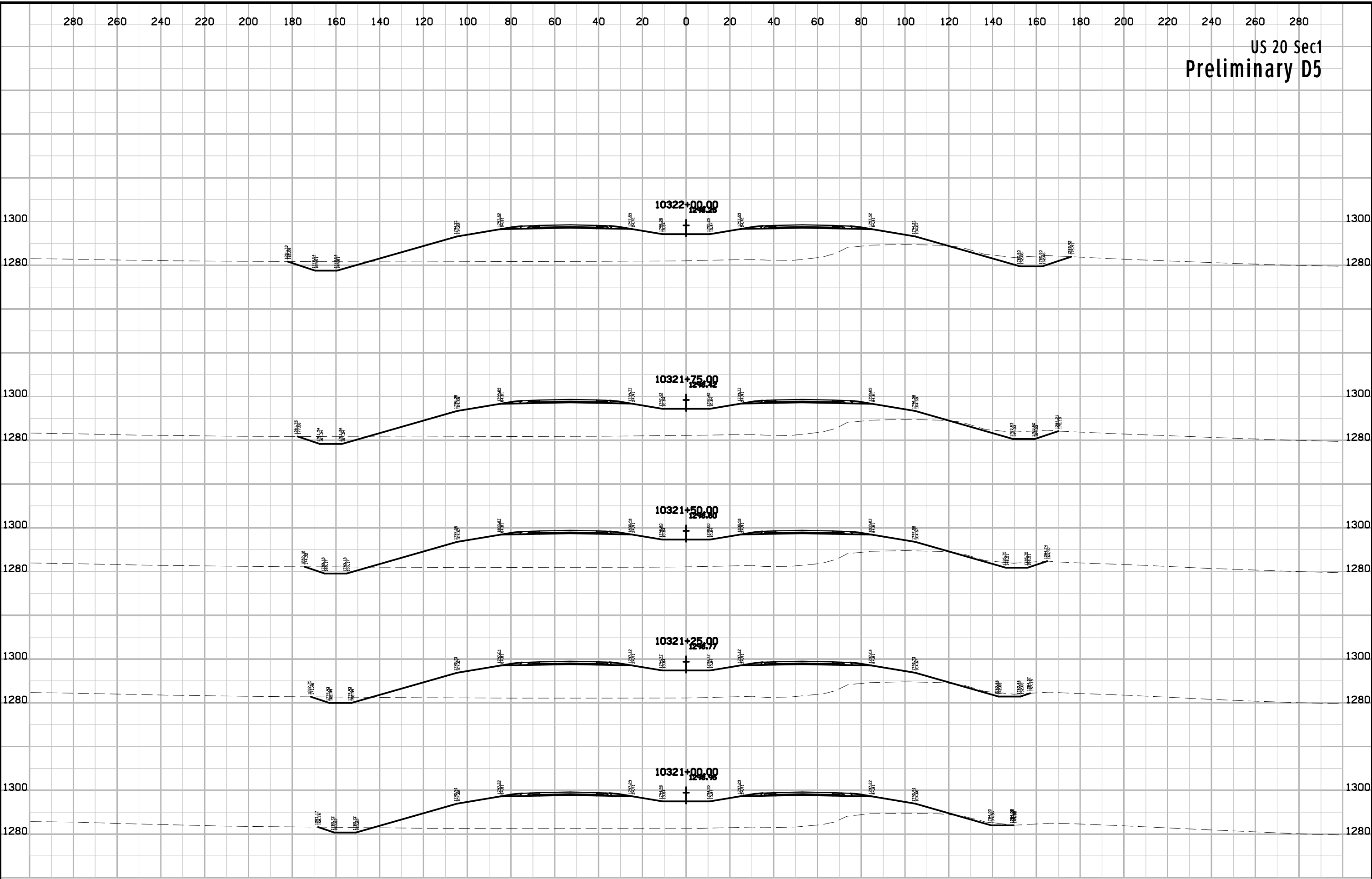
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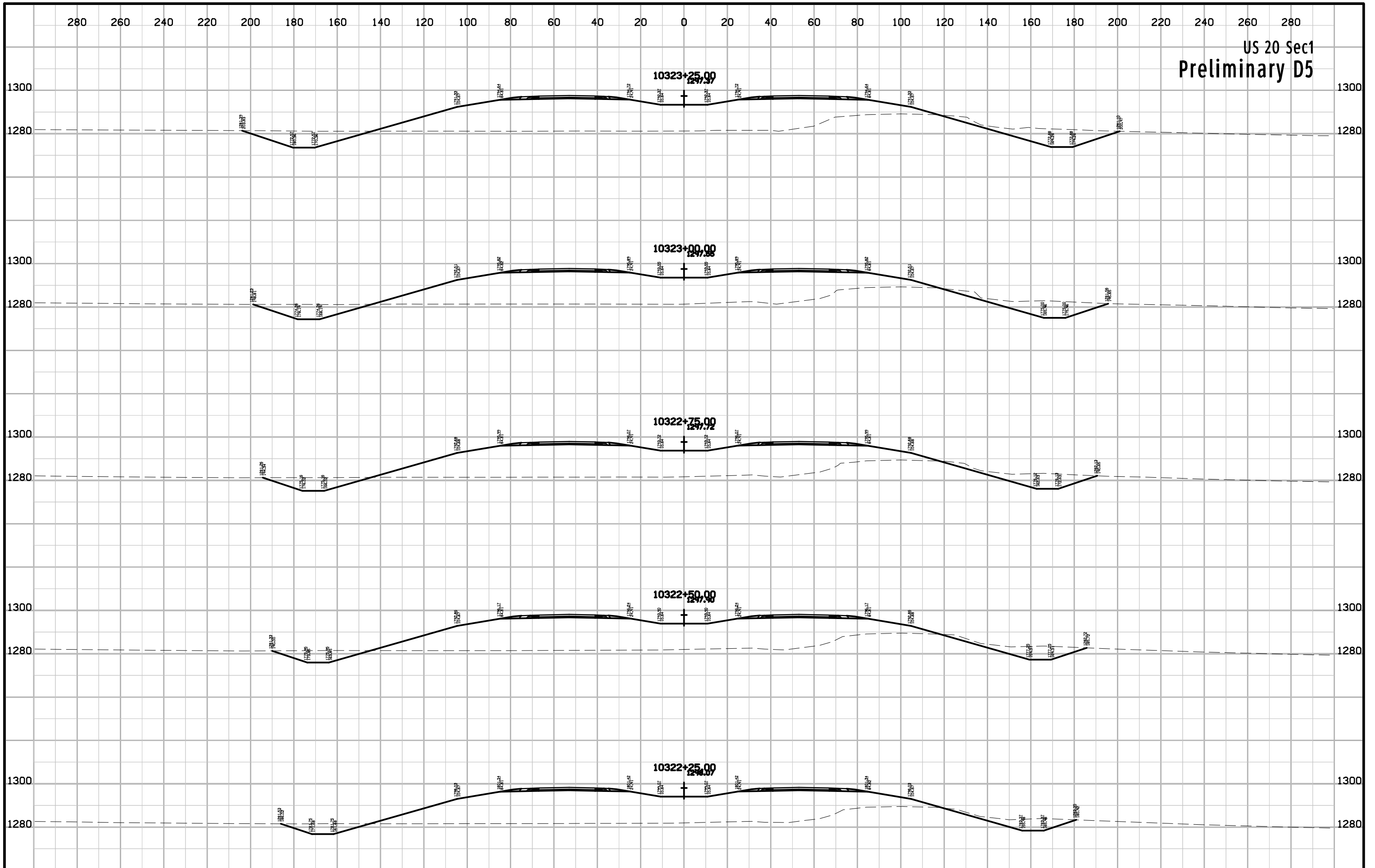
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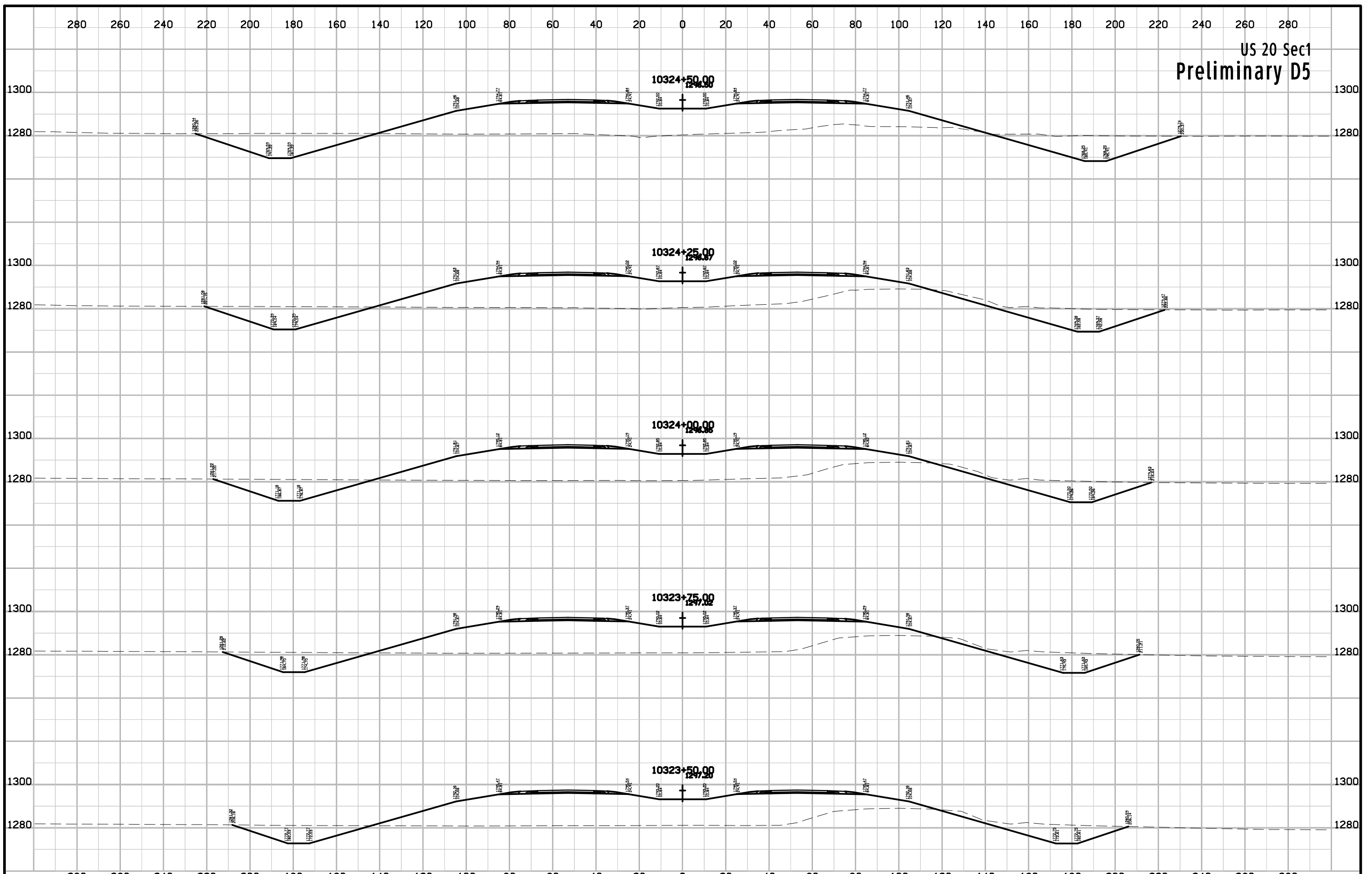
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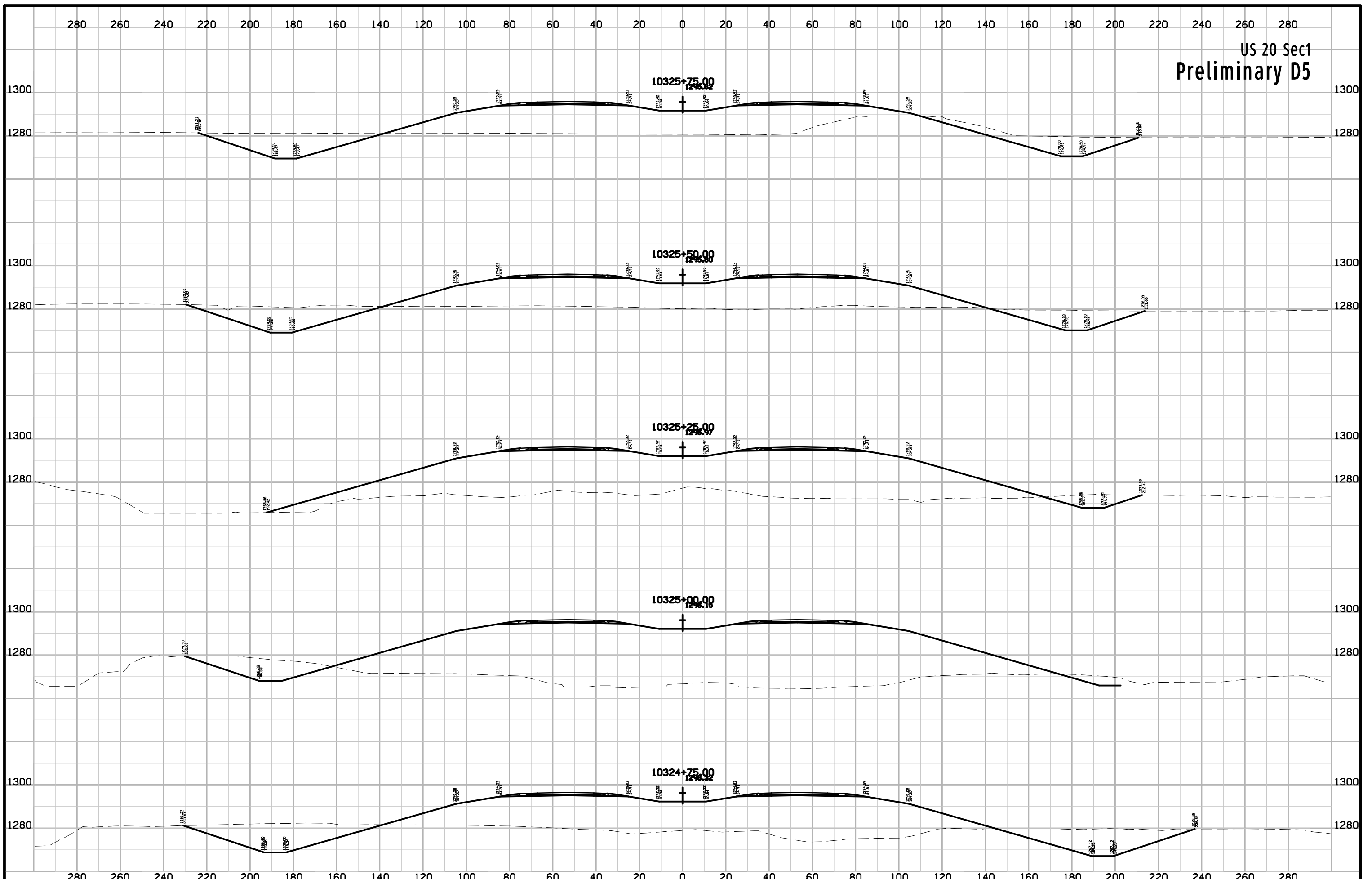
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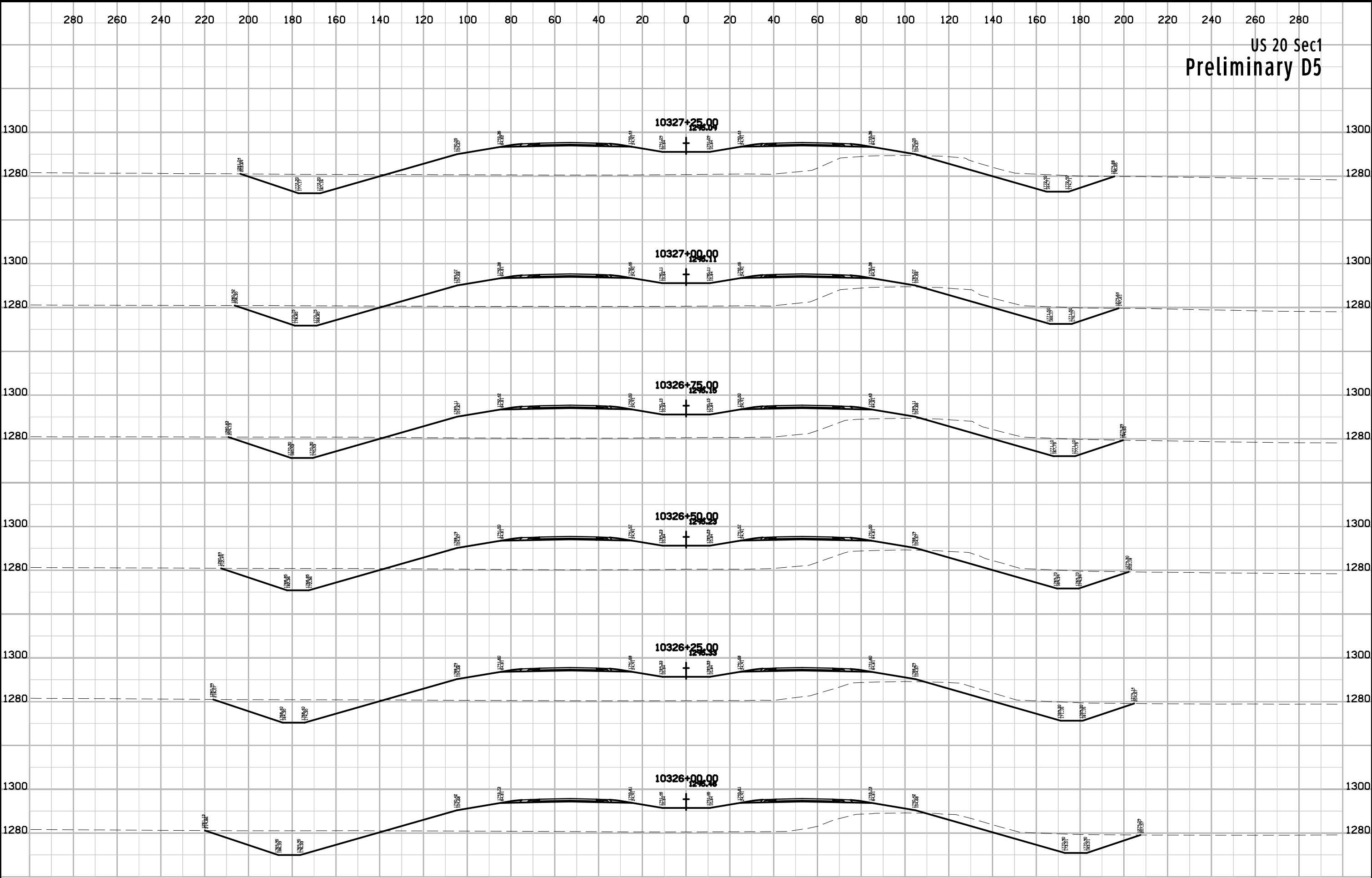
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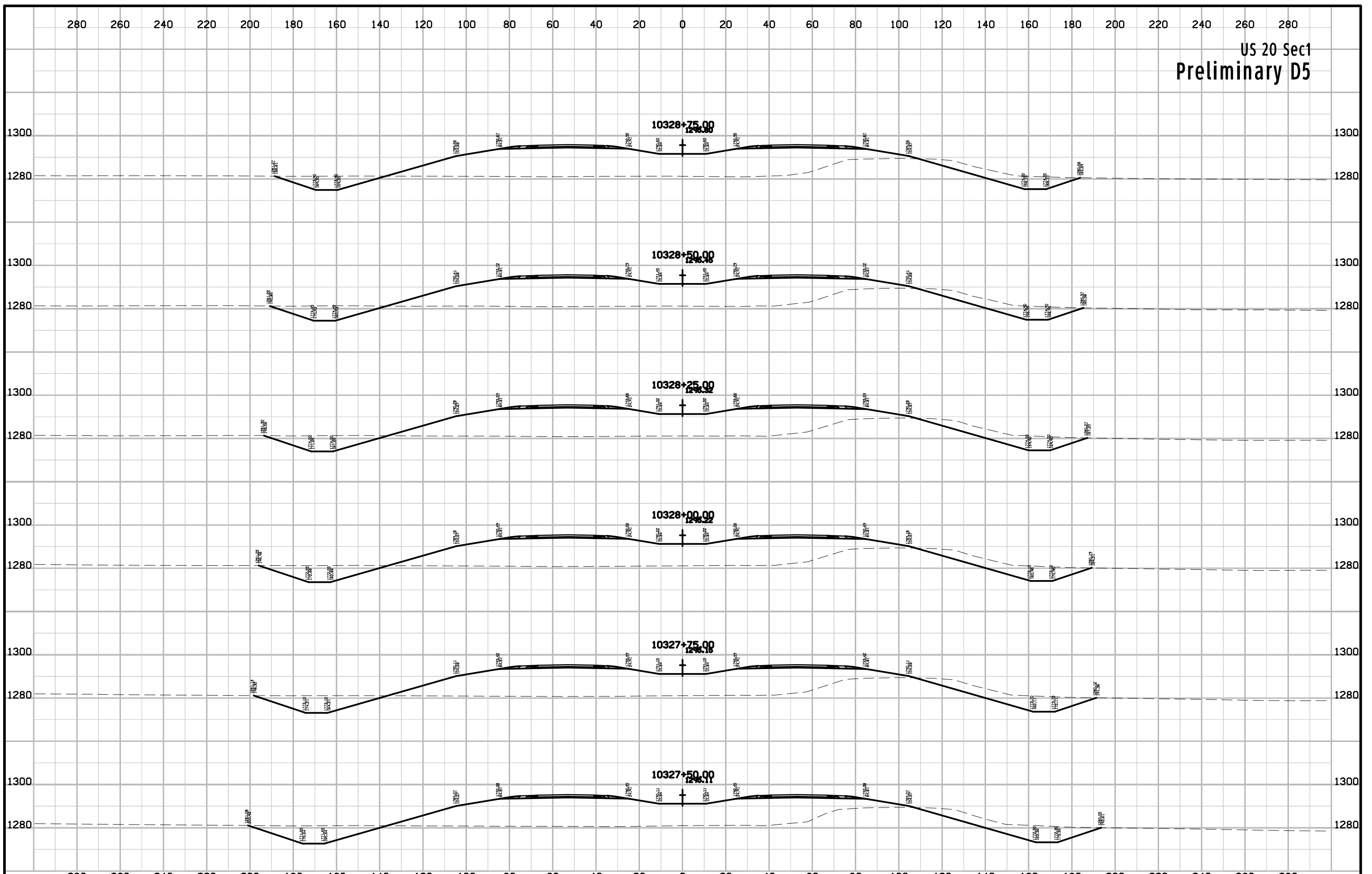
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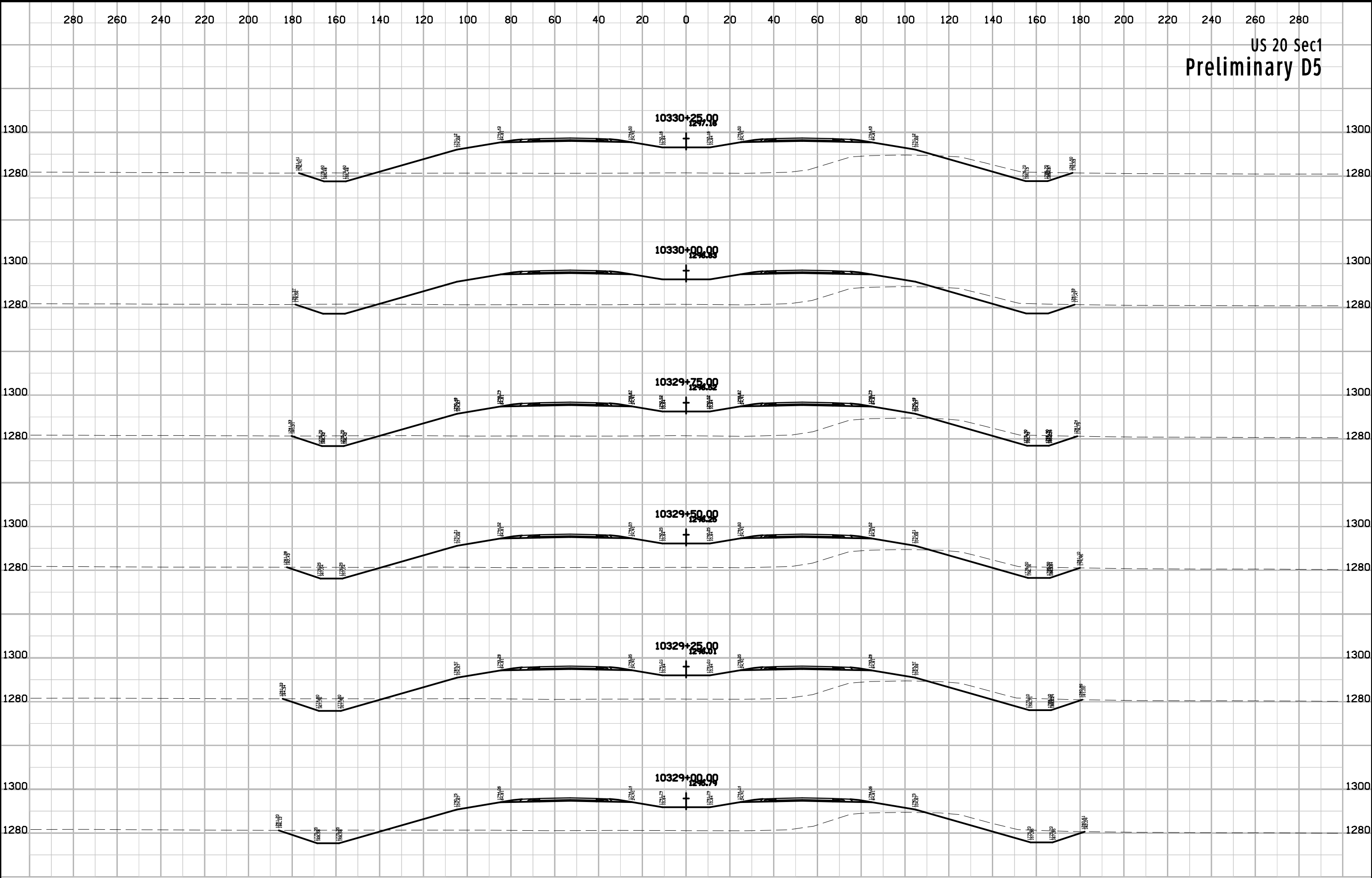
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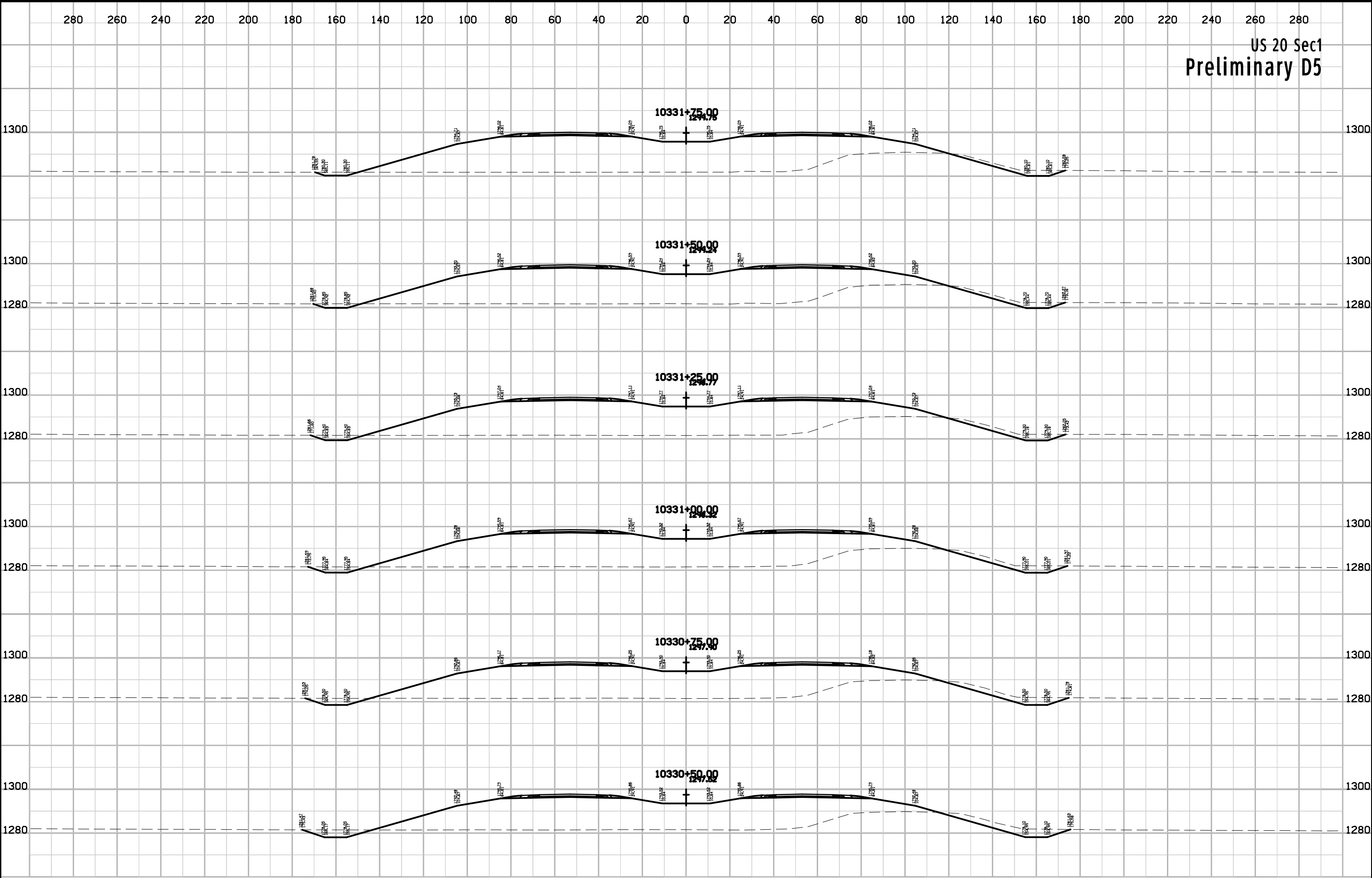
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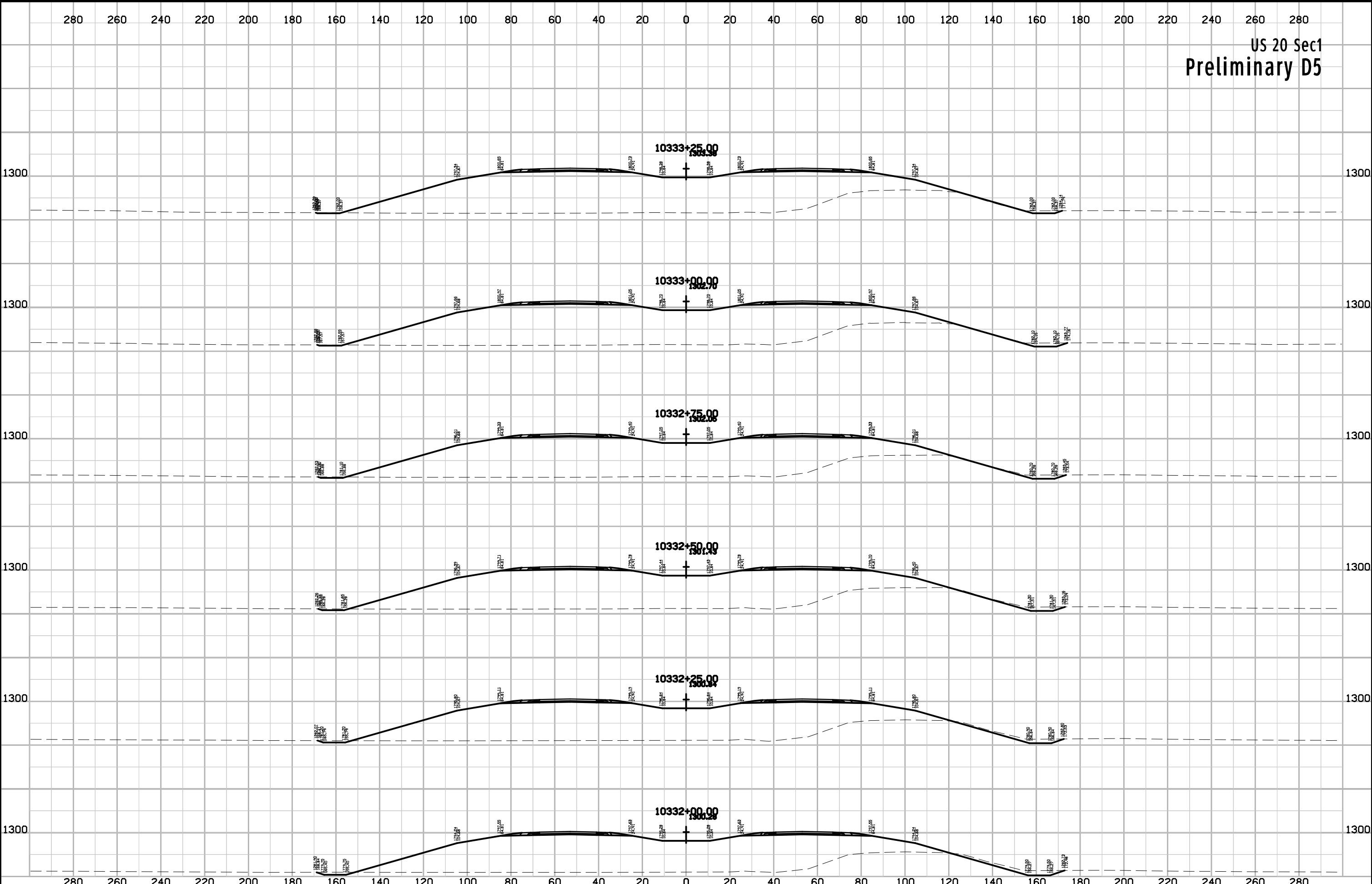
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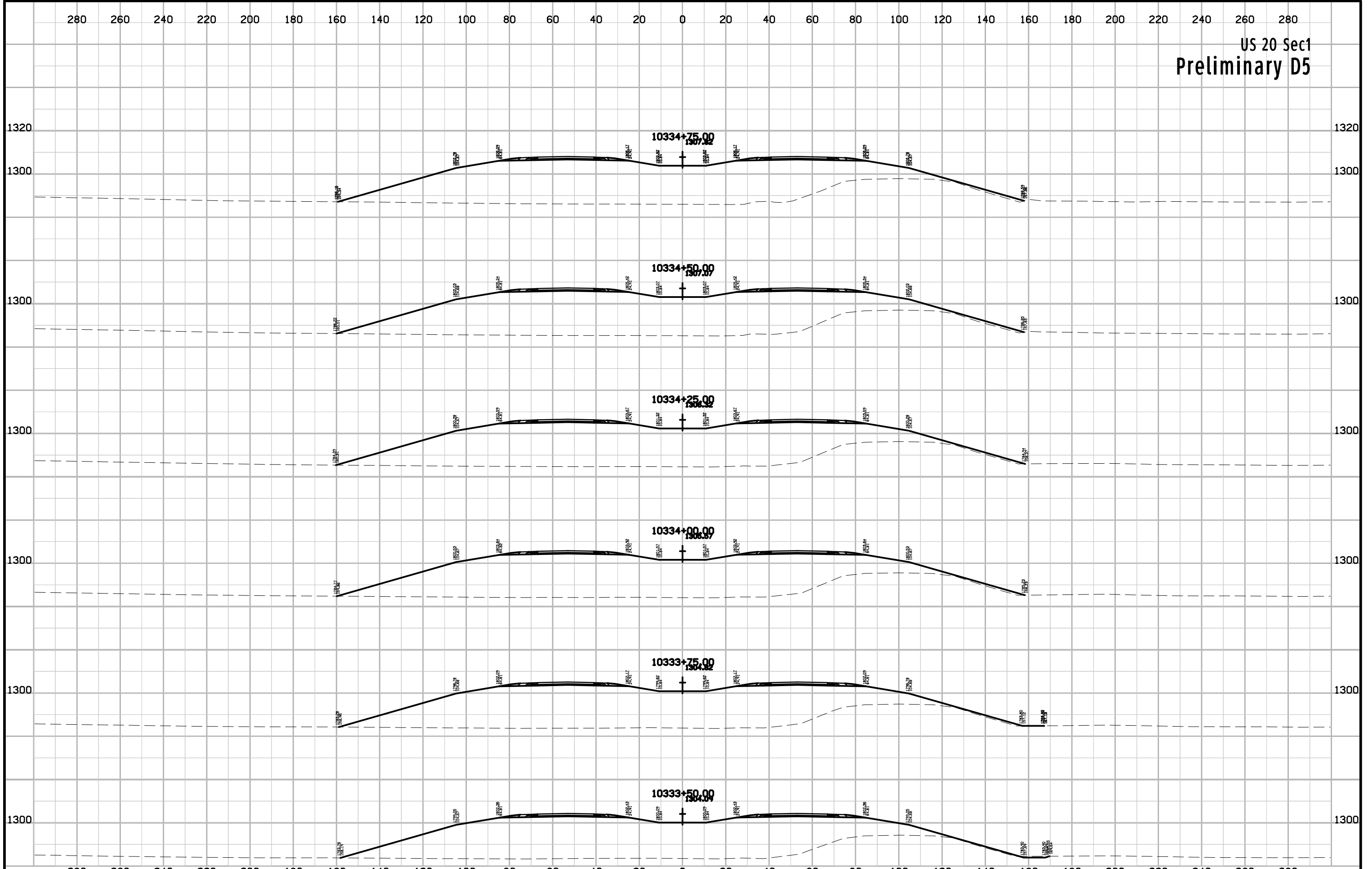
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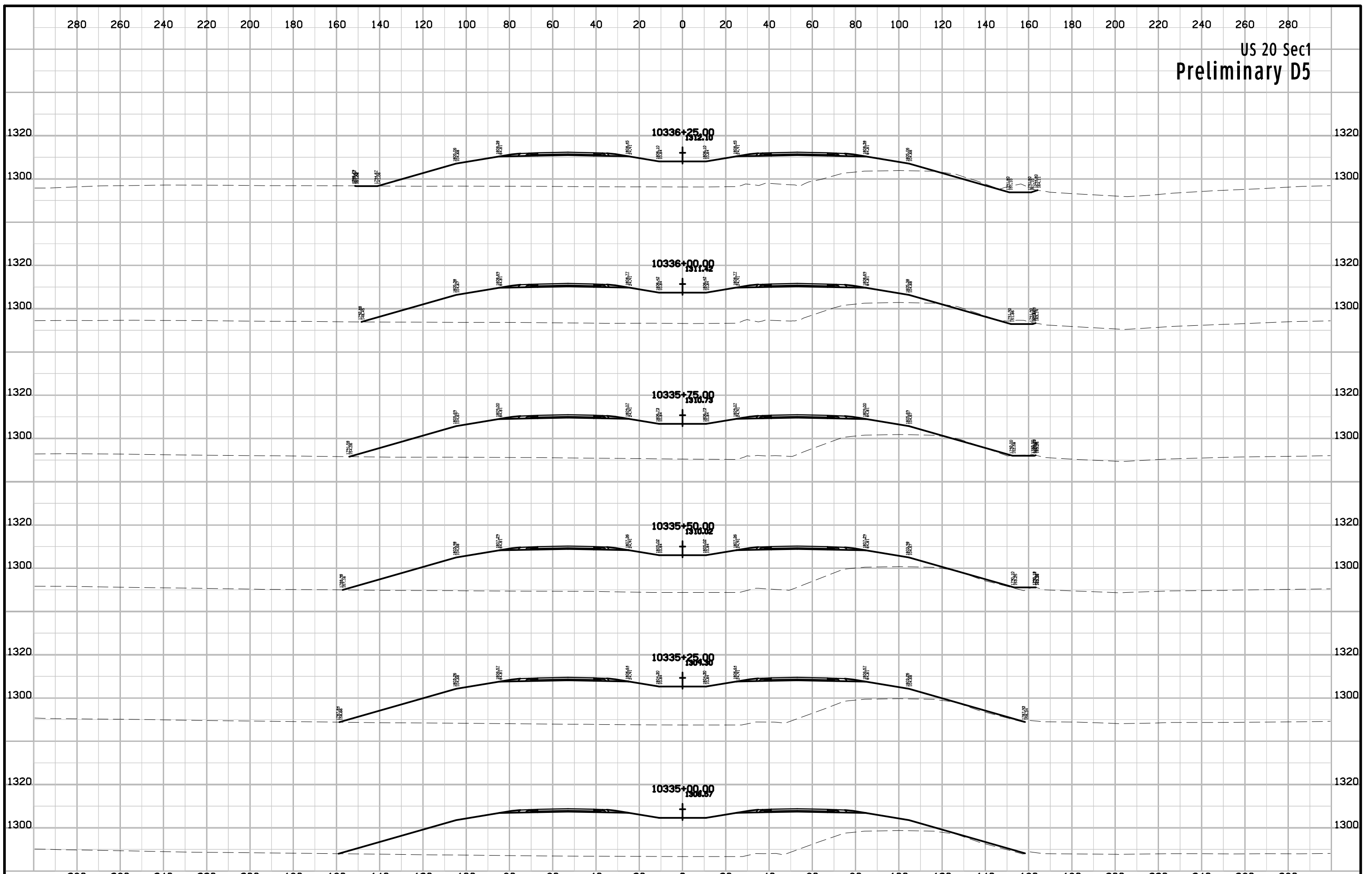
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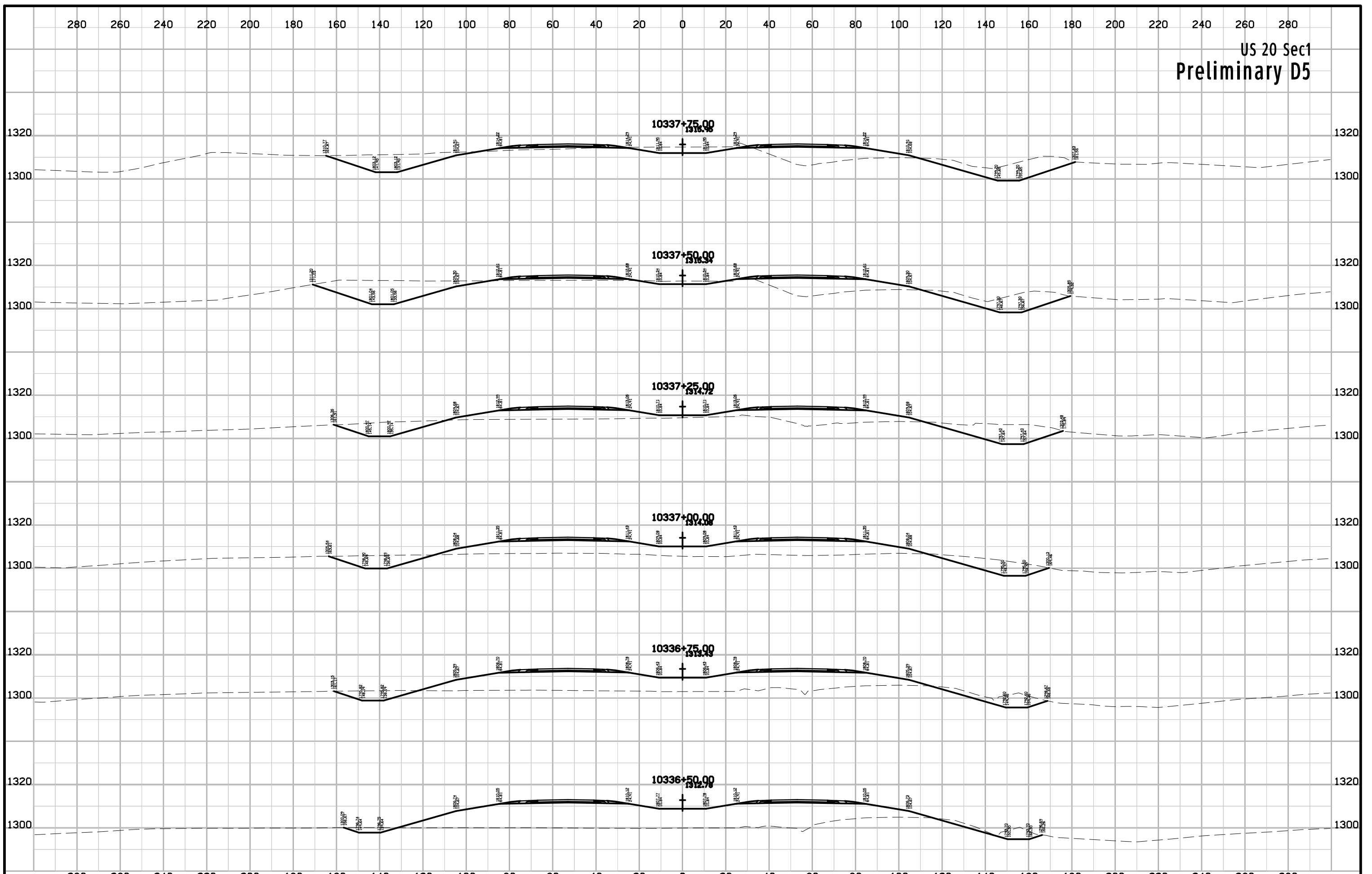
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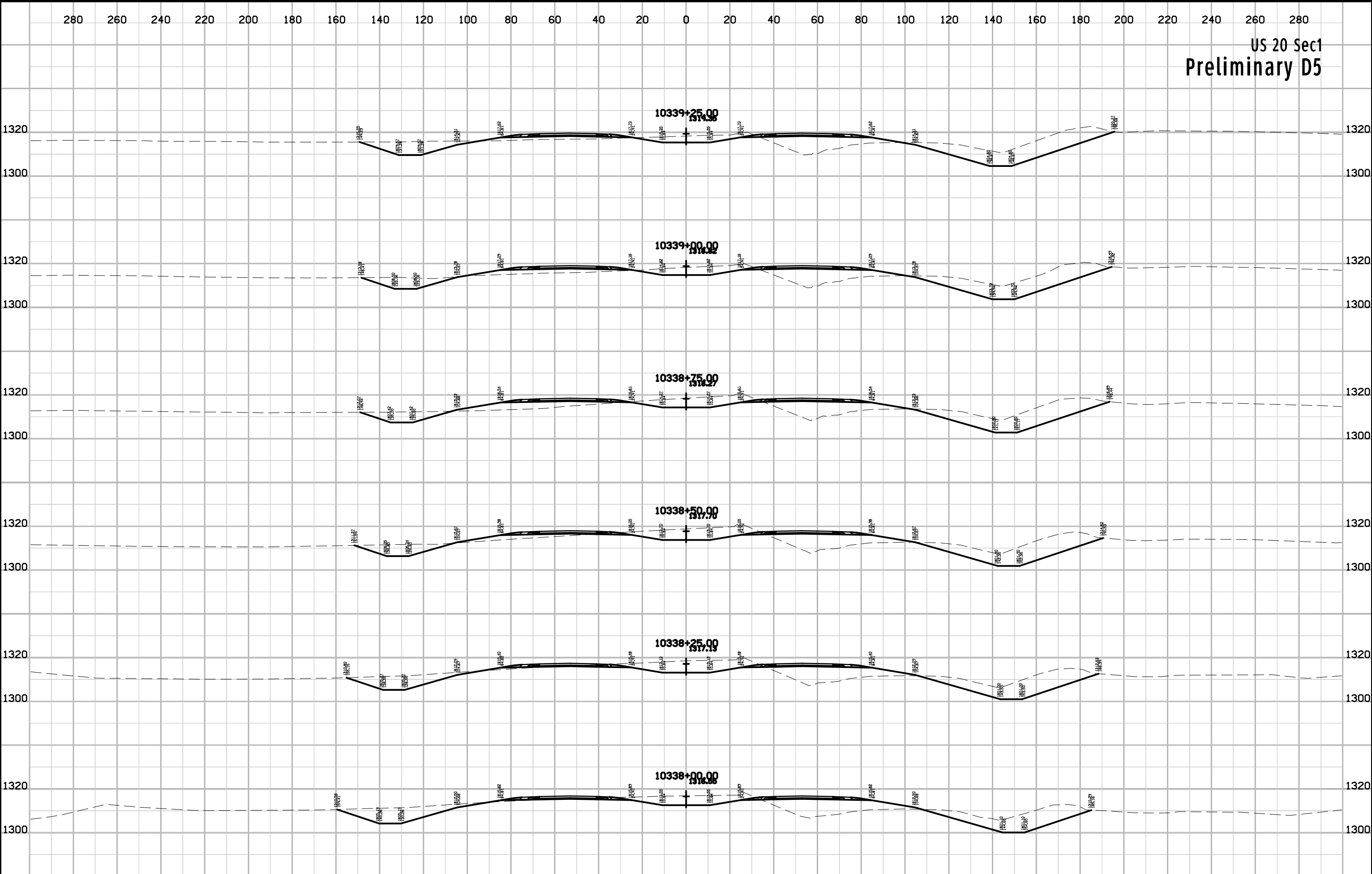
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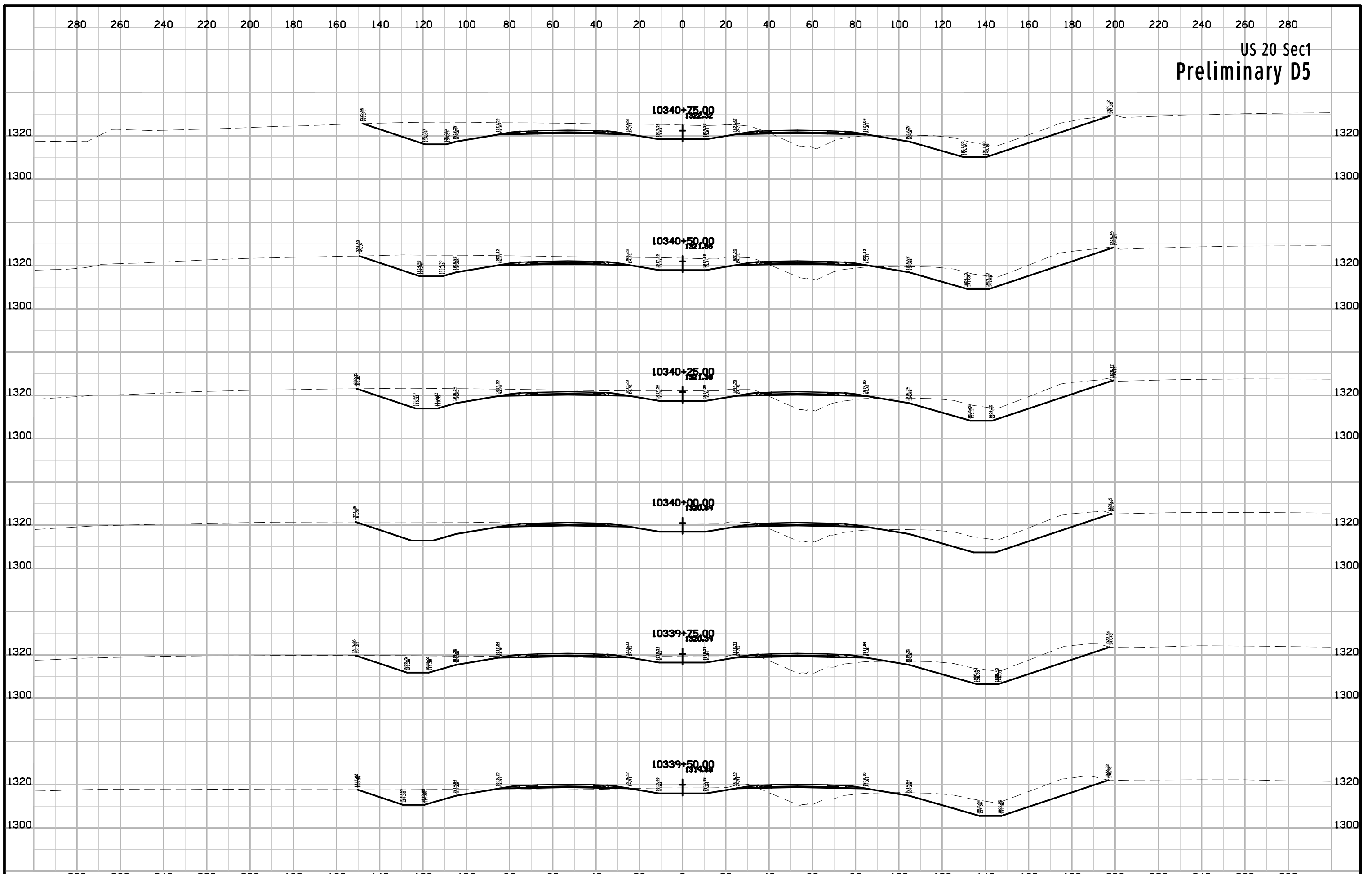
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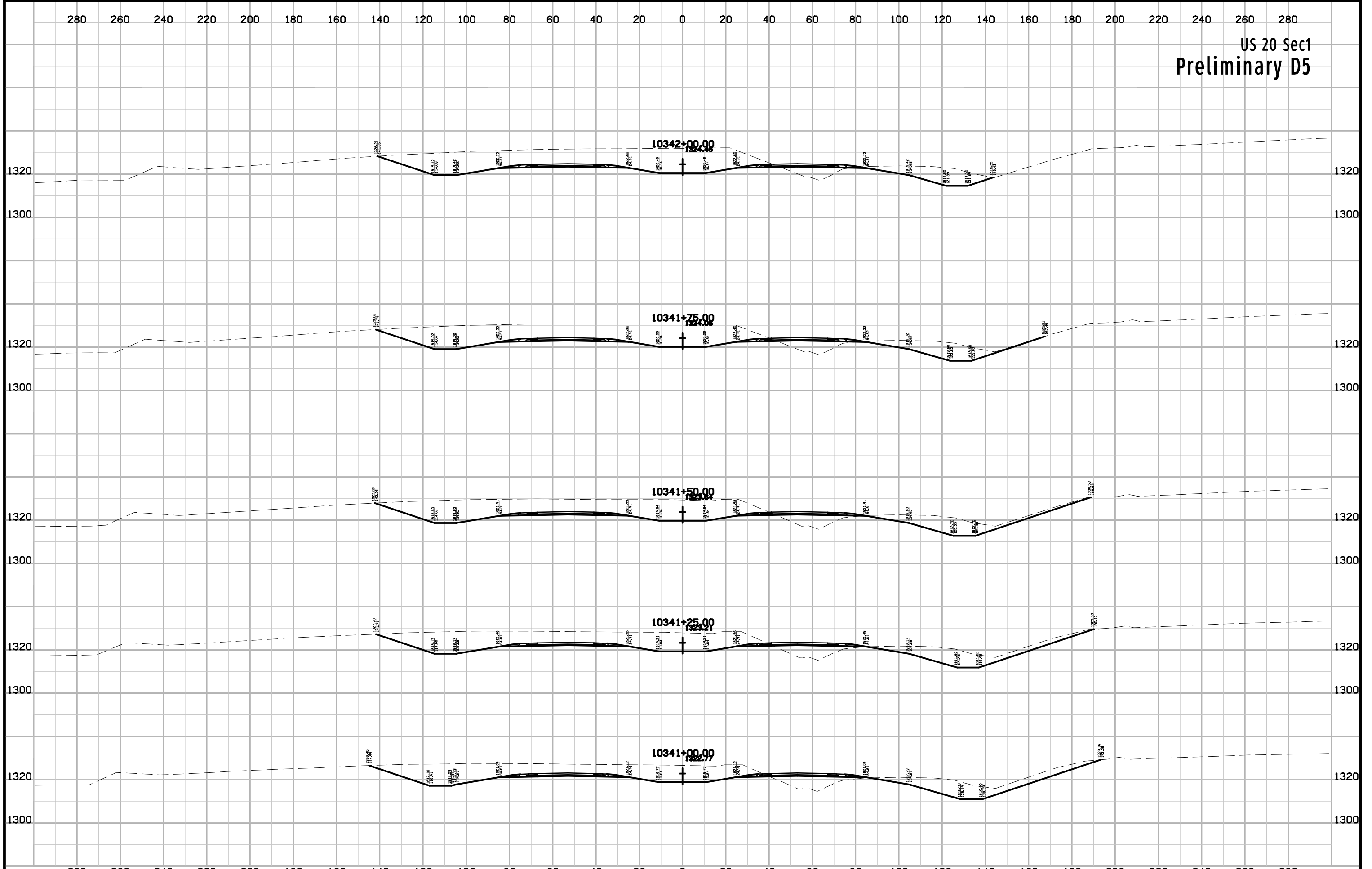
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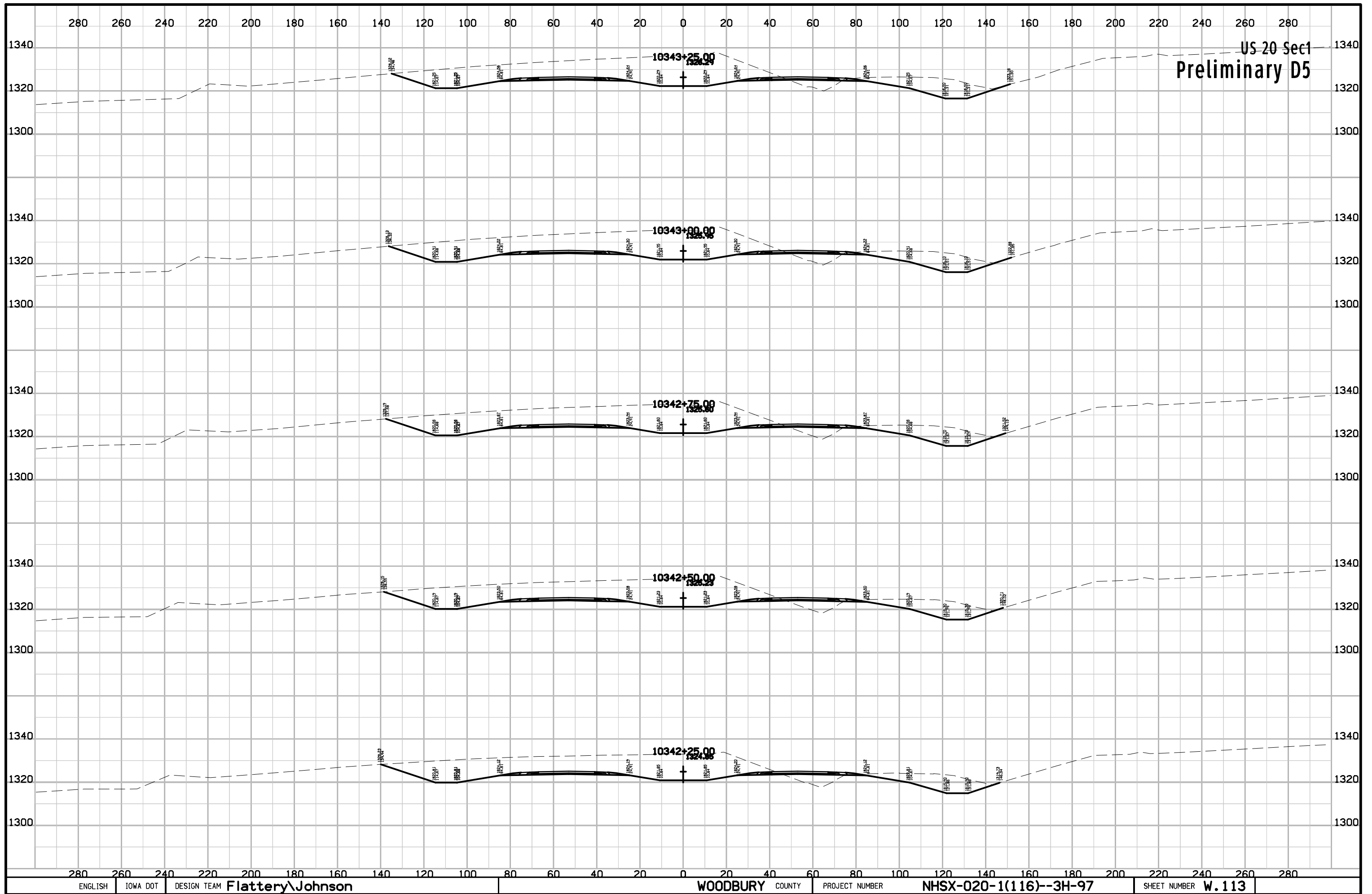


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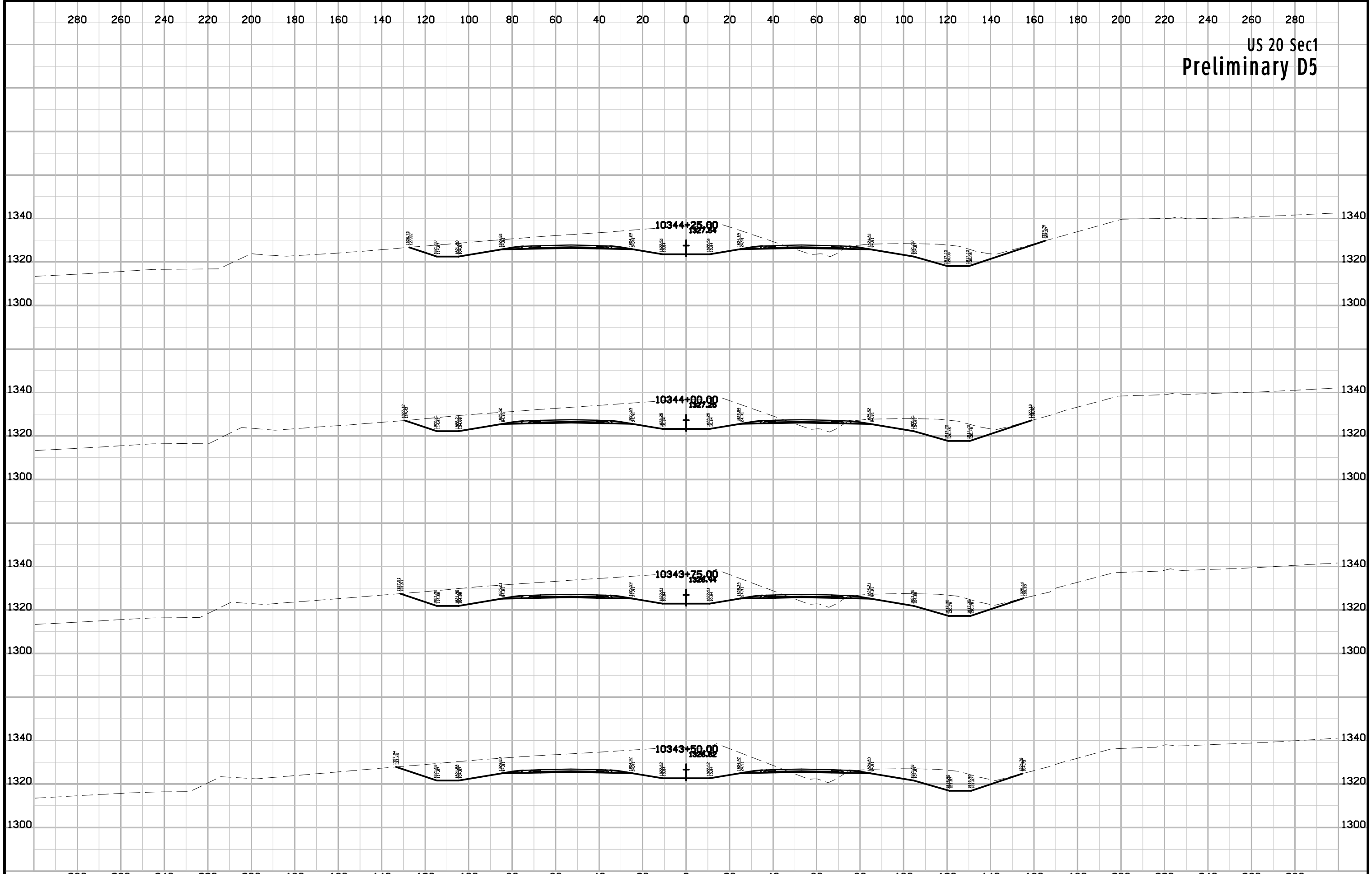
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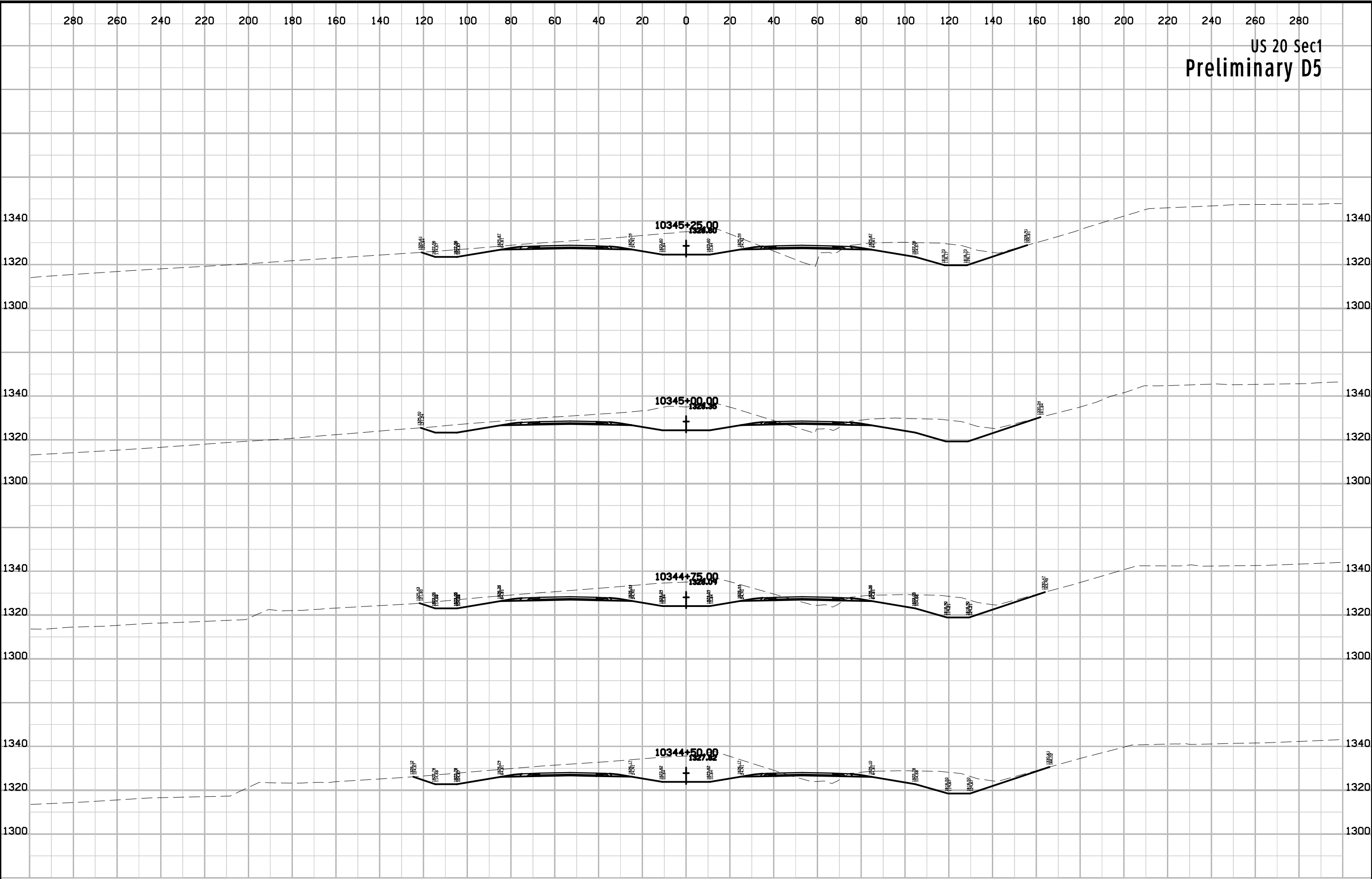


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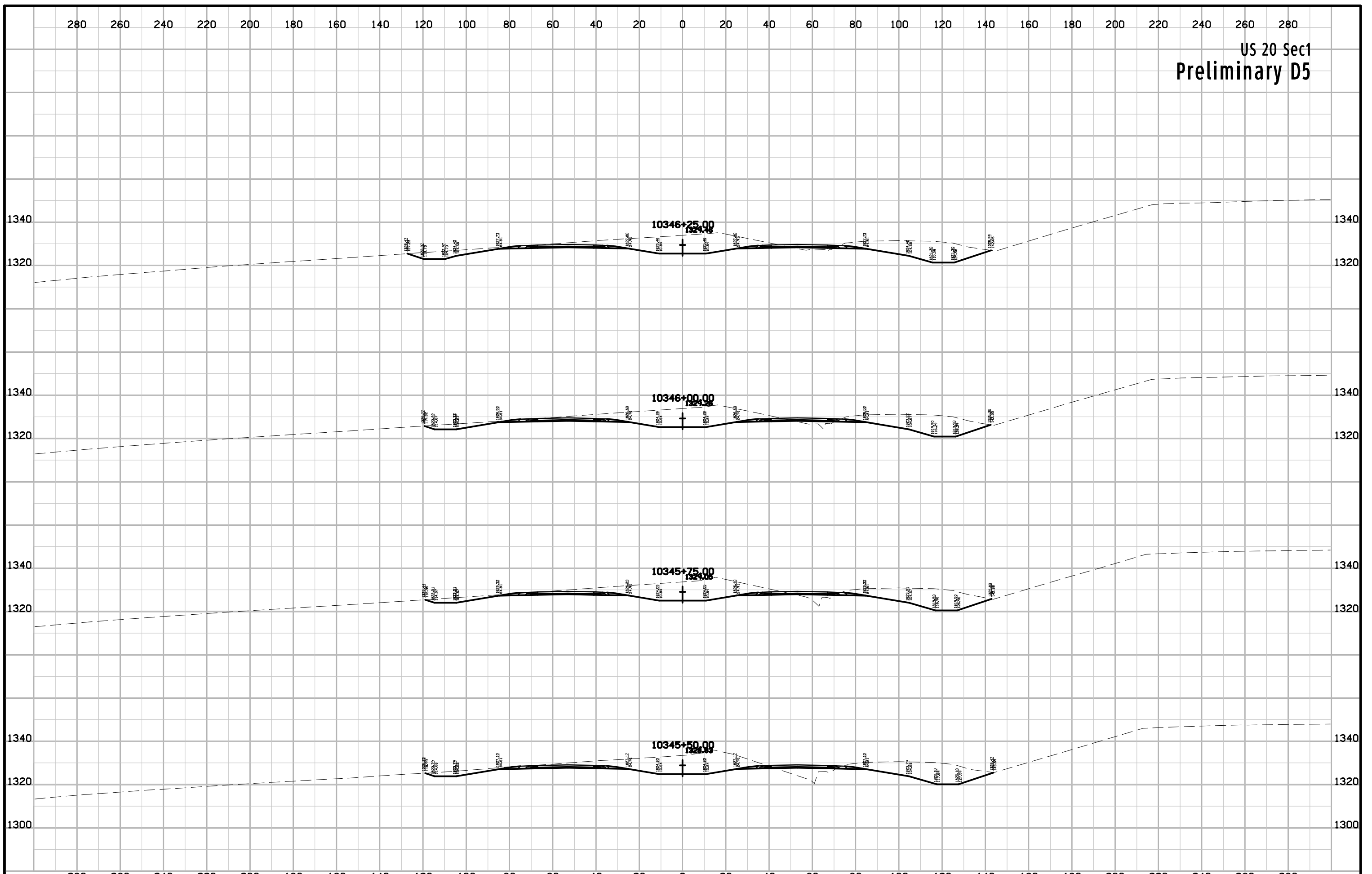
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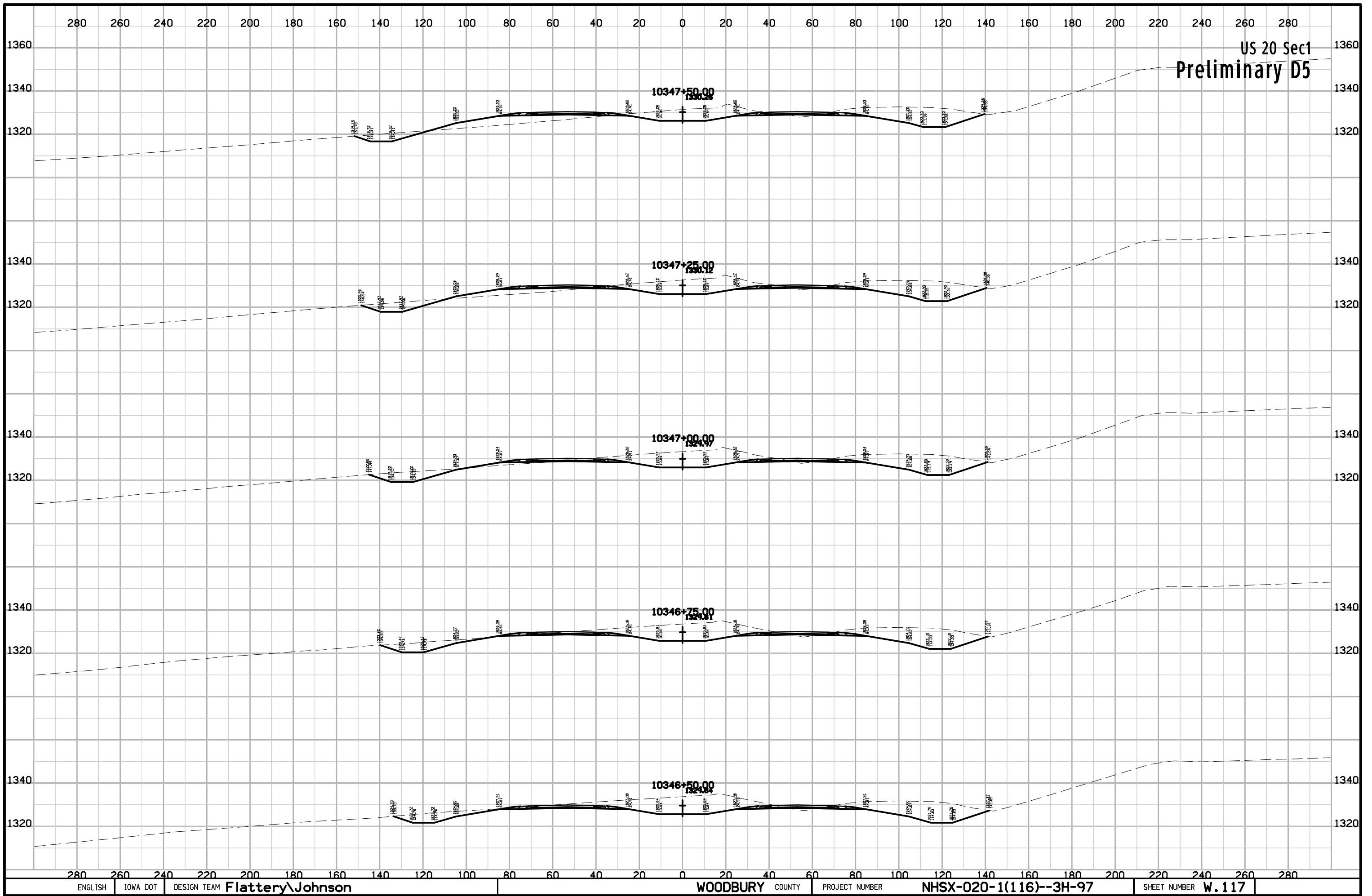


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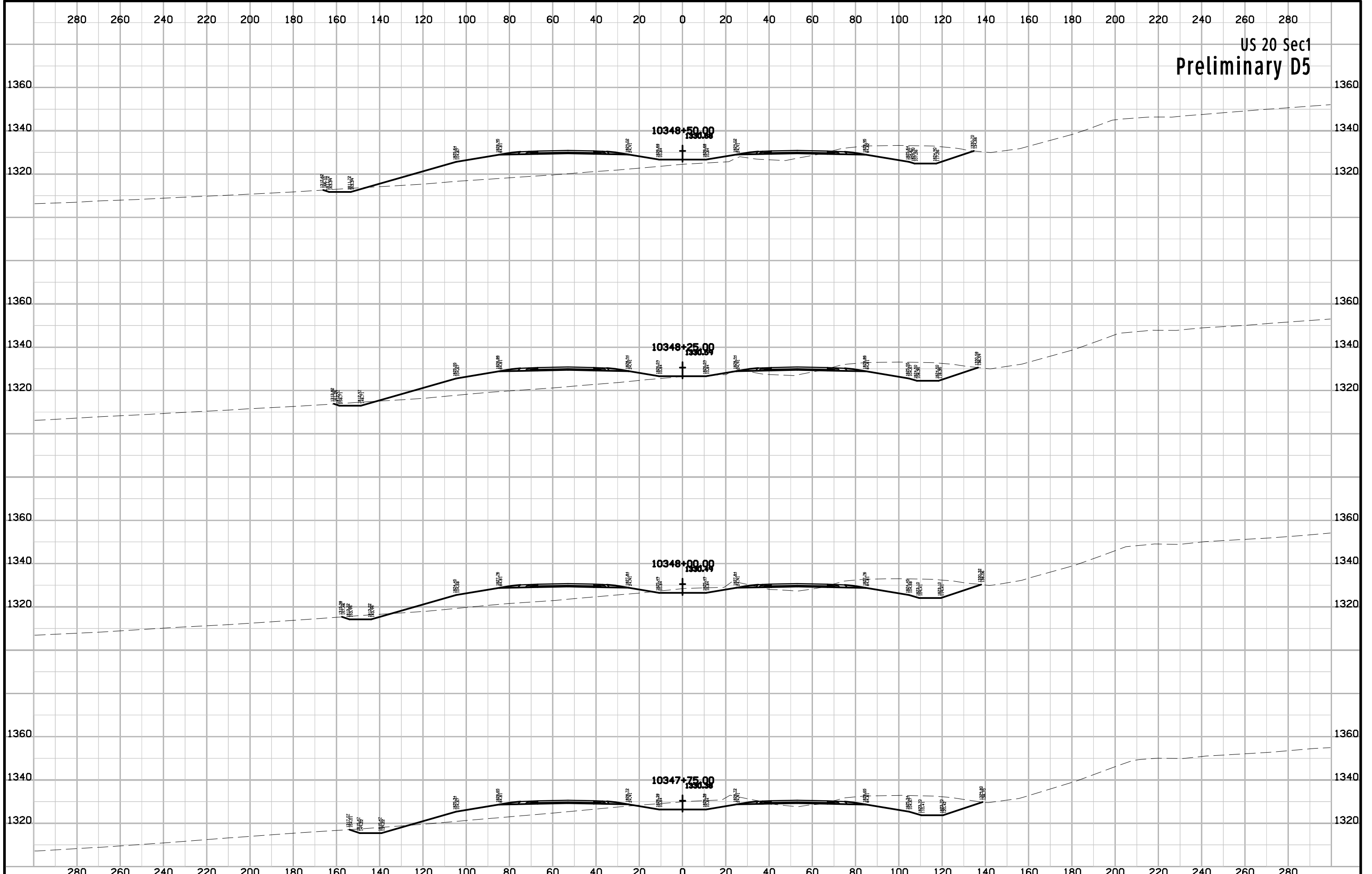


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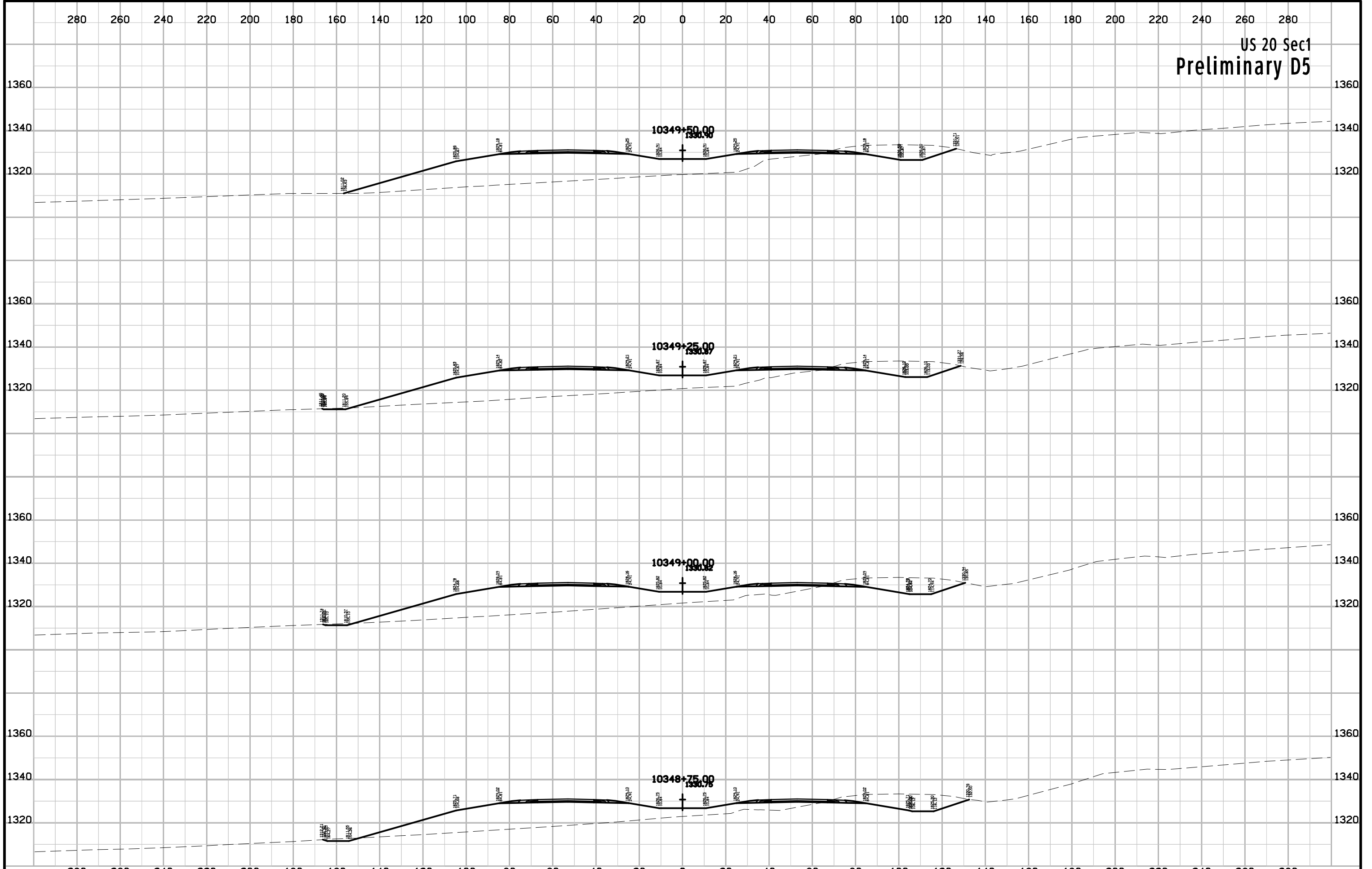




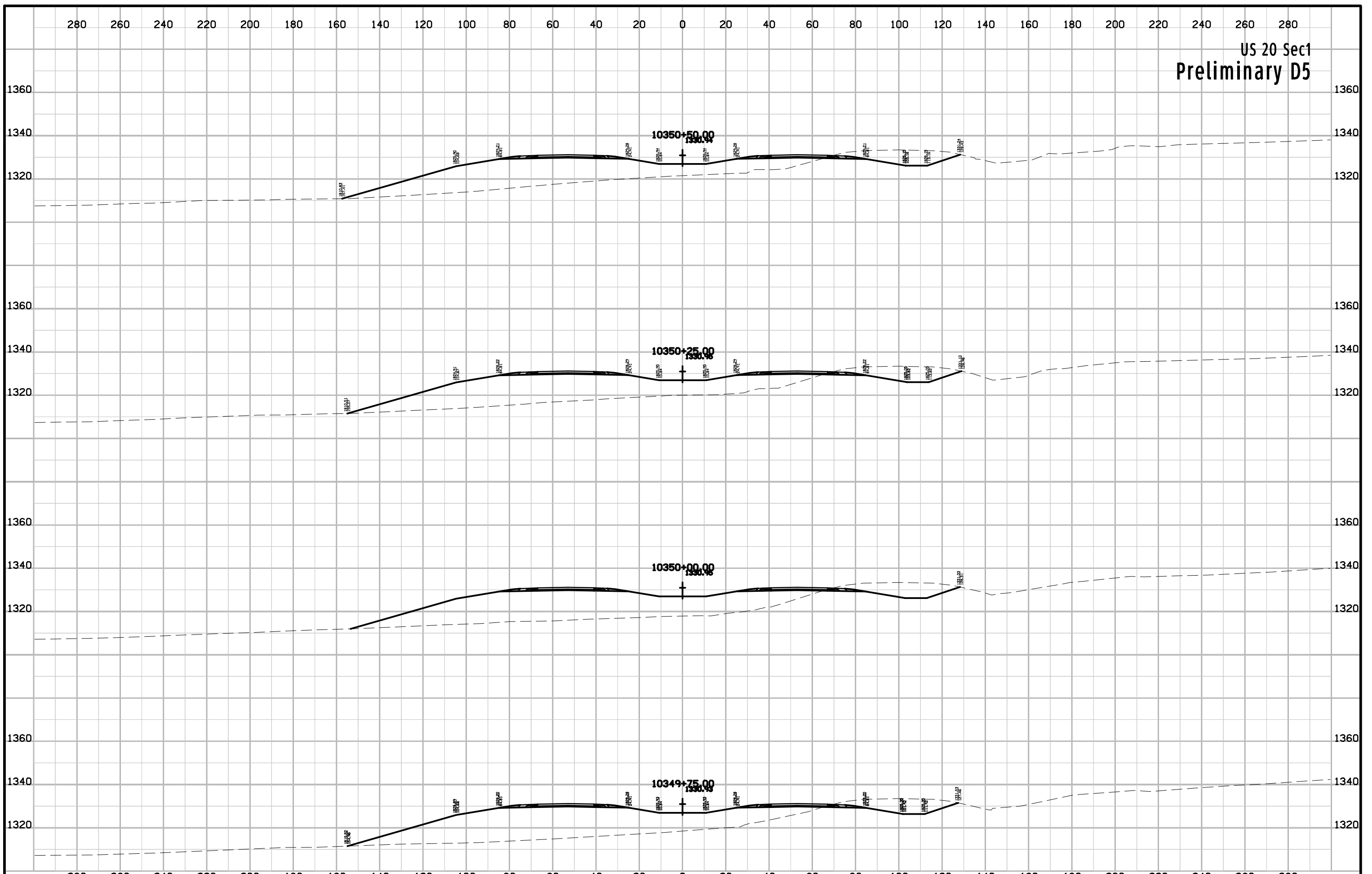
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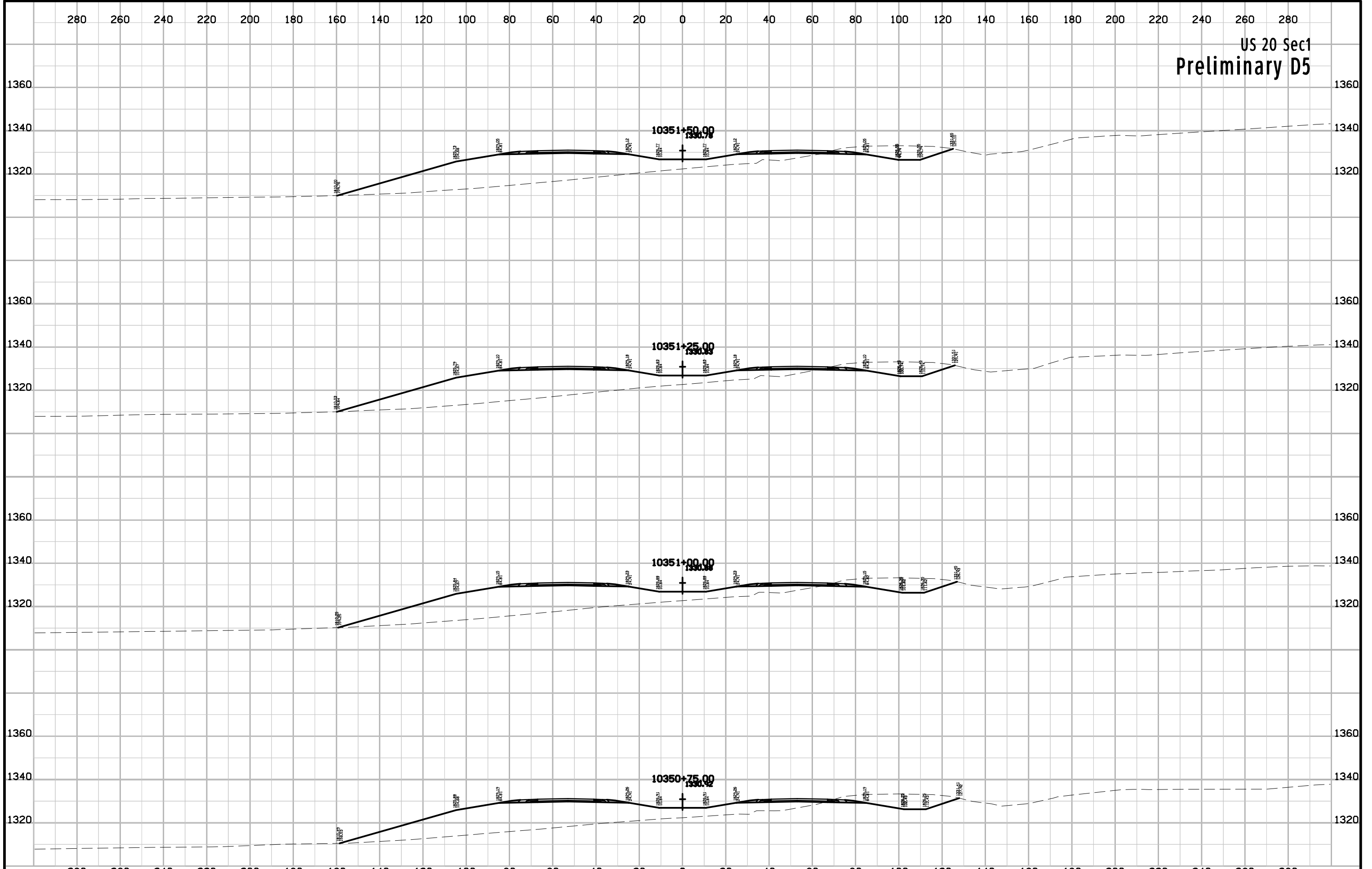
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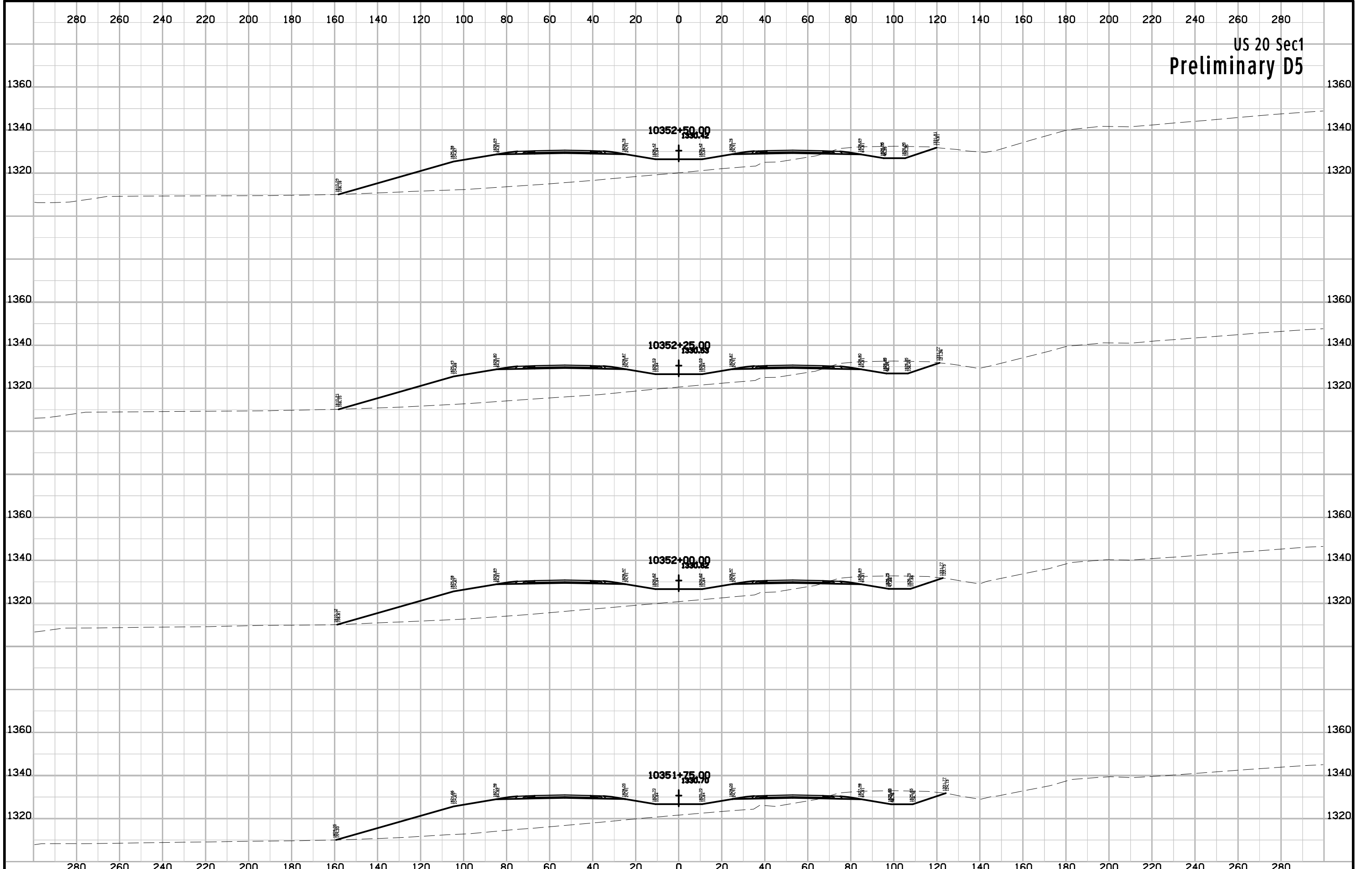
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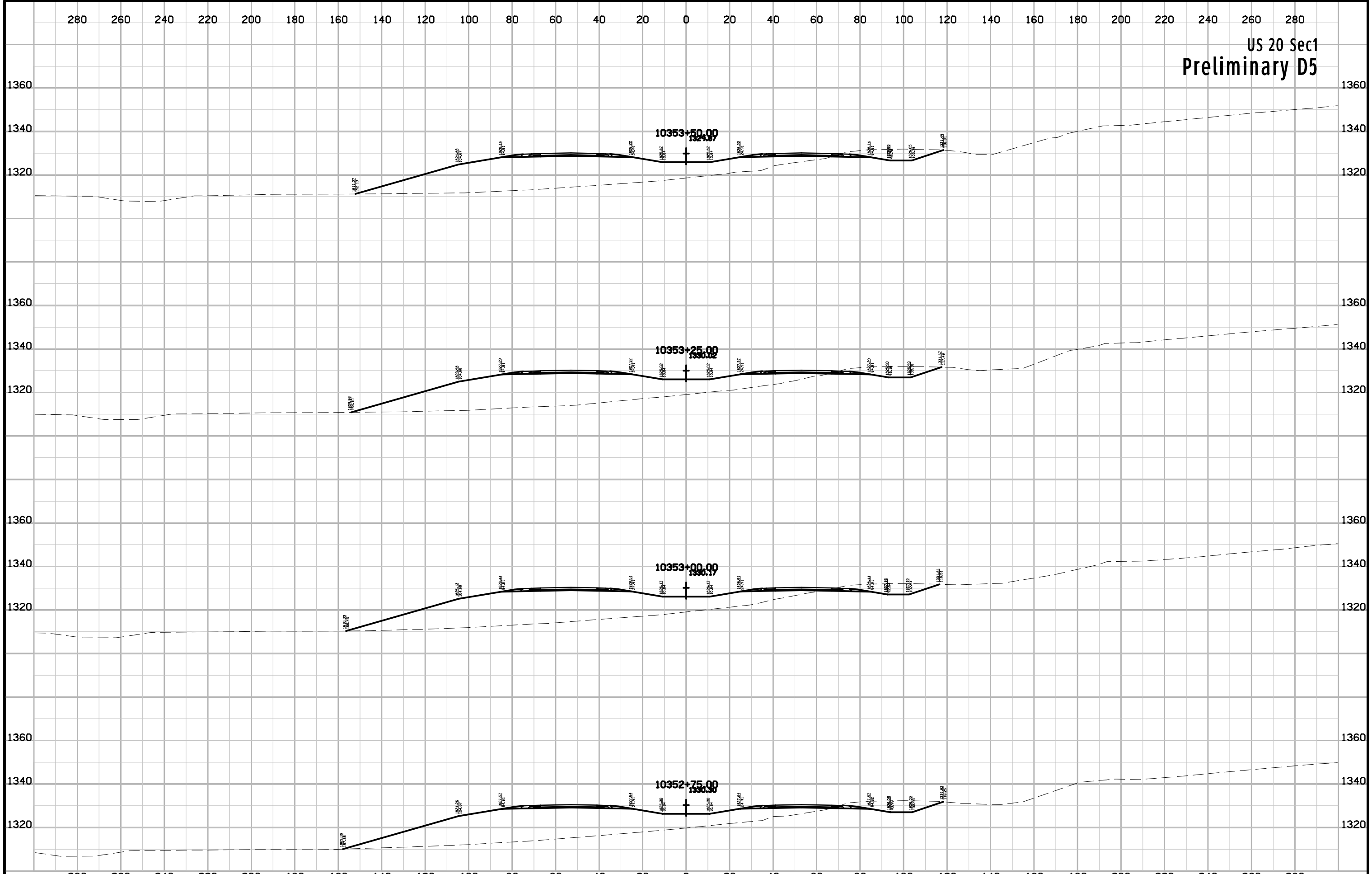
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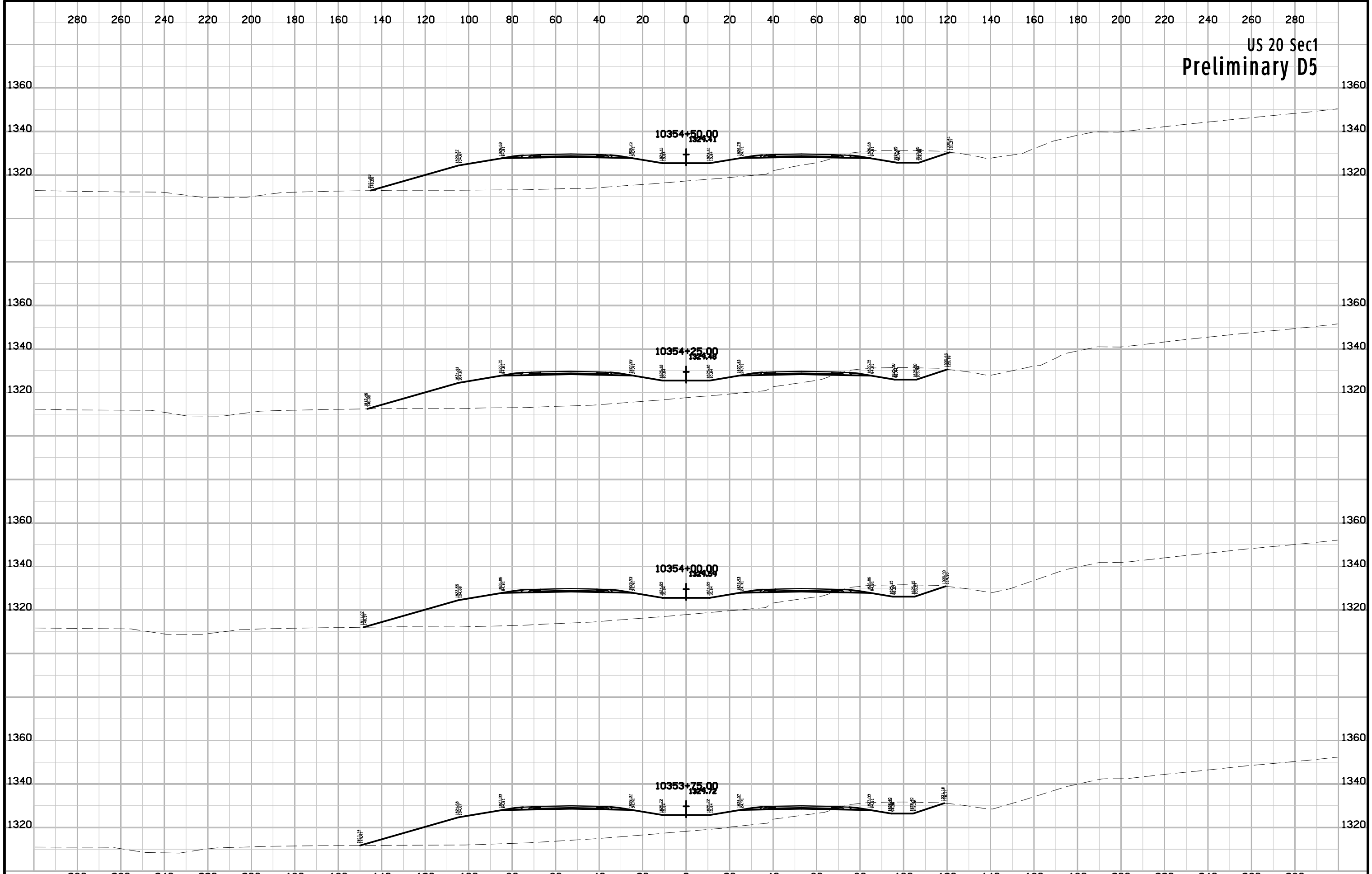
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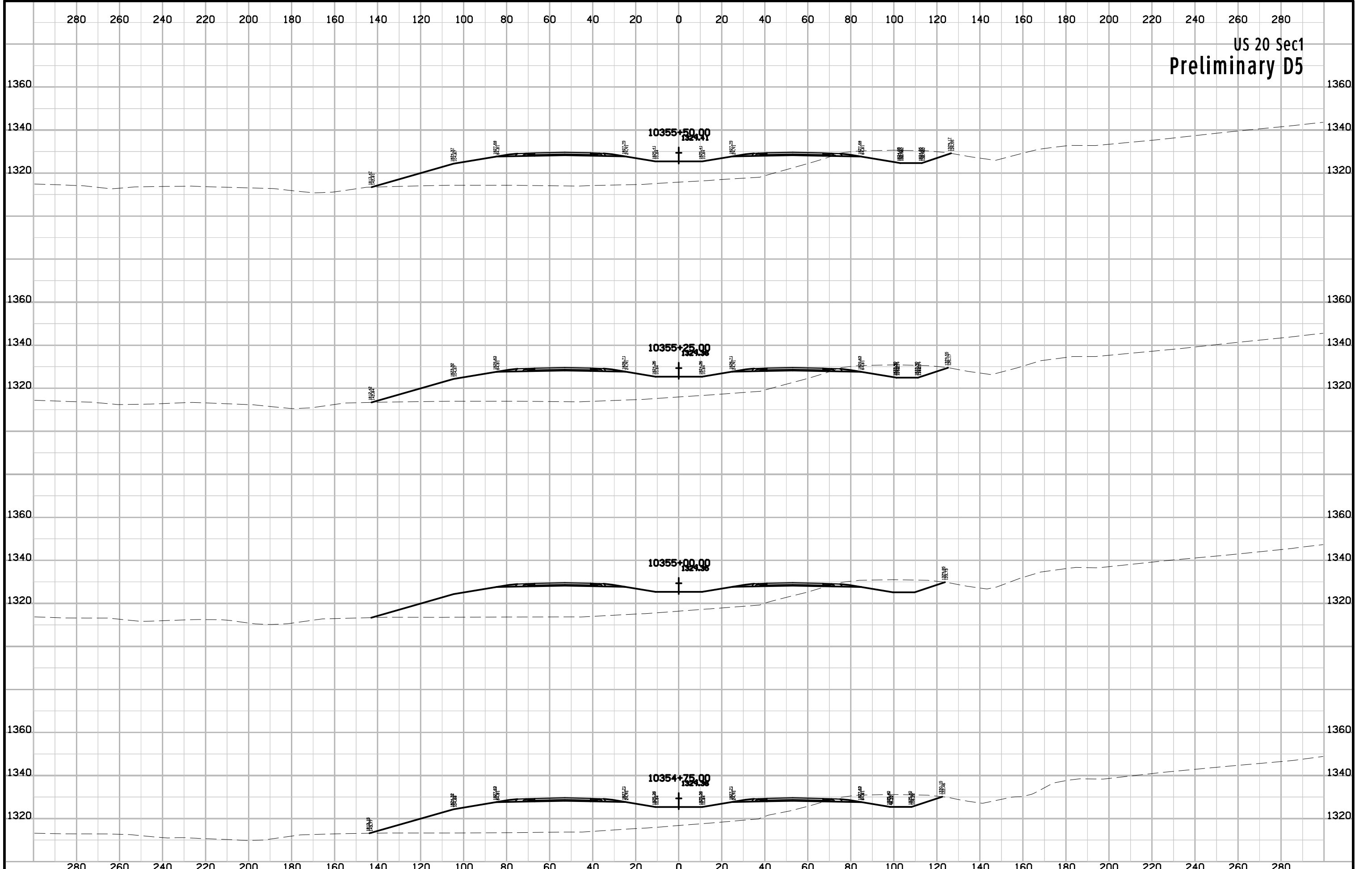
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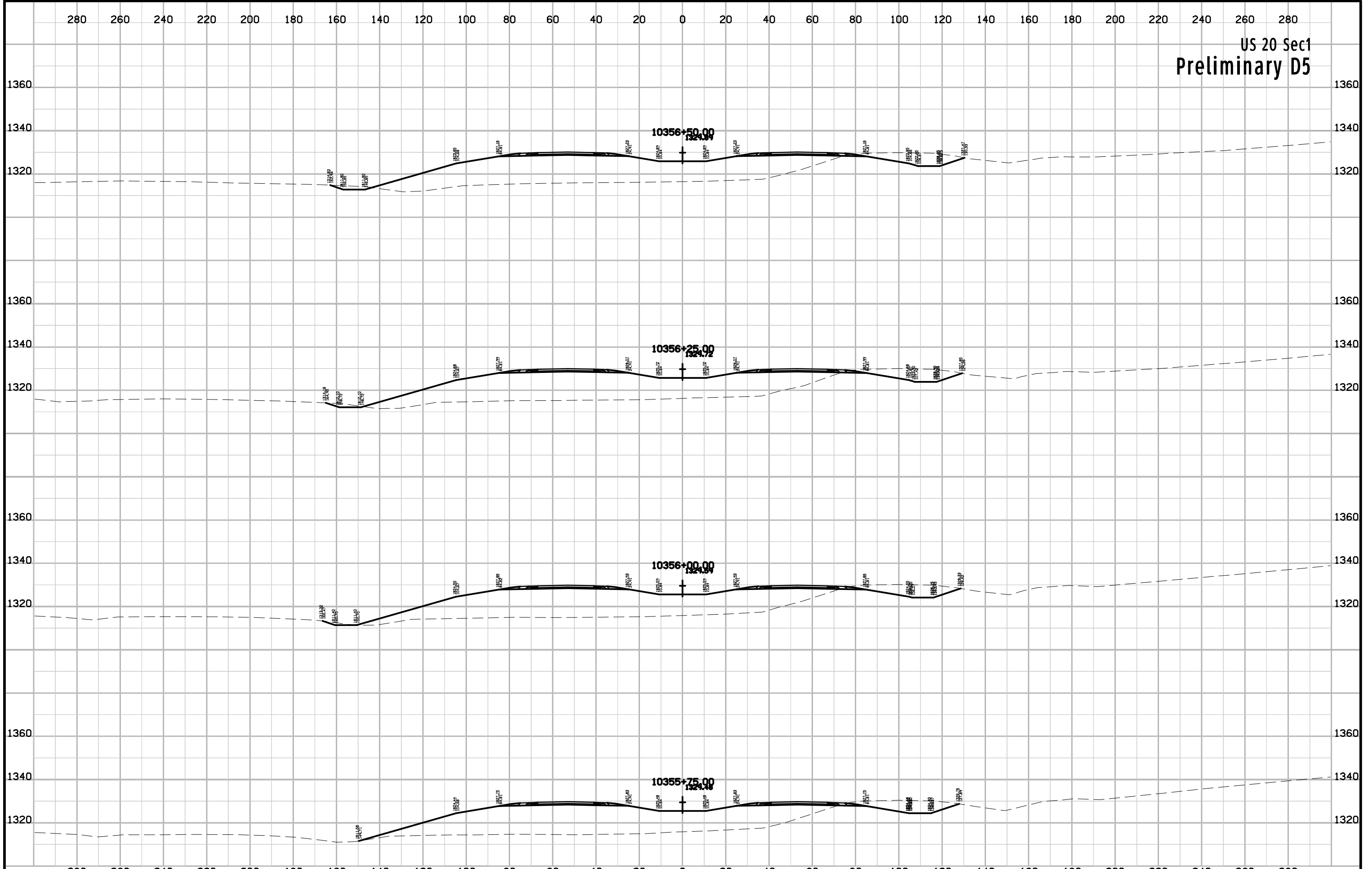
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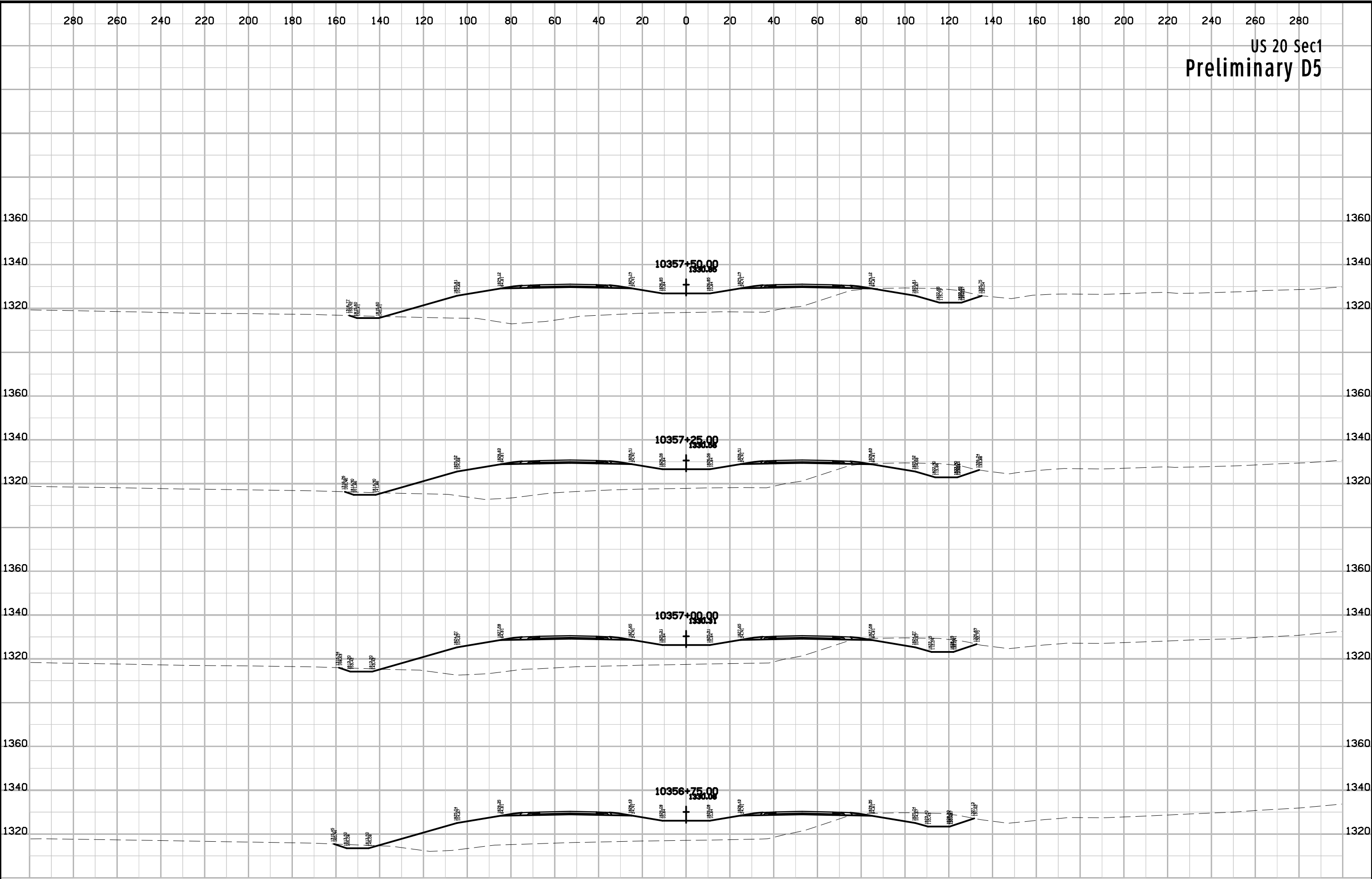
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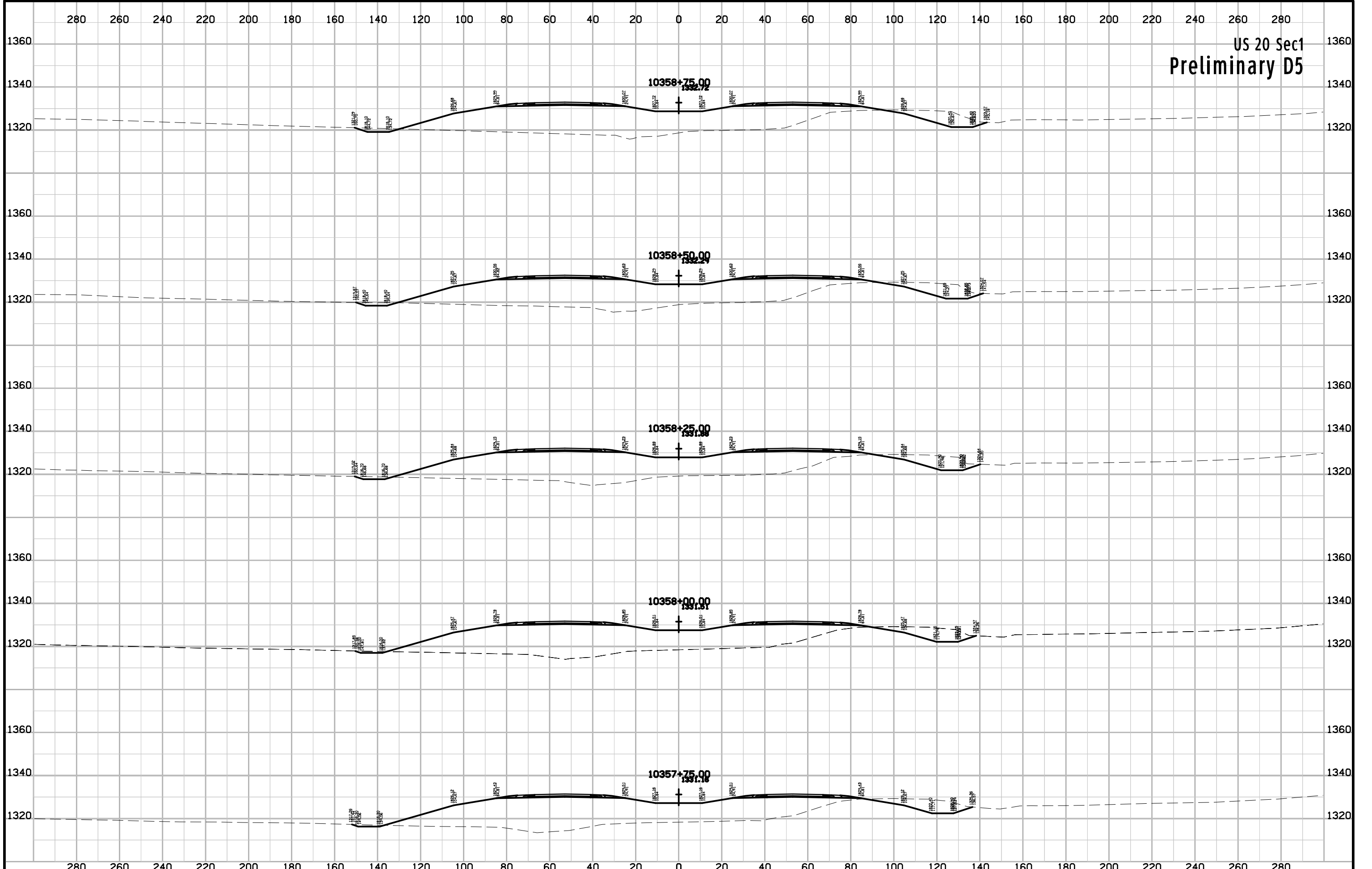
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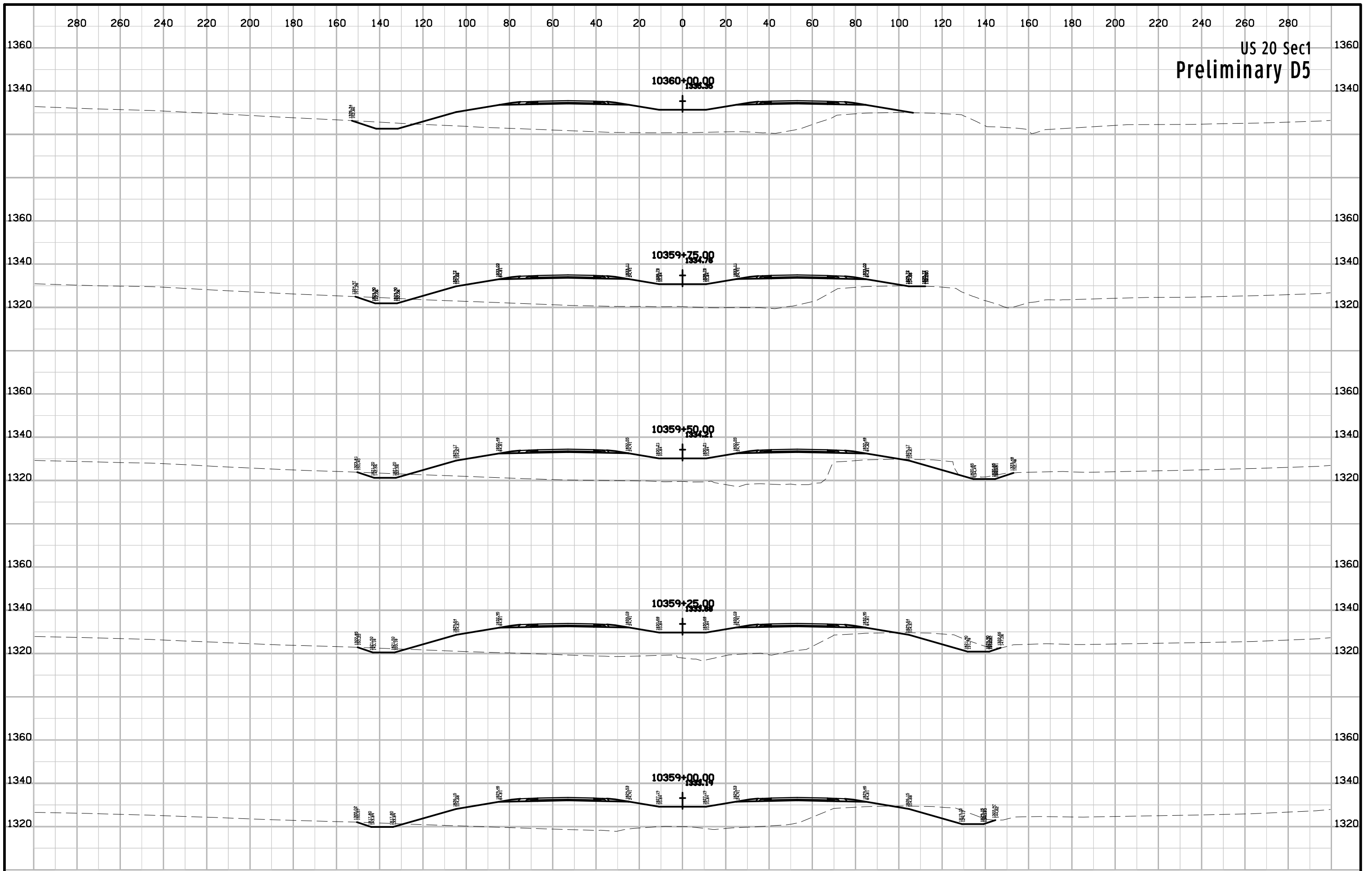
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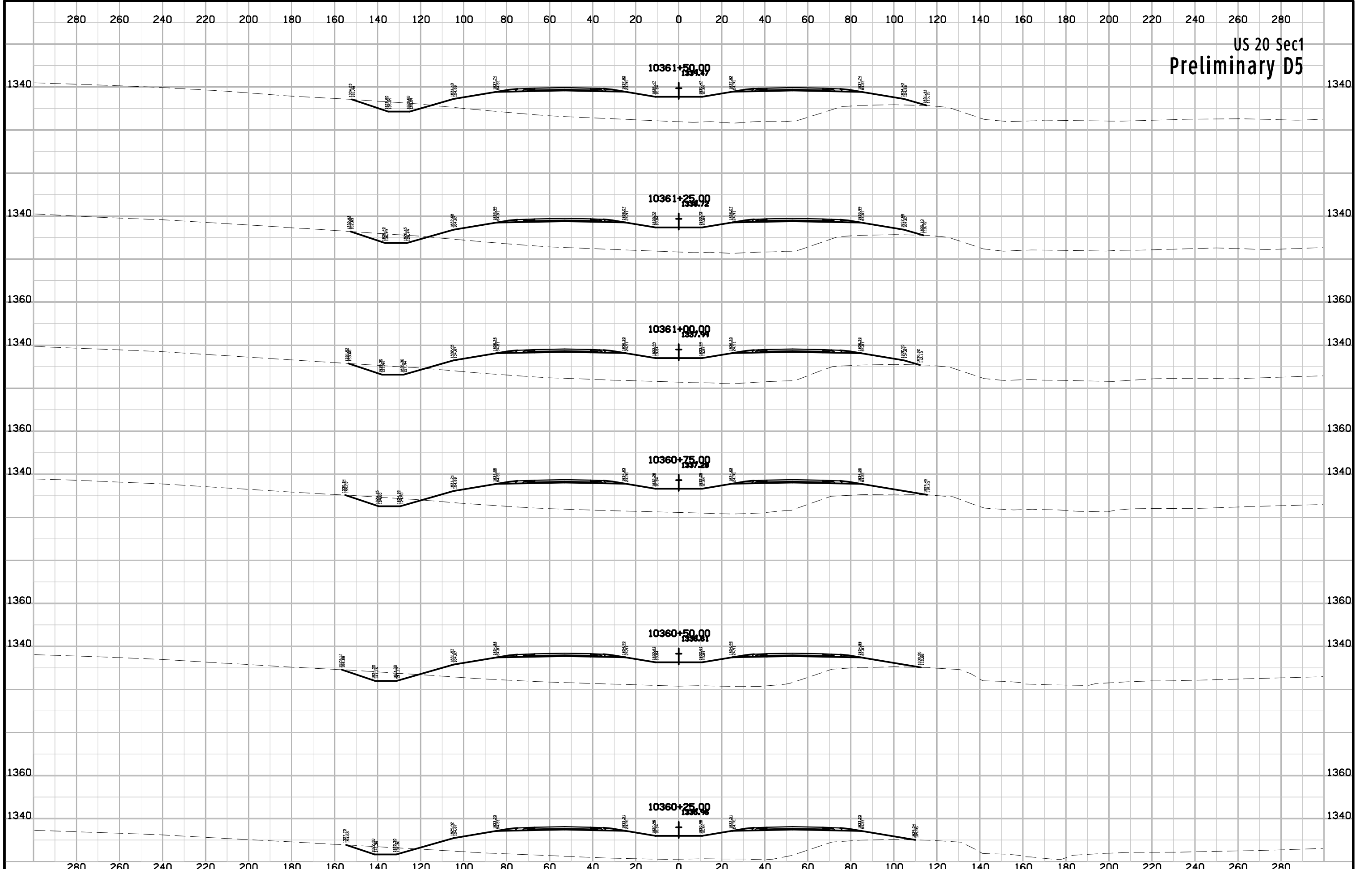
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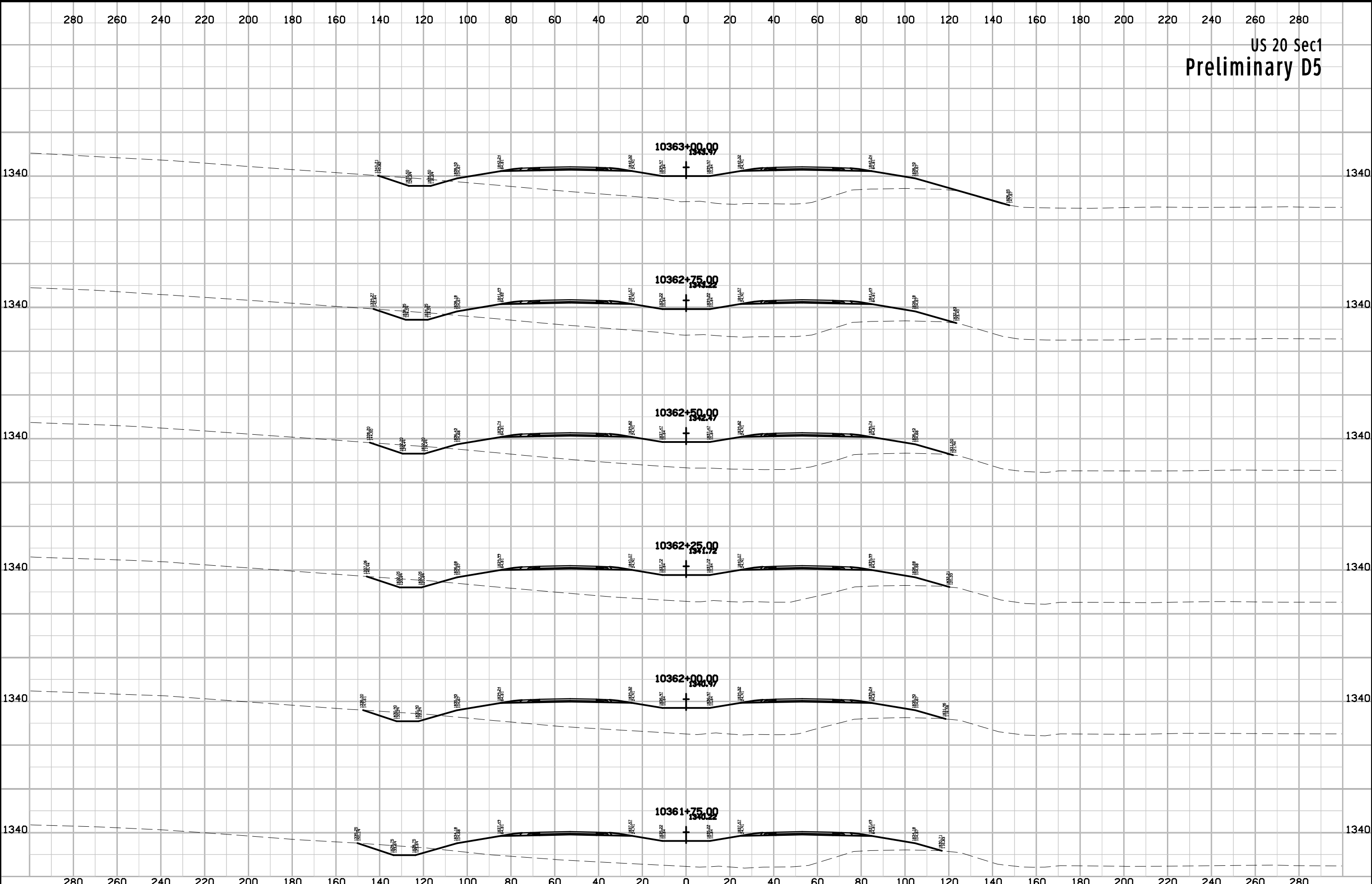
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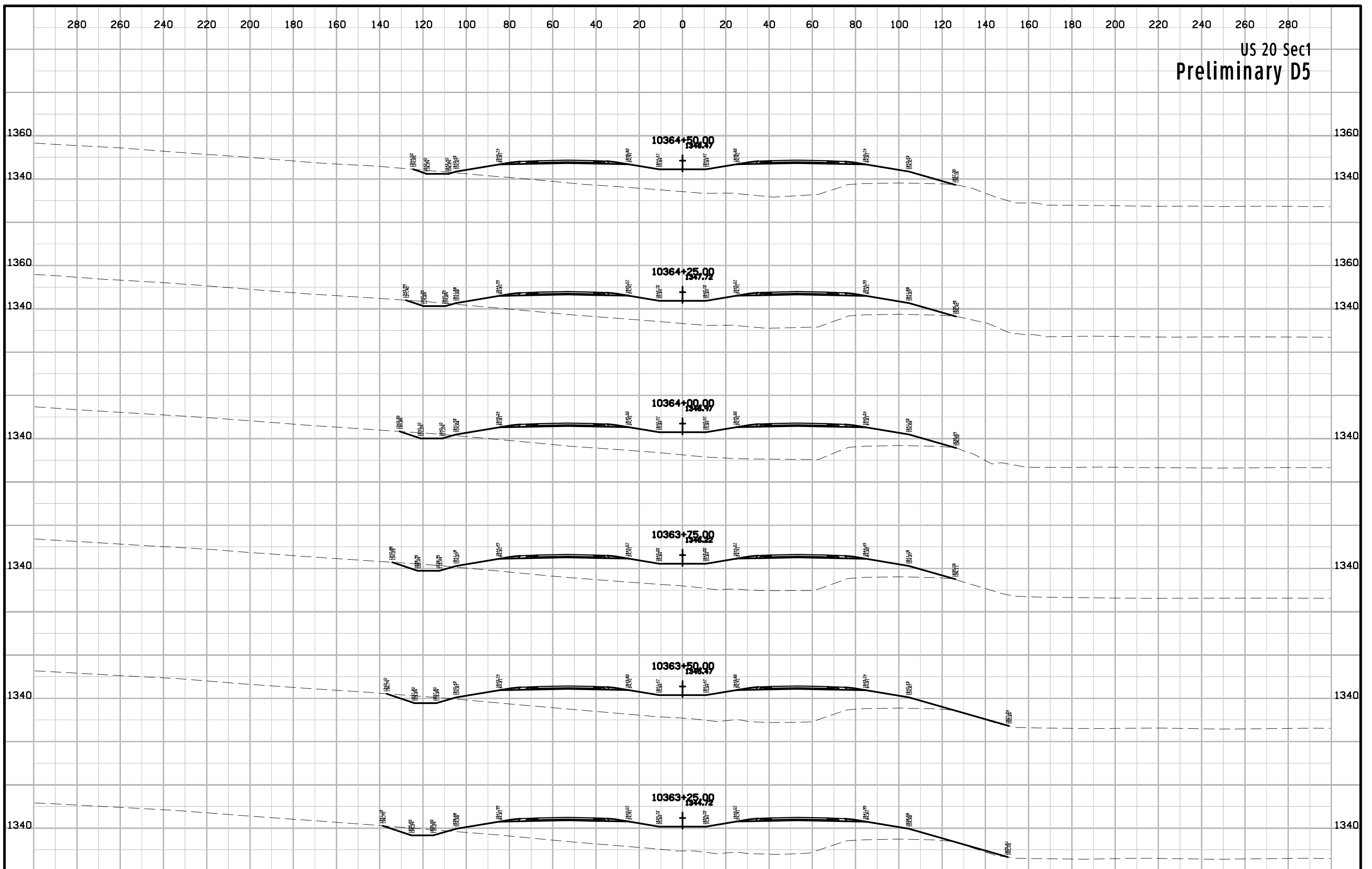
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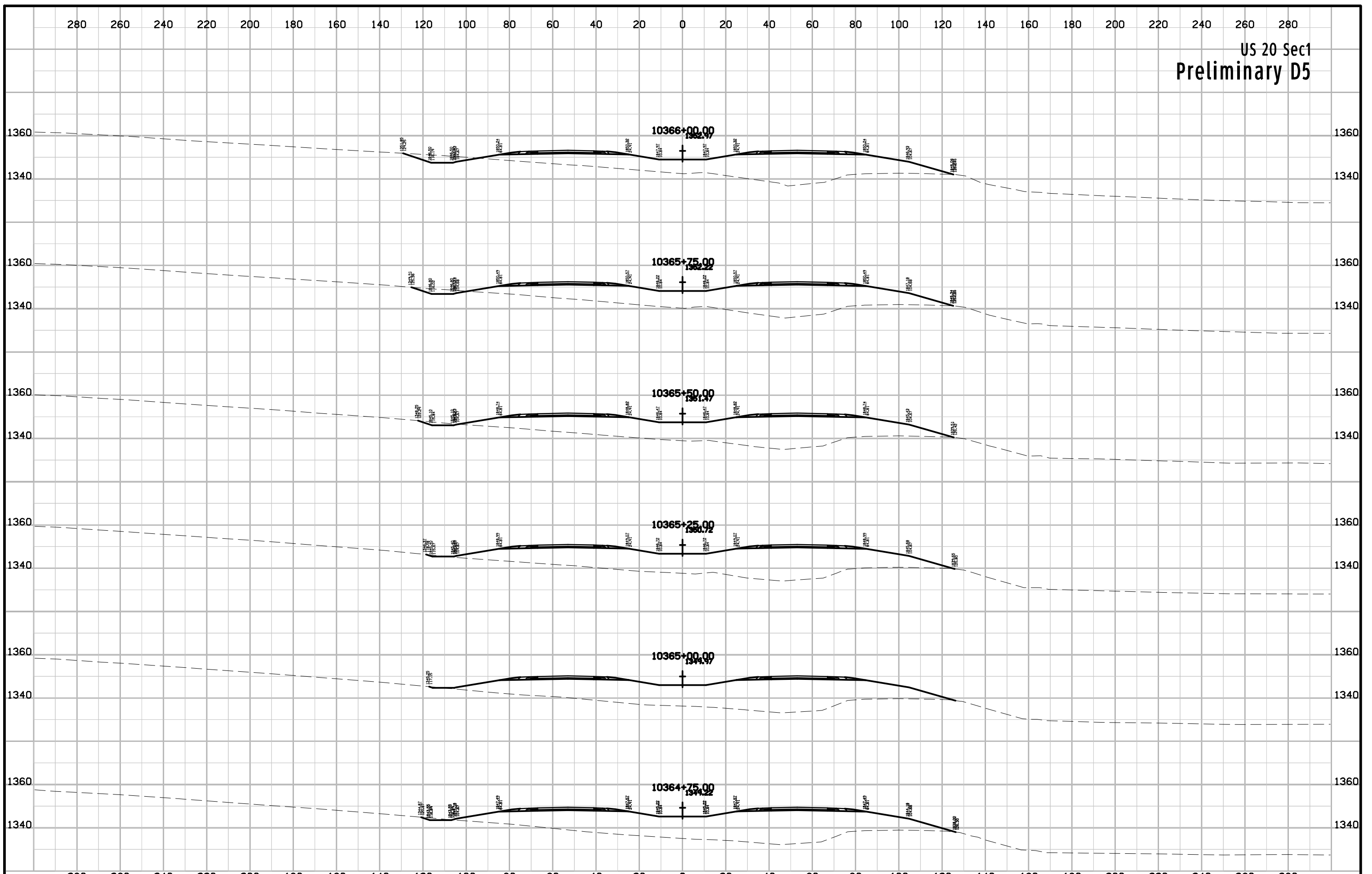
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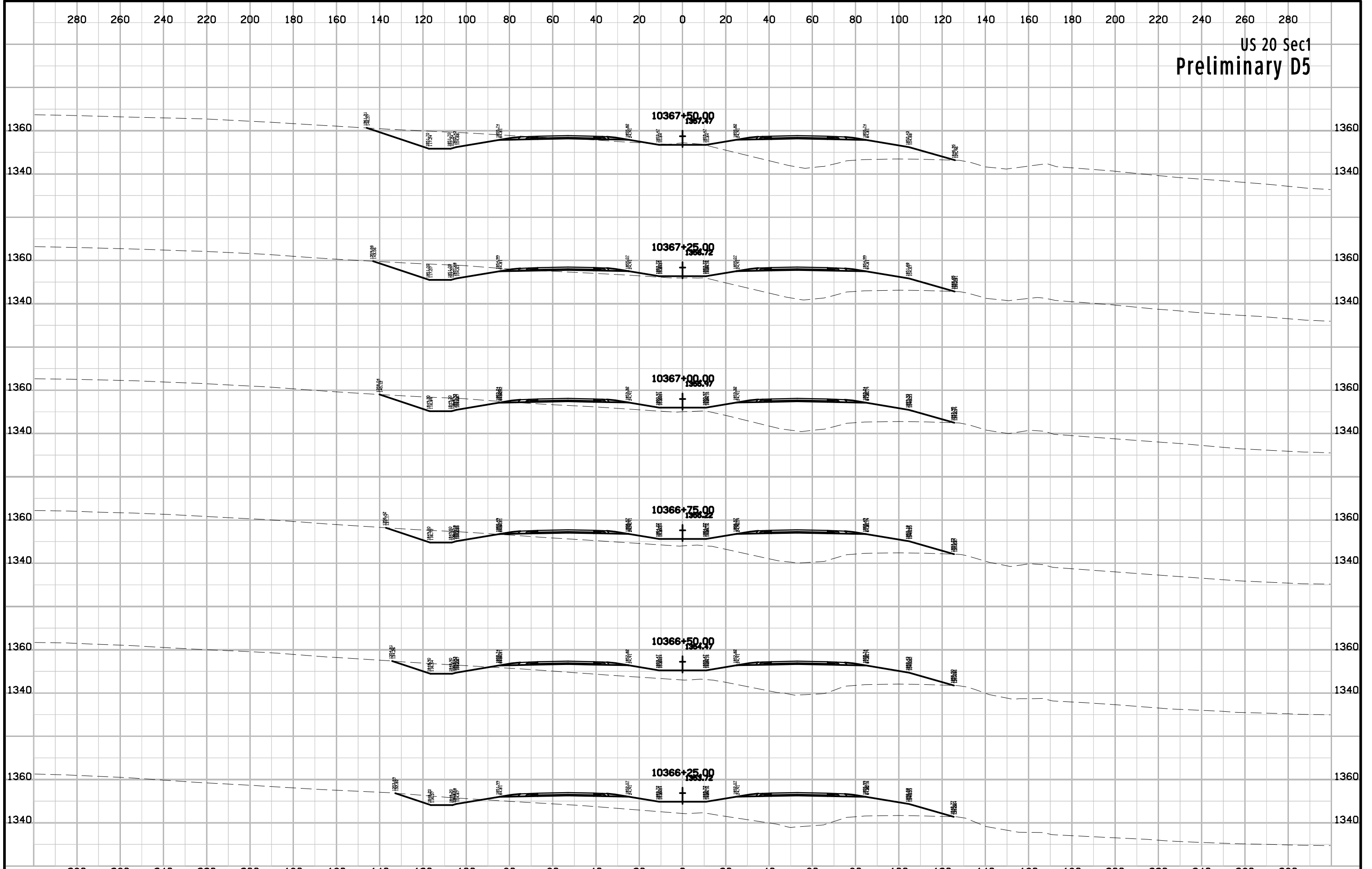
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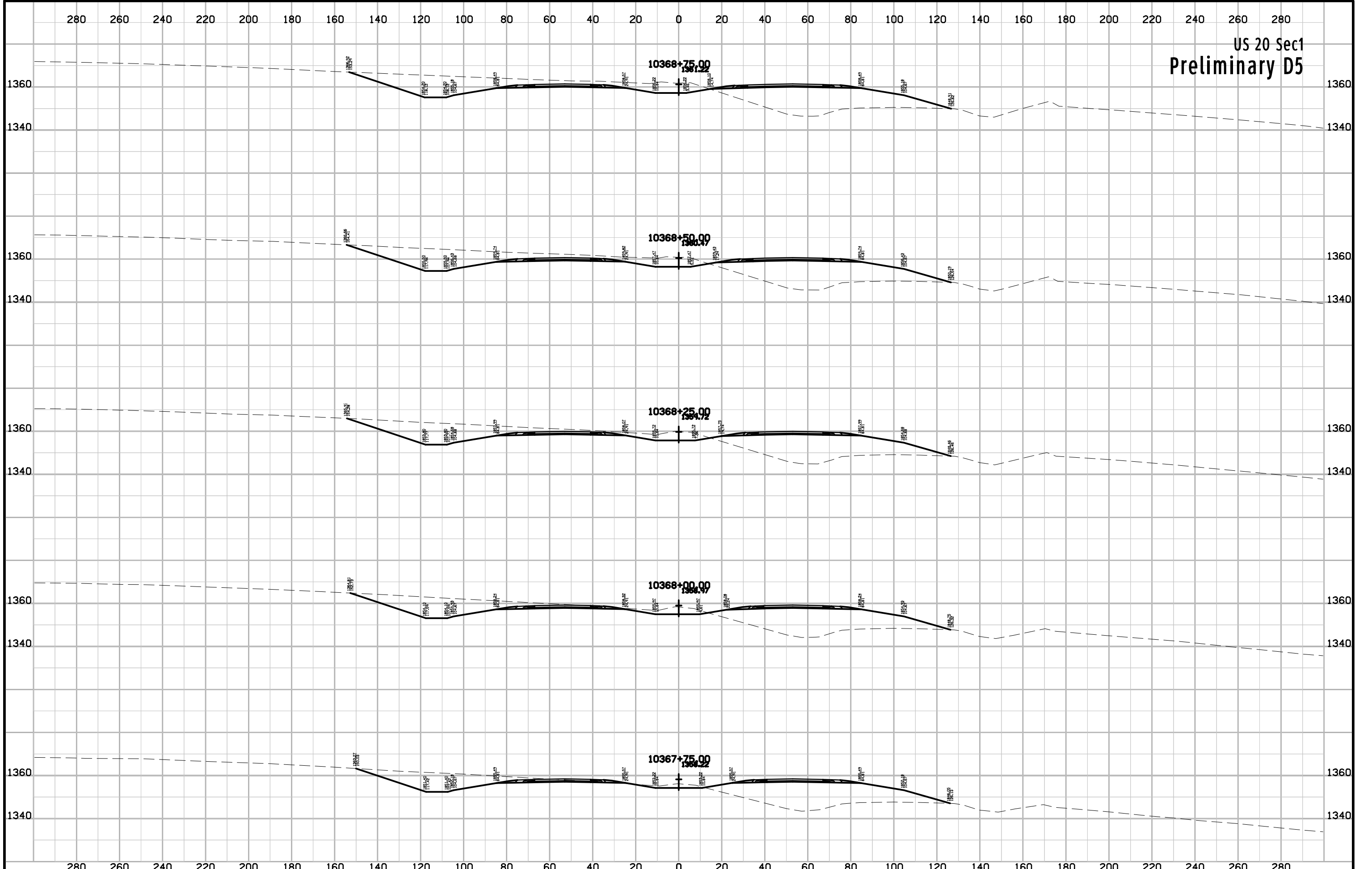
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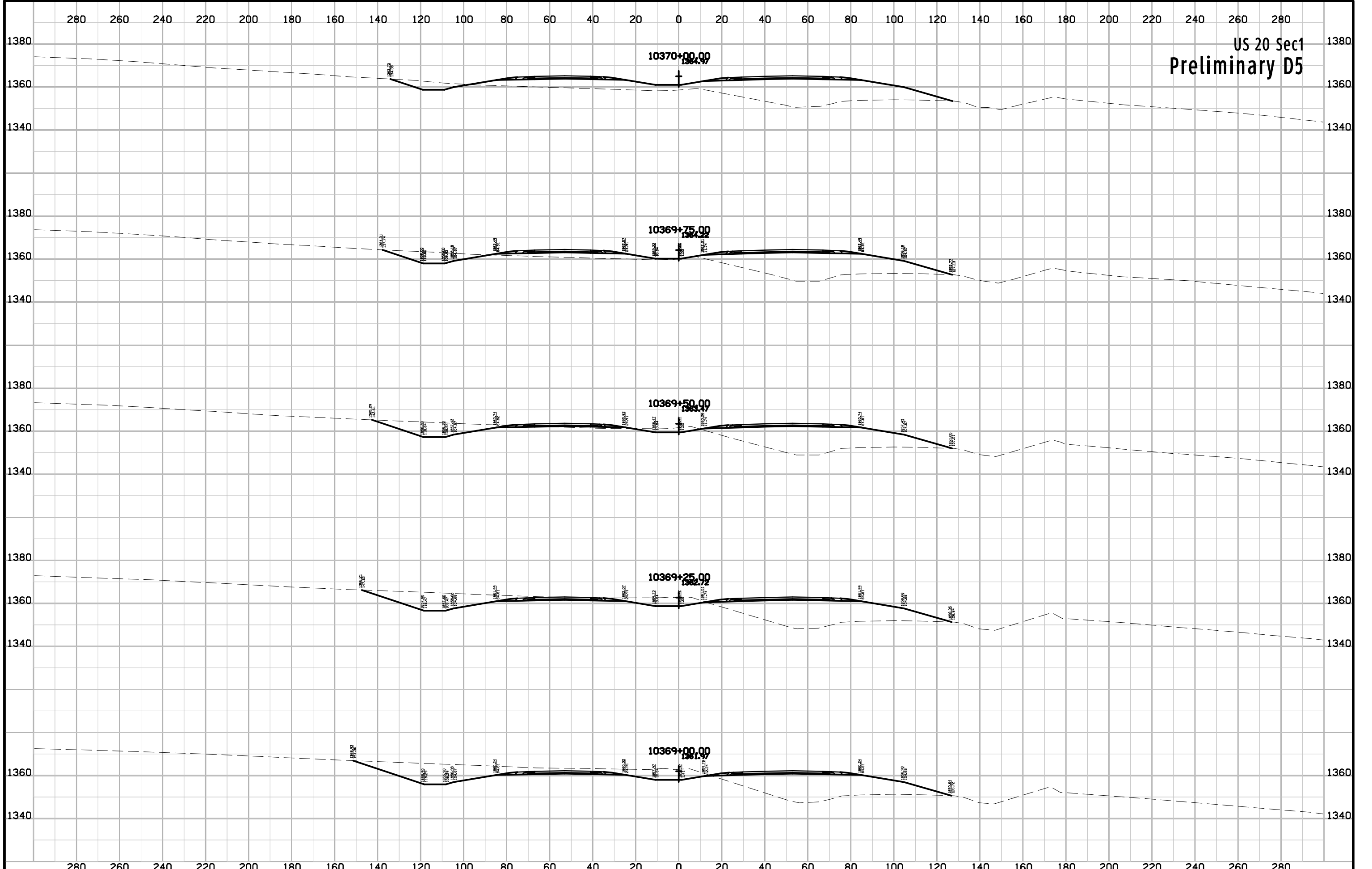
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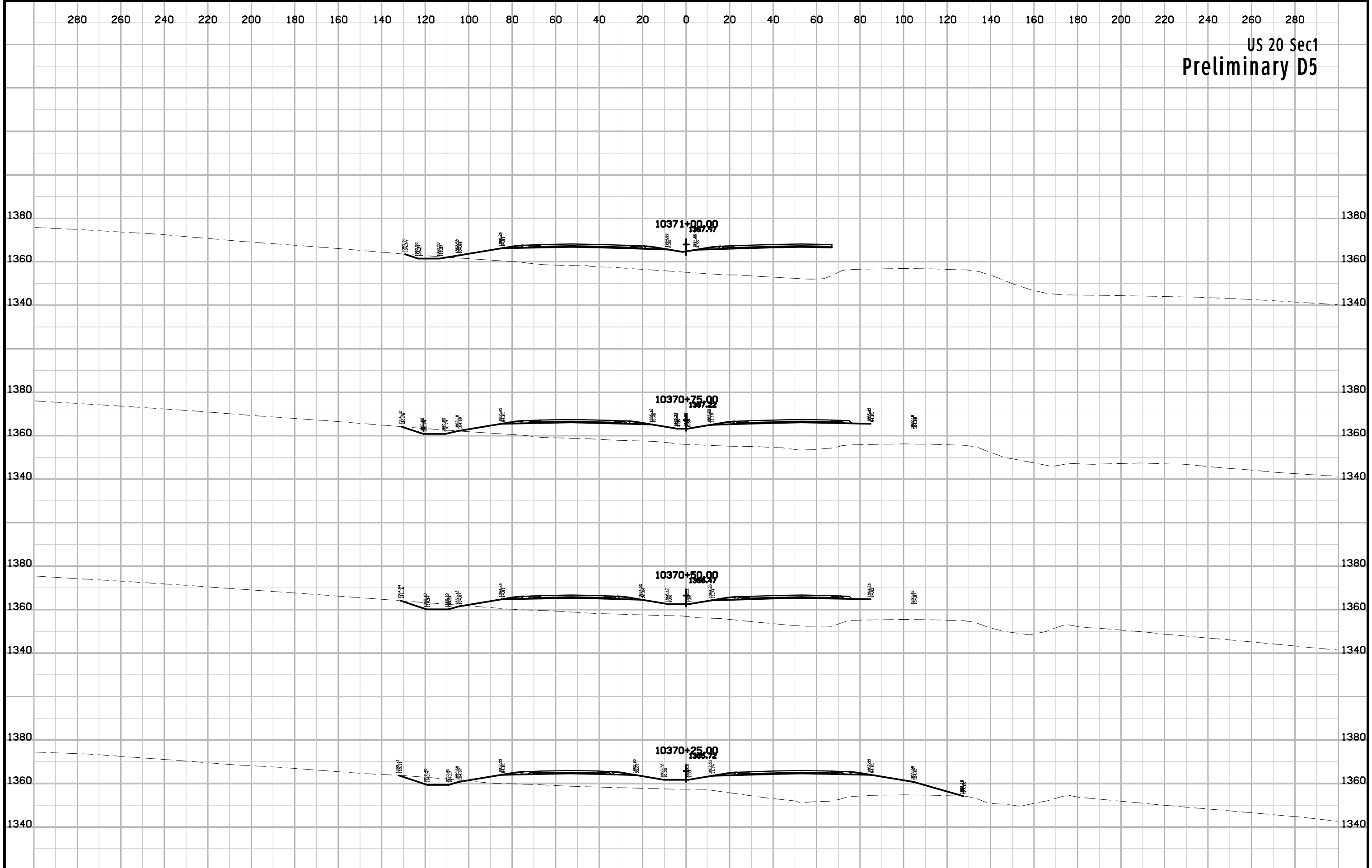
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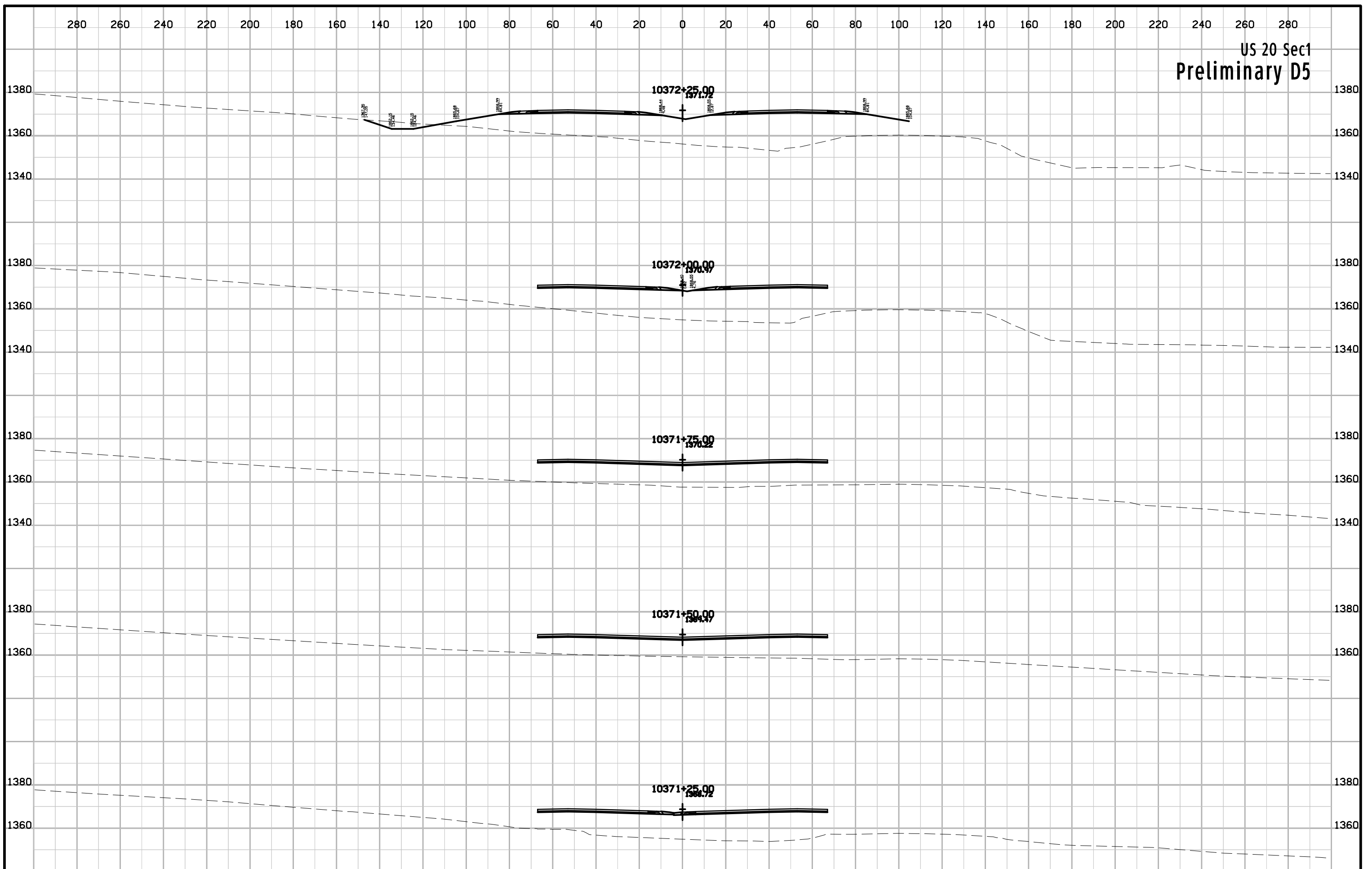
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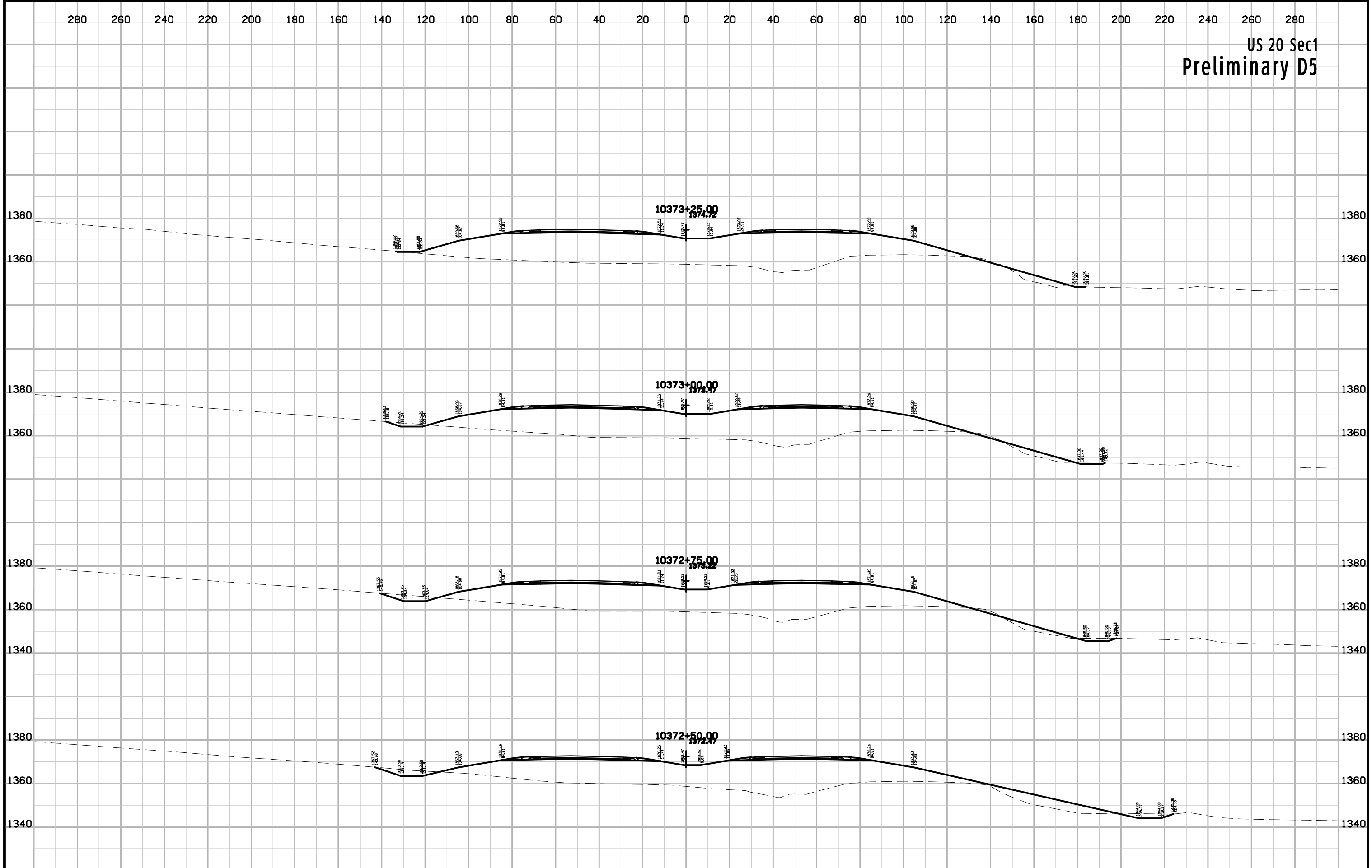
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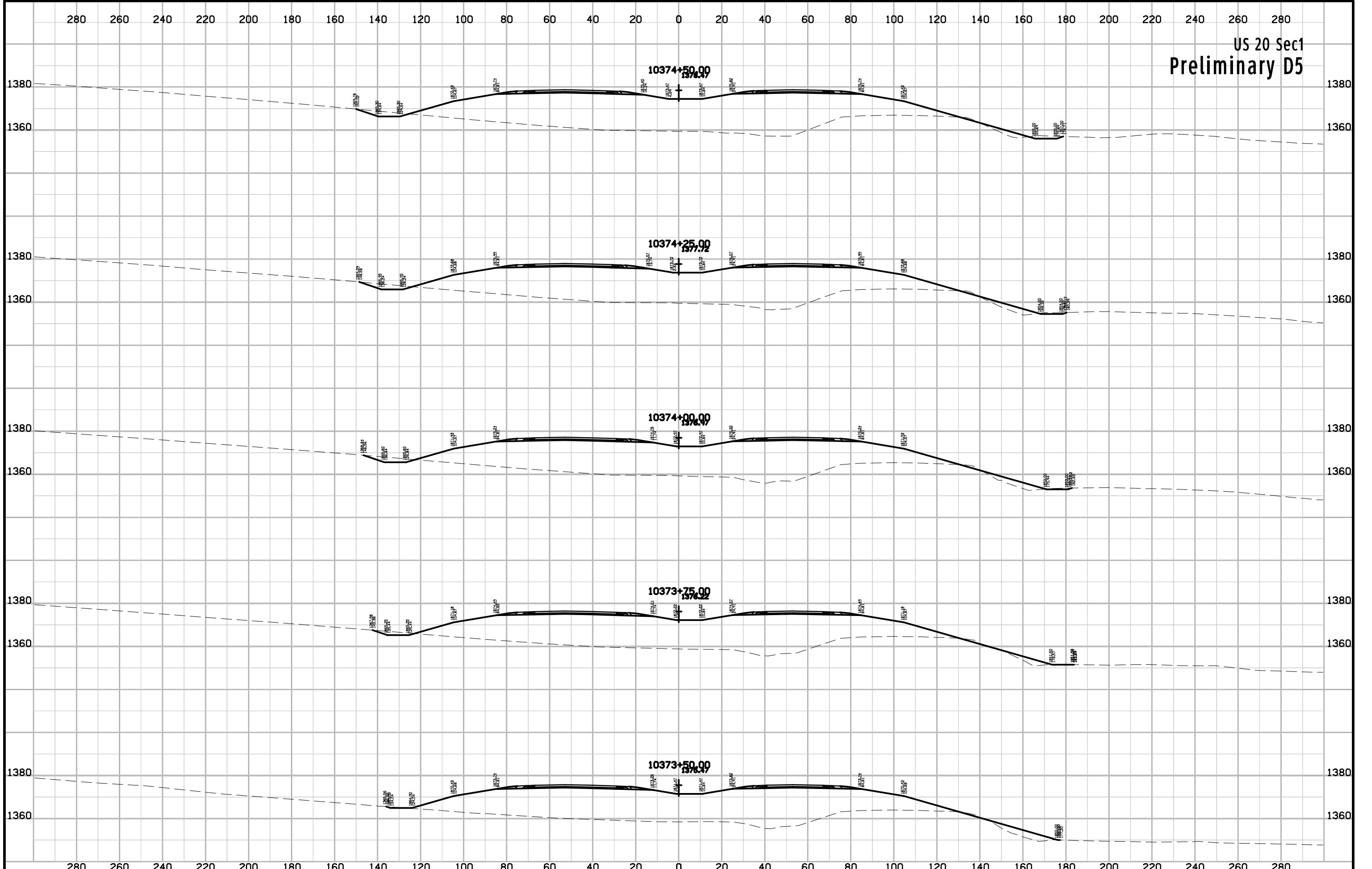
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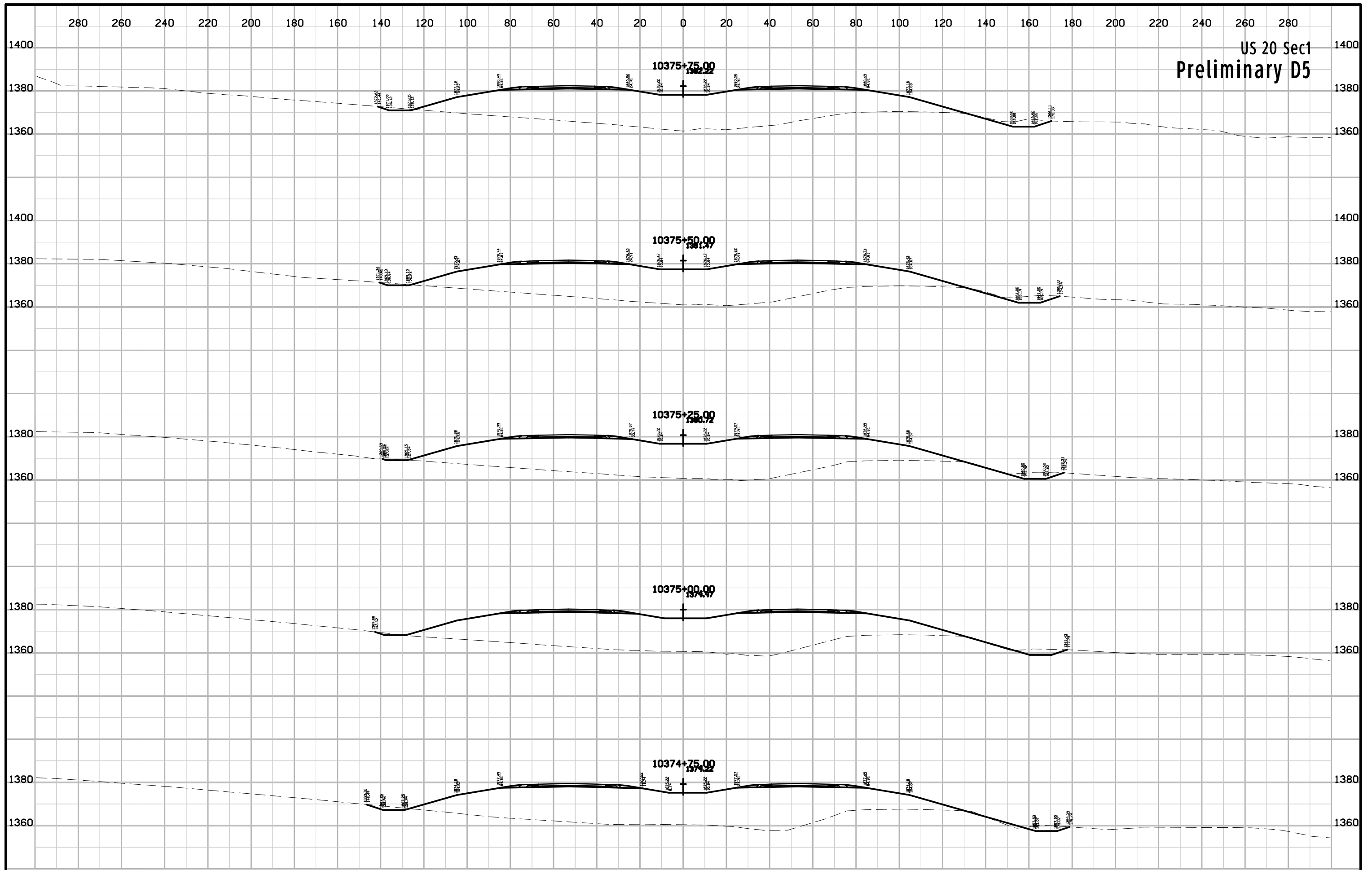
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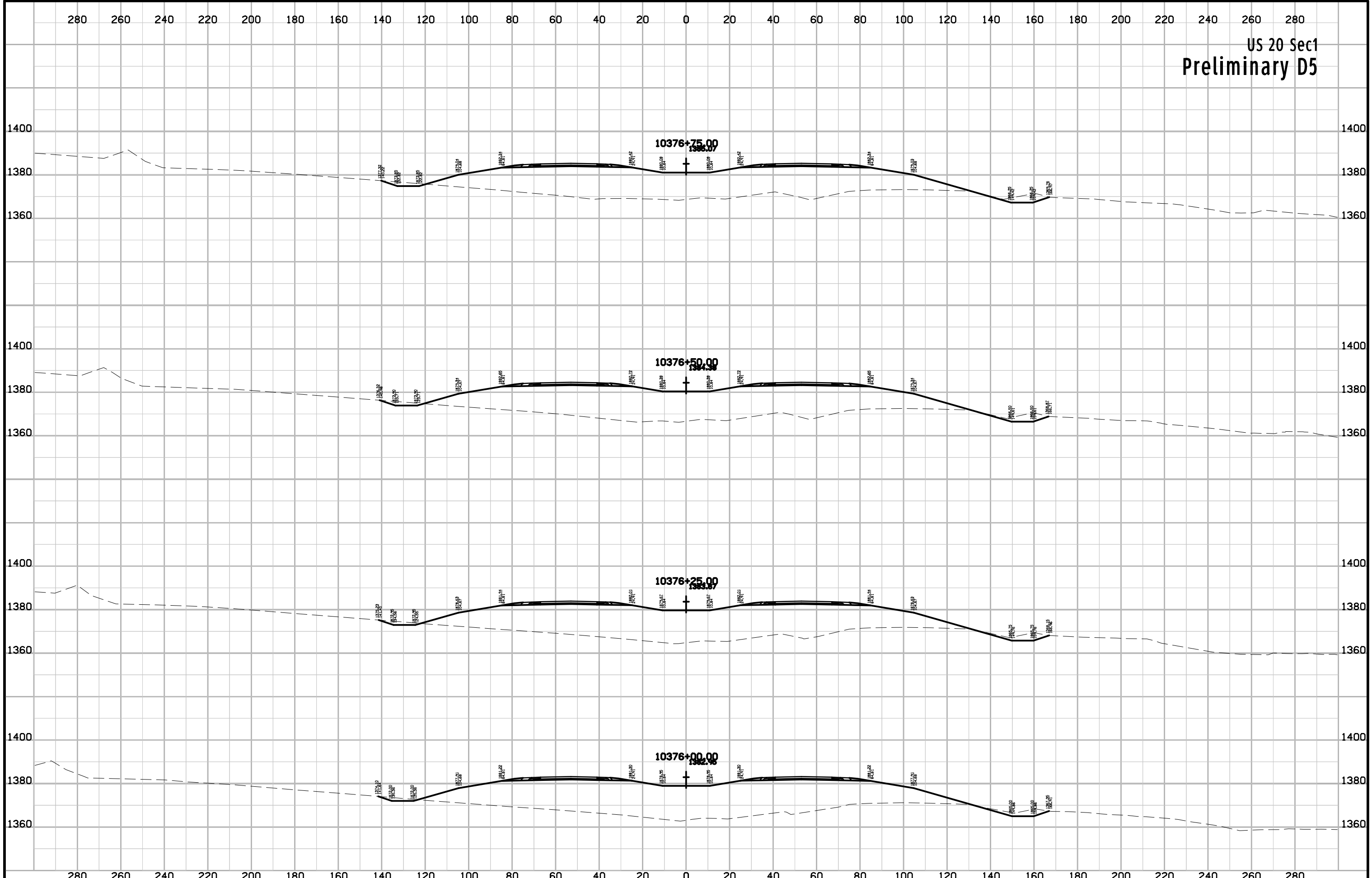
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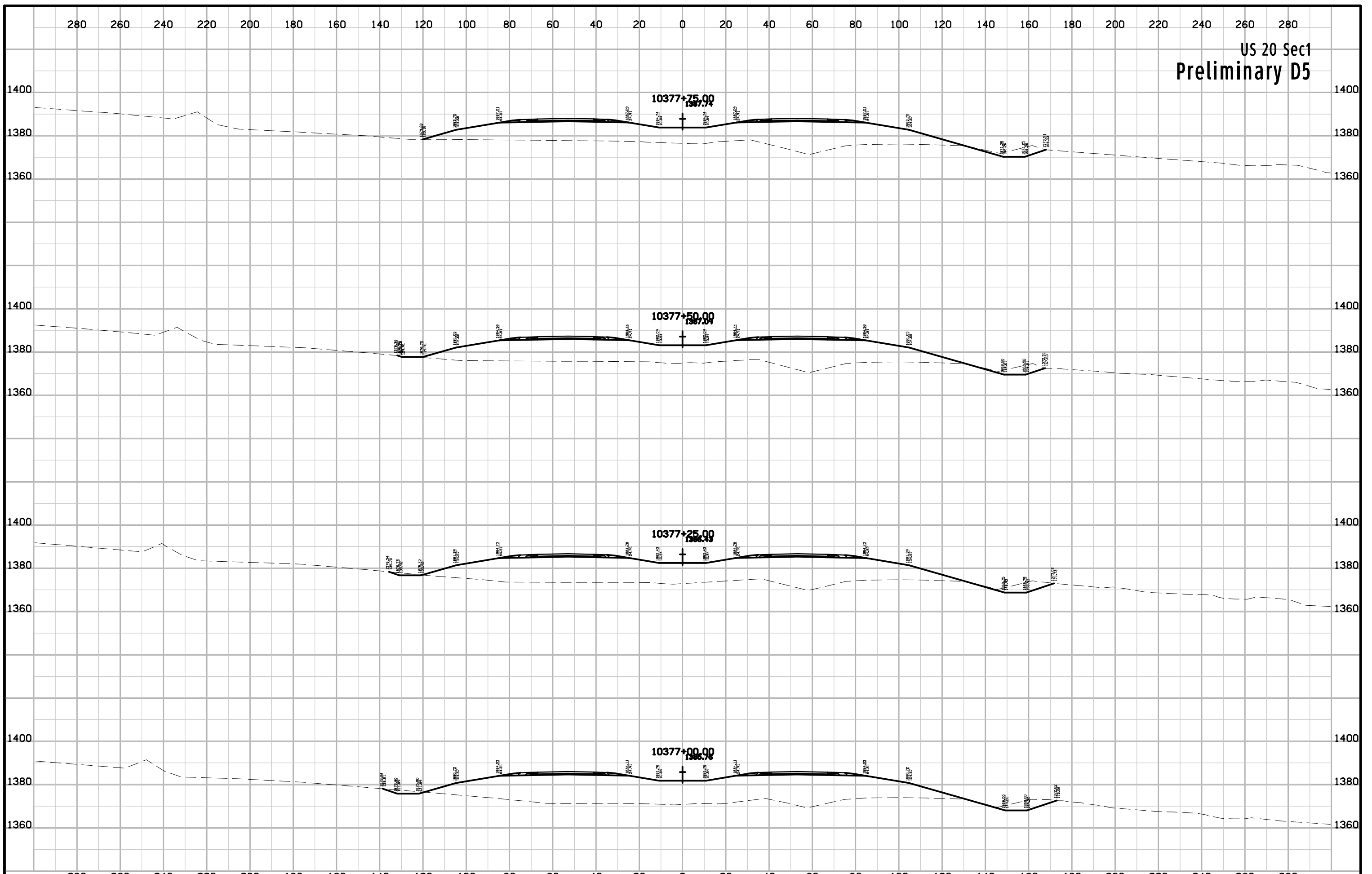
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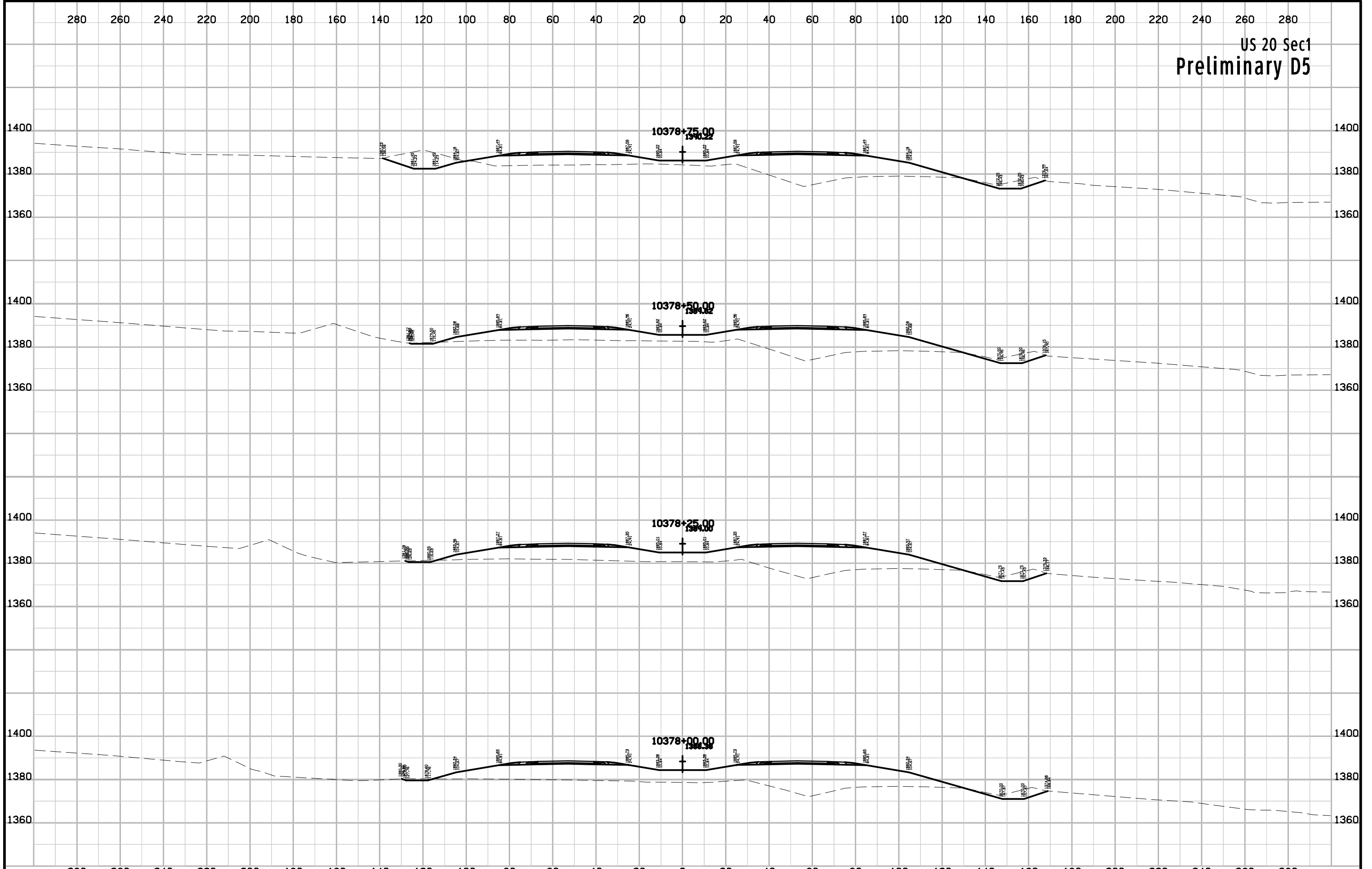
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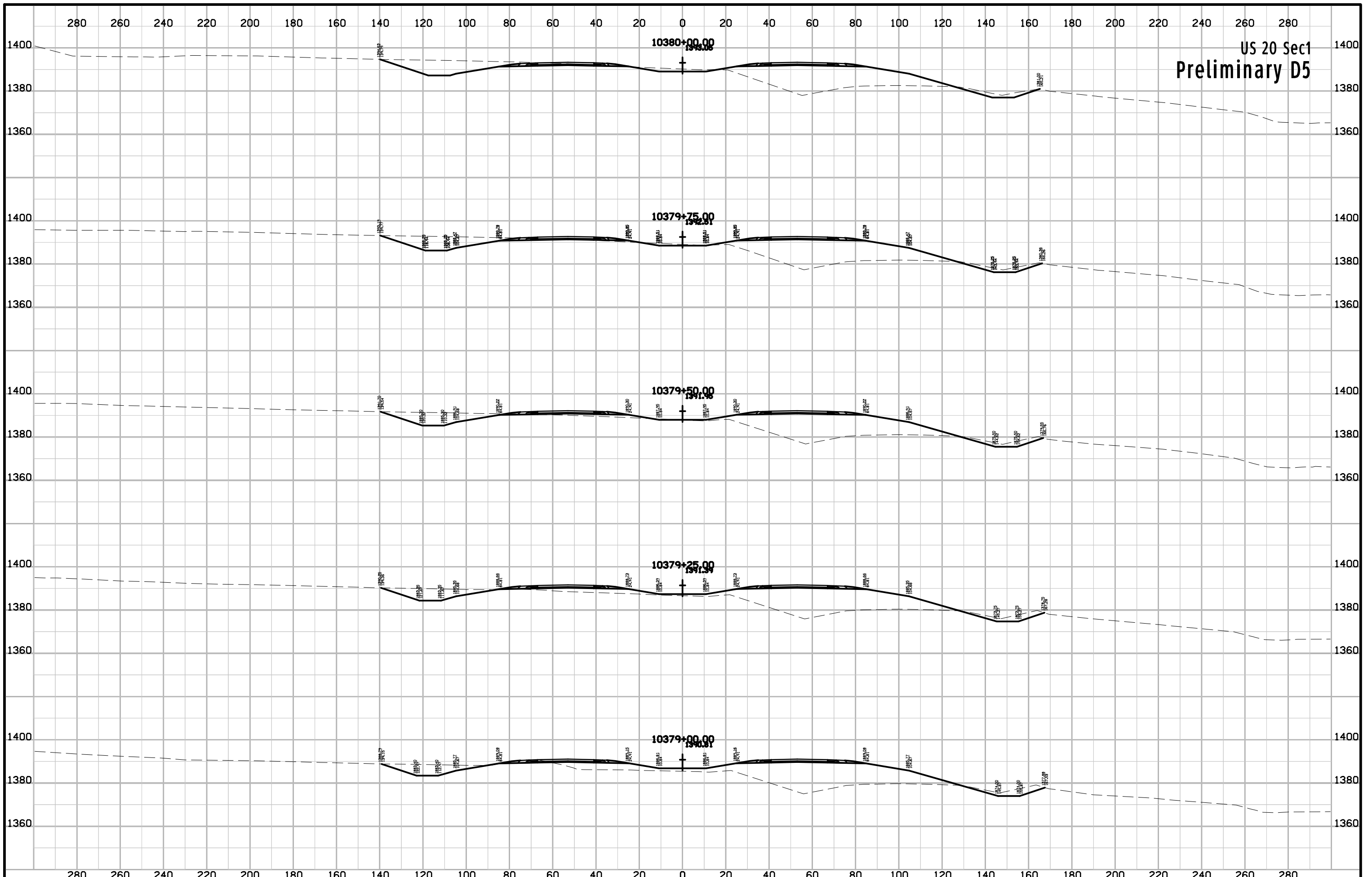


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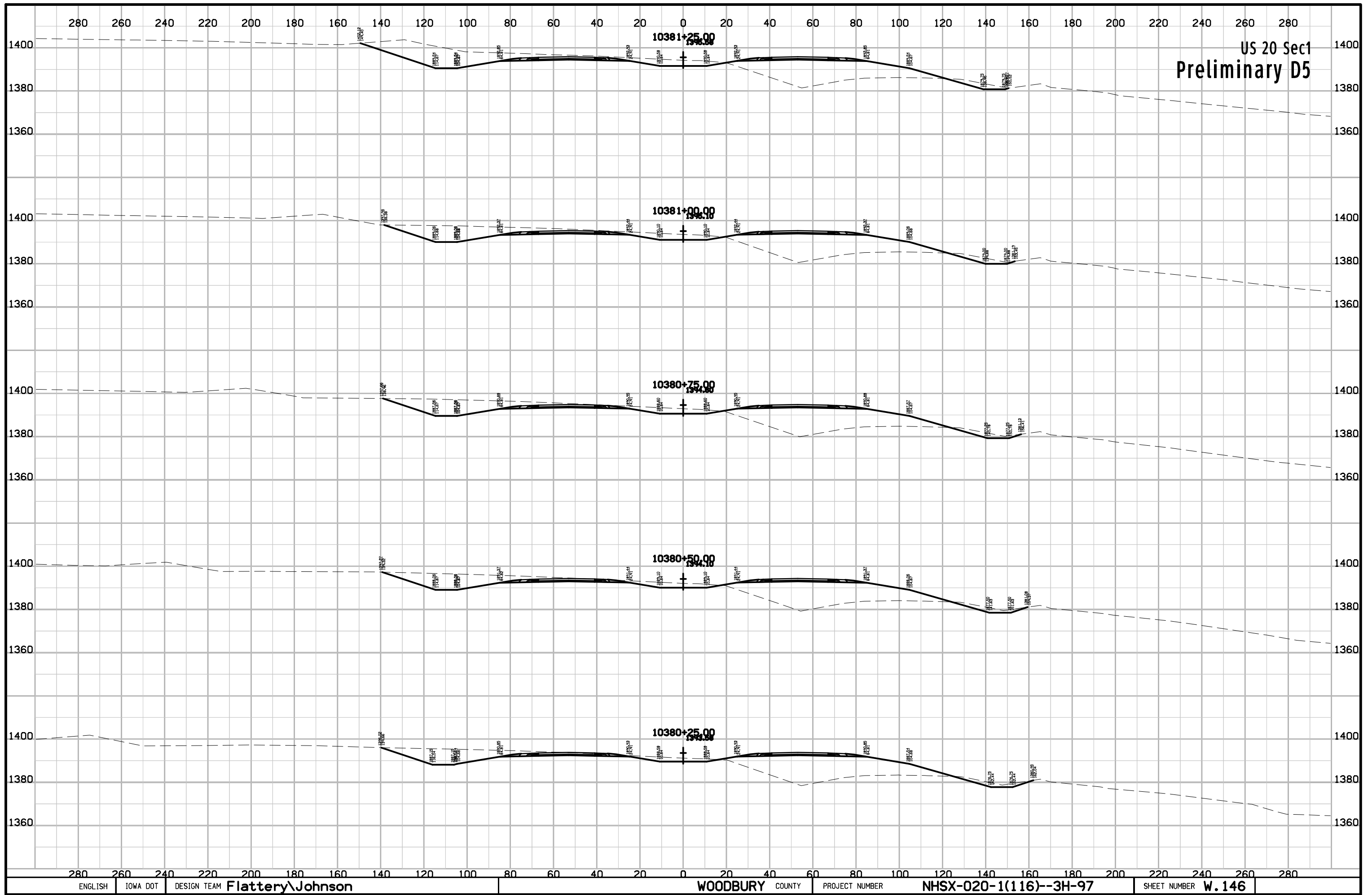


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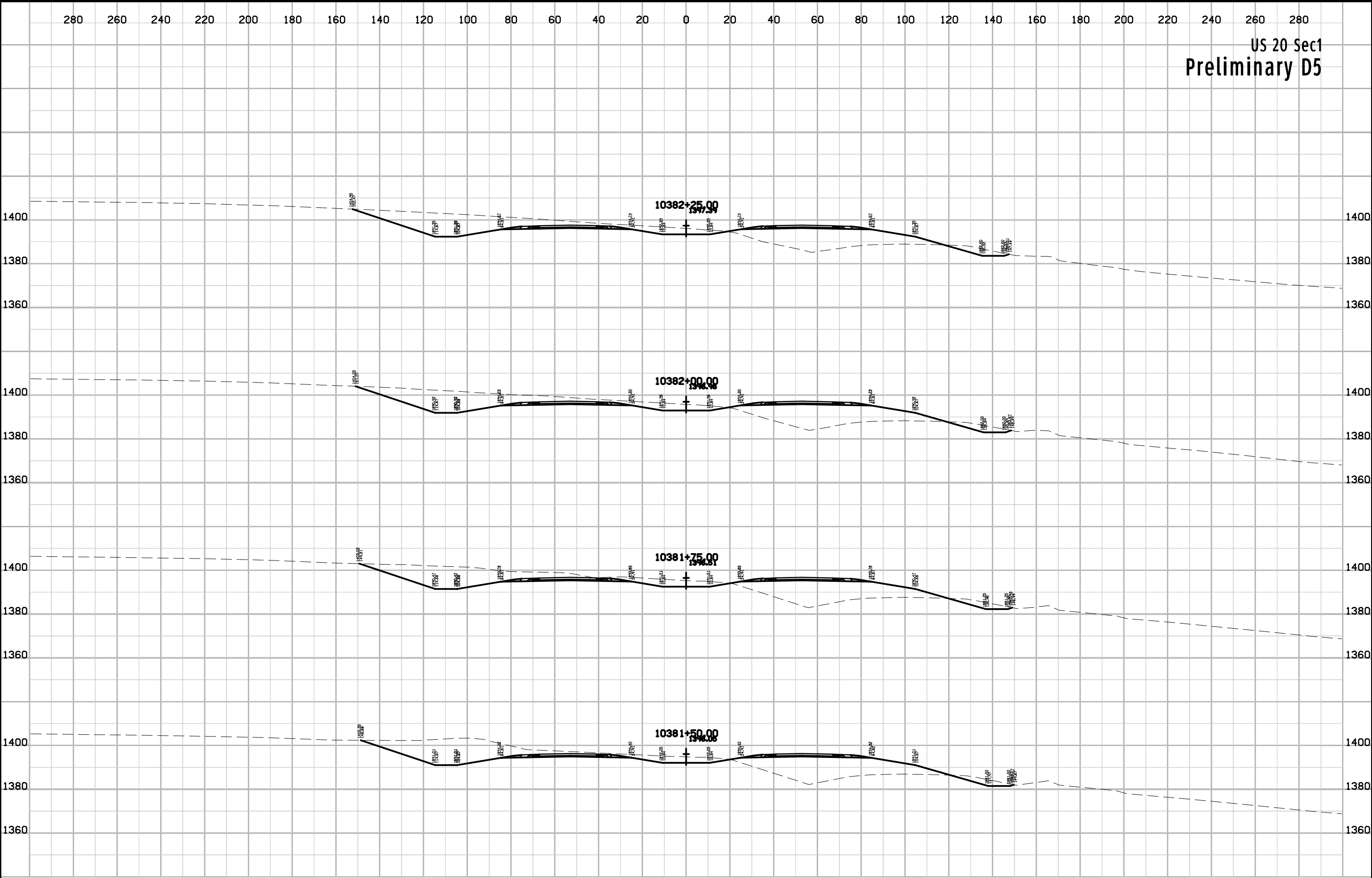


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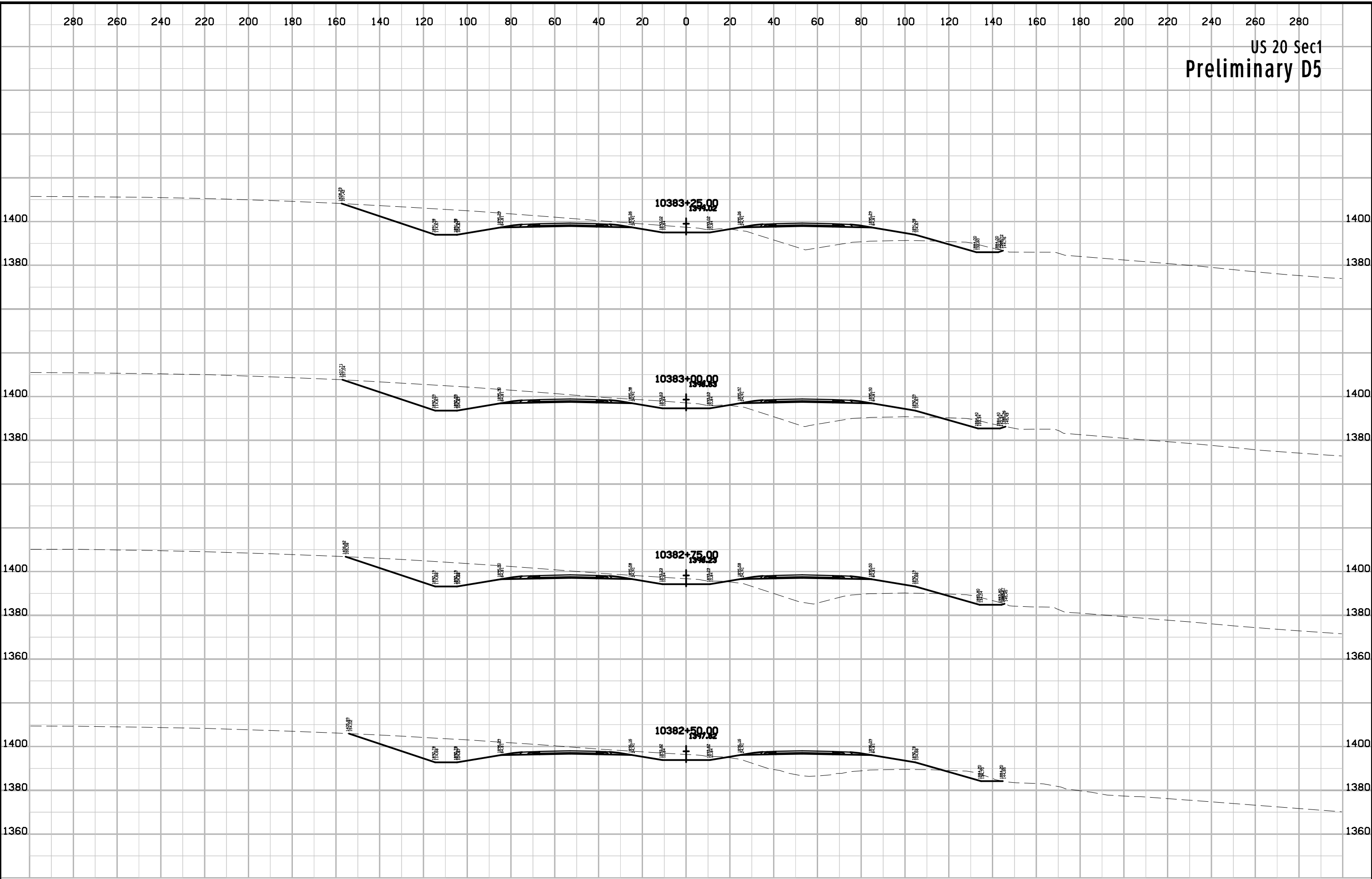


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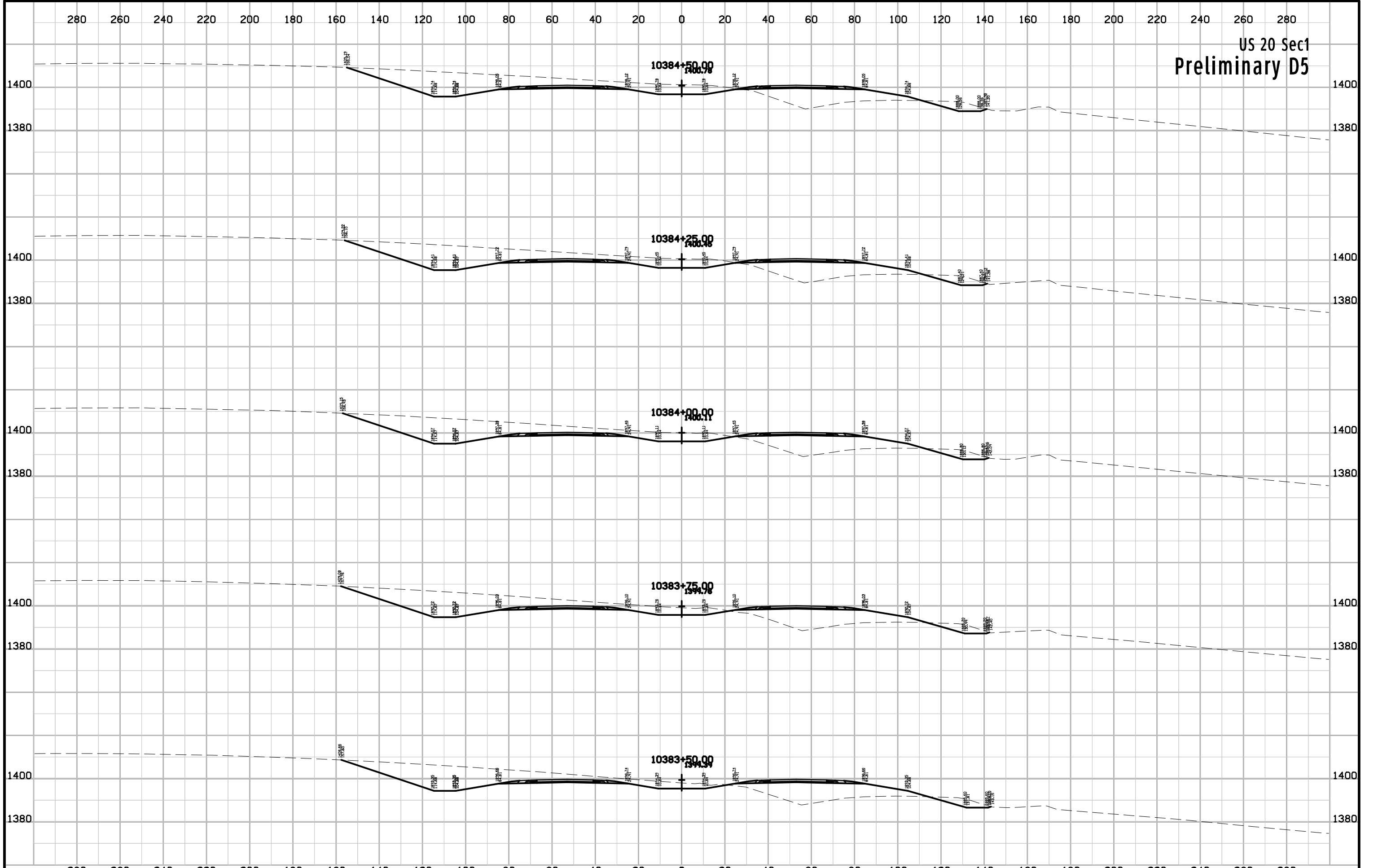
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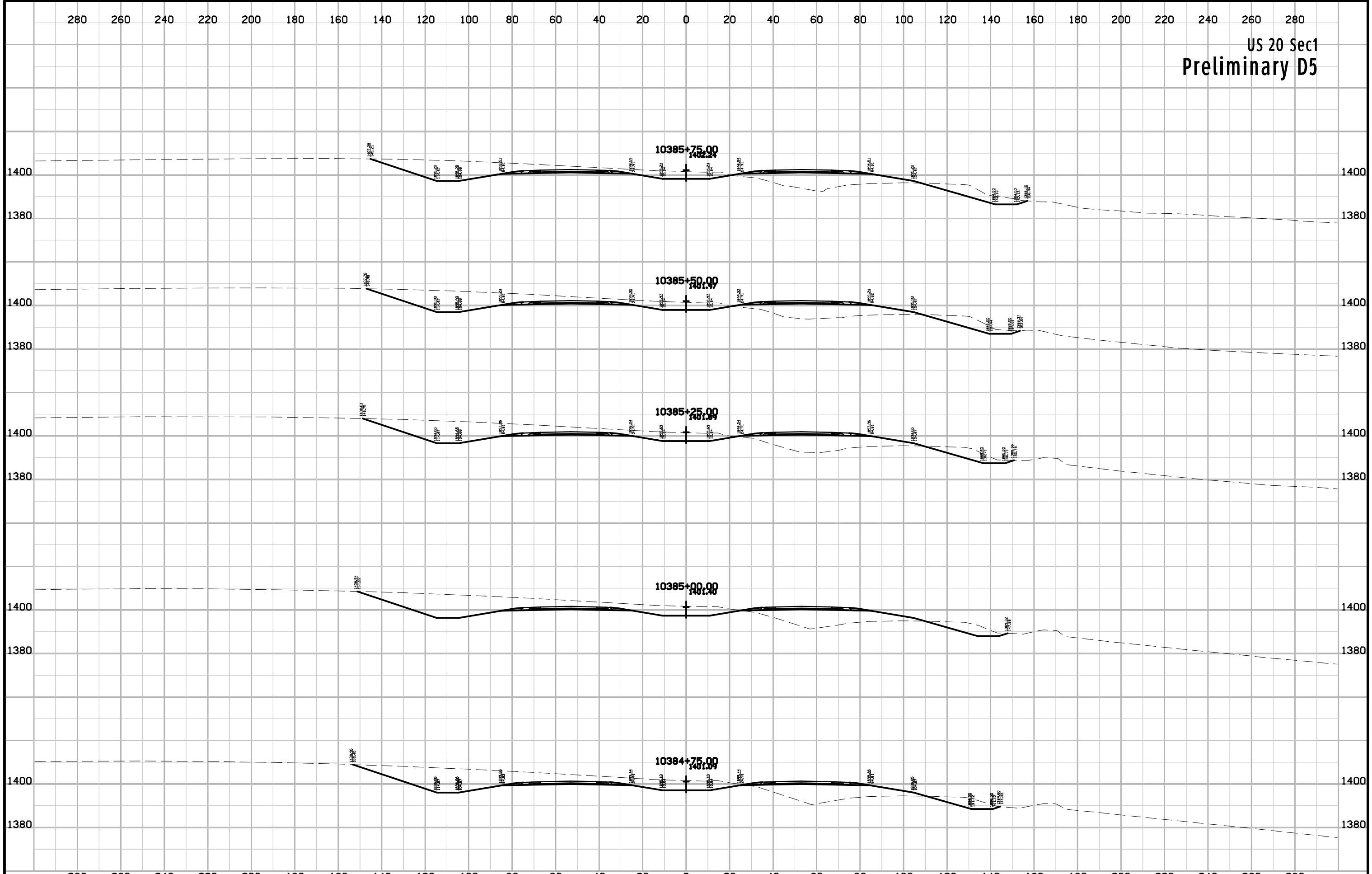
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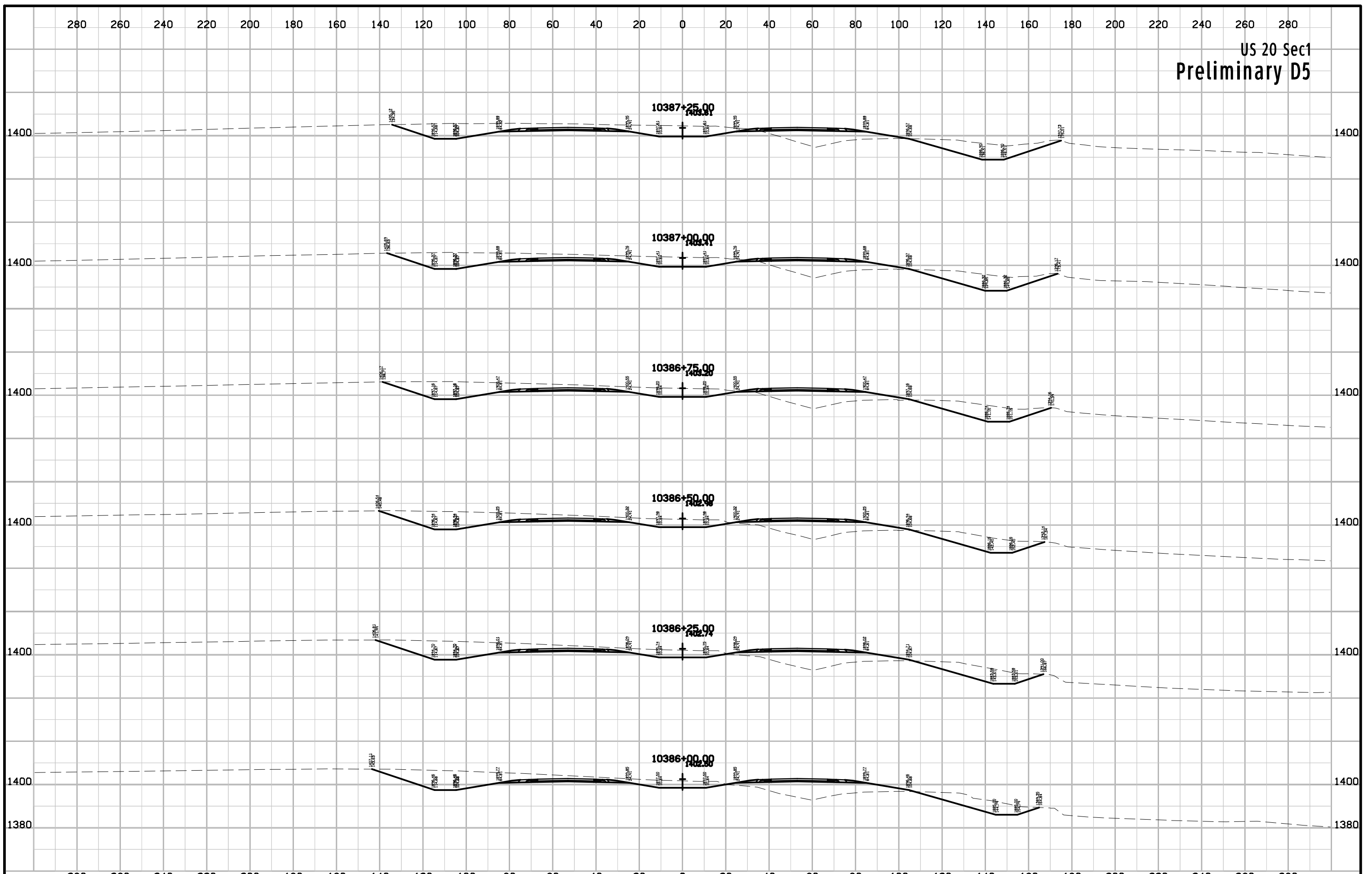
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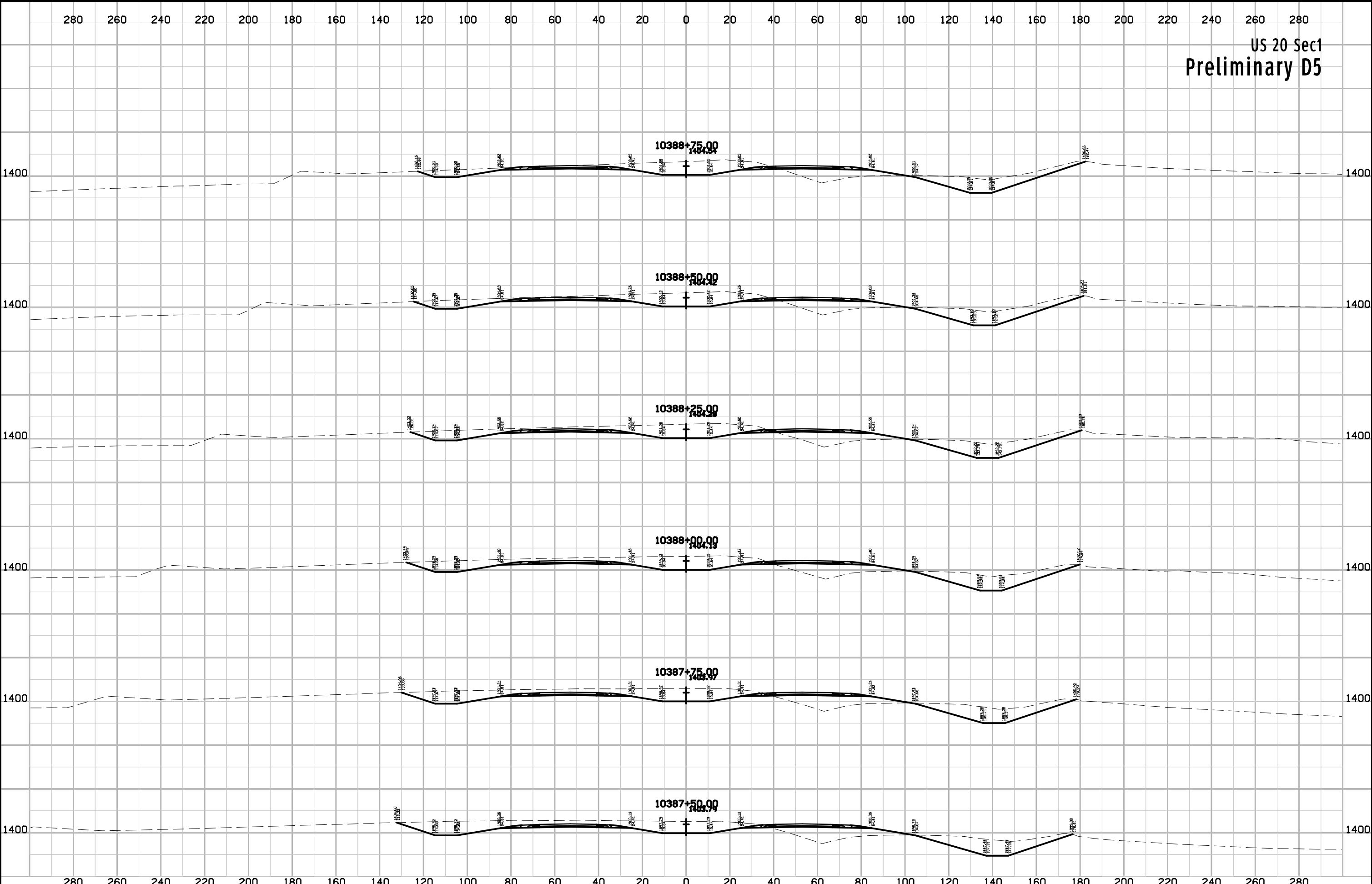
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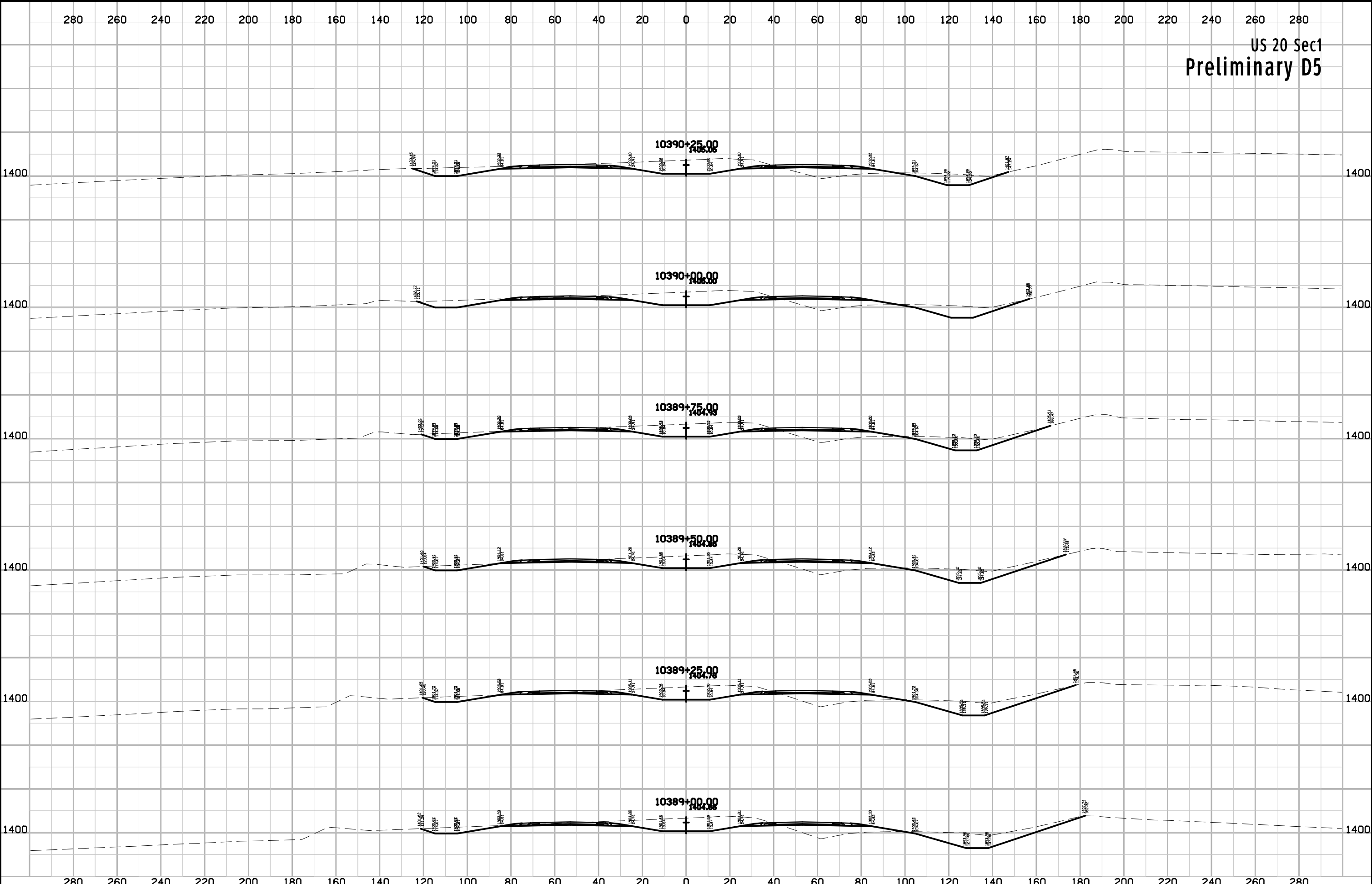
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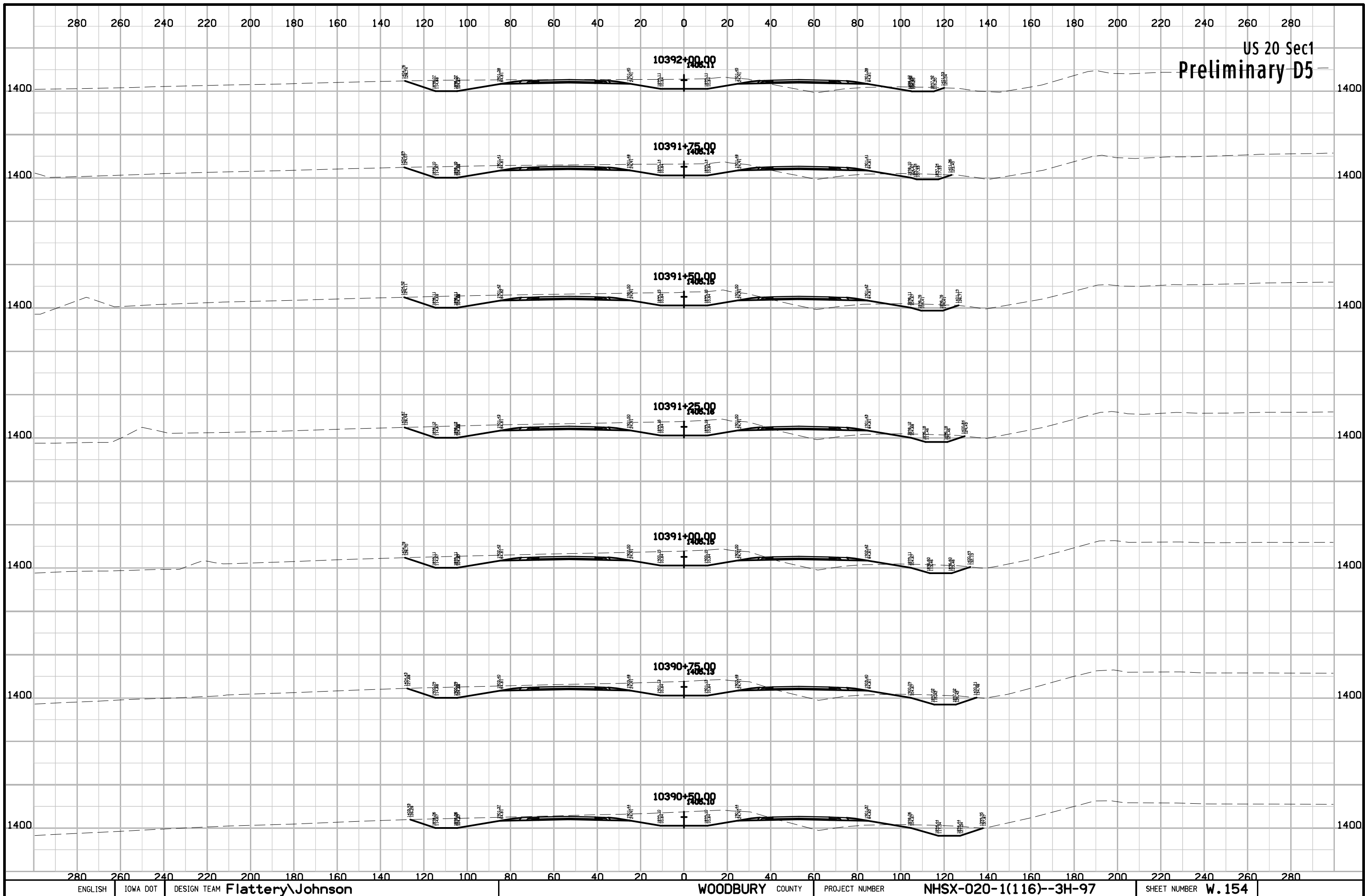


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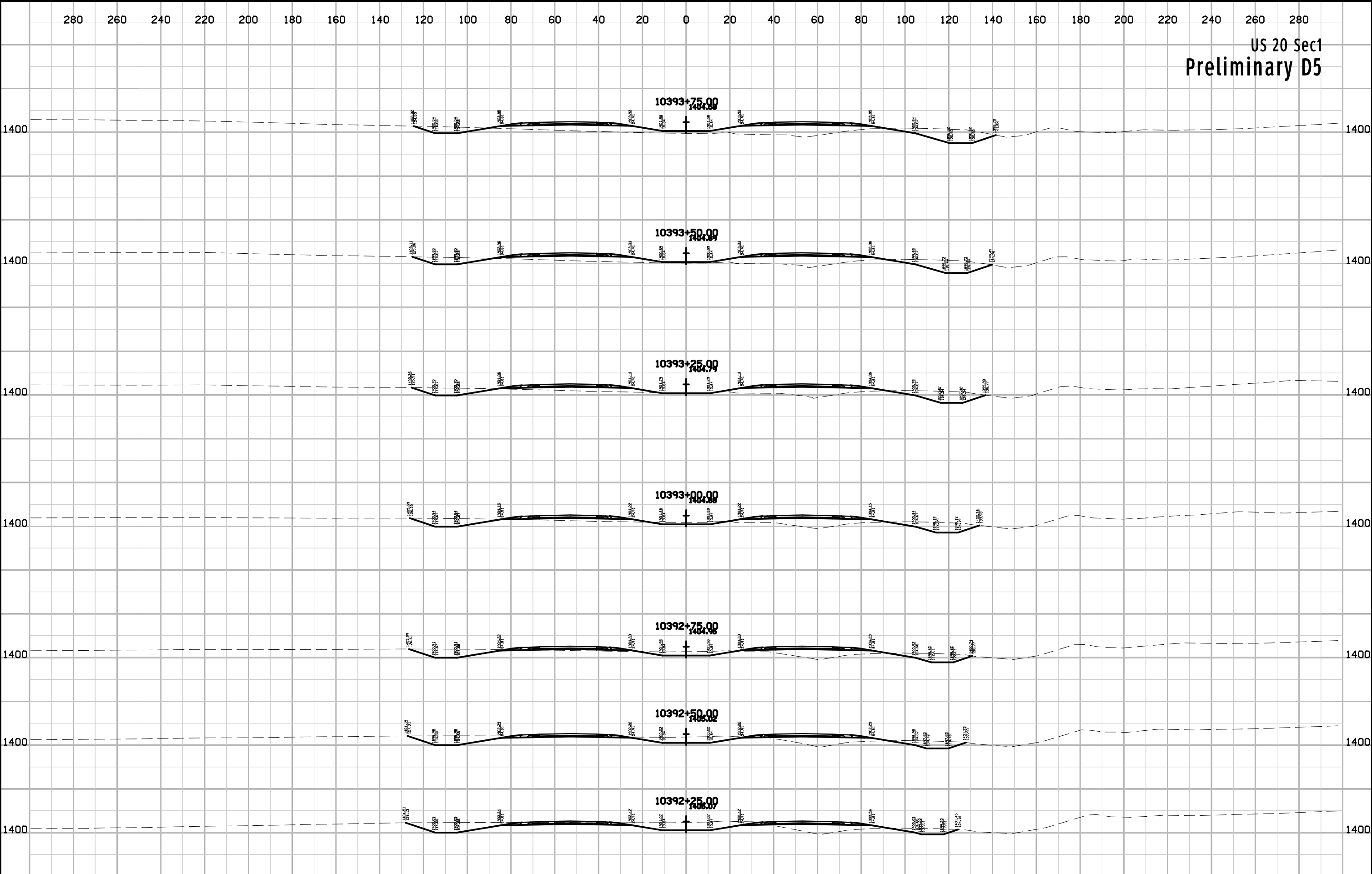


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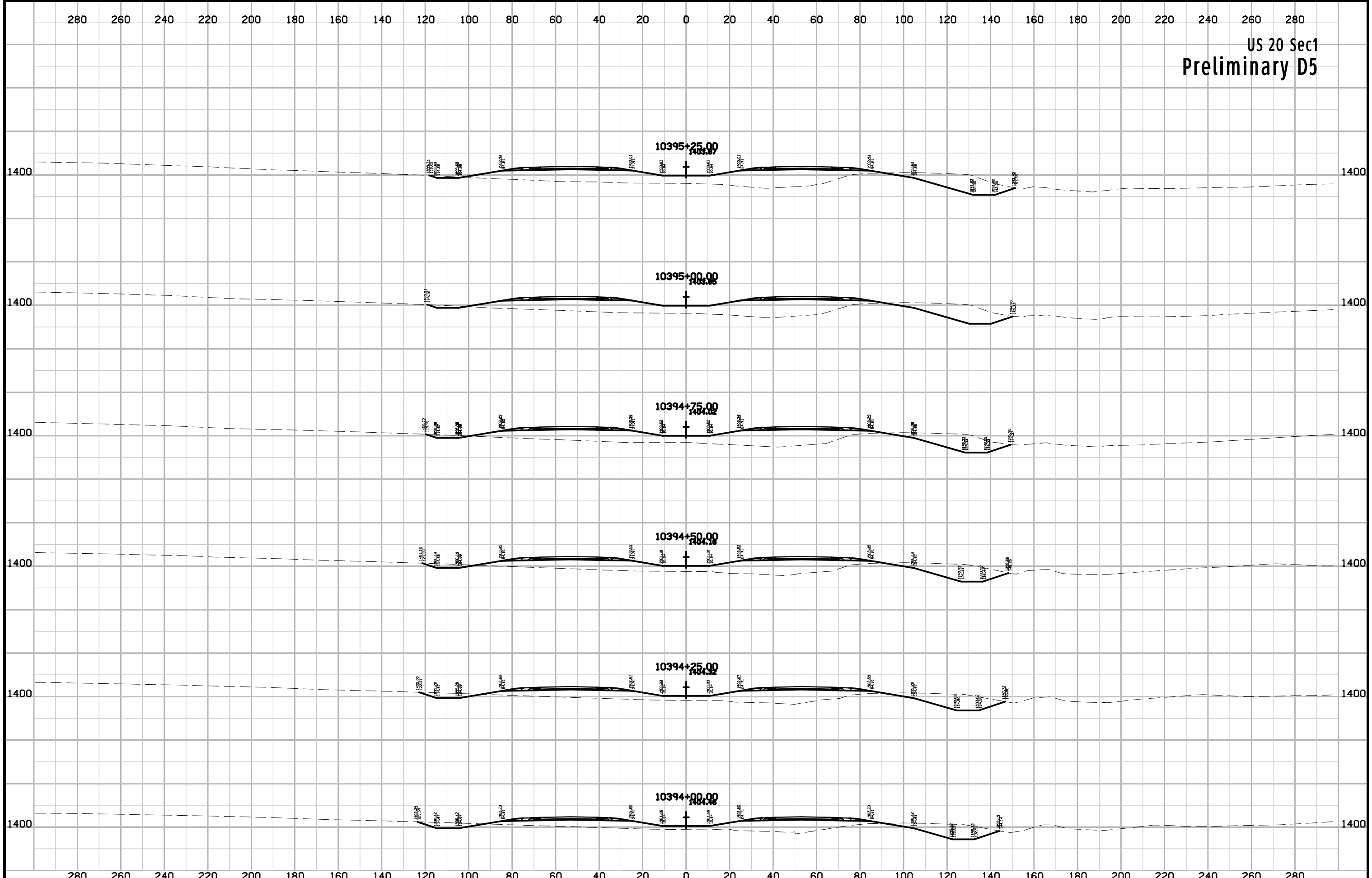




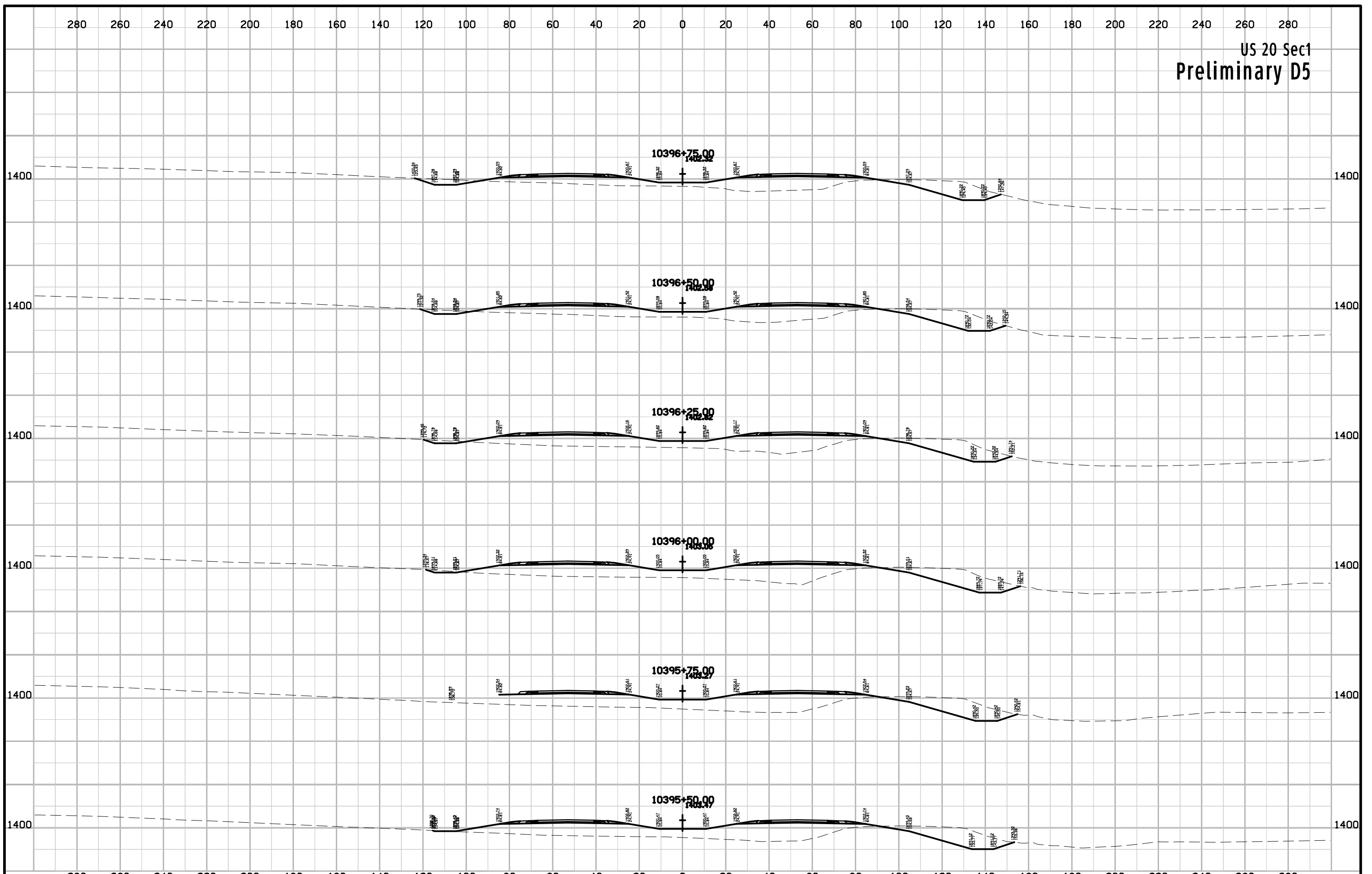
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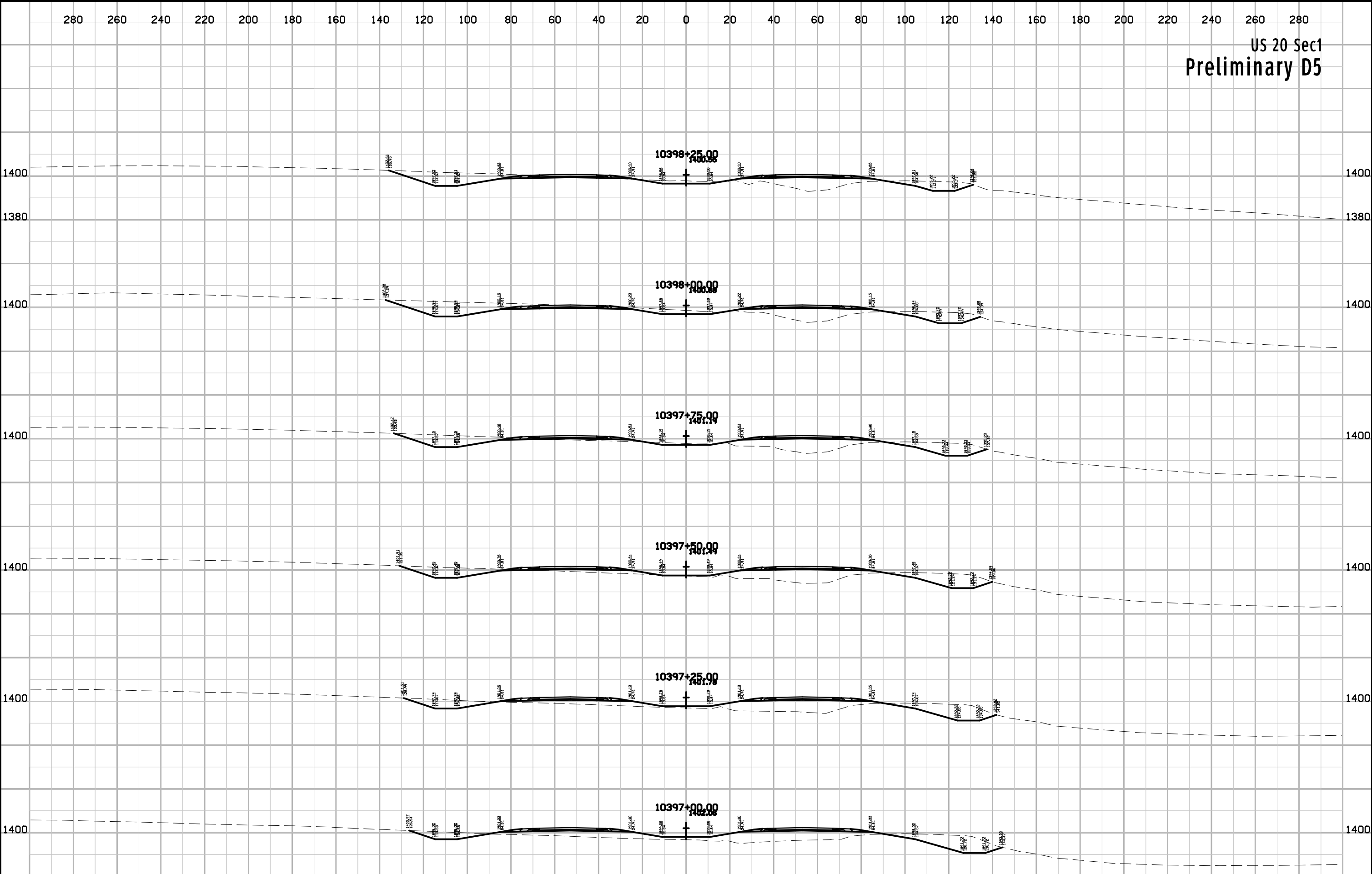
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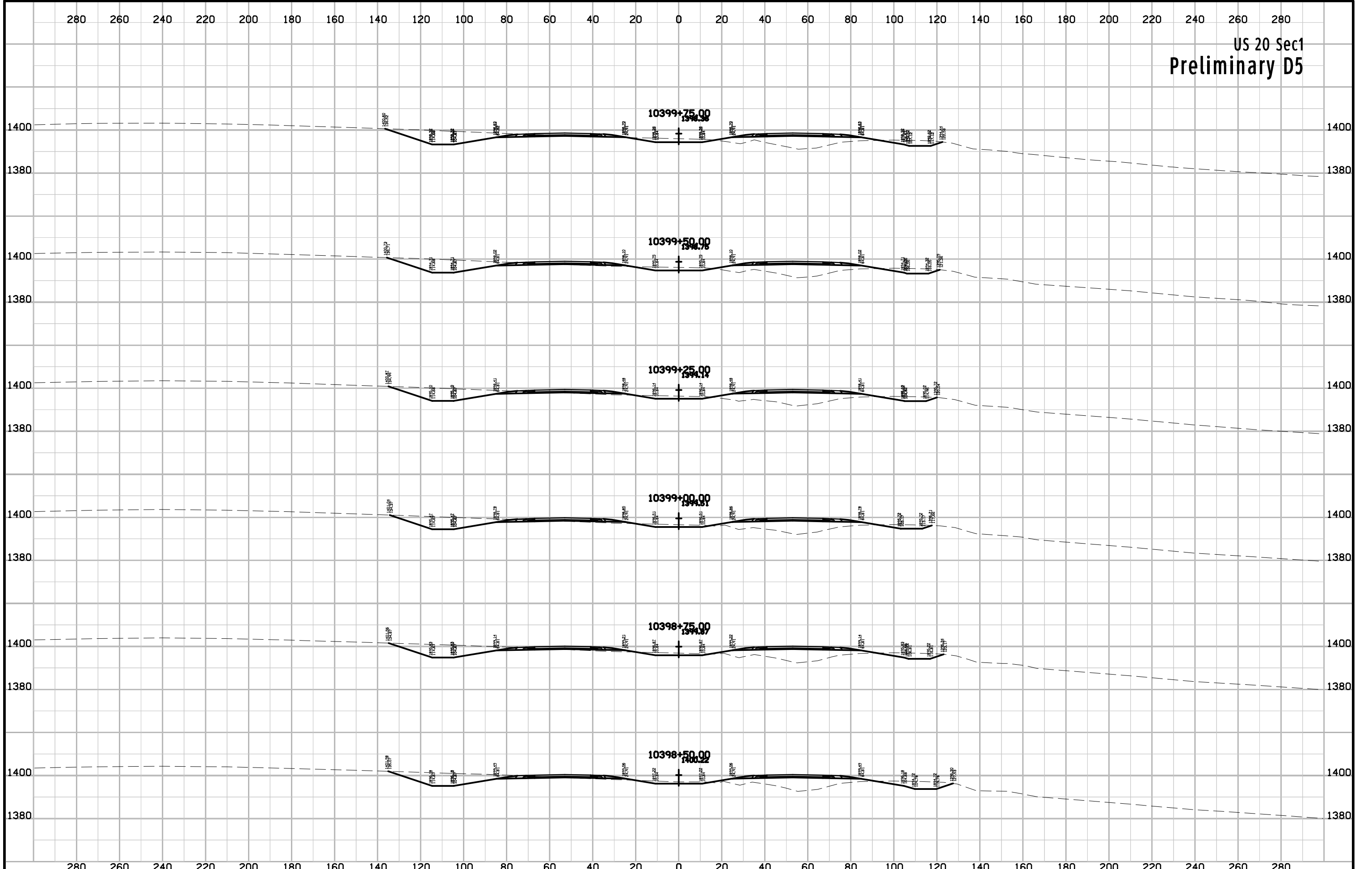
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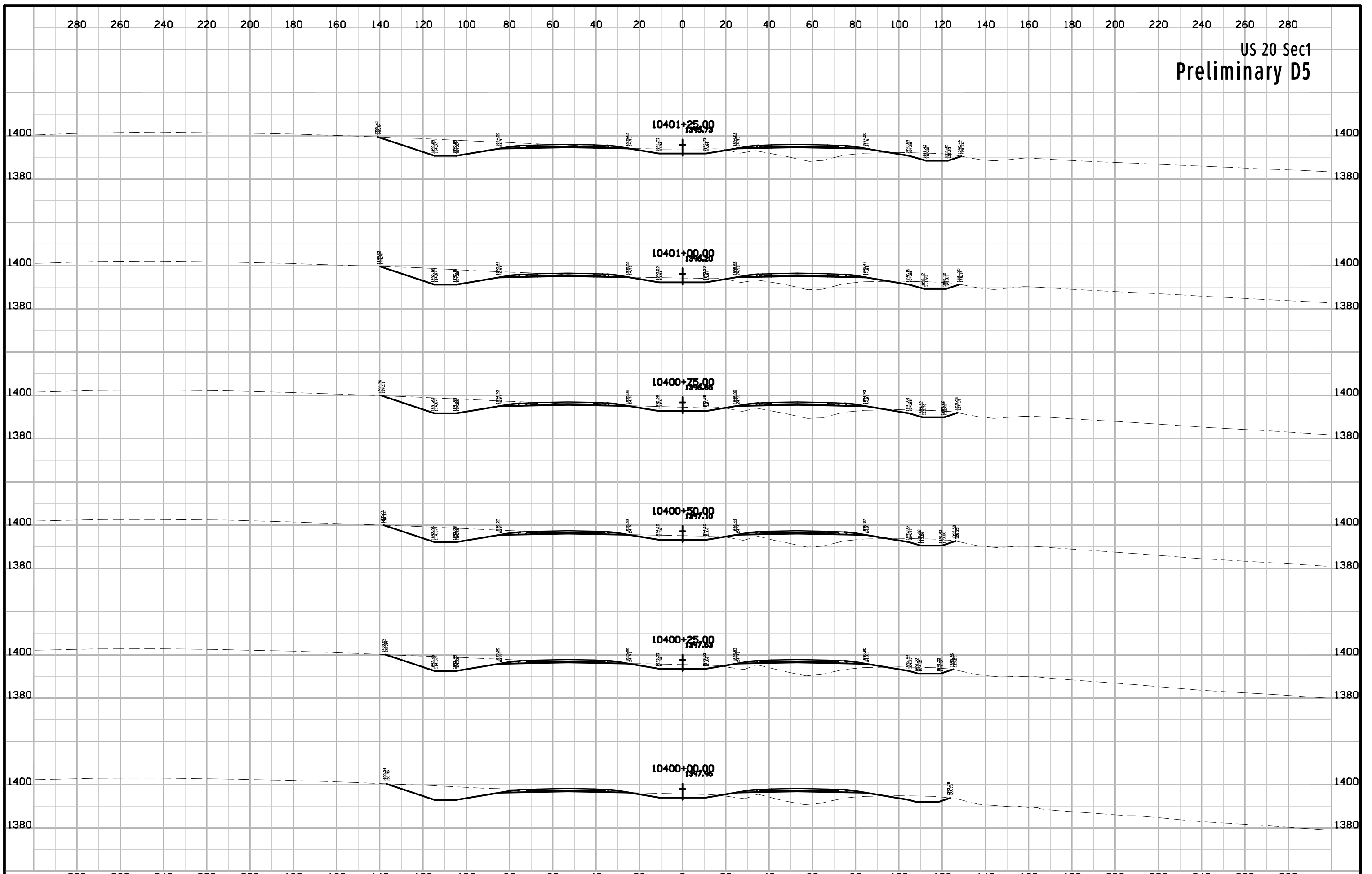
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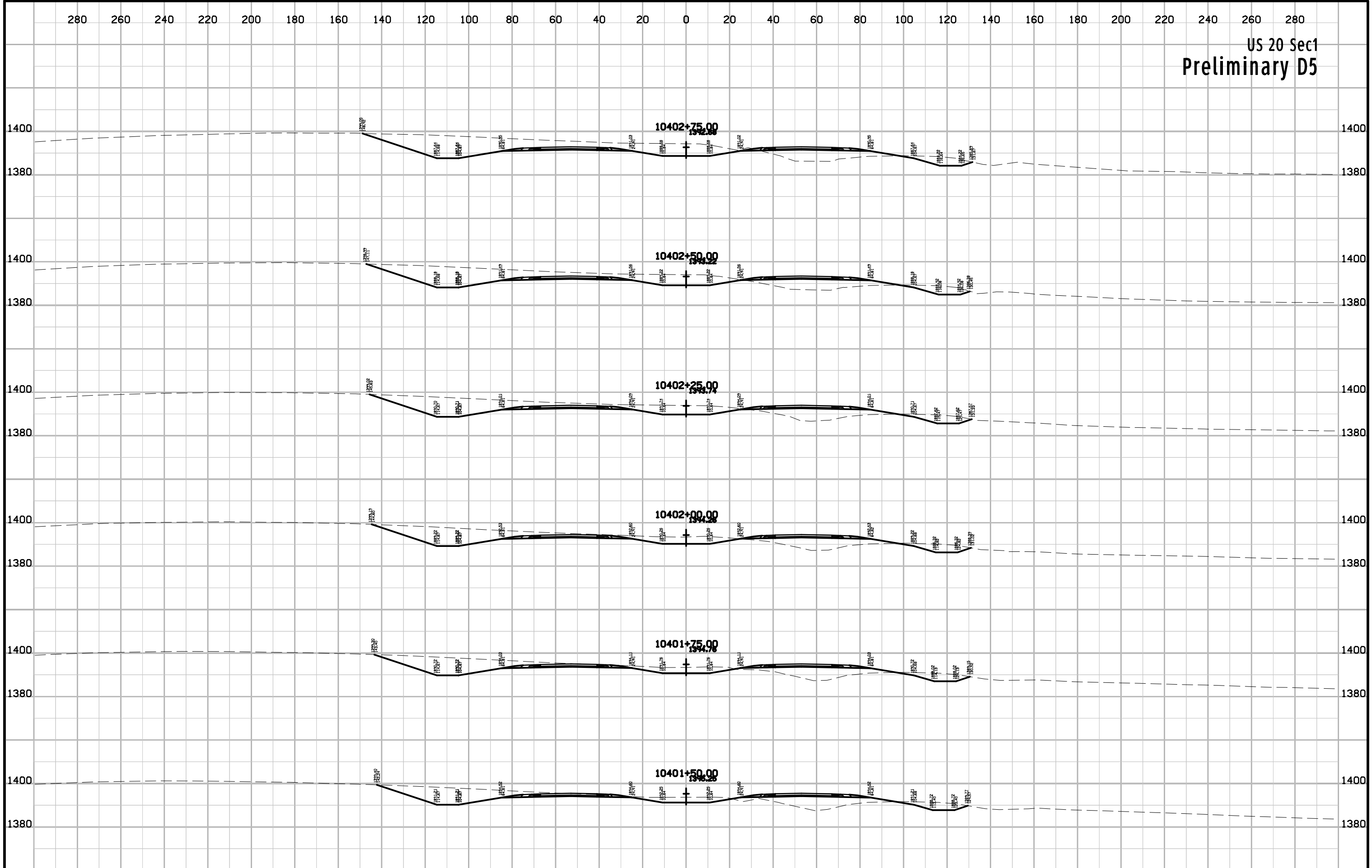
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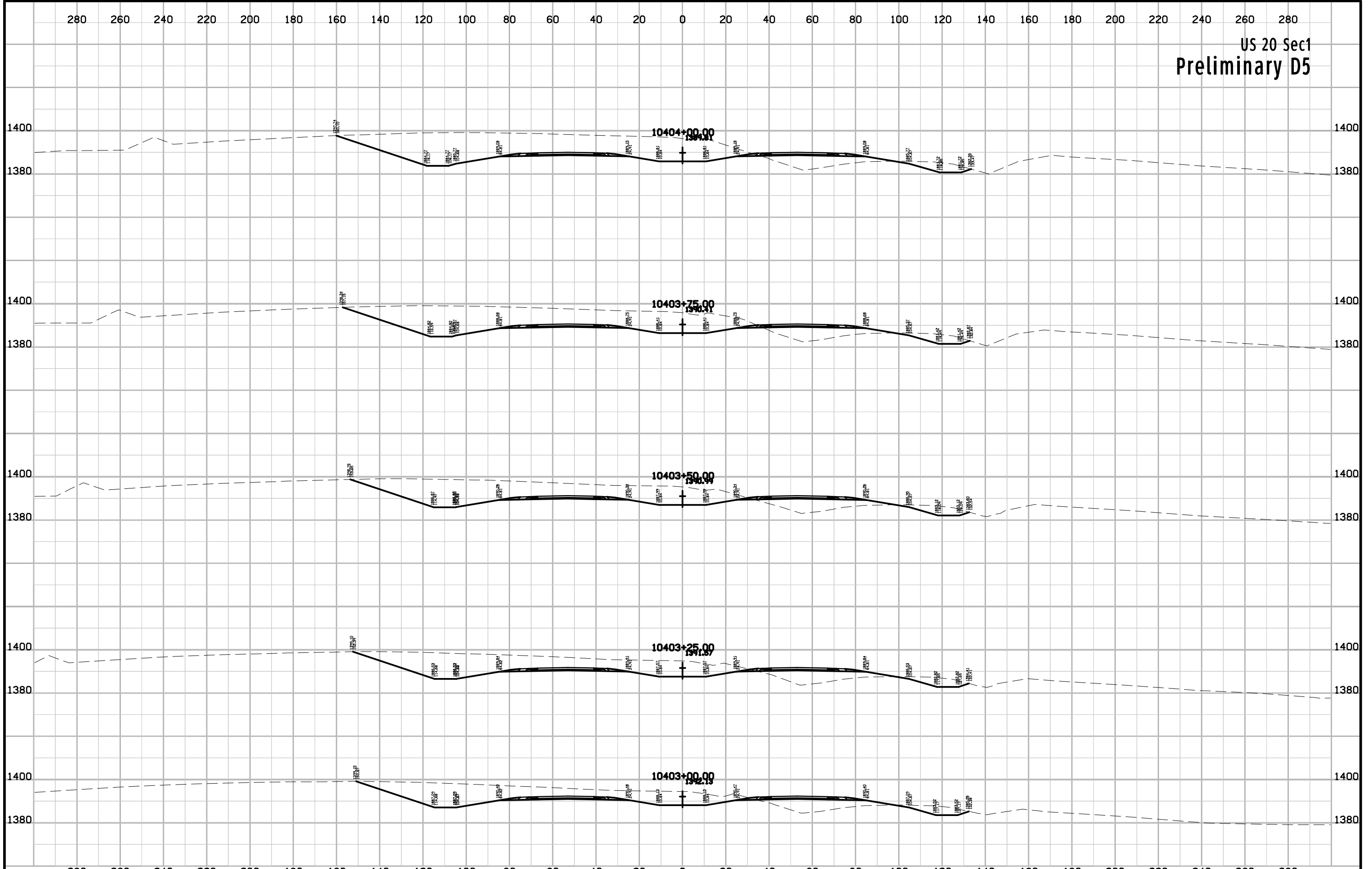
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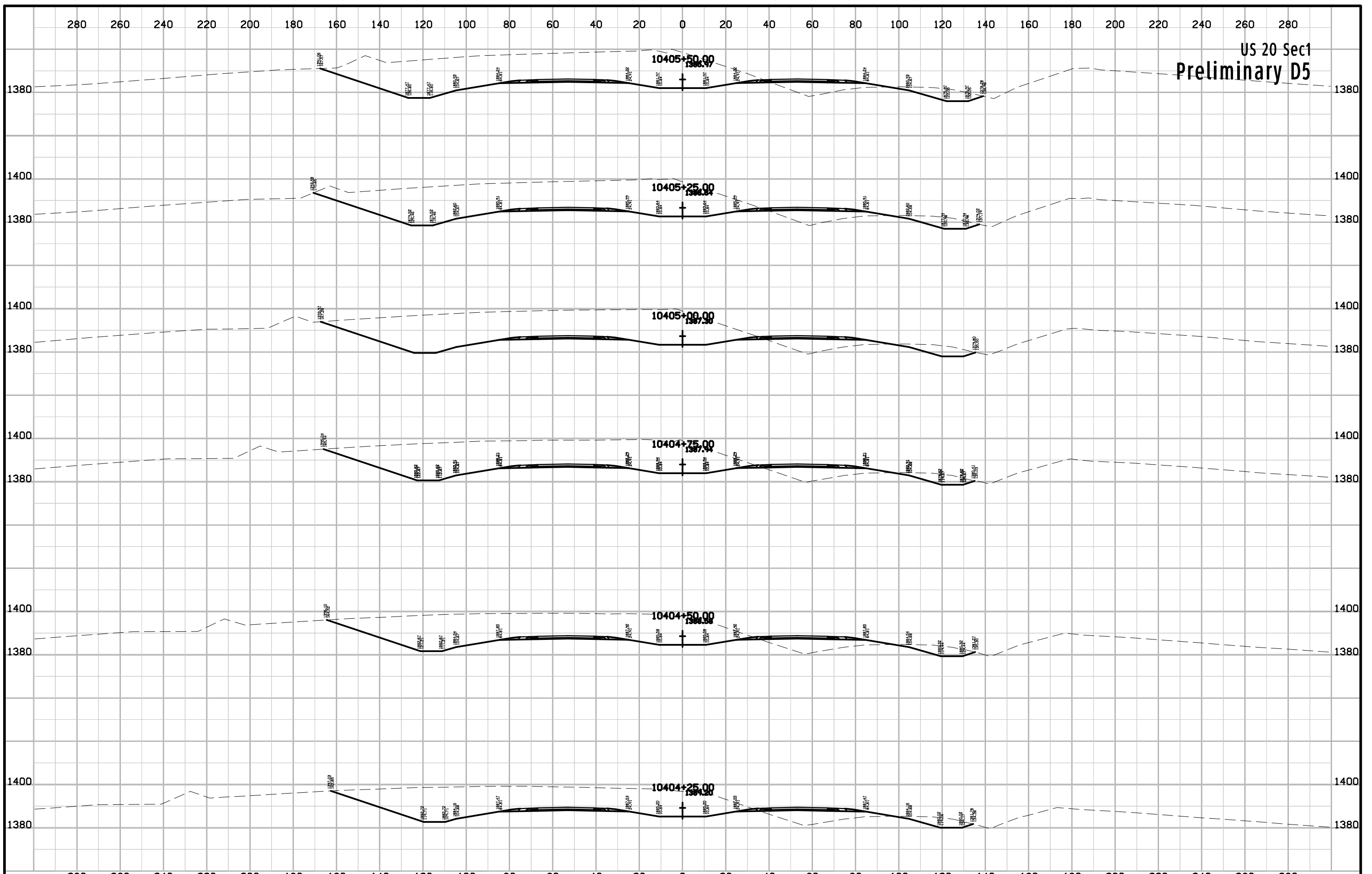
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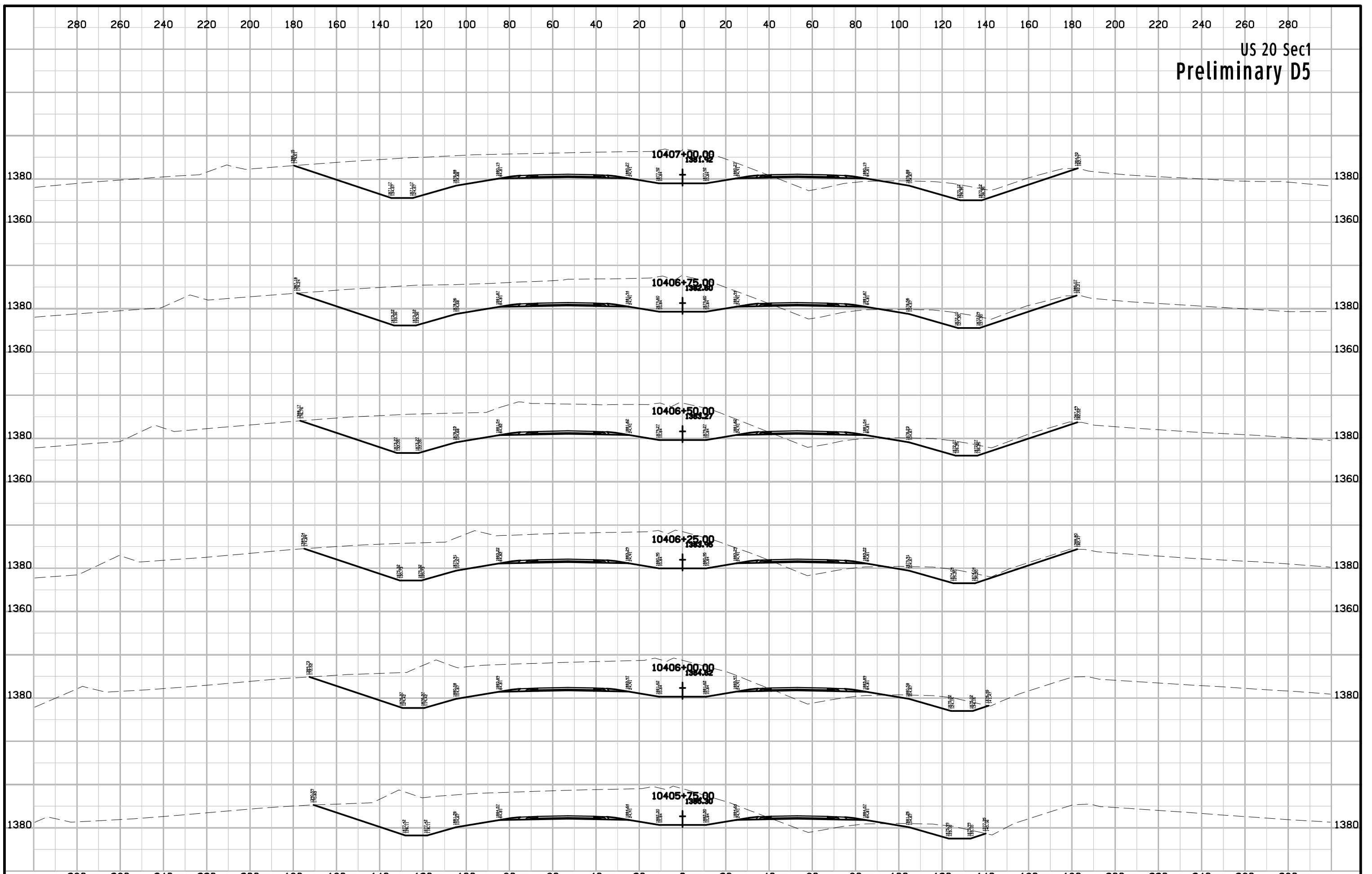
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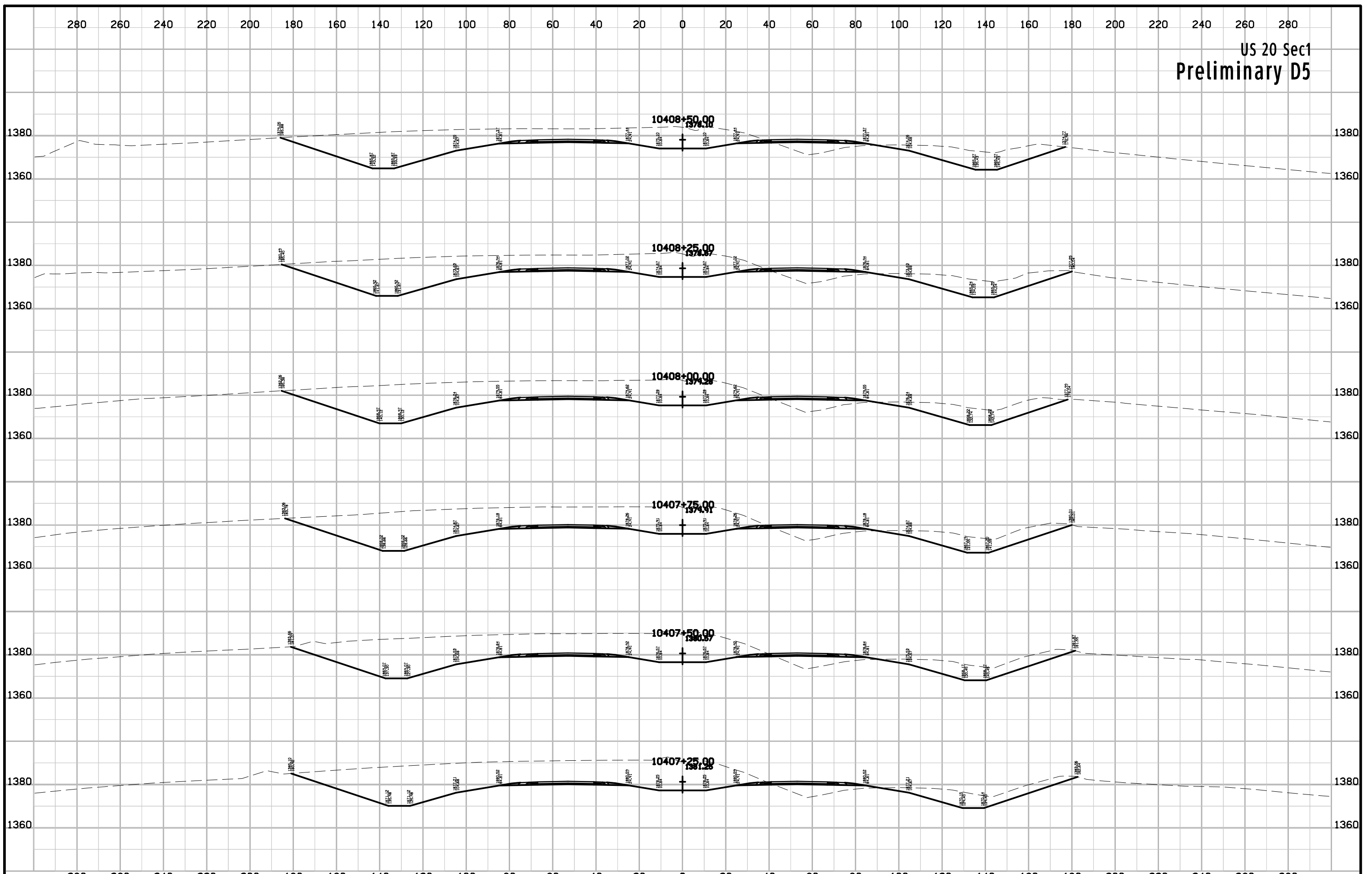
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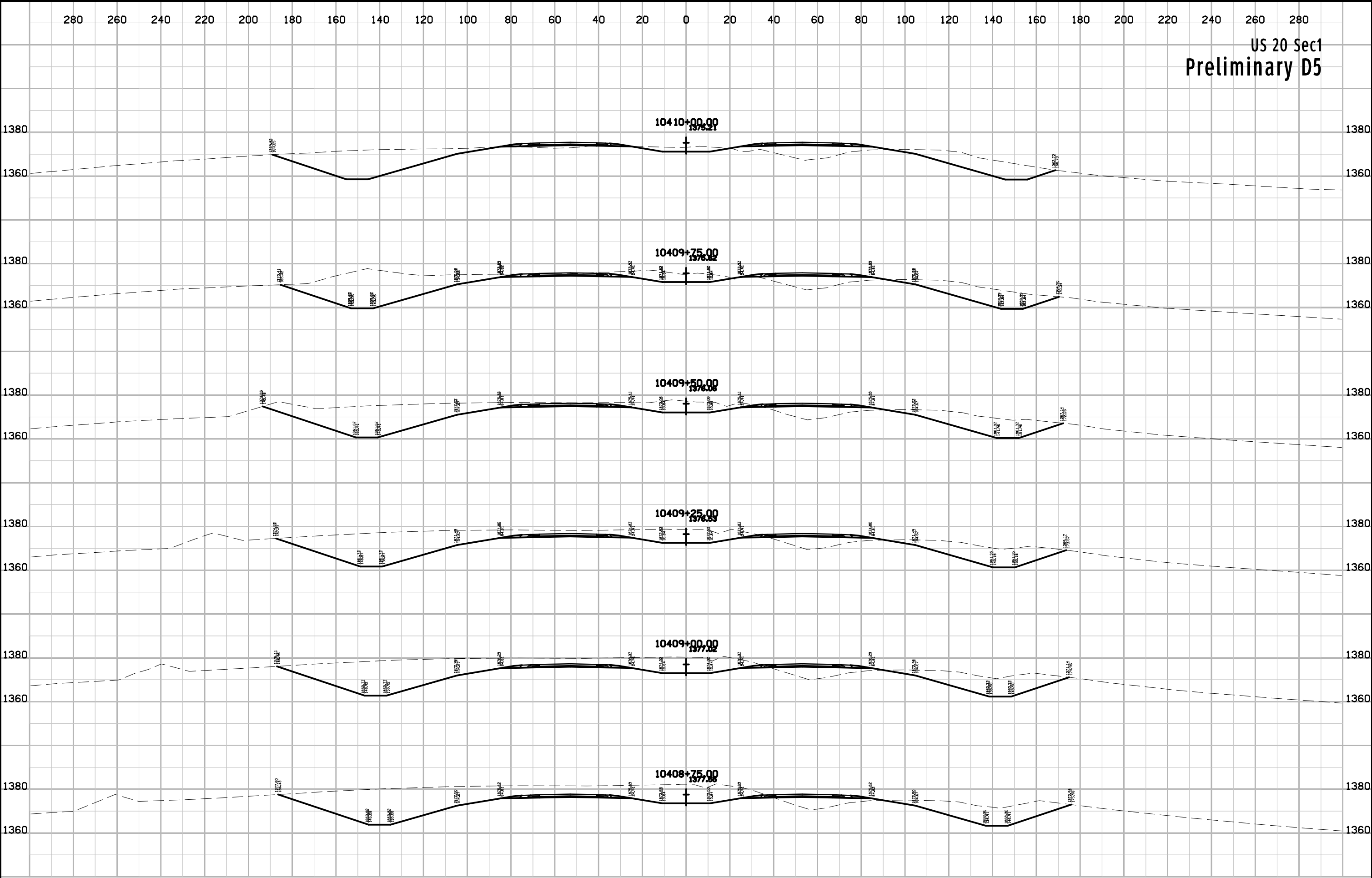
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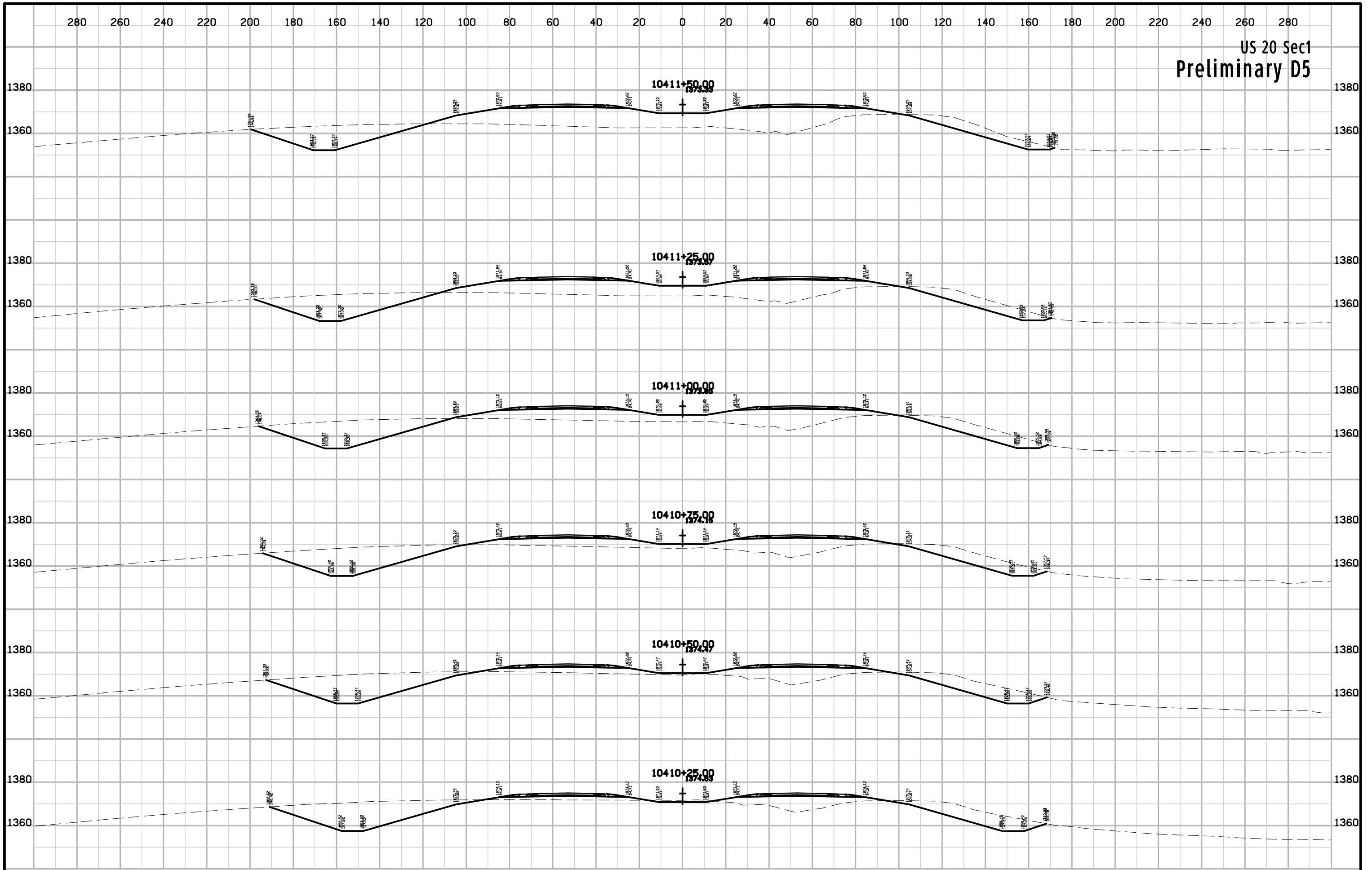
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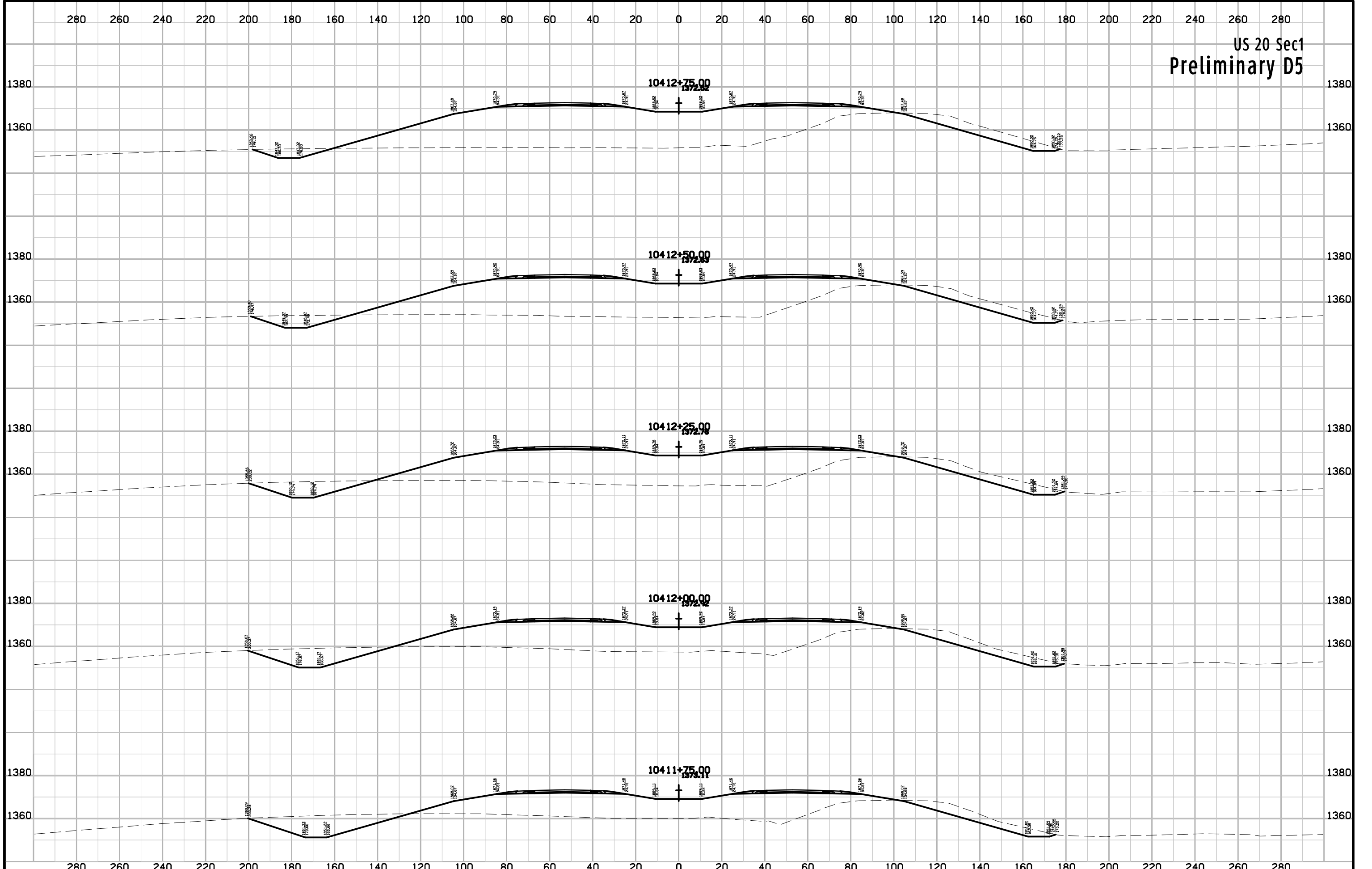
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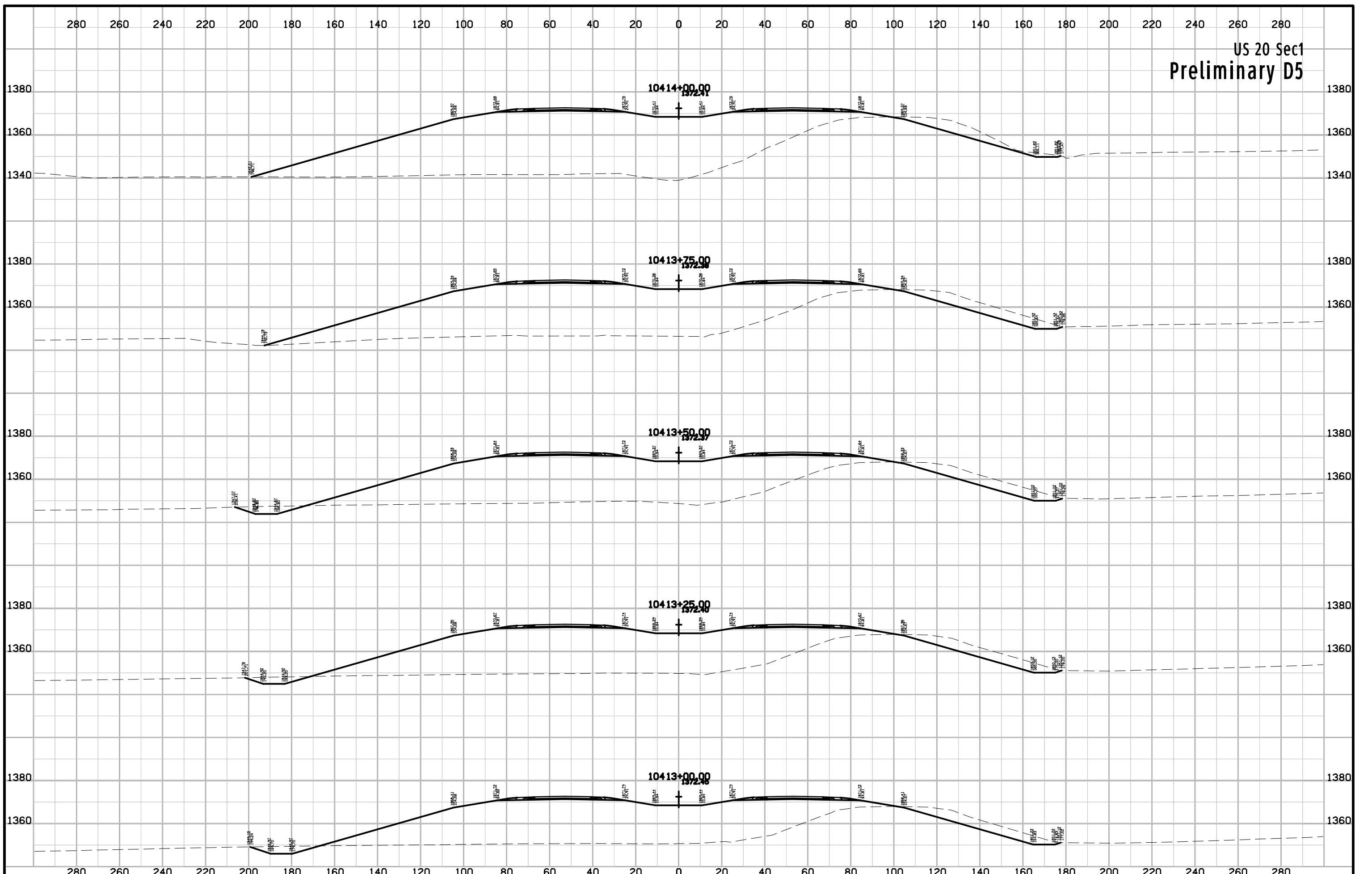
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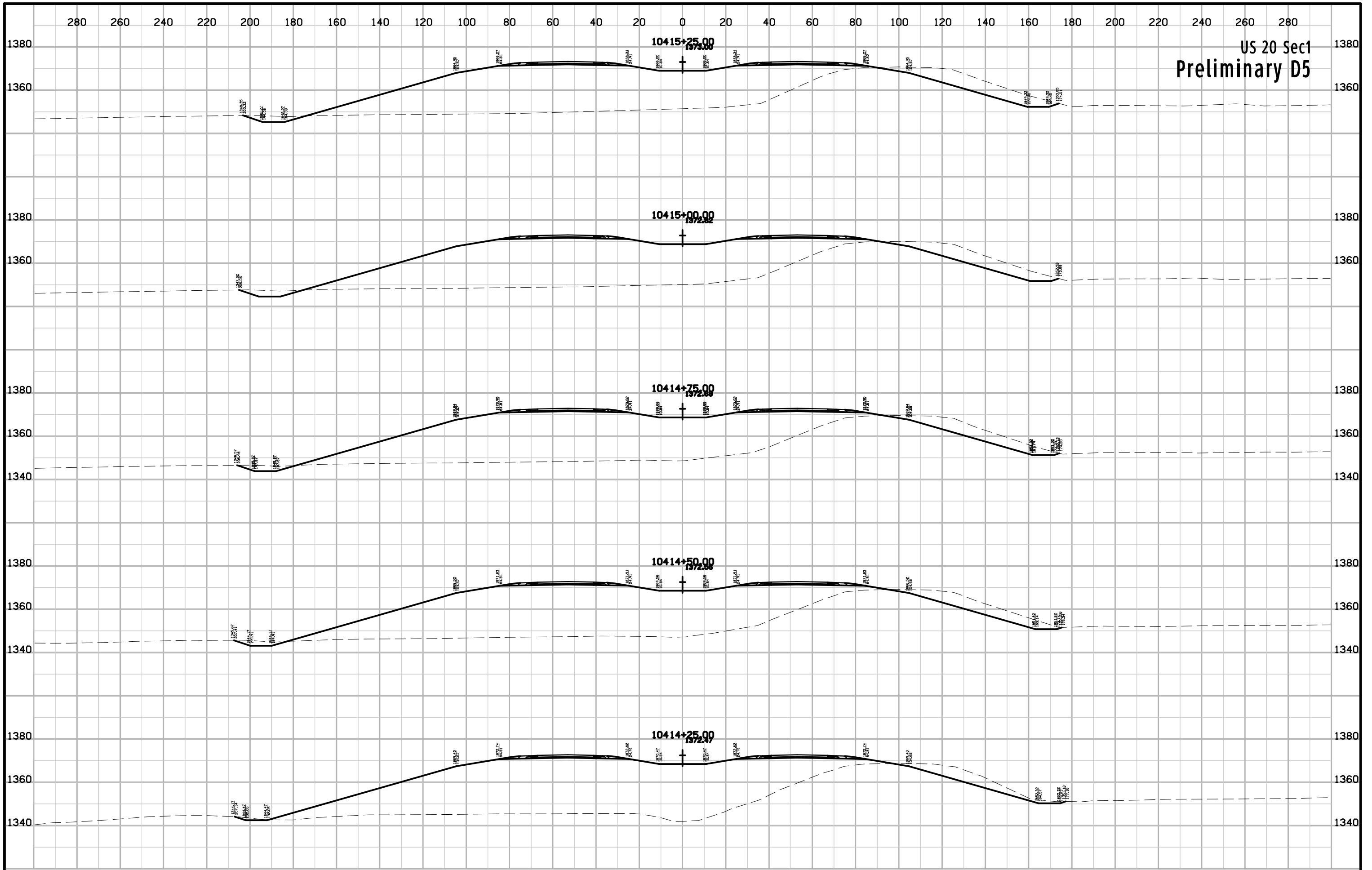
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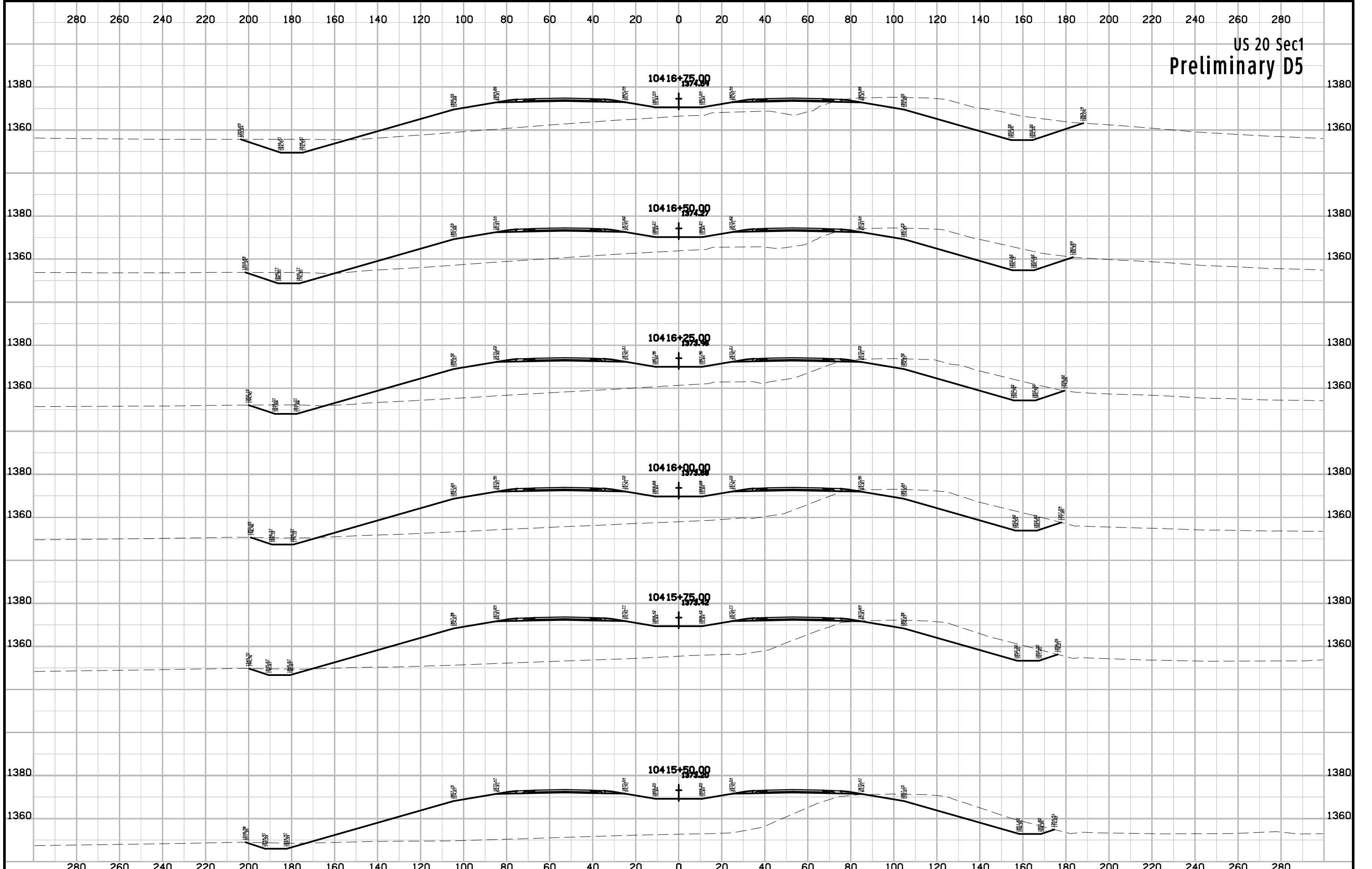
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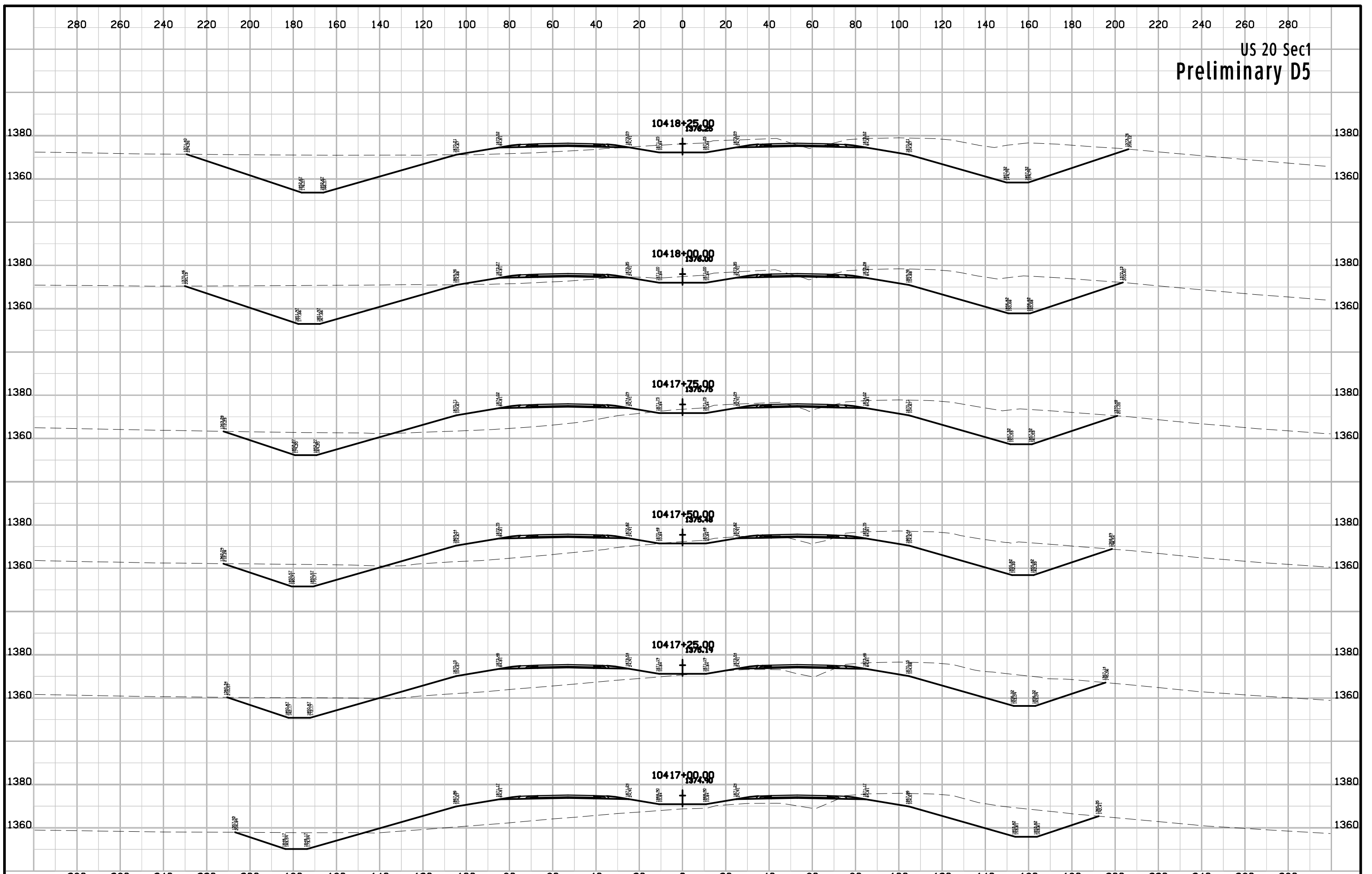
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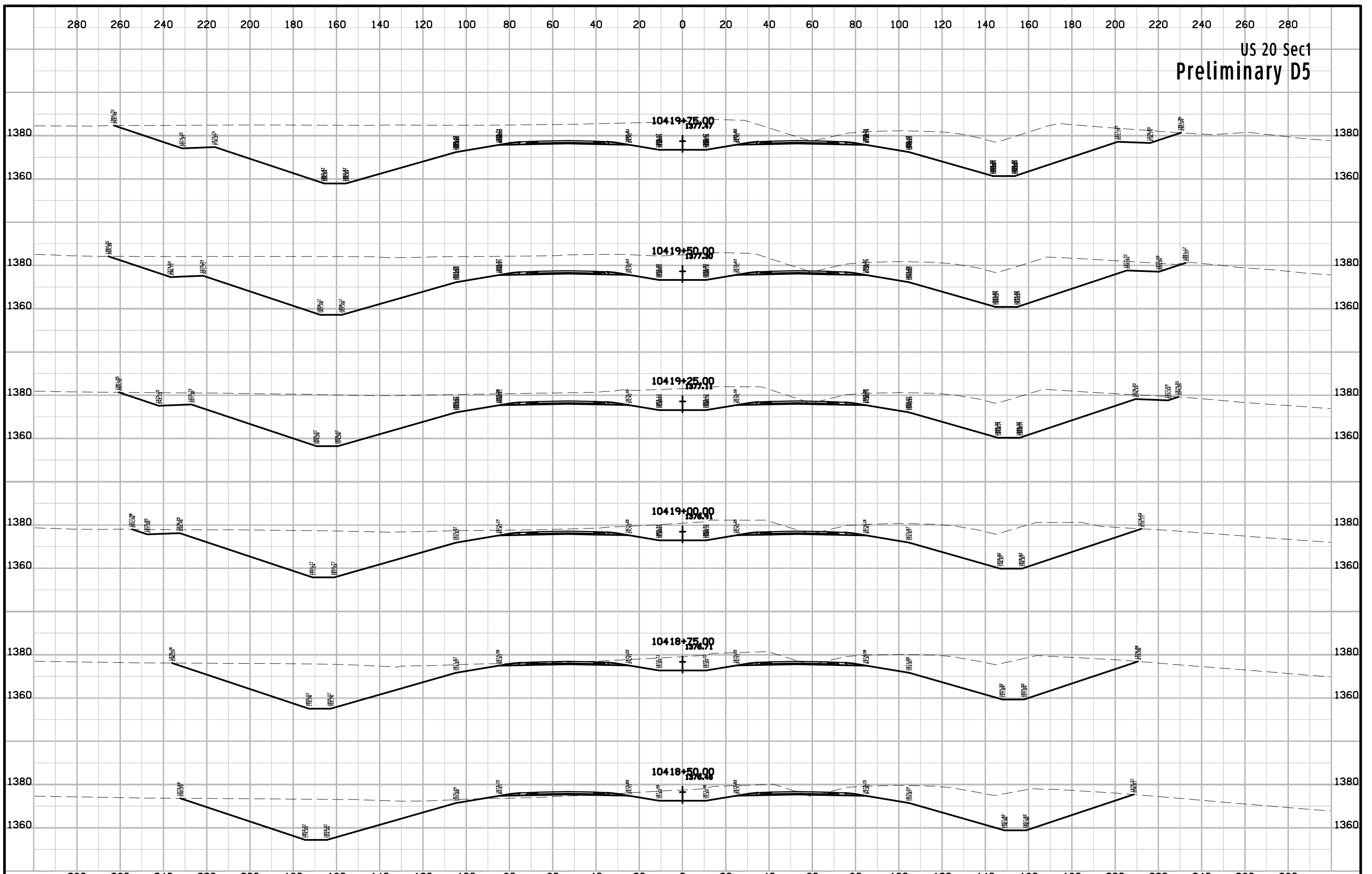
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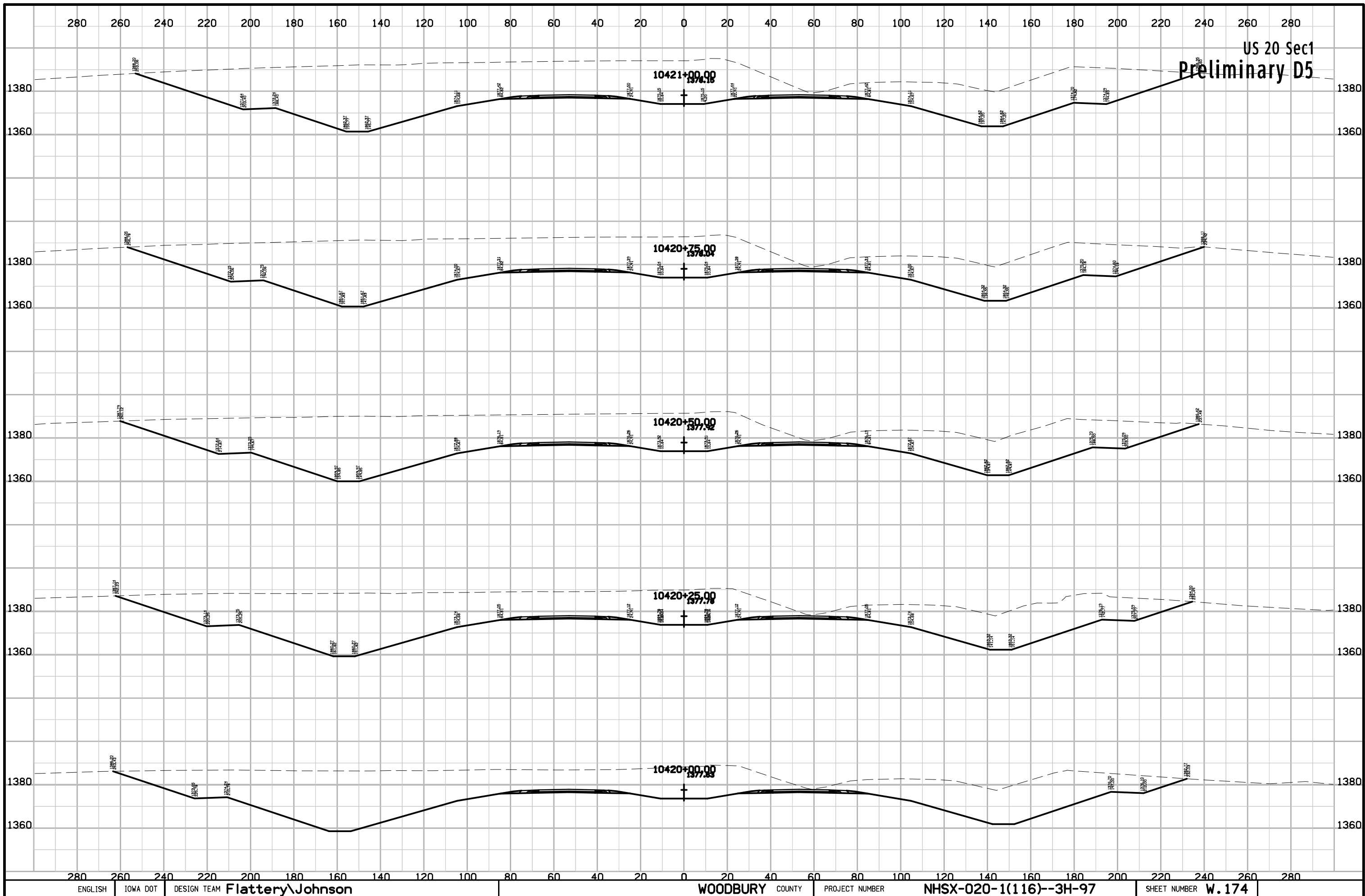


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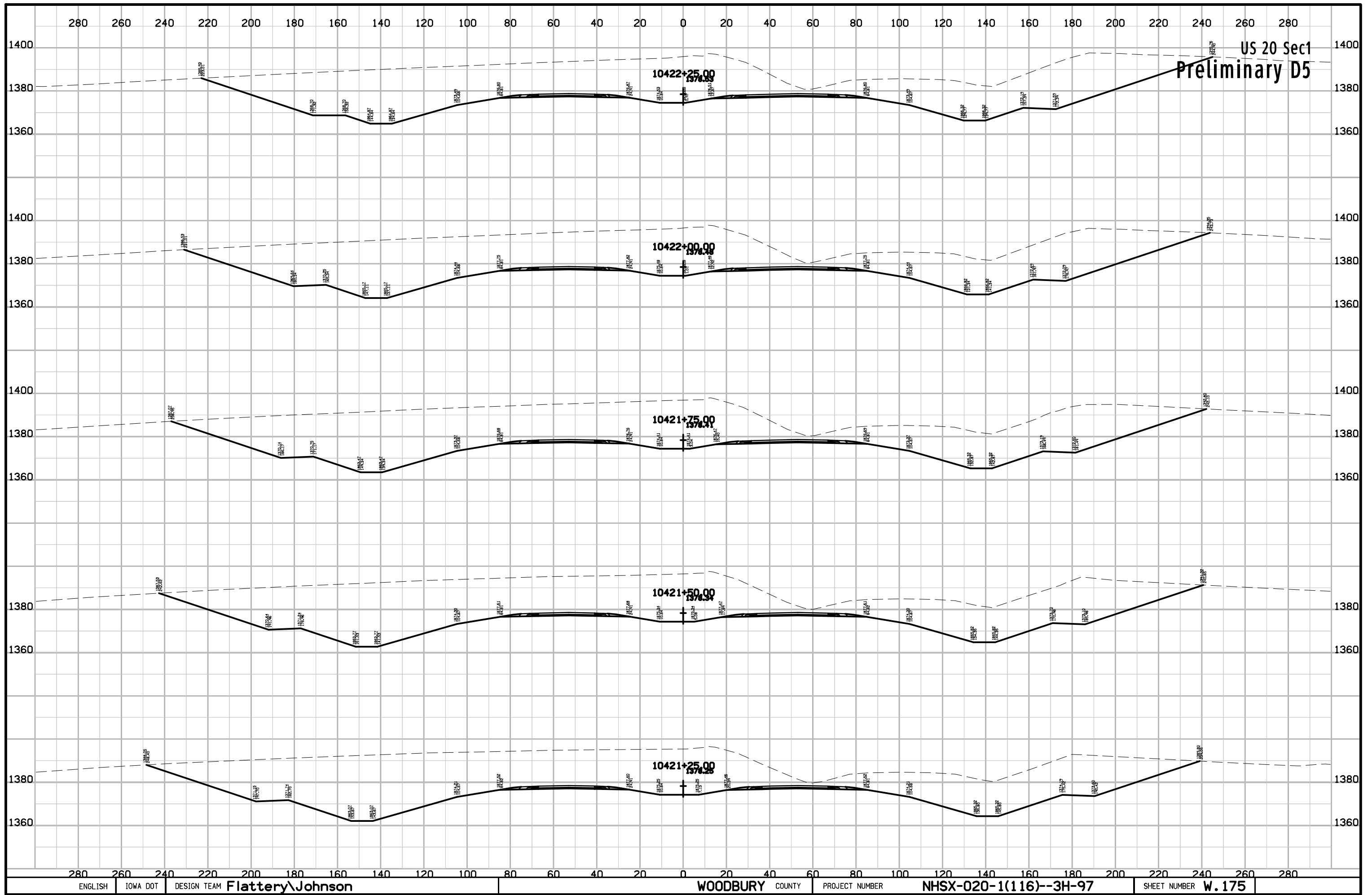


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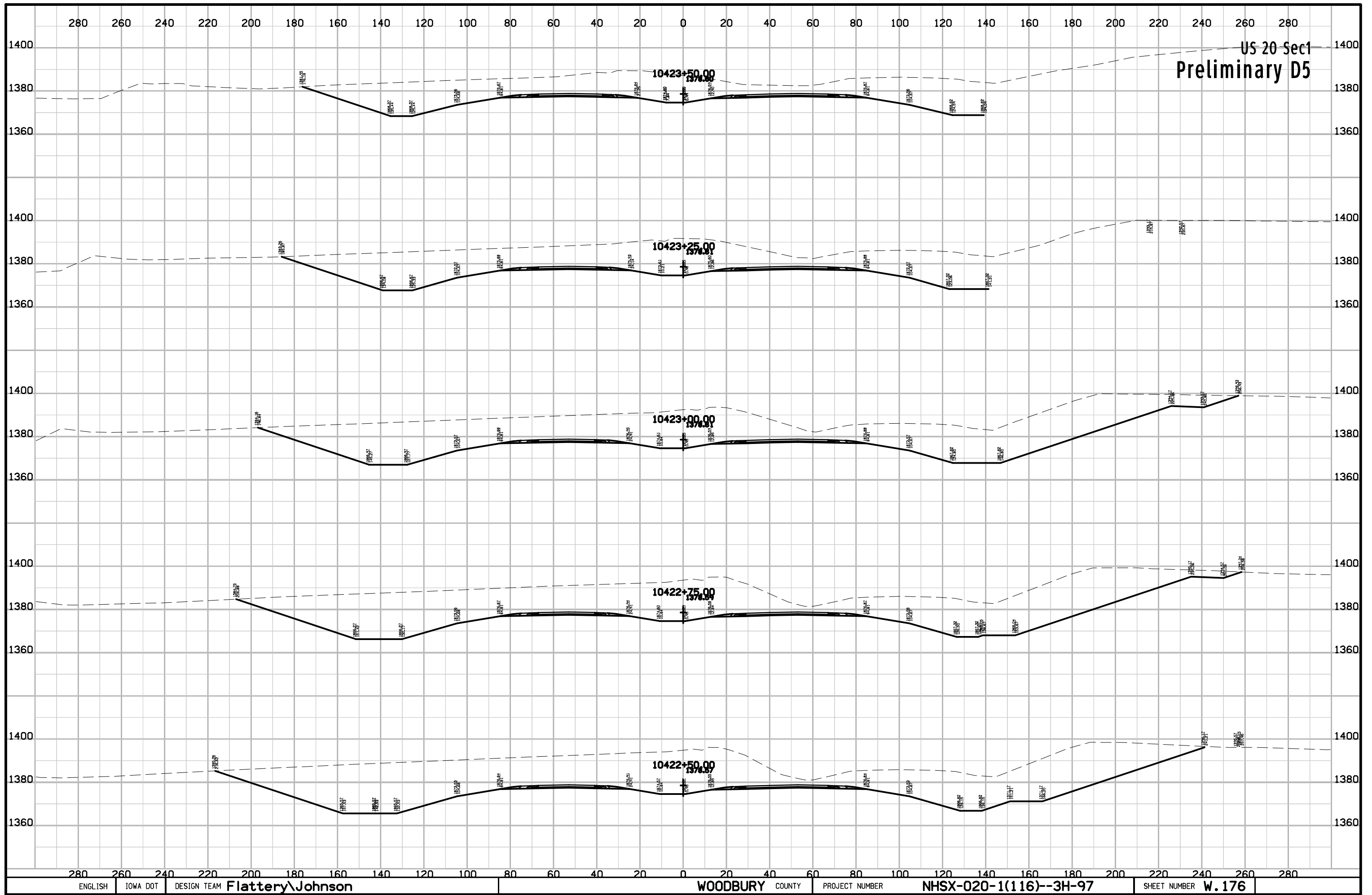




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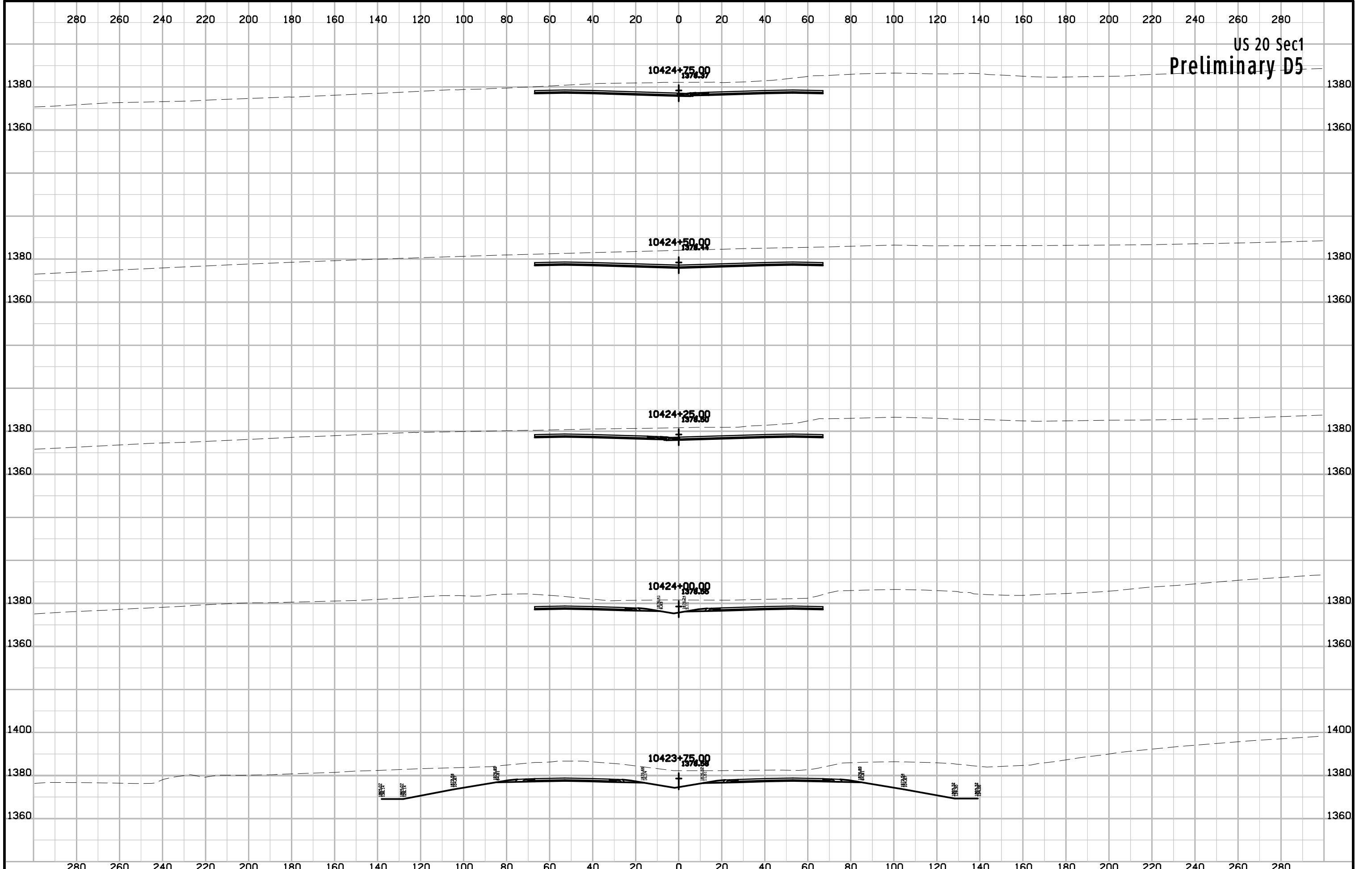


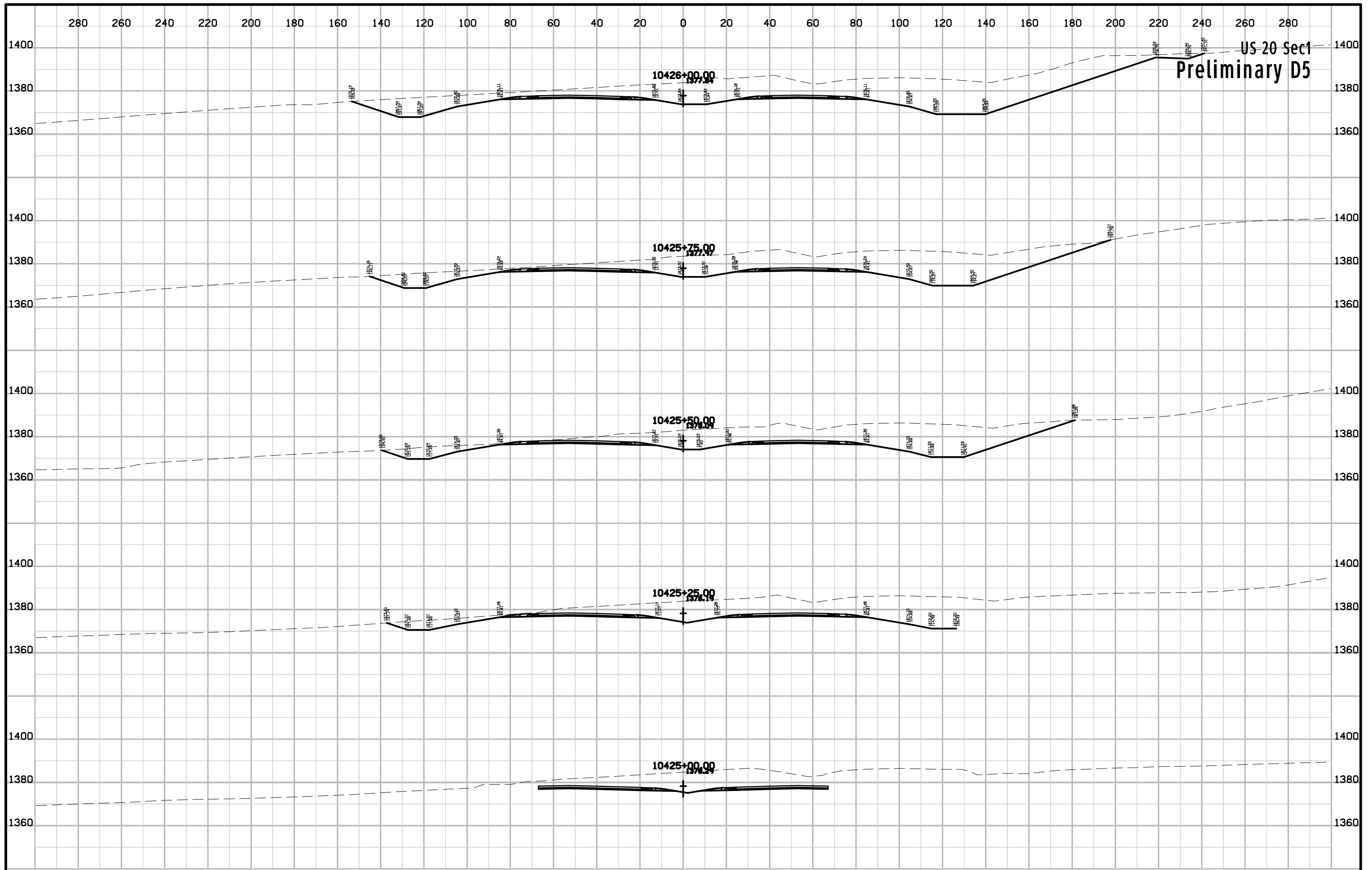
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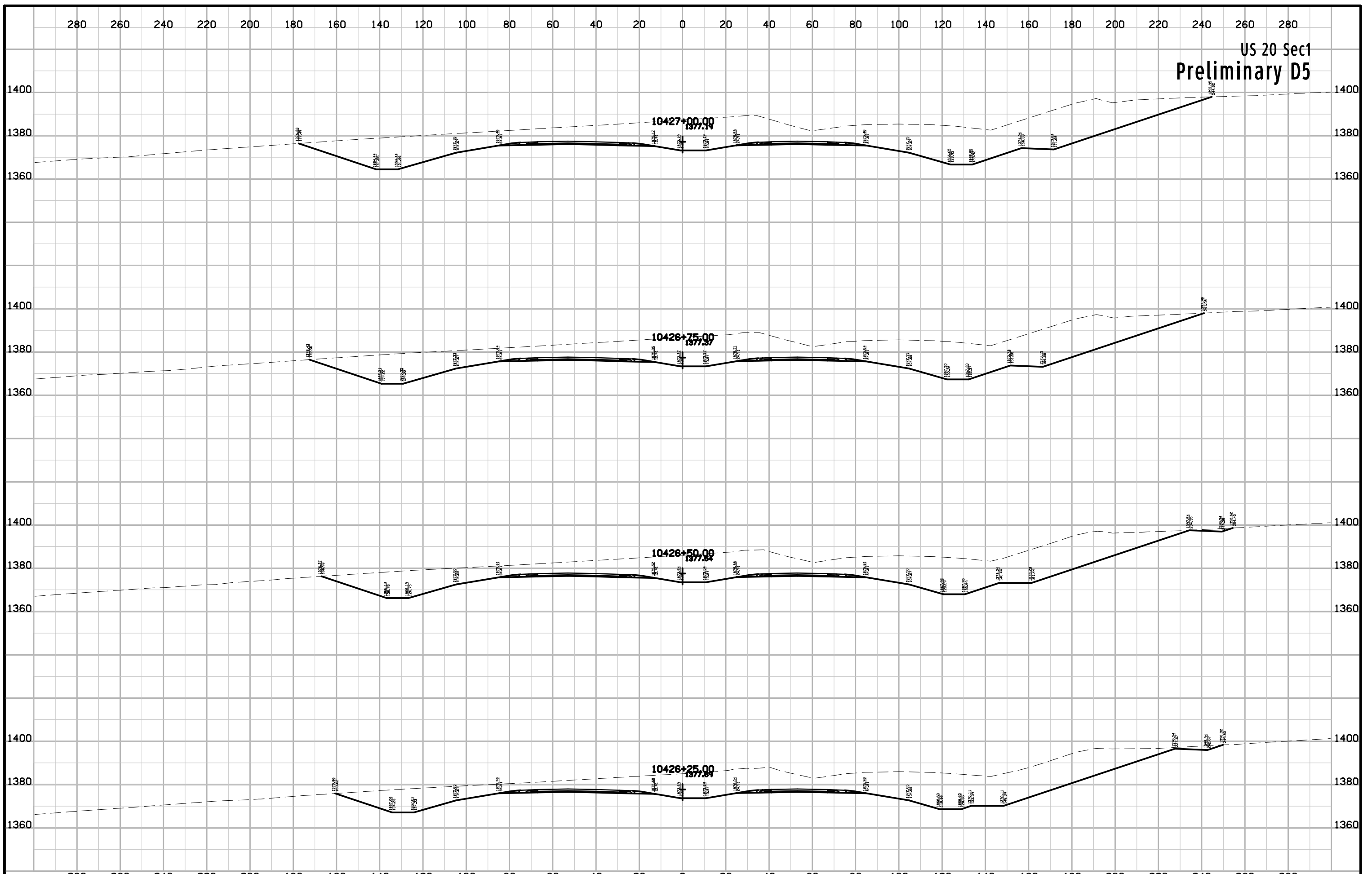
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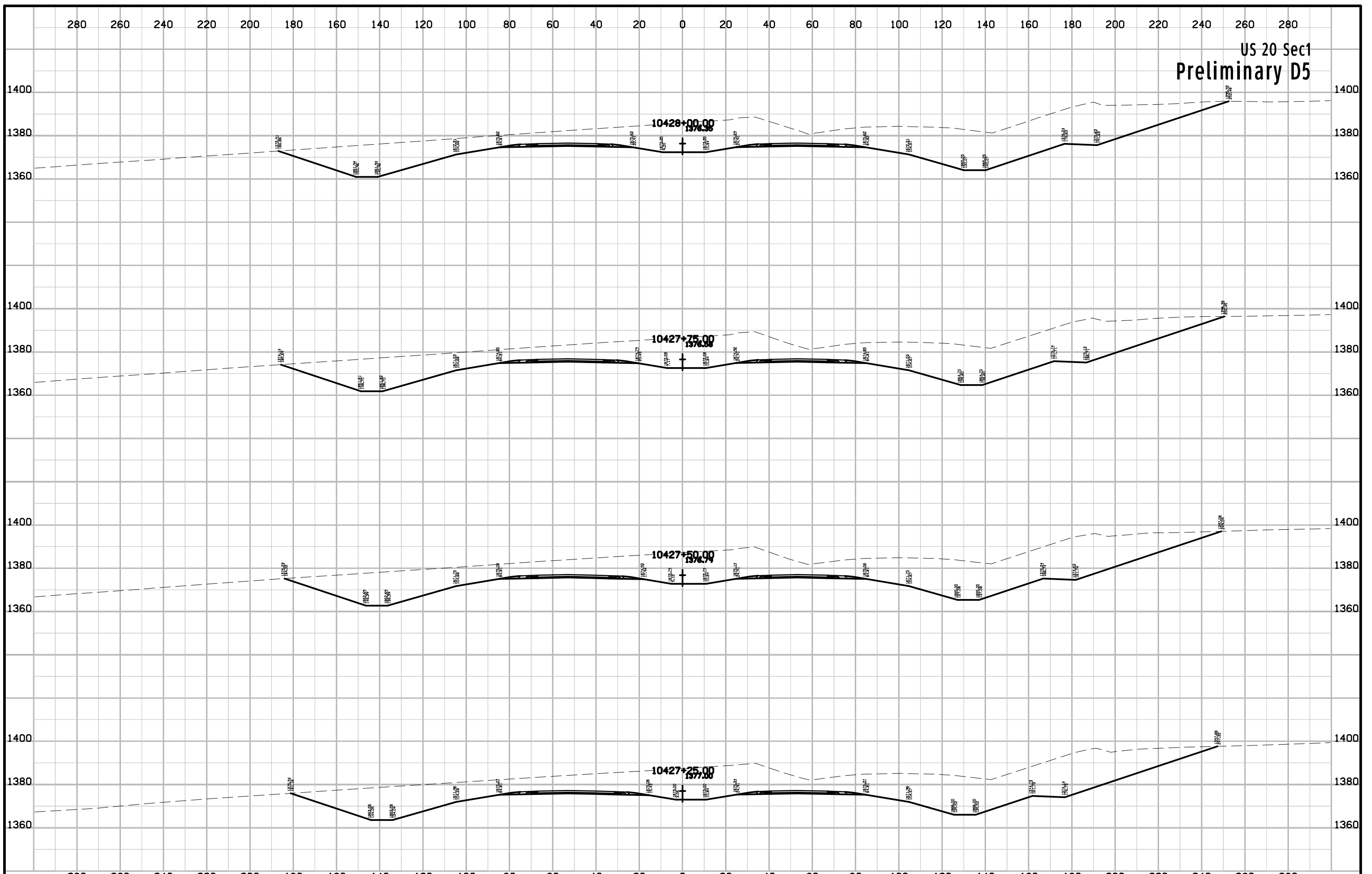


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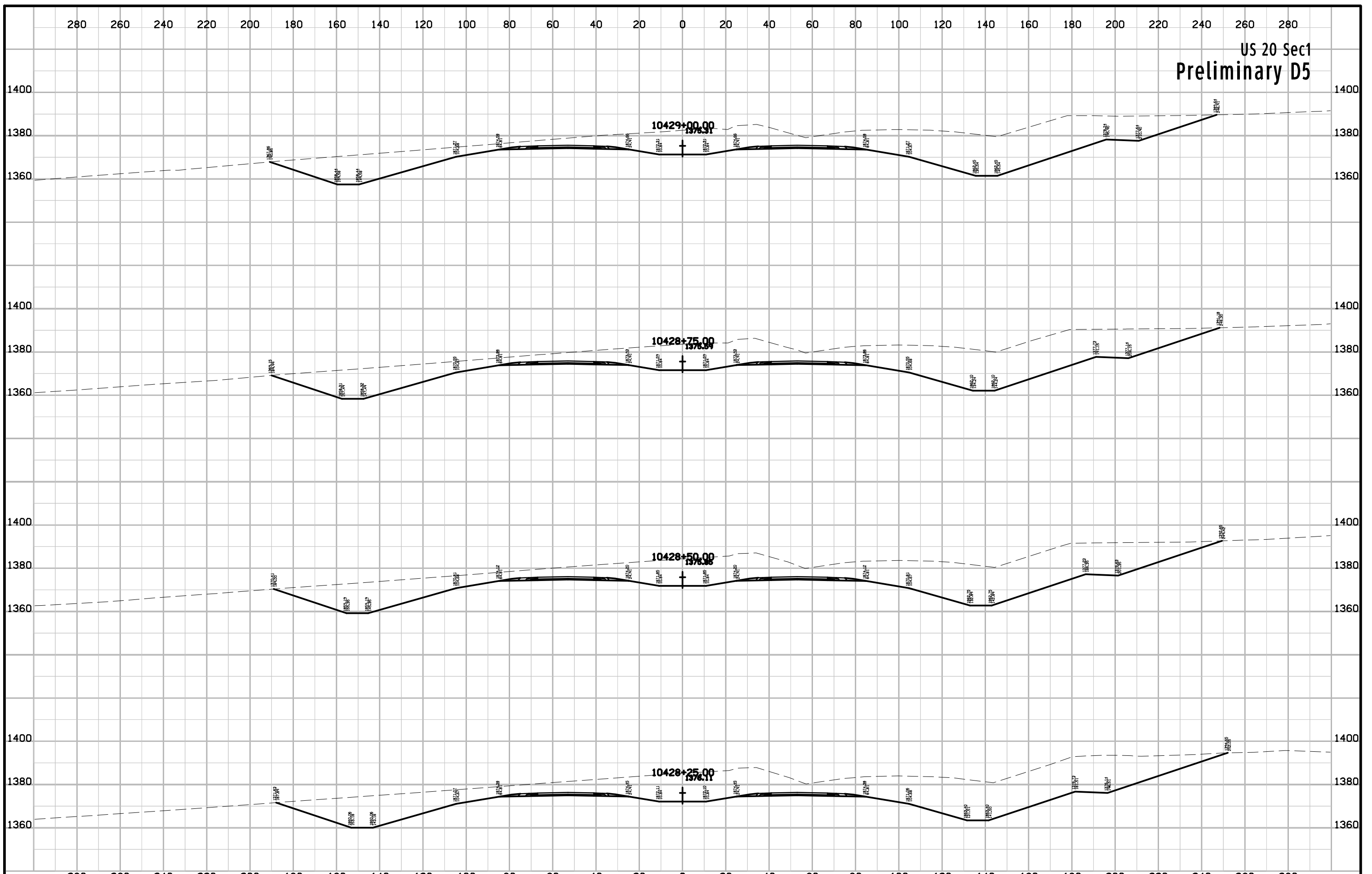
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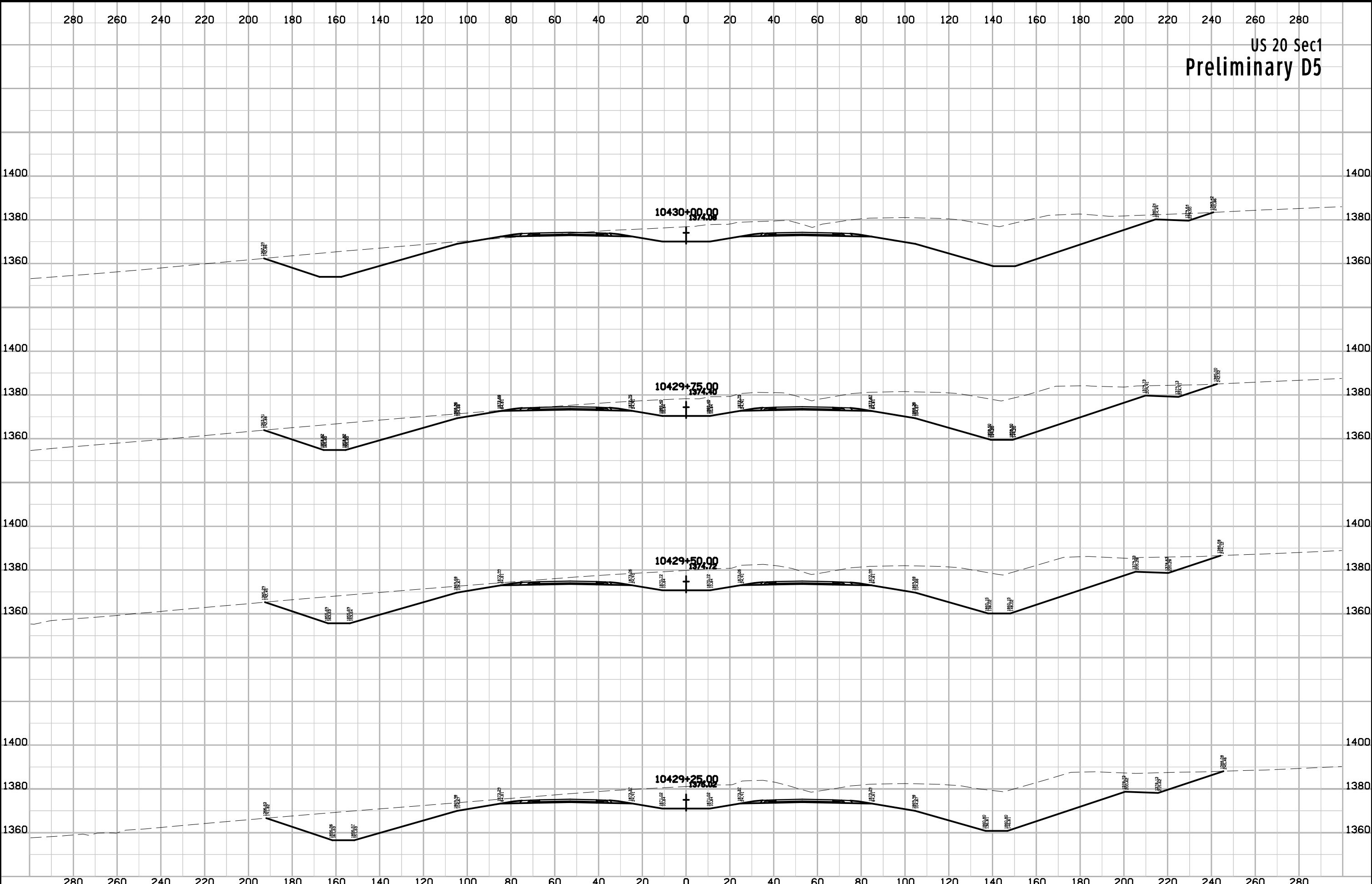
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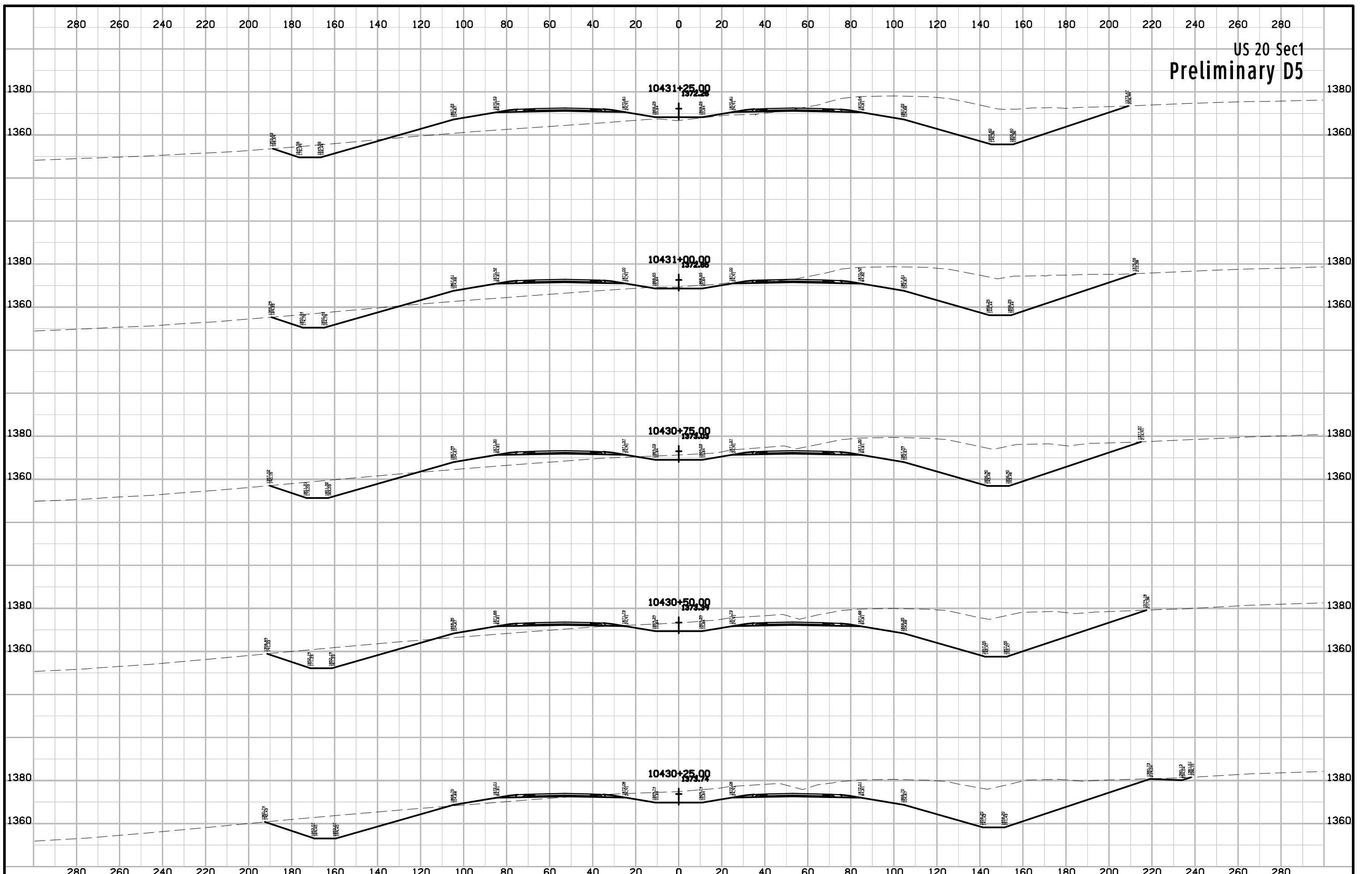
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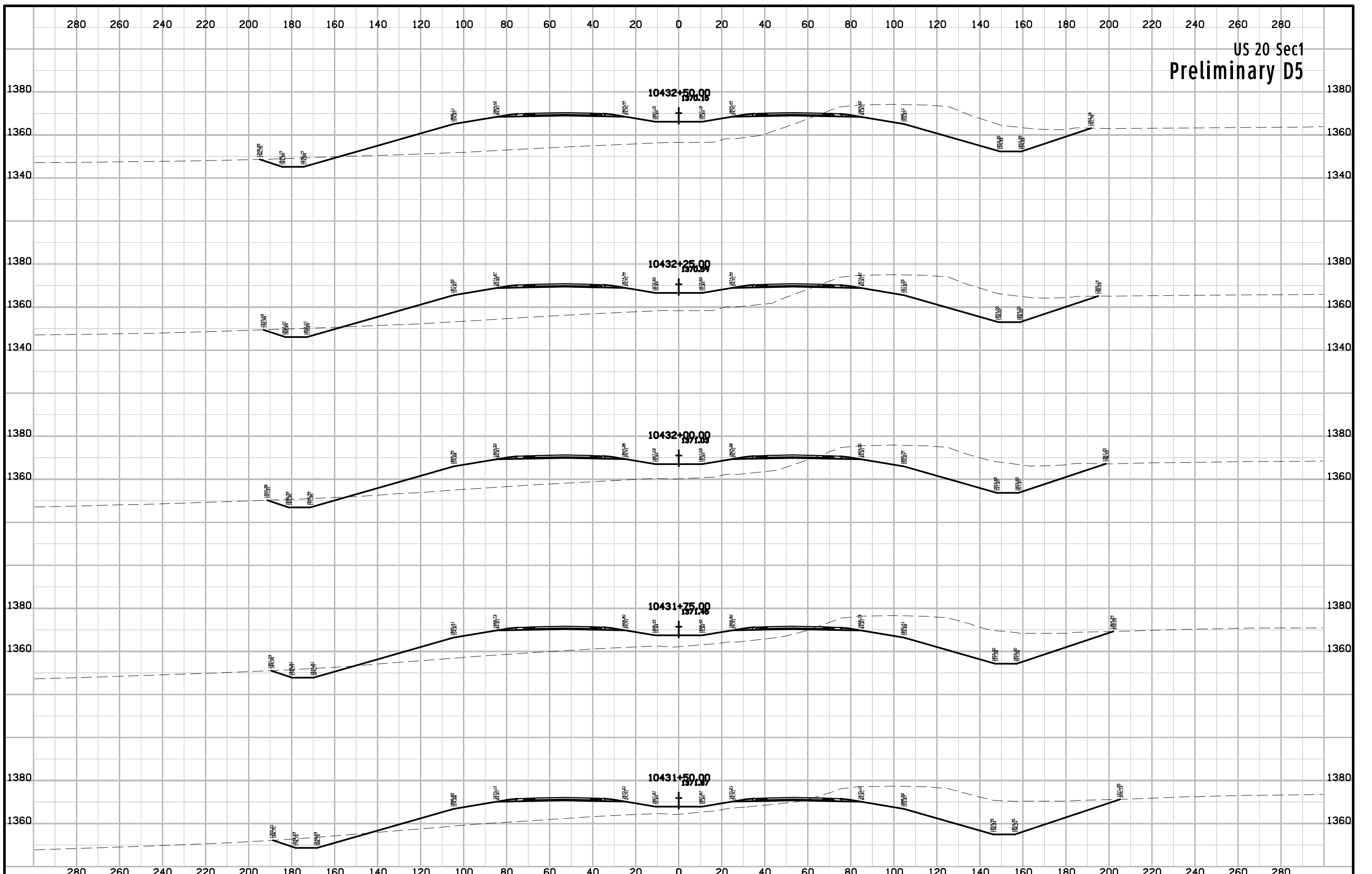
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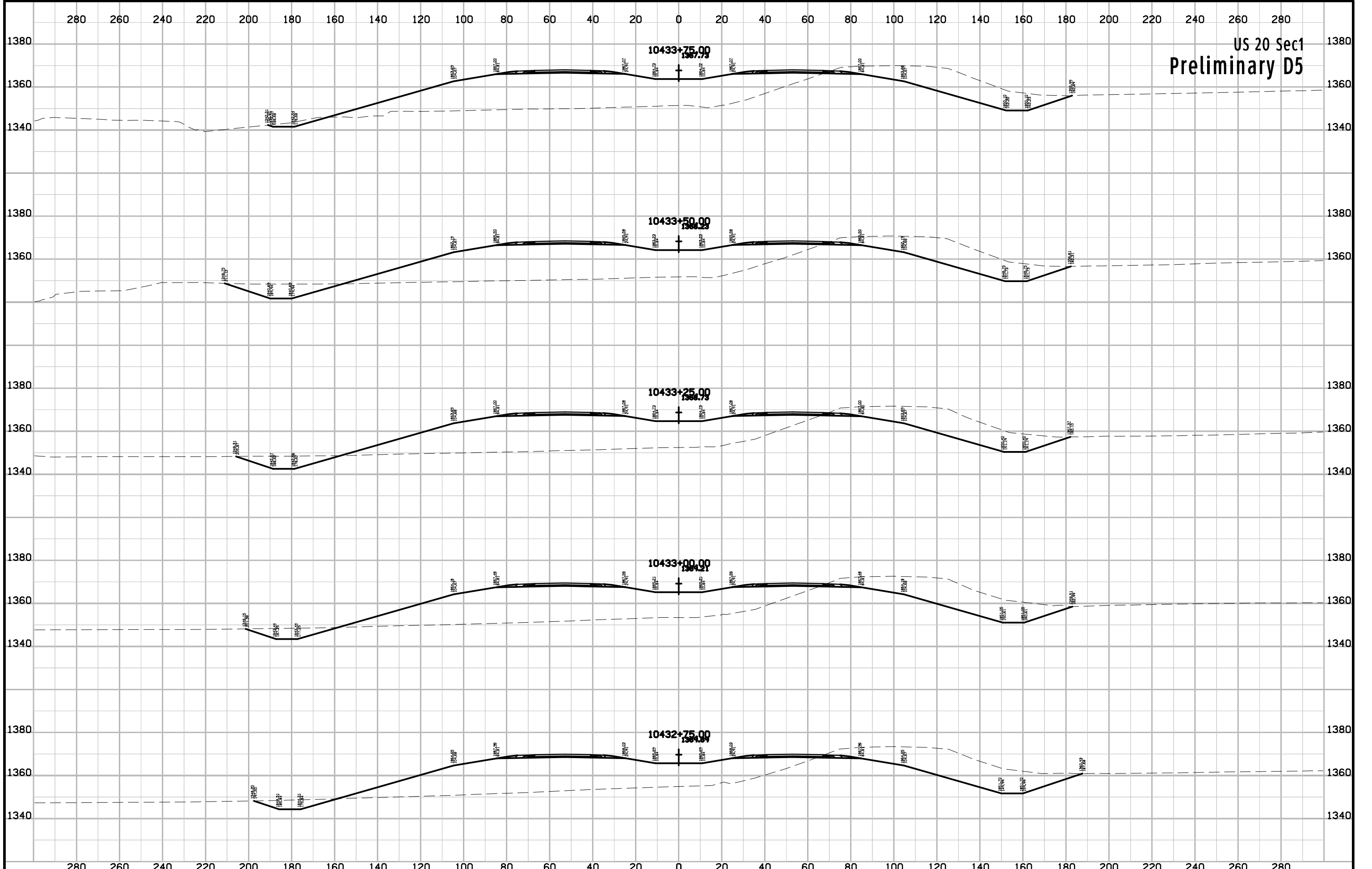
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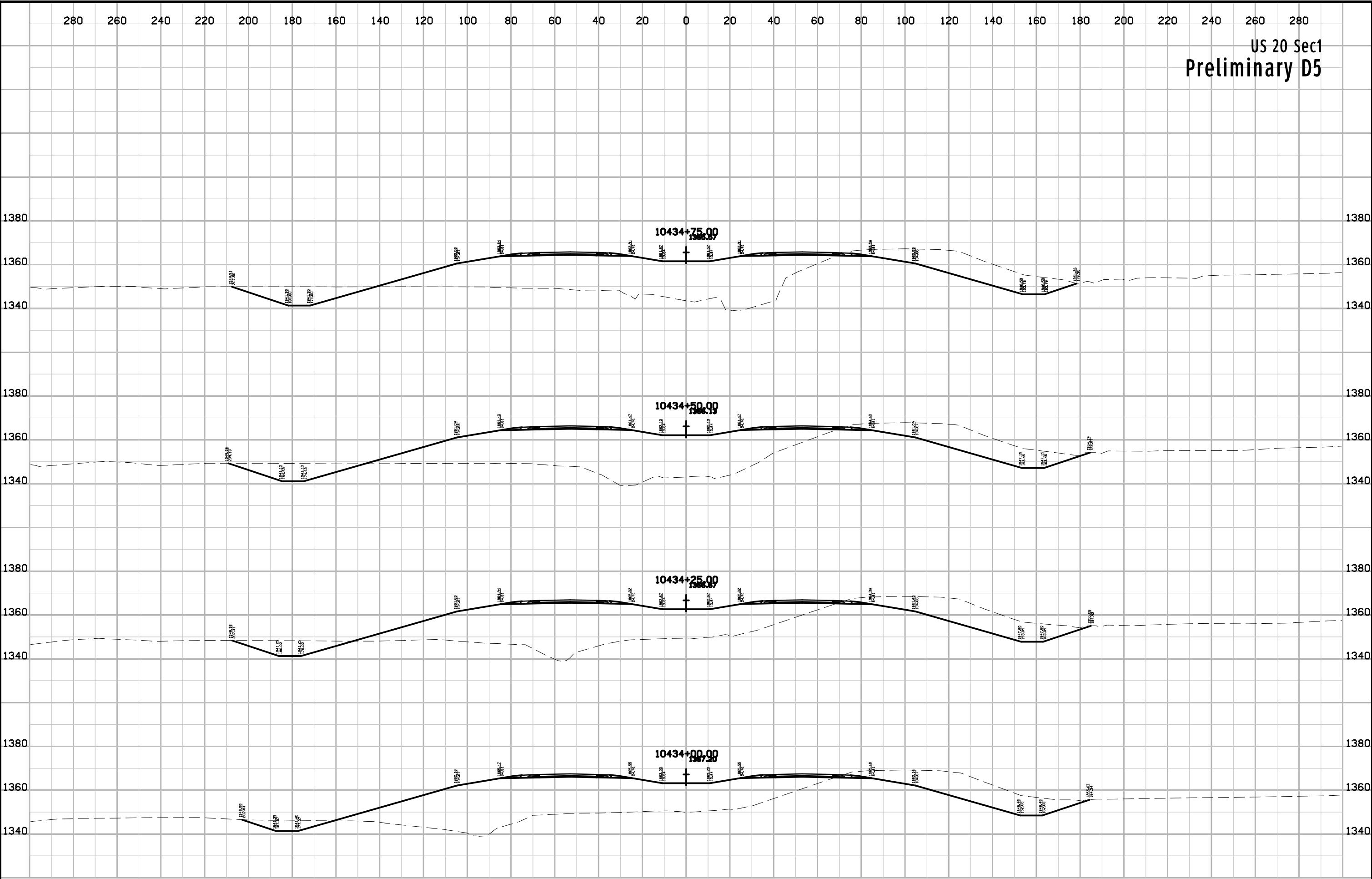
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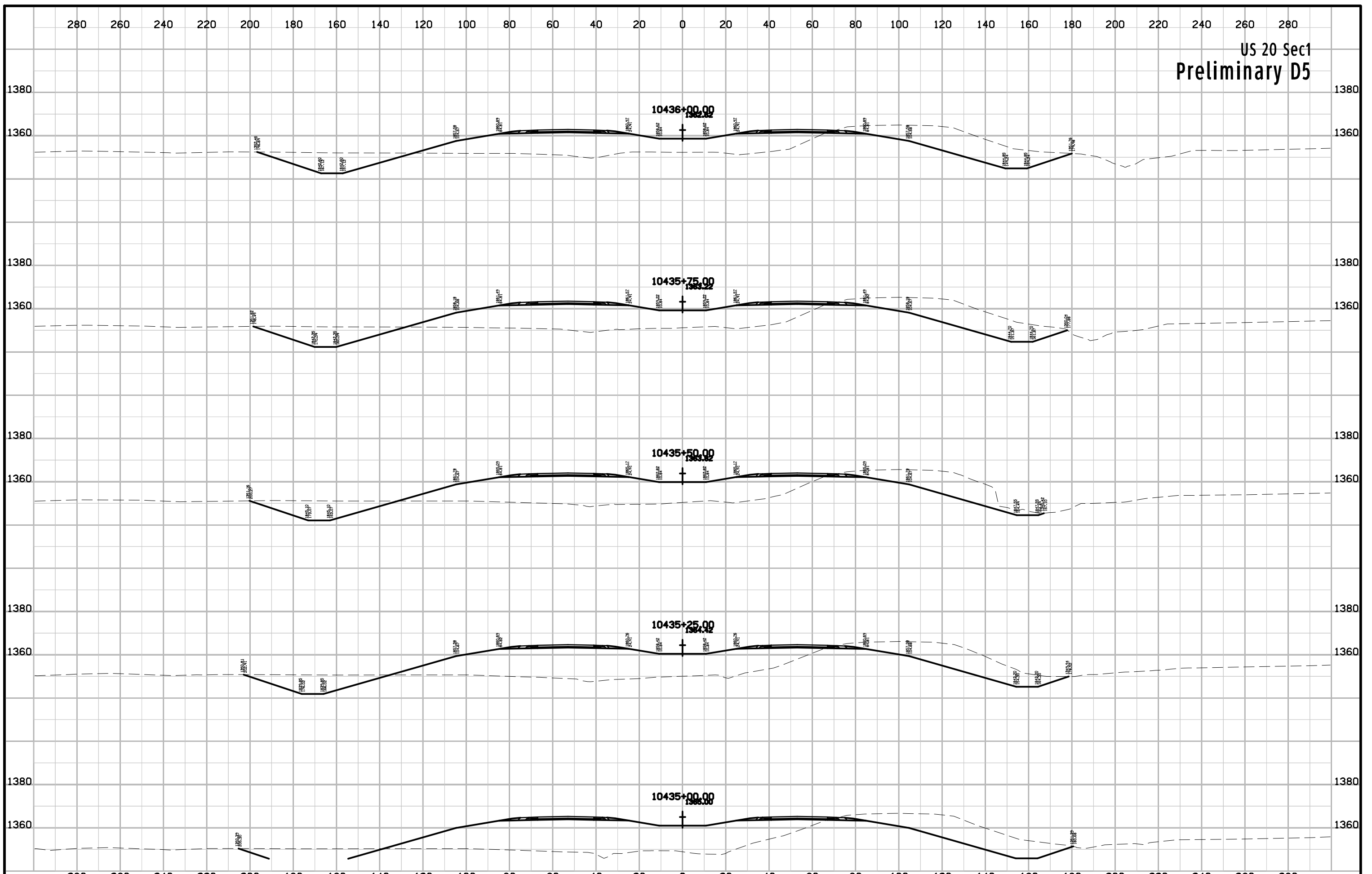
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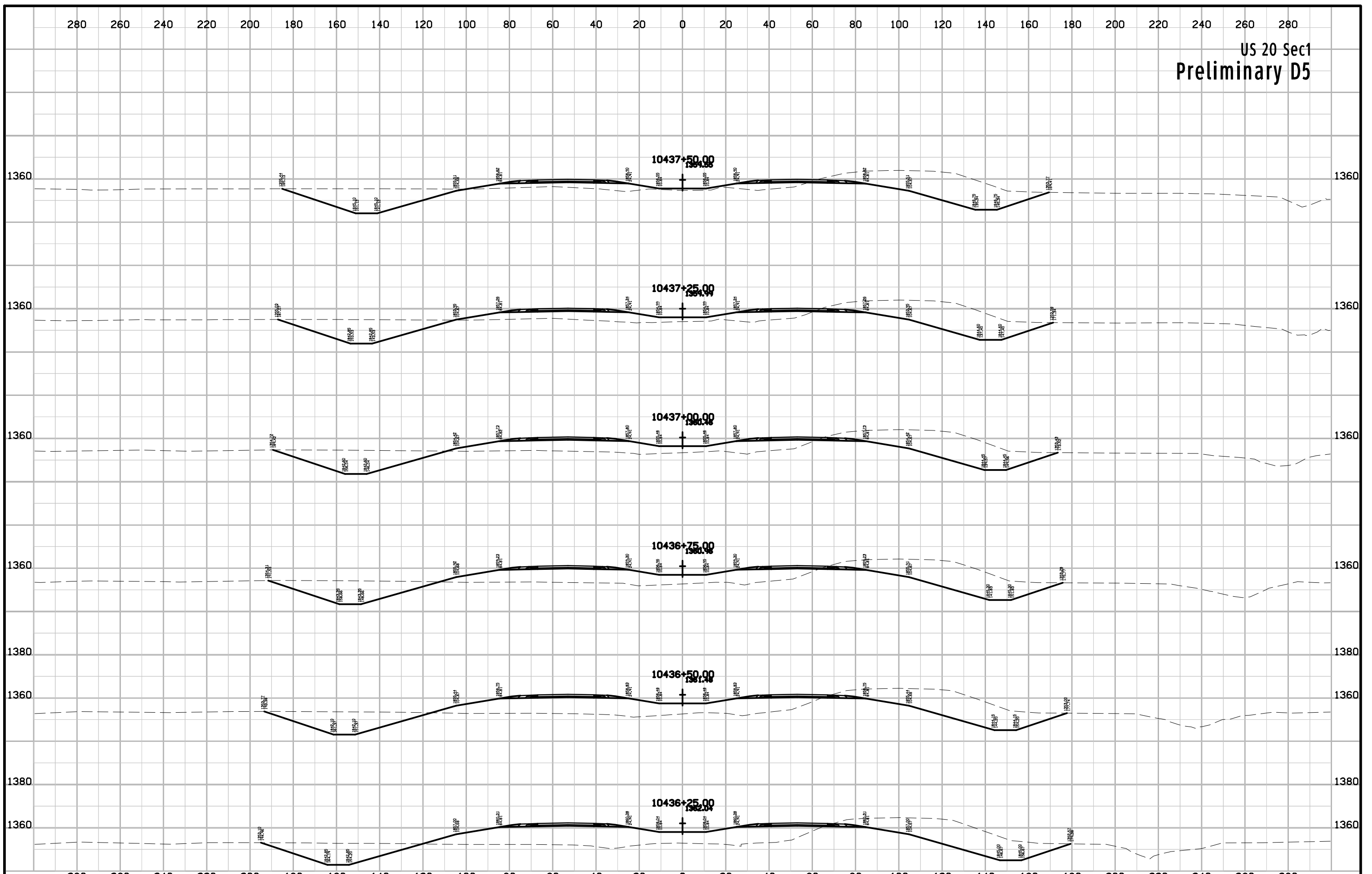
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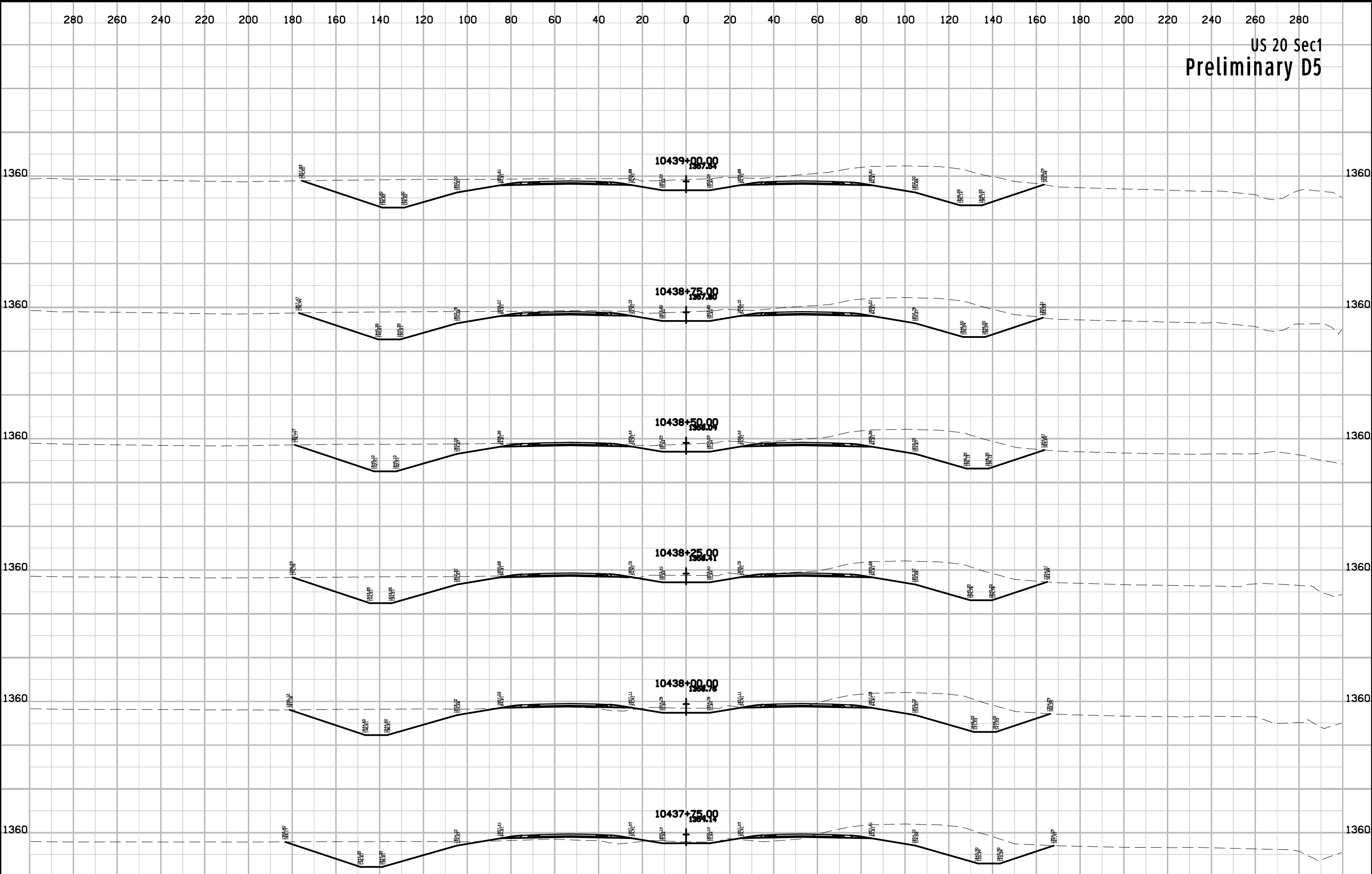
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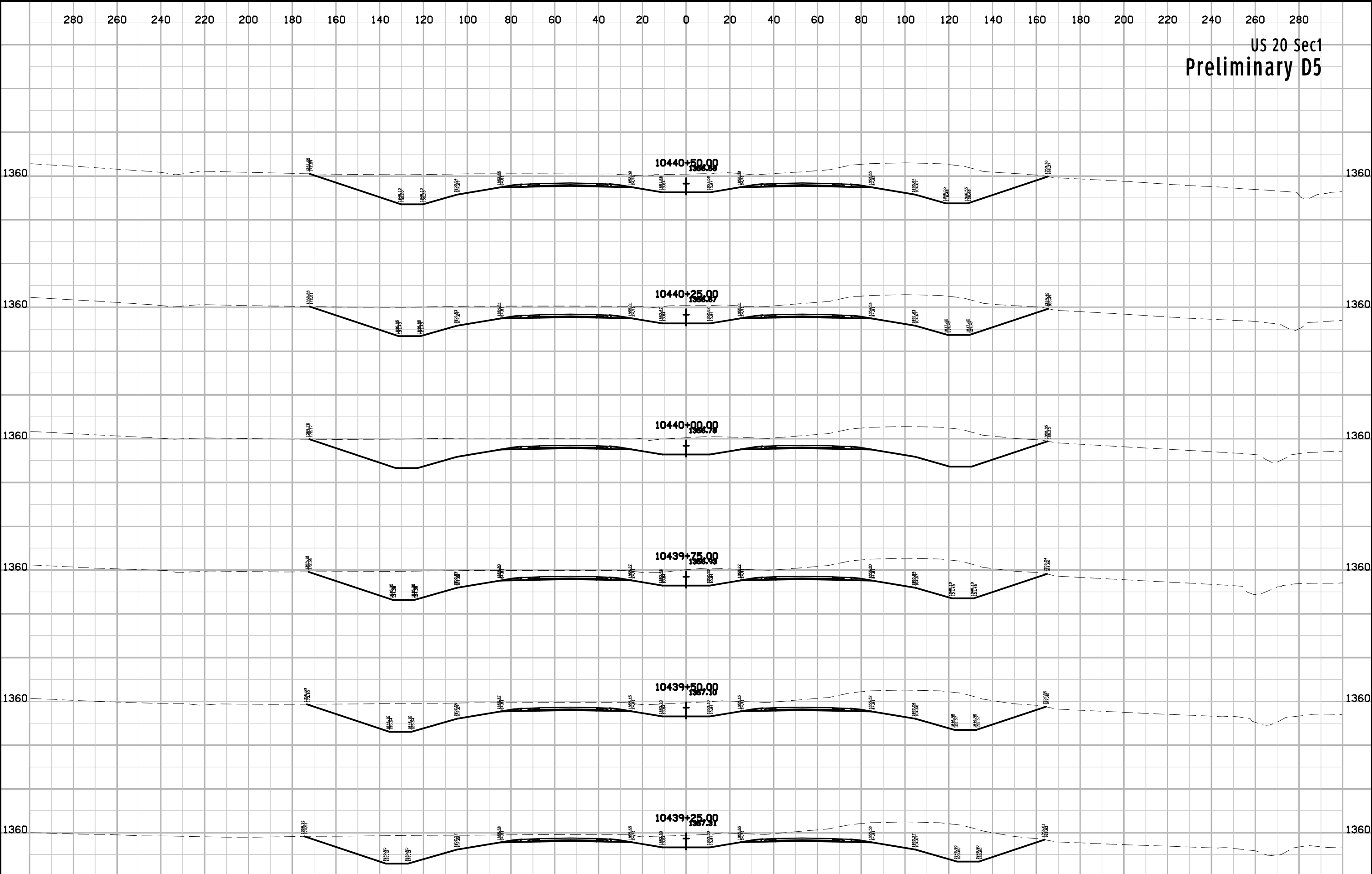
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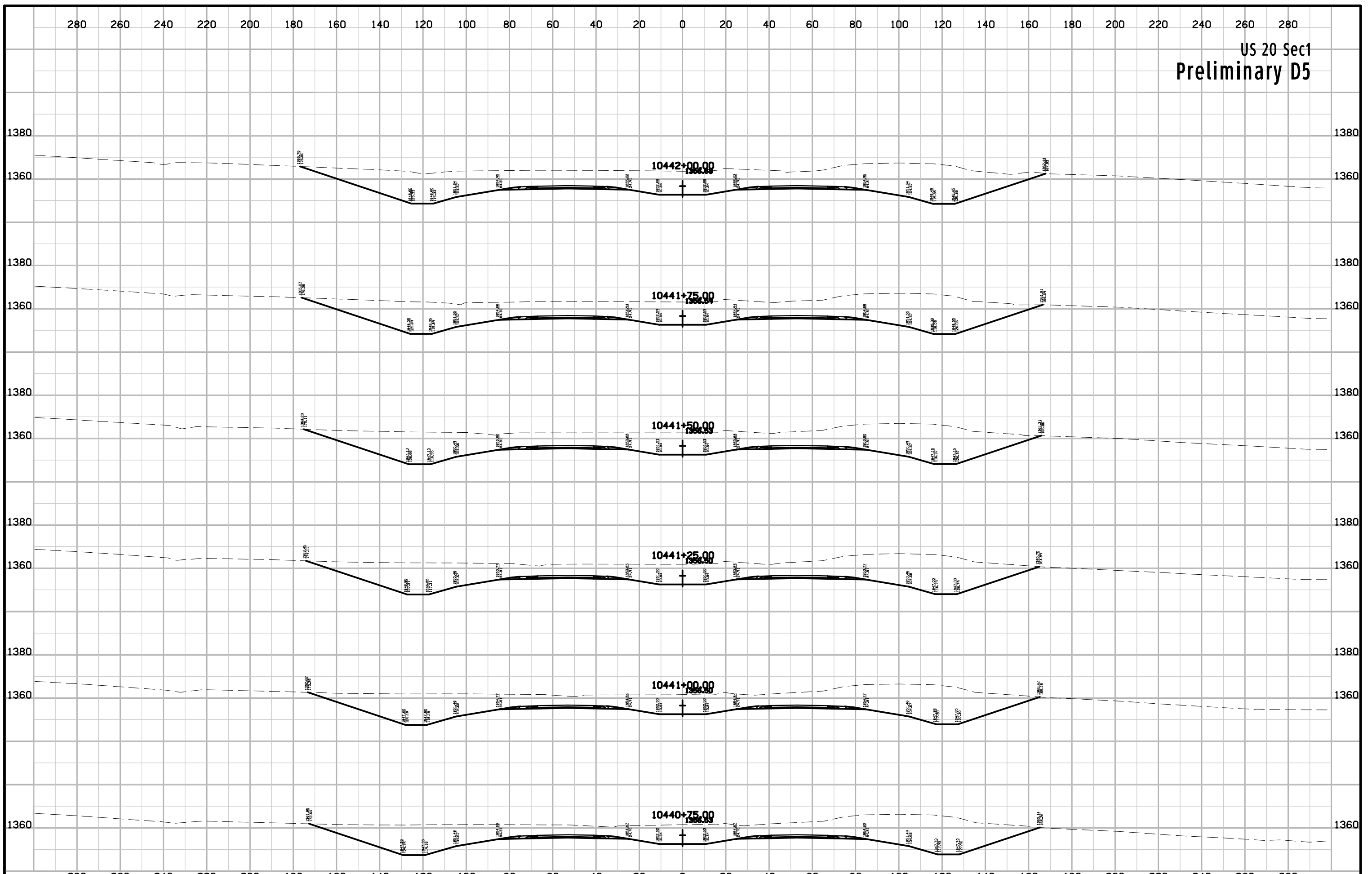
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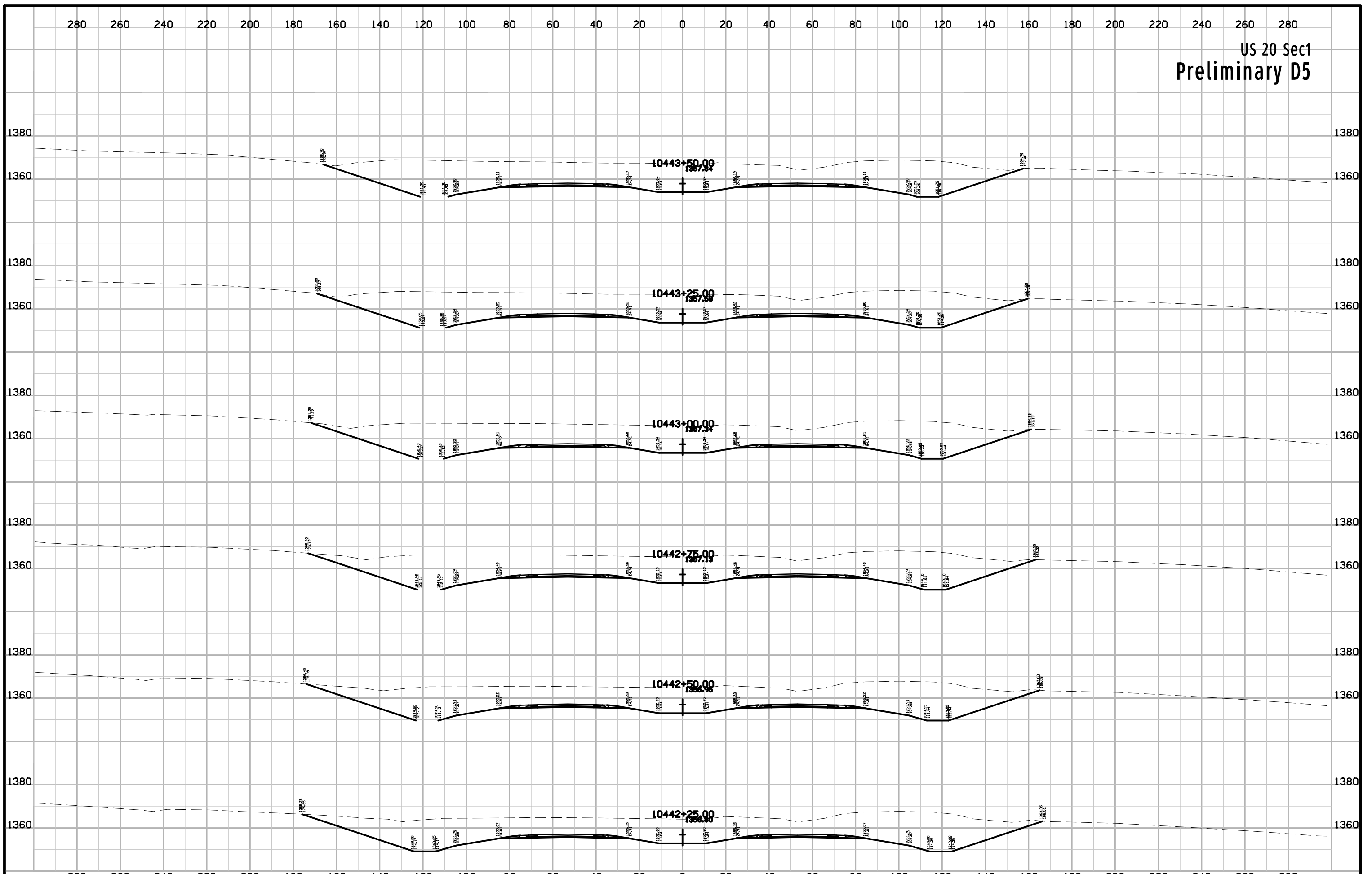
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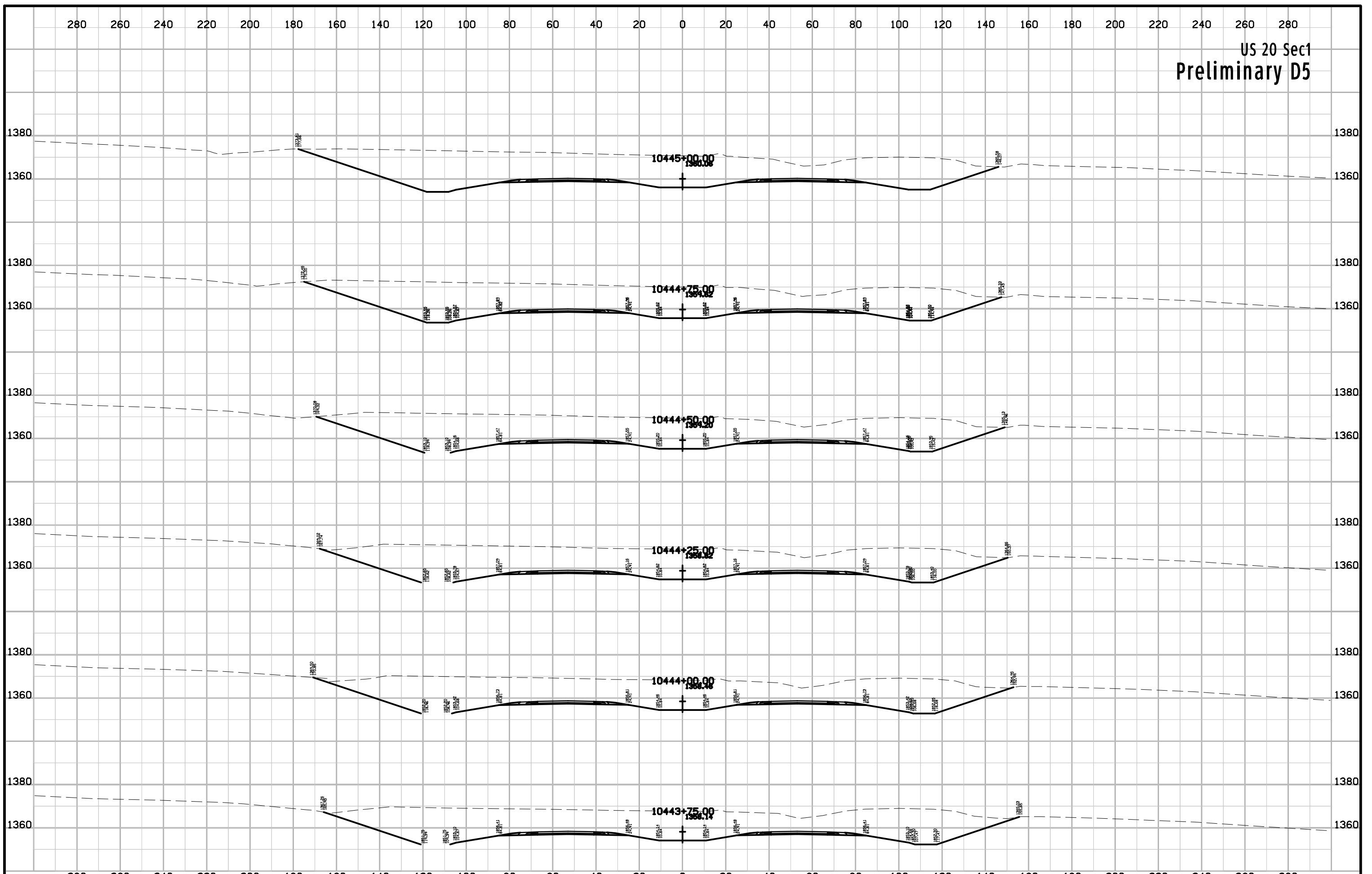
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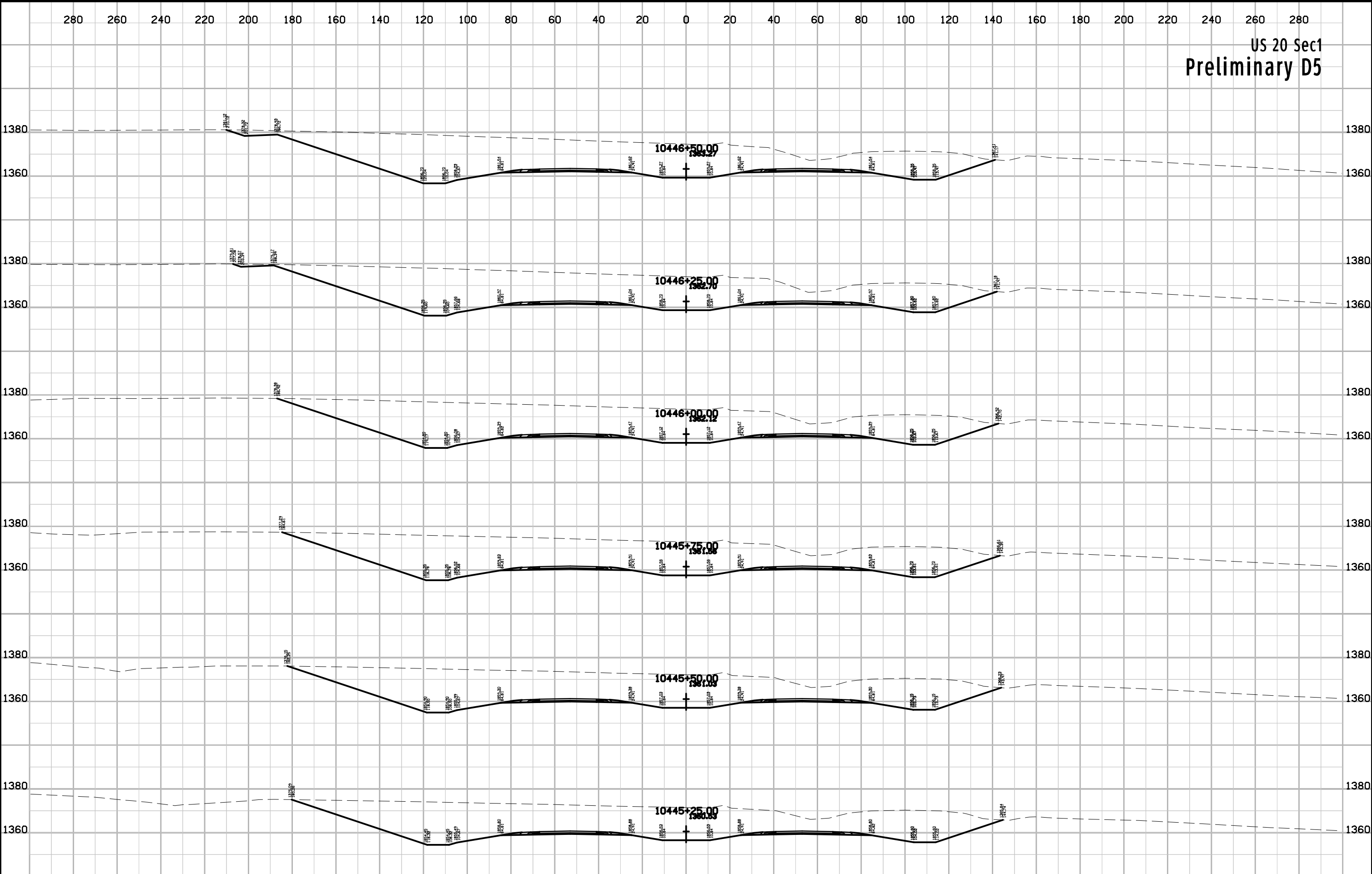
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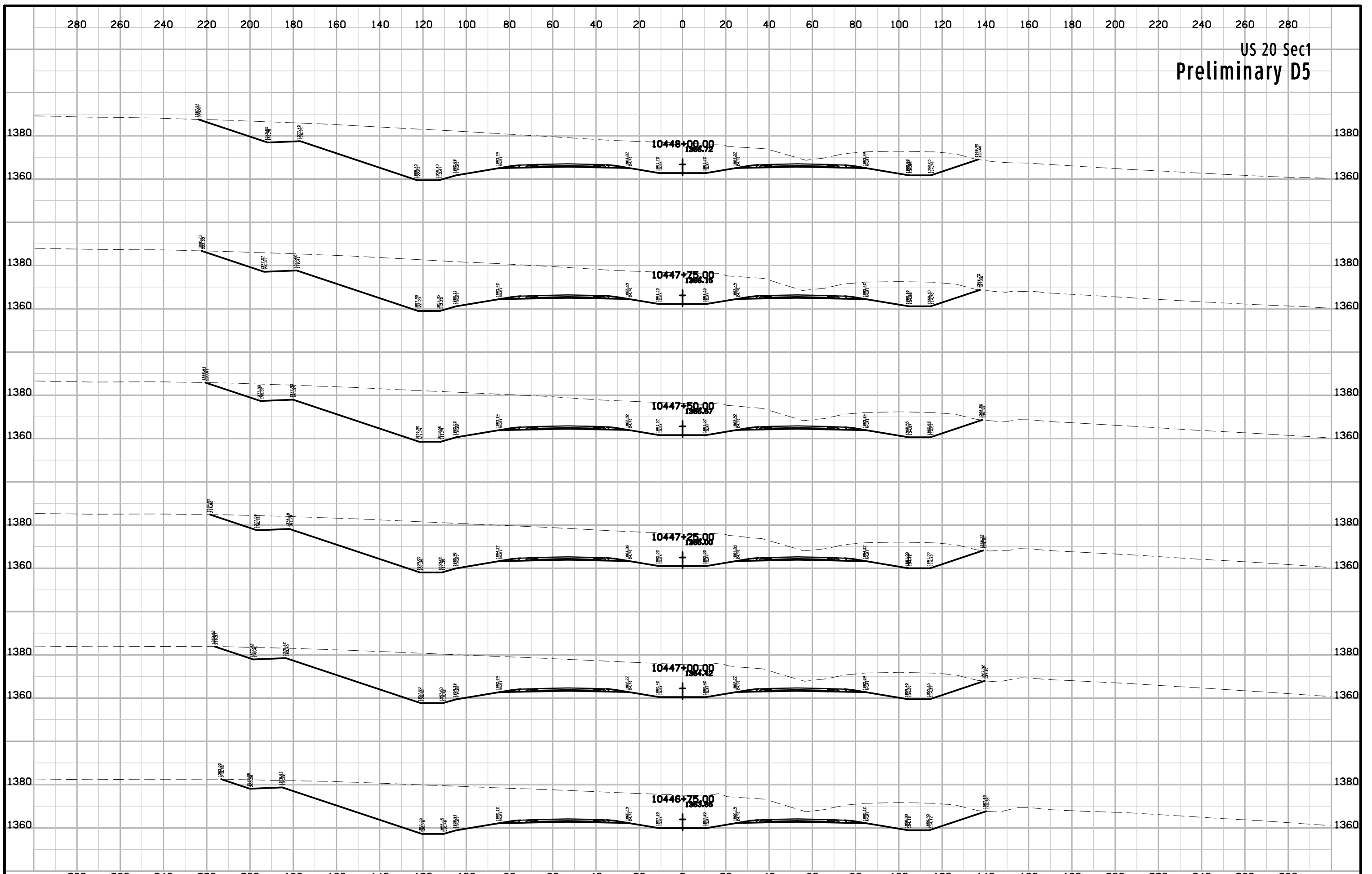
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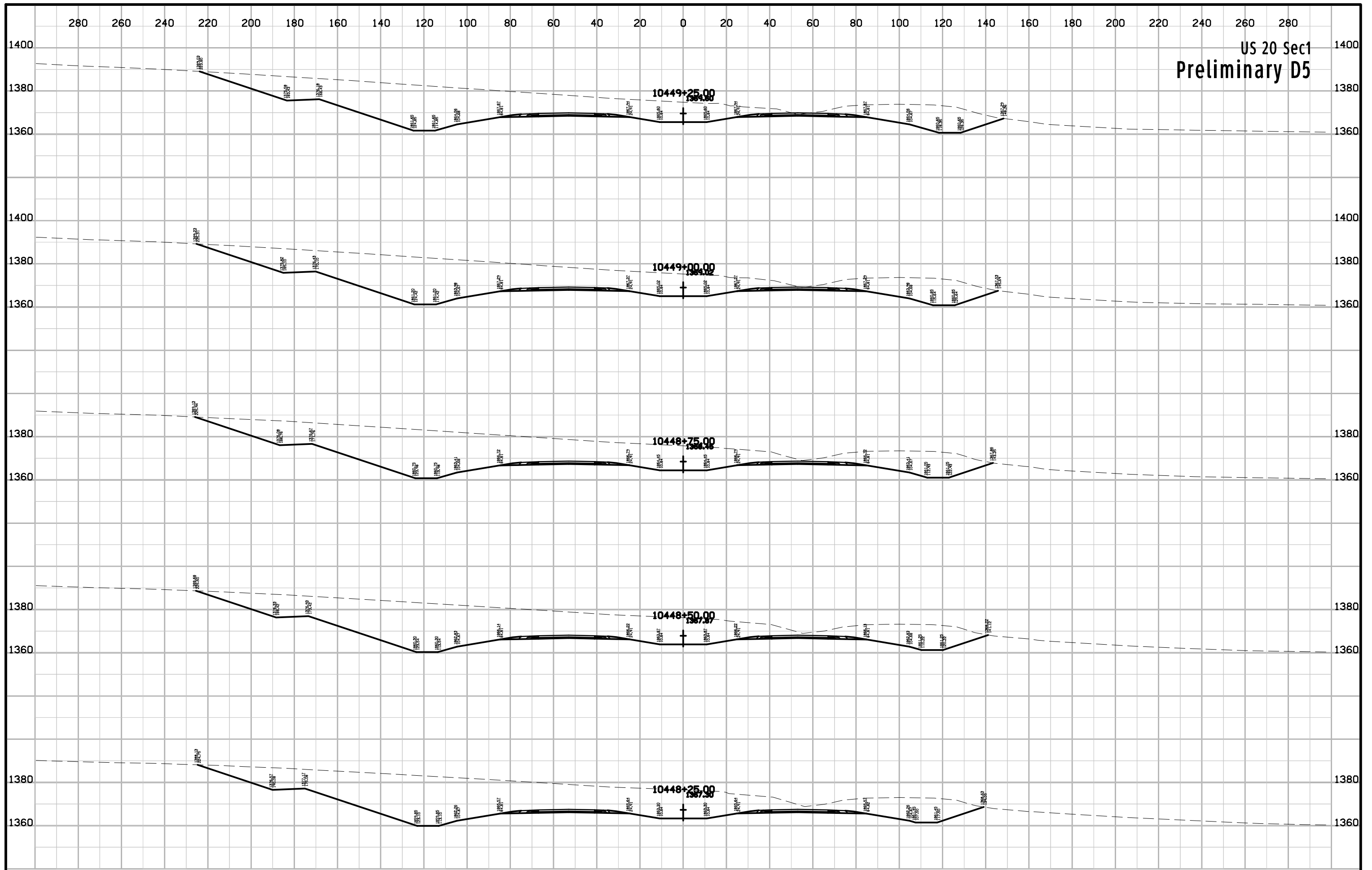
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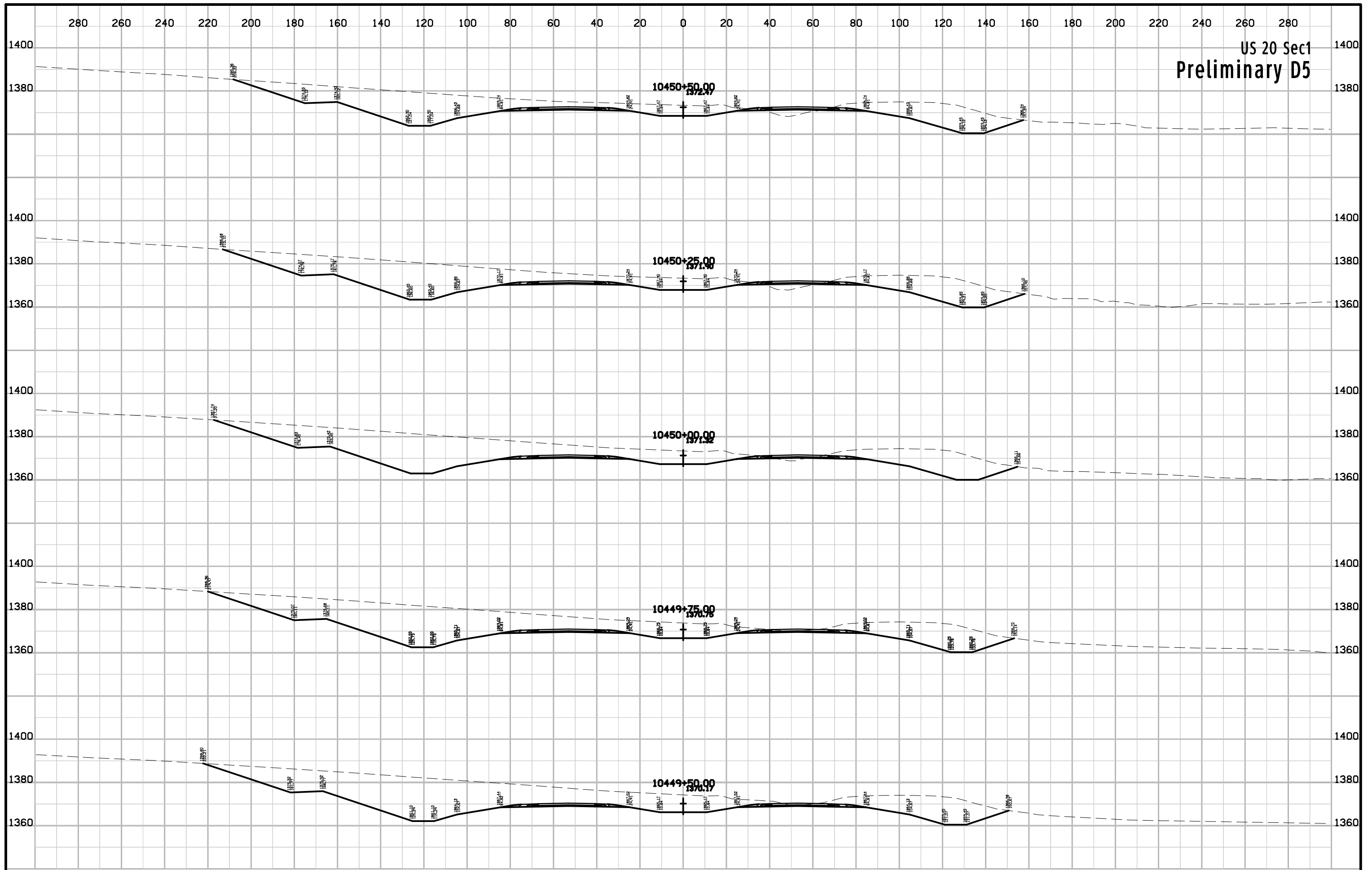
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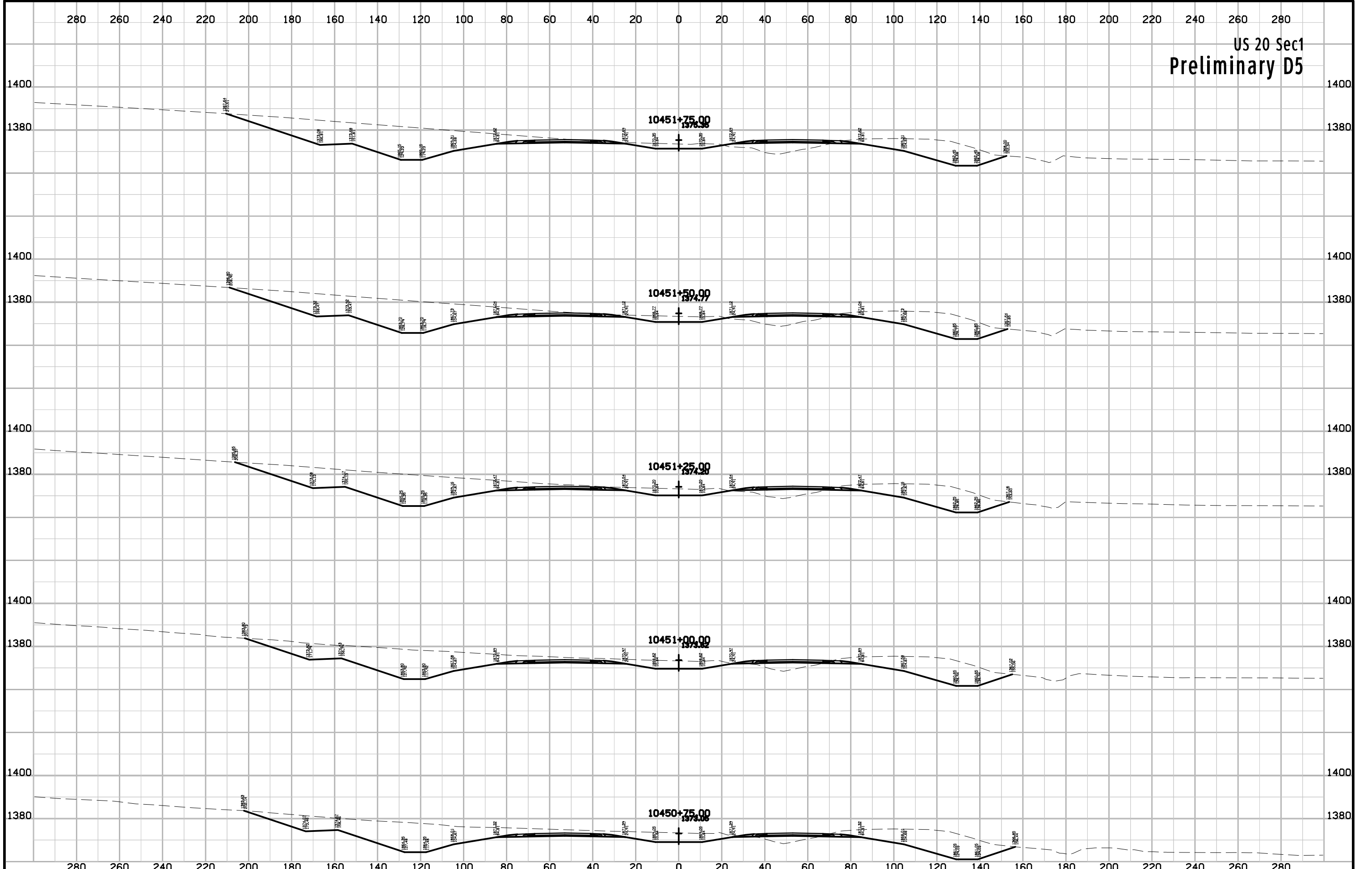
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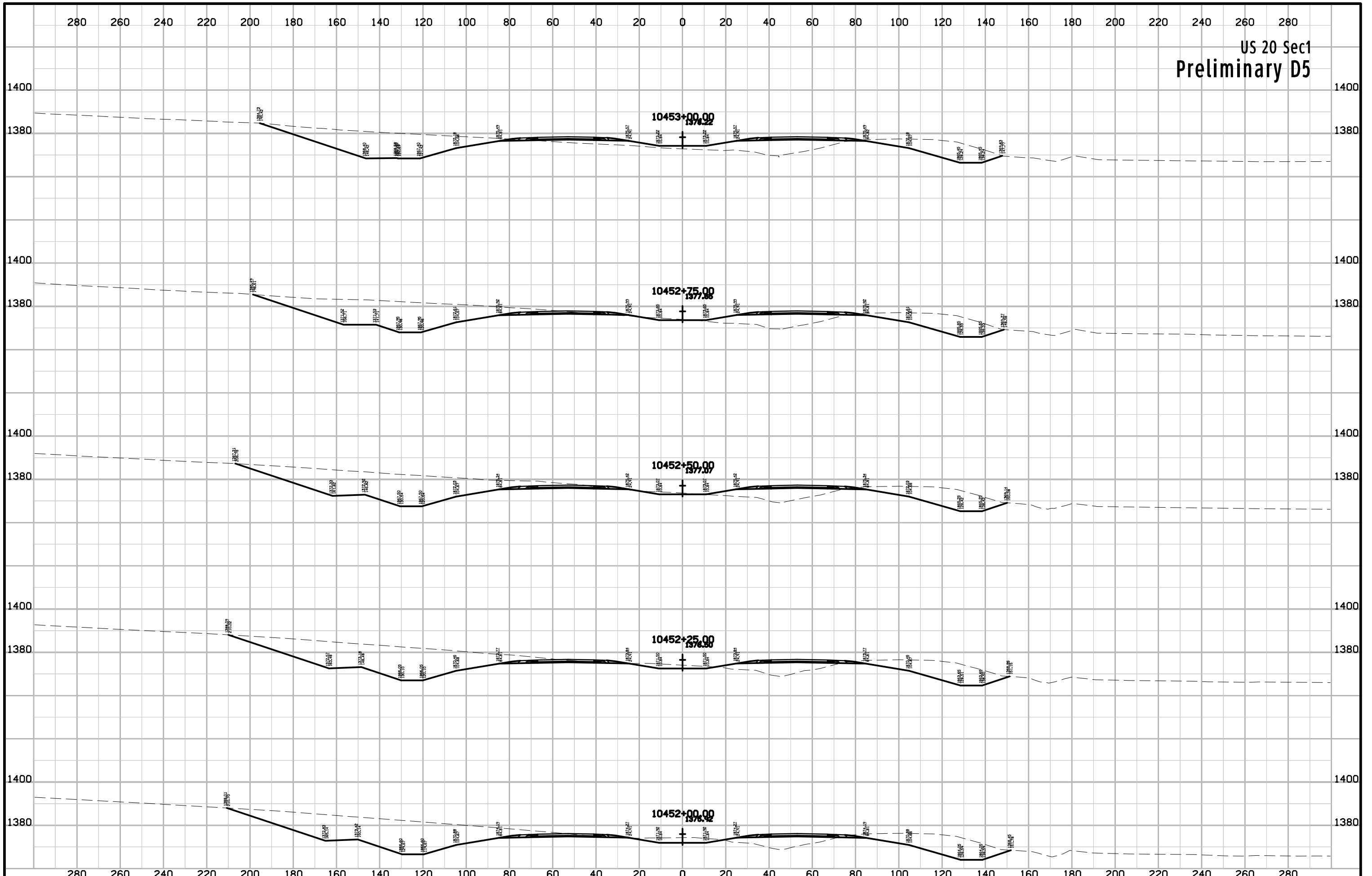
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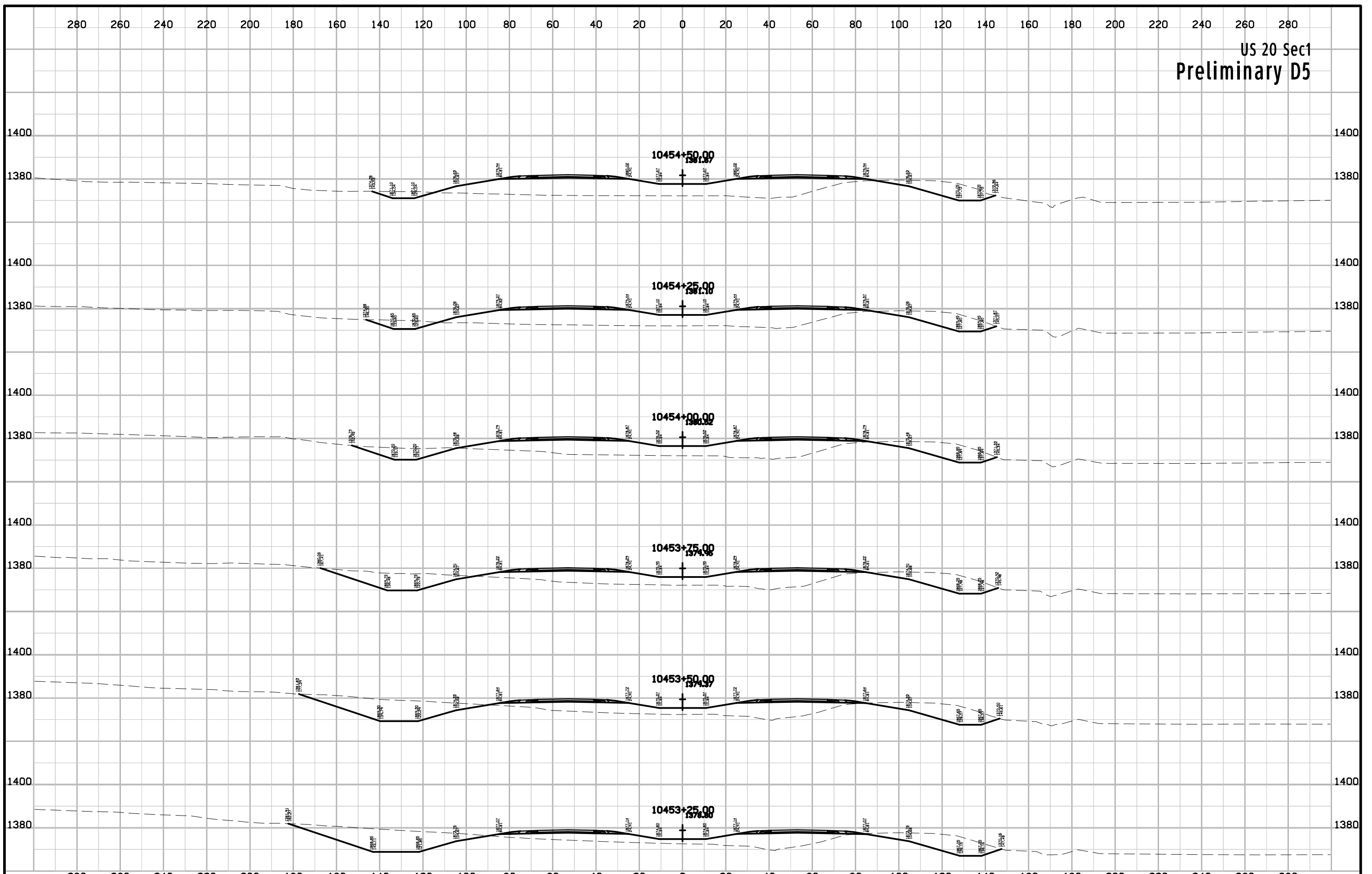
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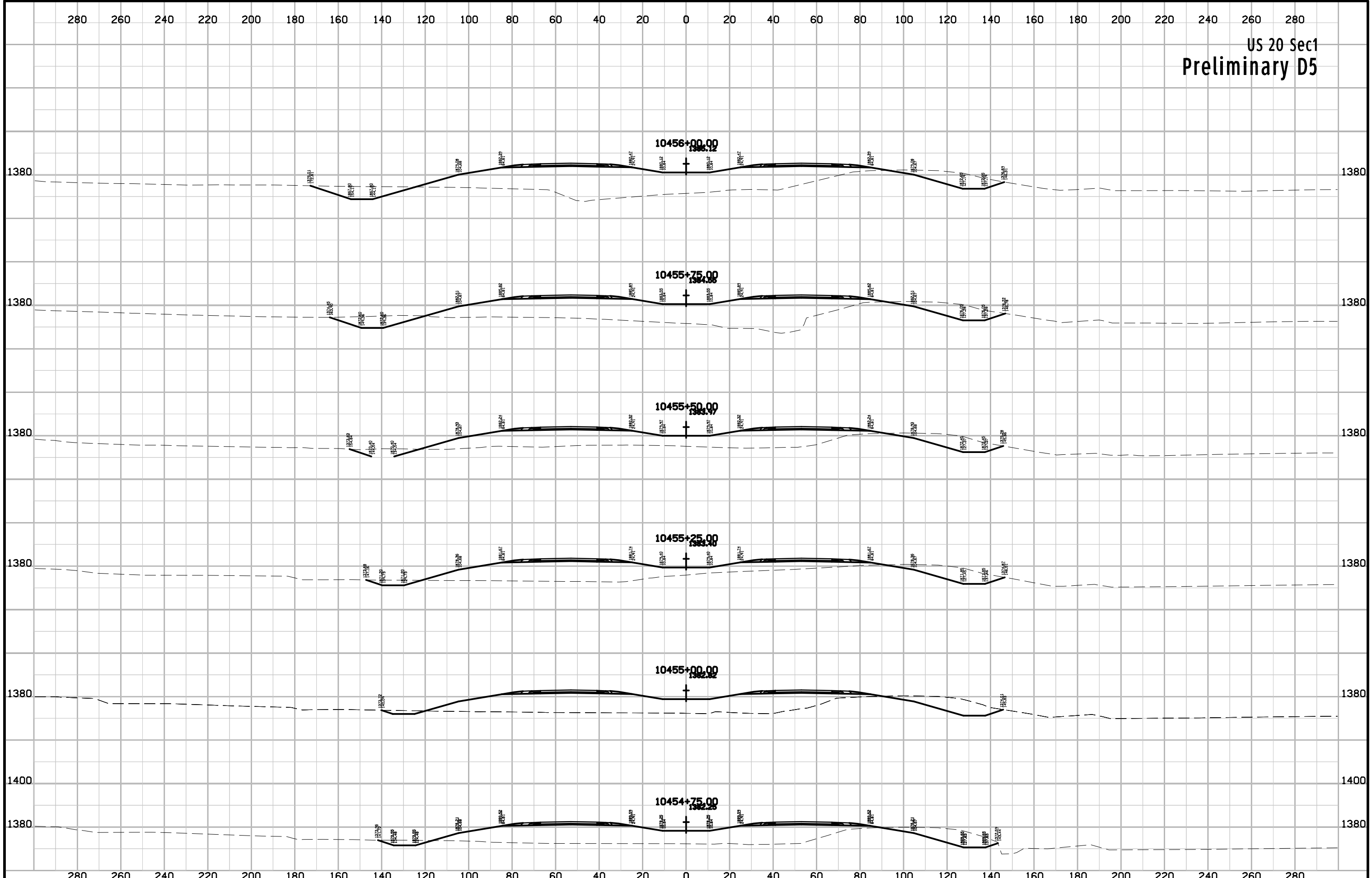
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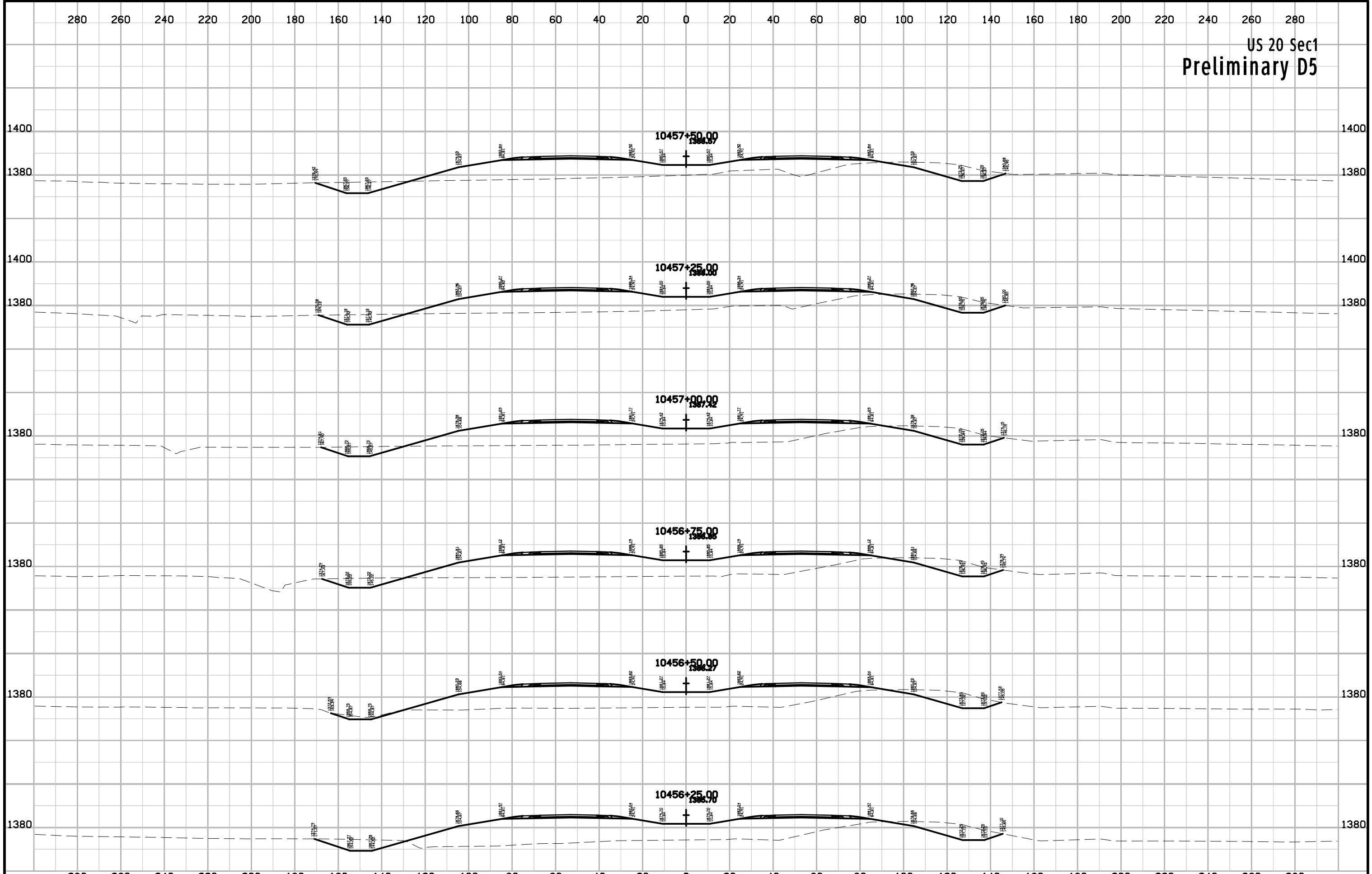
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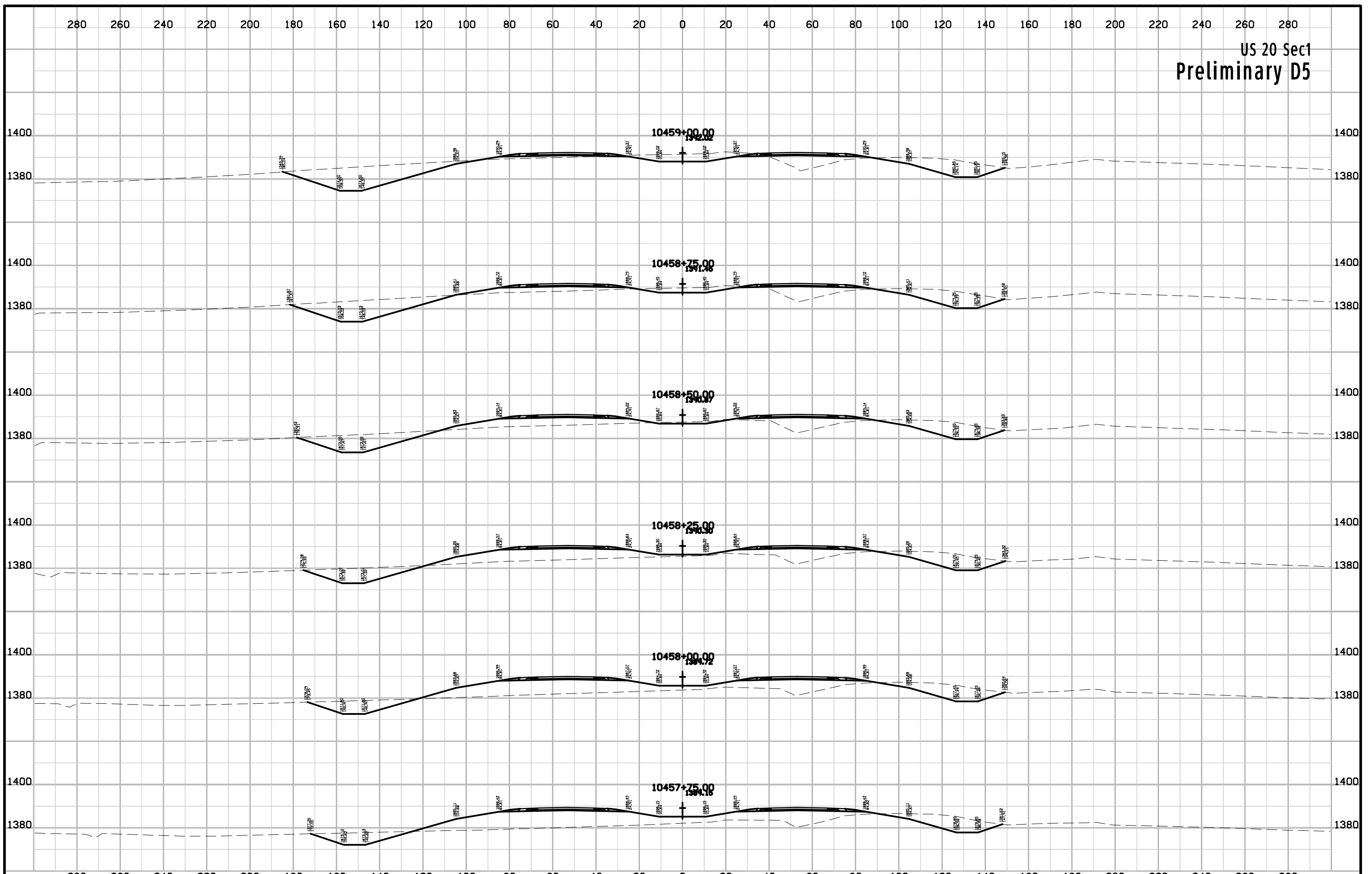
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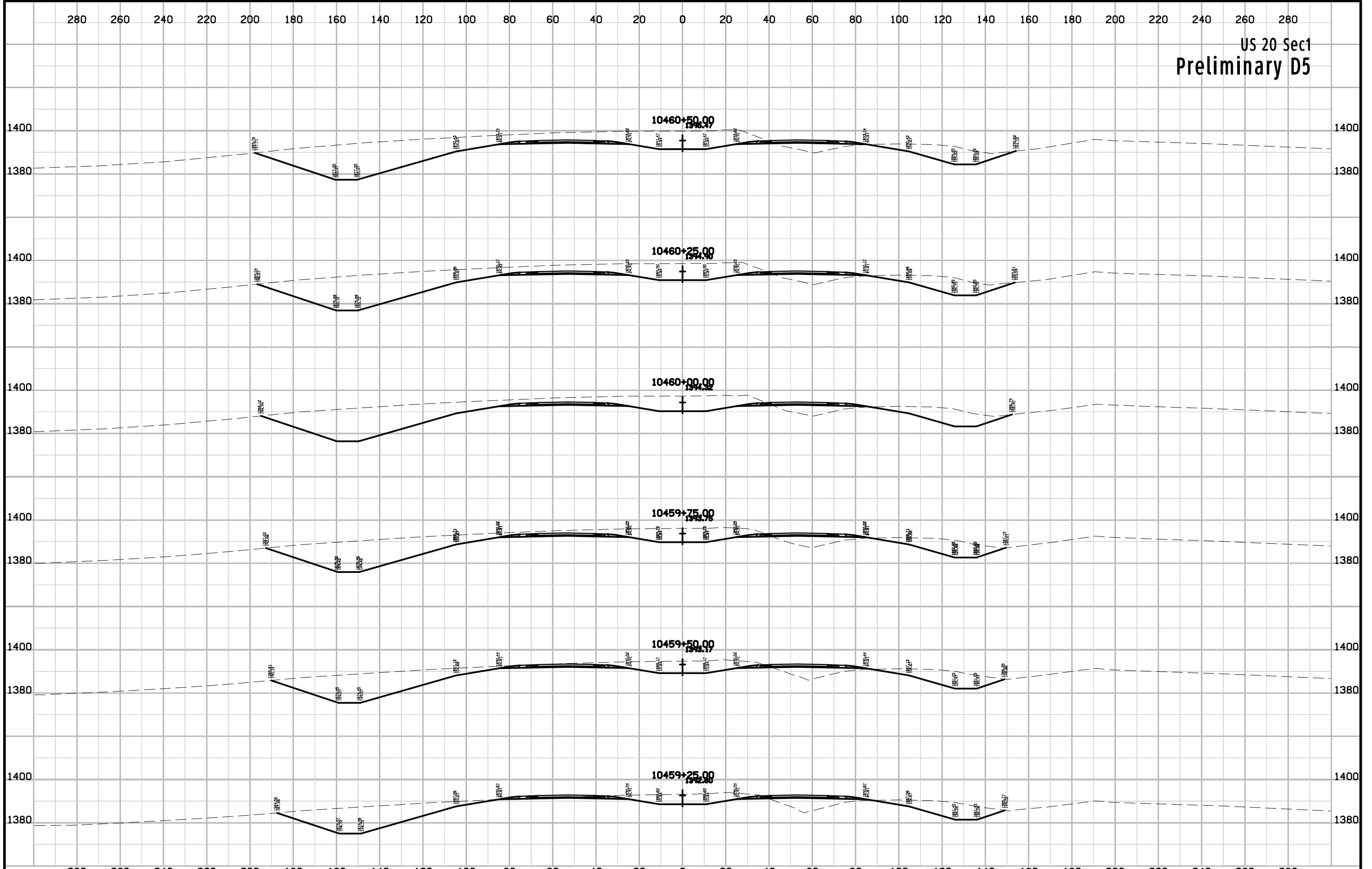
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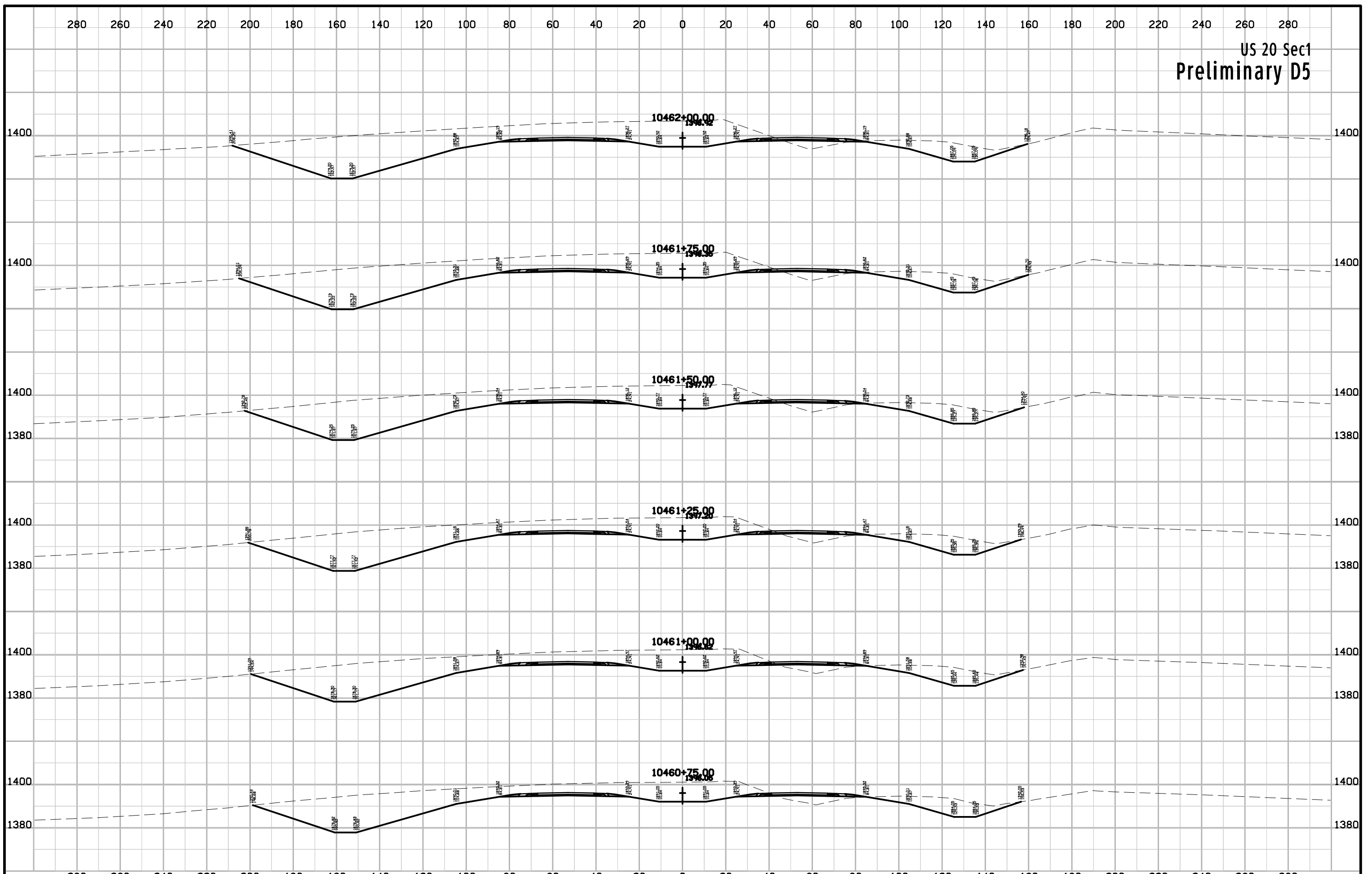
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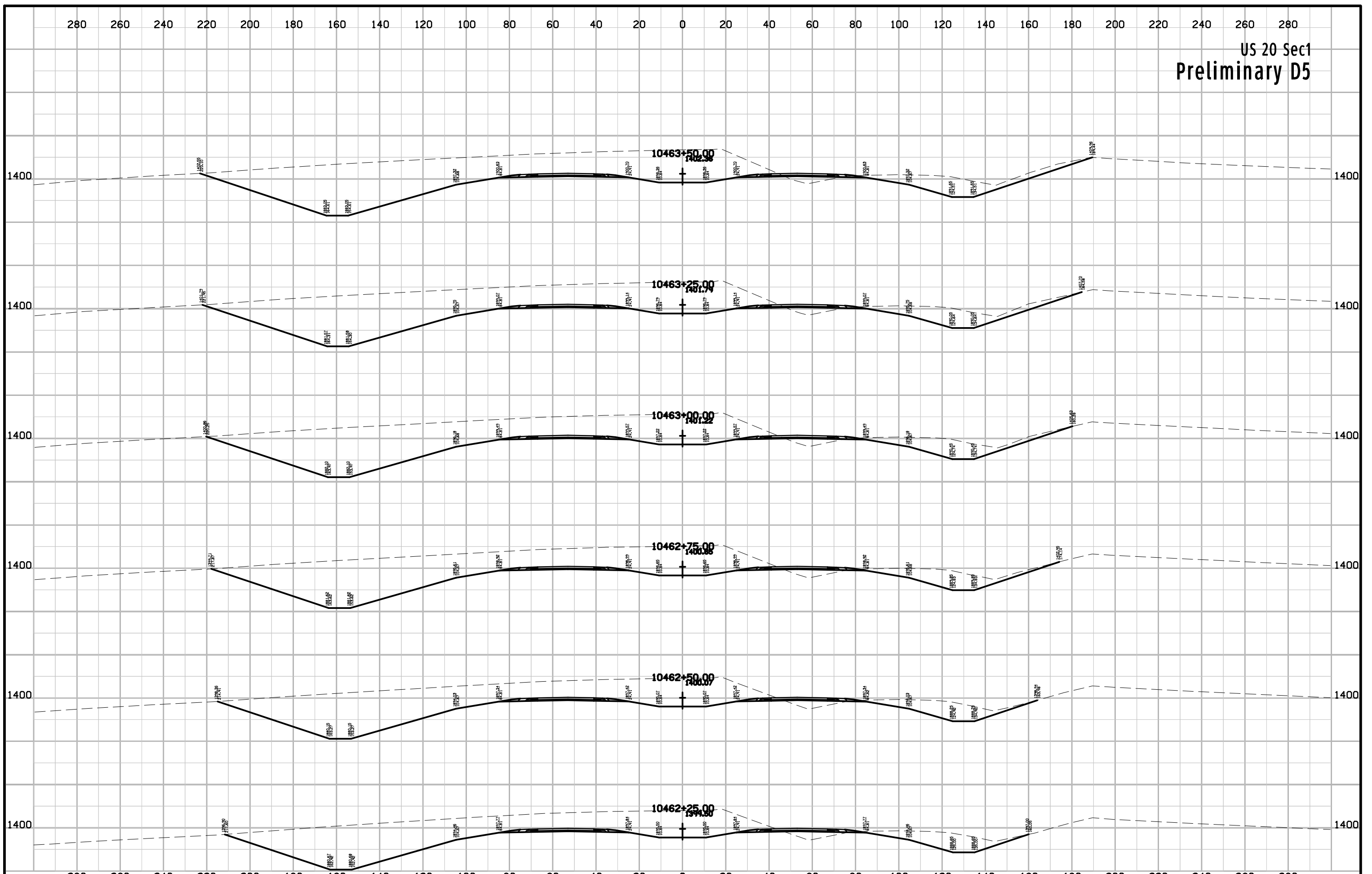
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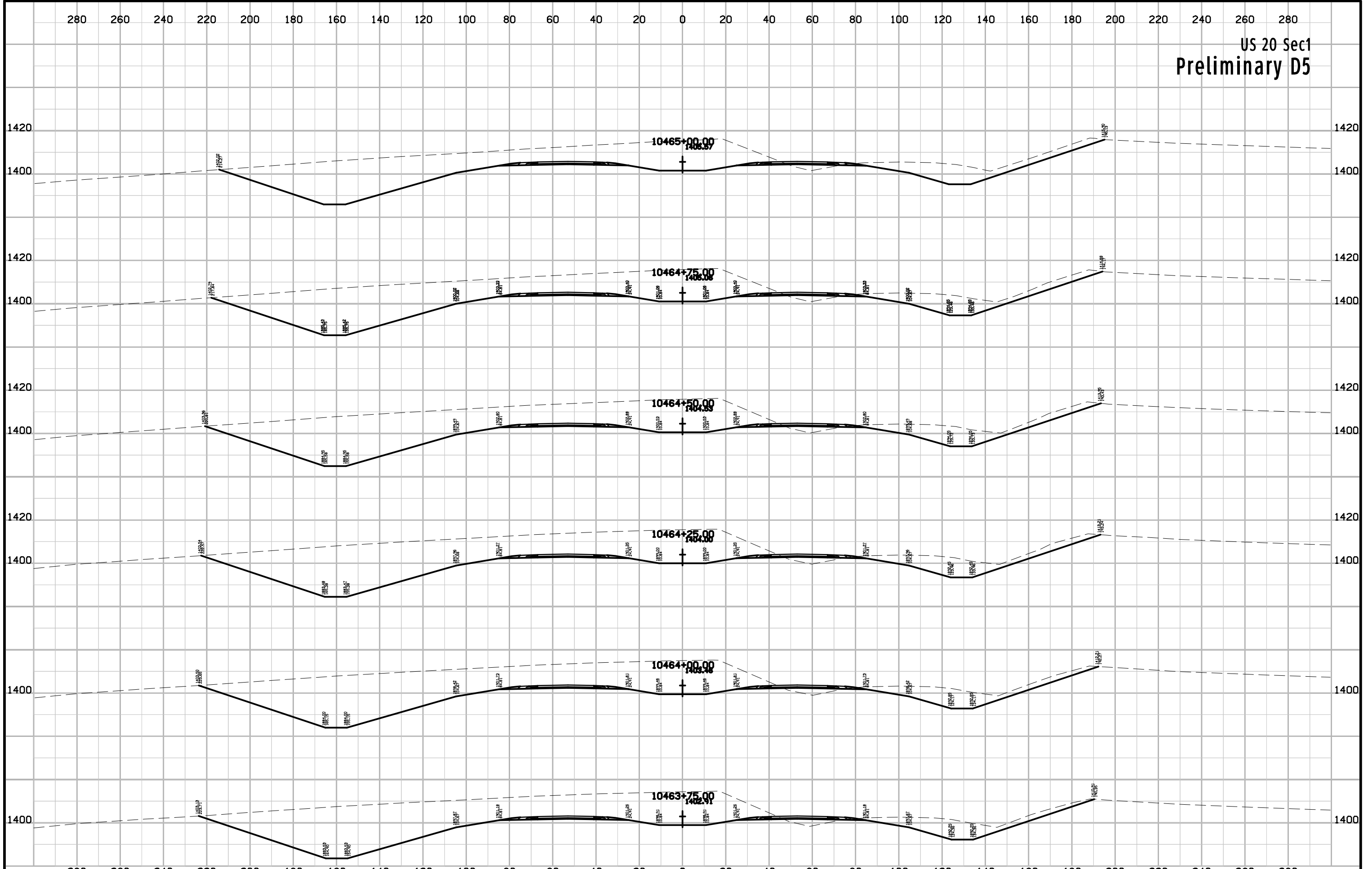
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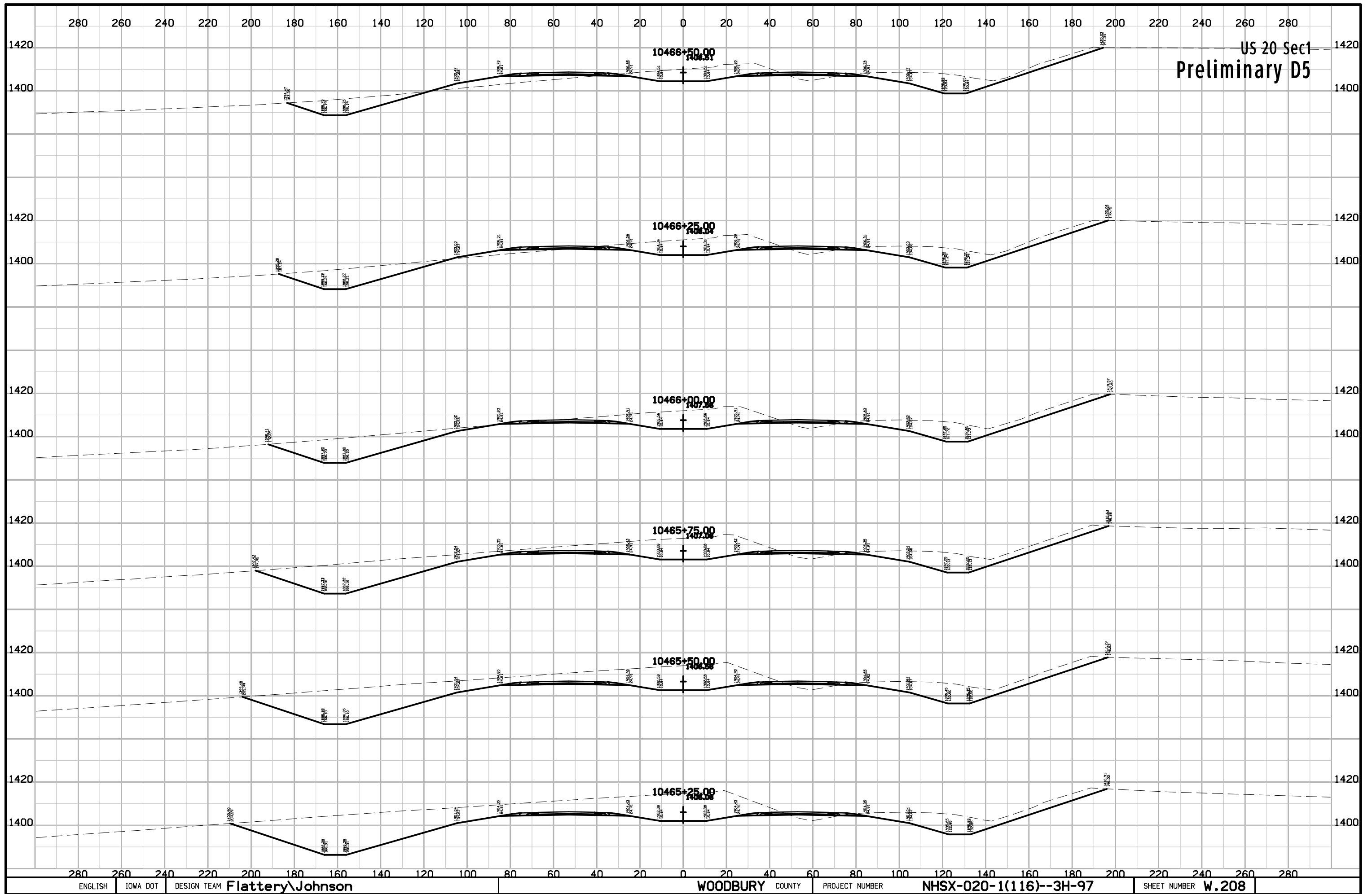


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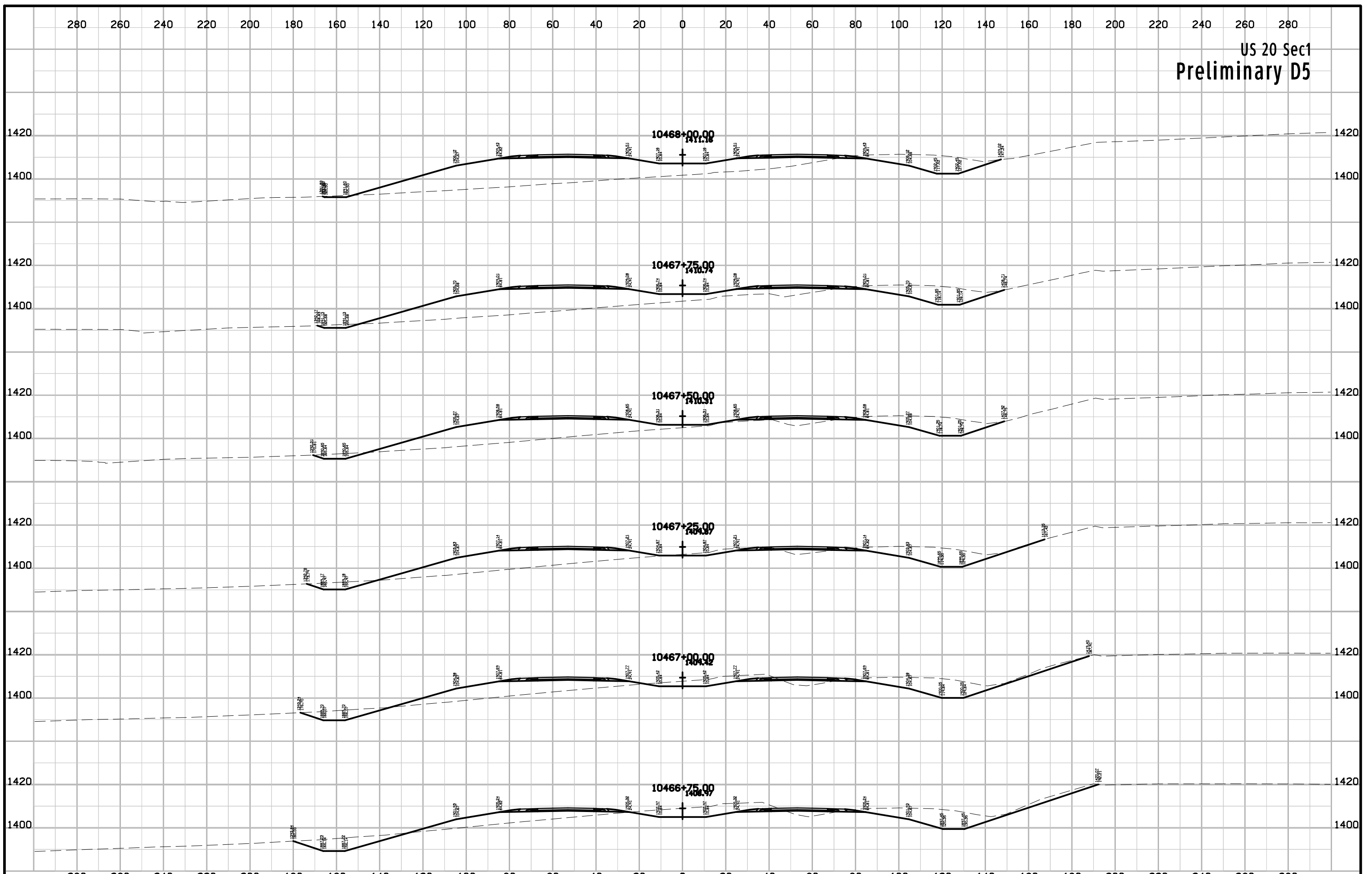


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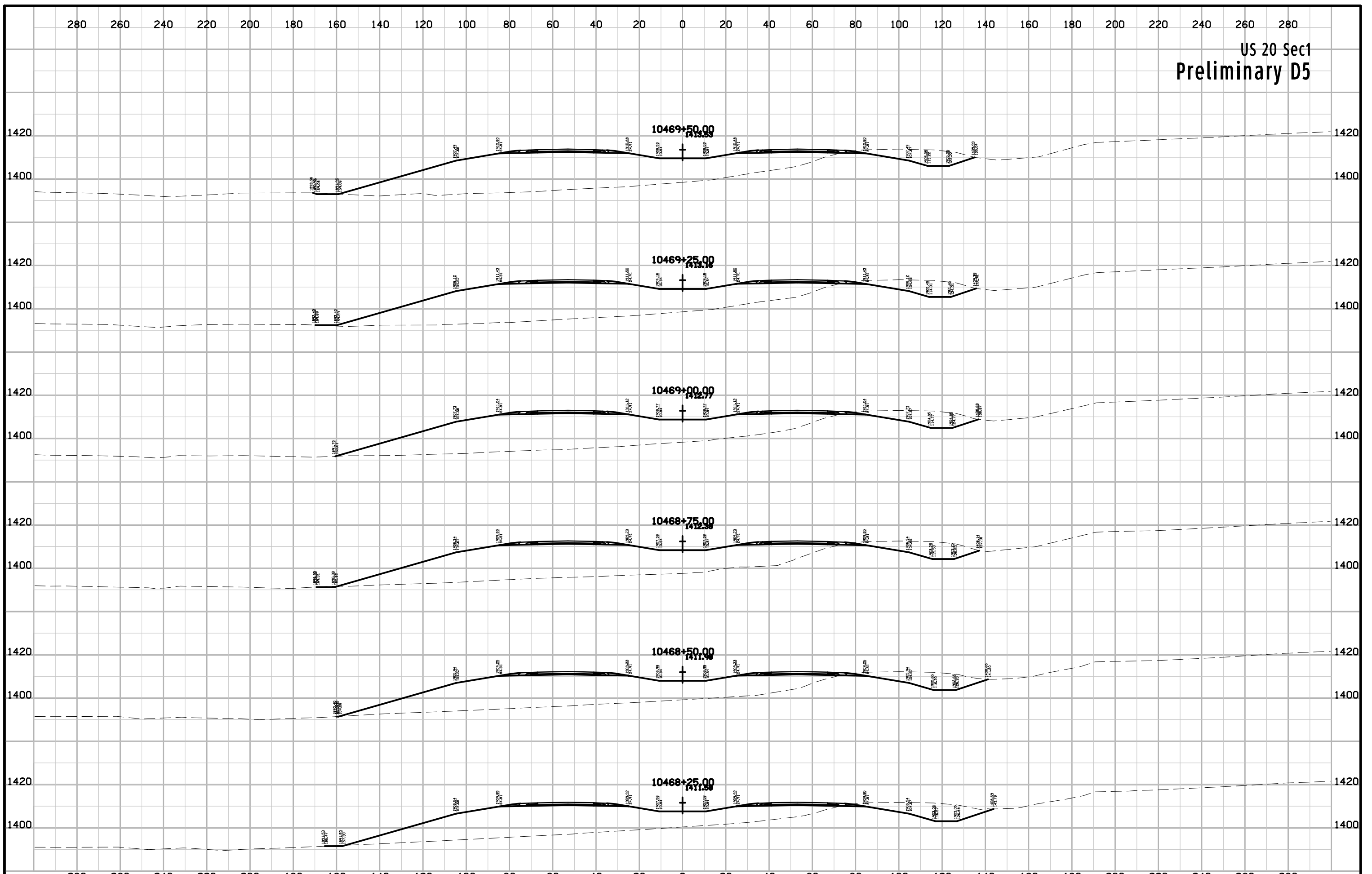




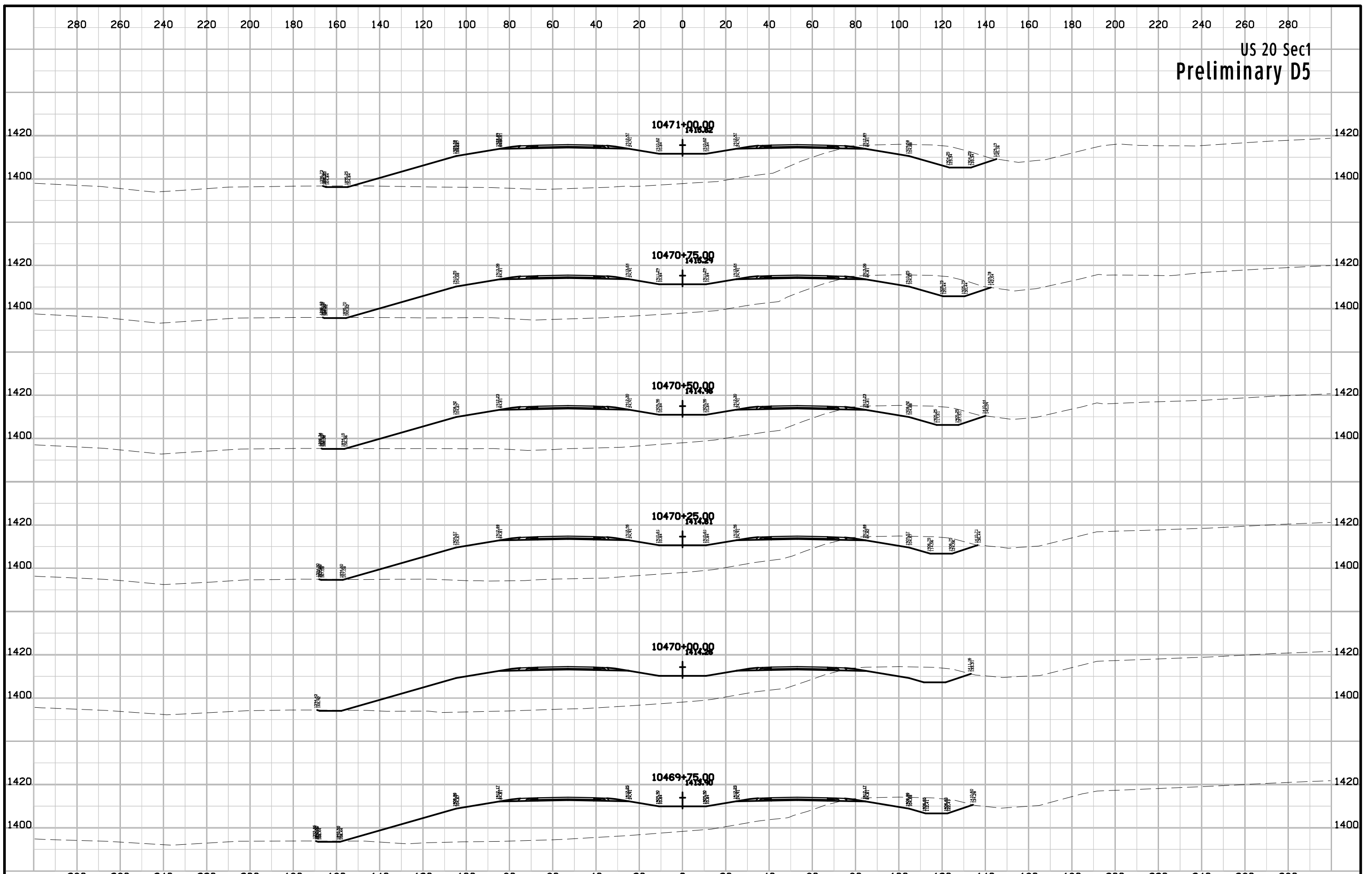
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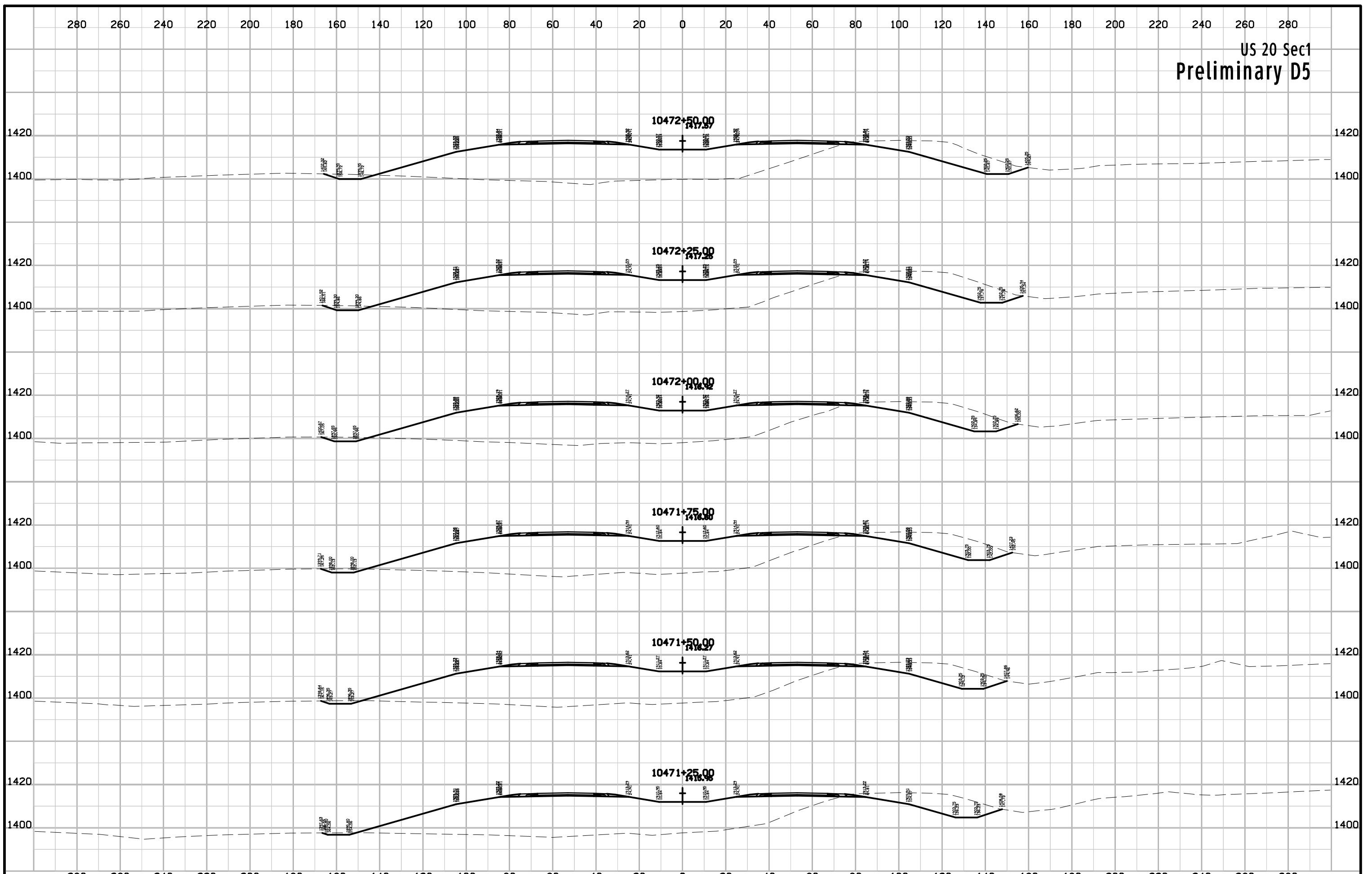
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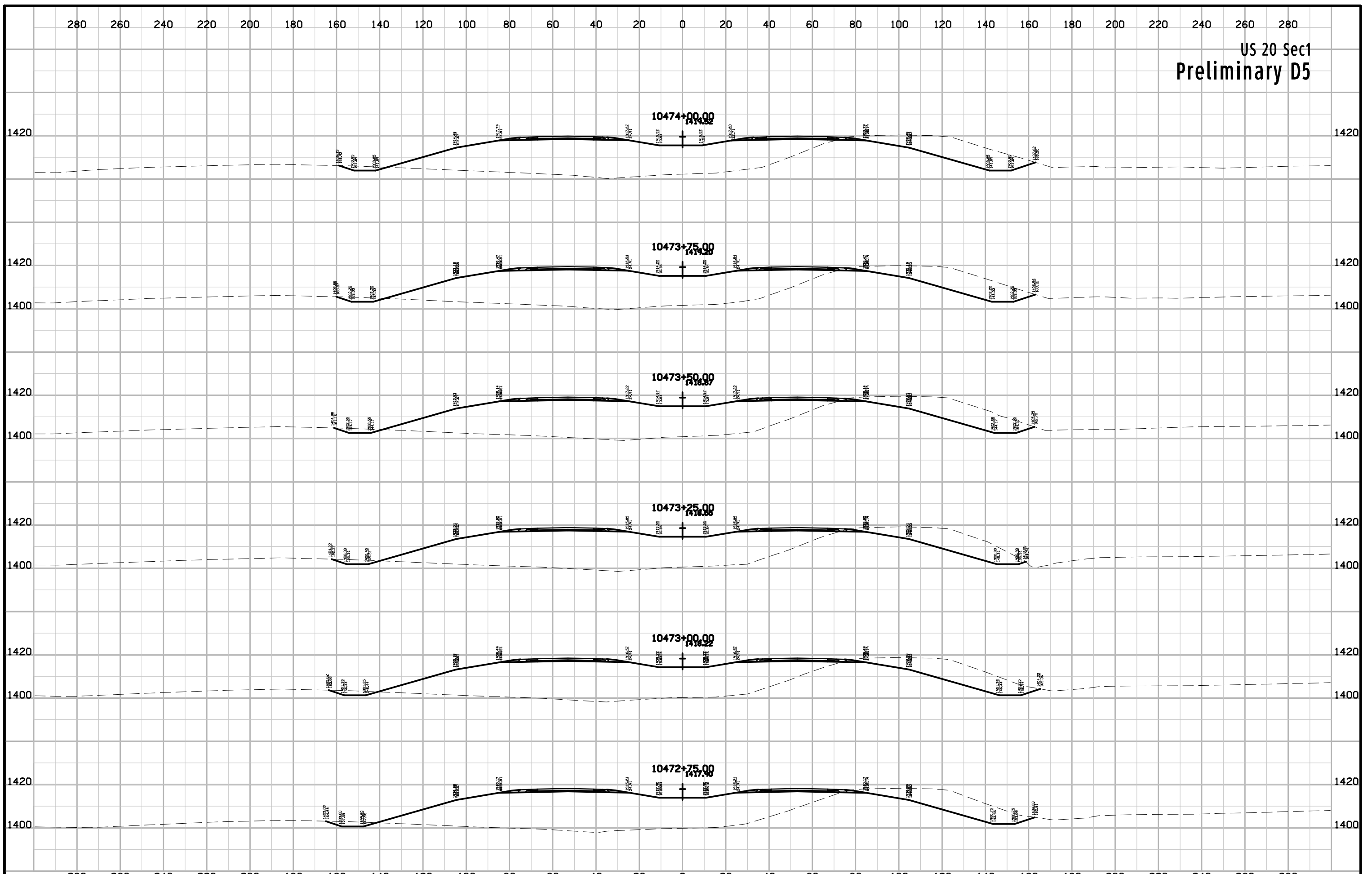
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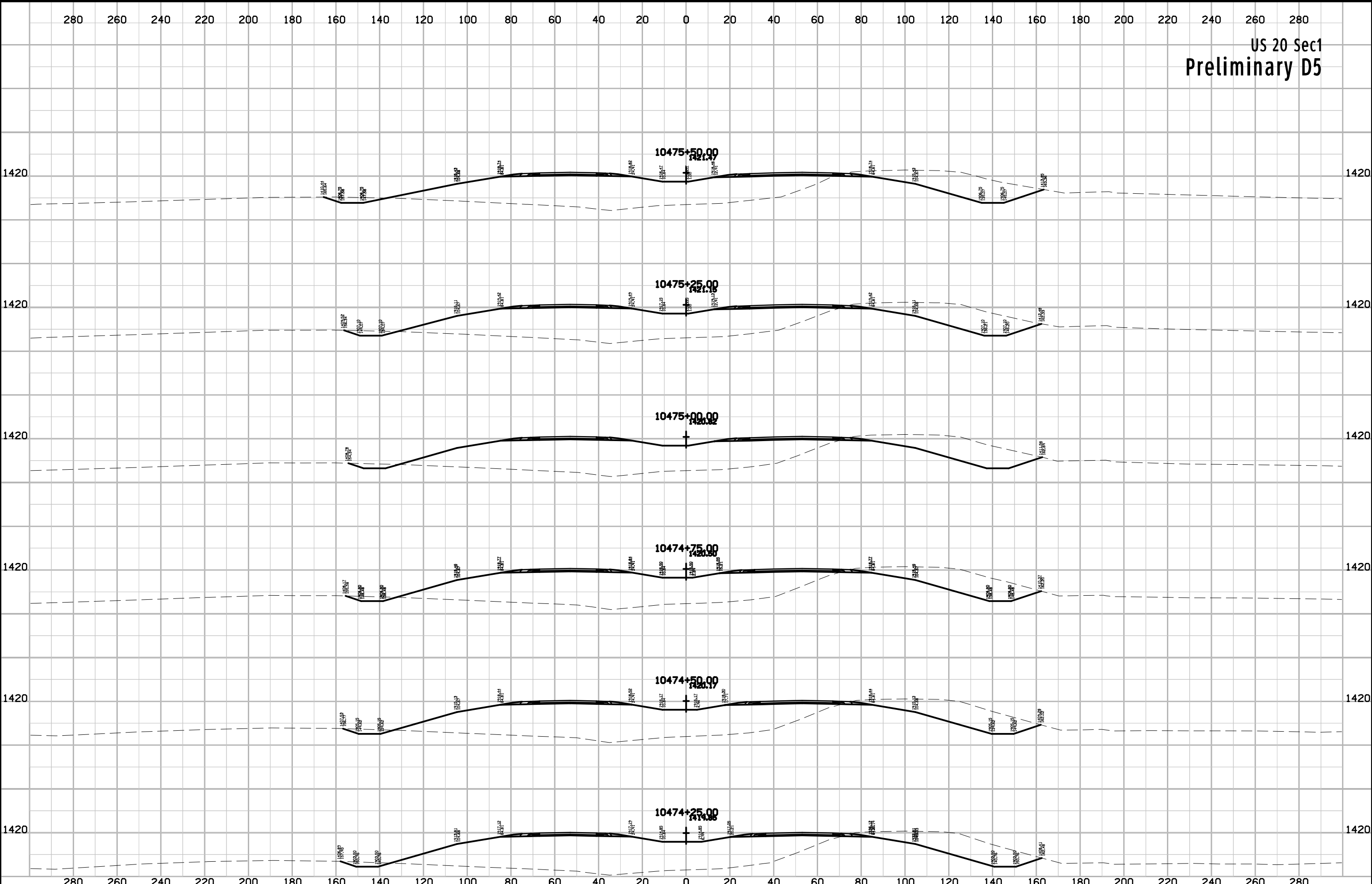
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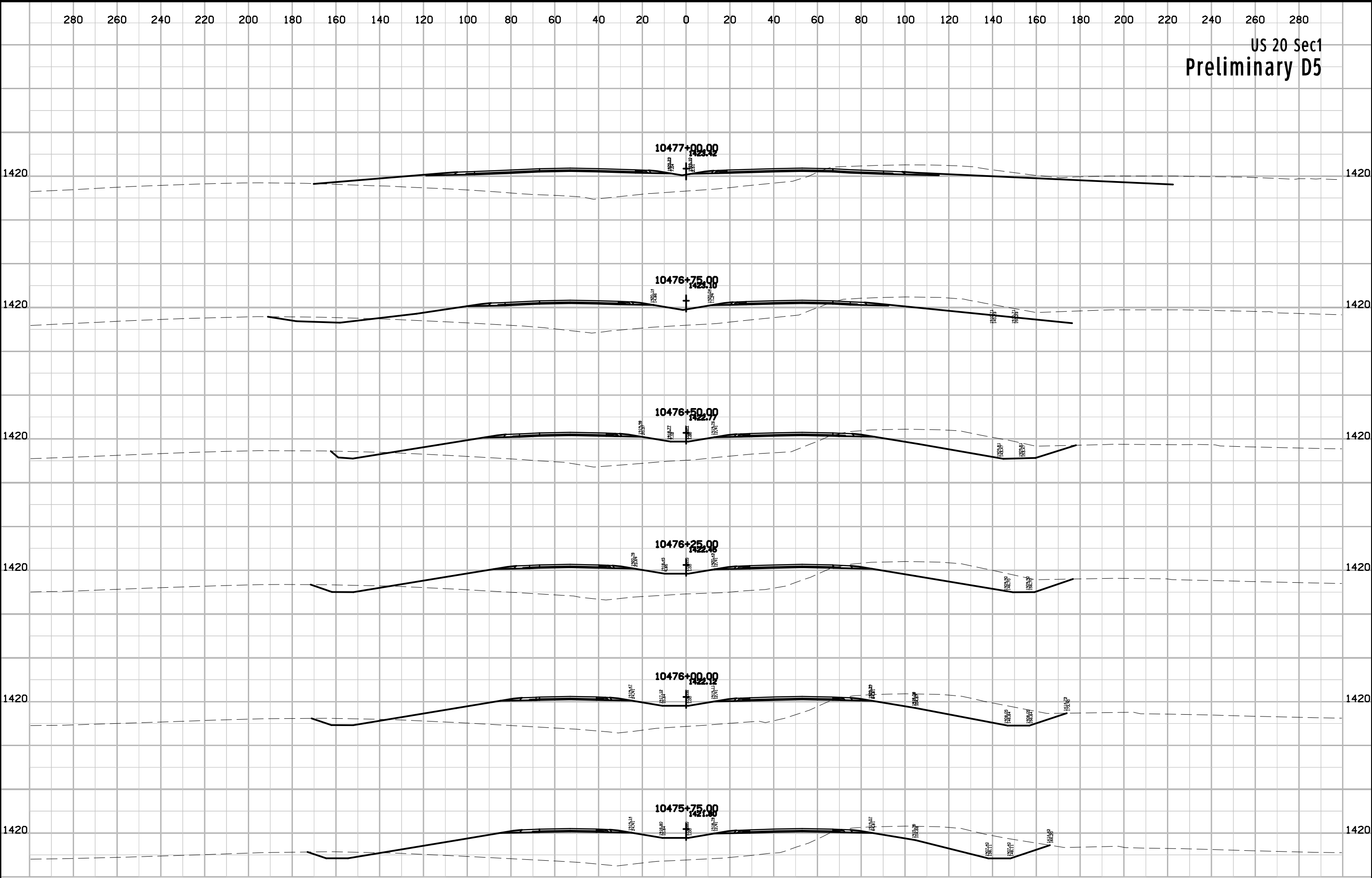
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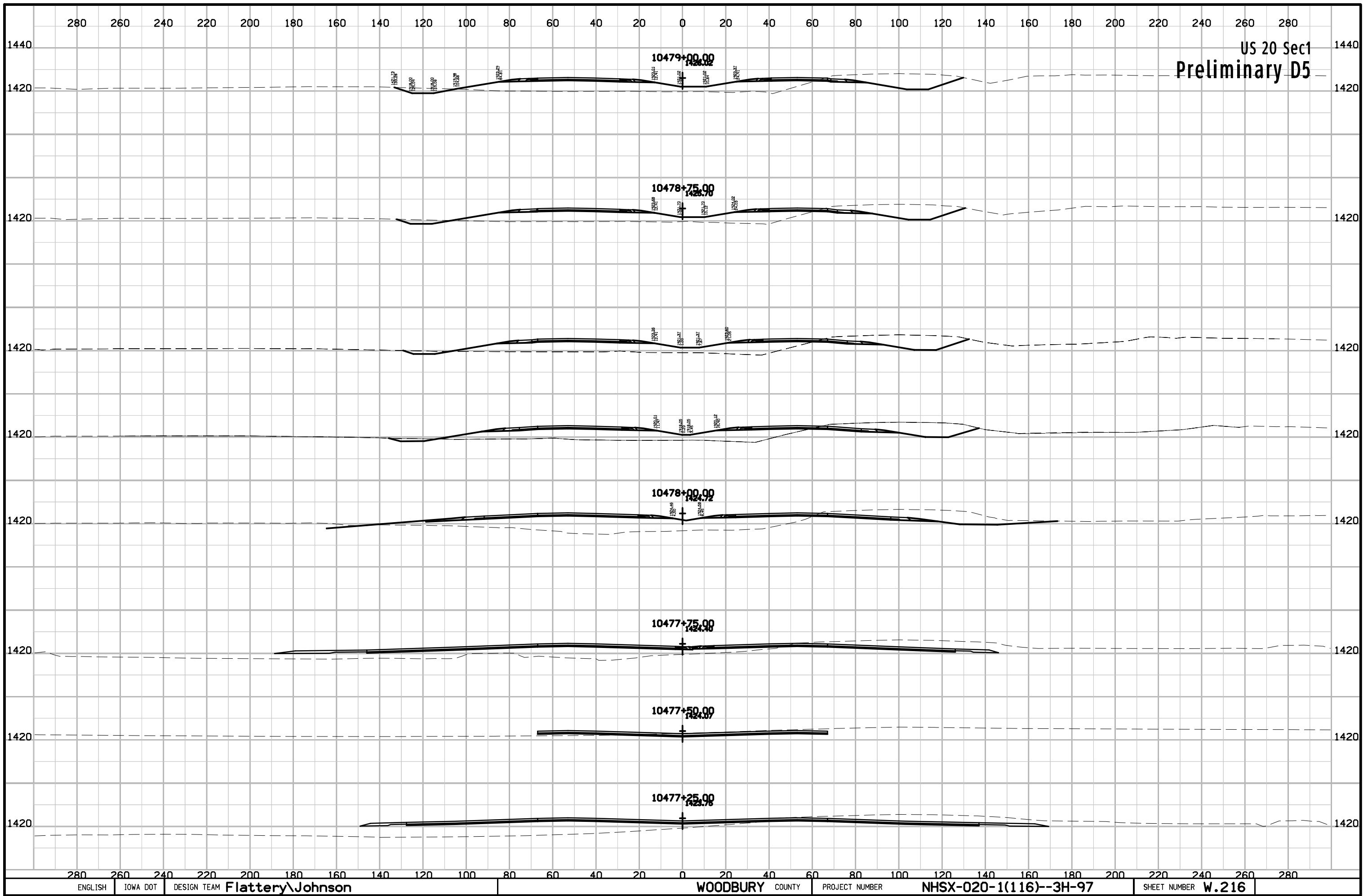


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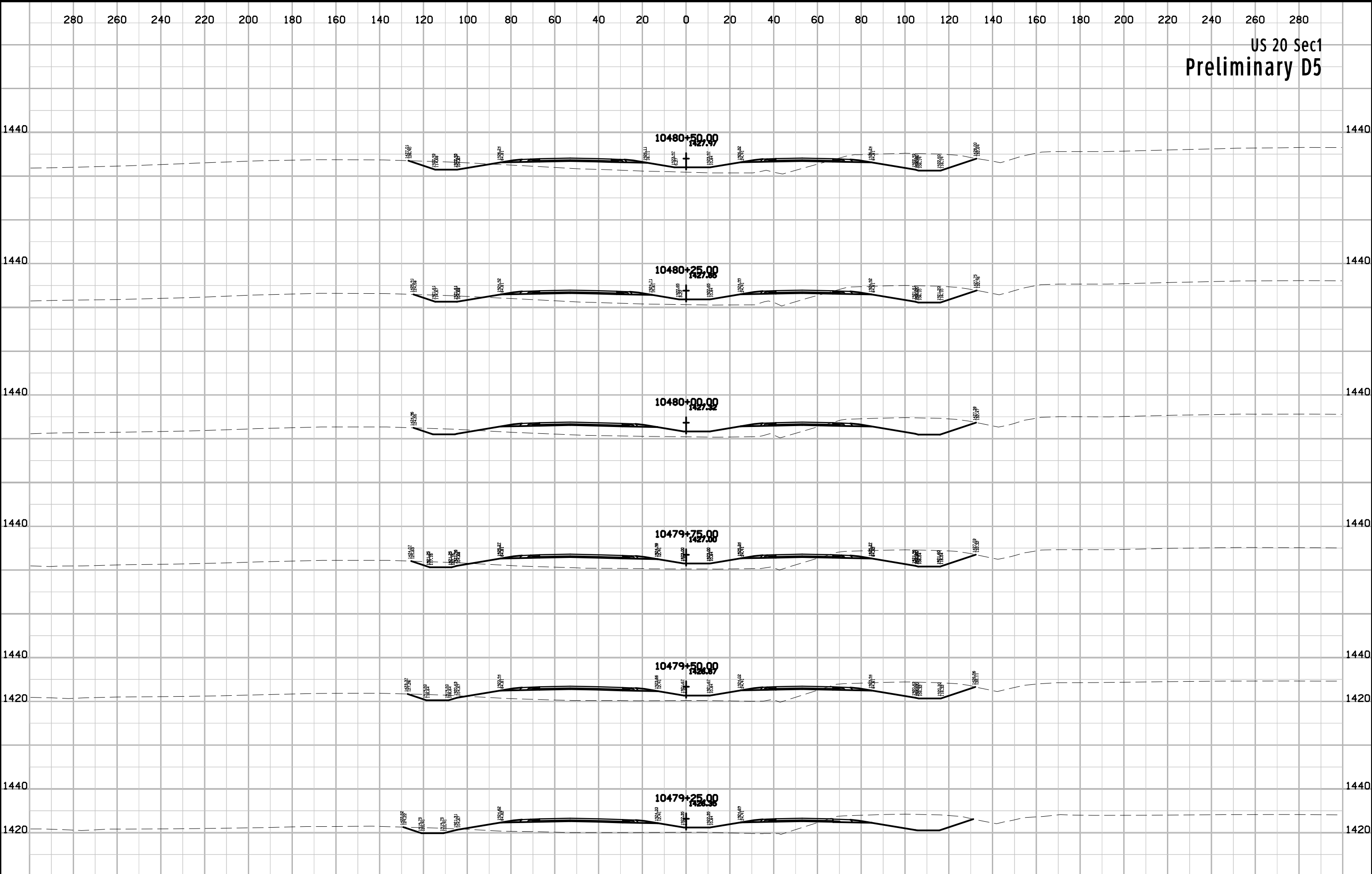
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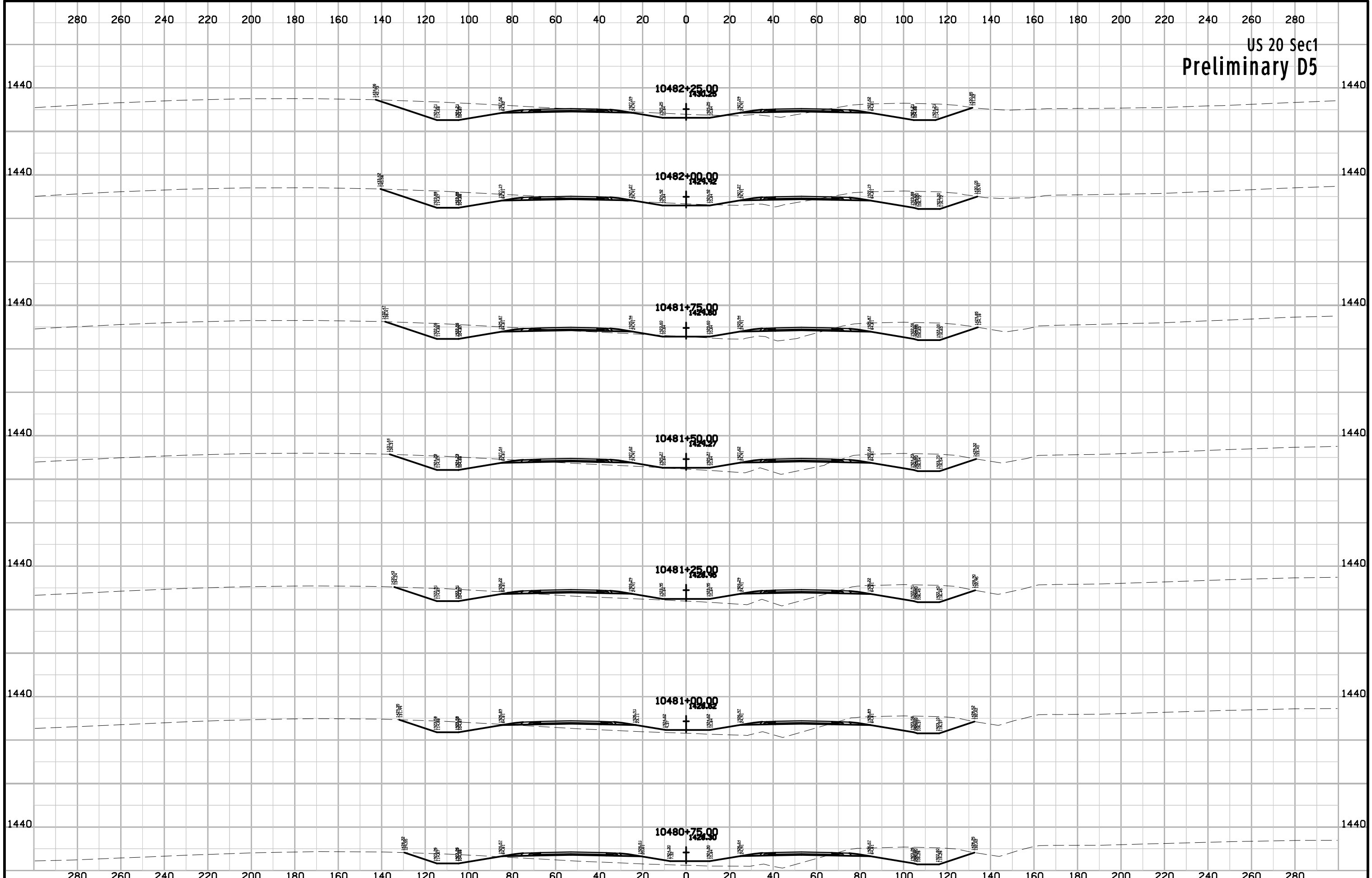


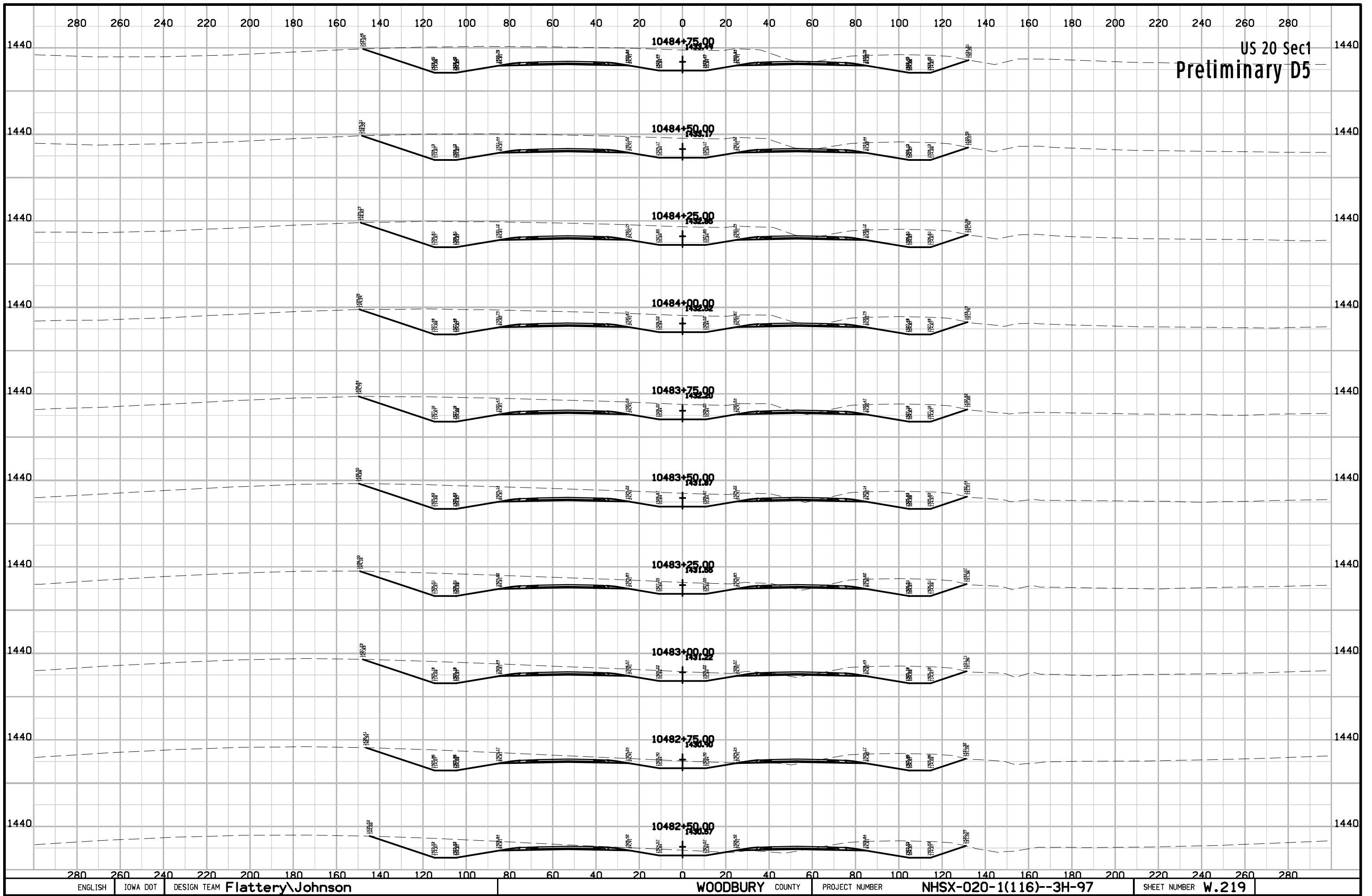
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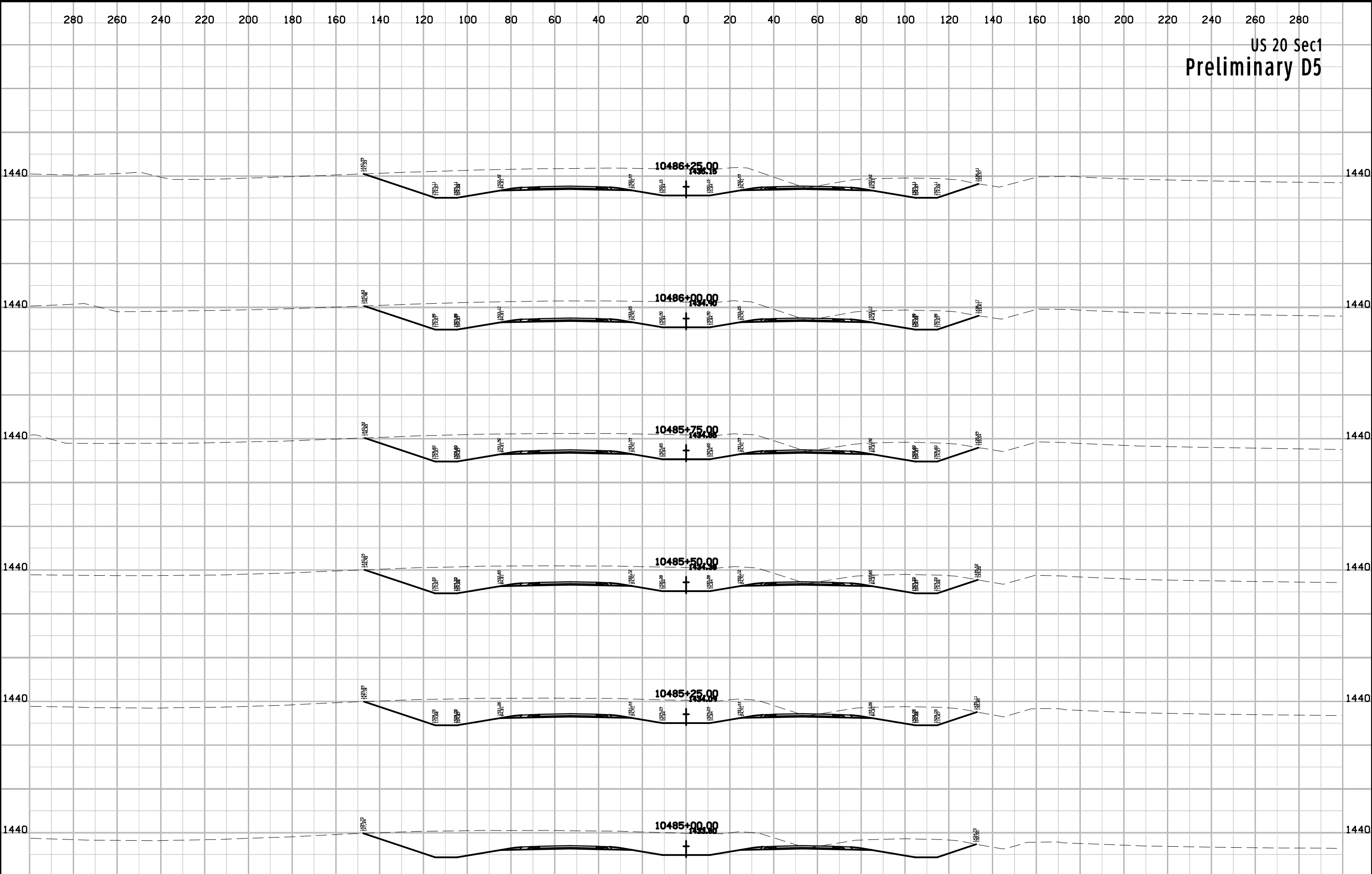
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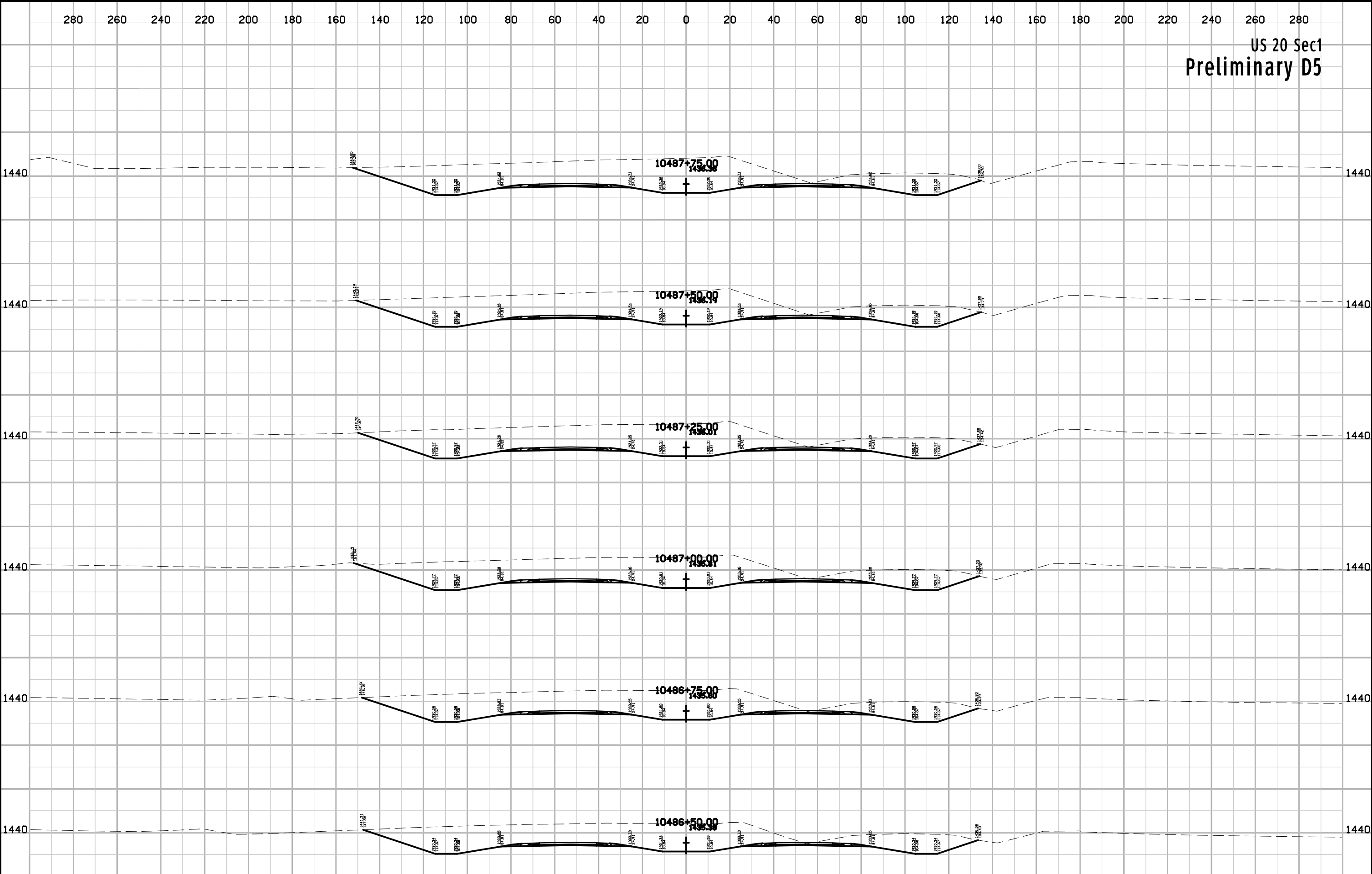


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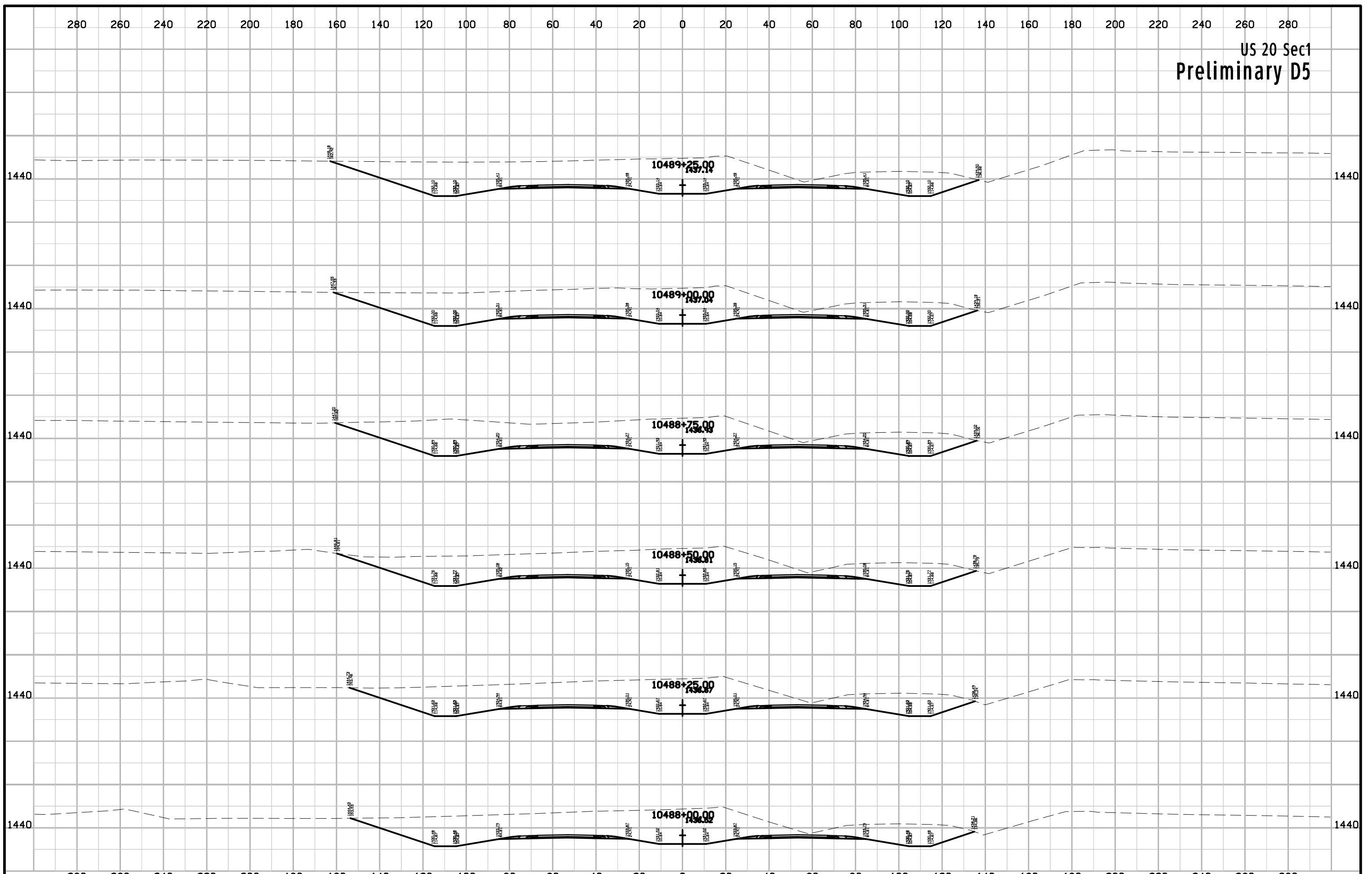
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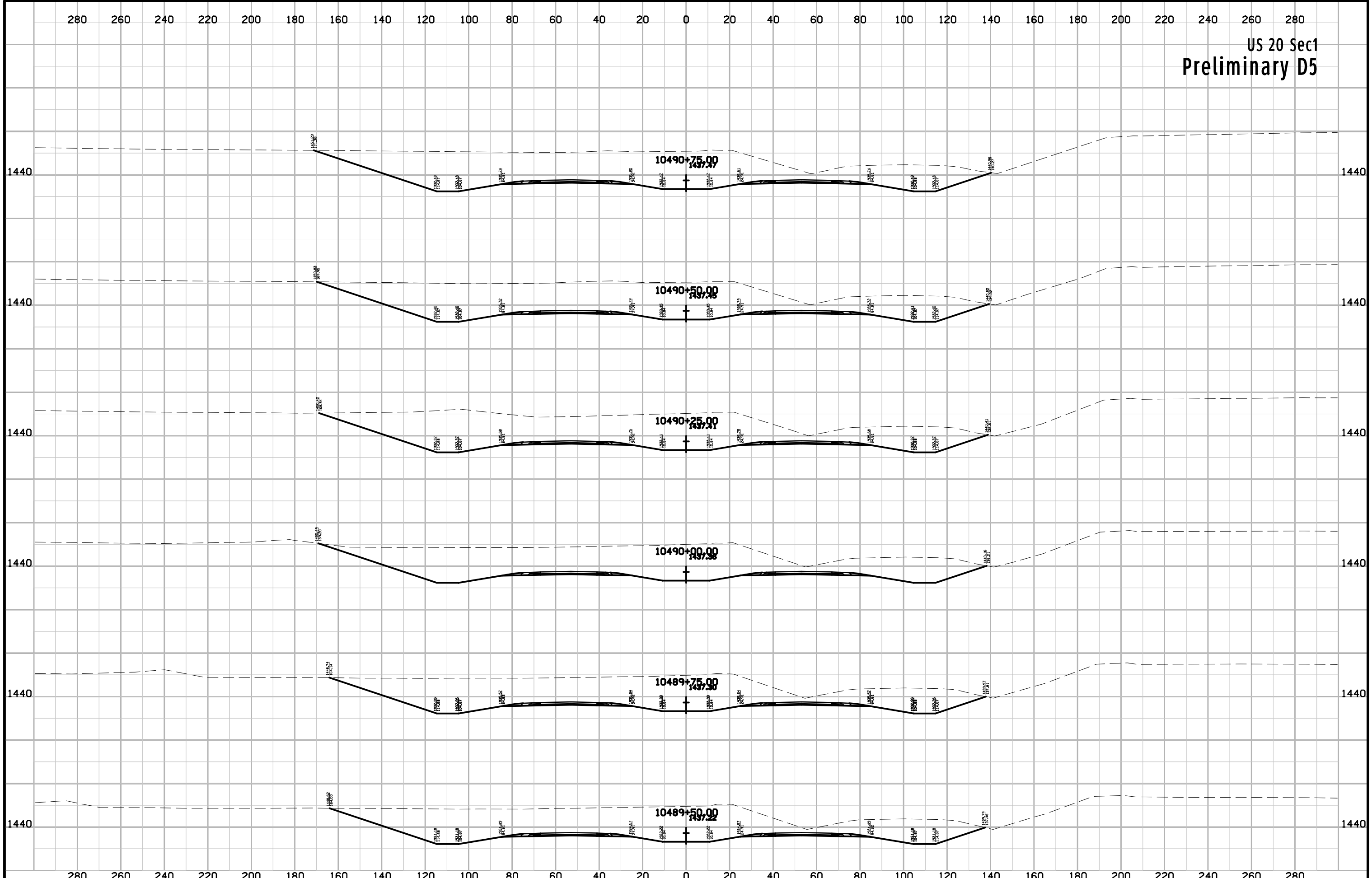
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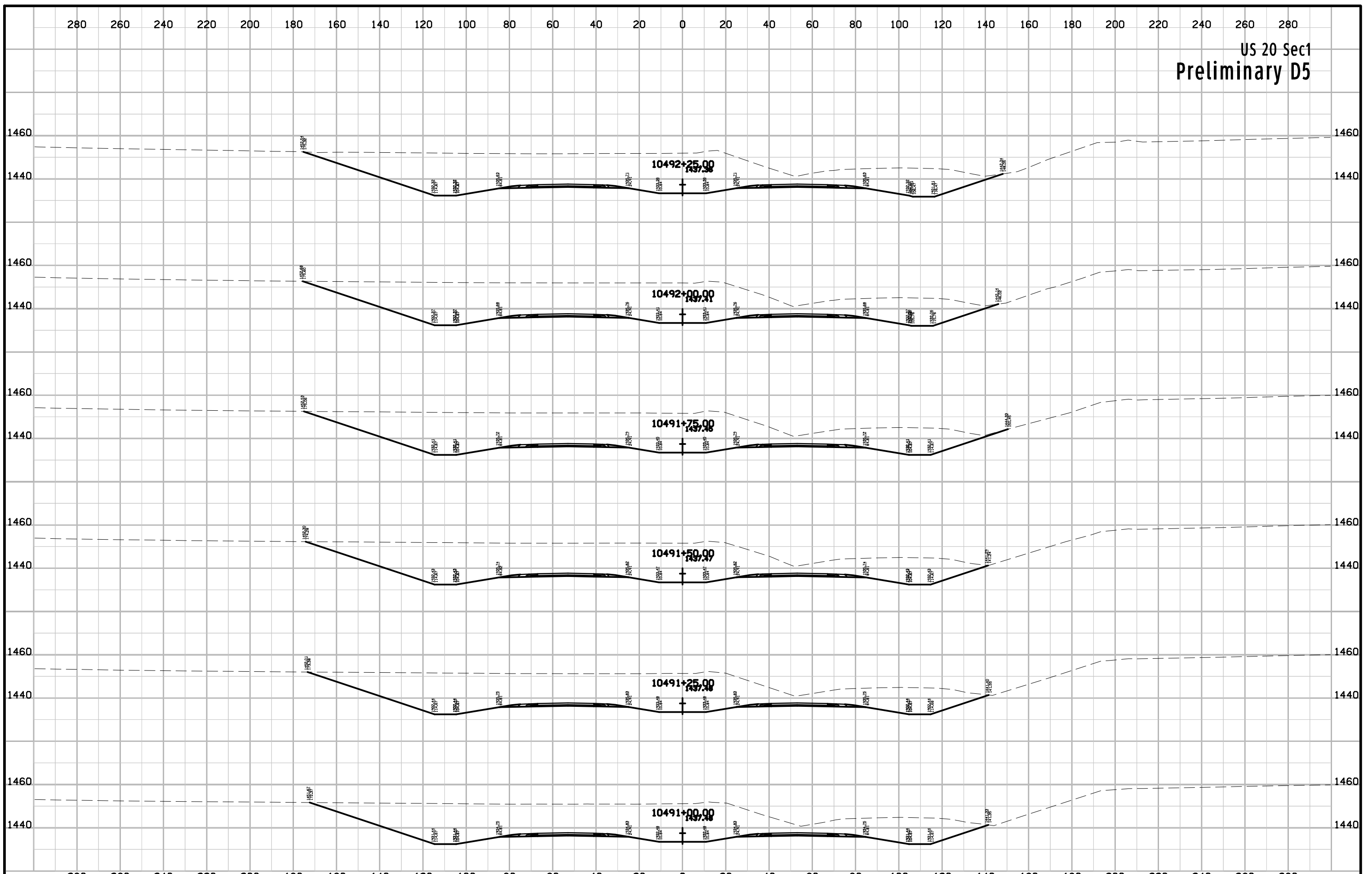
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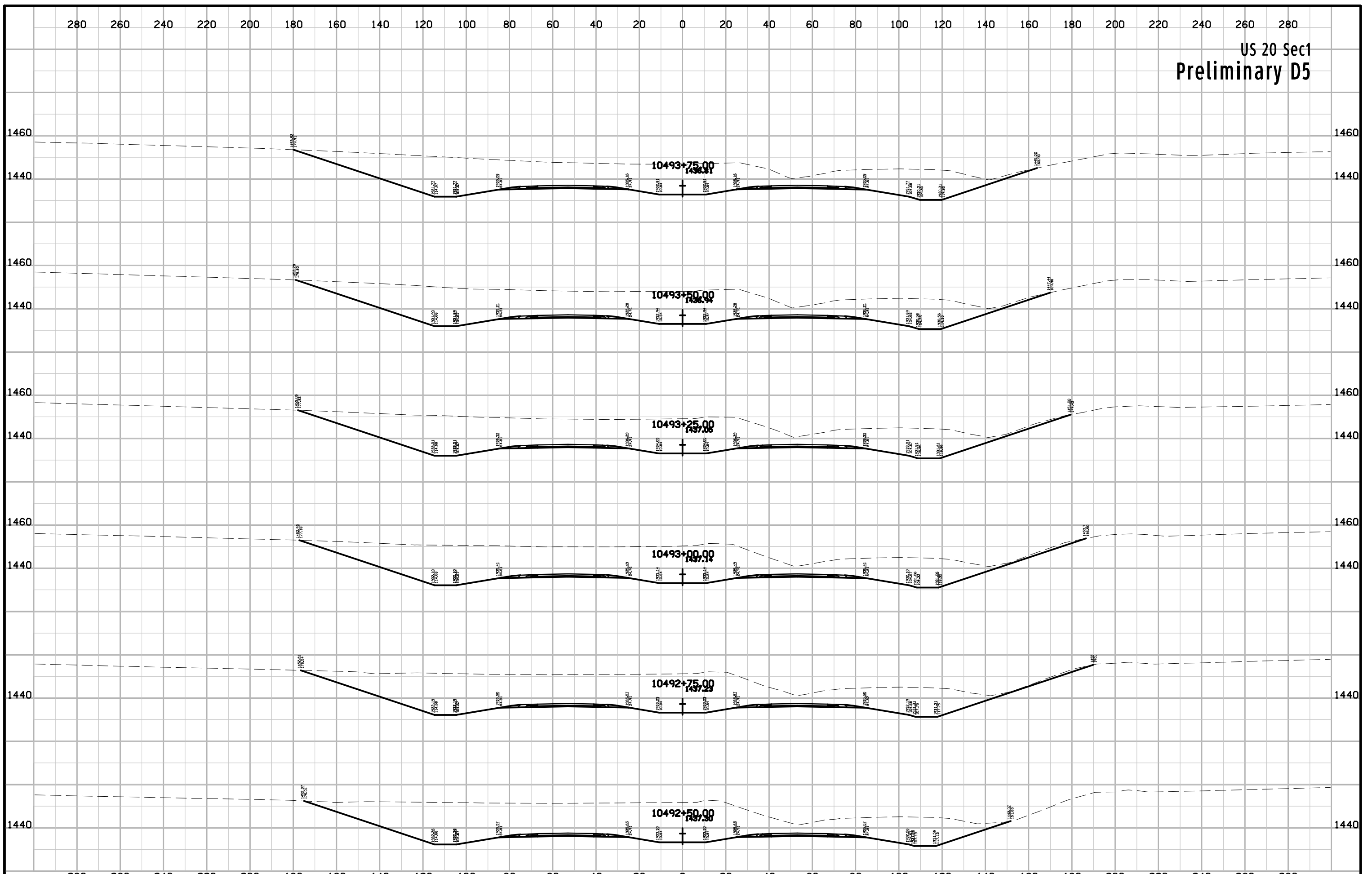
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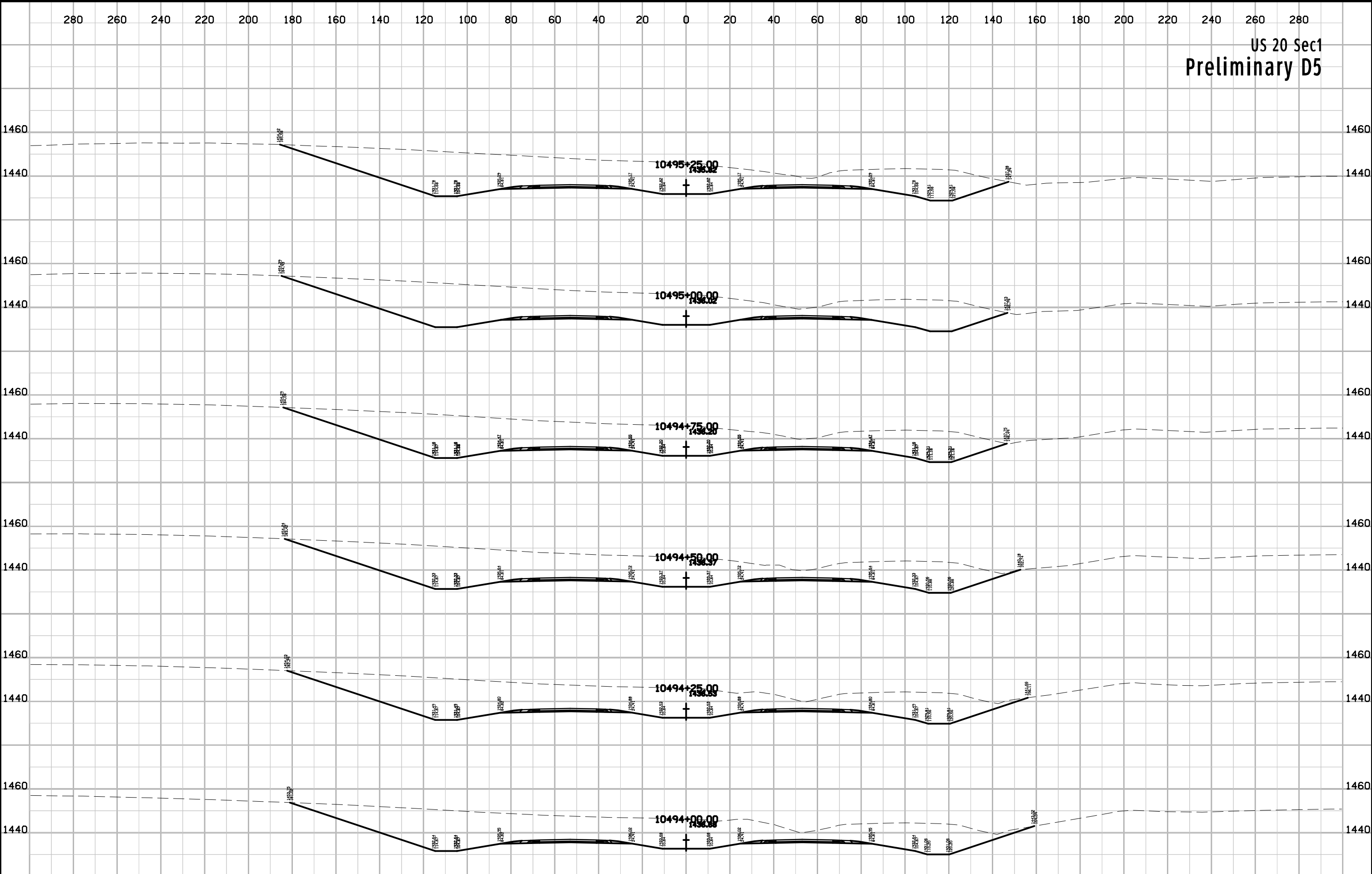
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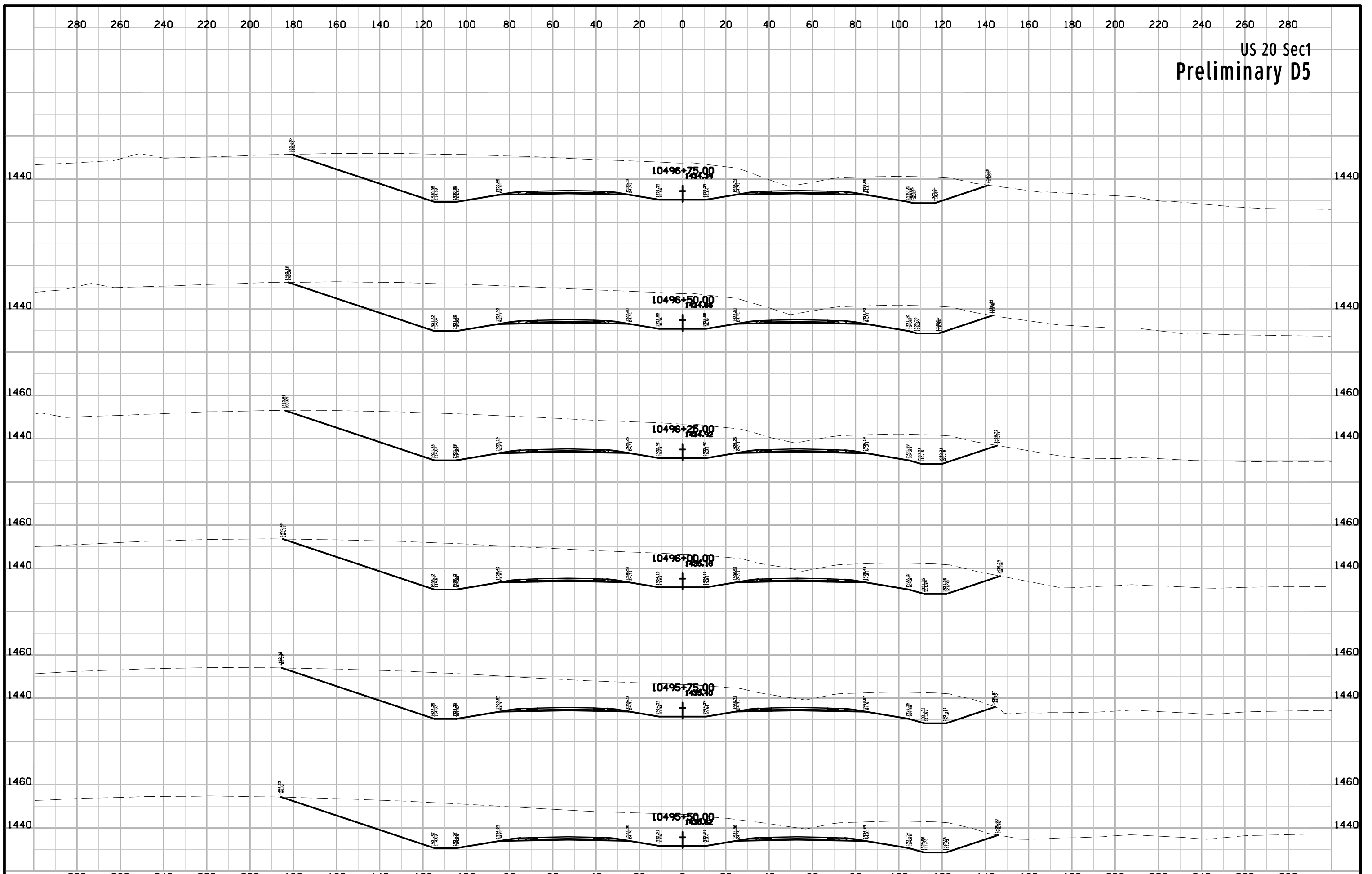
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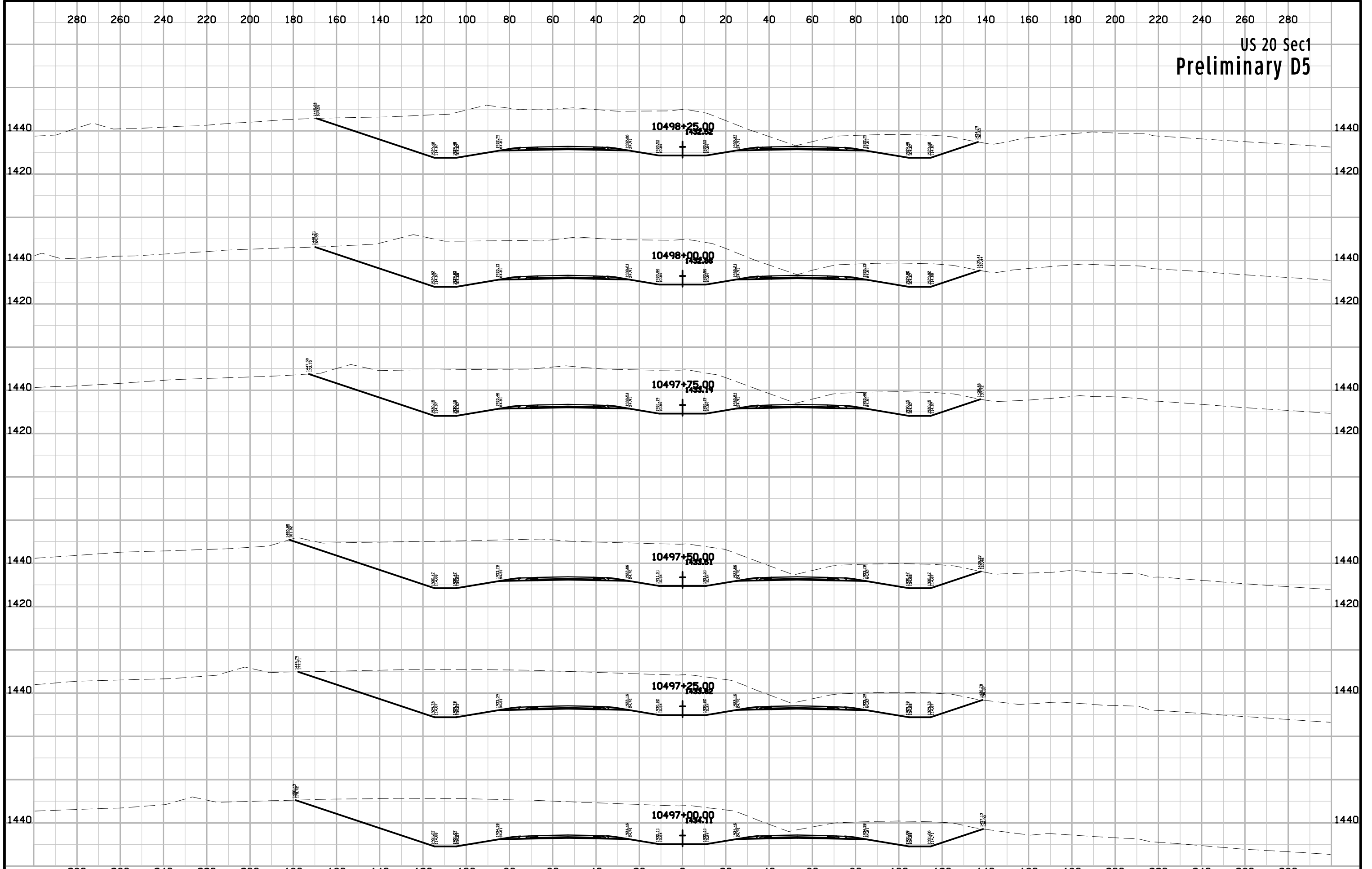
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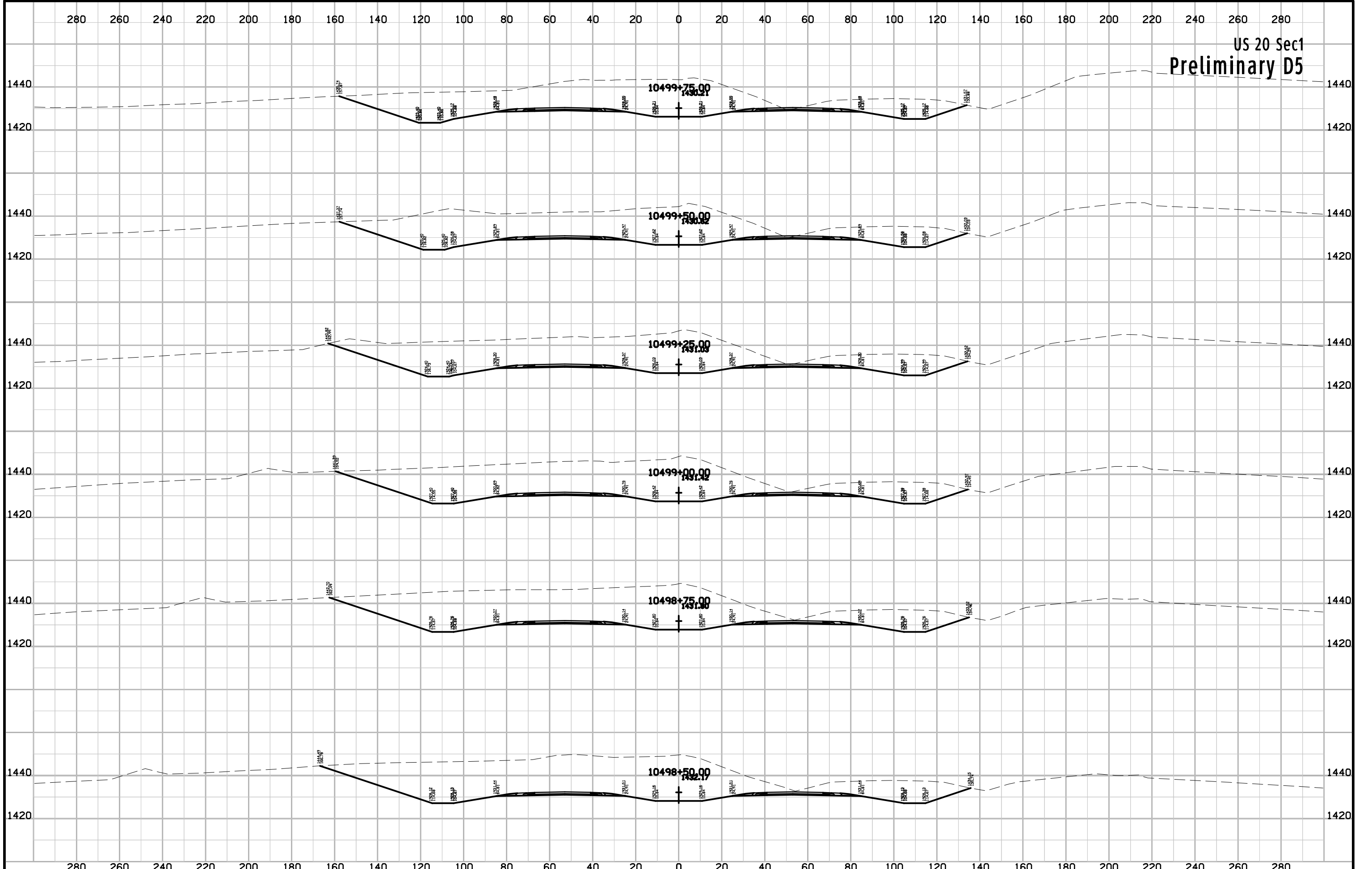
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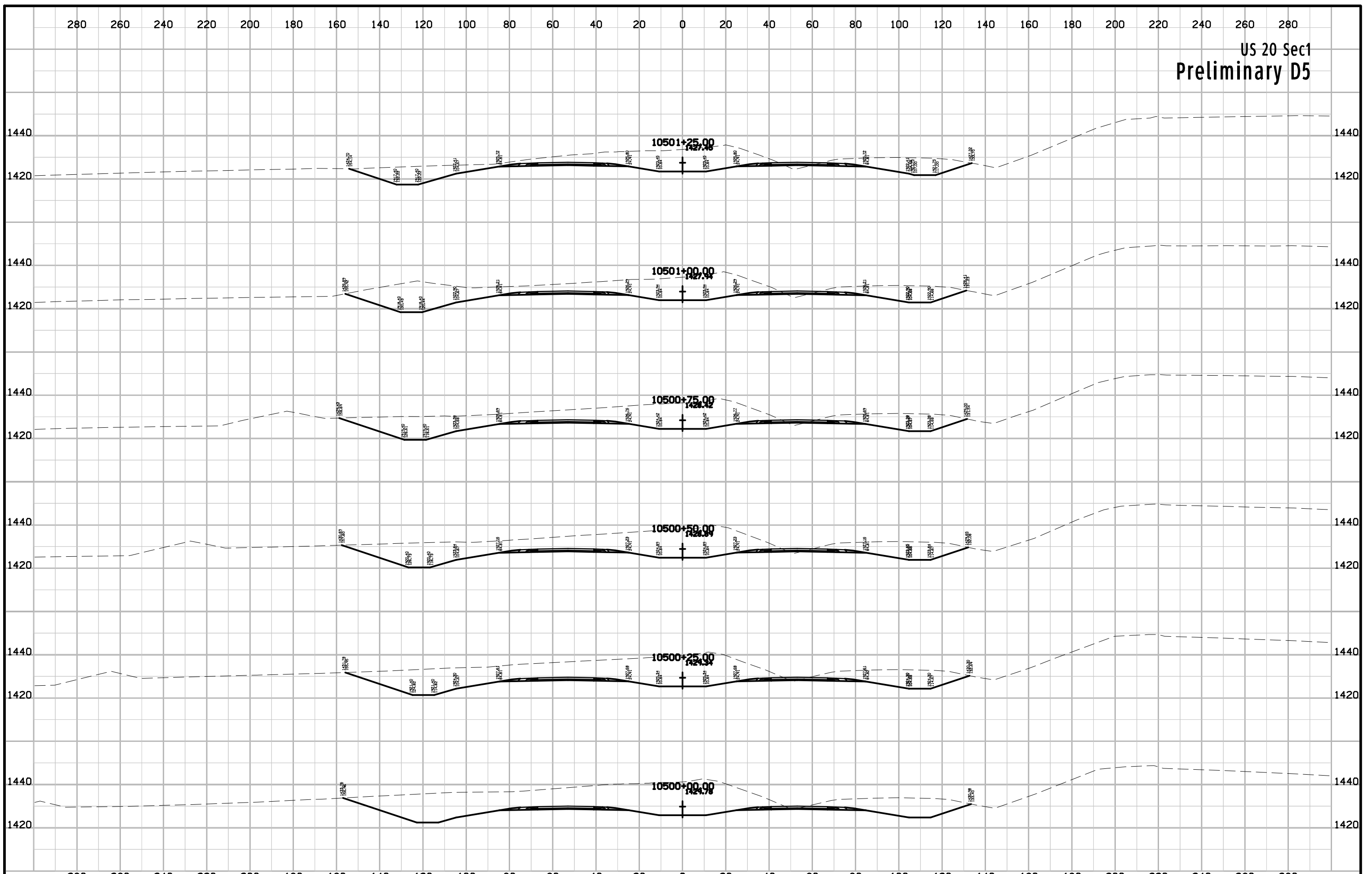
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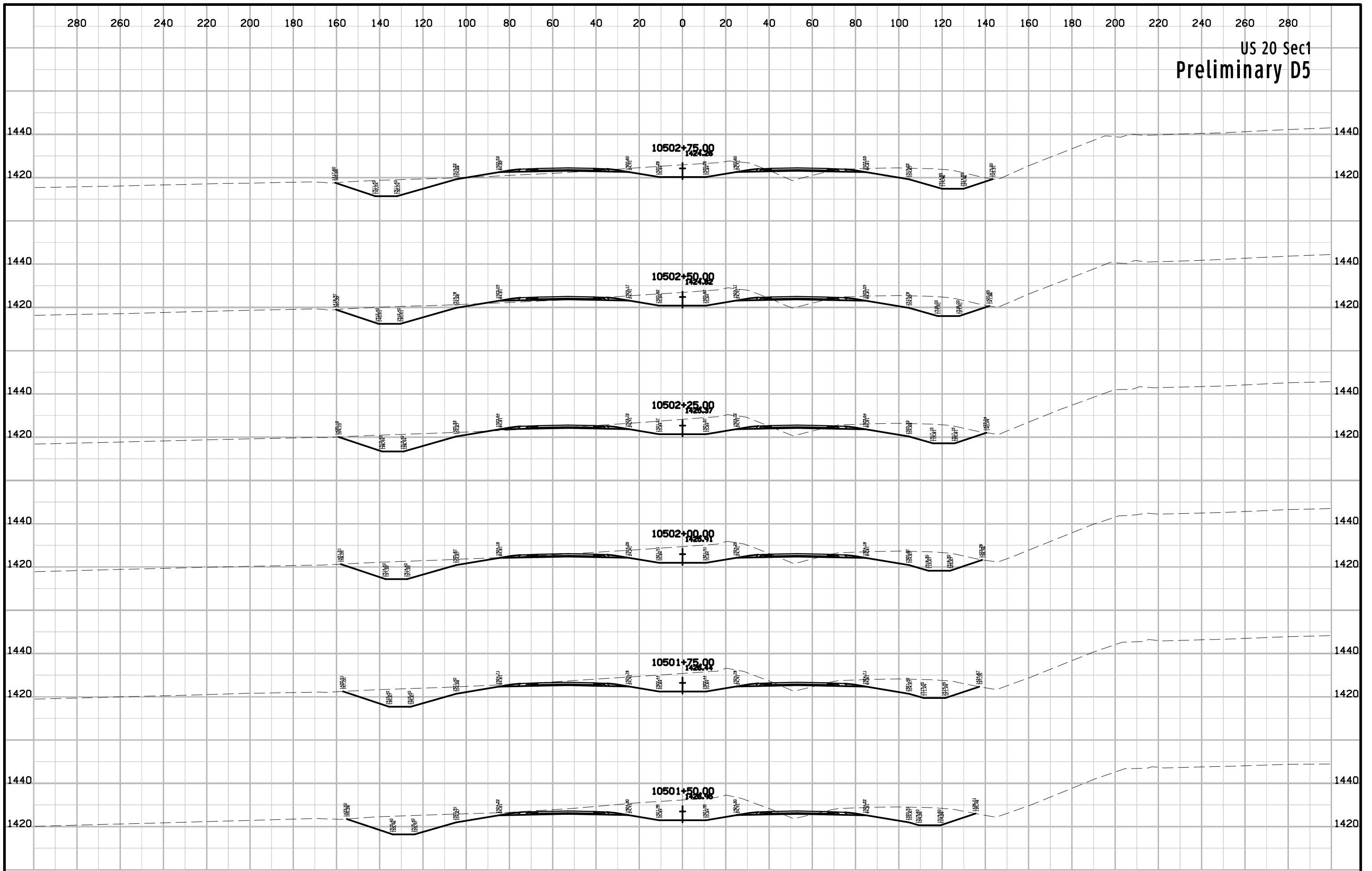
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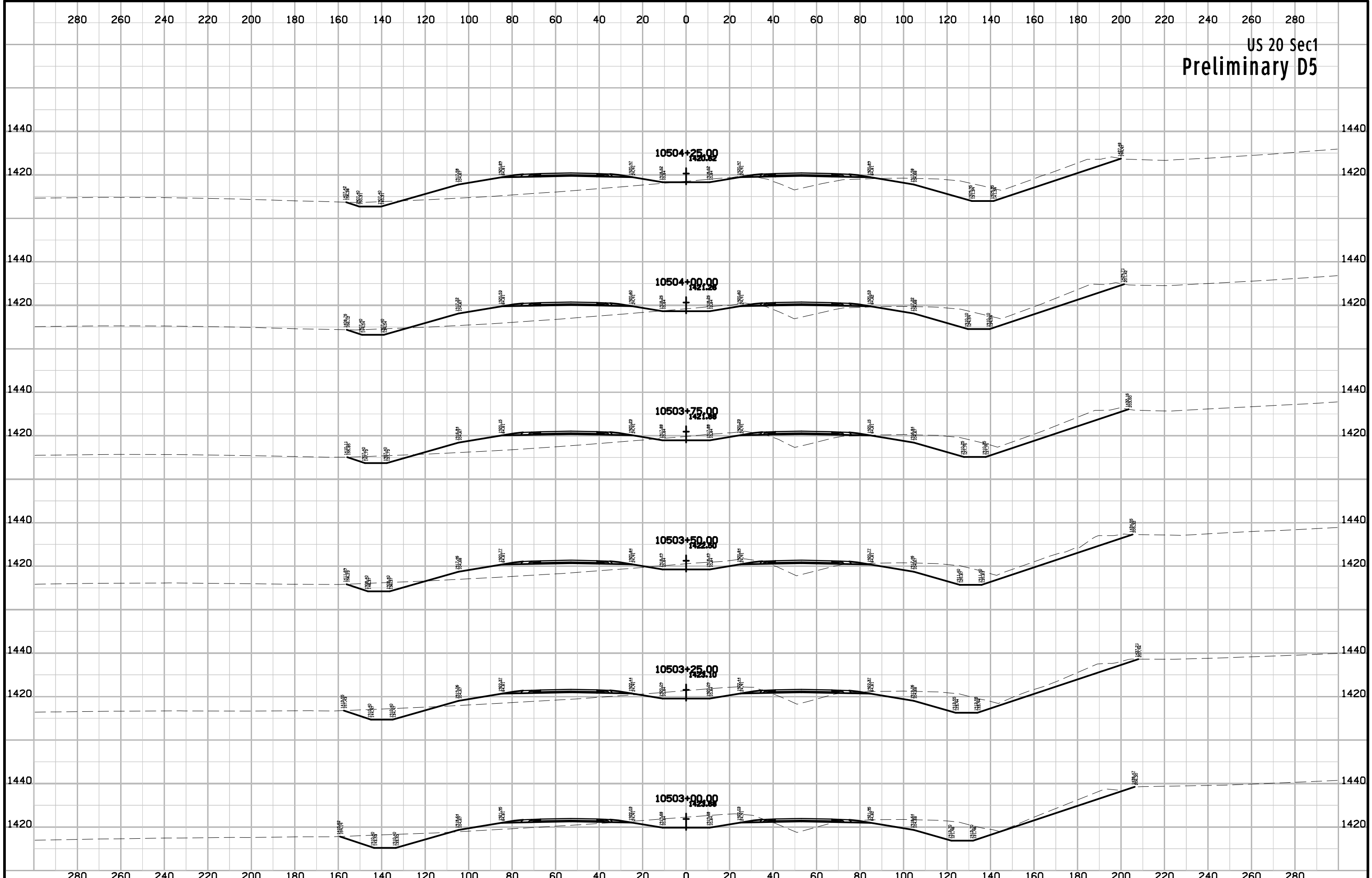
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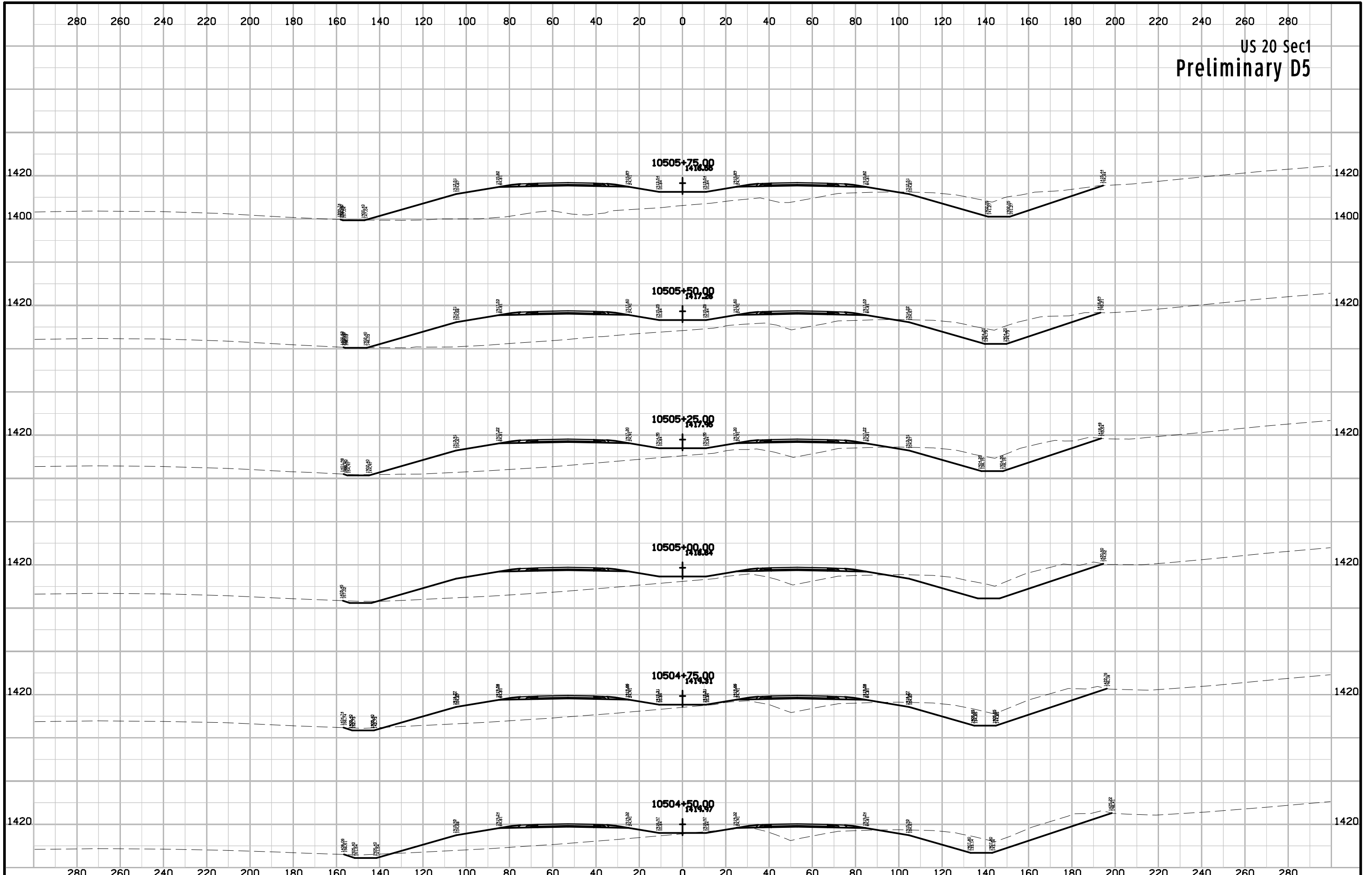
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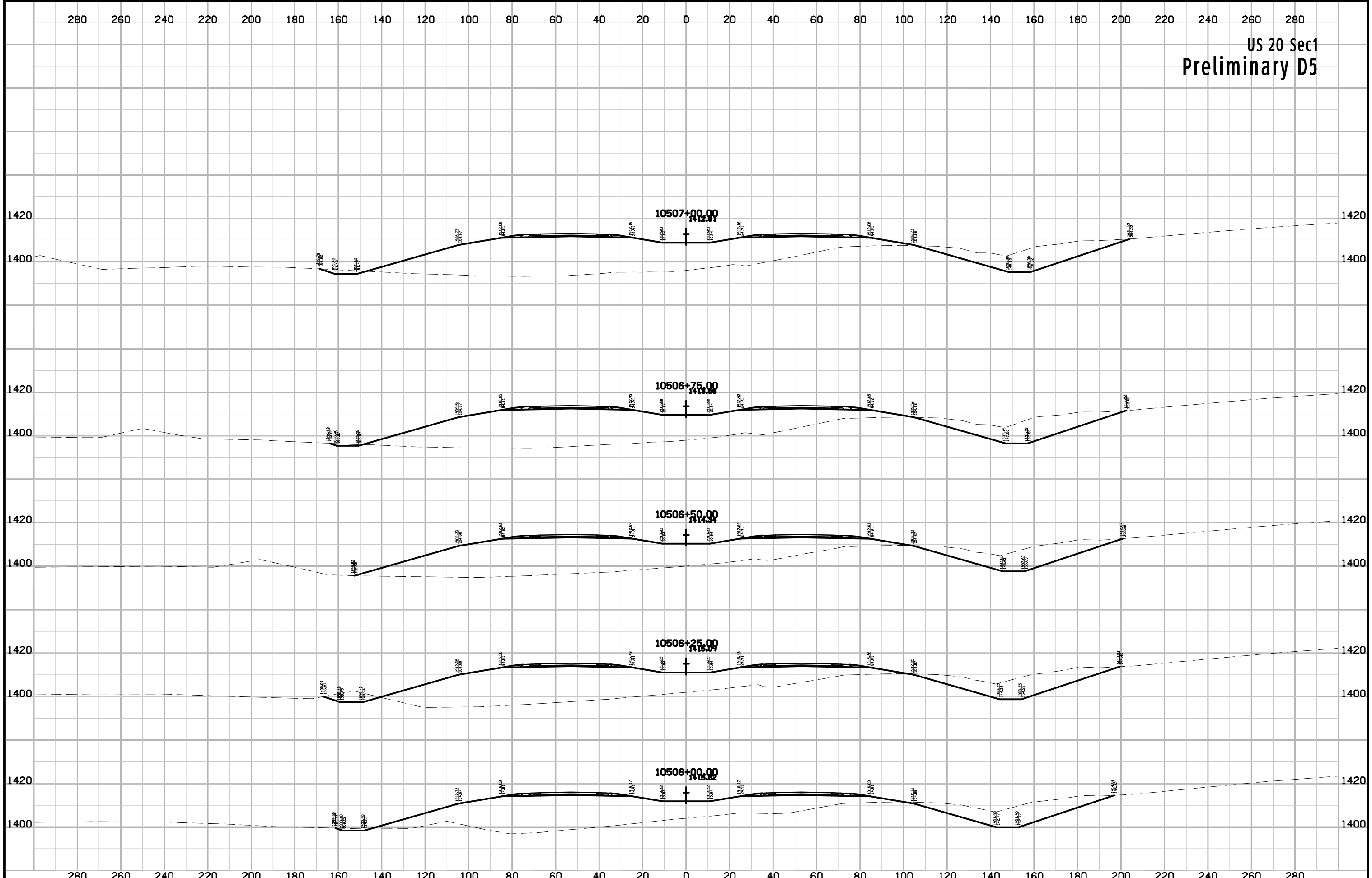
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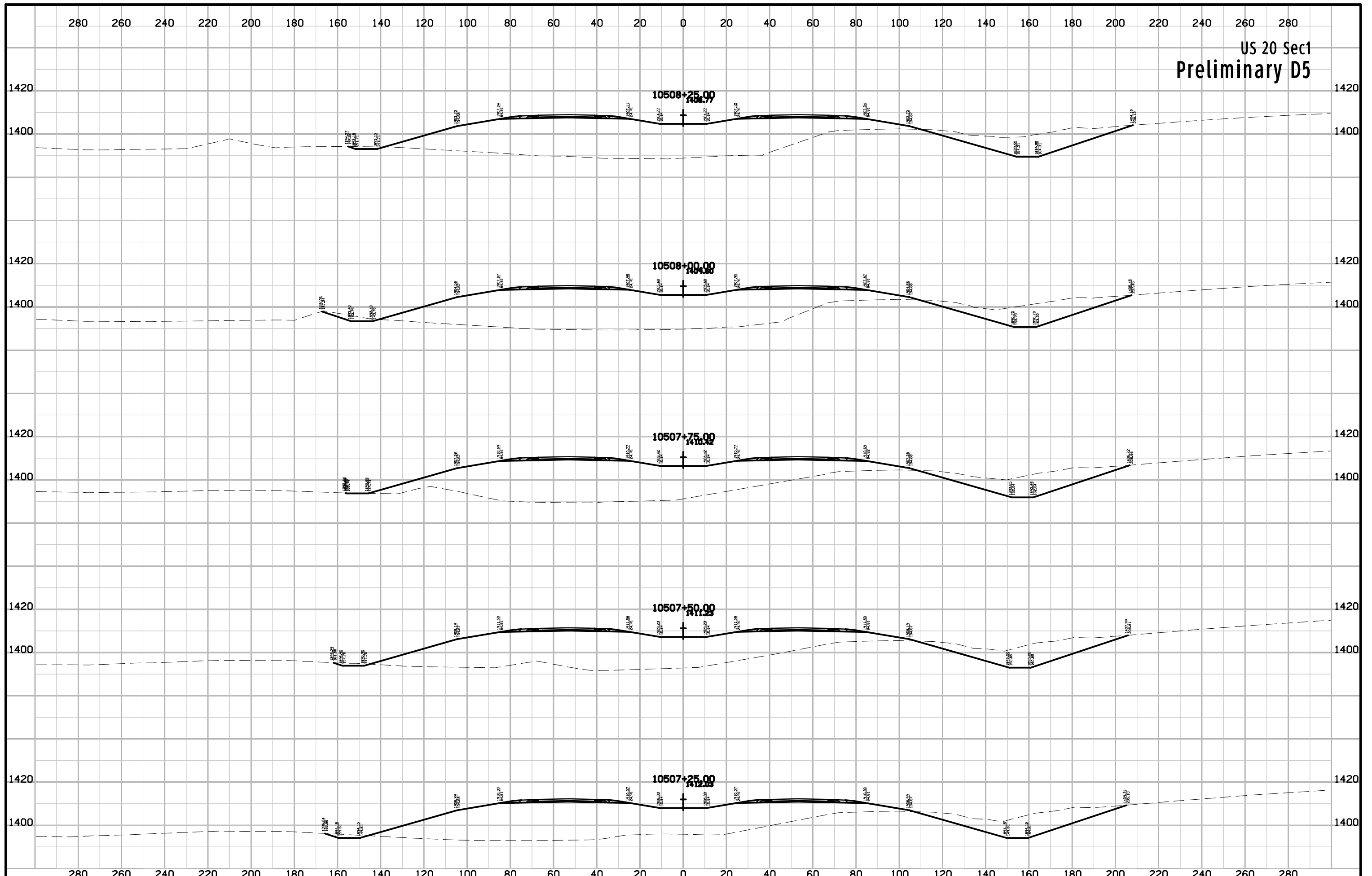
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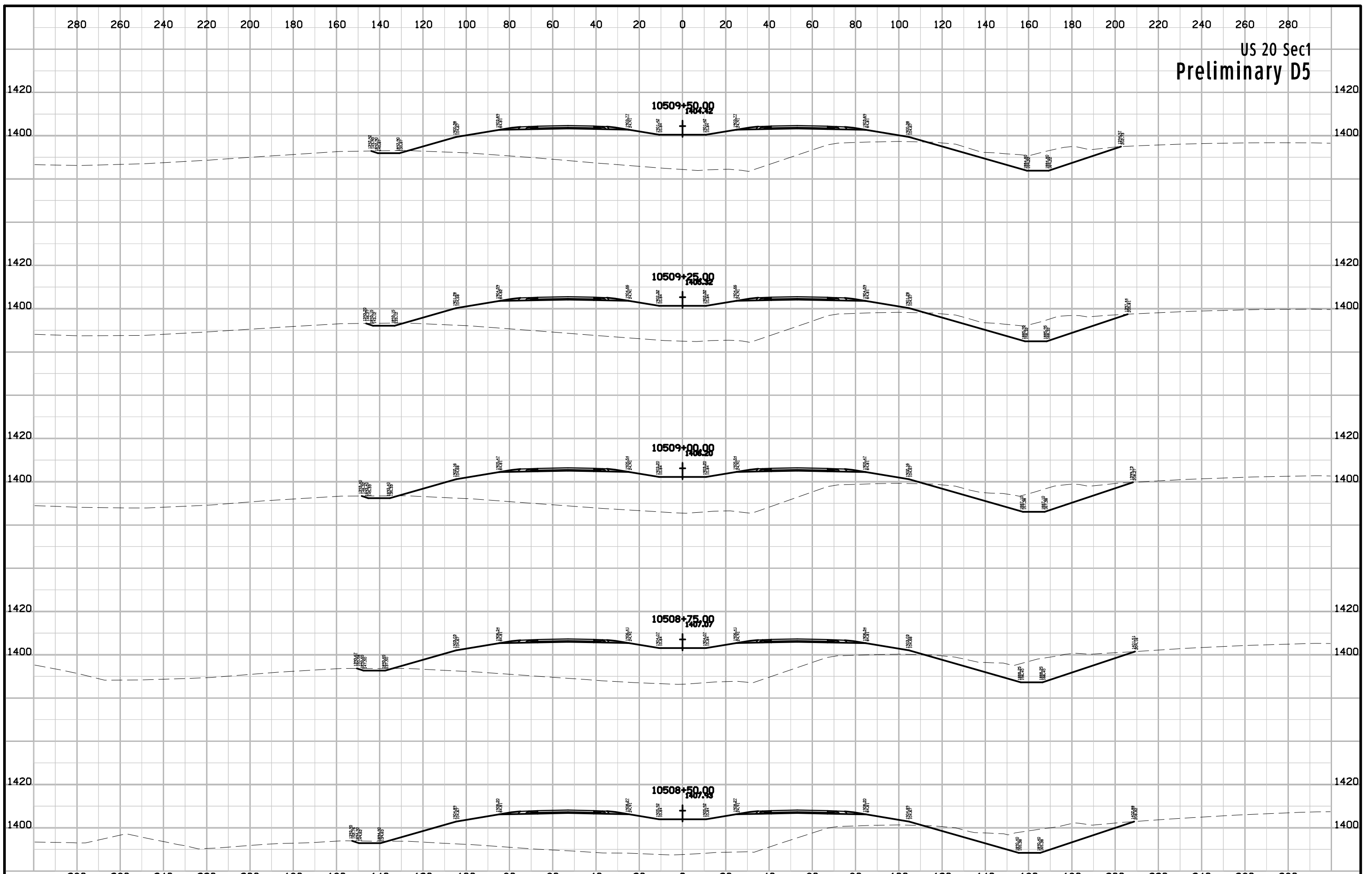
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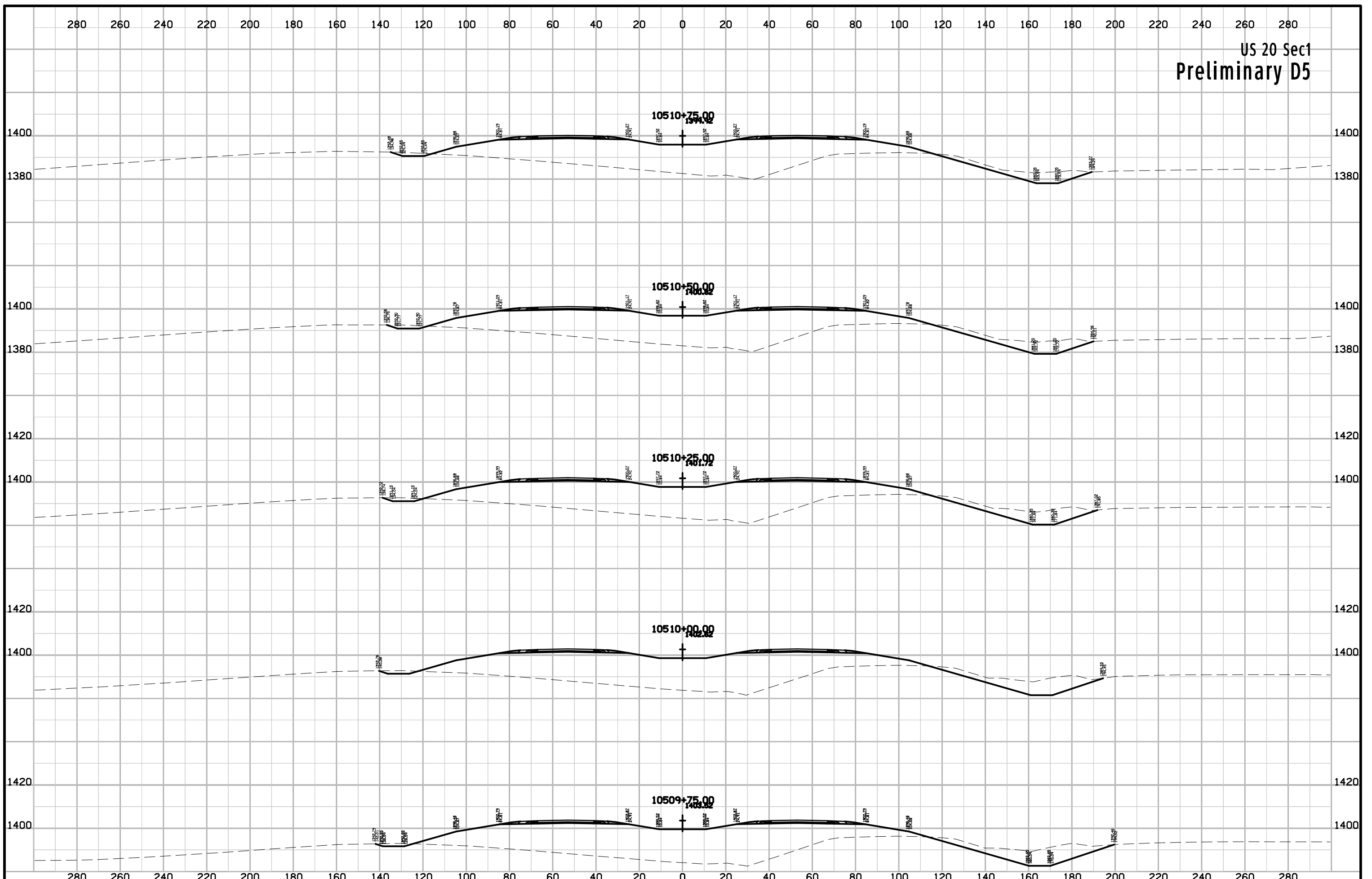
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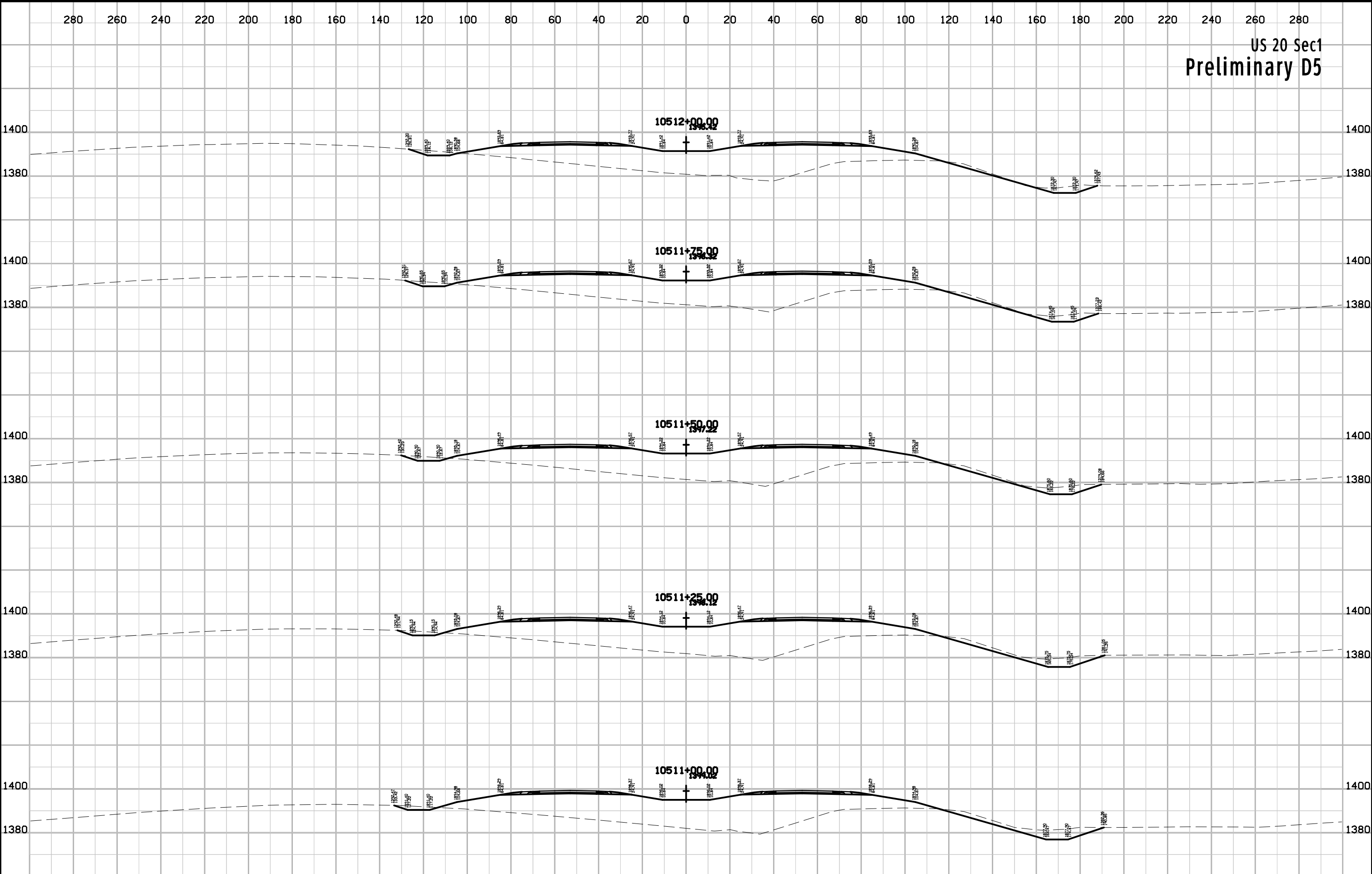
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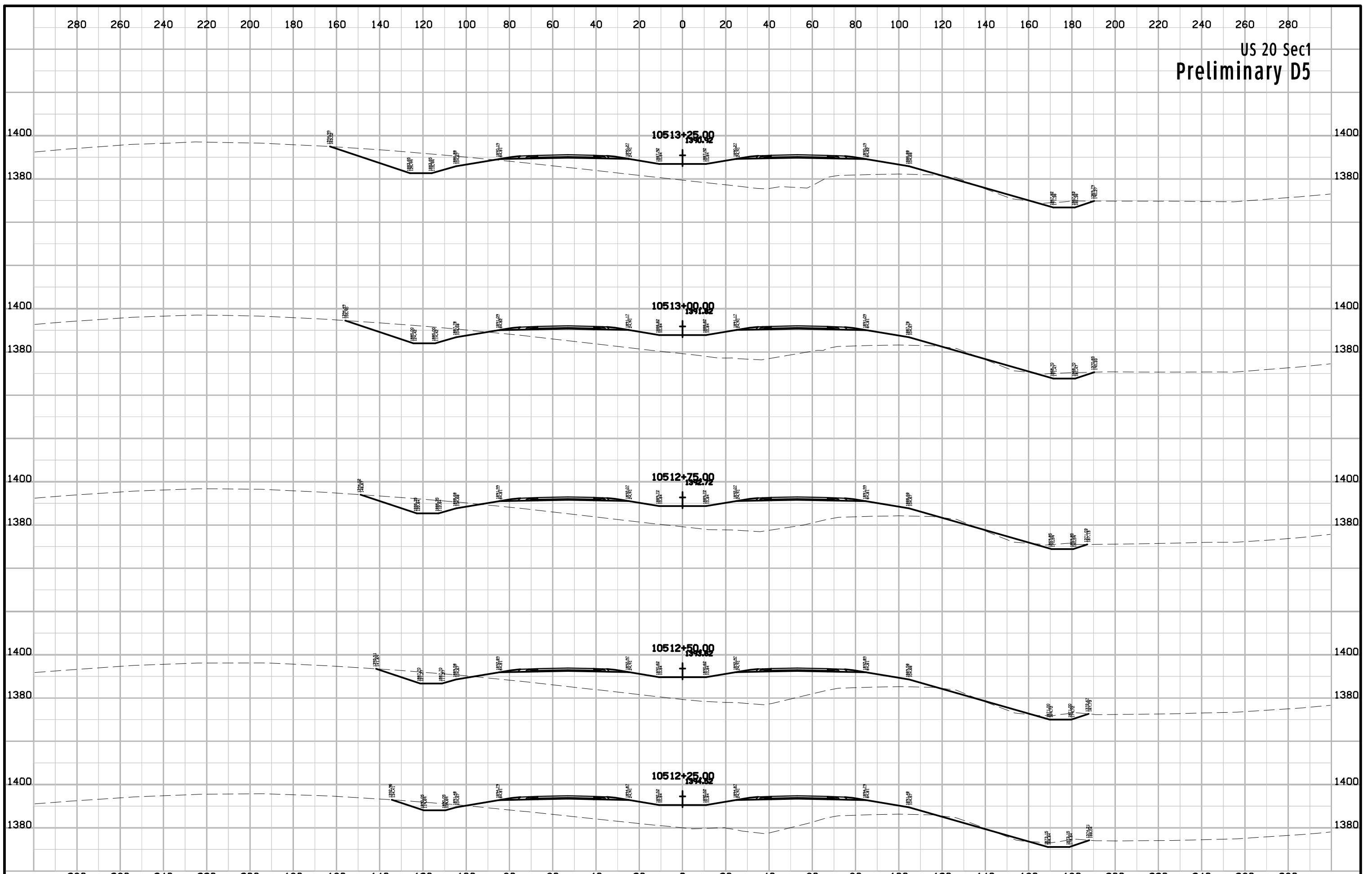
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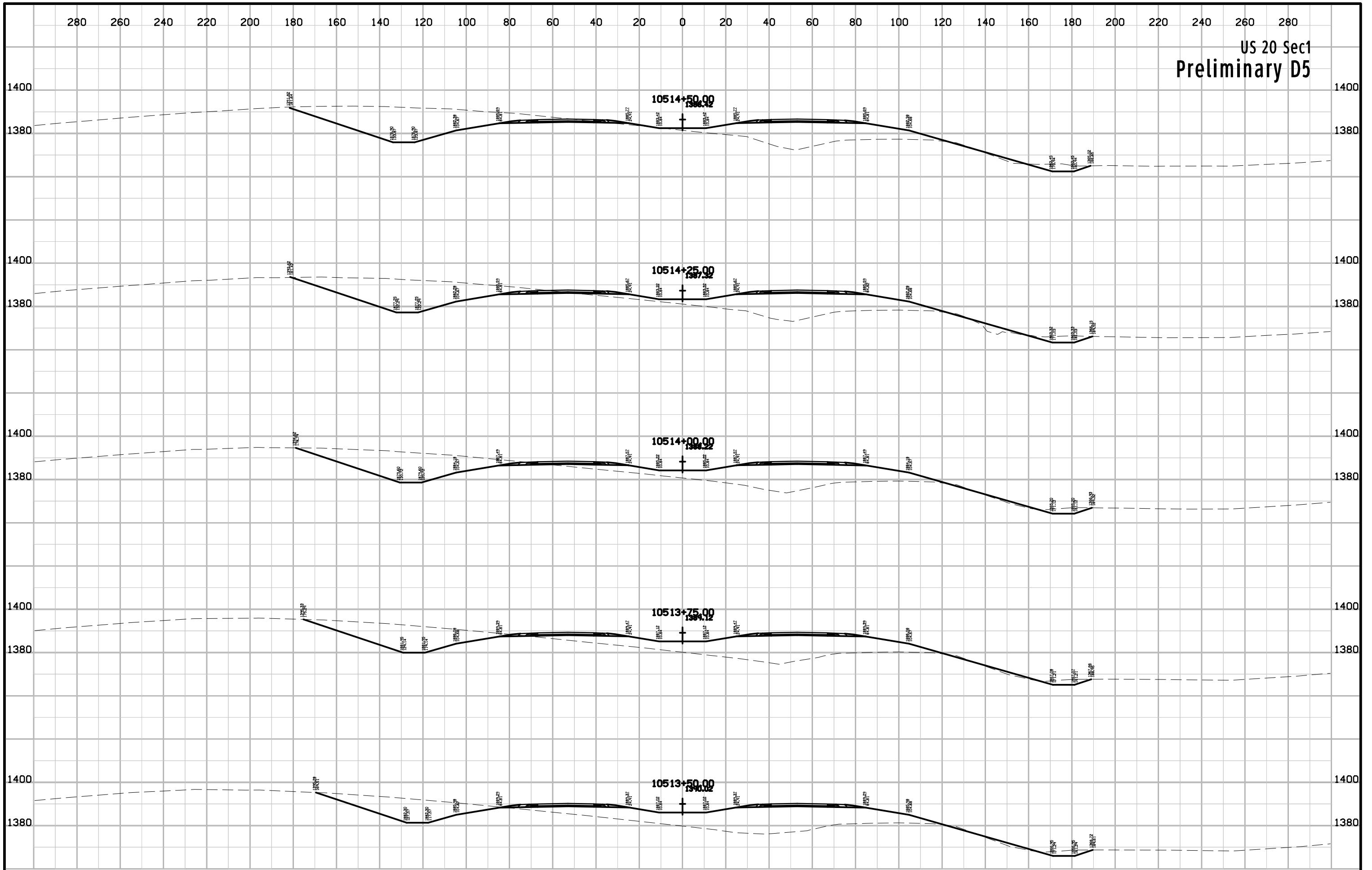
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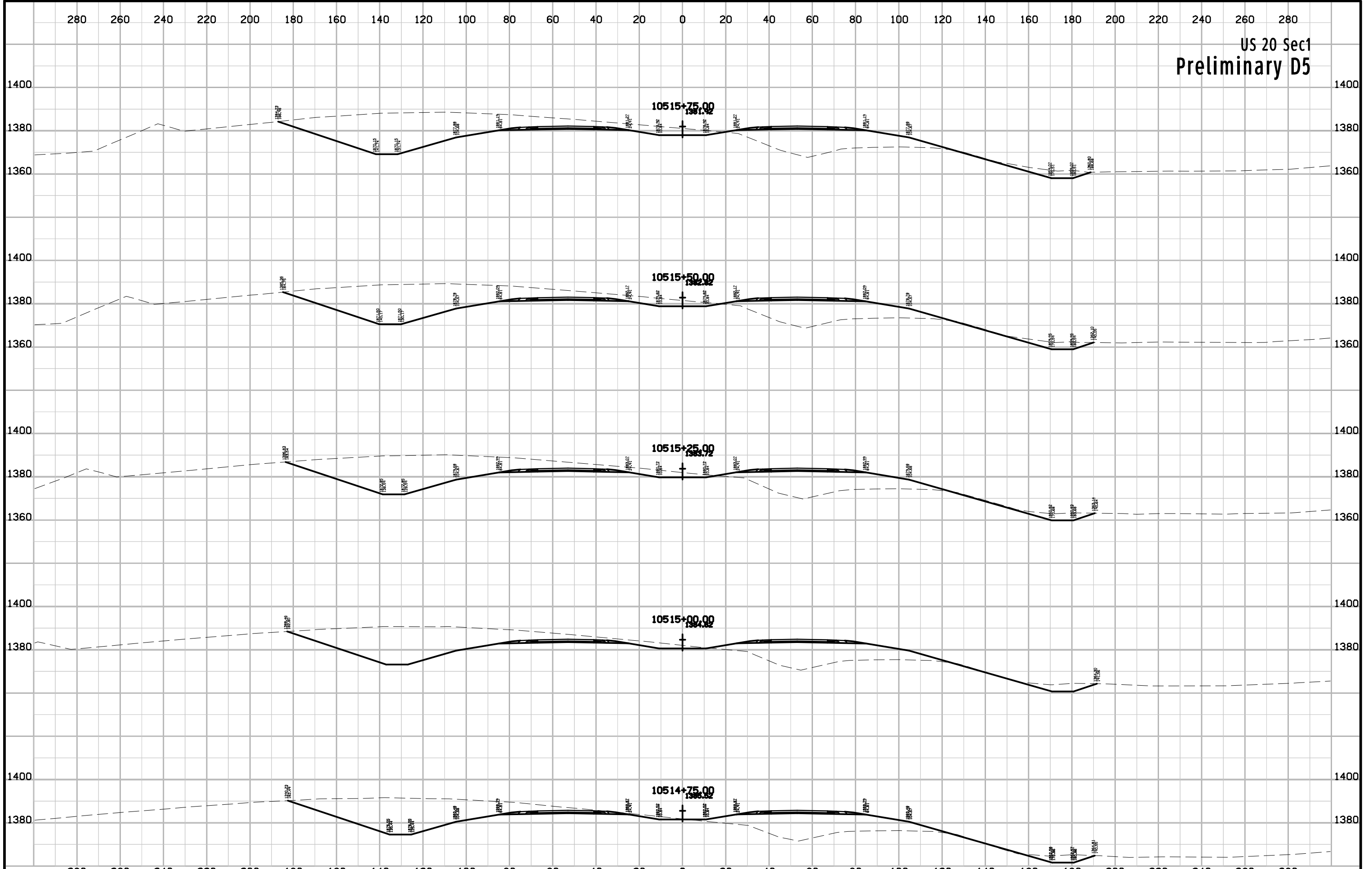
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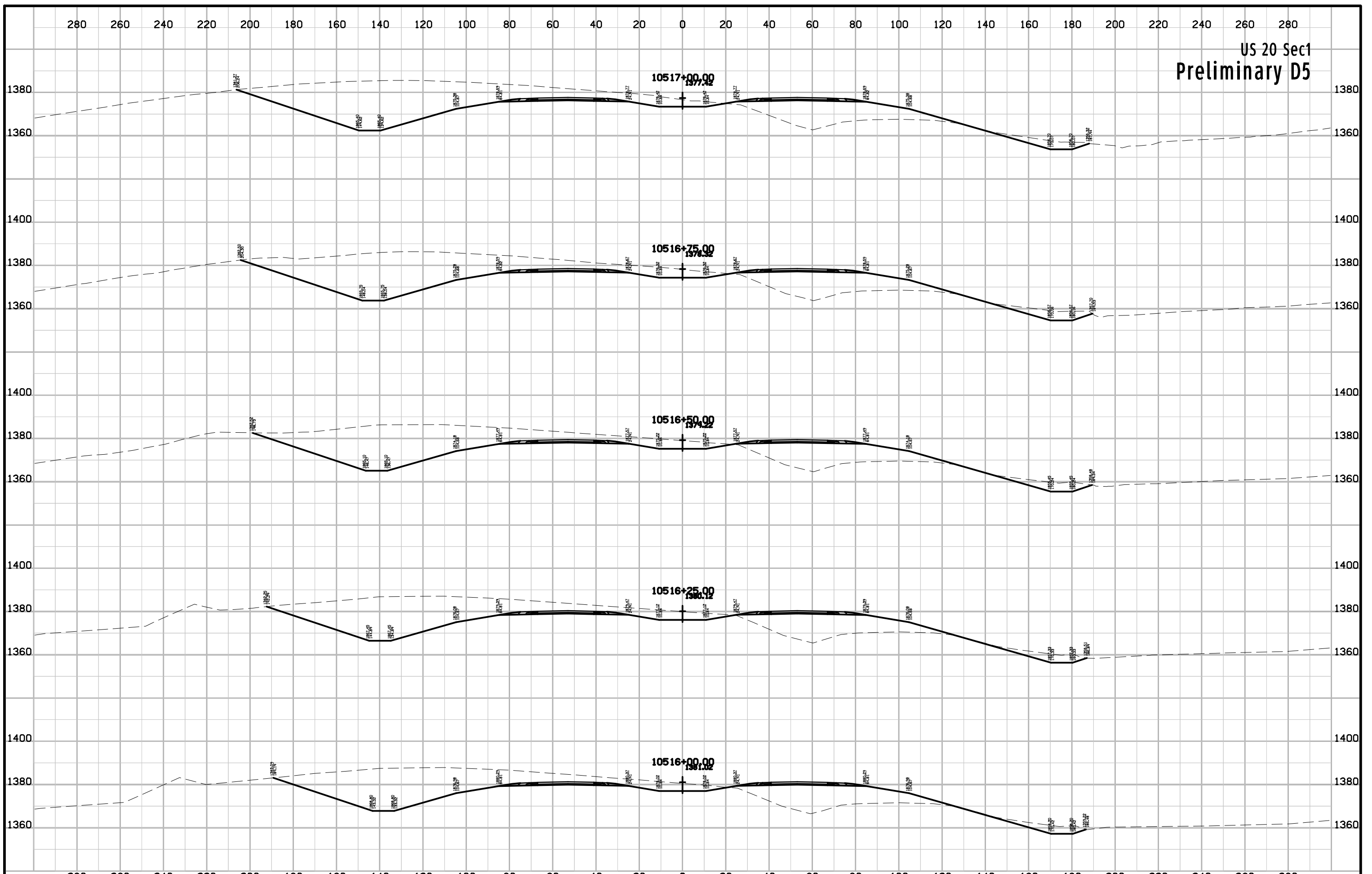
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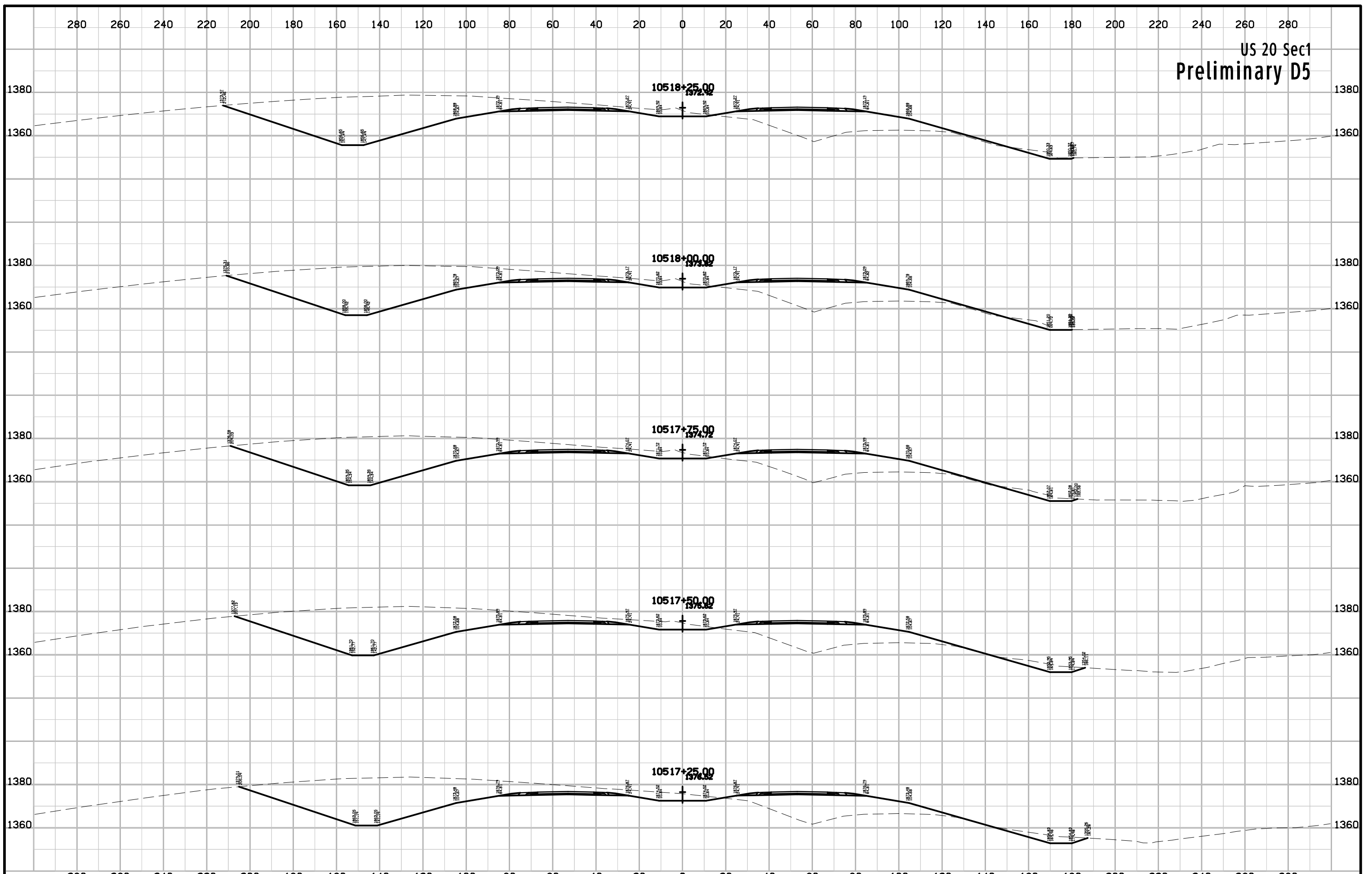
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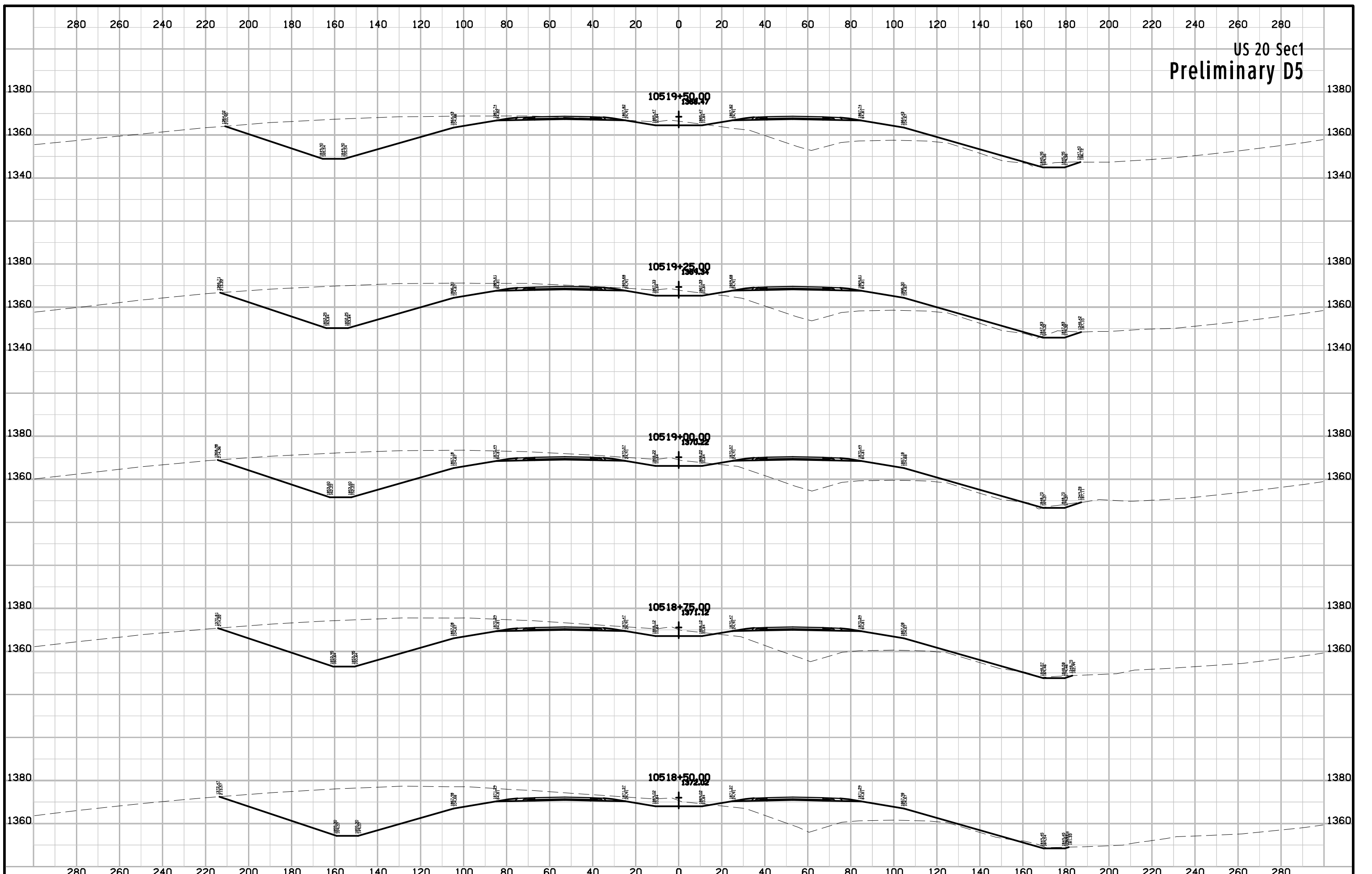
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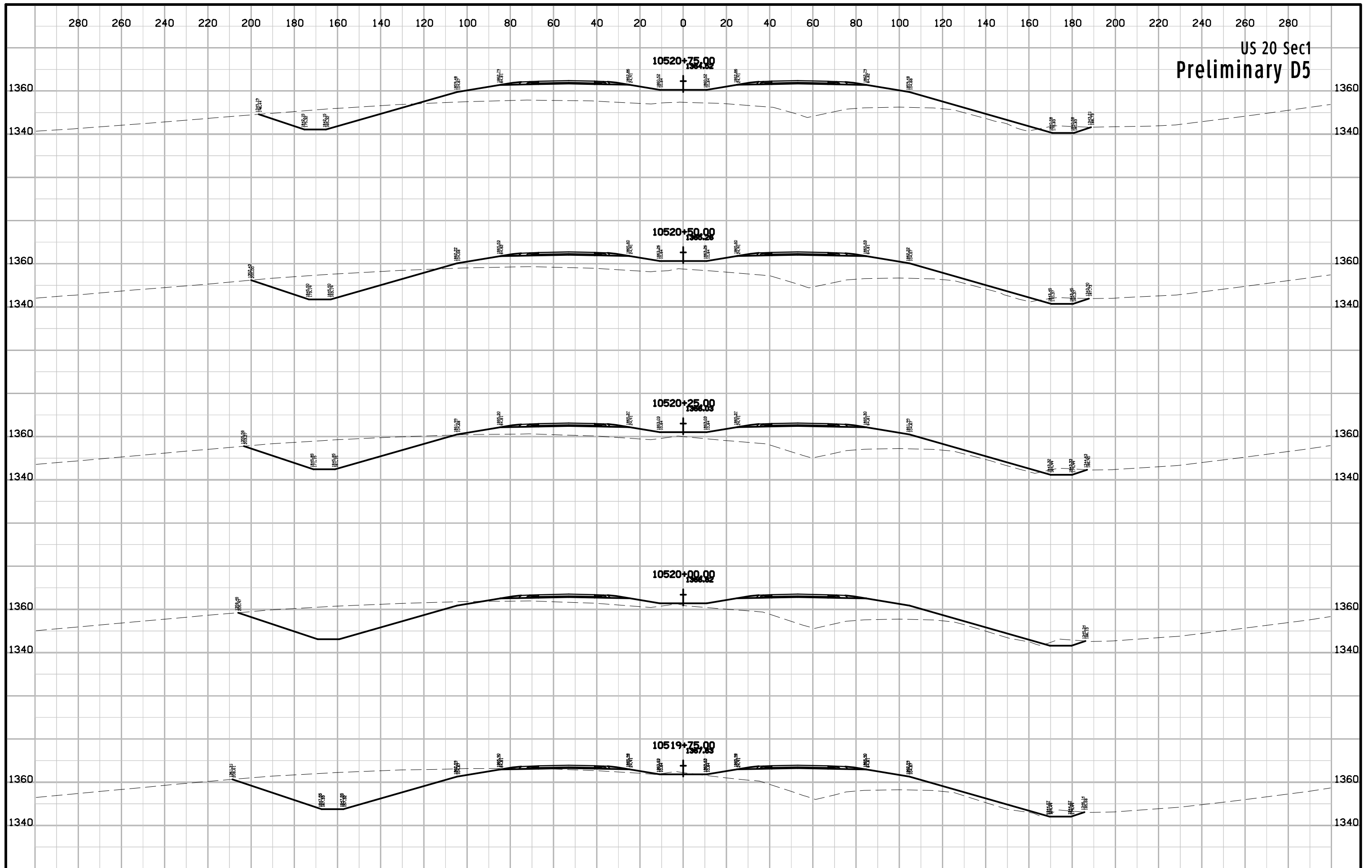
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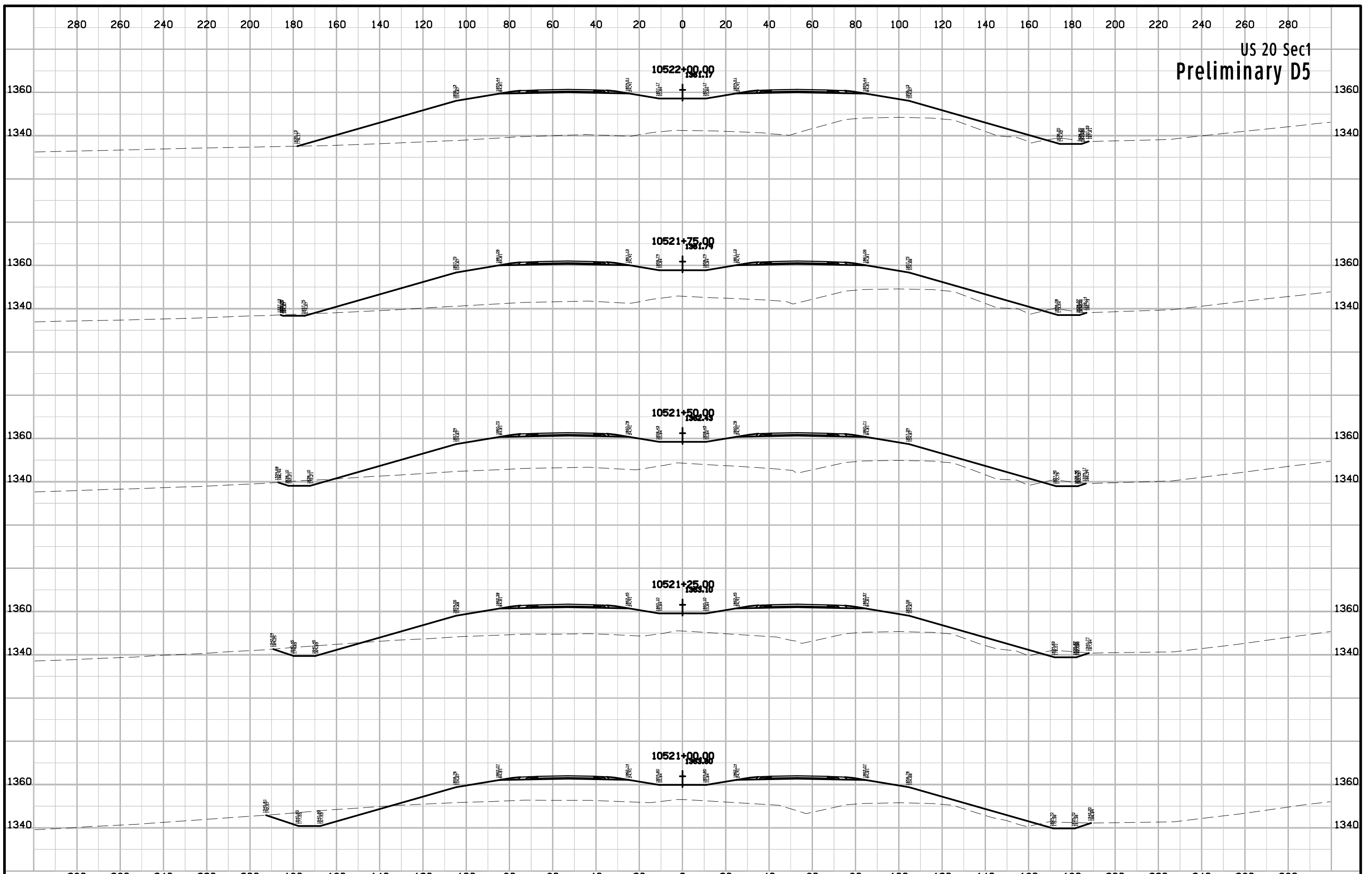
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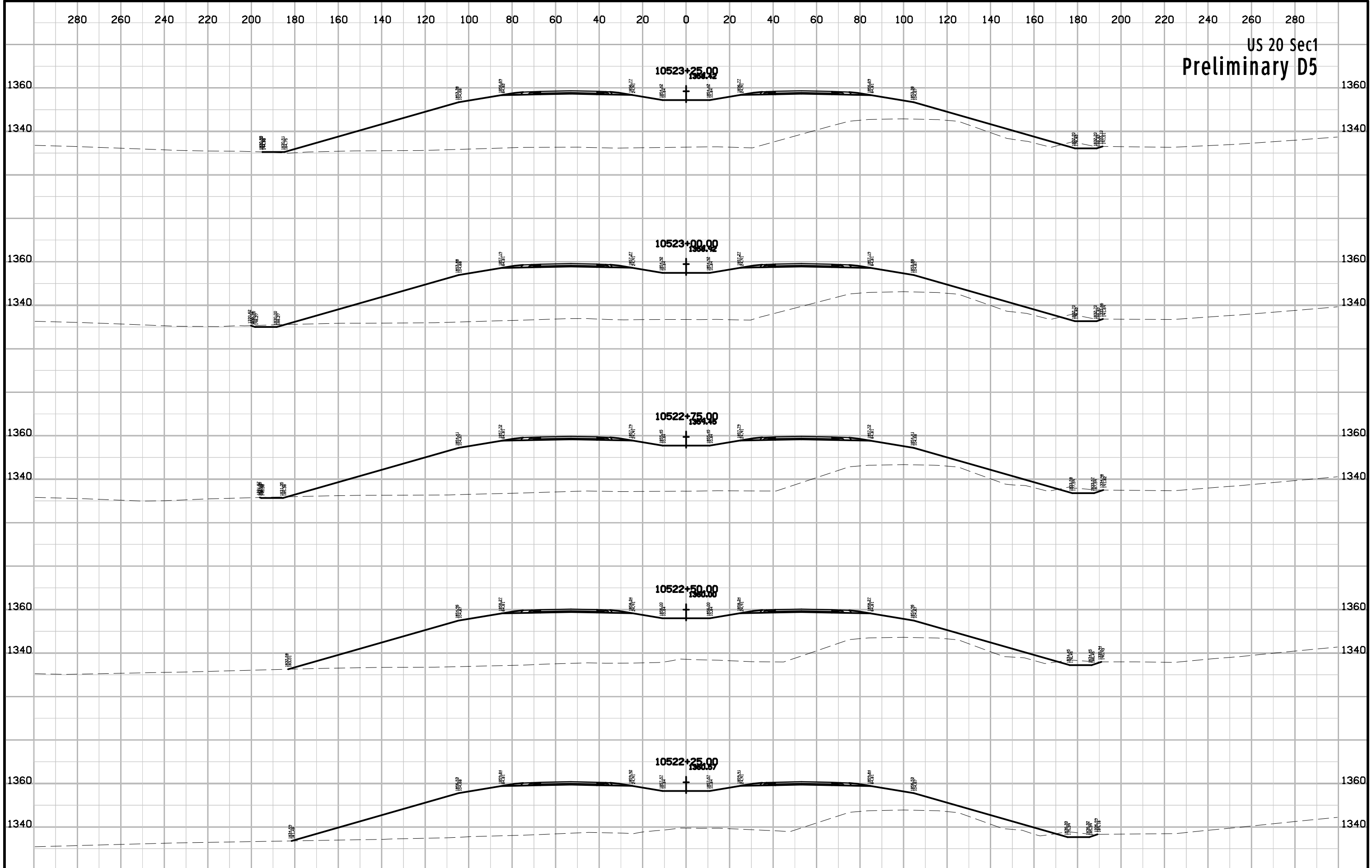
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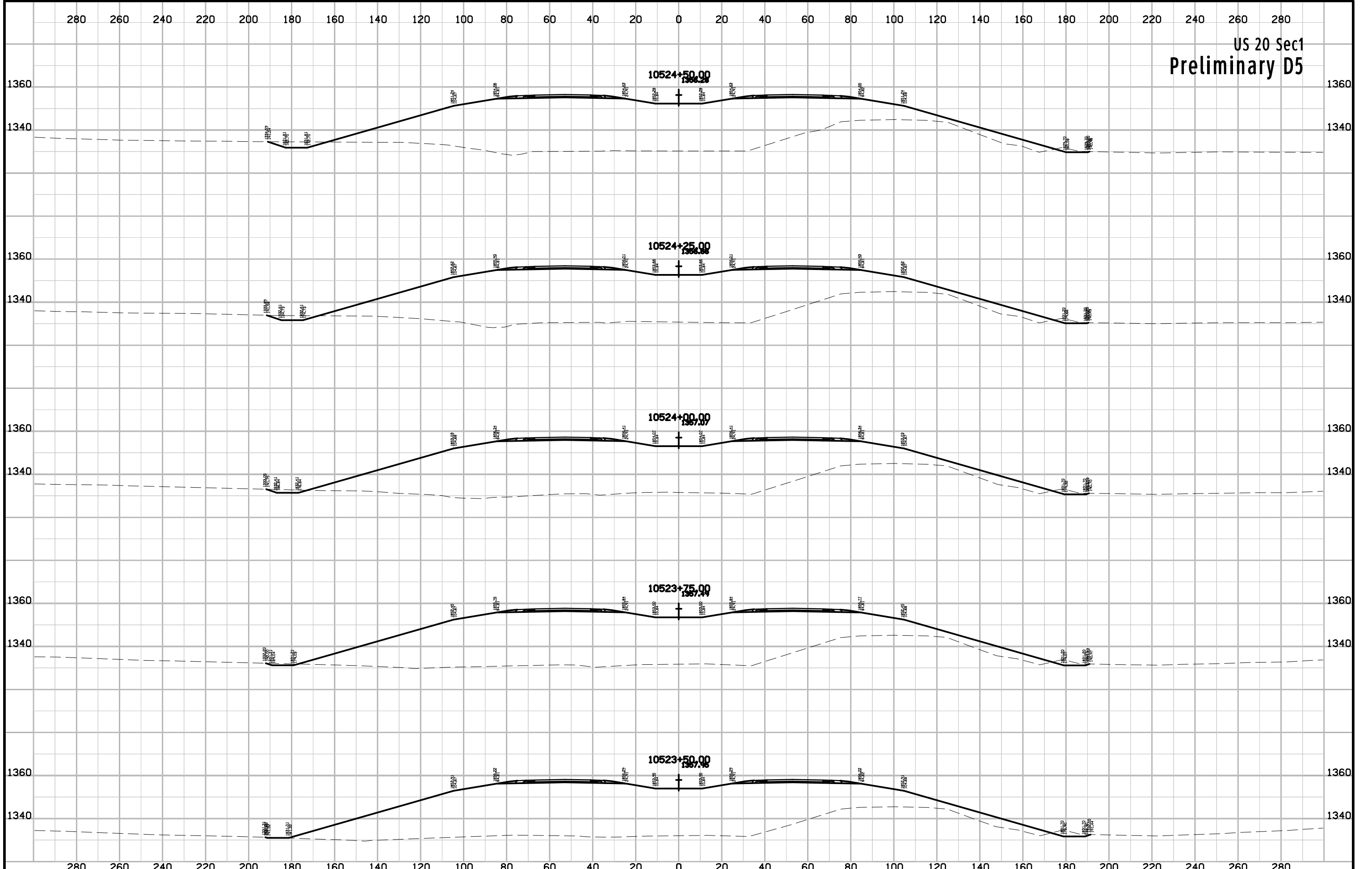
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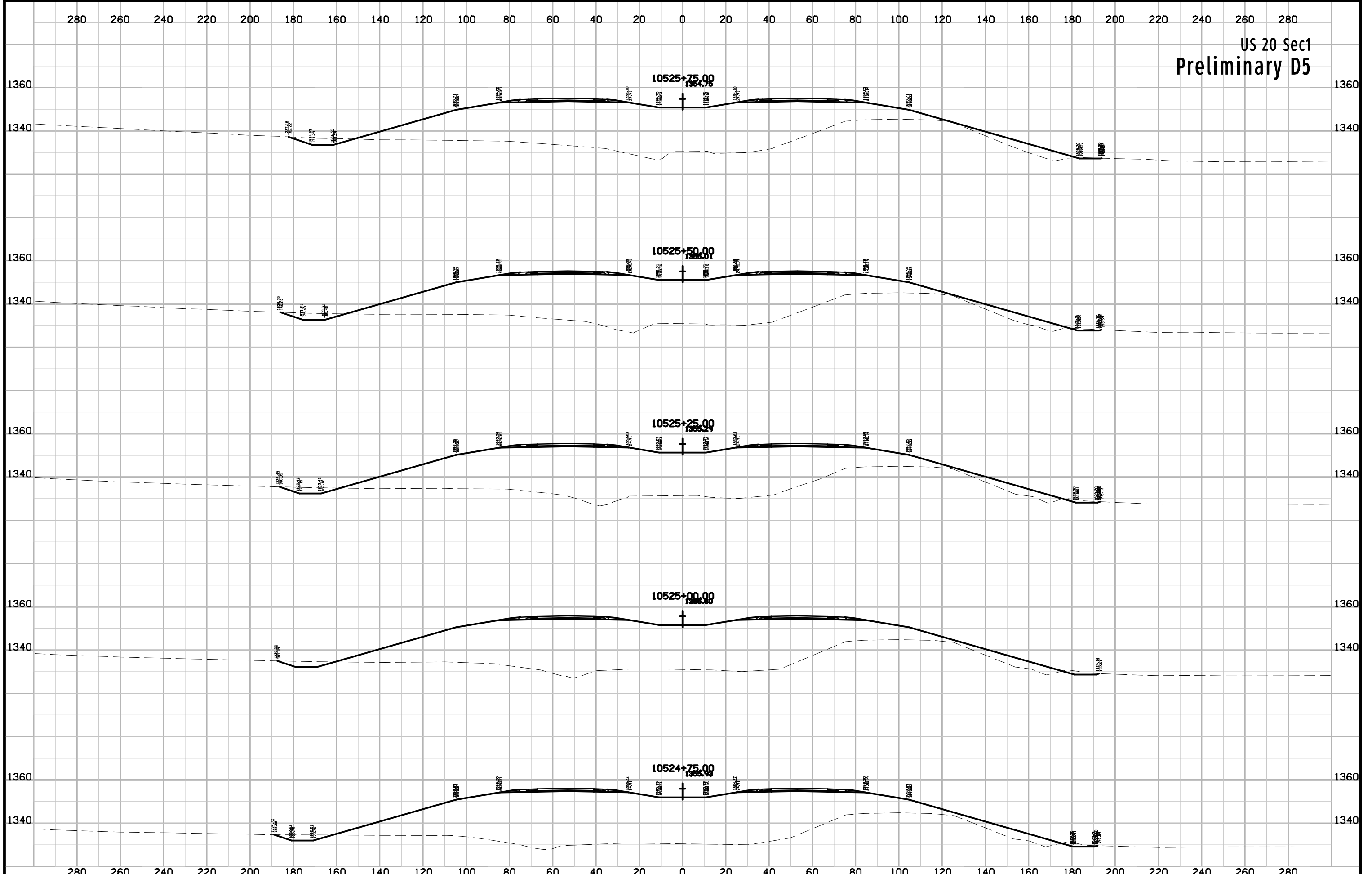
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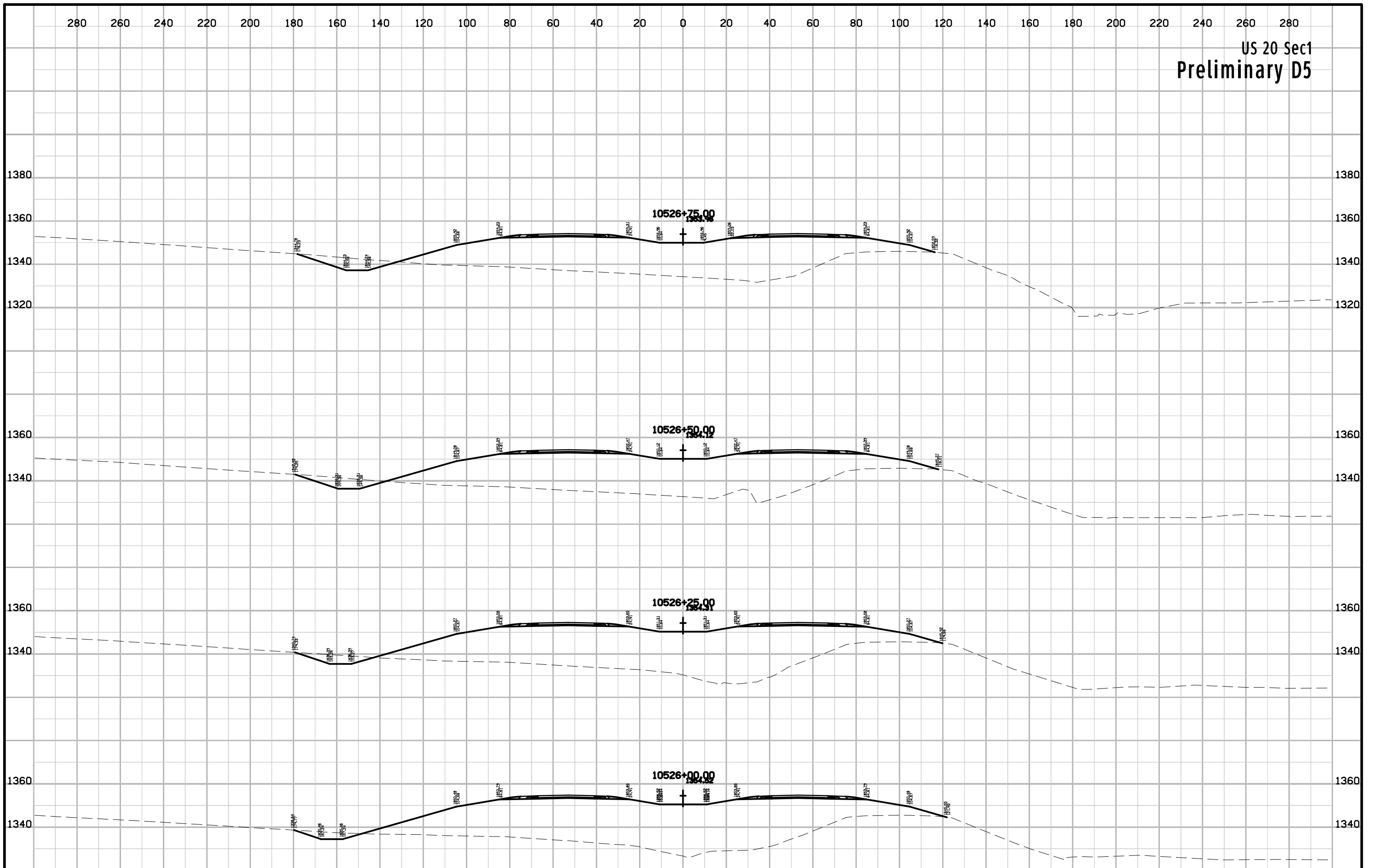
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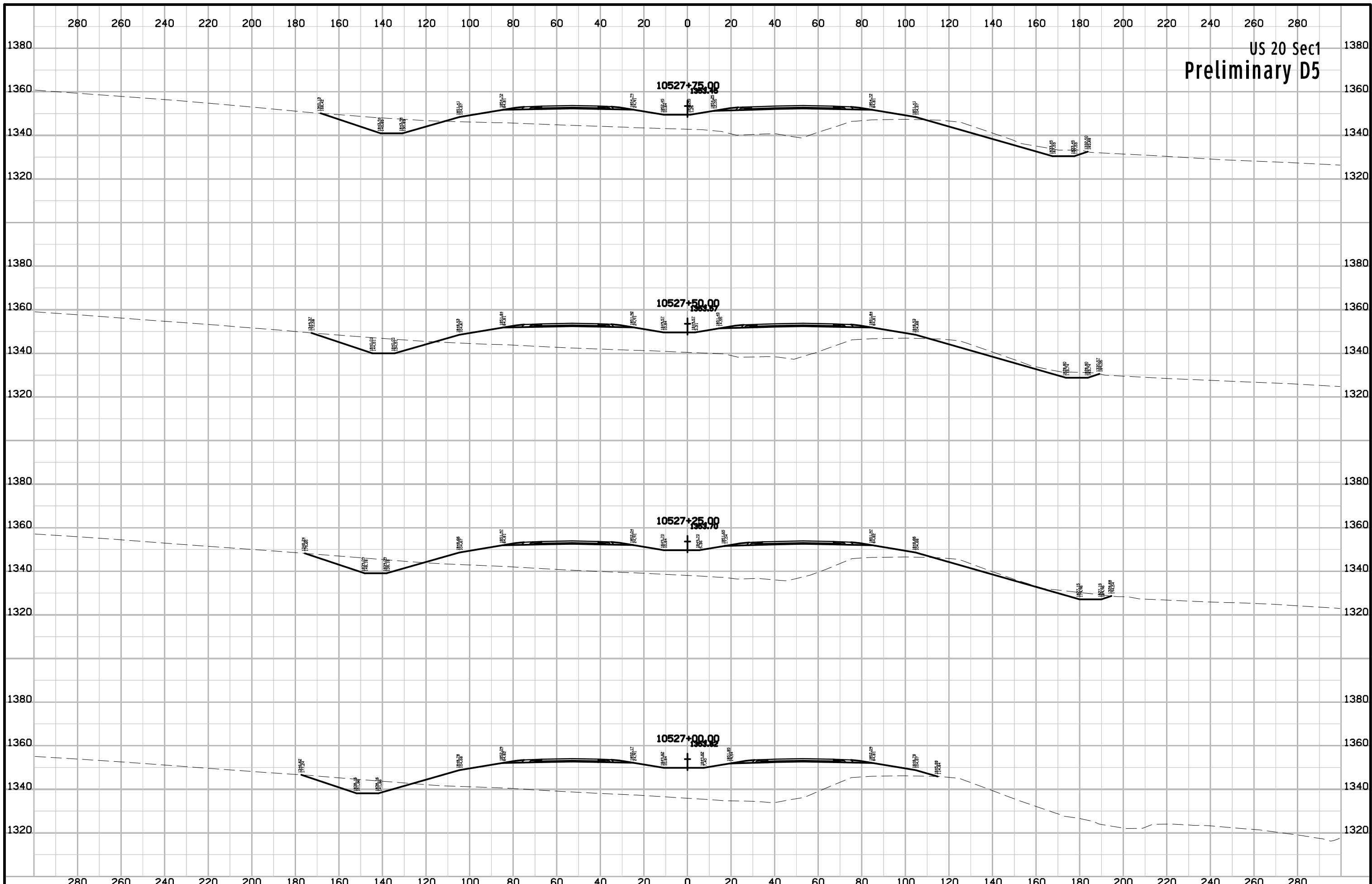
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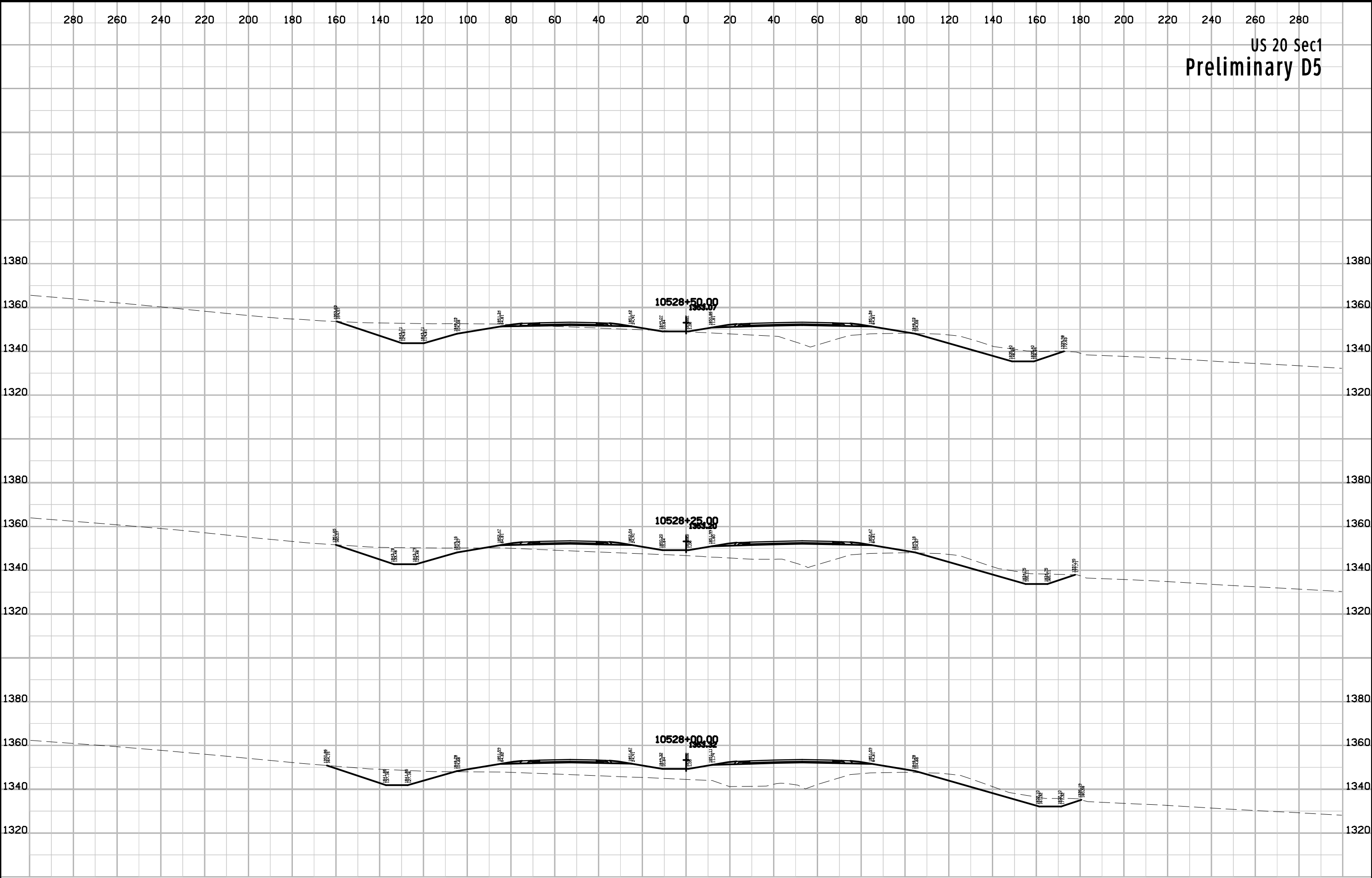
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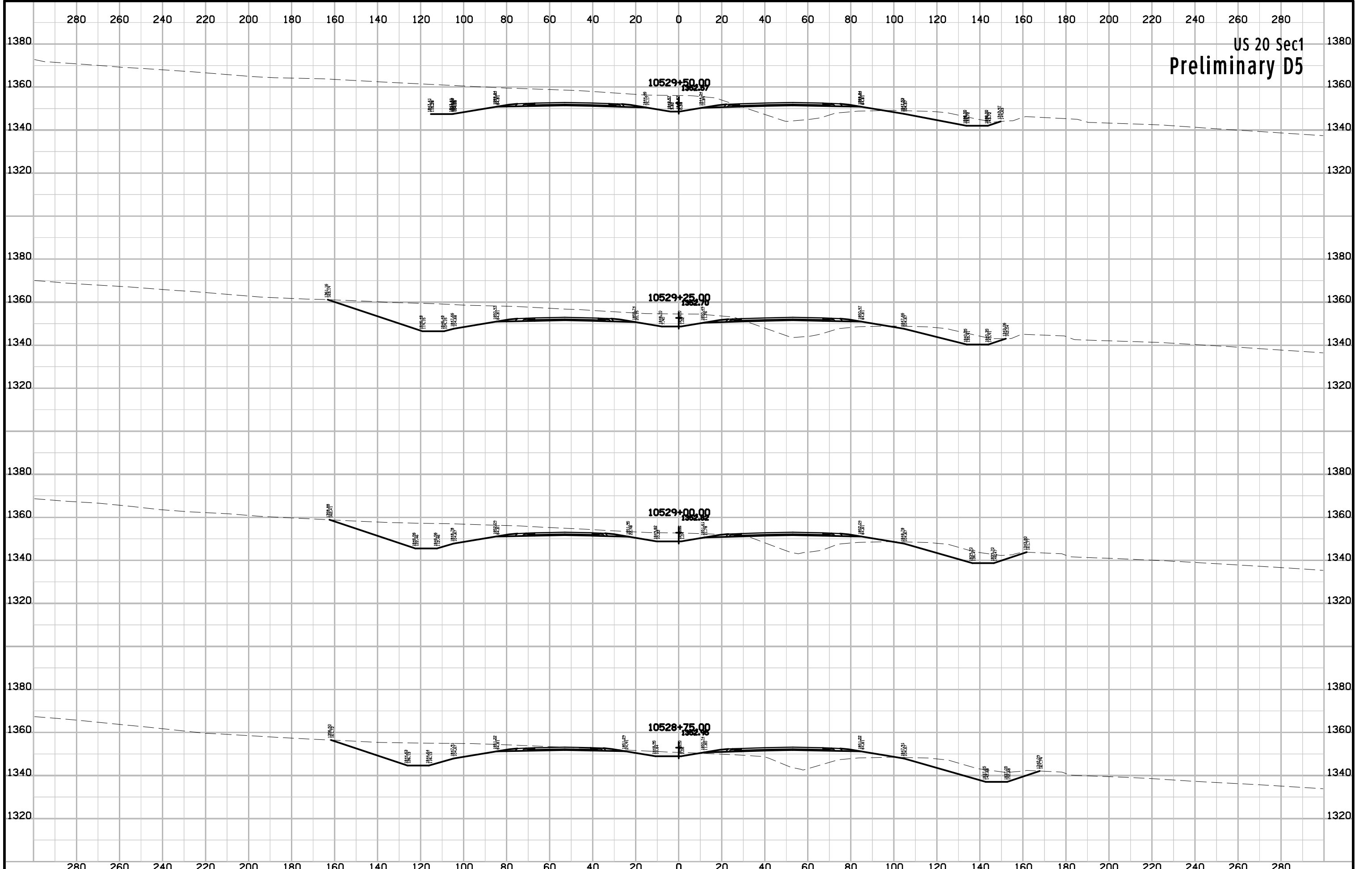
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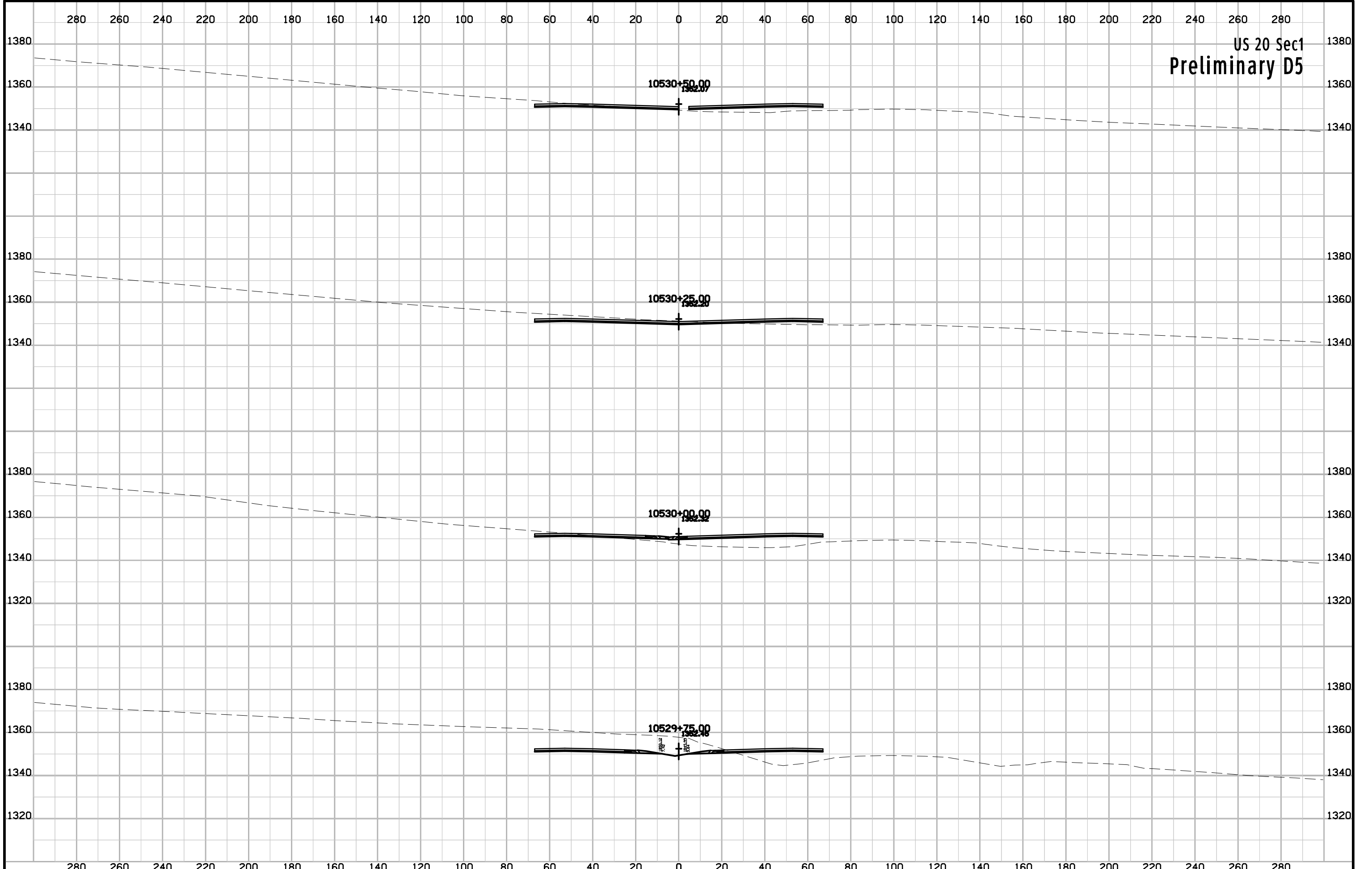
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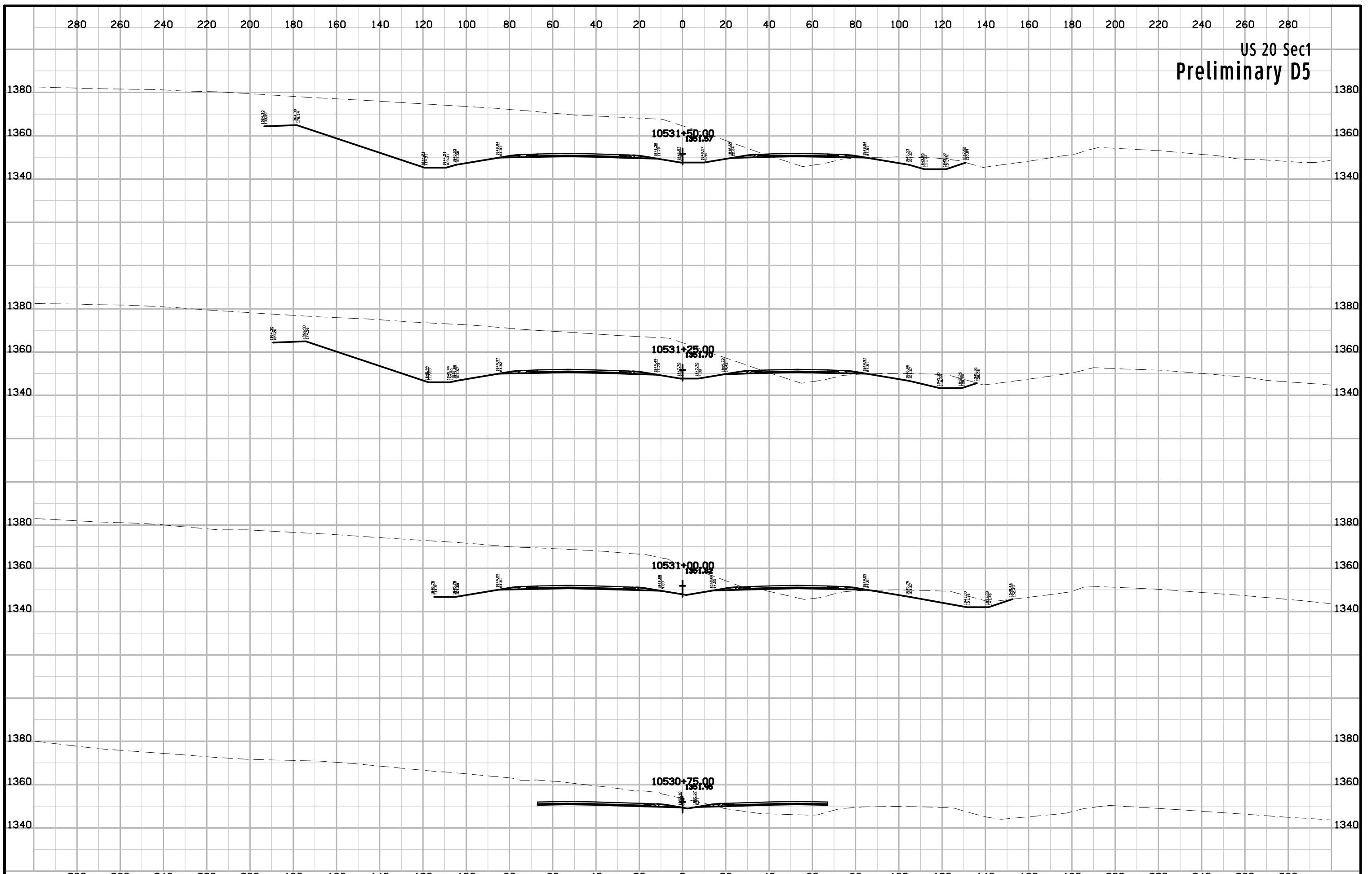
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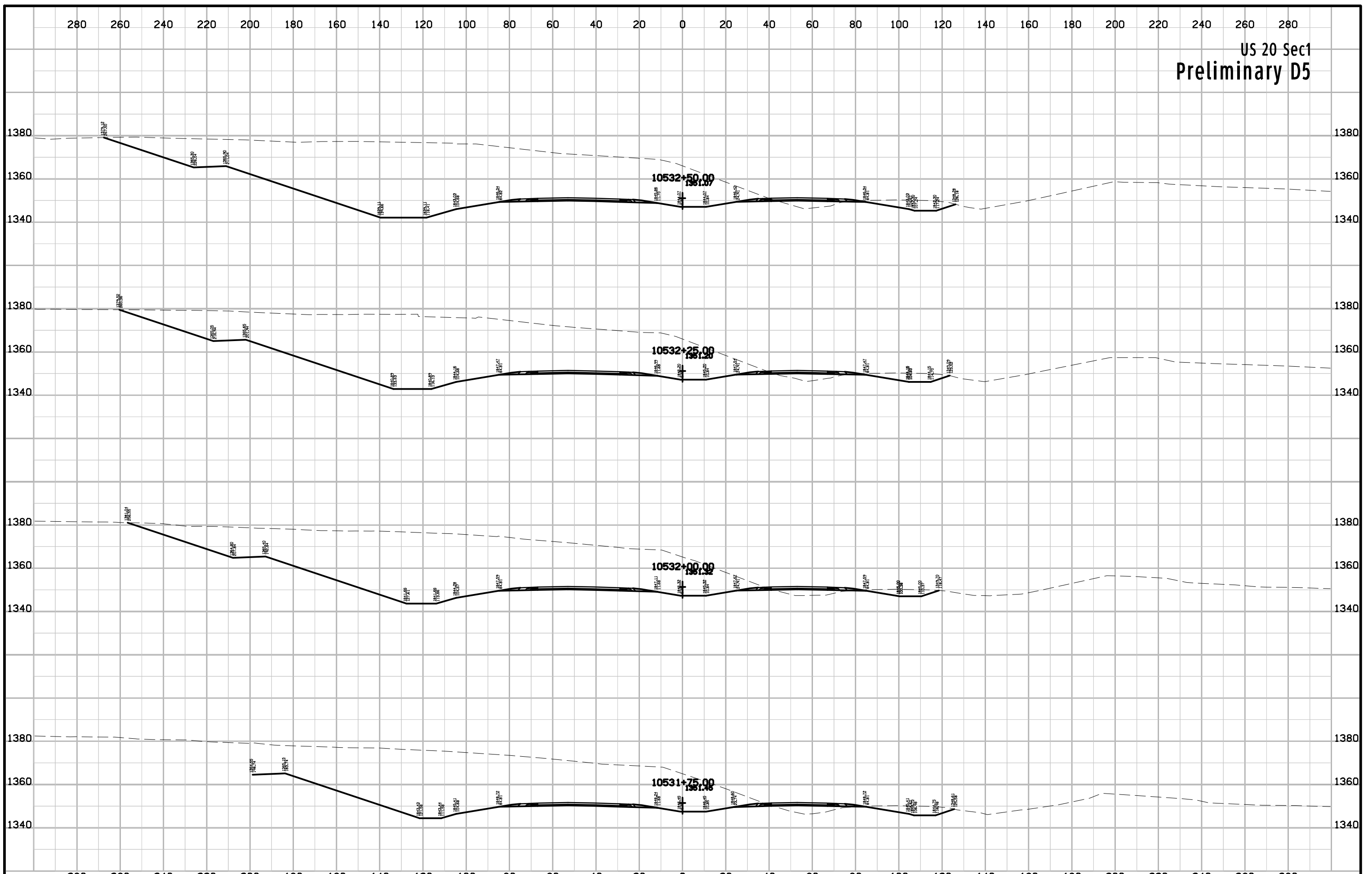
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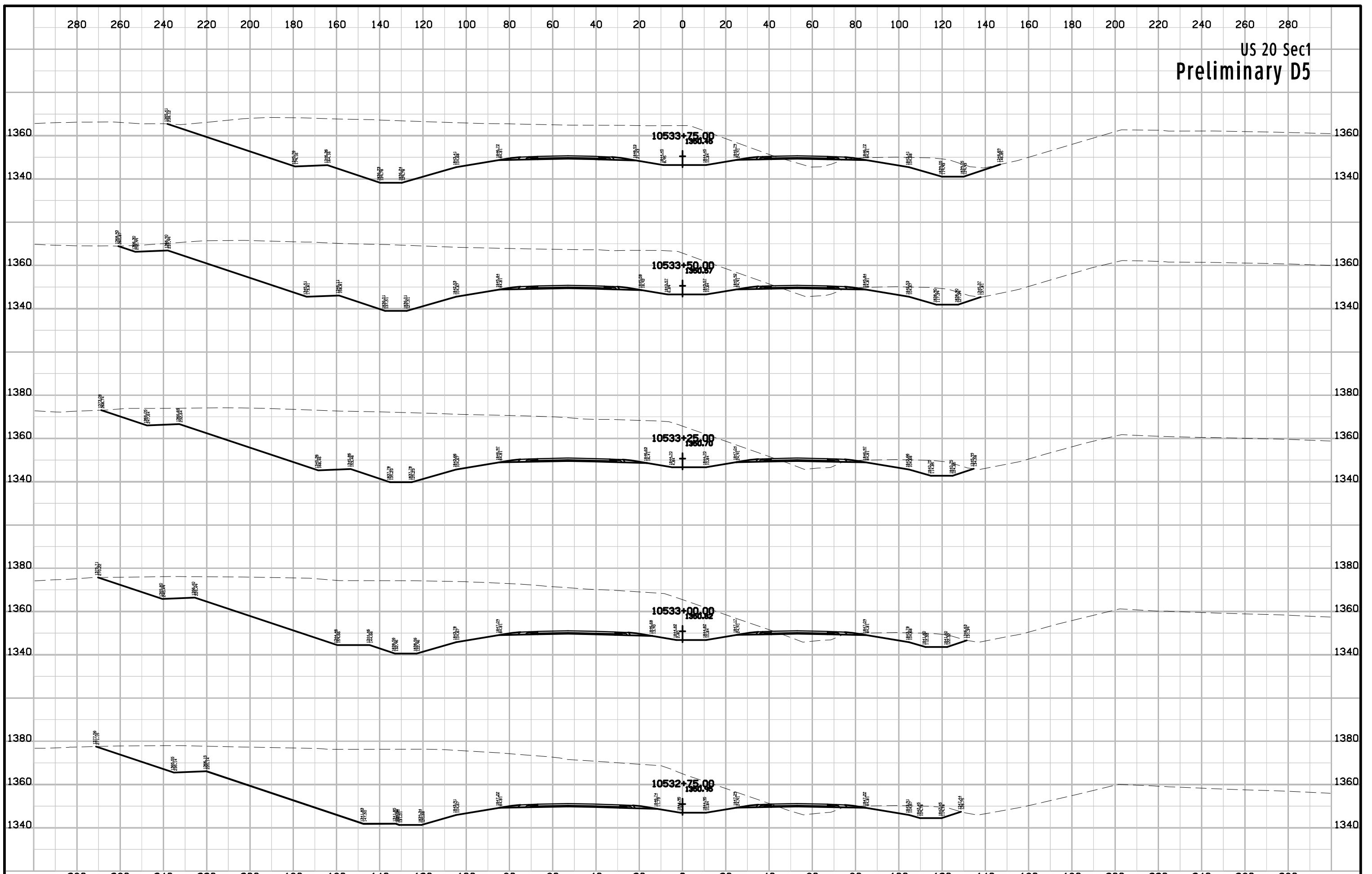
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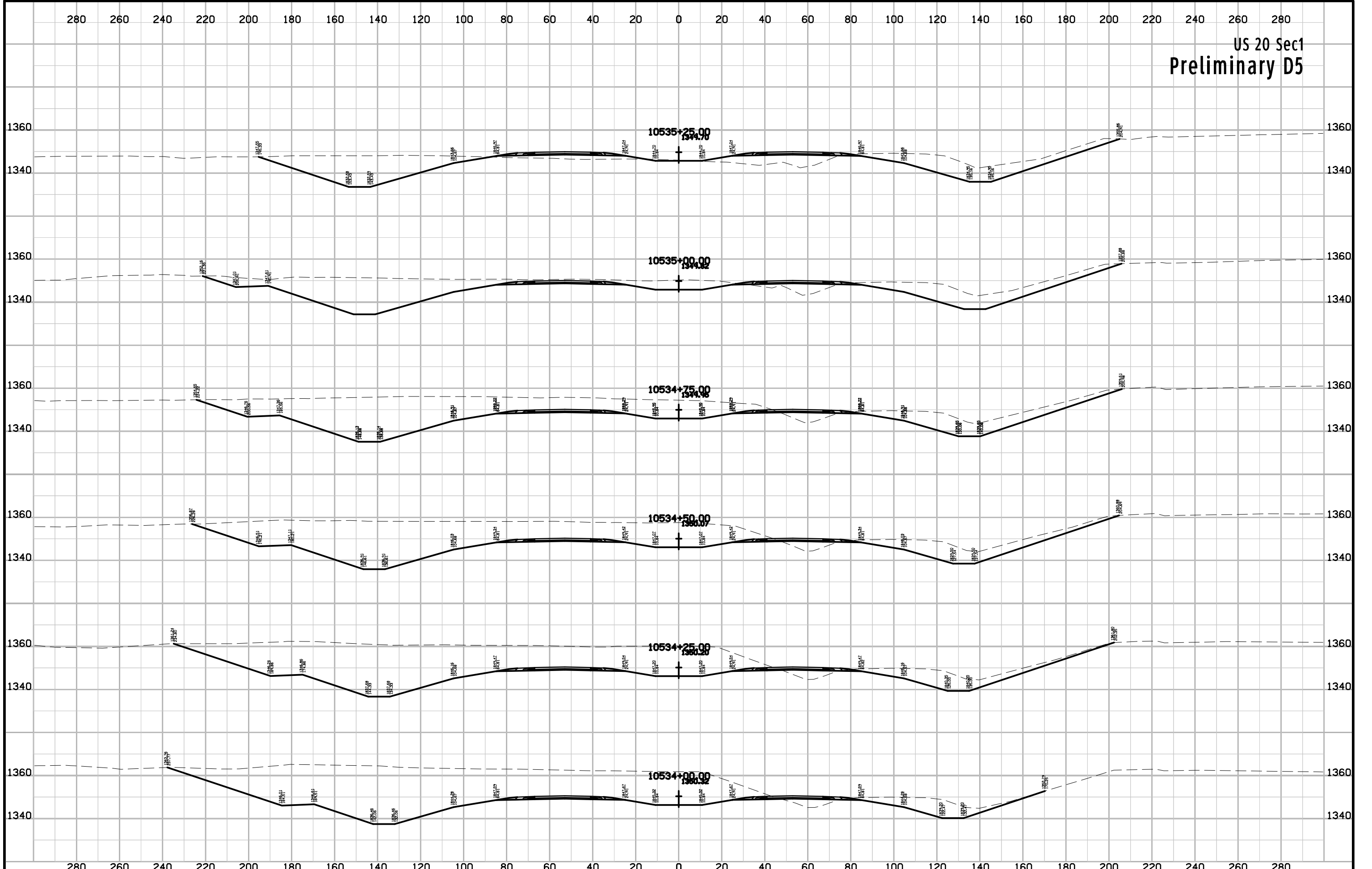
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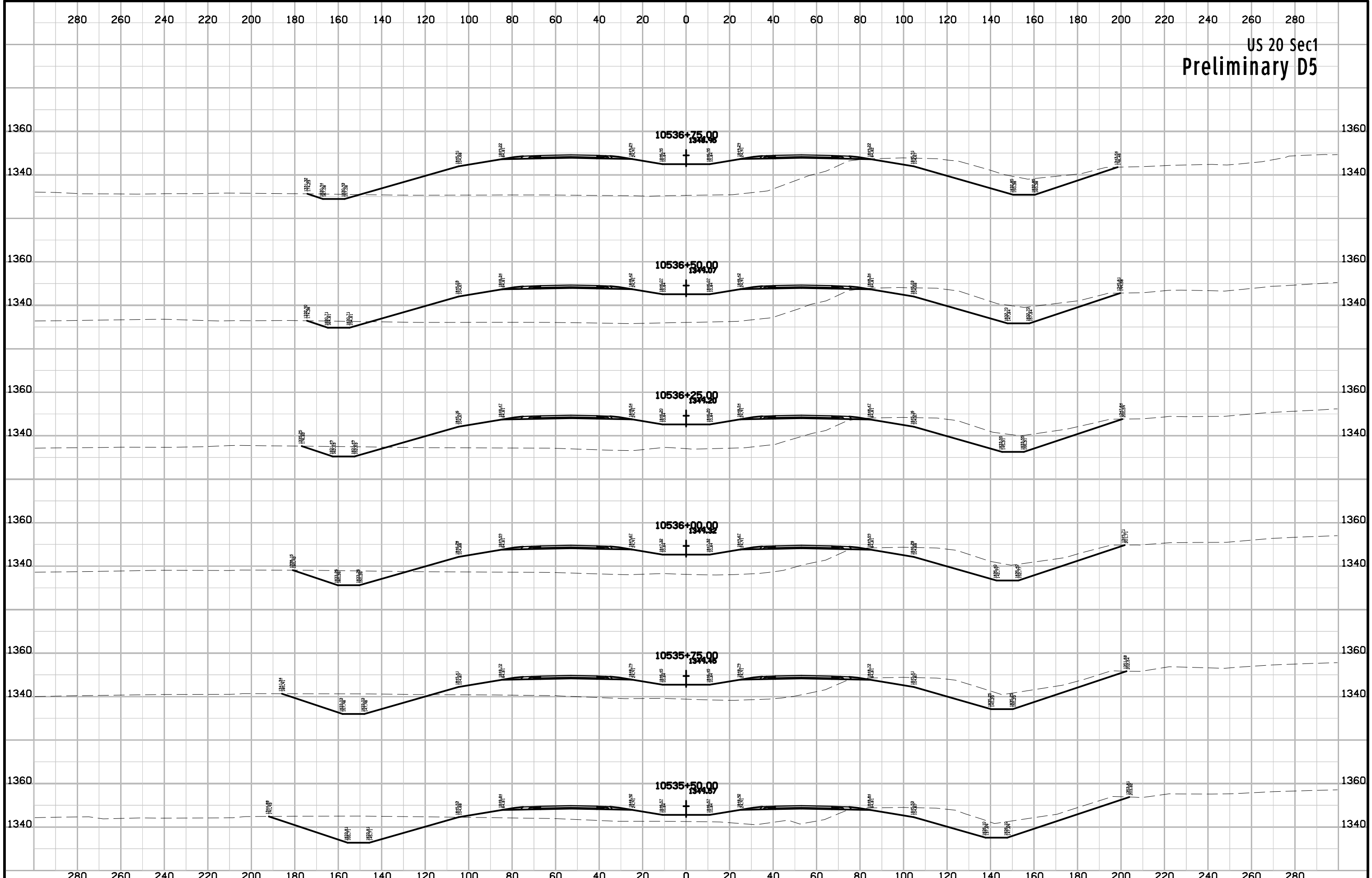
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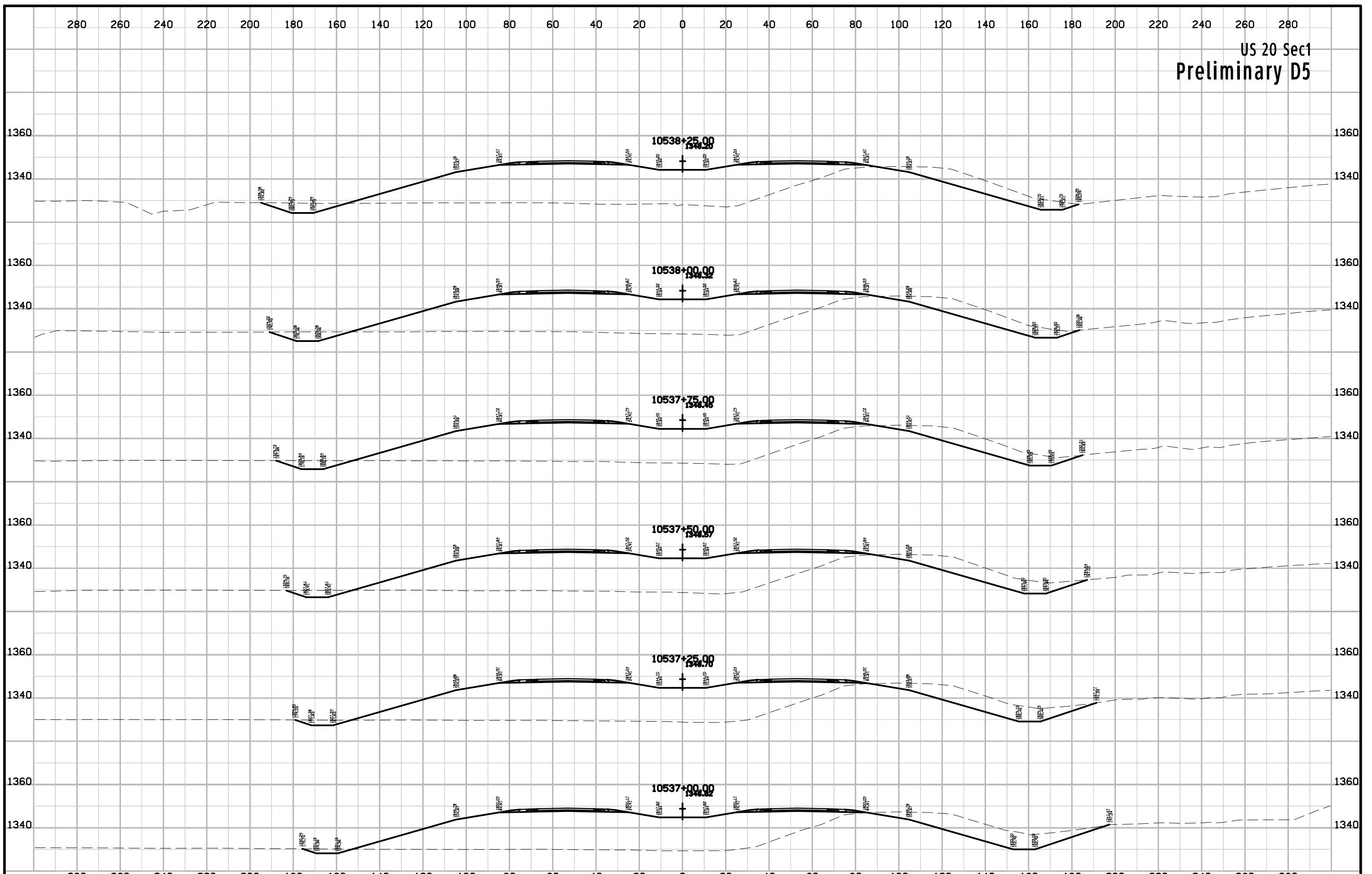
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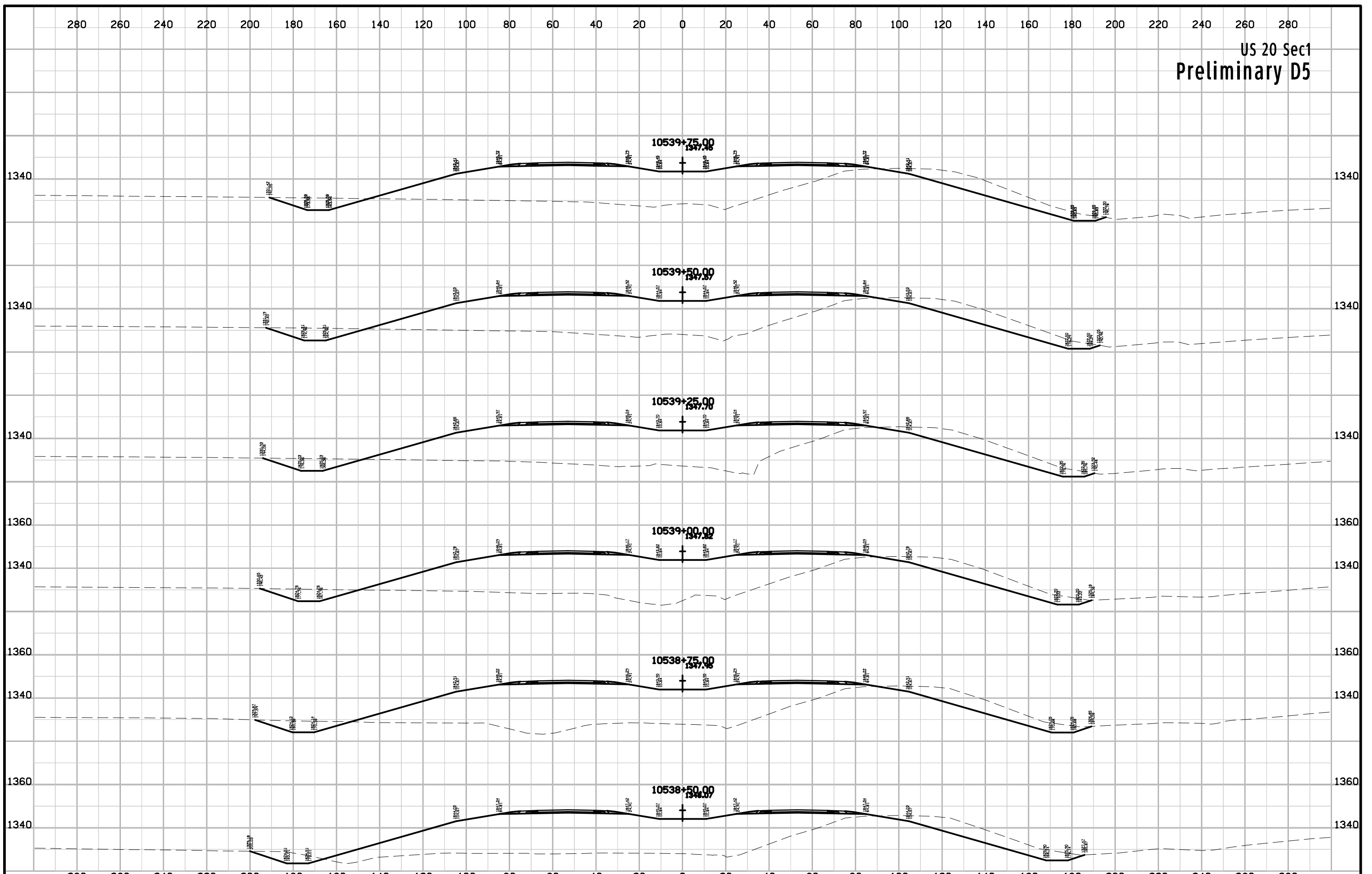
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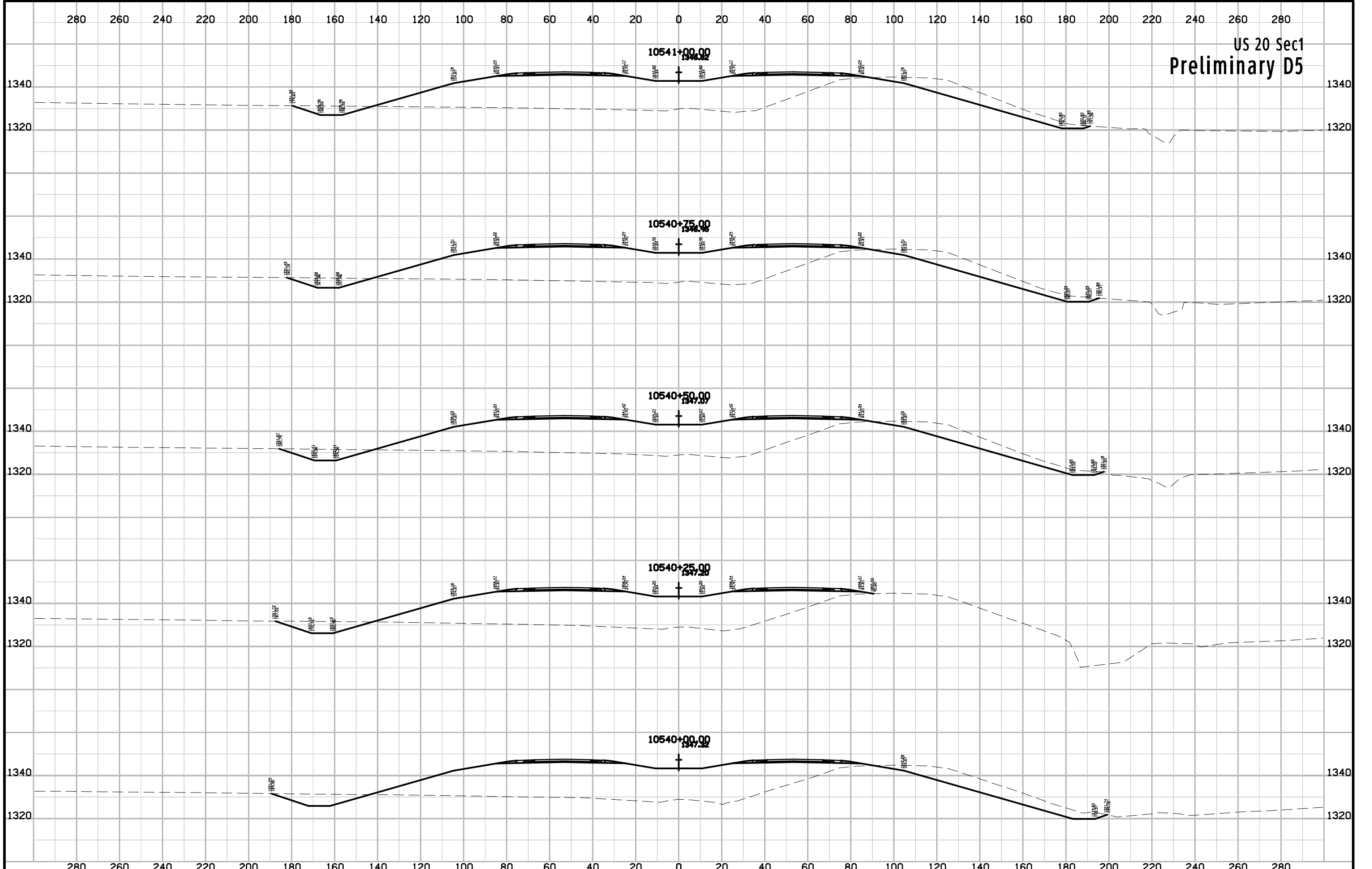
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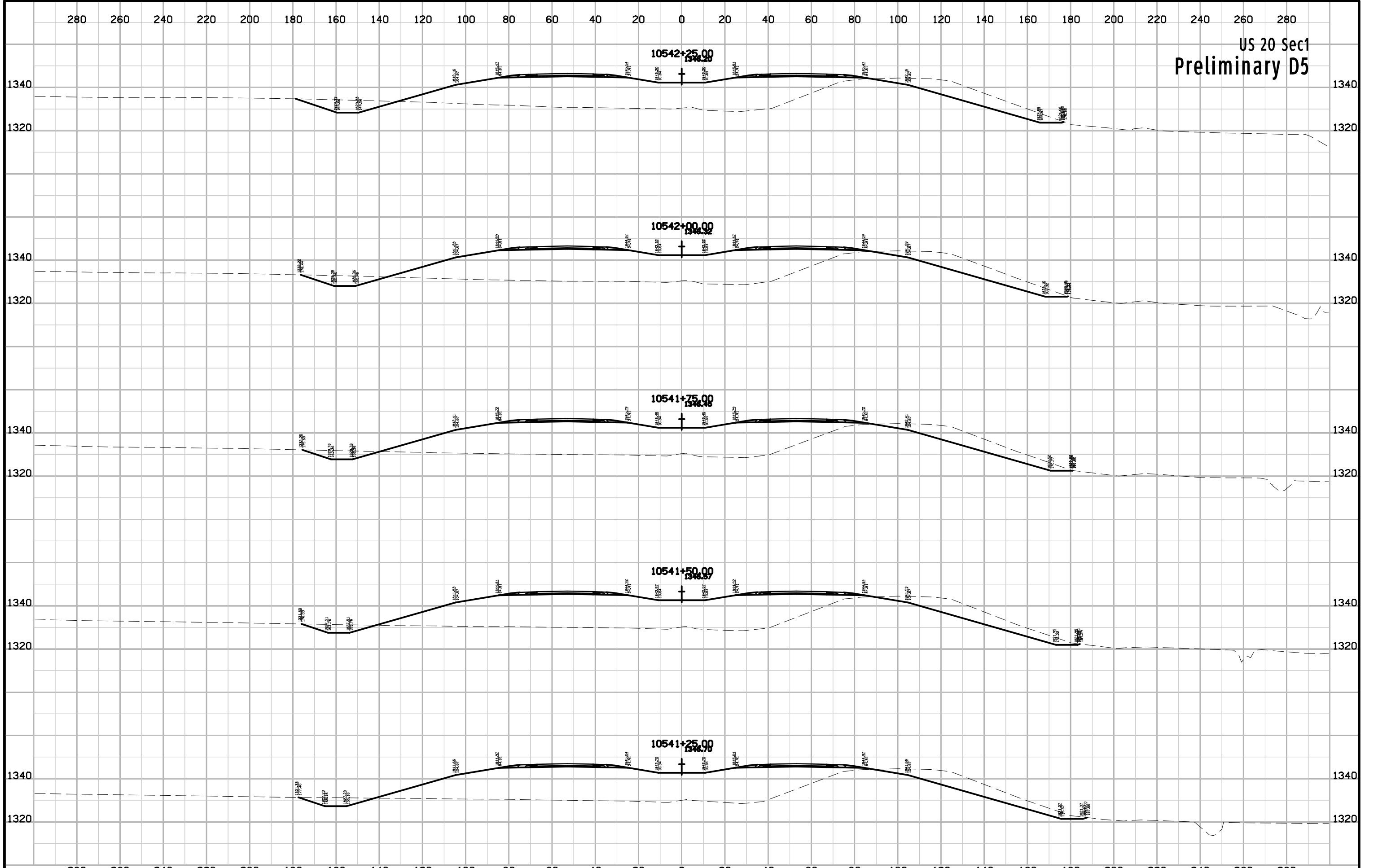
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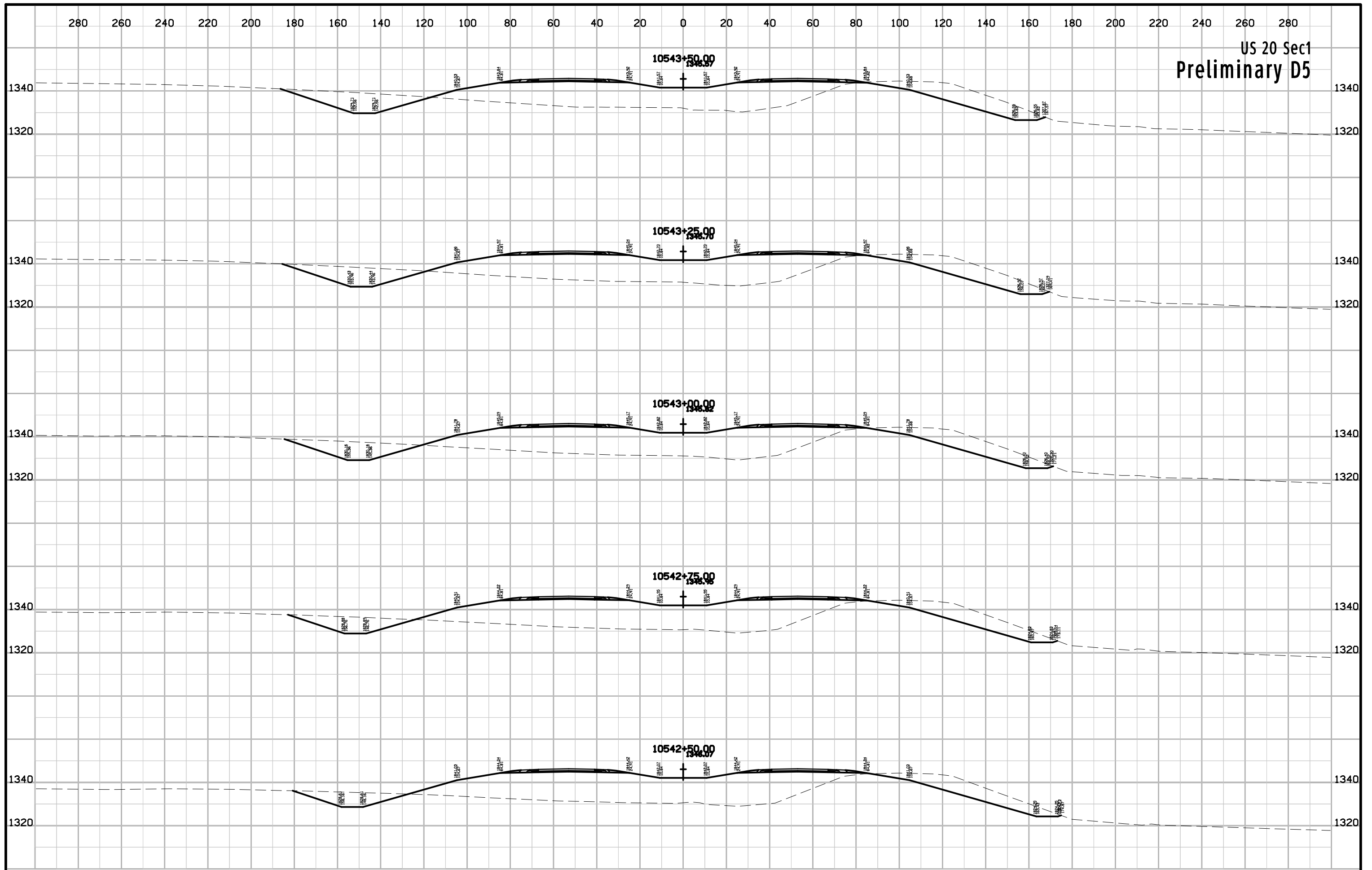
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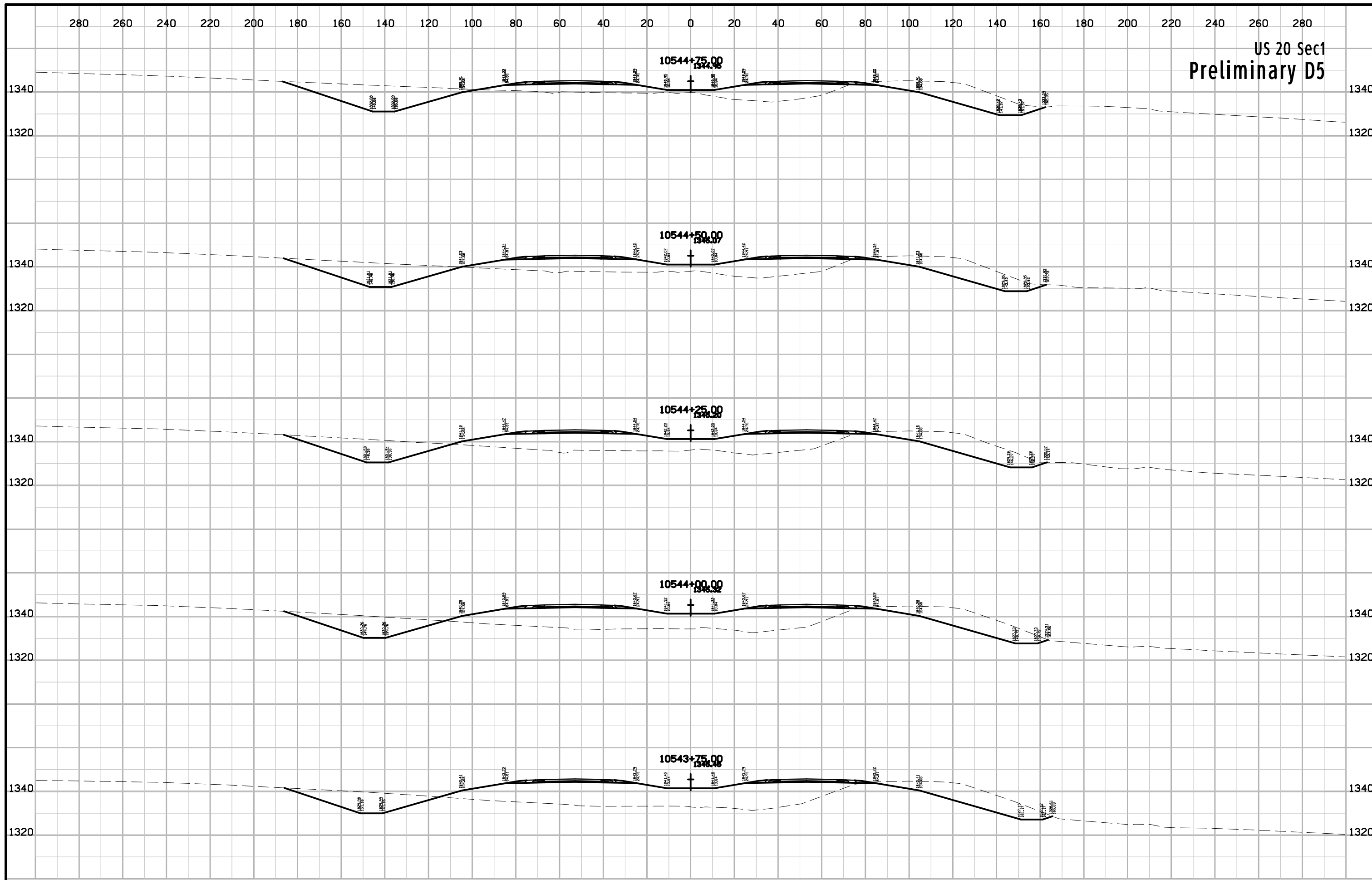
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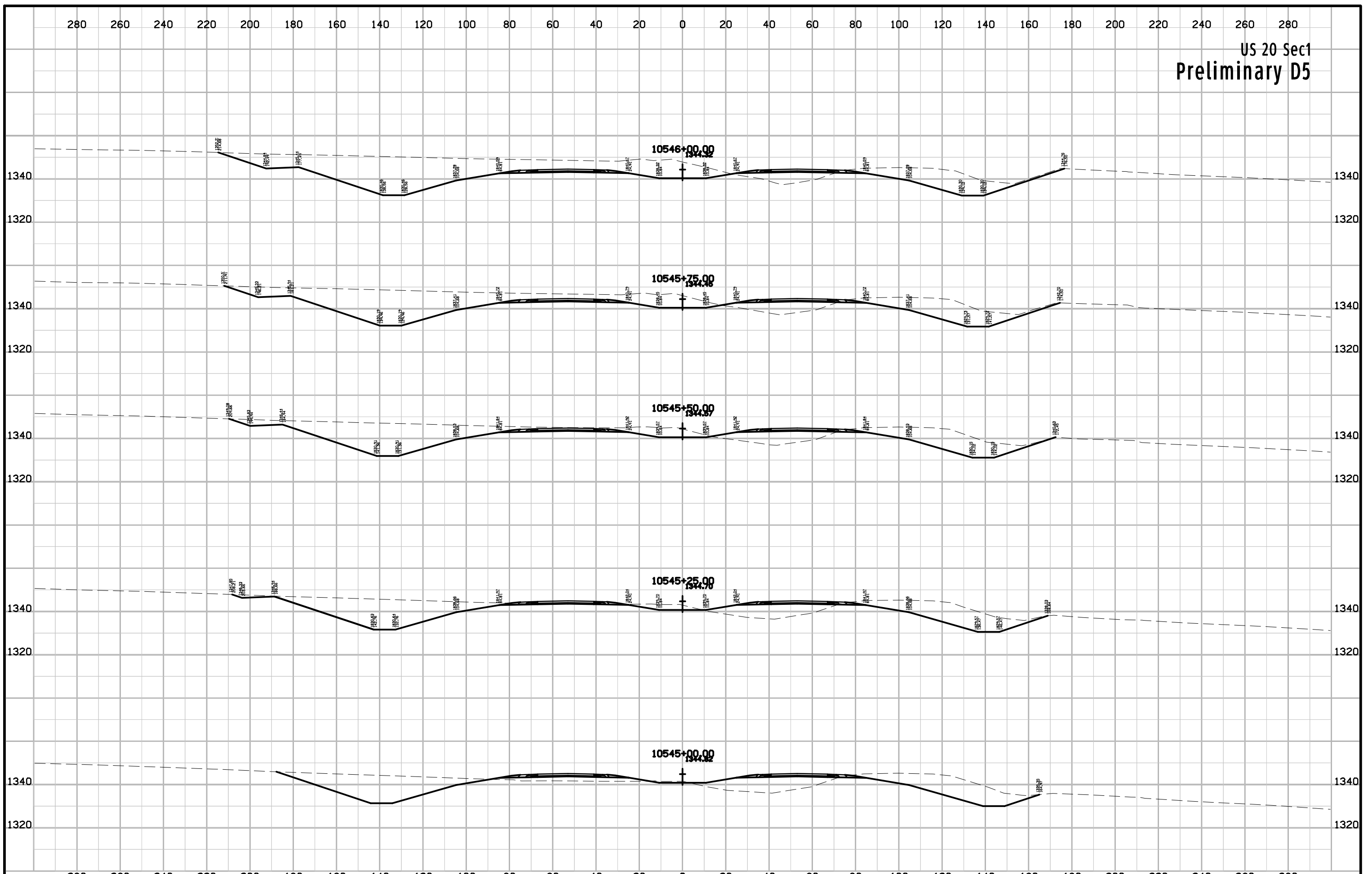
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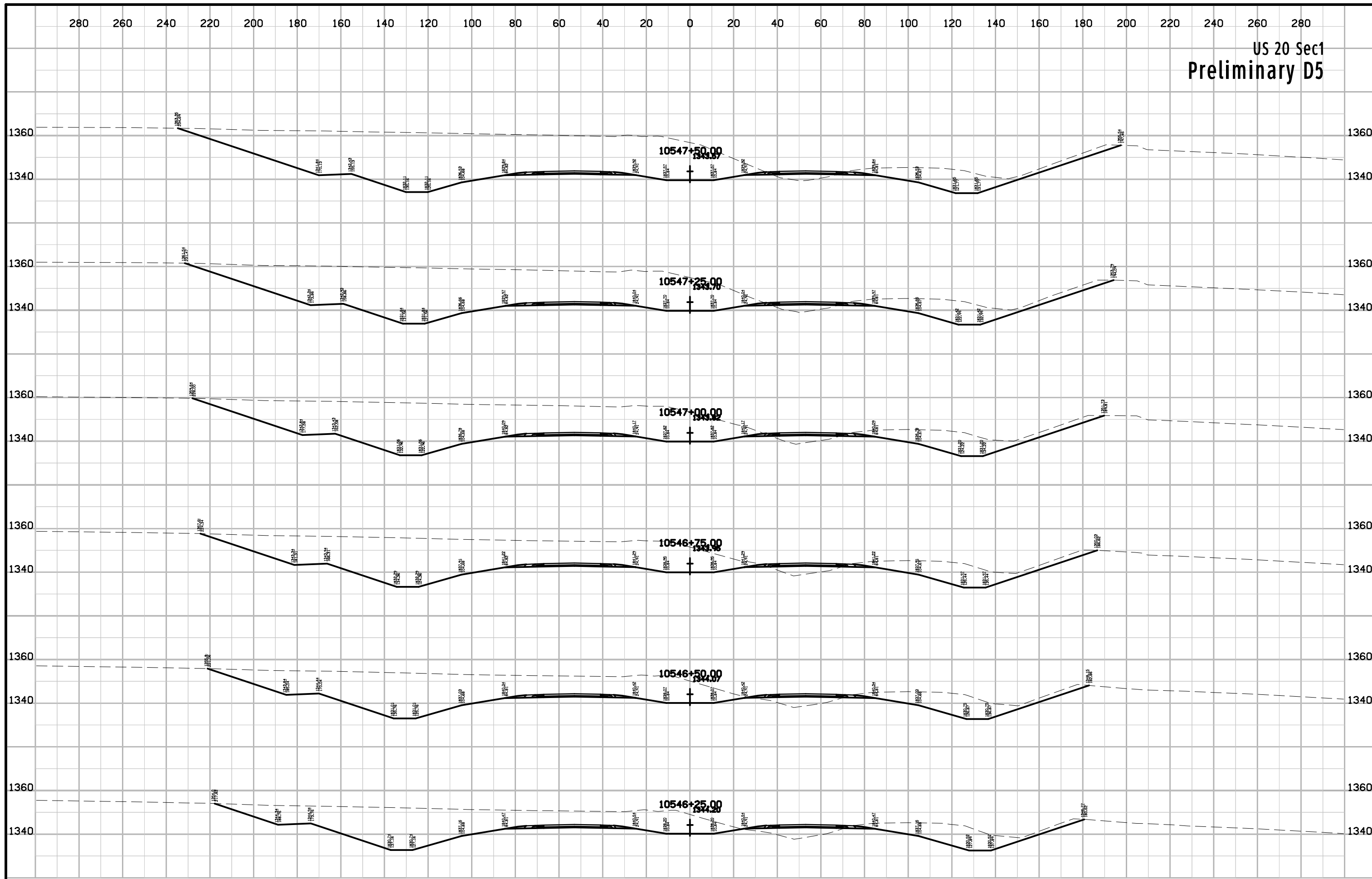
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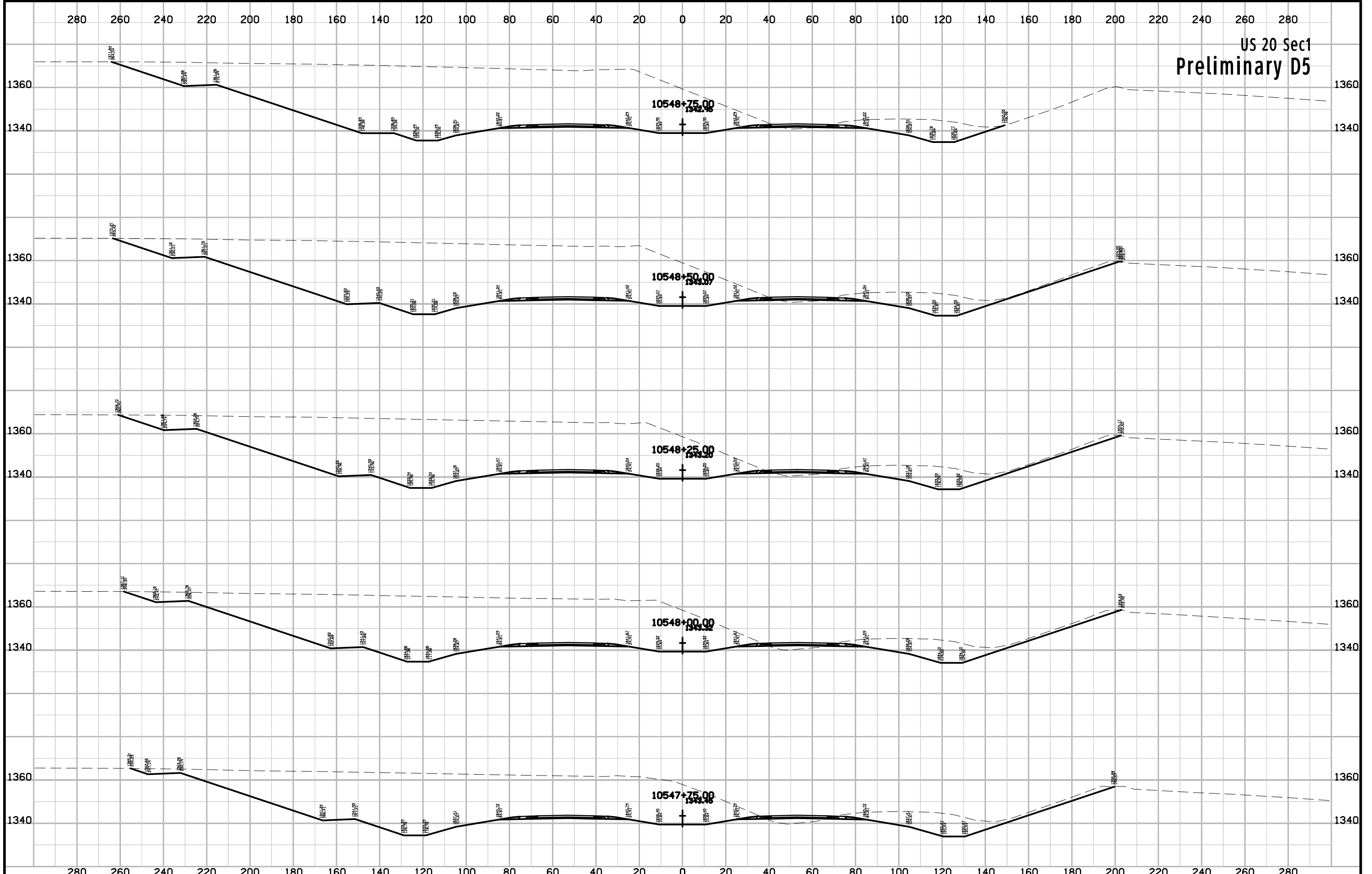
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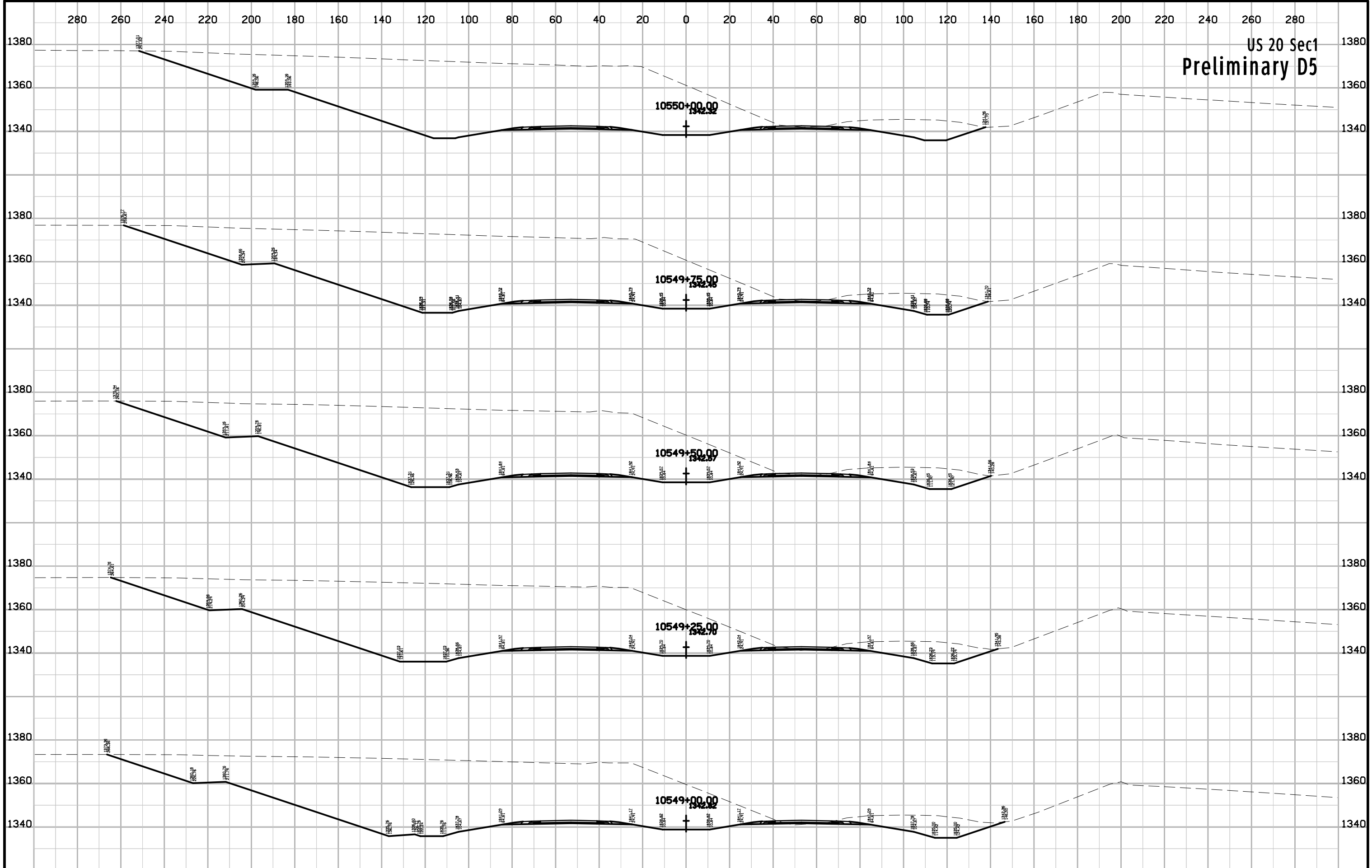
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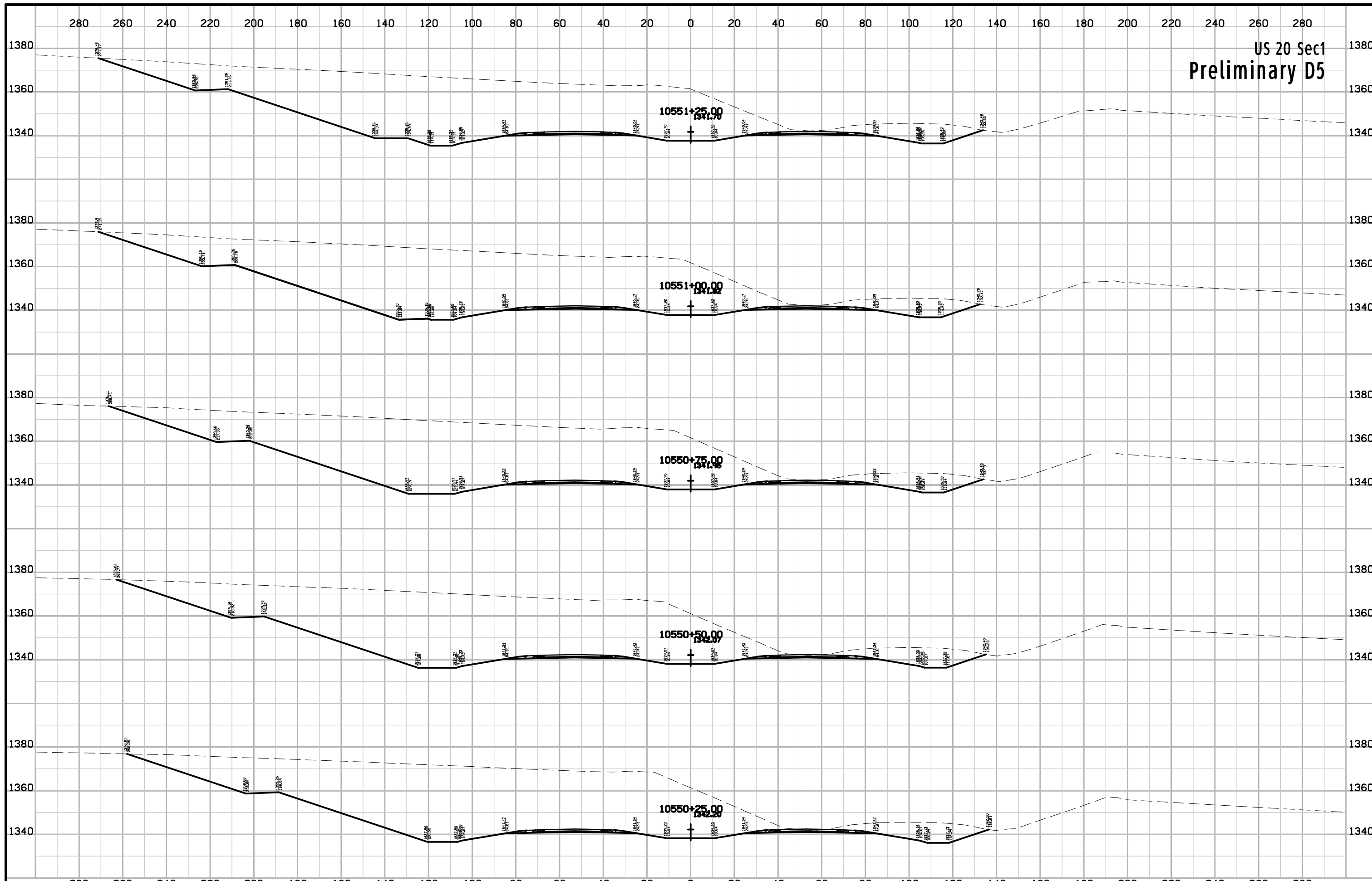


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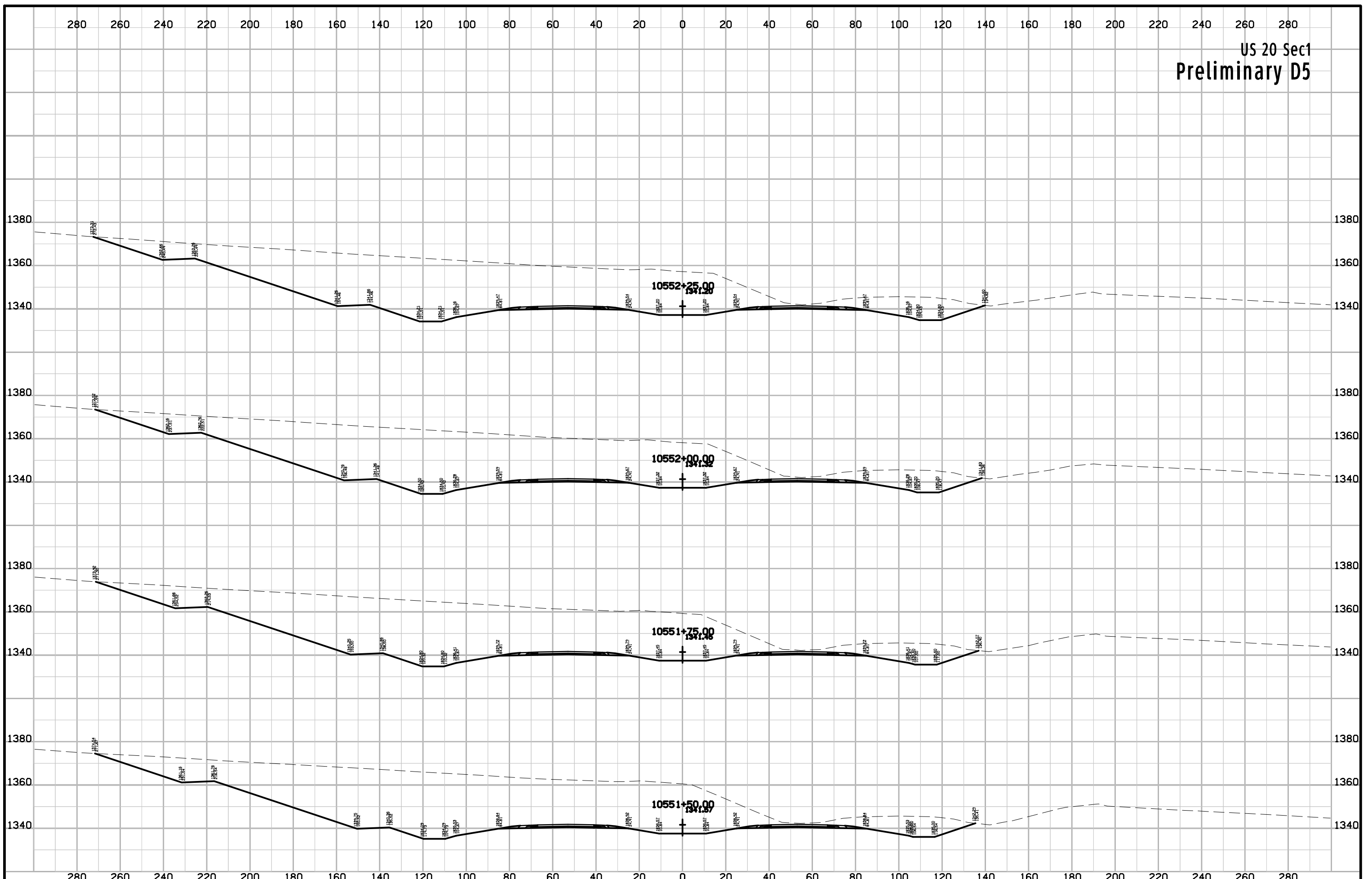


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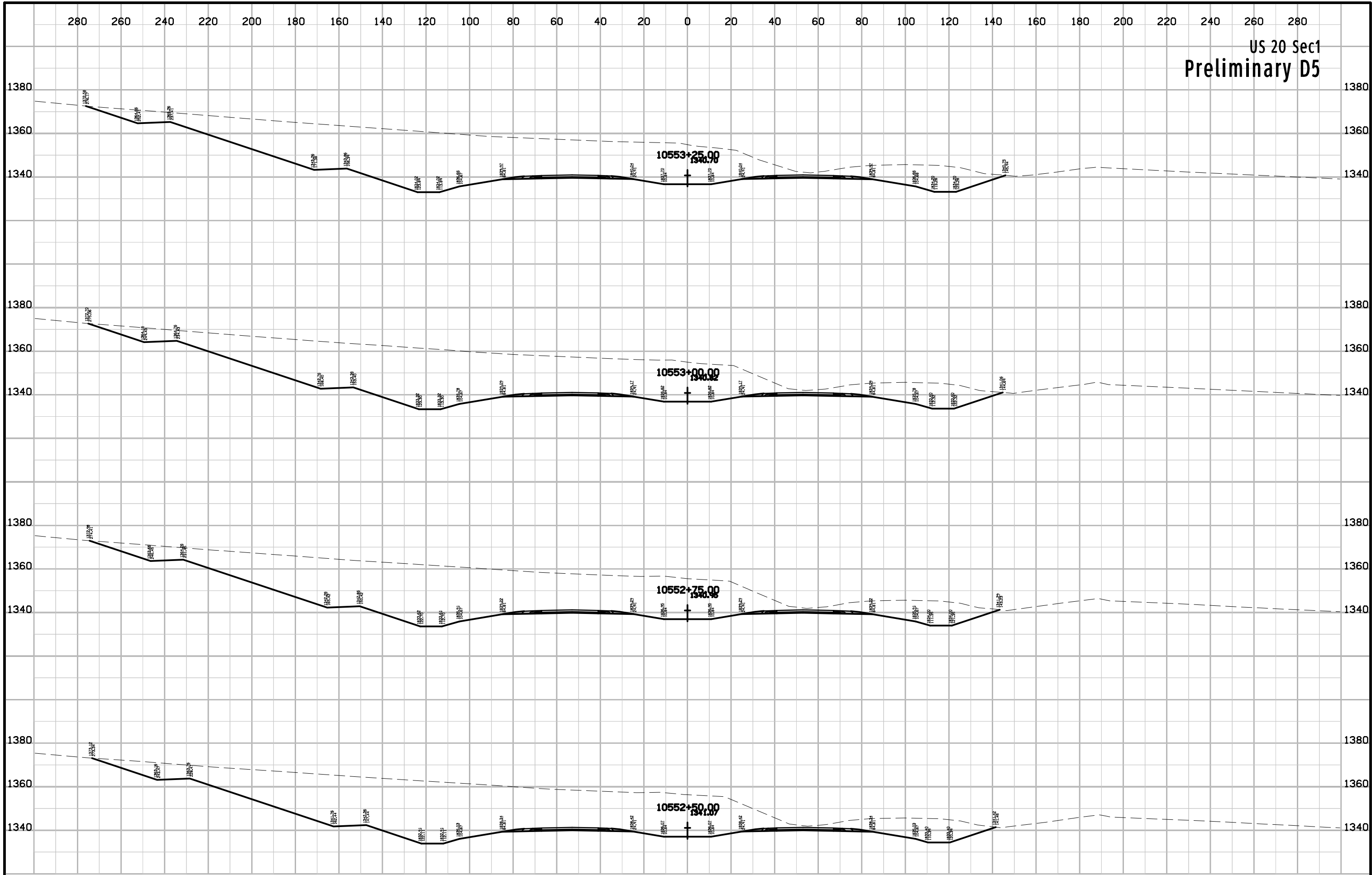




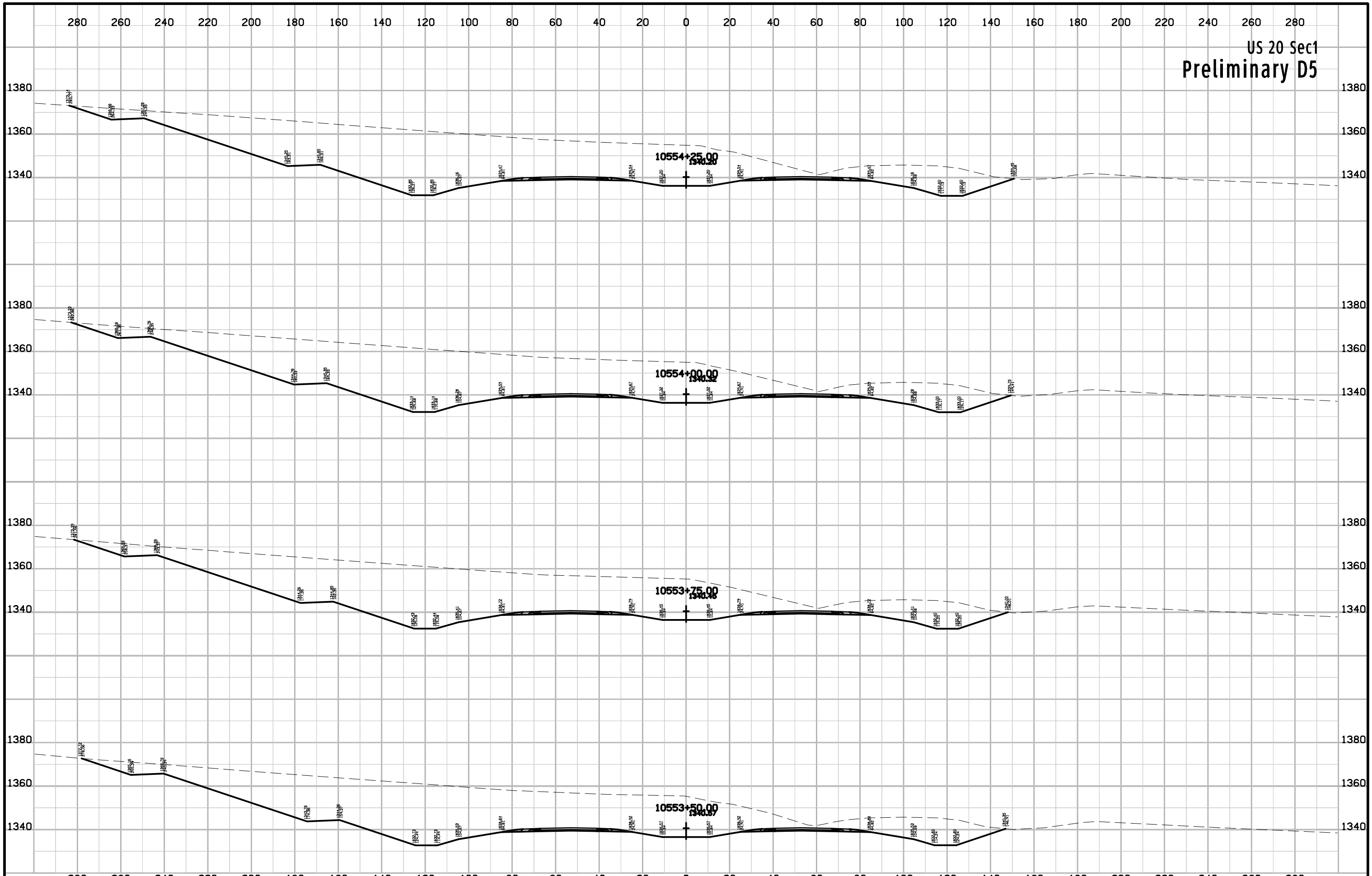
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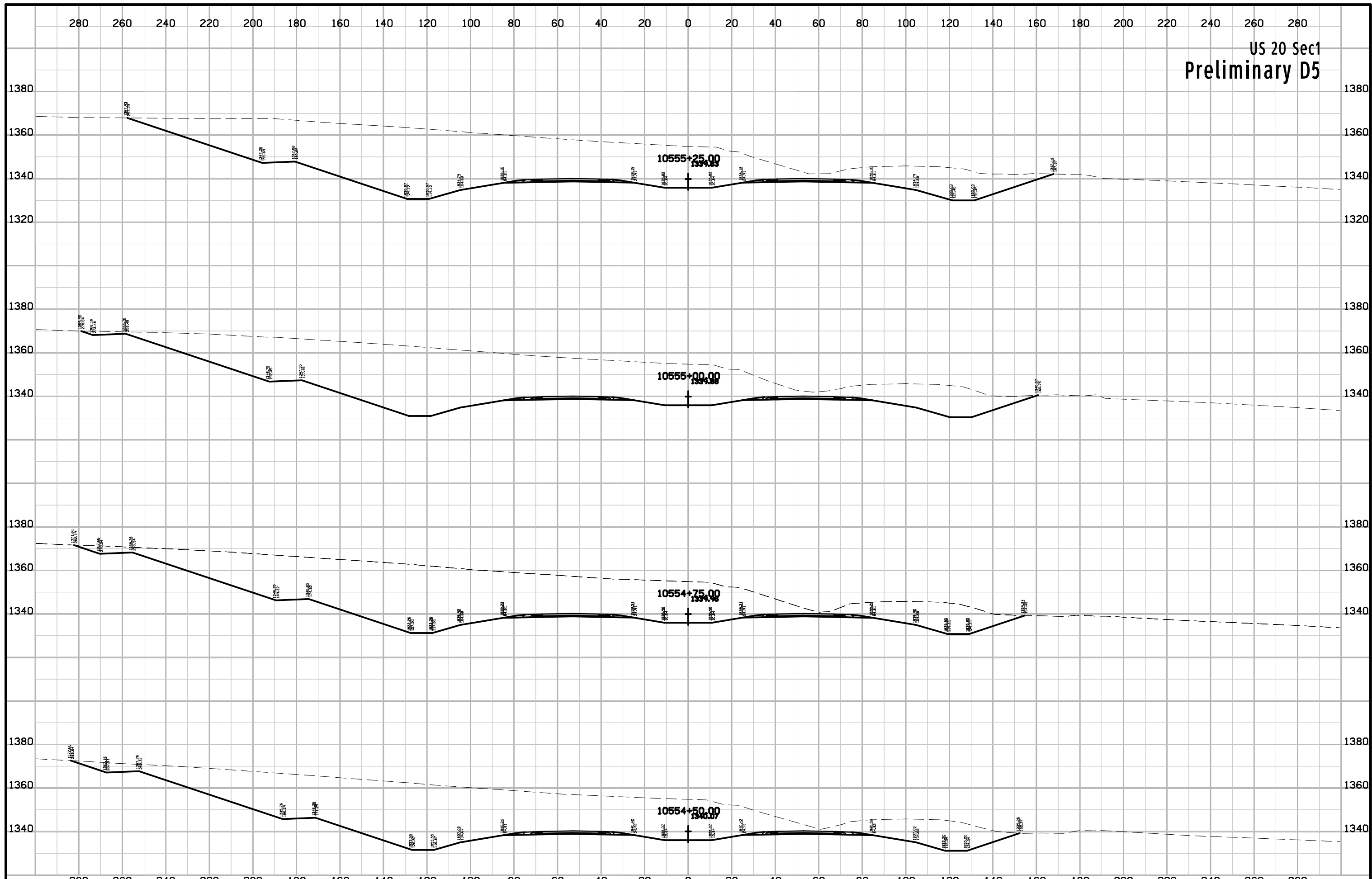
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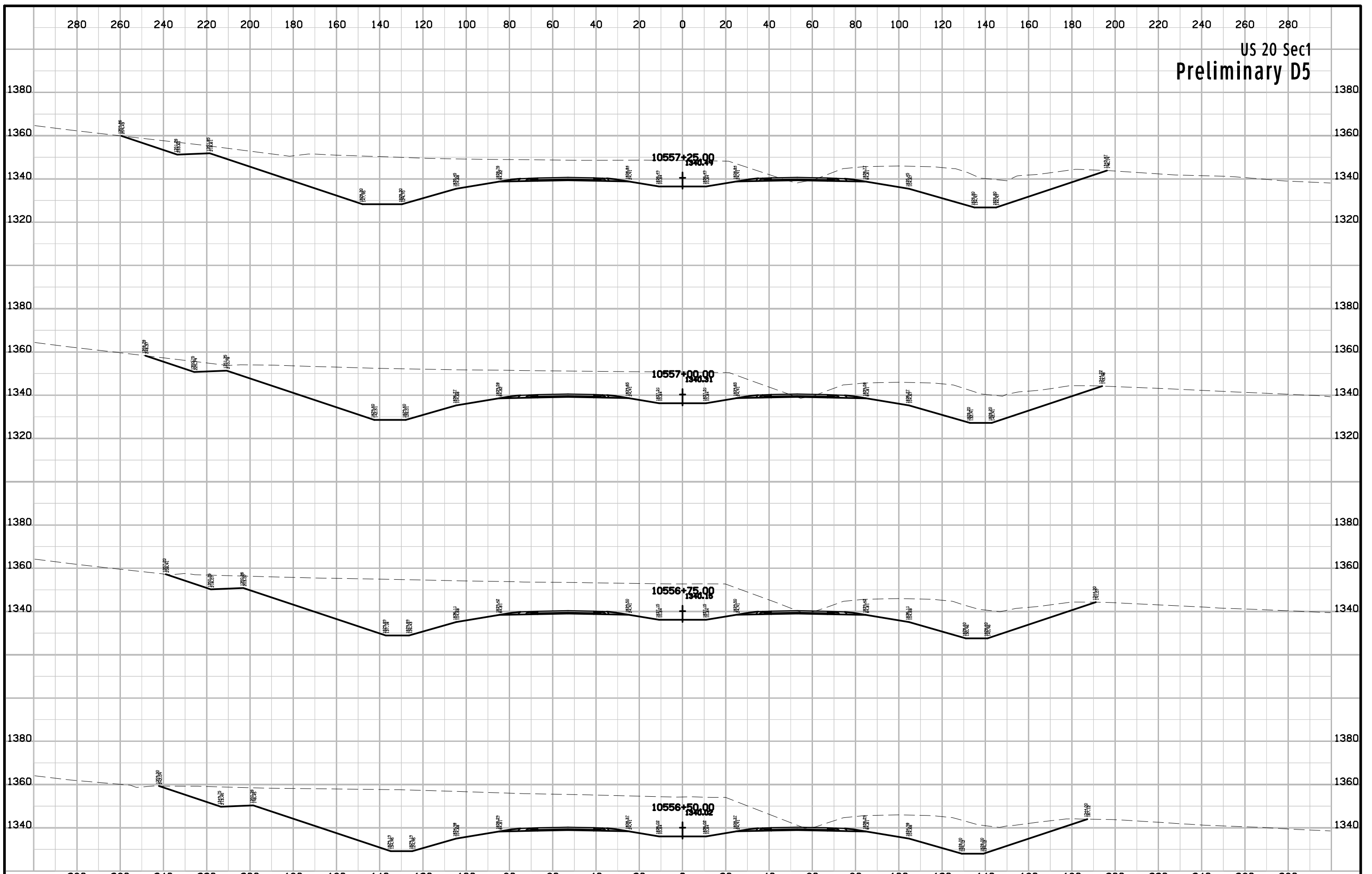
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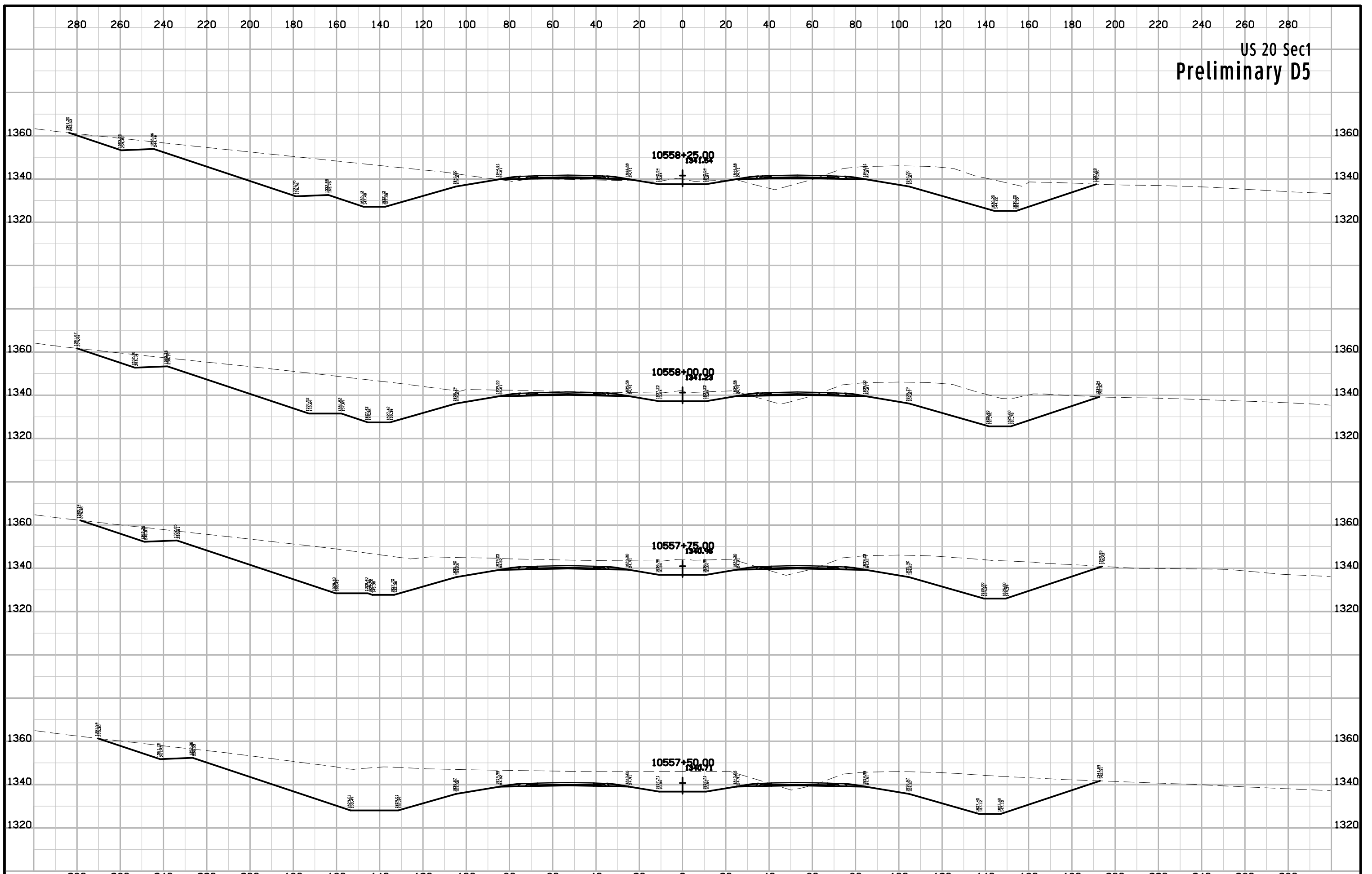
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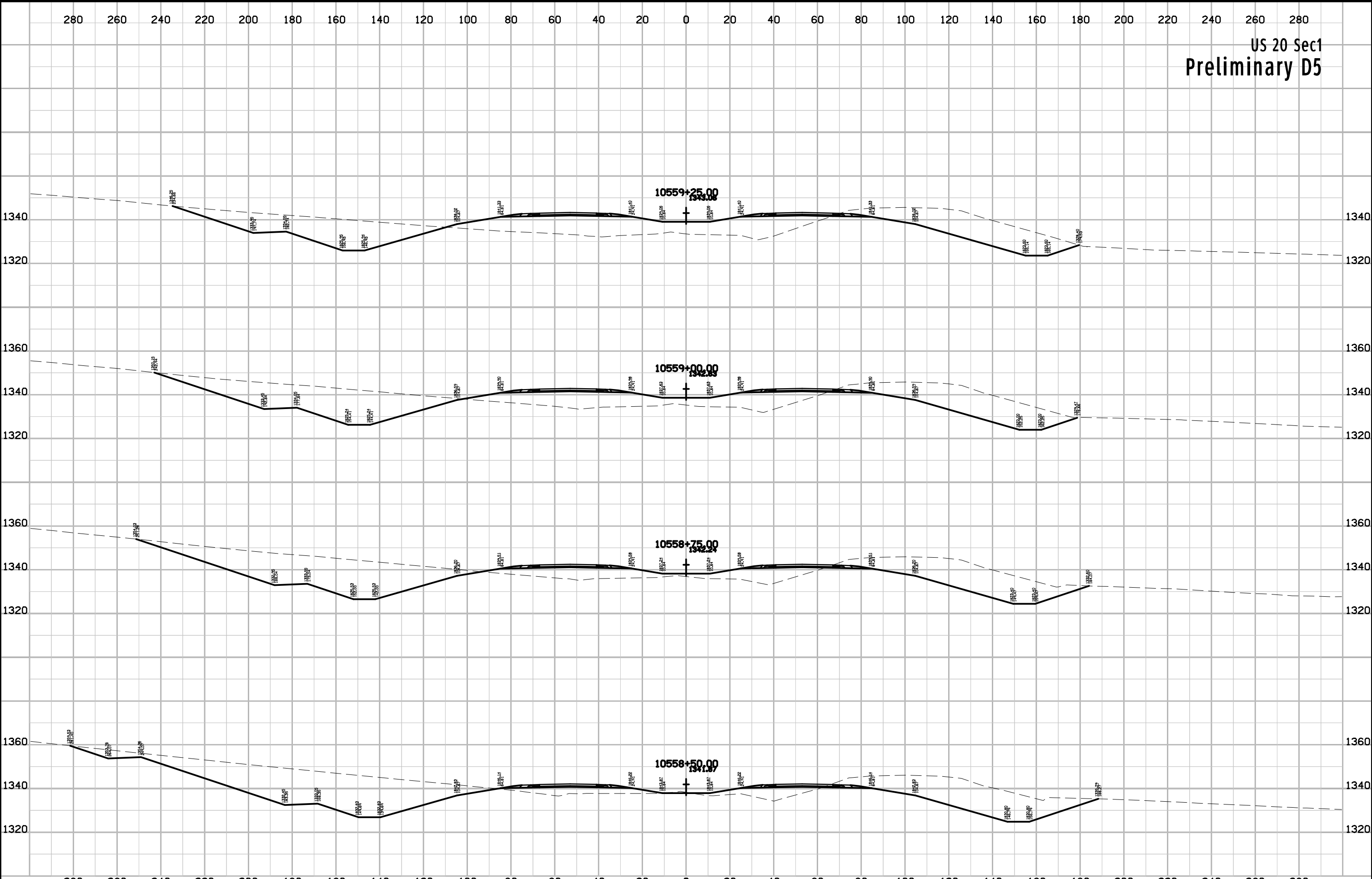
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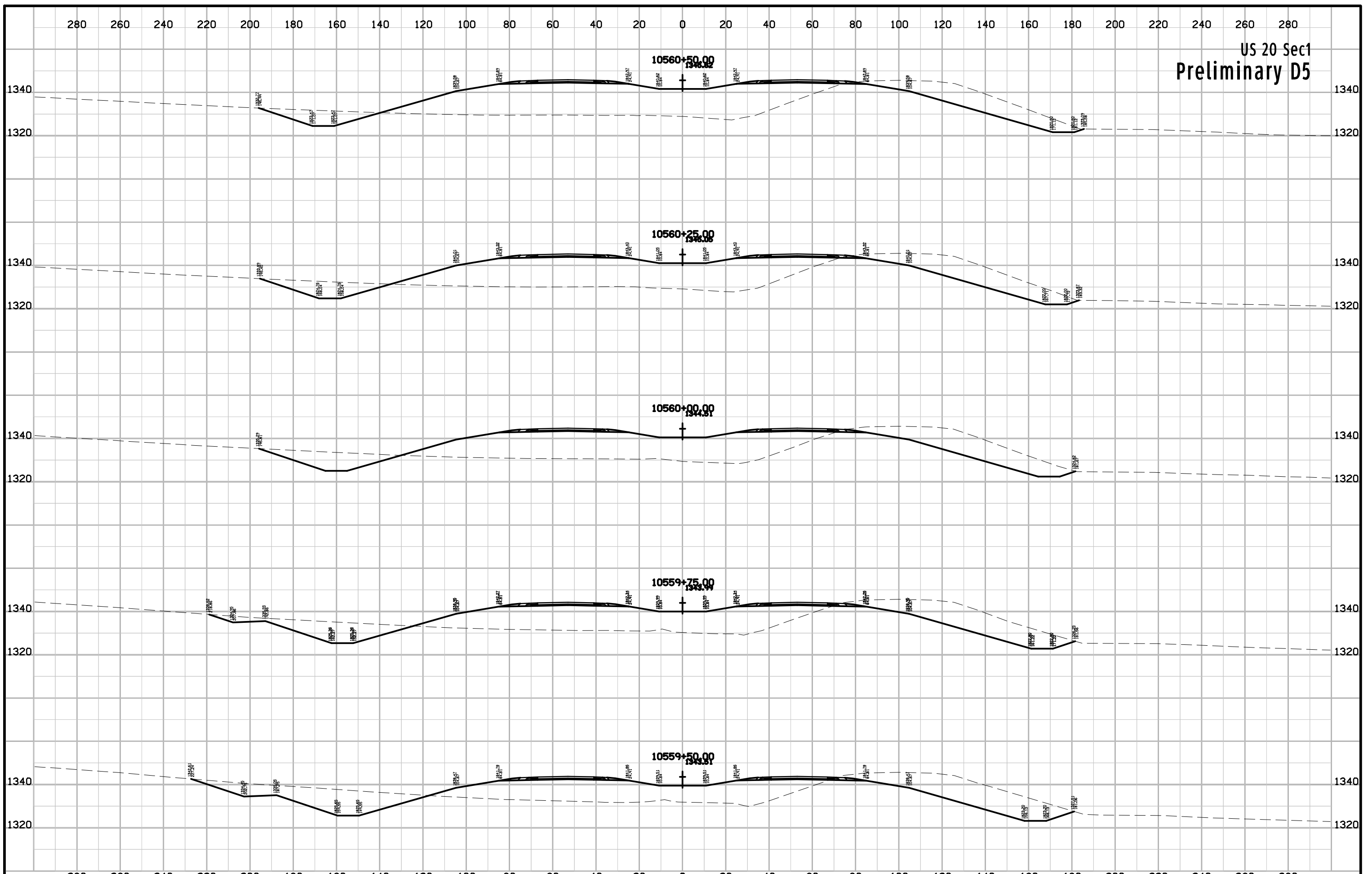
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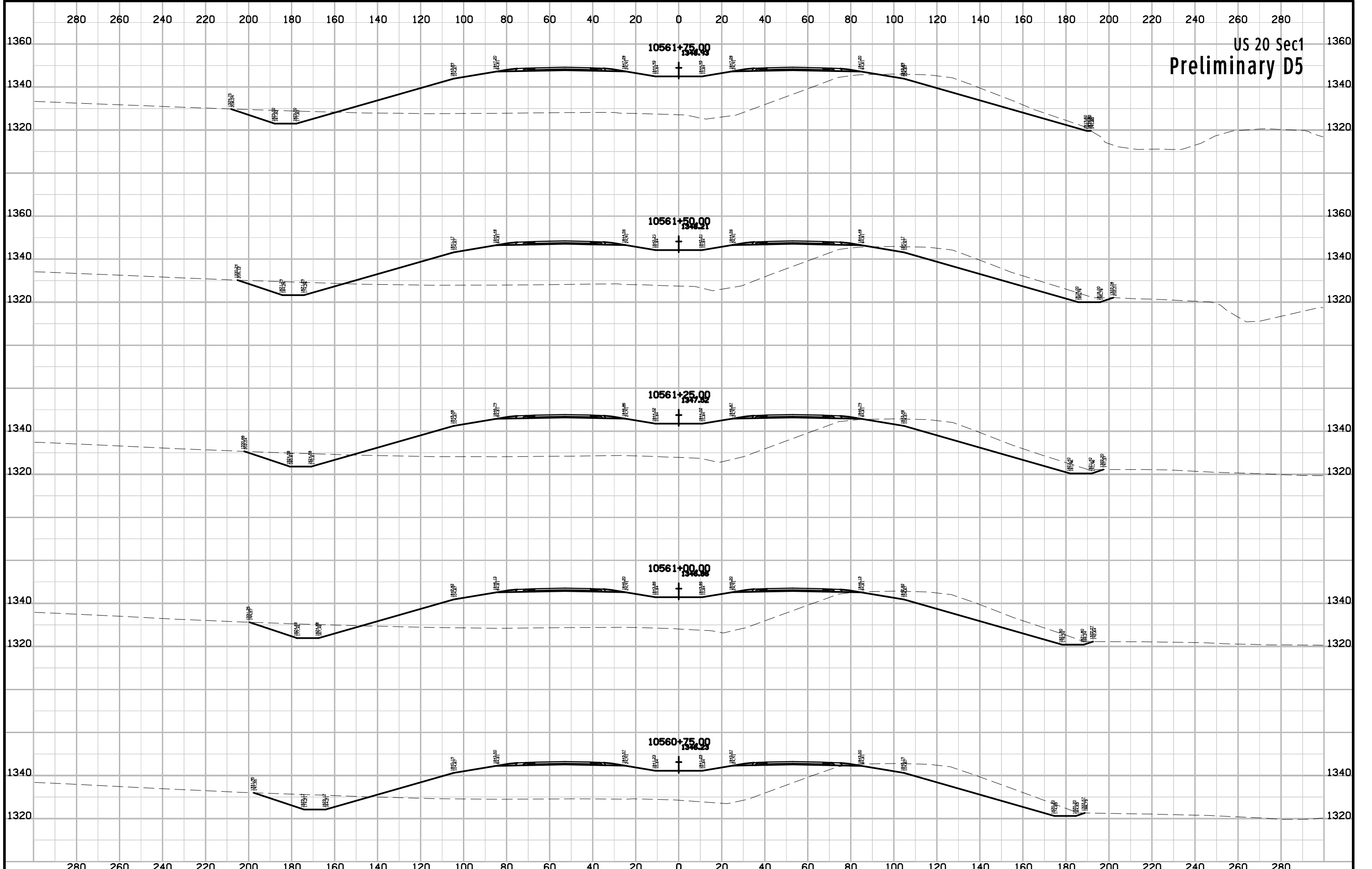
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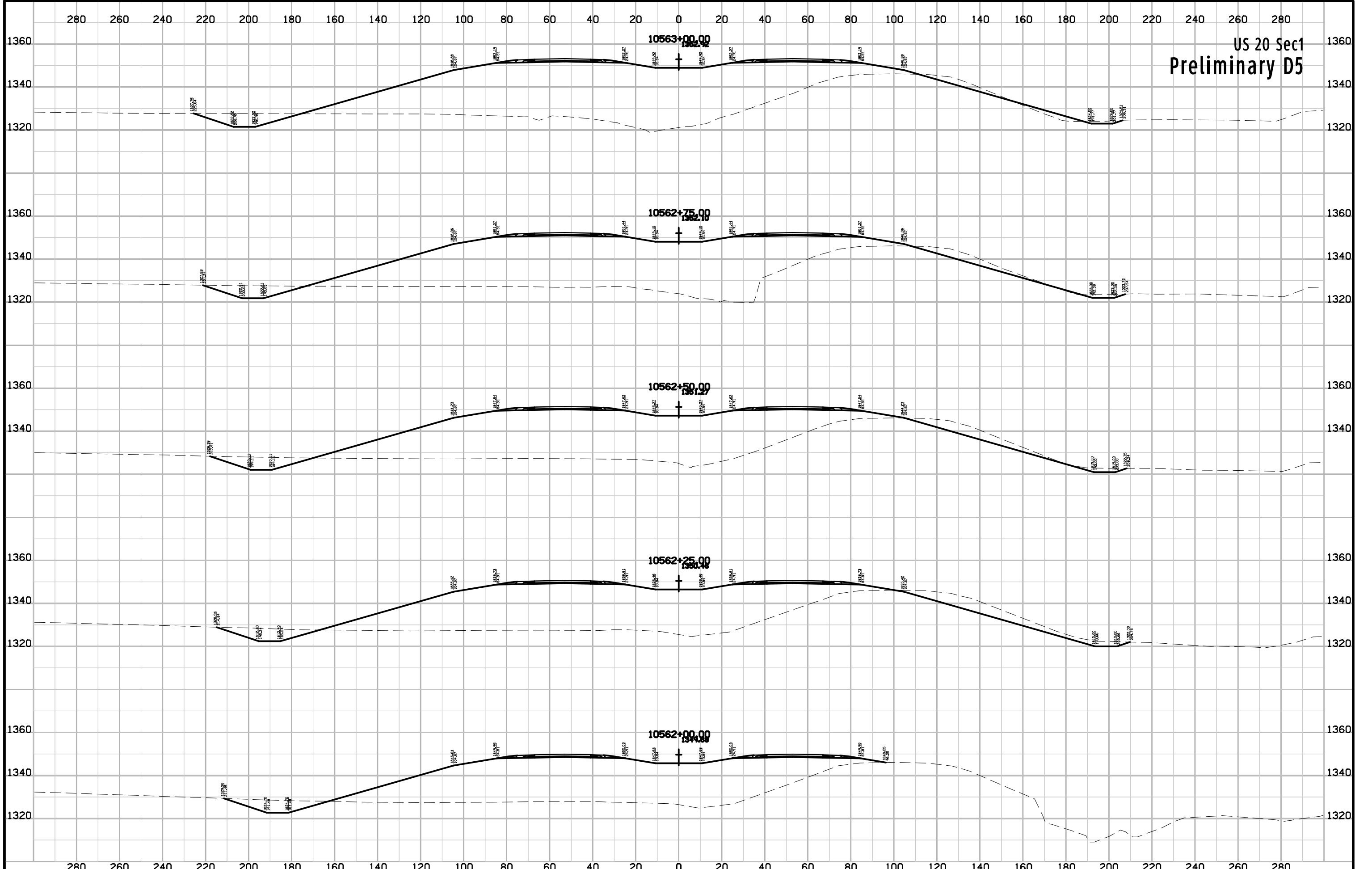
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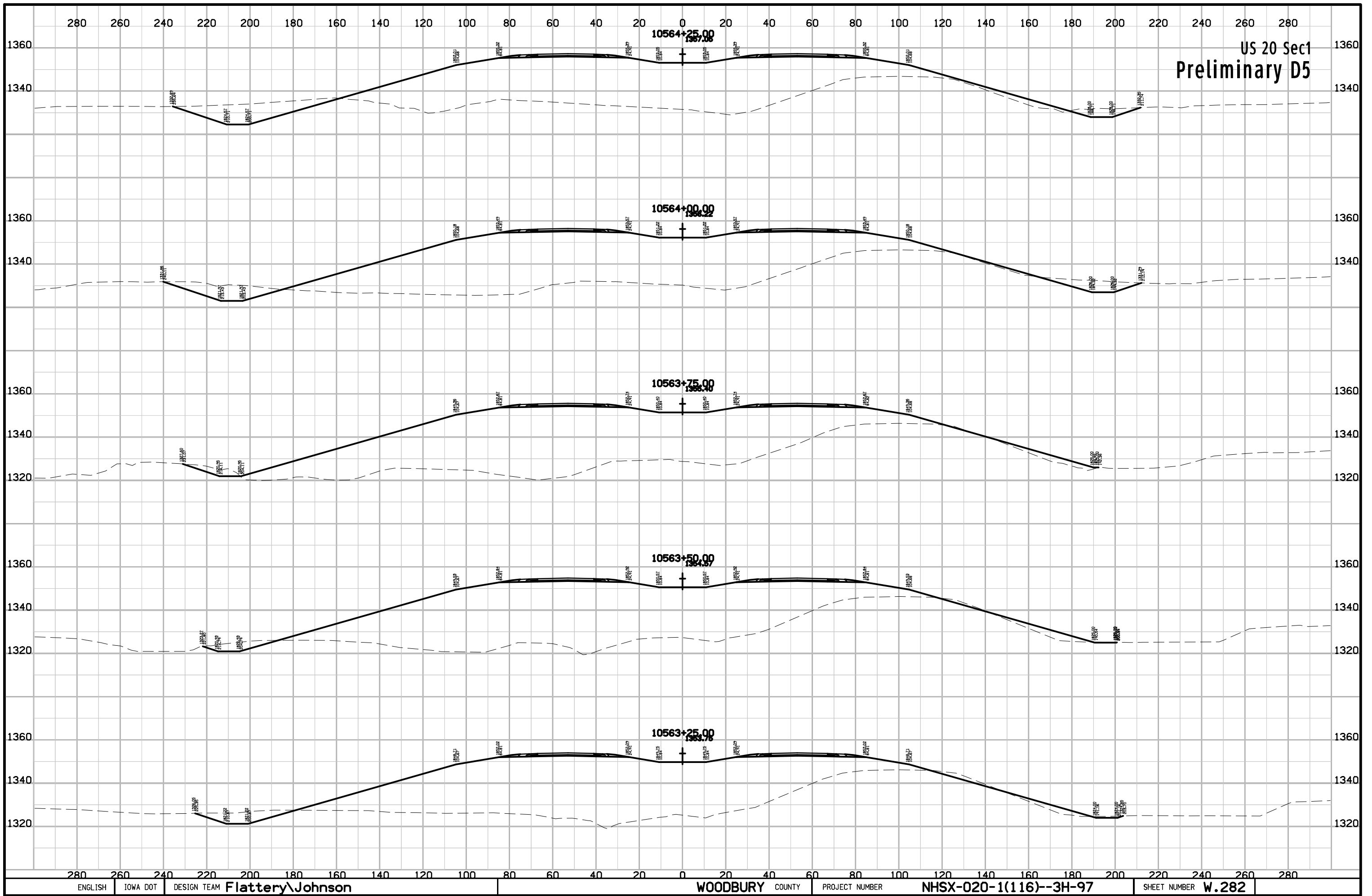


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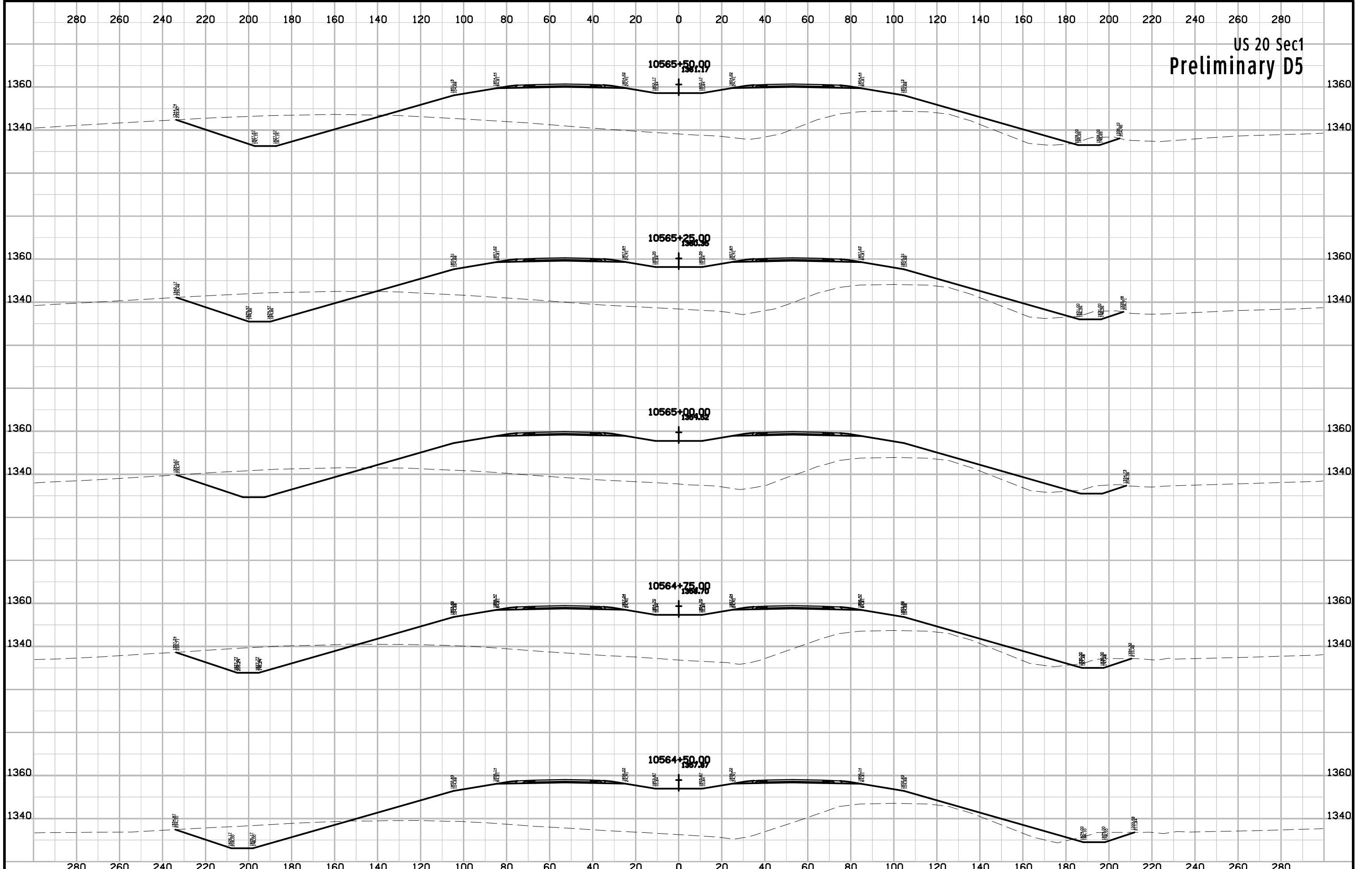
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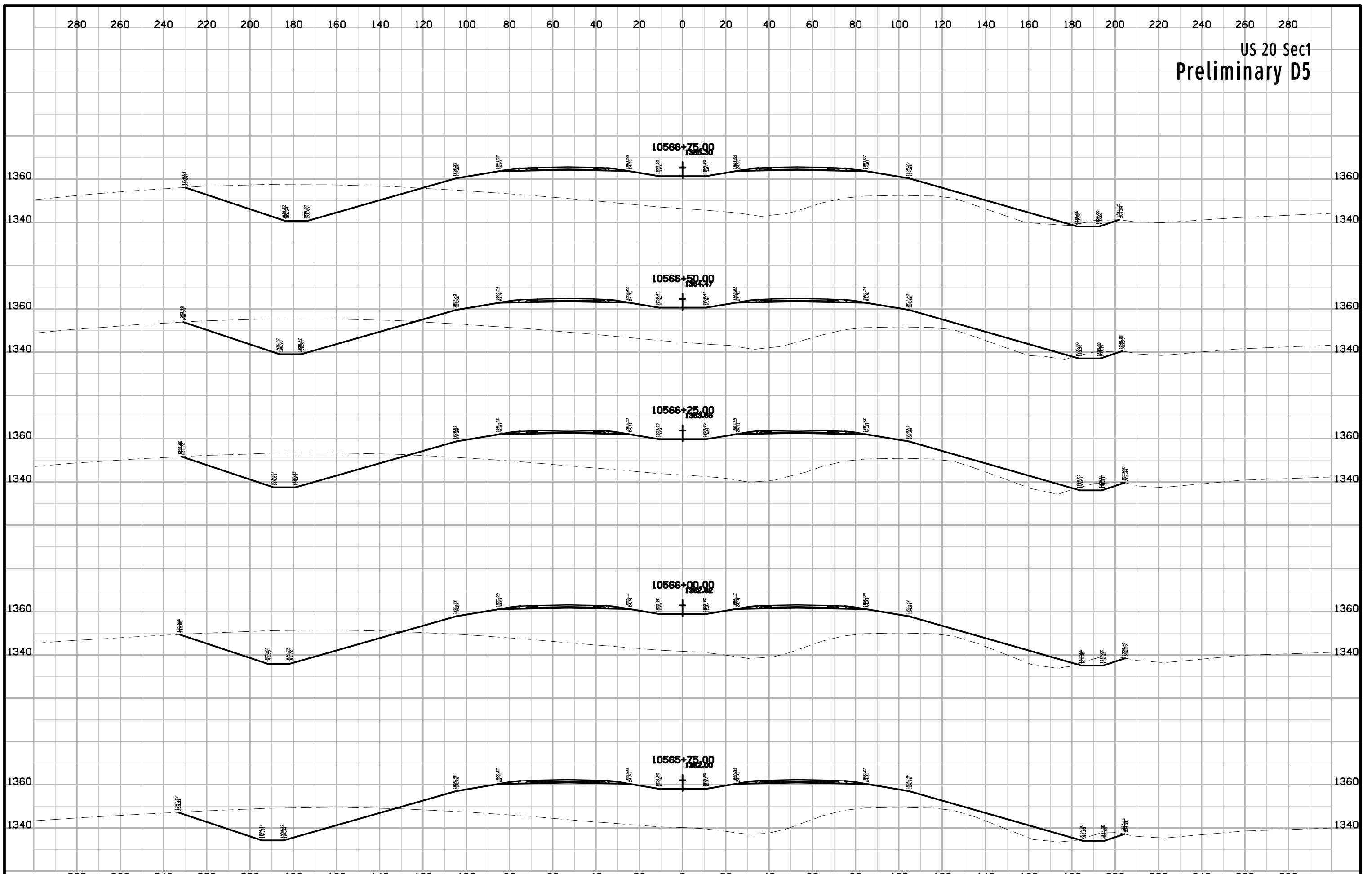


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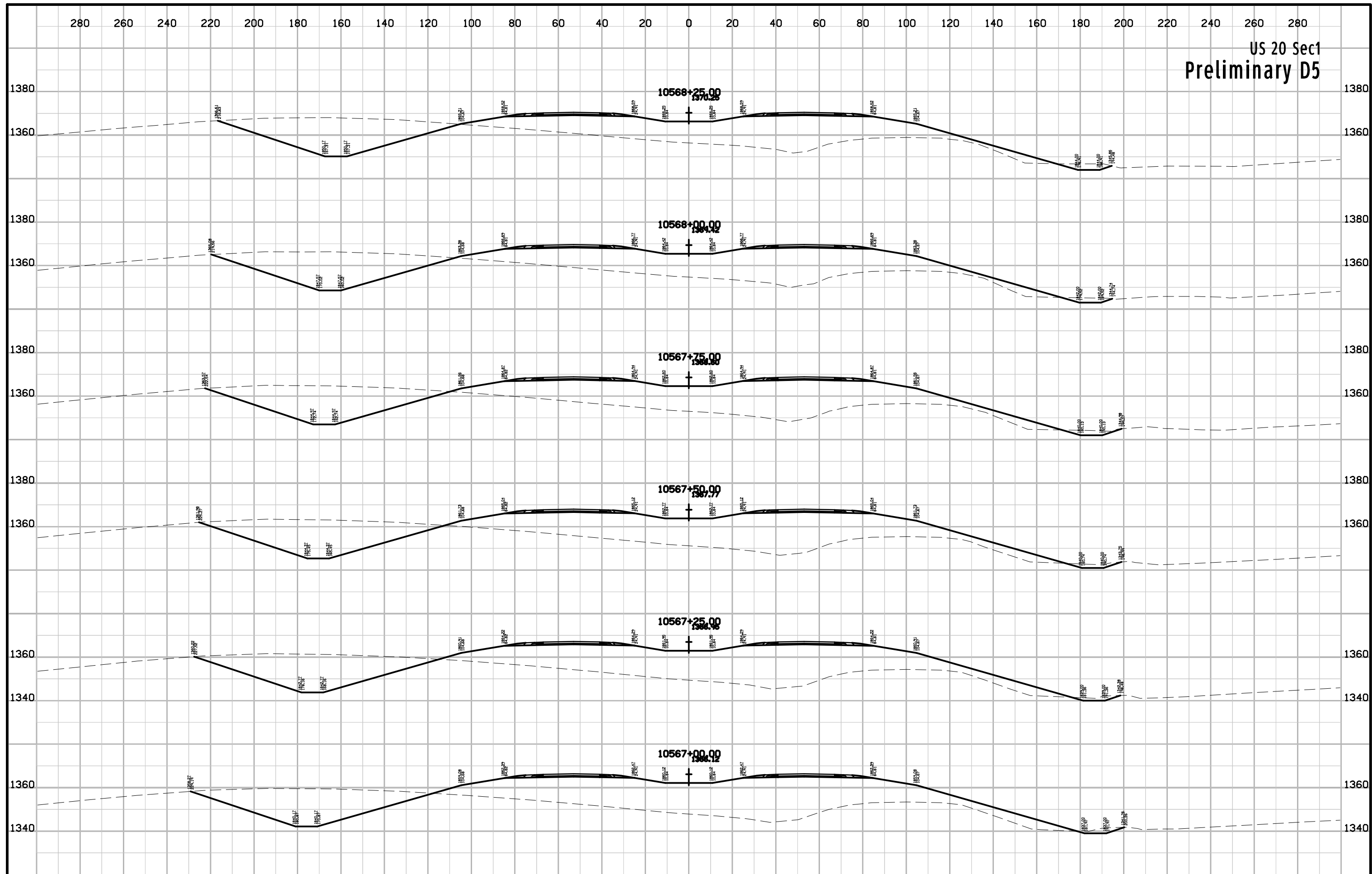
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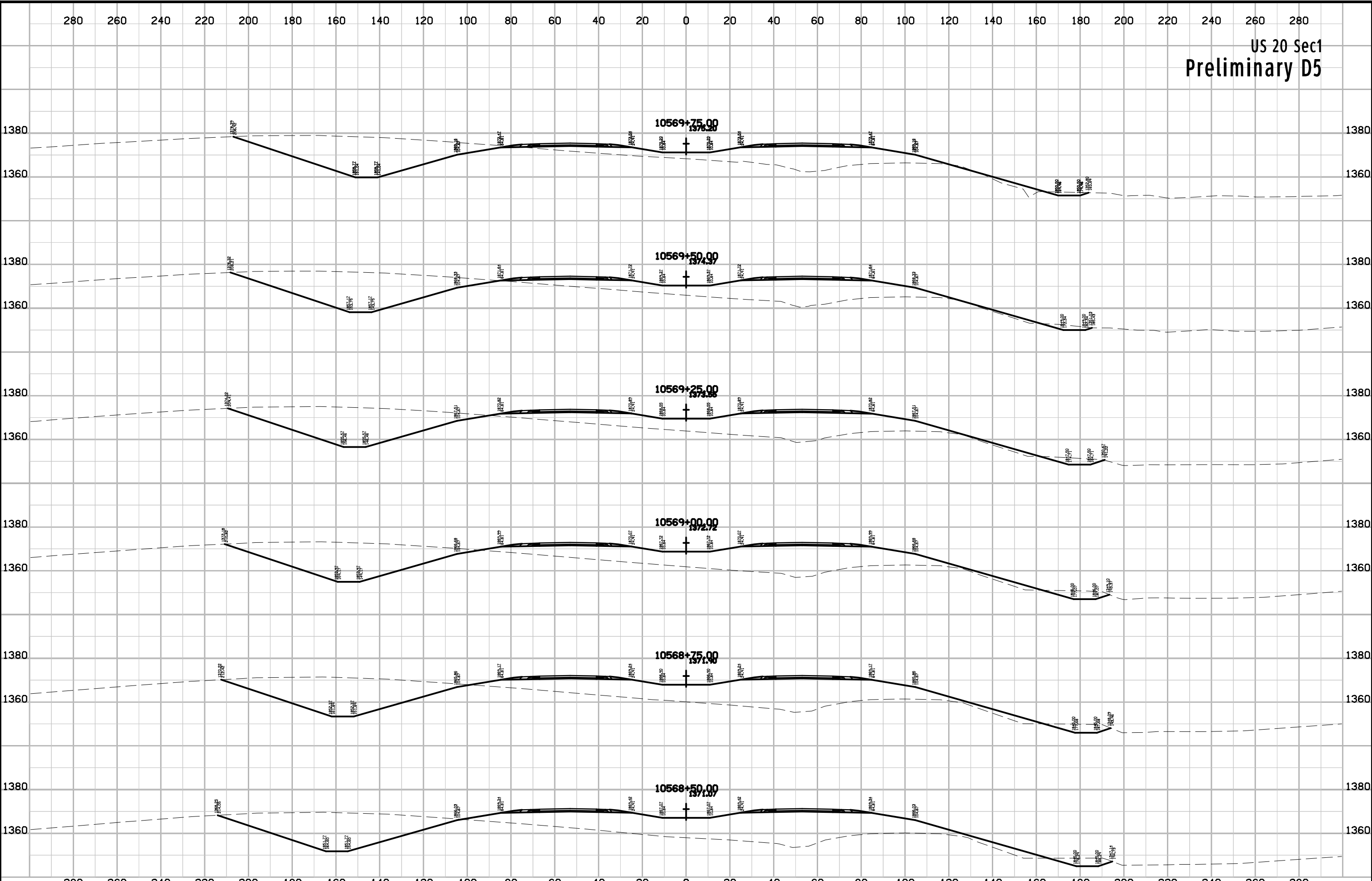


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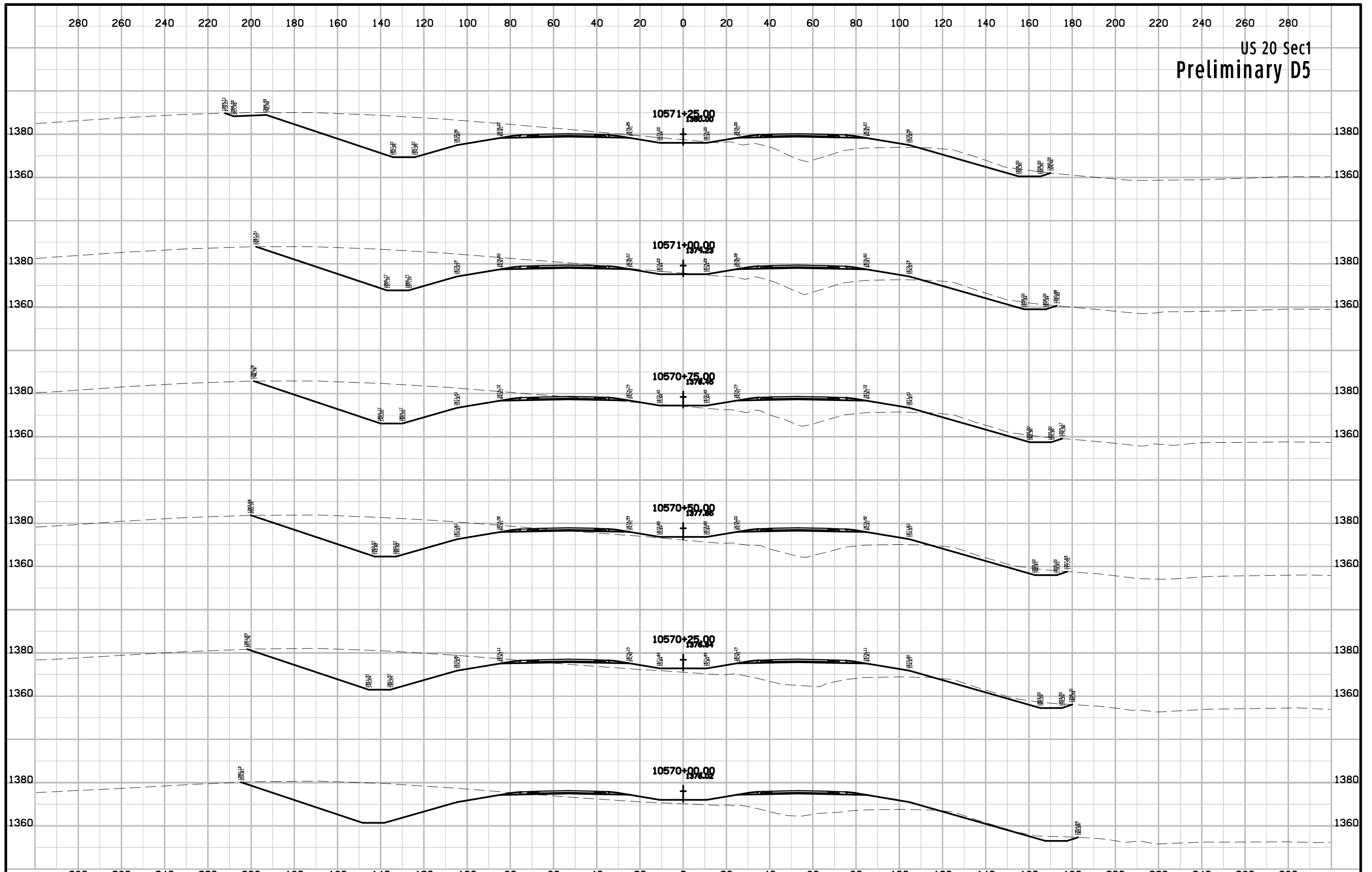


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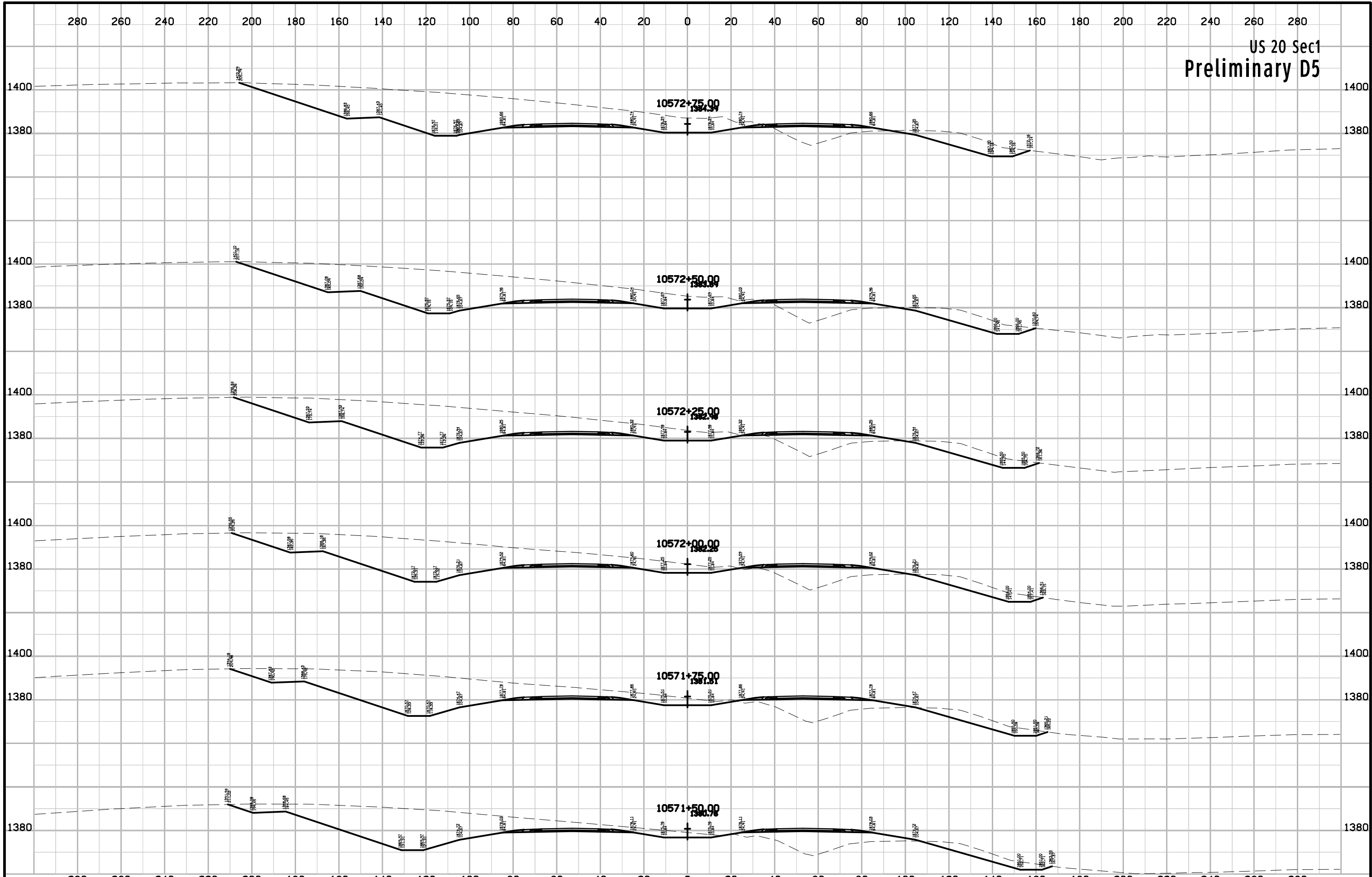




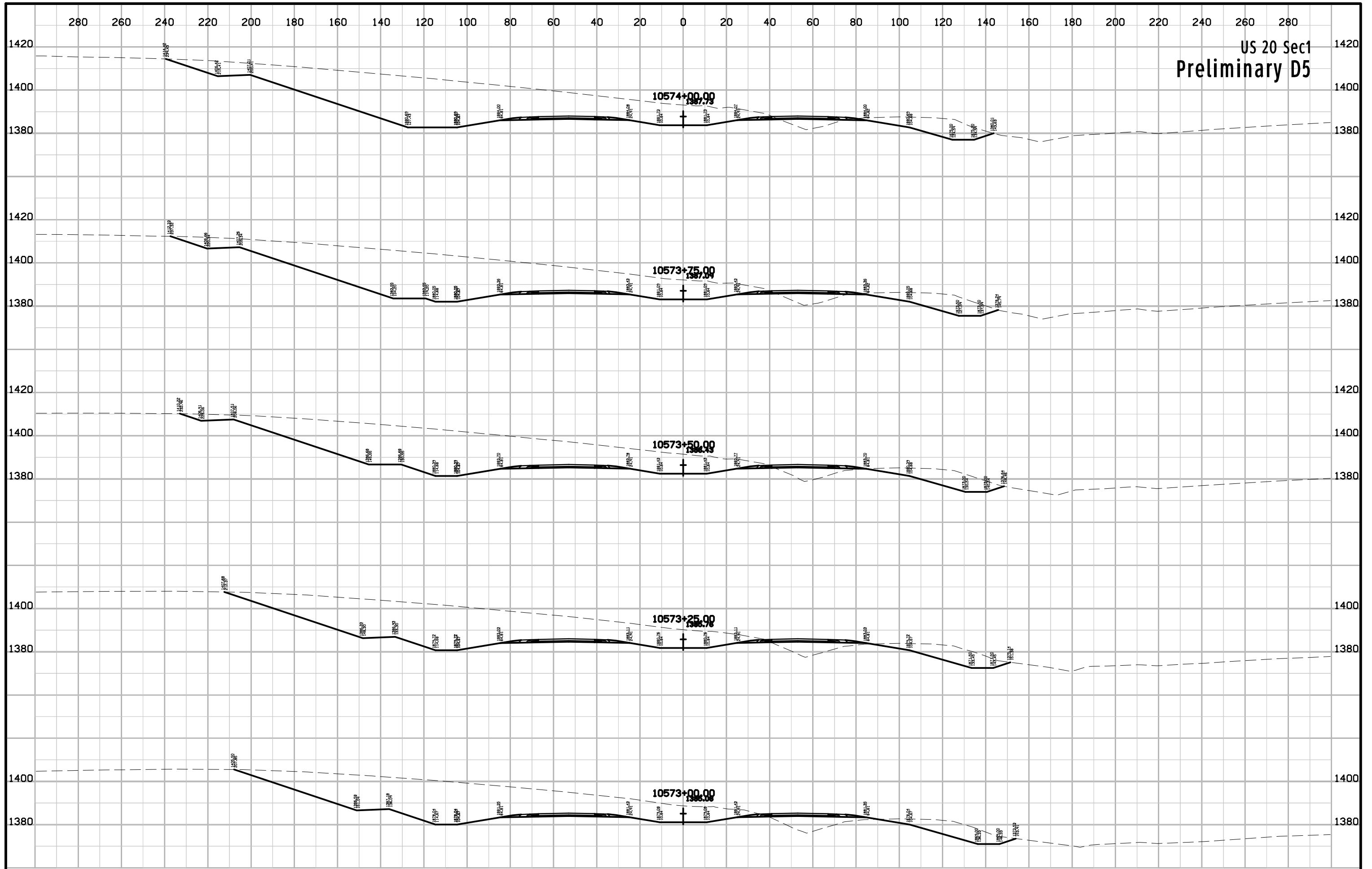
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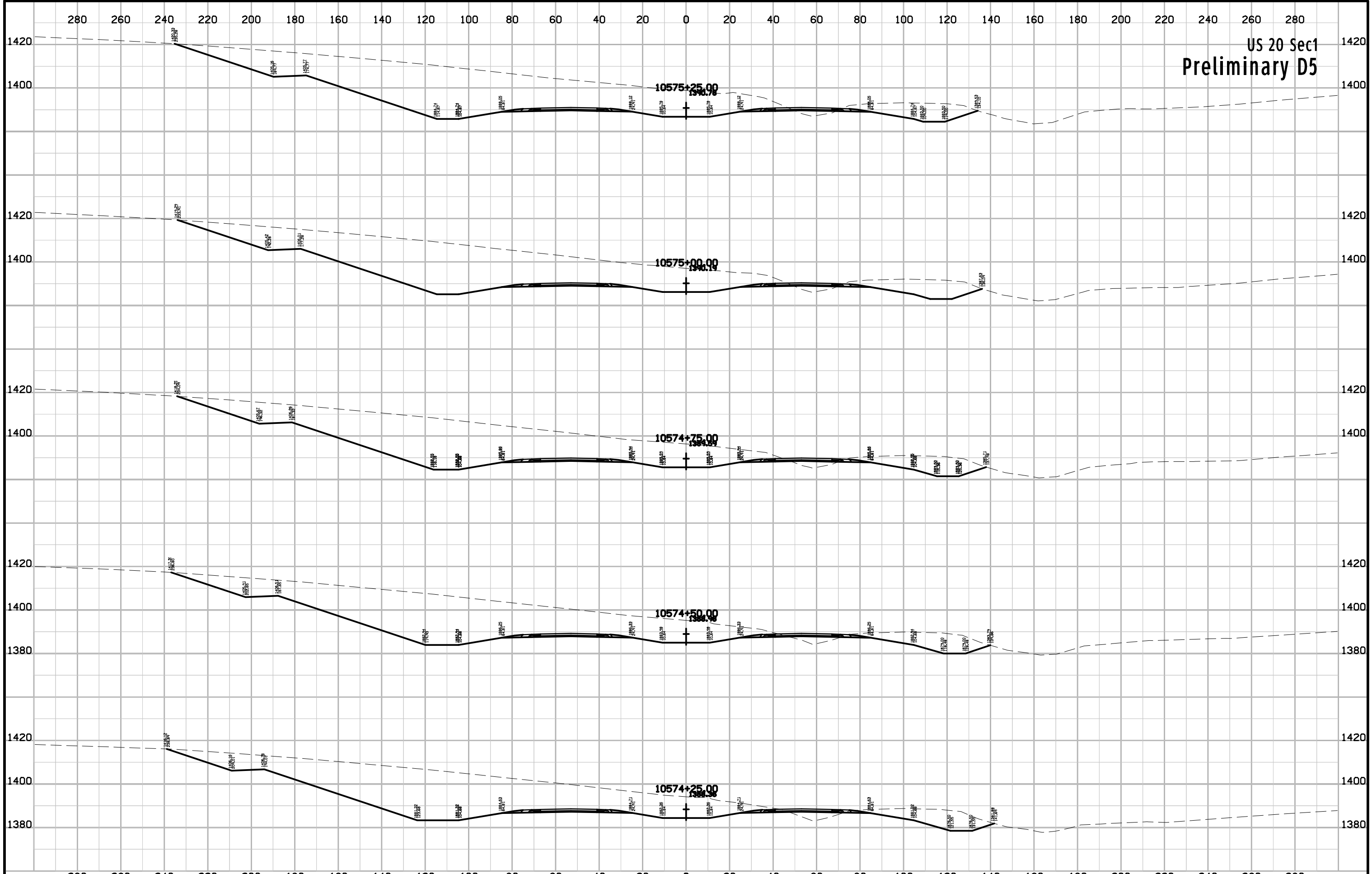
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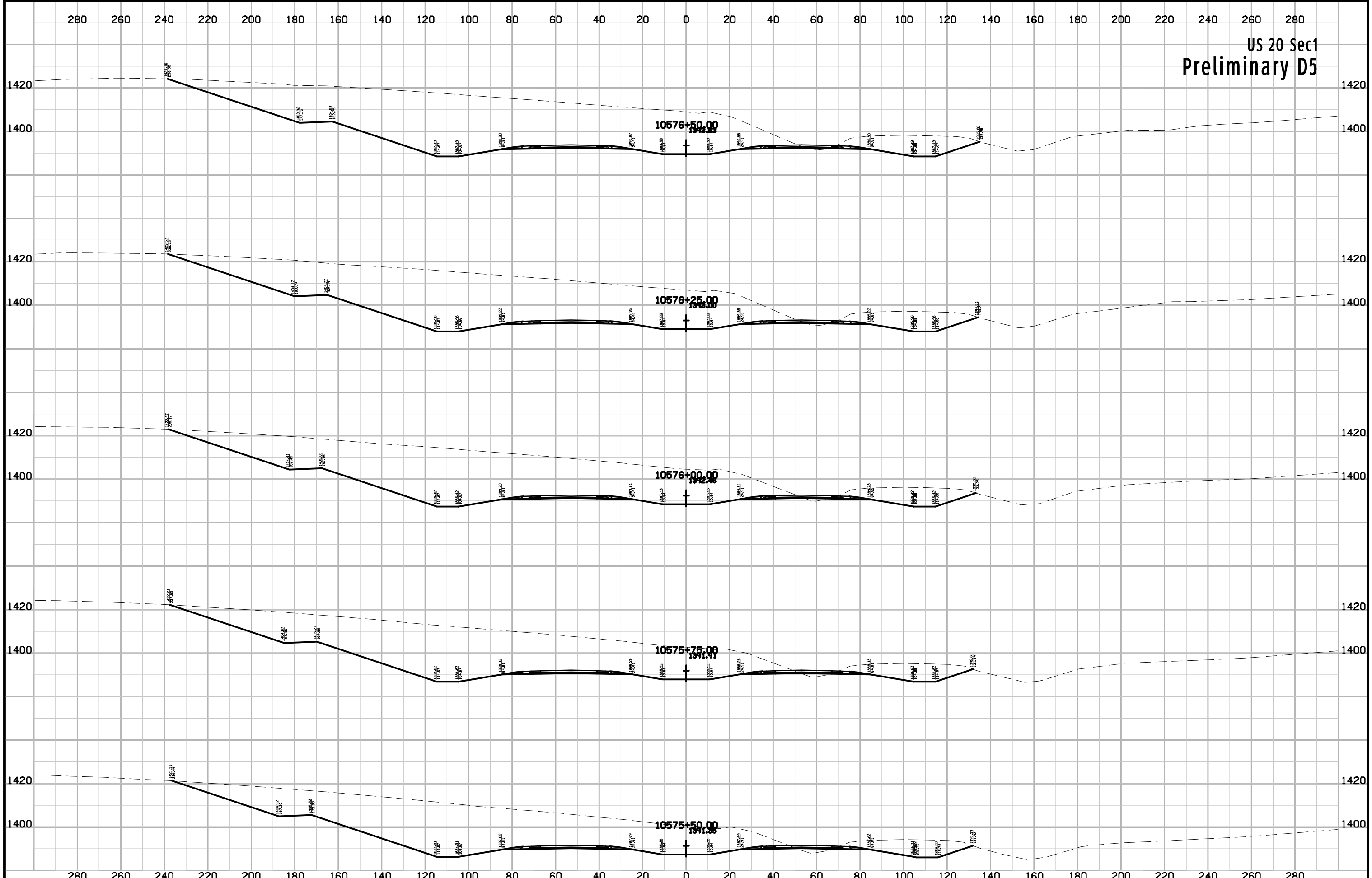
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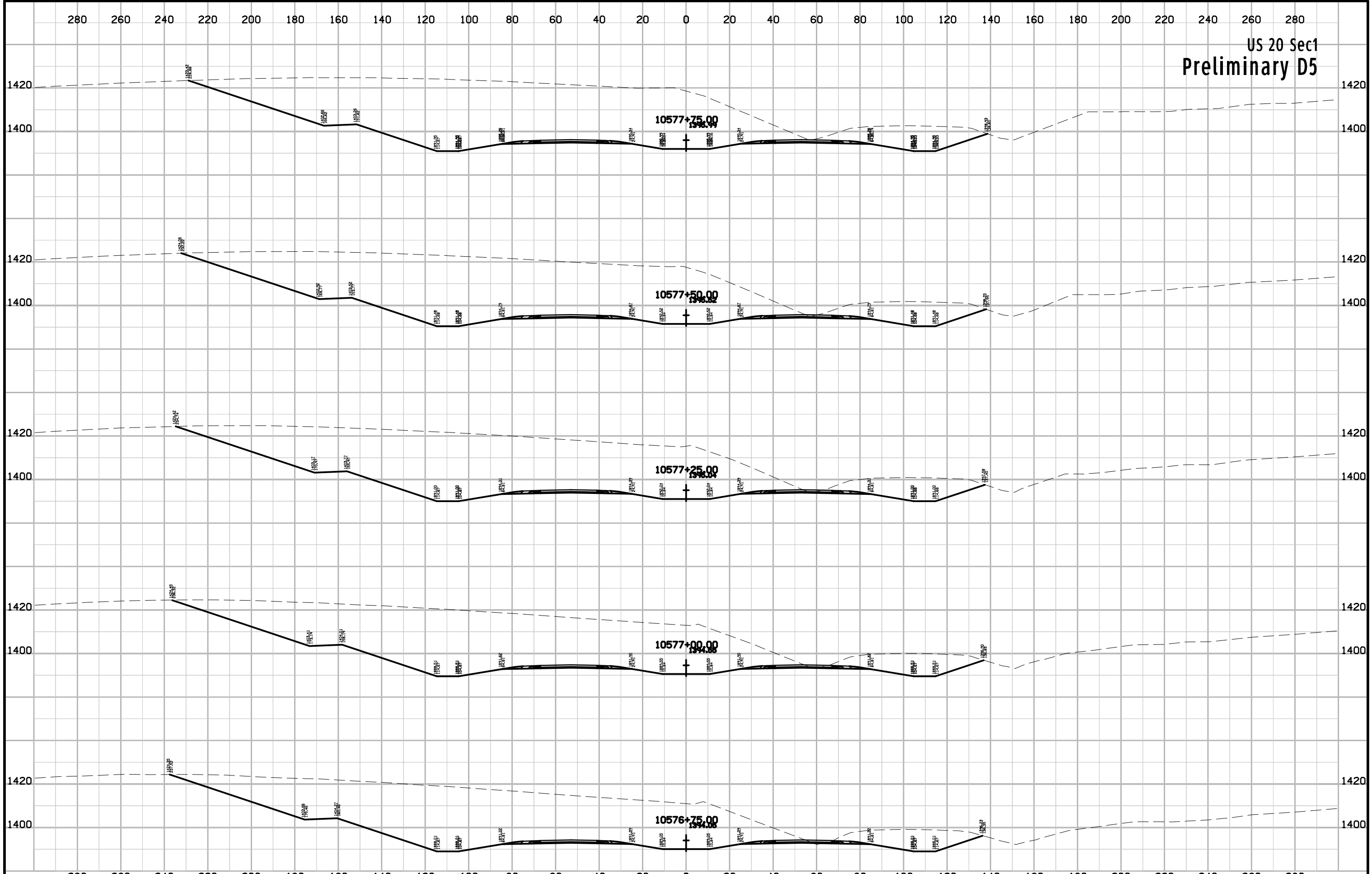
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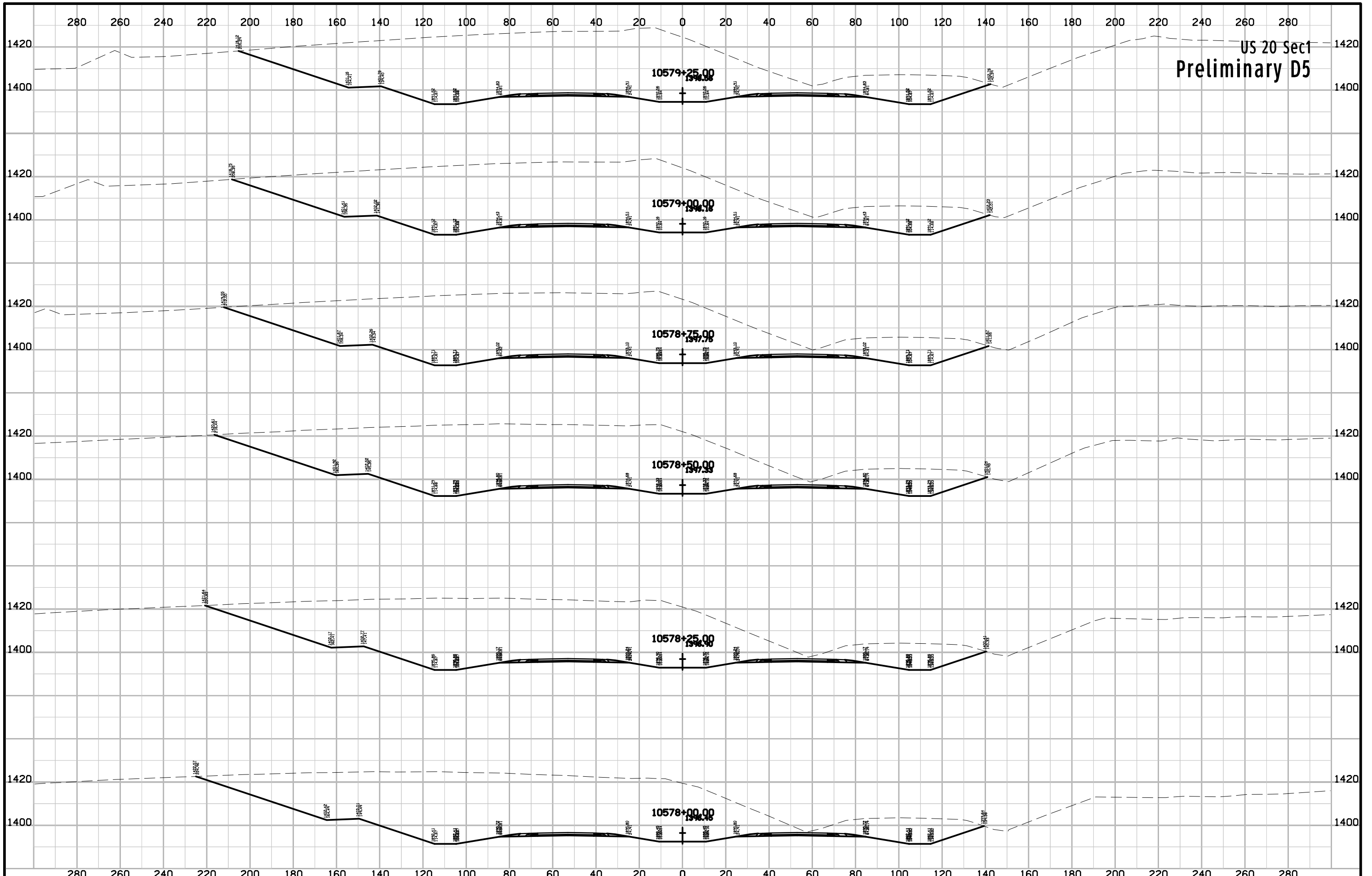


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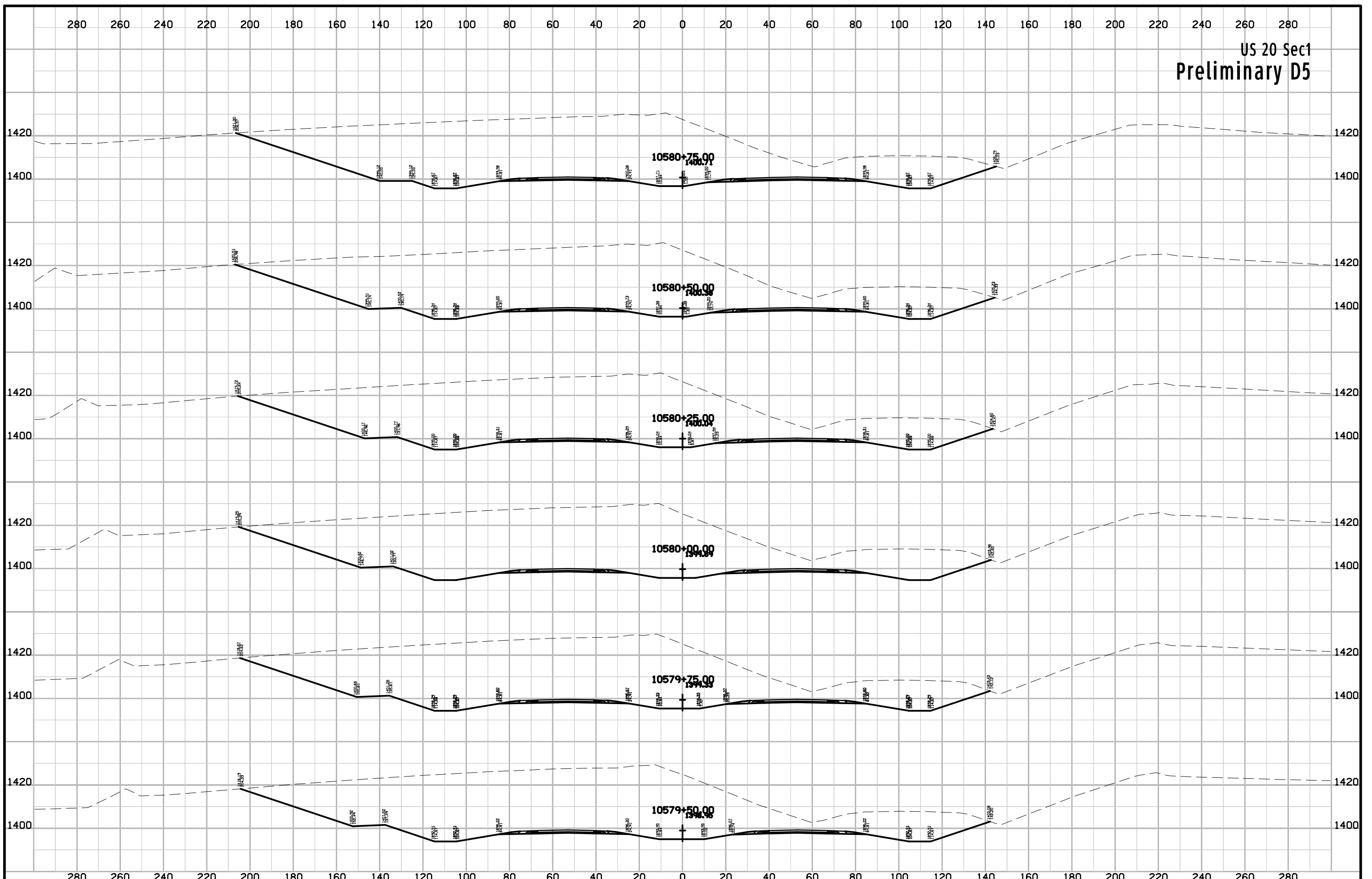
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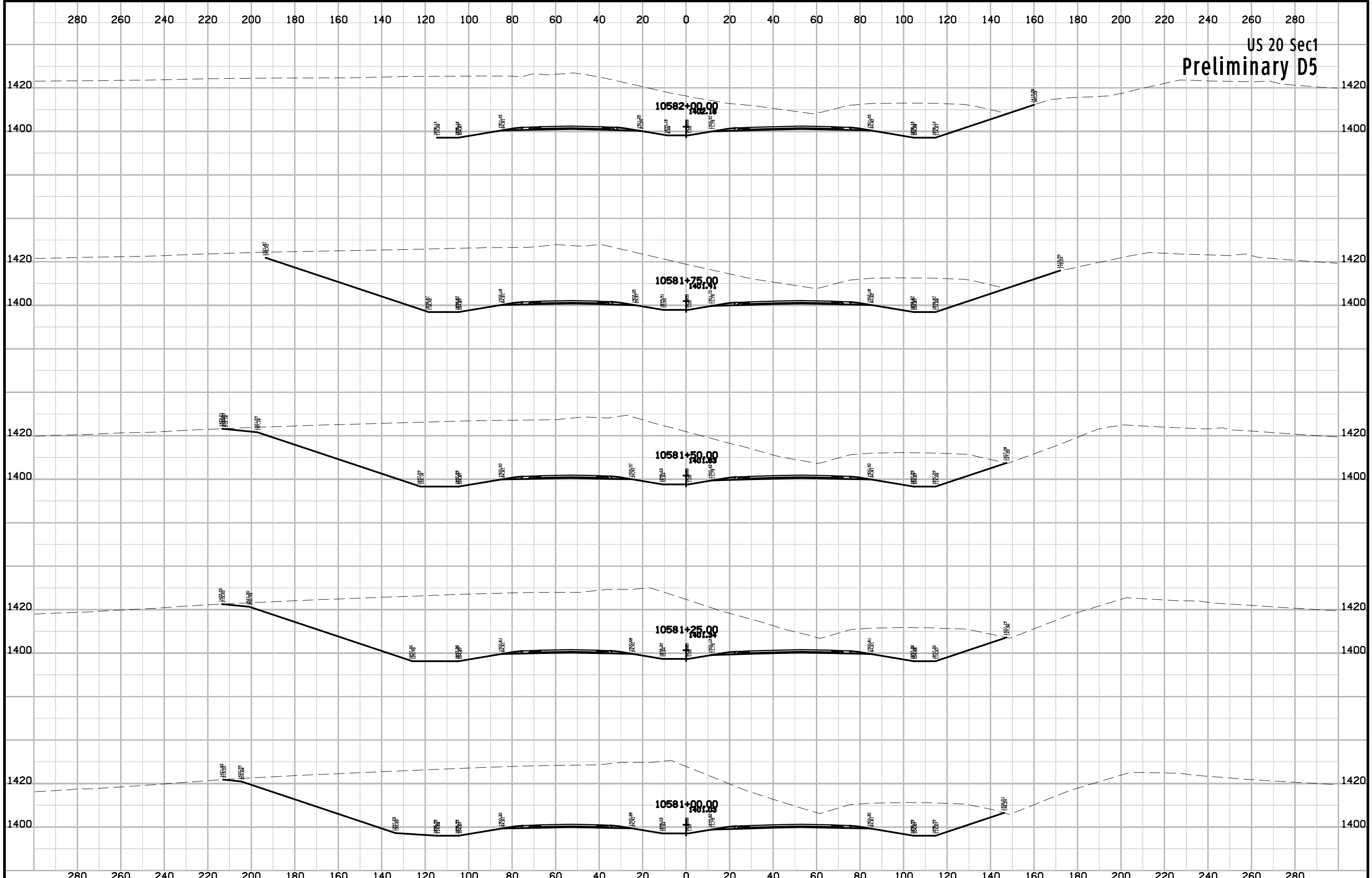


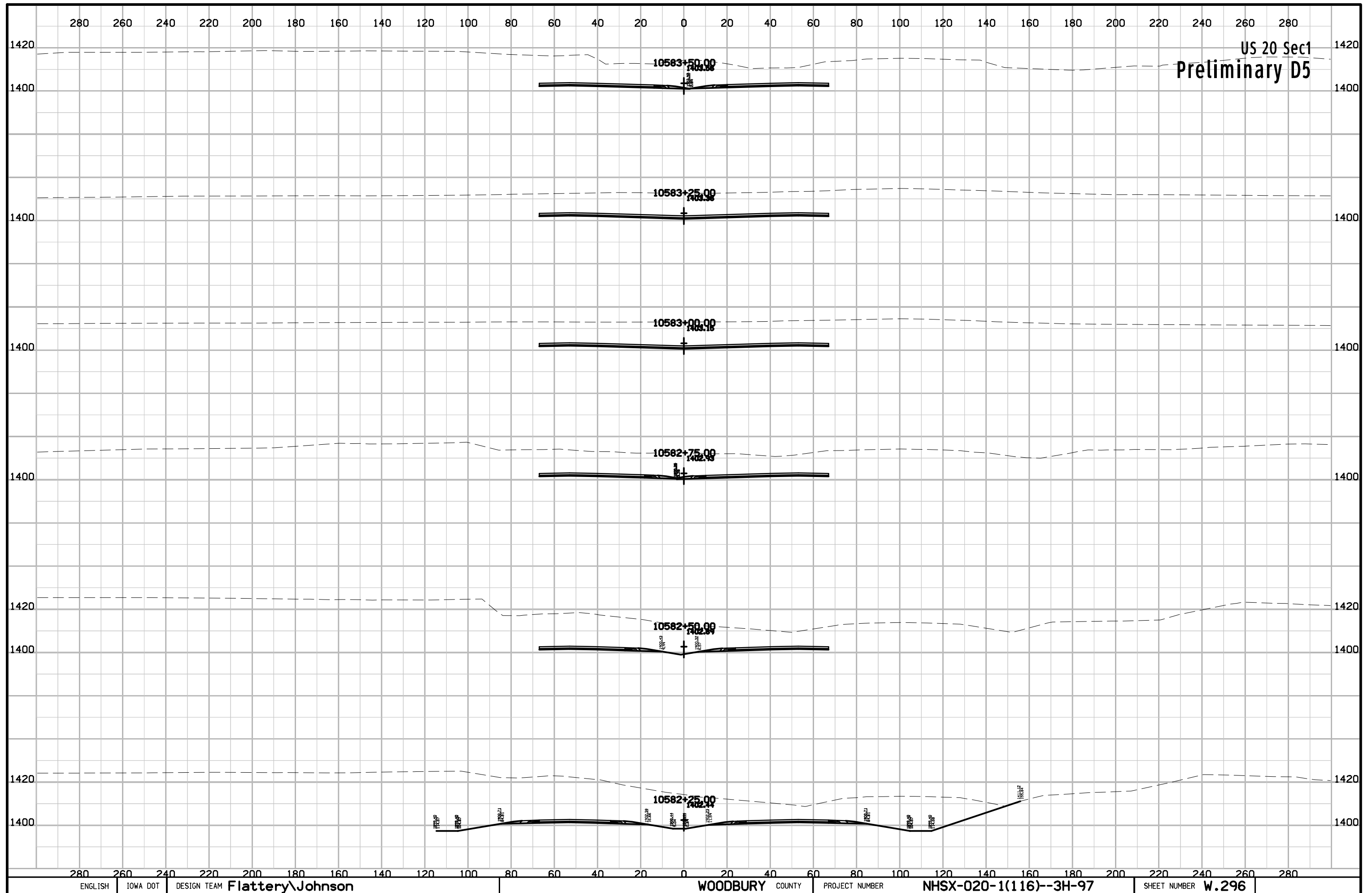
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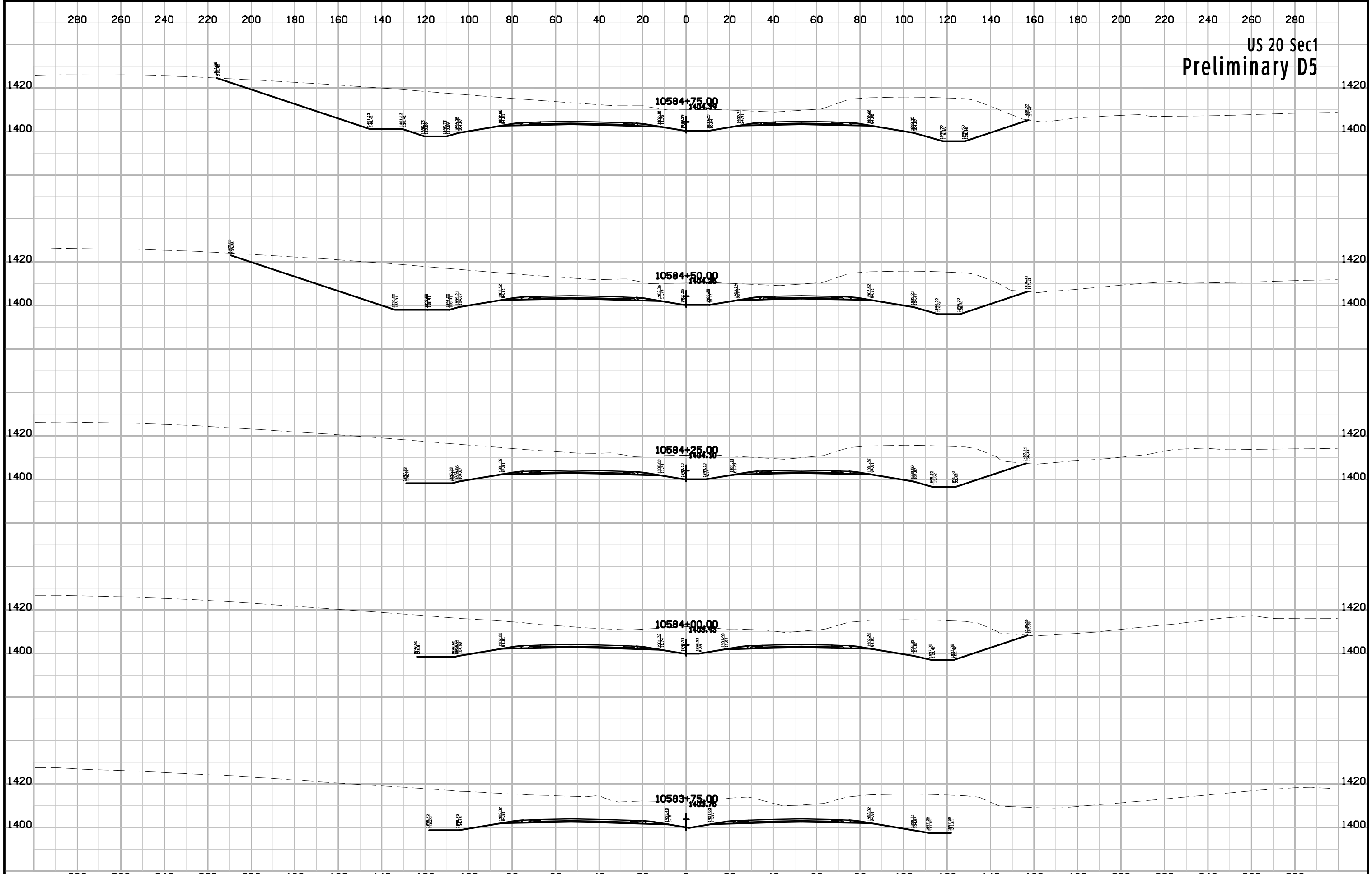
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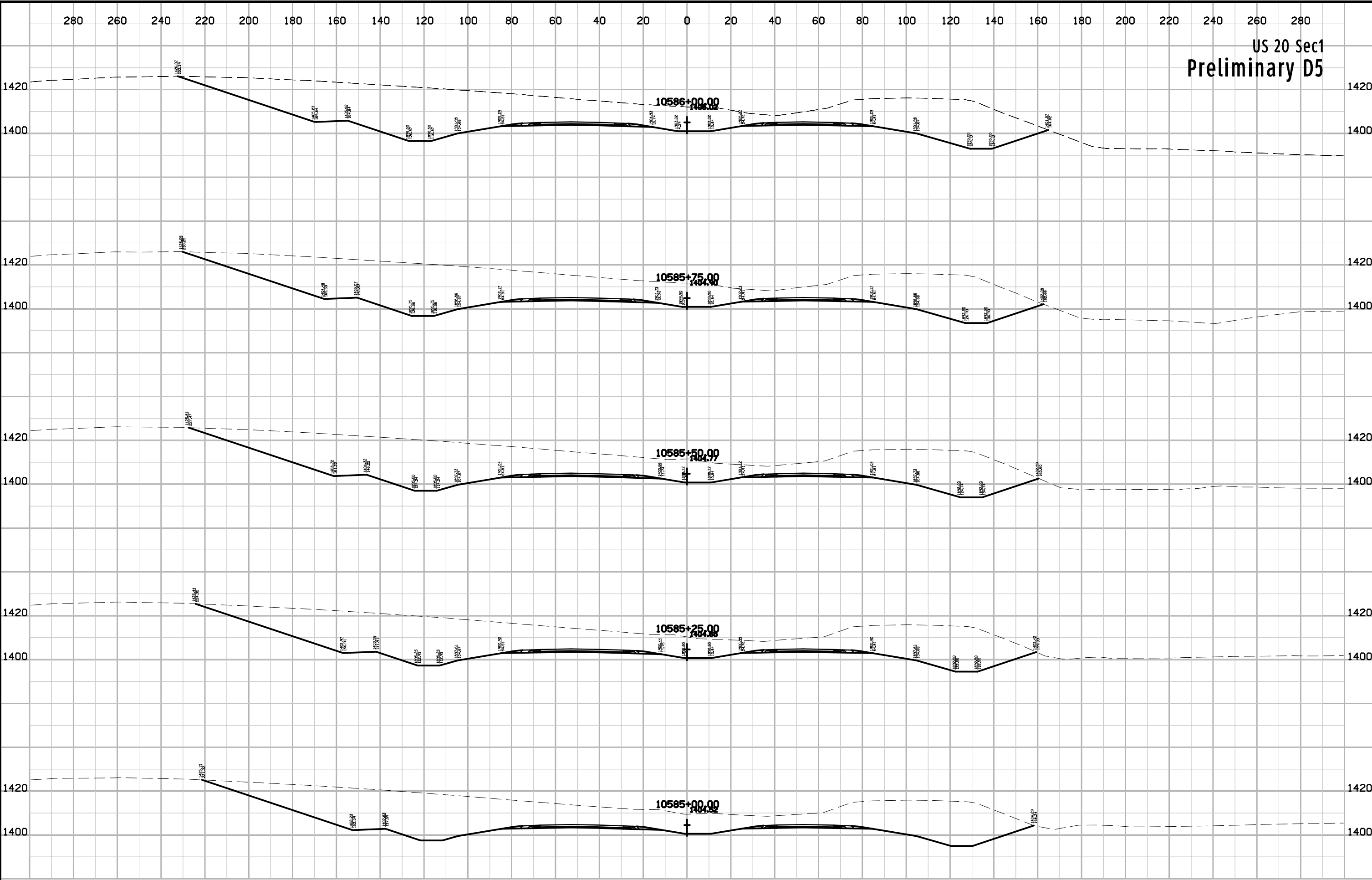


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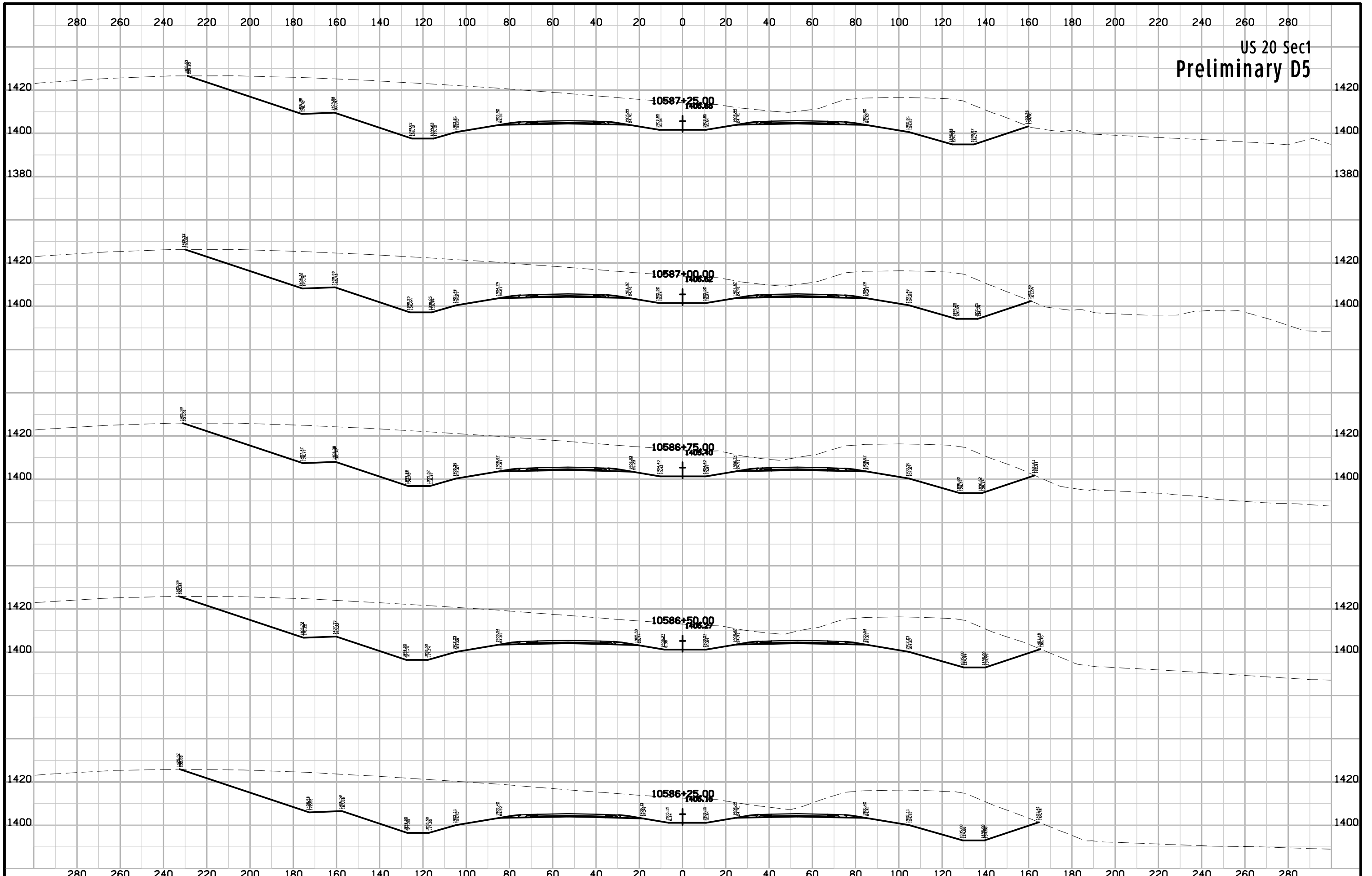
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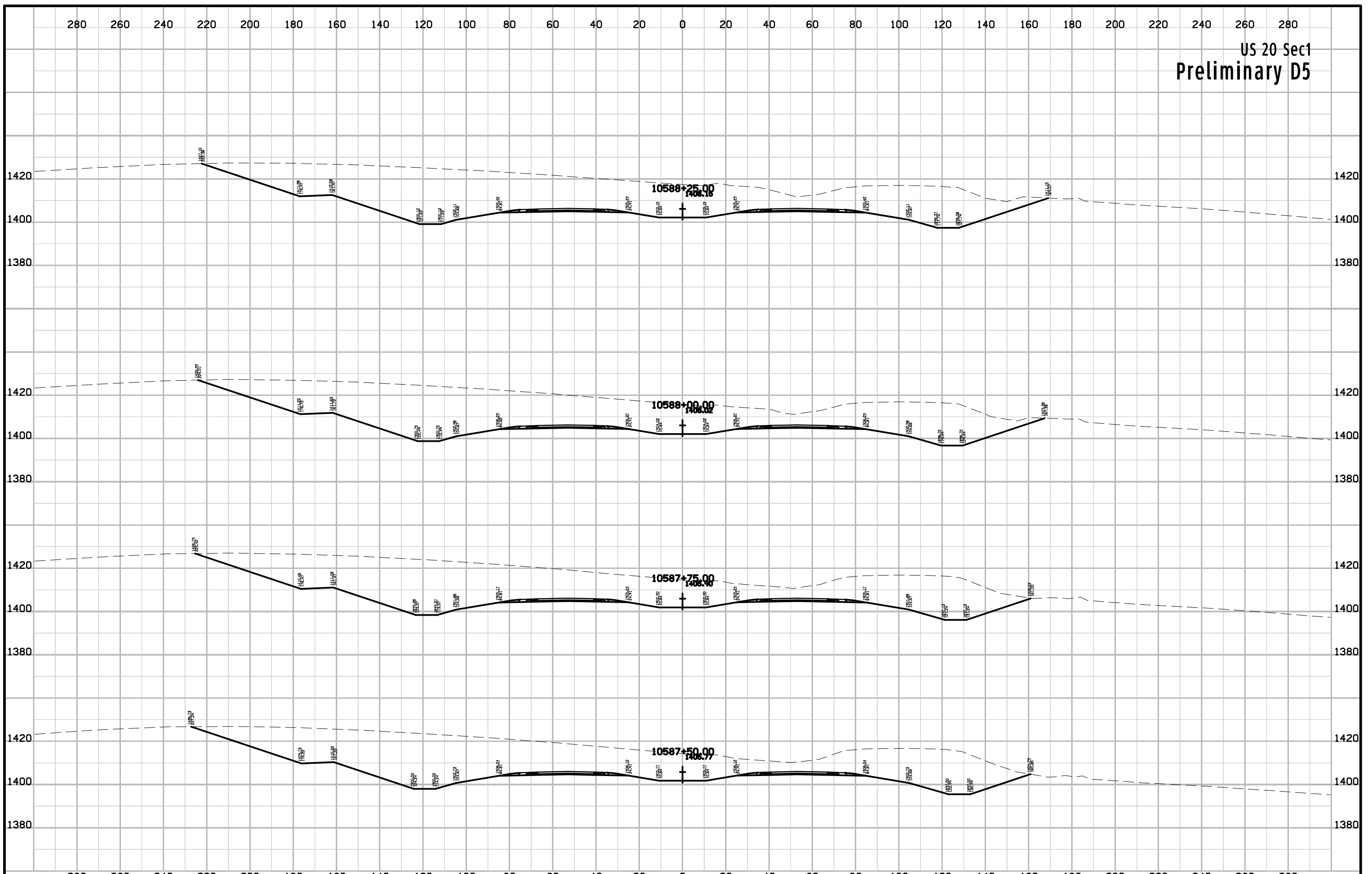
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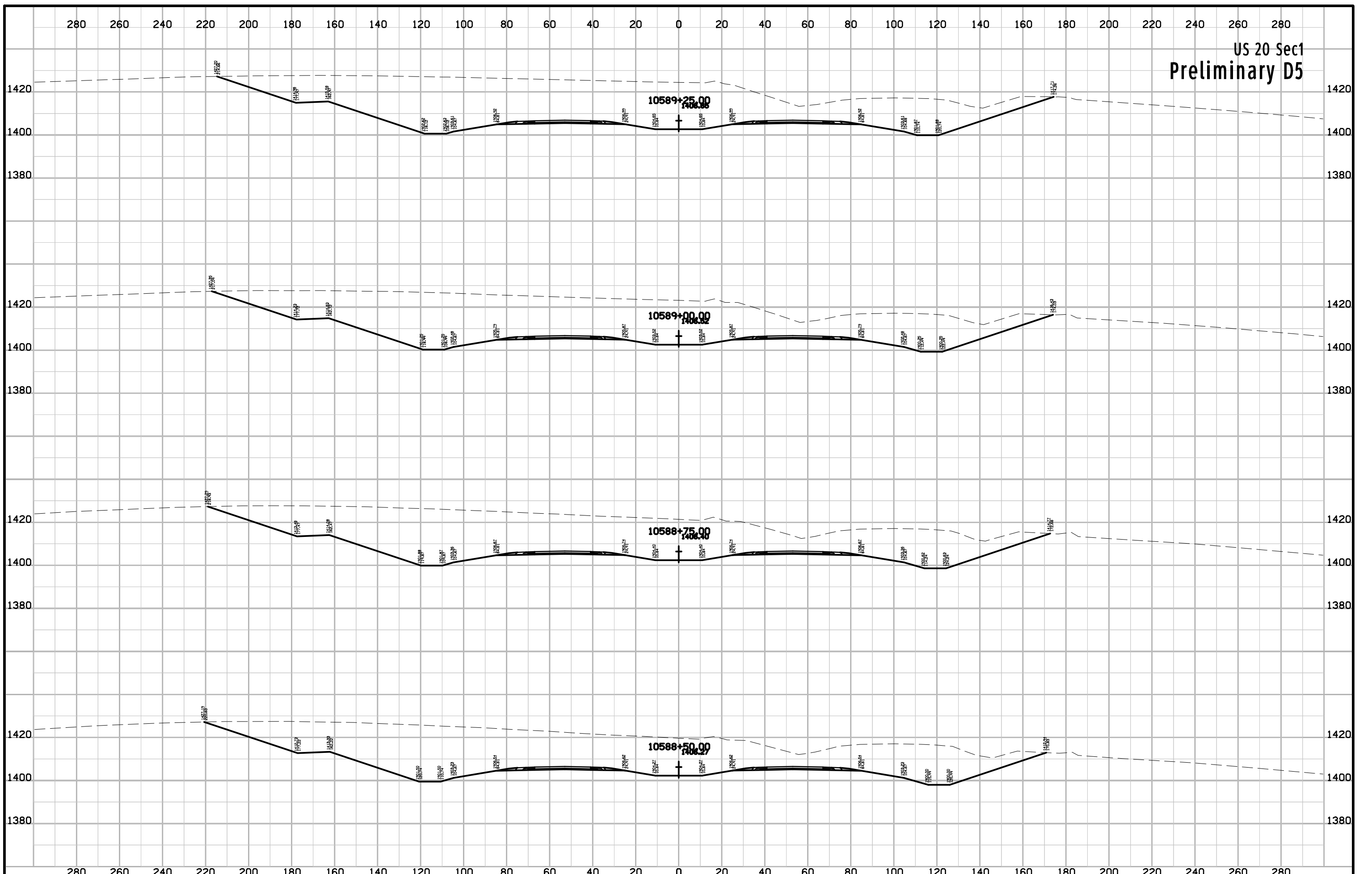
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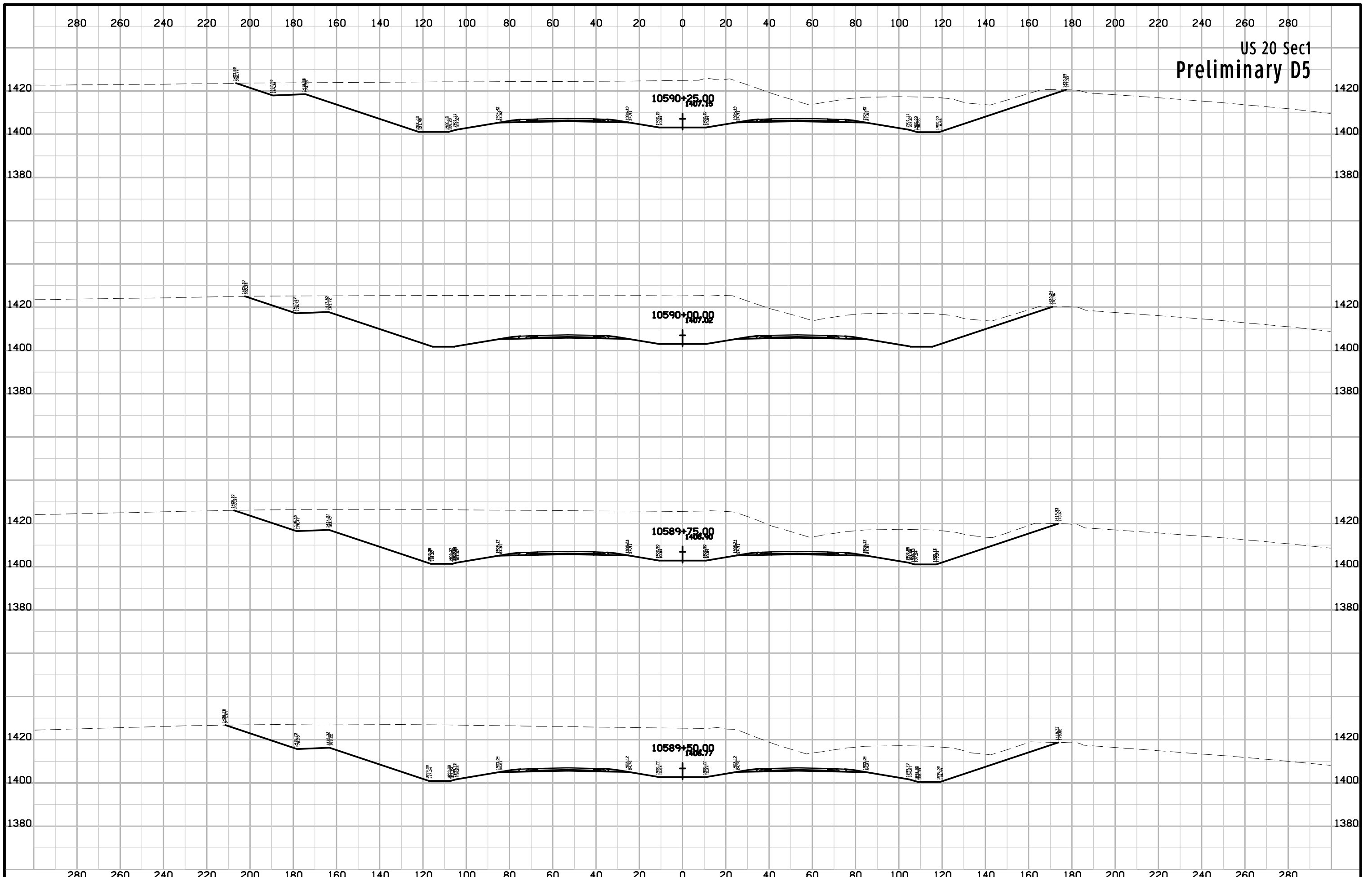
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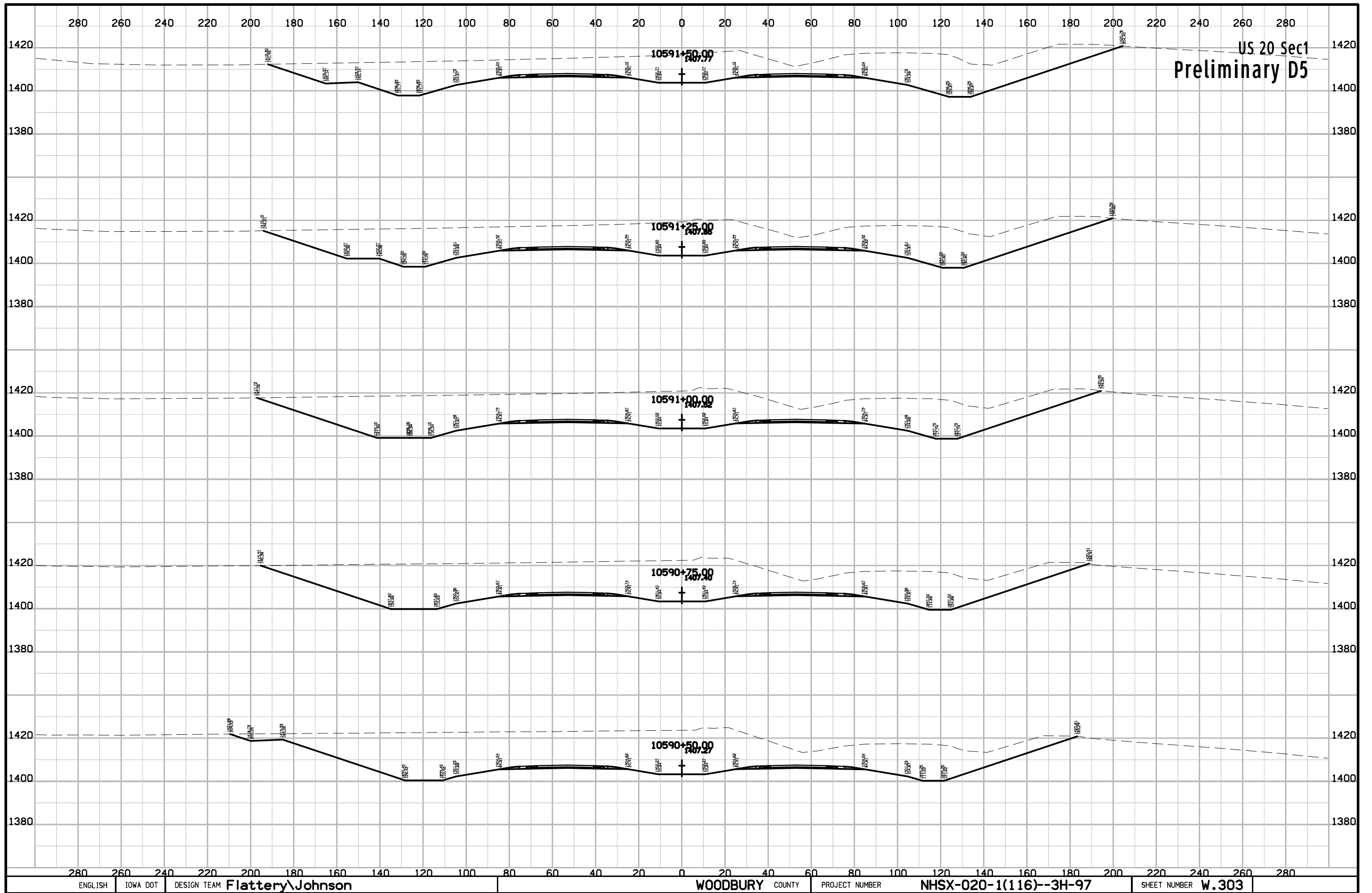


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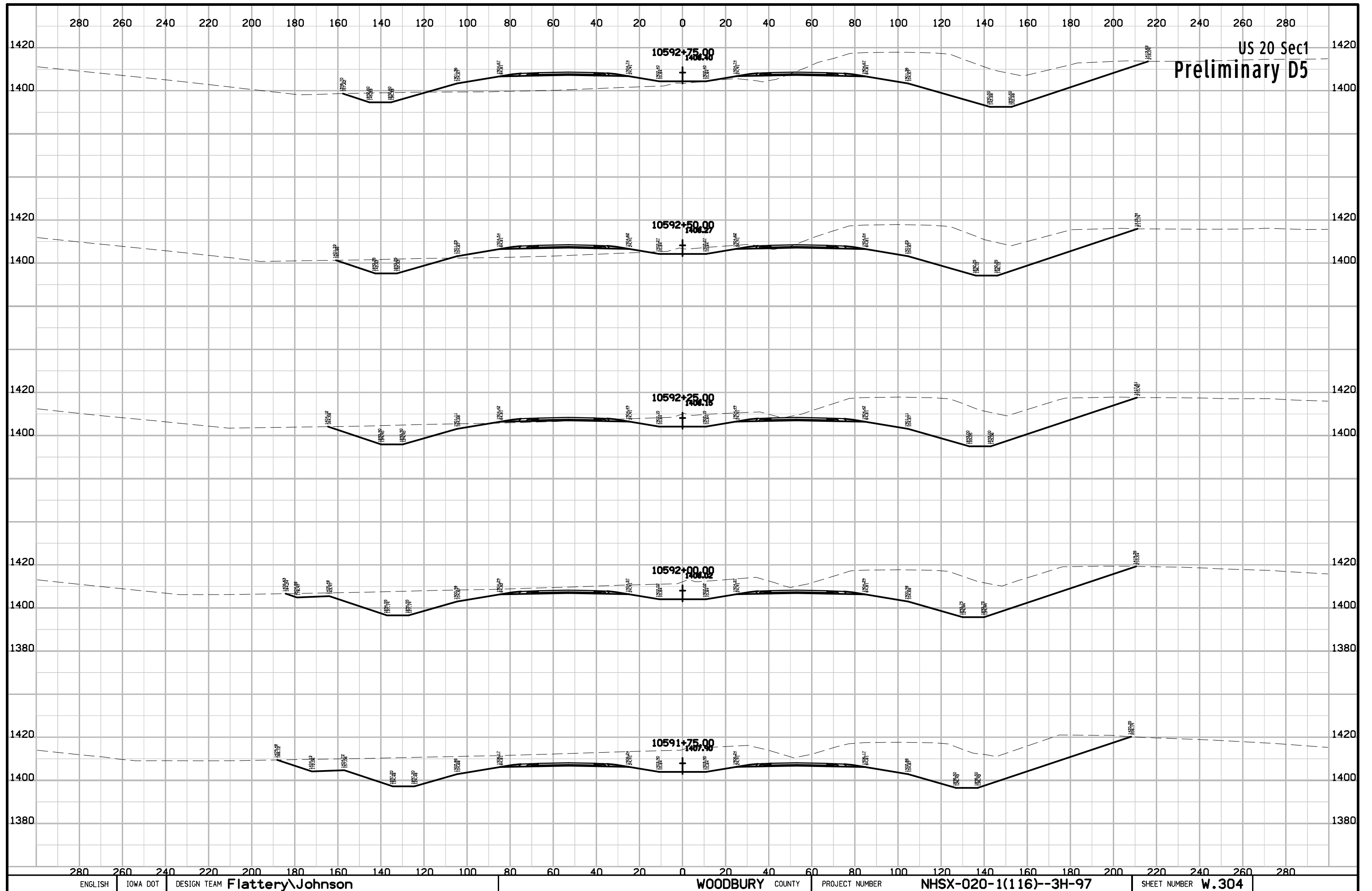


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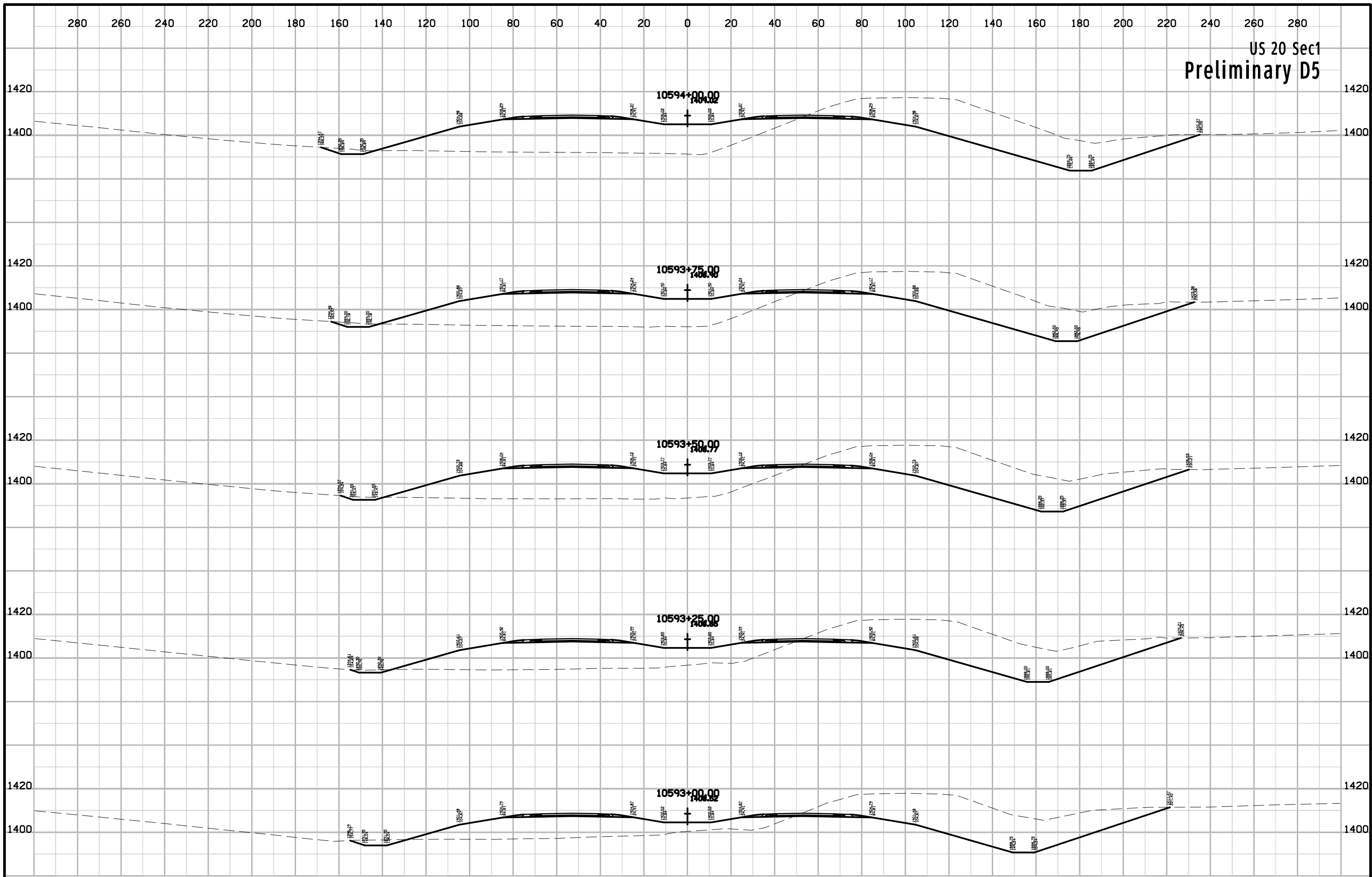


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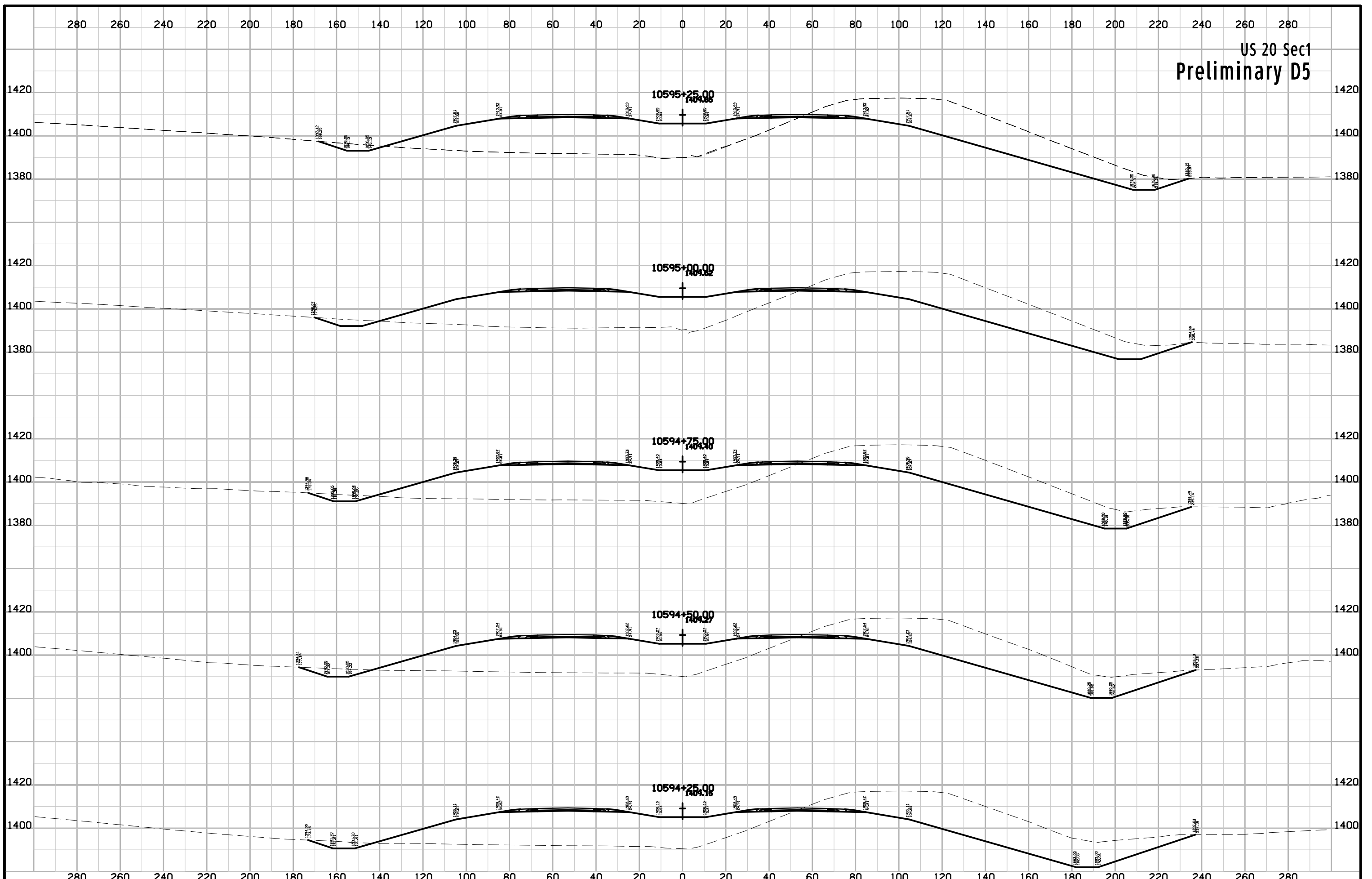


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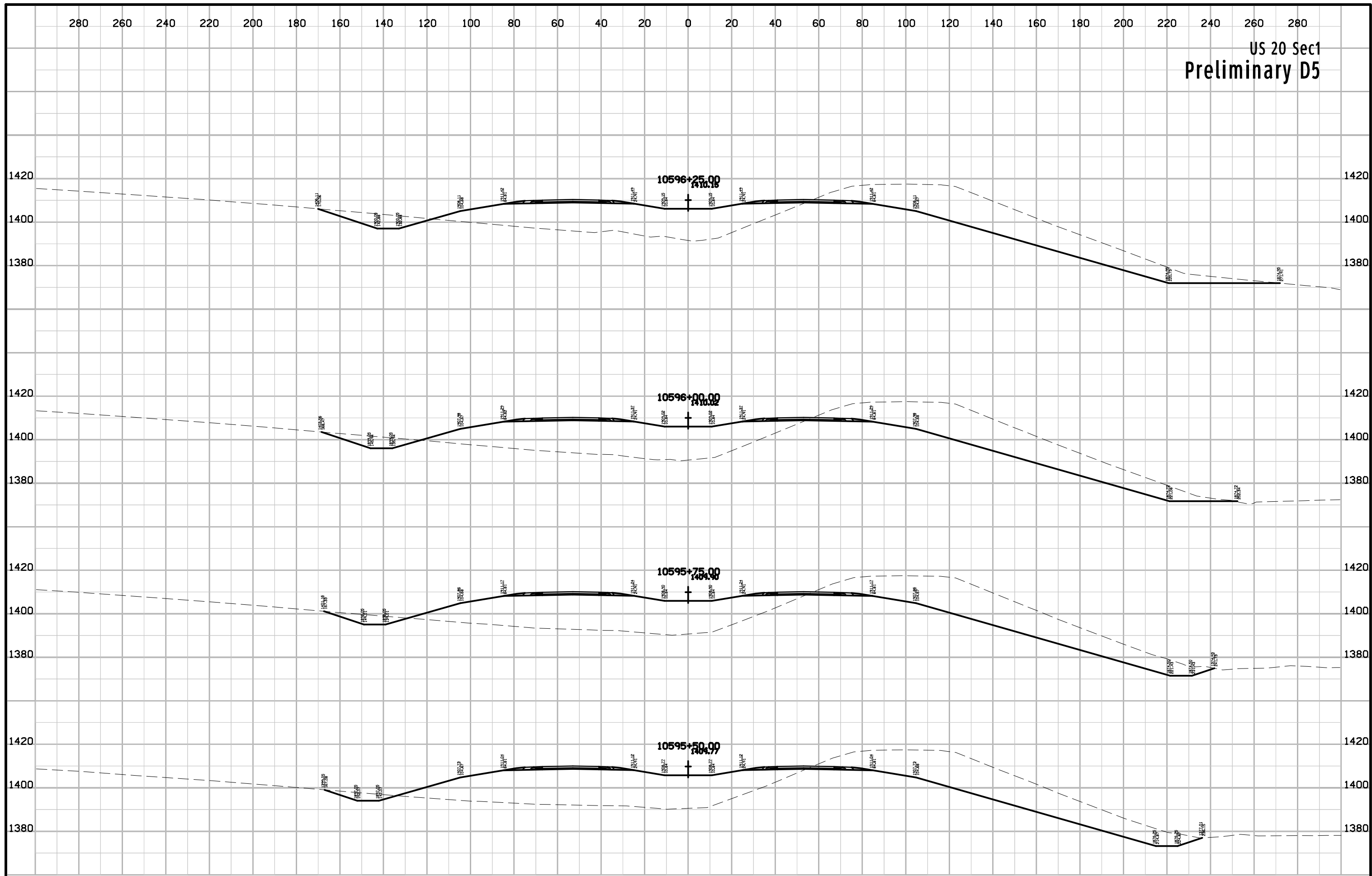
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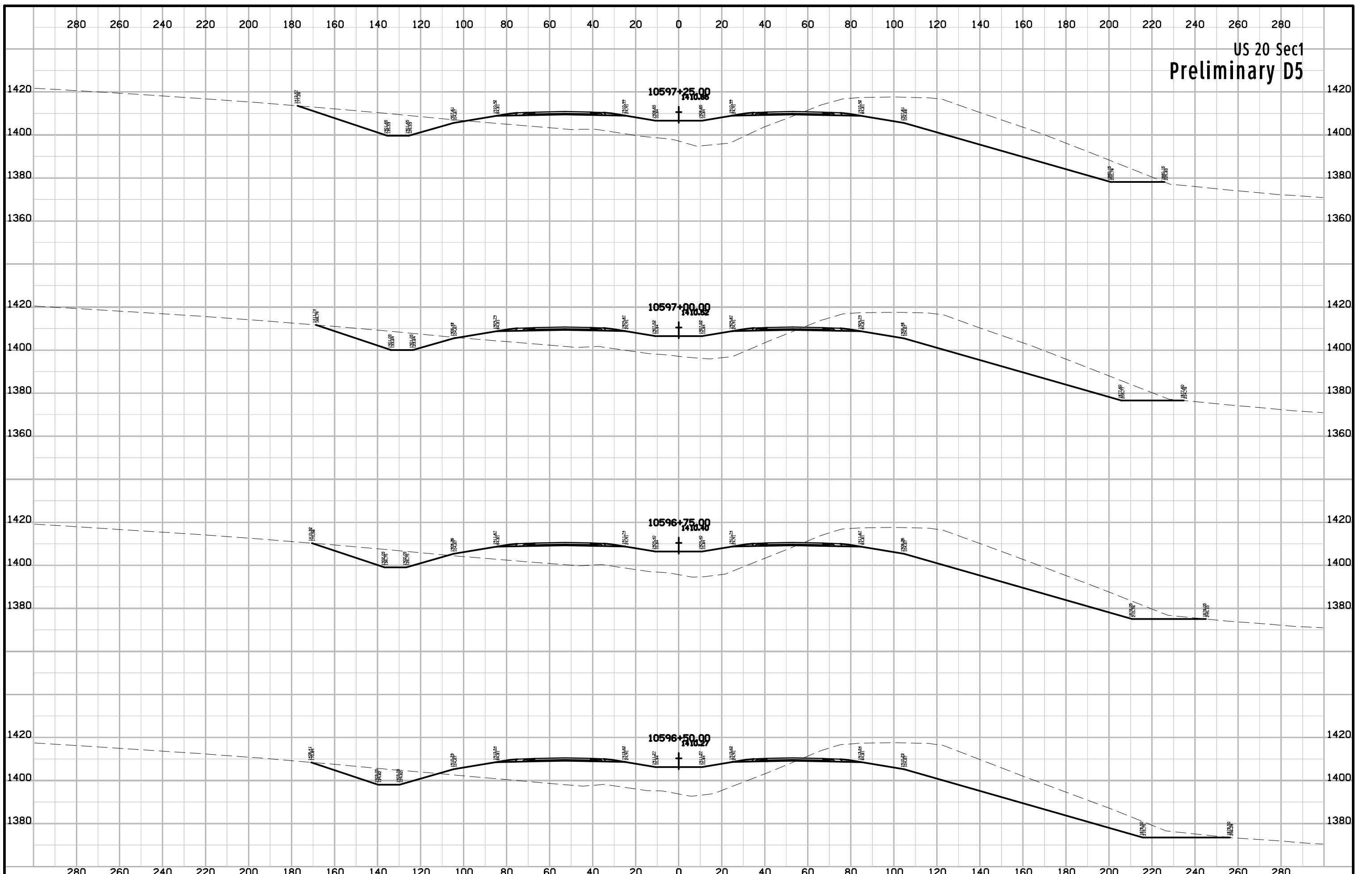
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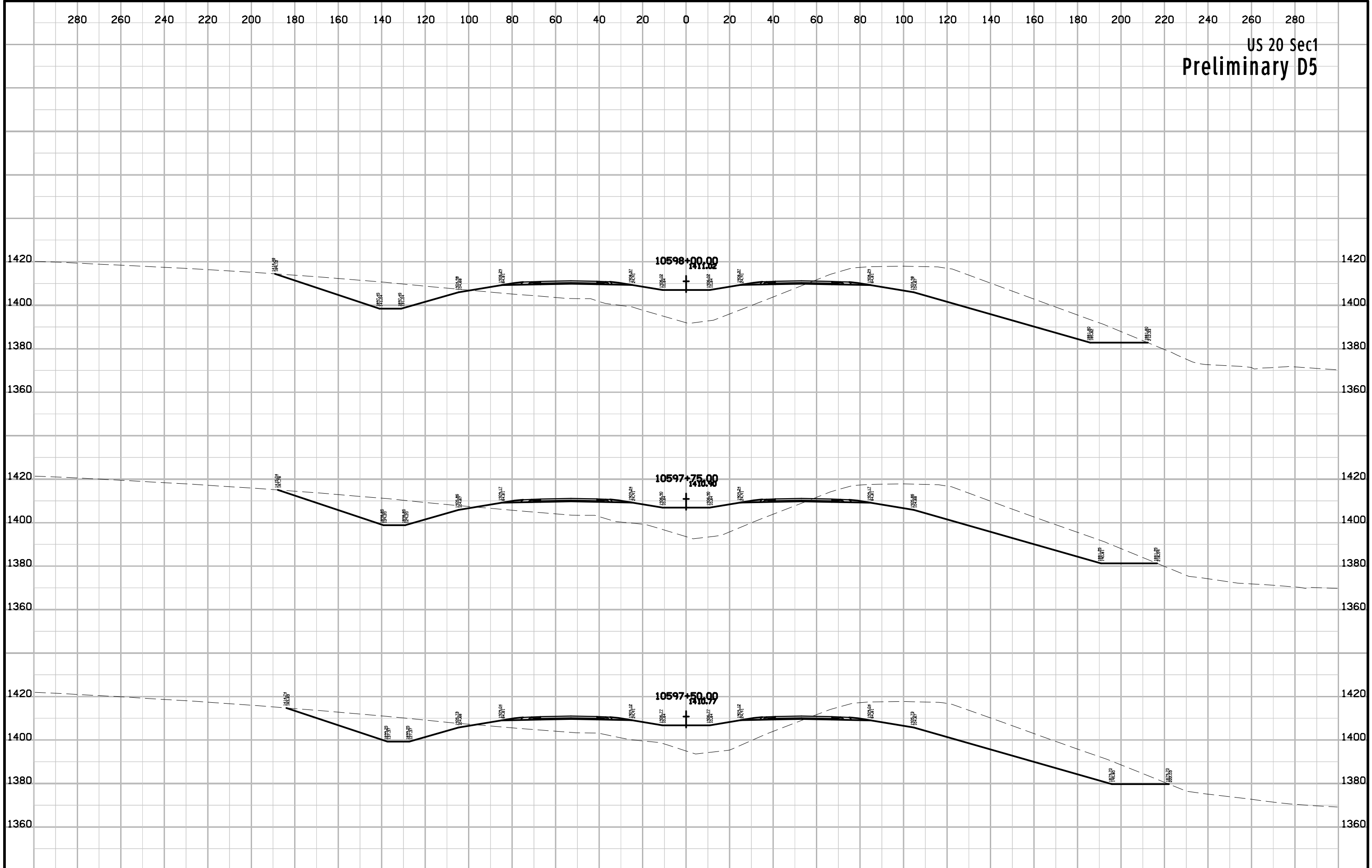
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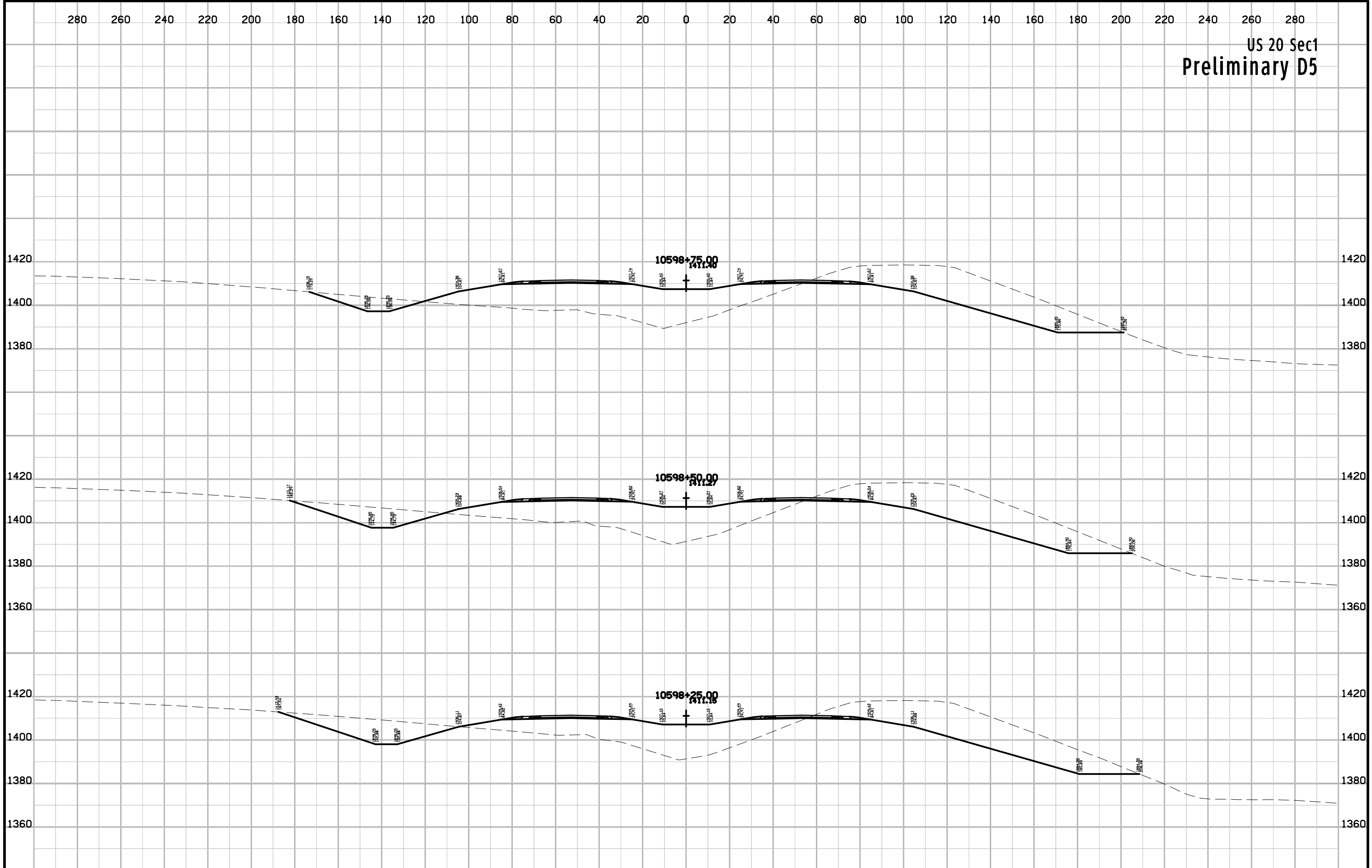
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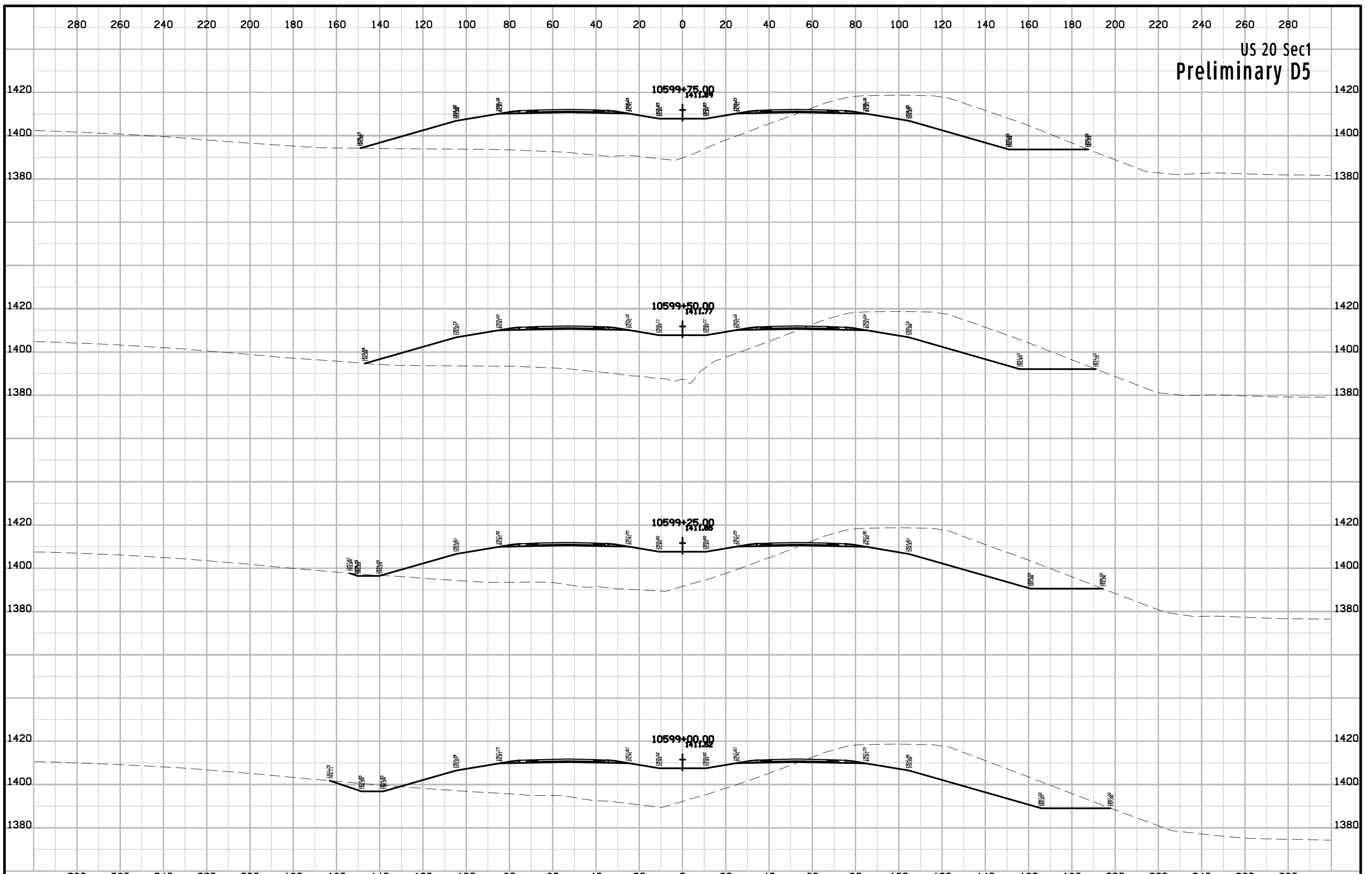
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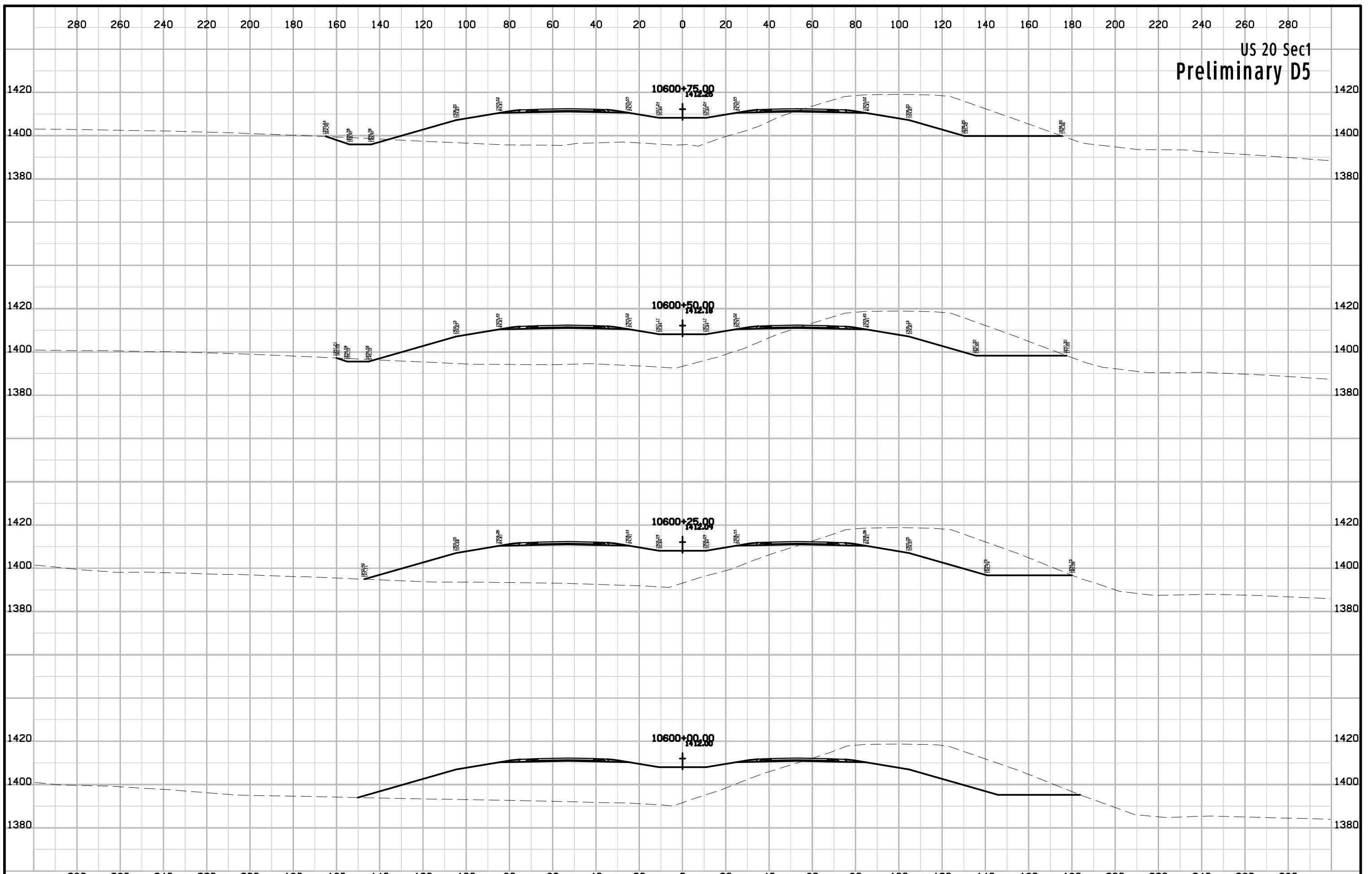
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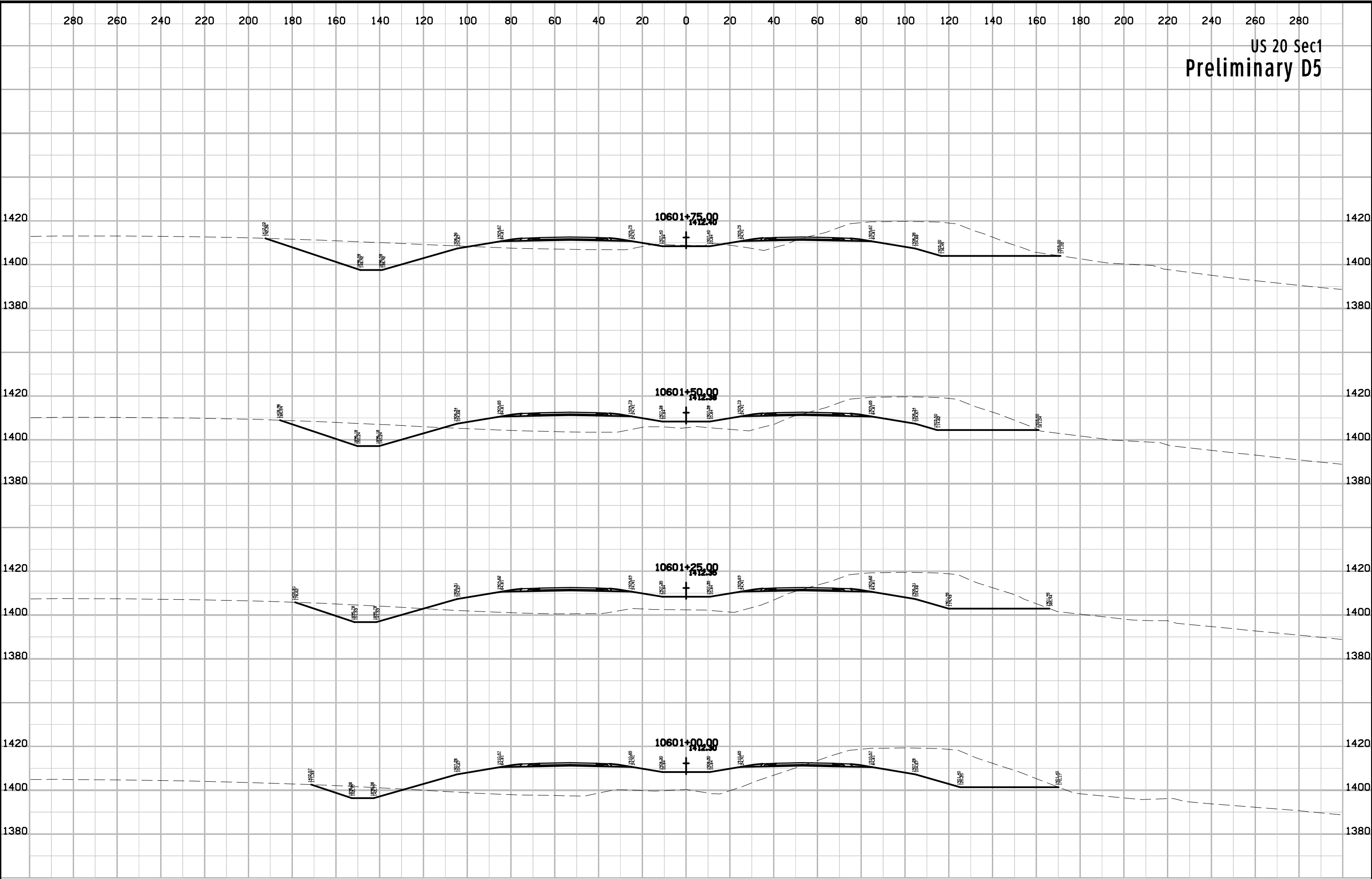
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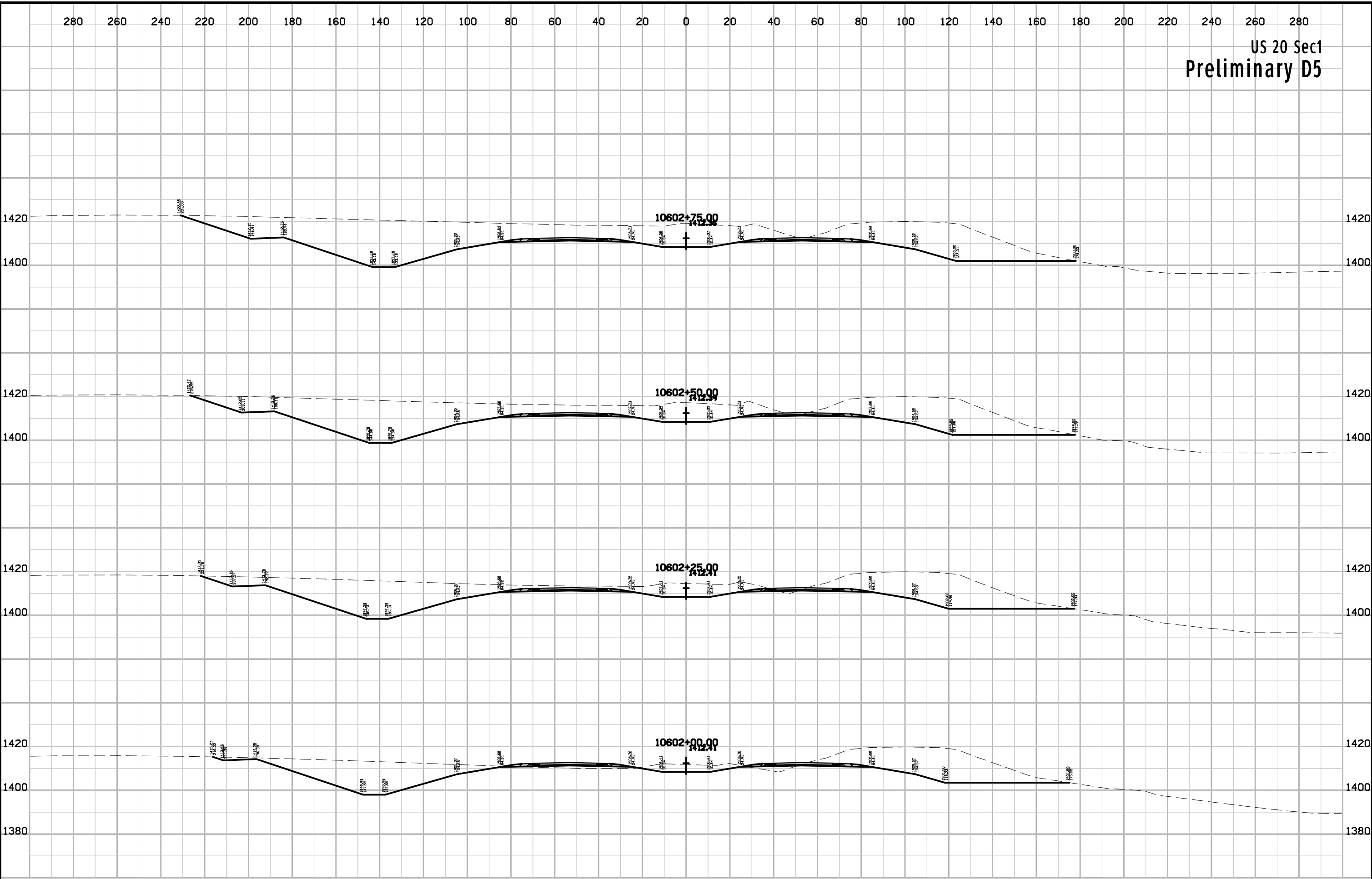
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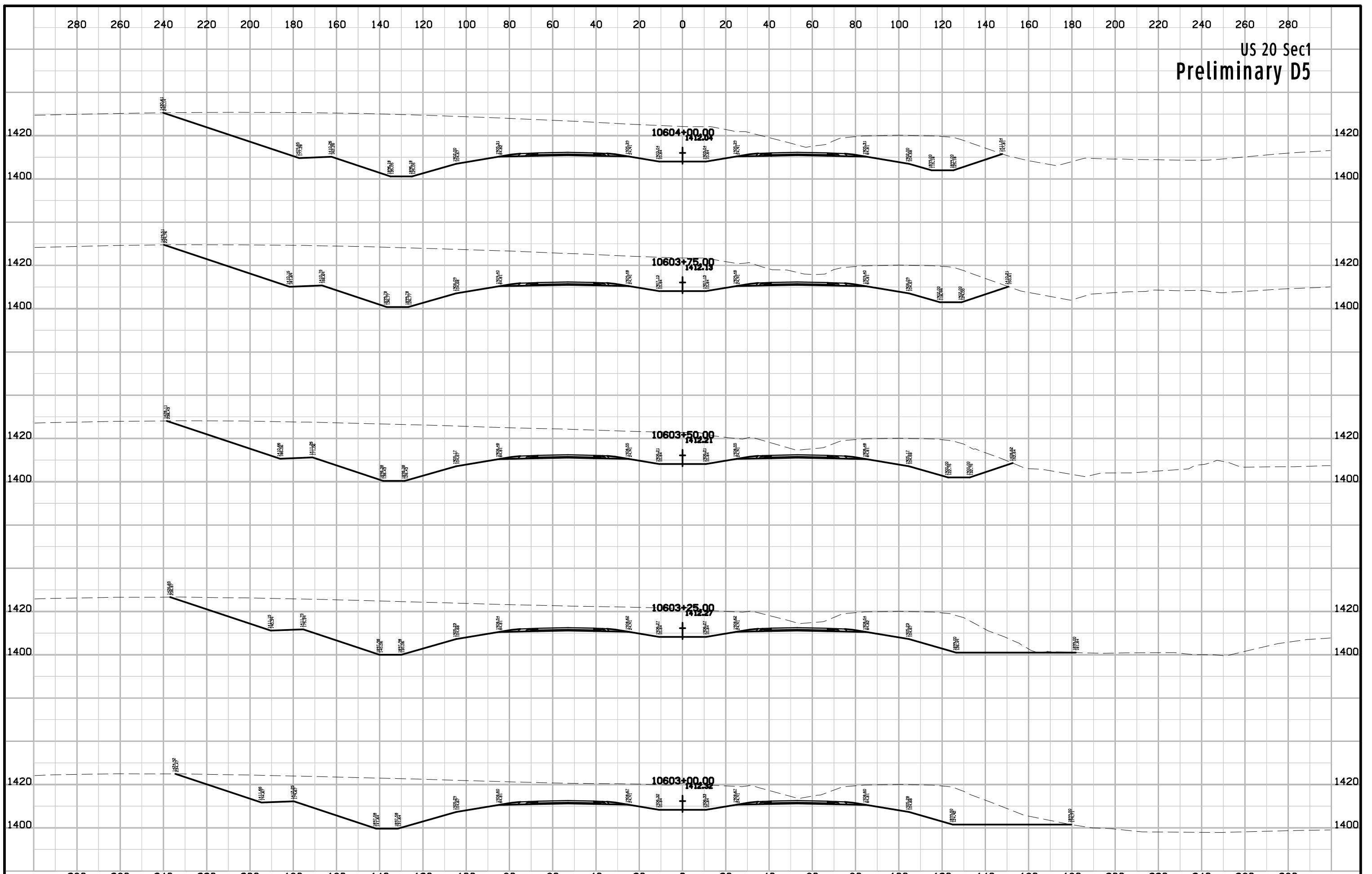
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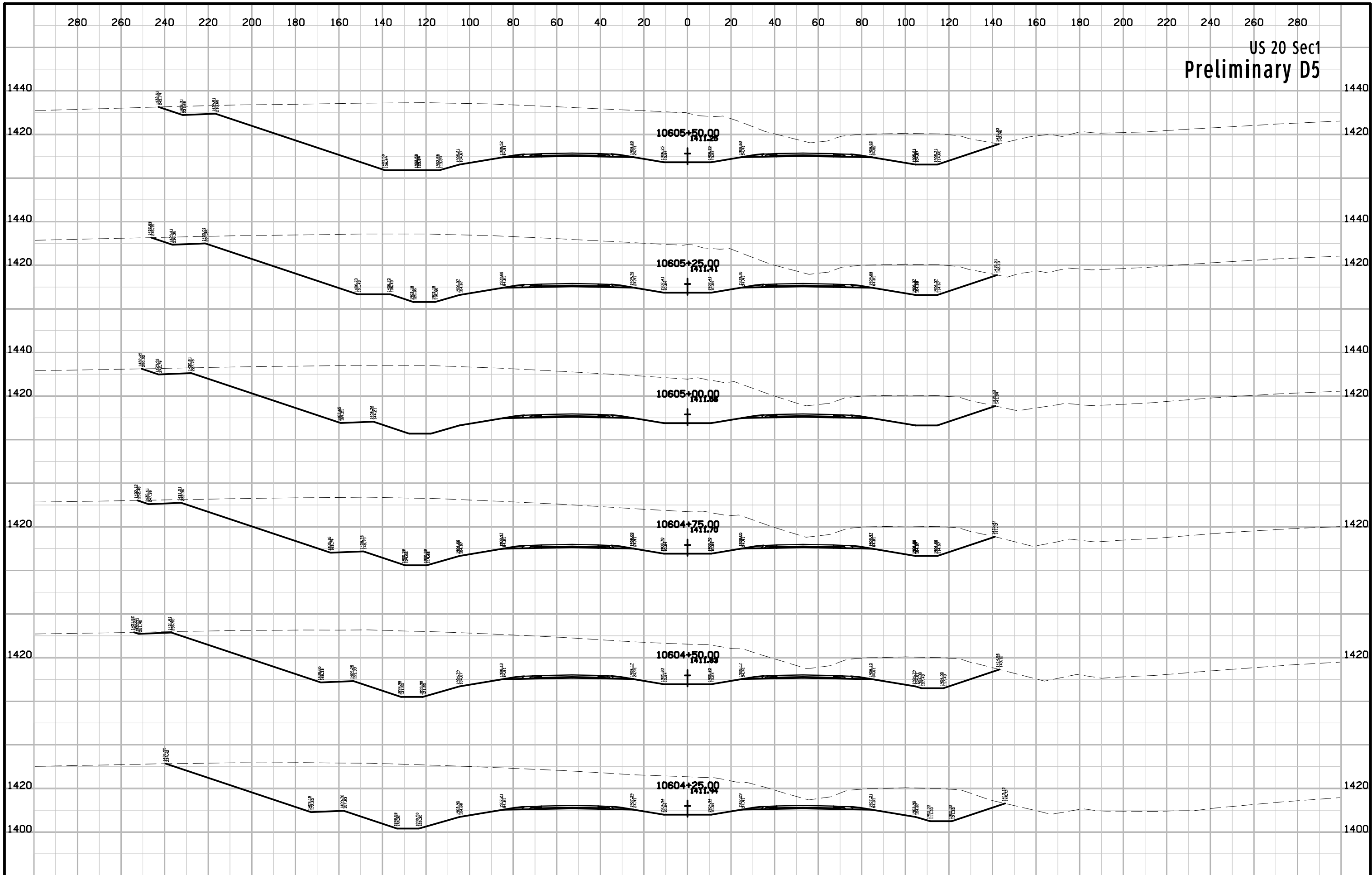
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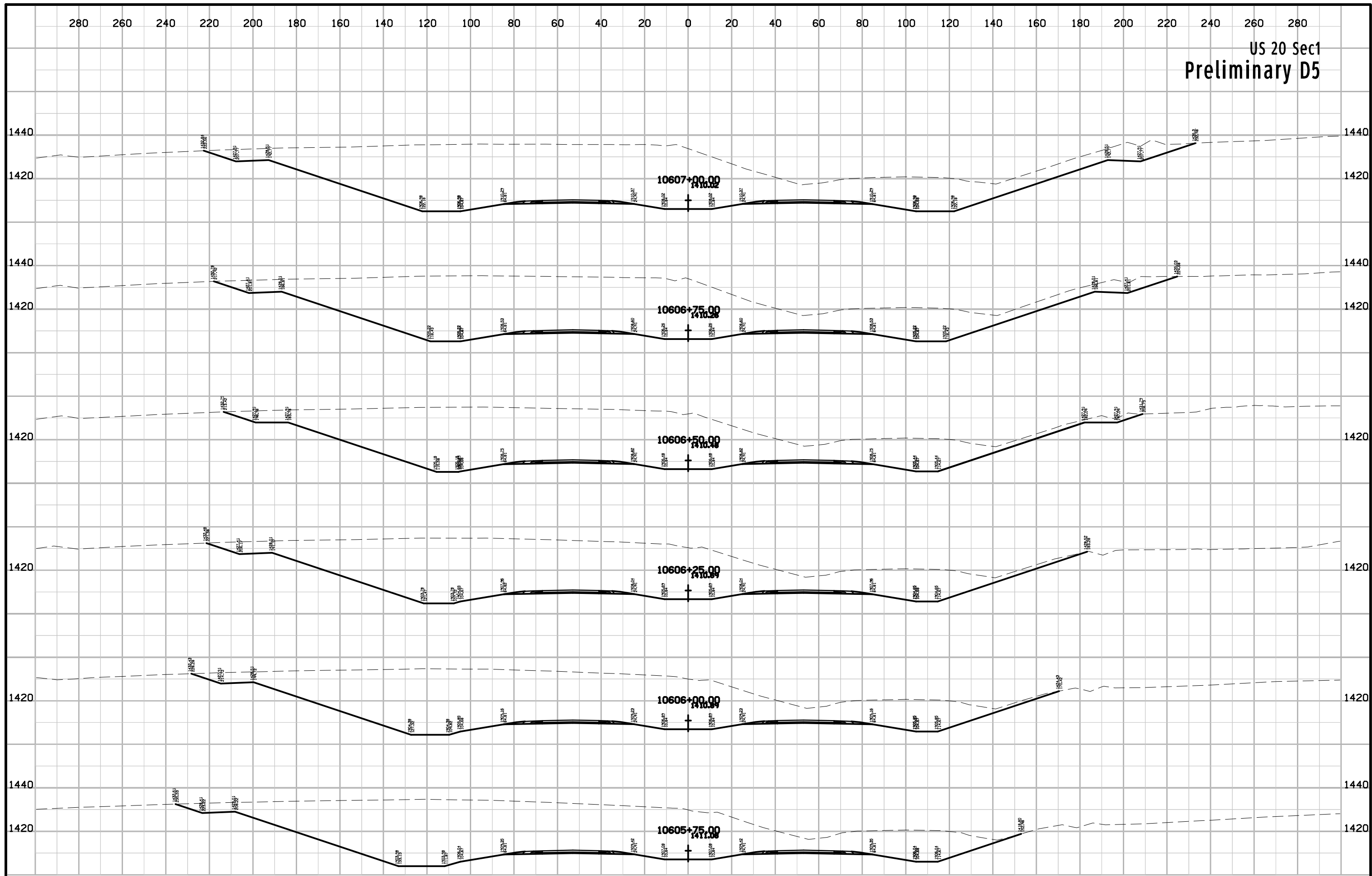
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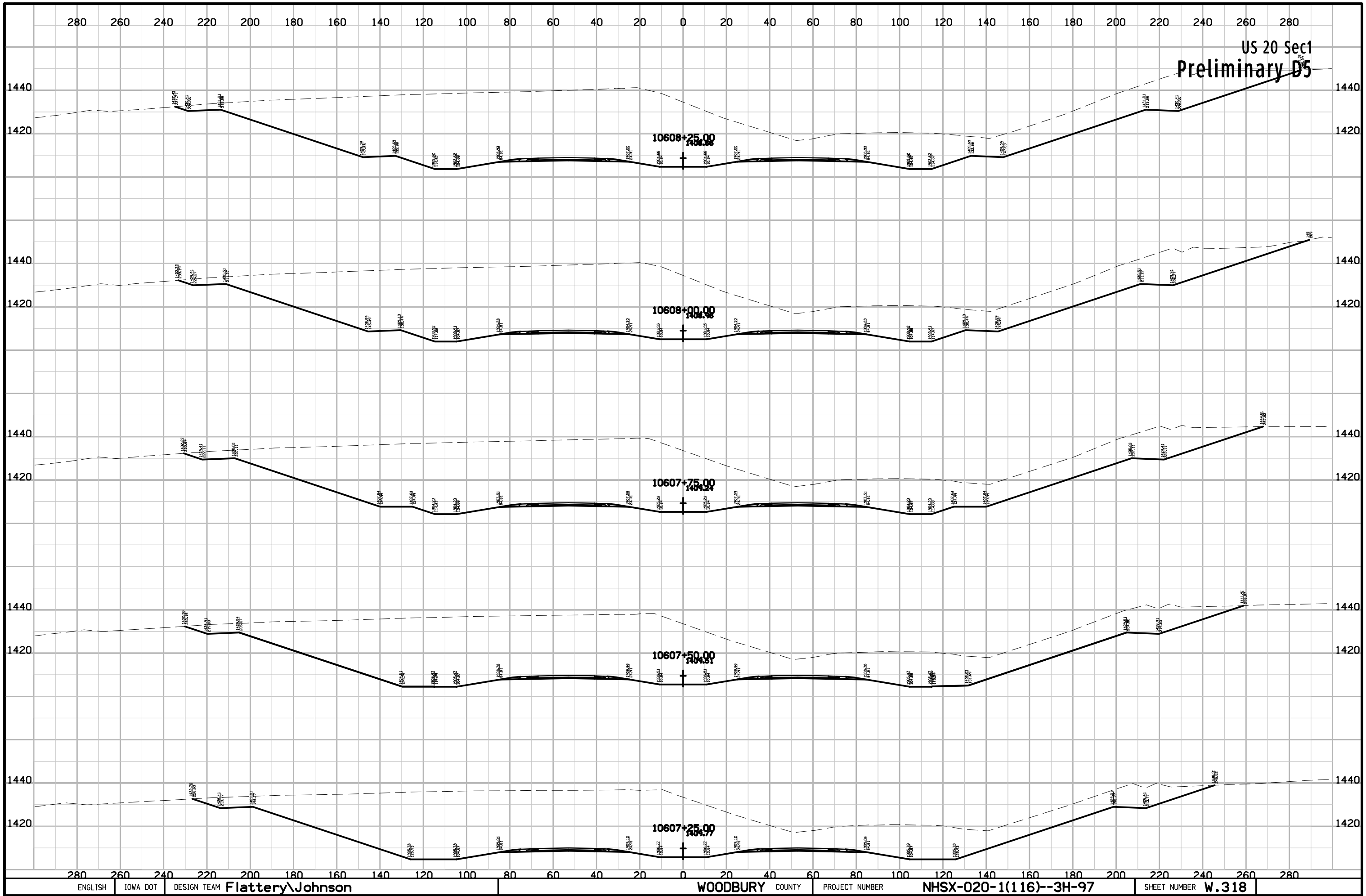


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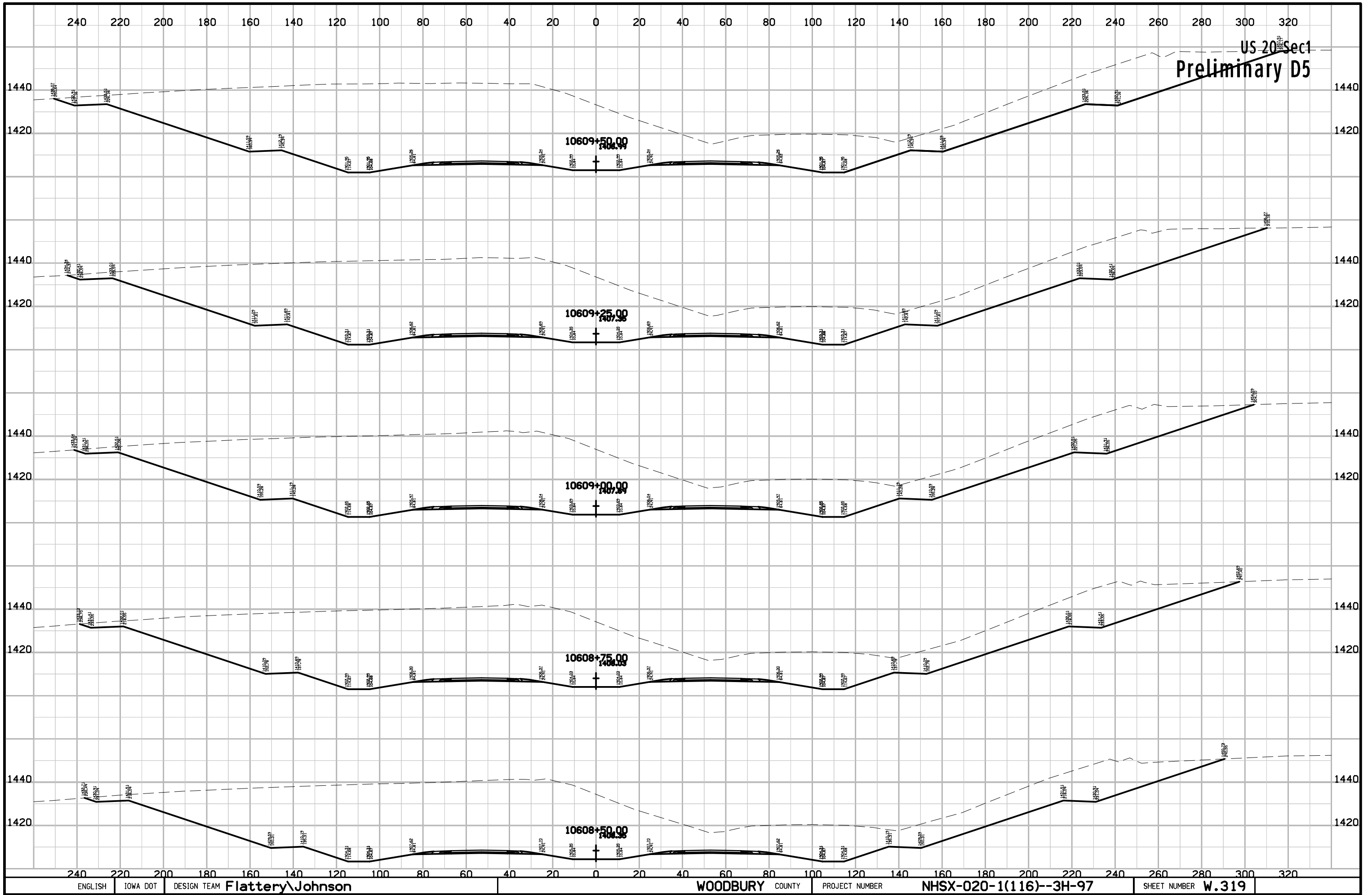


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US 20 Sec1
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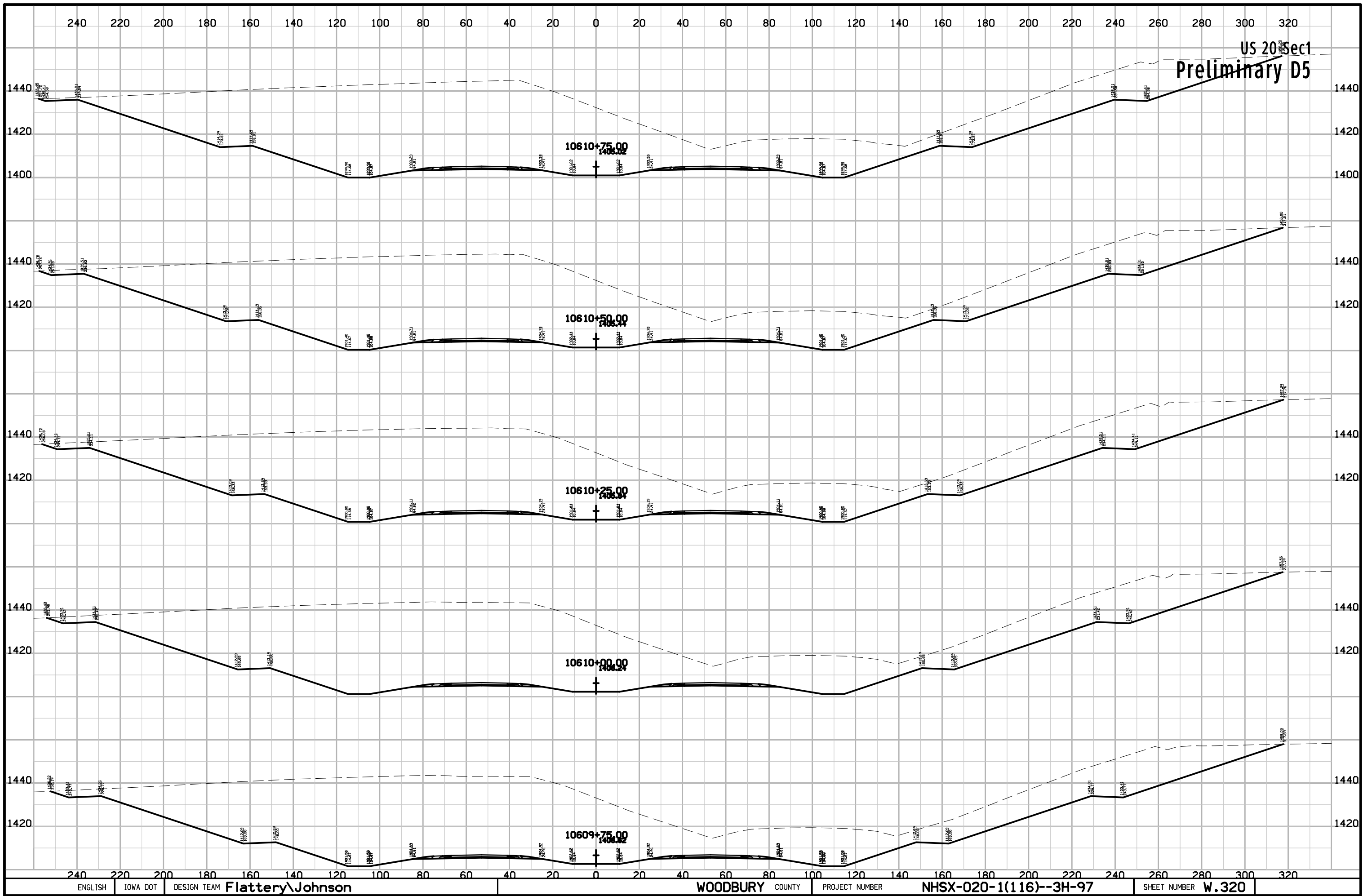
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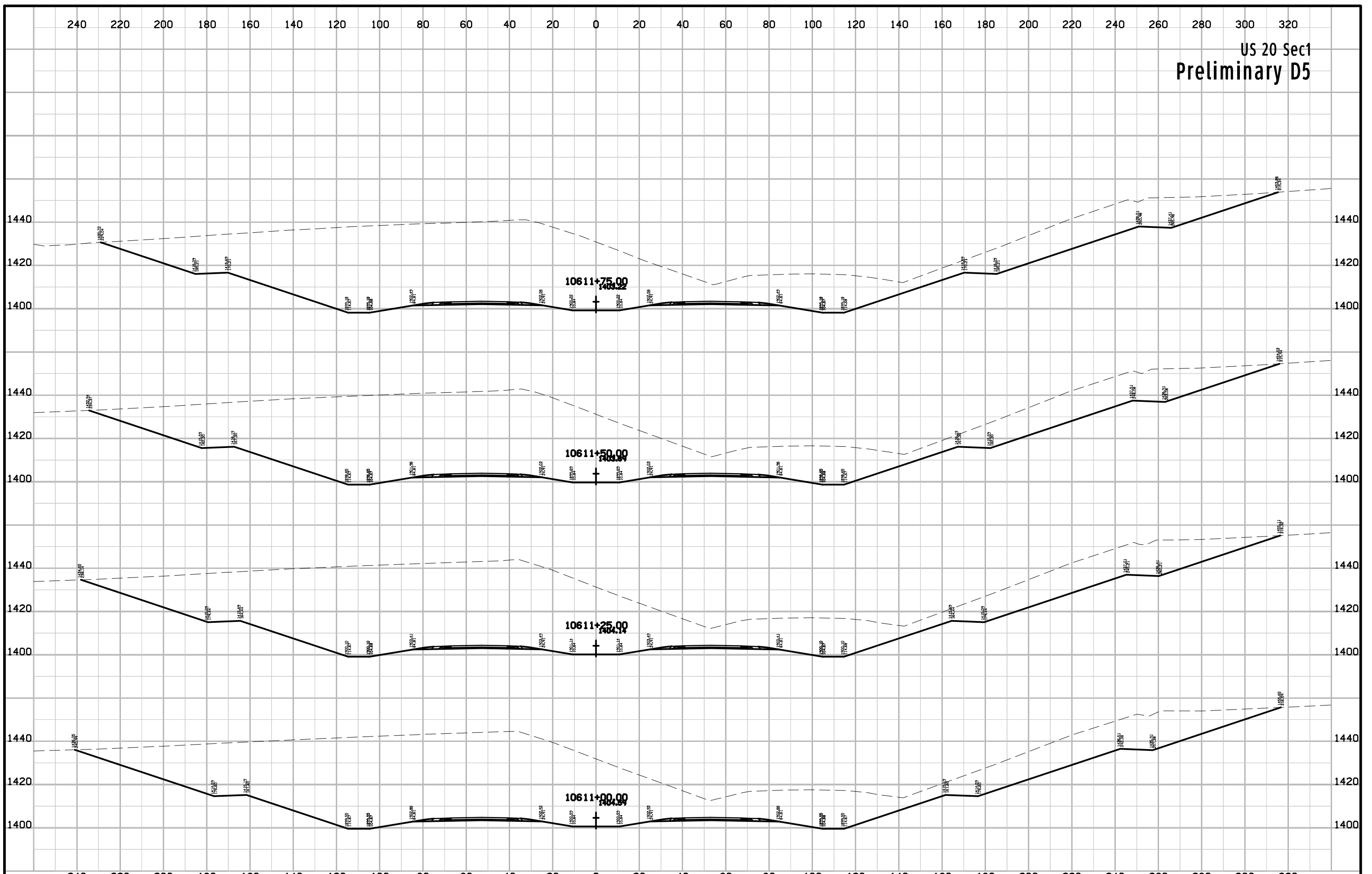
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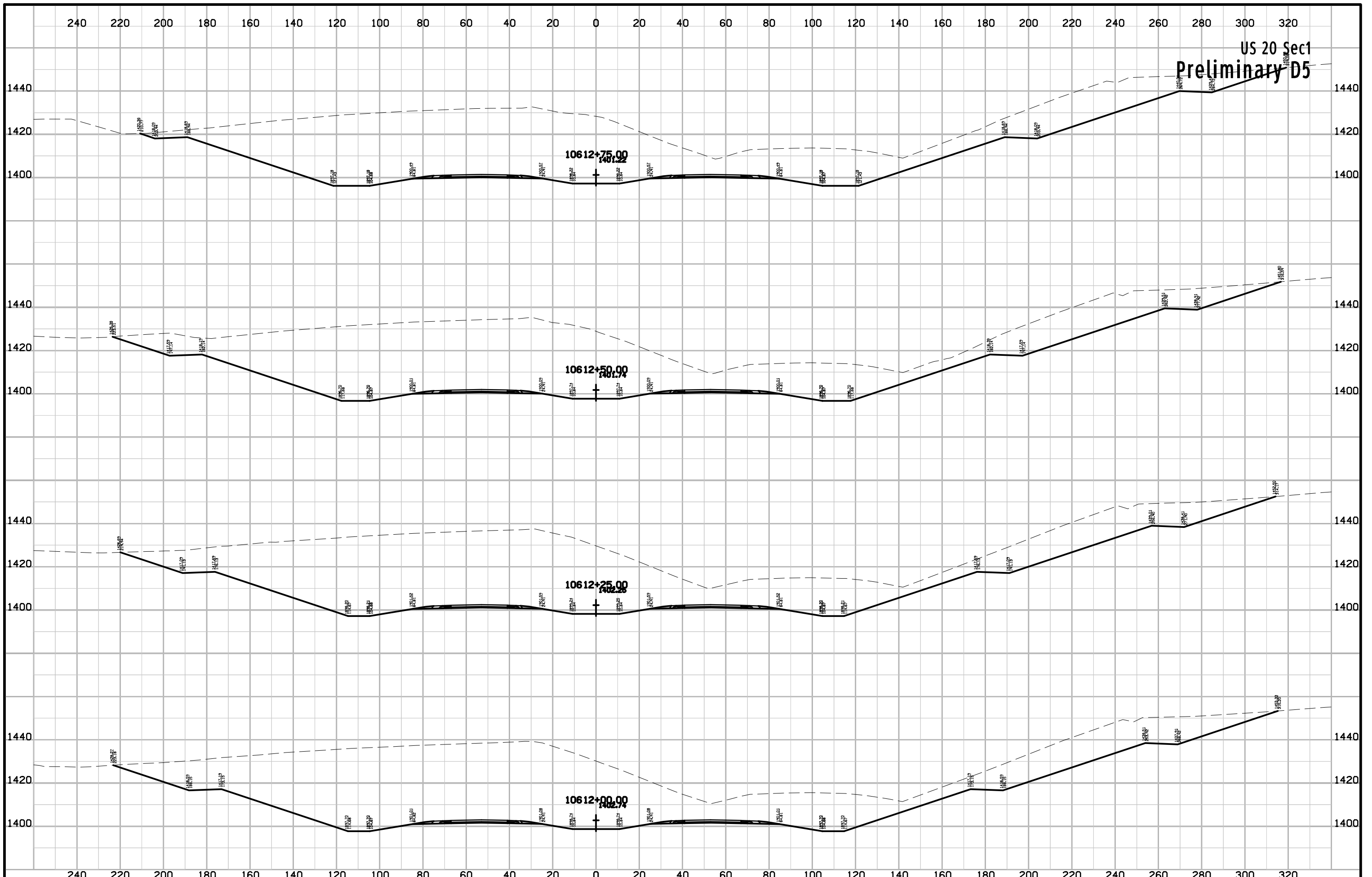
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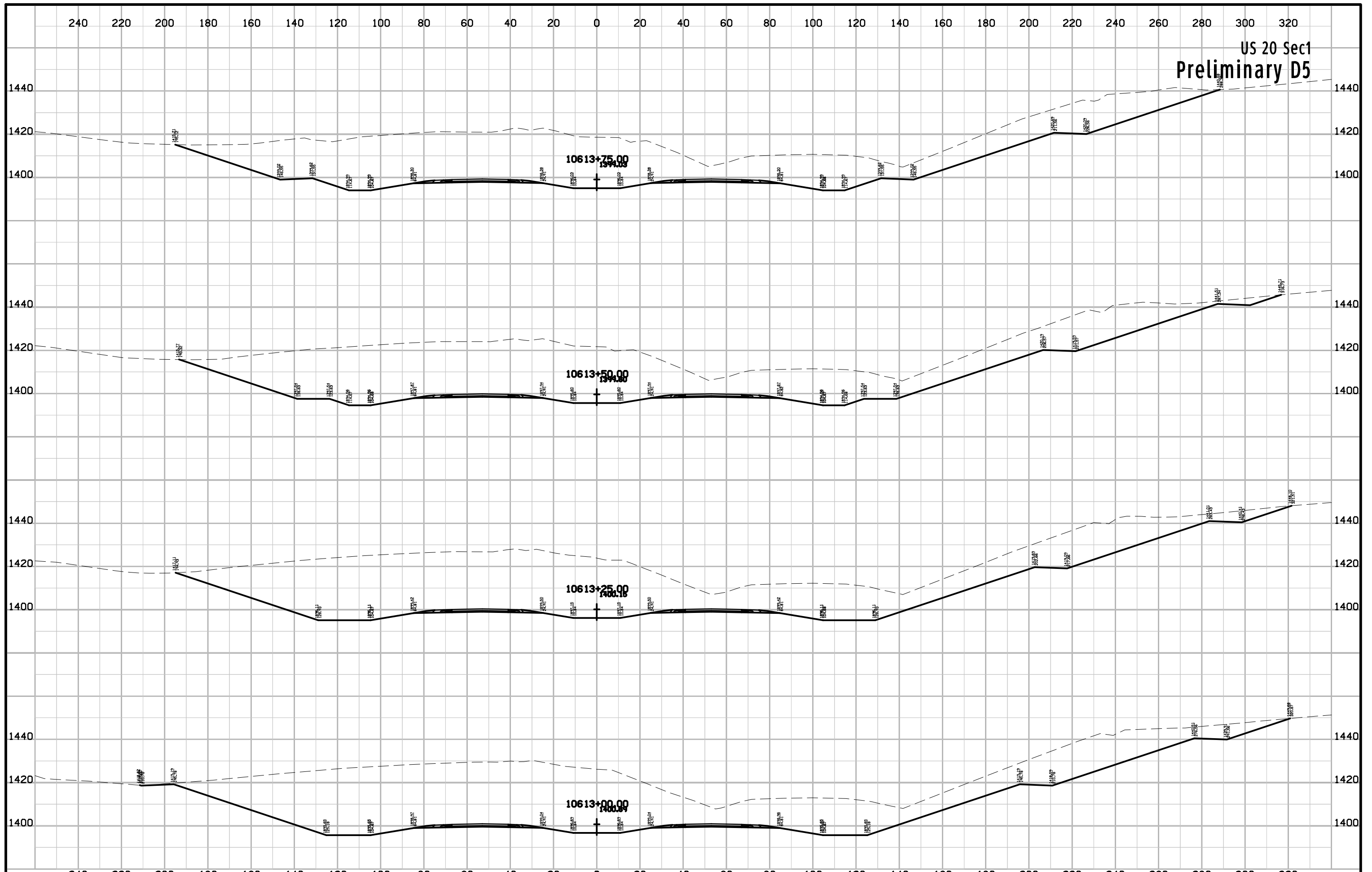


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US 20 Sec1
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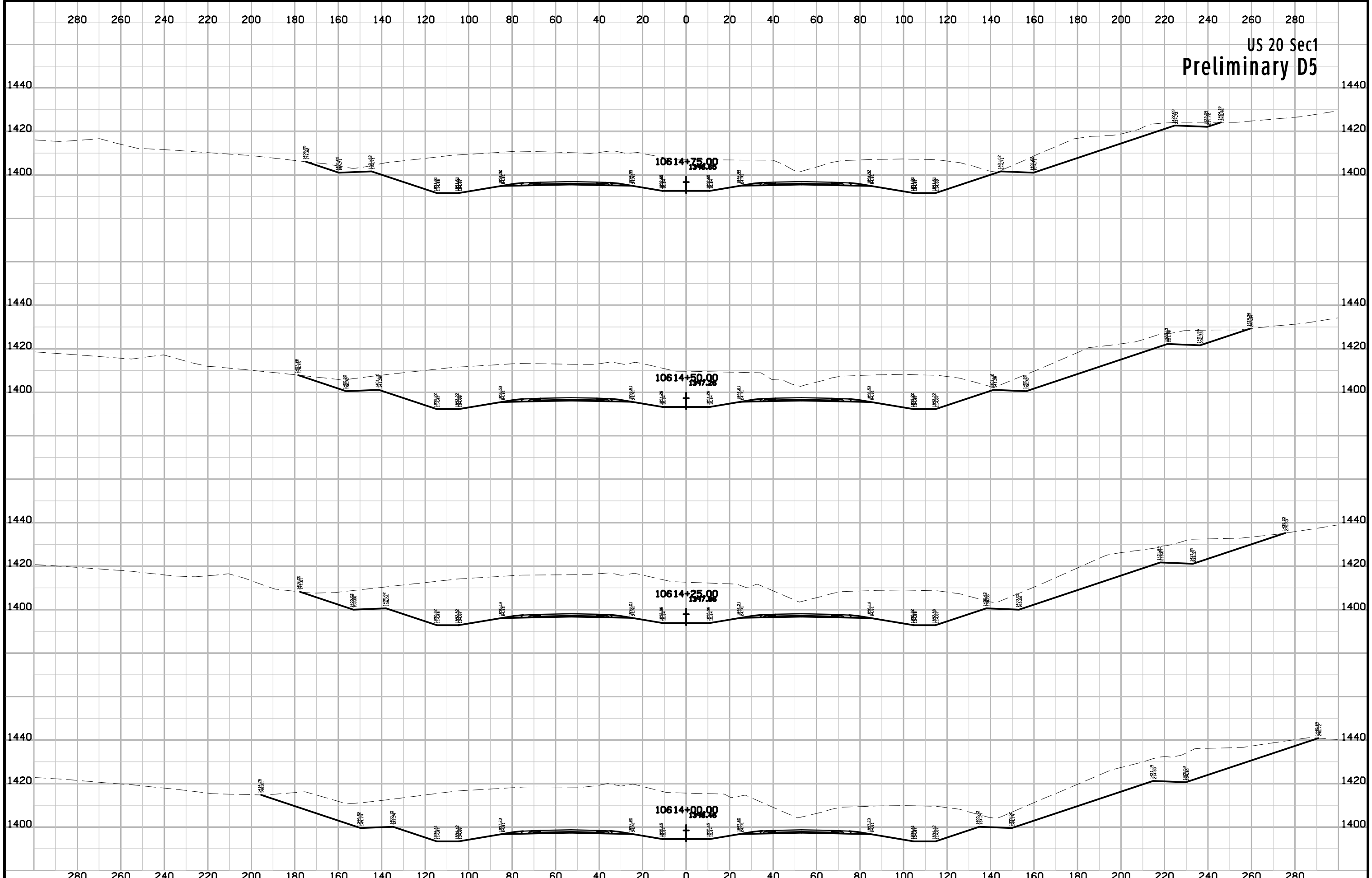
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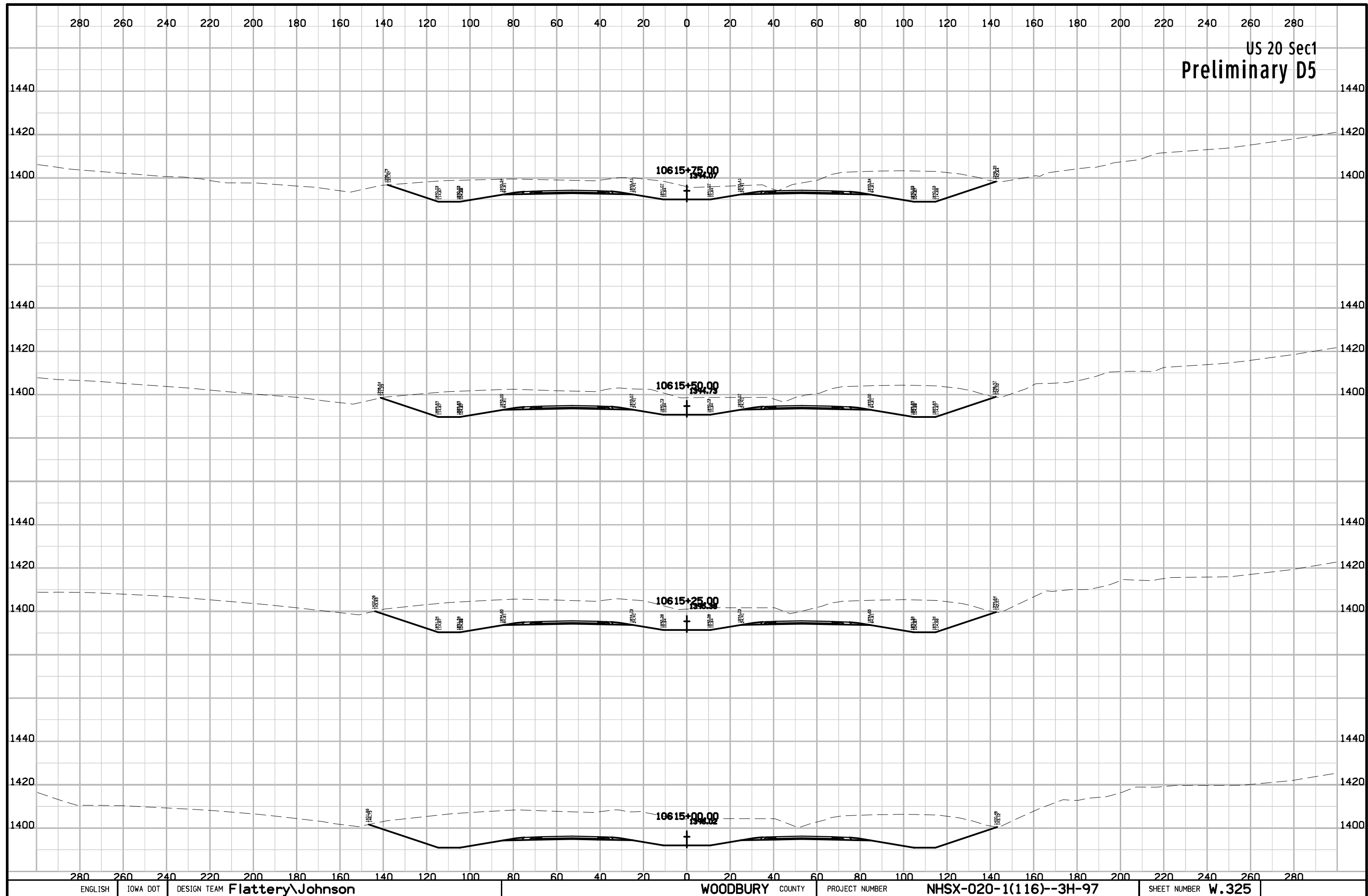
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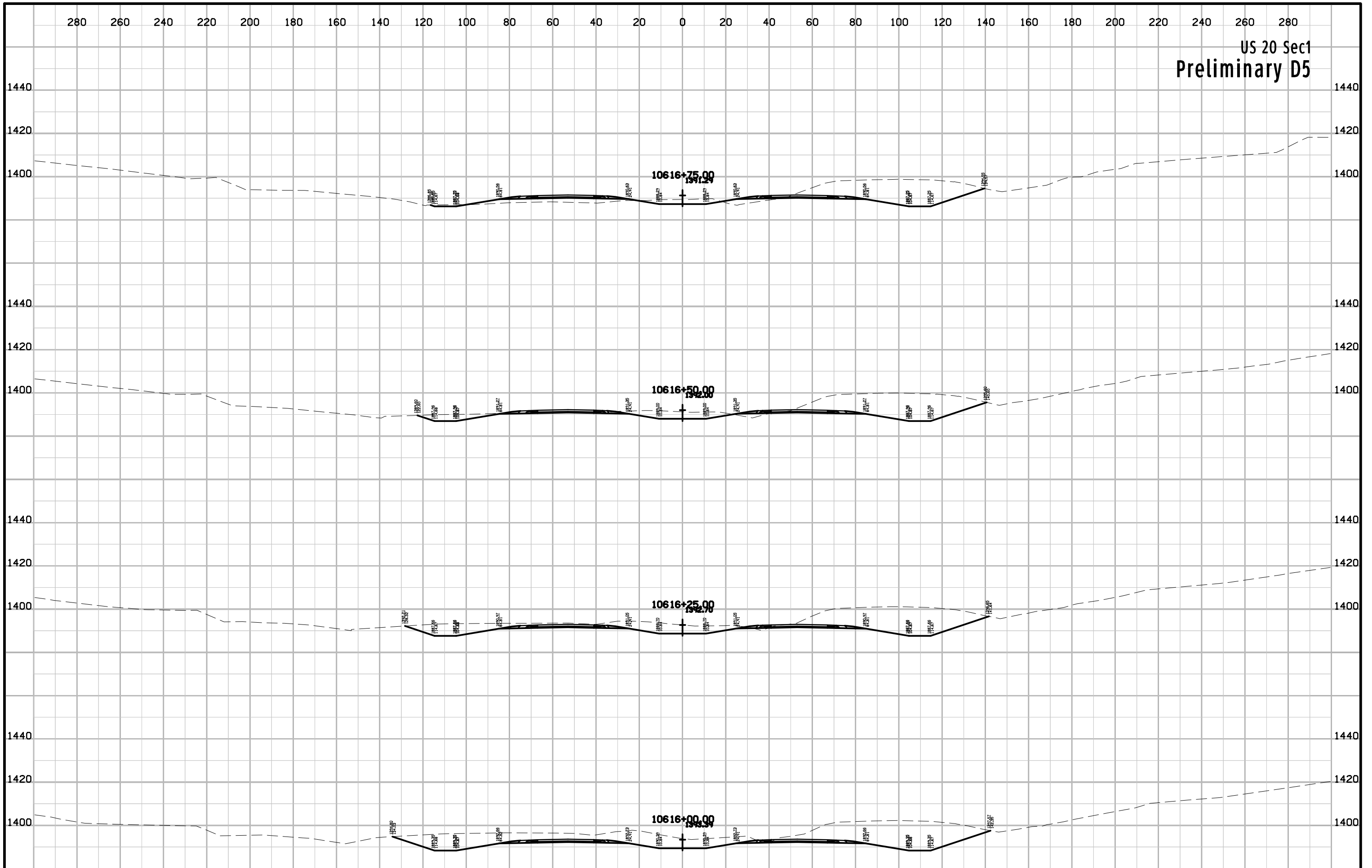
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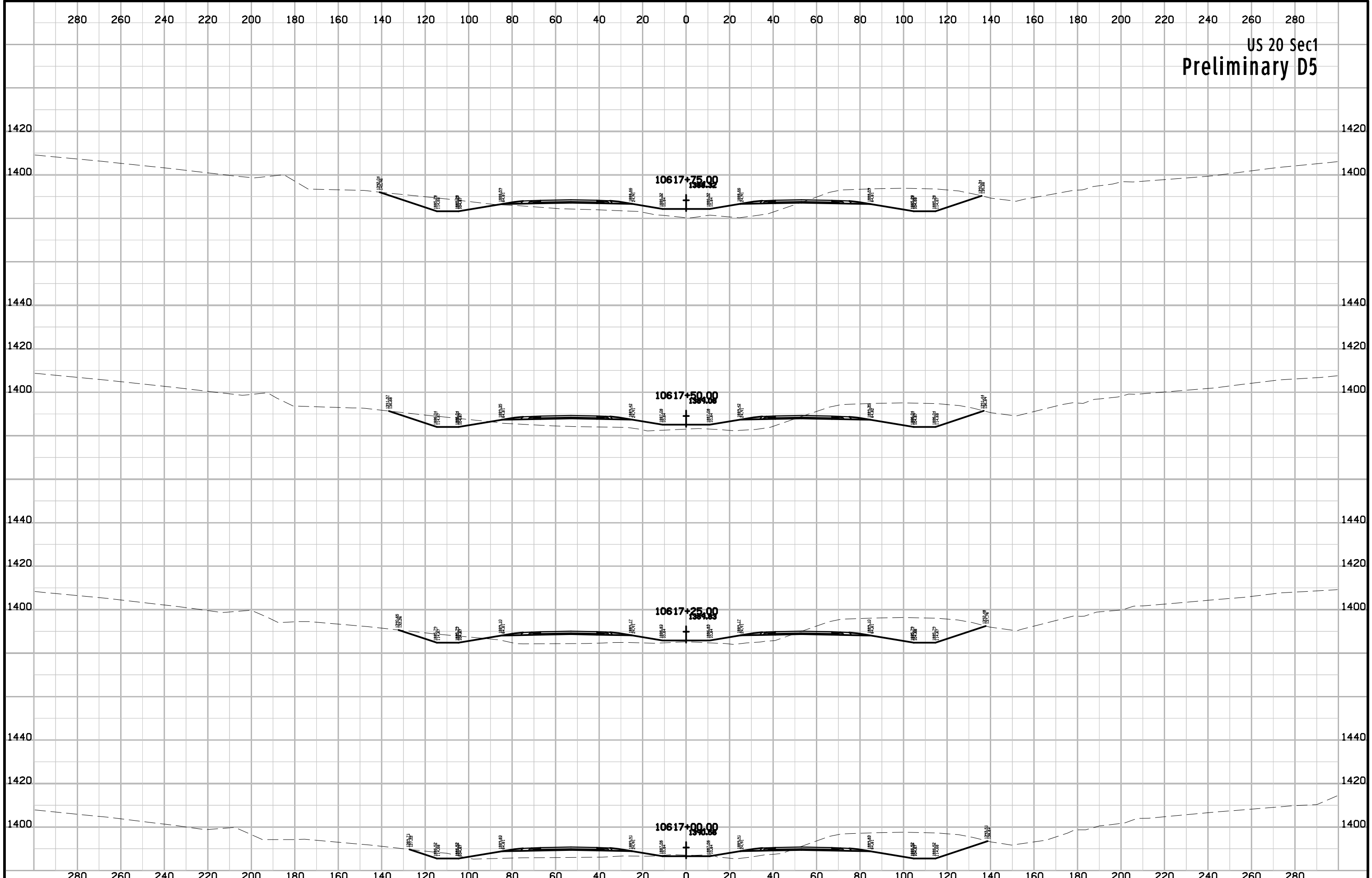
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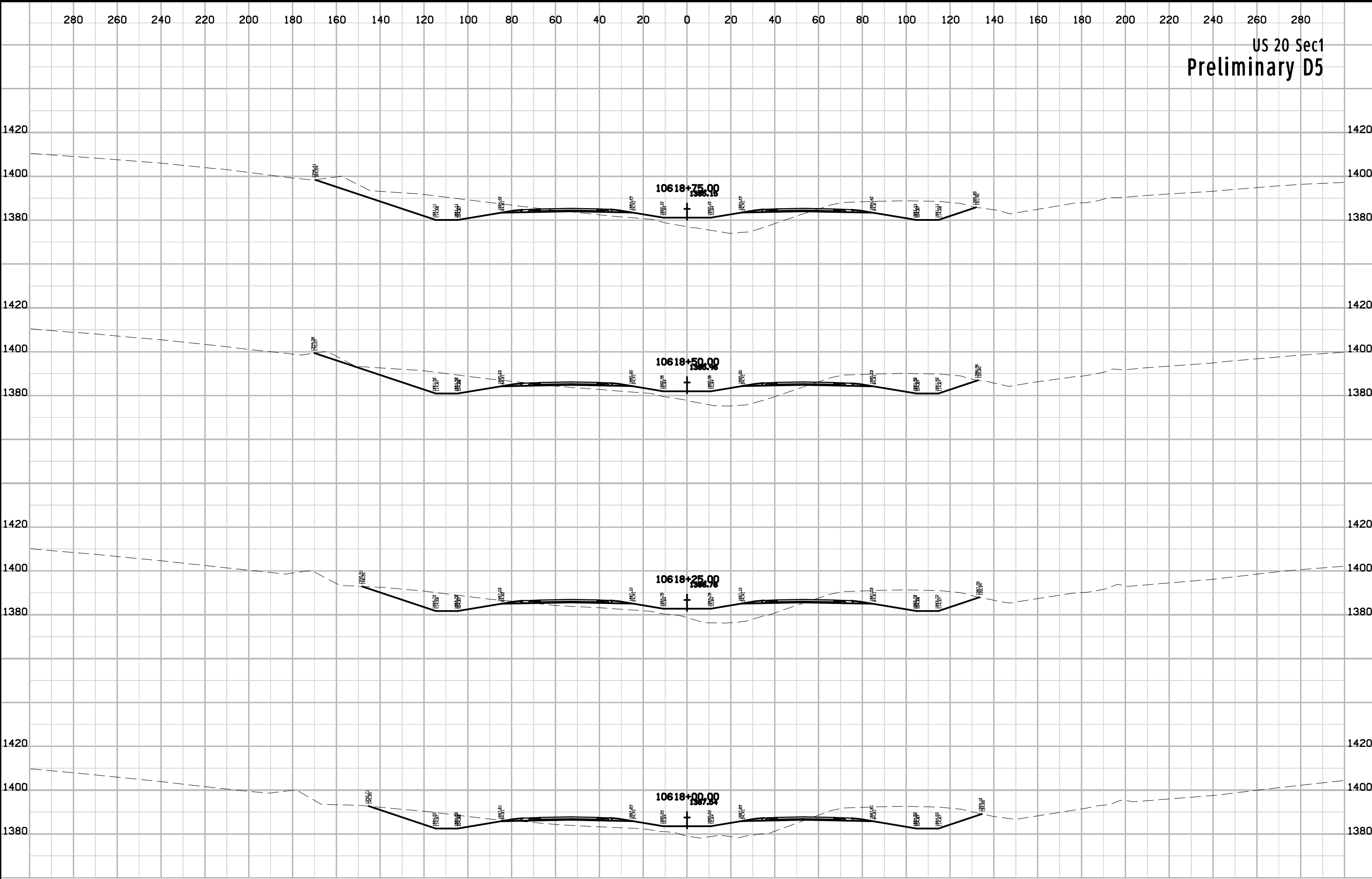
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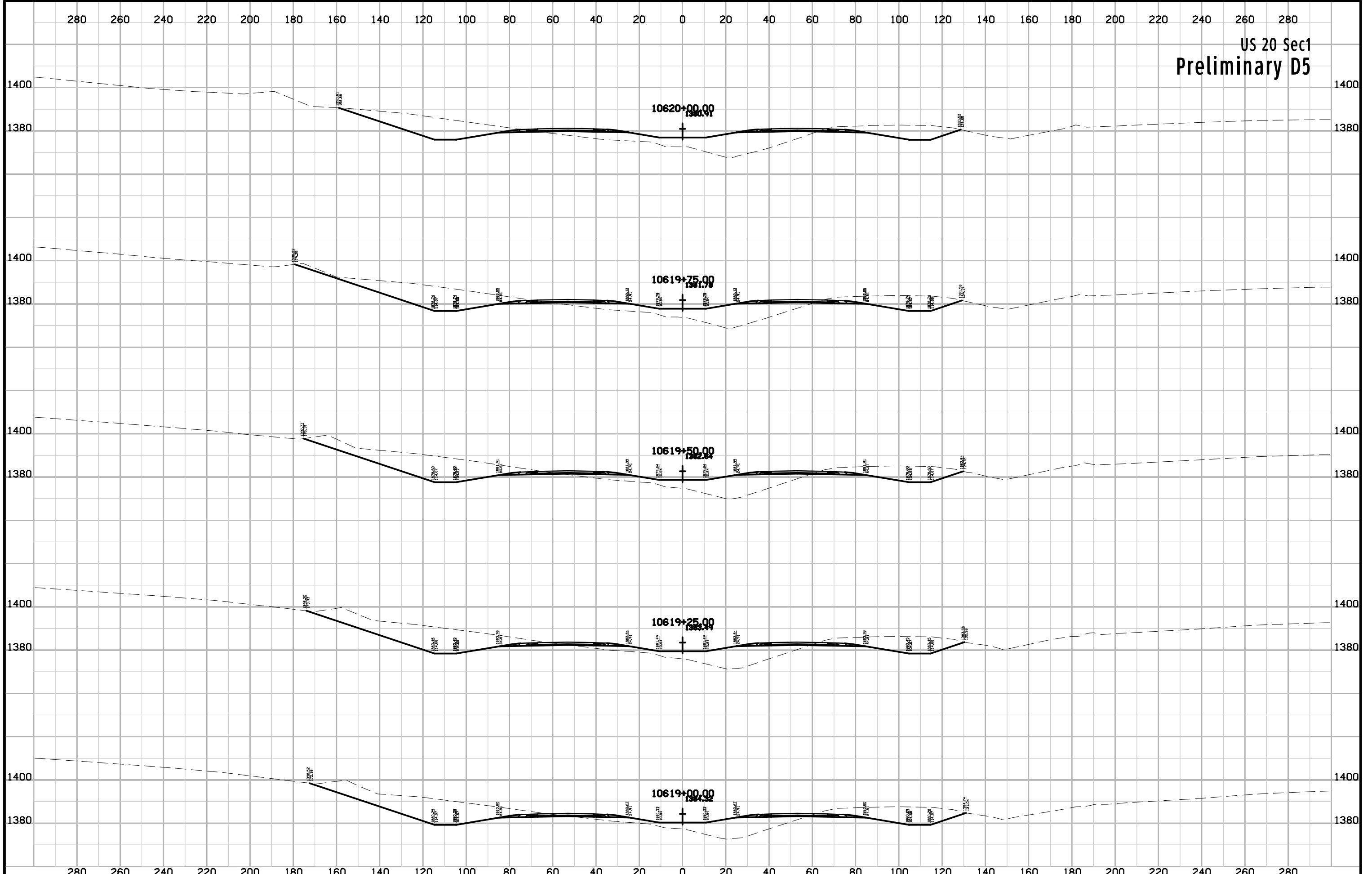
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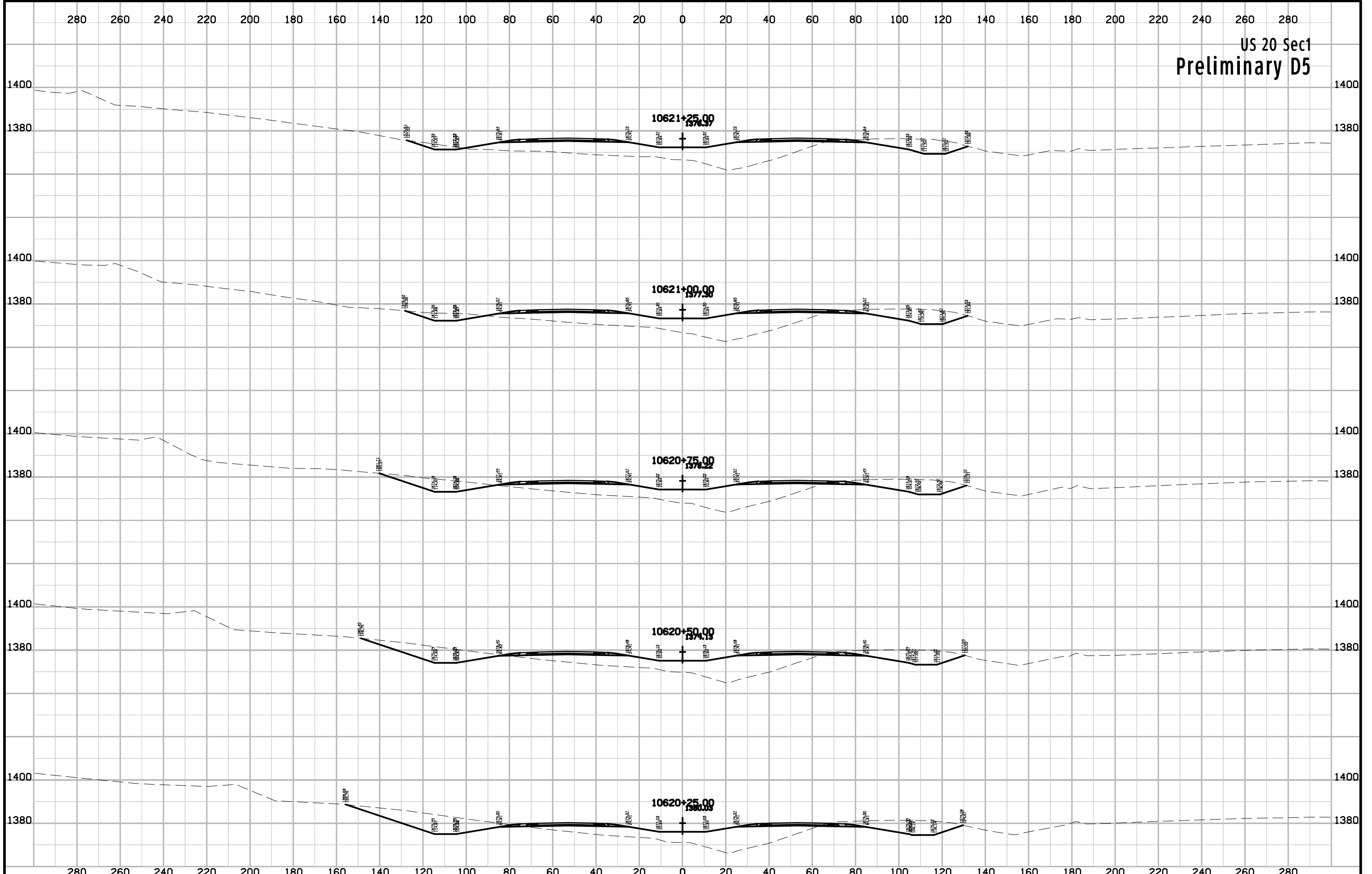
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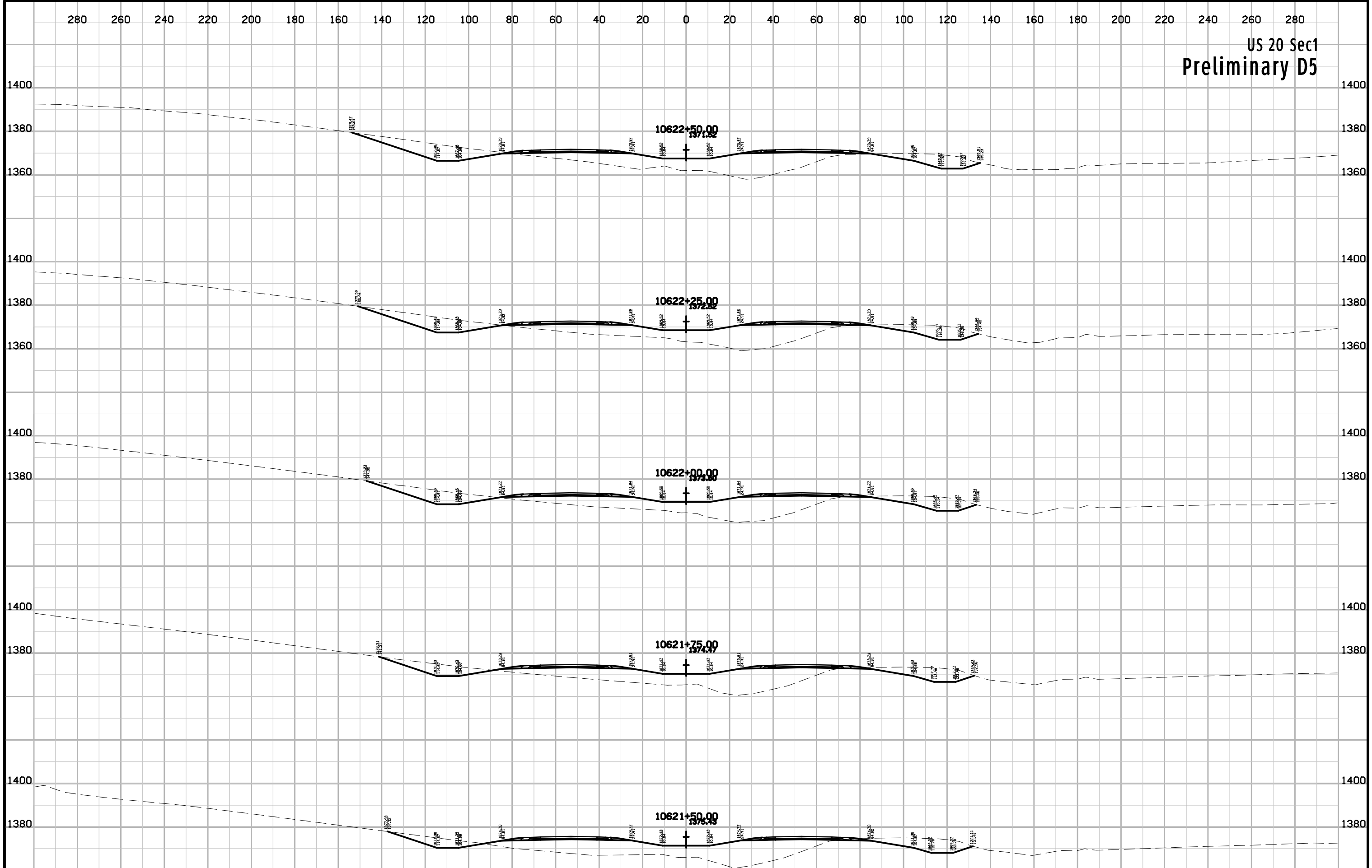
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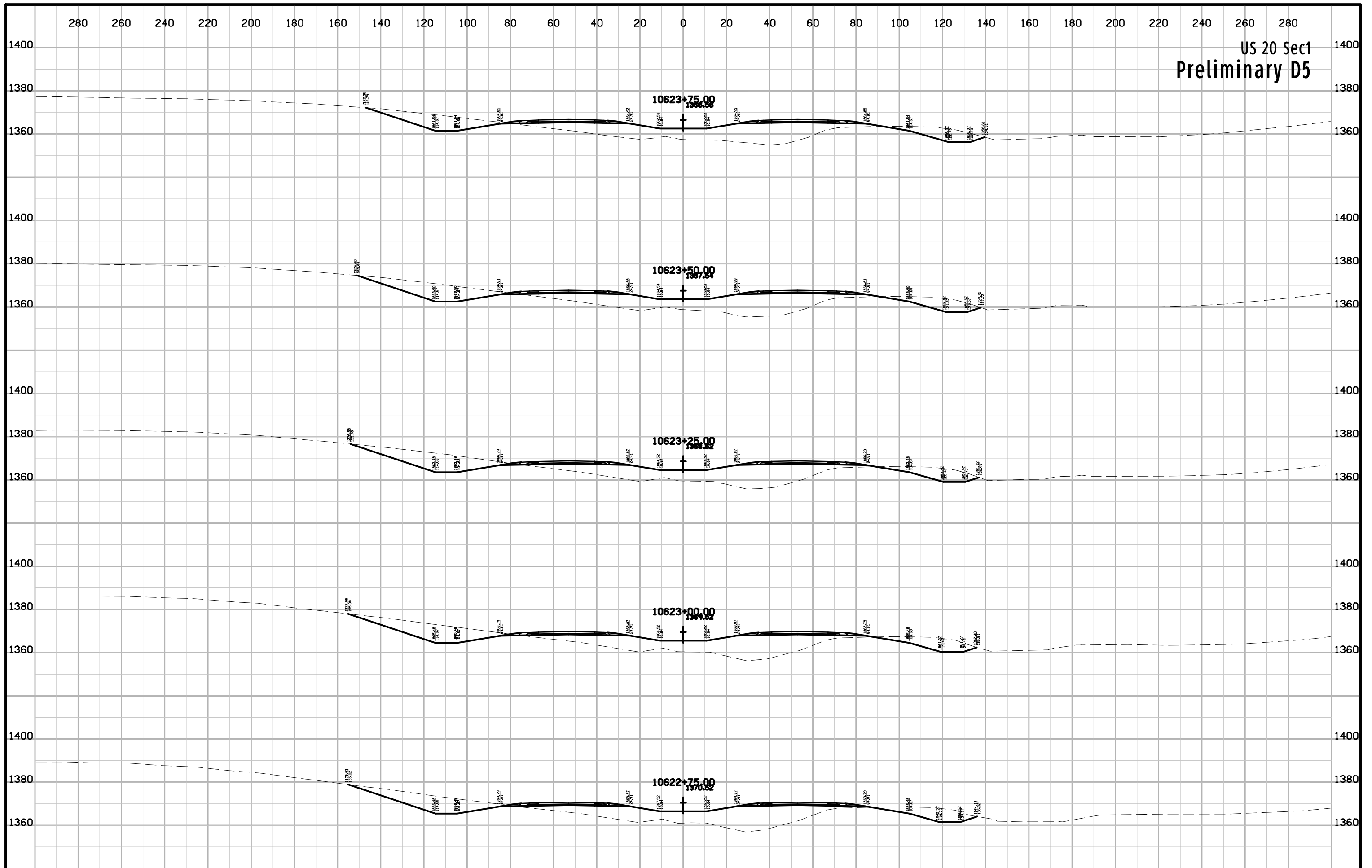
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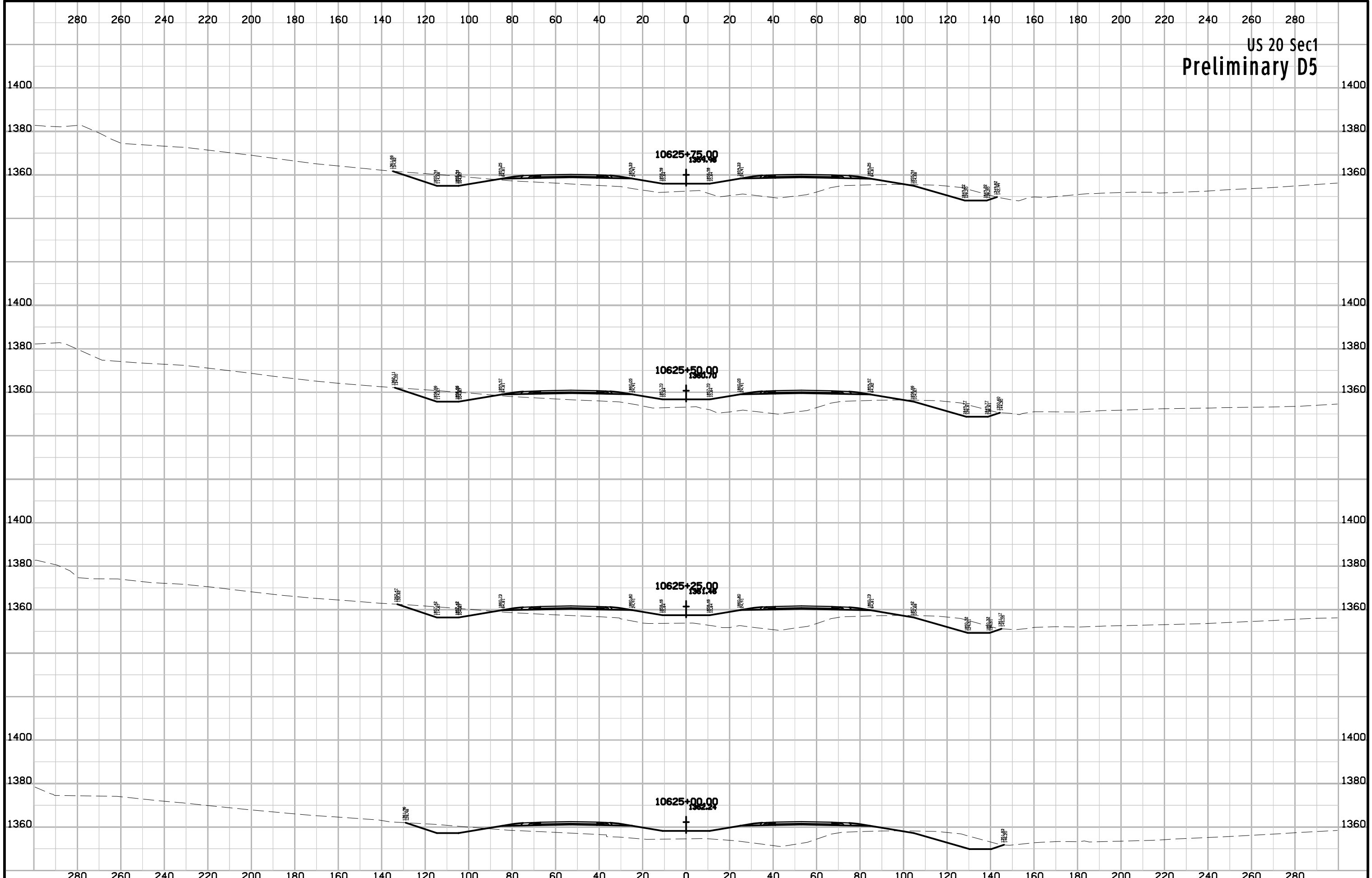
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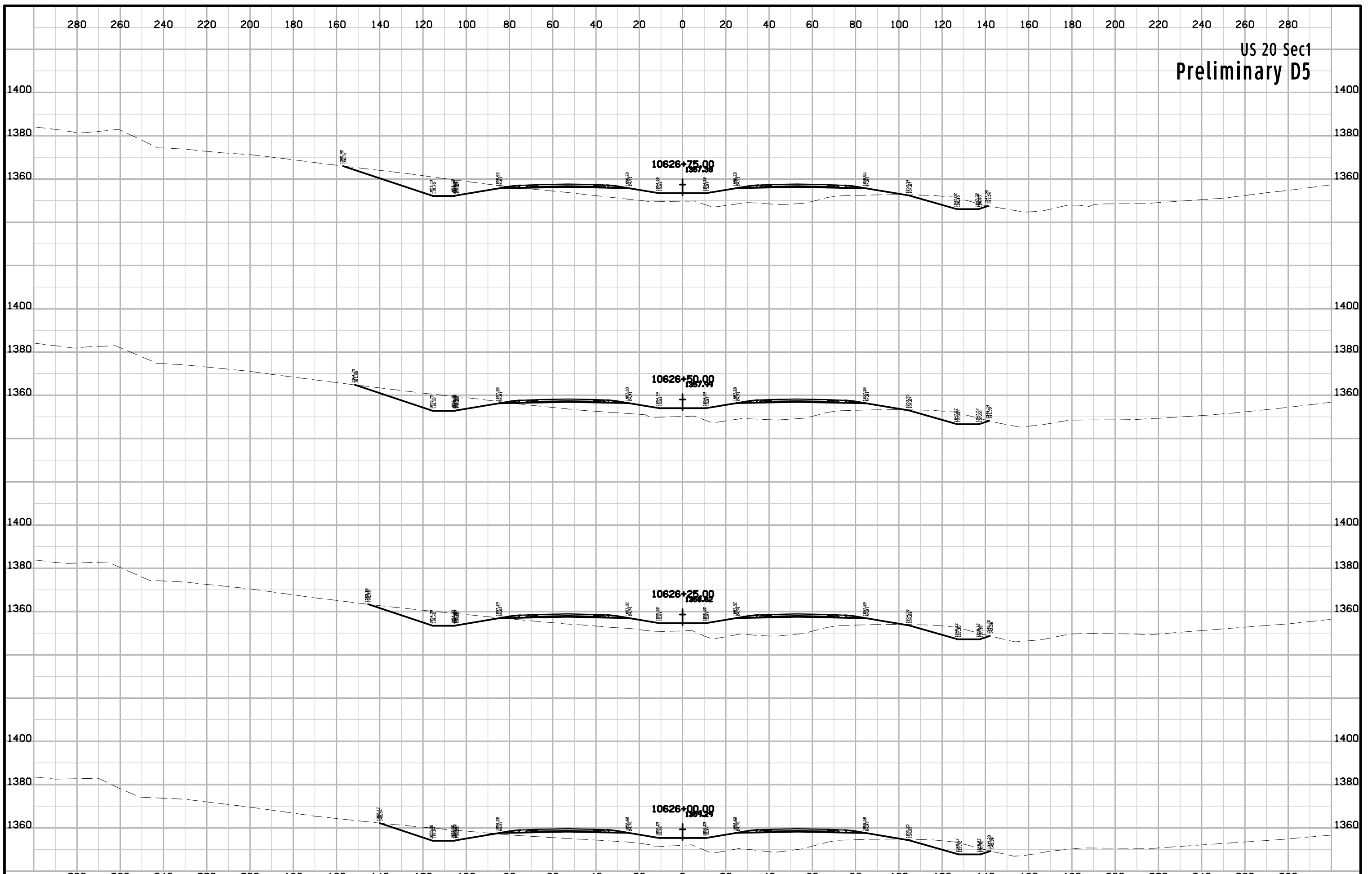
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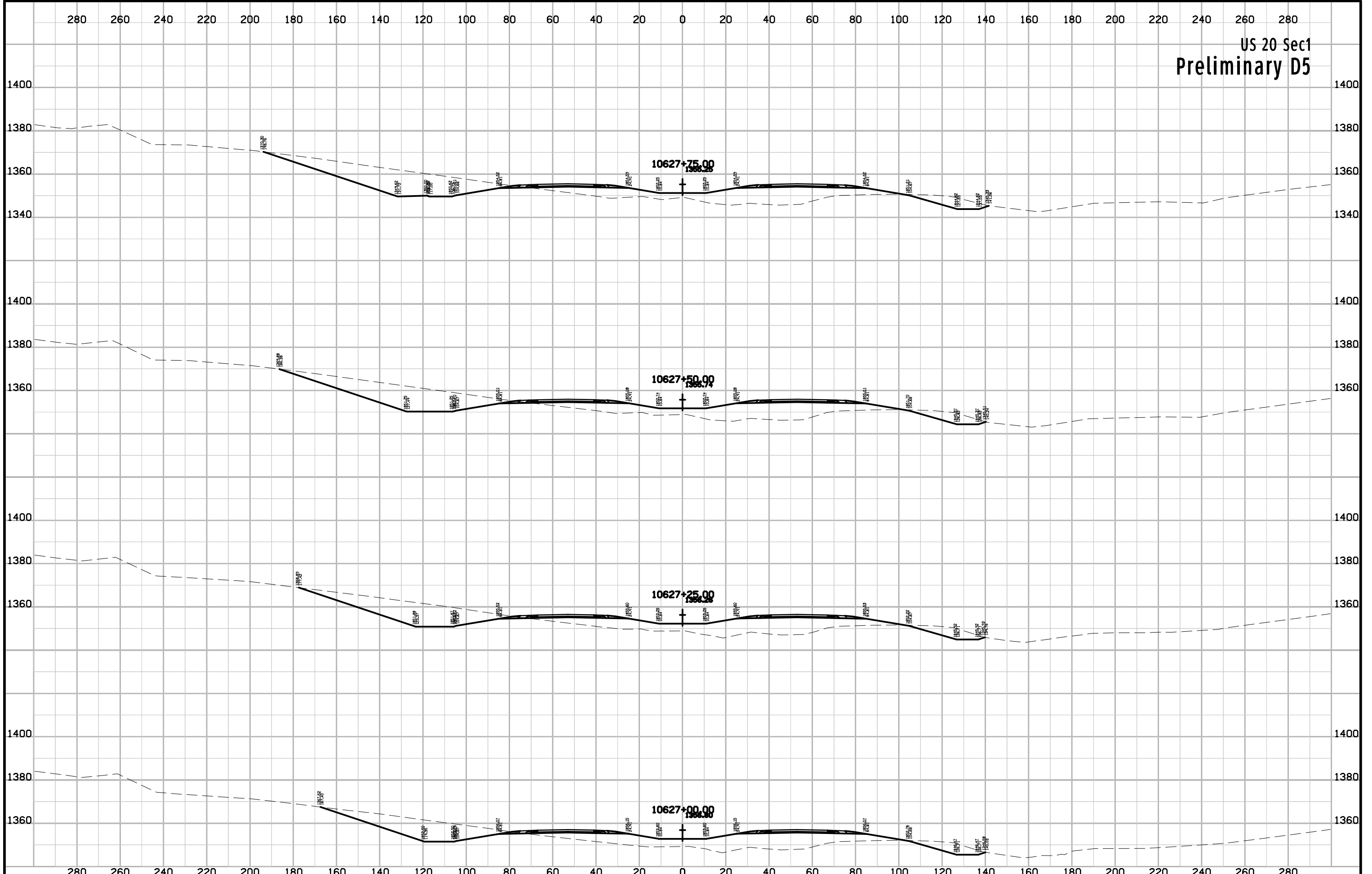
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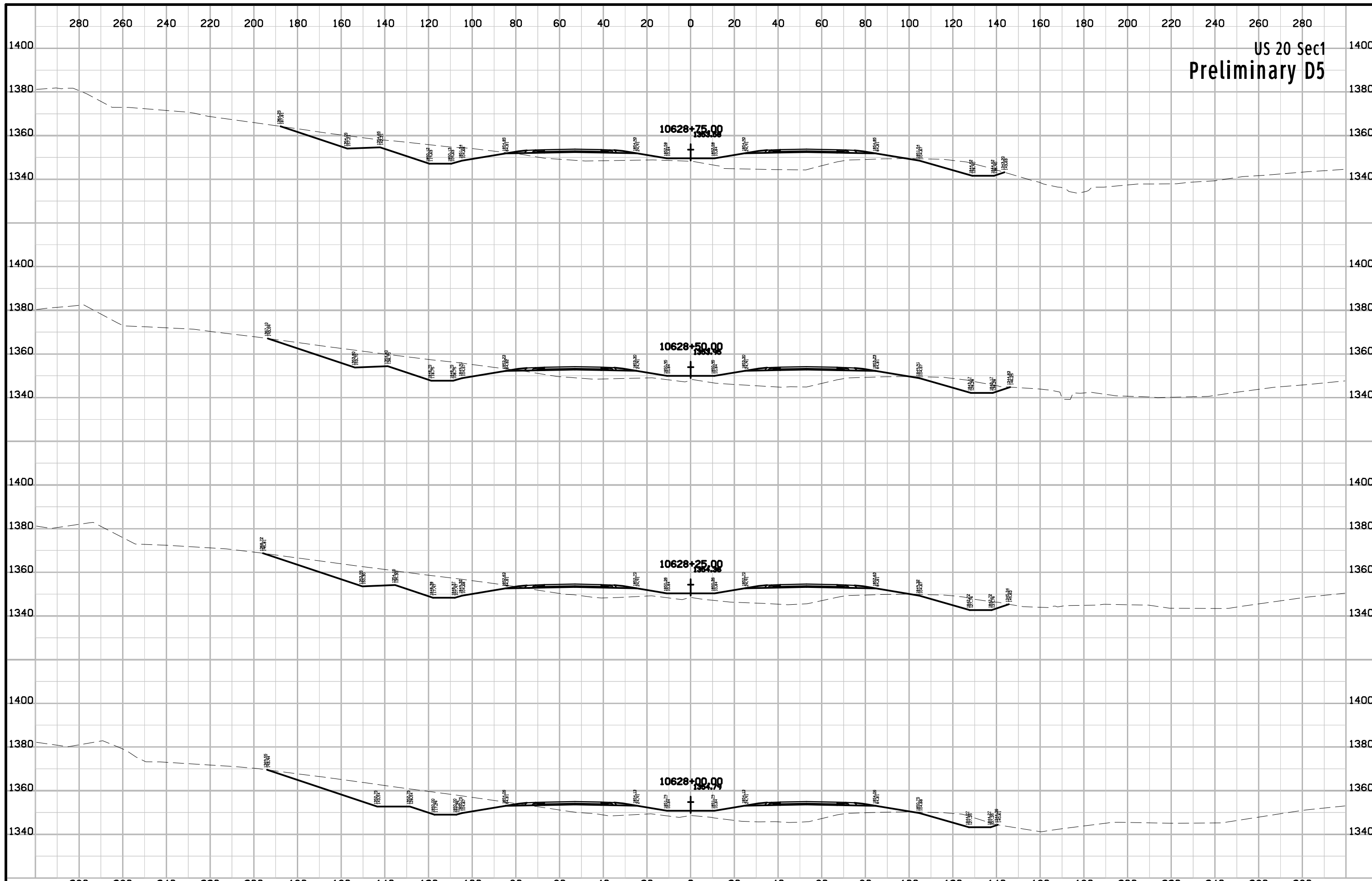
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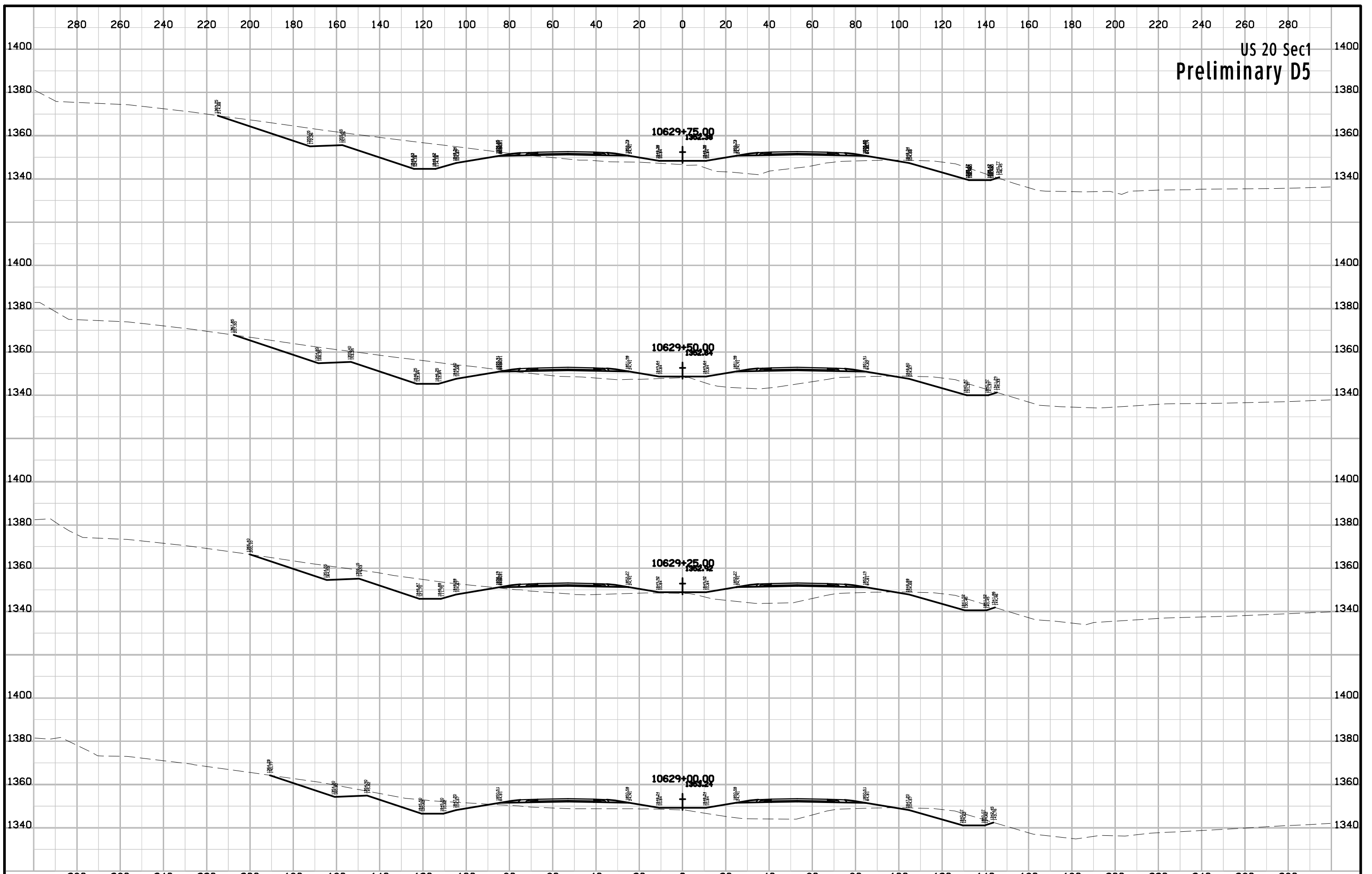
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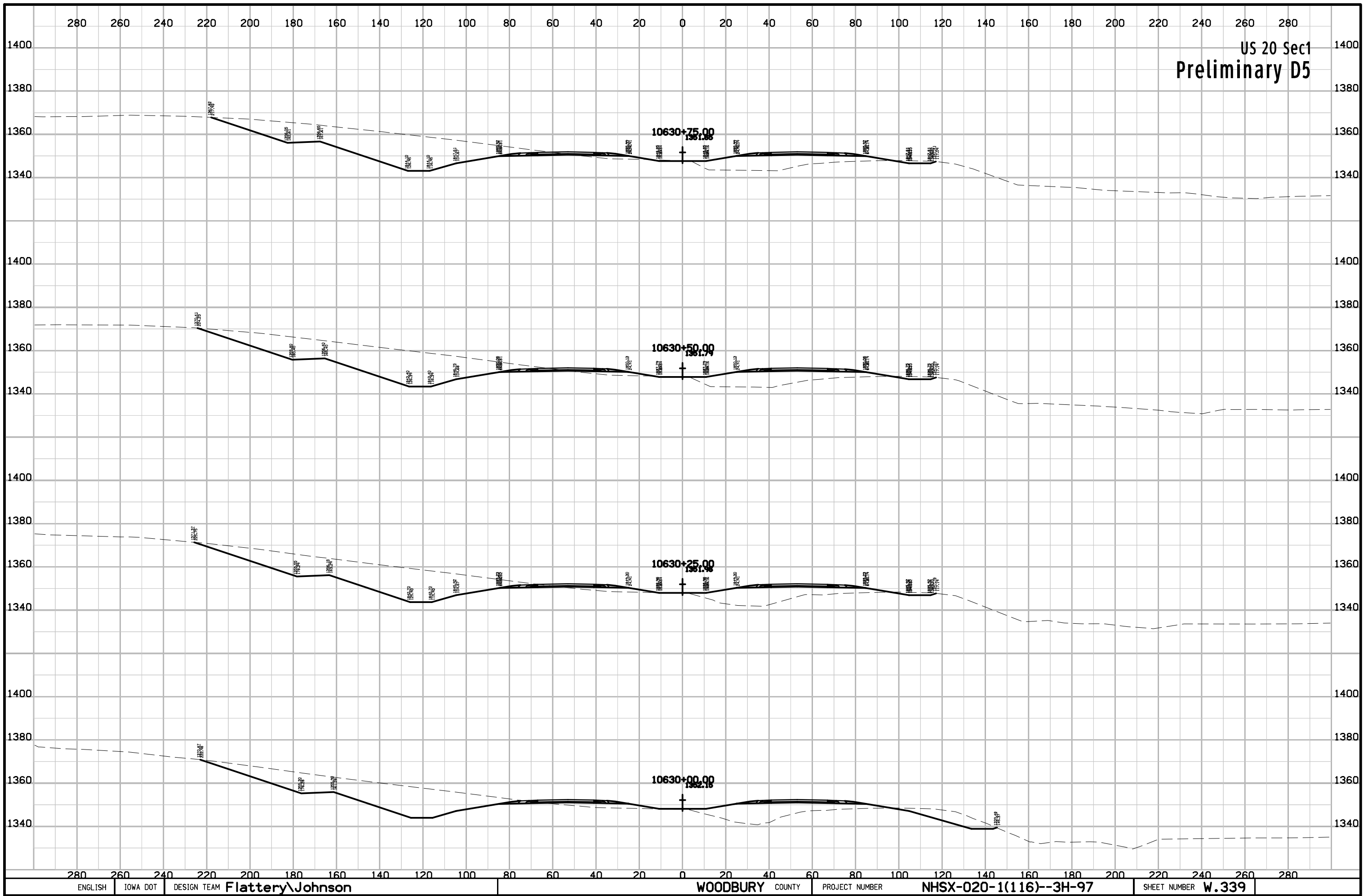


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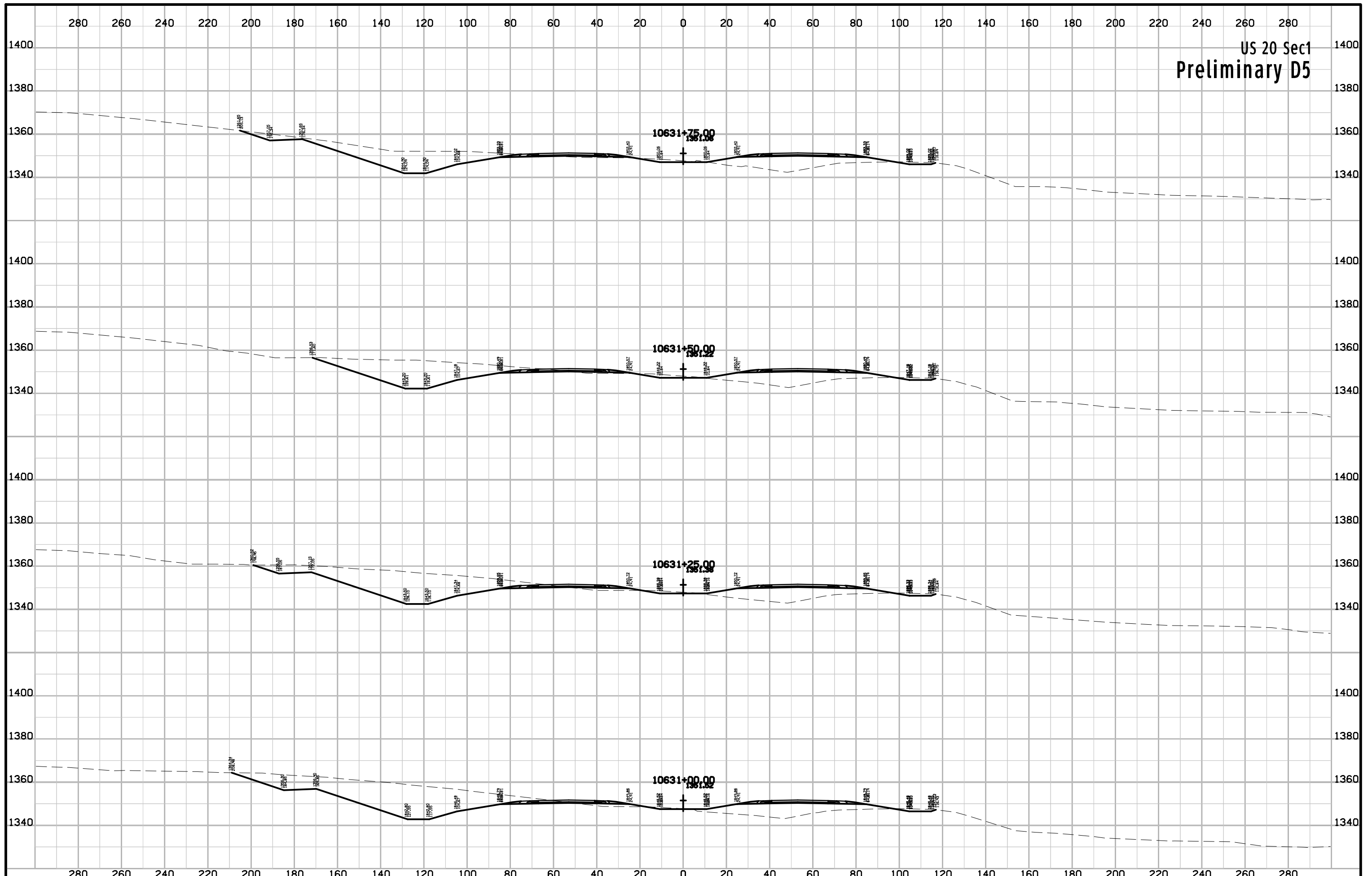
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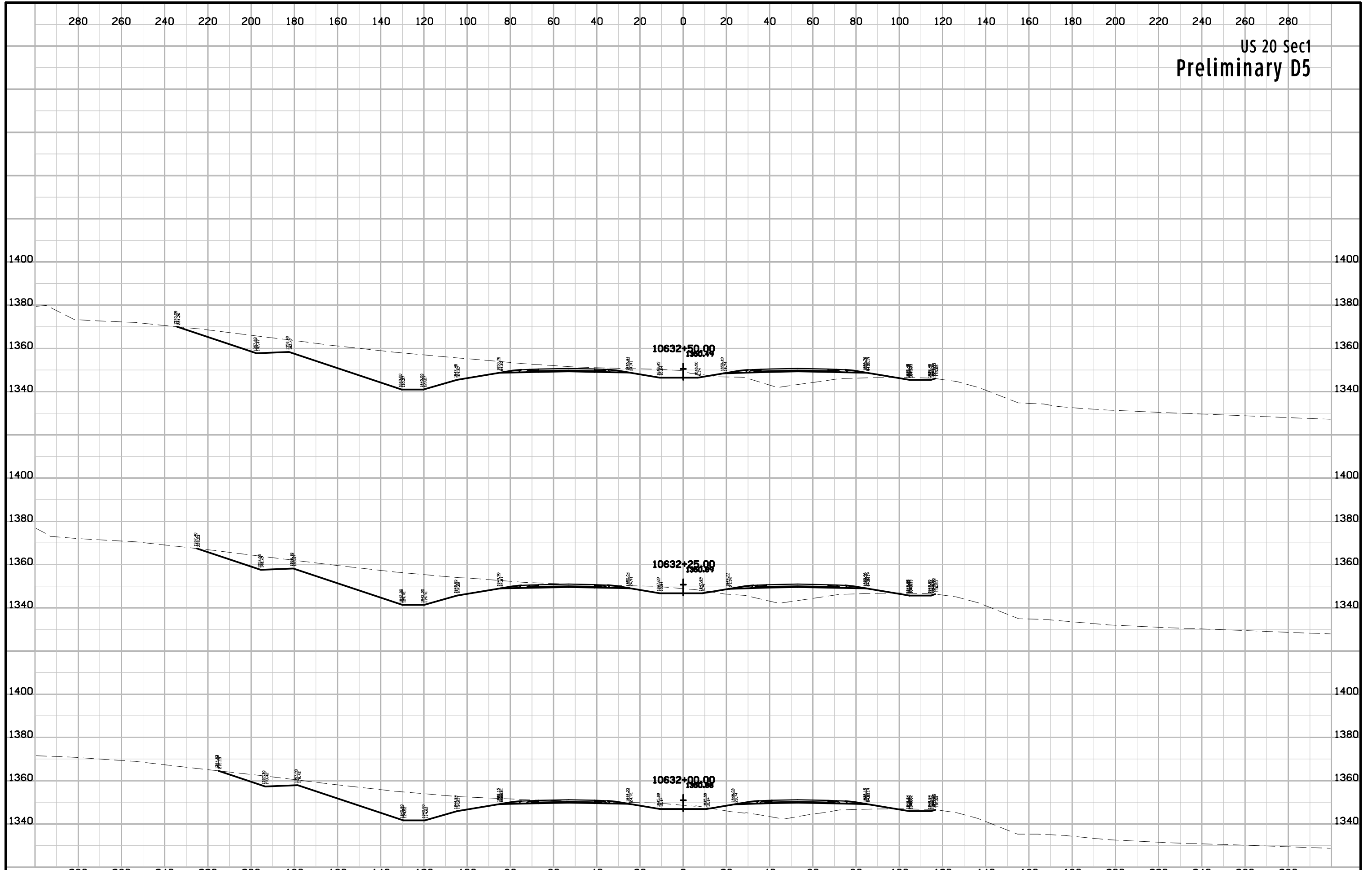


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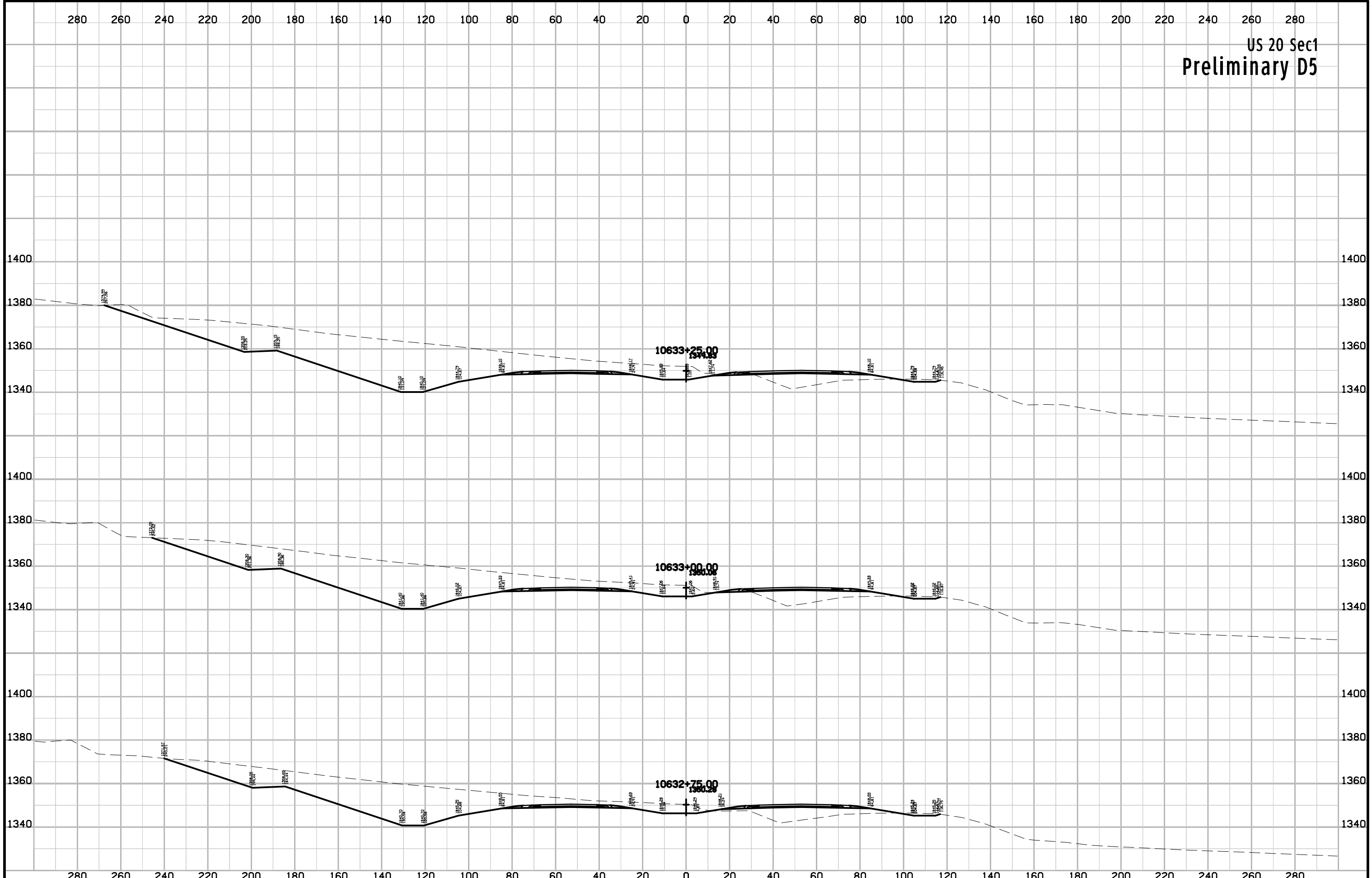
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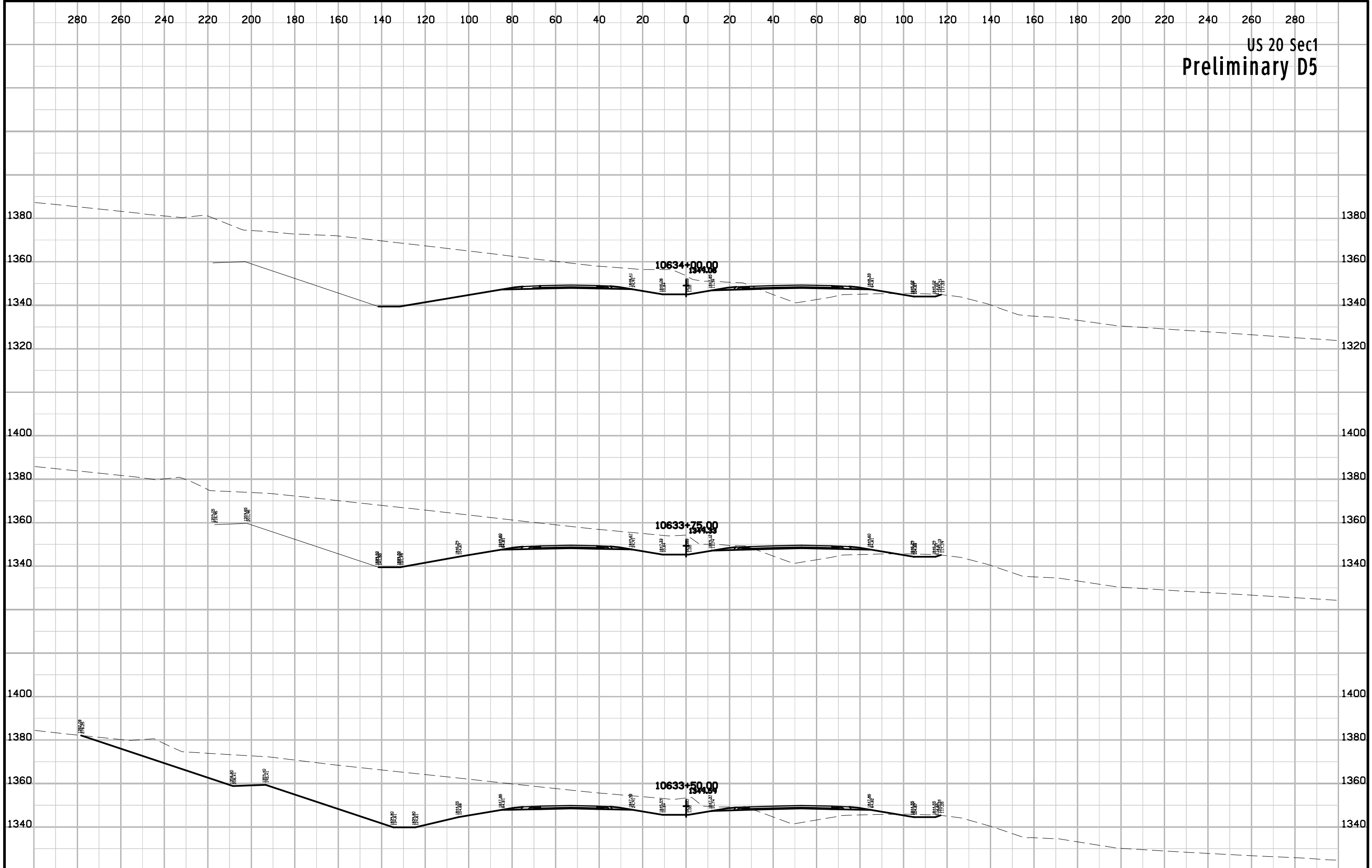
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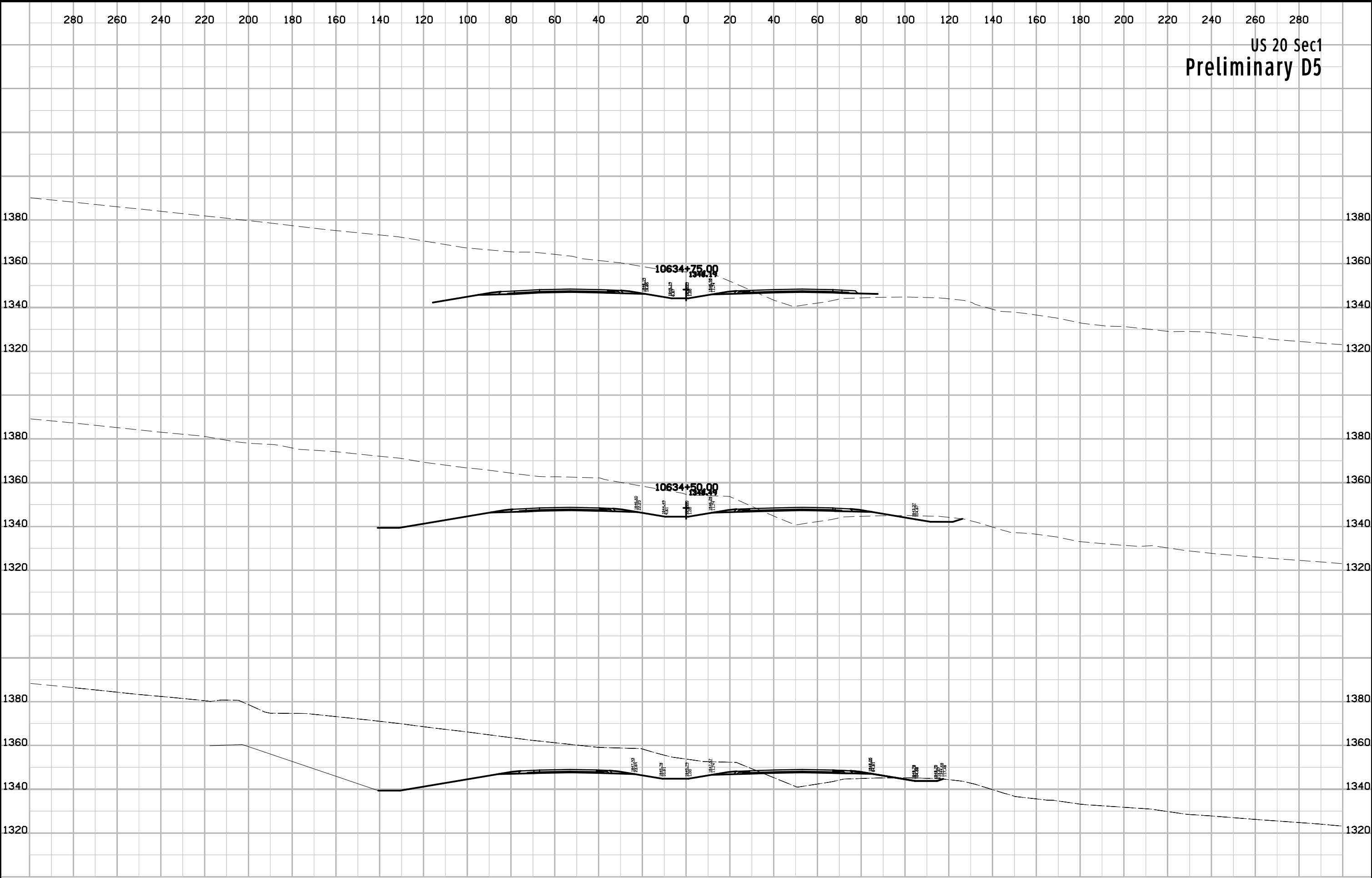
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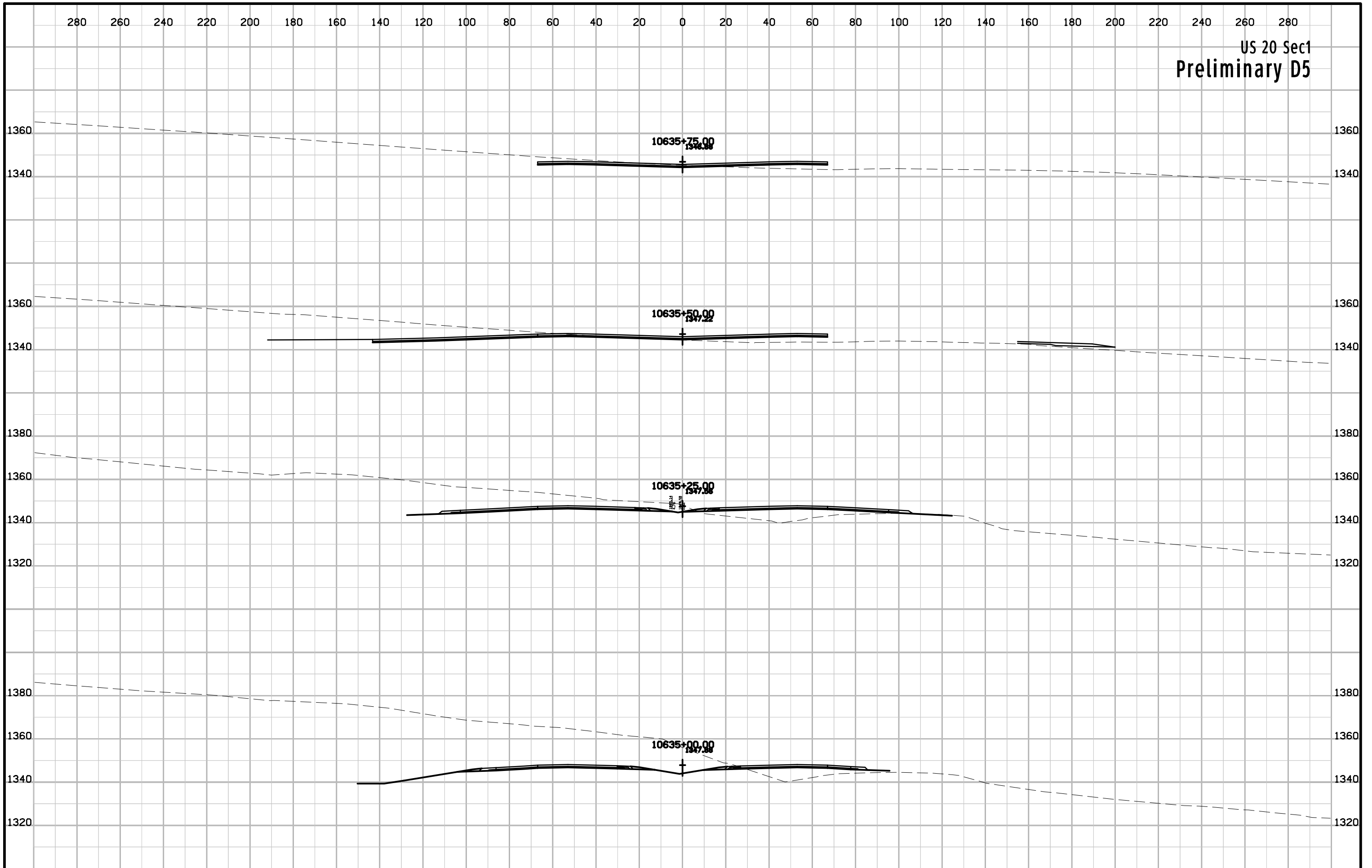
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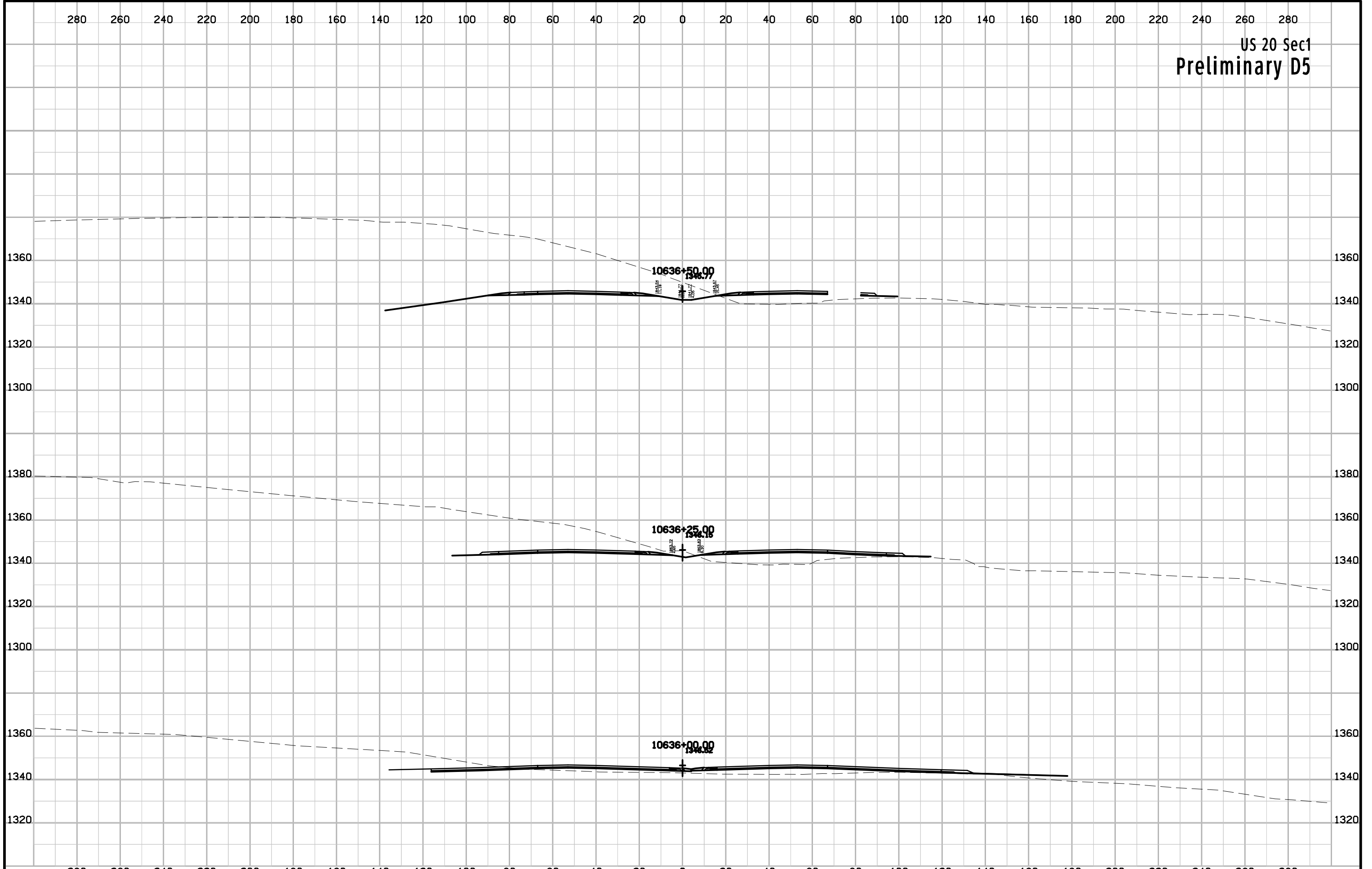
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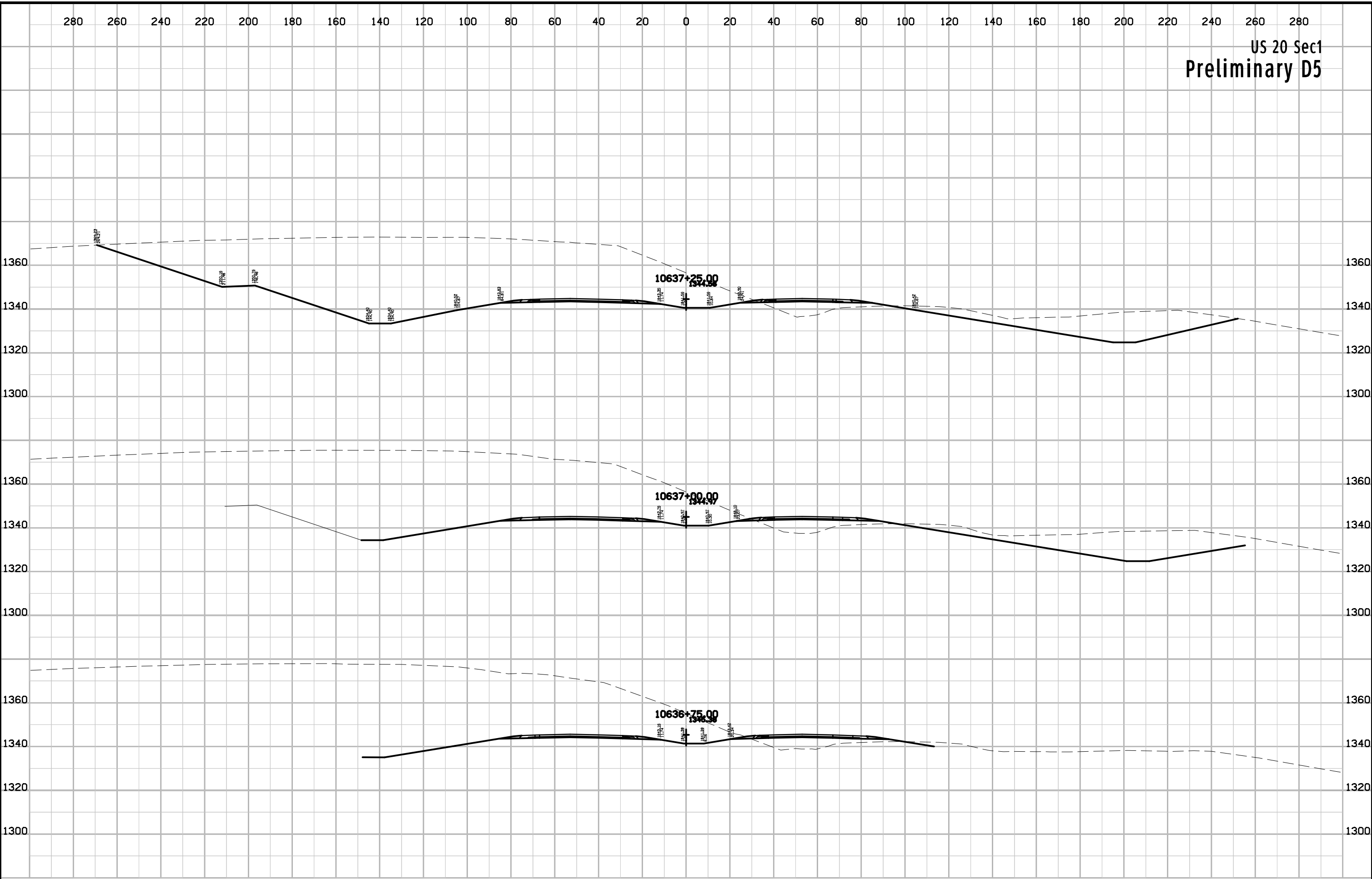
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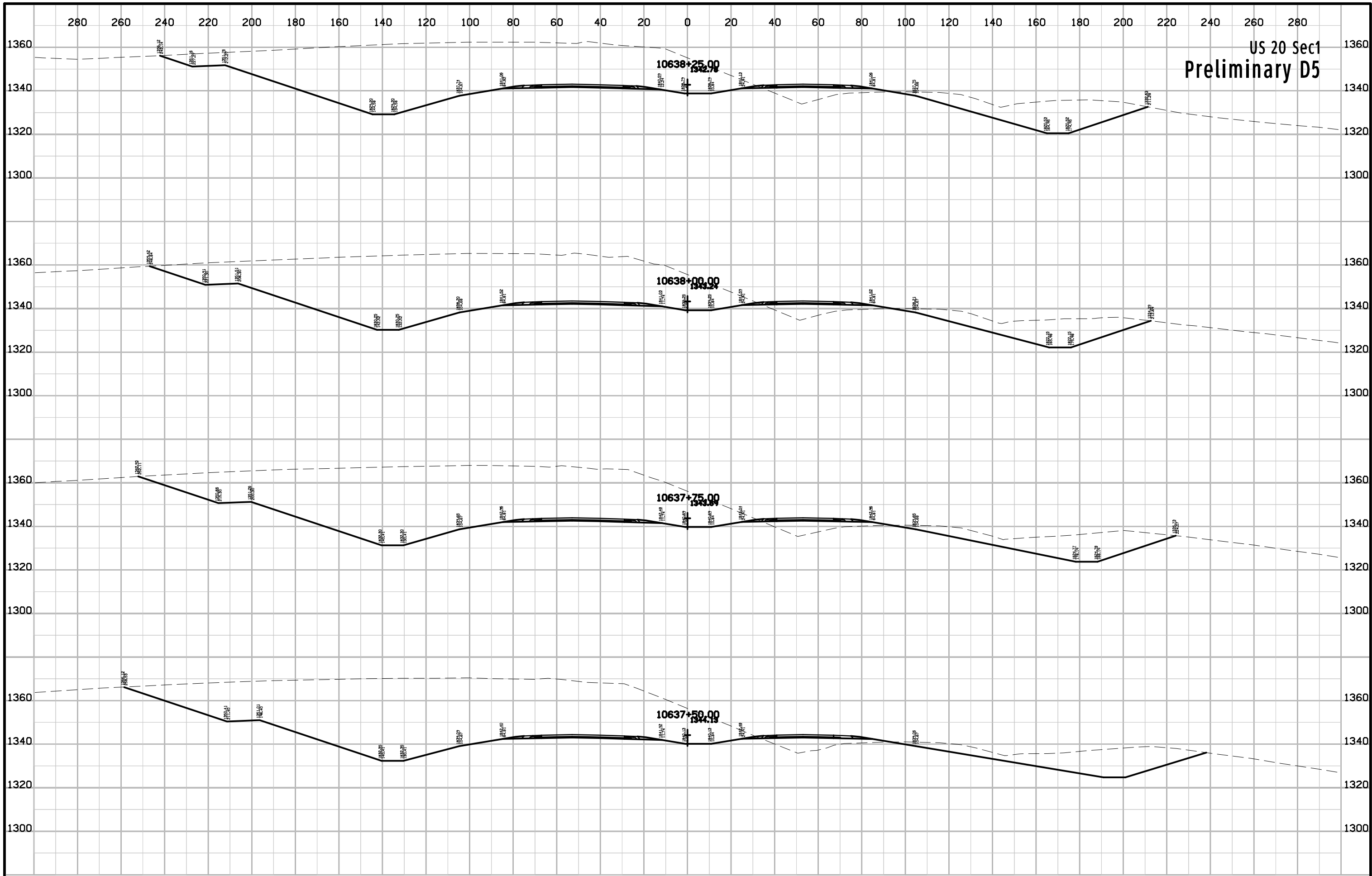
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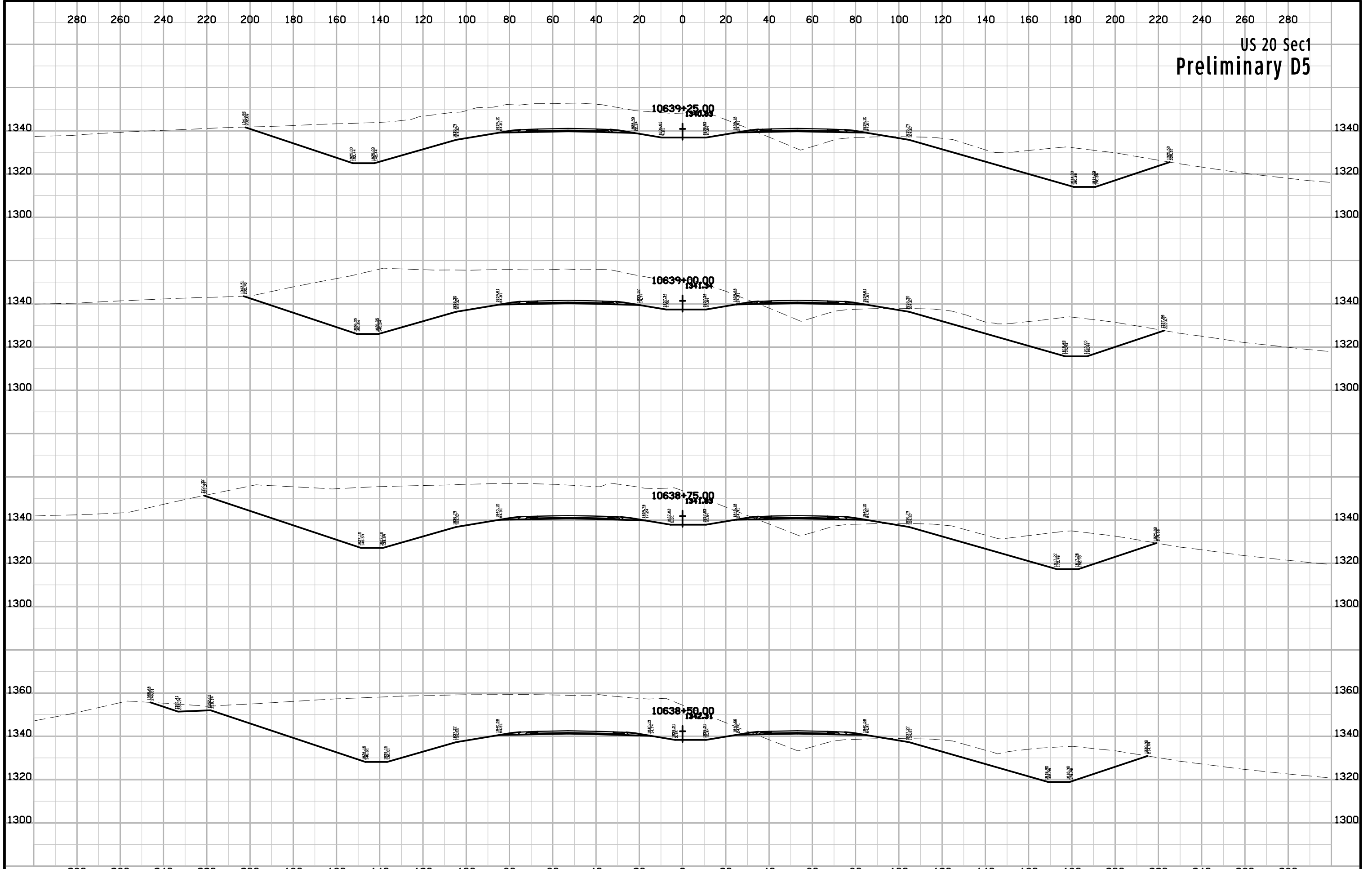
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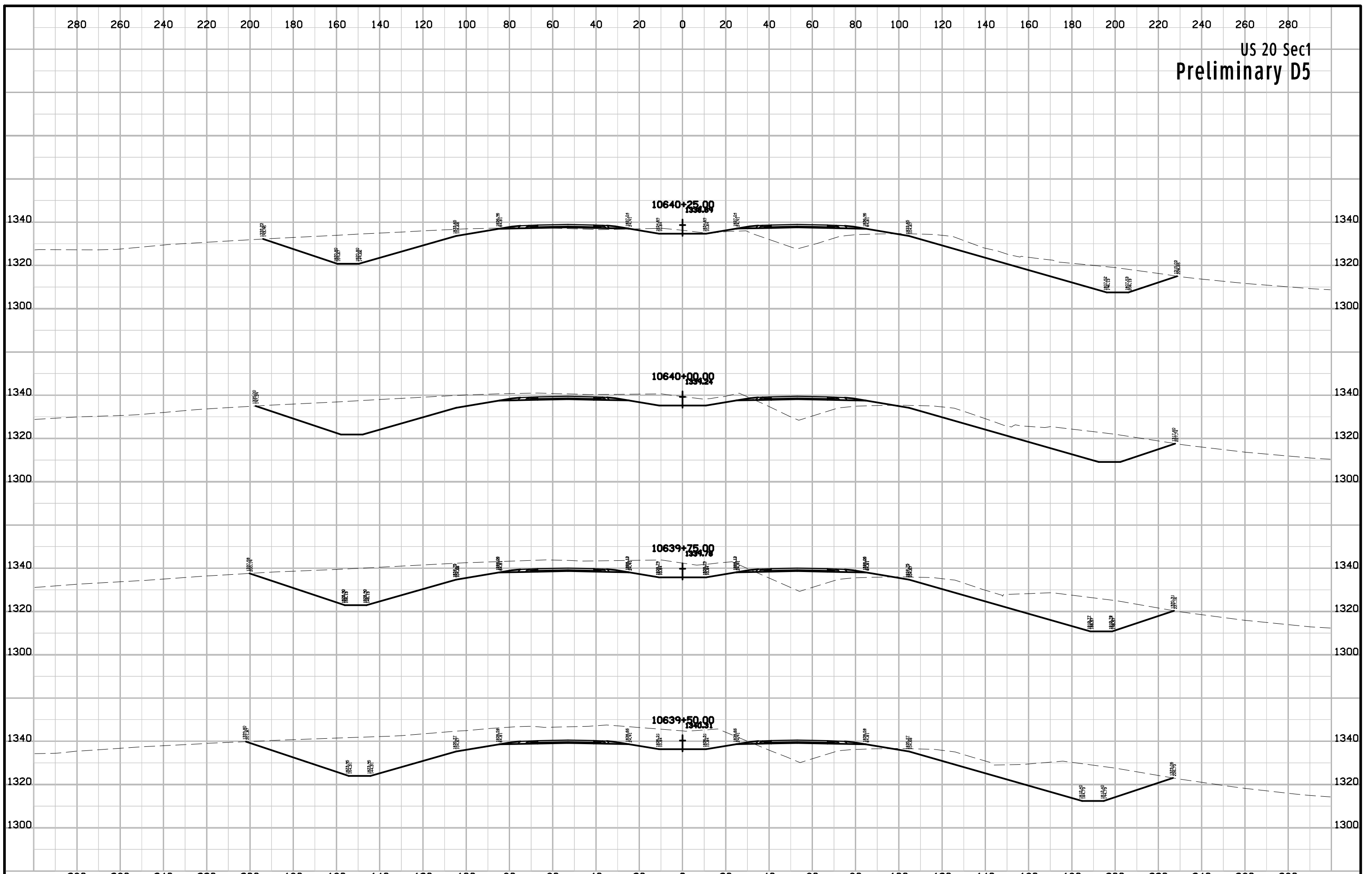
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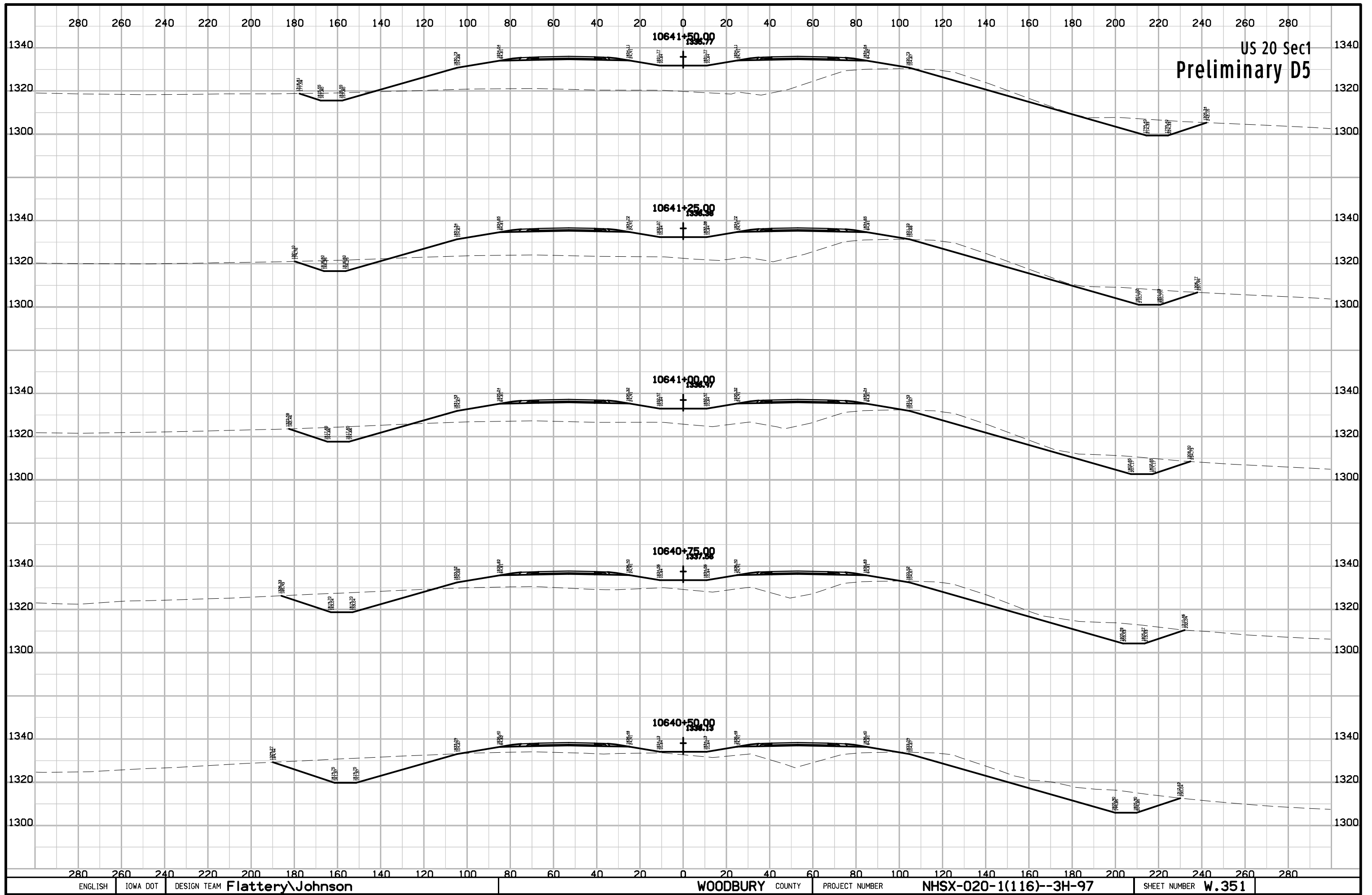


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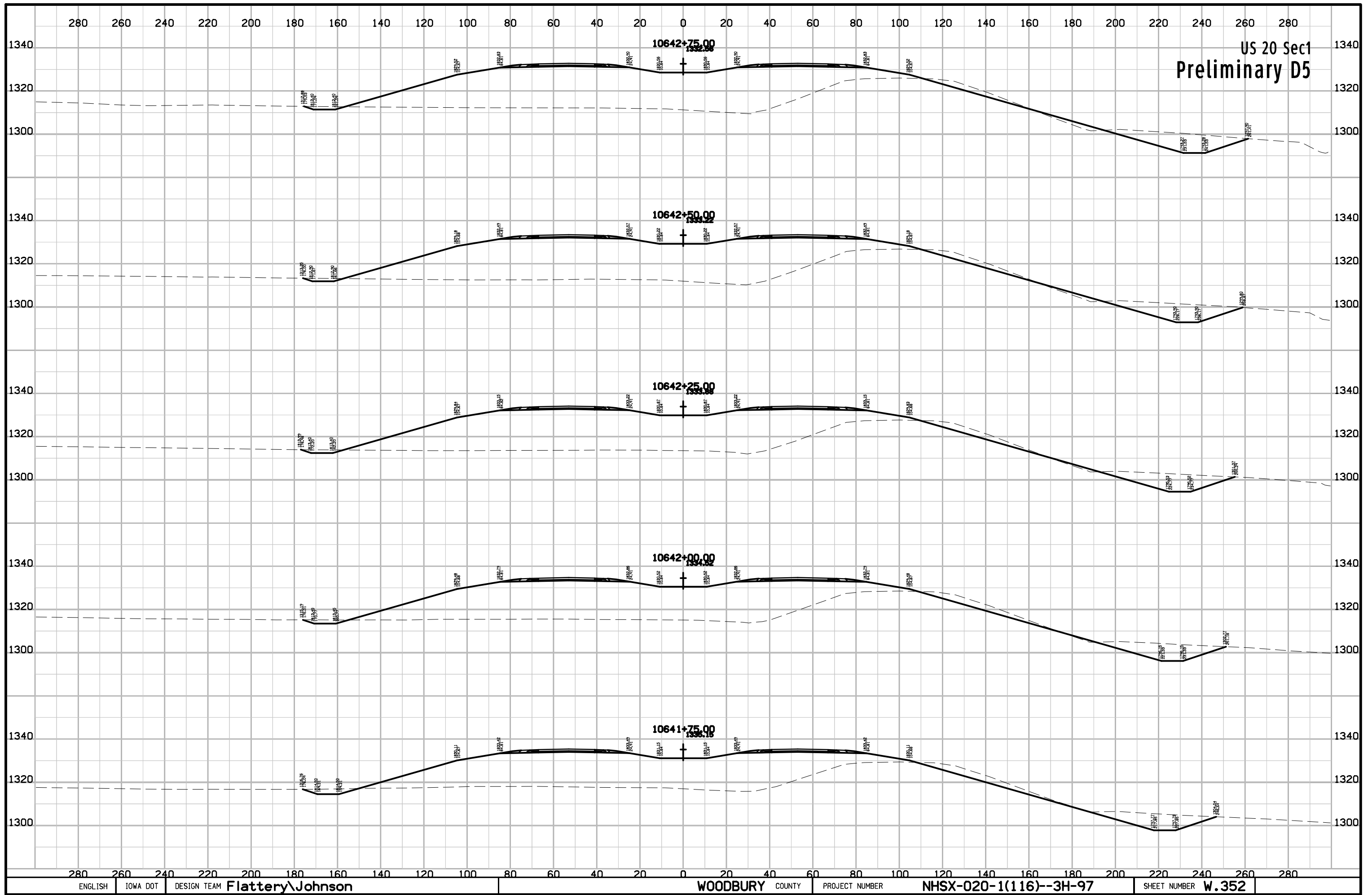


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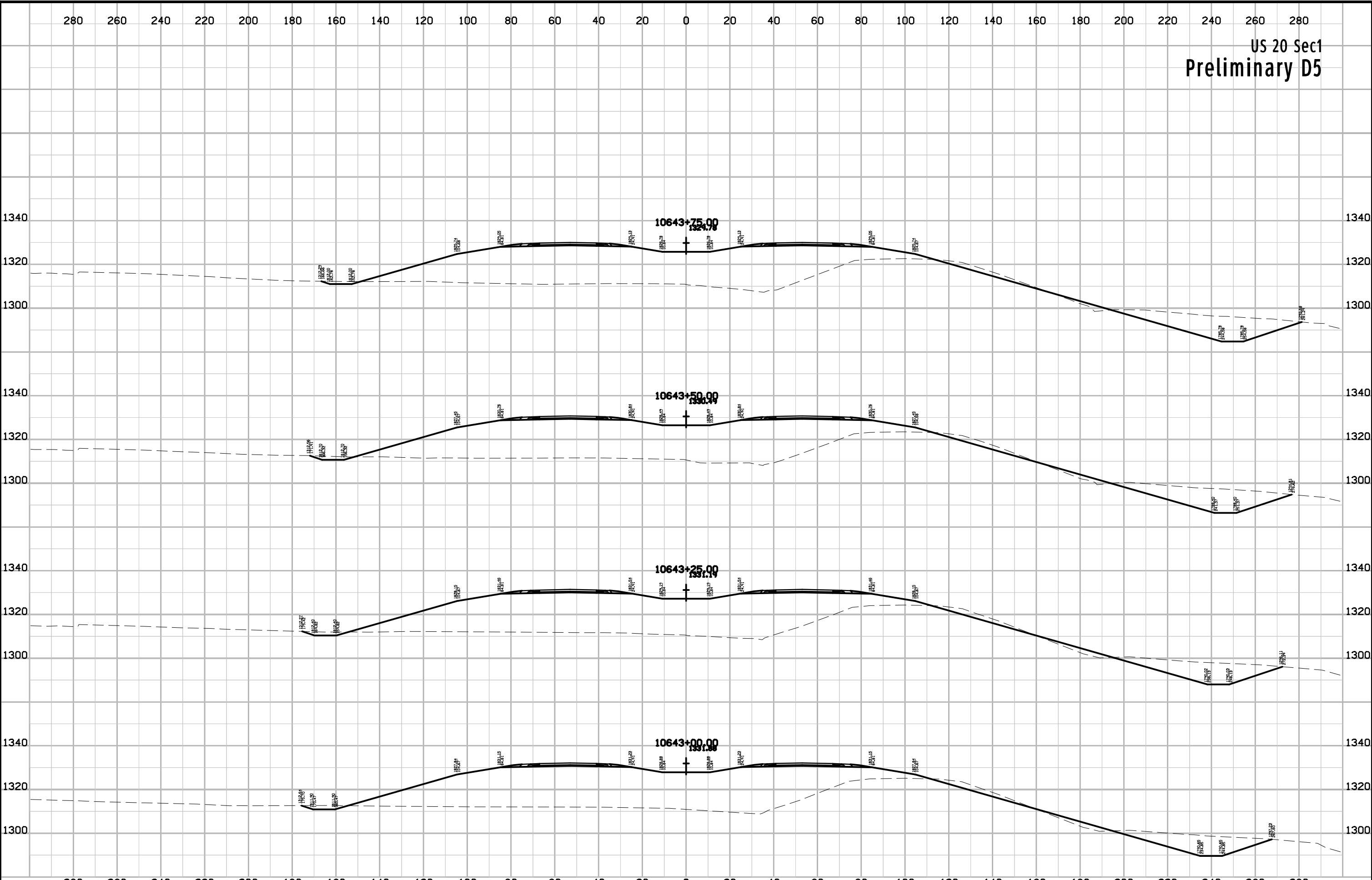




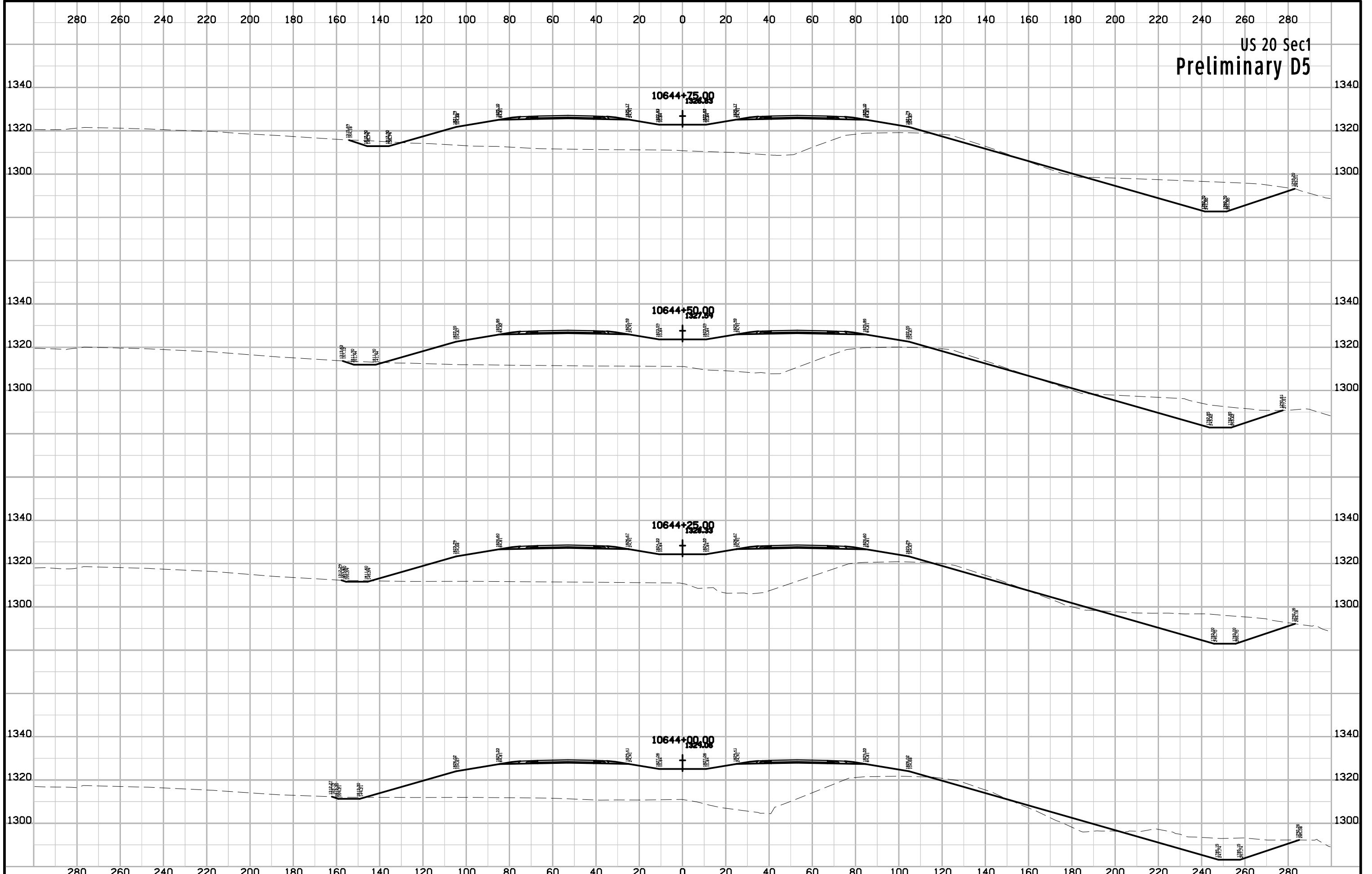
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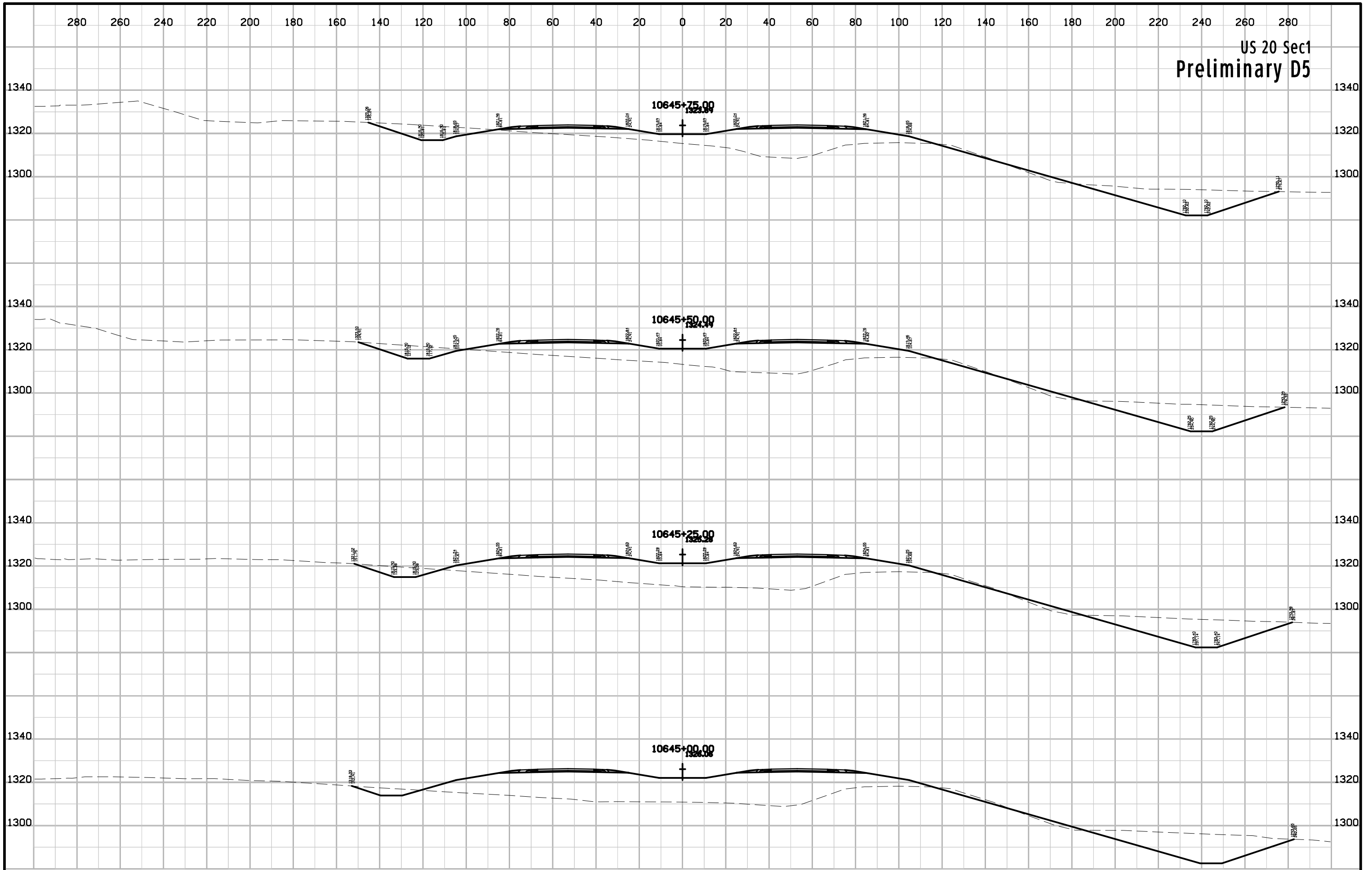
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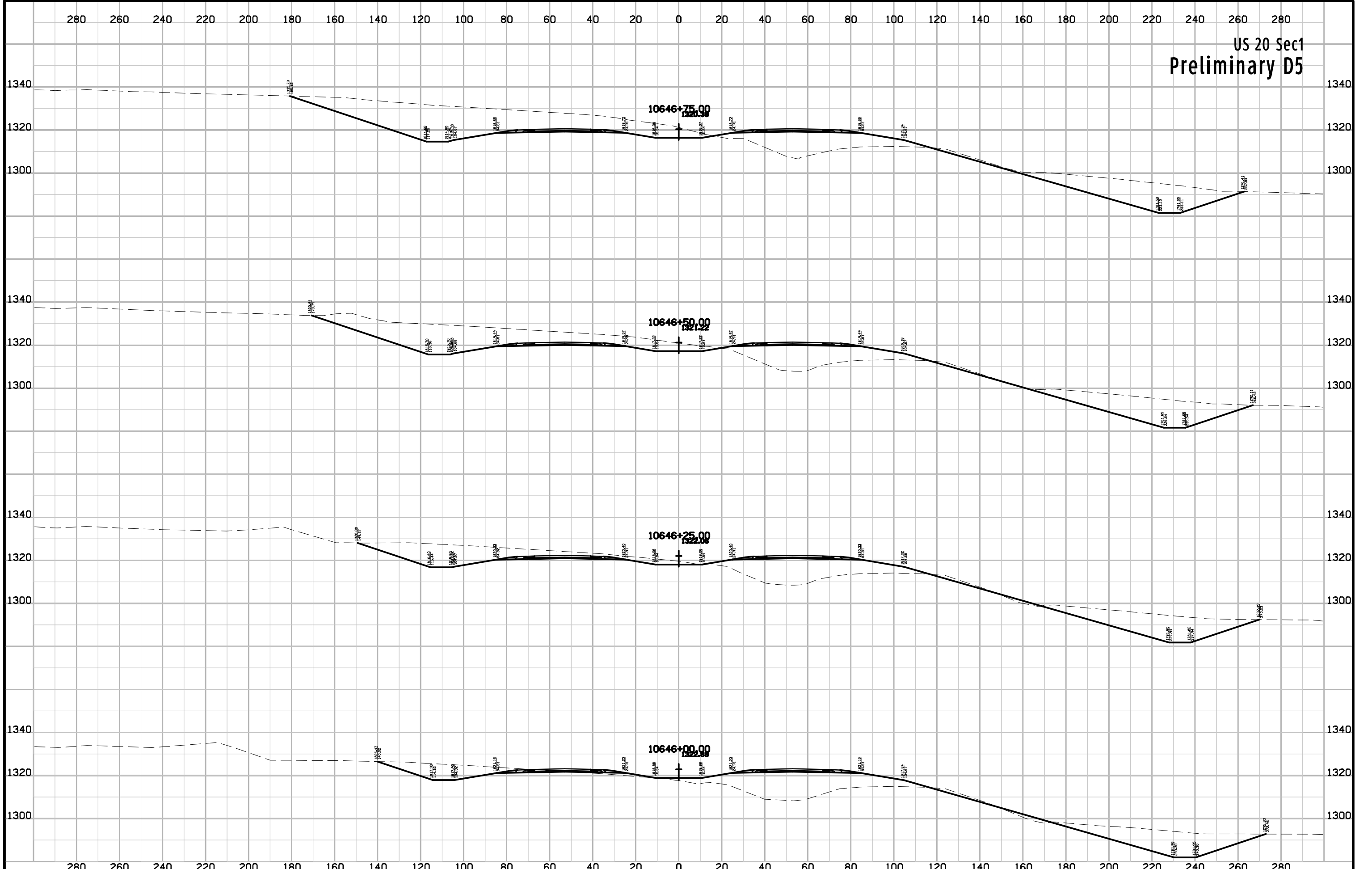
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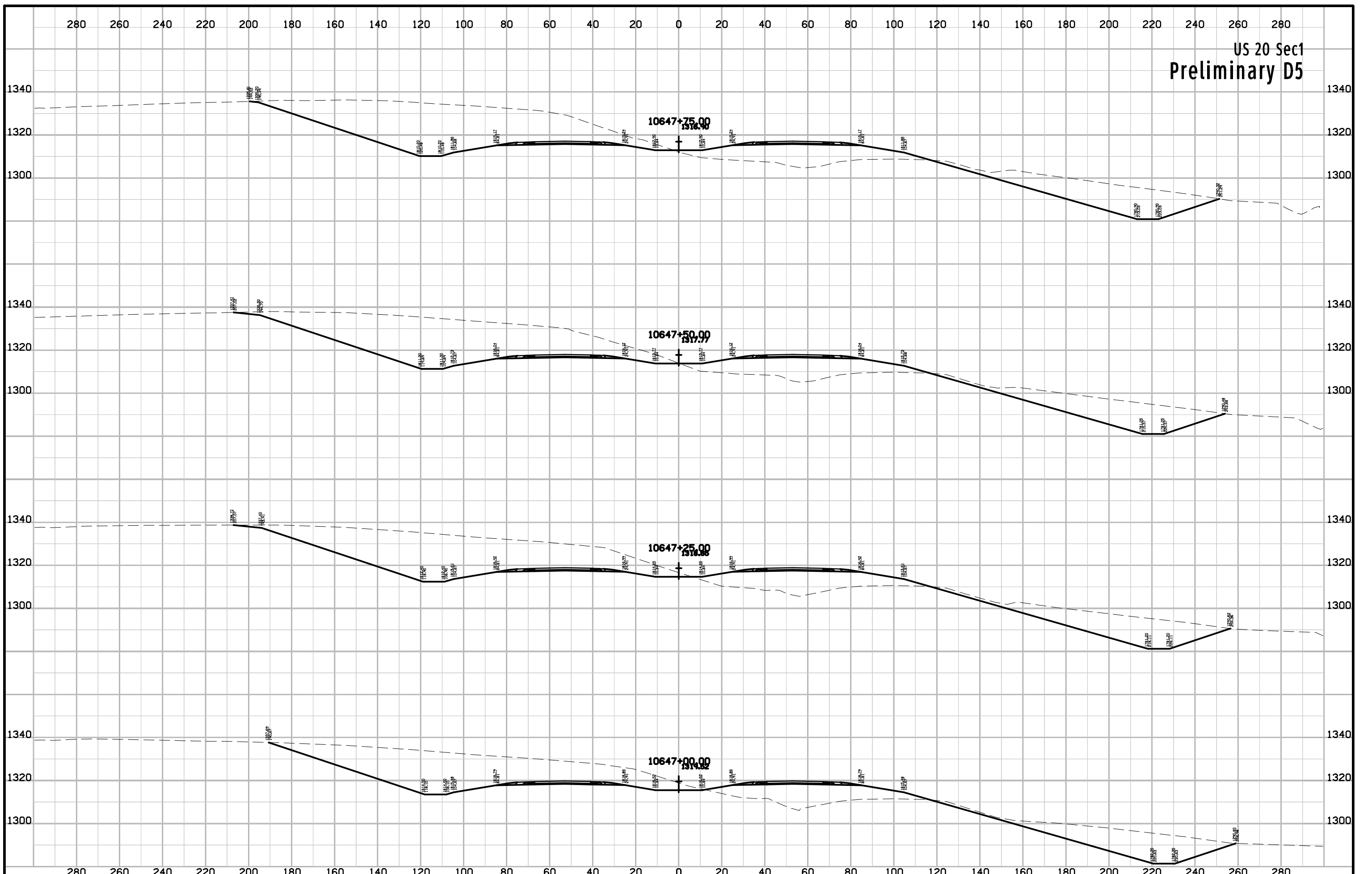
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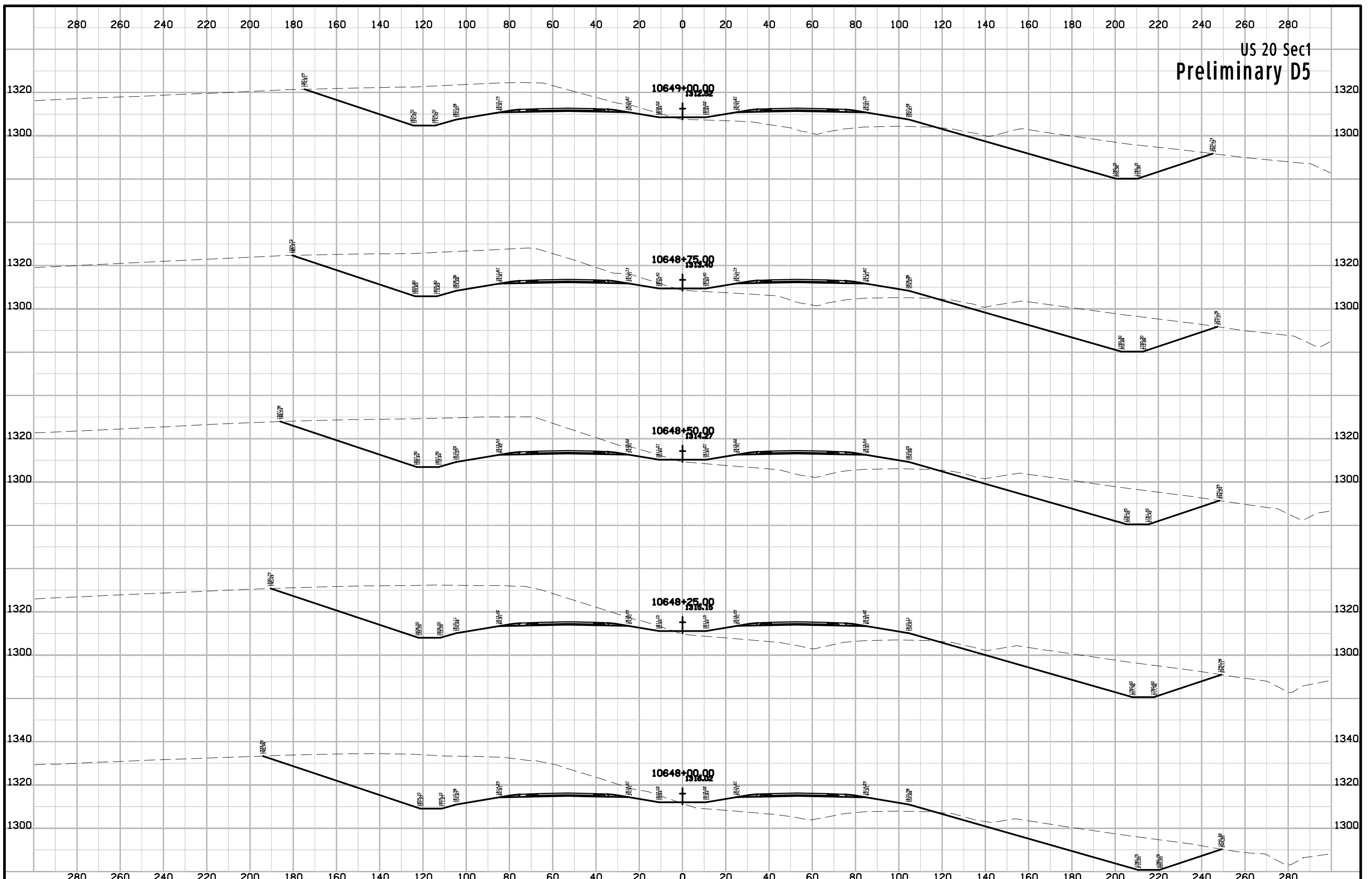
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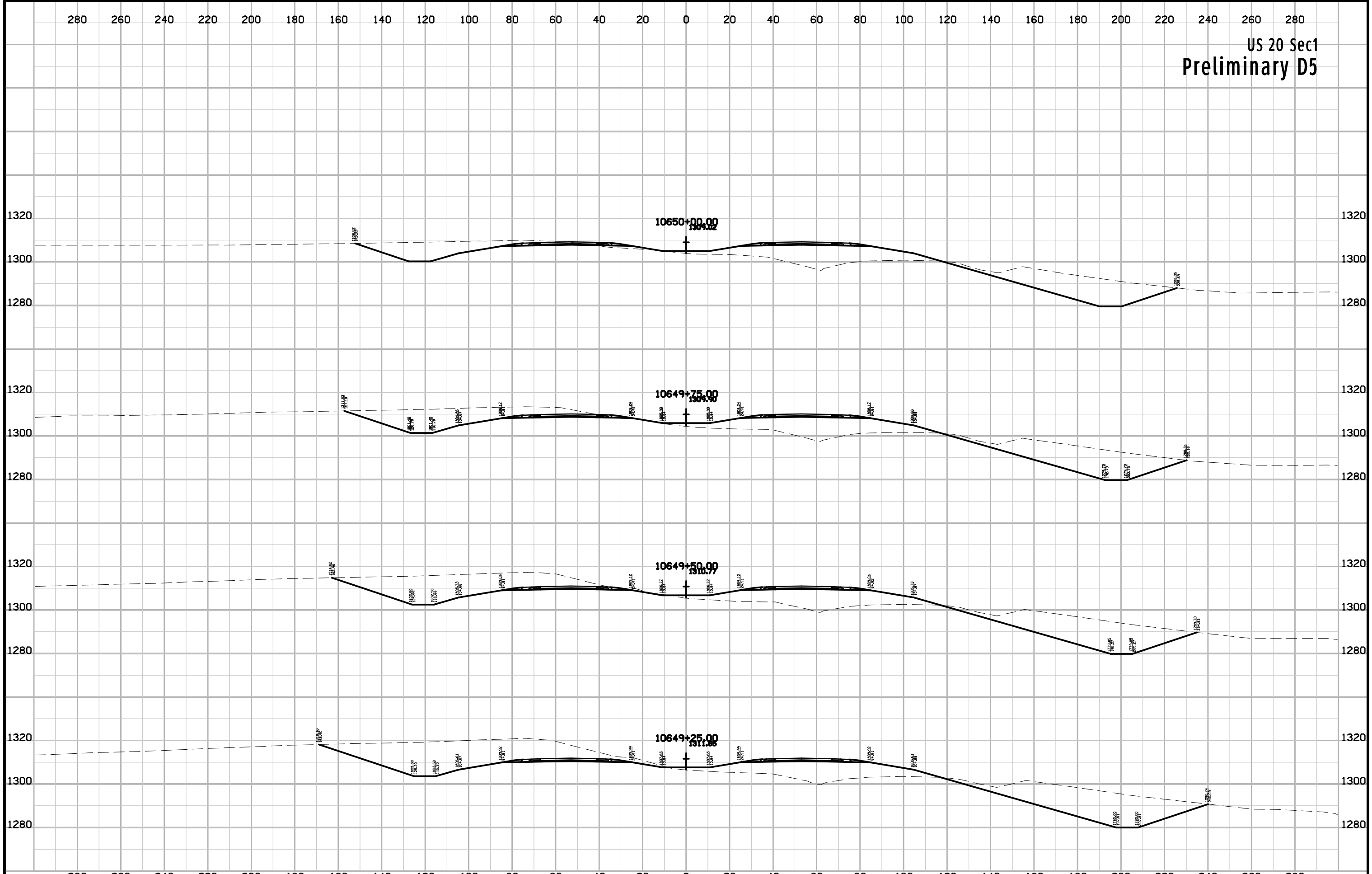
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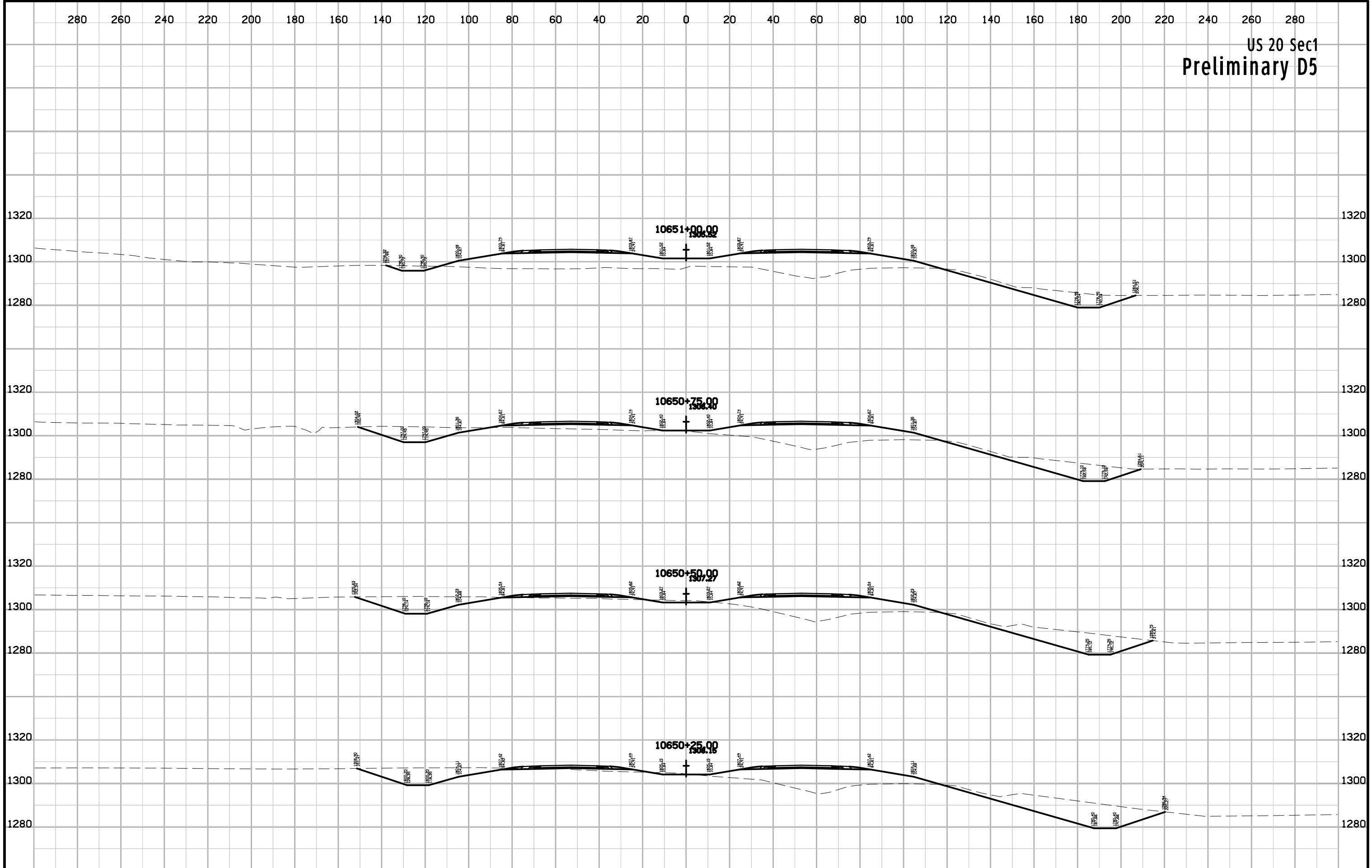
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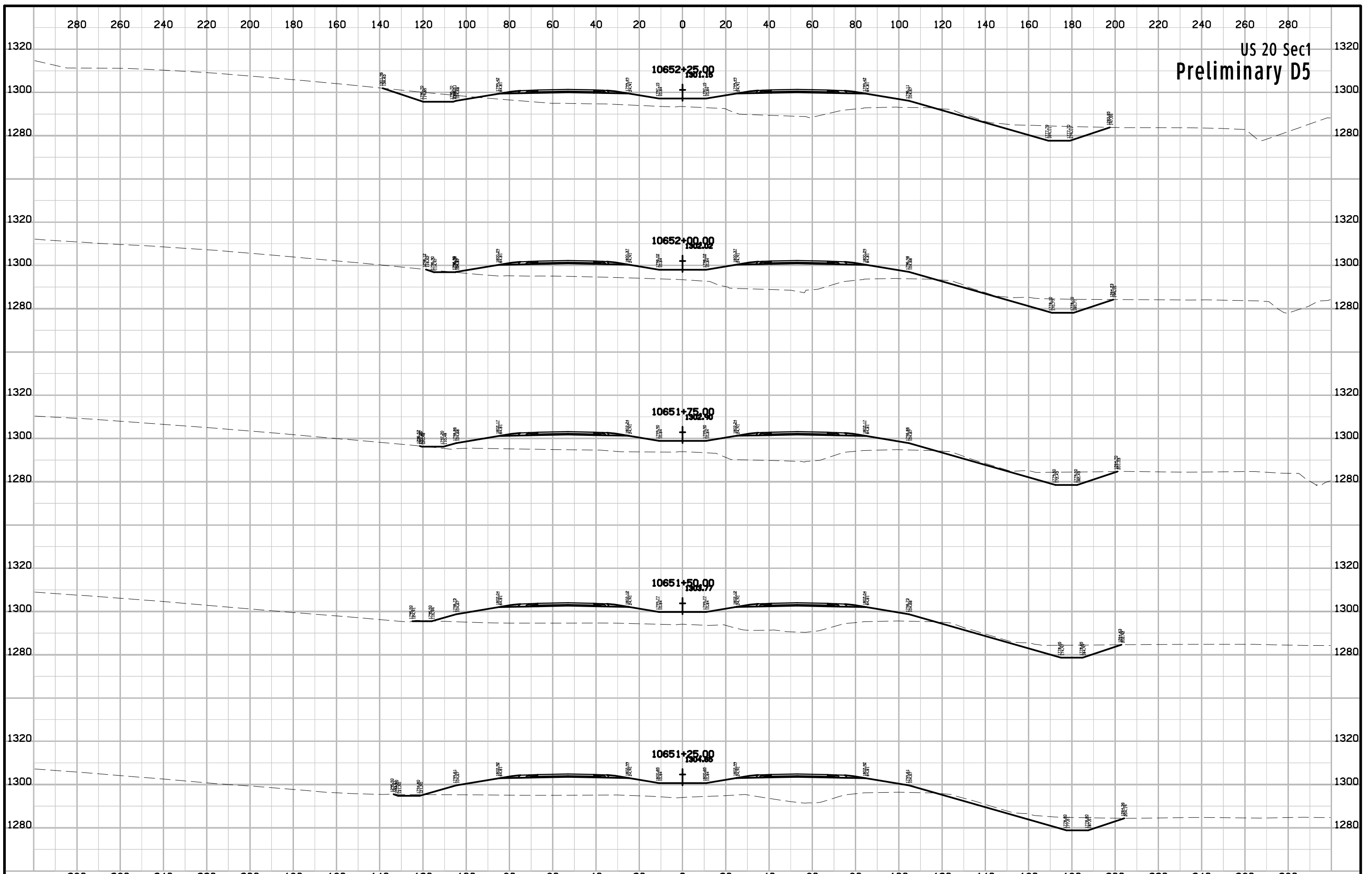
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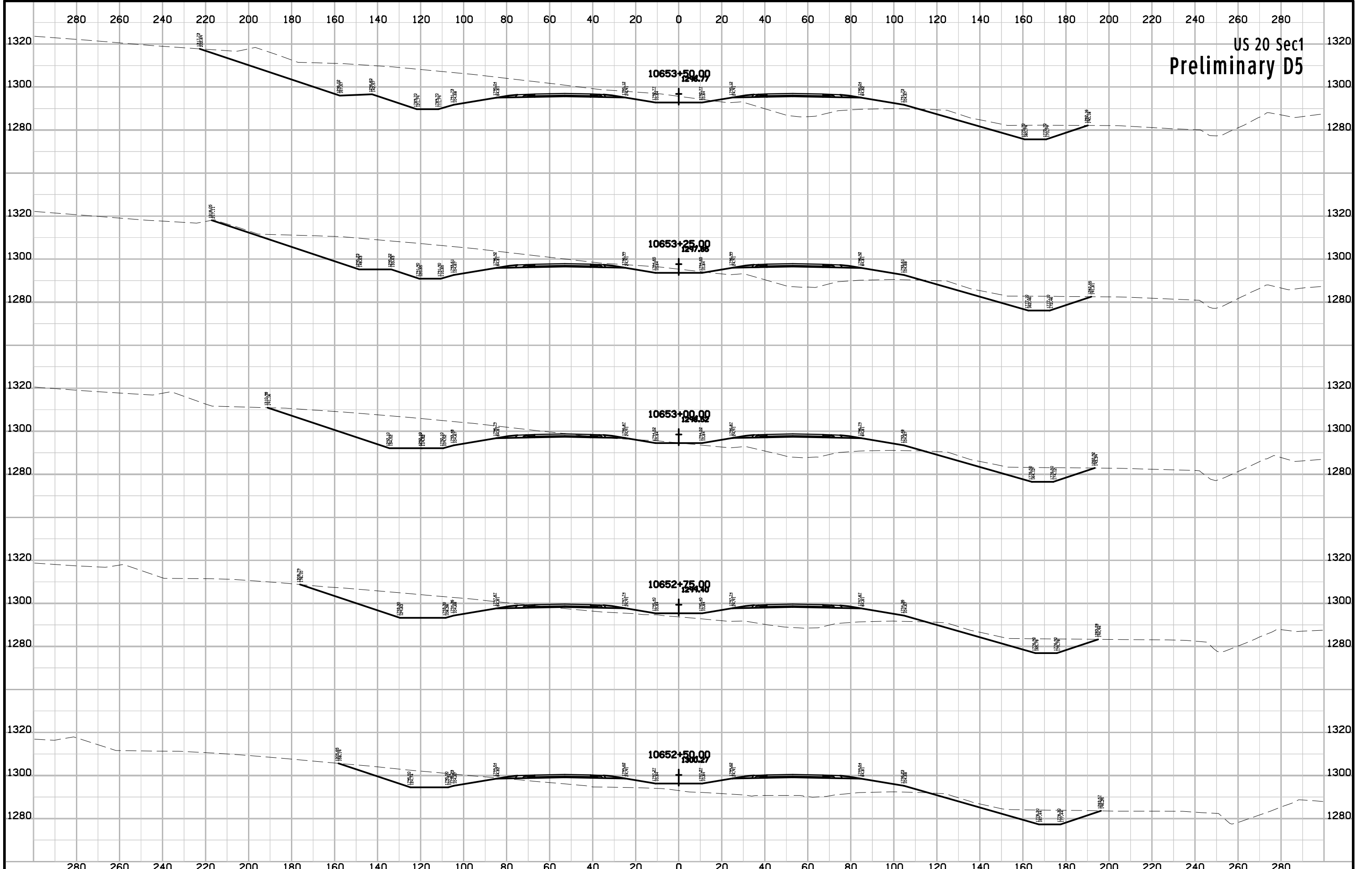
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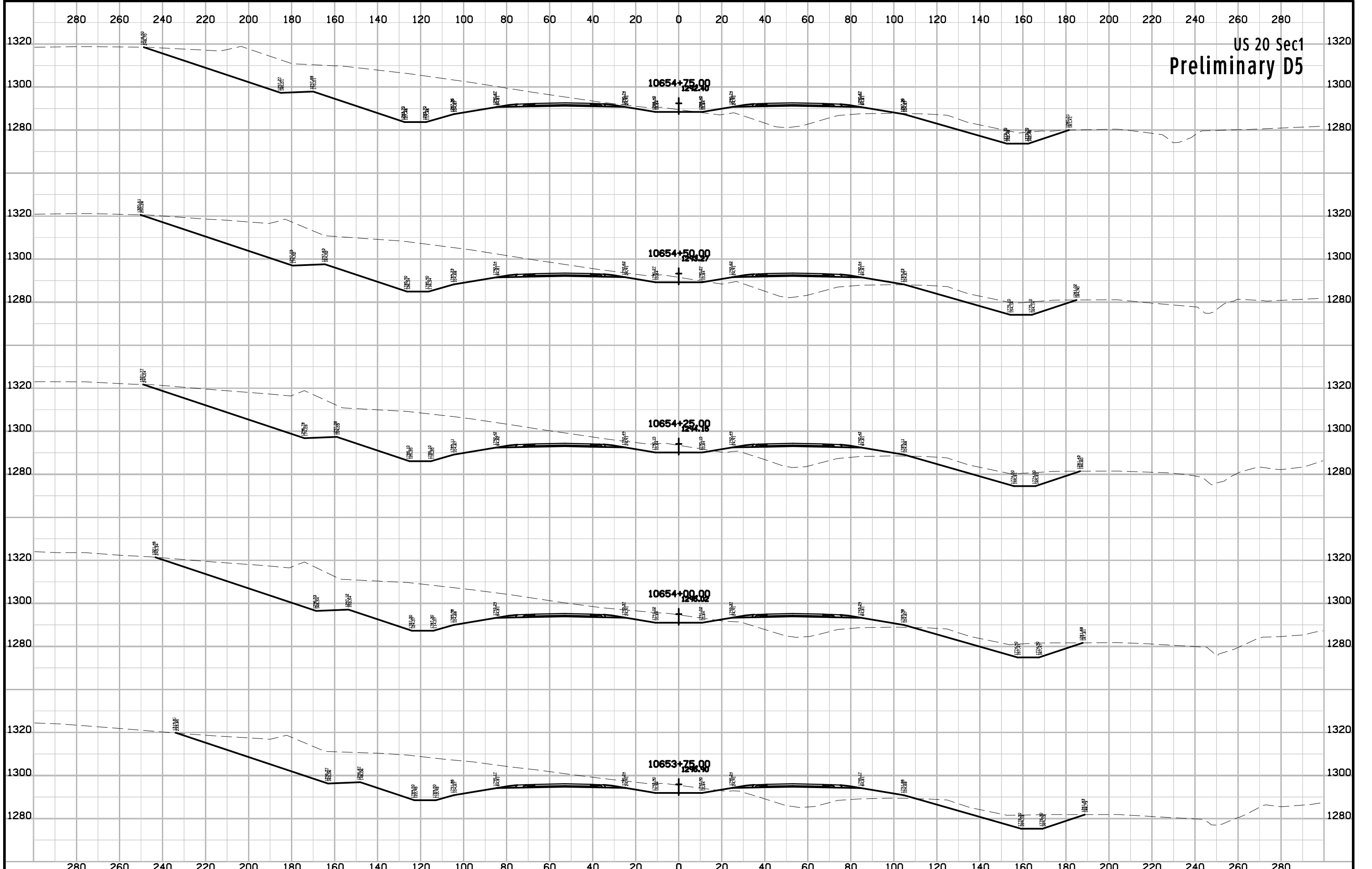
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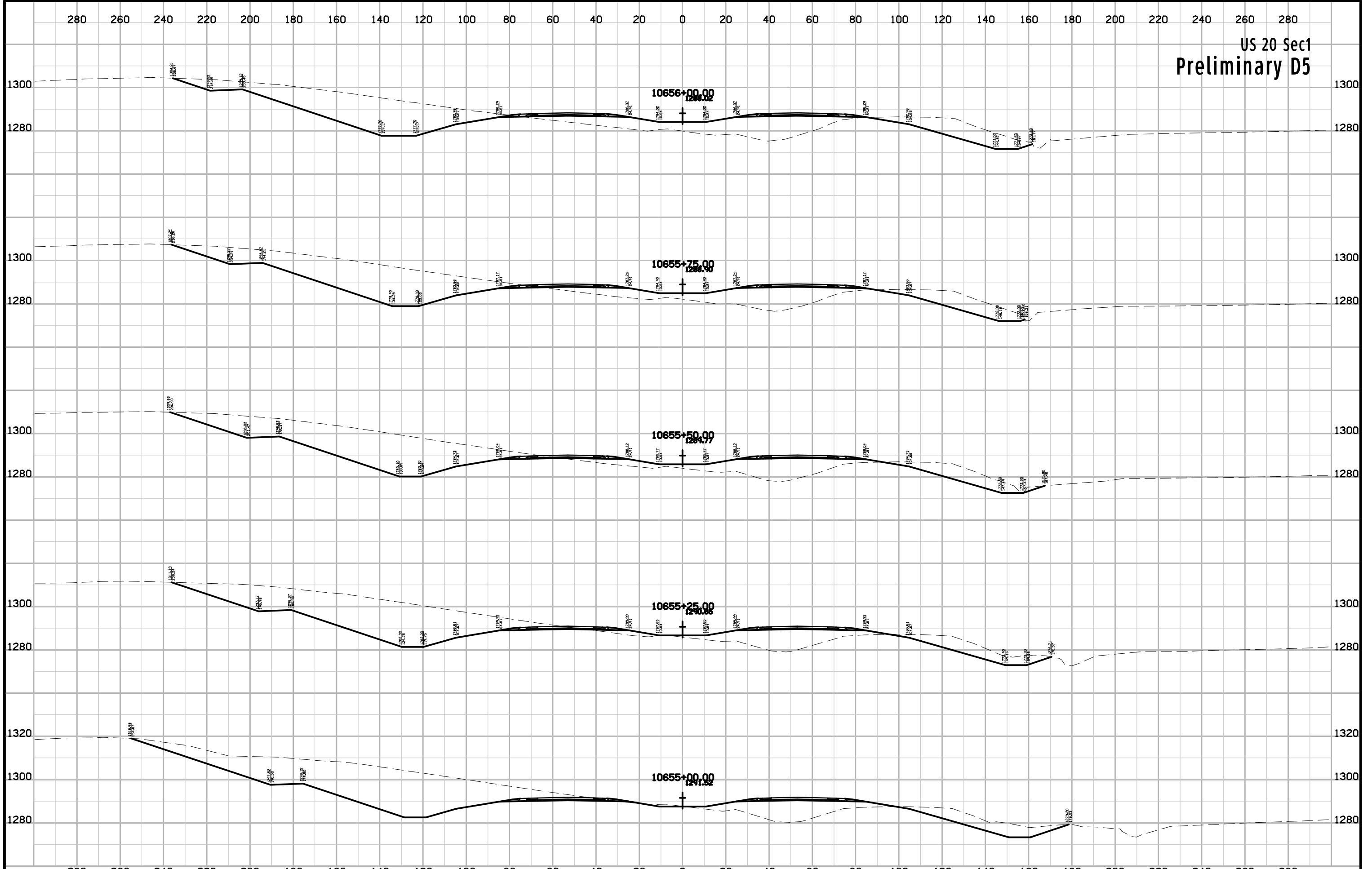
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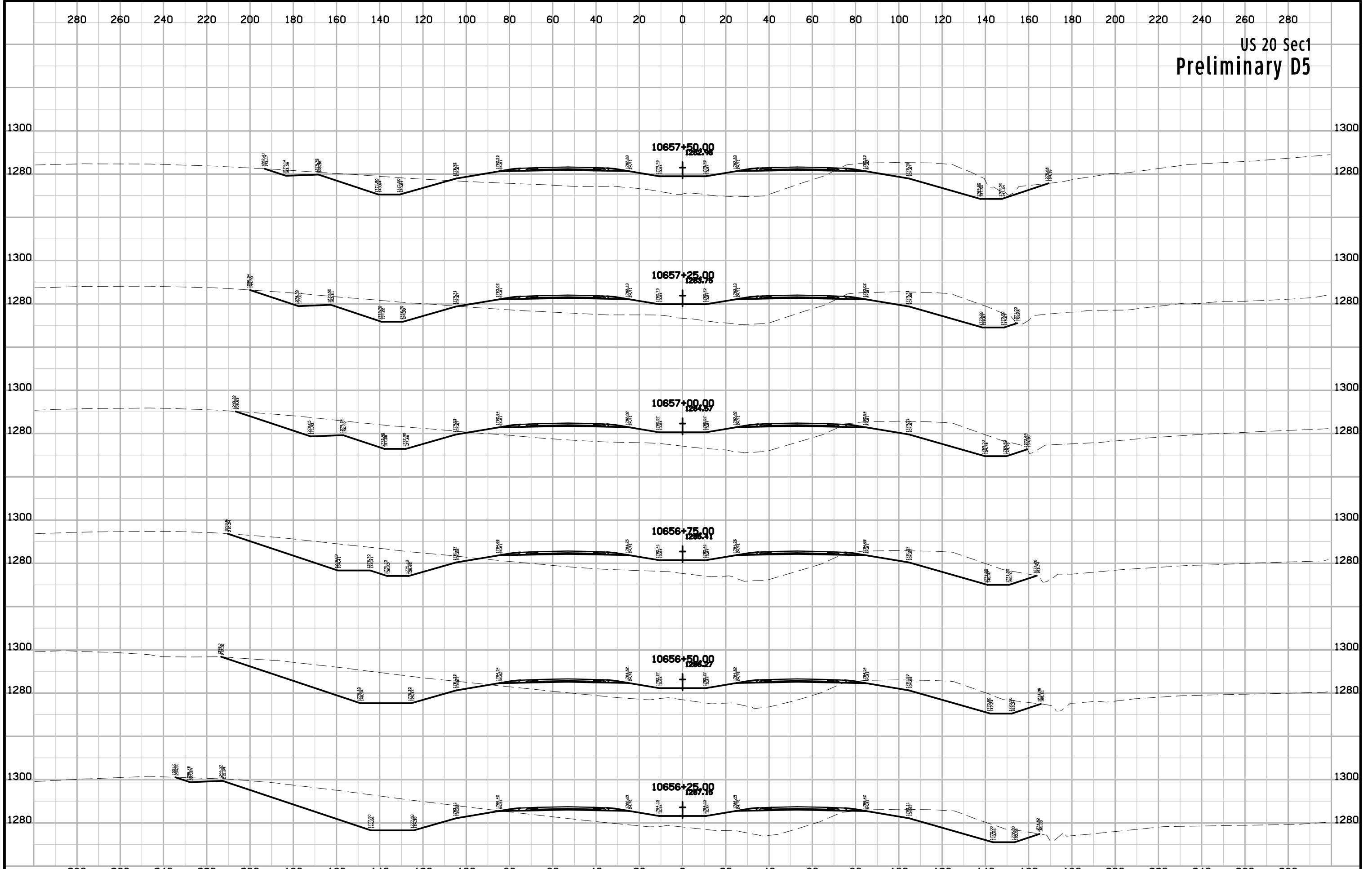
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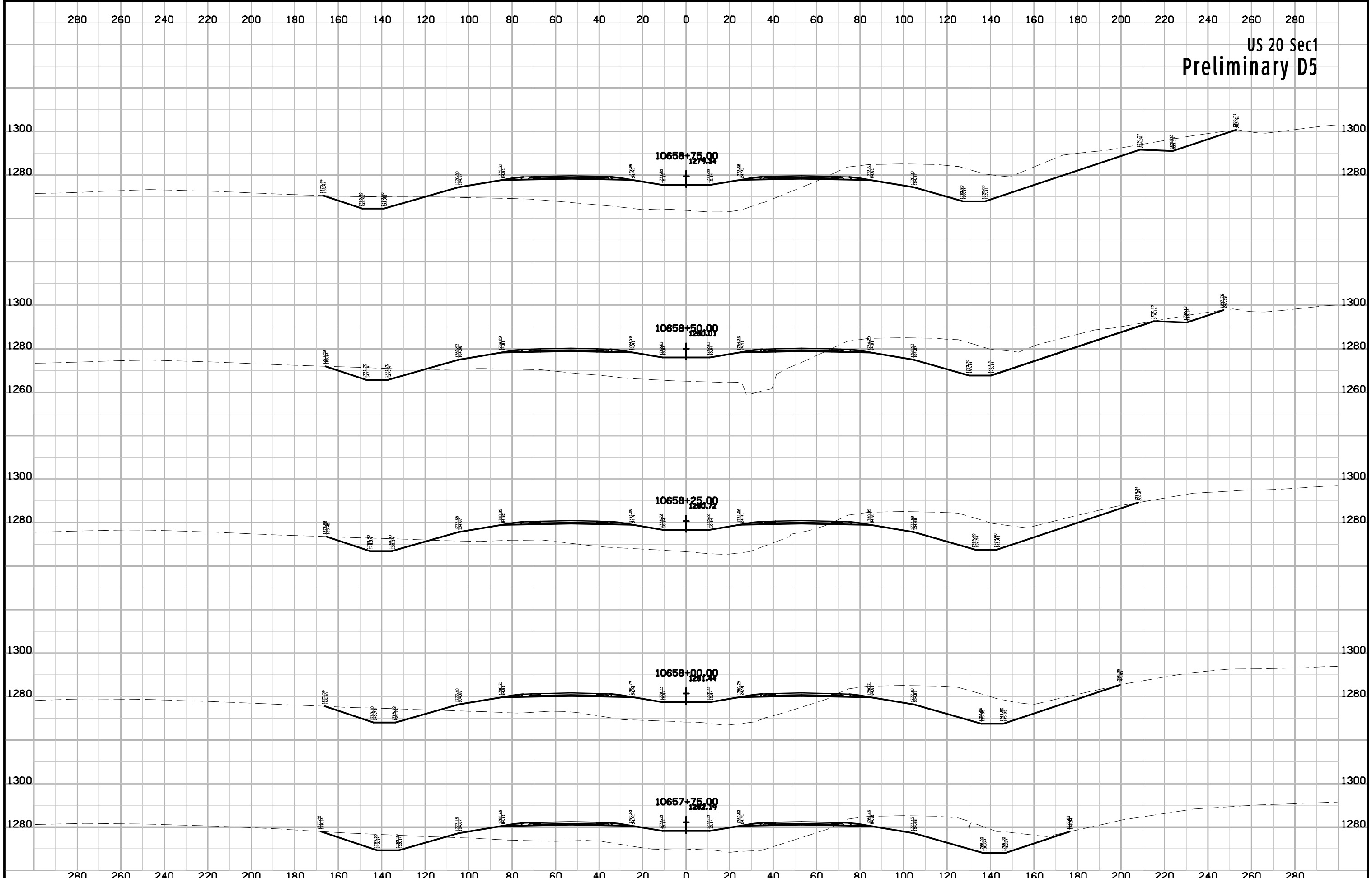
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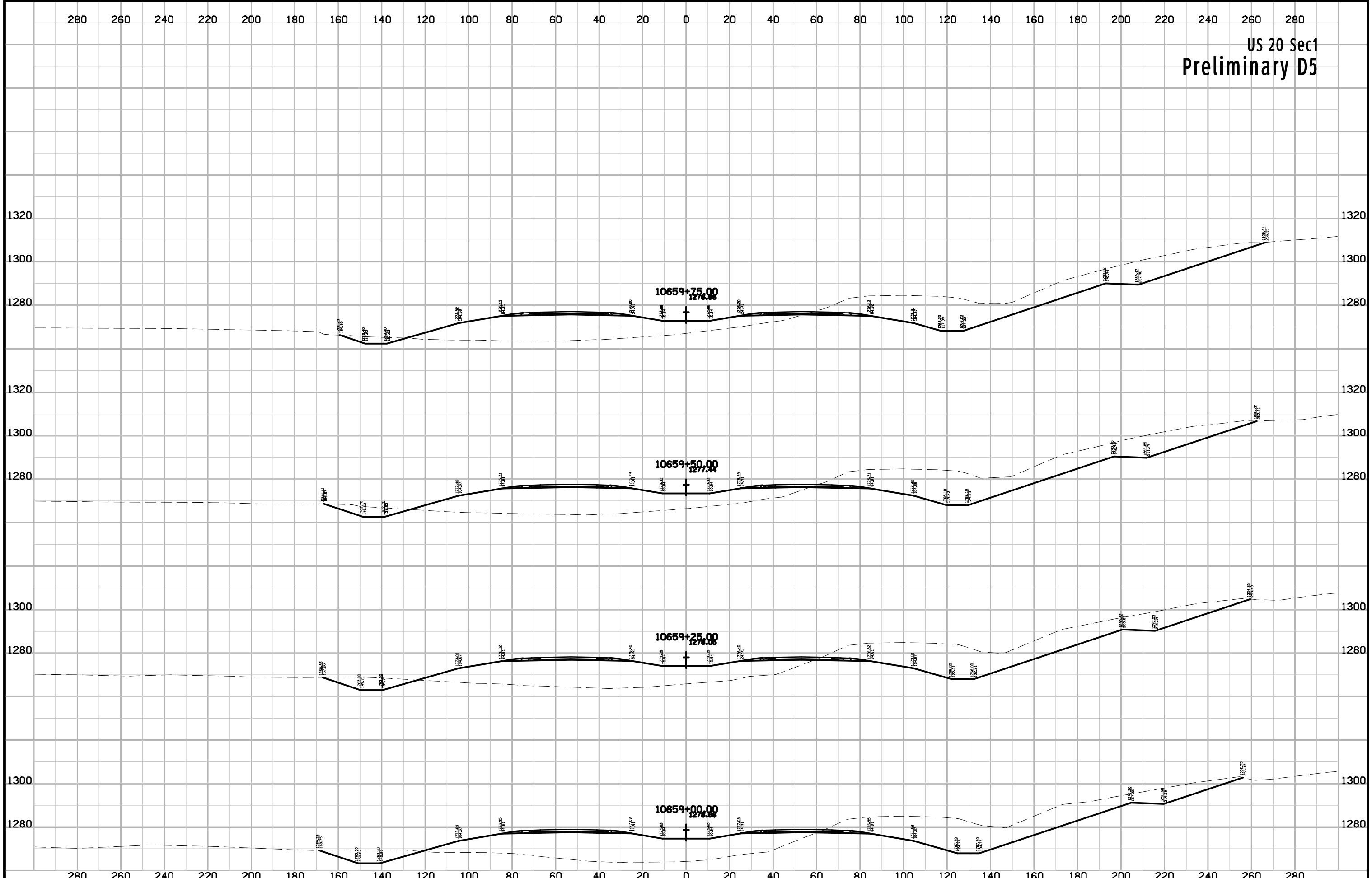
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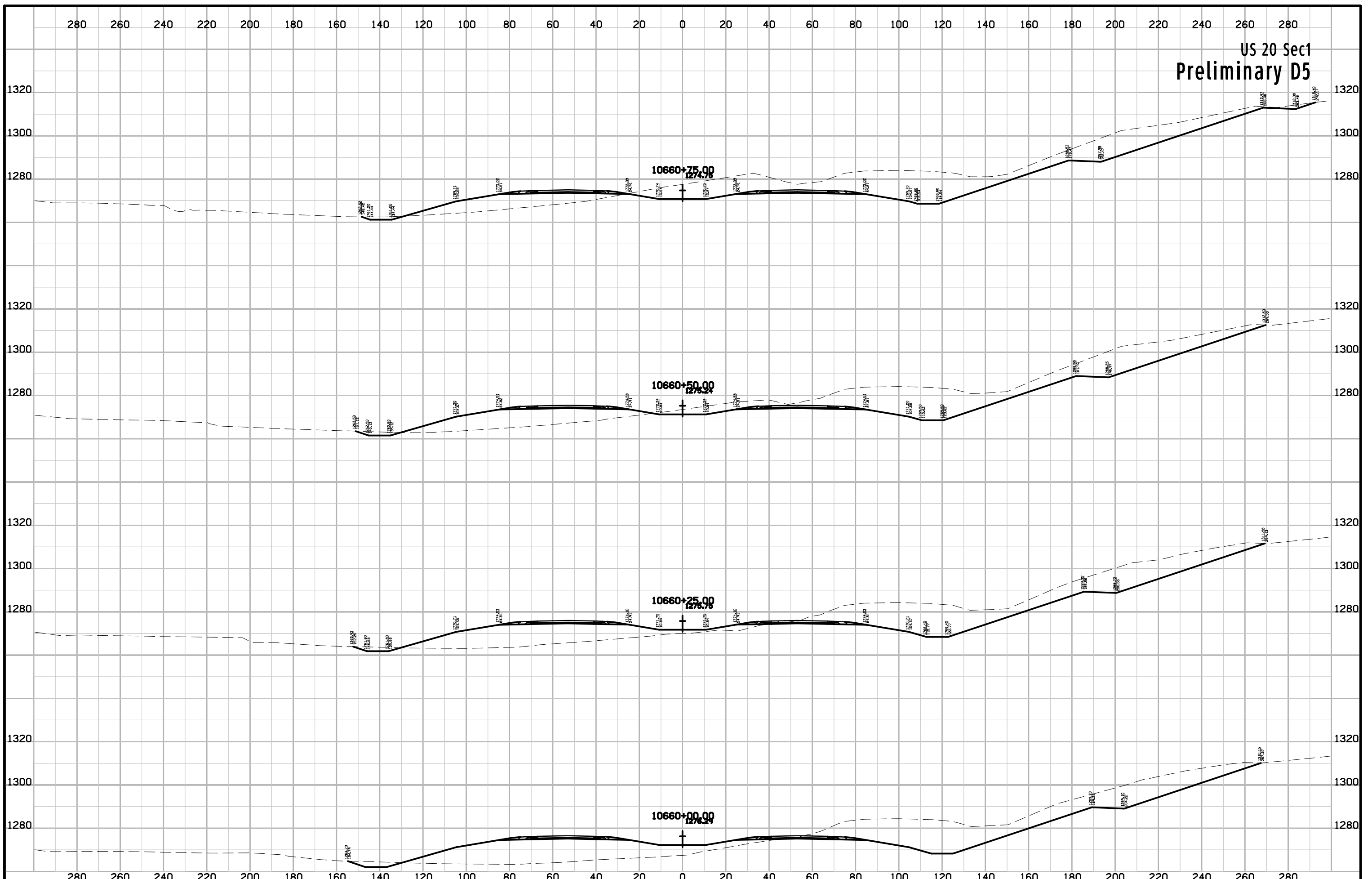
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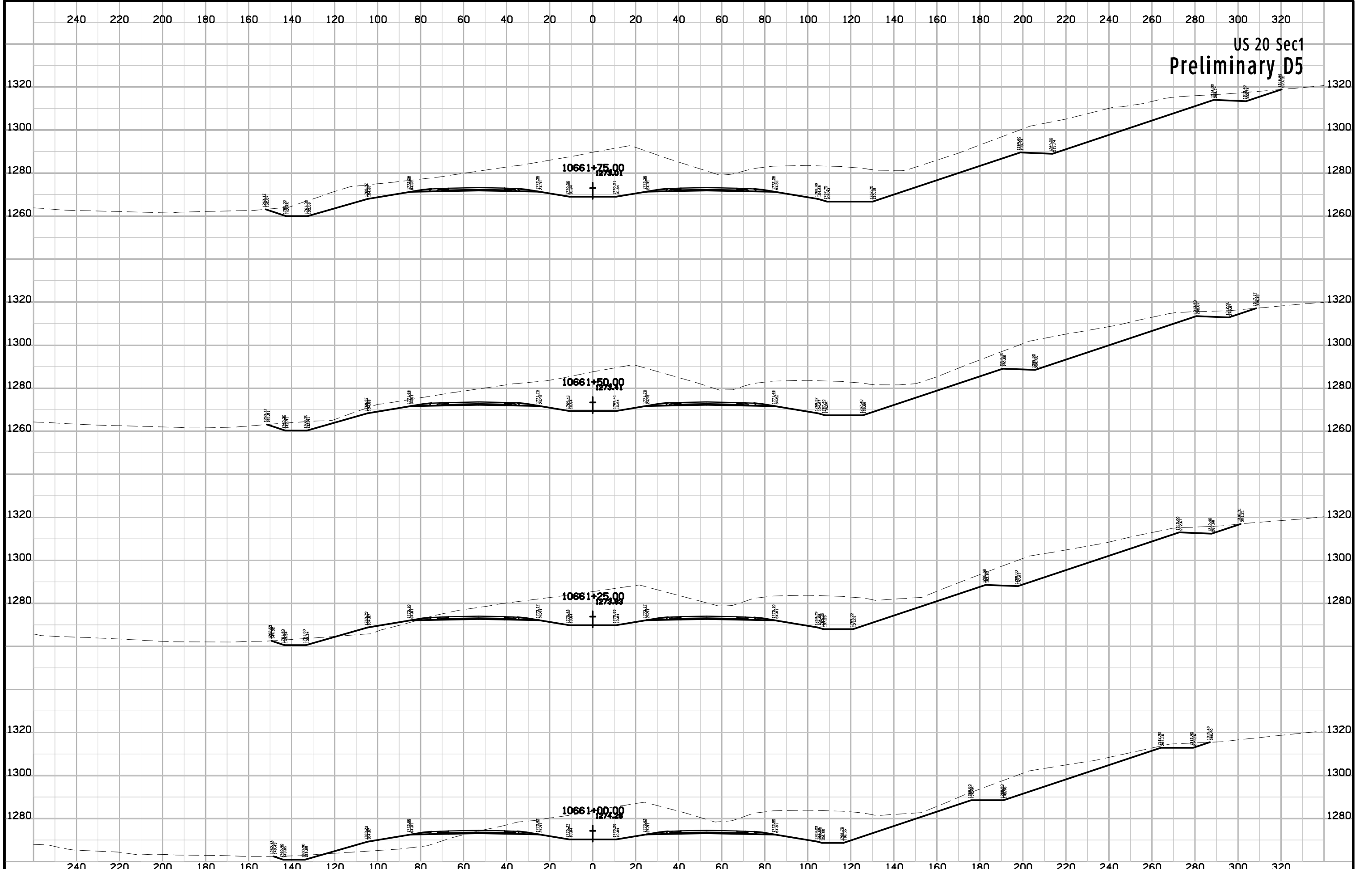
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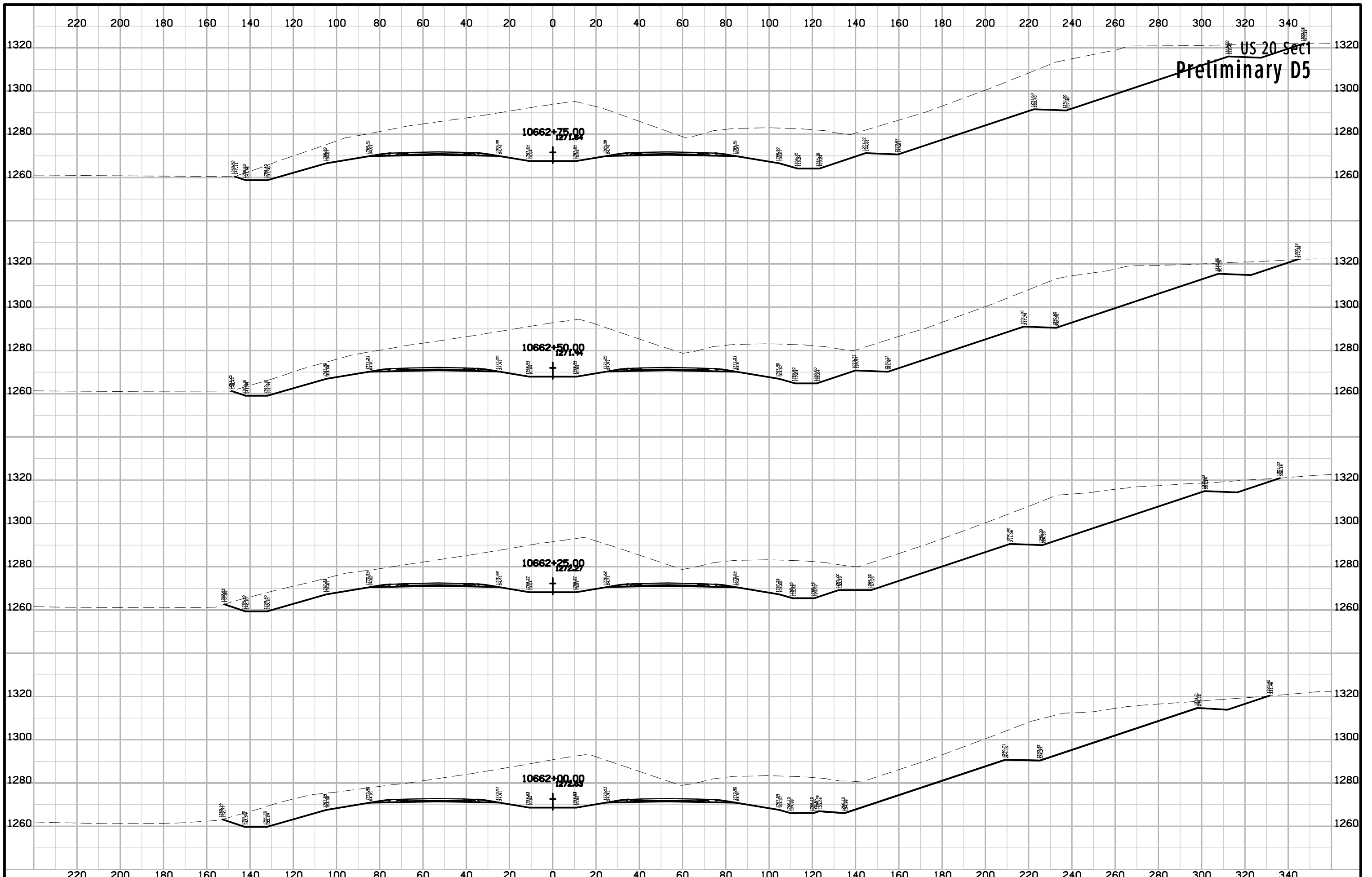


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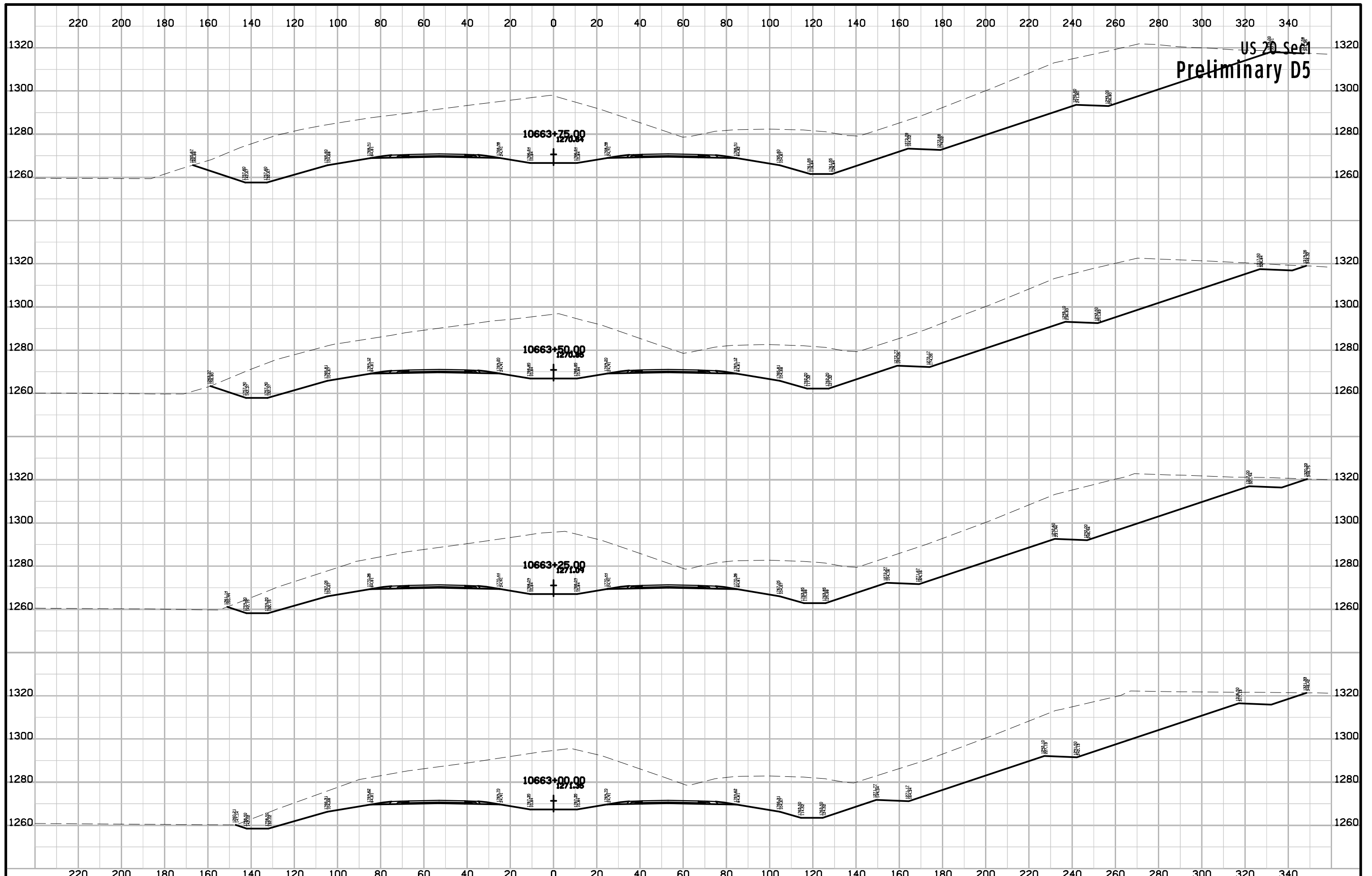


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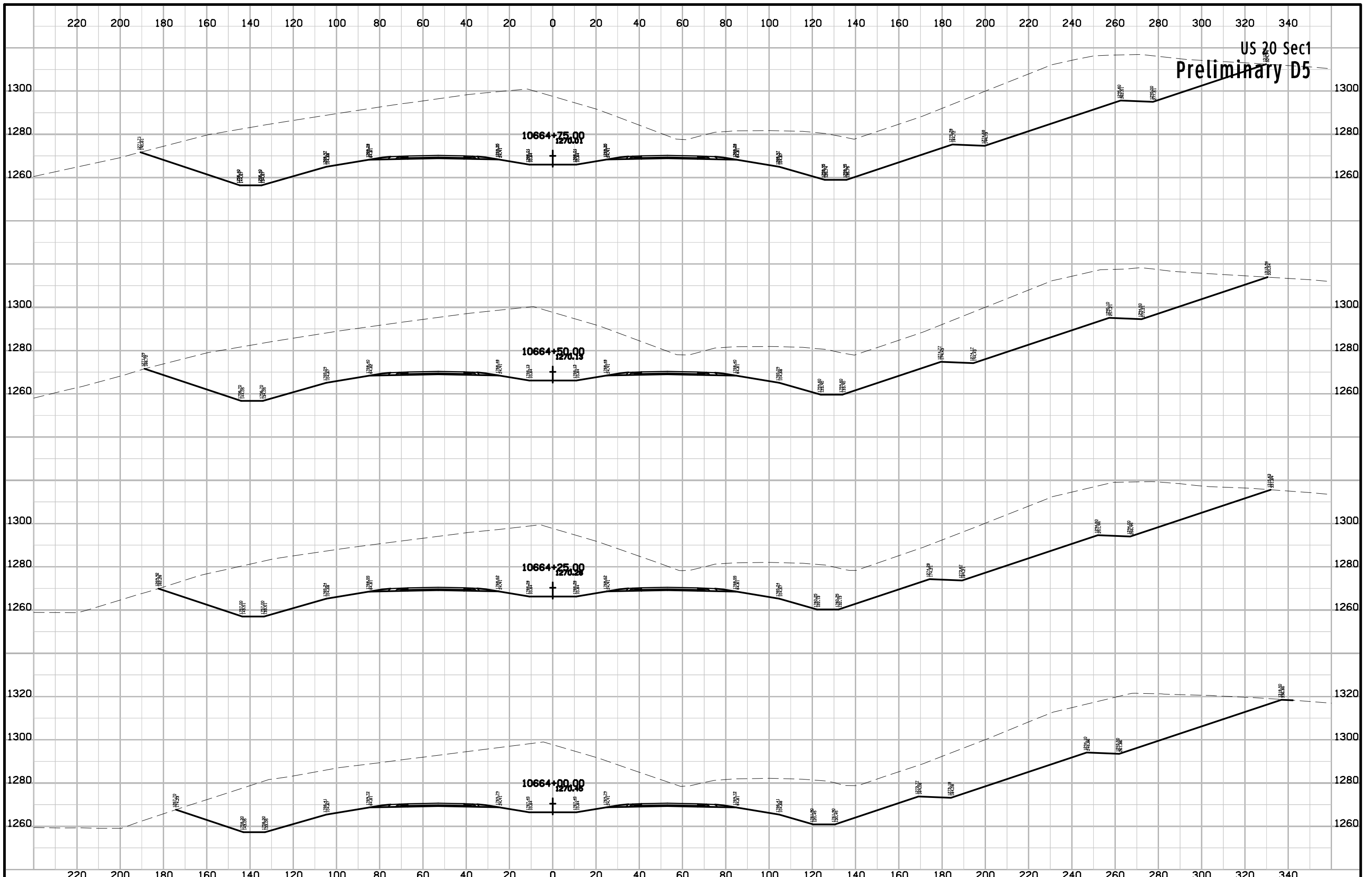




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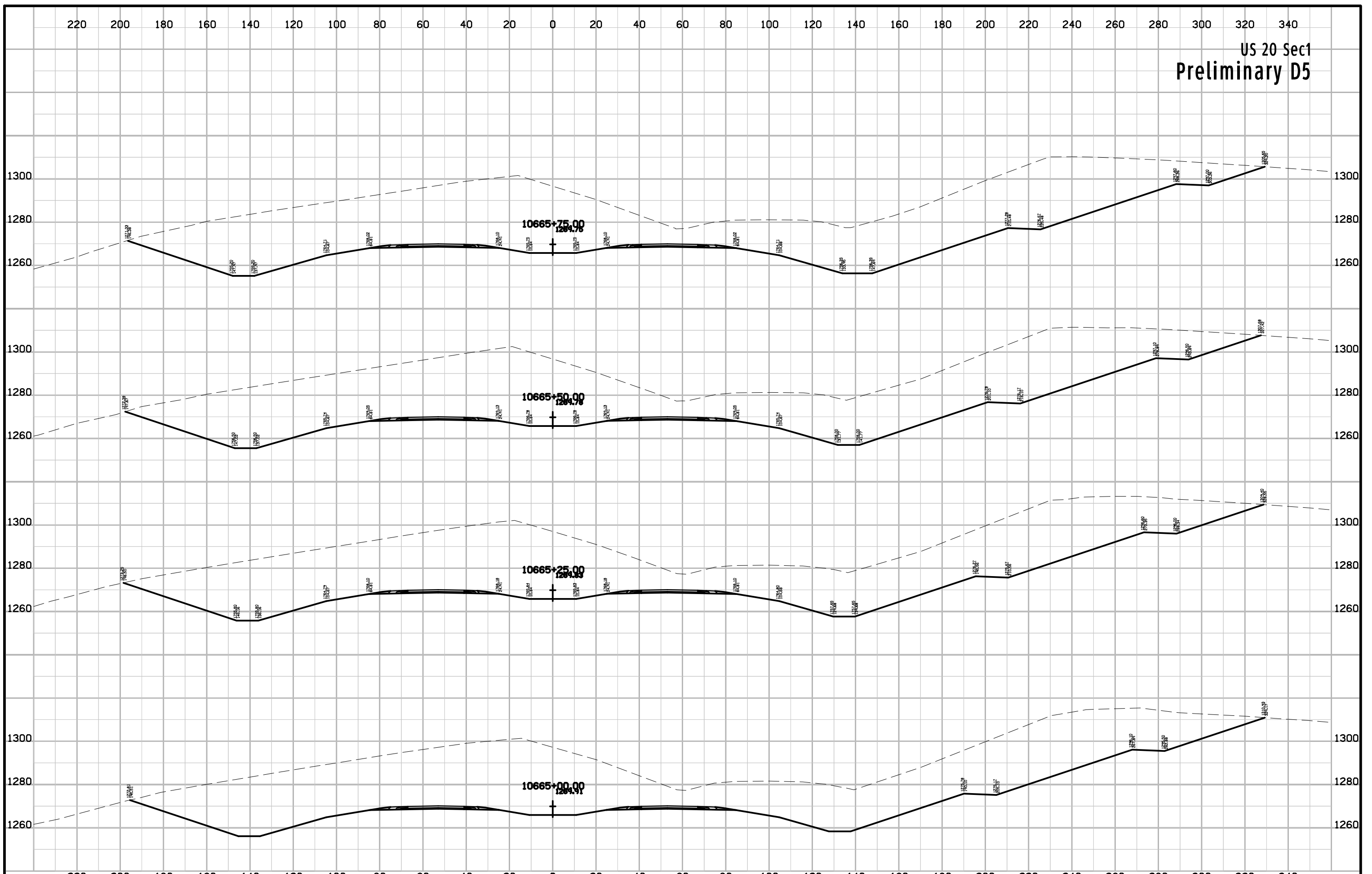


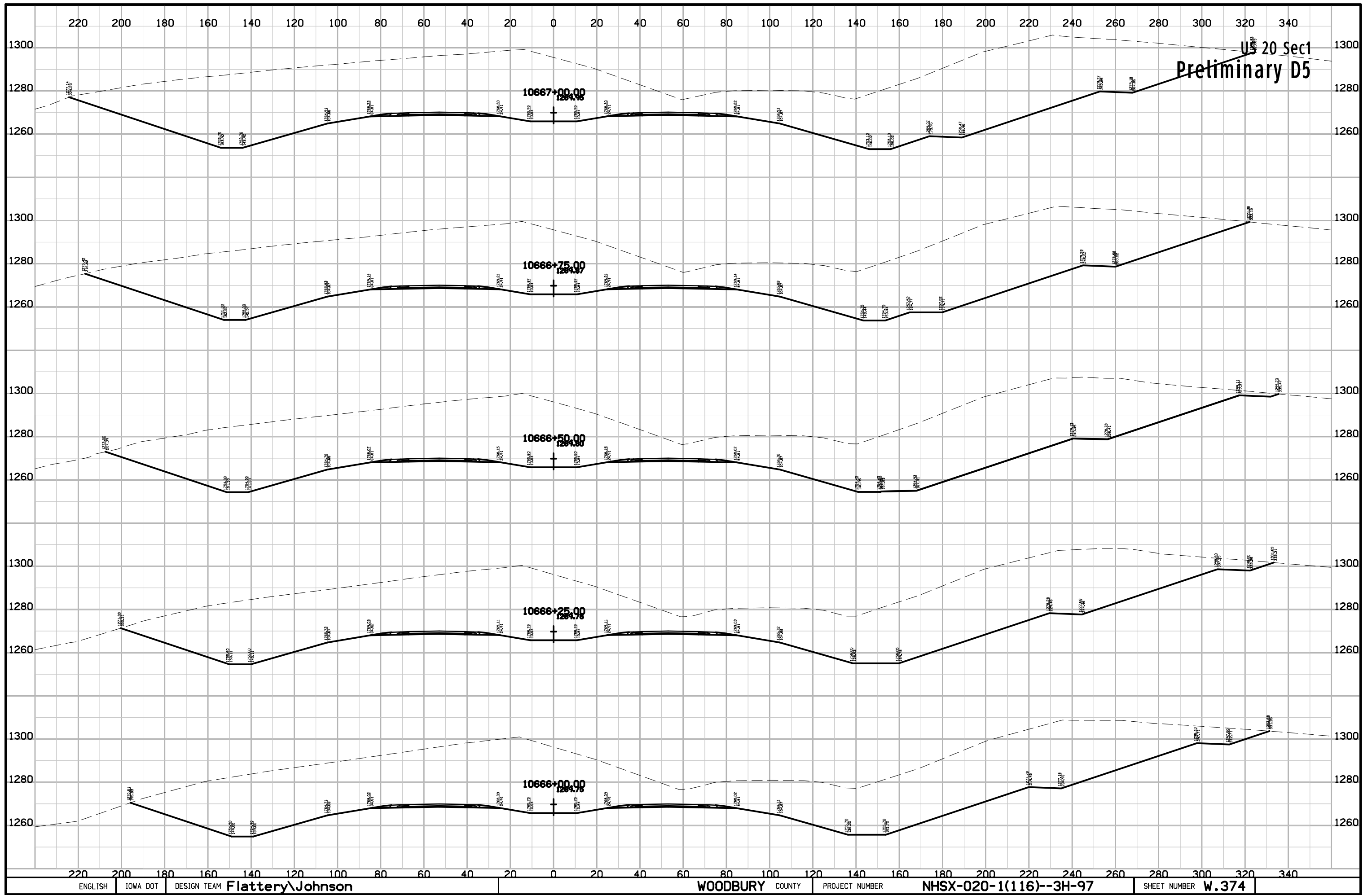
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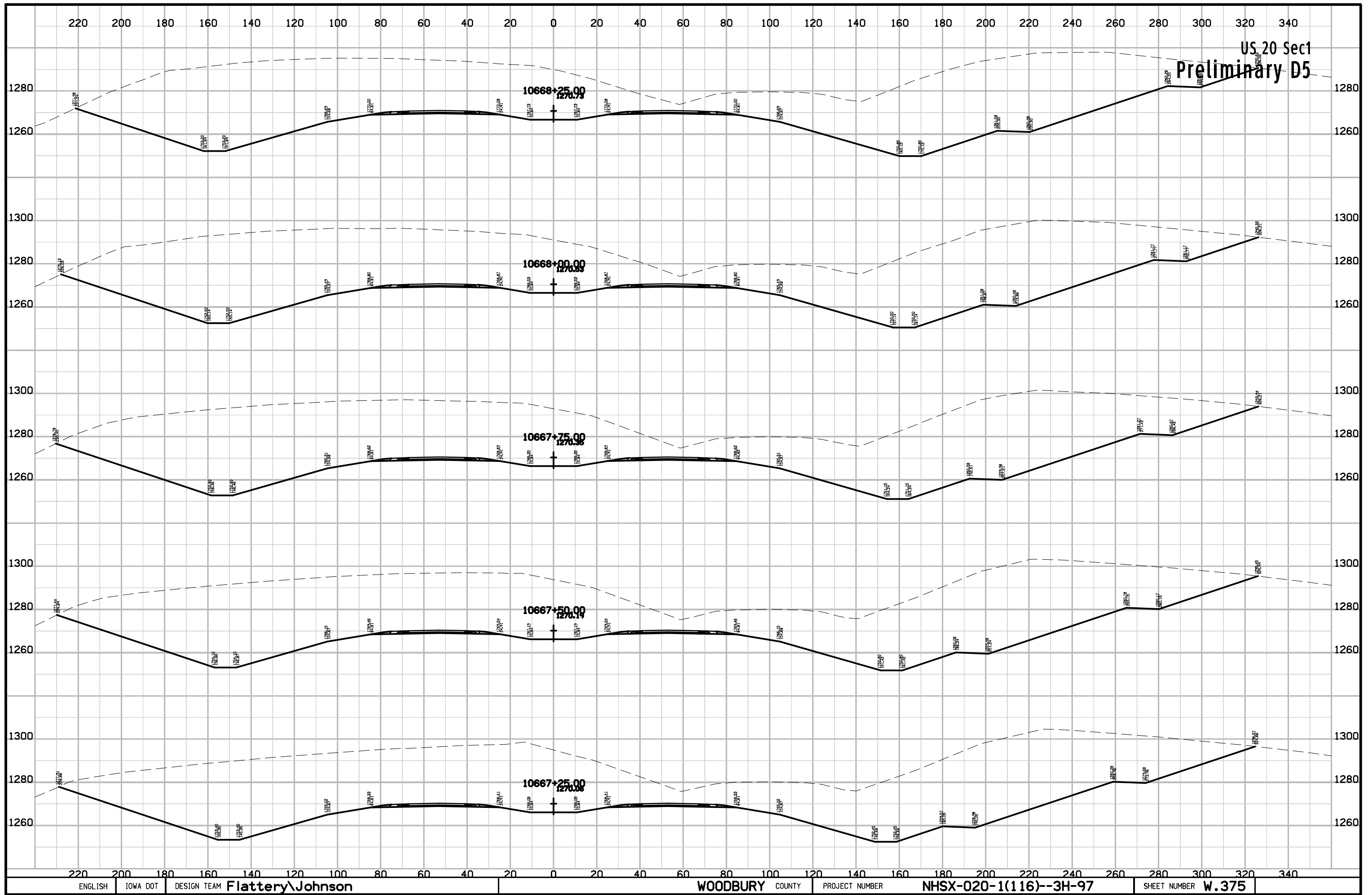


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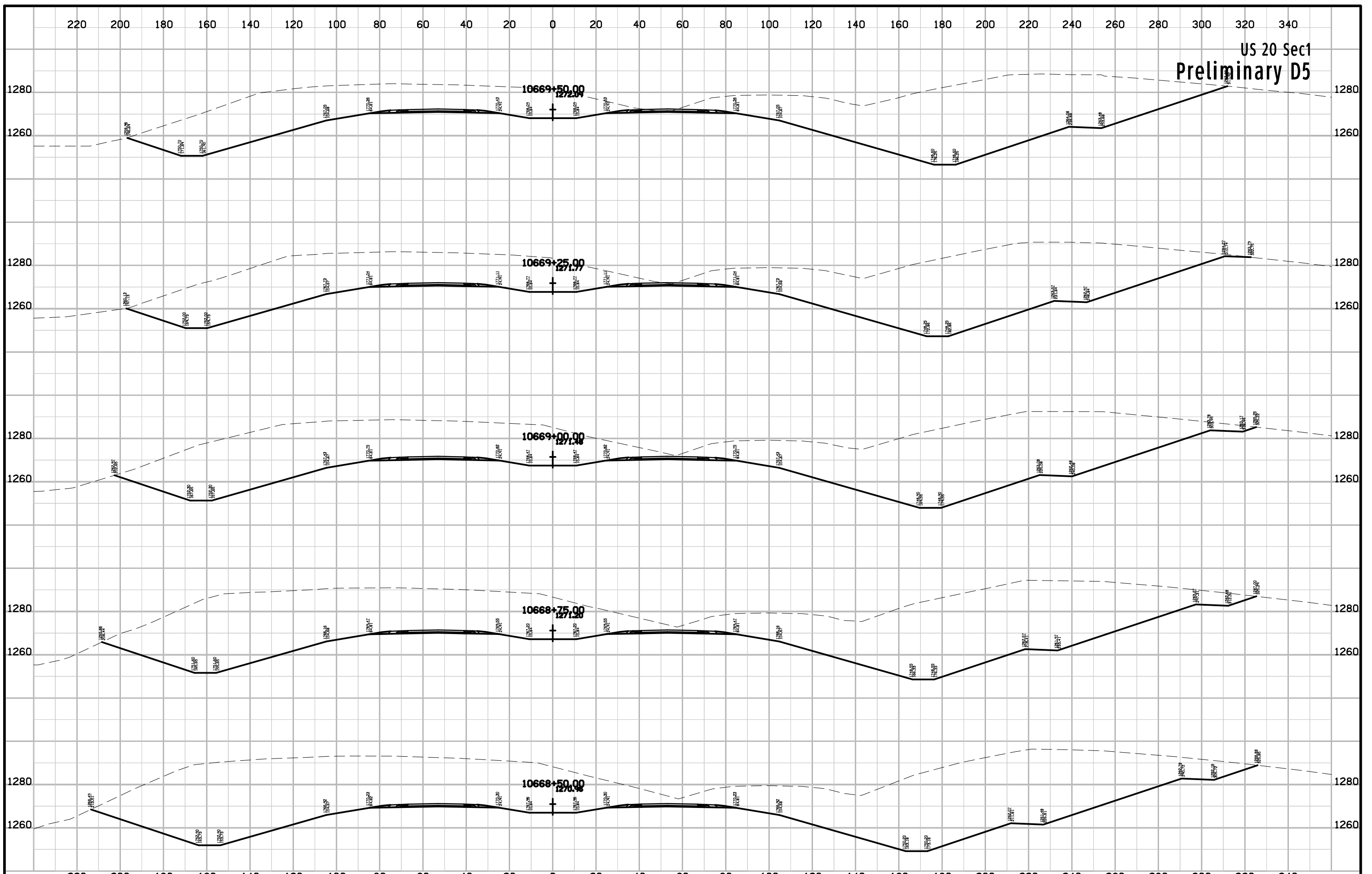
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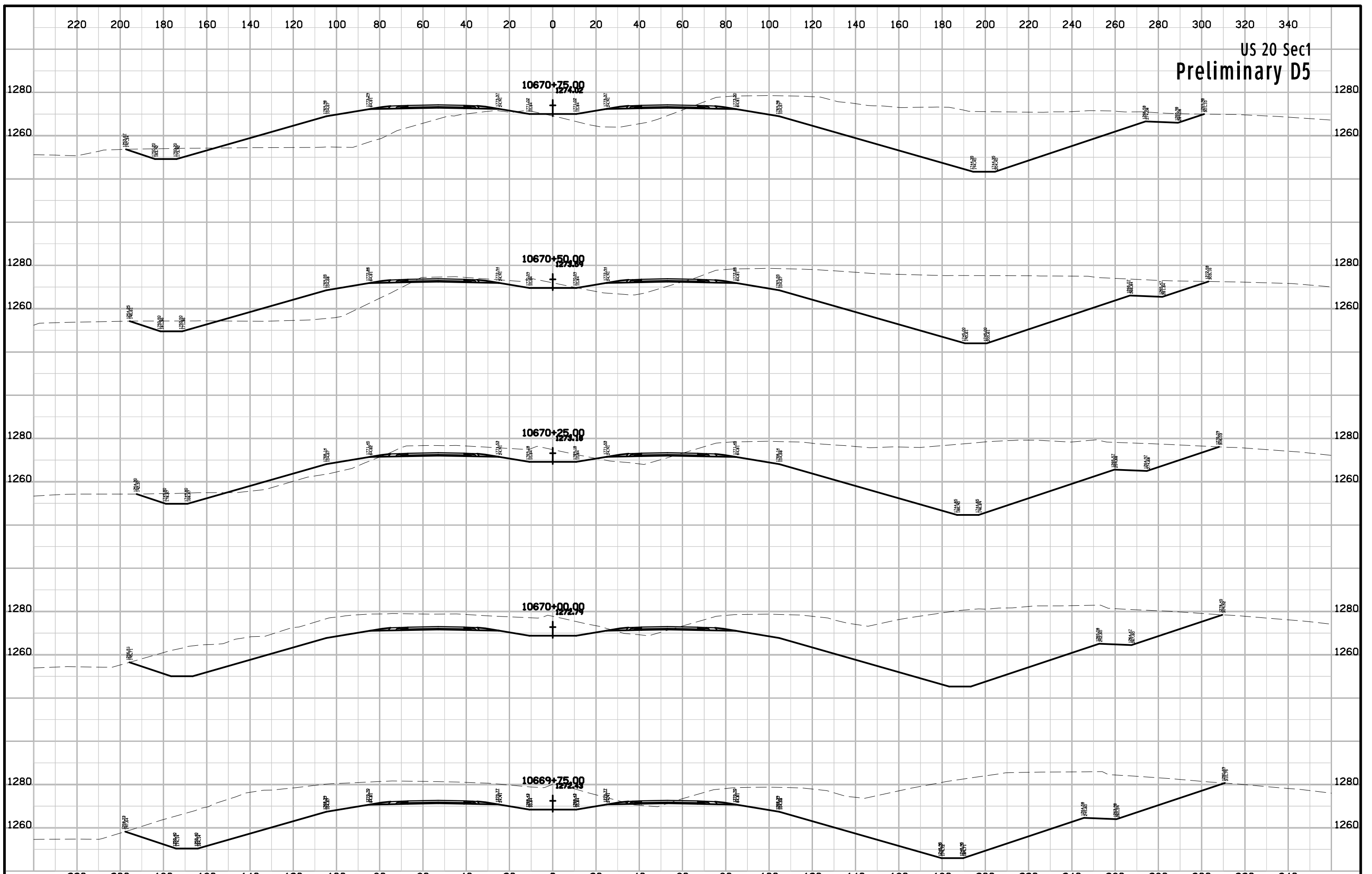




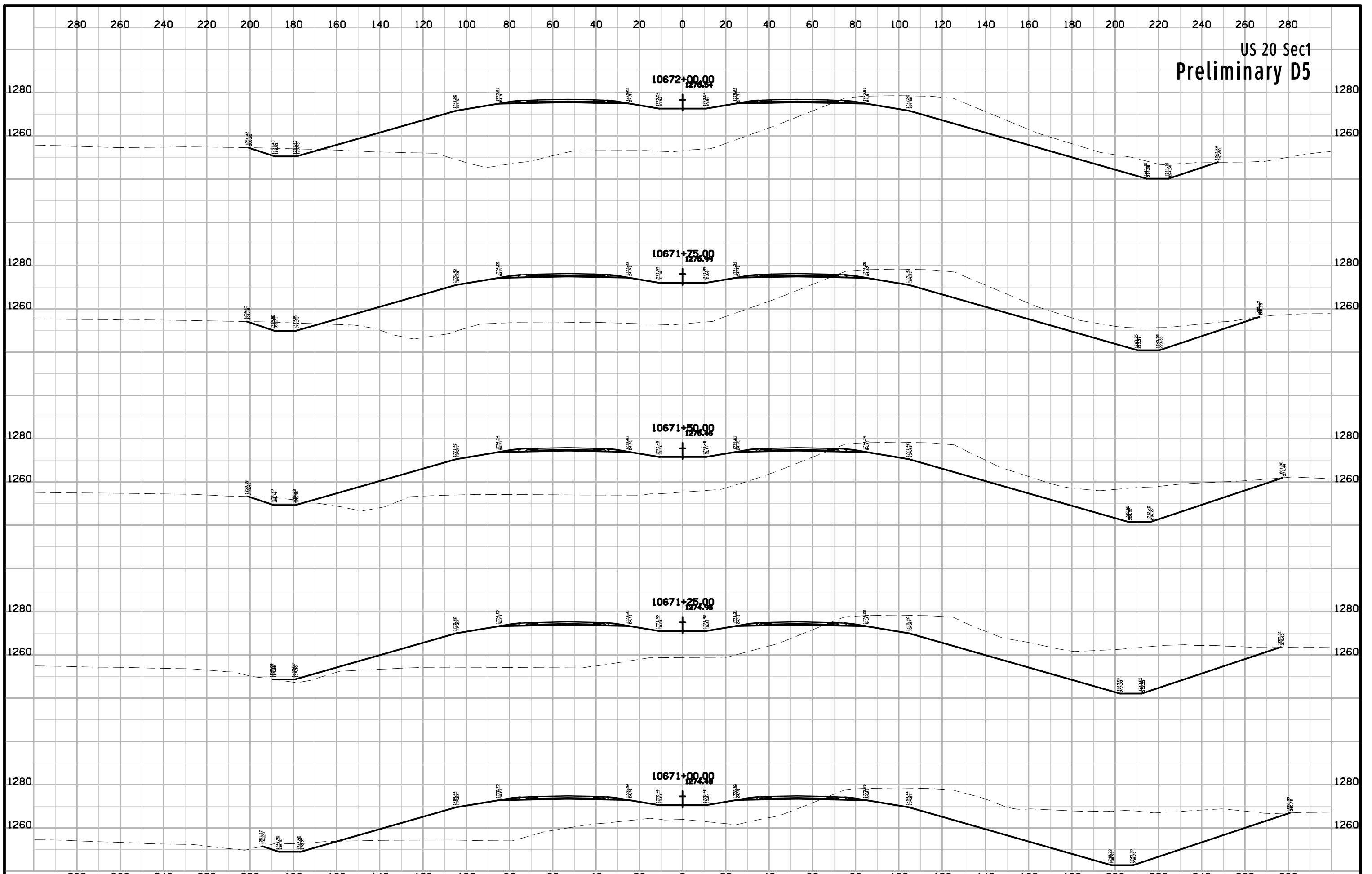
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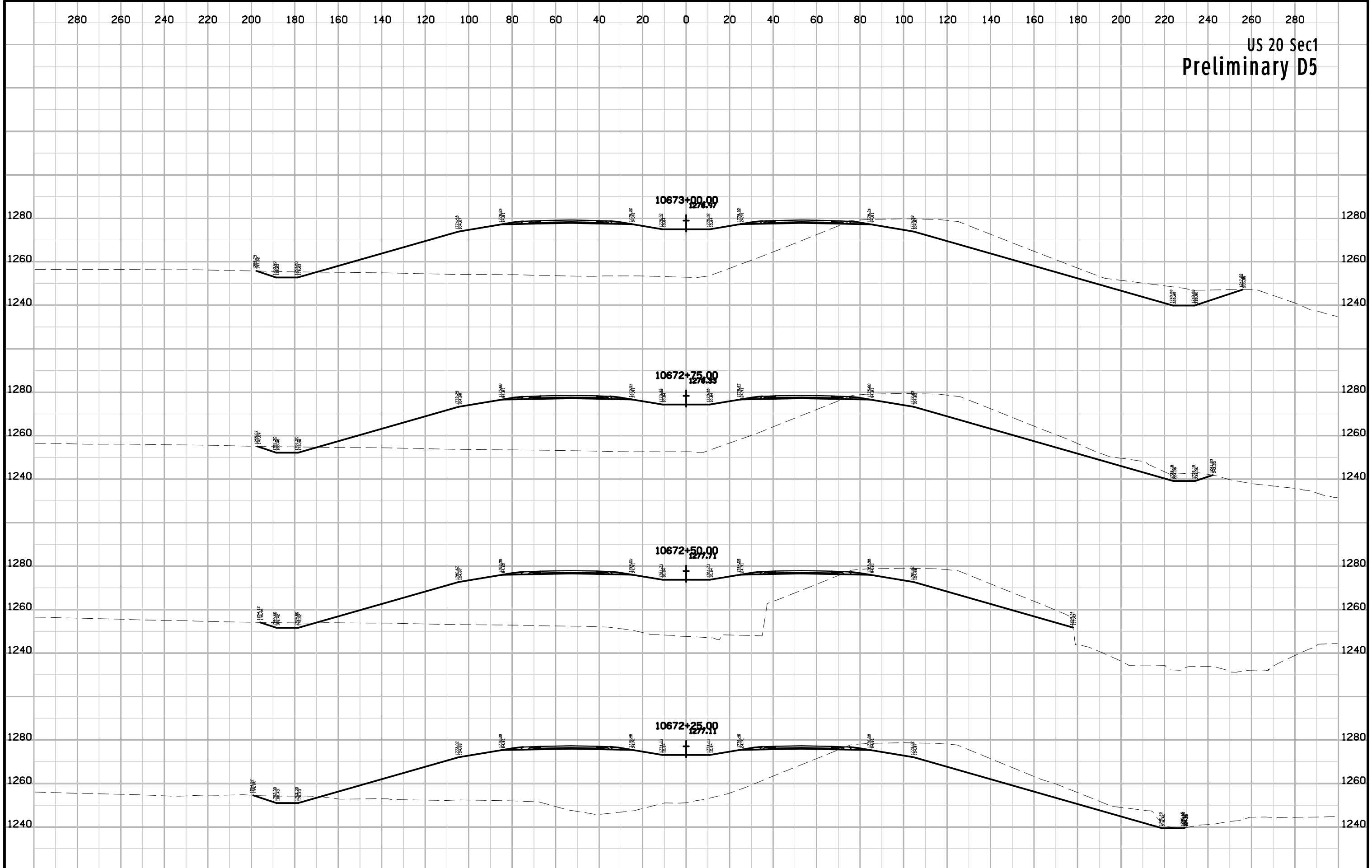
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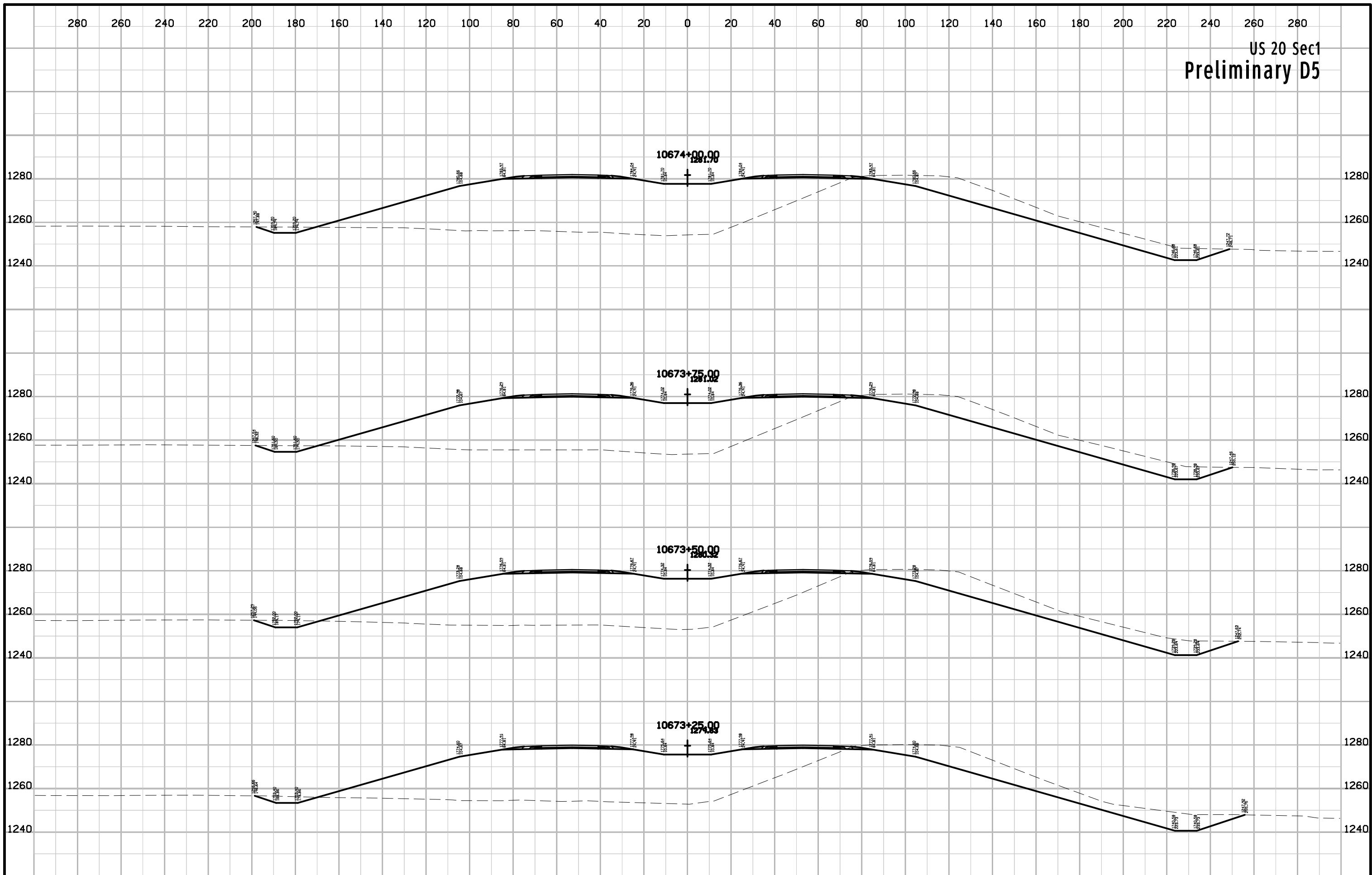
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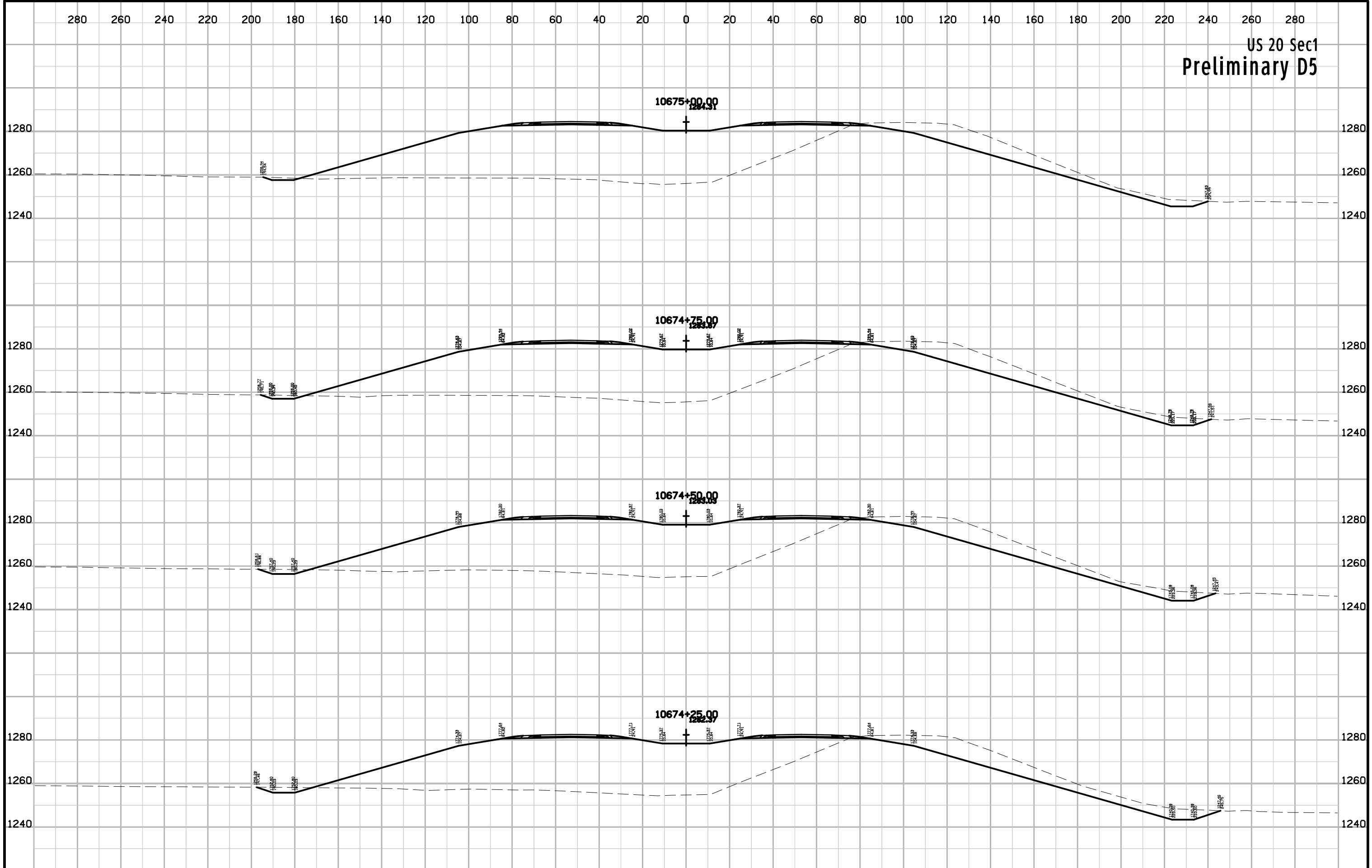
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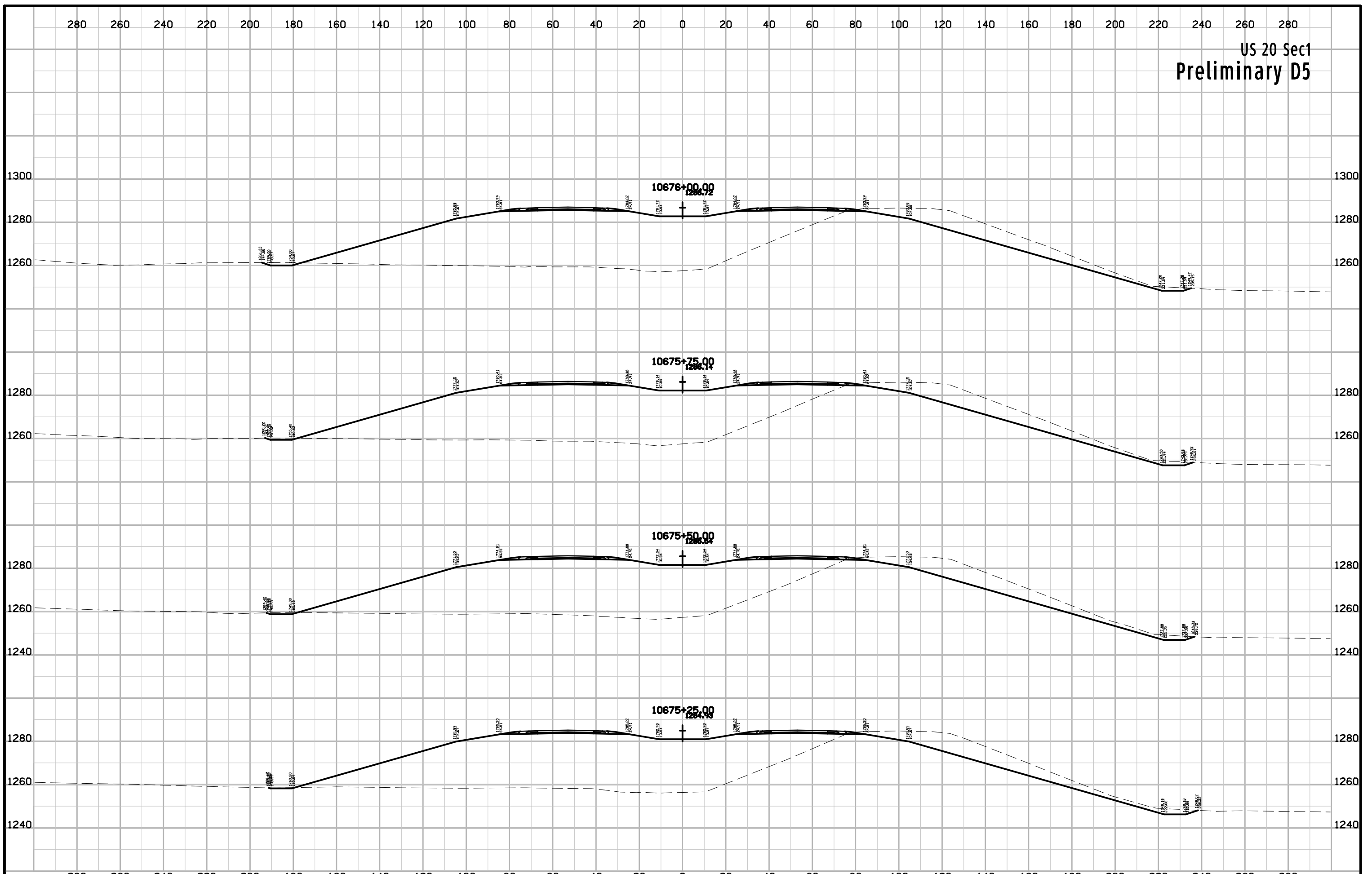
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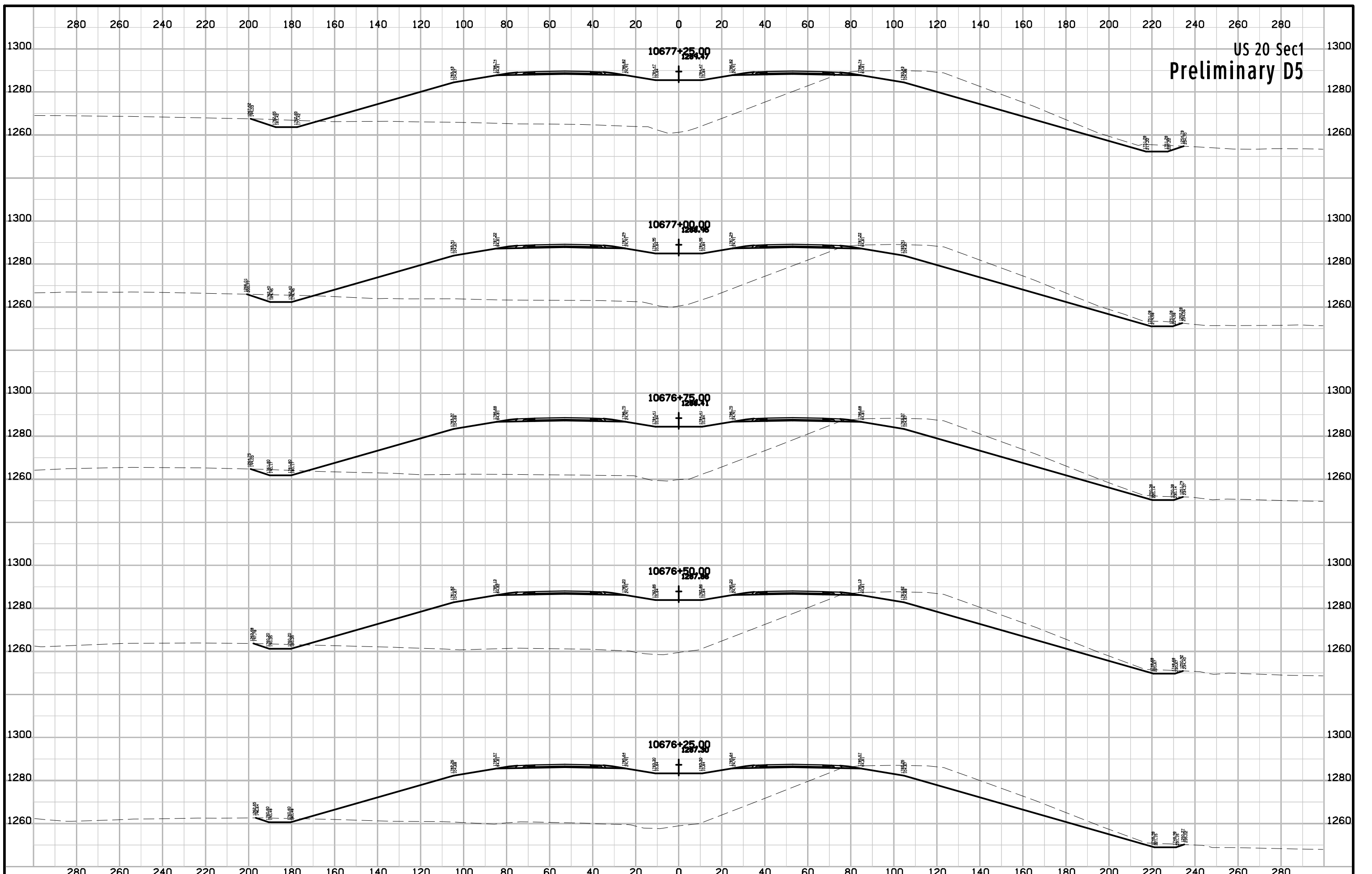
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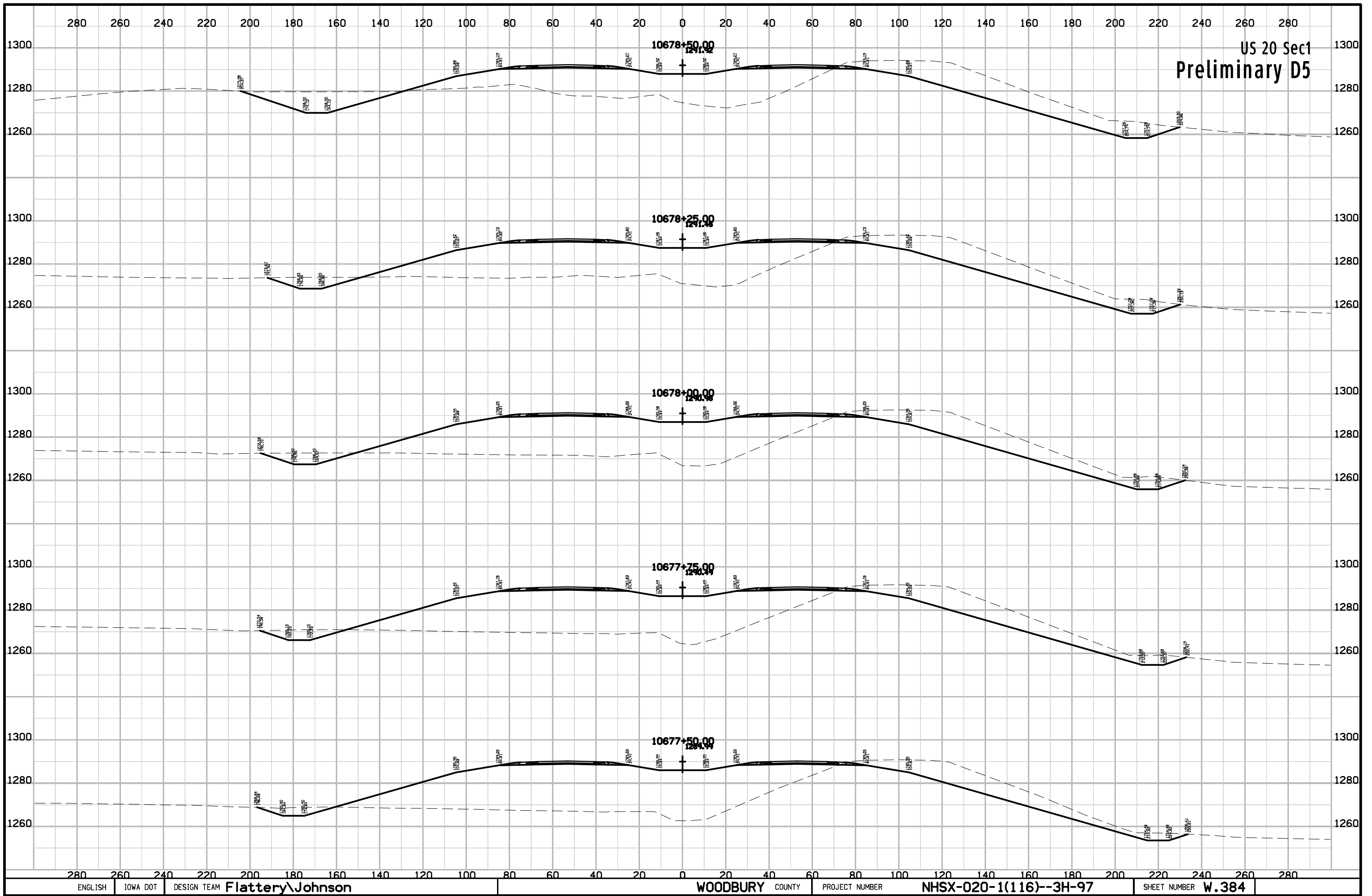


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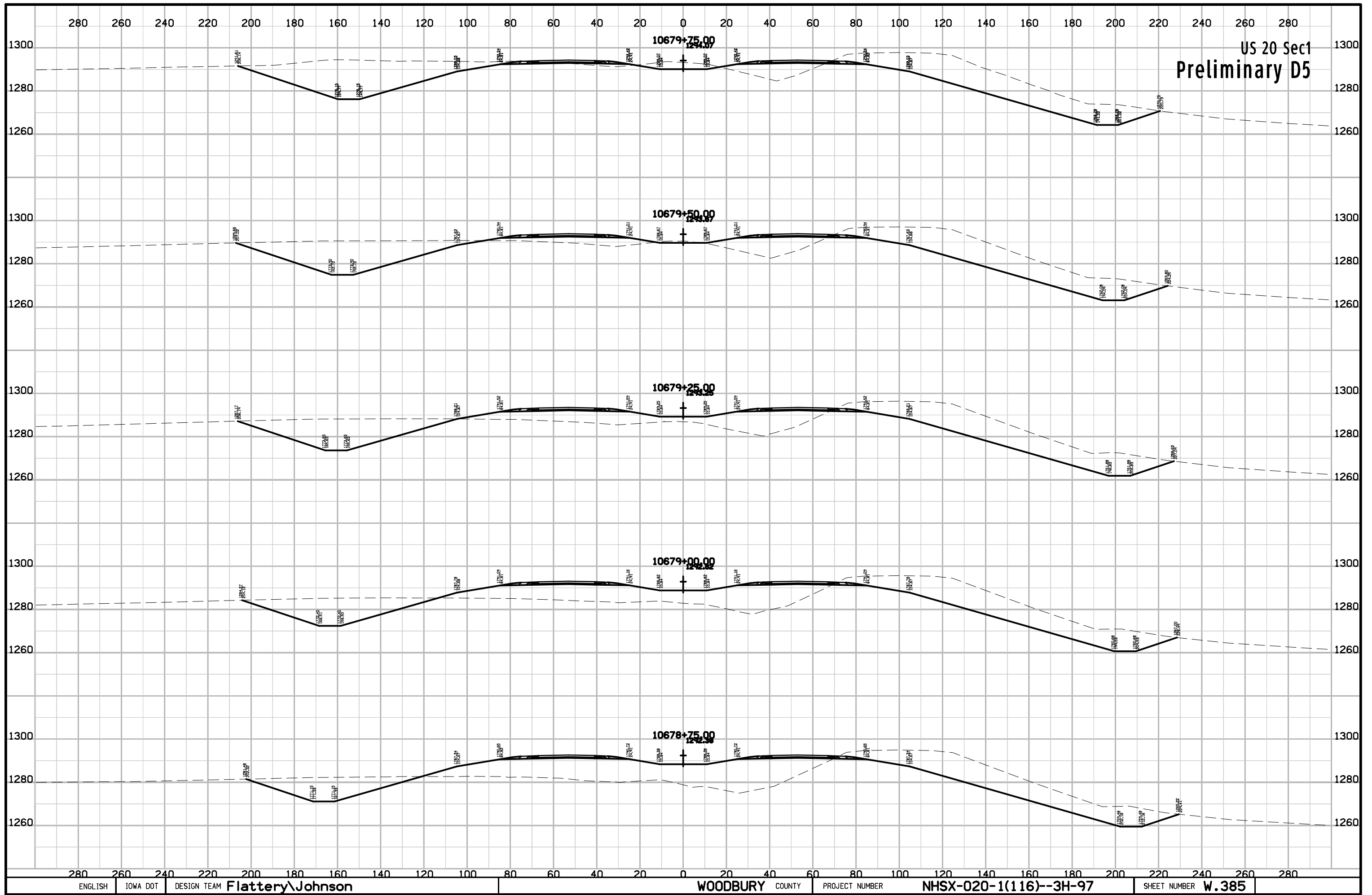


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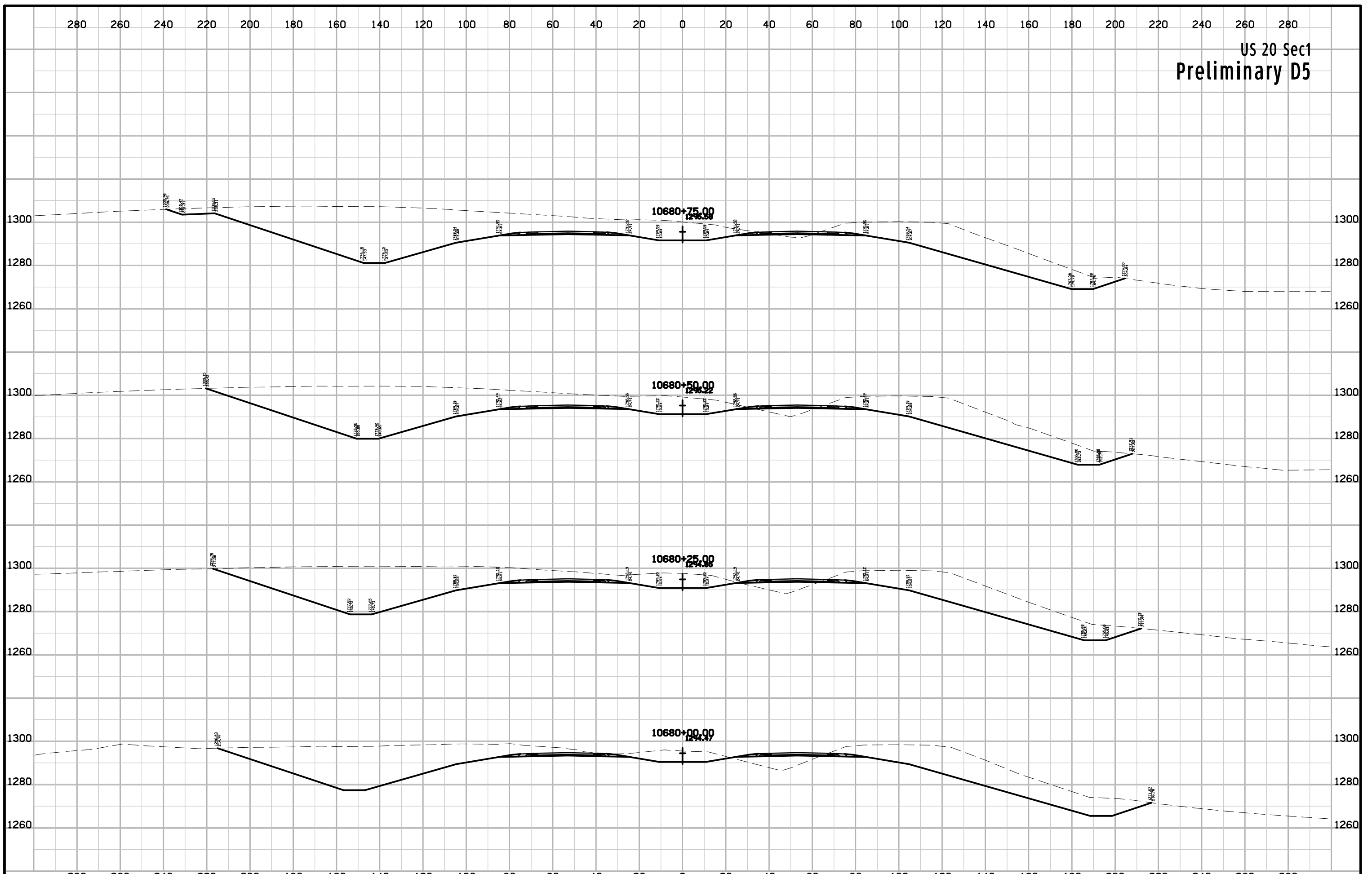


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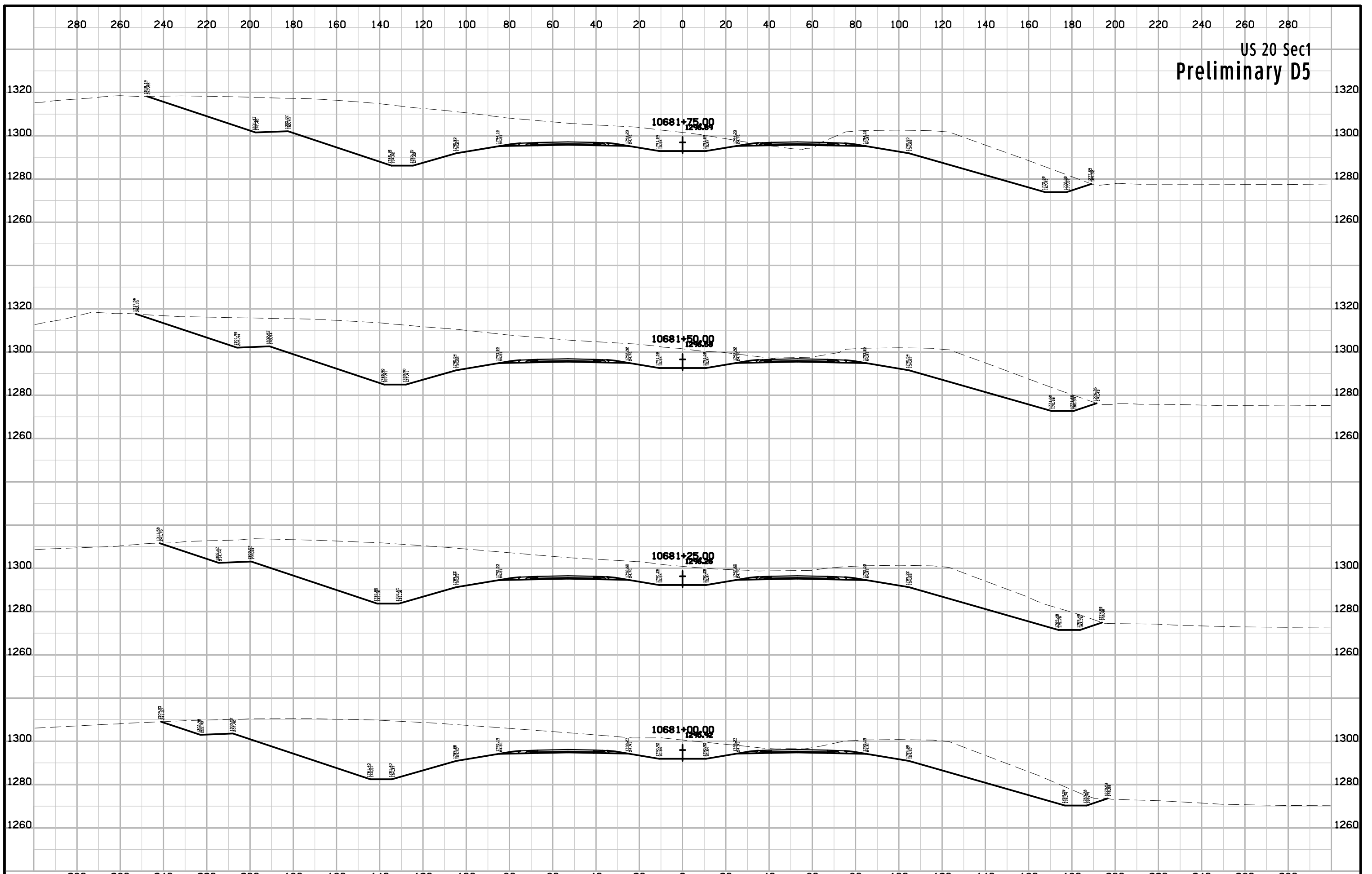


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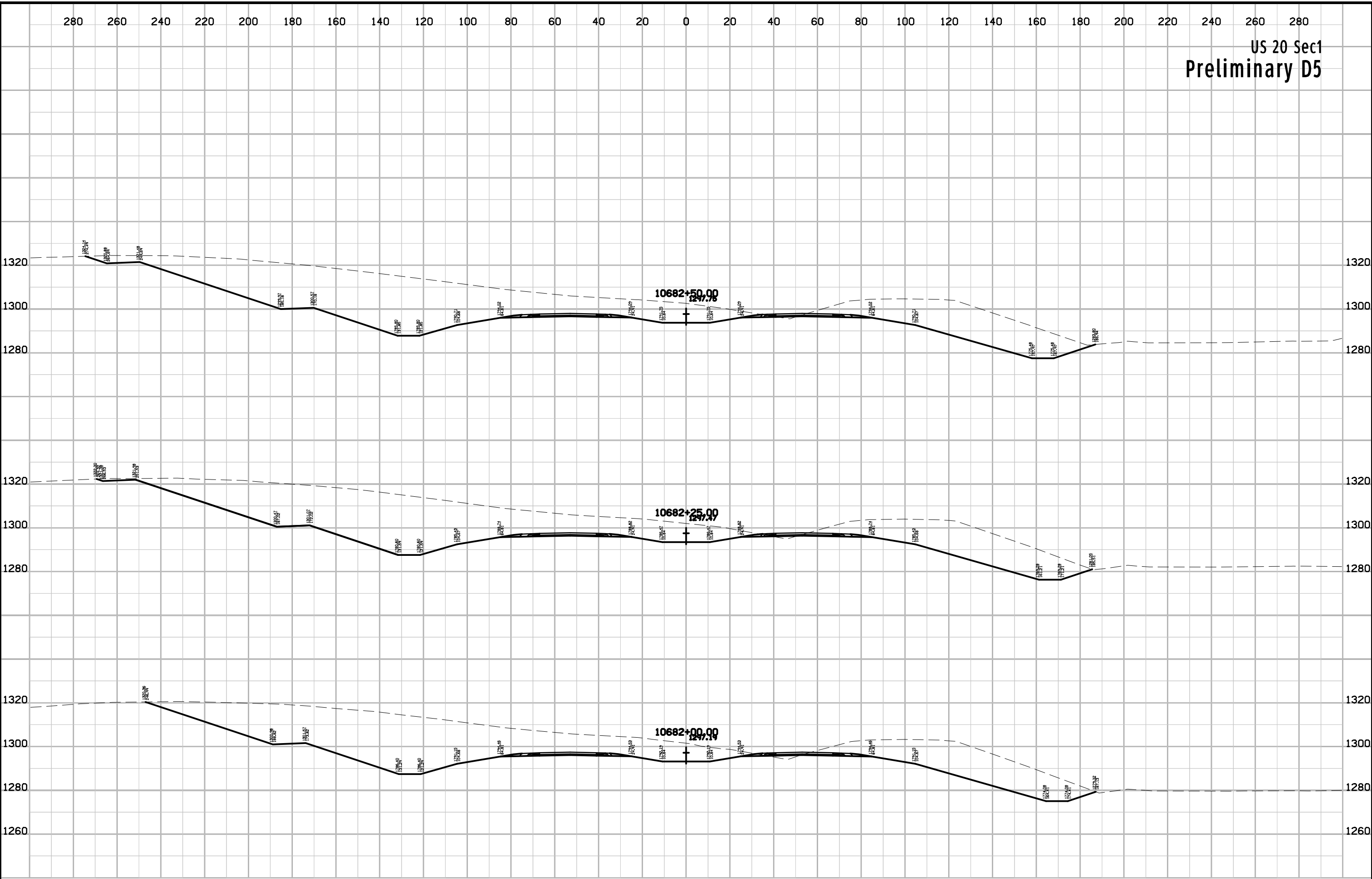
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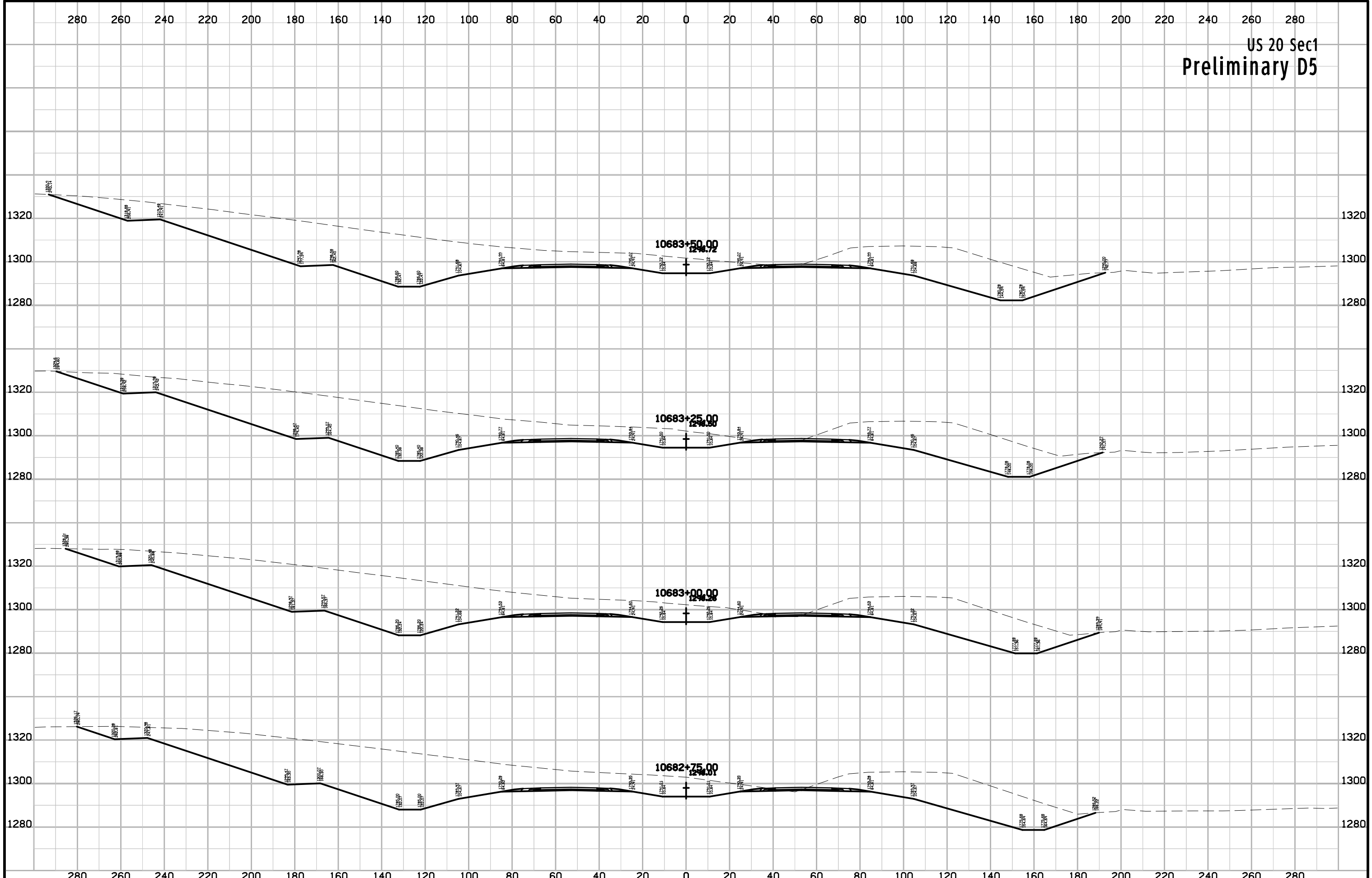
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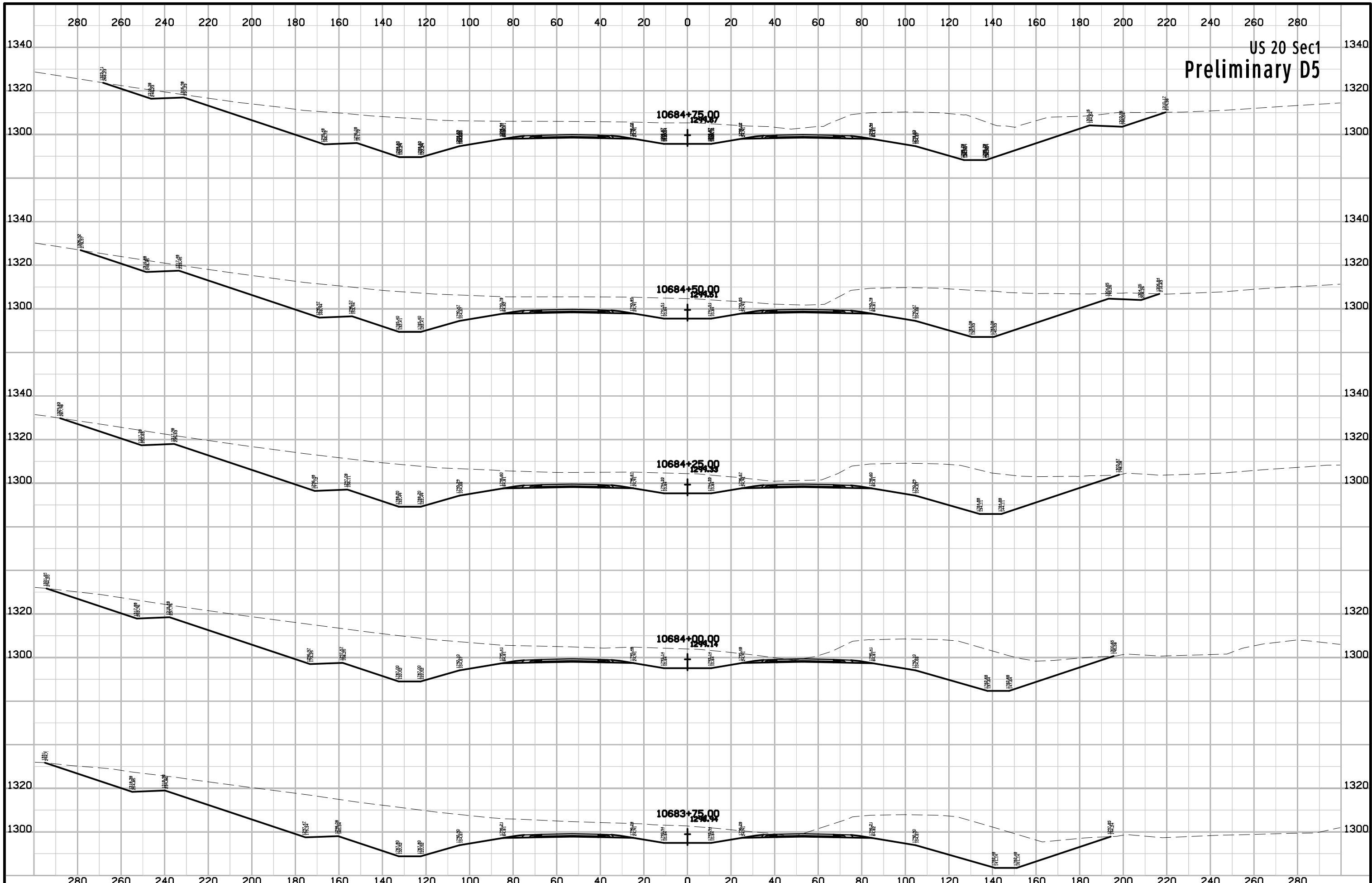
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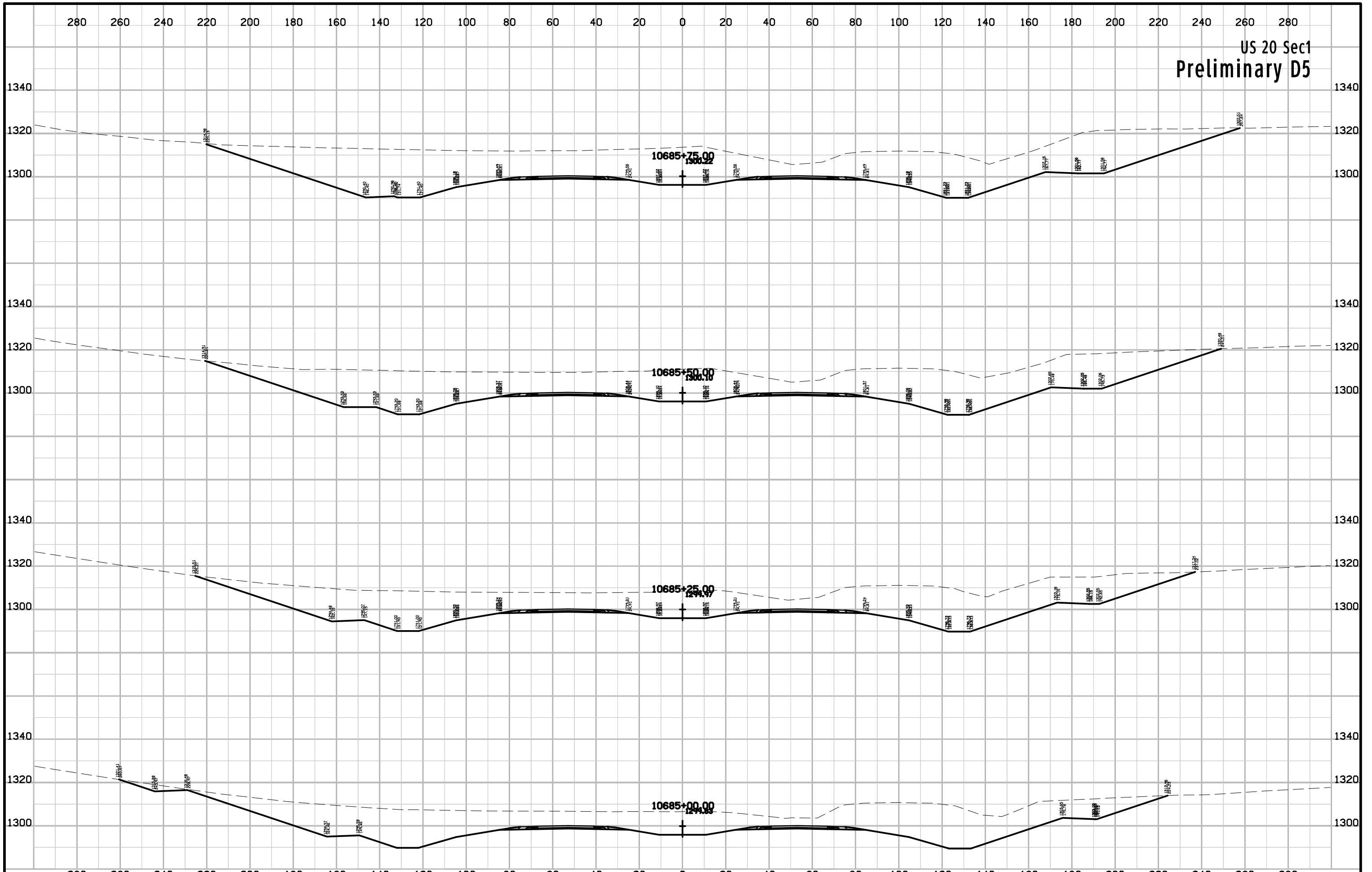
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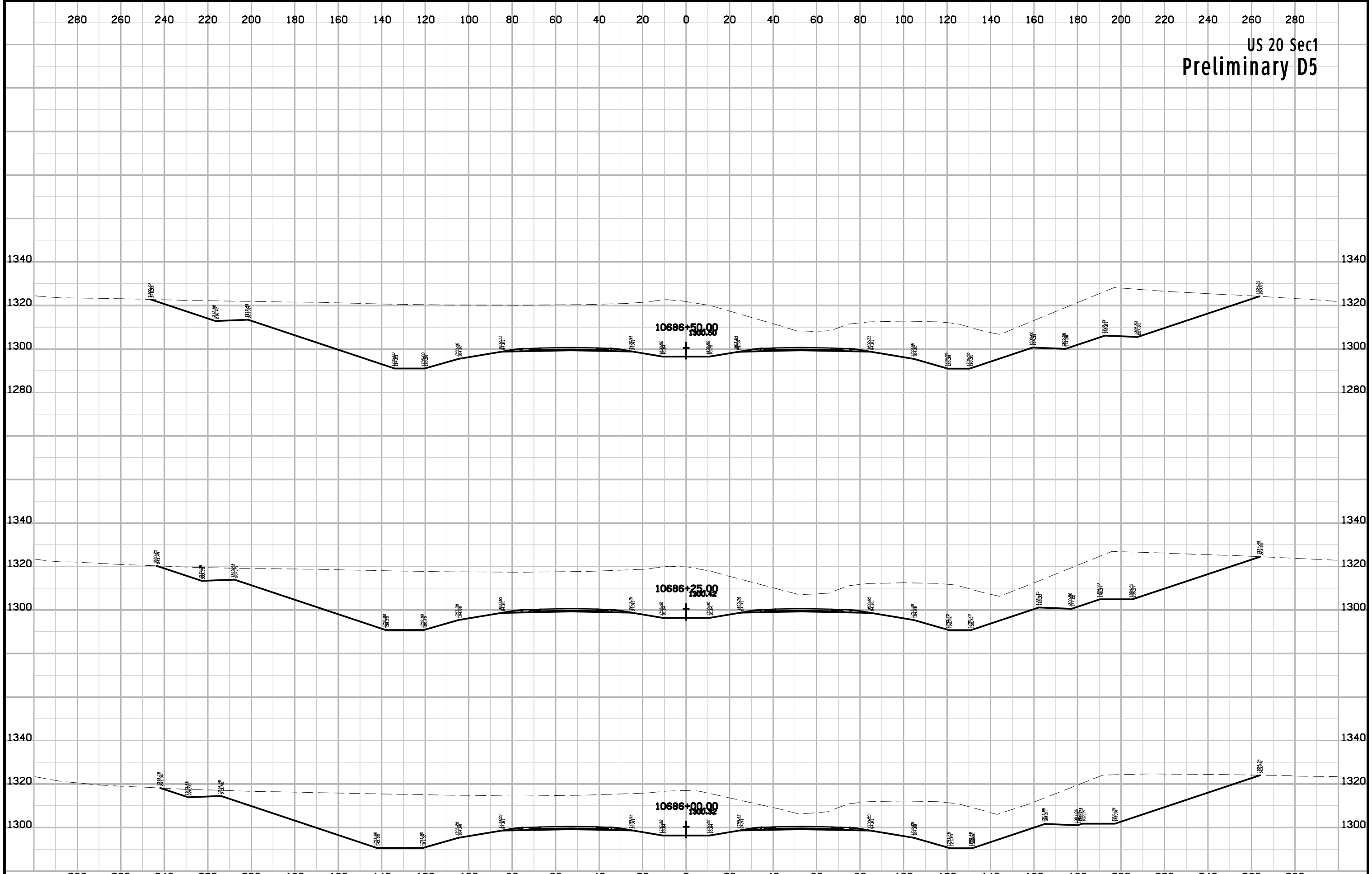
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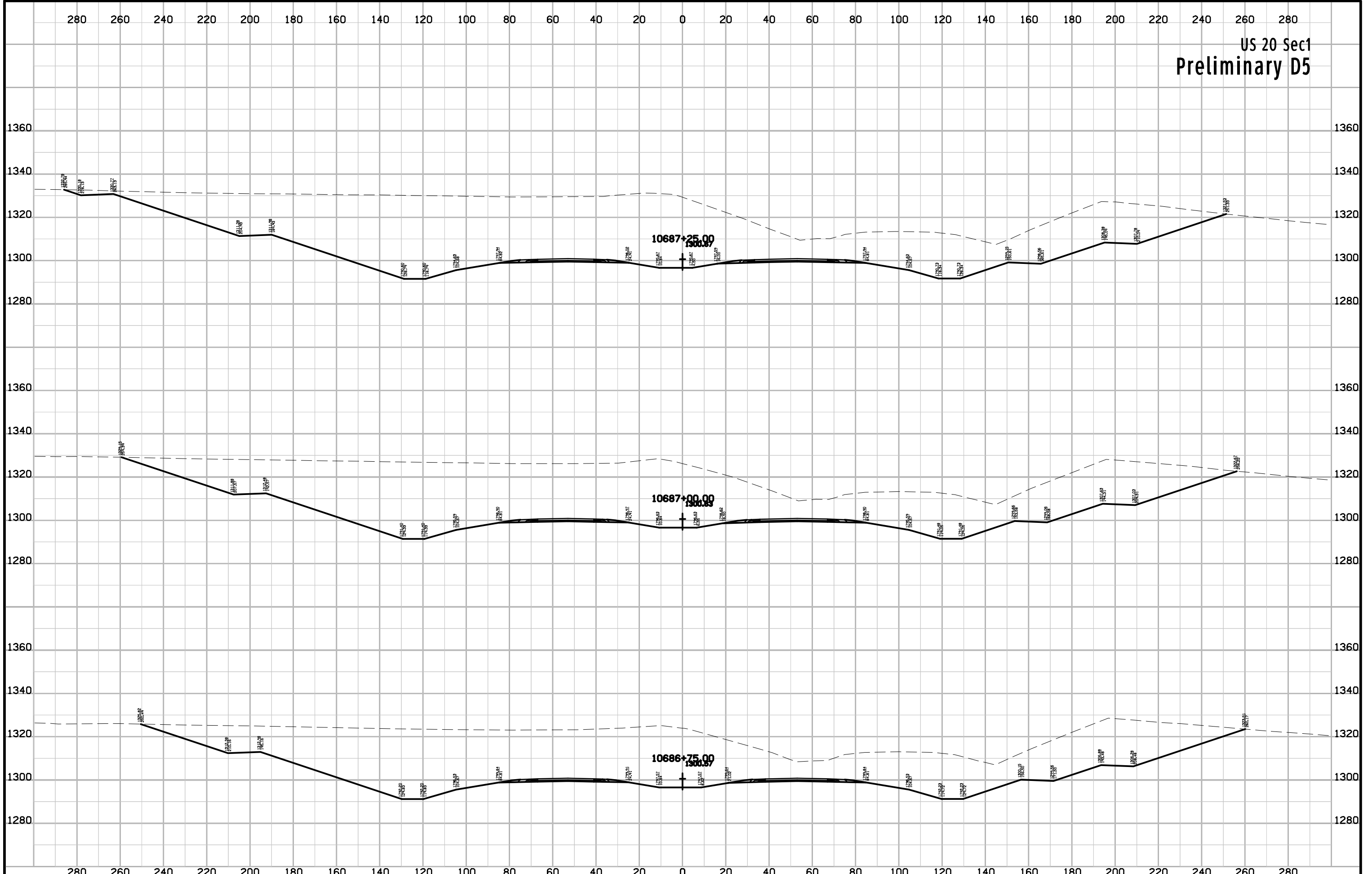
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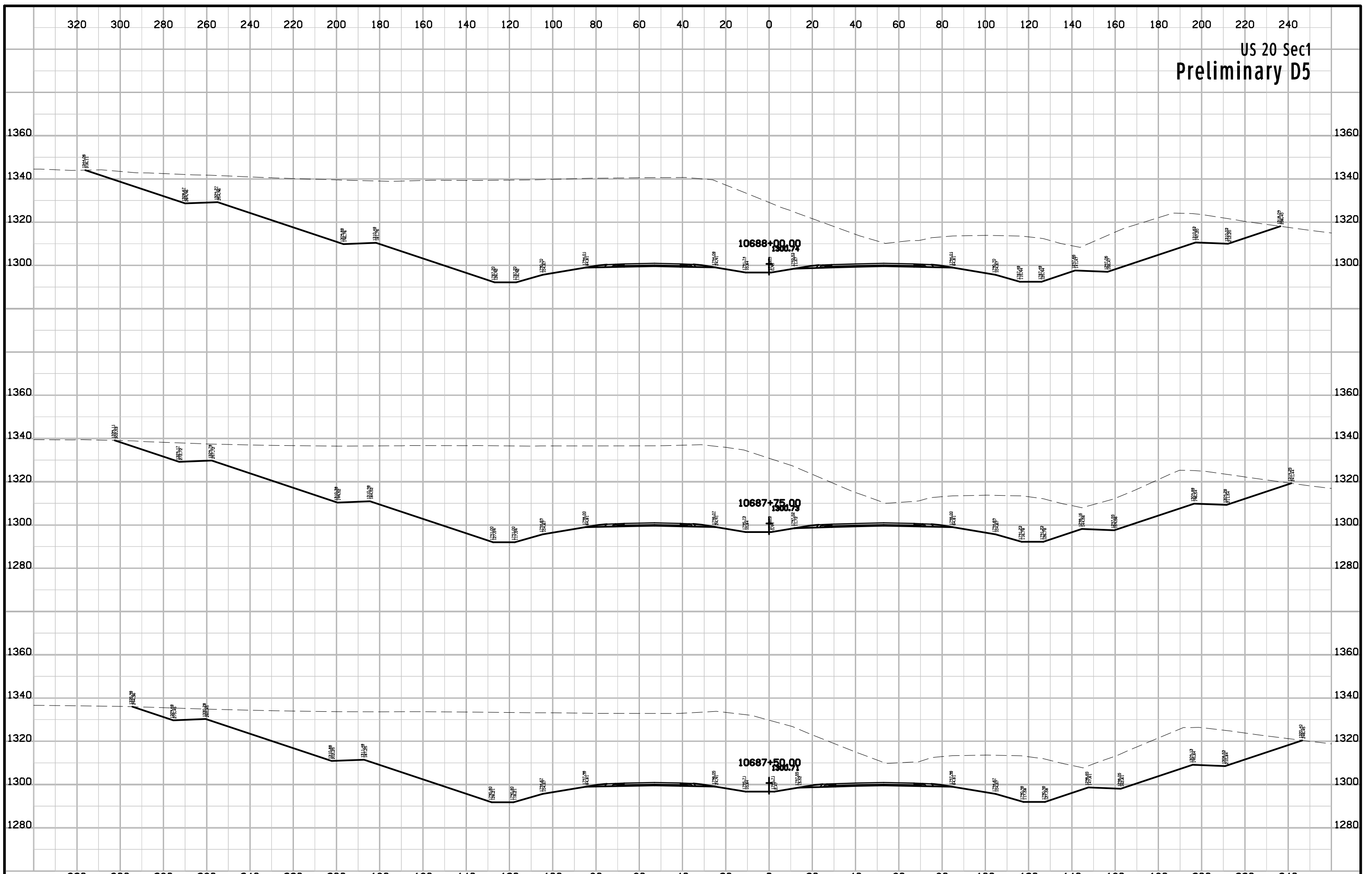
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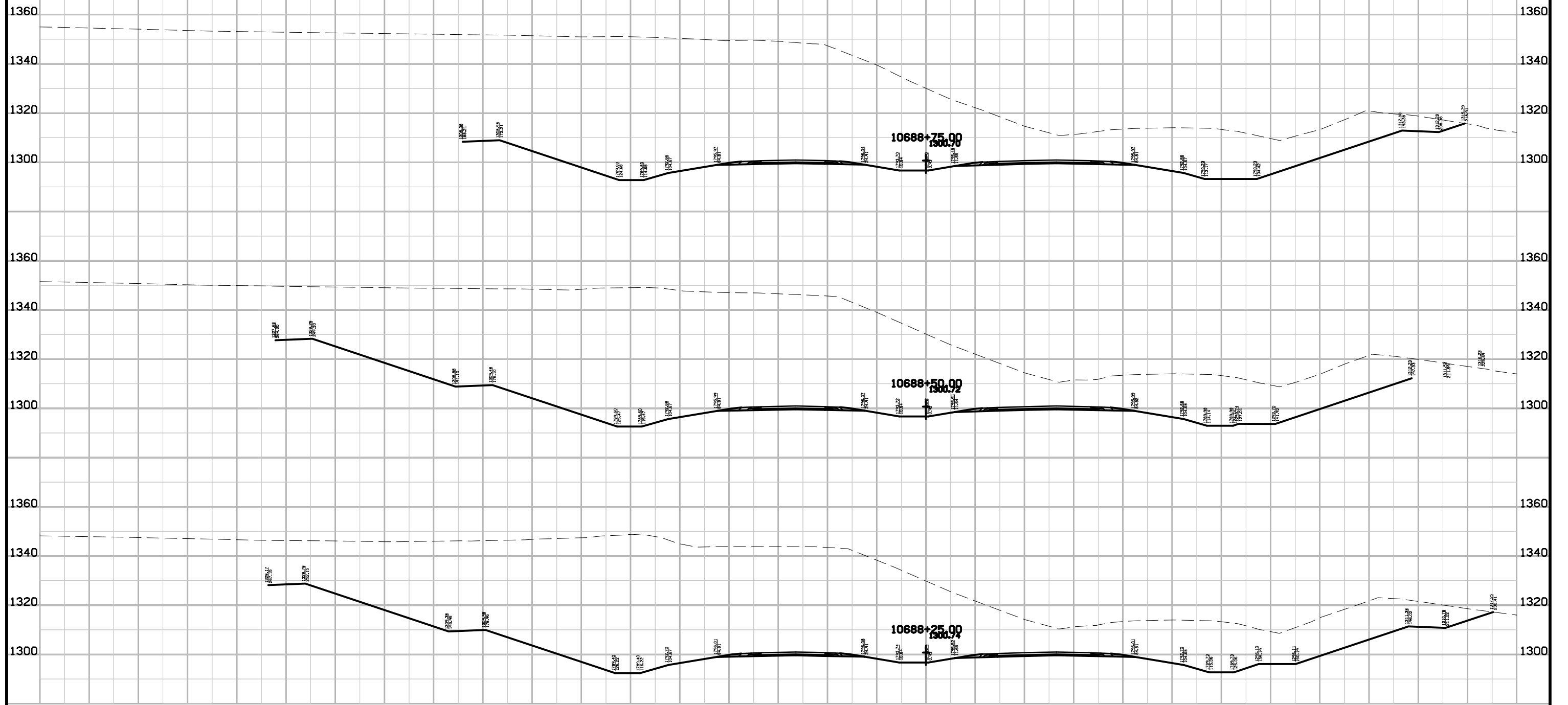
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ENGLISH IOWA DOT DESIGN TEAM

Flattery\Johnson

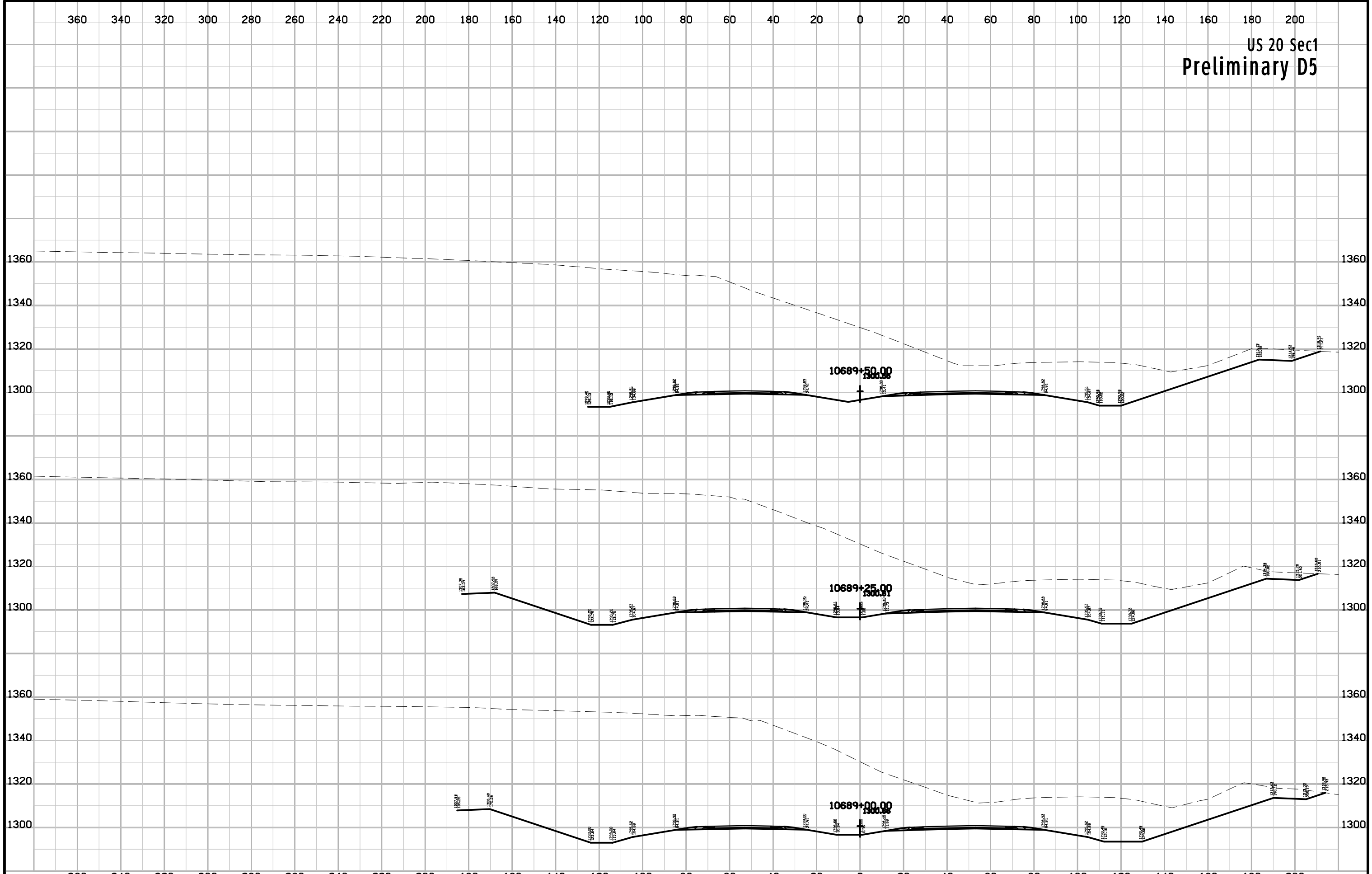
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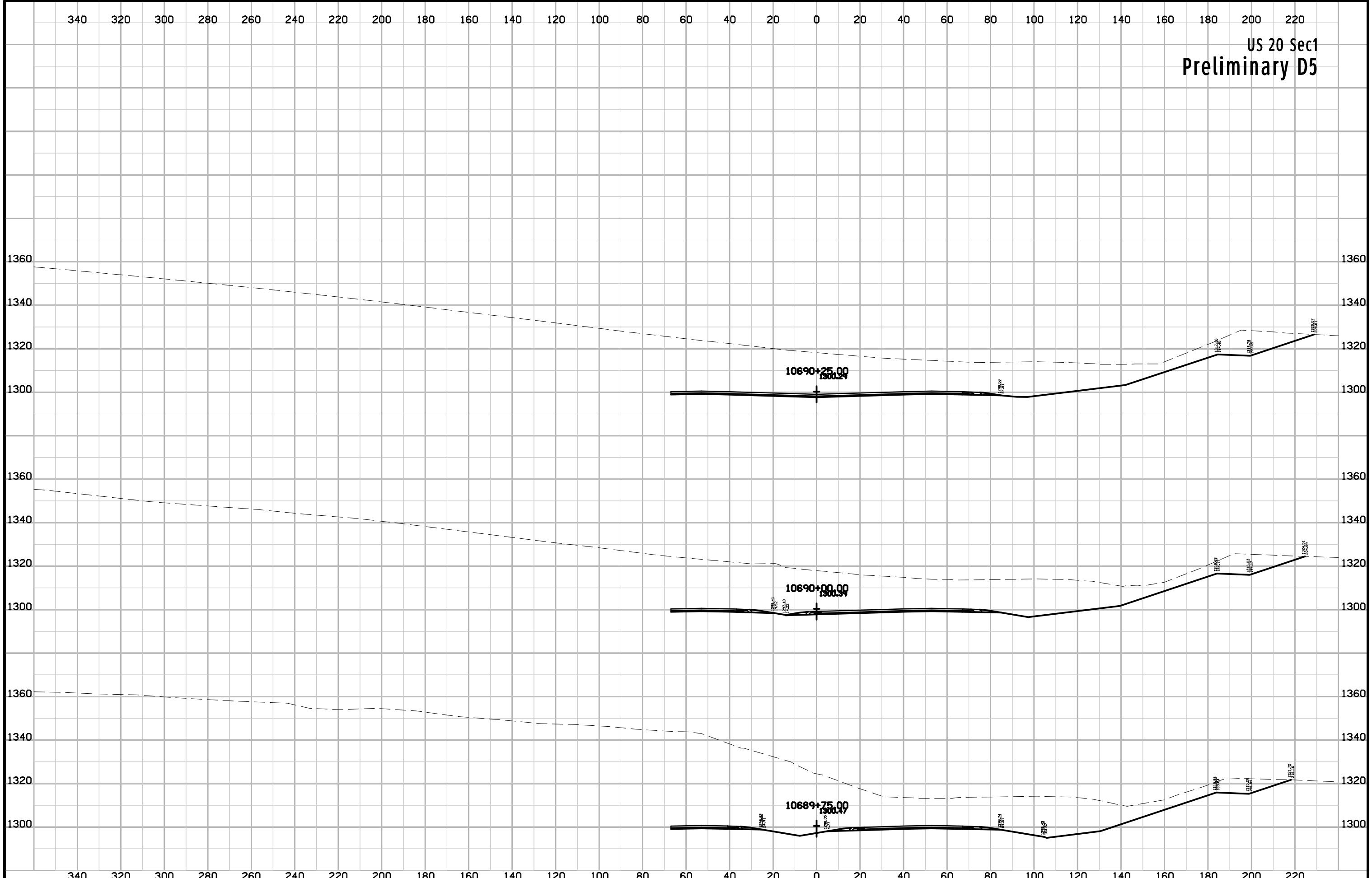
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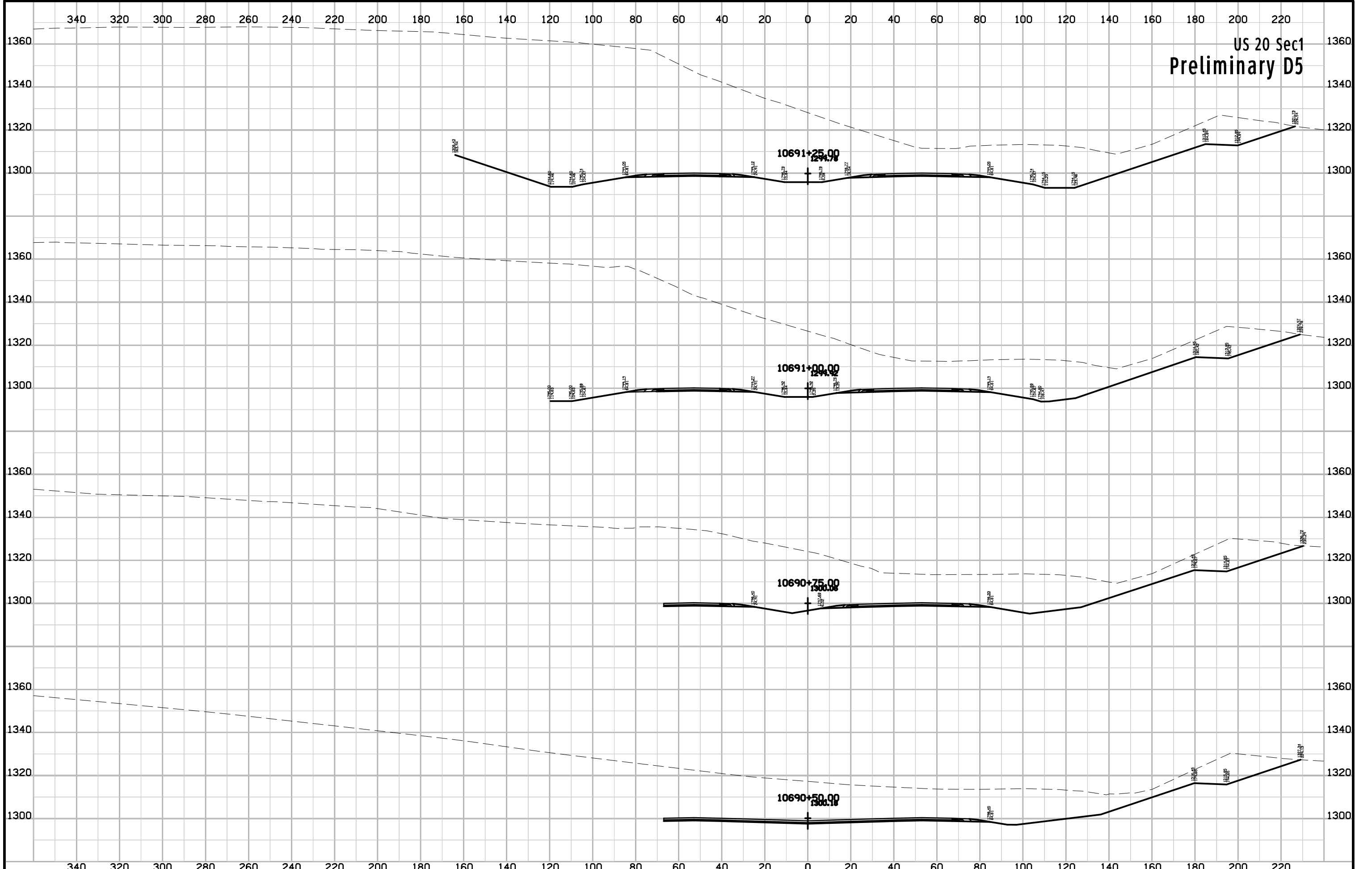
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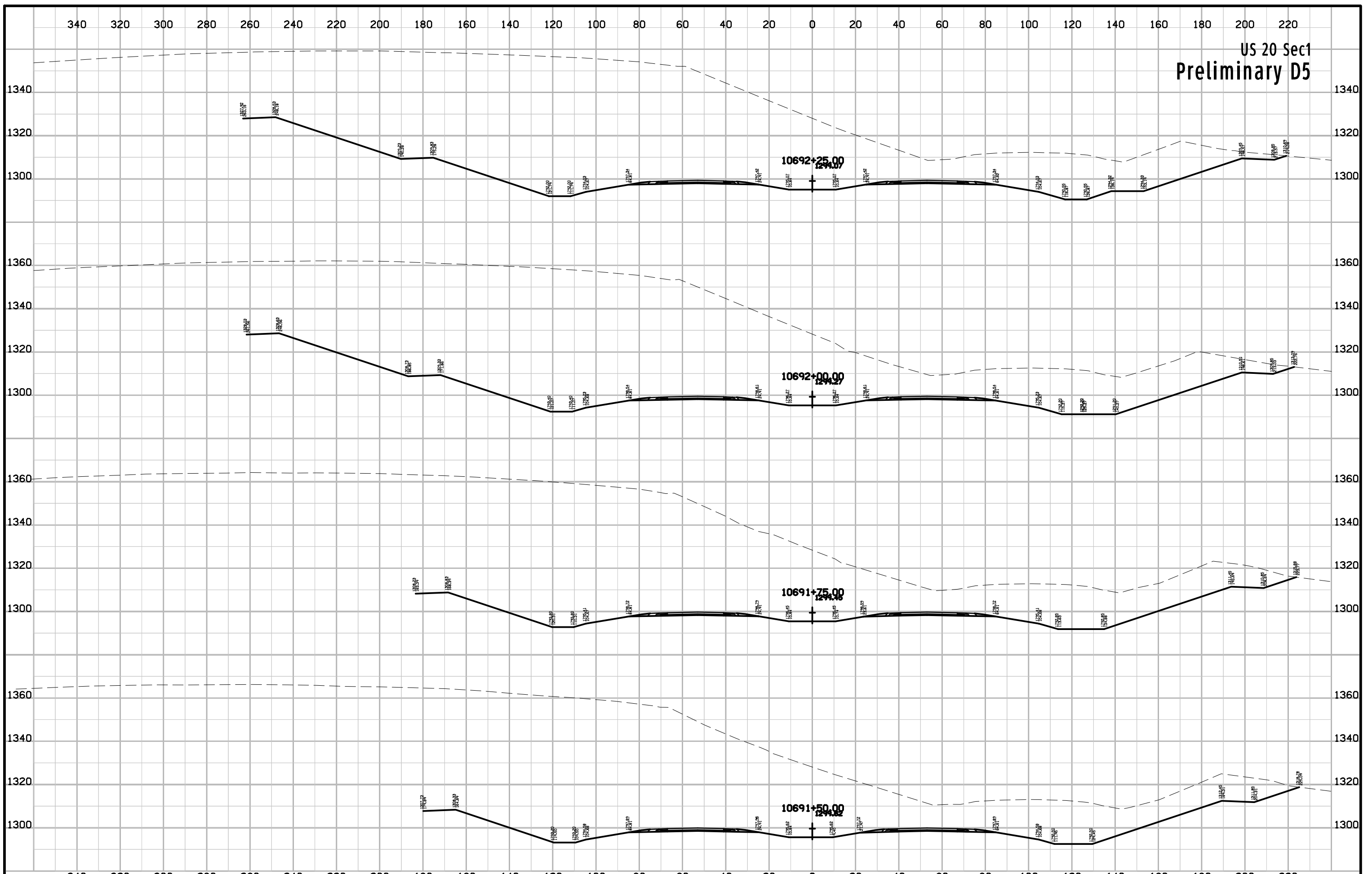
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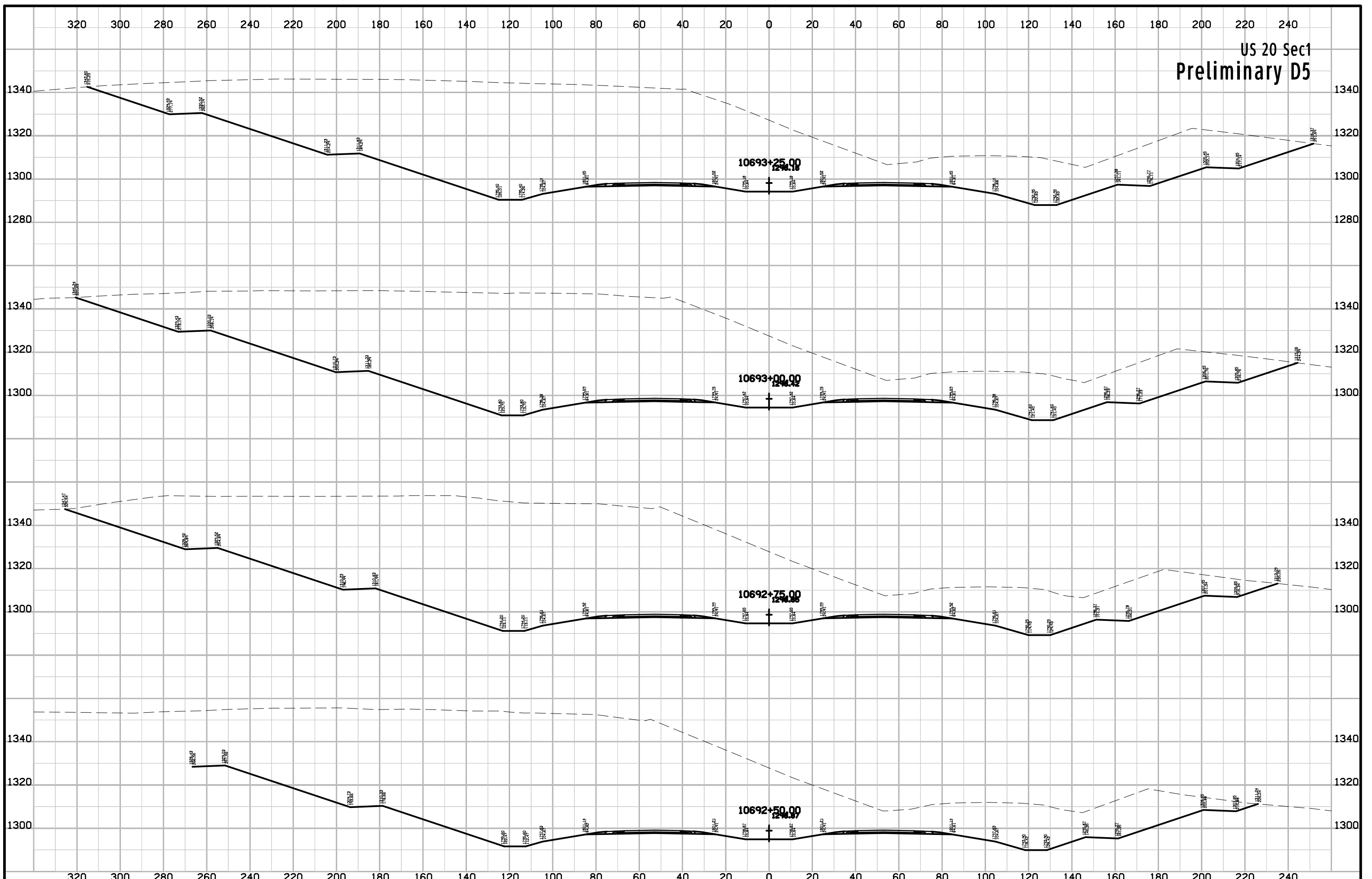
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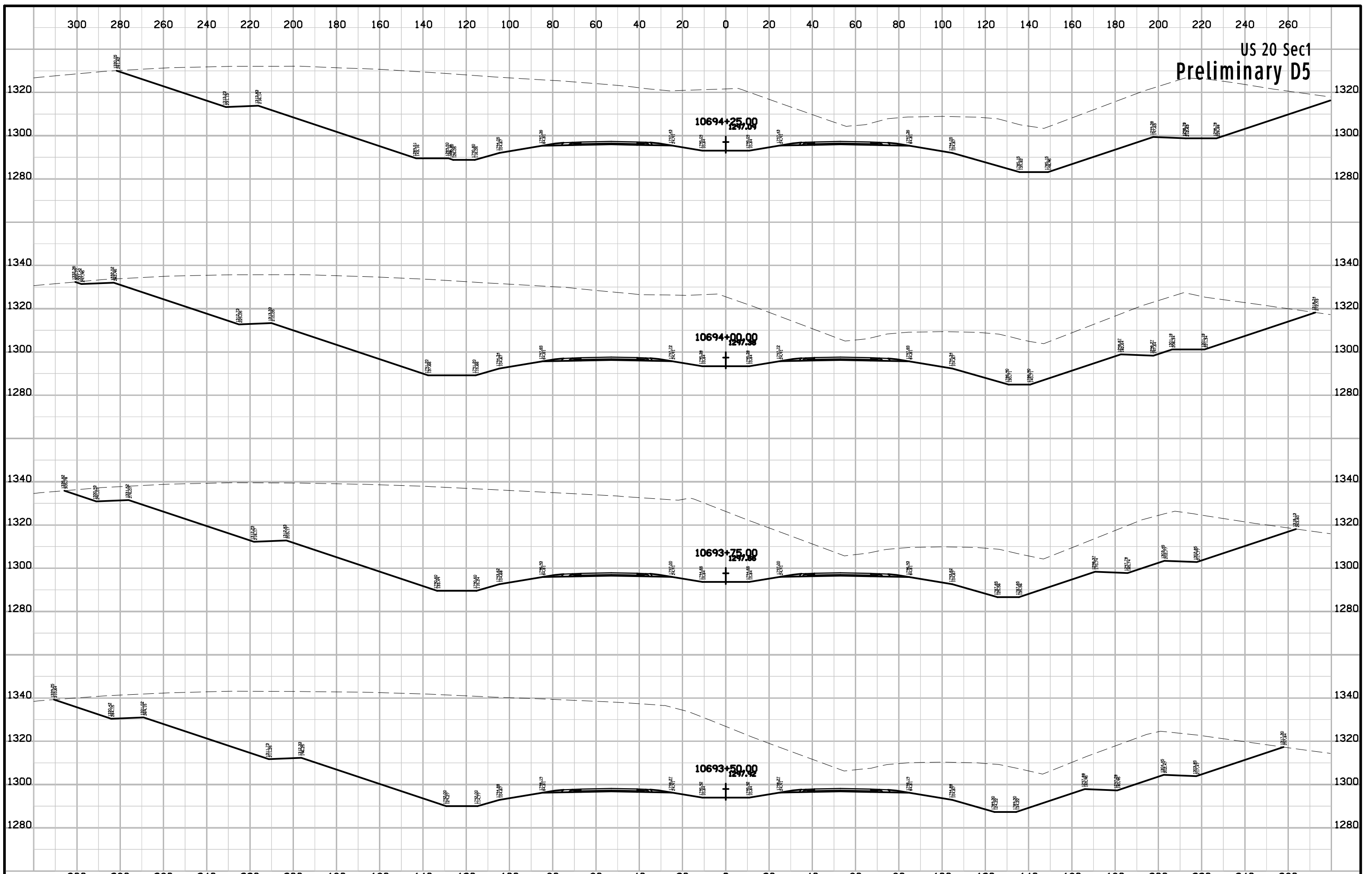
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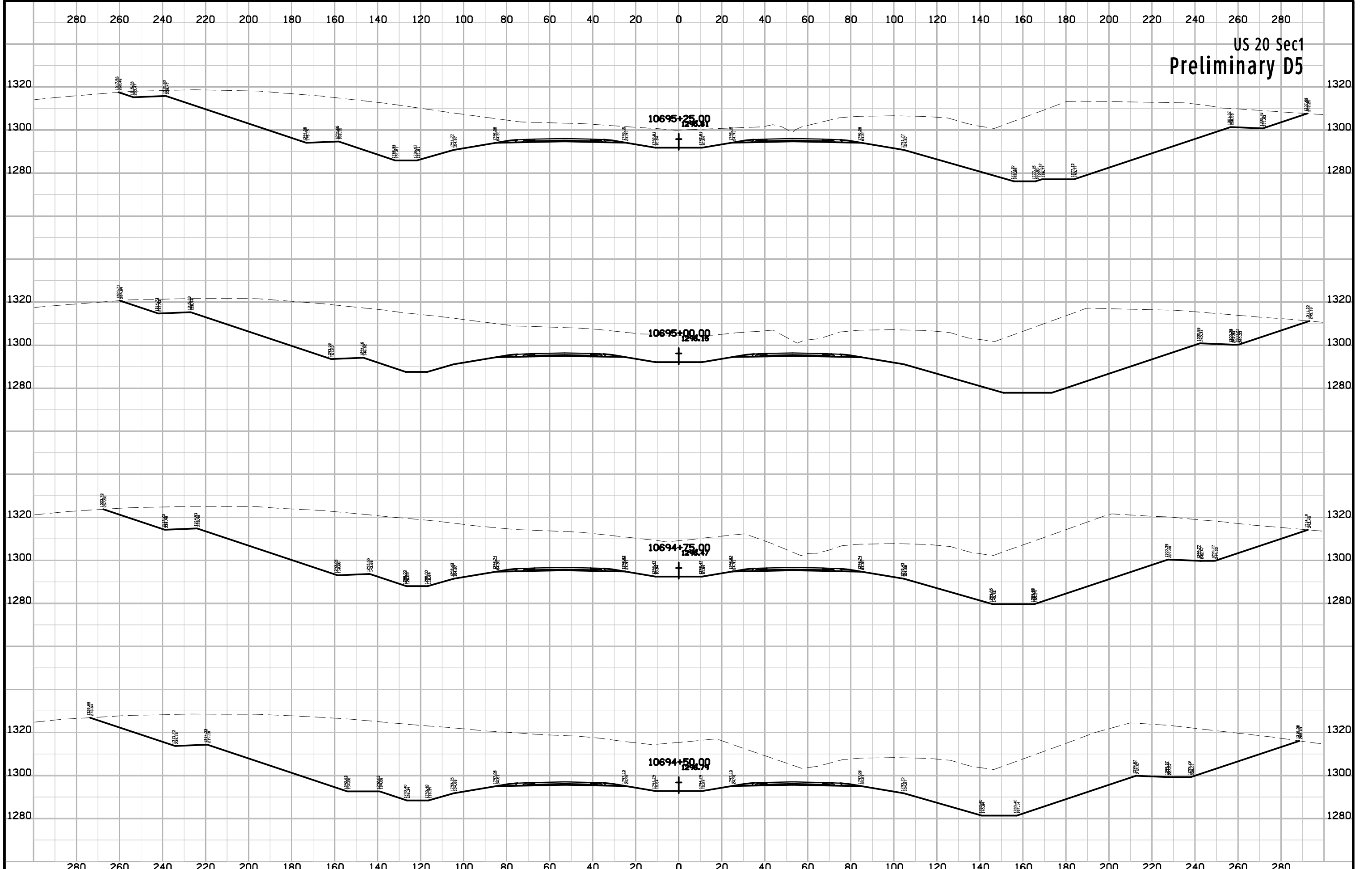
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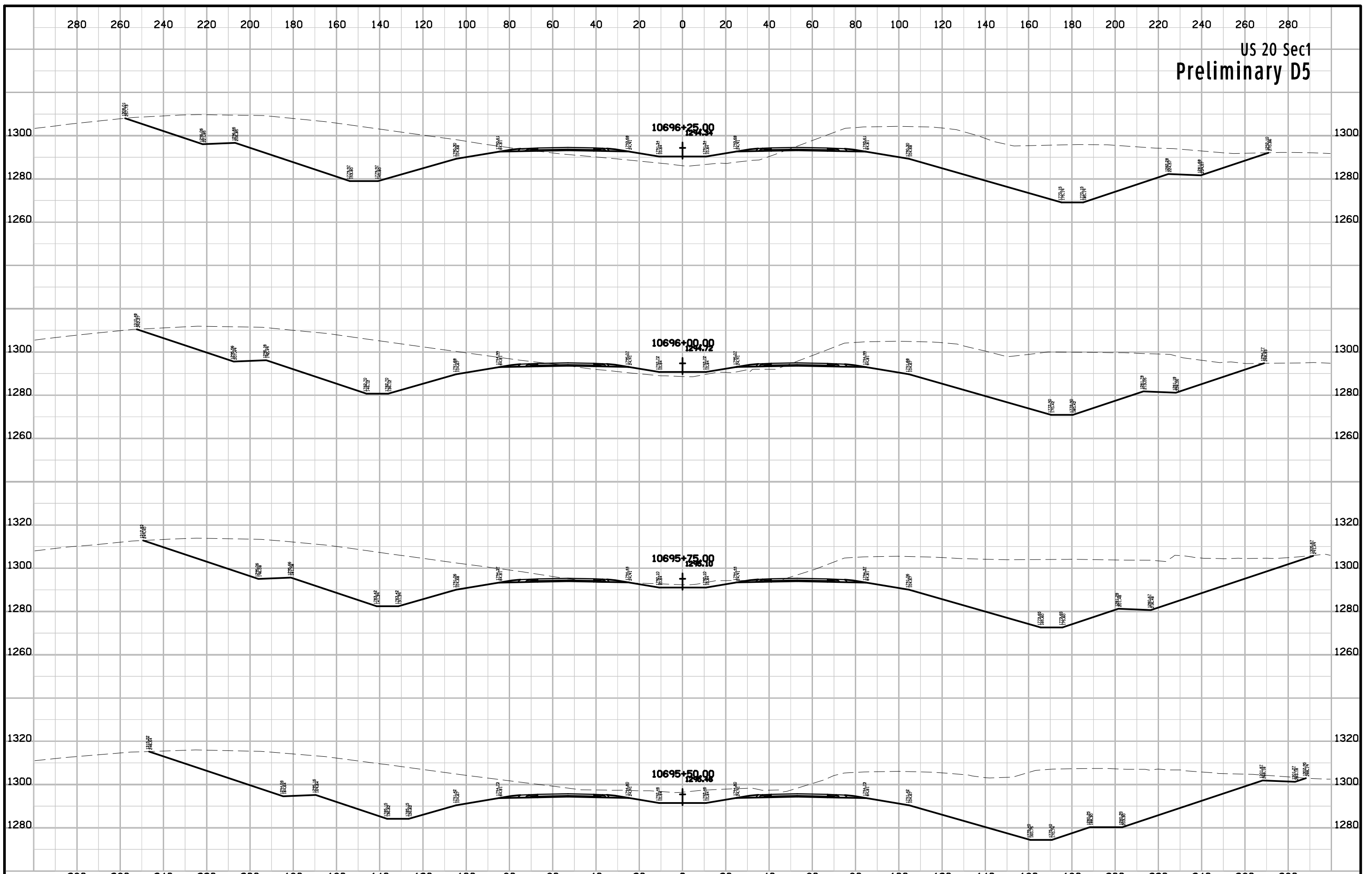
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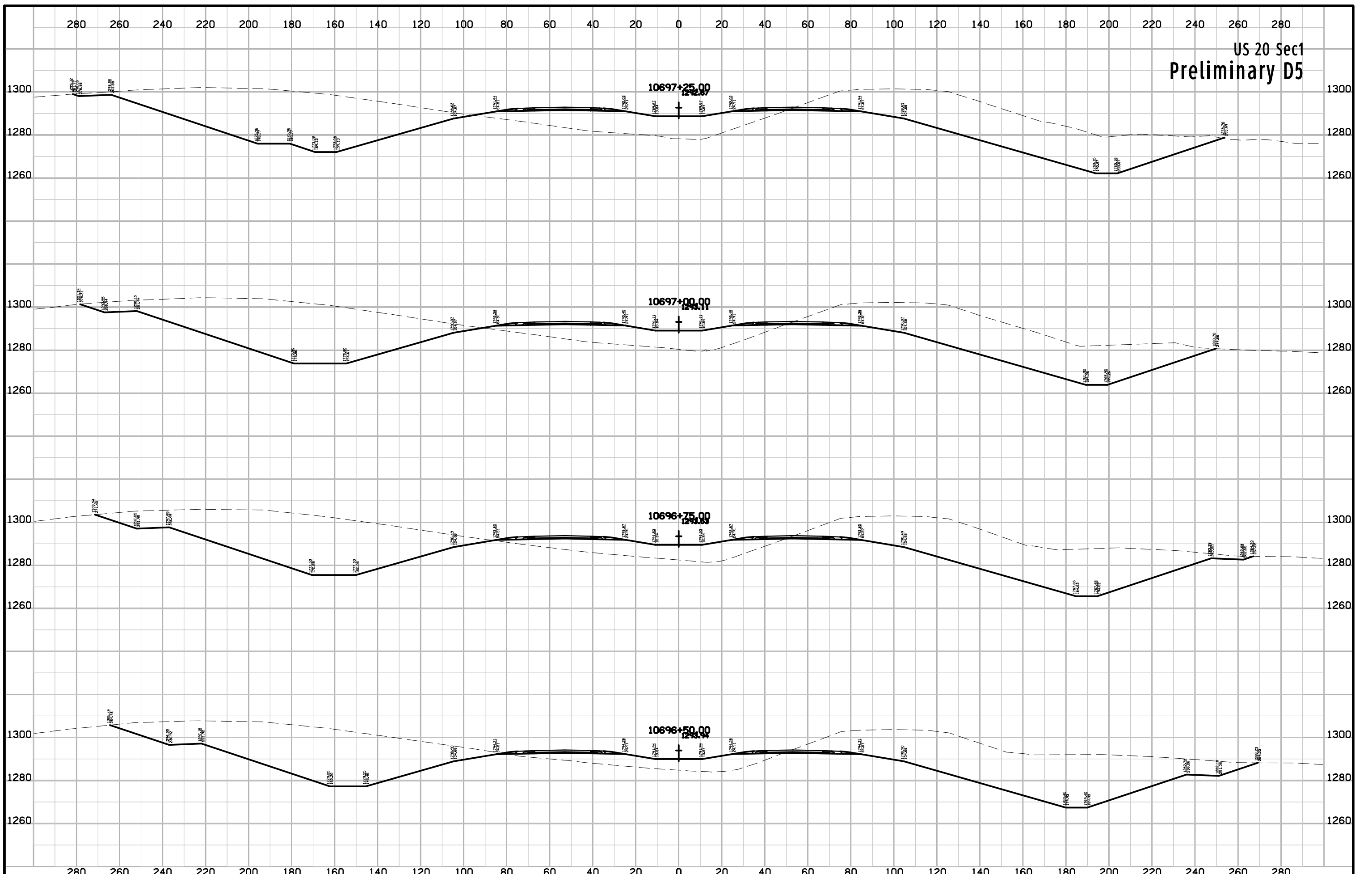
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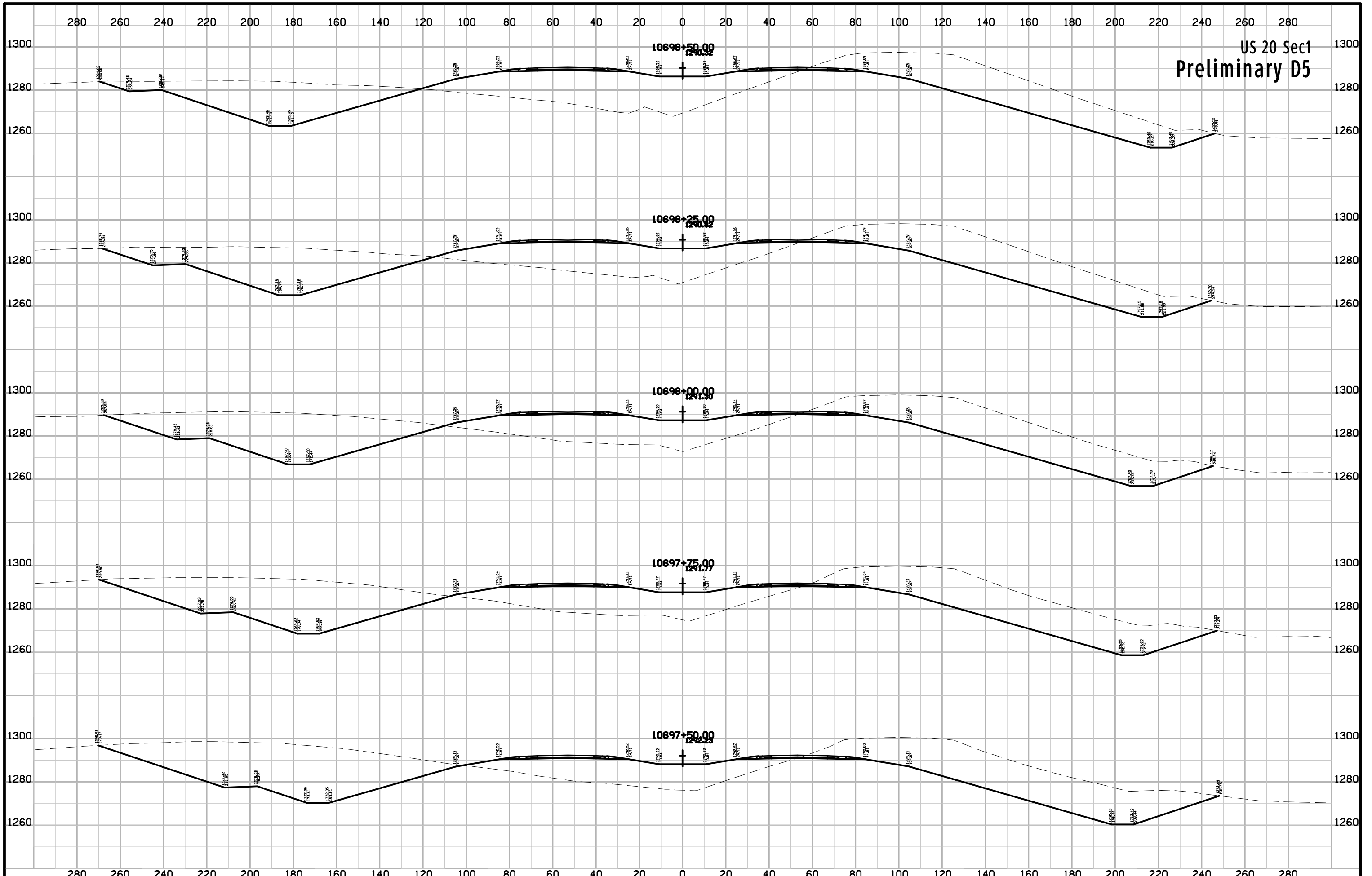
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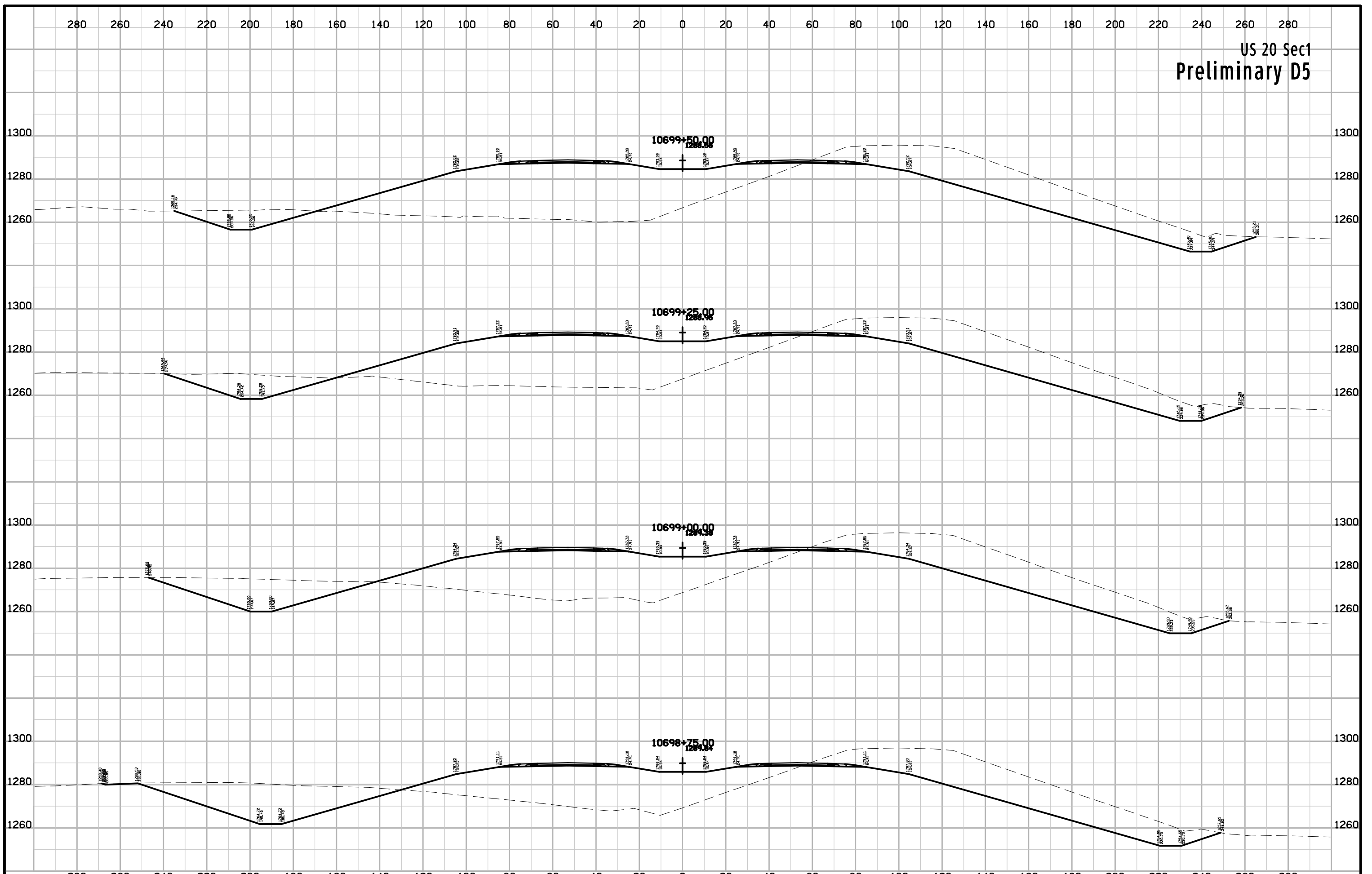
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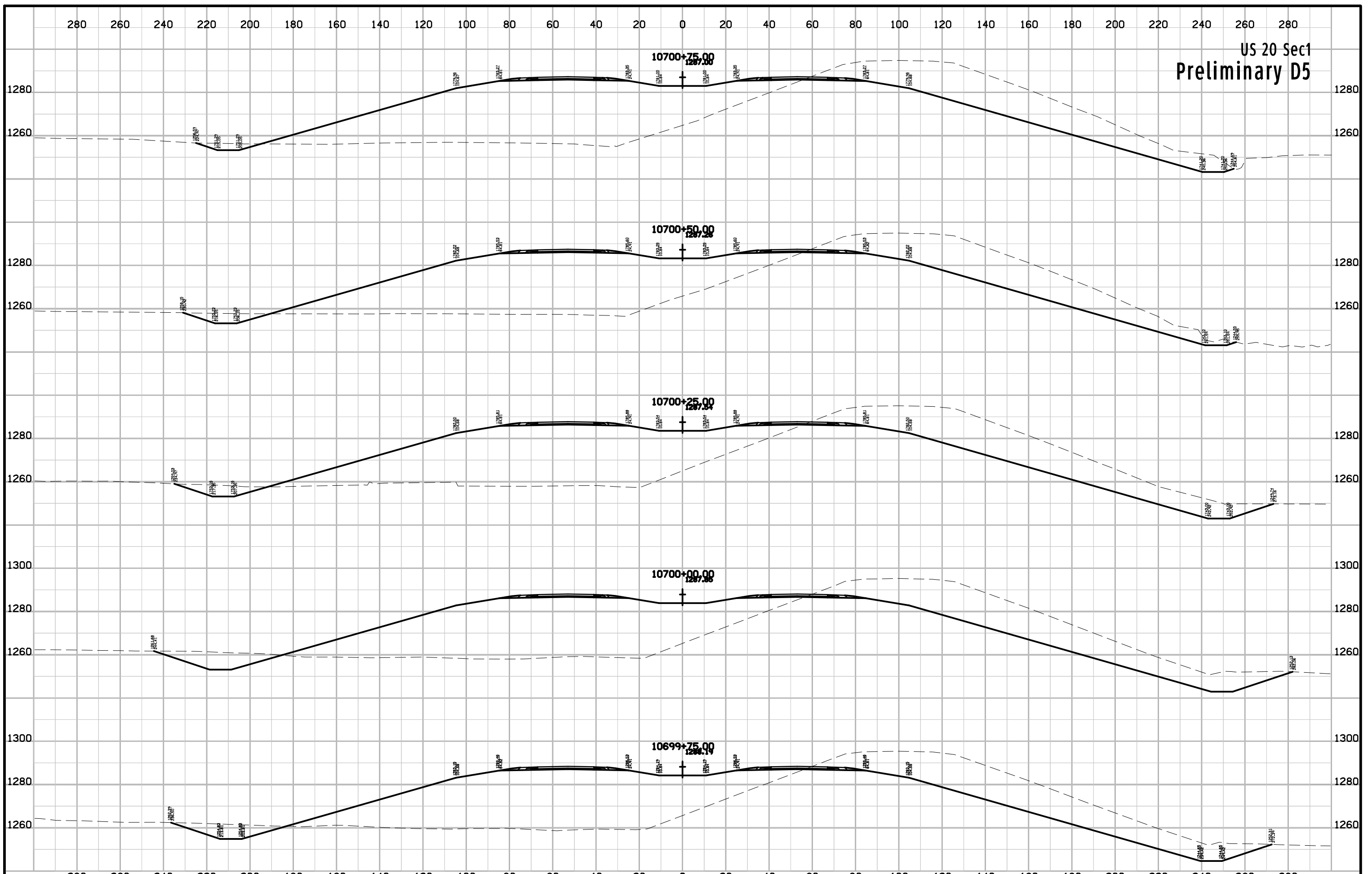
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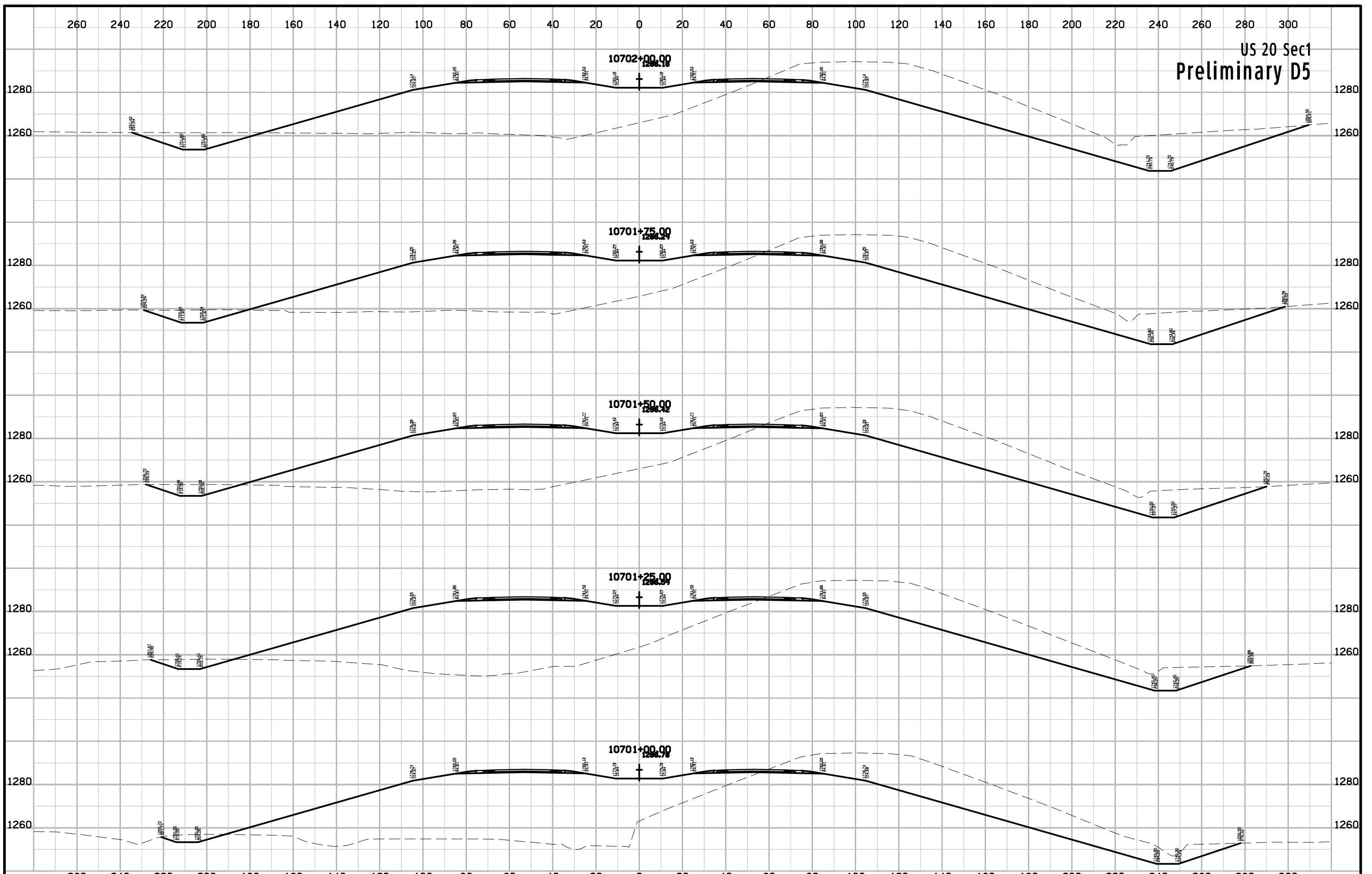
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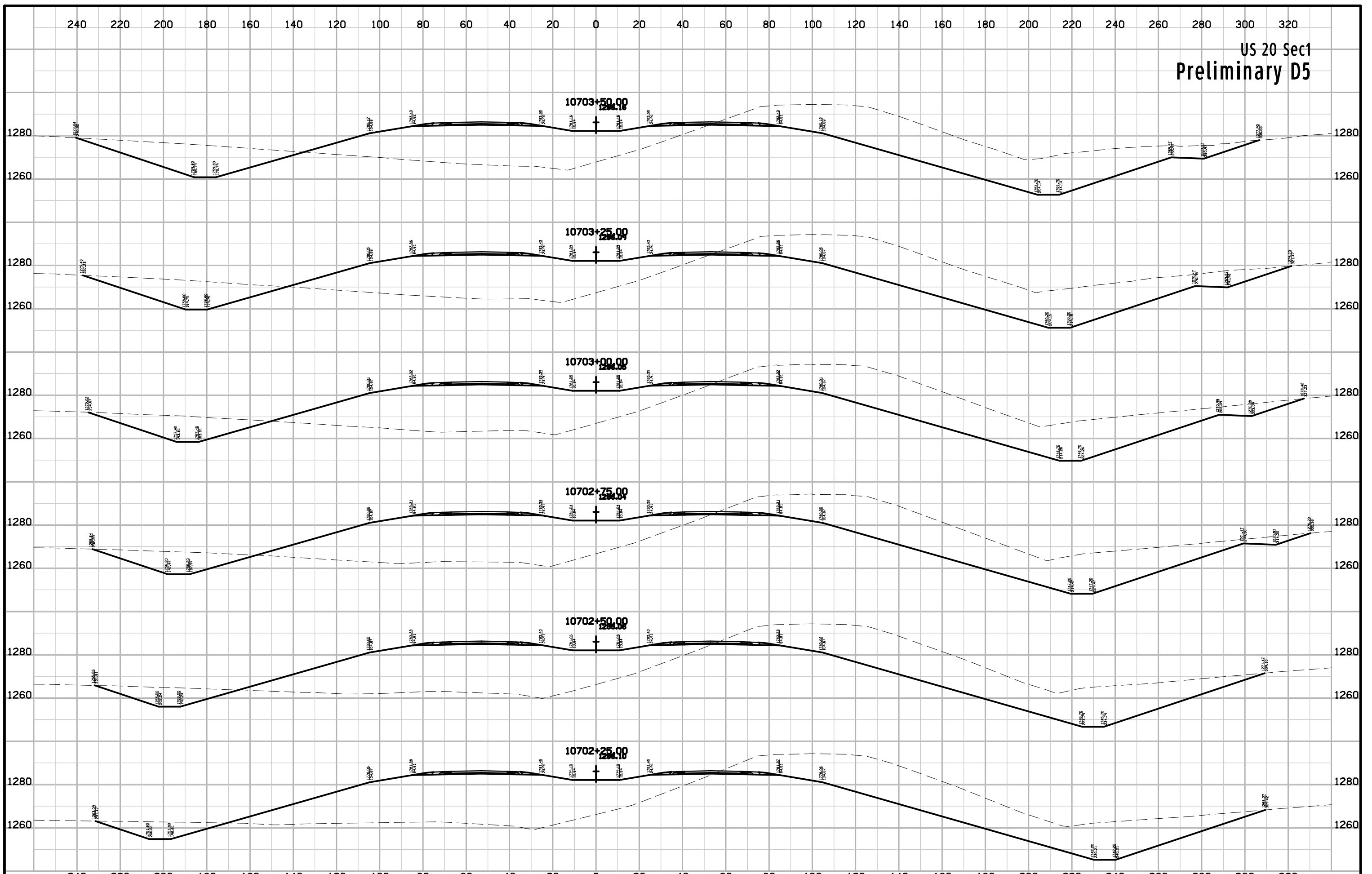
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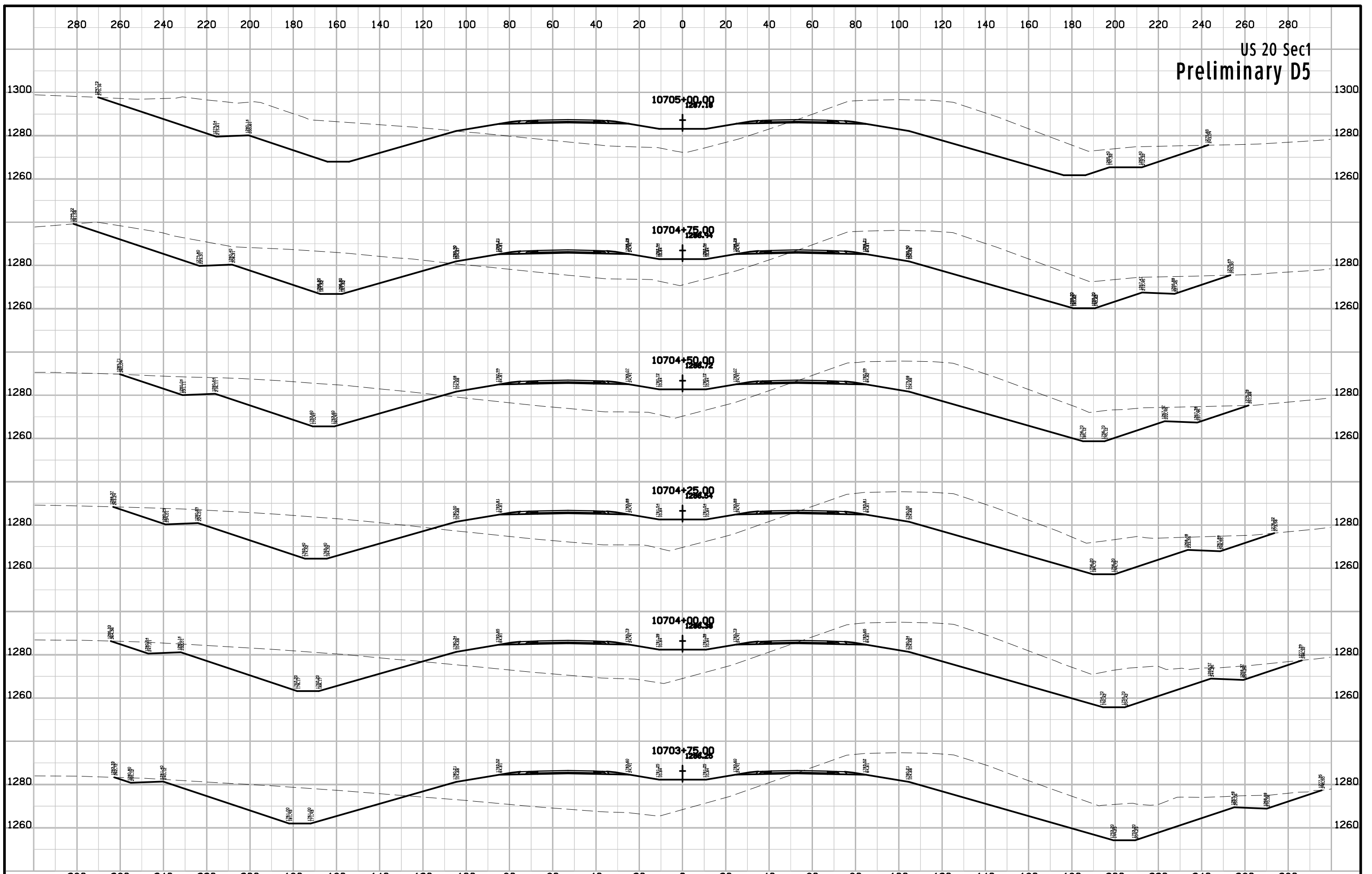
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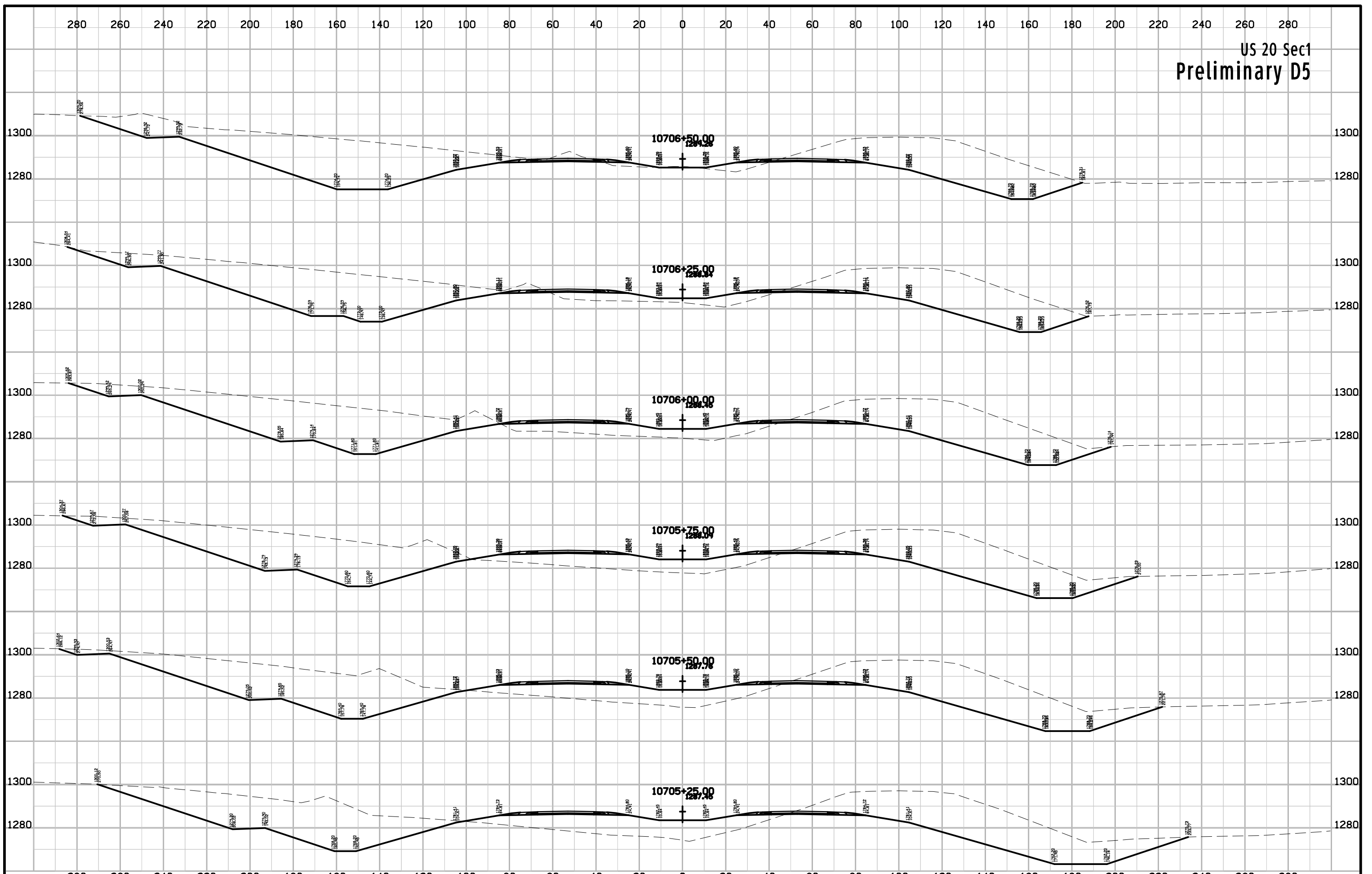
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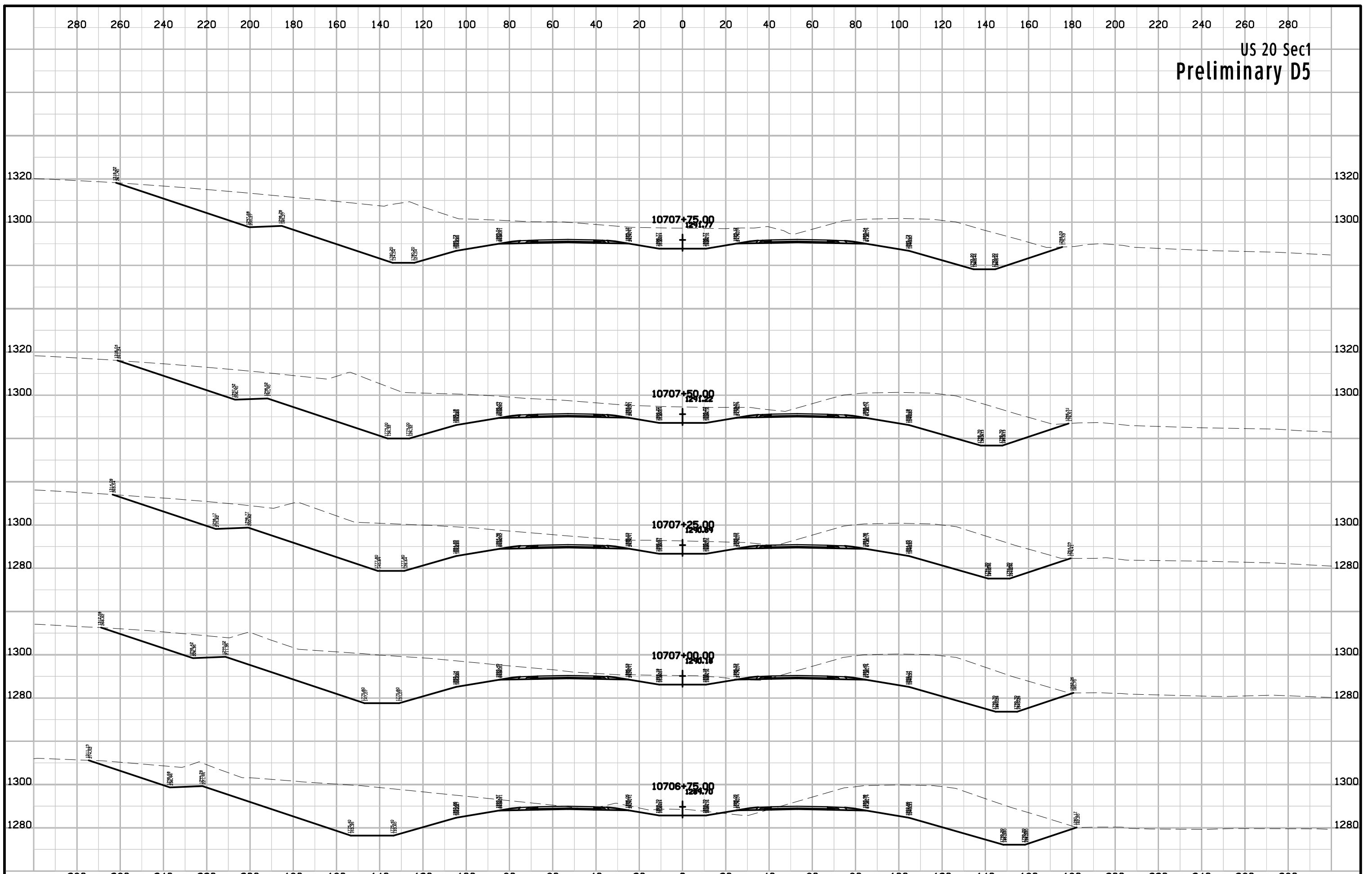
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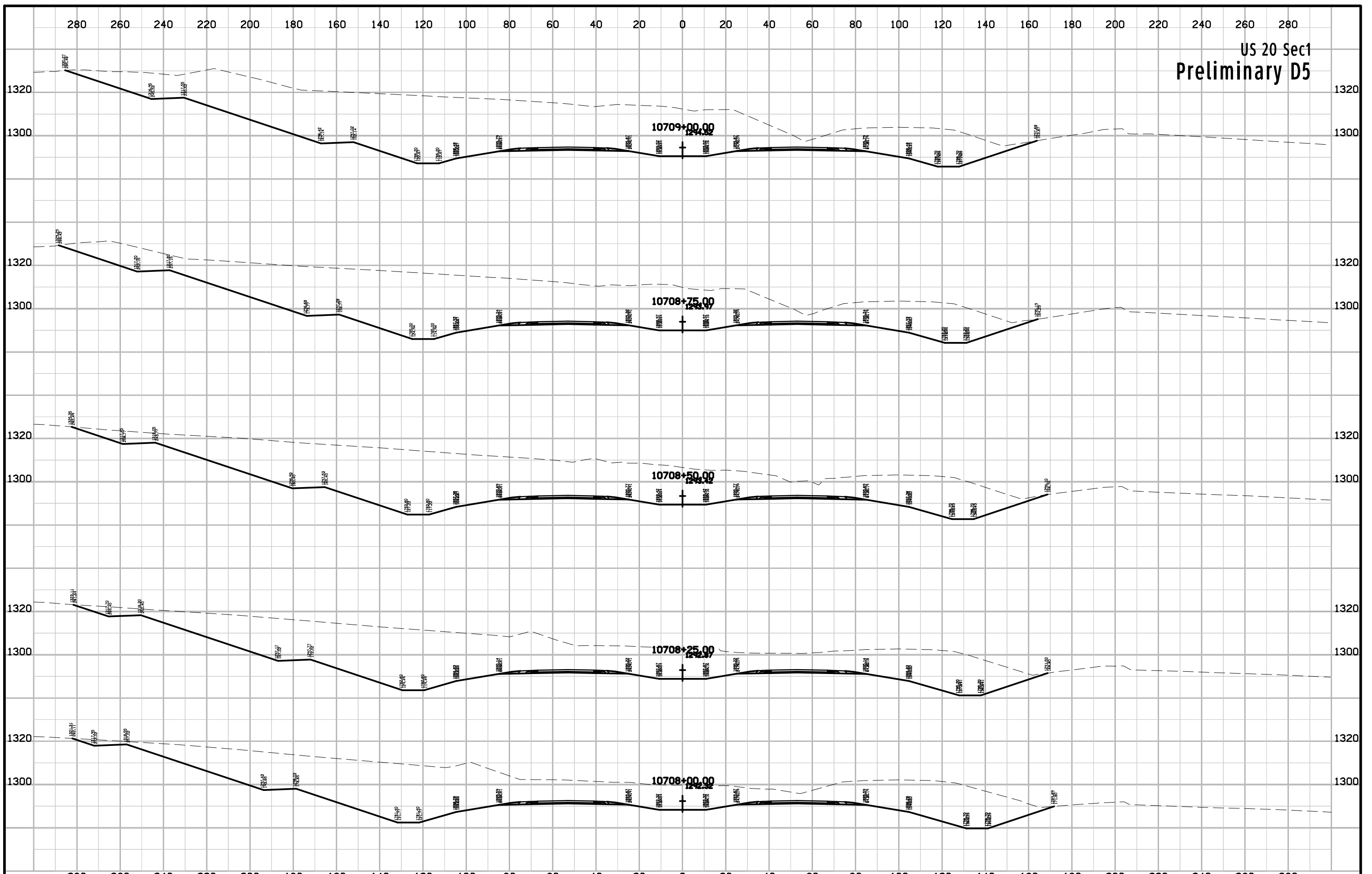
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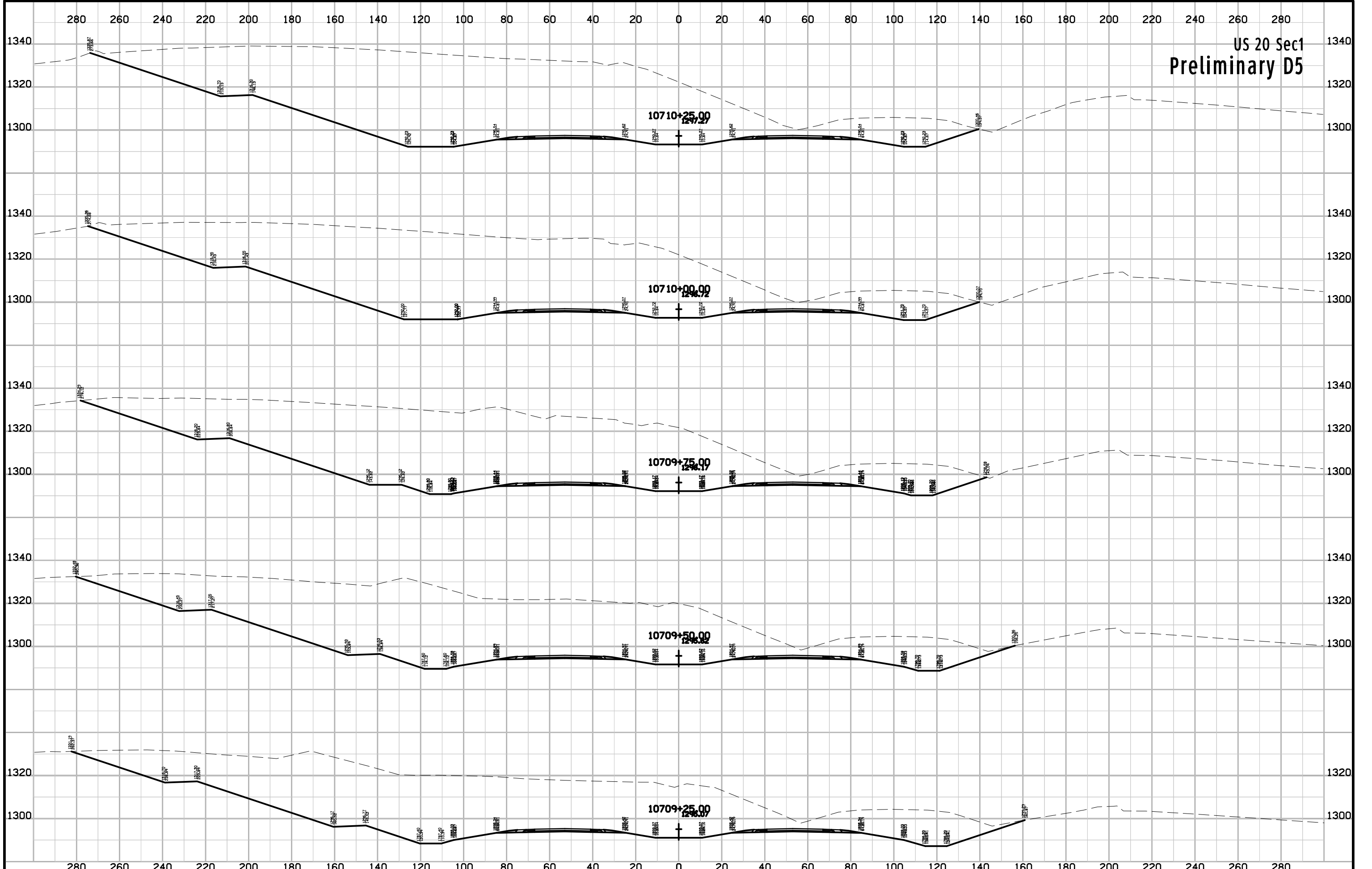
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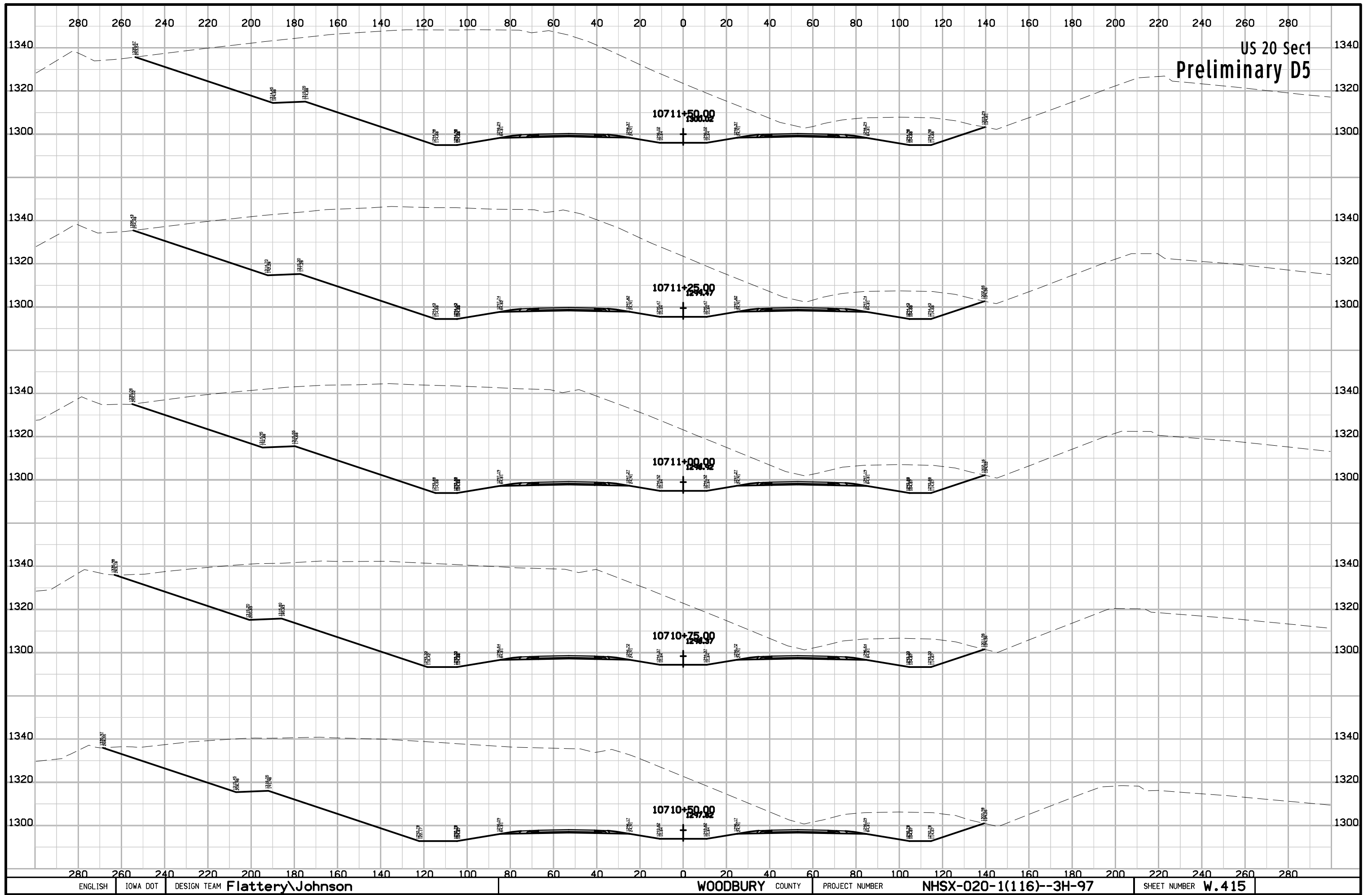


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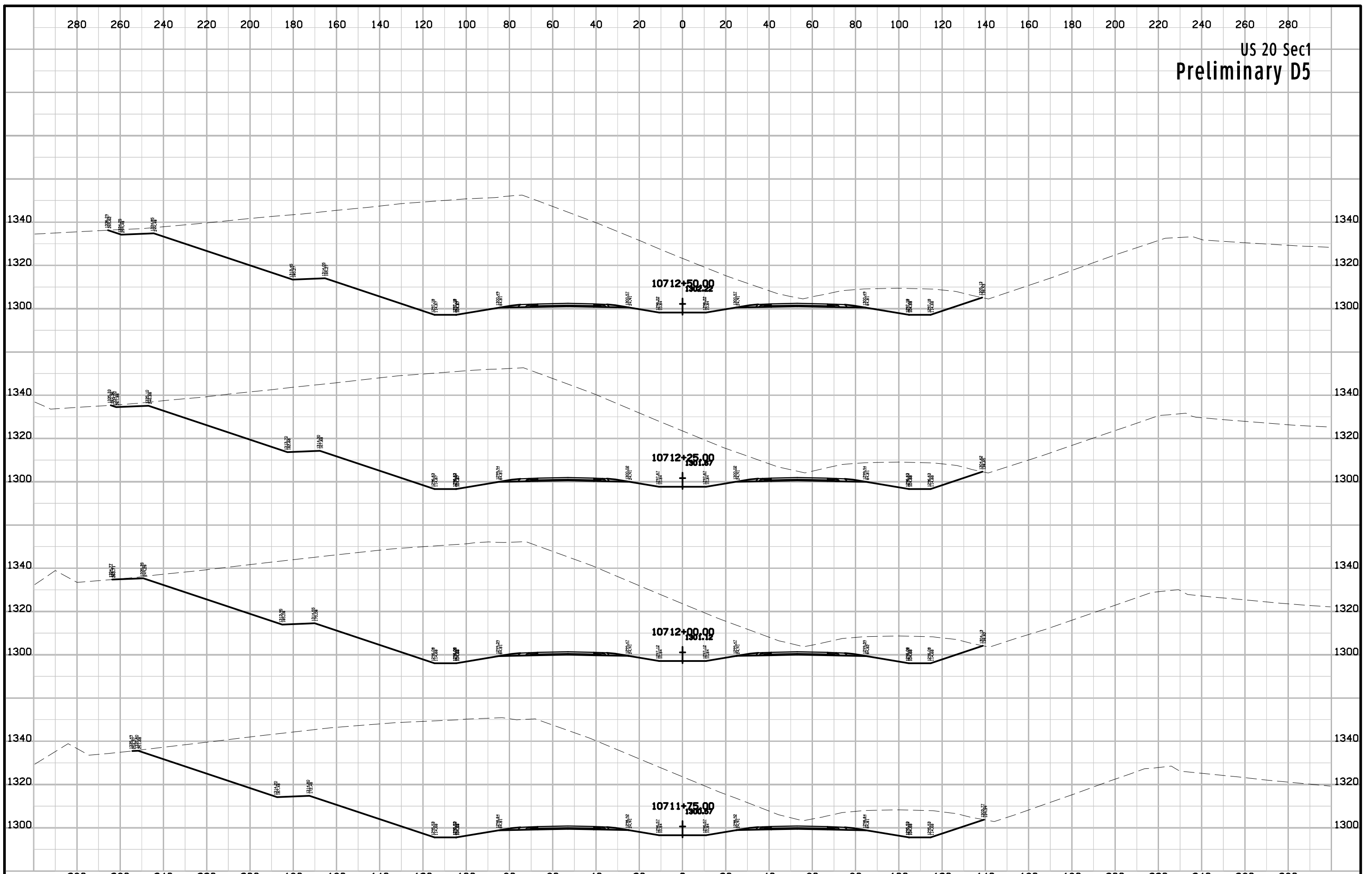
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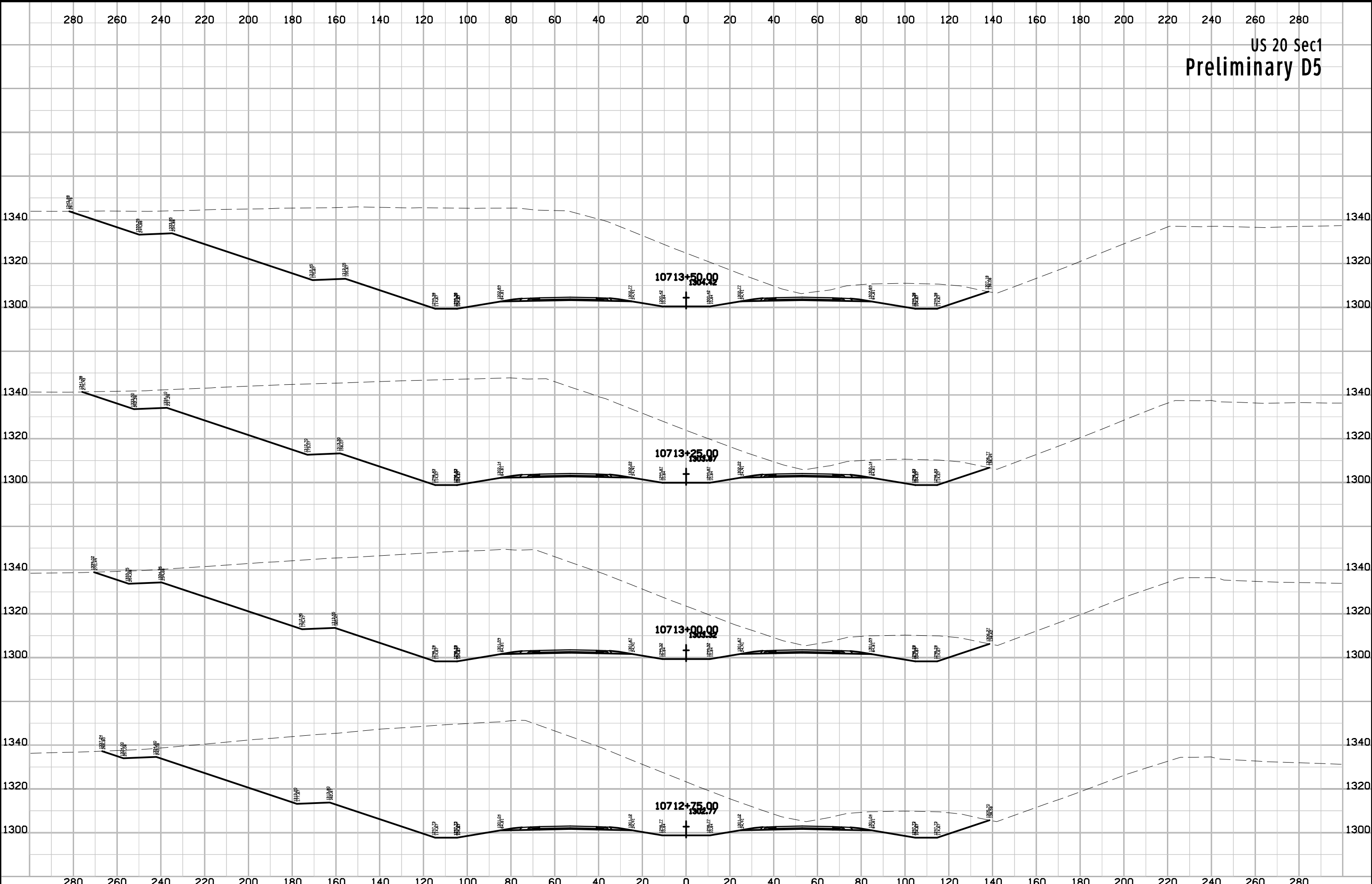


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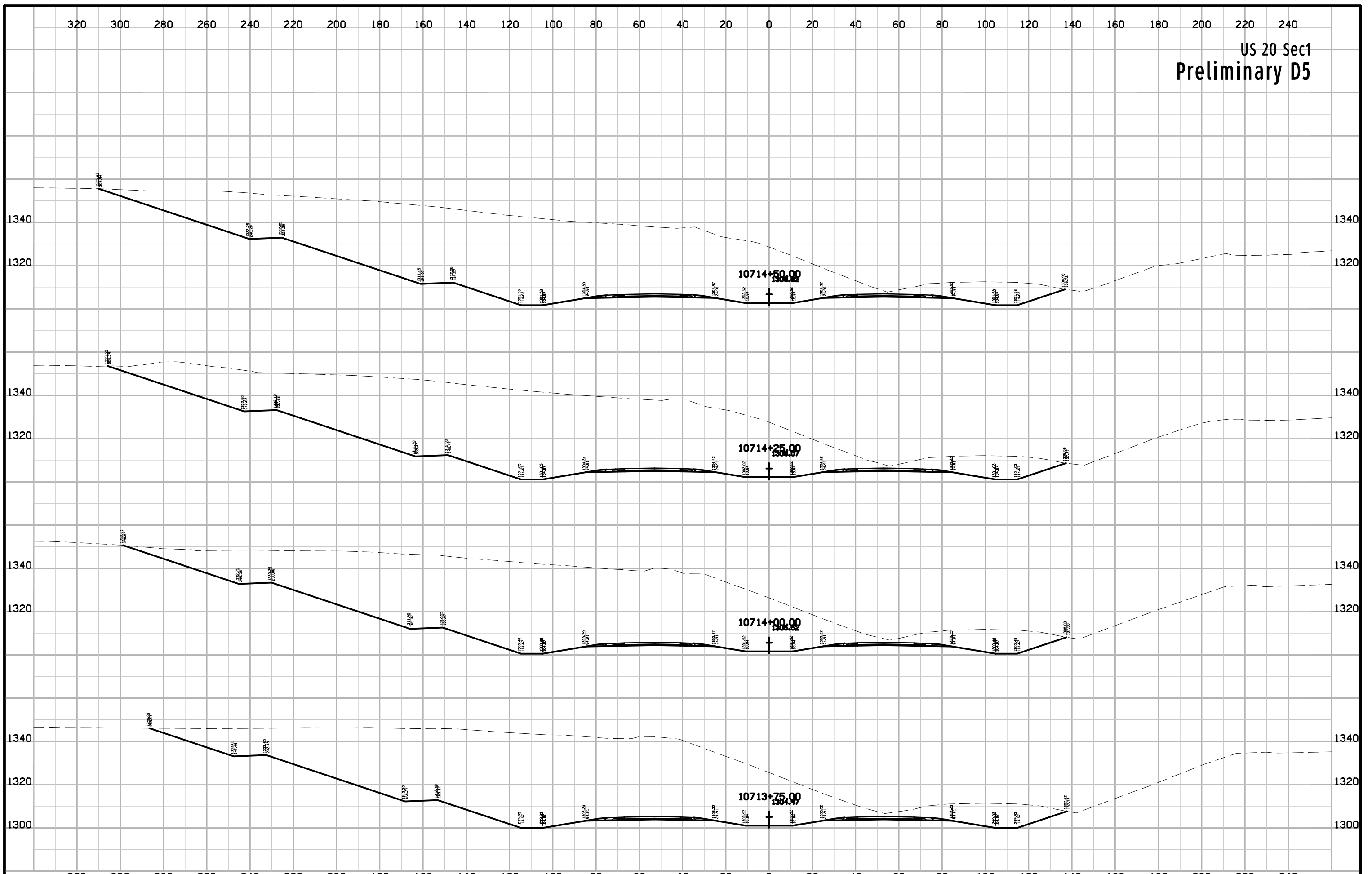
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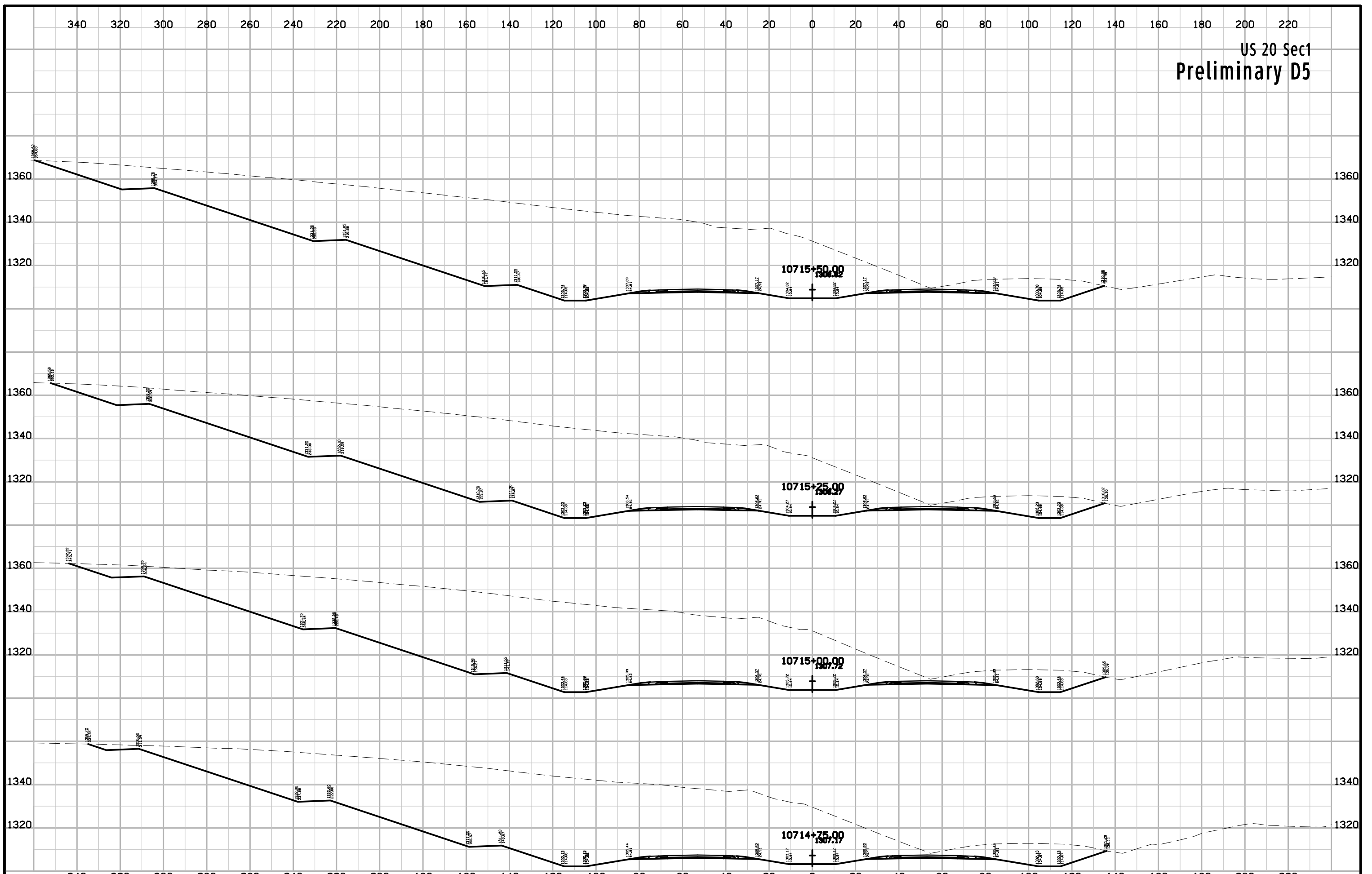
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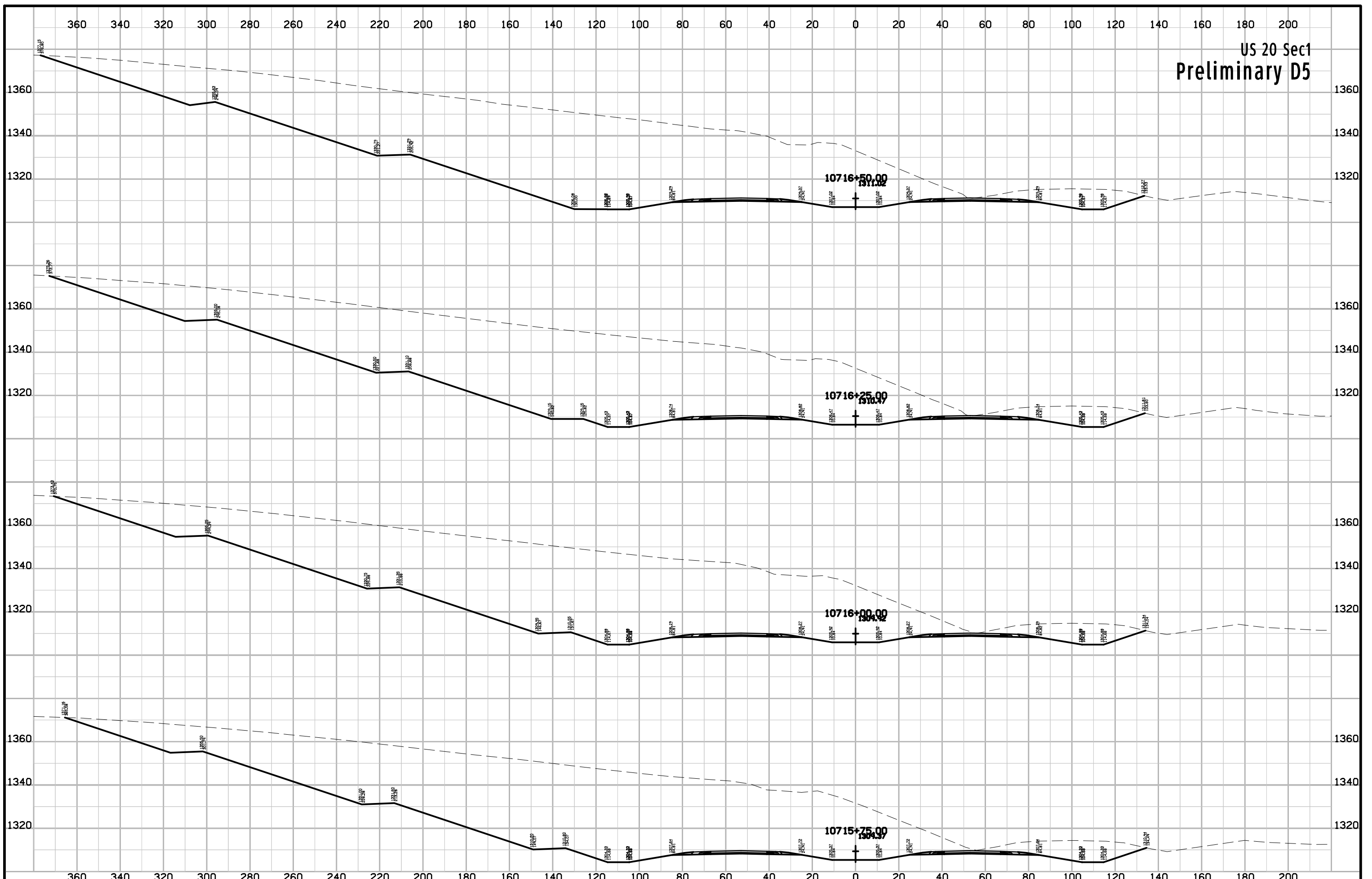
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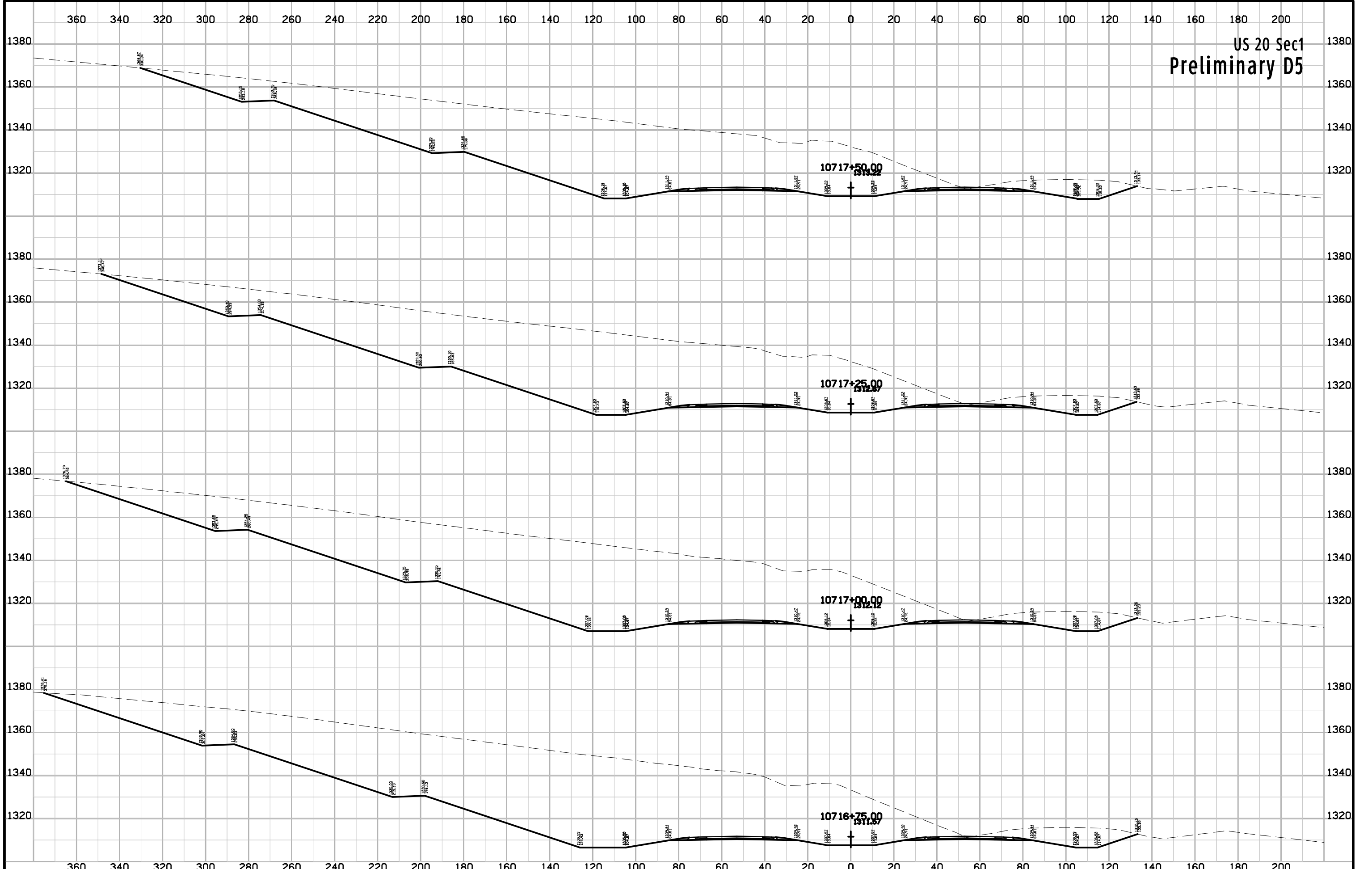
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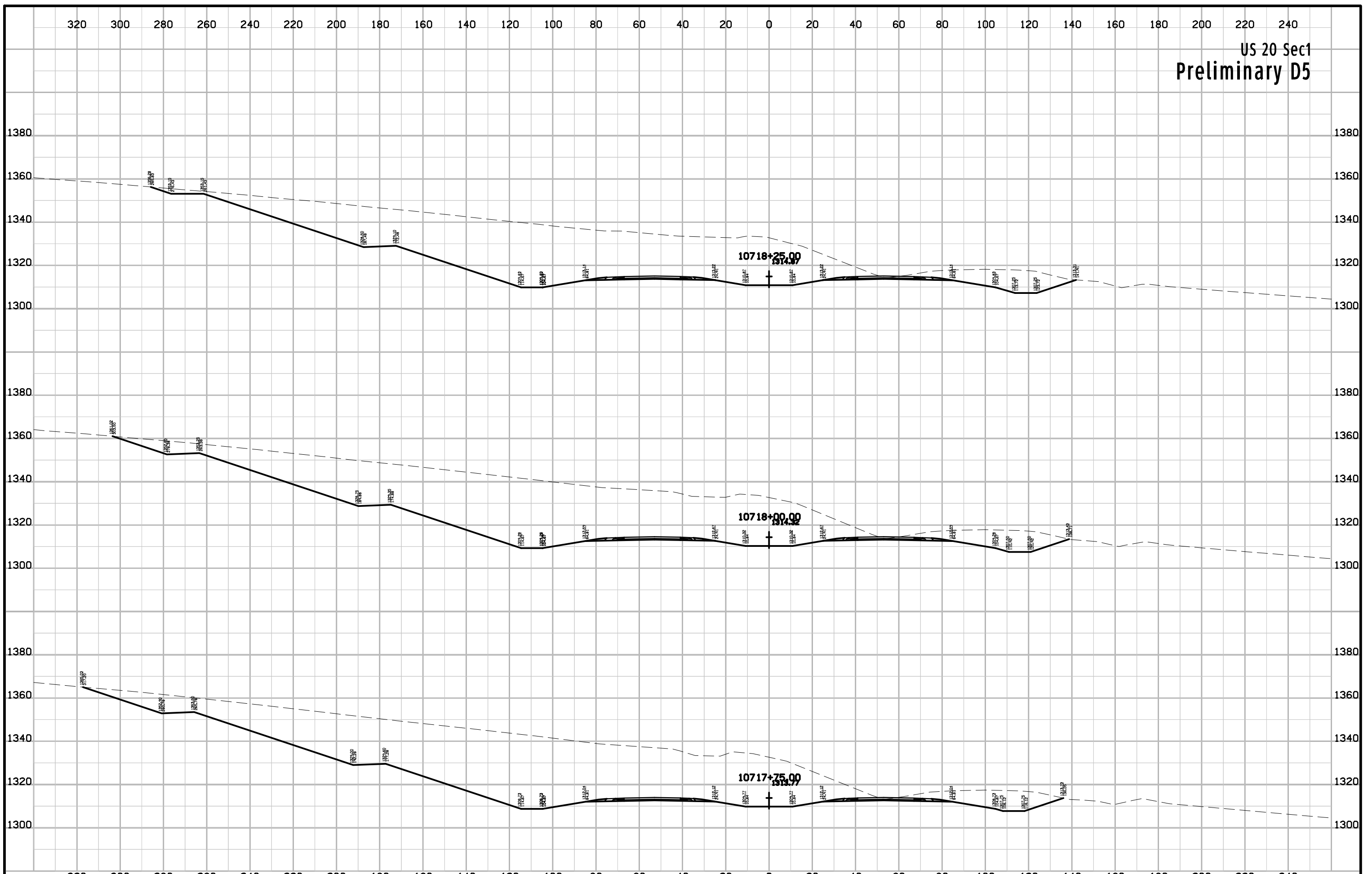
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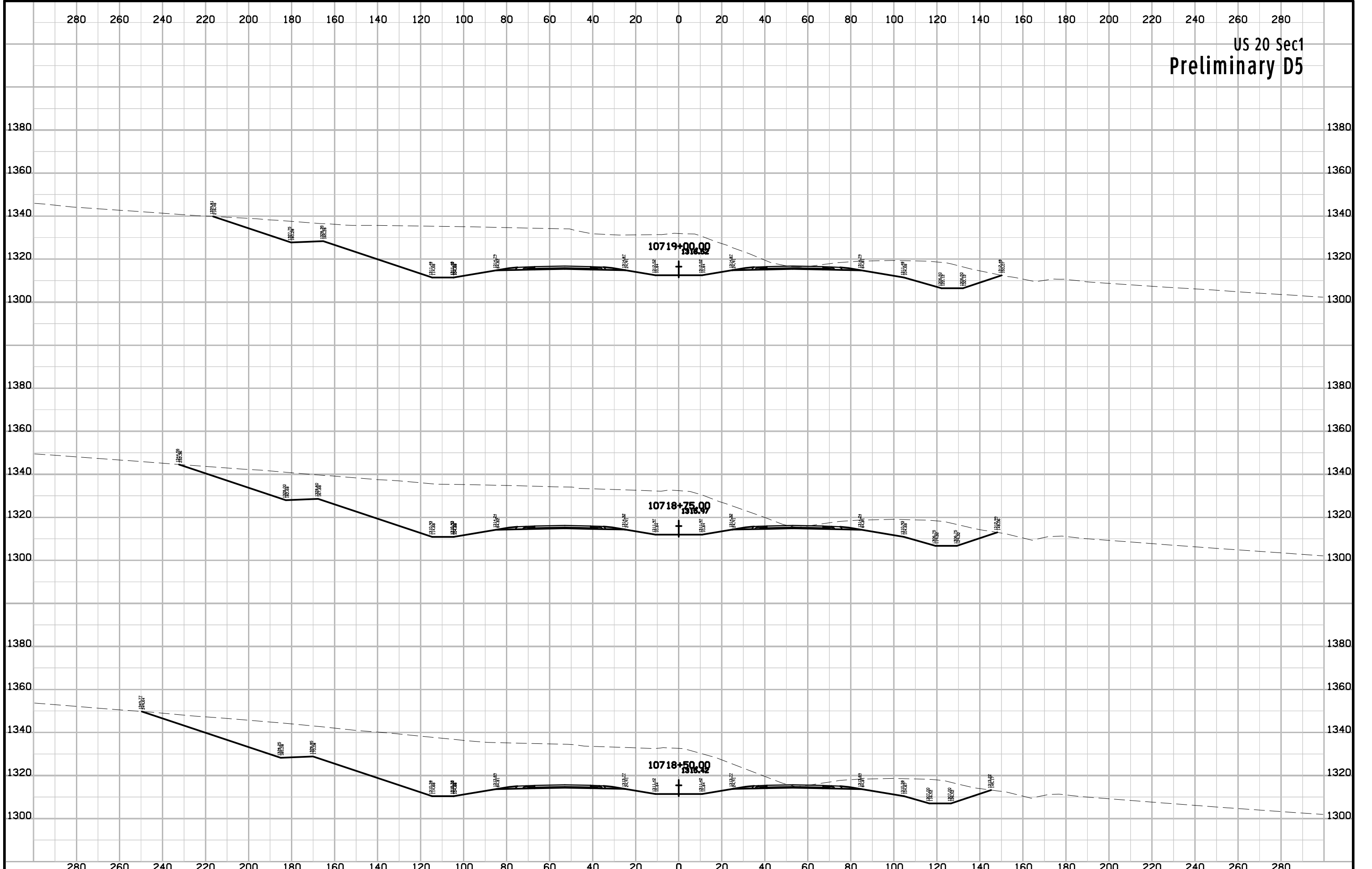
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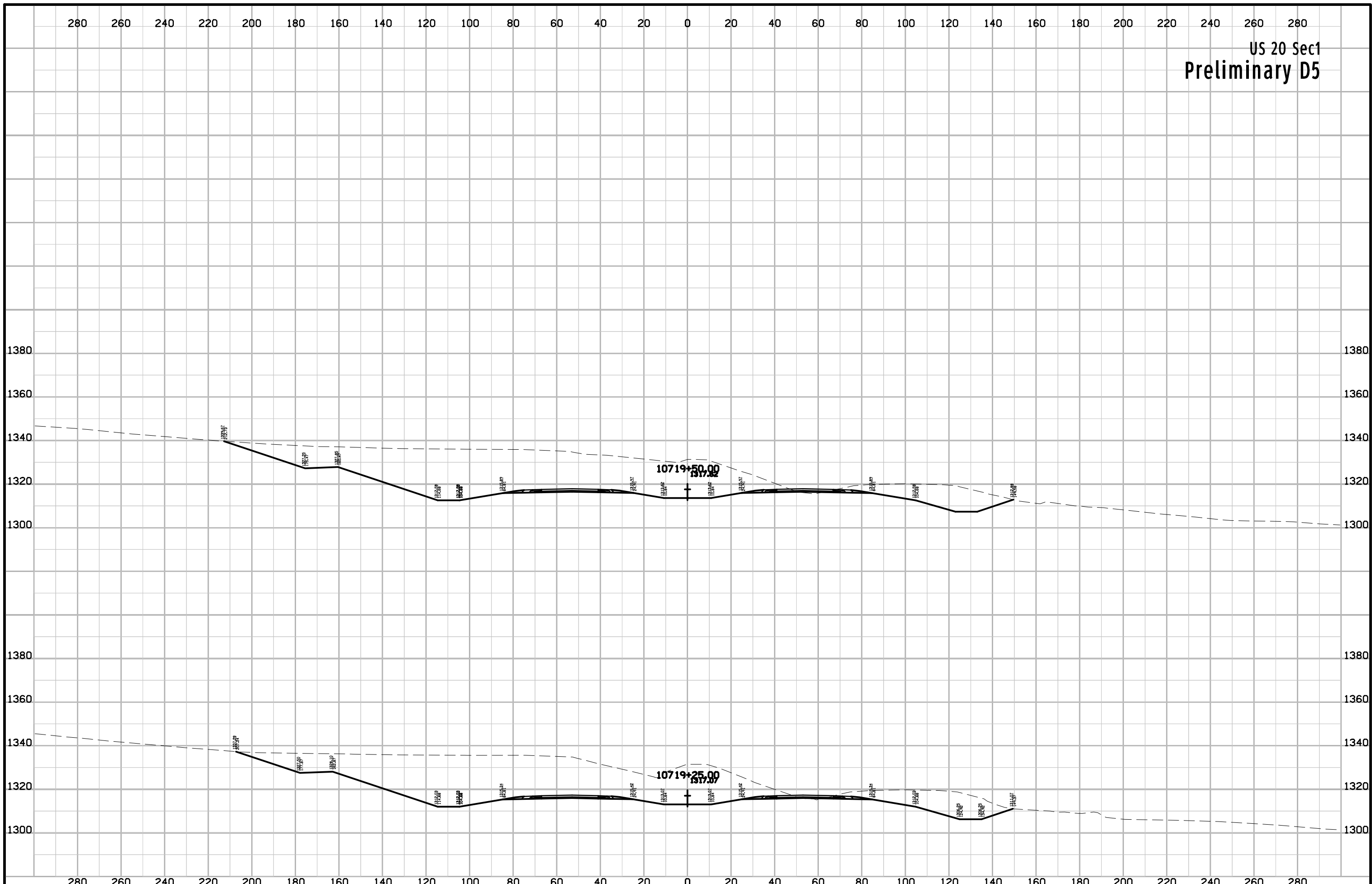
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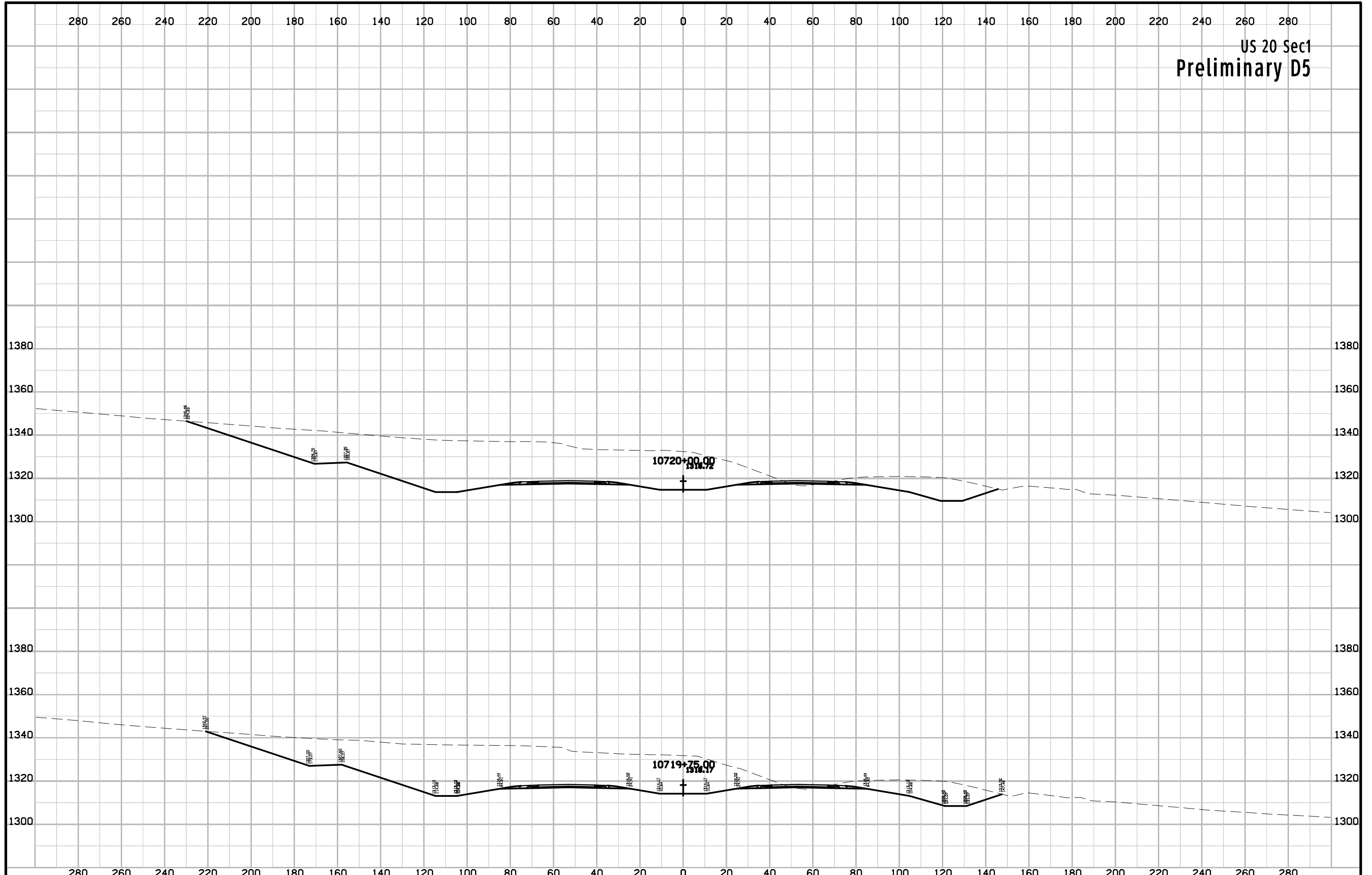
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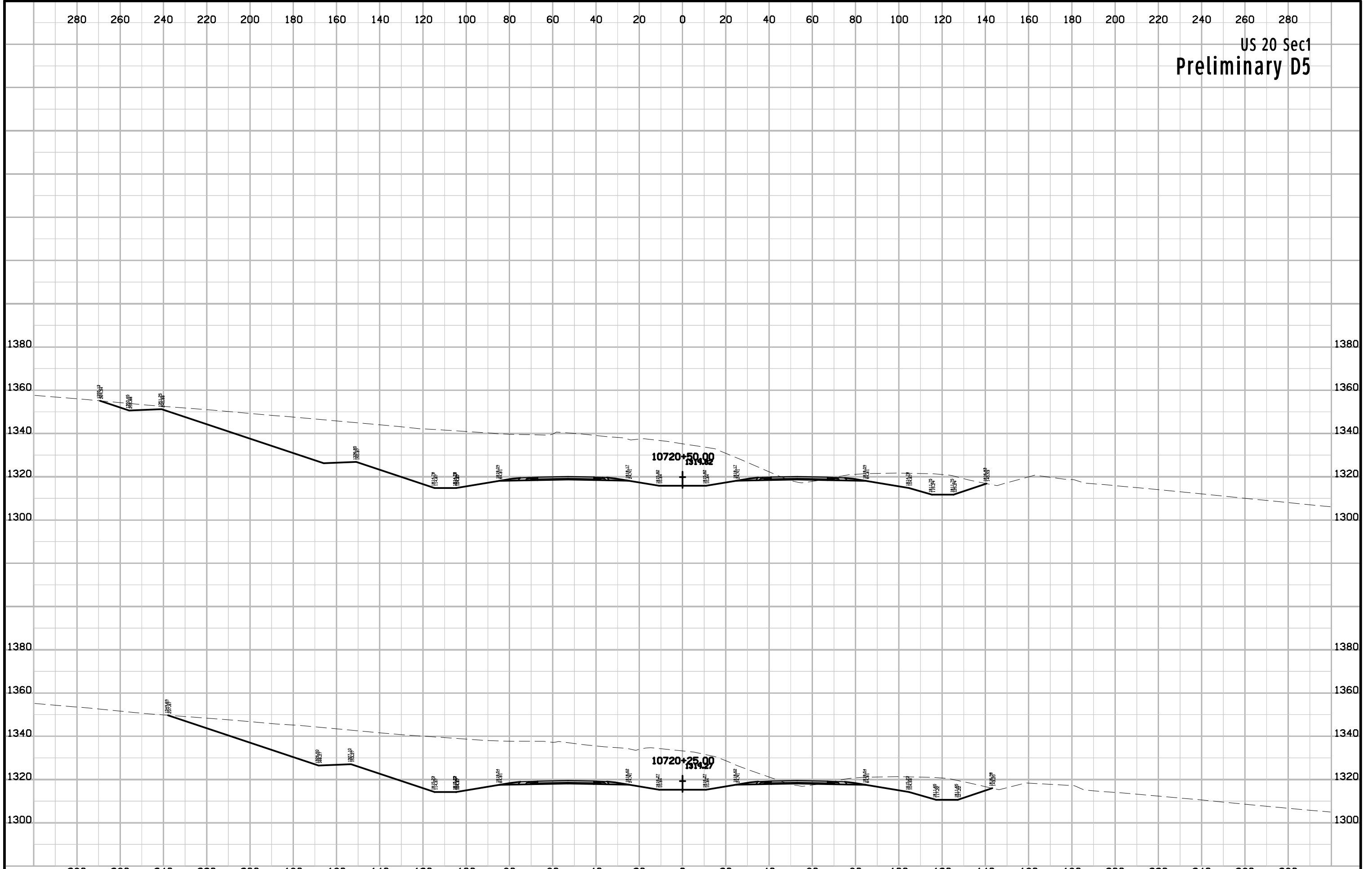
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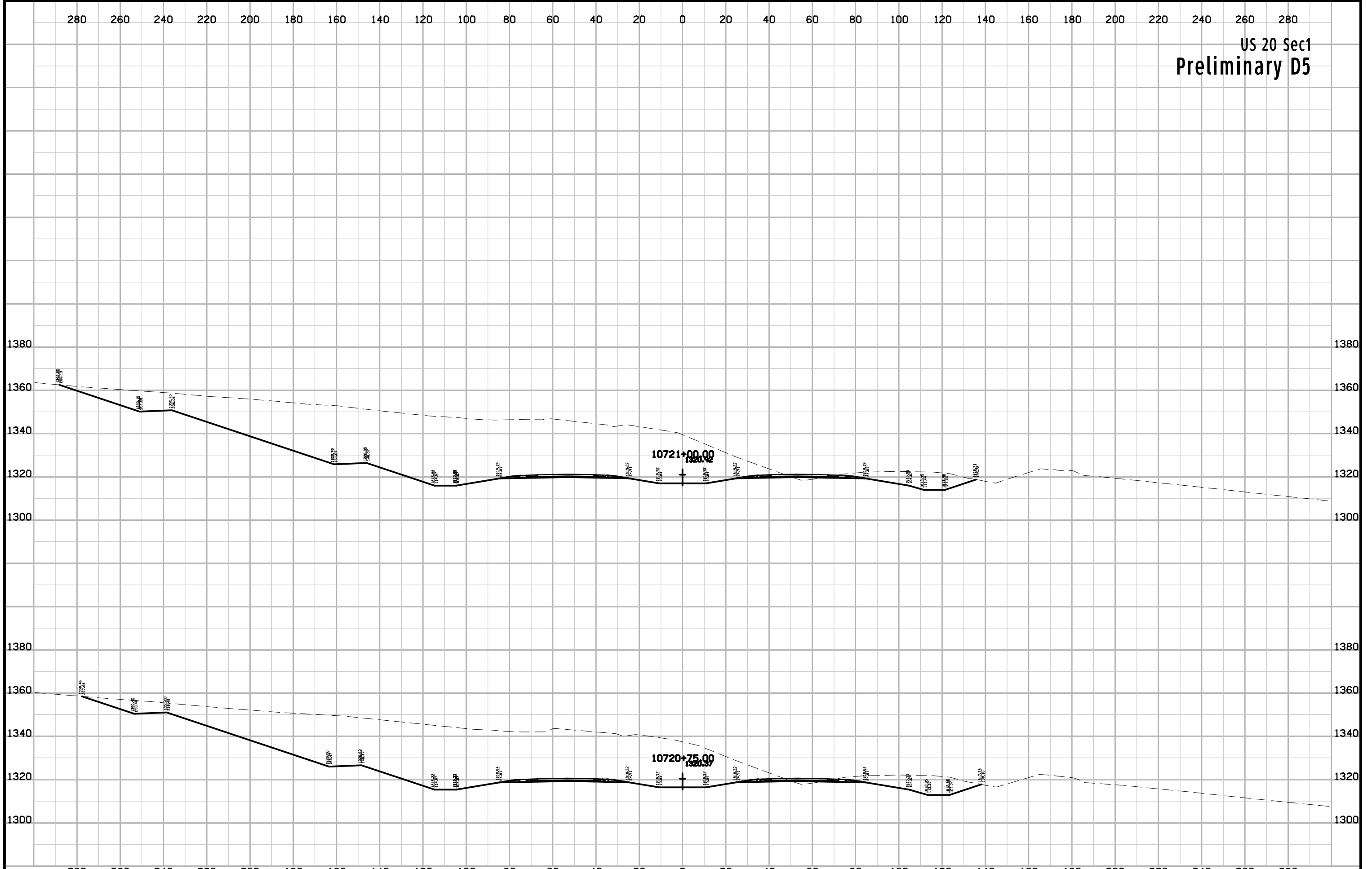
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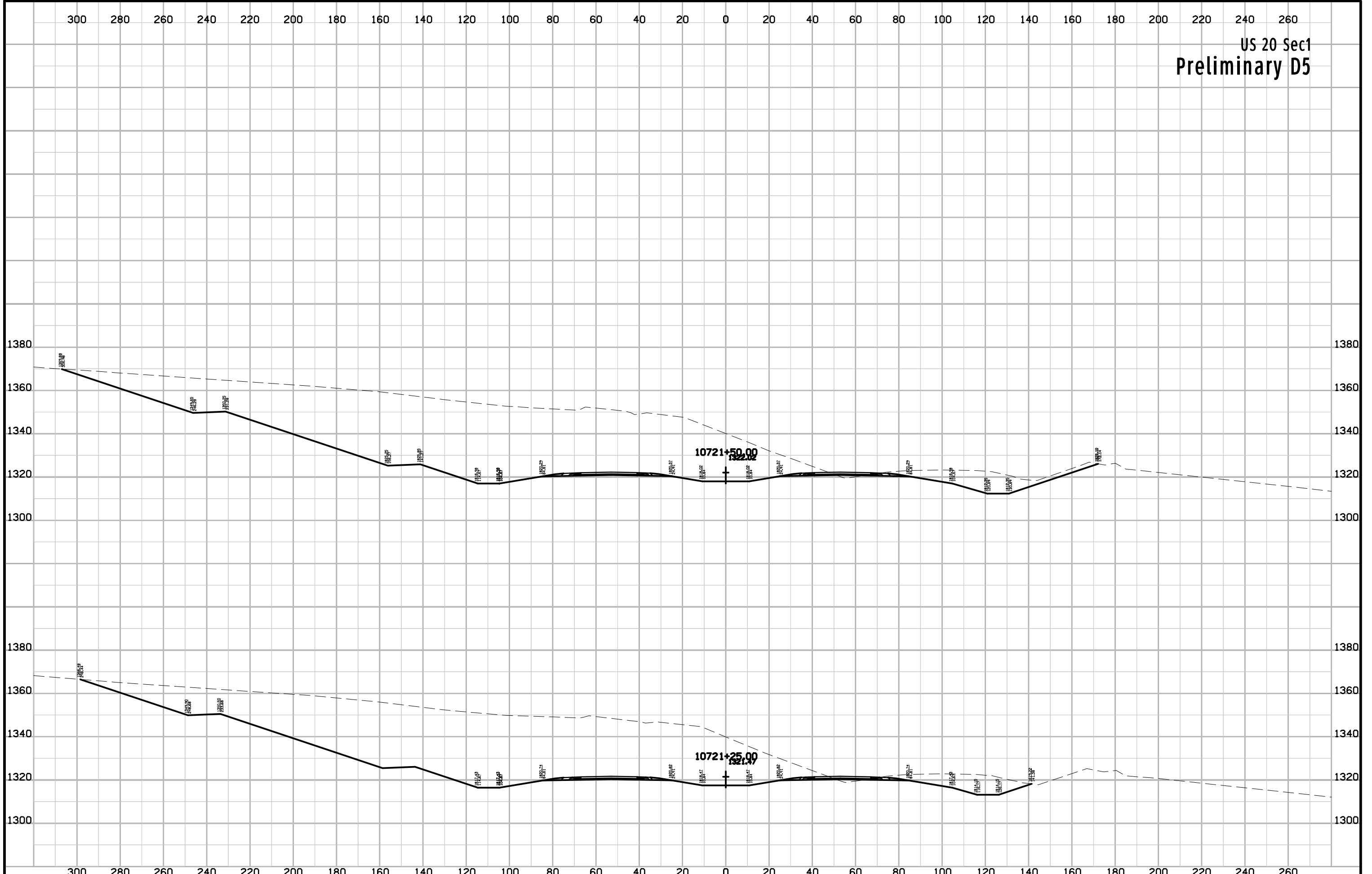
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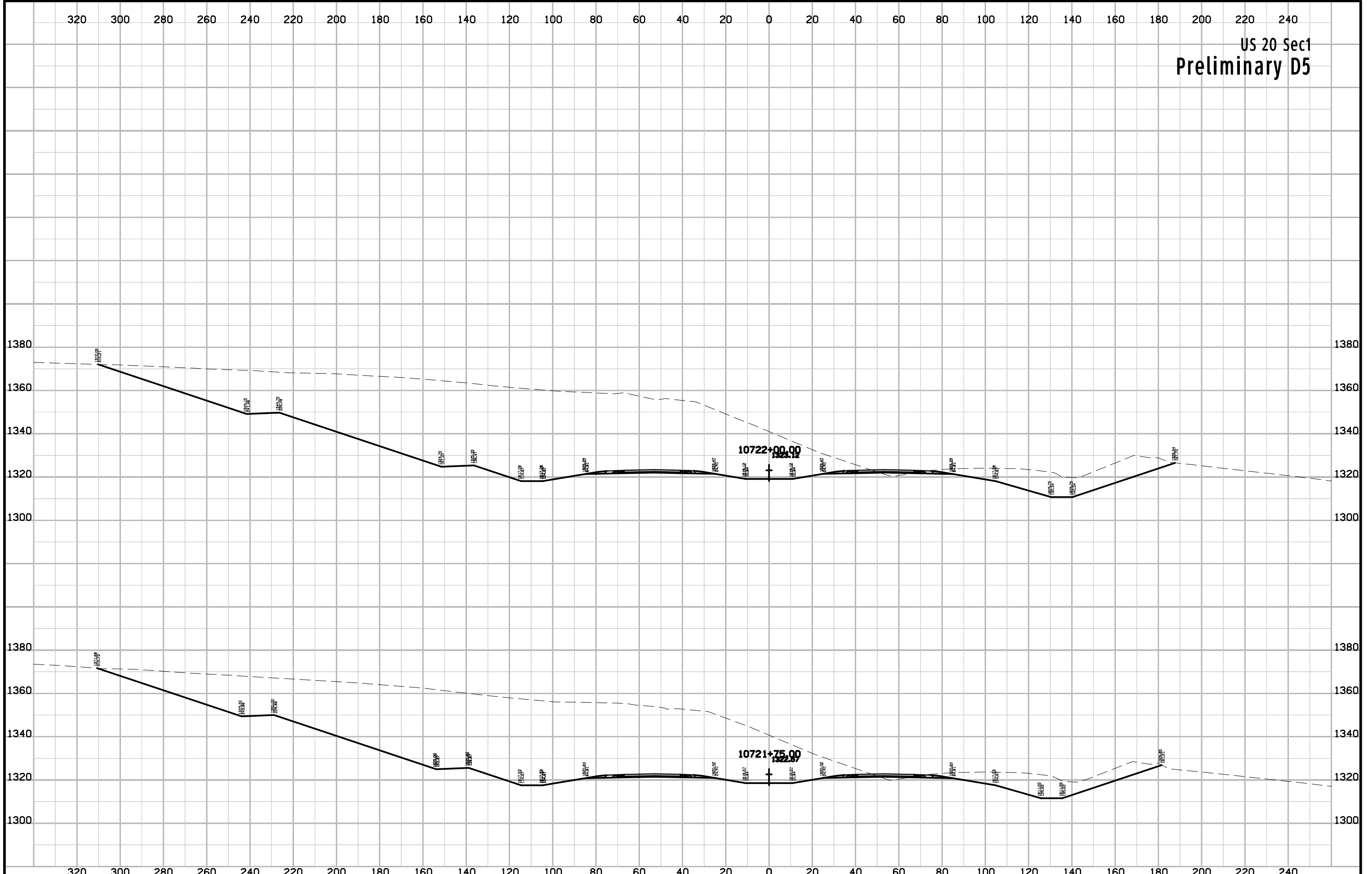
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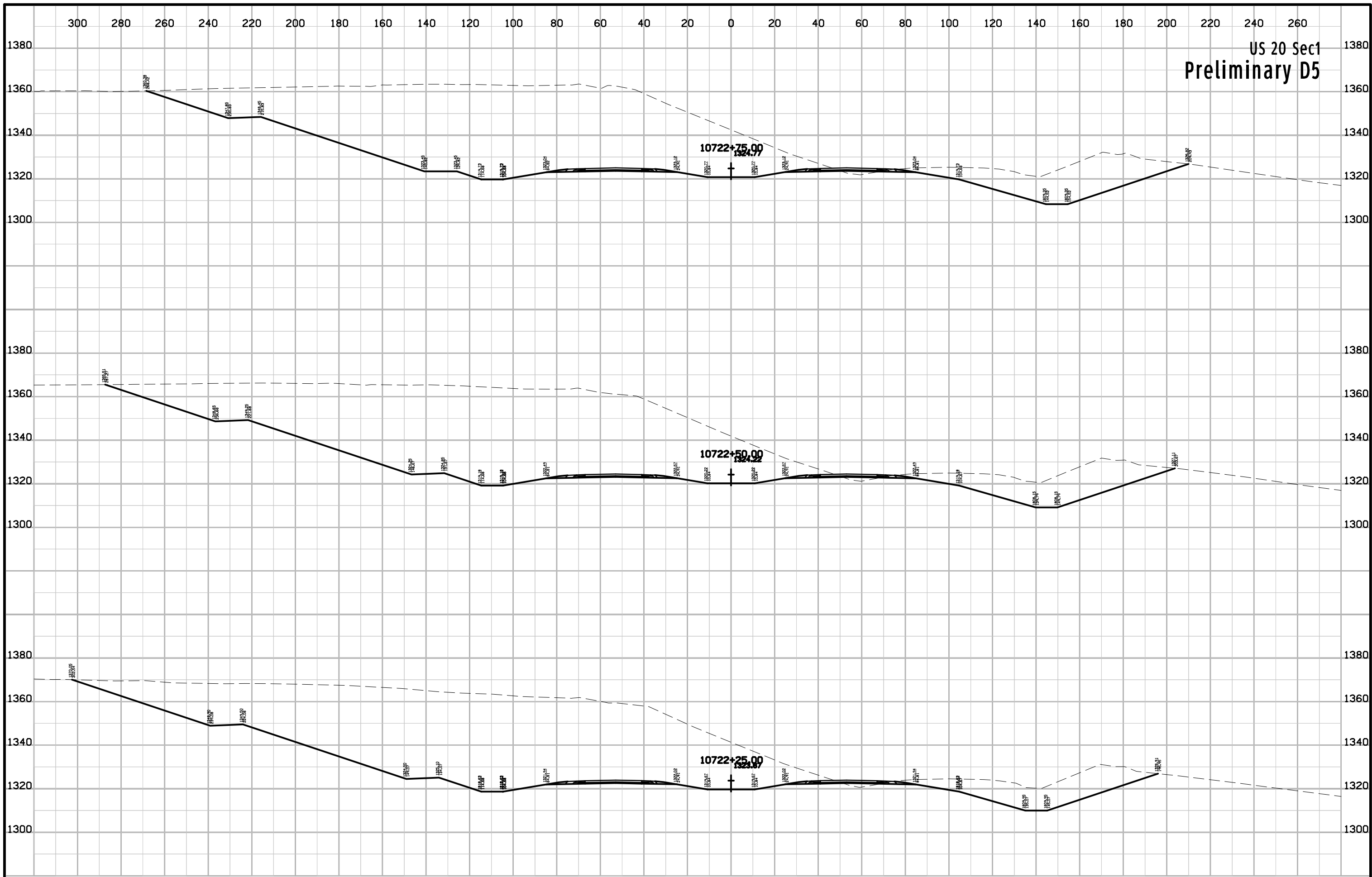
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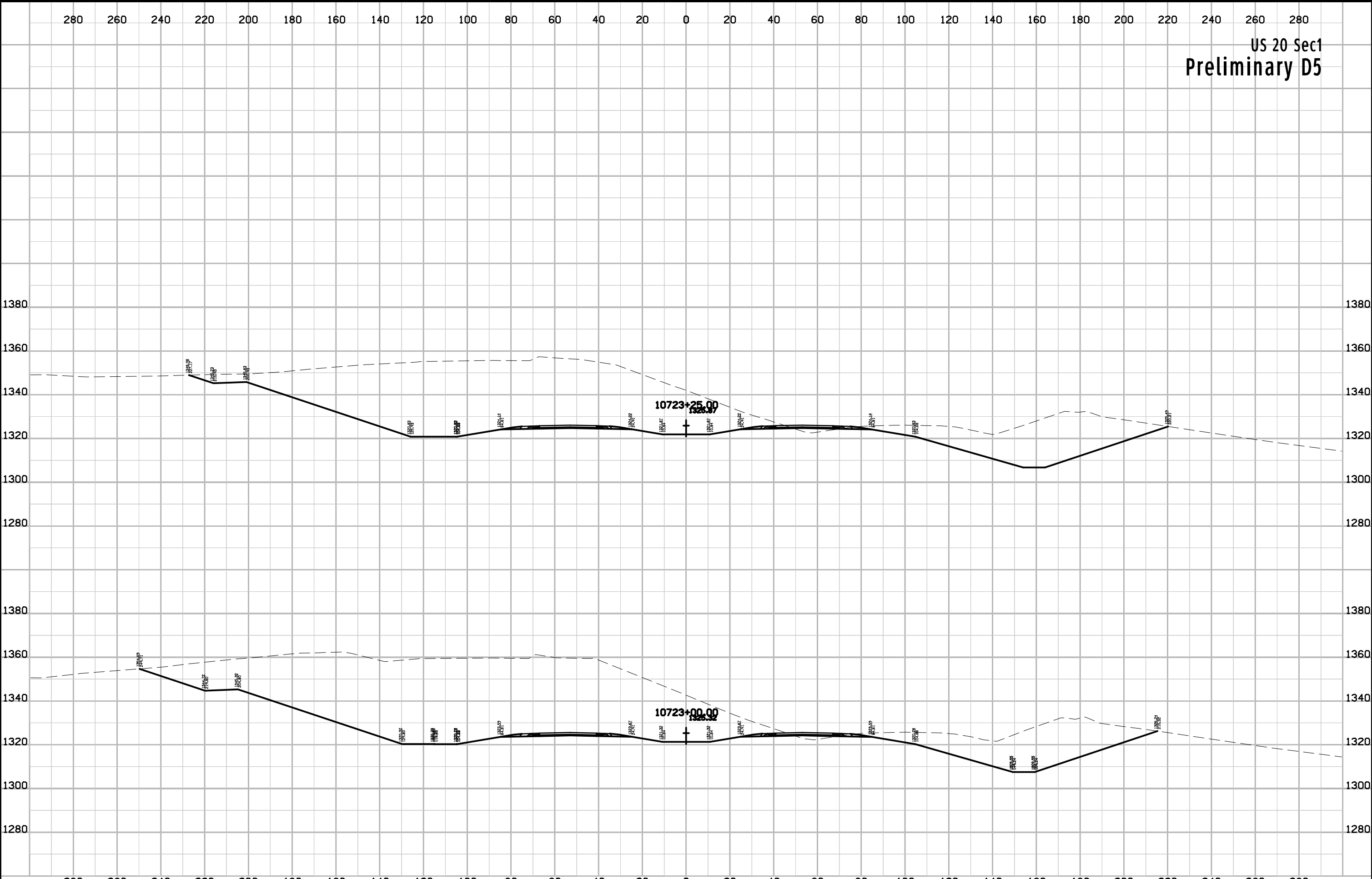
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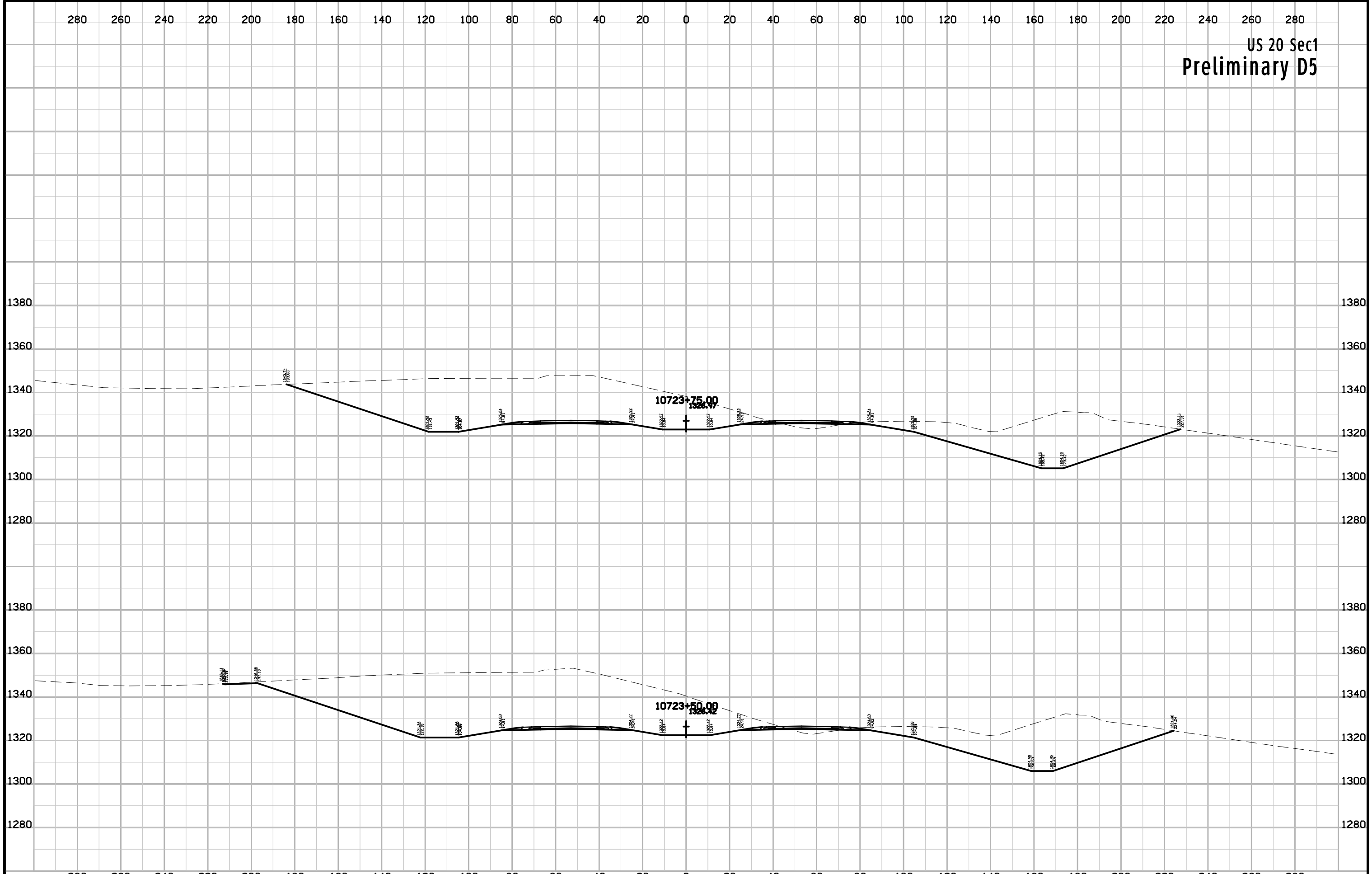
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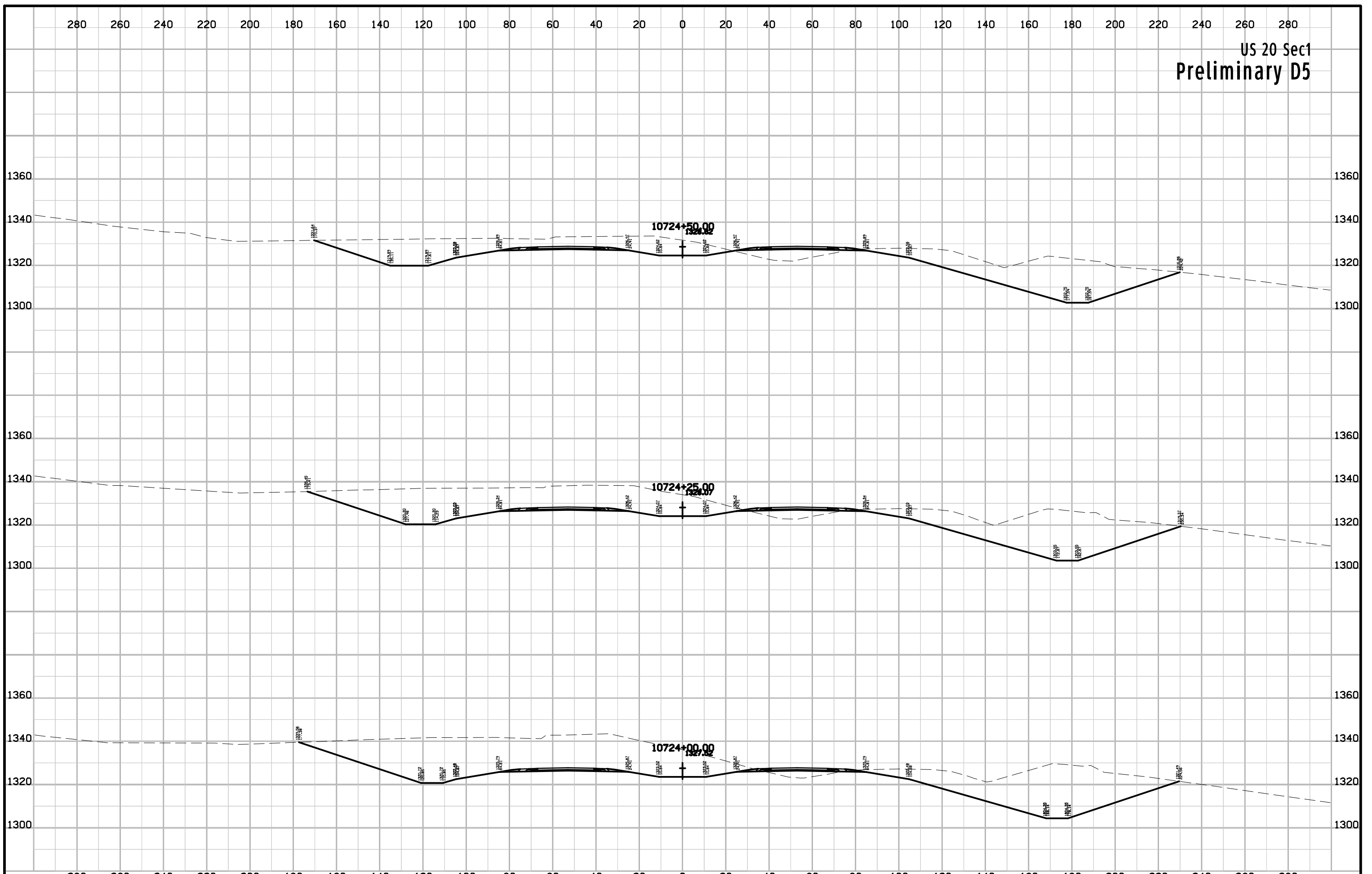
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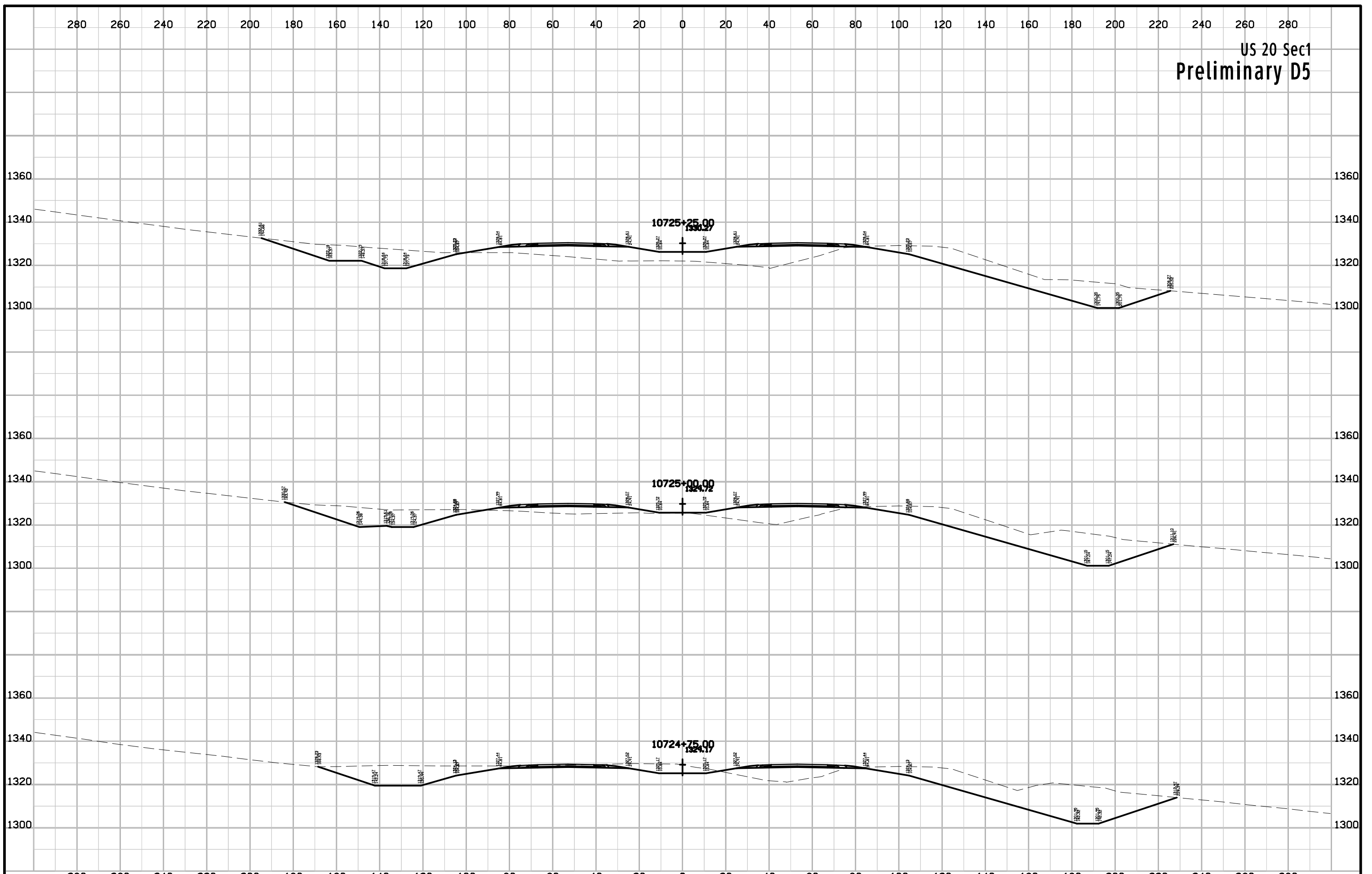
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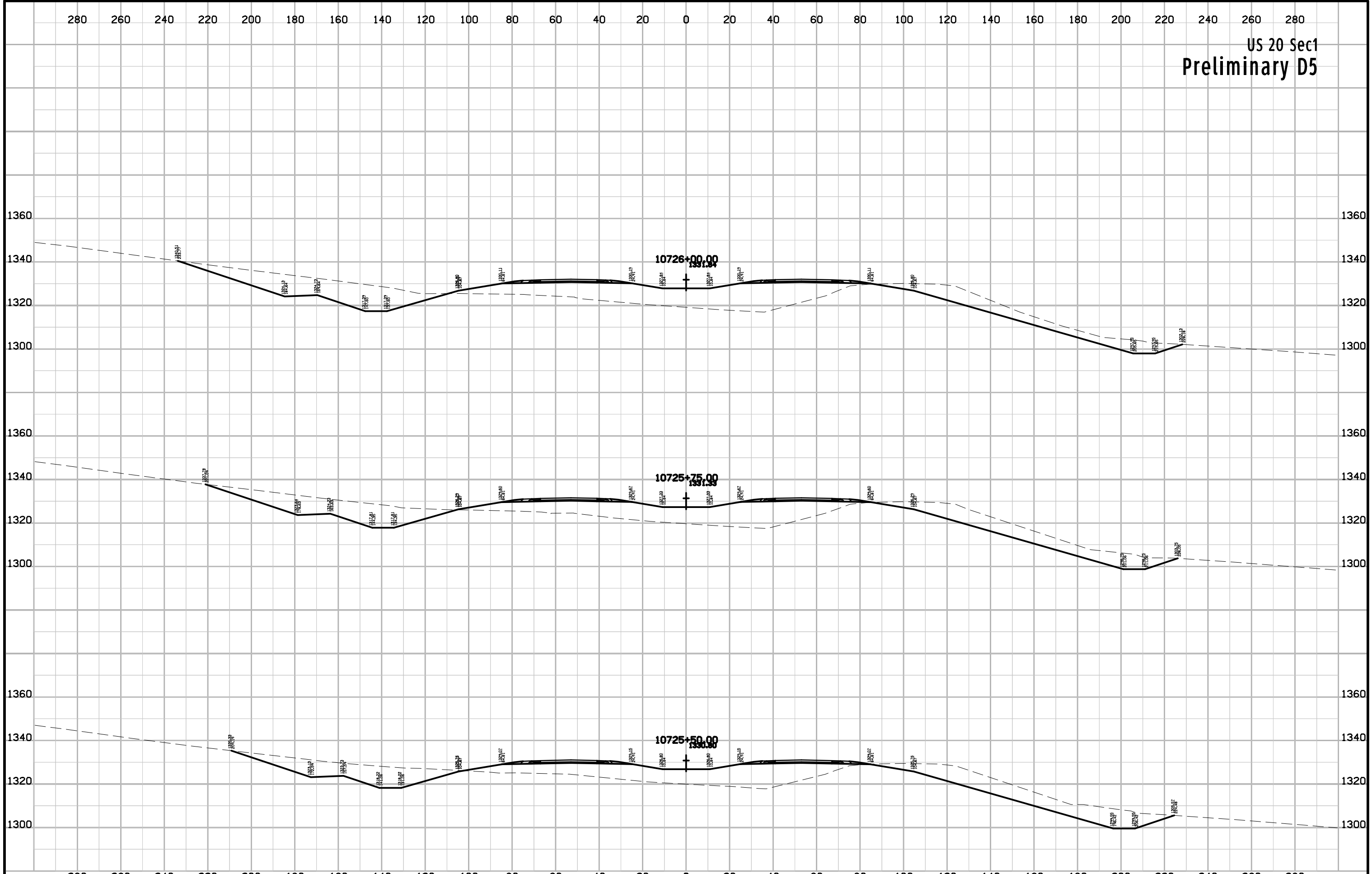
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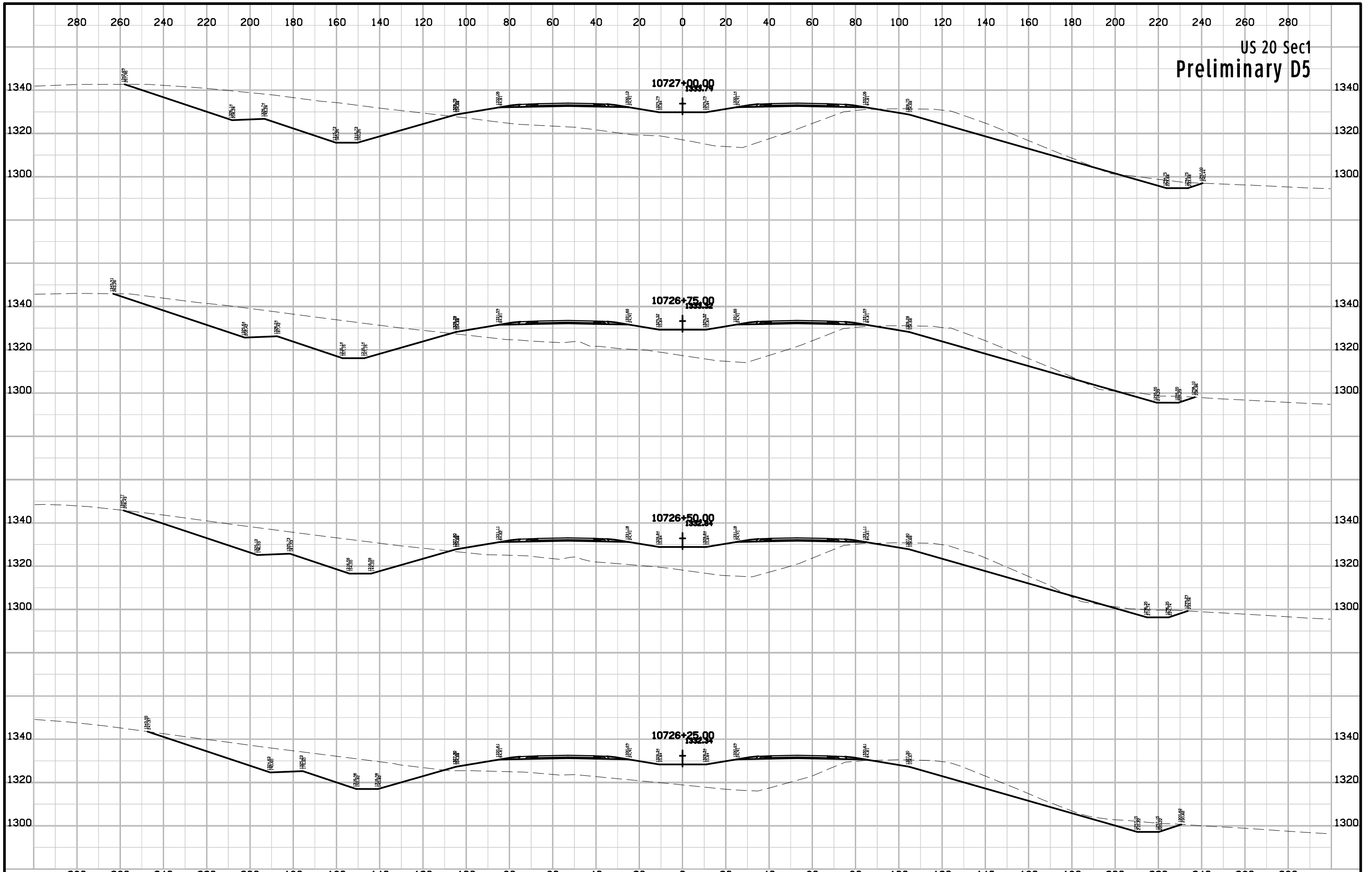
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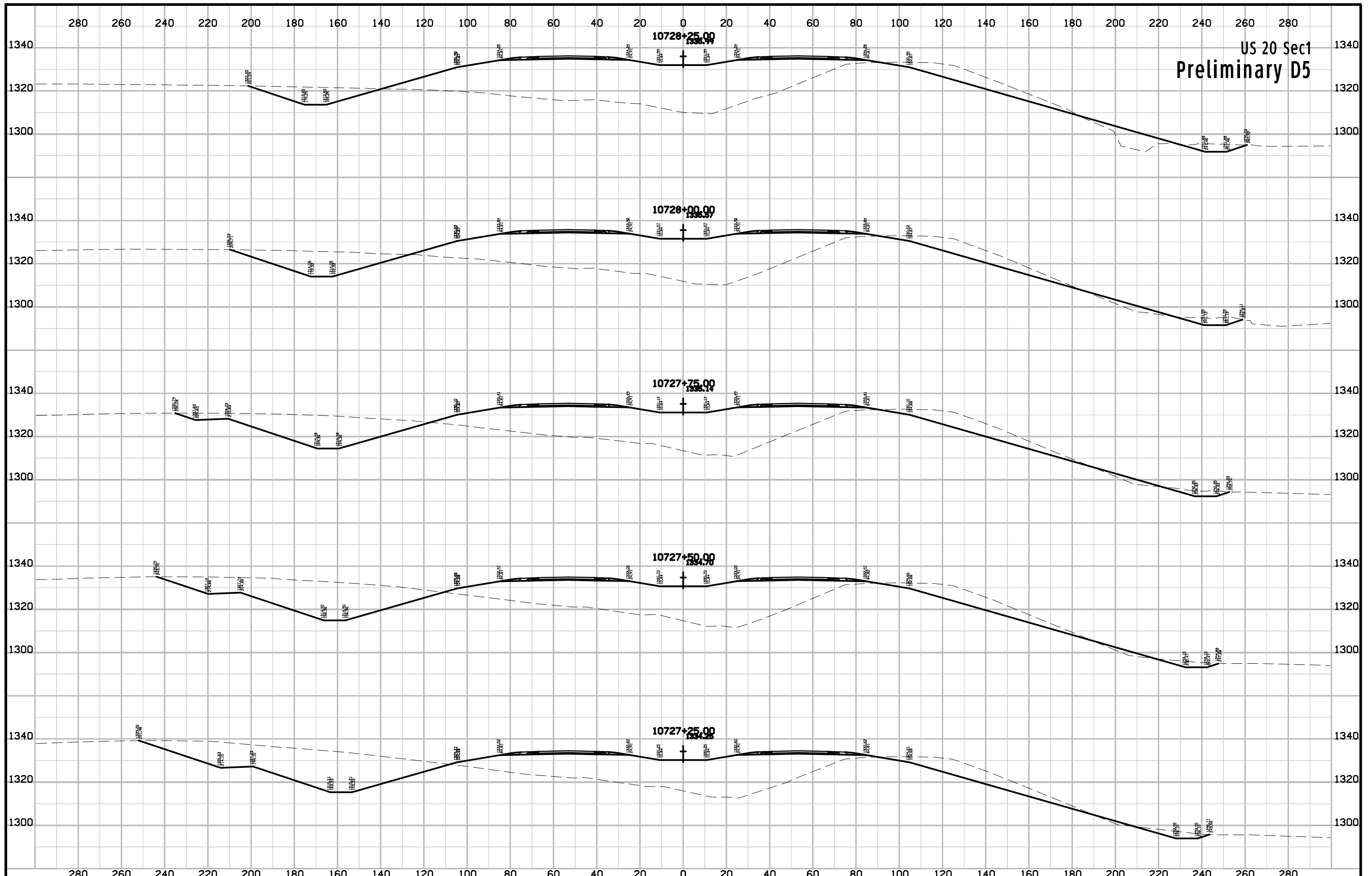


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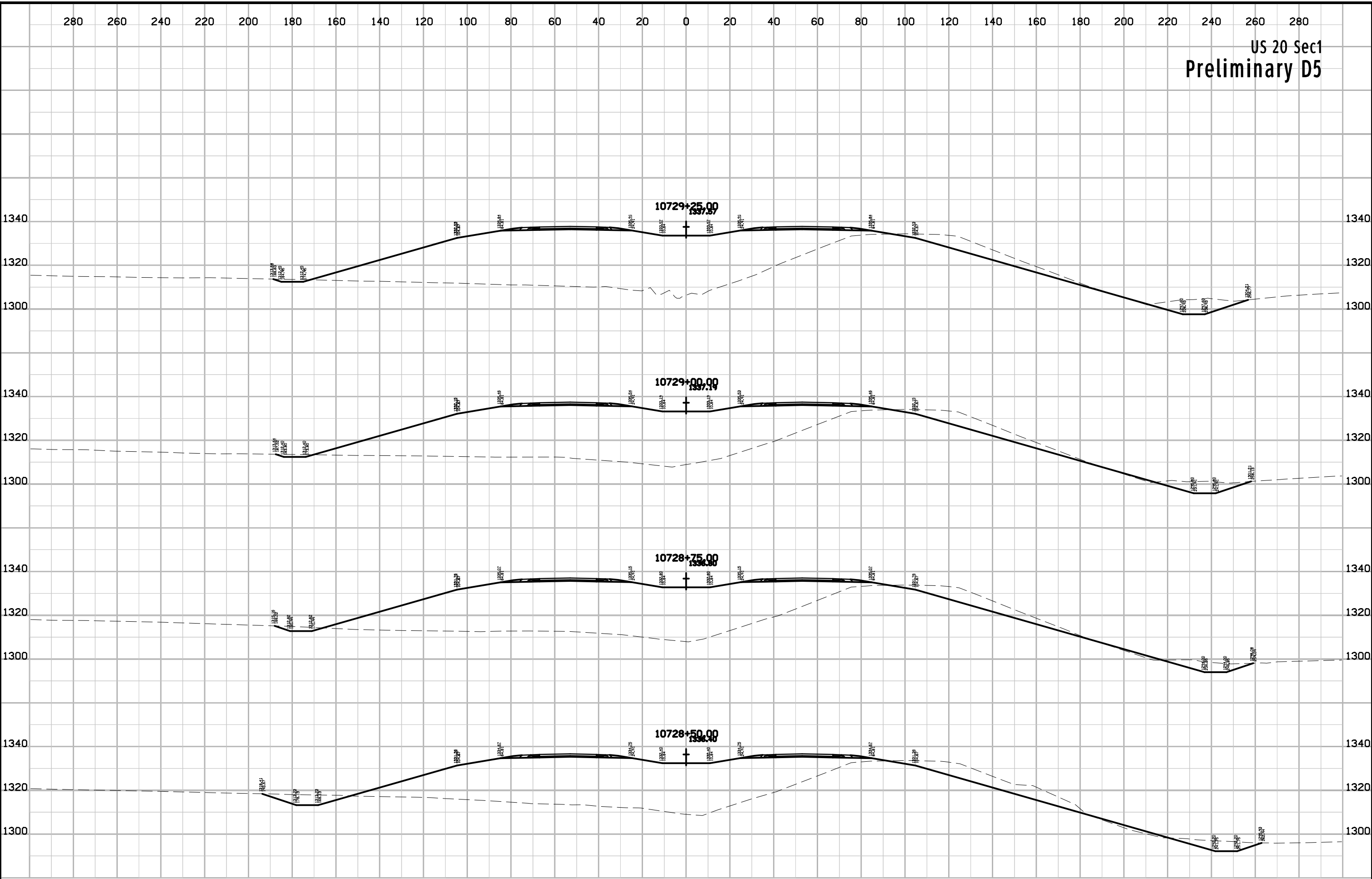
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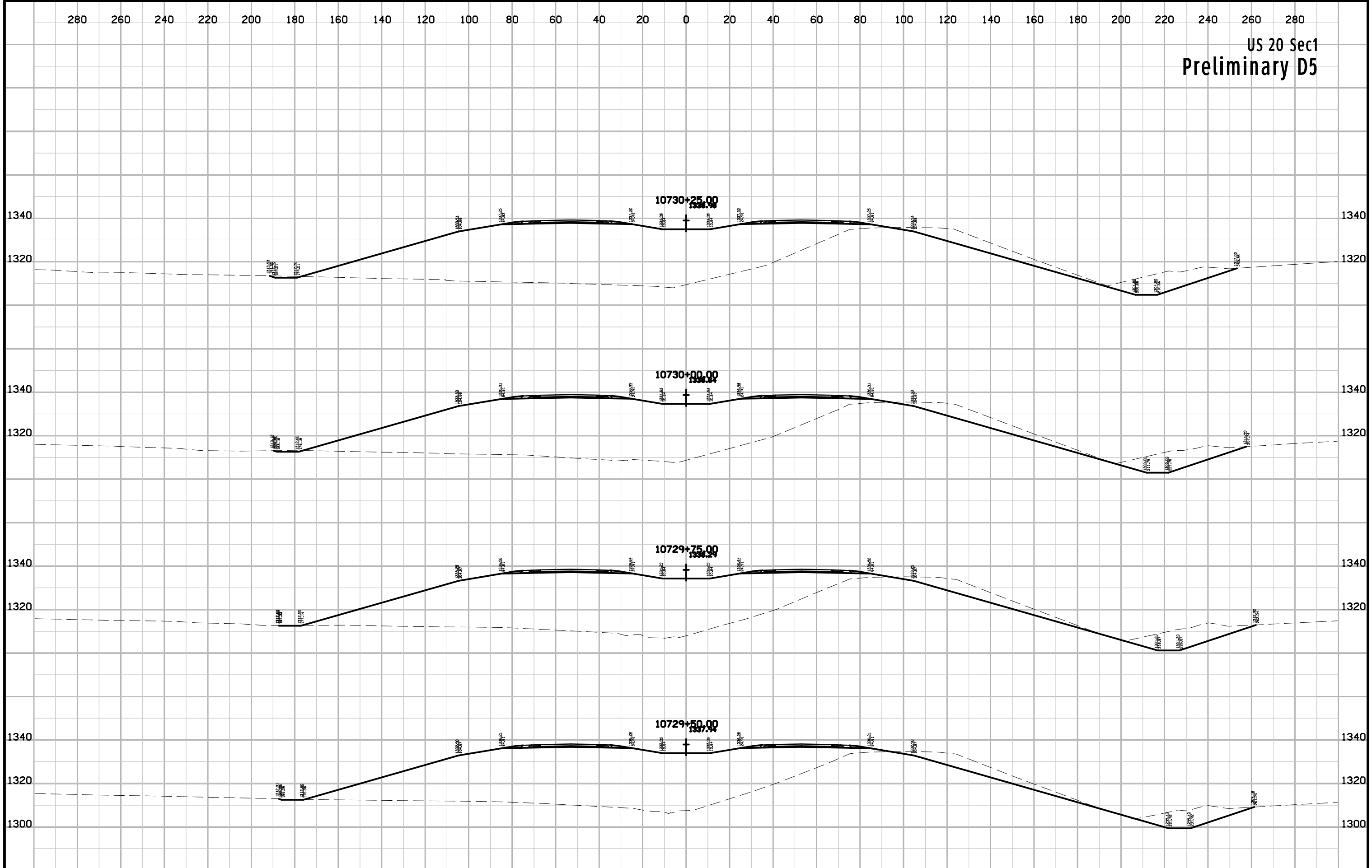


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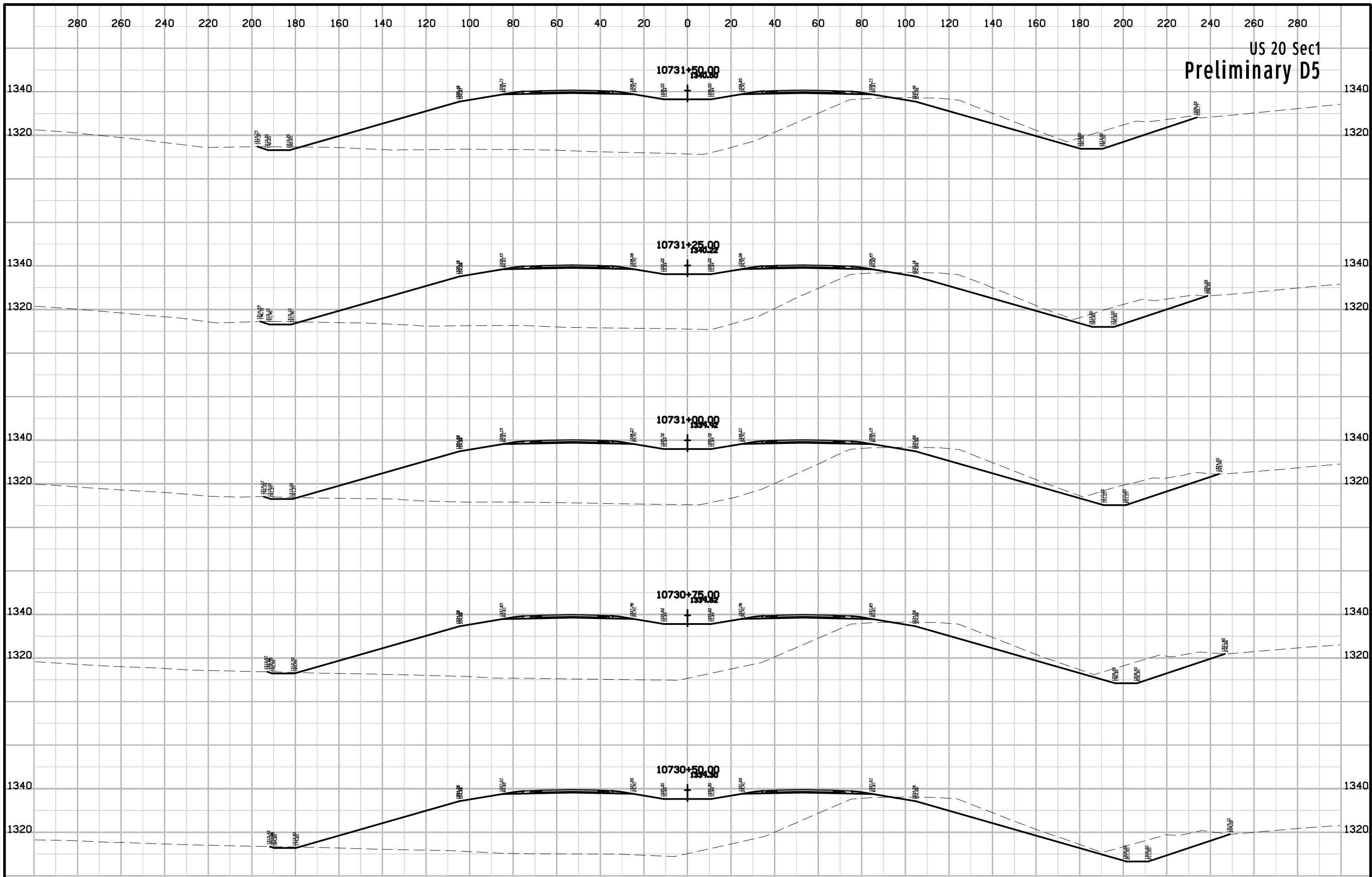
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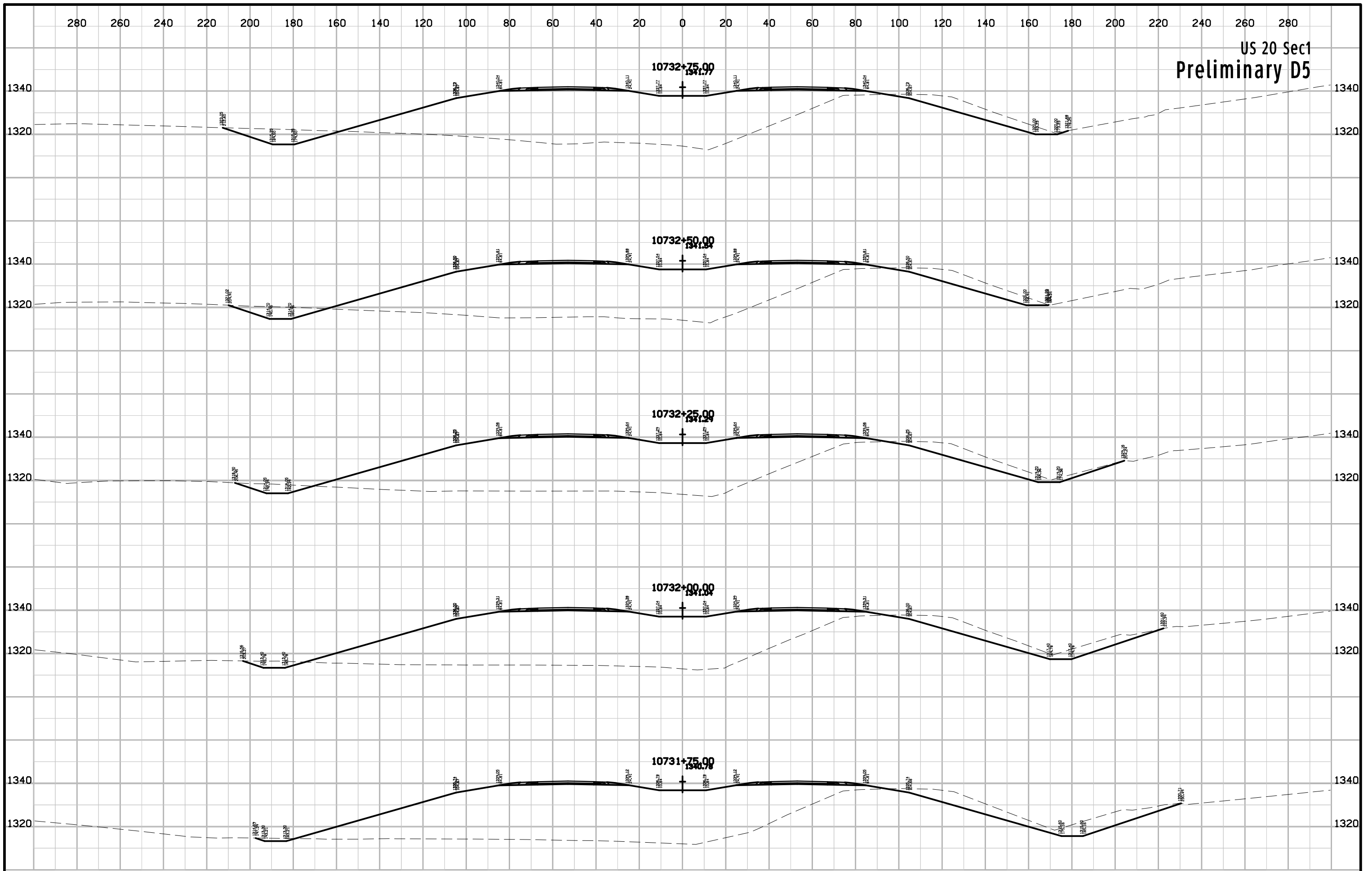
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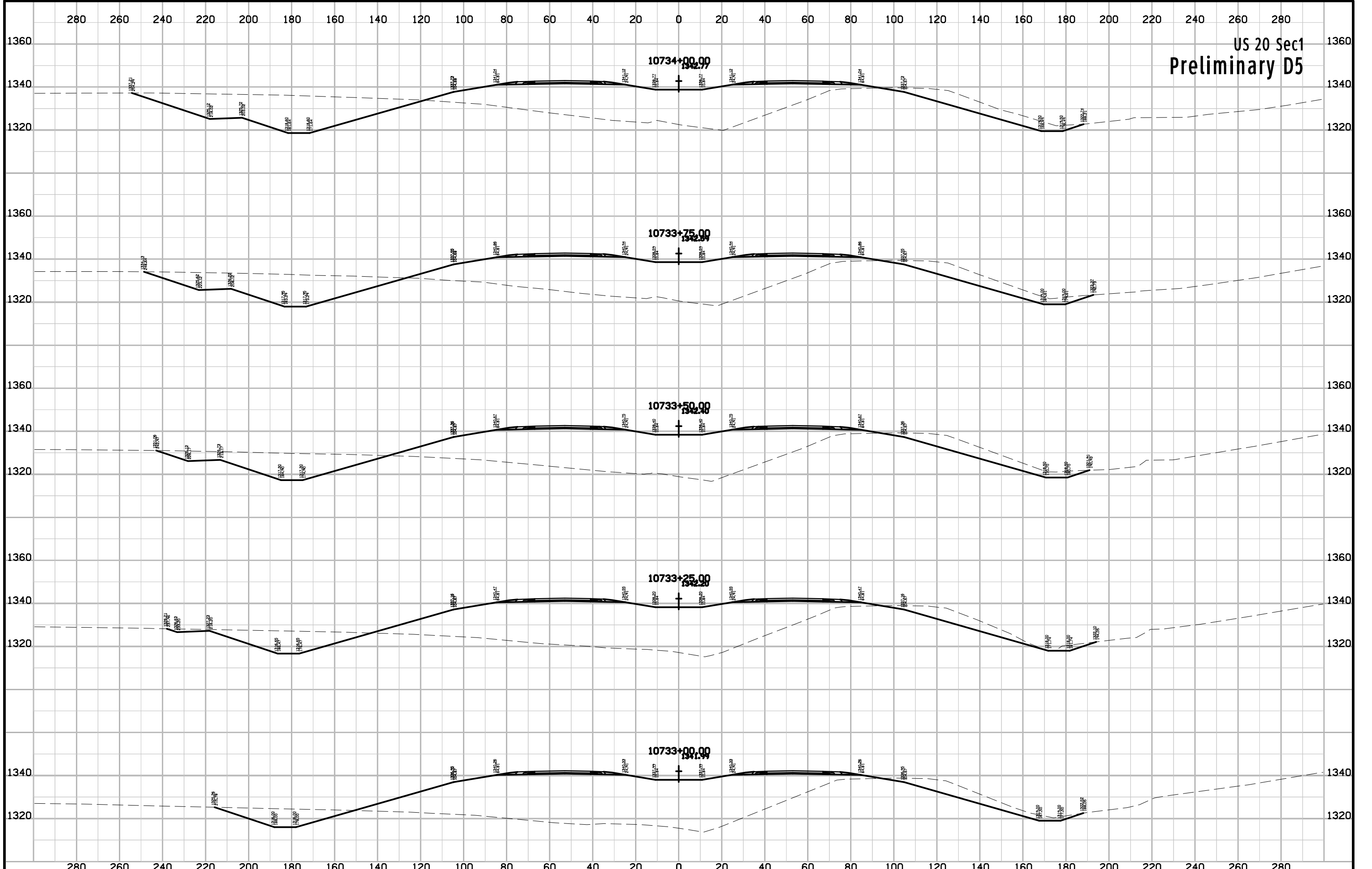
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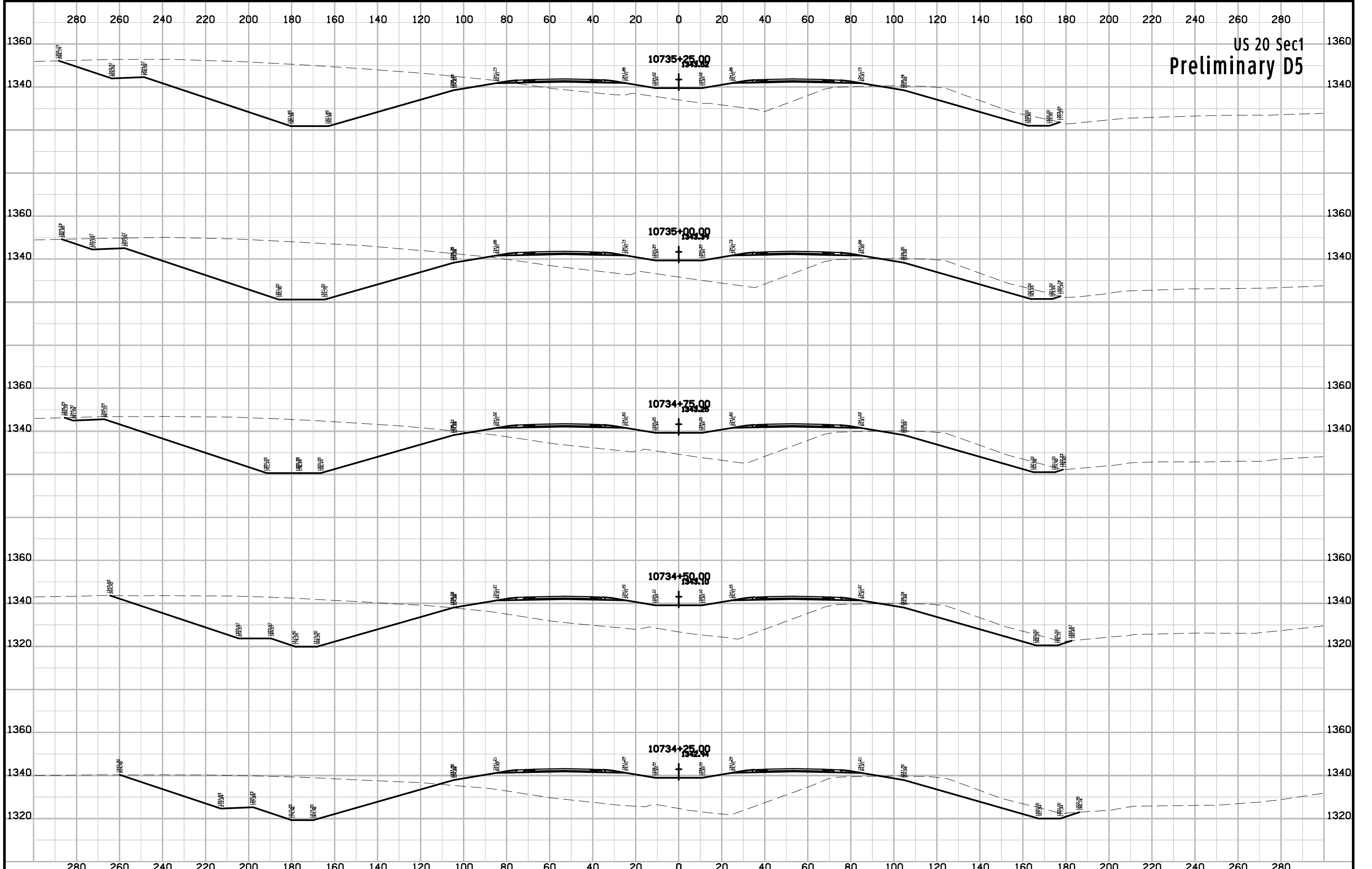
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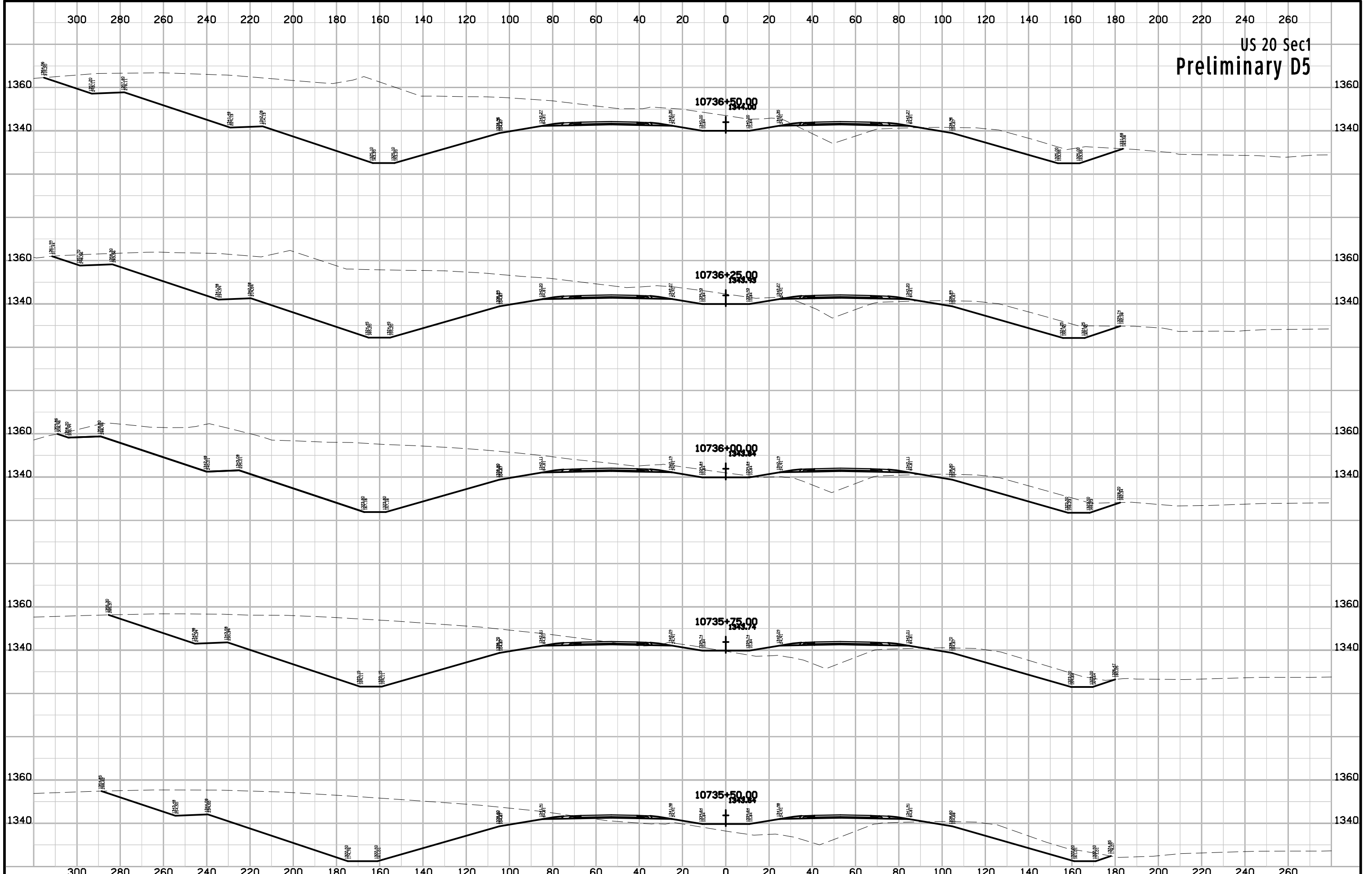
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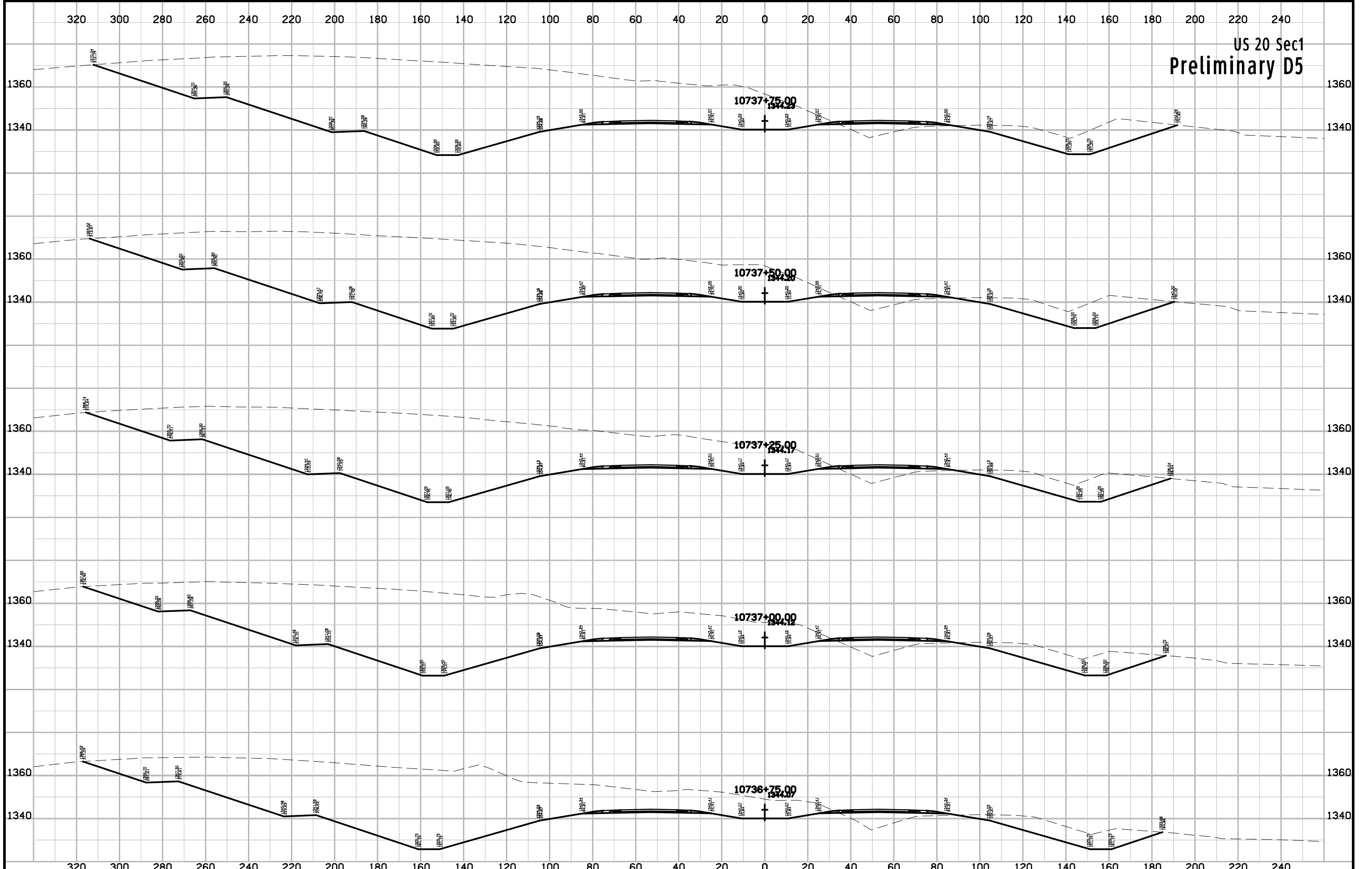
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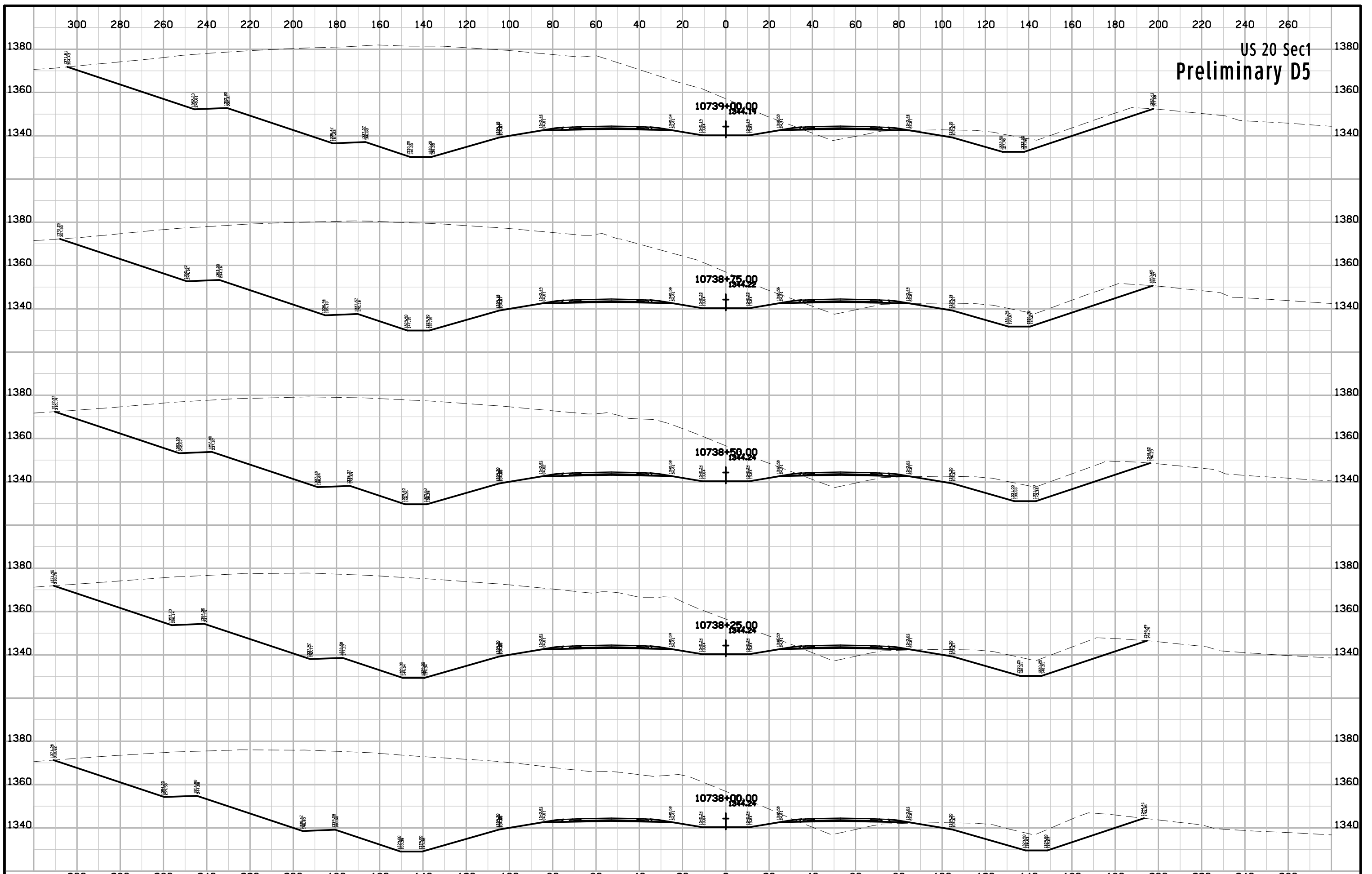
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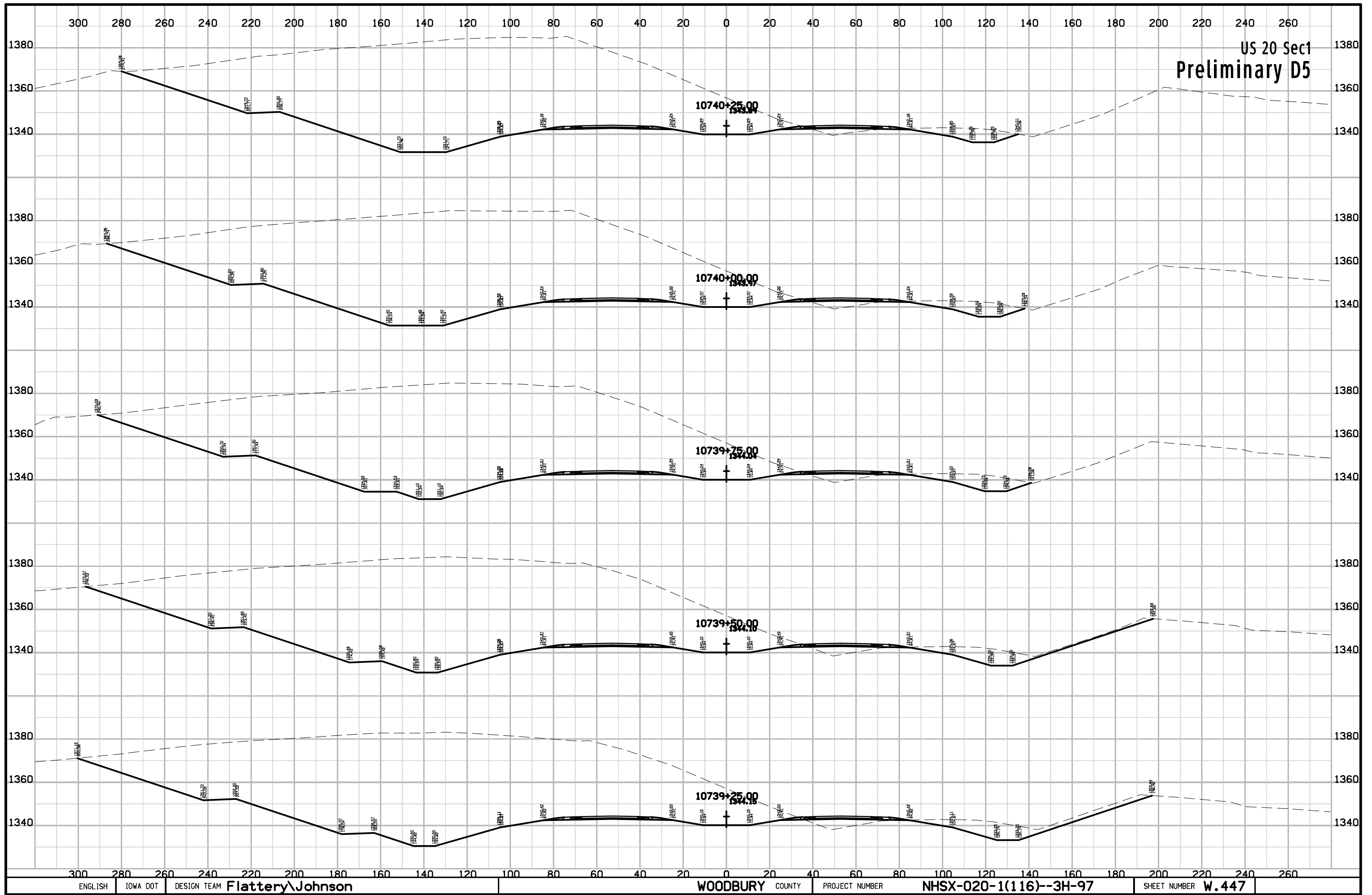


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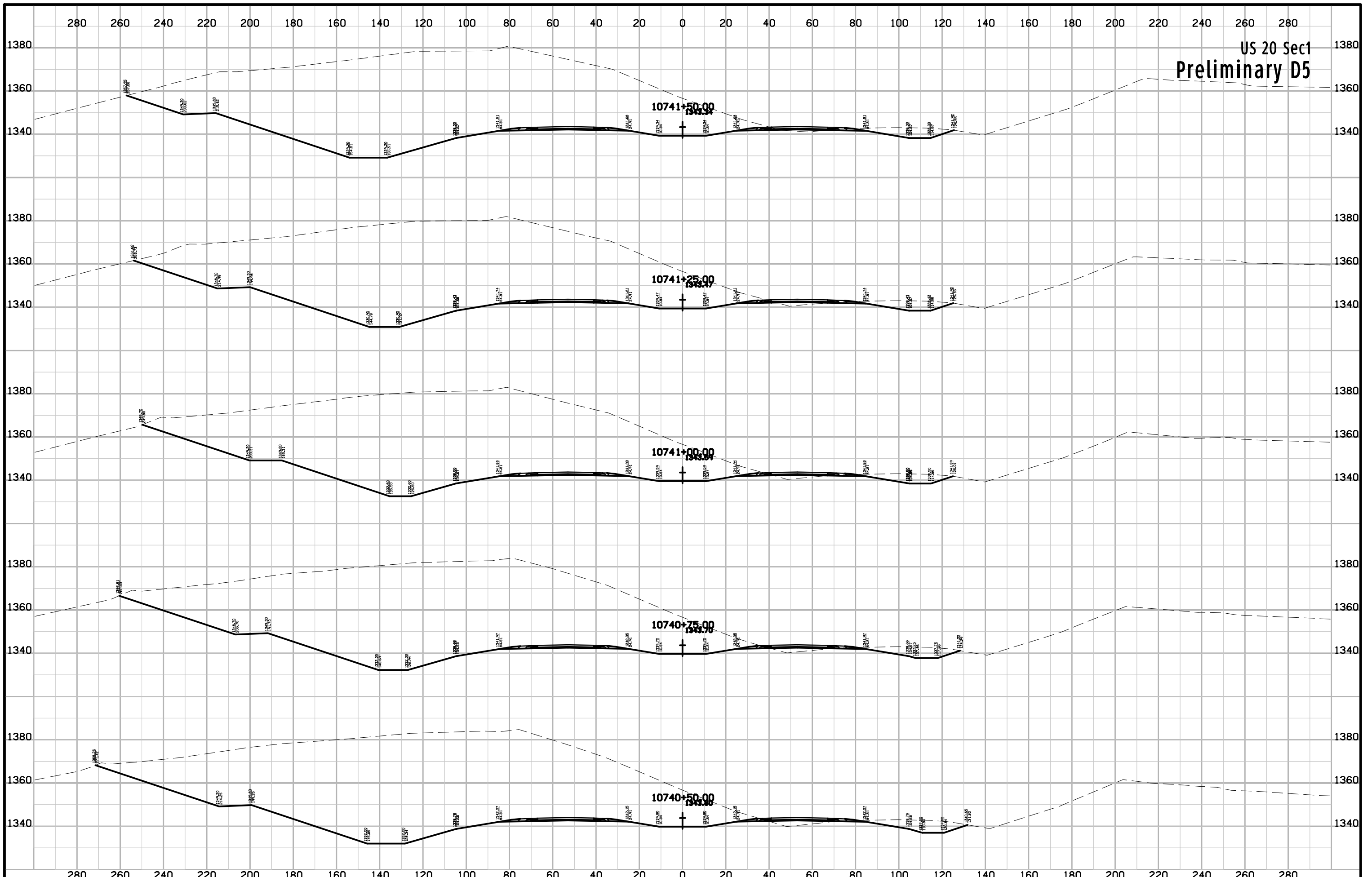


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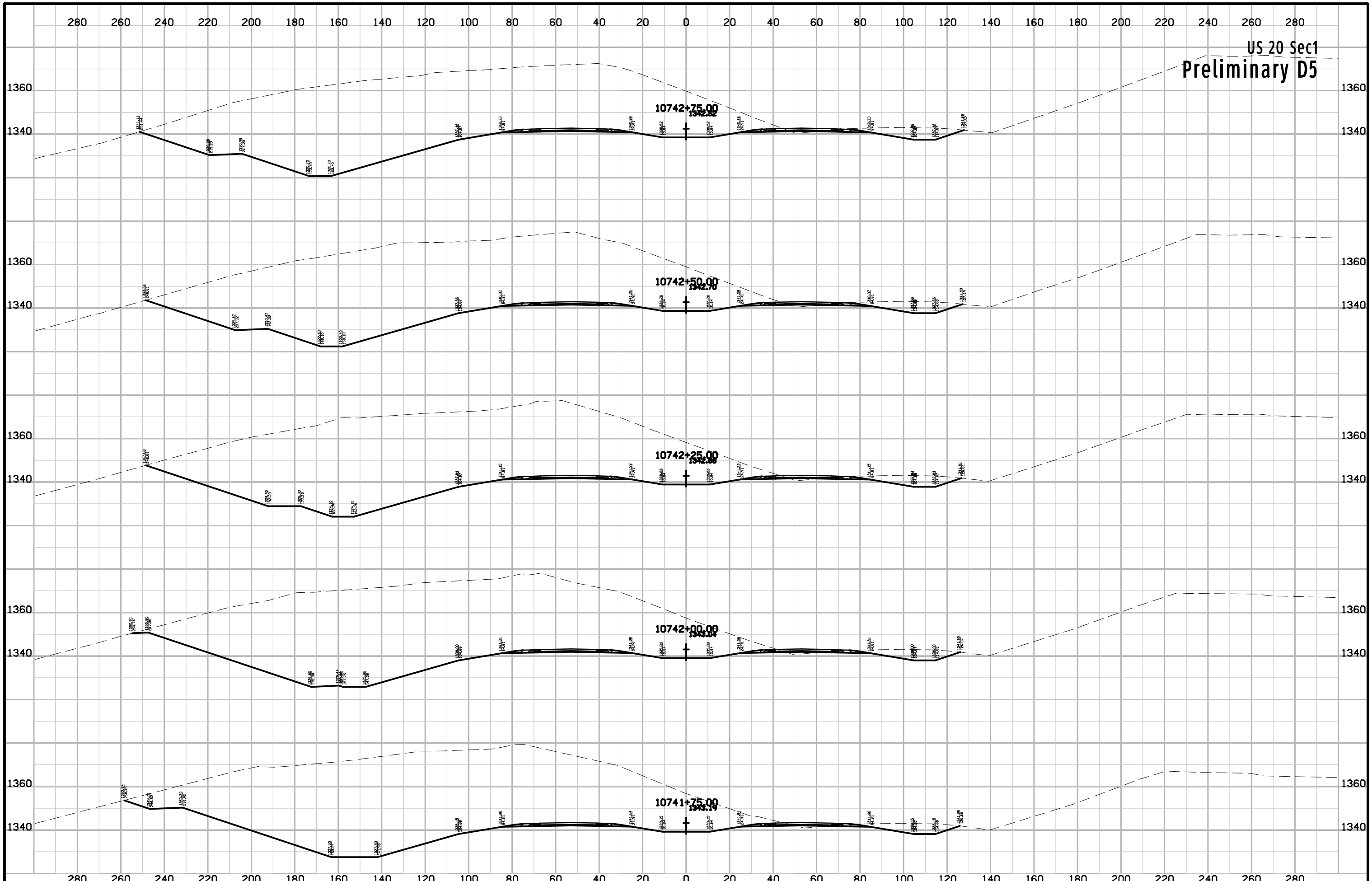




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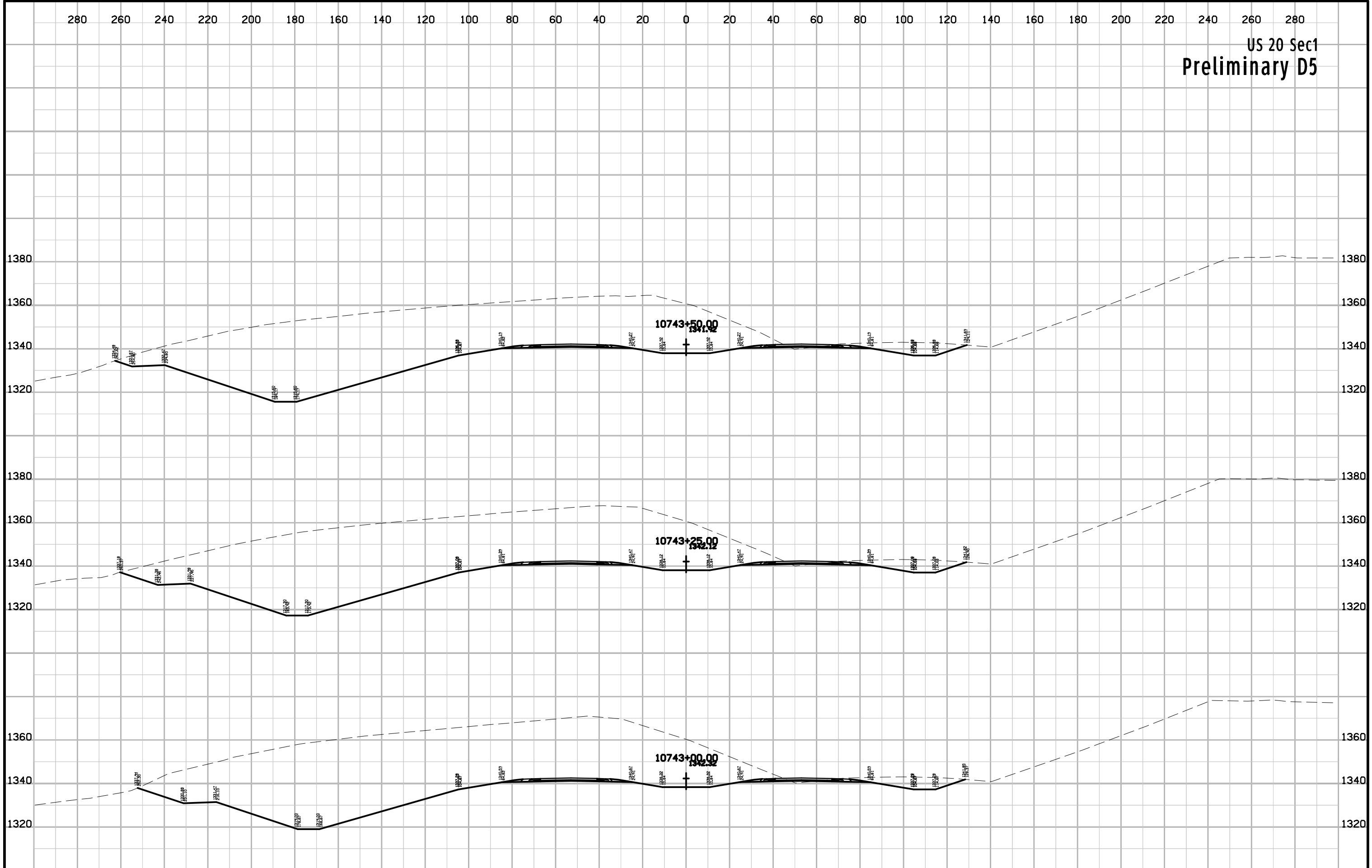


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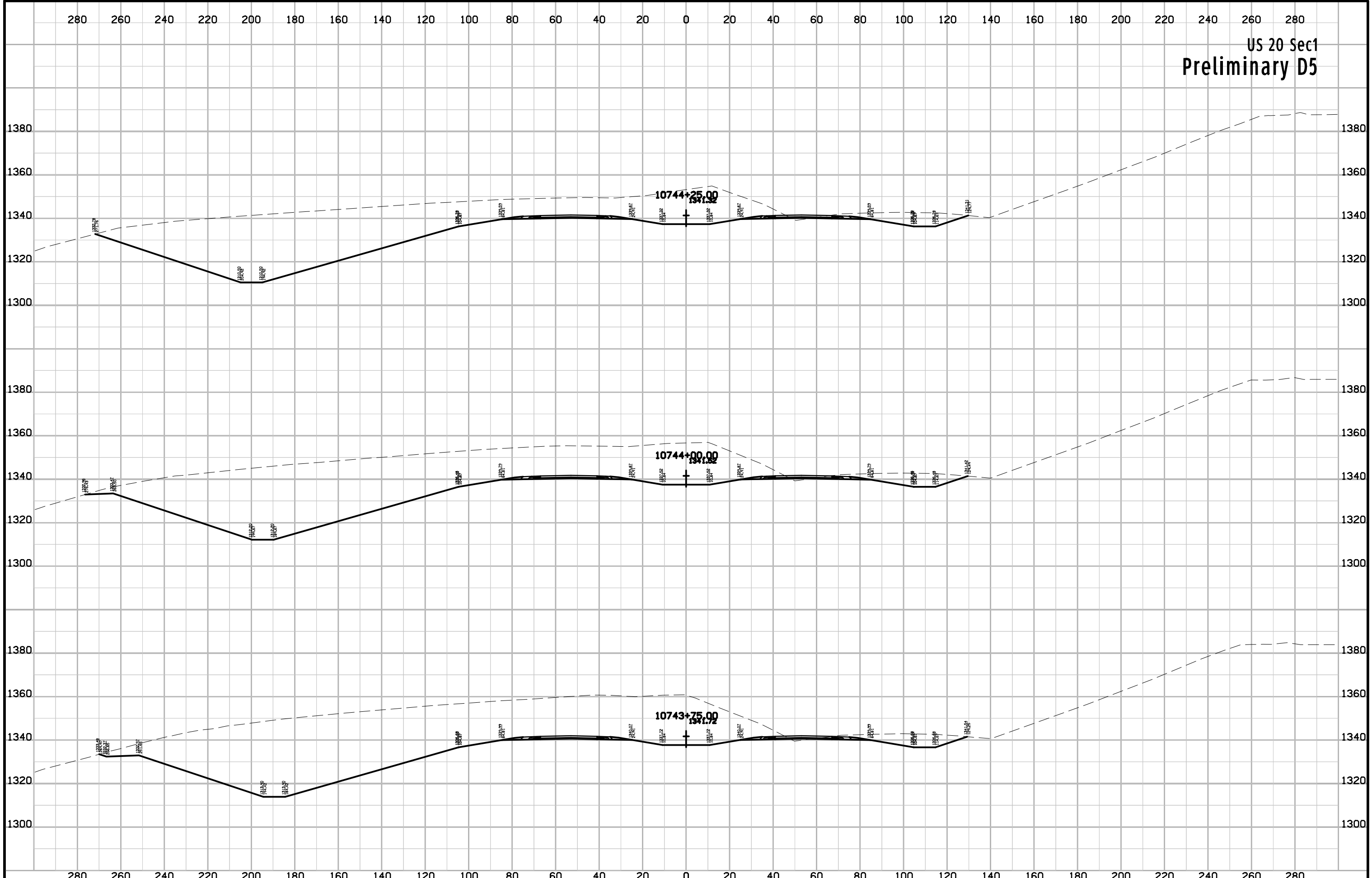


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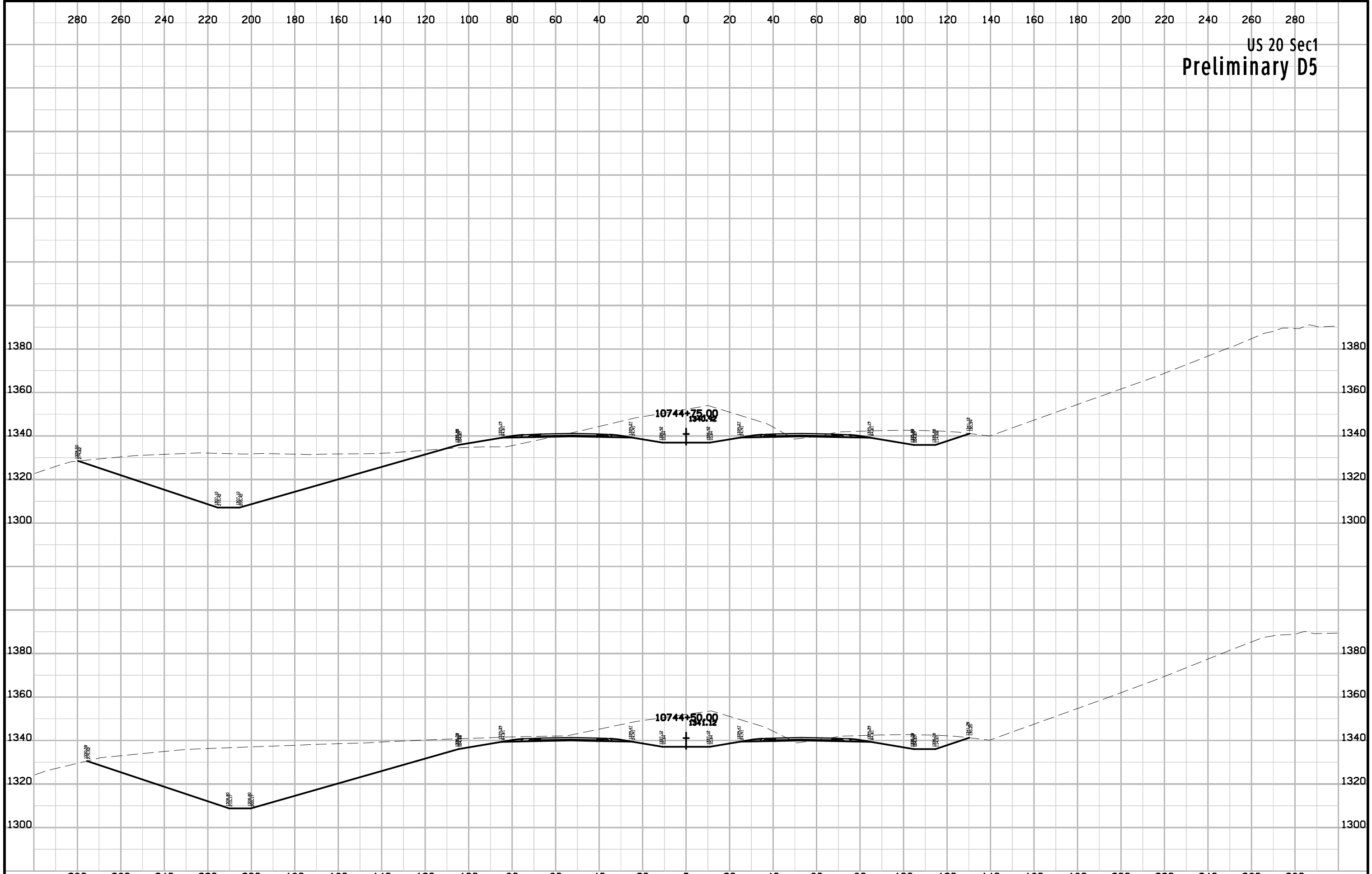
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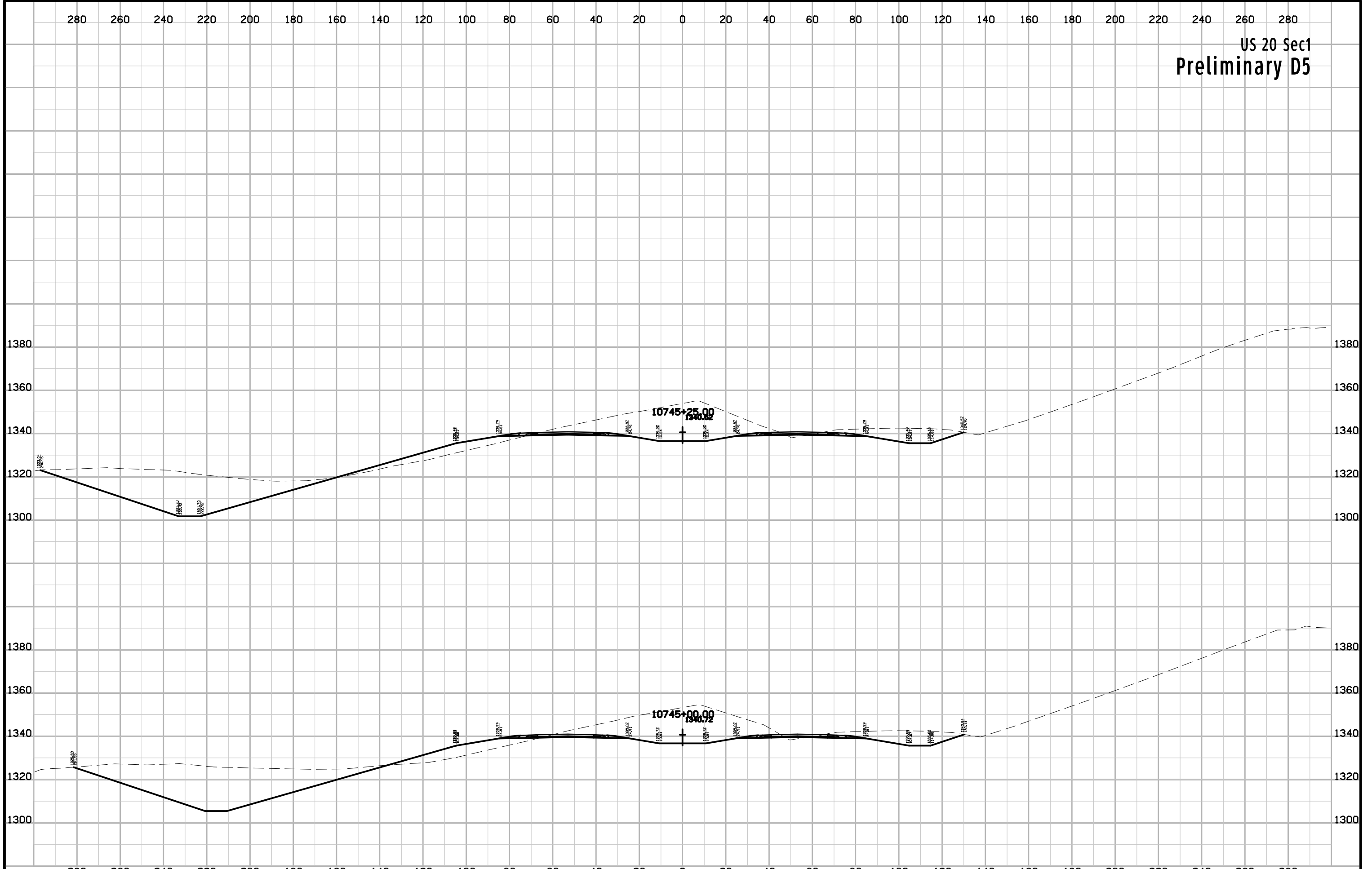
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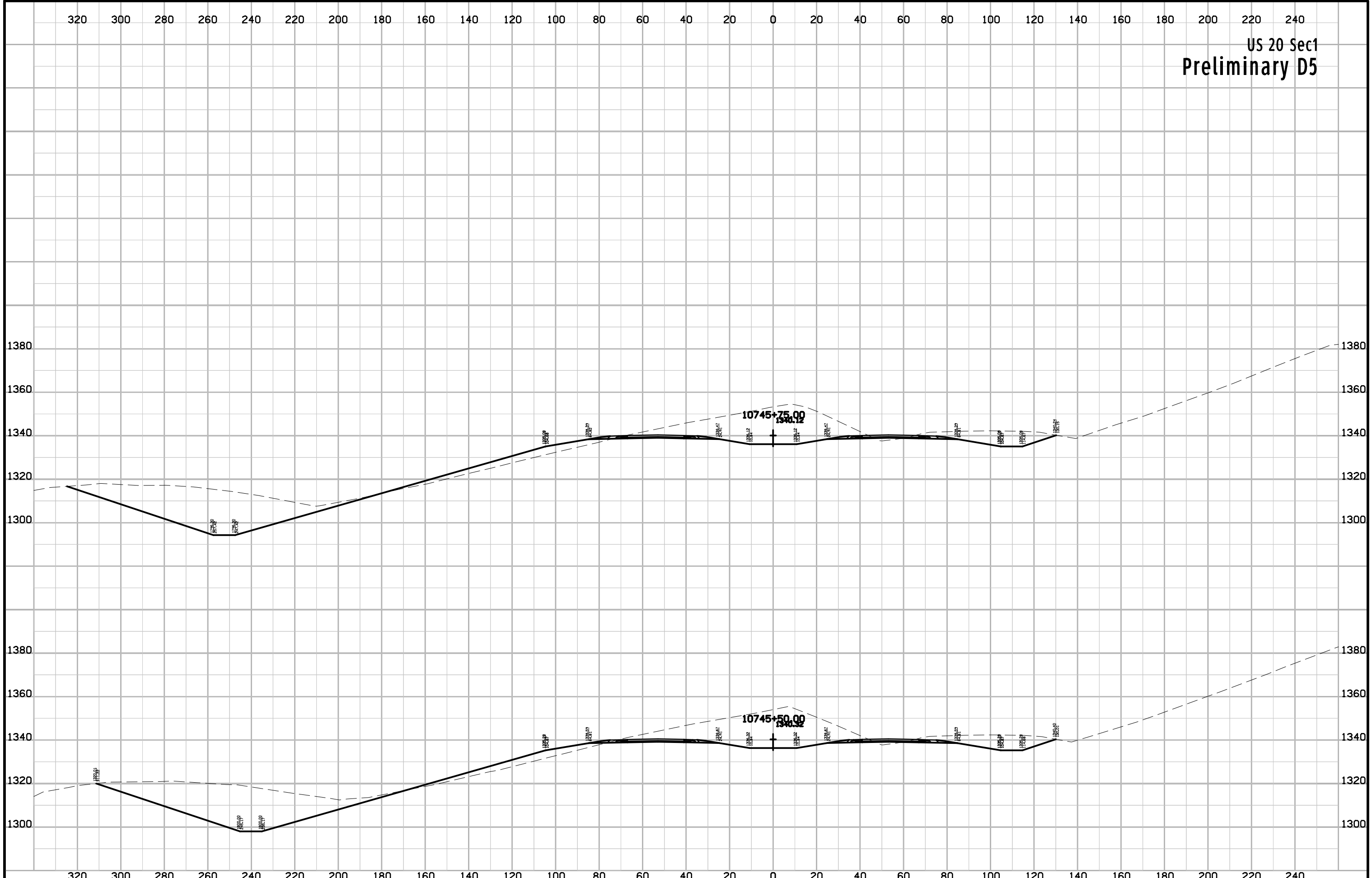
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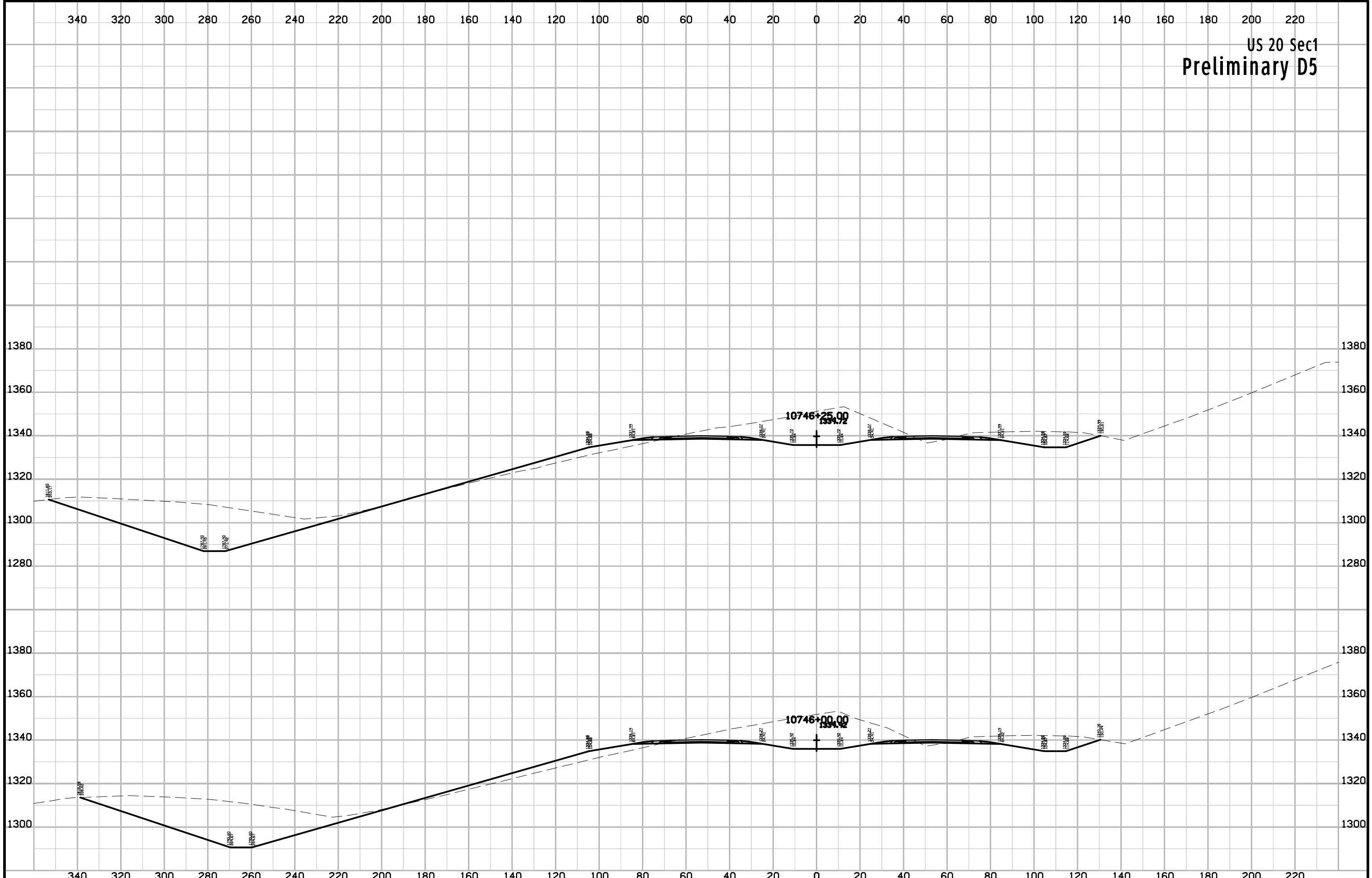
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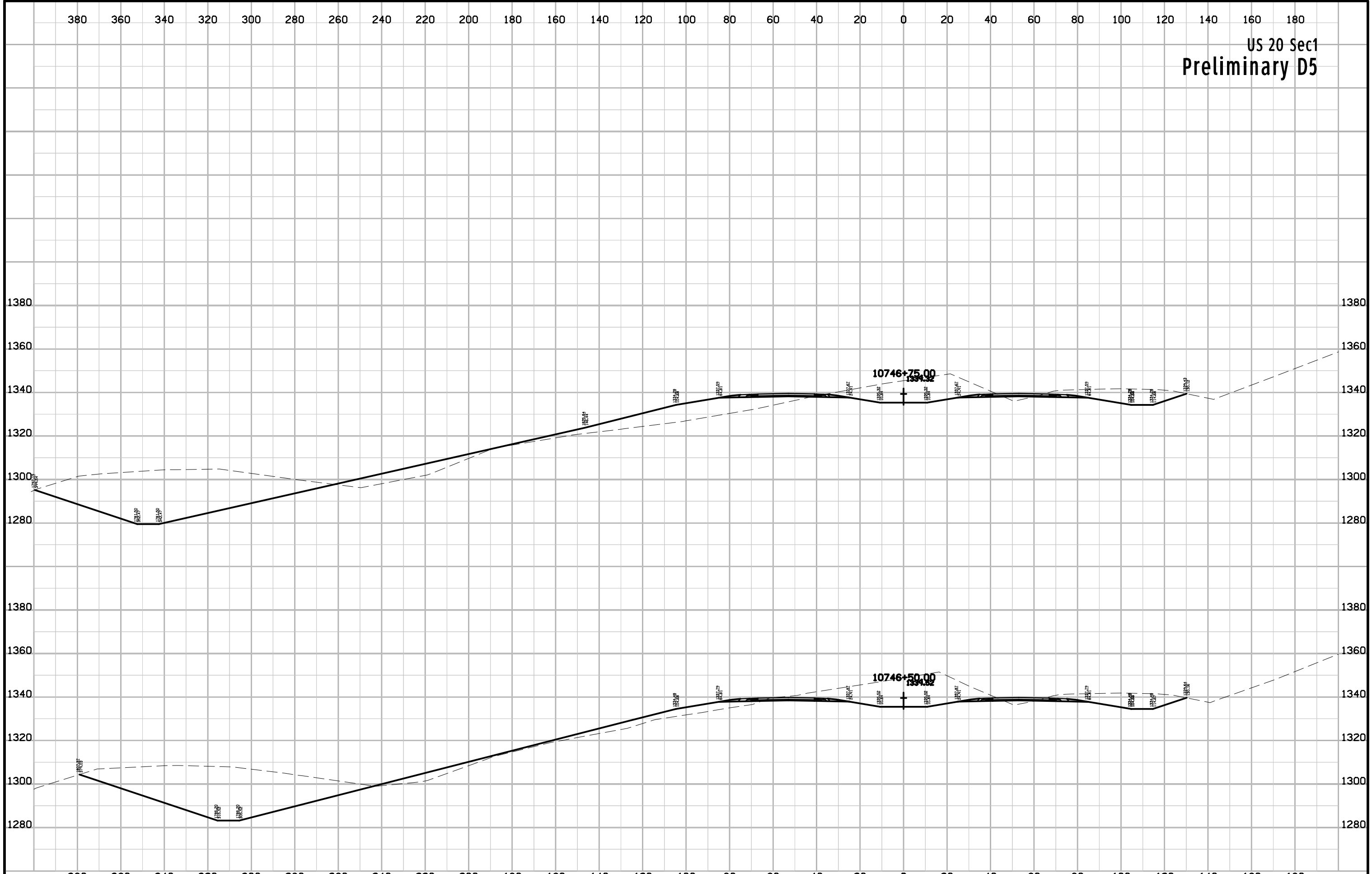
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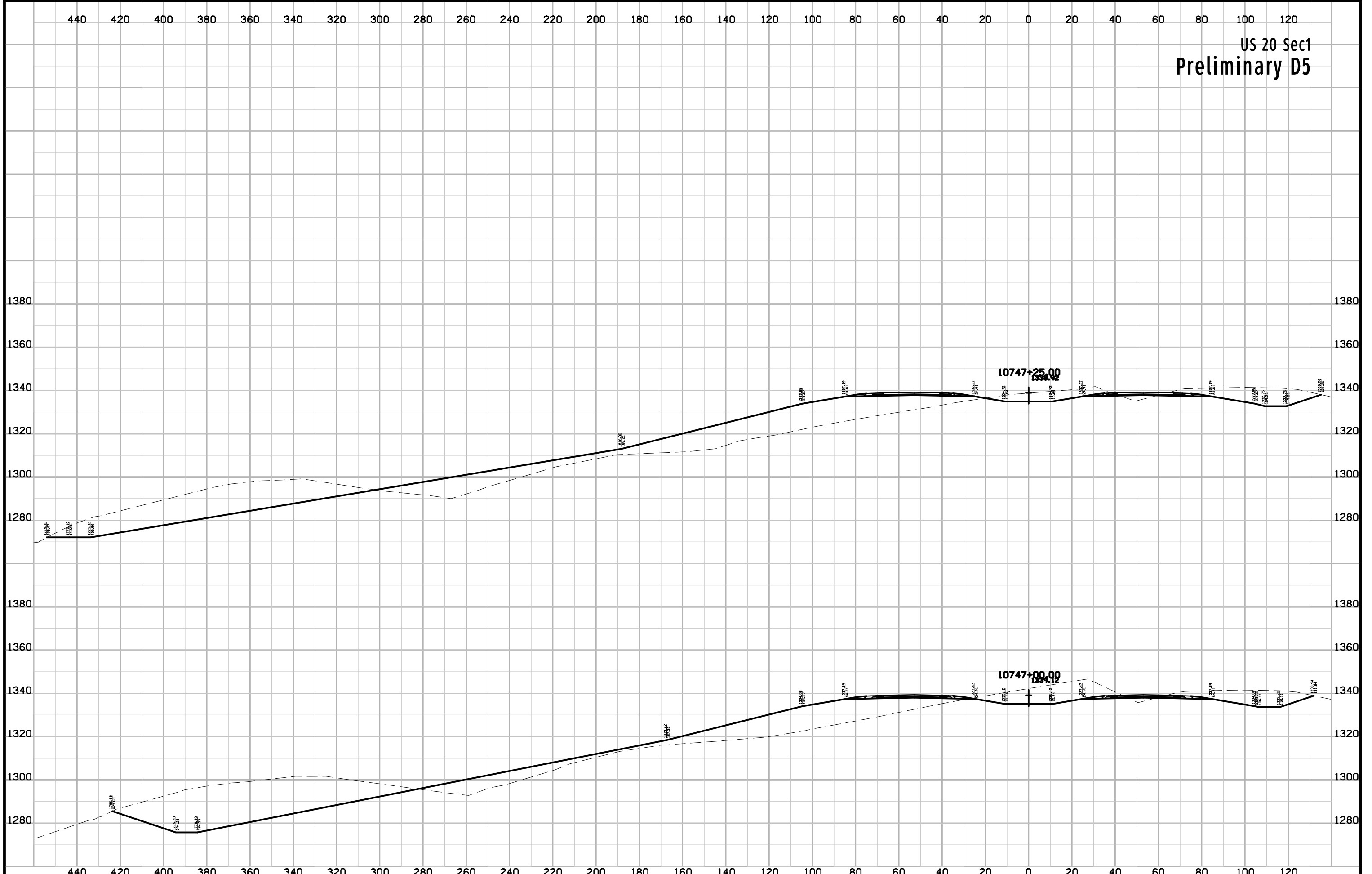
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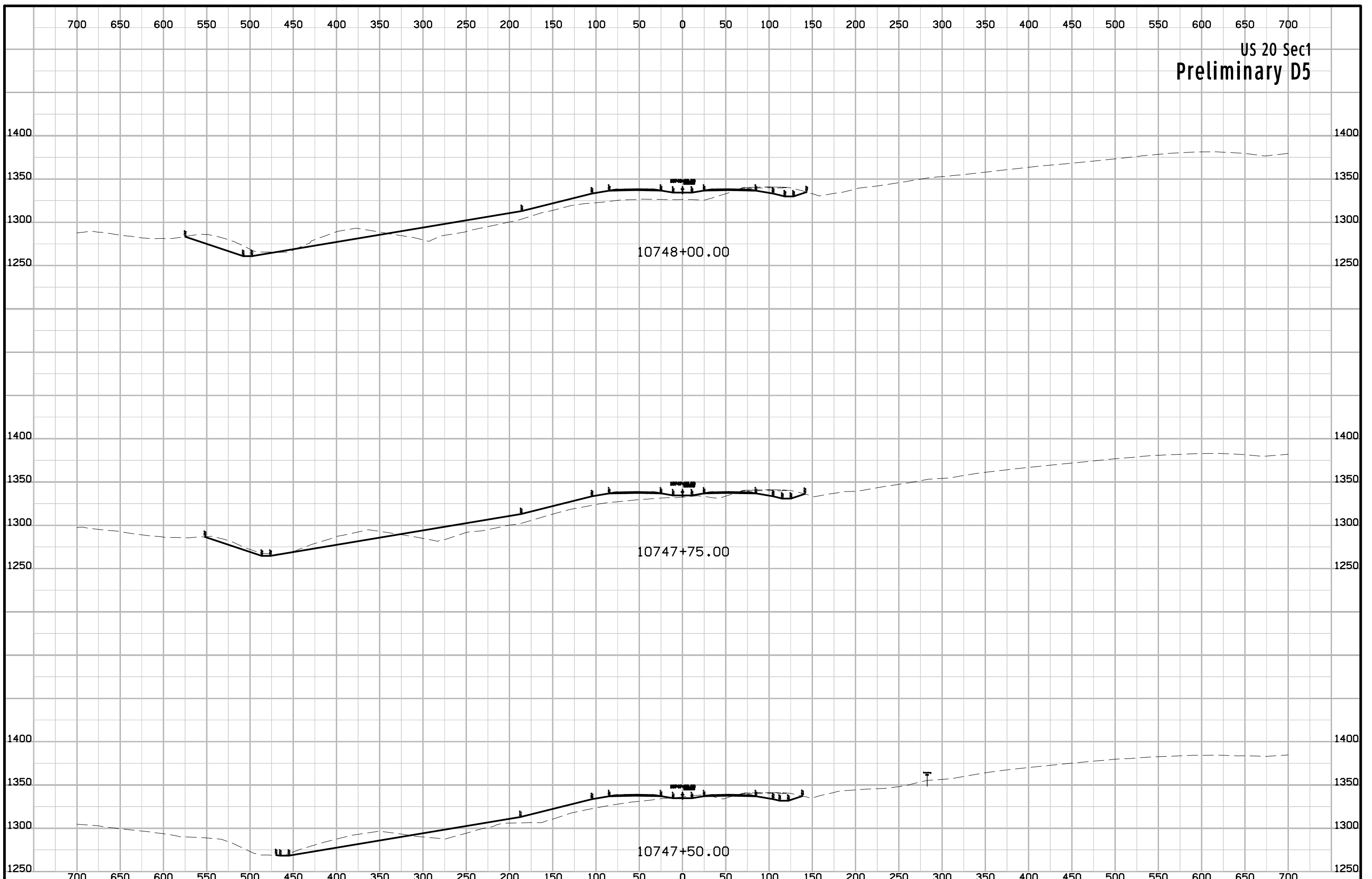
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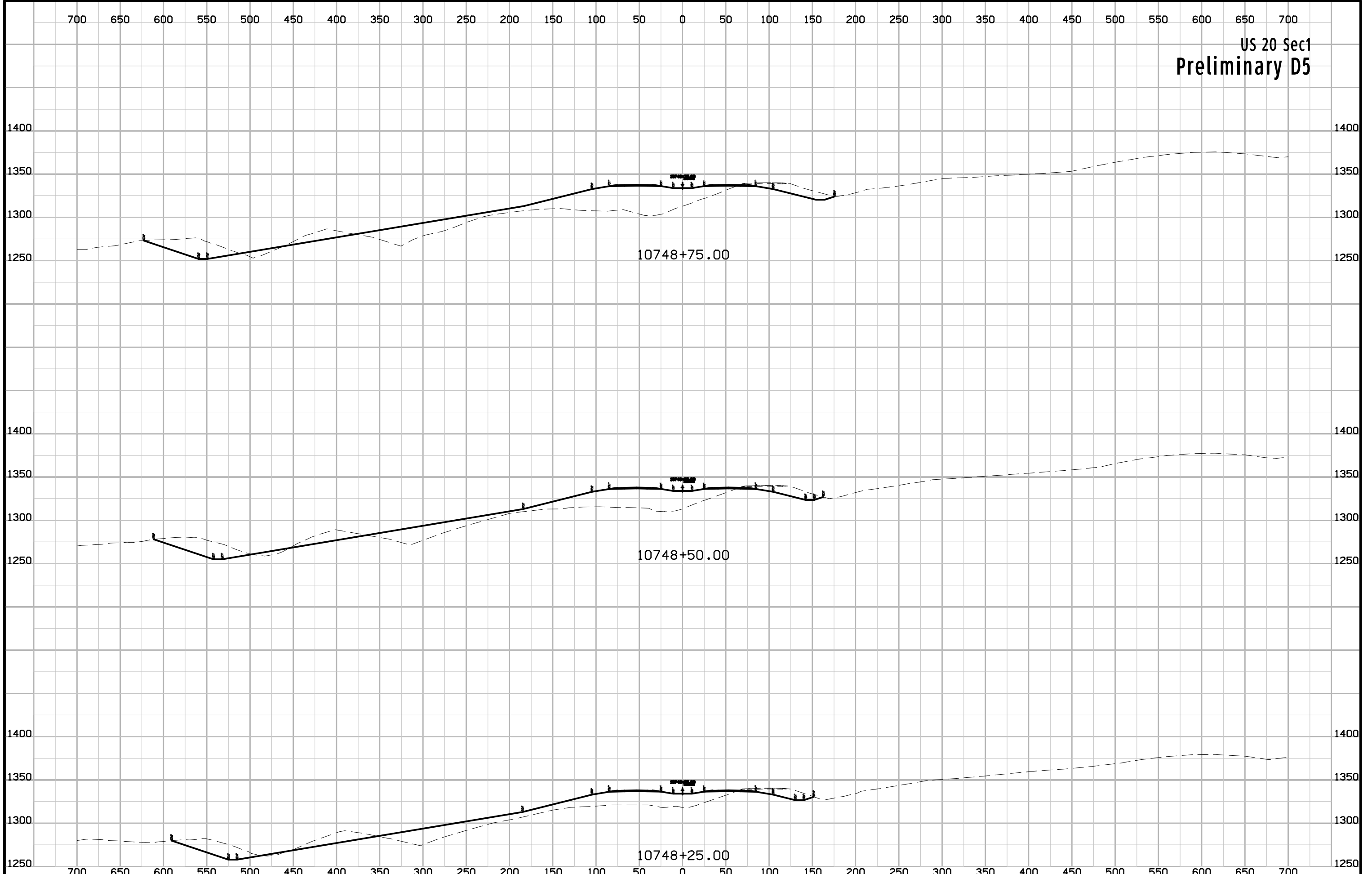
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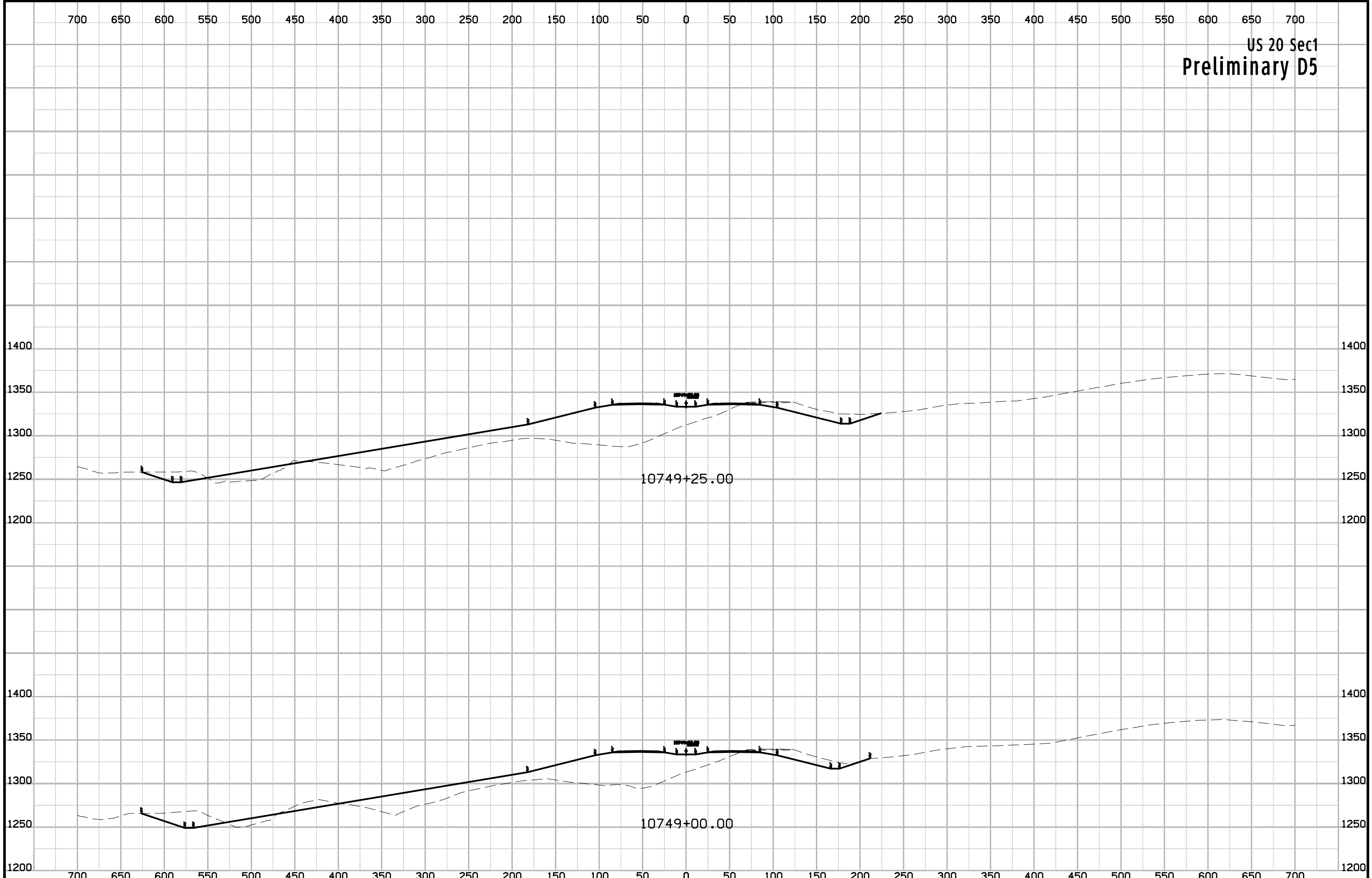
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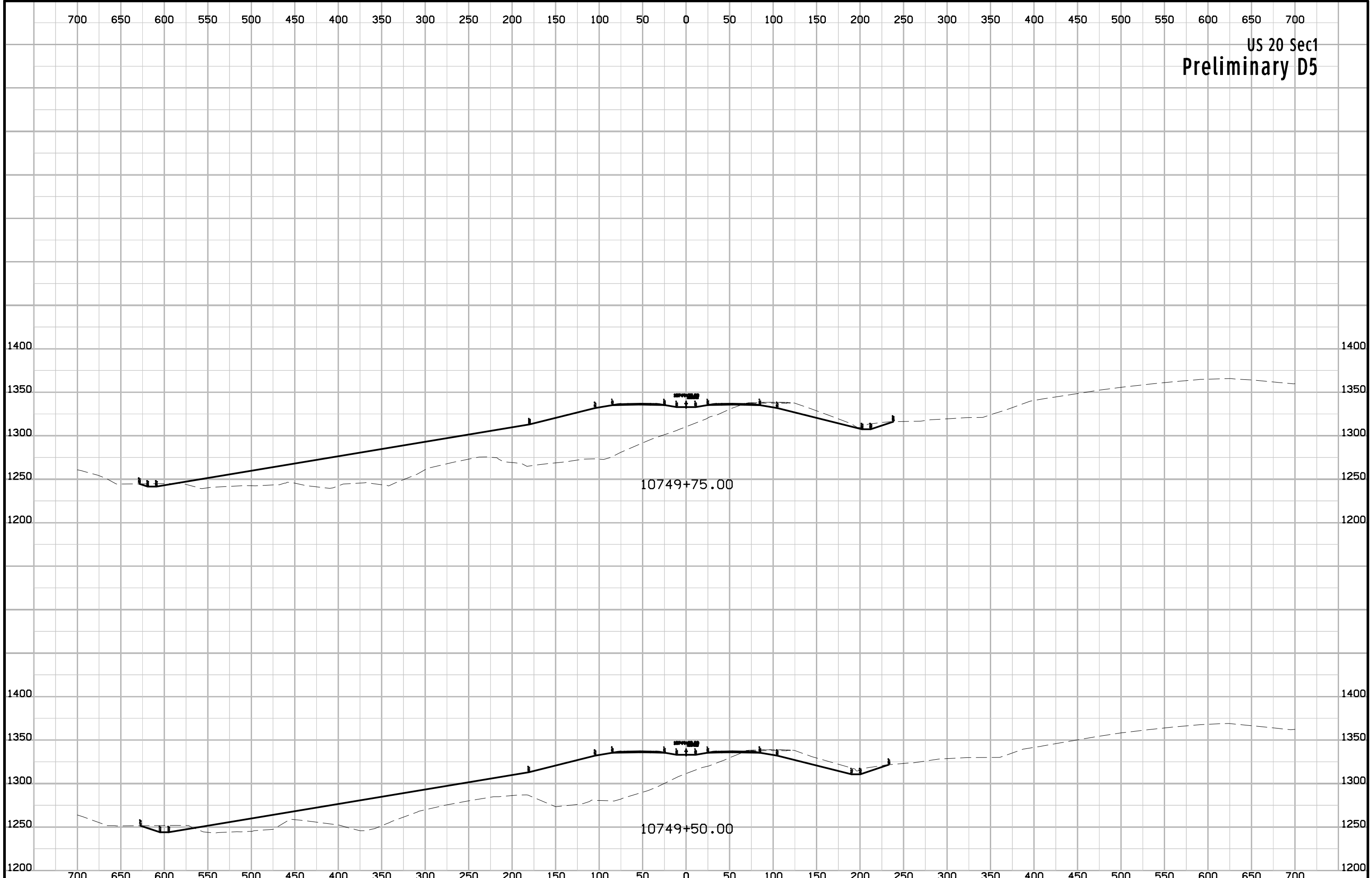
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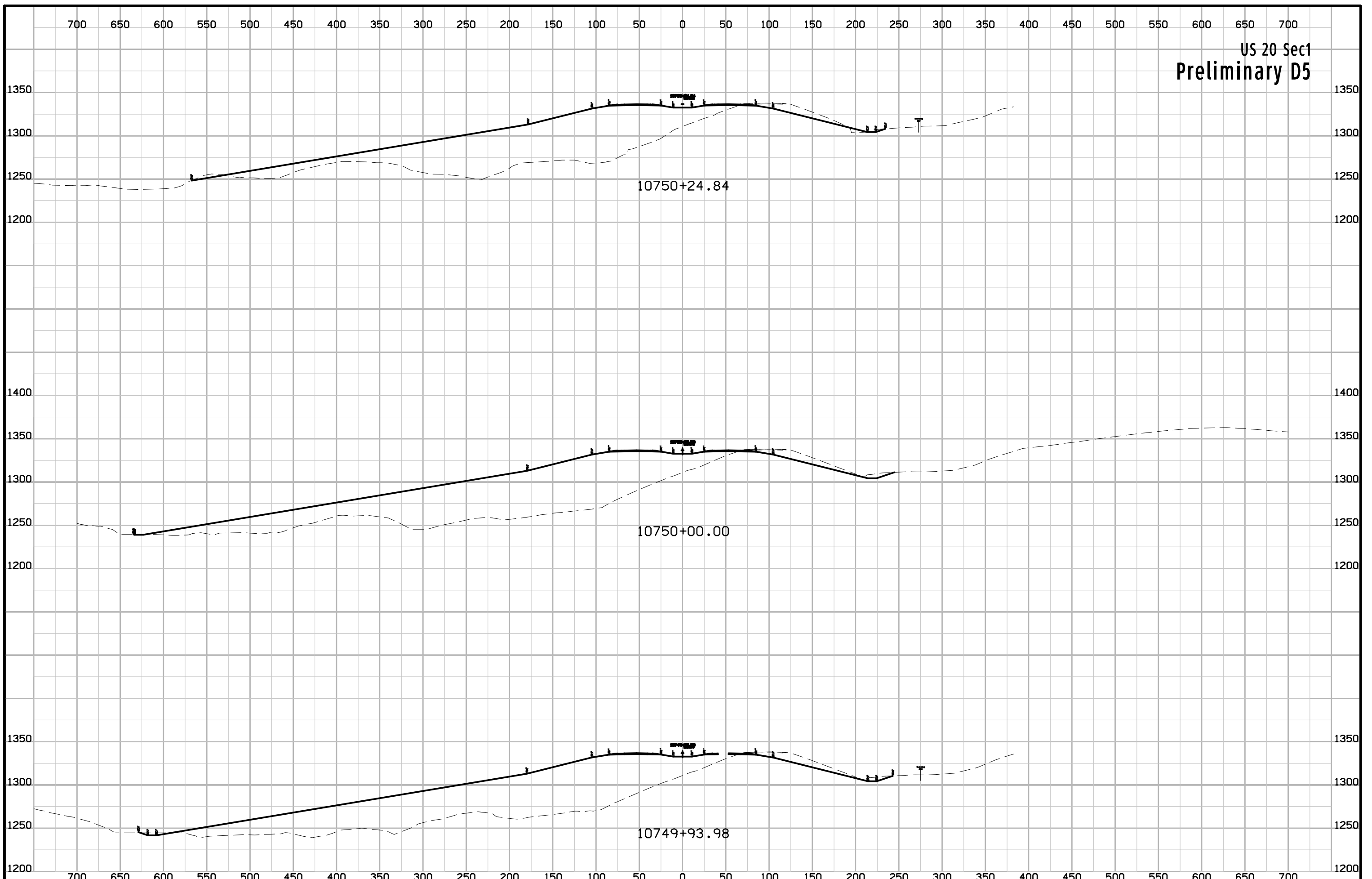
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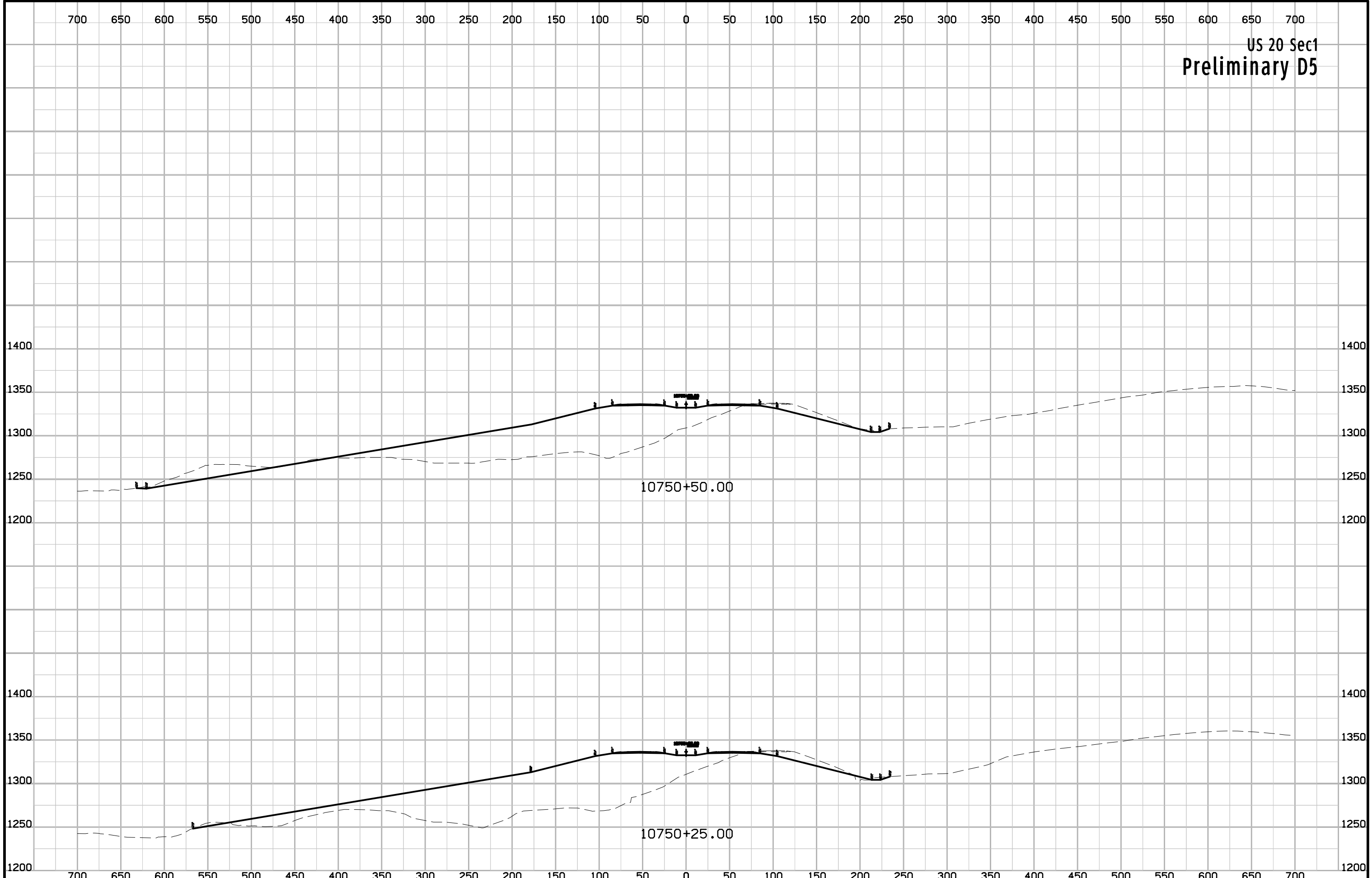
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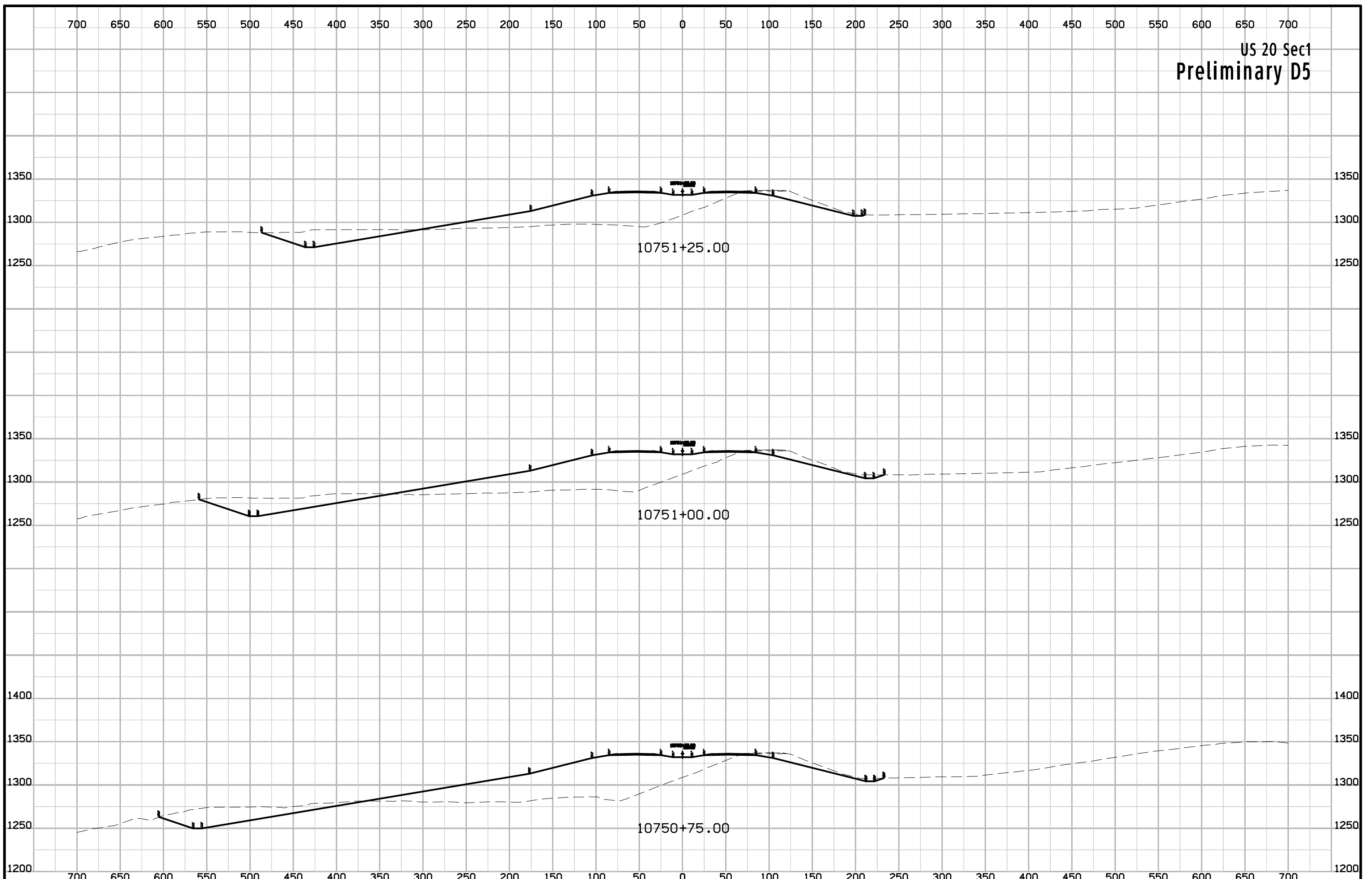
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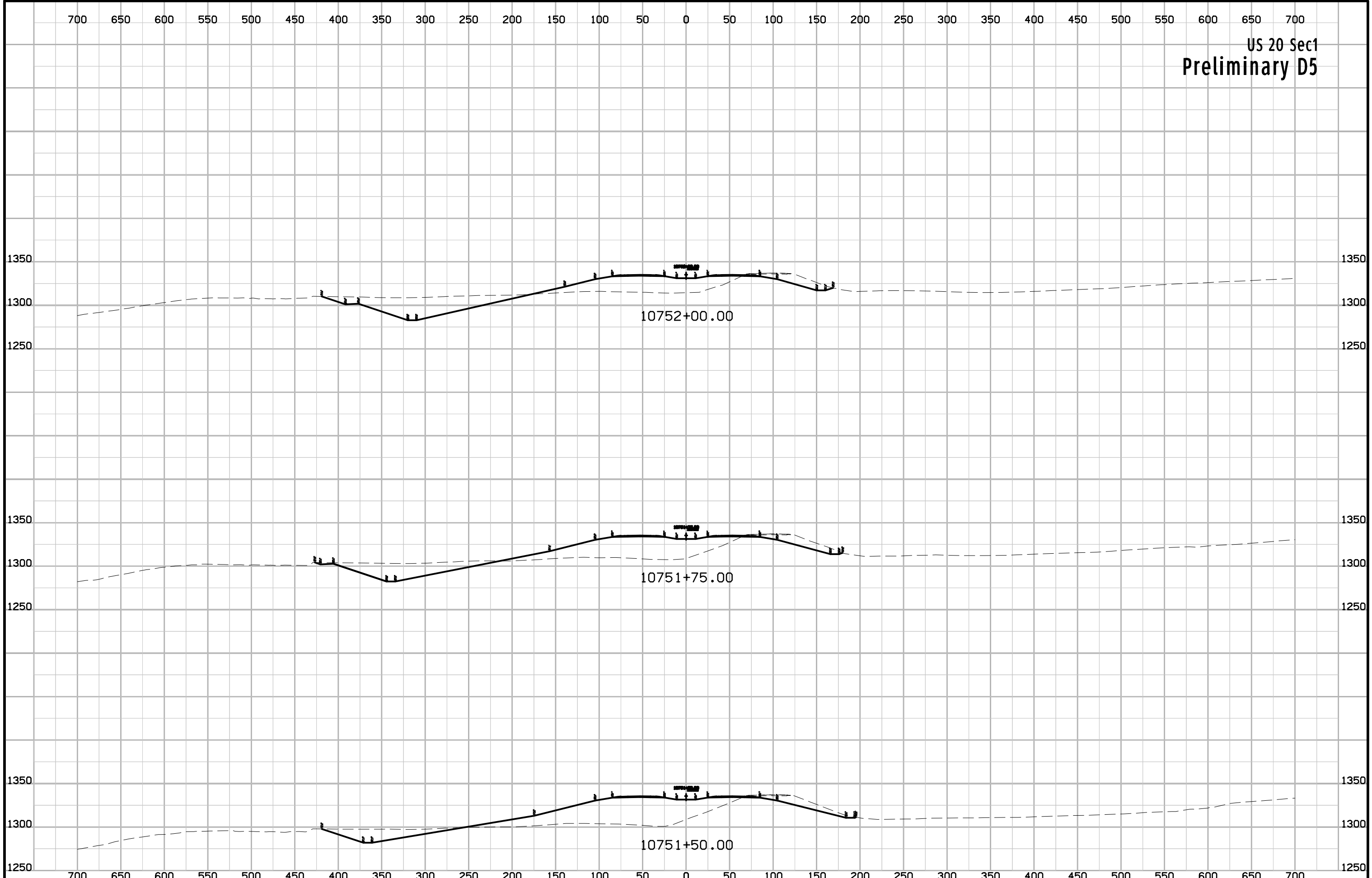
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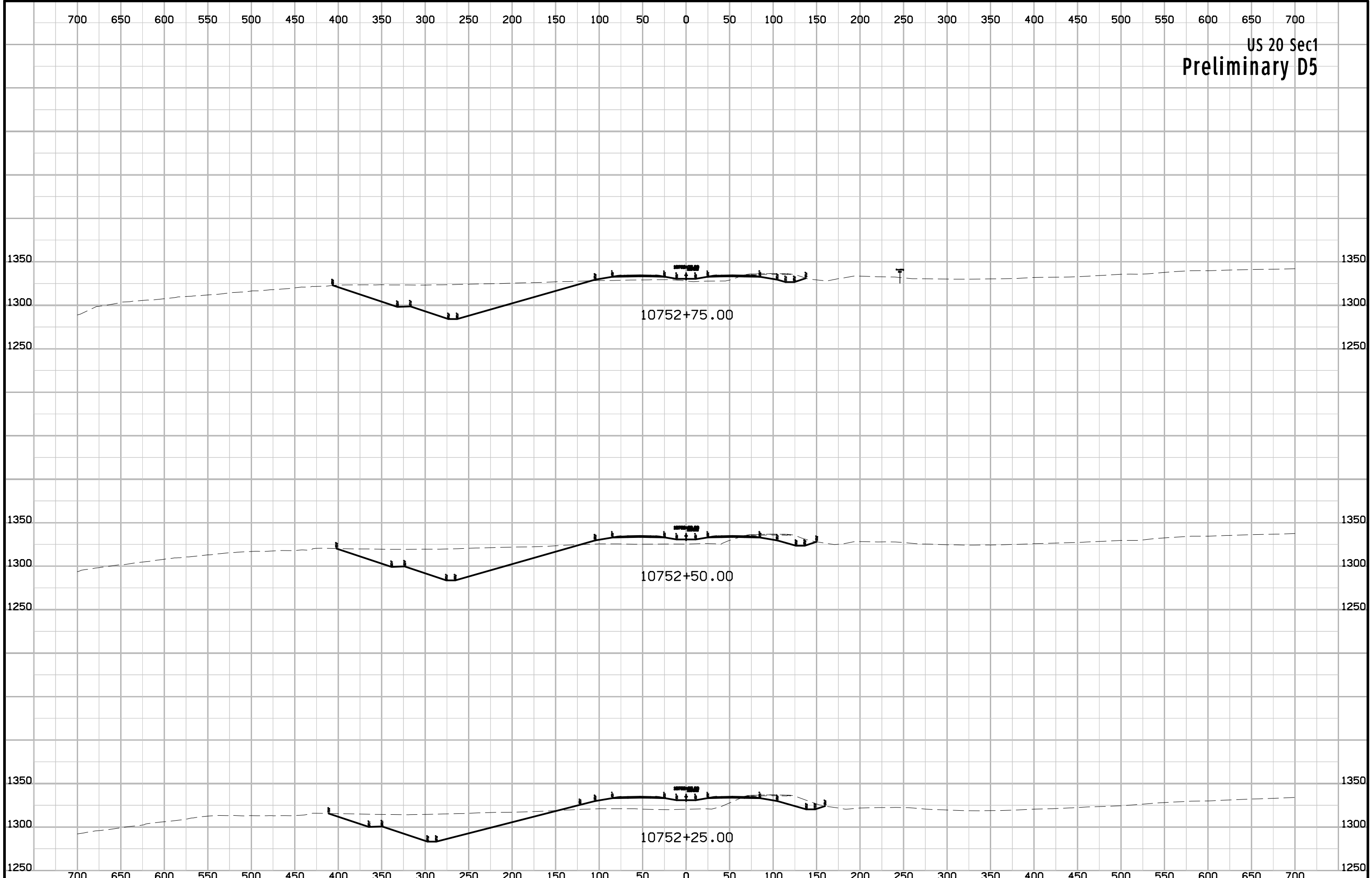
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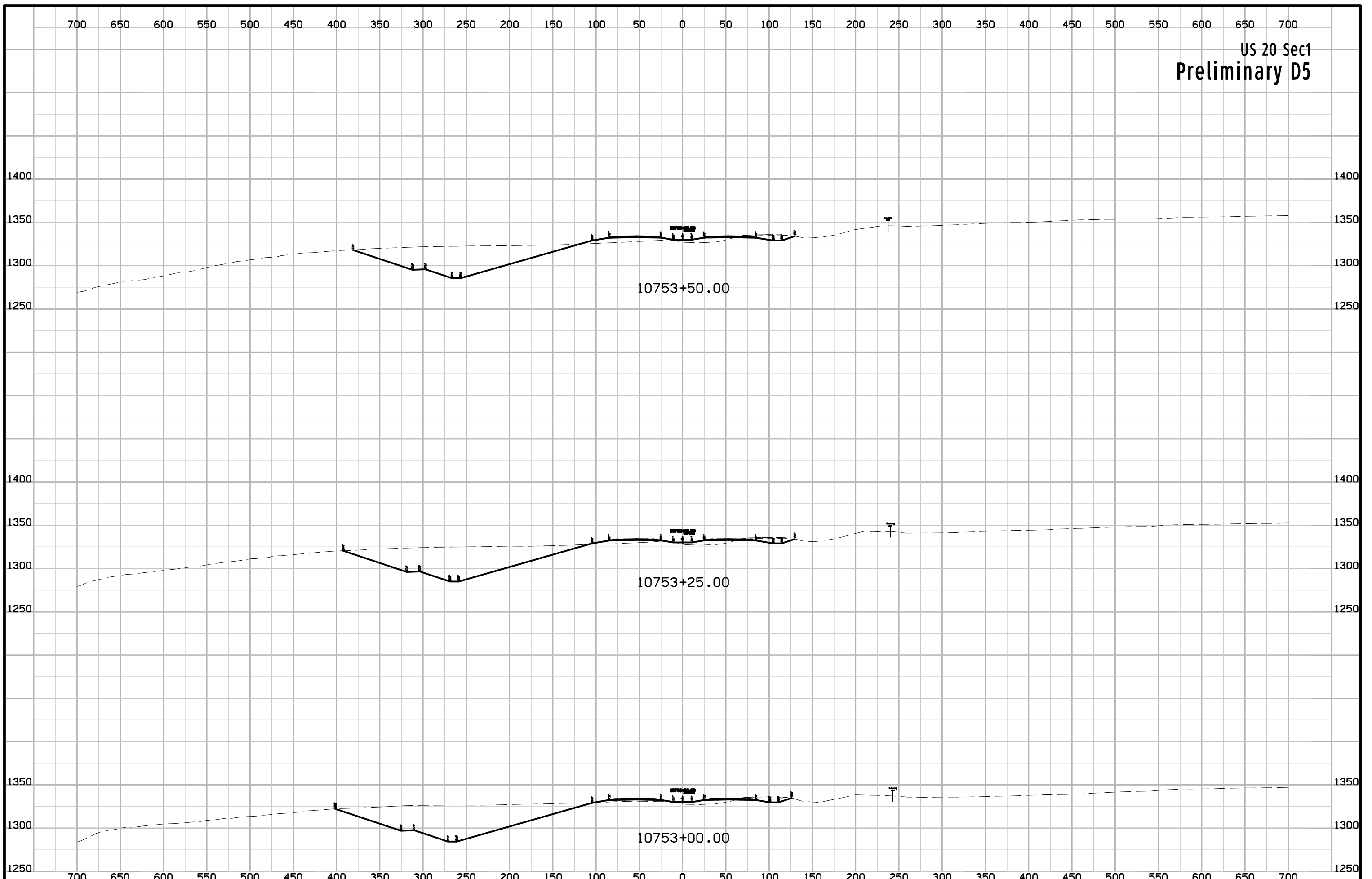
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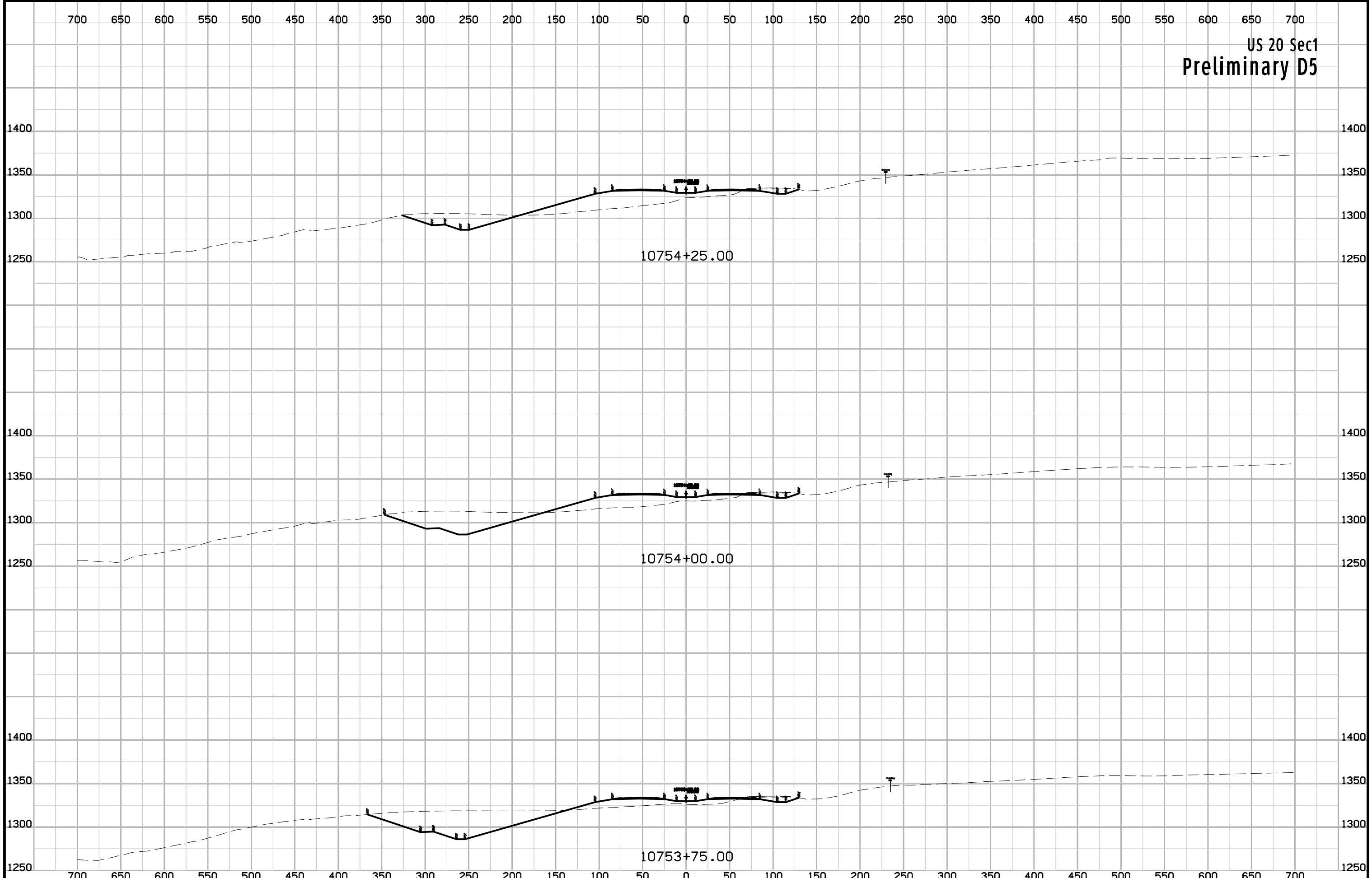
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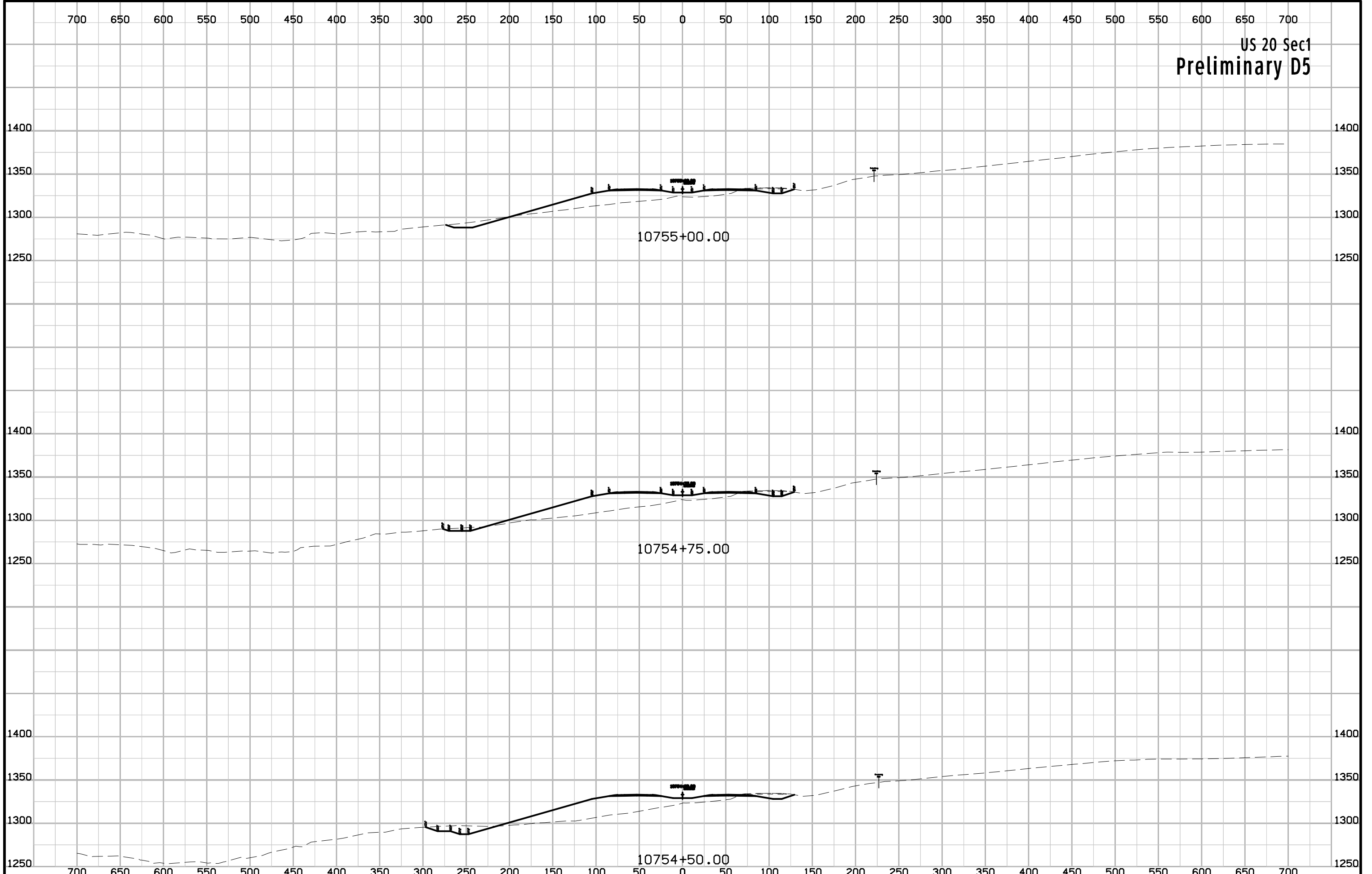
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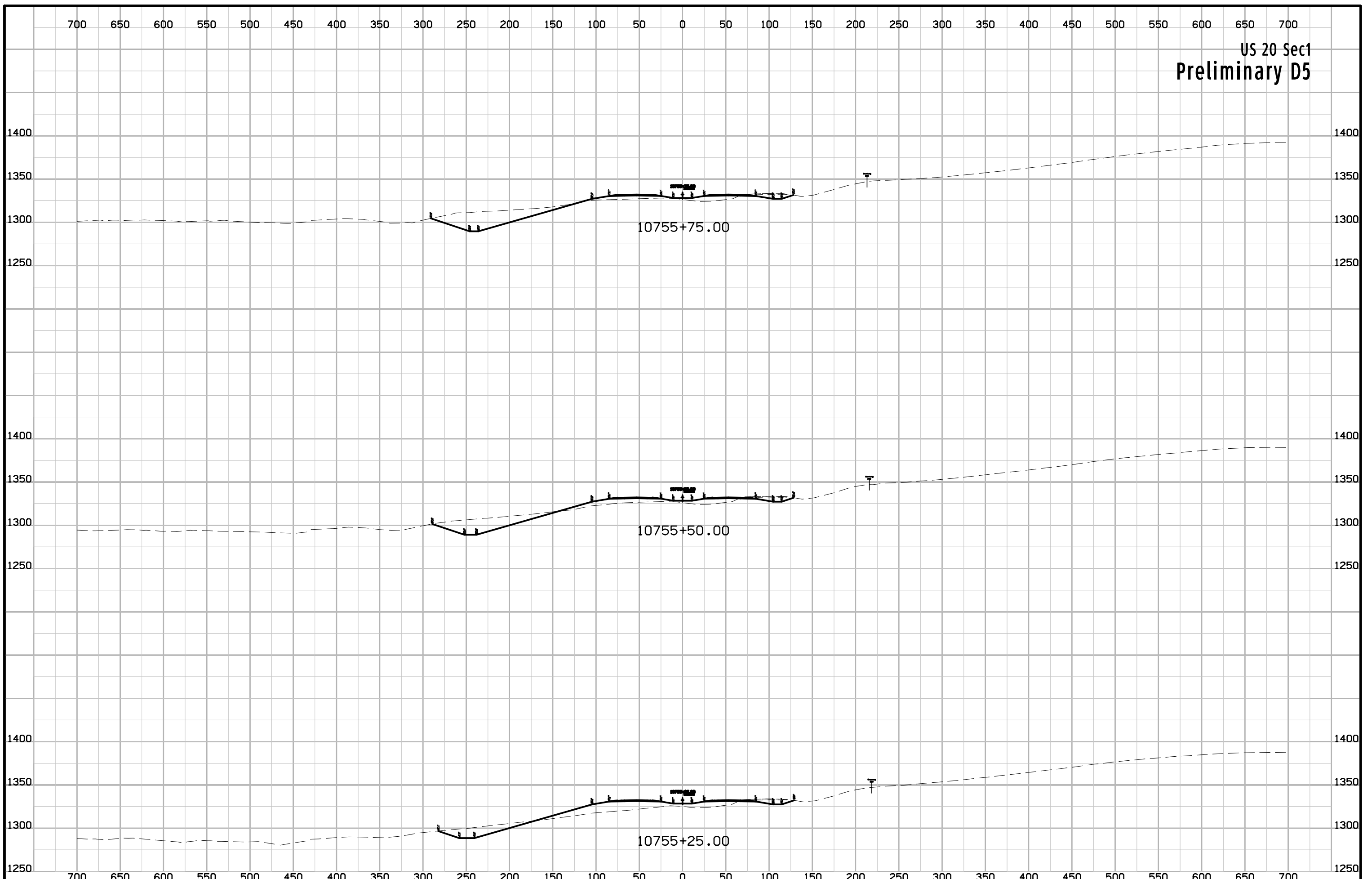
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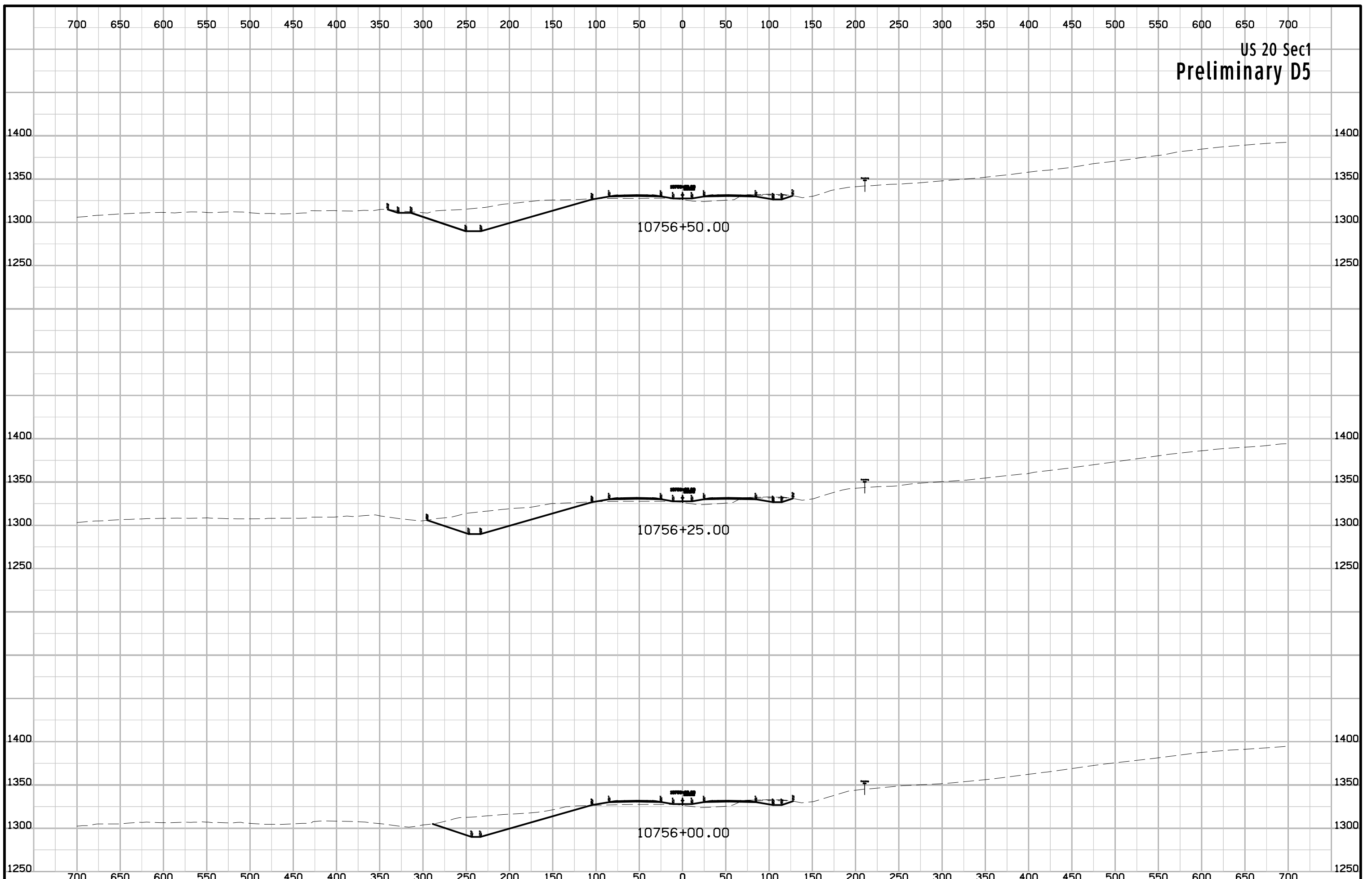
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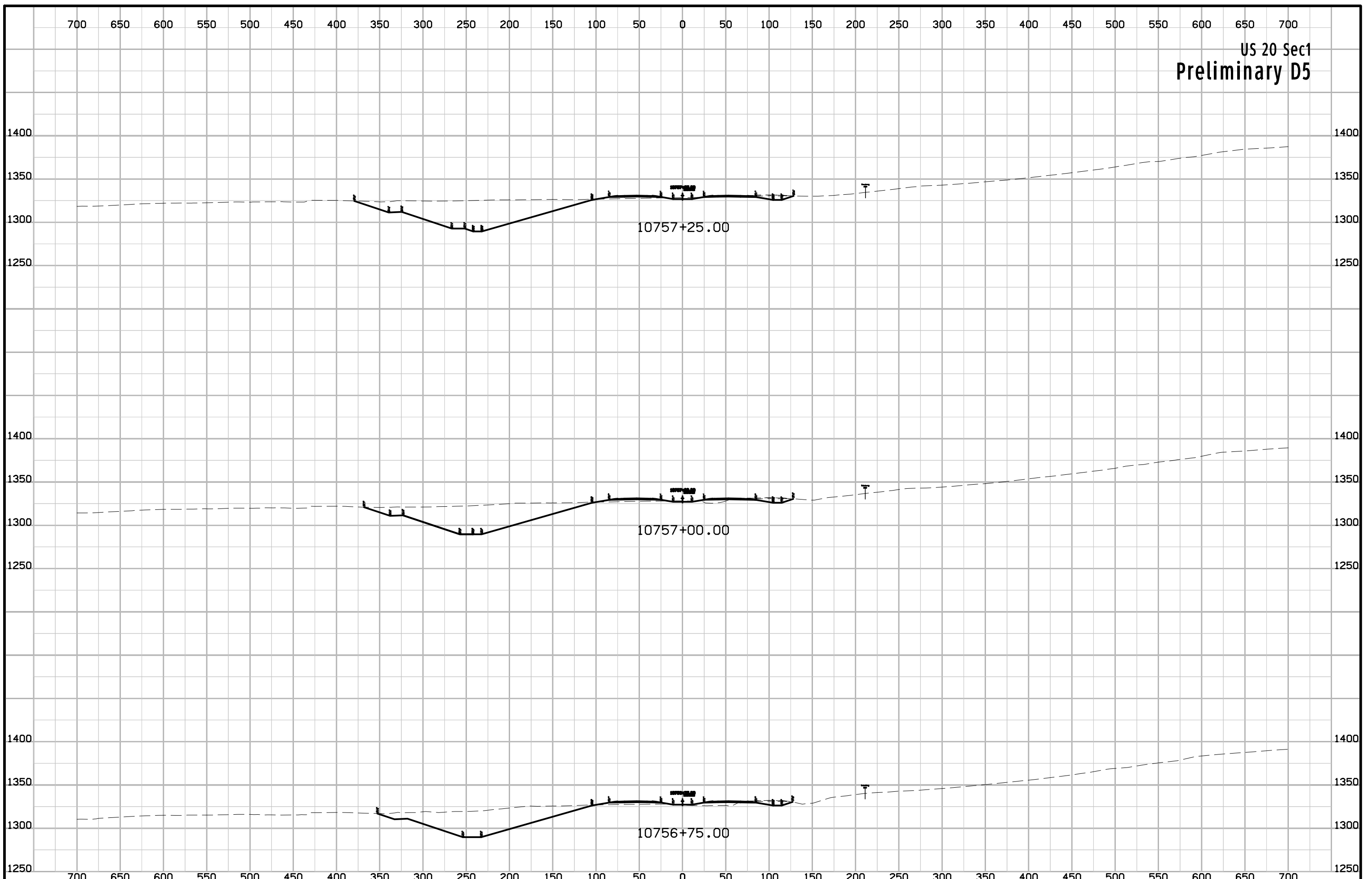
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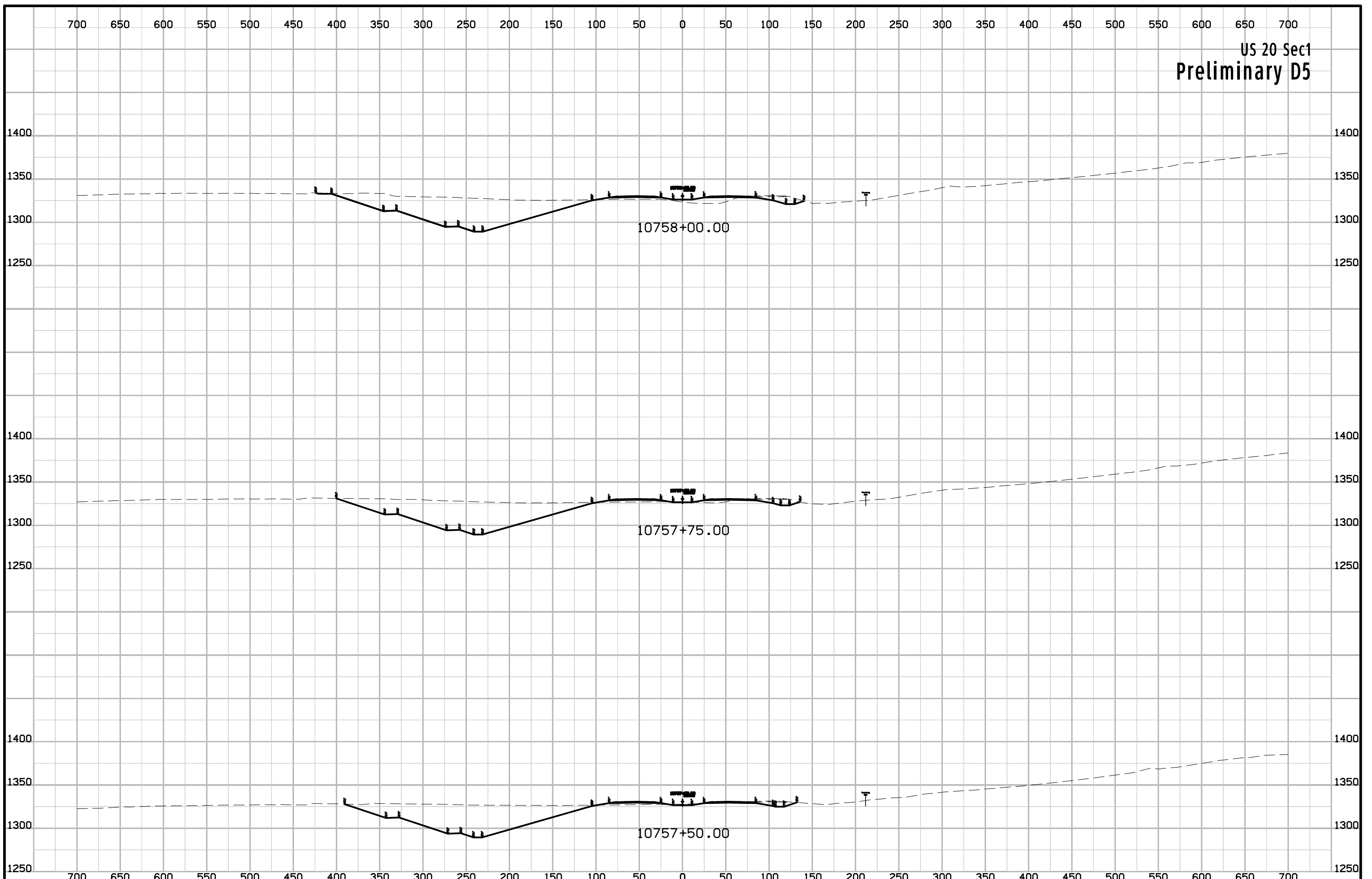
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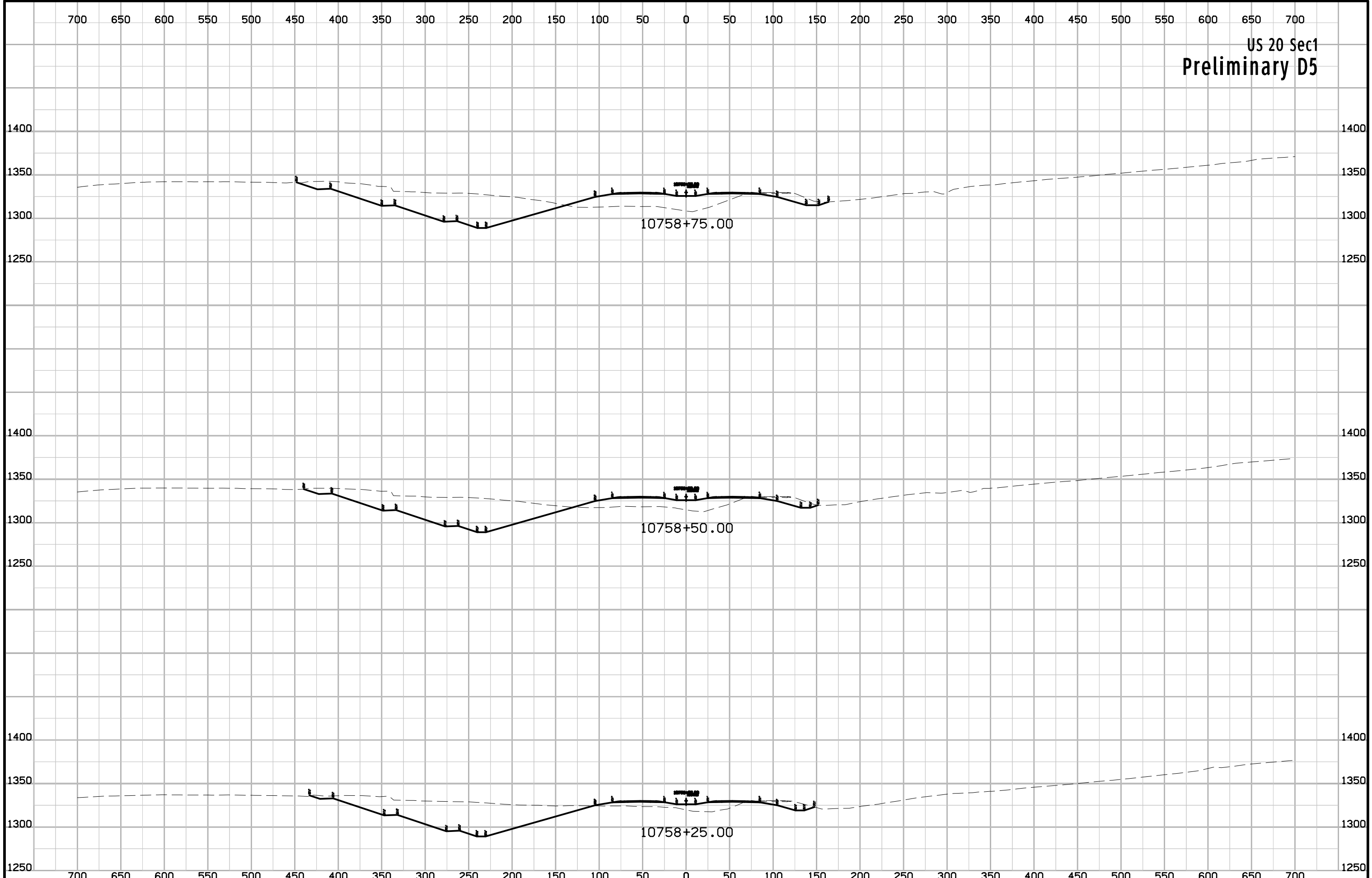
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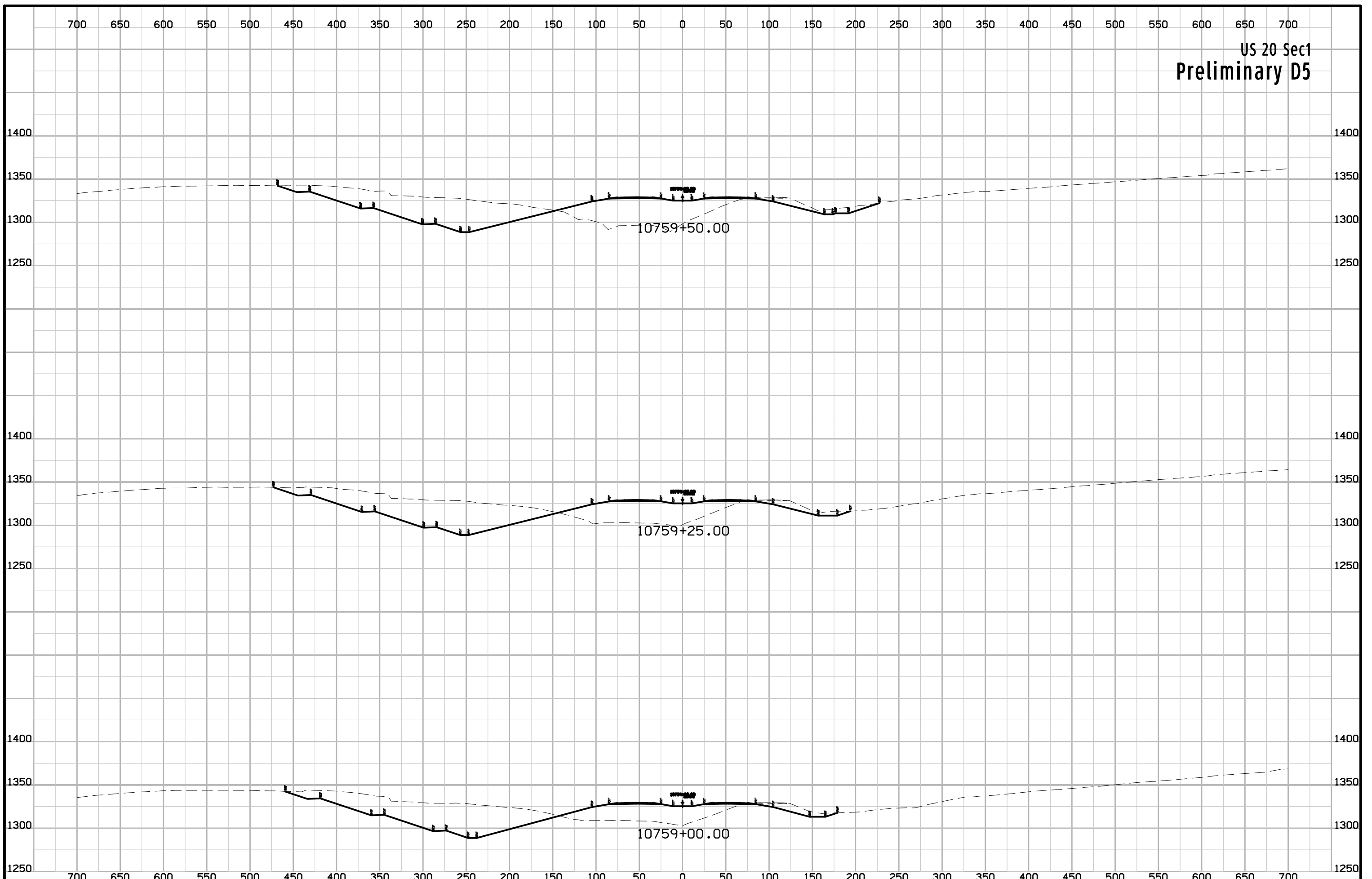
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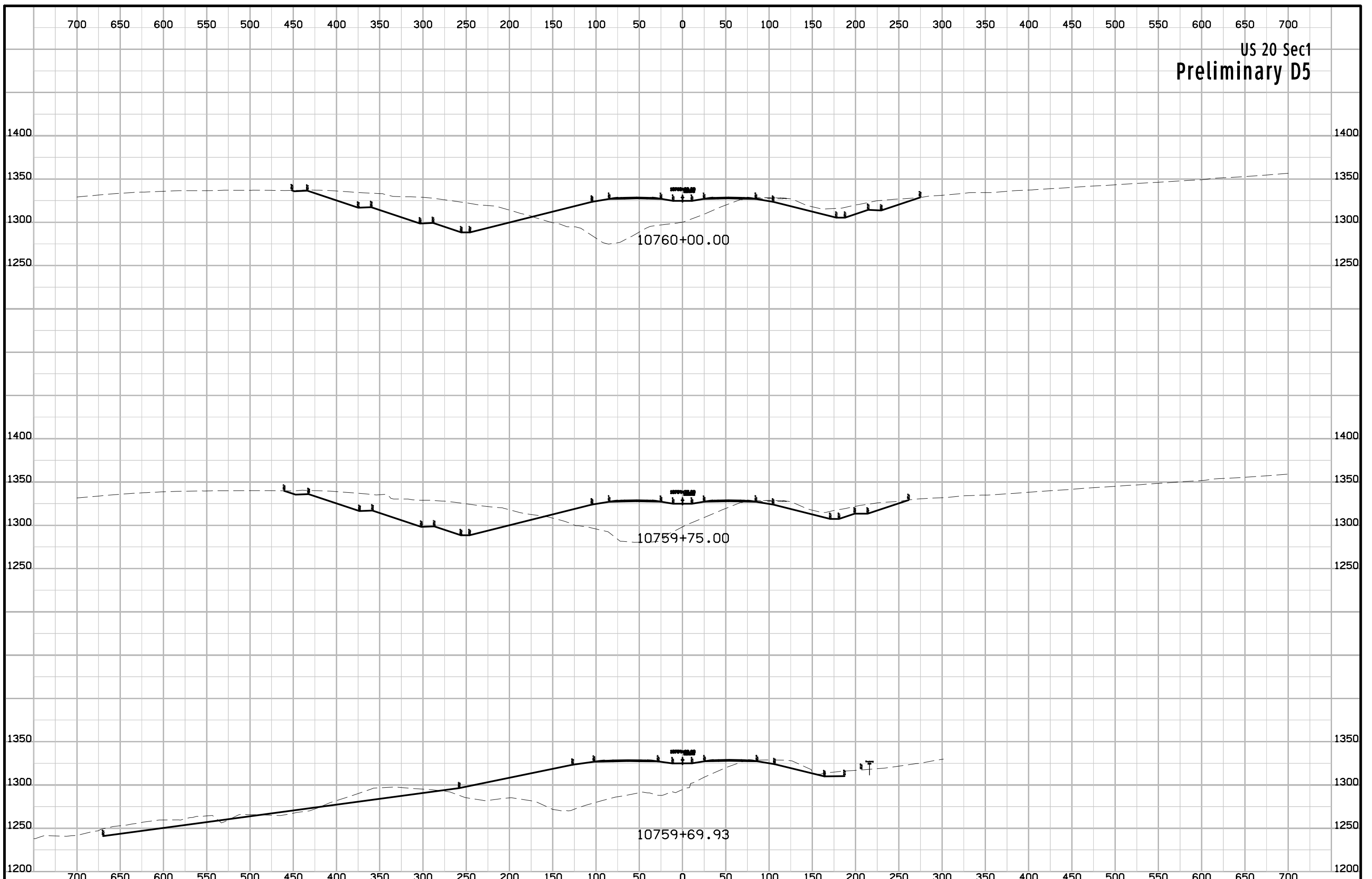
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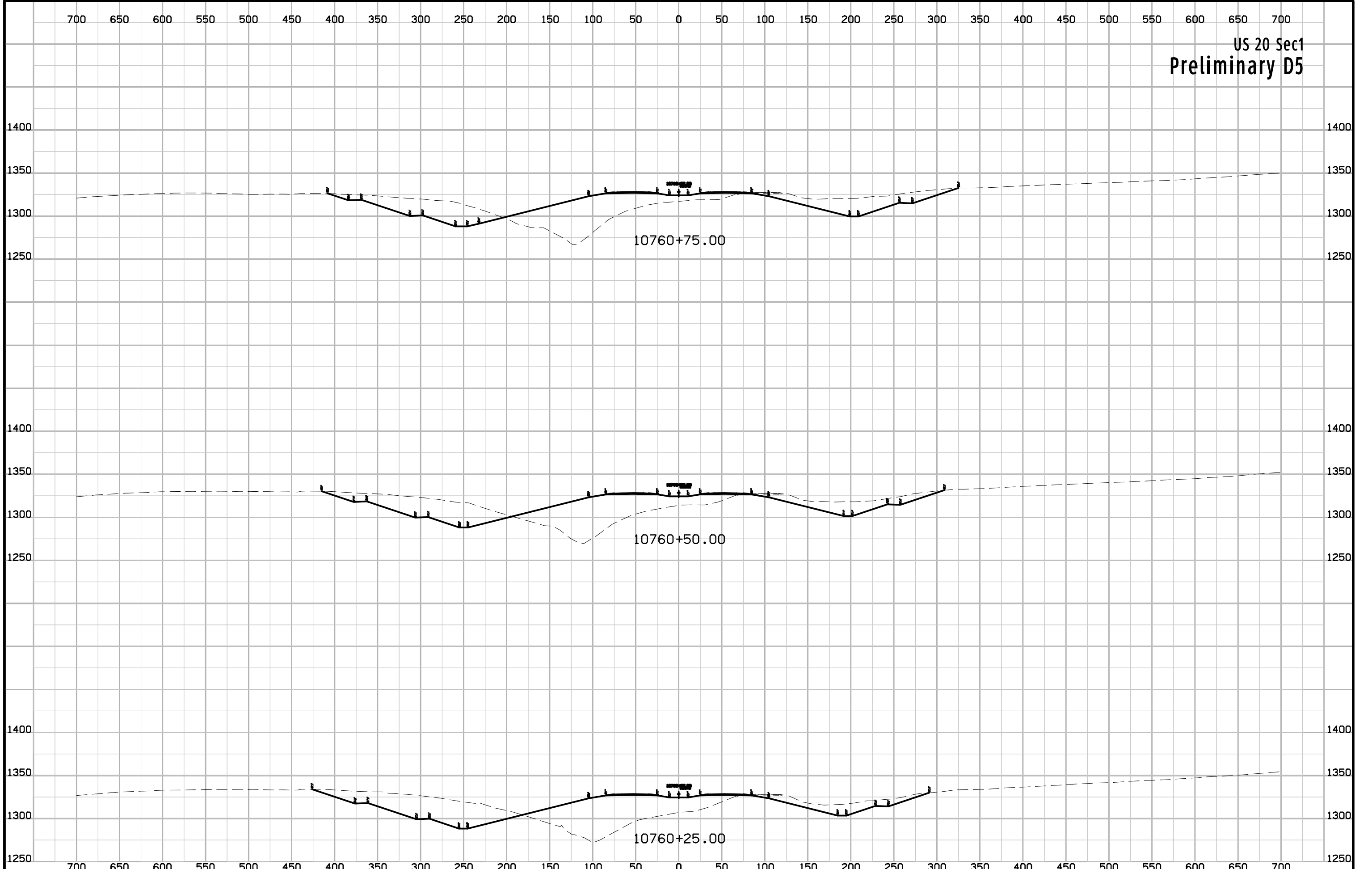
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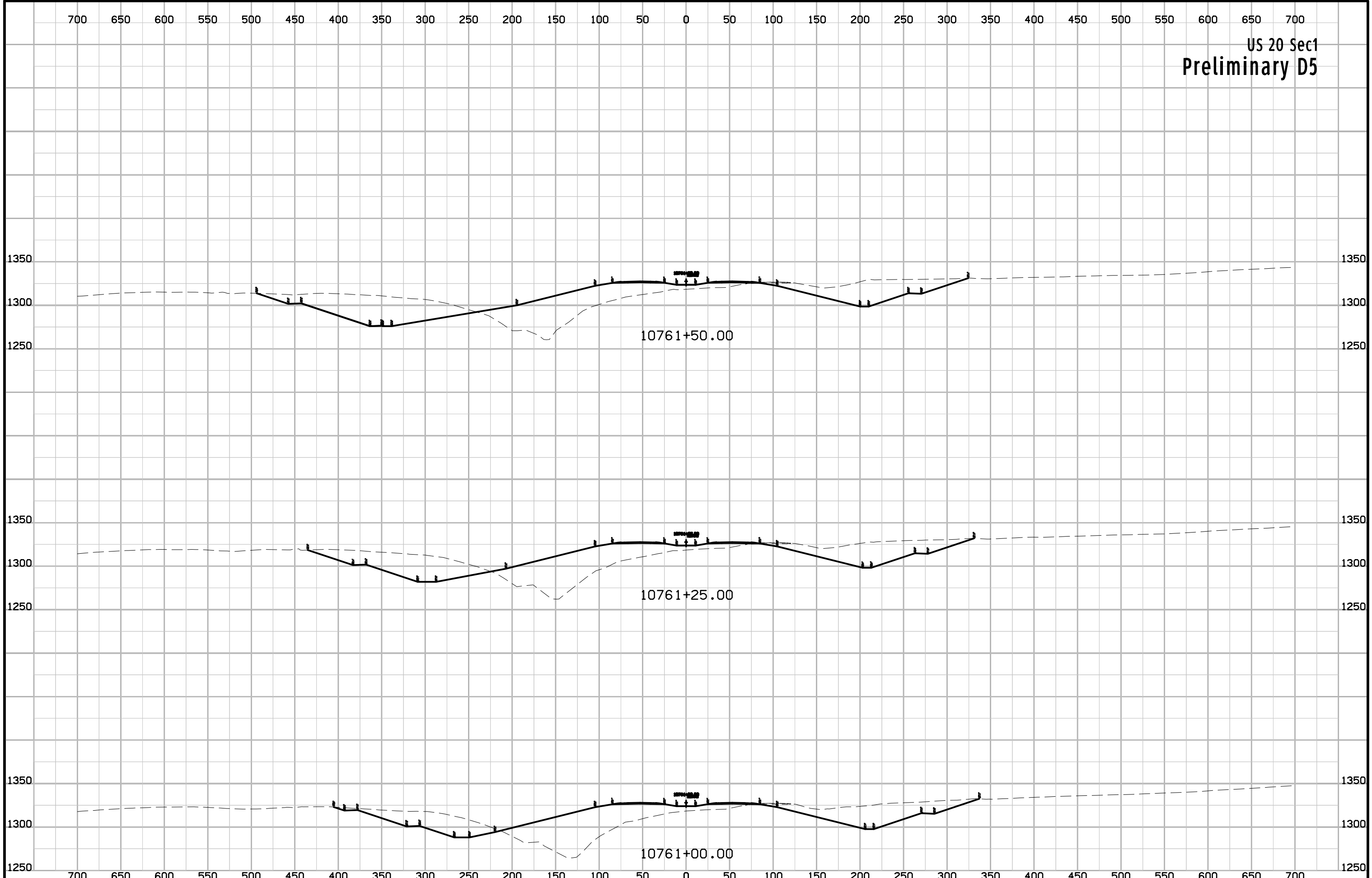
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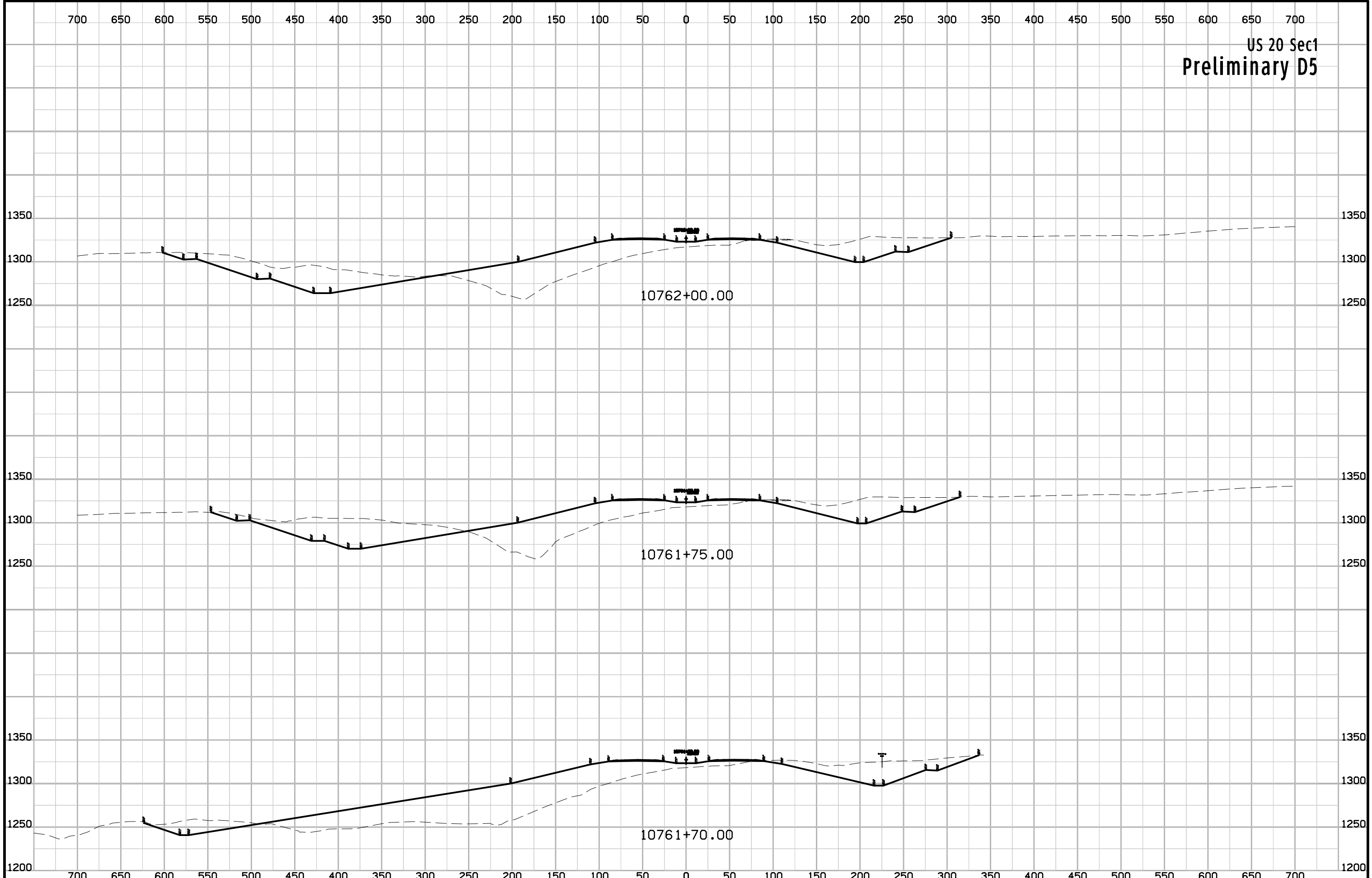
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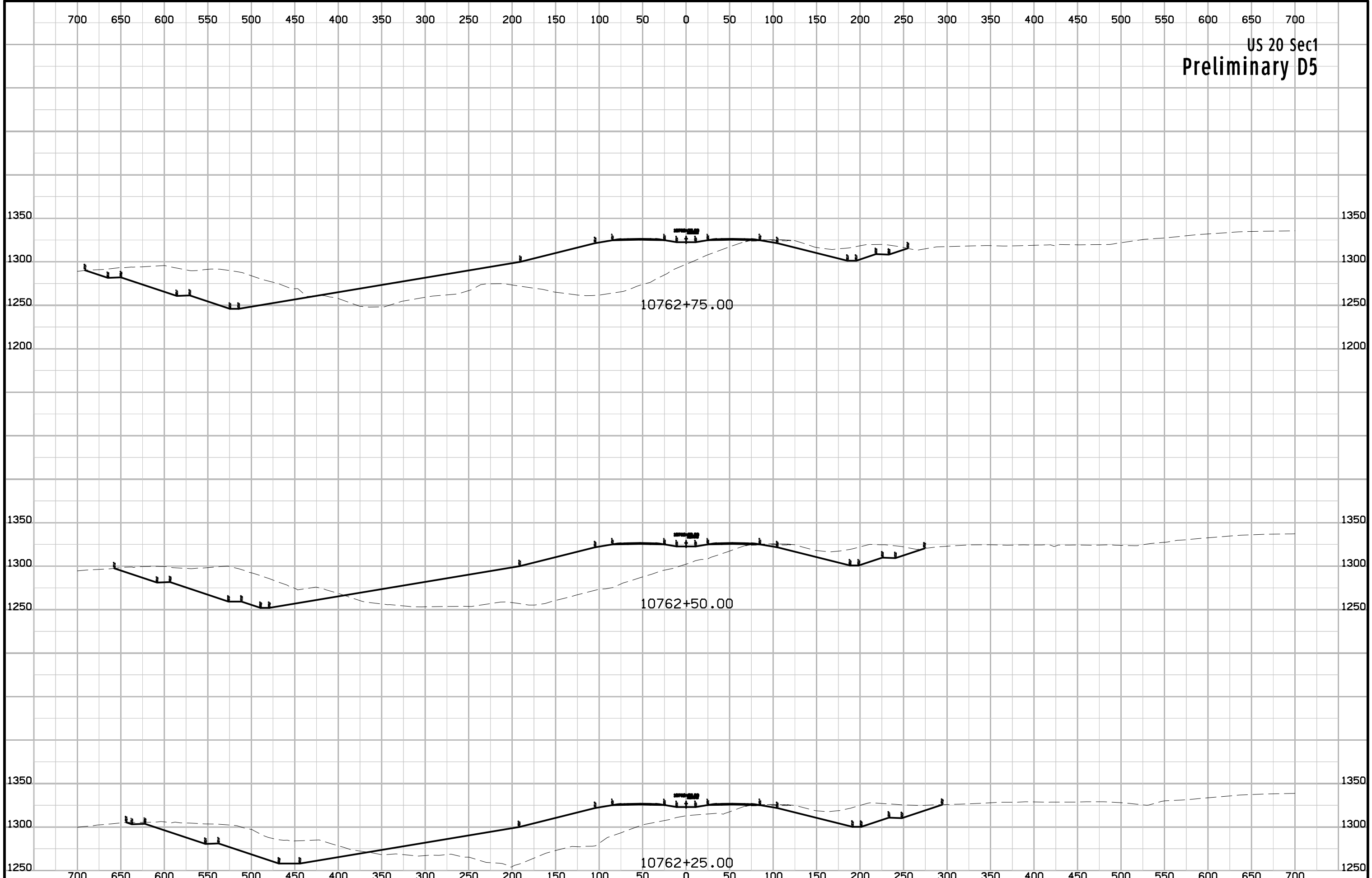
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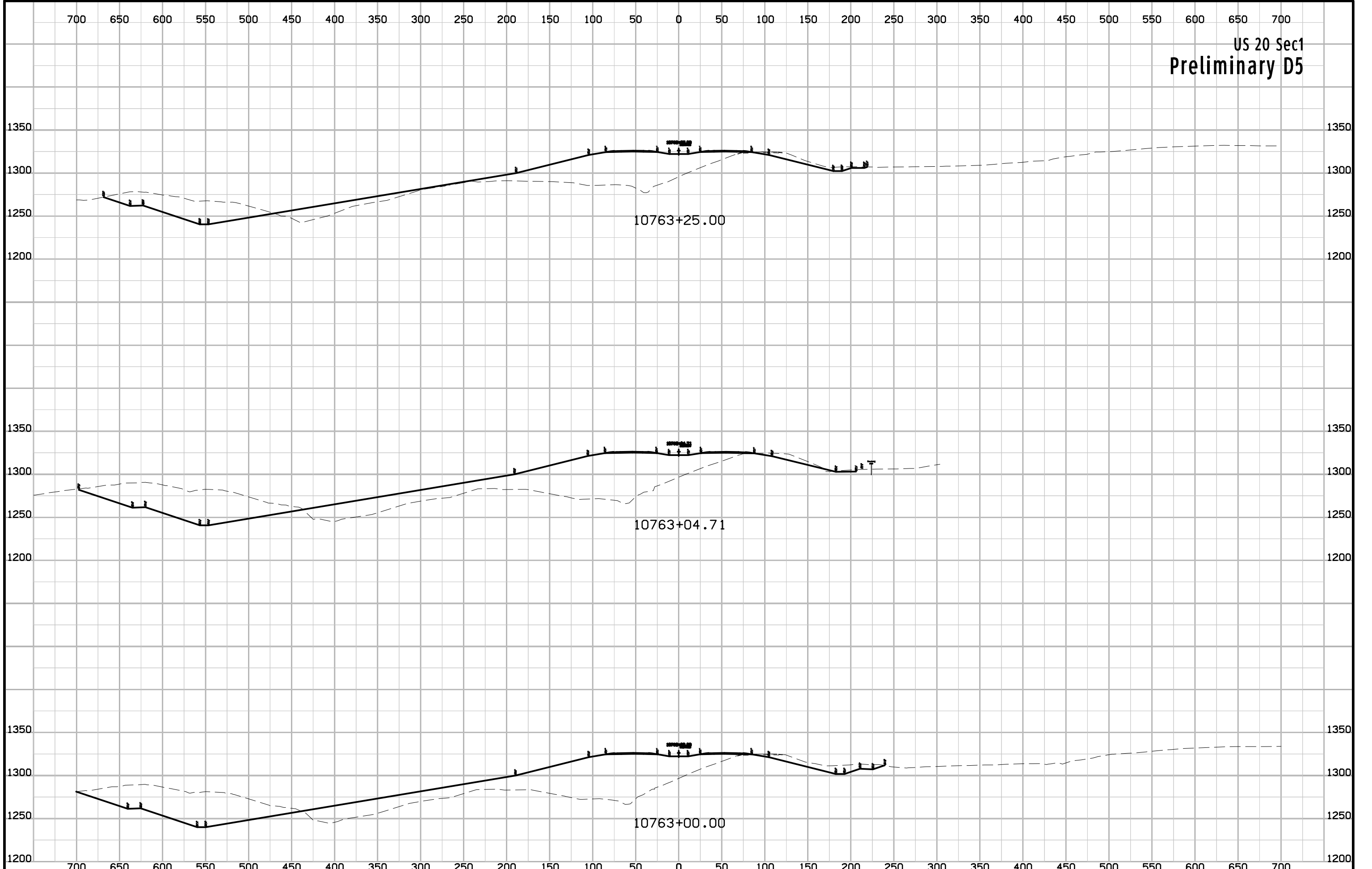
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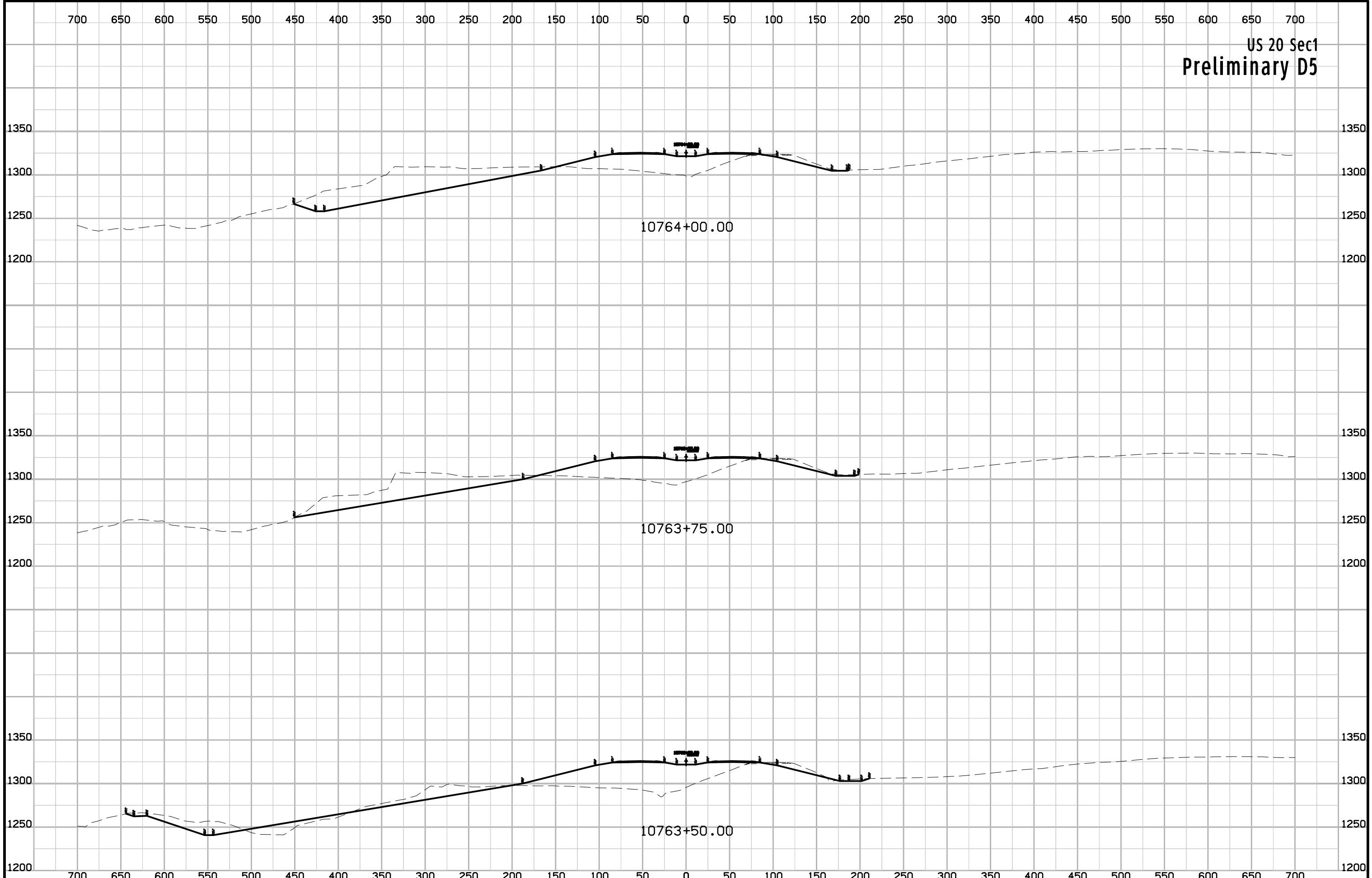
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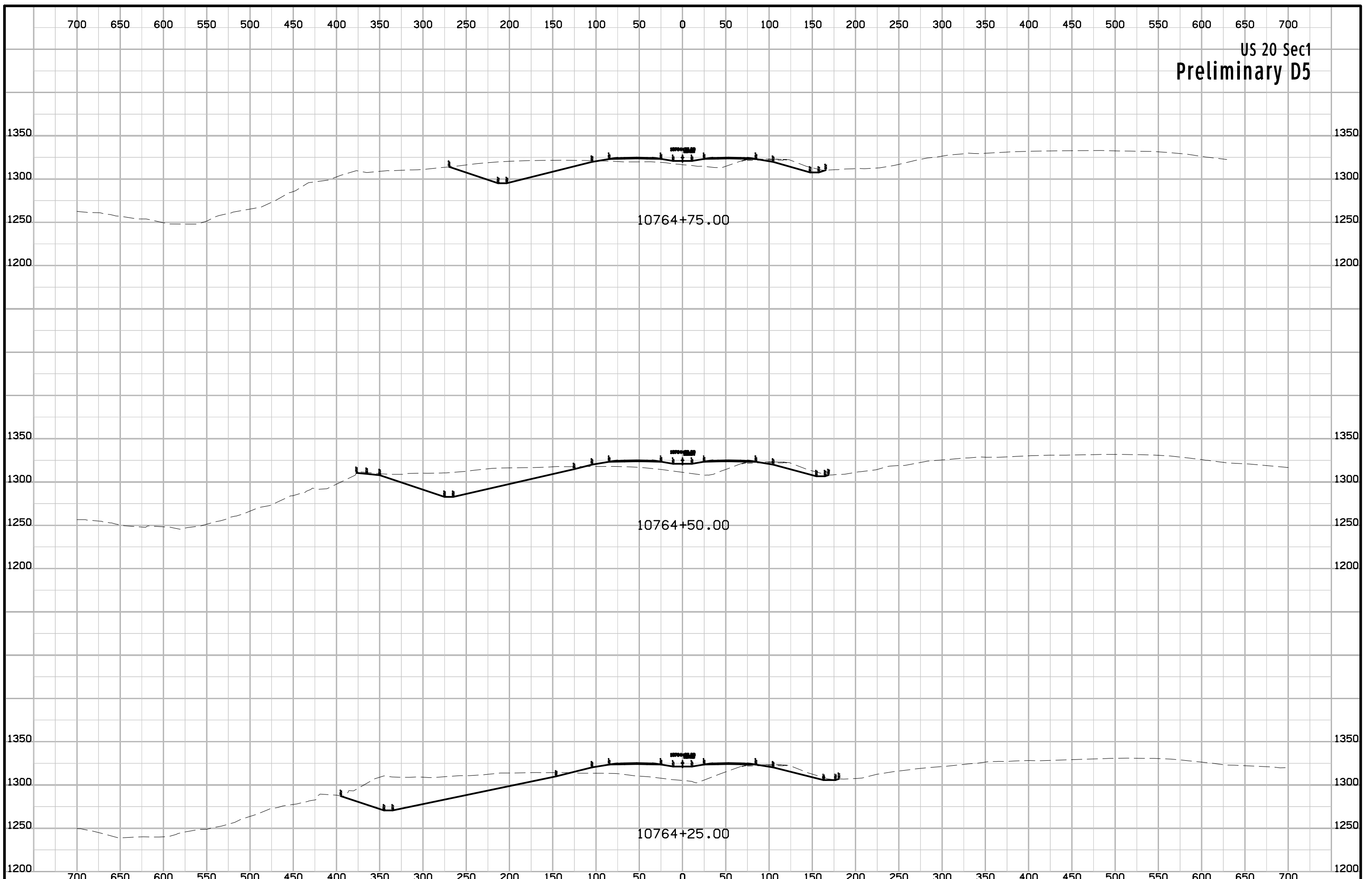
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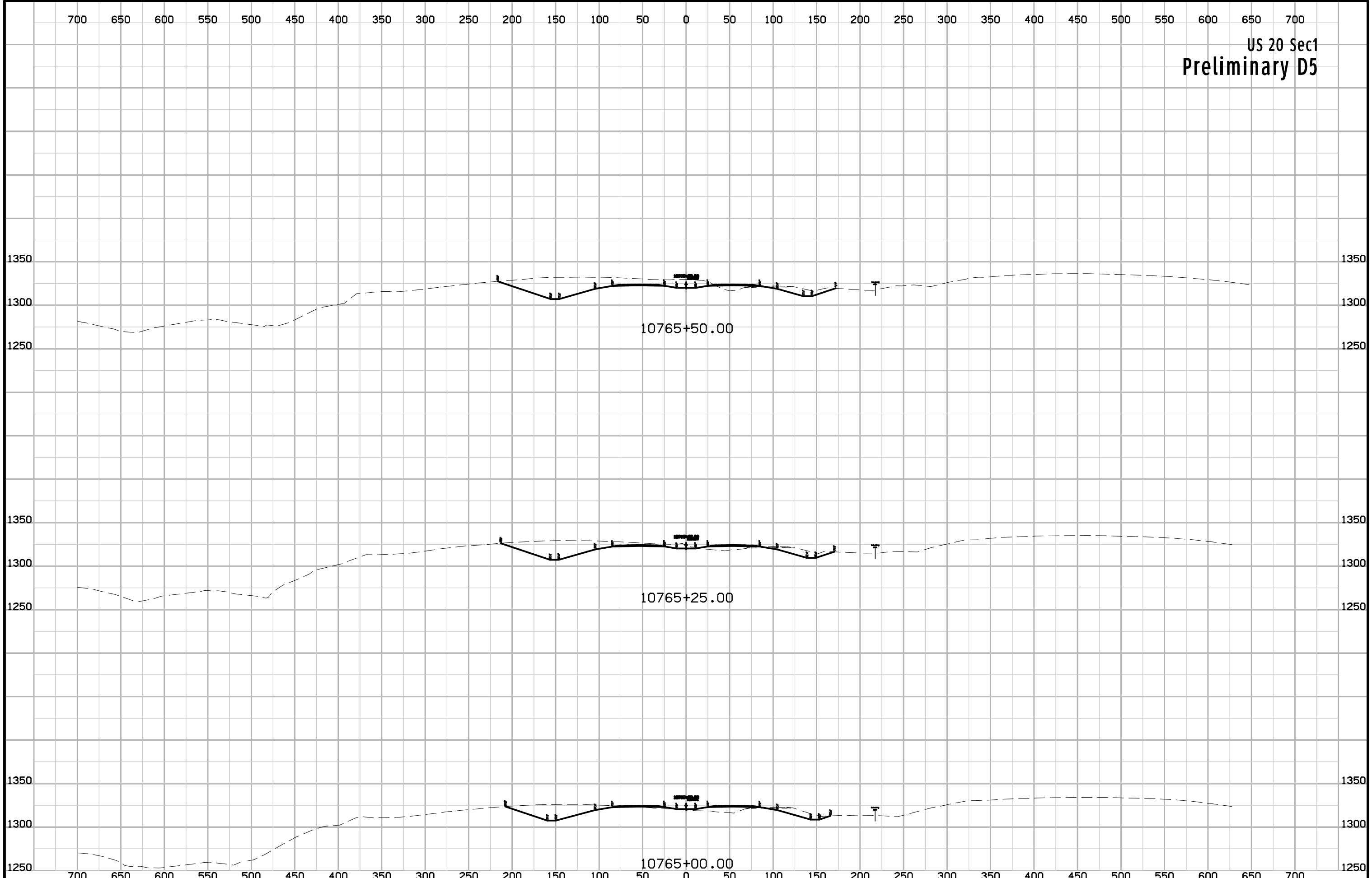
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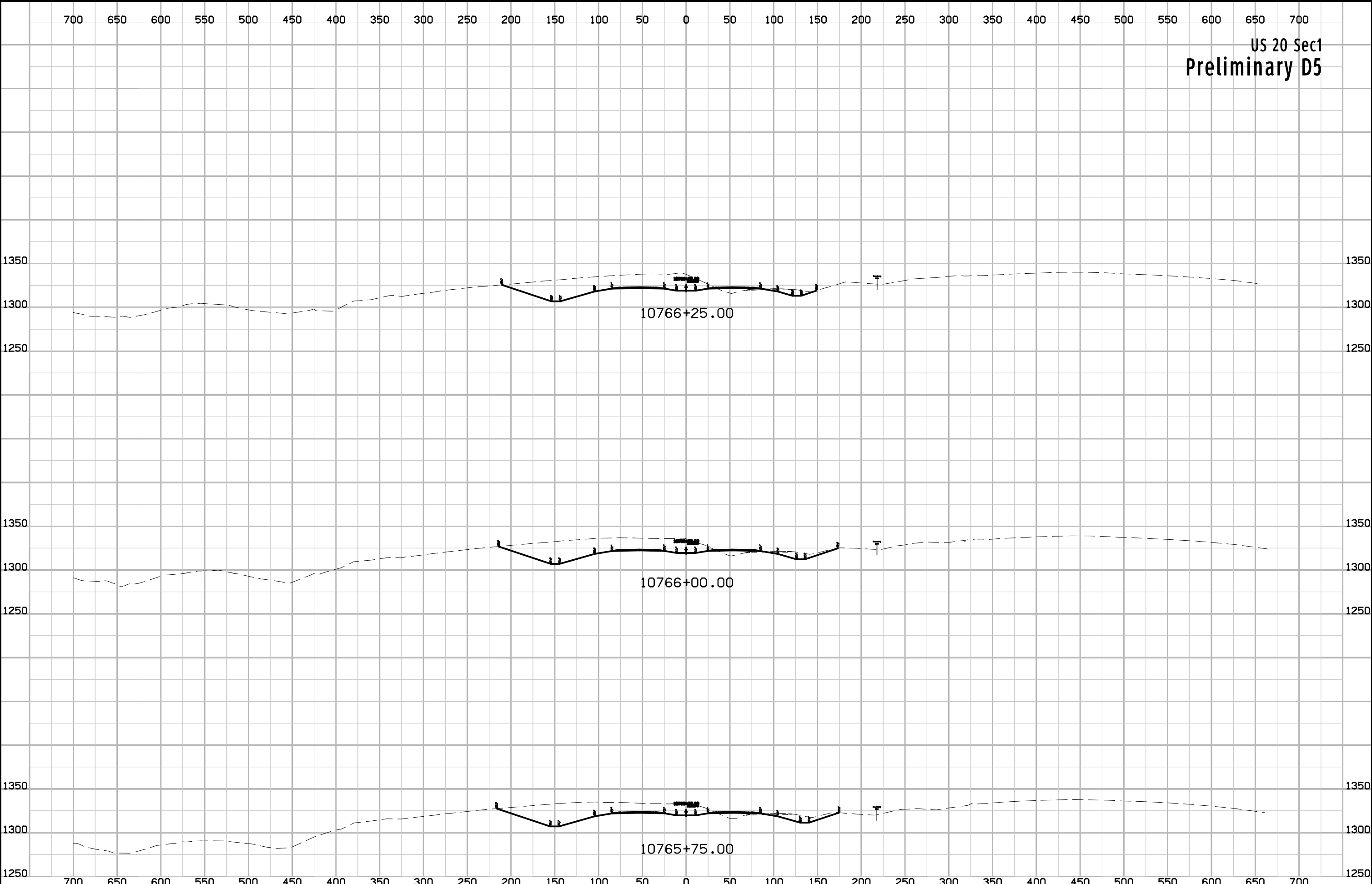
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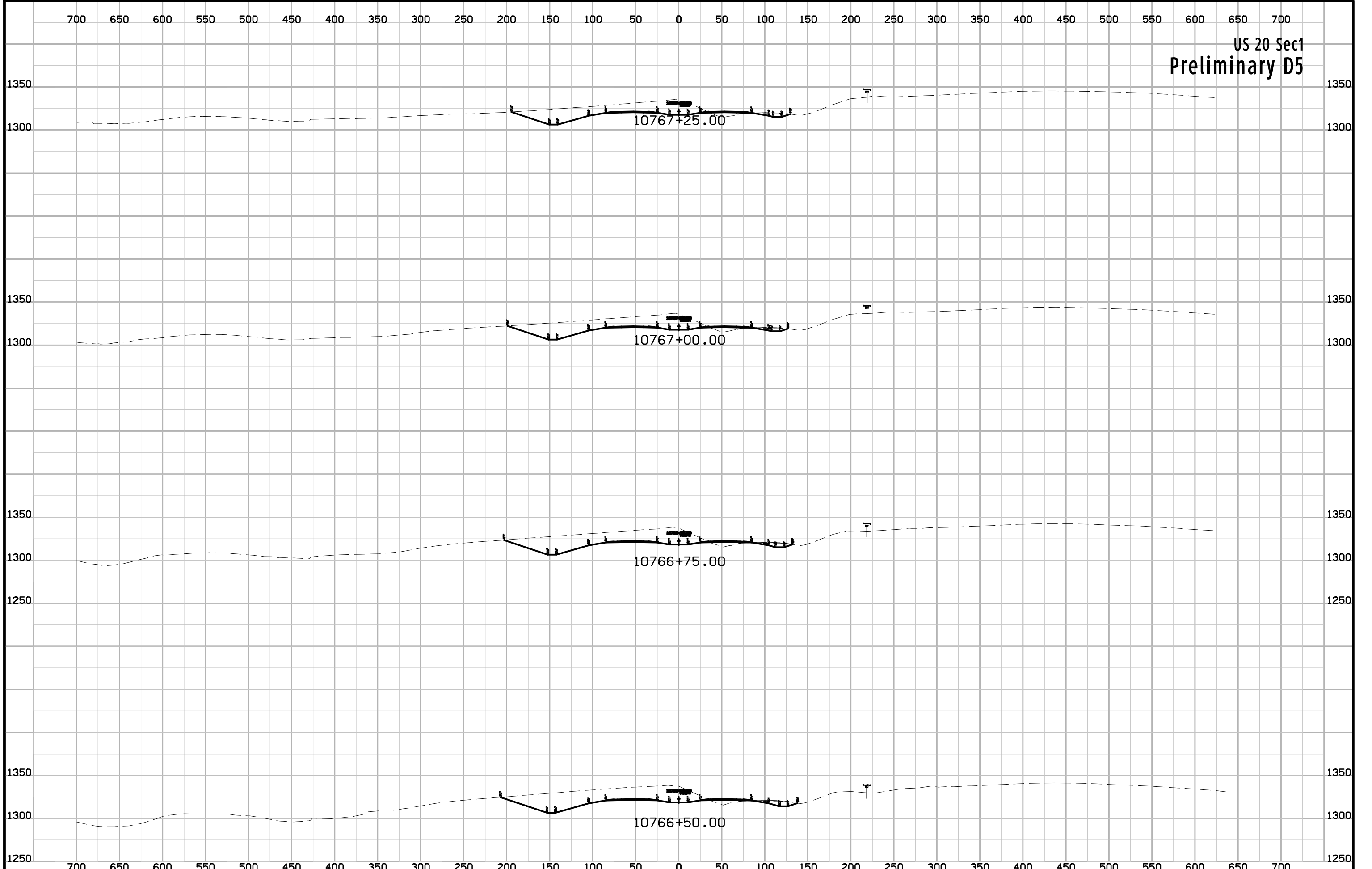
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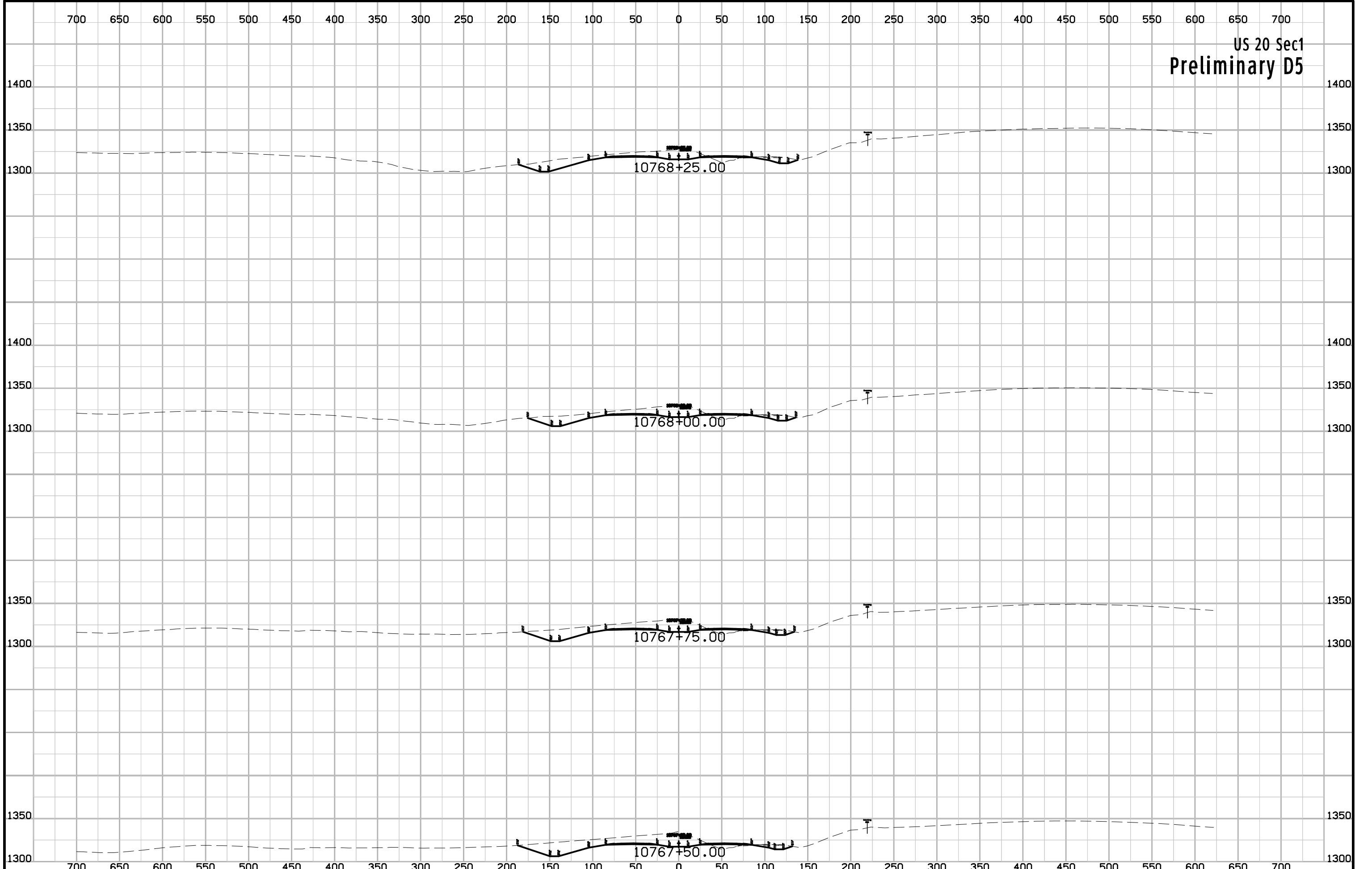
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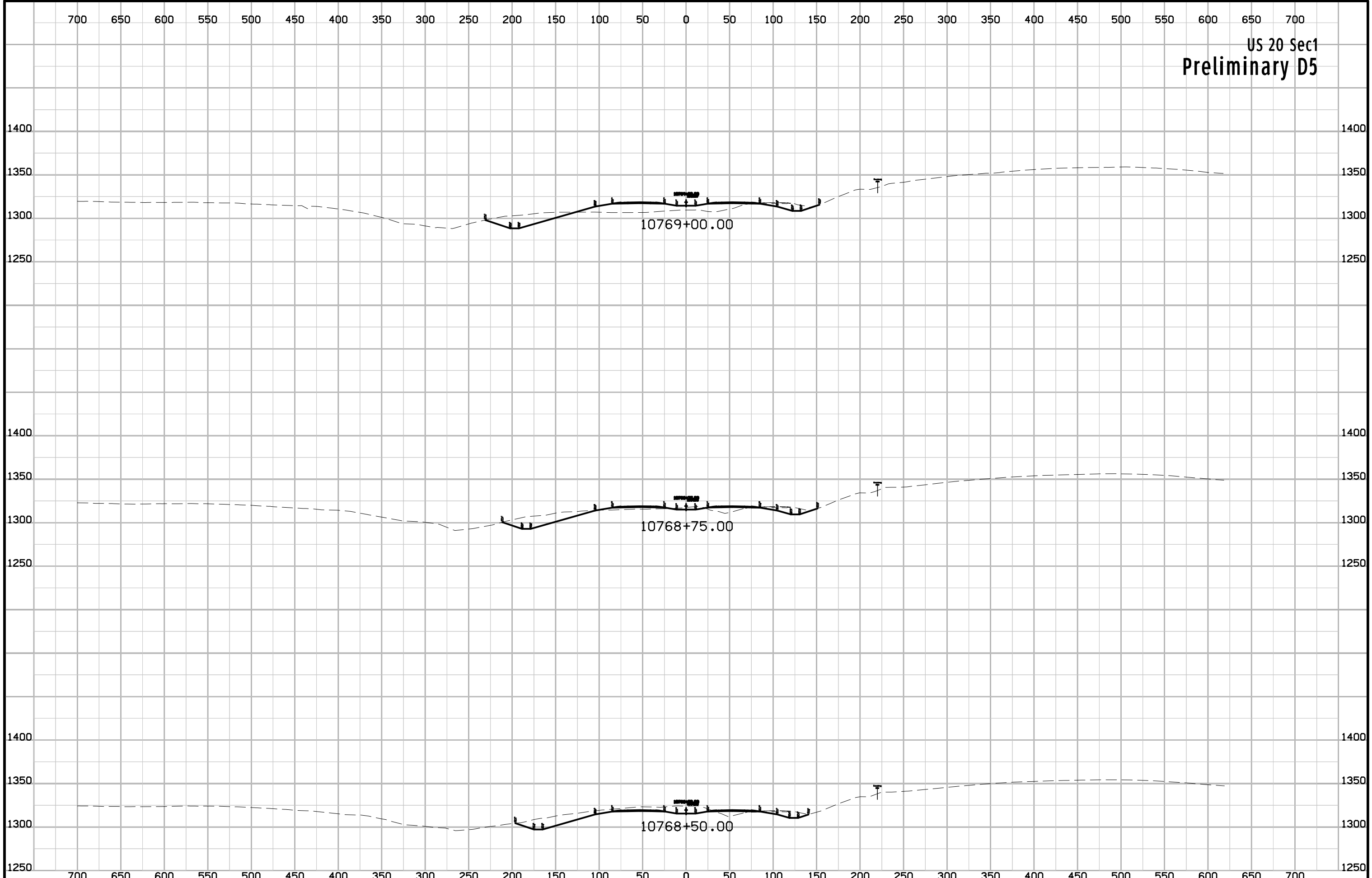
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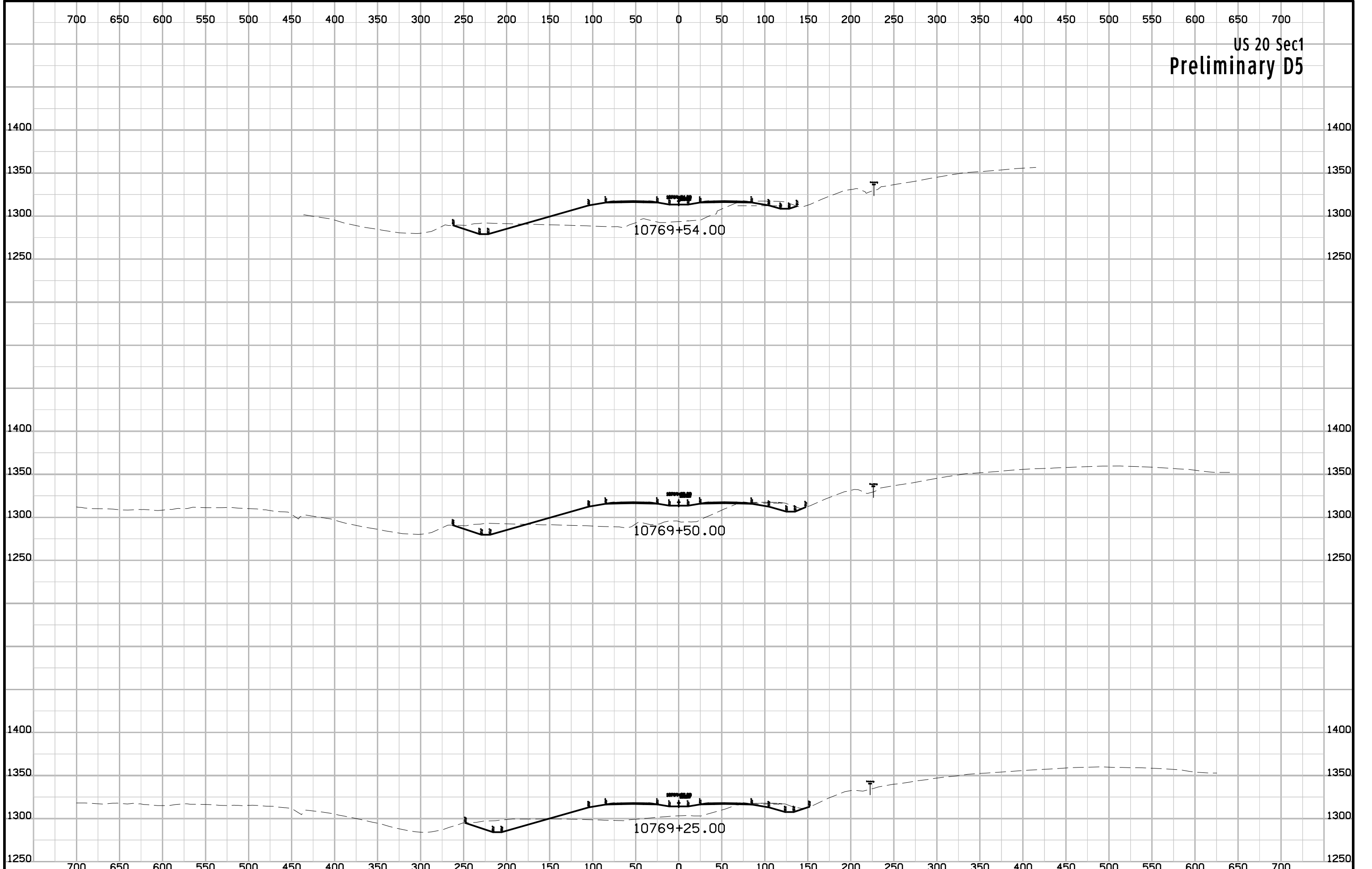
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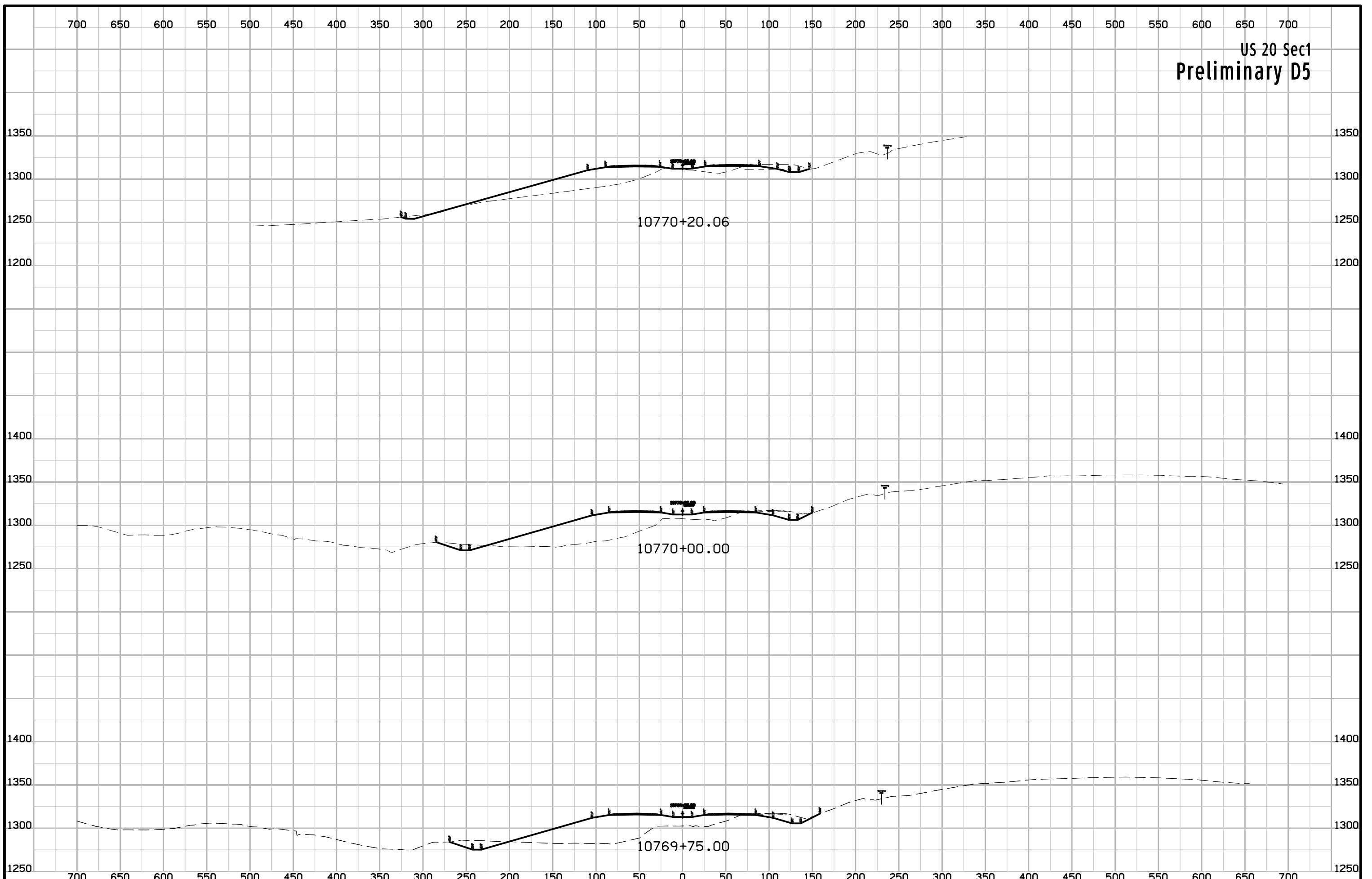
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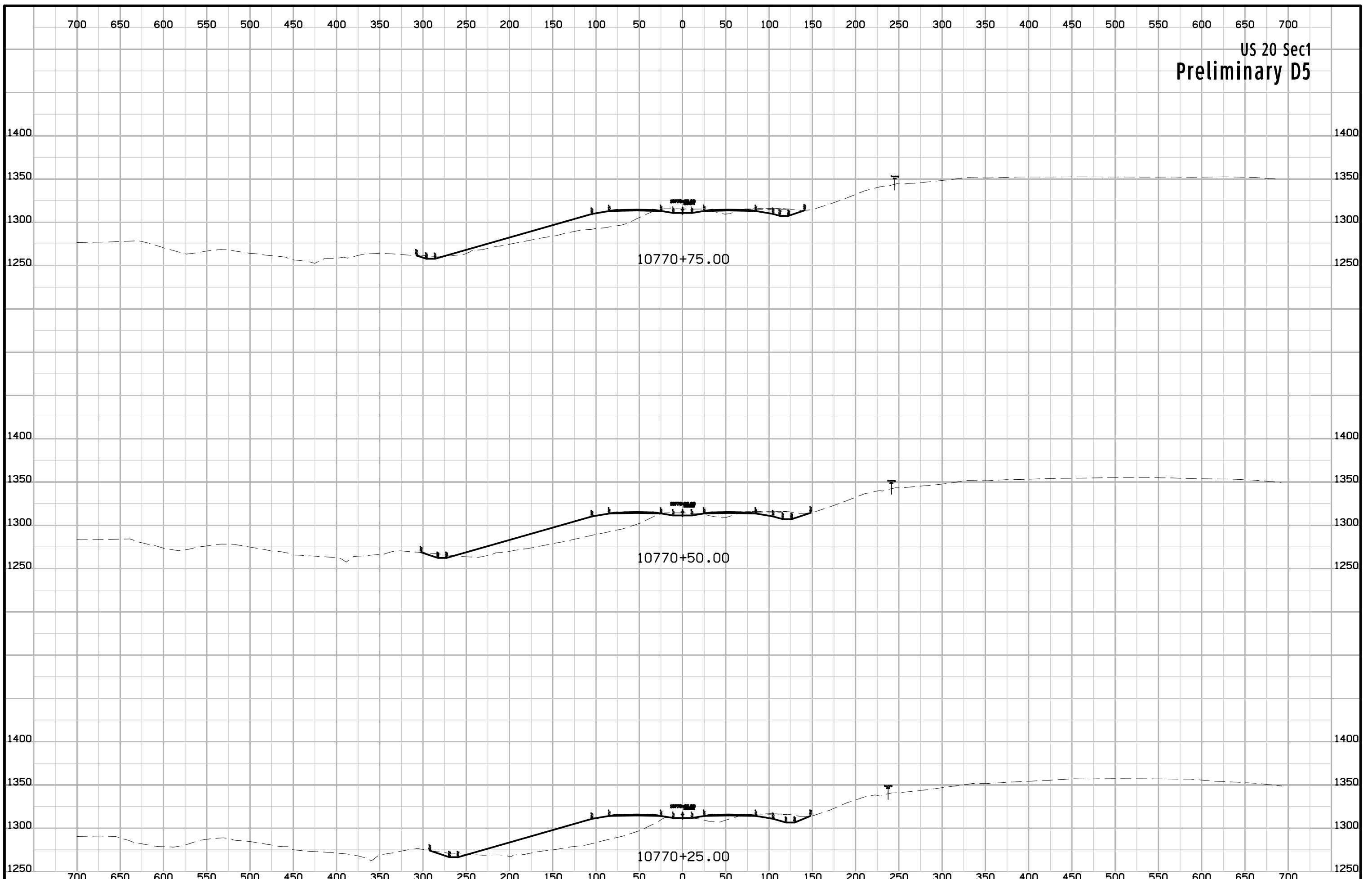
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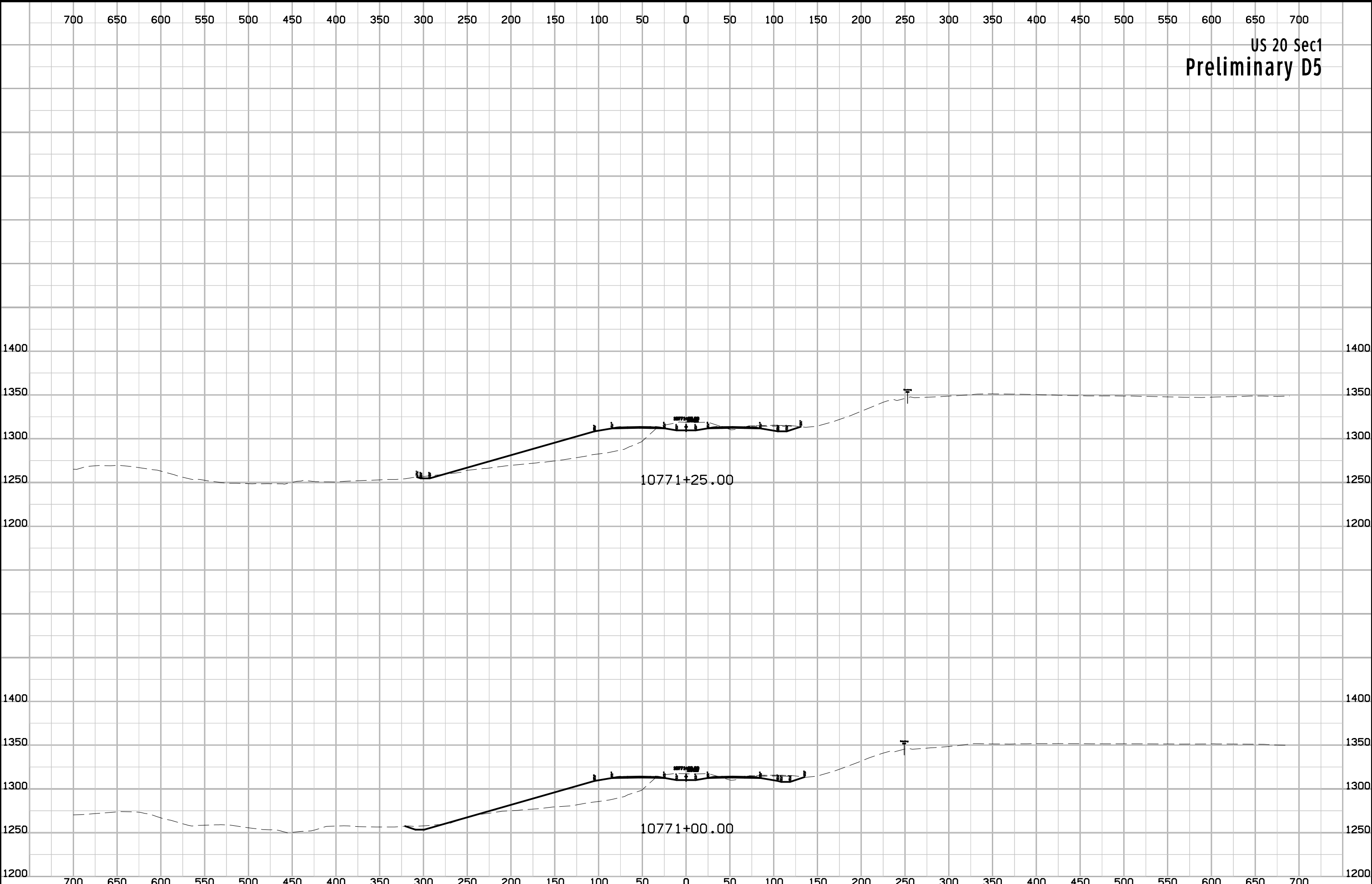
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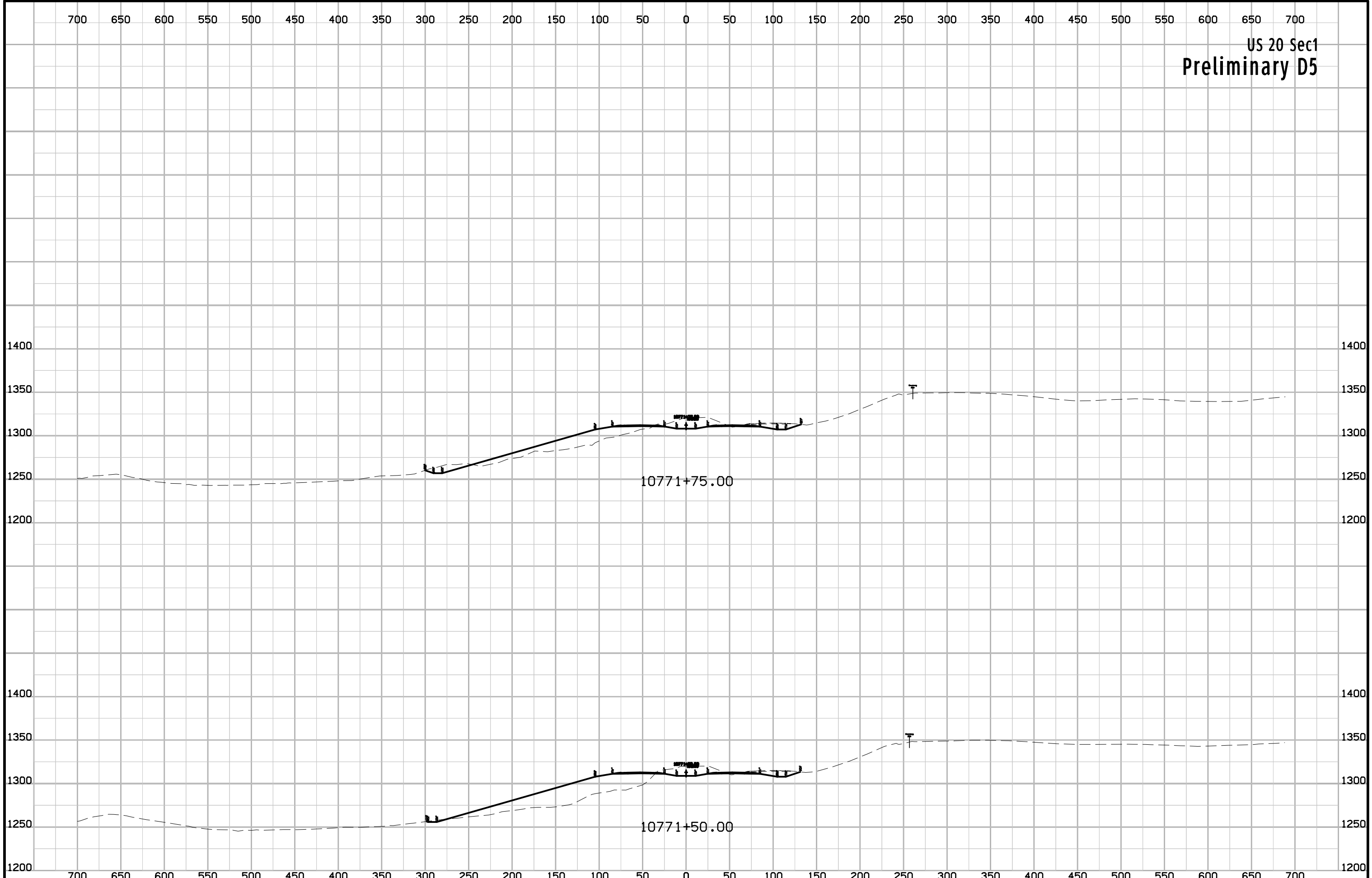
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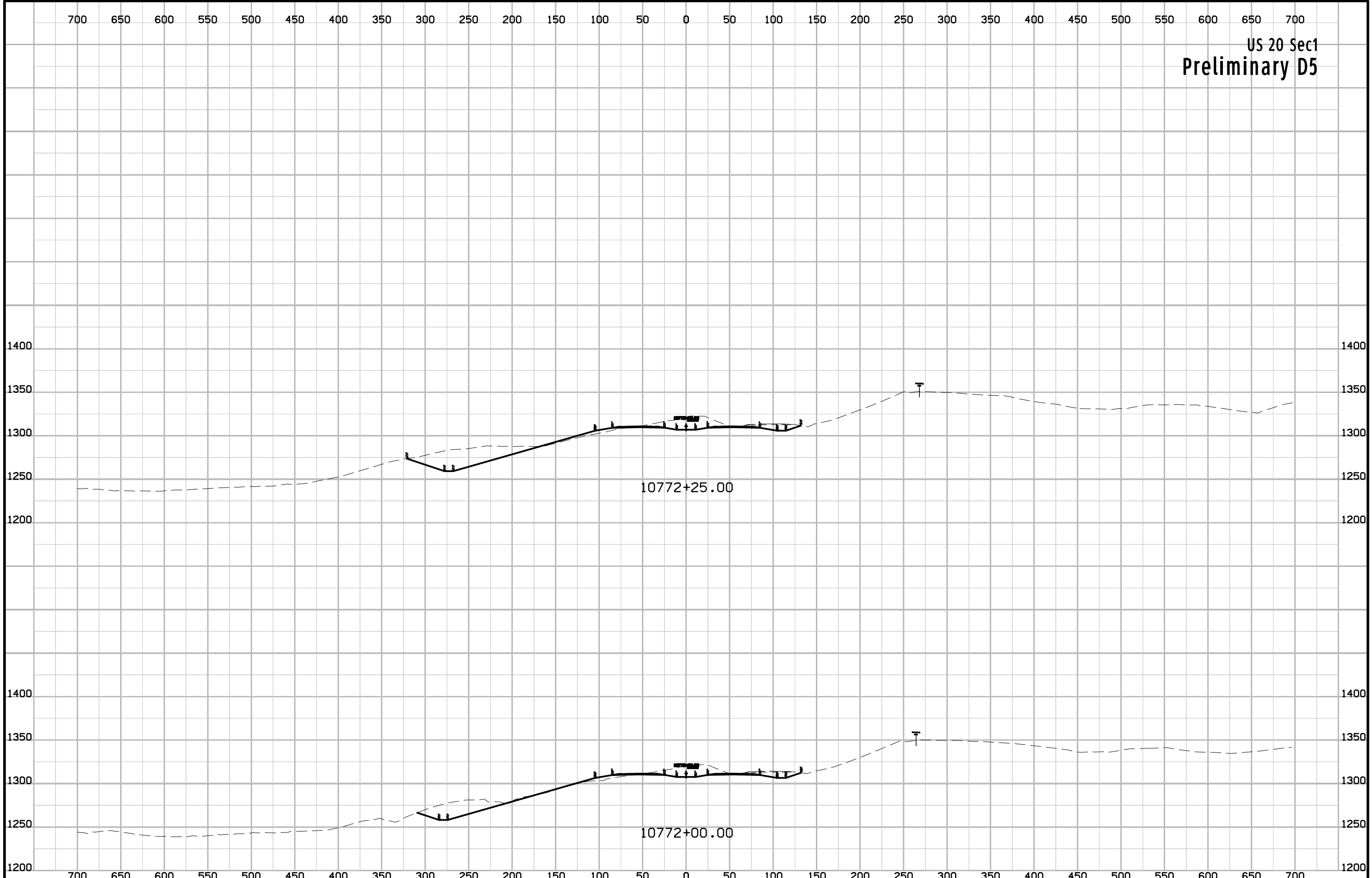
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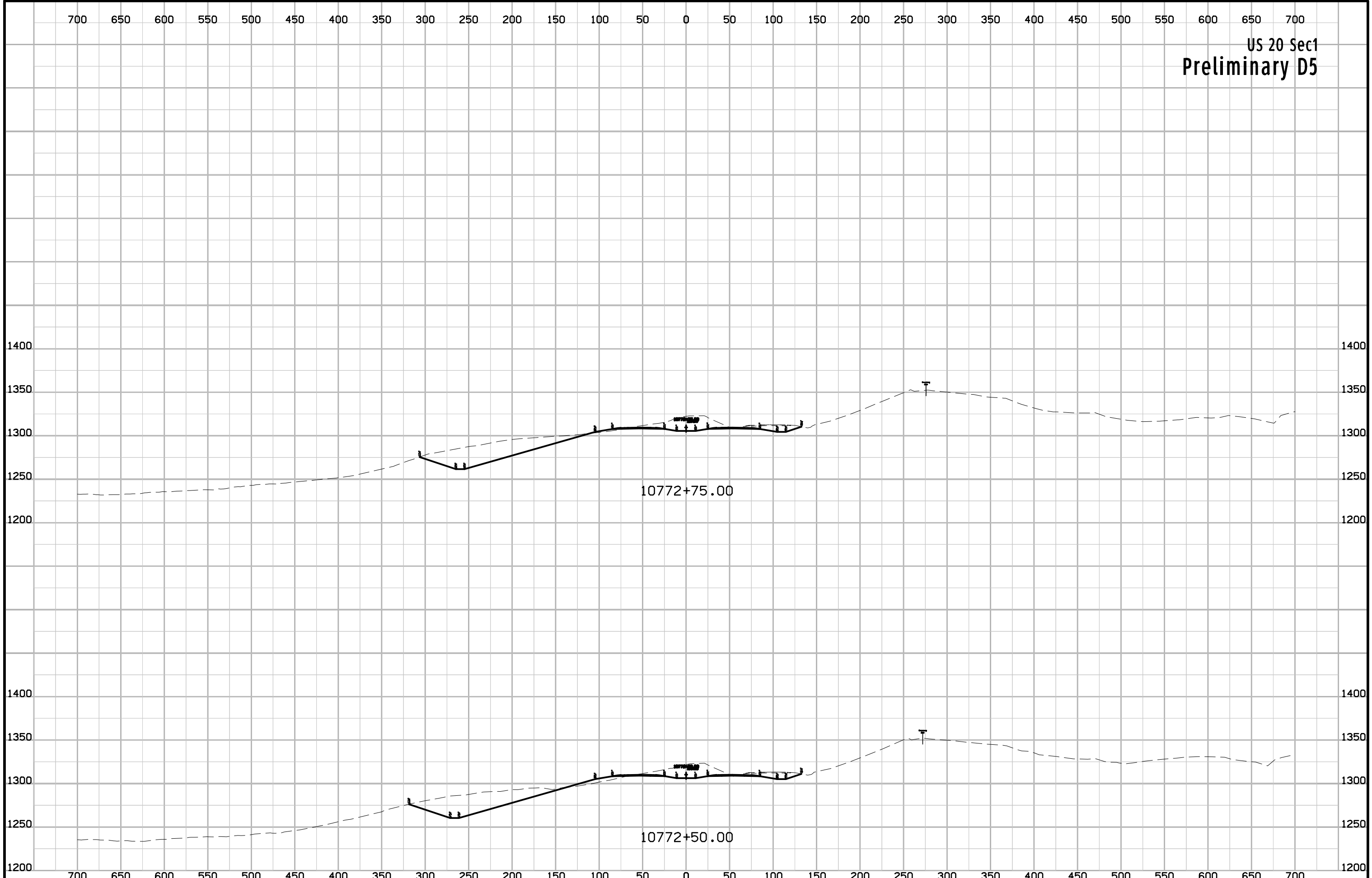
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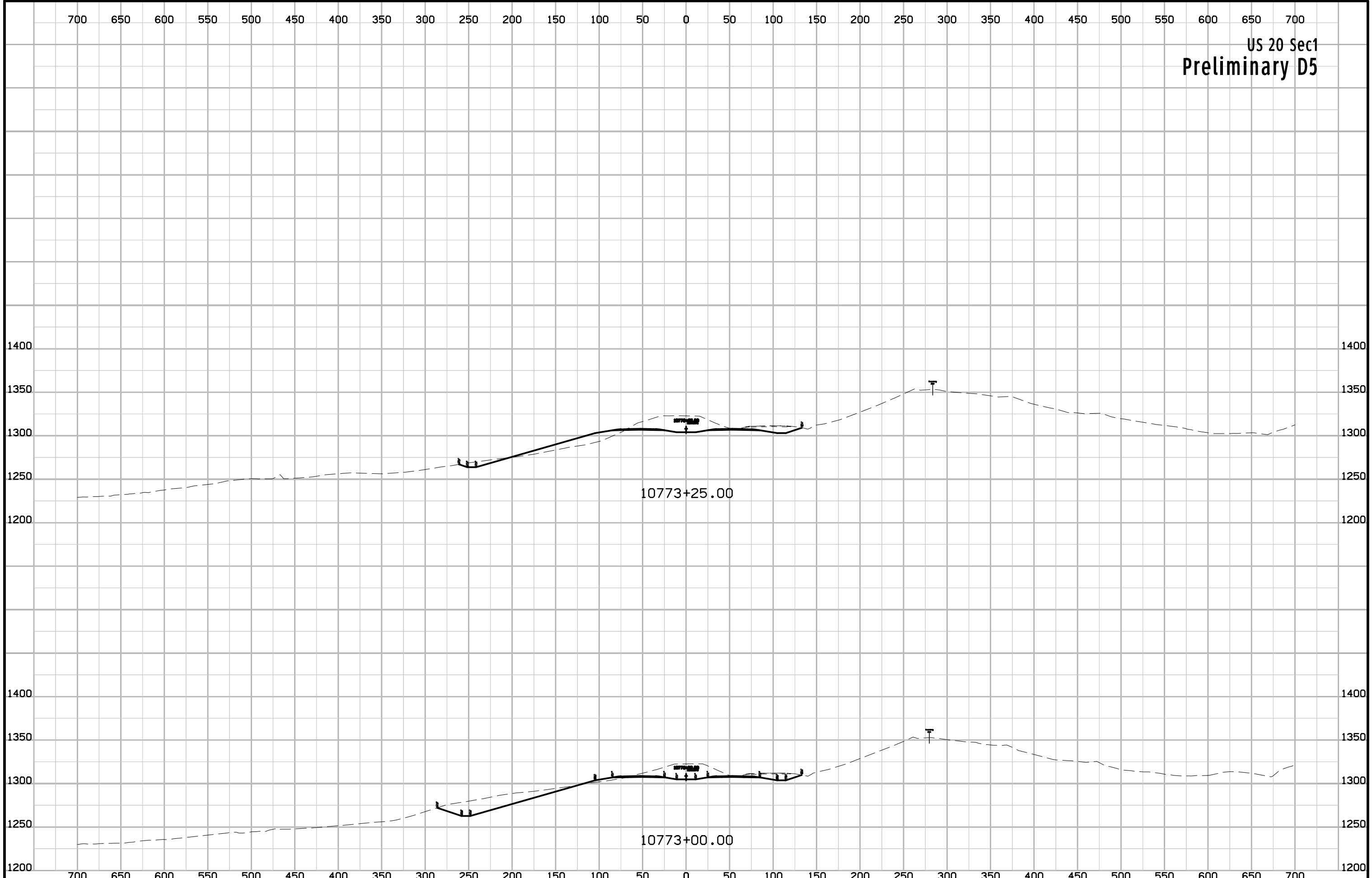
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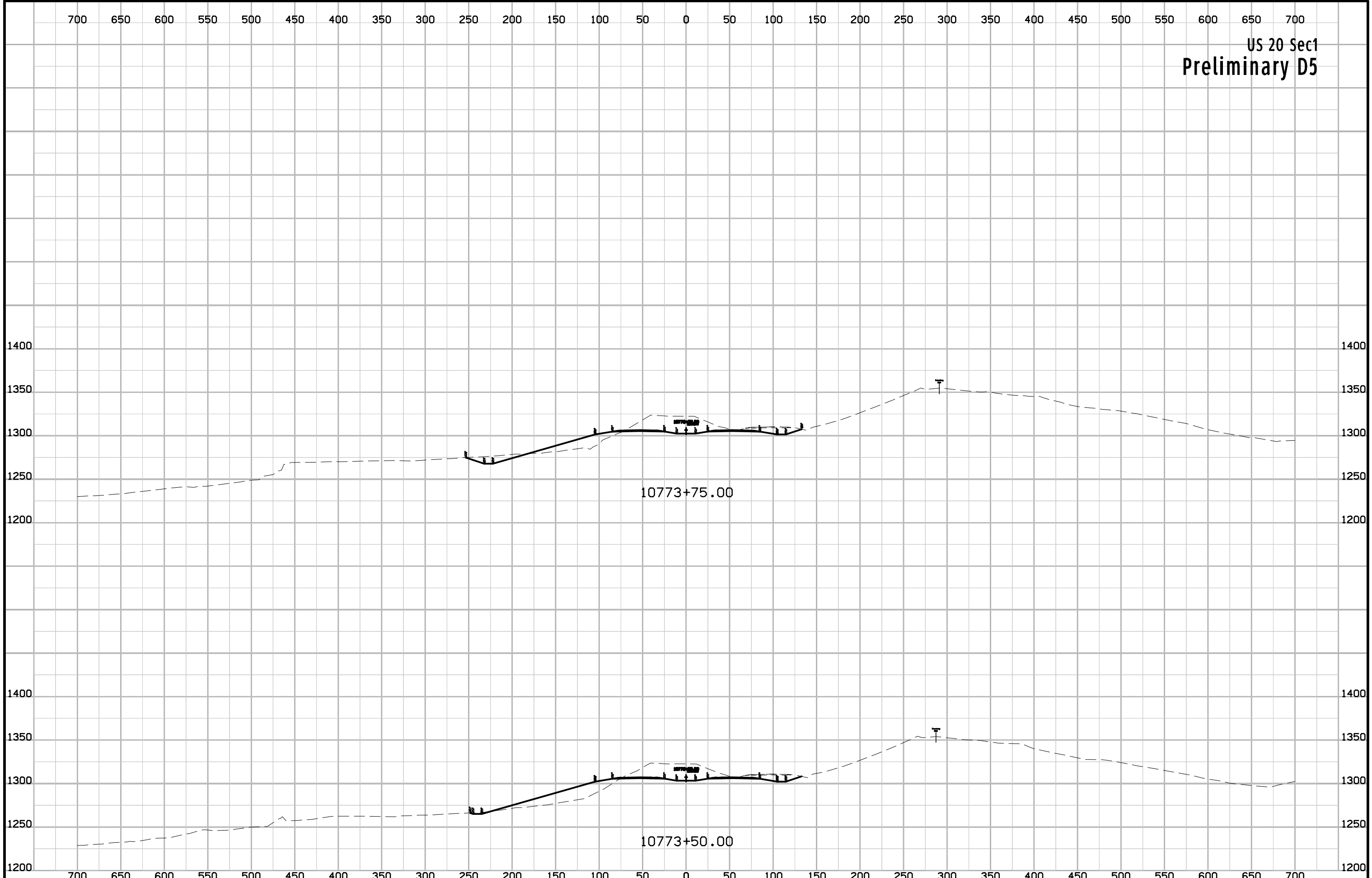
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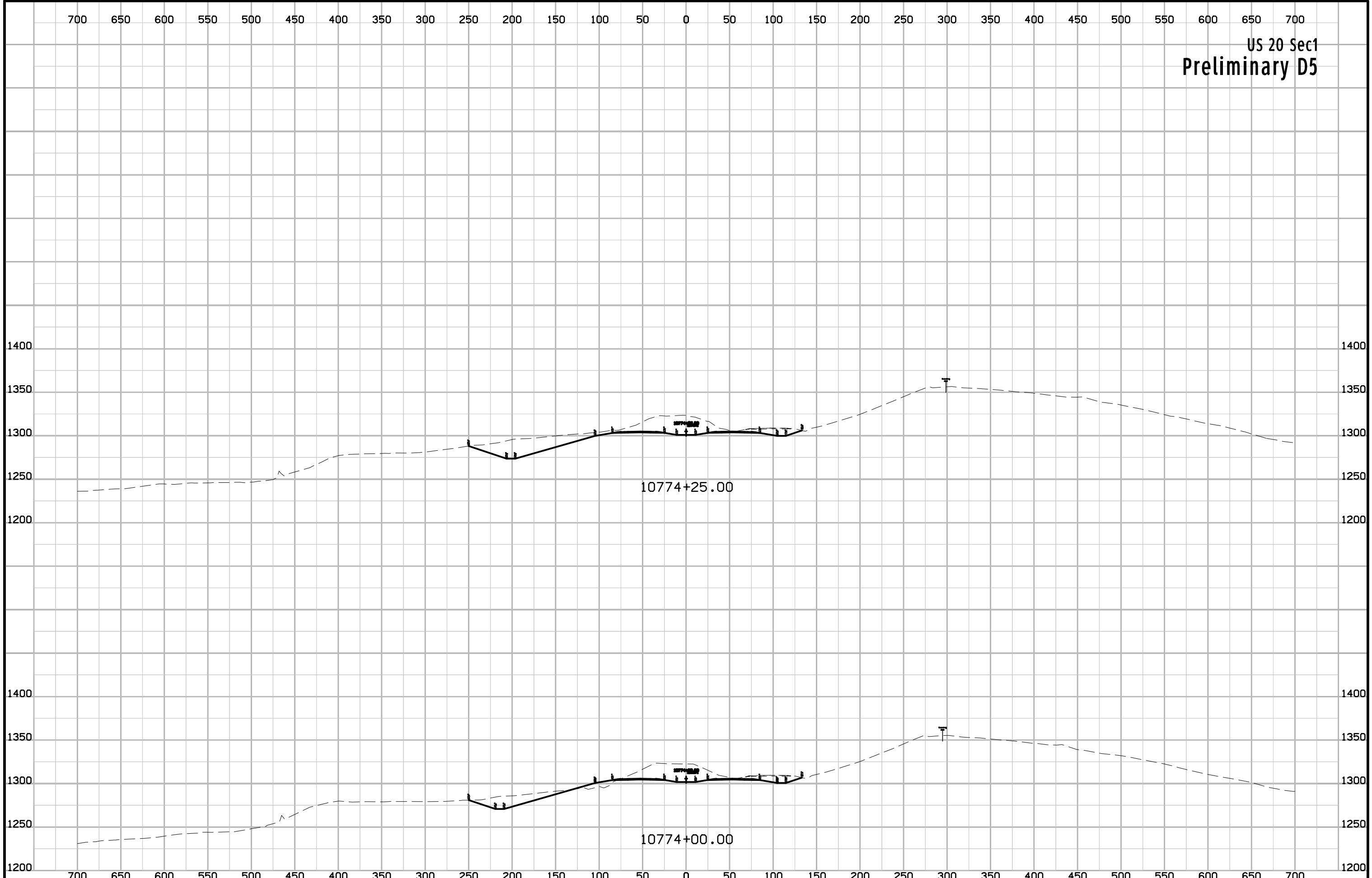
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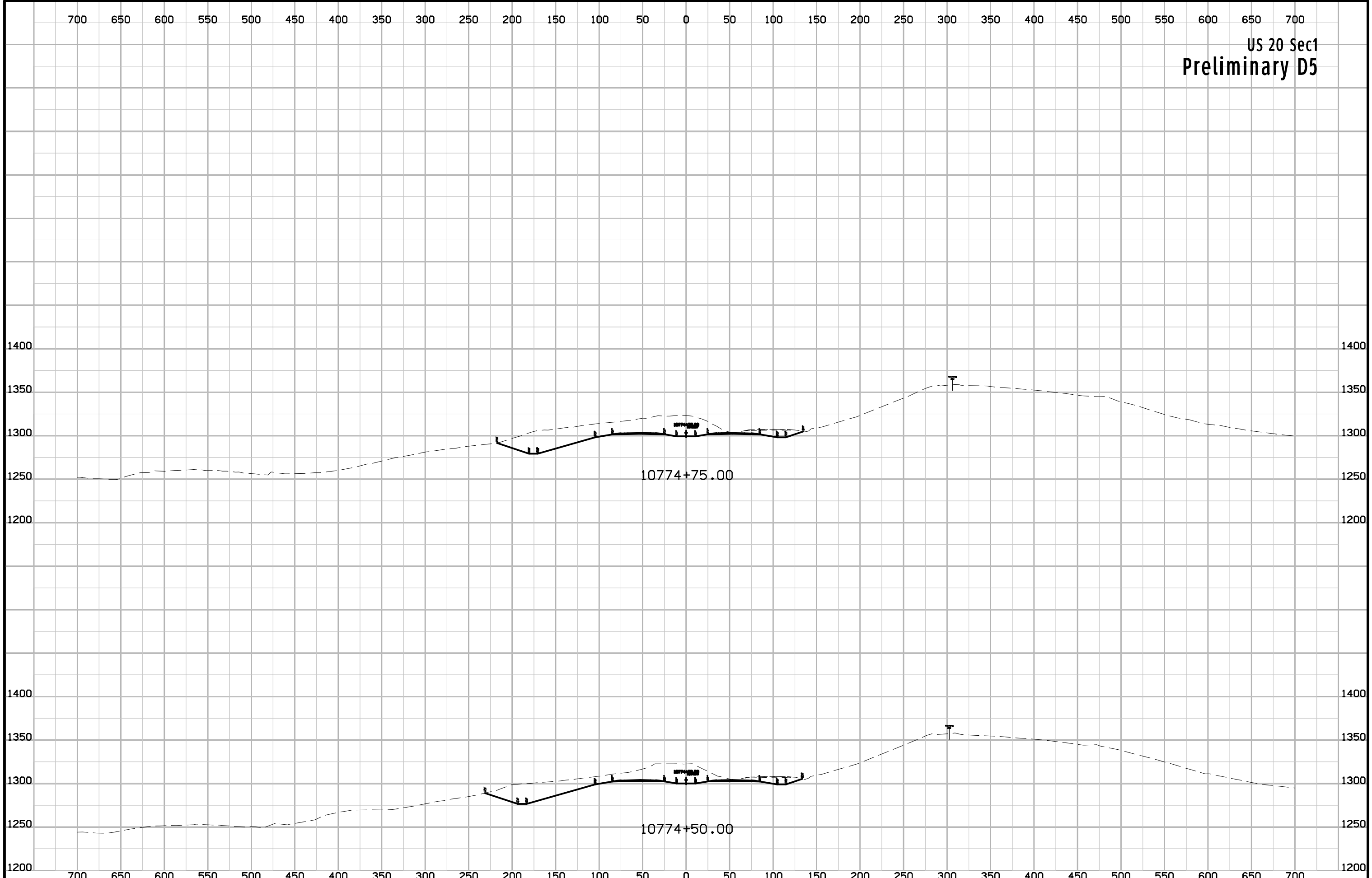
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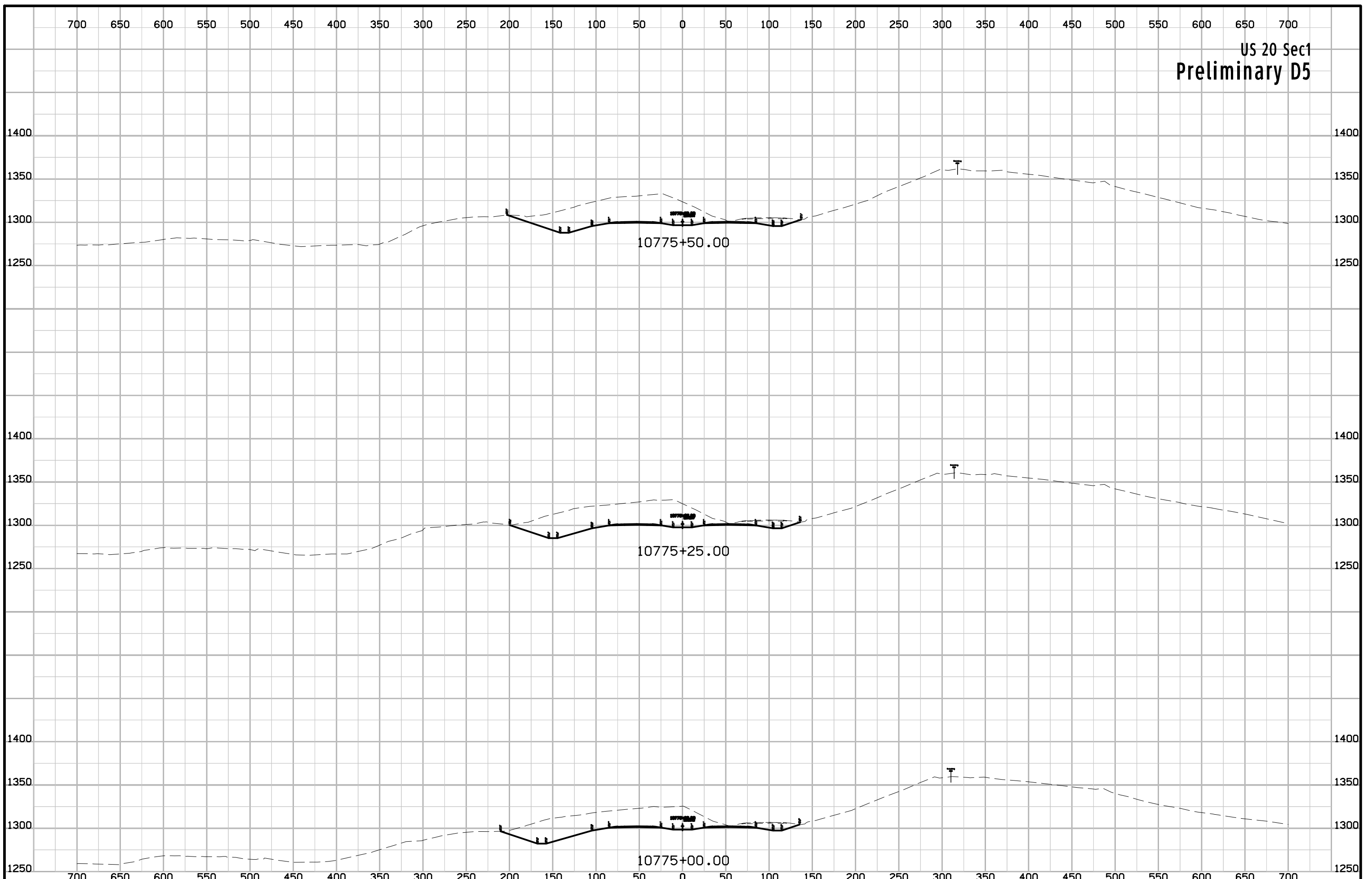
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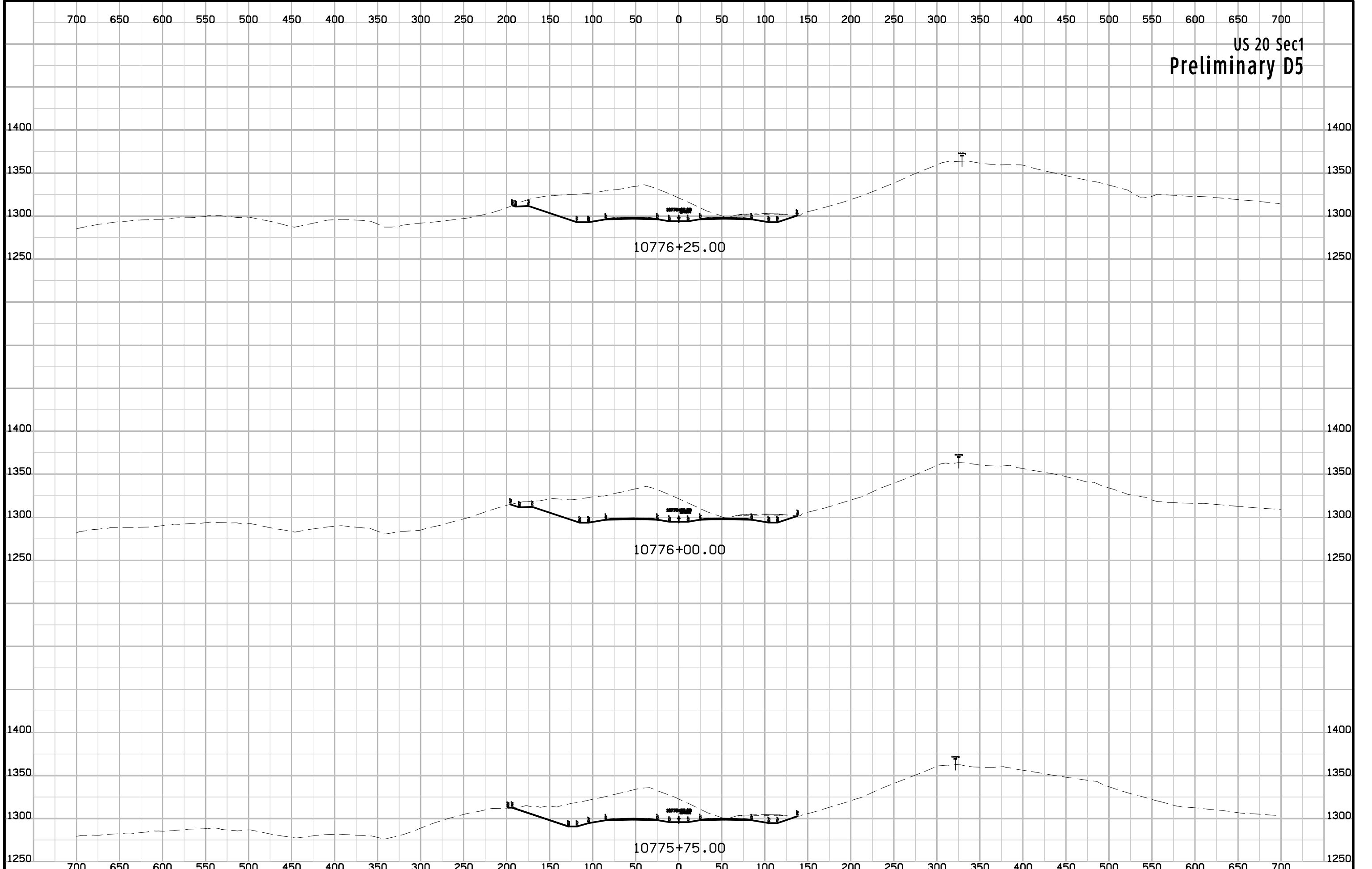
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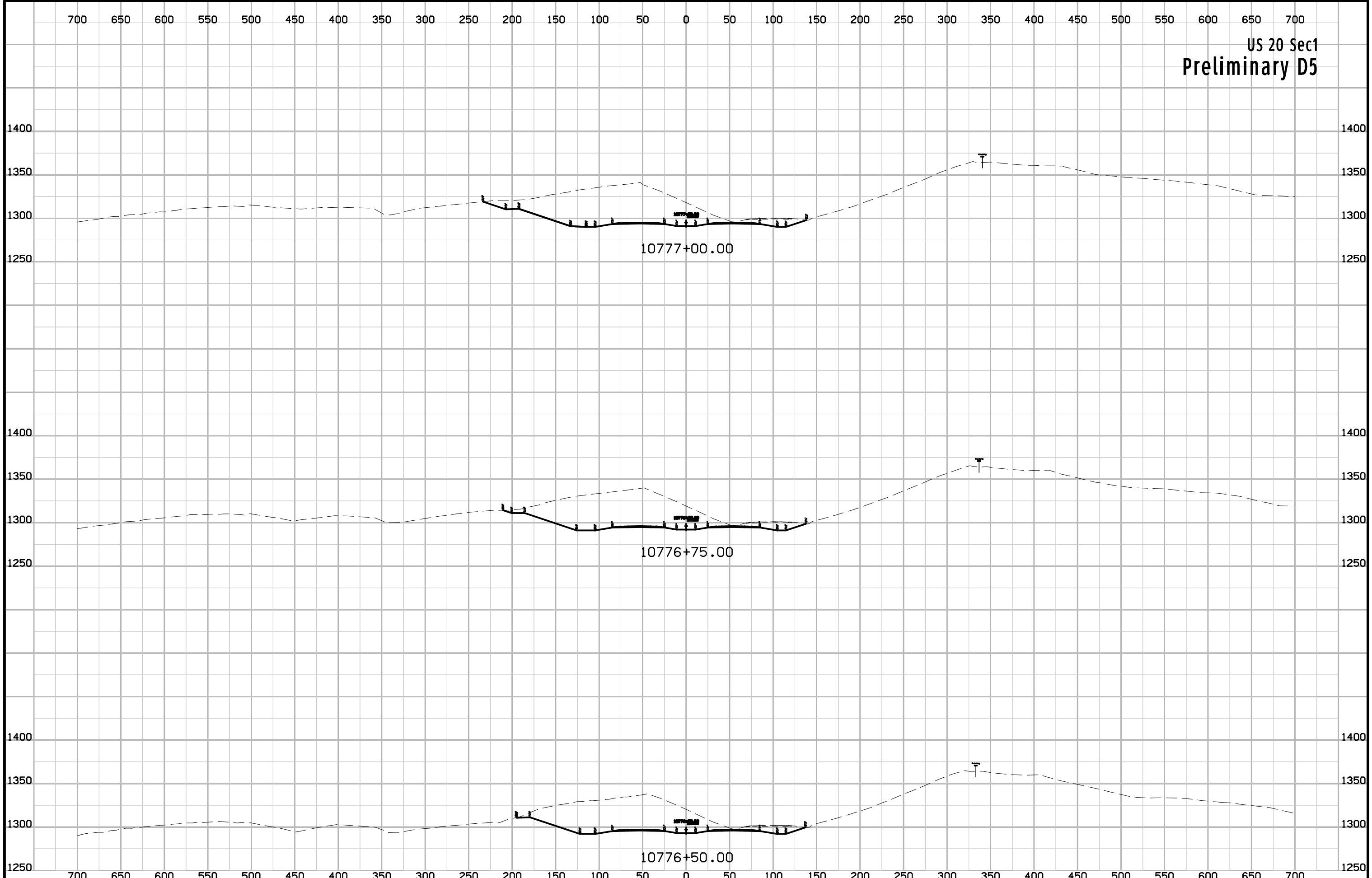
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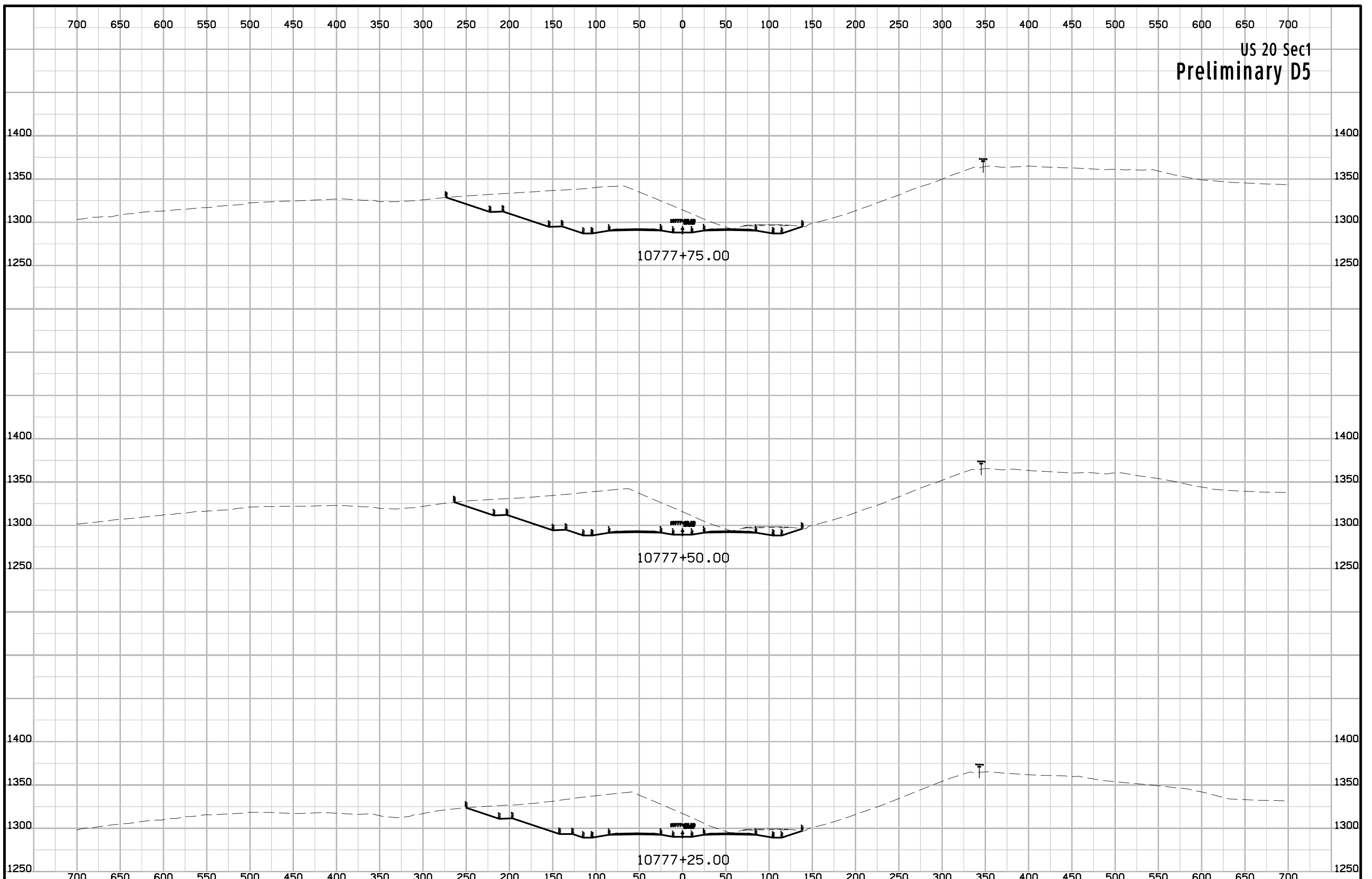
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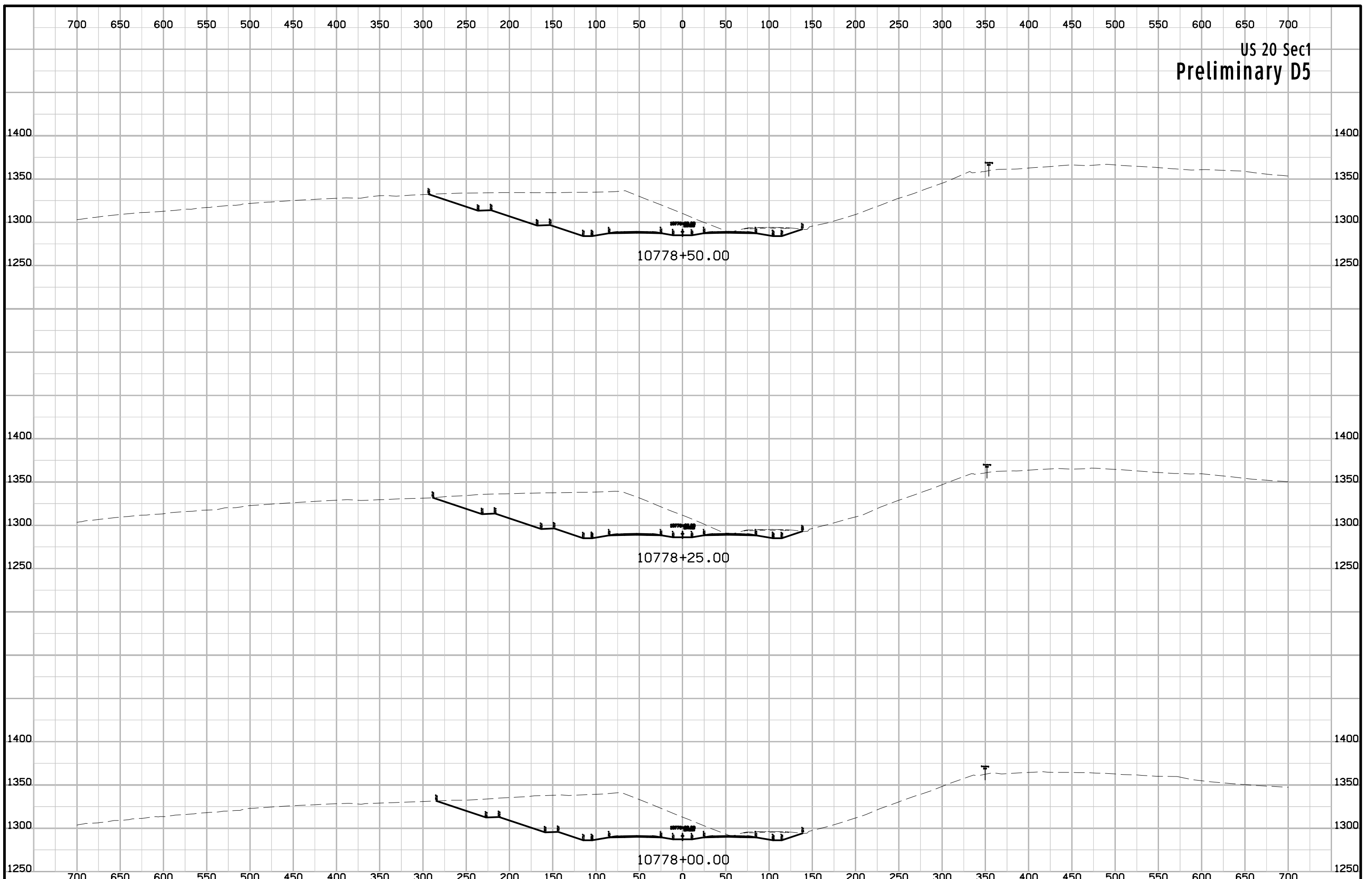
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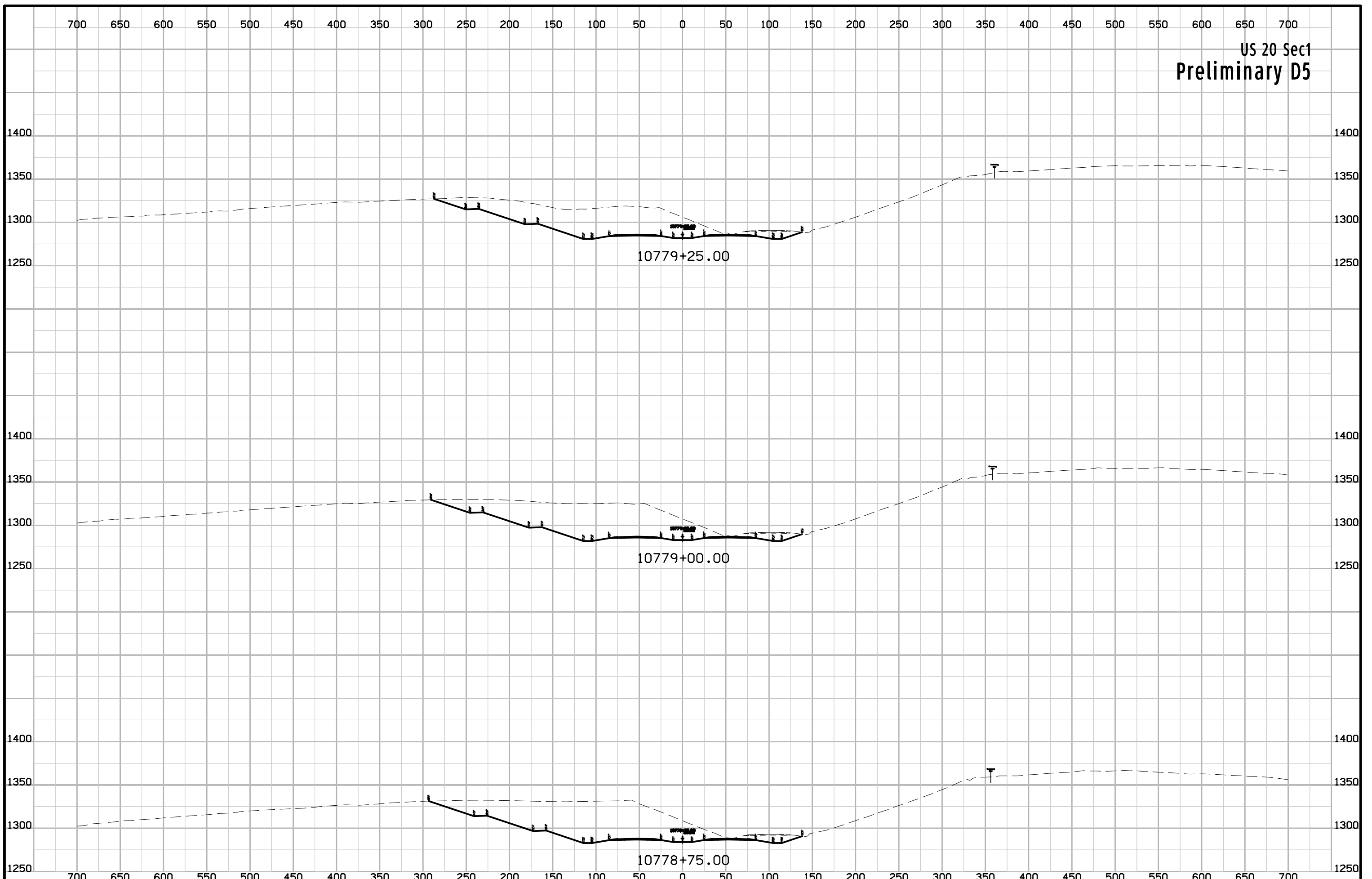
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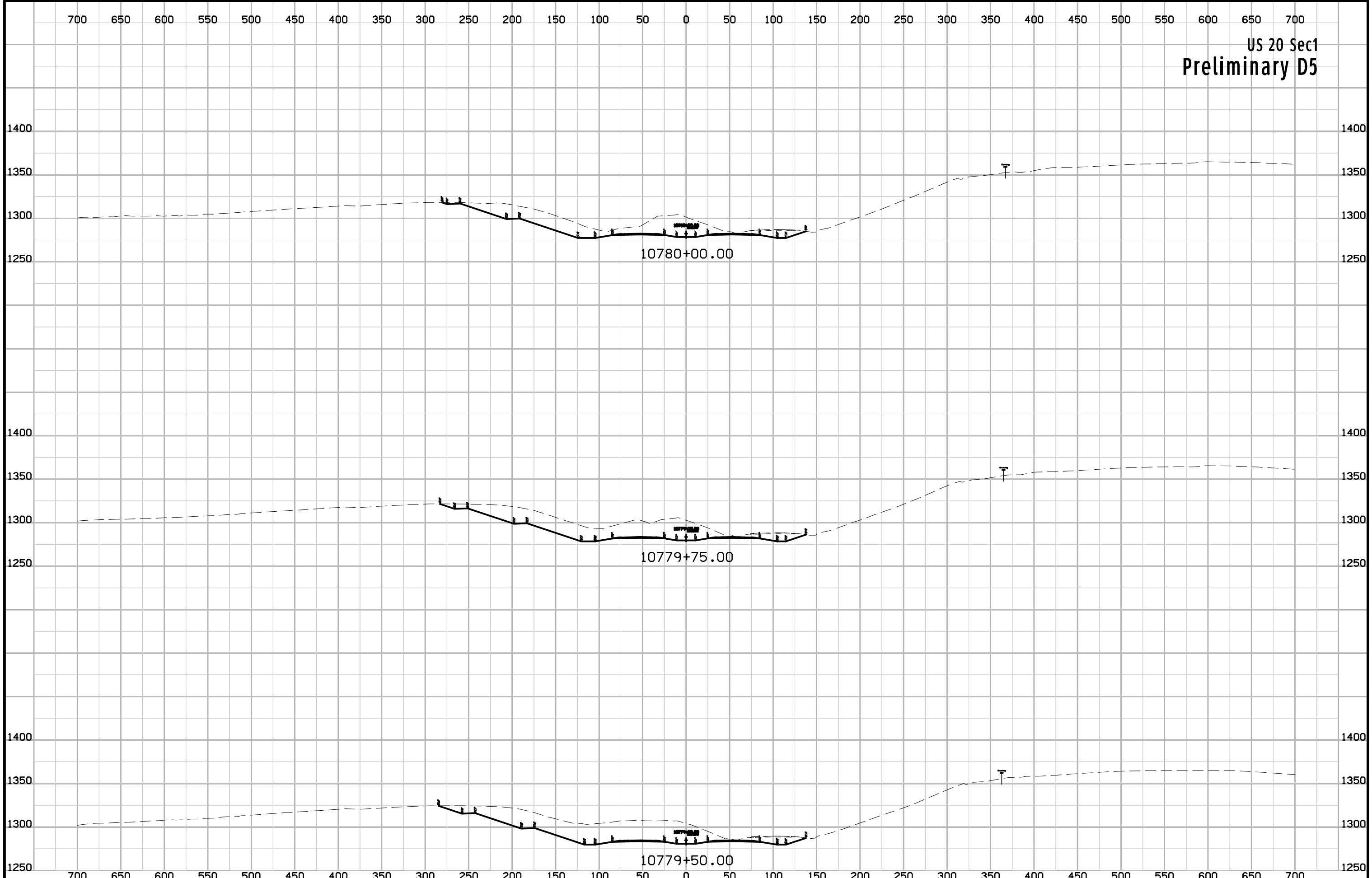
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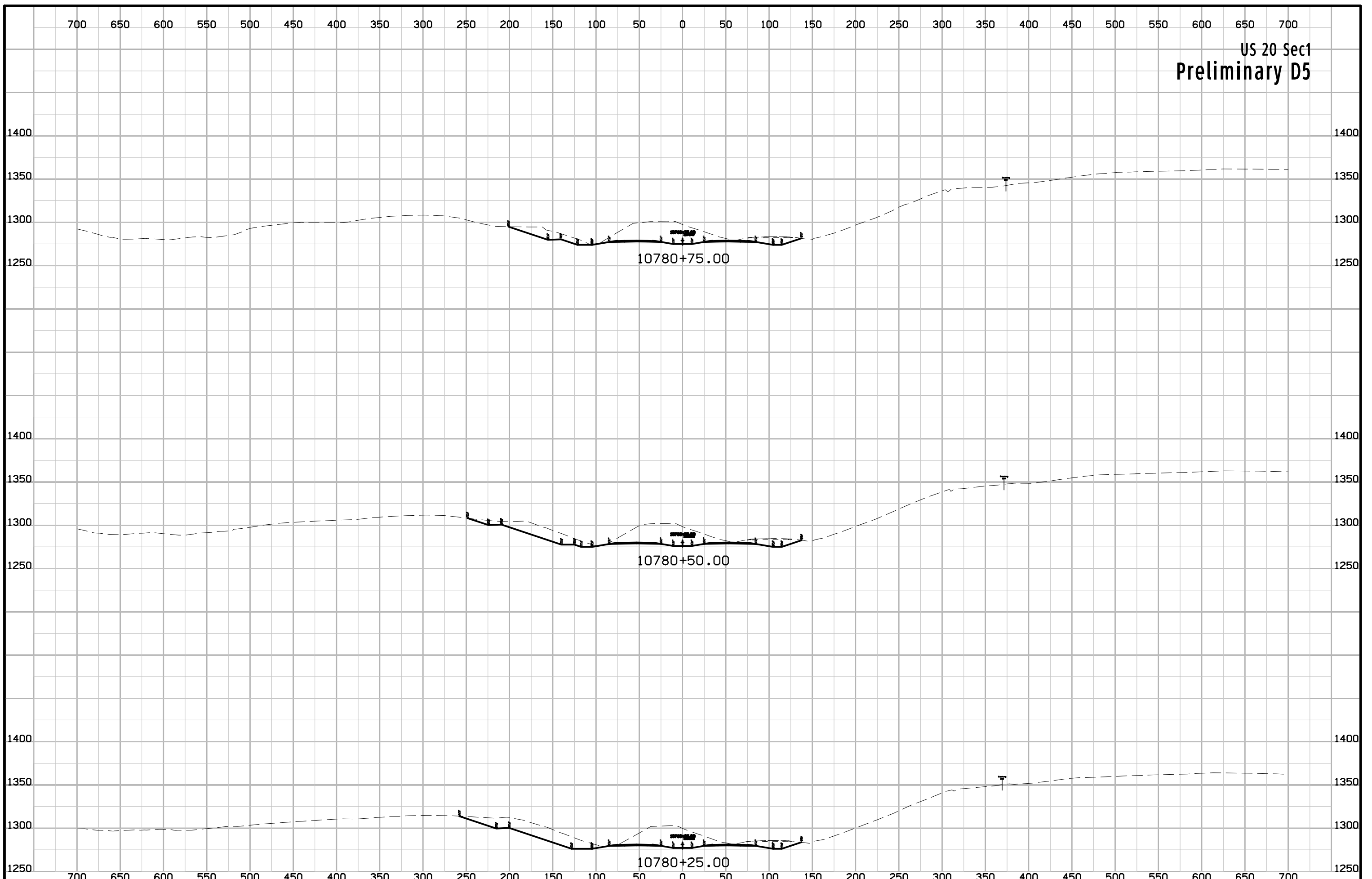
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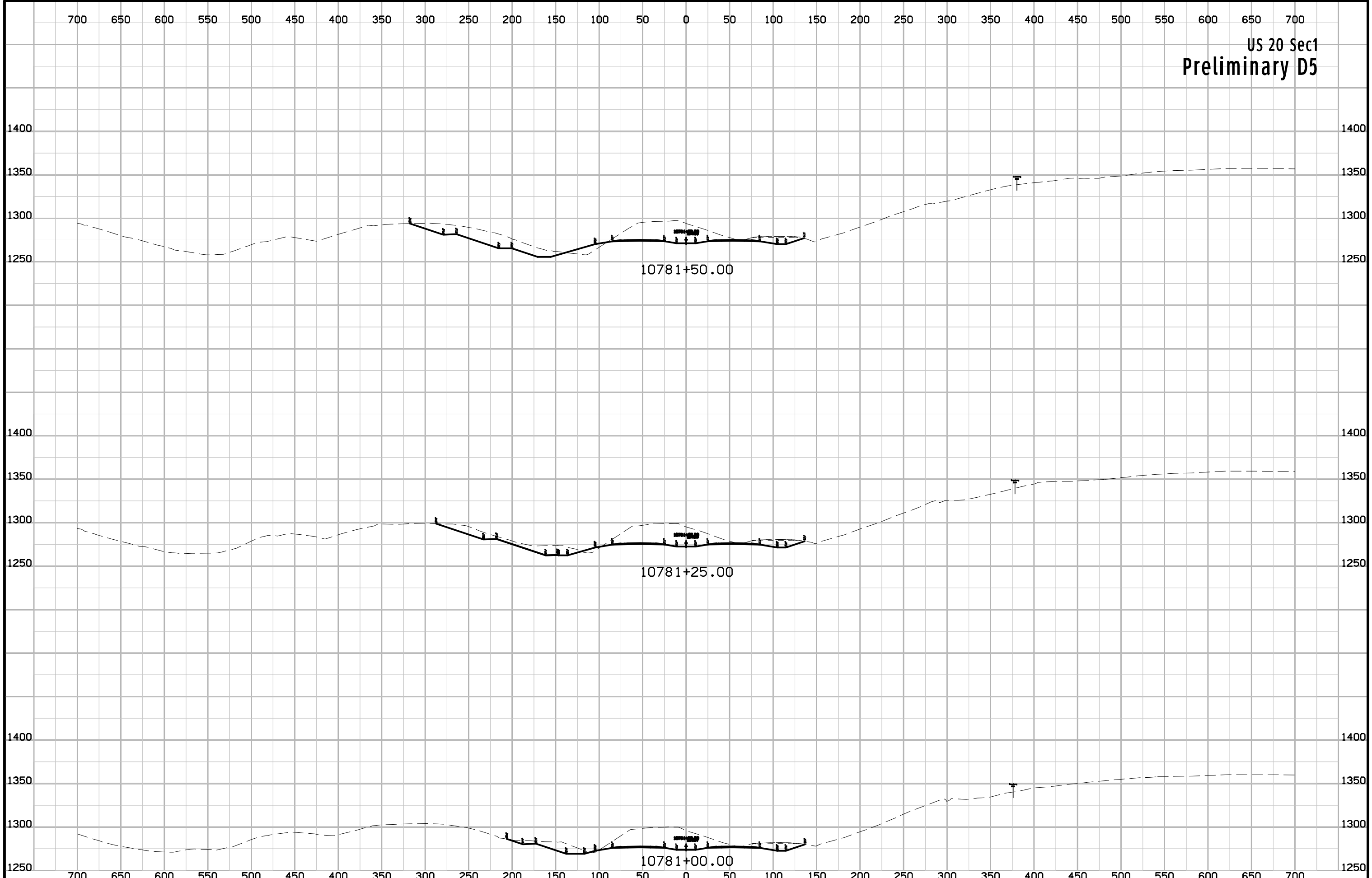
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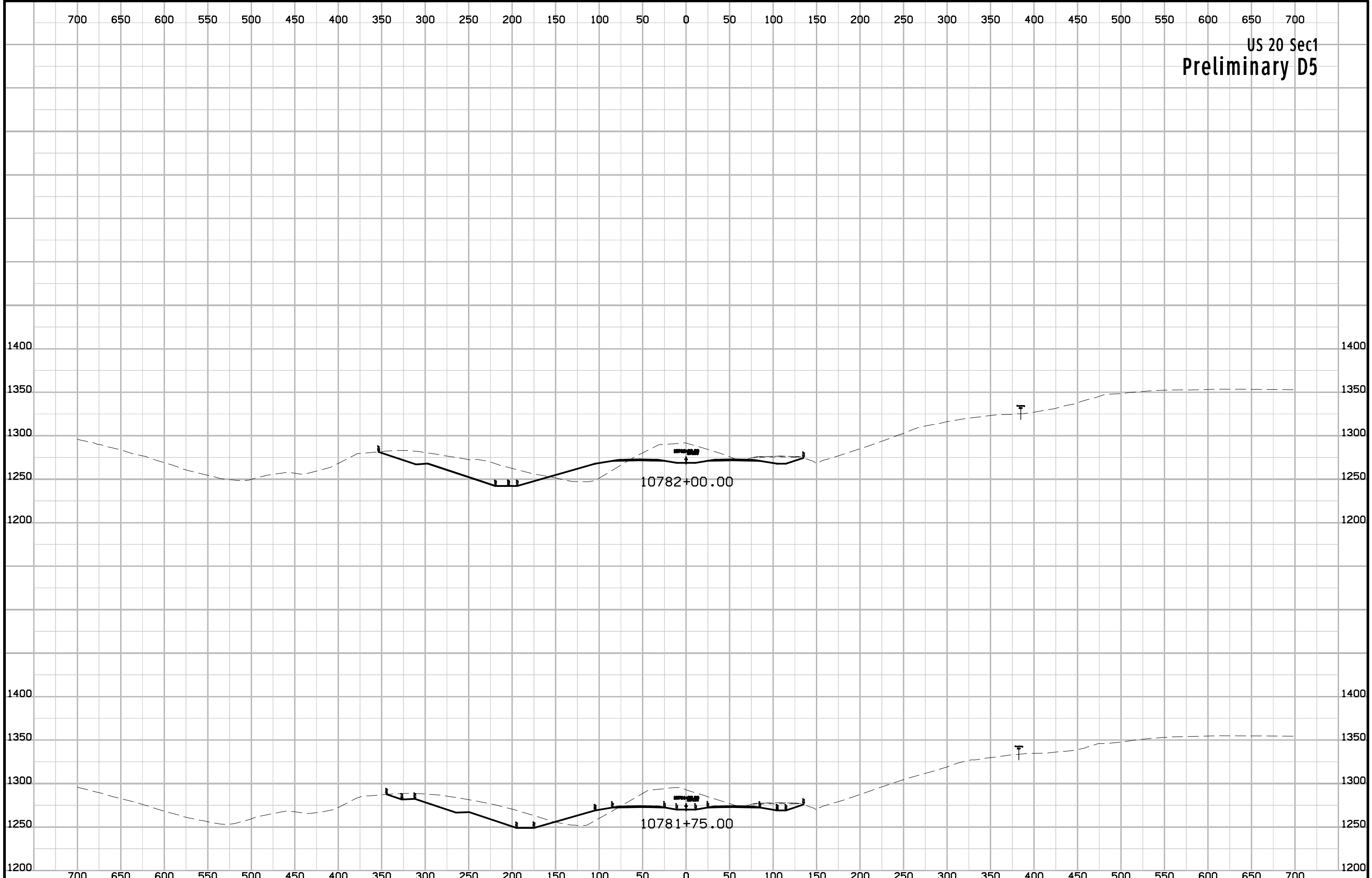
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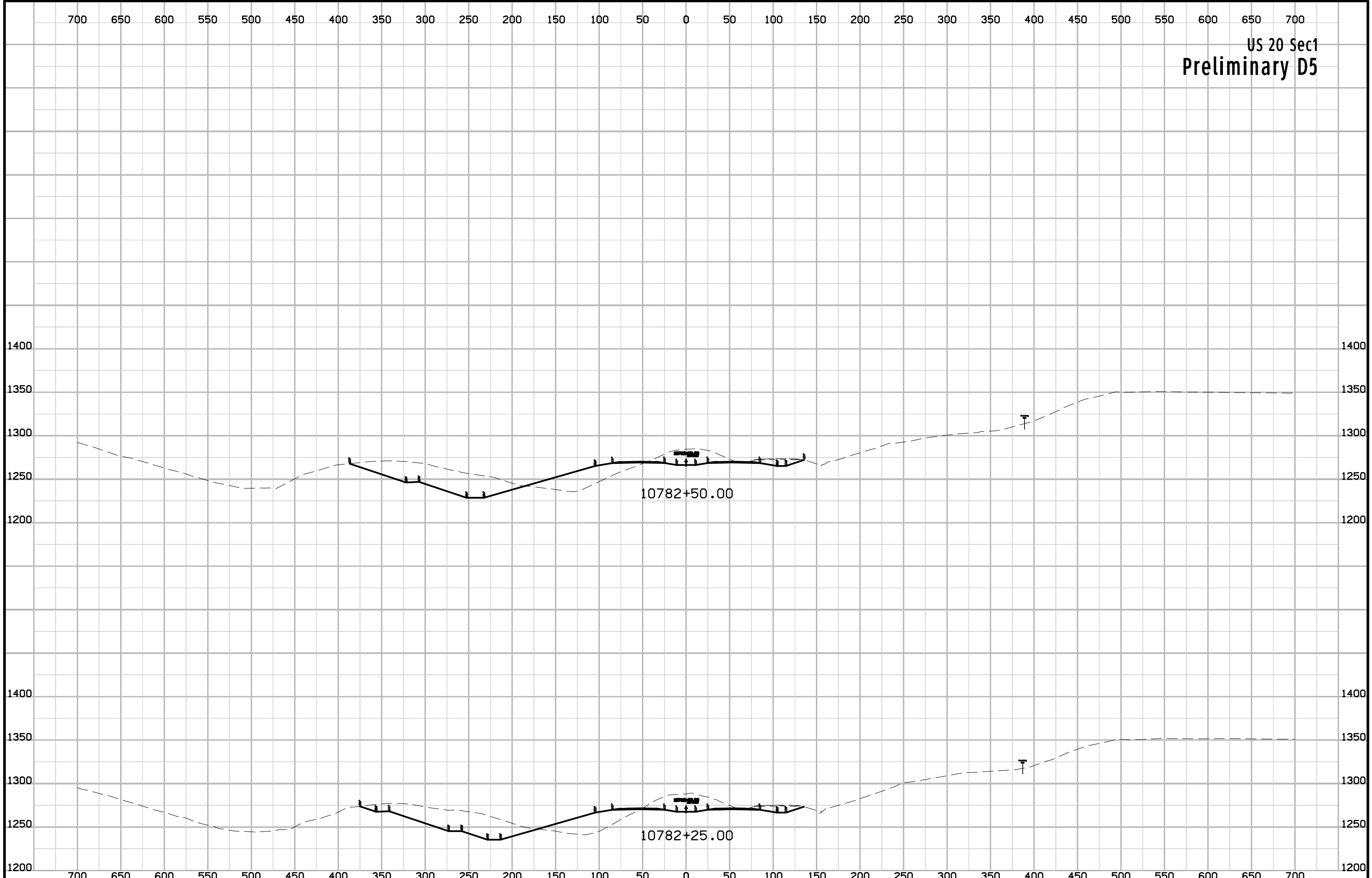
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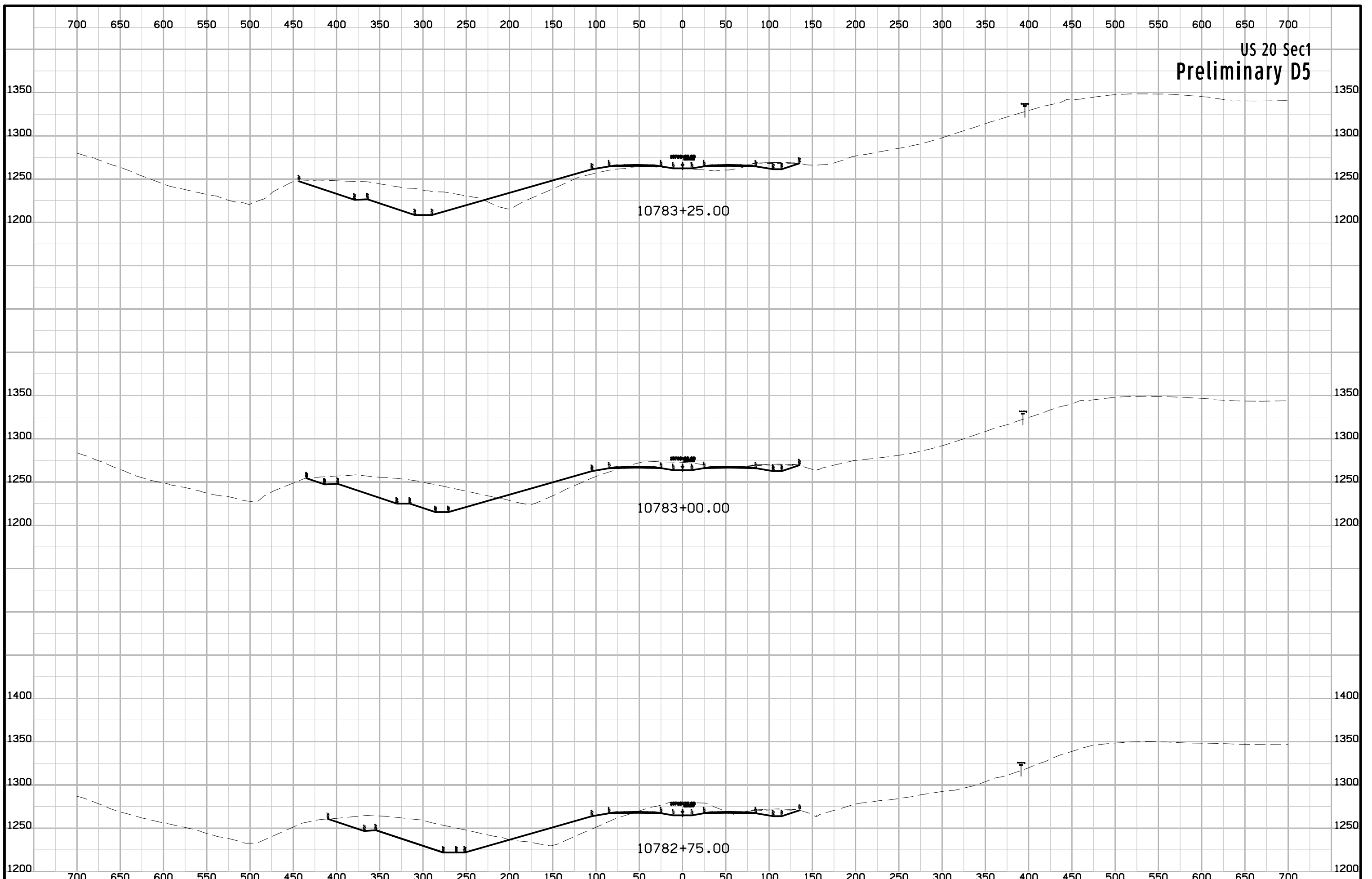
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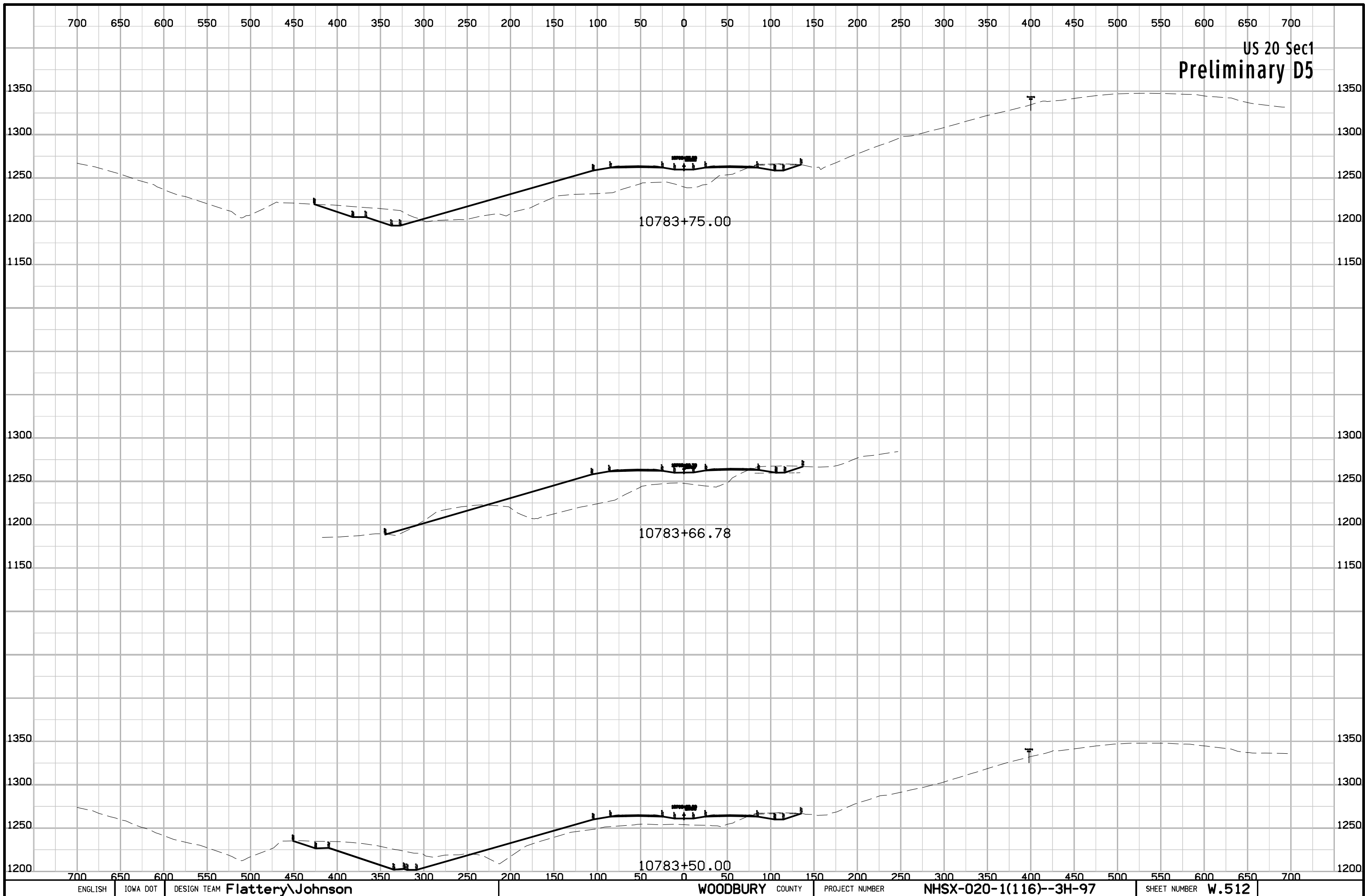


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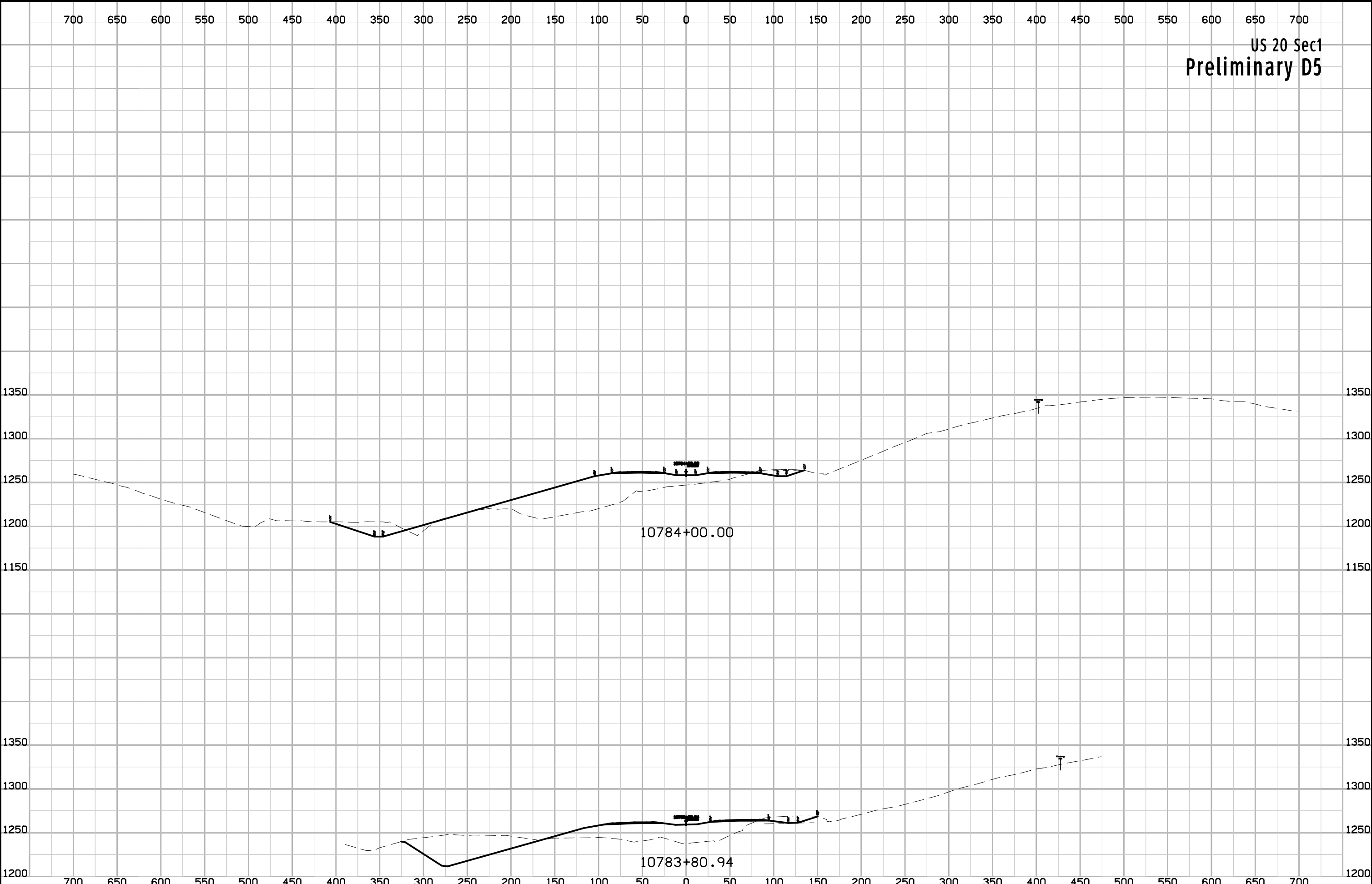
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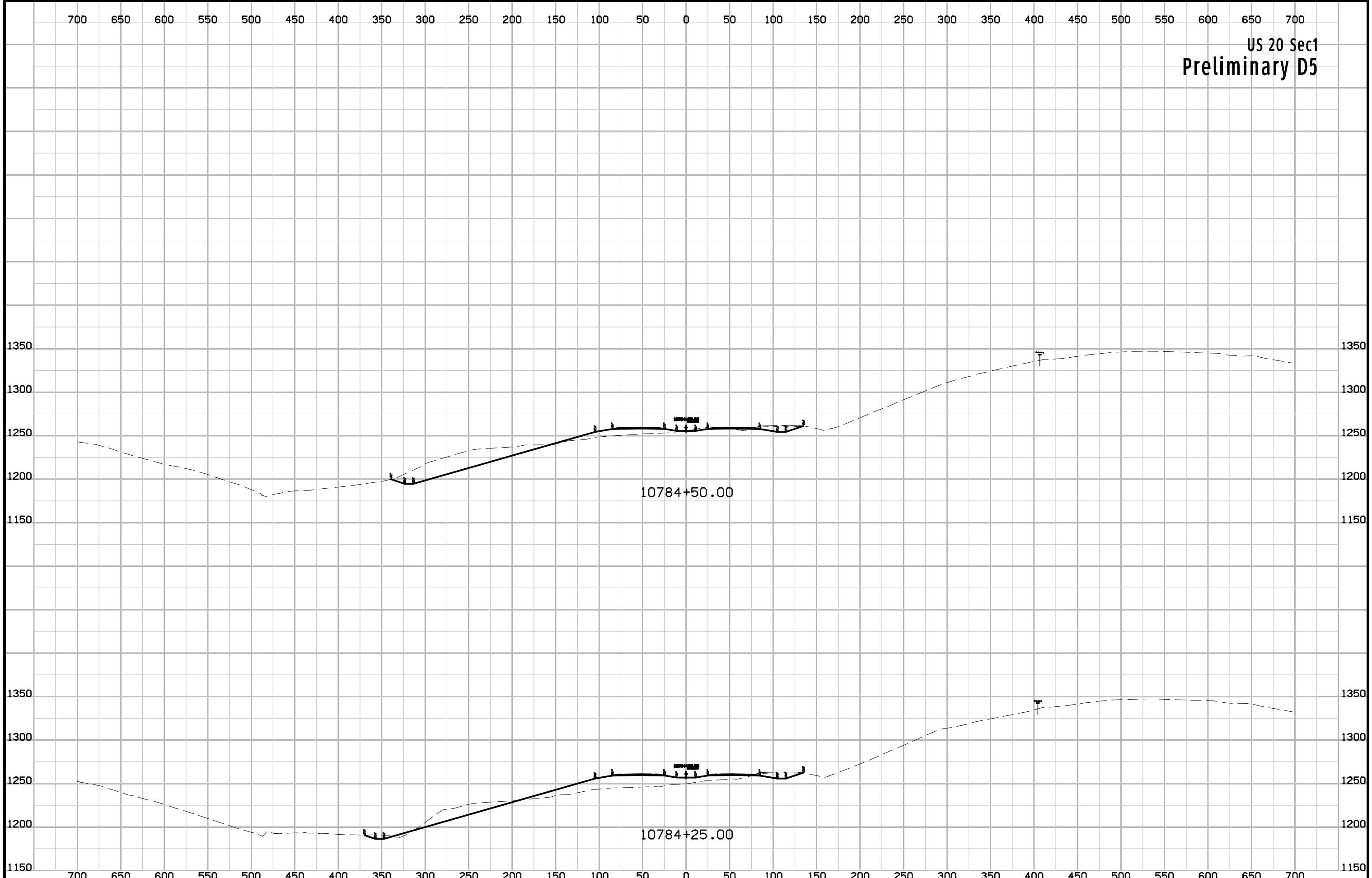
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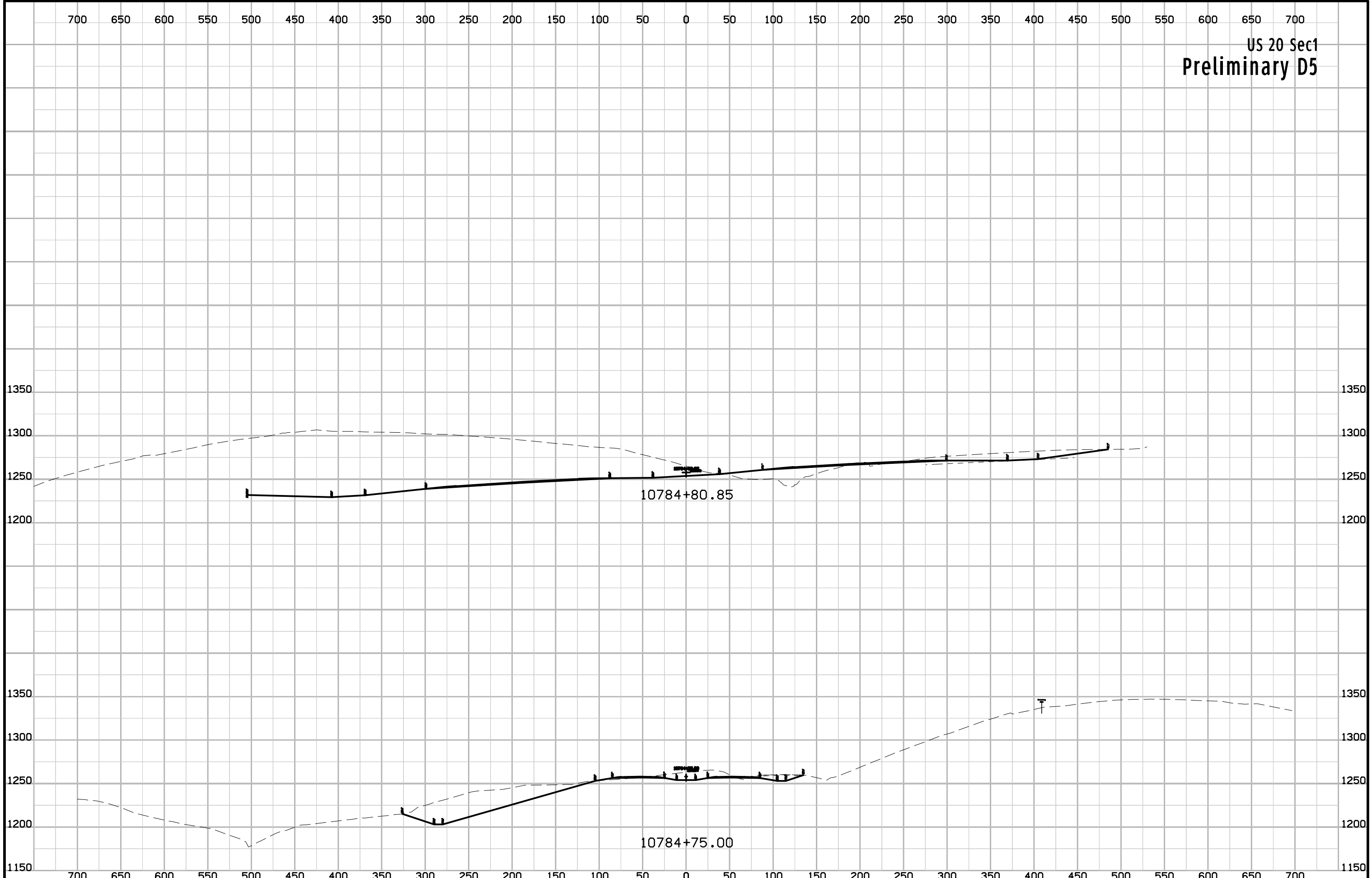
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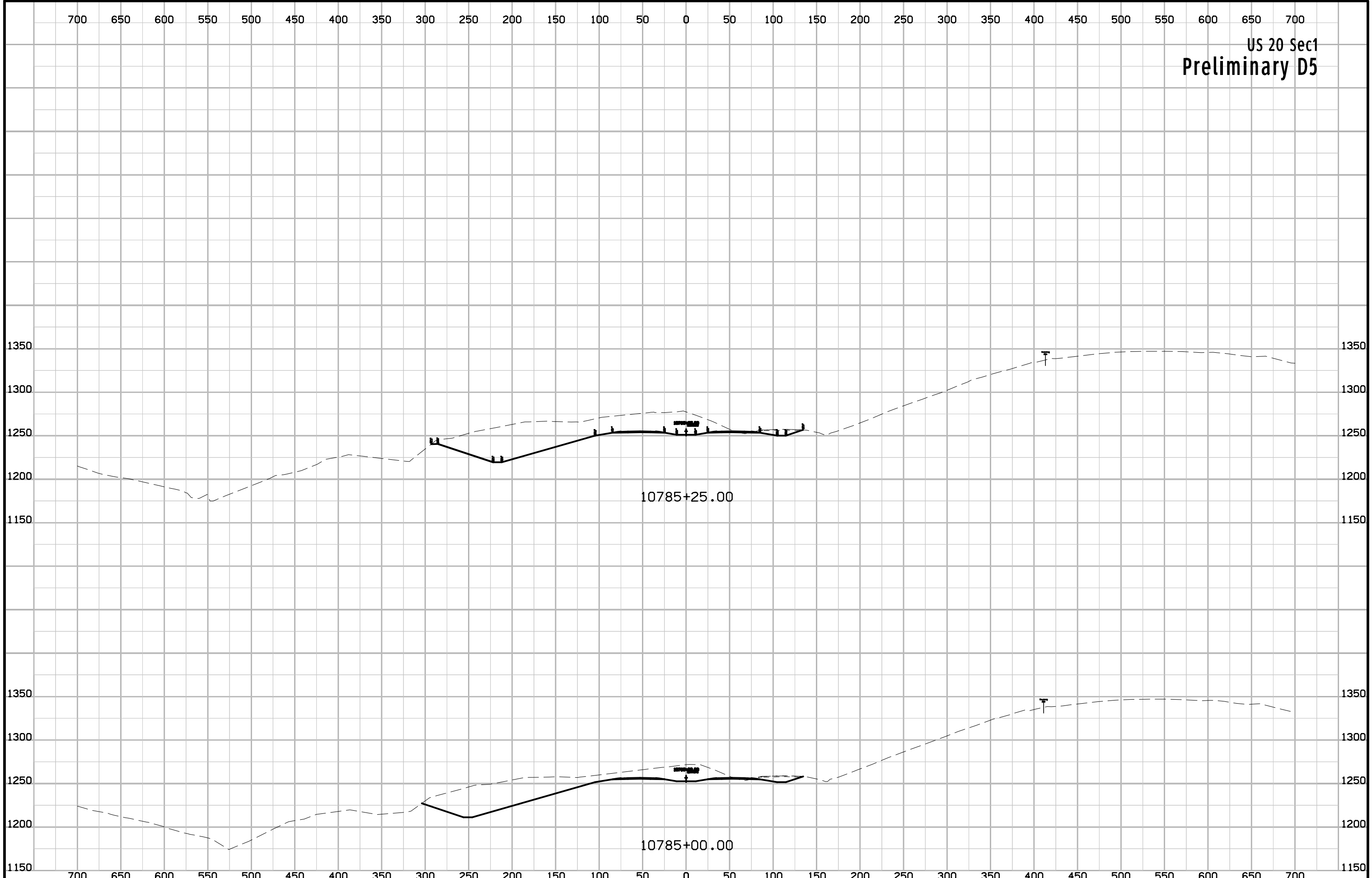
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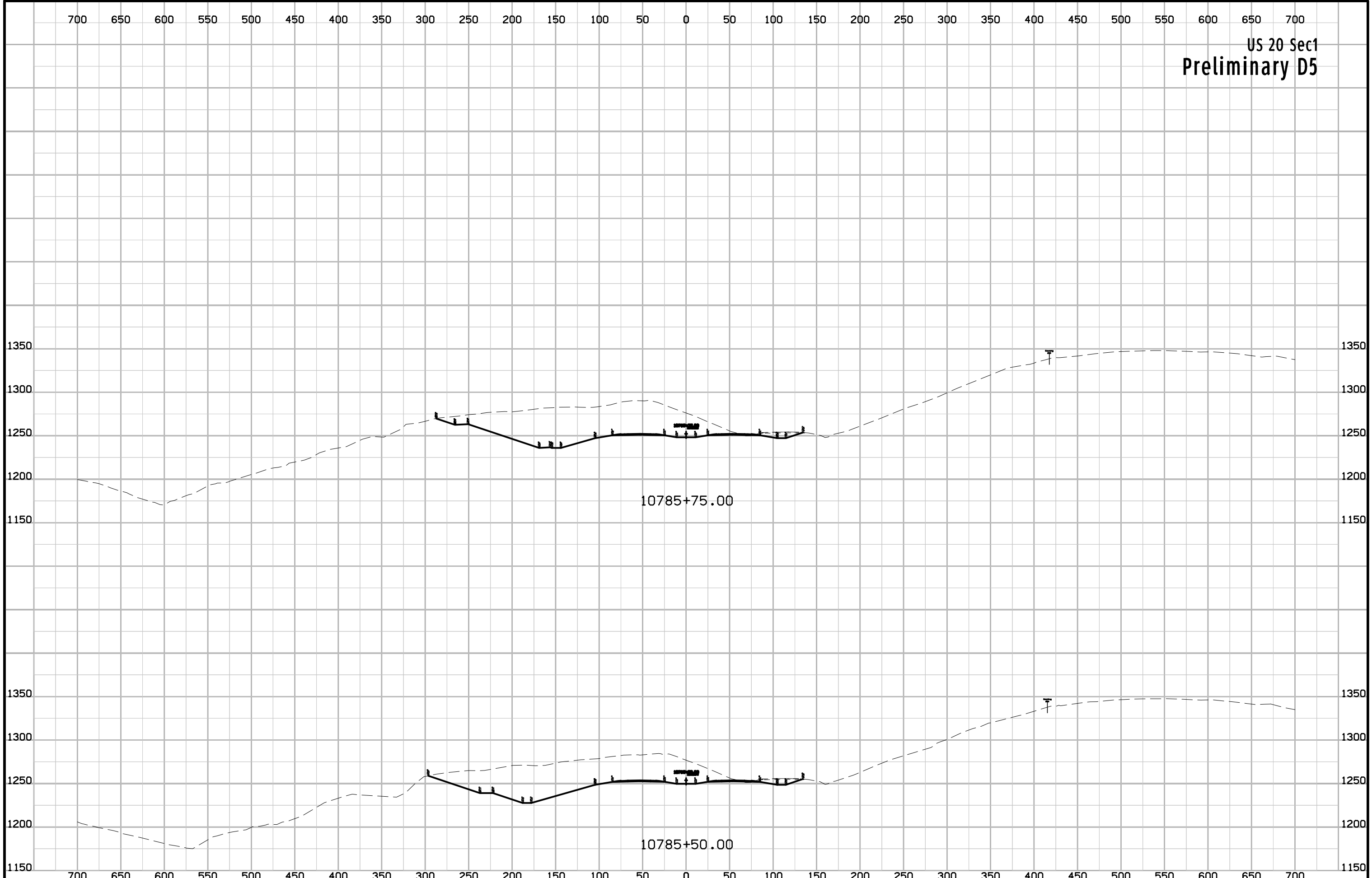
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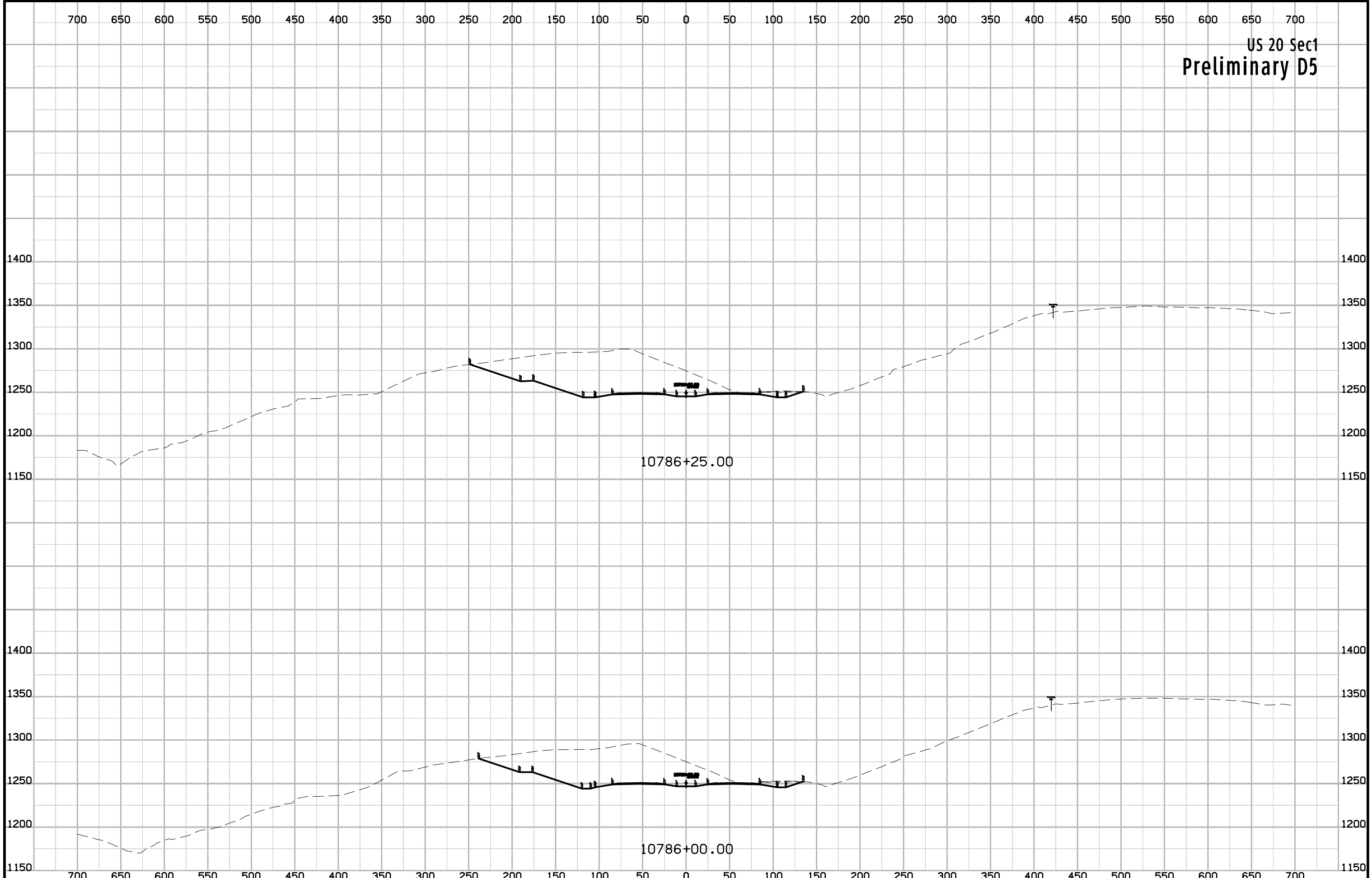
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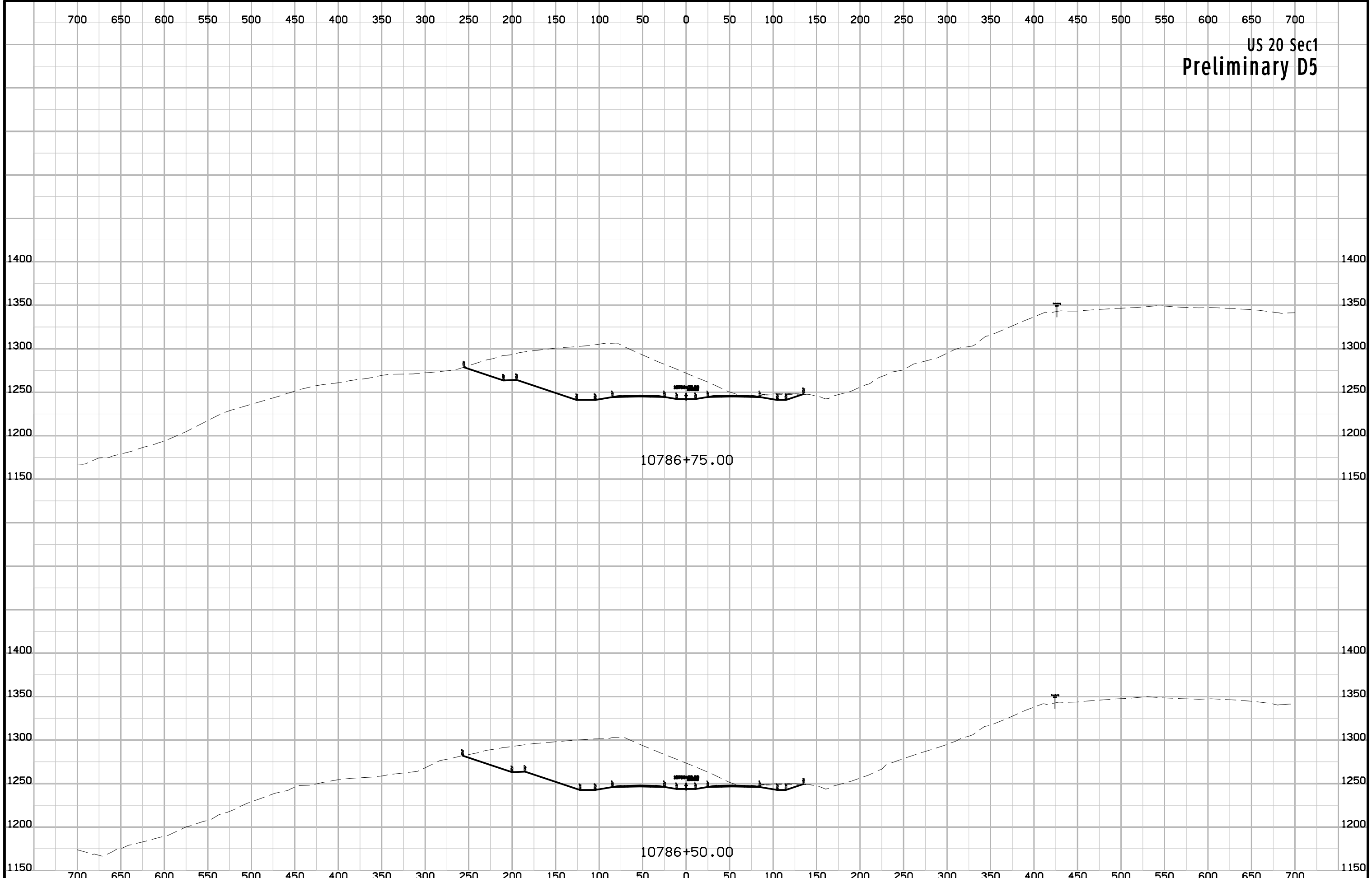
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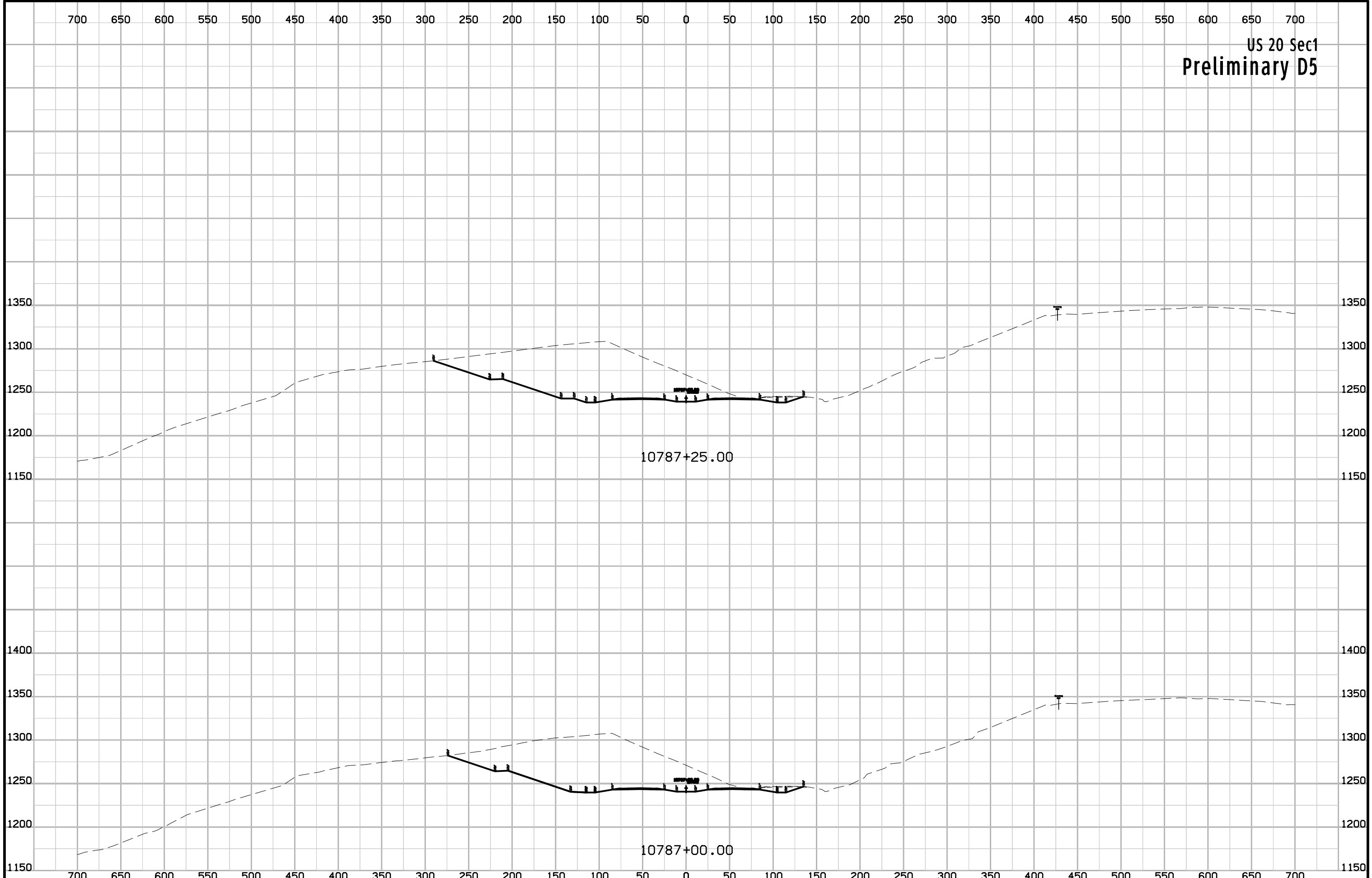
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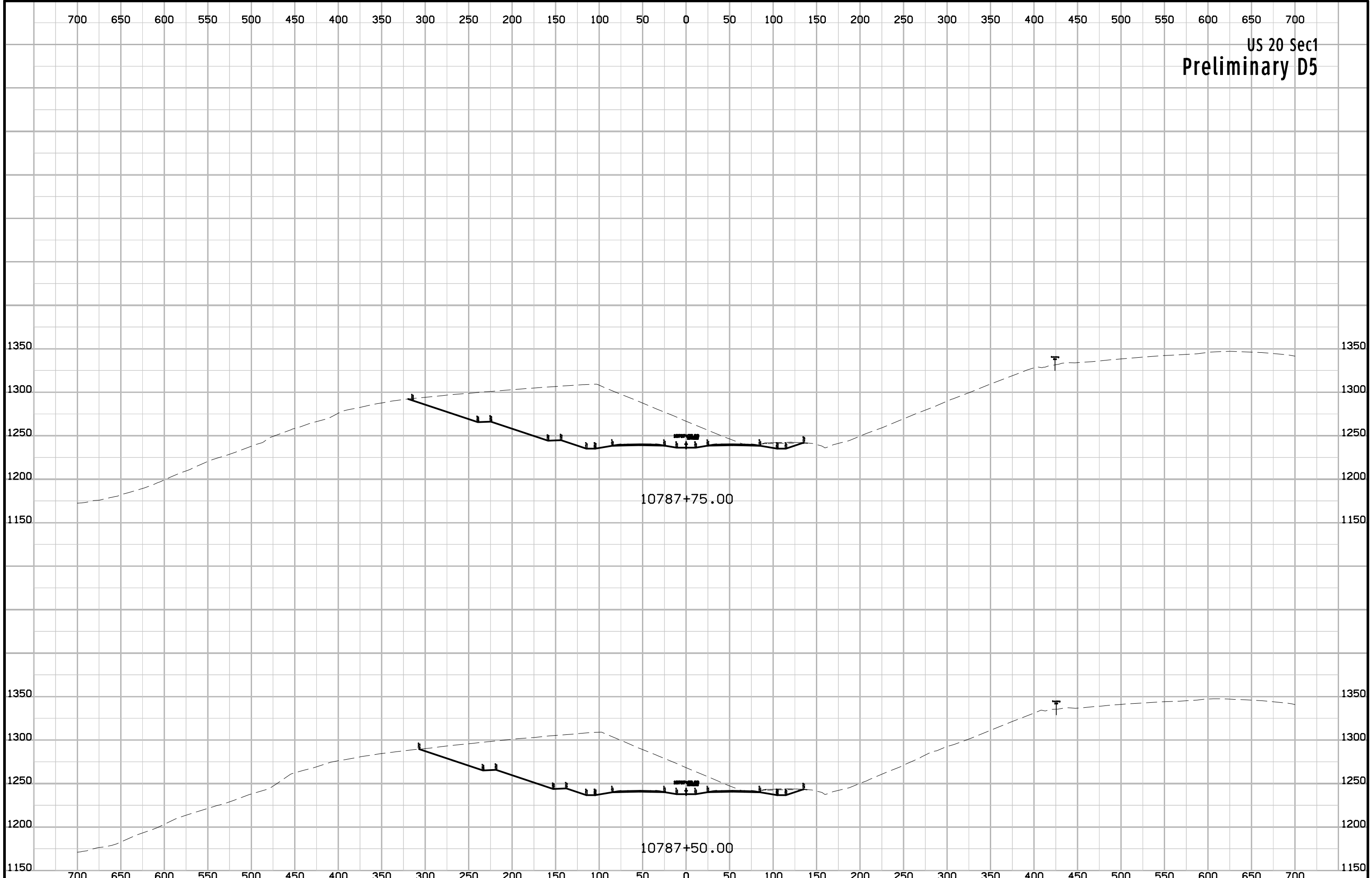
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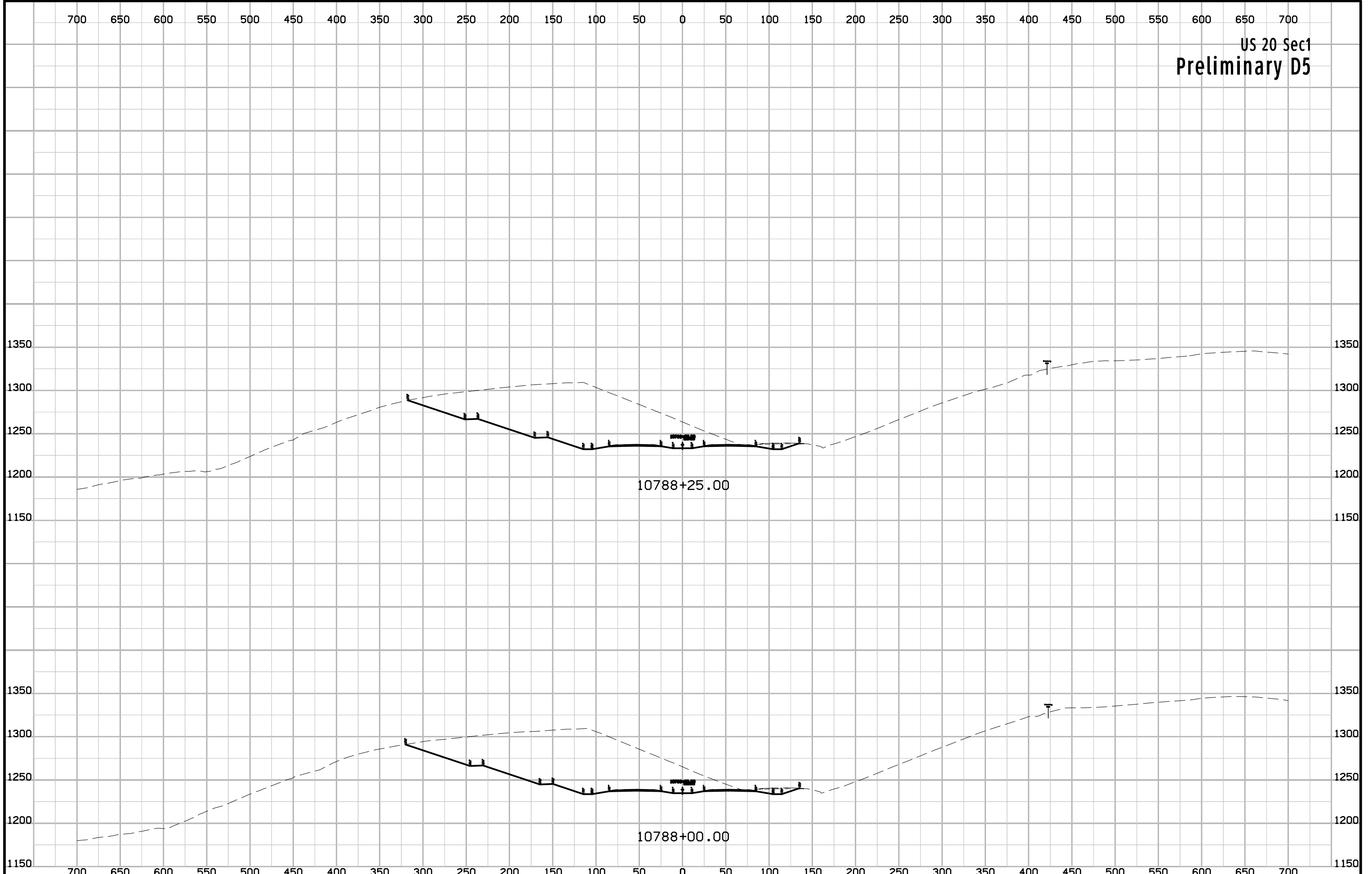
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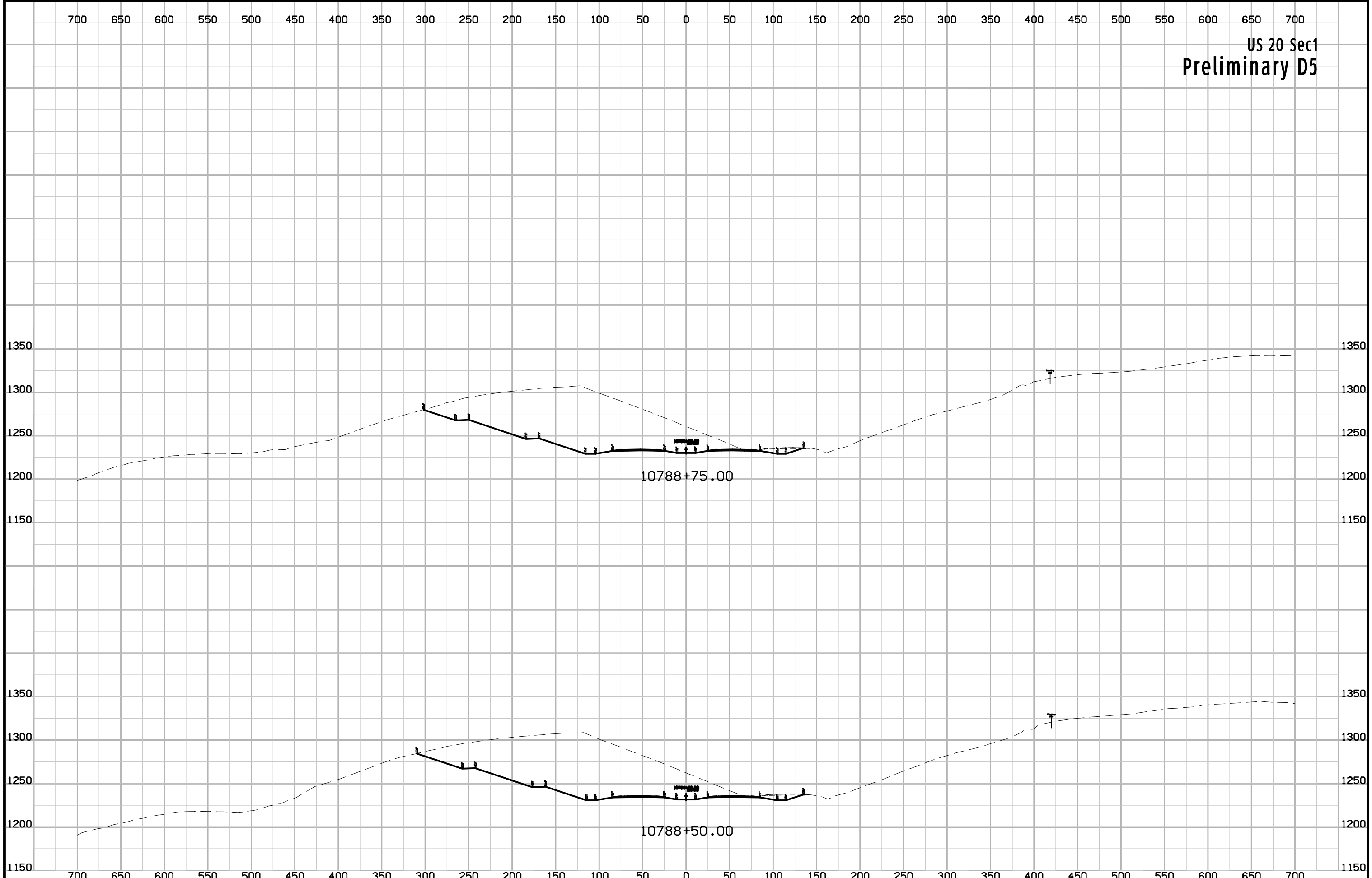
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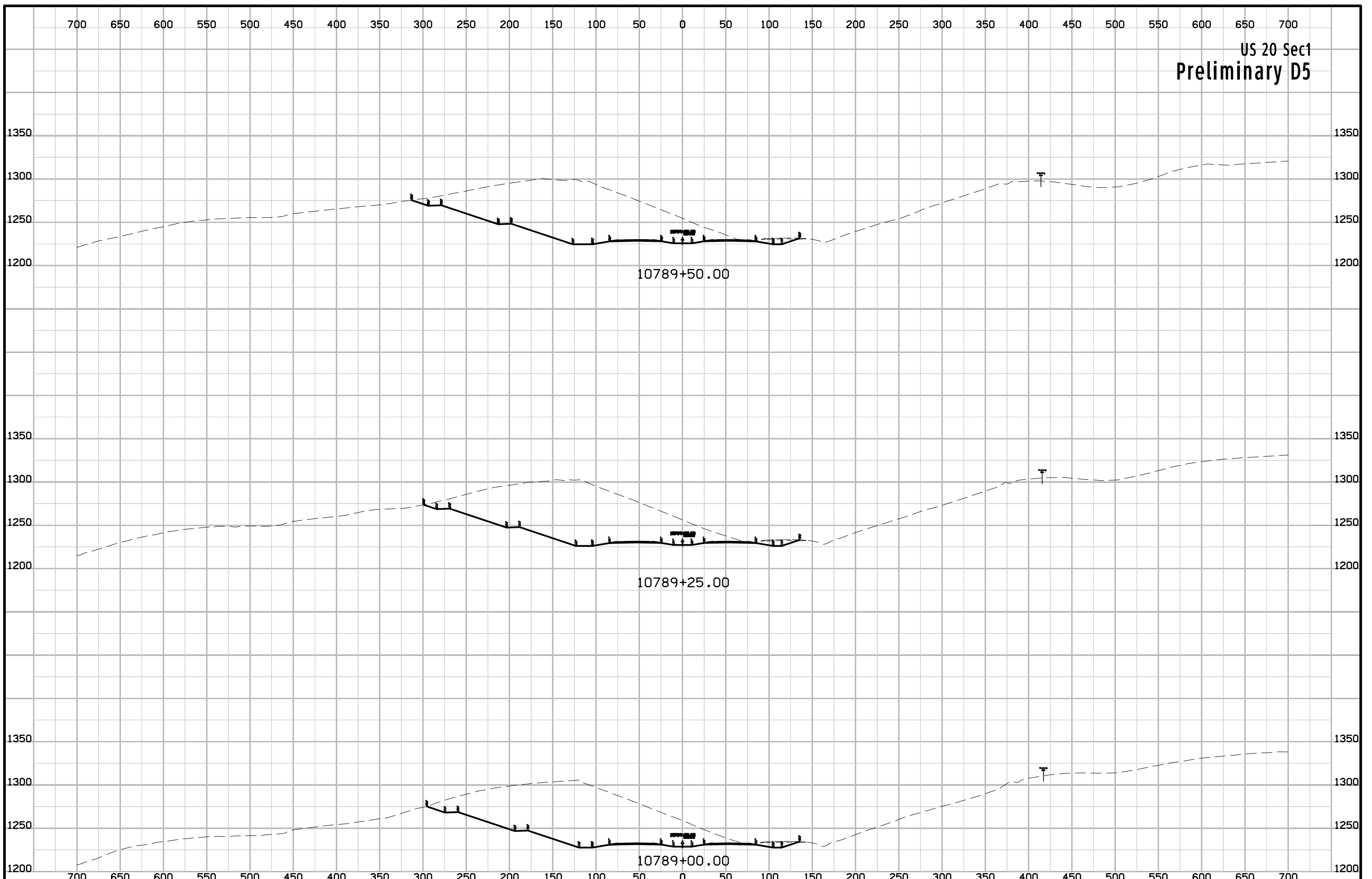
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US 20 Sec1
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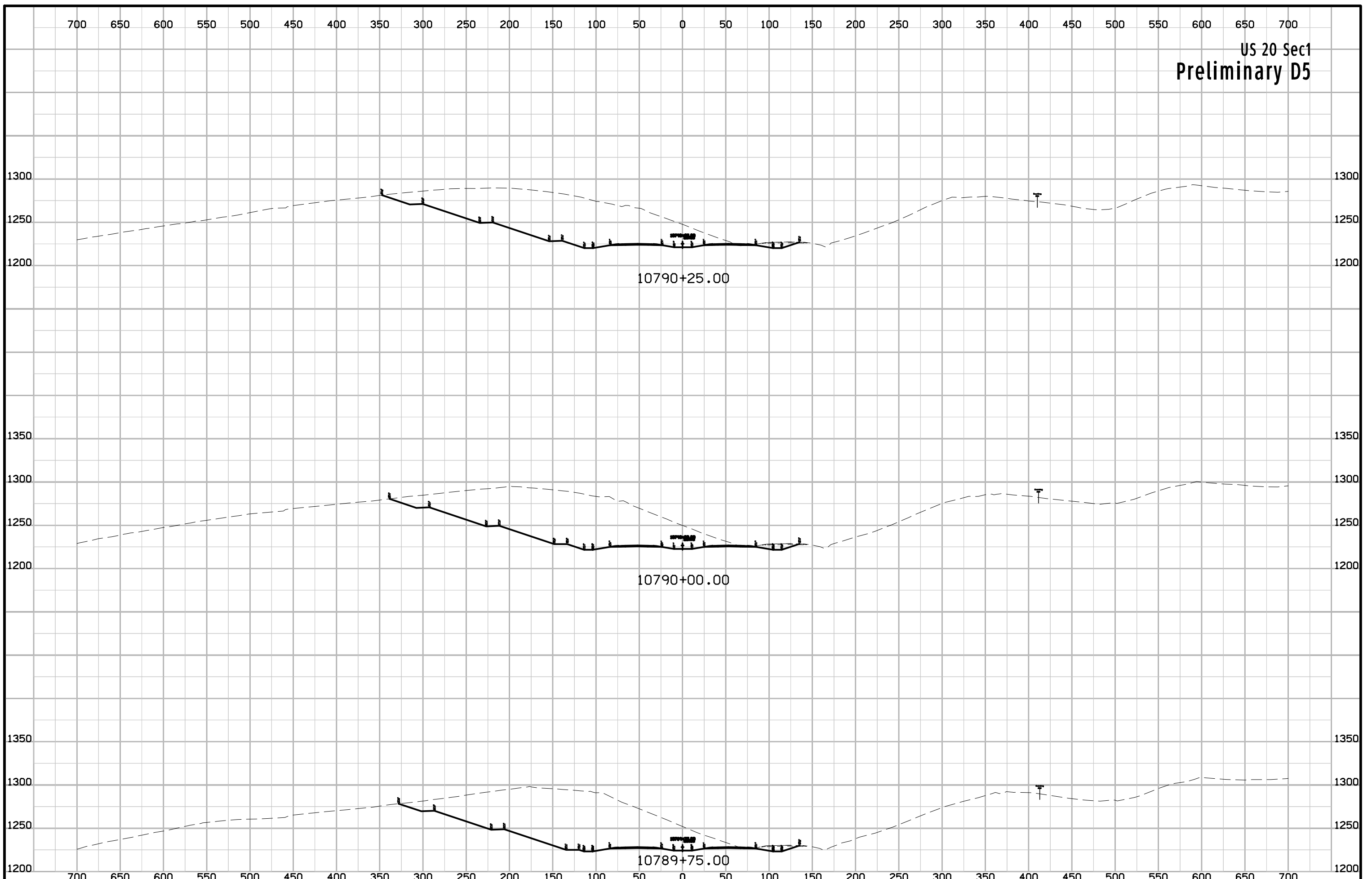


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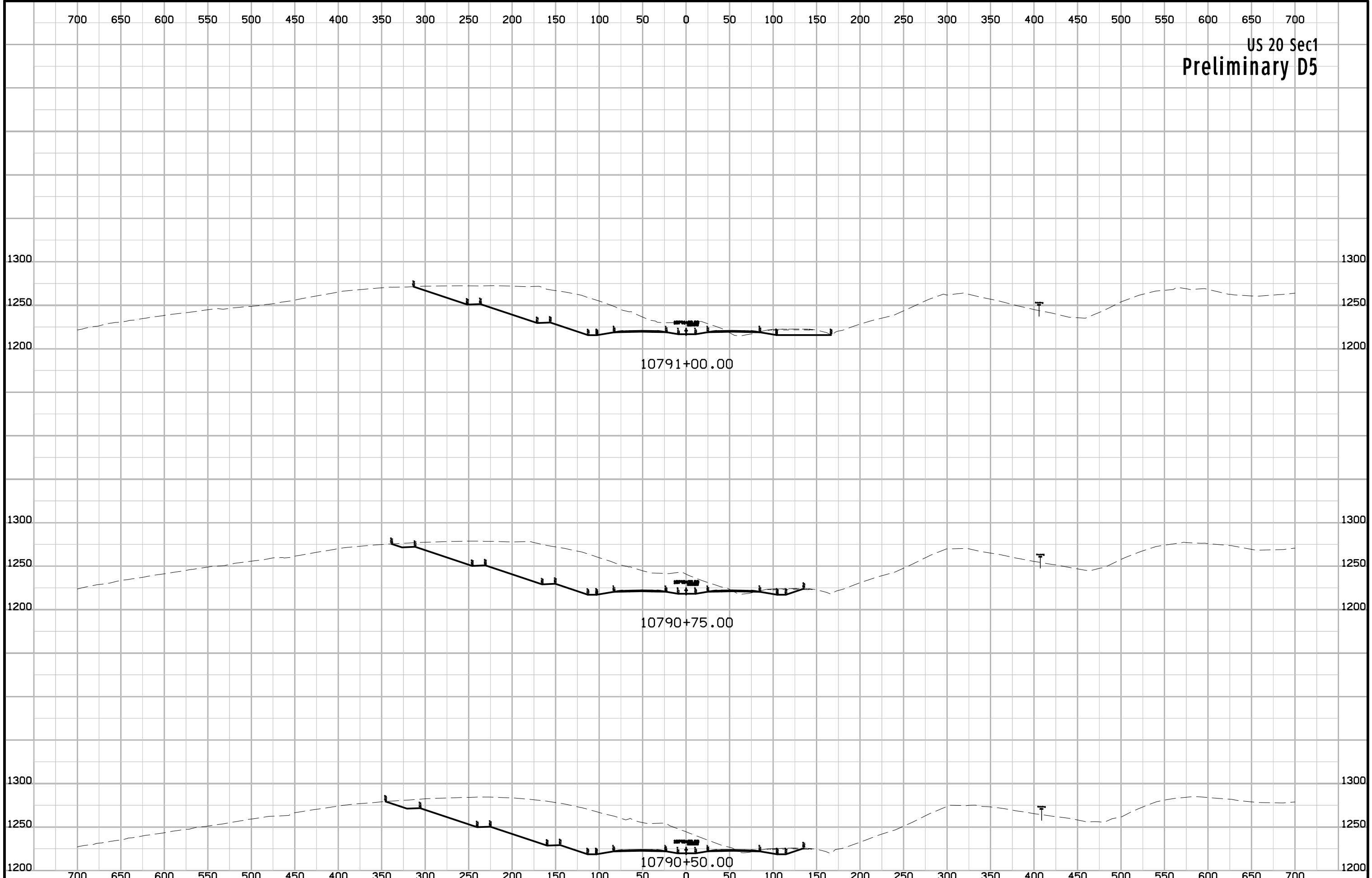
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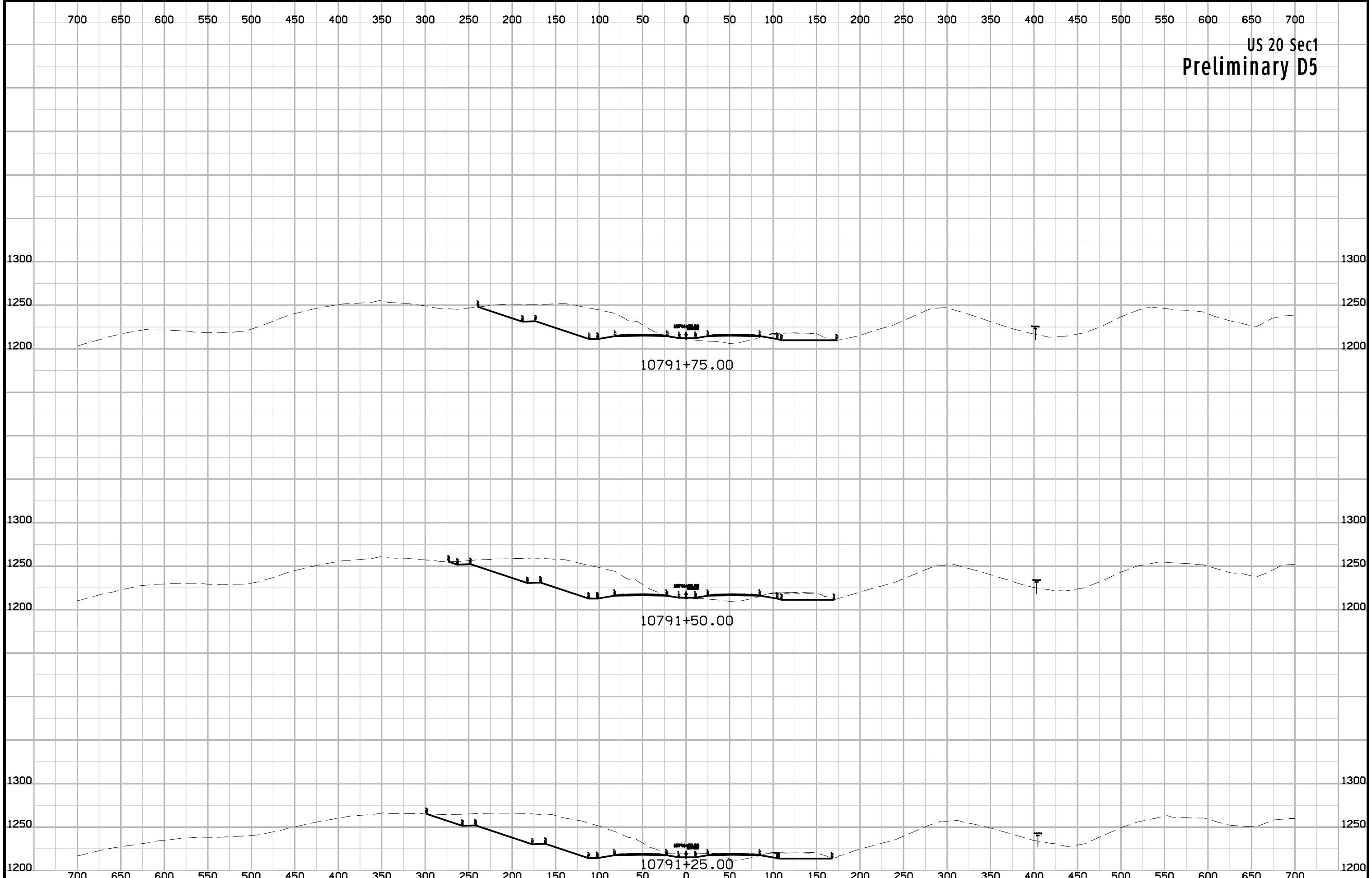
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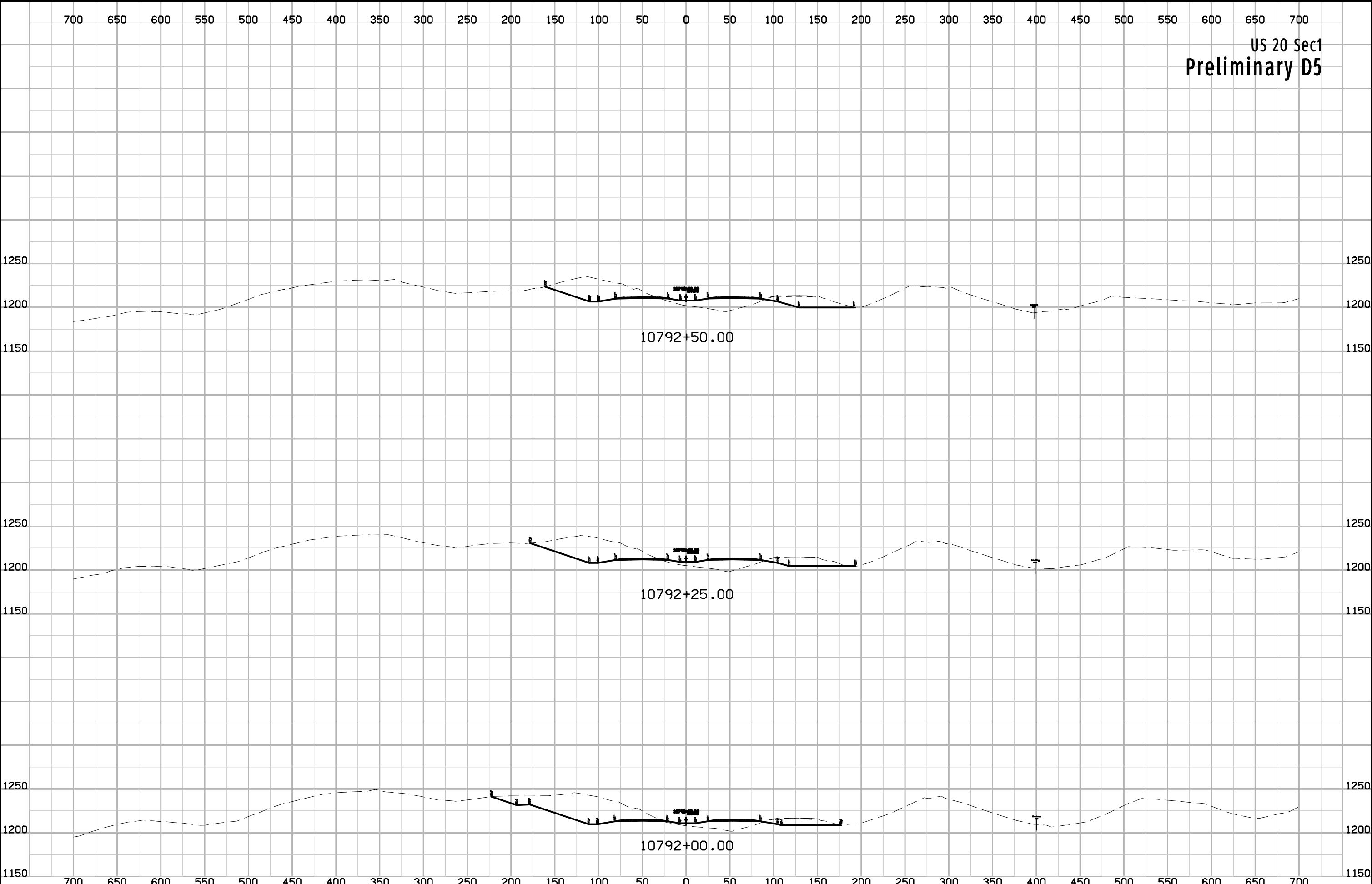
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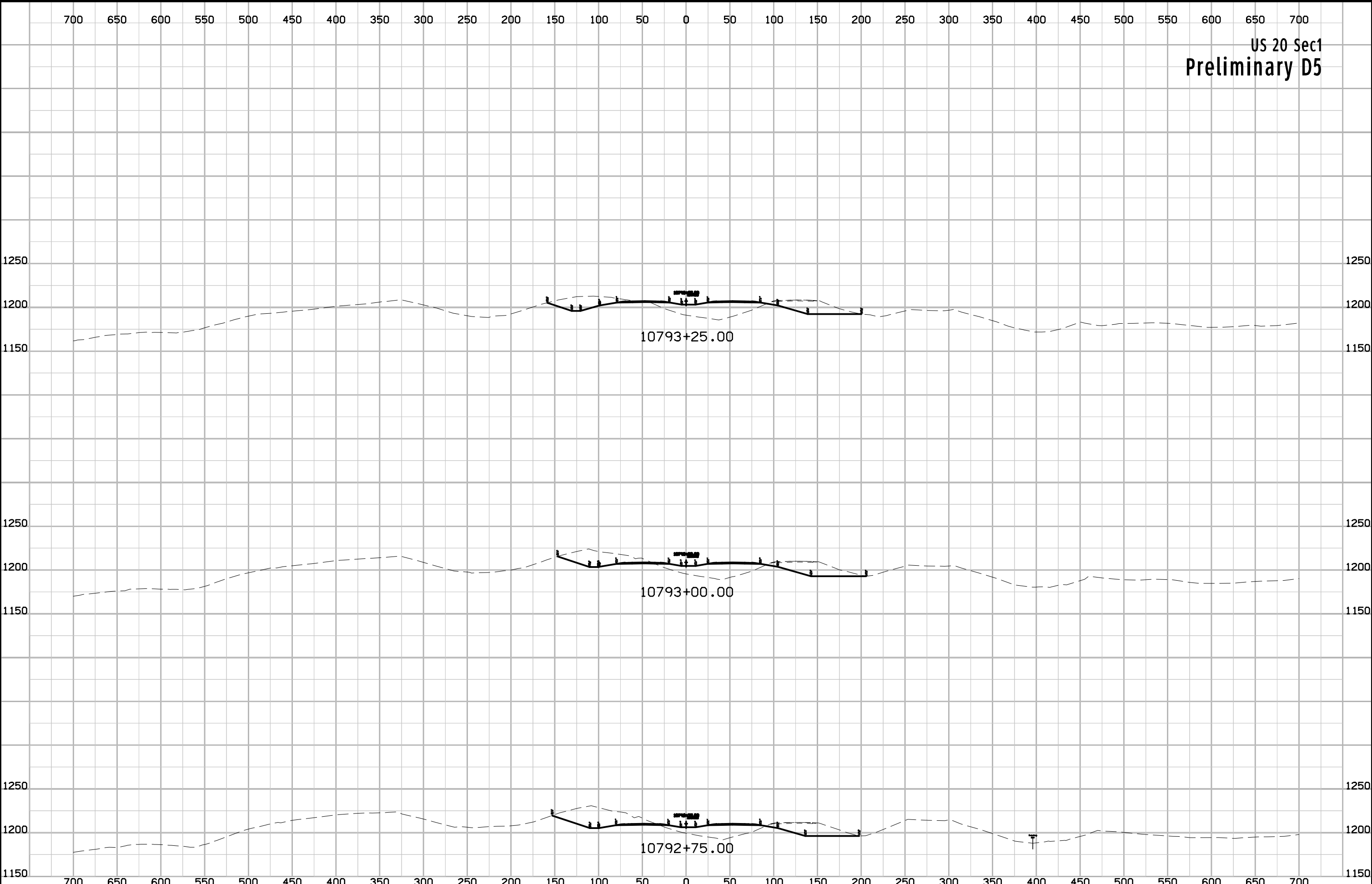
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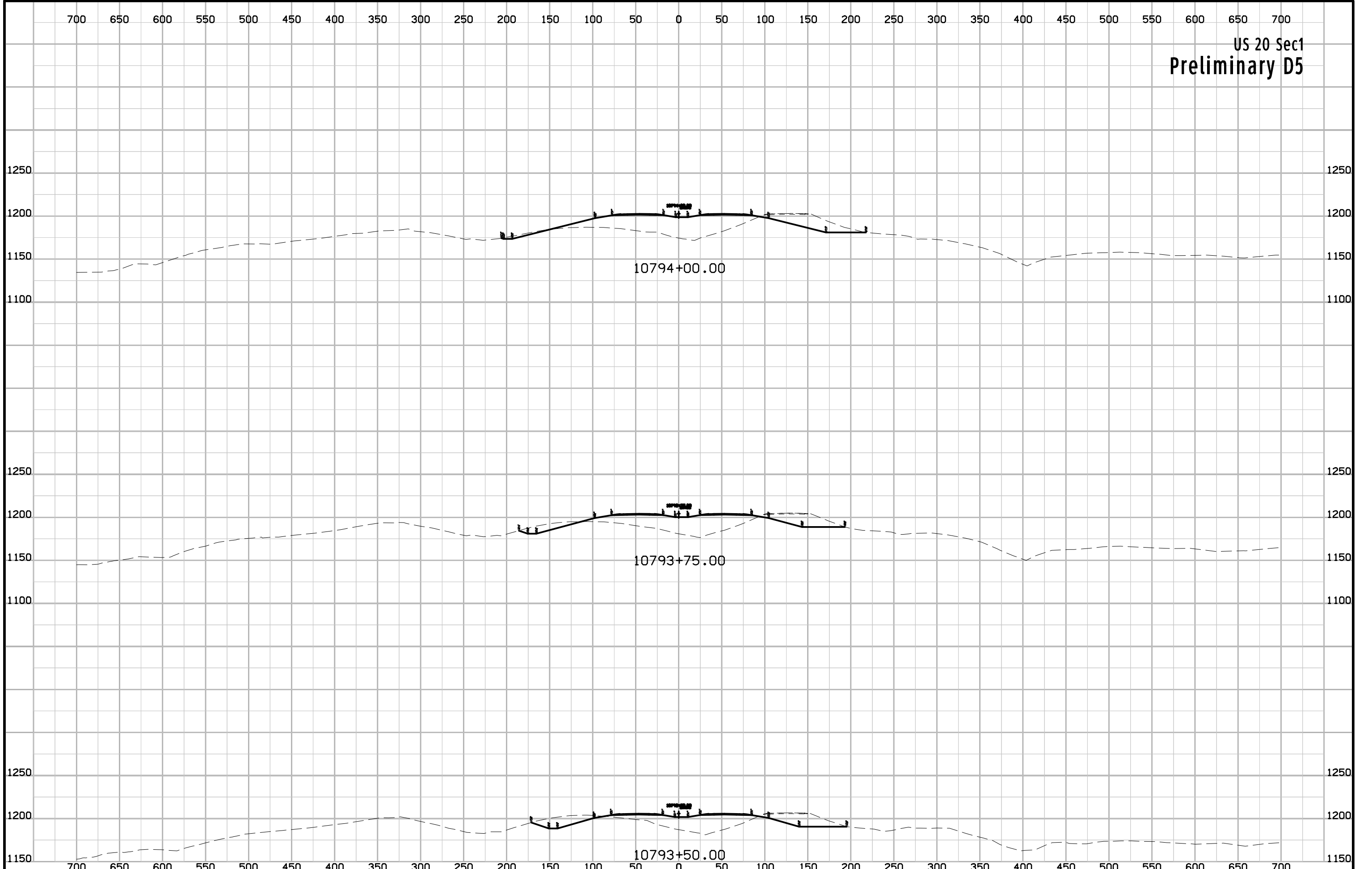
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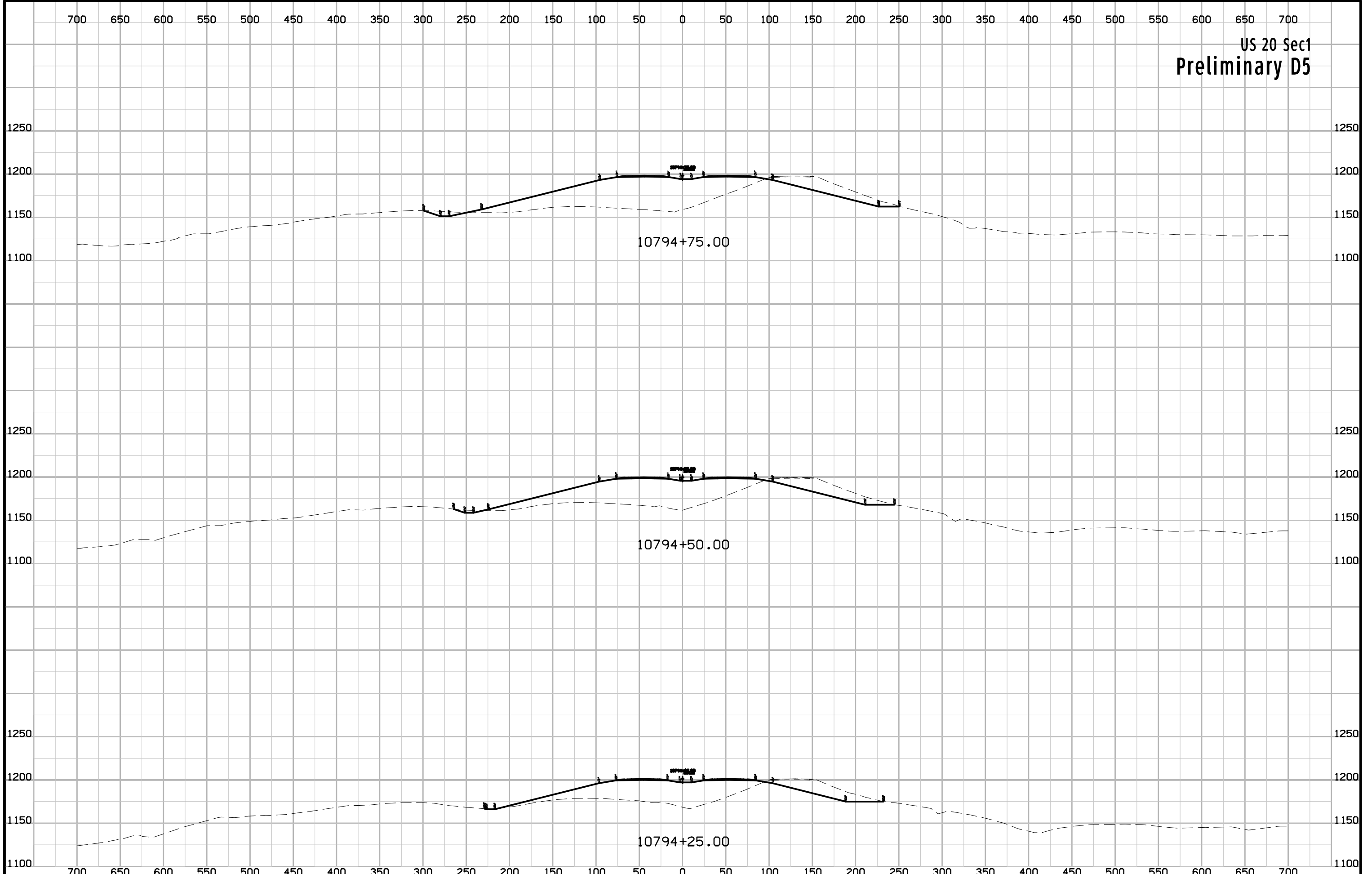
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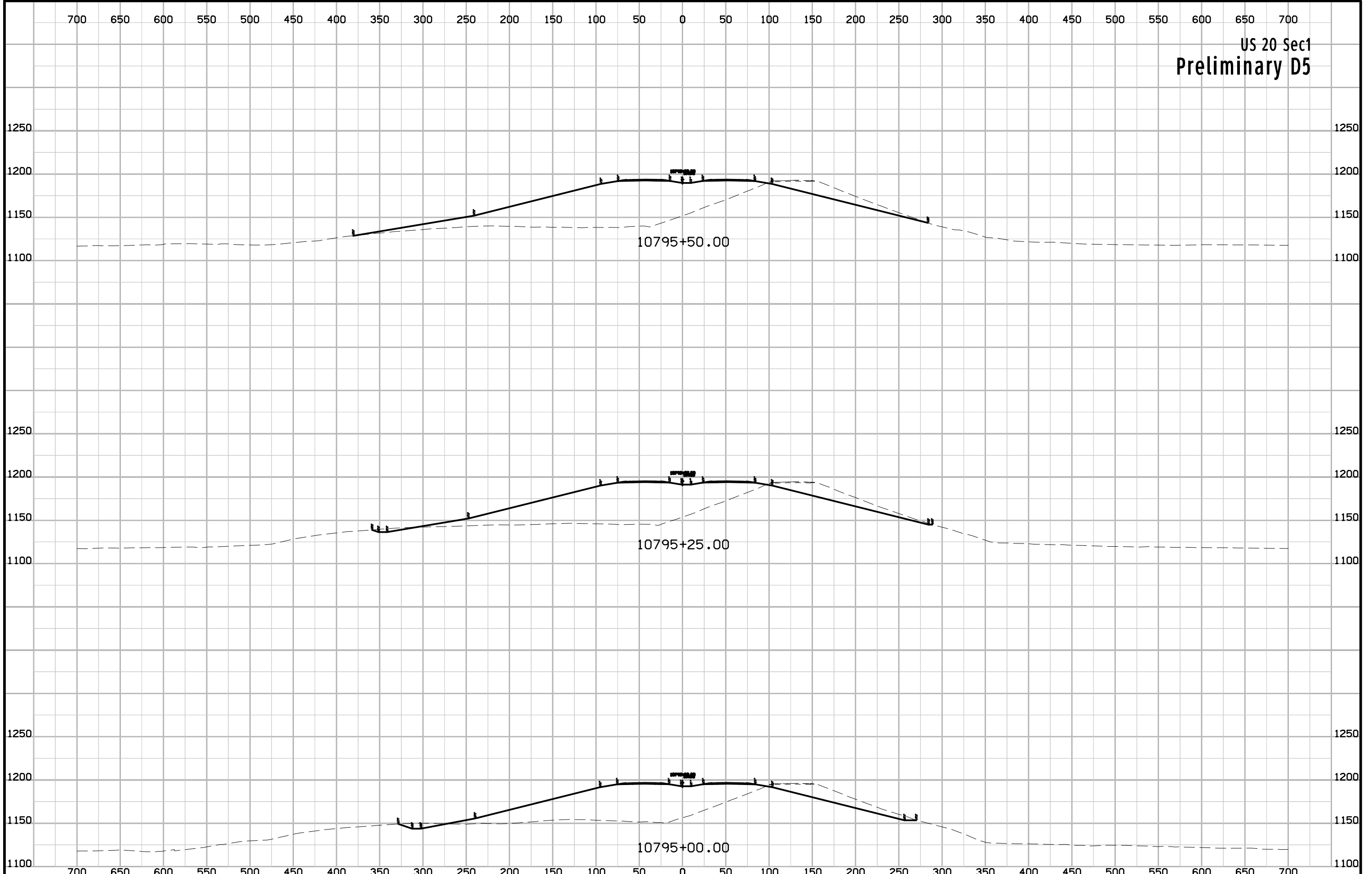
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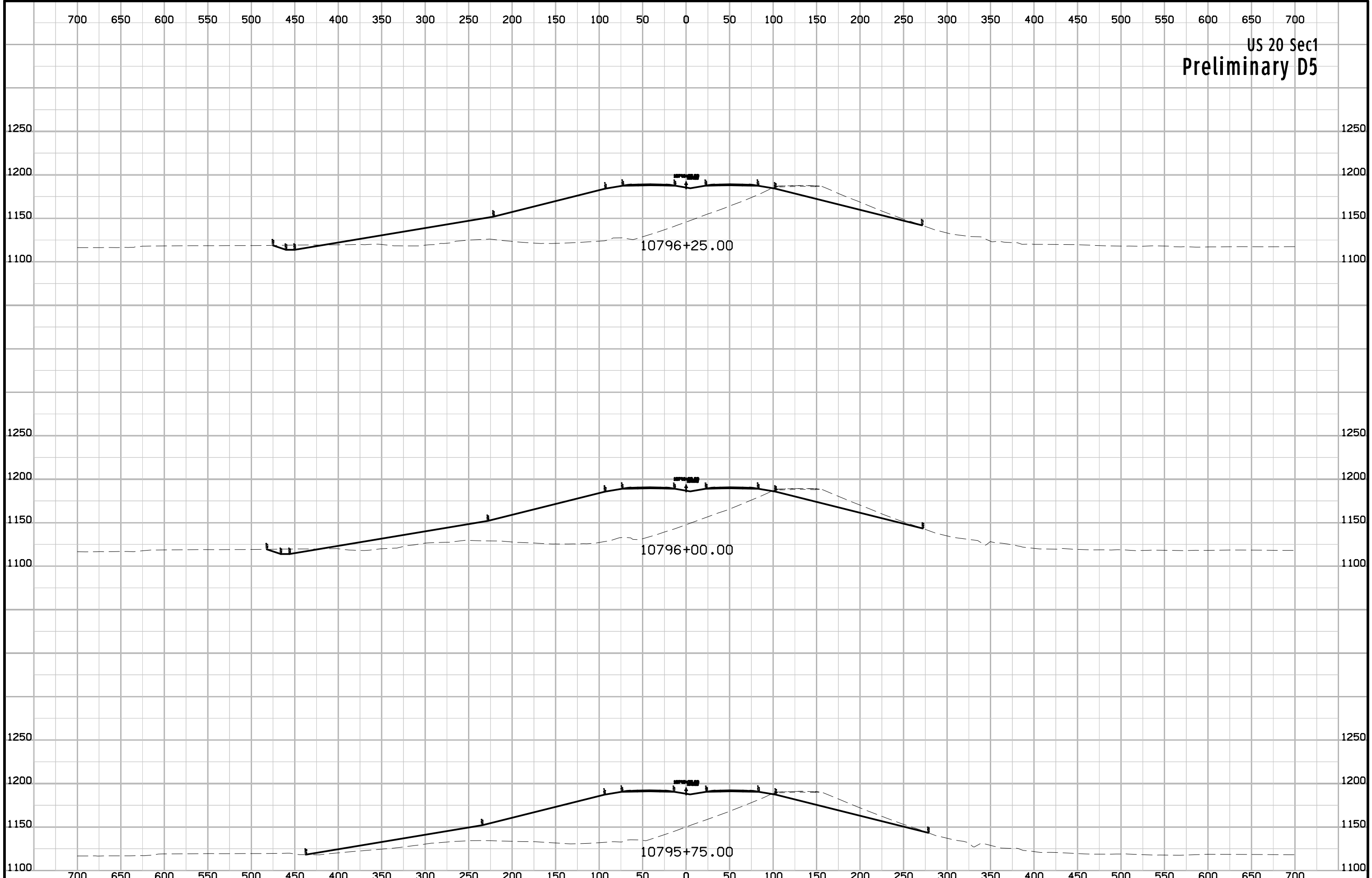
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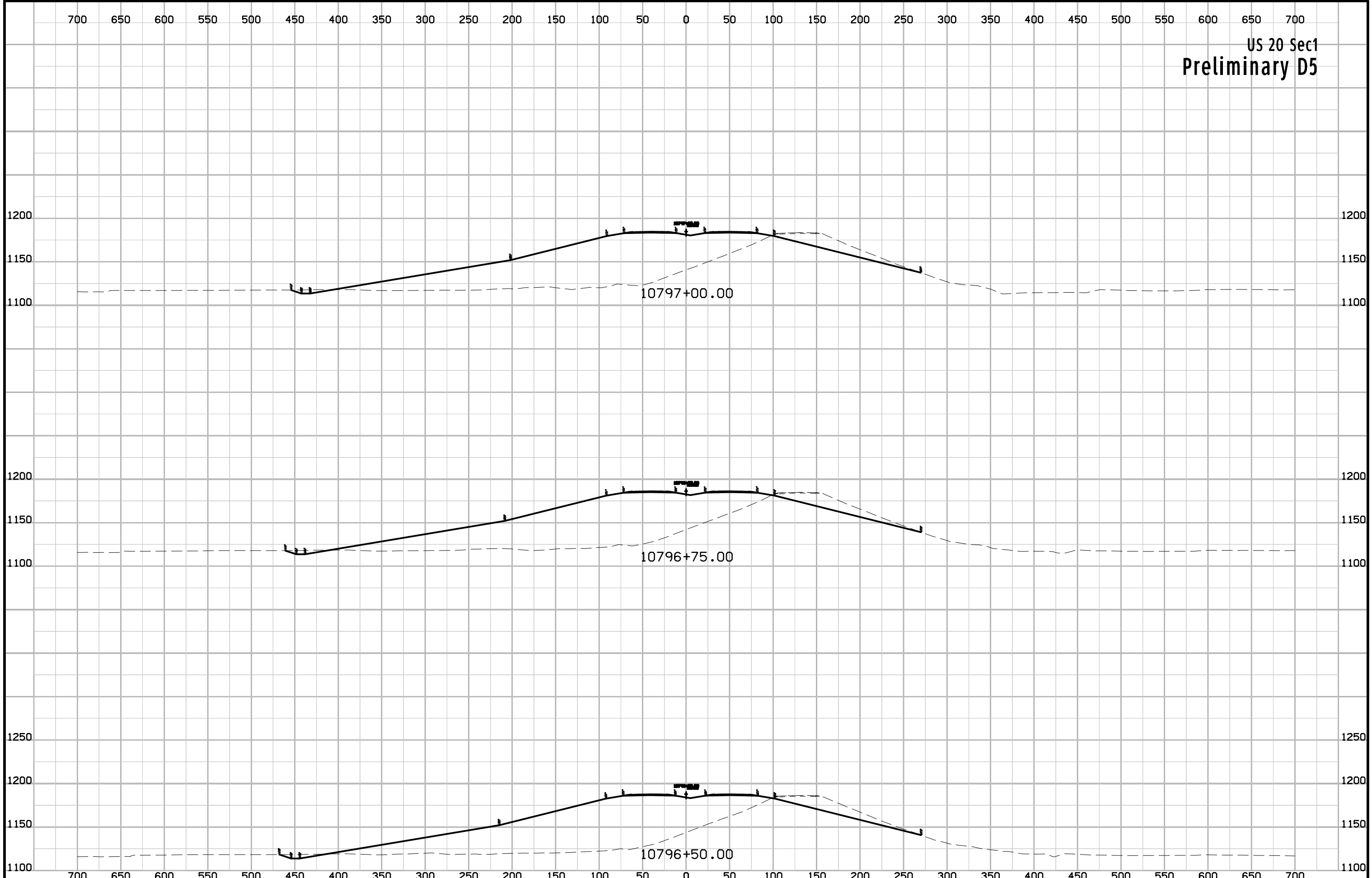
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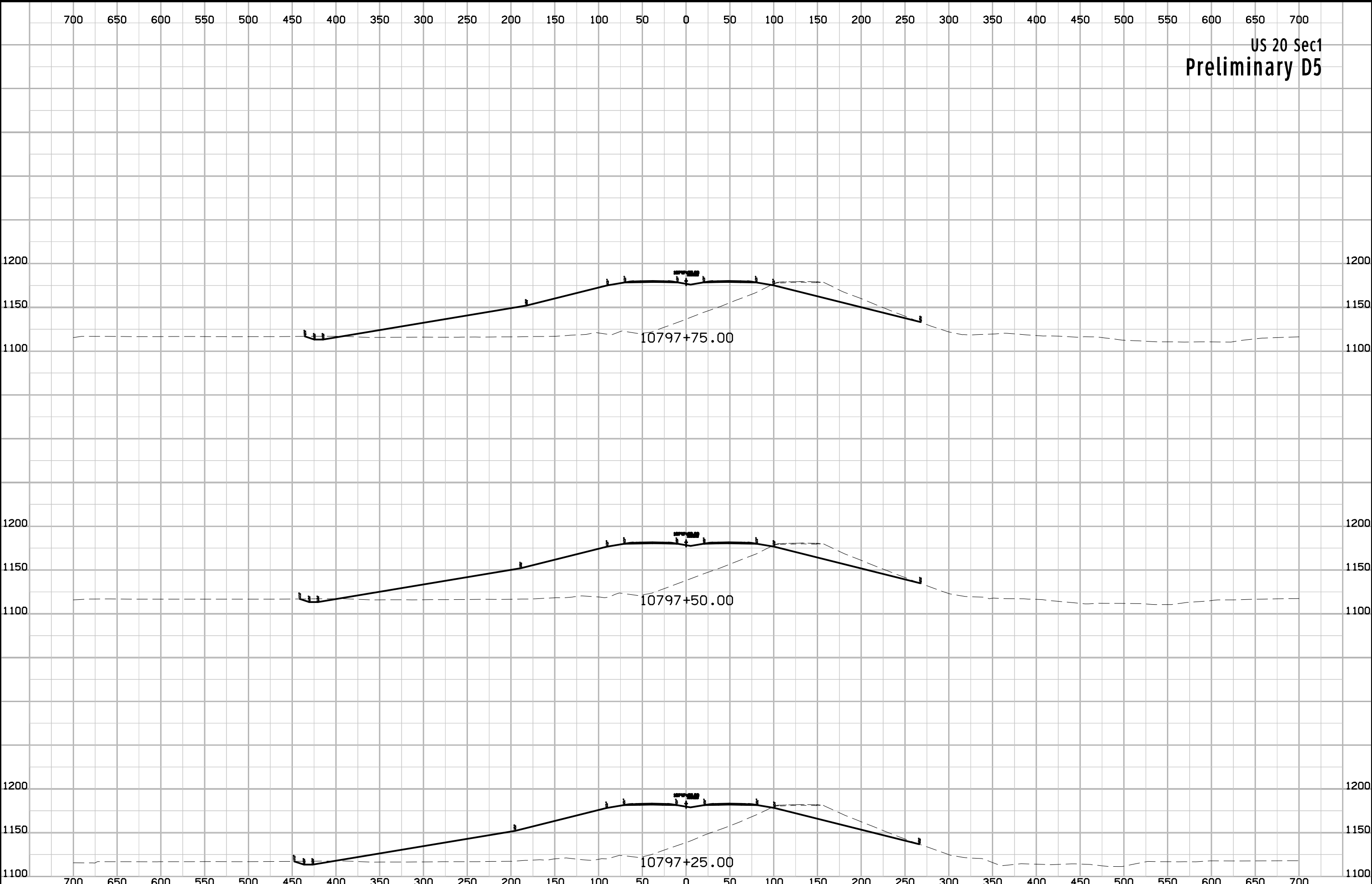
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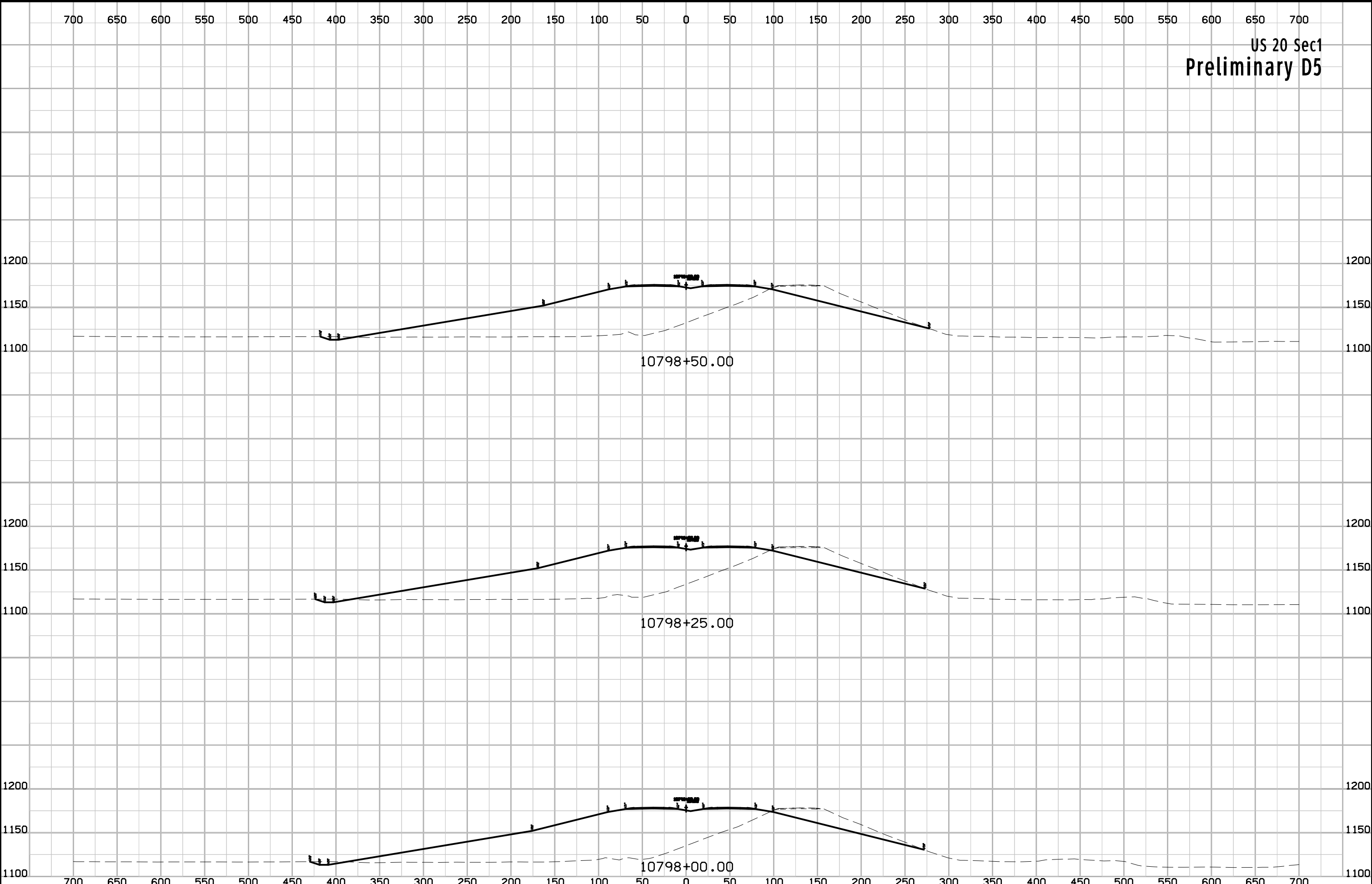
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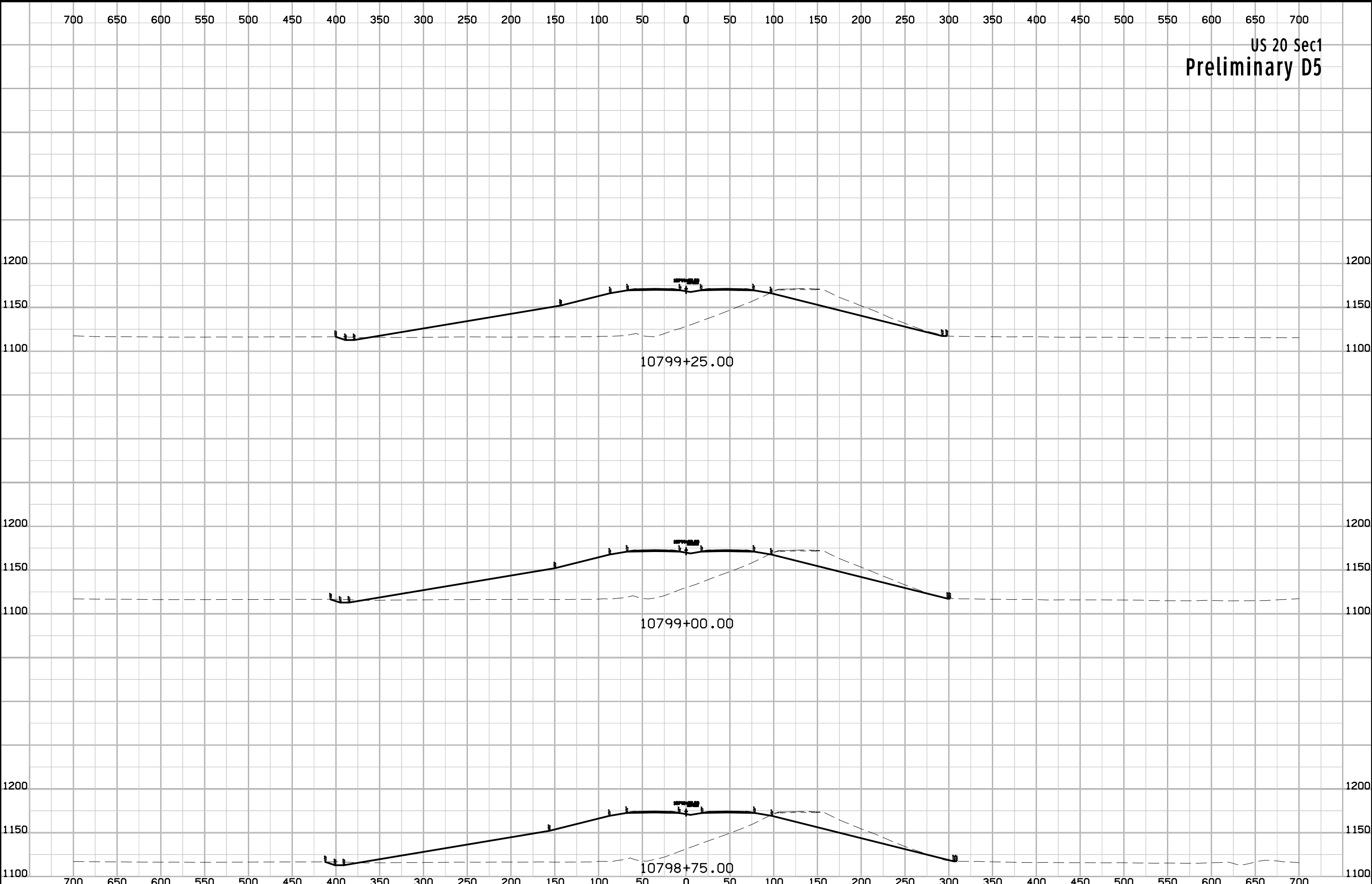
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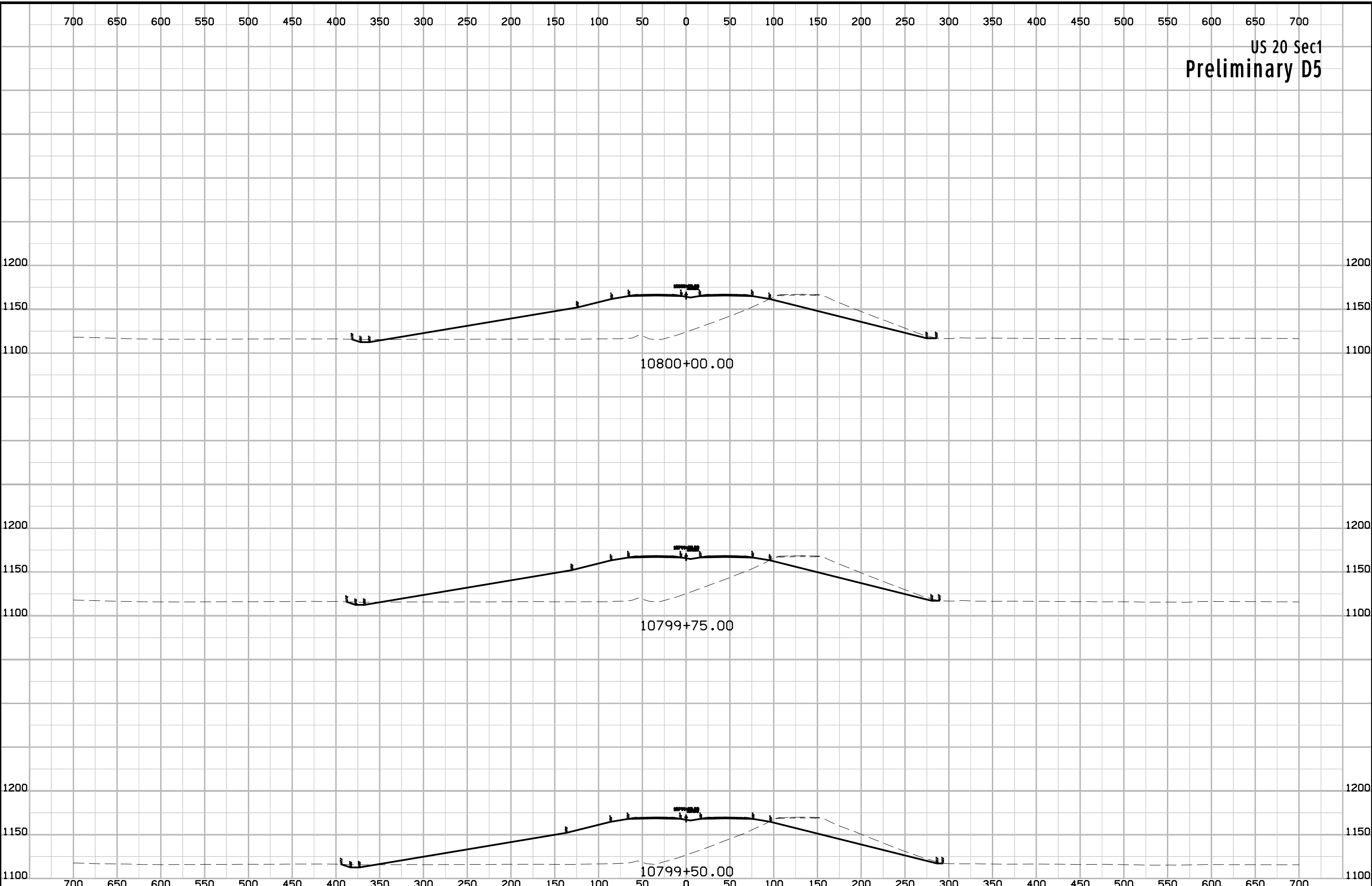
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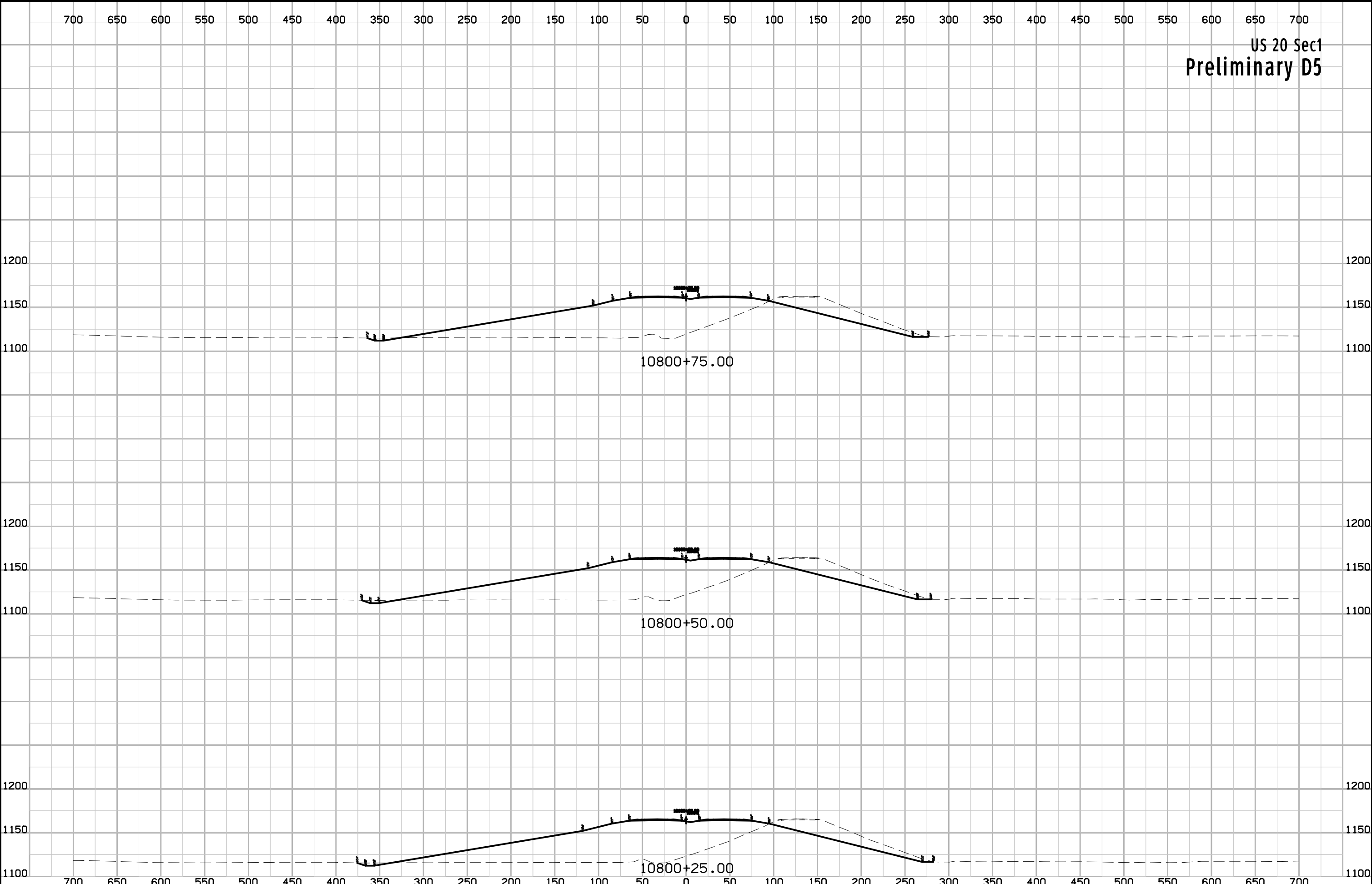
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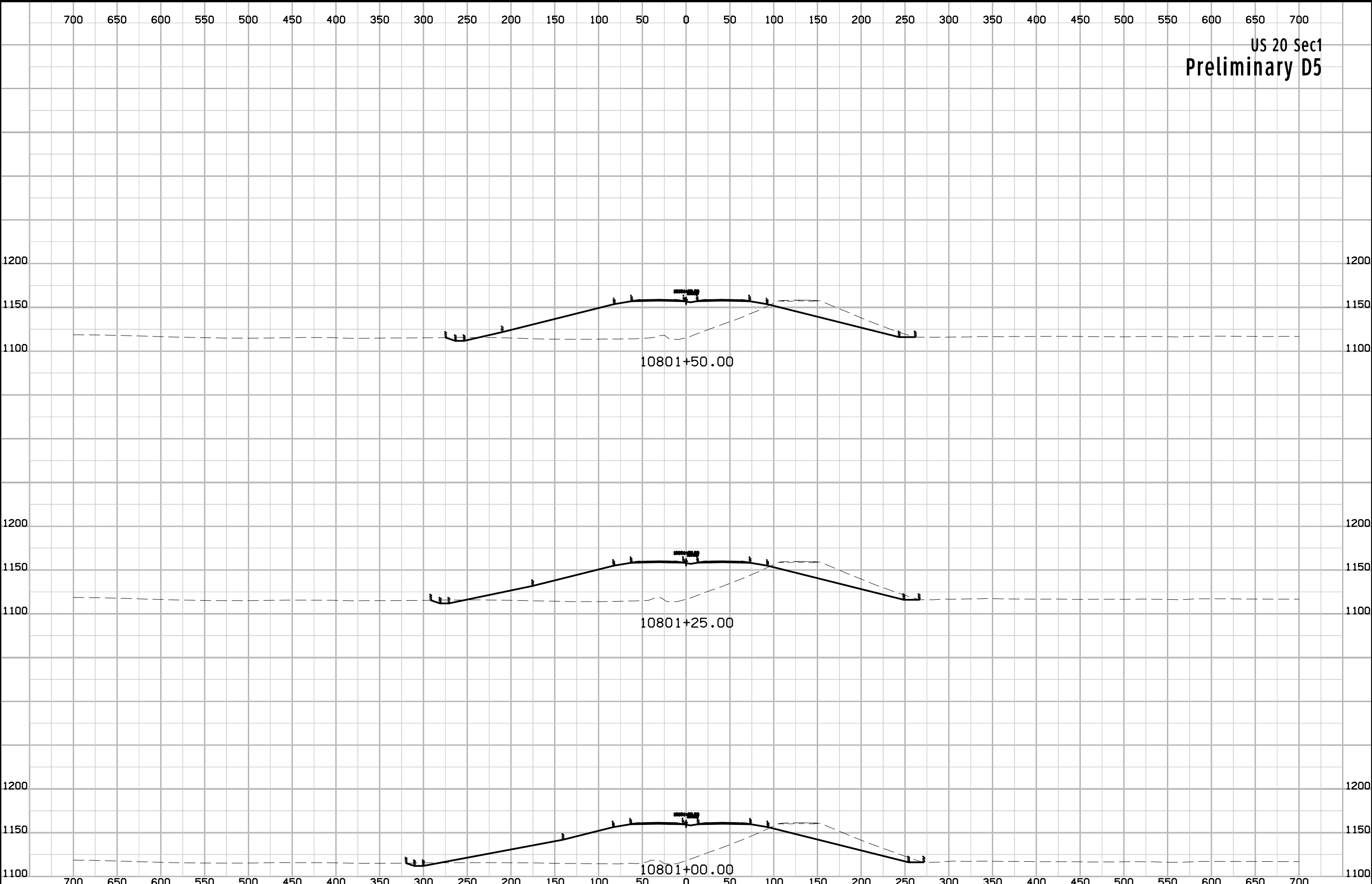
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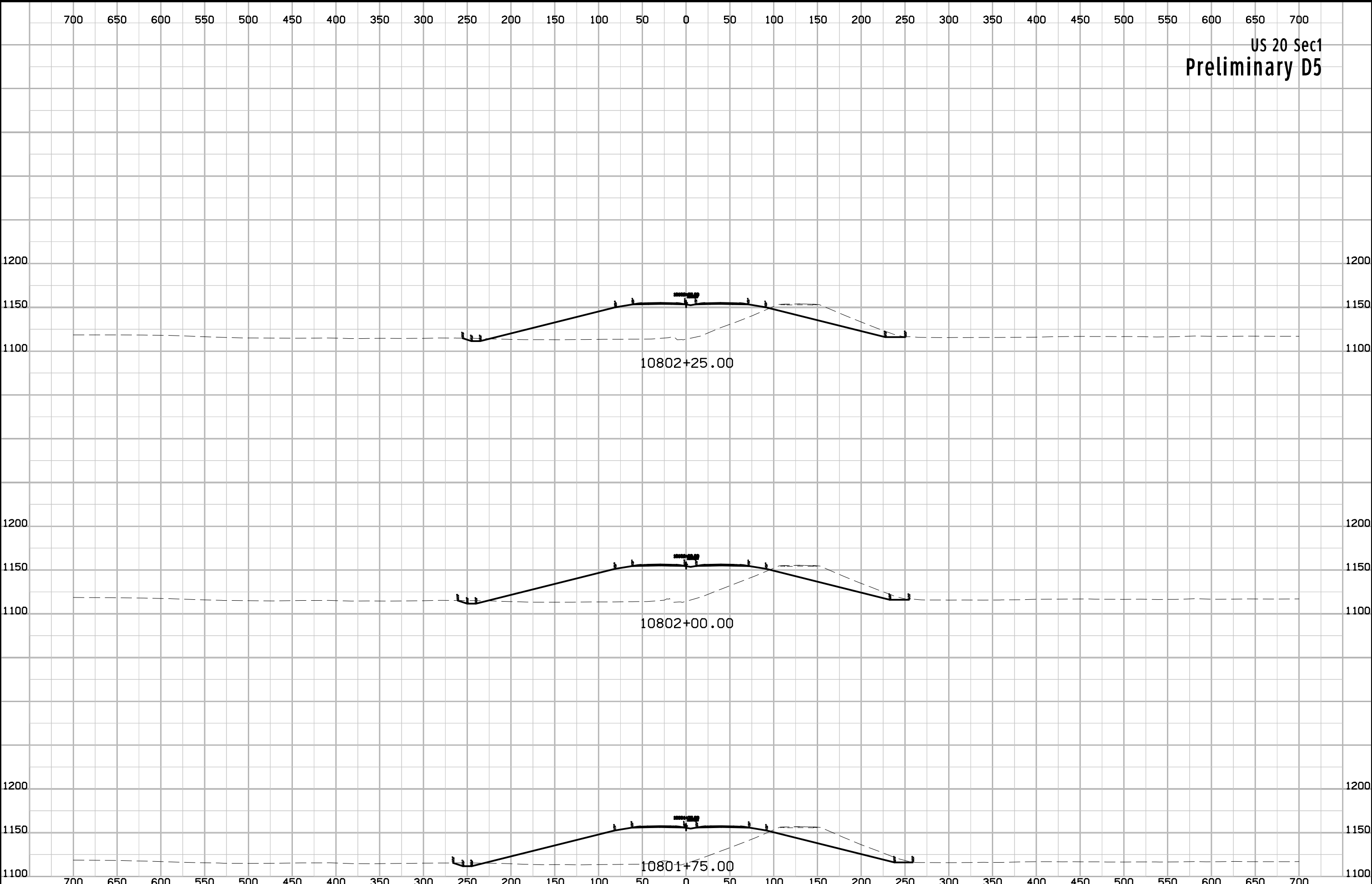
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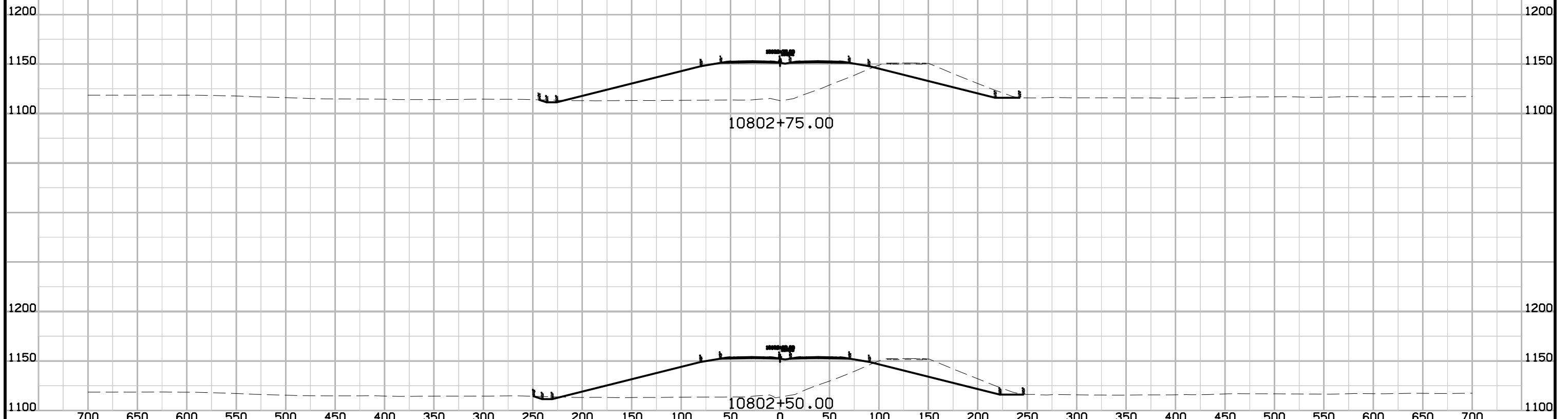


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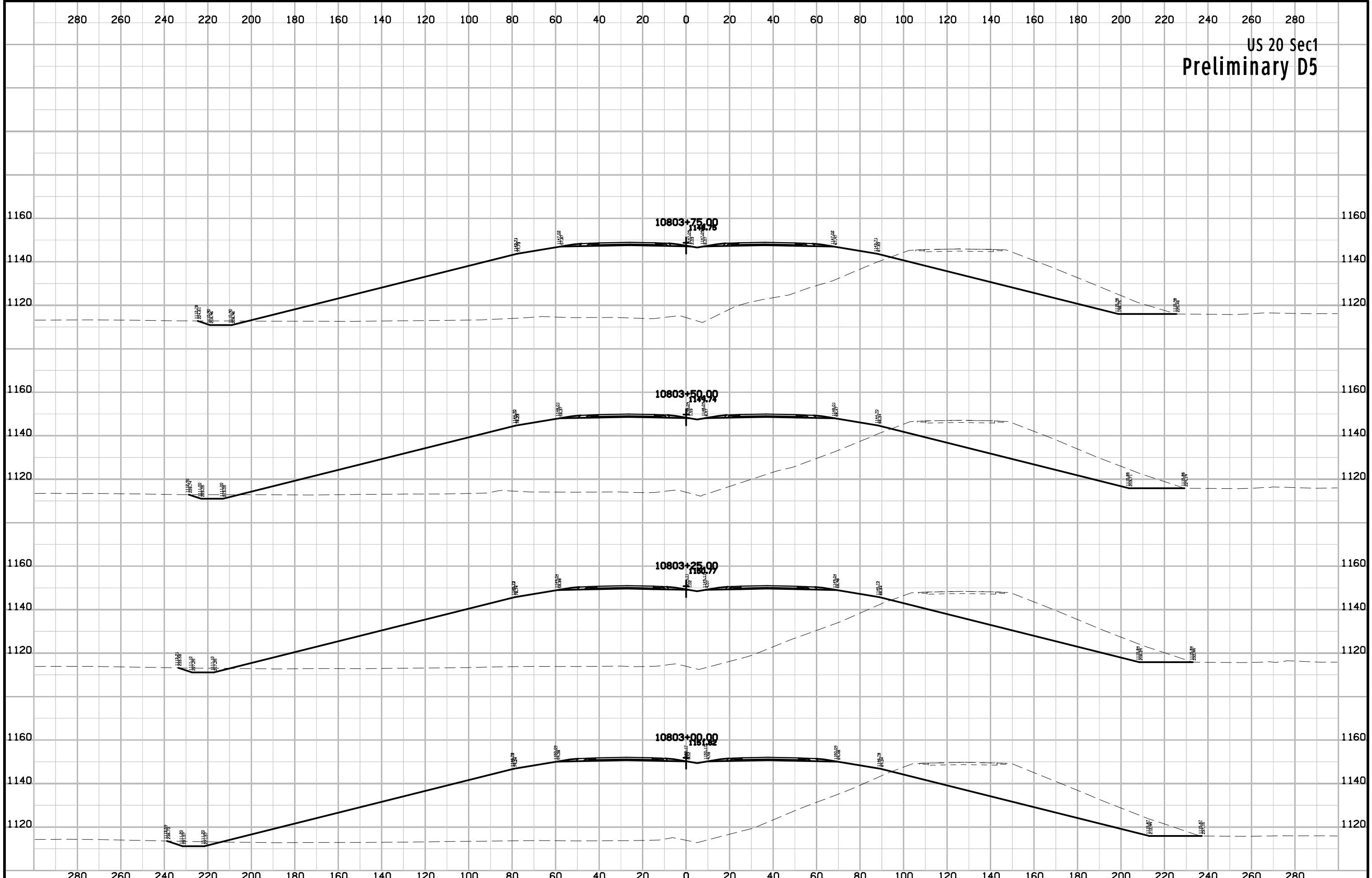


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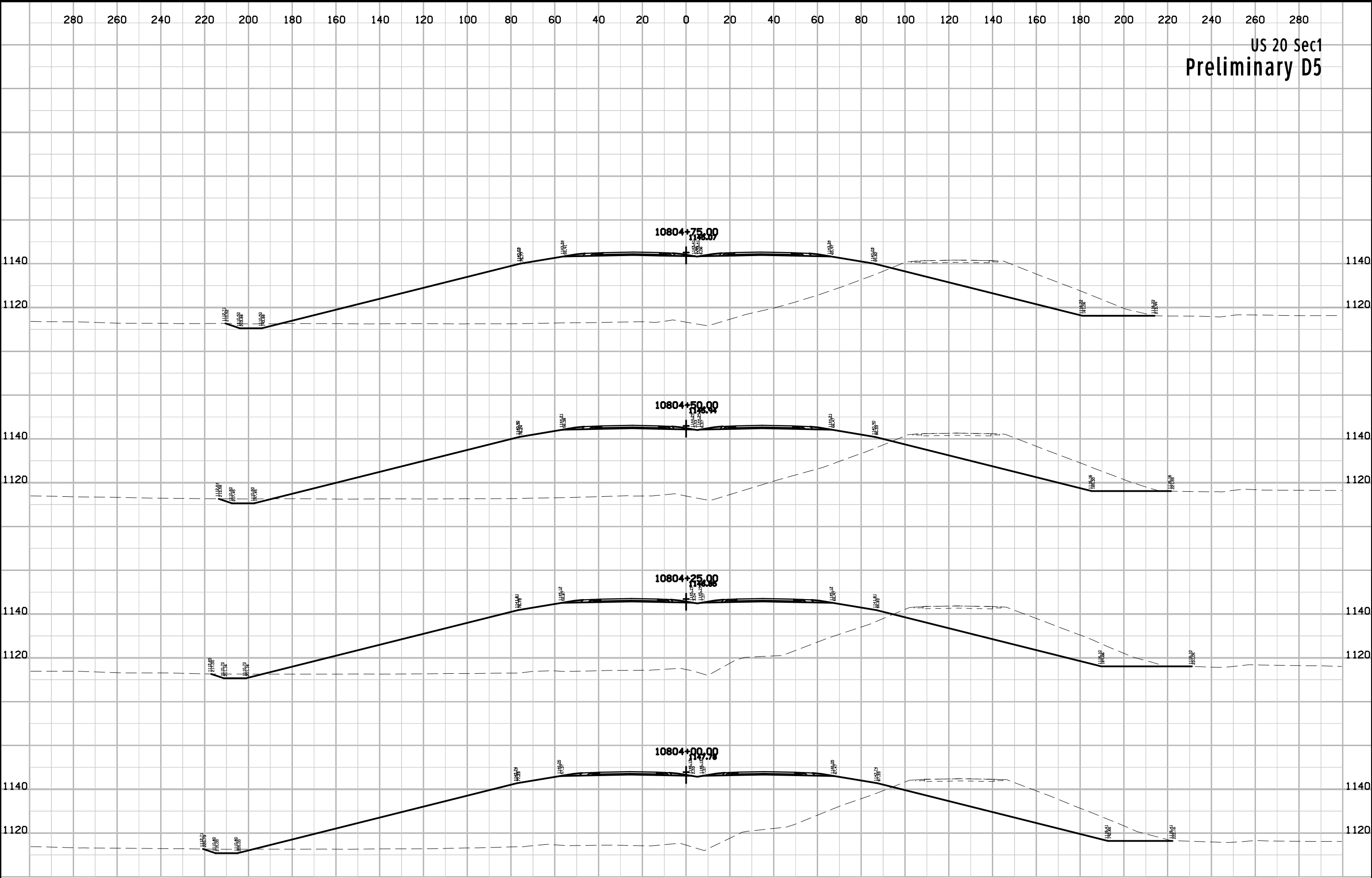
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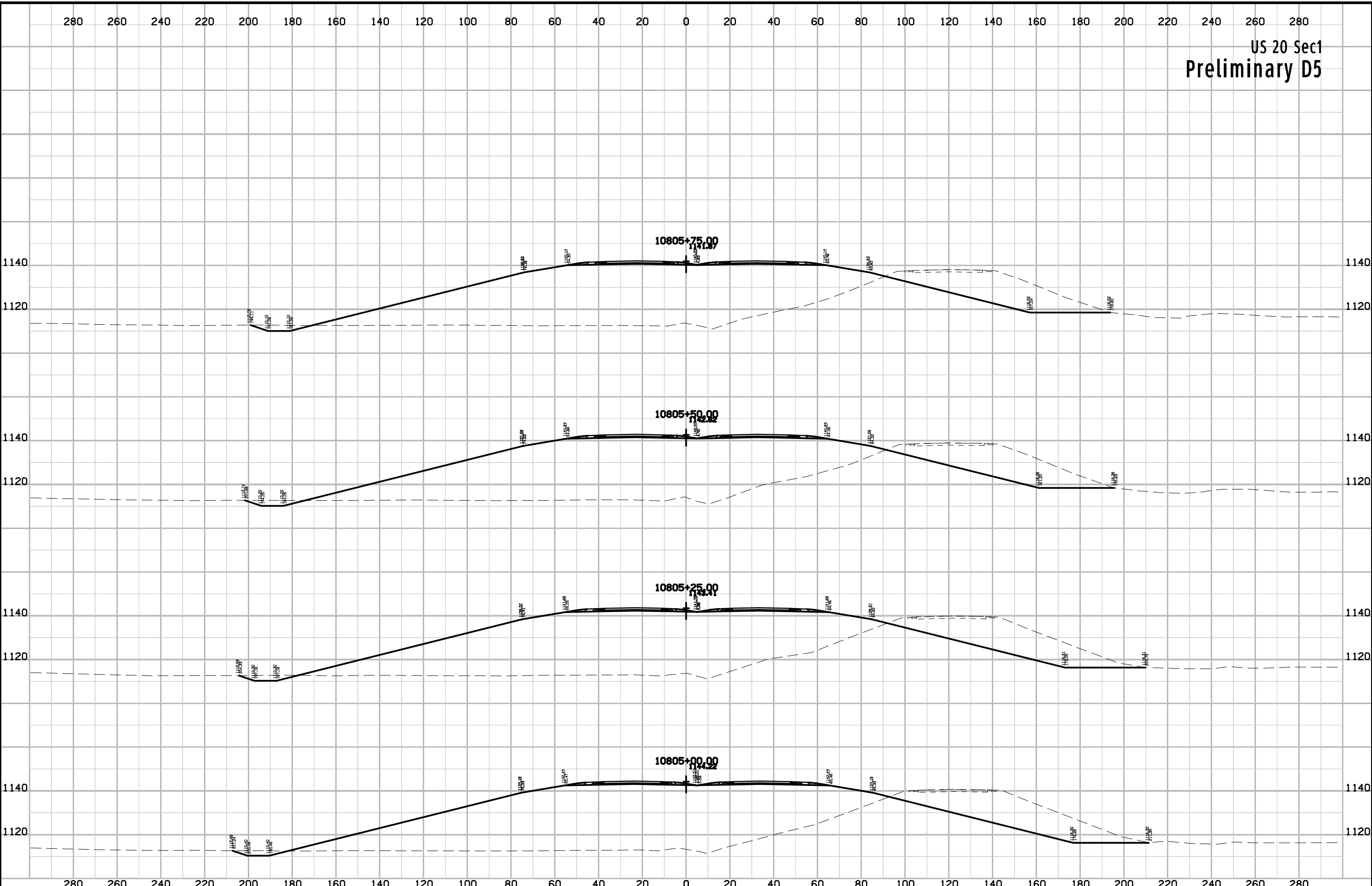
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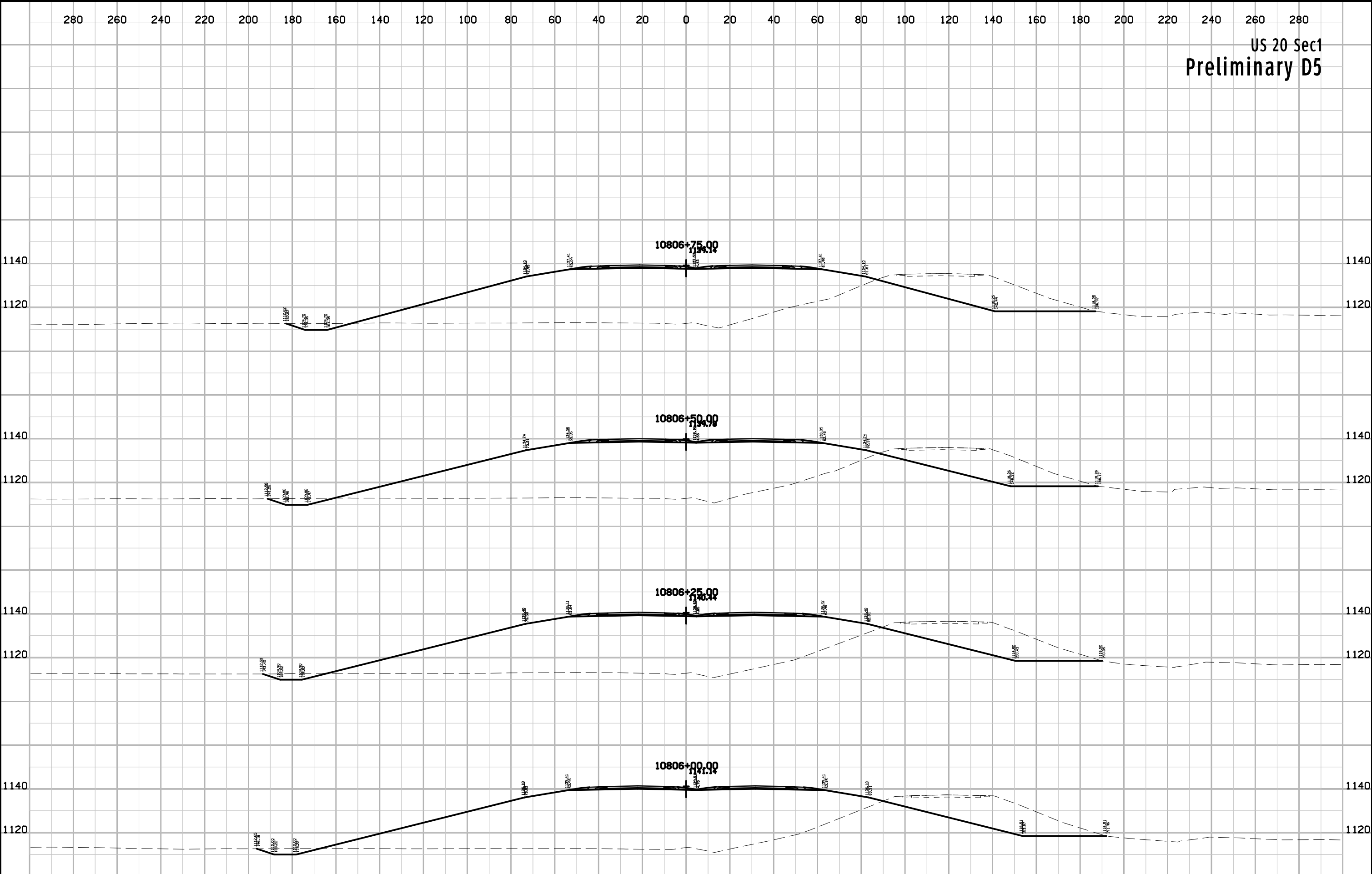
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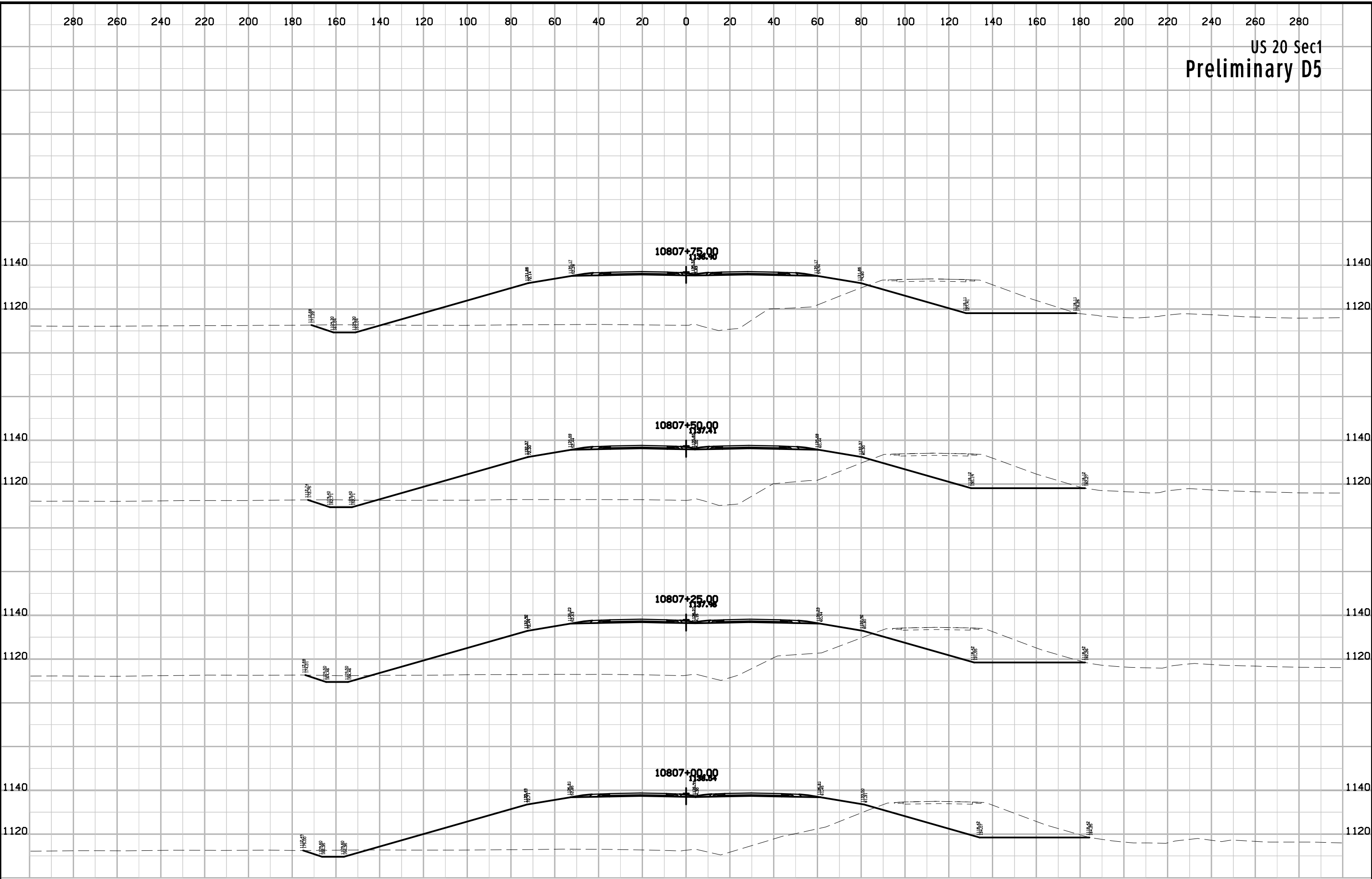
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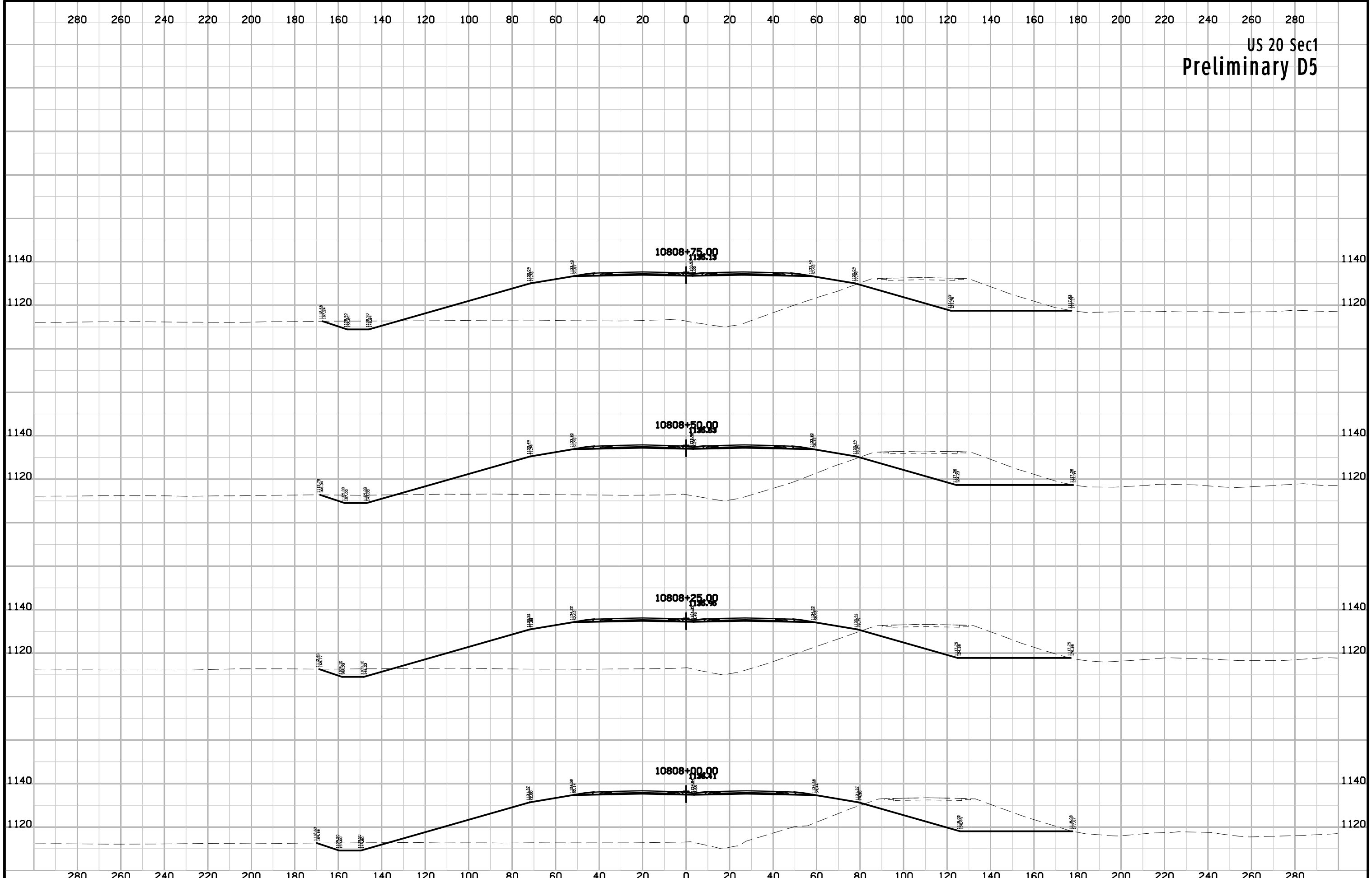
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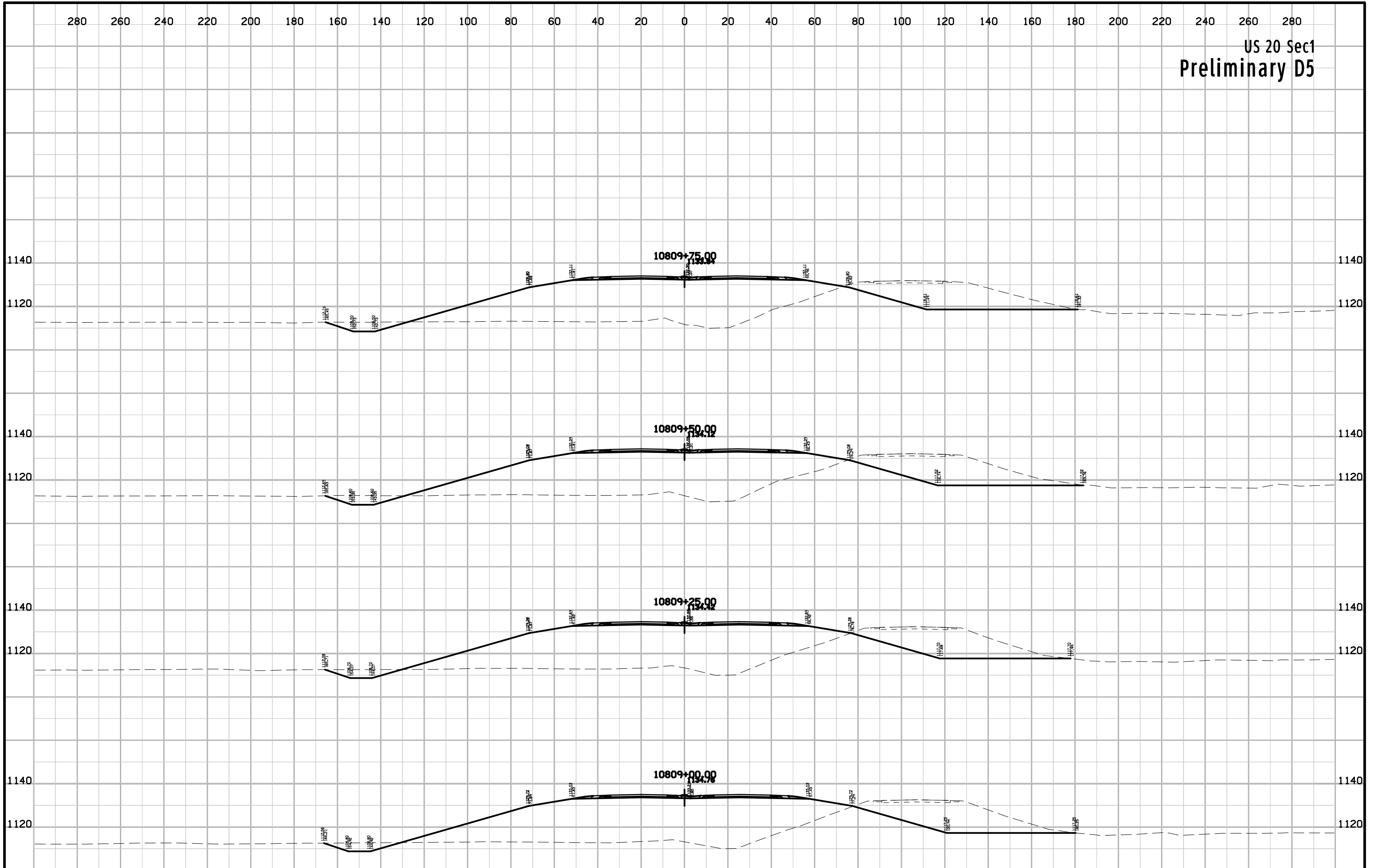
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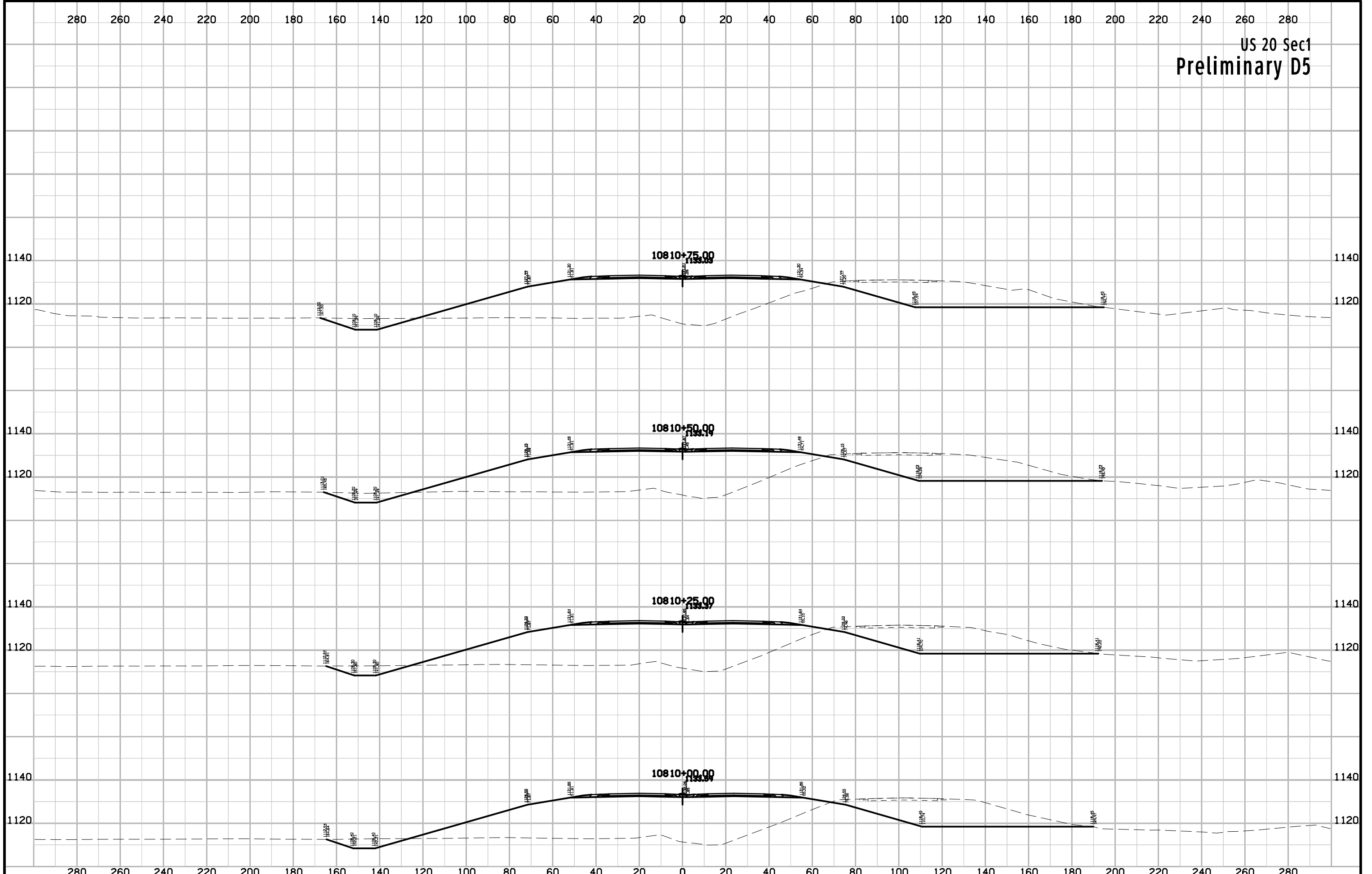
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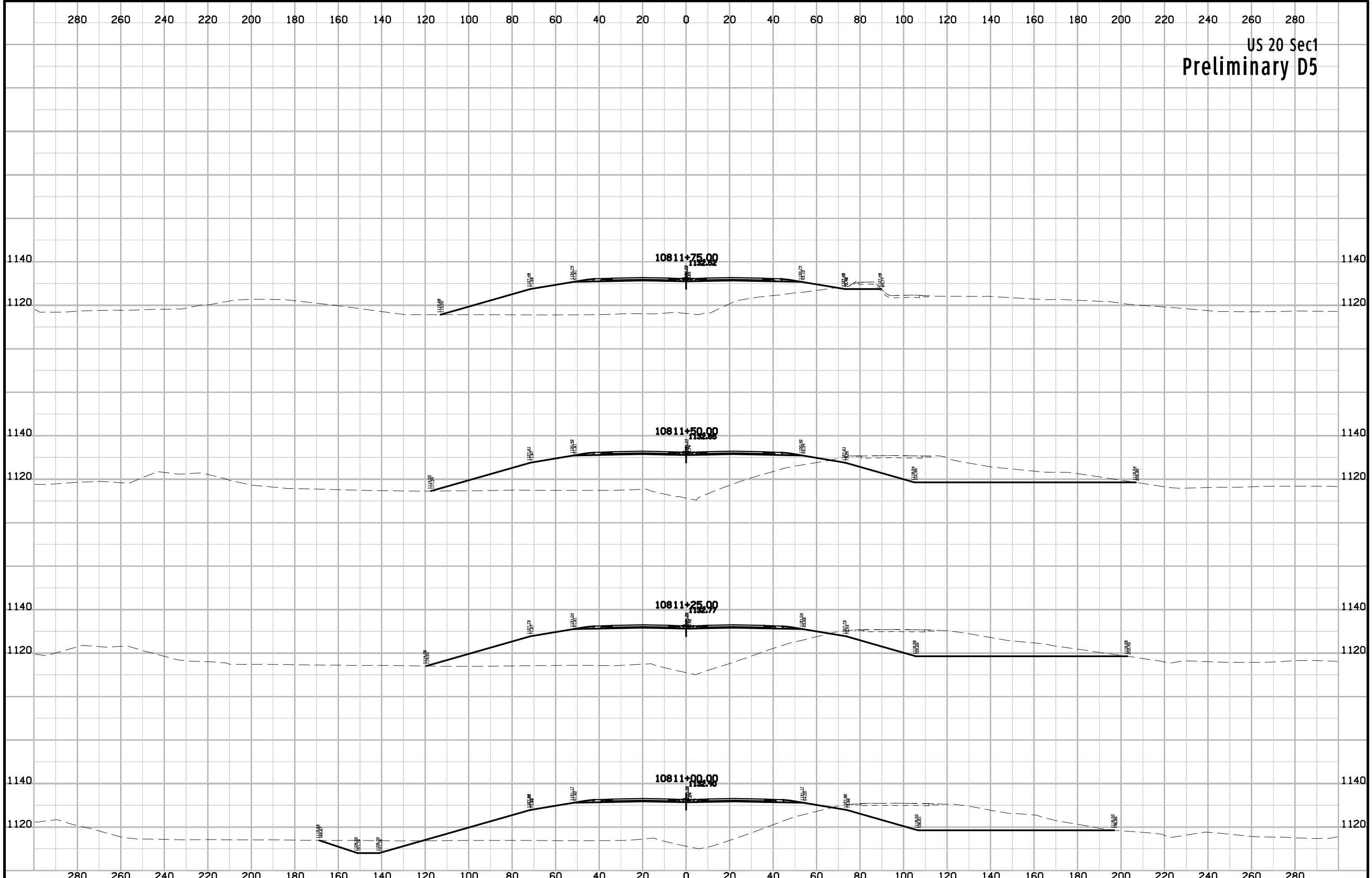
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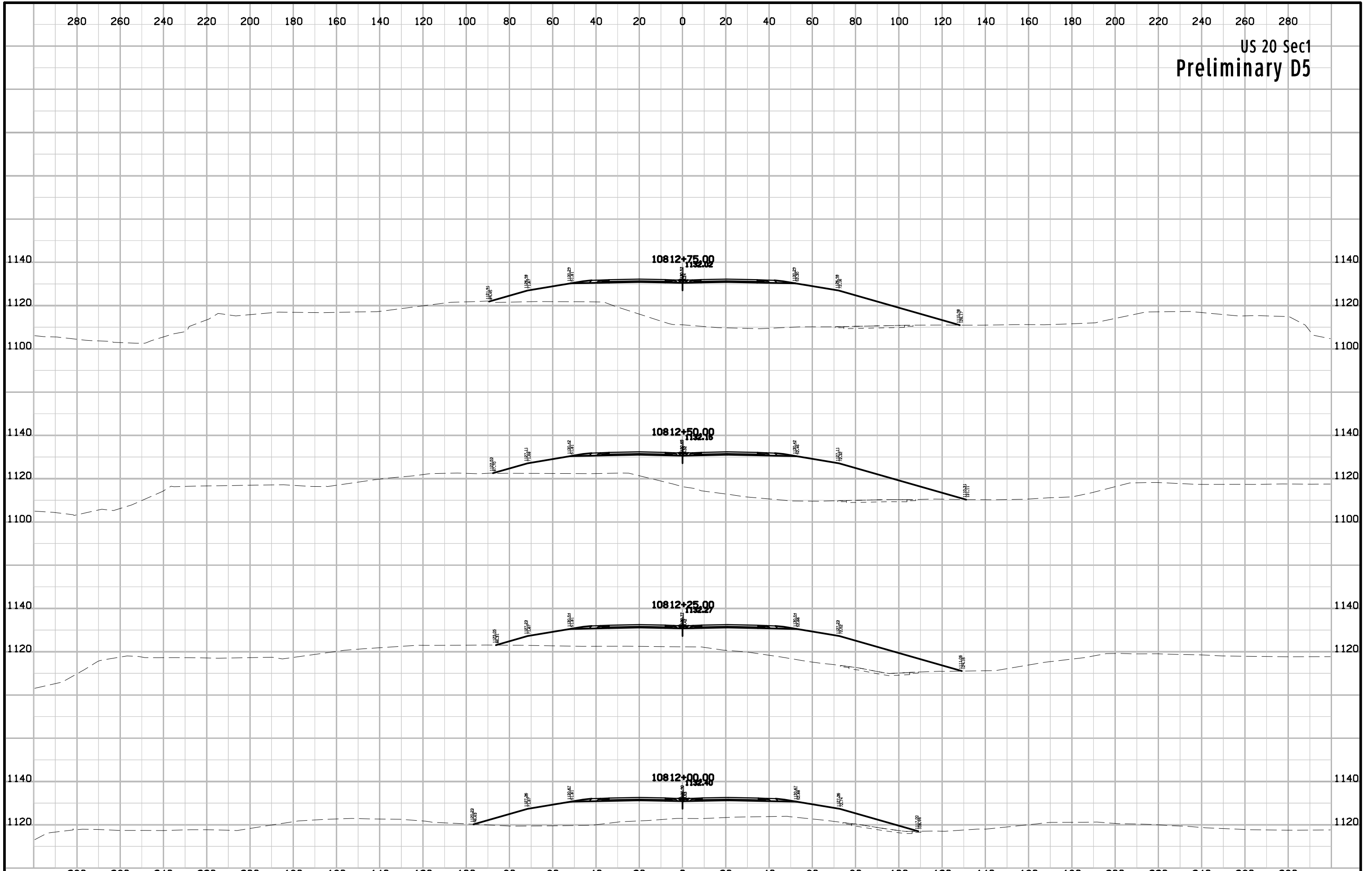
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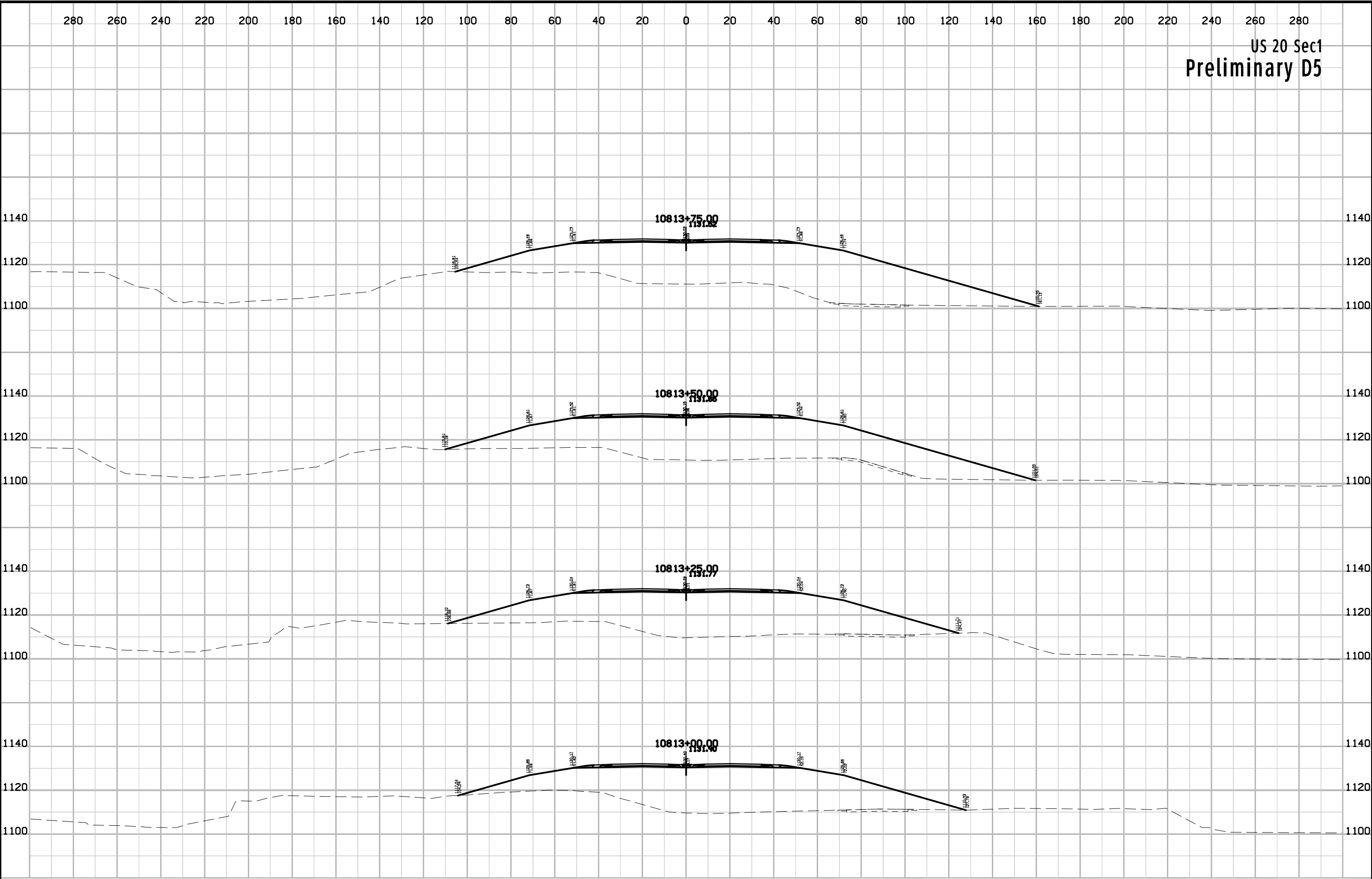
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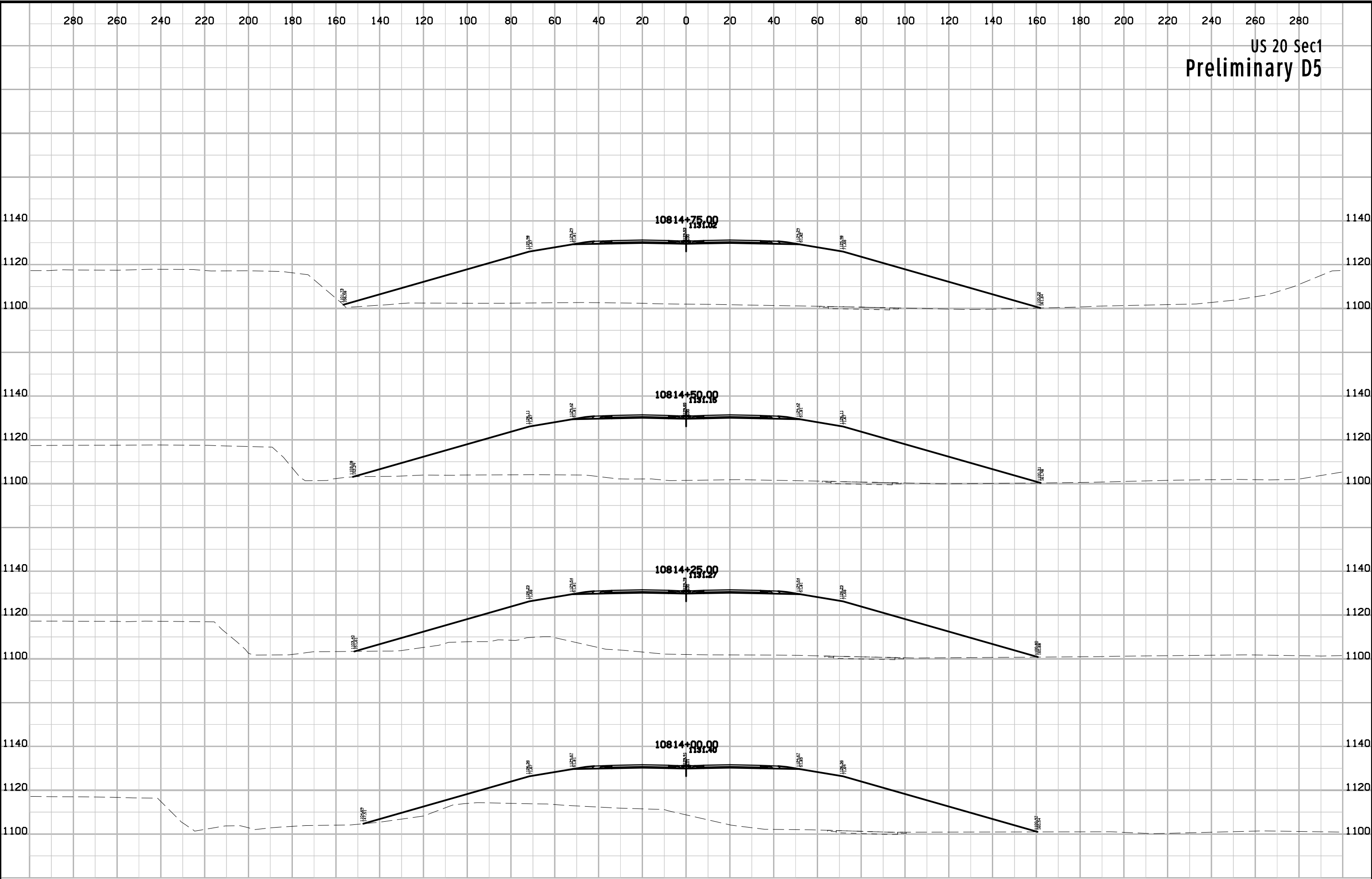
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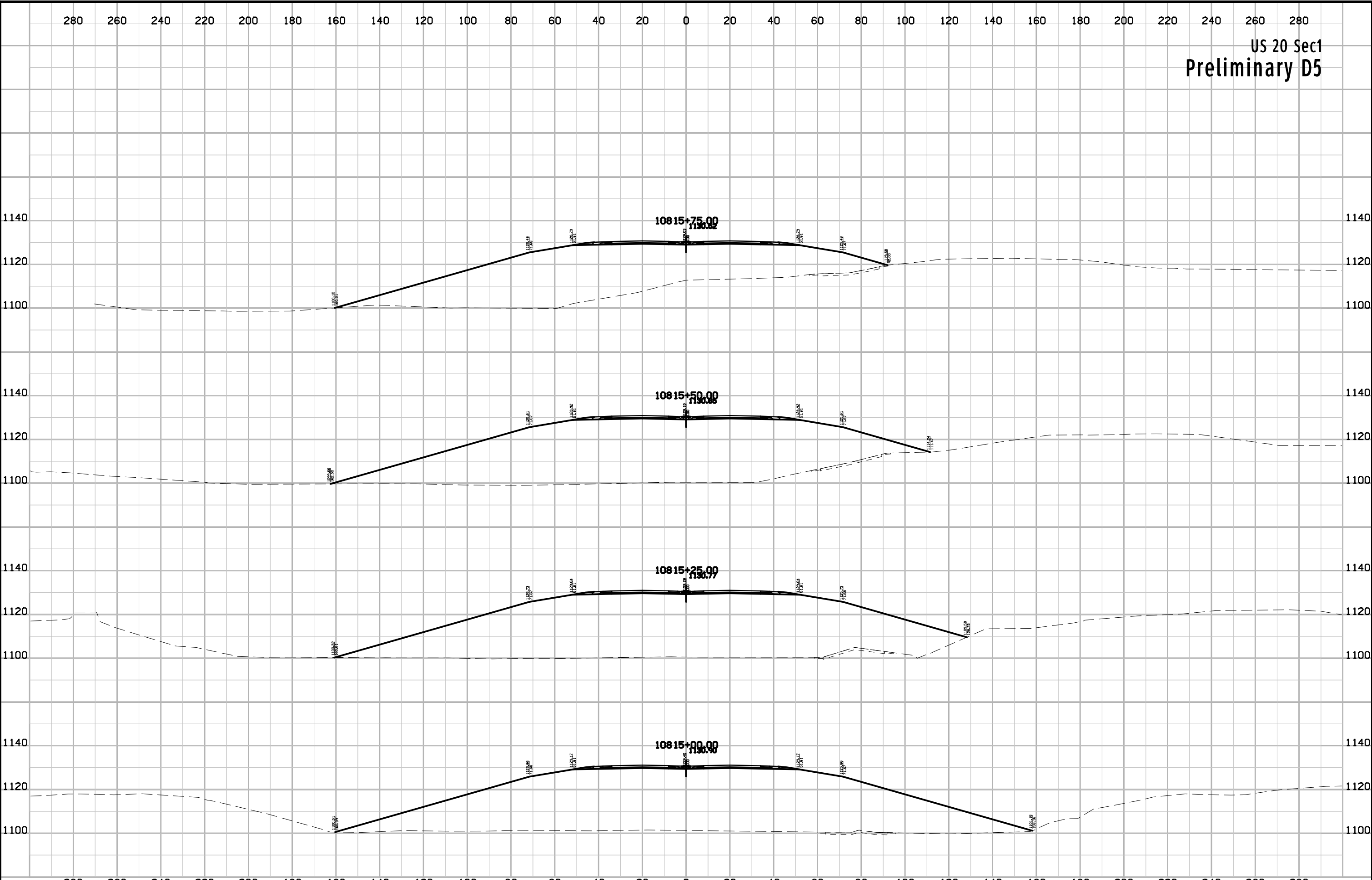
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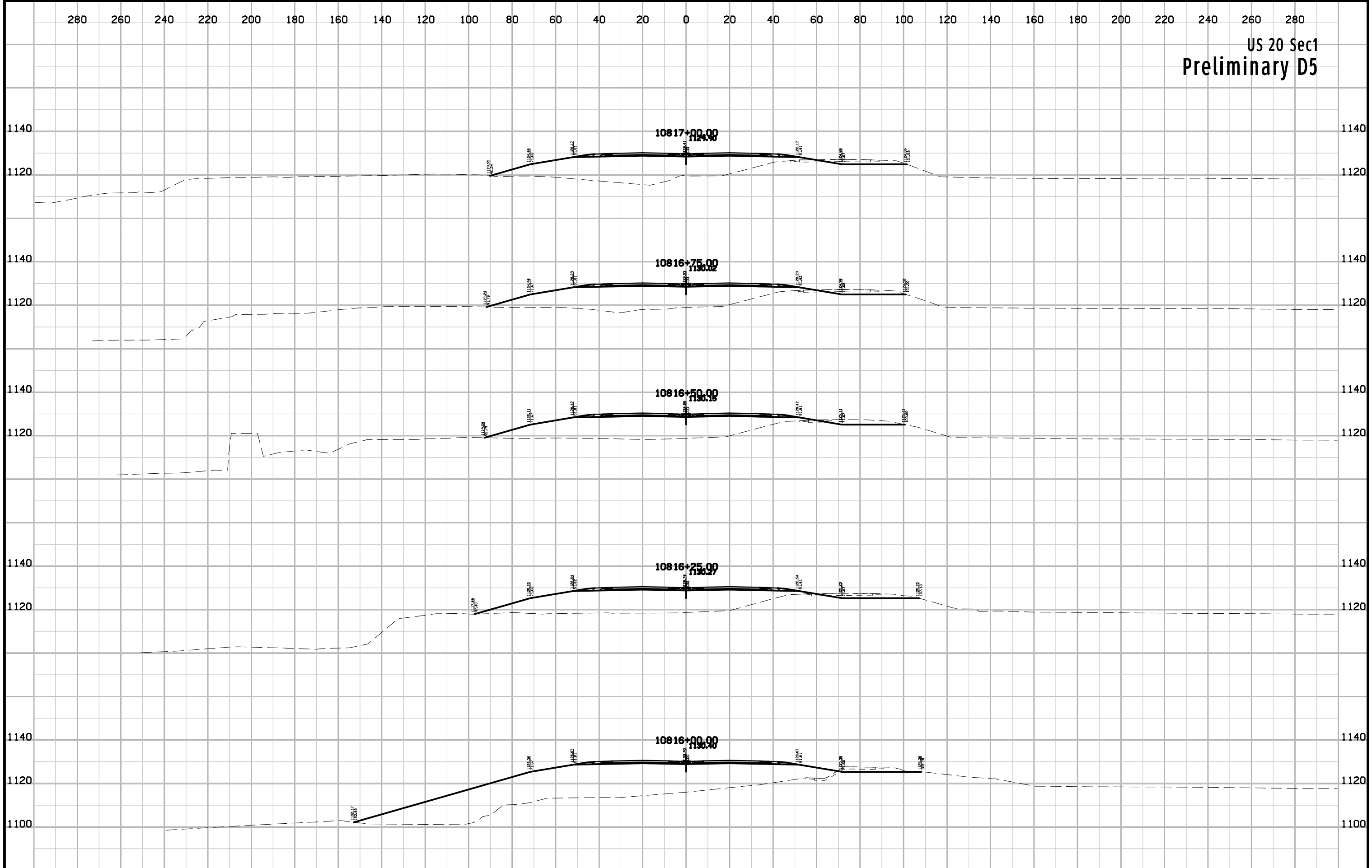
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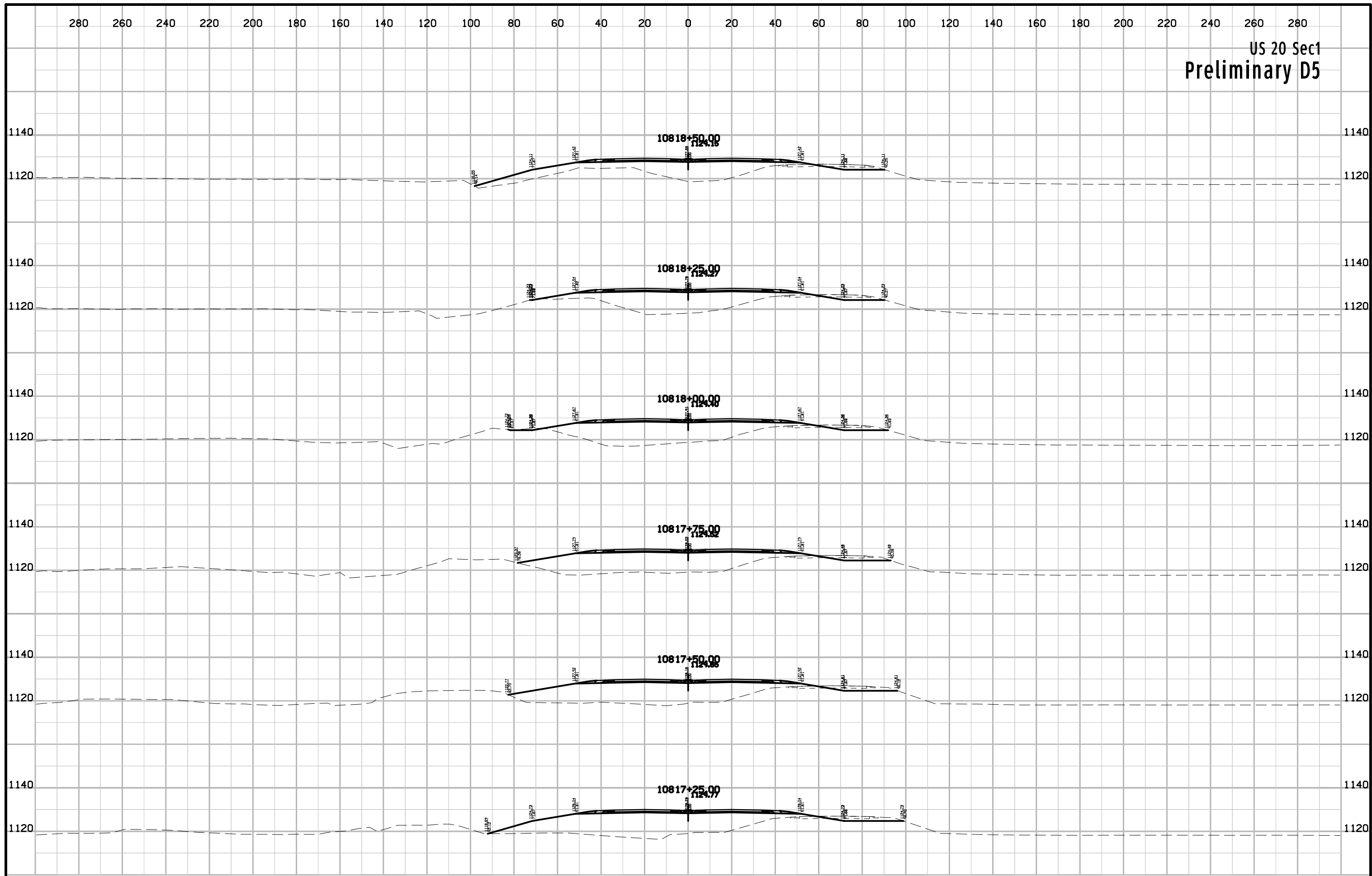
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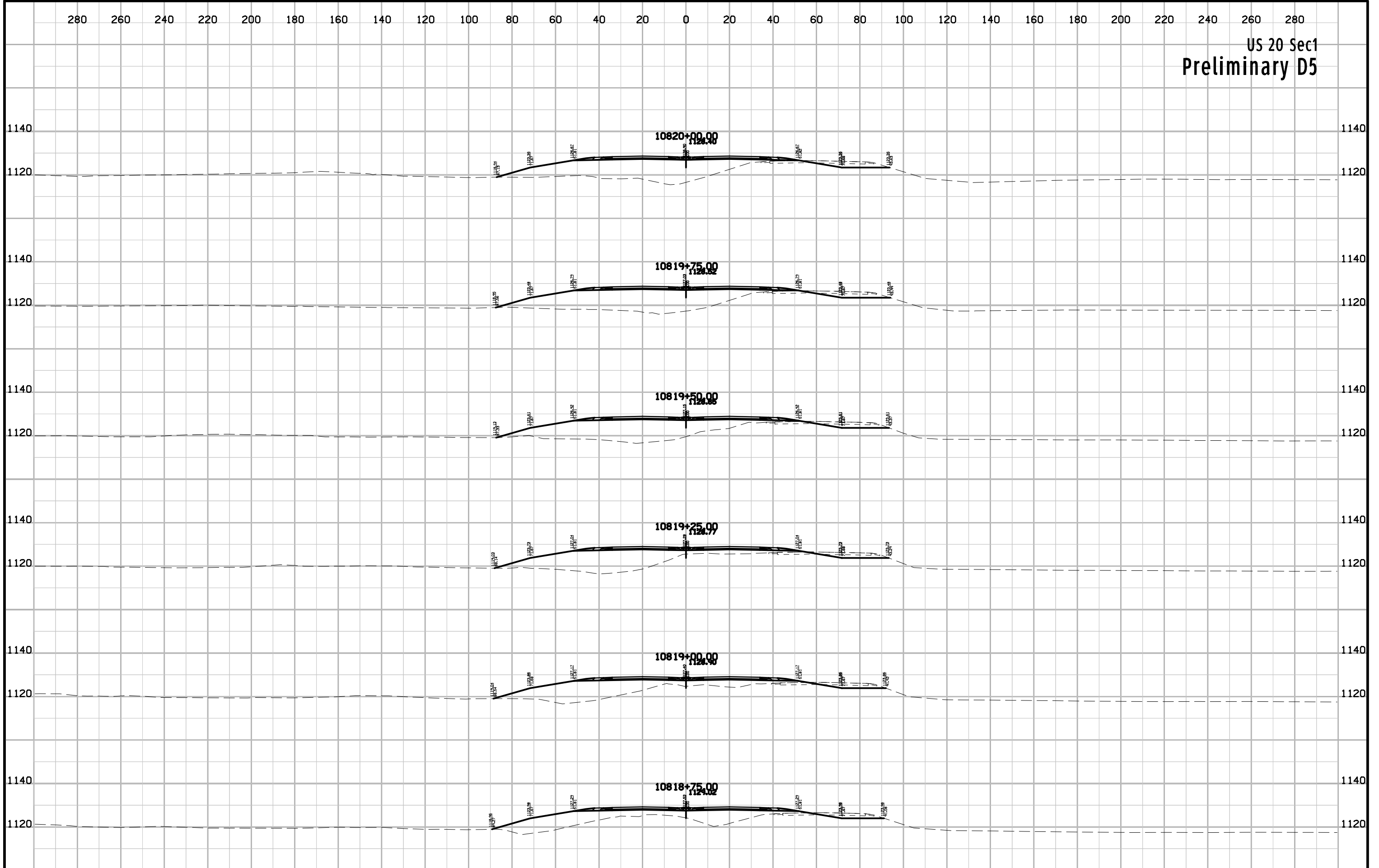
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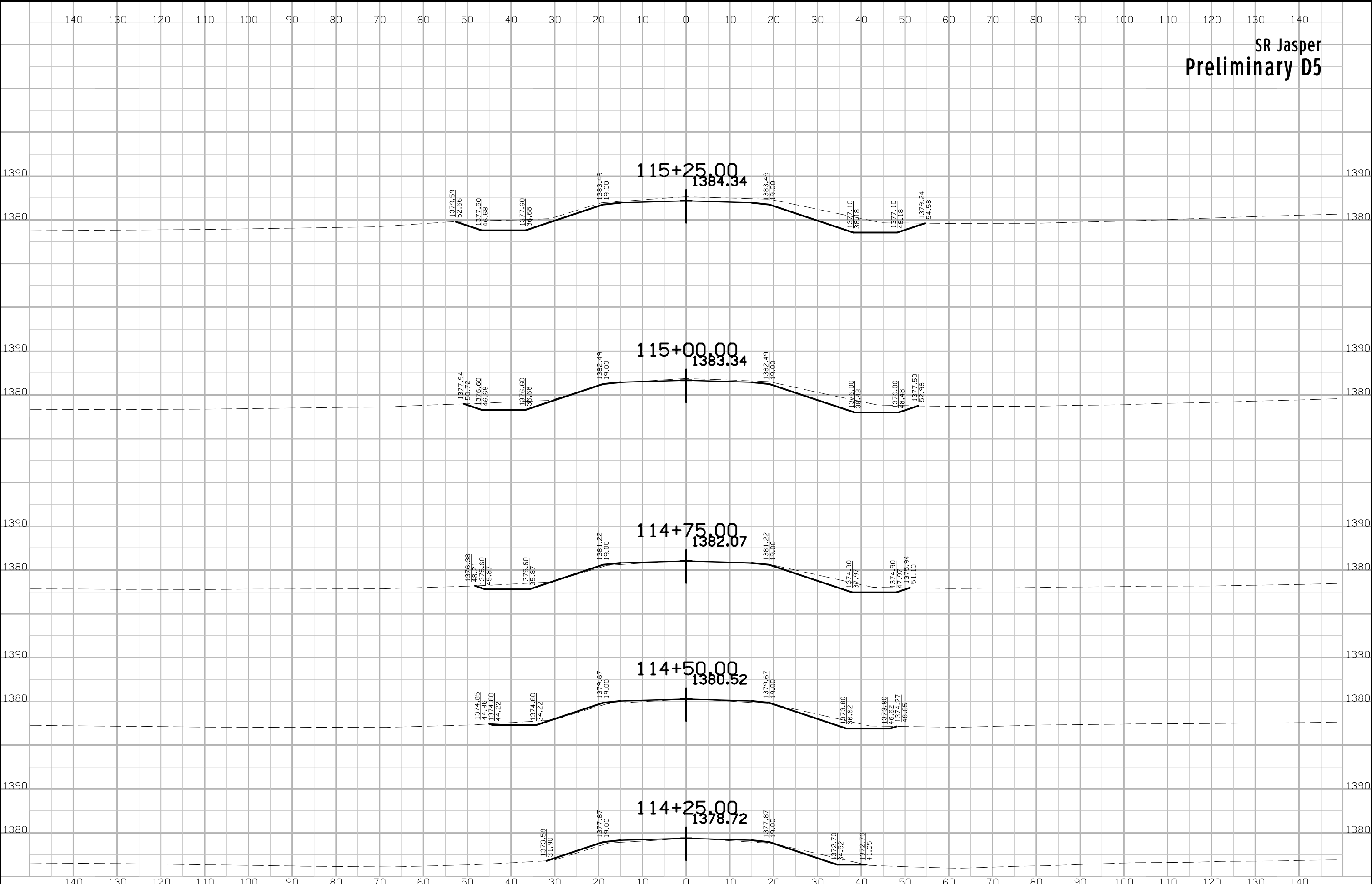
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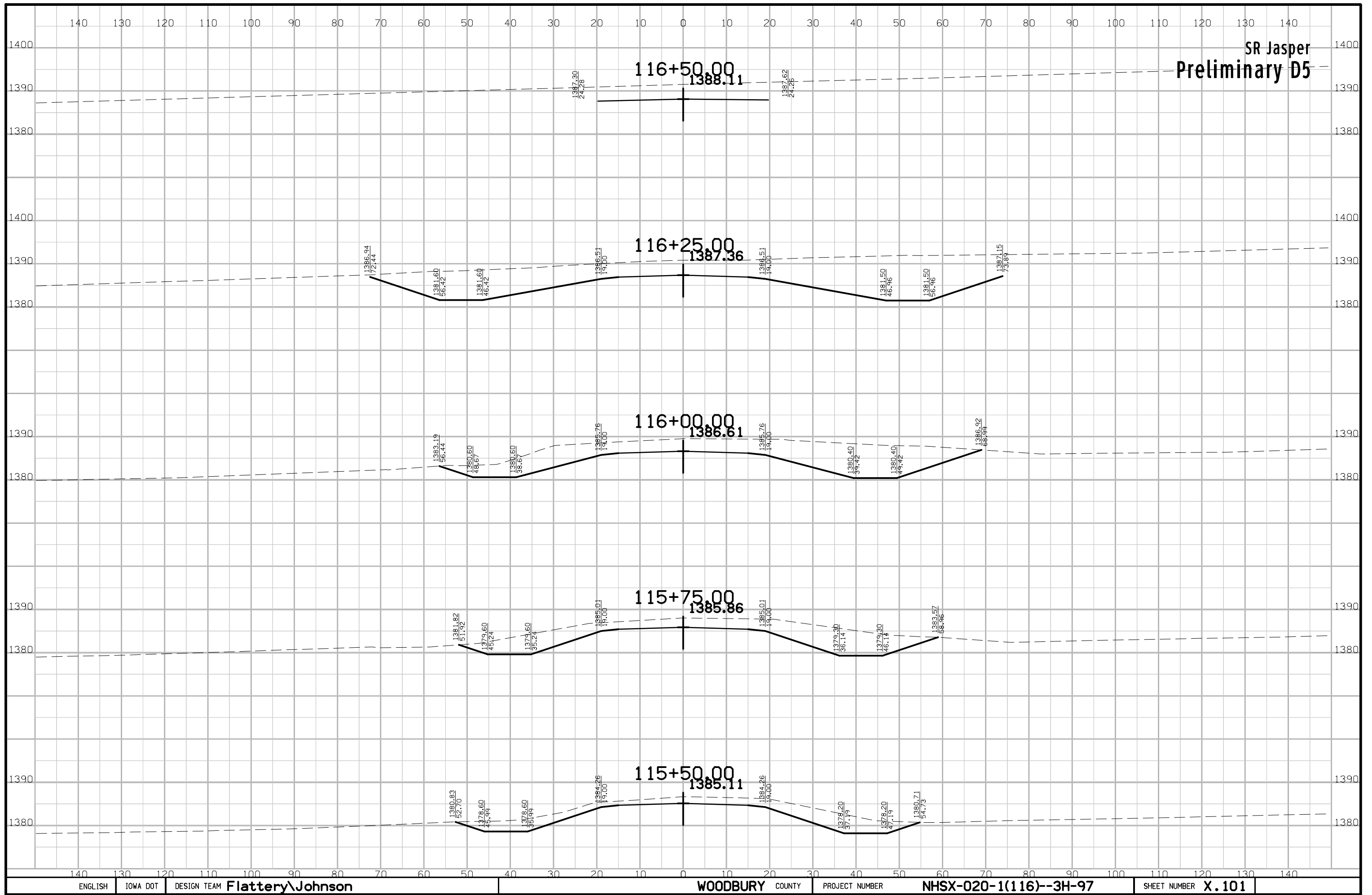


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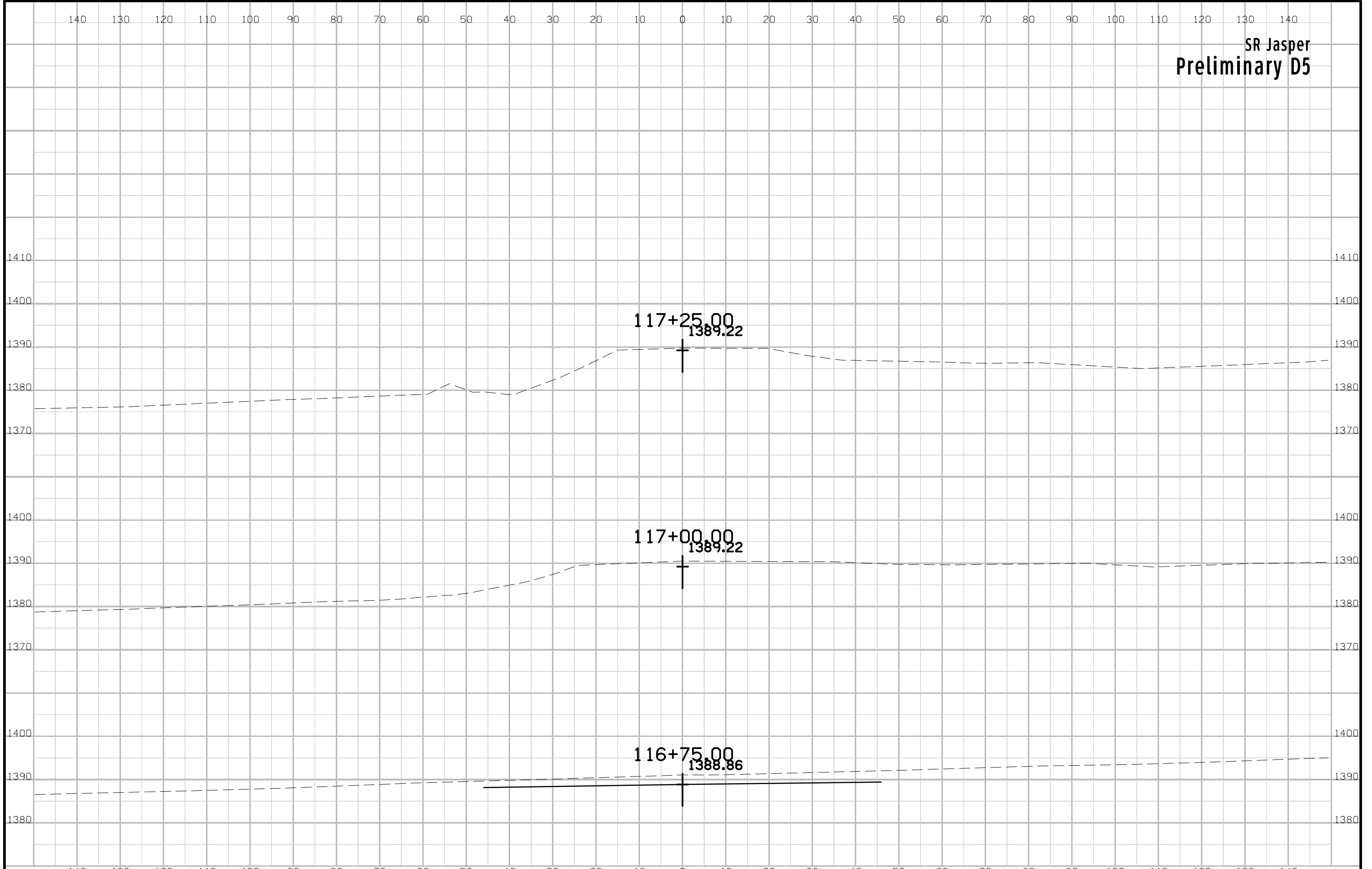


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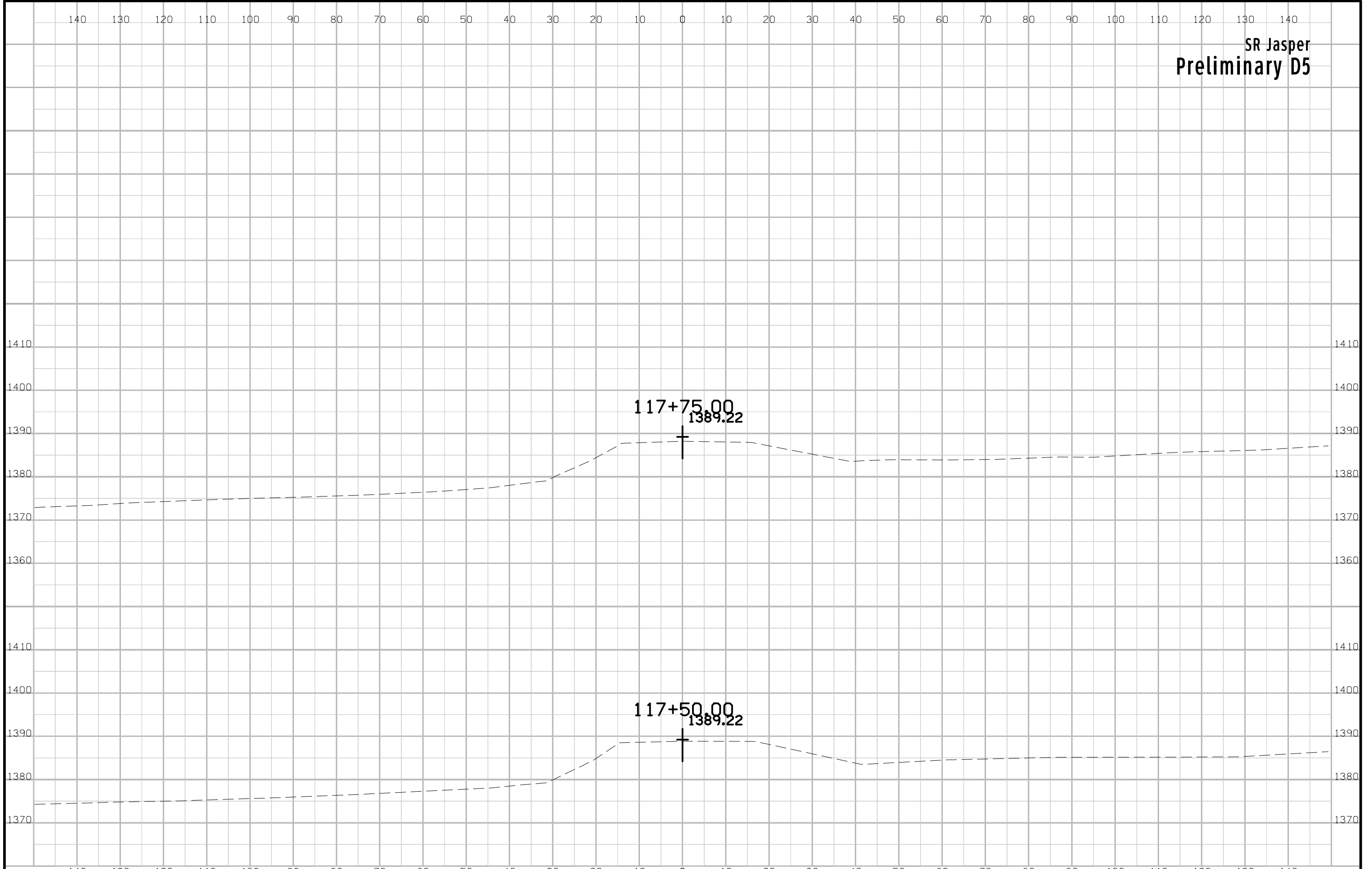




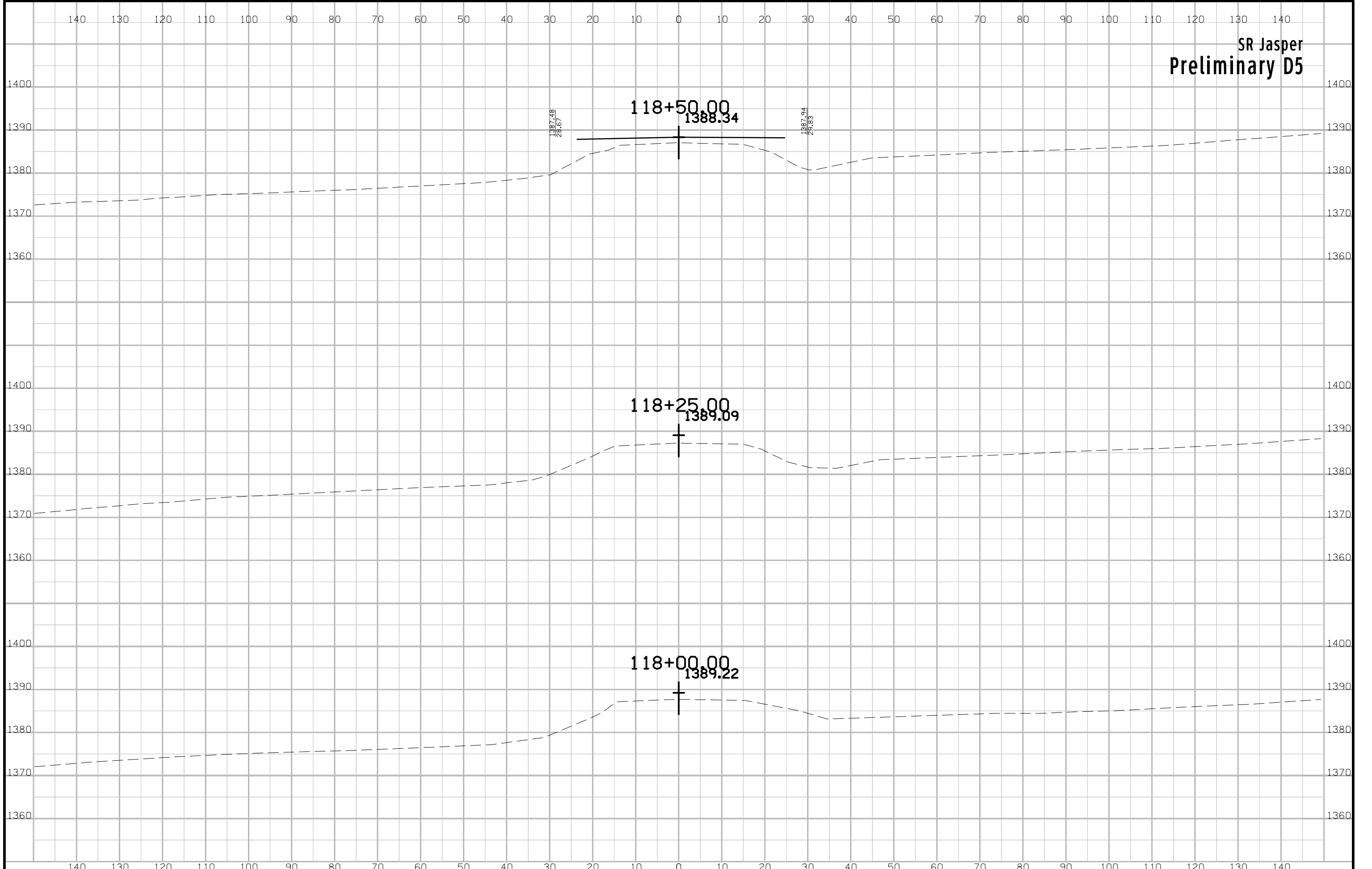
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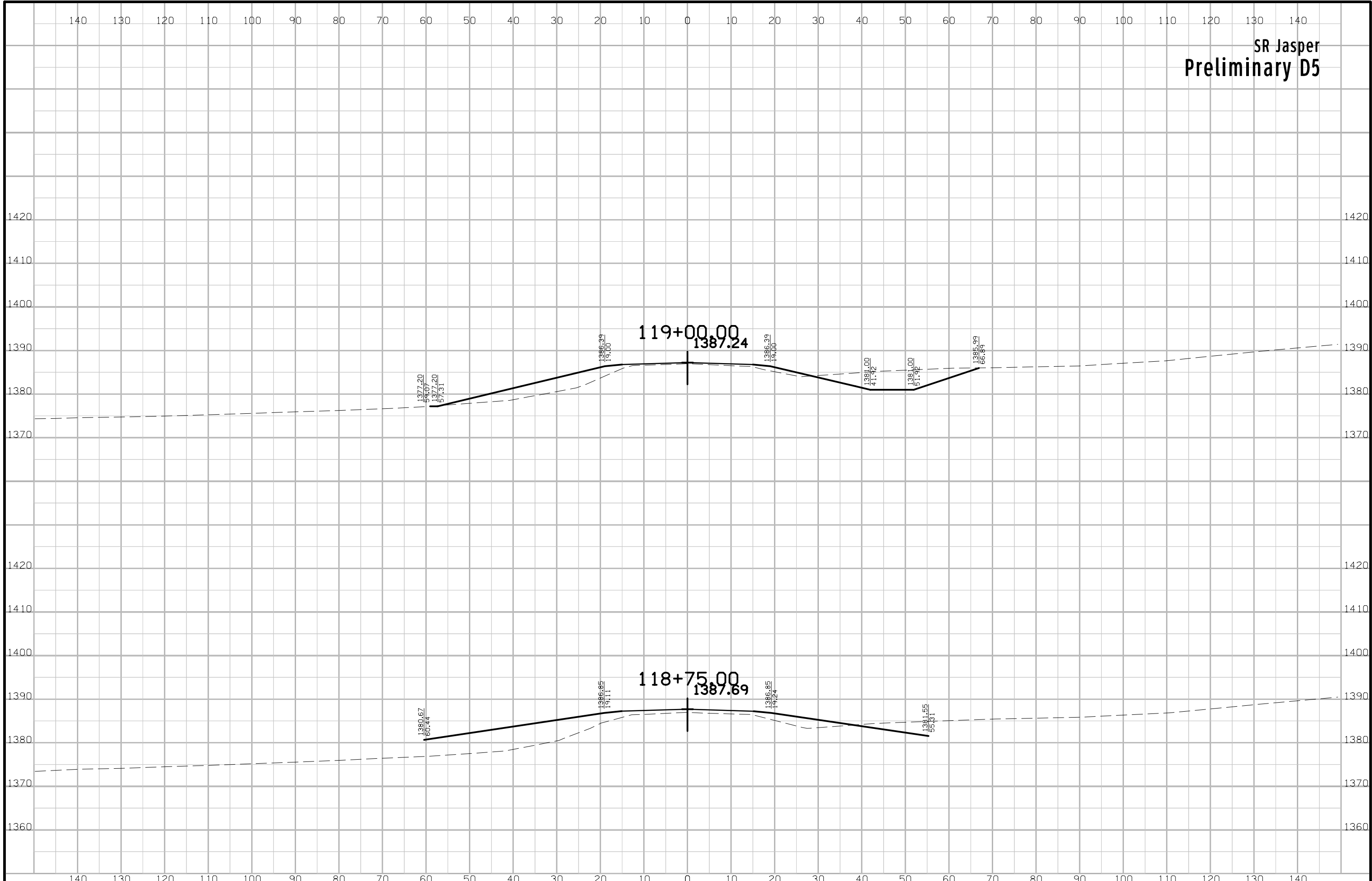
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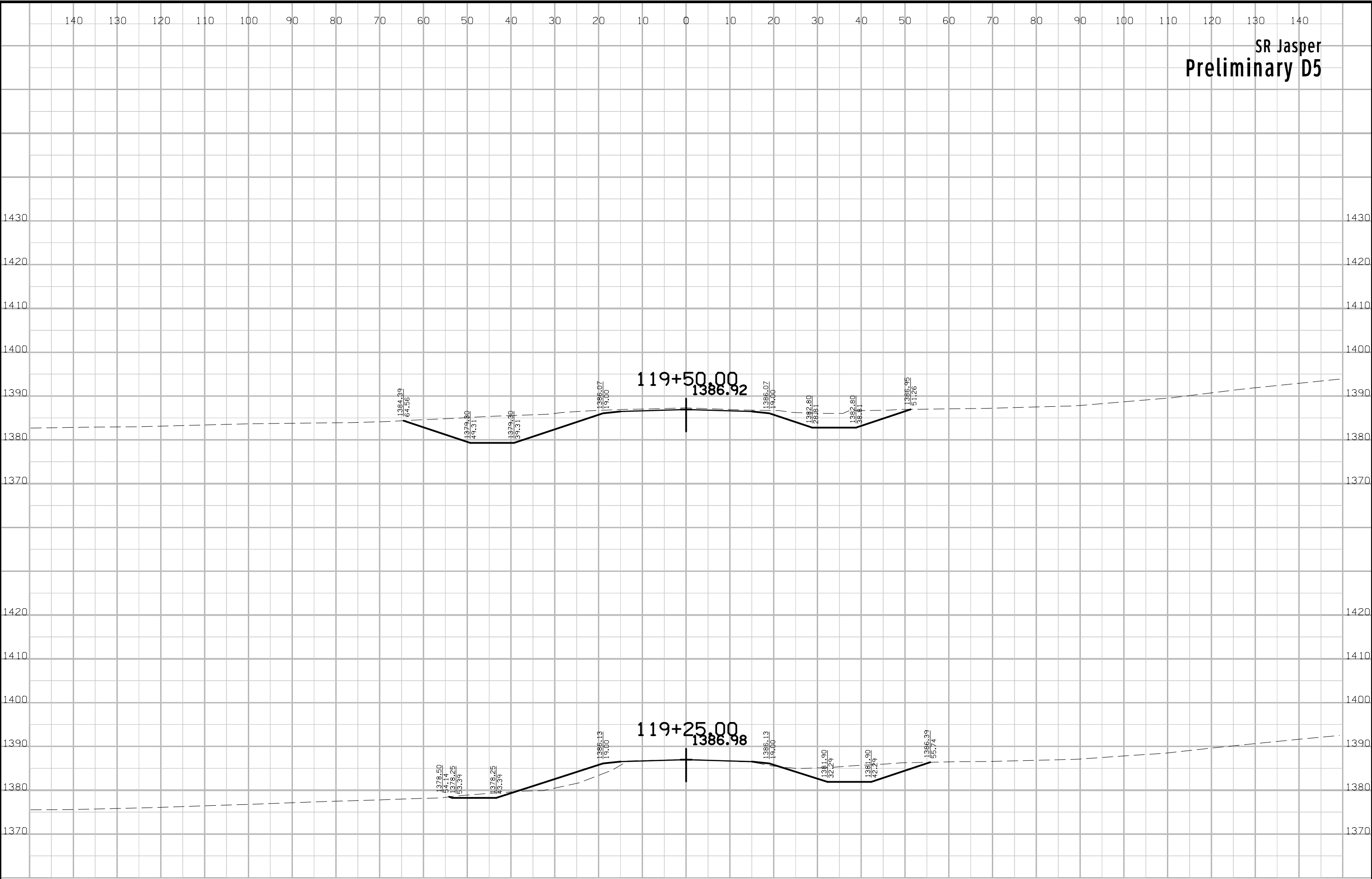
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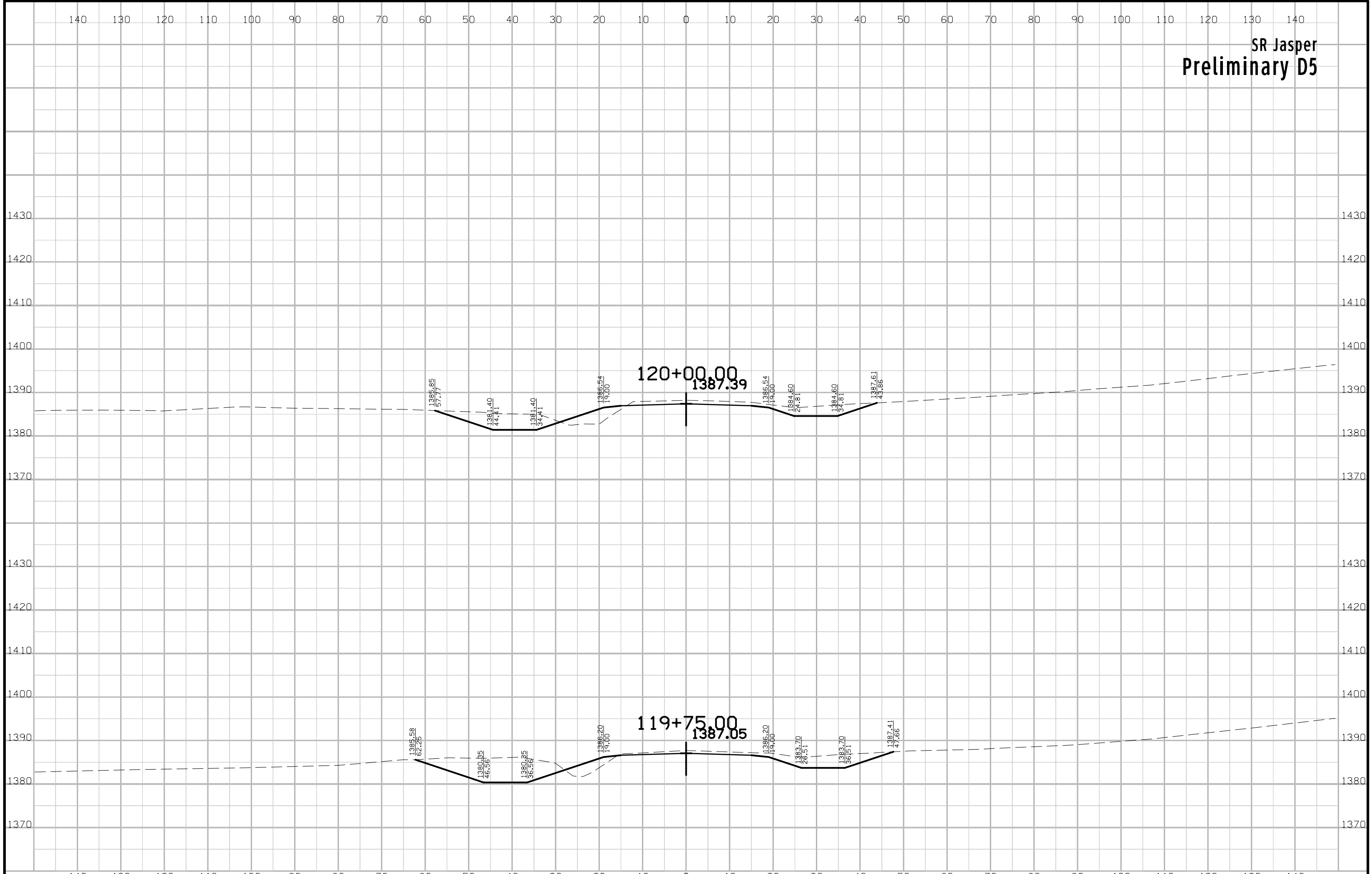
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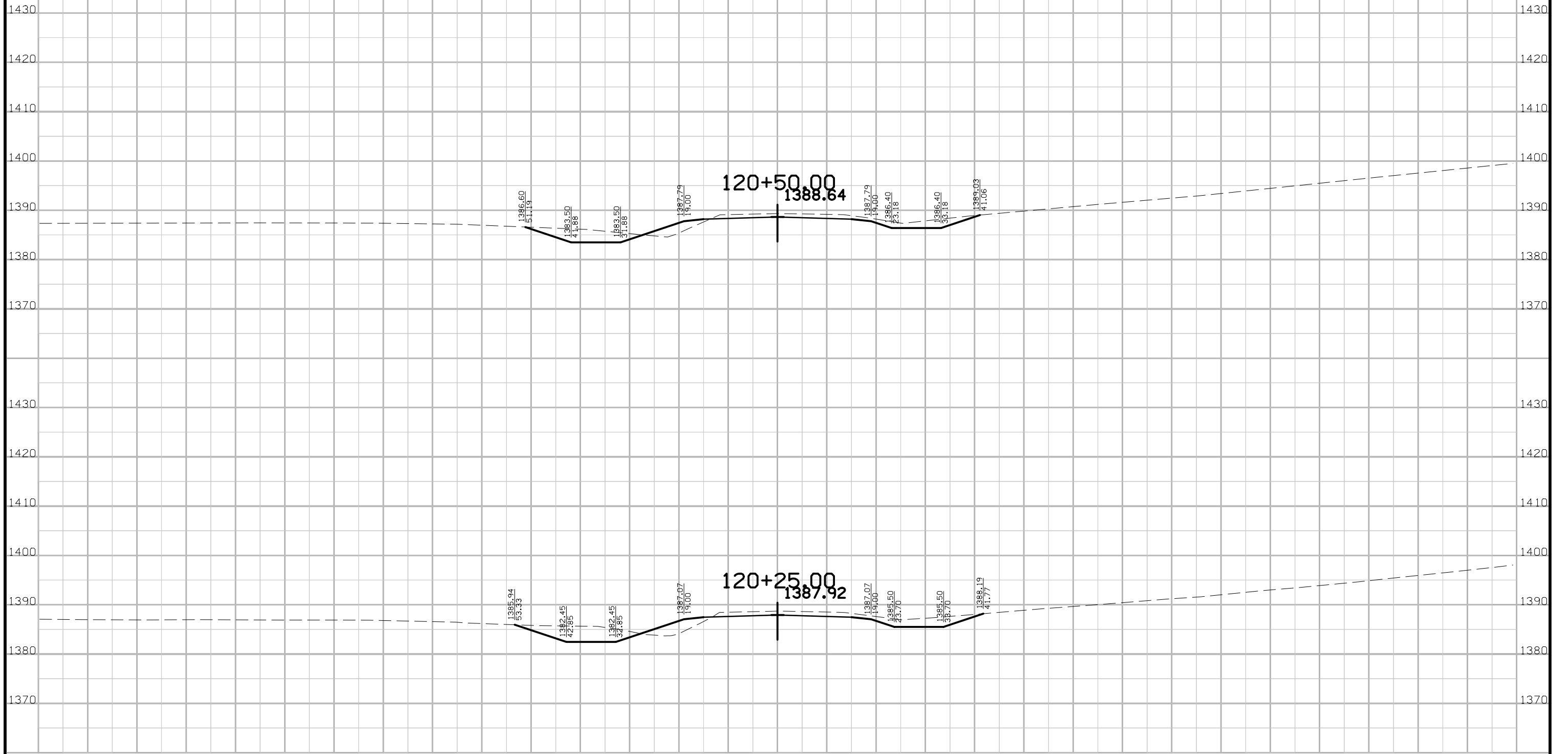
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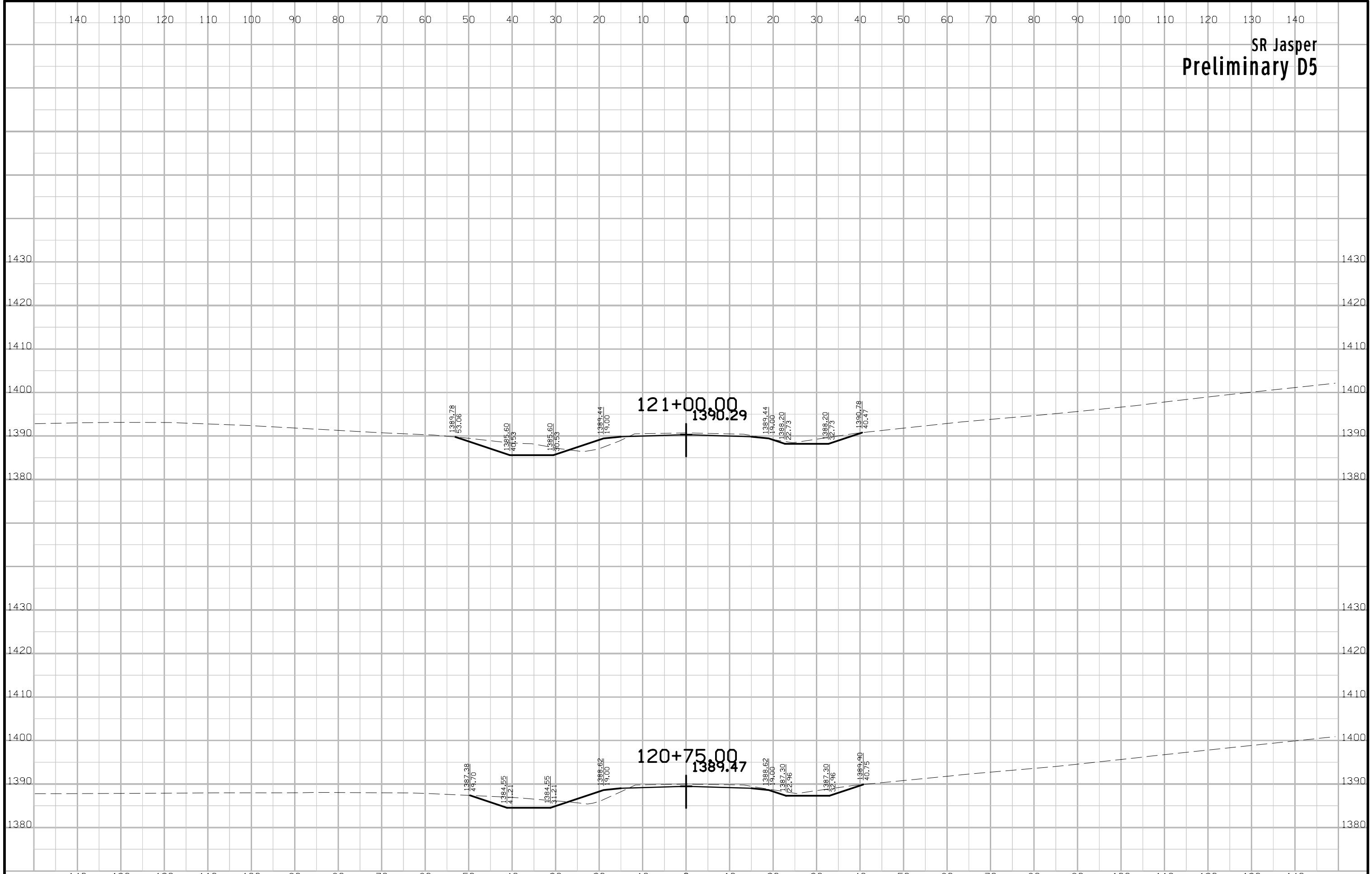
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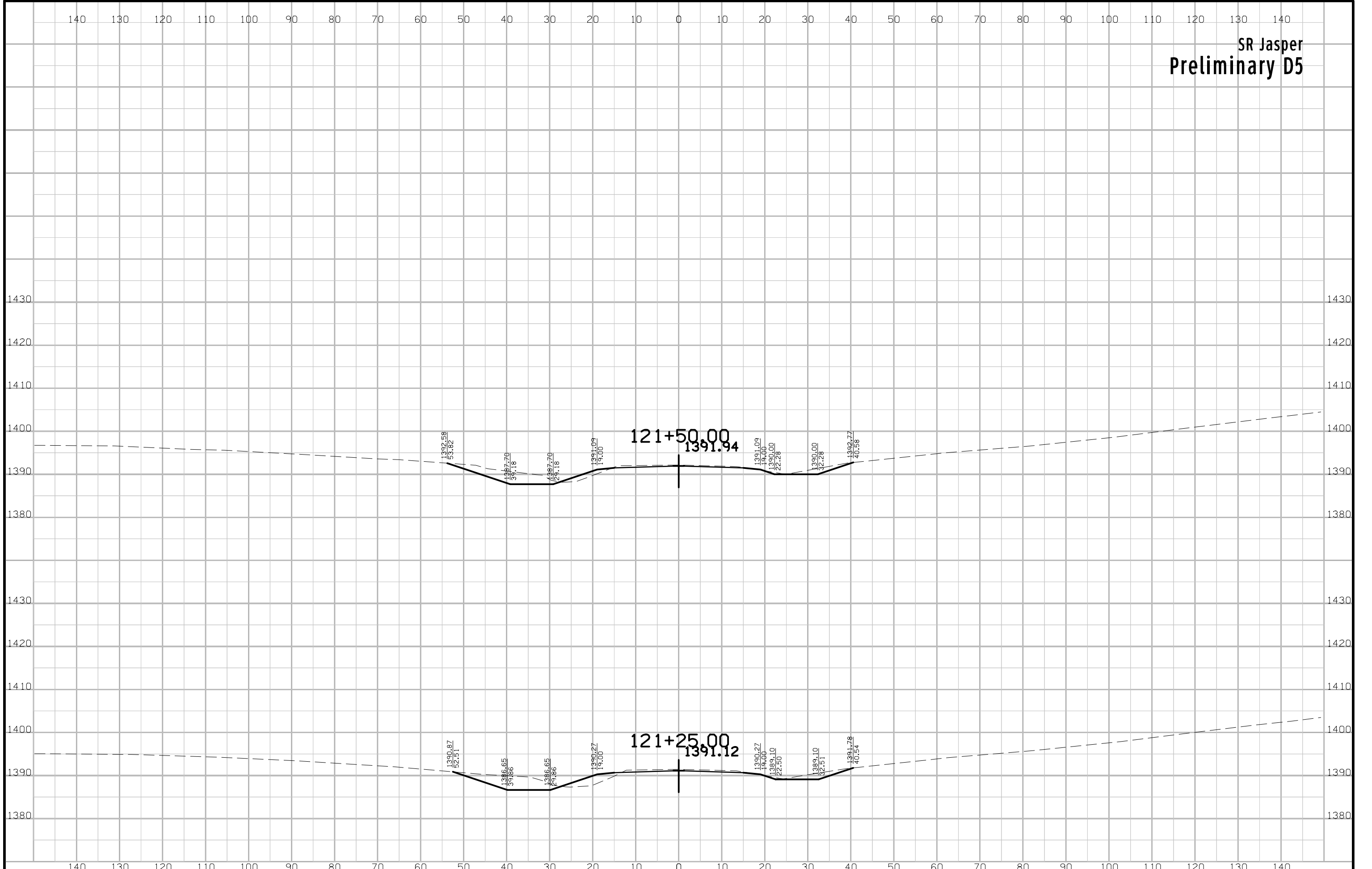
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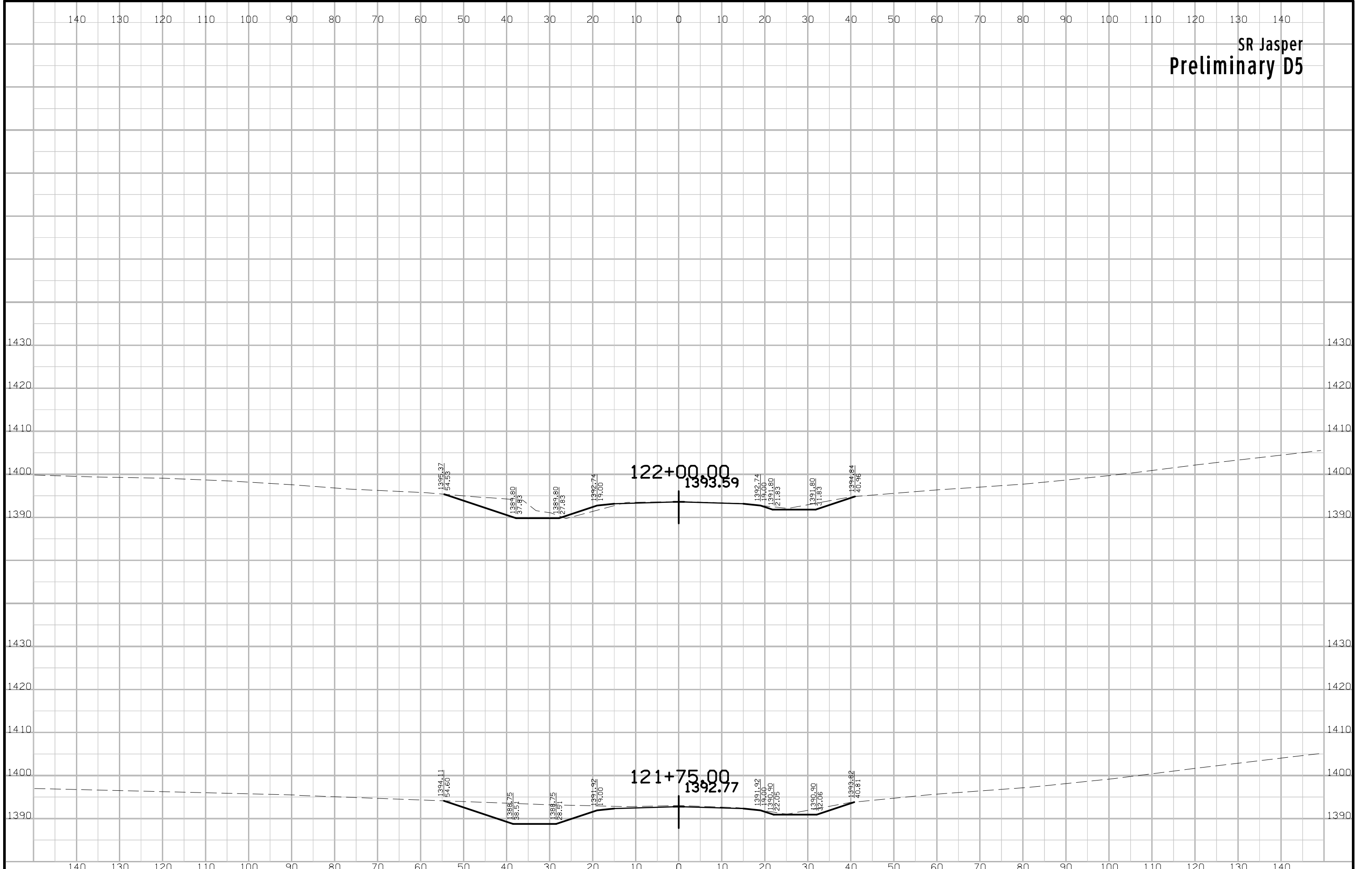
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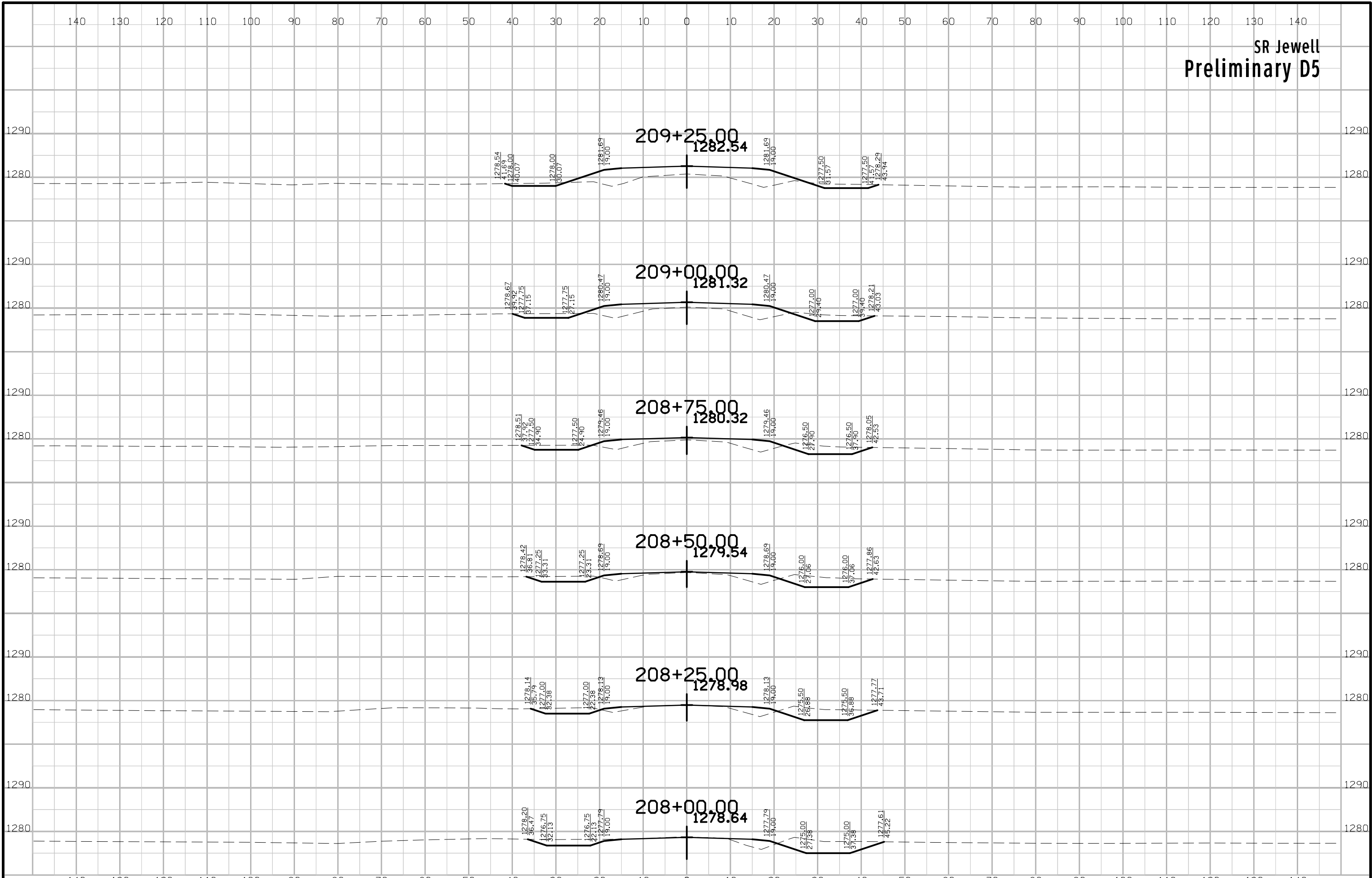
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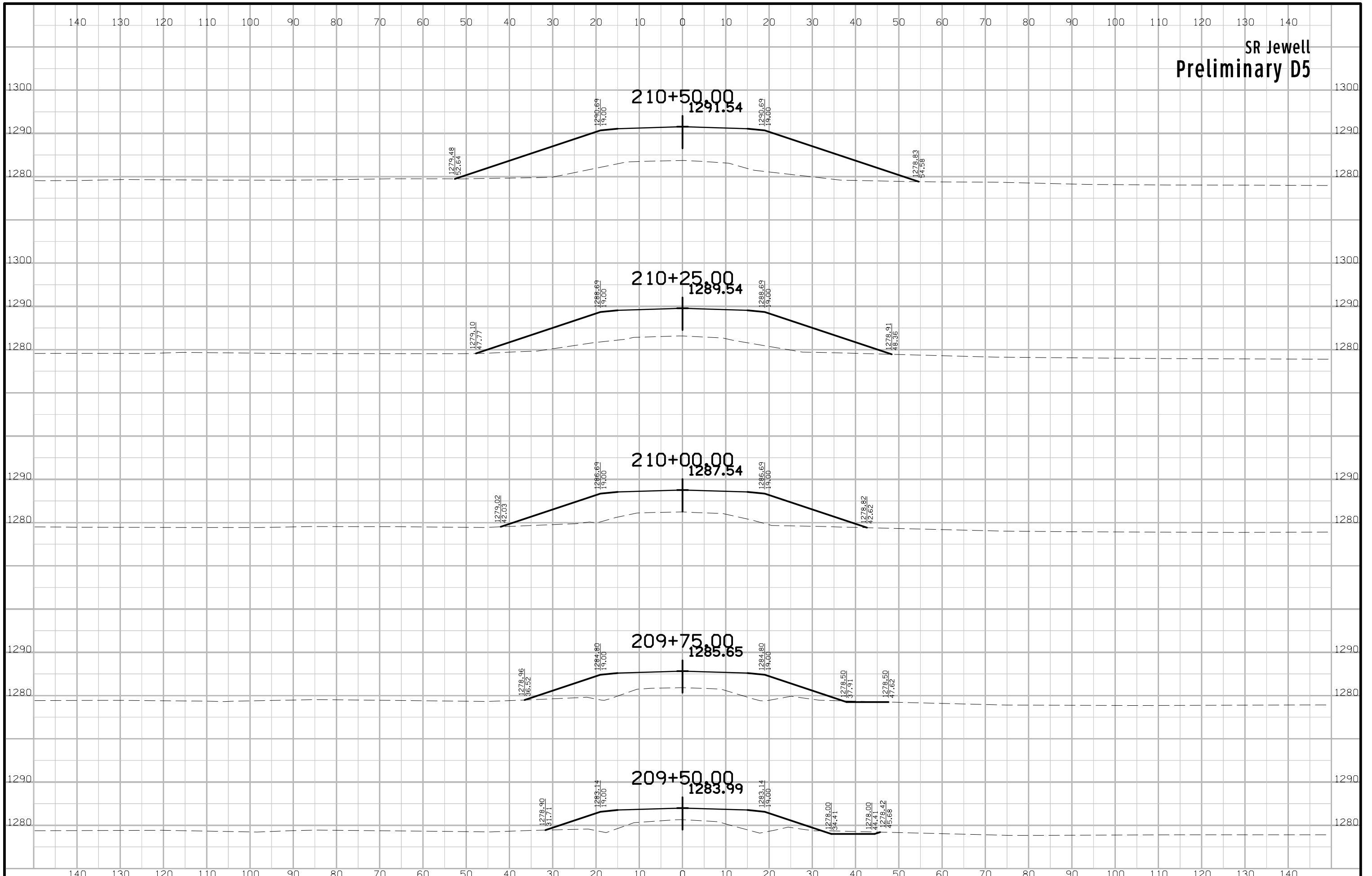
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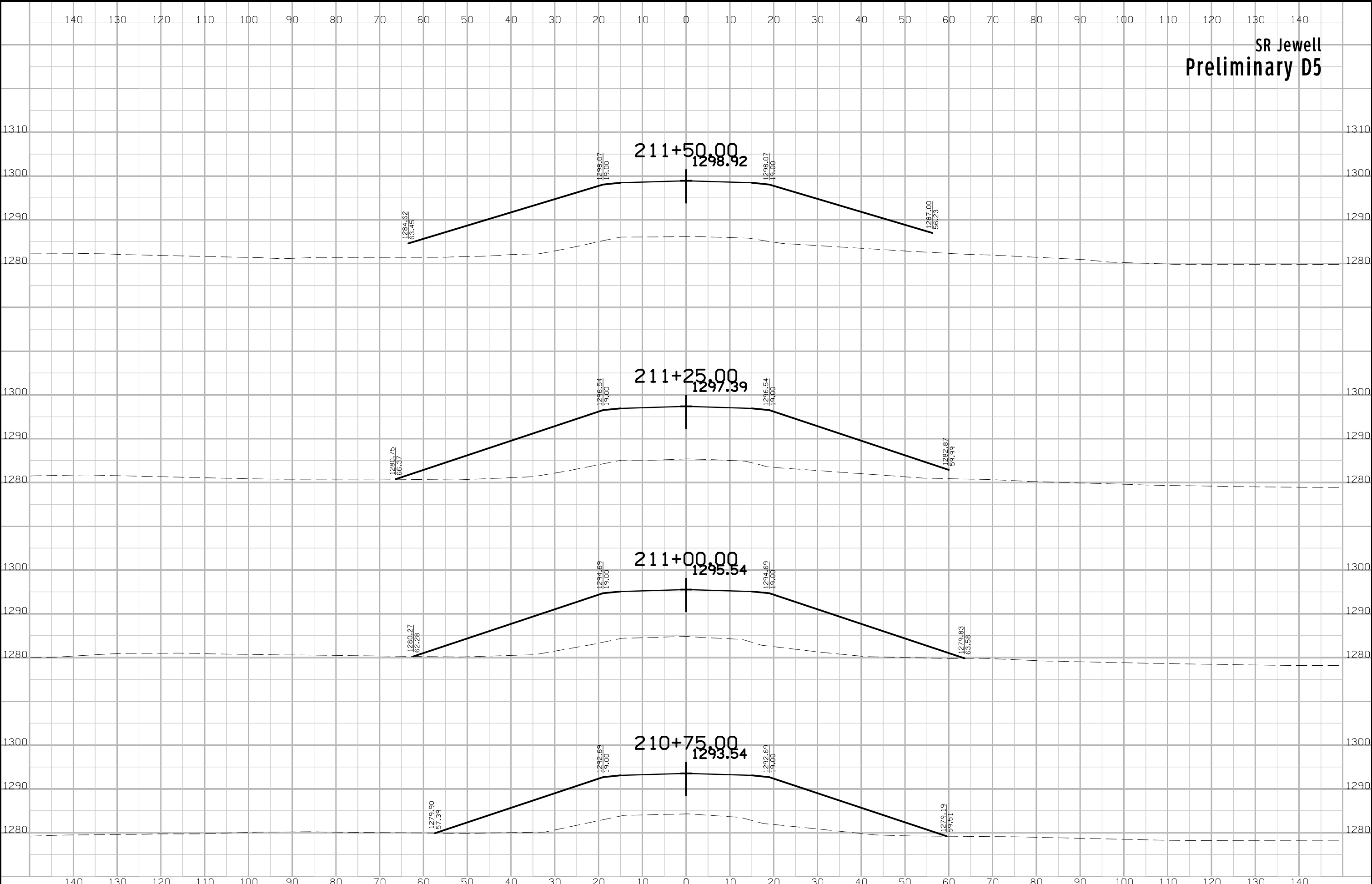
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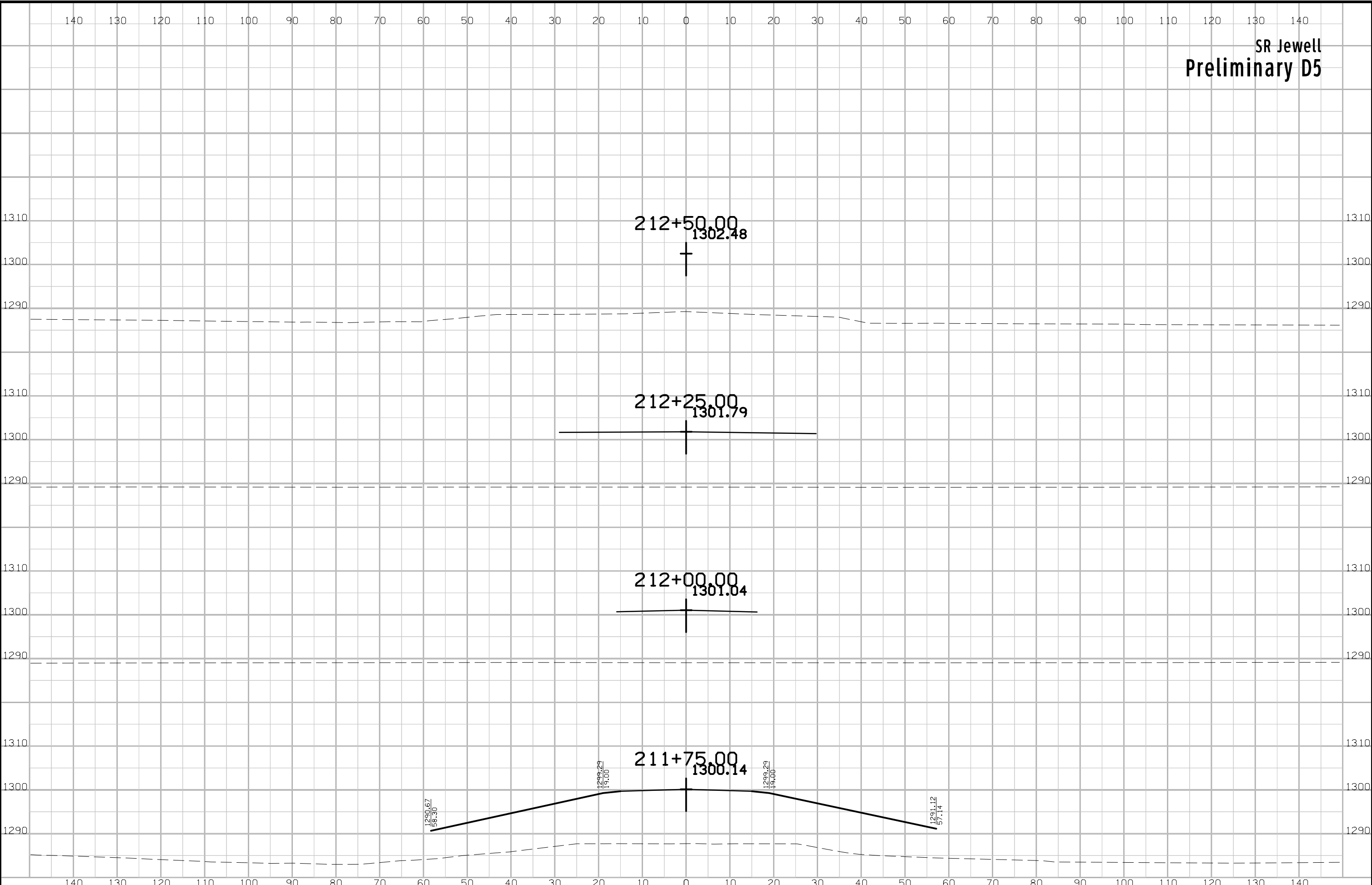
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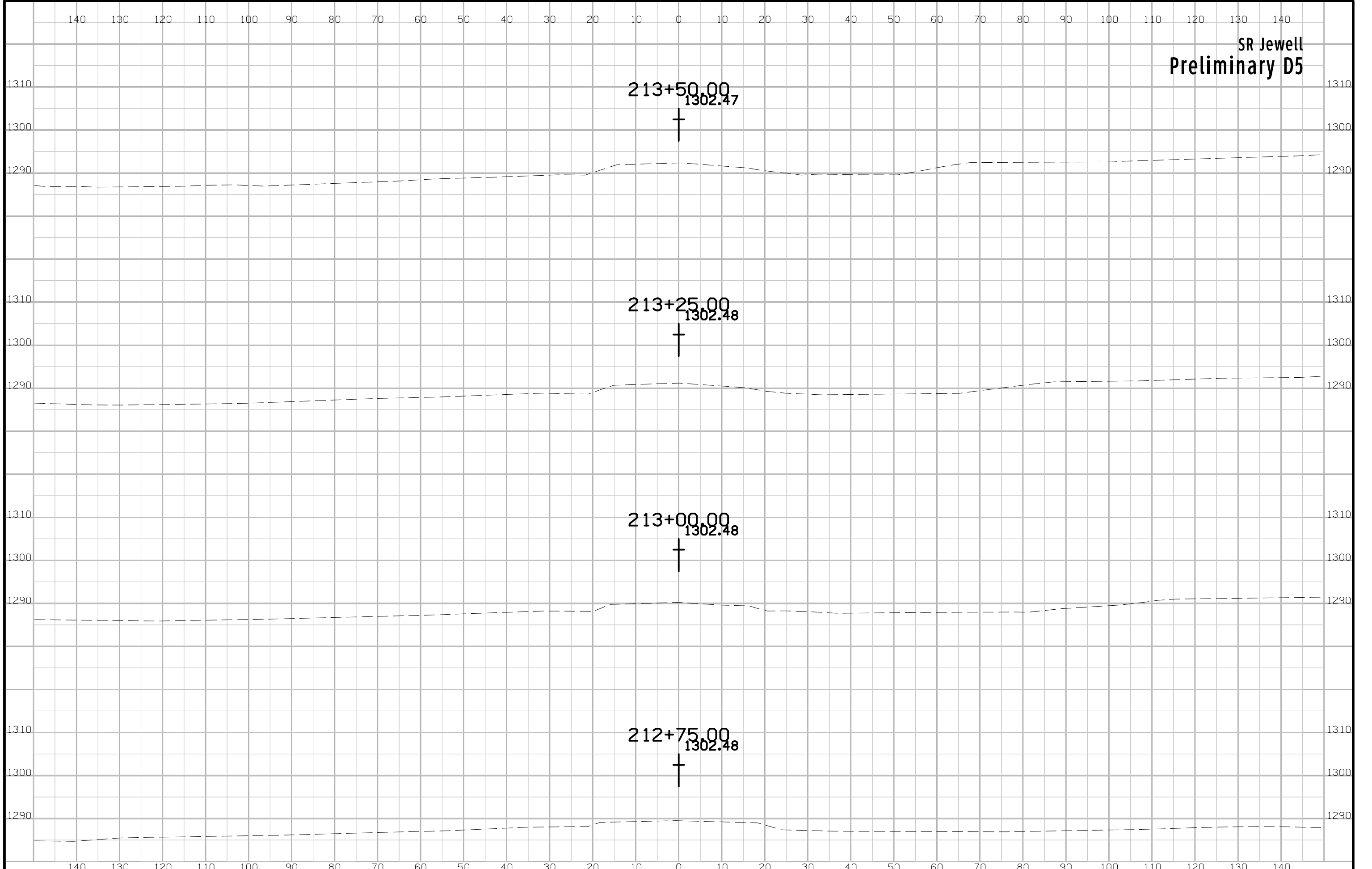
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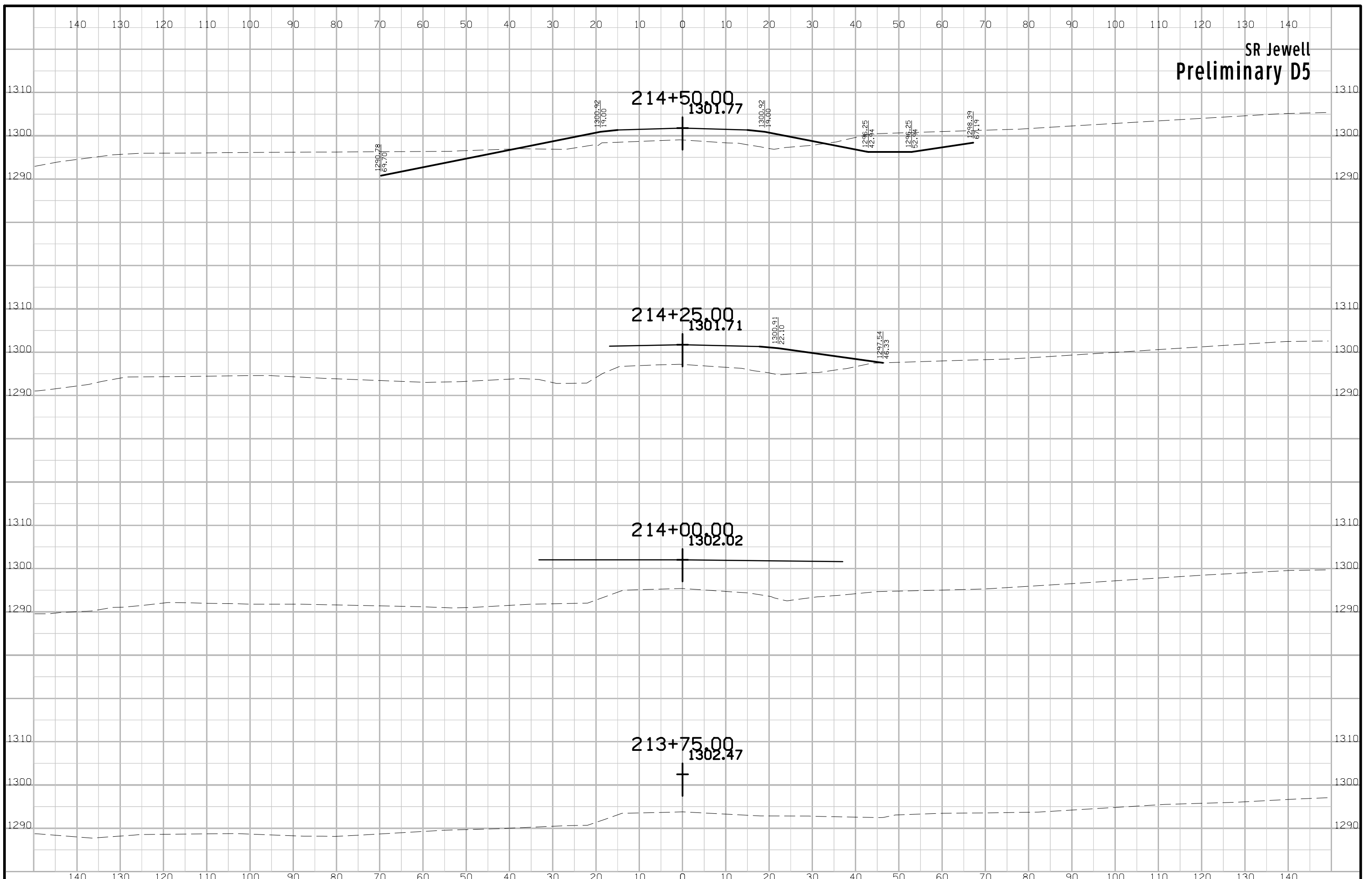
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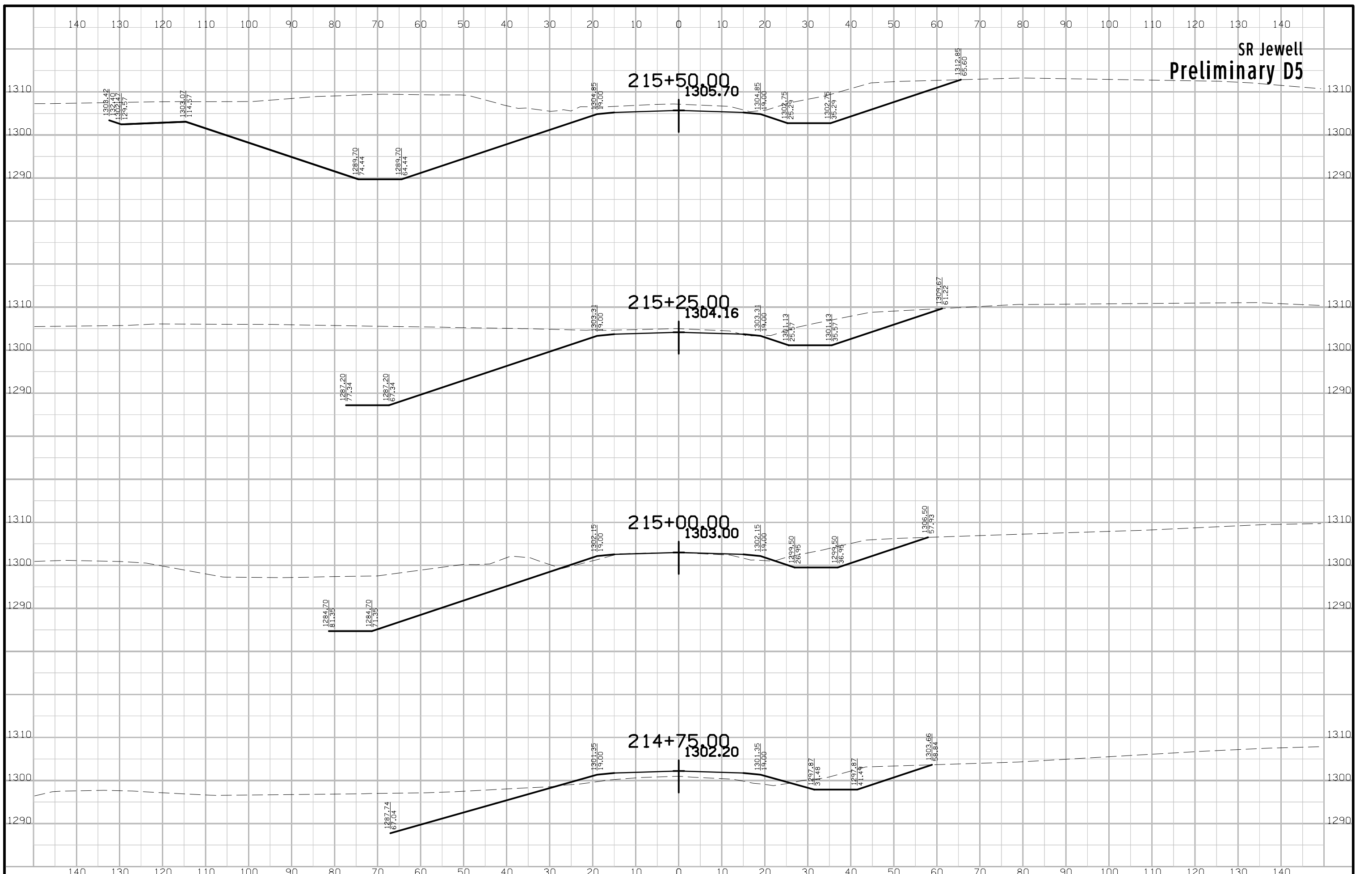
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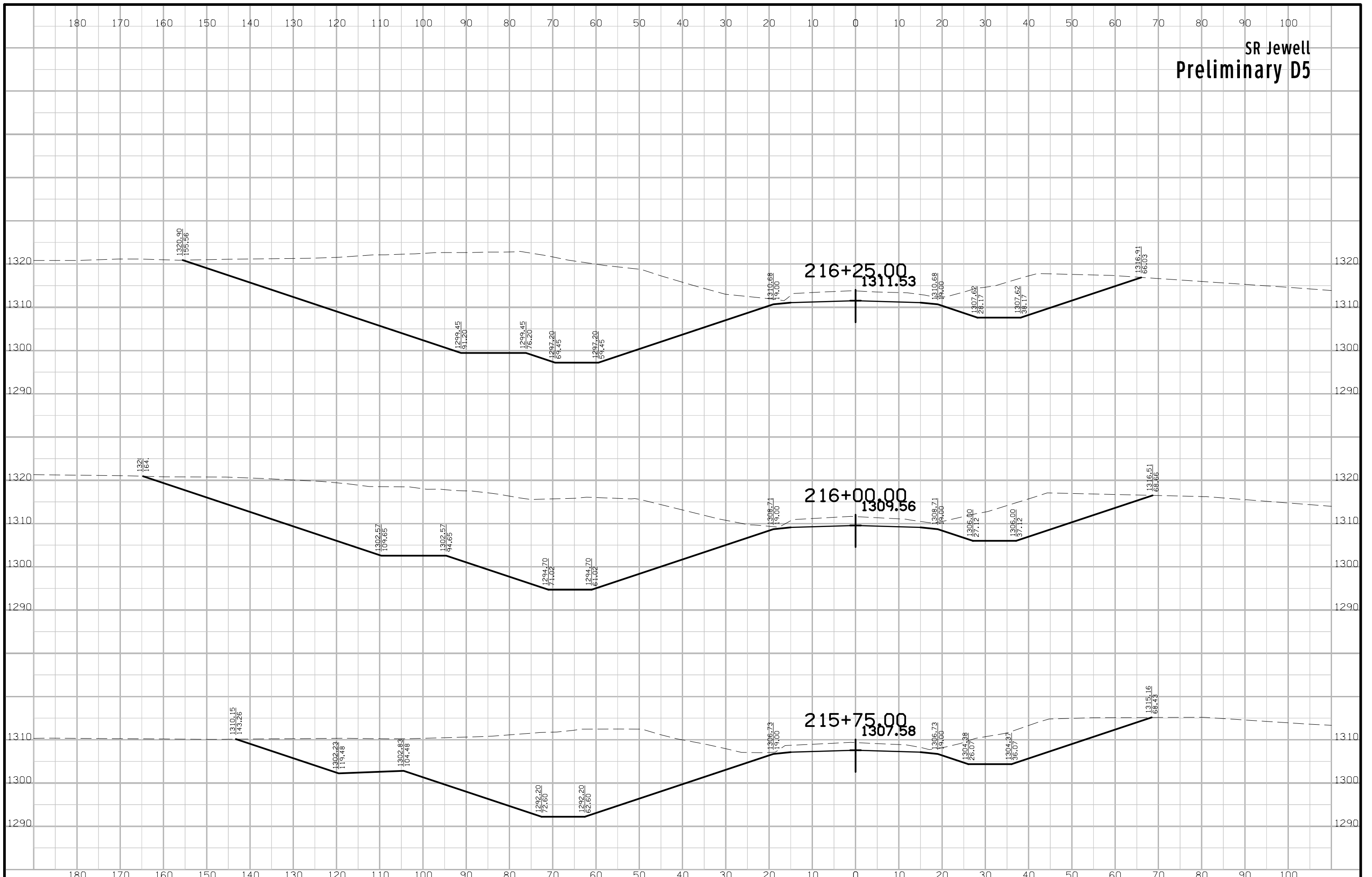
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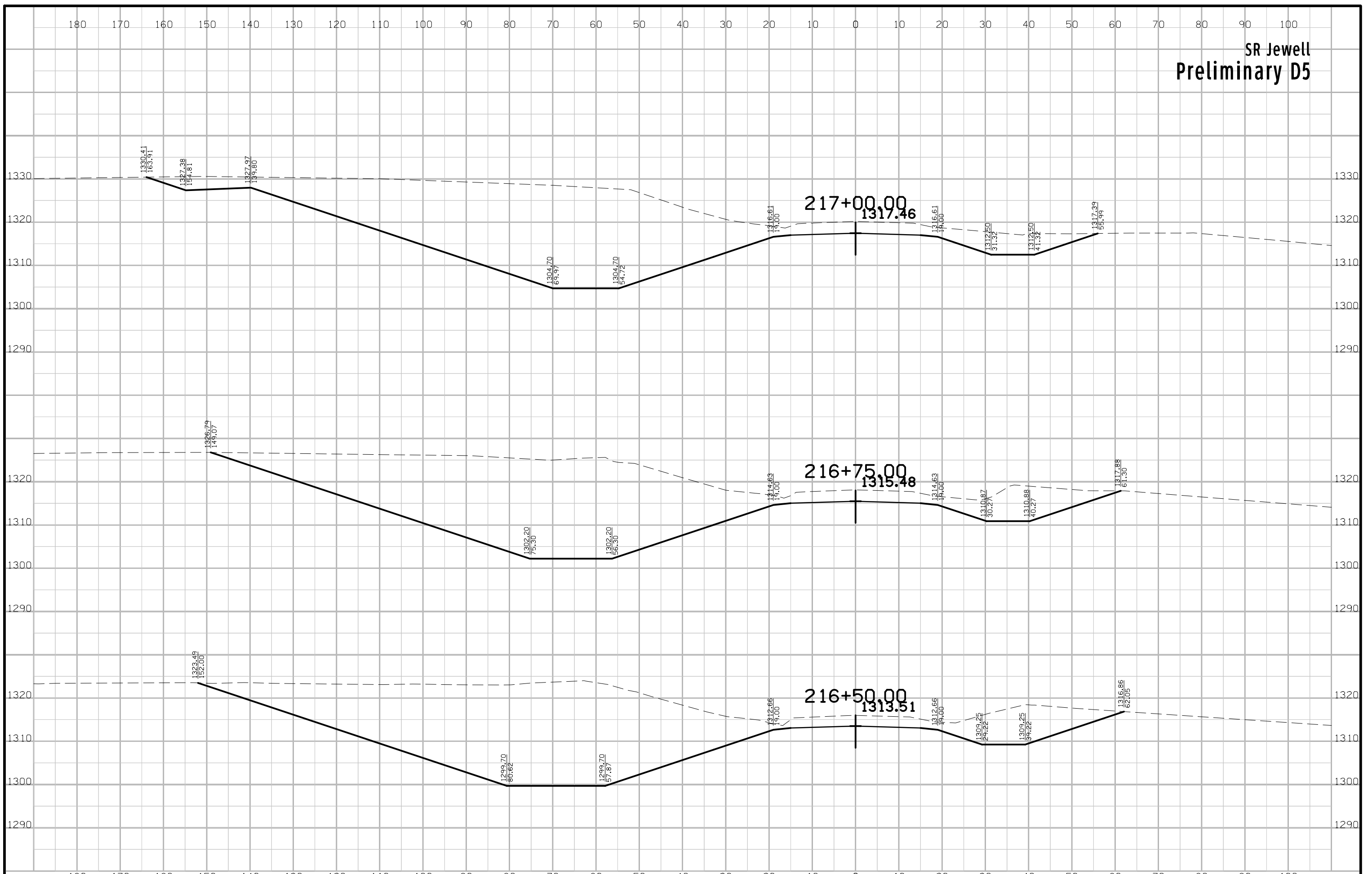
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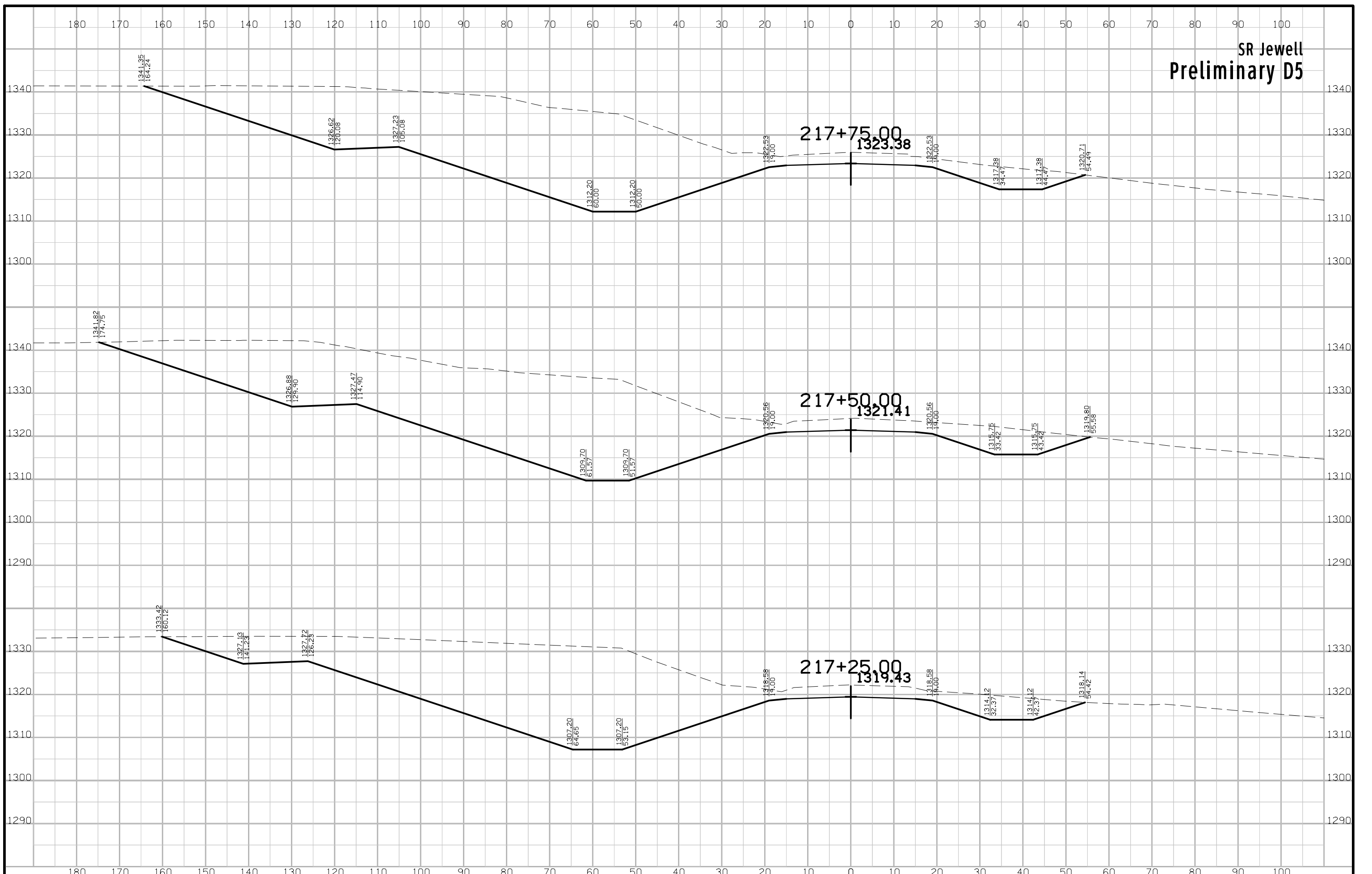
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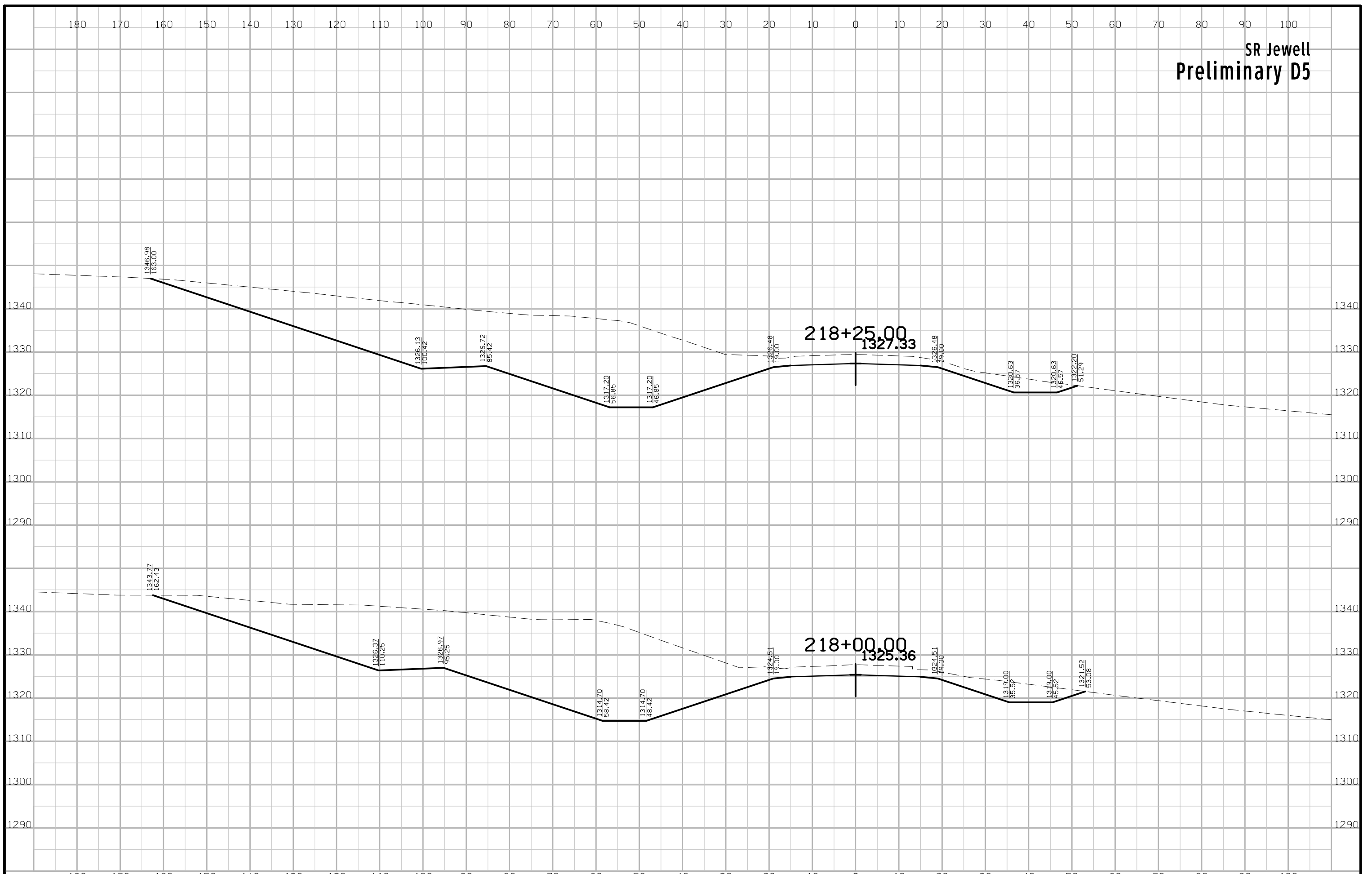
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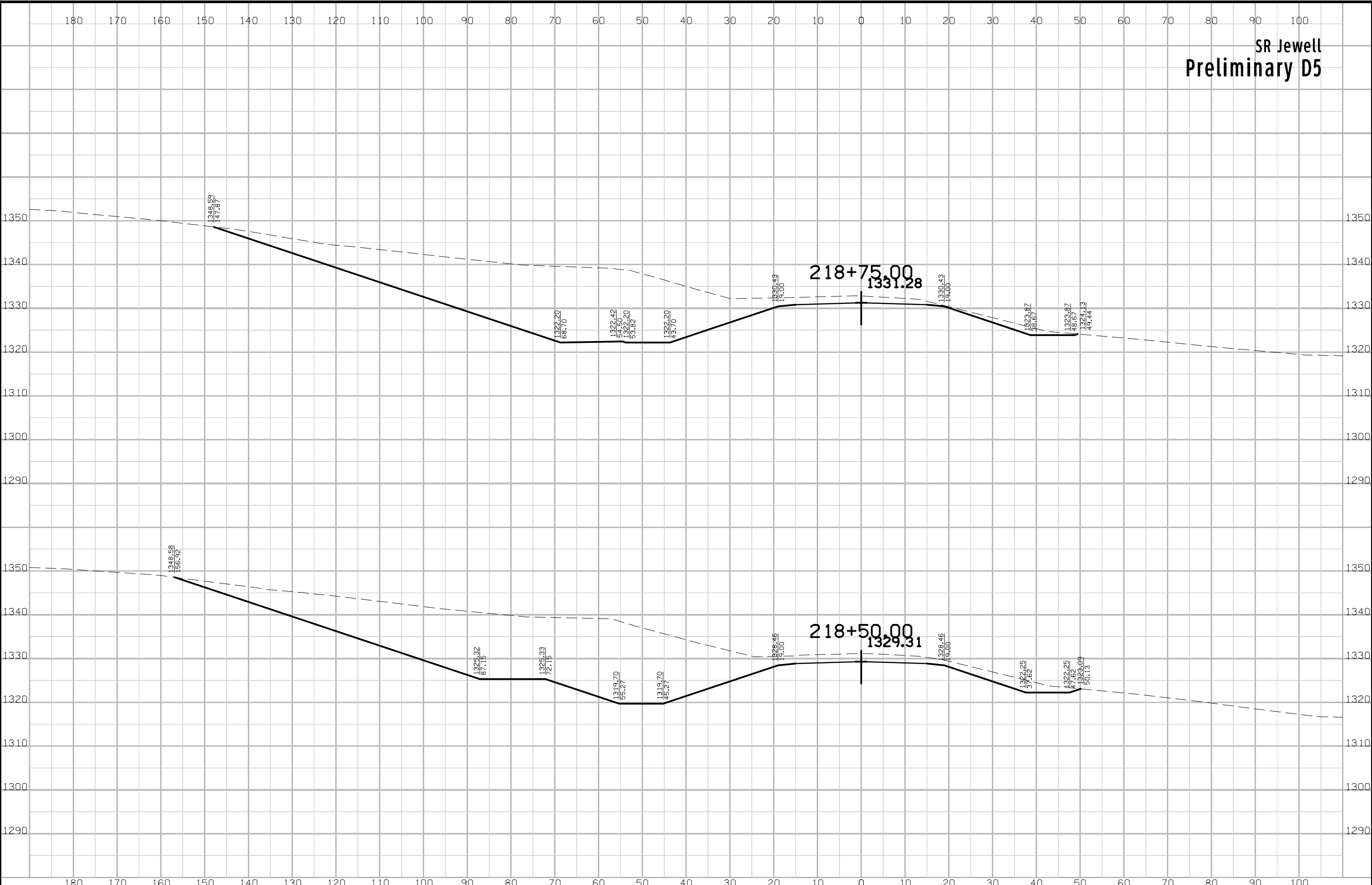
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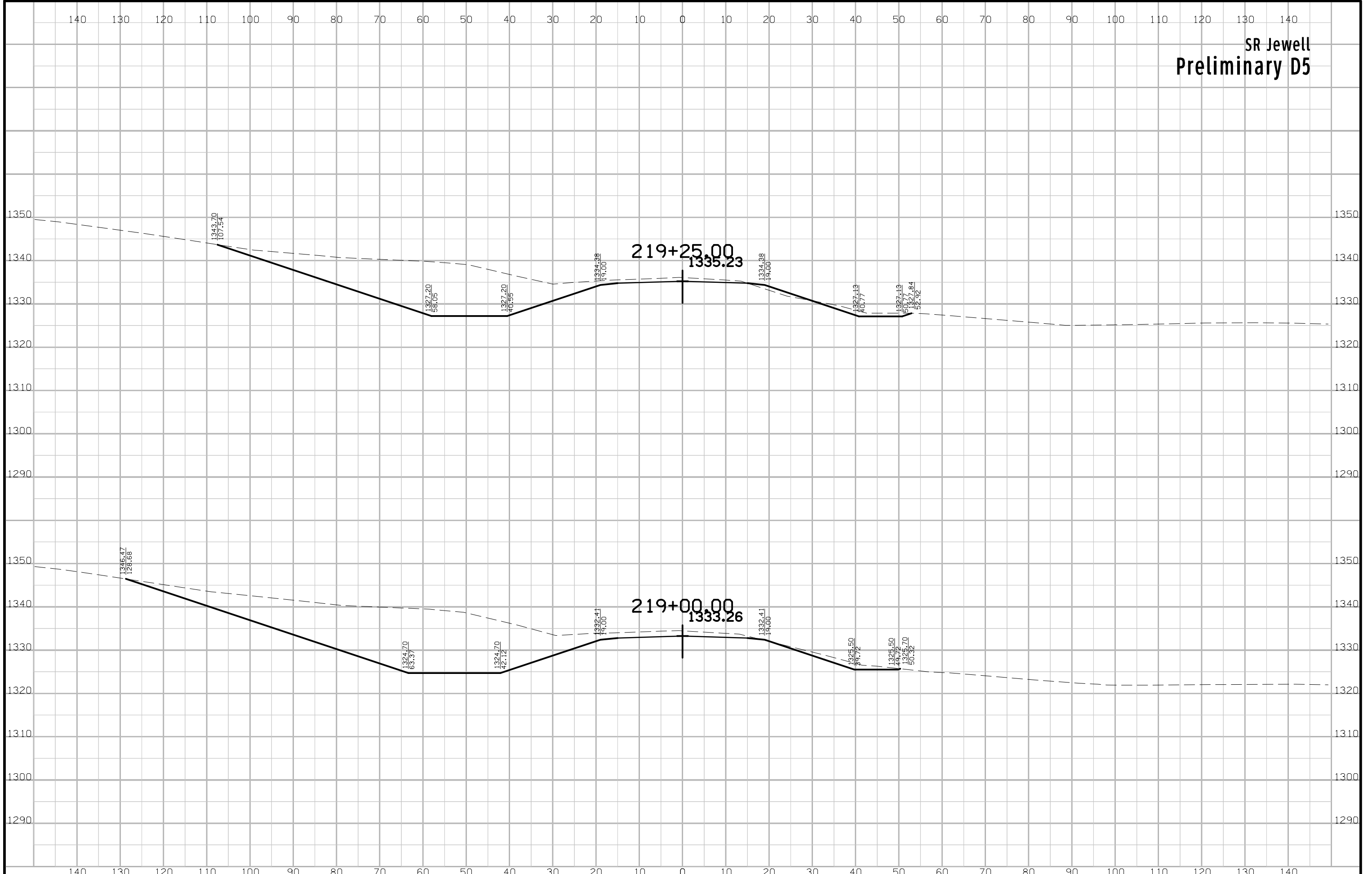
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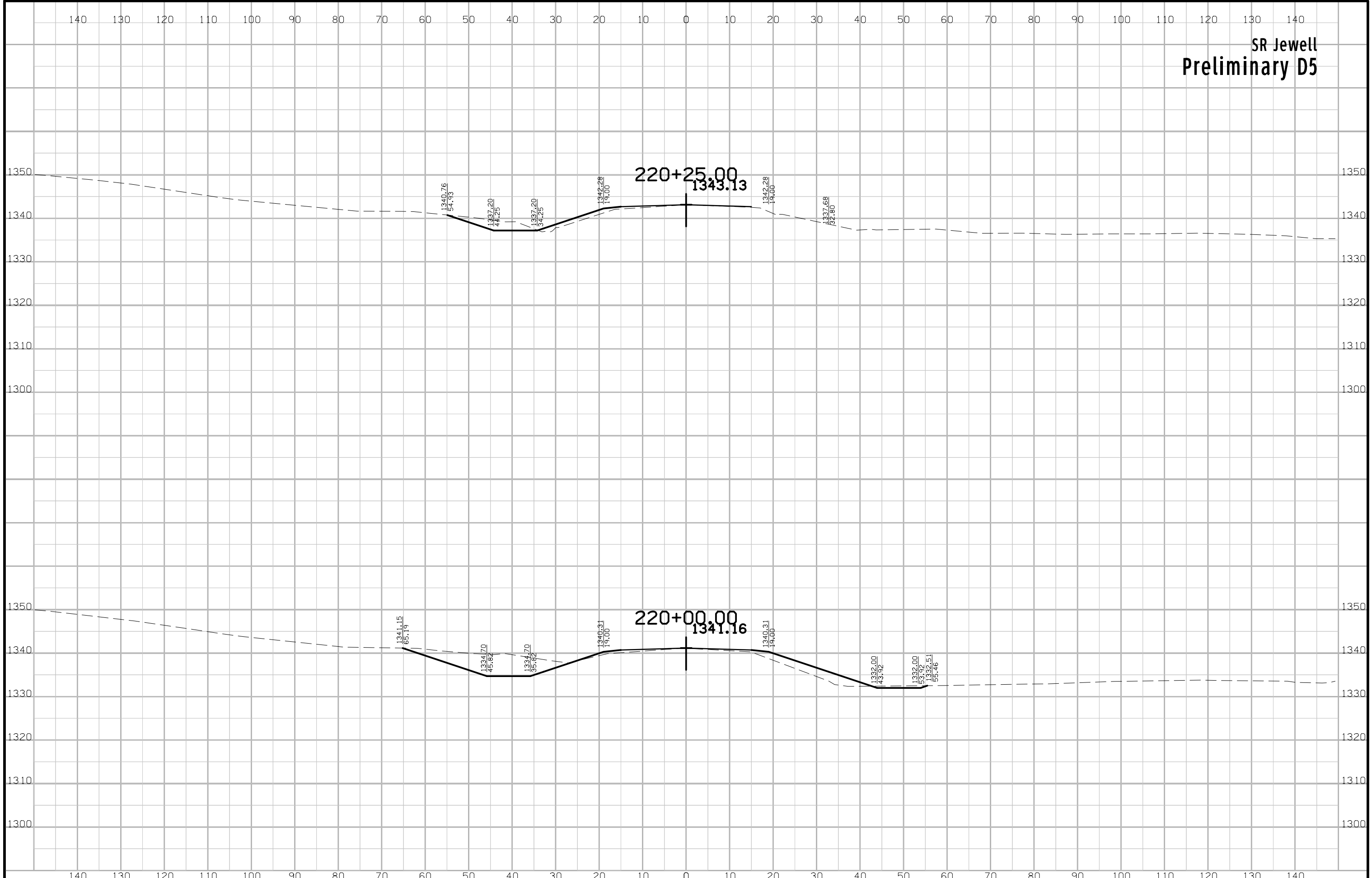
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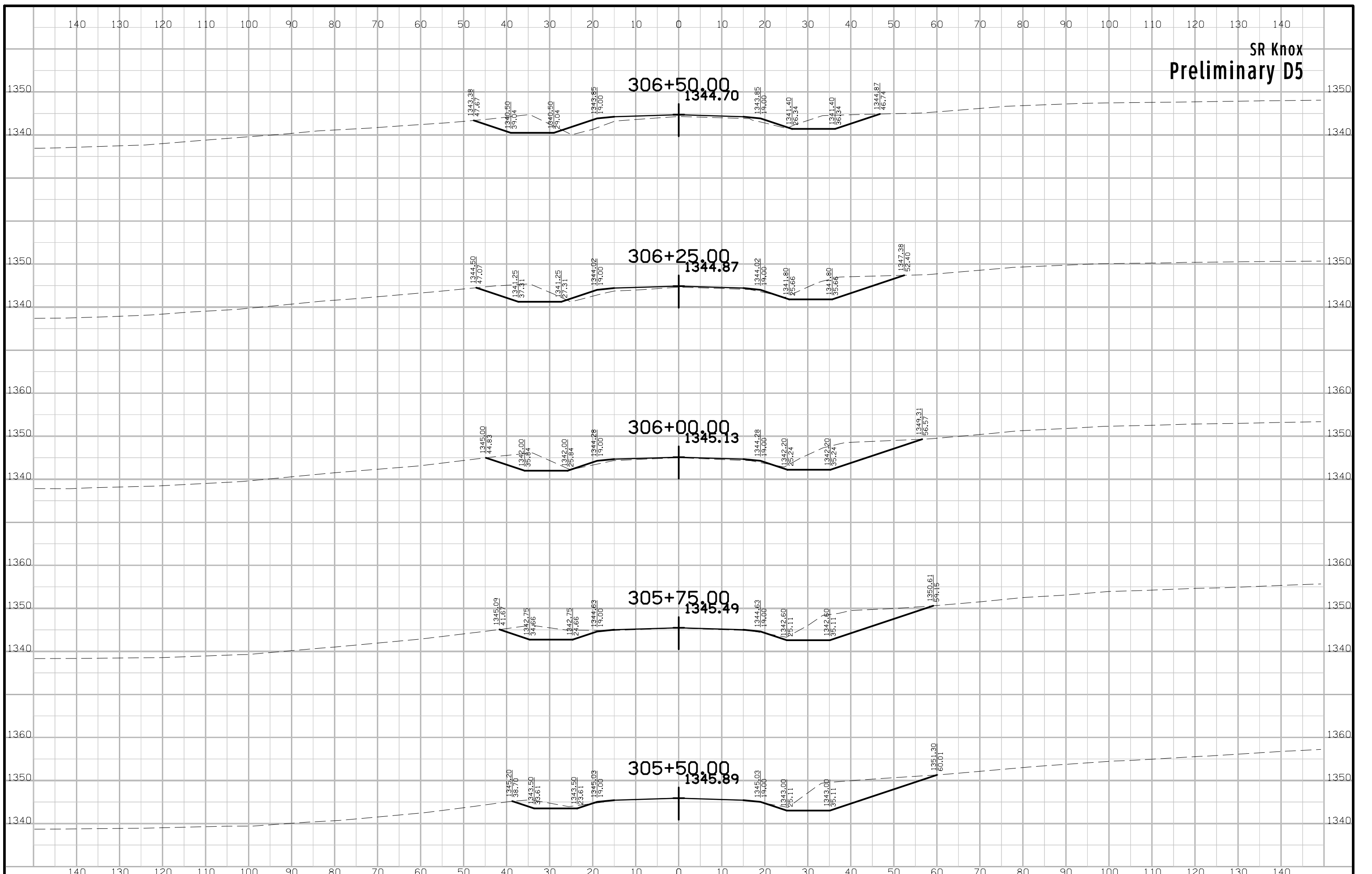
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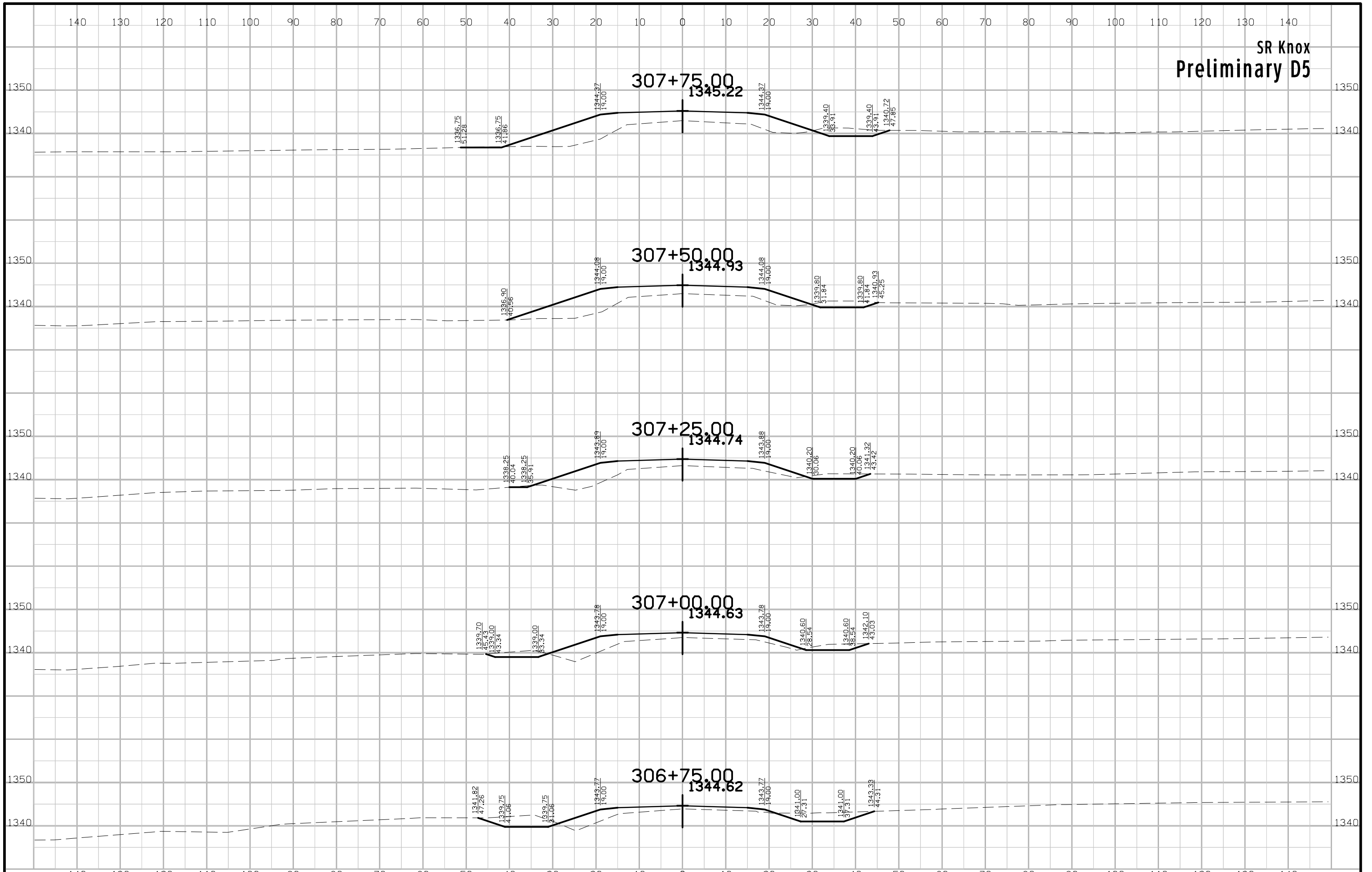
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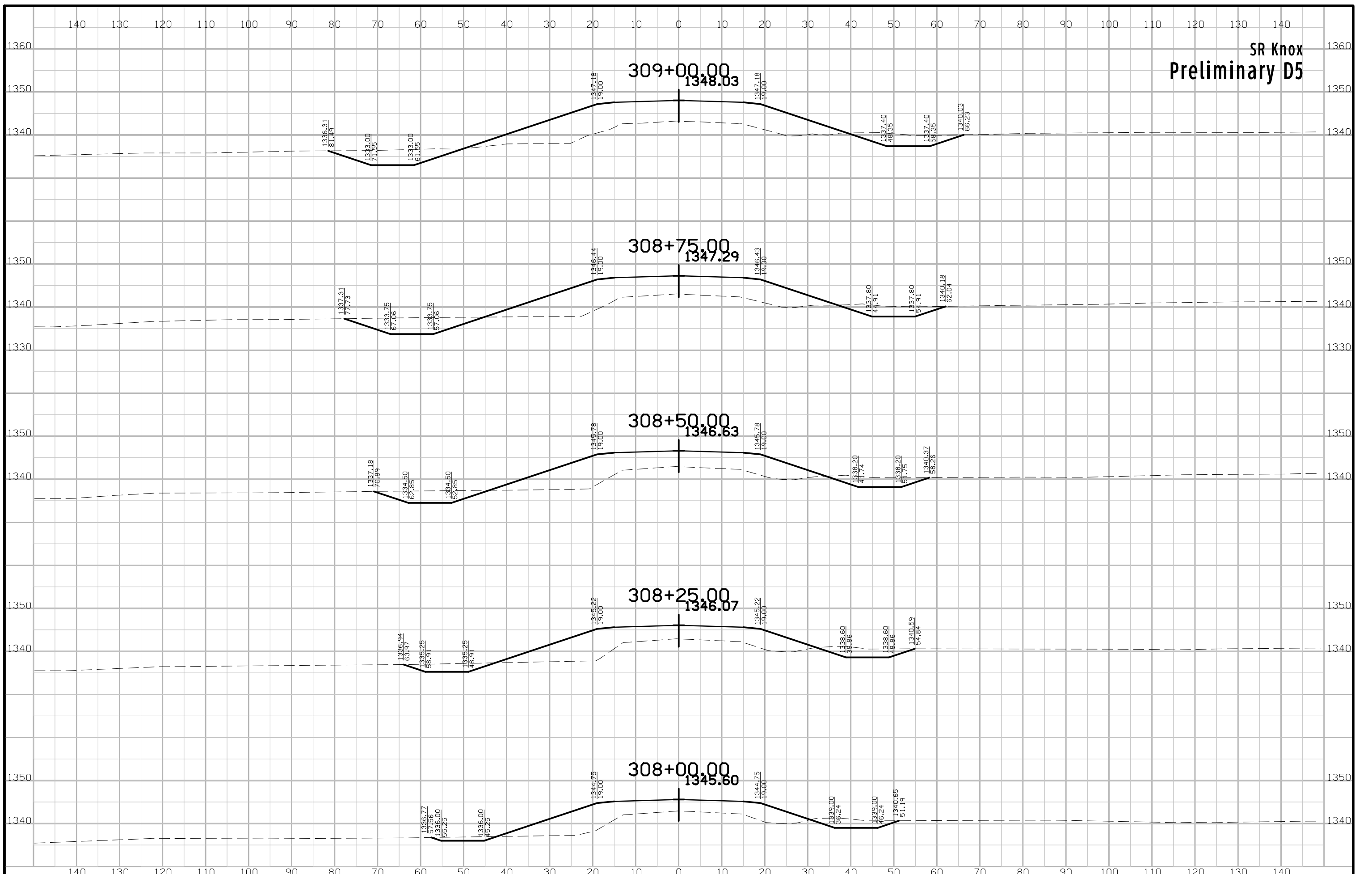
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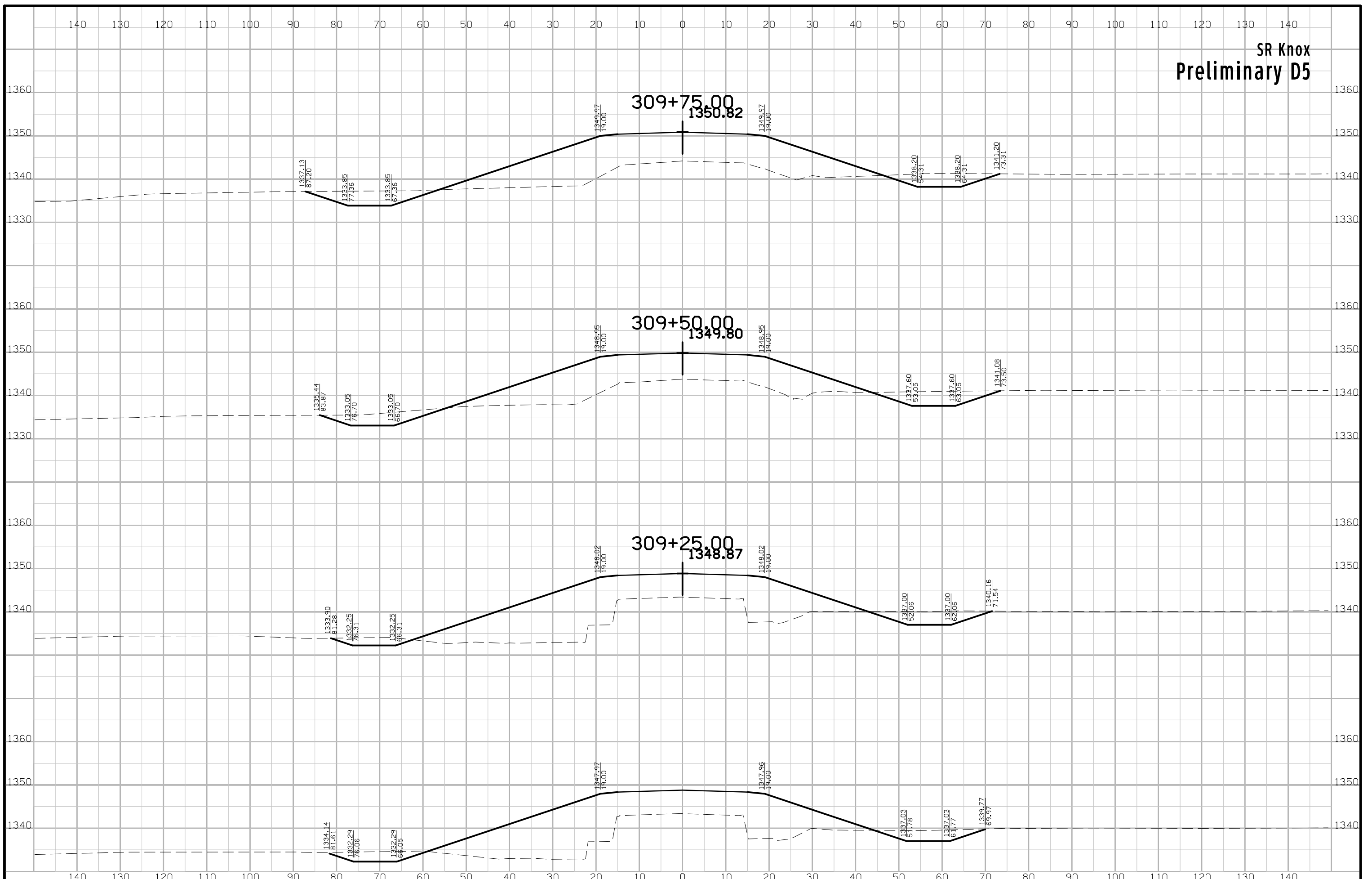
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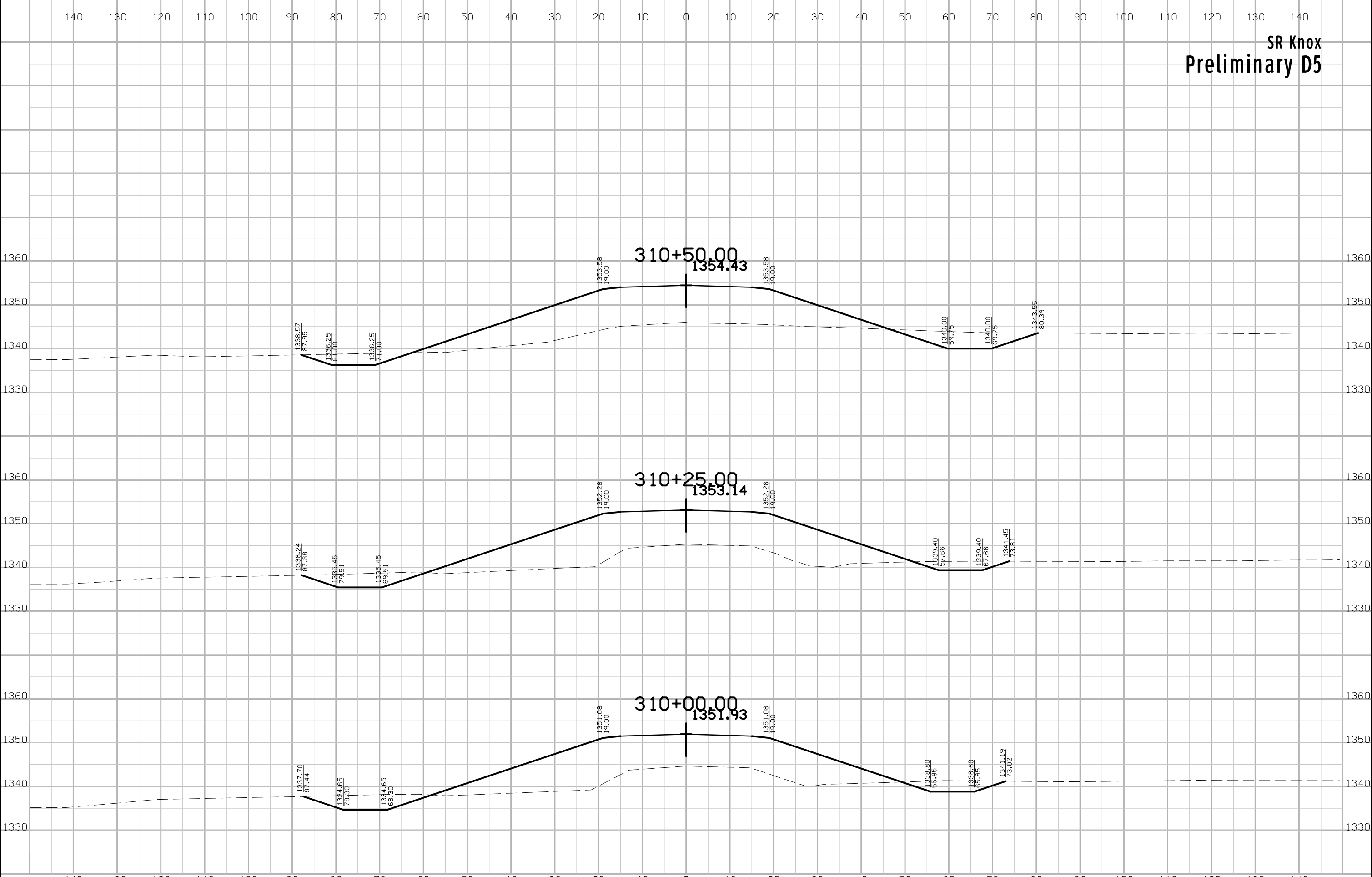
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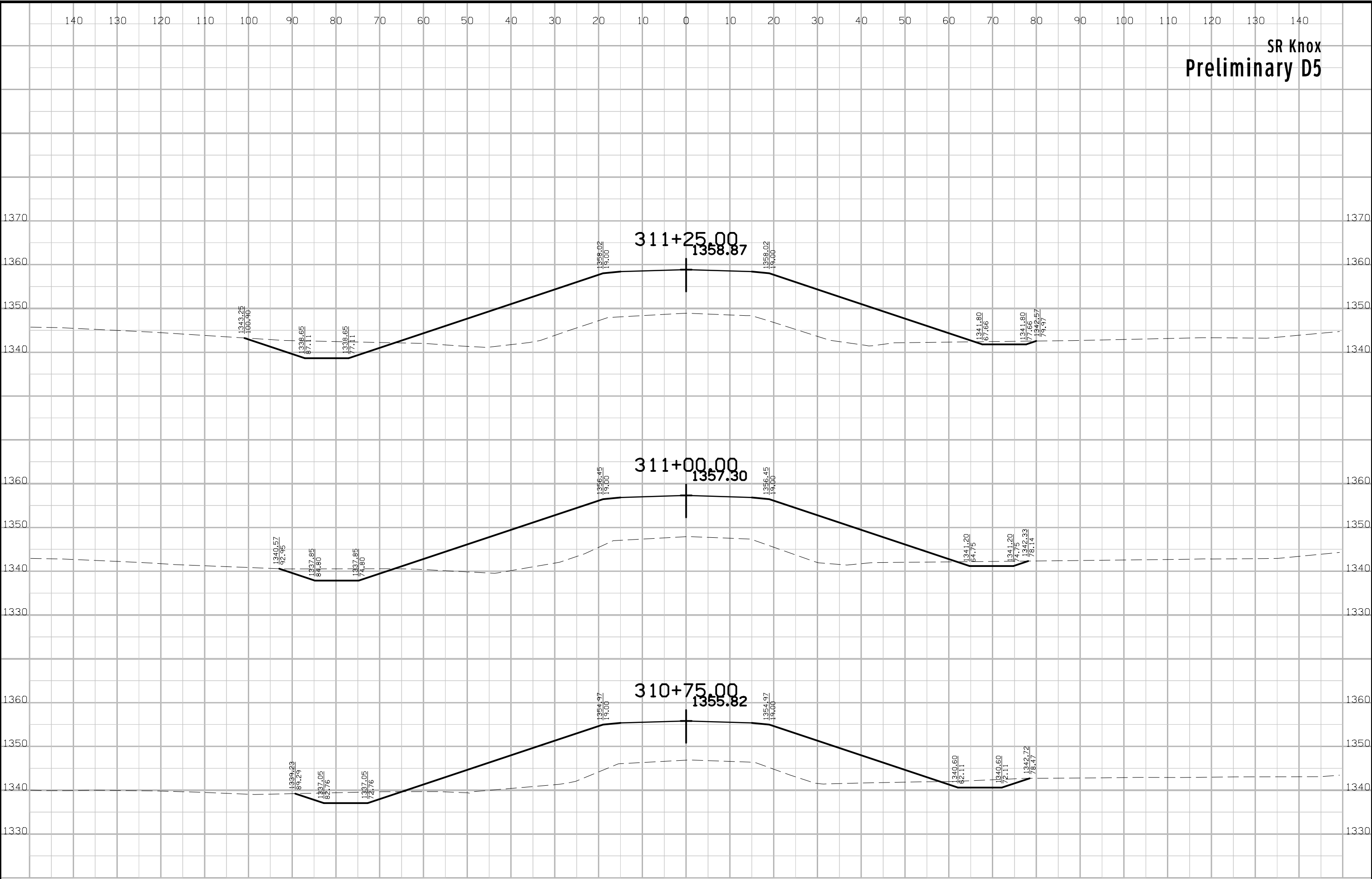
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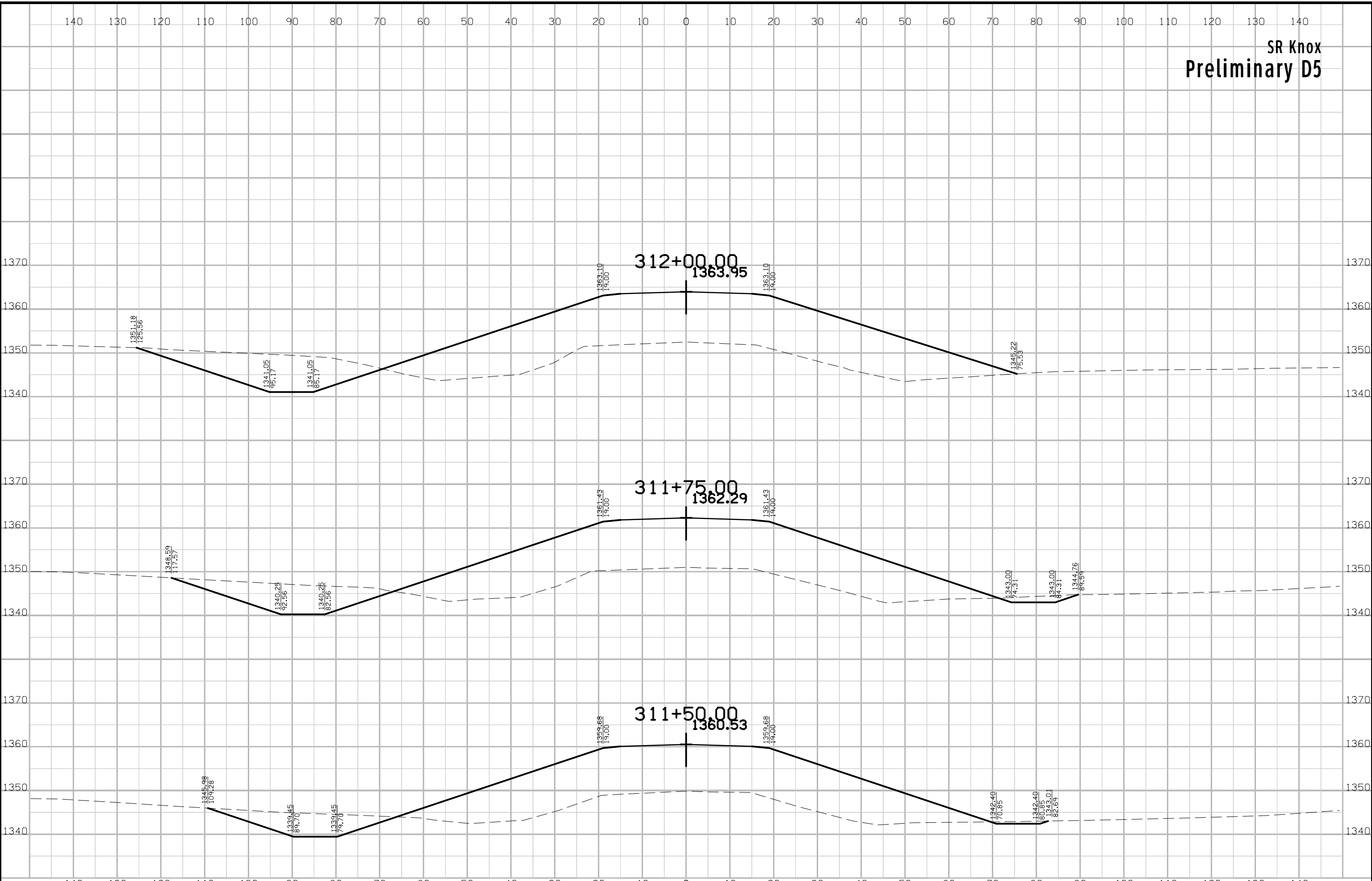
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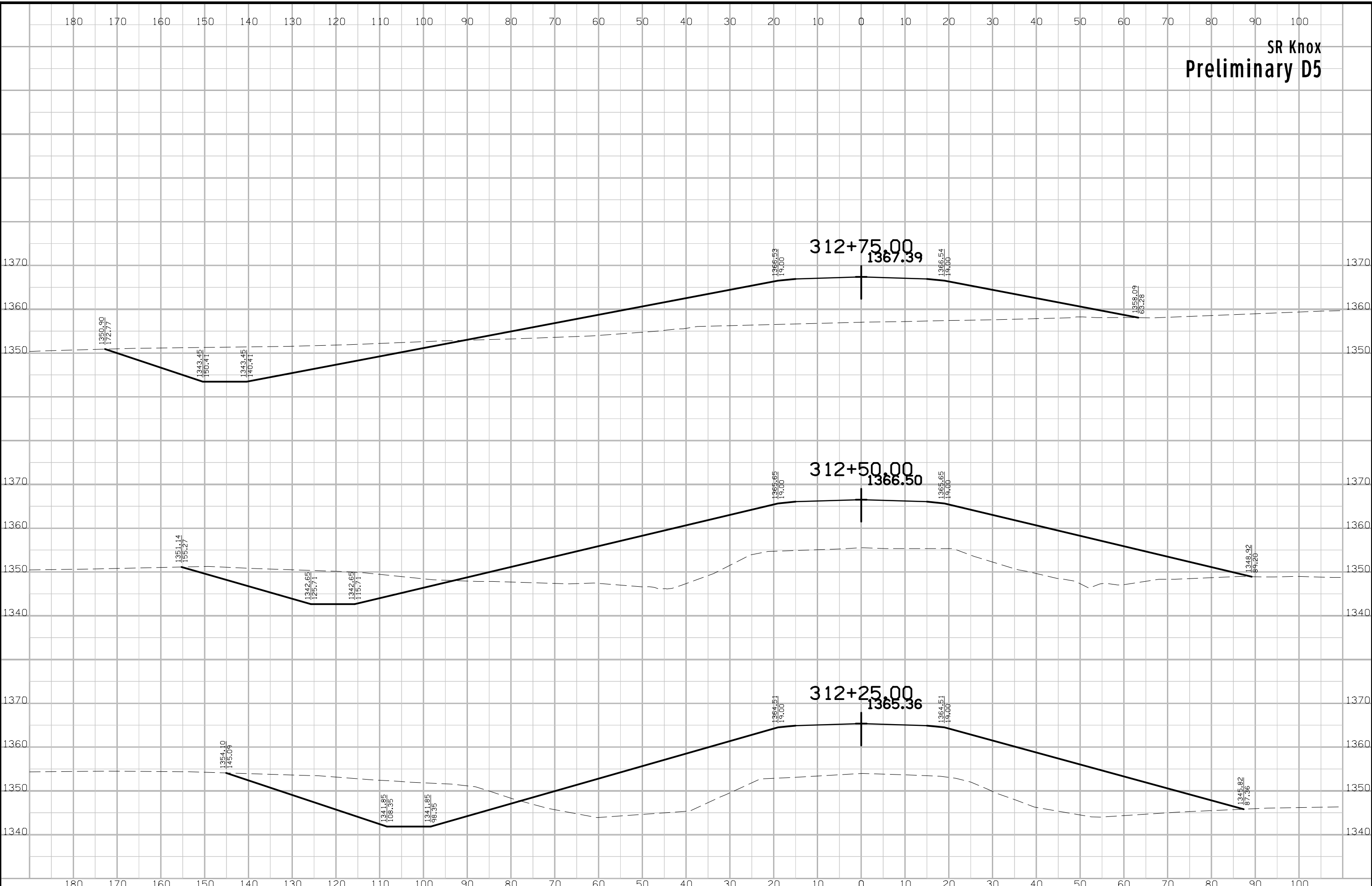
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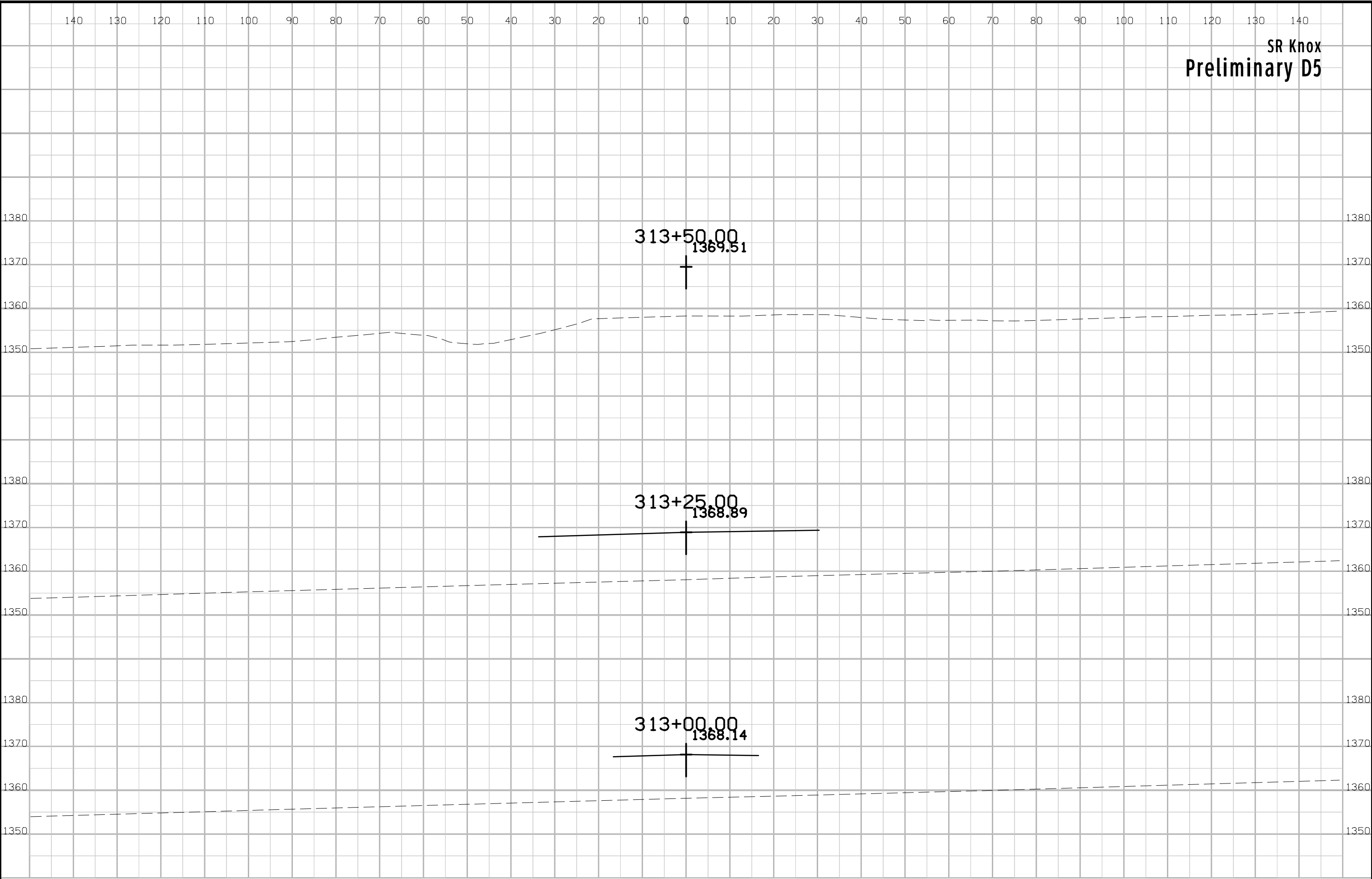
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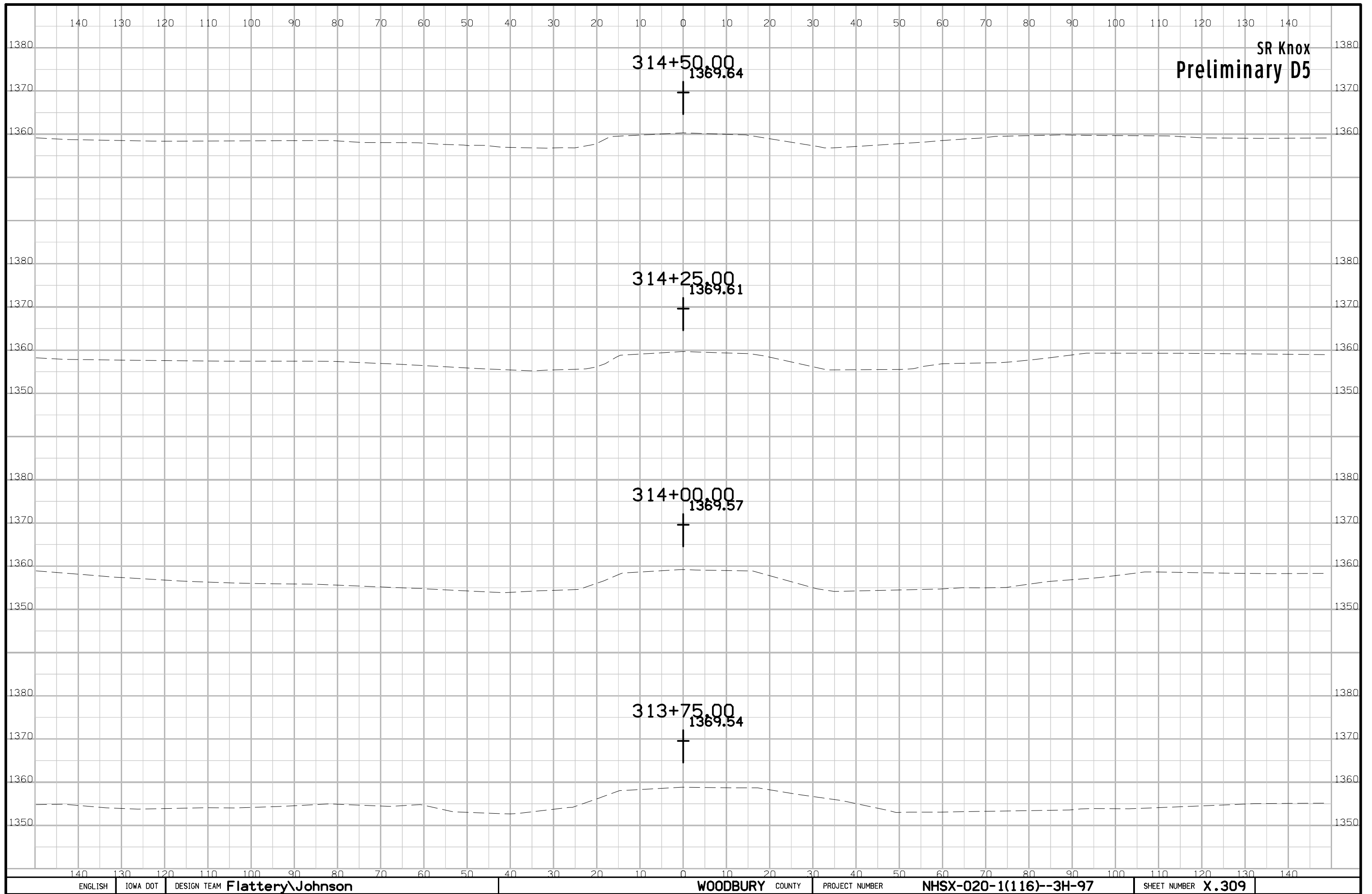


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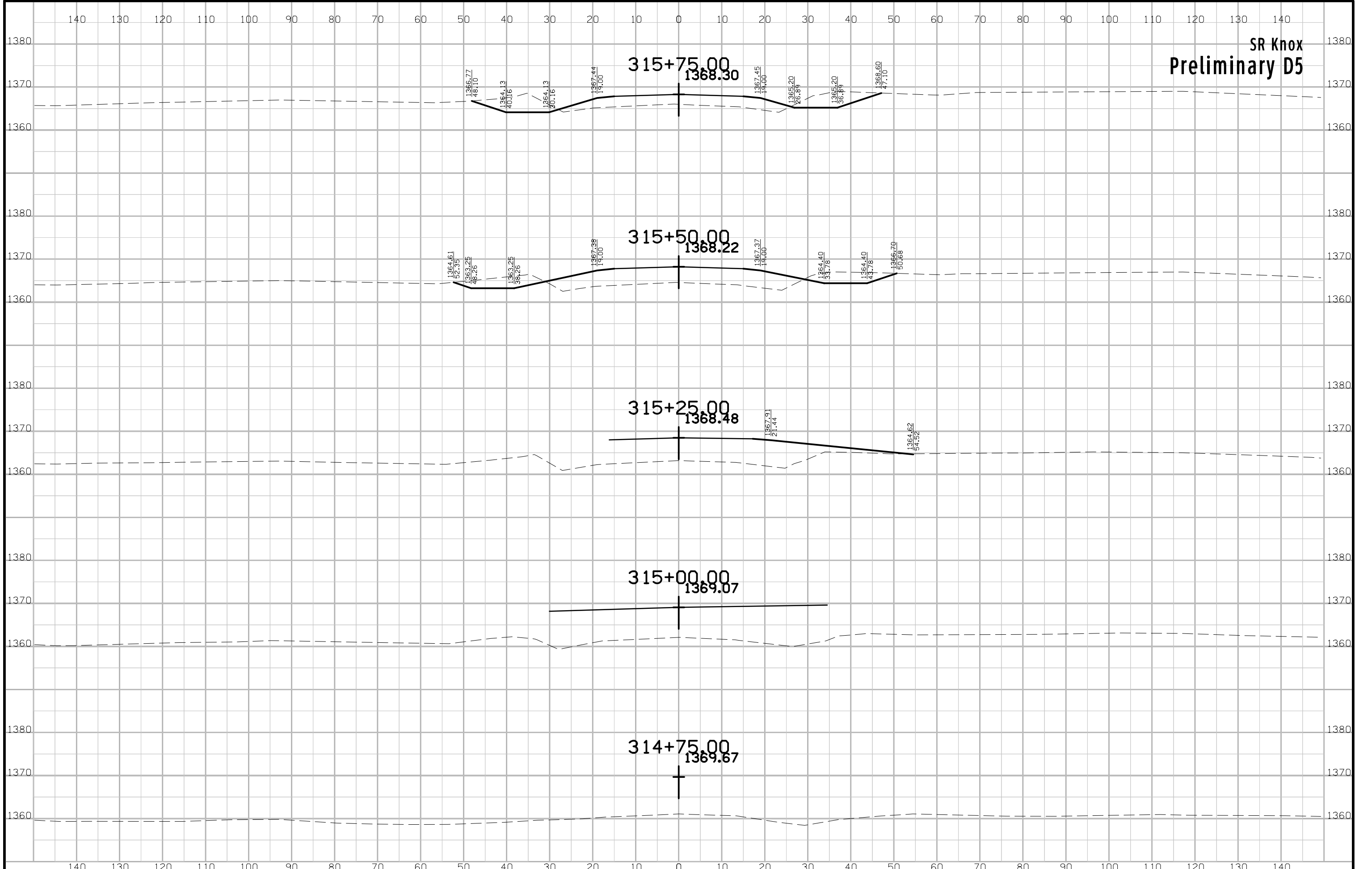


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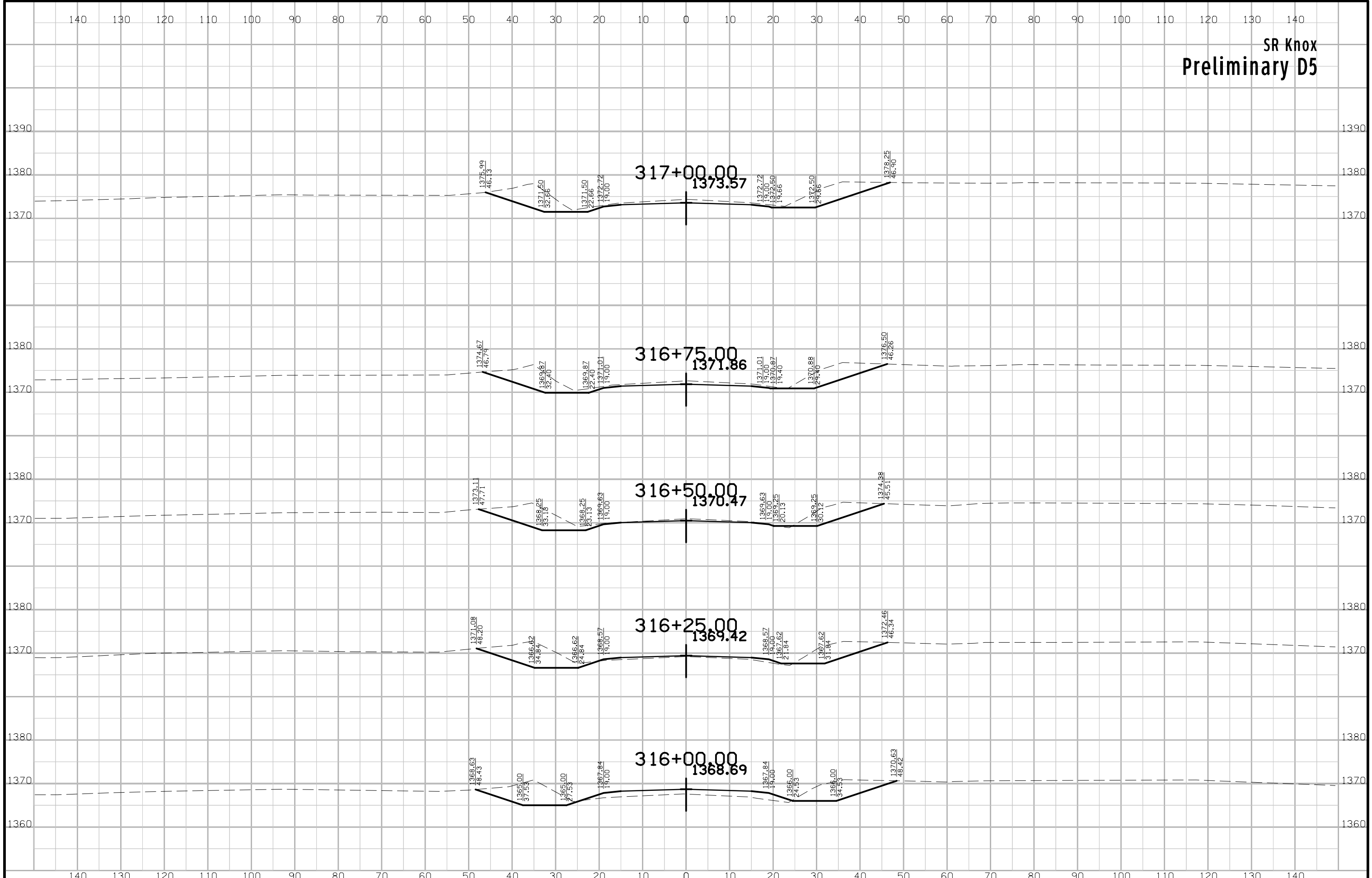




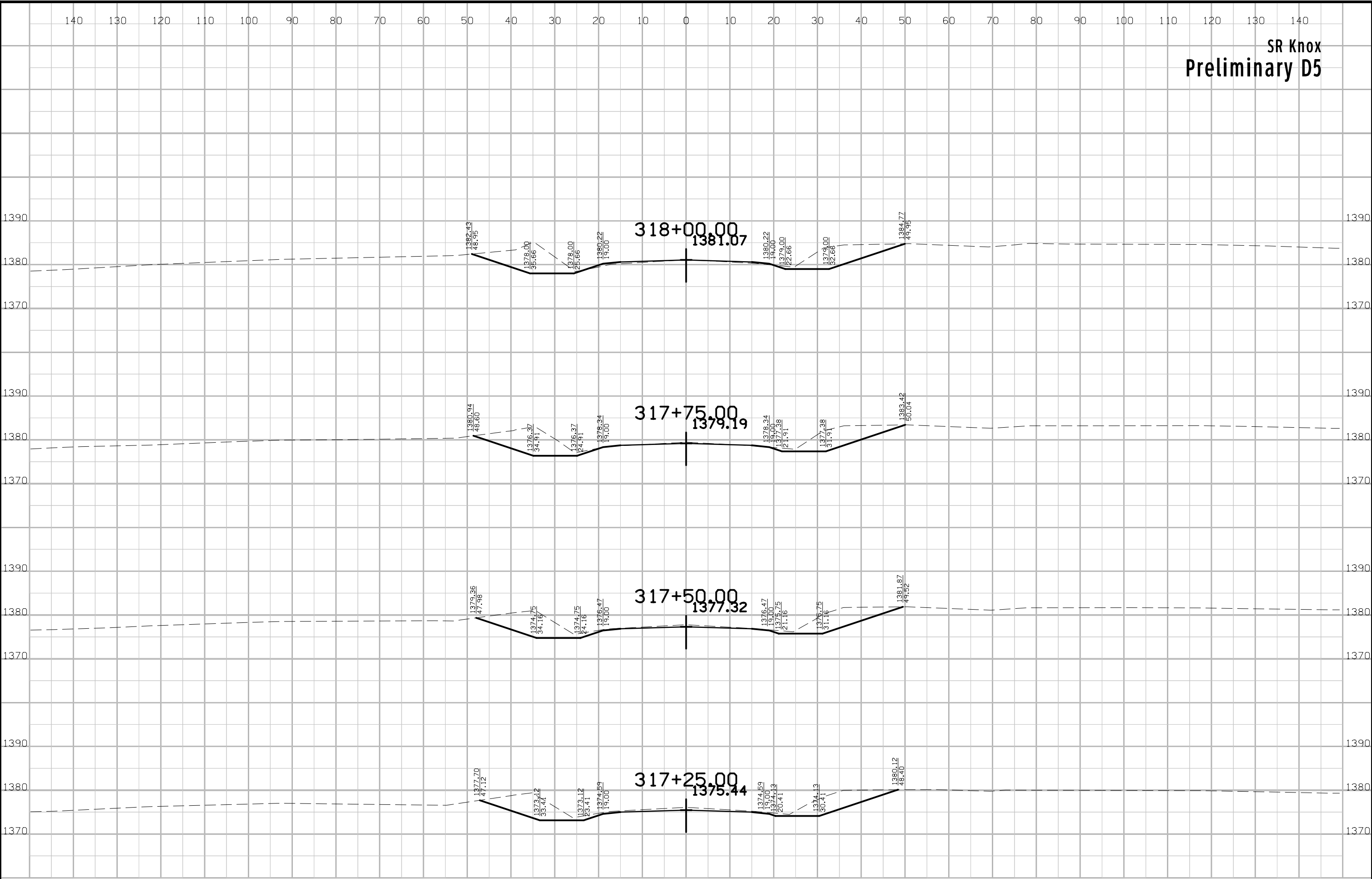
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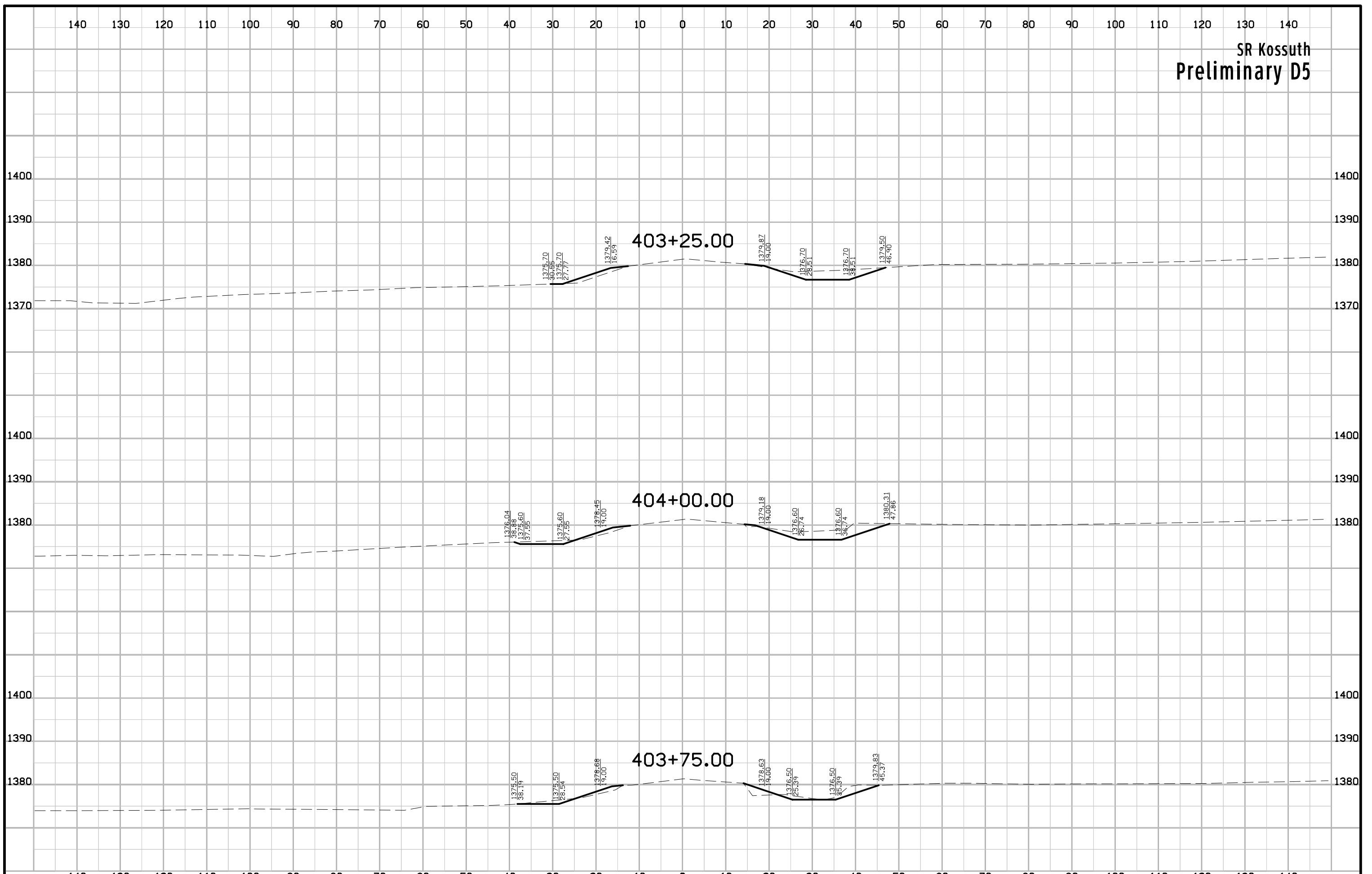
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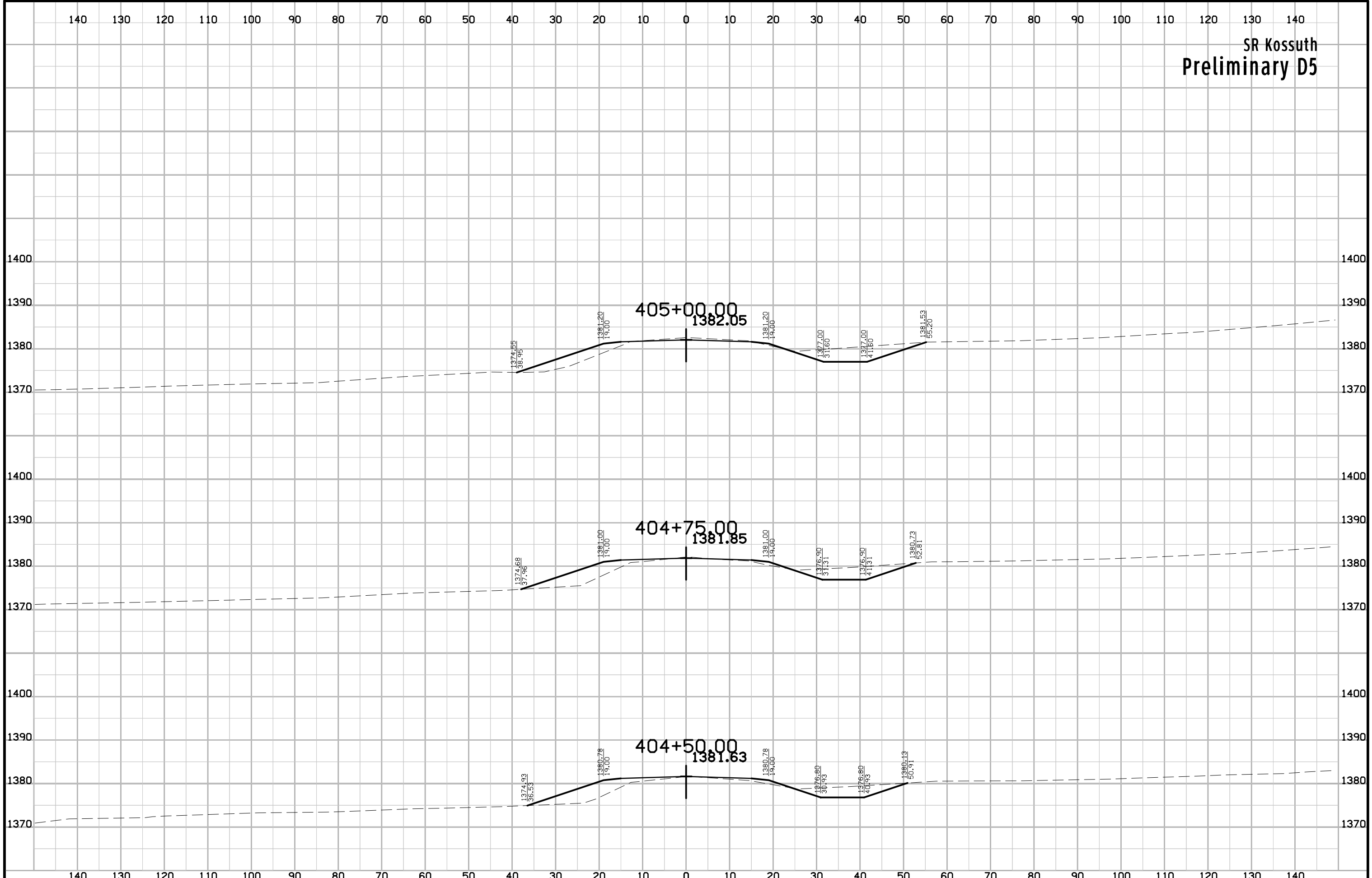
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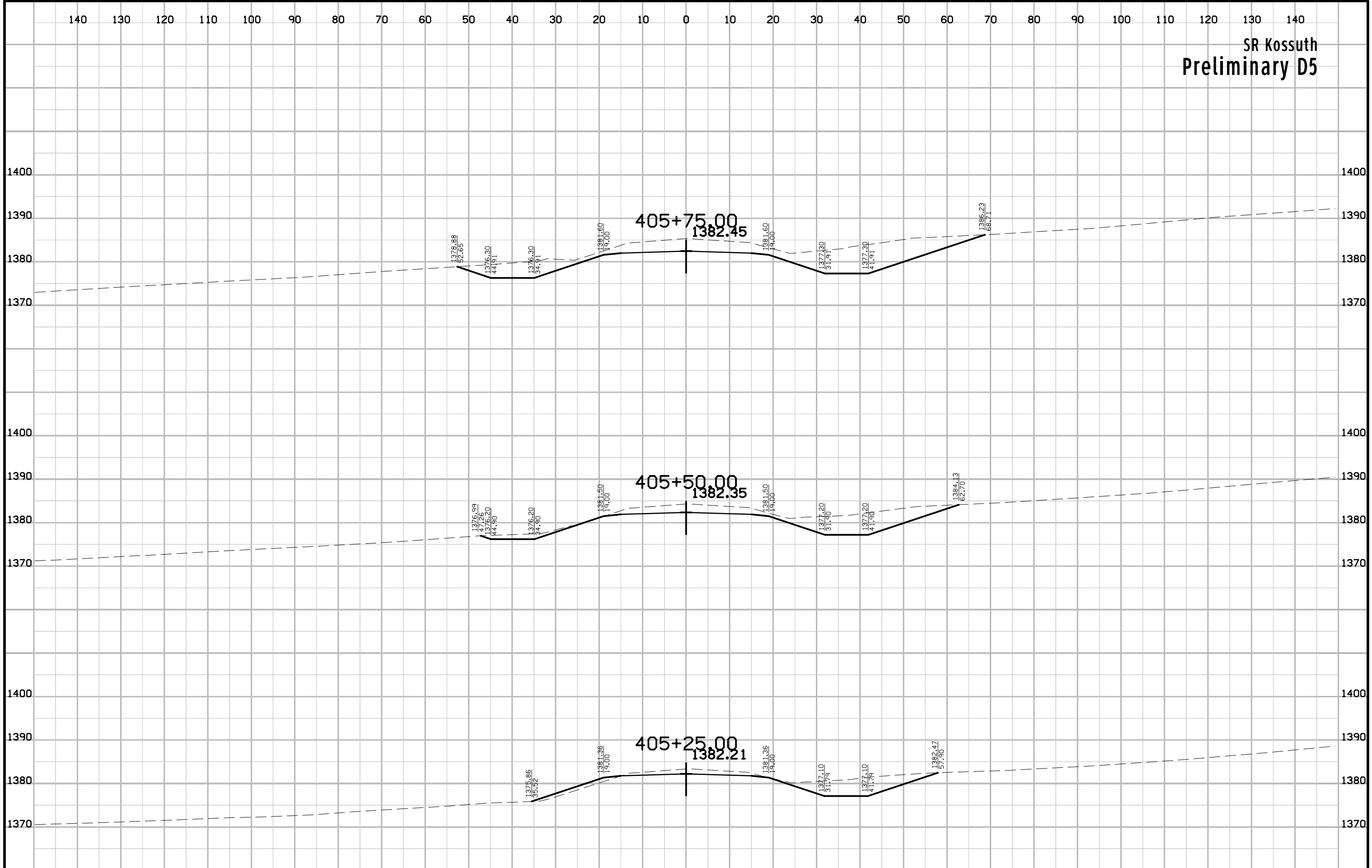
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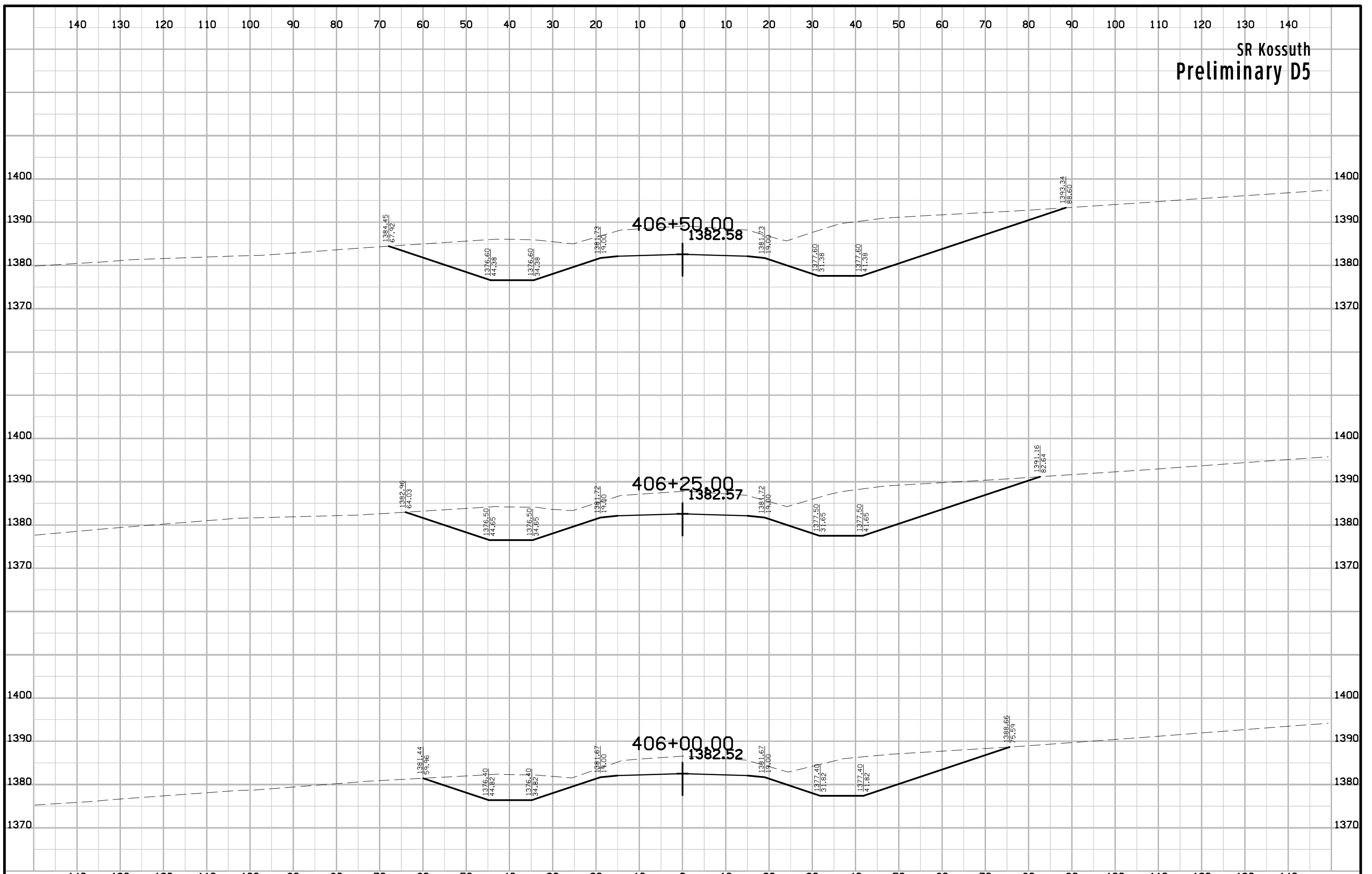
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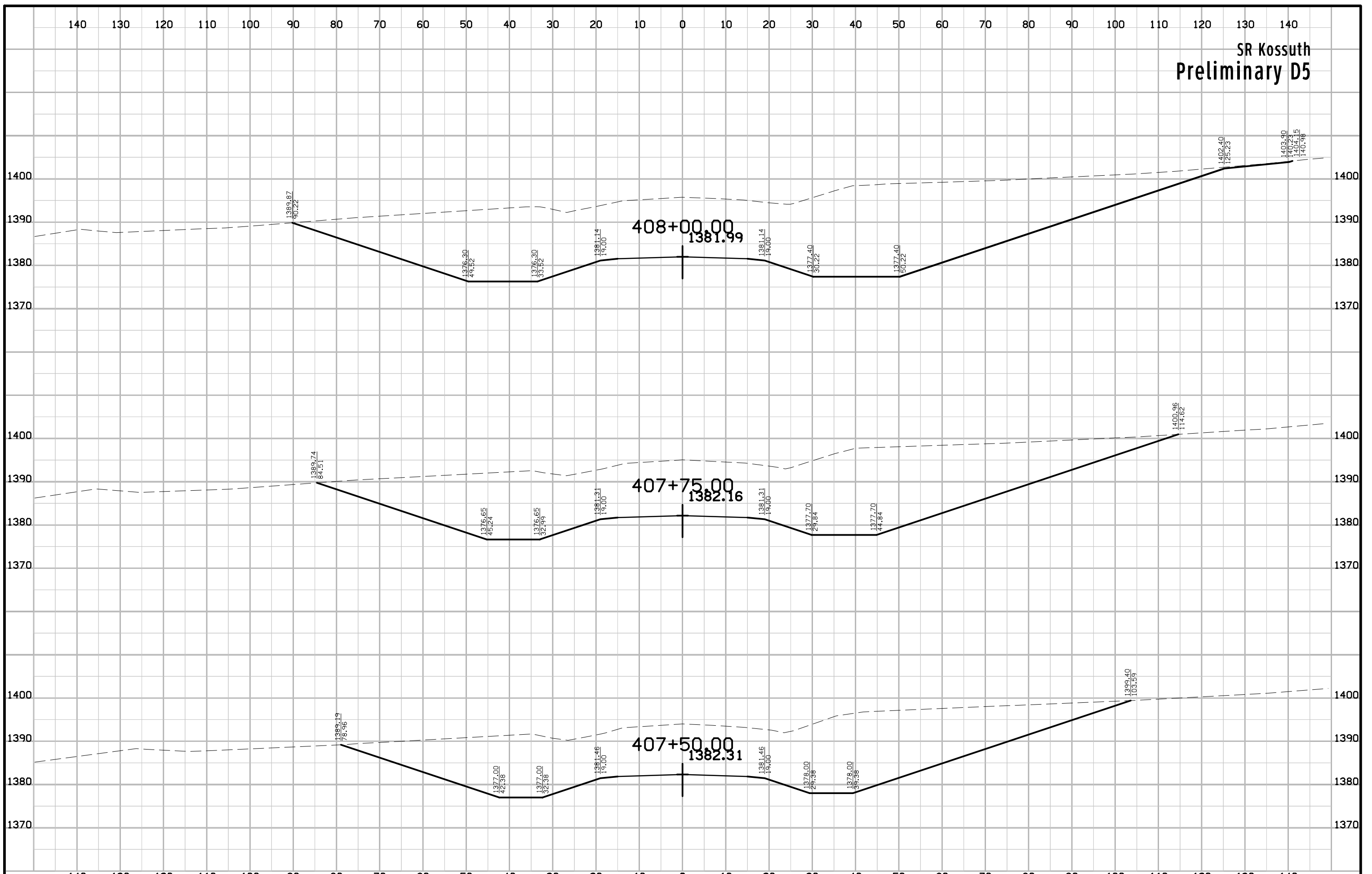
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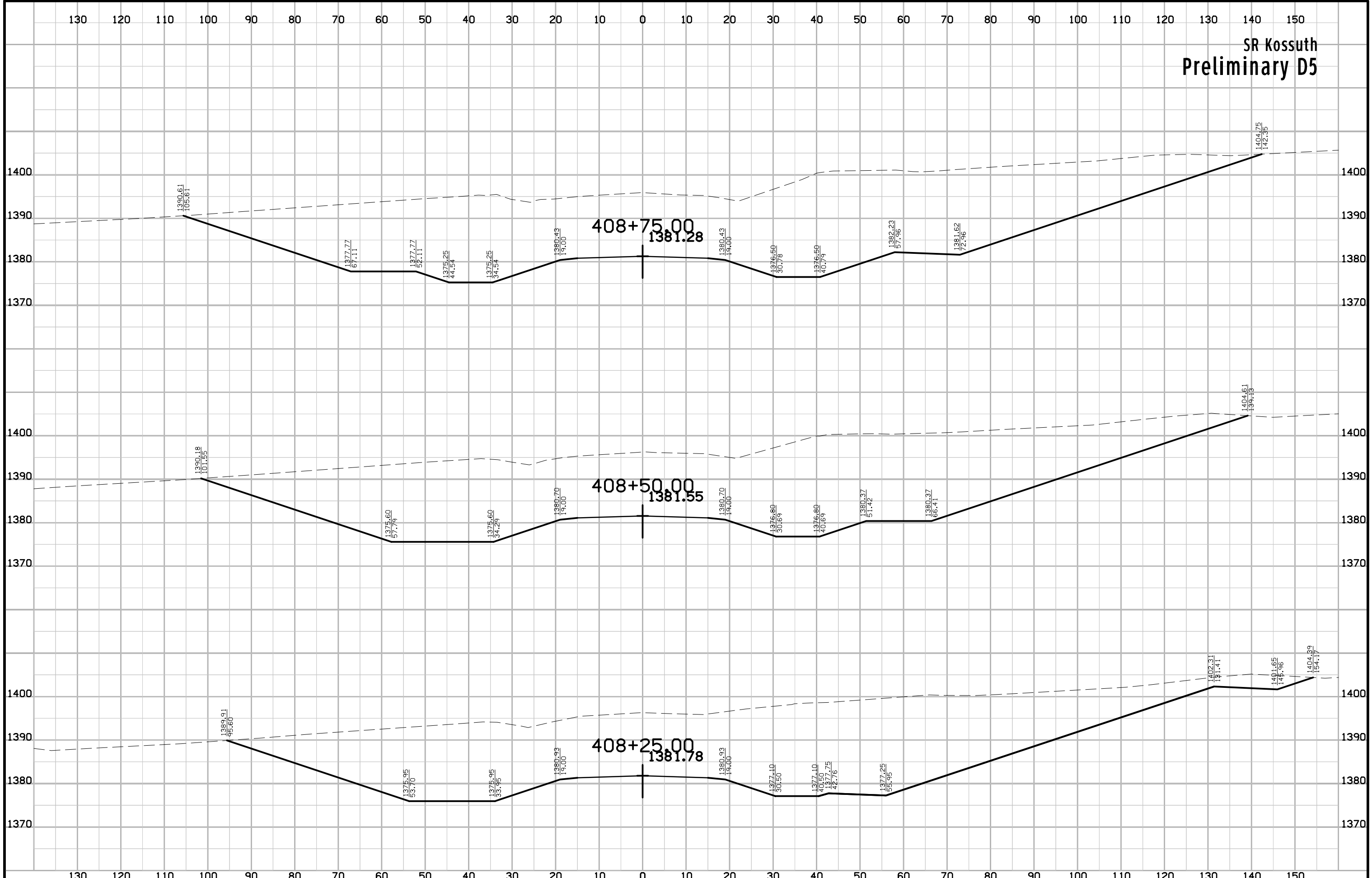
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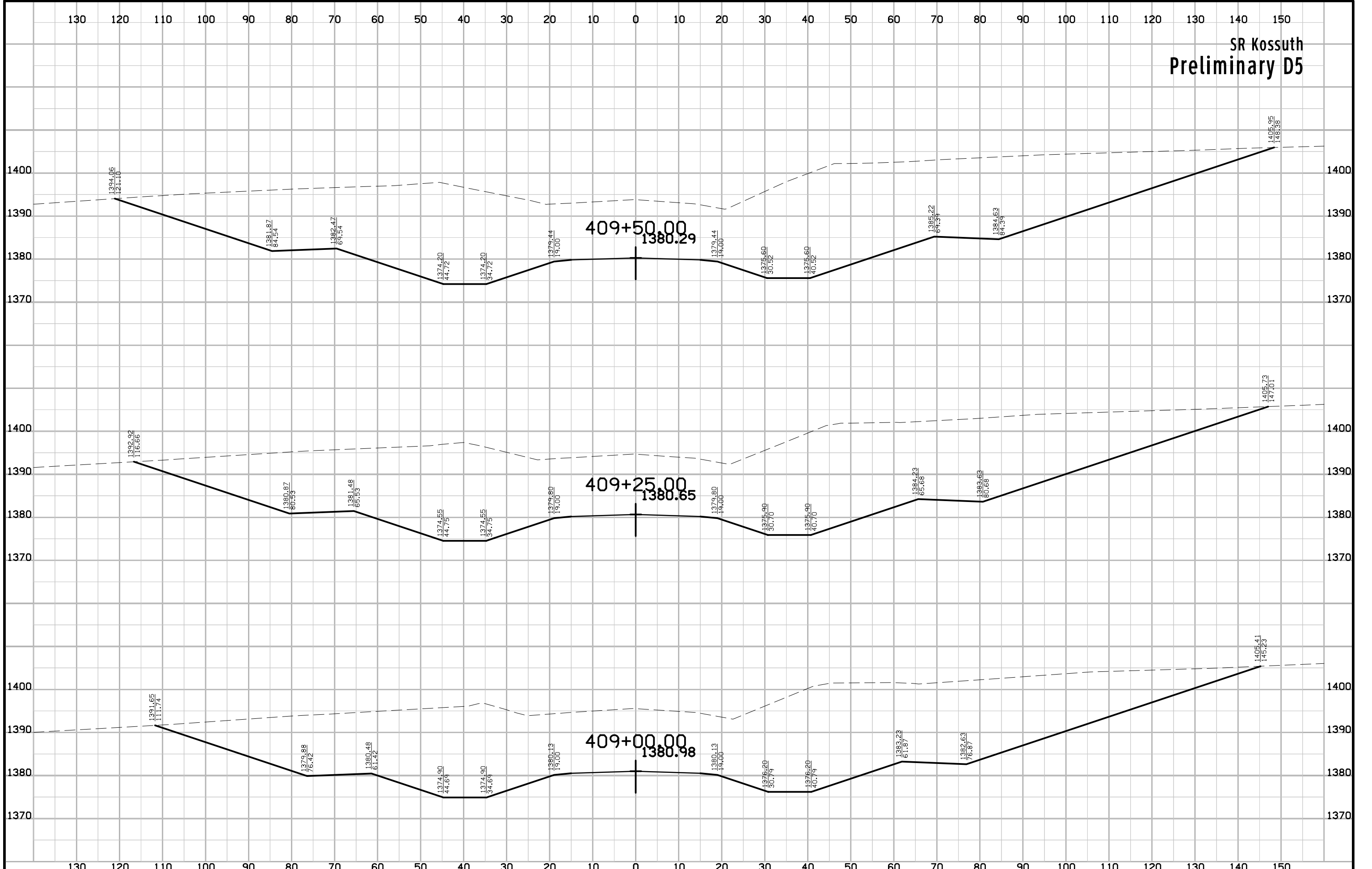
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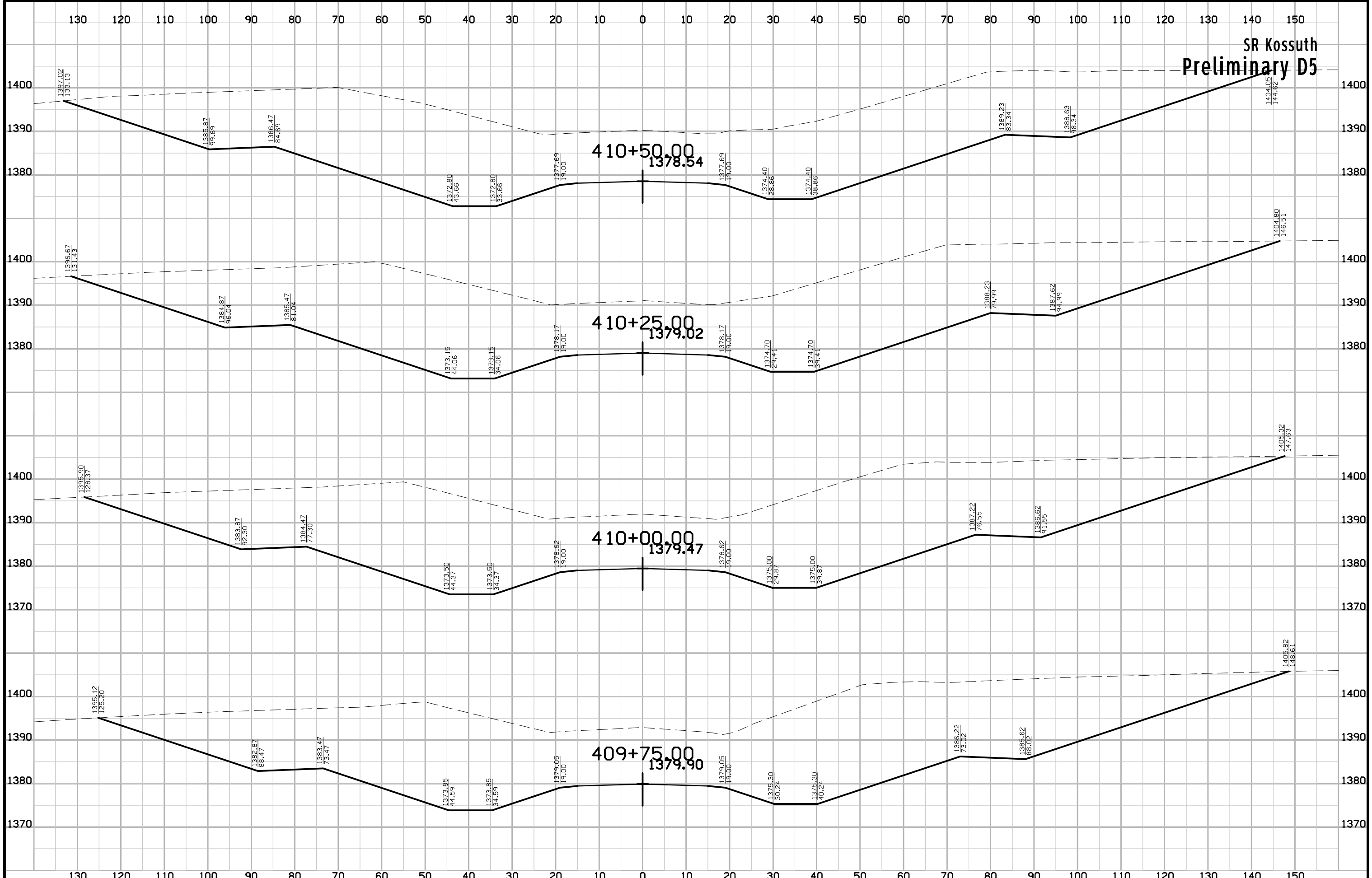
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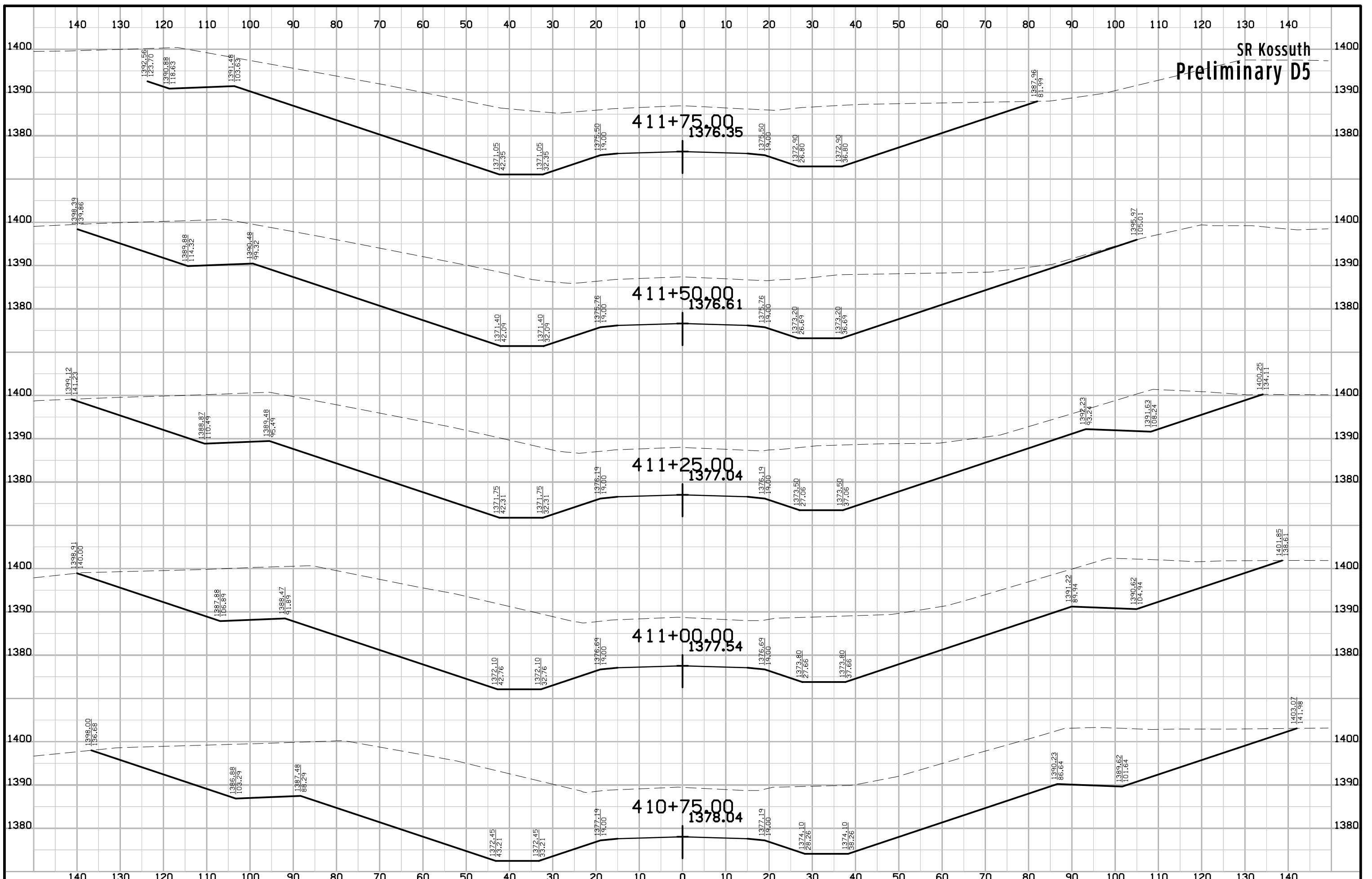
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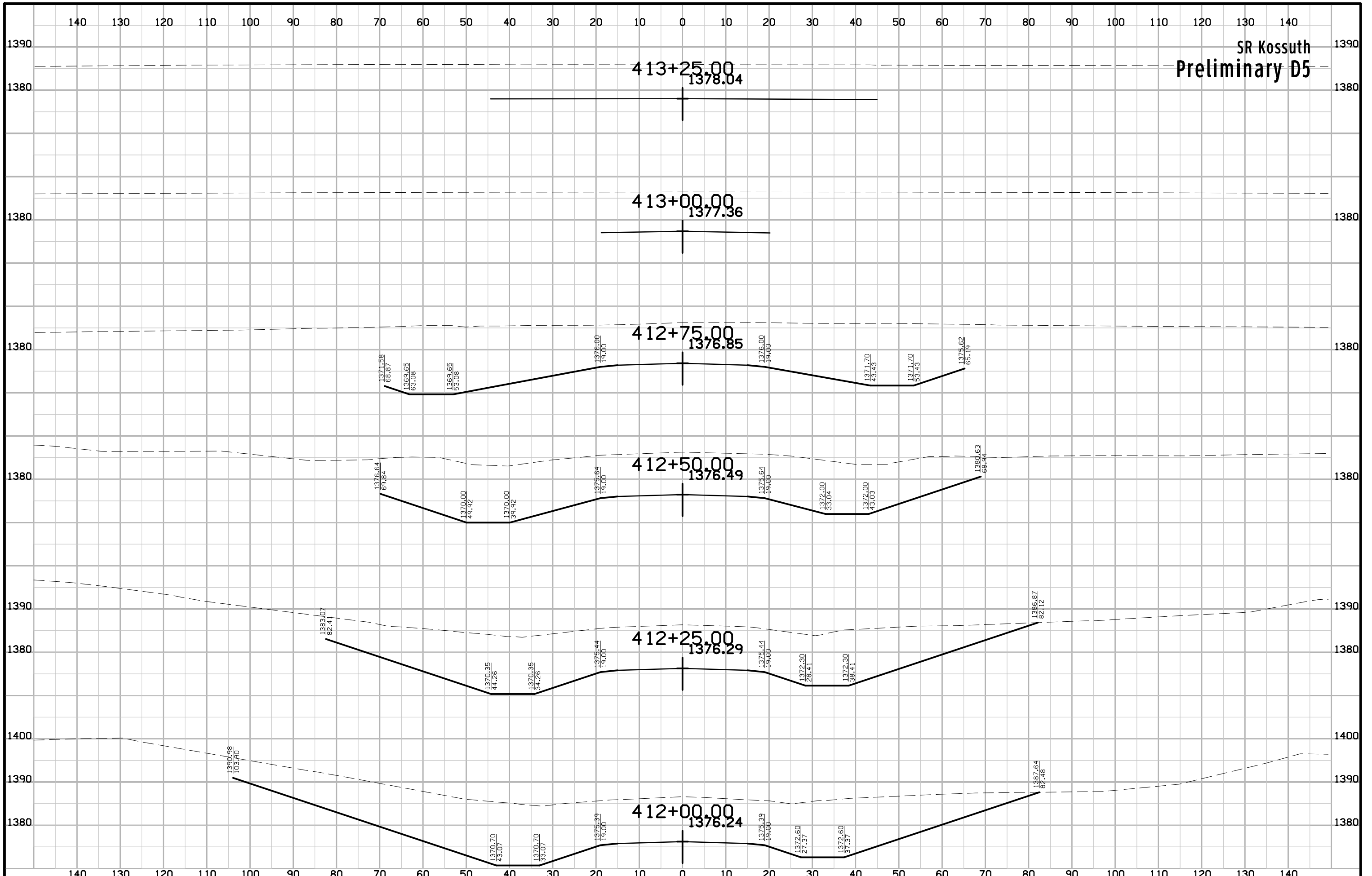
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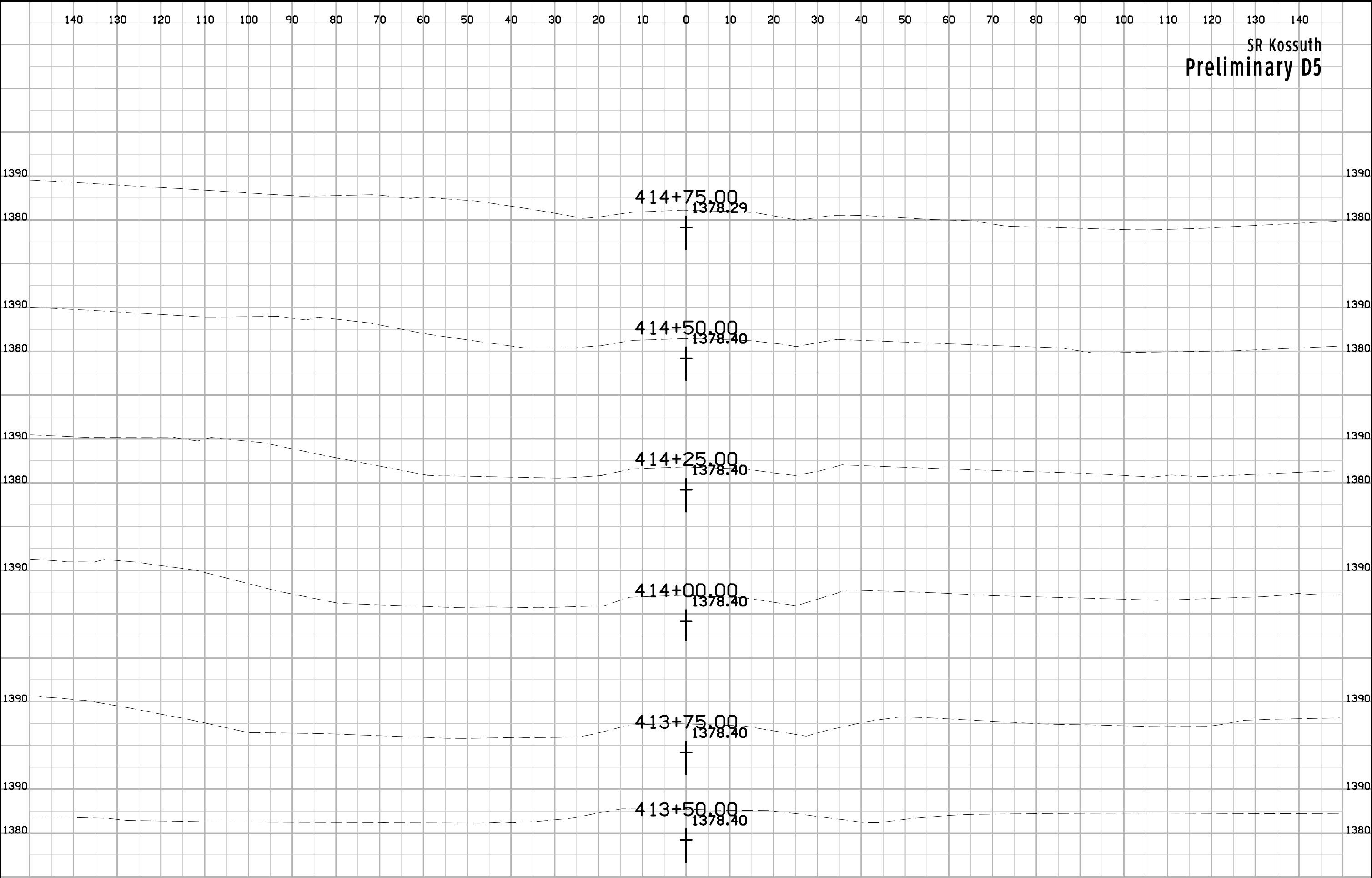
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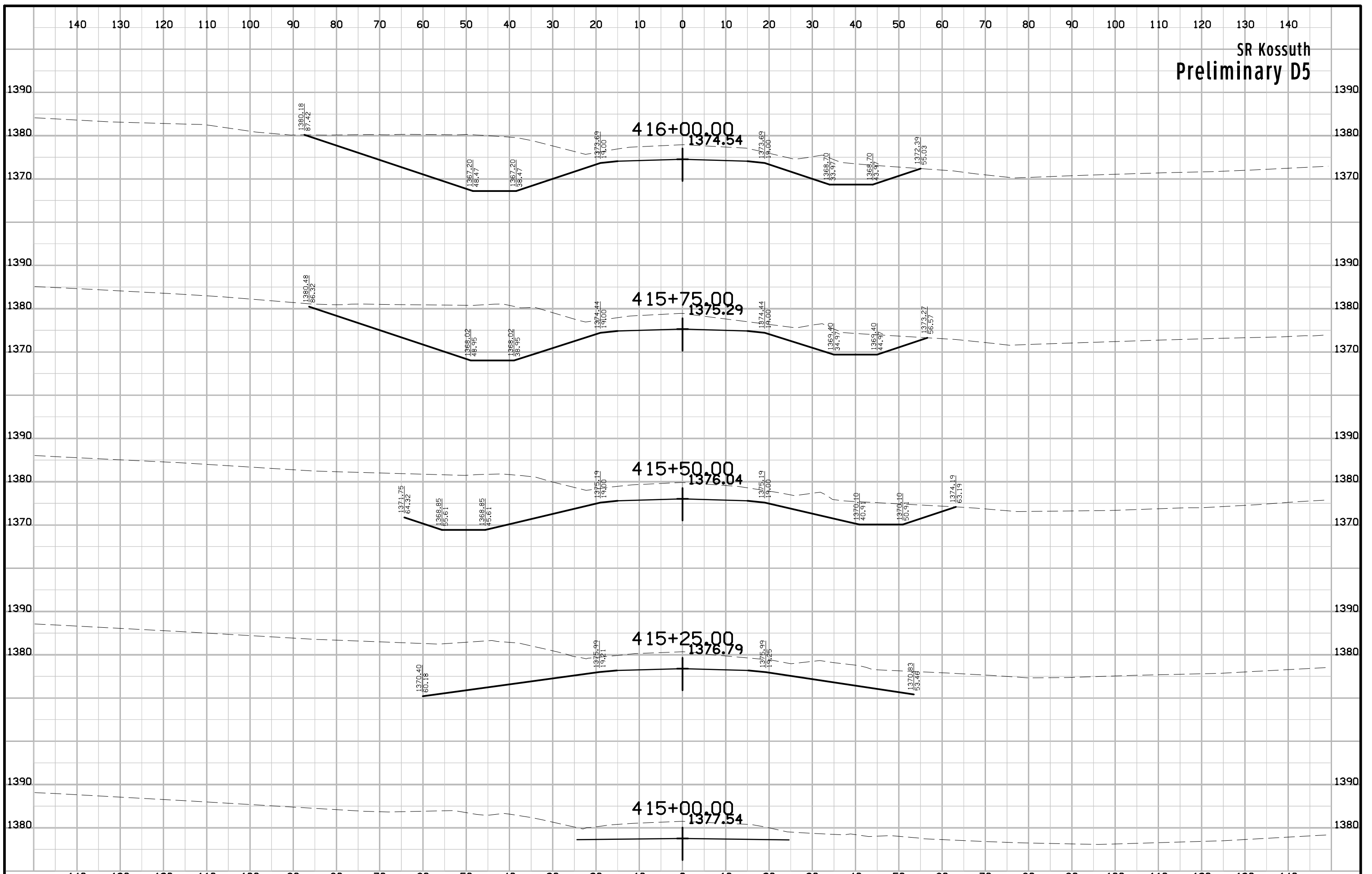
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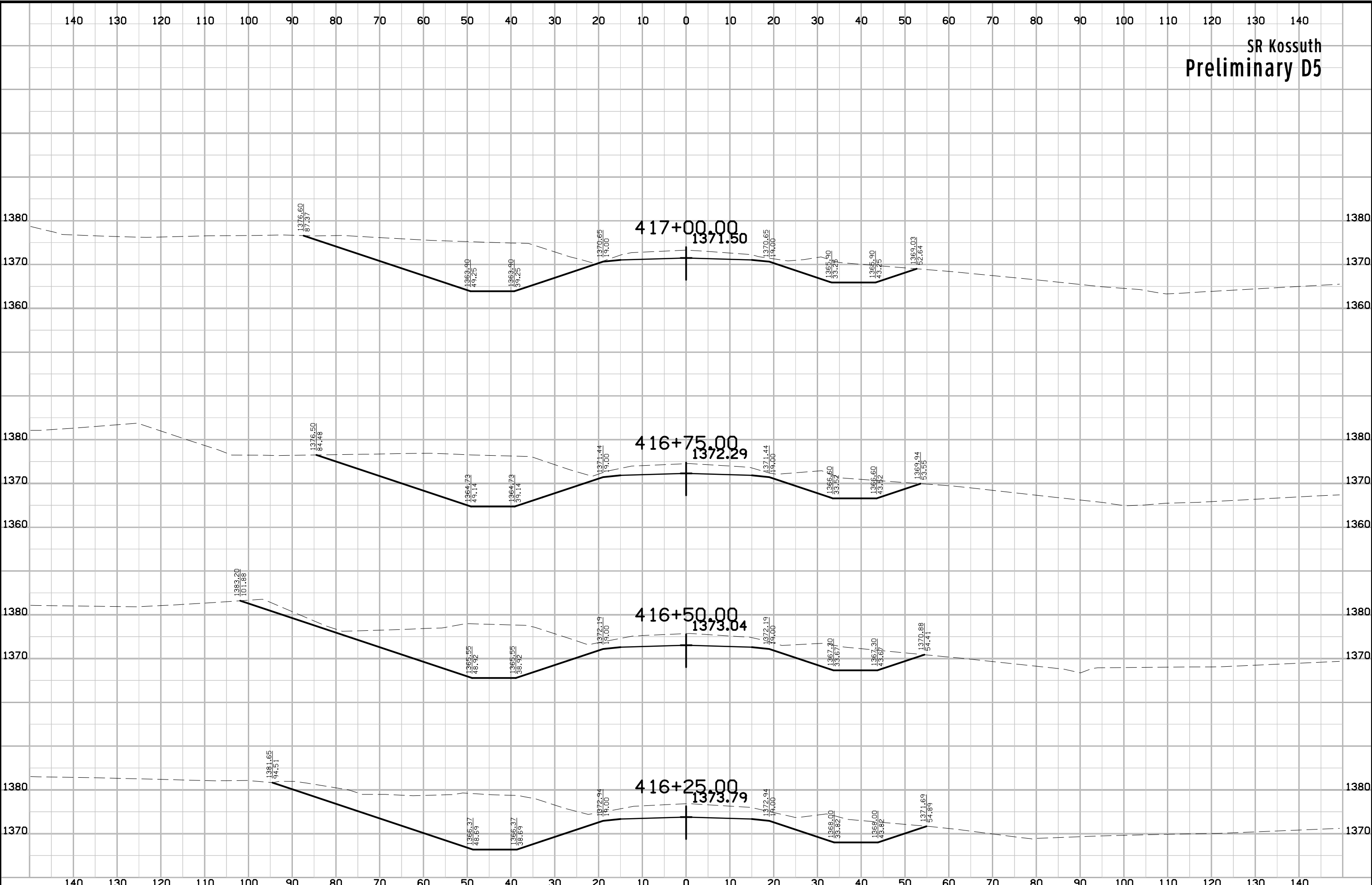


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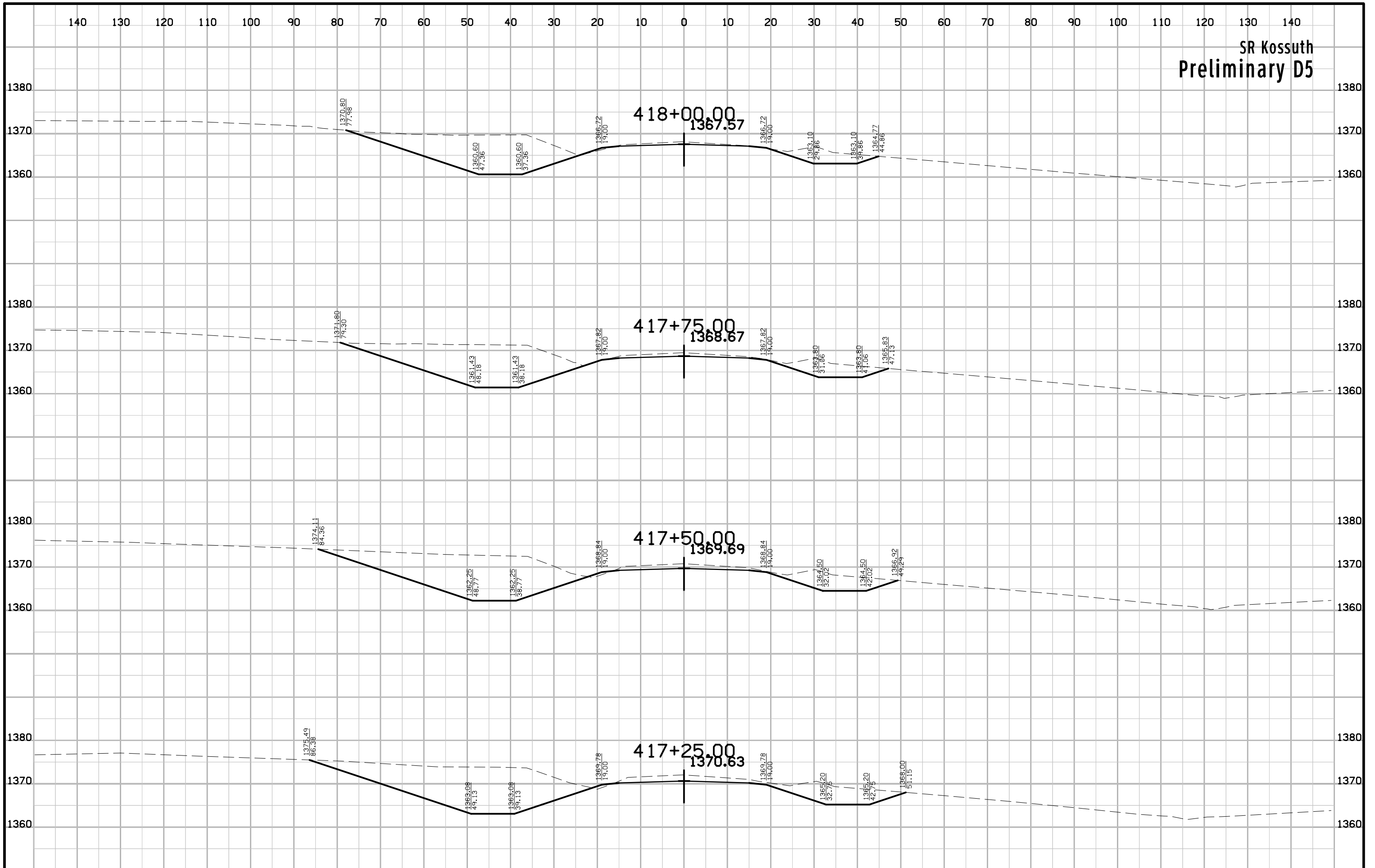


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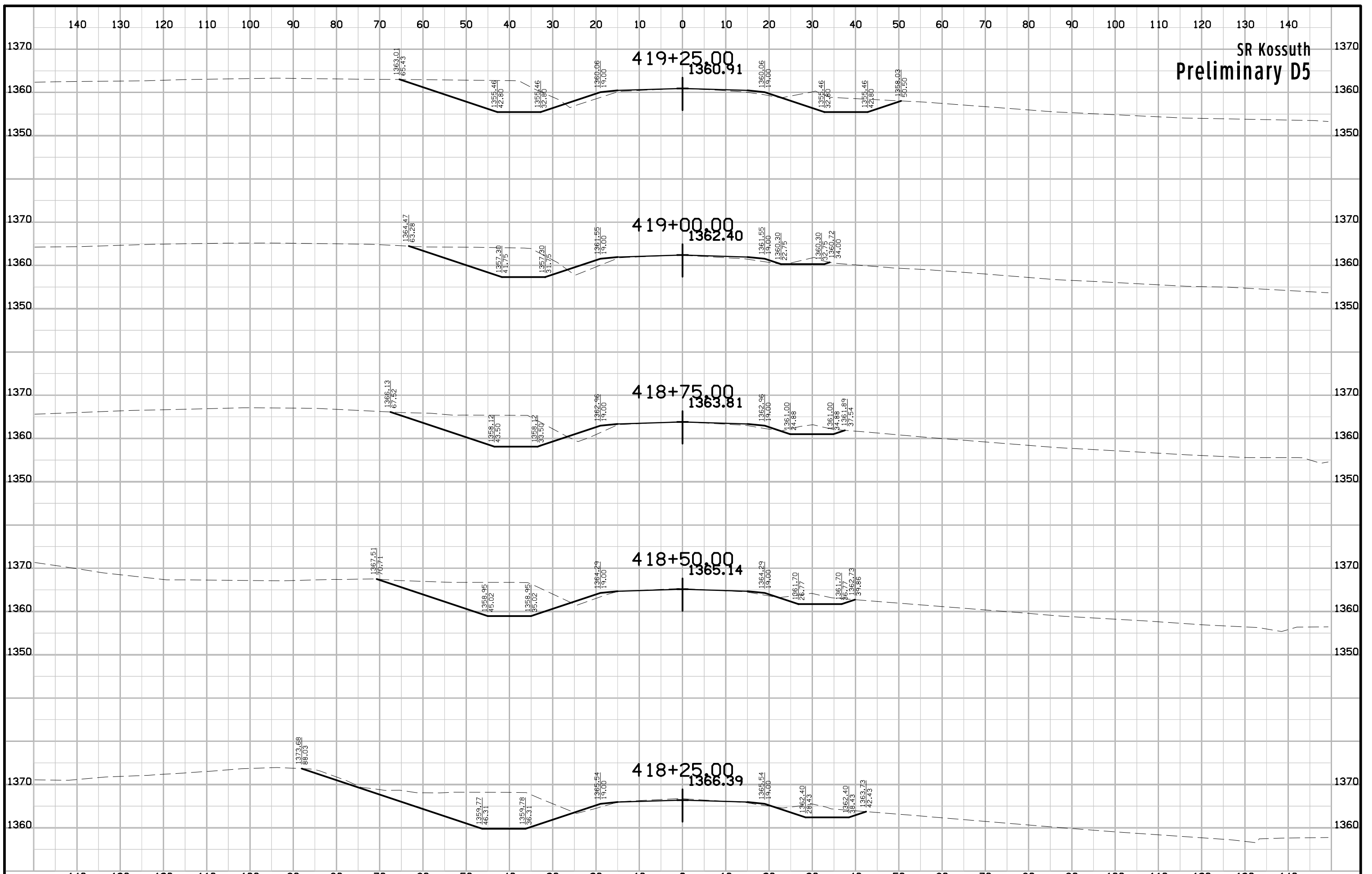


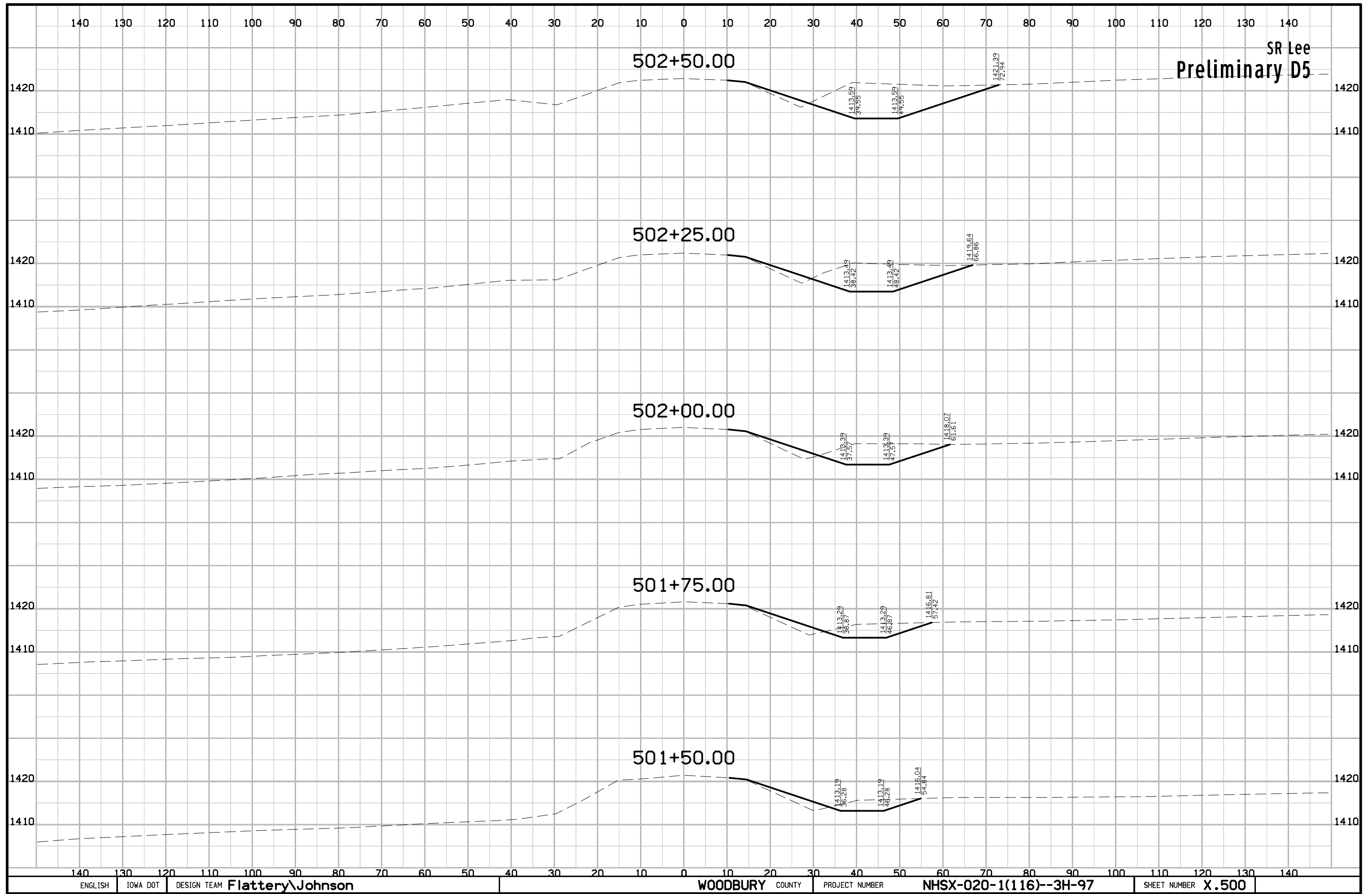


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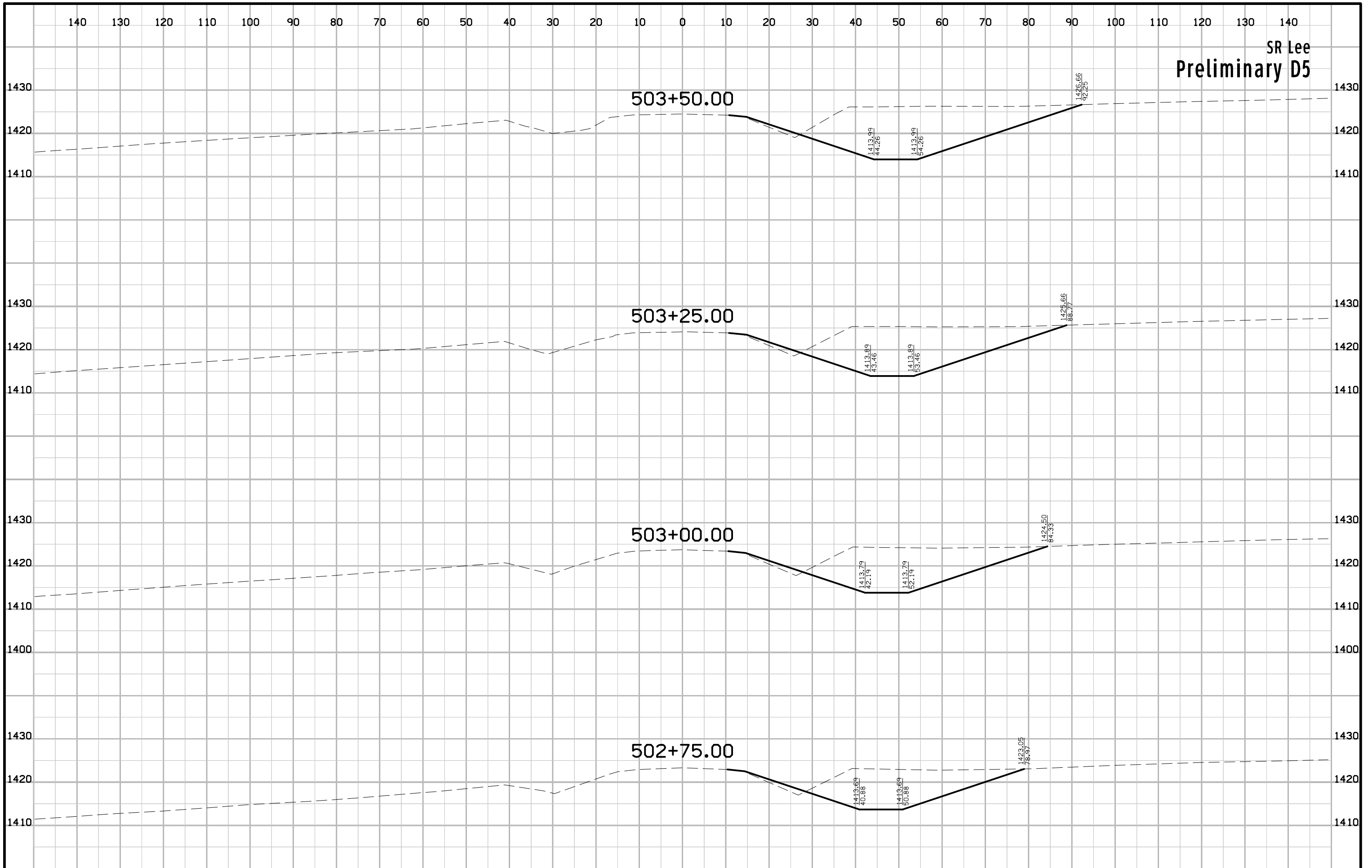


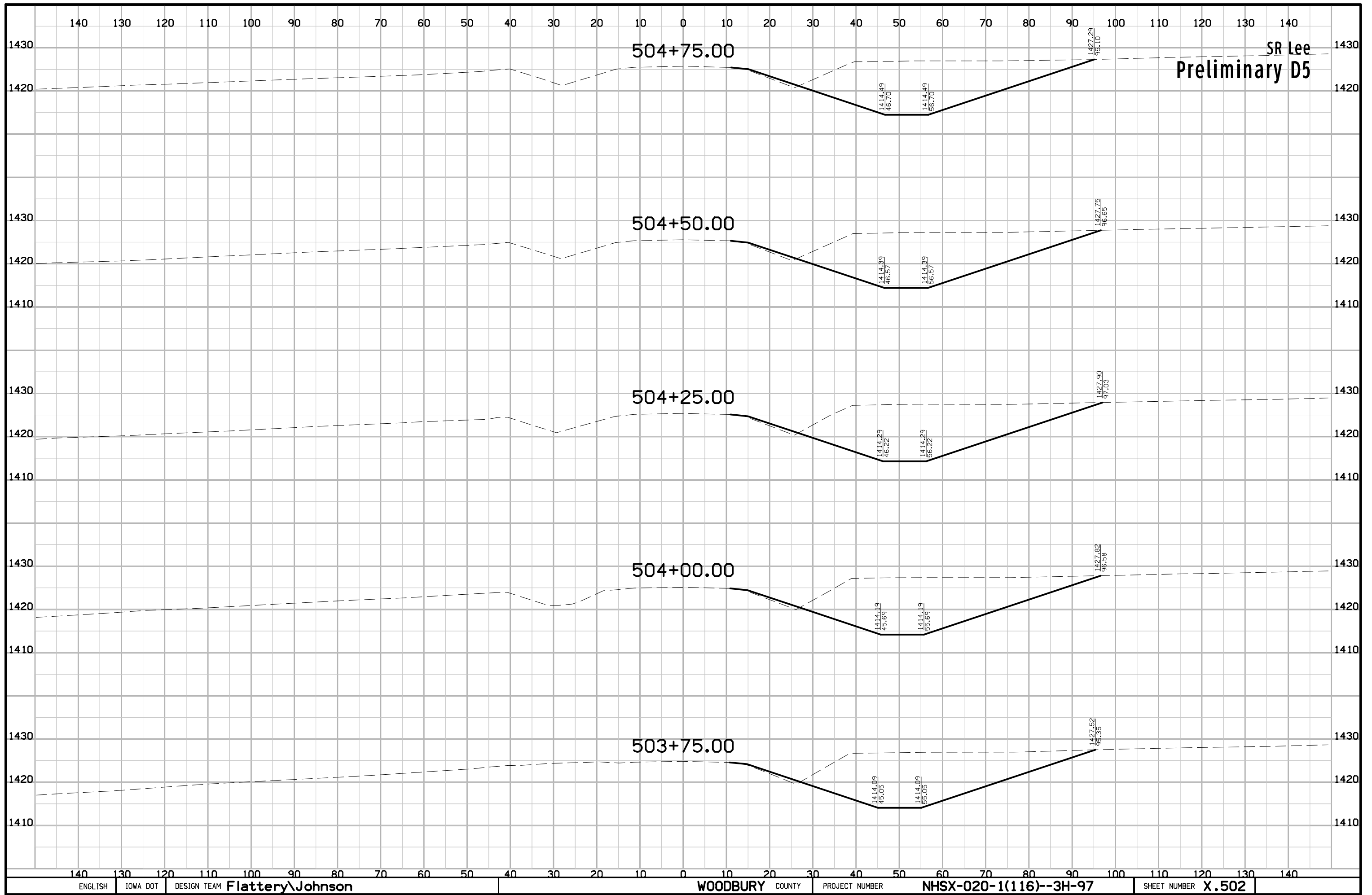
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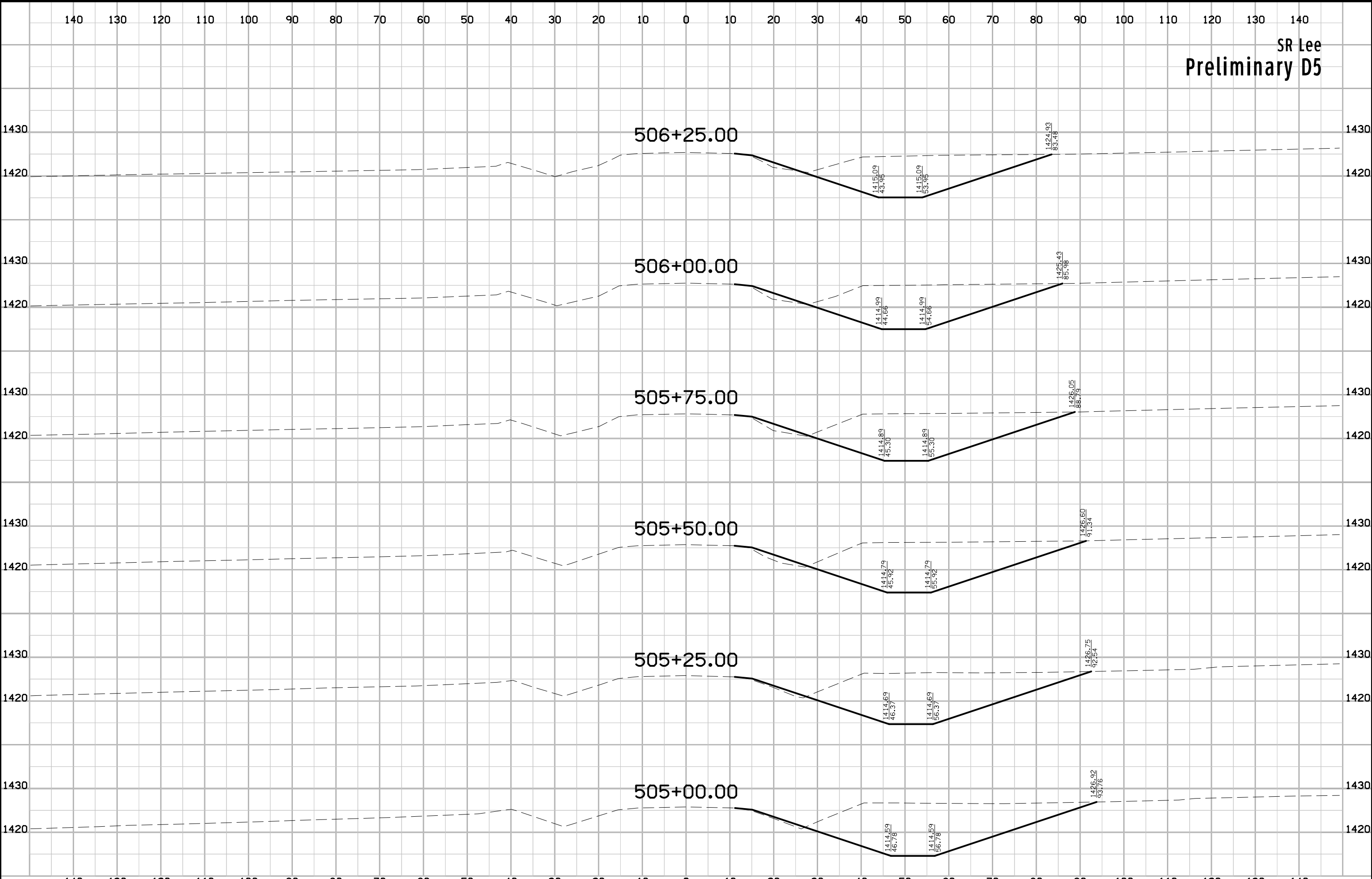


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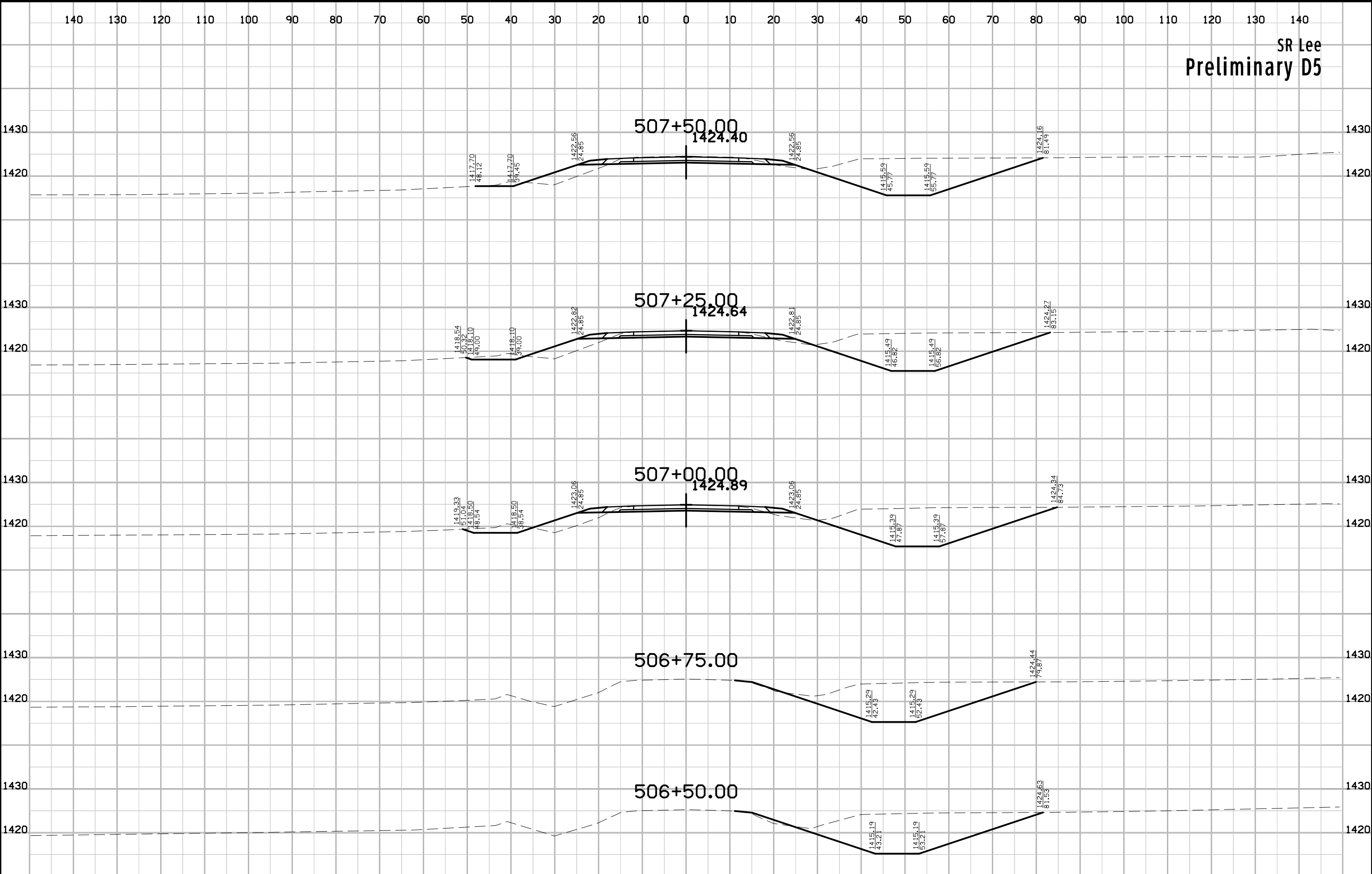




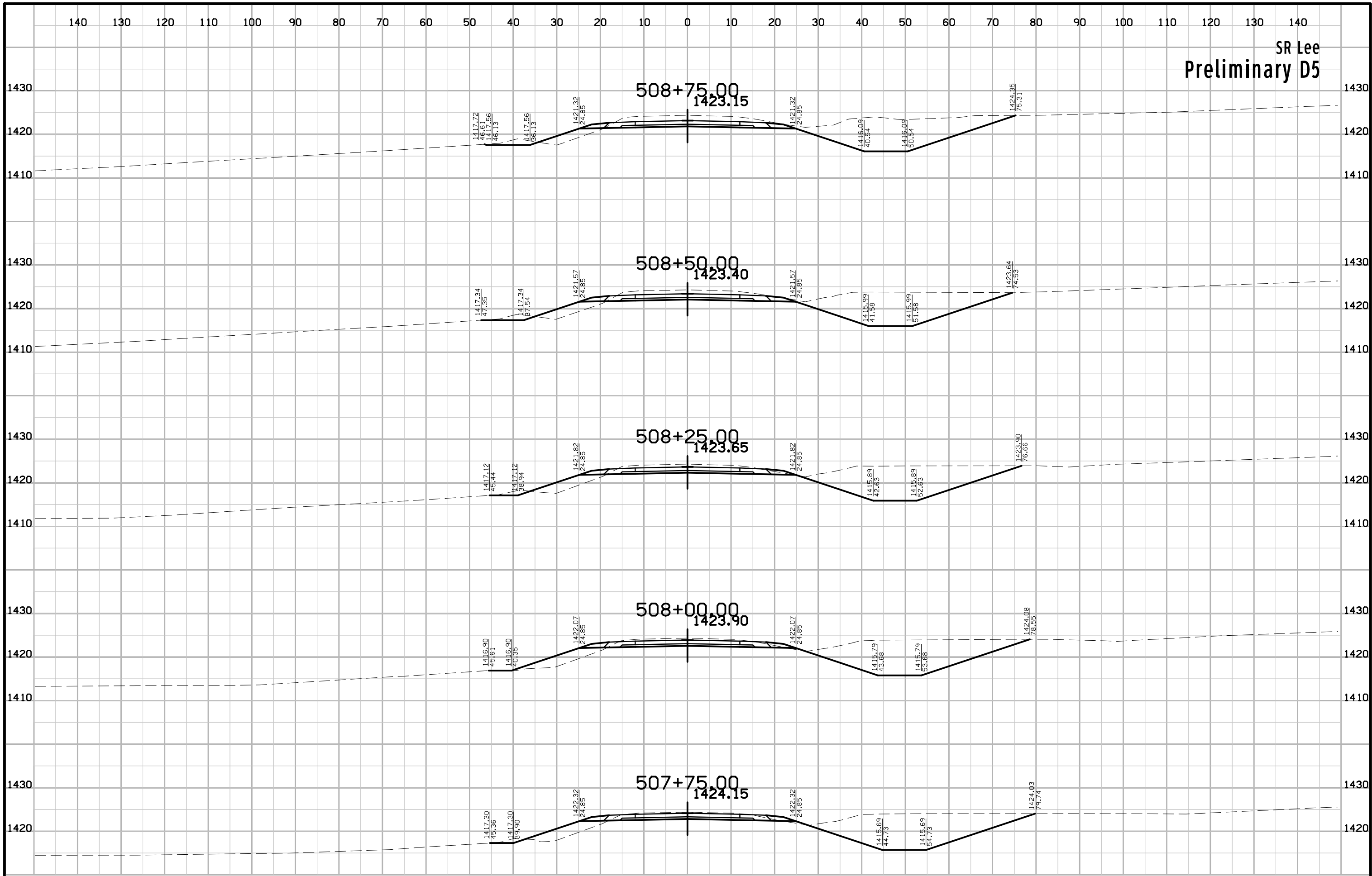
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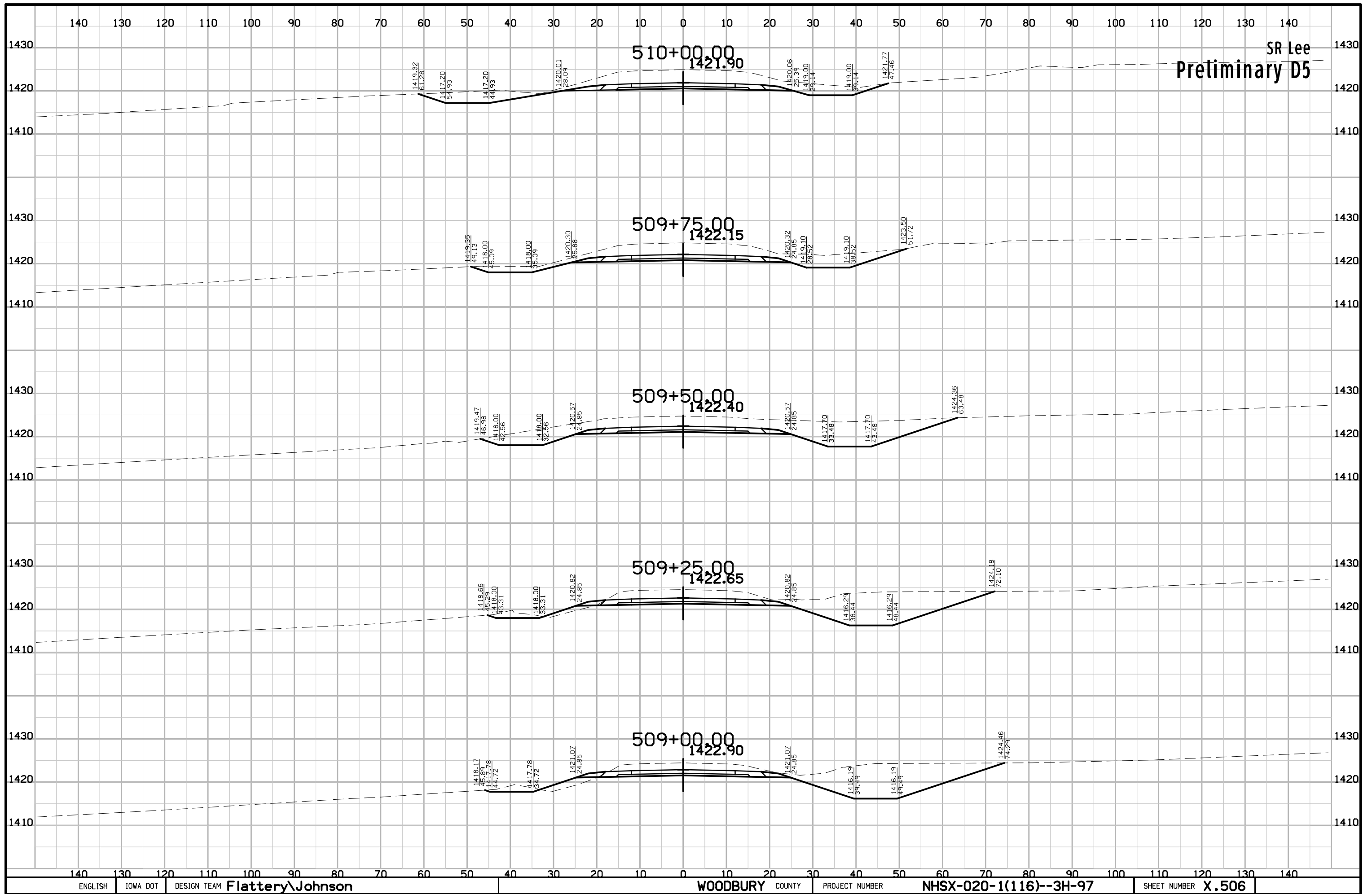


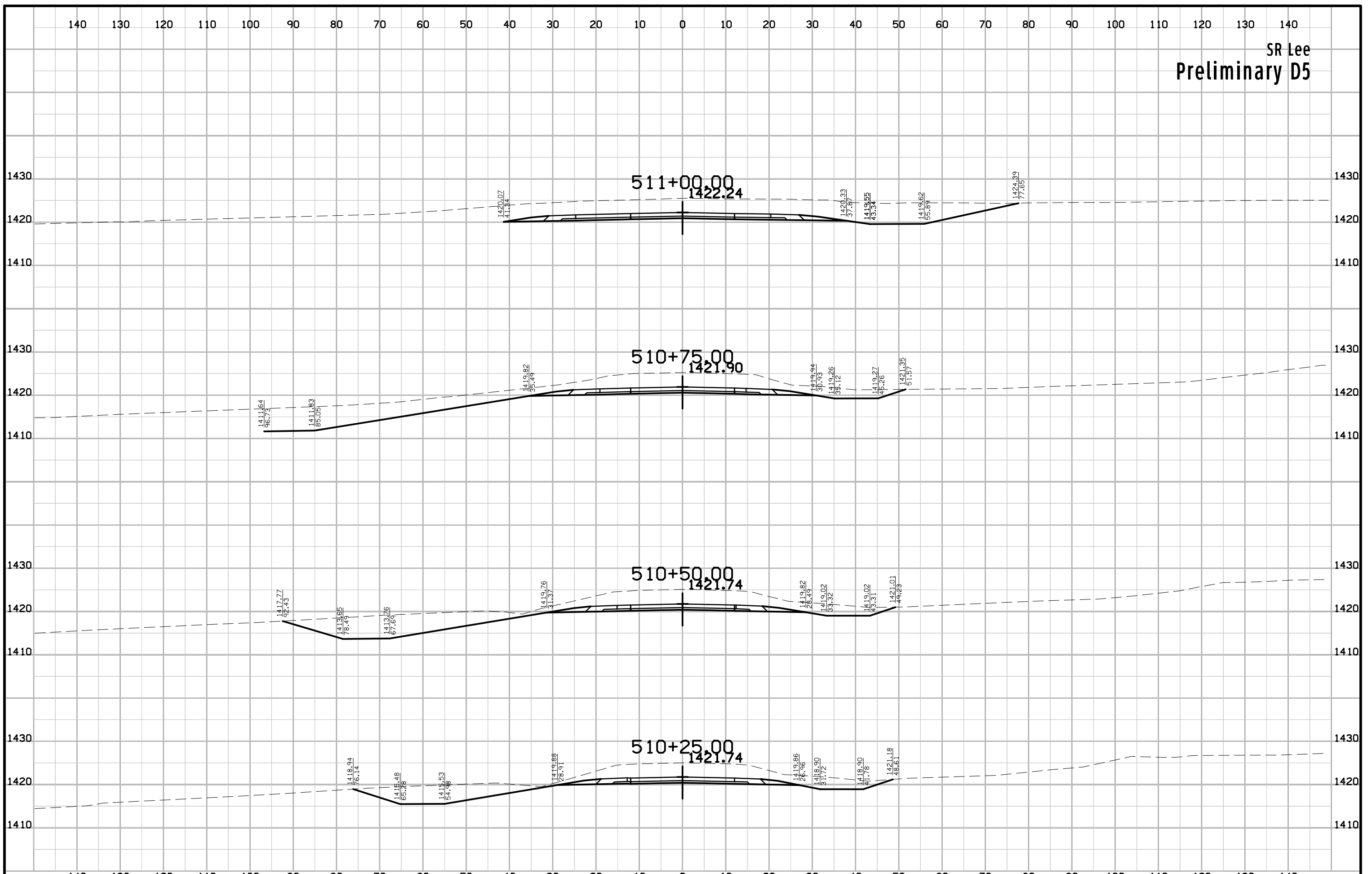
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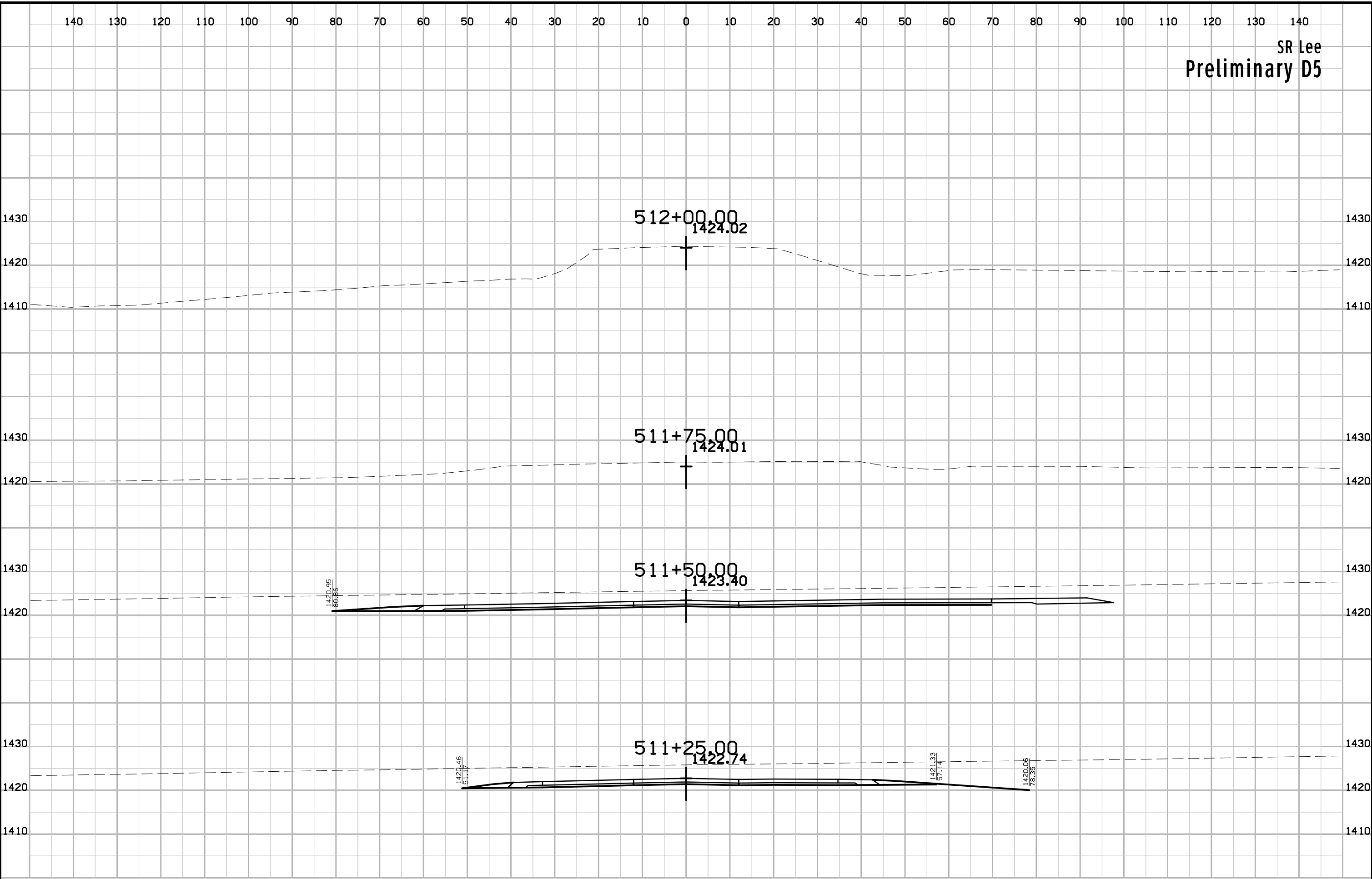


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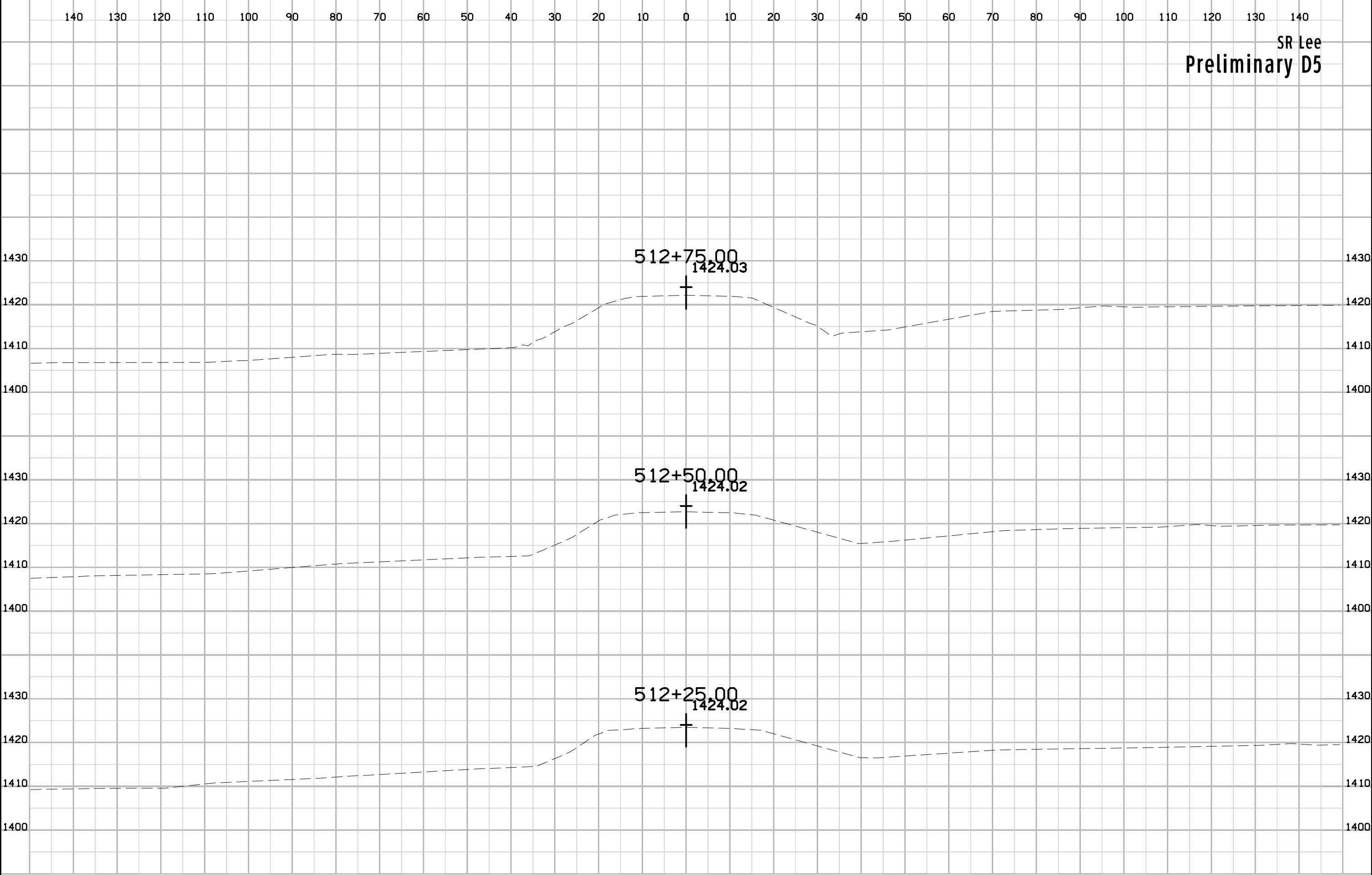


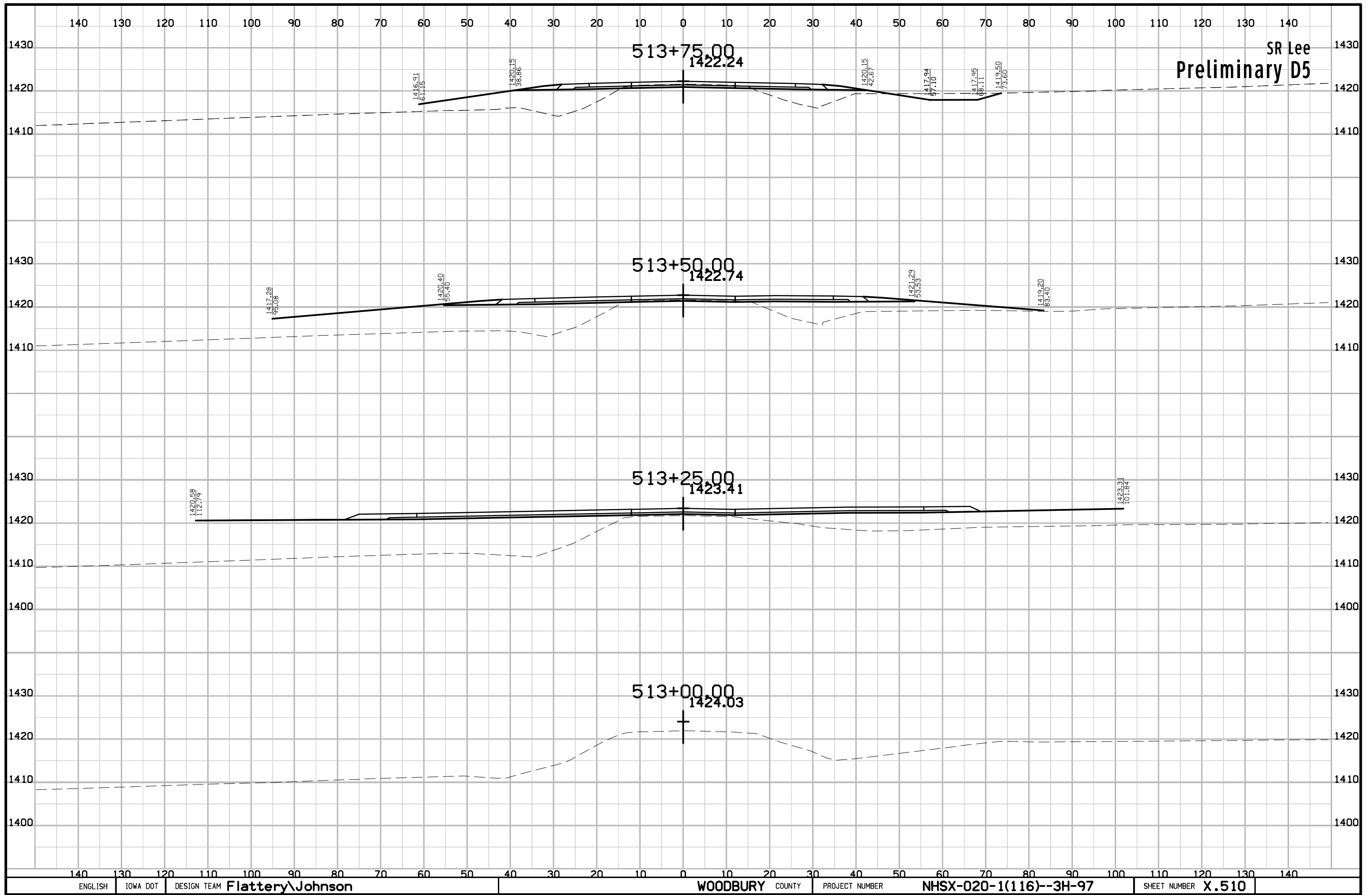




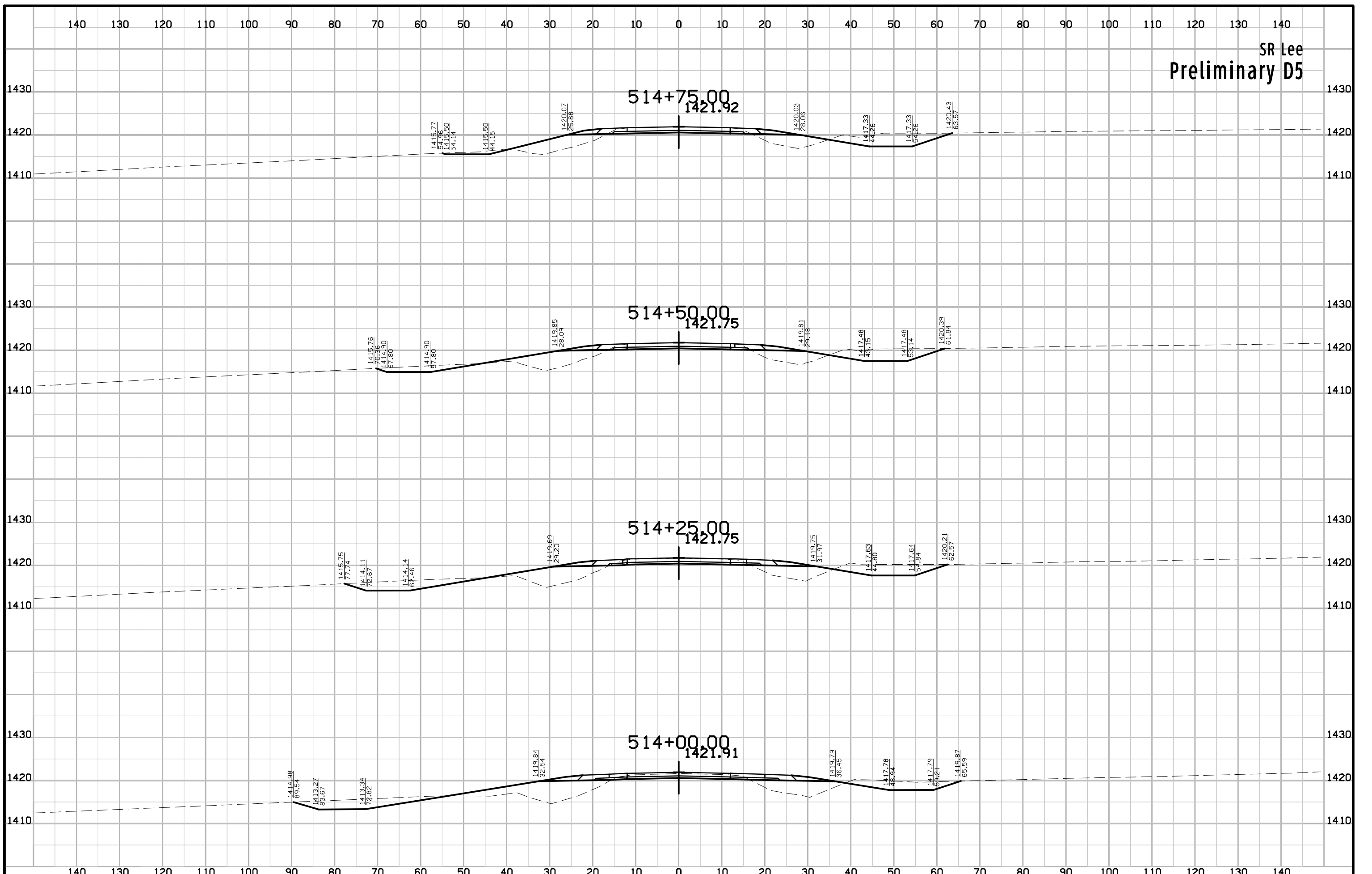


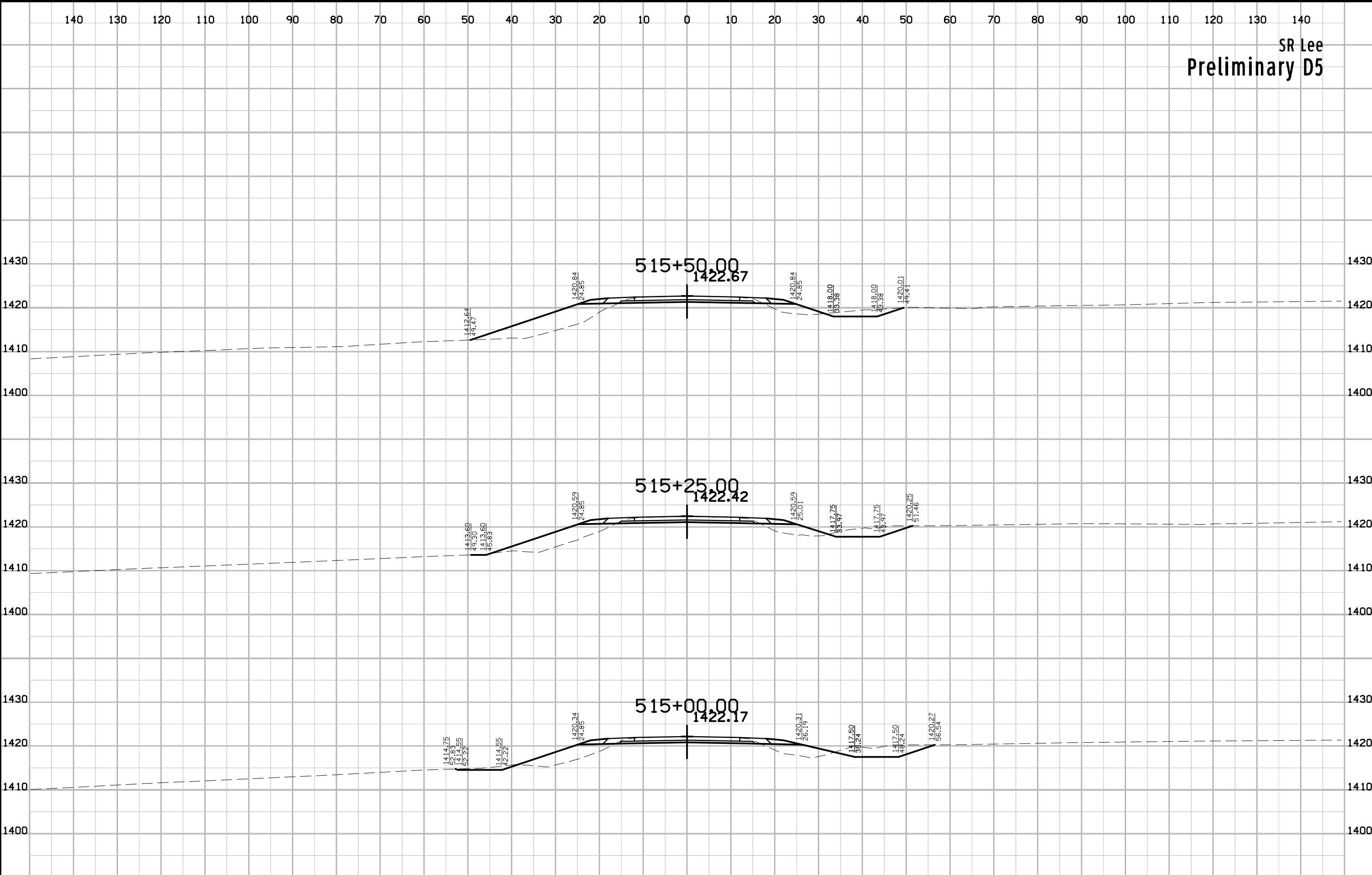
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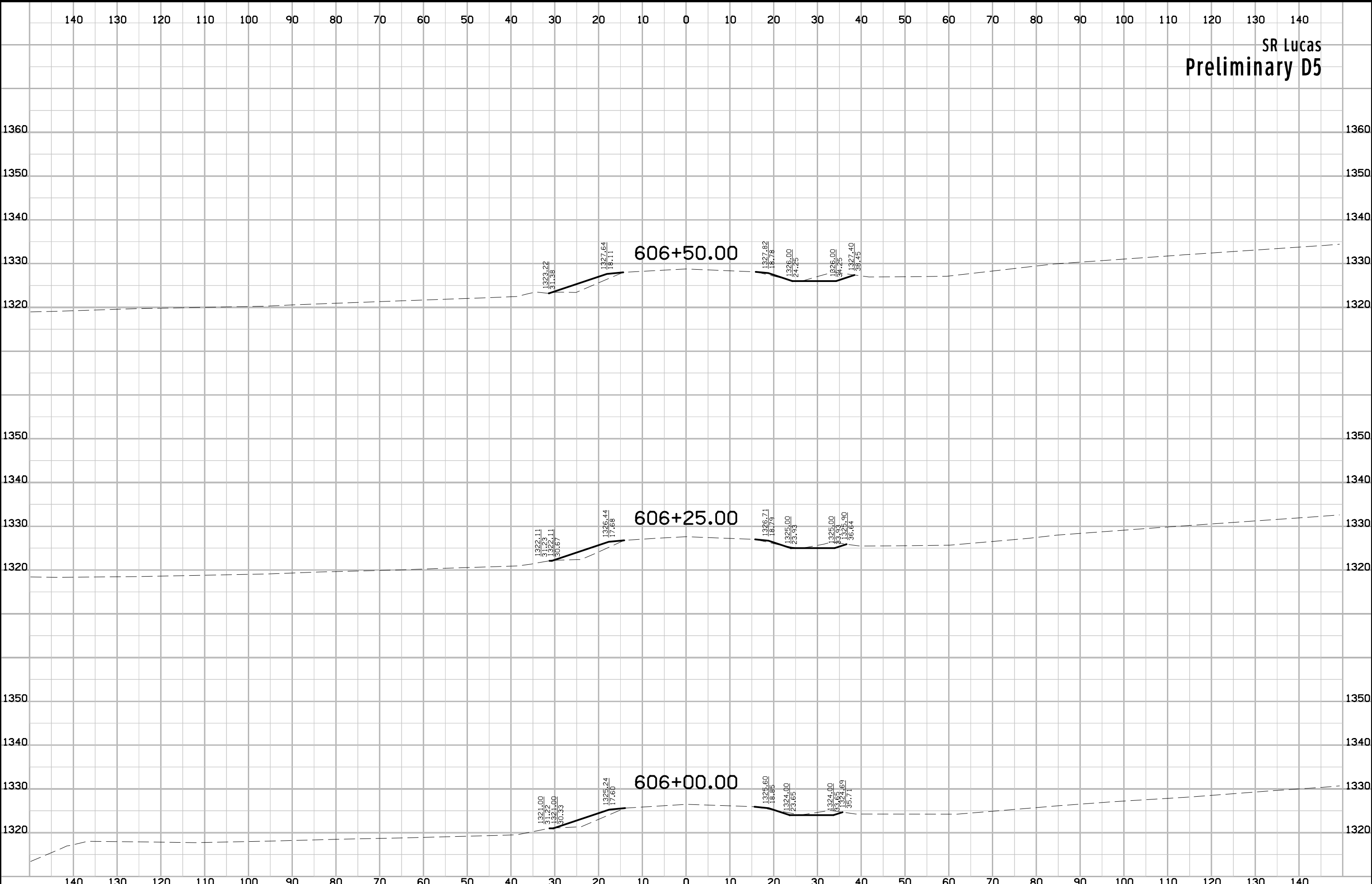


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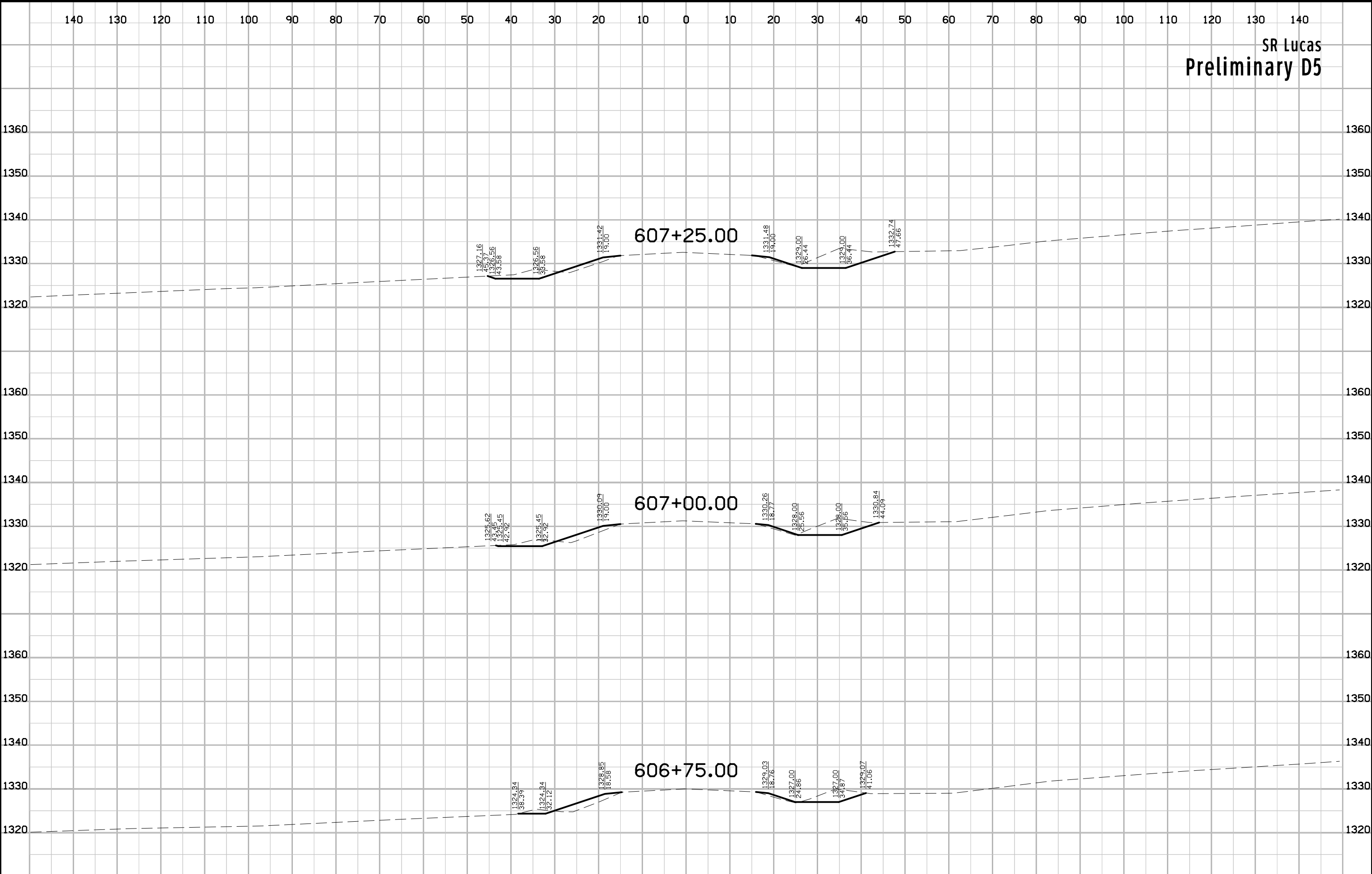




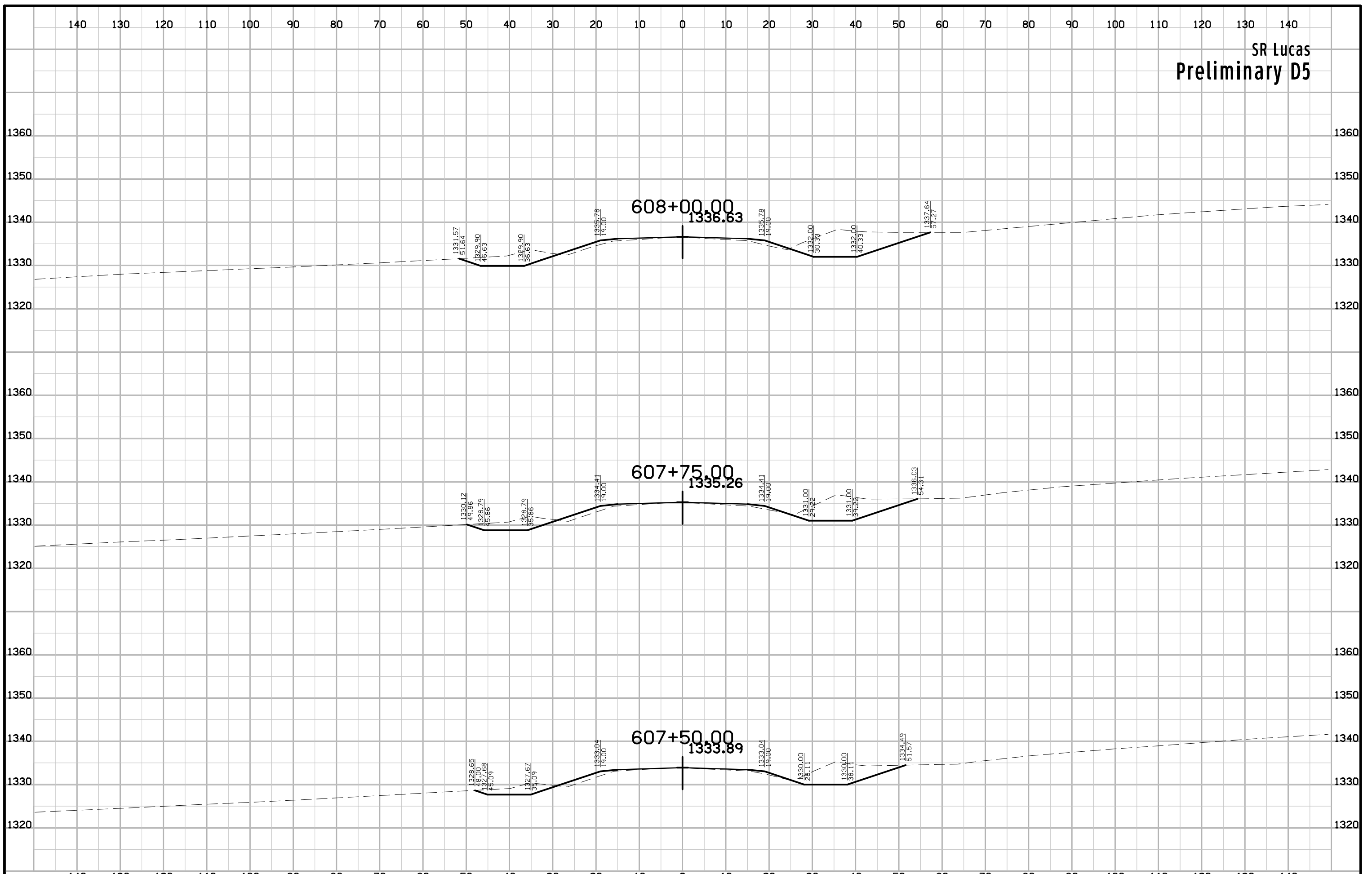
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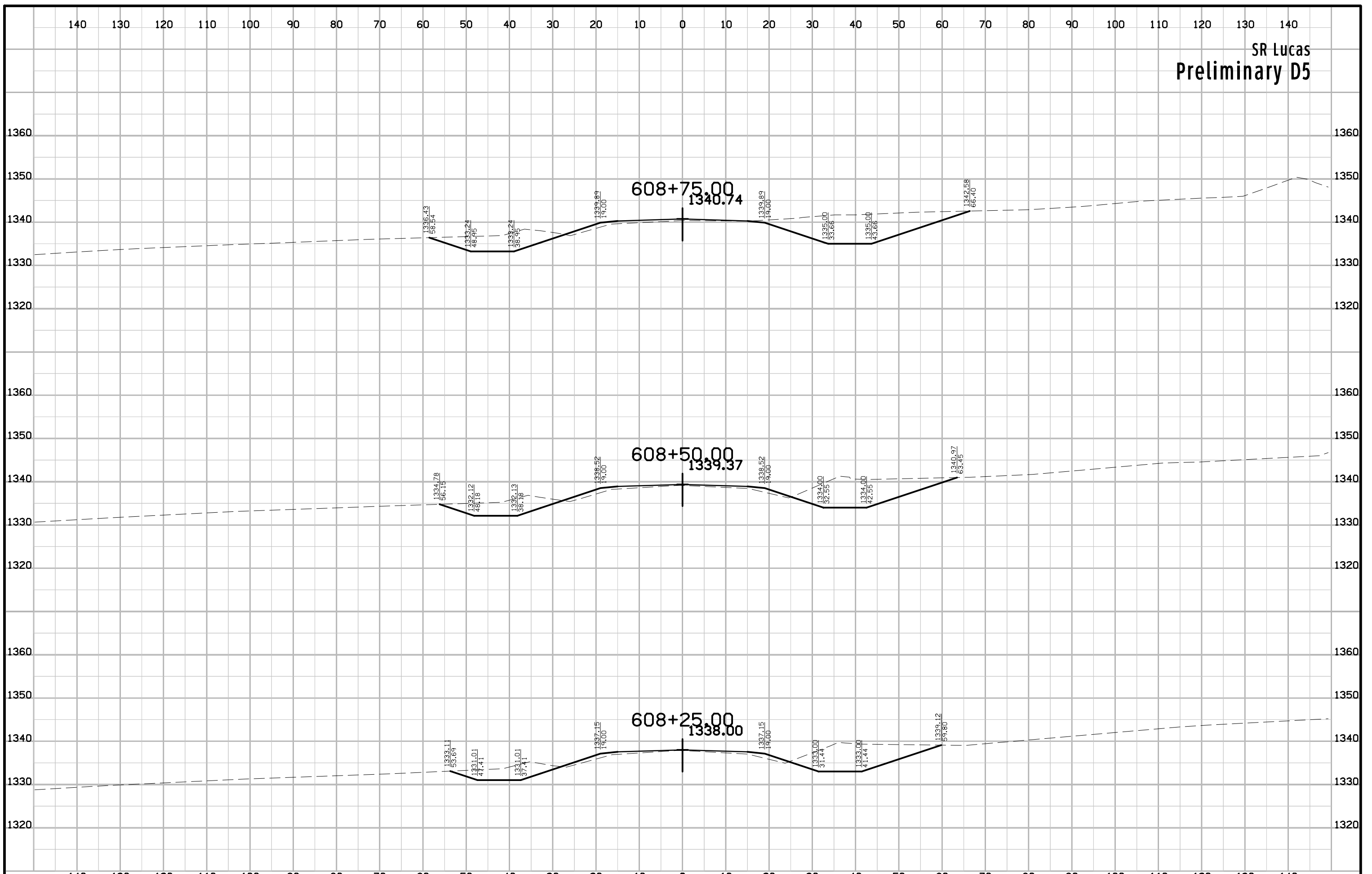
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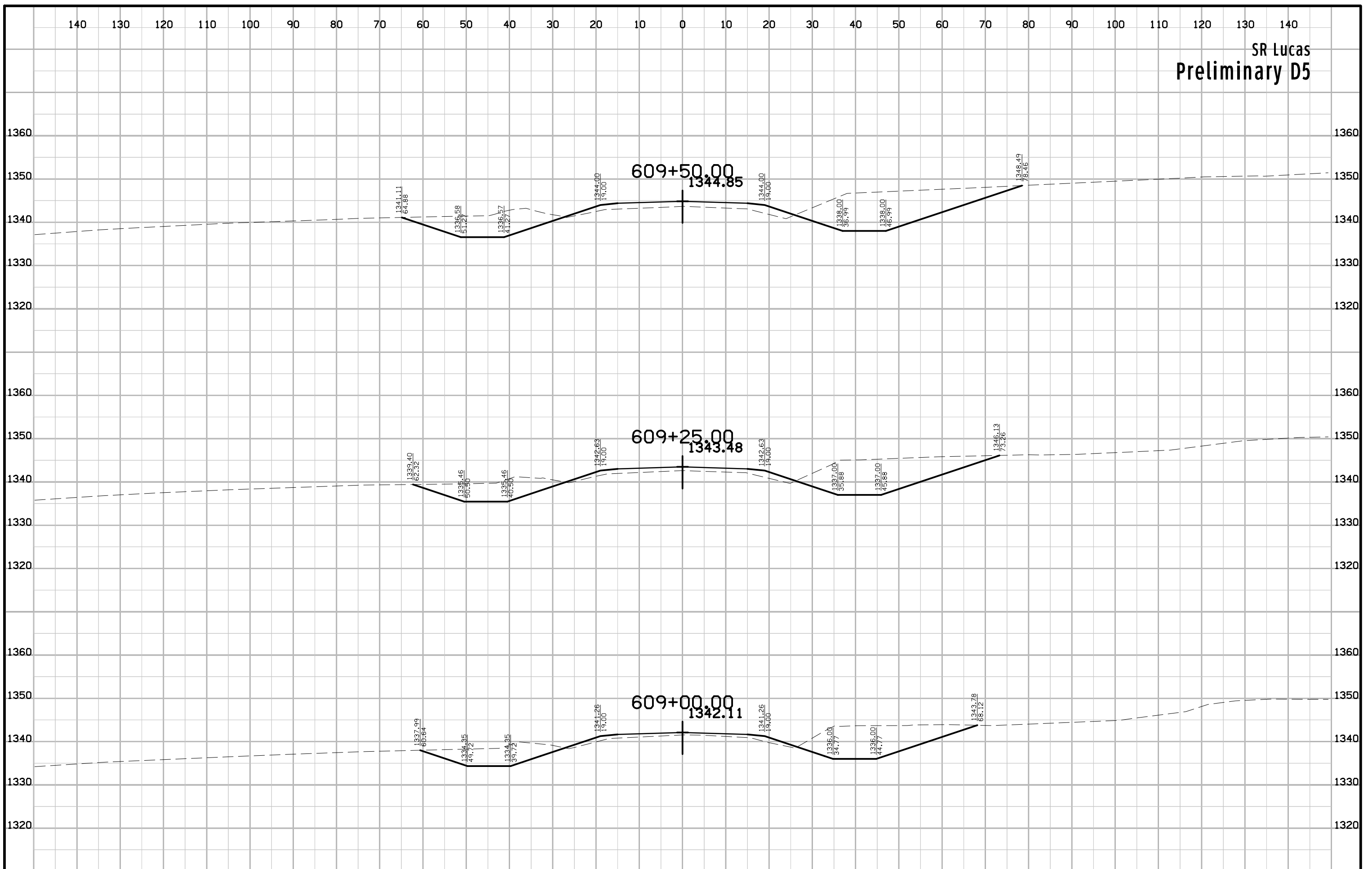
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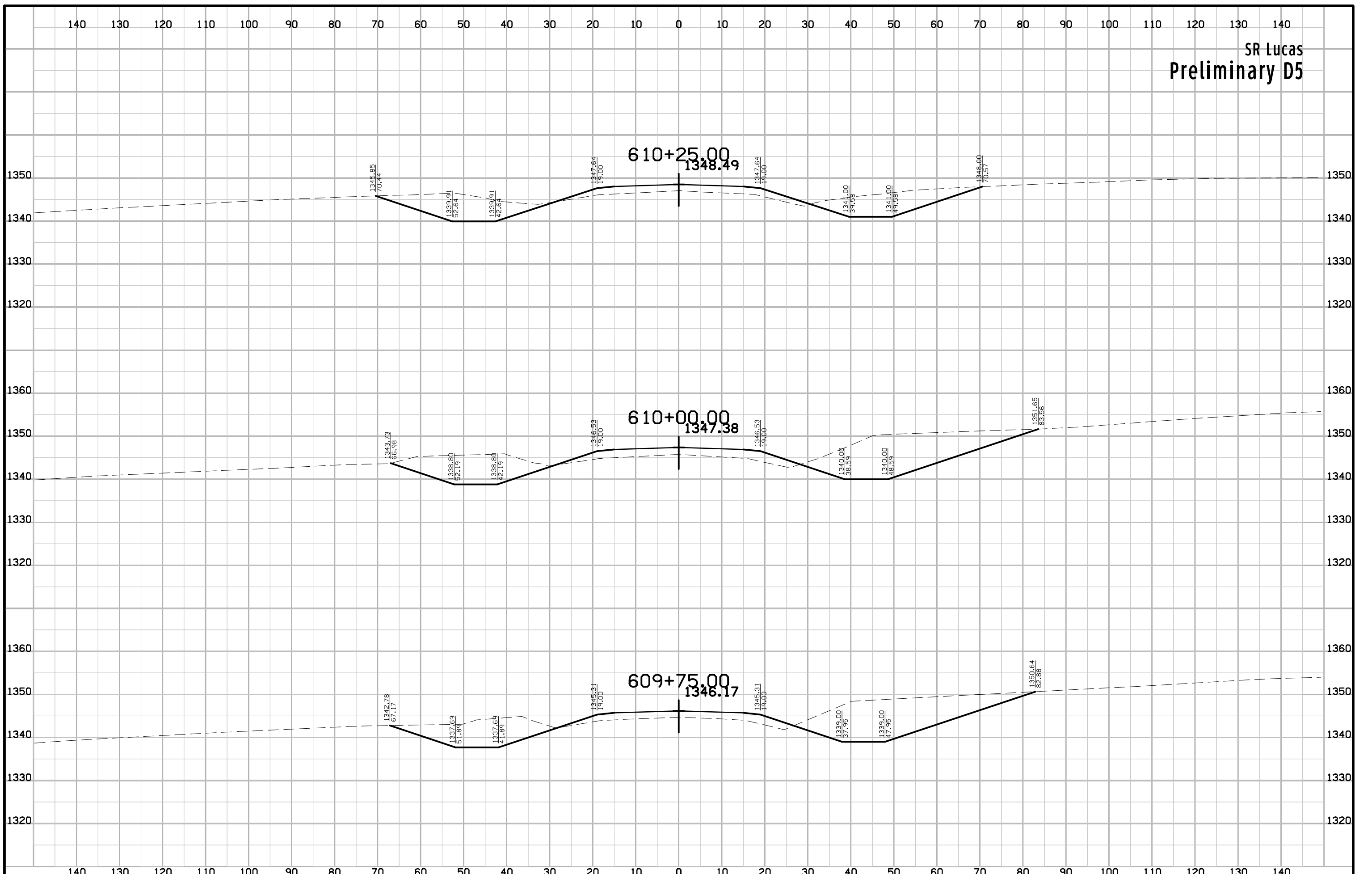
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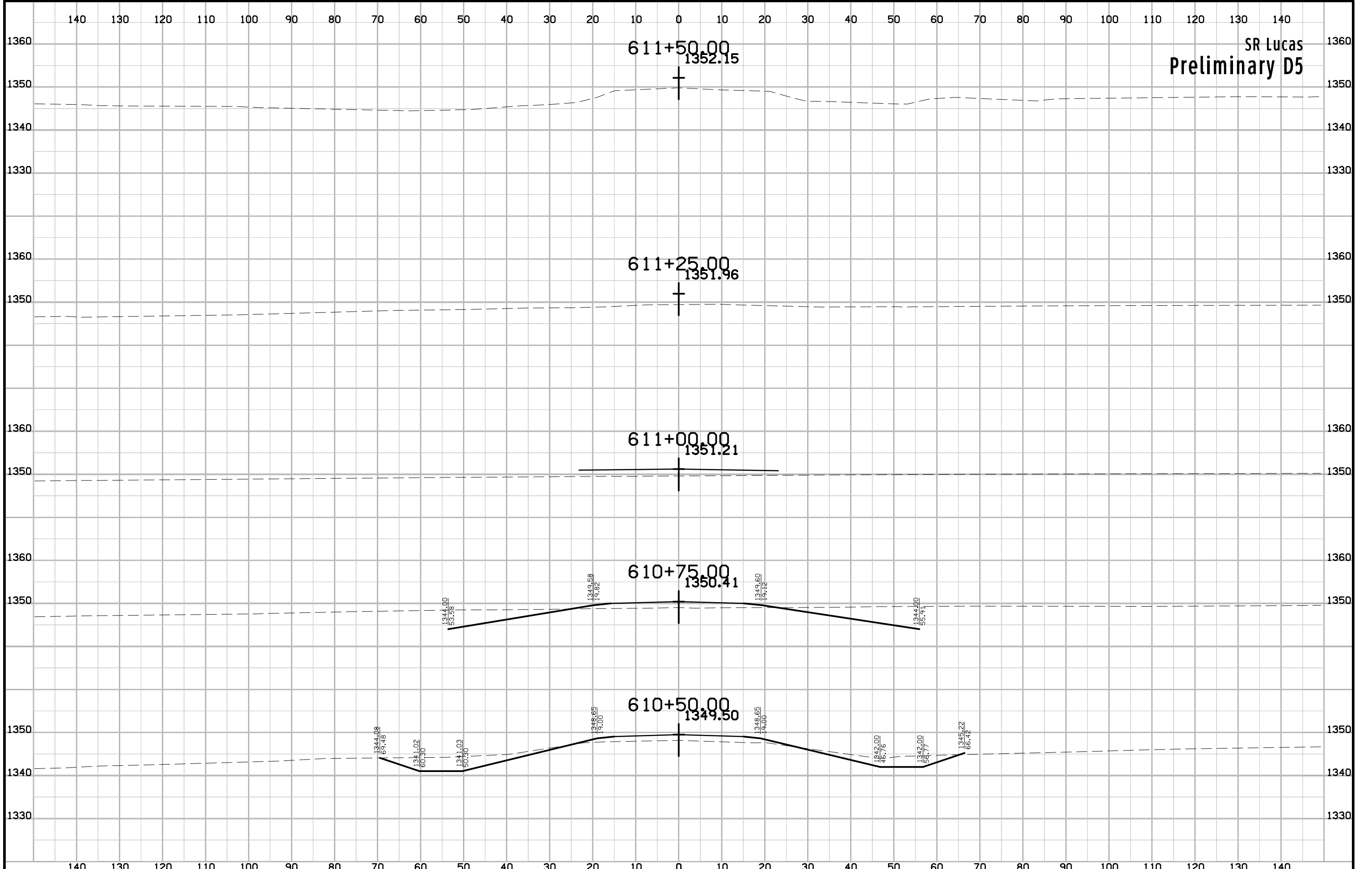
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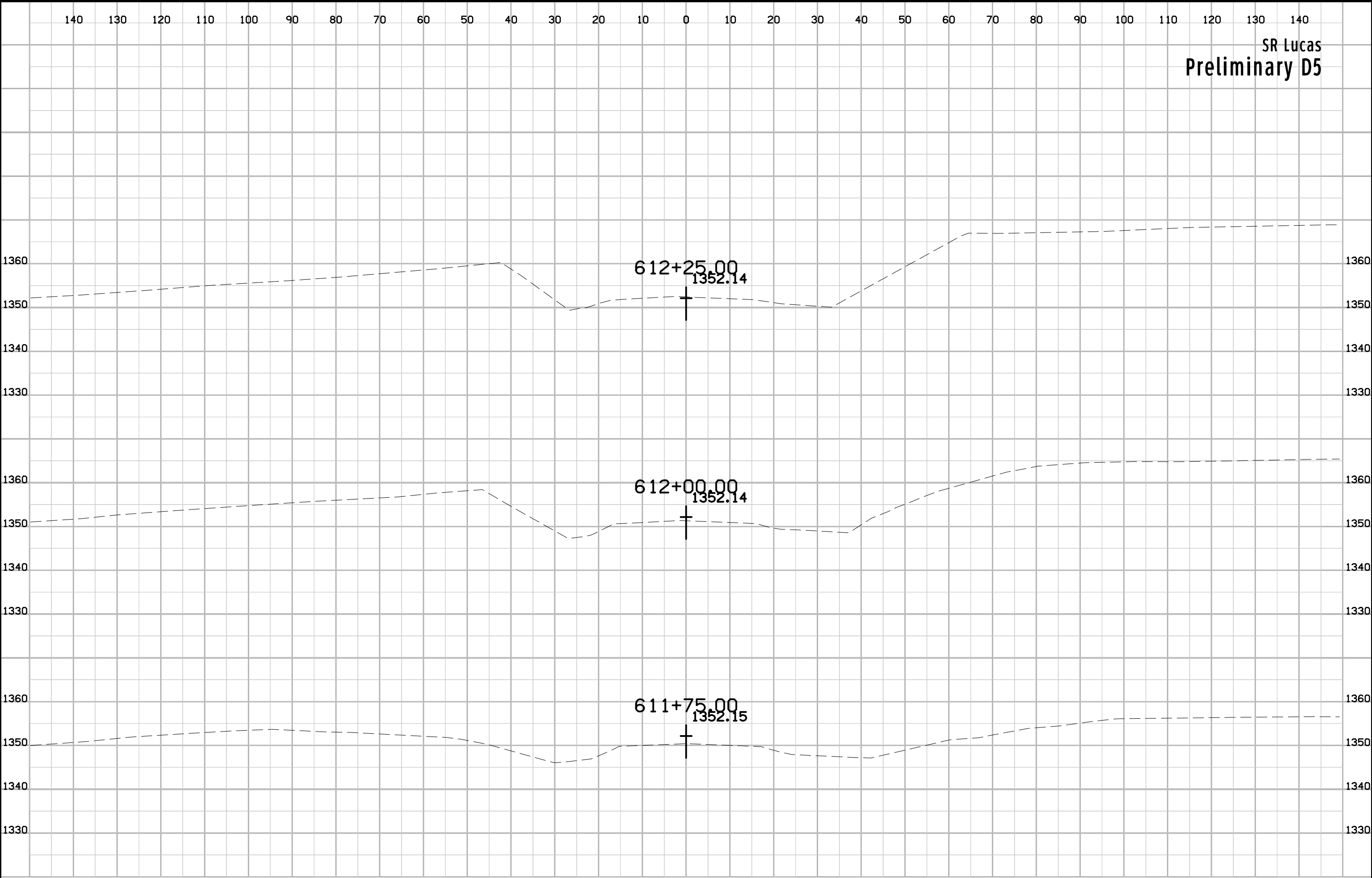
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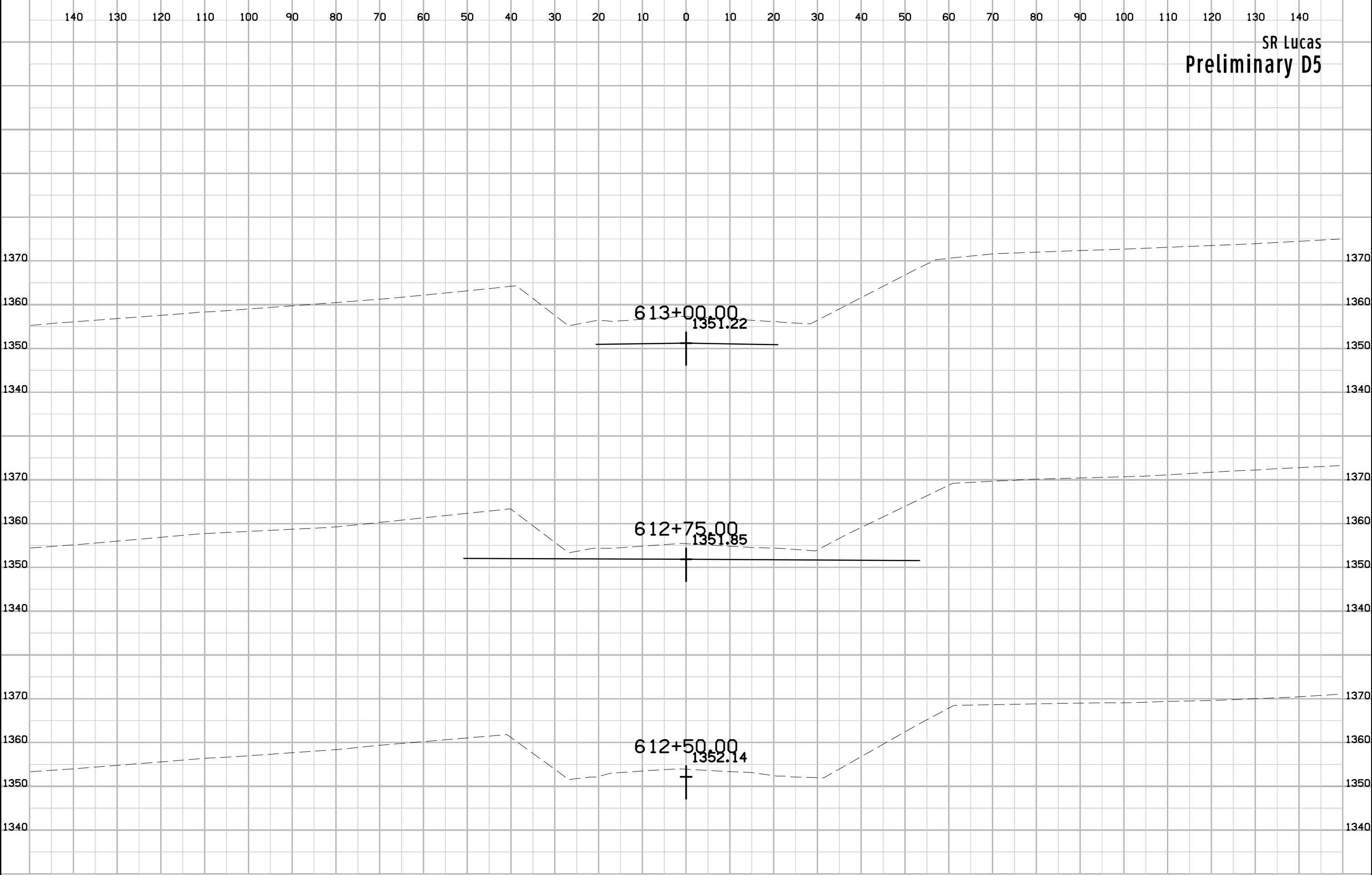
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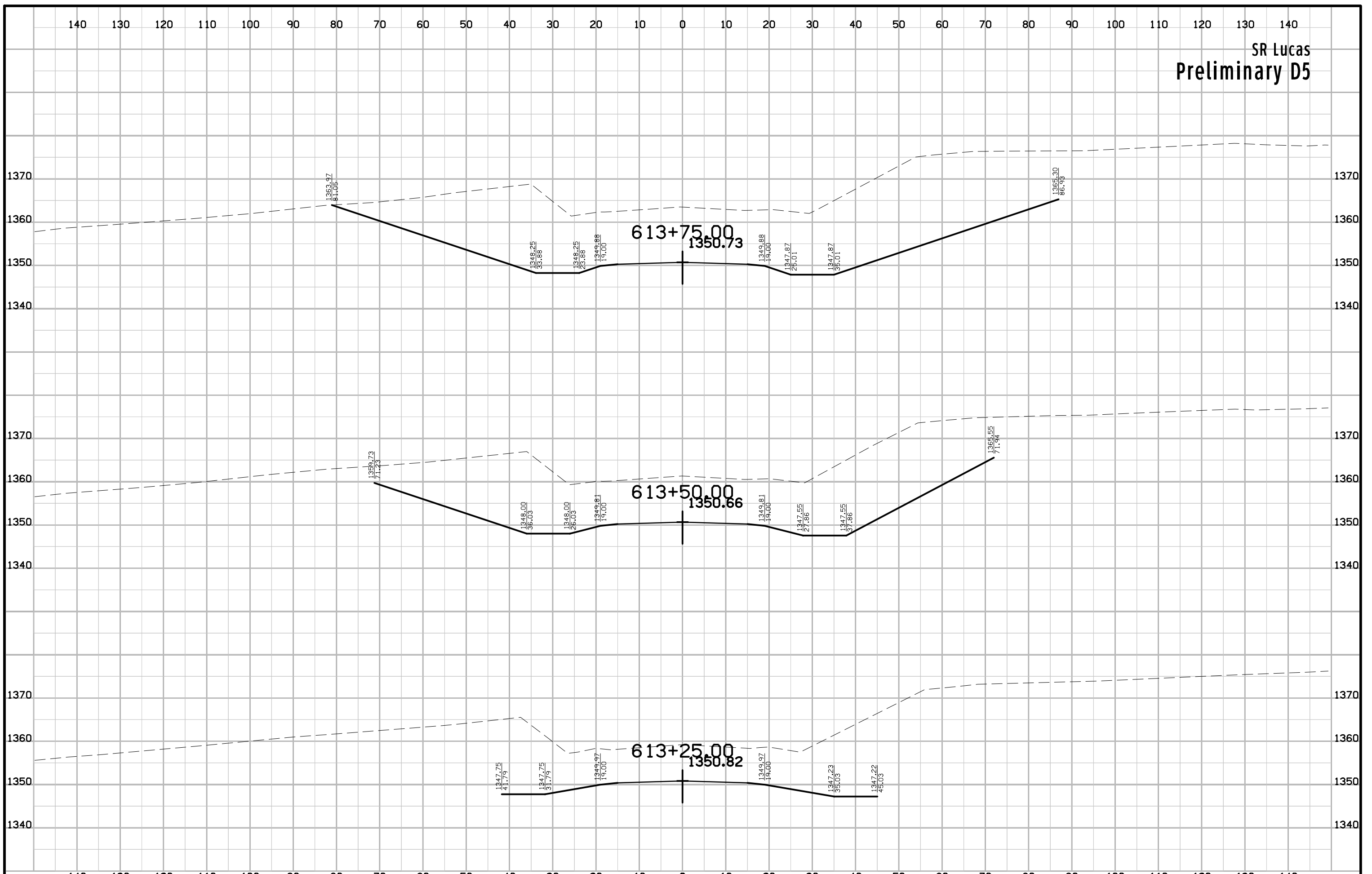
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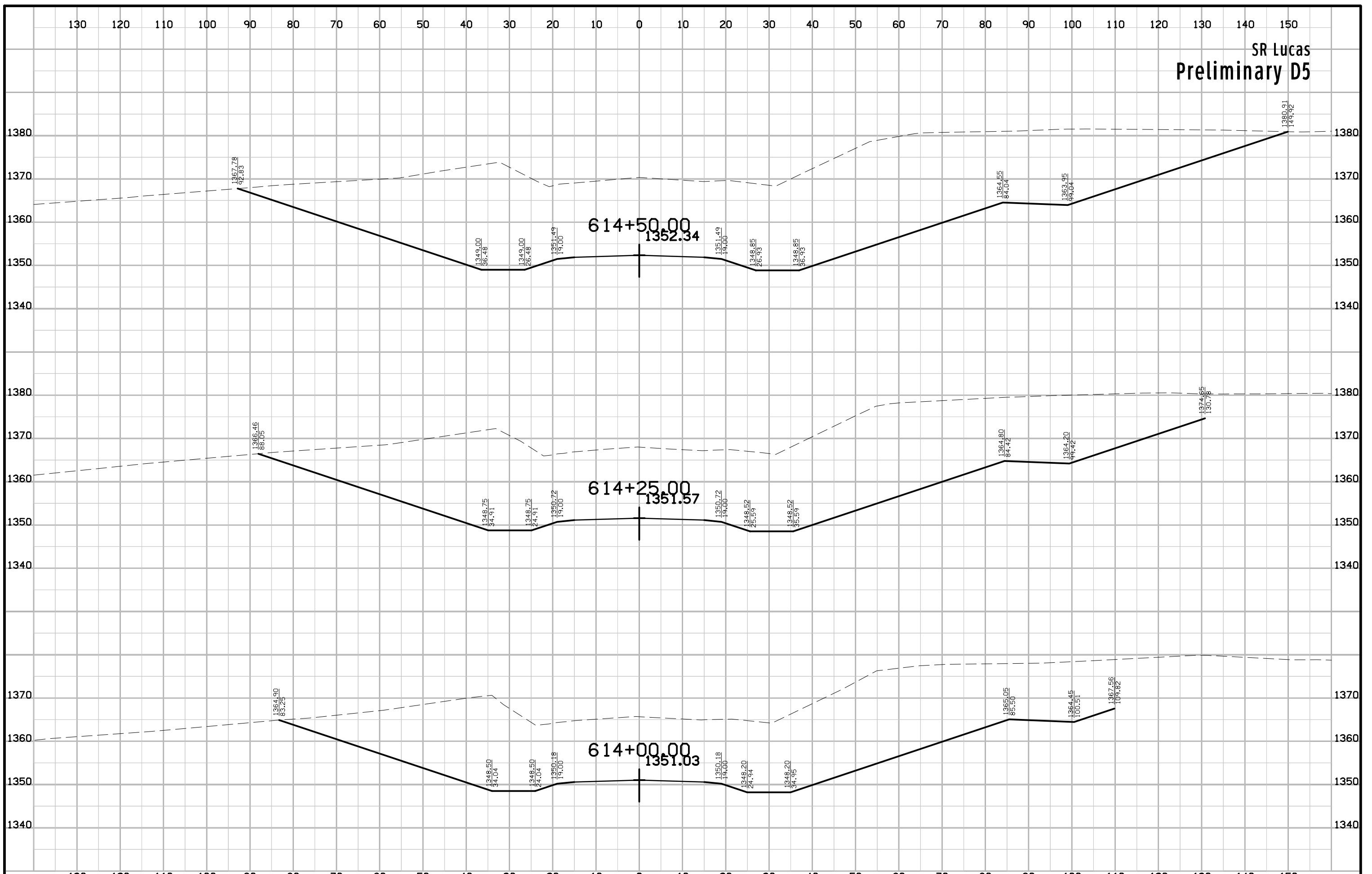
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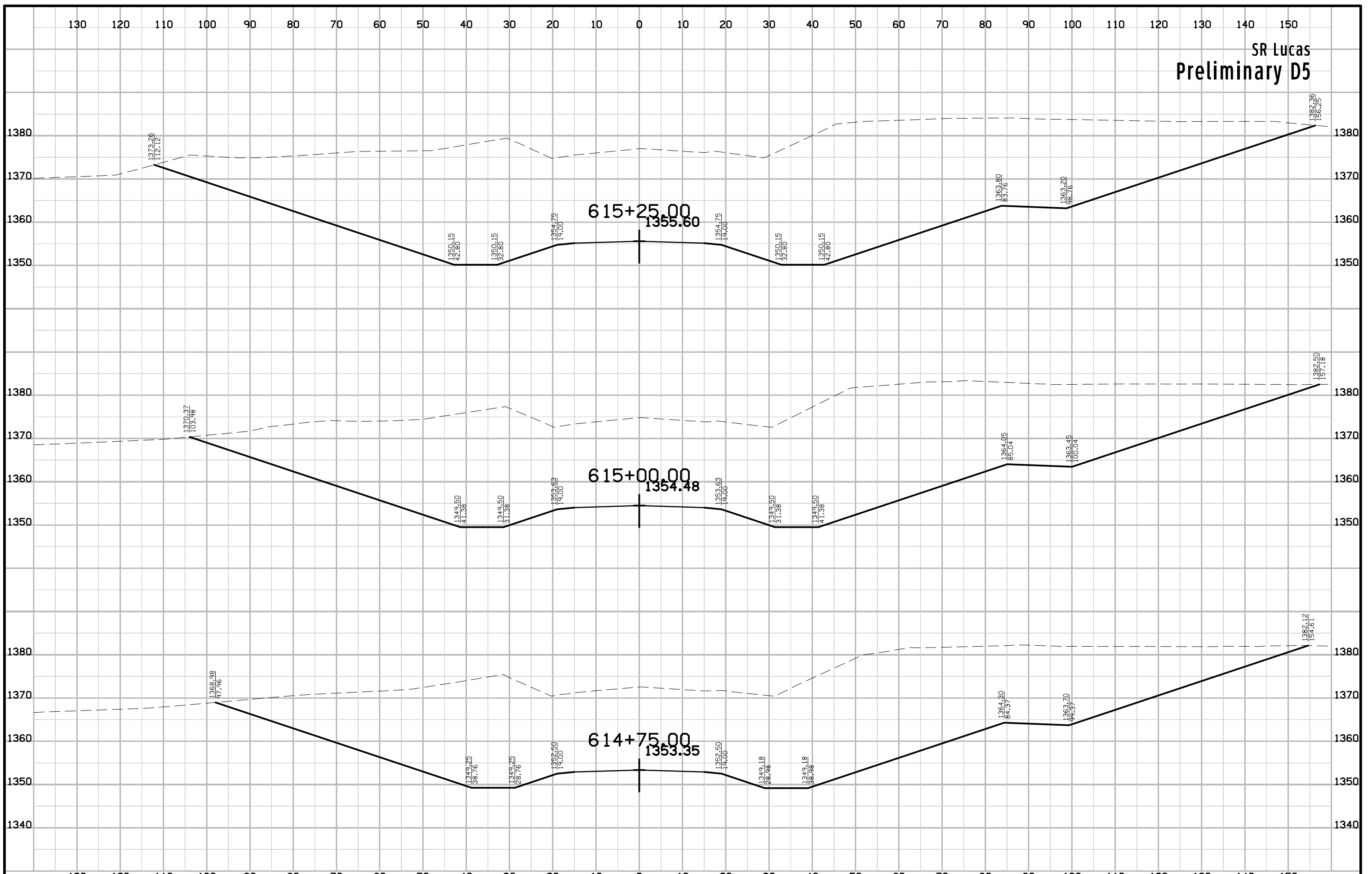
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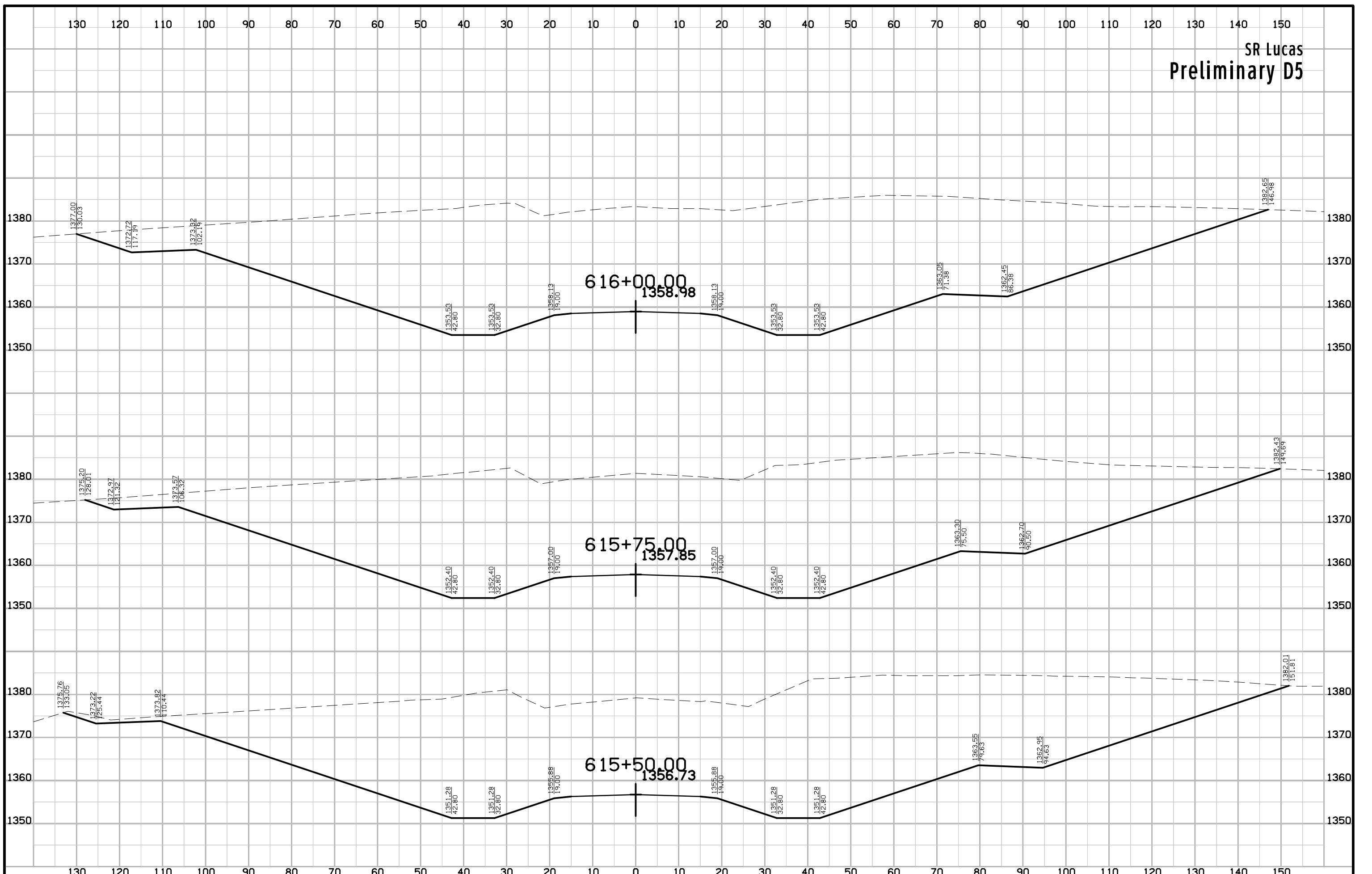
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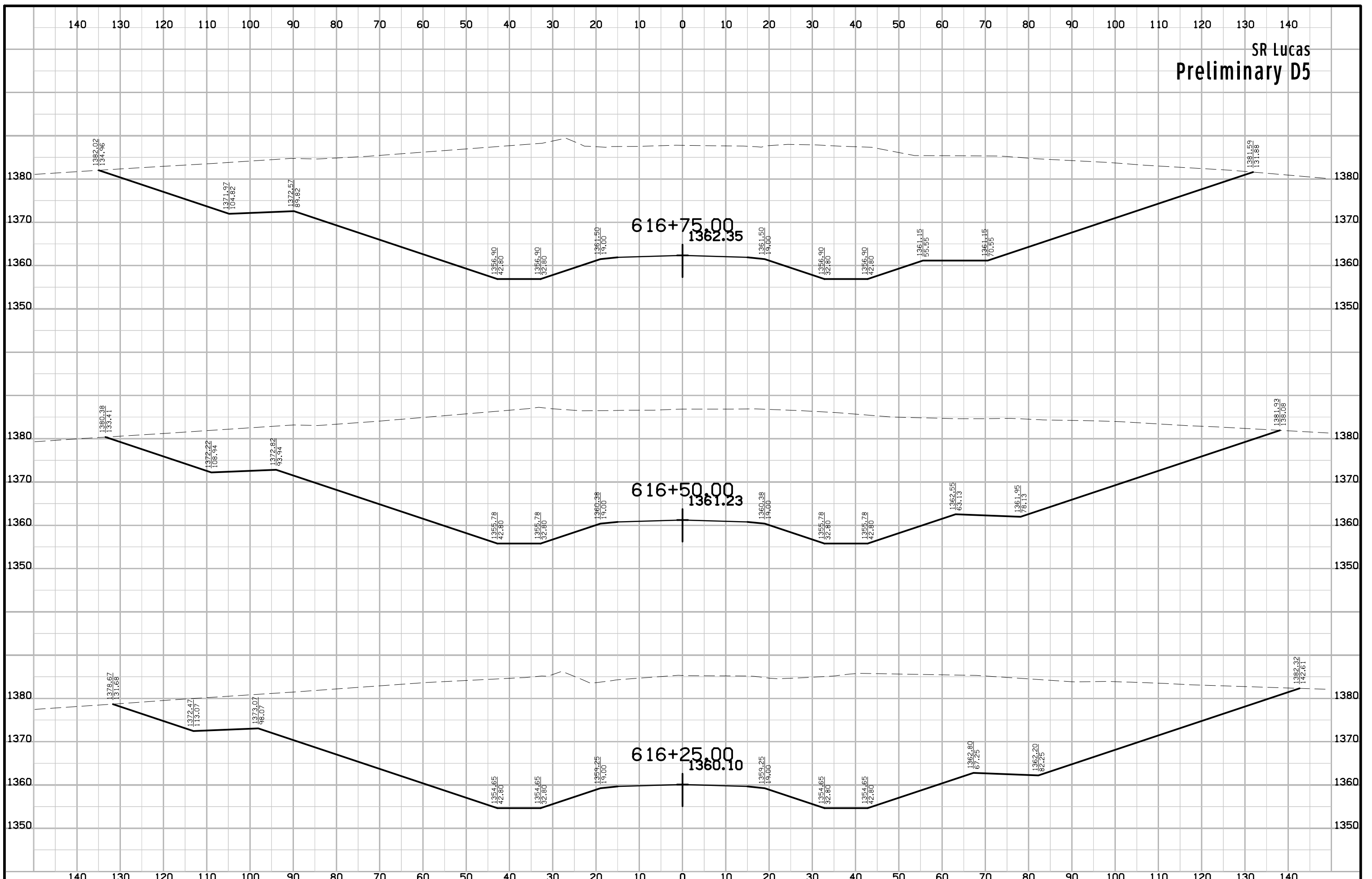
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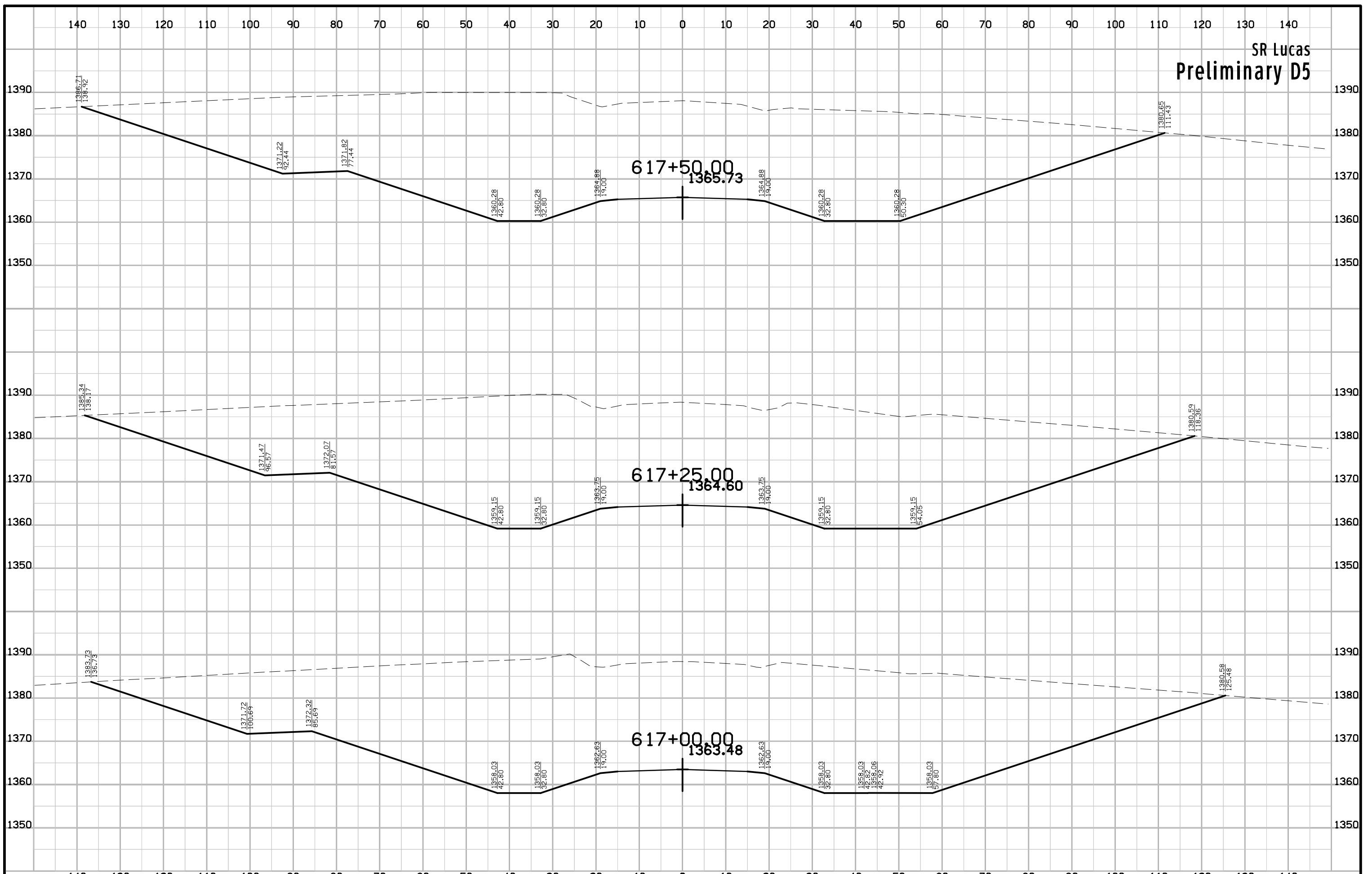
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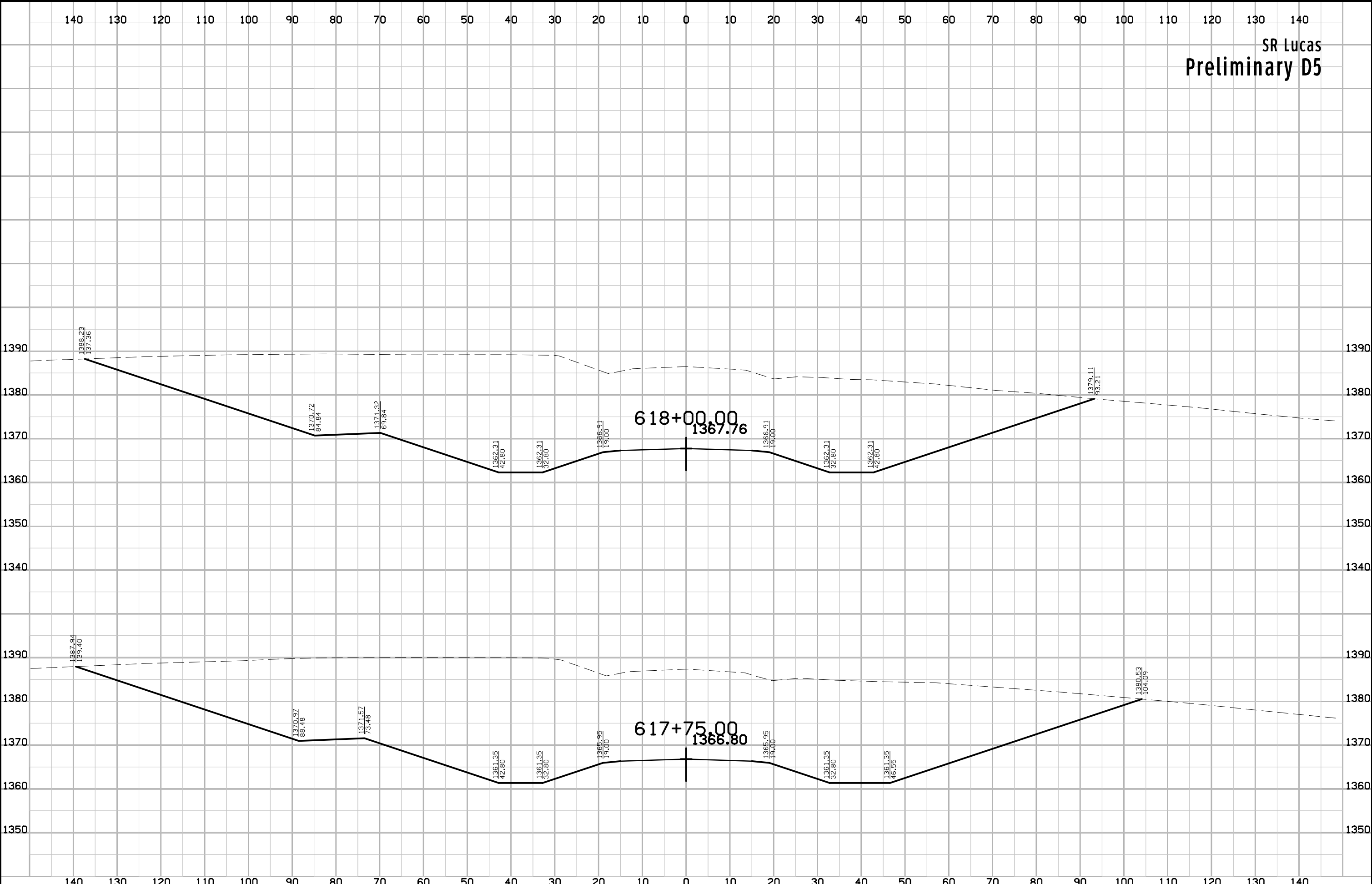
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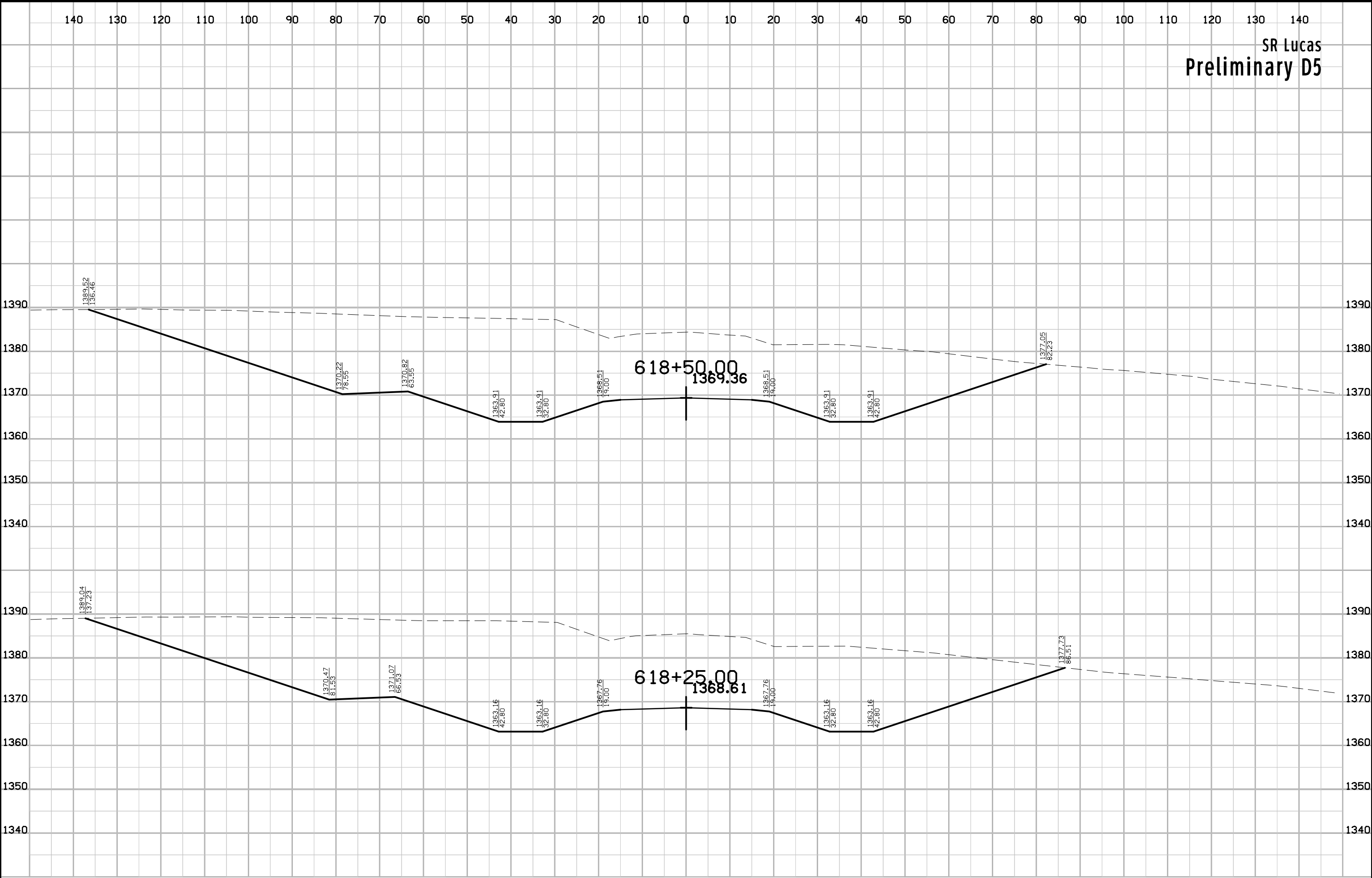


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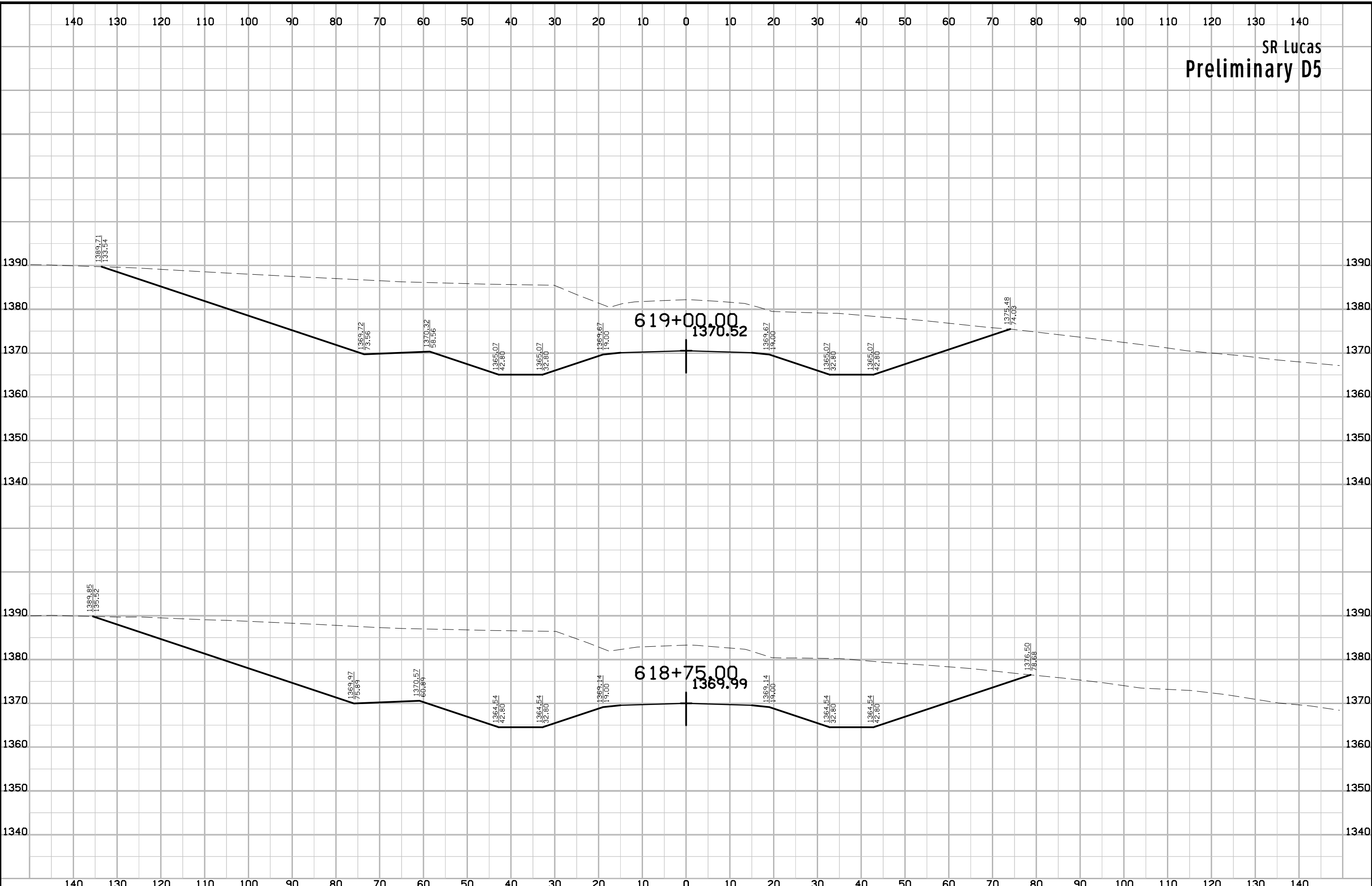


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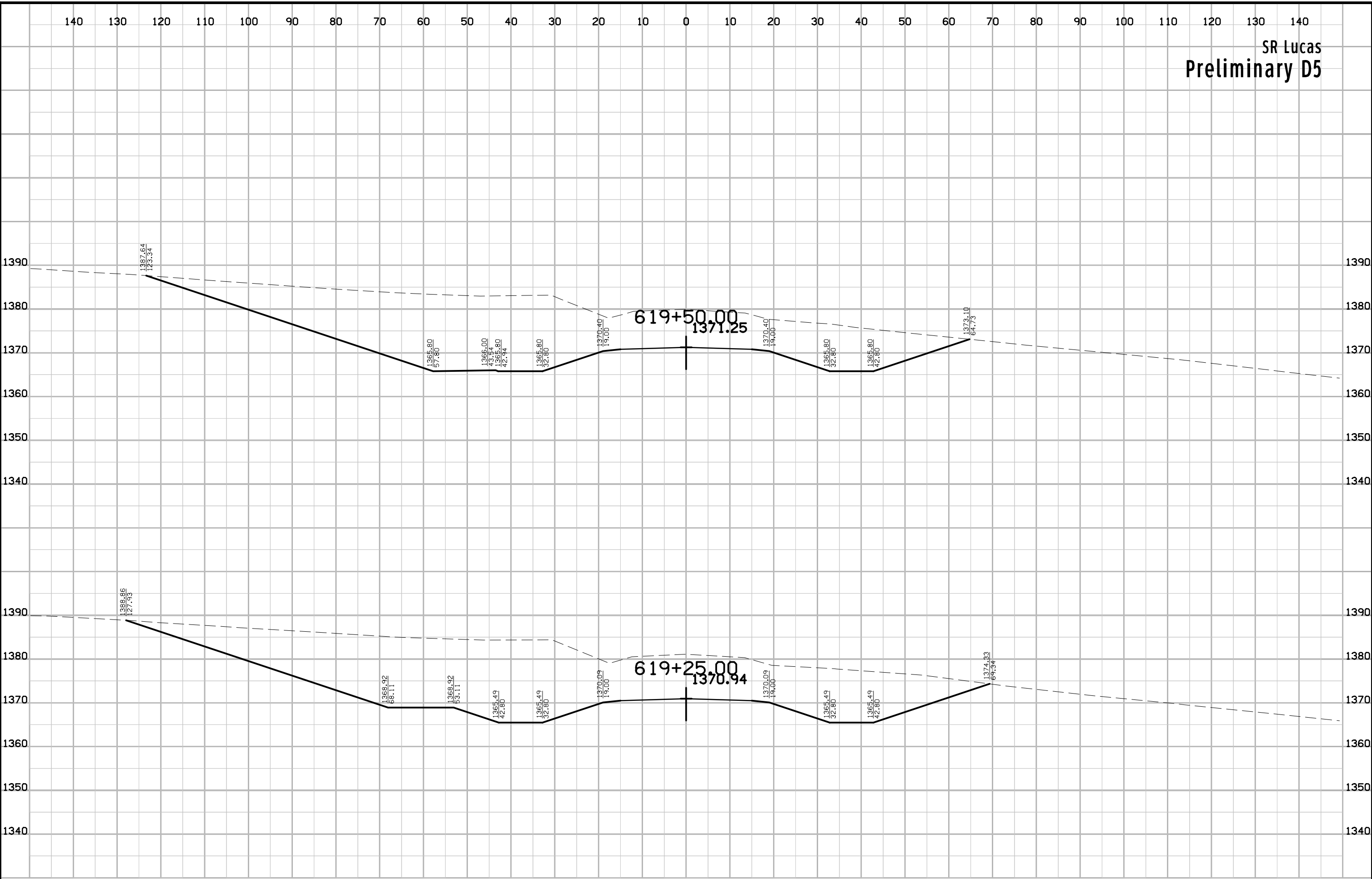




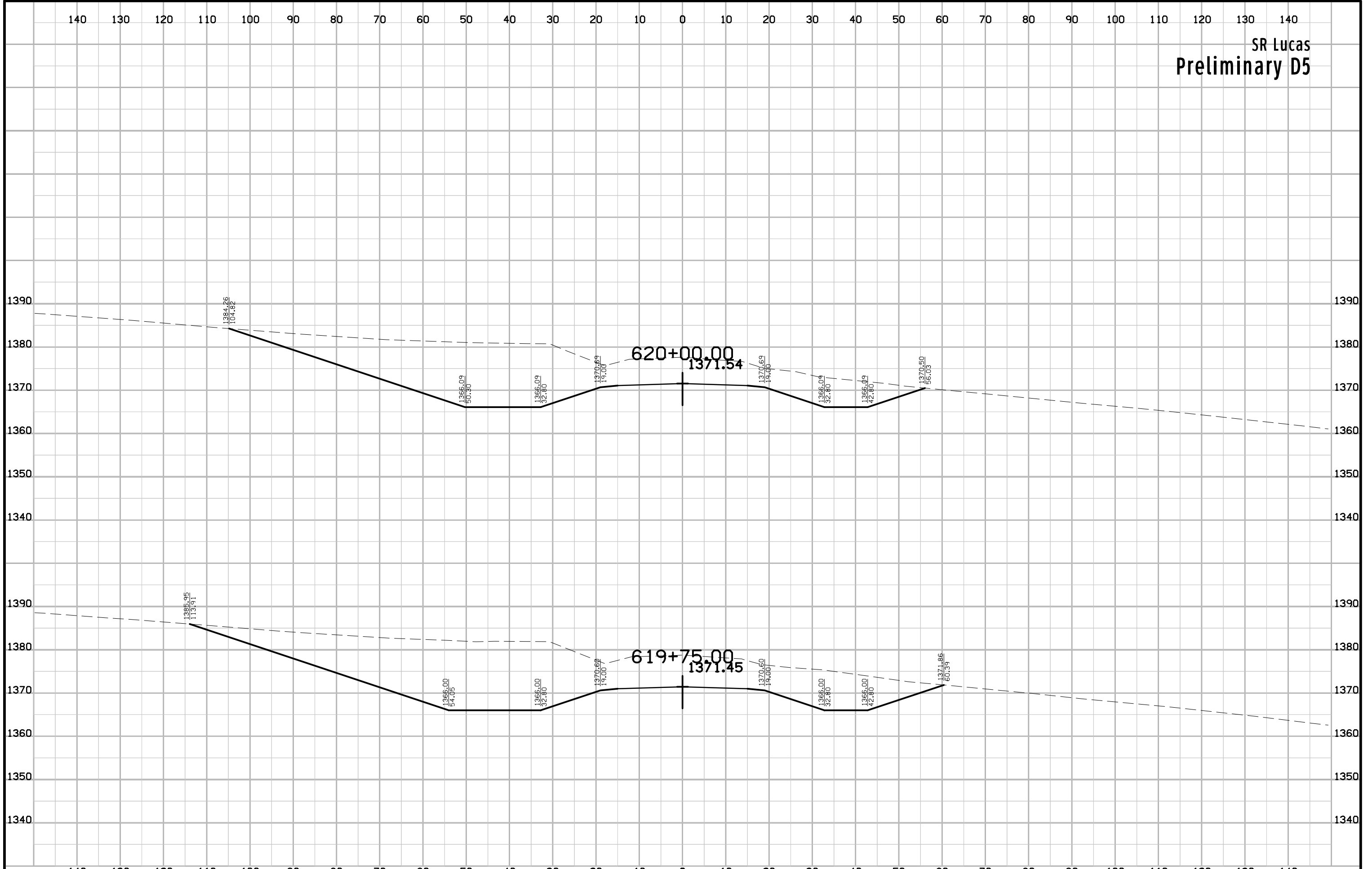
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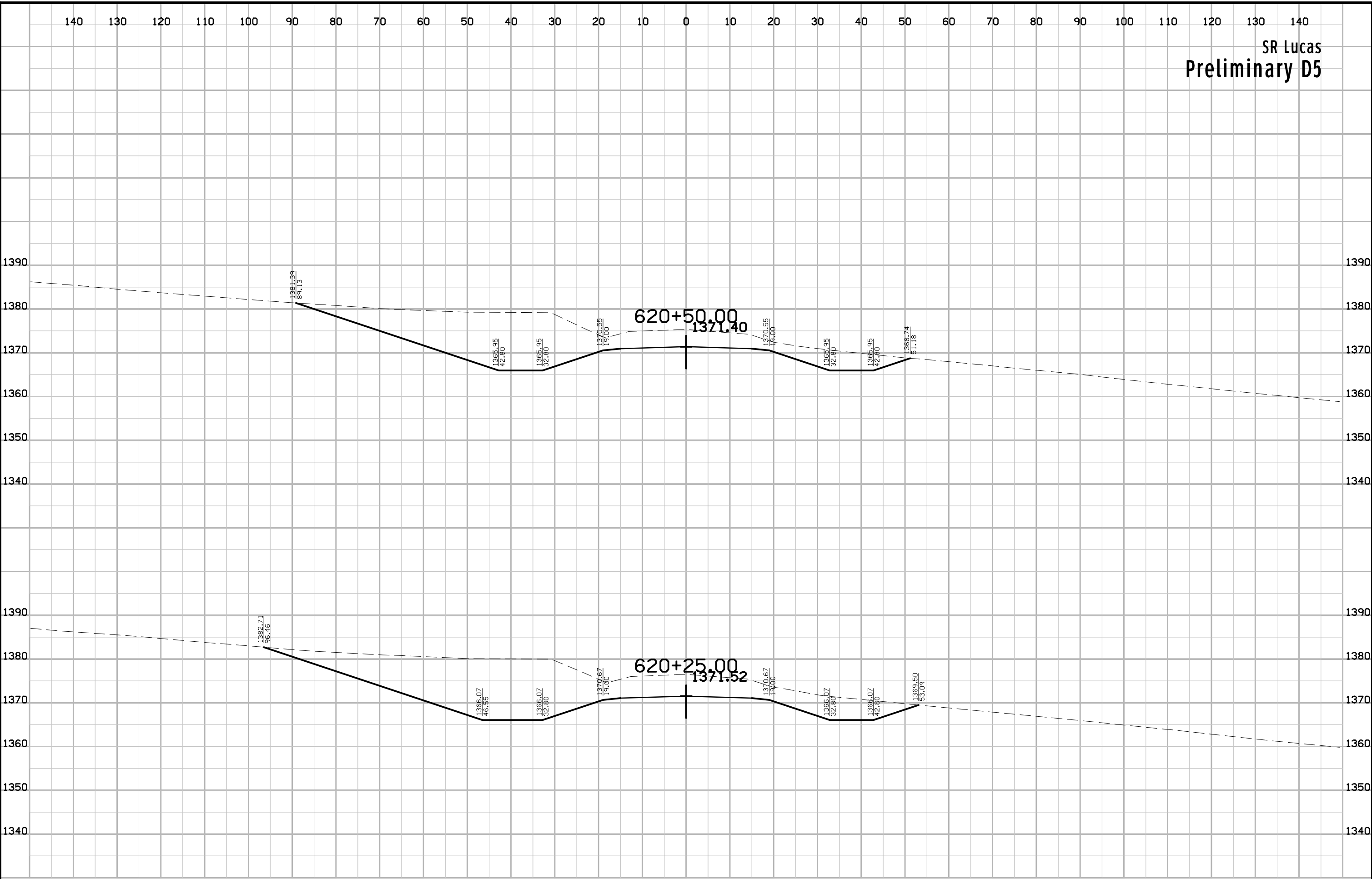


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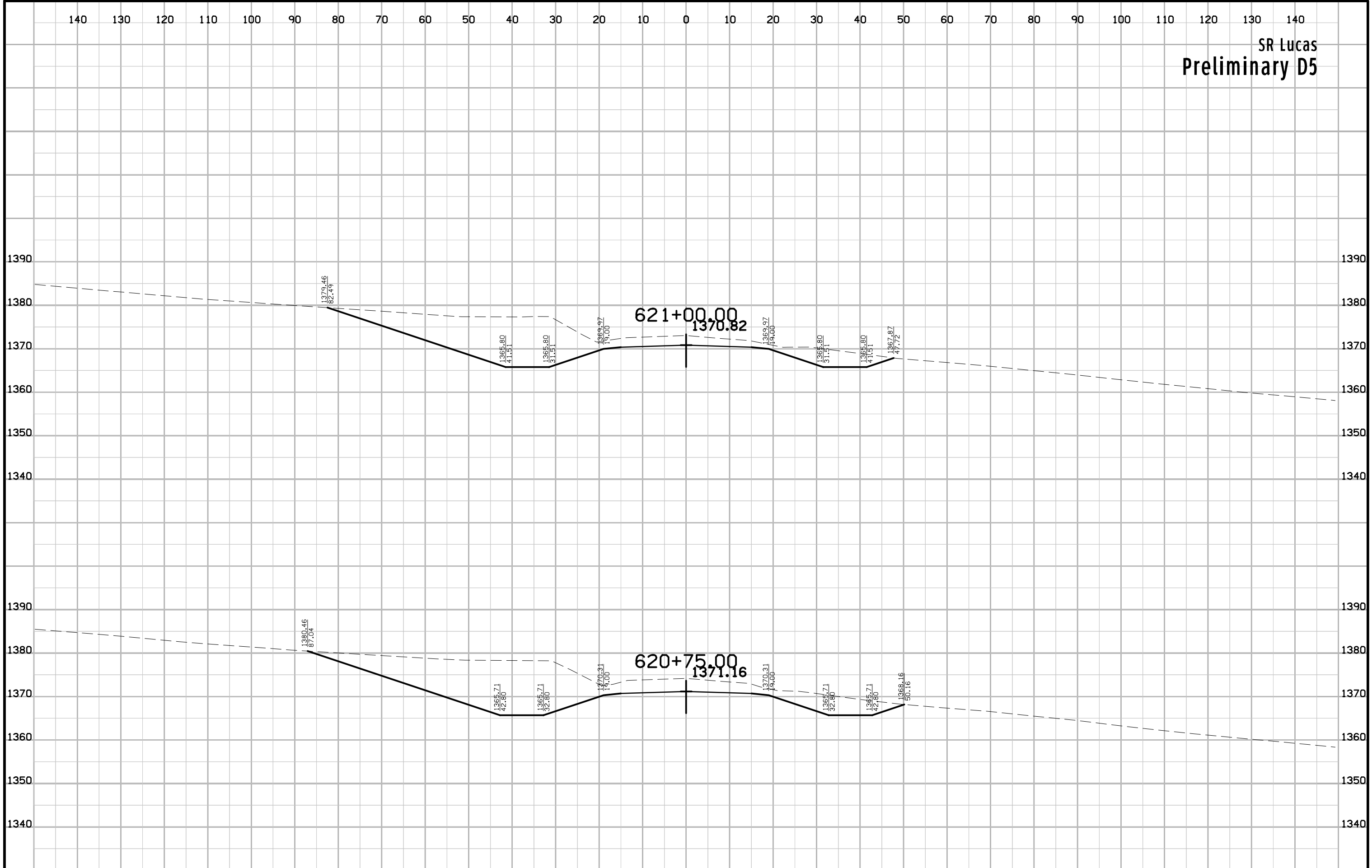


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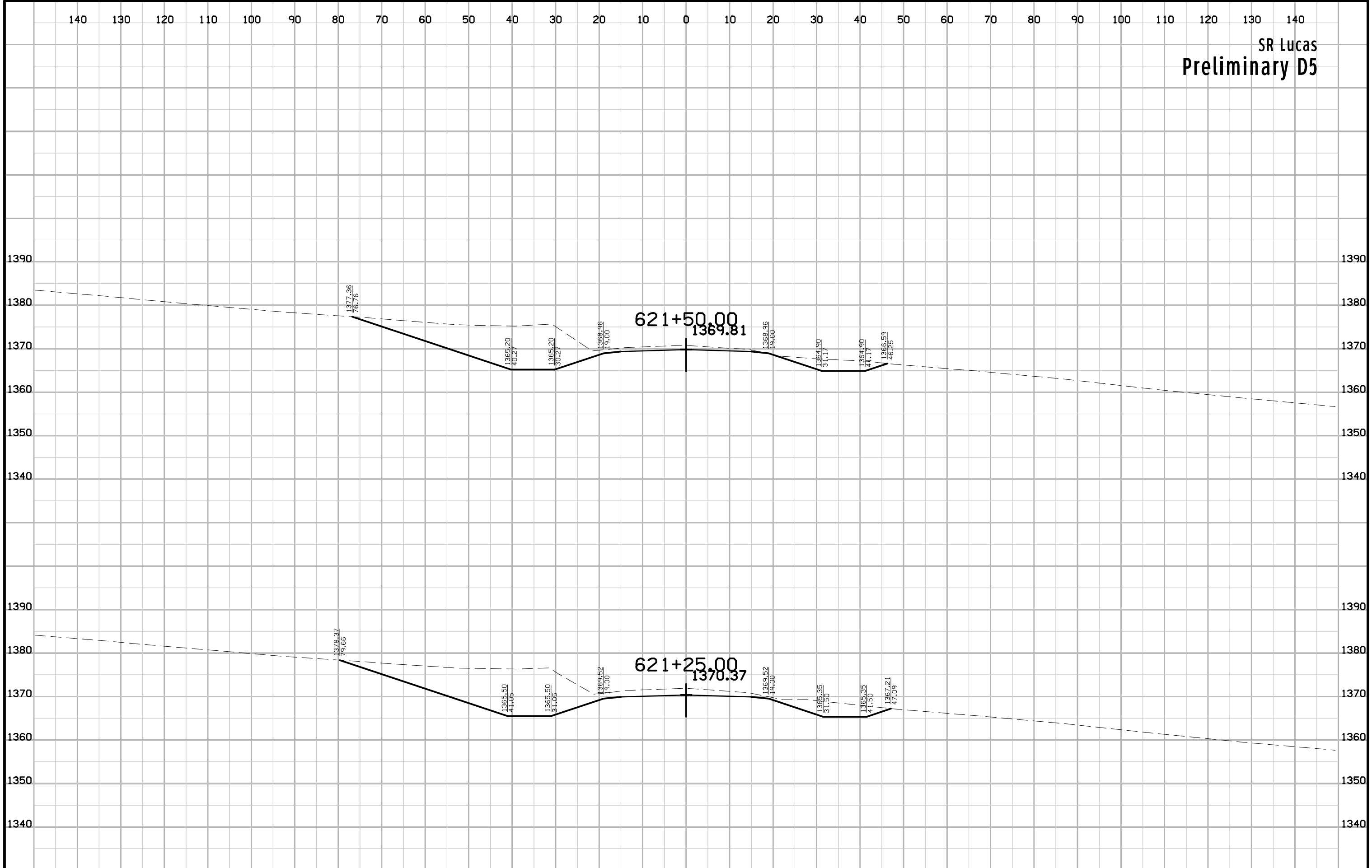




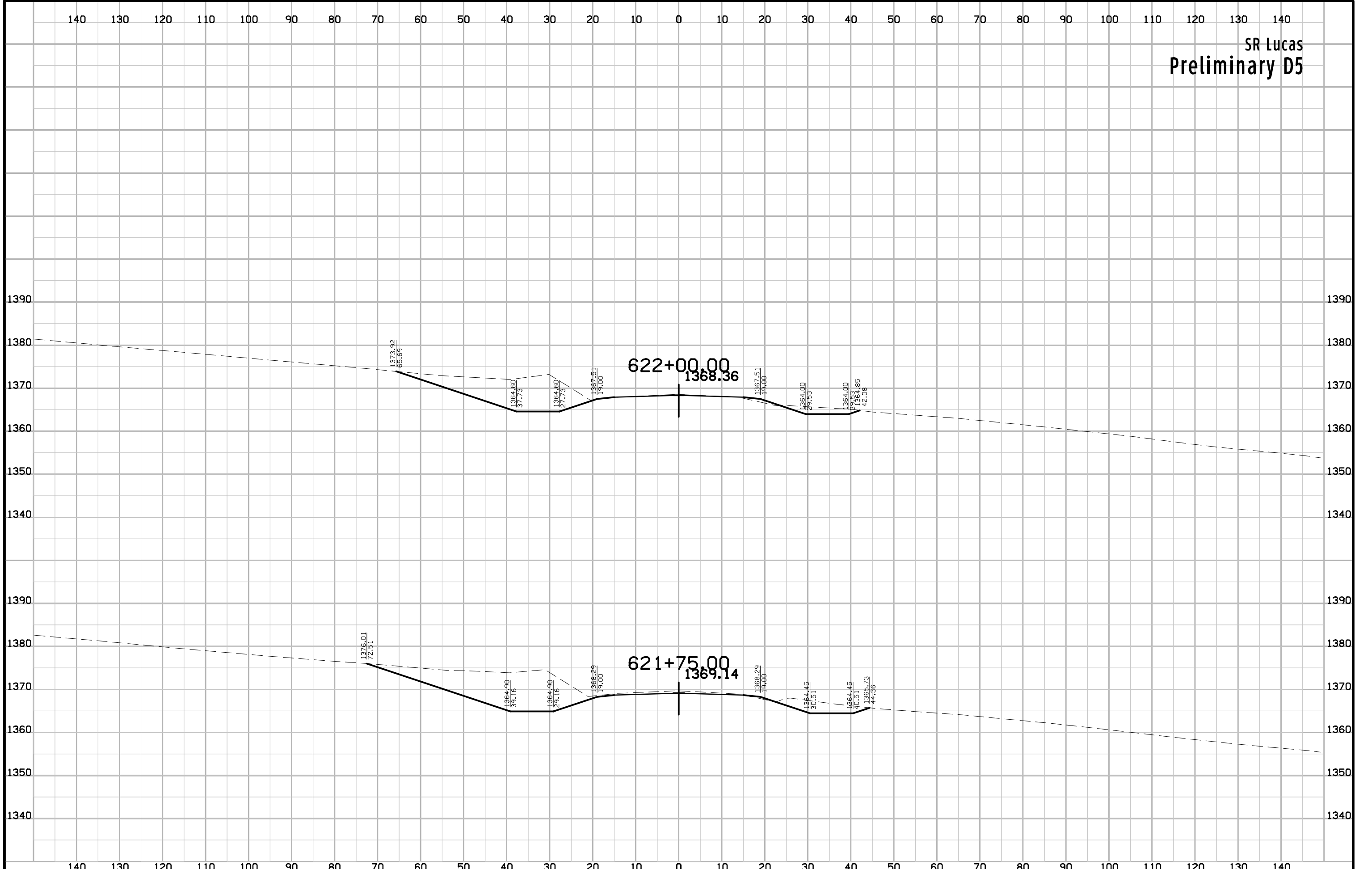
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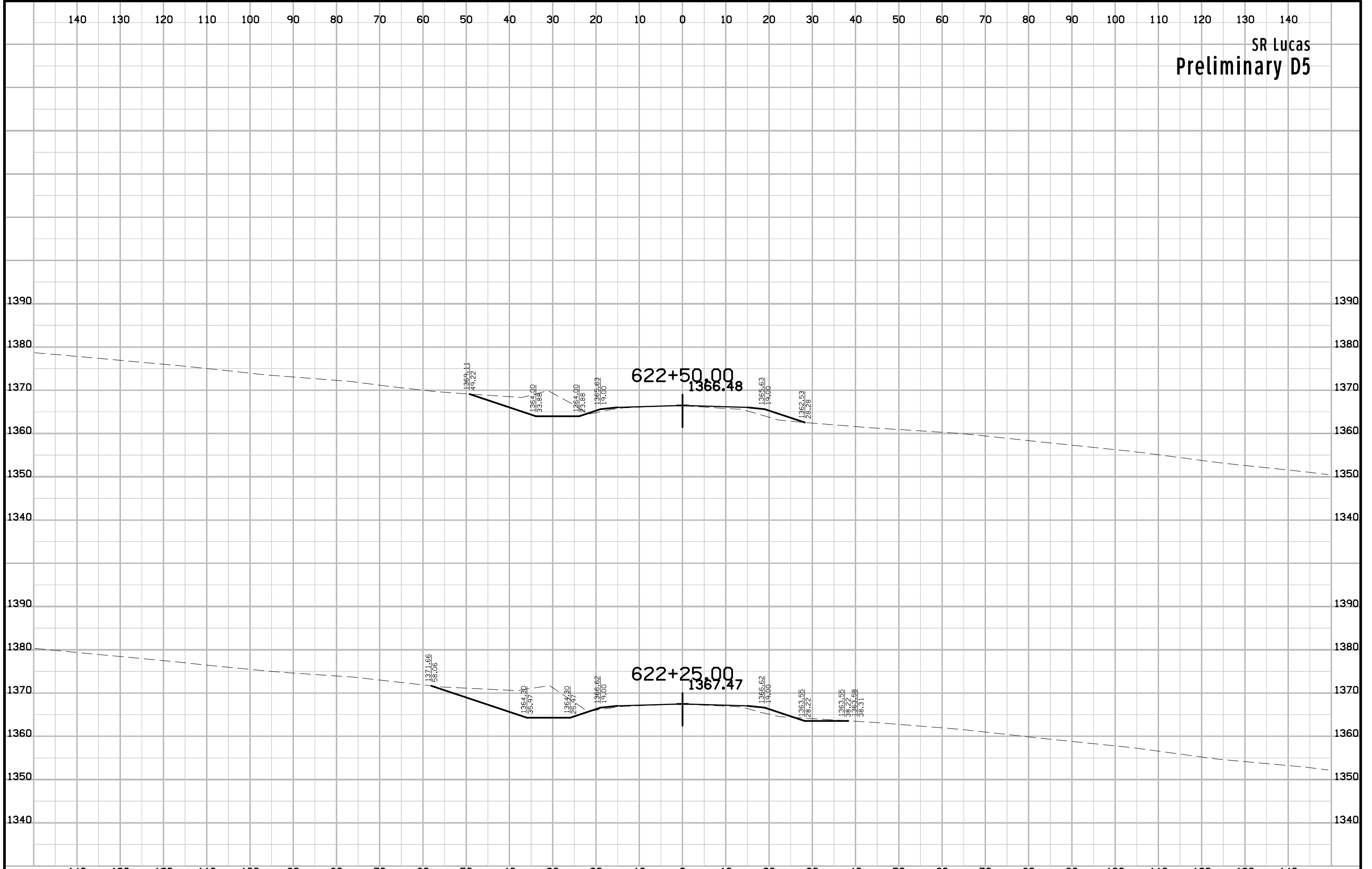
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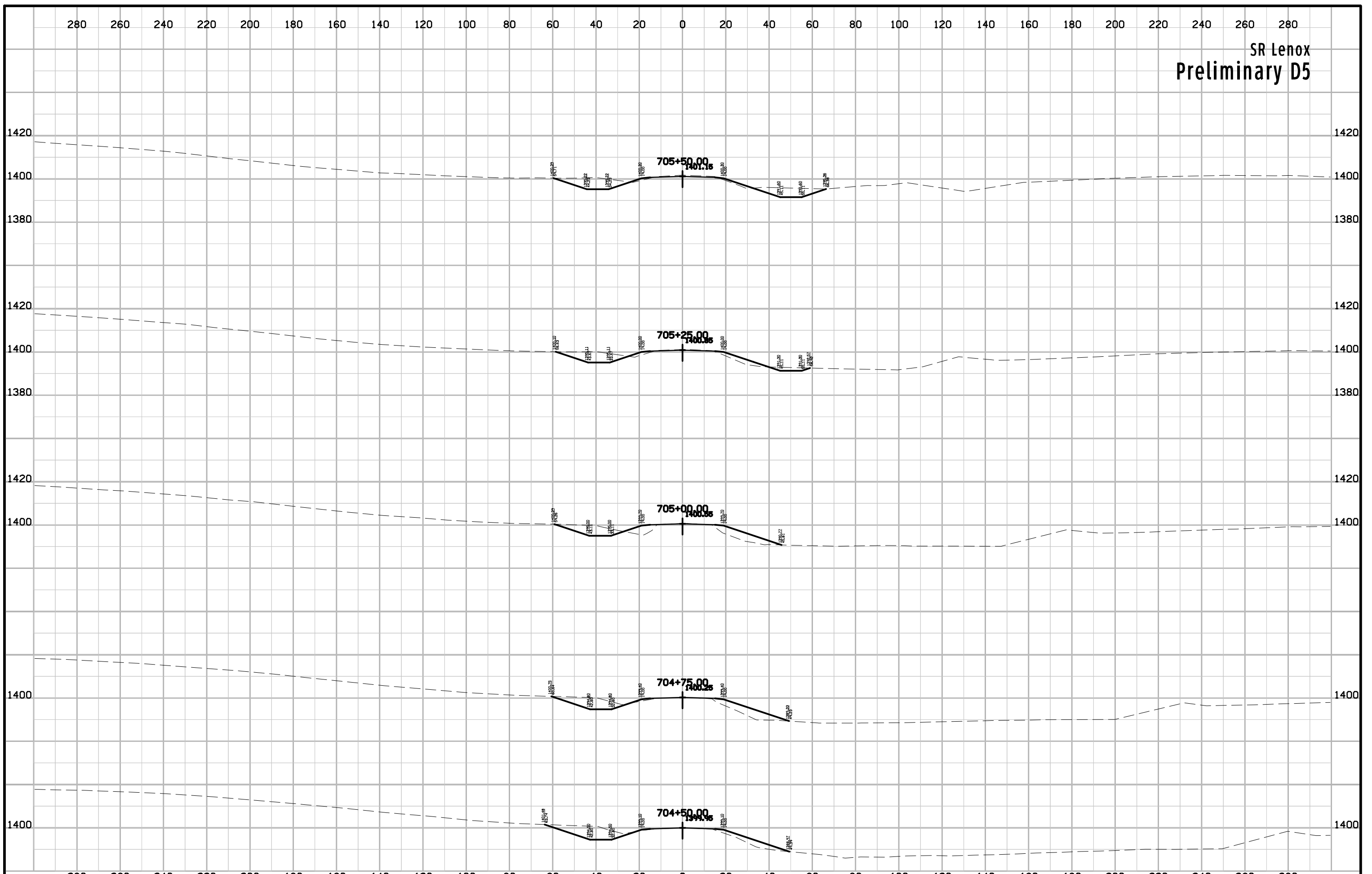
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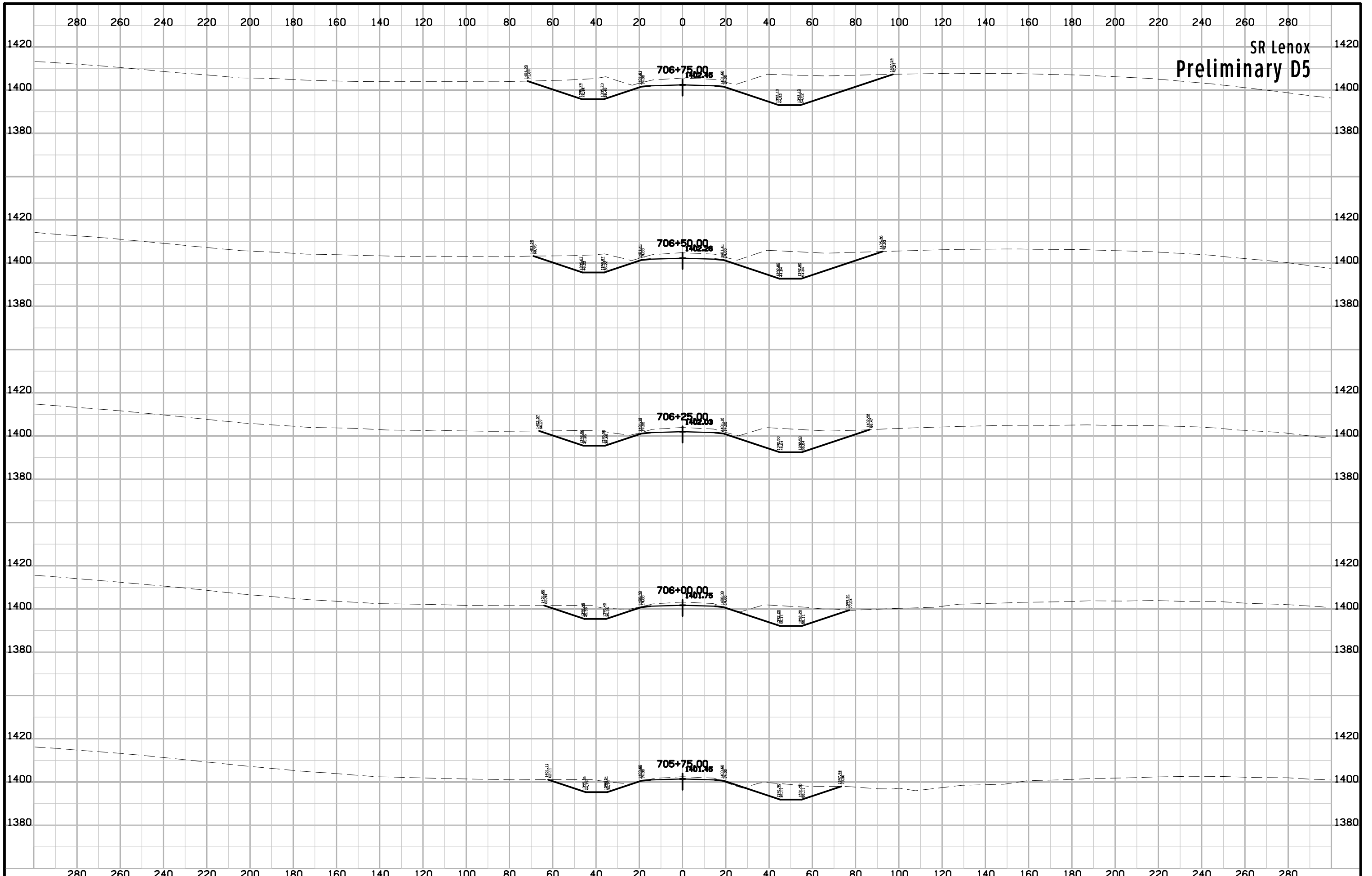
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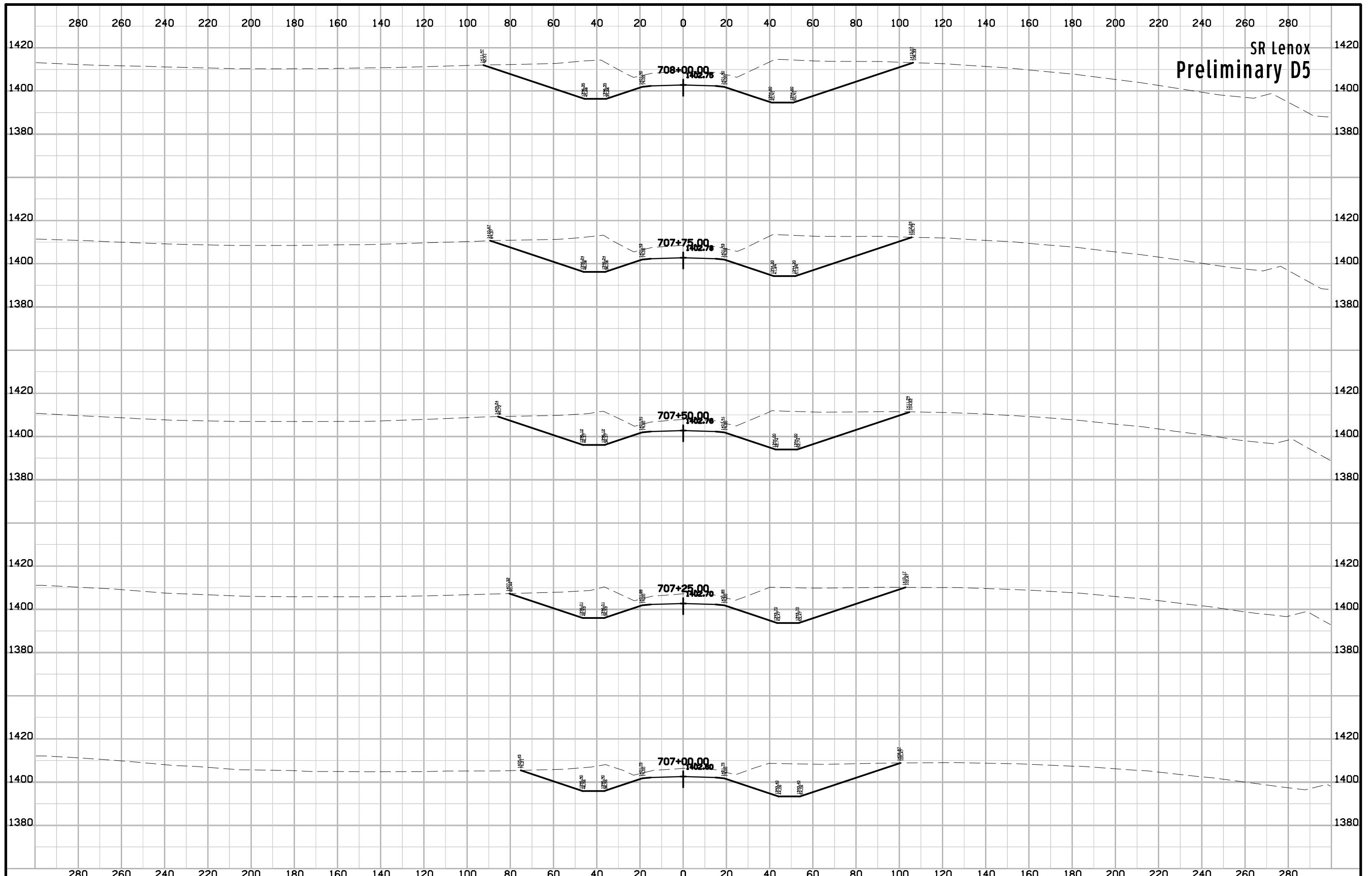


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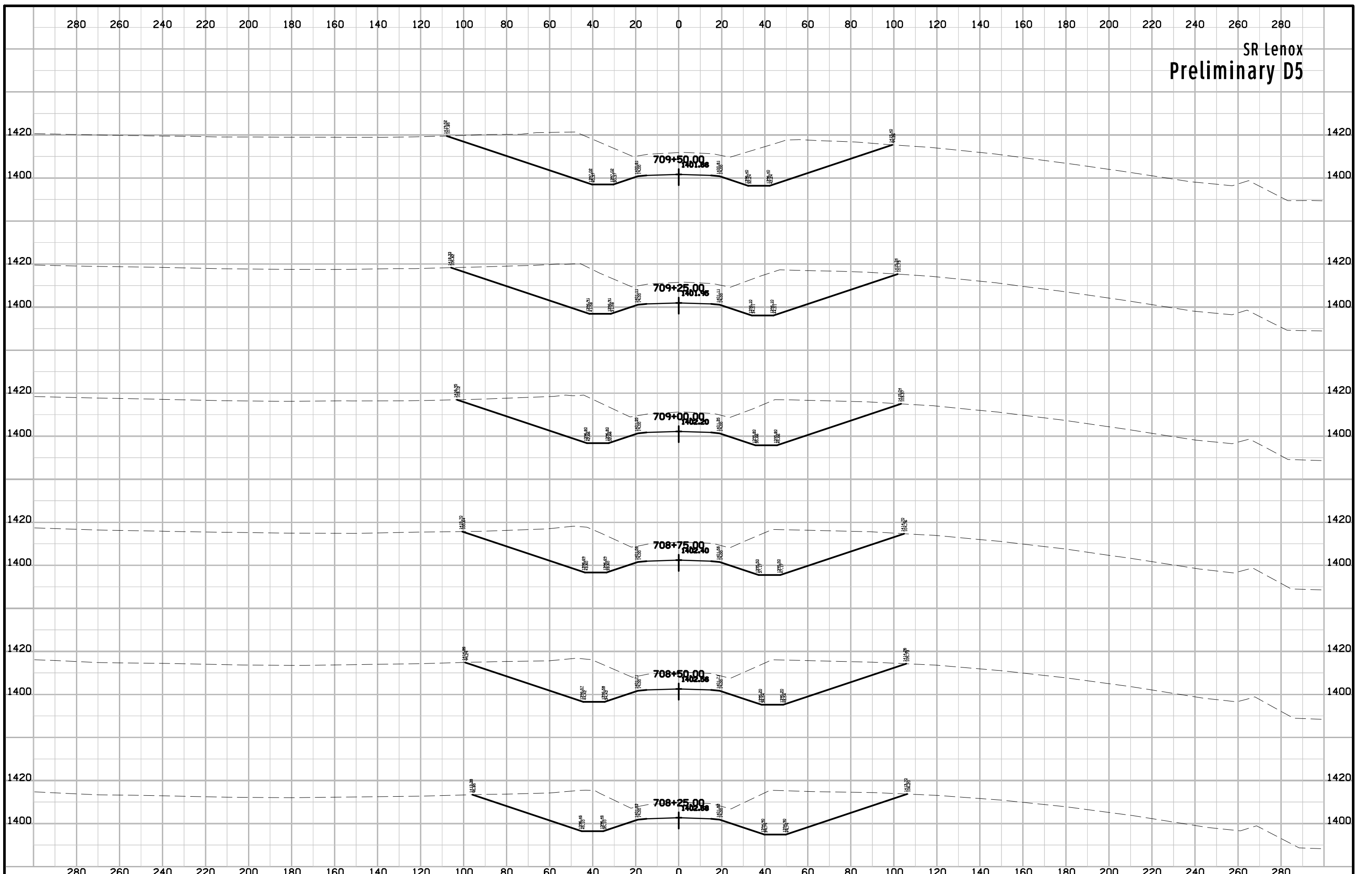
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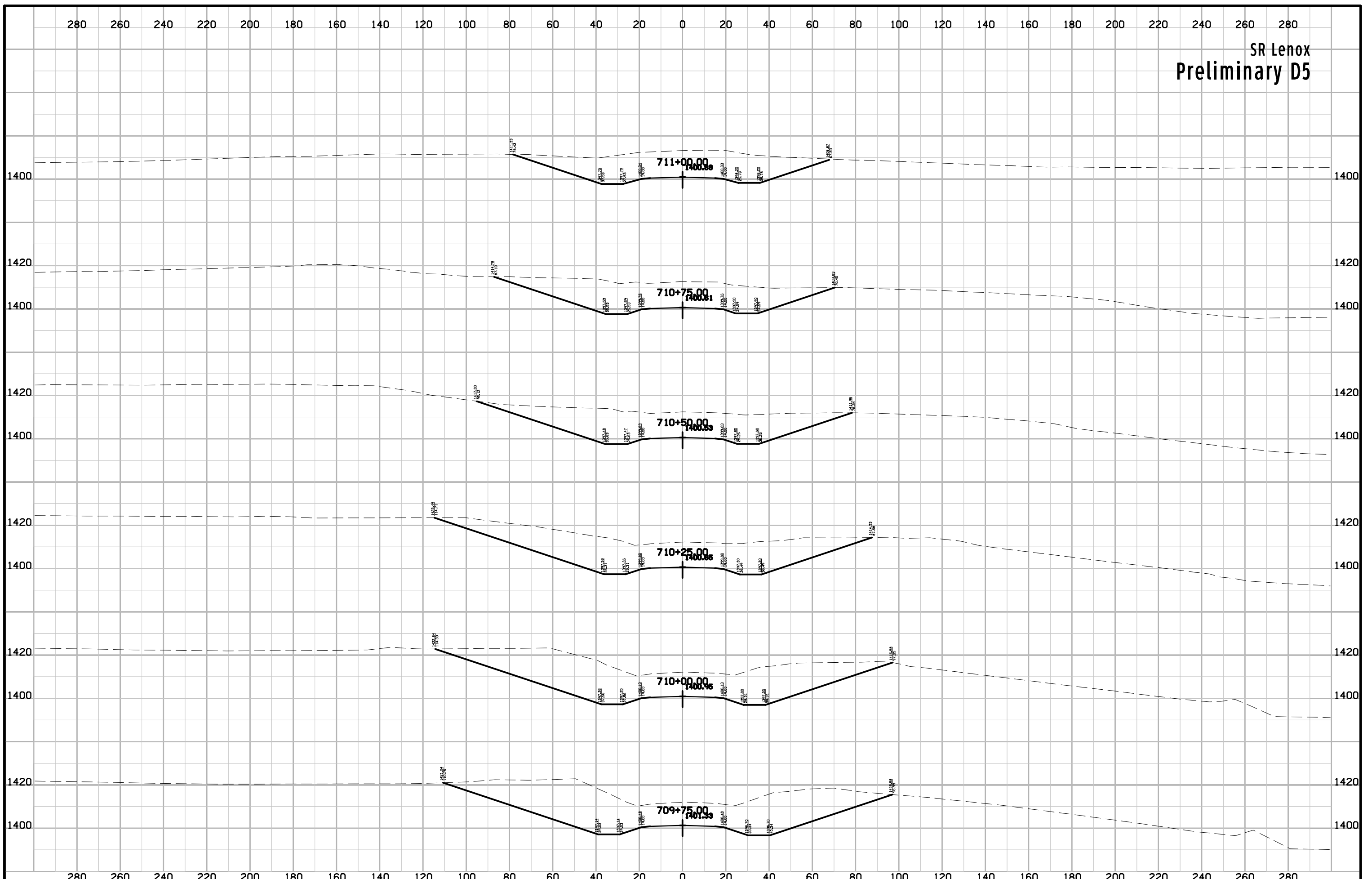


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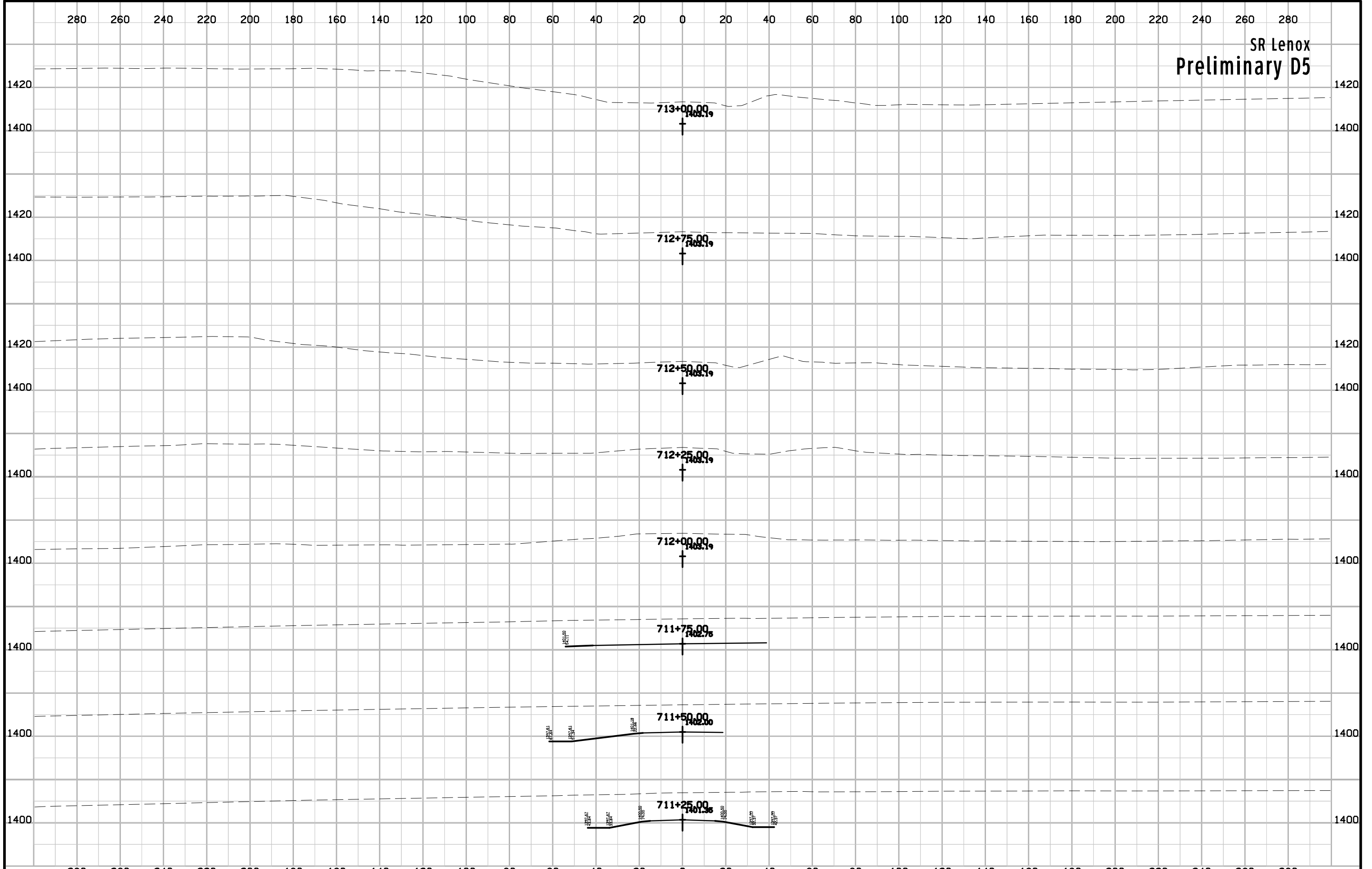
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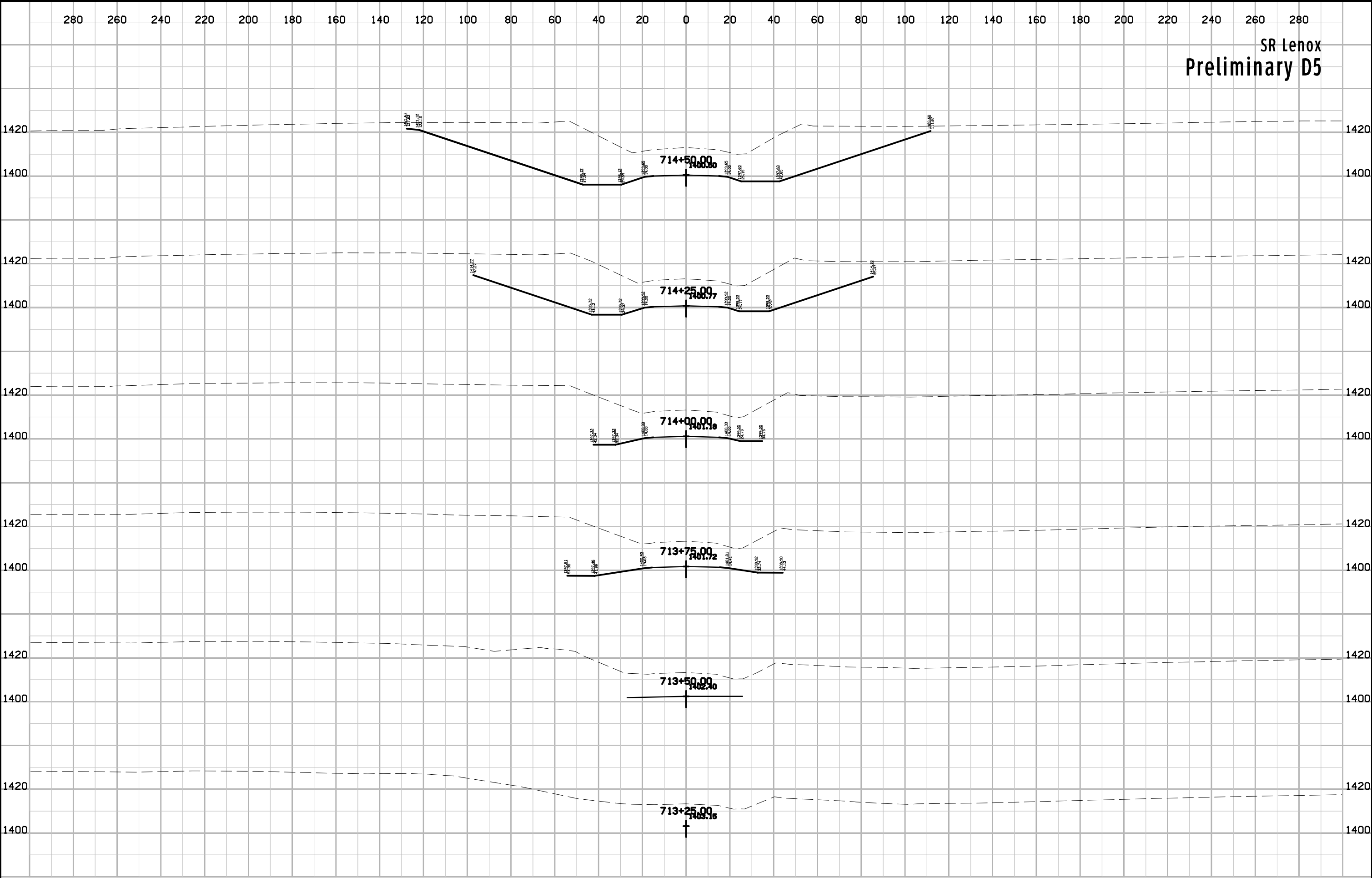
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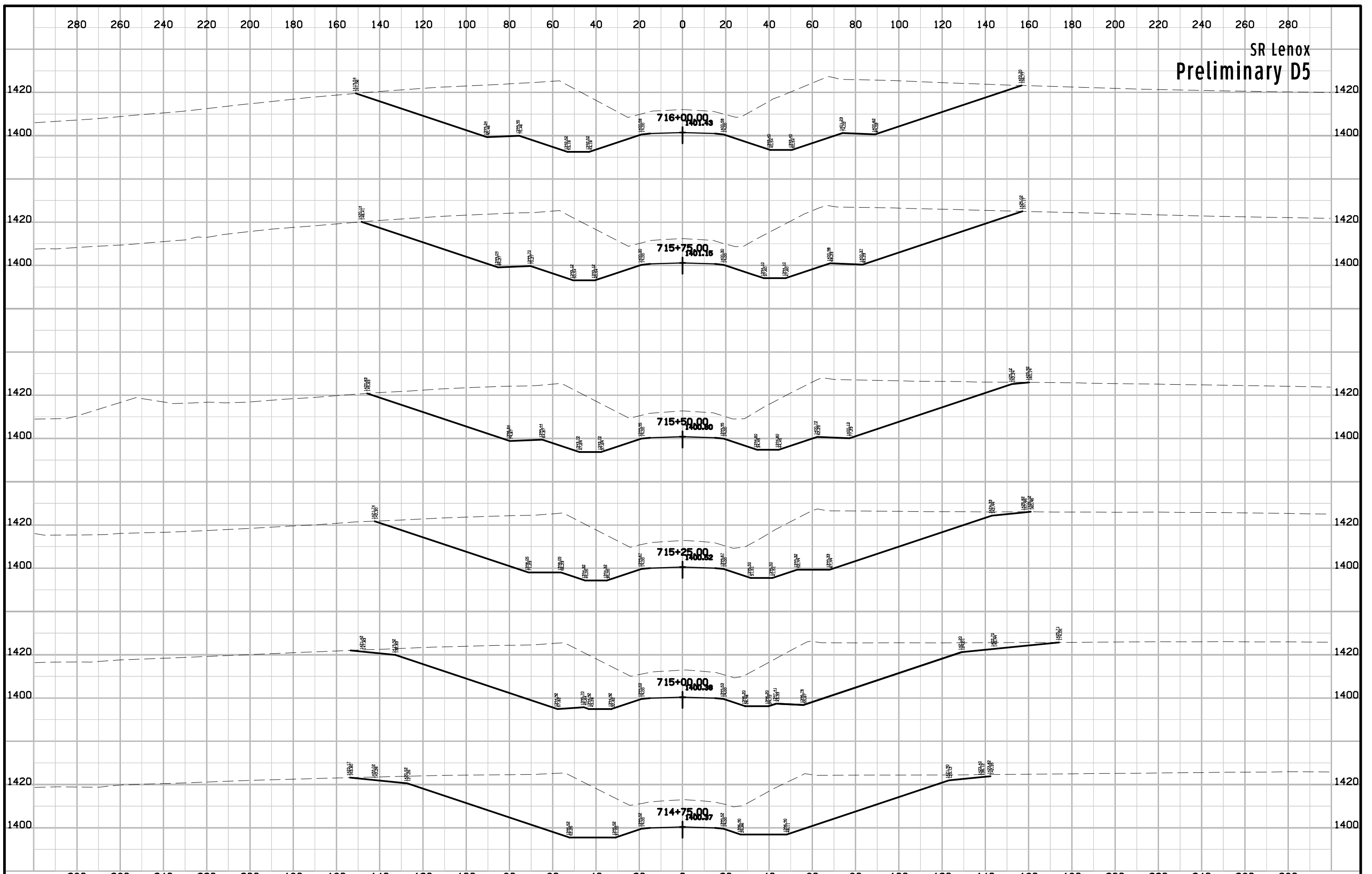
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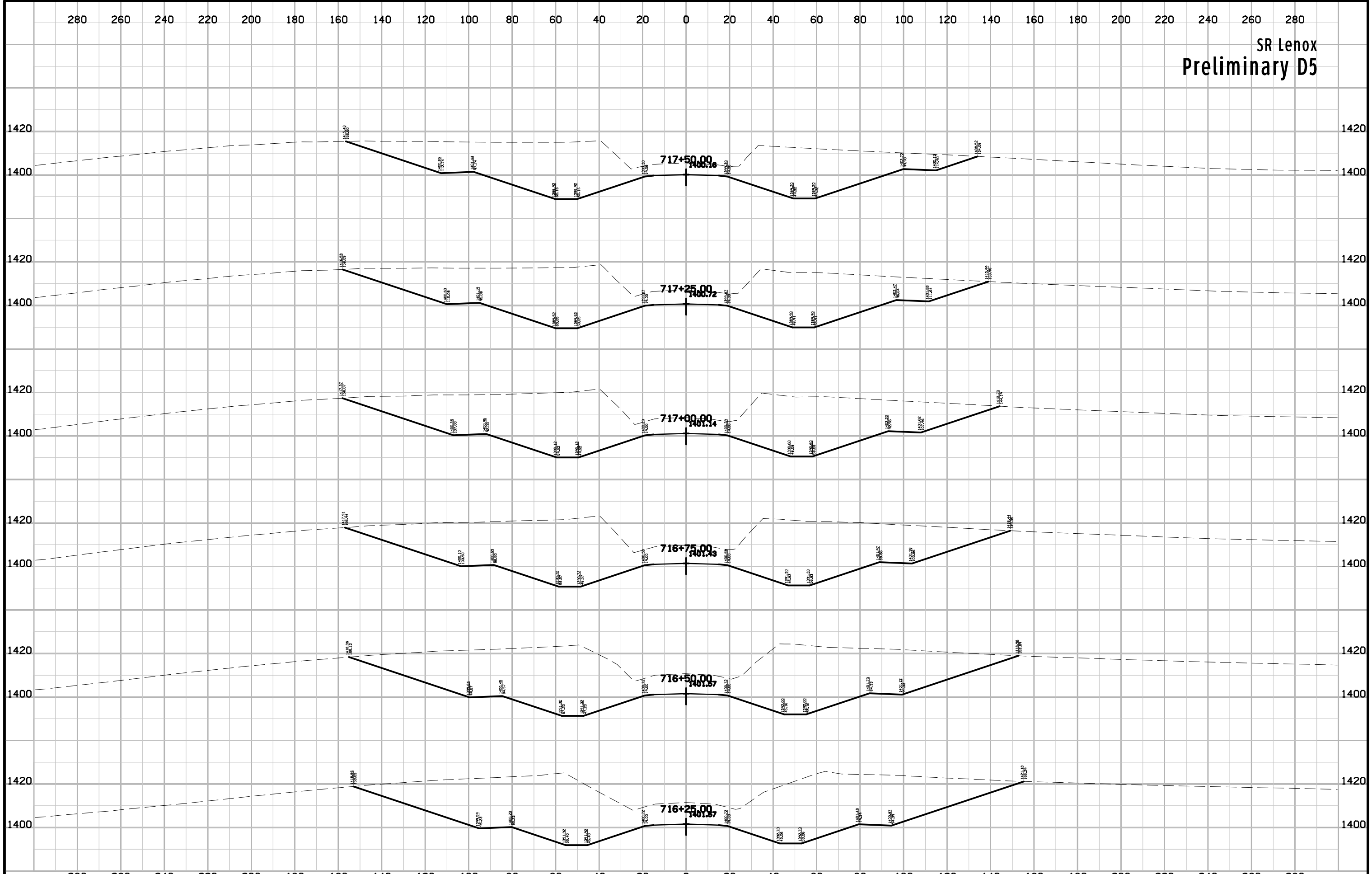
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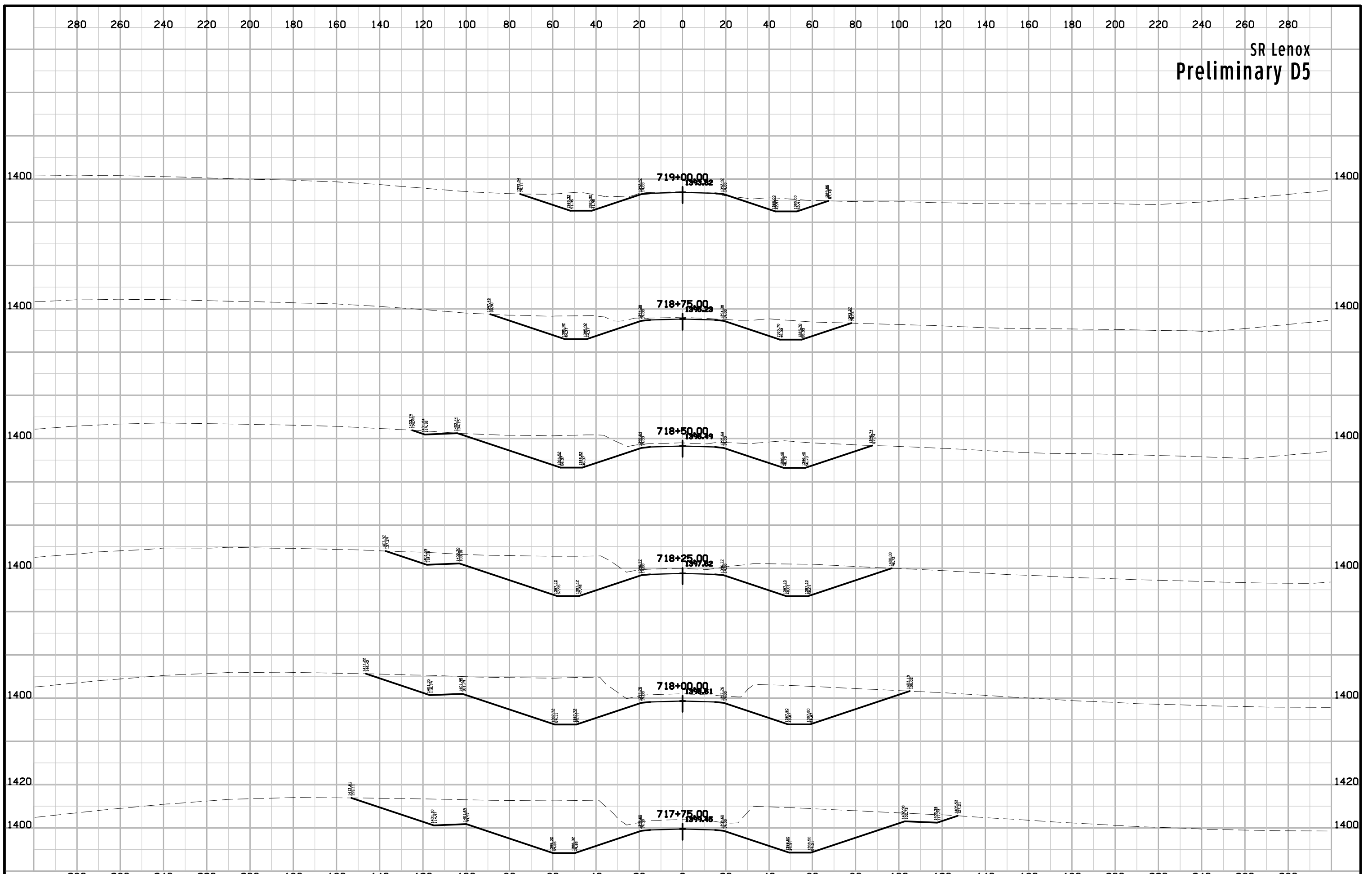
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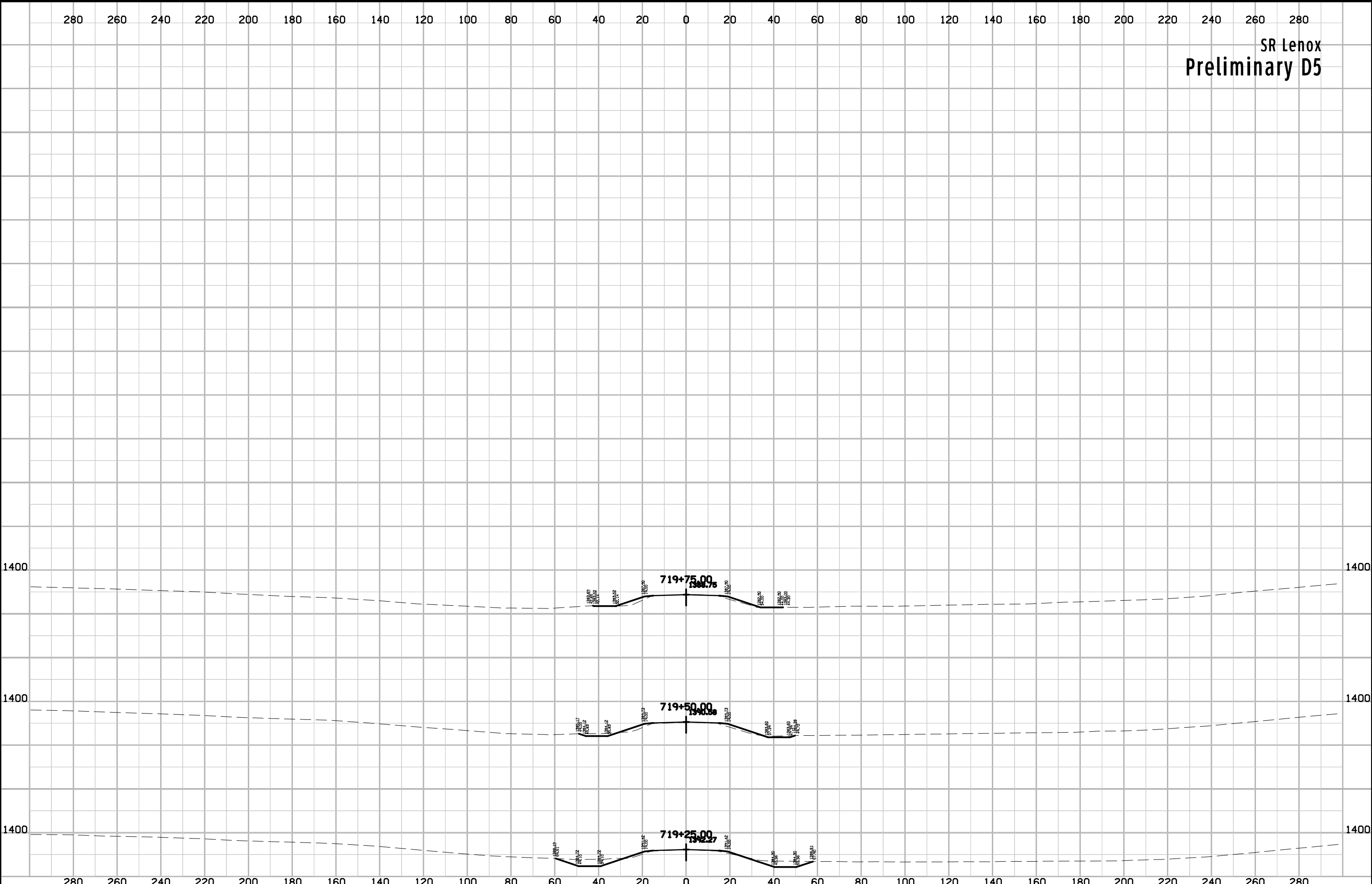
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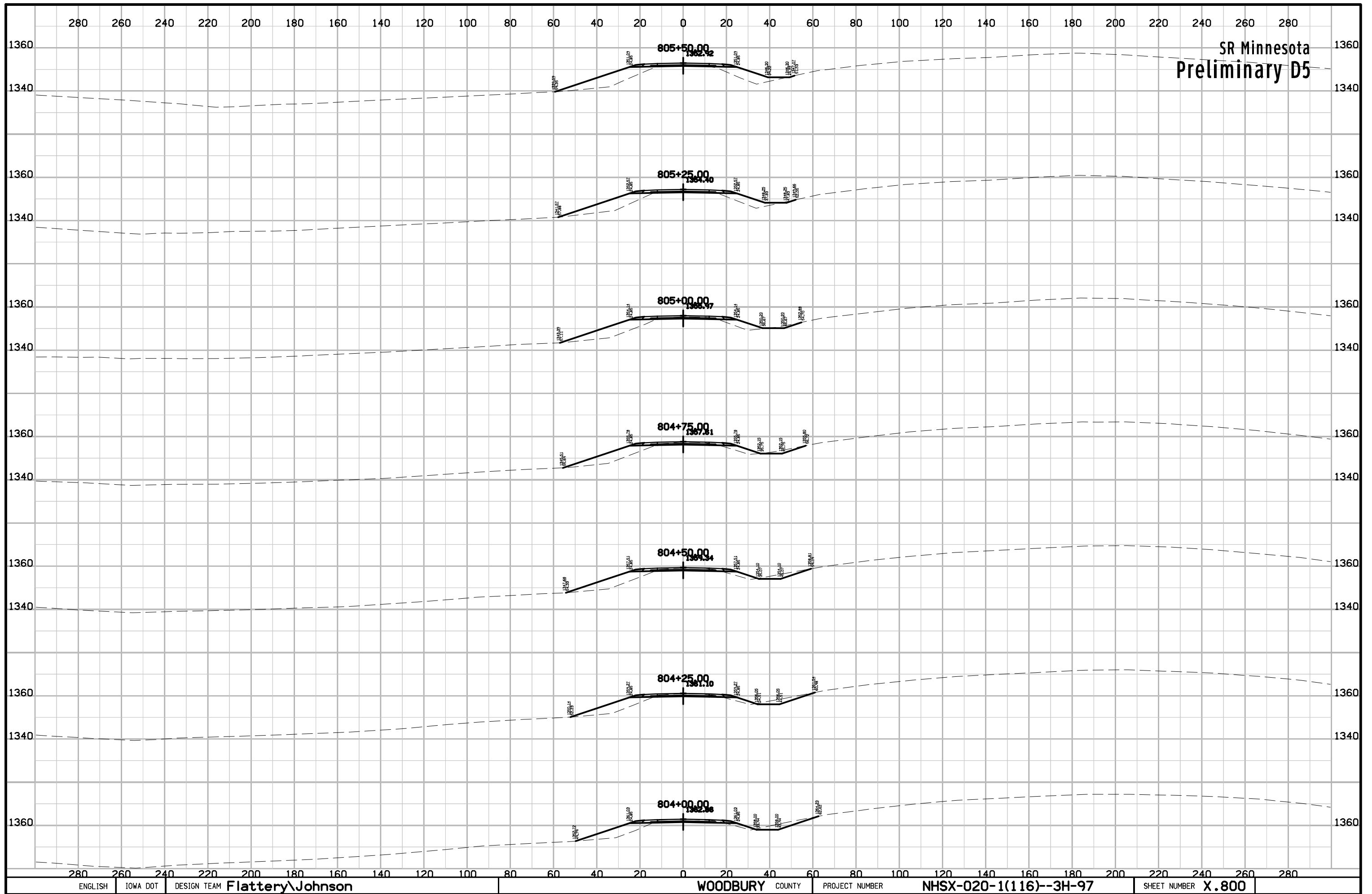


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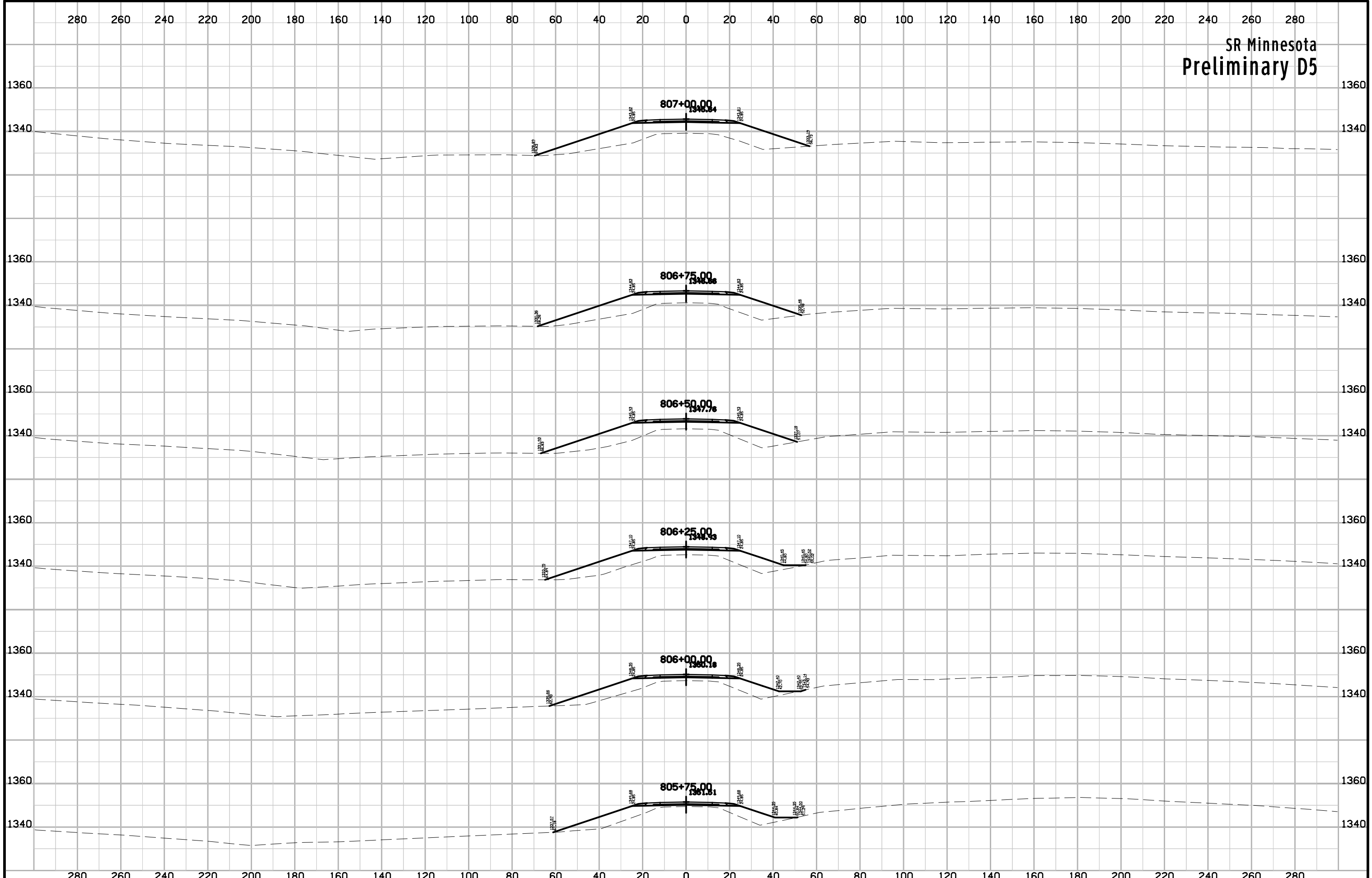


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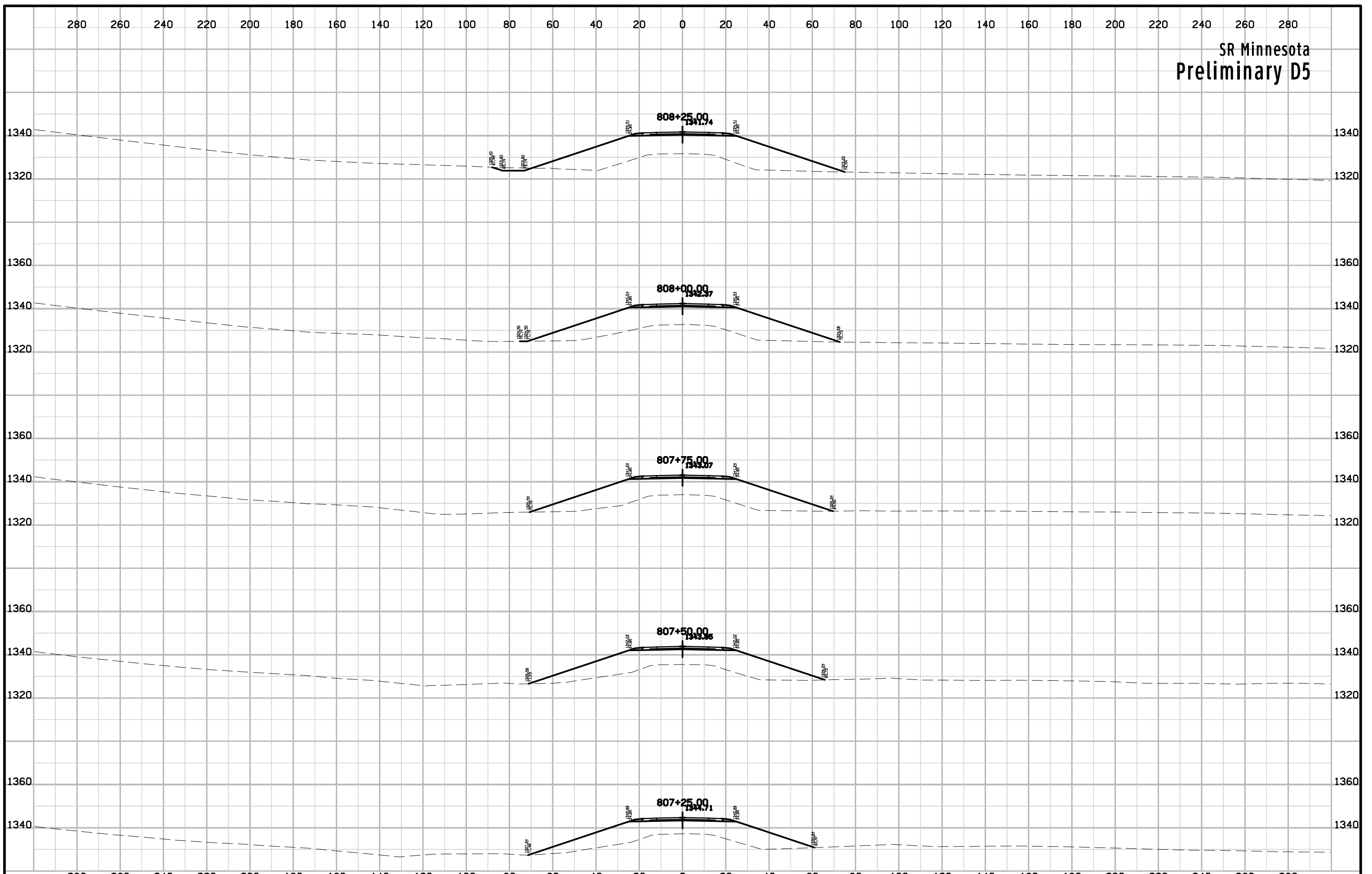




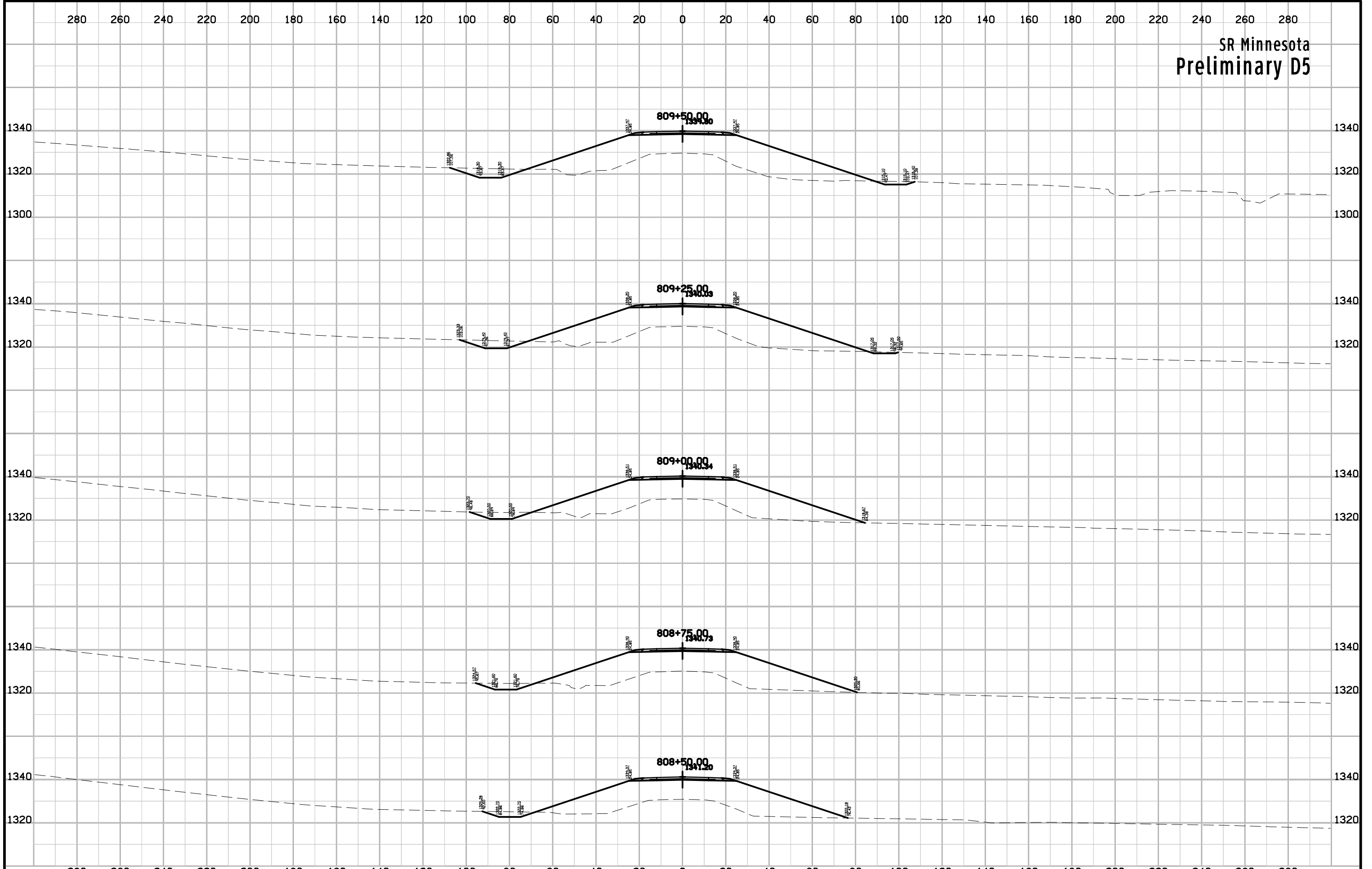
SR Minnesota
Preliminary D5



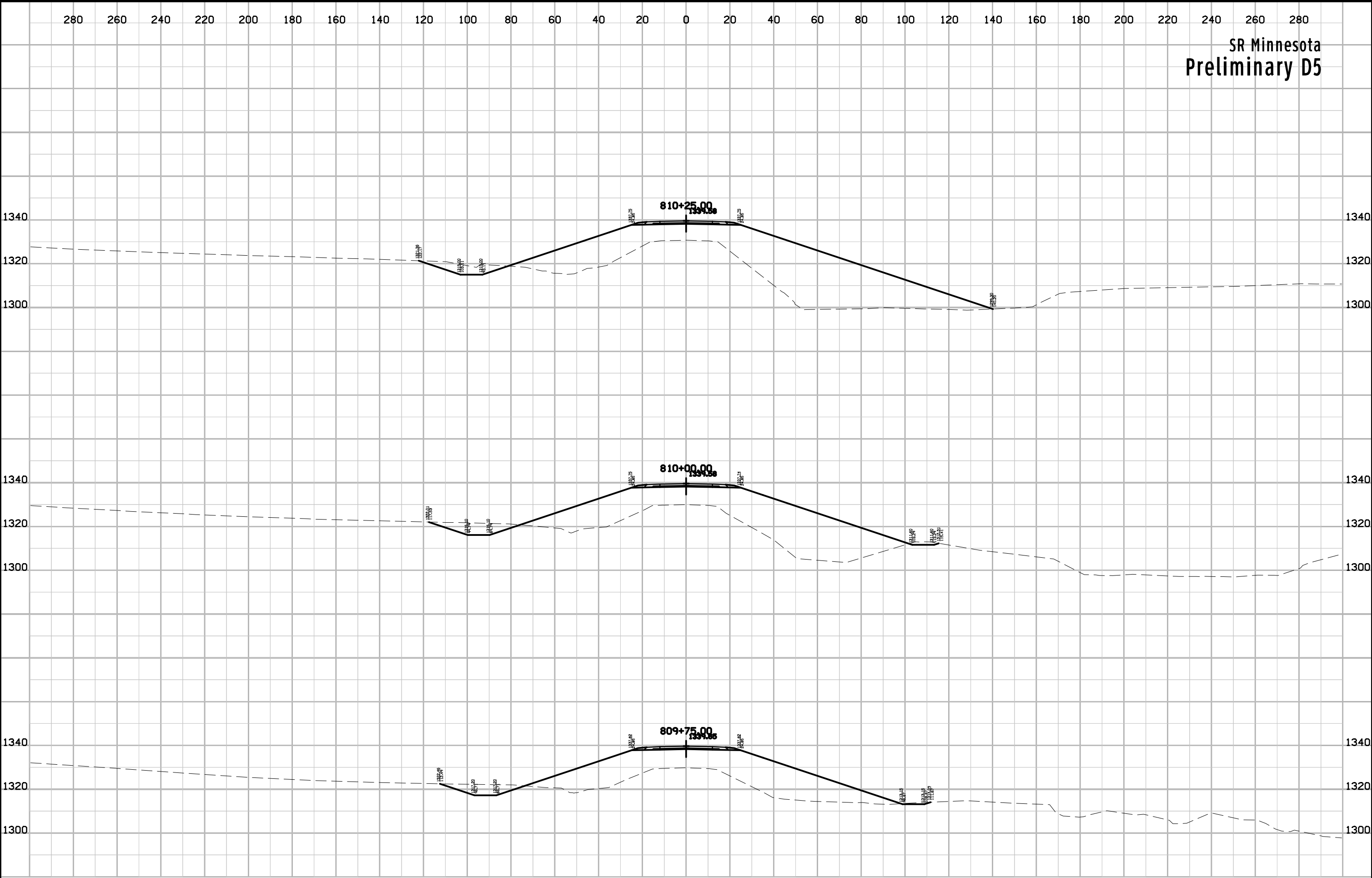
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Preliminary D5



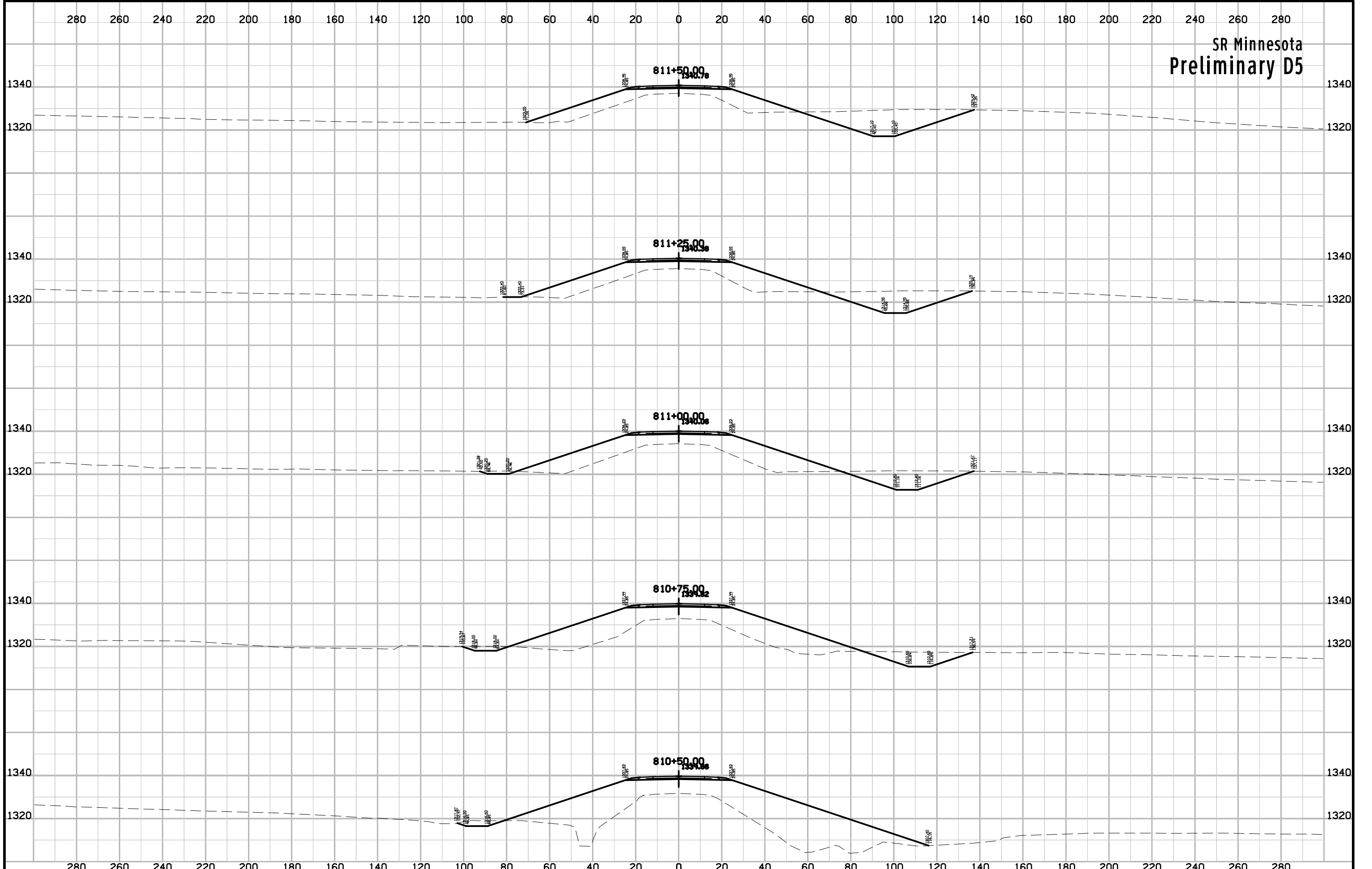
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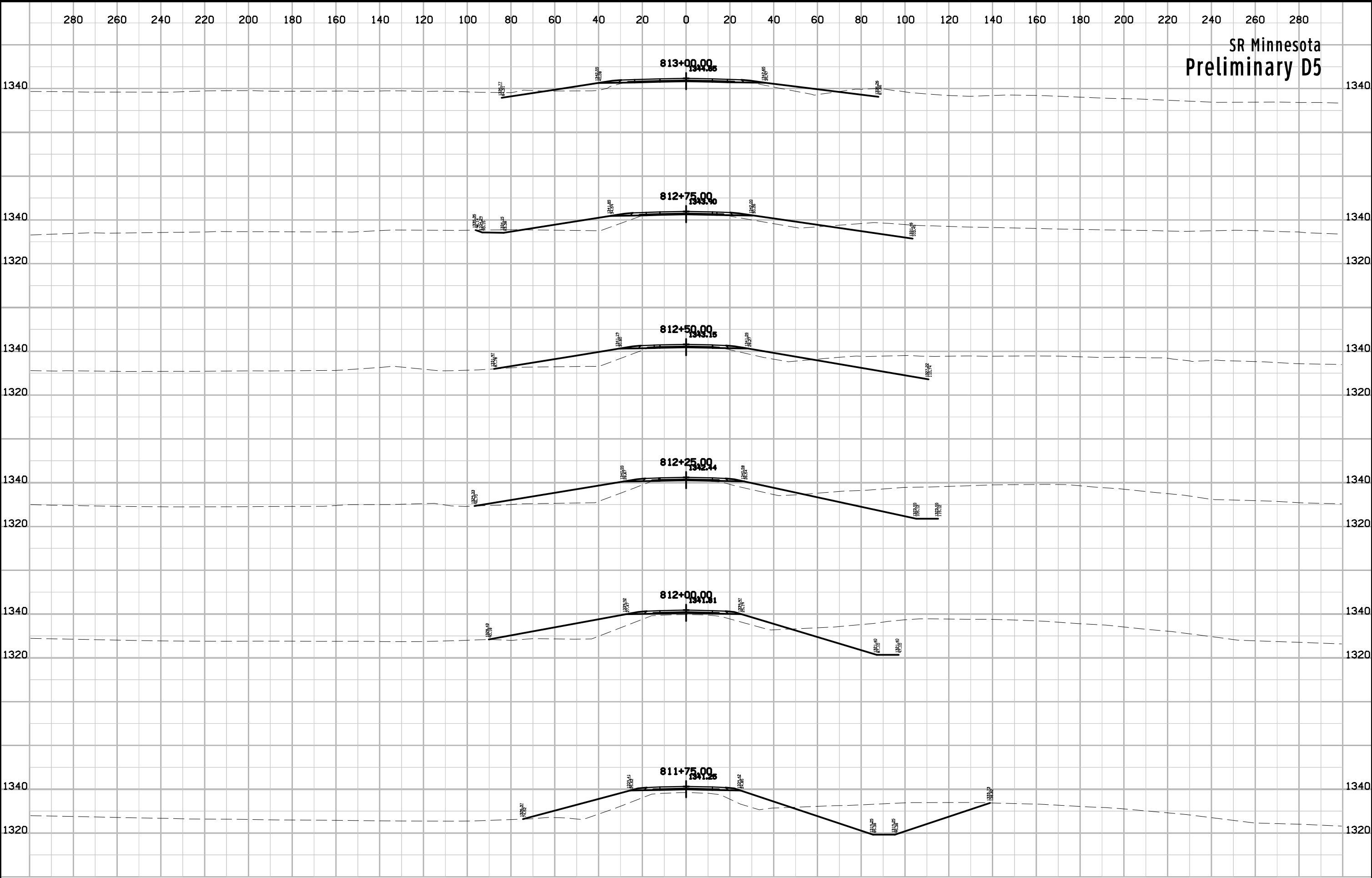
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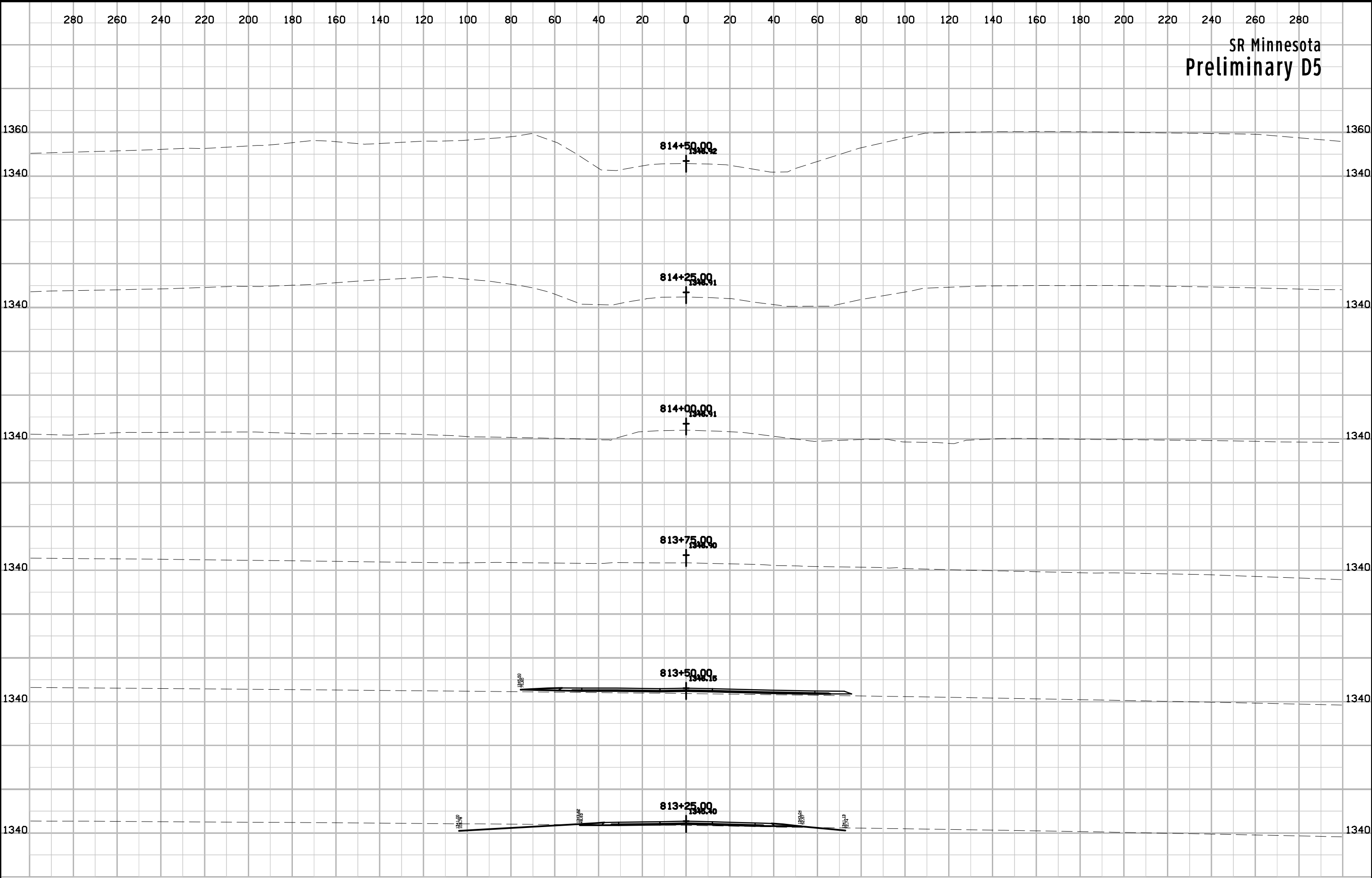
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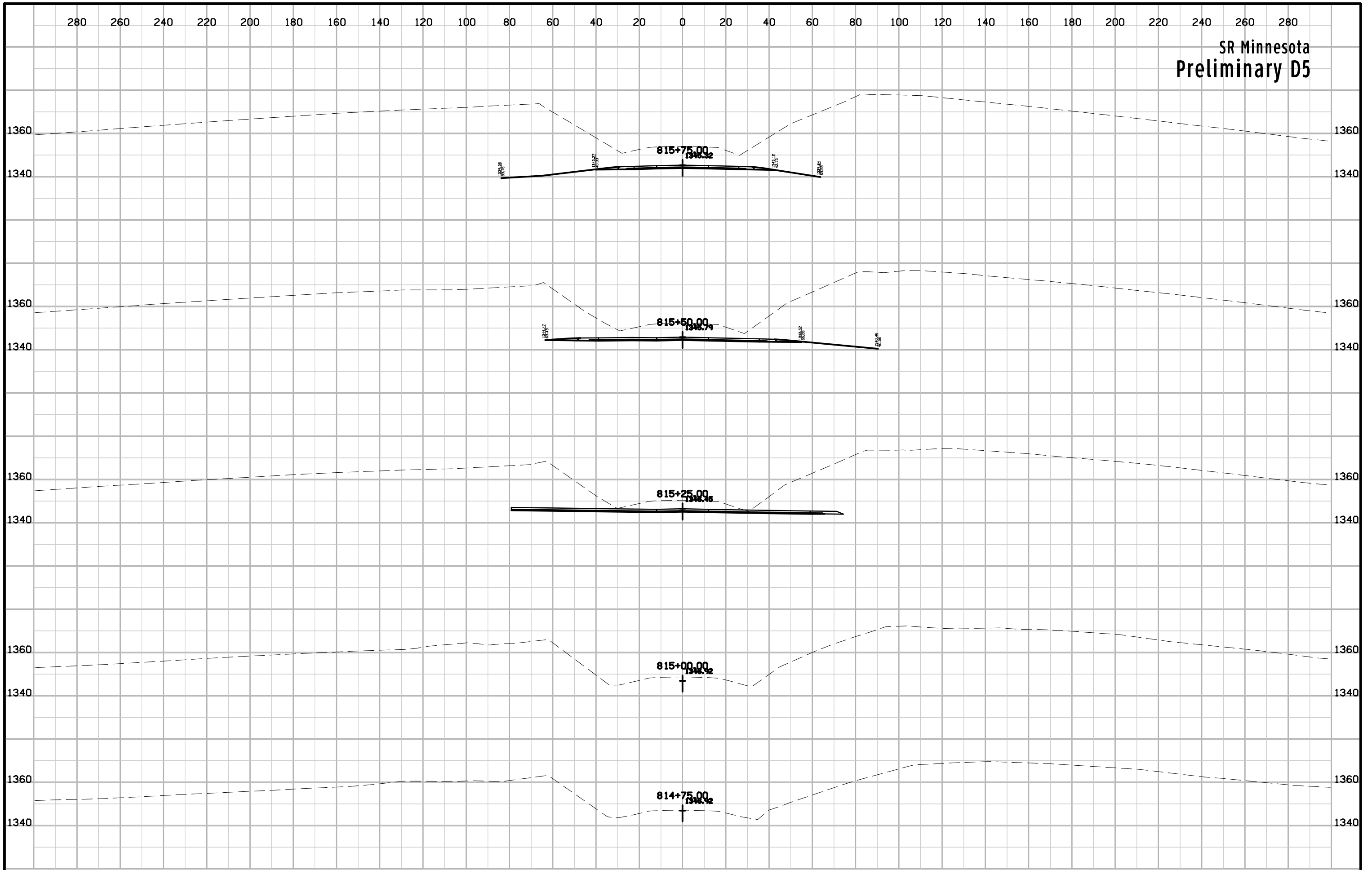
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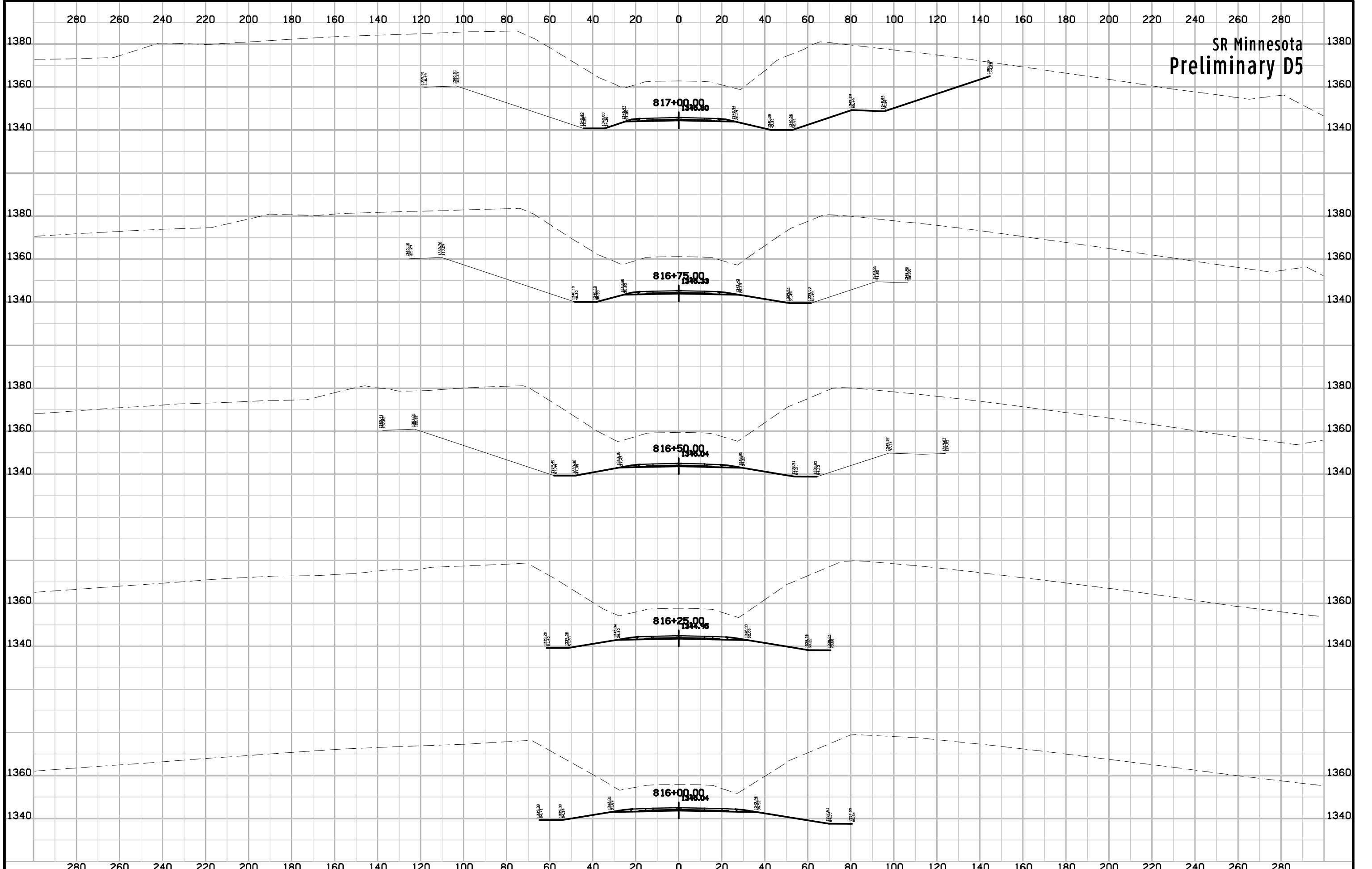
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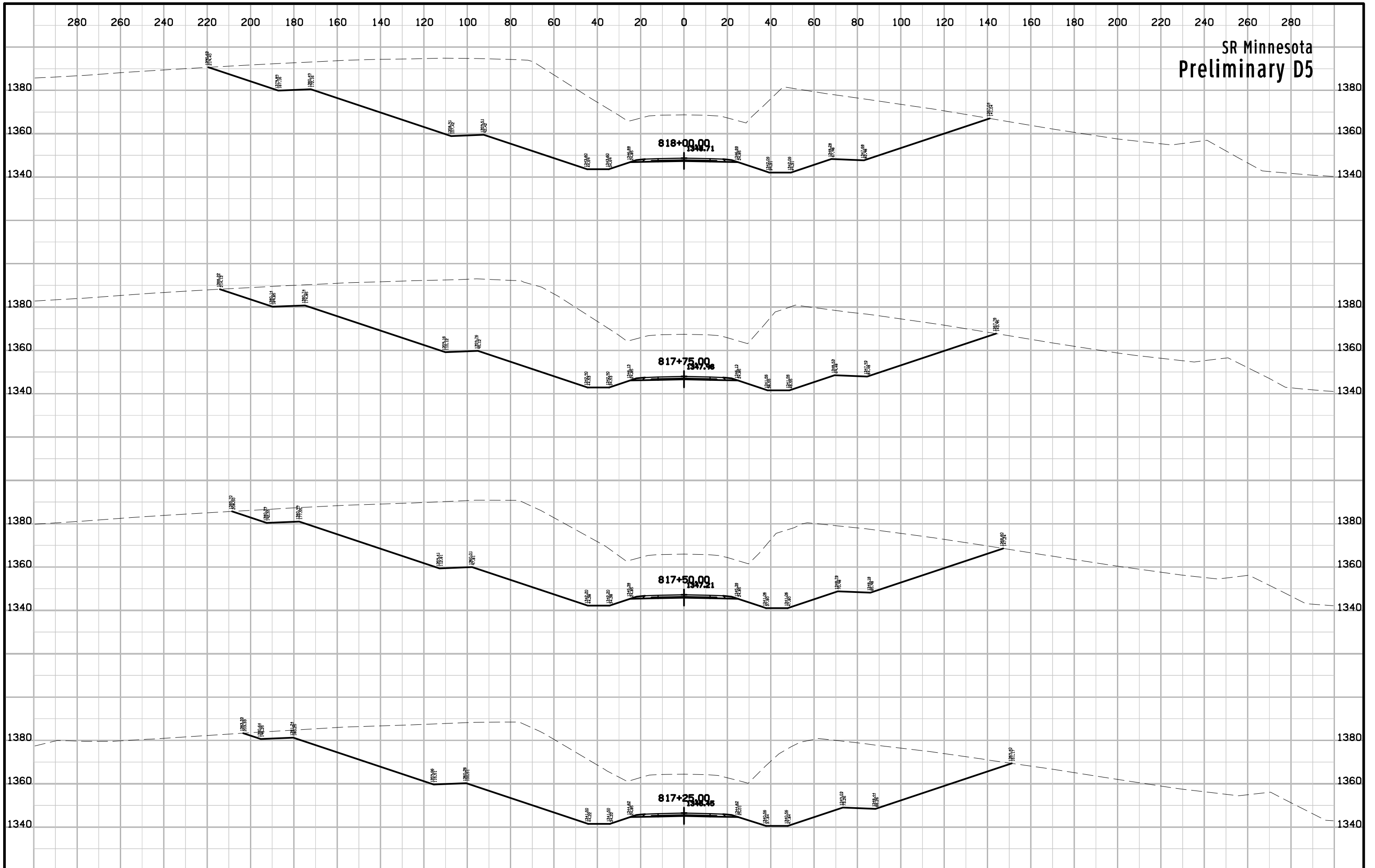
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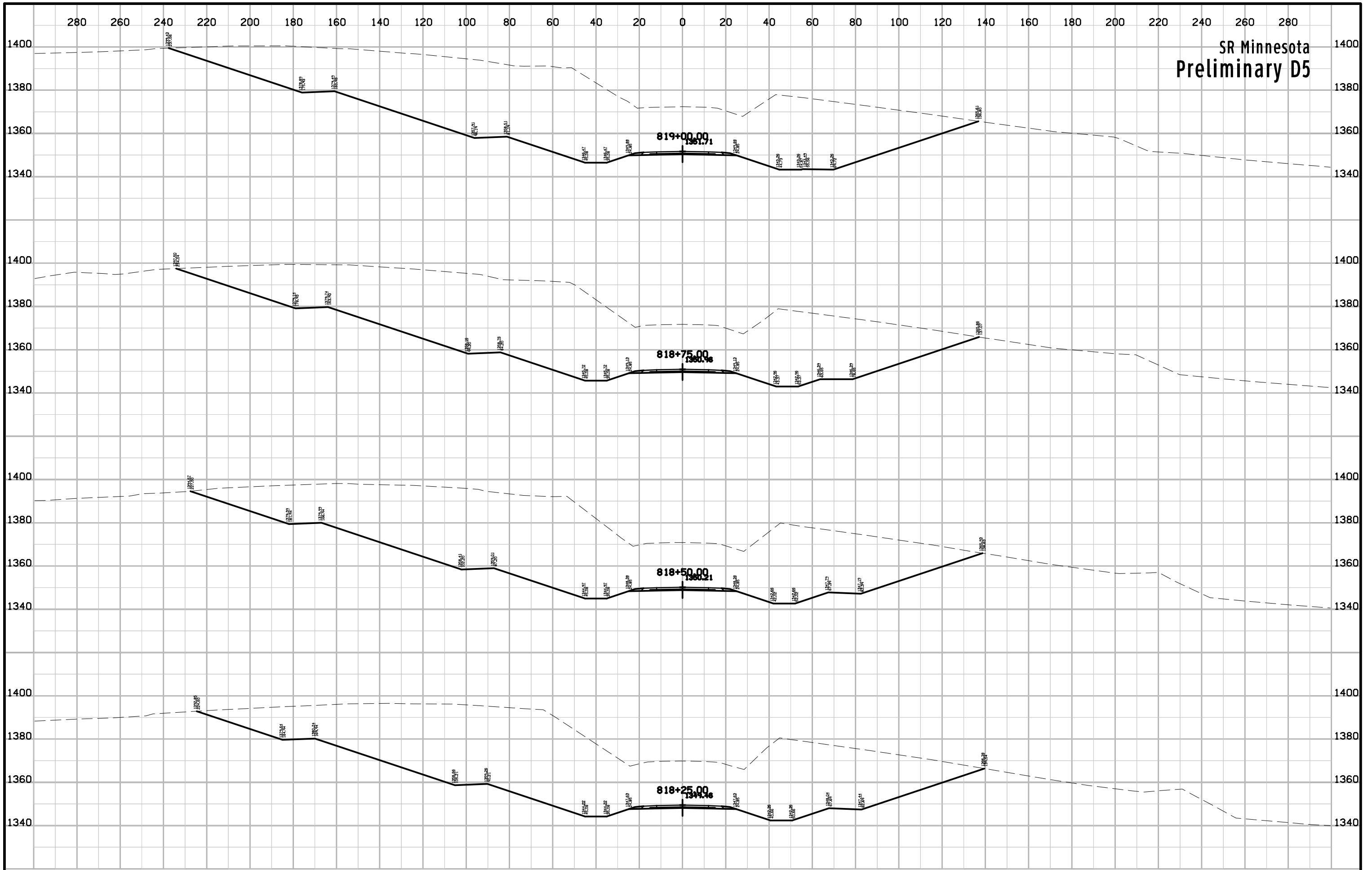
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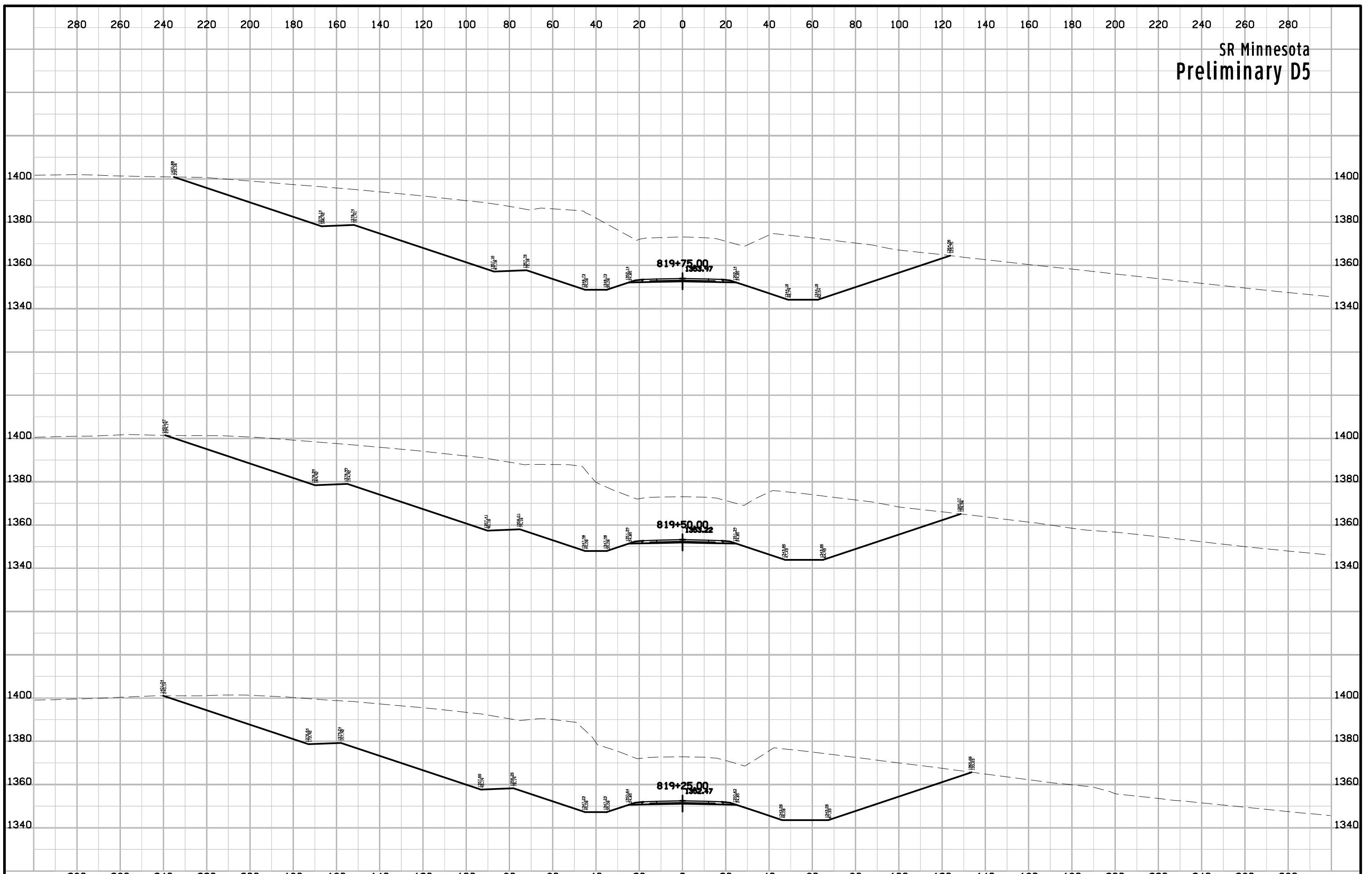
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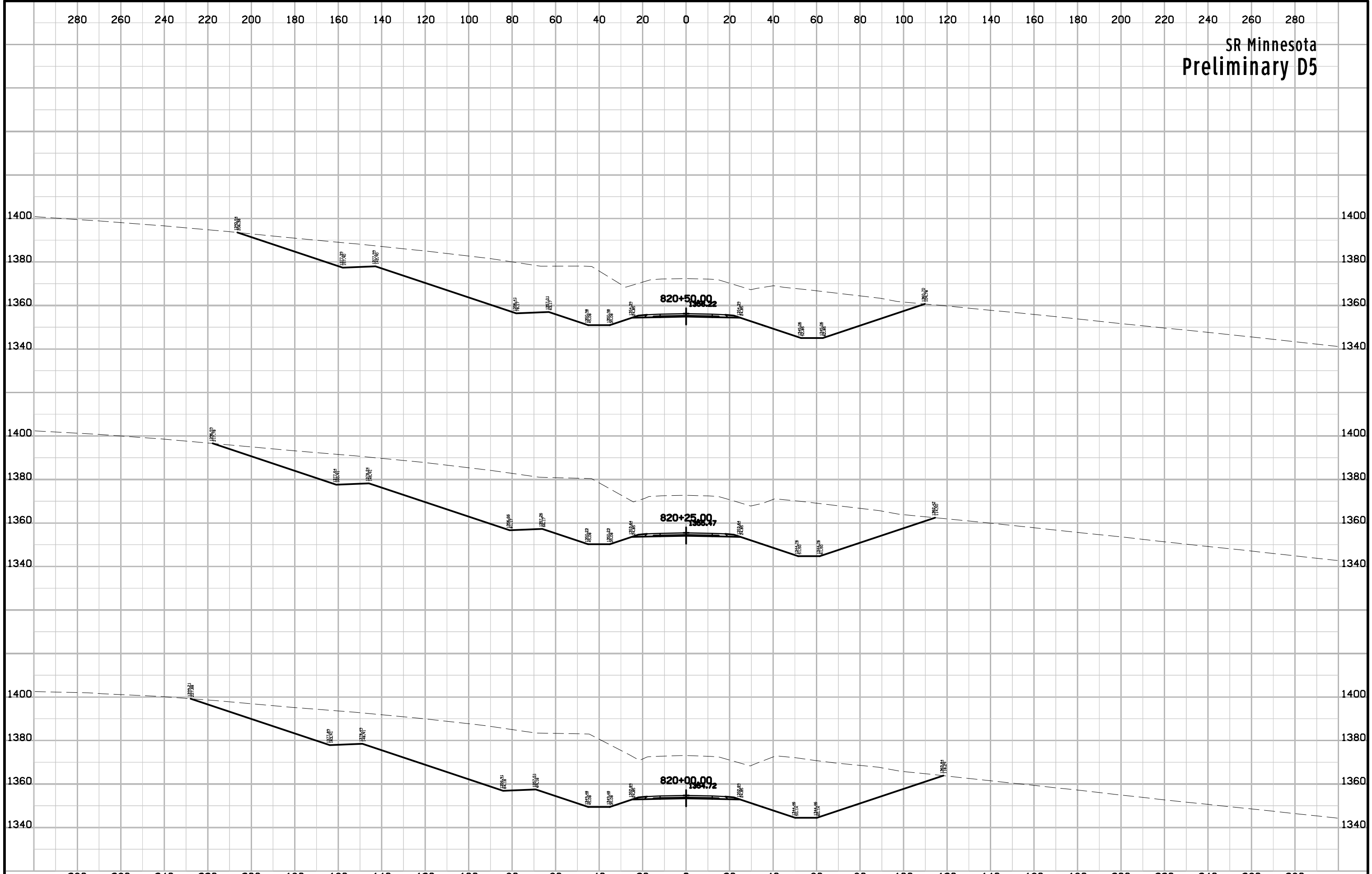
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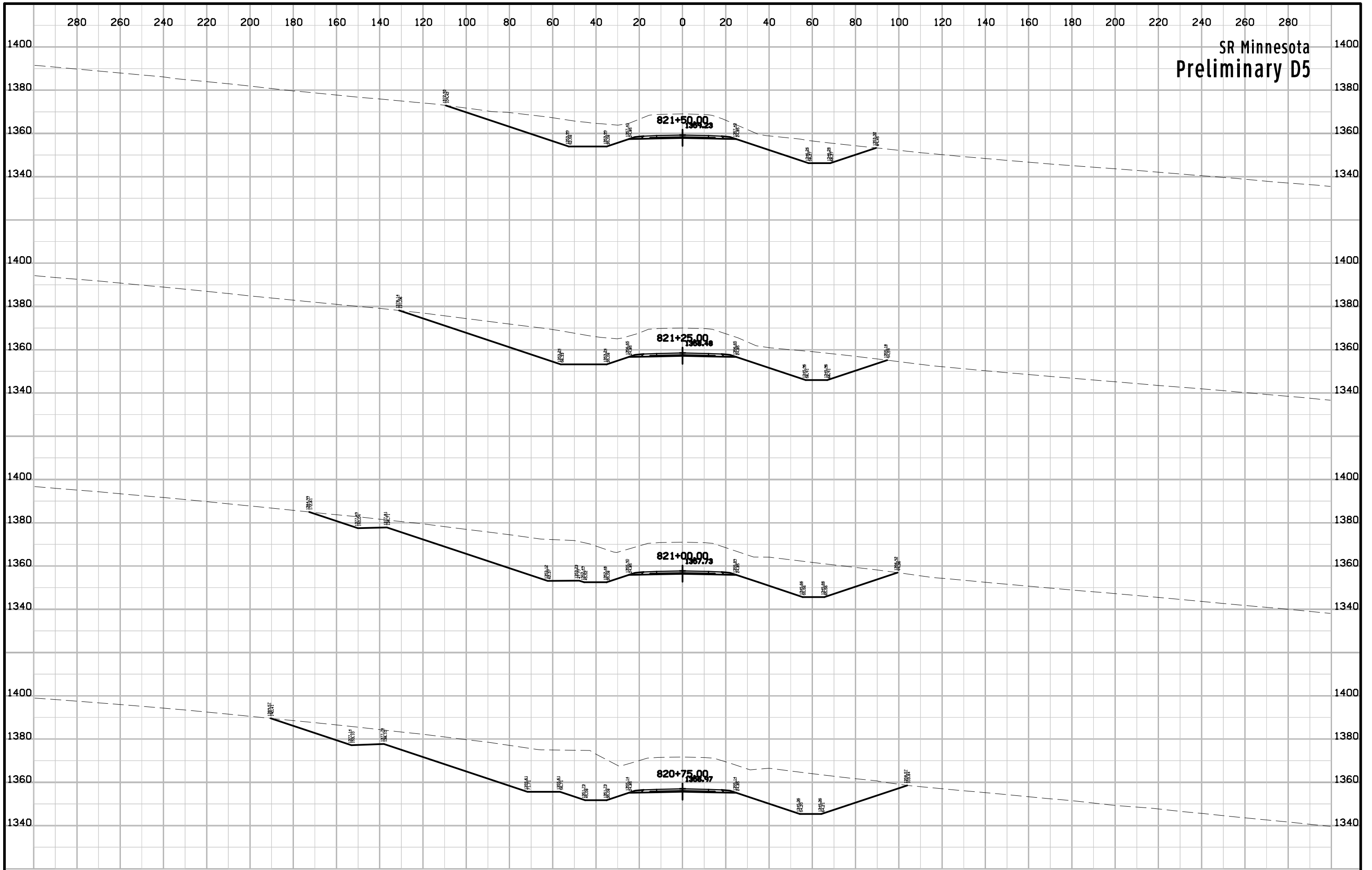
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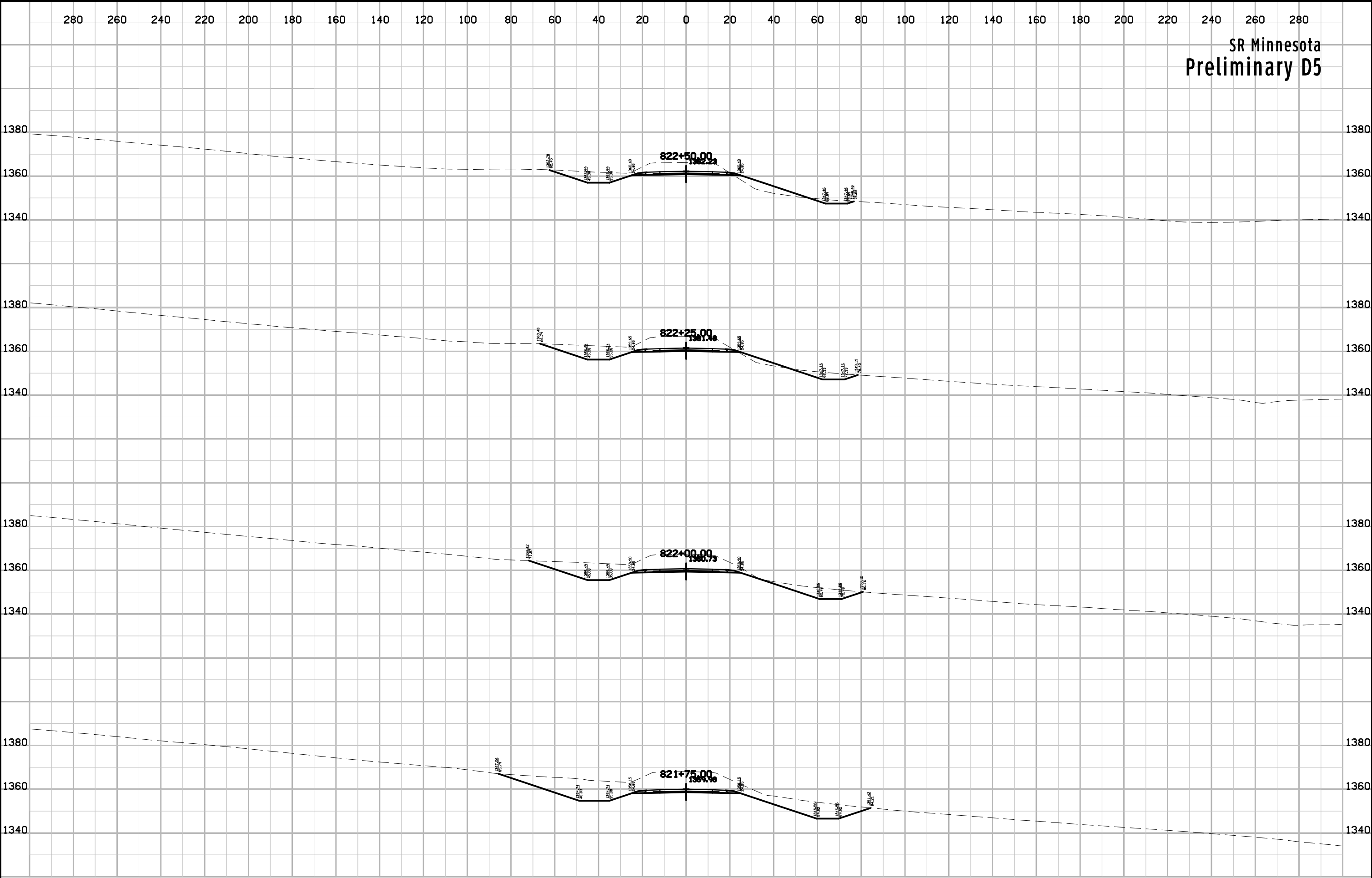
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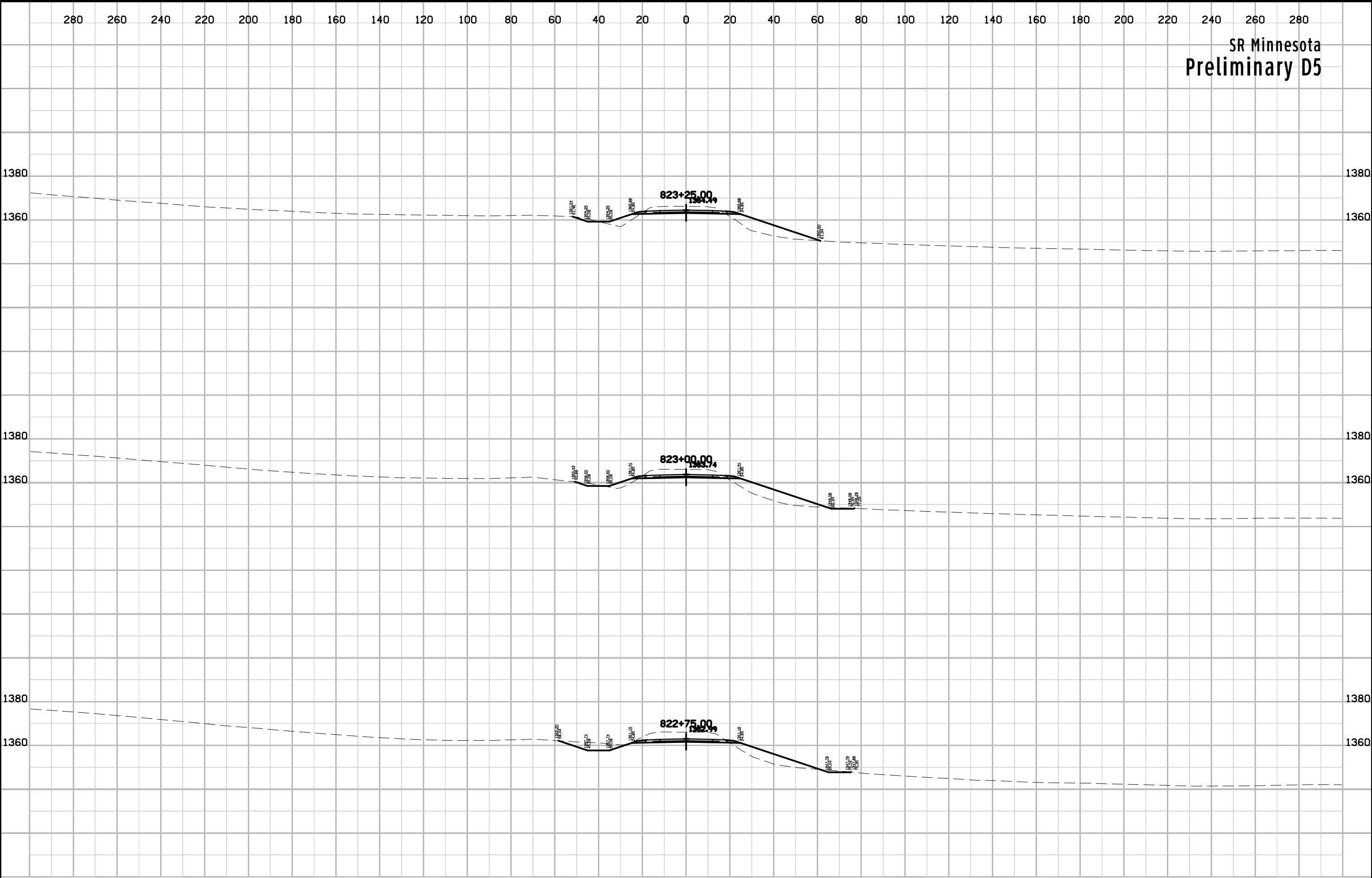
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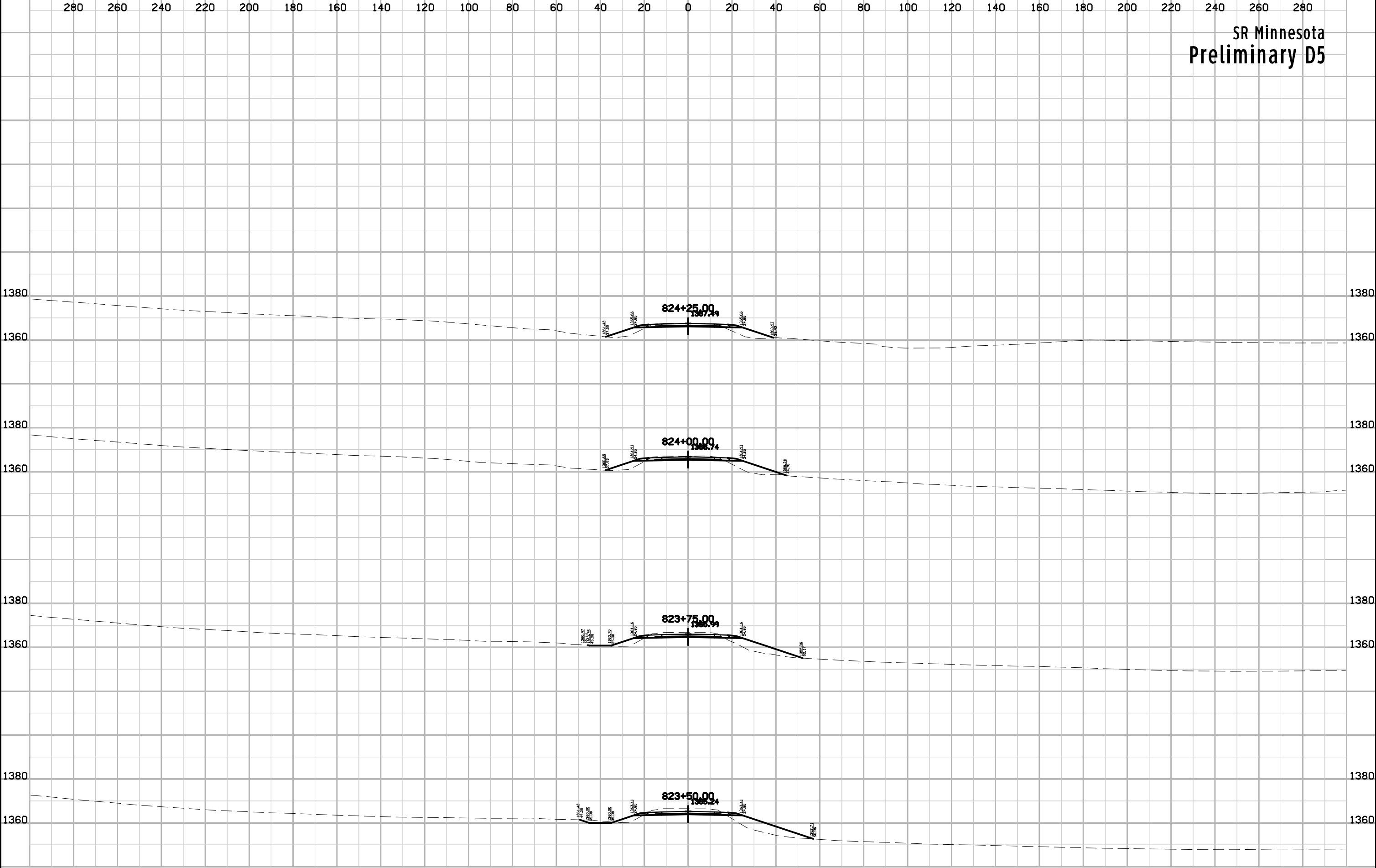
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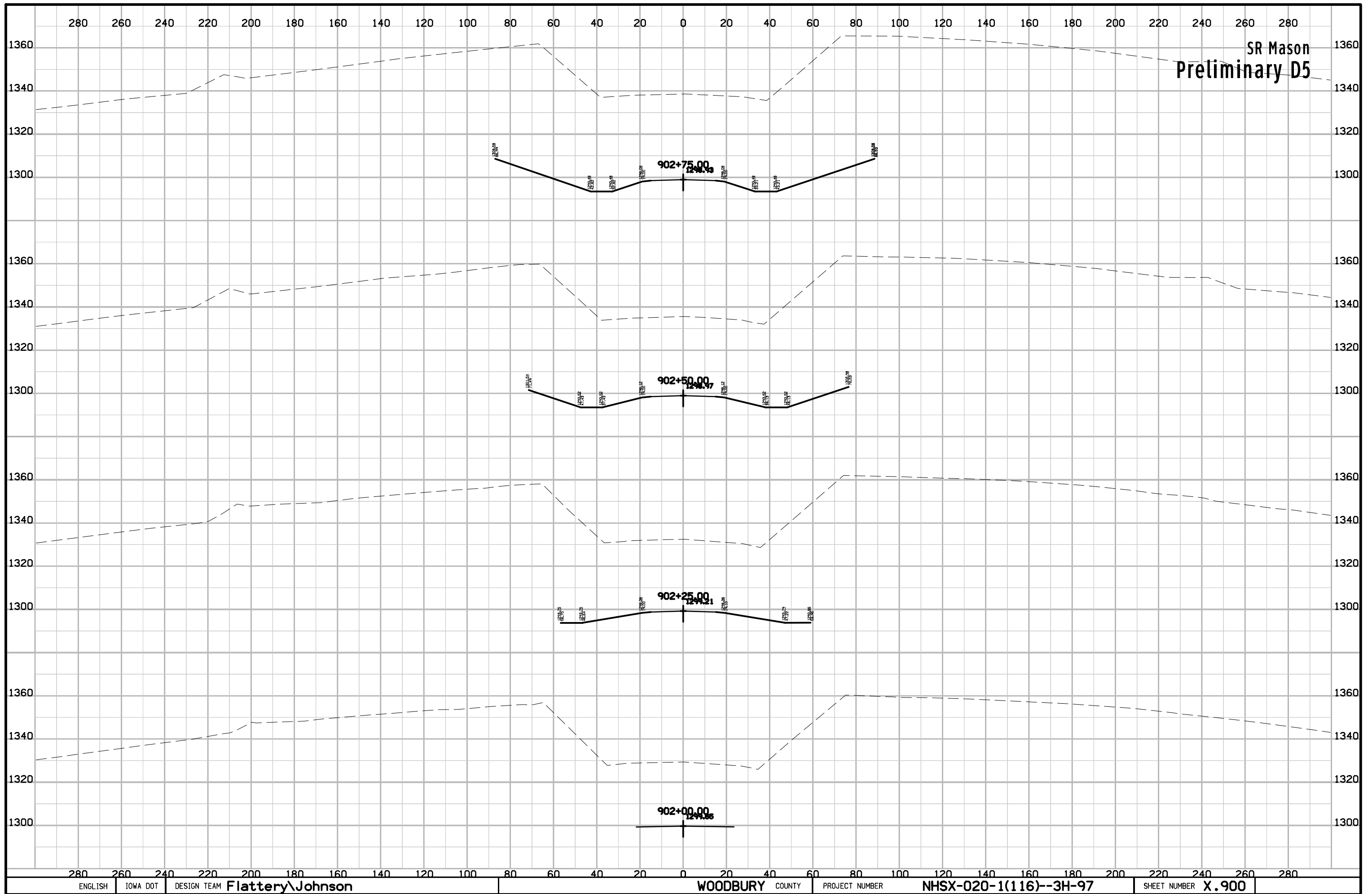


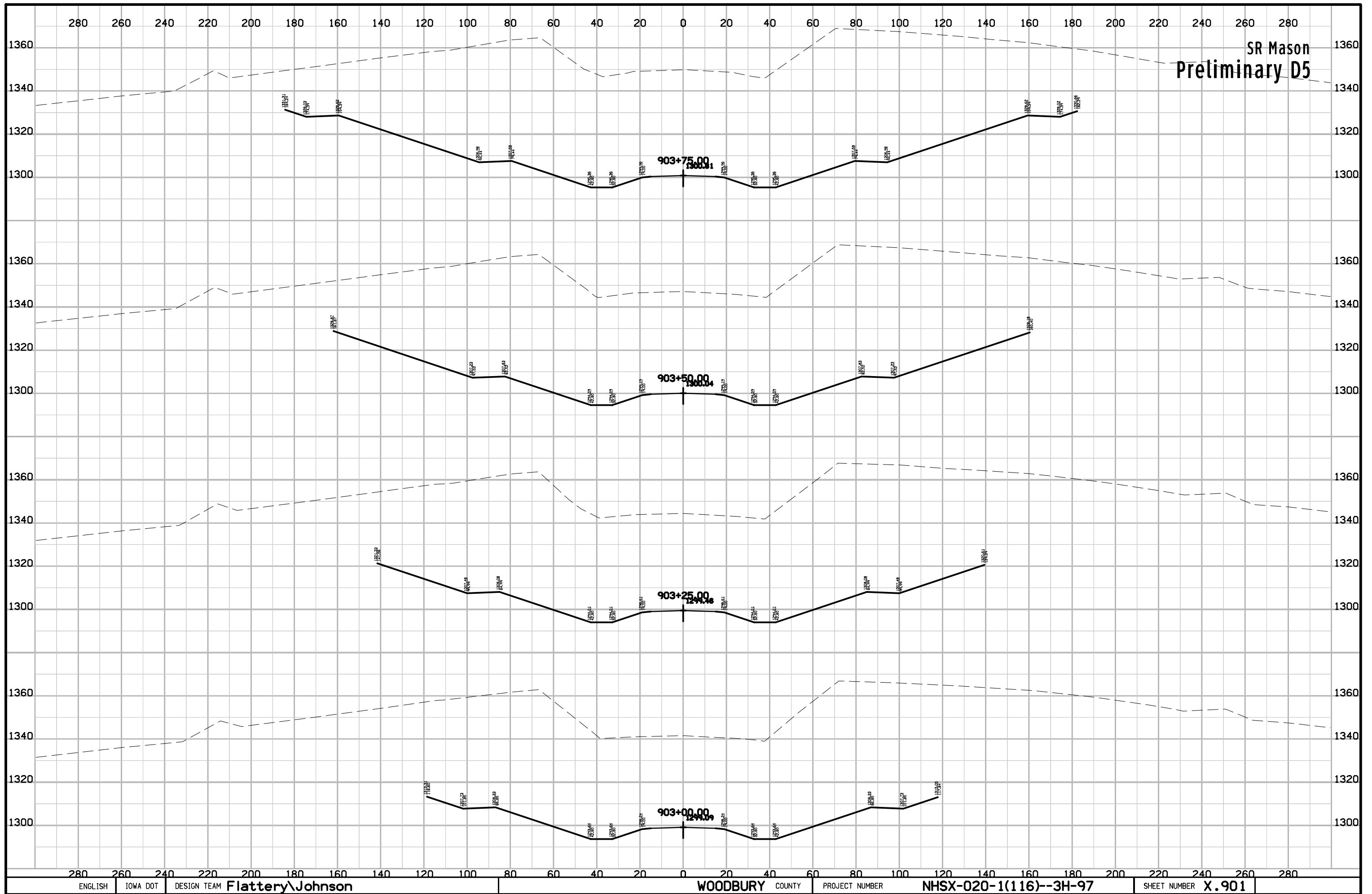
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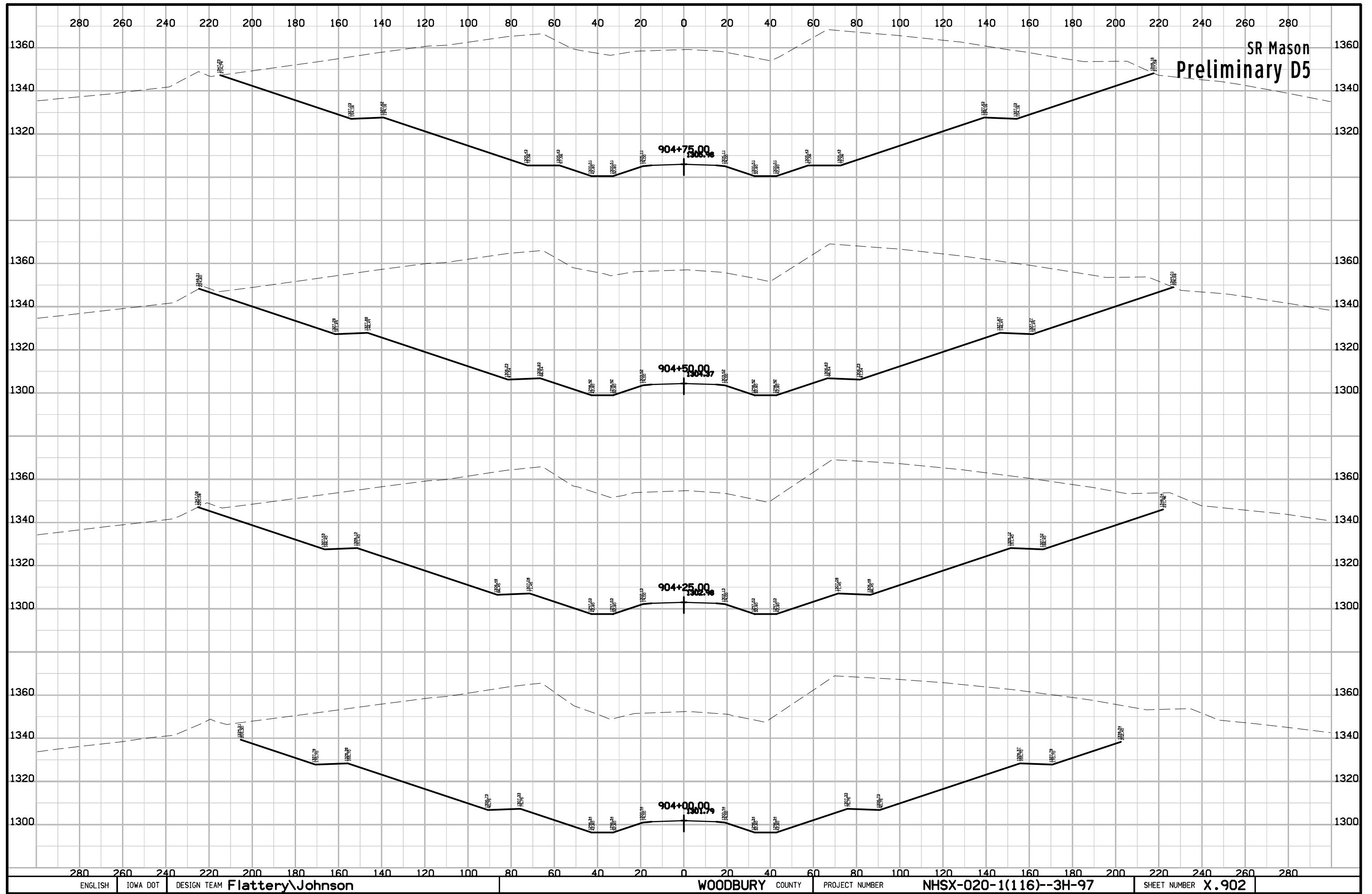


SR Minnesota
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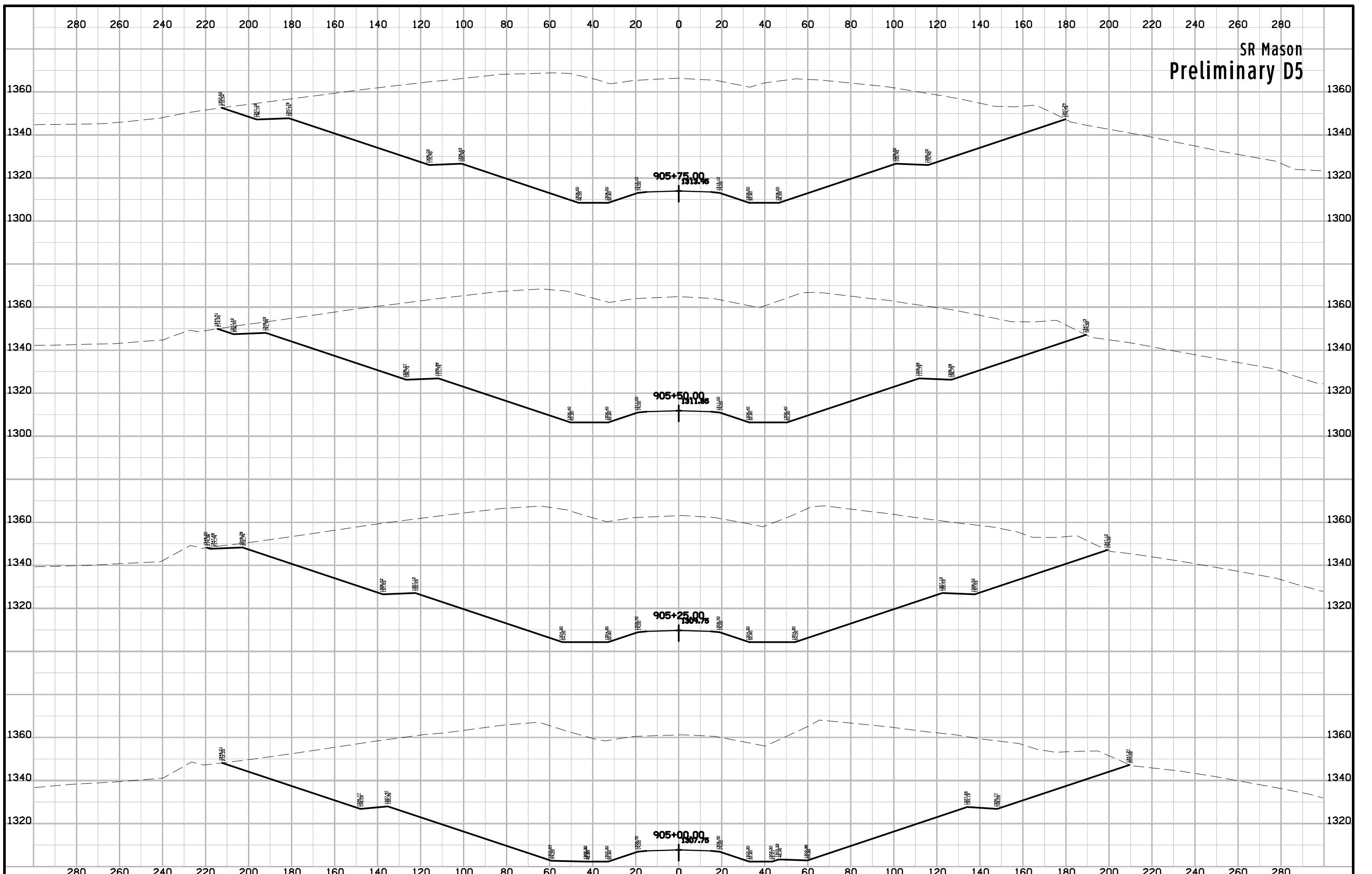




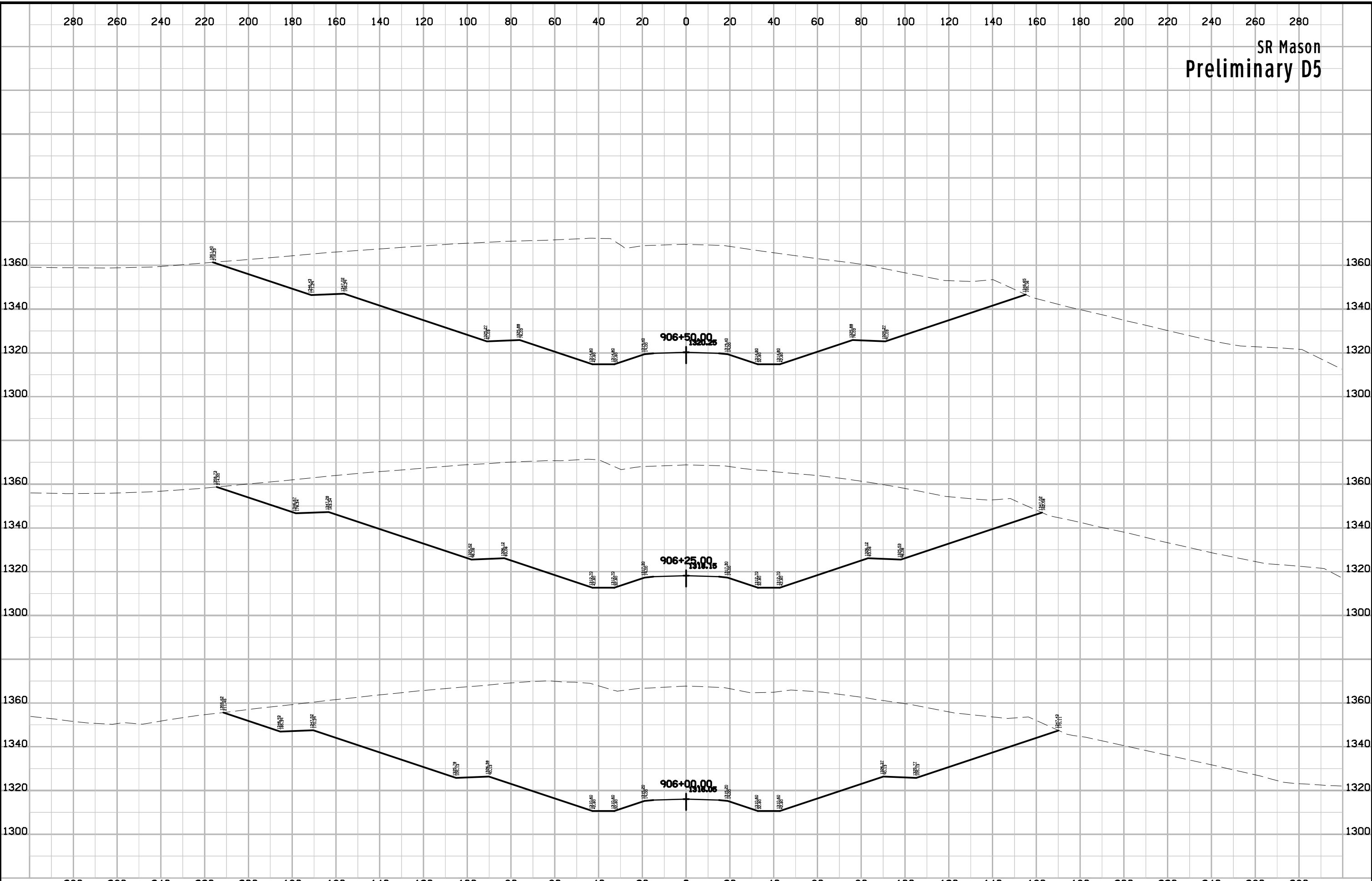




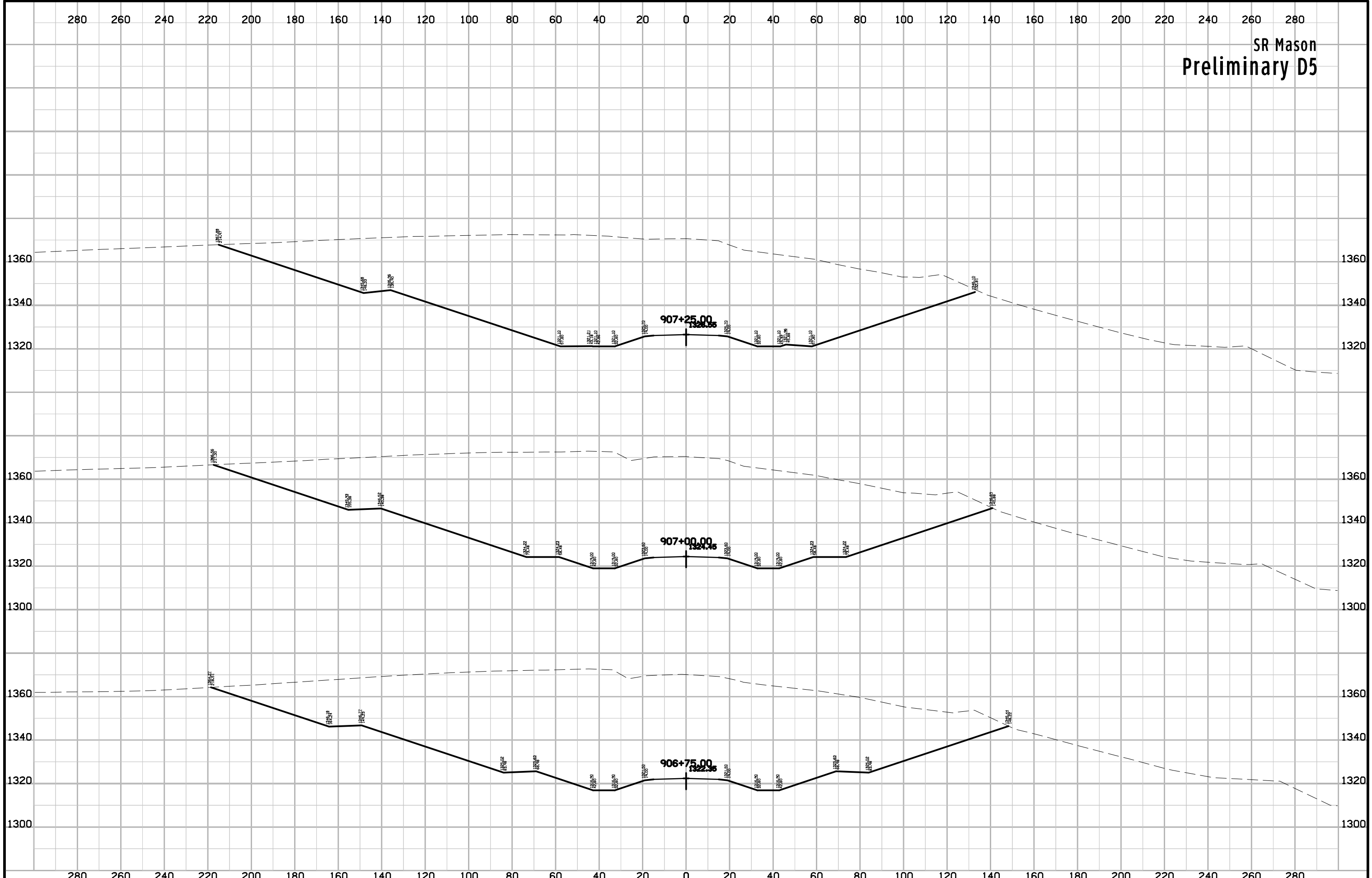
SR Mason
Preliminary D5



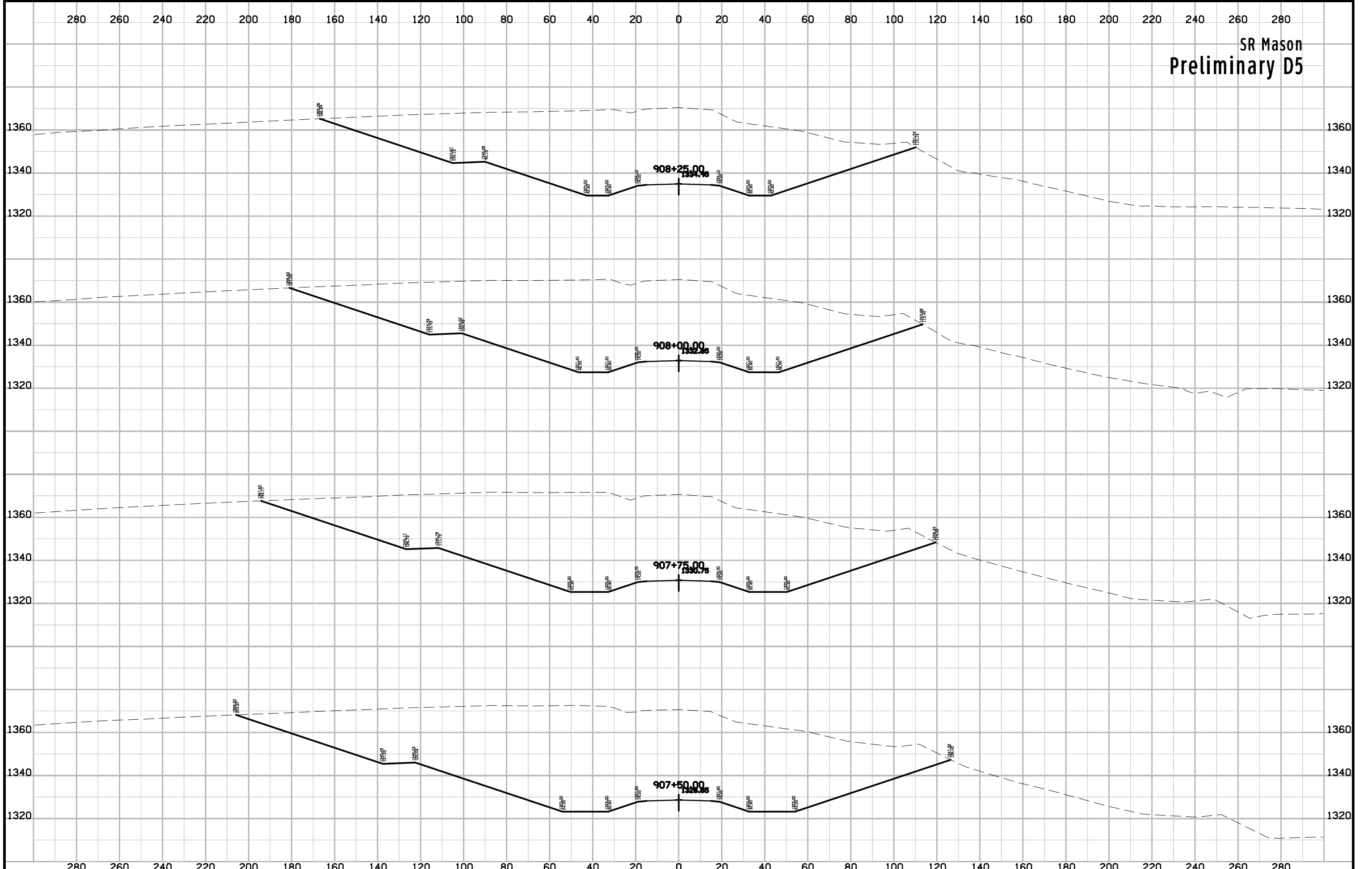
SR Mason
Preliminary D5



SR Mason
Preliminary D5



SR Mason
Preliminary D5



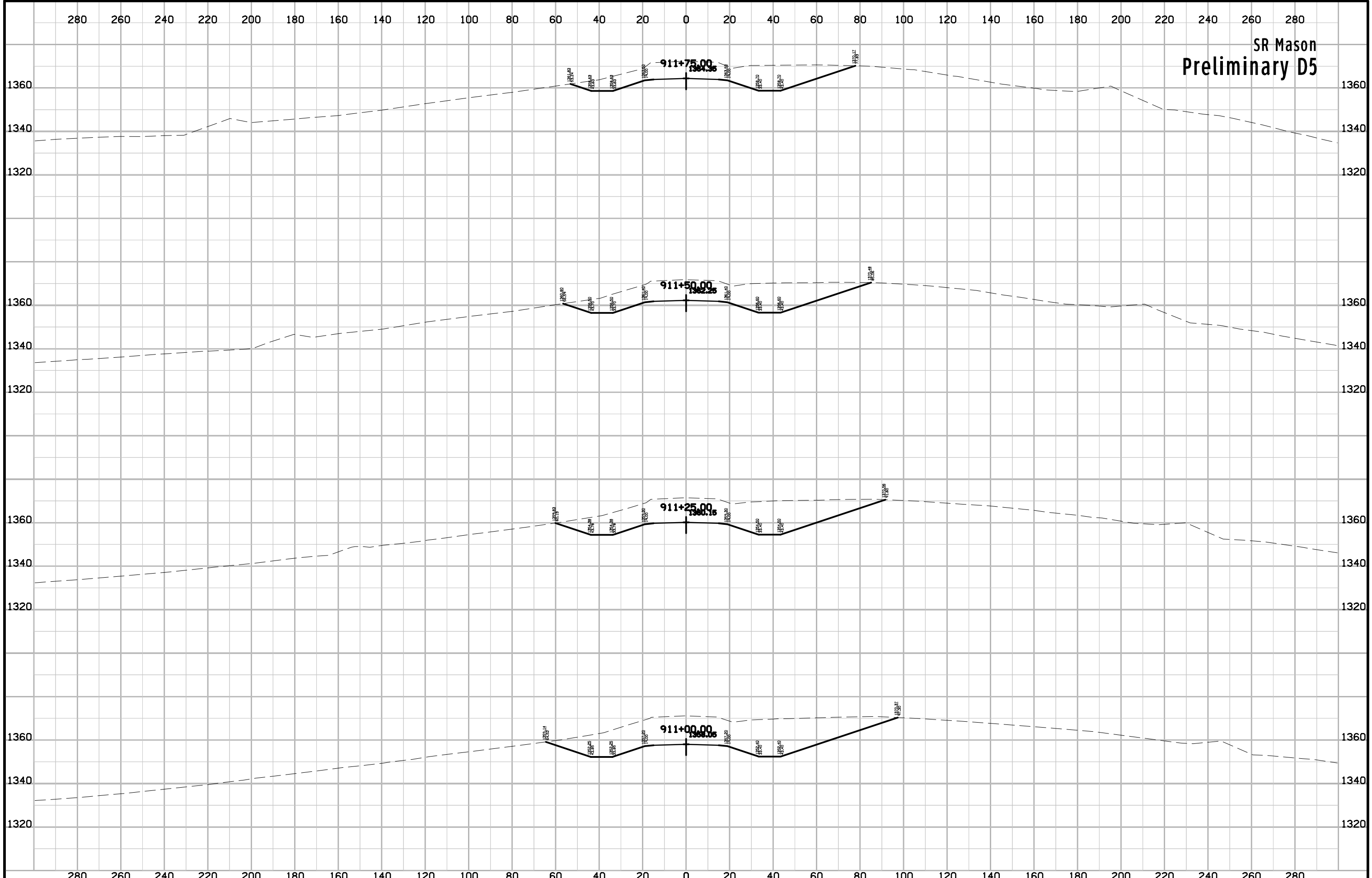
SR Mason
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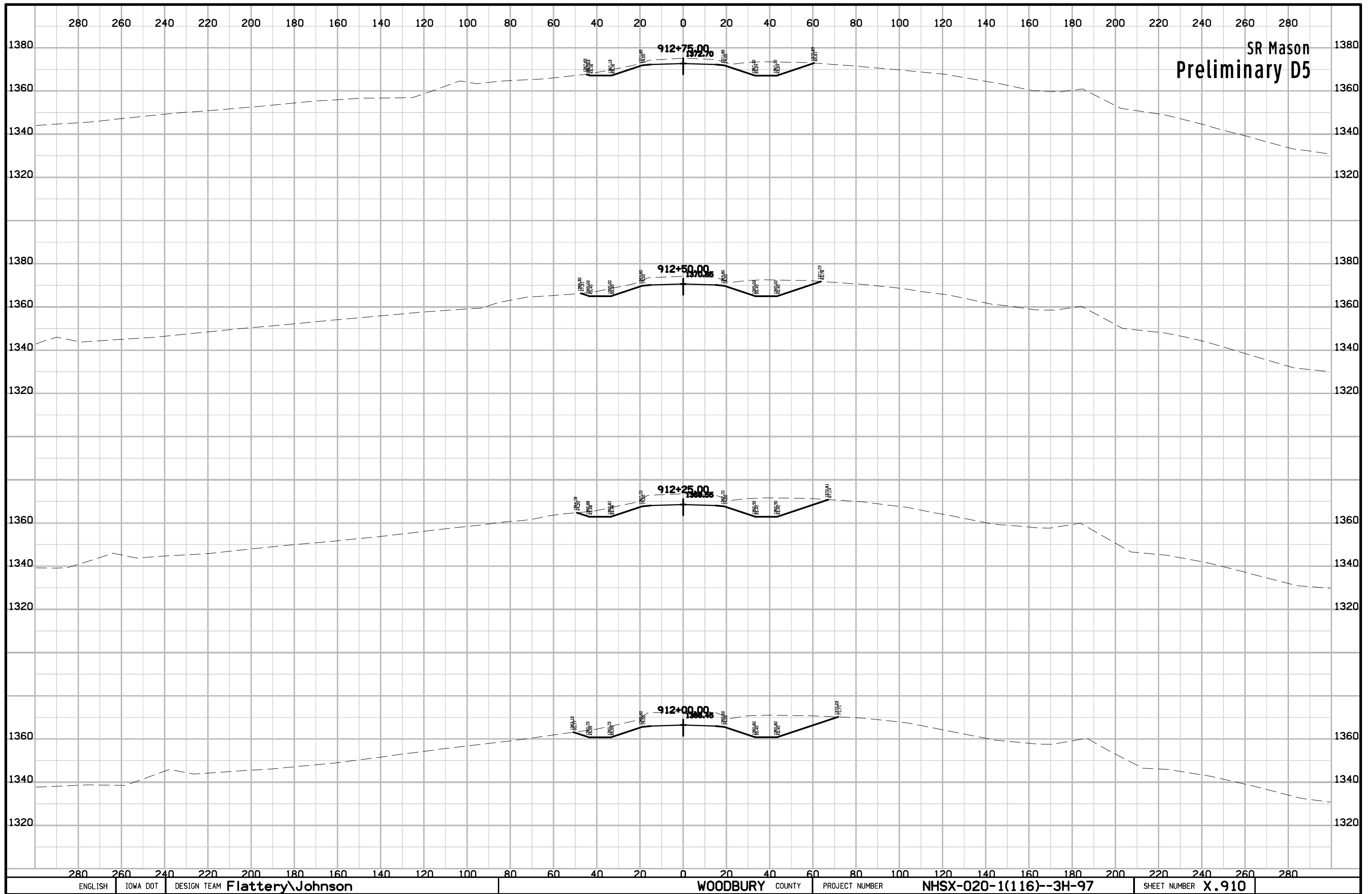


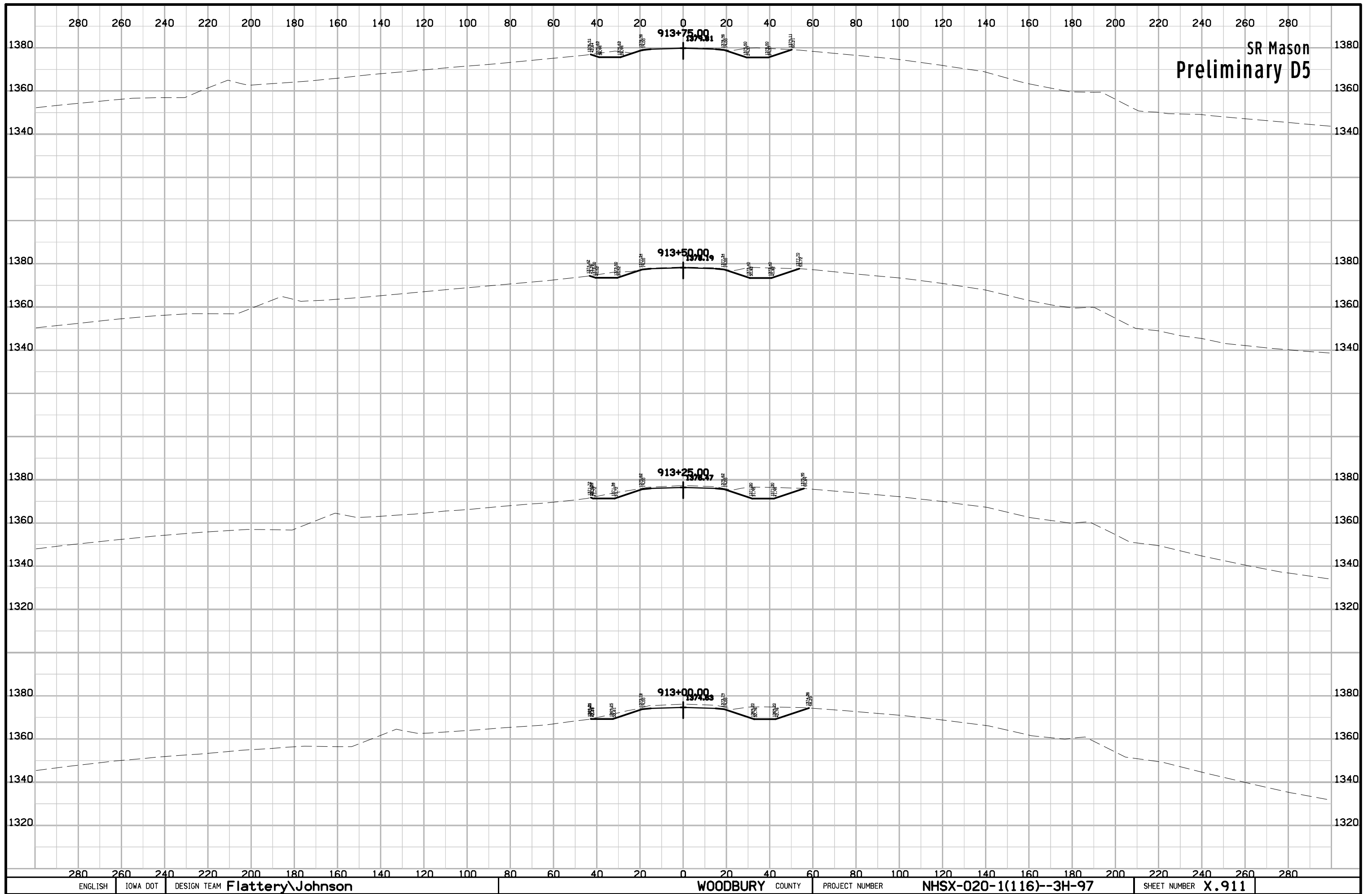
SR Mason
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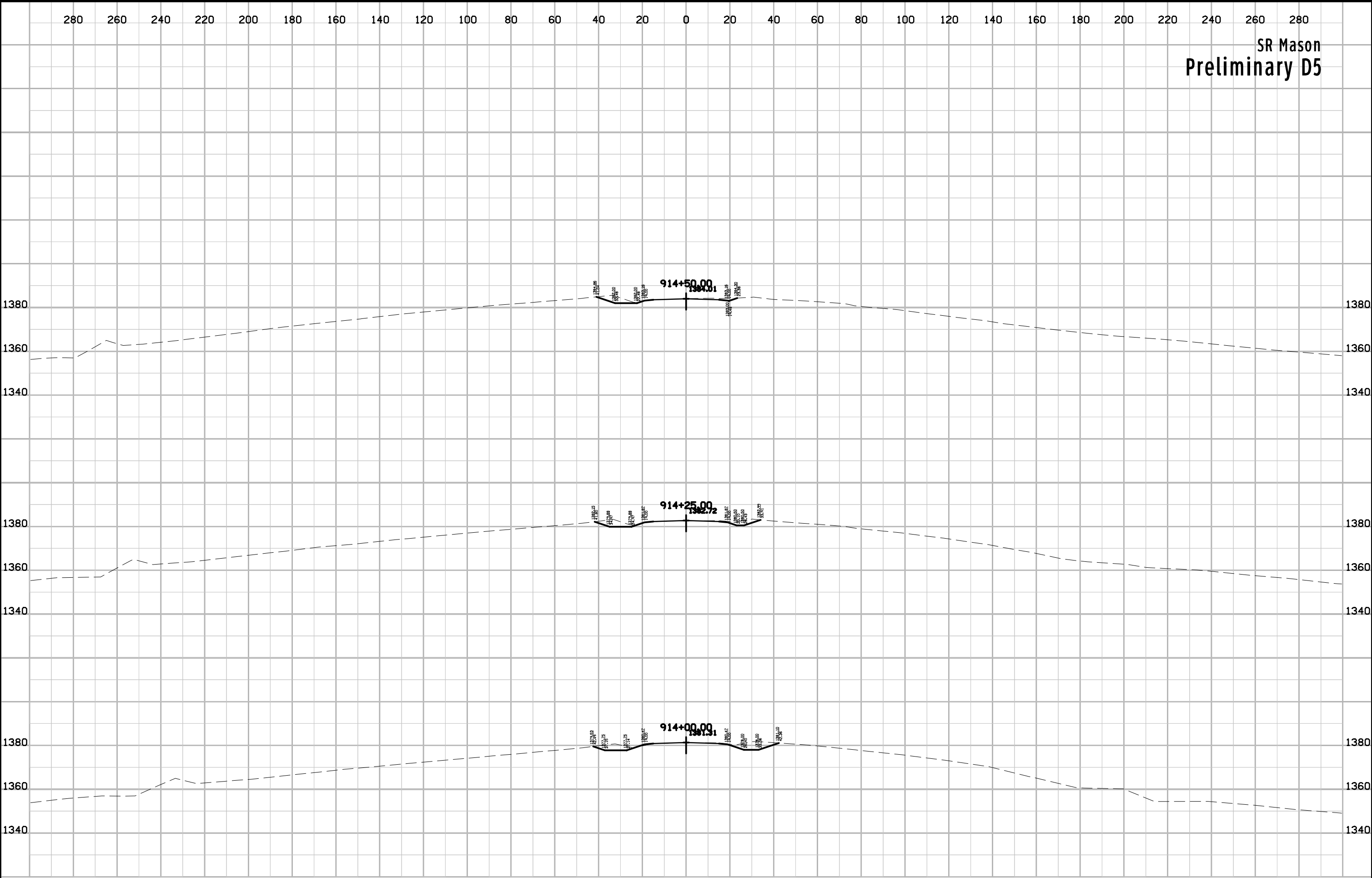
SR Mason
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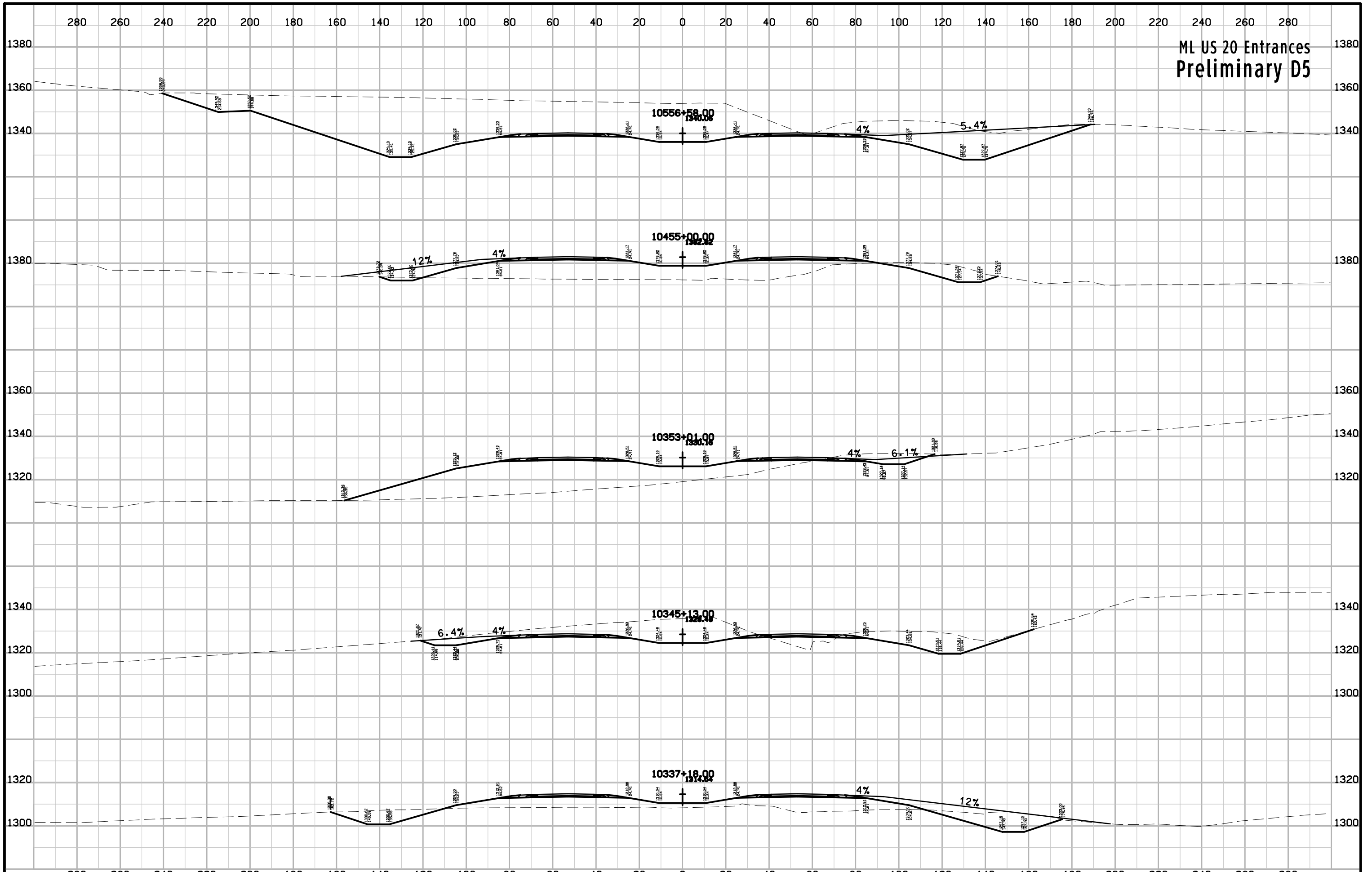




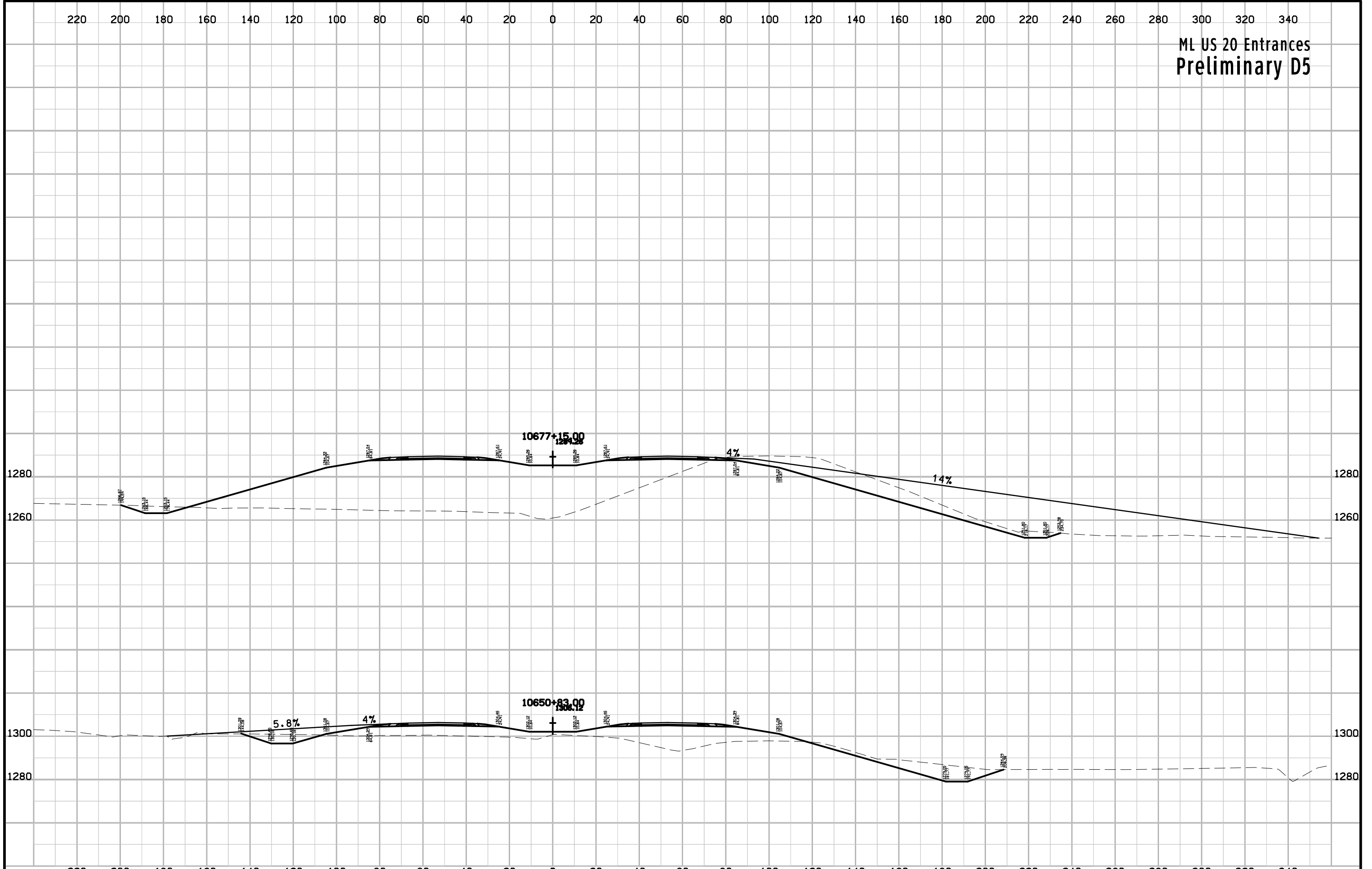
SR Mason
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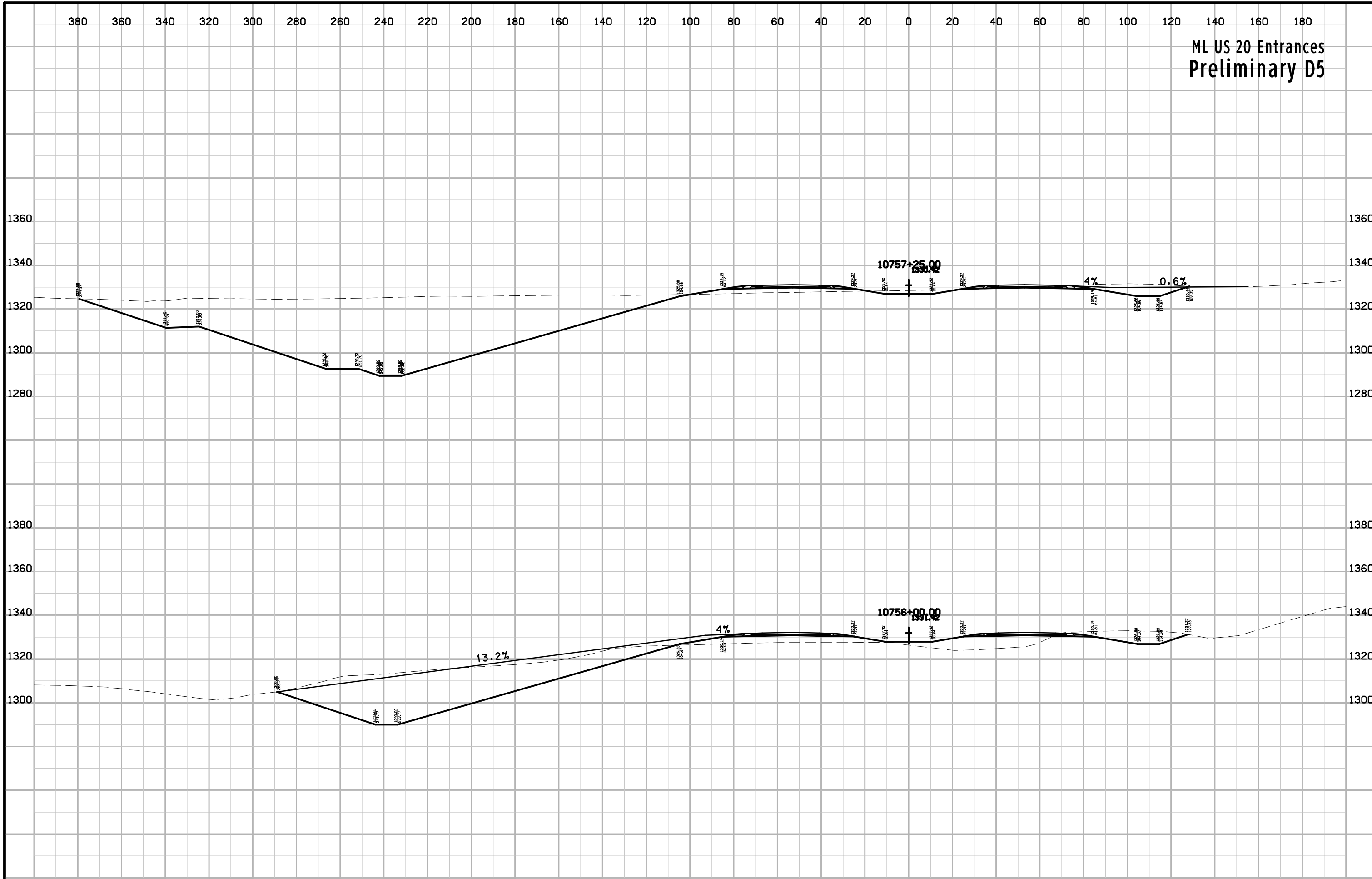
ML US 20 Entrances
Preliminary D5



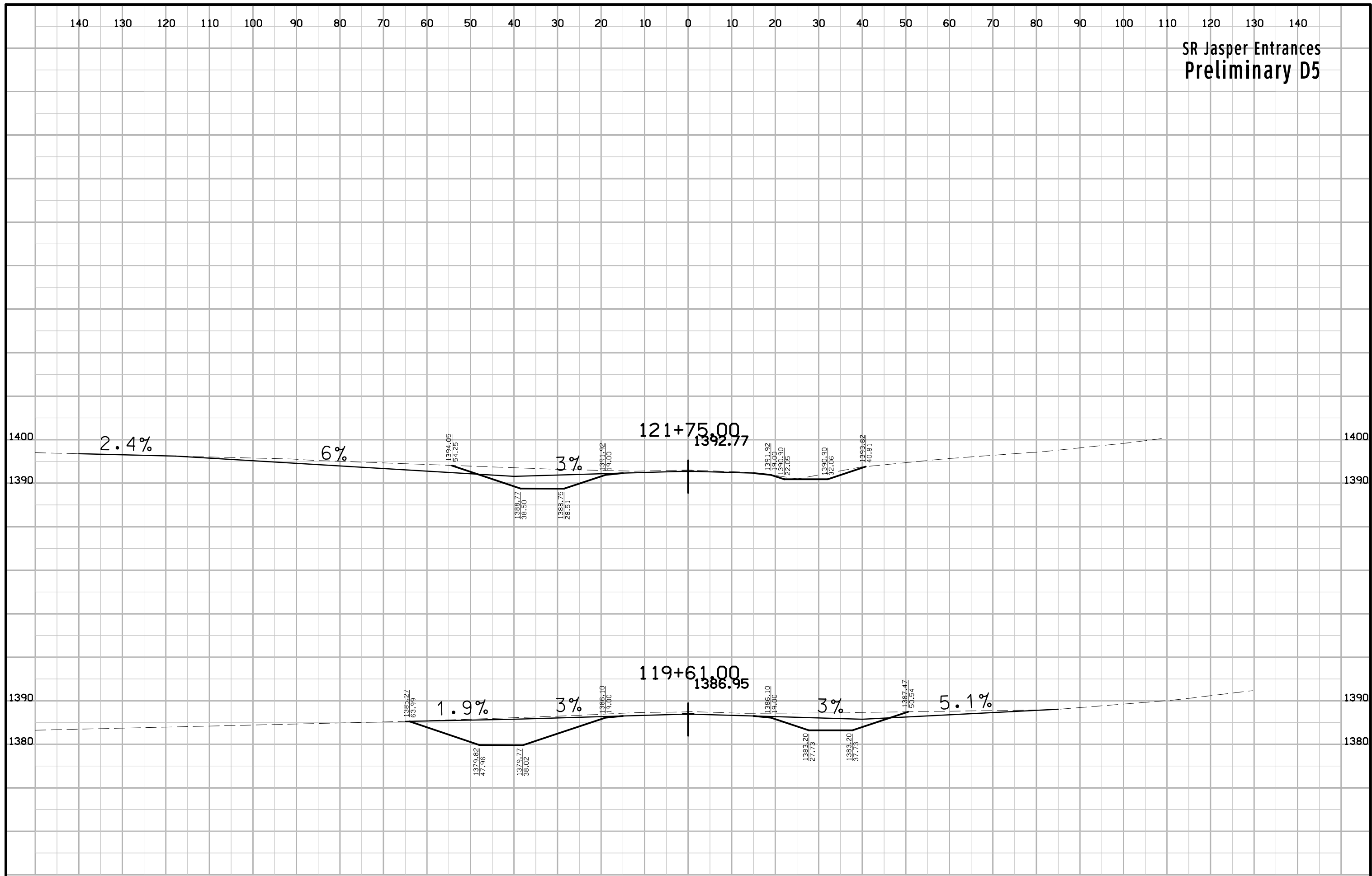
ML US 20 Entrances
Preliminary D5



ML US 20 Entrances
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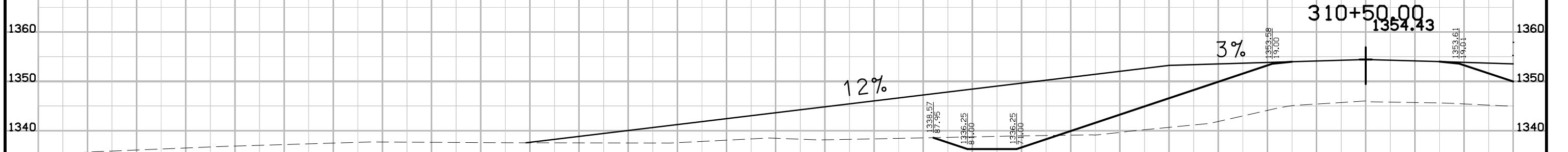


SR Jasper Entrances
Preliminary D5



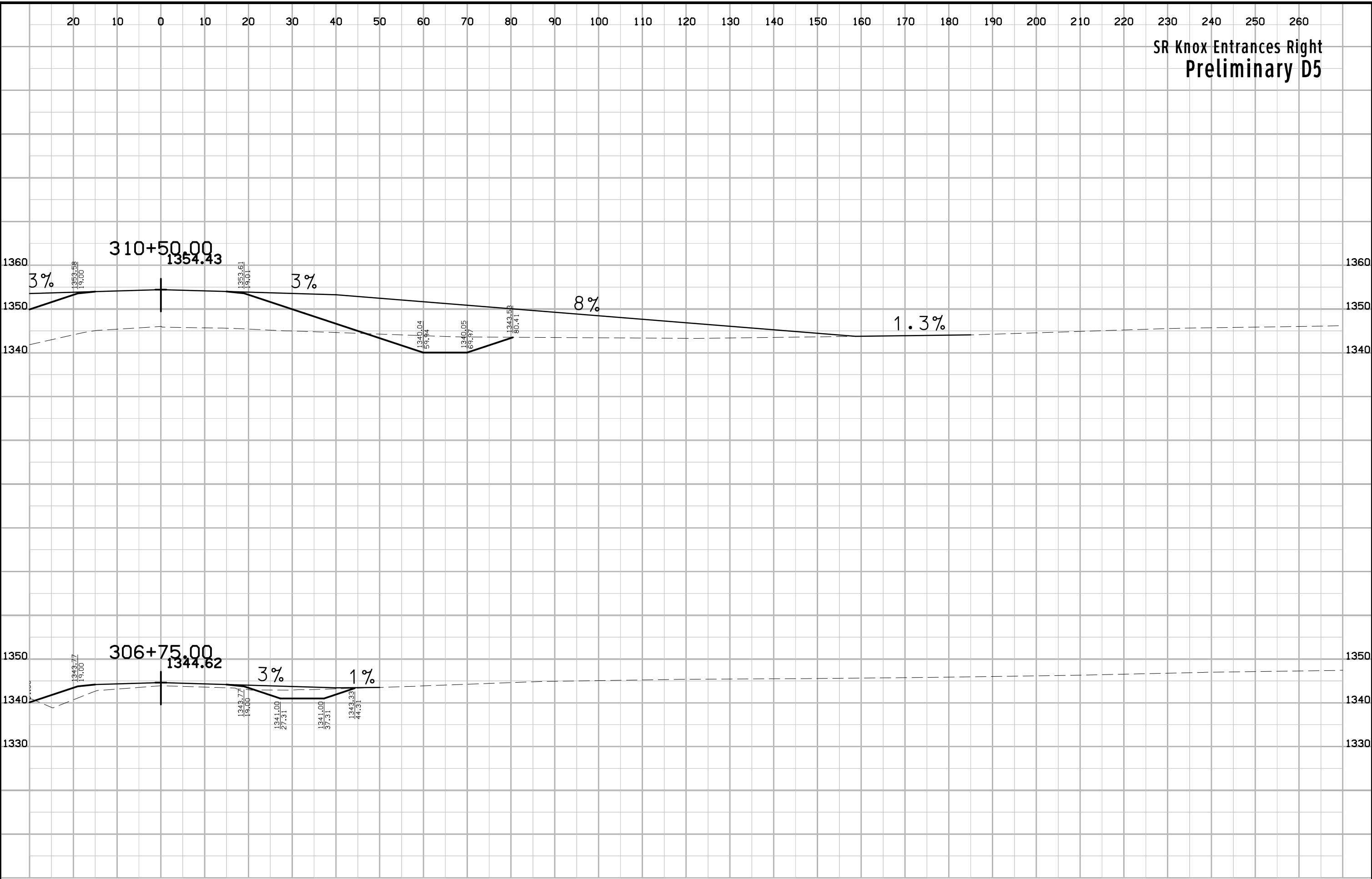
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SR Knox Entrances Left
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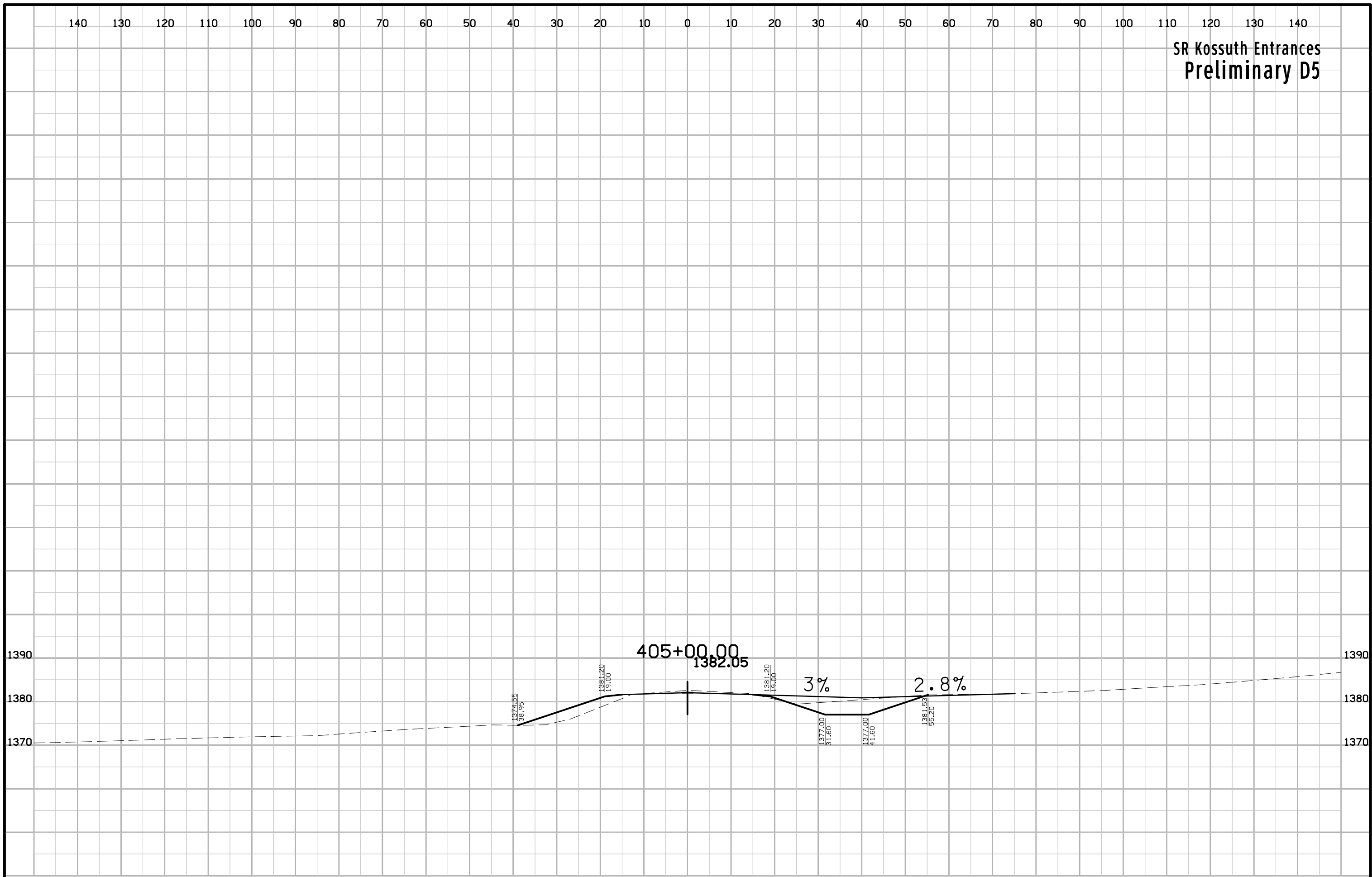


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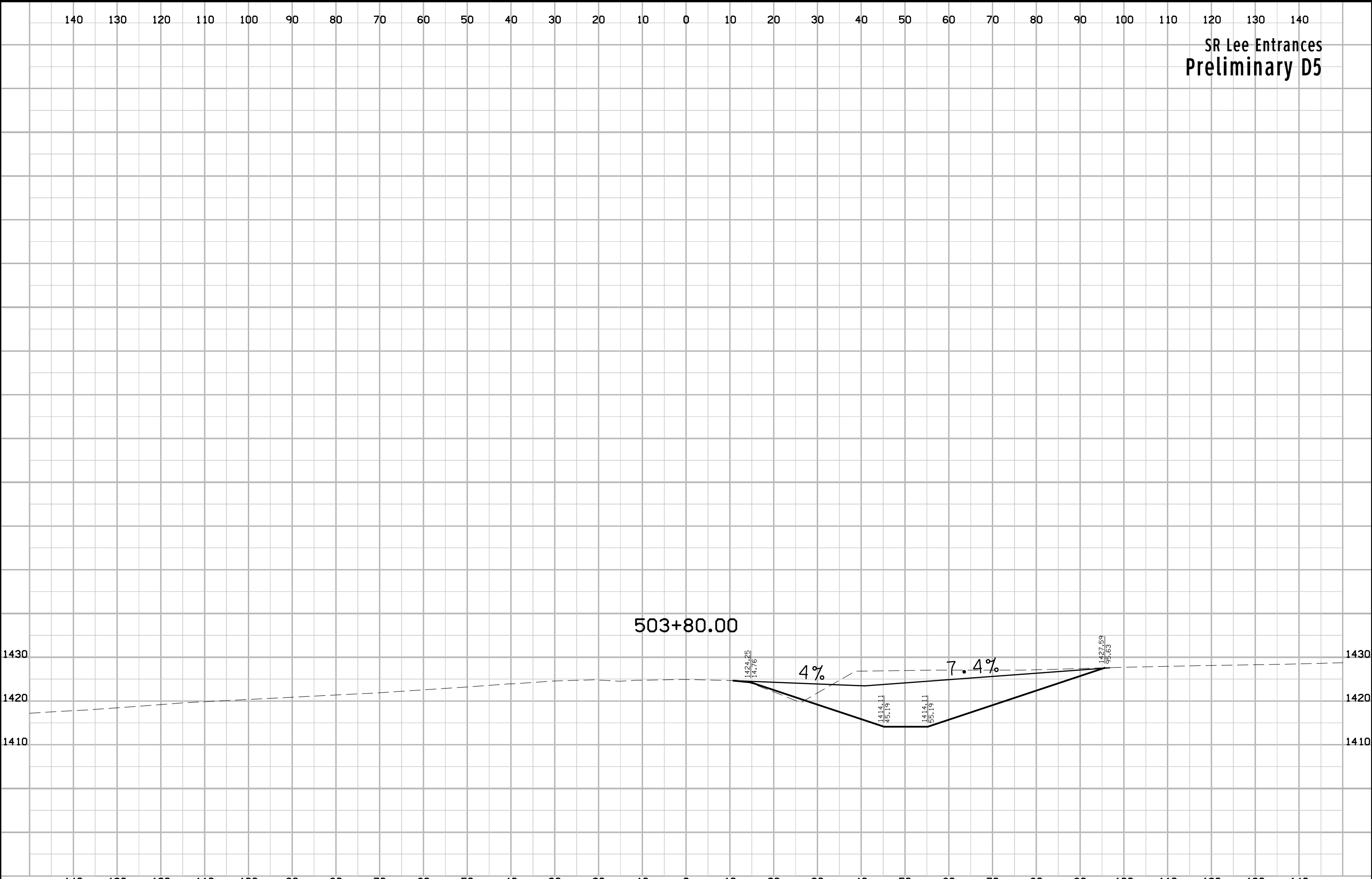
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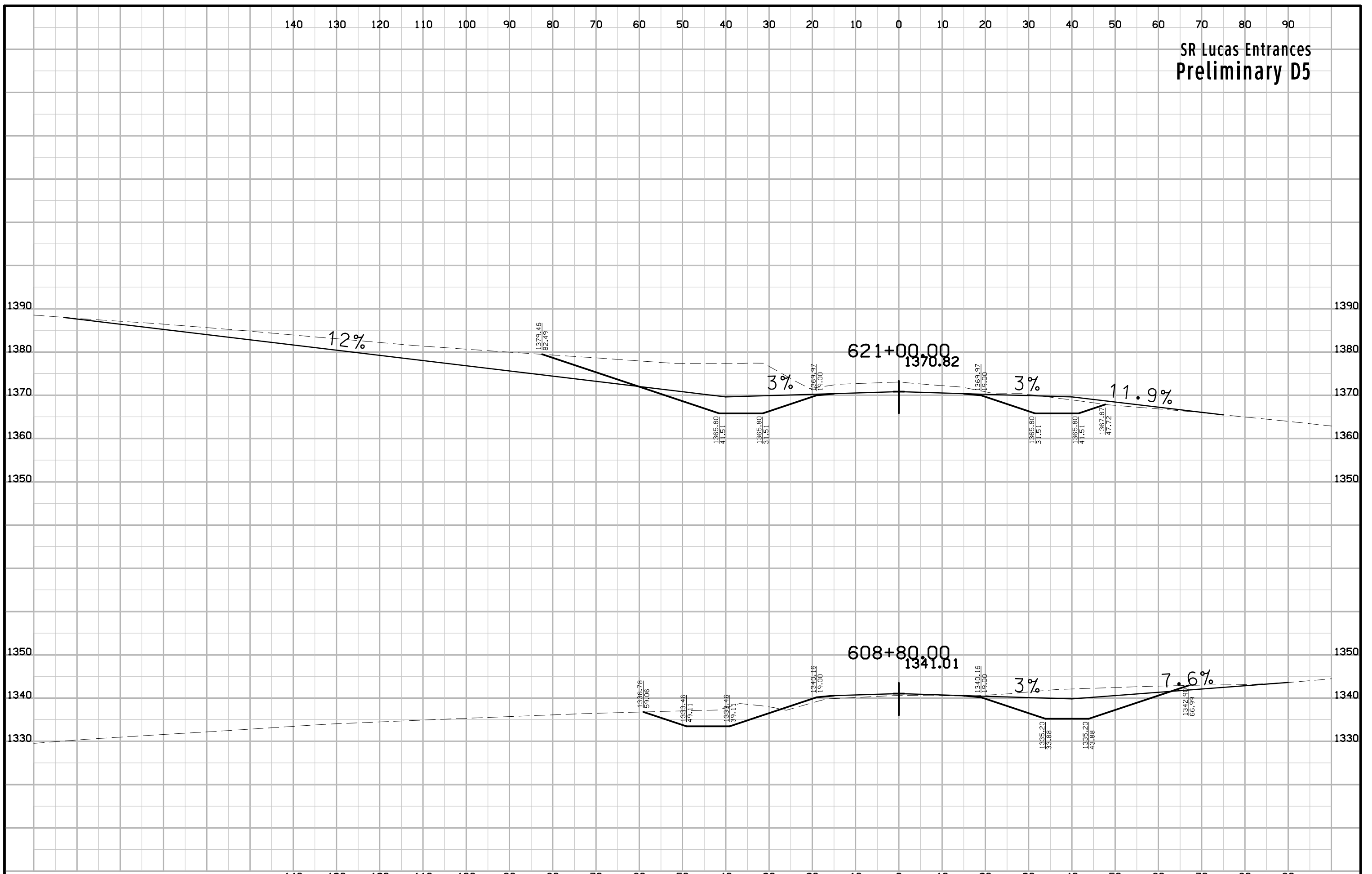
SR Kossuth Entrances
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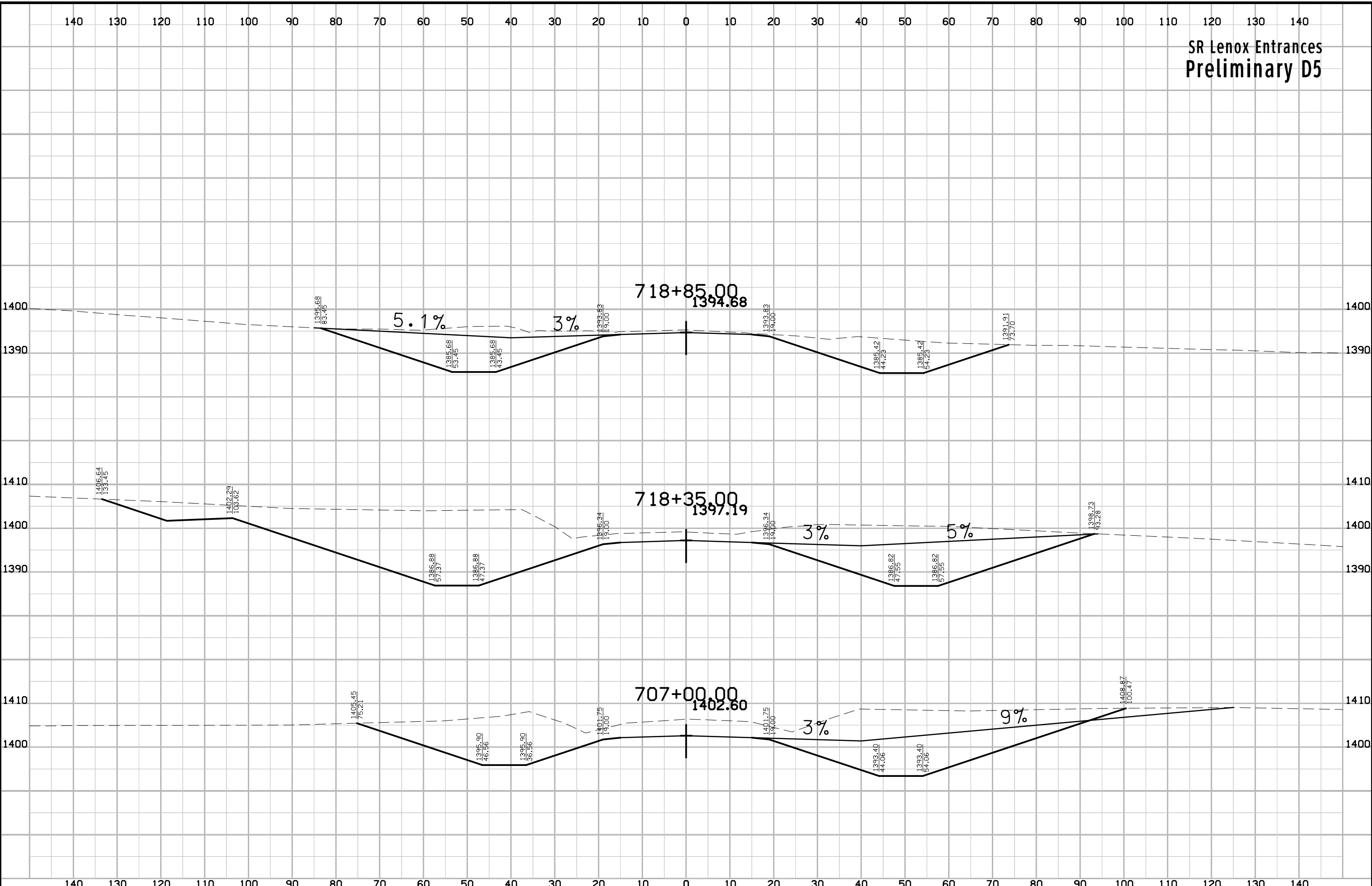
SR Lee Entrances
Preliminary D5



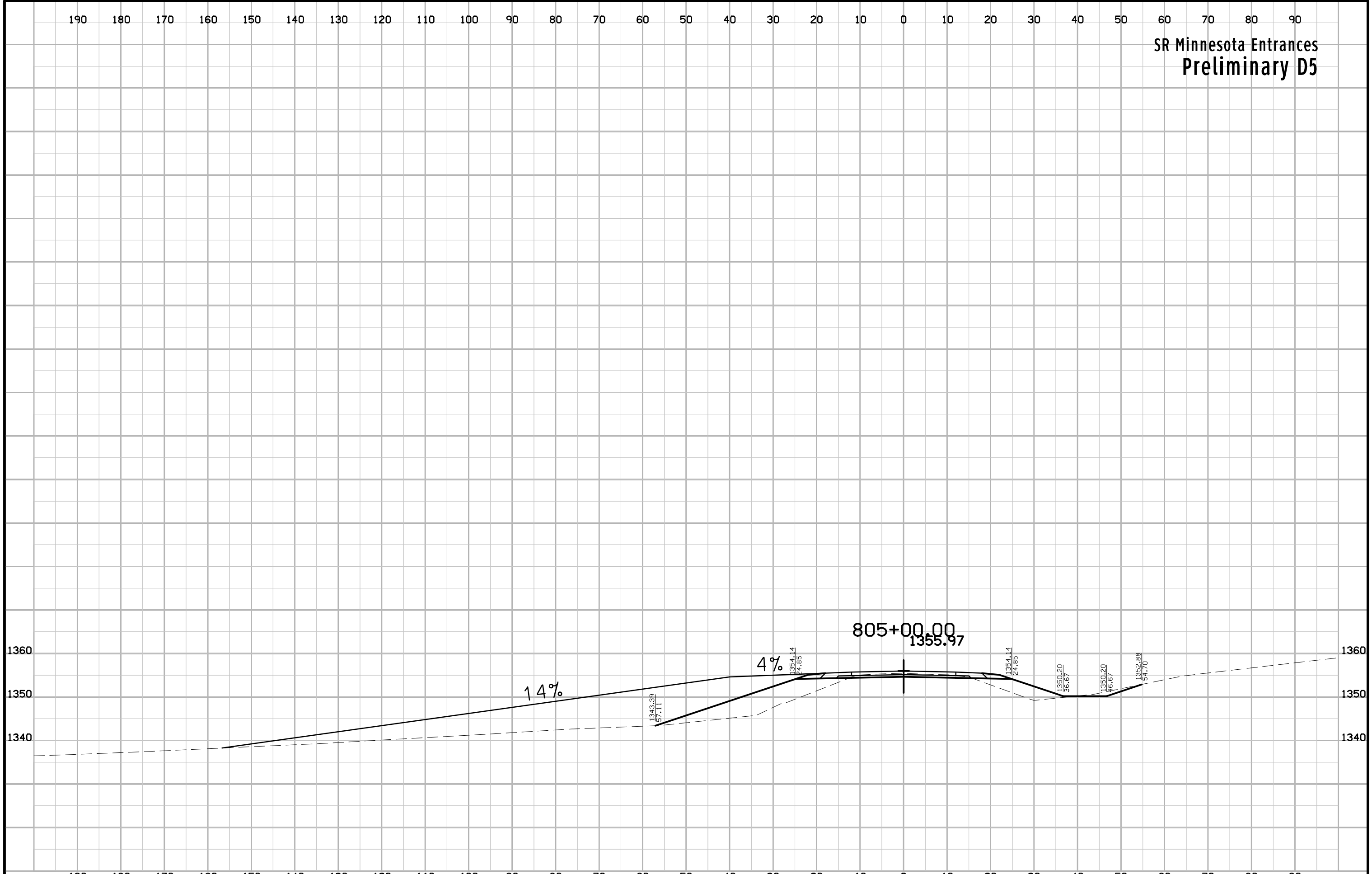
SR Lucas Entrances
Preliminary D5



SR Lenox Entrances
Preliminary D5



SR Minnesota Entrances
Preliminary D5



SR Mason Entrances
Preliminary D5

