

PCC Pavement - Grade and New
NHSX-030-4(119)-3H-08

BOONE COUNTY

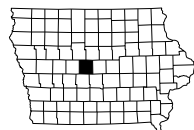
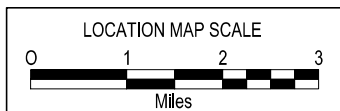
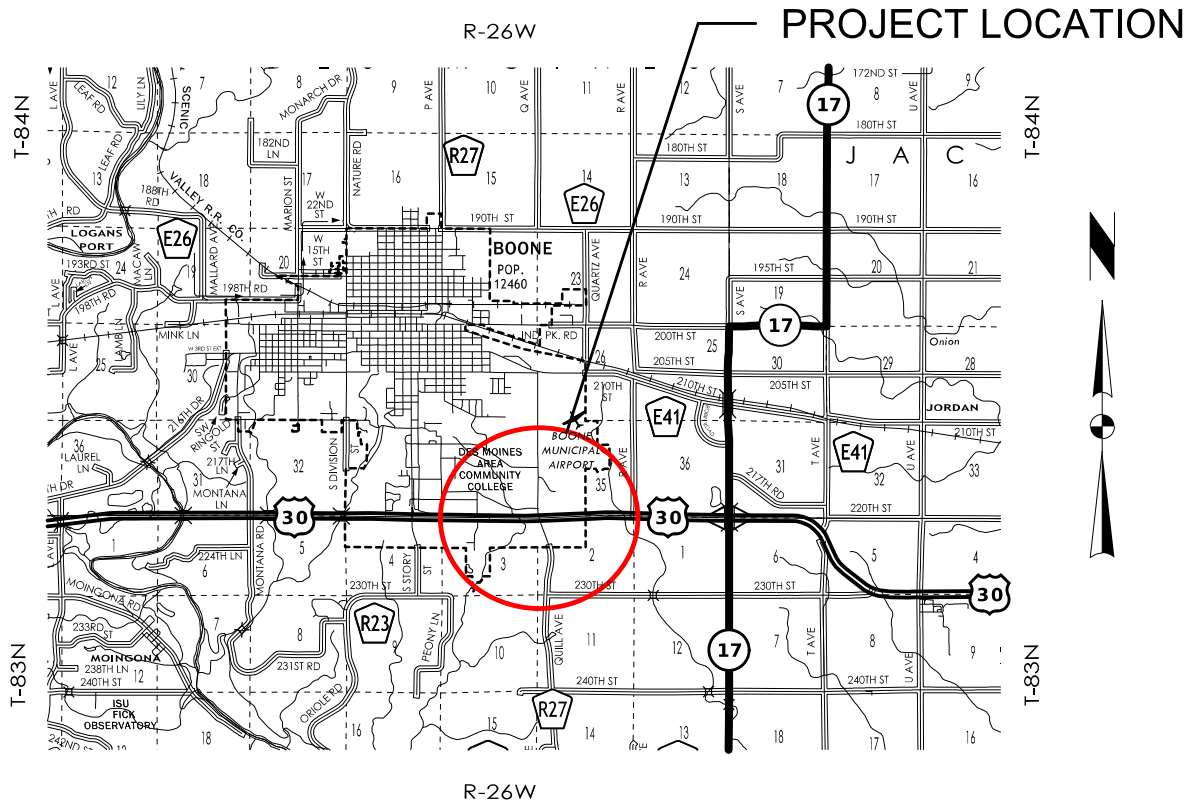
LETTING DATE
3/16/2027



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
BOONE COUNTY
PCC Pavement - Grade and New
Co Rd R27/Corporal
Roger Snedden Dr
Intersection in Boone
SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



US 30				
DESIGN DATA RURAL				
2019	AADT	12,066	V.P.D.	
2047	AADT	14,325	V.P.D.	
20	DHV		V.P.H.	
TRUCKS		8	%	
Total Design ESALs				

INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	X	Primary Signature Block	X
X	X	X	X

REVISIONS

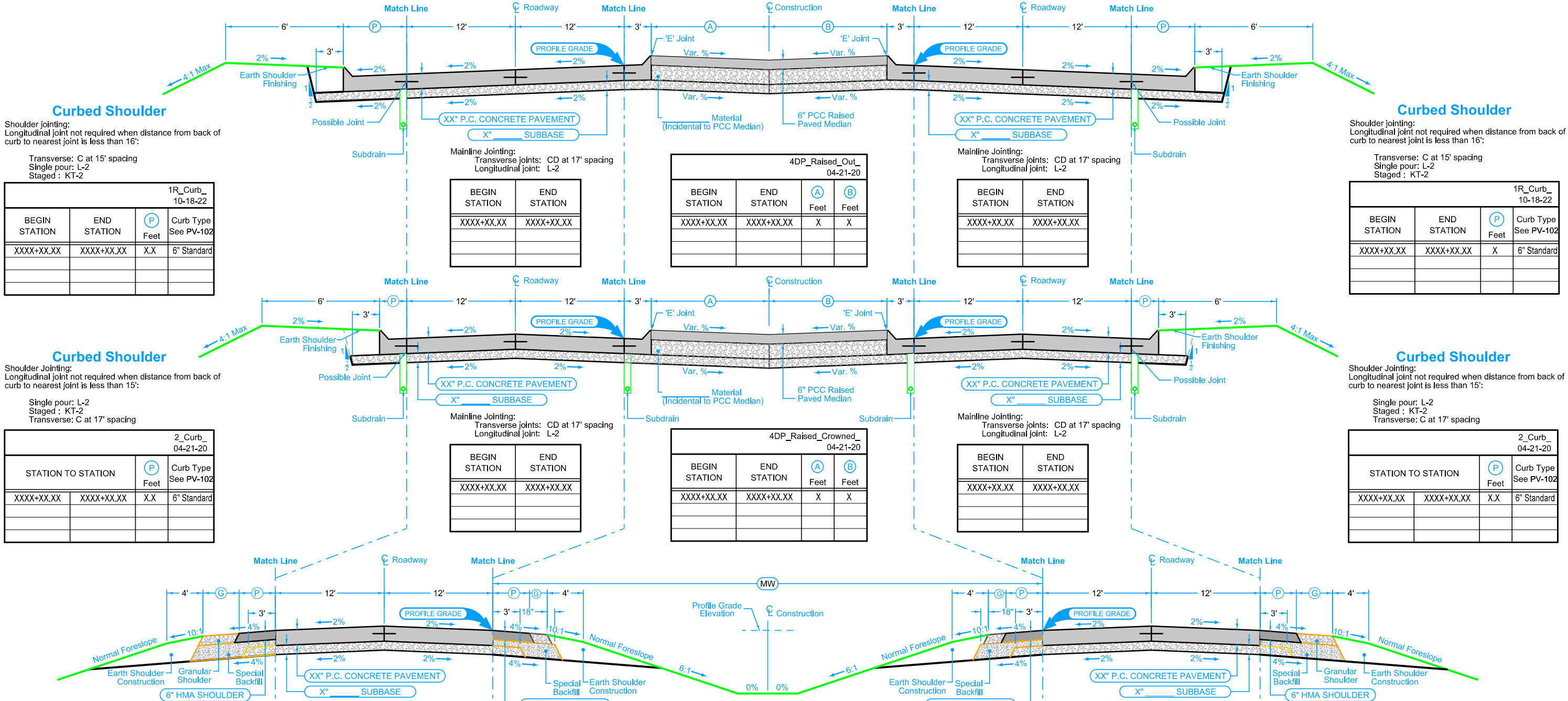
TOTAL
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PROJECT IDENTIFICATION NUMBER
25-08-030-010
PROJECT NUMBER
NHSX-030-4(119)-3H-08
R.O.W. PROJECT NUMBER
NHSN-030-4(120)-2R-08

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
B Sheets	Typical Cross Sections and Details
B.1 - 5	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 4	U.S. 30 Survey Alignment
* D.5 - 9	U.S. 30
E Sheets	Side Road Plan and Profile Sheets
* E.1 - 2	R-27/Snedden Dr. Survey Alignment
* E.3 - 4	Quill Ave/R-27
* E.5 - 6	Snedden Dr.
* E.7	Roundabout
F Sheets	Detour or Temporary Pavement Sheets
* F.1 - 2	Median Crossovers
* F.3	US 30 Detour
* F.4	Crown Flair Dr. Detour
M Sheets	Storm Sewer Sheets
M.1 - 6	Storm Sewer Plan and Profile Sheets
U Sheets	500 Series, Mod.Stds. and Detail Sheets
U.1	Storm Sewer Grate Detail
V Sheets	Bridge and Culvert Situation Plans
VW.1 - 4	Culvert Cross Sections
W Sheets	Mainline Cross Sections
* W.1 - 29	US 30 Cross Sections
X Sheets	Side Road Cross Sections
* X.1 - 18	Quill Ave/R-27 Cross Sections
* X.19 - 32	Snedden Dr Cross Sections
* X.33 - 36	Roundabout Cross Section
Y Sheets	Ramp Cross Sections
Y.1 - 11	US 30 Detour Cross Sections
	* Color Plan Sheets

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - 3/14/2025



Curbed Shoulder Shoulder jointing: Longitudinal joint not required when distance from back of curb to nearest joint is less than 16': Transverse: C at 15' spacing Single pour: L-2 Staged : KT-2						Curbed Shoulder Shoulder jointing: Longitudinal joint not required when distance from back of curb to nearest joint is less than 16': Transverse: C at 15' spacing Single pour: L-2 Staged : KT-2					
1R_Curb_10-18-22						1R_Curb_10-18-22					
BEGIN STATION	END STATION	(P) Feet	Curb Type	See PV-102		BEGIN STATION	END STATION	(P) Feet	Curb Type	See PV-102	
XXXX+XX.XX	XXXX+XX.XX	X.X	6"	Standard		XXXX+XX.XX	XXXX+XX.XX	X	6"	Standard	

Curbed Shoulder Shoulder Jointing: Longitudinal joint not required when distance from back of curb to nearest joint is less than 15': Single pour: L-2 Staged : KT-2 Transverse: C at 17' spacing						Curbed Shoulder Shoulder Jointing: Longitudinal joint not required when distance from back of curb to nearest joint is less than 15': Single pour: L-2 Staged : KT-2 Transverse: C at 17' spacing					
2_Curb_04-21-20						2_Curb_04-21-20					
STATION TO STATION		(P) Feet	Curb Type	See PV-102		STATION TO STATION		(P) Feet	Curb Type	See PV-102	
XXXX+XX.XX	XXXX+XX.XX	X.X	6"	Standard		XXXX+XX.XX	XXXX+XX.XX	X.X	6"	Standard	

Combination Shoulder Shoulder Jointing: Longitudinal joint: B						Combination Shoulder Shoulder Jointing: Longitudinal joint: B					
4_C_04-21-20						4_C_04-21-20					
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet		Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
X	XXXX+XX.XX	XXXX+XX.XX	6	4		X	XXXX+XX.XX	XXXX+XX.XX	6	4	

Combination Shoulder Mainline Jointing: Transverse joints: CD at 17' spacing Longitudinal joint: L-2						Combination Shoulder Mainline Jointing: Transverse joints: CD at 17' spacing Longitudinal joint: L-2					
4_C_04-21-20						4_C_04-21-20					
BEGIN STATION	END STATION					BEGIN STATION	END STATION				
XXXX+XX.XX	XXXX+XX.XX					XXXX+XX.XX	XXXX+XX.XX				

Combination Shoulder Shoulder Jointing: Longitudinal joint: B						Combination Shoulder Shoulder Jointing: Longitudinal joint: B					
4_C_04-21-20						4_C_04-21-20					
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet		Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
X	XXXX+XX.XX	XXXX+XX.XX	4	2		X	XXXX+XX.XX	XXXX+XX.XX	4	2	

Combination Shoulder Mainline Jointing: Transverse joints: CD at 17' spacing Longitudinal joint: L-2						Combination Shoulder Mainline Jointing: Transverse joints: CD at 17' spacing Longitudinal joint: L-2					
4_C_04-21-20						4_C_04-21-20					
BEGIN STATION	END STATION					BEGIN STATION	END STATION				
XXXX+XX.XX	XXXX+XX.XX					XXXX+XX.XX	XXXX+XX.XX				

Combination Shoulder Shoulder Jointing: Longitudinal joint: B						Combination Shoulder Shoulder Jointing: Longitudinal joint: B					
4_C_04-21-20						4_C_04-21-20					
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet		Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet	
X	XXXX+XX.XX	XXXX+XX.XX	6	4		X	XXXX+XX.XX	XXXX+XX.XX	6	4	

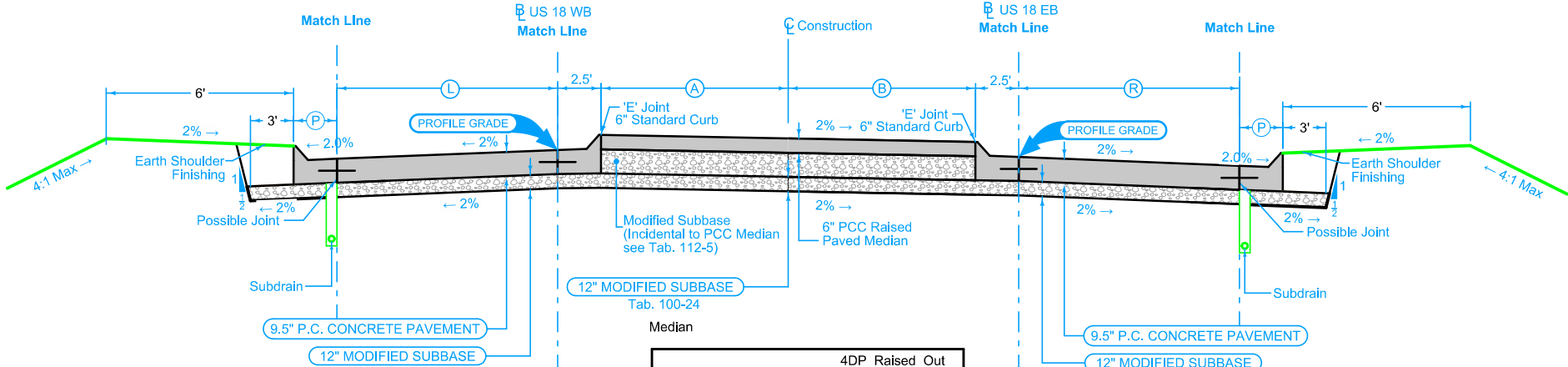
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

Curbed Shoulder

Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2
Staged : KT-2
Transverse: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION		P Feet	Curb Type See PV-102
		2.5	6" Standard
		2.5	6" Standard



Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	L Feet
		12
		Vari.
		Vari.

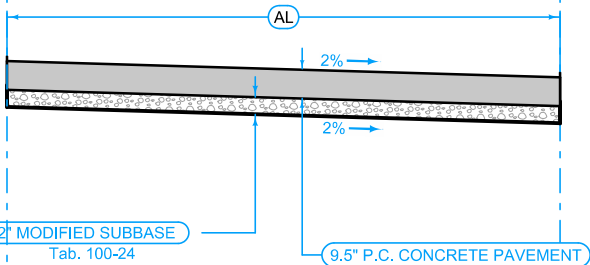
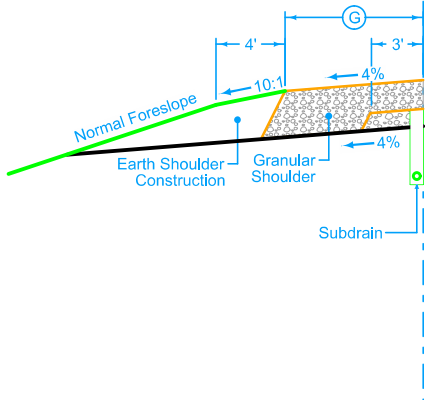
4DP_Raised_Out_04-21-20			
BEGIN STATION	END STATION	A Feet	B Feet
		Vari.	Vari.
		Vari.	Vari.

Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	R Feet
		12
		Vari.
		Vari.

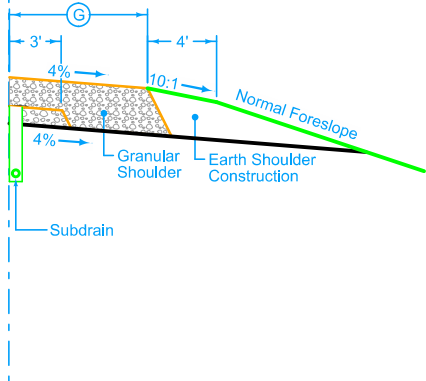
Granular Shoulder

2_G_SR_04-21-20		
STATION TO STATION		G Feet
		6



Median Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

STATION TO STATION		
		AL Feet
		Vari
		Vari



Curbed Shoulder

Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2
Staged : KT-2
Transverse: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION		P Feet	Curb Type See PV-102
		2.5	6" Standard
		2.5	6" Standard

Granular Shoulder

2_G_SR_04-21-20		
STATION TO STATION		G Feet
		6

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

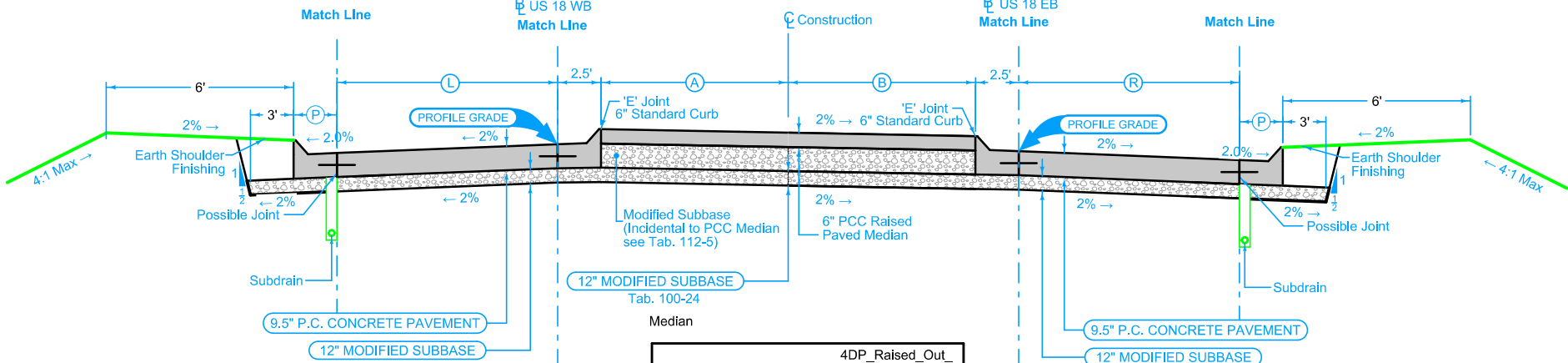
COUNTY ROAD R-27

Curbed Shoulder

Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2
Staged : KT-2
Transverse: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION		(P) Feet	Curb Type See PV-102
		2.5	6" Standard
		2.5	6" Standard



Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	(L) Feet
		12
		Vari.
		Vari.

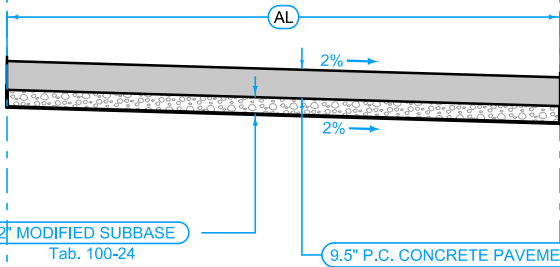
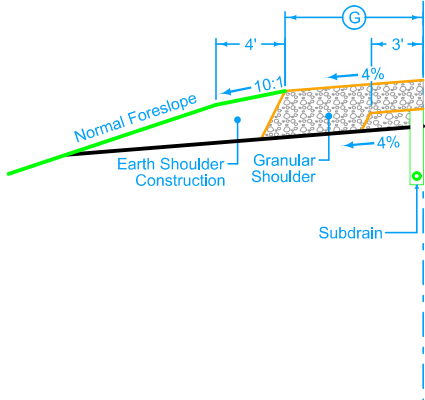
4DP_Raised_Out_04-21-20			
BEGIN STATION	END STATION	(A) Feet	(B) Feet
		Vari.	Vari.
		Vari.	Vari.

Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

BEGIN STATION	END STATION	(R) Feet
		12
		Vari.
		Vari.

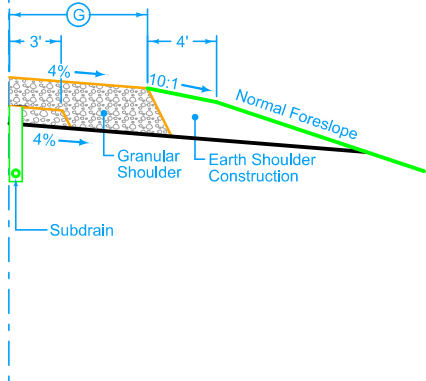
Granular Shoulder

2_G_SR_04-21-20		
STATION TO STATION		(G) Feet
		6



Median Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

STATION TO STATION			(AL) Feet
			Vari
			Vari



Granular Shoulder

2_G_SR_04-21-20		
STATION TO STATION		(G) Feet
		10

Curbed Shoulder

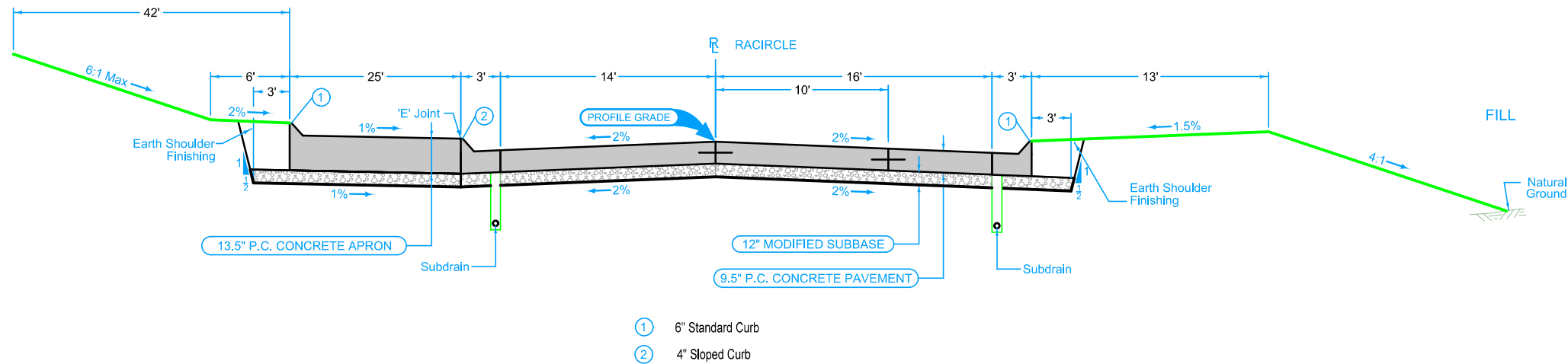
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2
Staged : KT-2
Transverse: CD refer to L sheets for spacing

2_Curb_04-21-20			
STATION TO STATION		(P) Feet	Curb Type See PV-102
		2.5	6" Standard
		2.5	6" Standard

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

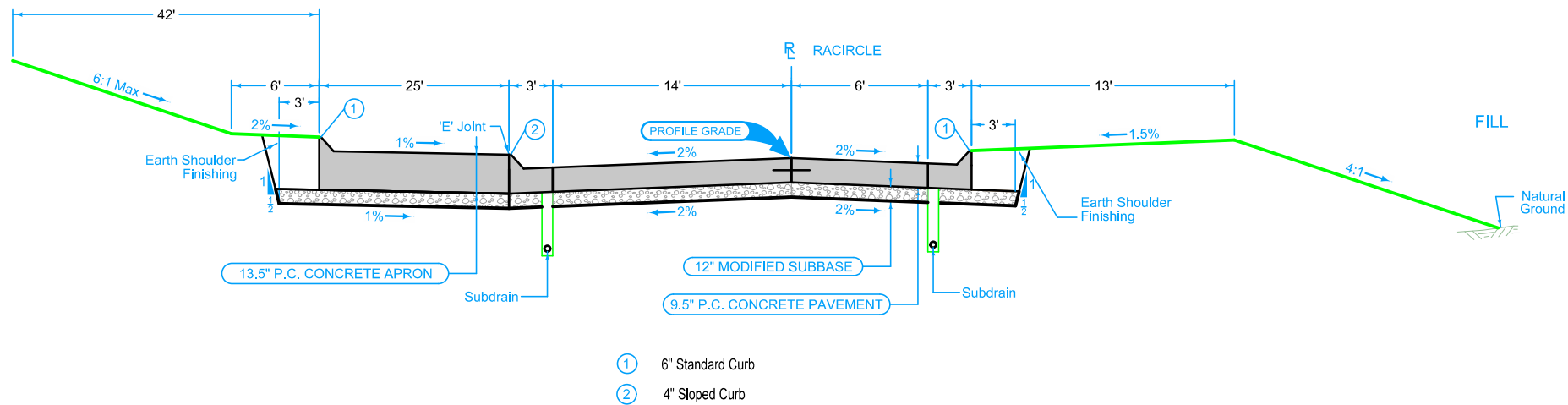
SNEDDEN DRIVE



Note: See 'L' Sheets for Jointing Layout

Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

LOCATION			
ROAD IDENTIFICATION	STATION TO STATION		X Feet
RACIRCLE	XXXX+XX.XX	XXXX+XX.XX	X.X
RACIRCLE	XXXX+XX.XX	XXXX+XX.XX	X.X



Note: See 'L' Sheets for Jointing Layout

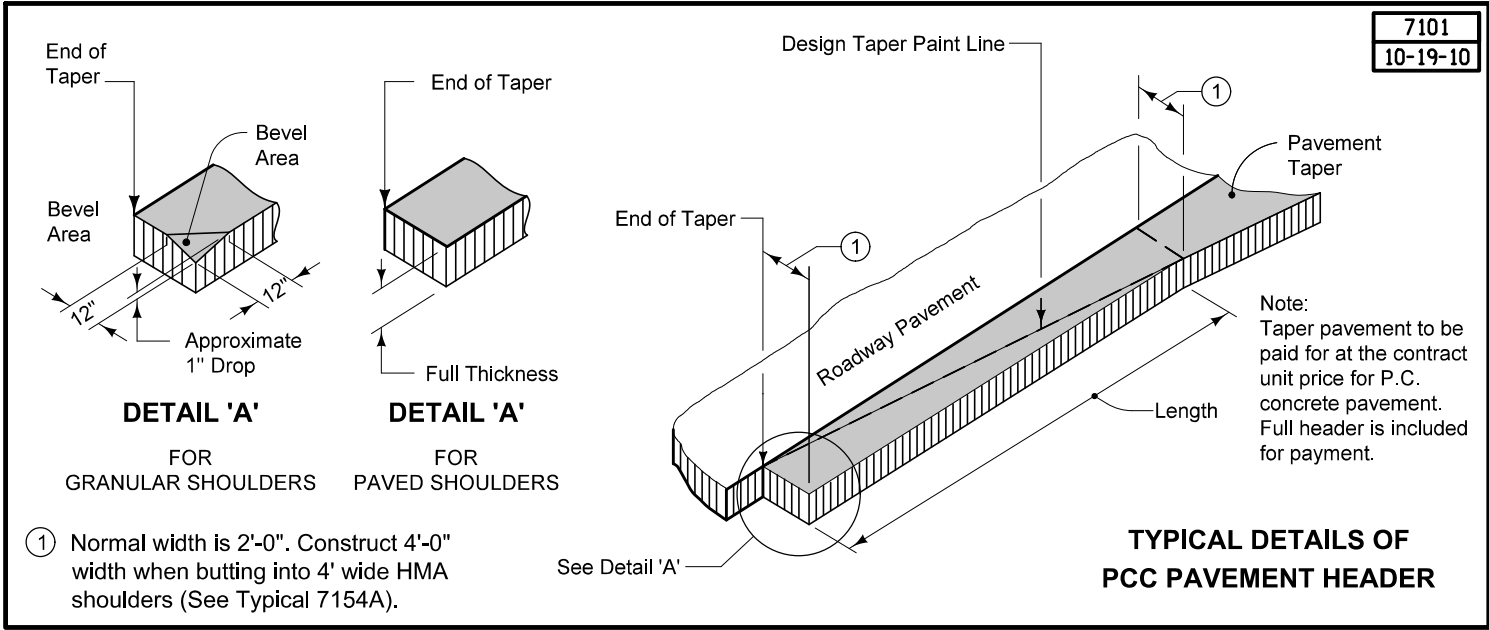
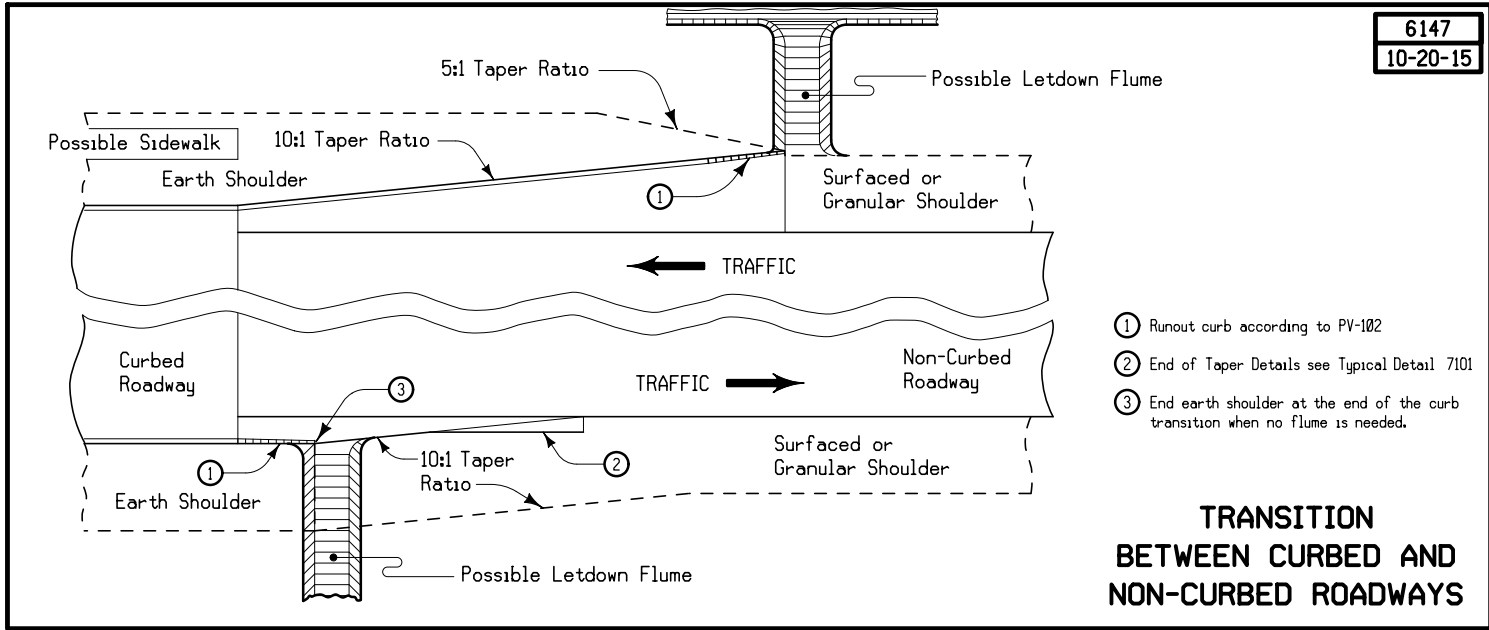
Mainline Jointing:
Transverse joints: CD refer to L sheets for spacing
Longitudinal joint: L-2

LOCATION			ⓧ Feet
ROAD IDENTIFICATION	STATION TO STATION		
RACIRCLE	XXXX+XX.XX	XXXX+XX.XX	X.X
RACIRCLE	XXXX+XX.XX	XXXX+XX.XX	X.X

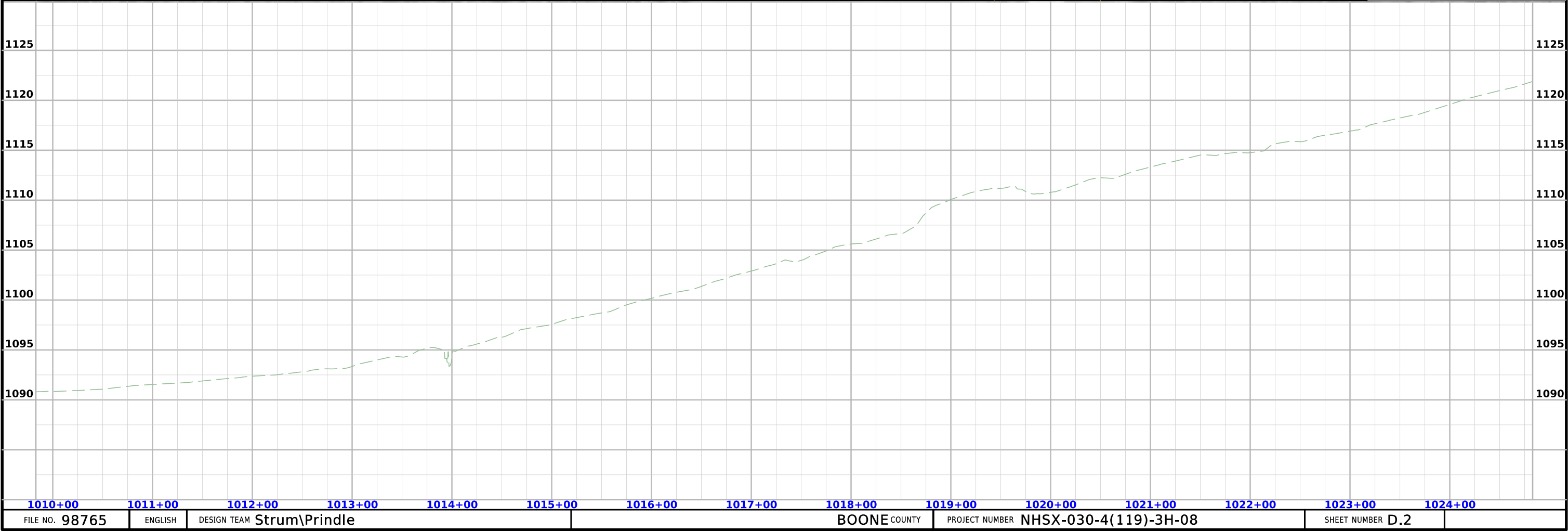
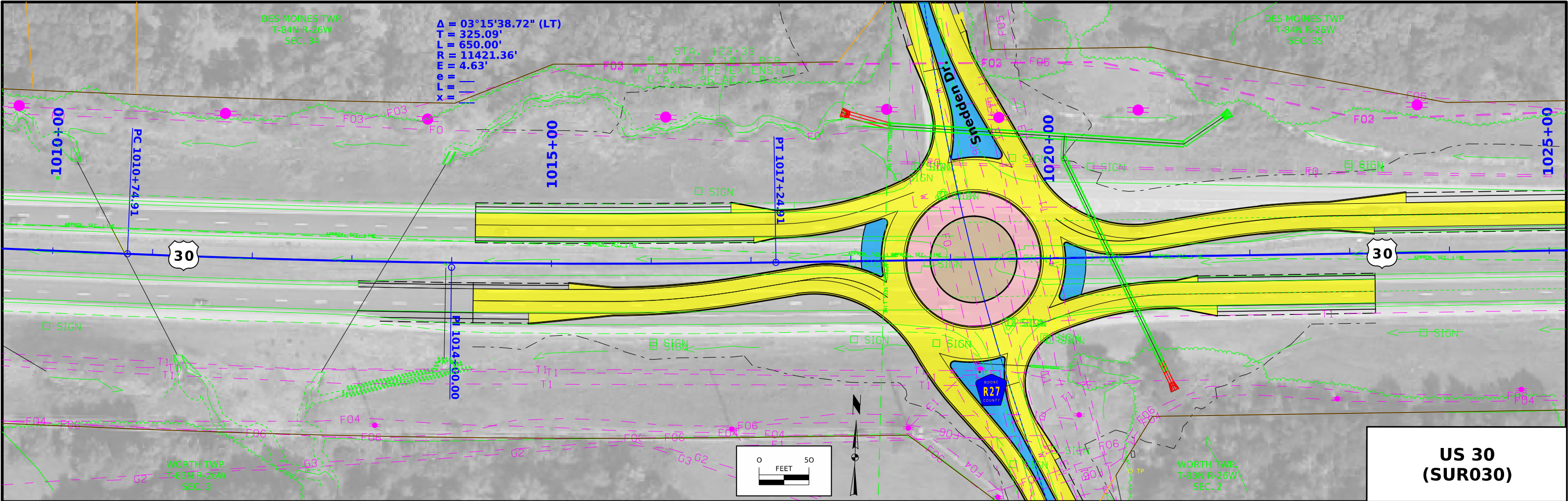
See Tab 100-24 or 100-25 for pavement quantities.

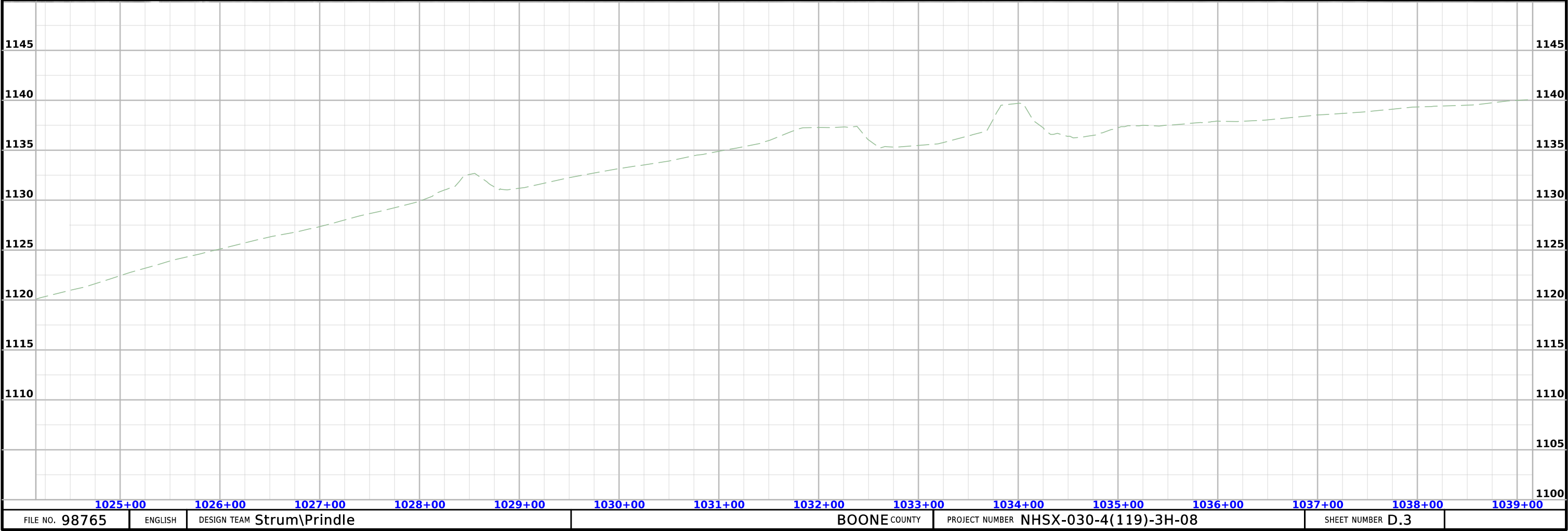
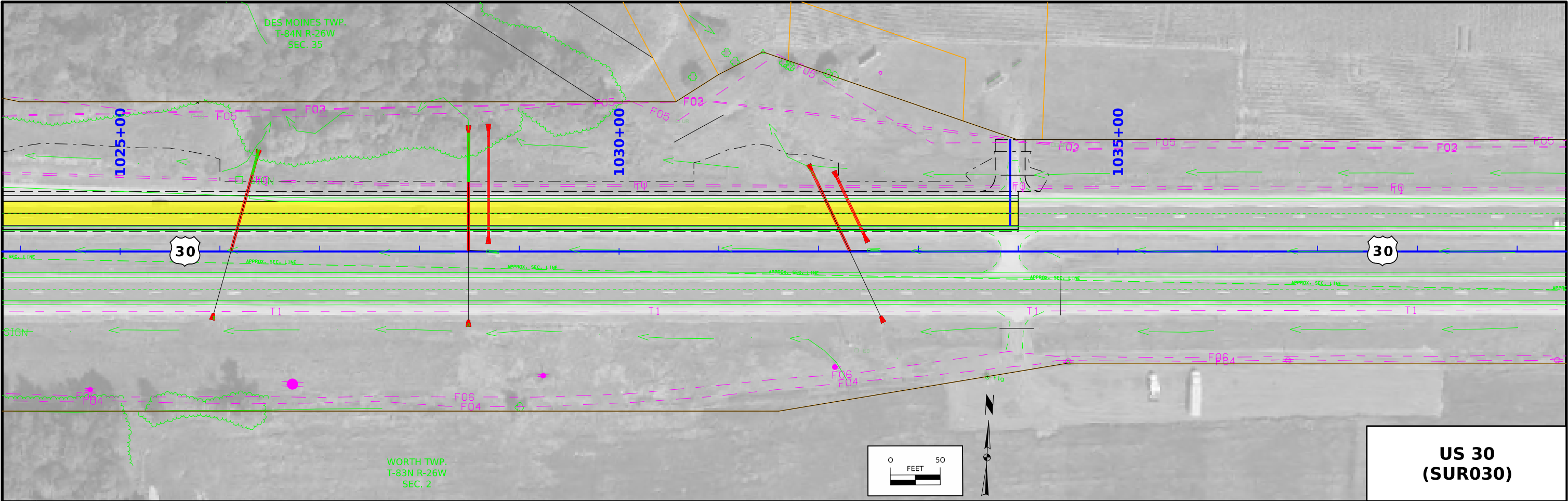
See Tab 112-9 for shoulder quantities.

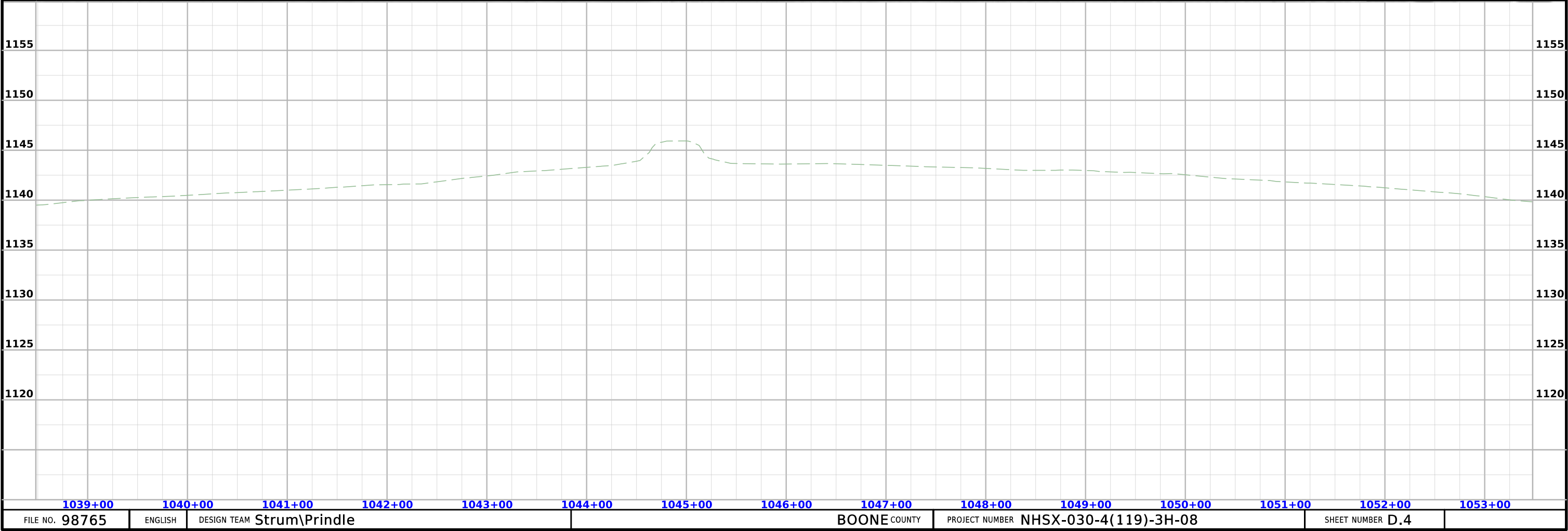
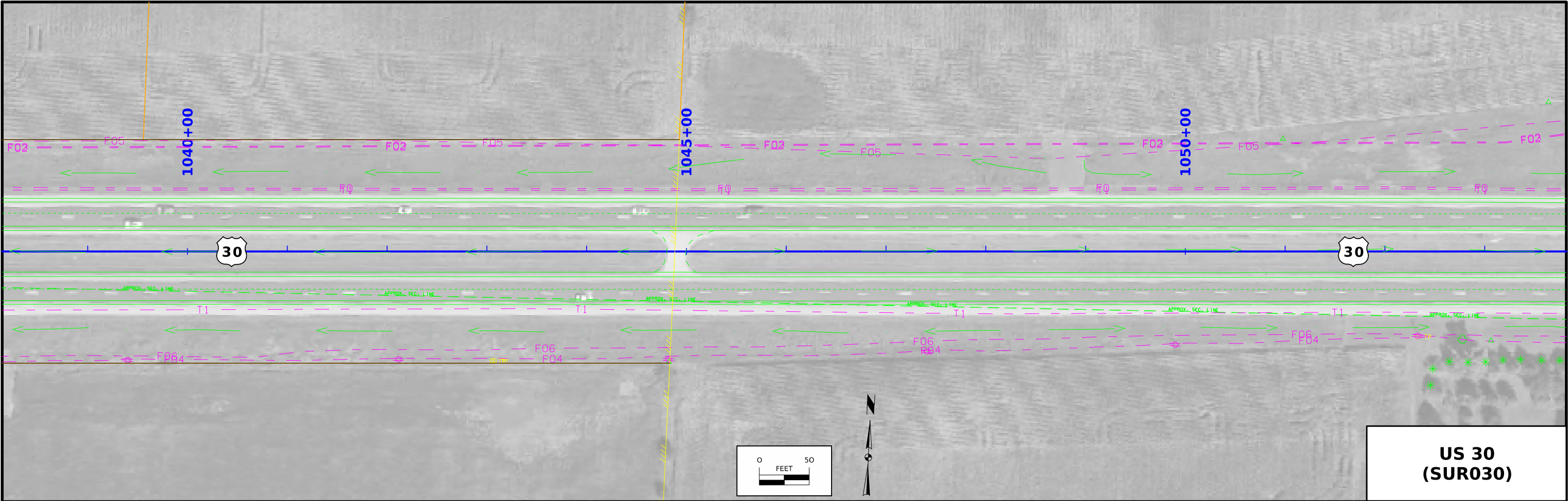
Roundabout

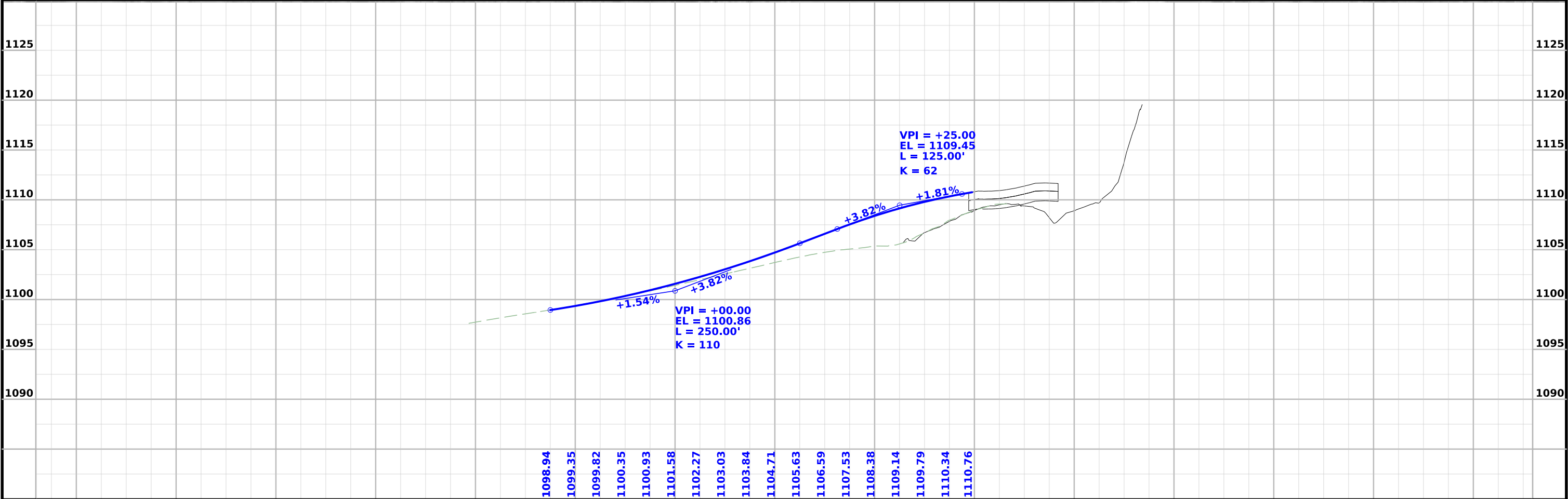
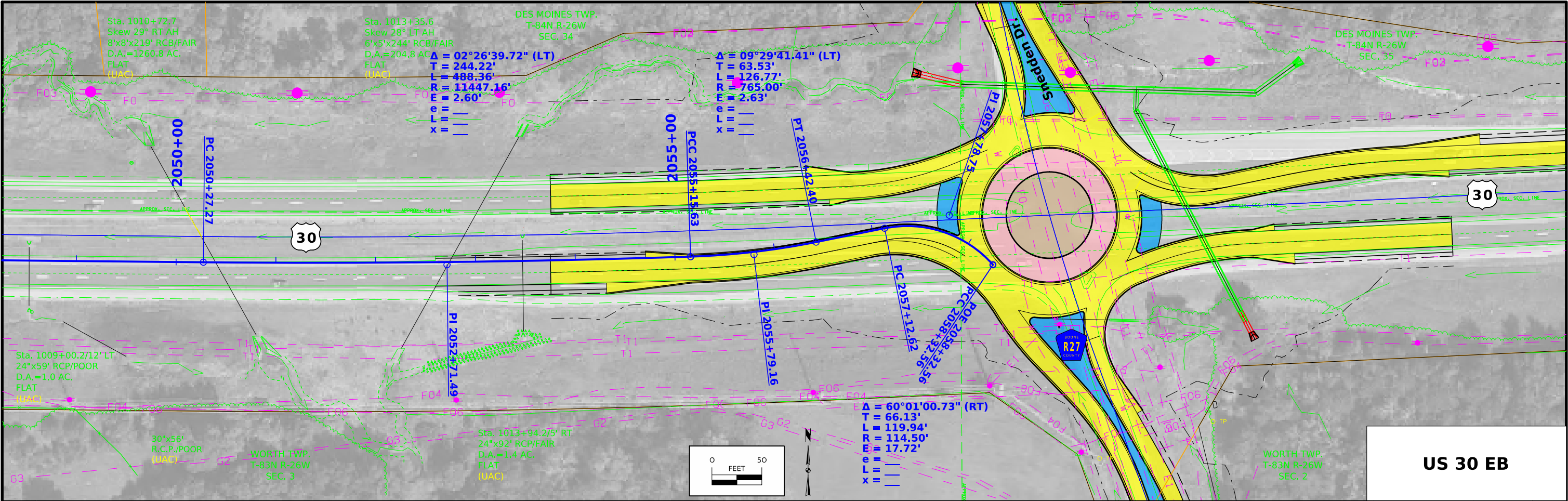


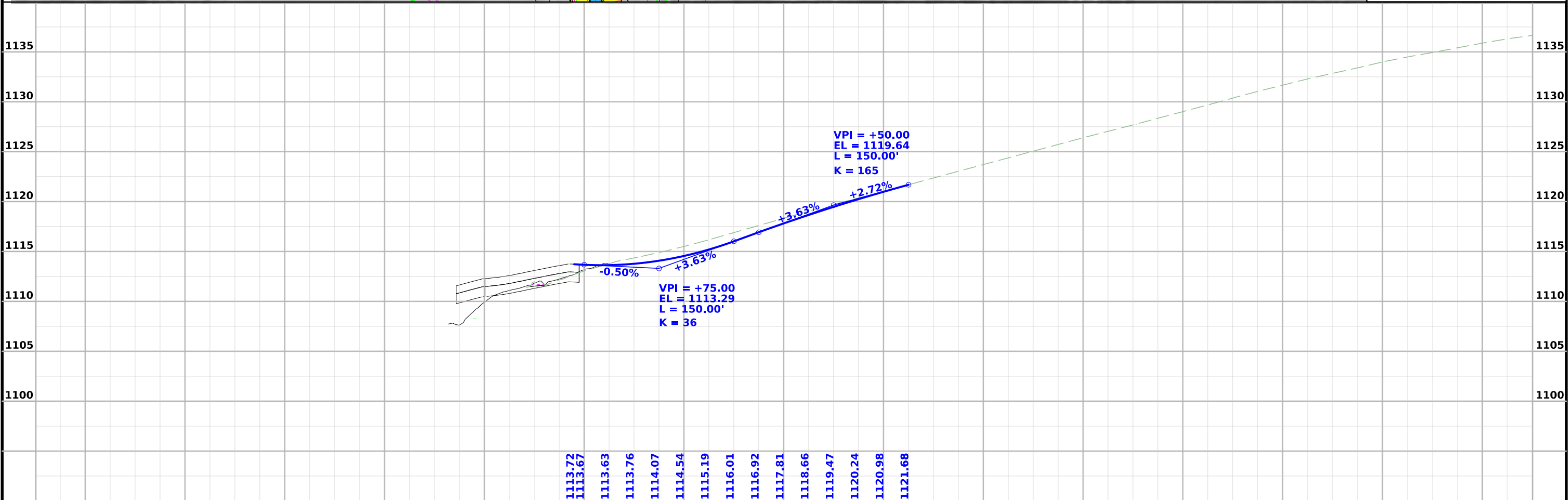
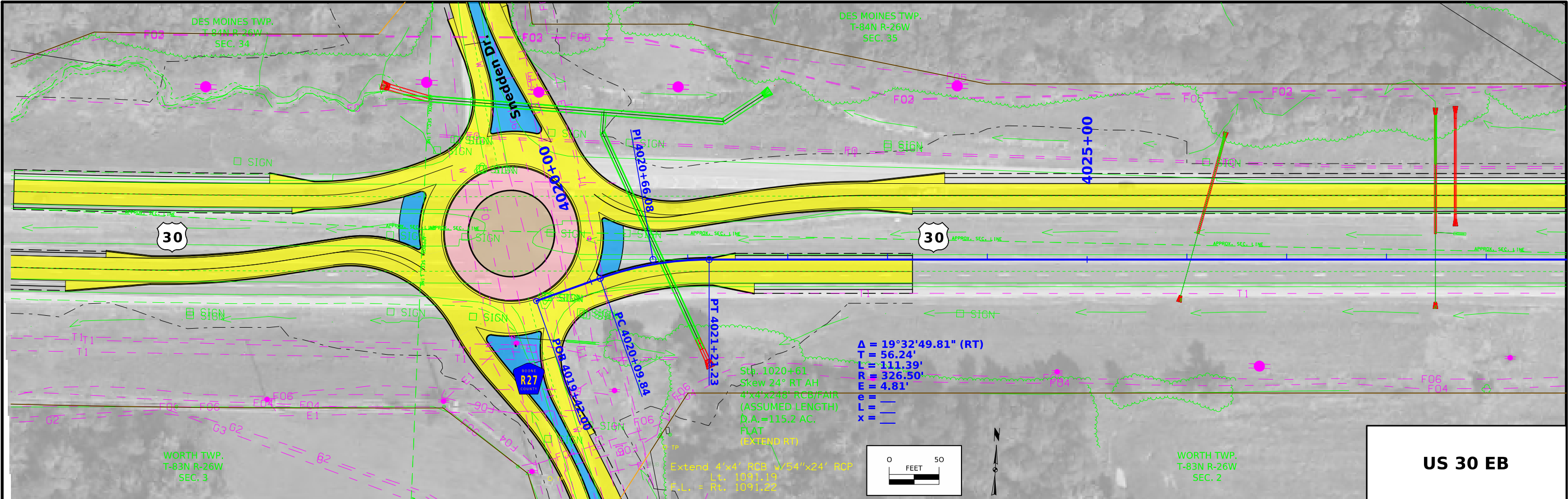
SURVEY SYMBOLS			UTILITY LEGEND			PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS		
	Interstate Highway Symbol			Septic Tank		LINEWORK Design Color No.		
	U.S. Highway Symbol			Cistern		Green	(2)	Existing Topographic Features and Labels
	Iowa Highway Symbol			L.P. Gas Tank (No Footing)		Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
	County Road Highway Symbol			Underground Storage Tank		Magenta	(5)	Existing Utilities
	Evergreen Tree			Latrine		SHADING Design Color No. Transparency		
	Deciduous Tree			Satellite TV Dish		Pink, Dark	(13)	Temporary Pavement Shading 50%
	Fruit Tree			Water Hook Up		Yellow	(4)	Proposed Pavement Shading 50%
	Shrub (Bushes)			Radio Tower		Orange	(6)	Proposed Granular Shading 50%
	Timber			Tower Anchor		Orange	(70)	Proposed Shoulder Granular Shading 50%
	Hedge			Guardrail (Beam or Cable)		Yellow	(68)	Proposed Shoulder Paved Full Depth Shading 50%
	Stump			Guard Post (one or two)		Yellow	(132)	Proposed Shoulder Paved Partial Depth Shading 50%
	Swamp			Filler Pipe		Brown, Light	(236)	Grading Shading 50%
	Rock Outcrop			Gas Valve		Orange, Light	(134)	Proposed Granular Entrance Shading 50%
	Broken Concrete			Water Valve		Yellow	(220)	Proposed Paved Entrance Shading 50%
	Revetment (Rip Rap)			Speed Limit Sign		Tan	(8)	Proposed Sidewalk Shading 50%
	Cemetery			Mile Marker Post		Blue, Light	(230)	Proposed Sidewalk Landing Shading 50%
	Grave			Sign		Pink	(11)	Proposed Sidewalk Ramp Shading 50%
	Cave			Traffic Signal Control Box		Red	(3)	Proposed Structure Shading 50%
	Sink Hole			Rail Road Signal Control Box		Red	(3)	Delineates Restricted Areas 0%
	Board Fence			Telephone Switch Box		PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS		
	Chain Link or Security Fence			Electric Box		LINEWORK Design Color No.		
	Wire Fence					Green	(10)	Existing Ground Line Profile
	Terrace					Blue	(1)	Proposed Profile and Annotation
	Earth Dam or Dike (Existing)					Magenta	(5)	Existing Utilities
	Tile Outlet					Blue, Light	(230)	Proposed Ditch Grades, Left
	Edge of Water					Black	(0)	Proposed Ditch Grades, Median
	Existing Drainage					Rust	(14)	Proposed Ditch Grades, Right
	Right of Way Rail or Lot Corner					Reference Point Station Survey Line Section Corner Ground Line Intercept Saw Cut Guardrail Trench Drain HighTension Cable Guardrail Sheet Pile Pavement Removal Clearing & Grubbing Area		
	Concrete Monument							
	Well					RIGHT-OF-WAY LEGEND Proposed Right-of-Way Symbol Proposed Right-of-Way Line Existing Right of Way Existing and Proposed Right-of-Way Easement and Existing Right-of-Way Easement (Temporary) Symbol Easement (Temporary) Line Easement C/A Access Control Property Line Symbol Property Line		
	Beehive Intake							
	Existing Intake					PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET		
	Existing Utility Access (Manhole)							
	Fire Hydrant					(COVERS SHEET SERIES D, E, F, & K)		
	Water Hydrant (Rural)							
FILE NO. 98765			UTILITY LEGEND					
ENGLISH	DESIGN TEAM	Strum\Prindle	BOONE COUNTY			PROJECT NUMBER	NHSX-030-4(119)-3H-08	SHEET NUMBER D.1
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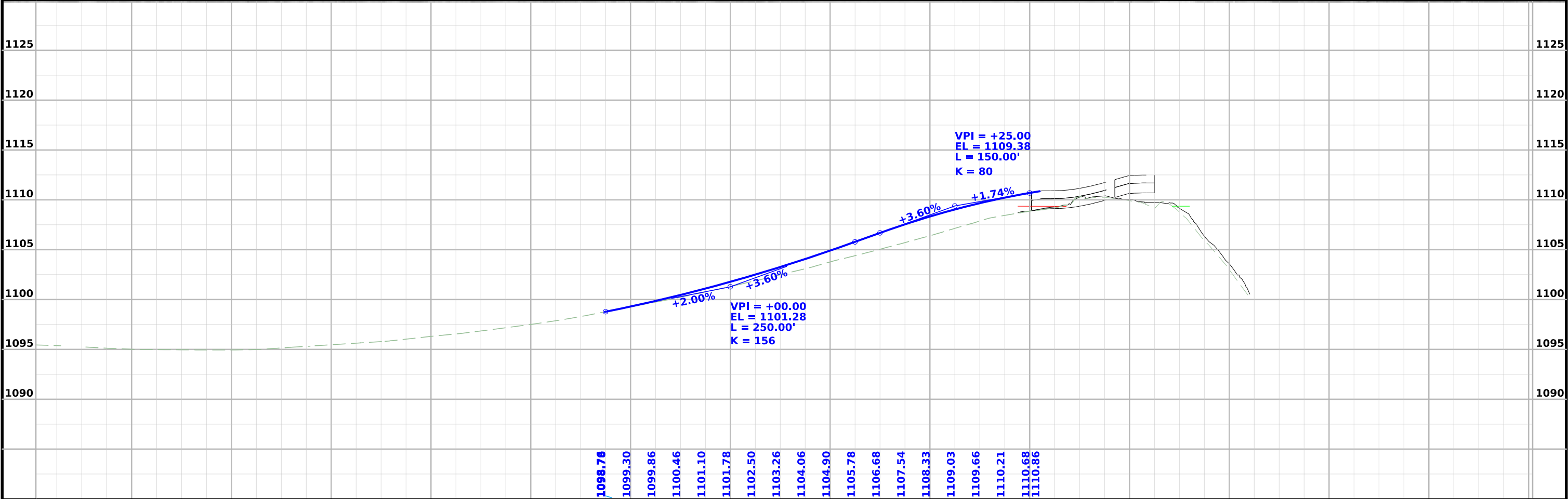
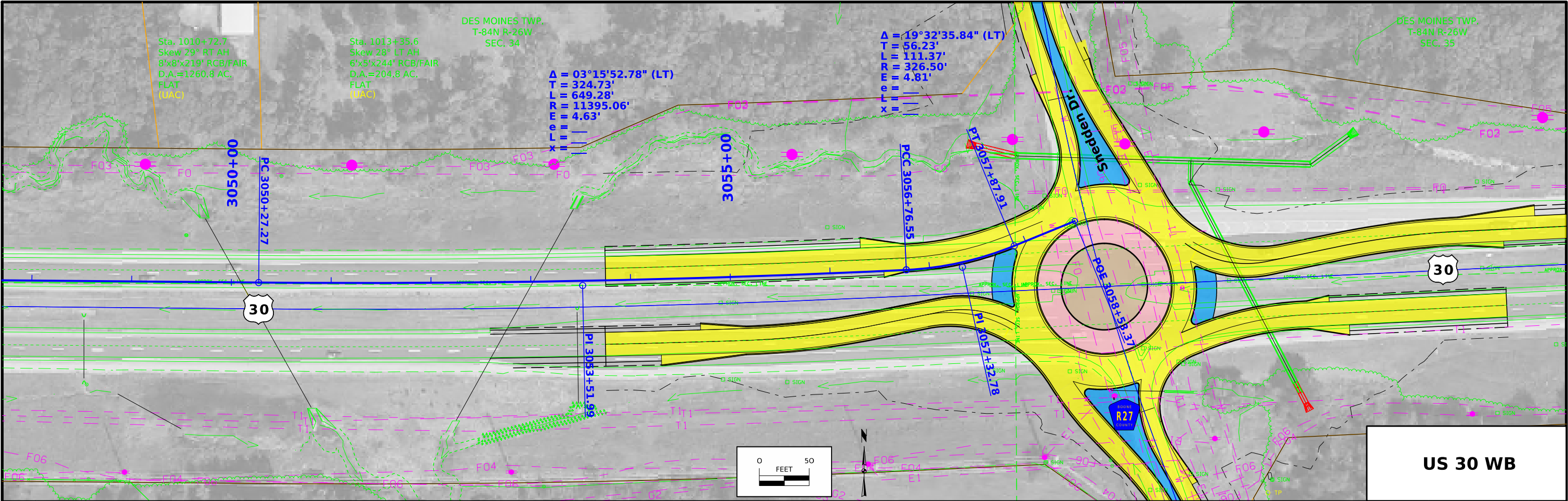


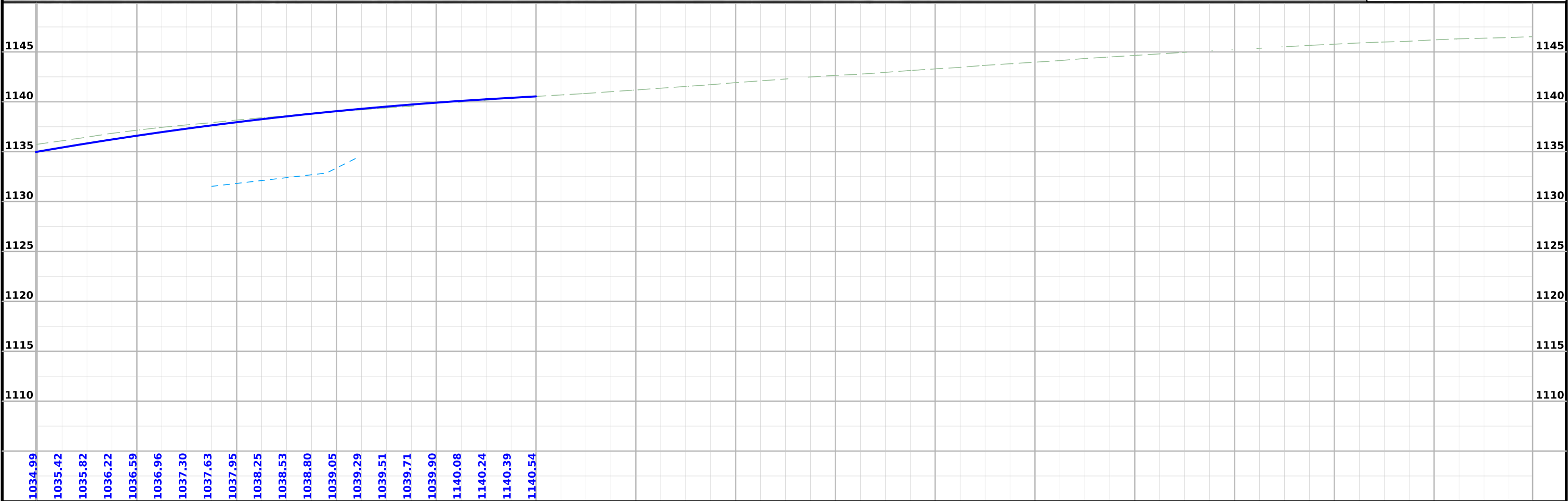
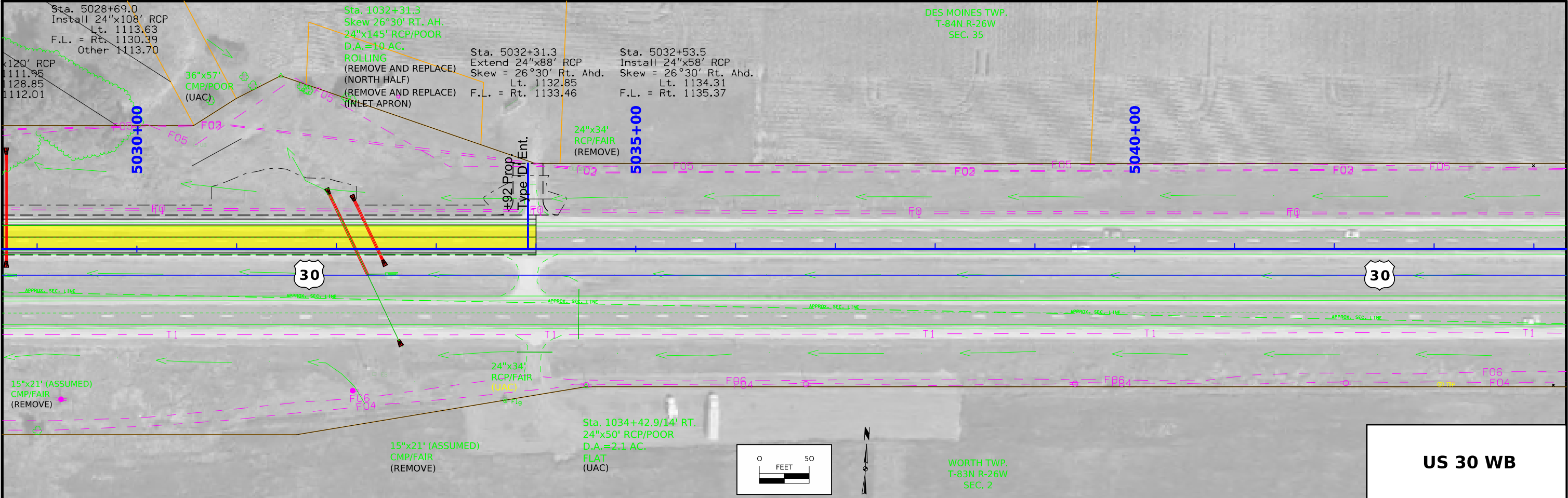




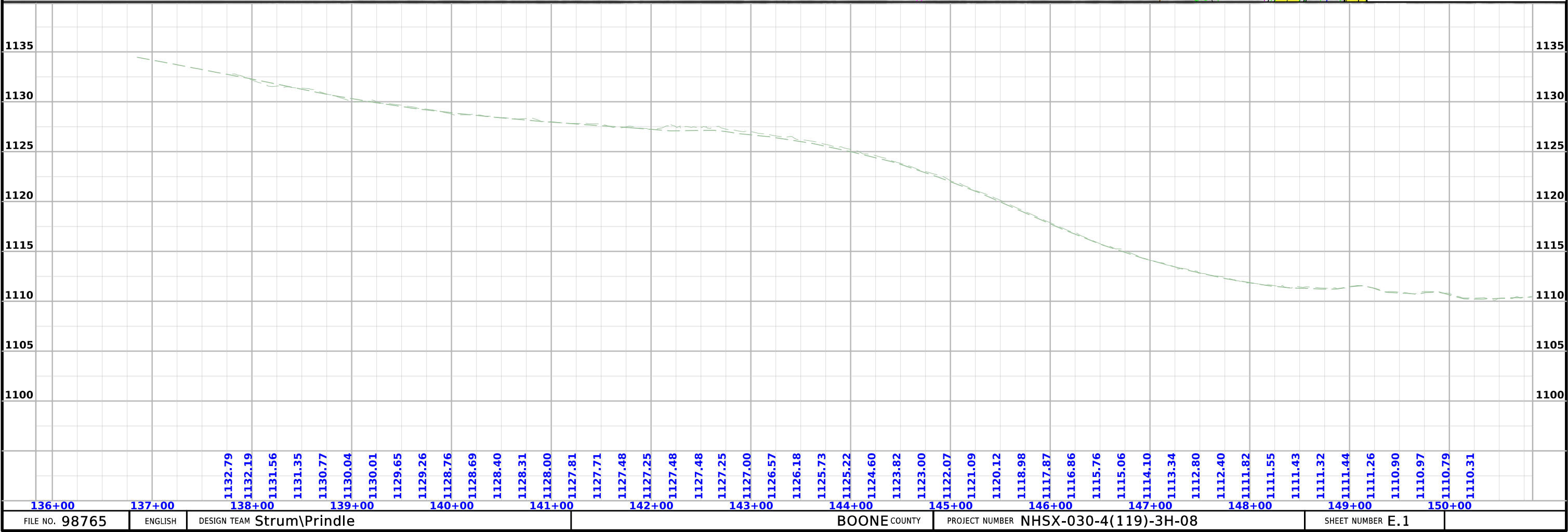
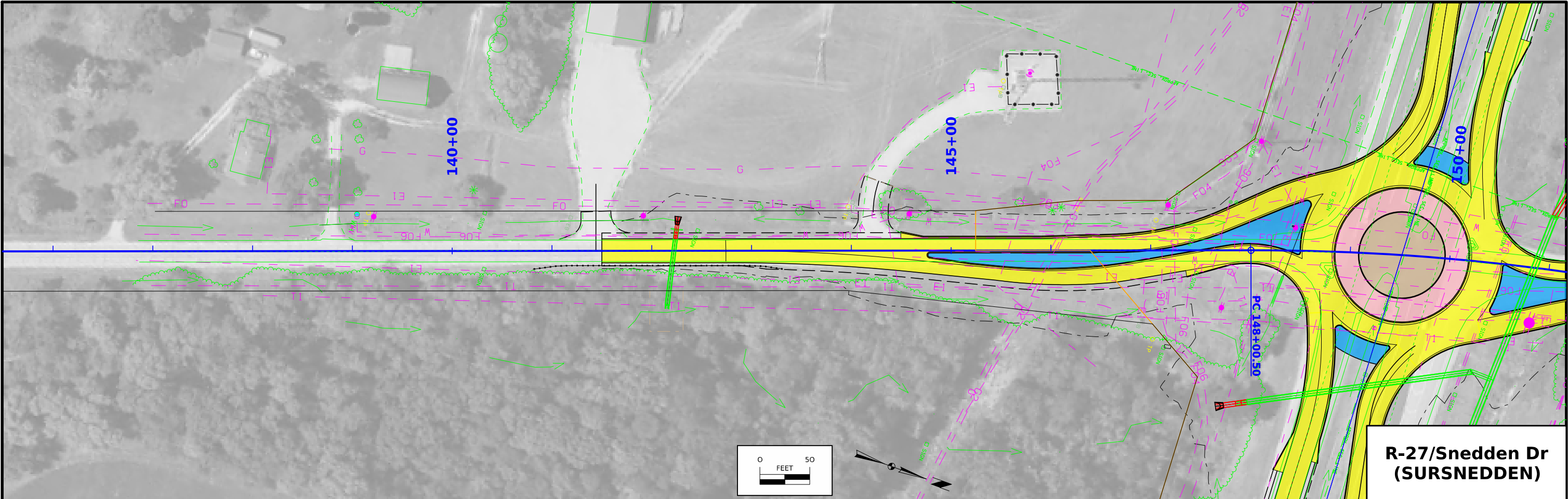


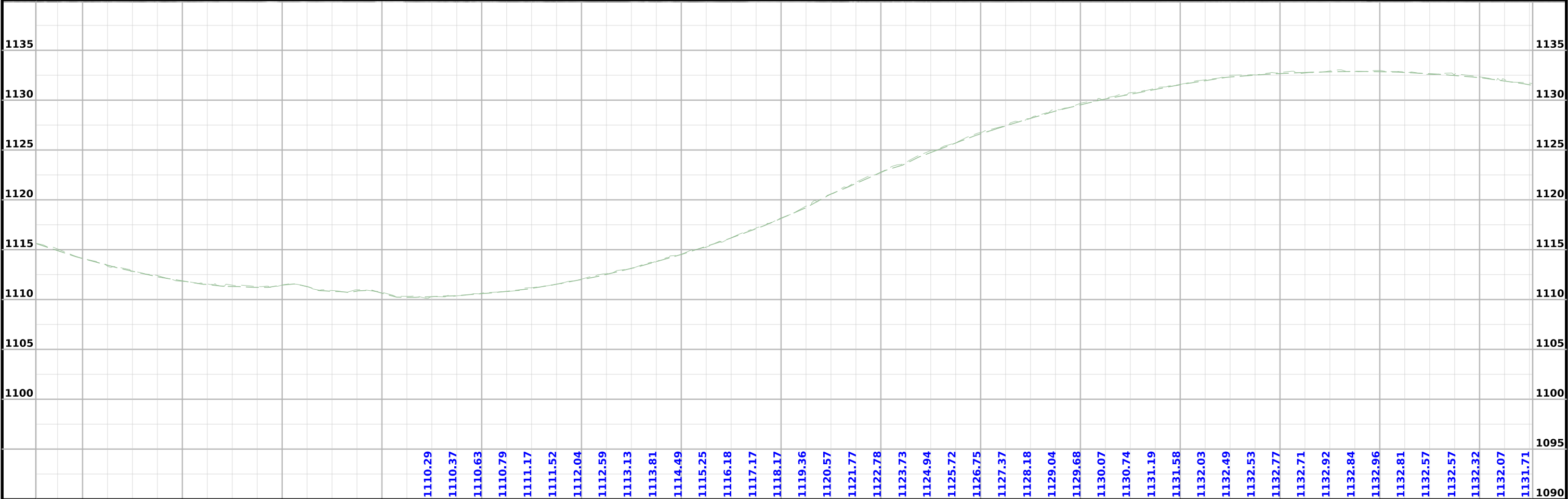
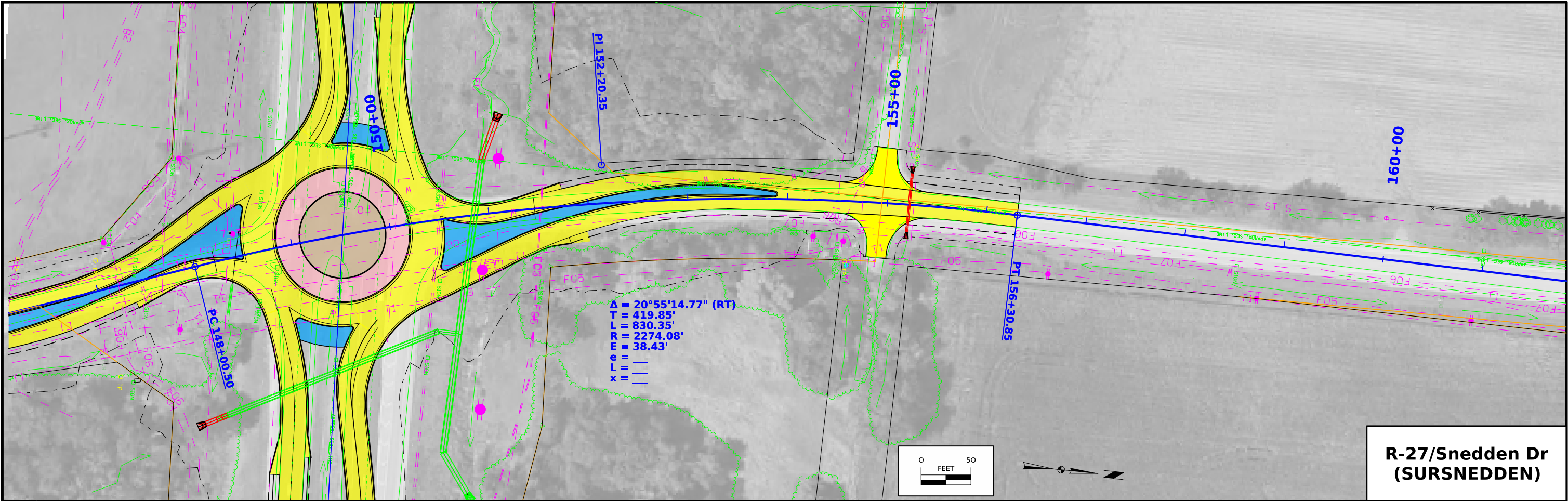


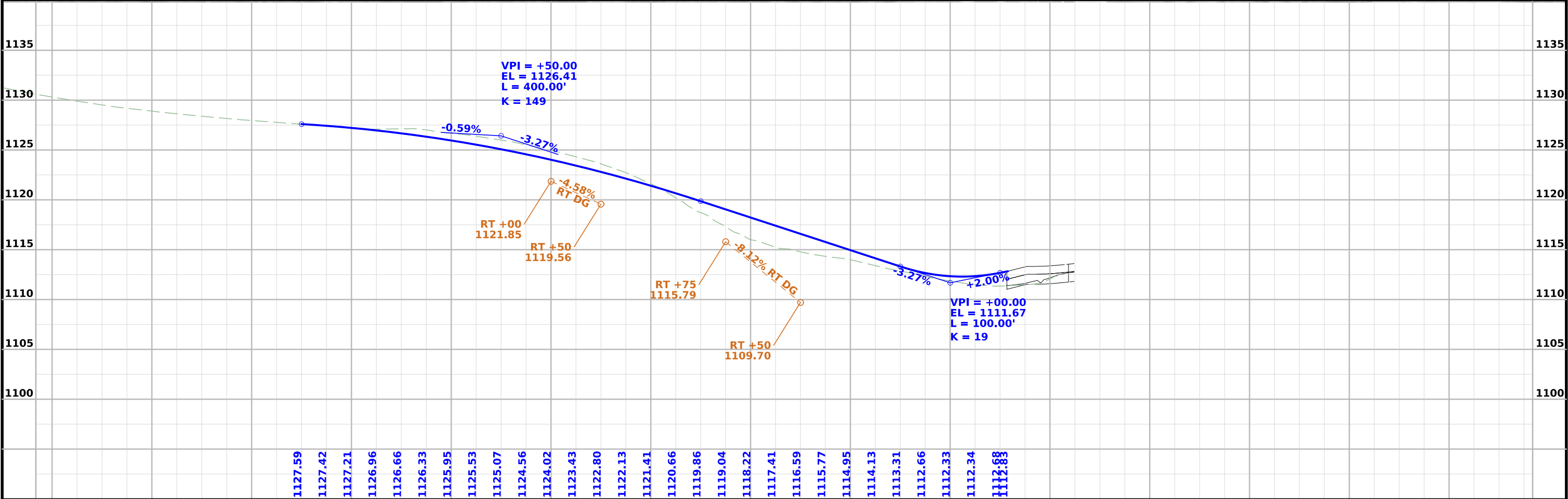
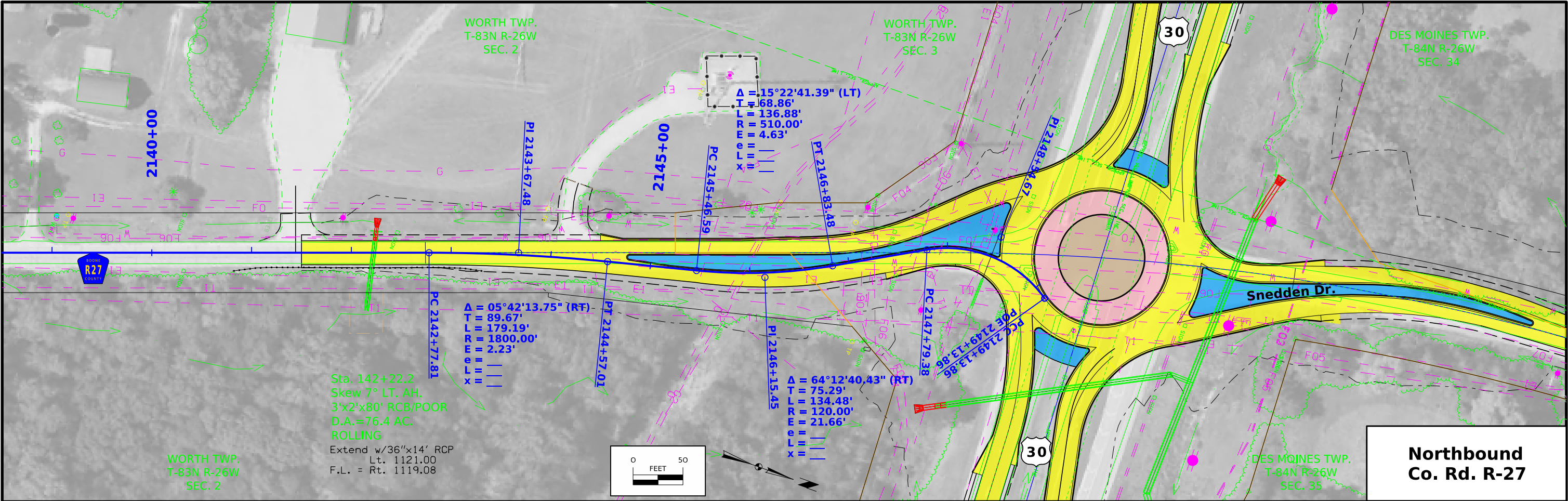


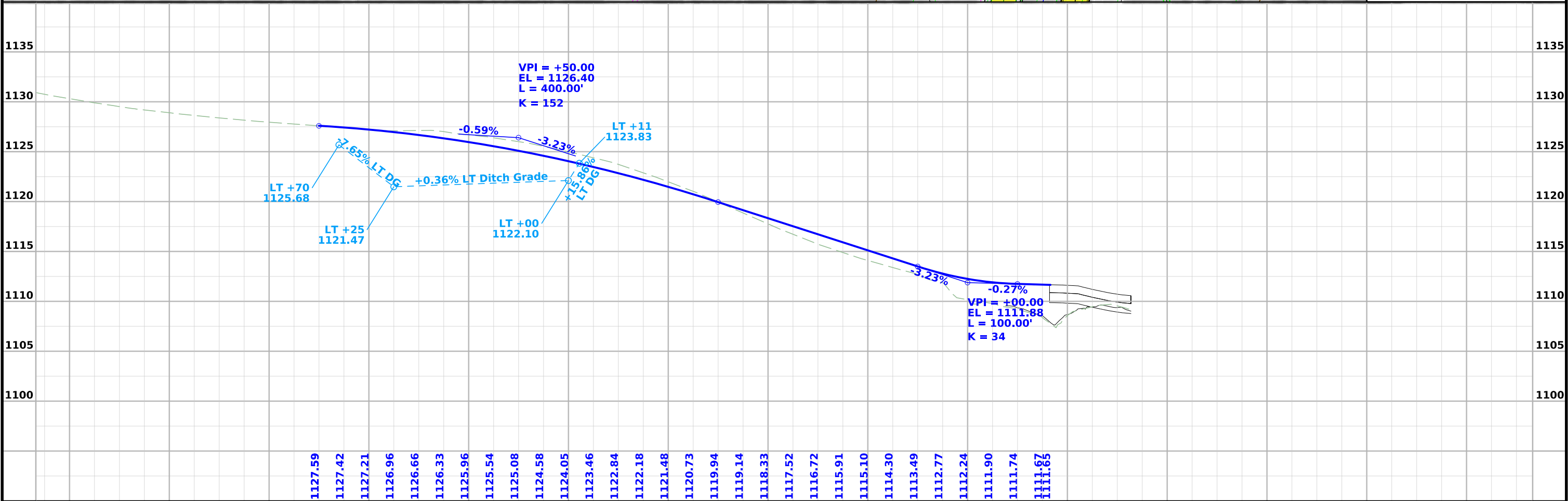
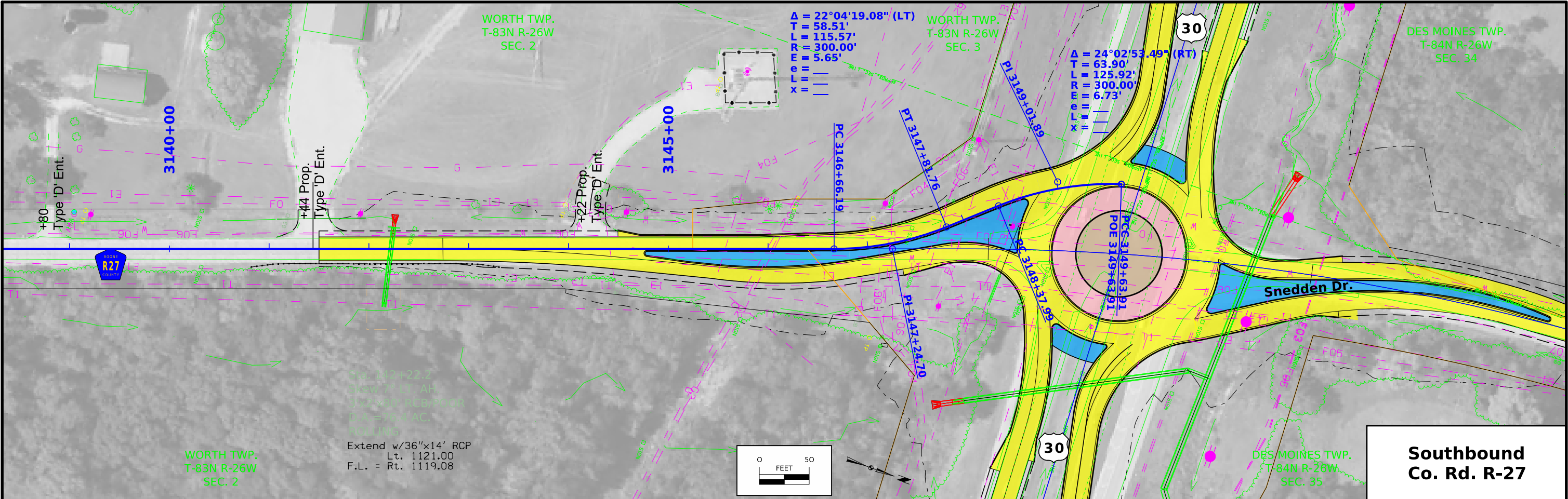


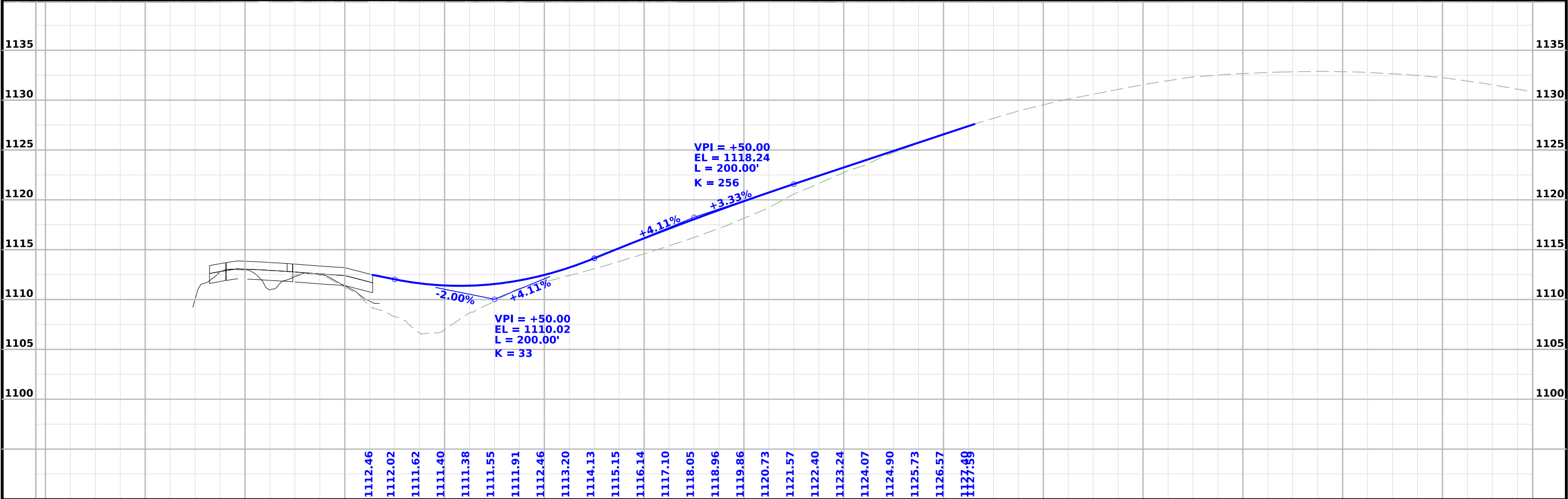
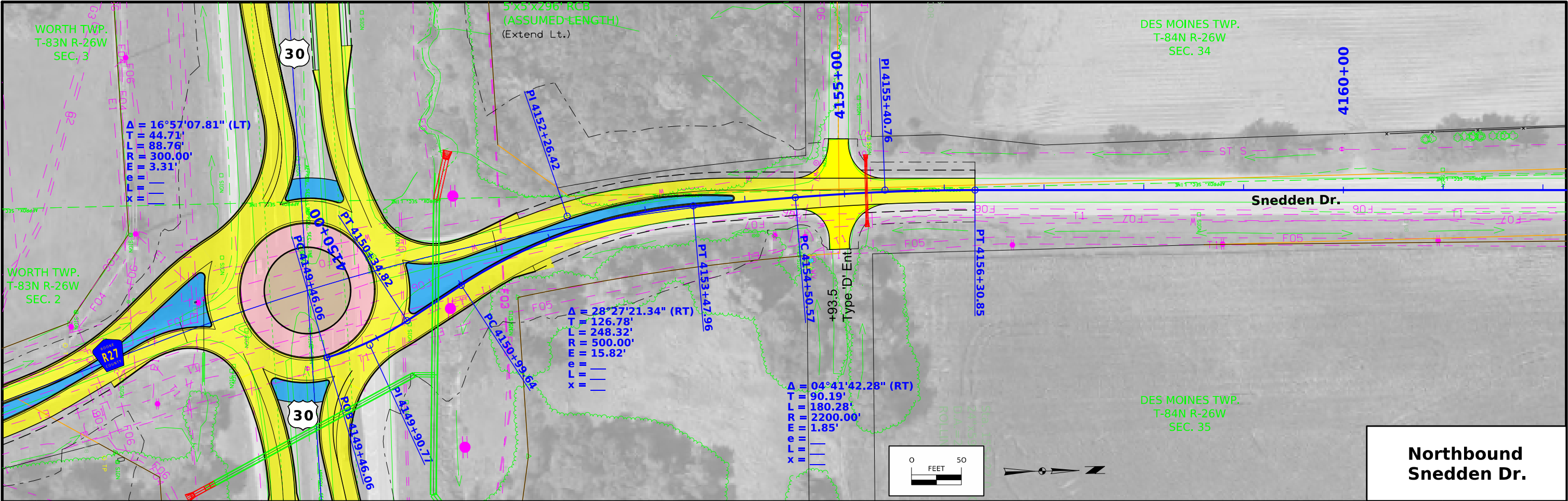
FILE NO. 98765	ENGLISH	DESIGN TEAM Strum\Prindle	BOONE COUNTY	PROJECT NUMBER NHSX-030-4(119)-3H-08	SHEET NUMBER D.9
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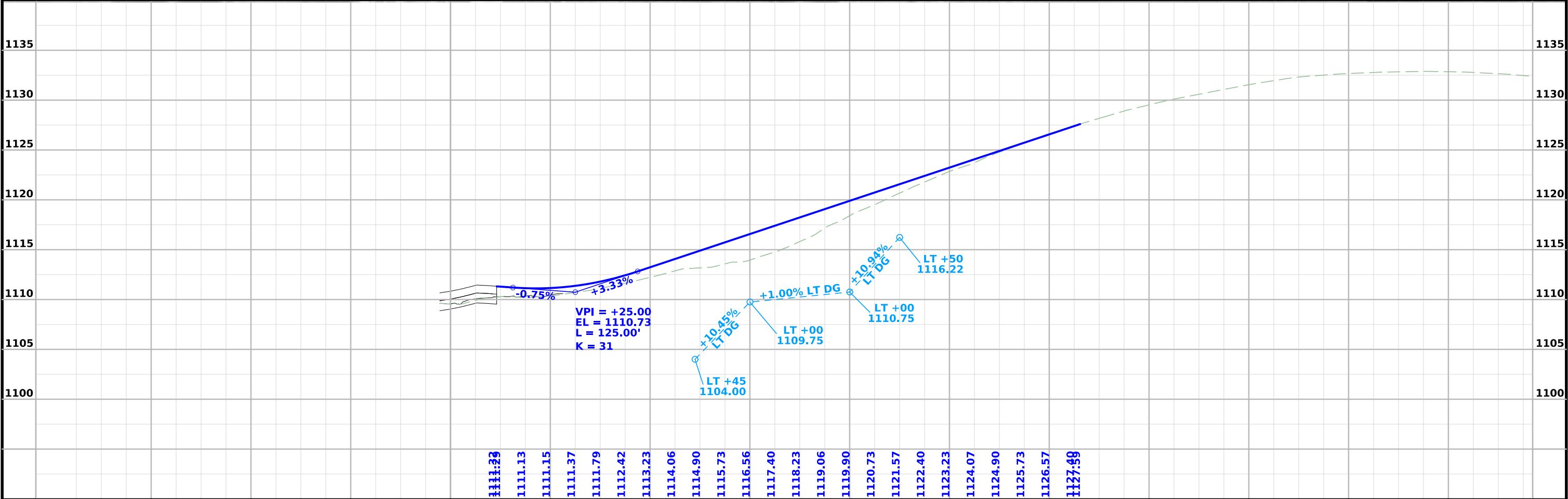
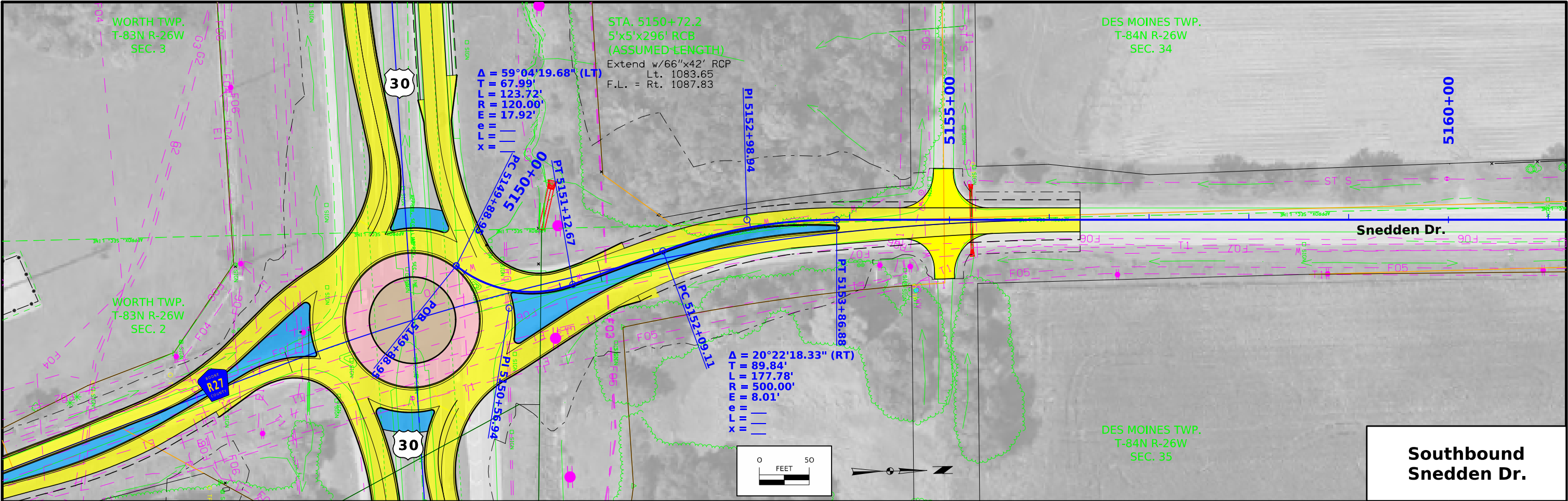


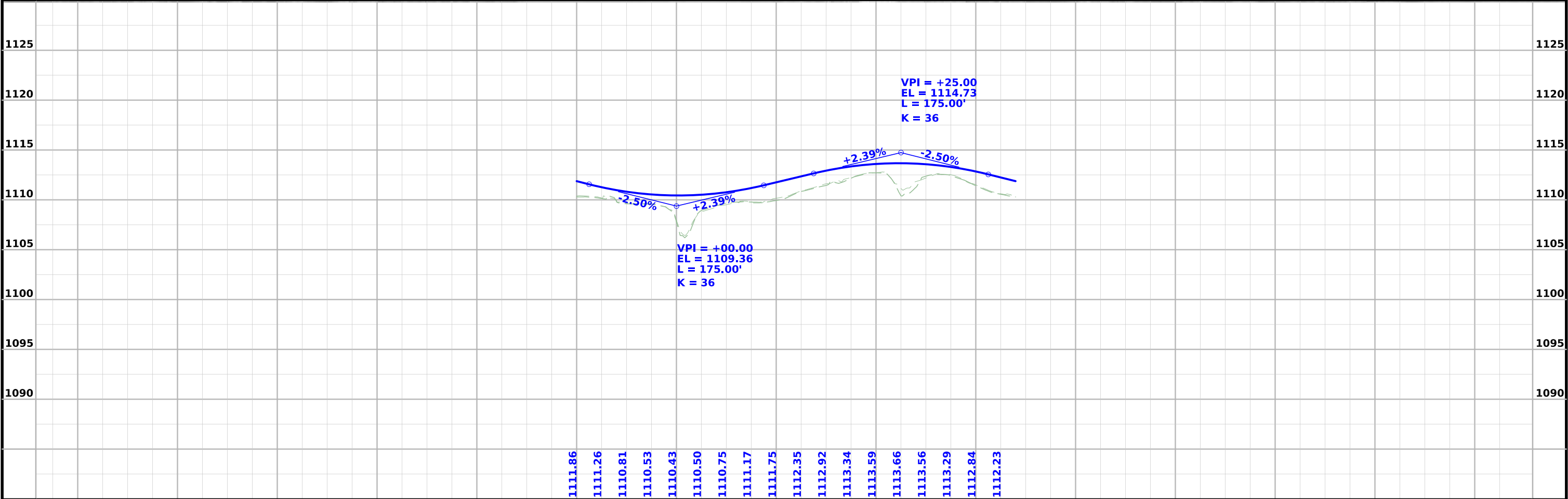
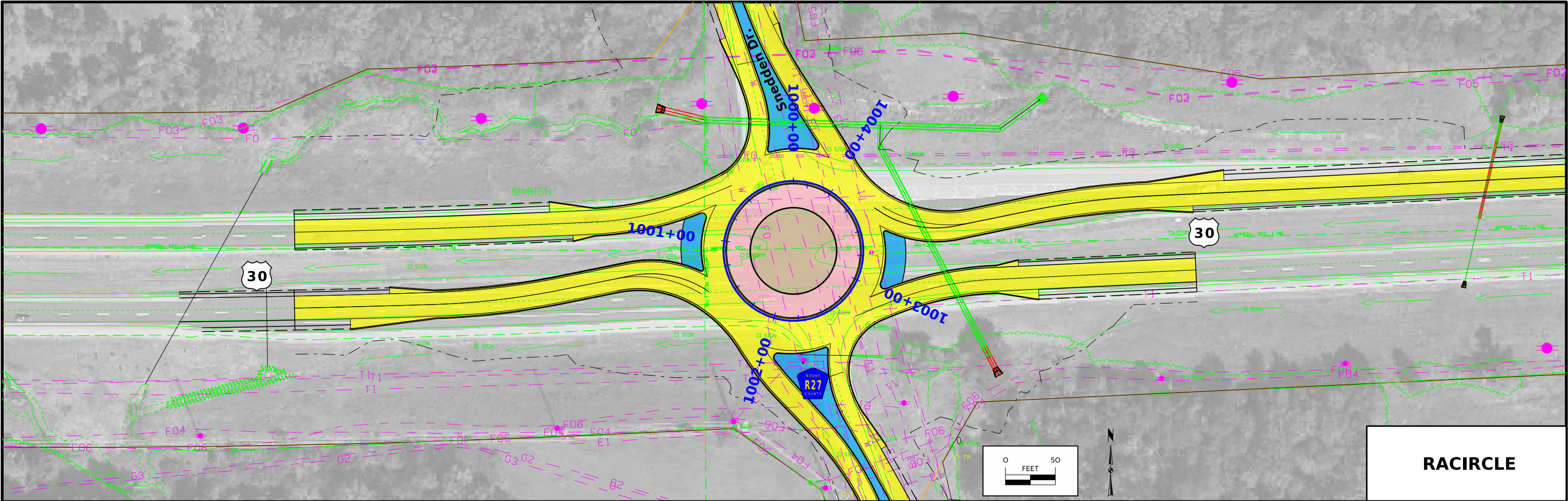


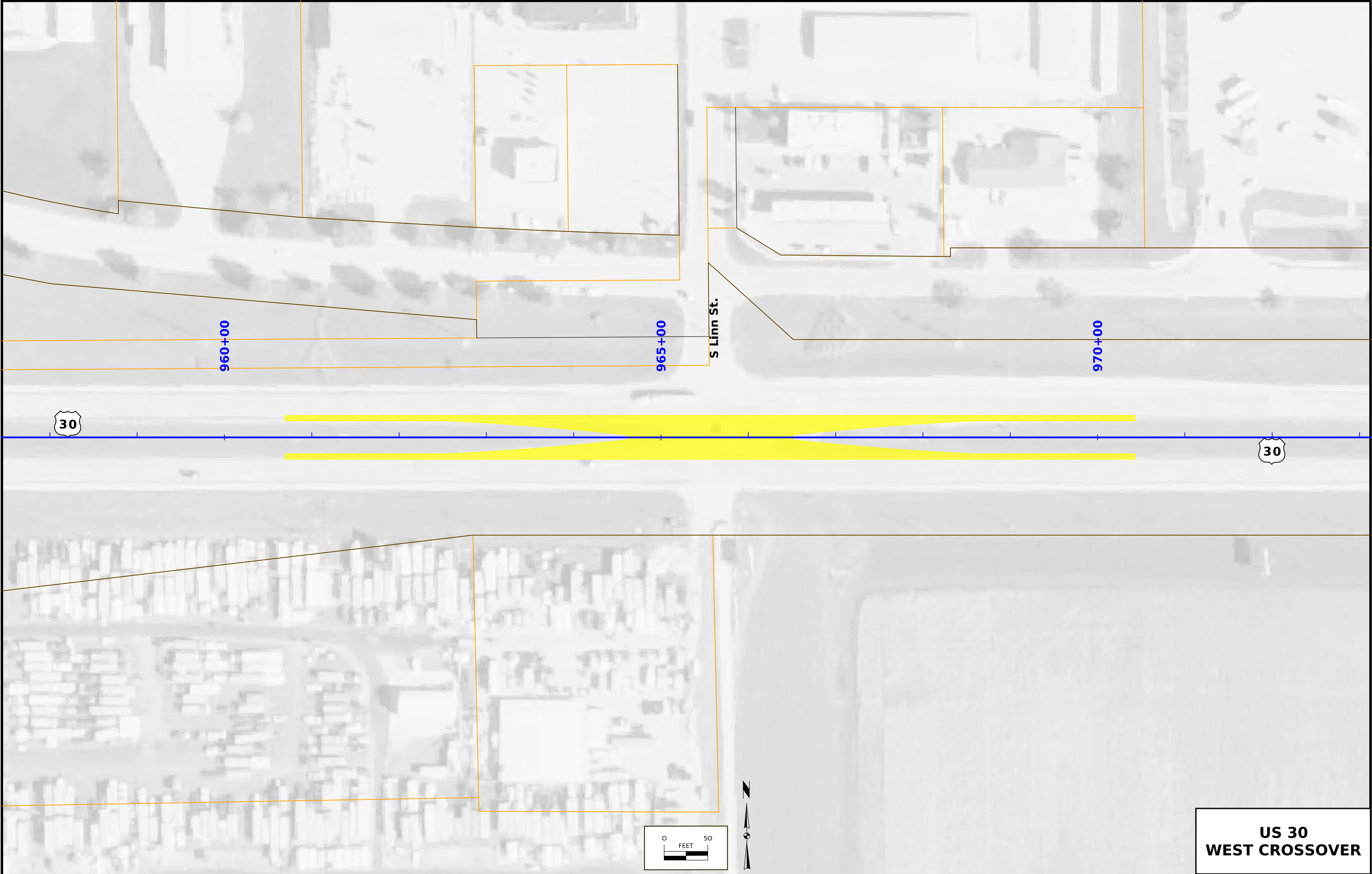






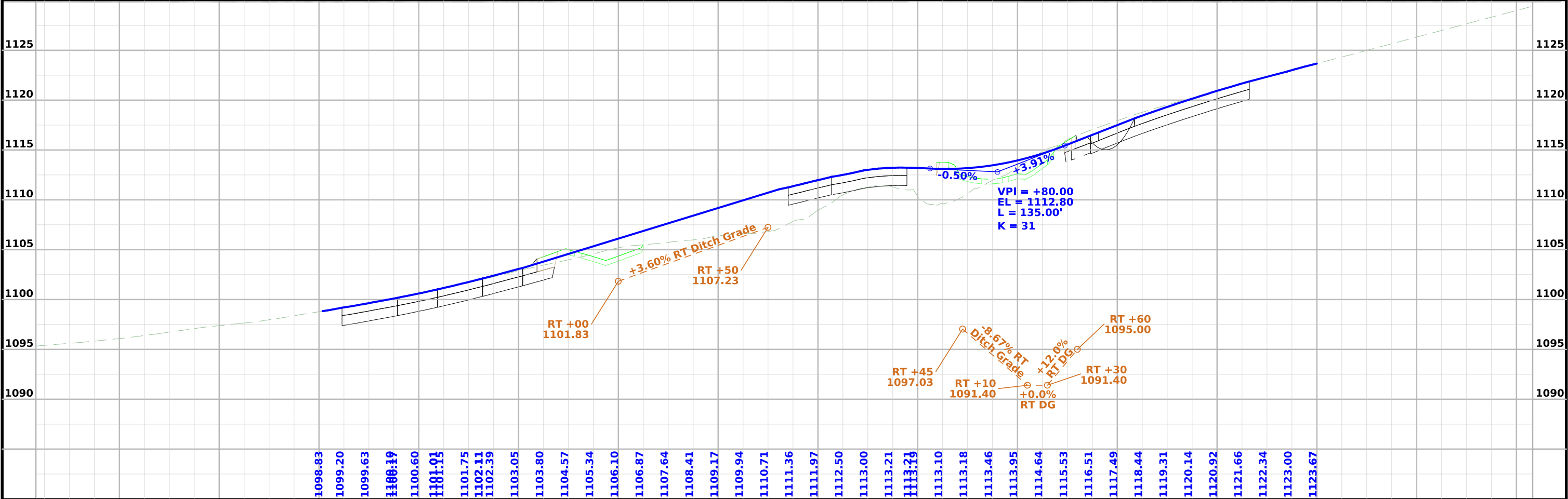
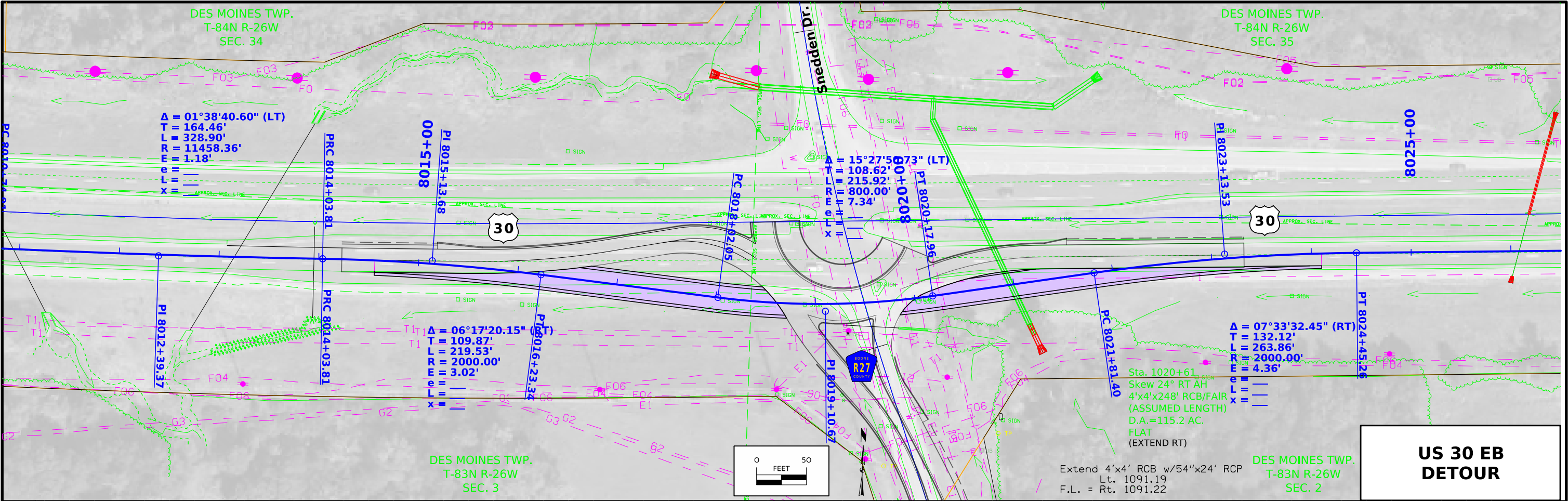






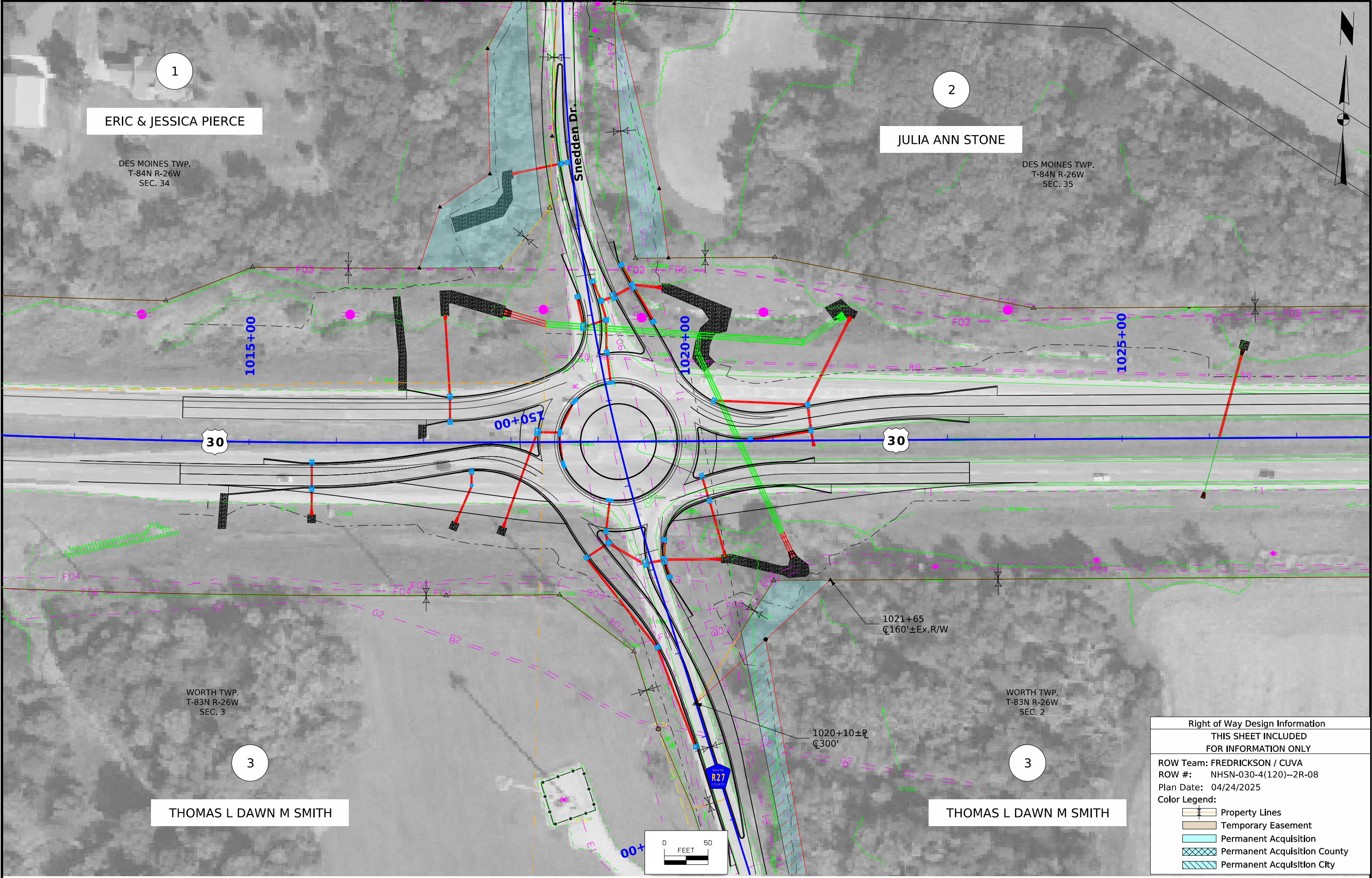
**US 30
WEST CROSSOVER**



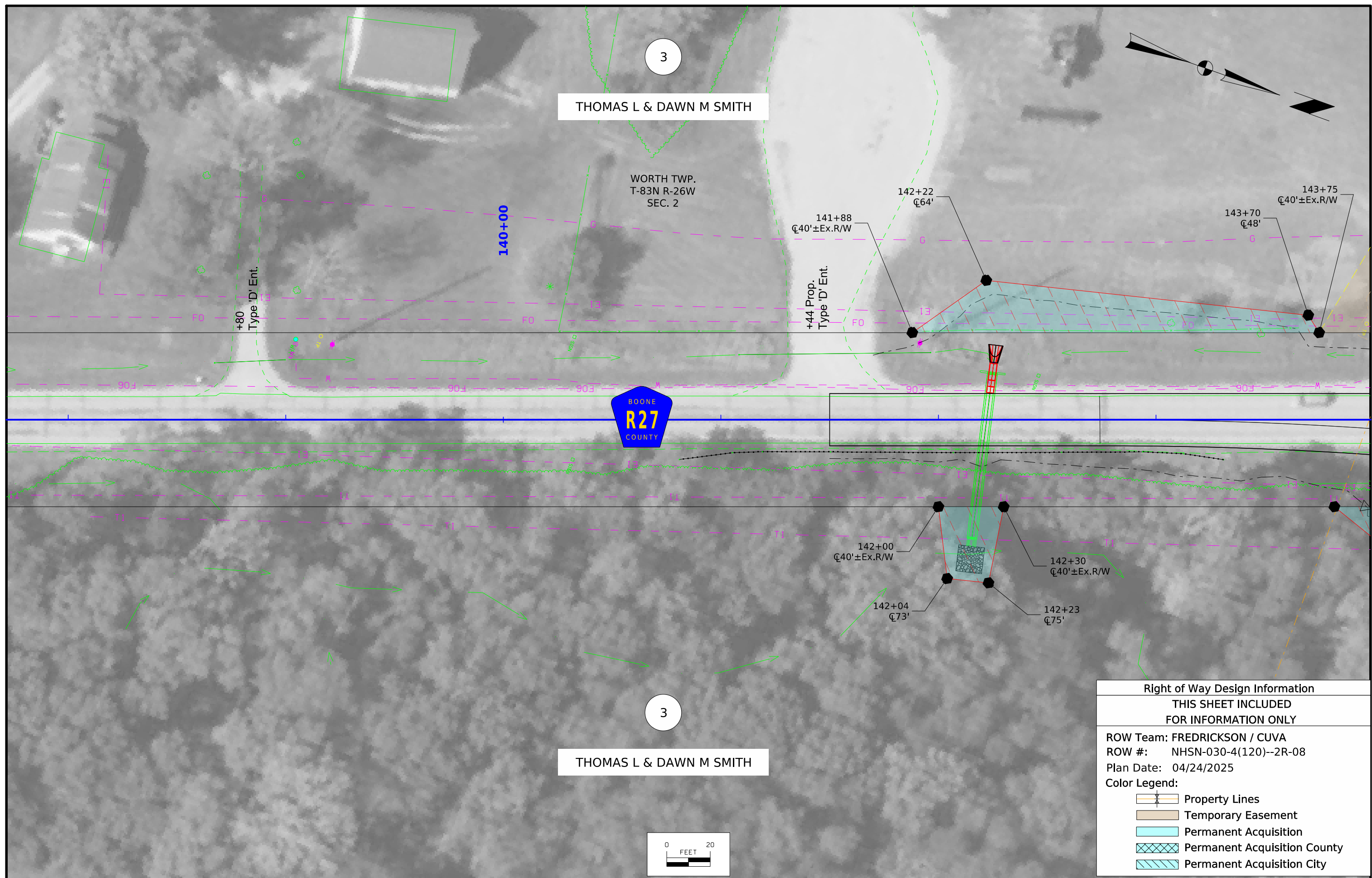


Boone				NHSN-030-4(120)--2R-08				Project Code				25-08-030-010													
				Co Rd R27/Corporal Roger Snedden Dr Intersection in Boone																					
				0803001025				Route				US 30													
				State		County		City				Temp Ease													
Parcel No		Owner Name		Fee		Ease		Fee		Ease		Excess				Mitigation		Other		Relocation Needed		A/C Only		Total Acq	
1		Eric Pierce		19,606.00 SF																					
2		Julia Ann Stone		7,345.00 SF																					
3		Thomas L Smith		3,564.00 SF										10,061.00 SF				4,039.00 SF							

3 Parcels

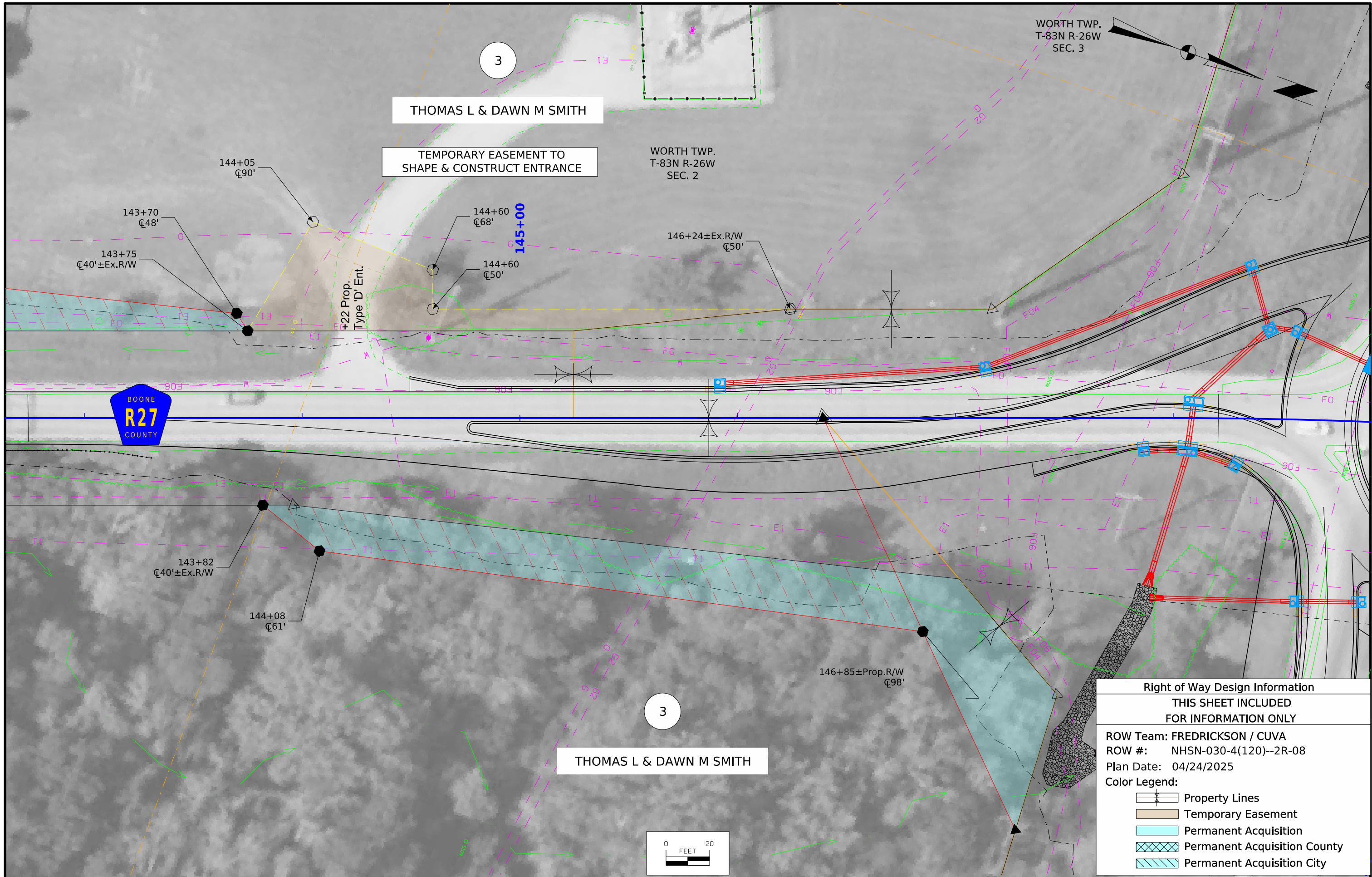


Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-030-4(120)--2R-08	
Plan Date: 04/24/2025	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City

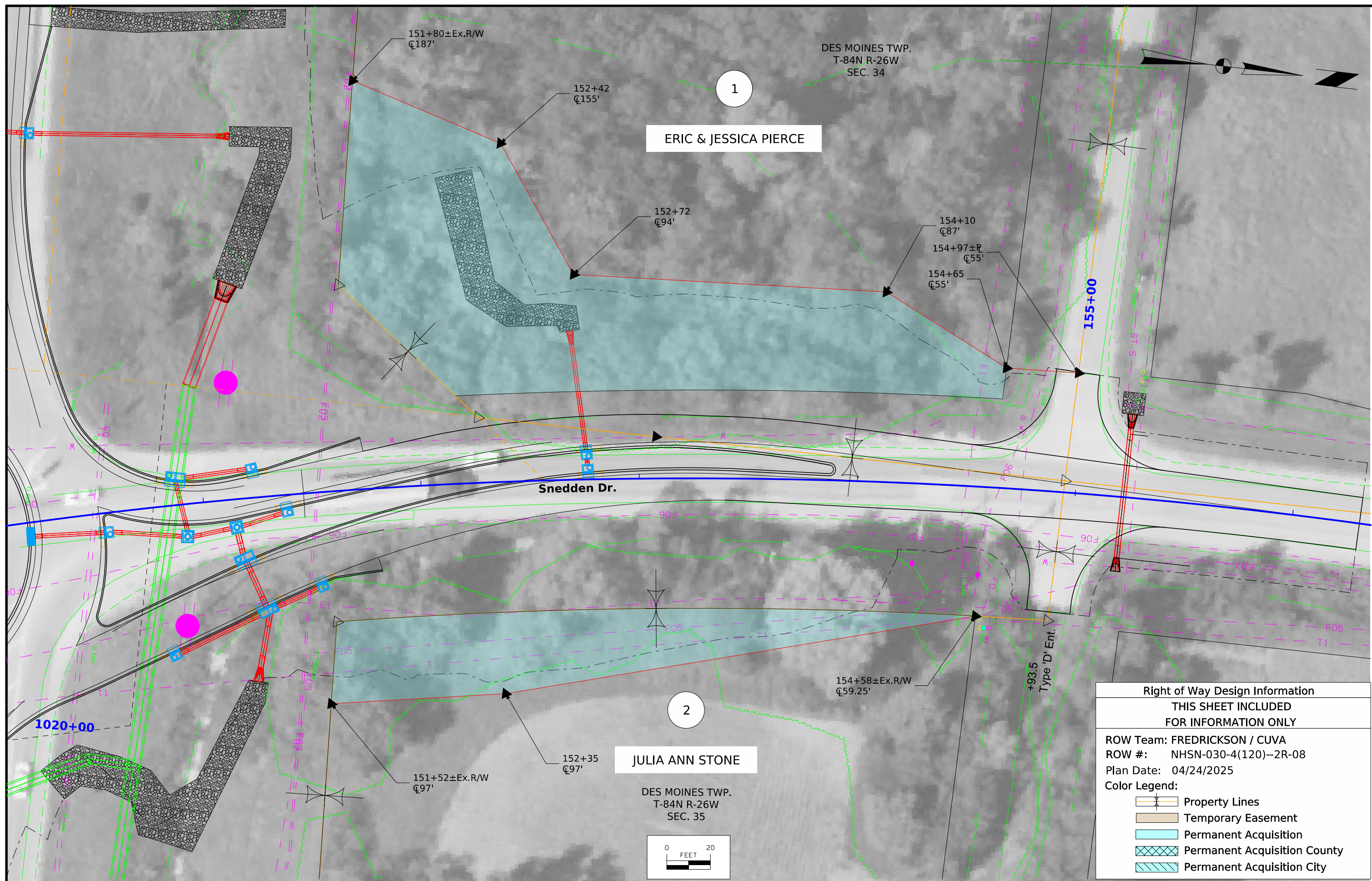


FILE NO. 98765	ENGLISH	DESIGN TEAM Strum\Prindle	BOONE COUNTY	PROJECT NUMBER NHSX-030-4(119)--3H-08	SHEET NUMBER HE.1
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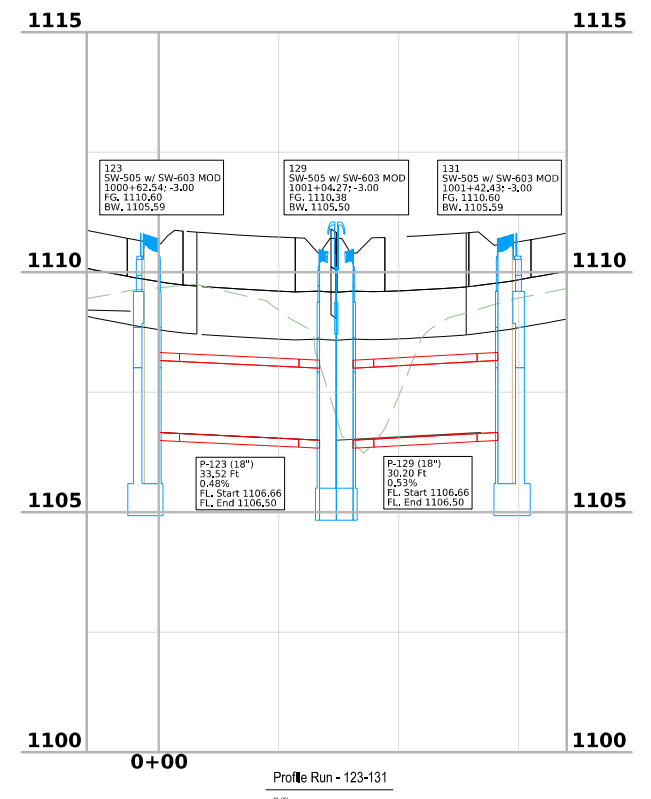
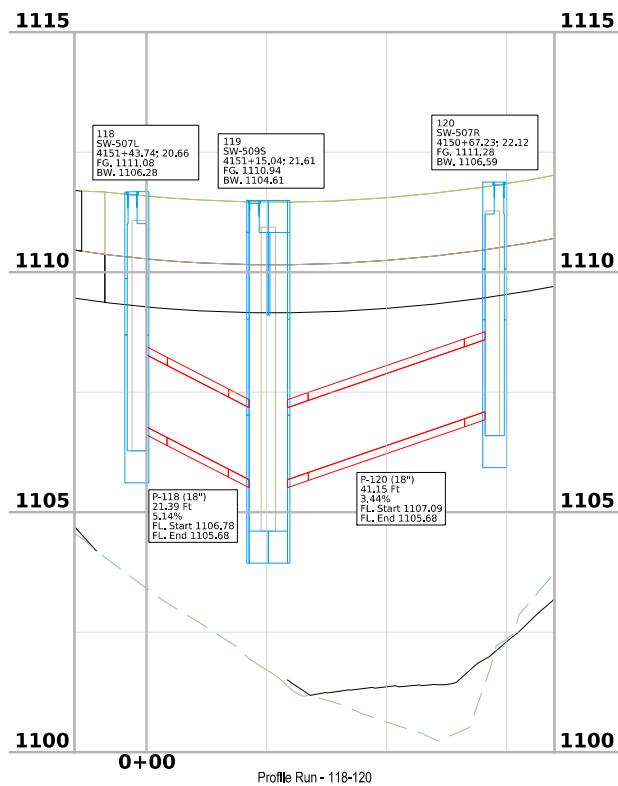
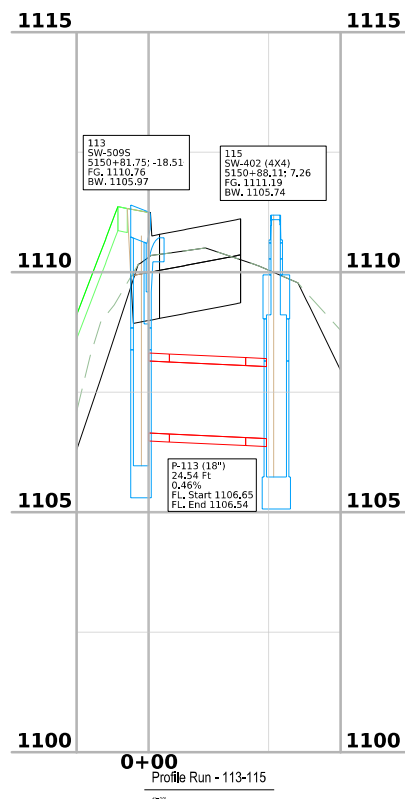
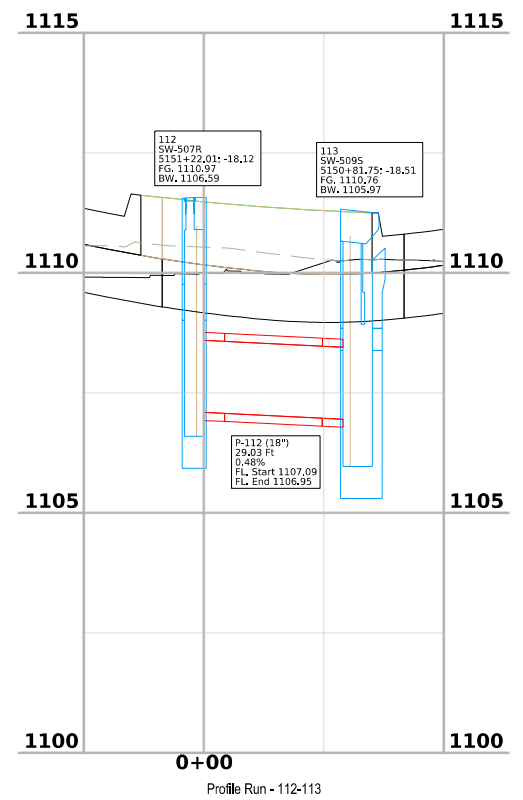
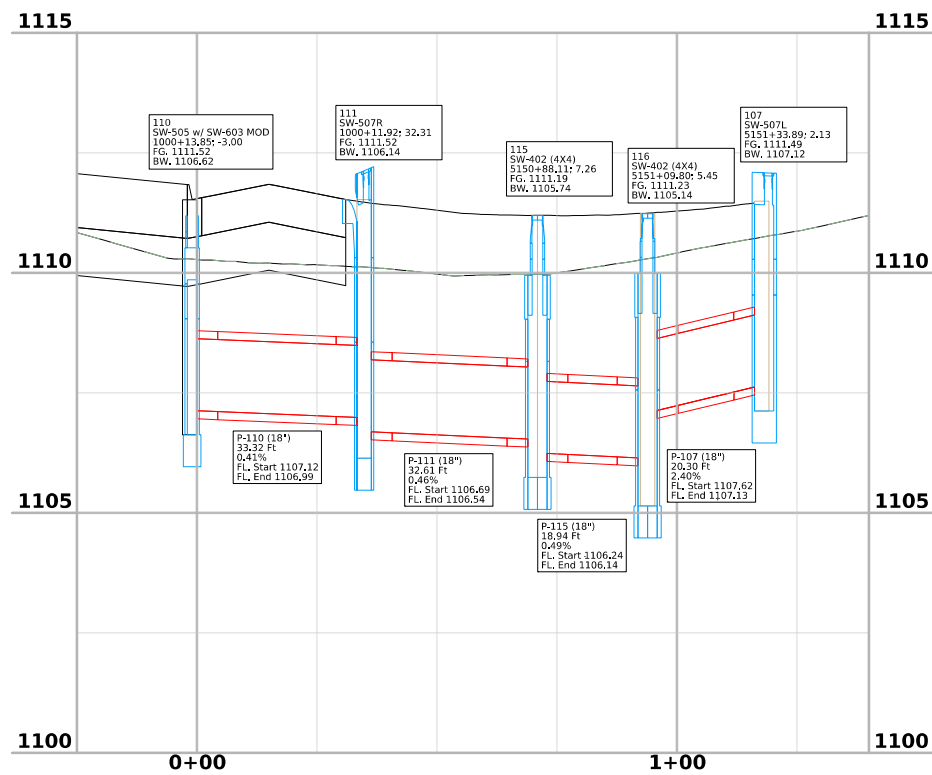
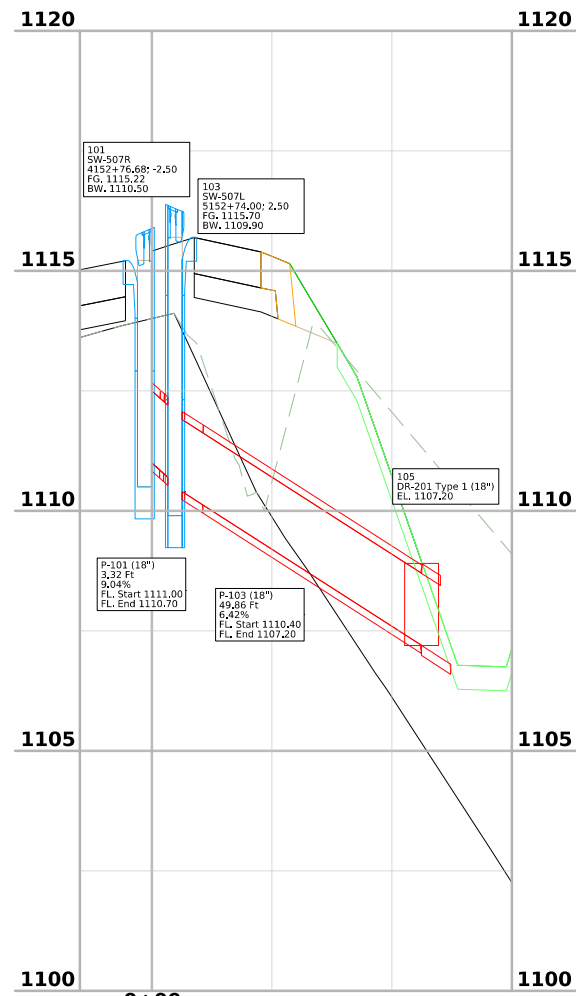
N_DR-1 - Plan 3

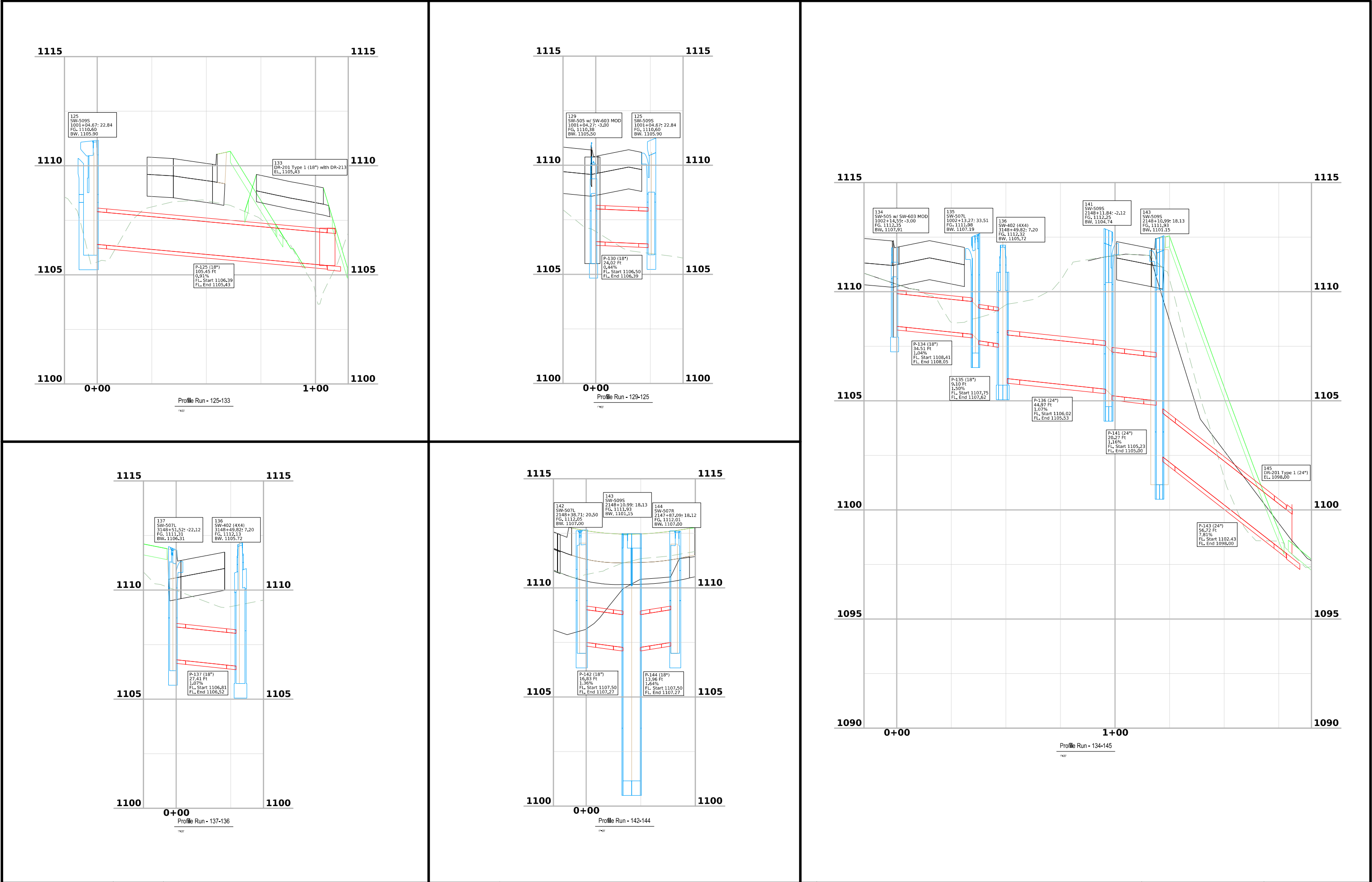


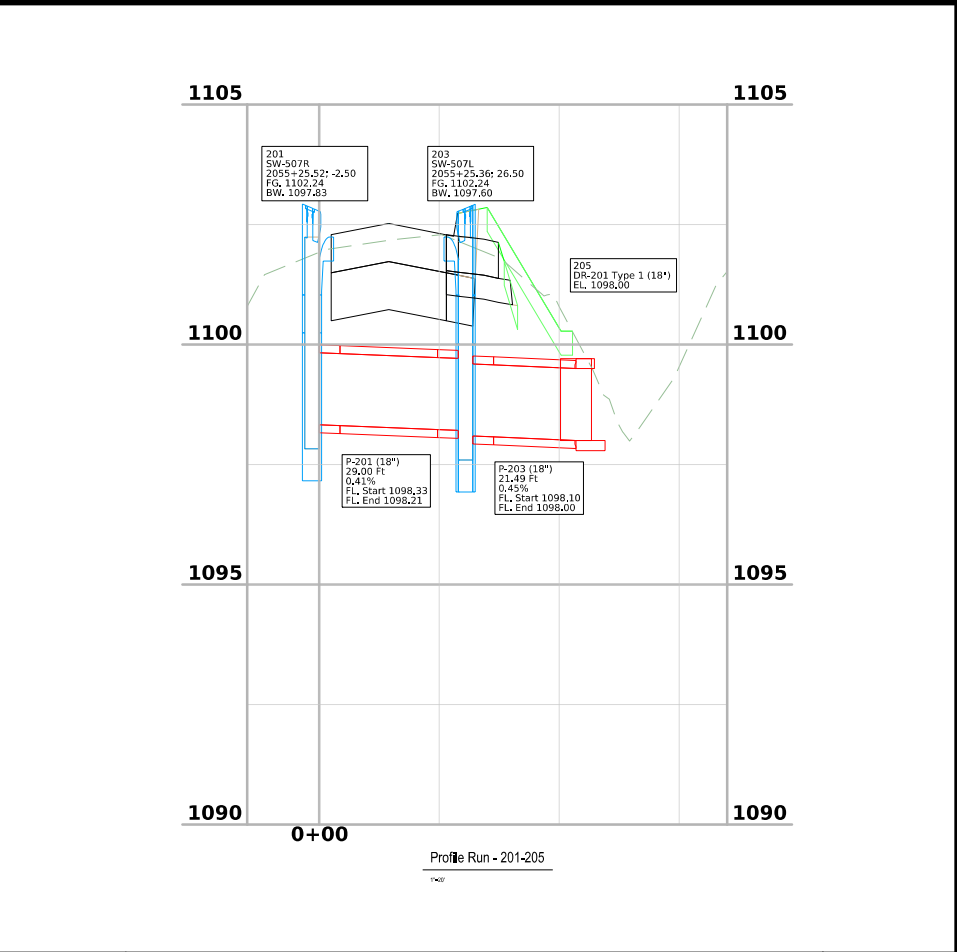
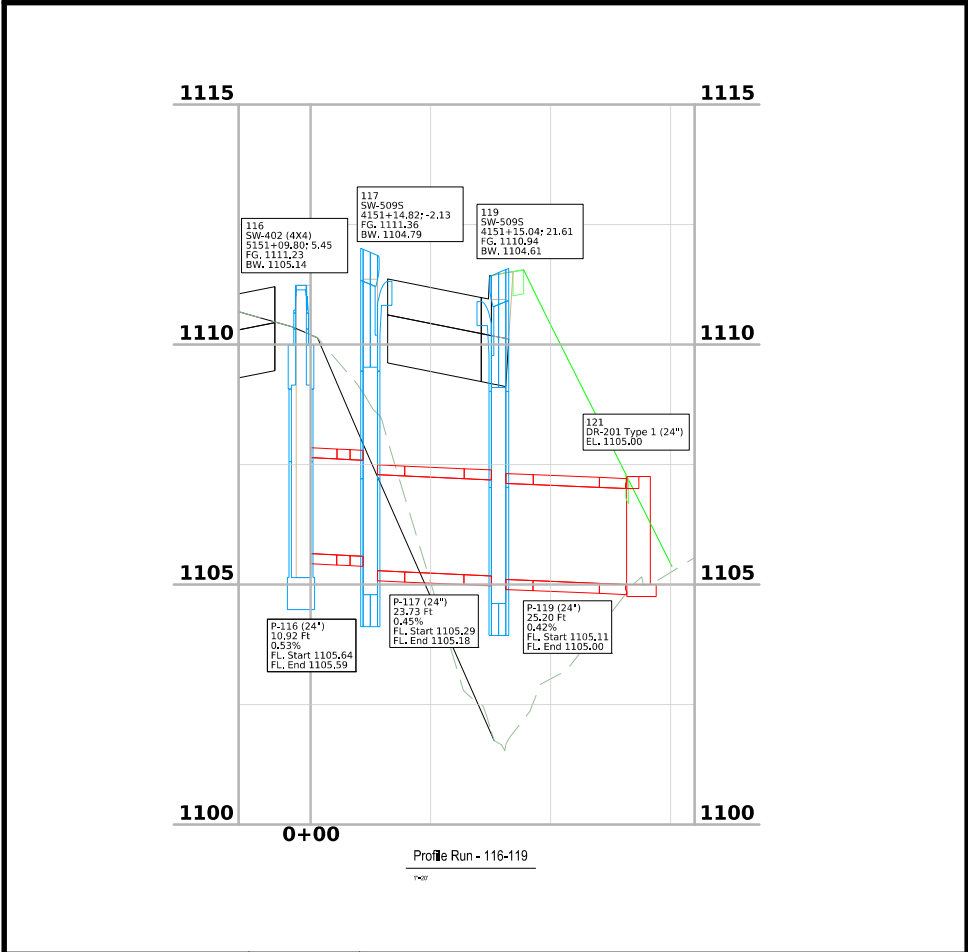
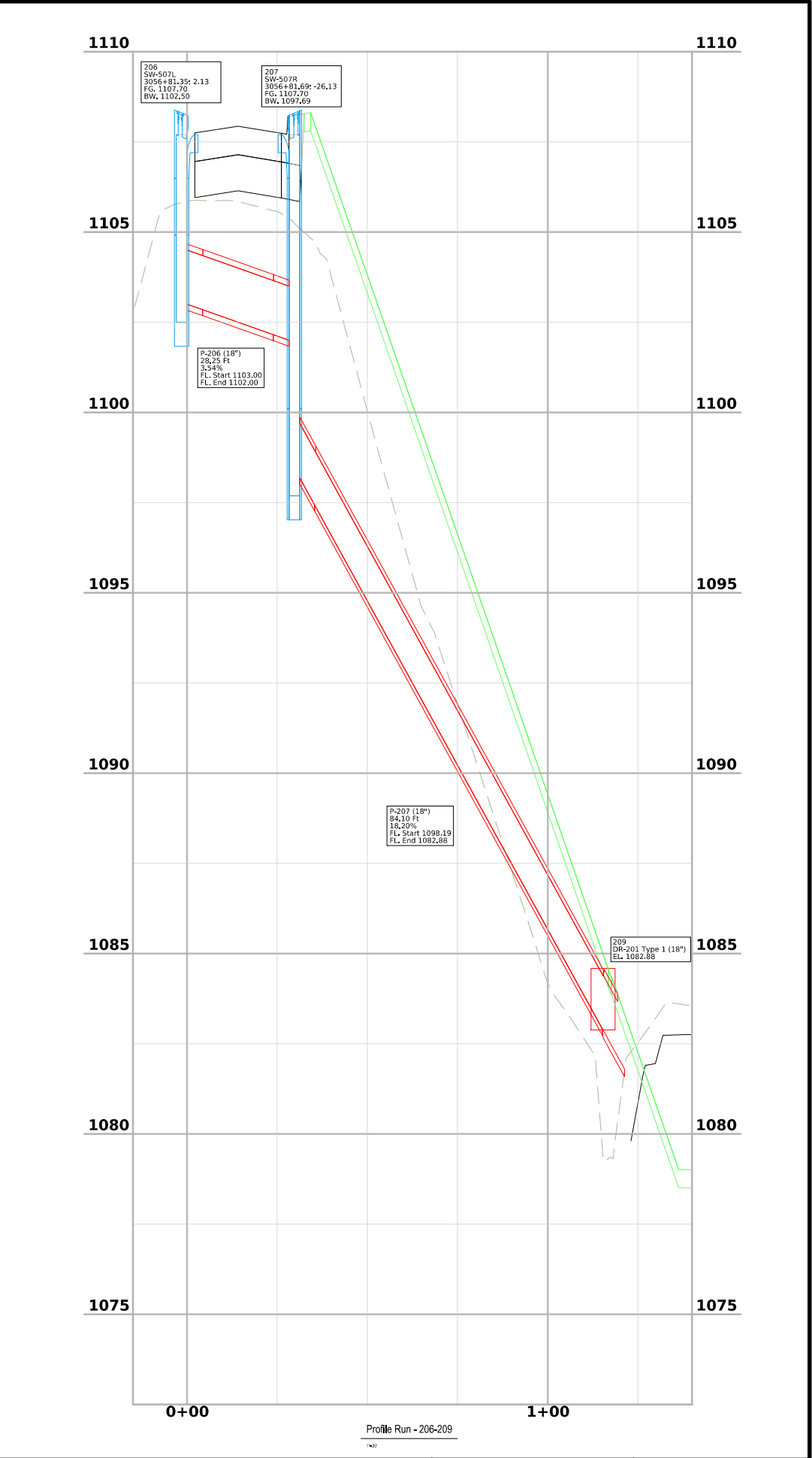
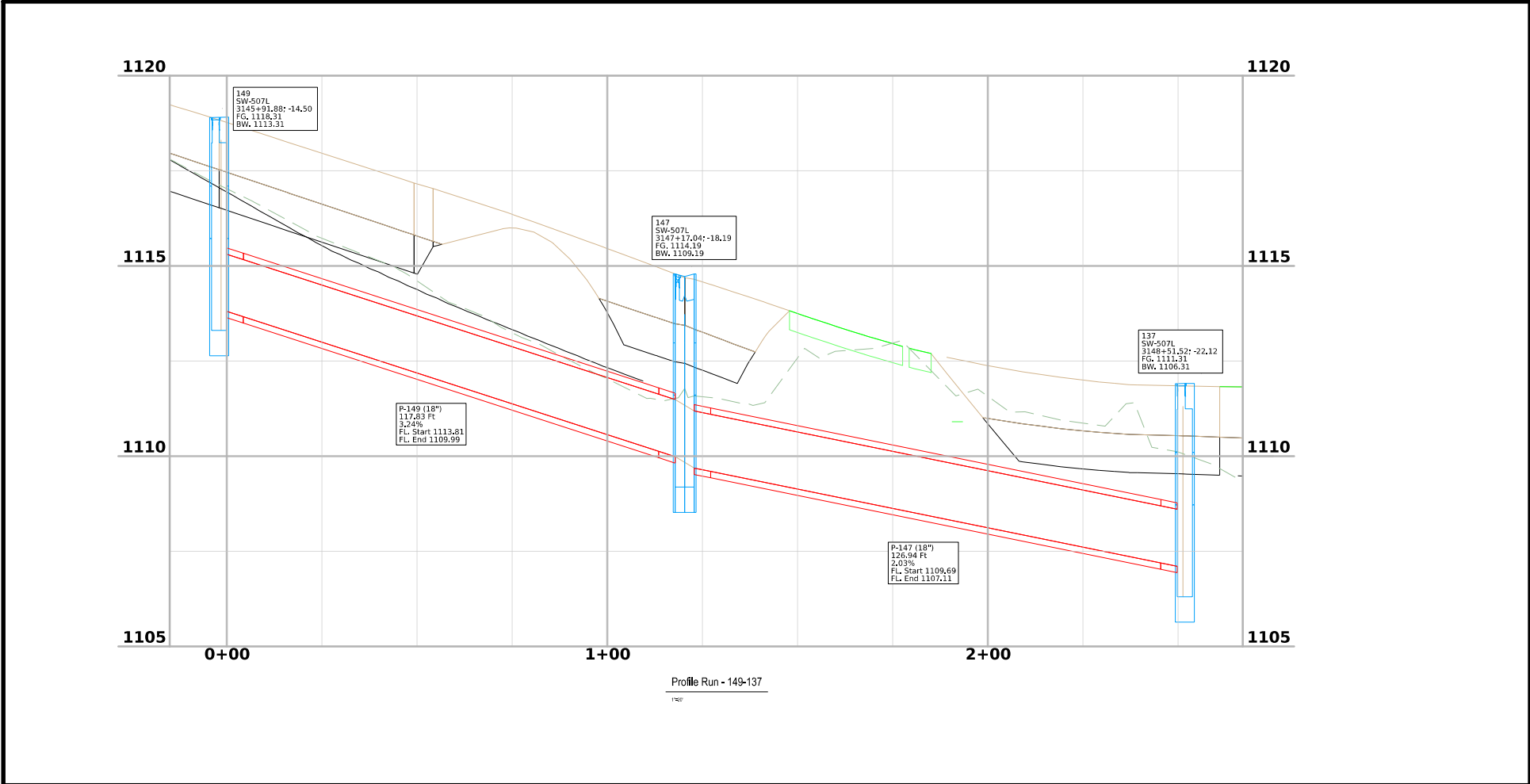
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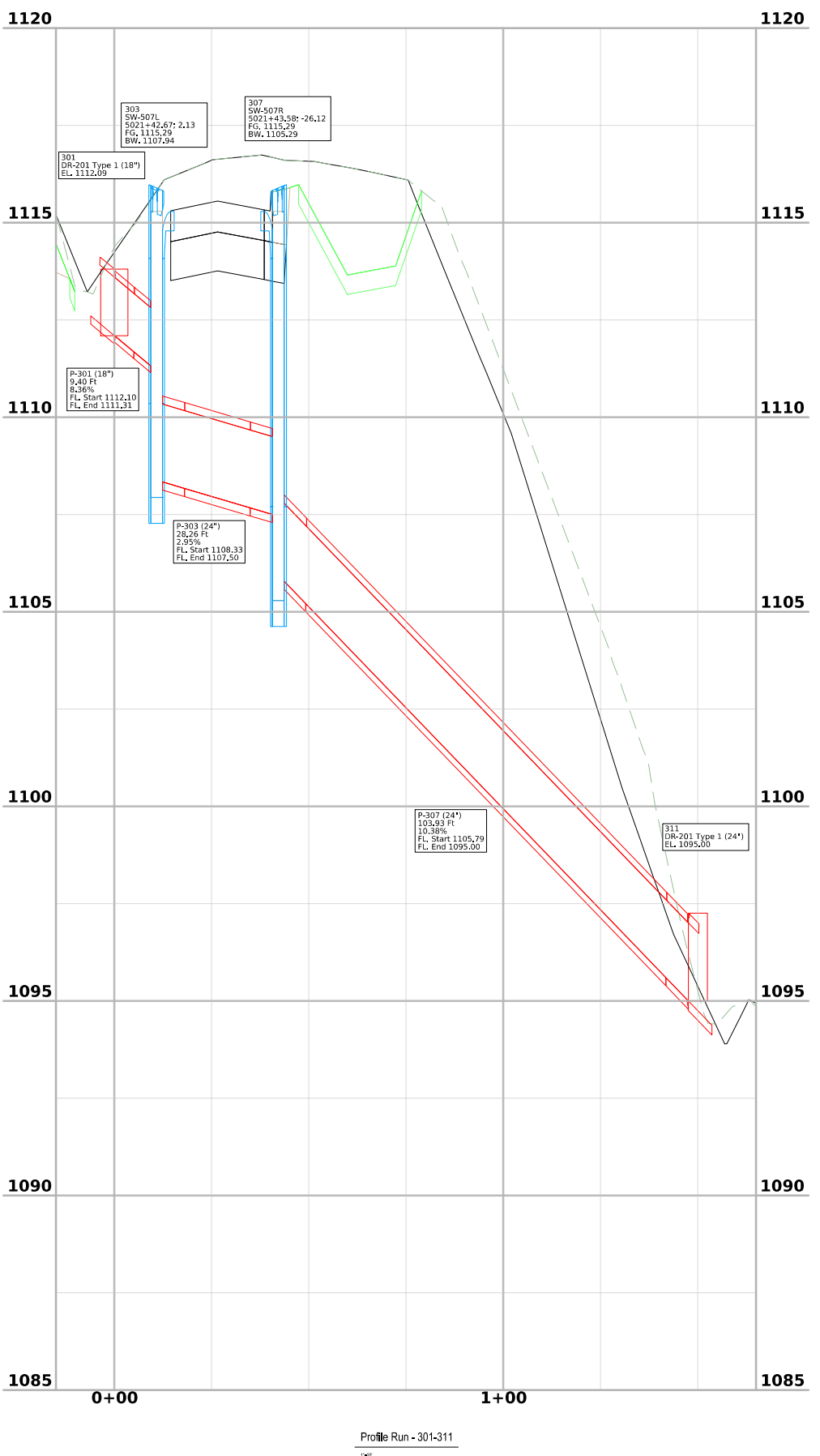
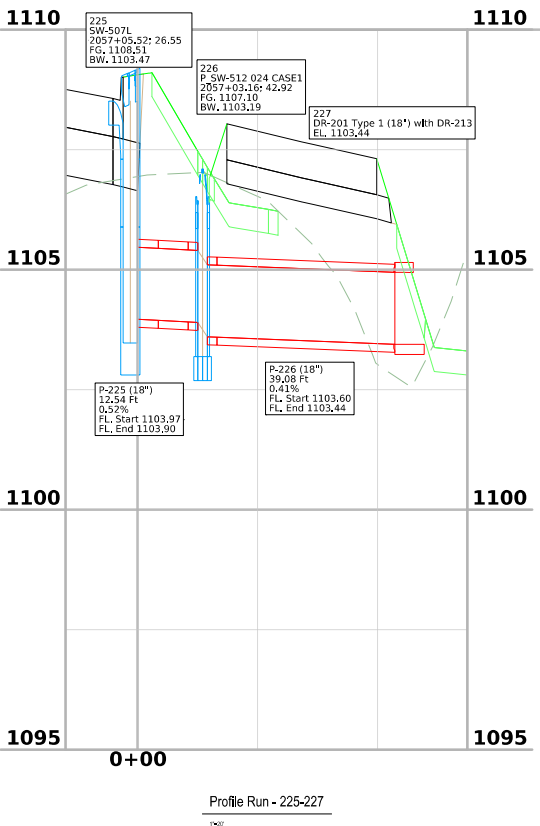
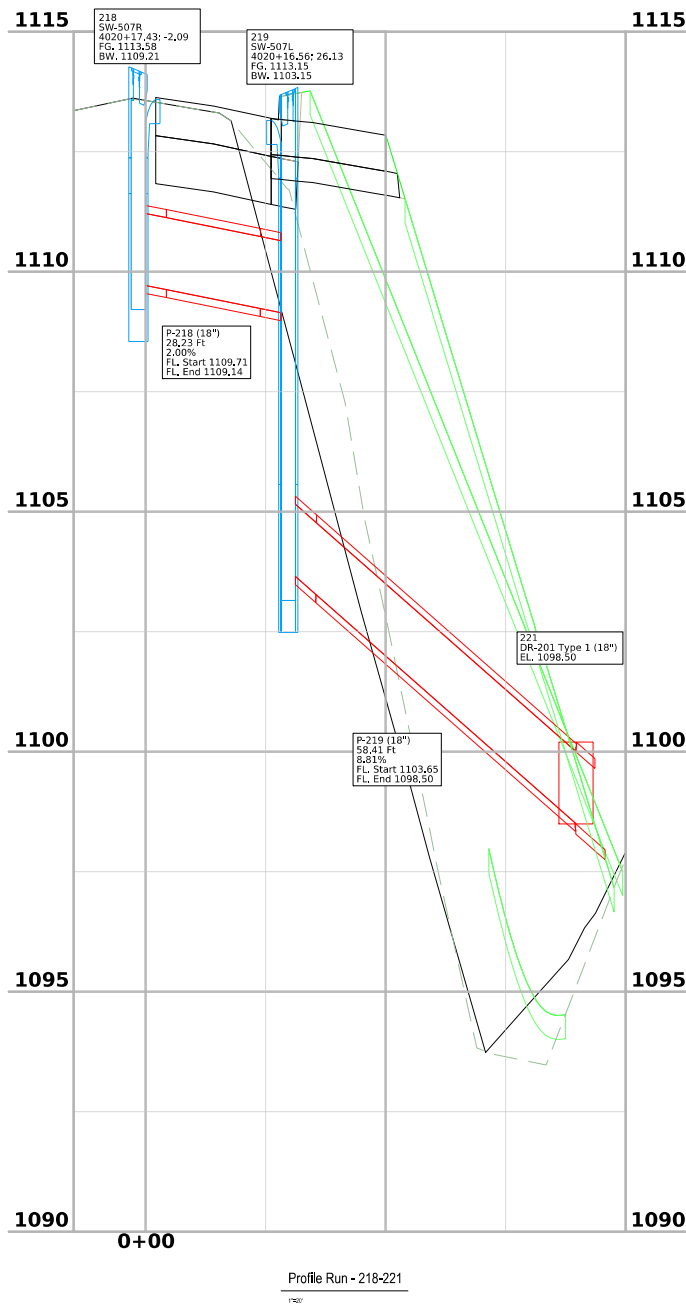


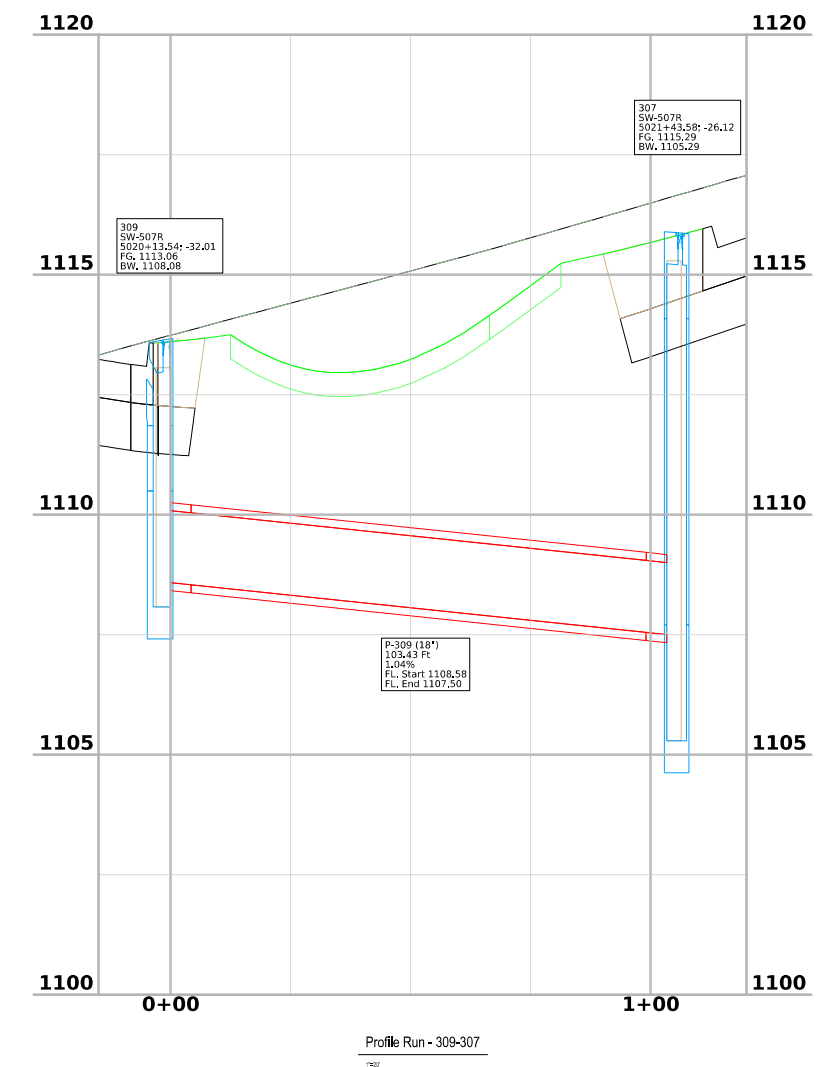
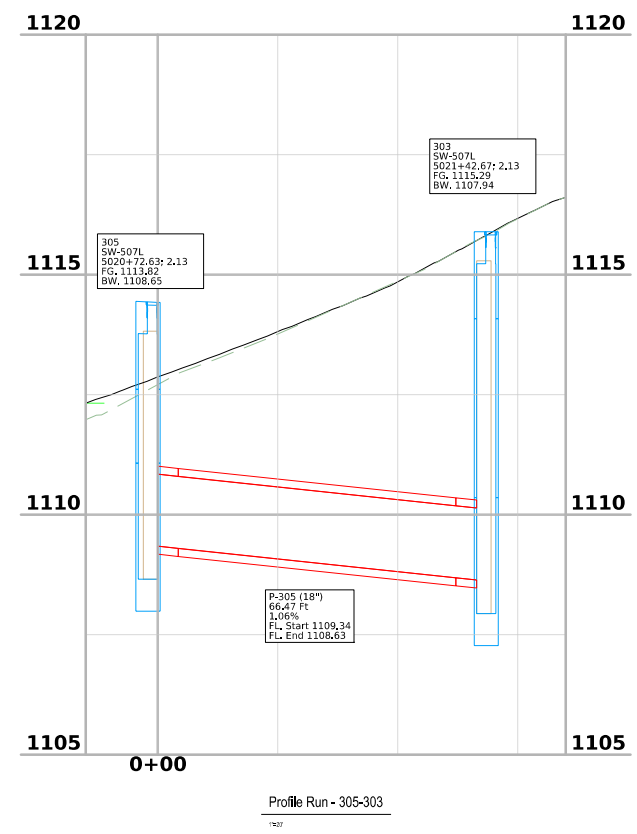
FILE NO. 98765	ENGLISH	DESIGN TEAM HNTB	BOONE COUNTY	PROJECT NUMBER NHSX-030-4(199)-3H-08	SHEET NUMBER M.1
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Gutter Inlet Grate
(Minimum open area 180 in²)



Technical drawing of a window sill assembly. The drawing shows a cross-section of the sill with various dimensions and components labeled.

- The overall width of the sill is $31\frac{1}{4}"$.
- The distance from the left edge to the center of the first support is $29\frac{3}{4}"$.
- The distance between the centers of the supports is $3" \text{ max.}$.
- The height of the sill is $3" \text{ max.}$.
- The distance from the left edge to the right edge of the sill is $28"$.
- The distance from the left edge to the right edge of the base is $38"$.

SECTION B-B



Gutter Inlet Grate
(Minimum open area 360 in²)



Technical drawing of a metal plate, likely a base plate for a door or window, showing dimensions and features.

Overall Dimensions:

- Overall Width: 70 1/4"
- Overall Height: 35 1/8"

Internal Dimensions and Features:

- Top Section Widths: 31 1/4" (left), 31 1/4" (right)
- Top Section Heights: 29 3/4" (left), 29 3/4" (right)
- Top Section Thickness: 3" max.
- Bottom Section Widths: 28" (left), 28" (right)
- Bottom Section Heights: 35 1/8" (left), 35 1/8" (right)
- Bottom Section Thickness: 3" max.

Other Features:

- Four circular holes are located in the top section, two on each side.
- Four circular holes are located in the bottom section, two on each side.
- The top section is hatched, indicating a specific material or finish.
- The bottom section is solid, indicating a different material or finish.

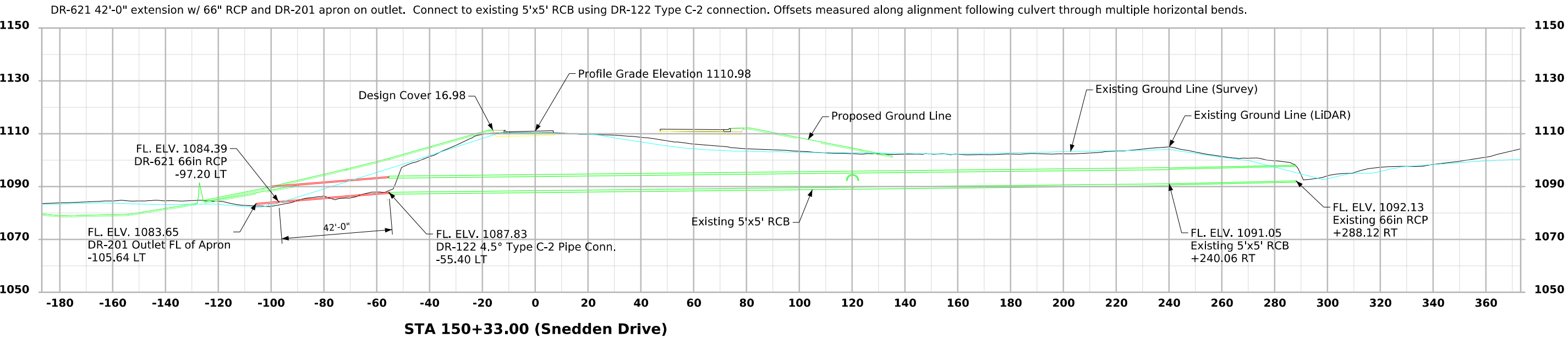
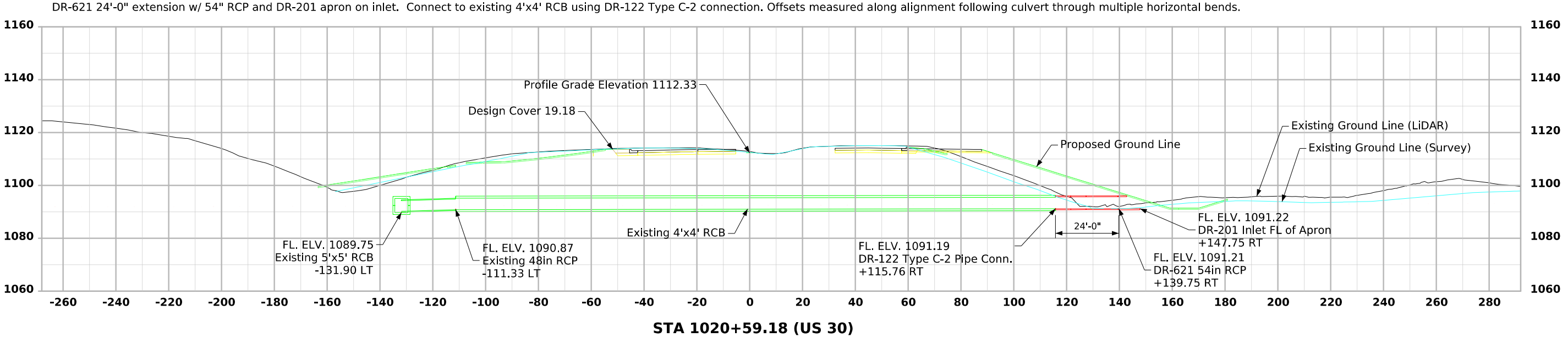
SECTION B-B



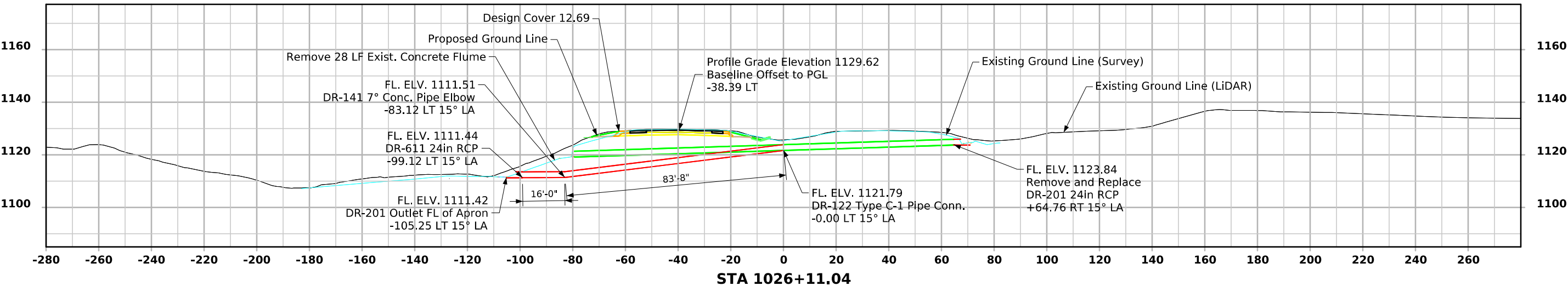
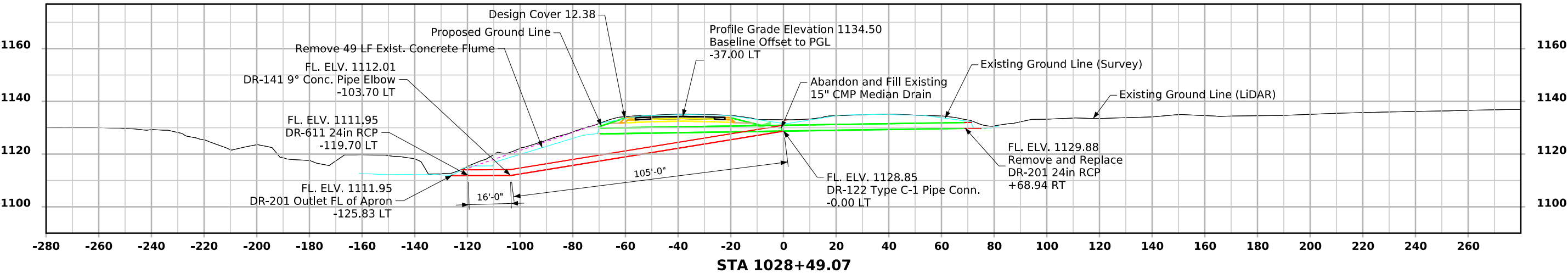
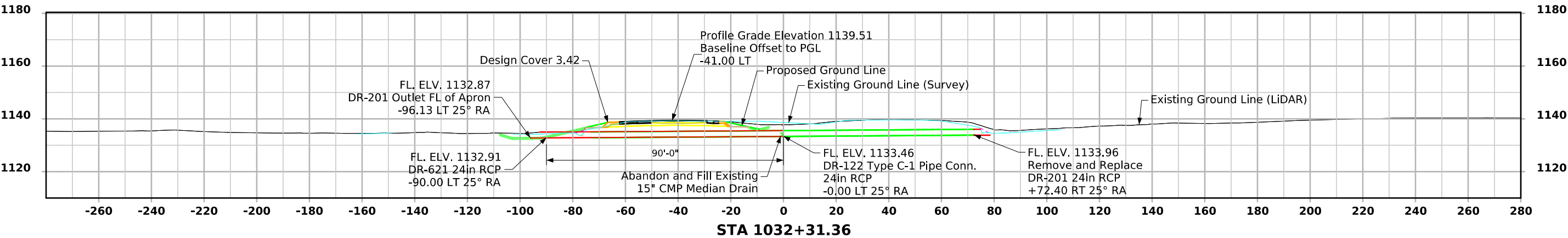
- ① Provide bicycle-safe vane-style grate. At low points, grates with vanes facing both directions of flow are allowed.
- ② For details of boxout pavement, refer to SW-514.

MODIFIED		REVISION	
		6	10-16-18
FIGURE 6010.603	STANDARD ROAD PLAN	SW-603	
		SHEET 1 of 1	
CASTINGS FOR GRATE INTAKES			

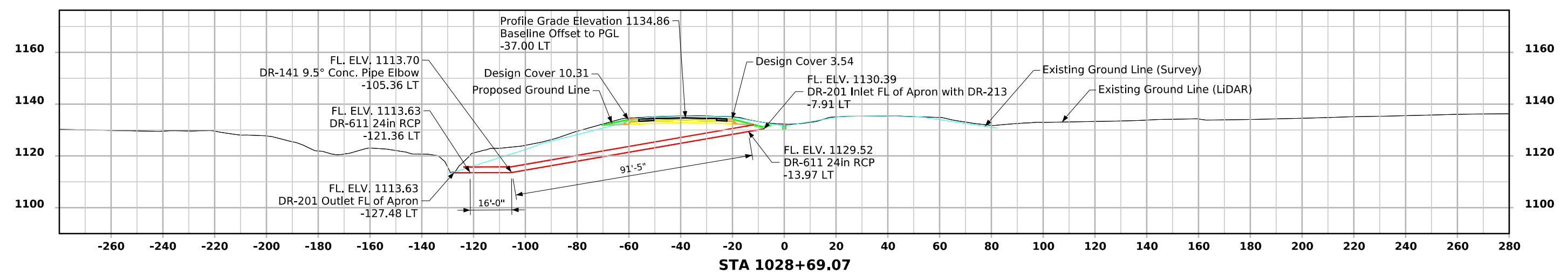
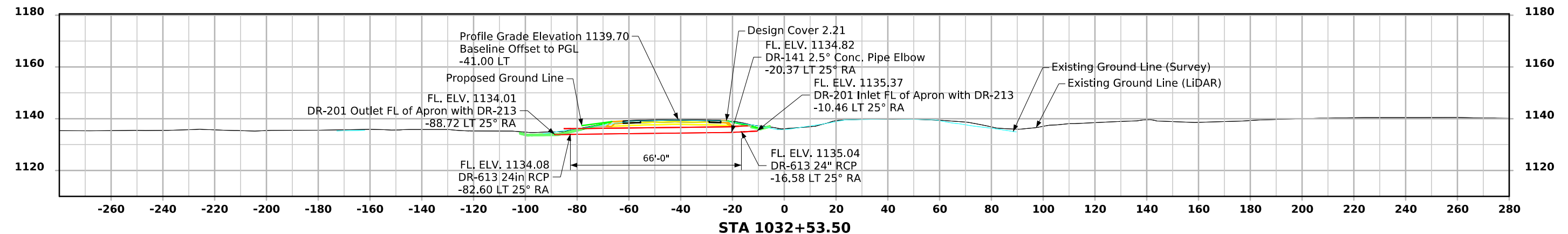
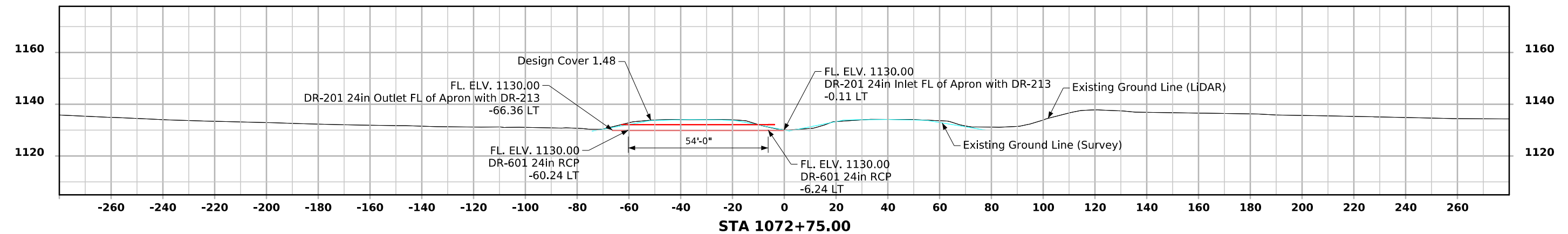
ML - US30 / SNEDDEN DR.



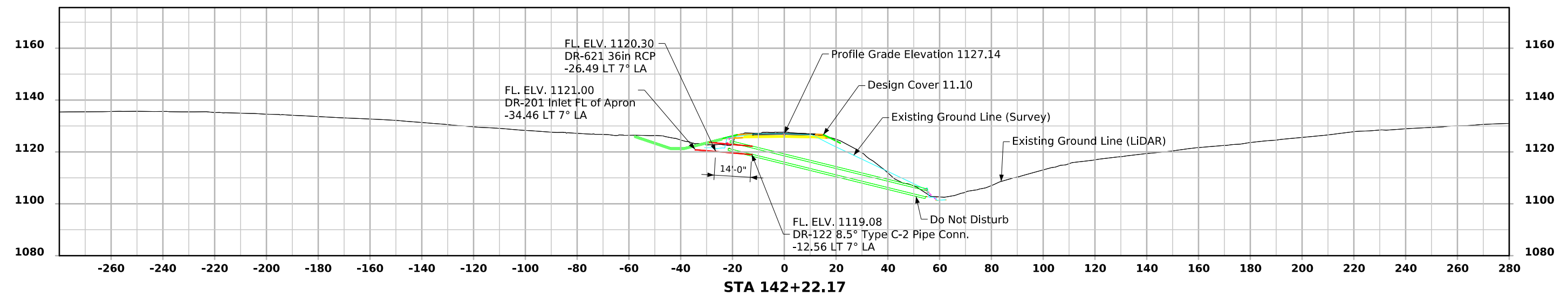
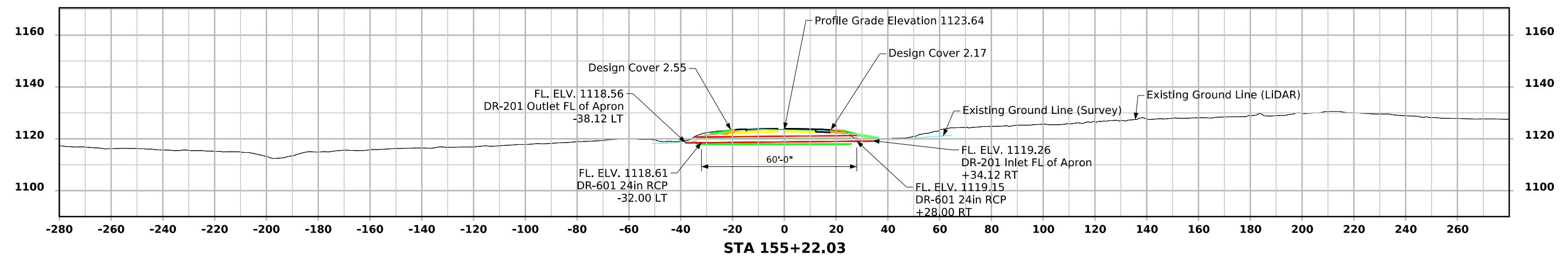
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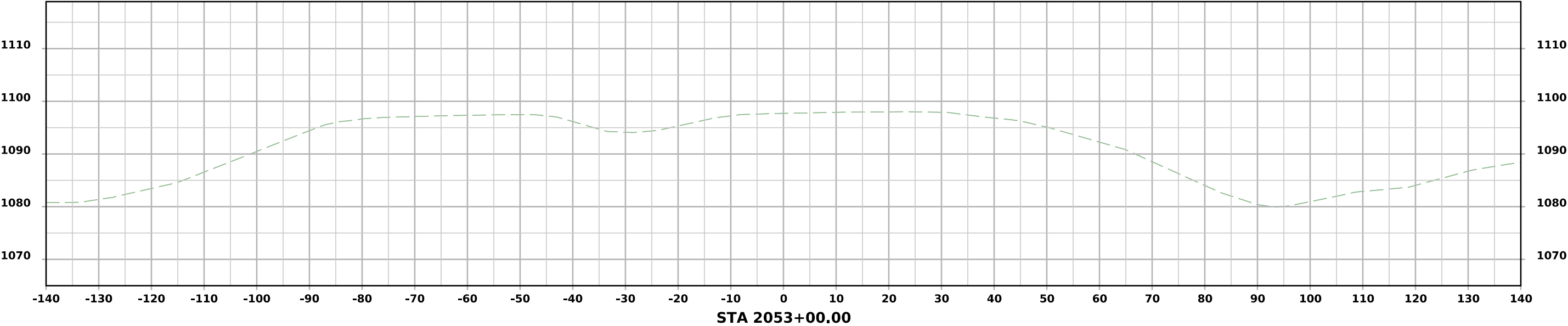
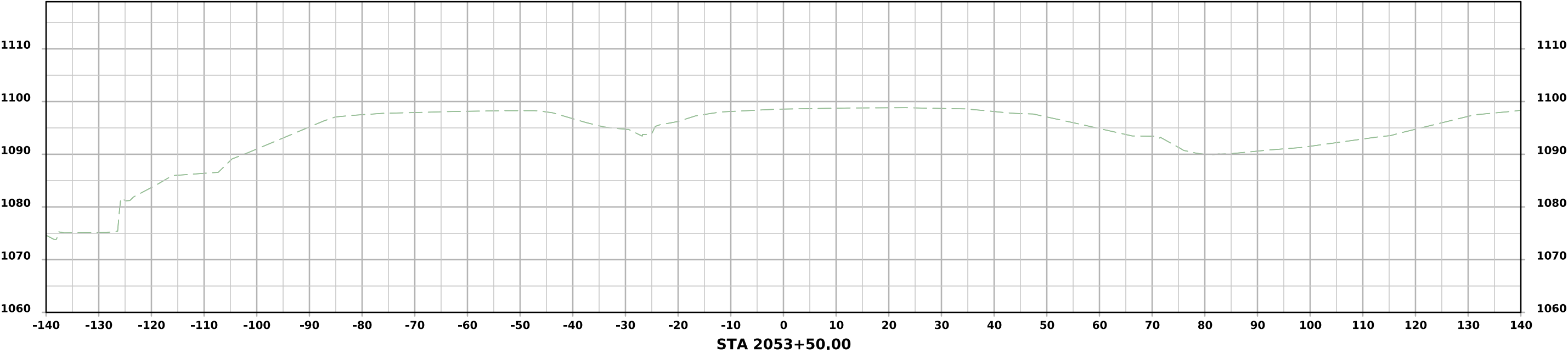
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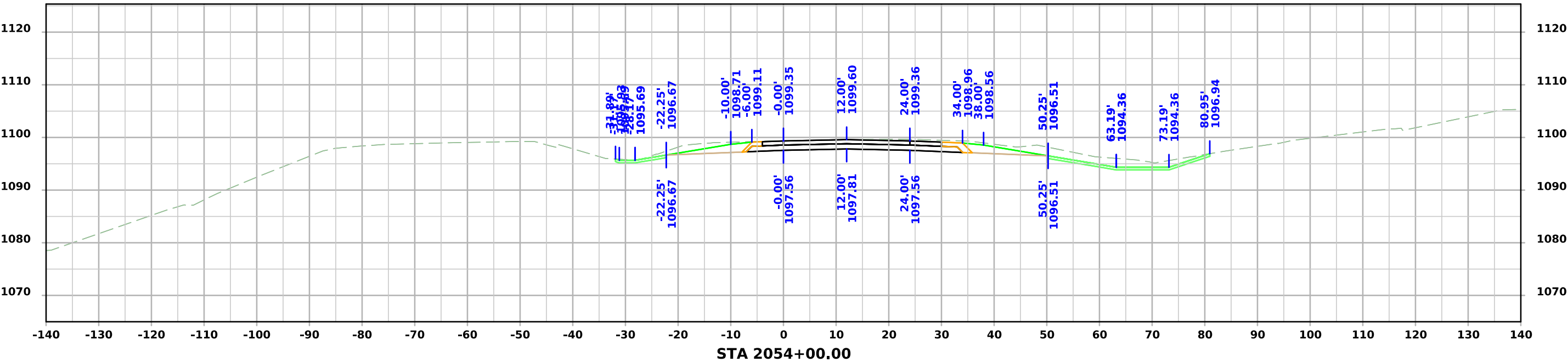
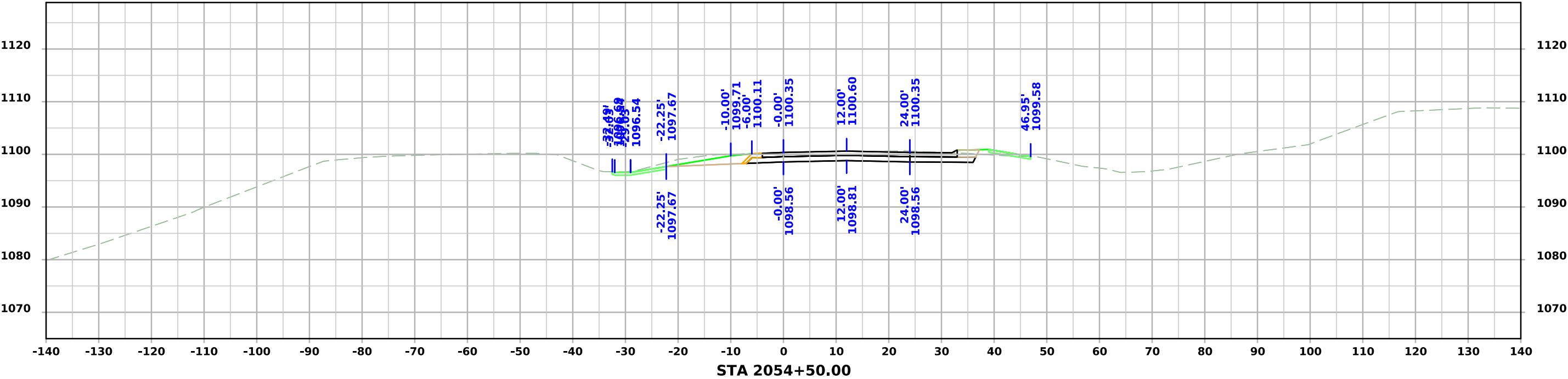
SNEDDEN DR.



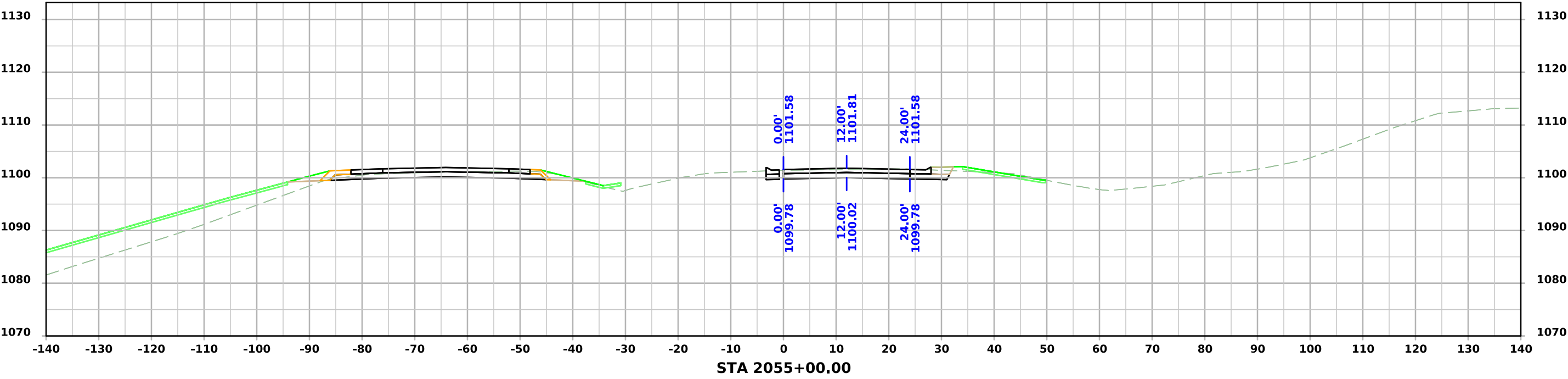
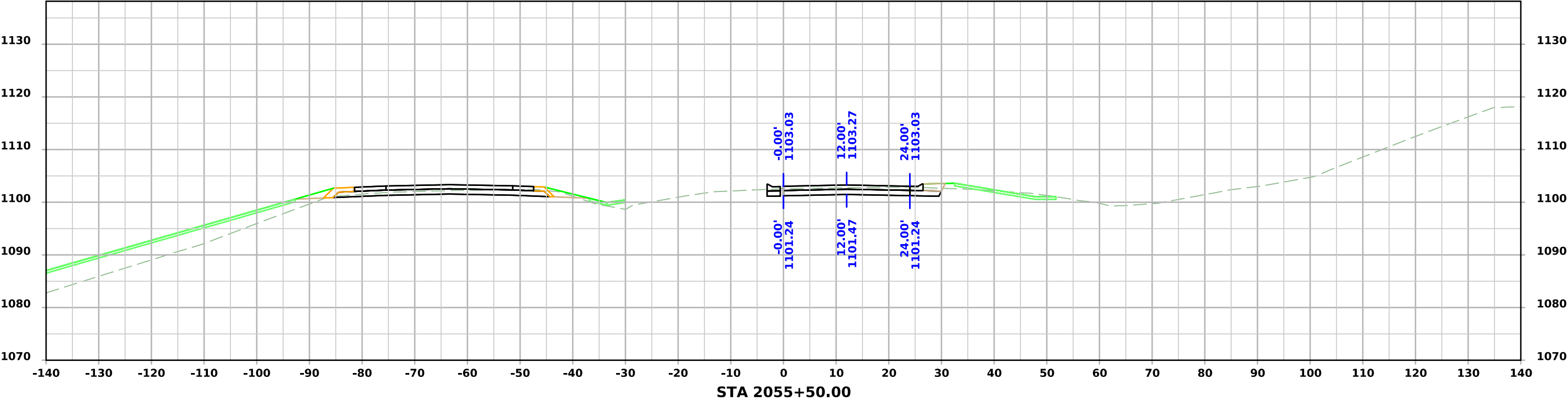
US 30 Eastbound



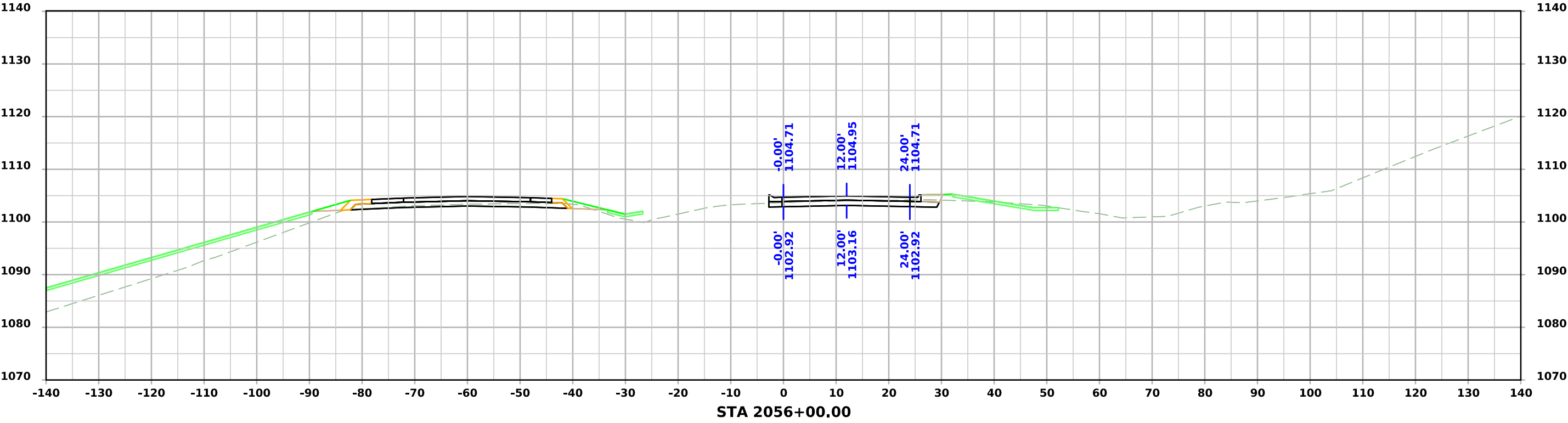
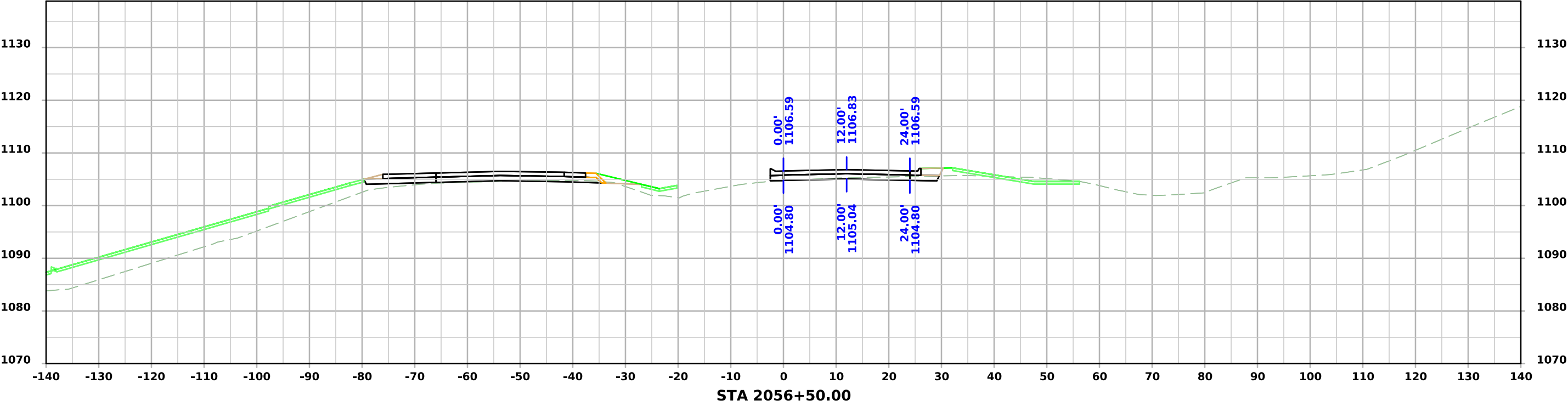
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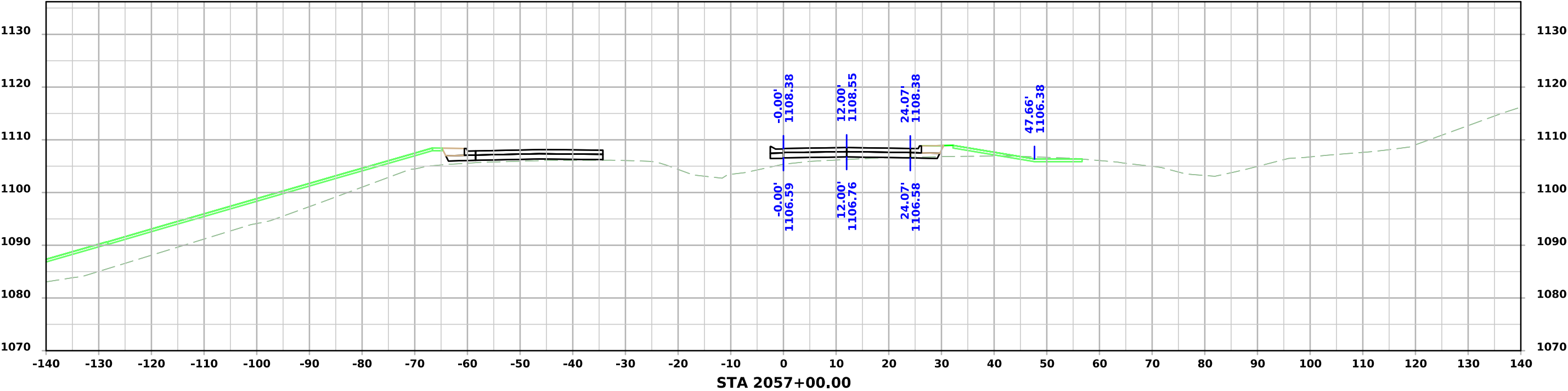
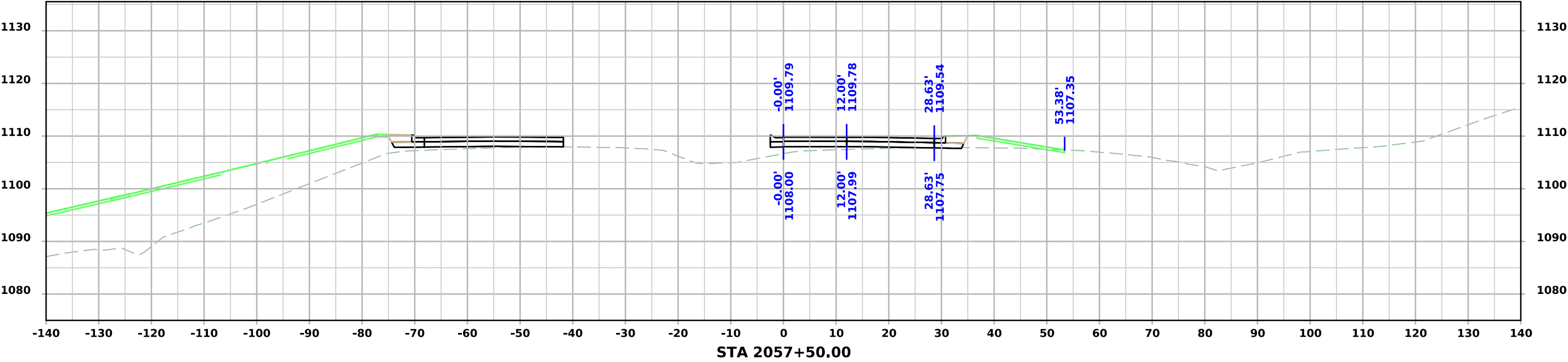
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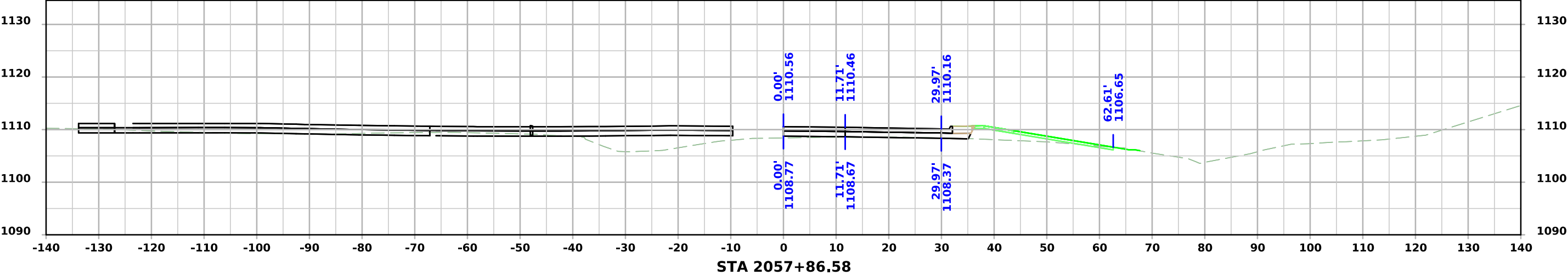
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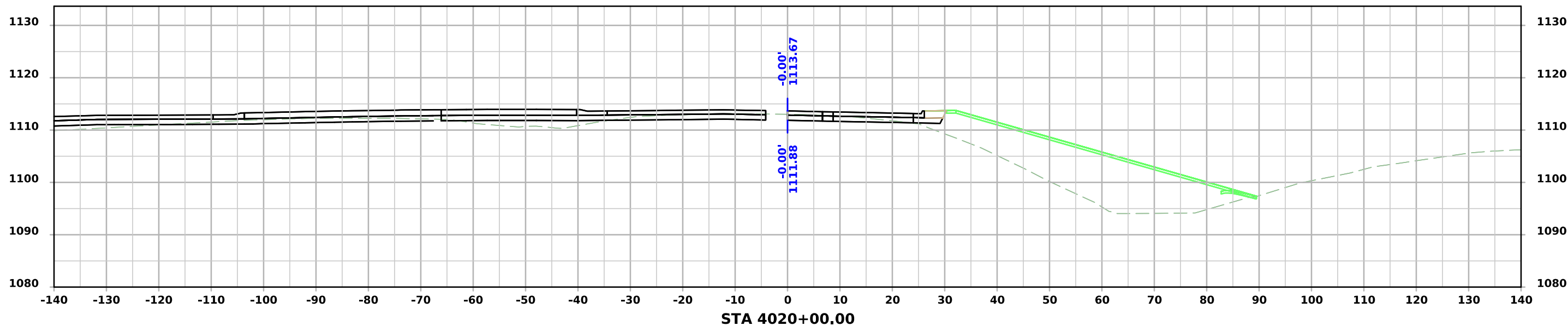
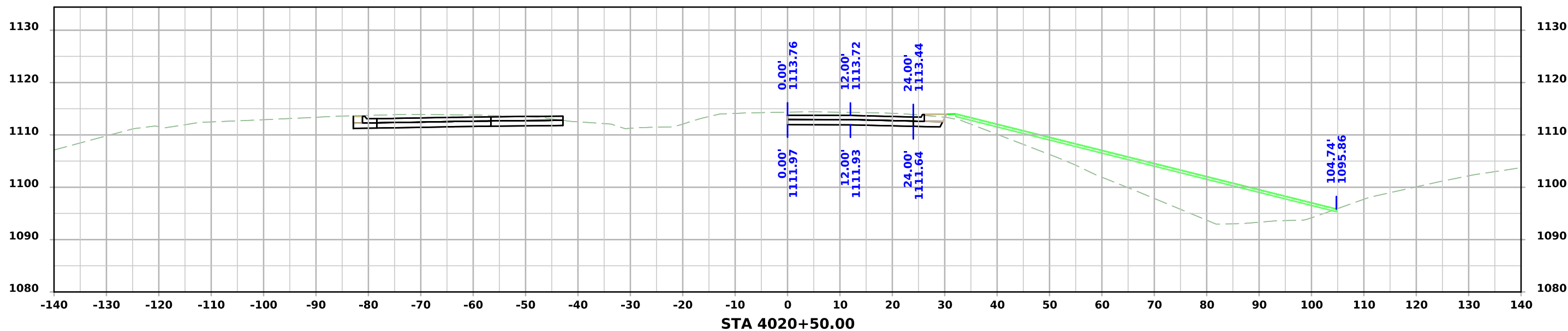
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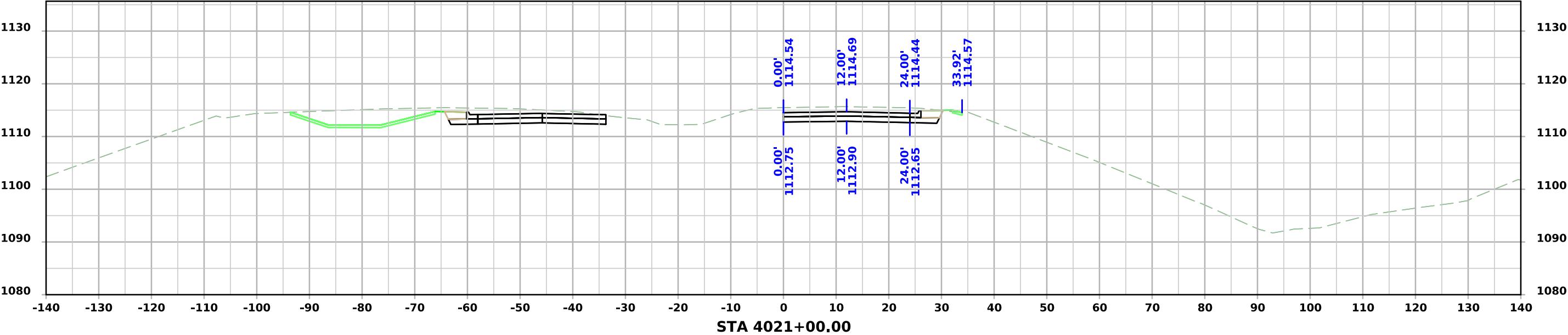
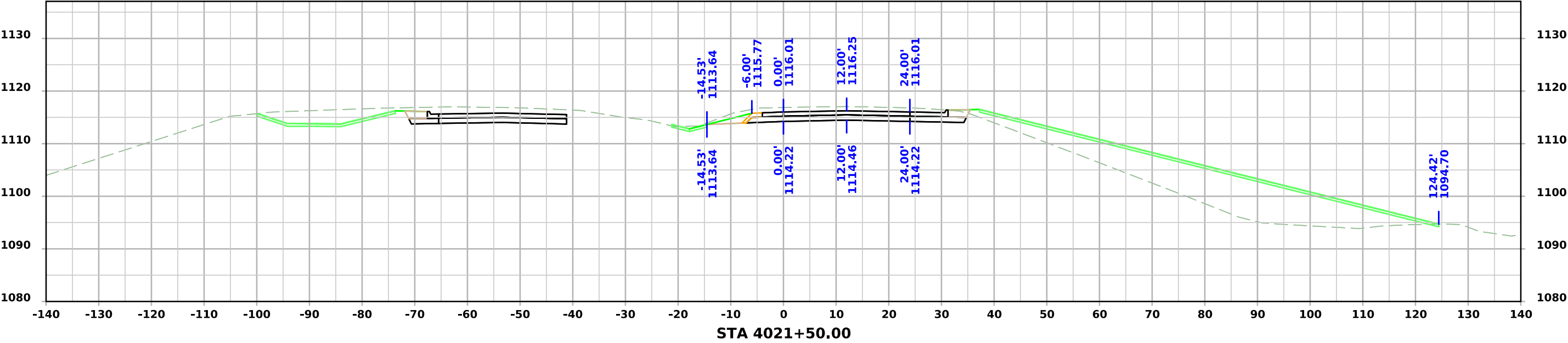
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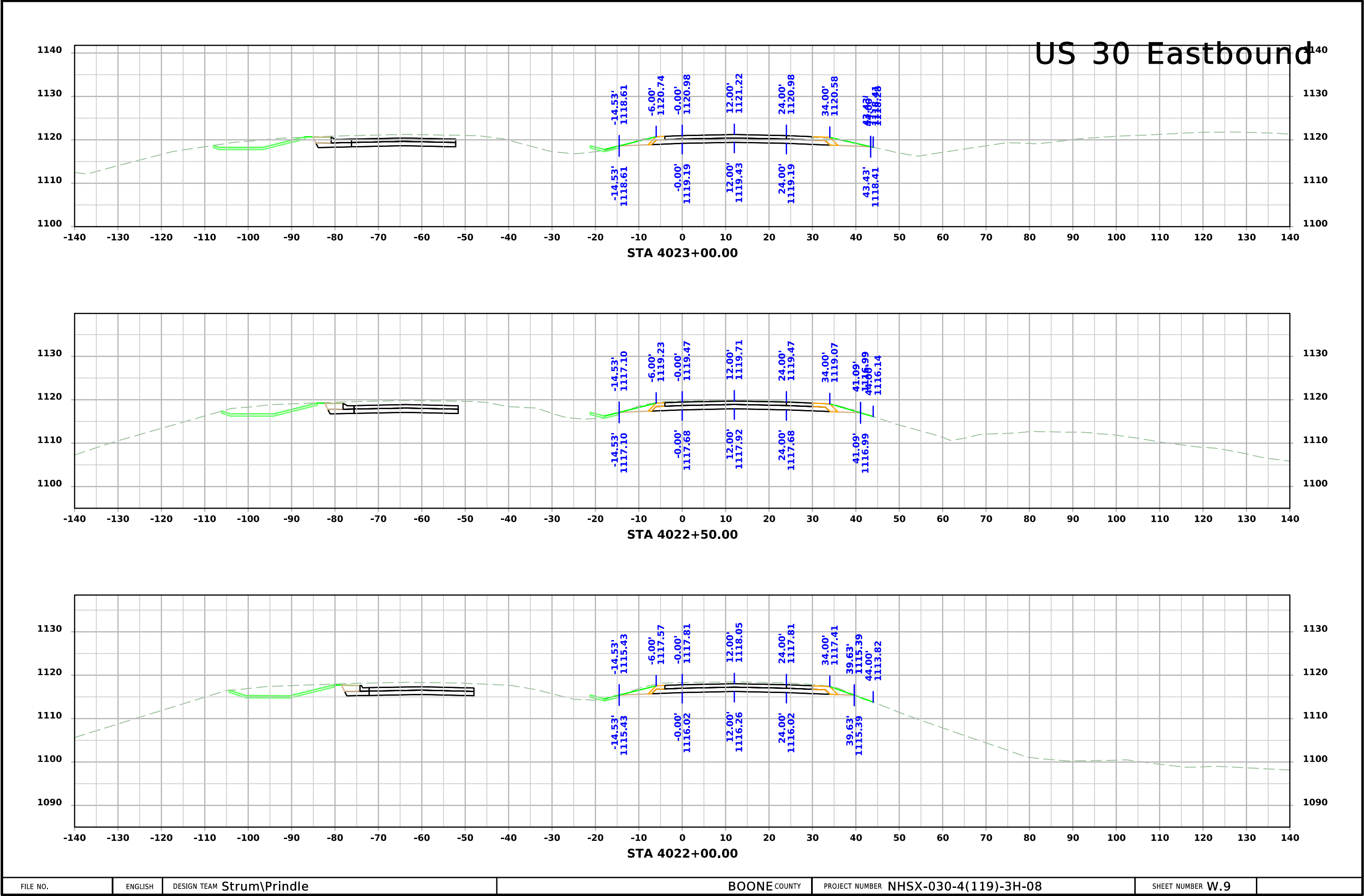


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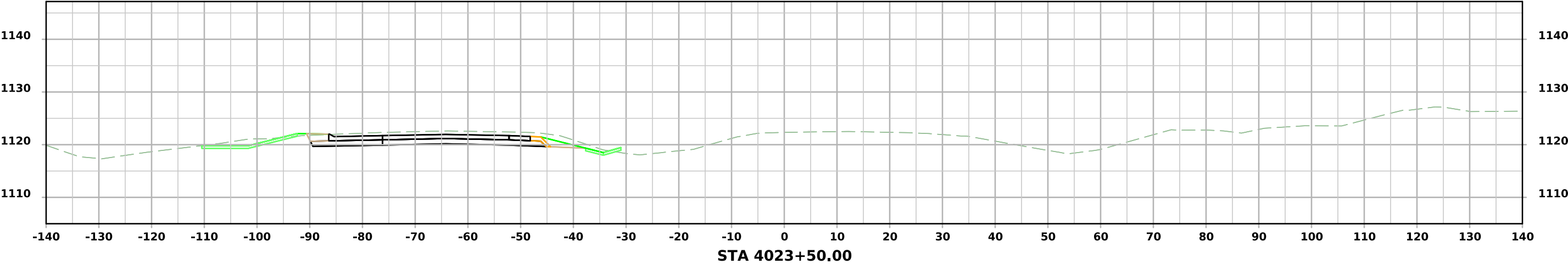
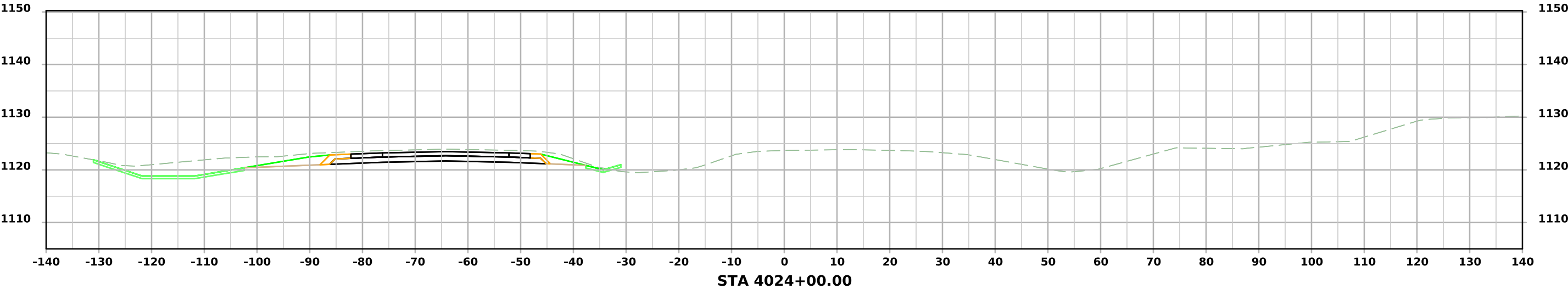


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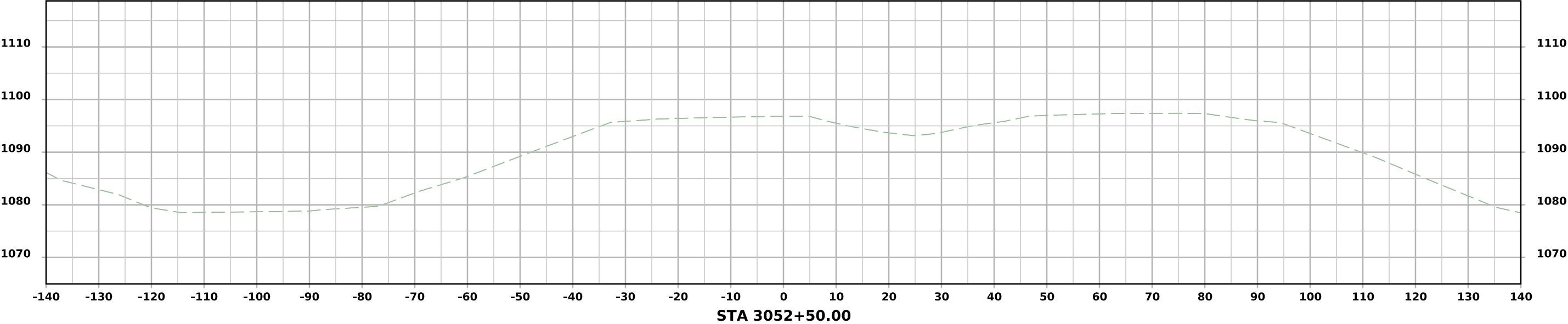
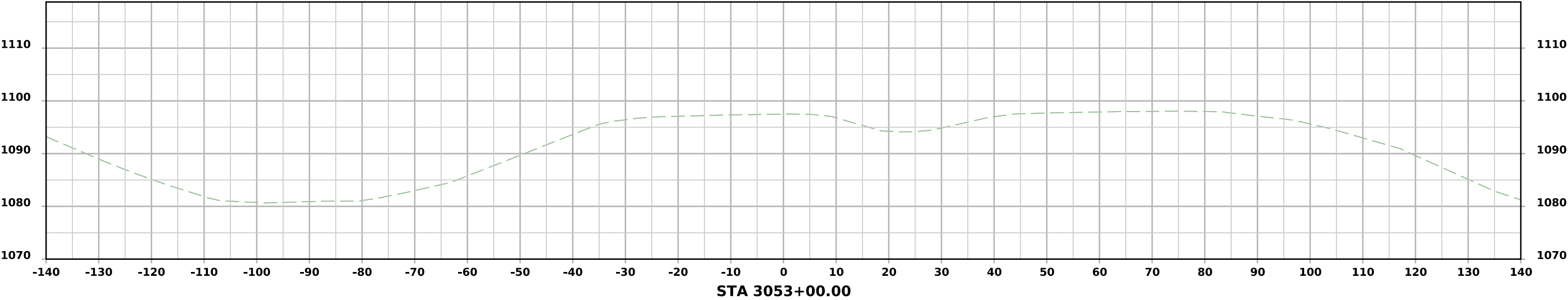




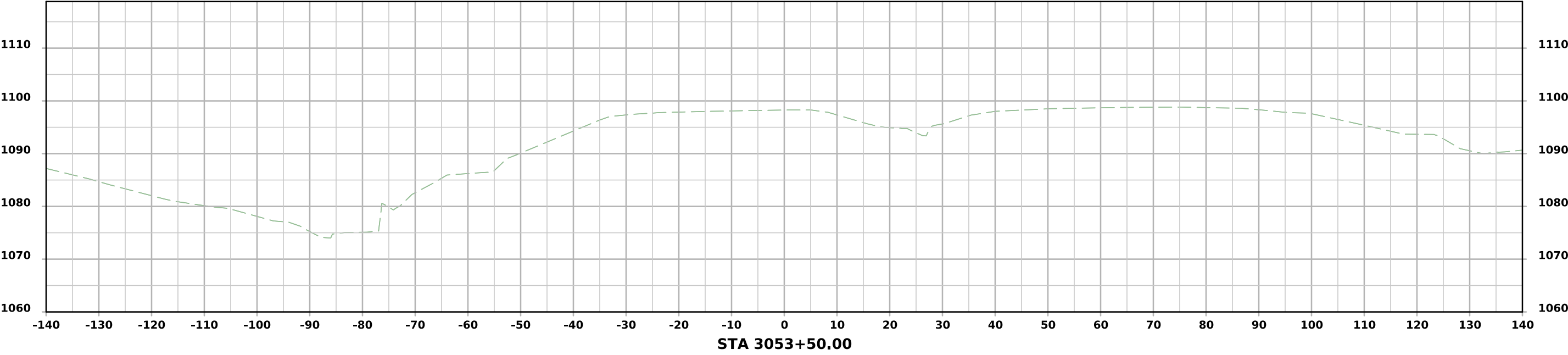
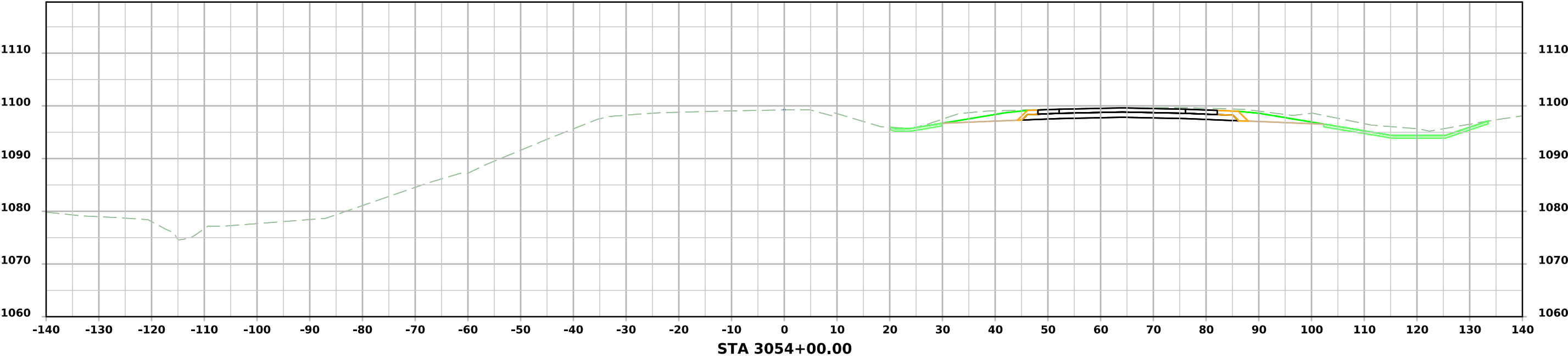
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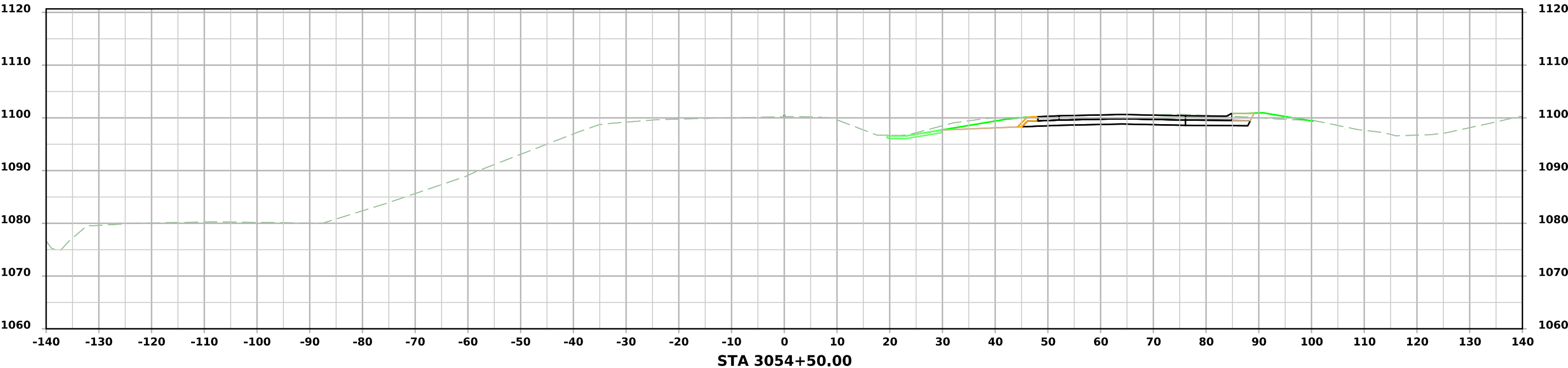
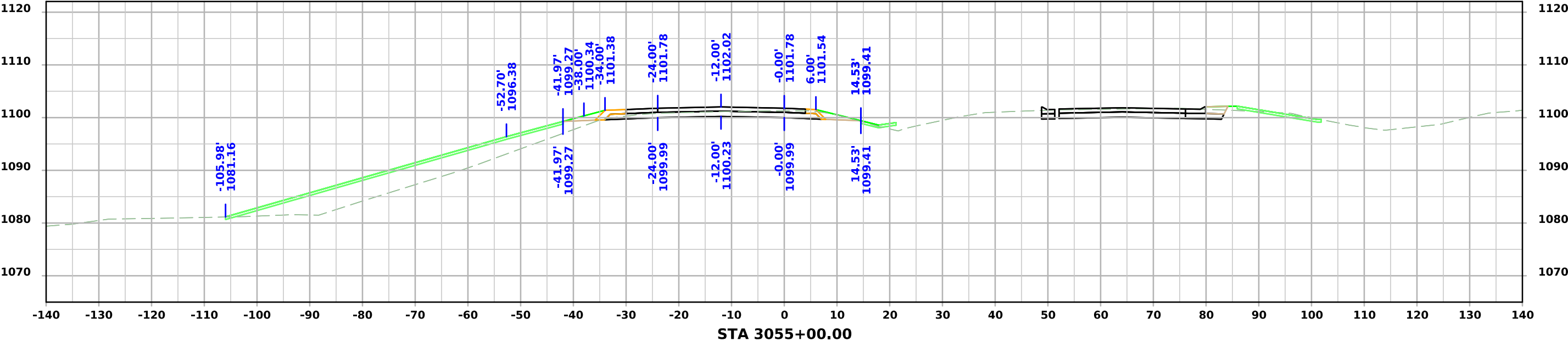
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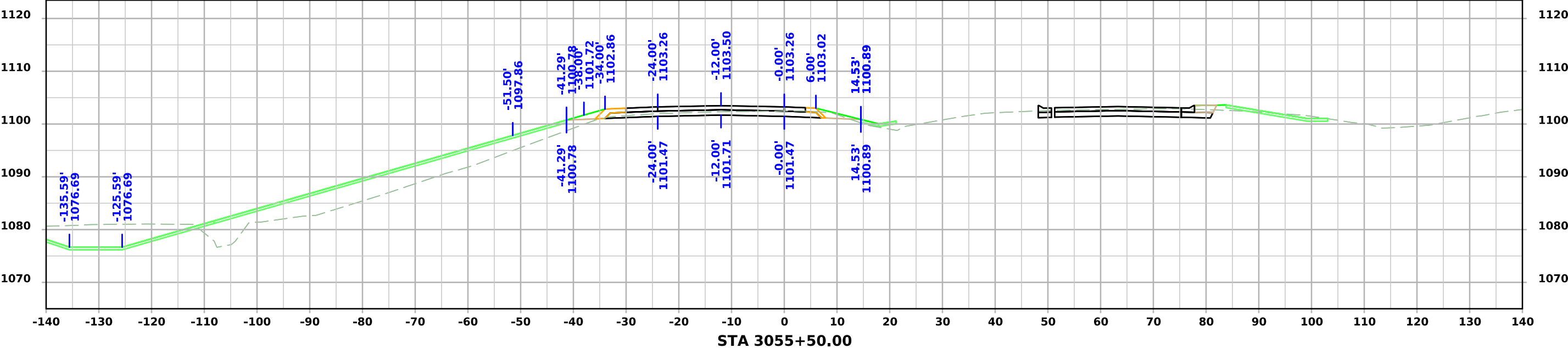
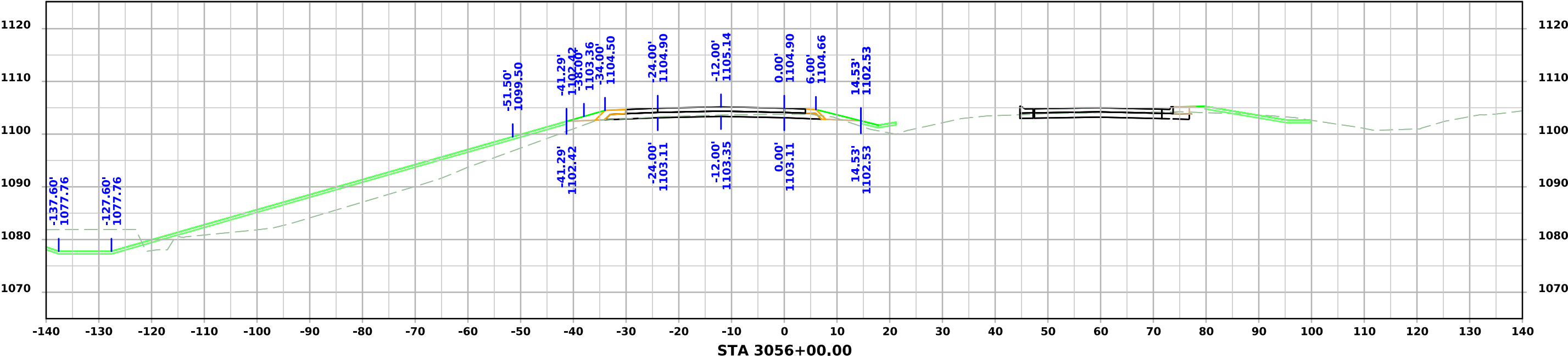
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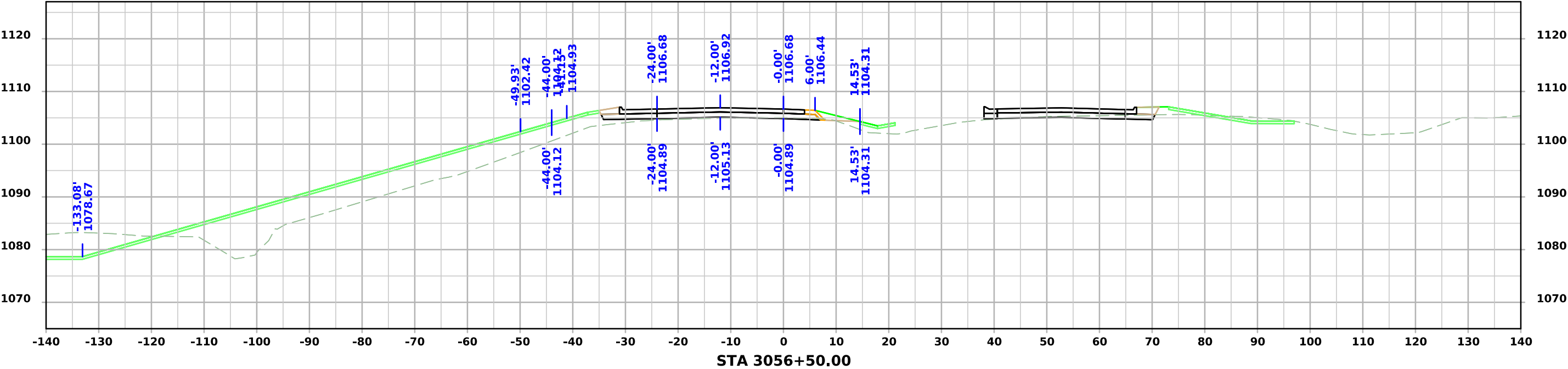
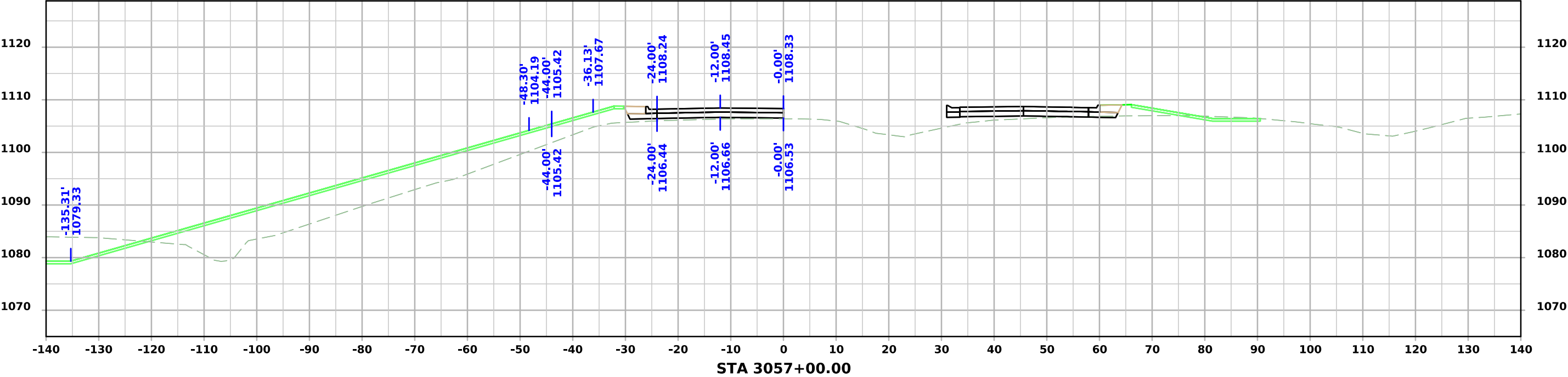
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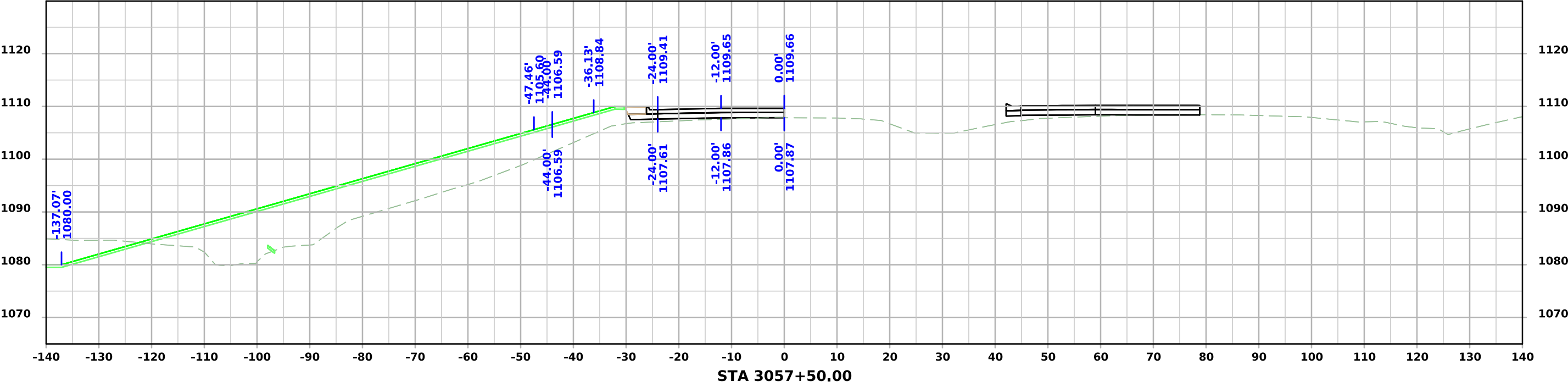
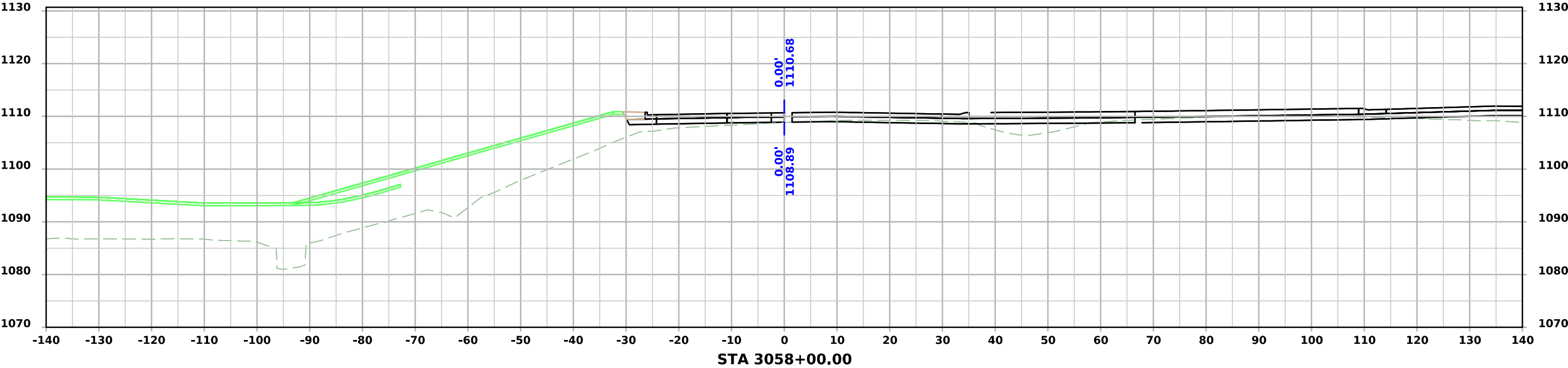
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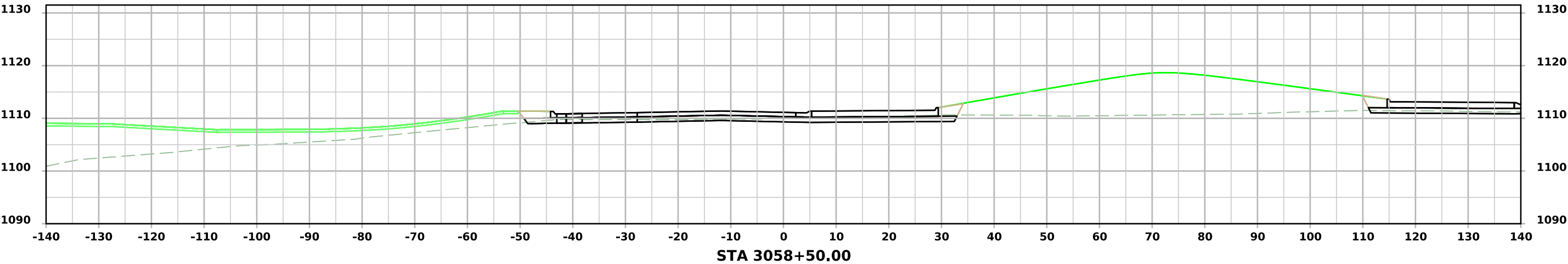
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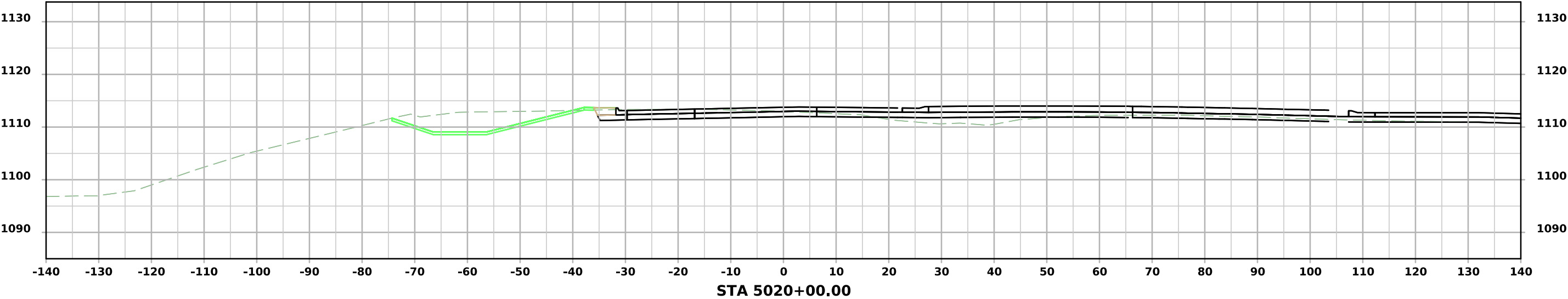
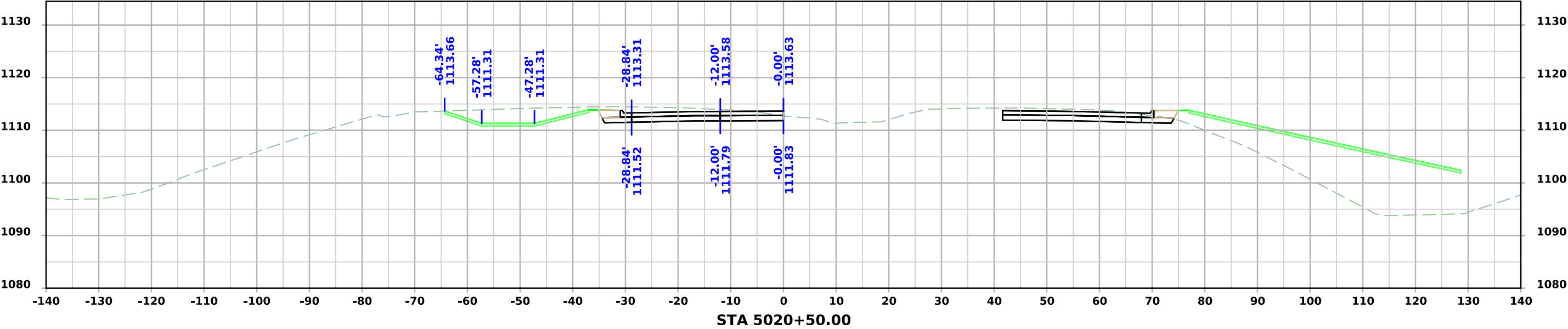
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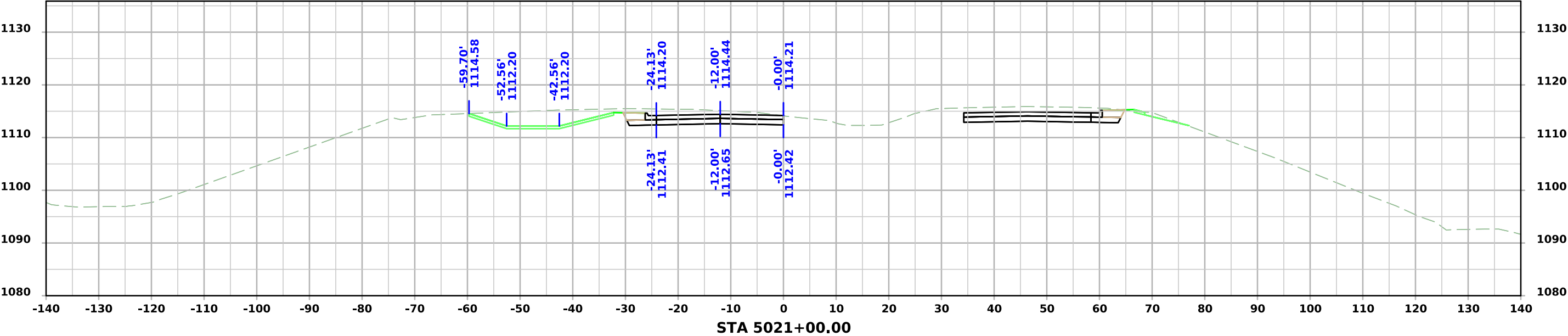
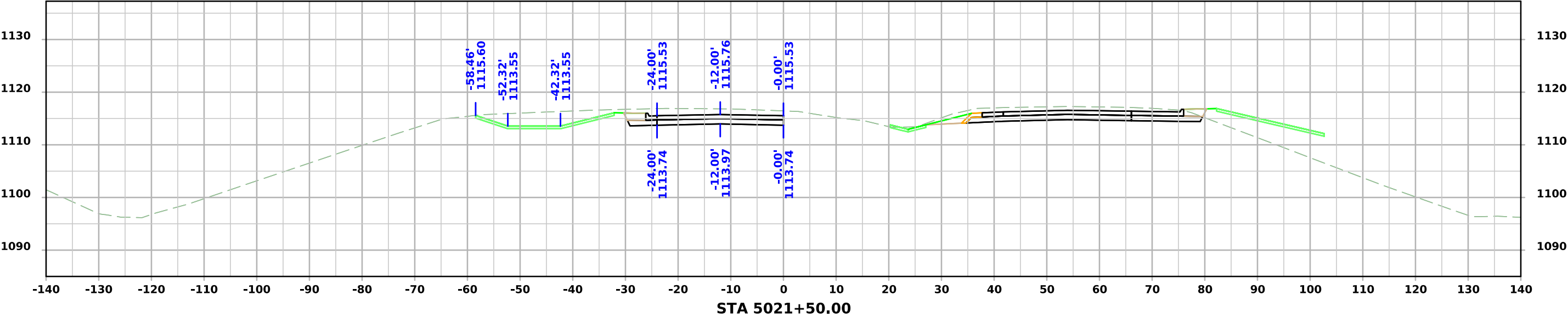
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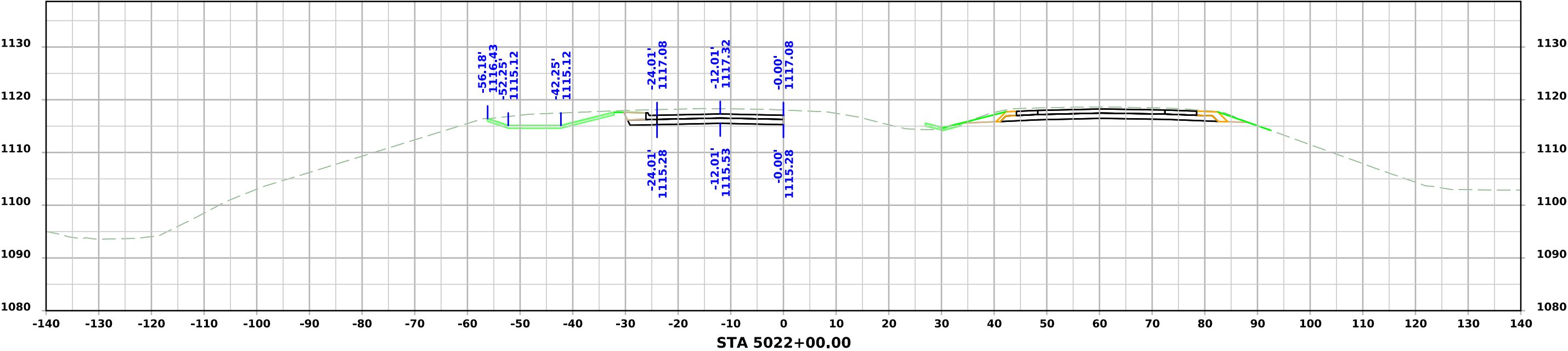
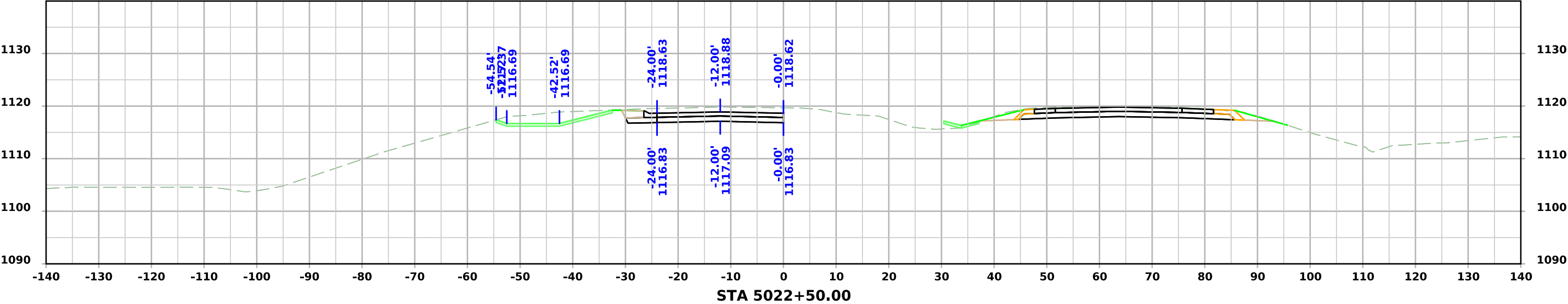
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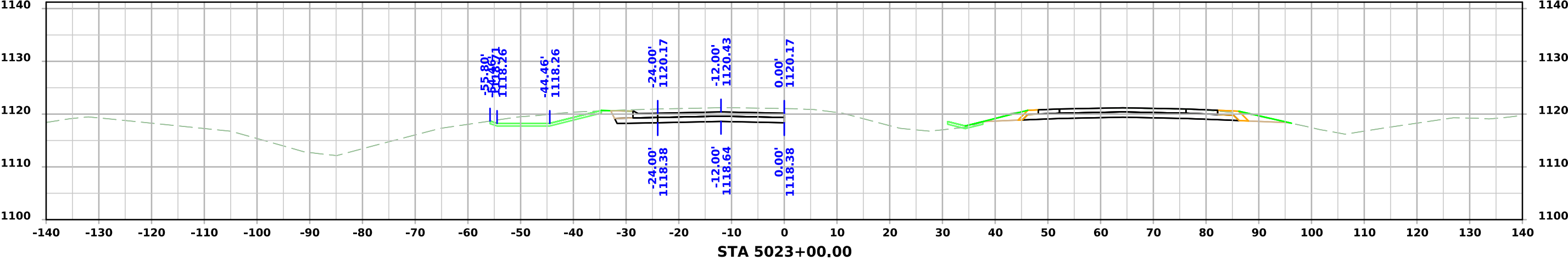
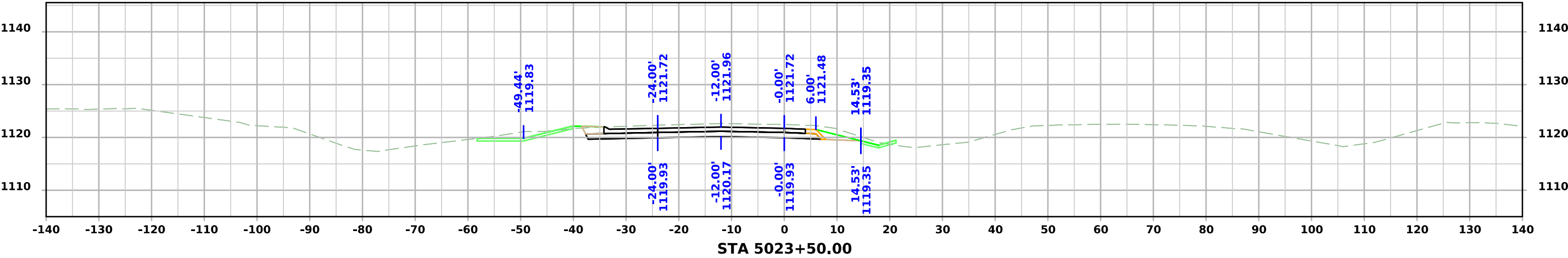
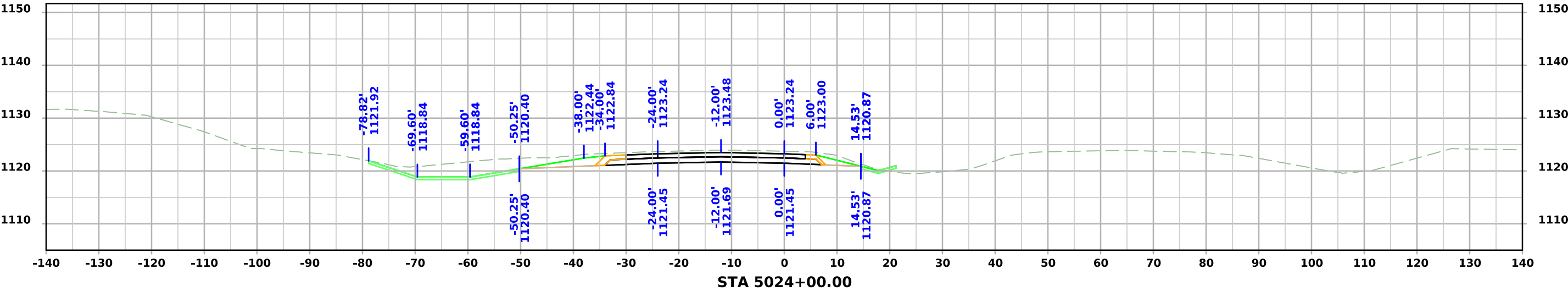
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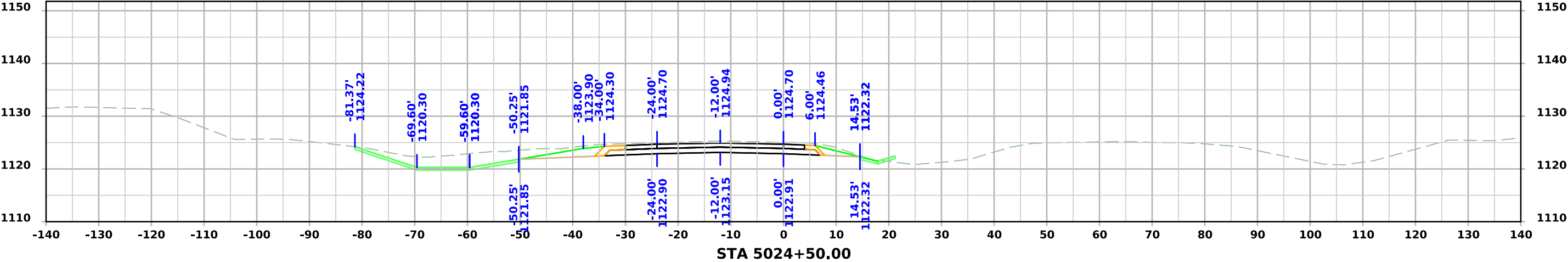
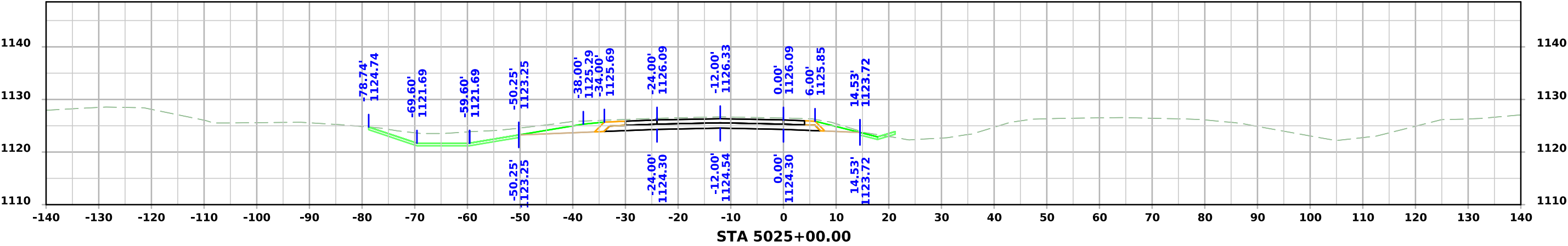
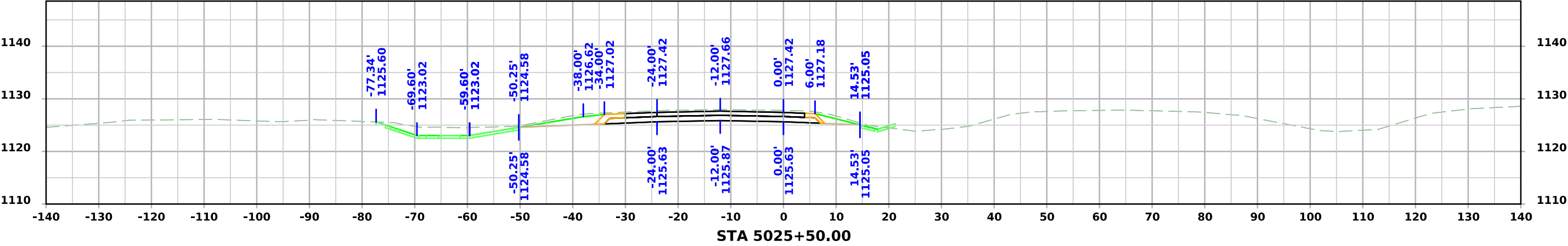
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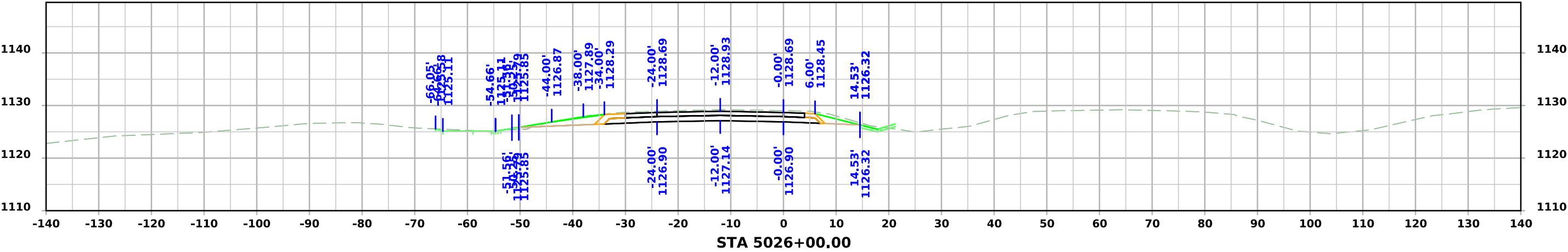
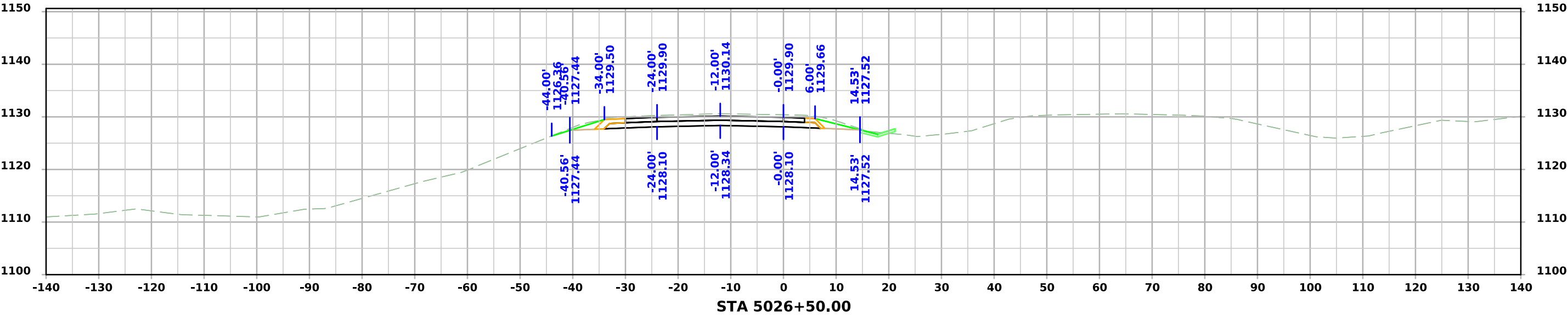
US 30 Westbound



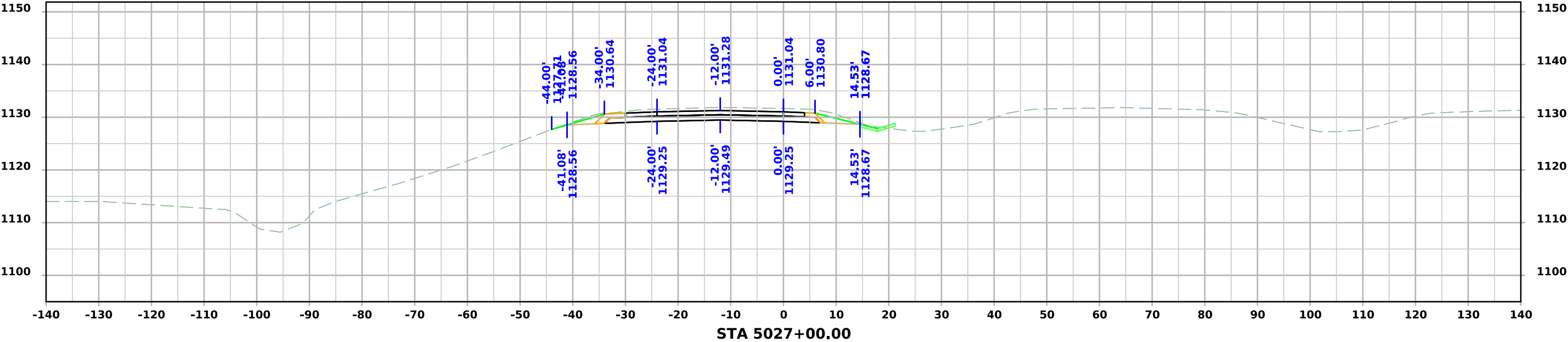
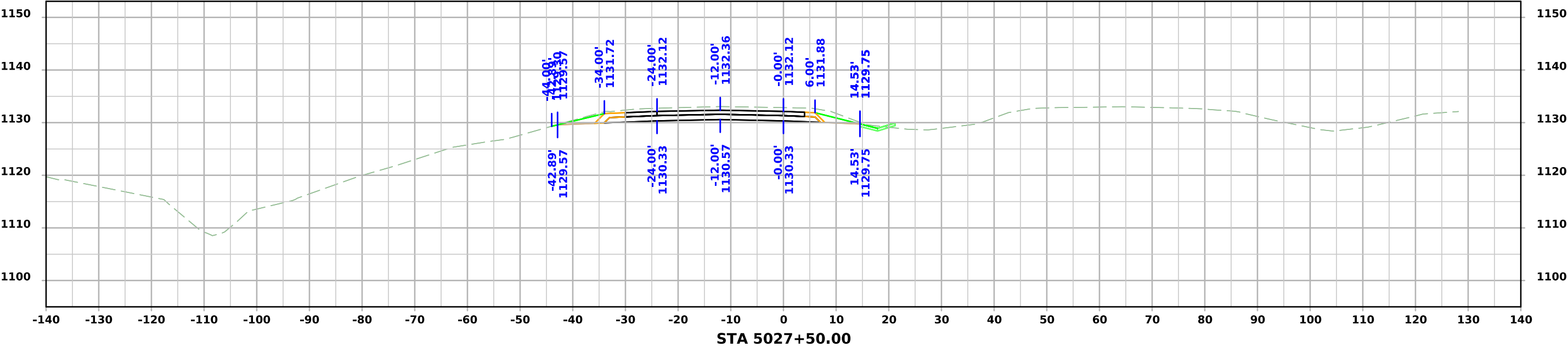
US 30 Westbound



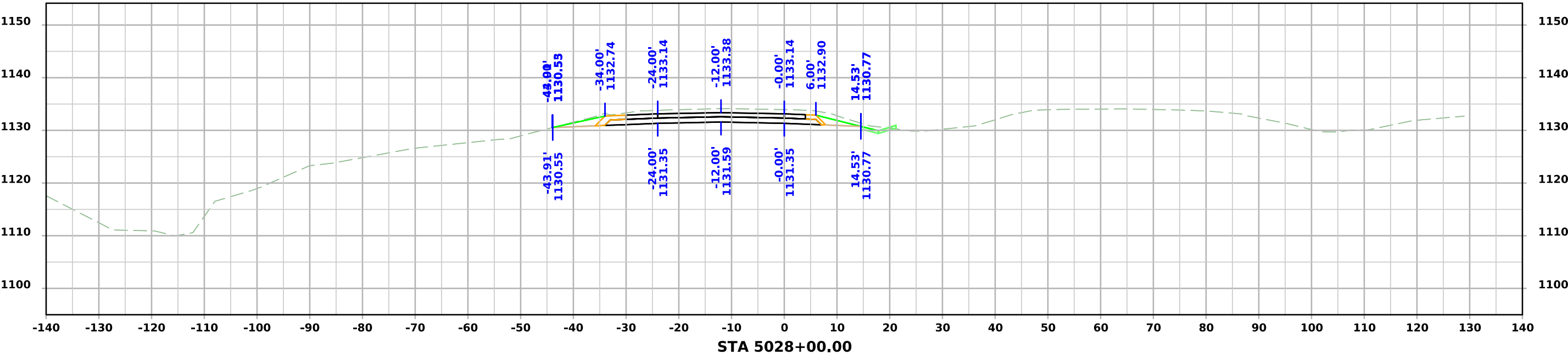
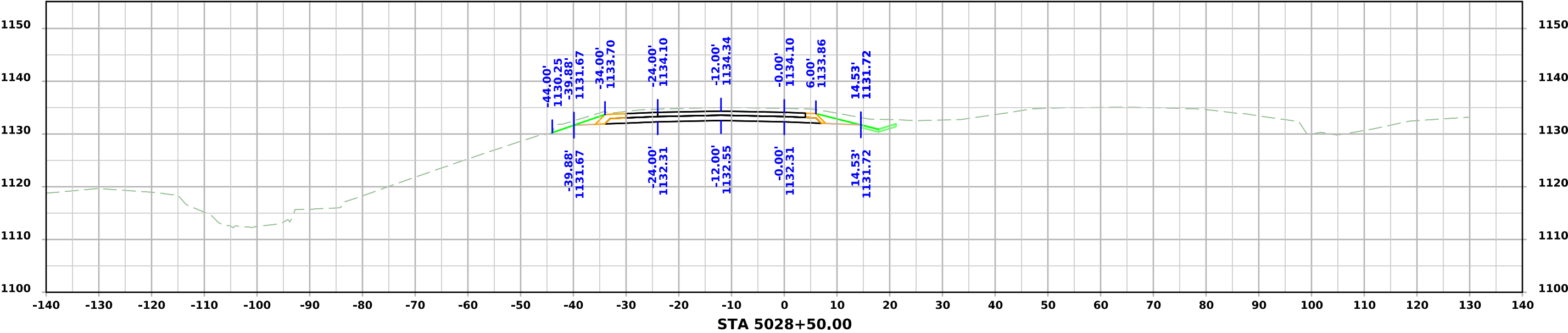
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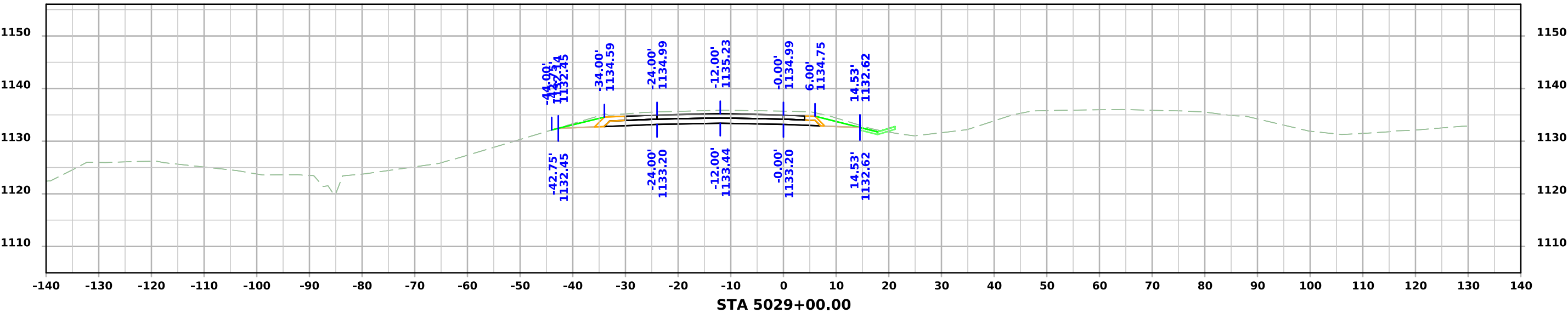
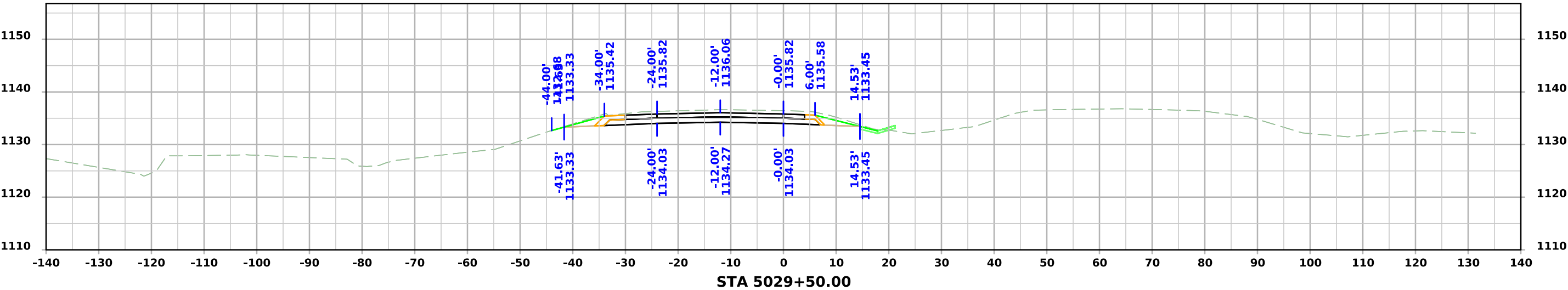
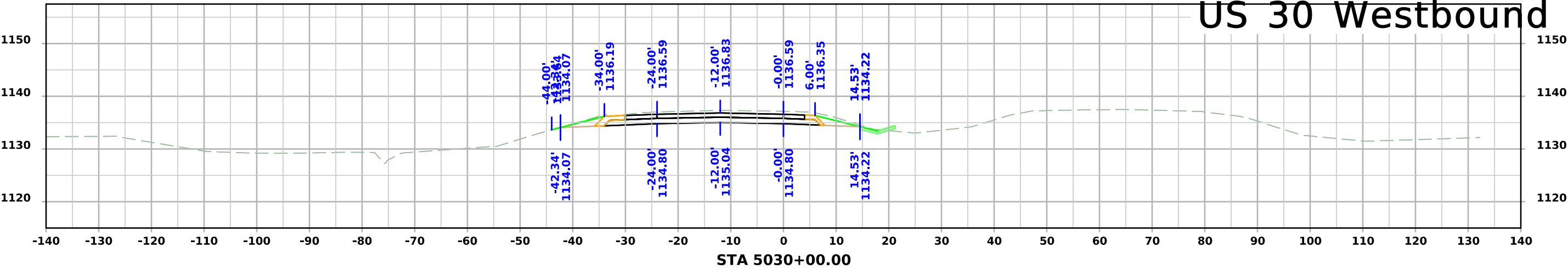
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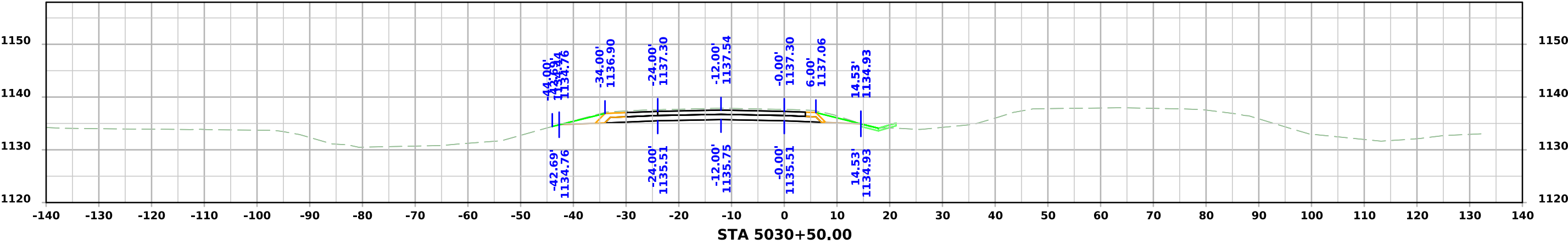
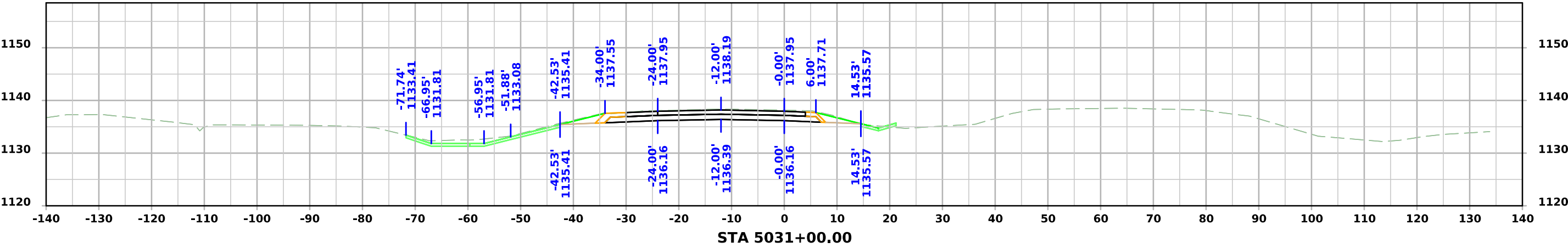
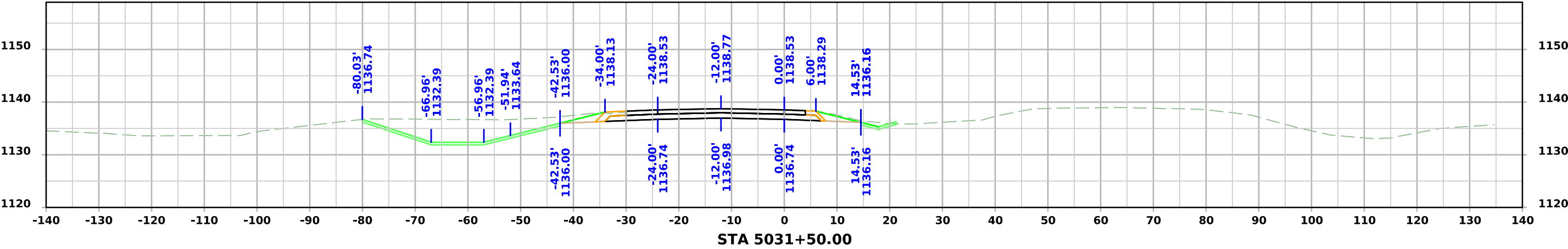
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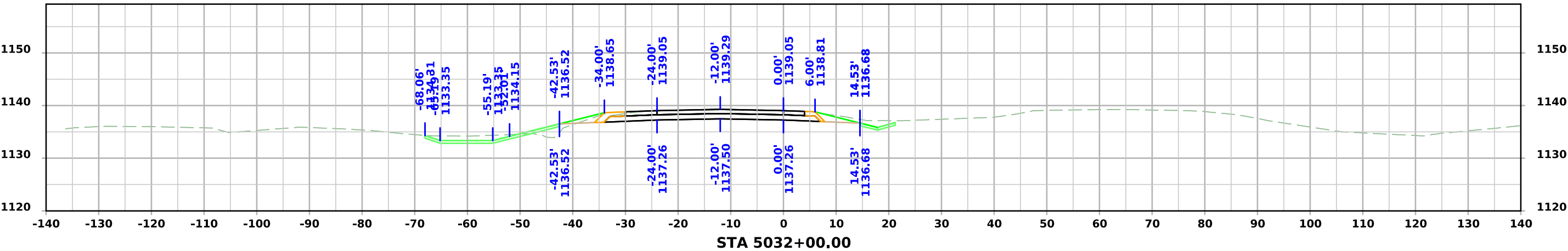
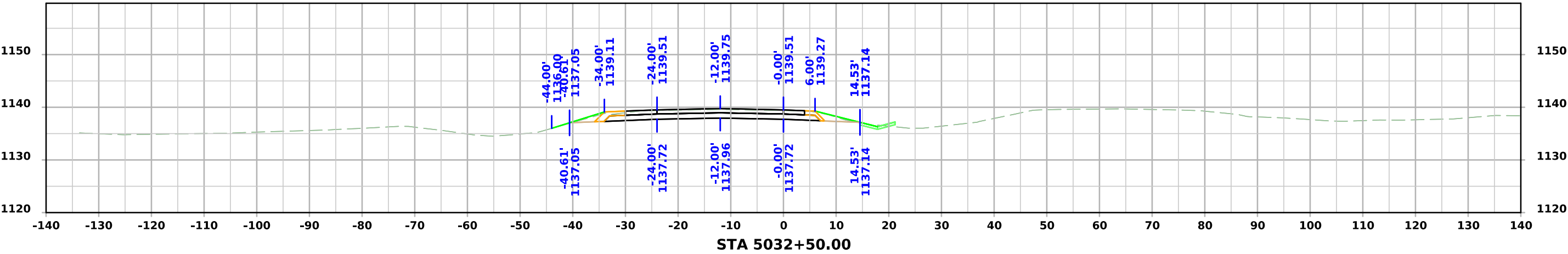
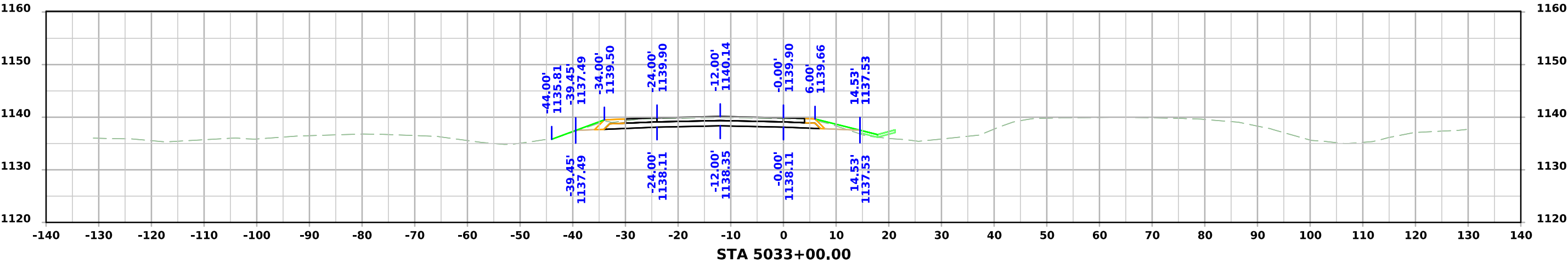
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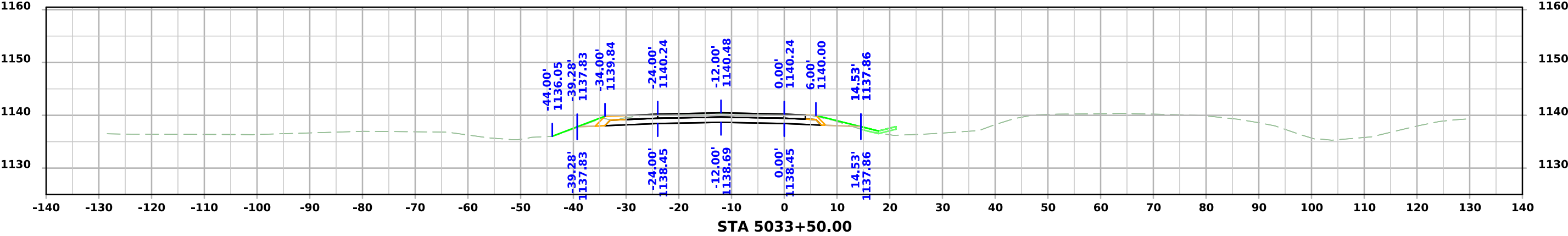
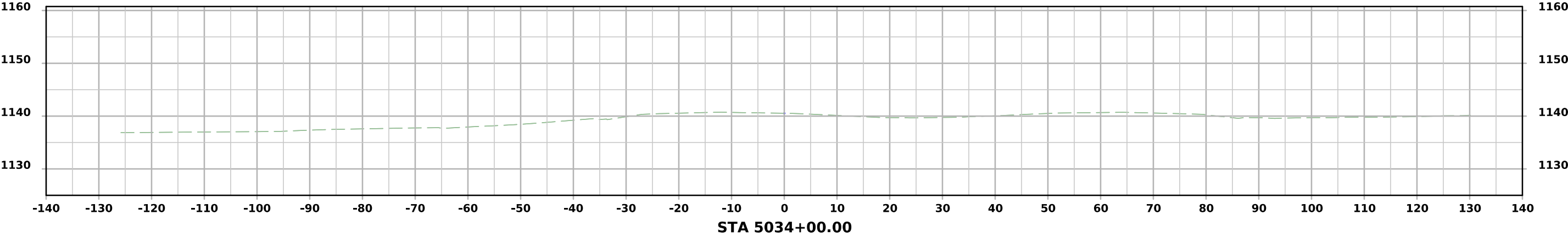
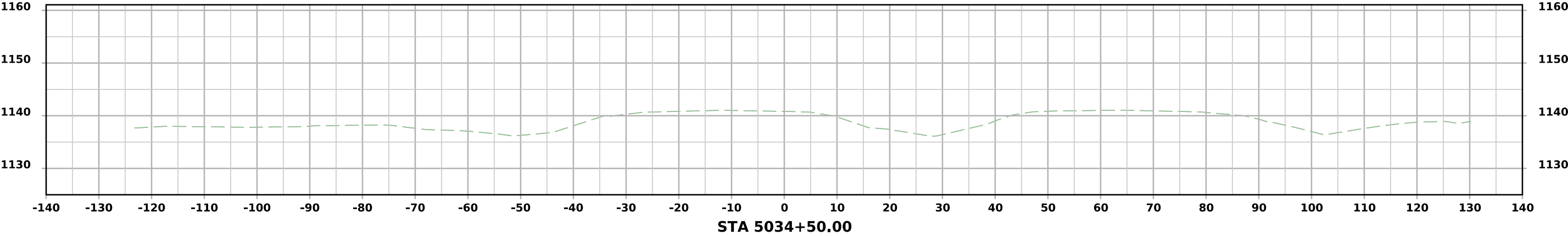
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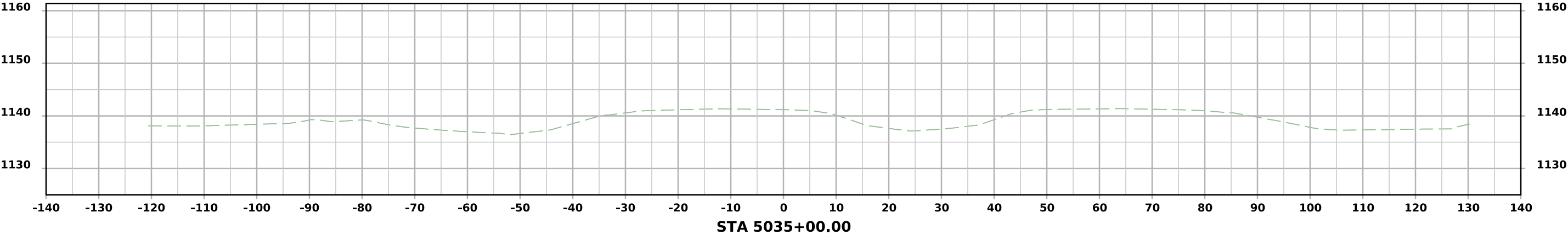
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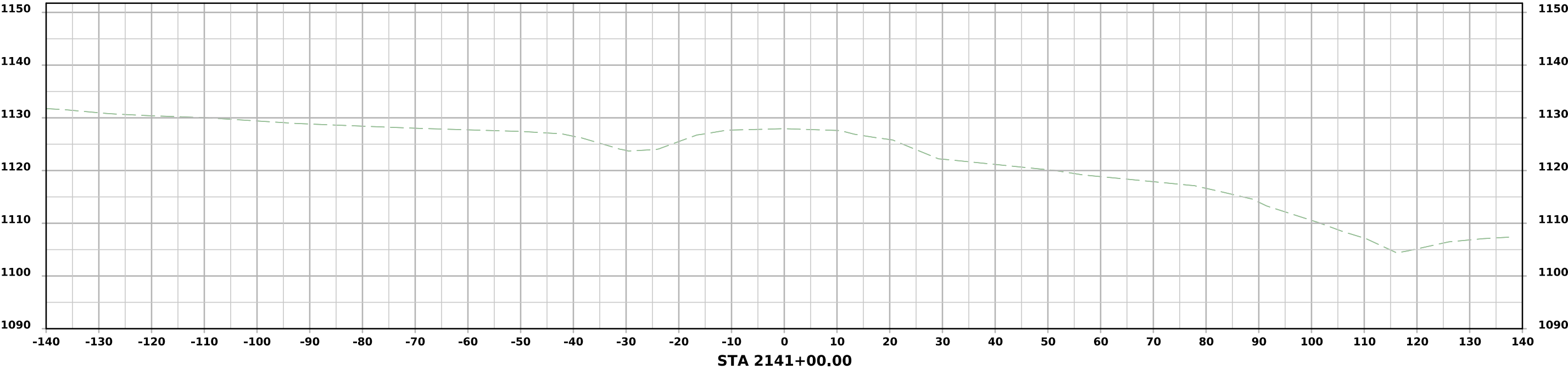
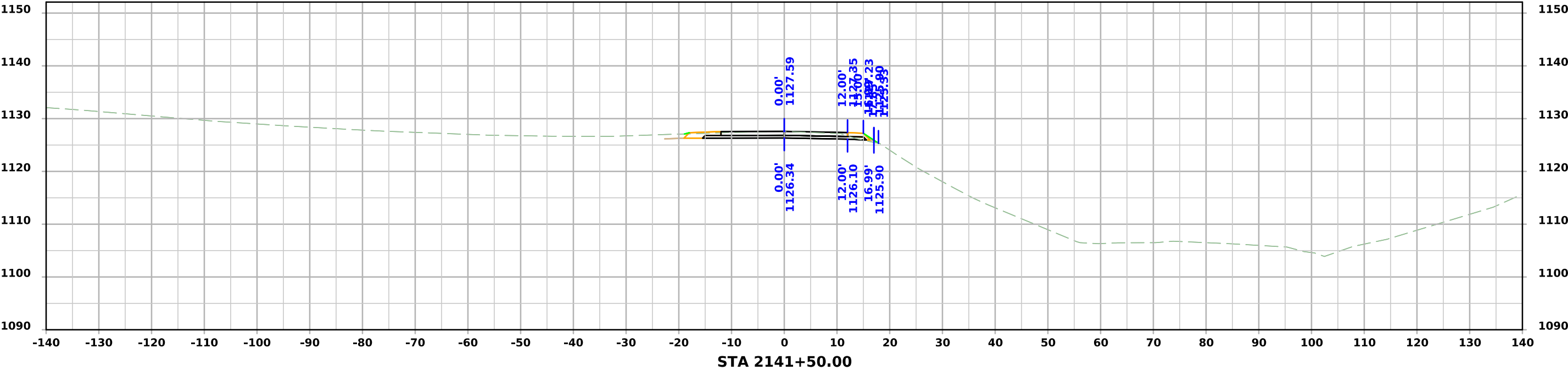
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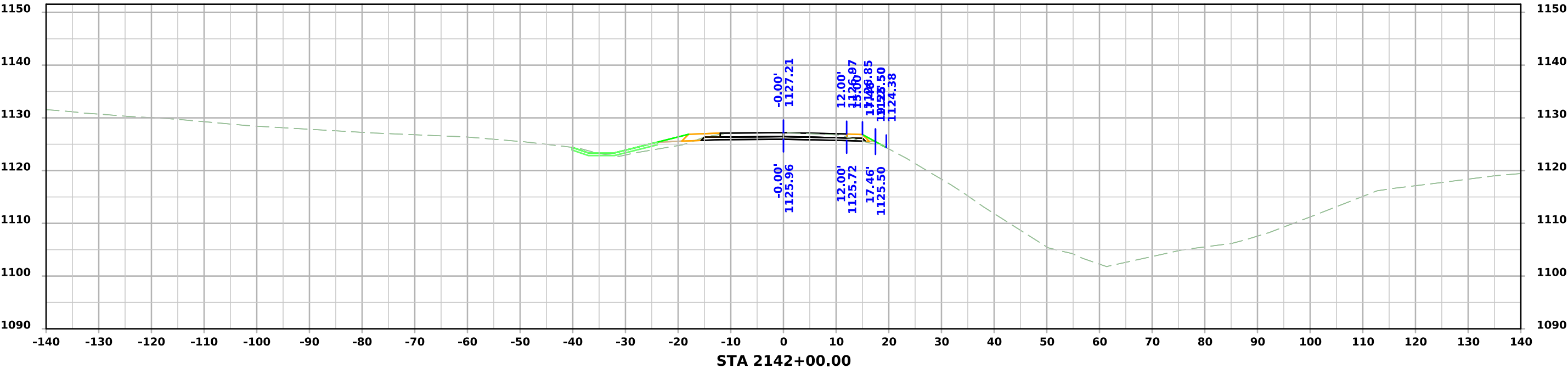
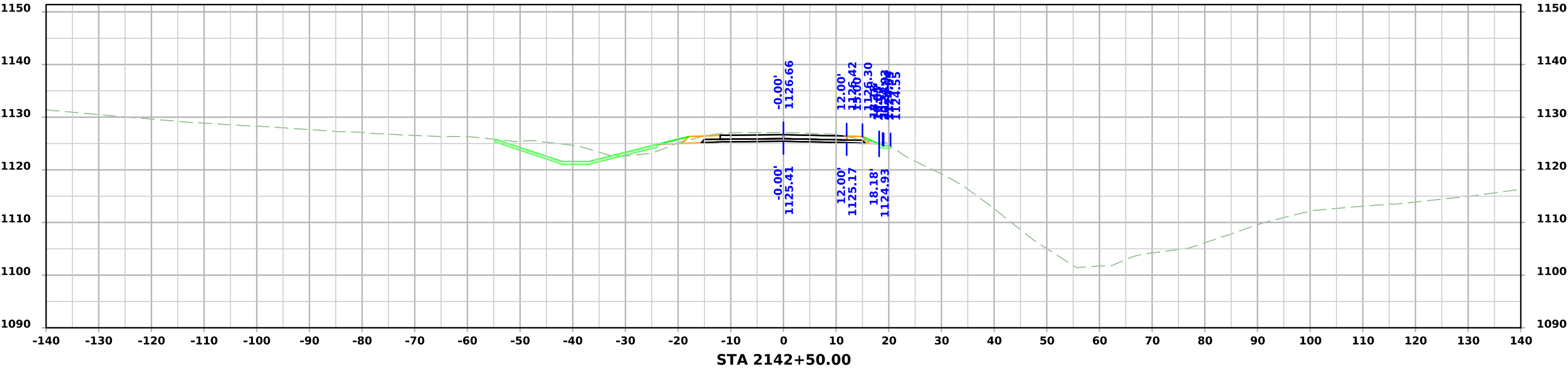
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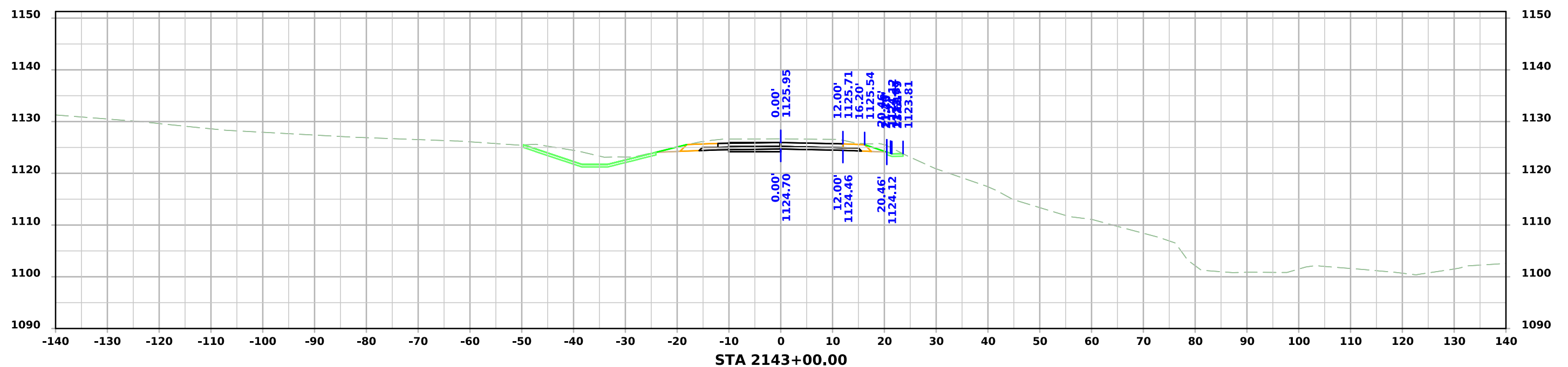
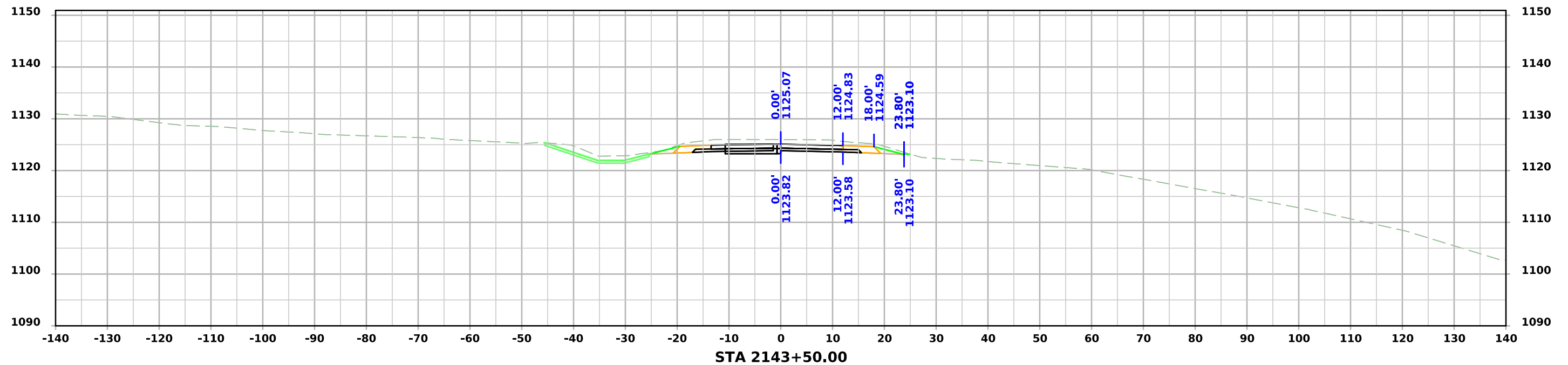
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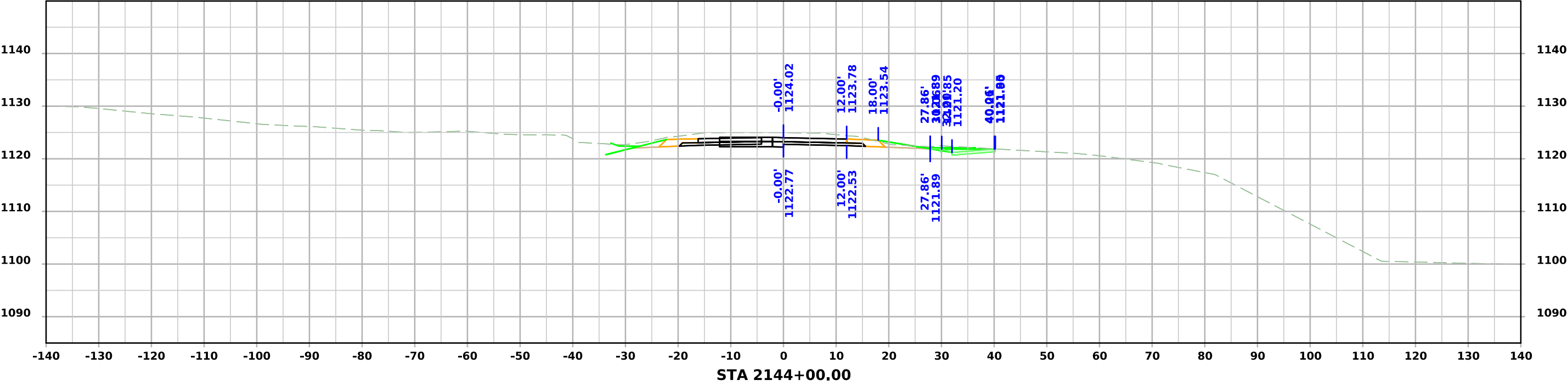
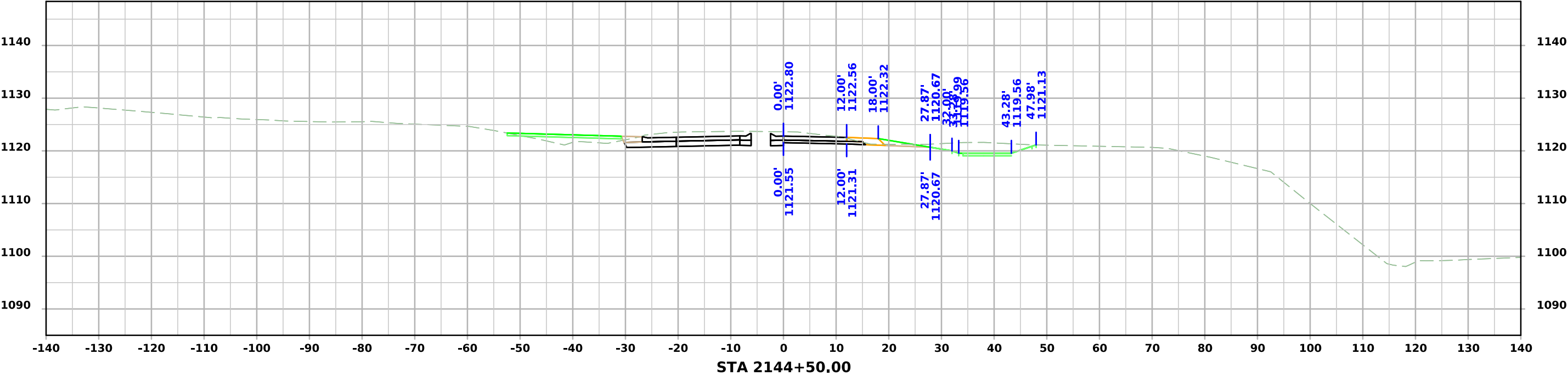
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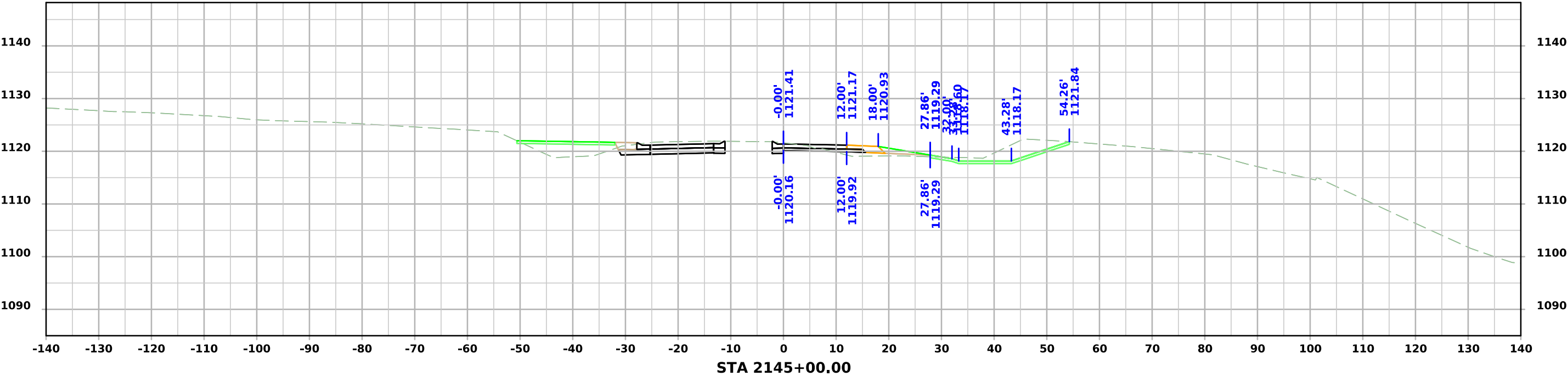
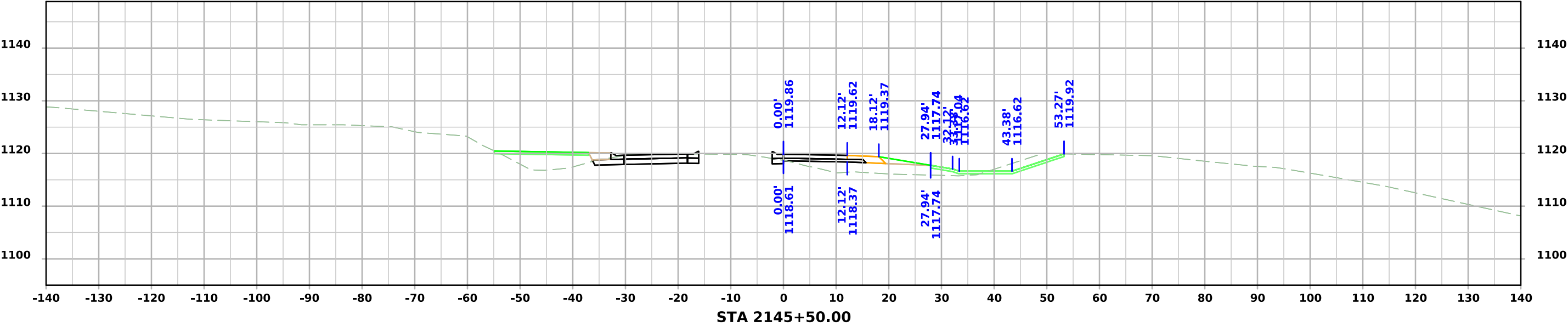
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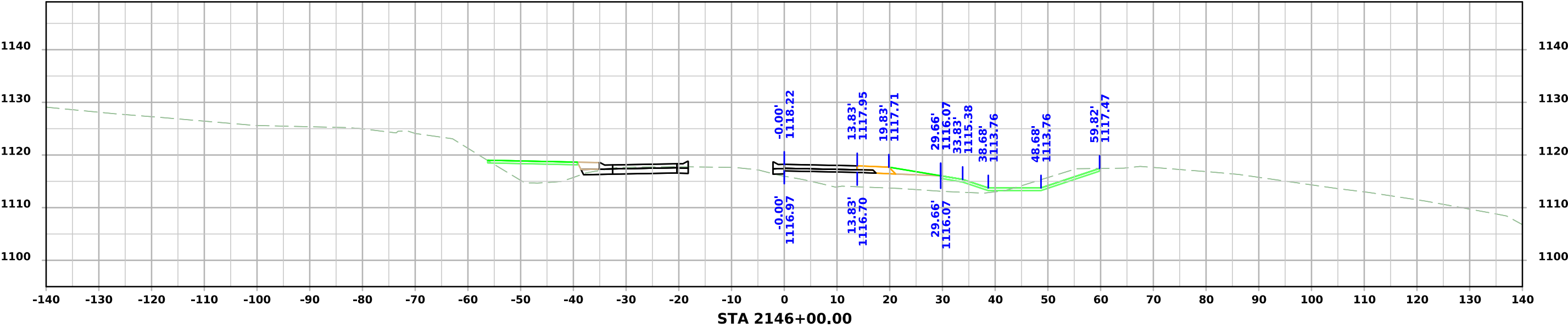
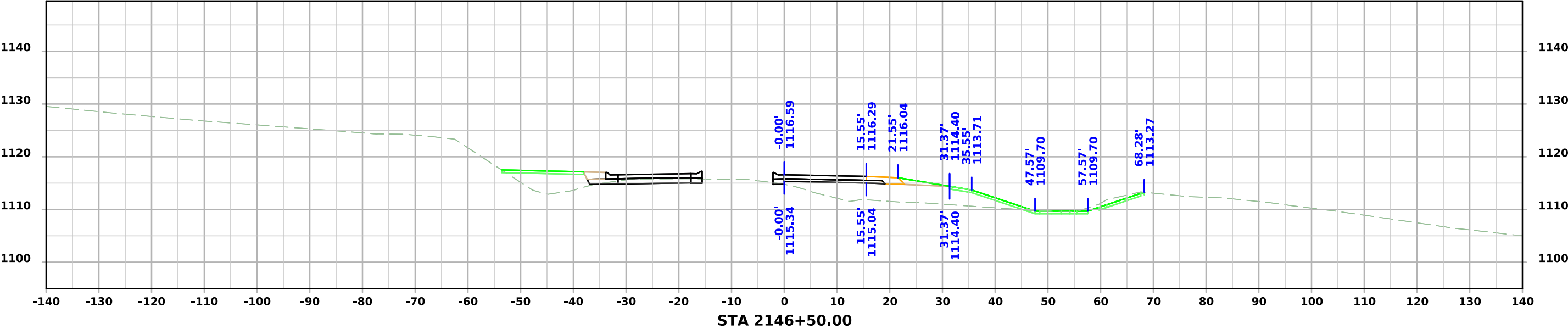
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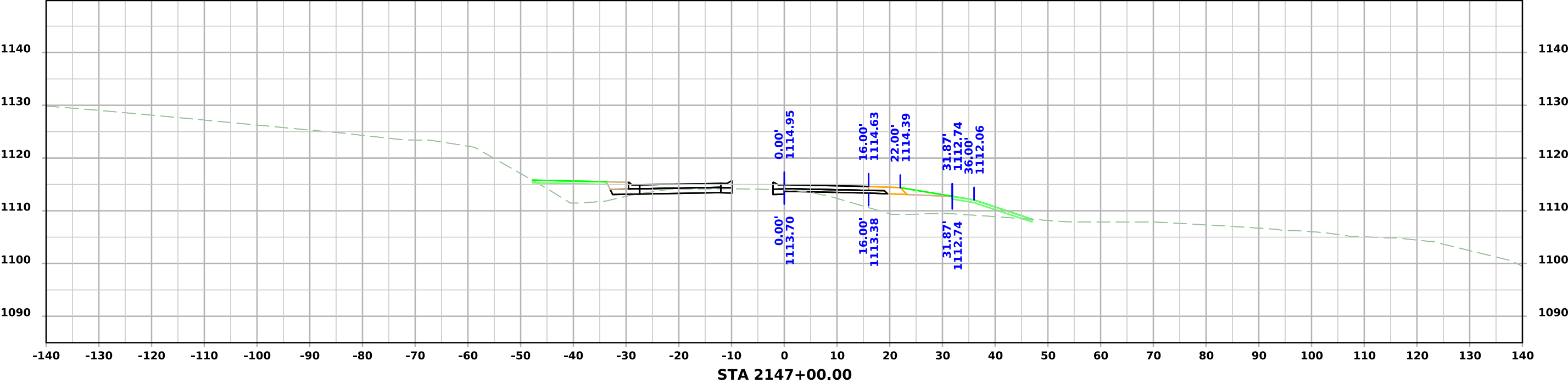
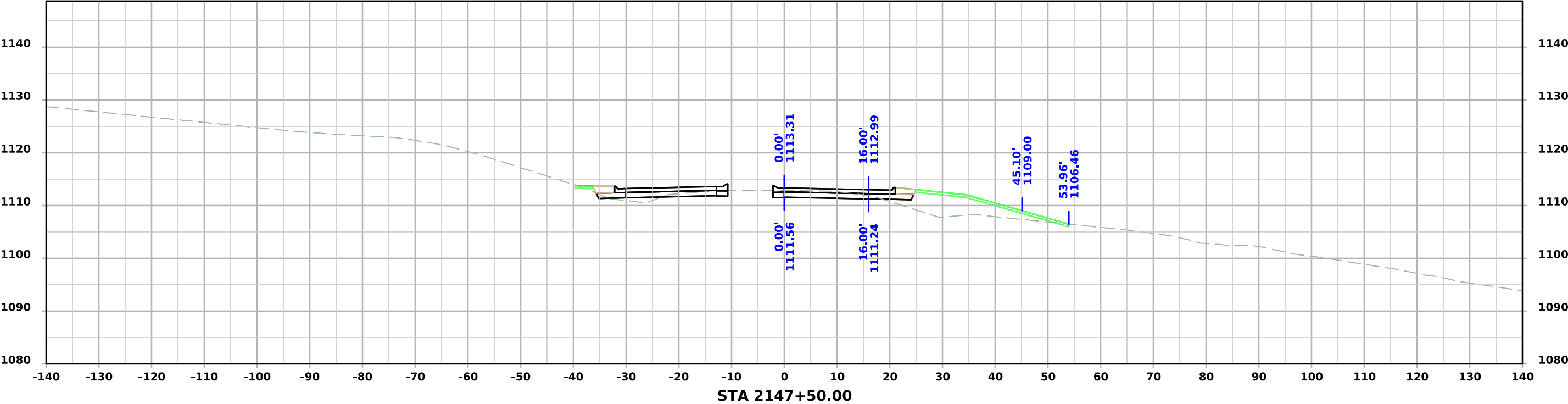
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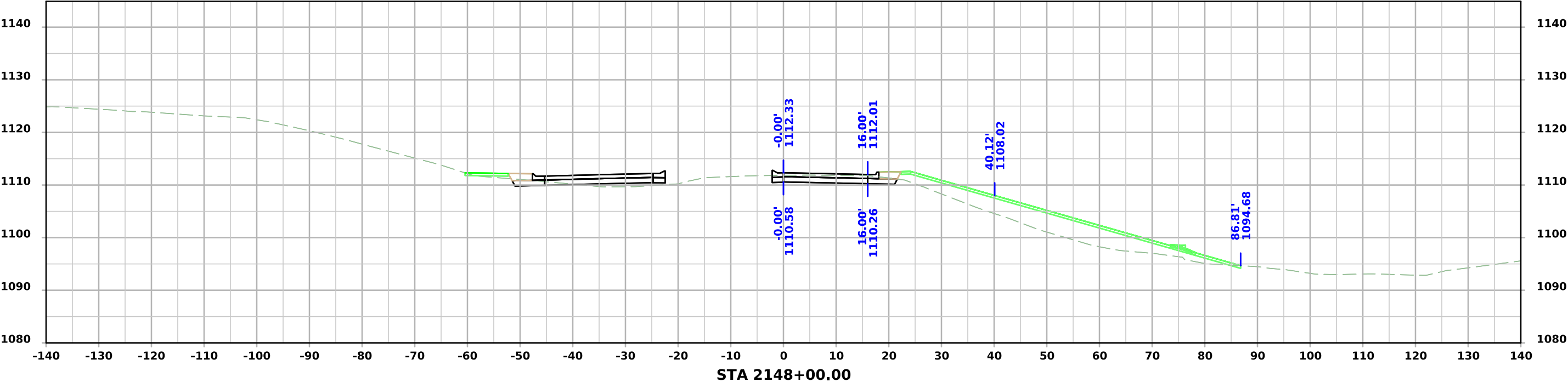
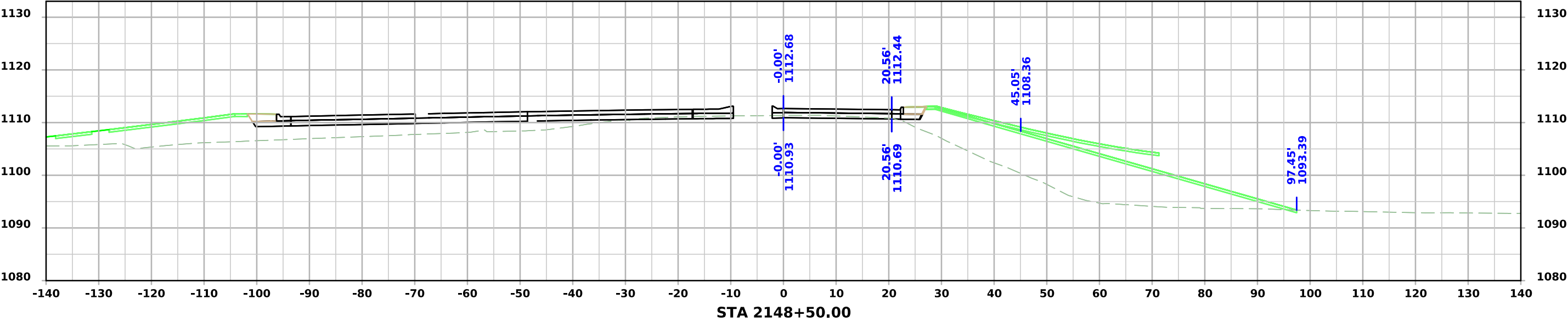
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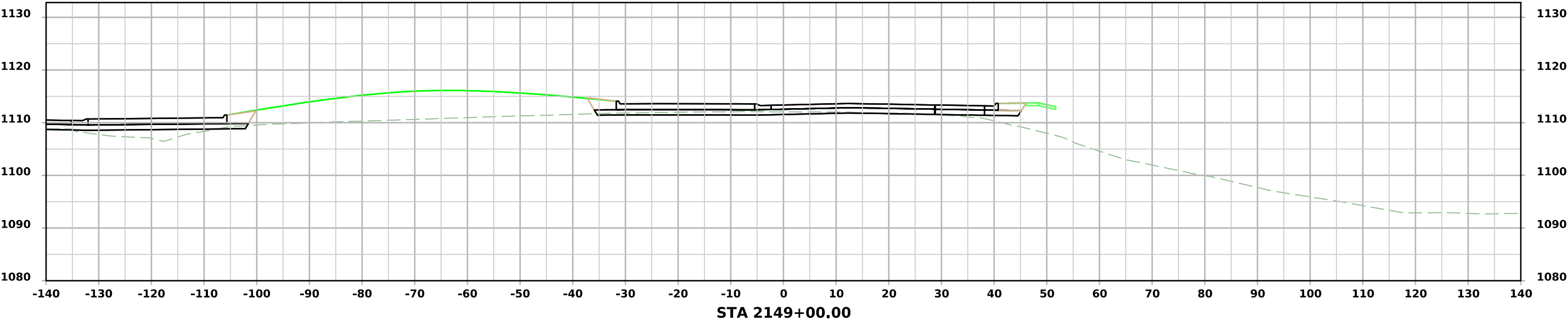
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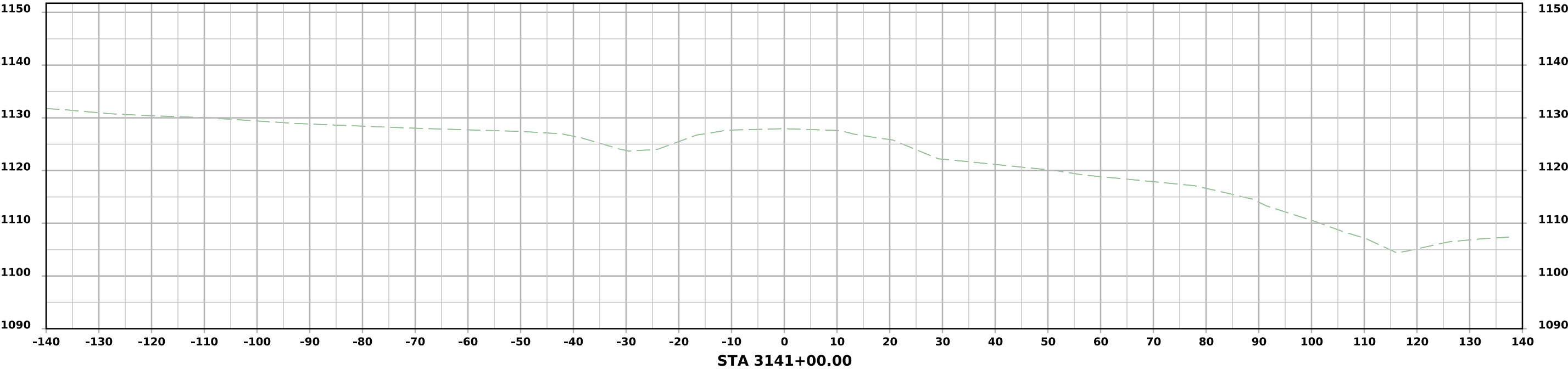
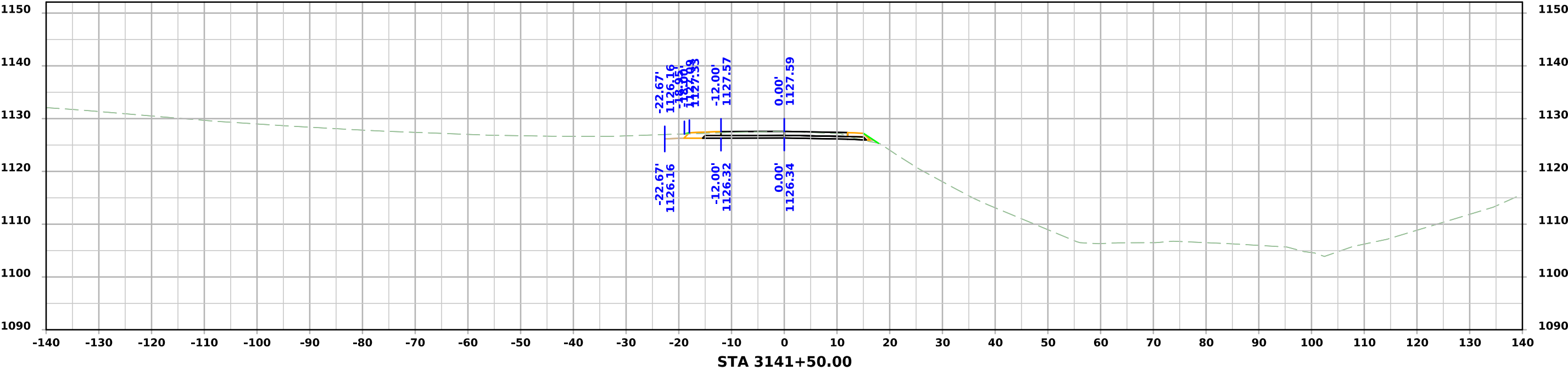
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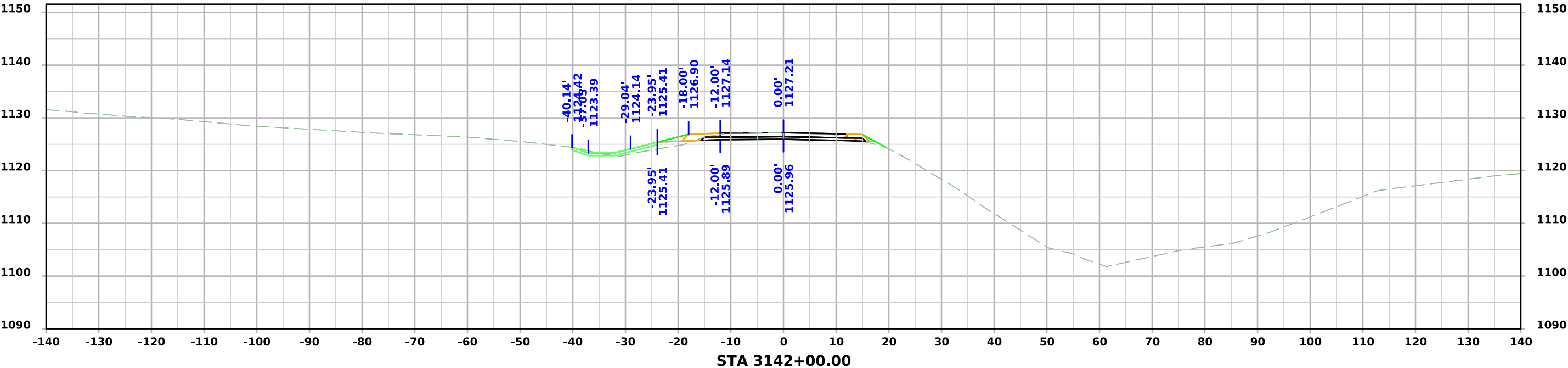
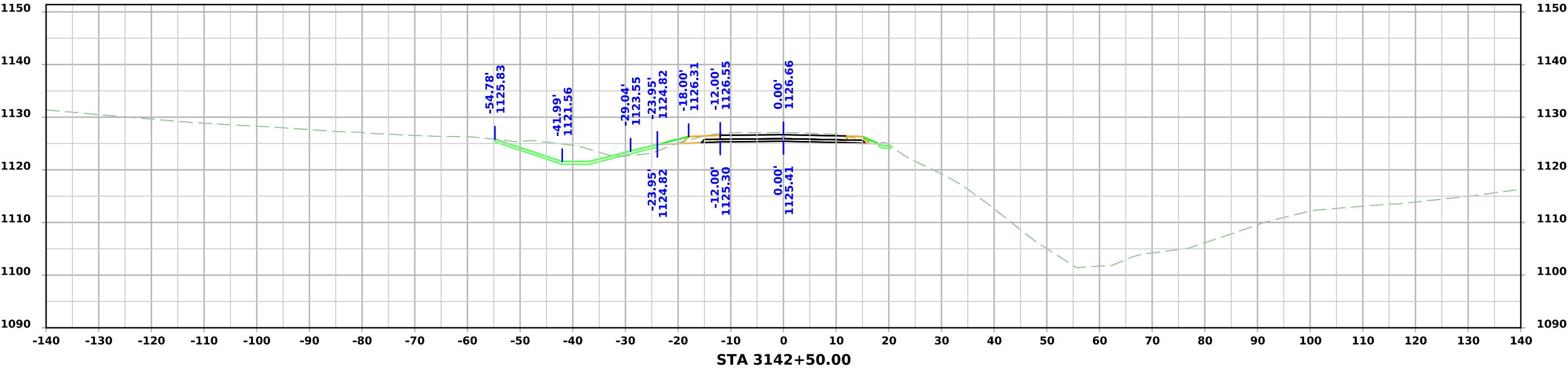
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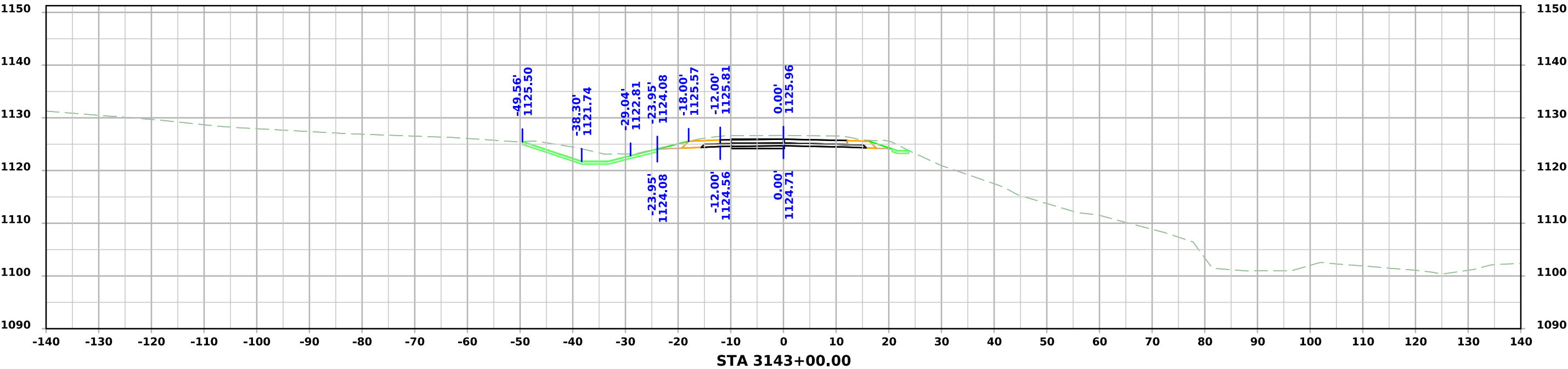
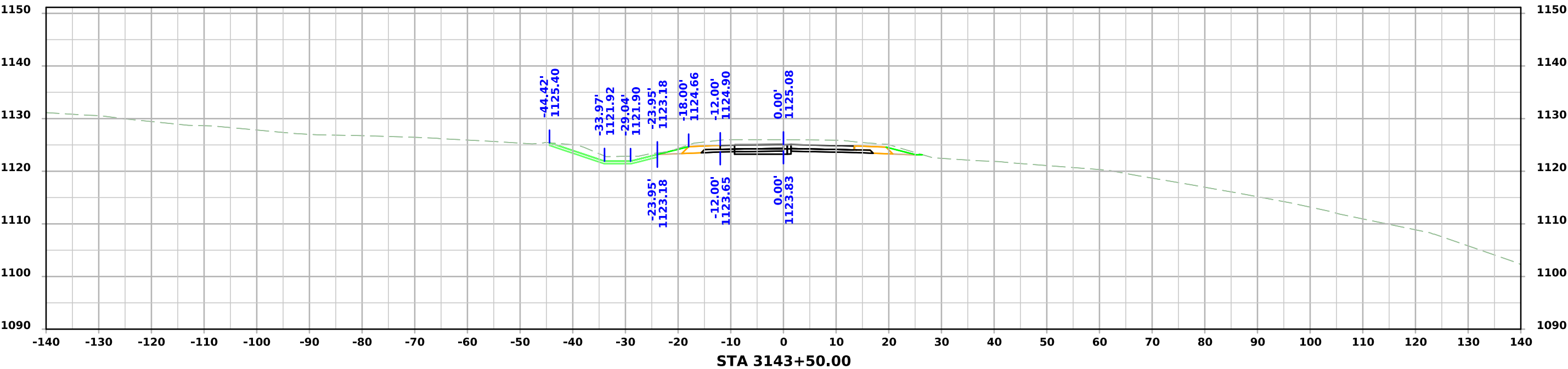
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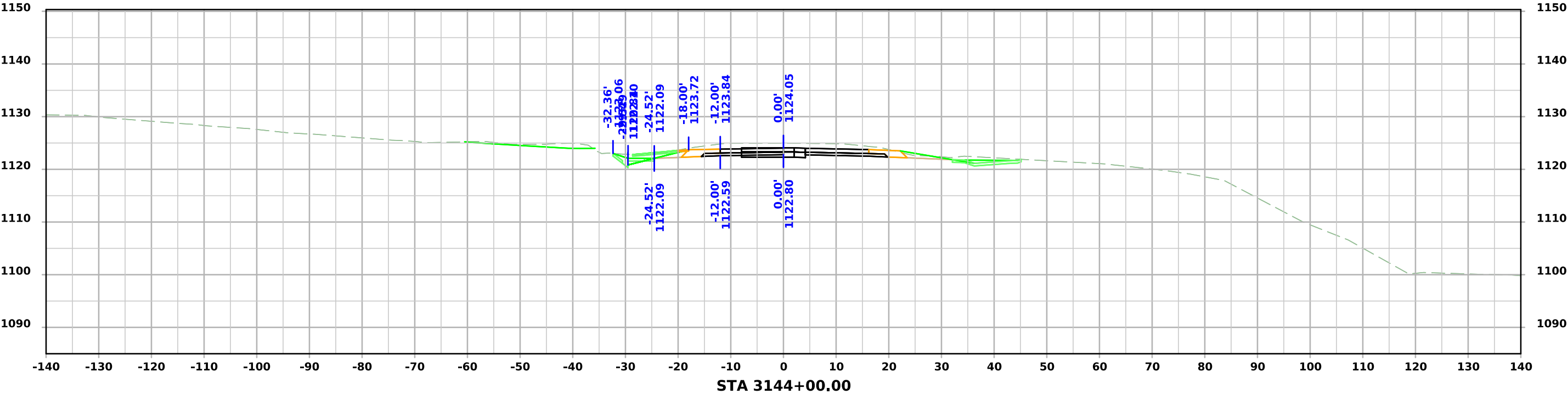
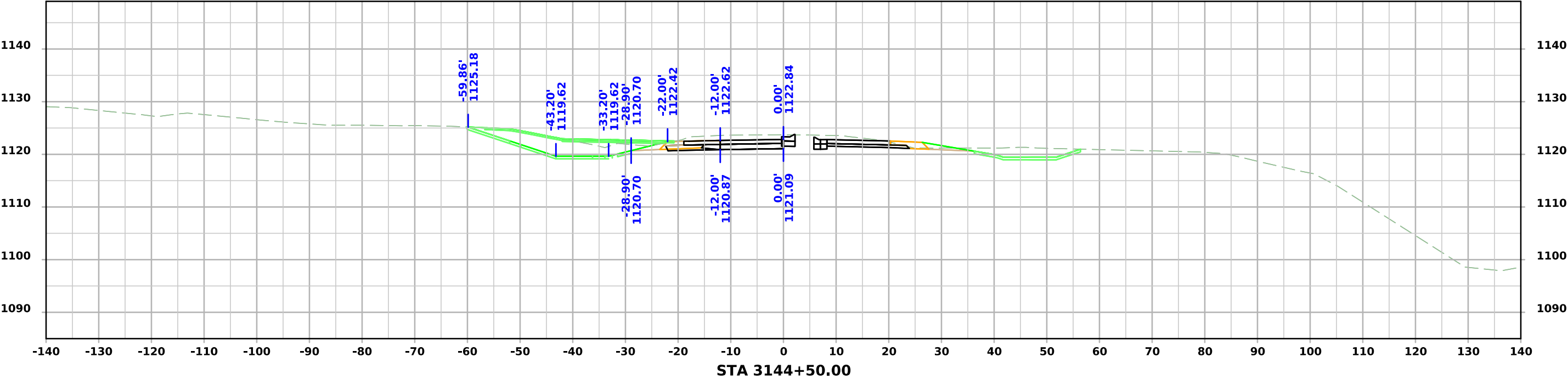
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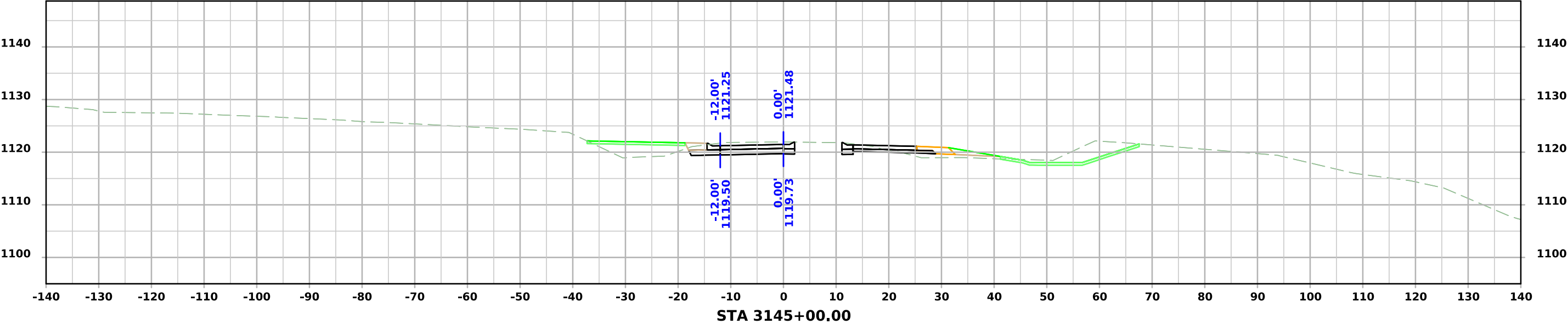
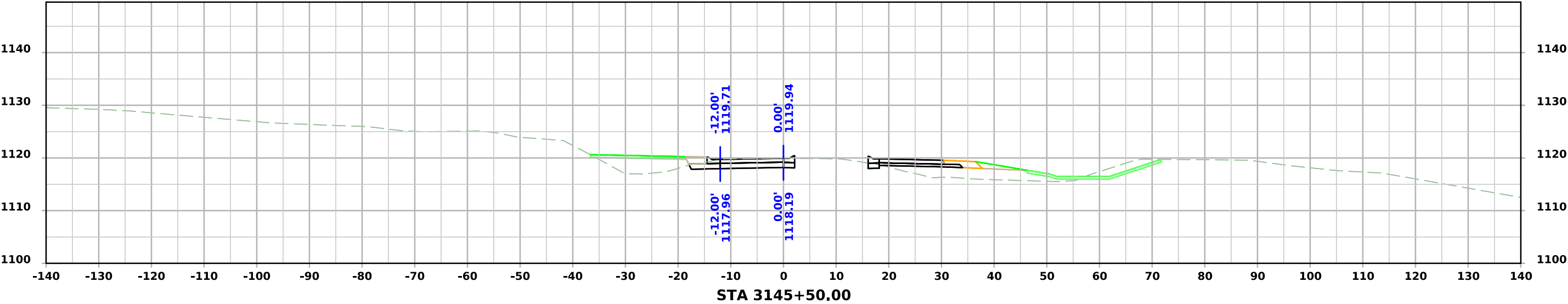
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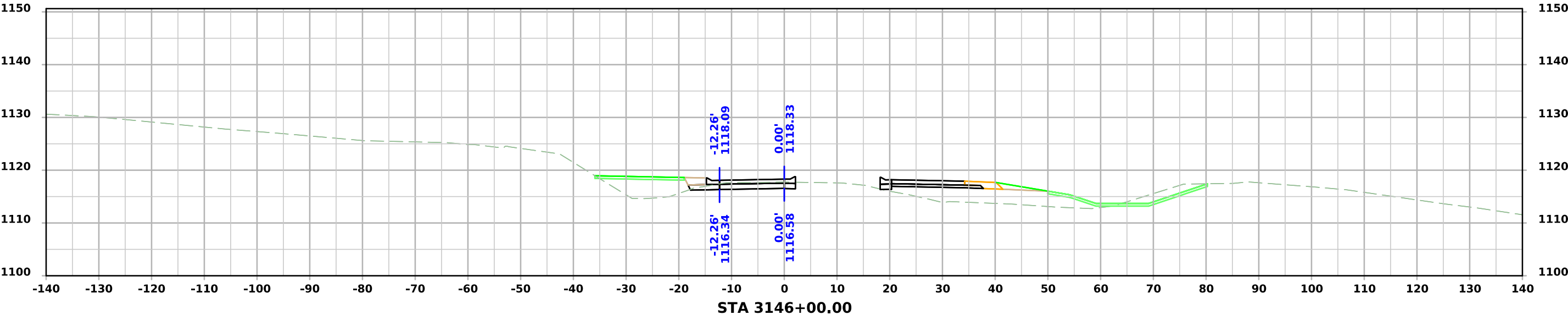
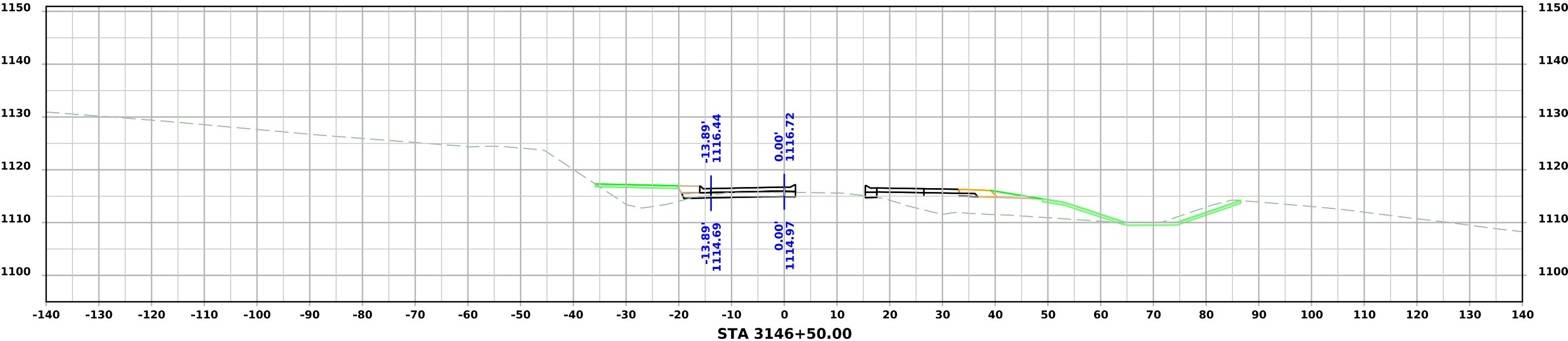
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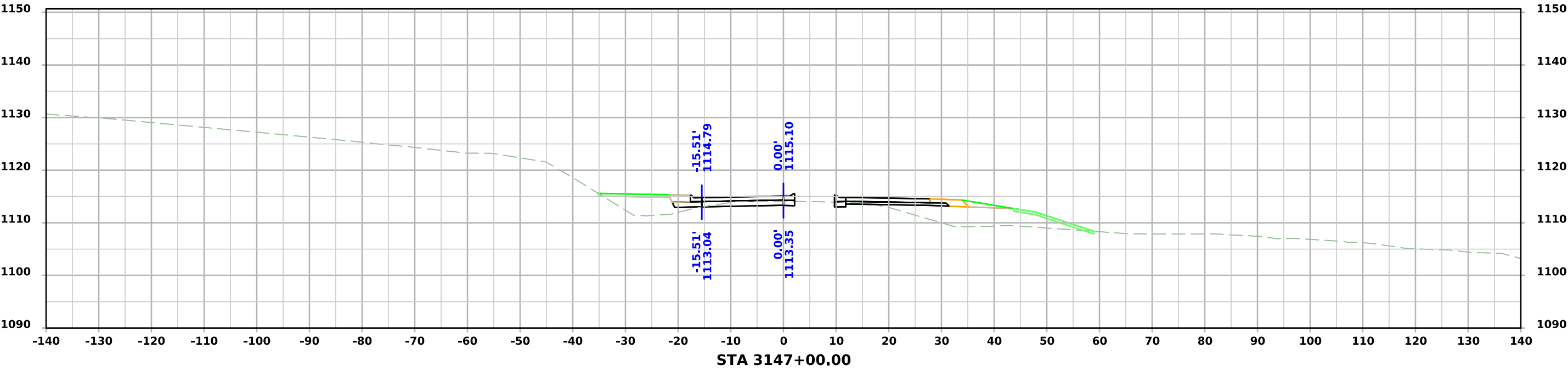
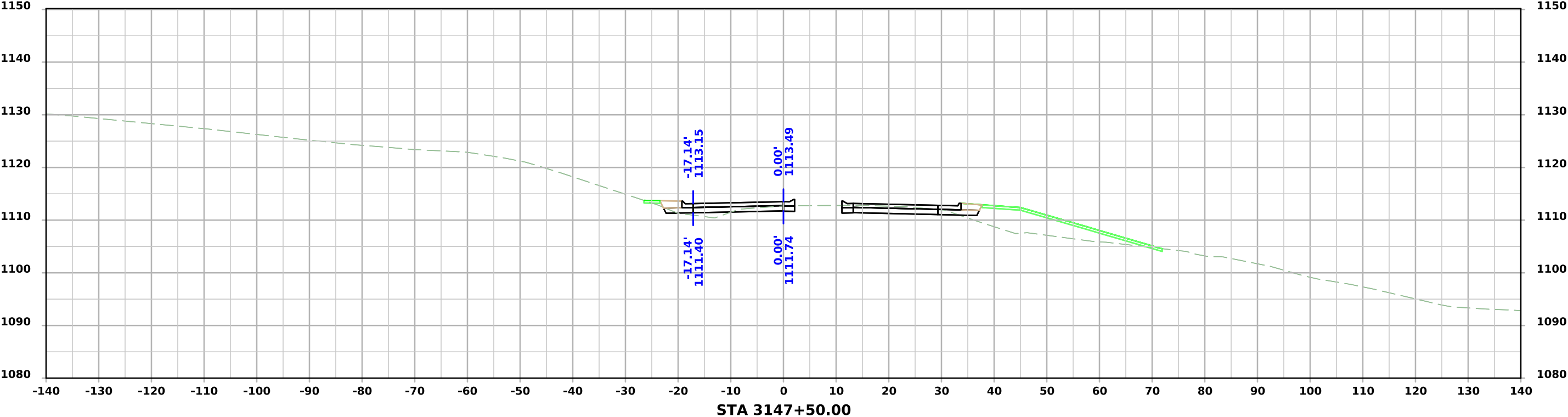
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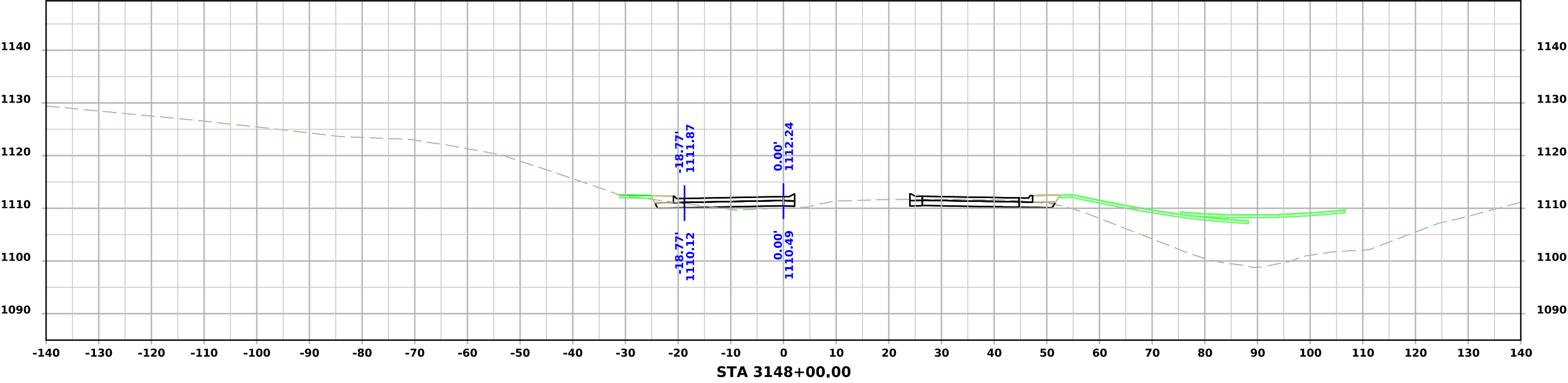
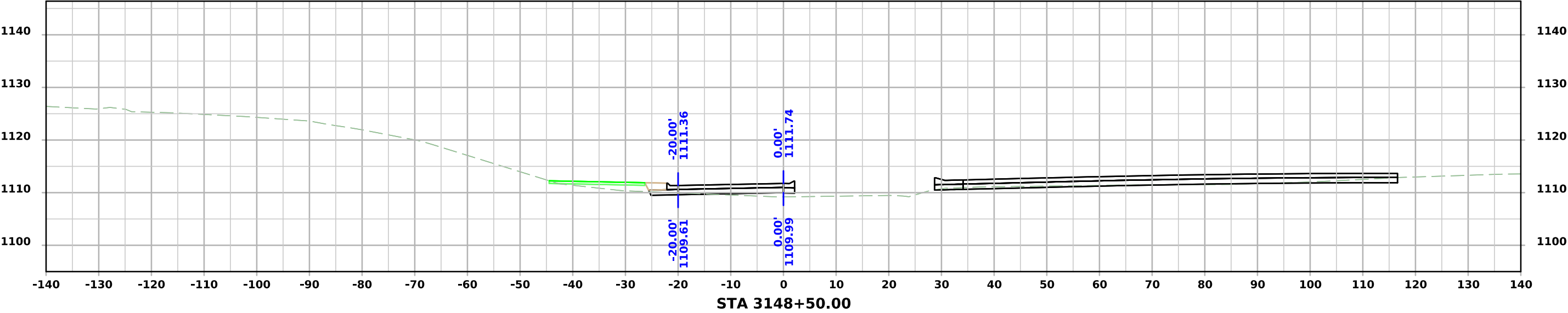
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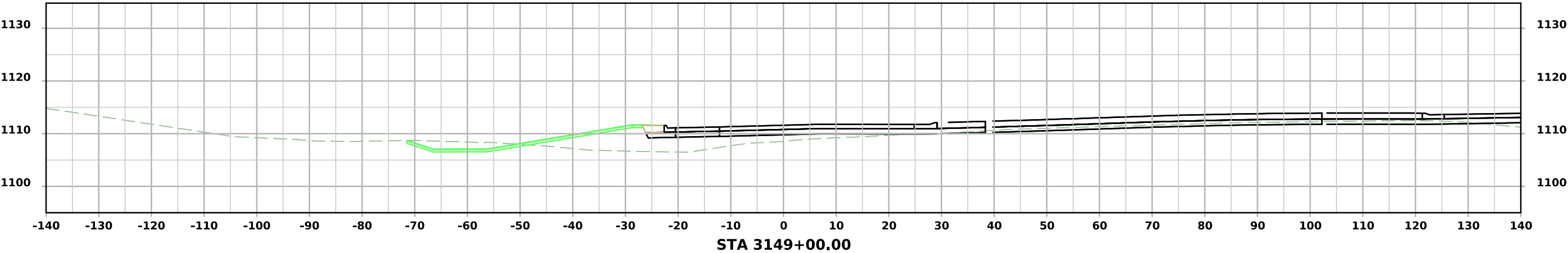
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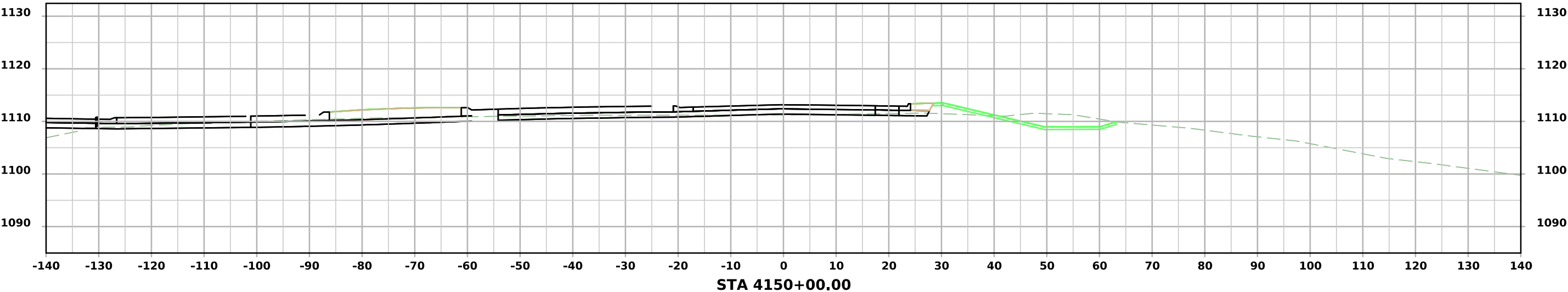
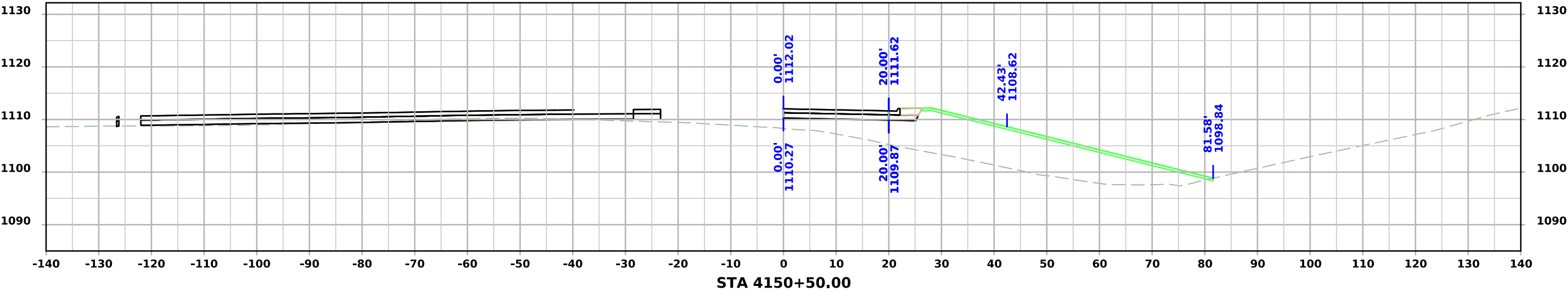
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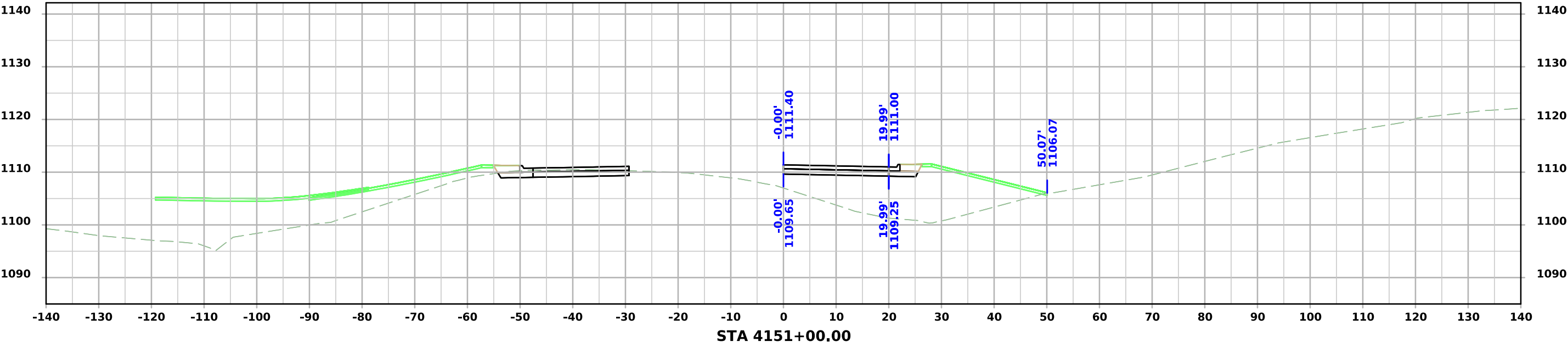
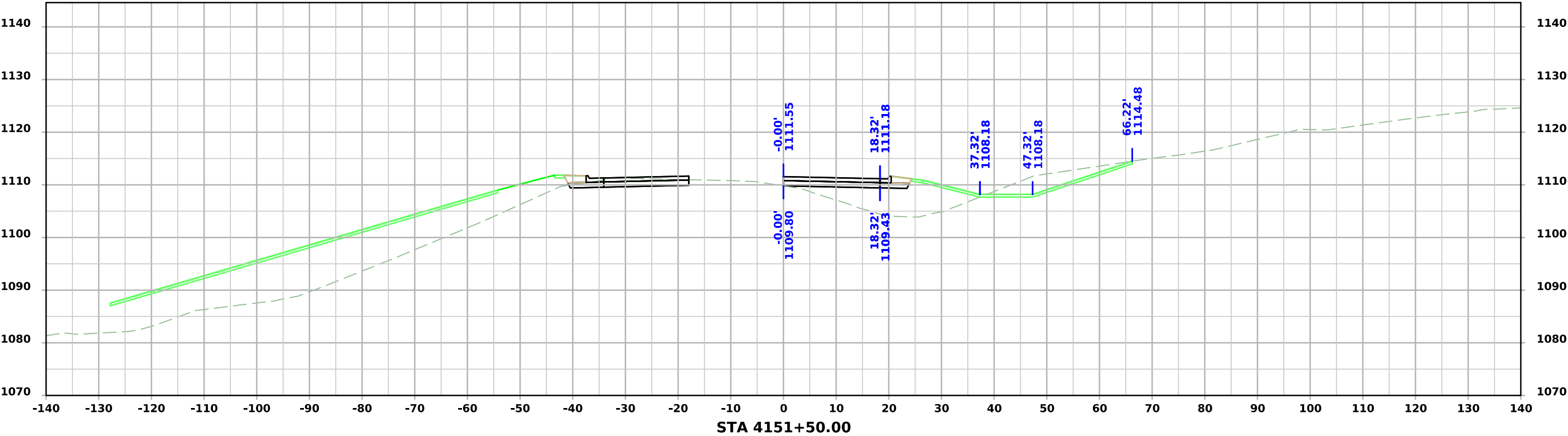
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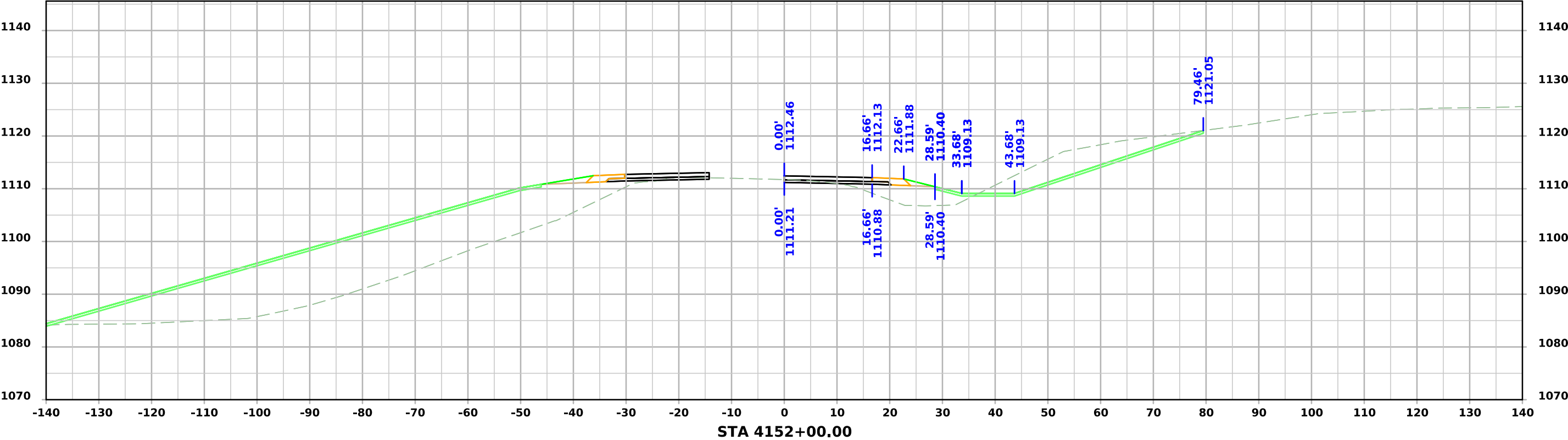
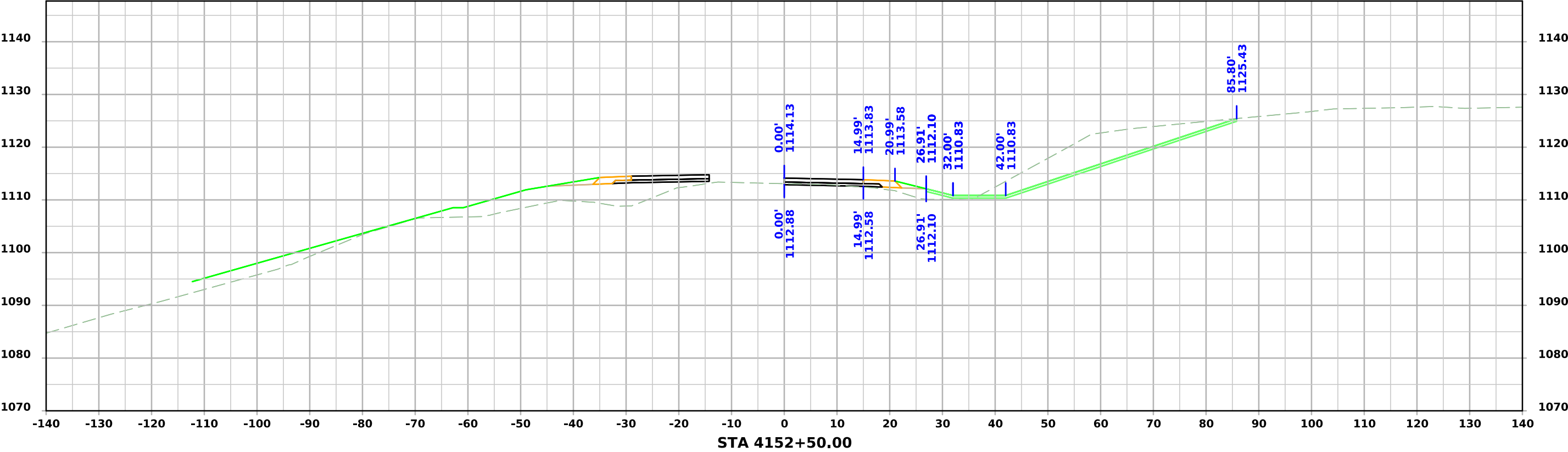
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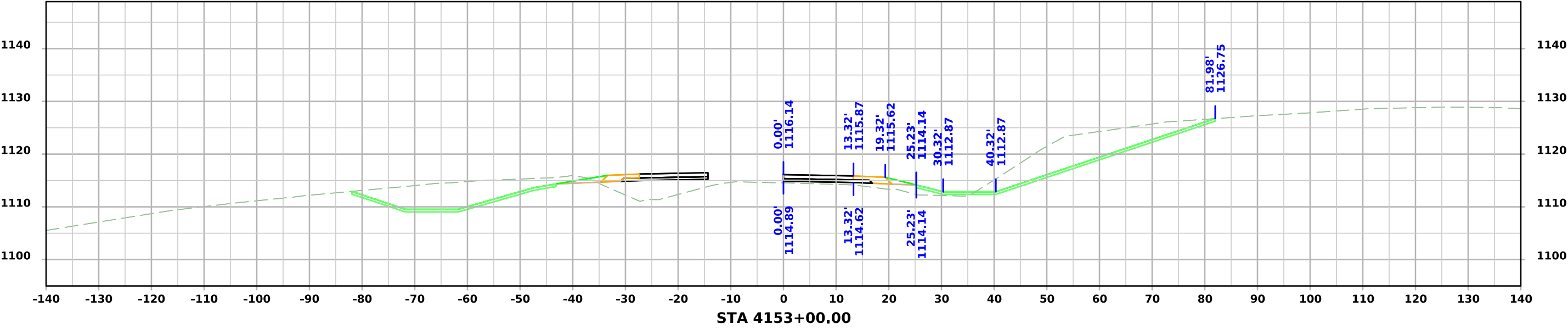
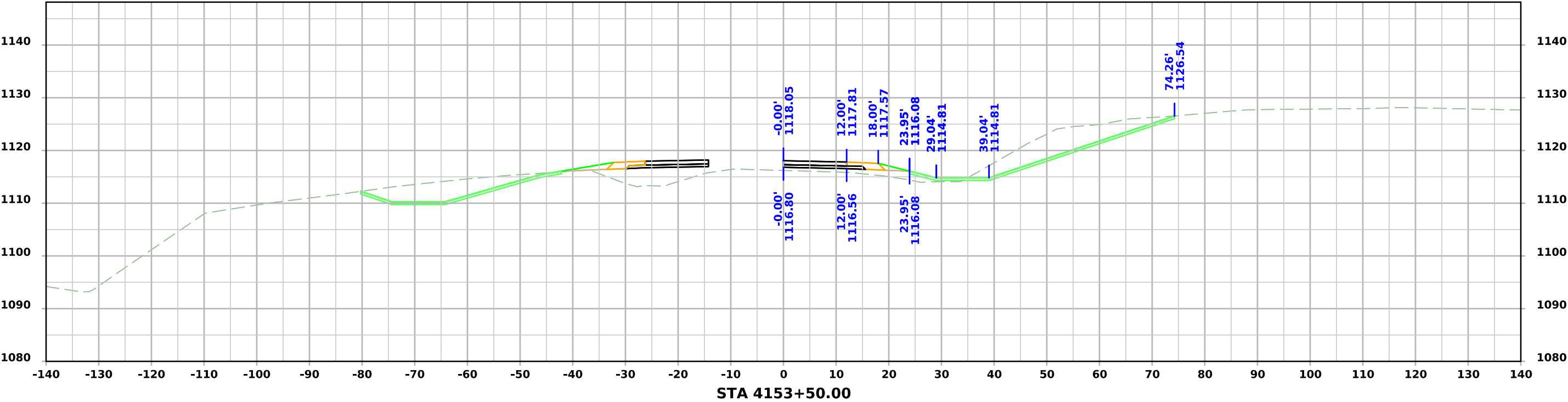
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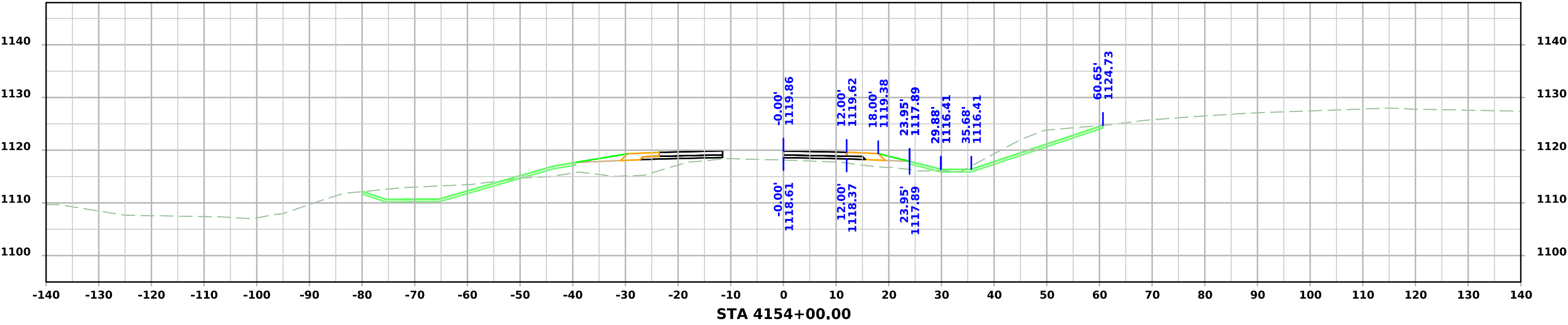
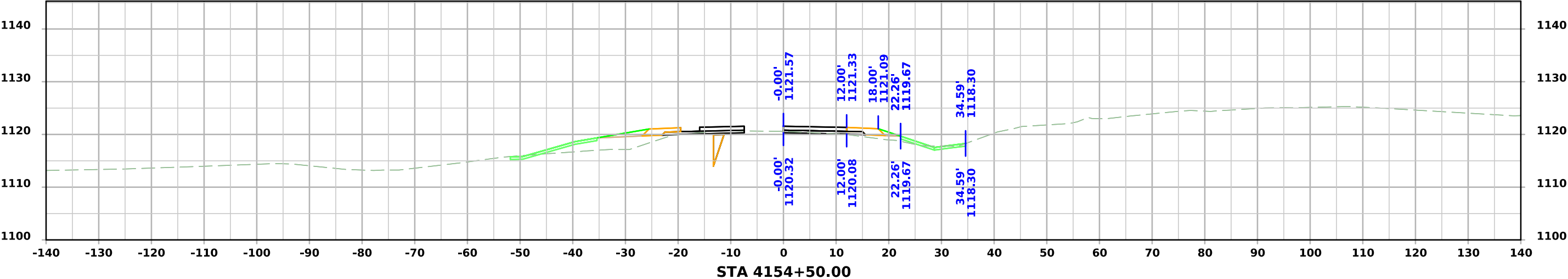
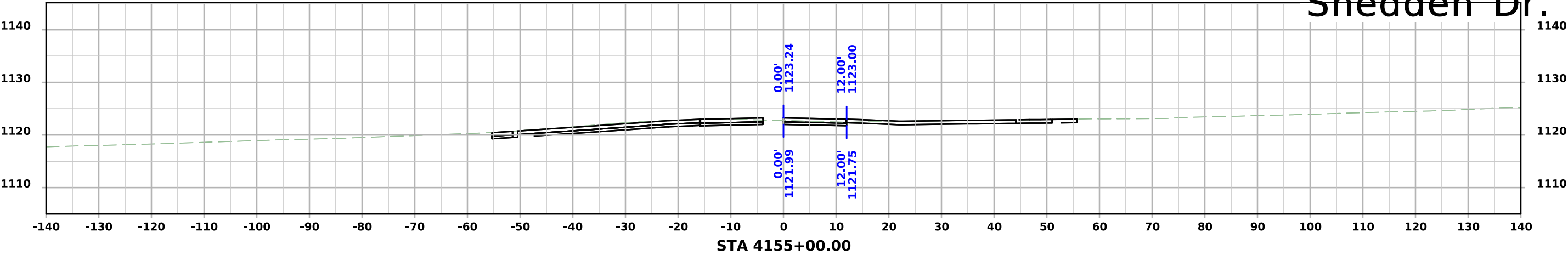
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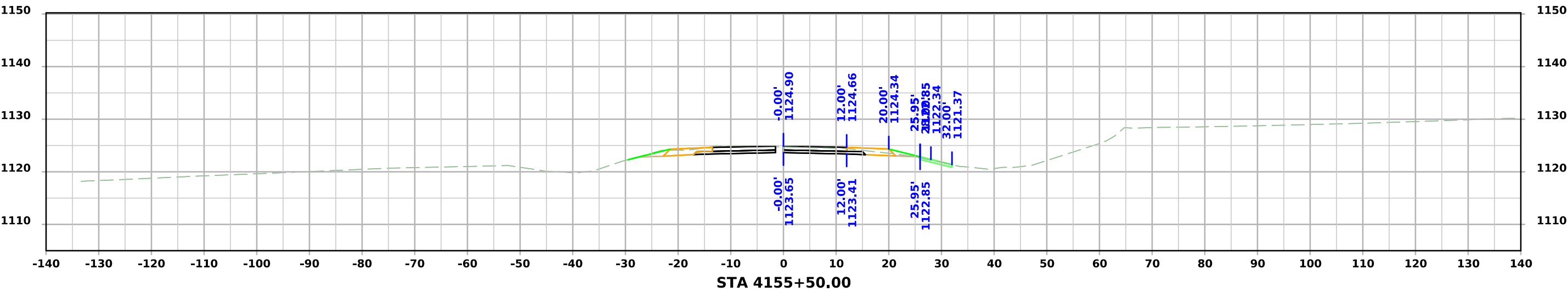
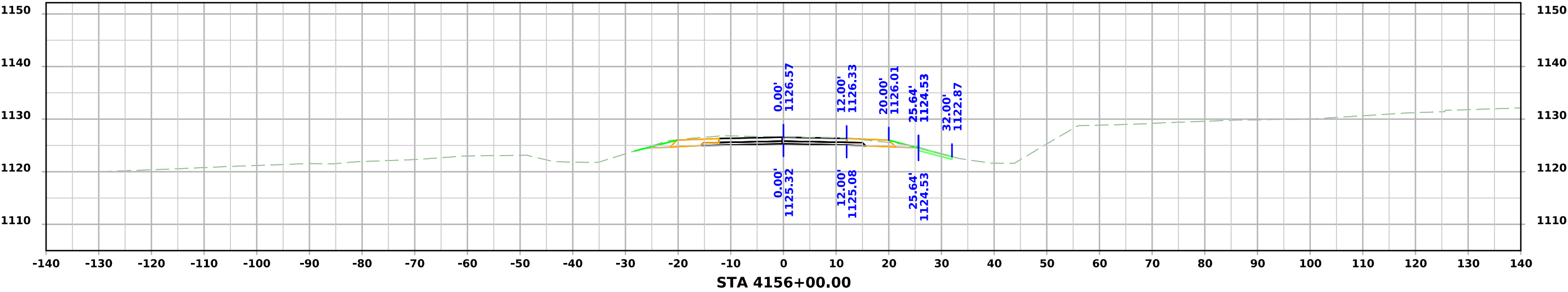
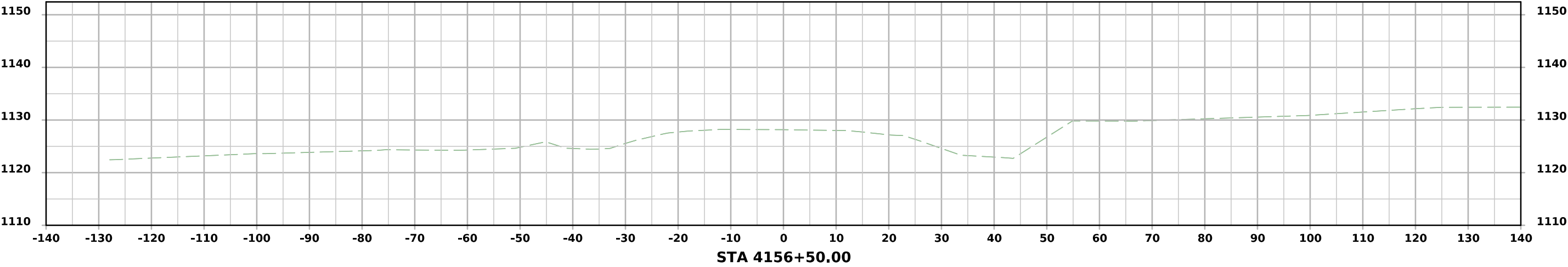
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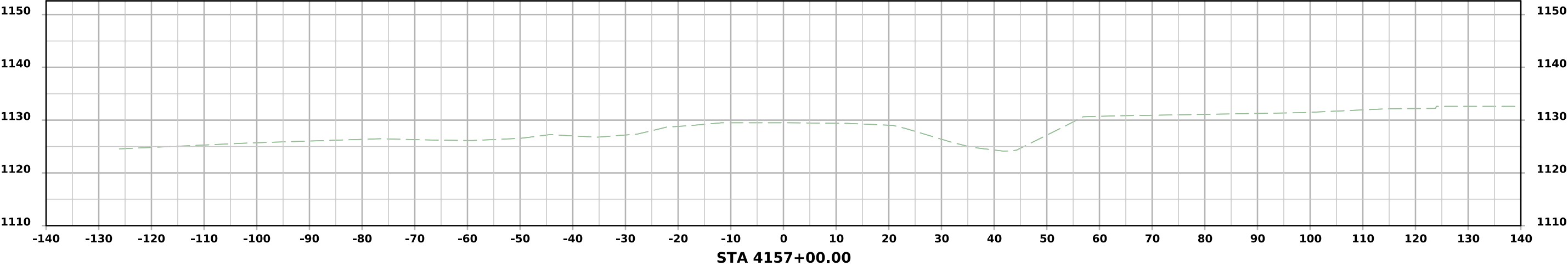
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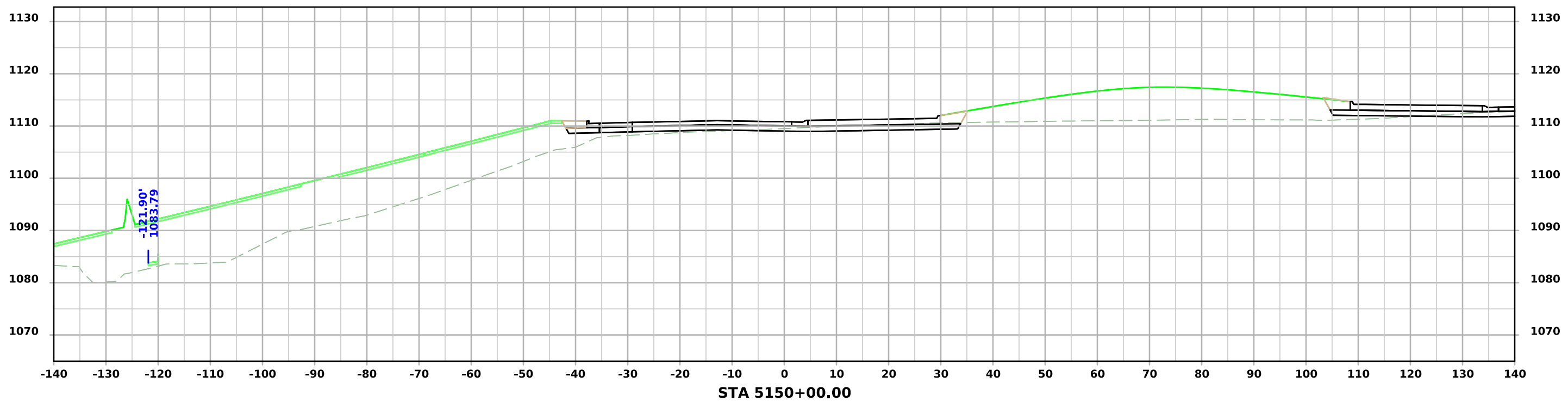
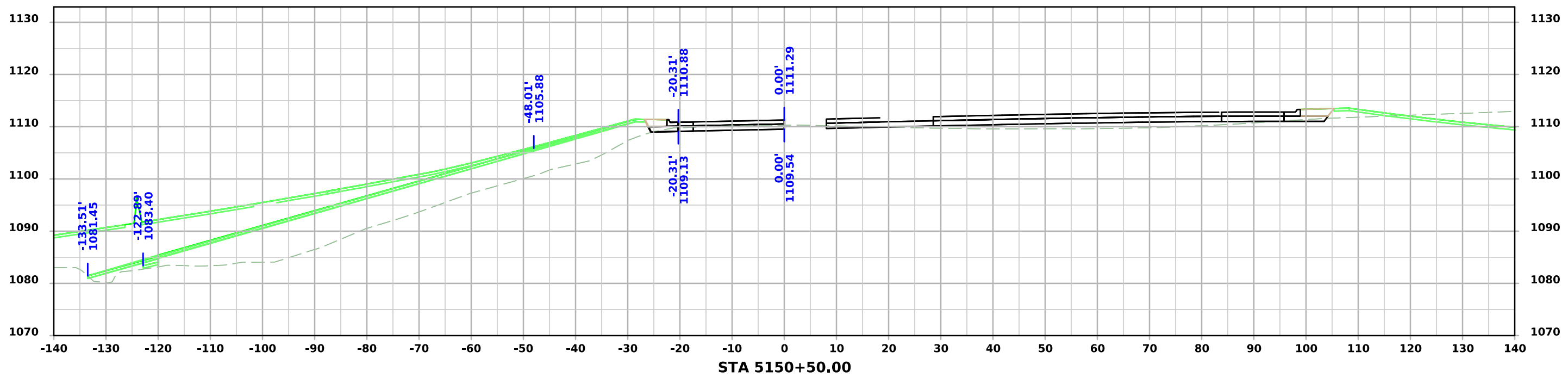
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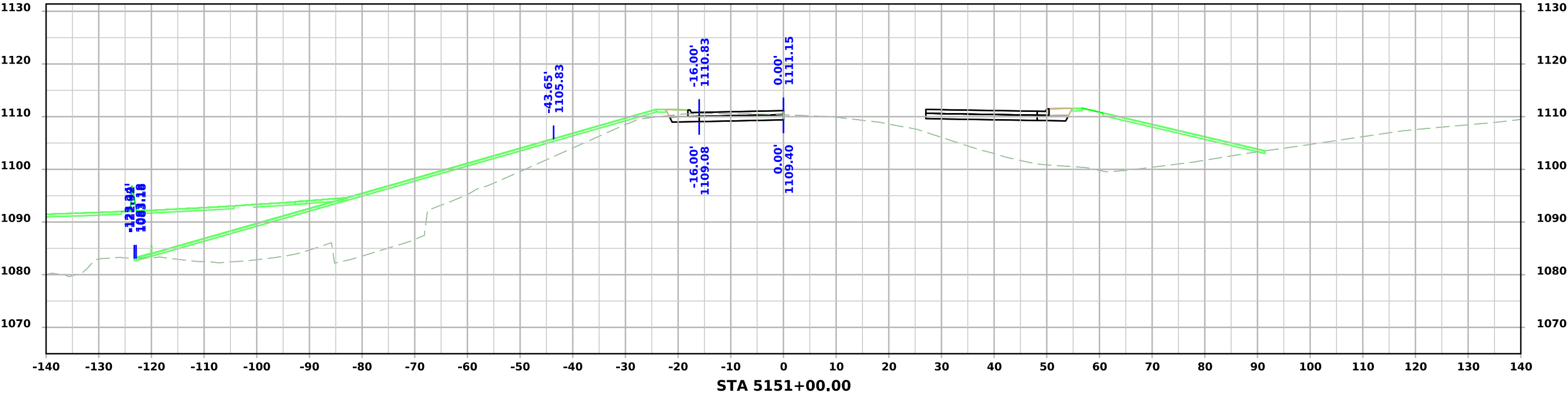
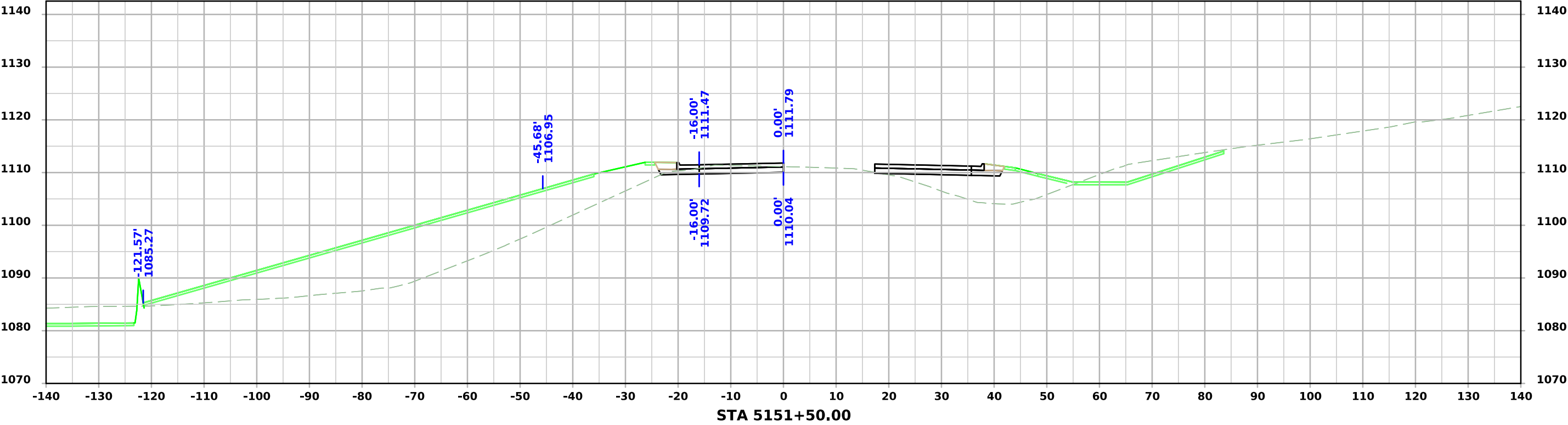
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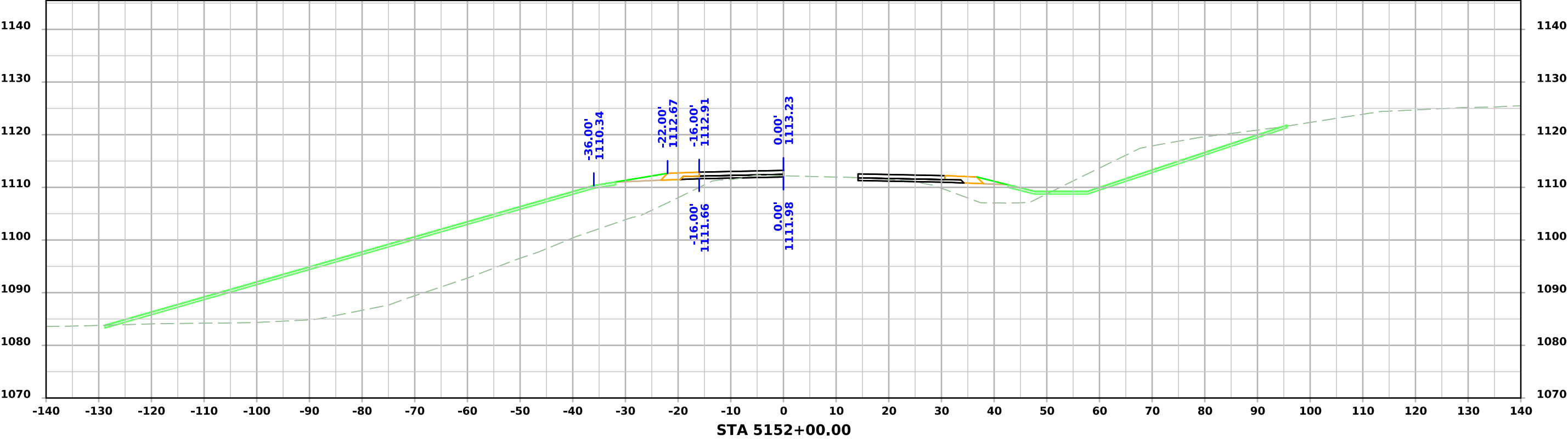
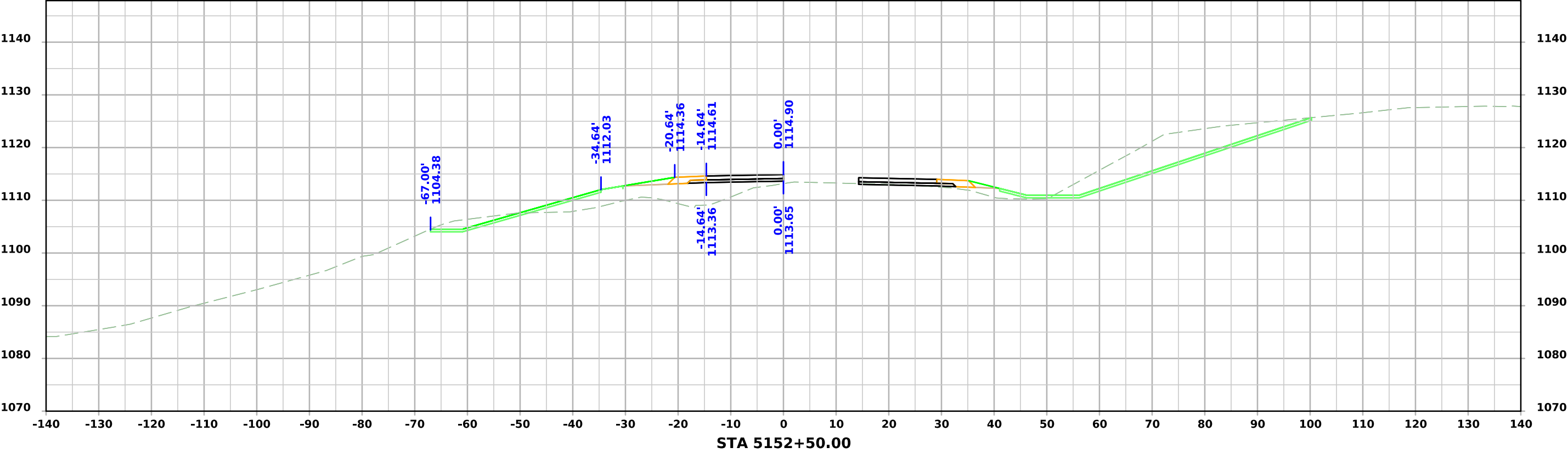
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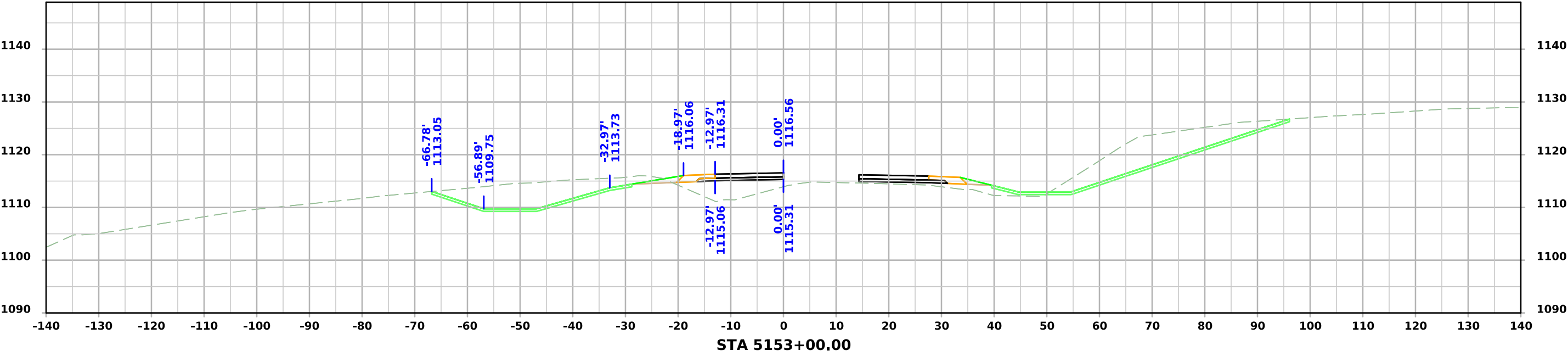
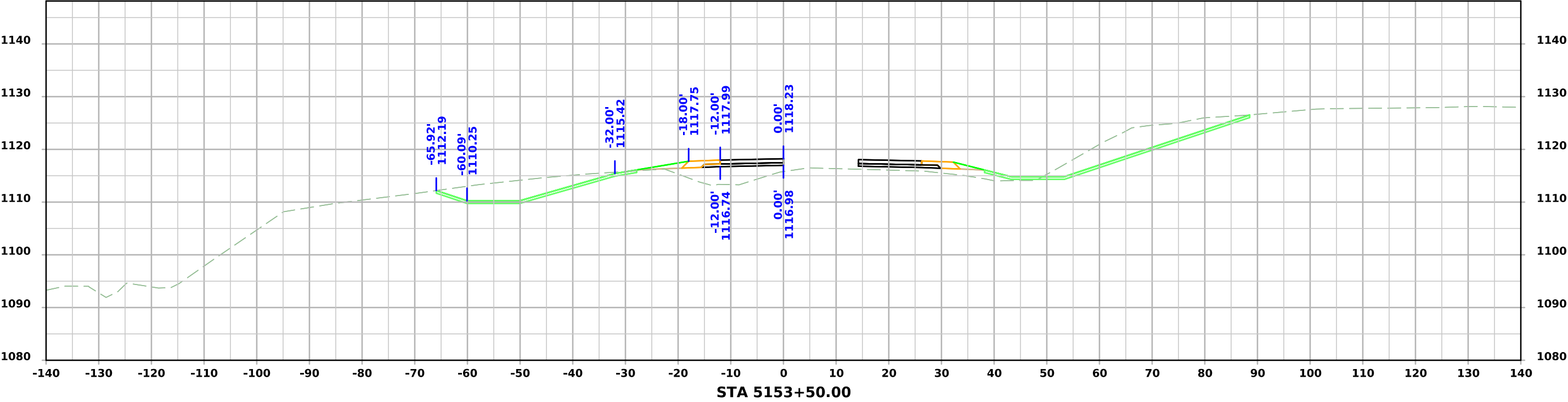
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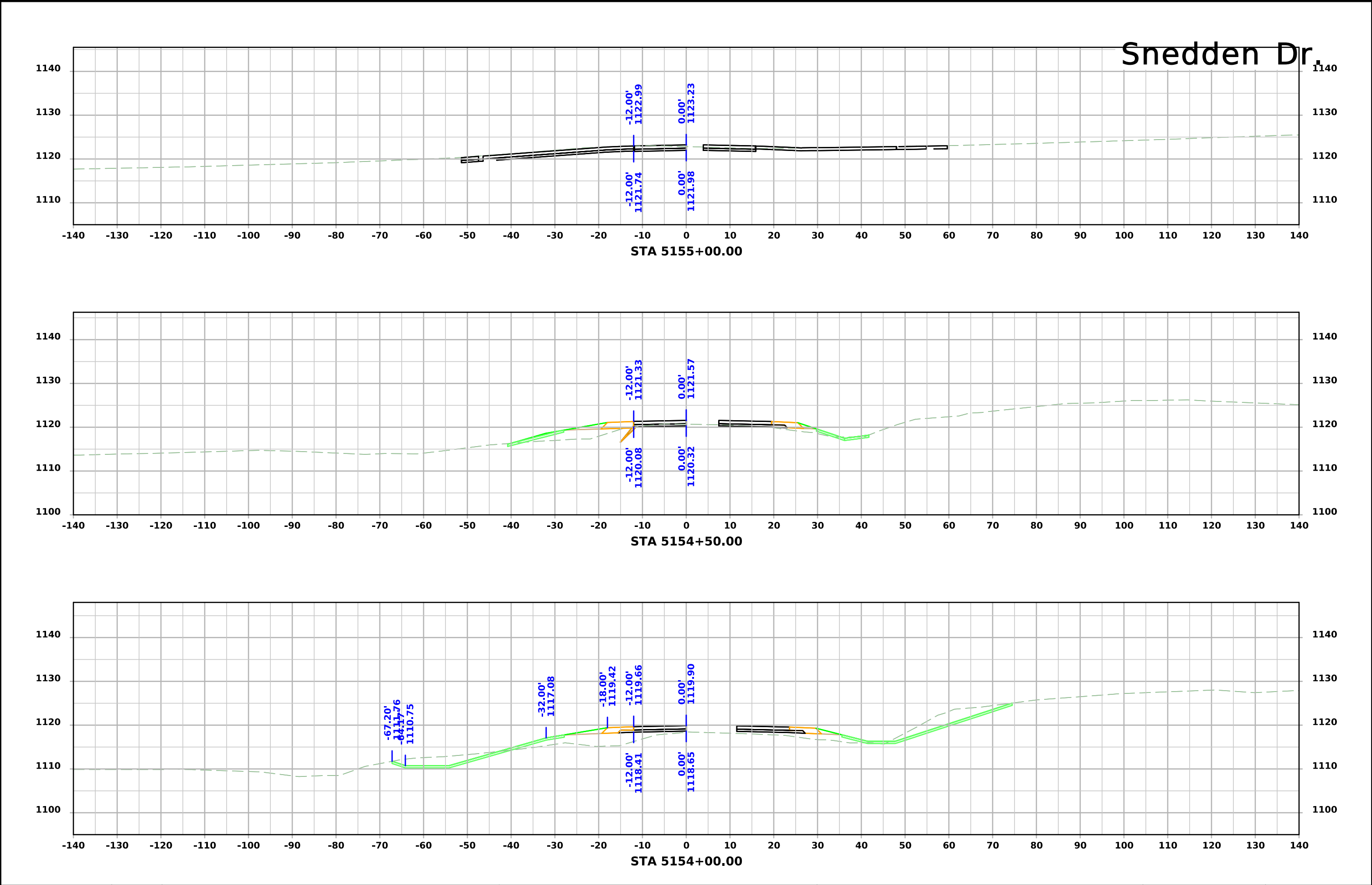


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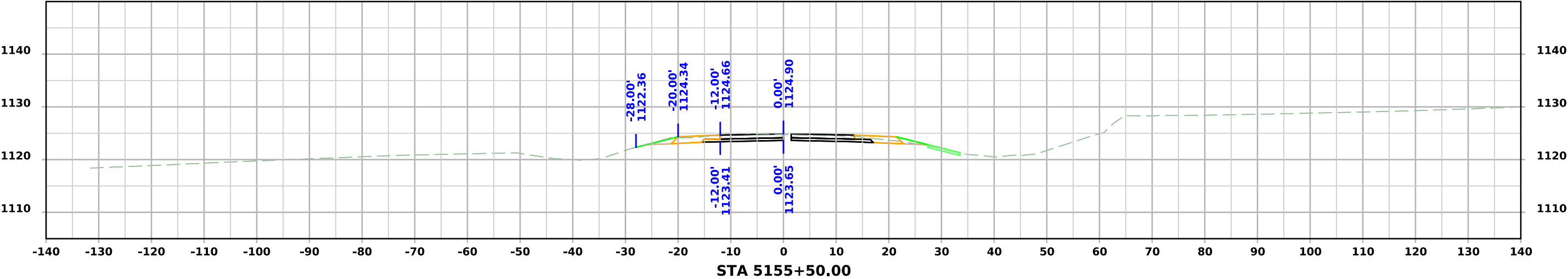
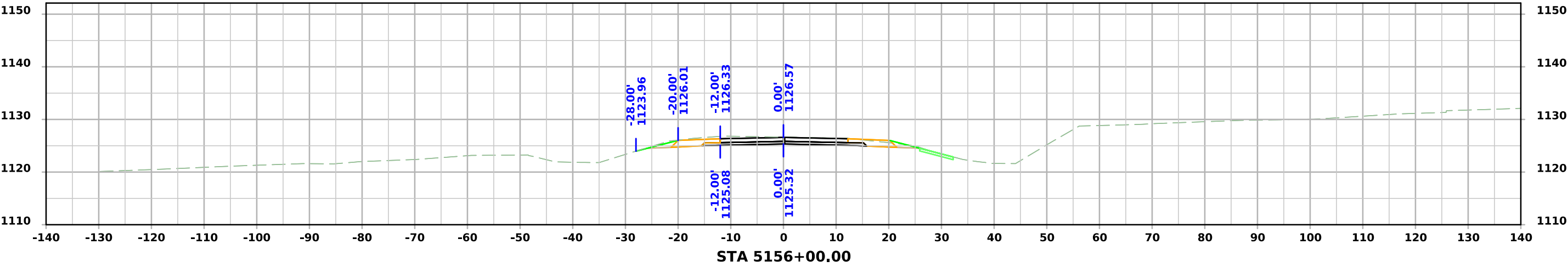
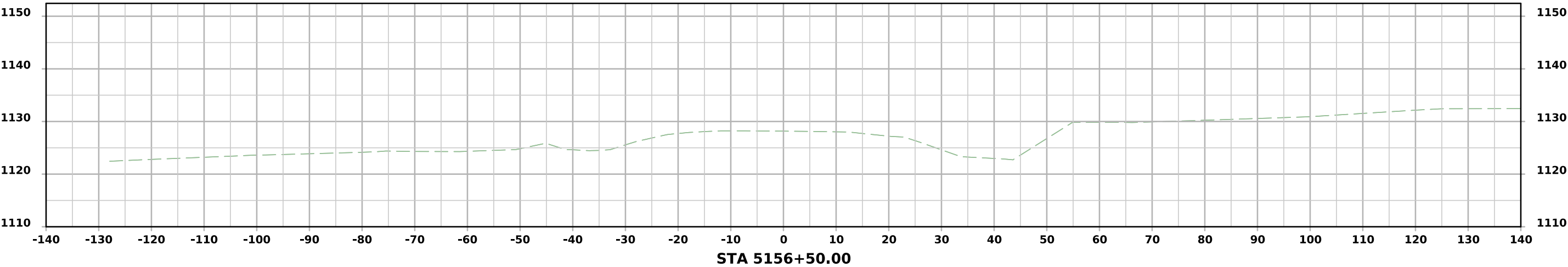


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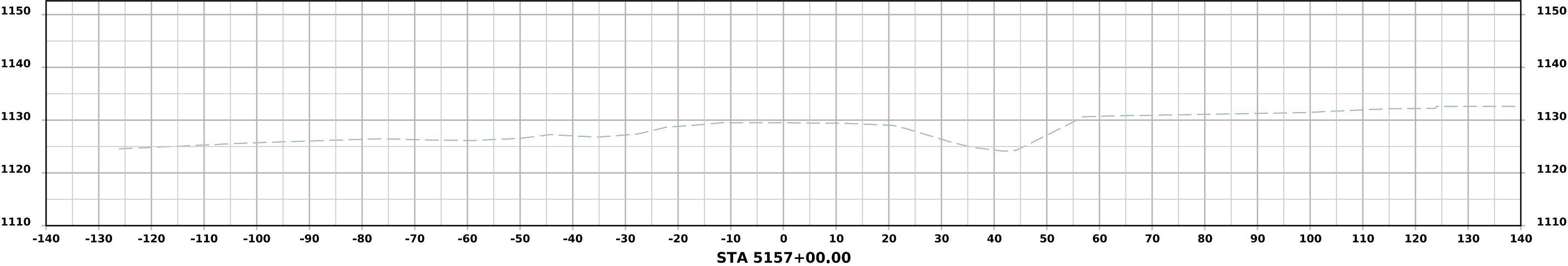




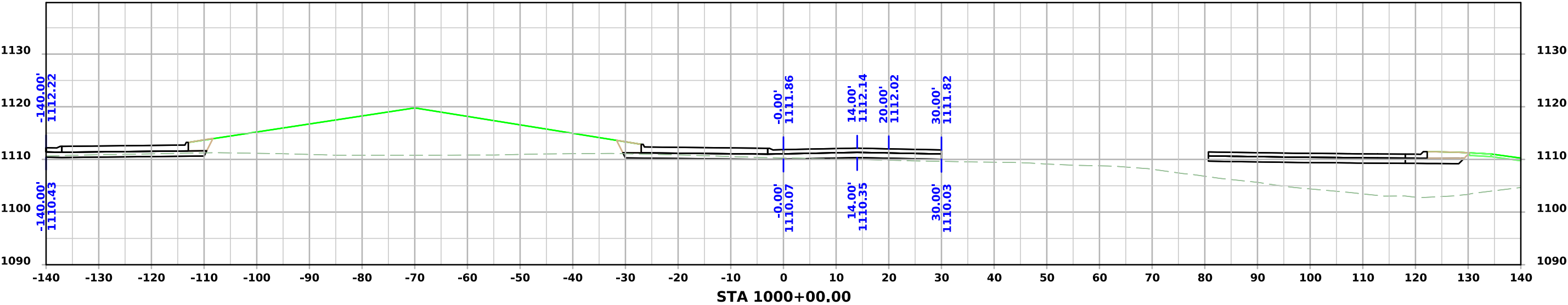
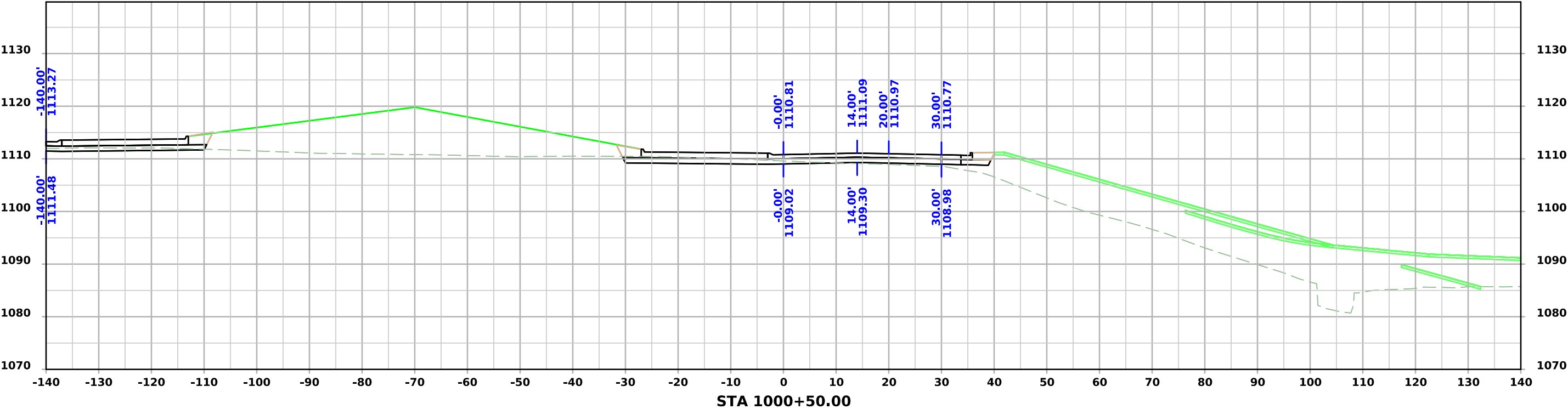
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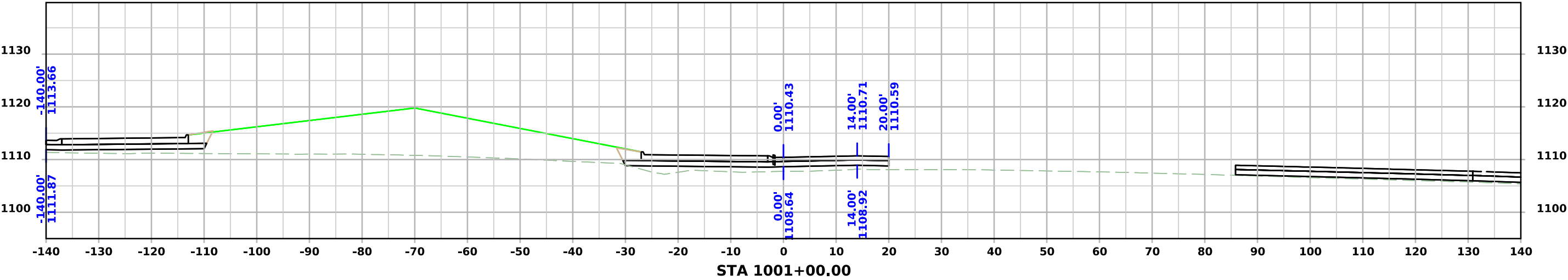
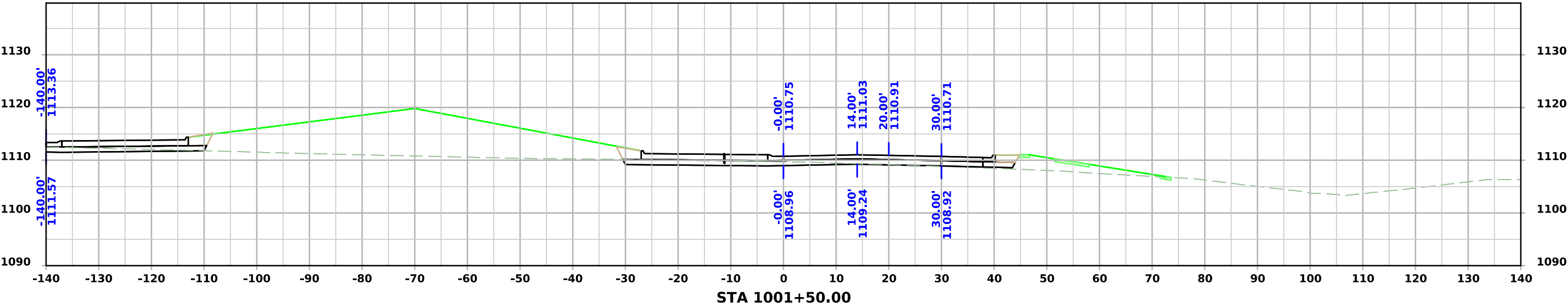
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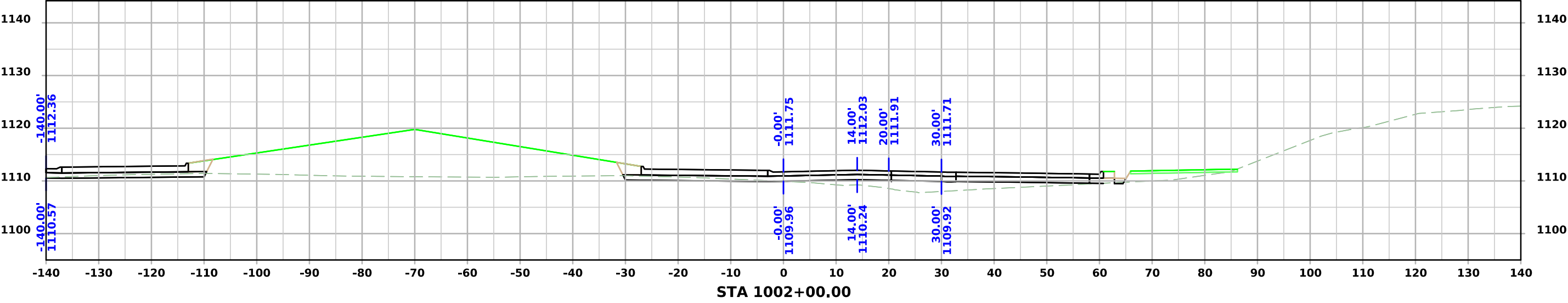
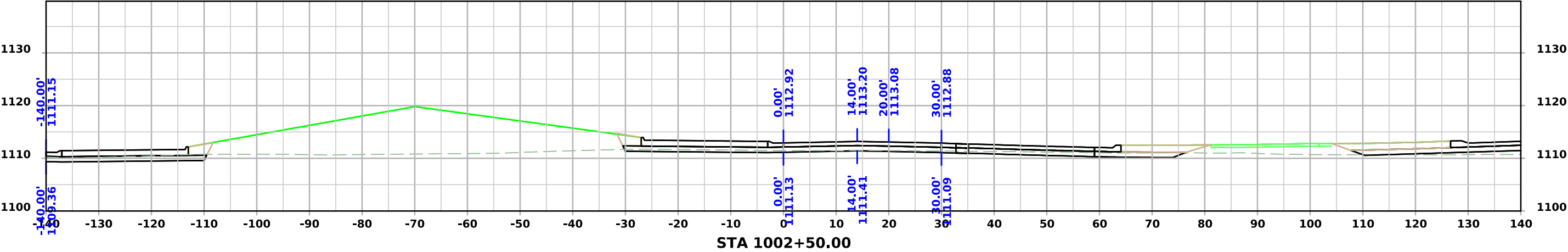
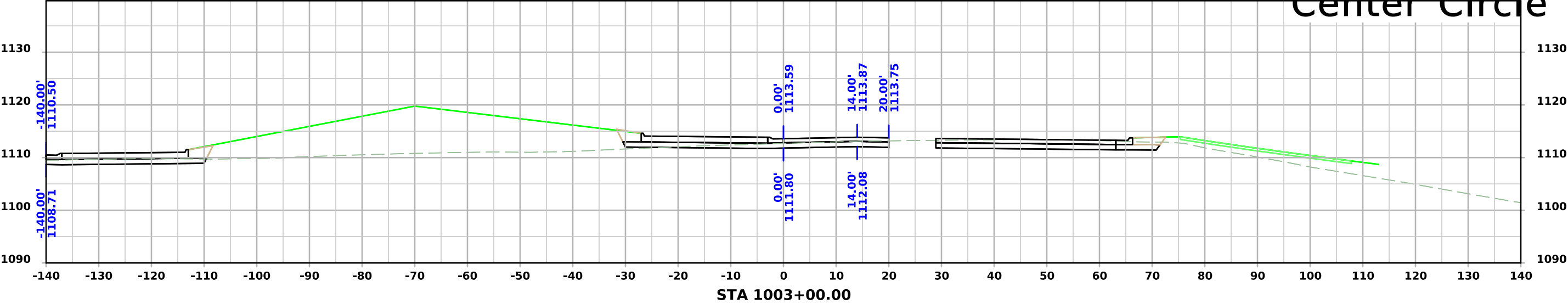
Center Circle



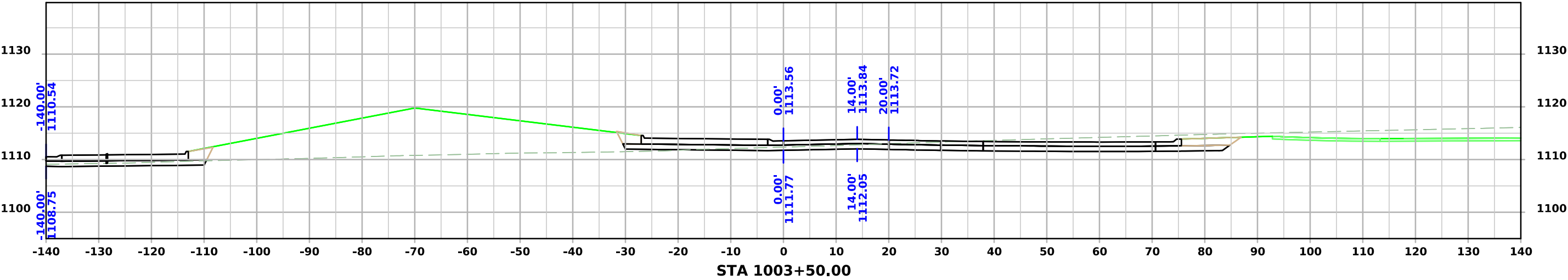
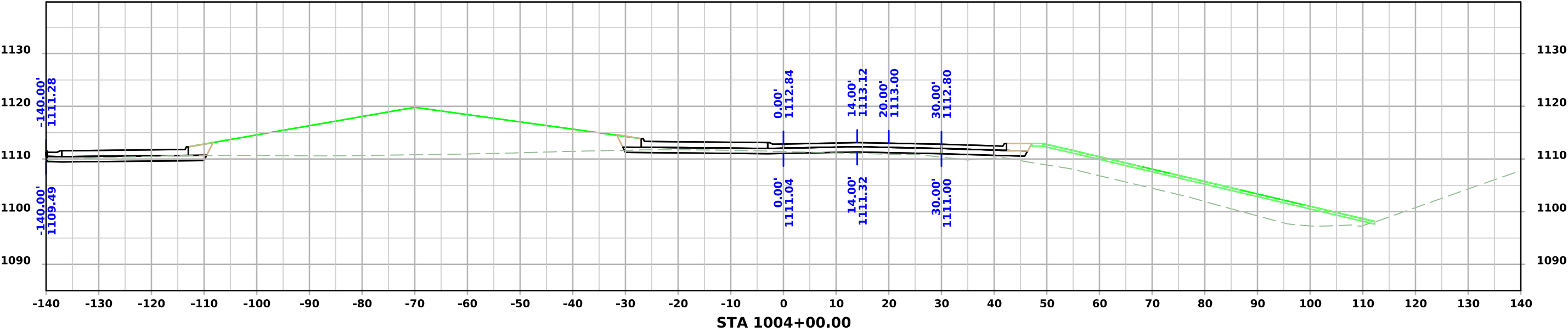
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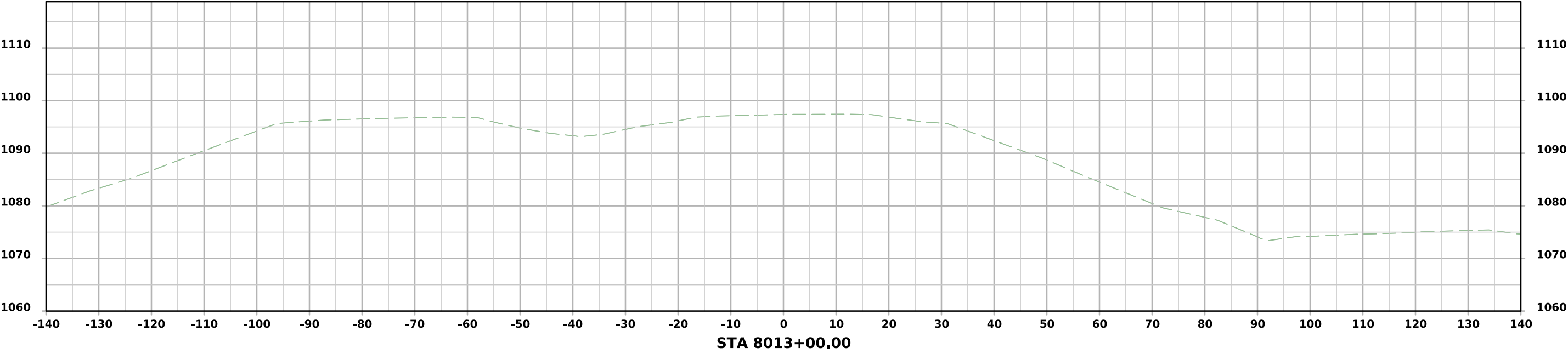
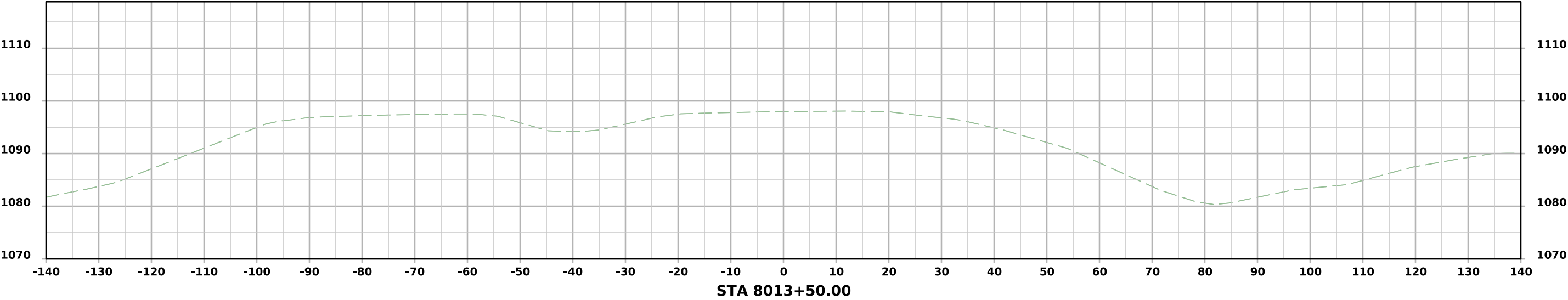
Center Circle



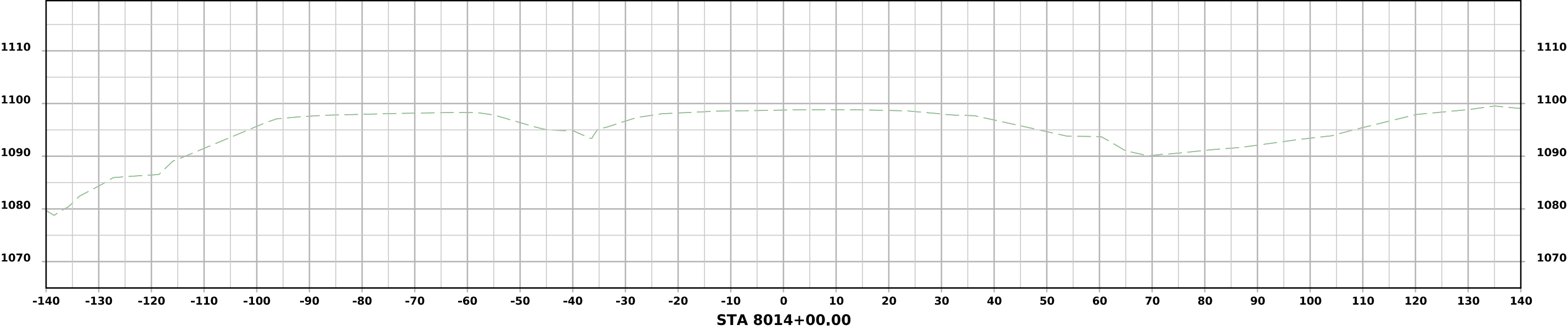
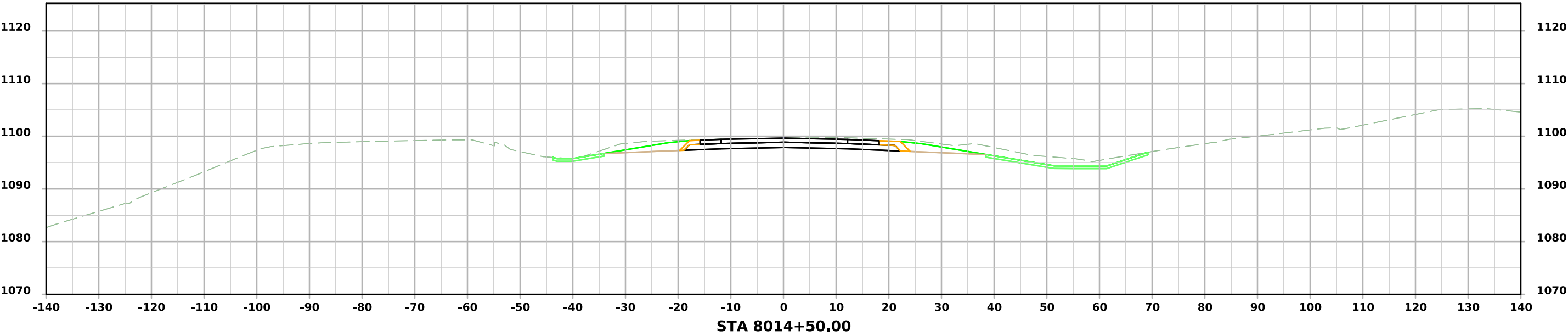
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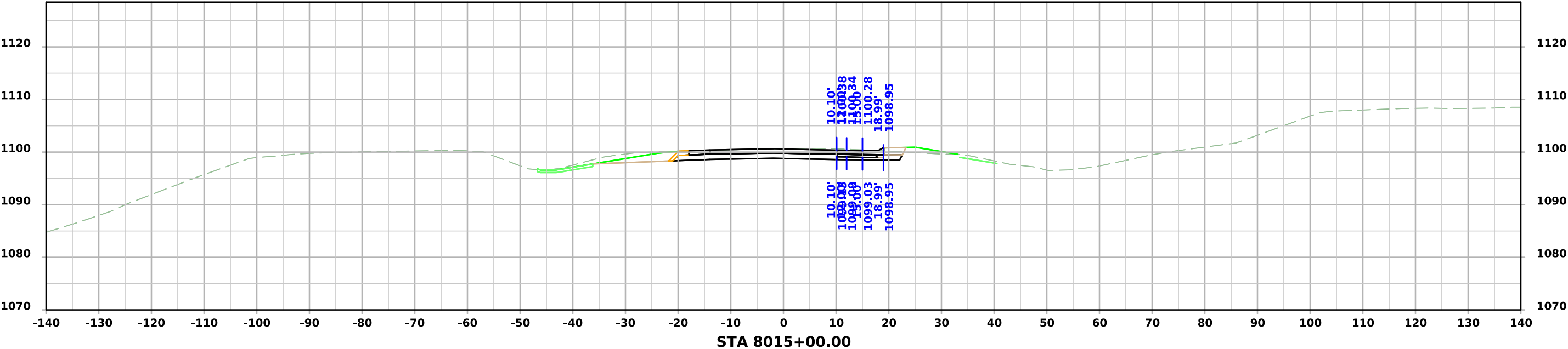
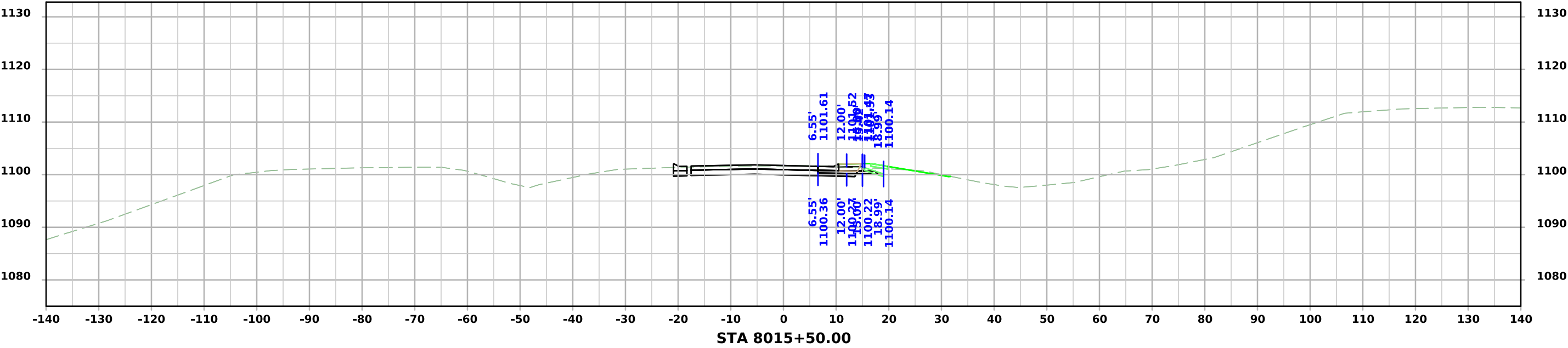
US 30 Detour



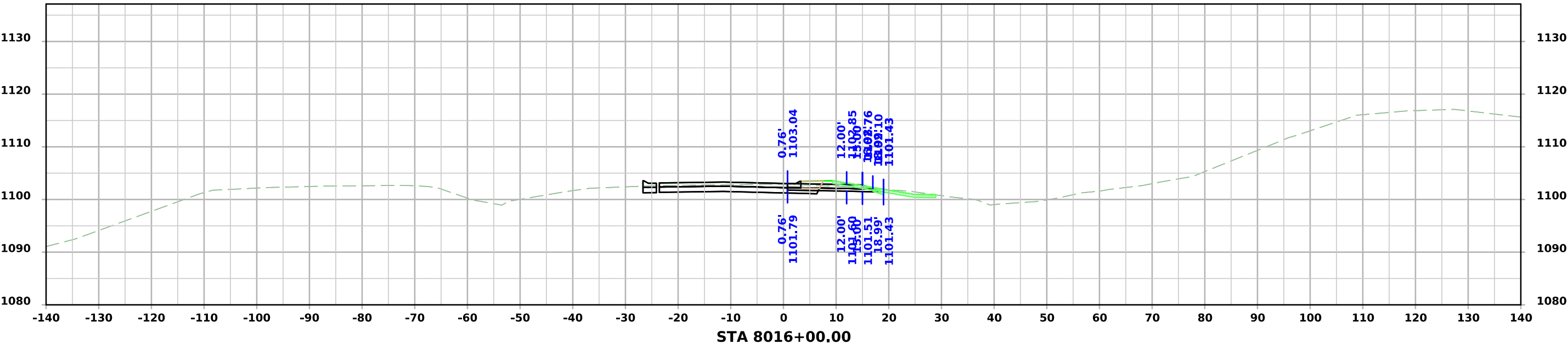
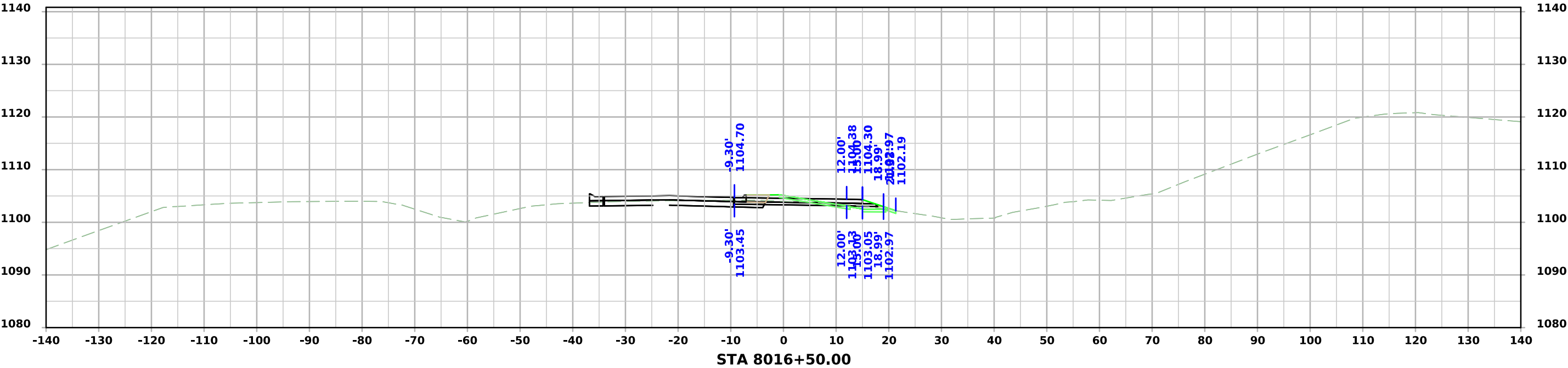
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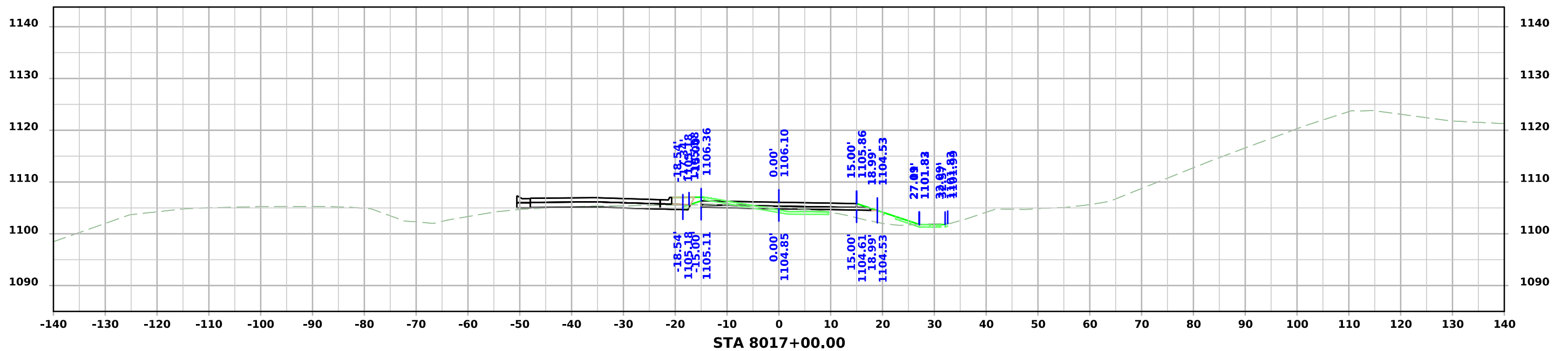
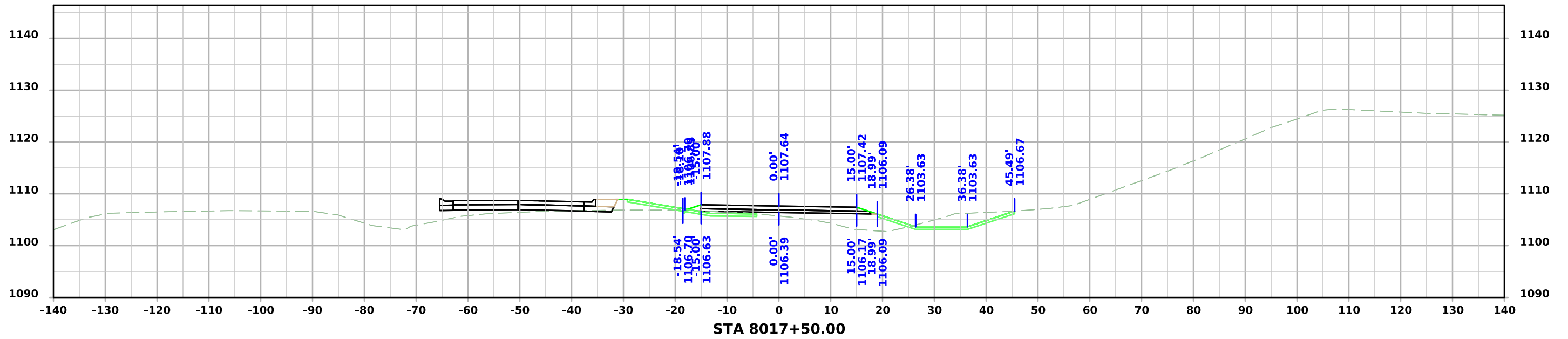
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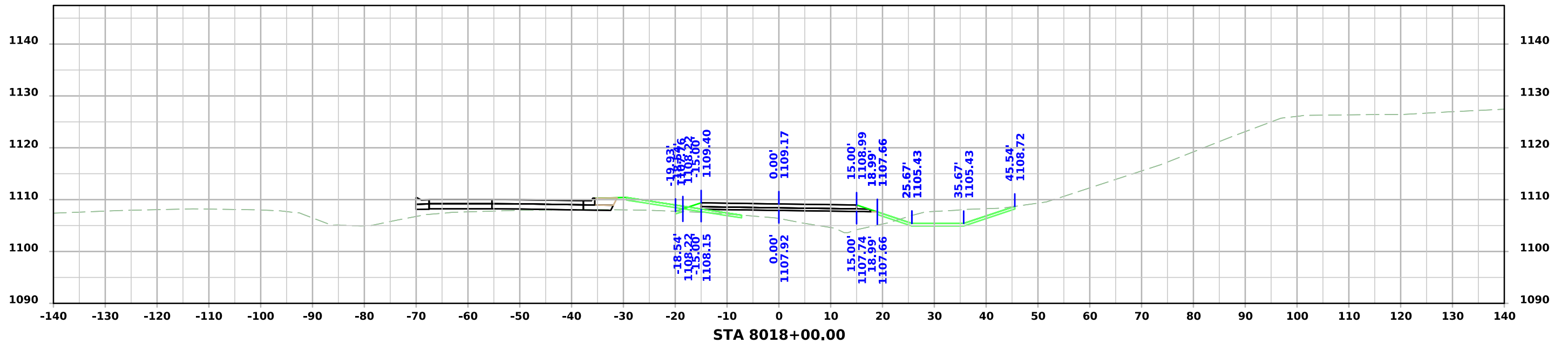
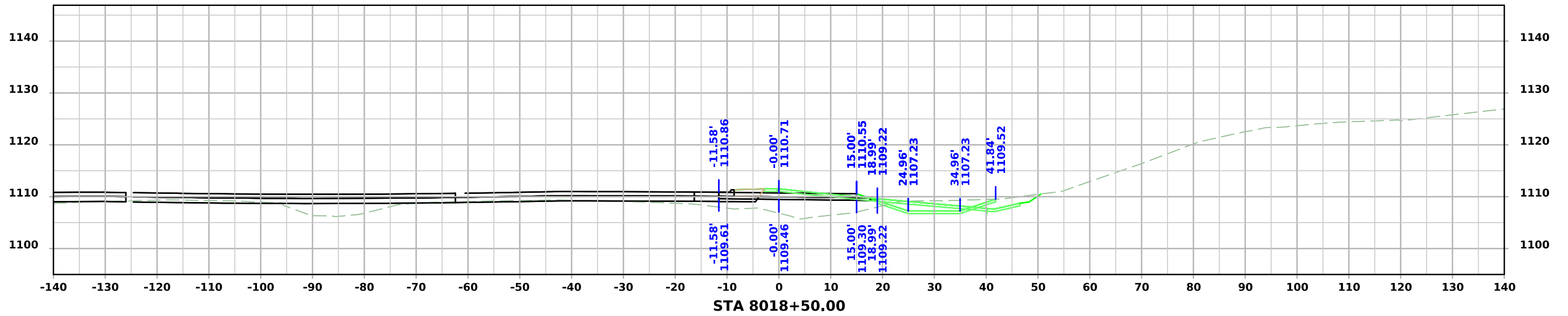
US 30 Detour



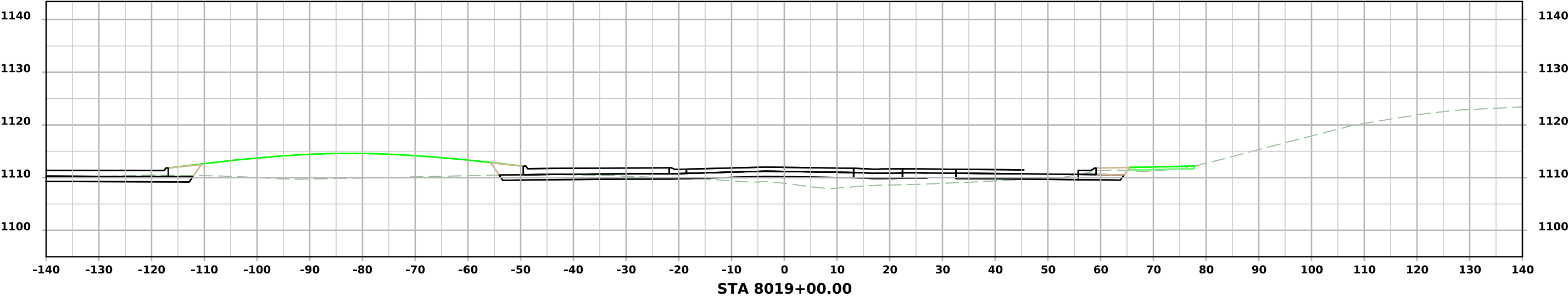
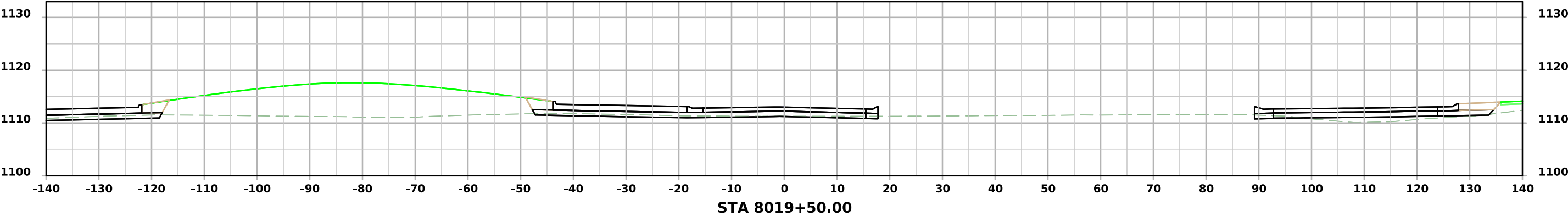
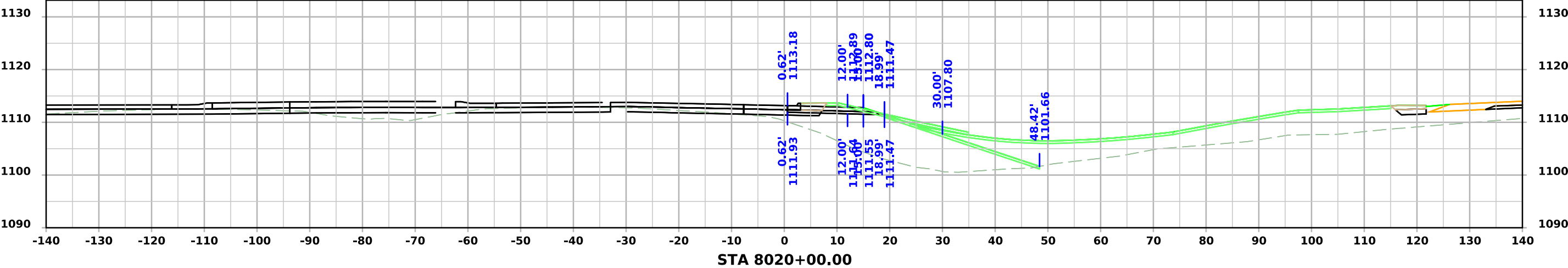
US 30 Detour



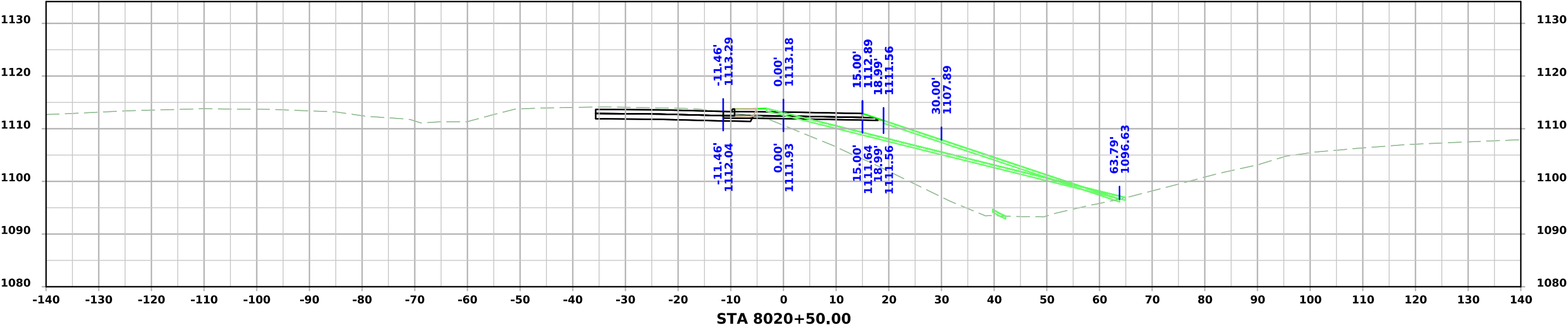
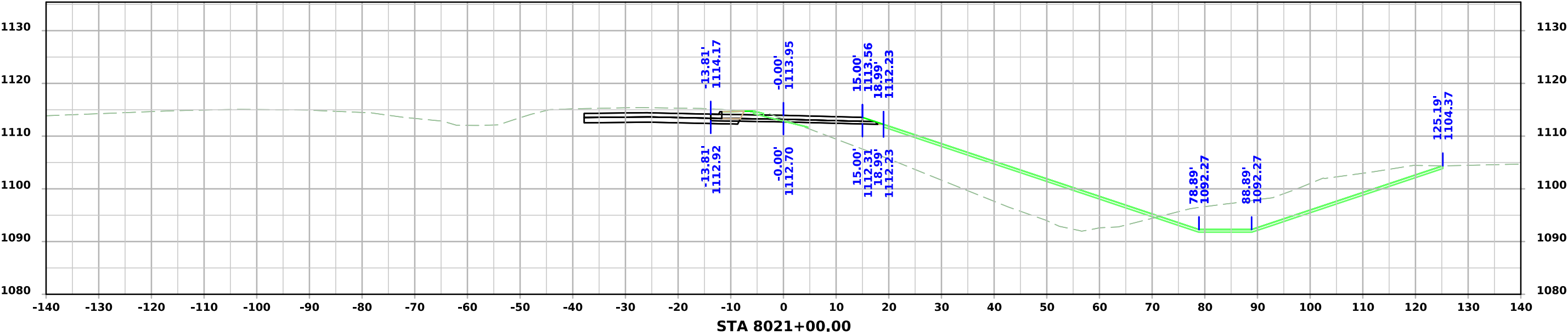
US 30 Detour



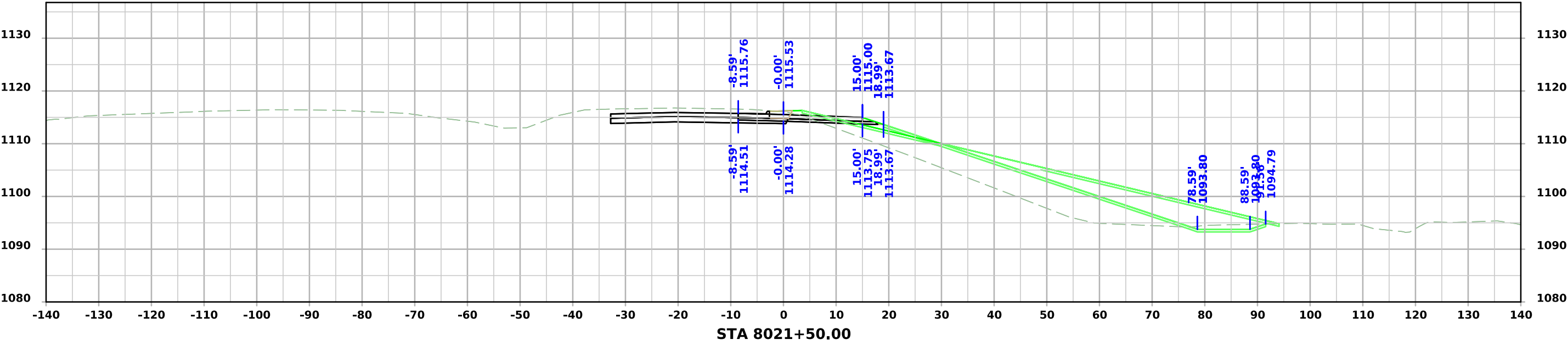
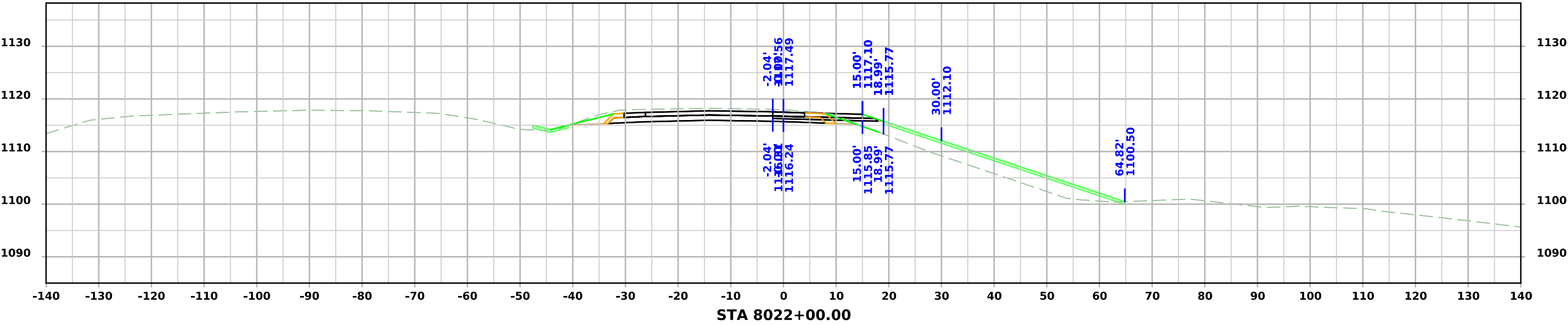
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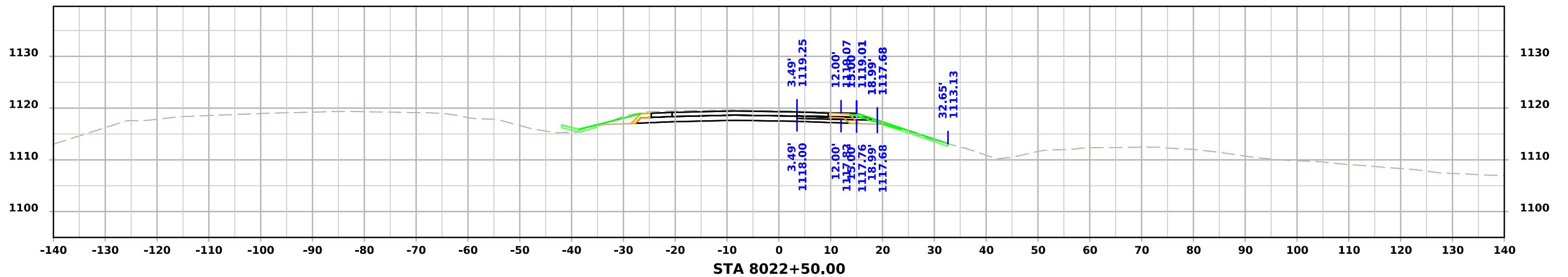
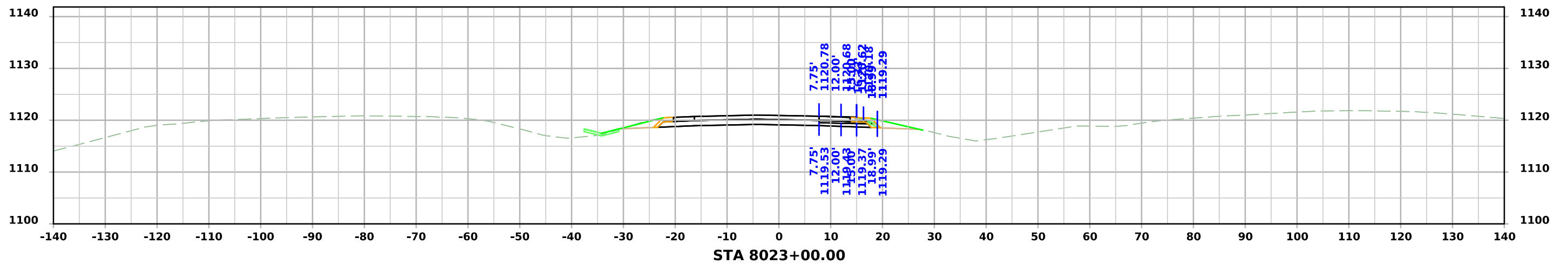
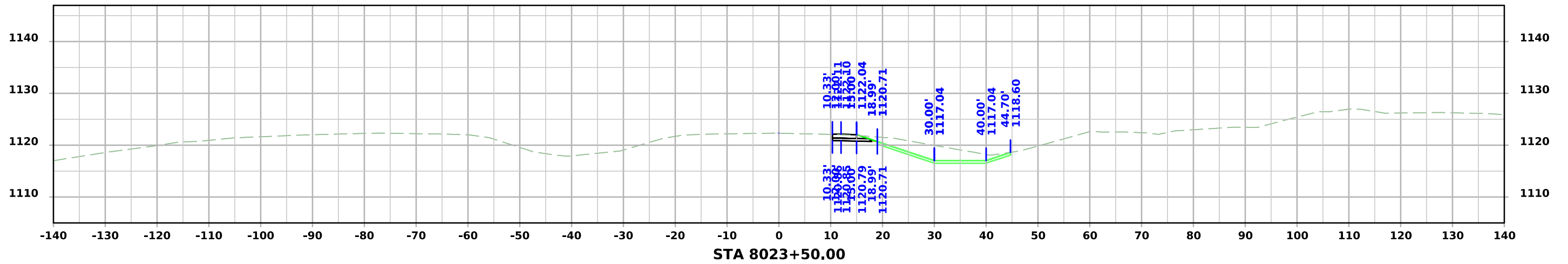
US 30 Detour



US 30 Detour



US 30 Detour



US 30 Detour

