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PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
STORY COUNTY
Preliminary Engineering
610th Ave Interchange at Nevada

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

TOTAL
..
PROJECT IDENTIFICATION NUMBER
13-85-030-010-01
PROJECT NUMBER
NHSX-030-5(321)--3H-85
R.O.W. PROJECT NUMBER
NHSN-030-5(248)--2R-85

Earthwork Summary	
Fill	352,500 CY
Cut	142,000 CY
Need	210,500 CY

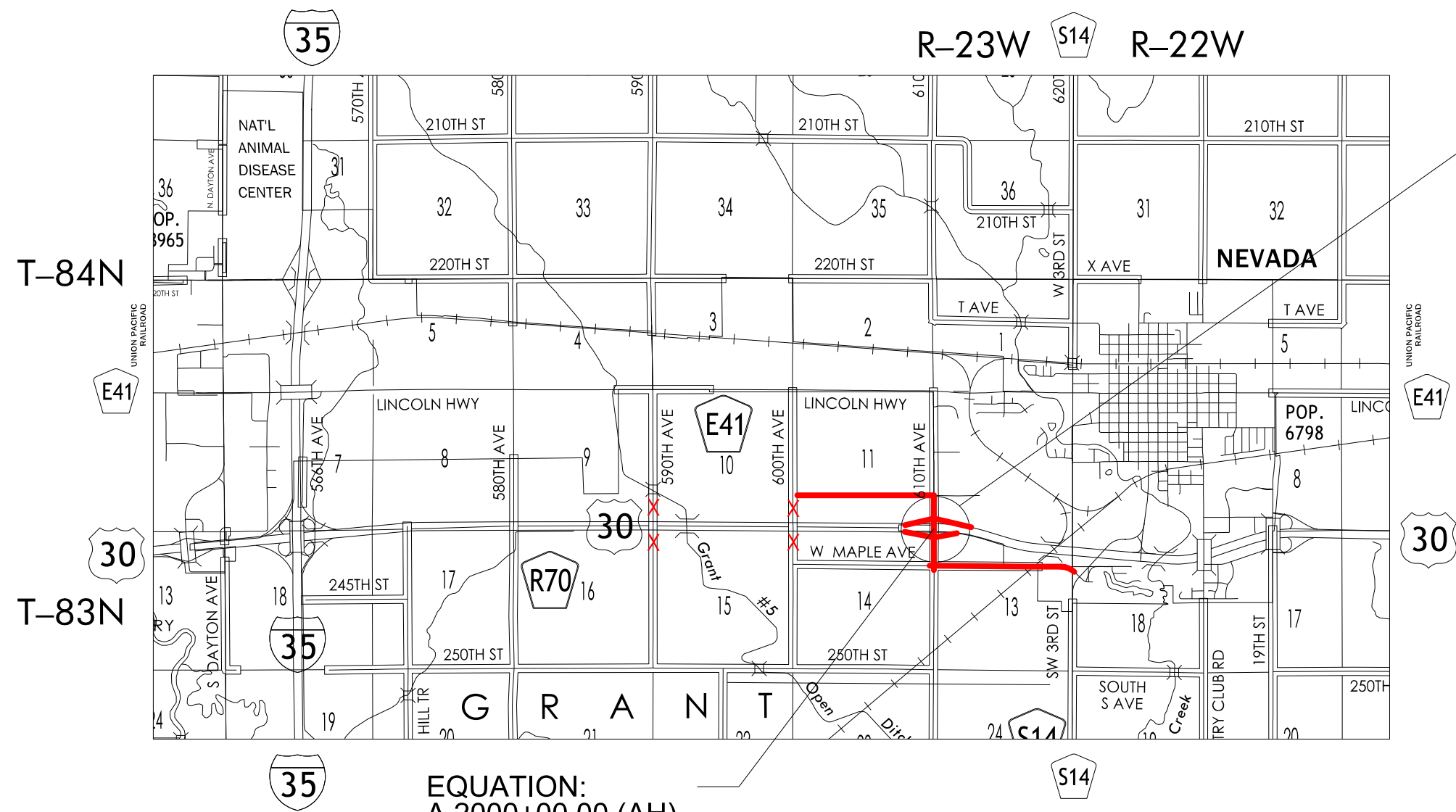
PRELIMINARY PLANS

Subject to change by final design.

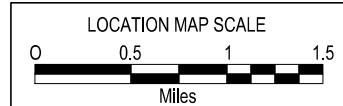
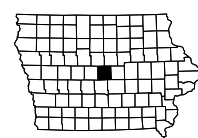
D5 PLAN - Jan 12, 2024

DESIGN DATA RURAL	
2028 AADT	18,329 V.P.D.
2048 AADT	23,129 V.P.D.
20 -- DHV	-- V.P.H.
TRUCKS	8-9 %
Total Design ESALs	--

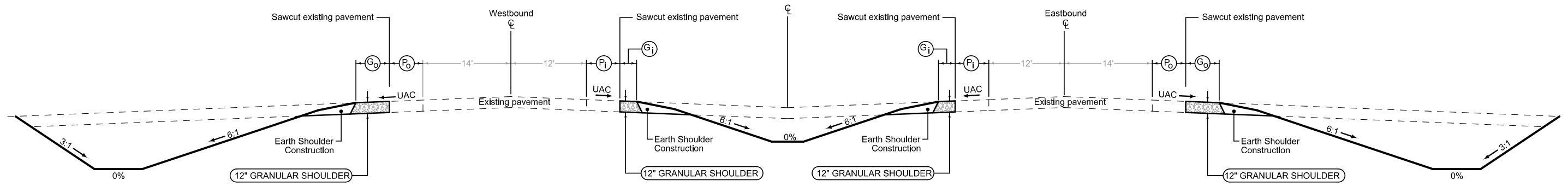
INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	Kelly C. Bell	Primary Signature Block	X
X	X	X	X



PROPOSED BRIDGE
Asset #: 701200



EQUATION:
A 2000+00.00 (AH)
= 1607+14.67 (BK)



Combination Shoulder

4_C_10-19-10				
Direction of Travel	BEGIN STATION	END STATION	P ₀ Feet	G ₀ Feet
WB	1499+50.00	1501+50.00	4	4
WB	1582+75.00	1595+55.00	4	4
EQ 1607+14.67 (BK) = A 2000+00.00 (AH)				
WB	A 2016+75.00	A 2023+25.00	4	4

Combination Shoulder

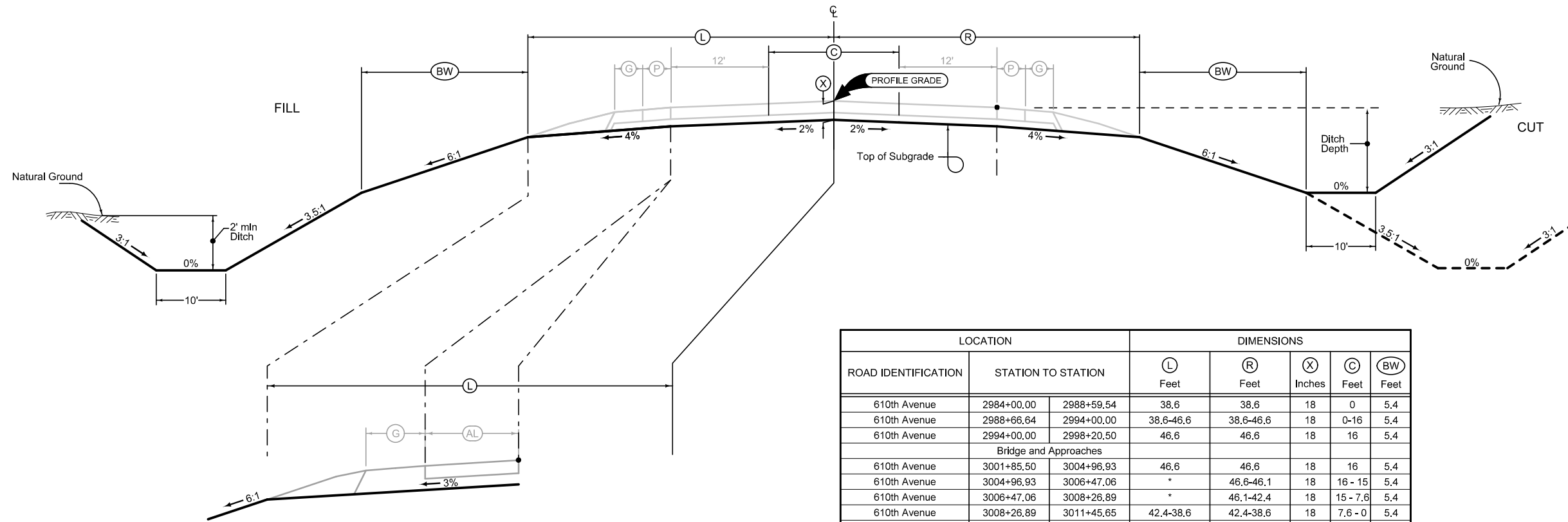
4_C_10-19-10				
Direction of Travel	BEGIN STATION	END STATION	P ₁ Feet	G ₁ Feet
EB	1497+00.00	1503+75.00	4	2
EB	1550+50.39	1554+56.38	4	2
EB	1599+38.13	1607+14.67	4	2
EQ 1607+14.67 (BK) = A 2000+00.00 (AH)				
EB	A 2000+00.00	A 2000+86.26	4	2
WB	1499+84.67	1503+64.44	4	2
WB	1552+88.99	1556+69.70	4	2
WB	1605+25.00	1607+14.67	4	2
EQ 1607+14.67 (BK) = A 2000+00.00 (AH)				
WB	A 2000+00.00	A 2003+85.00	4	2

Combination Shoulder

4_C_10-19-10				
Direction of Travel	BEGIN STATION	END STATION	P ₀ Feet	G ₀ Feet
EB	1497+75.00	1502+60.00	4	4
EB	1604+34.14	1607+14.67	4	4
EQ 1607+14.67 (BK) = A 2000+00.00 (AH)				
EB	A 2000+00.00	A 2000+88.59	4	4
EB	A 2012+18.64	A 2025+45.08	4	4

See Tab 112-9 for shoulder quantities.

US 30



LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	X Inches	C Feet	BW Feet
610th Avenue	2984+00.00 - 2988+59.54	38.6	38.6	18	0	5.4
610th Avenue	2988+66.64 - 2994+00.00	38.6-46.6	38.6-46.6	18	0-16	5.4
610th Avenue	2994+00.00 - 2998+20.50	46.6	46.6	18	16	5.4
Bridge and Approaches						
610th Avenue	3001+85.50 - 3004+96.93	46.6	46.6	18	16	5.4
610th Avenue	3004+96.93 - 3006+47.06	*	46.6-46.1	18	16 - 15	5.4
610th Avenue	3006+47.06 - 3008+26.89	*	46.1-42.4	18	15 - 7.6	5.4
610th Avenue	3008+26.89 - 3011+45.65	42.4-38.6	42.4-38.6	18	7.6 - 0	5.4
610th Avenue	3011+45.65 - 3011+75.00	38.6	38.6	18	0	5.4

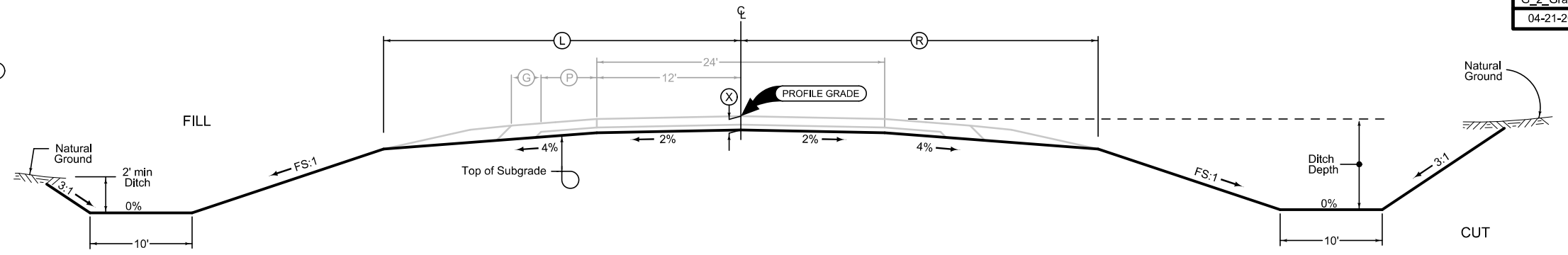
Auxiliary Lane Grading

LOCATION		L Feet
ROAD IDENTIFICATION	STATION TO STATION	
610th Avenue	3004+96.93 - 3006+47.06	58.6
610th Avenue	3006+47.06 - 3008+26.89	58.6-42.4

**2 LANE GRADING
(Barnroof Section)**

* See Aux Lane

LOCATION		DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	X Inches	FS
West A Avenue	5566+06.75 - 5619+37.19	35.94	35.94	18	6
West Maple	4024+76.51 - 4026+64.51	35.94	35.94	18	6
Break for 610th Avenue					
West Maple	4026+88.51 - 4061+50.00	35.94	35.94	18	6
West Maple	4061+50.00 - 4063+08.74	36-39	36-39	18	6
West Maple	4063+08.74 - 4067+00.00	39	39	18	6
West Maple	4067+00.00 - 4068+50.00	39-36	39-36	18	6
West Maple	4068+50.00 - 4082+27.46	35.94	35.94	18	6



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

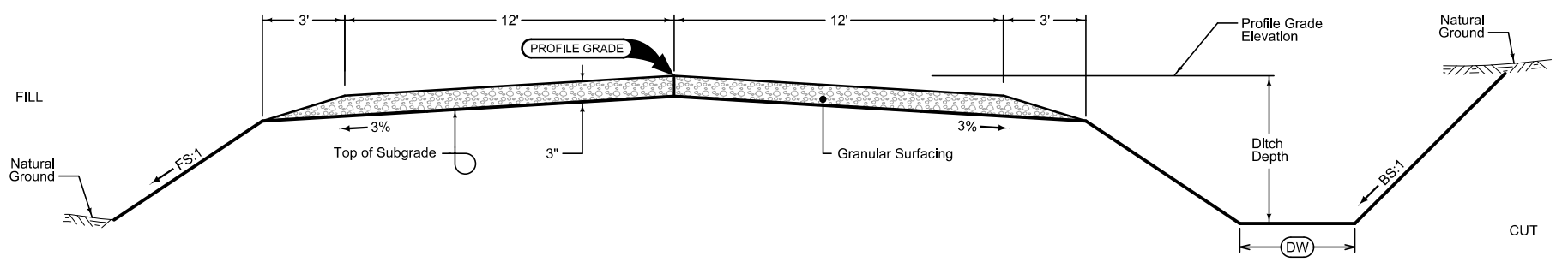
① See detail "Ditch" for locations and details for typical ditch with dike.

See plan & profile sheets and cross sections for additional details of ditches and backslopes.

2 LANE GRADING

LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION	FS	BS	DW Feet	Granular Surfacing Ton	
610th Avenue	2982+75.00 2984+00.00	3	3	10	74.38	
West Maple	4024+00.00 4024+75.00	6	3	10	43.91	
TOTAL:					118.29	

G_2_GradeGran
10-17-17



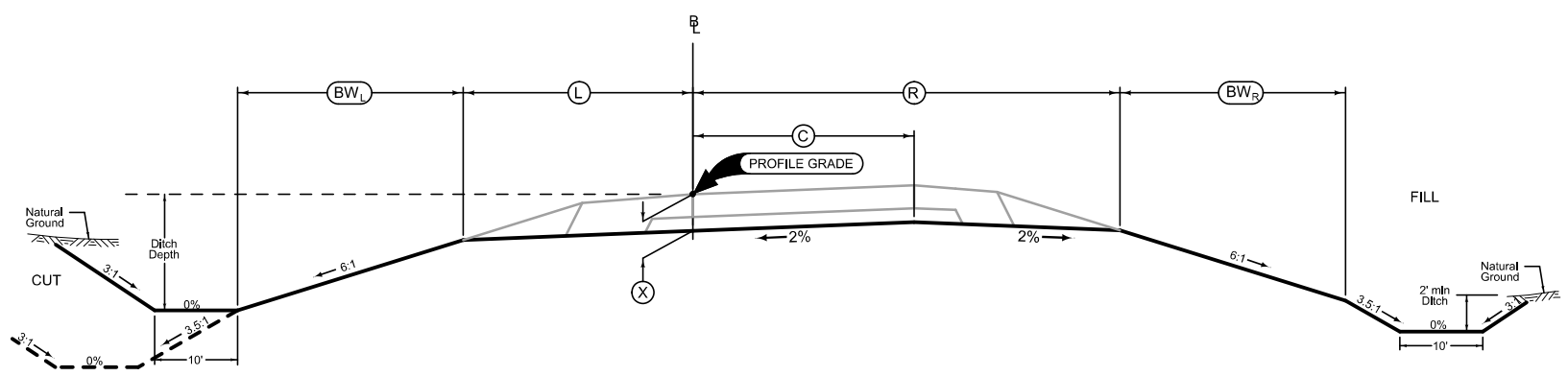
GRADING AND GRANULAR SURFACING

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.

LOCATION			DIMENSIONS						
INTERCHANGE	RAMP/ LOOP	STATION TO STATION	L Feet	R Feet	C Feet	X Inches	BW _L Feet	BW _R Feet	
610th Ave	A	1499+24.46 1516+75.00	32.6	18.6	16	22	18	17.5	
610th Ave	C	3595+53.66 3607+53.76	32.6	18.6	16	22	18	17.5	

G_Ramp_1

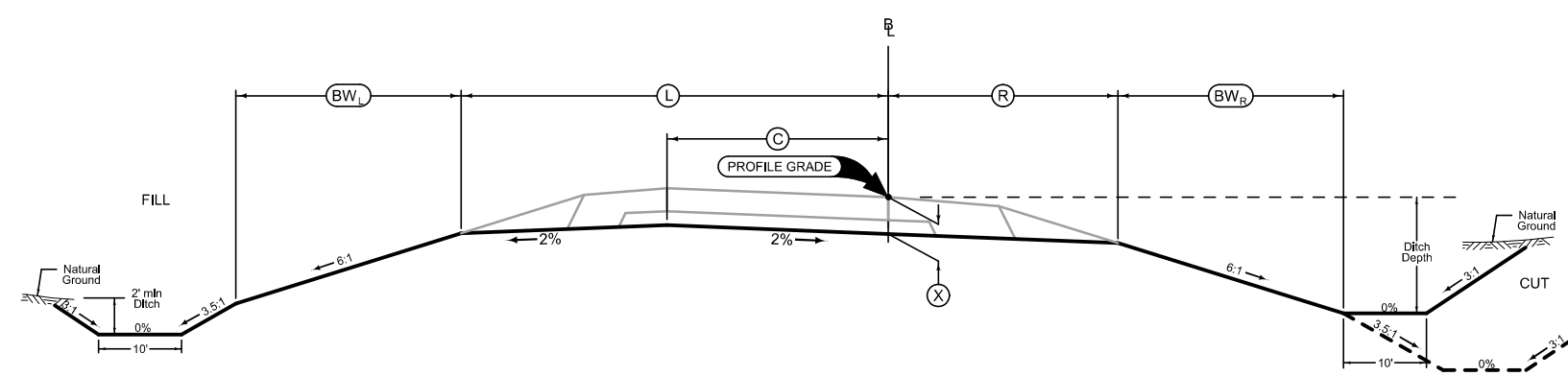


RAMP GRADING

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

LOCATION			DIMENSIONS						
INTERCHANGE	RAMP	STATION TO STATION	L Feet	R Feet	C Feet	X Inches	BW _L Feet	BW _R Feet	
610th Ave	B	2594+75.00 2607+56.28	32.6	18.6	16	22	18	17.5	
610th Ave	D	4500+11.53 4512+23.44	32.6	18.6	16	22	18	17.5	

G_Ramp_2



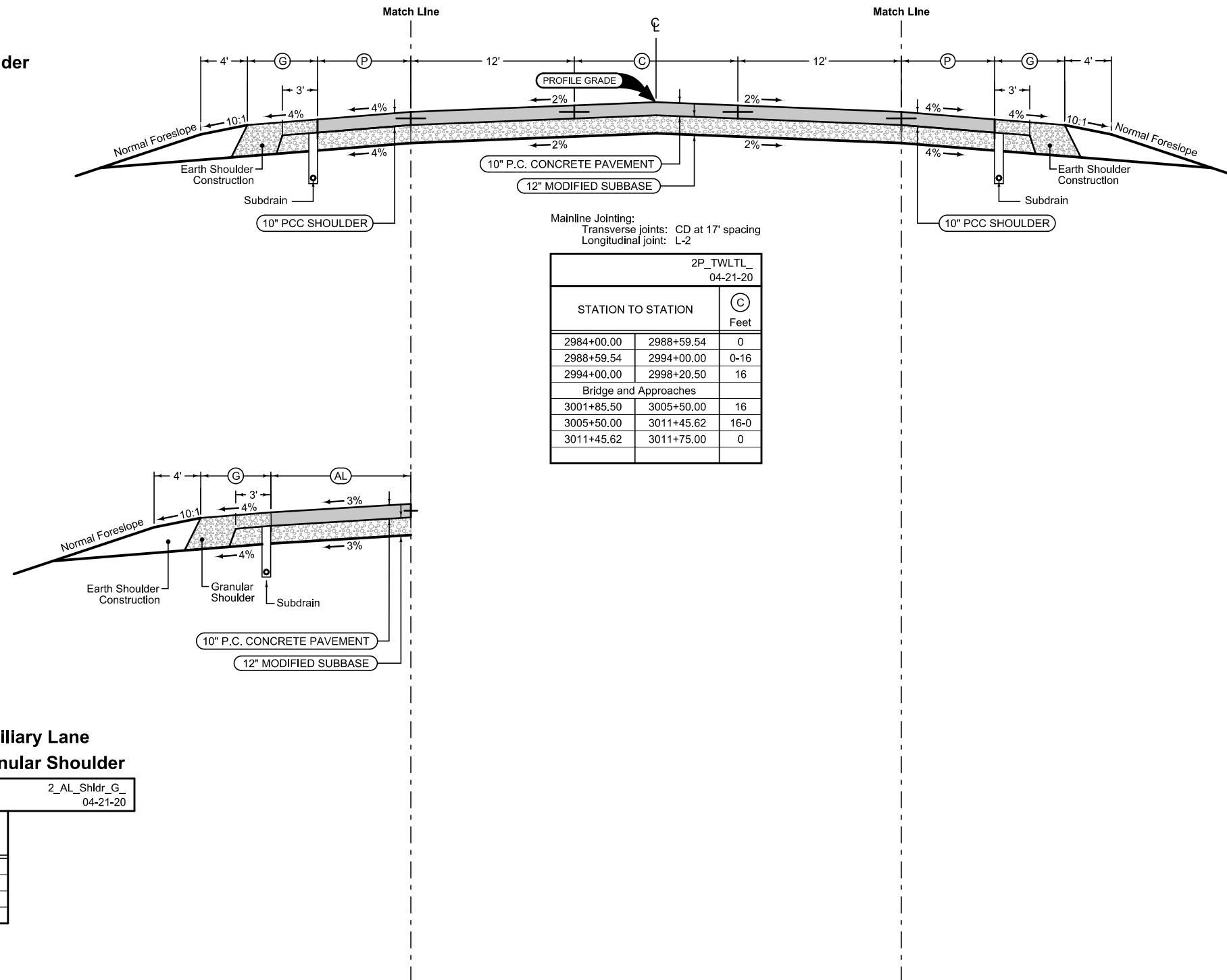
RAMP GRADING

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

Full Depth PCC Combination Shoulder

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

2_C_FullPCC_04-20-21			
STATION TO STATION	(P) Feet	(G) Feet	
2984+00.00	2998+20.50	6	4
Bridge and Approaches			
3001+85.50	3004+96.93	6	4
3008+26.89	3011+75.00	6	4



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

2P_TWLTL_04-21-20		
STATION TO STATION	(C) Feet	
2984+00.00	2988+59.54	0
2988+59.54	2994+00.00	0-16
2994+00.00	2998+20.50	16
Bridge and Approaches		
3001+85.50	3005+50.00	16
3005+50.00	3011+45.62	16-0
3011+45.62	3011+75.00	0

Full Depth PCC Combination Shoulder

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

2_C_FullPCC_04-20-21			
STATION TO STATION	(P) Feet	(G) Feet	
2984+00.00	2998+20.50	6	4
Bridge and Approaches			
3001+85.50	3011+75.00	6	4

Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16			
STATION TO STATION	(AL) Feet	(G) Feet	
3004+96.93	3006+47.06	12	6
3006+47.06	3007+37.04	12-6	6
3007+37.04	3008+26.89	6	4

Auxiliary Lane

Granular Shoulder

2_AL_Shldr_G_04-21-20	
(AL) Feet	(G) Feet
12	6
12-6	6
6	4

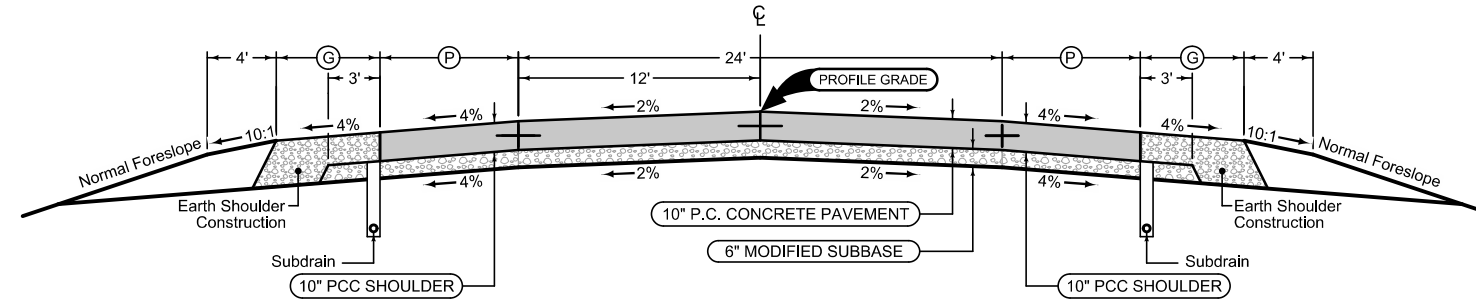
See Tab 100-24 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

610th Avenue / Airport Road

Full Depth PCC Combination Shoulder

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

4_C_FullPCC_04-20-21				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
WB	5566+06.75	5619+37.19	6	4



Full Depth PCC Combination Shoulder

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

4_C_FullPCC_04-20-21				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
EB	5566+06.75	5619+37.19	6	4

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

2P_04-21-20	
STATION TO STATION	
5566+06.75	5619+37.19

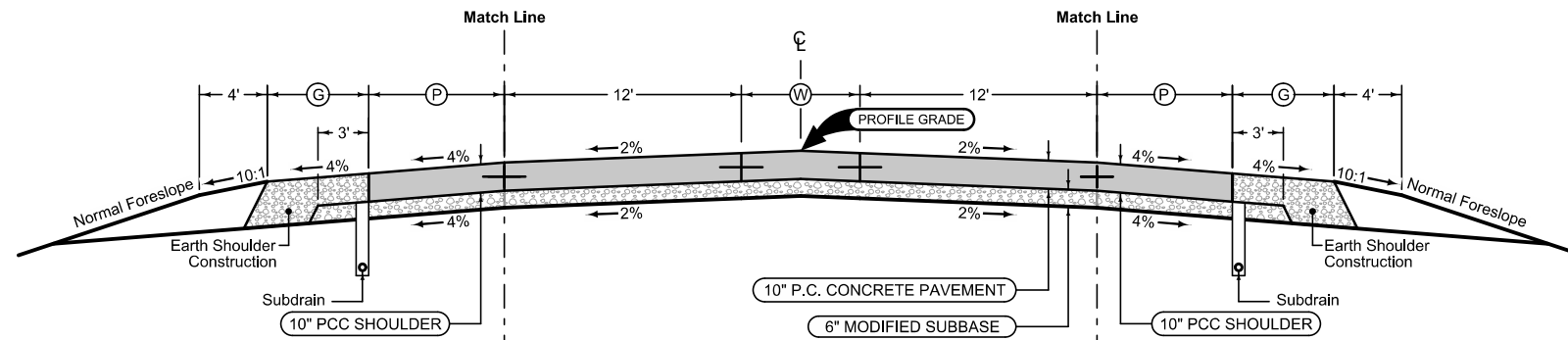
See Tab 100-24 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

West A Avenue

Full Depth PCC Combination Shoulder

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

4_C_FullPCC_04-20-21				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
WB	4024+75.00	4026+64.51	6	4
	Gap for 610th Ave			
WB	4026+88.51	4064+74.63	6	4
	Gap for Railroad			
WB	4064+90.05	4082+27.46	6	4



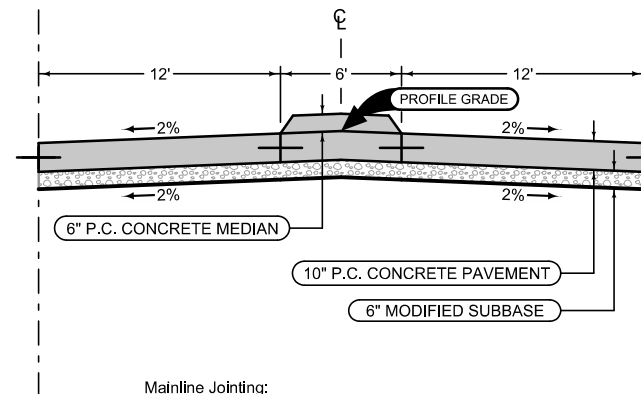
Mainline Jointing:
 Transverse joints: CD at 17' spacing
 Longitudinal joint: L-2

2P_Widen MODIFIED		
STATION TO STATION		(W) Feet
4024+75.00	4026+64.51	0
Gap for 610th Ave		
4026+88.51	4061+50.00	0
4061+50.00	4063+00.00	0-6
4063+00.00	4063+11.74	6
See Raised Median Typical		
4067+00.00	4068+50.00	6-0
4068+50.00	4082+27.46	0

Full Depth PCC Combination Shoulder

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

4_C_FullPCC_04-20-21				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
WB	4024+75.00	4026+64.51	6	4
	Gap for 610th Ave			
WB	4026+88.51	4064+39.54	6	4
	Gap for Railroad			
WB	4064+54.93	4082+27.46	6	4



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

2P_RaisedMedian MODIFIED		
STATION TO STATION		
4063+11.74	4064+54.90	
Gap for Railroad		
4064+74.69	4067+00.00	

* See PV-104 for ramped median nose transitions
 * See PV-106 for reinforced section
 * See U.01 for additional information

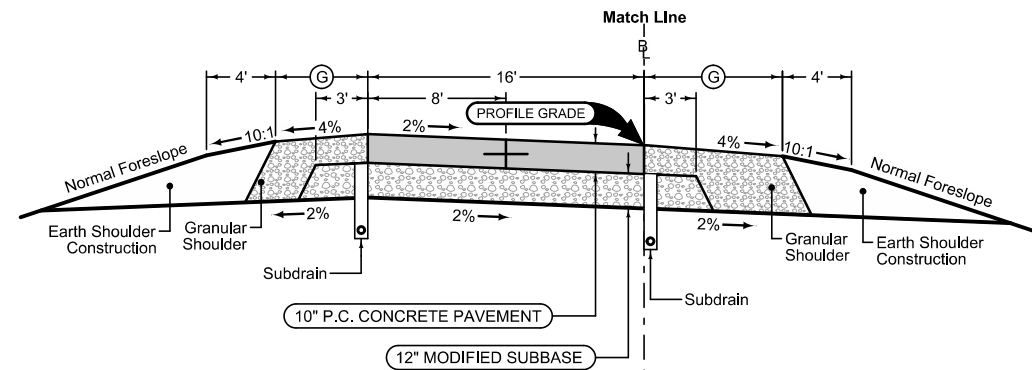
See Tab 100-24 for pavement quantities.

See Tab 112-9 for shoulder quantities.

West Maple

Granular Shoulder

2_G_10-21-14			
RAMP	STATION TO STATION		Ⓞ Feet
A	1499+55.26	1516+75.00	4
B	2594+75.00	2607+24.09	4
C	3595+53.13	3607+21.70	4
D	4500+39.19	4512+23.44	4

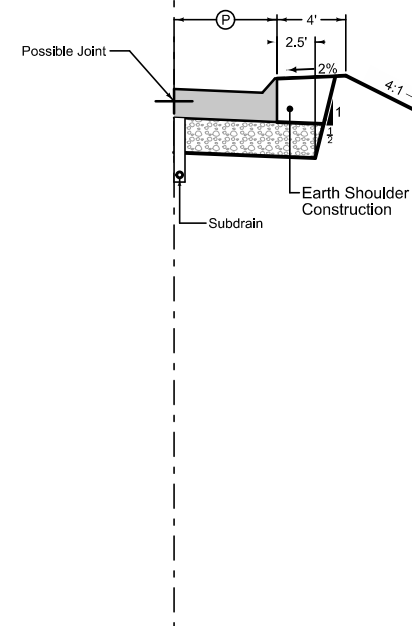


Section Shown in the direction of traffic.
 Ramp Jointing:
 Transverse joints: CD at 15' spacing.
 Longitudinal joints: L-2

1RP_10-17-17		
RAMP	BEGIN STATION	END STATION
A	1499+24.46	1516+75.00
B	2594+75.00	2607+56.28
C	3595+53.66	3607+53.81
D	4500+13.53	4512+23.44

Granular Shoulder

2_G_10-21-14			
RAMP	STATION TO STATION		Ⓞ Feet
A	1499+27.35	1516+75.00	6
B	2594+75.00	2607+53.55	6
C	3597+35.00	3607+53.79	6
D	4500+14.86	4512+23.44	6



Curbed Shoulder

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

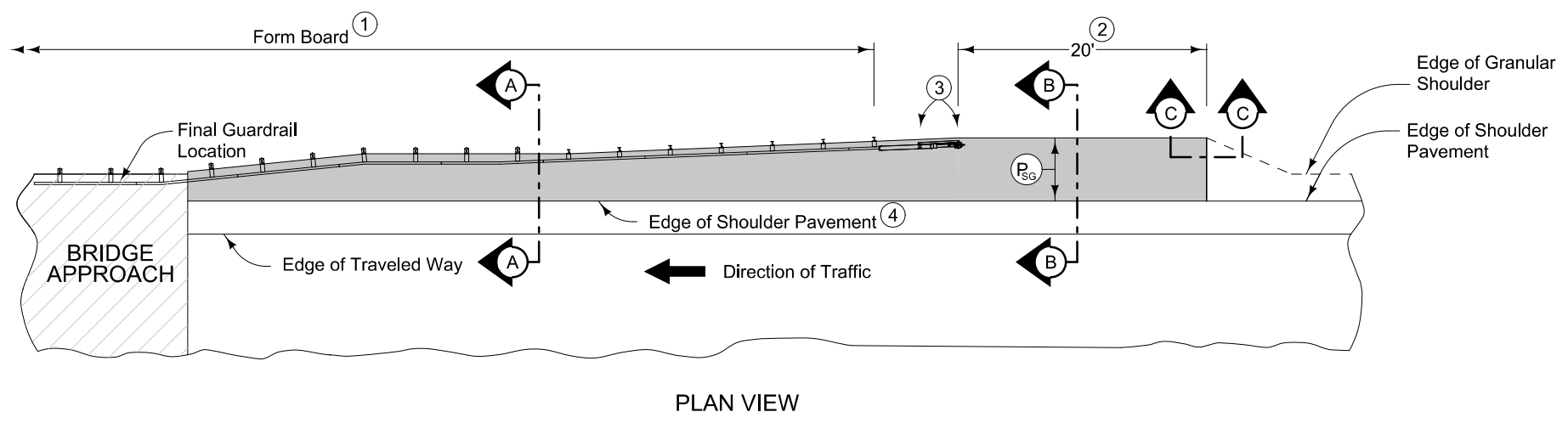
Single pour: L-2
 Staged: KT-2
 Transverse: C at 17' spacing

2_Curb_MODIFIED				
RAMP	STATION TO STATION		Ⓞ Feet	Curb Type See PV-102
C	3594+00.00	3597+35.00	7	6" Sloped

See Tab 100-24 for pavement quantities.

See Tab 112-9 for shoulder quantities.

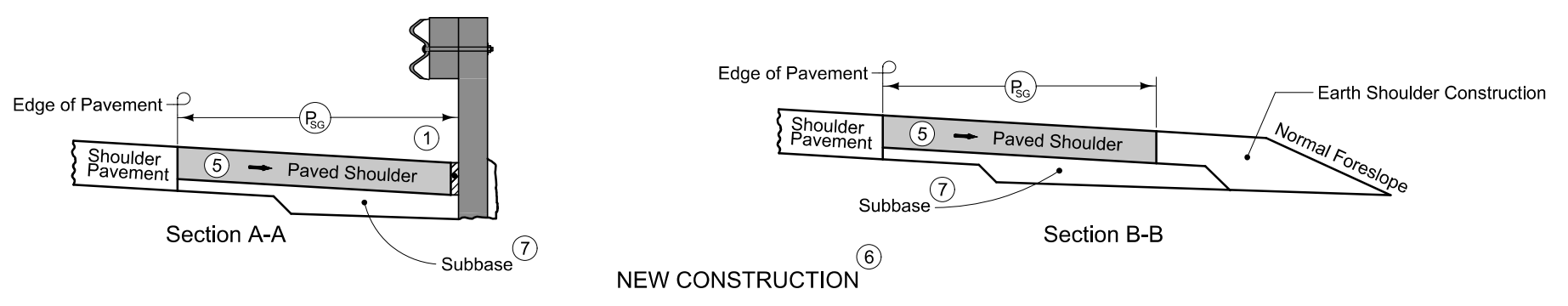
**US 30/610th Avenue
 Ramp A,B,C,D**



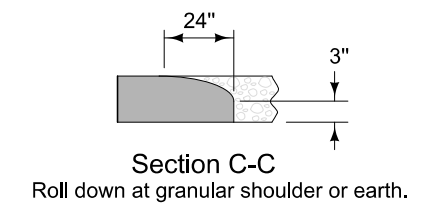
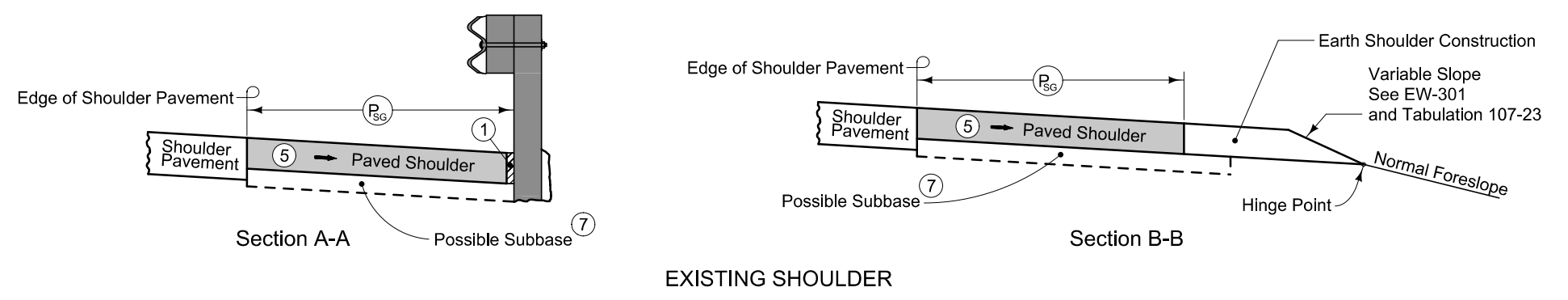
6" PCC Paved Shoulder at guardrail with the following jointing layout:

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

Refer to Tabulation 112-9 for shoulder quantities.

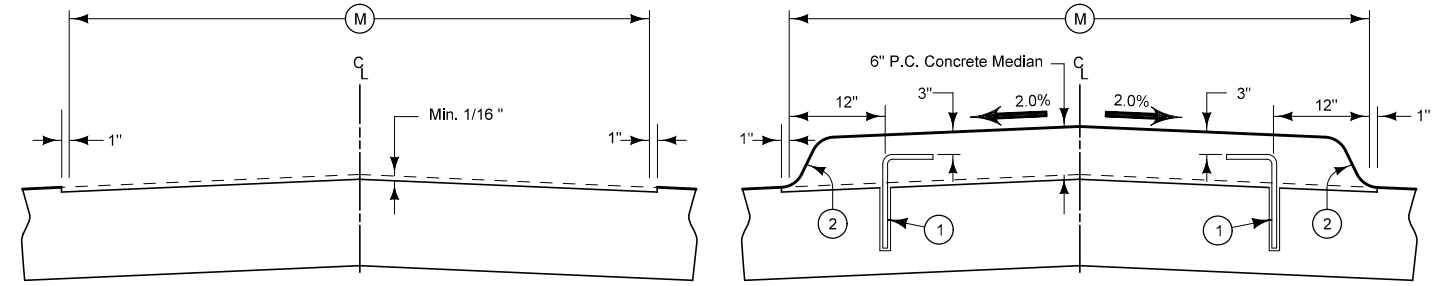


- ① When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
- ② Continue paved shoulder 20 feet beyond the center of the first post.
- ③ Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ④ 'KT' joint (per PV-101) for PCC shoulder.
- ⑤ Match shoulder slope.
- ⑥ The Contractor has the option to pave the paved shoulder at guardrail and the partial width paved shoulder as one operation.
- ⑦ Refer to other details in the plan.



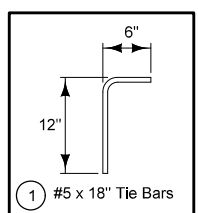
PAVED SHOULDER AT GUARDRAIL
(ADJACENT TO PARTIAL WIDTH PAVED SHOULDER)

6149
04-17-07



Details of Milling

Details of Median Placement

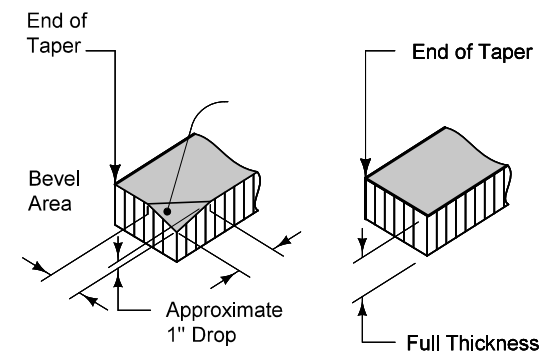


2 6" Standard Curb

DOWELED MEDIAN WITH STANDARD CURB

Notes:
This section may be appropriately modified in areas specifically designated by the Engineer.
Use 'C' joints in the doweled median and match the location of all transverse and longitudinal joints to the joints in the existing pavement.
Place tie bars at 24" C-C longitudinal spacing between joints in existing pavement. Drill 3/4" holes for the tie bars and epoxy to new pavement. See Tabulation 112-5 for additional details. Epoxy material shall be as specified in Materials IM491.11, appendix C.

7101
10-19-10



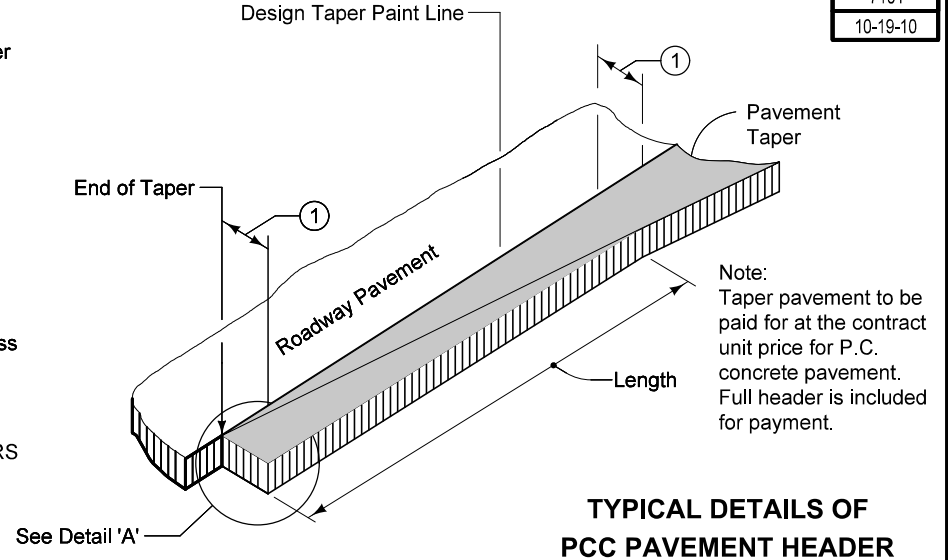
DETAIL 'A'

FOR GRANULAR SHOULDERS

DETAIL 'A'

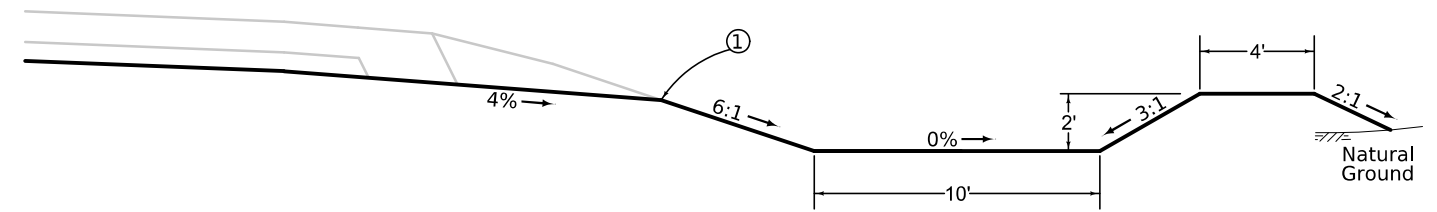
FOR PAVED SHOULDERS

1 Normal width is 2'-0". Where applicable, match PCC/HMA paved shoulder width.



TYPICAL DETAILS OF PCC PAVEMENT HEADER

DITCH



LOCATION			
ROAD IDENTIFICATION	STATION TO STATION		SIDE
West A Avenue	5586+57.56	5591+45.00	Right
West A Avenue	5597+10.00	5606+40.00	Right

Note:
Details shown are typical. Refer to plan cross sections for additional data on Special Ditches.

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

DETAIL OF TYPICAL DITCH W/ DIKE

SURVEY SYMBOLS

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

UTILITY LEGEND

Sub-Surface Utility Mapping Quality Level is in accordance with CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.

- Remark Abbreviations
 QLA - Quality Level A Highest guideline quality level
 QLD - Quality Level D Lowest guideline quality level
- Alliant
 - E2 Alliant
 - F02 Colo Telephone Co. - Quality D
 - F06 ICN - Quality D
 - F07 Windstream - Quality D
 - F09 Centurylink - Quality D
 - F010 AT&T Transmission - Quality D
 - W Iowa Regional Utility Association - Quality D
 - G Alliant - Quality D
 - TV Mediacom - Quality D
 - E1(B) EL1B, Consumers Energy - Quality B
 - E2(B) EL2B, City of Nevada - Quality B
 - F0(B) FO1B, WITel - Quality B
 - F02(B) FO2B, Verizon/MCI - Quality B
 - F03(B) FO3B, Iowa Communication Network - Quality B
 - F04(B) FO4B, Colo Telephone - Quality B
 - F05(B) FO5B, Windstream - Quality B
 - G(B) GL1B, Alliant Energy - Quality B
 - GH2(B) GH2B, Magellan - Quality B
 - GH3(B) GH3B, Flint Hills Resources - Quality B
 - TL1(D) TL1D, Century Link-Lumen - Quality D
 - W WL1D, Iowa Regional Utilities Association - Quality D

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

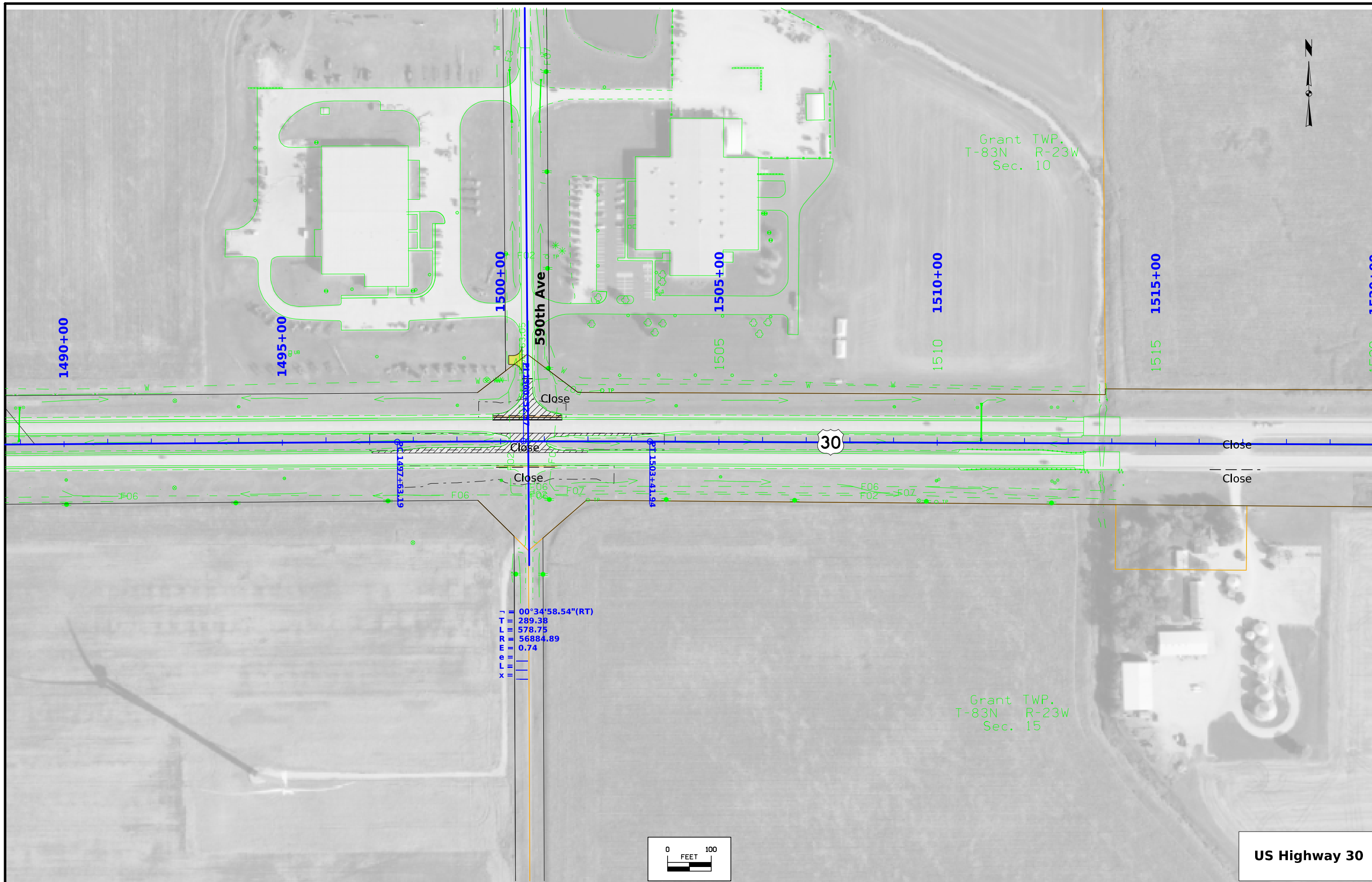
- Reference Point
- Station
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

RIGHT-OF-WAY LEGEND

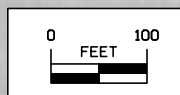
- Proposed Right-of-Way
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- Access Control
- Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

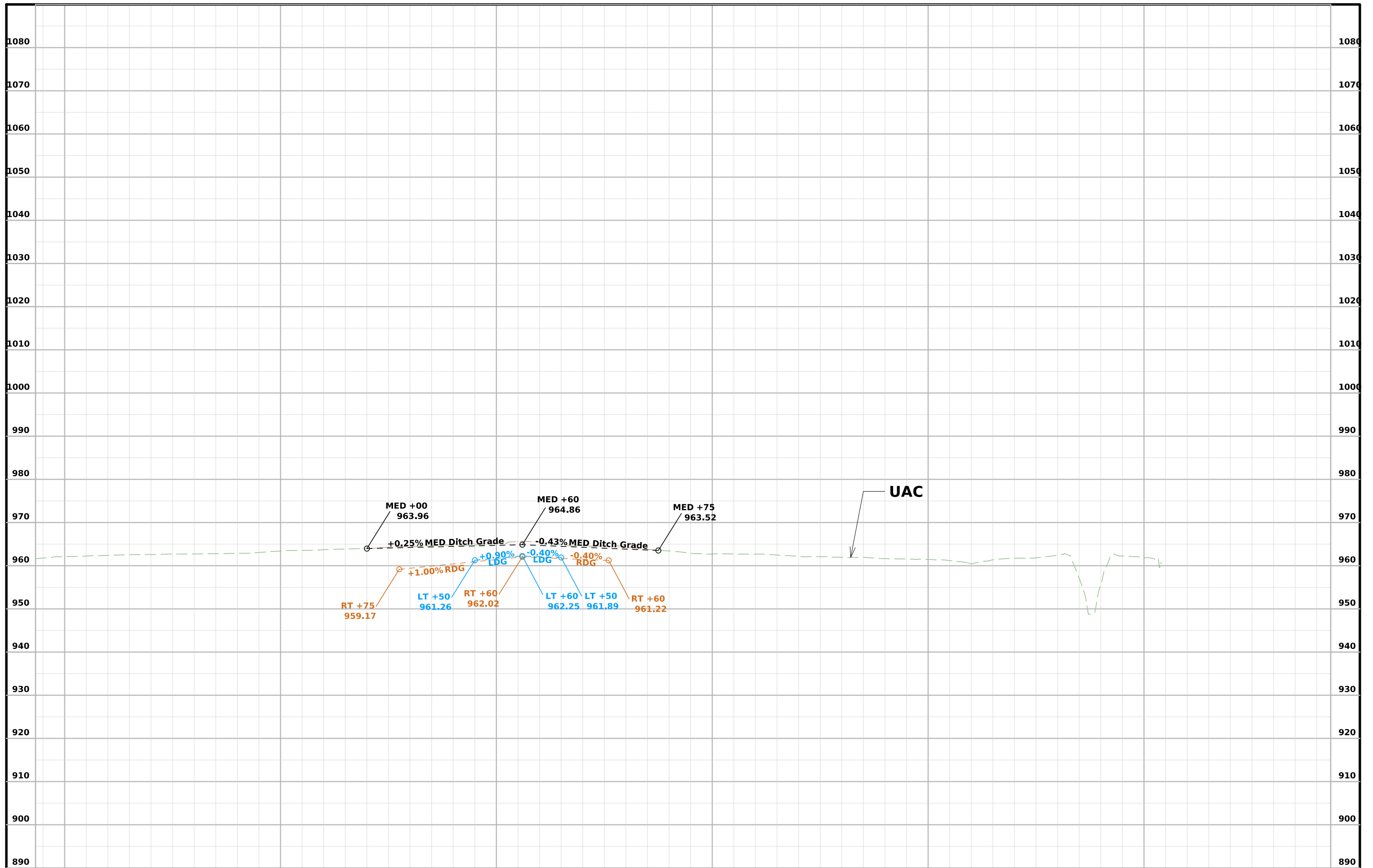
(COVERS SHEET SERIES D, E, F, & K)



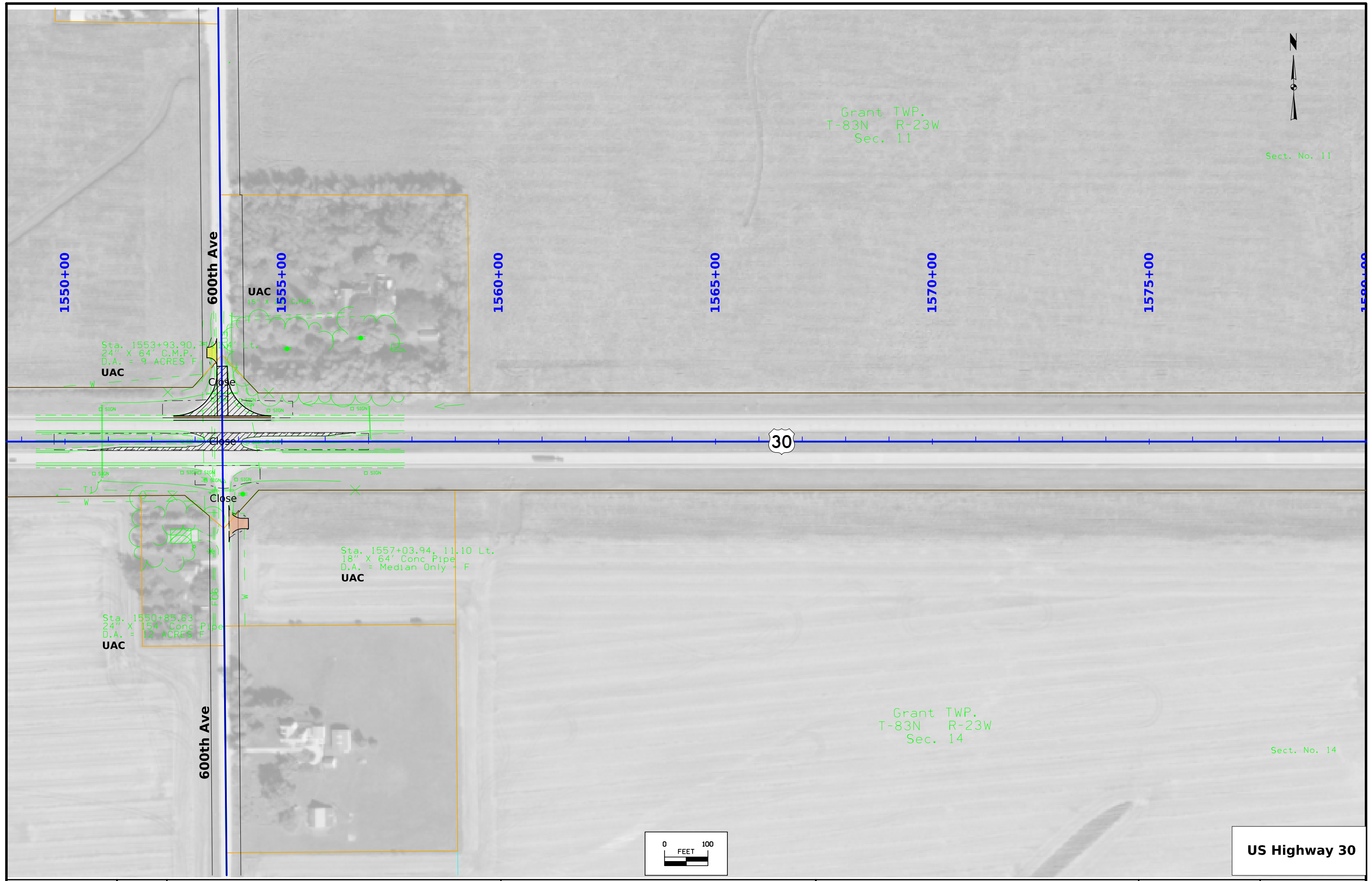
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 L = 578.75
 R = 56884.89
 E = 0.74
 e =
 L =
 x =



US Highway 30



1490+00	1495+00	1500+00	1505+00	1510+00	1515+00
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER D.3



Grant TWP.
T-83N R-23W
Sec. 11

Sect. No. 11

1550+00

600th Ave

UAC
15" X 24" C.M.P.

1555+00

1560+00

1565+00

1570+00

1575+00

1580+00

Sta. 1553+93.90,
24" X 64" C.M.P.
D.A. = 9 ACRES F

UAC

Sta. 1557+03.94, 11.10 Lt.
18" X 64" Conc Pipe
D.A. = Median Only - F

UAC

Sta. 1550+85.63
24" X 154" Conc Pipe
D.A. = 12 ACRES F

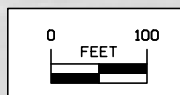
UAC

600th Ave

Grant TWP.
T-83N R-23W
Sec. 14

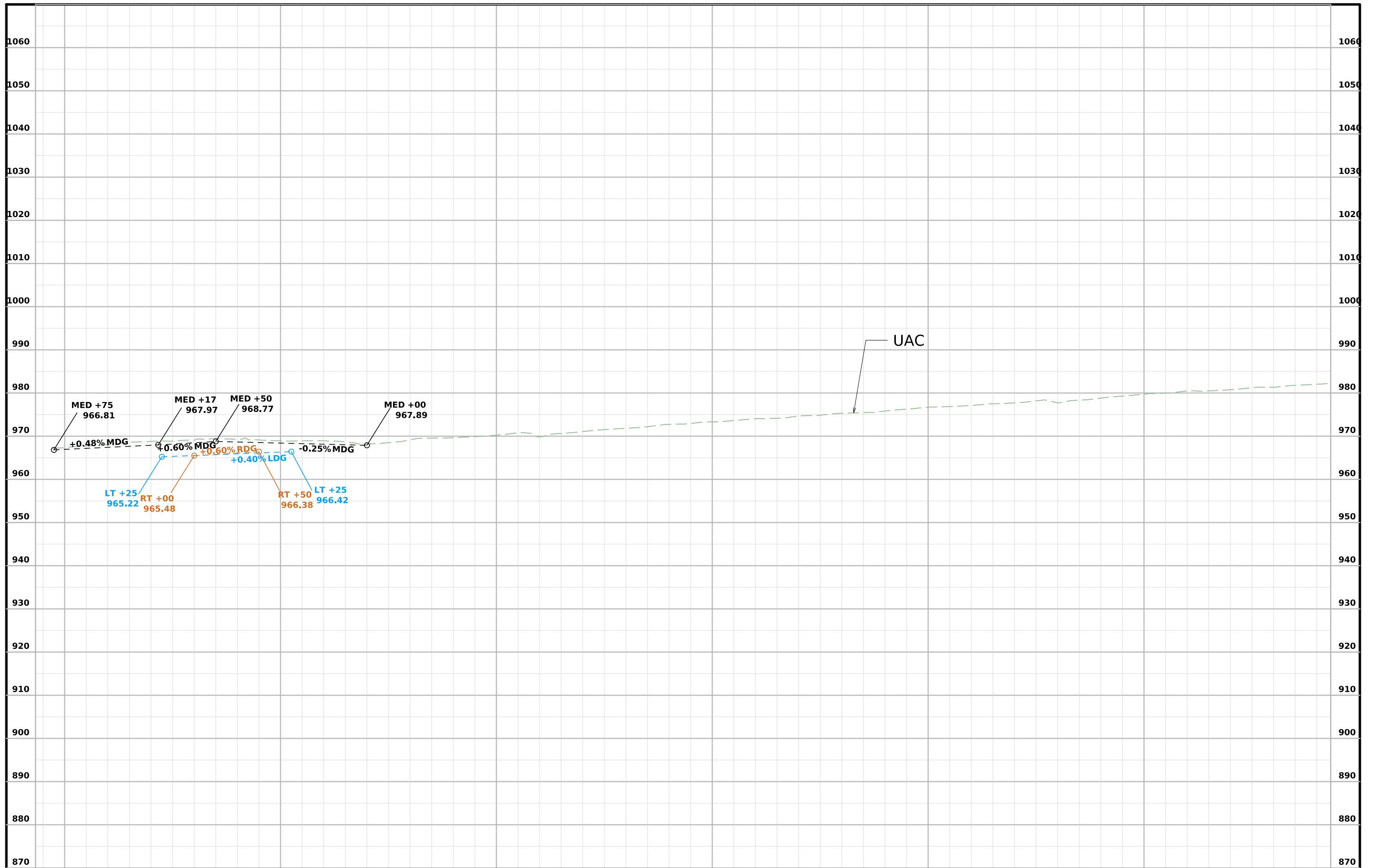
Sect. No. 14

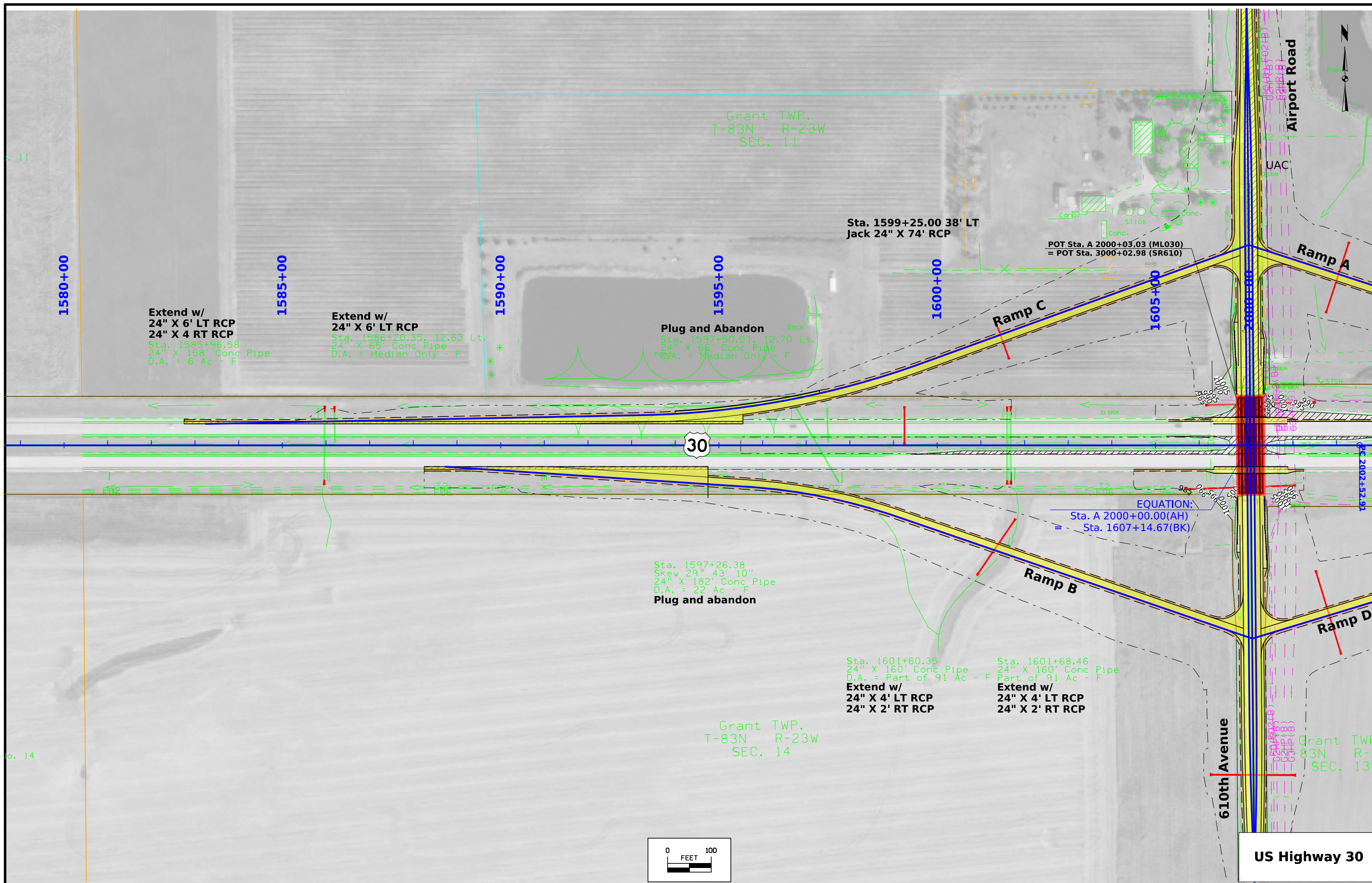
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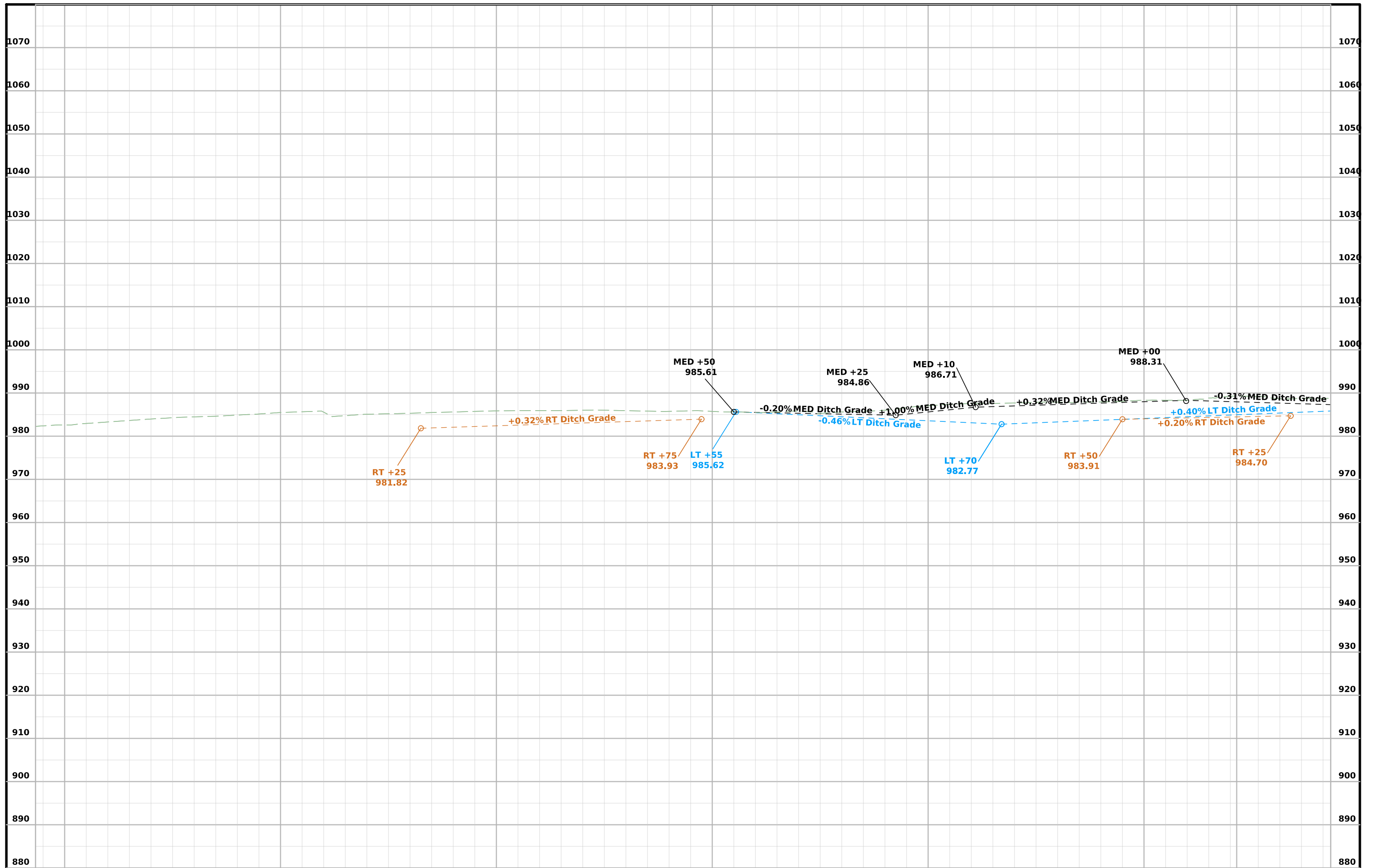


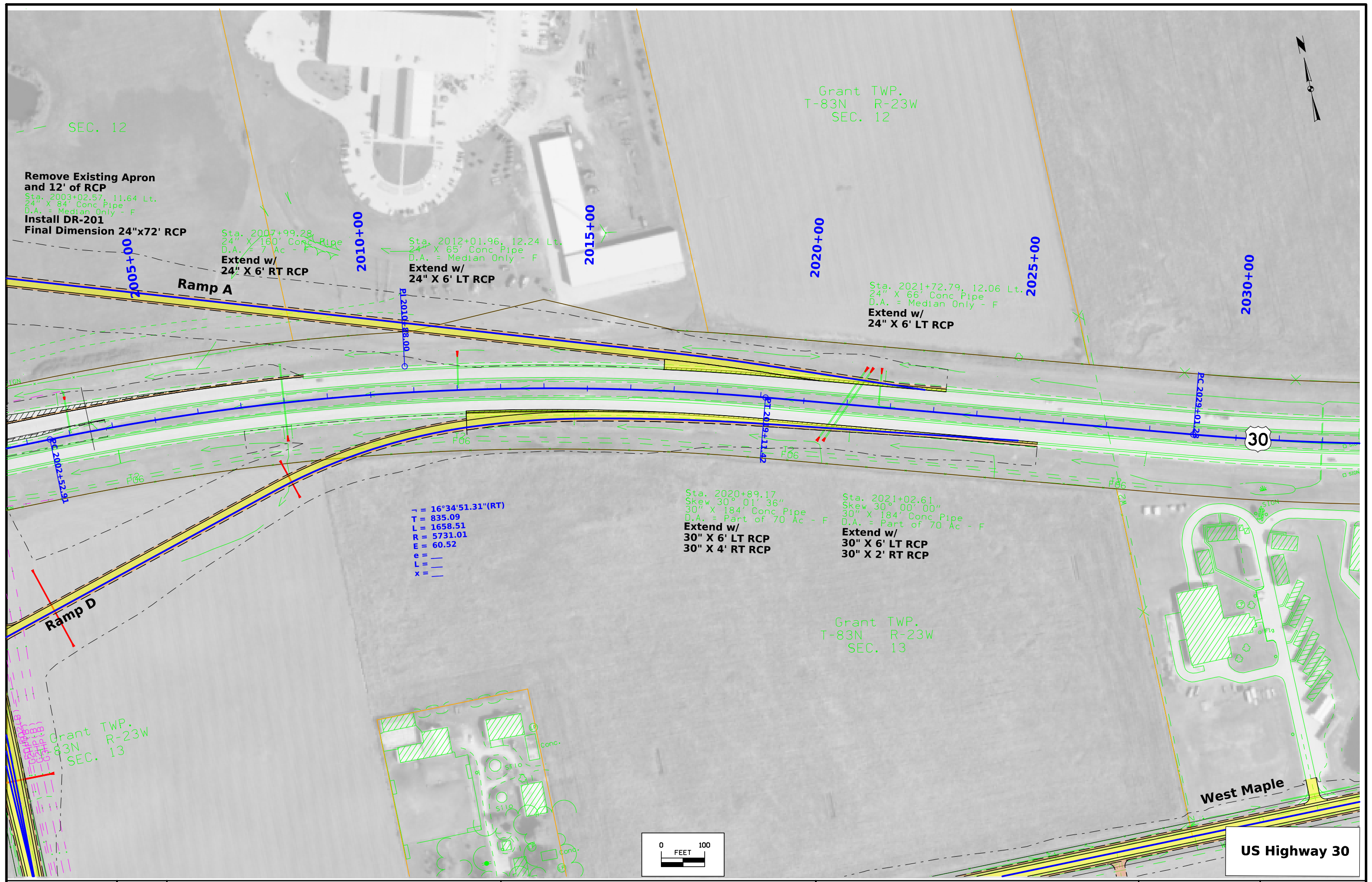
US Highway 30

FILE NO.	ENGLISH	DESIGN TEAM	Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER	NHSX-030-5(321)--3H-85	SHEET NUMBER	D.4
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Grant TWP.
T-83N R-23W
SEC. 12

SEC. 12

**Remove Existing Apron
and 12' of RCP**
Sta. 2003+02.57, 11.64 Lt.
24" X 84' Conc Pipe
D.A. = Median Only - F
Install DR-201
Final Dimension 24"x72' RCP

Sta. 2007+99.28
24" X 160' Conc Pipe
D.A. = 7 Ac - F
**Extend w/
24" X 6' RT RCP**

Sta. 2012+01.96, 12.24 Lt.
24" X 65' Conc Pipe
D.A. = Median Only - F
**Extend w/
24" X 6' LT RCP**

Sta. 2021+72.79, 12.06 Lt.
24" X 66' Conc Pipe
D.A. = Median Only - F
**Extend w/
24" X 6' LT RCP**

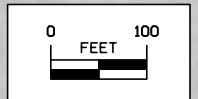
Sta. 2020+89.17
Skew 30° 01' 36"
30" X 184' Conc Pipe
D.A. = Part of 70 Ac - F
**Extend w/
30" X 6' LT RCP
30" X 4' RT RCP**

Sta. 2021+02.61
Skew 30° 00' 00"
30" X 184' Conc Pipe
D.A. = Part of 70 Ac - F
**Extend w/
30" X 6' LT RCP
30" X 2' RT RCP**

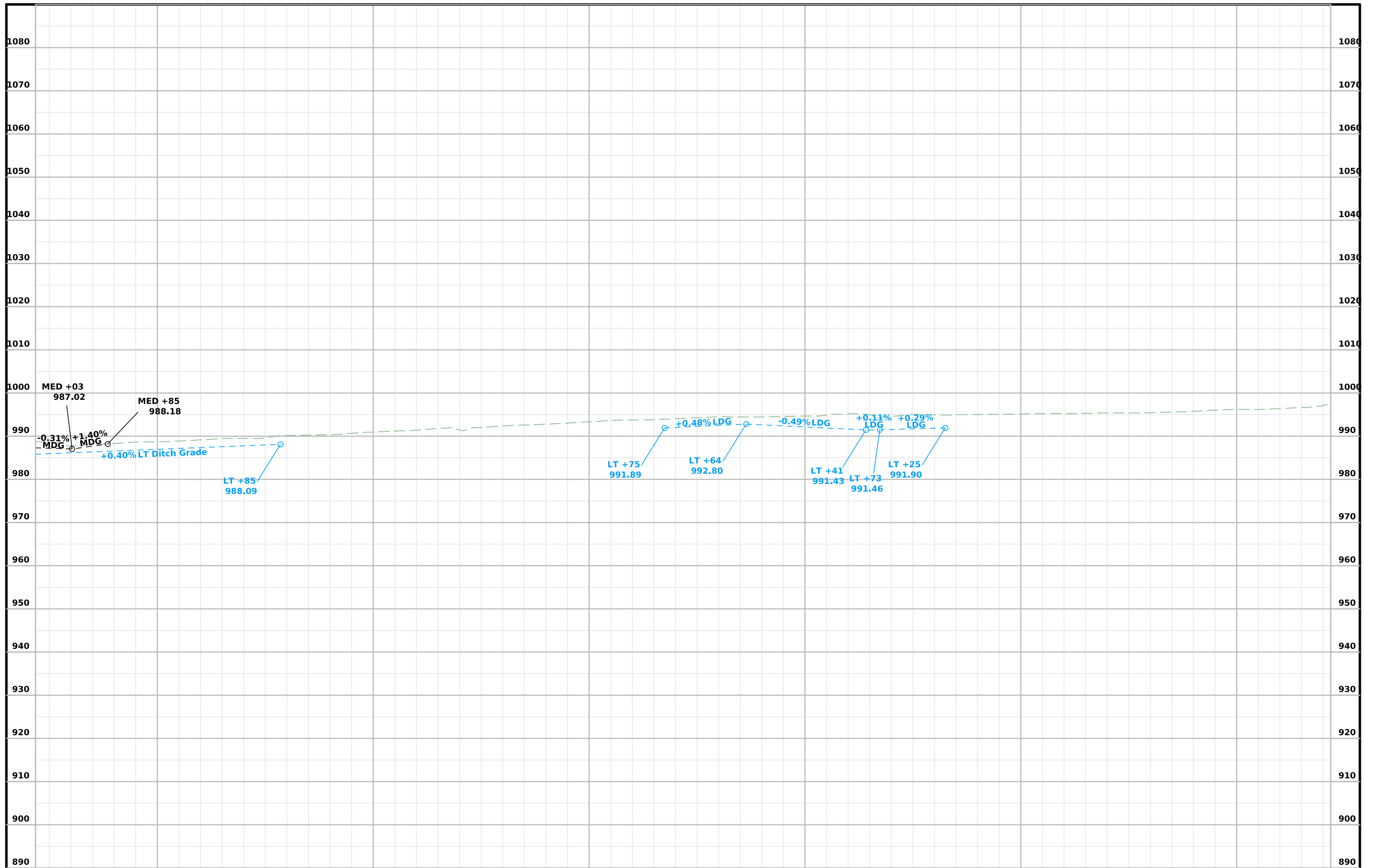
$\Delta = 16^{\circ}34'51.31"$ (RT)
T = 835.09
L = 1658.51
R = 5731.01
E = 60.52
e = —
L = —
x = —

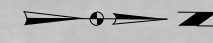
Grant TWP.
T-83N R-23W
SEC. 13

Grant TWP.
T-83N R-23W
SEC. 13



US Highway 30





Grant TWP.
T-83N R-23W
Sec. 16

Grant TWP.
T-83N R-23W
Sec. 9

Grant TWP.
T-83N R-23W
Sec. 15

Grant TWP.
T-83N R-23W
Sec. 10

9990+00 POB 9990+00.00

+70 Prop. Type "C" Ent 24" Uncl. Pipe 9995+00

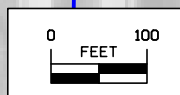
10000+00

10005+00

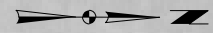
POE 10007+00.00

590th Avenue

POT Sta. 9992+83.73 (SR590)
=POT Sta. 0+00.00 (NONE)



590th Avenue
(For Information Only)



Grant TWP.
T-83N R-23W
Sec. 15

Grant TWP.
T-83N R-23W
Sec. 10

11540+00
11545+00
11550+00
11555+00
11560+00
11565+00
11570+00

POB 11539+46.96

600th Avenue

600th Avenue

Maple Avenue

West A Avenue

30

Grant TWP.
T-83N R-23W
Sec. 14

Grant TWP.
T-83N R-23W
Sec. 11

Sta. 11550+85.63
24' X 154' Conc
D.A. = 12 ACRES

Sta. 11557+03.94
18' X 84' Conc
D.A. = Median Only - F

Sta. 11553+11.4
D.A. = 9 ACRES F

Remove

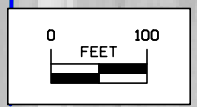
1553+63.11, 111.4' Lt. (ML030)
11554+77.48 (SR600)
64' C.M.P.
9 ACRES F

POT Sta. 11565+94.75 (SUR600)
=POT Sta. 5565+94.75 (SRWESTA)

POT Sta. 11553+64.40 (SUR600)
=POT Sta. 1553+64.40 (ML030)

+75 Prop.
Maintenance
Turnaround

+70 Prop.
Maintenance
Turnaround



600th Avenue
(Information Only)

Grant TWP.
T-83N R-23W
SEC. 14

Sta. 2997+07.48 (SR610)
Install
24" X 240' RCP w/ DR-201 Aprons

Sta. 3000+47.81 (SR610)
Install
30" X 240' RCP w/
DR-201 Aprons

Sta. 2982+75.00 (SR610)
Begin Construction

2980+00

2985+00 W Maple

2990+00

2995+00

3000+00

3005+00

610th Avenue

Ramp B

Ramp C

30

Remove
Sta. 1001+30.34 (SURAIRPOINT)
Sta. 3001+33.31 (SR610)
72' C.M.P.
63 Ac - F

Remove
18" X 30' Conc. Pipe

Remove
18" X 29' Conc. Pipe
Close

POT Sta. 2985+68.05 (SR610)
=POT Sta. 4026+76.56 (SRMAPLE)

Remove
Sta. 7019+90.51 (SUR610THAVE)
= Sta. 2997+47.97 (SR610)
24" X 37' Conc Pipe
D.A. = 28 Ac - F

Sta. 2992+48.00 (SR610)
Install
30" X 184' RCP

POT Sta. 2995+60.00 (SR610)
=POT Sta. 2607+77.49 (RMP610B)
=POT Sta. 4499+90.68 (RMP610D)

Remove
Sta. 7026+46.14 (SUR610THAVE)
= Sta. 2999+03.58 (SR610)
24" X 62' CMP
D.A. = 2 Ac - F

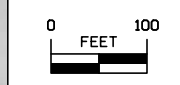
Remove
15" X 30' Conc. Pipe

POT Sta. 3000+03.03 (SR610)
= POT Sta. A 2000+03.03 (ML030)

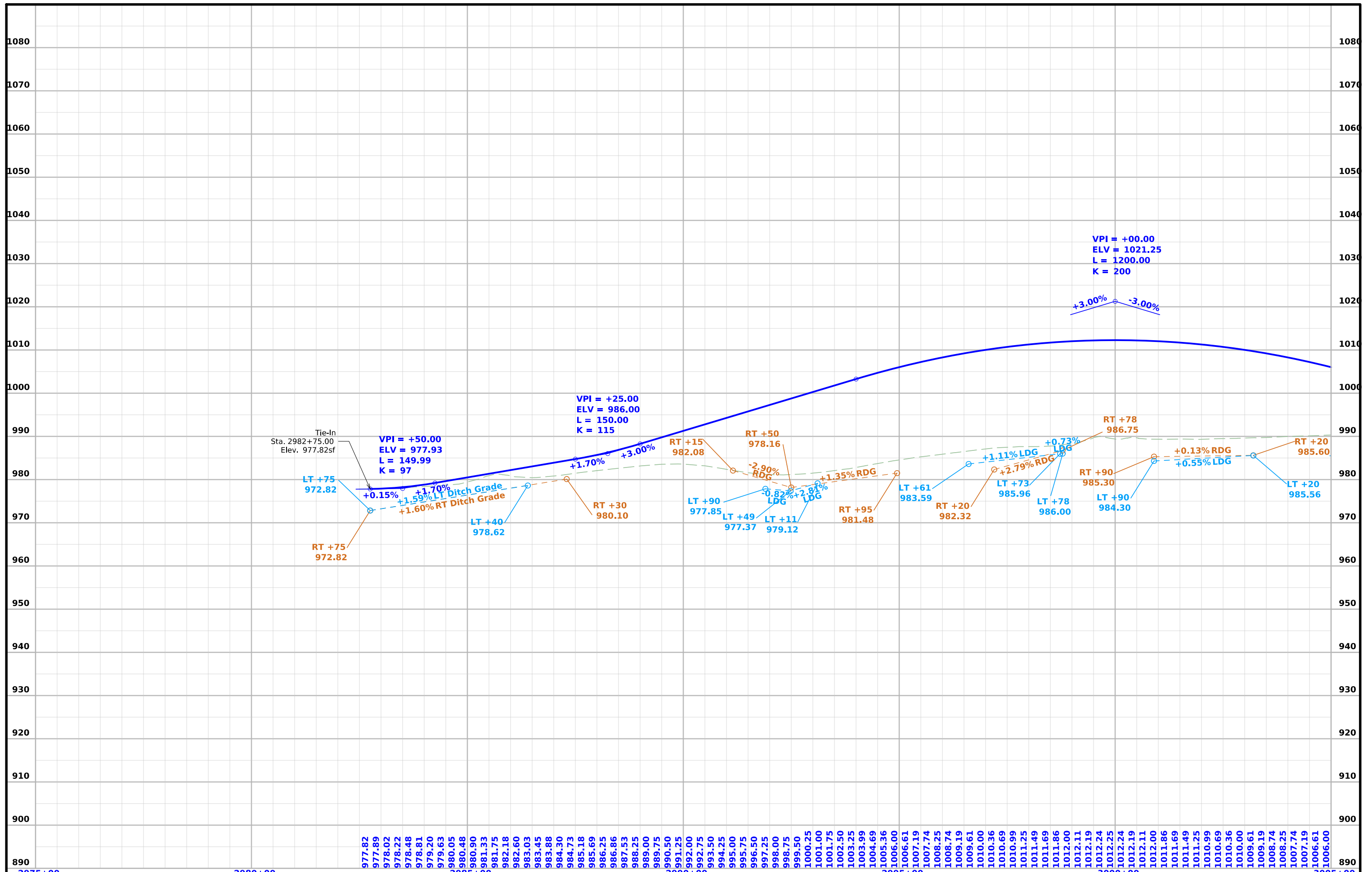
Ramp D

Ramp A

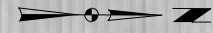
Grant TWP.
T-83N R-23W
SEC. 13



610th Avenue



2975+00	2980+00	2985+00	2990+00	2995+00	3000+00	3005+00
FILE NO.	ENGLISH	DESIGN TEAM	STORYCOUNTY	PROJECT NUMBER	SHEET NUMBER	
		Flattery\Bell\Kiebel		NHSX-030-5(321)--3H-85	E.4	



Sta. 2997+07.48 (SR610)
Install
24" X 240' RCP w/ DR-201 Aprons

Sta. 3000+47.81 (SR610)
Install
30" X 240' RCP w/
DR-201 Aprons

Grant TWP.
T-83N R-23W
SEC. 11

POT Sta. 3000+03.03 (SR610)
= POT Sta. 2000+03.03 (ML030)

Sta. 3011+75.00 (SR610)
End Construction

2995+00 3000+00 3005+00 3010+00 3015+00 3020+00 3025+00

POE 3025+48.54

Airport Road

Remove
Sta. 7026+46.14 (SR610) (HAYE)
= Sta. 2999+03.58 (SR610)
24" X 62' CMP
D.A. = 2 Ac - F

Remove
15" X 30' Conc. Pipe

POT Sta. 3004+62.16 (SR610)
= POT Sta. 1499+03.36 (RMP610A)
= POT Sta. 3607+74.97 (RMP610C)

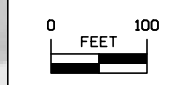
POT Sta. 3012+33.49 (SR610)
= POT Sta. 5619+49.79 (SRA)

UAC
24" X 97' Conc. Pipe

UAC
44" X 27" Arch Conc. Pipe

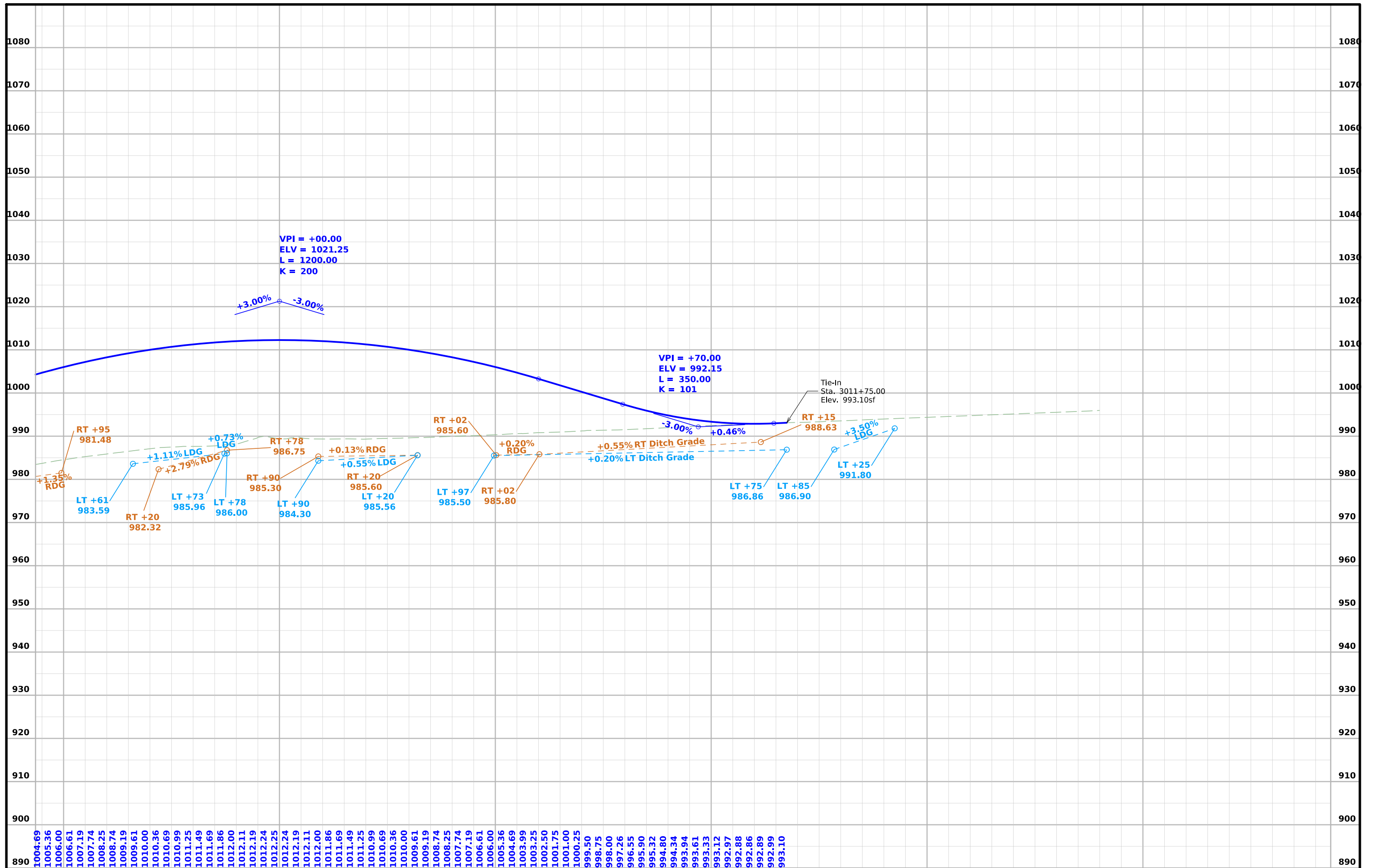
W A Ave

Grant TWP.
T-83N R-23W
SEC. 12



610th Avenue

FILE NO.	ENGLISH	DESIGN TEAM	Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER	NHSX-030-5(321)--3H-85	SHEET NUMBER	E.5
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FILE NO.	ENGLISH	DESIGN TEAM	Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER	NHSX-030-5(321)--3H-85	SHEET NUMBER	E.6
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Grant TWP.
T-83N R-23W
Sec. 11



11575+00

11570+00

11565+00

11560+00

600th Avenue

STA 5566+06.83 (SRWESTA)
BEGIN CONSTRUCTION

POT Sta. 5565+94.75 (SRWESTA)
=POT Sta. 11565+94.75 (SUR600)

Sta. 5569+50.00
Install
24" X 68' RCP w/ DR-201 aprons

15" X 29' D.M.P.

5570+00

5575+00

5580+00

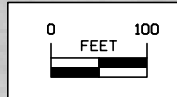
5585+00

5590+00

West A Avenue

Sect. No. 11

West A Avenue





FILE NO.	ENGLISH	DESIGN TEAM	Flattery\Bell\Kiebel	COUNTY	STORY	PROJECT NUMBER	NHSX-030-5(321)--3H-85	SHEET NUMBER	E.8
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Grant TWP.
T-83N R-23W
Sec. 11

Grant TWP.
T-83N R-23W
Sec. 12

5595+00

5600+00

5605+00

5610+00

5615+00

3020+00

3015+00

3010+00

3005+00

West A Avenue

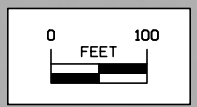
Airport Rd

Sta. 5618+74.92
Install
24" X 72' RCP
5619+49.75 (SRWESTA)
3012+33.49 (SR610)

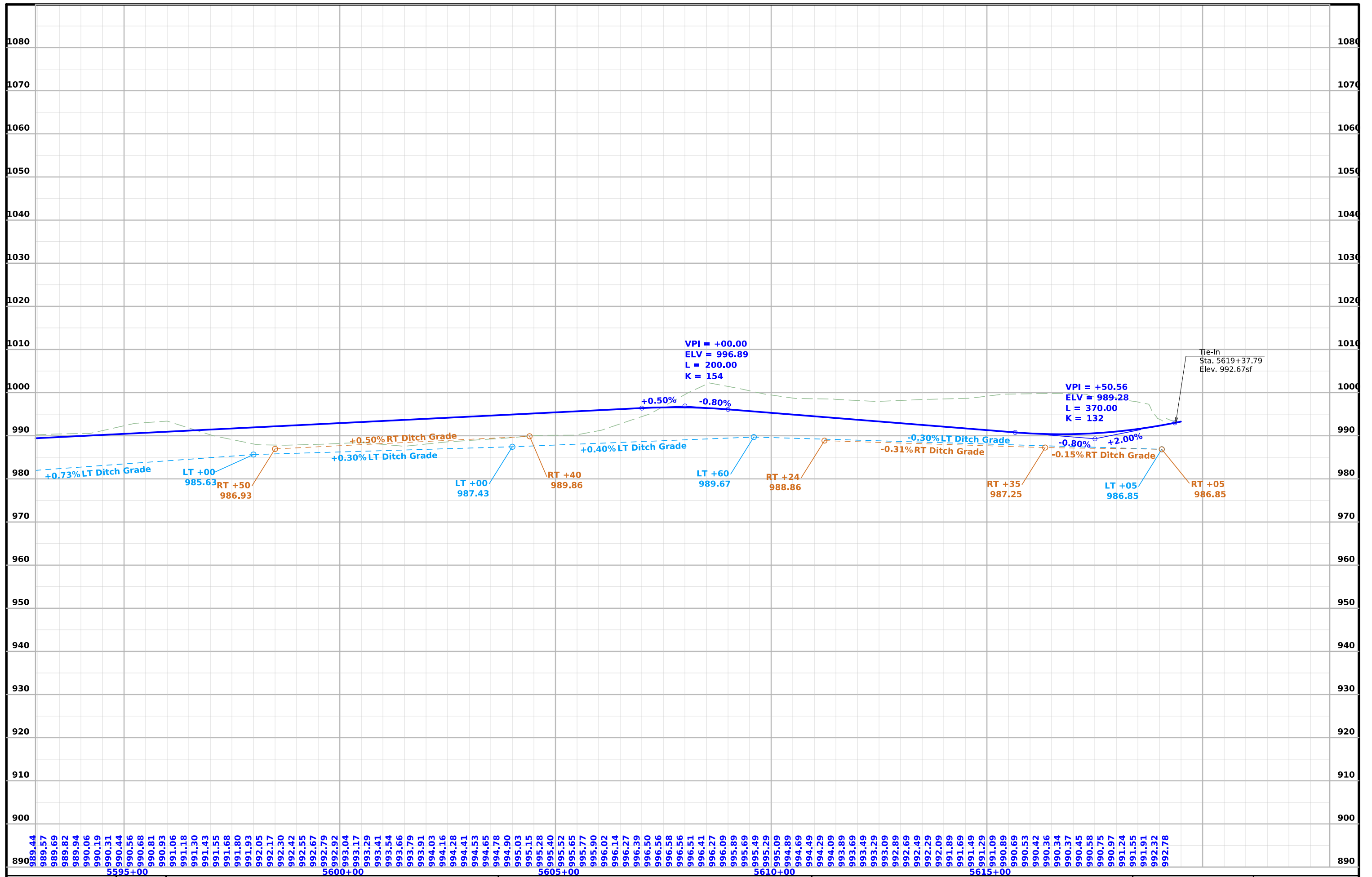
STA 5619+37.79 (SRWESTA)
END CONSTRUCTION

POE 5619+

West A Avenue



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER E.9
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FILE NO.	ENGLISH	DESIGN TEAM	STORY COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery\Bell\Kiebel		NHSX-030-5(321)--3H-85	E.10

Grant TWP.
T-83N R-23W
SEC. 14

Grant TWP.
T-83N R-23W
SEC. 13

4015+00

4020+00

4025+00

4030+00

4035+00

4040+00

West Maple

West Maple

610th Avenue

STA 4024+00.00 (SRMAPLE)
BEGIN CONSTRUCTION

POT Sta. 4026+76.51 (SRMAPLE)
=POT Sta. 2985+68.05 (SR610)

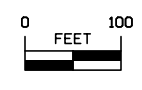
Sta. 4027+50.00
Install
24" X 70' RCP

+80 Prop.
Type "D" Ent
24" Uncl. Pipe

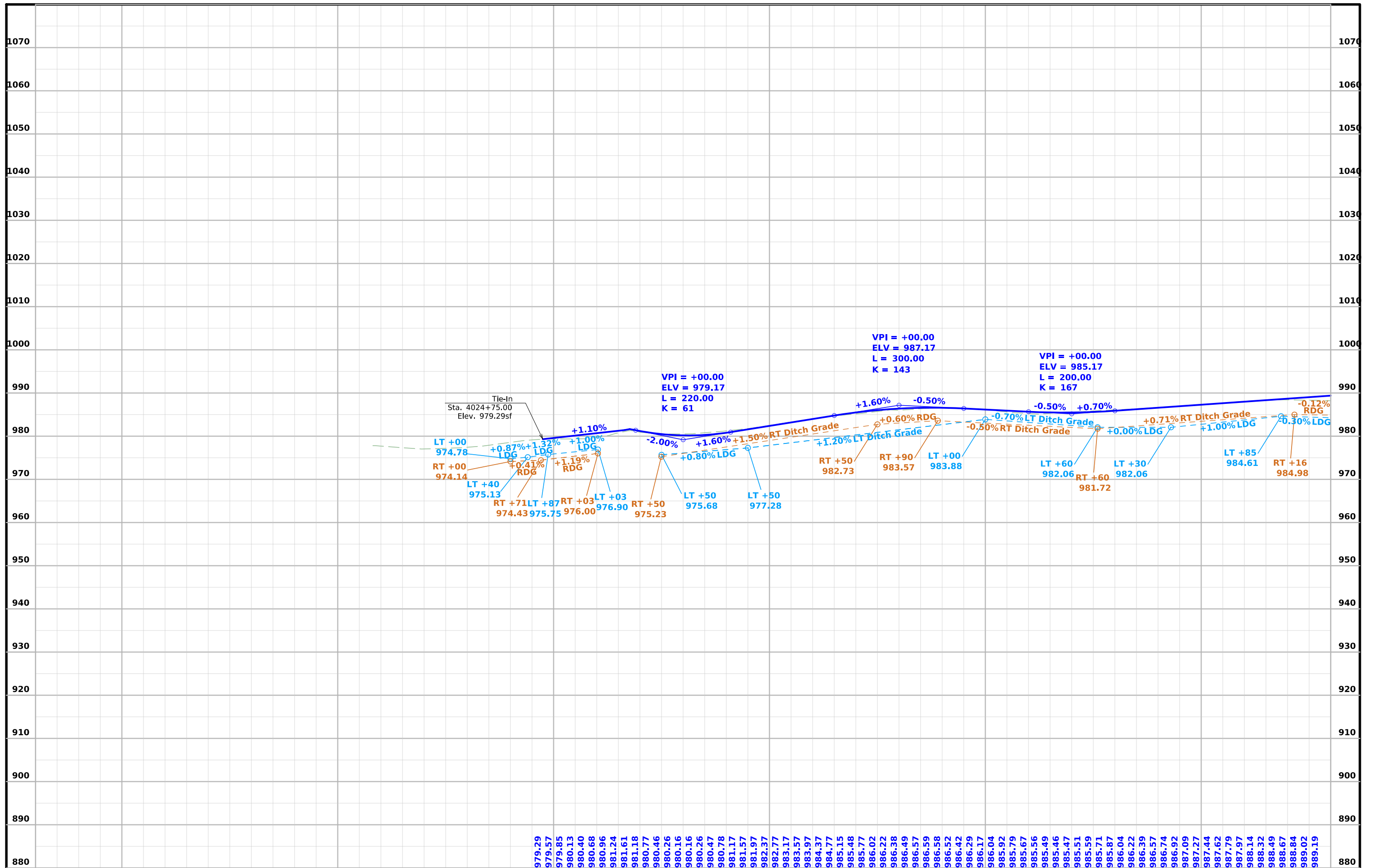
+10 Prop.
Type "D" Ent
24" Uncl. Pipe

+20 Prop.
Type "D" Ent
24" Uncl. Pipe

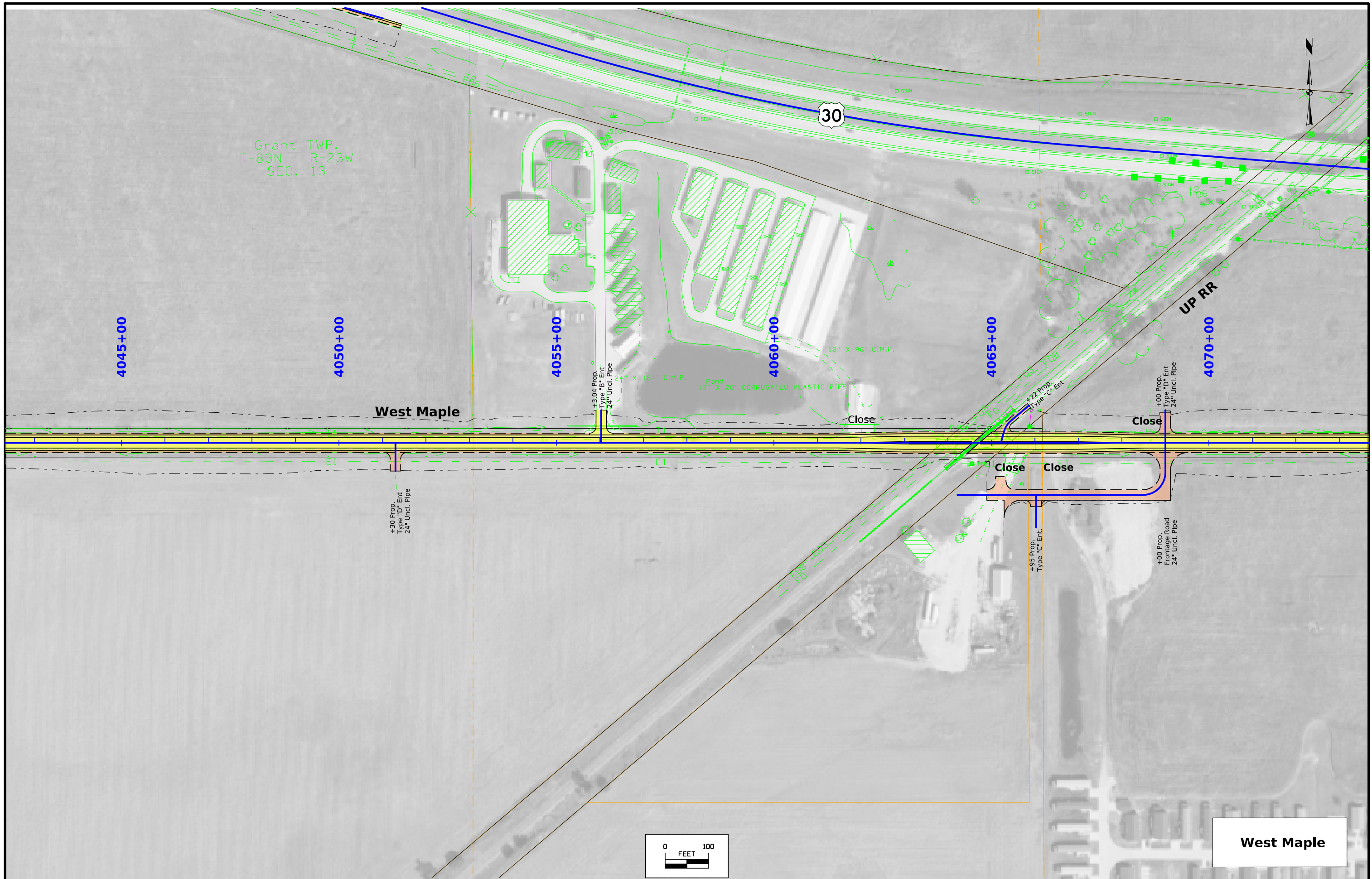
Sta. 4037+58.82
18' X 38' CMP
D.A. = 108' Ac - F

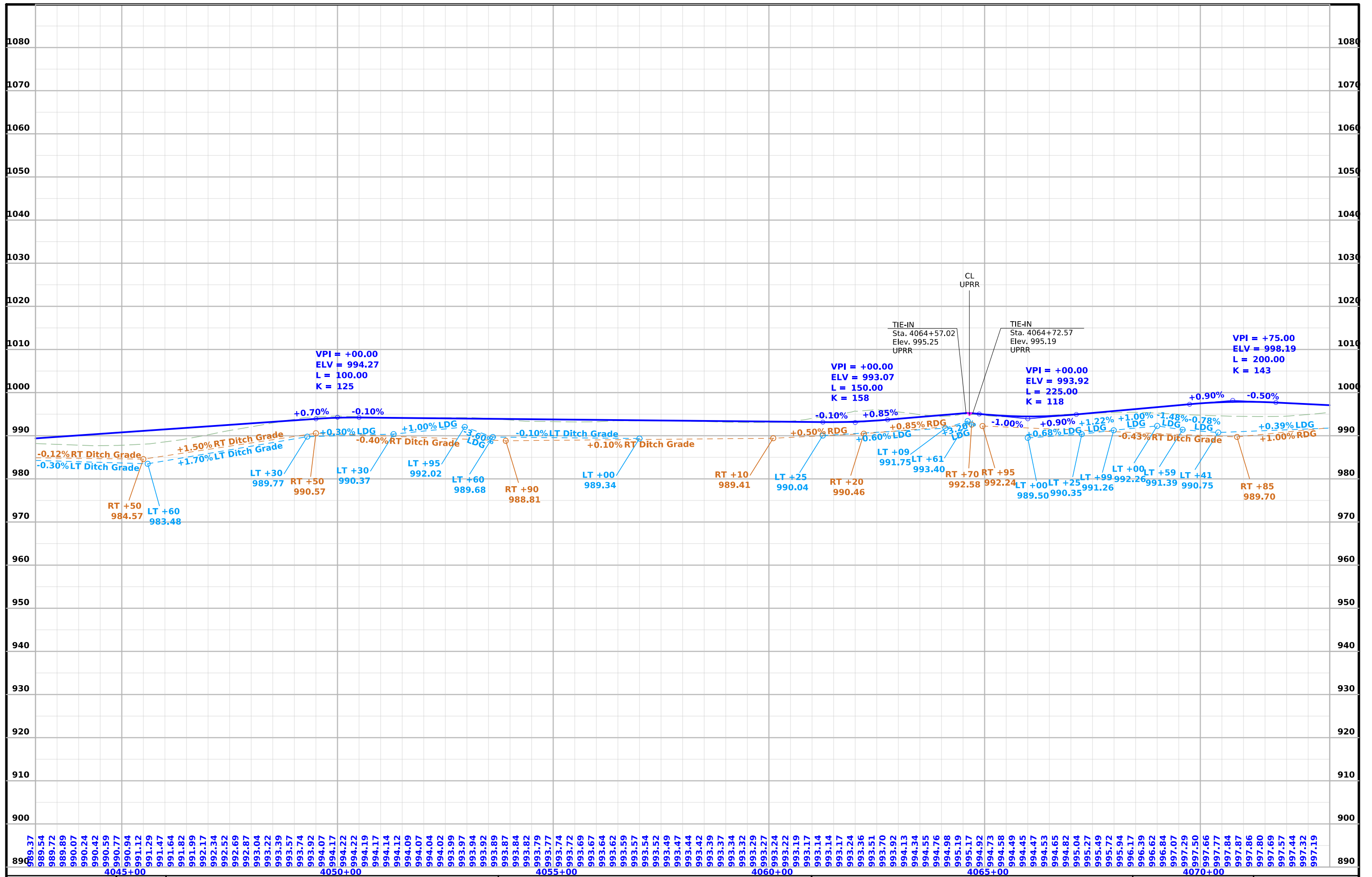


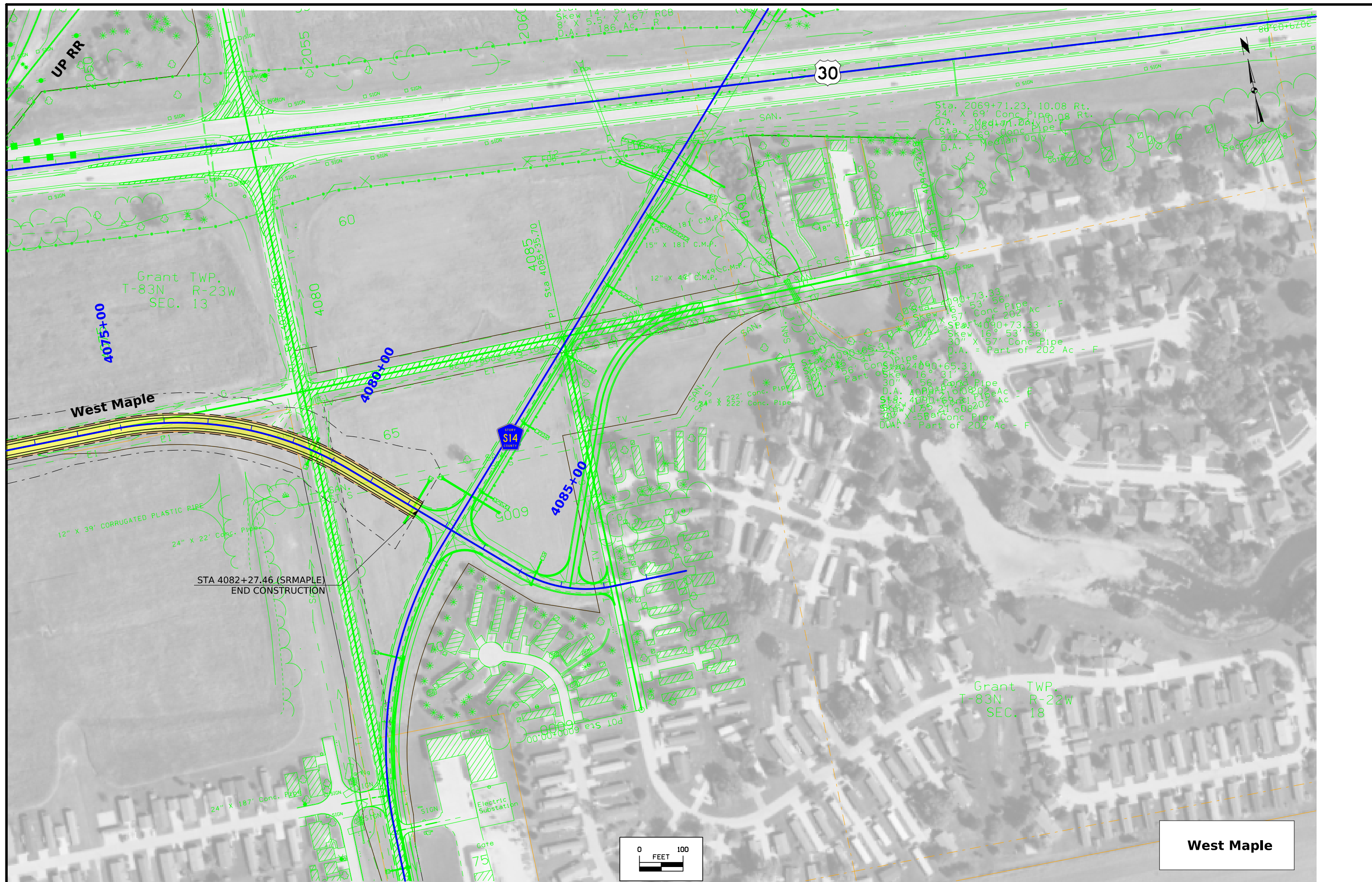
West Maple



FILE NO.	ENGLISH	DESIGN TEAM	STORY COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery\Bell\Kiebel		NHSX-030-5(321)--3H-85	E.12



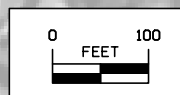




Grant TWP.
T-83N R-23W
SEC. 13

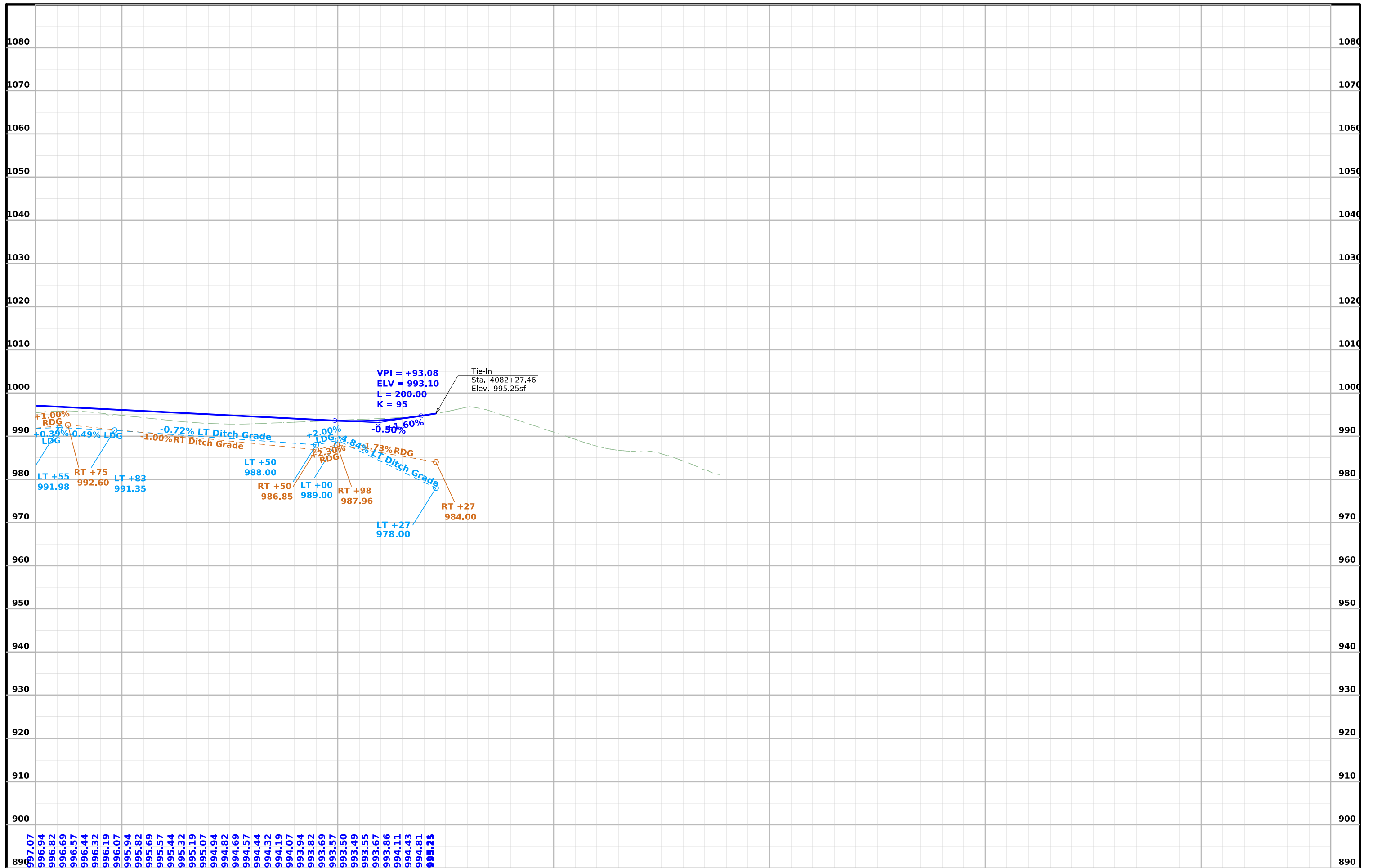
Grant TWP.
T-83N R-22W
SEC. 18

STA 4082+27.46 (SRMAPLE)
END CONSTRUCTION

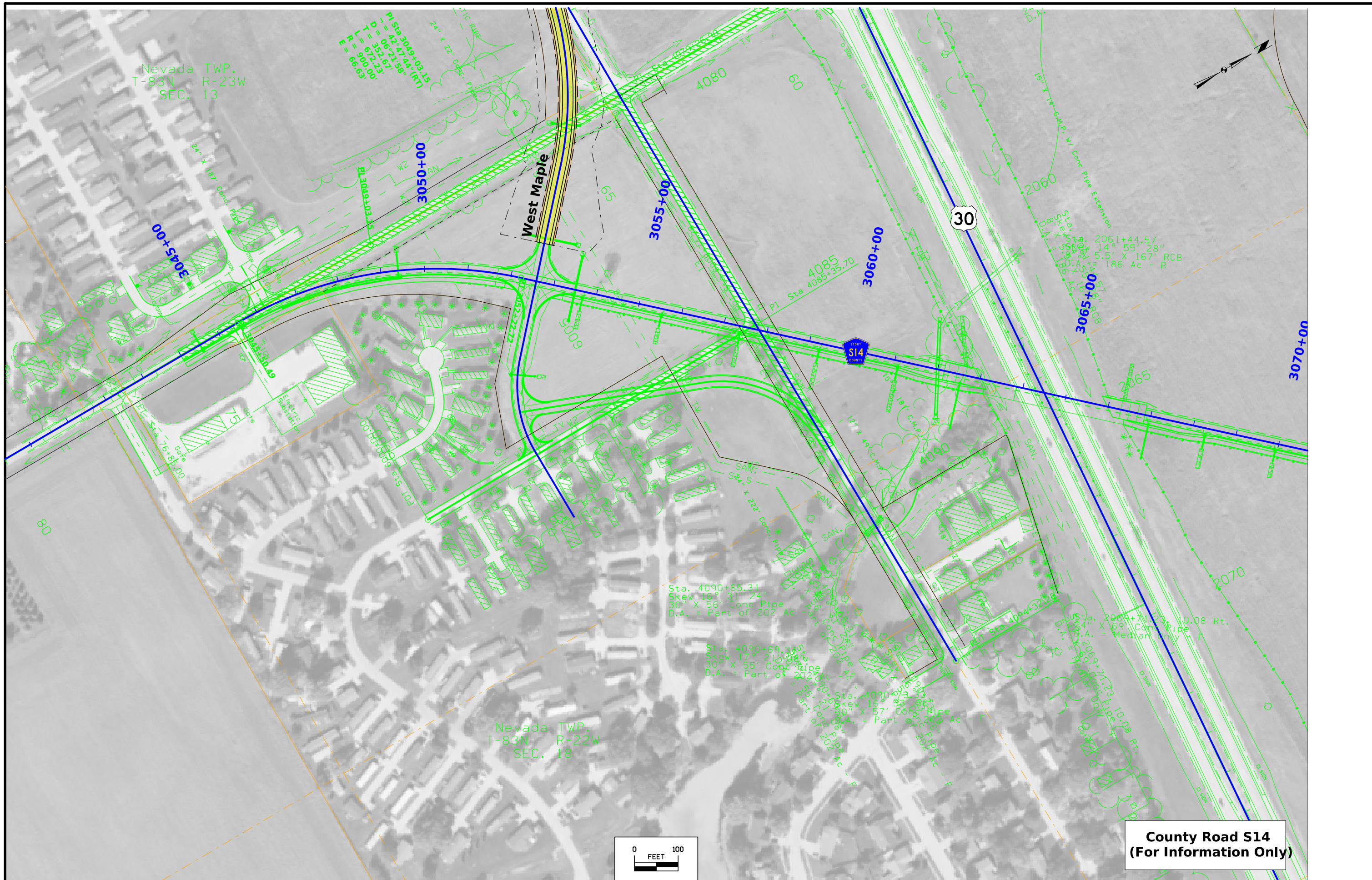


West Maple

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER E.15
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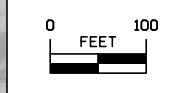


FILE NO.	ENGLISH	DESIGN TEAM	STORY COUNTY	PROJECT NUMBER	SHEET NUMBER
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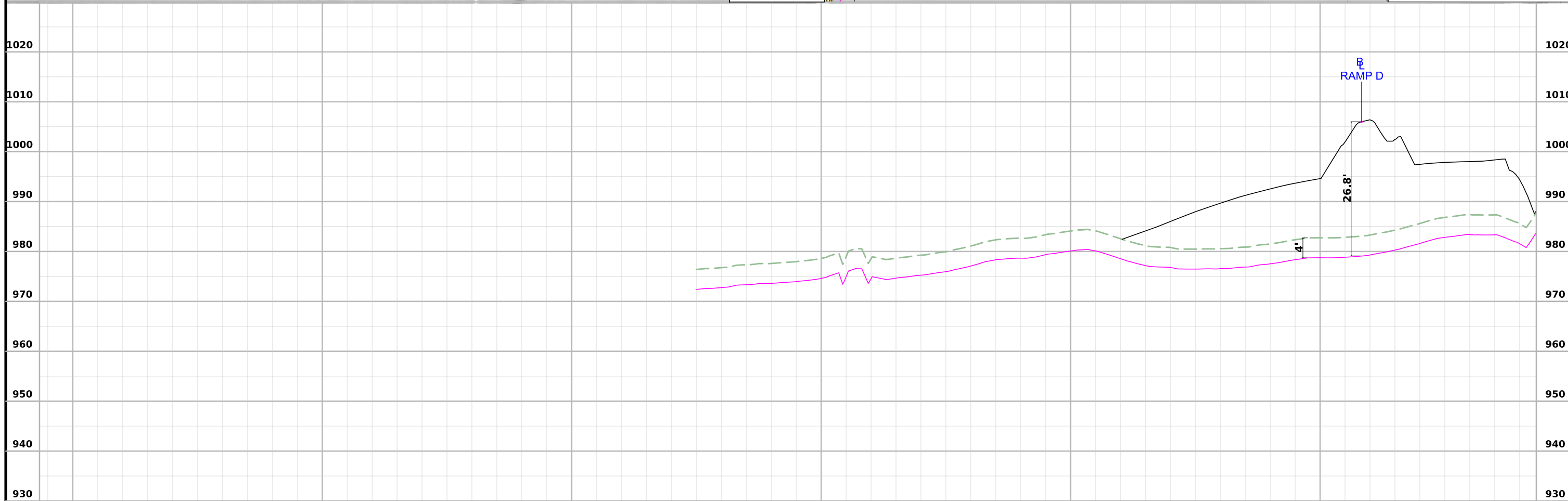
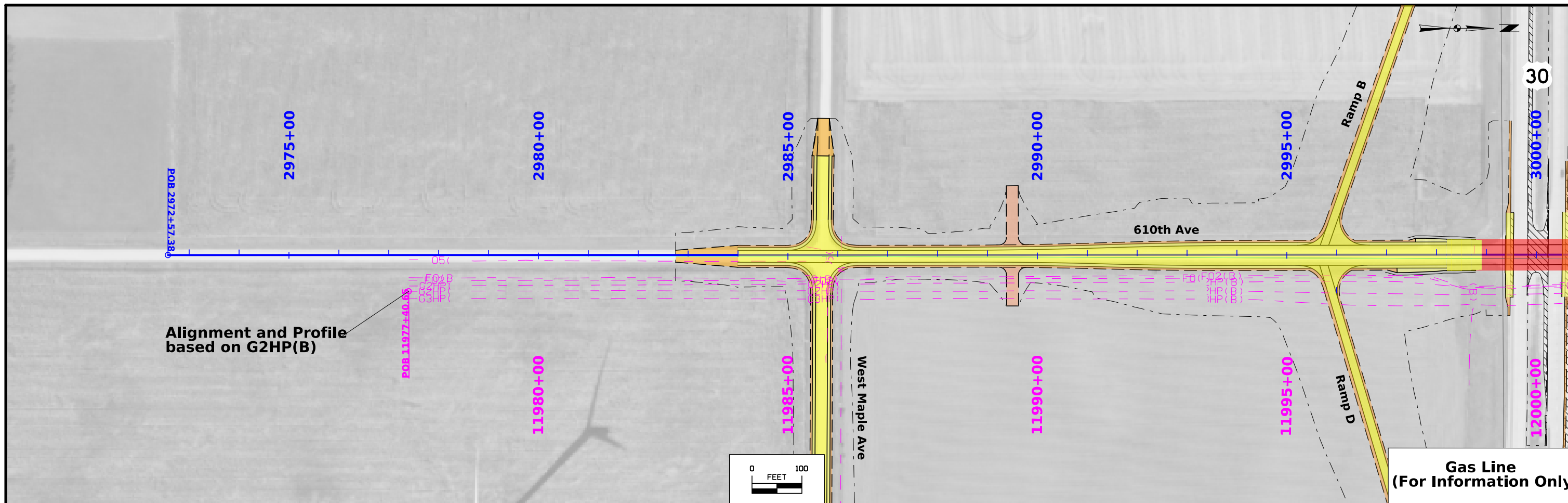


Nevada TWP.
T-83N R-23W
SEC. 13

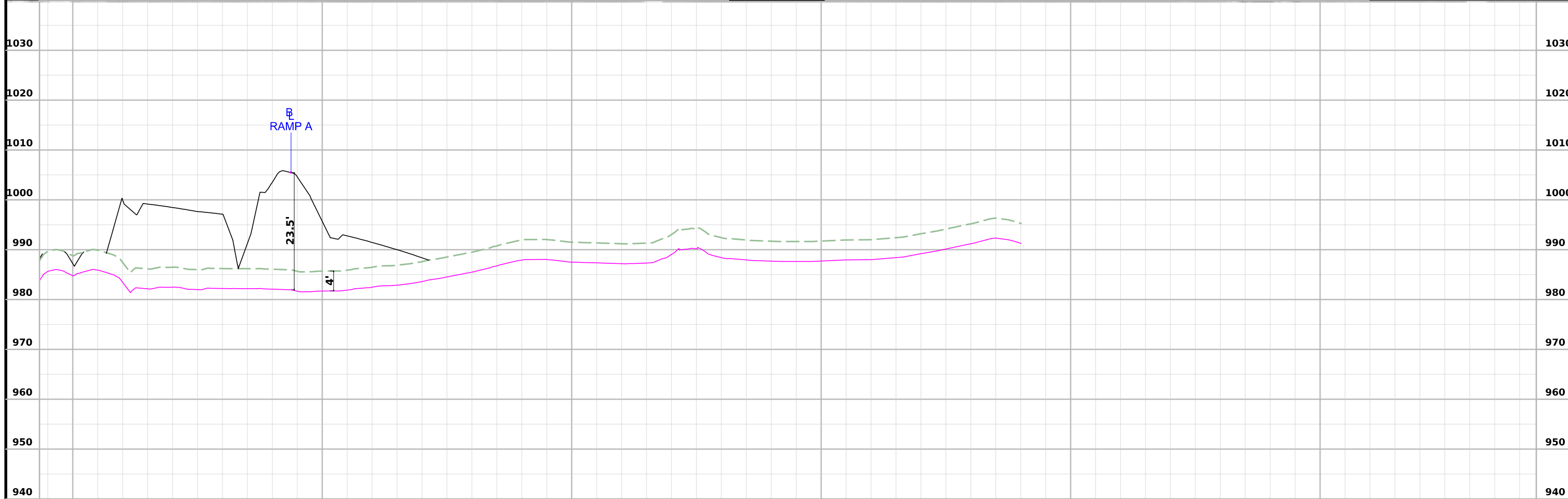
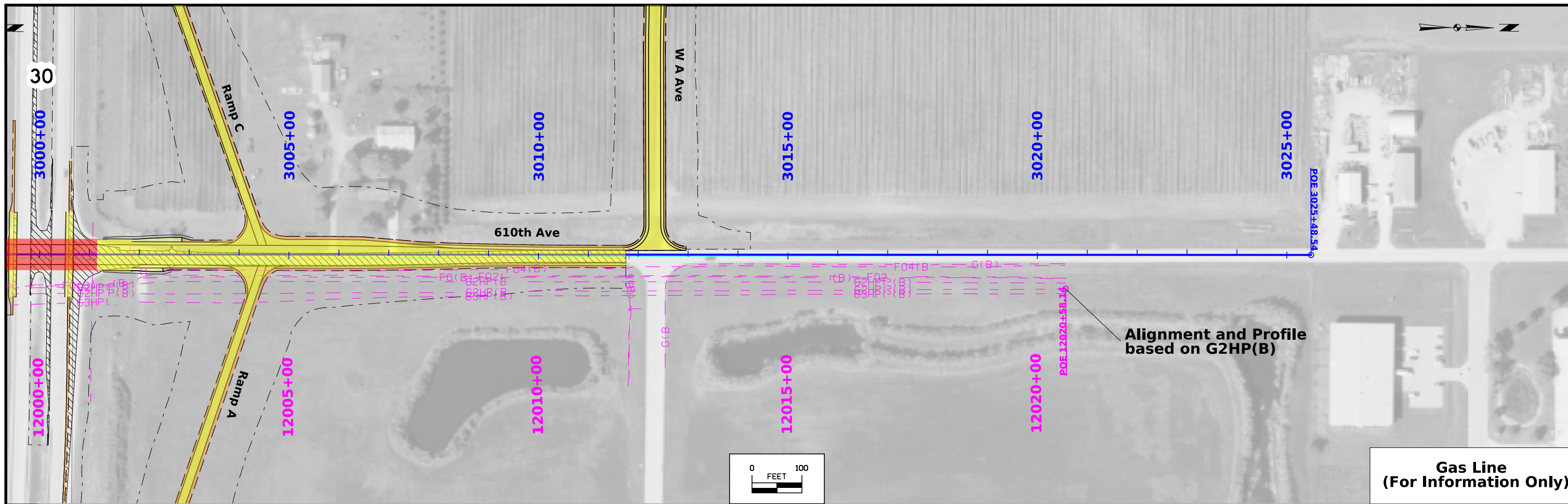
Nevada TWP.
T-83N R-22W
SEC. 18



County Road S14
(For Information Only)



FILE NO.	ENGLISH	DESIGN TEAM	STORY COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery\Bell\Kiebel		NHSX-030-5(321)--3H-85	E.18



FILE NO.	ENGLISH	DESIGN TEAM	Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER	NHSX-030-5(321)--3H-85	SHEET NUMBER	E.19
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Survey Information

Story County
NHXS-030-5(258)—3H-85
0.5 mi E of I-35 to E of 590th Ave,
including New Interchange at 580th Ave
PIN 13-85-030-010-02
Sap-0827.3

General Information

Measurement units for this survey are US survey feet. This survey is for proposed Hwy.improvements from 0.5 mi E of I-35 to E of 590th Ave, including new interchange at 580th Ave. Project datum and control information is provided by Design Survey Office. This project is a partial DTM survey and is supplemented with Photo and lidar control.

Vertical Control

The vertical datum is NAVD88. Vertical Control was established on 4 monuments designated as points FENO 1, FENO 2, FENO 3, AND FENO 4. These monuments are stable and are expected to hold vertical reasonably well. Datum was transferred from Iowa RTN reference stations to the projects monuments by using concurrent 6 hour static measurements and post processing connecting vectors. Geoid 12 B was used in processing. This survey observed 2 GPS points, G102 and G103 from Project # NHSX-030-5(249)--3H-85 to validate the reference station height used in computation of project heights. The survey heights determined at the 2 GPS points validate the NAVD 88 height used for this survey and the positions of the project control monuments within acceptable tolerance.

Horizontal Control

The project coordinate system for this survey is Iowa State Plane North Zone (U.S. Survey Feet). This survey control is relative to IaRTN reference stations. IaRTN Reference Station coordinates are relative to the National Reference Station network datum: NAD83 (2011) for Epoch 2010.00. Coordinates were determined by by using concurrent 6 hour static measurements and post processing connecting vectors.

Alignment Information

US Hwy. 30

The horizontal alignment for US Hwy. 30 is a copy of the alignment for SAP 746.1 (Project # IM-035-4(182)112--13-85, Project directory # 8503502011) and was modified to extend the alignment to the east. Survey stationing was equated to the plan at PI STA 1164+91.71 IMF-035-4(182)112—13-85 and run ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PI Sta. 1164+91.71 Project No. IMF-035-4(182)112—13-85
= Survey PI Sta. 1164+91.71
= PI Sta. 1166+14.70 FN-30-5(22)—21-85

PI Sta. 1410+12.31 As-built Plans Project No. F-30-5(80)--20-85
= Survey PI Sta. 1410+12.36

PI Sta. 1500+62.70 As-built Plans Project No. F-30-5(80)--20-85
= Survey PI STA 1500+62.73
= CP Sta. 1500+63.05 Project # NHSX-030-5(249)--3H-85

241ST

SUR241ST2.xml

The alignment for 241st St., SUR241ST2.xml is from IDOT OLE Dept.

PS241ST2.xml

This alignment PS241ST2.xml is a copy of the alignment named SUR241ST2.xml from OLE Dept. Preliminary Survey modified the copied alignment. This alignment was modified east of the intersection of 241st St. & Sand Hill Trail to fit the centerline of existing 241st St.

newroad2

SURnewroad2.xml

The alignment for newroad2 (SURnewroad2.xml) is from IDOT OLE Dept.

PSnewroad2.xml

This alignment PSnewroad2.xml is a copy of the alignment named SURnewroad2.xml from OLE Dept. Preliminary Survey modified the copied alignment. This alignment was extended east and to fit centerline of the existing frontage road.

580th Ave.

SURSR580th.xml

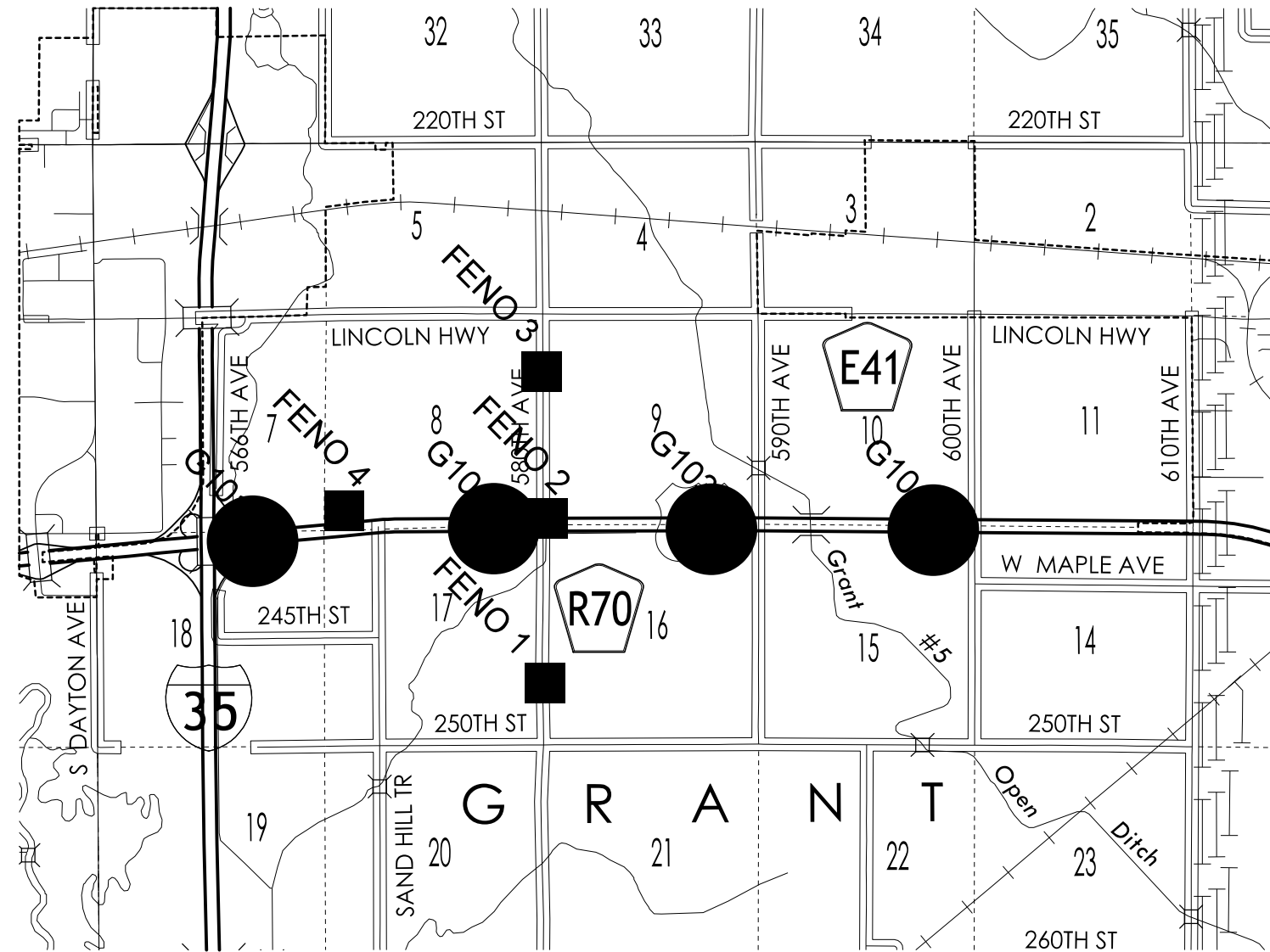
The horizontal alignment for 580th Ave. (SURSR580th.xml) is from IDOT OLE Dept.

PSSR580th.xml

This alignment PSSR580th.xml is a copy of the alignment named SURSR580th.xml from OLE Dept. Preliminary Survey modified the copied alignment. The copied alignment was extended to the south and north of the OLE alignment to fit the centerline of 580th Ave.

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

State Plane North

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

State Plane North

Point Name	Northing	Easting	Elevation	Feature Definition	Description
FENO 1	3462404.325	4910183.708	945.643	FENO	SET FENO MONU .73 MI S OF INTERS. E.BOUND US HWY 30 & 580TH AVE_53' E. OF CL 580TH AVE_140' N. OF POWER POLE_13.5' S. OF OUTLET CMP APRON
FENO 2	3466436.682	4910251.068	955.288	FENO	SET FENO MONU 158' NE INTERS. W.BOUND HWY 30 & 580TH AVE_104' N. W.BOUND HWY 30_106' E. OF 580TH AVE_22.5' SW OF FENCE_43' W. OF ROW RAIL
FENO 3	3470047.967	4910109.599	974.044	FENO	SET FENO MONU .71 MI N OF INTERS. W.BOUND US HWY 30 & 580TH AVE_71' W. OF CL 580TH AVE_63' N. OF CL FIELD ENT_84' N. OF TEL. PED.
FENO 4	3466634.259	4905258.236	938.478	FENO	SET FENO MONU .64 MI E OF INTERS. N.BOUND I-35 & US HWY 30_429' N. OF W.BOUND HWY 30_103' E. OF E. EDGE CONC SLAB RADIO TOWER_85' S. OF SE COR. CONC ENTRANCE
G101	3465880.935	4903018.607	912.725	CP	FD DISK IN CONC SLAB_STAMPED GSVS 101 2013_1073' E. OF INTERS. N.B. I-35 & EB HWY 30_23.6' S. OF S. EDGE OF AC SH EB HWY 30_63.4' NW OF N. EDGE CONC SLAB RAMP_58' E. OF MERGE SIGN
G102	3466190.655	4908935.983	958.027	CP	ROD IN CONC ENCASEMENT WITH LID .23 MI W OF 580TH AVE_131' NW OF 16" INTAKE_15.3' S. OF S.SLAB E.BOUND HWY 30
G103	3466177.630	4914276.103	958.208	CP	FD DISK IN CONC SLAB_STAMPED GSVS 103 2013_78 MI E. OF 580TH AVE_62' S. S. SLAB E. BOUND HWY 30
G104	3466155.730	4919721.911	961.673	CP	FD DISK IN CONC SLAB_STAMPED GSVS 104 2013_1018' W. INTERS. N.B. I-35 & E.B. HWY 30_49.3' S. OF S EDGE AC SH EB HWY 30_77' SW OF STA. STAMP 1544_139' E OF POWER POLE

108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. Traffic on U.S. Highway 30 shall be maintained at all times except as noted in Note 3.
2. Traffic on 610th/Airport Road shall be maintained at all times via off-site detour.
3. Temporary nighttime road closures (TC-251/TC-451) will only be allowed for setting beams and overhead signs/trusses.
4. Through traffic on Maple Ave will be detoured during the construction of the roadway and railroad crossing.

108-26A
08-01-08

STAGING NOTES

111-01
04-17-12

COORDINATED OPERATIONS

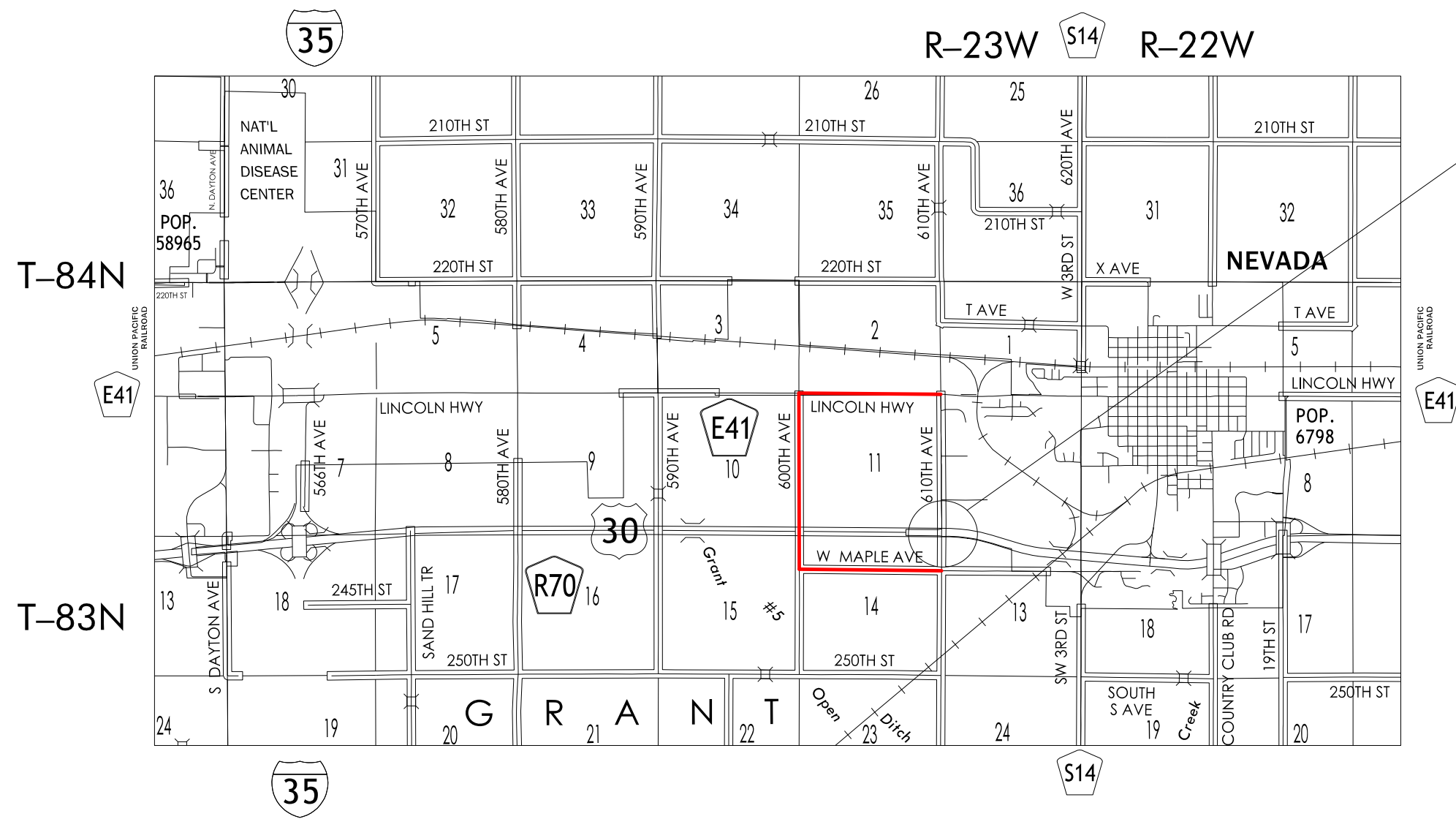
Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
None provided.	

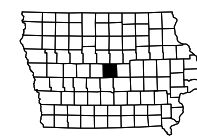
108-25
10-21-14

511 TRAVEL RESTRICTIONS

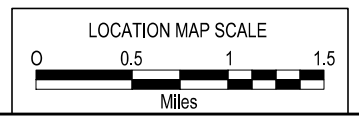
Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			No Restrictions Expected.									



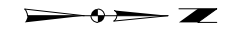
PROPOSED BRIDGE
Asset #: 701200



STORY COUNTY DETOUR

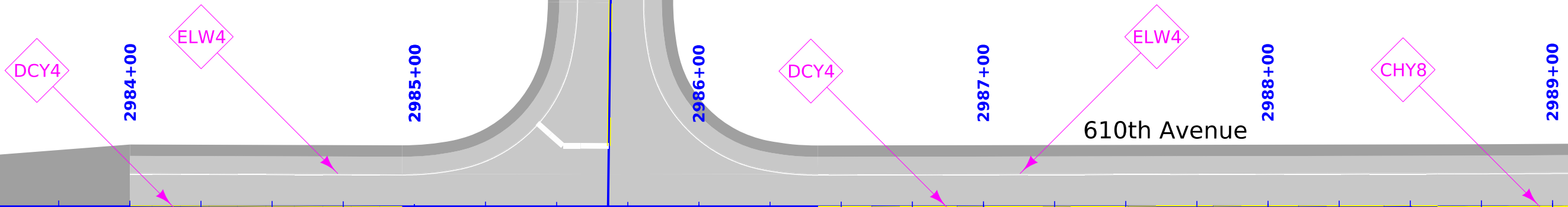


LEGEND	
CONCEPT DETOUR ROUTE	
STORY COUNTY TRAFFIC CONTROL	



Maple Avenue

610th Avenue



2984+00

2985+00

2986+00

2987+00

2988+00

2989+00

DCY4

ELW4

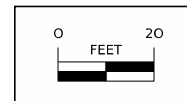
DCY4

ELW4

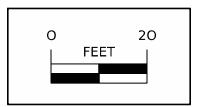
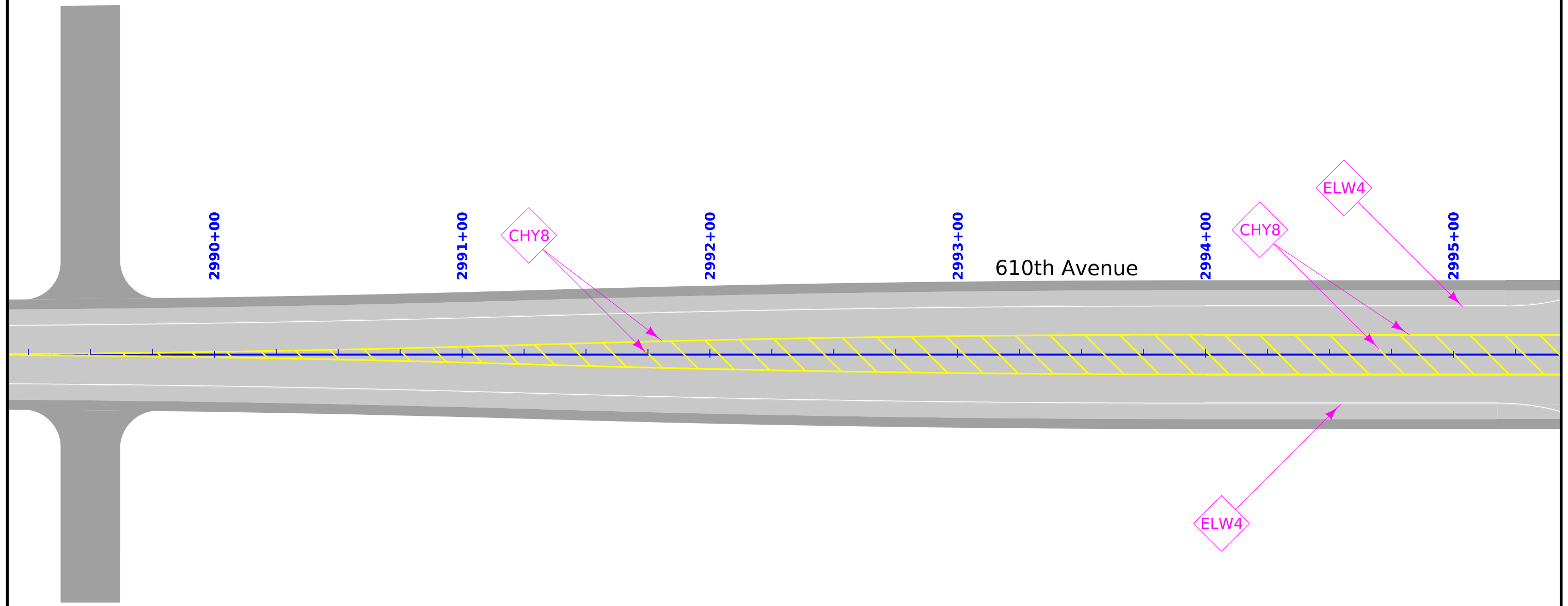
CHY8

ELW4

ELW4

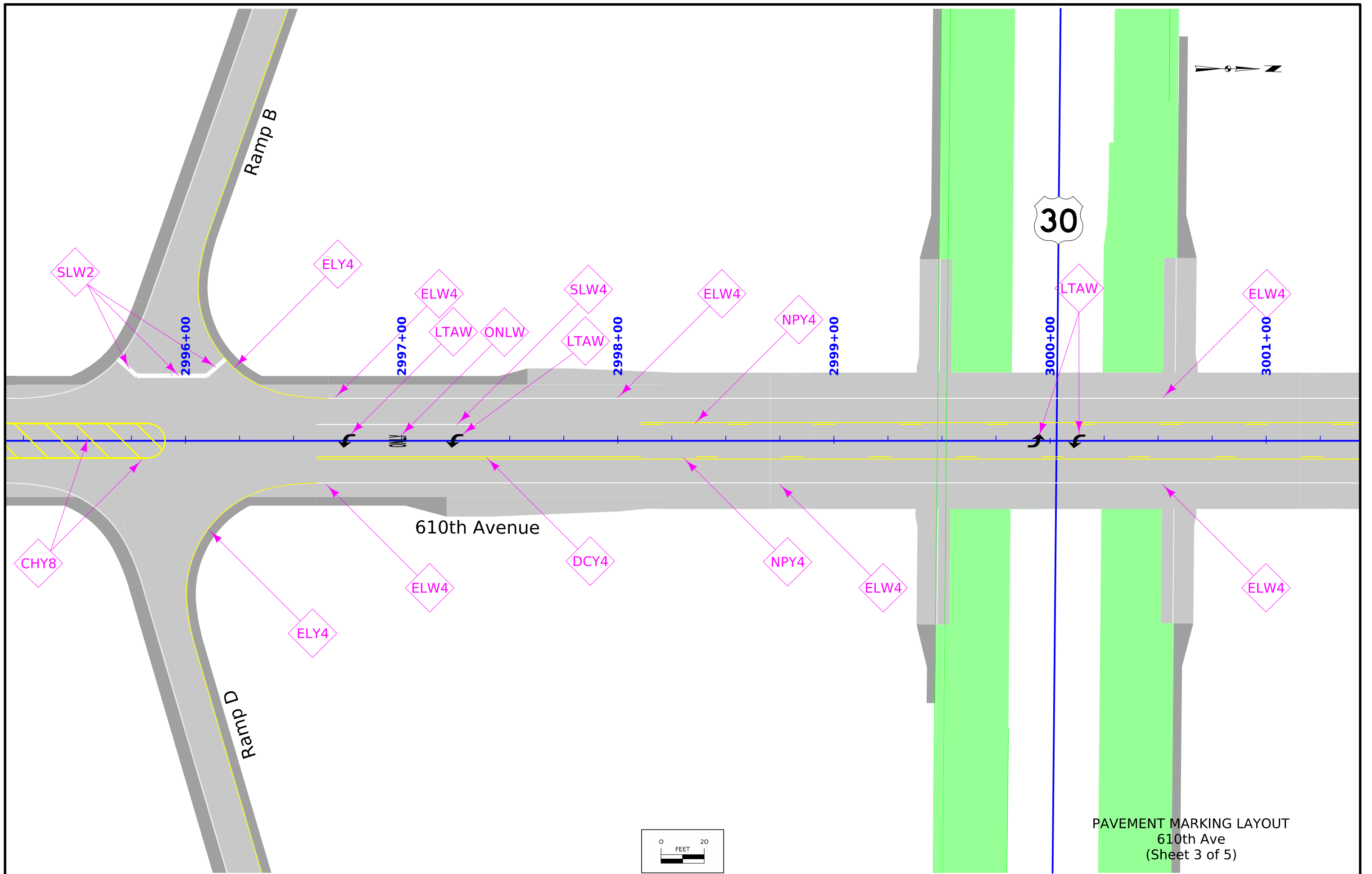


PAVEMENT MARKING LAYOUT
 610th Ave
 (Sheet 1 of 5)

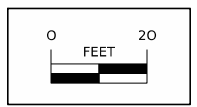
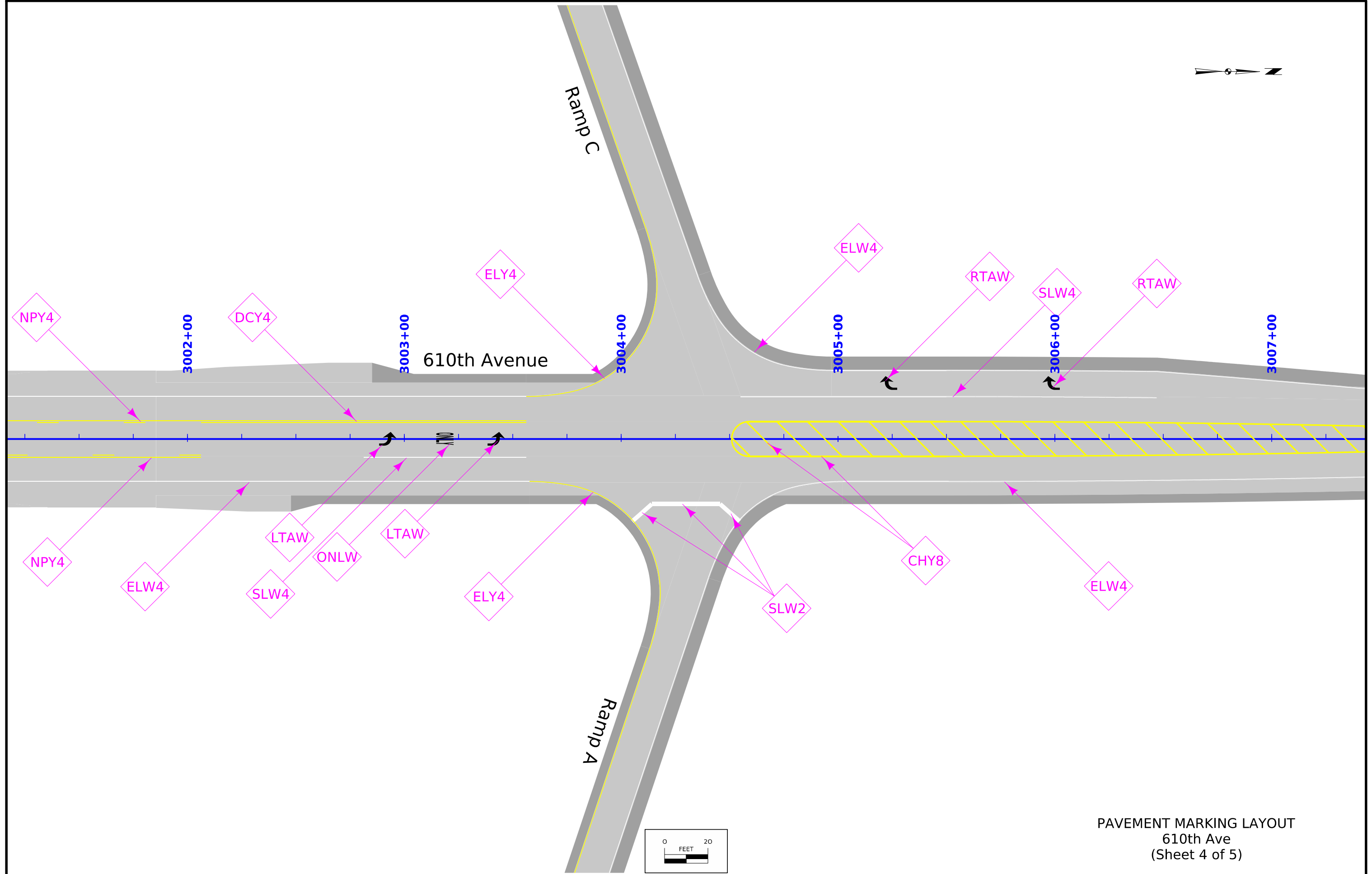


PAVEMENT MARKING LAYOUT
 610th Ave
 (Sheet 2 of 5)

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.101
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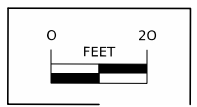
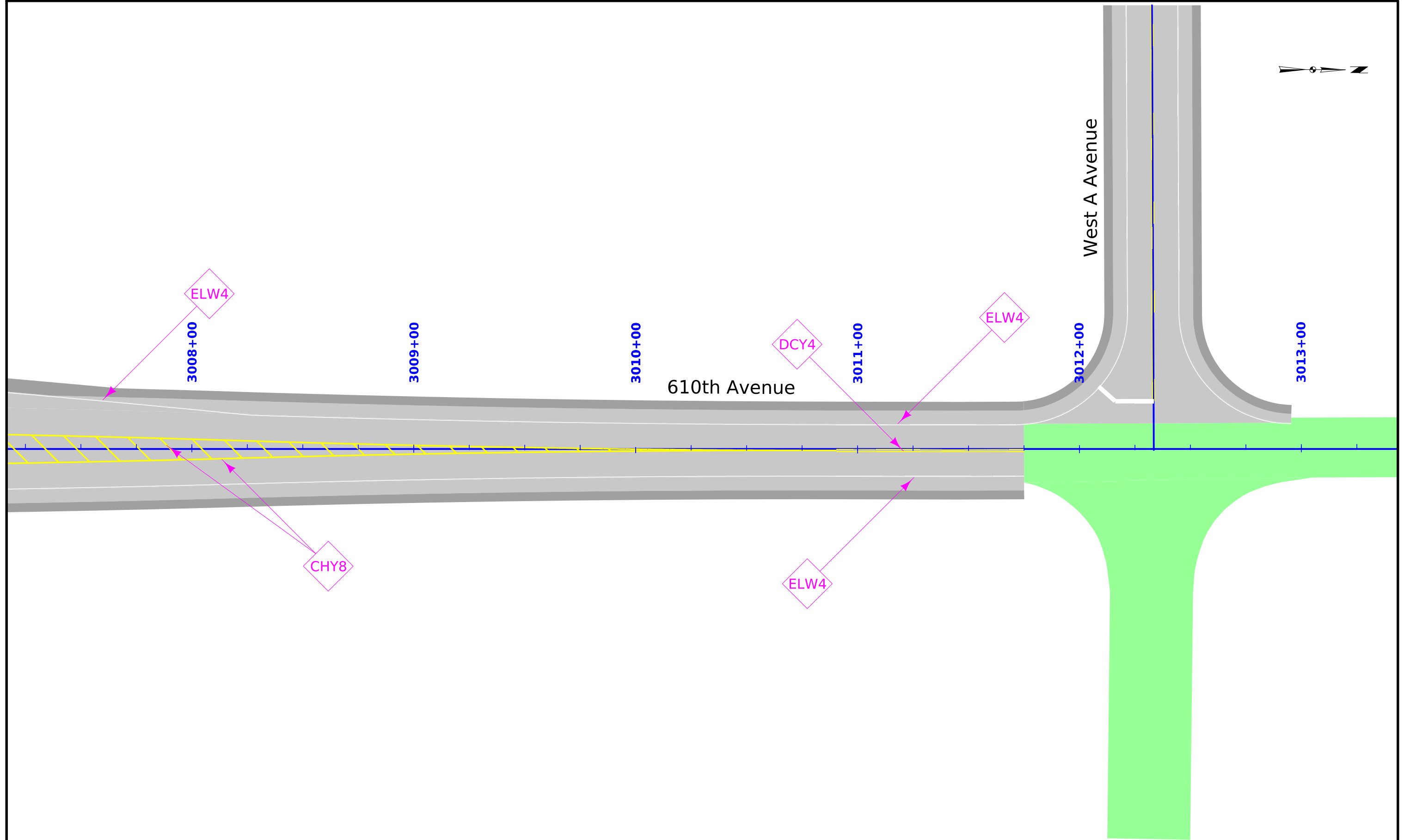


PAVEMENT MARKING LAYOUT
610th Ave
(Sheet 3 of 5)



PAVEMENT MARKING LAYOUT
610th Ave
(Sheet 4 of 5)

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PAVEMENT MARKING LAYOUT
610th Ave
(Sheet 5 of 5)

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.104
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11567+00

11566+00

11565+00

11564+00

600th Ave.

5566+00
5565+94.75
5565+94.75

SLW2

5567+00

ELW4

5568+00

NPY4

5569+00

5570+00

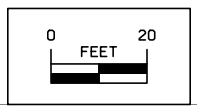
ELW4

5571+00

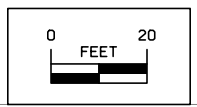
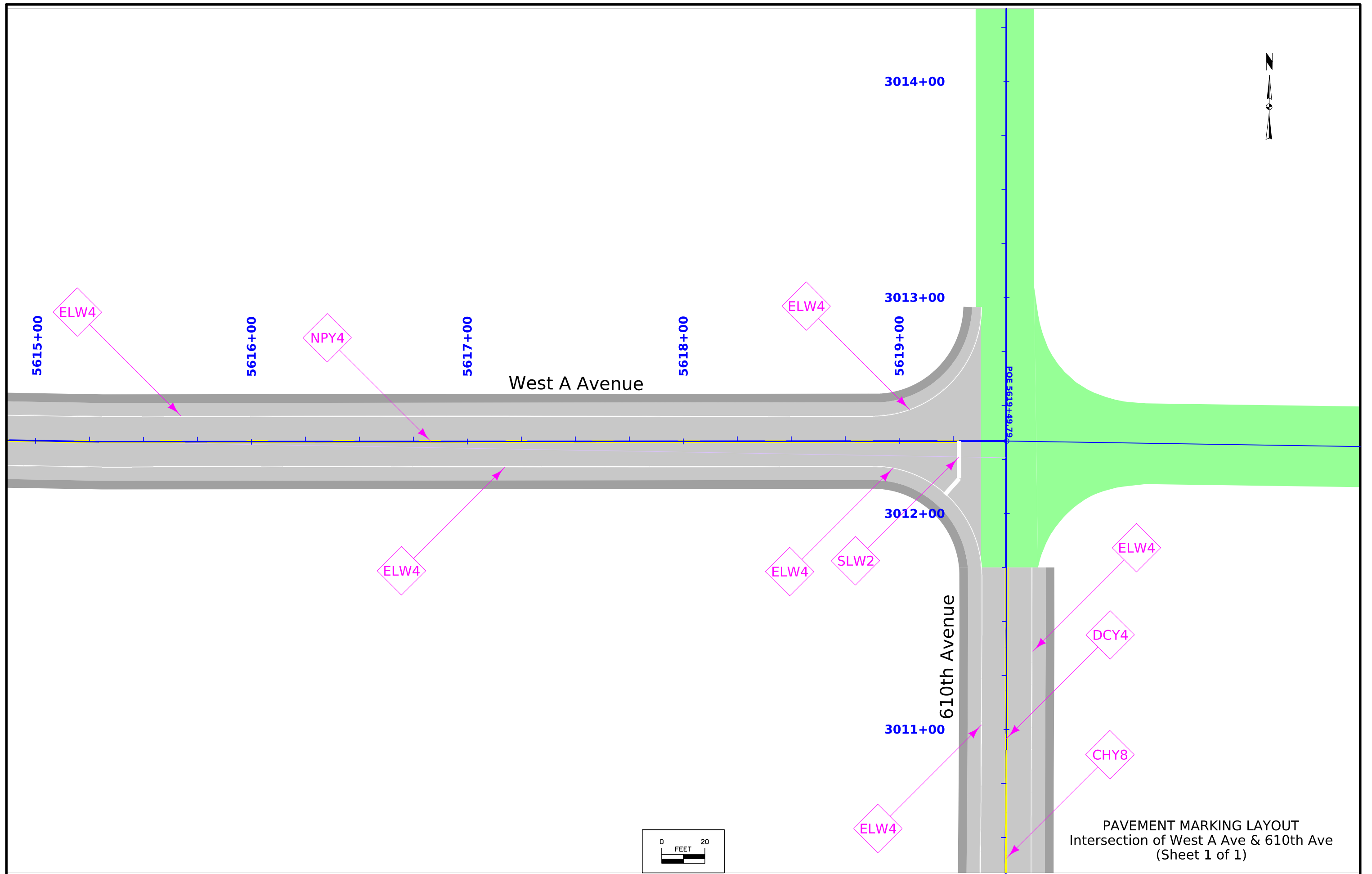
West A Avenue

ELW4

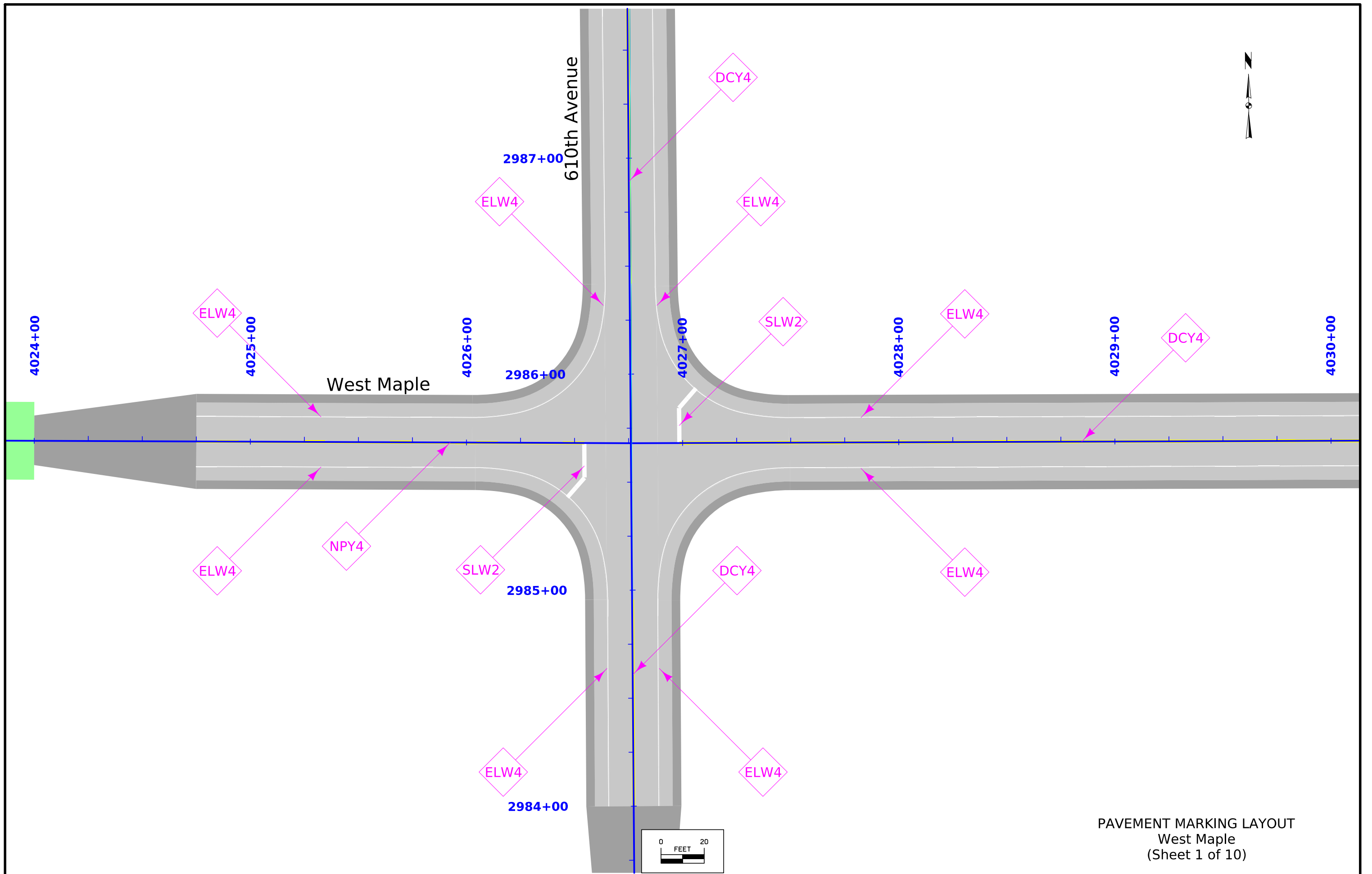
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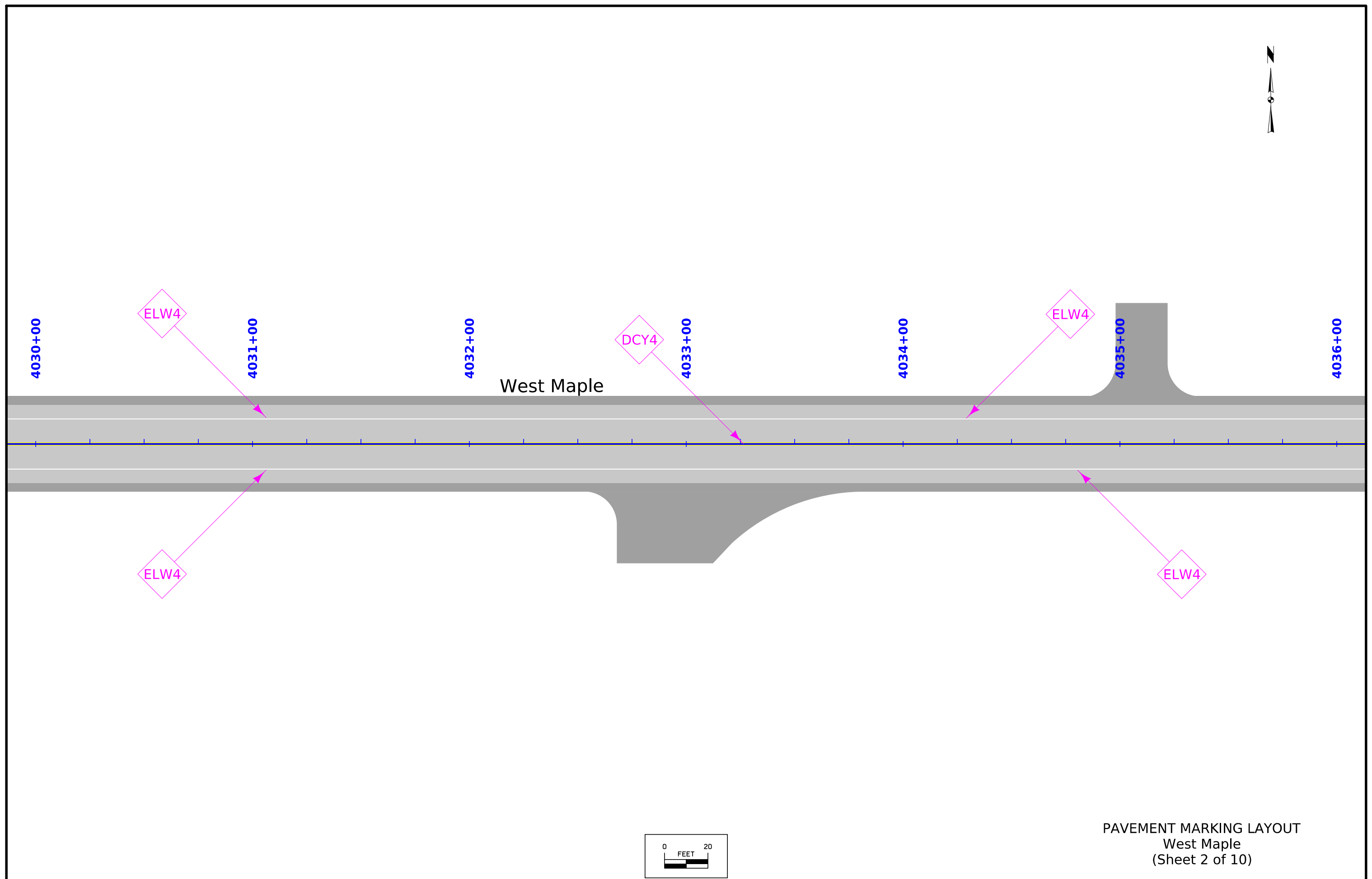
PAVEMENT MARKING LAYOUT
Intersection of West A Ave & 600th Ave
(Sheet 1 of 1)



PAVEMENT MARKING LAYOUT
 Intersection of West A Ave & 610th Ave
 (Sheet 1 of 1)



PAVEMENT MARKING LAYOUT
 West Maple
 (Sheet 1 of 10)



West Maple

4030+00

4031+00

4032+00

4033+00

4034+00

4035+00

4036+00

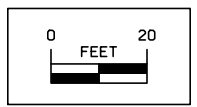
ELW4

DCY4

ELW4

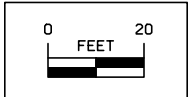
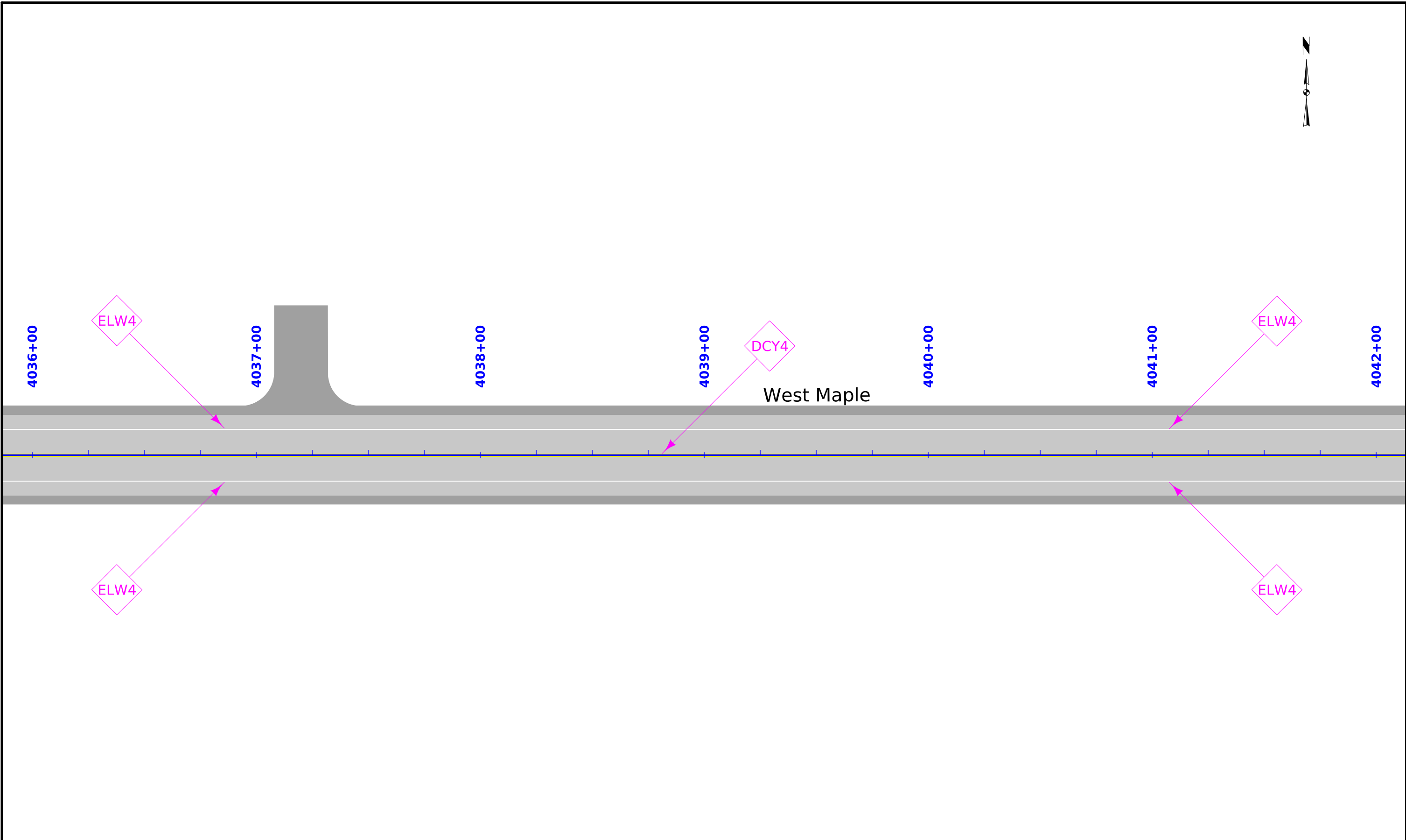
ELW4

ELW4



PAVEMENT MARKING LAYOUT
West Maple
(Sheet 2 of 10)

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.301
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PAVEMENT MARKING LAYOUT
West Maple
(Sheet 3 of 10)



4042+00

ELW4

4043+00

4044+00

4045+00

DCY4

4046+00

4047+00

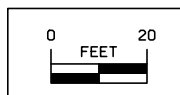
ELW4

4048+00

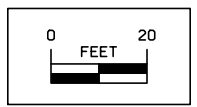
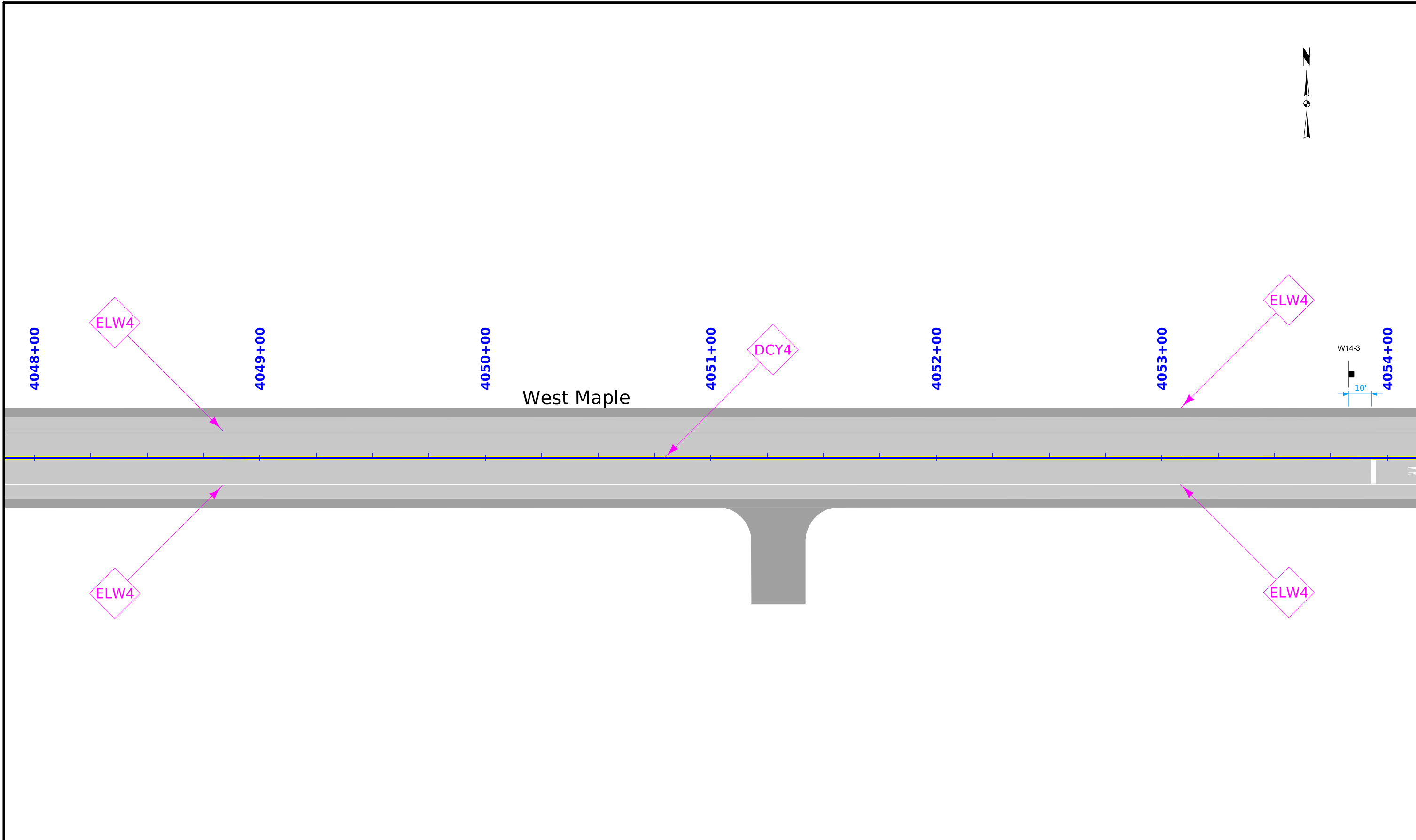
West Maple

ELW4

ELW4

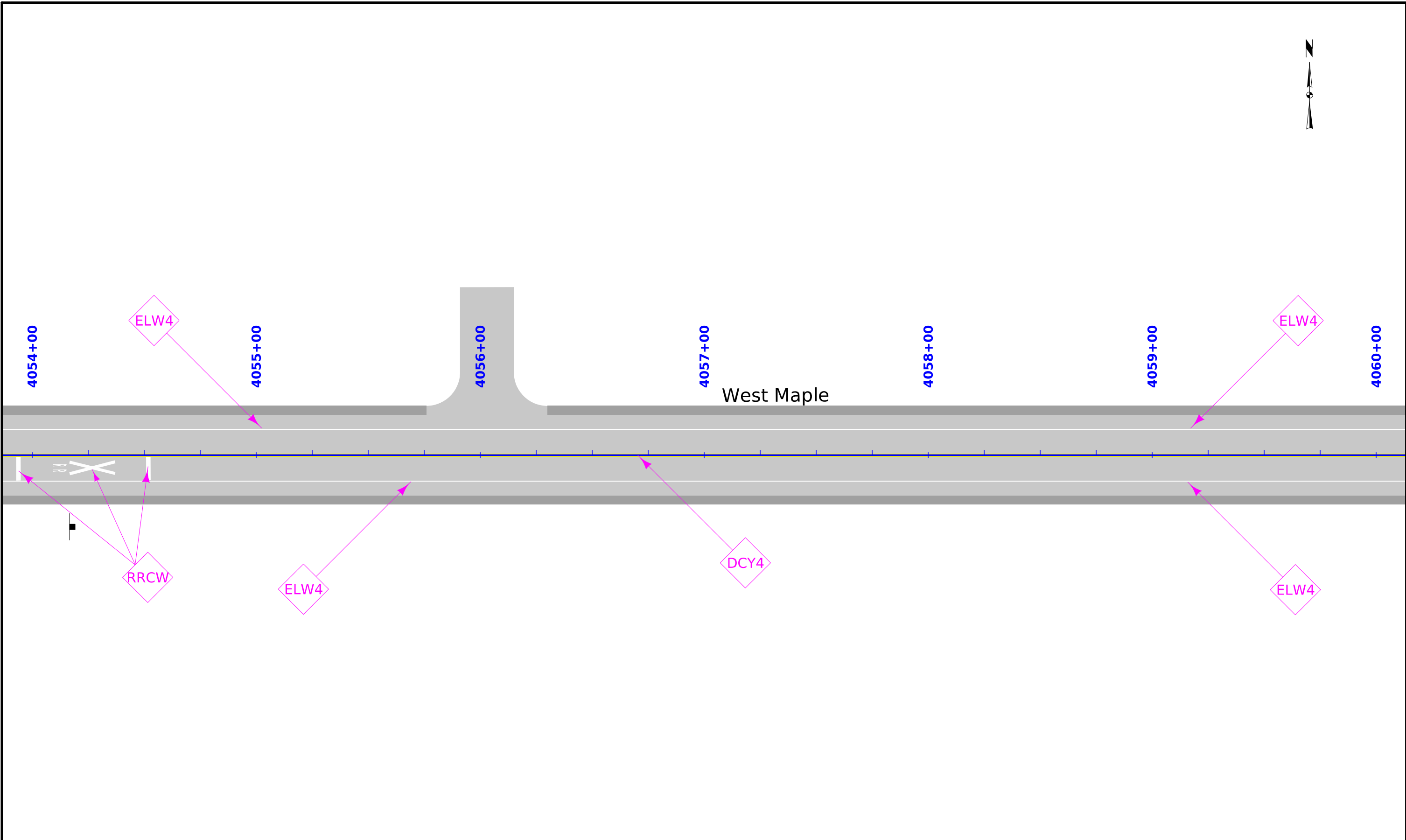


PAVEMENT MARKING LAYOUT
West Maple
(Sheet 4 of 10)

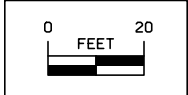


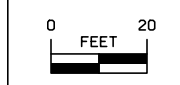
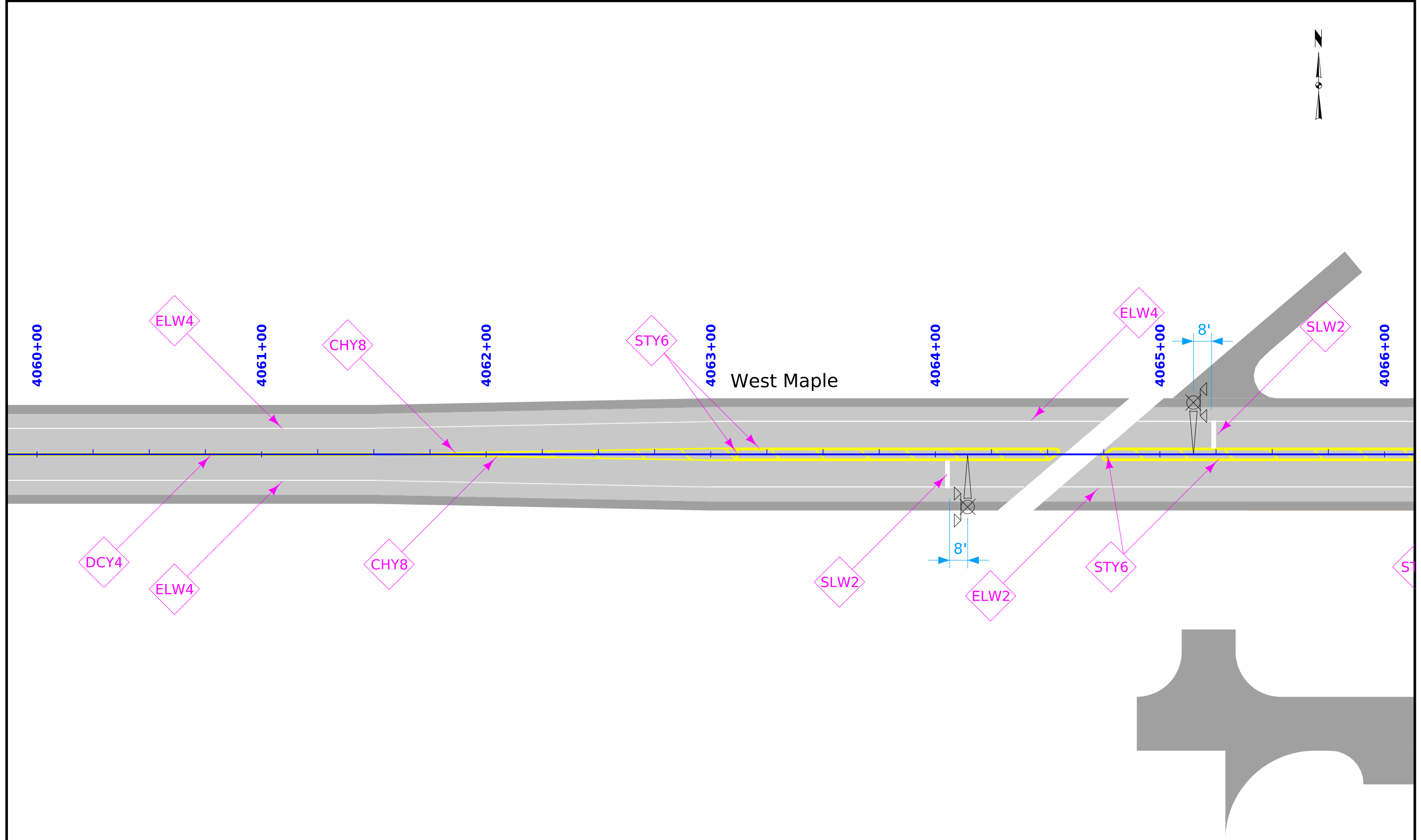
PAVEMENT MARKING LAYOUT
West Maple
(Sheet 5 of 10)

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.304
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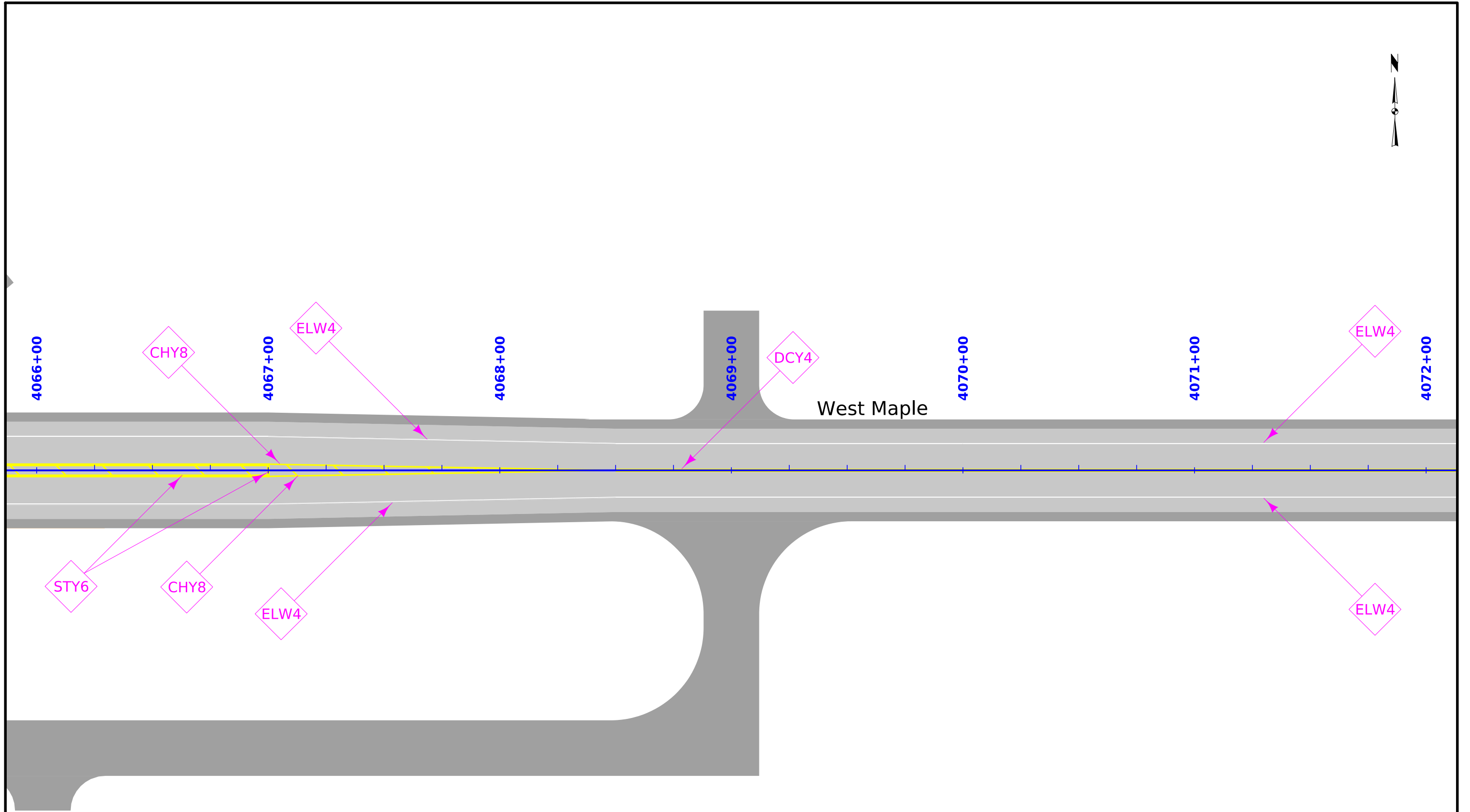
PAVEMENT MARKING LAYOUT
 West Maple
 (Sheet 6 of 10)





PAVEMENT MARKING LAYOUT
West Maple
(Sheet 7 of 10)

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.306
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West Maple

4066+00

4067+00

4068+00

4069+00

4070+00

4071+00

4072+00

CHY8

ELW4

DCY4

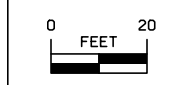
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STY6

CHY8

ELW4

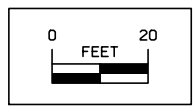
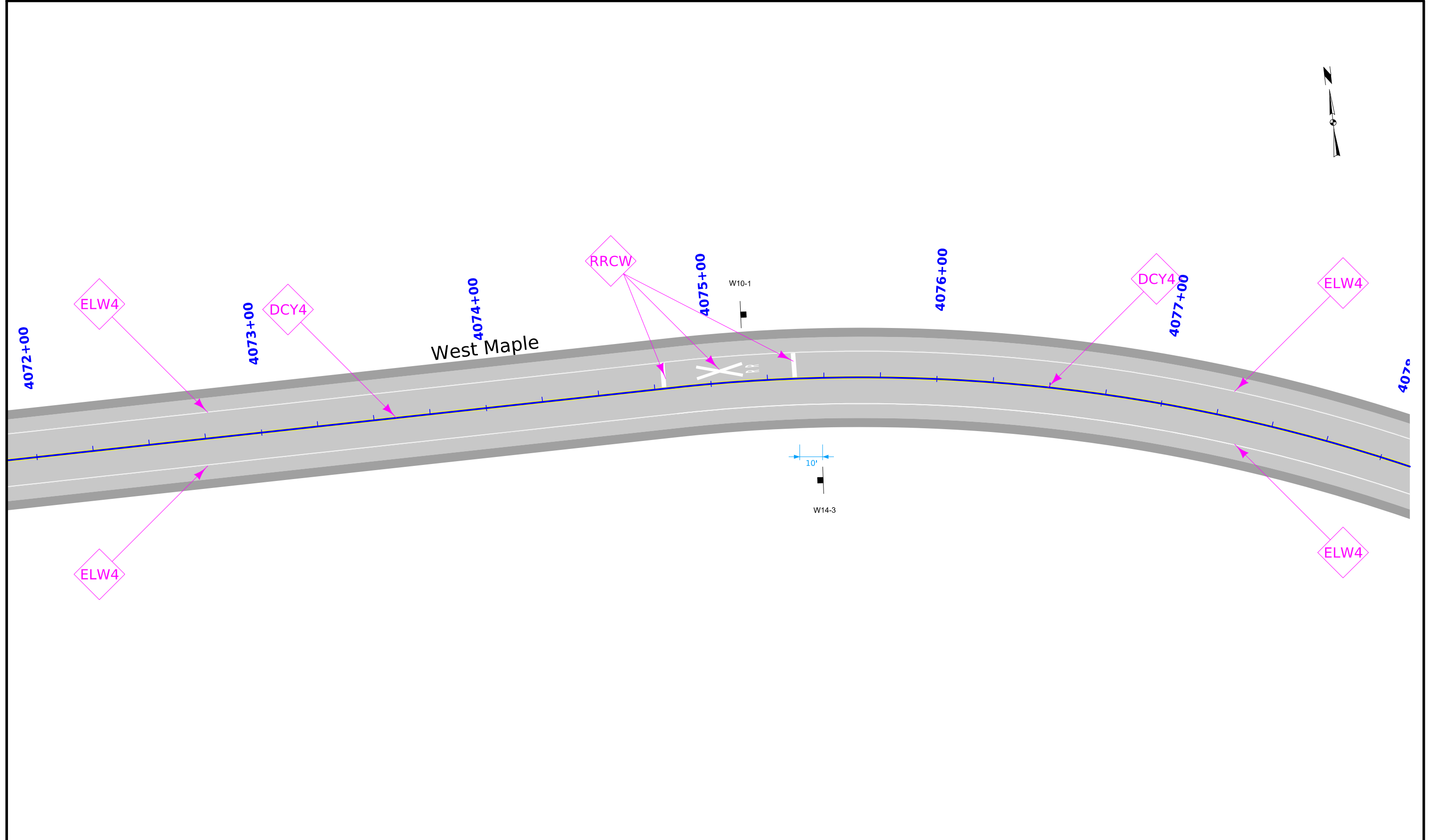
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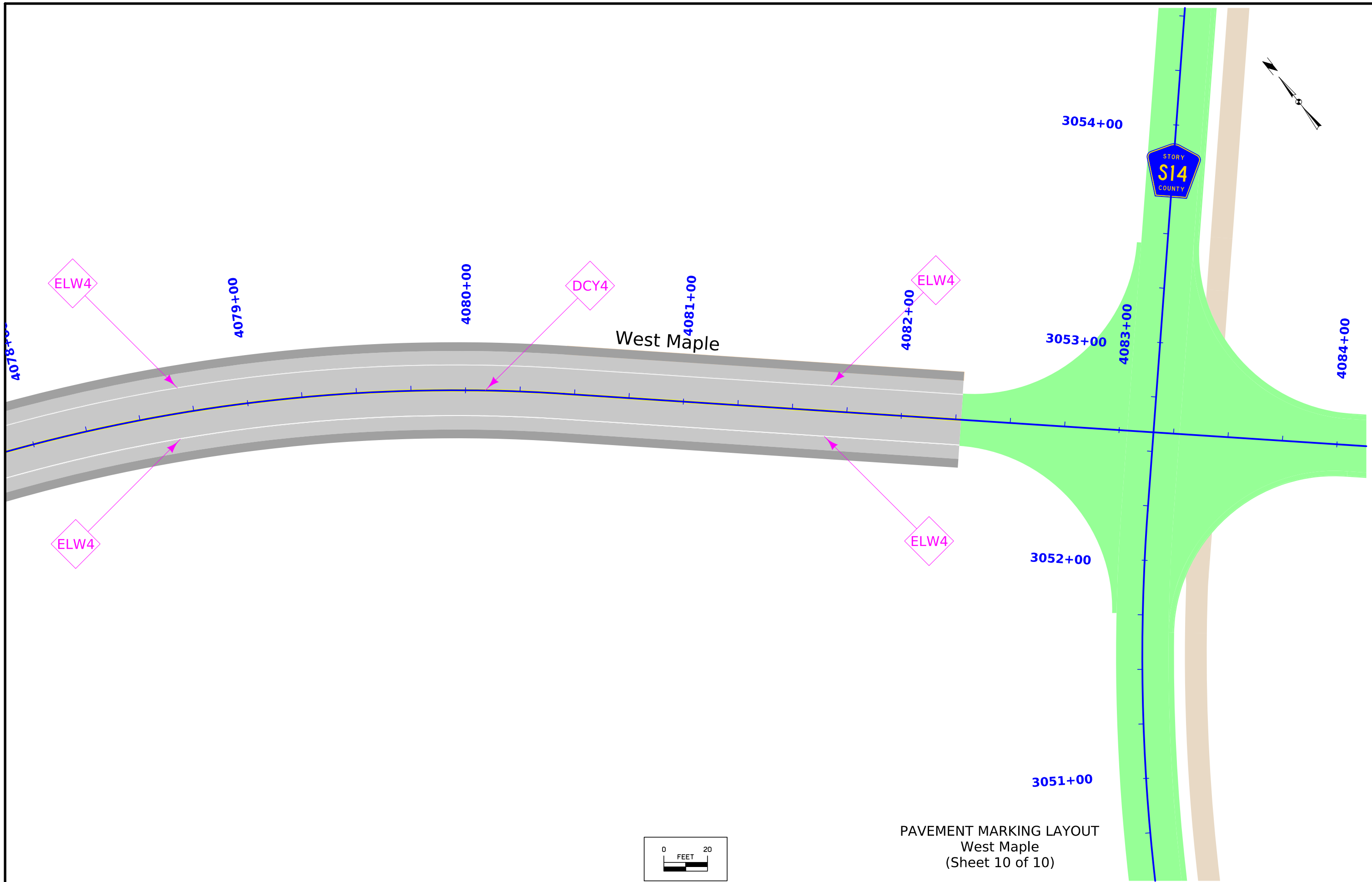
PAVEMENT MARKING LAYOUT
West Maple
(Sheet 8 of 10)

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.307
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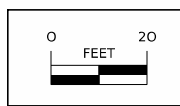
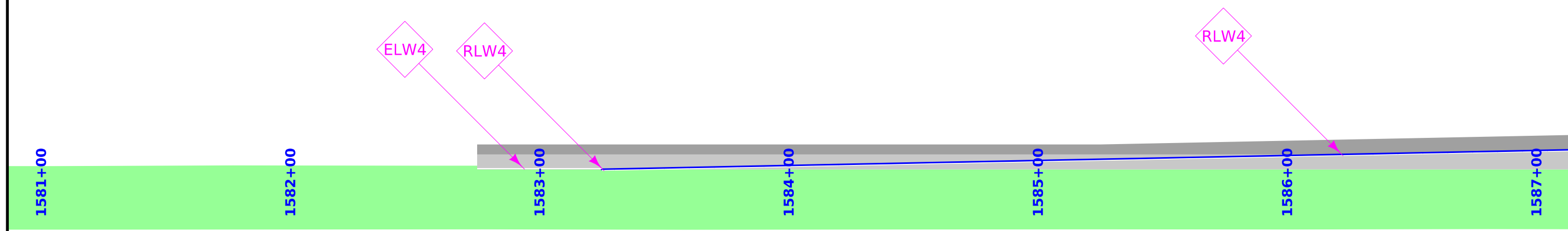
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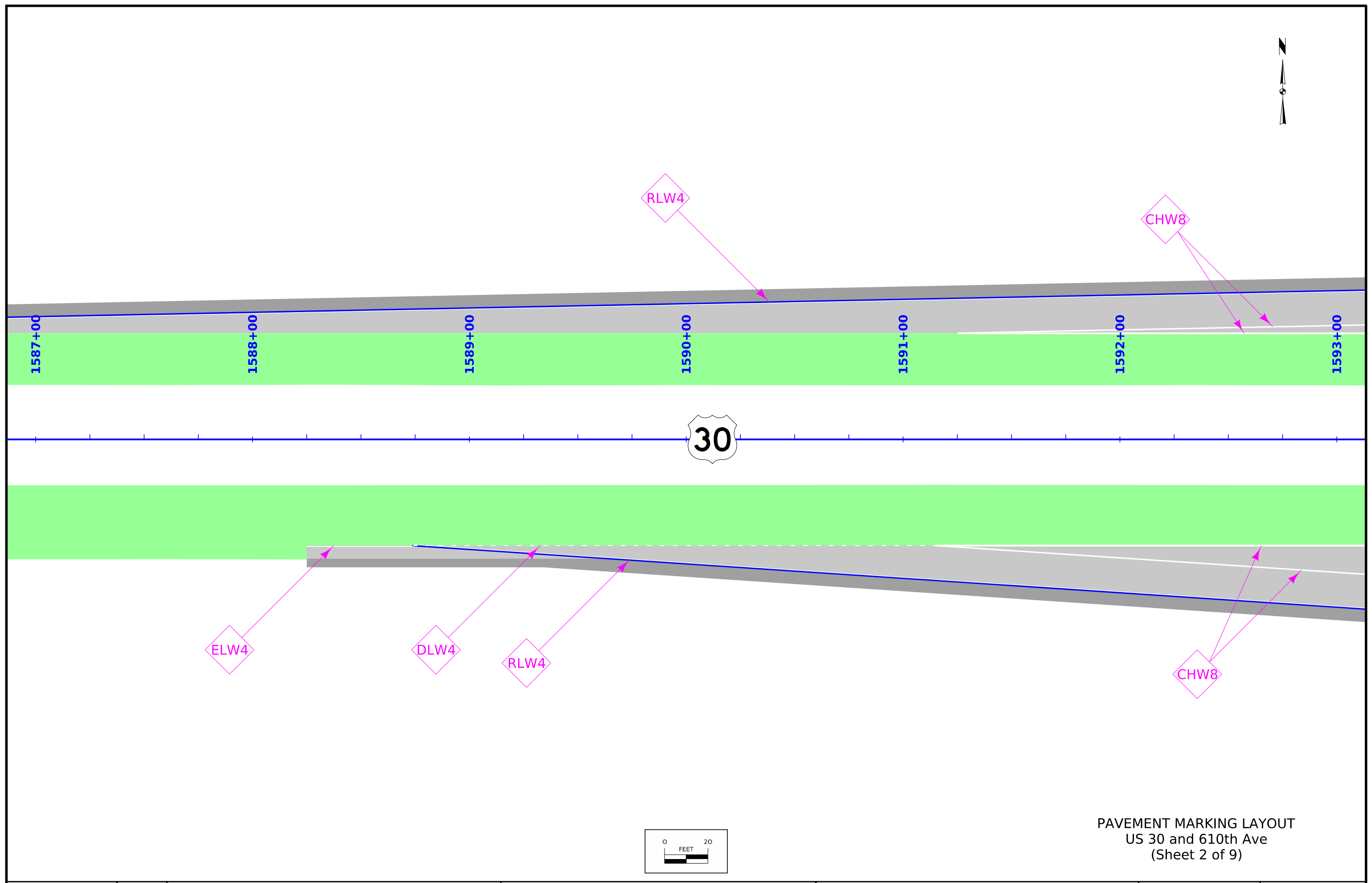
PAVEMENT MARKING LAYOUT
West Maple
(Sheet 9 of 10)



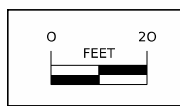
PAVEMENT MARKING LAYOUT
 West Maple
 (Sheet 10 of 10)



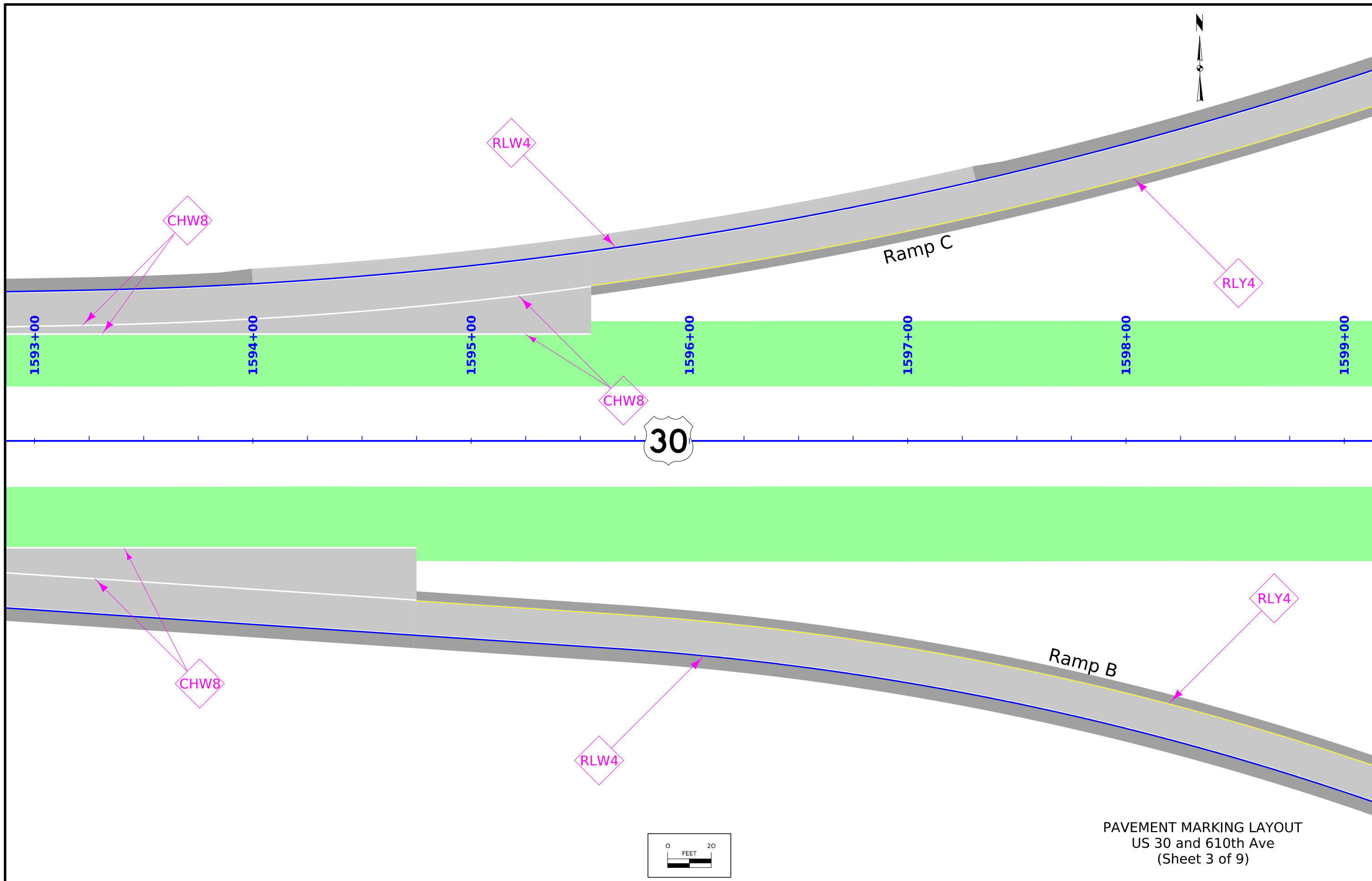
PAVEMENT MARKING LAYOUT
US 30 and 610th Ave
(Sheet 1 of 9)



PAVEMENT MARKING LAYOUT
 US 30 and 610th Ave
 (Sheet 2 of 9)

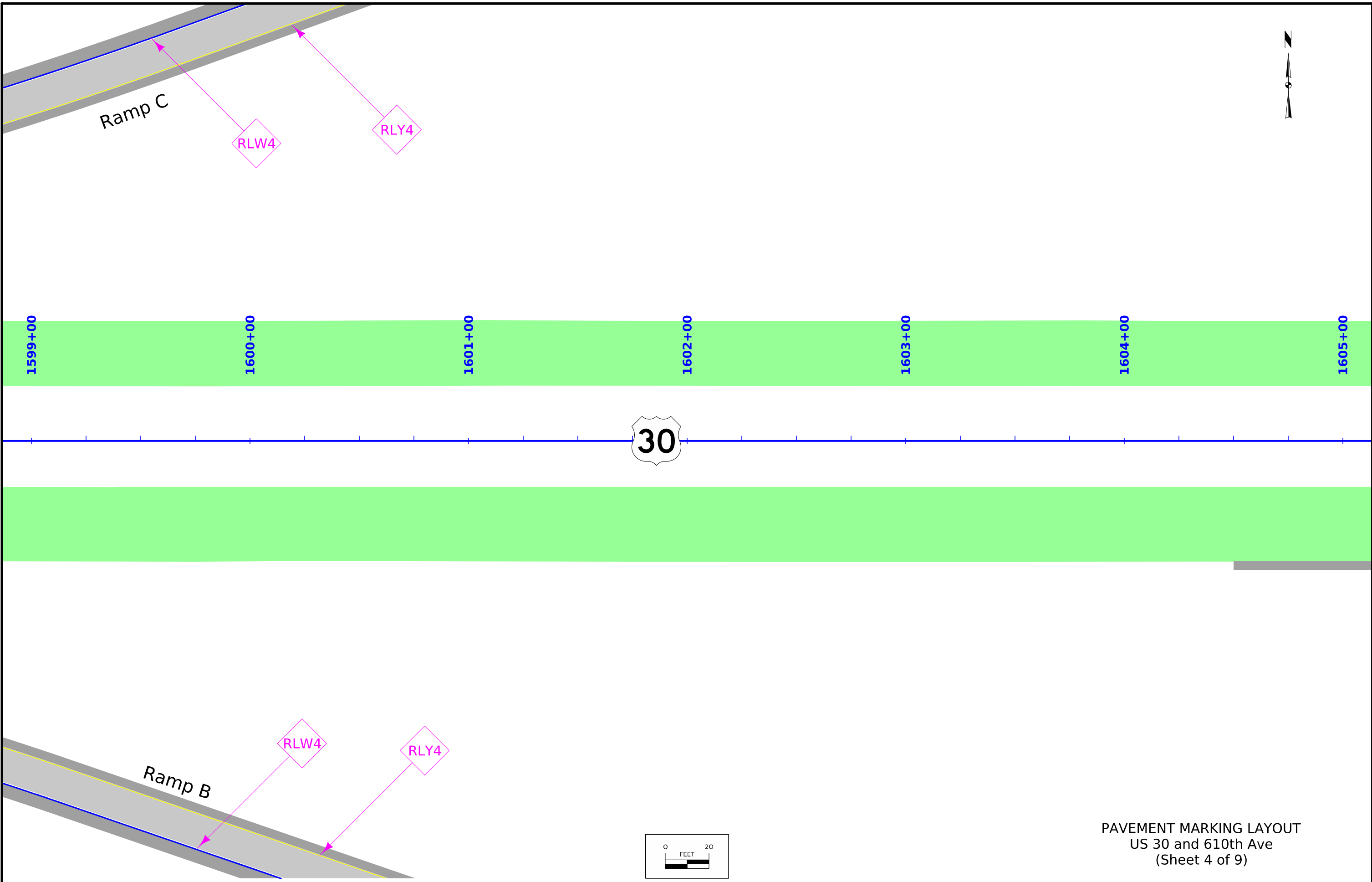


FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.401
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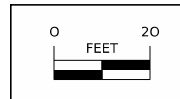


PAVEMENT MARKING LAYOUT
 US 30 and 610th Ave
 (Sheet 3 of 9)

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.402
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PAVEMENT MARKING LAYOUT
 US 30 and 610th Ave
 (Sheet 4 of 9)



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.403
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610th Avenue

610th Avenue



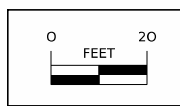
1605+00 1606+00 1607+00 2000+00 2001+00 2002+00 2003+00

ELW4

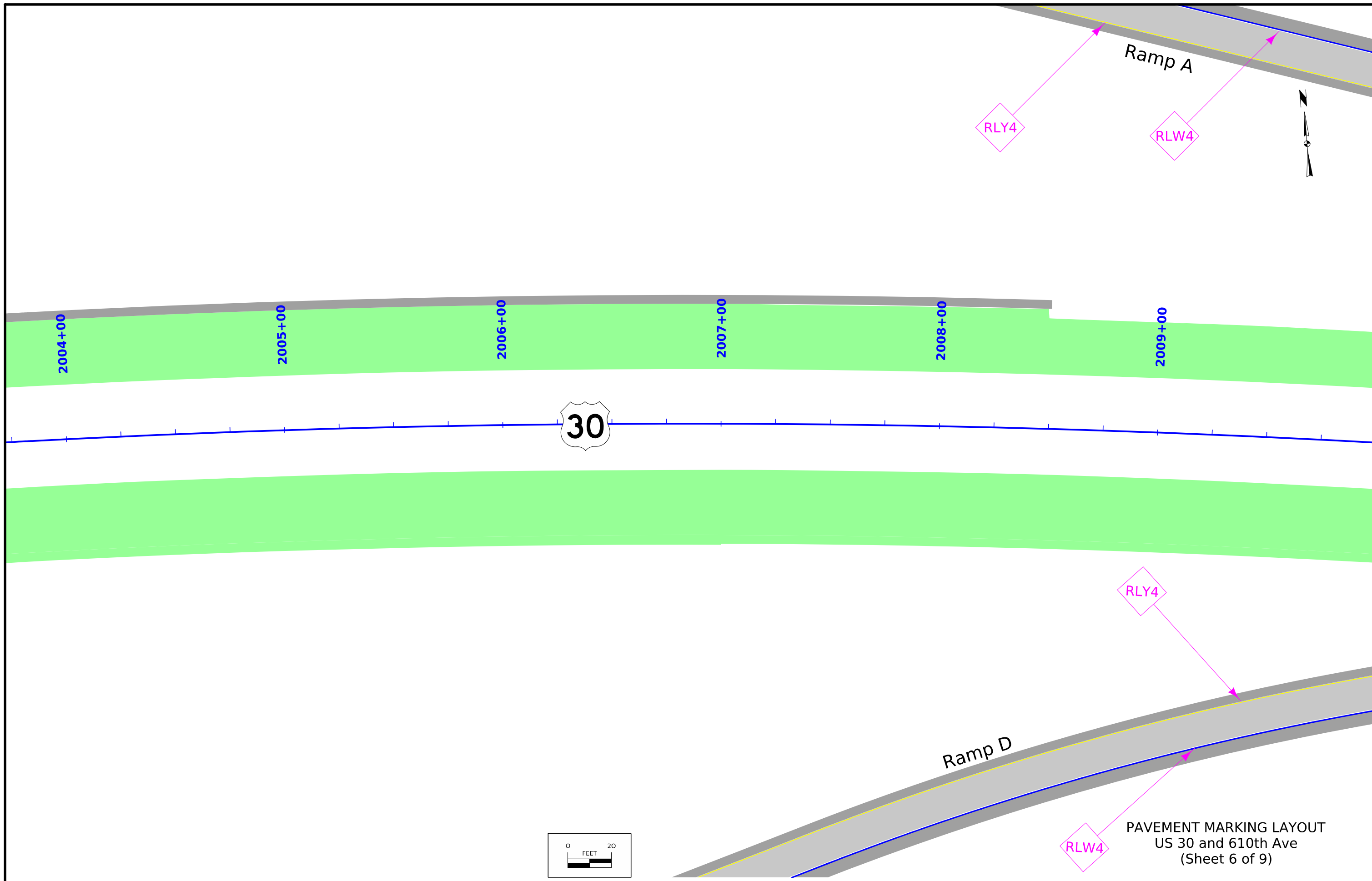
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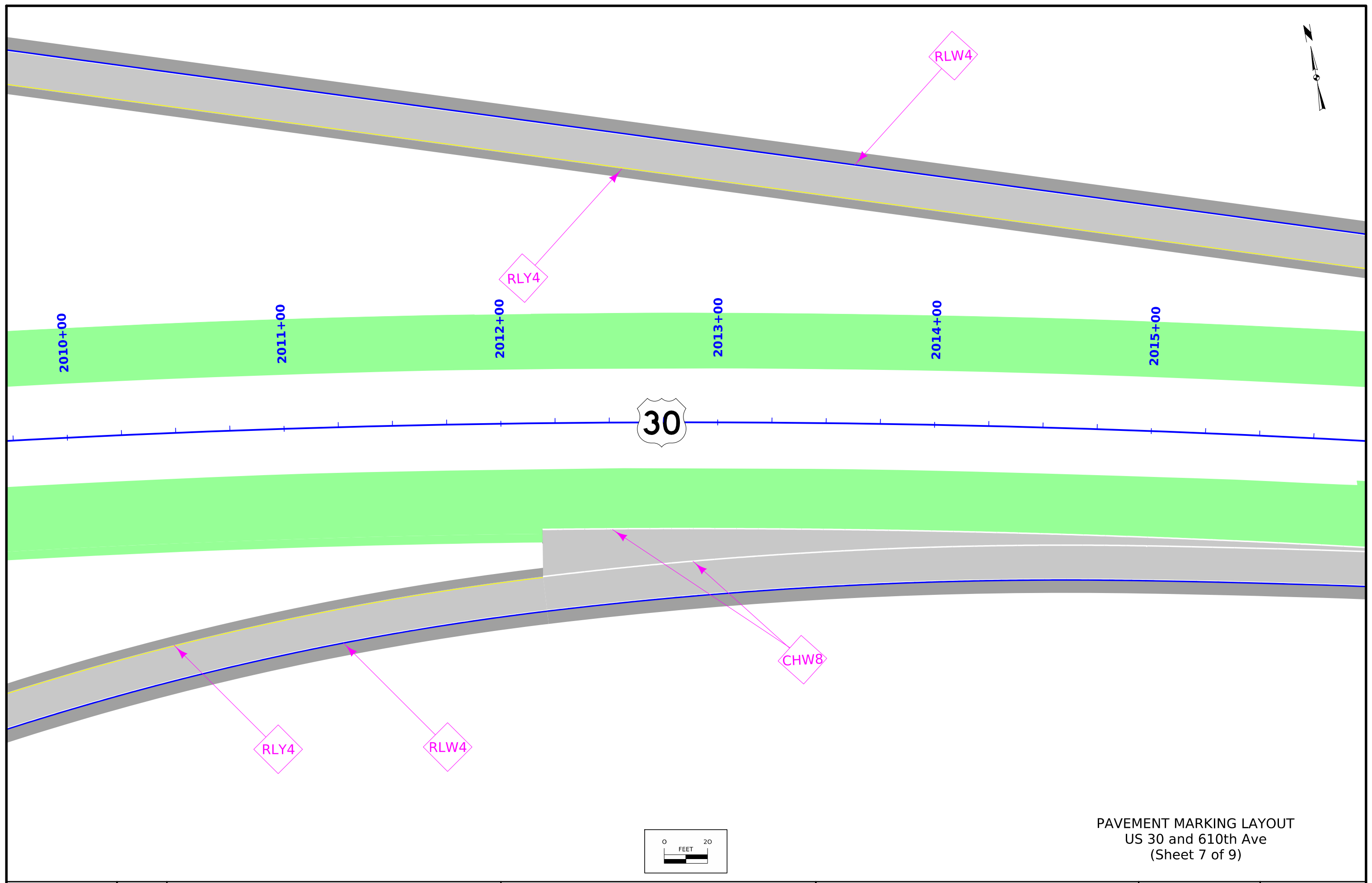
ELW4

ELW4



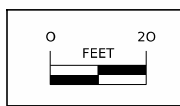
PAVEMENT MARKING LAYOUT
US 30 and 610th Ave
(Sheet 5 of 9)

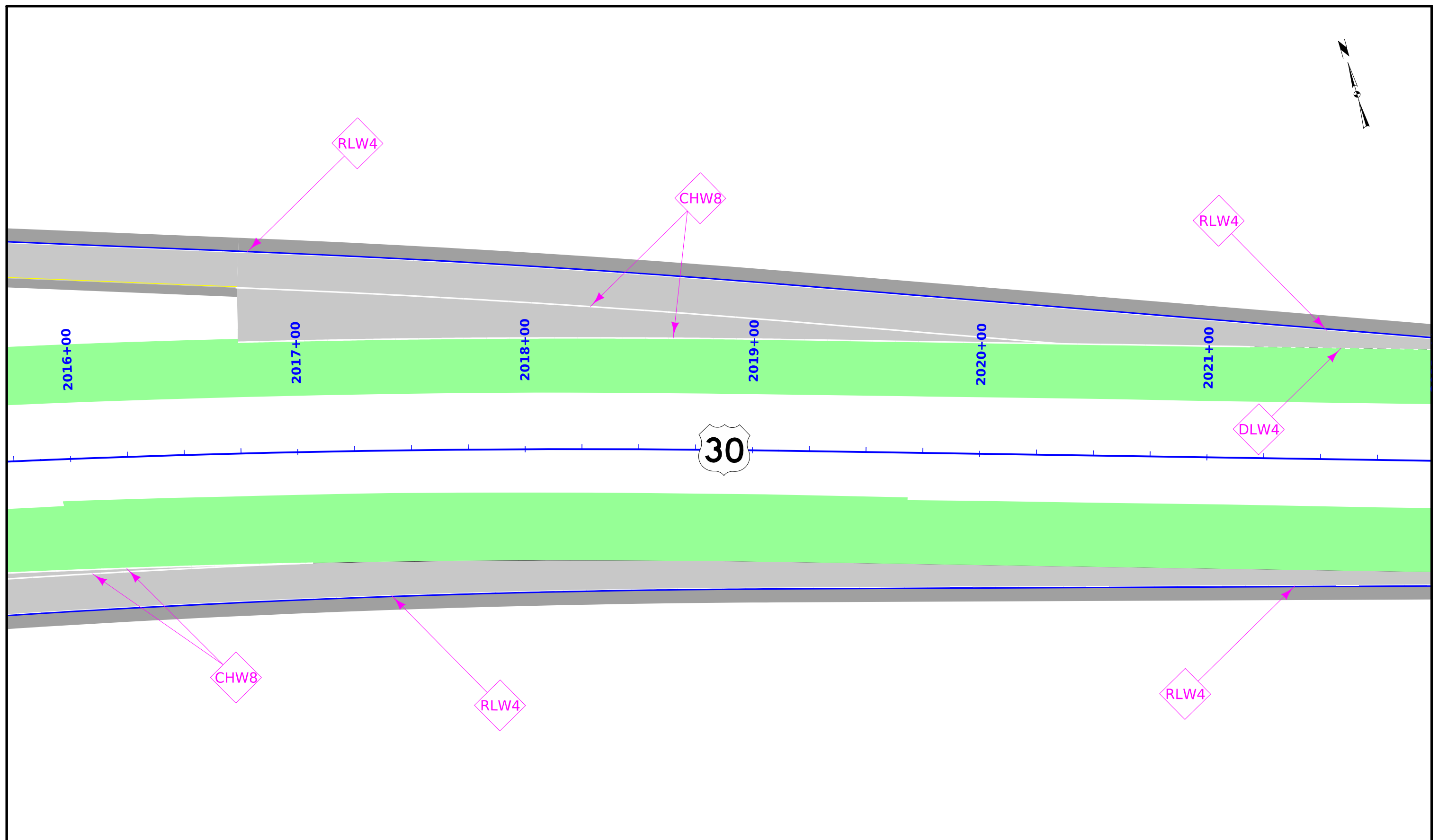




30

PAVEMENT MARKING LAYOUT
 US 30 and 610th Ave
 (Sheet 7 of 9)





30

2016+00

2017+00

2018+00

2019+00

2020+00

2021+00

CHW8

RLW4

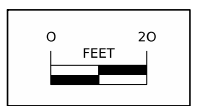
RLW4

DLW4

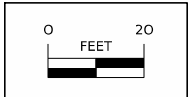
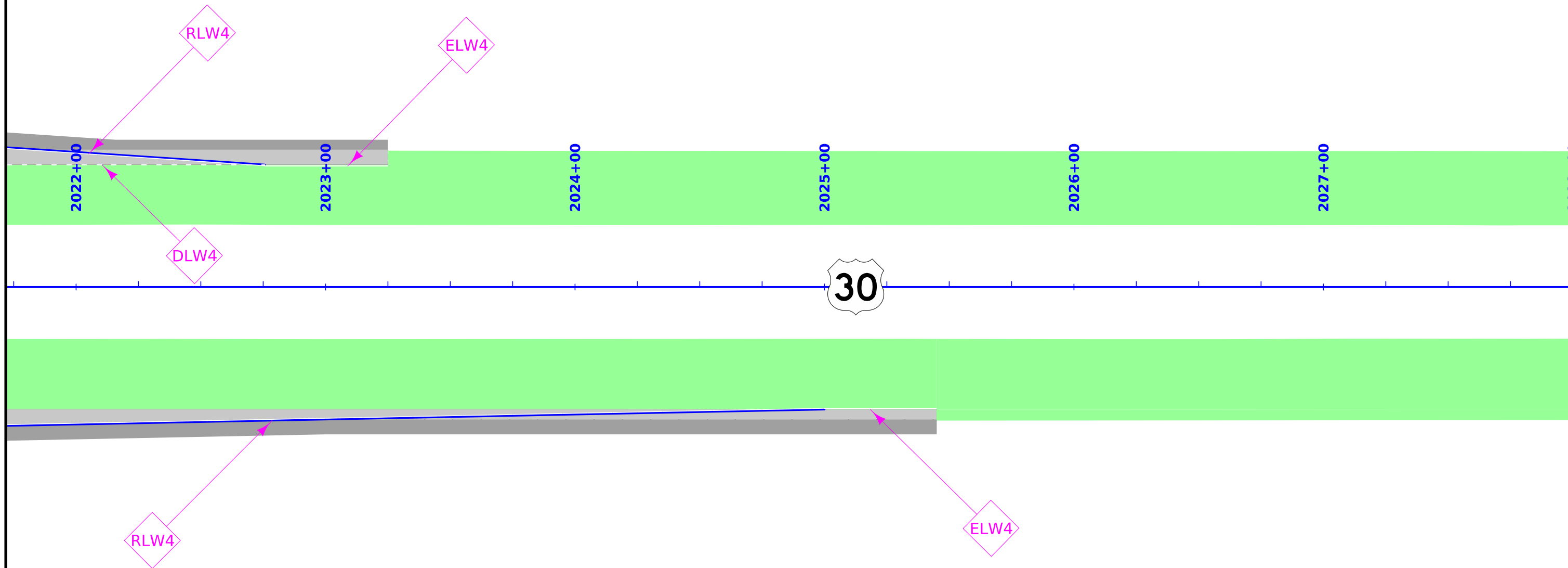
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CHW8

RLW4

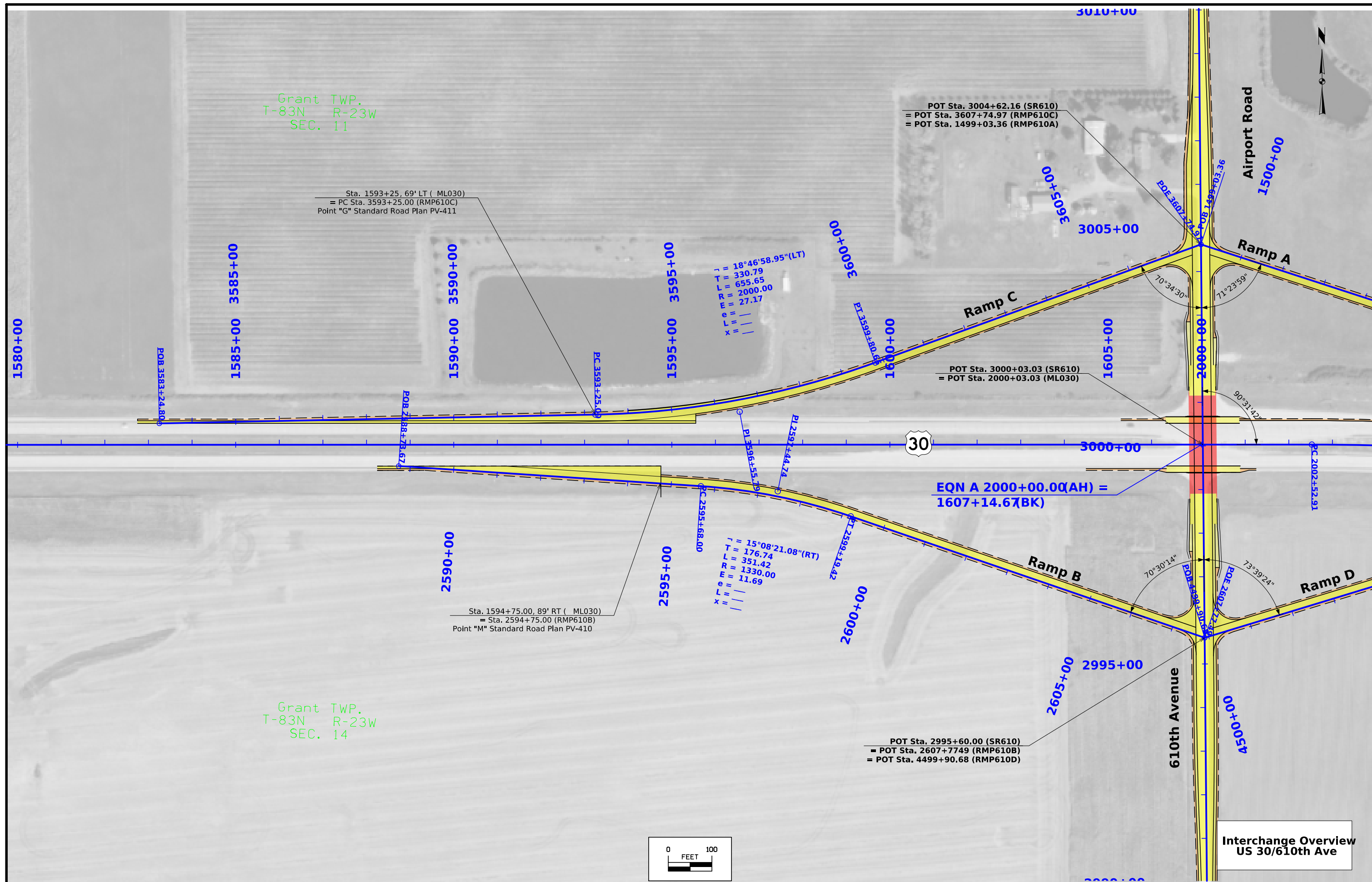


PAVEMENT MARKING LAYOUT
US 30 and 610th Ave
(Sheet 8 of 9)



PAVEMENT MARKING LAYOUT
 US 30 and 610th Ave
 (Sheet 9 of 9)

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.408
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Grant TWP.
T-83N R-23W
SEC. 11

Sta. 1593+25, 69' LT (ML030)
= PC Sta. 3593+25.00 (RMP610C)
Point "G" Standard Road Plan PV-411

POT Sta. 3004+62.16 (SR610)
= POT Sta. 3607+74.97 (RMP610C)
= POT Sta. 1499+03.36 (RMP610A)

POT Sta. 3000+03.03 (SR610)
= POT Sta. 2000+03.03 (ML030)

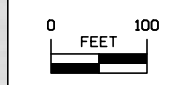
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= Sta. 2594+75.00 (RMP610B)
Point "M" Standard Road Plan PV-410

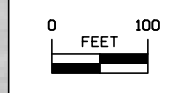
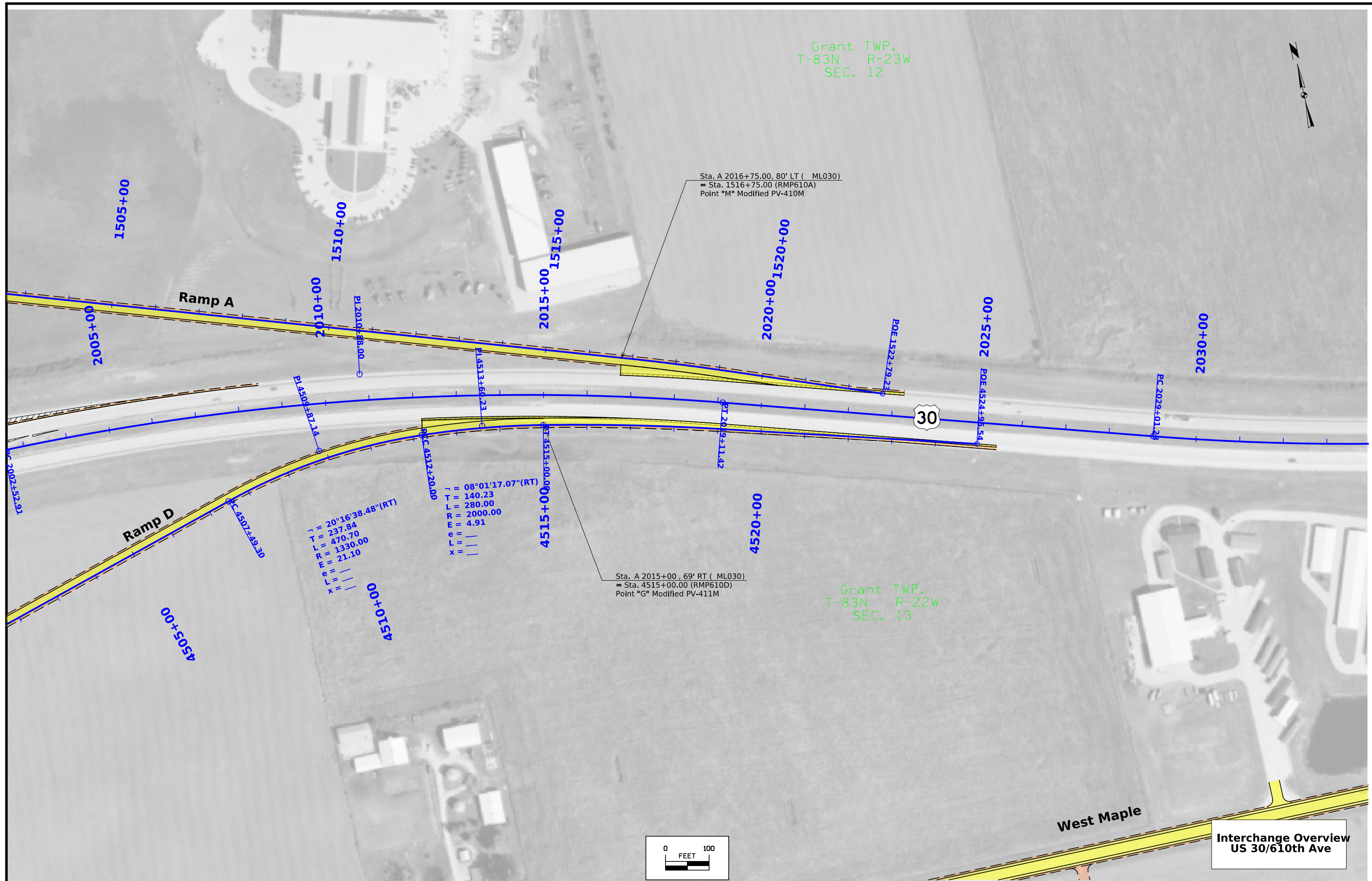
POT Sta. 2995+60.00 (SR610)
= POT Sta. 2607+7749 (RMP610B)
= POT Sta. 4499+90.68 (RMP610D)

EQN A 2000+00.00(AH) =
1607+14.67(BK)

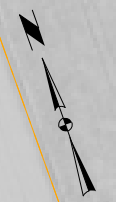
Grant TWP.
T-83N R-23W
SEC. 14

Interchange Overview
US 30/610th Ave





Grant TWP.
T-83N R-23W
SEC. 12

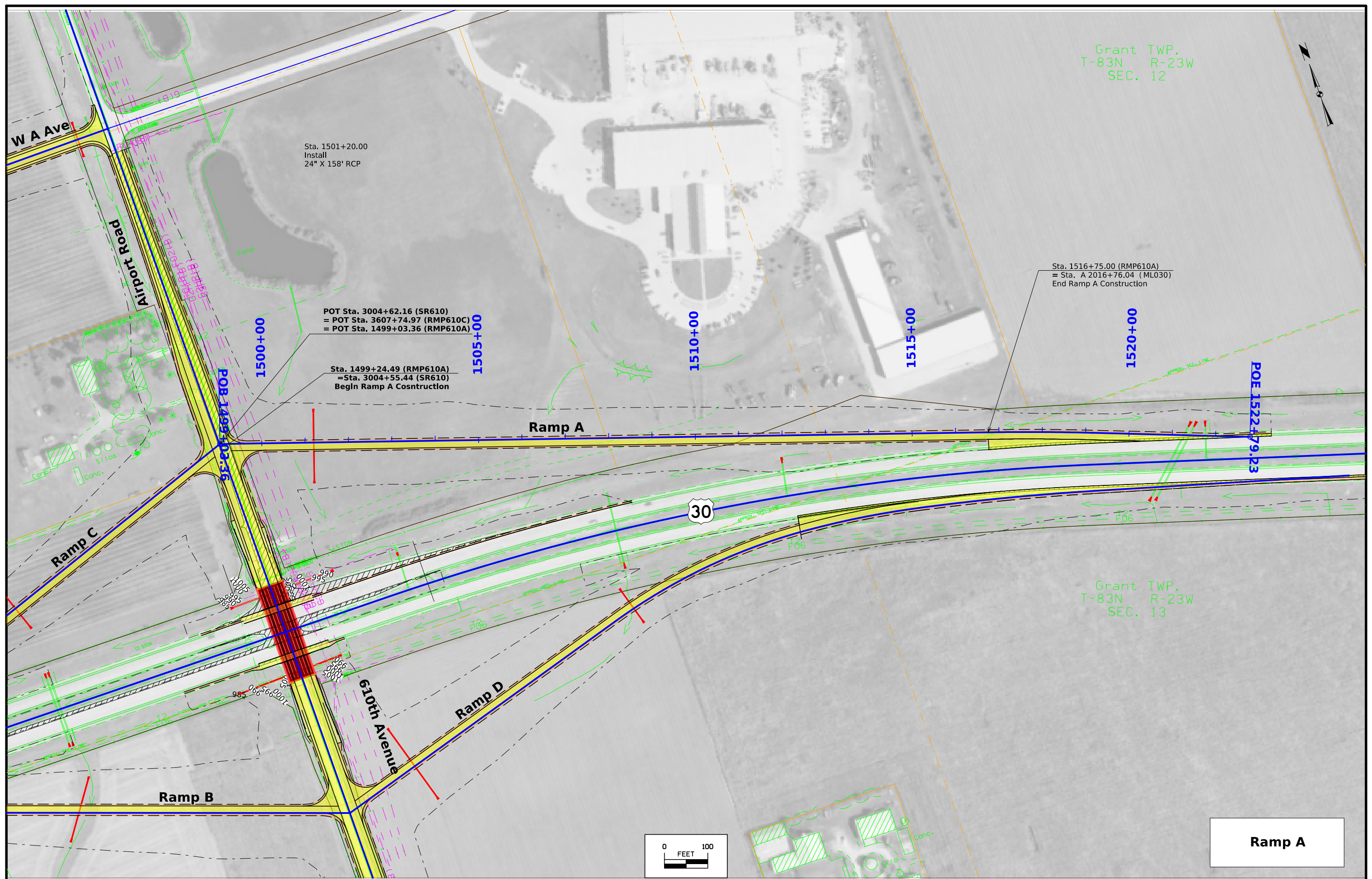


Sta. 1501+20.00
Install
24" X 158' RCP

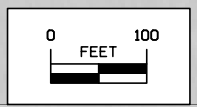
Sta. 1516+75.00 (RMP610A)
= Sta. A 2016+76.04 (ML030)
End Ramp A Construction

POT Sta. 3004+62.16 (SR610)
= POT Sta. 3607+74.97 (RMP610C)
= POT Sta. 1499+03.36 (RMP610A)

Sta. 1499+24.49 (RMP610A)
= Sta. 3004+55.44 (SR610)
Begin Ramp A Construction

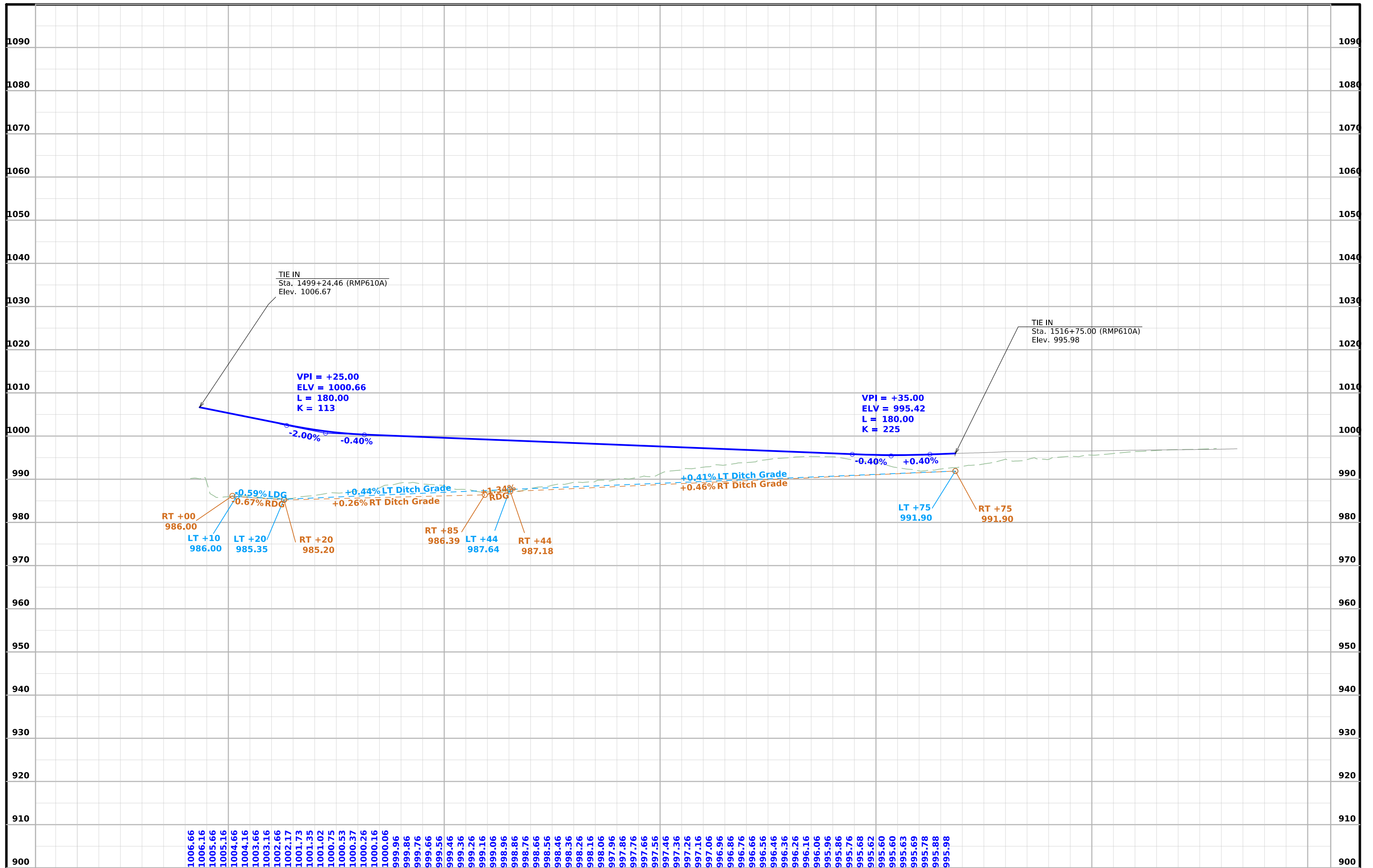


Grant TWP.
T-83N R-23W
SEC. 13



Ramp A

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER K.3
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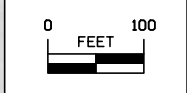
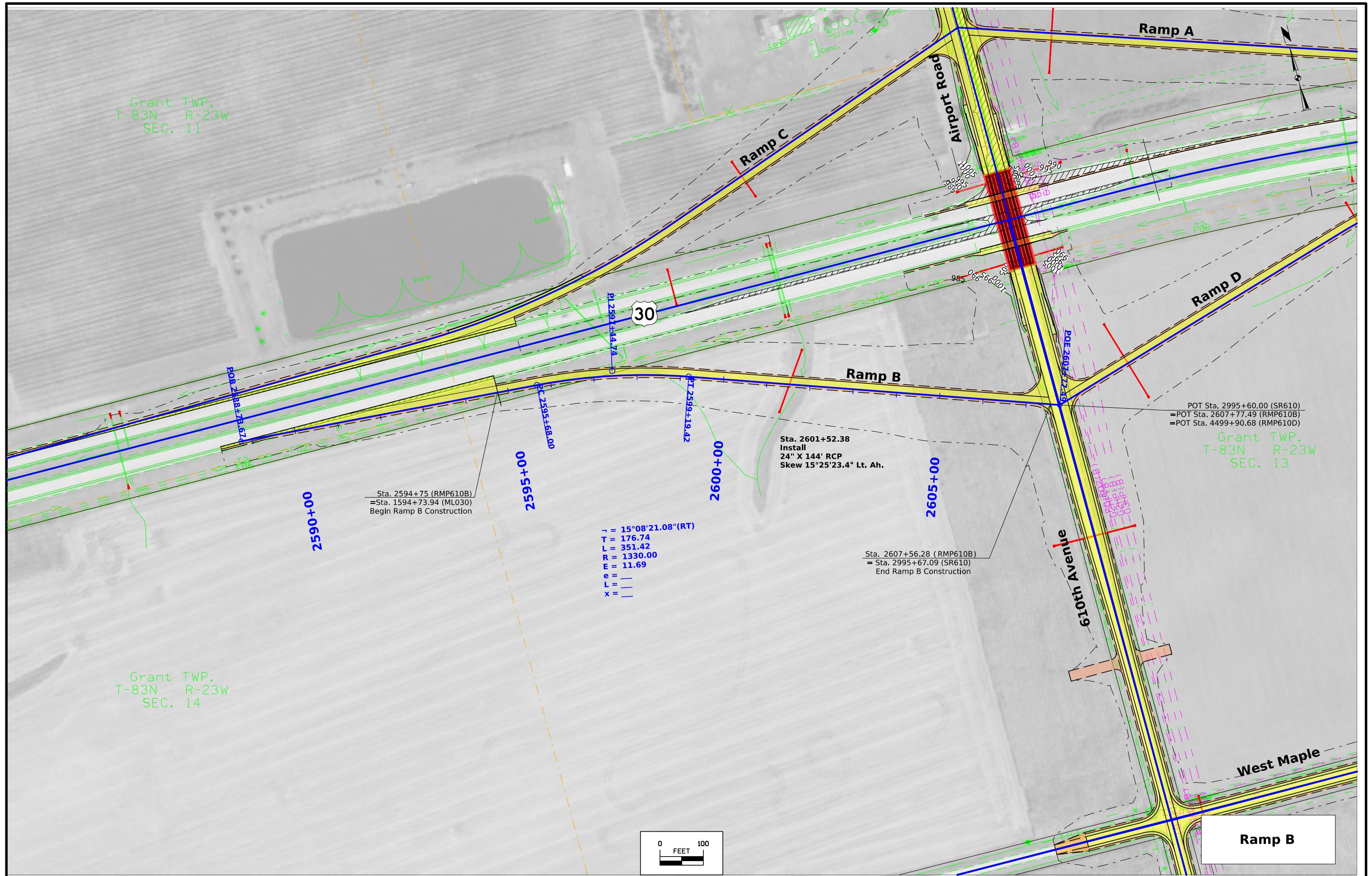


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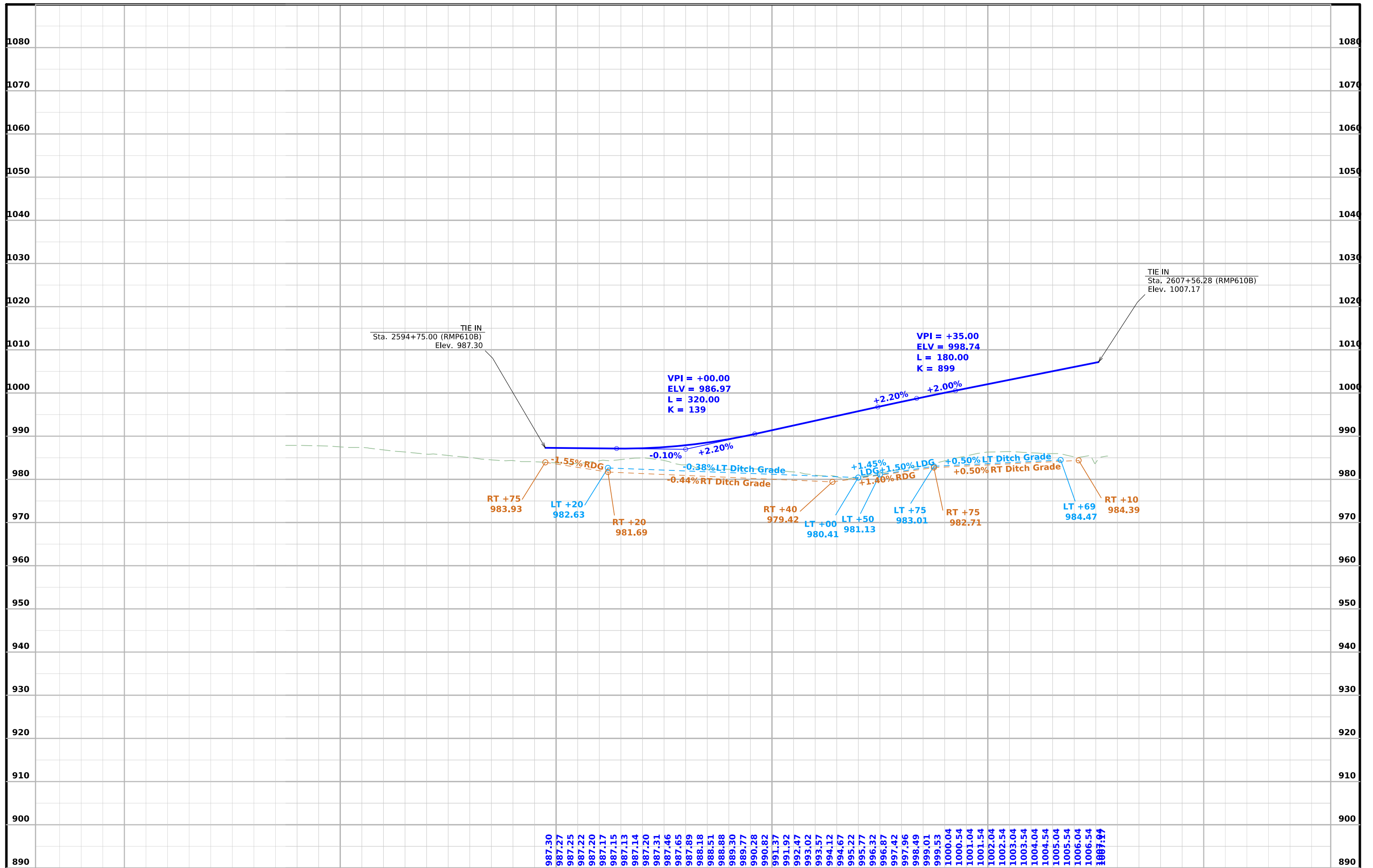
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Grant TWP.
T-83N R-23W
SEC. 11

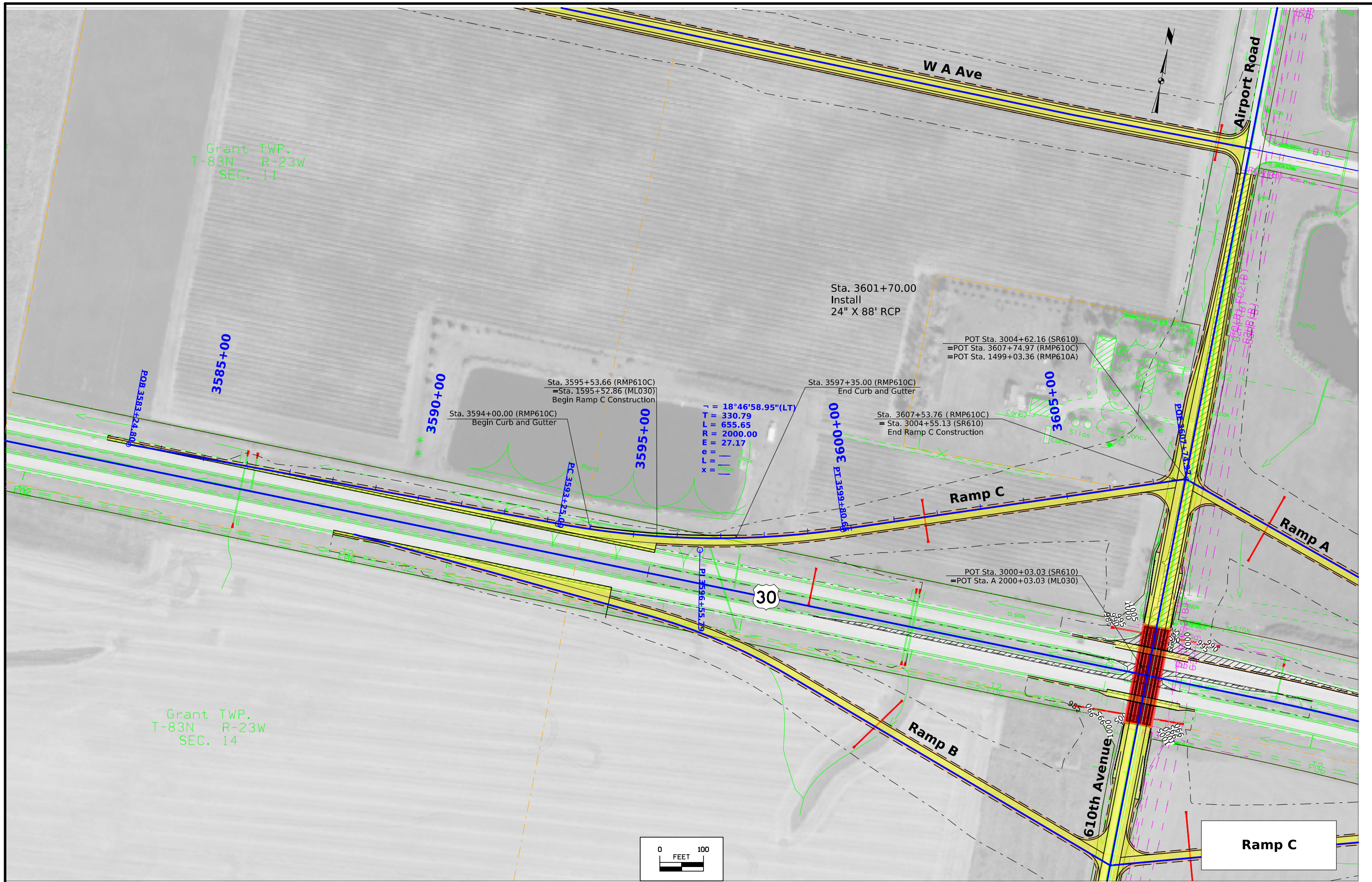
Grant TWP.
T-83N R-23W
SEC. 14



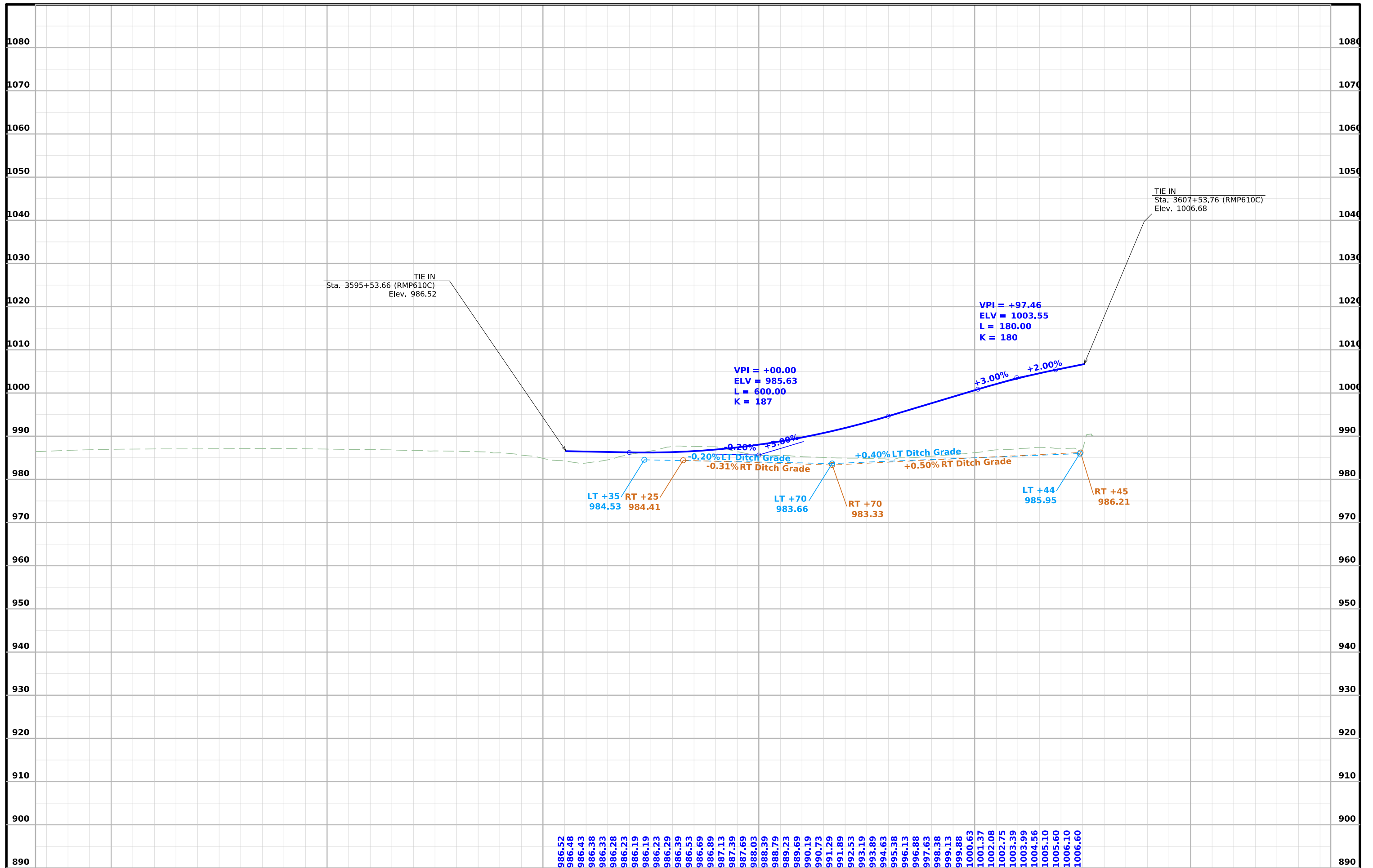
Ramp B



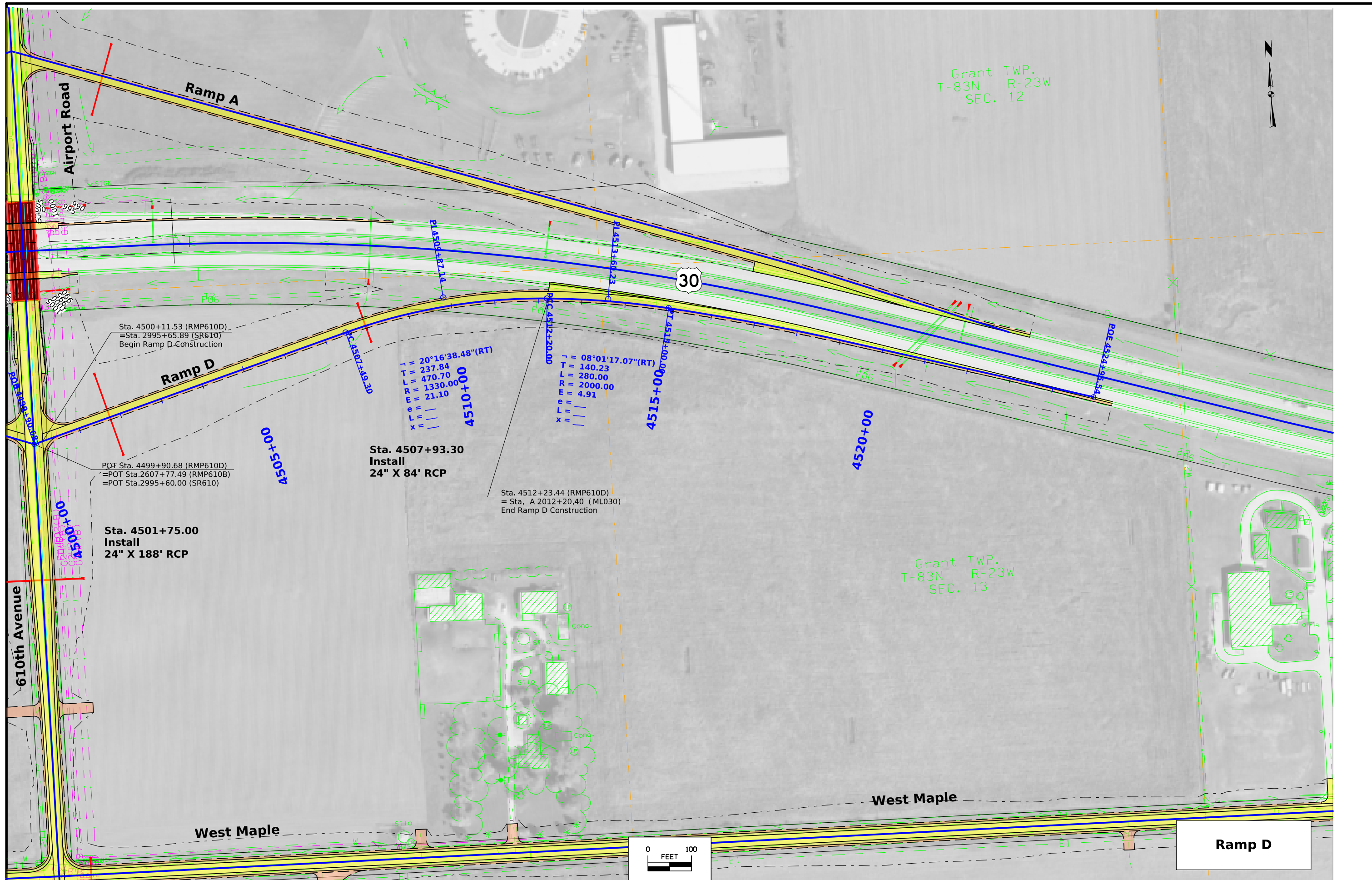
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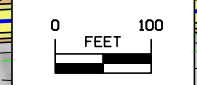


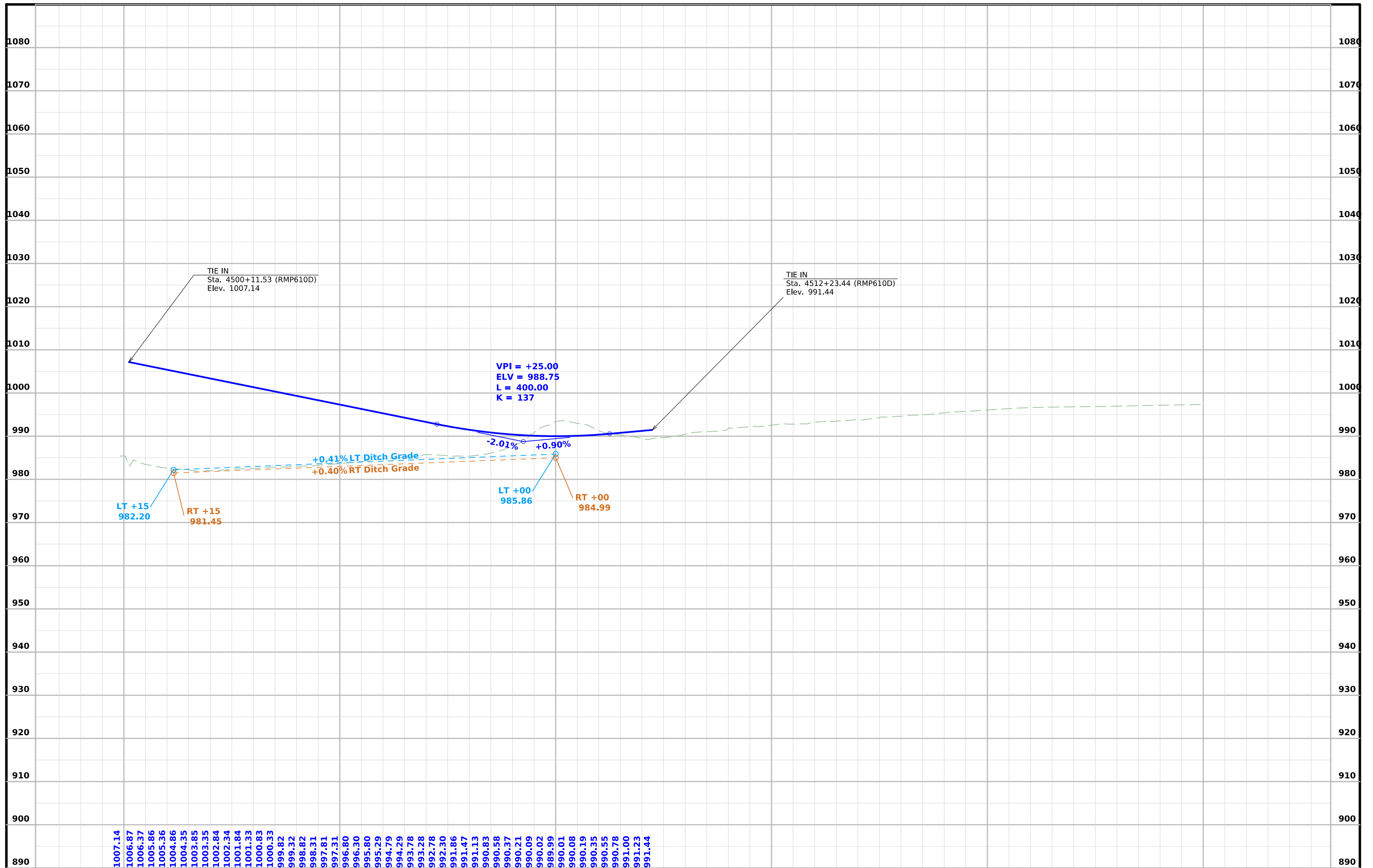
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3585+00		Flattery\Bell\Kiebel		NHSX-030-5(321)--3H-85	K.8



Grant TWP.
T-83N R-23W
SEC. 12

Grant TWP.
T-83N R-23W
SEC. 13





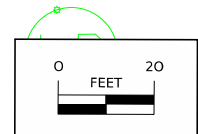
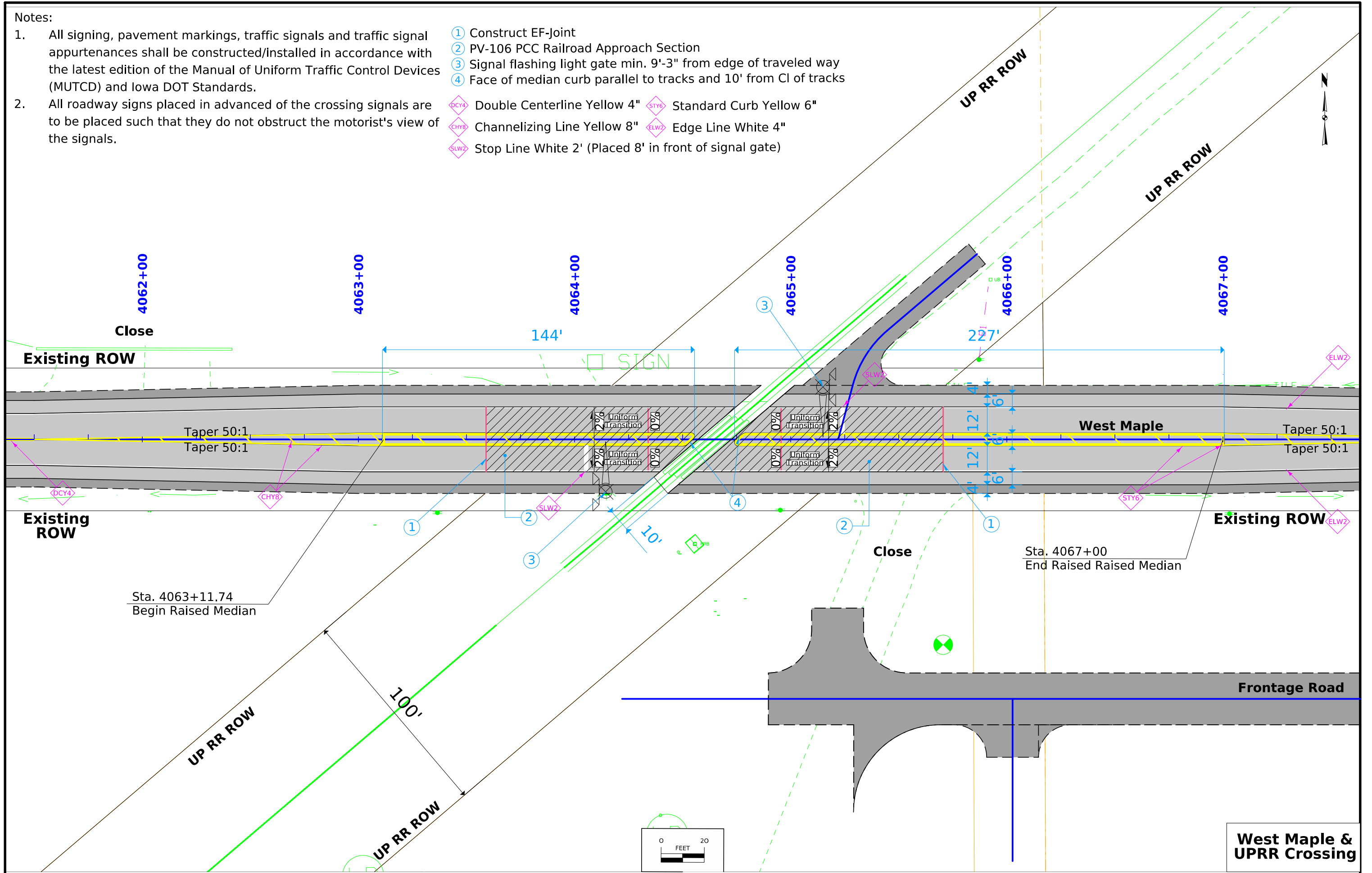
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FILE NO.	ENGLISH	DESIGN TEAM	PROJECT NUMBER	SHEET NUMBER
		Flattery\Bell\Kiebel	NHSX-030-5(321)--3H-85	K.10

Notes:

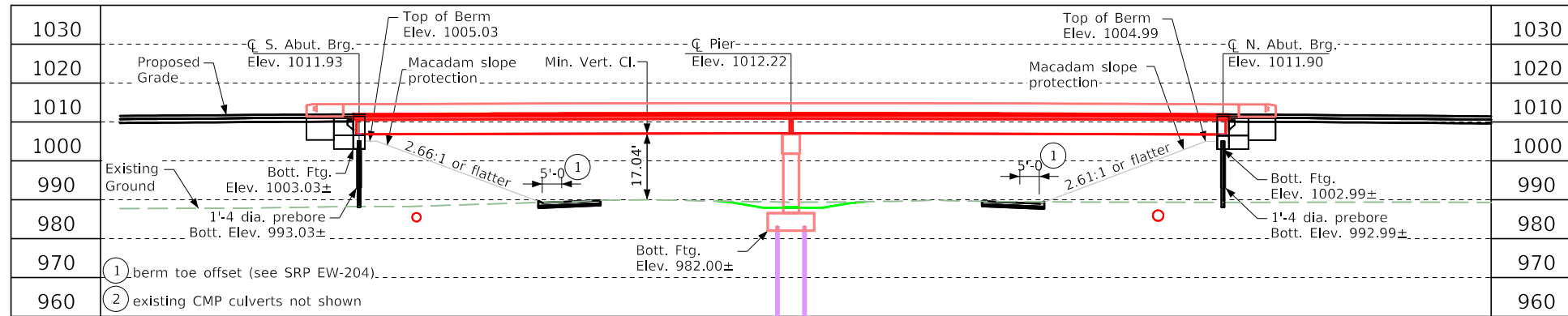
- All signing, pavement markings, traffic signals and traffic signal appurtenances shall be constructed/installed in accordance with the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD) and Iowa DOT Standards.
- All roadway signs placed in advanced of the crossing signals are to be placed such that they do not obstruct the motorist's view of the signals.

- ① Construct EF-Joint
- ② PV-106 PCC Railroad Approach Section
- ③ Signal flashing light gate min. 9'-3" from edge of traveled way
- ④ Face of median curb parallel to tracks and 10' from CI of tracks
- DCY4 Double Centerline Yellow 4"
- CHY8 Channelizing Line Yellow 8"
- SLW2 Stop Line White 2' (Placed 8' in front of signal gate)
- STY6 Standard Curb Yellow 6"
- ELW2 Edge Line White 4"



West Maple & UPRR Crossing

Control Point G104: Northing 3466155.730, Easting 4919721.911, Elev. 961.673, FD DISK IN CONC SLAB_STAMPED GSVS 104 2013_1018' W. INTERS. N.B. I-35 & E.B. HWY 30_49.3' S. OF S EDGE AC SH EB HWY 30_77' SW OF STA. STAMP 1544_139' E OF POWER POLE



g1 = +3.000% g2 = -3.000%

VPI Sta. = 3000+00.000 VC = 1200.000'

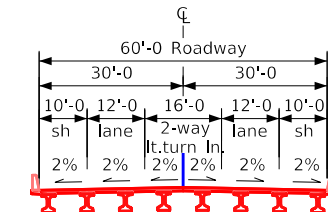
VPI Elev. = 1021.255

Proposed Profile
Grade 610th Avenue

Existing Profile
Grade US 30 (UAC)

- Notes:
1. Top of bridge deck crown 0.03' below profile grade.
 2. Equation: Sta. 2000+00 (AH) = 1607+ 14.67 (BK)

Longitudinal Section Along C Approach Roadway



Typical Bridge Section

Minimum Vertical Clearance

Overhead Station = 2999+65.76, 29.27' Rt.
 Overhead Elevation = 1011.66
 Depth of Superstructure = 4.63'
 deck thickness = 8.5"
 haunch = 2"
 beam depth = 3'-9"
 Underpass Station = 2000+32.64, 37.00' Rt.
 Underpass Elevation = 990.00
 Minimum Vertical Clearance = 17.04'

Traffic Estimate

2028 AADT	18,329 V.P.D.
2048 AADT	23,129 V.P.D.
20-- DHV	--- V.P.H.
TRUCKS	8-9 %
Total	---
Design ESALs	---

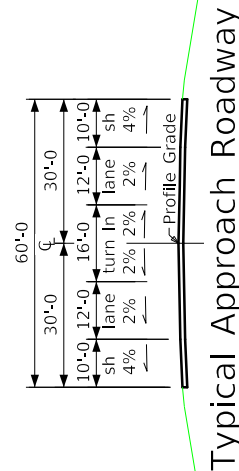
Location

610th Avenue over US 30
 City of Nevada
 T-83N R-23W
 Section 11/12/13/14
 Grant Township
 Story County
 FHWA No. 701200
 Latitude 42.008680°
 Longitude -93.482176°

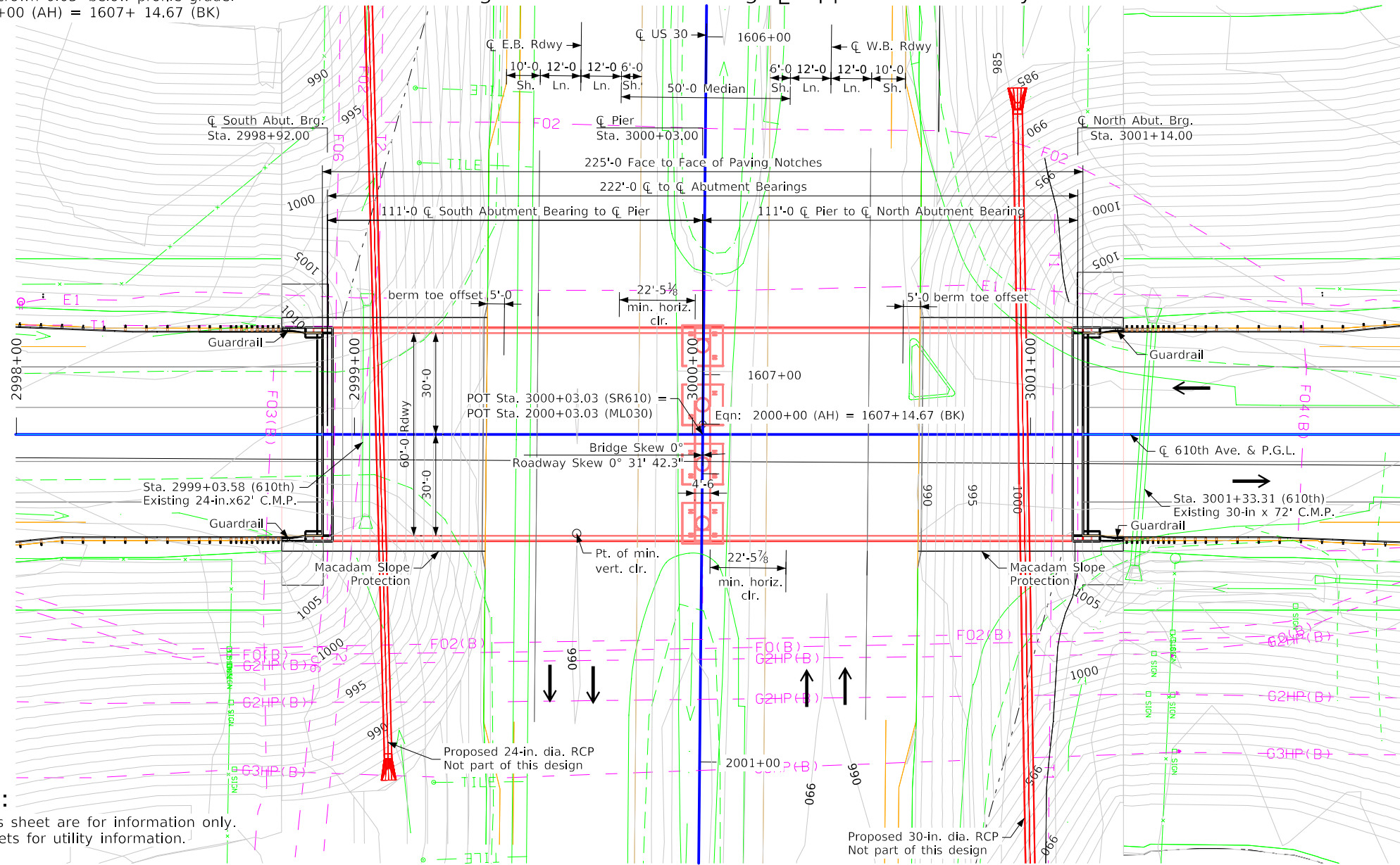
Preliminary

Design For 0 Degree Skew
222'-0 x 60'-0 Prestressed Concrete Beam Bridge
 2 @ 111'-0 End Spans Interior Span

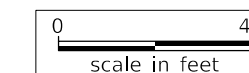
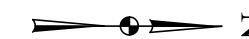
Situation Plan
 STA. 3000+03.00 (610th Avenue) Turn-In Date: October 2023
Story County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. 127 Design Sheet No. 1 of 2 FHWA No. 701200



Typical Approach Roadway



Situation Plan

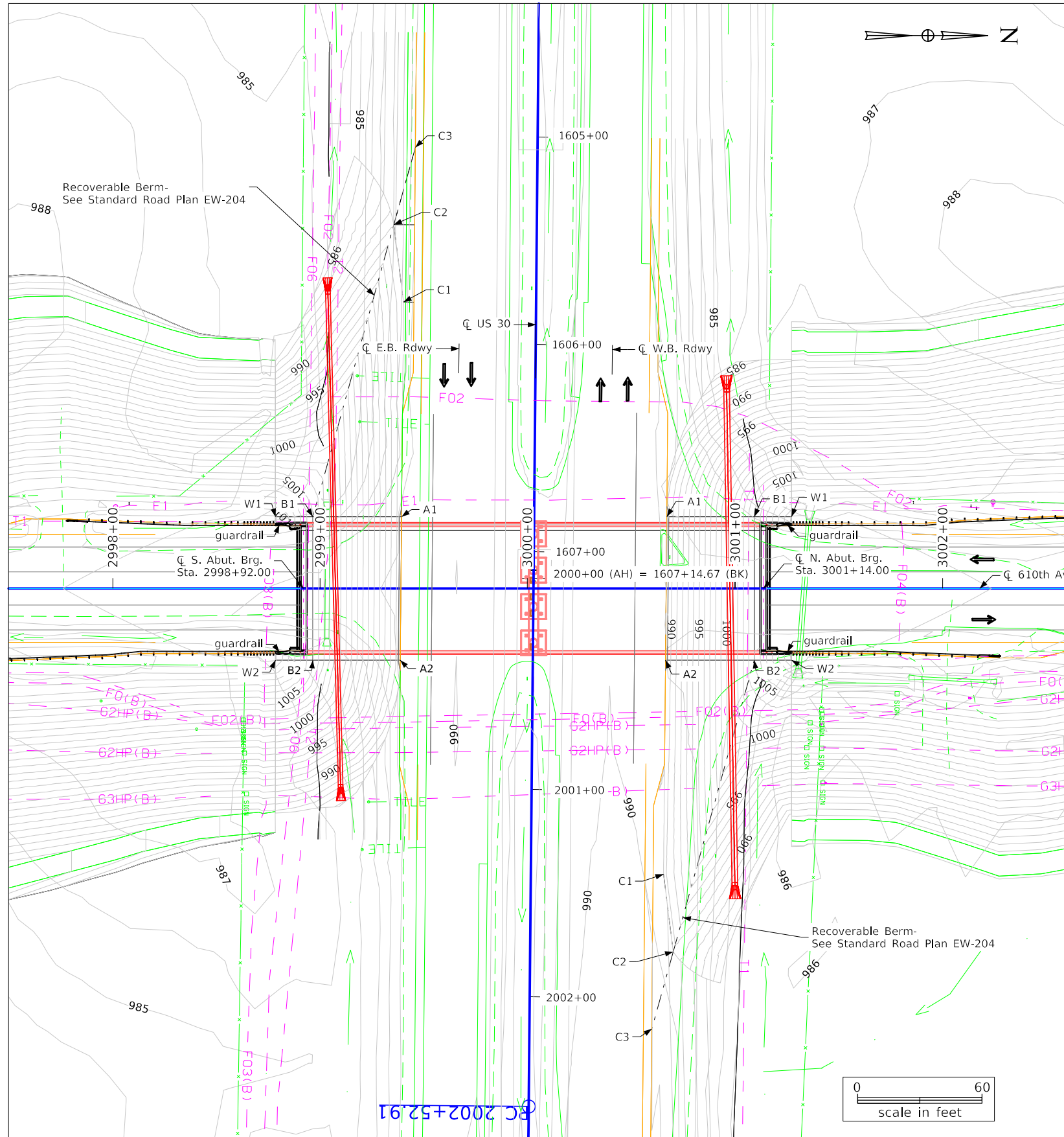


Utilities Note:

Utilities shown on this sheet are for information only.
 See Road Design sheets for utility information.

General Utility Symbols:

- | | |
|-----------------------|-------------------------|
| E - Electric Line | FO - Fiber Optic Line |
| G - Gas Line | GHP - Gas High Pressure |
| SAN, - Sanitary Sewer | ST S - Storm Sewer |
| T - Telephone Line | TV - TV |
| W - Water Line | |



Site Plan

Berm Slope Location Table						
Points	South Abutment			North Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	2999+39.35	34.58' Lt.	989.18	3000+67.35	34.58' Lt.	988.87
A2	2999+38.71	34.58' Rt.	989.18	3000+66.71	34.58' Rt.	989.06
B1	2998+96.50	34.58' Lt.	1005.03	3001+09.50	34.58' Lt.	1004.99
B2	2998+96.50	34.58' Rt.	1005.03	3001+09.50	34.58' Rt.	1004.99
W1	2998+78.50	34.58' Lt.	1011.14	3001+27.50	34.58' Lt.	1011.10
W2	2998+78.50	34.58' Rt.	1011.14	3001+27.50	34.58' Rt.	1011.10

Berm slope elevations reflect the grading surface.

Recoverable Berm Location Table						
Points	South Abutment			North Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
C1	2999+40.30	138.10 Lt.	989.11	3000+65.76	137.87' Rt.	989.62
C2	2999+35.65	175.47' Lt.	988.79	3000+70.42	175.24' Rt.	989.62
C3	2999+45.99	212.70' Lt.	989.21	3000+60.07	212.47' Rt.	990.24
B	2998+96.50	34.58' Lt.	1005.03	3001+09.50	34.58' Rt.	1004.99

Refer to Standard Road Plan EW-204.

General Notes (to be incorporated into the General Notes of the final plan set):

1. This design is for the construction of a new overhead bridge as part of a proposed interchange at 610th Avenue in Story County.

Designer Notes (final designer shall delete these notes):

1. Bridge aesthetics to be incorporated during final design. Aesthetic design will complement the treatments at the Co. Rd. S14 bridge over US 30 including surface rustication at frame pier cap and columns, abutment wingwalls and barrier outside faces. Fascia beams may include paint coating. Consult the BSB Methods unit for details.
2. Single slope TL-4 barrier rail proposed.
3. Assumed frame pier with = 4'-6" width (4' Columns, 4'-6" caps). Design aspects of the pier including number of columns, pilings, geometry, etc. to be determined/verified during final design.
4. The Pier is located within the acceptable clear zone of 30 feet. Collision requirements shall be evaluated during final design.
5. Final Design shall consider the need for temporary shoring and include in the final plans as necessary. Conceptual temporary shoring is not shown, but it will be a final design task to consider any extent and plan needs.
6. The final designer shall review the interchange construction staging and determine if there are any potential impacts to be considered relative to the bridge design.

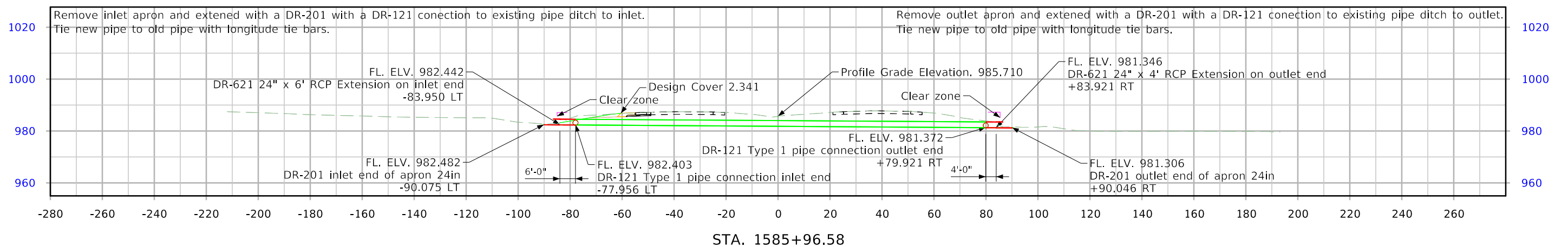
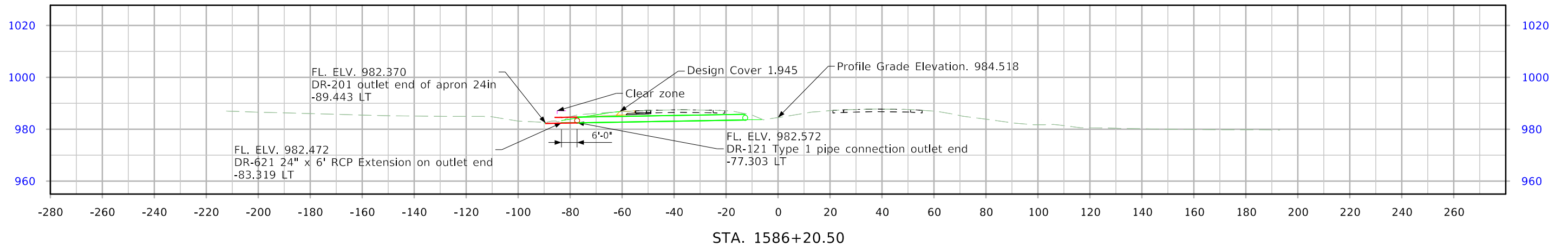
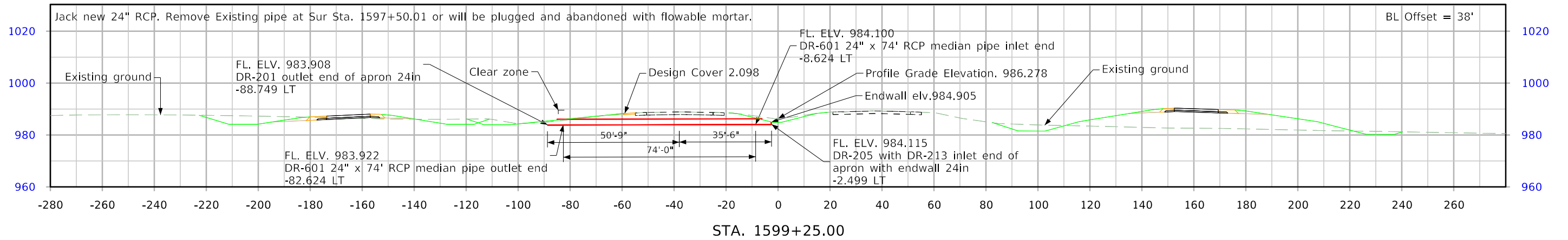
Plan Notes:

1. 2-span grading shown (See EW-204- 5' offset)

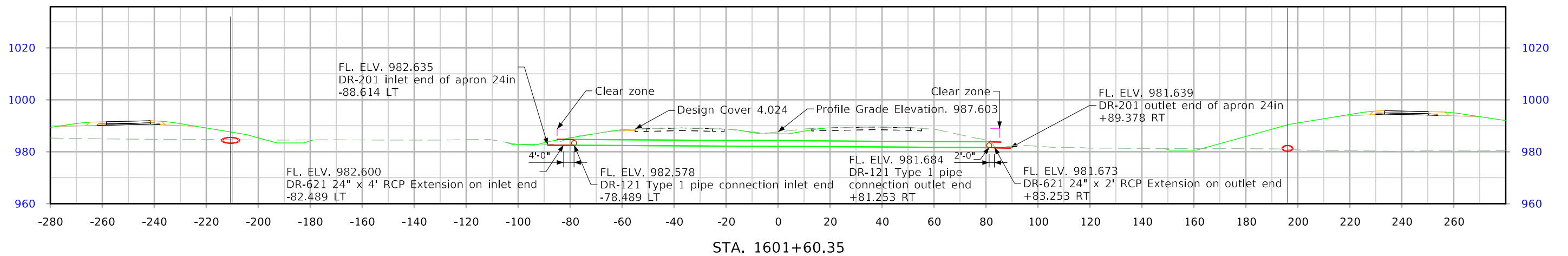
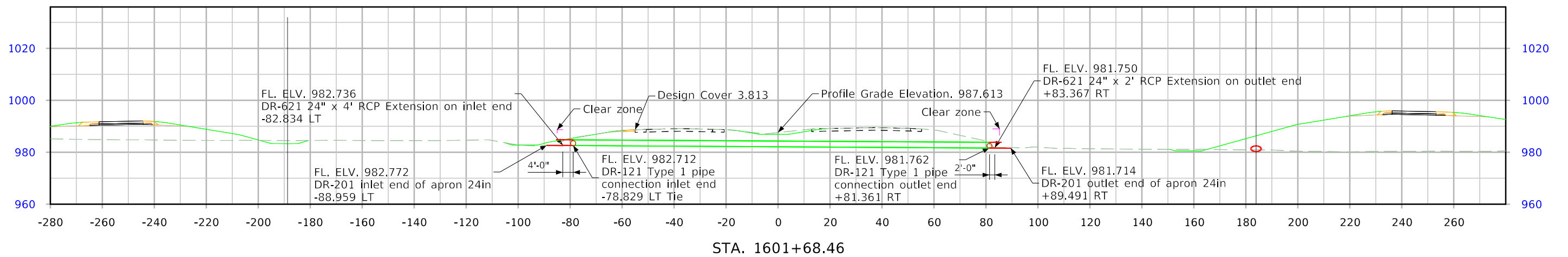
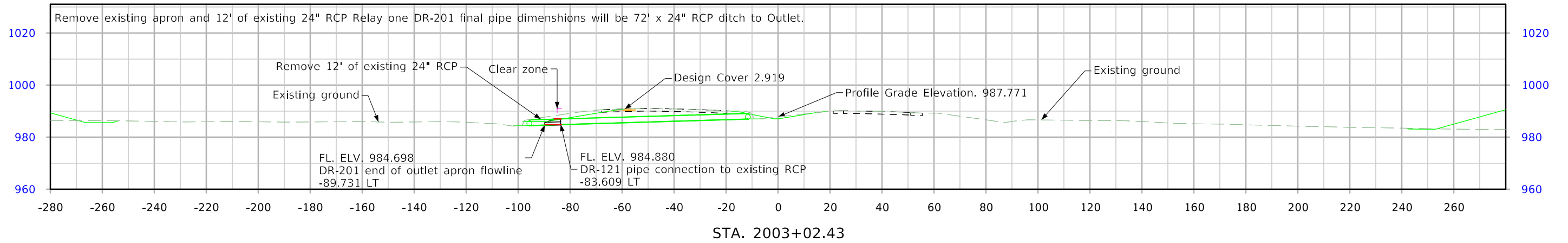
Preliminary

Design For 0 Degree Skew
**222'-0" x 60'-0" Pretensioned
 Prestressed Concrete Beam Bridge**
 Situation Plan - Site
 STA. 3000+03.00 (610th Avenue) Turn-In Date: October 2023
Story County
 IOWA DEPARTMENT OF TRANSPORTATION
 Design No. 127 Design Sheet No. 2 of 2 FHWA/Asset 701200

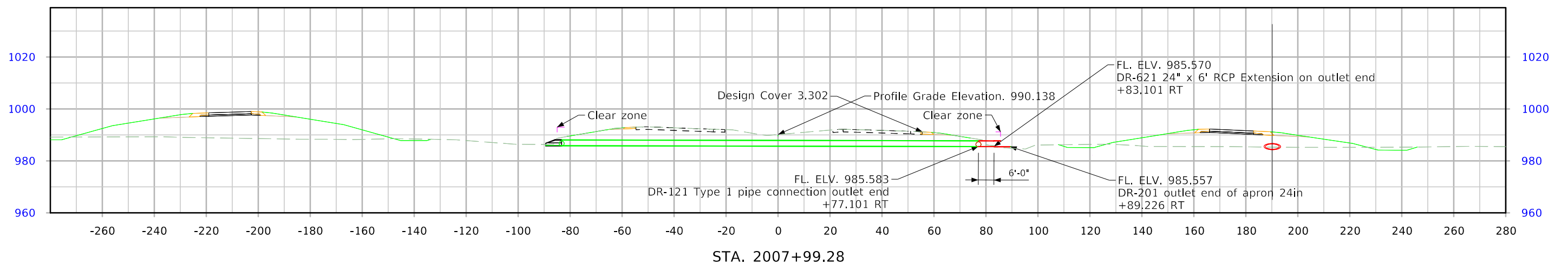
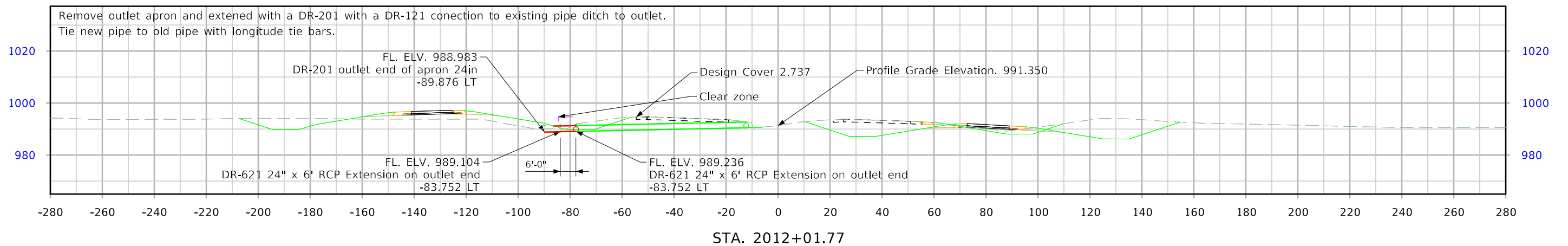
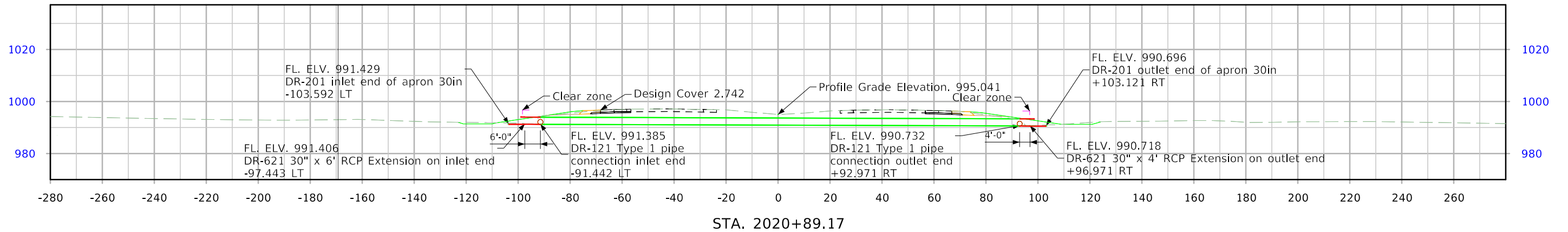
US 30

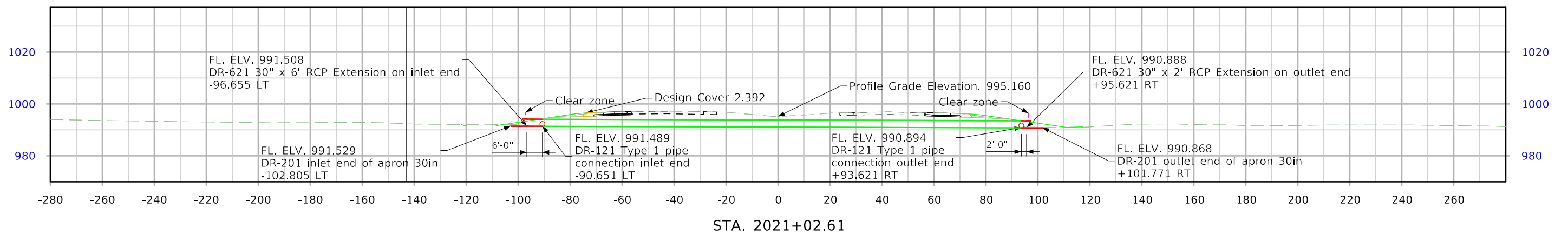
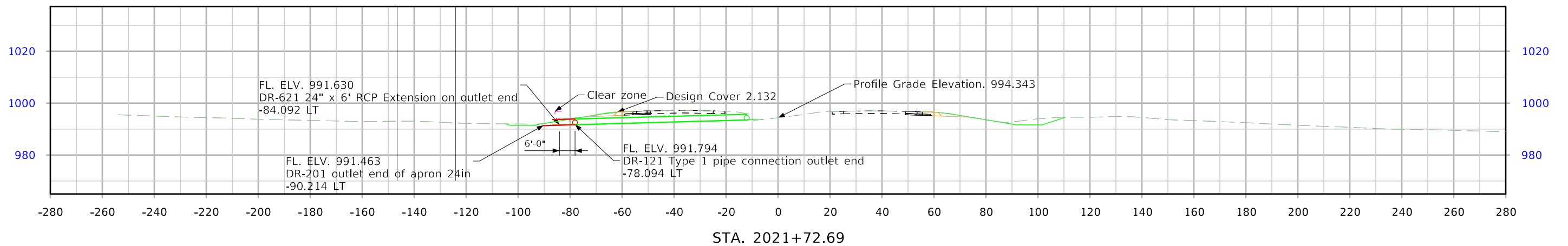


US 30

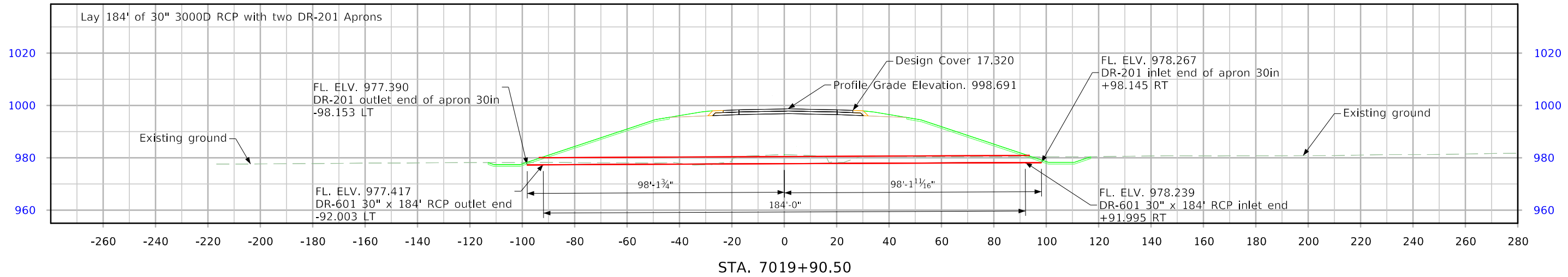
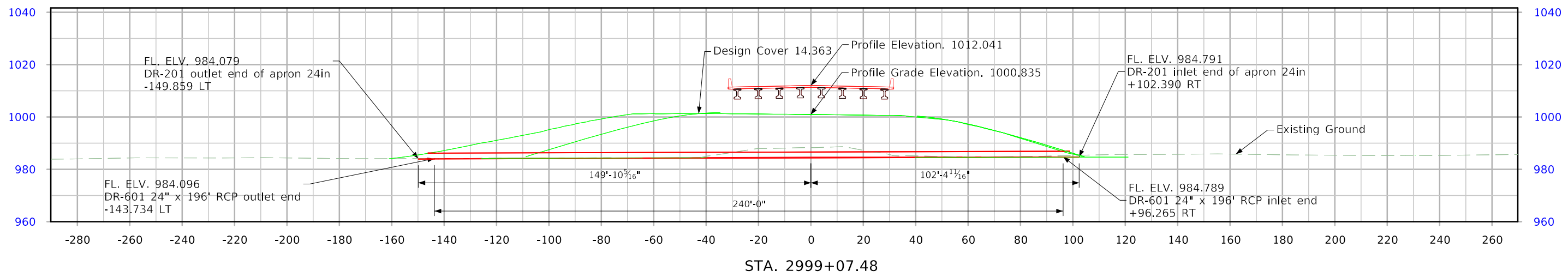
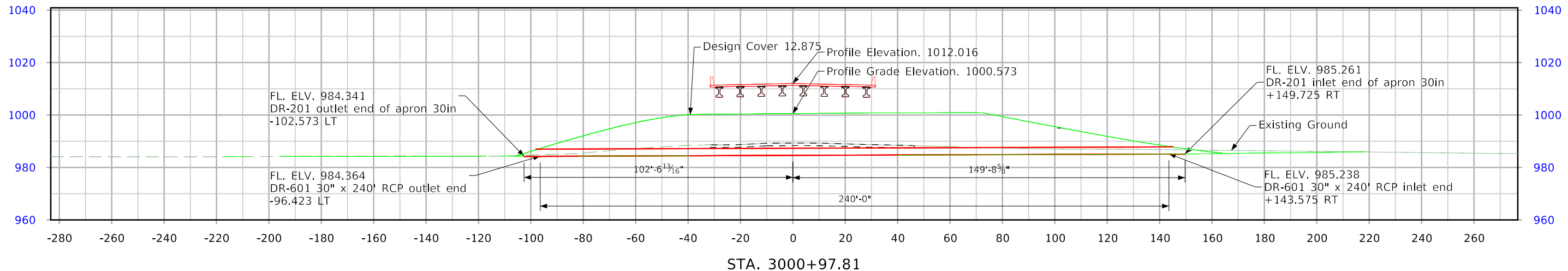


US 30

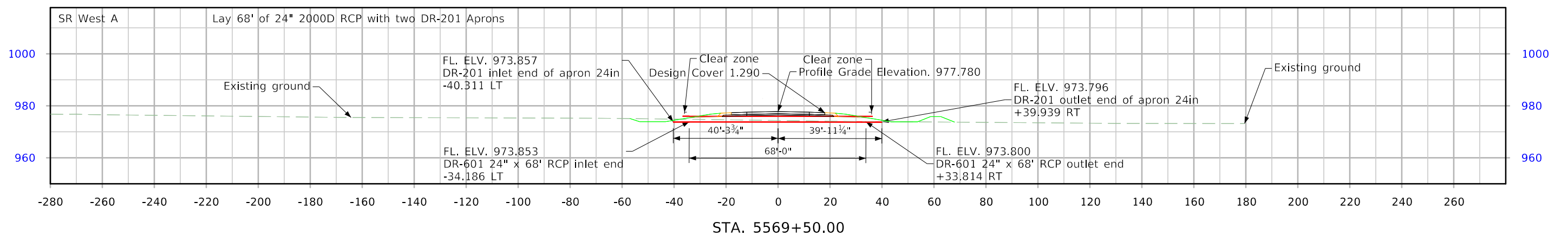
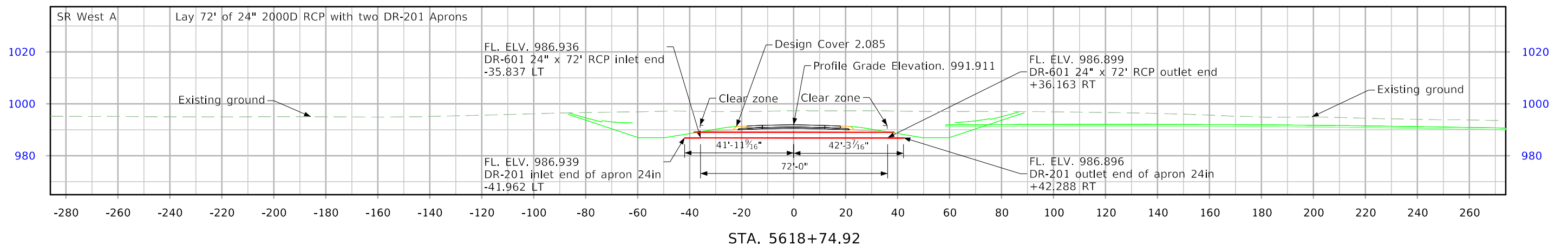




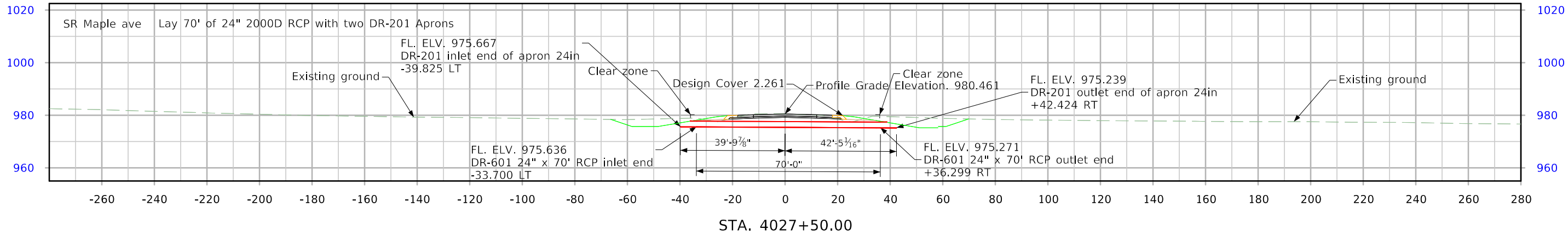
SR 610



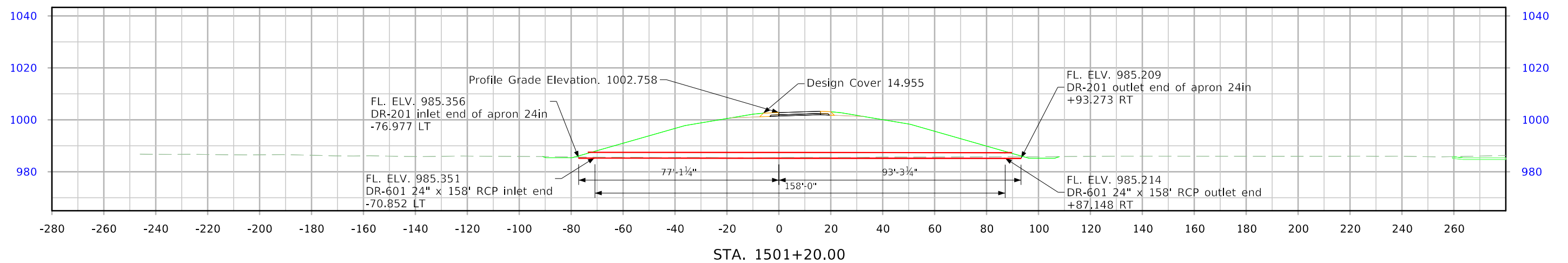
West A



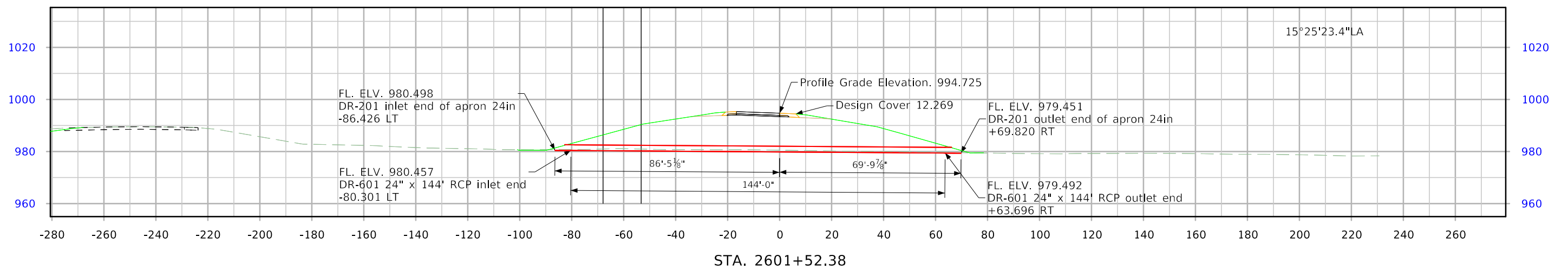
Maple Ave.



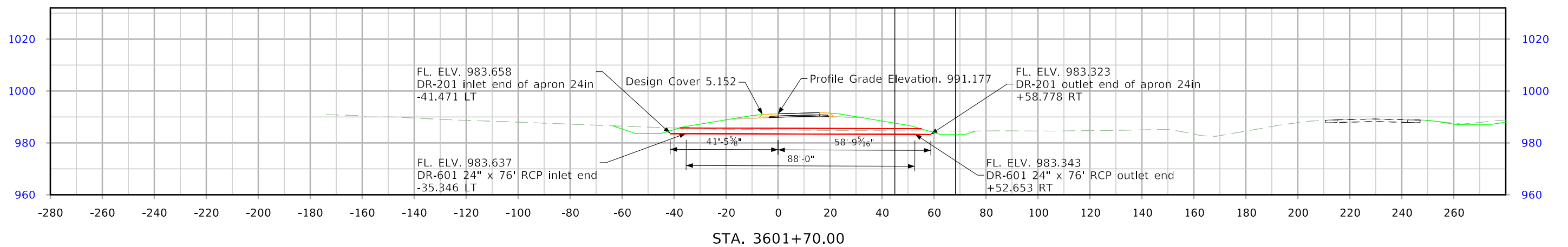
Ramp610A



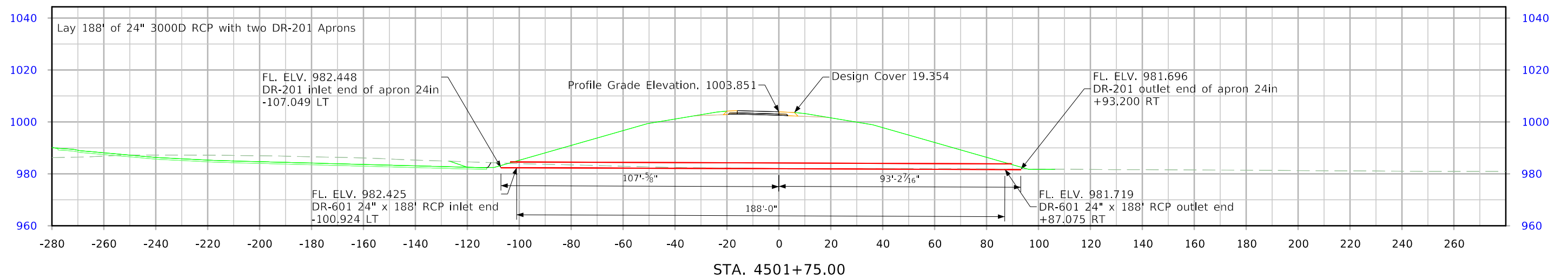
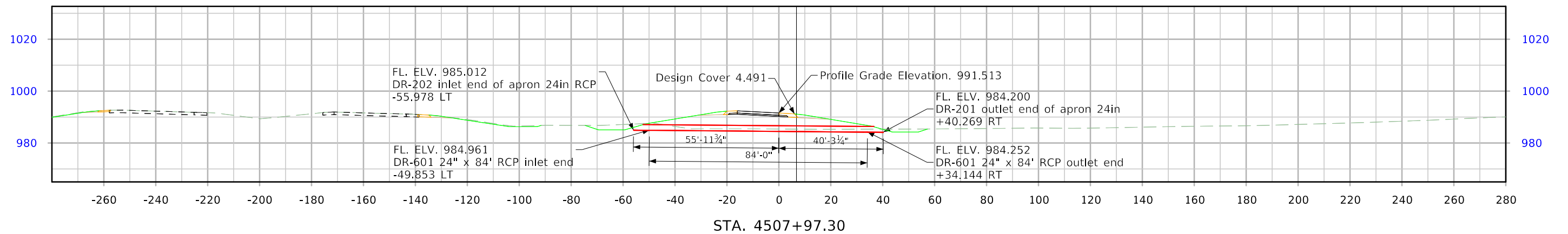
Ramp610B



Ramp610C



Ramp610D



CROSS SECTION VIEW COLOR LEGEND

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

NOTES:

Text

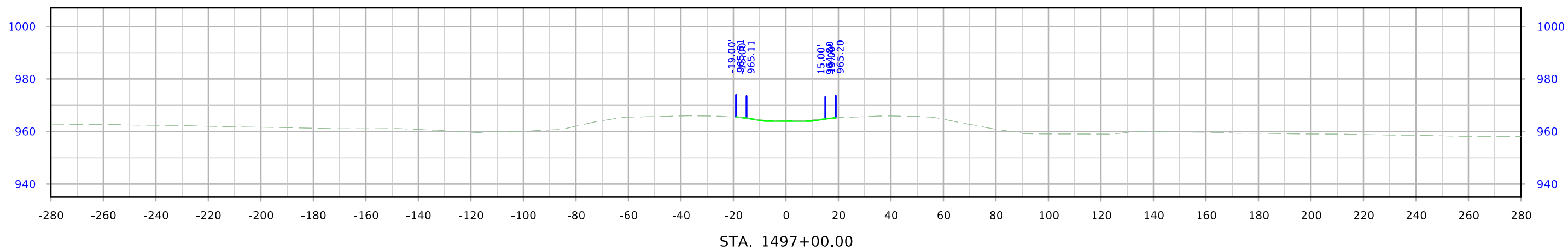
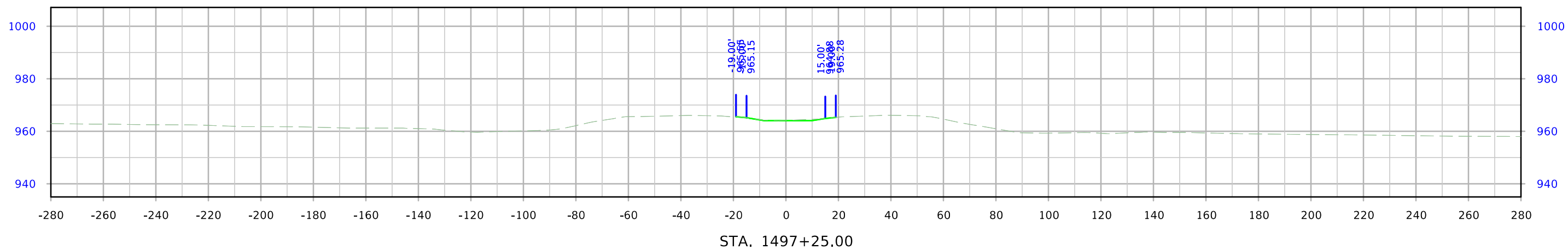
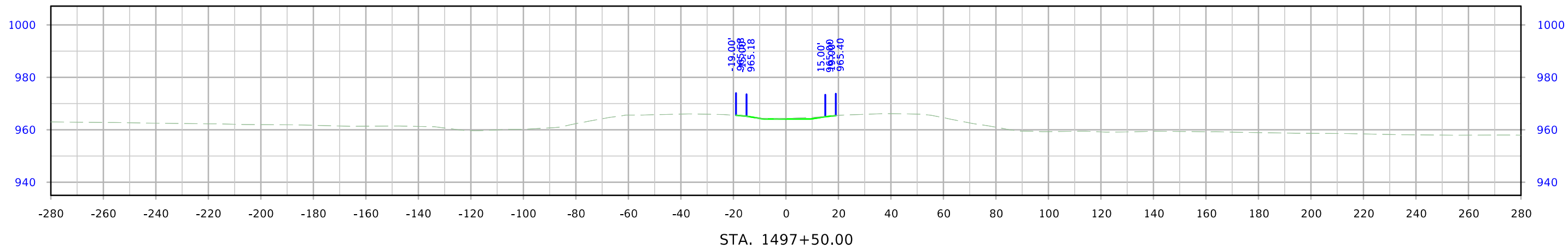
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Text

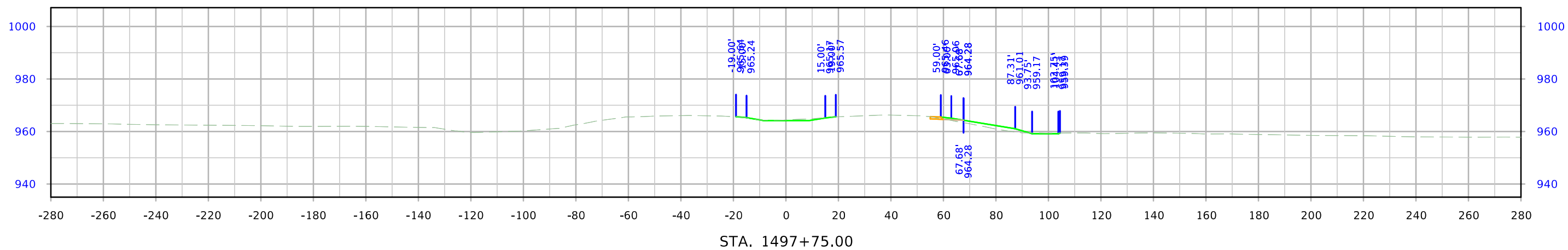
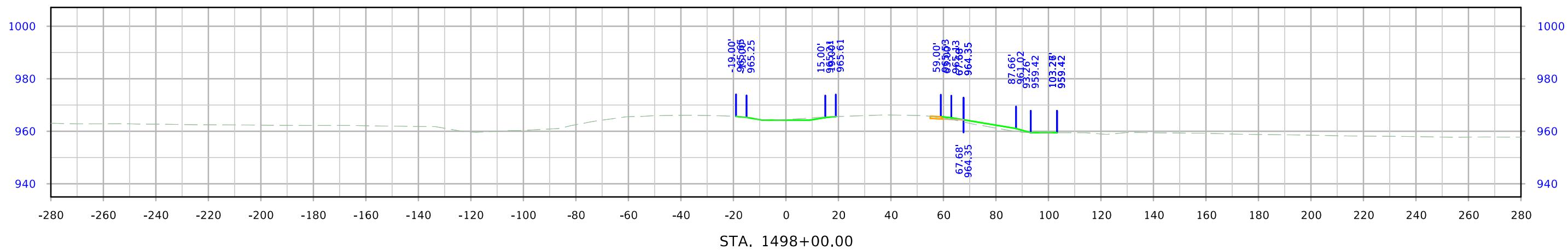
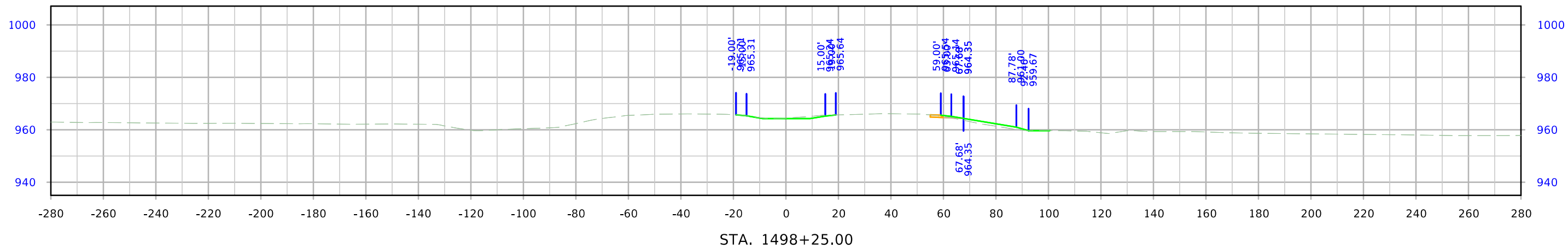
CROSS SECTIONS LEGEND AND INFORMATION SHEET

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

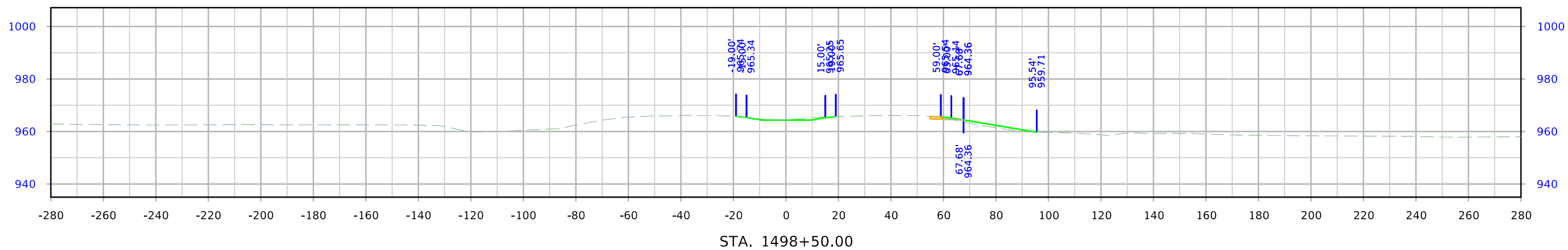
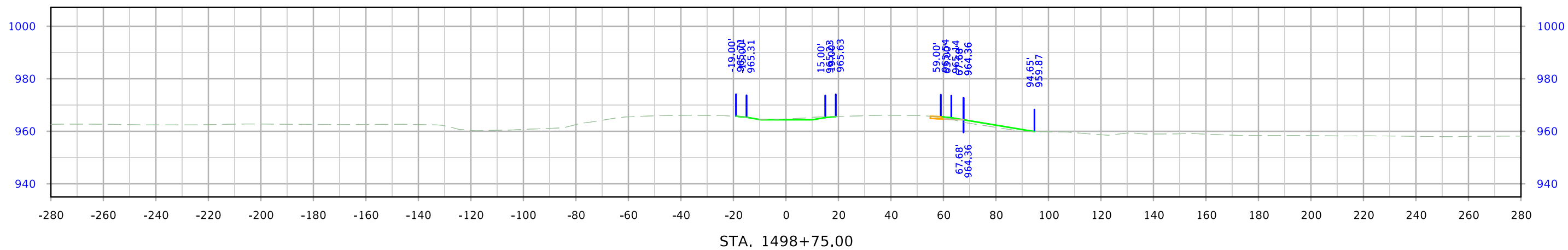
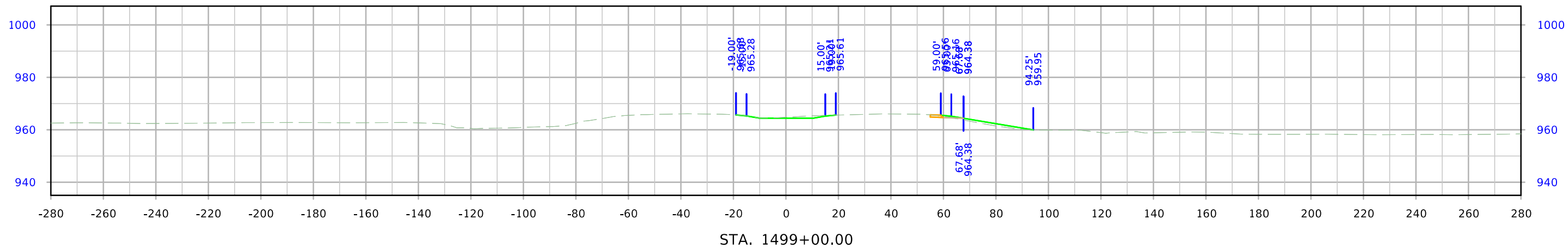
US 30



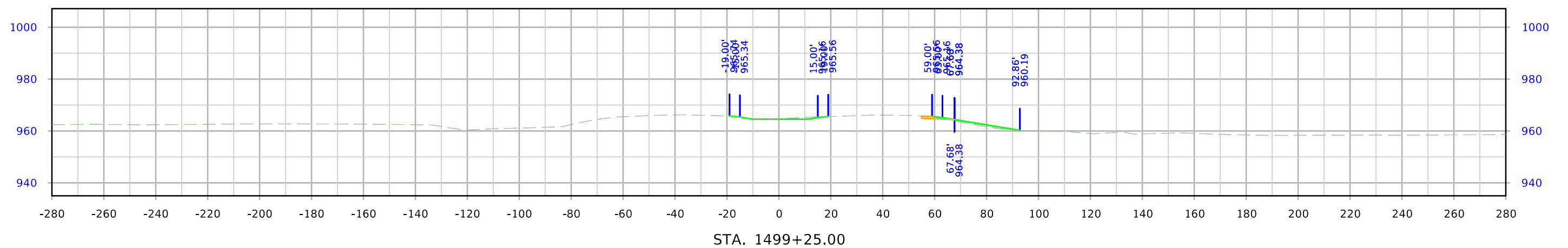
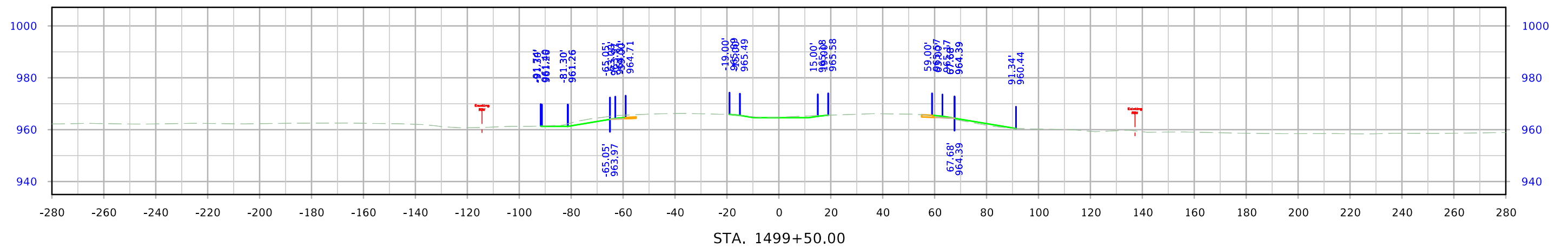
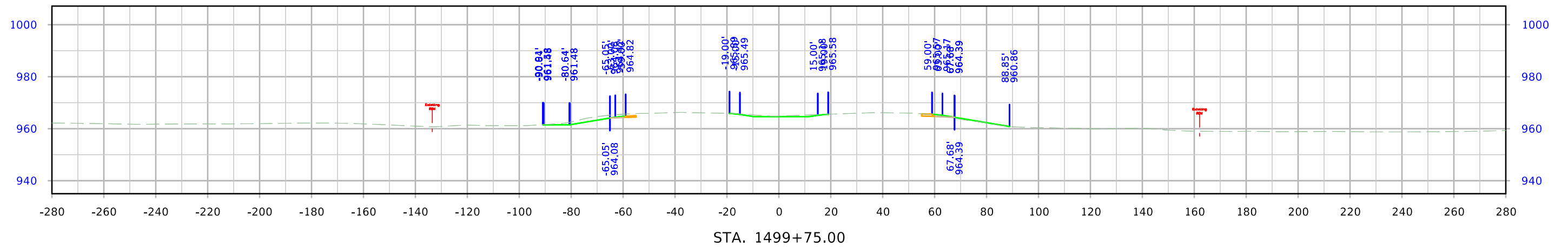
US 30



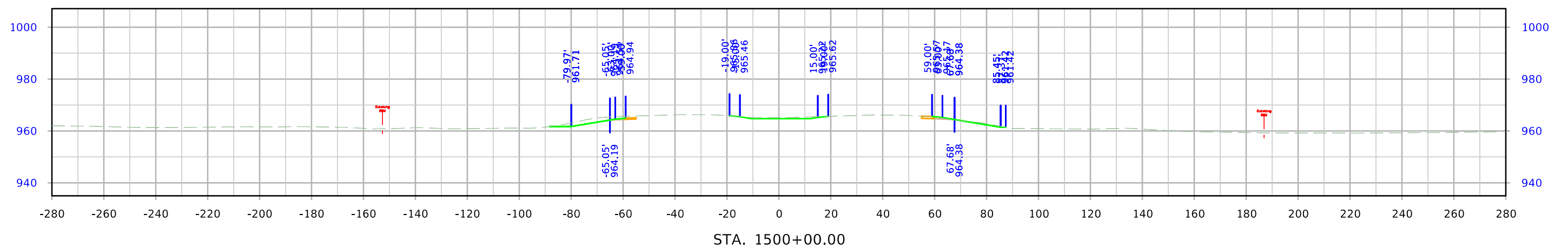
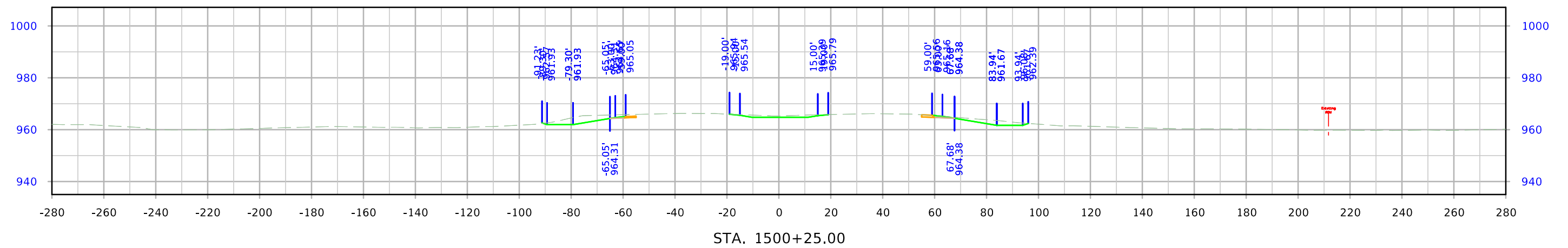
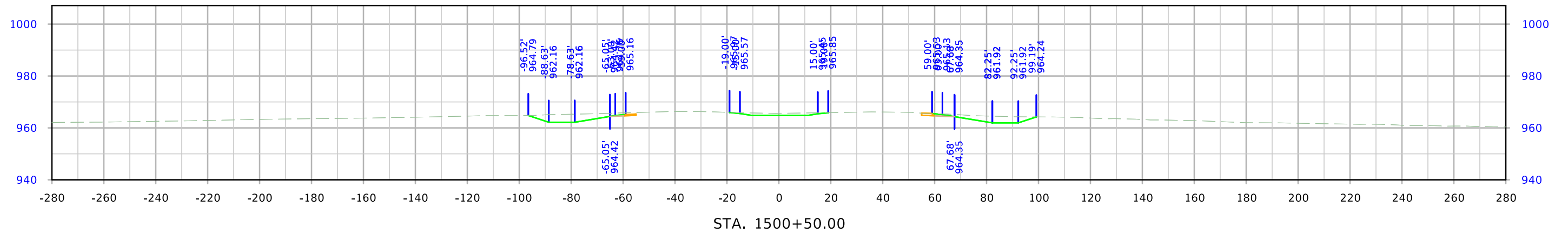
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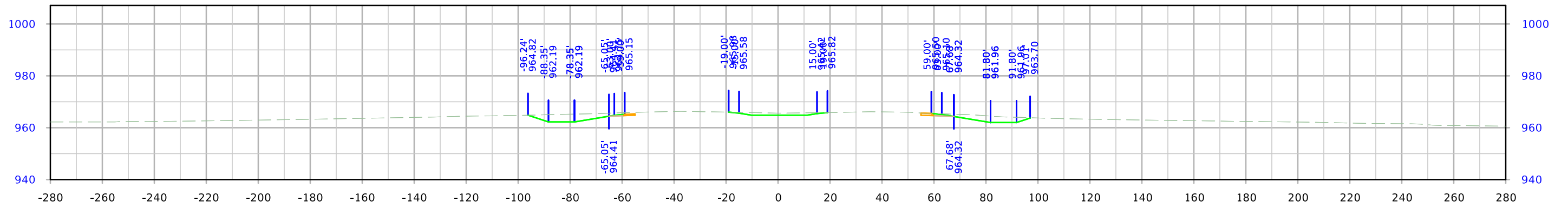
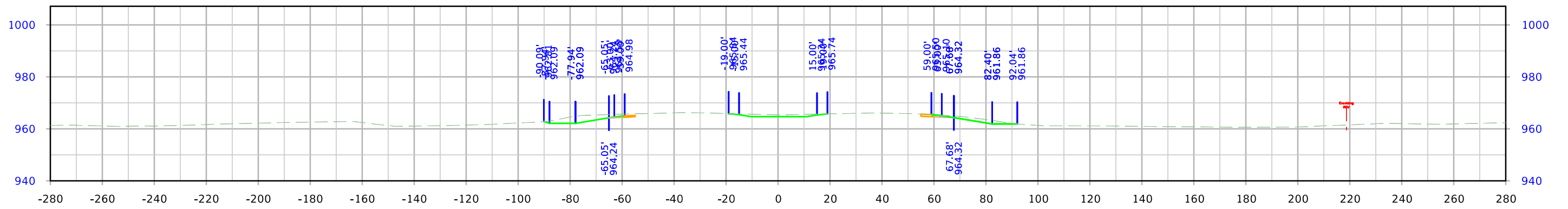
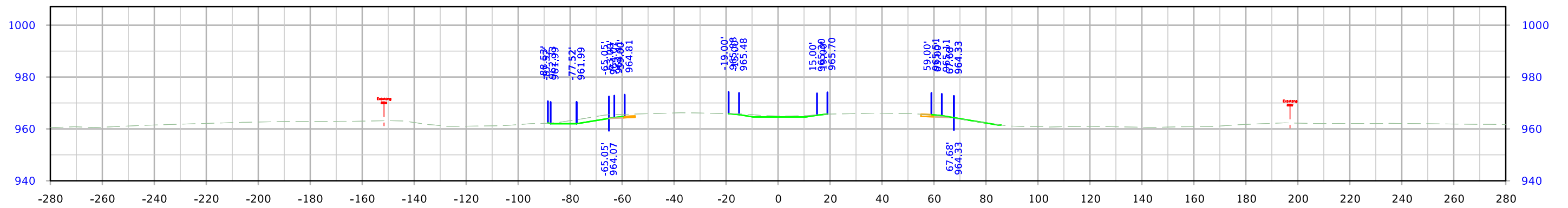
US 30



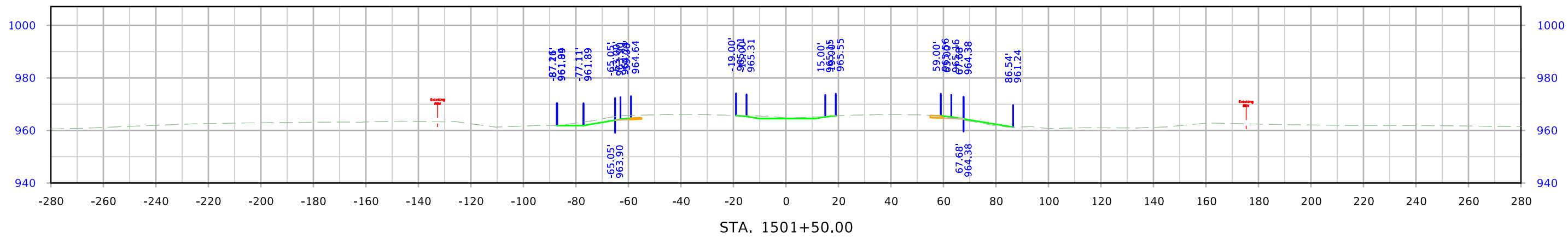
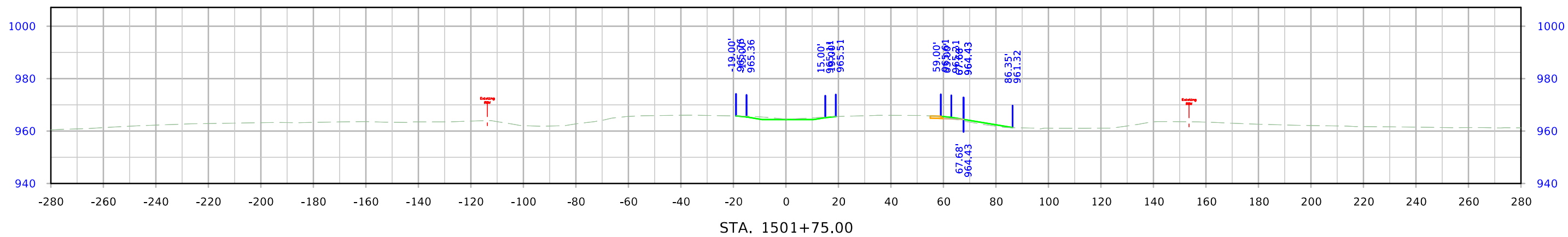
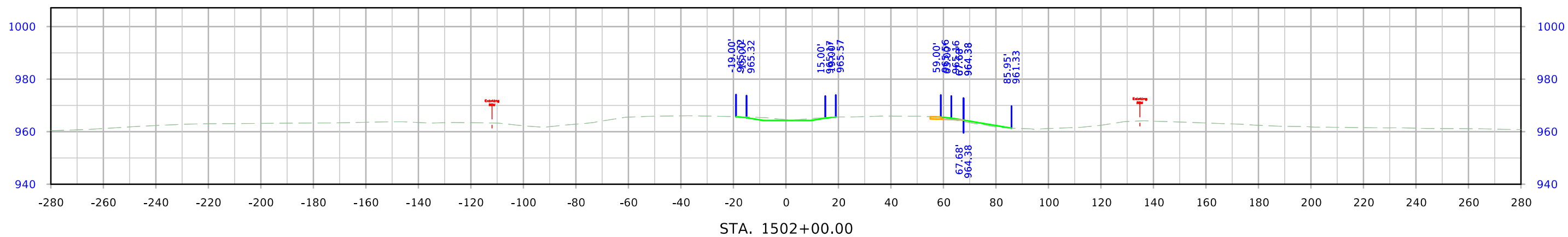
US 30



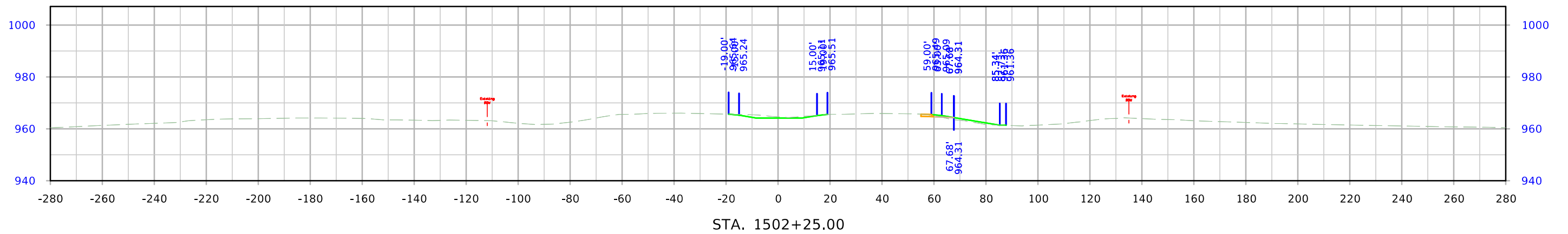
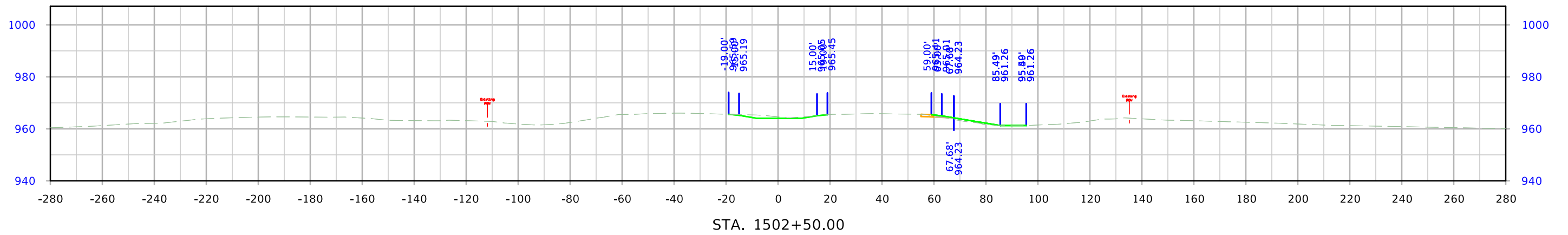
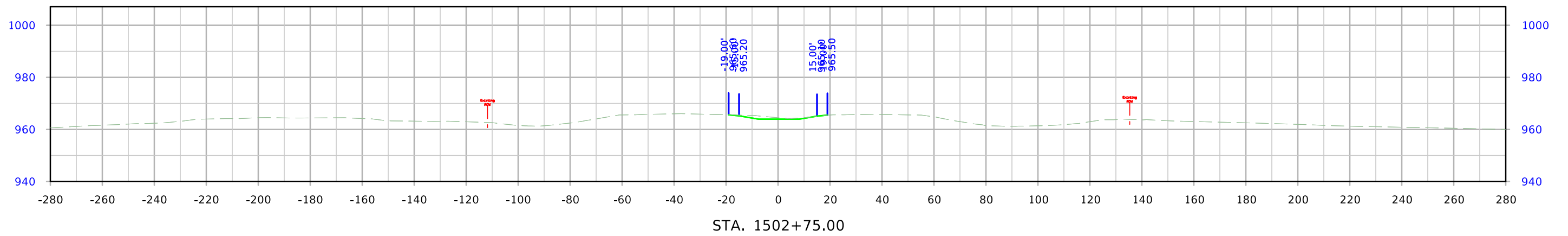
US 30



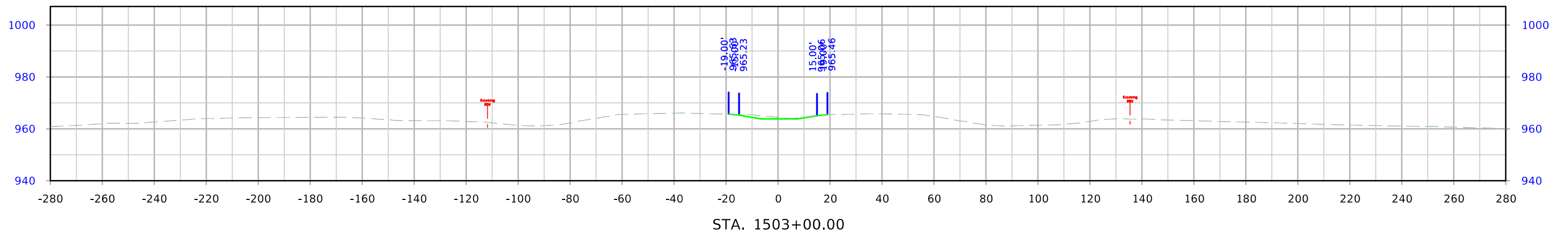
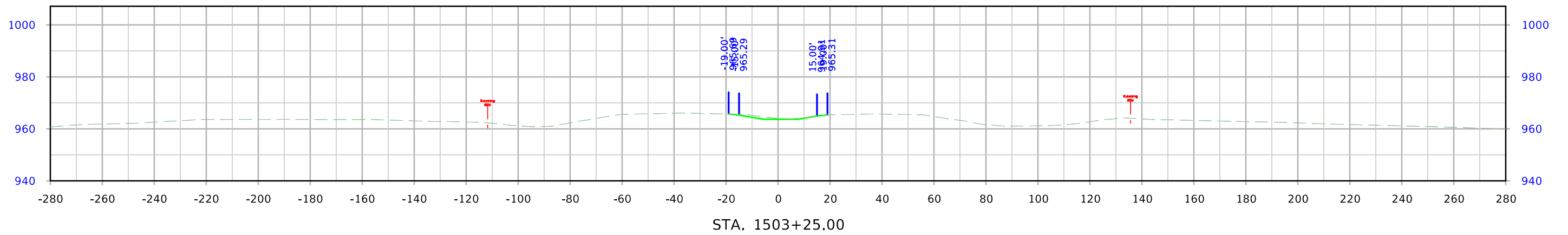
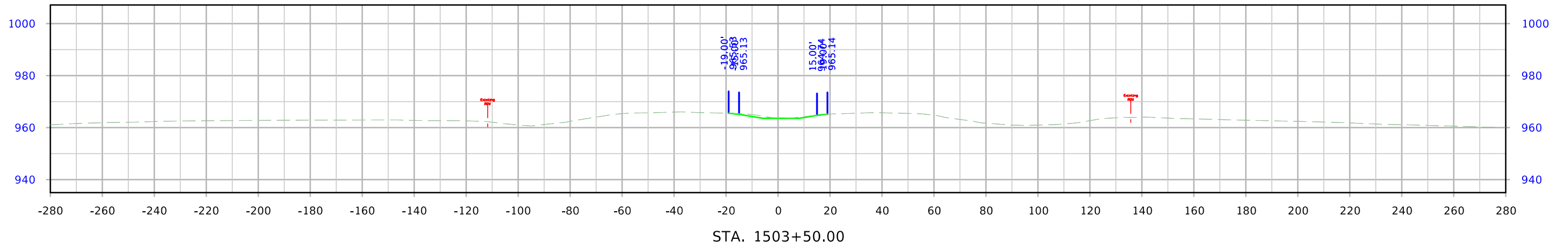
US 30



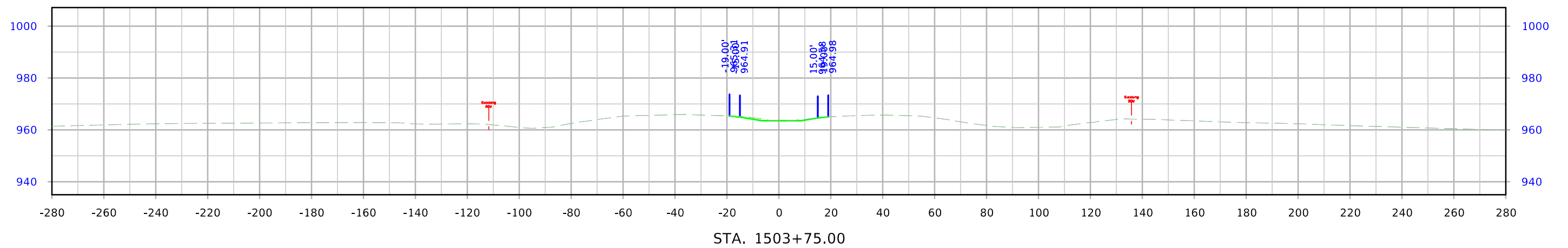
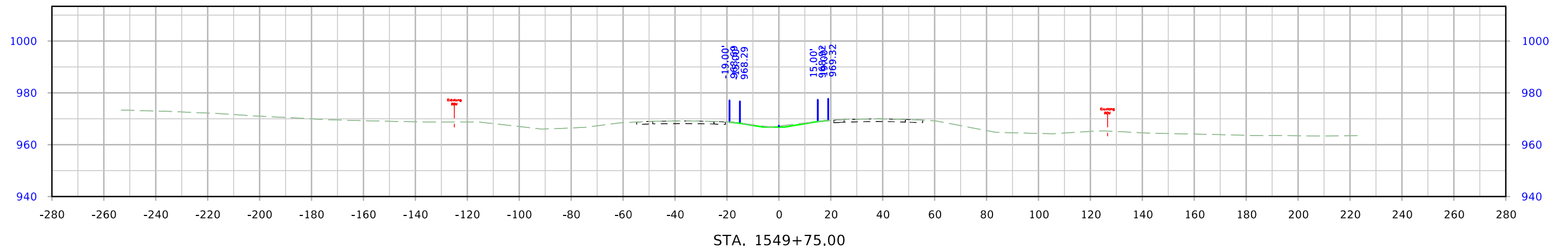
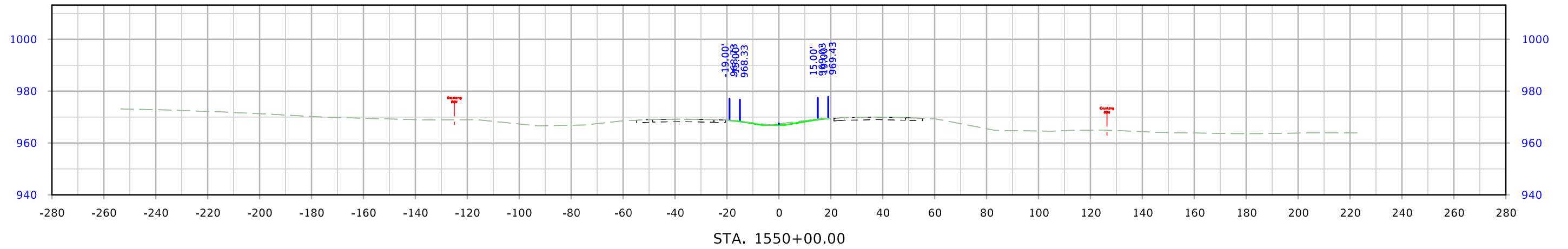
US 30



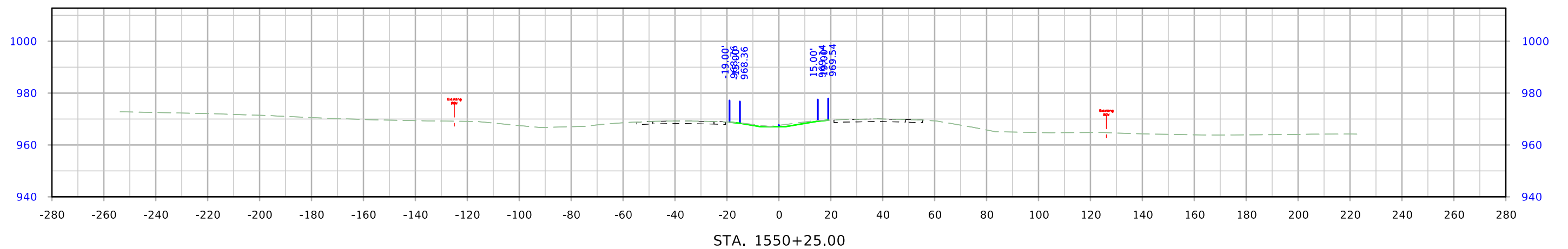
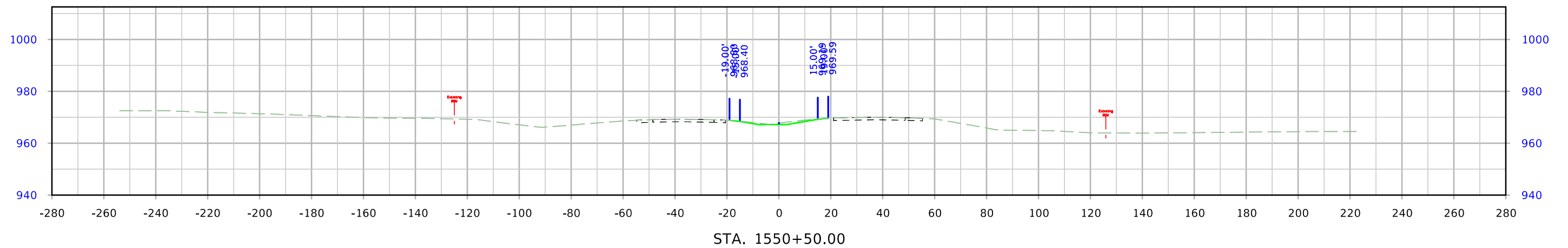
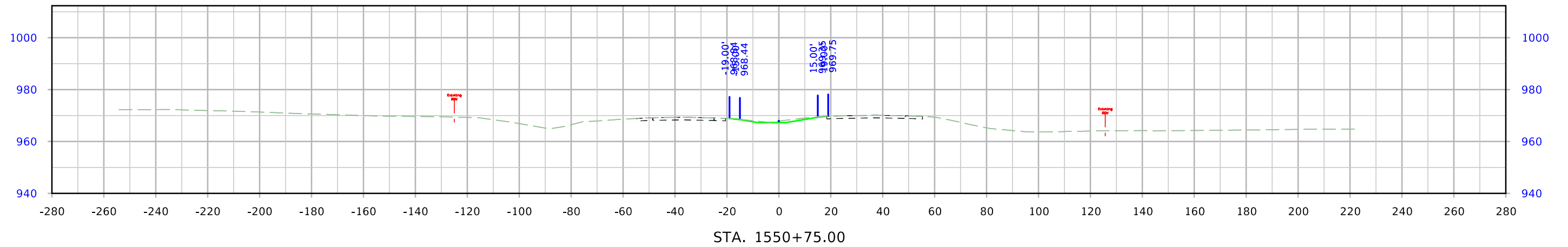
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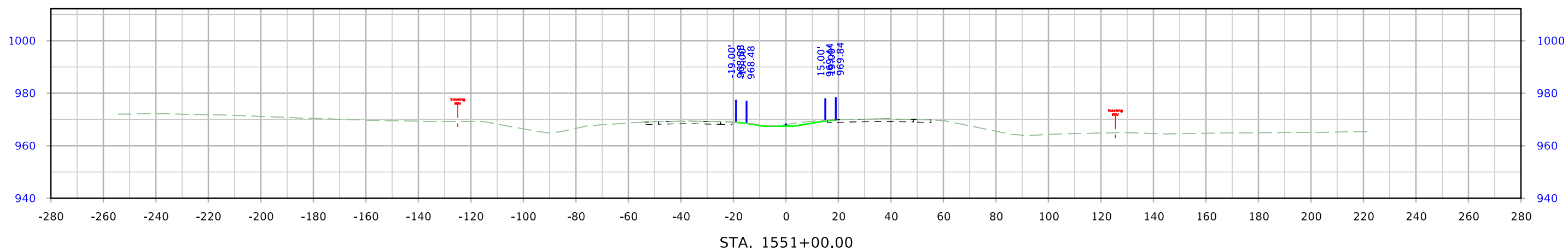
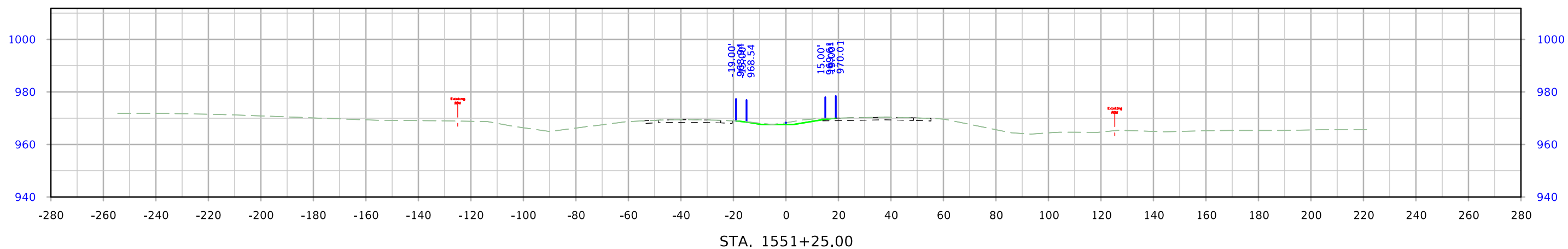
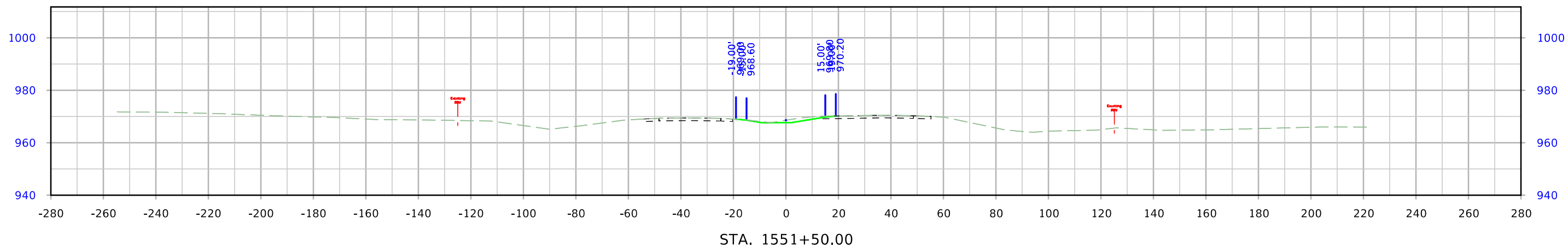
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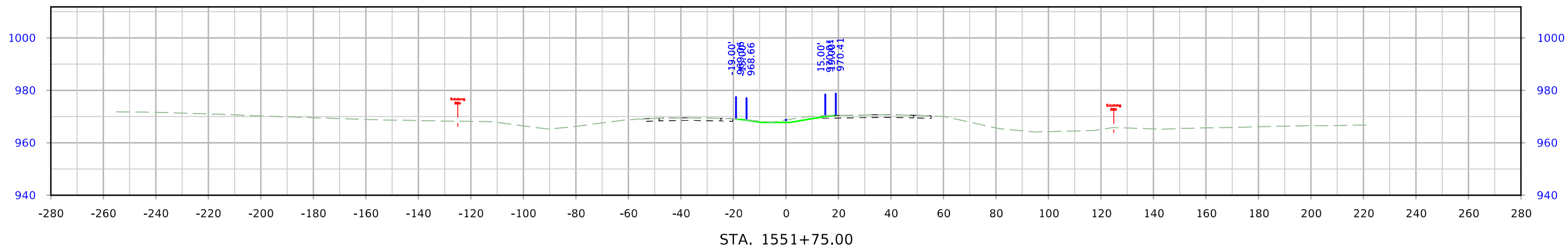
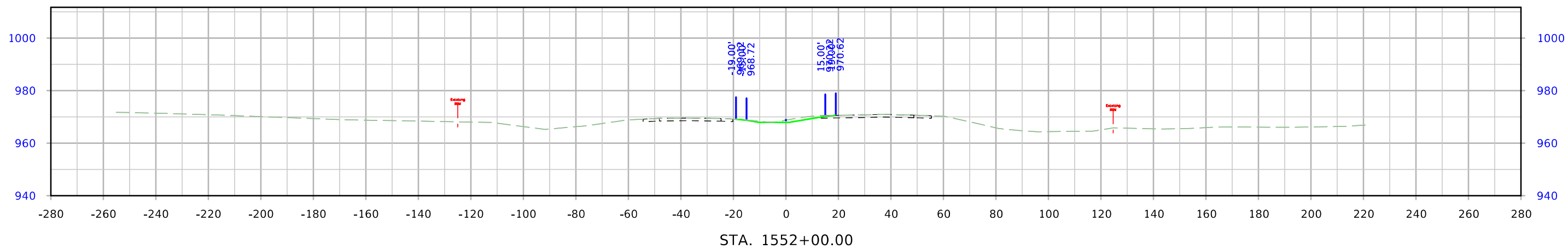
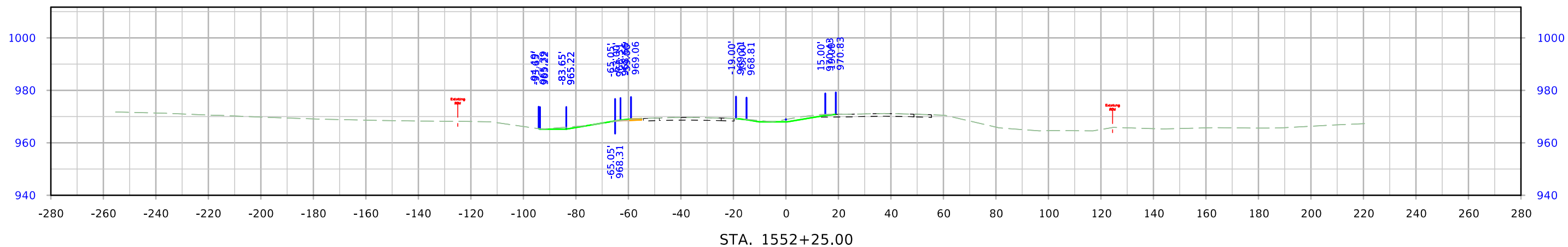
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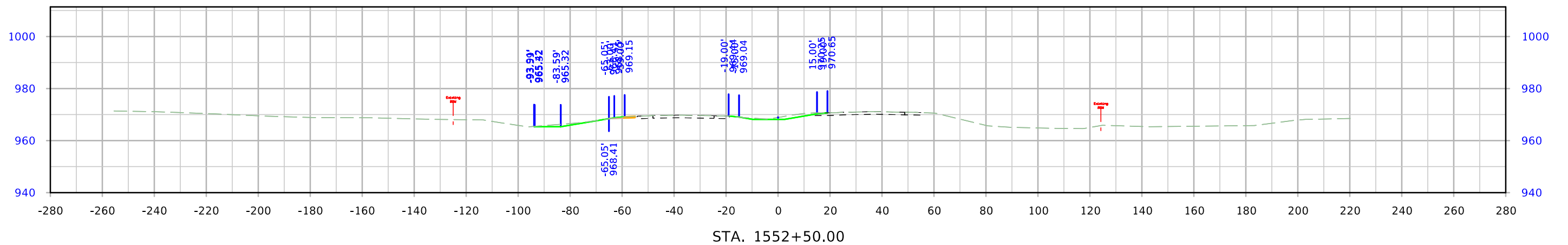
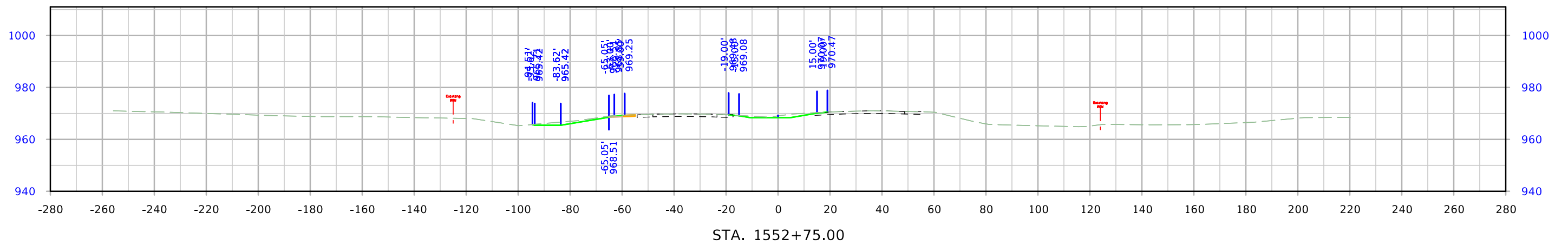
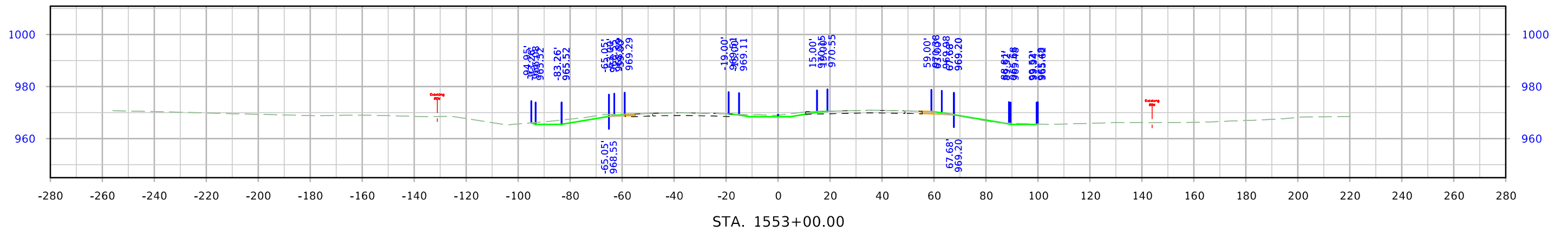
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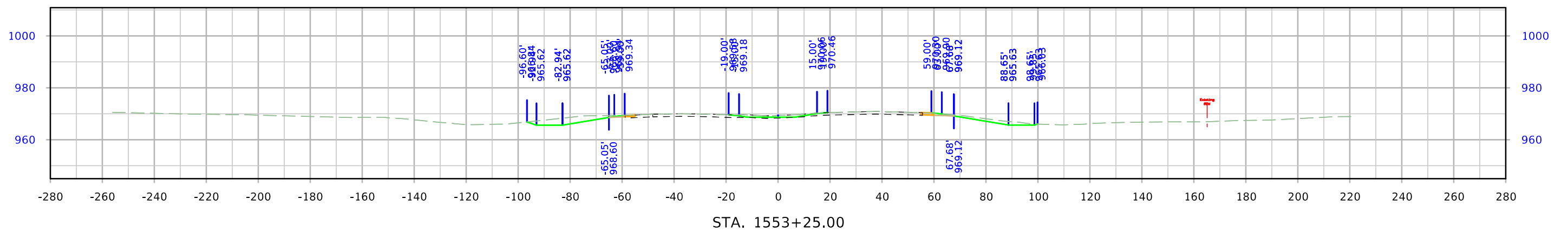
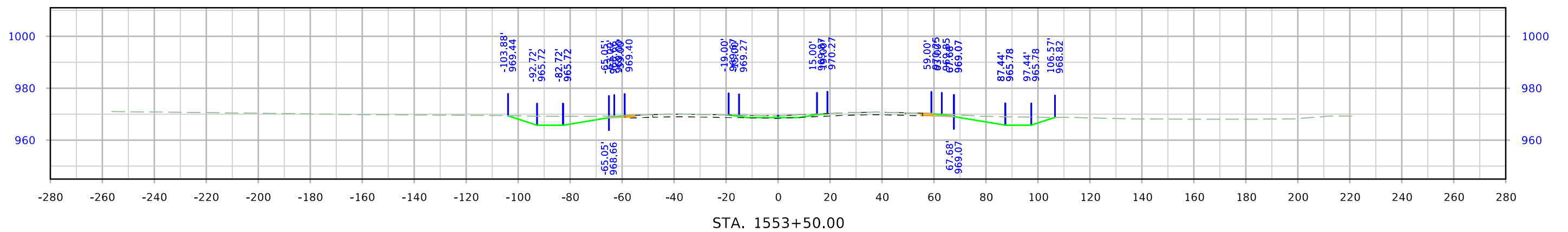
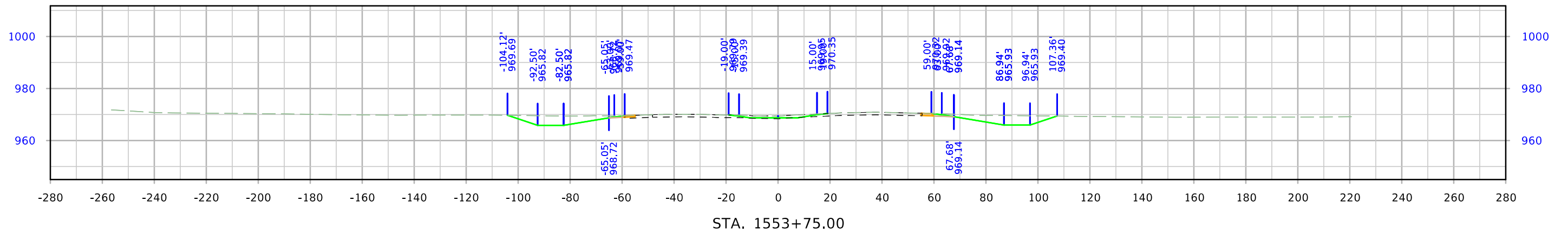
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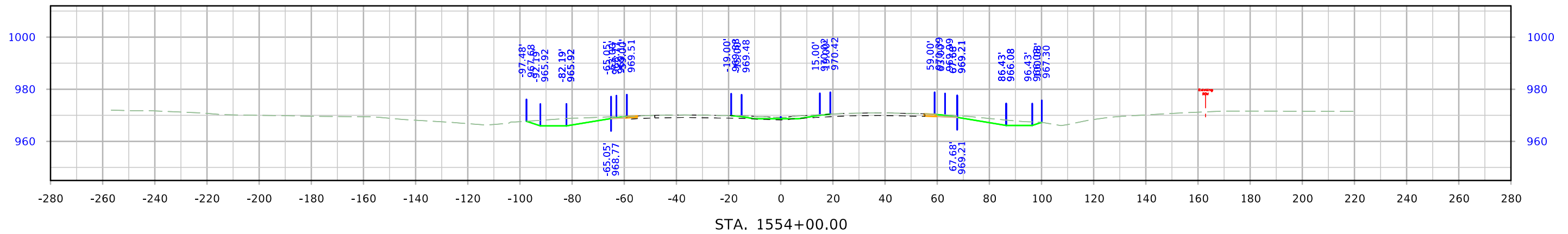
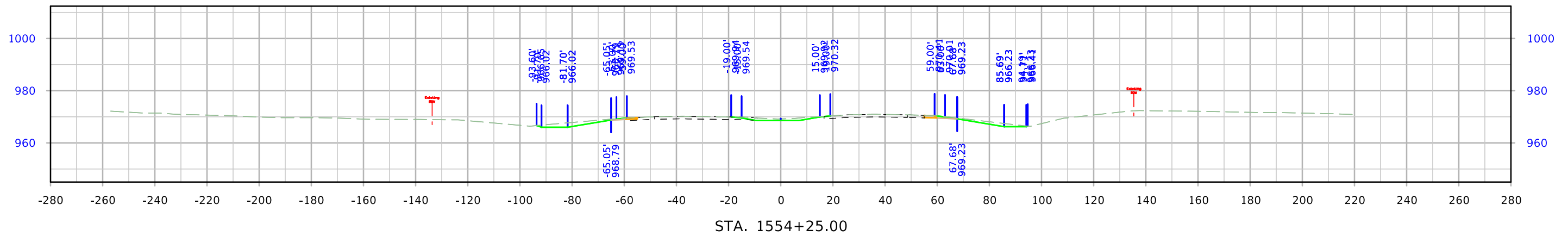
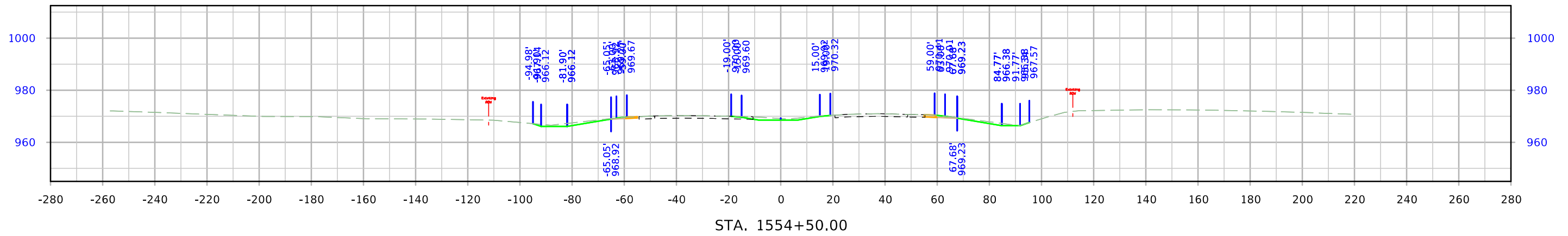
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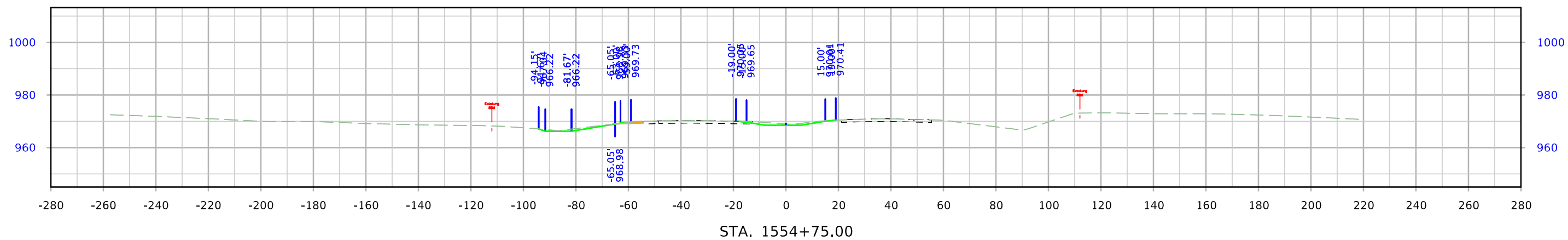
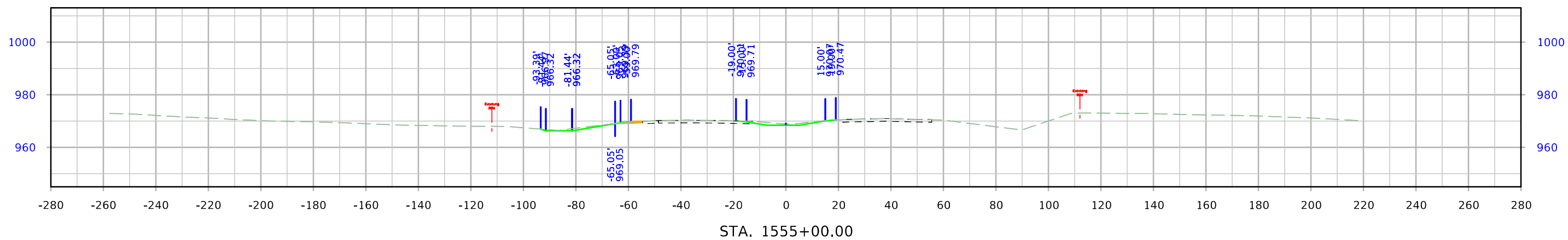
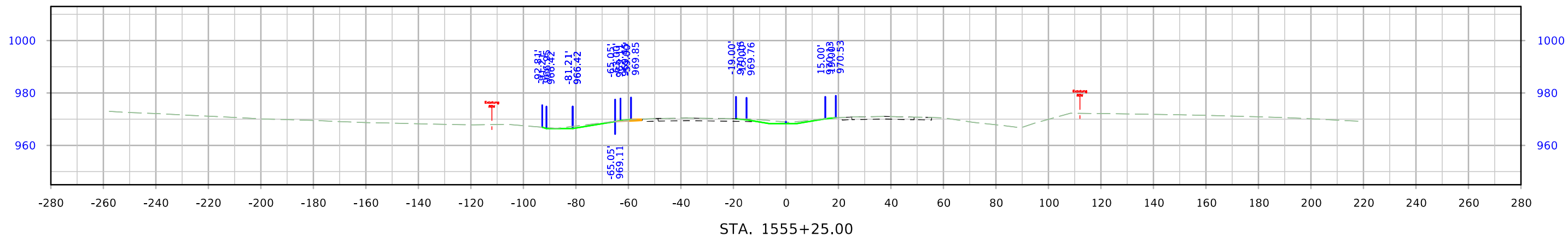
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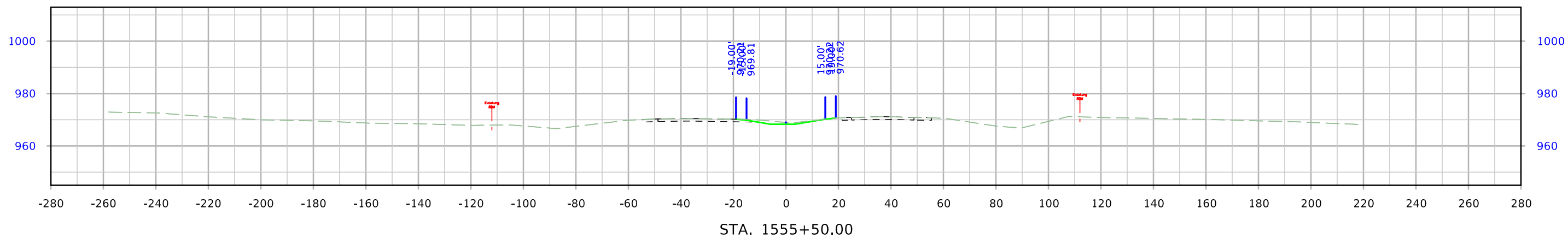
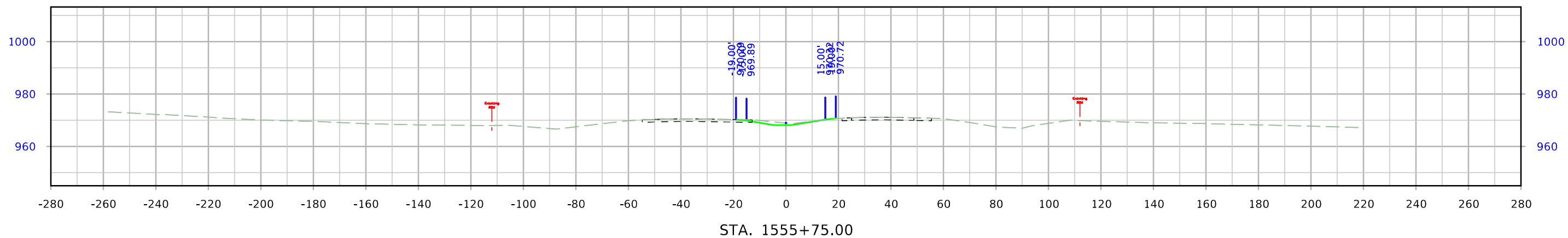
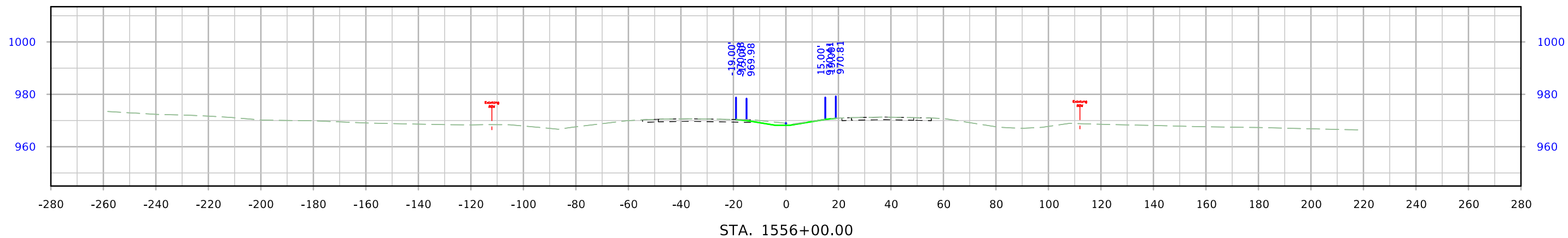
US 30



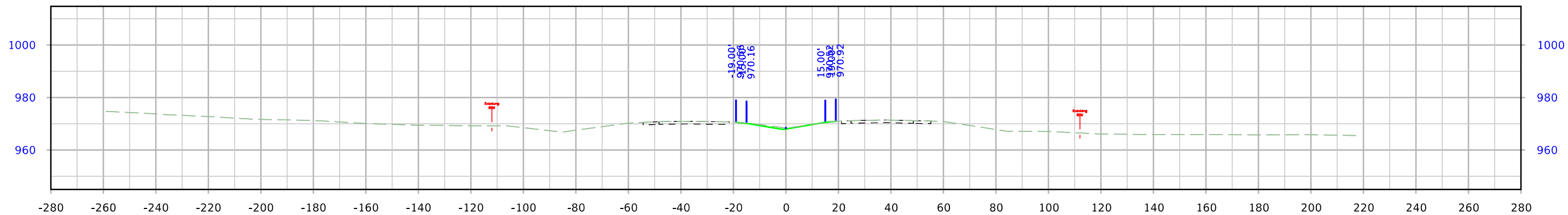
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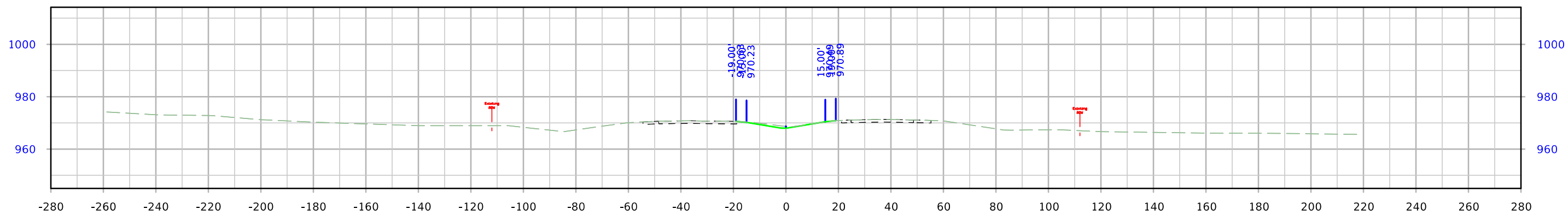
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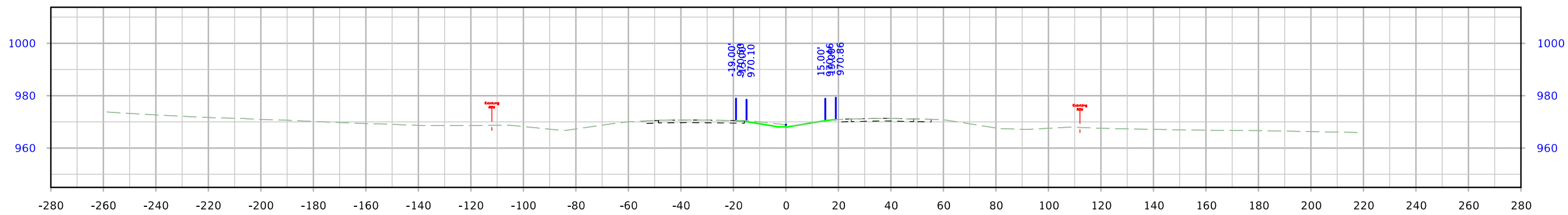
US 30



STA. 1556+75.00

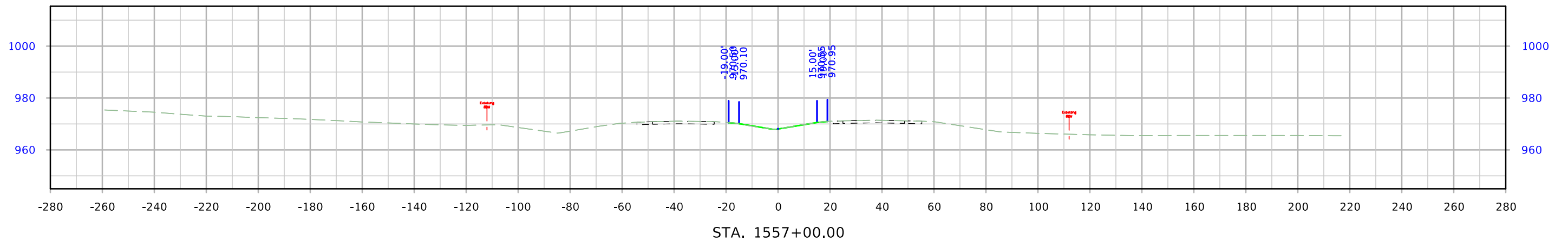
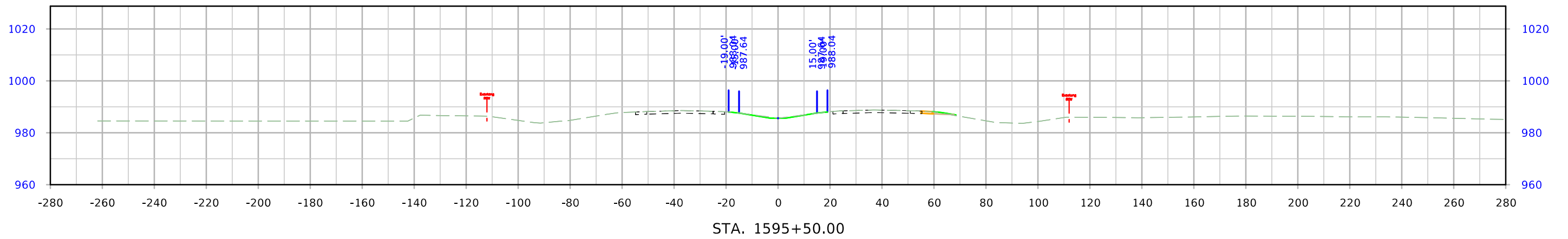
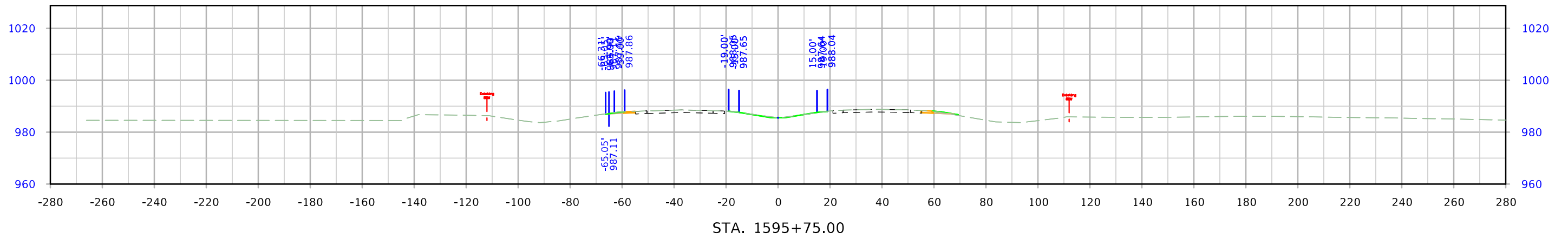


STA. 1556+50.00

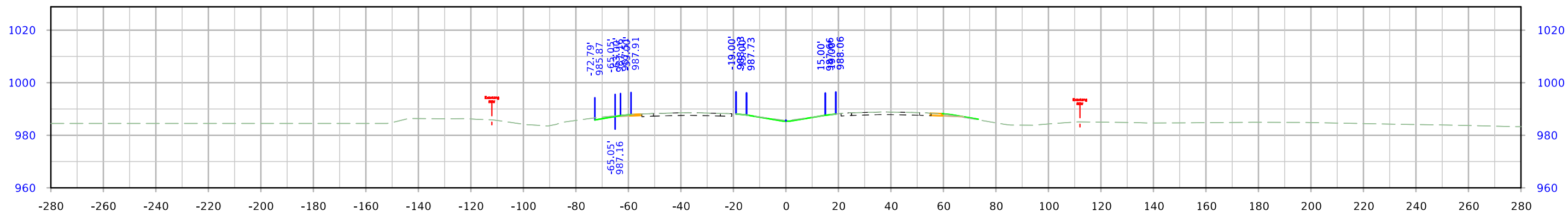


STA. 1556+25.00

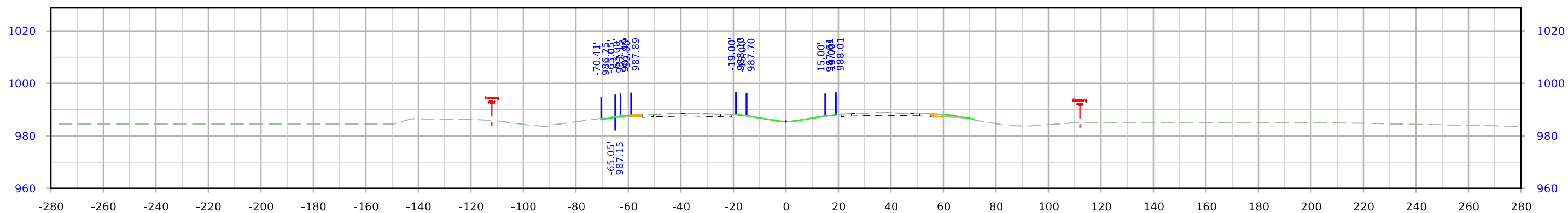
US 30



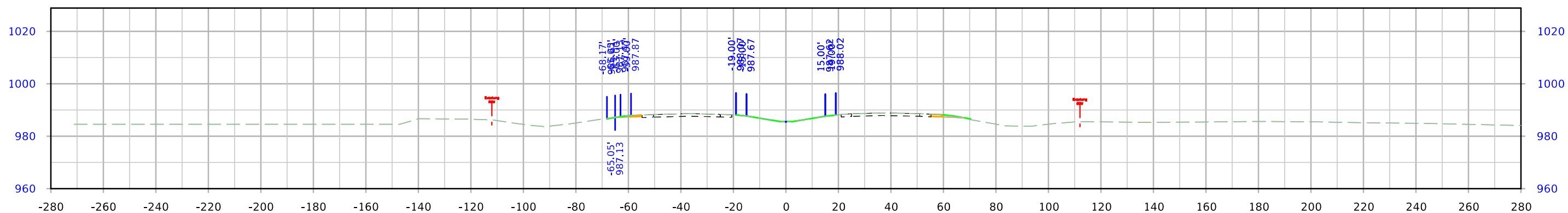
US 30



STA. 1596+50.00

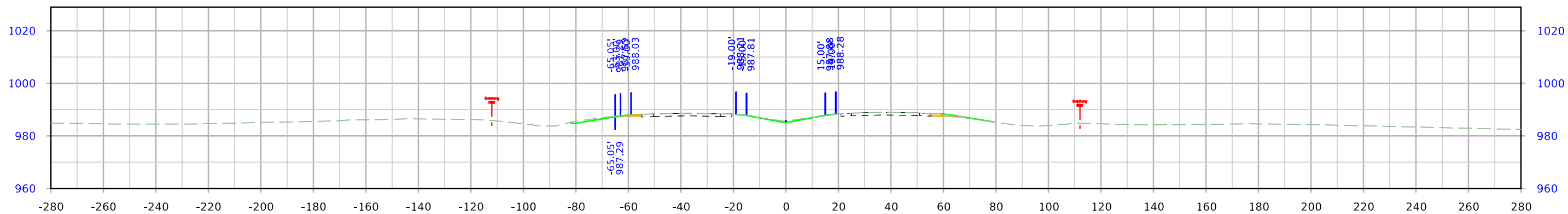


STA. 1596+25.00

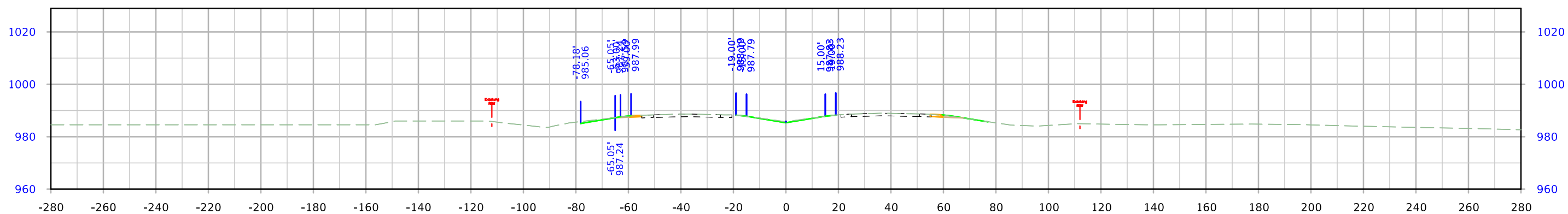


STA. 1596+00.00

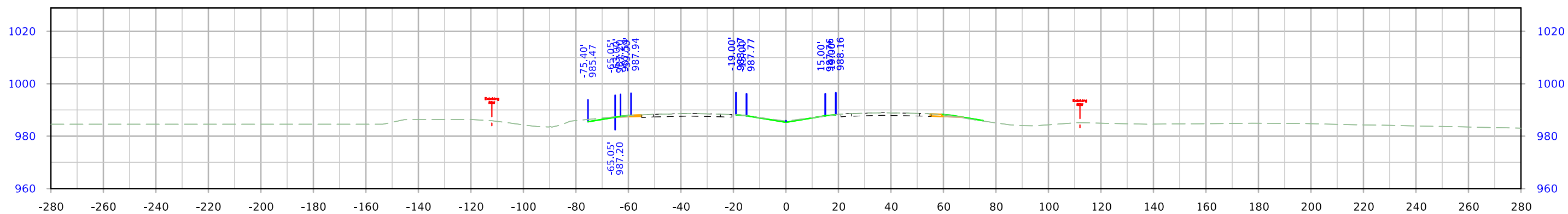
US 30



STA. 1597+25.00

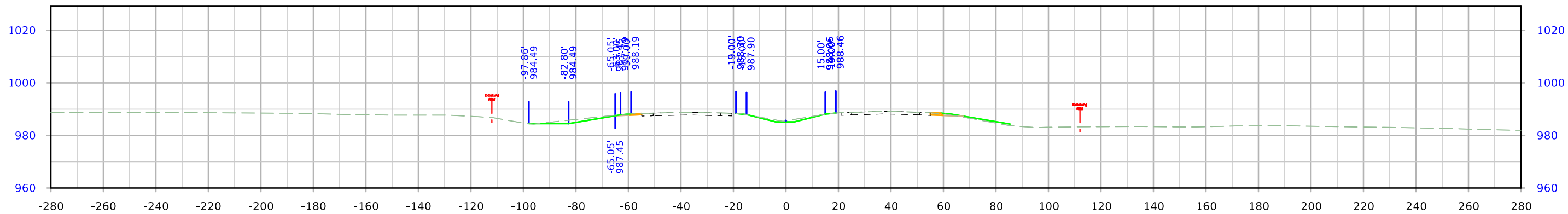


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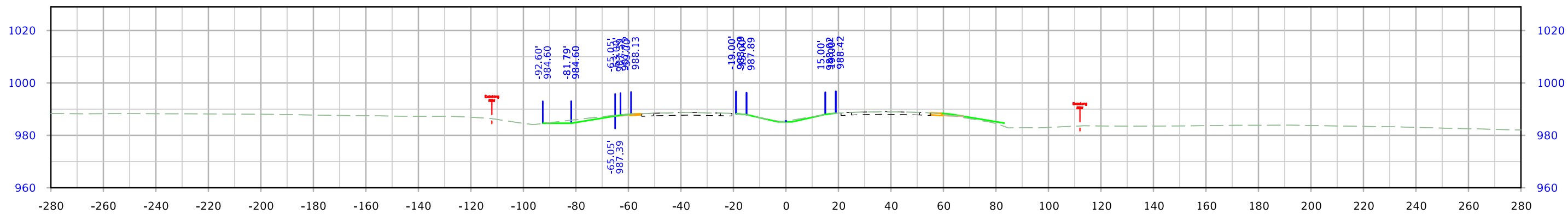


STA. 1596+75.00

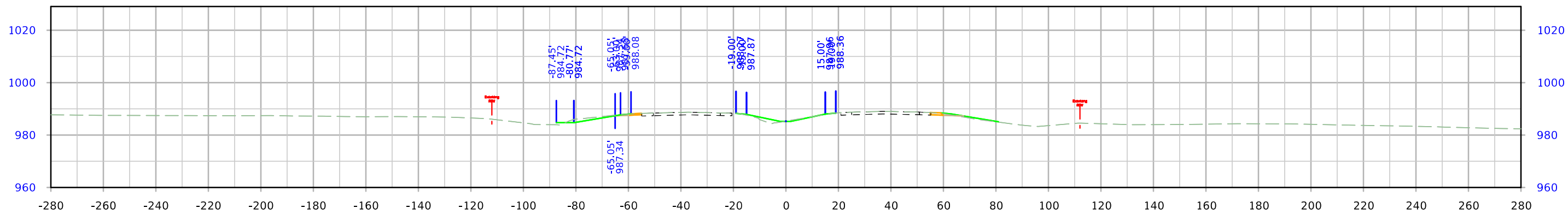
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STA. 1598+00.00

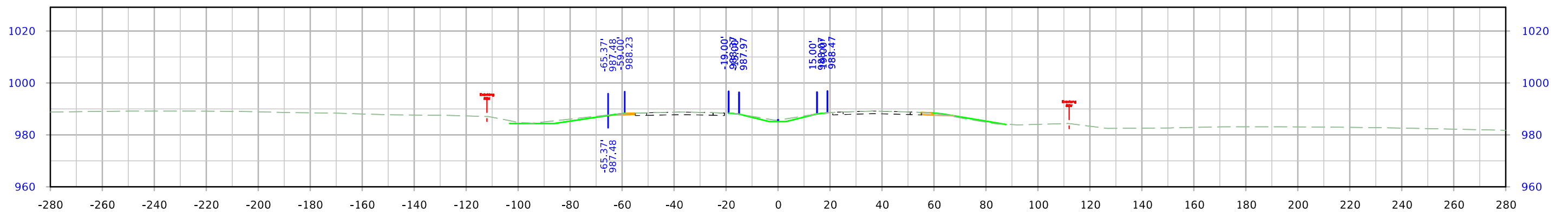
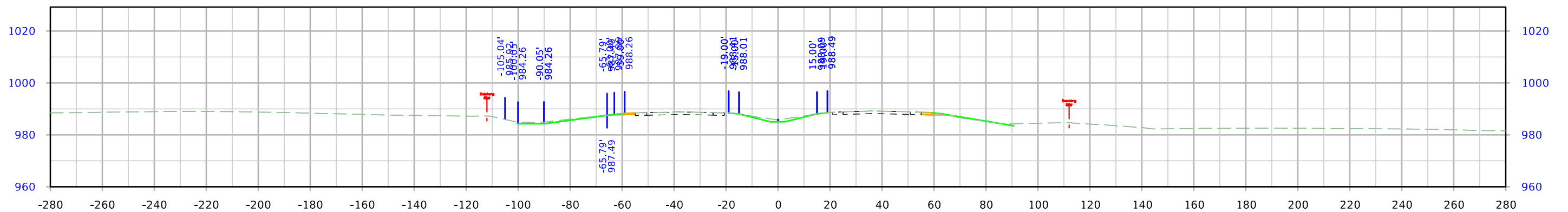
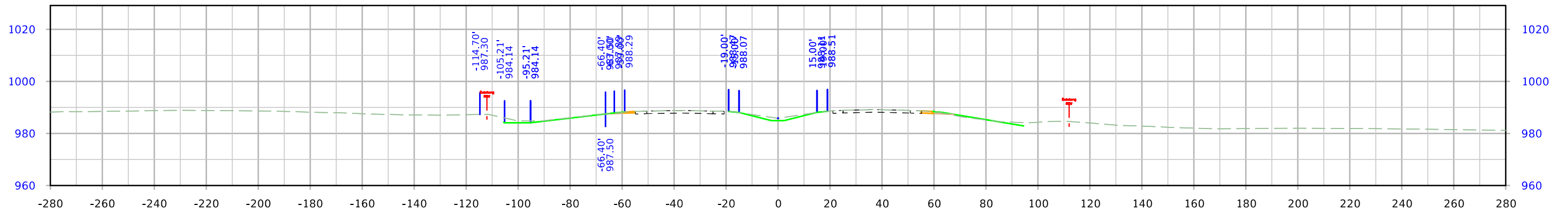


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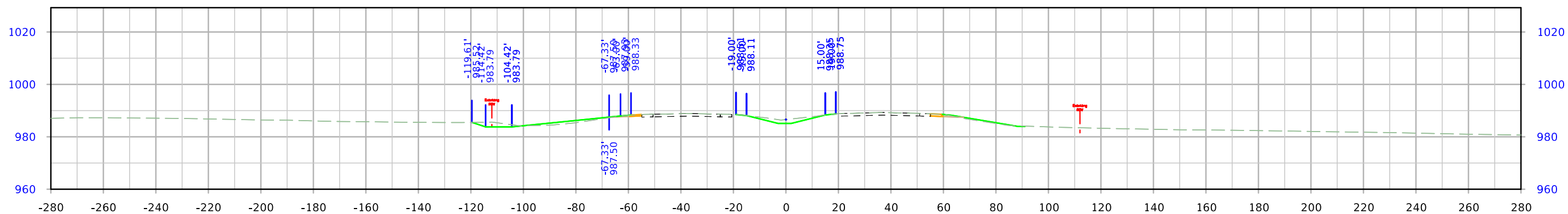


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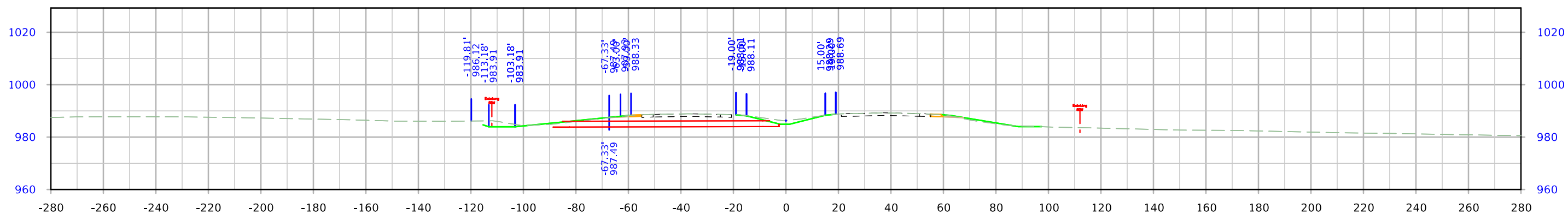
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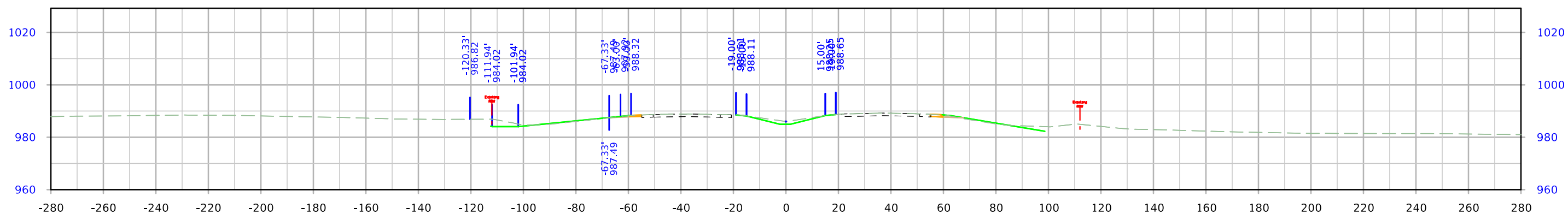
US 30



STA. 1599+50.00

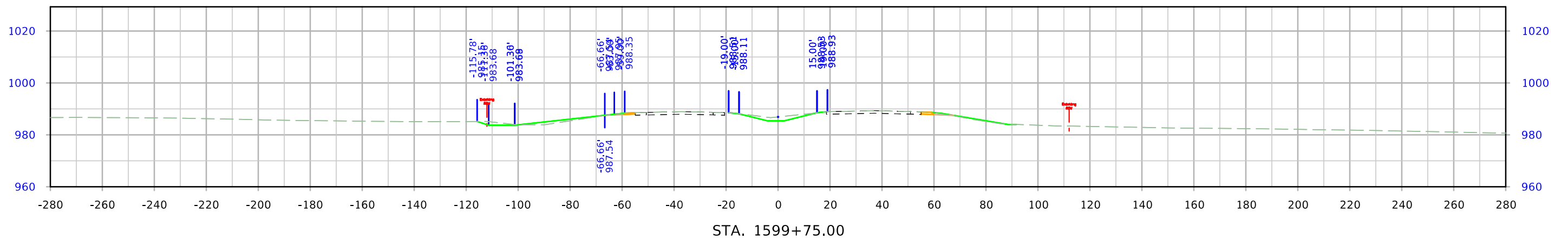
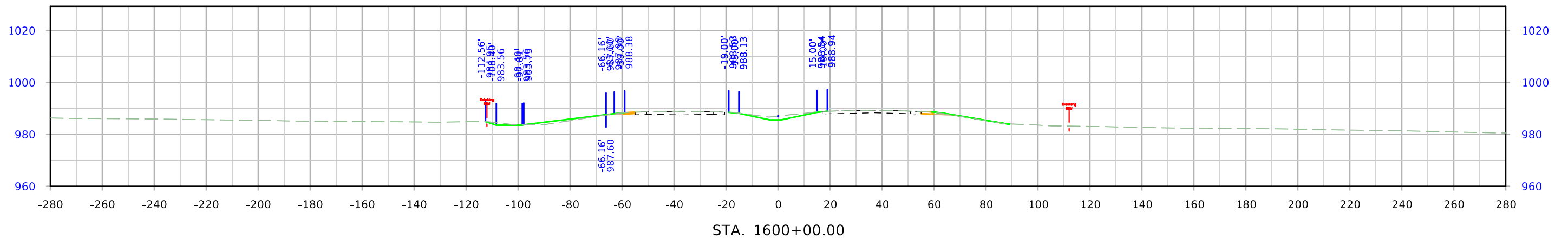
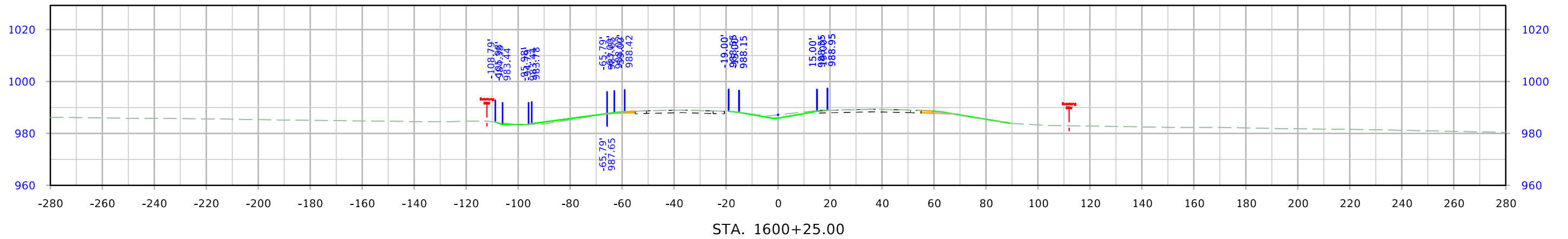


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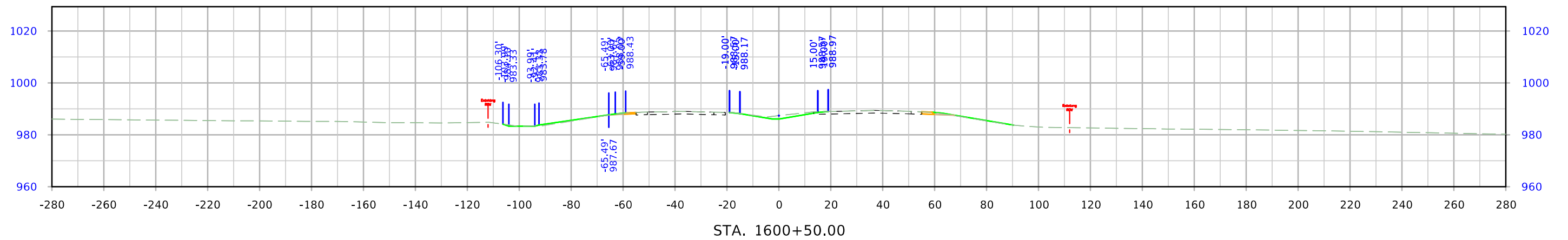
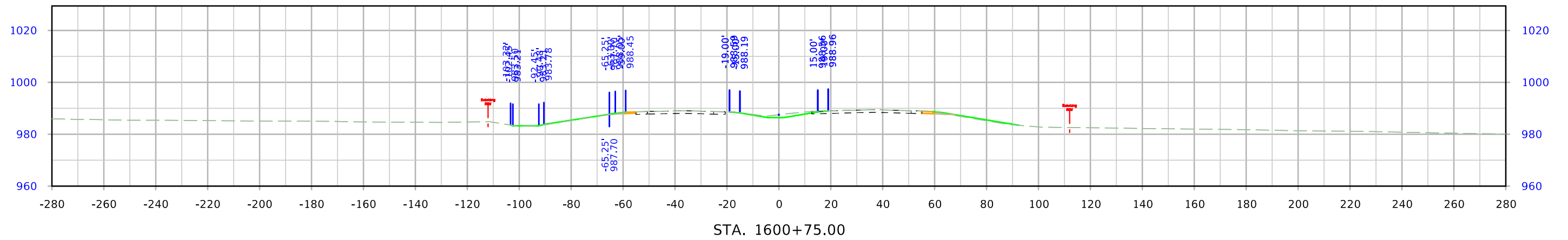
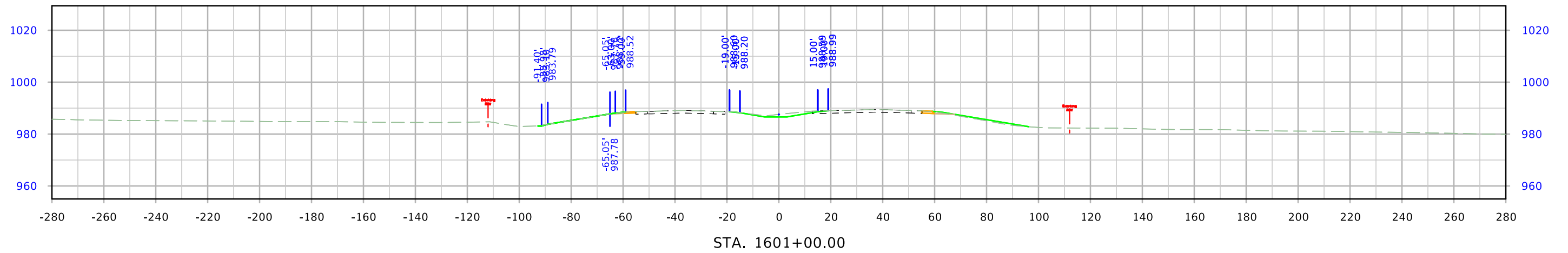


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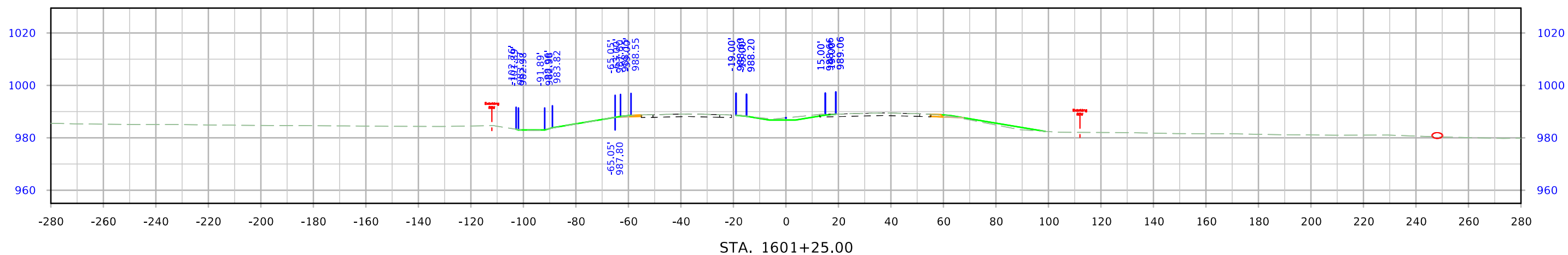
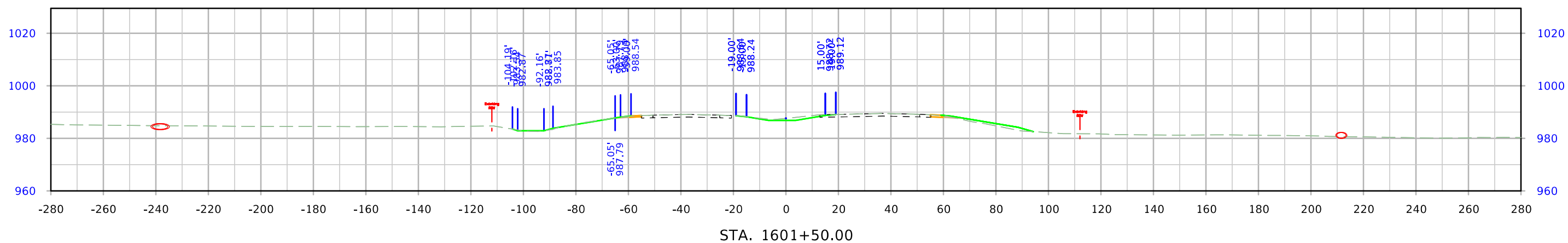
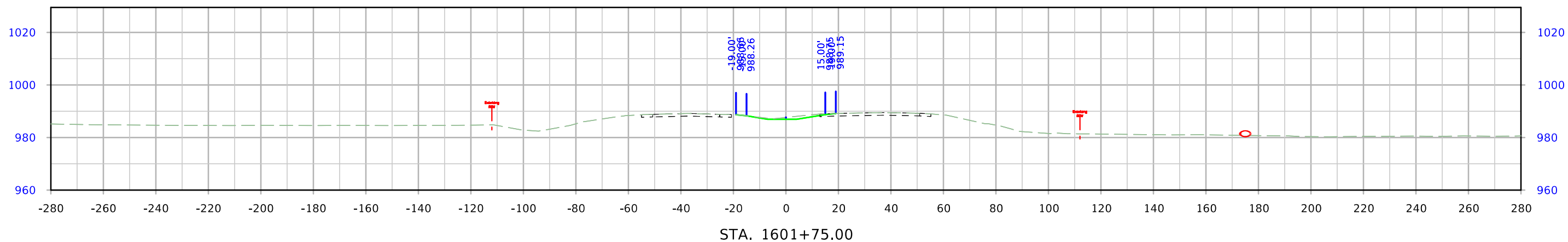
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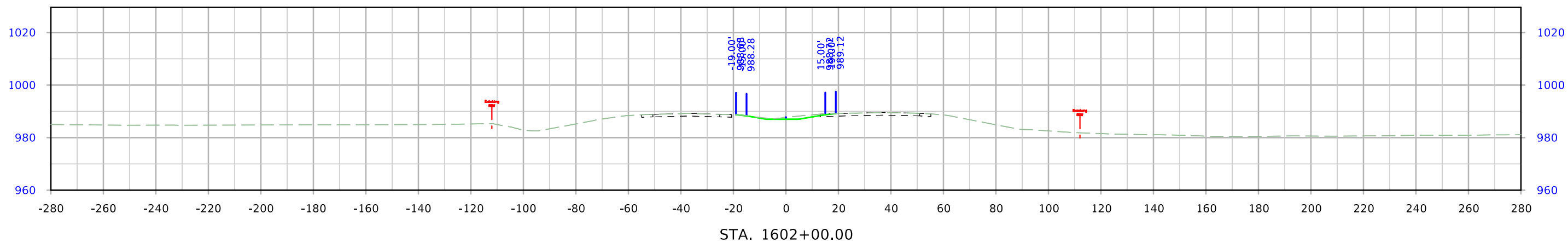
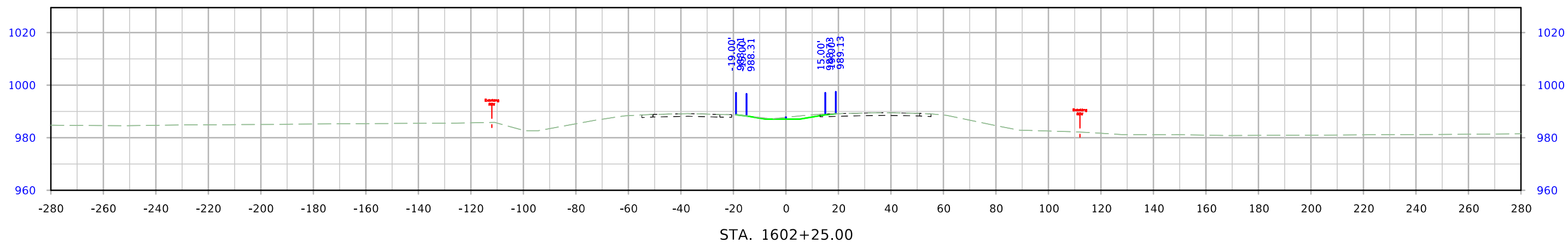
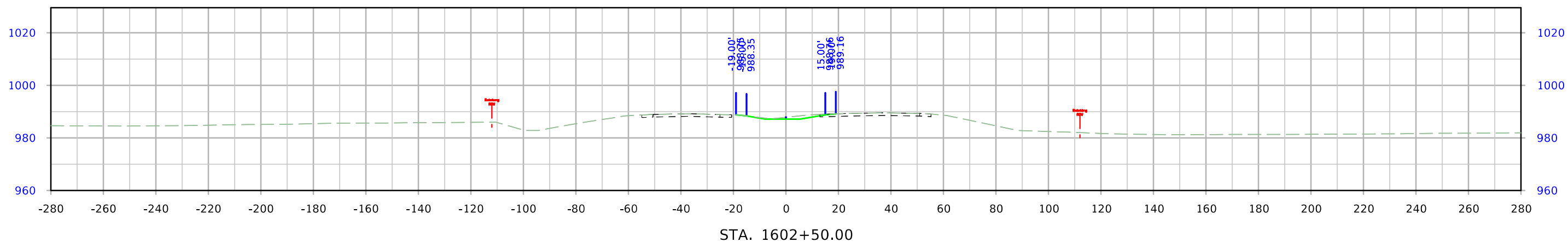
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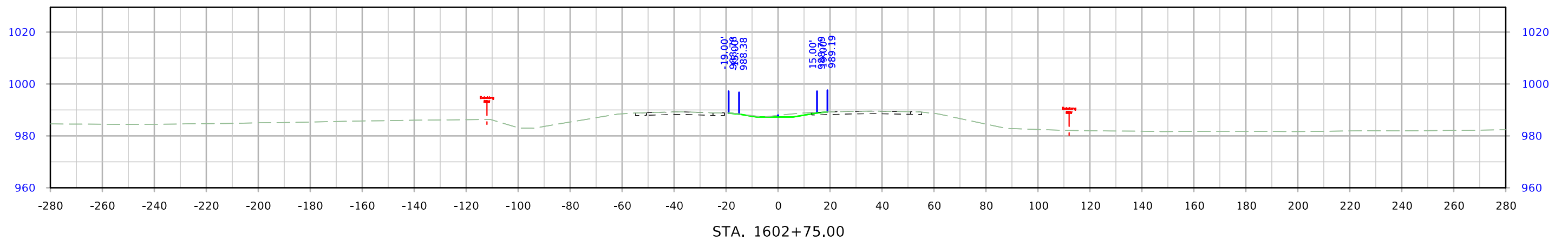
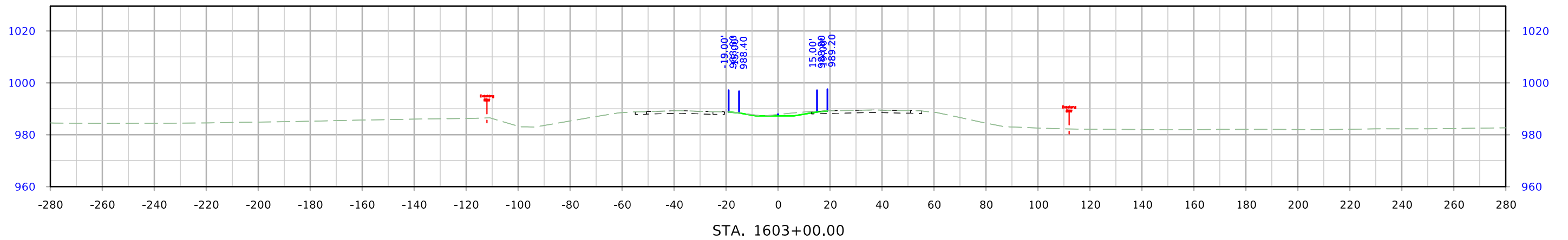
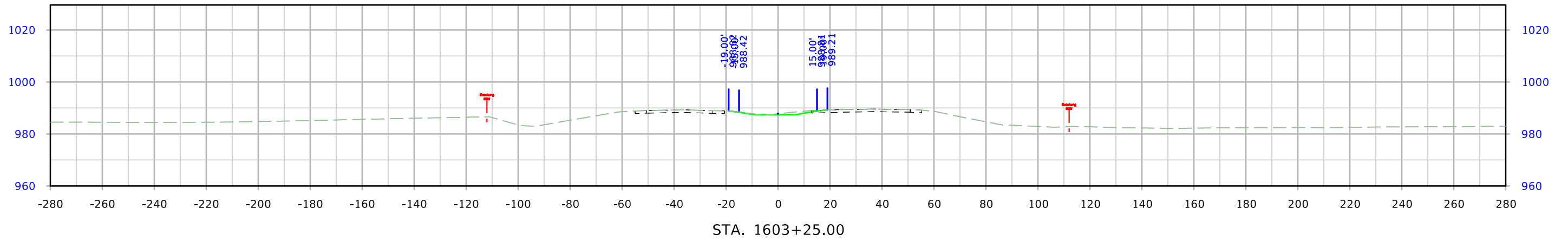
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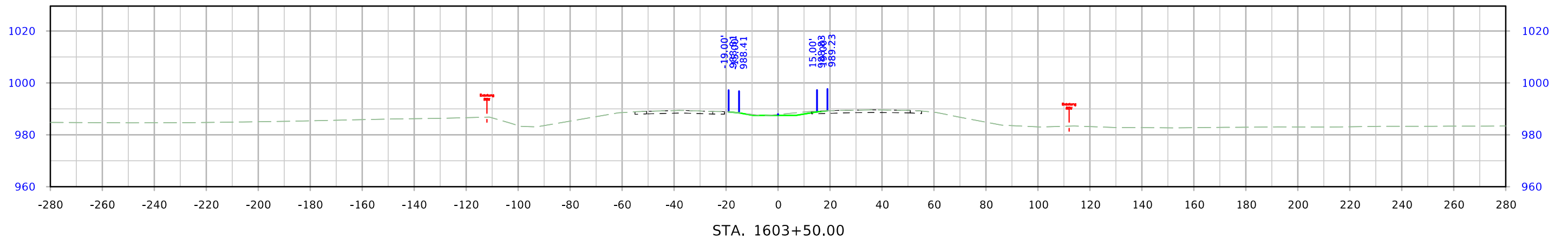
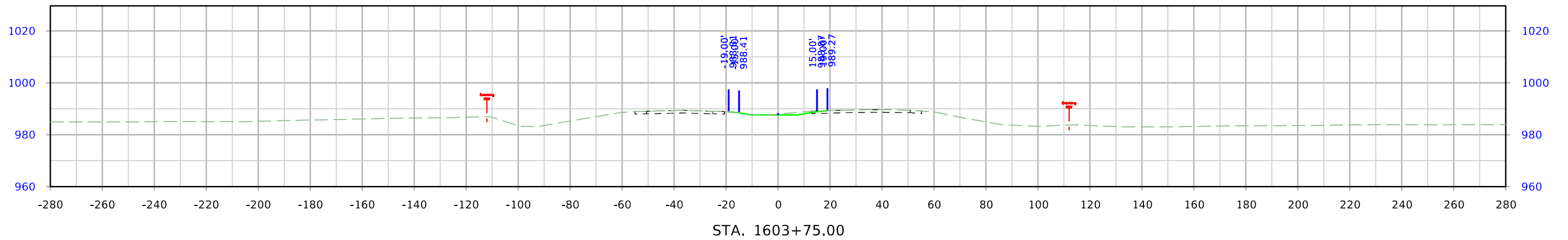
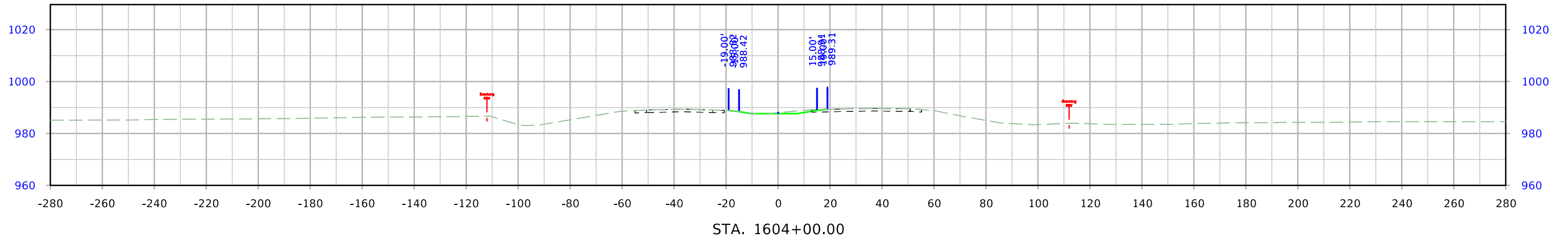
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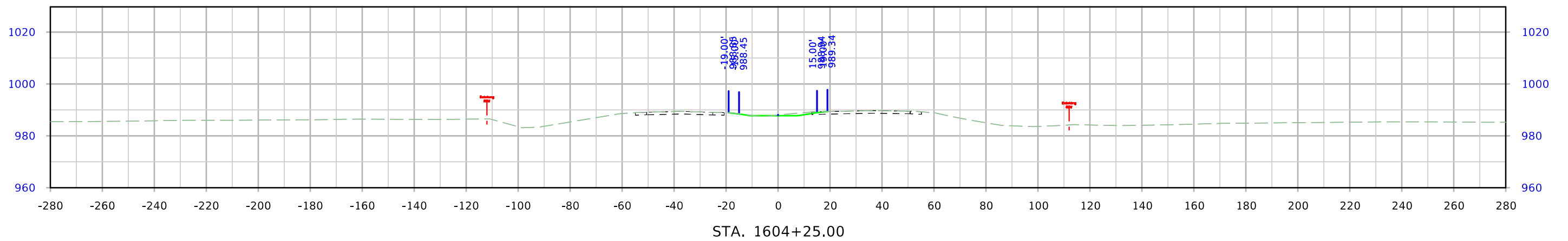
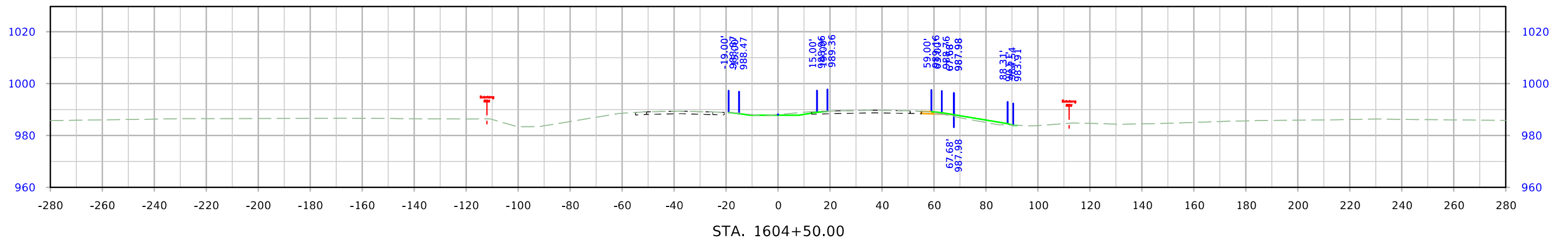
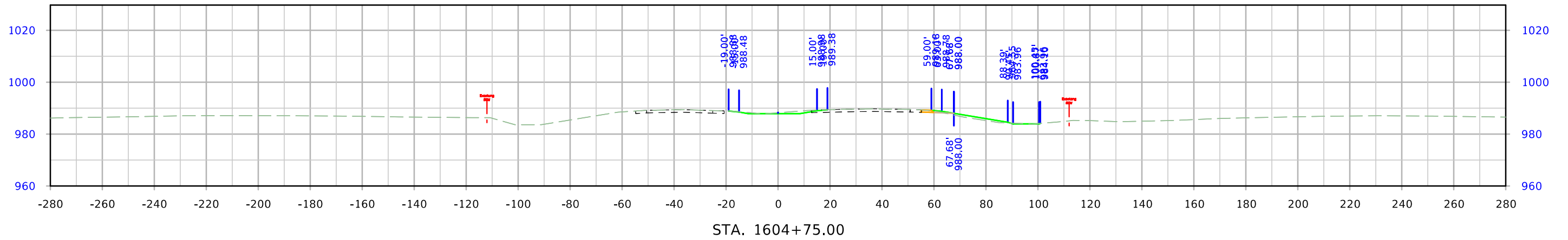
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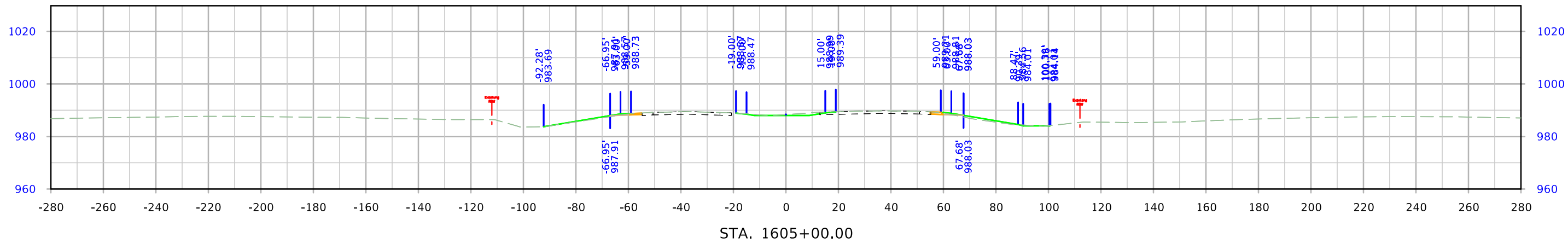
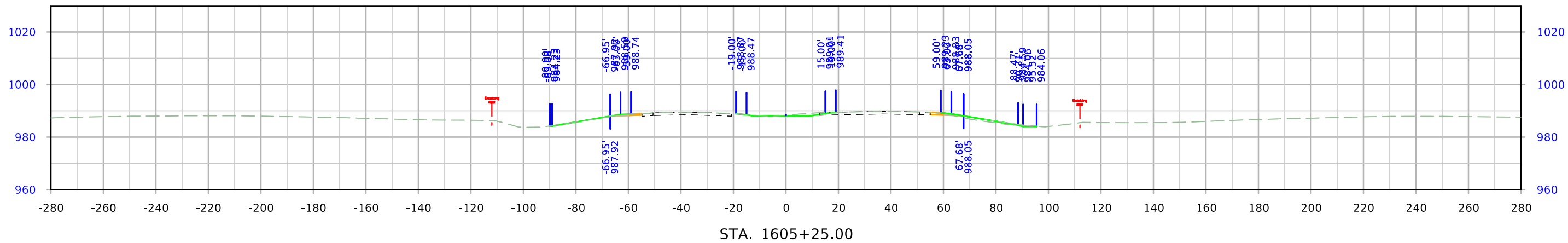
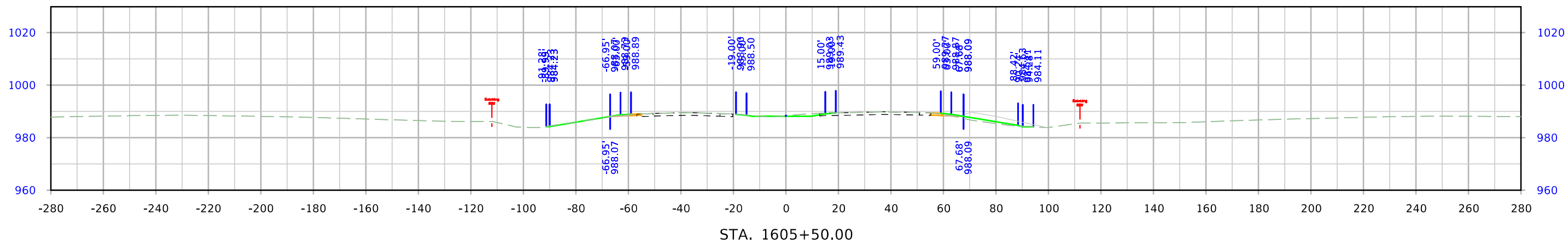
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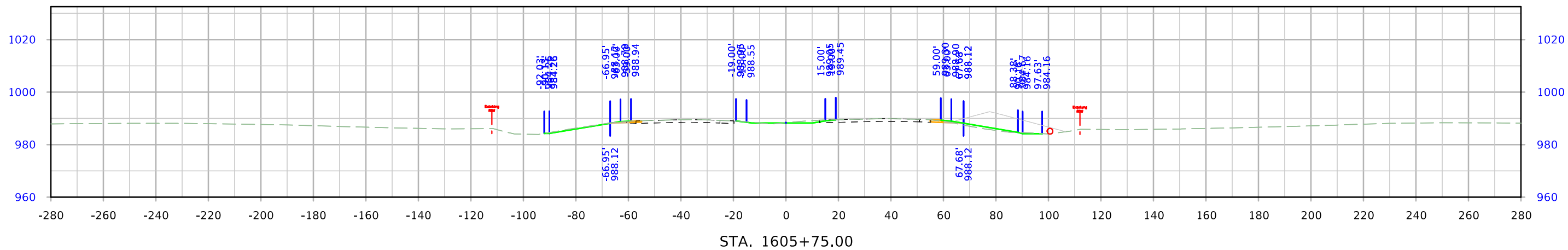
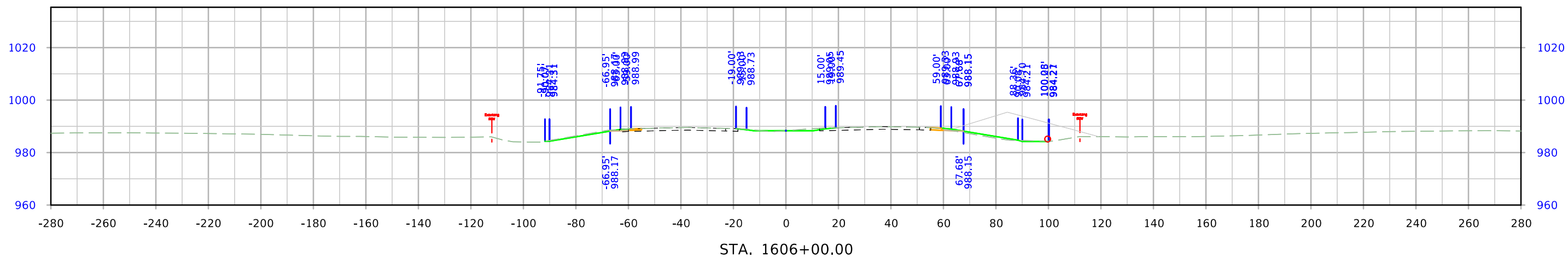
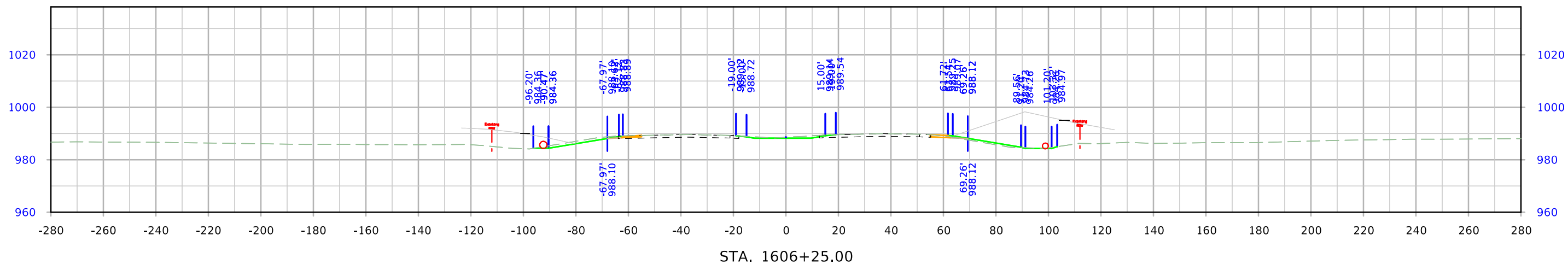
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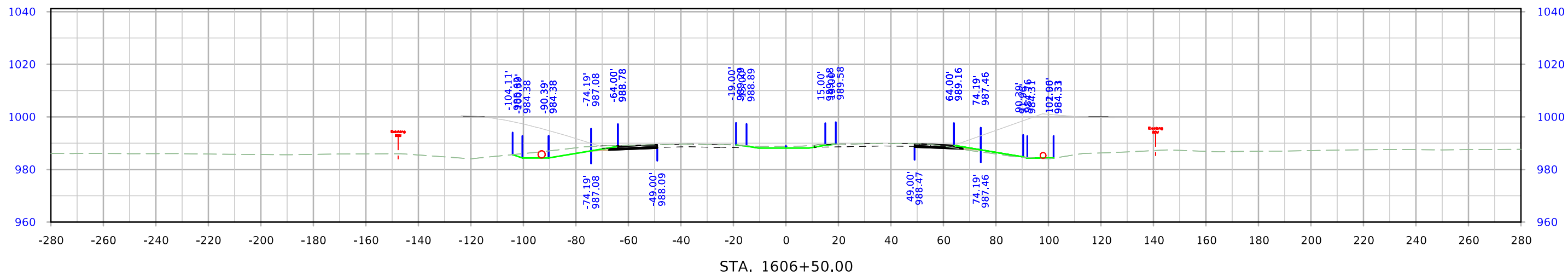
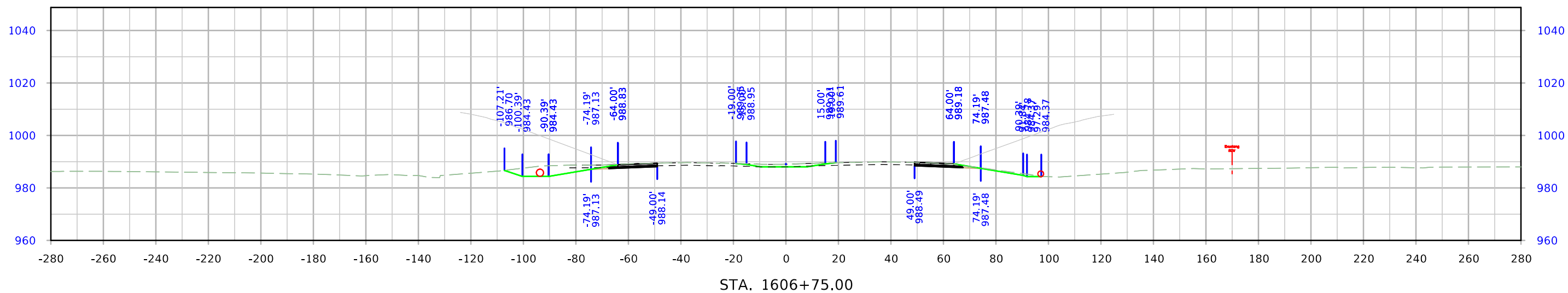
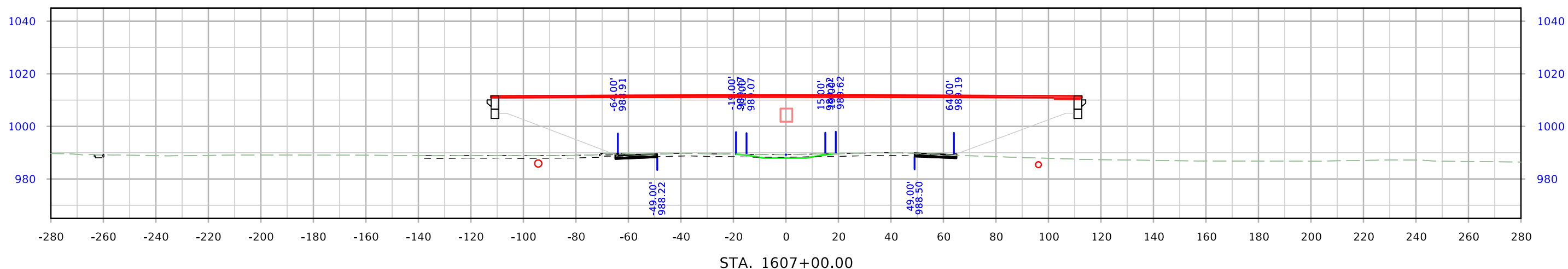
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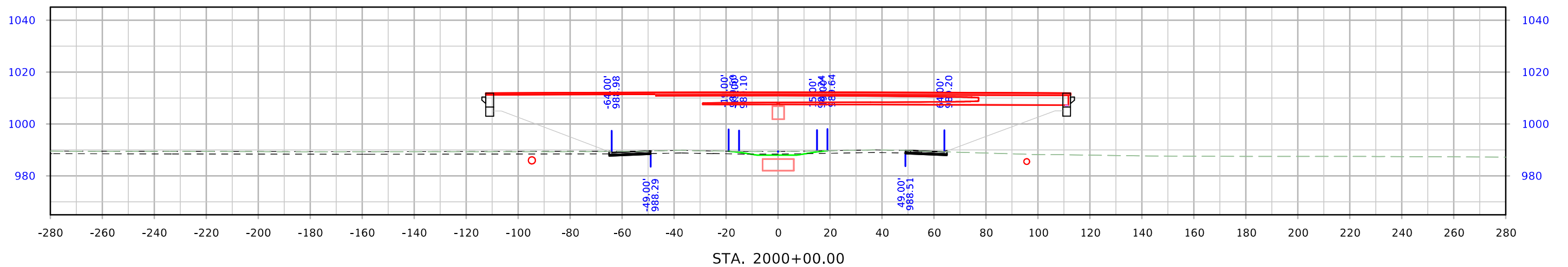
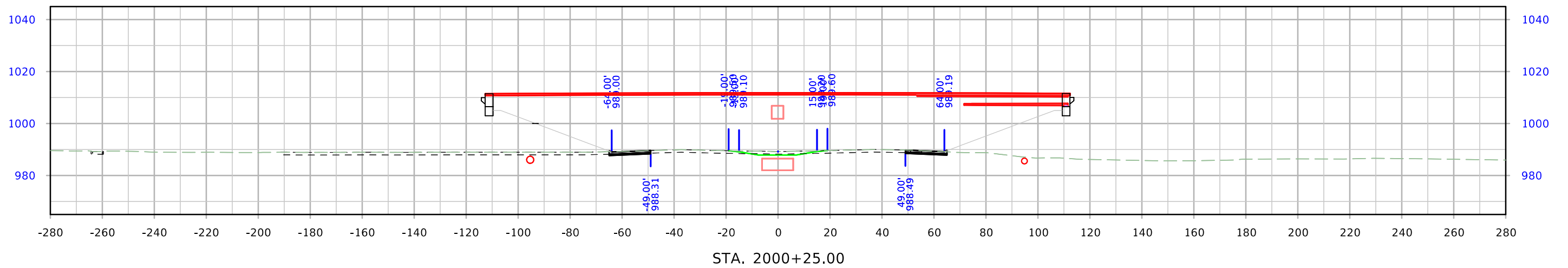
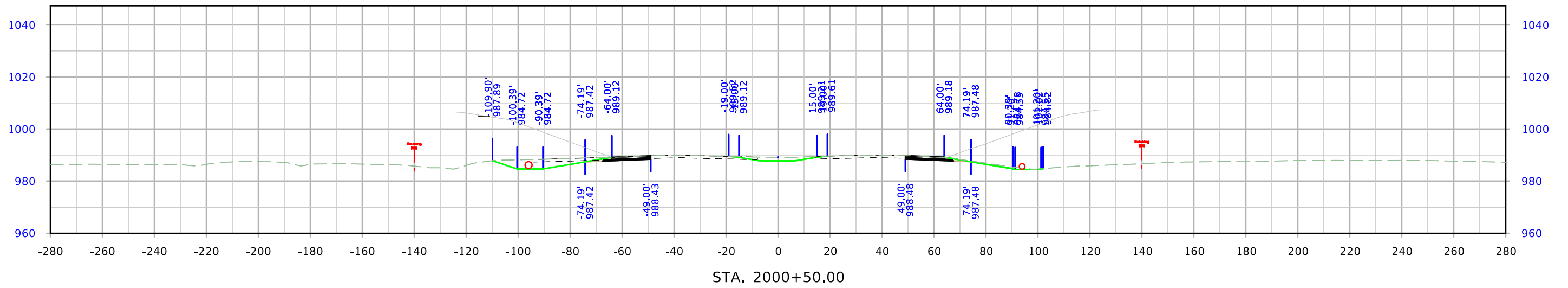
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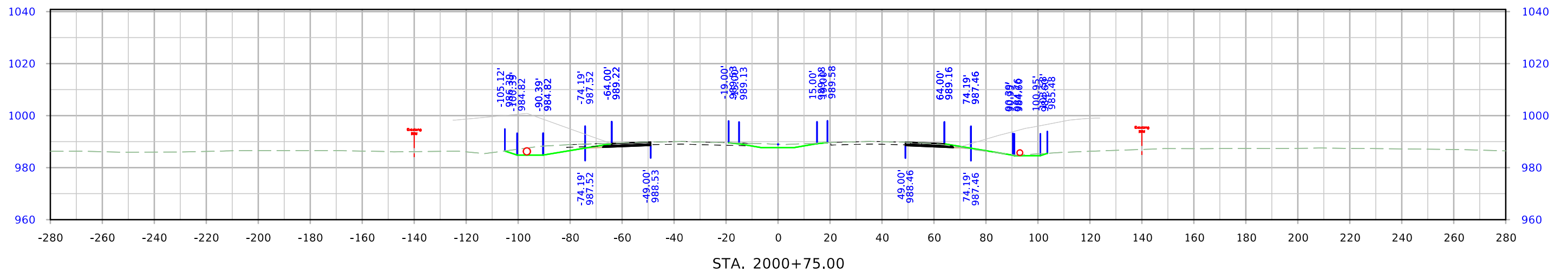
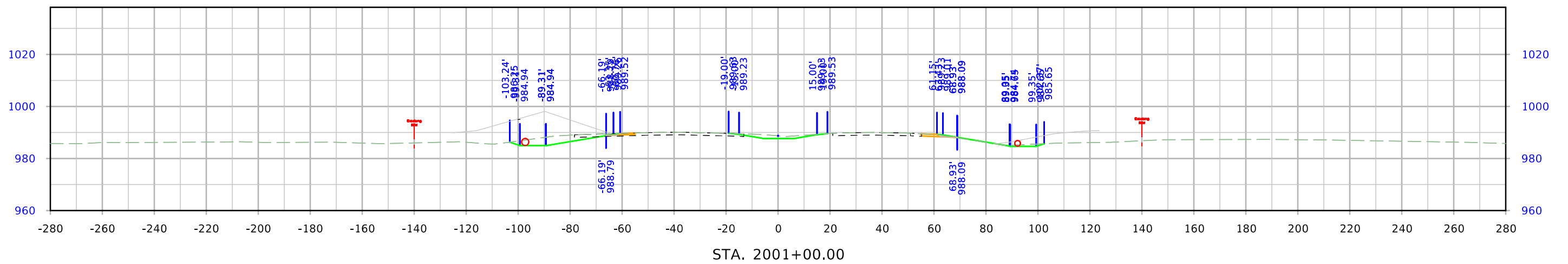
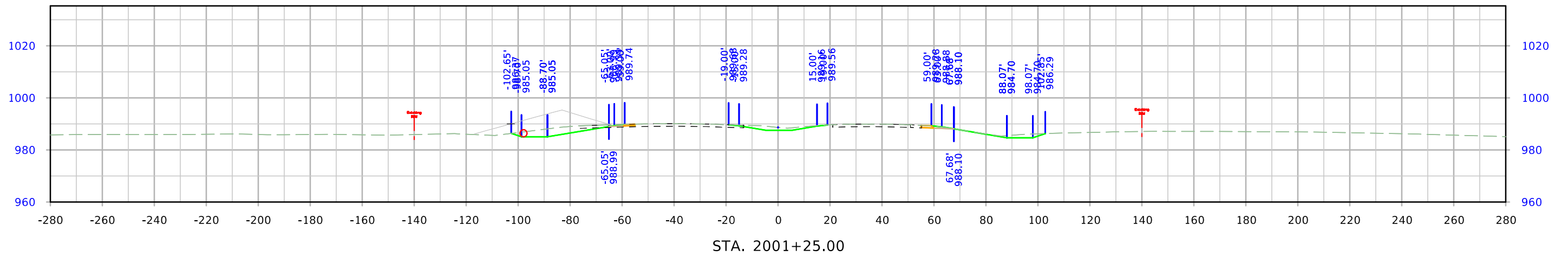
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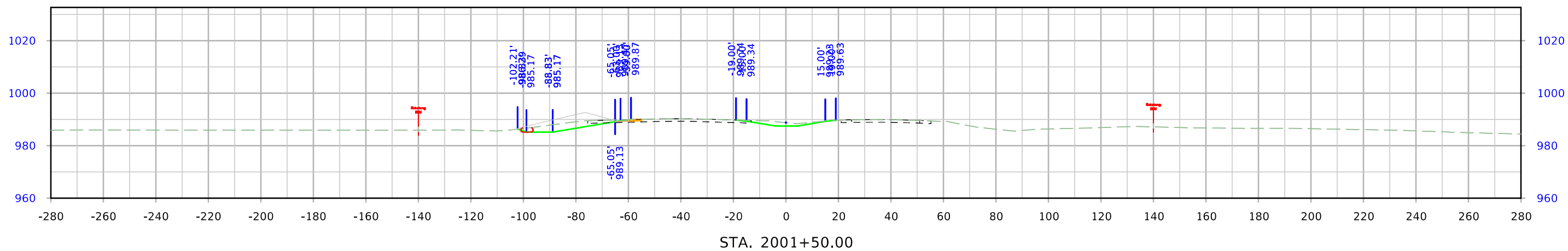
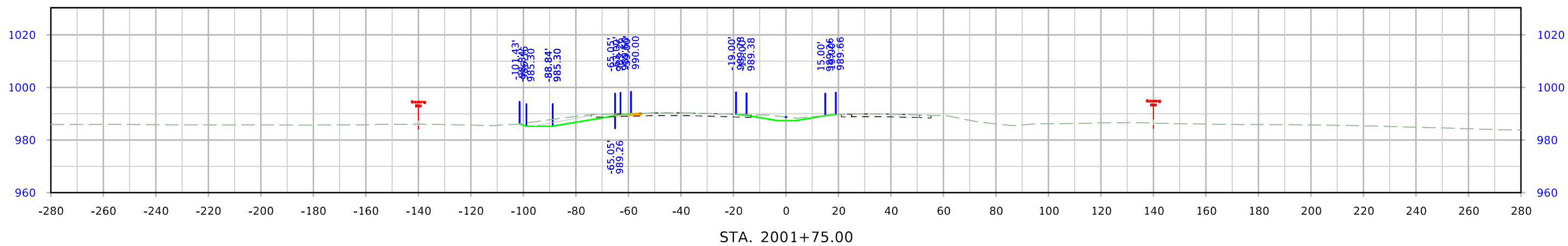
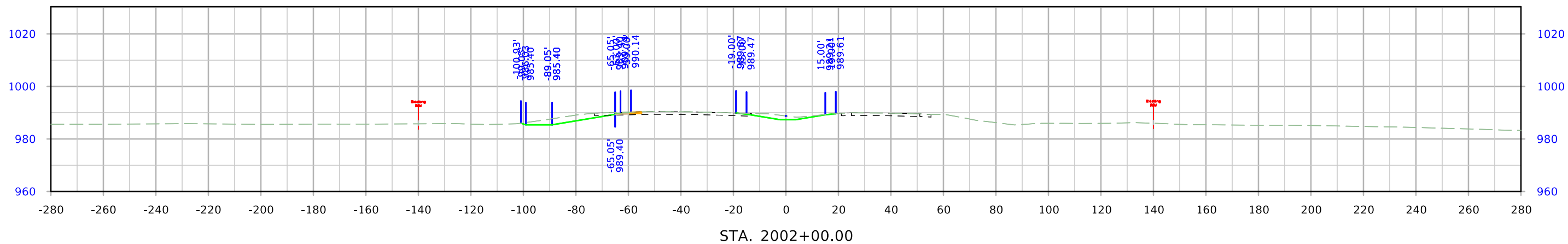
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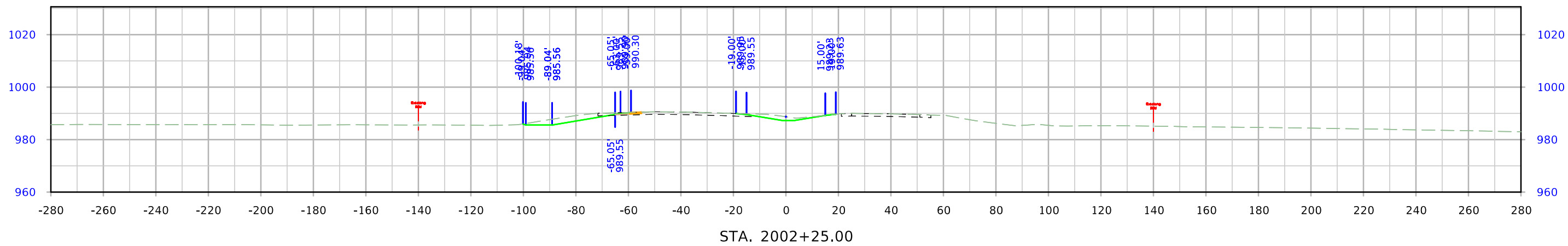
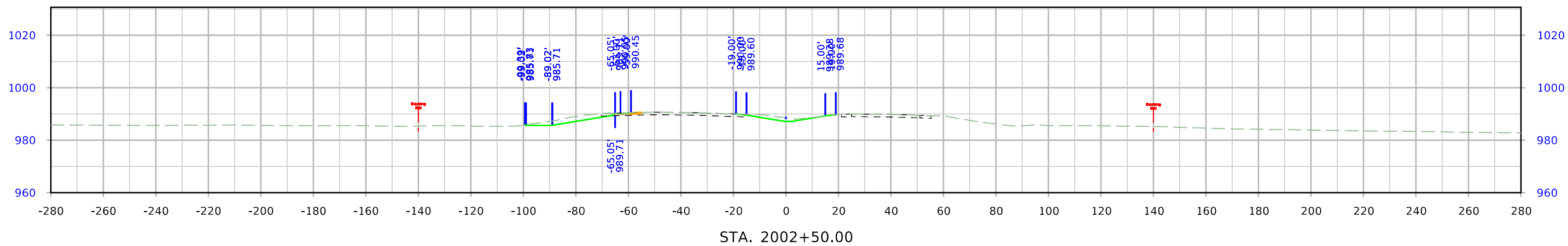
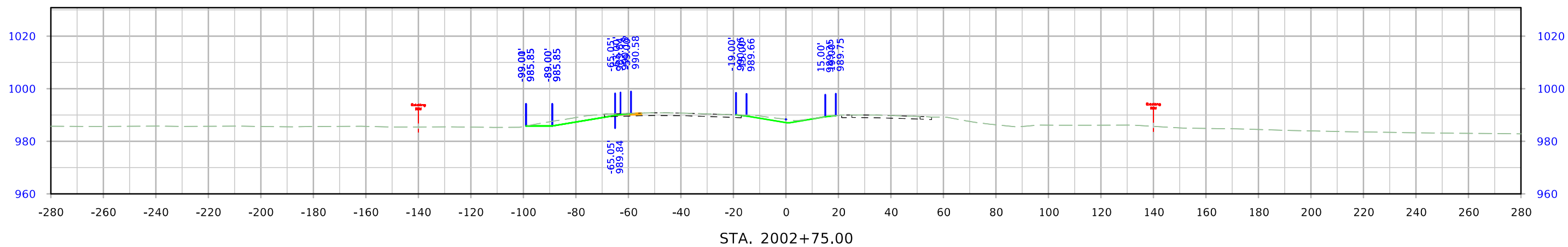
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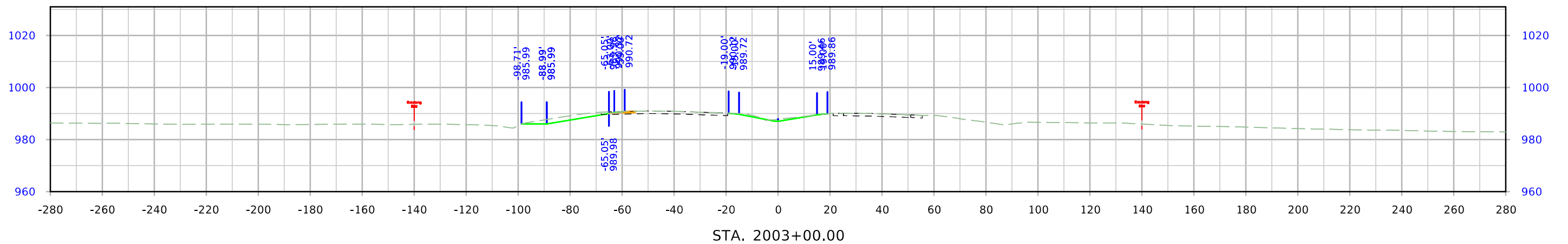
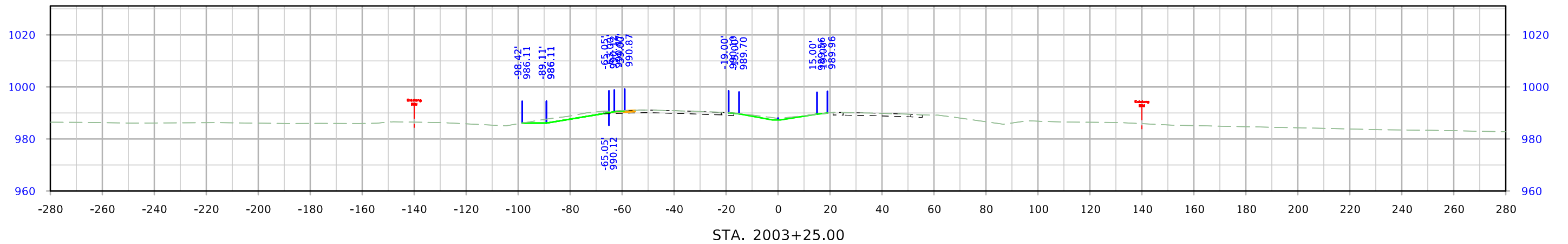
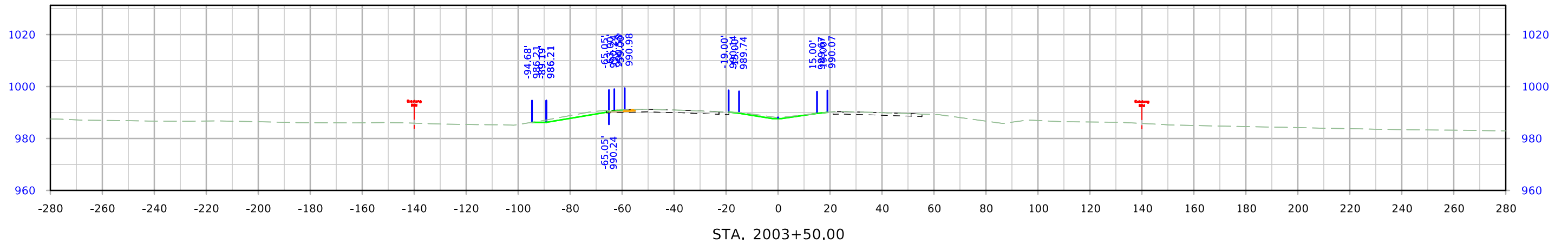
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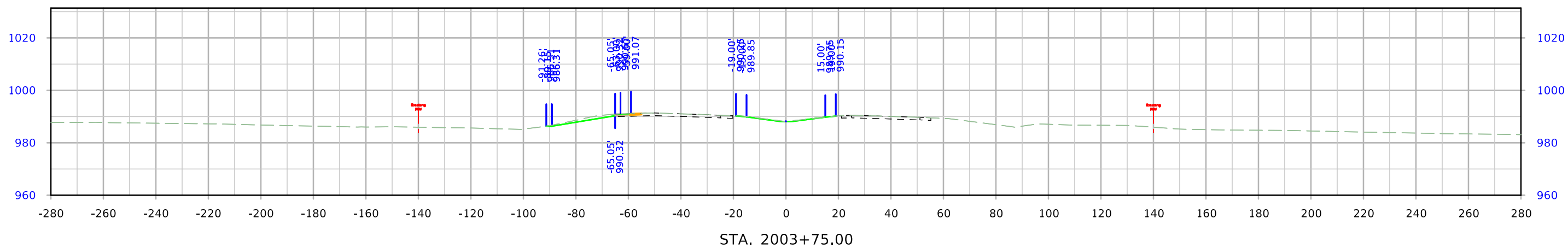
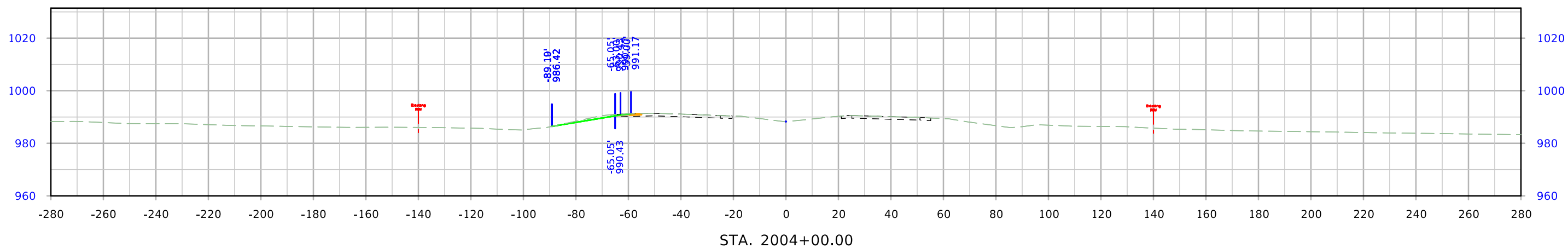
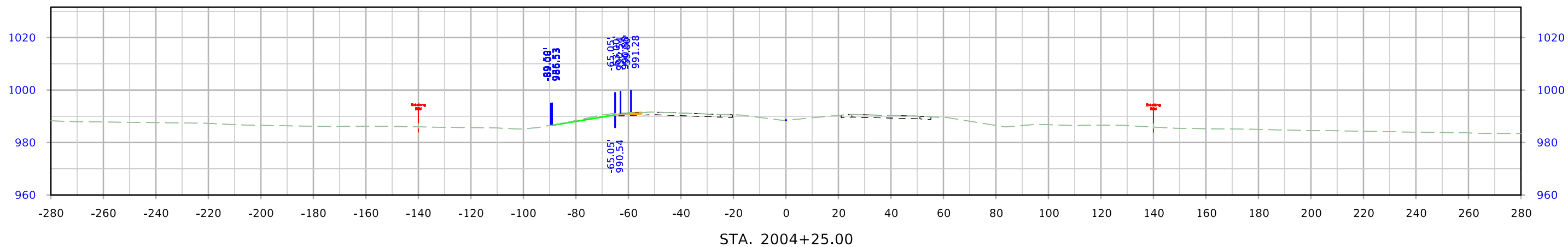
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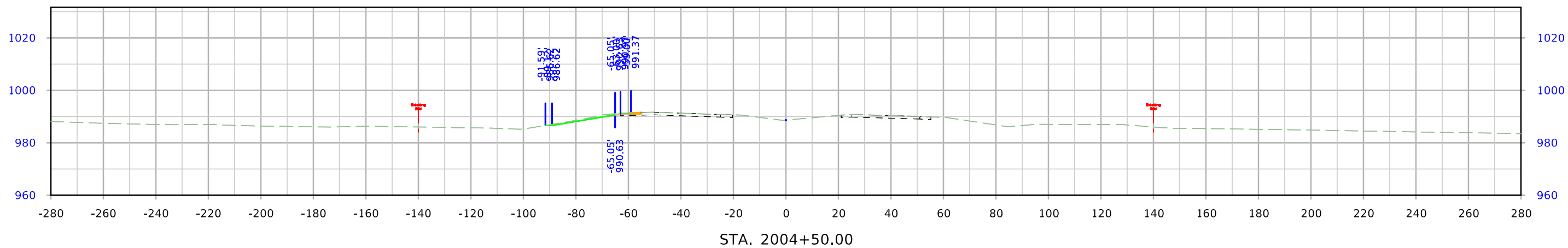
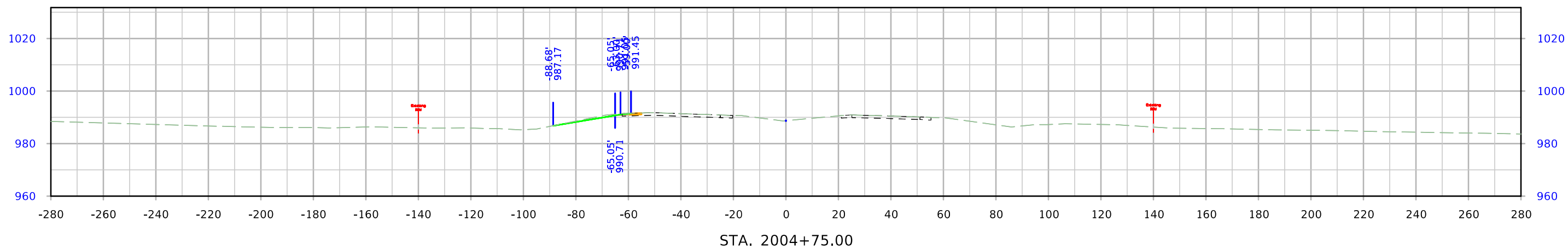
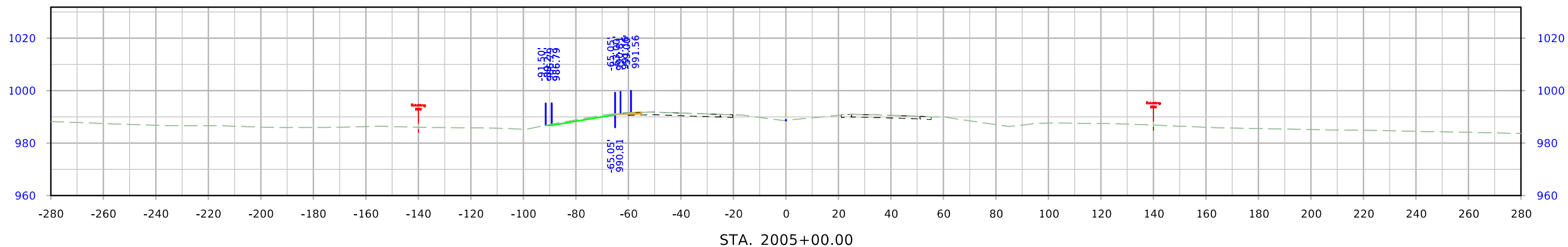
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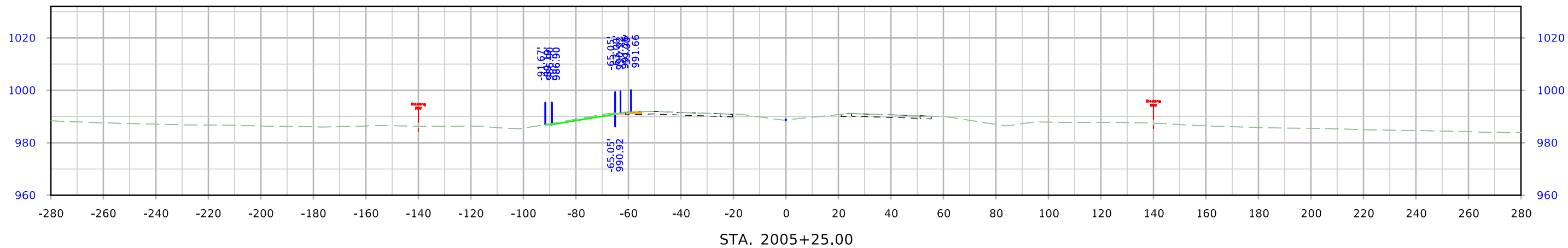
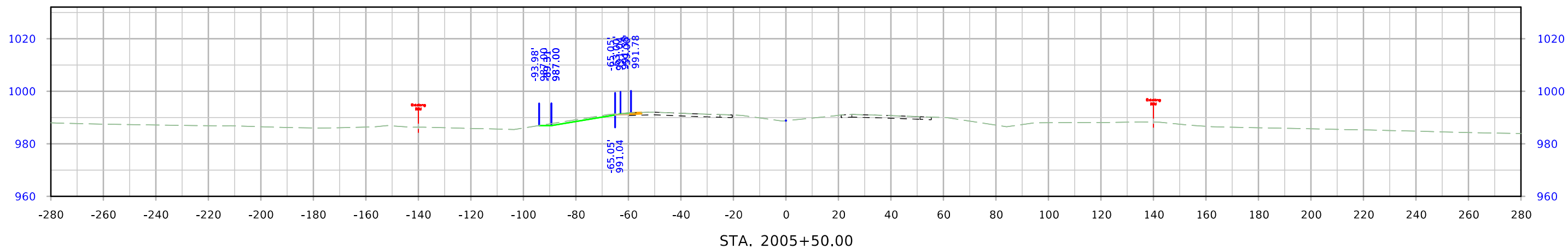
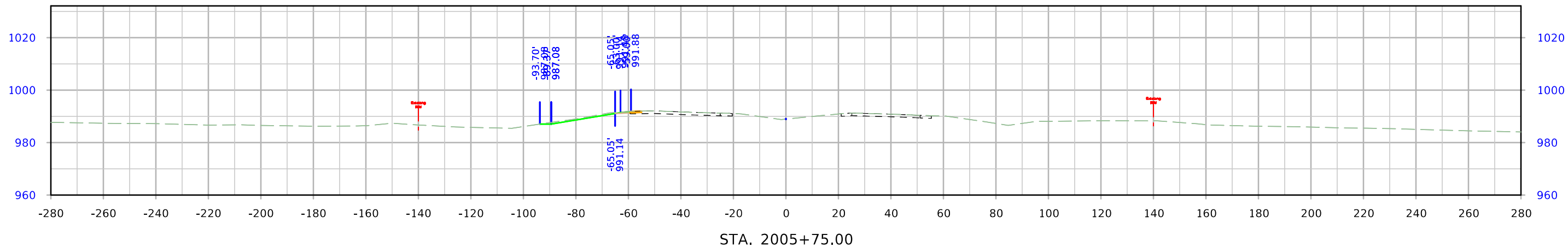
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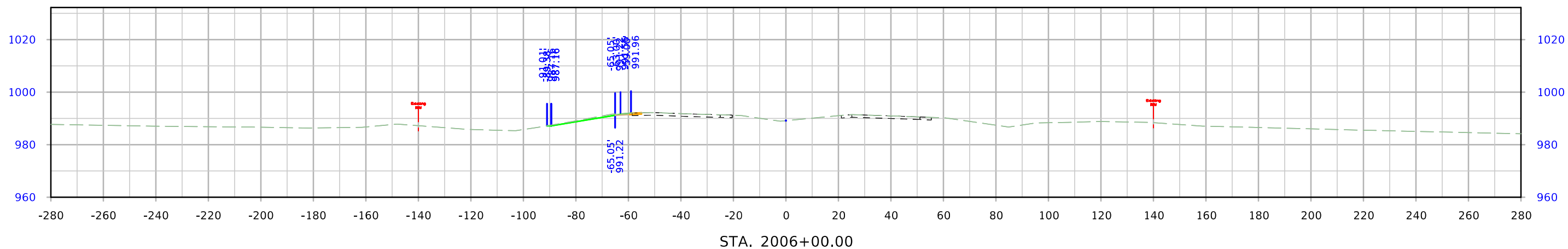
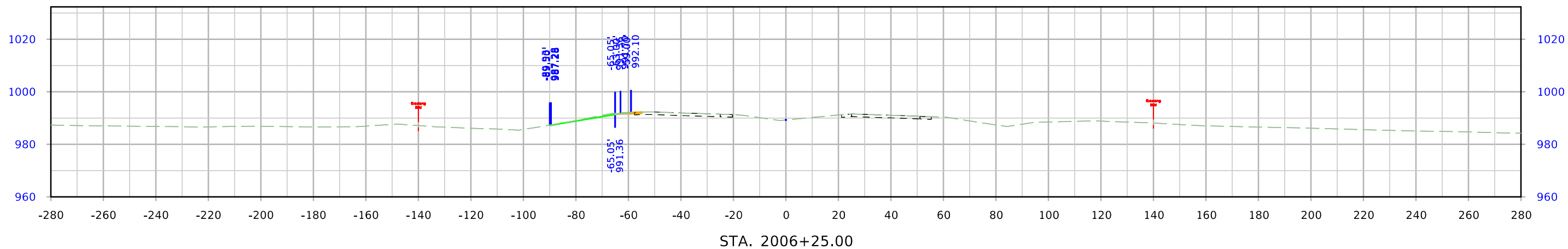
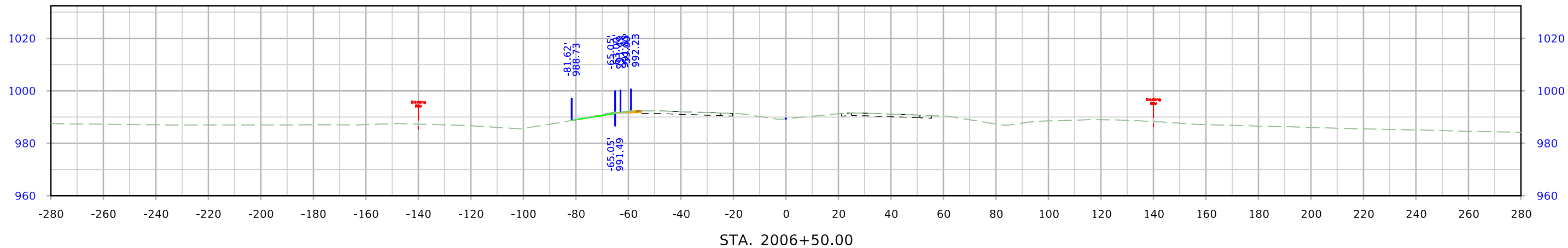
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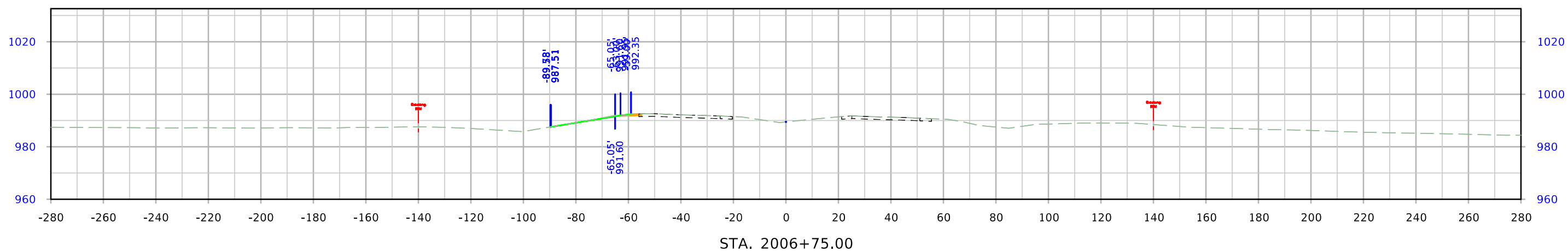
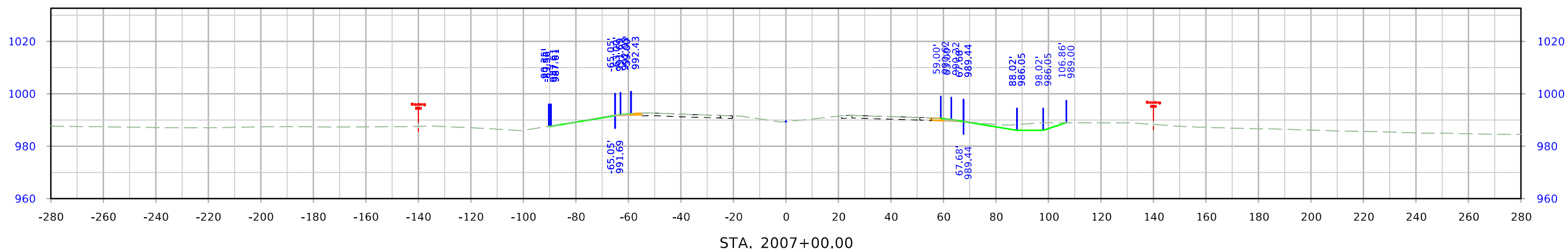
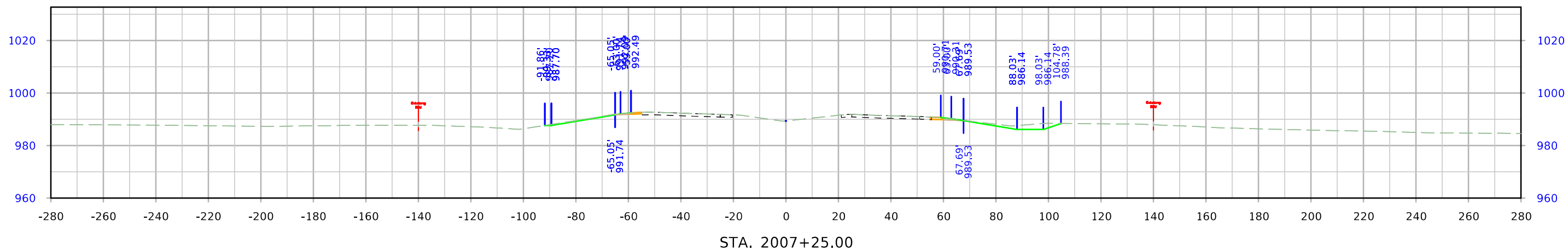
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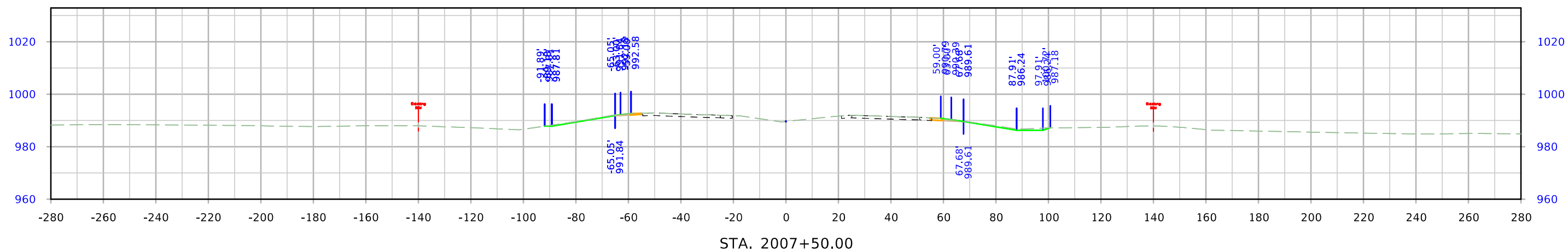
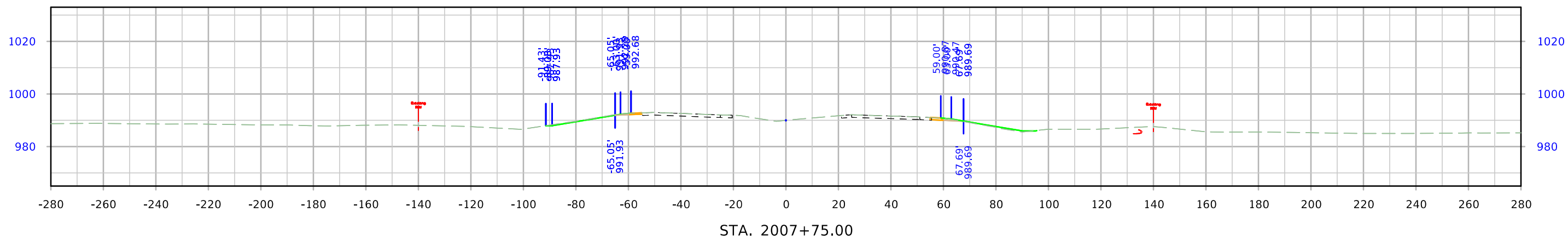
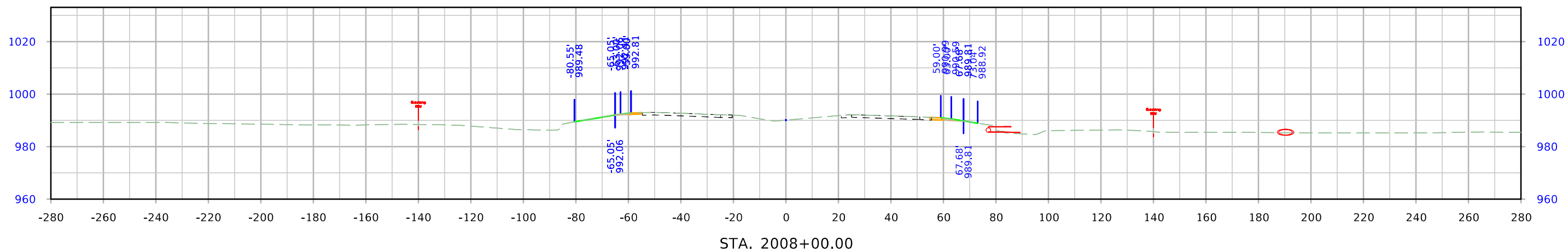
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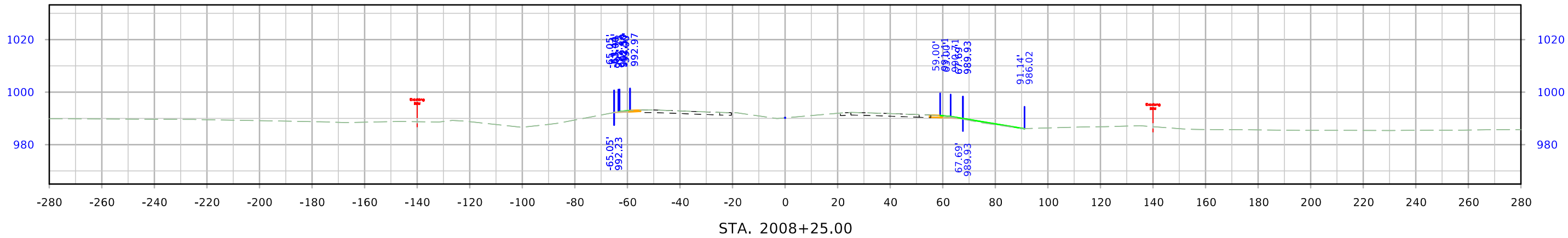
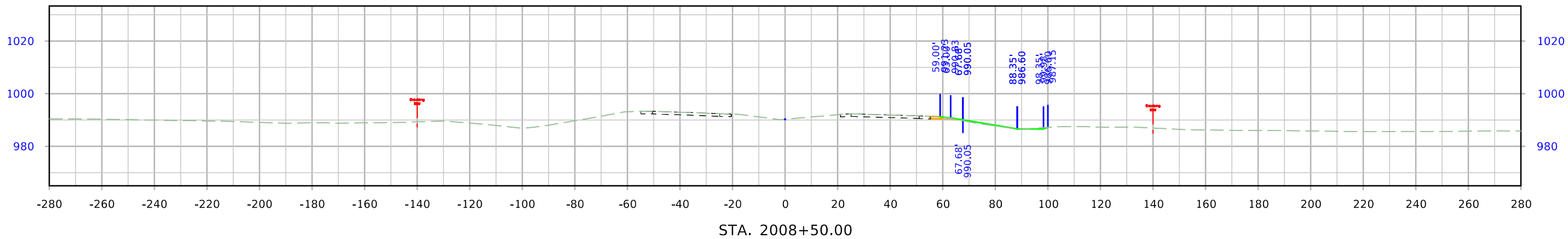
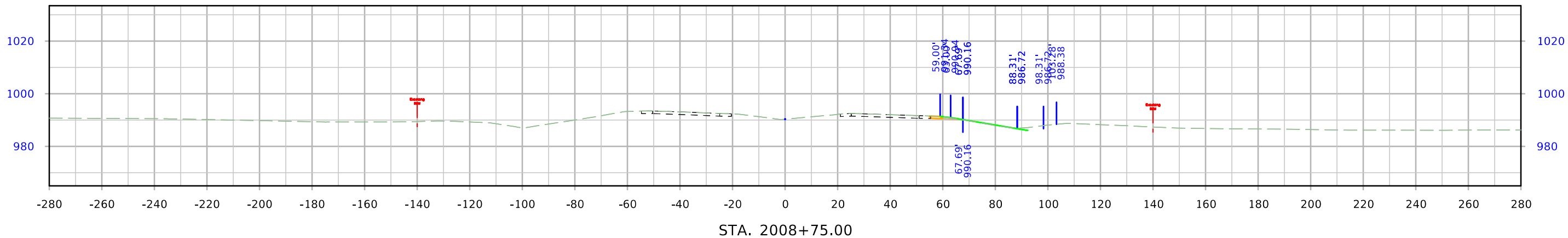


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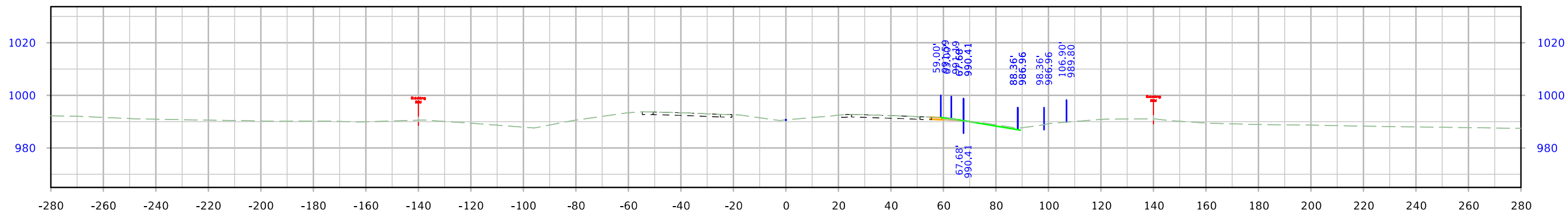


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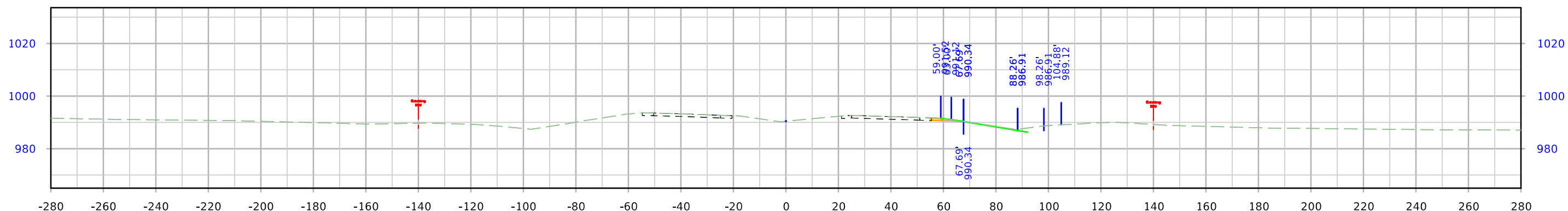




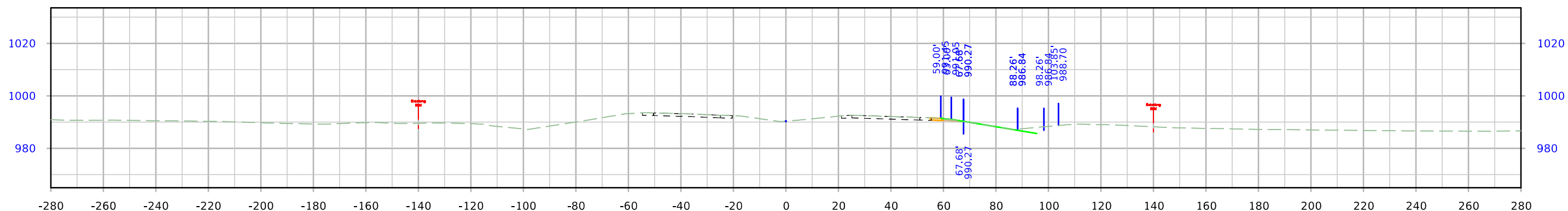
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STA. 2009+50.00

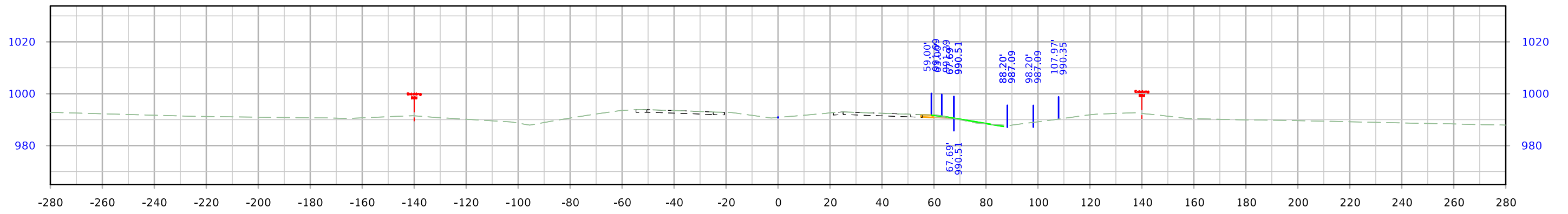
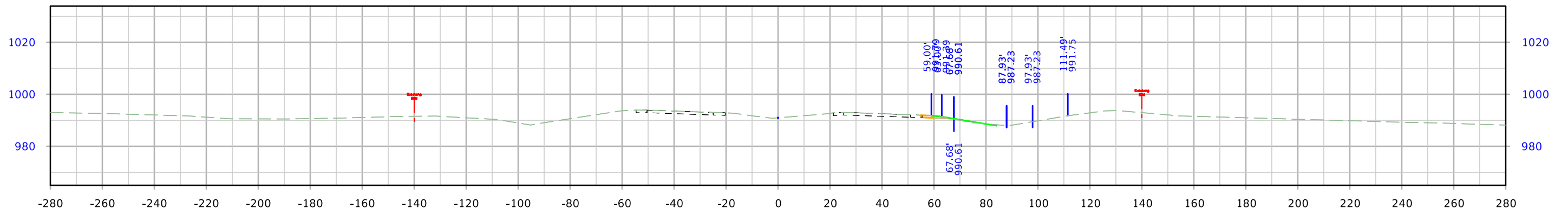
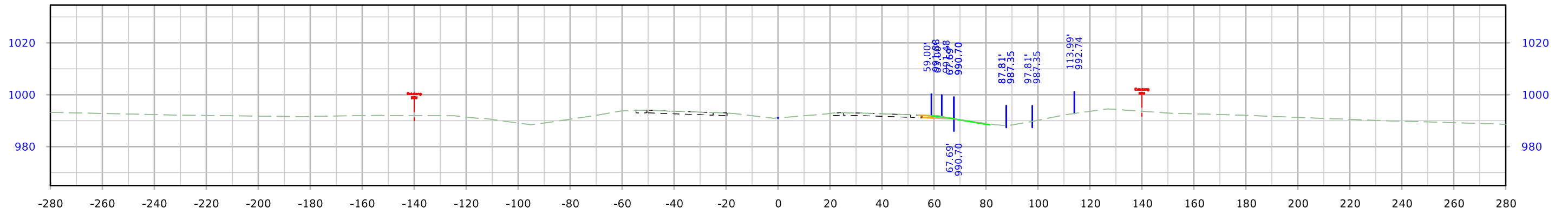


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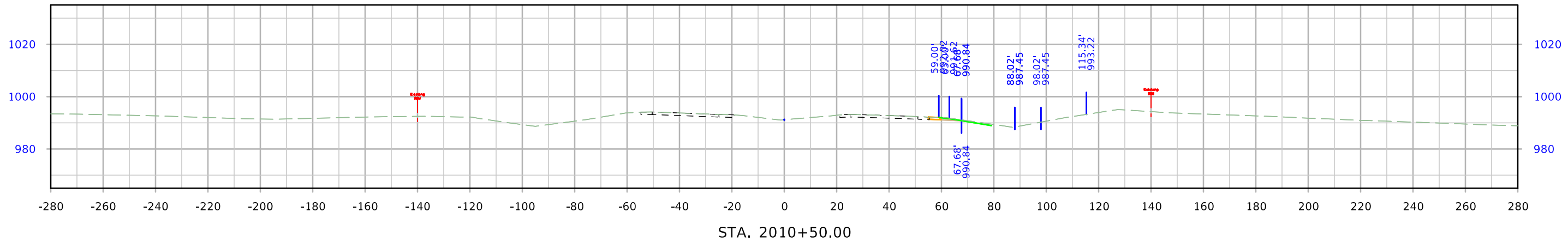
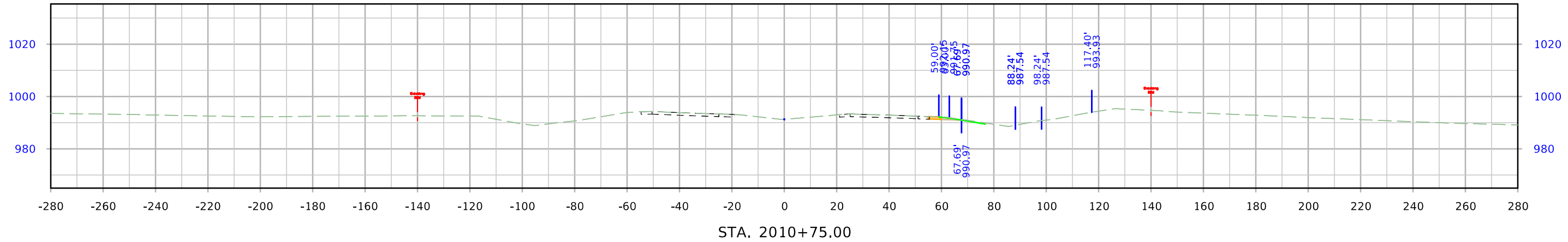
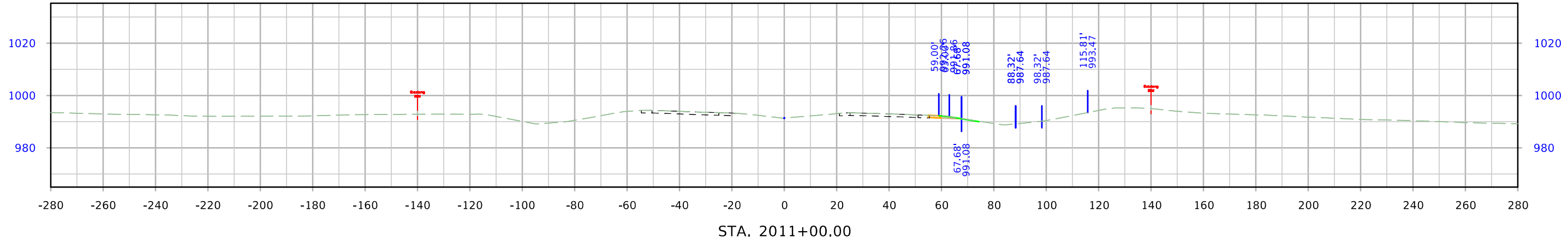


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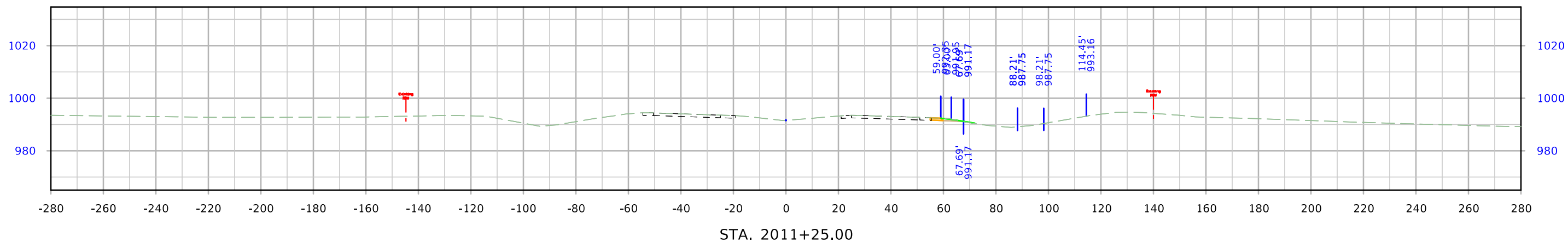
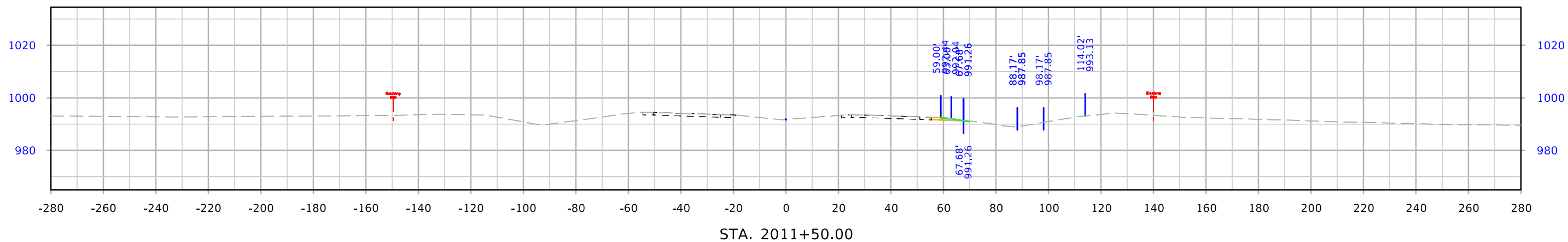
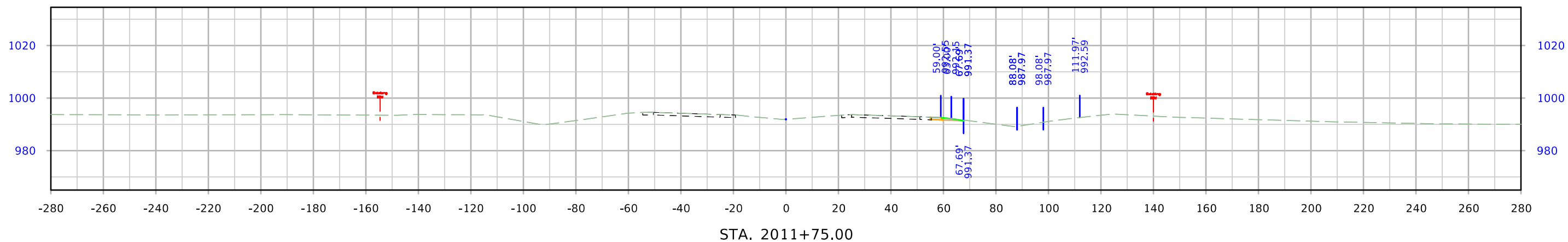
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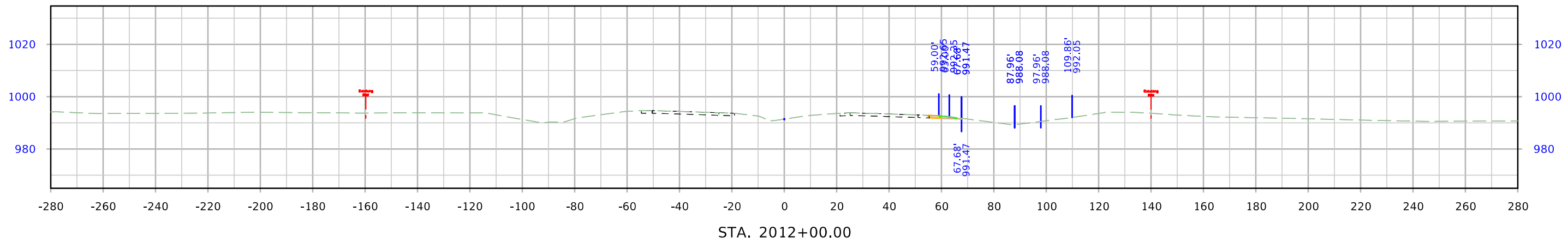
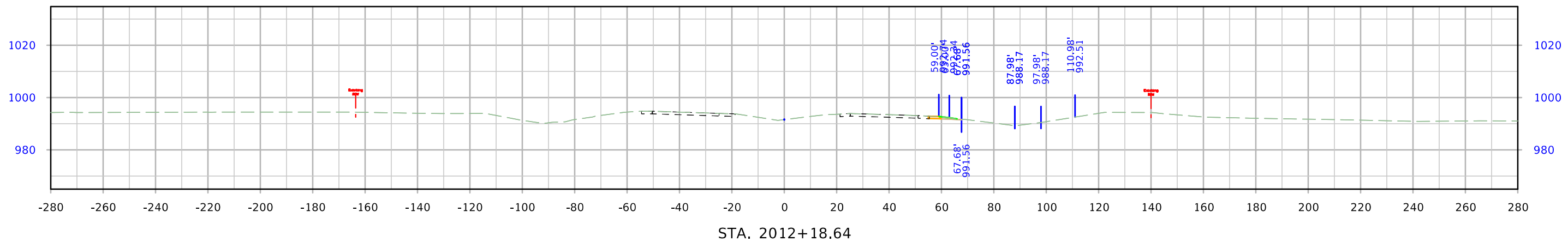
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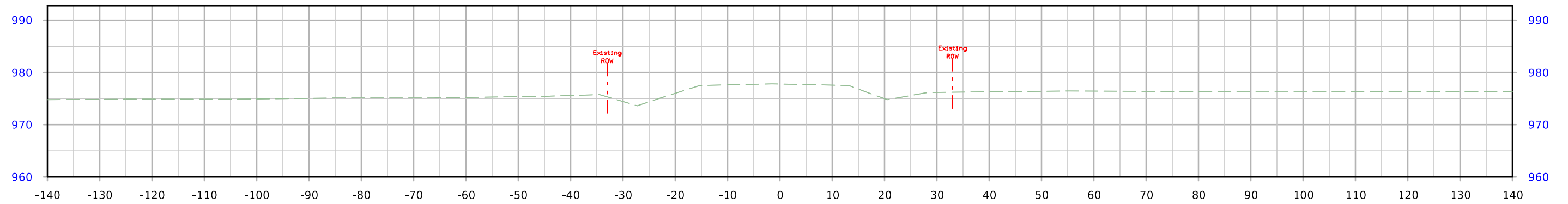
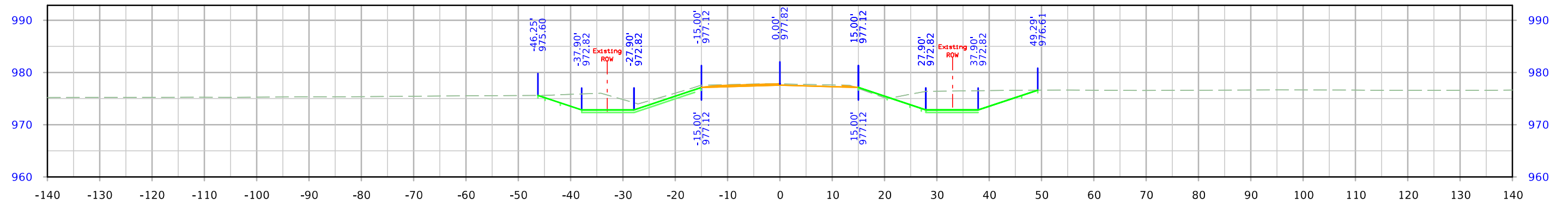
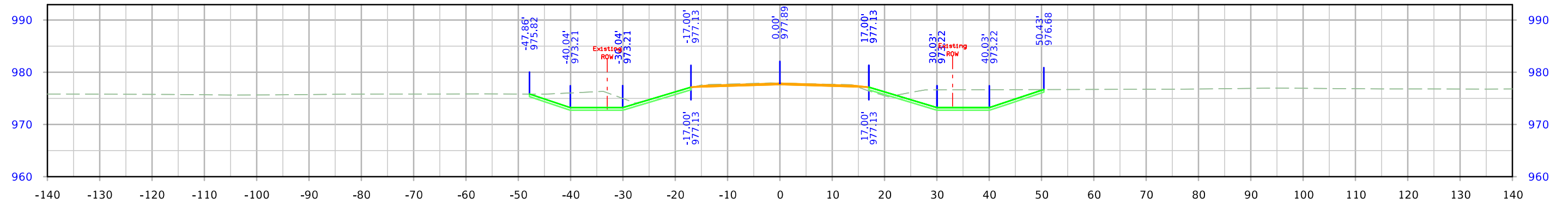
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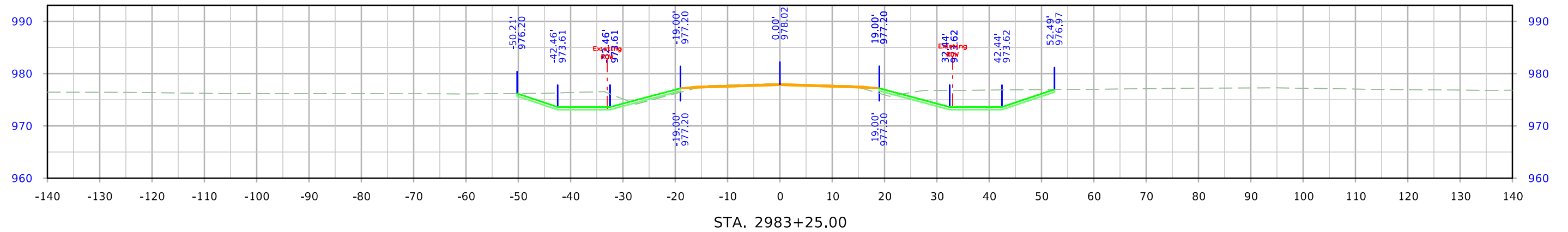
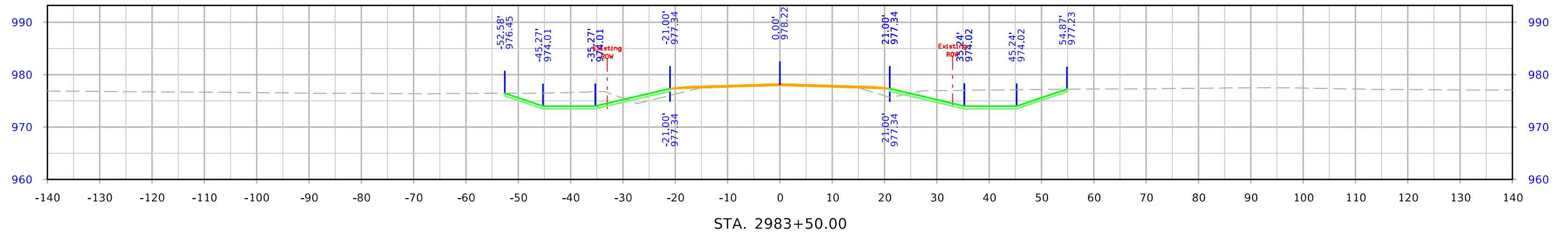
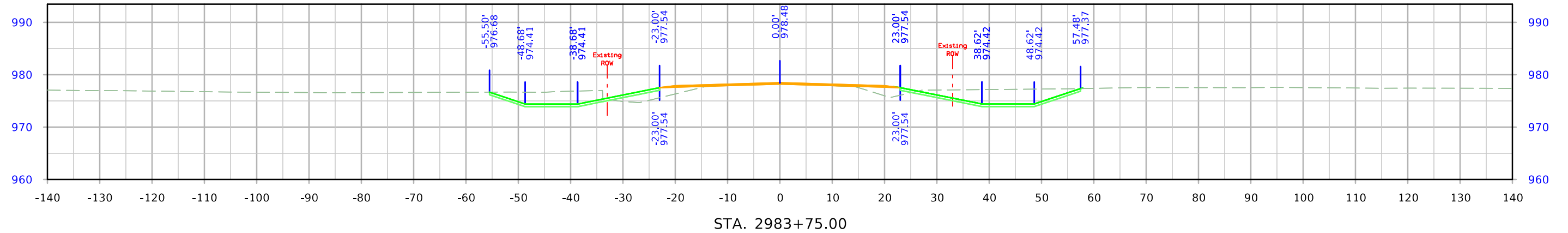
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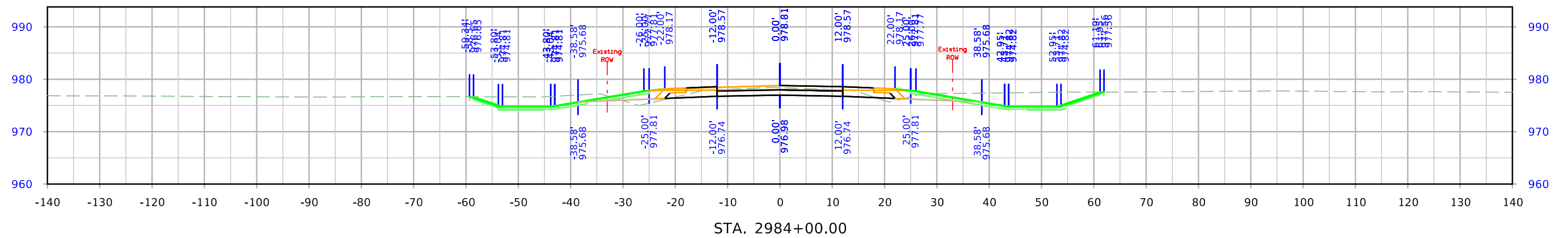
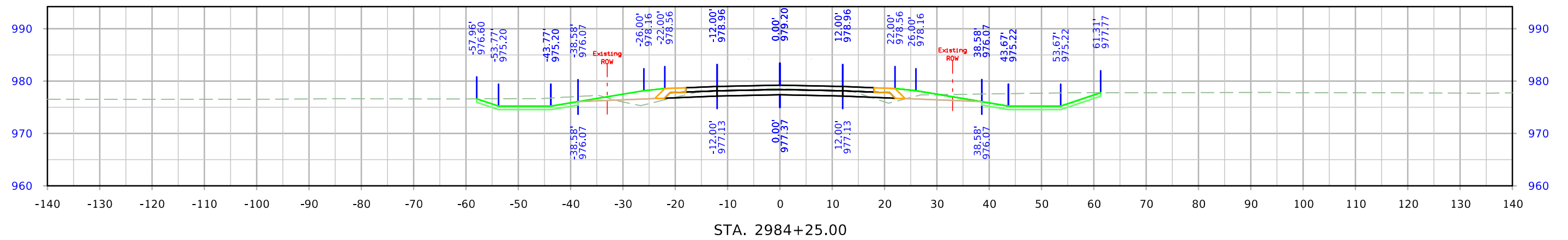
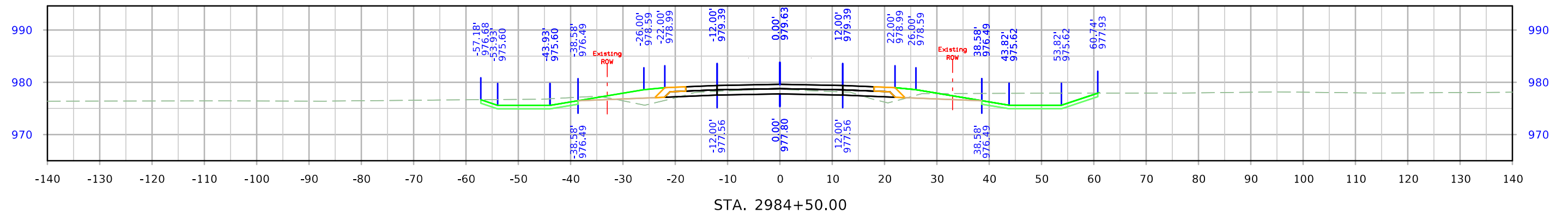
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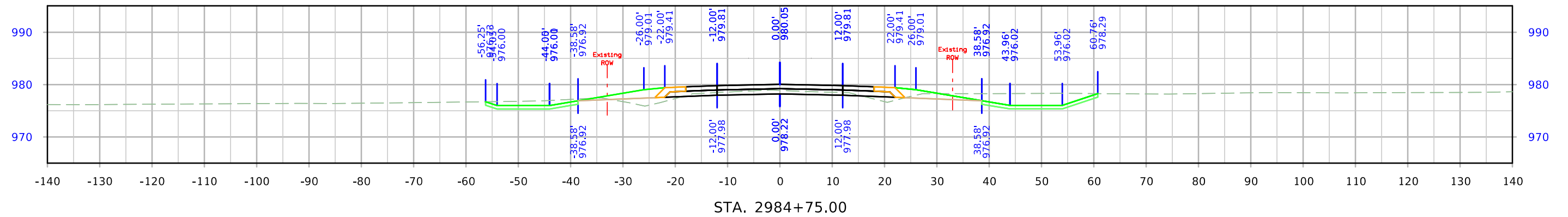
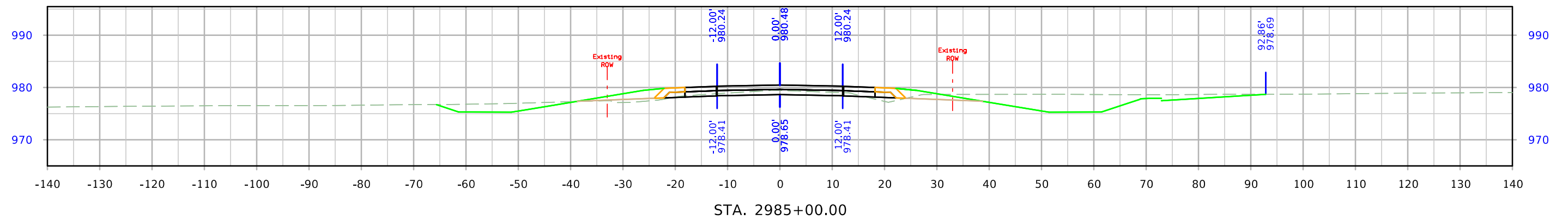
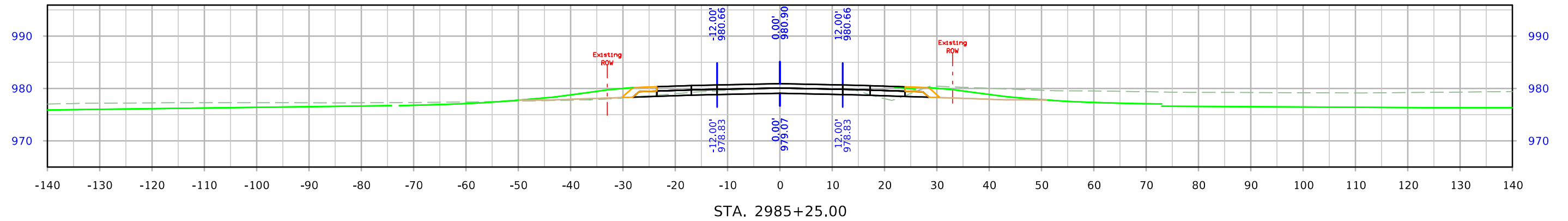
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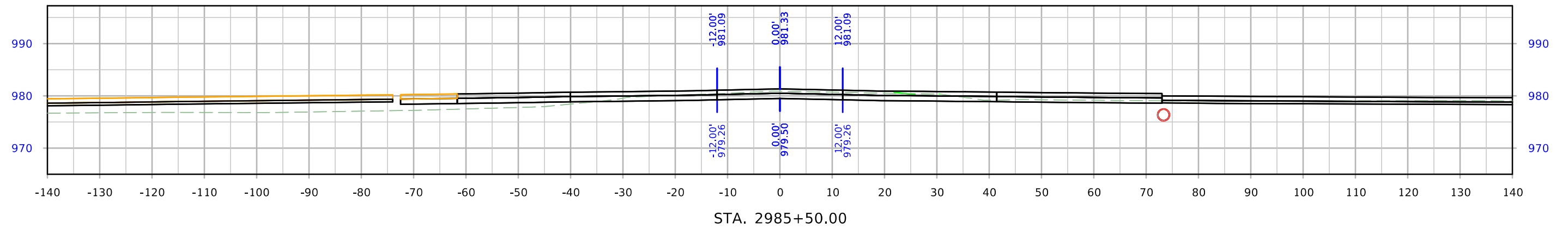
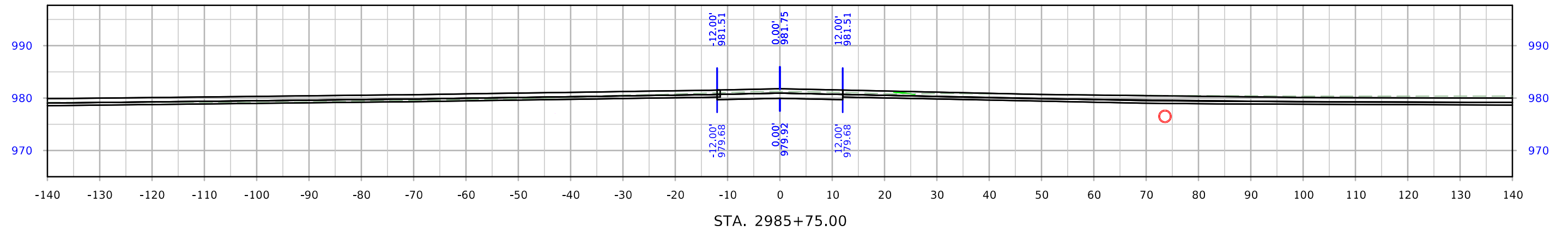
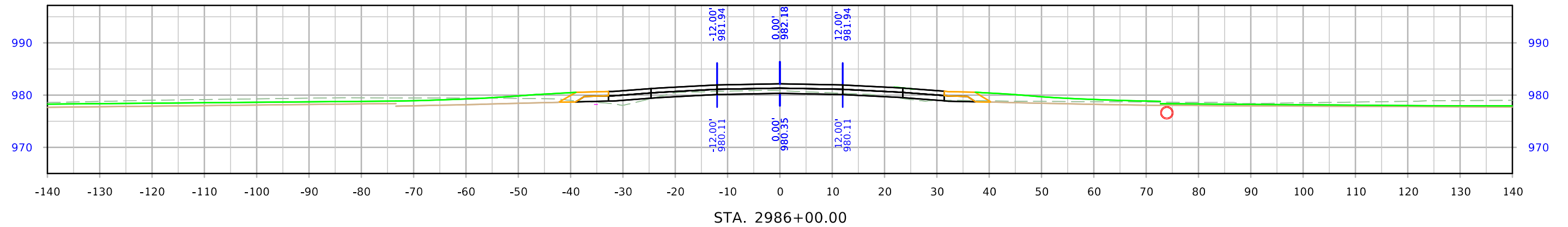
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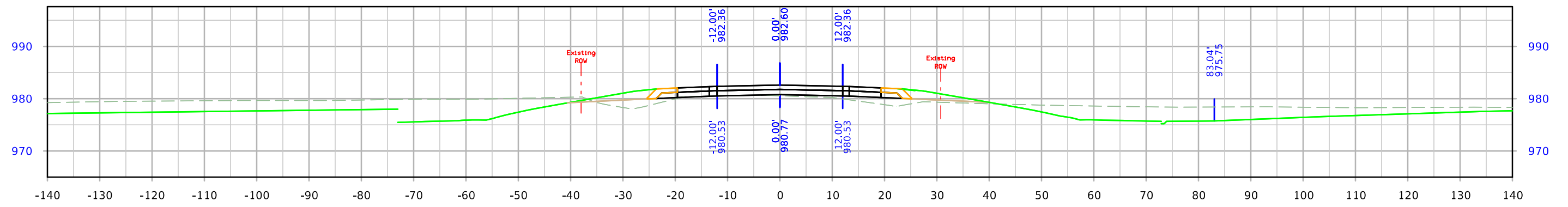
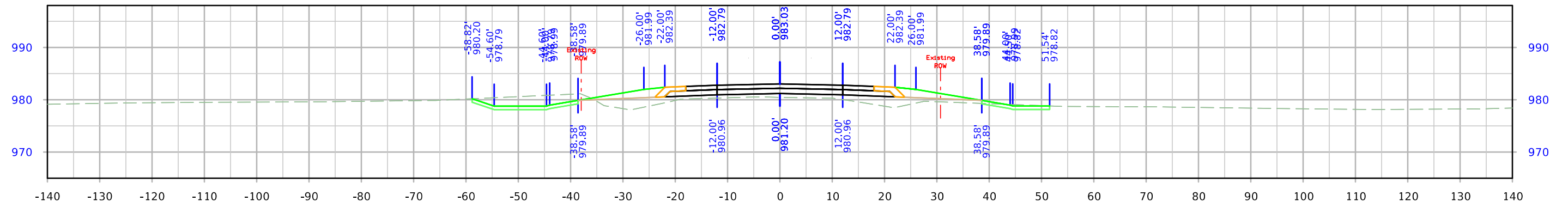
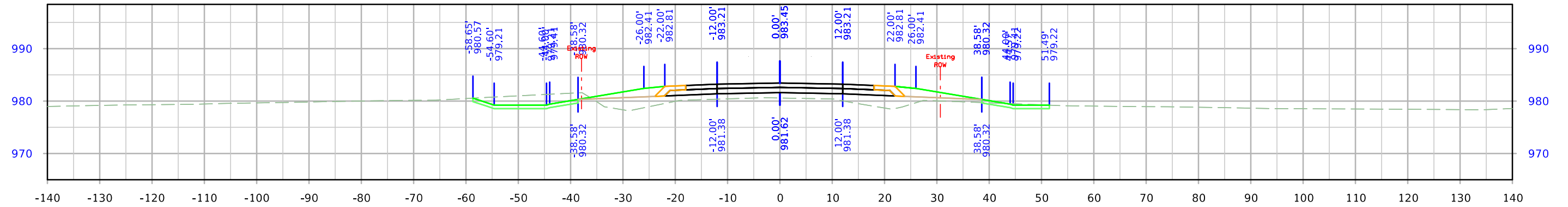
610th Ave



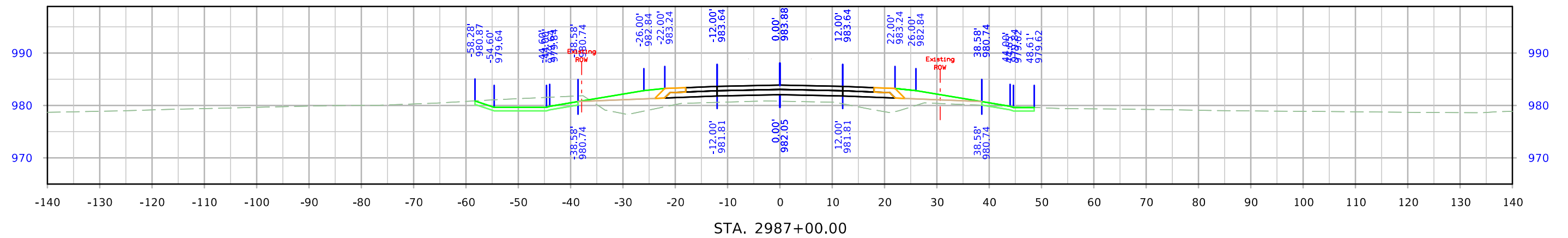
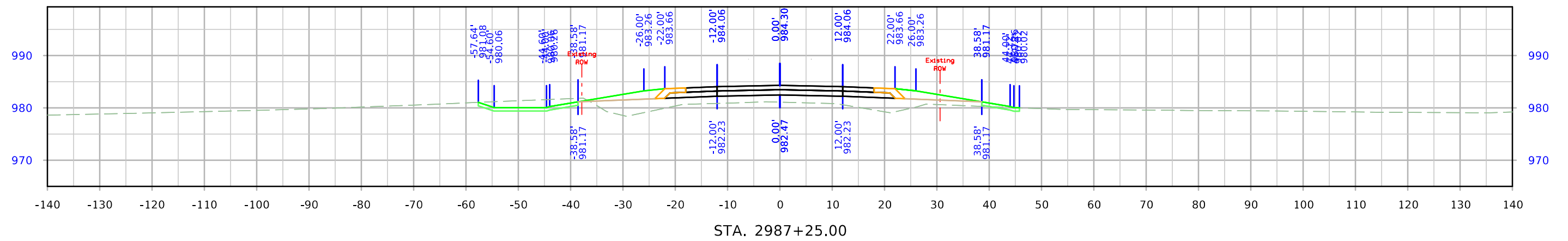
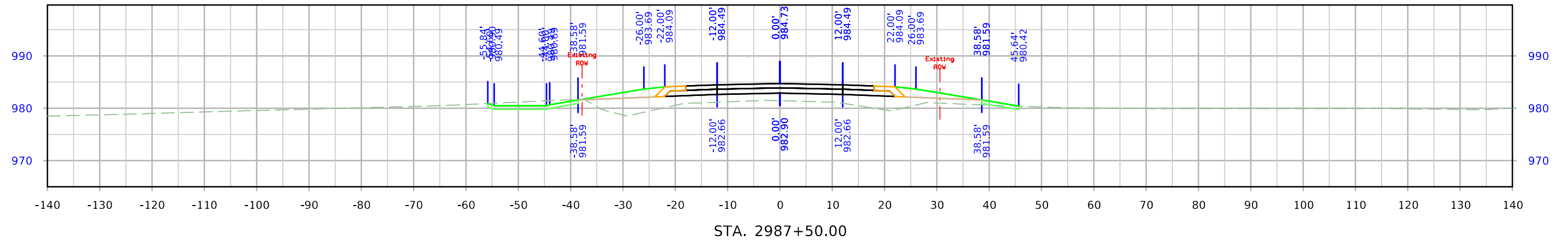
610th Ave



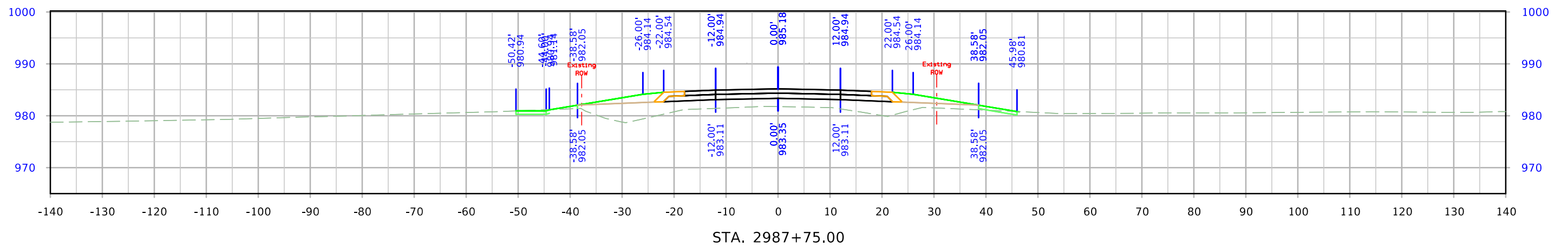
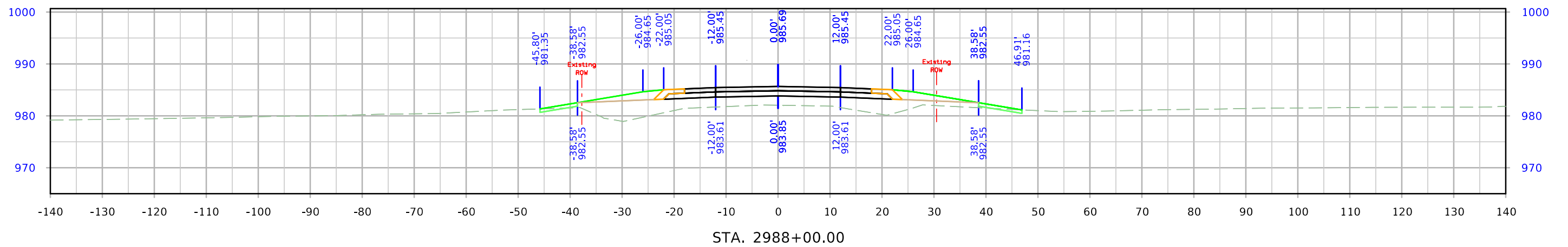
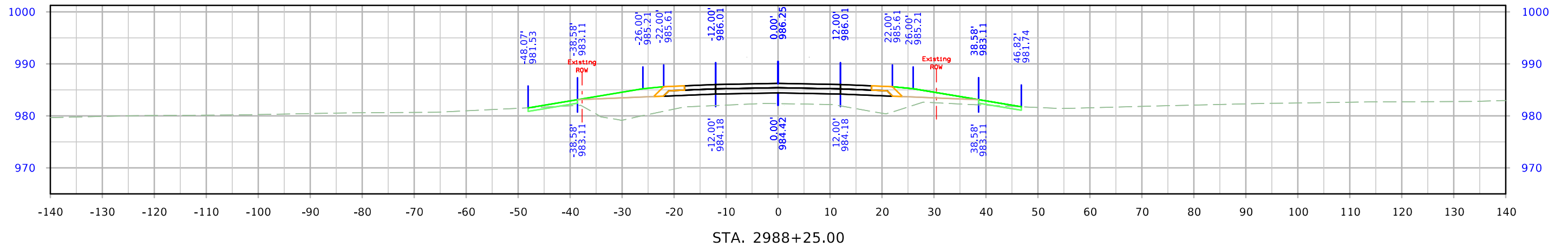
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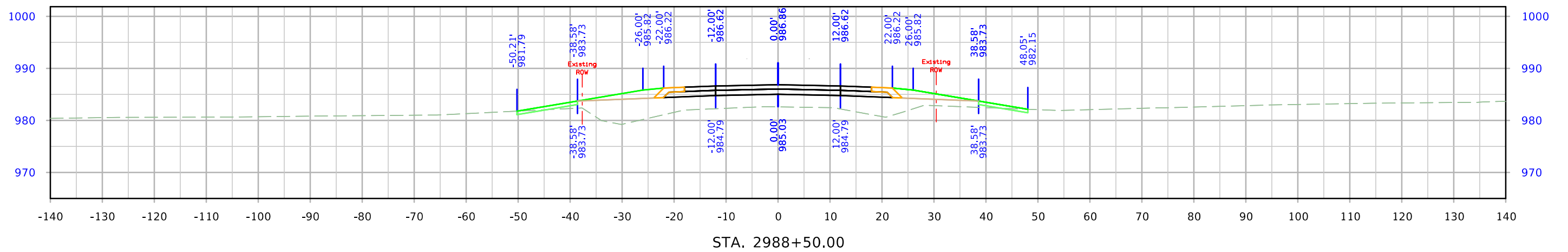
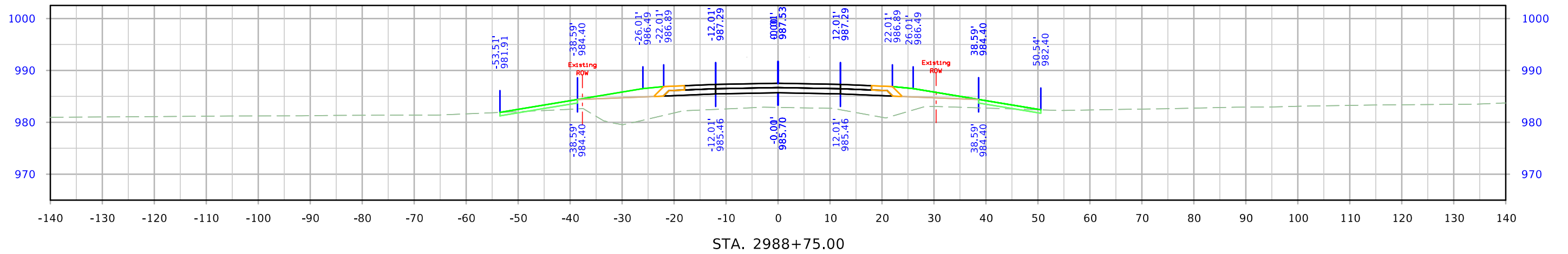
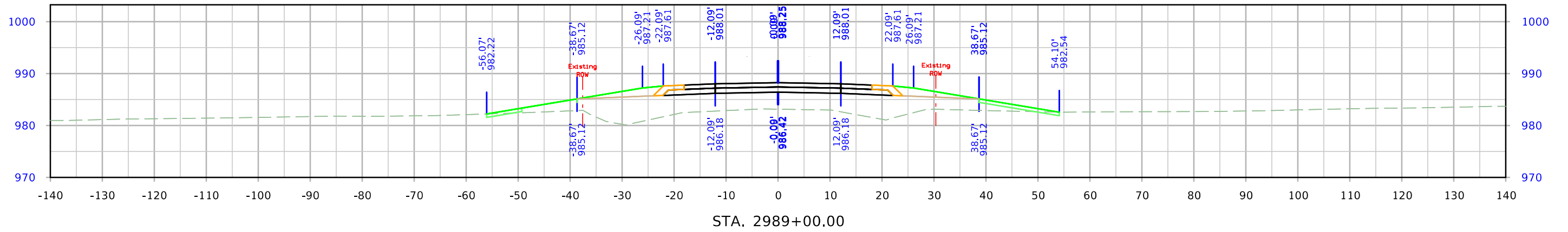
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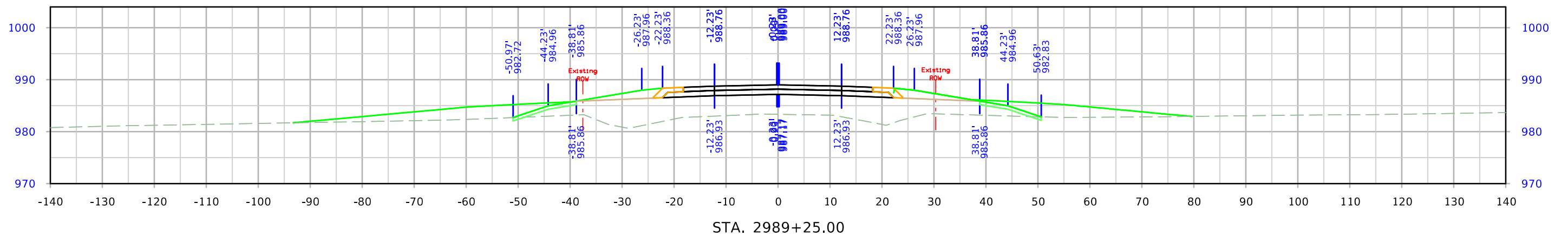
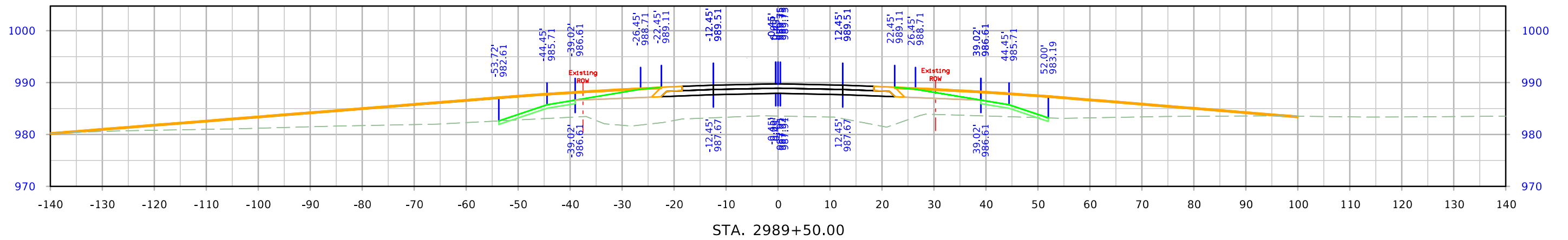
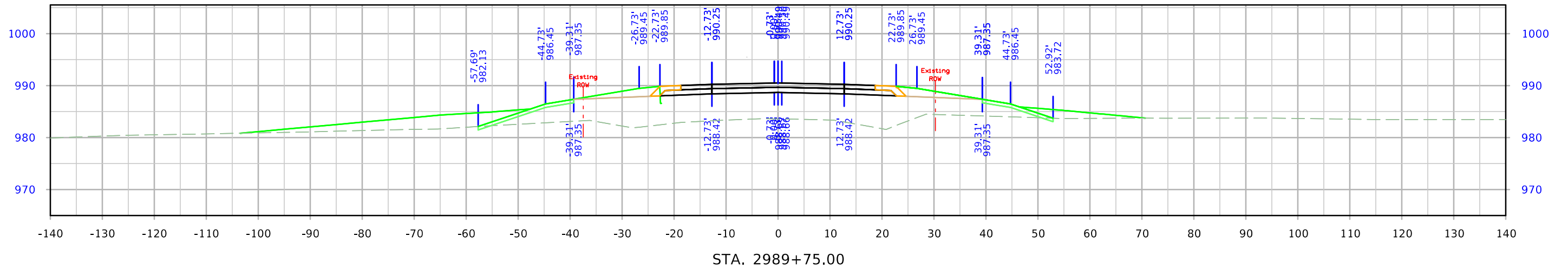
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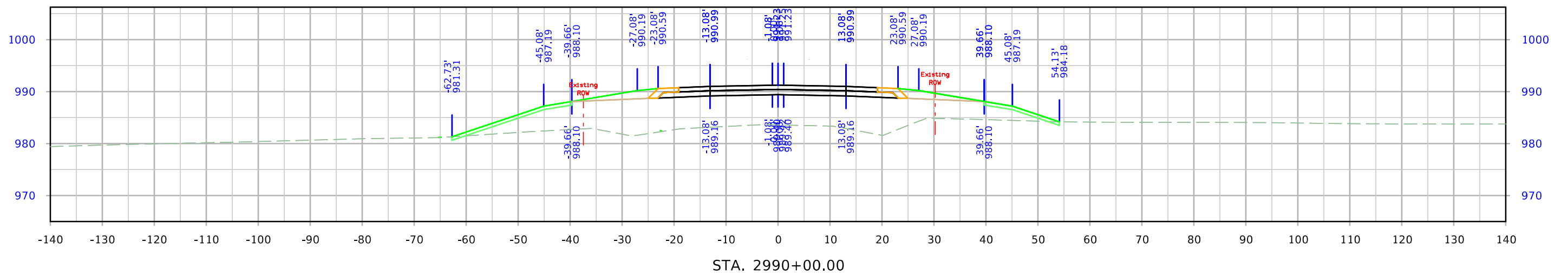
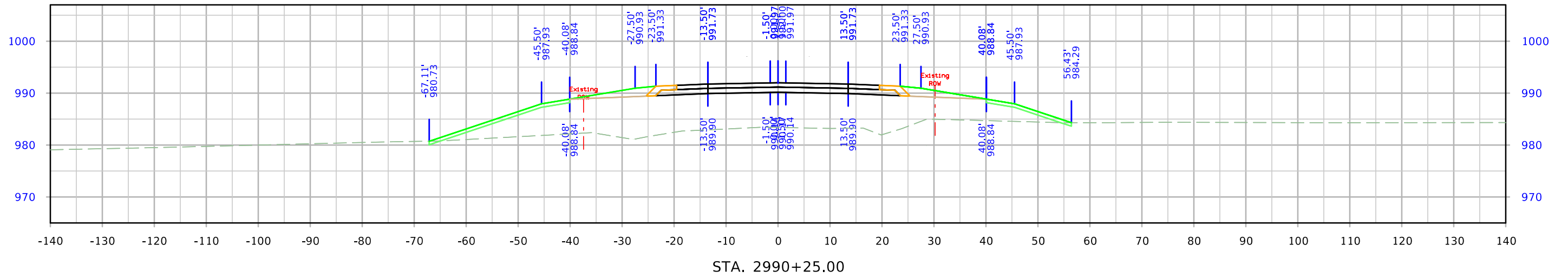
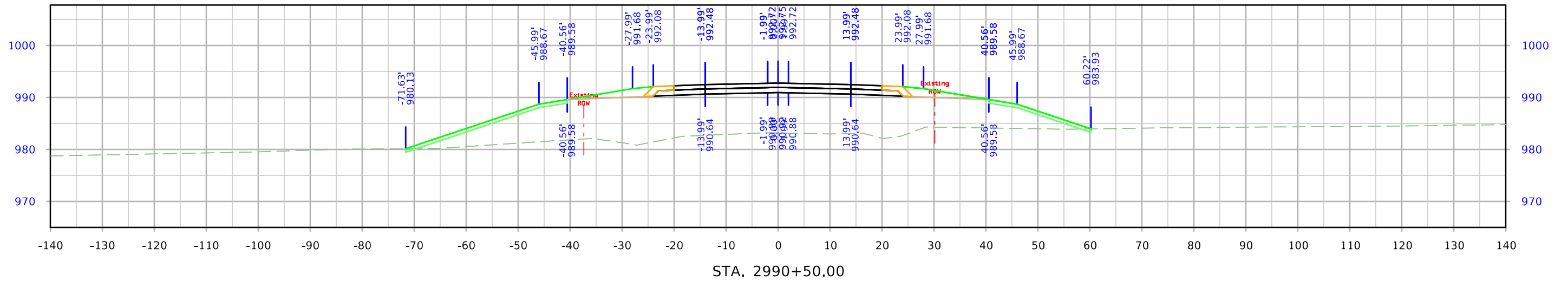
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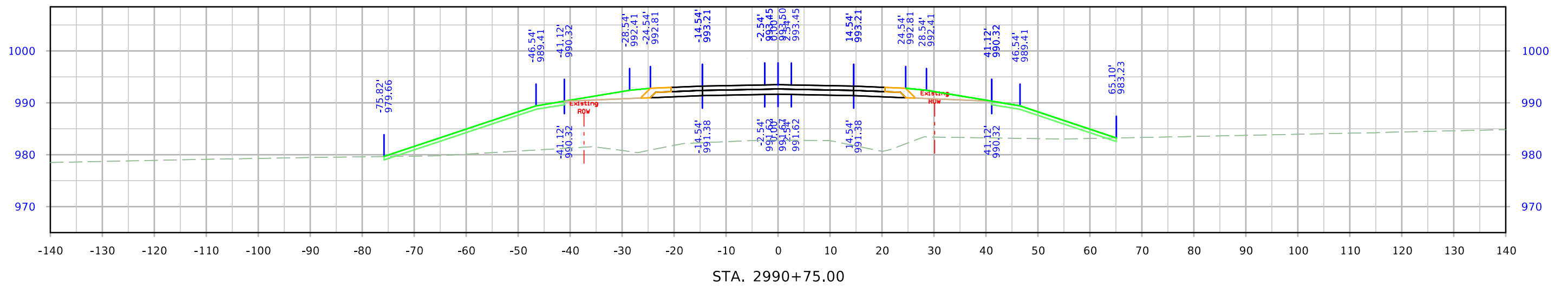
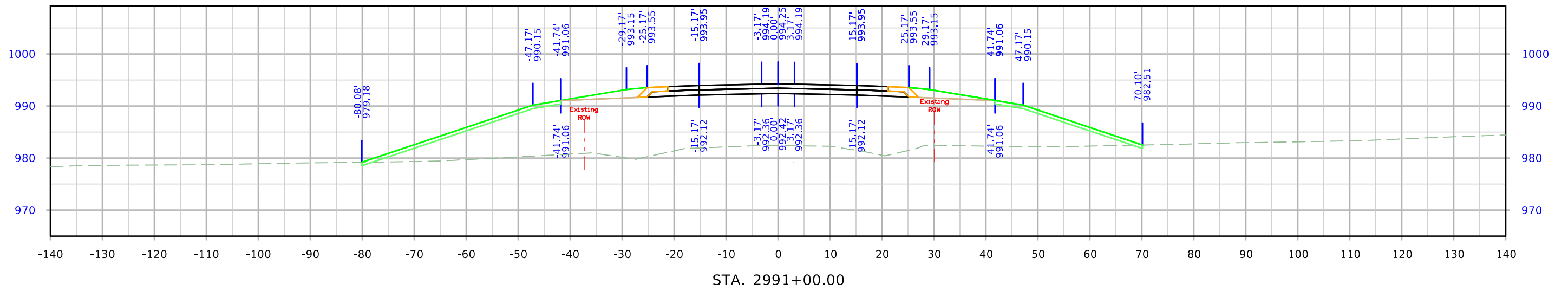
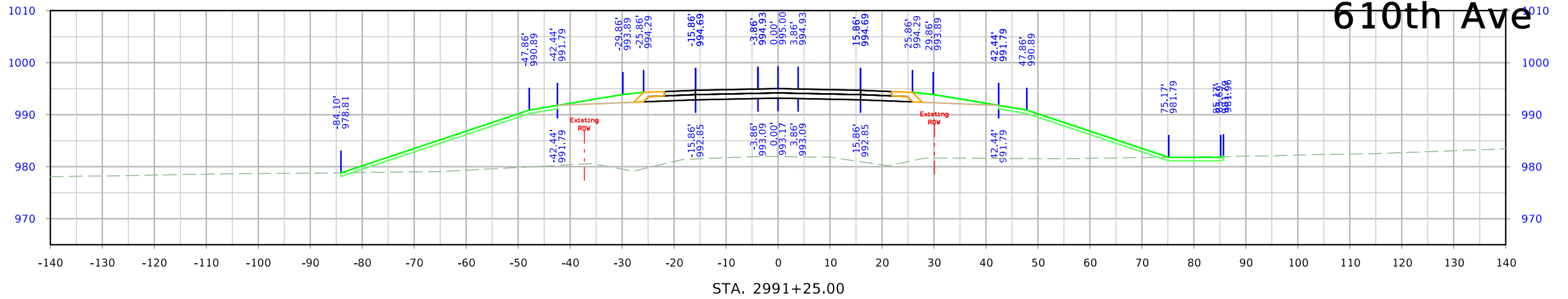
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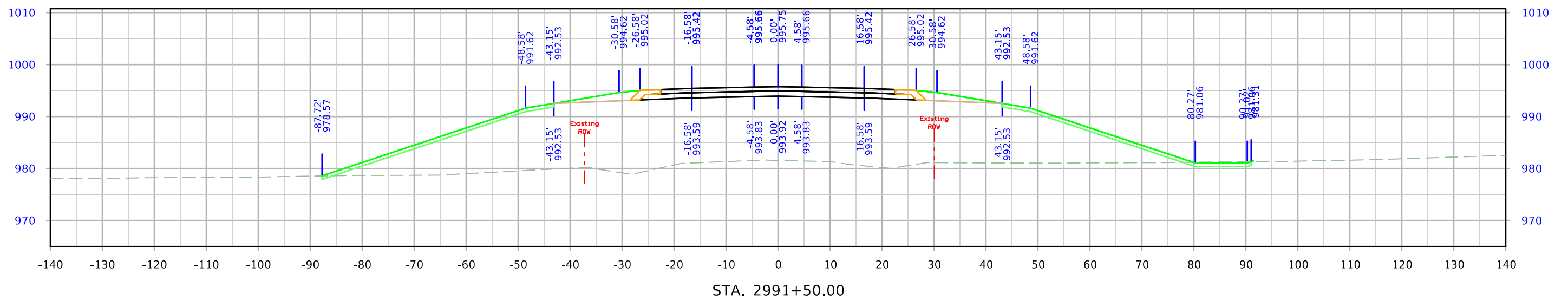
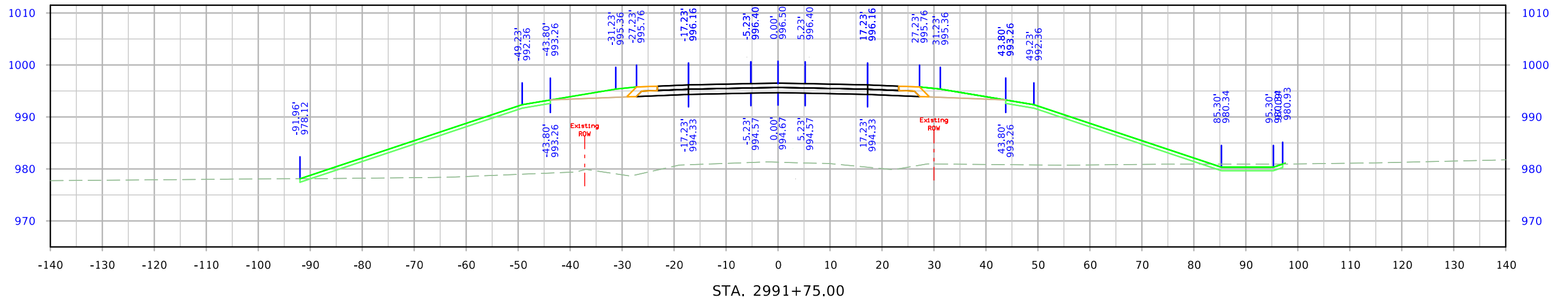
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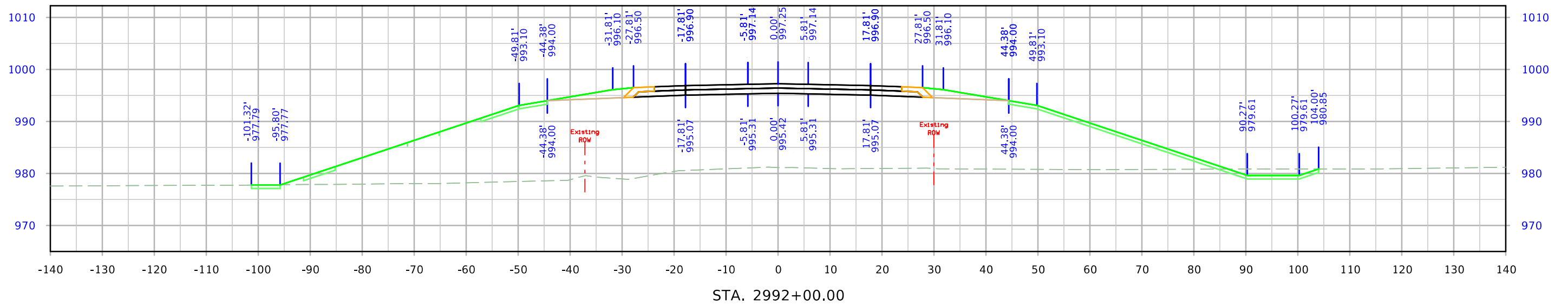
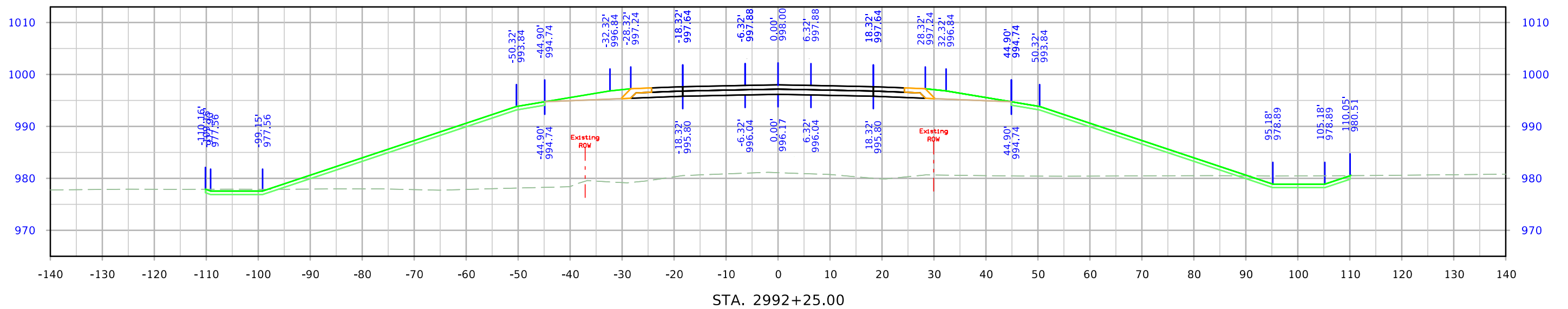
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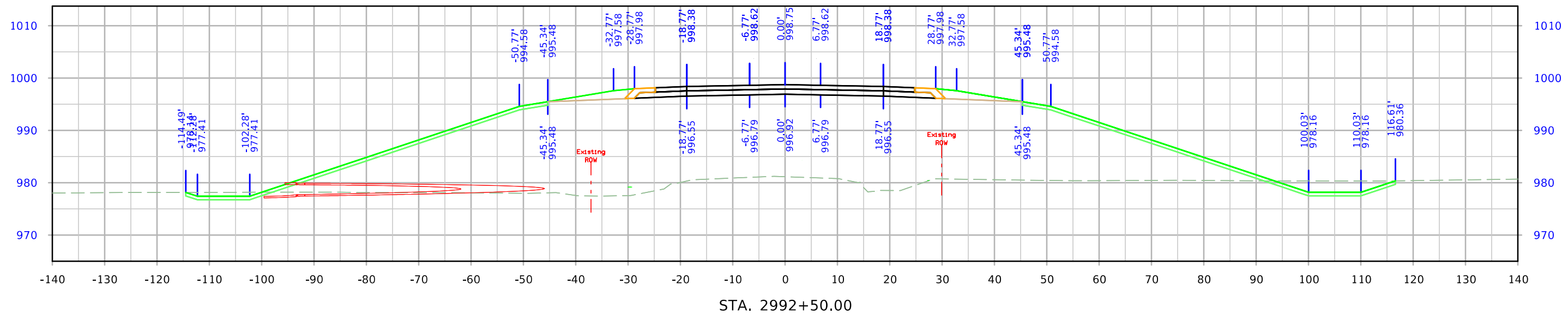
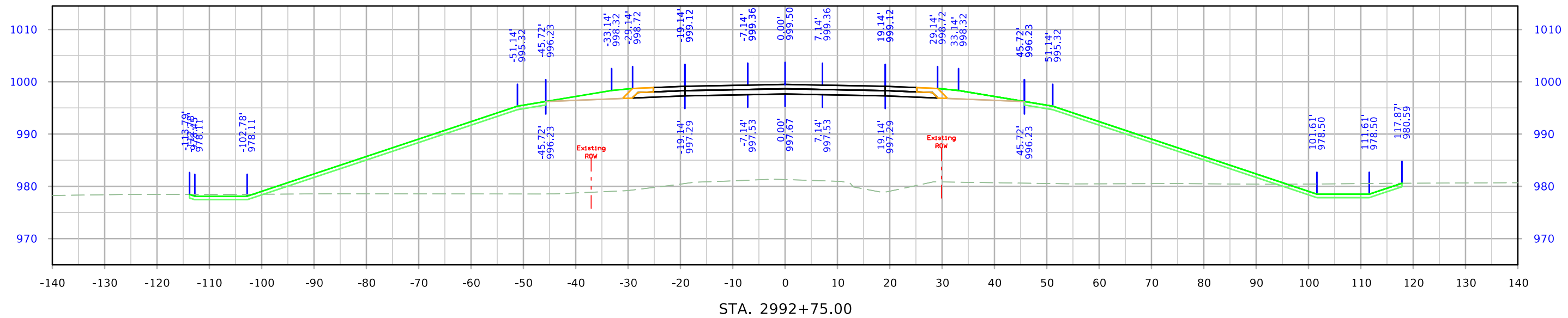
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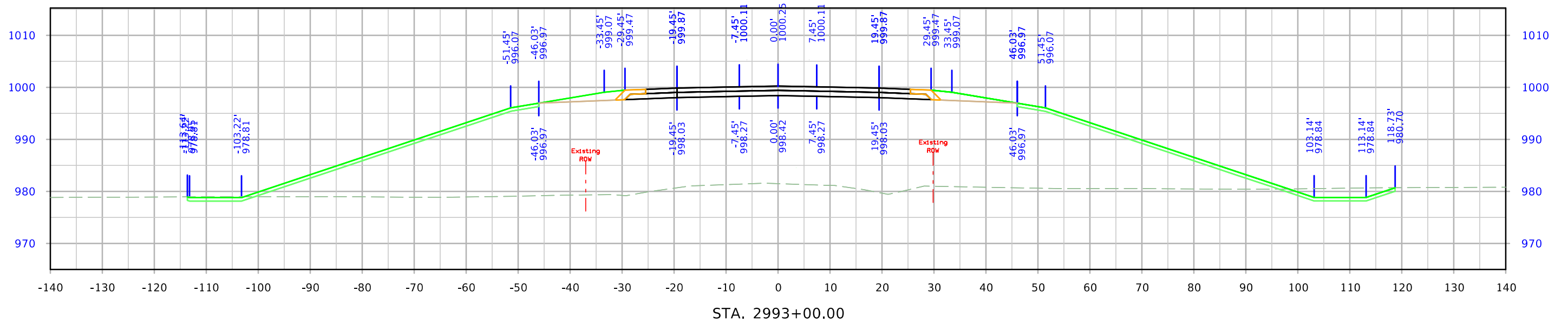
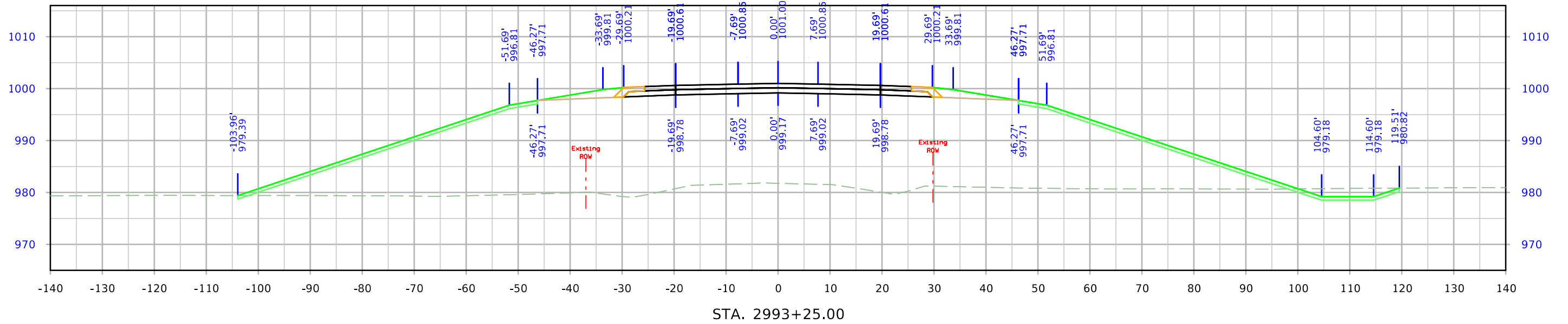
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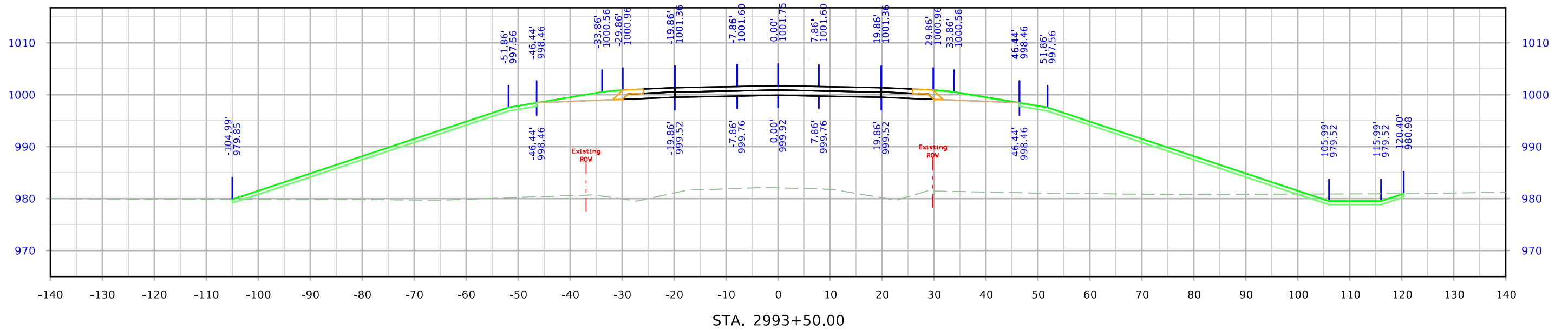
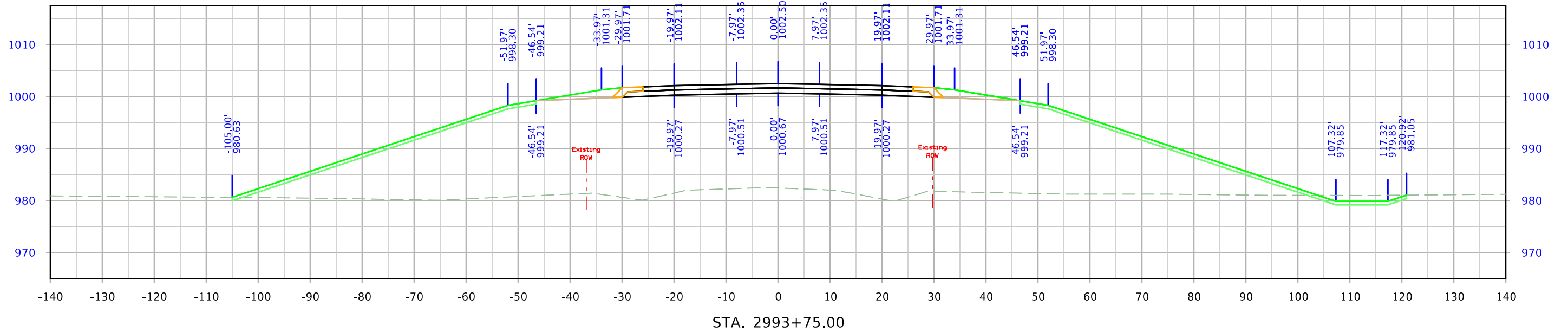
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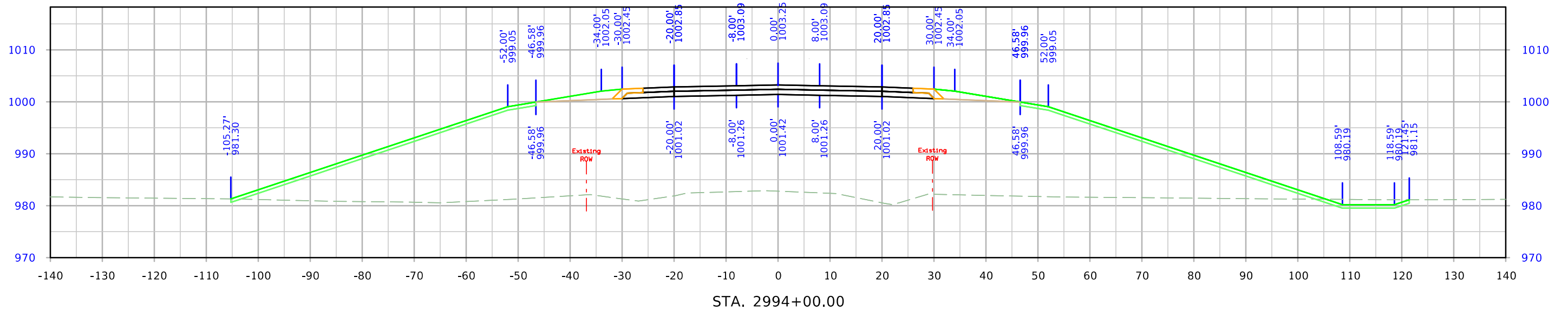
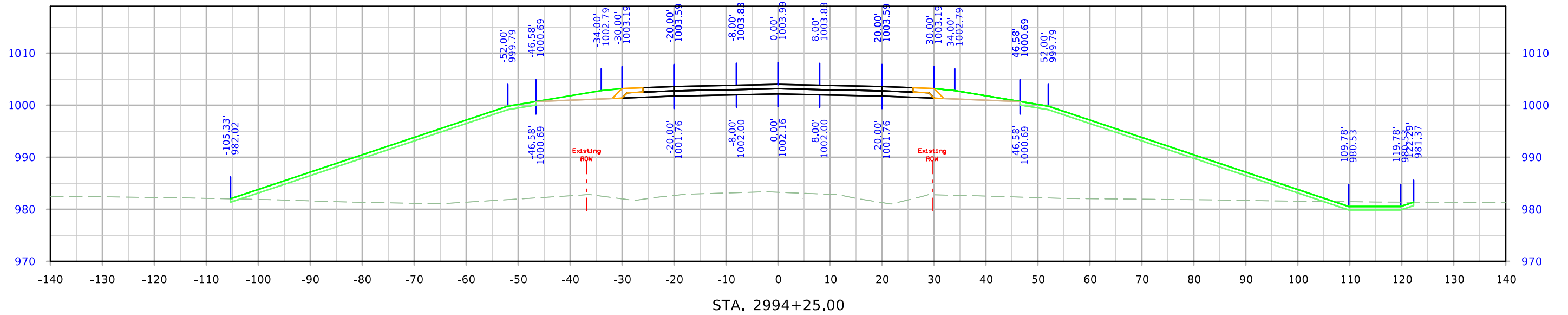
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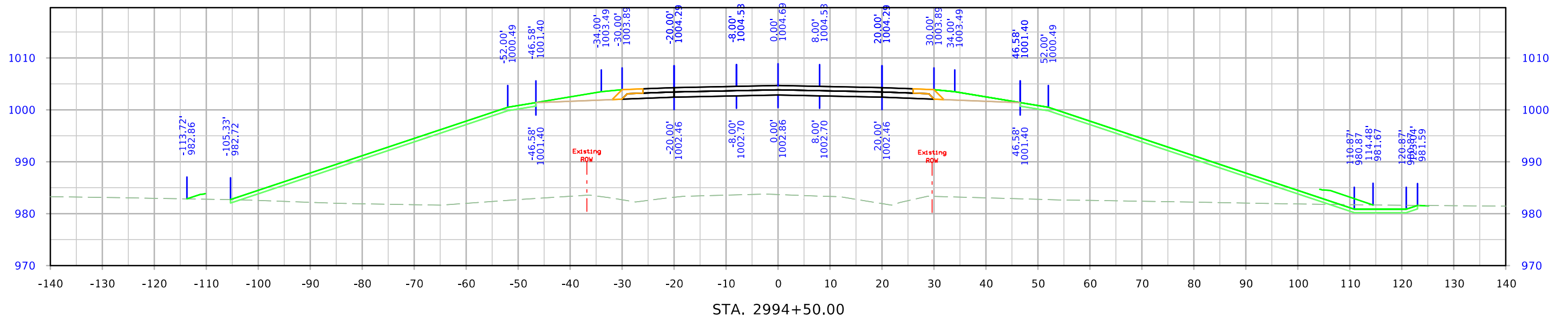
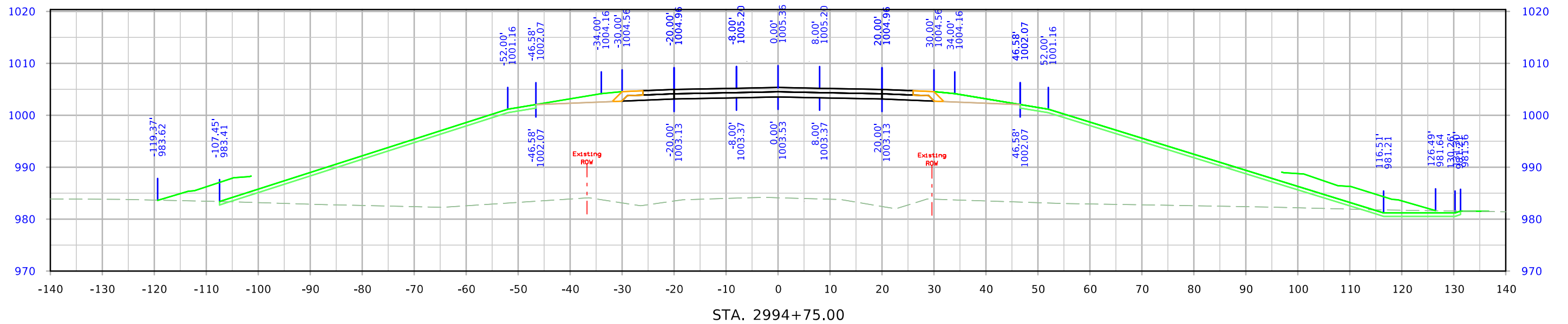
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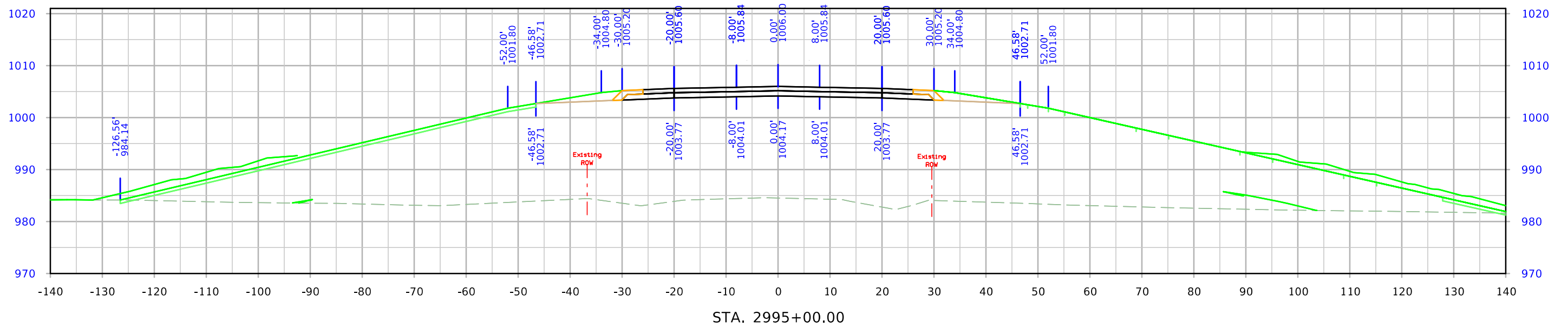
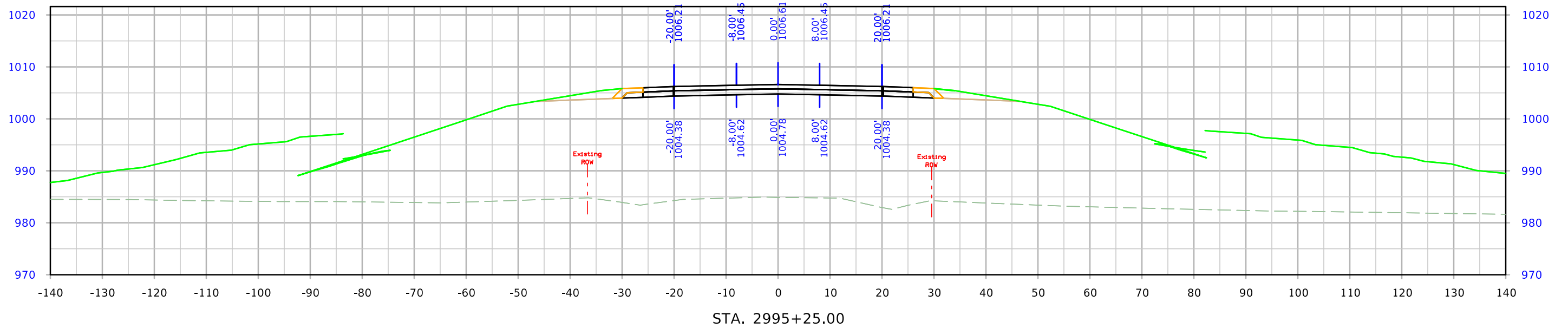
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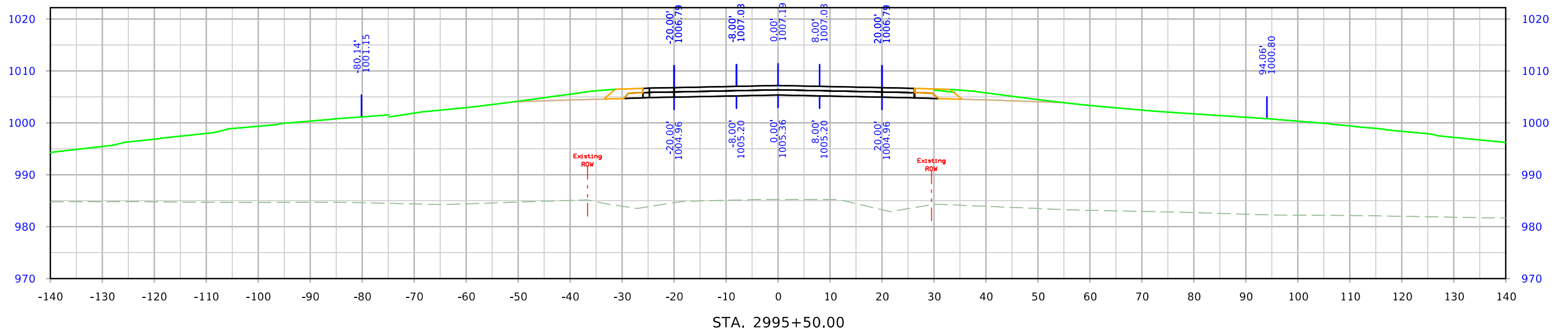
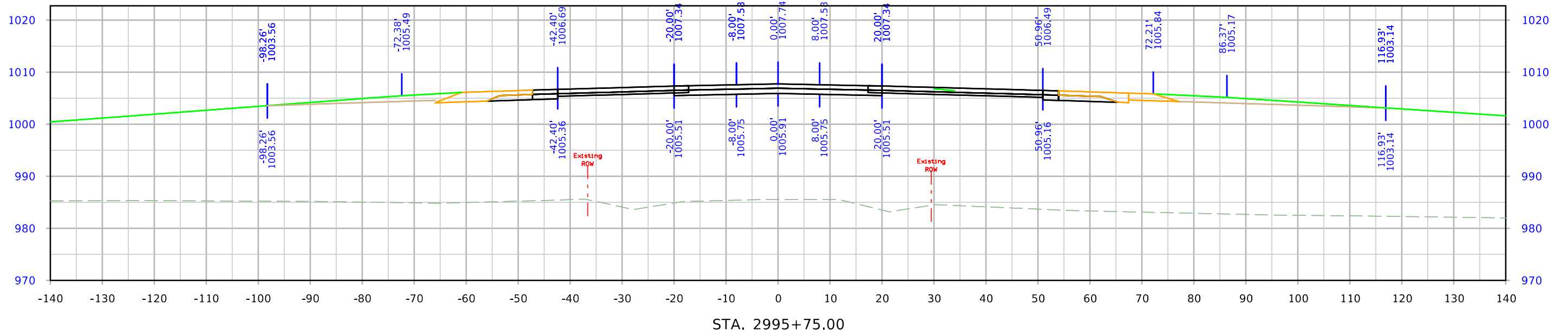
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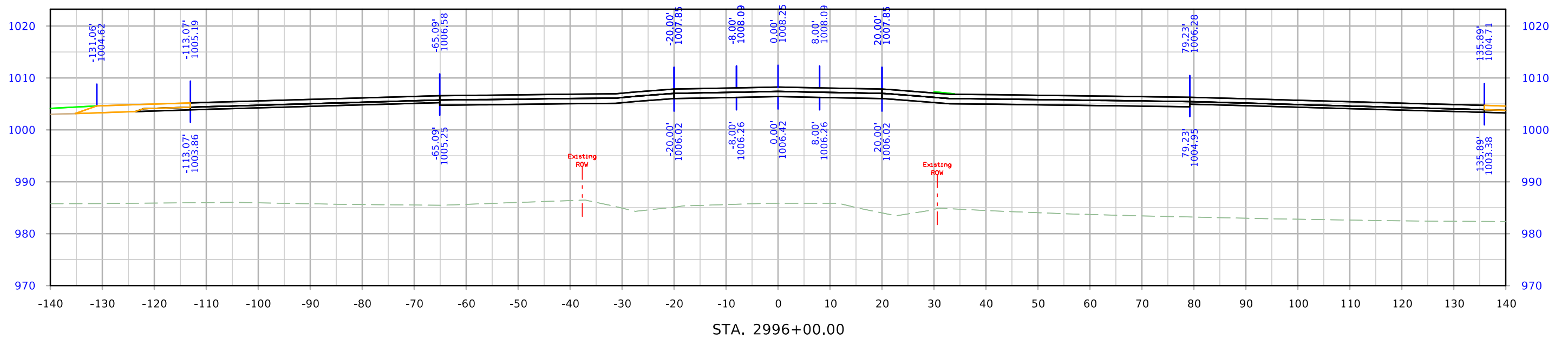
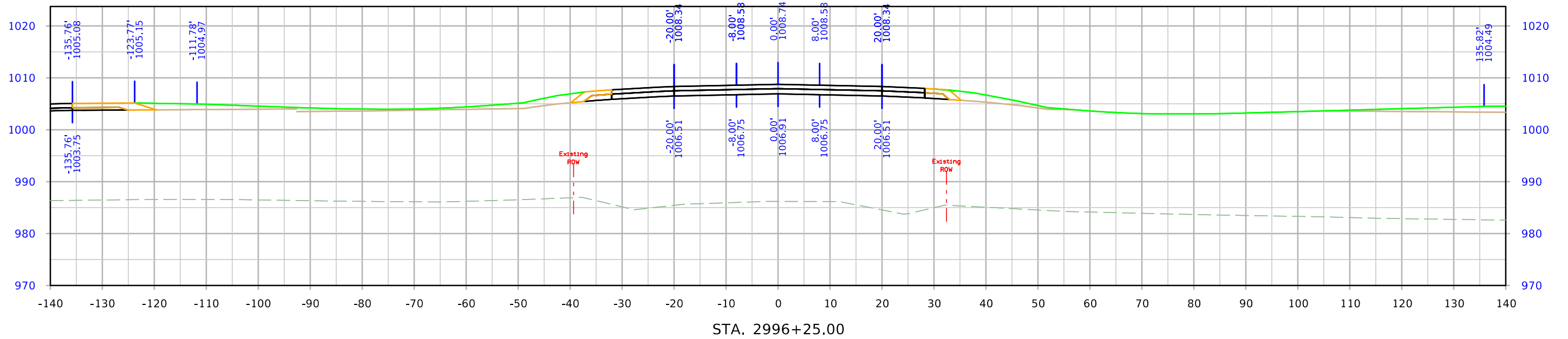
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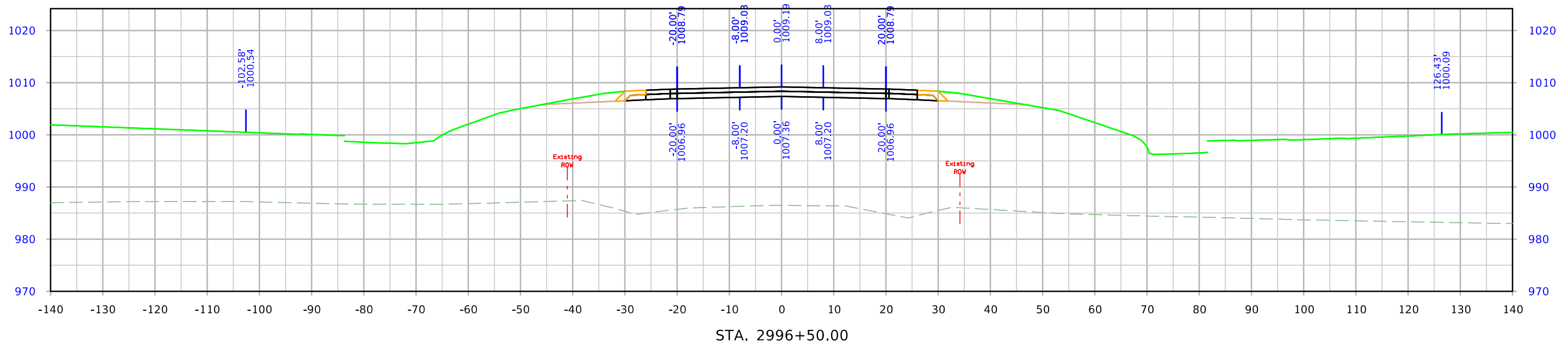
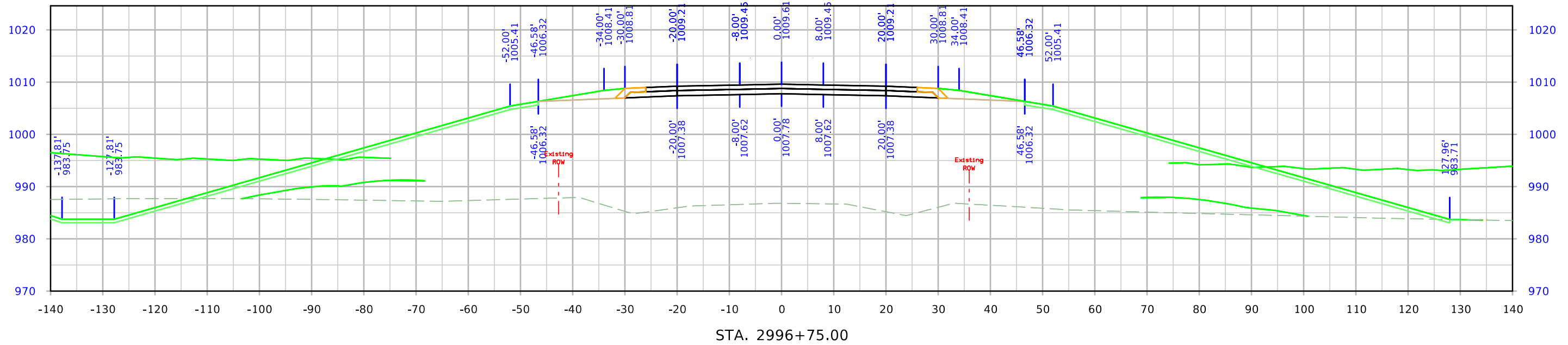
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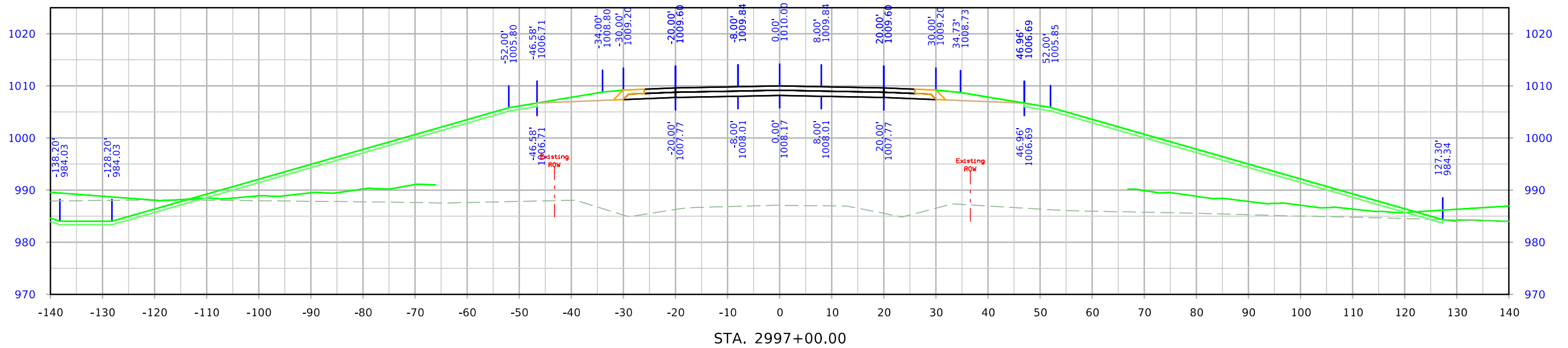
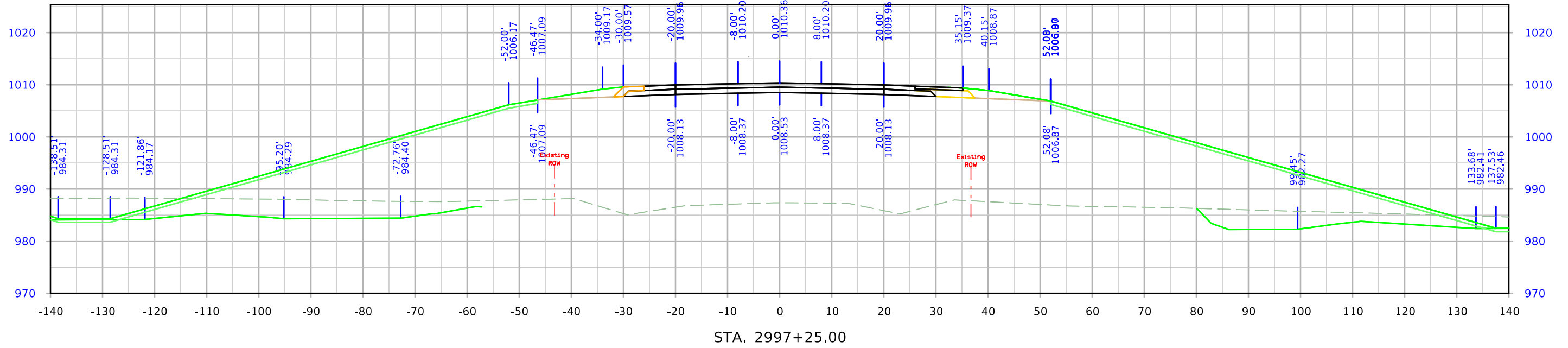
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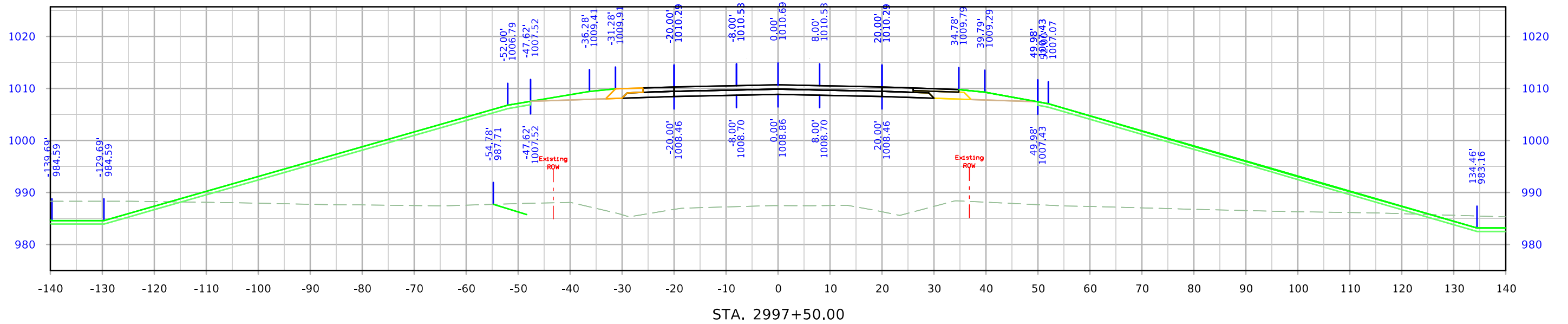
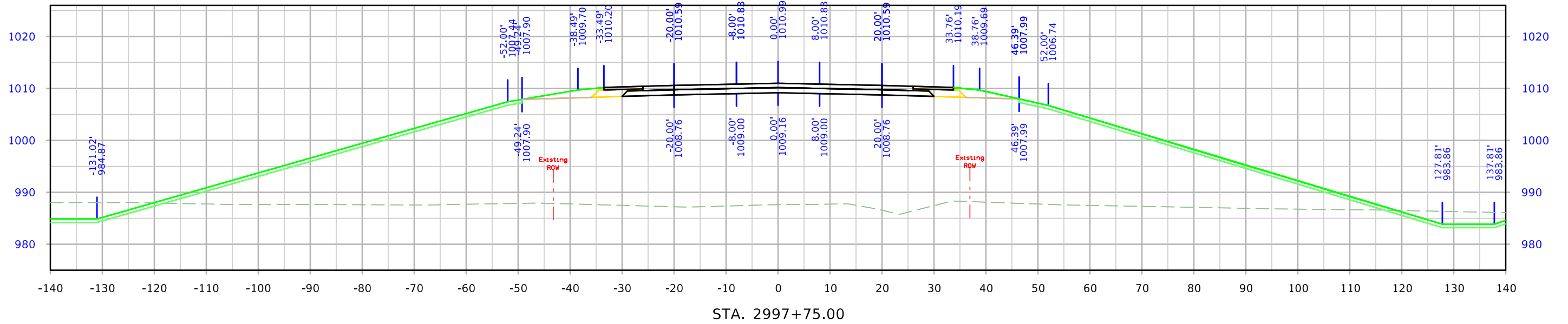
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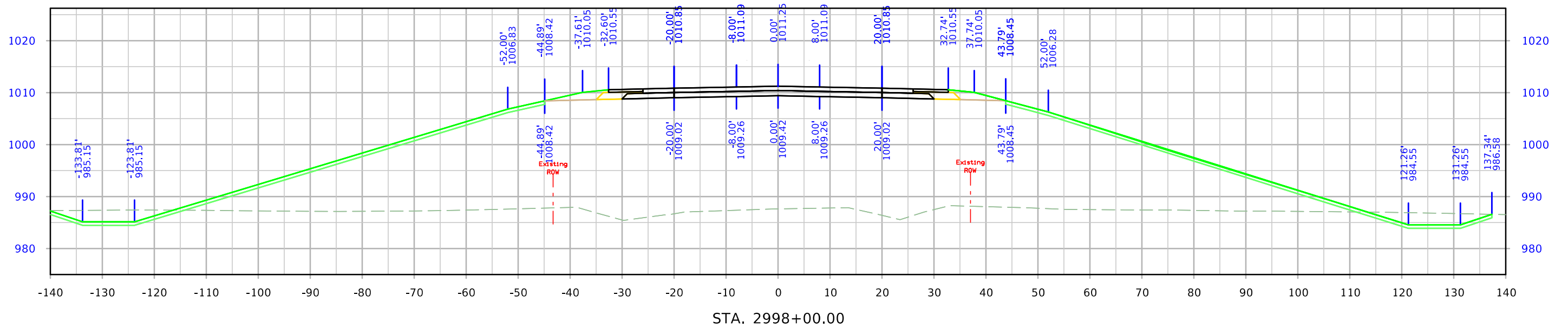
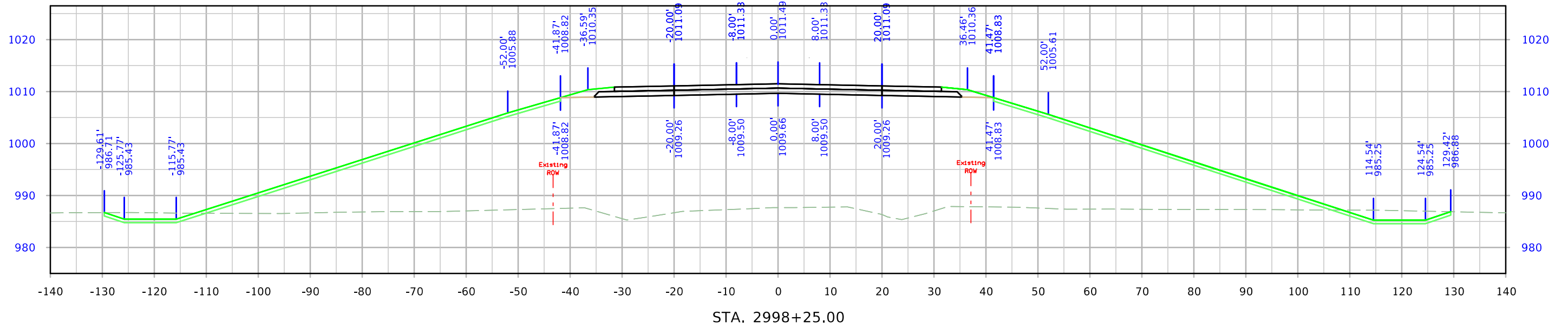
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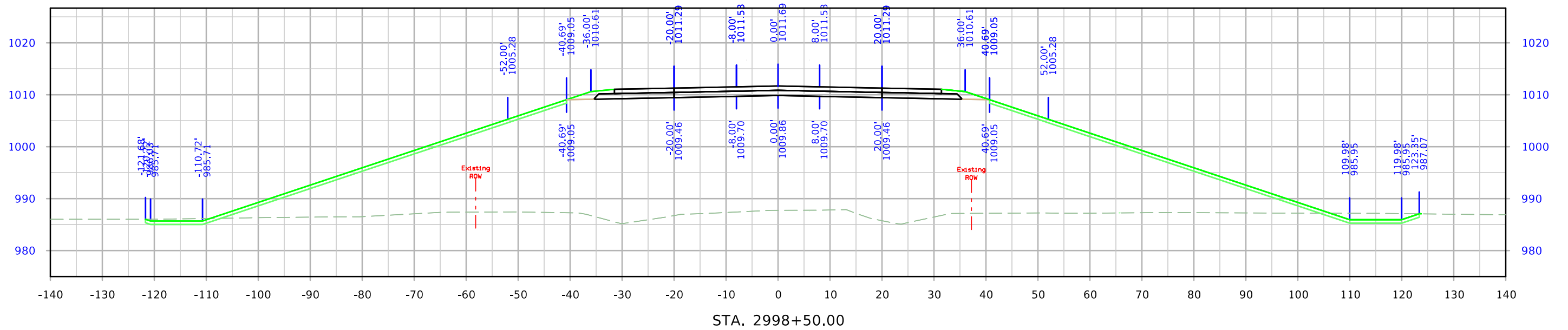
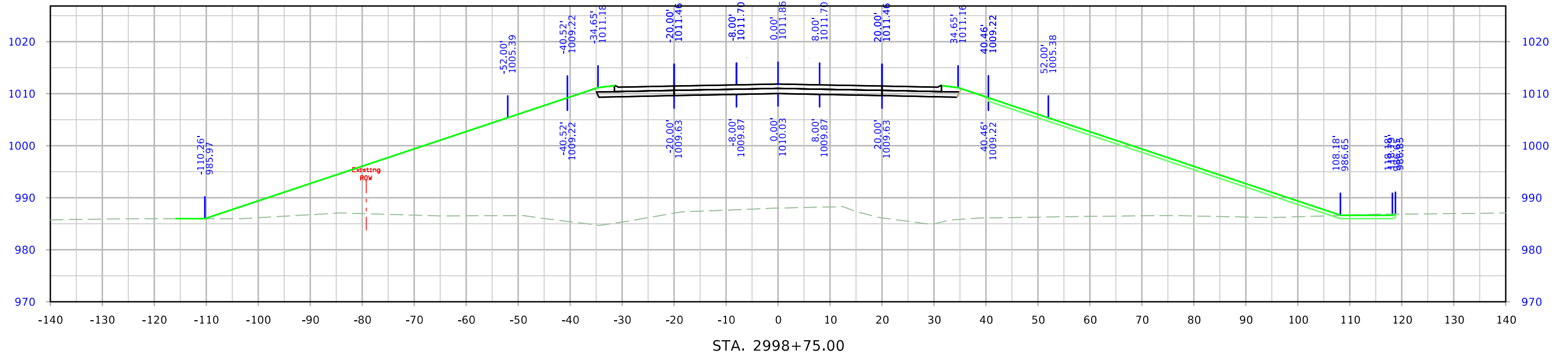
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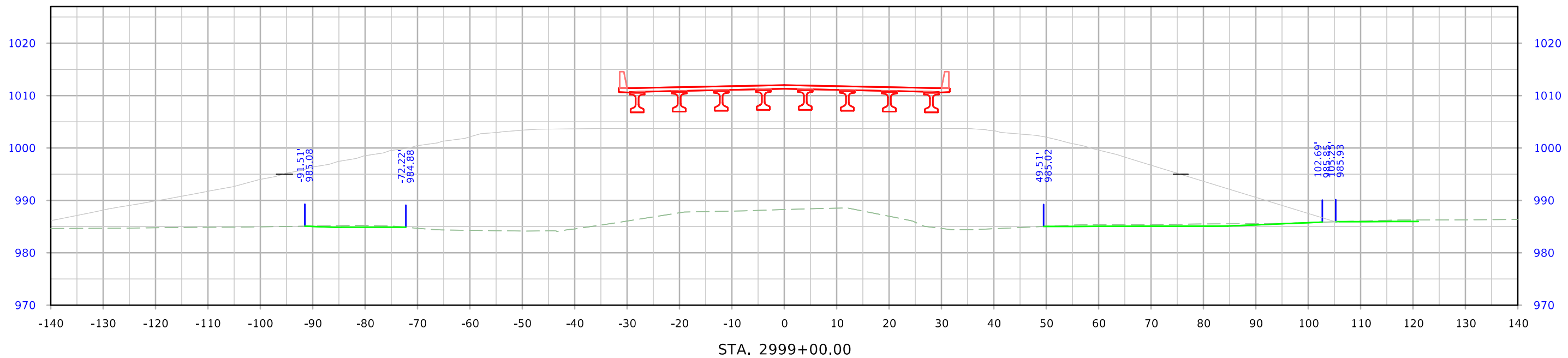
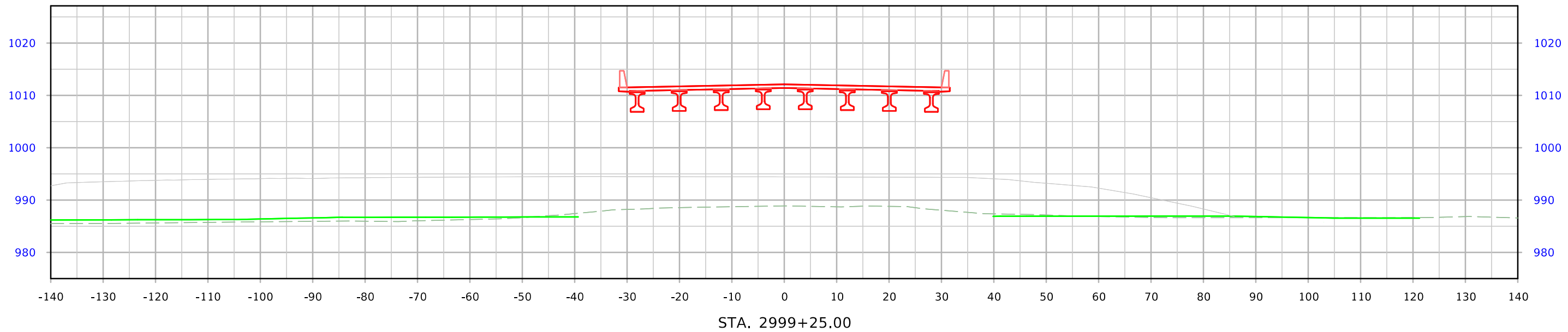
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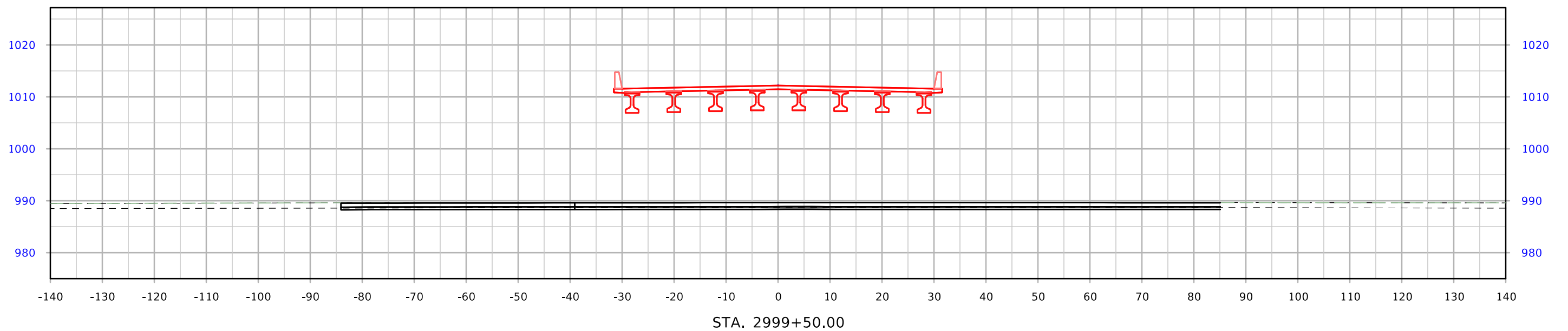
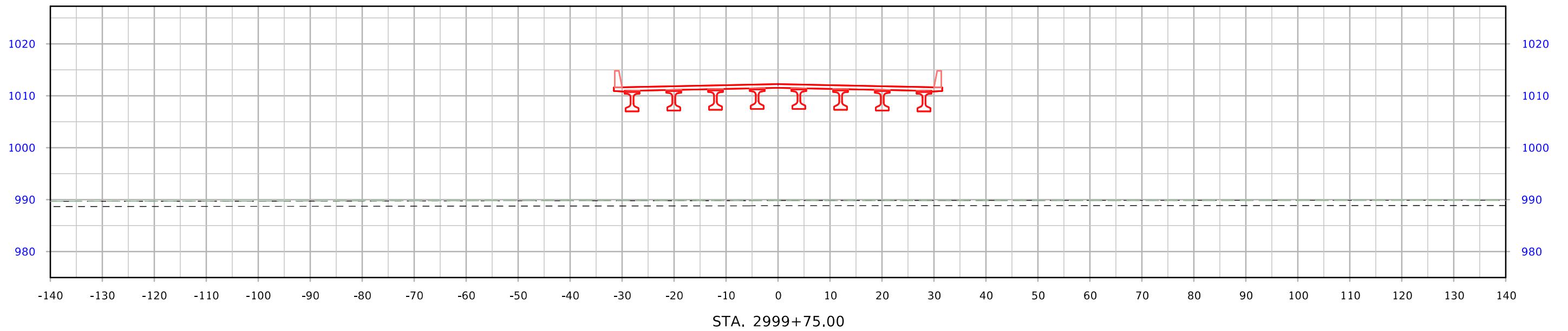
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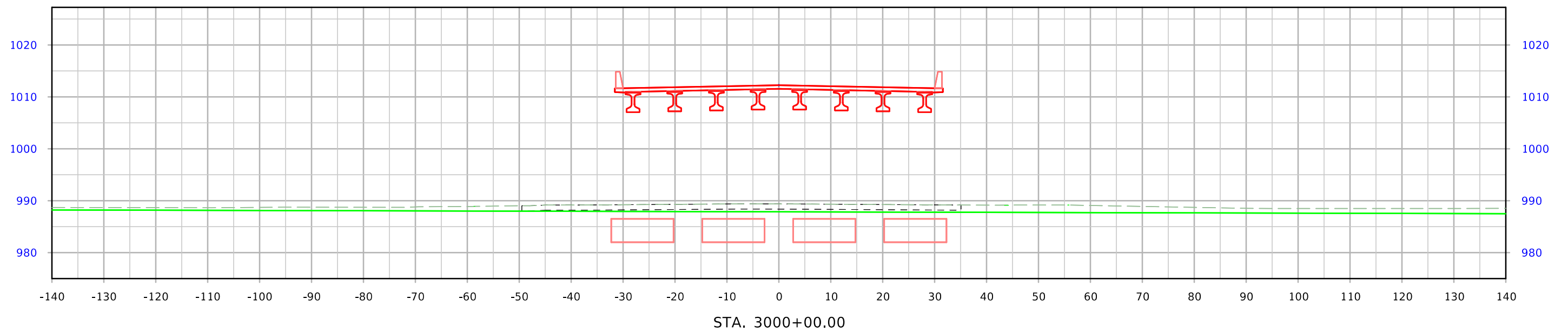
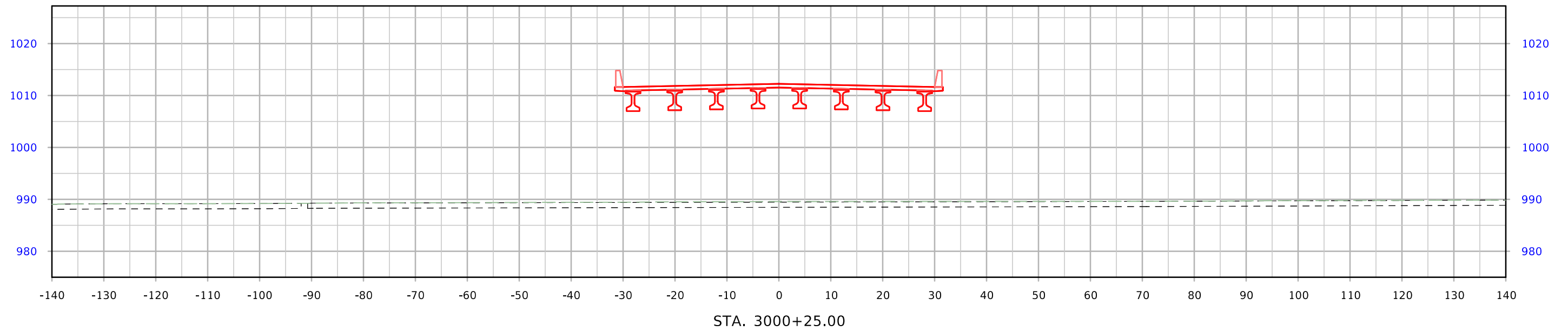
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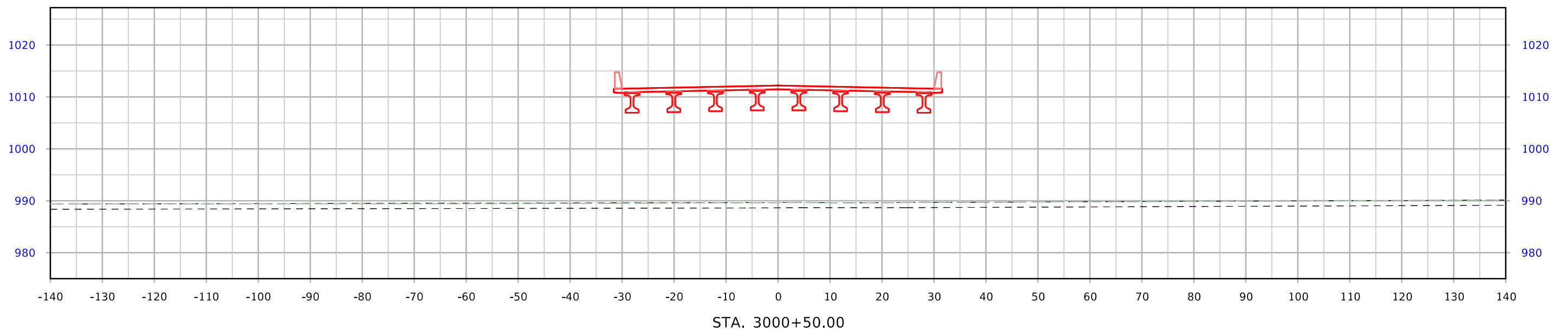
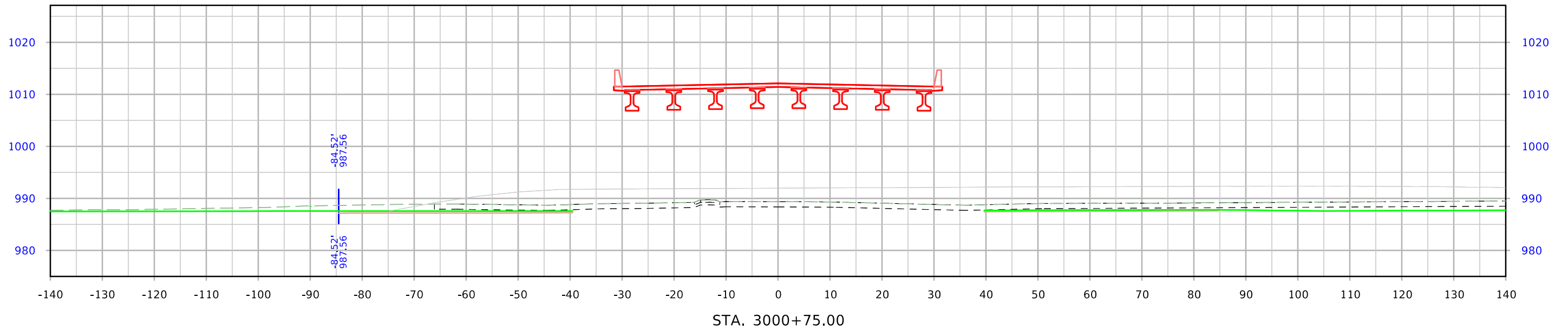
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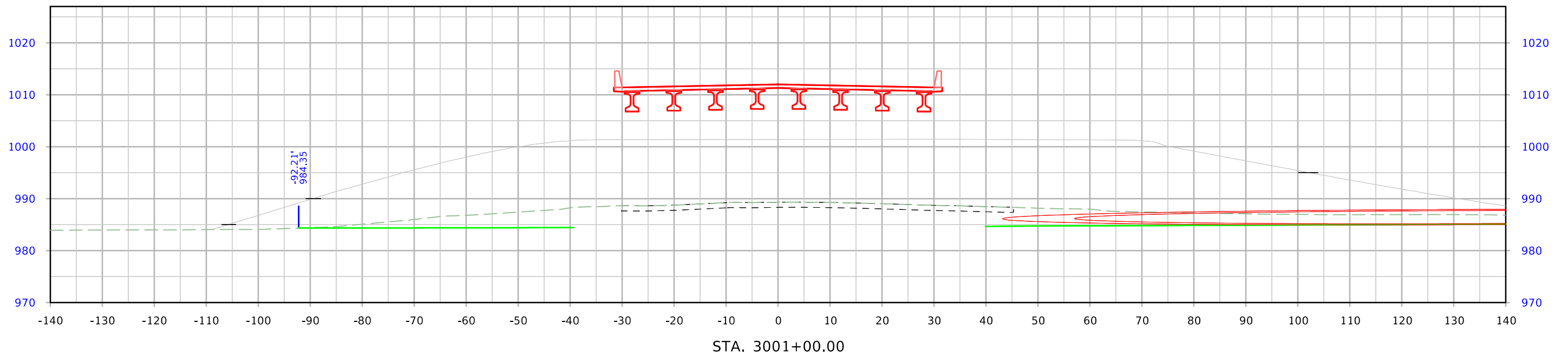
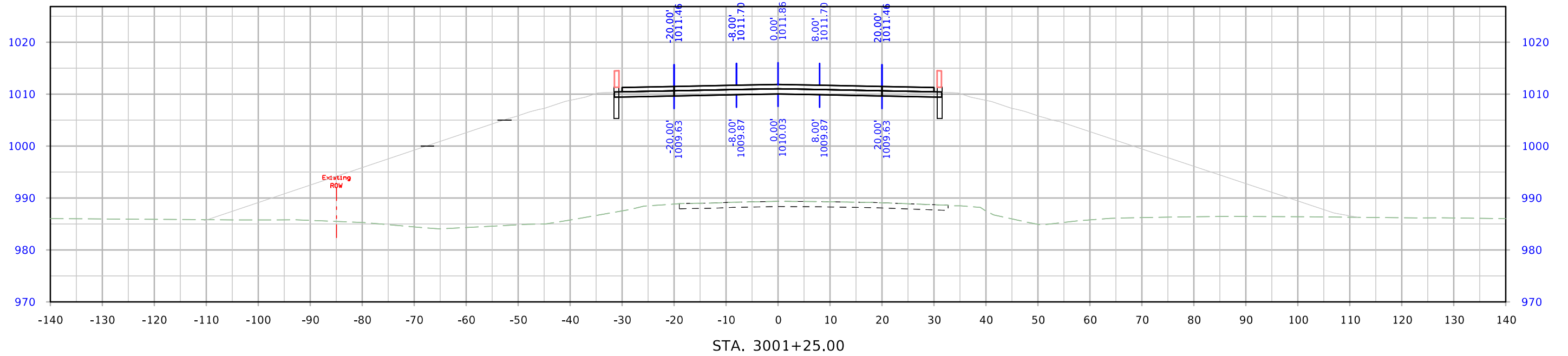
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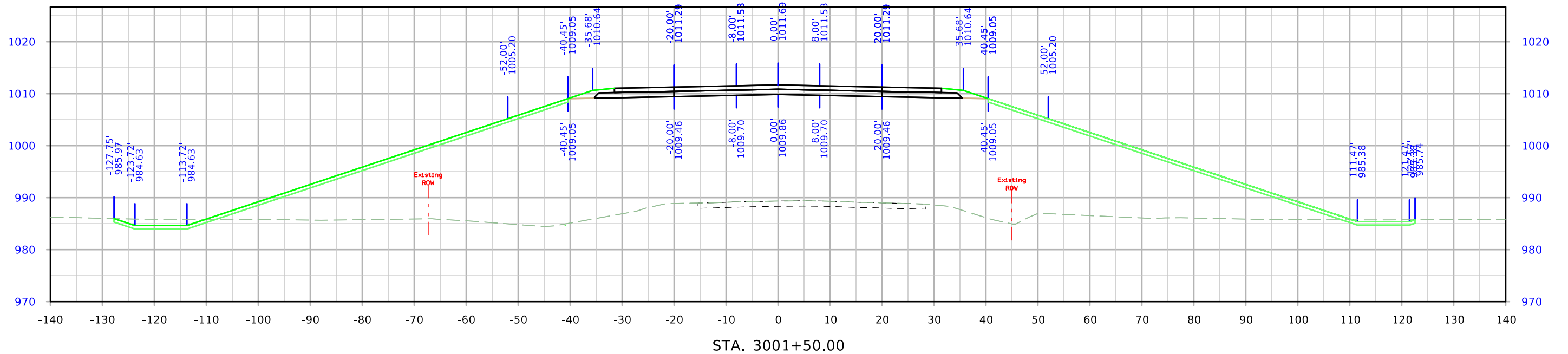
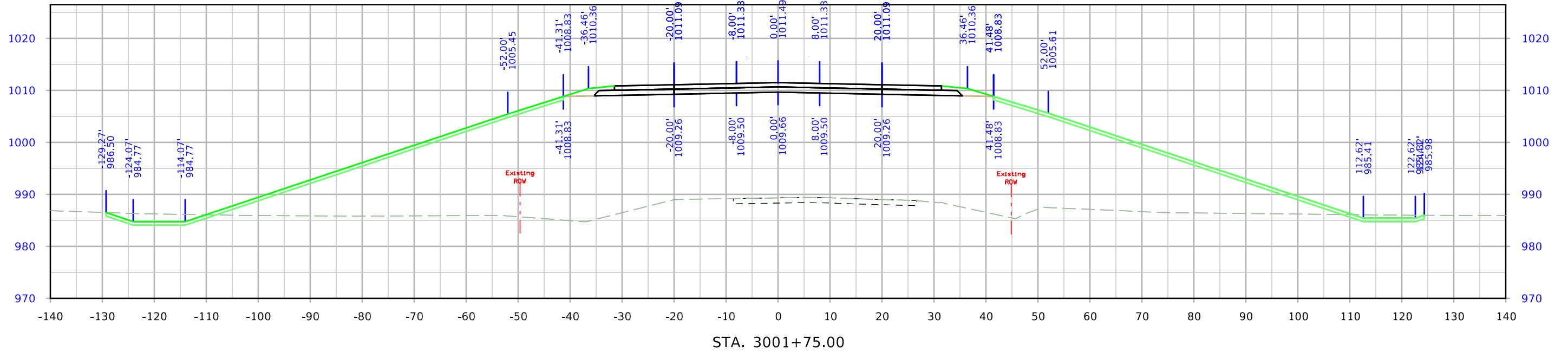
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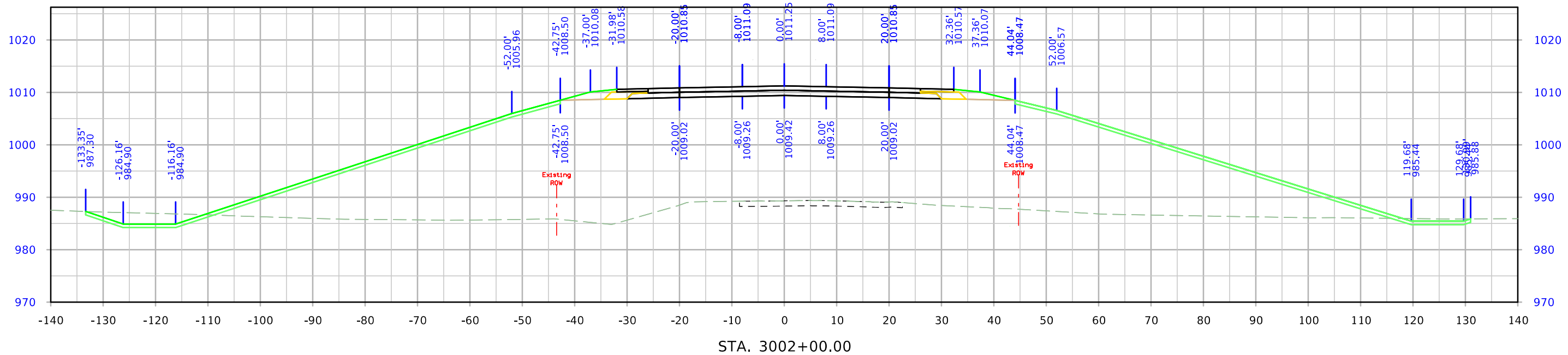
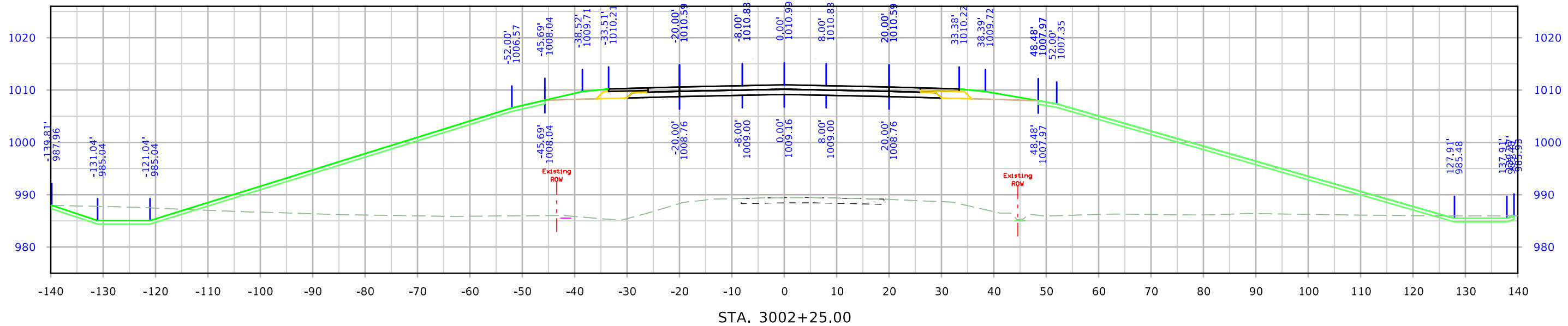
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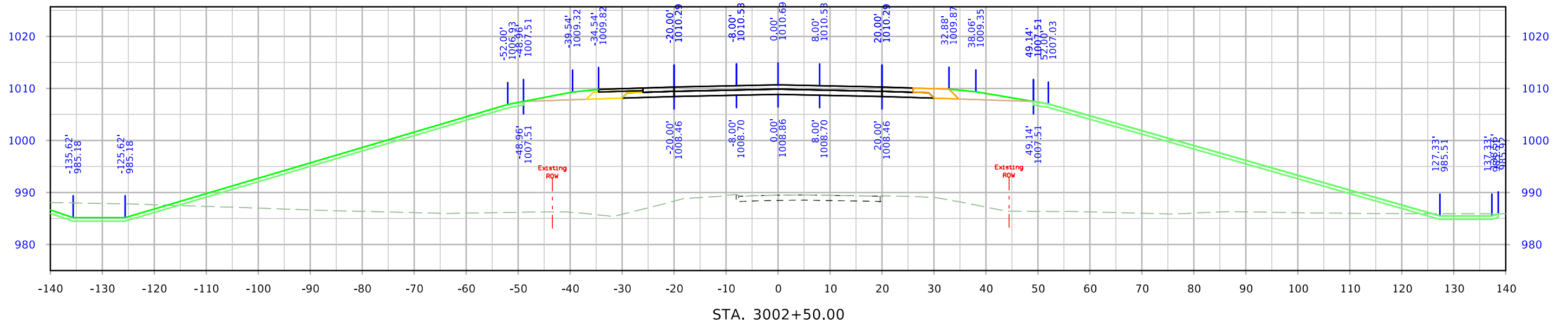
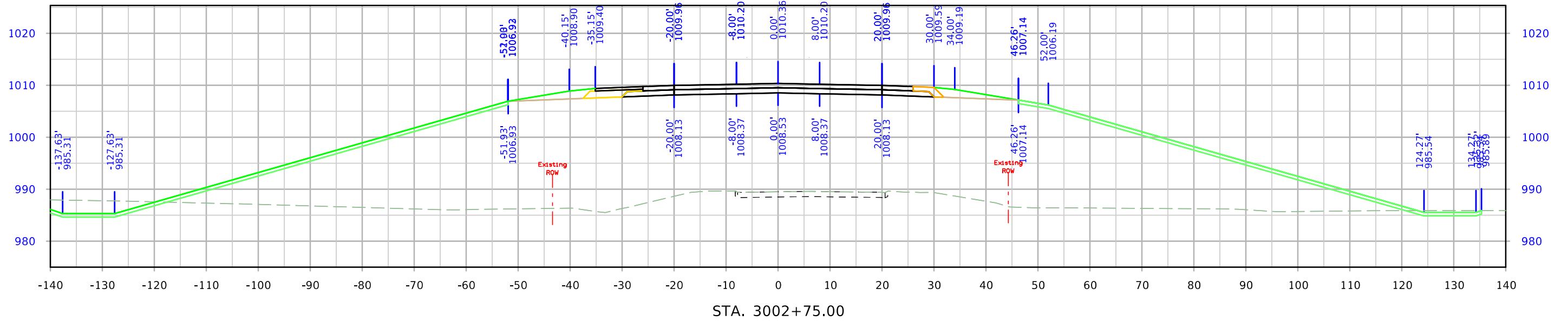
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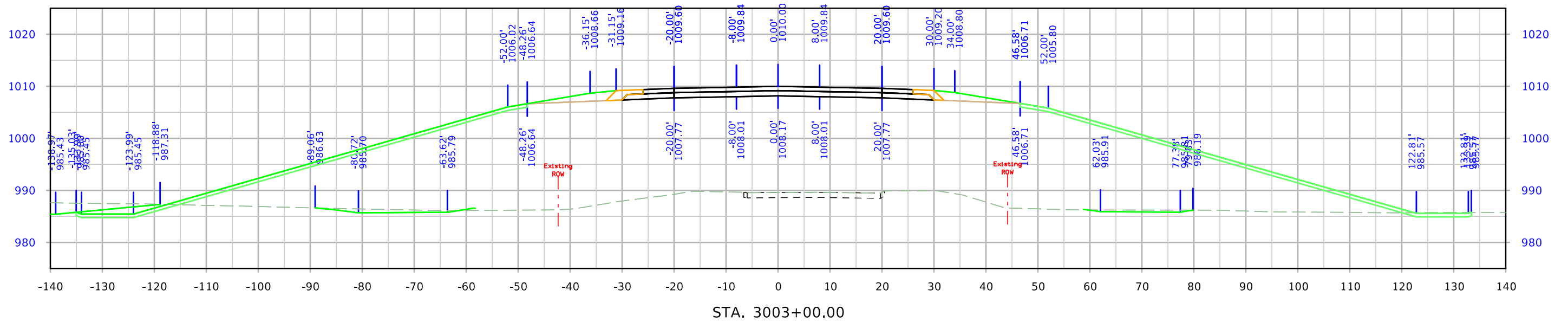
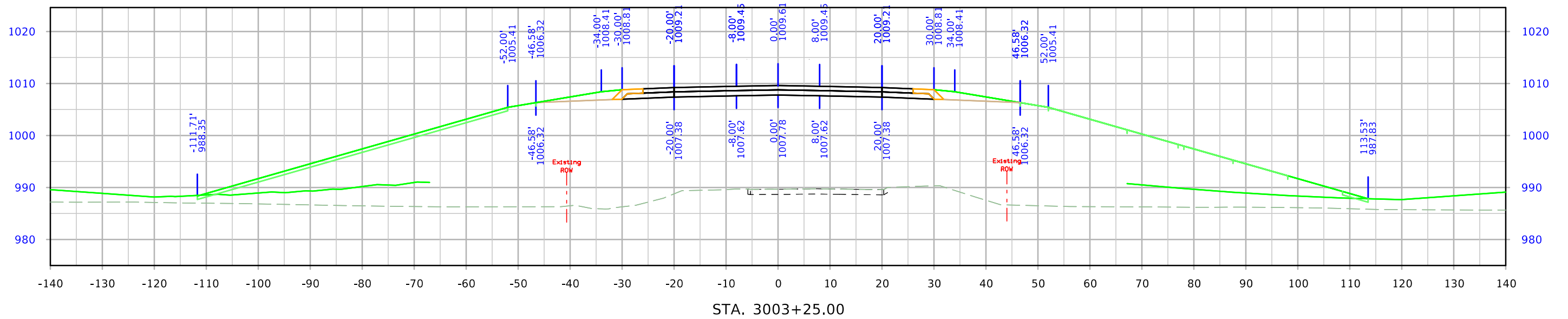
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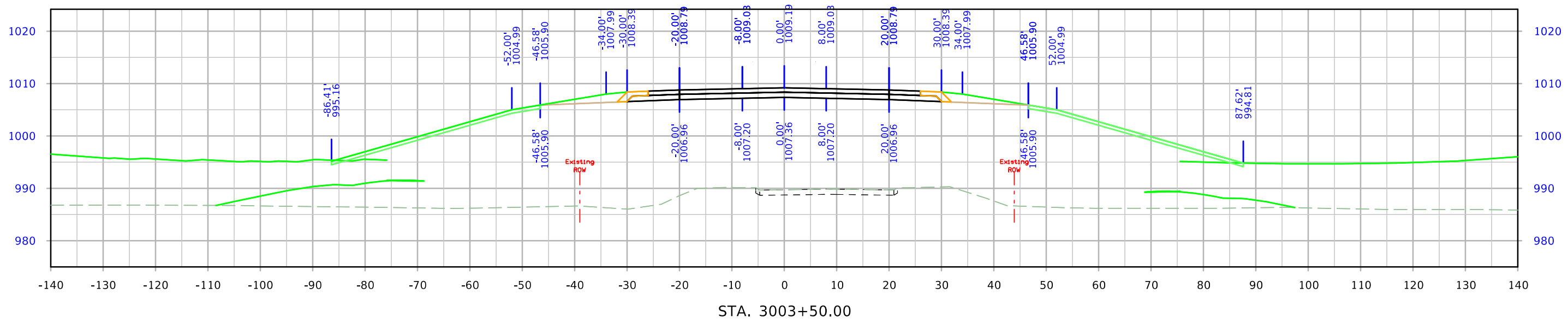
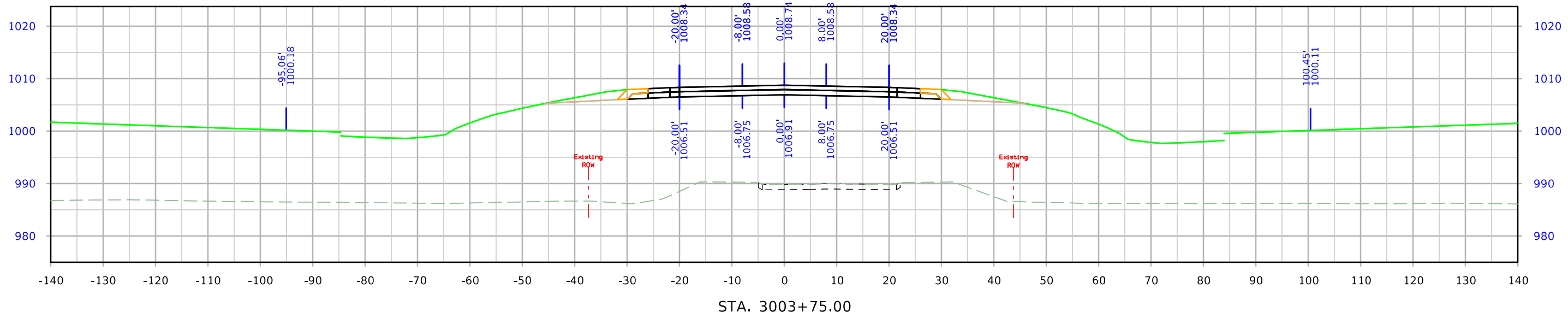
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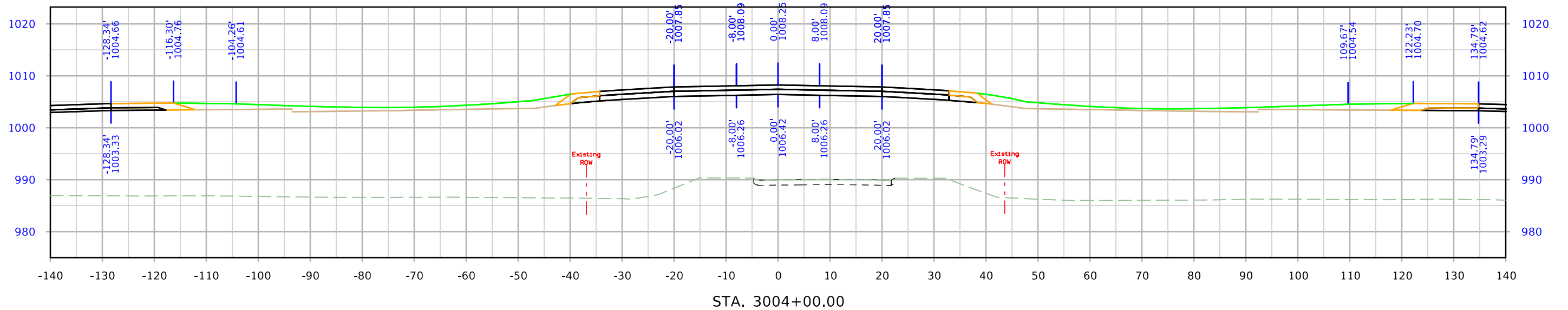
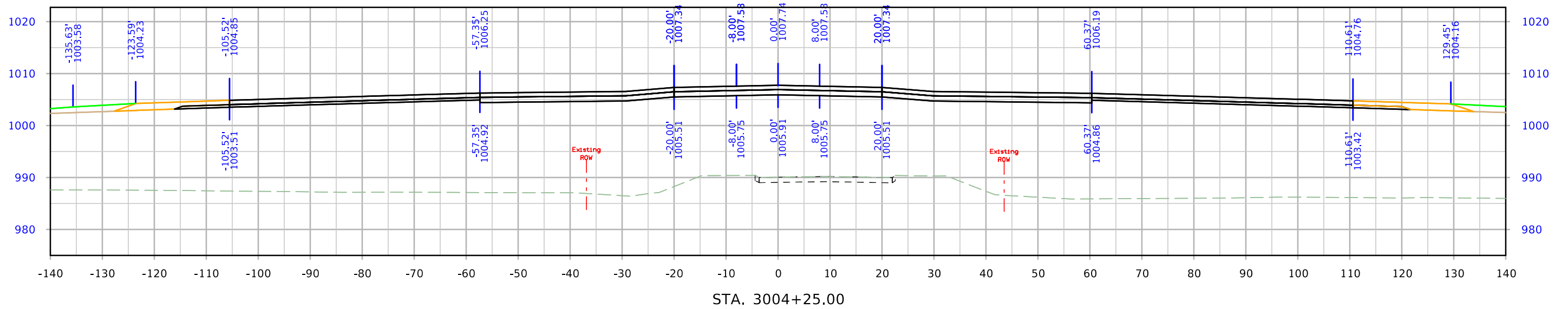
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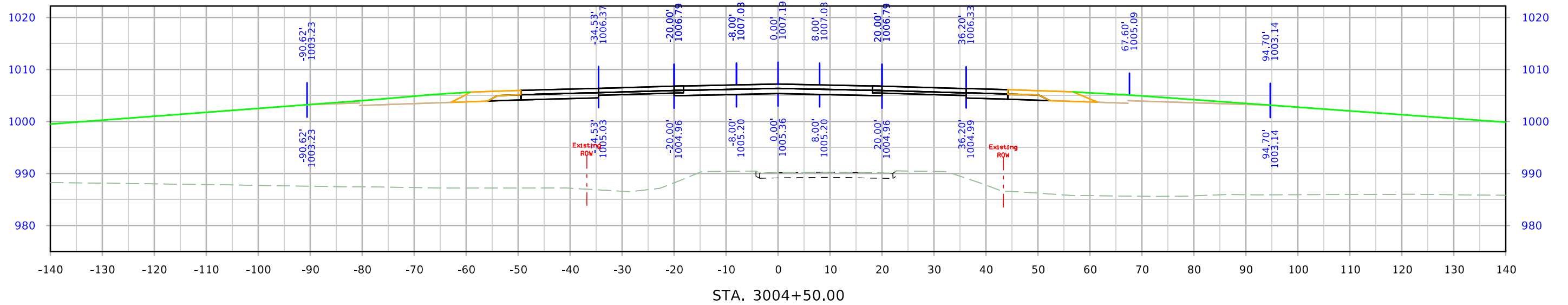
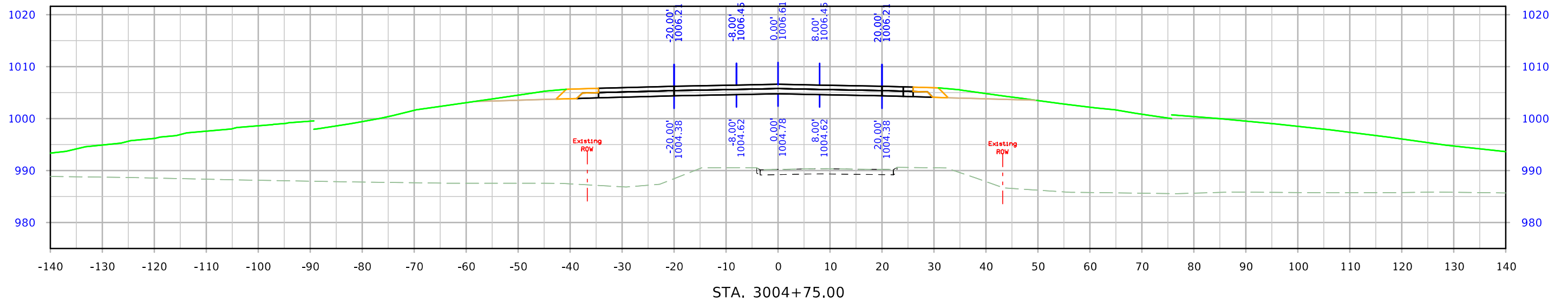
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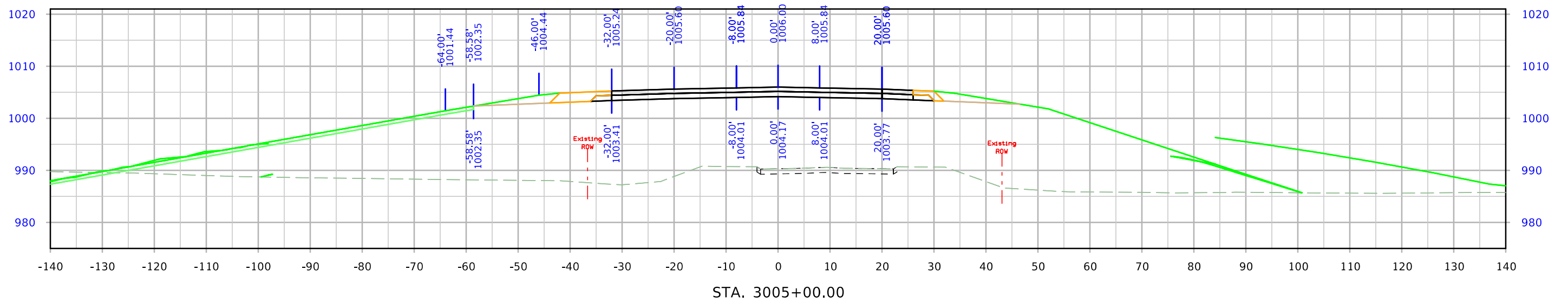
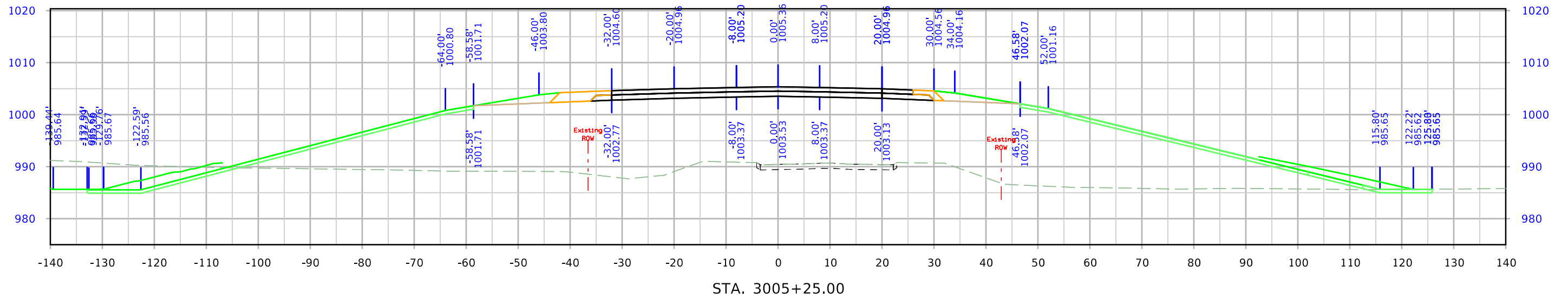
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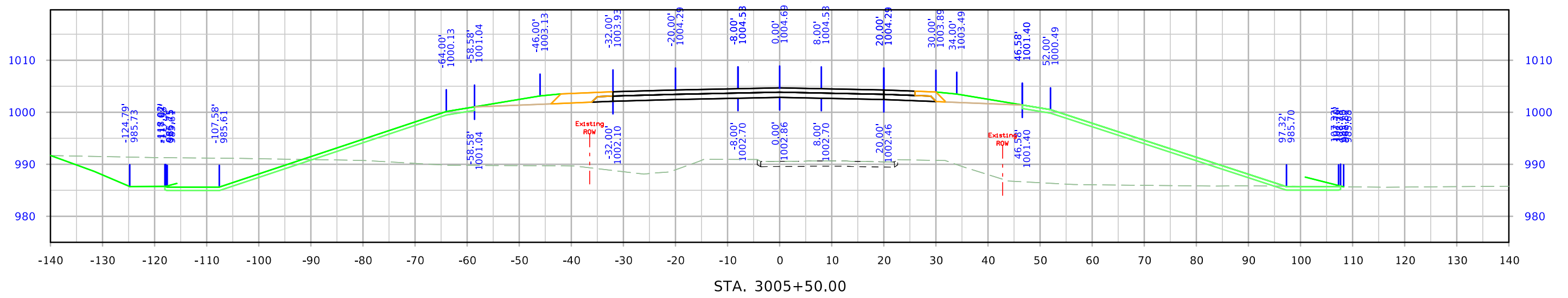
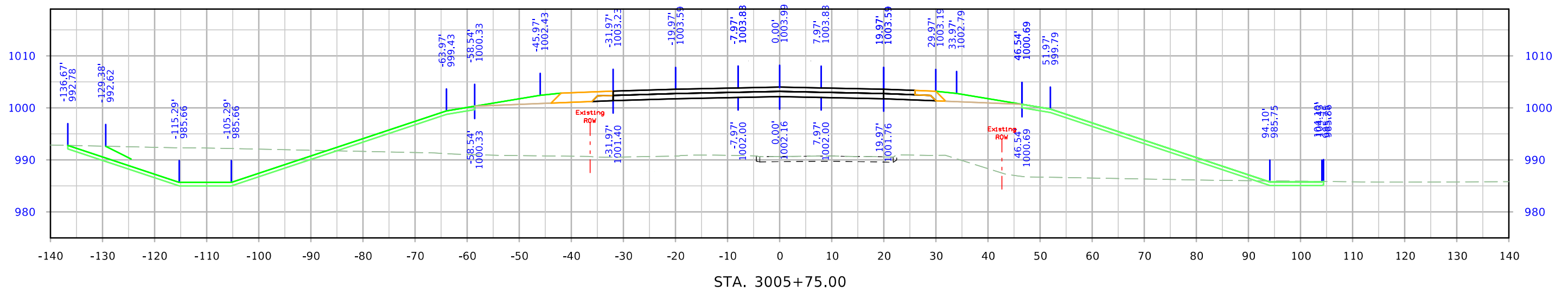
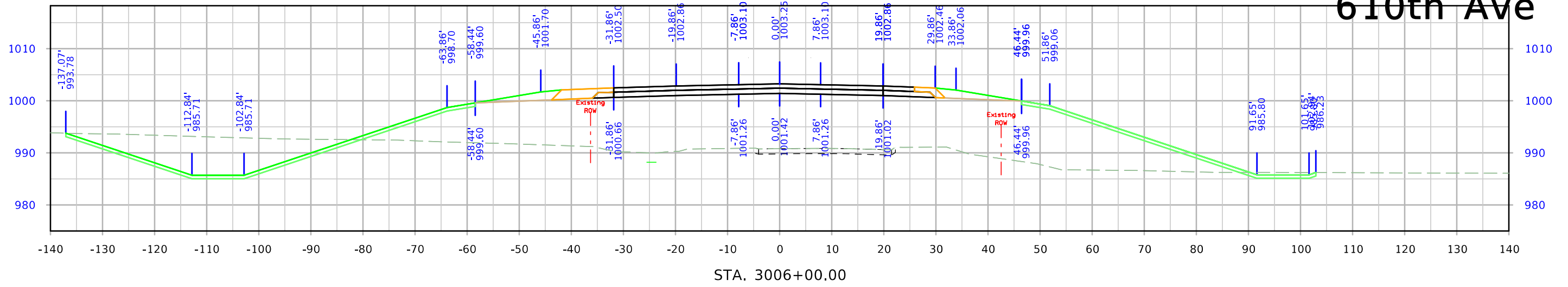
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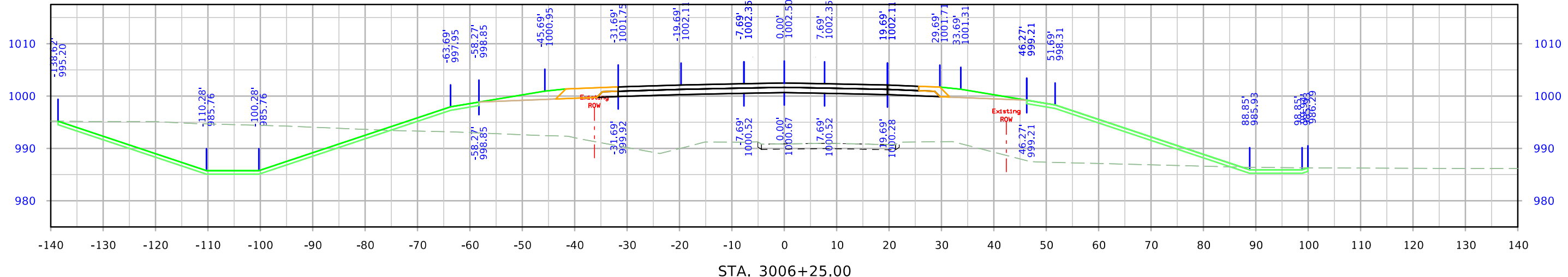
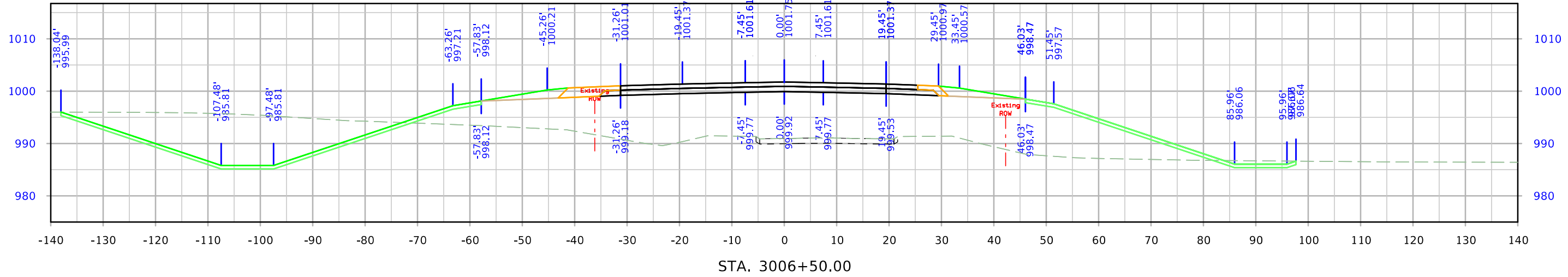
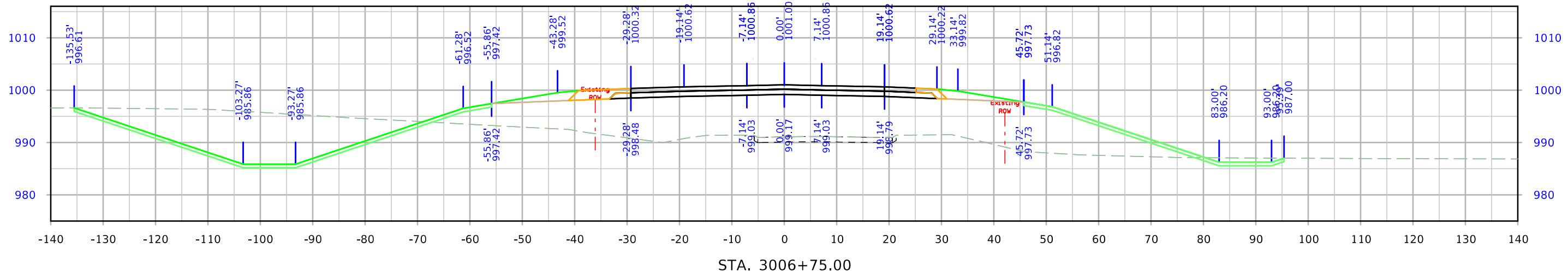
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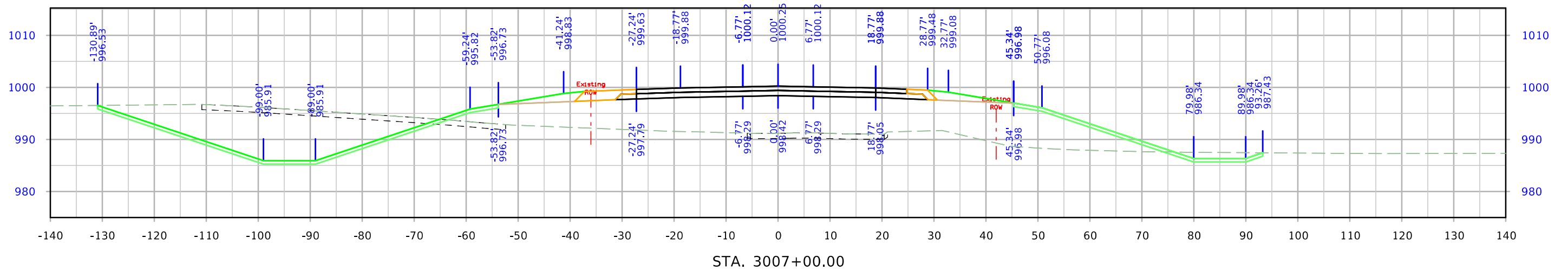
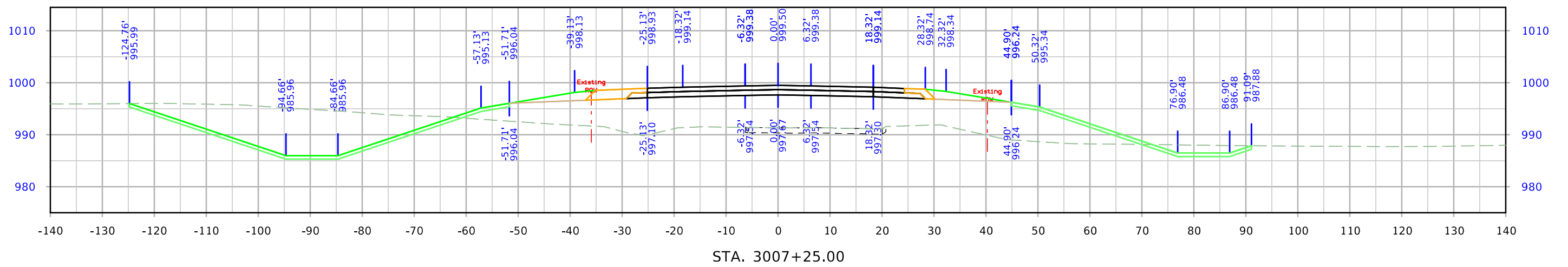
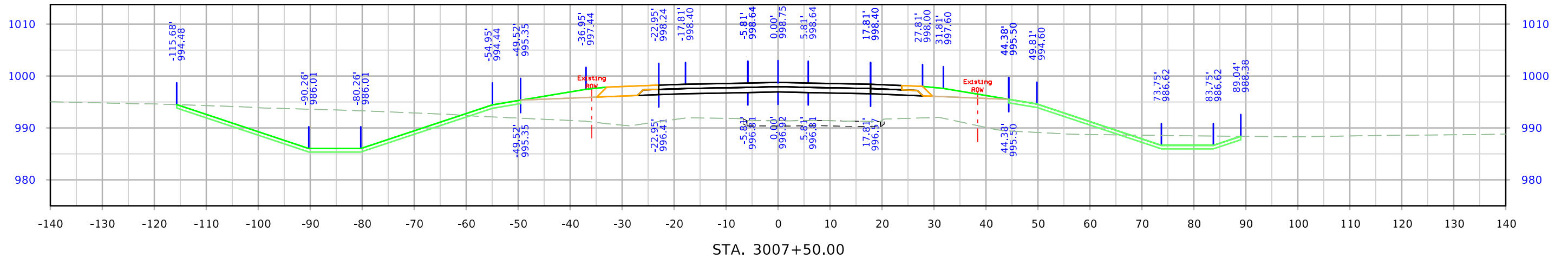
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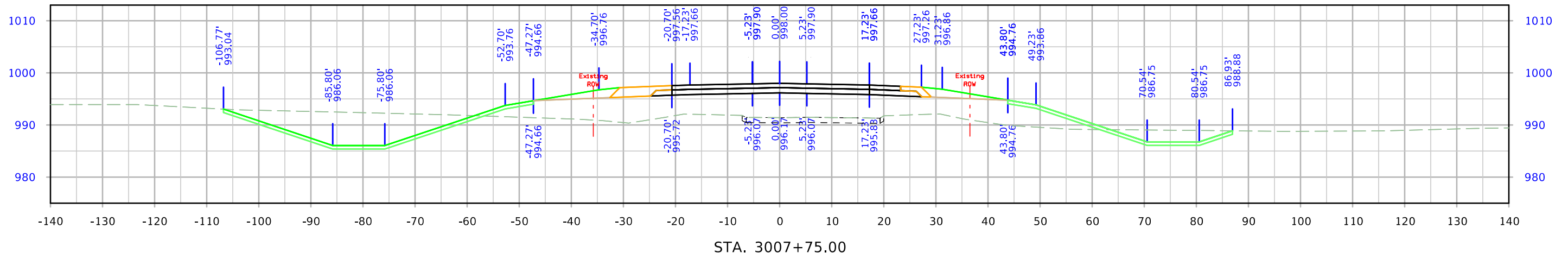
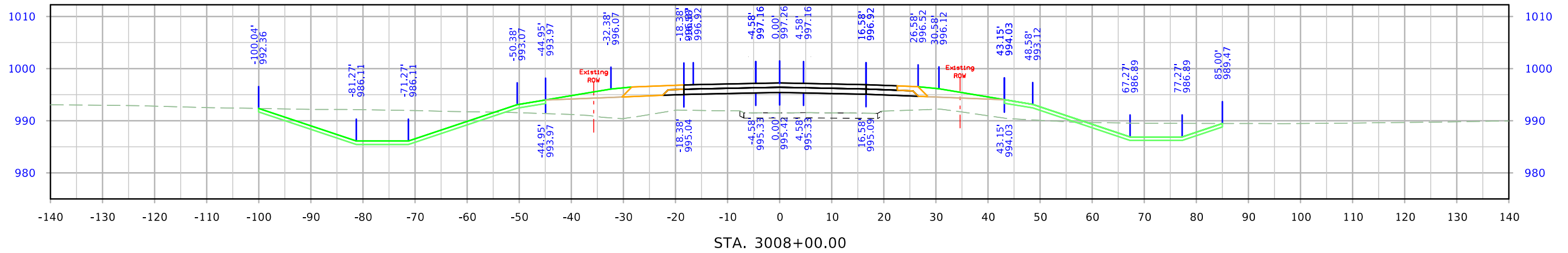
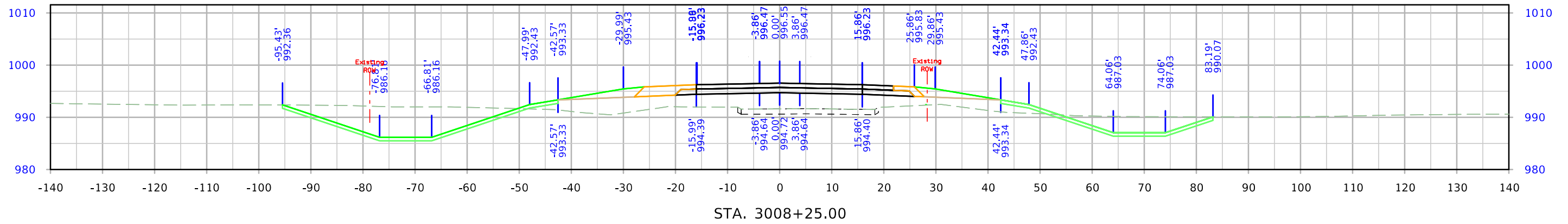
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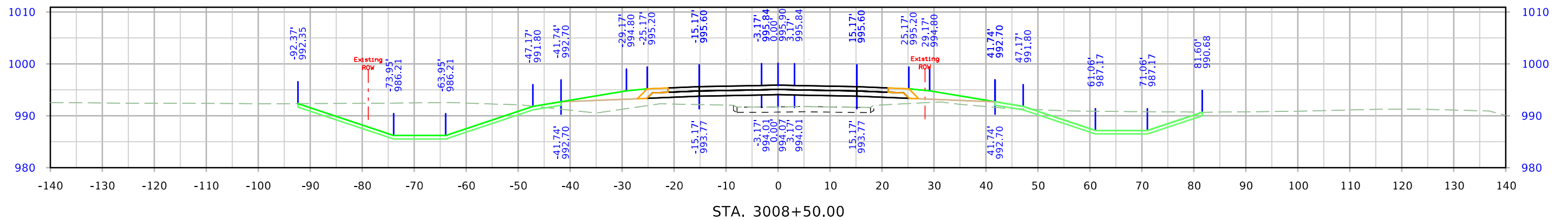
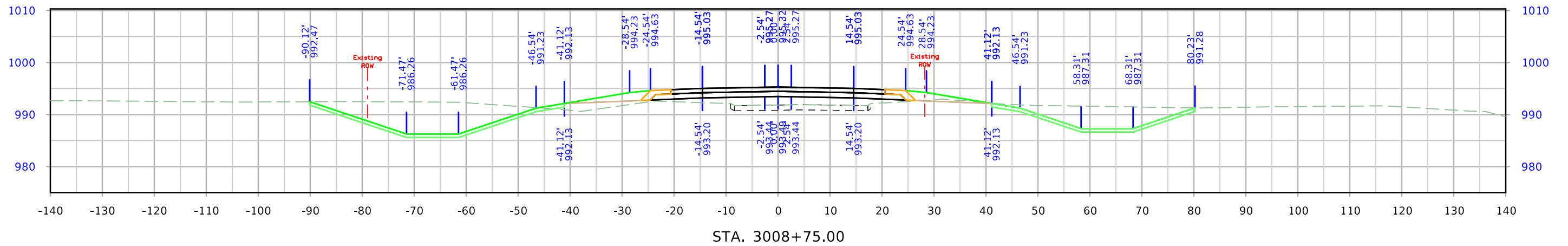
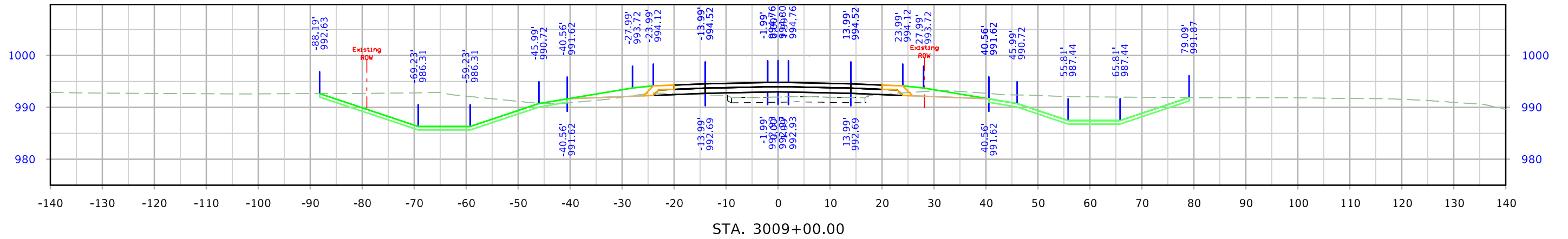
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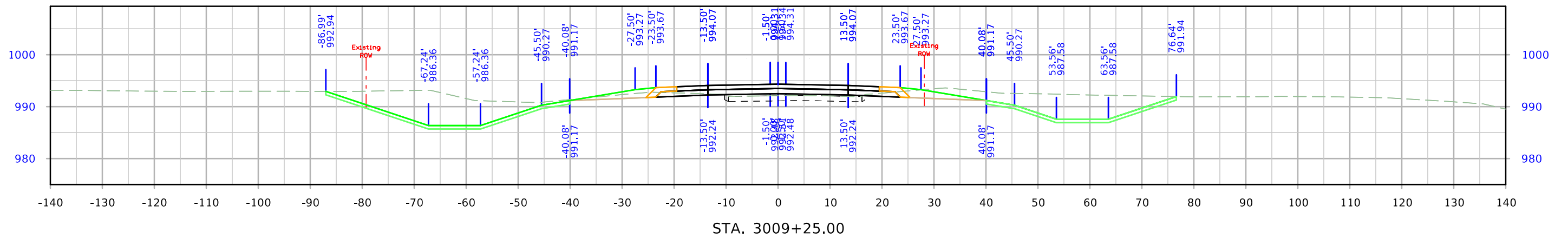
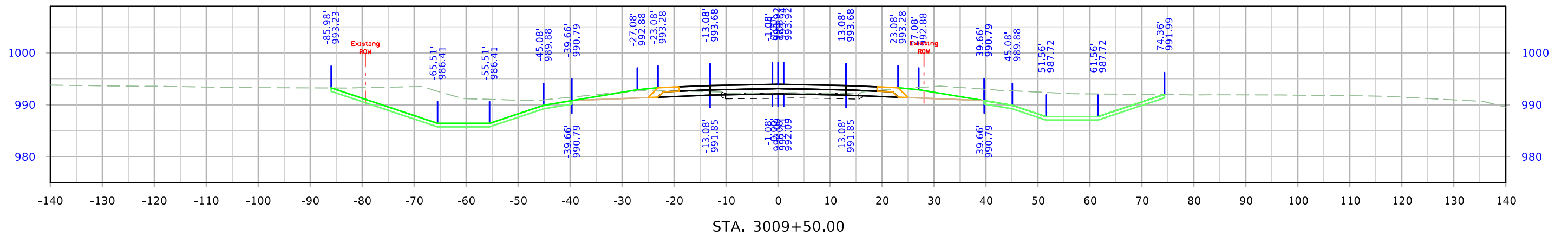
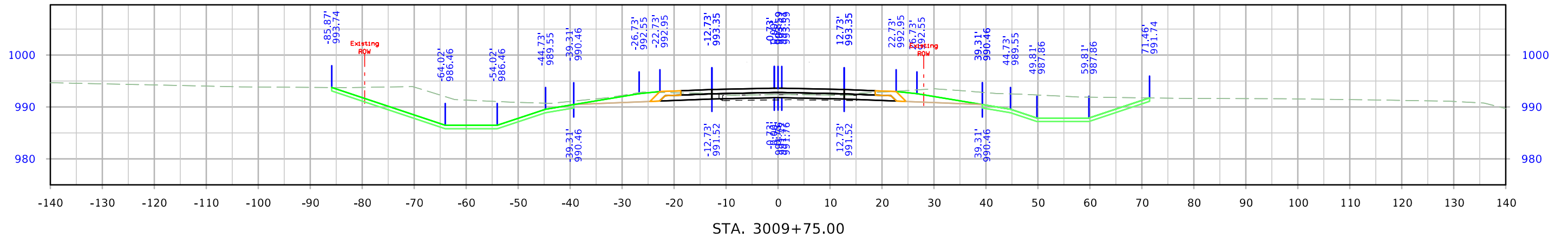
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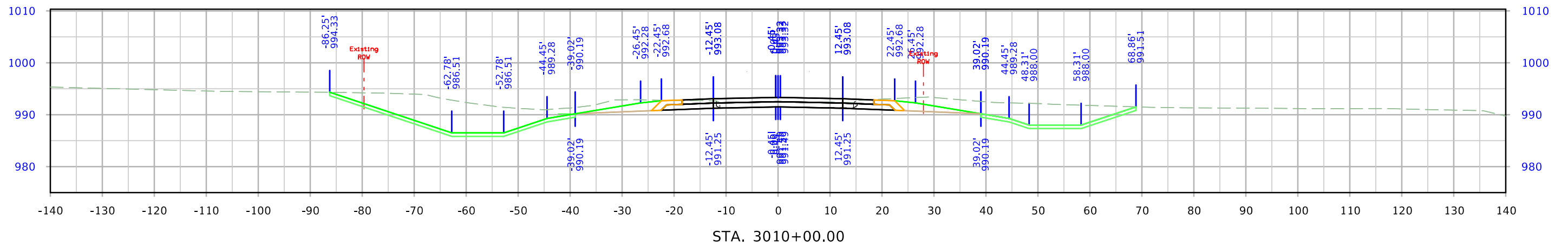
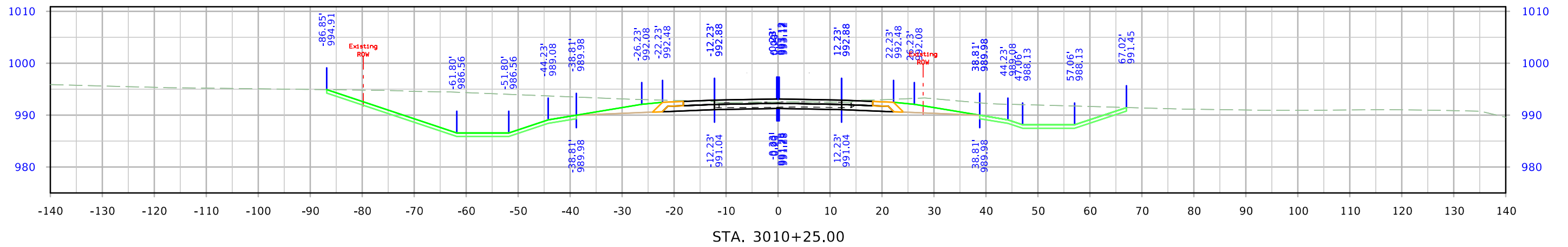
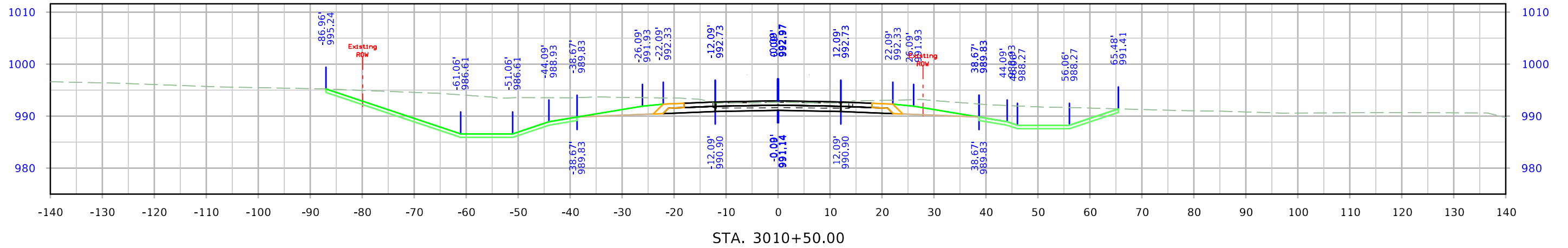
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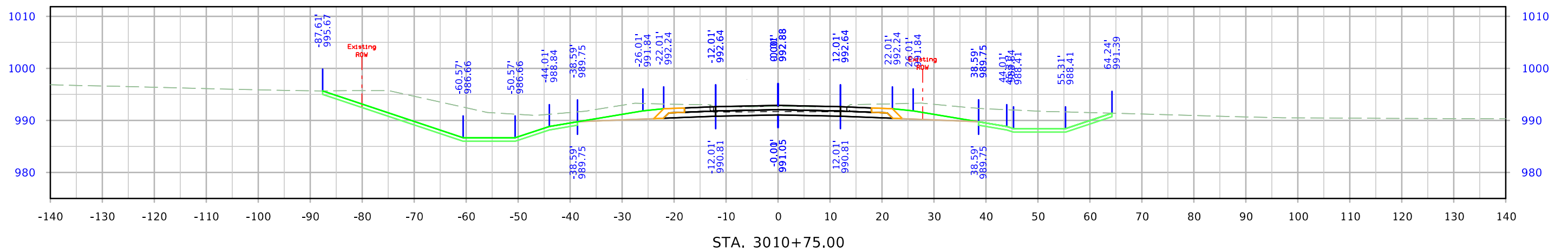
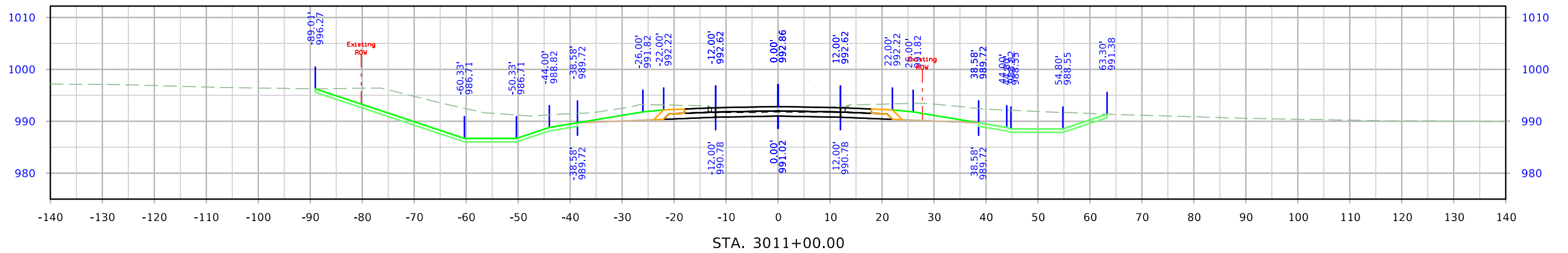
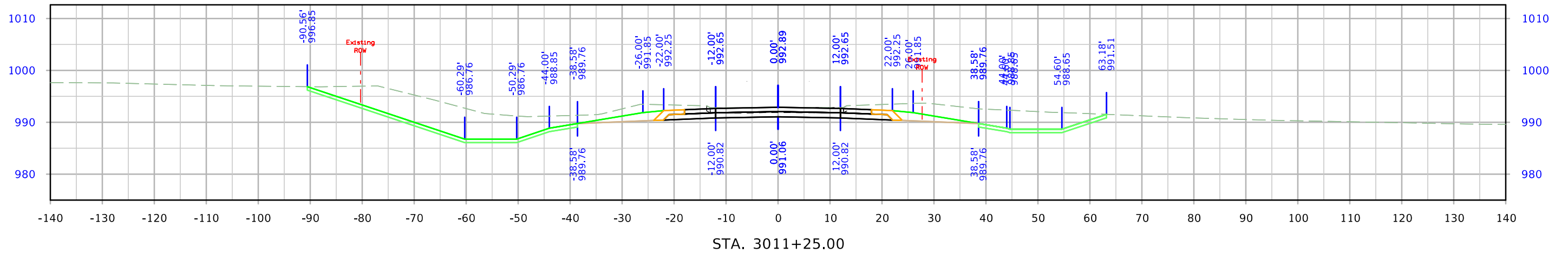
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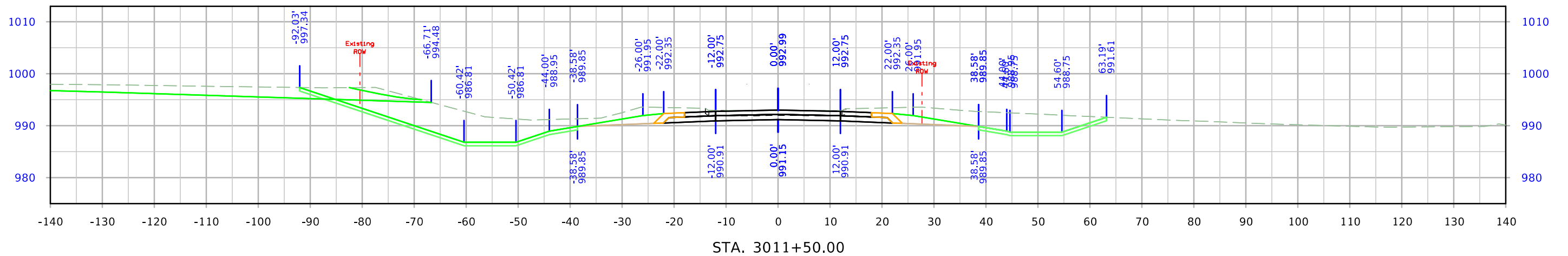
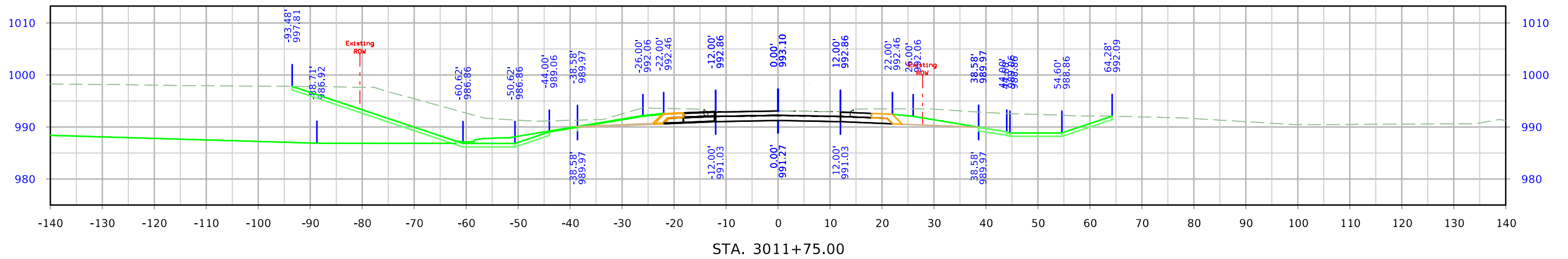
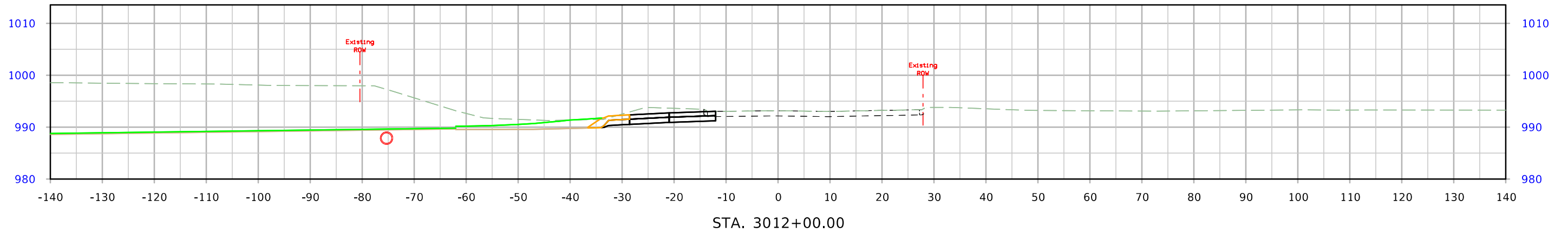
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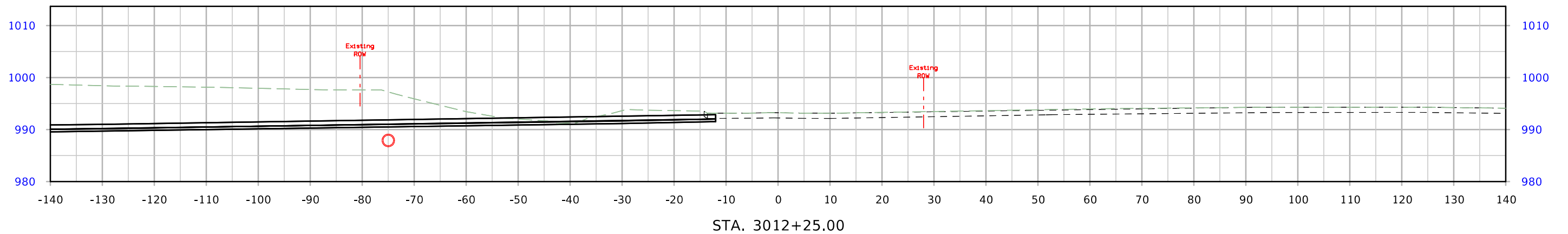
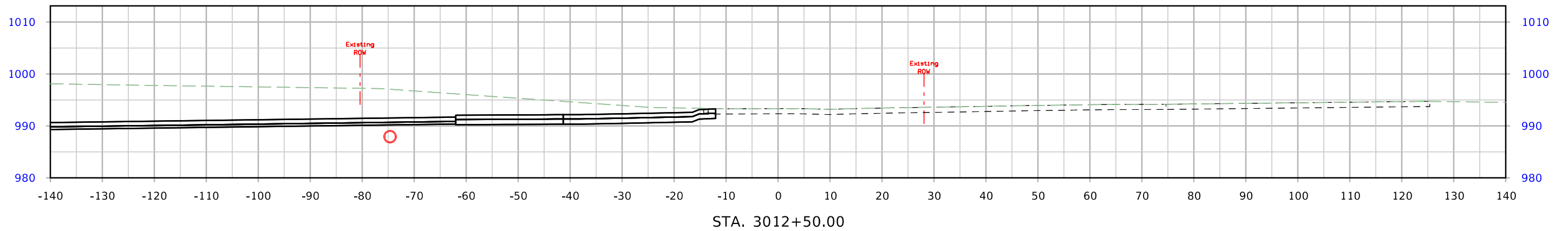
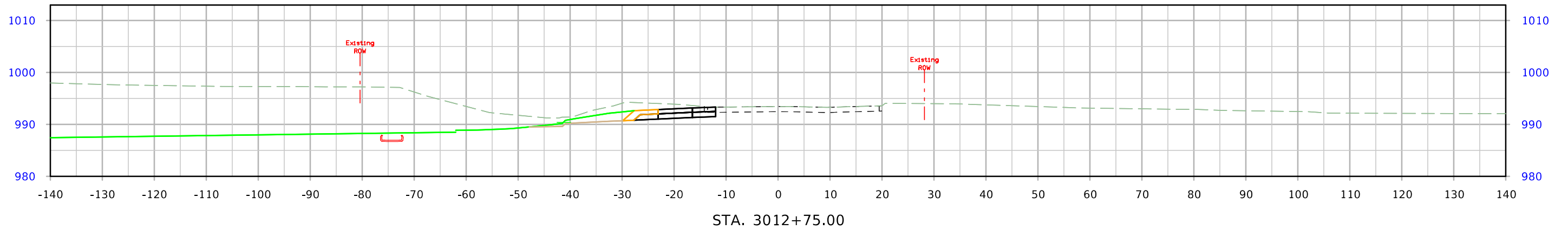
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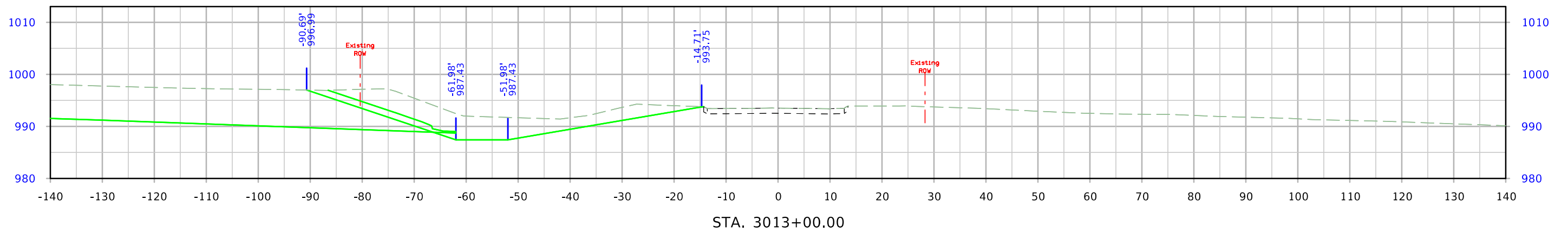
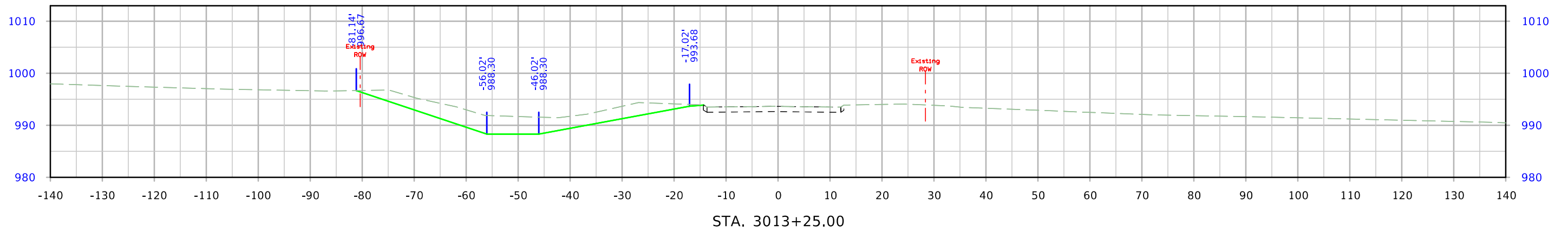
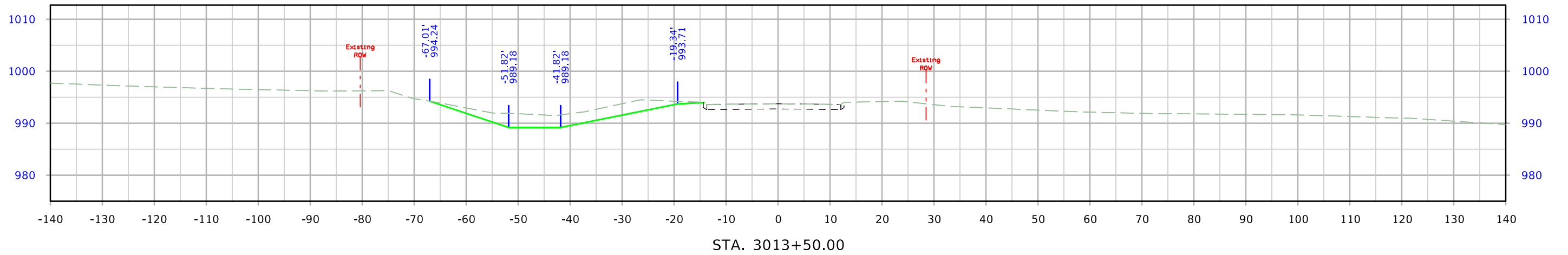
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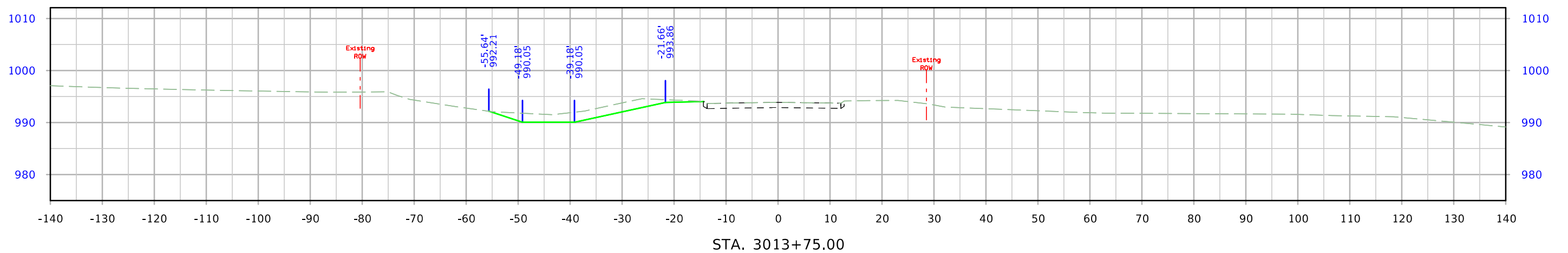
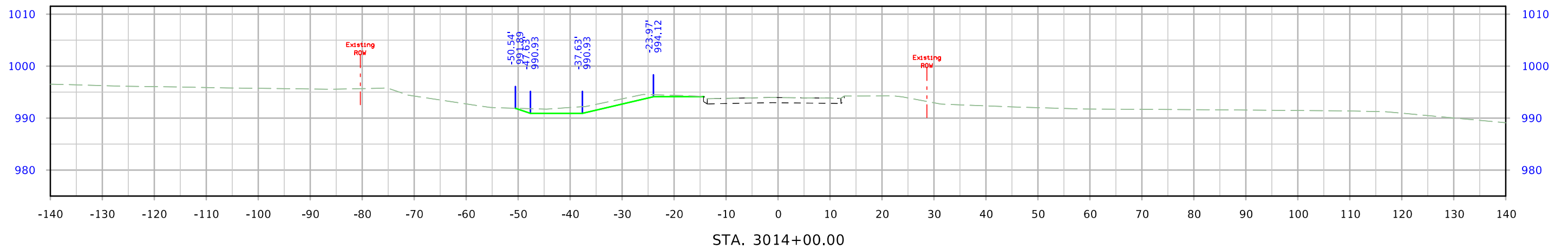
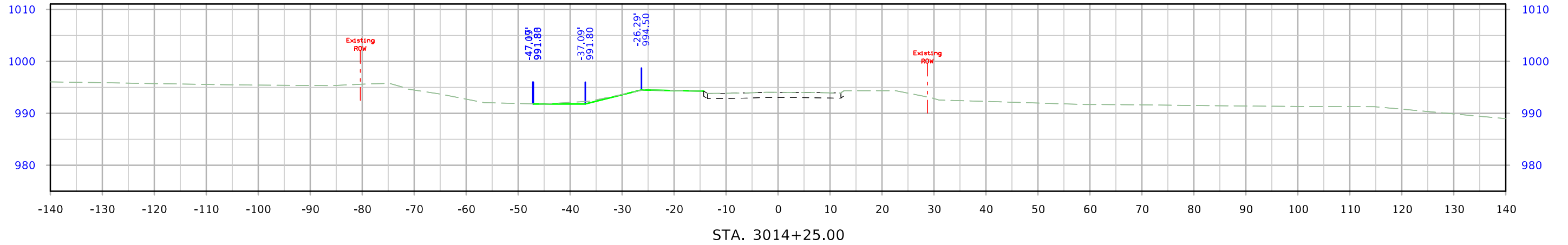
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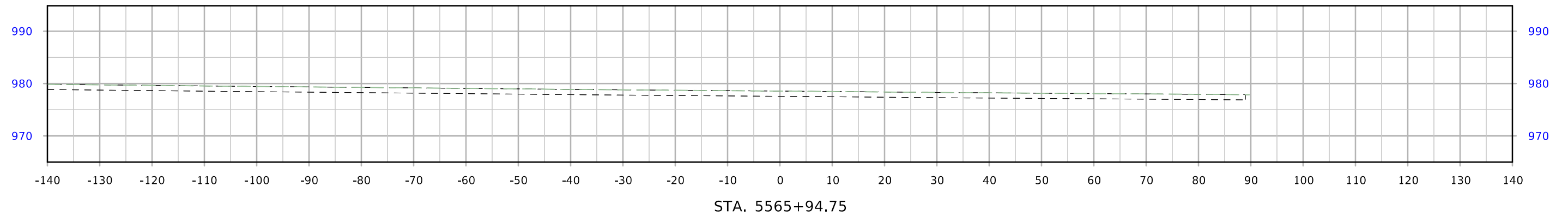
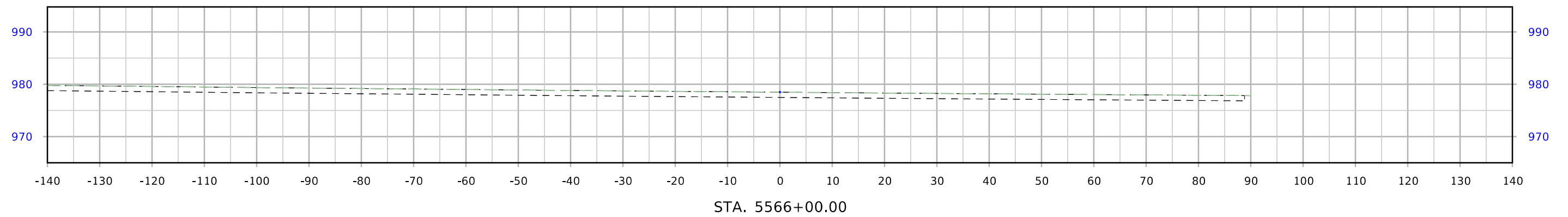
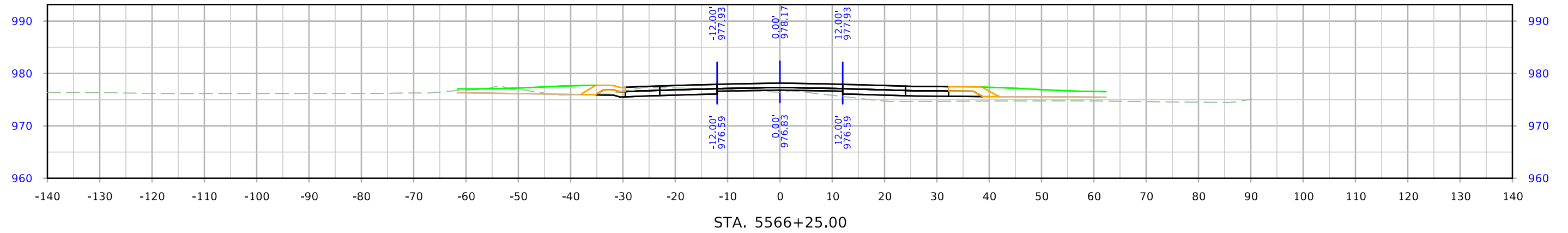
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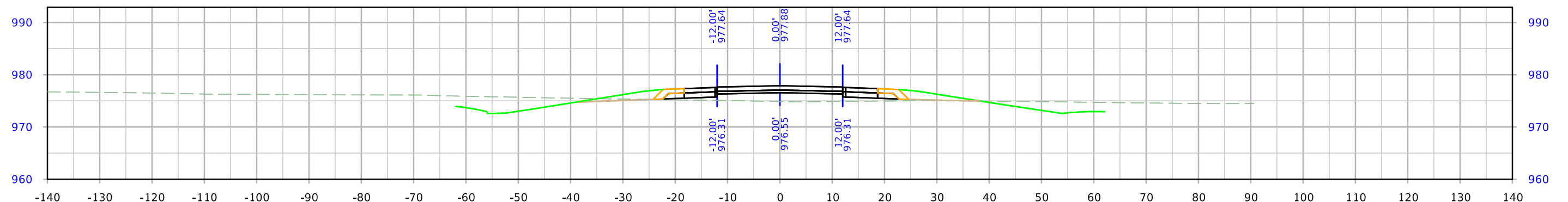
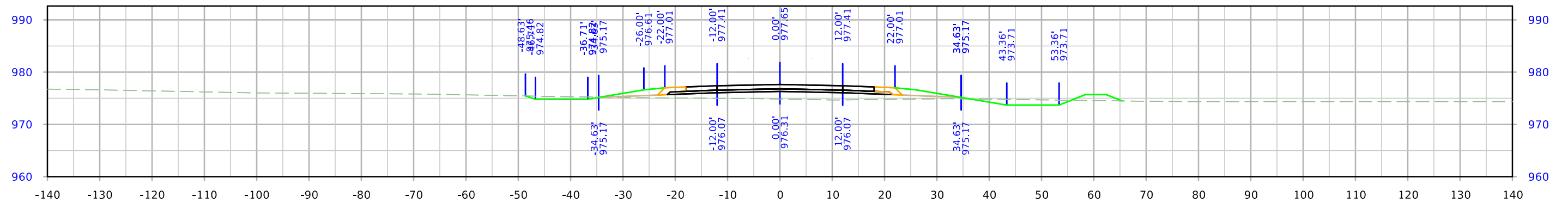
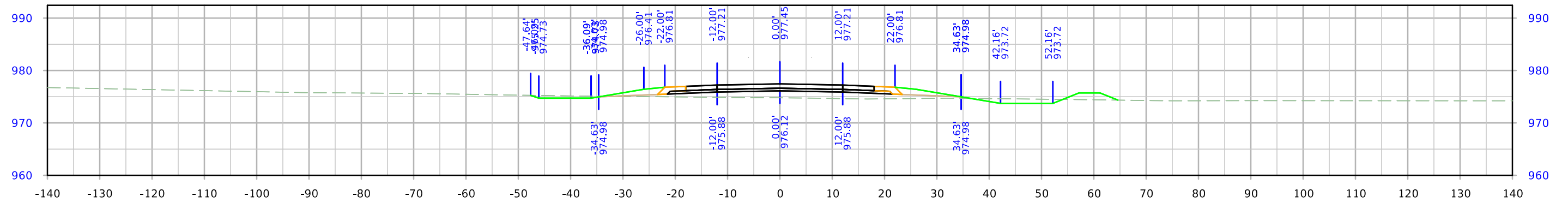
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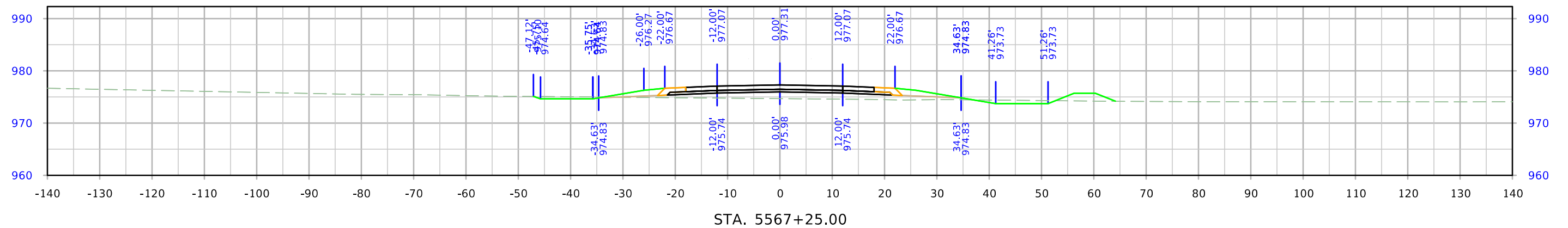
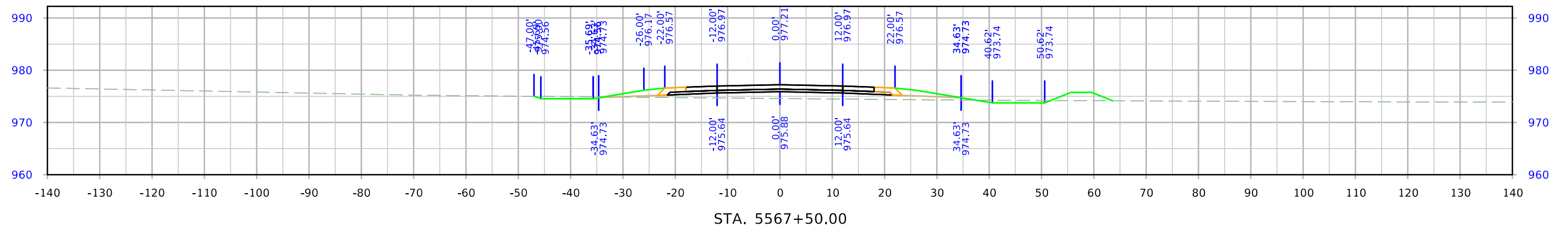
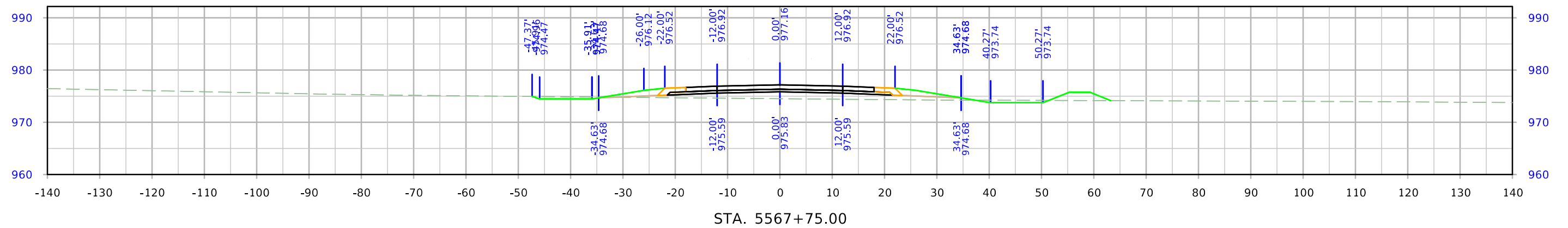
West A Ave



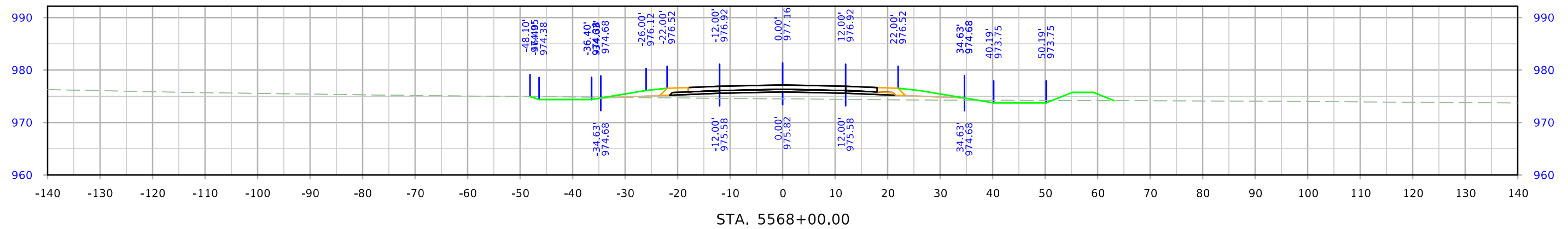
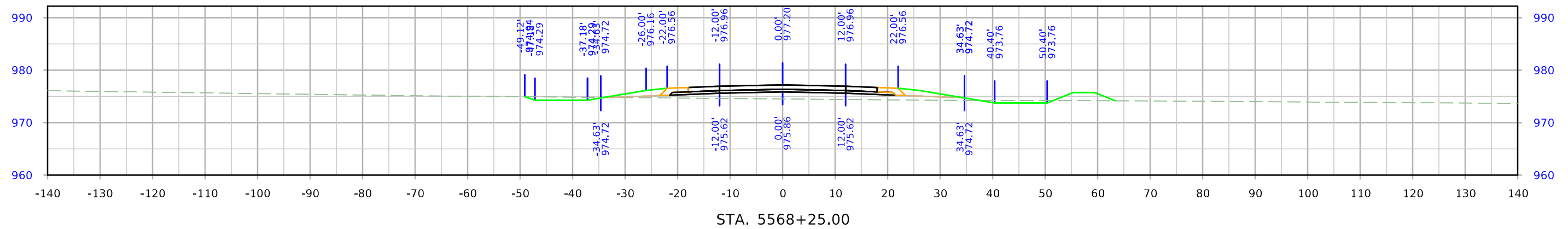
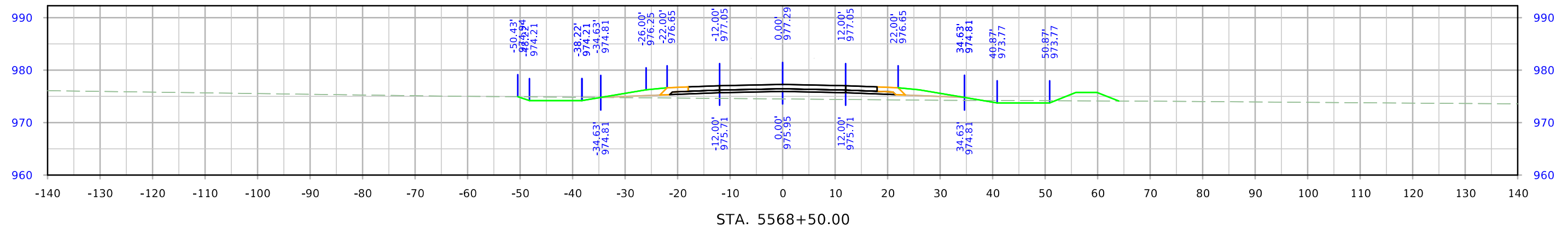
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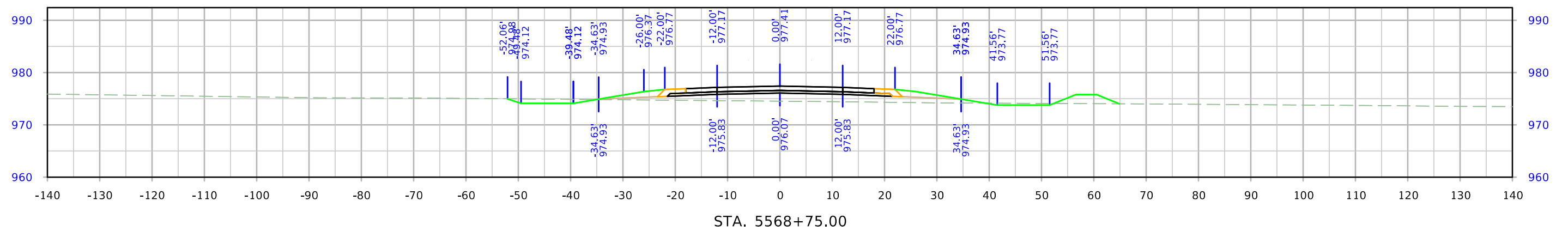
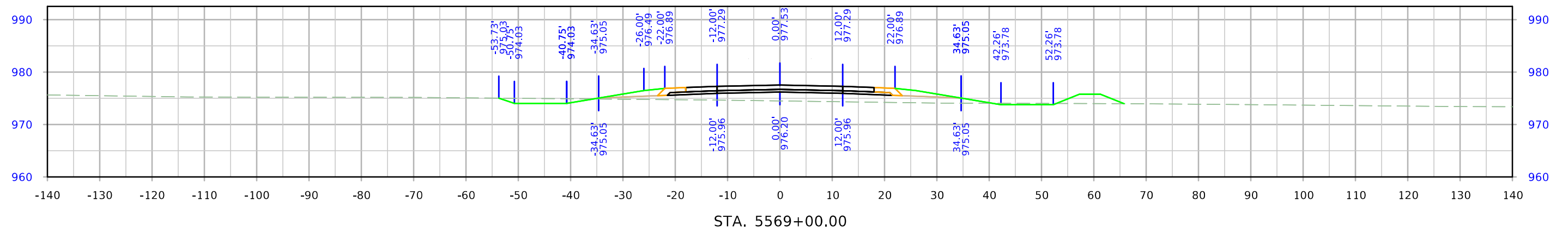
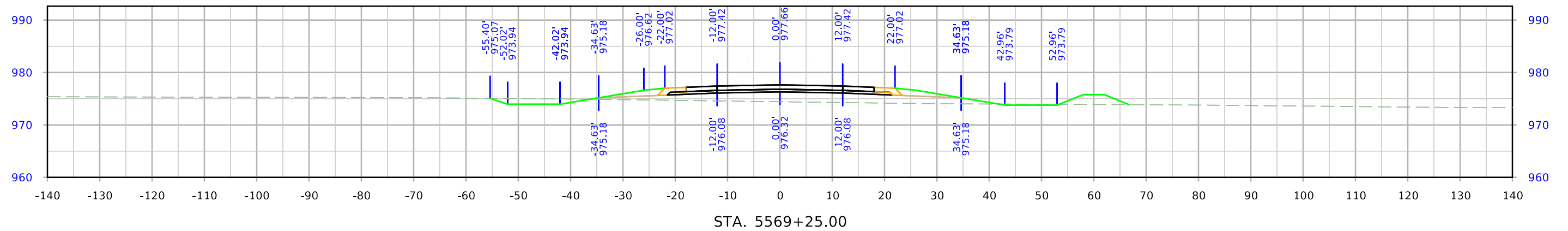
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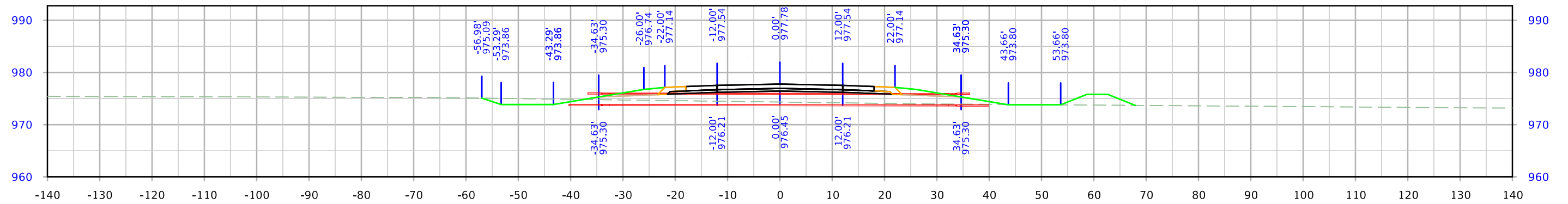
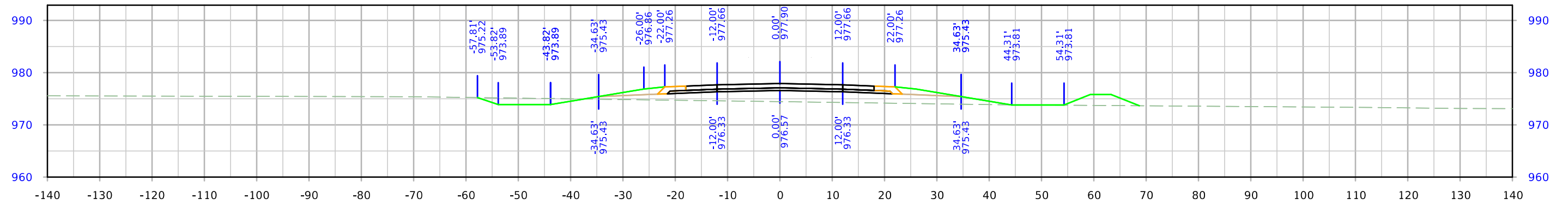
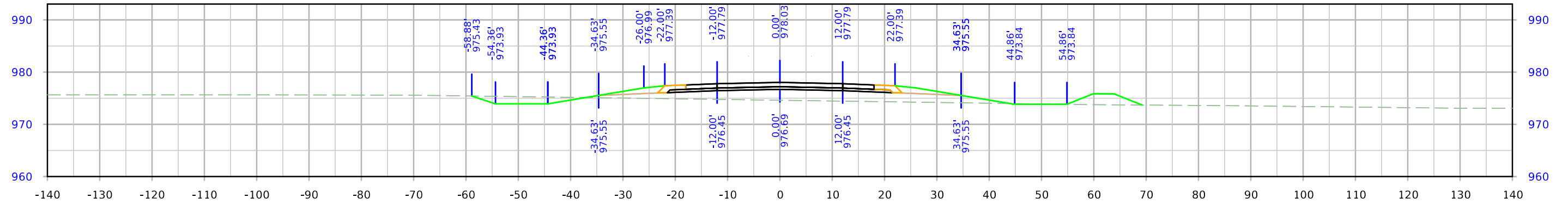
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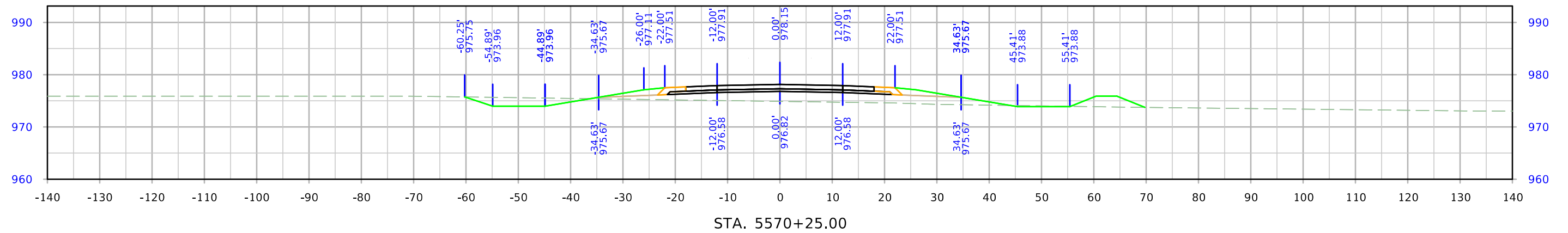
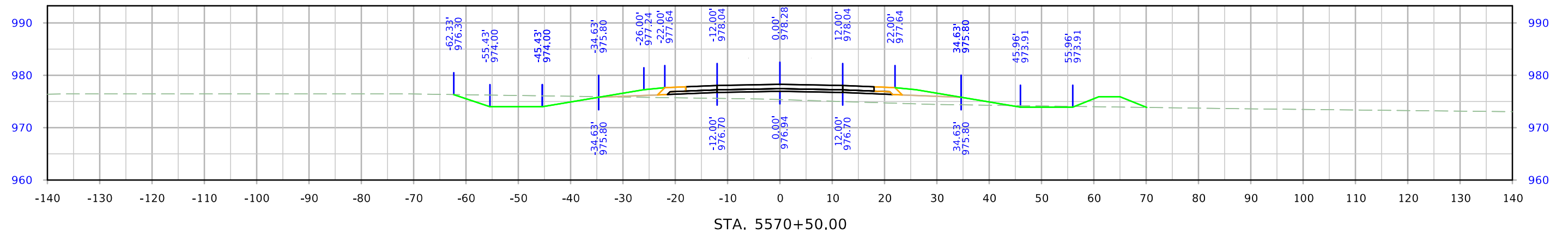
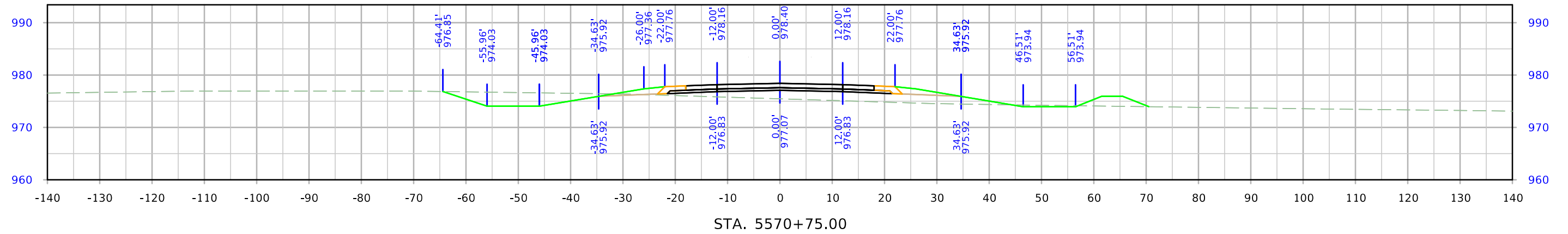
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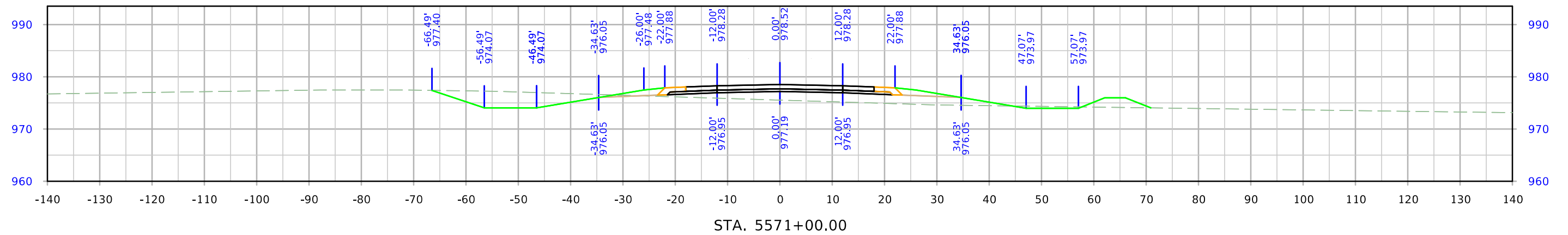
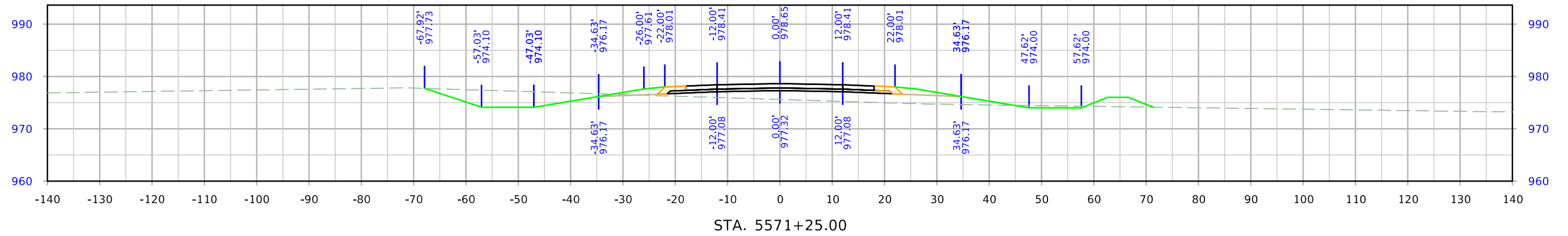
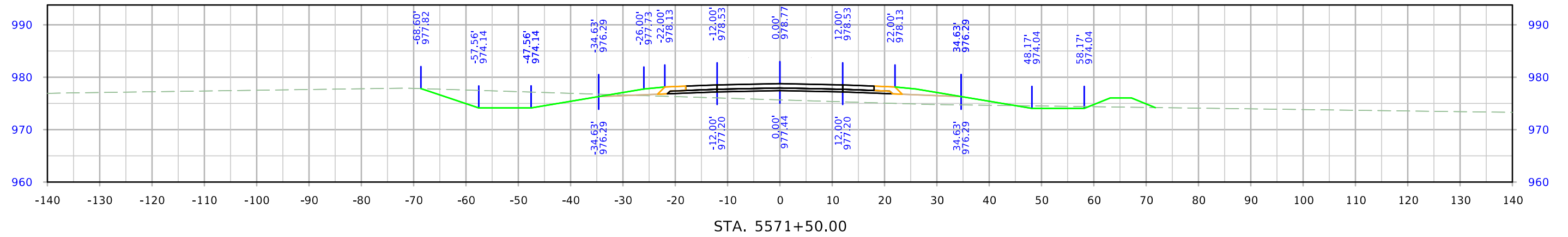
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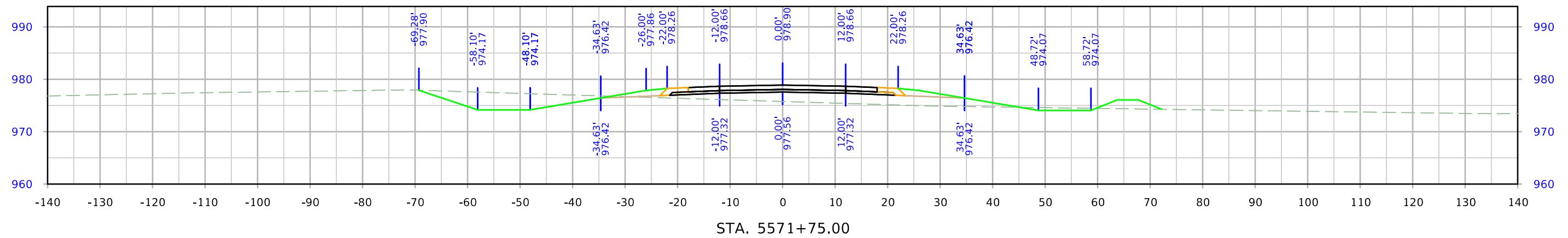
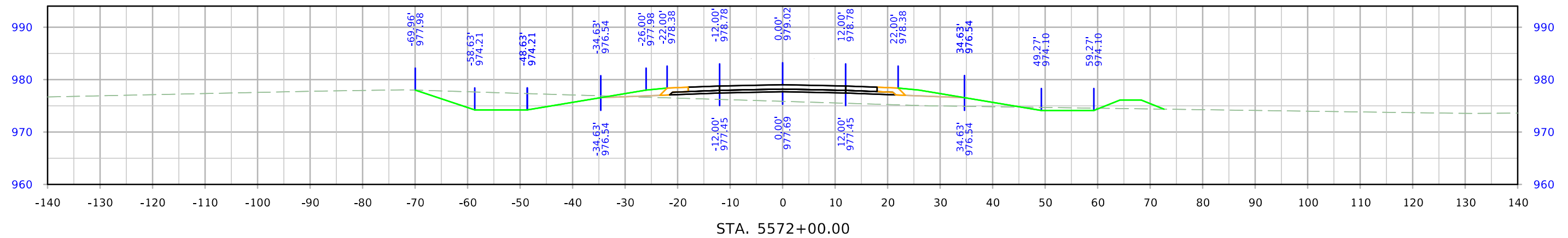
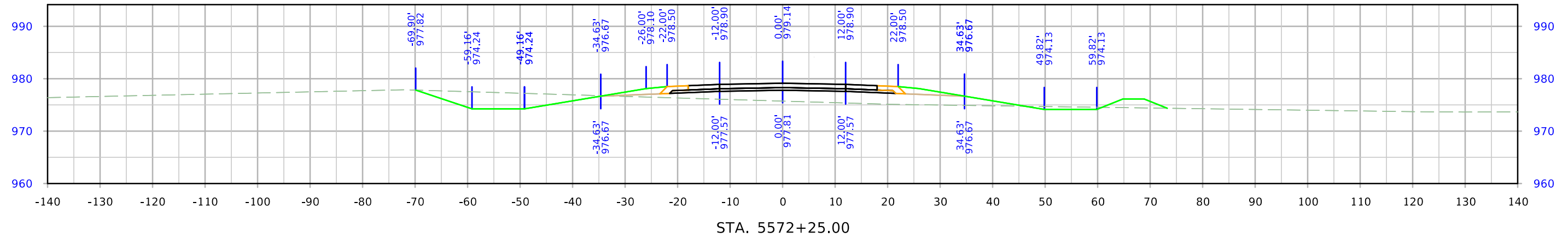
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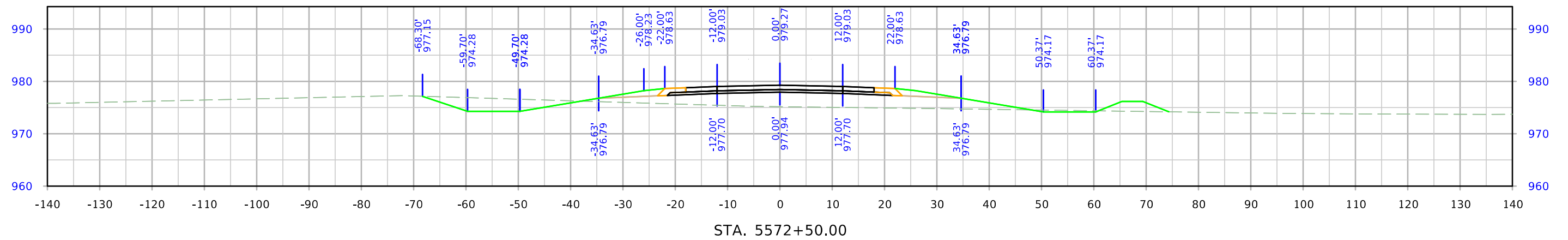
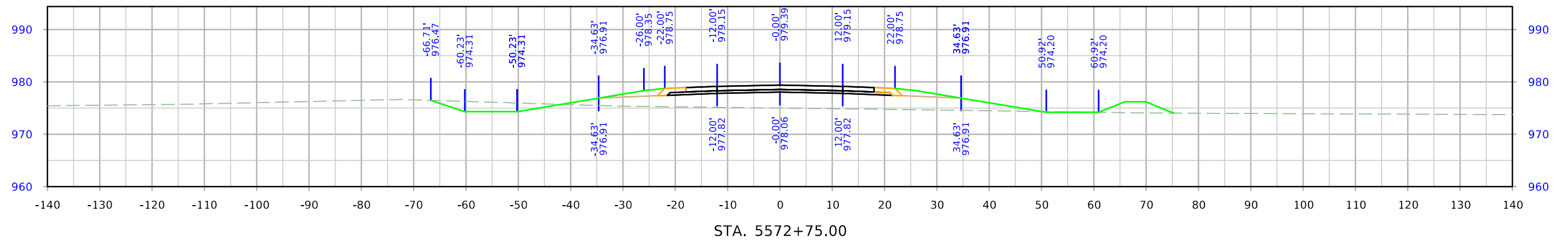
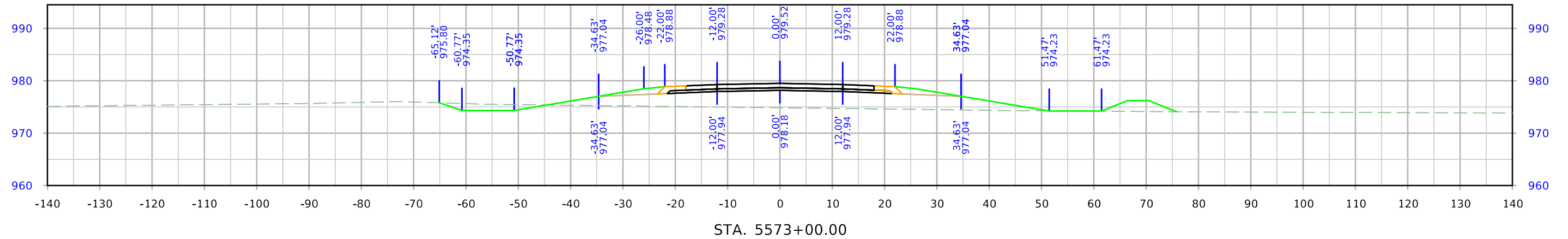
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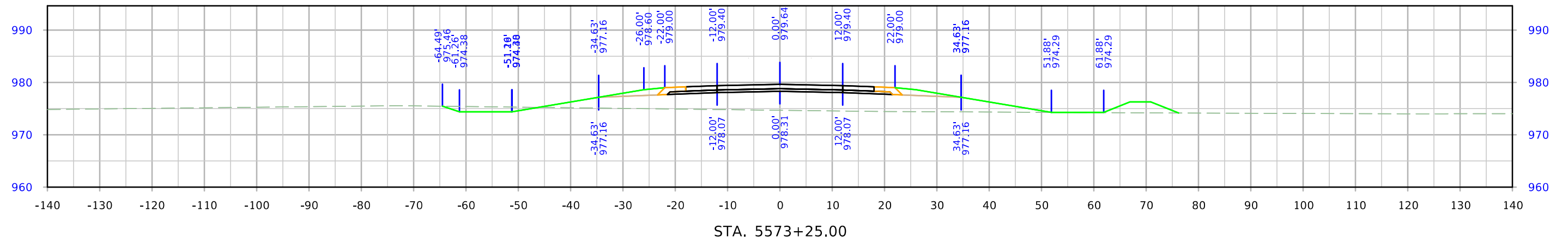
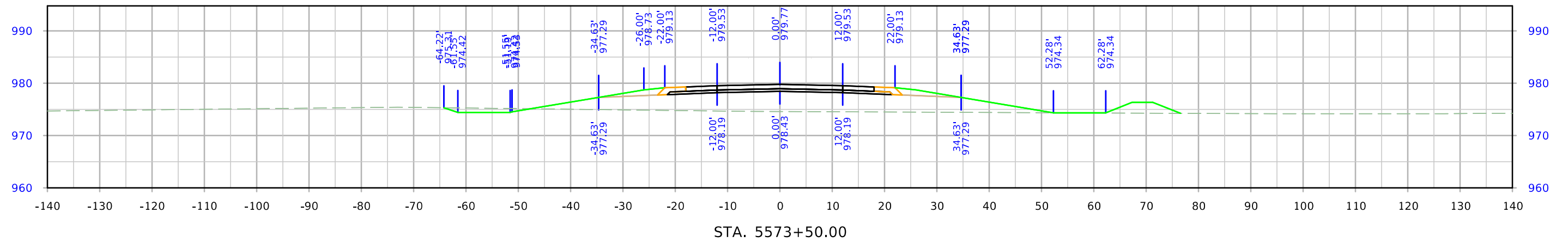
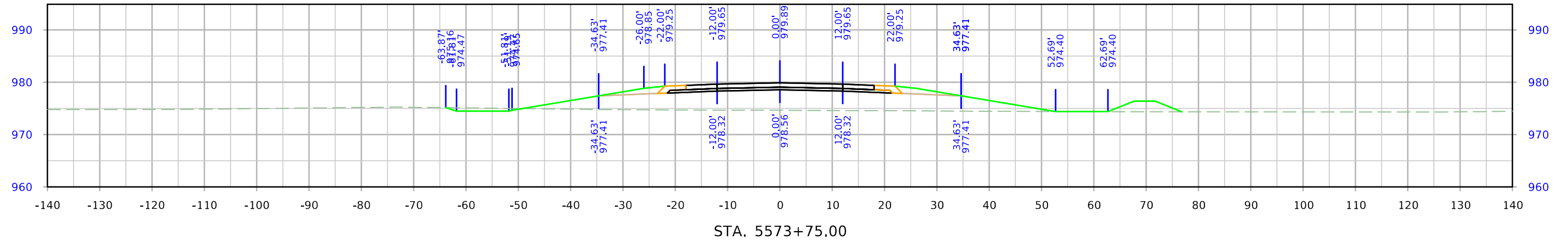
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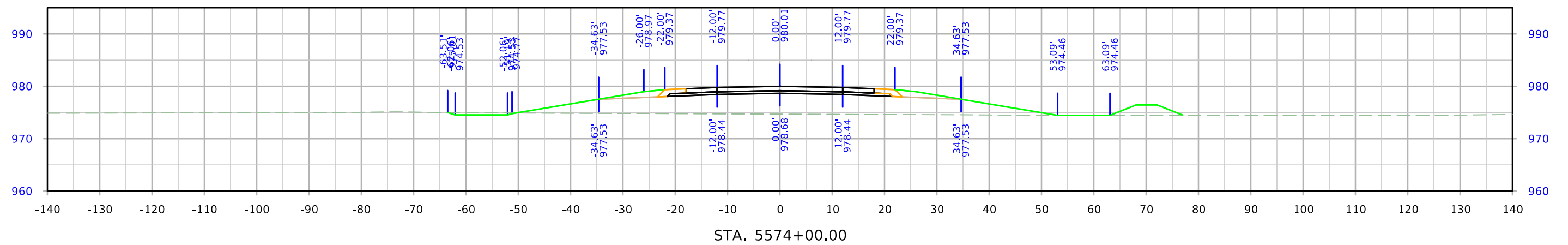
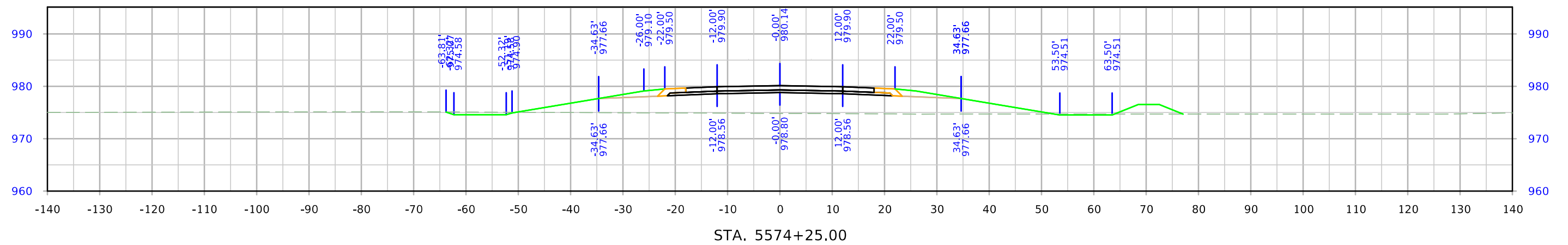
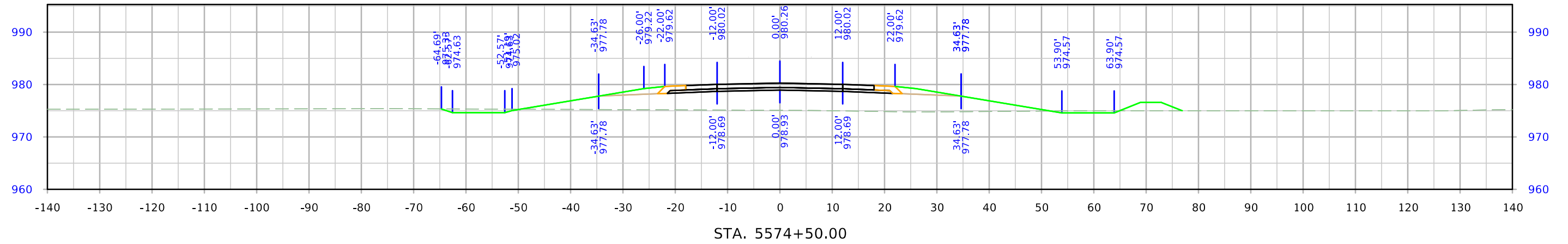
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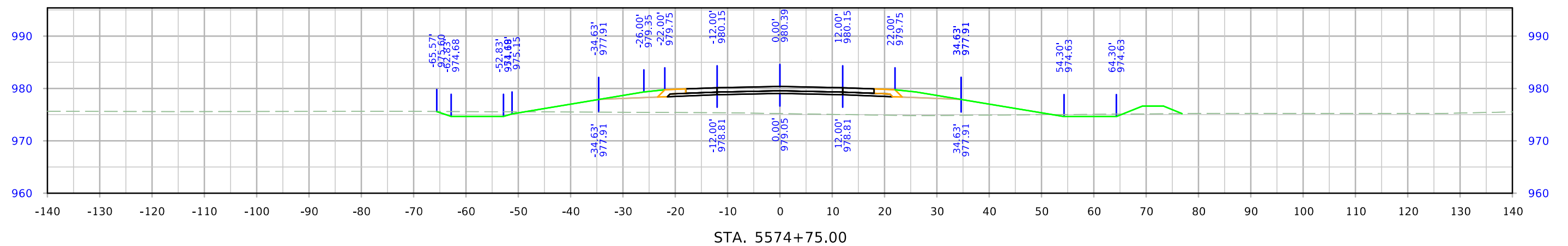
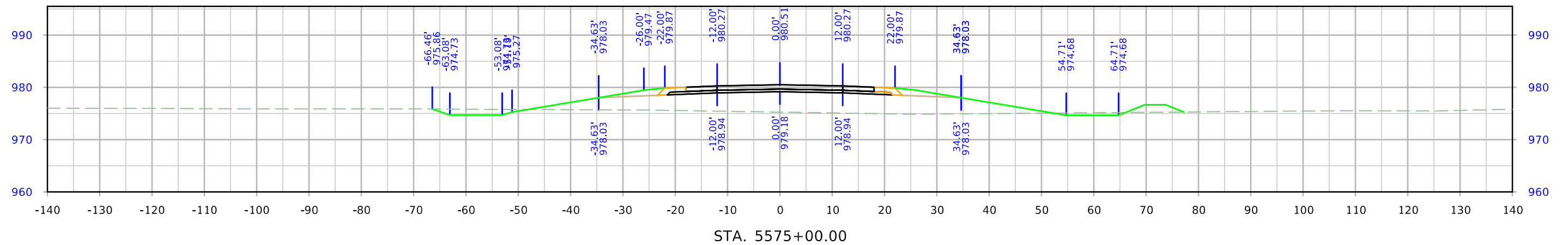
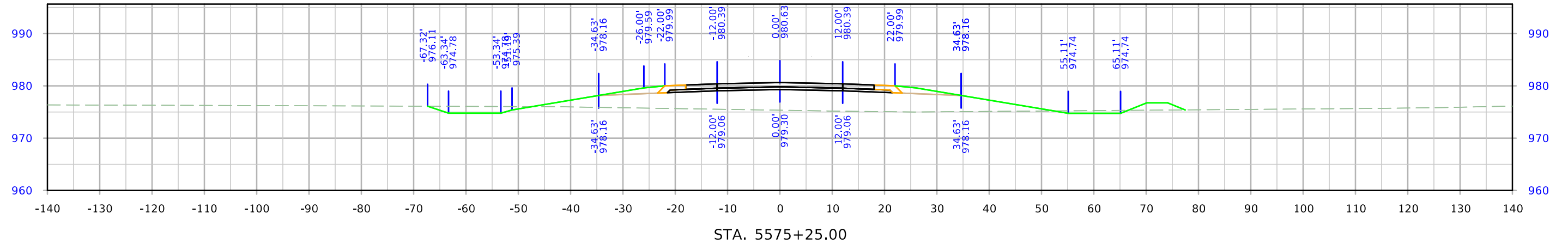
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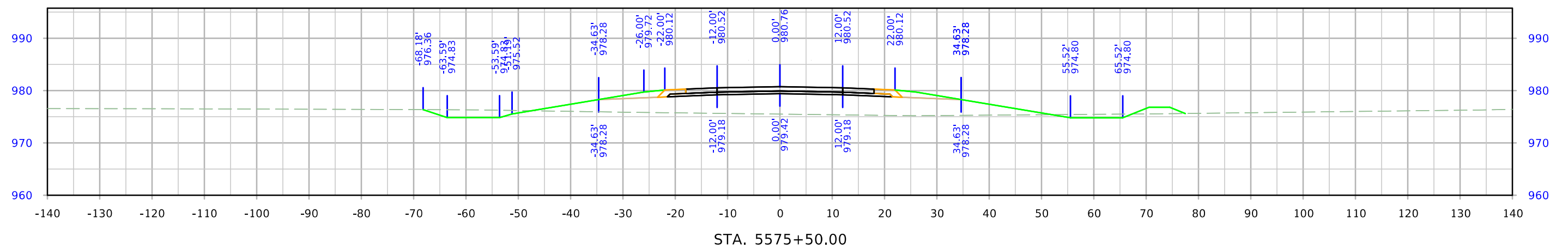
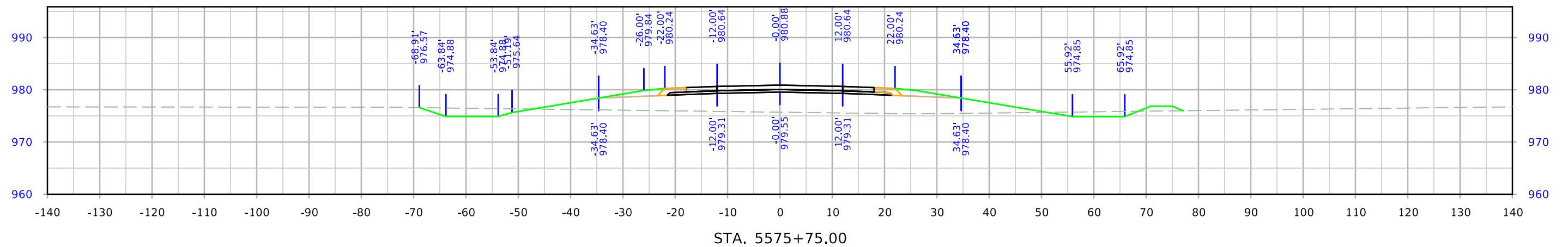
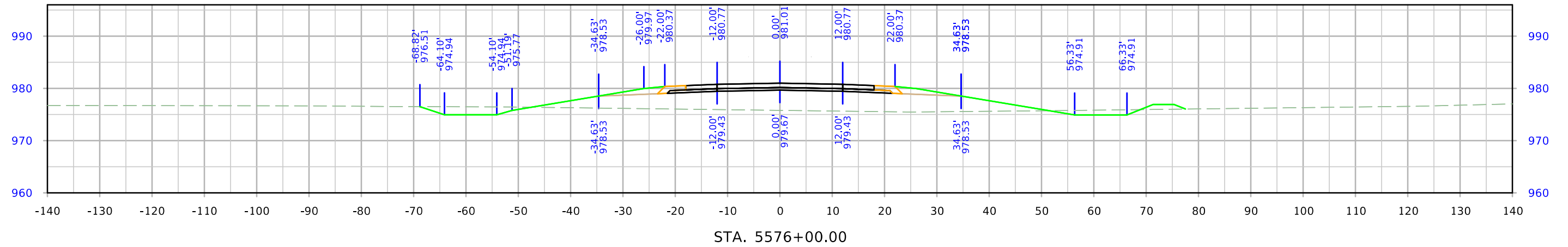
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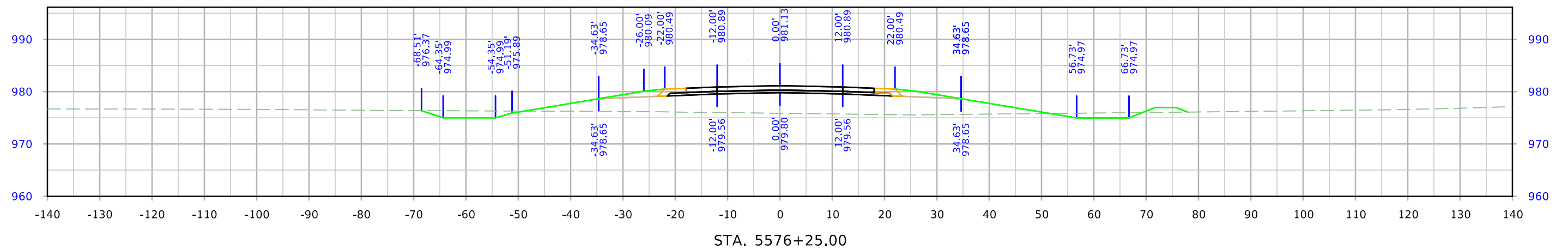
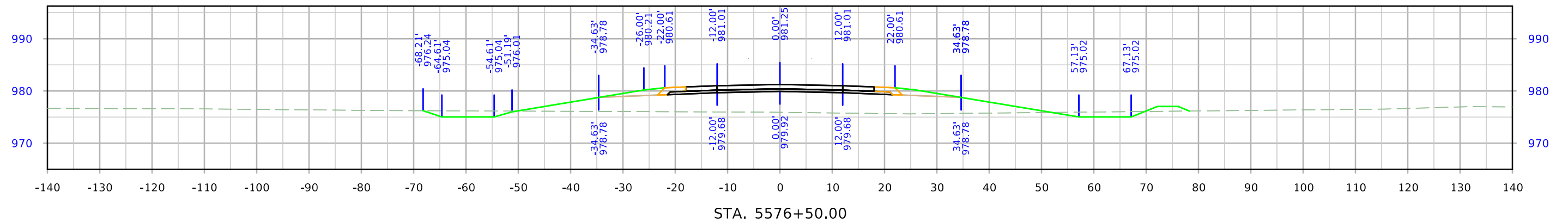
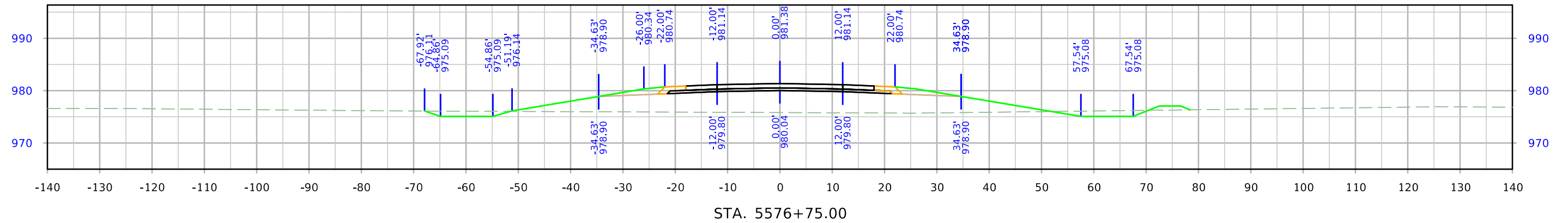
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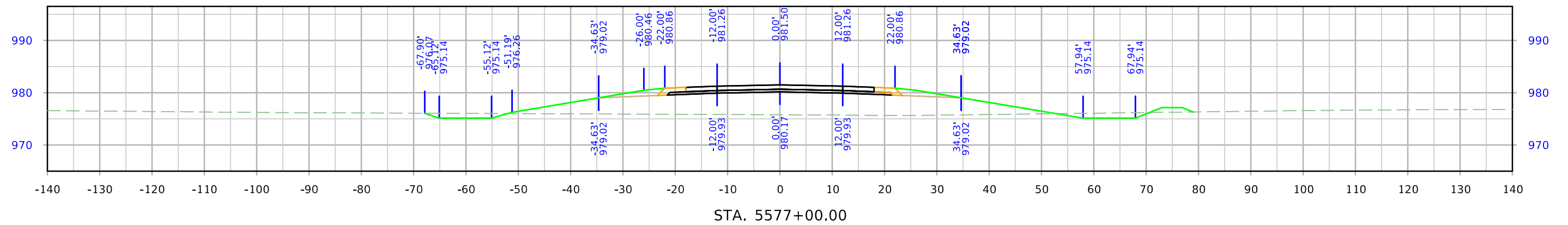
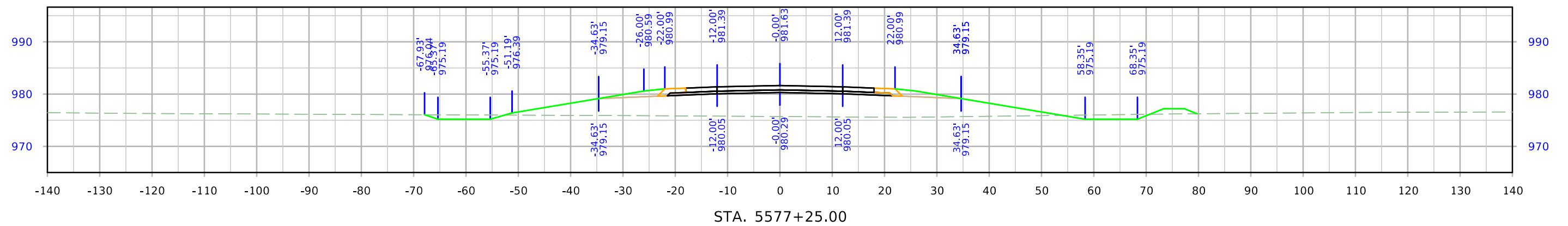
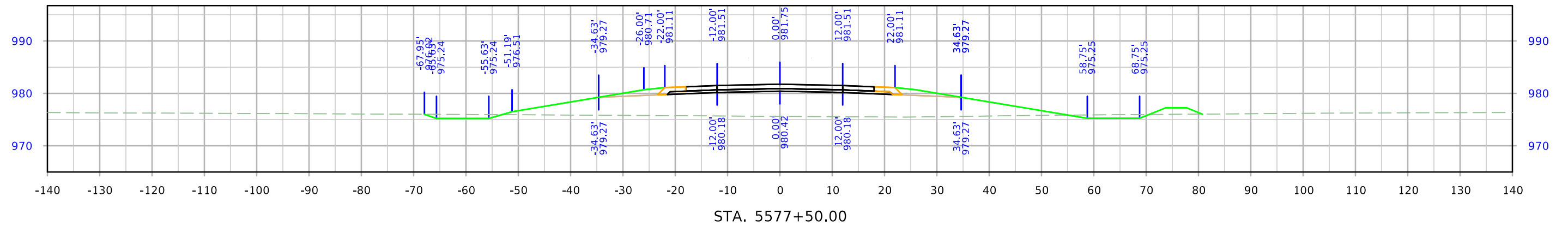
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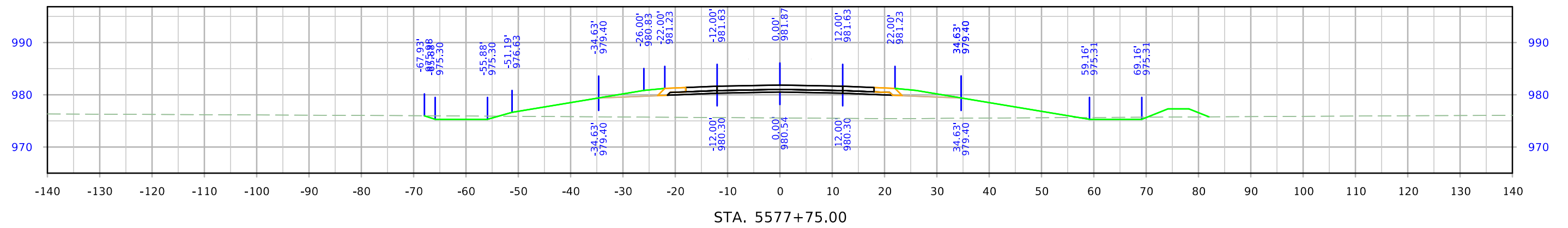
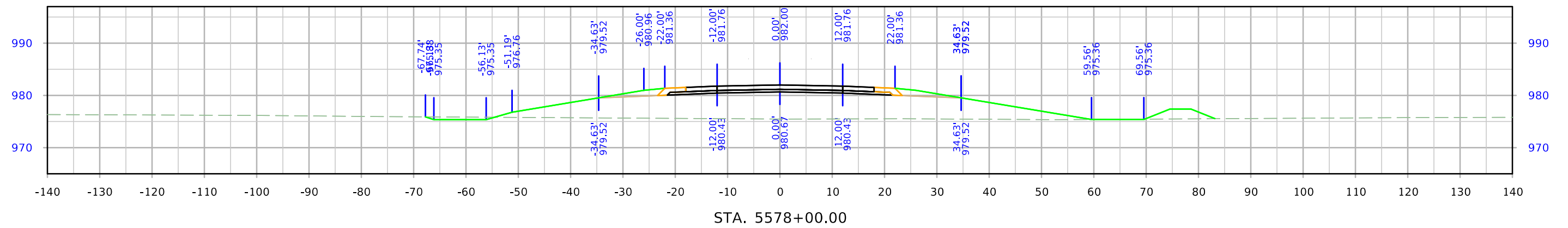
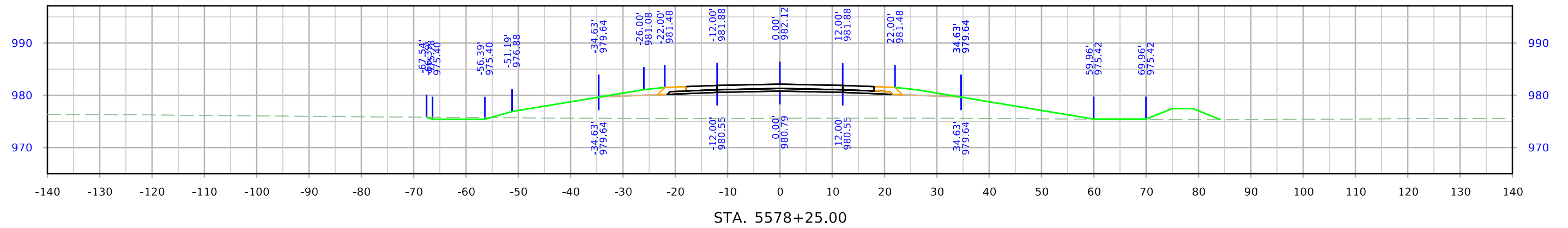
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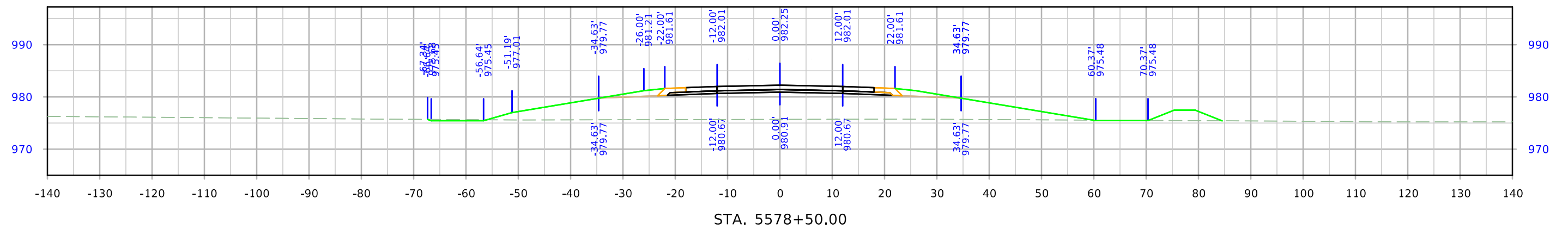
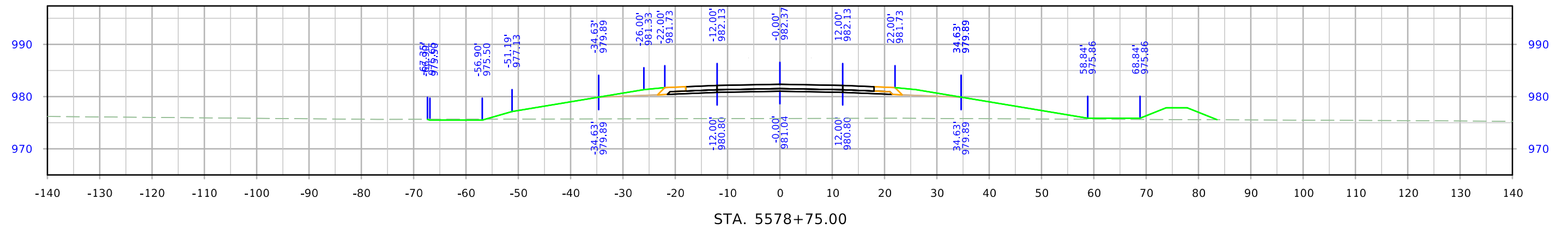
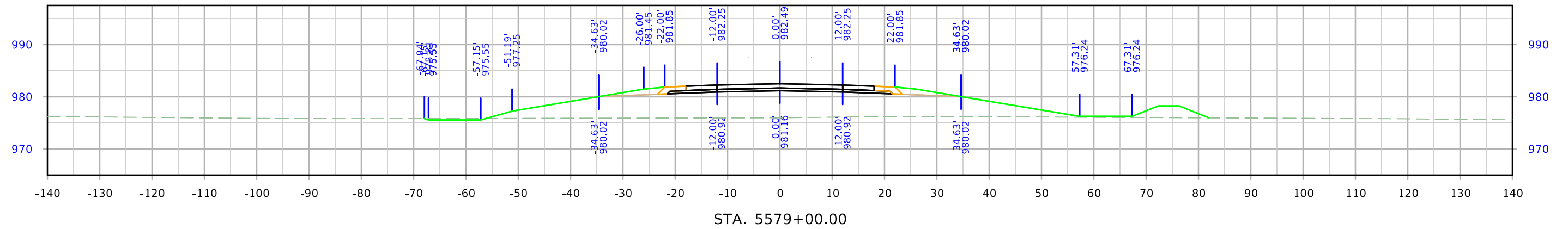
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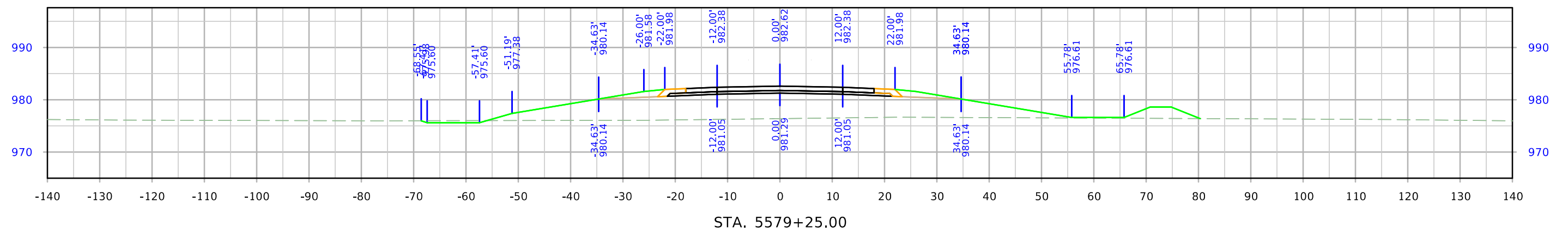
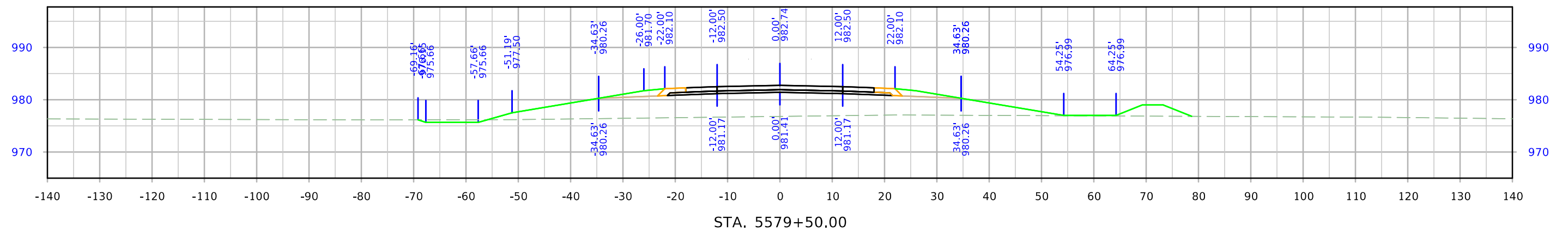
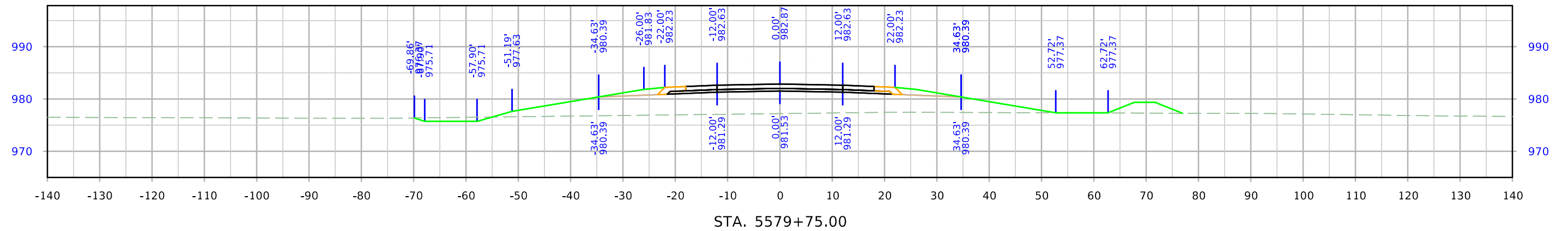
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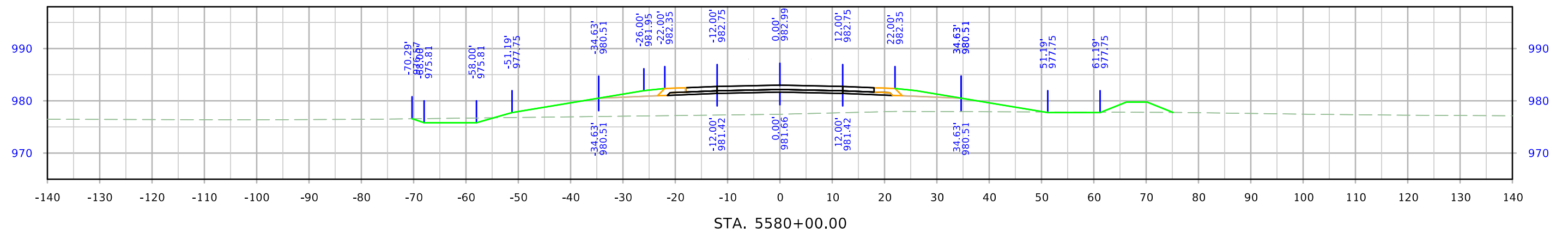
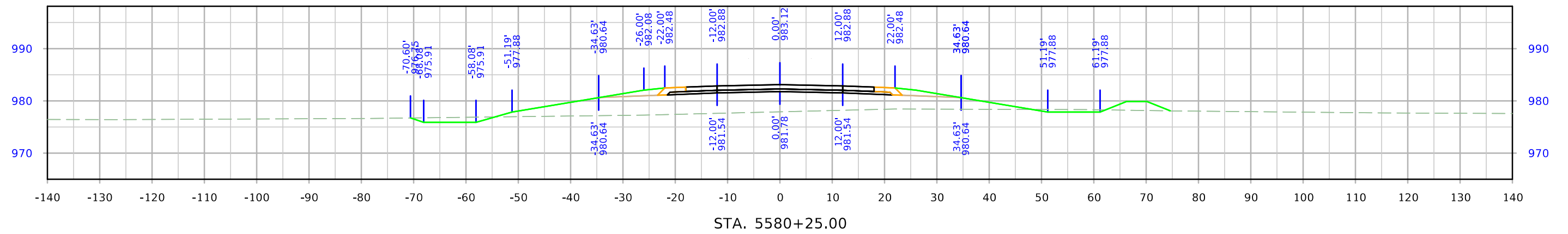
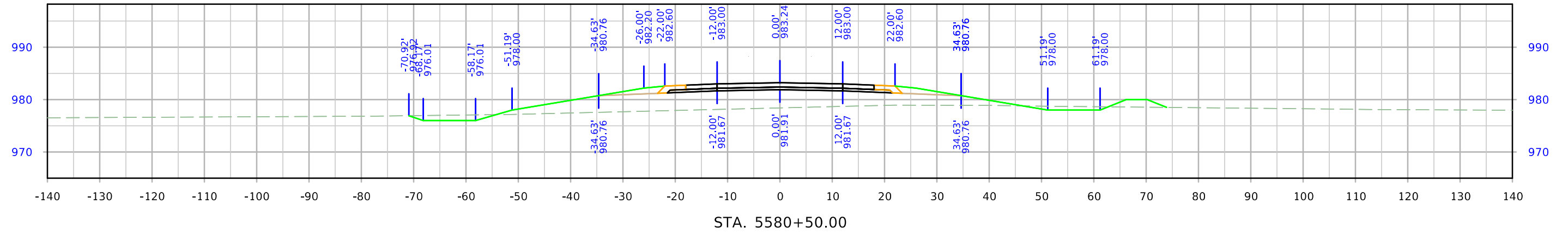
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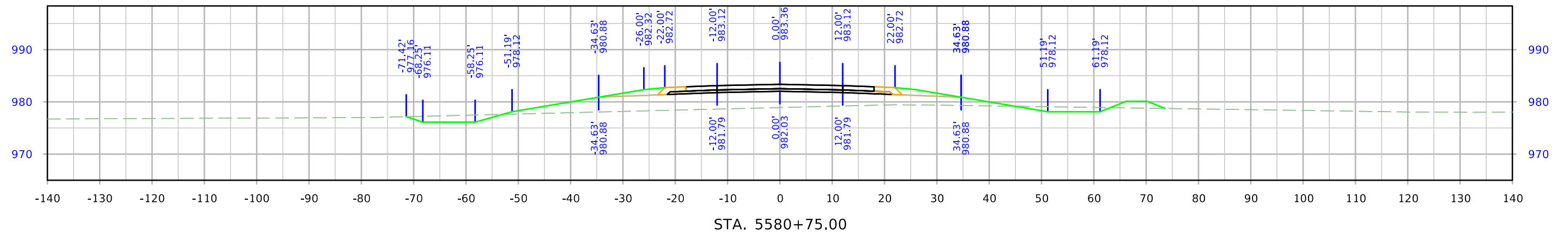
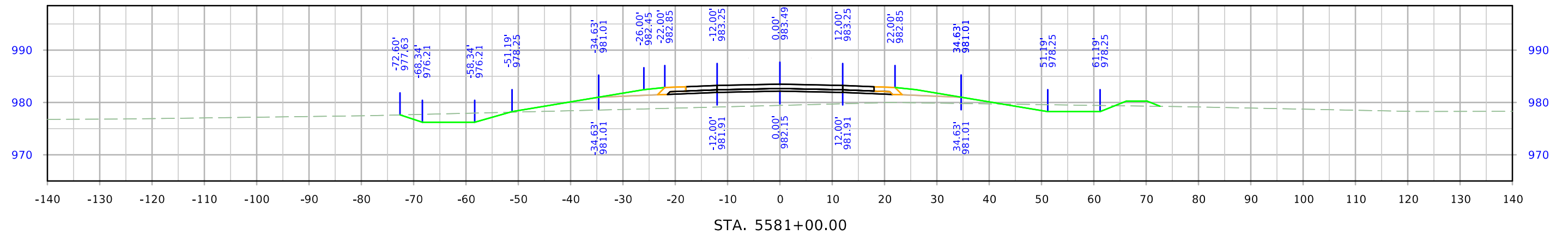
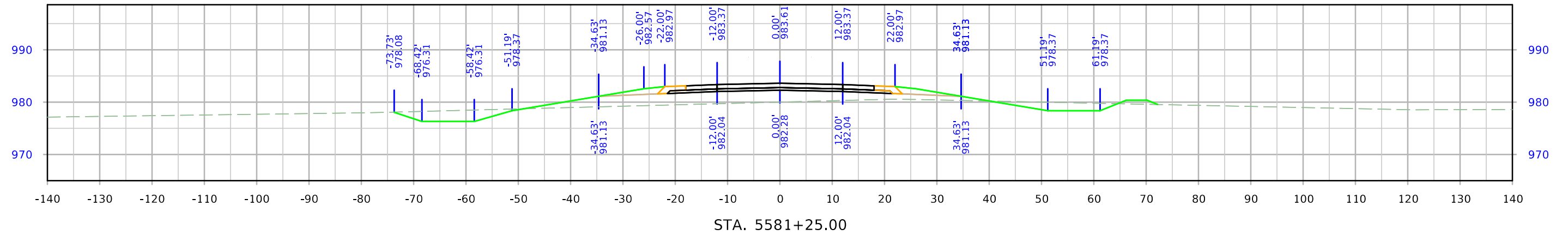
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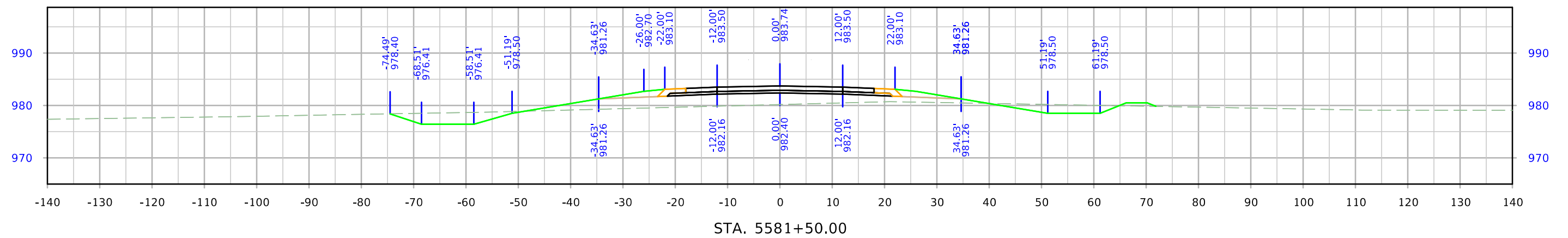
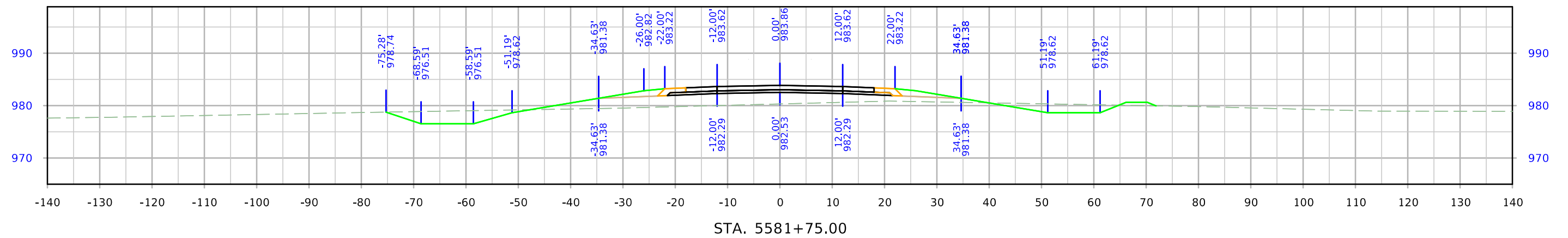
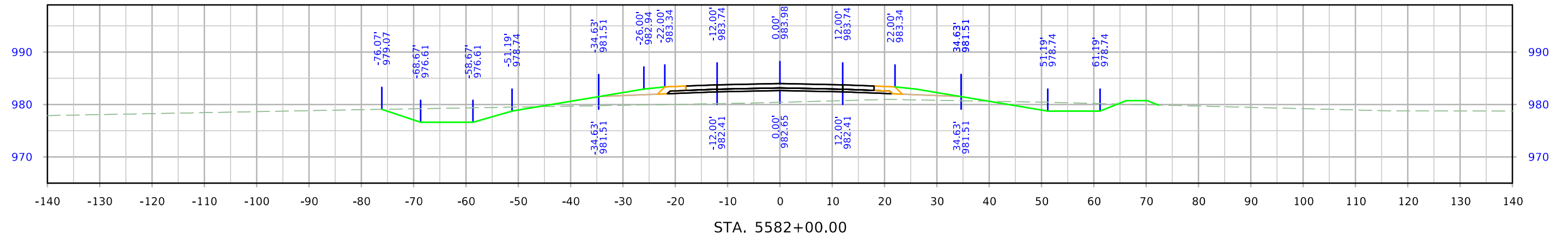
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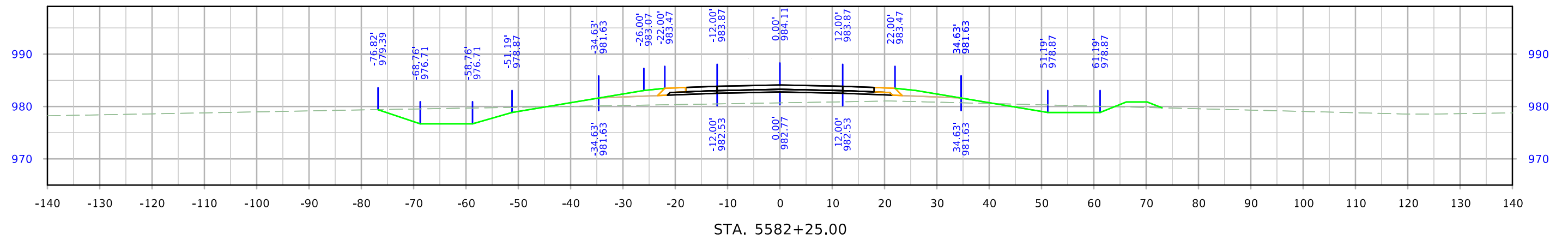
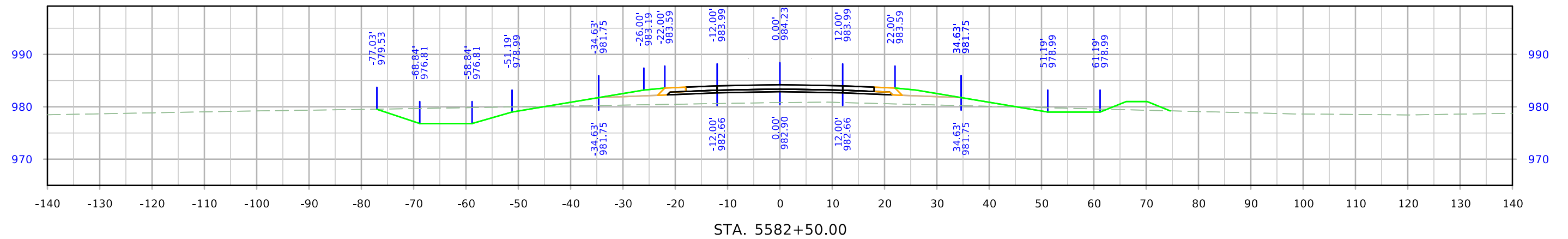
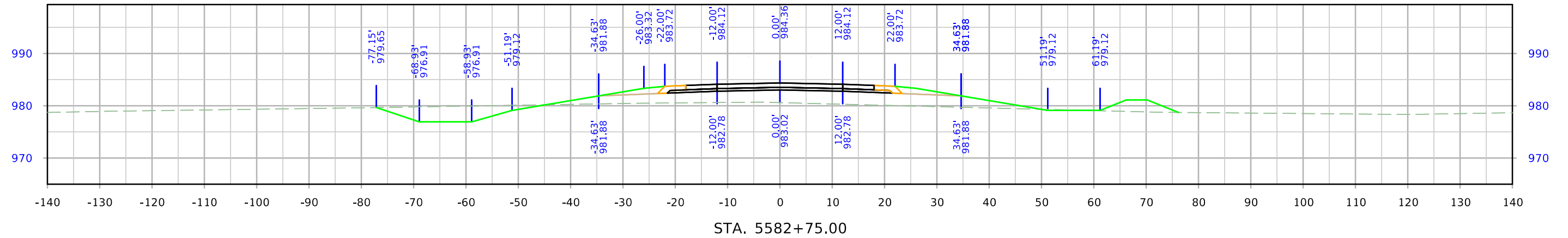
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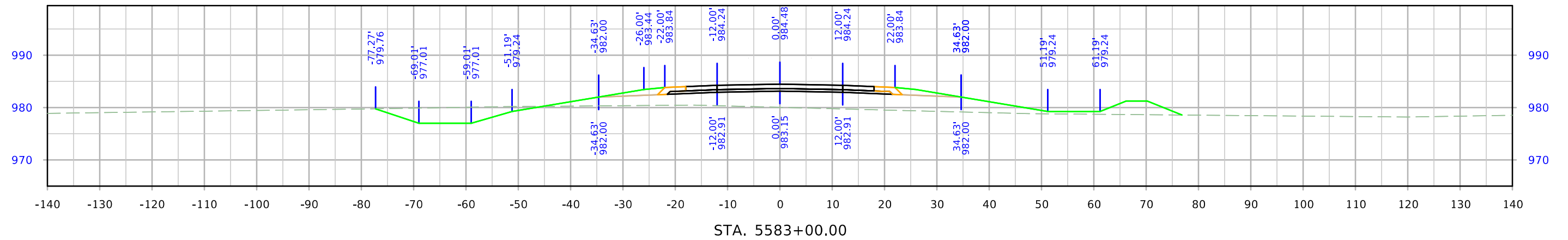
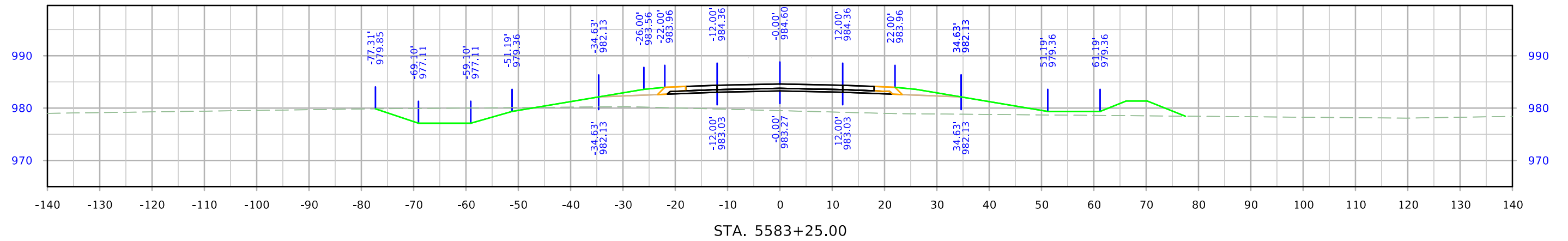
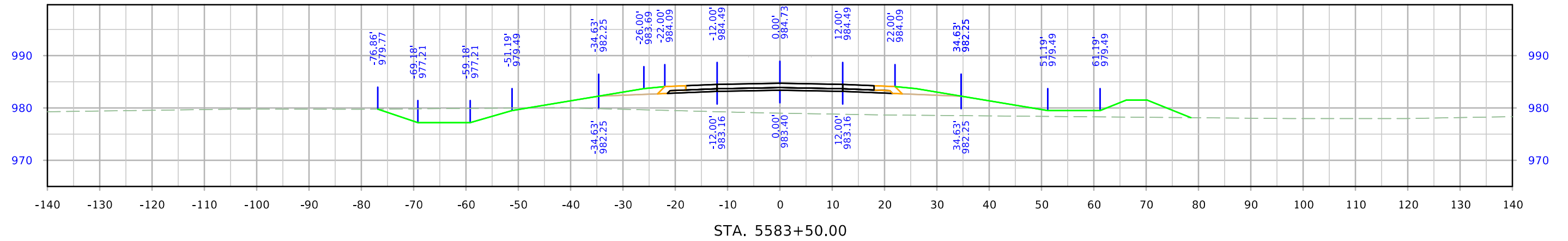
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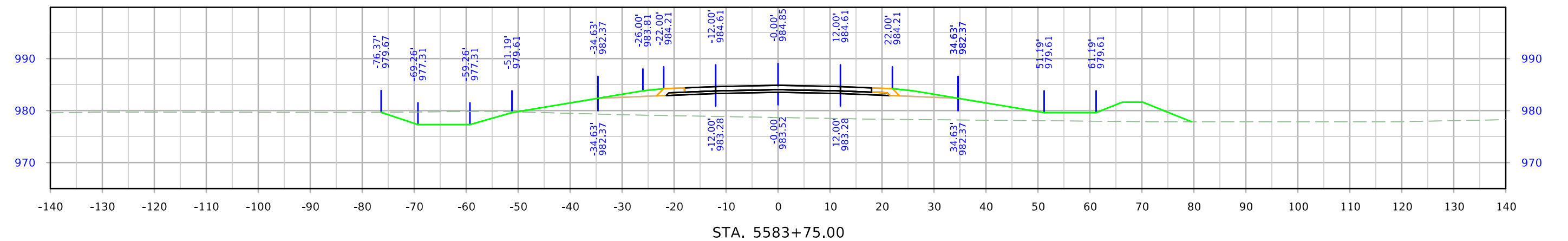
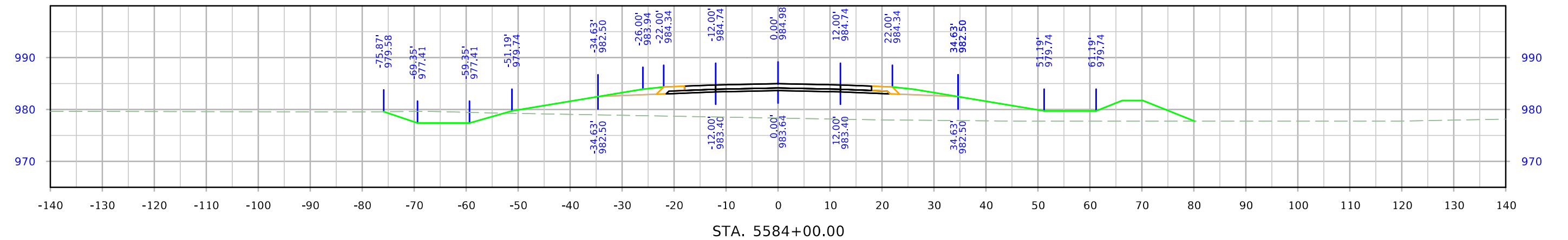
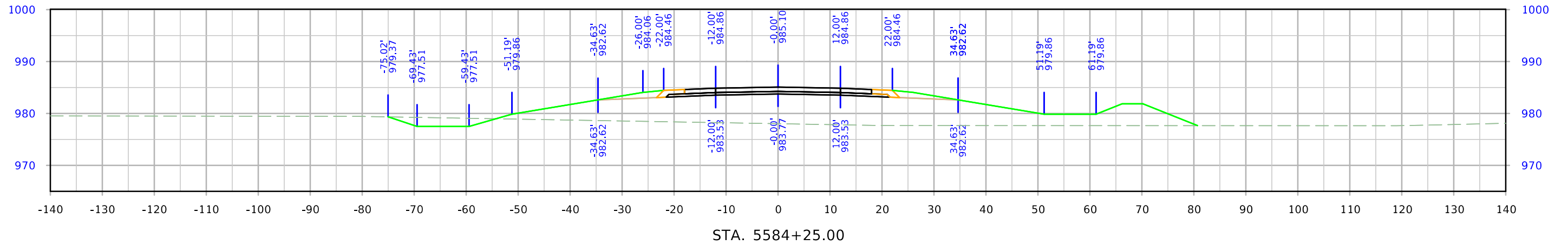
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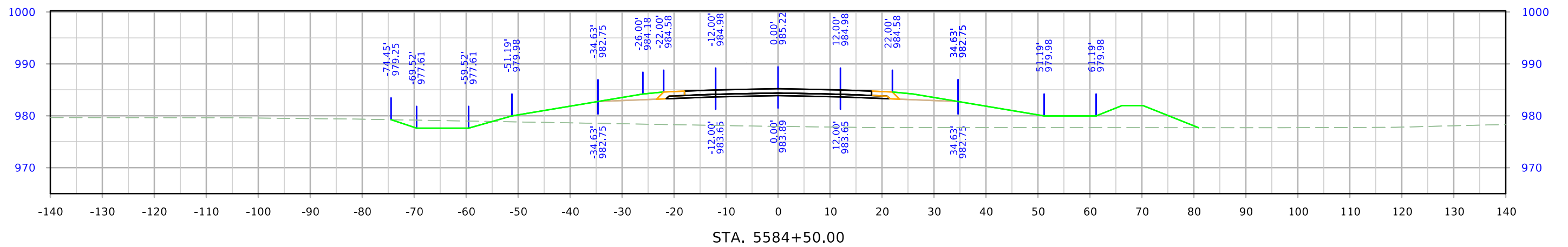
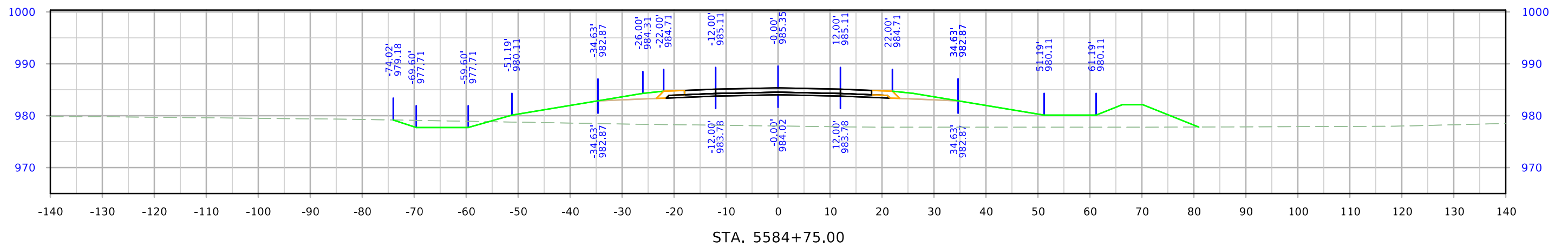
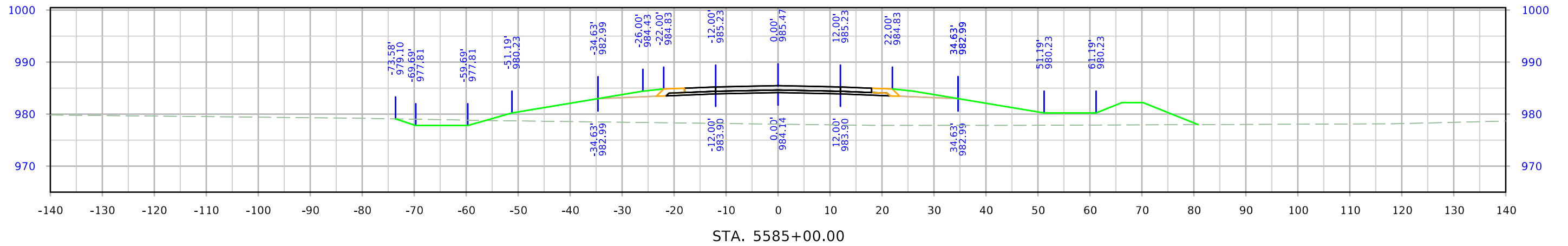
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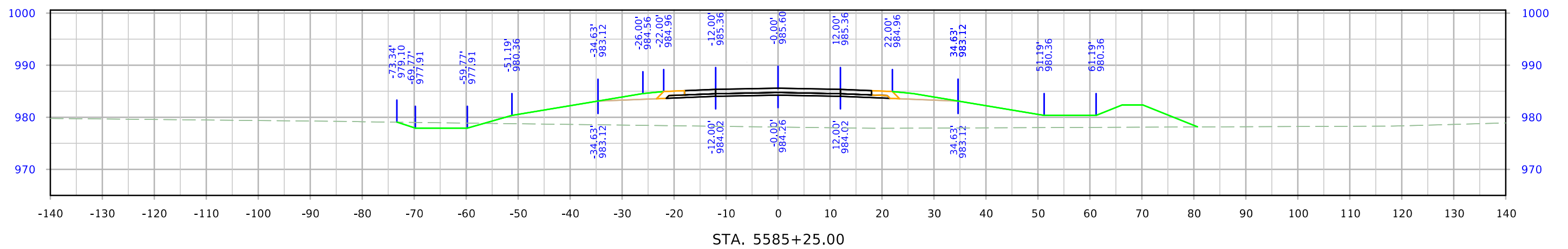
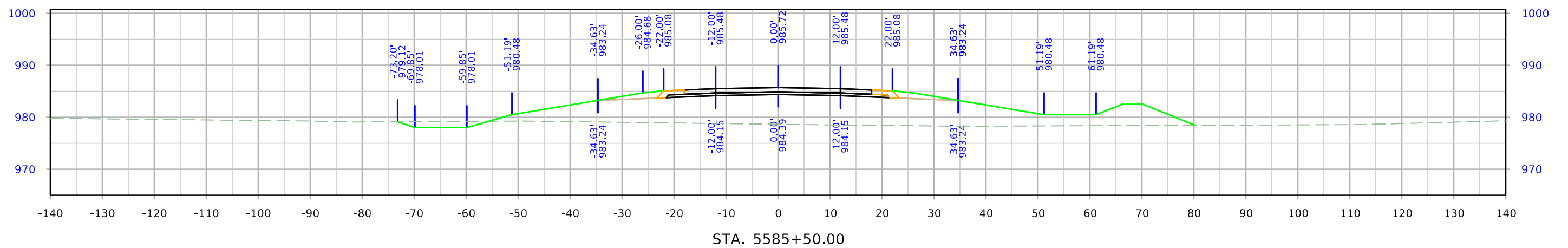
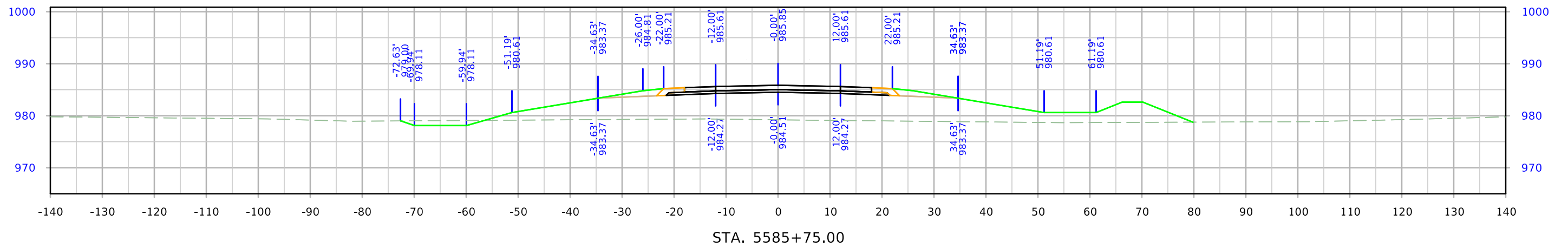
West A Ave



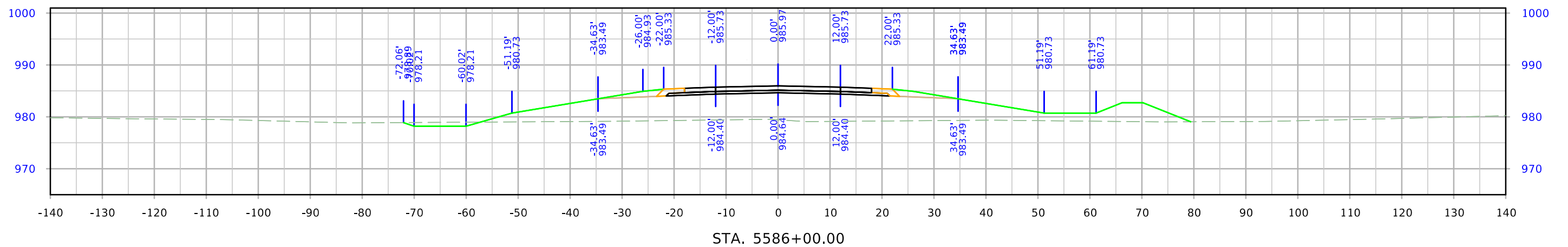
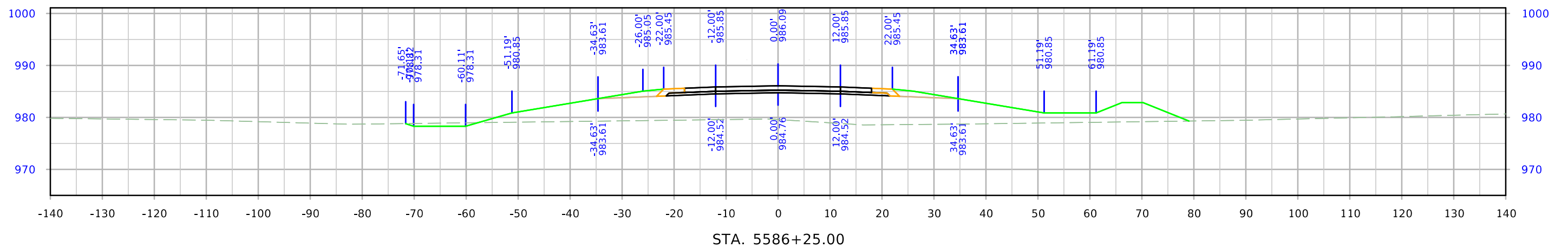
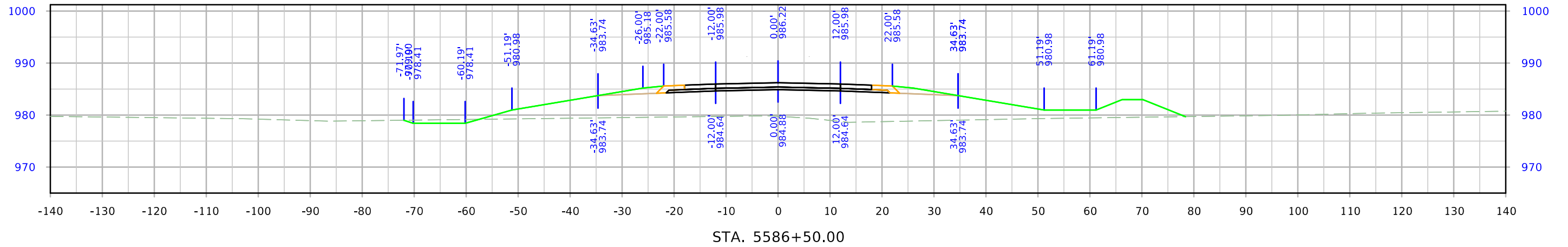
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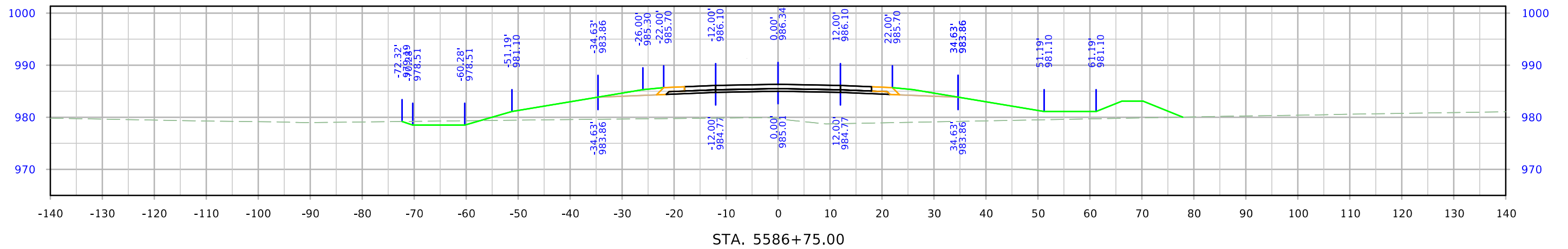
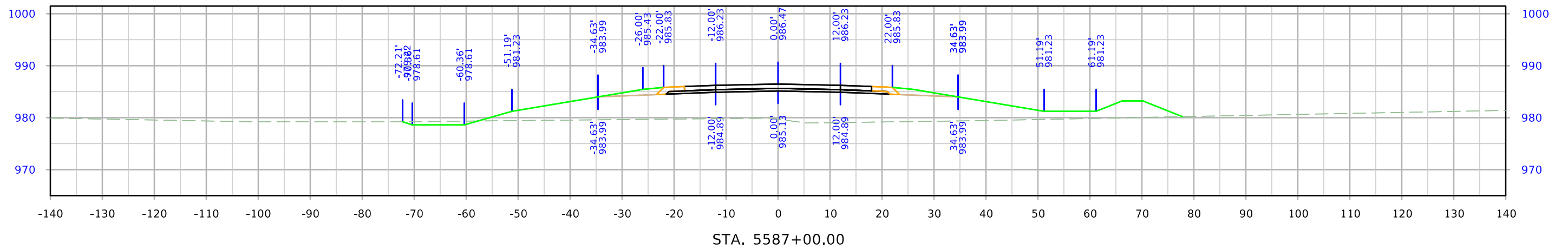
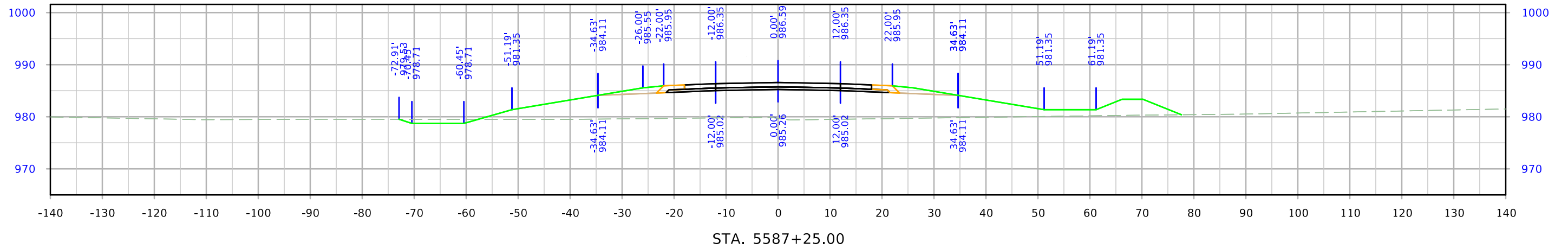
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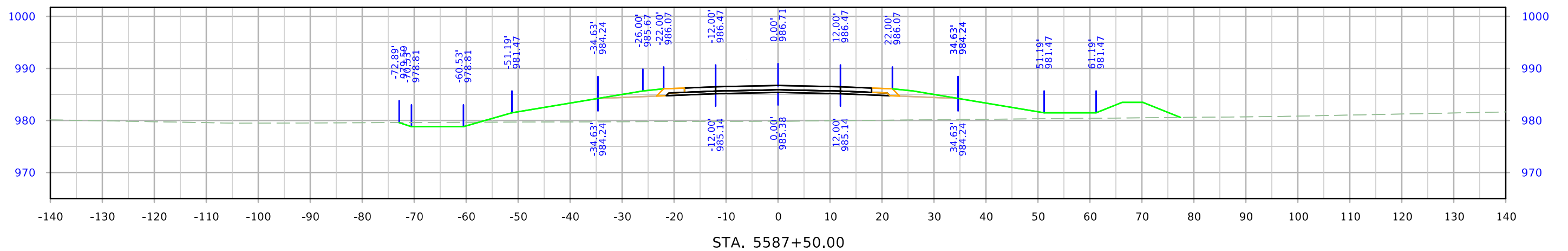
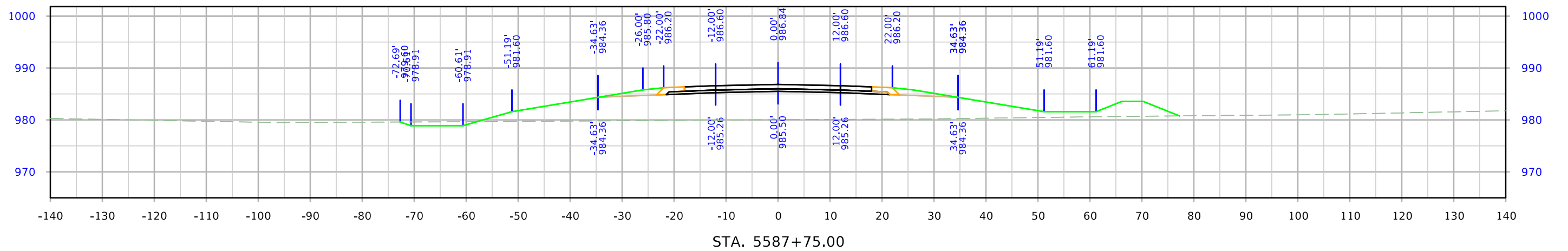
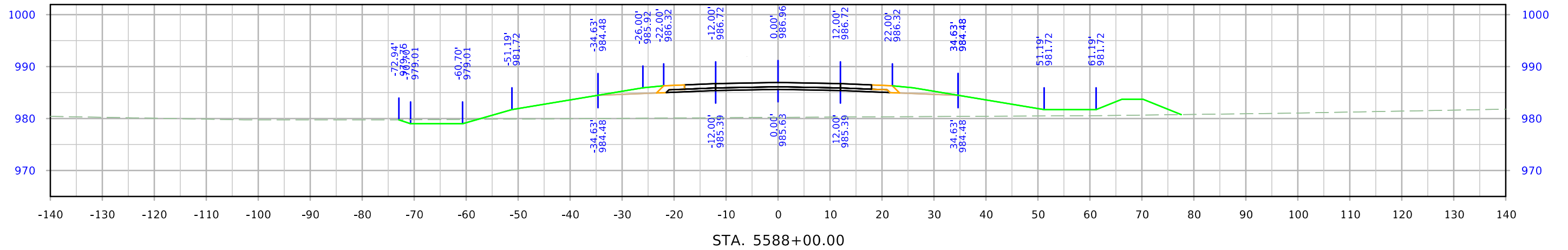
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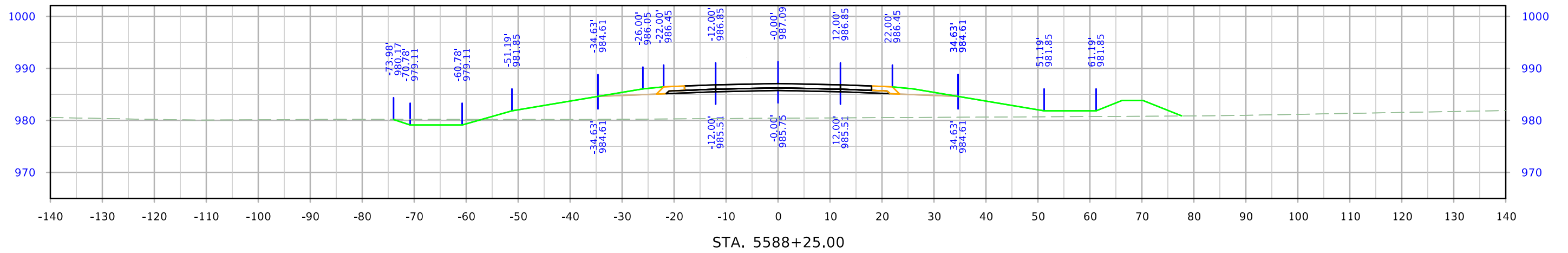
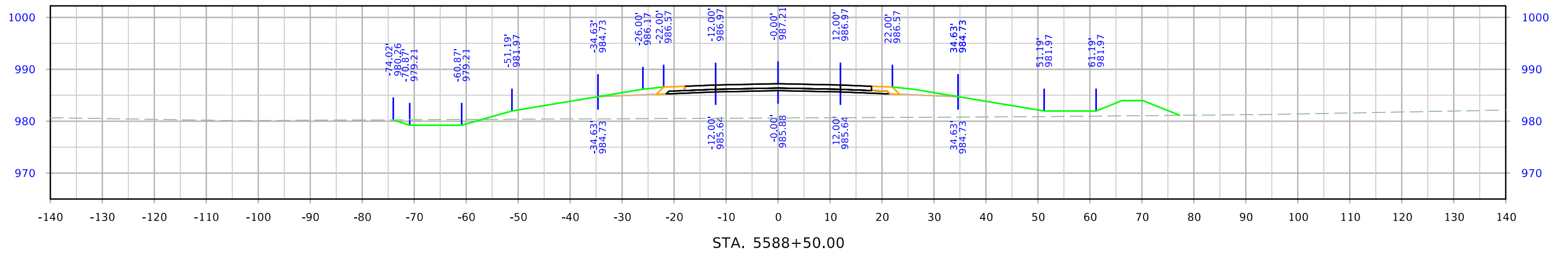
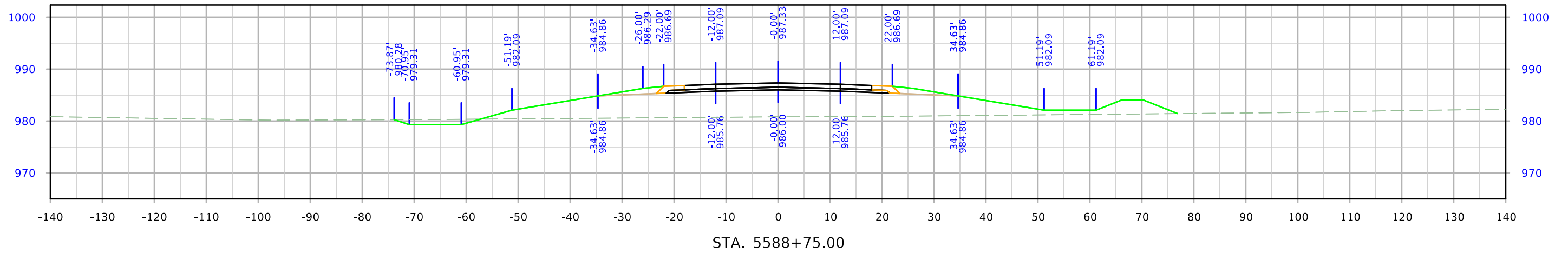
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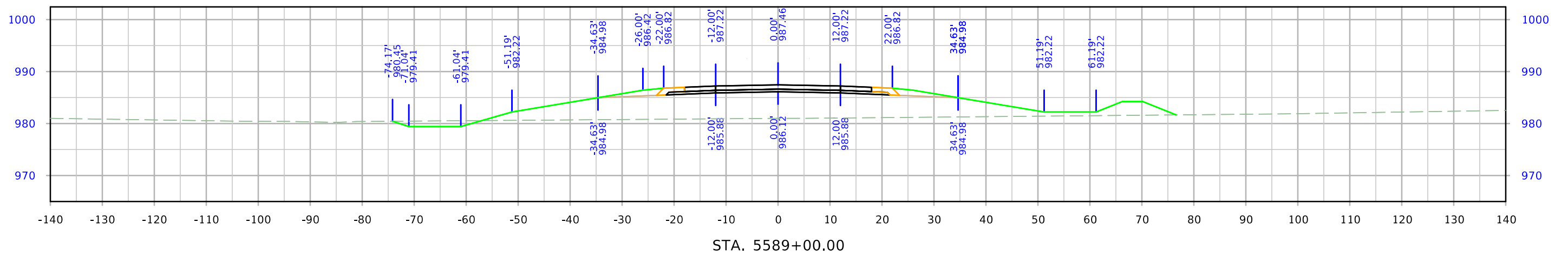
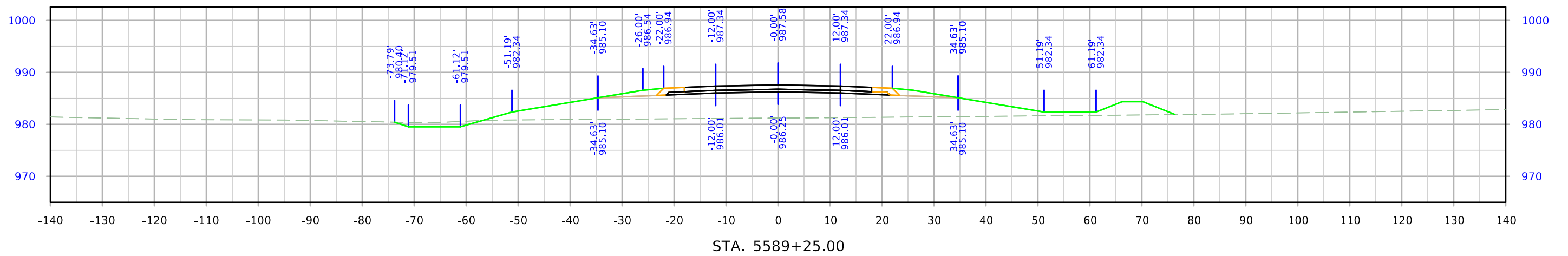
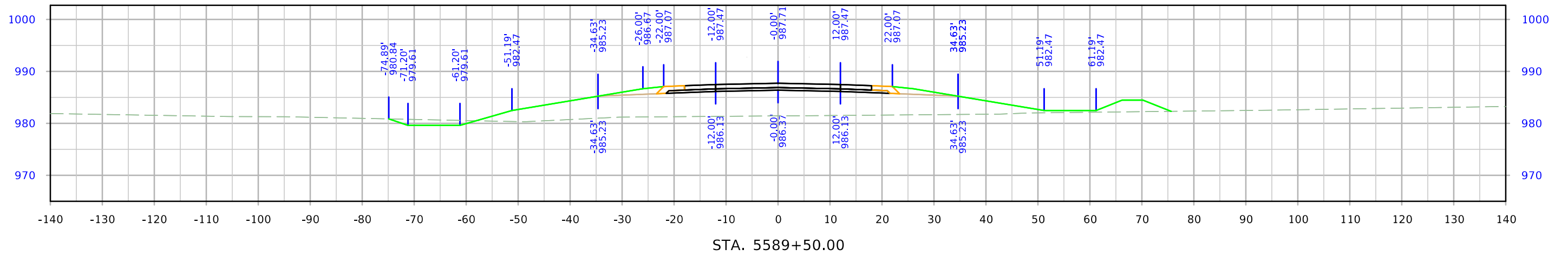
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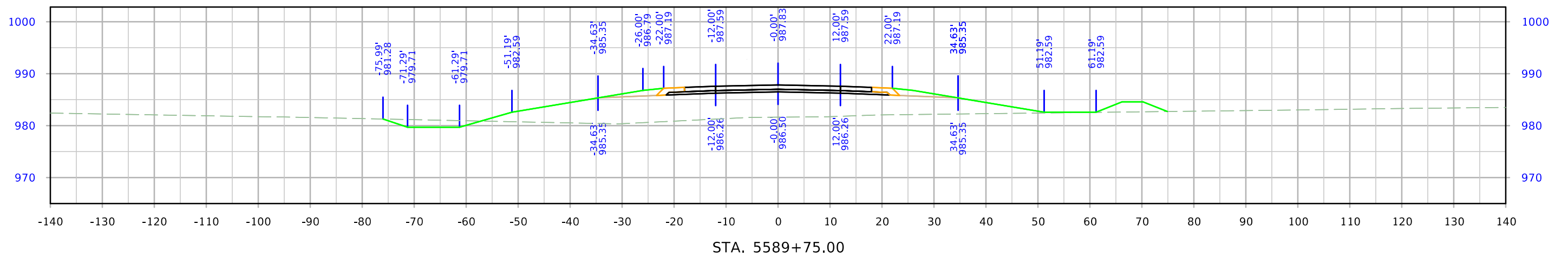
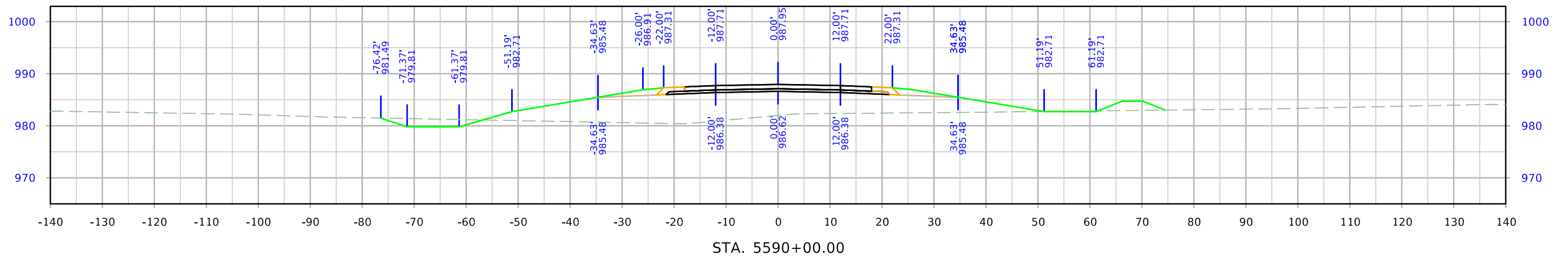
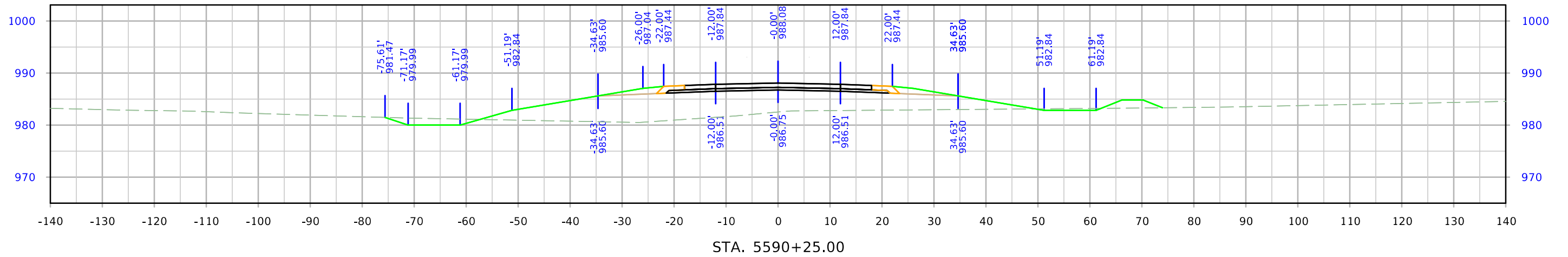
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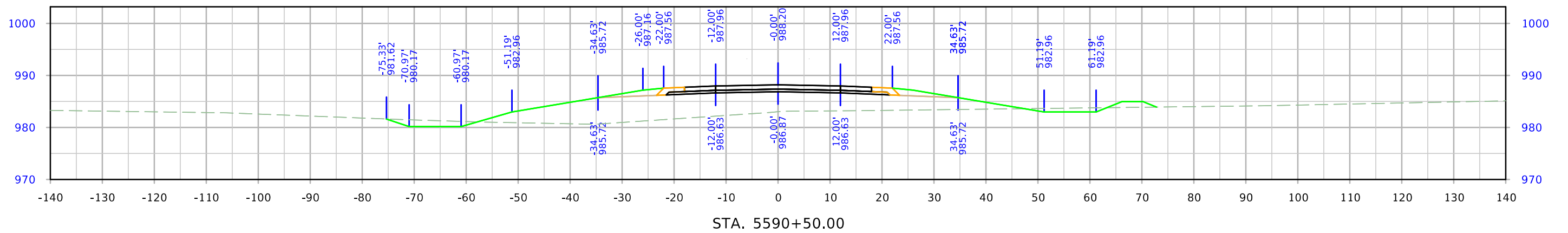
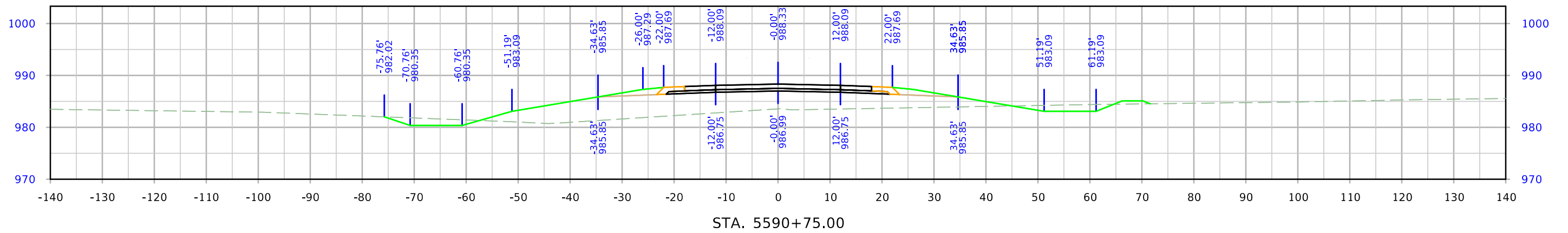
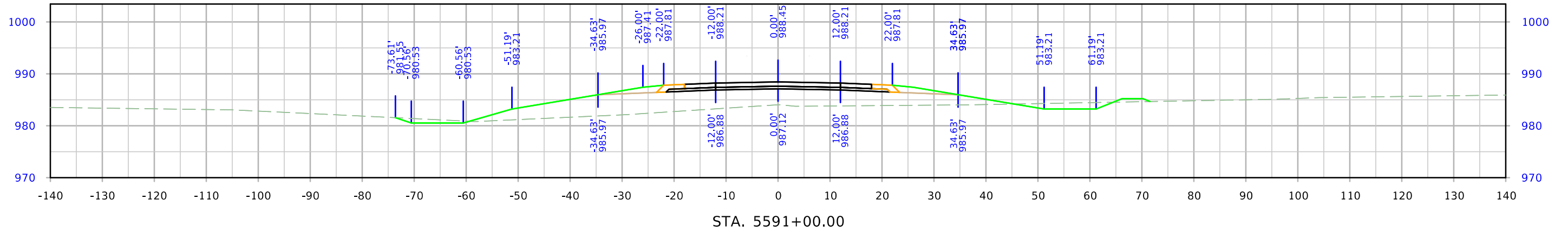
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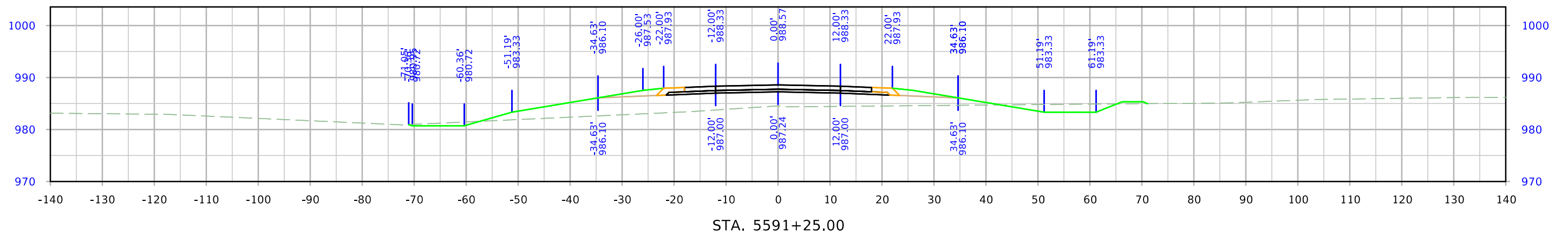
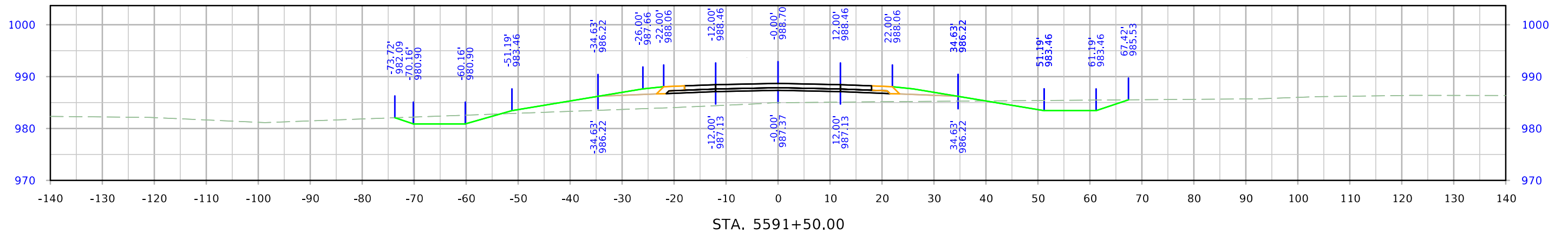
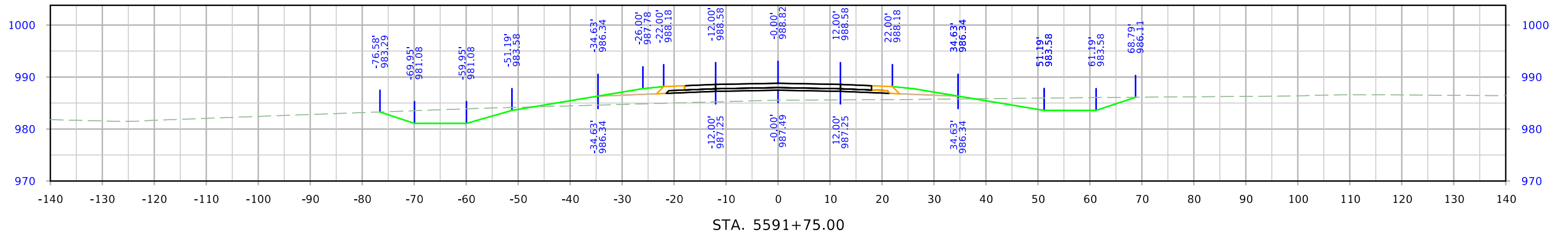
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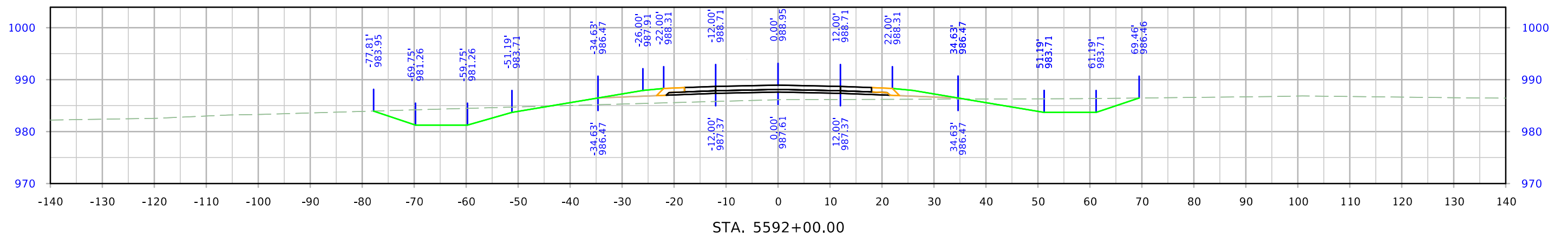
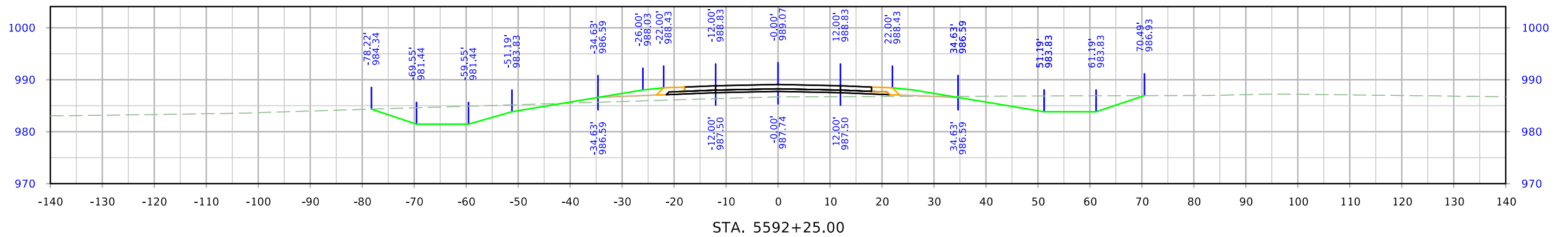
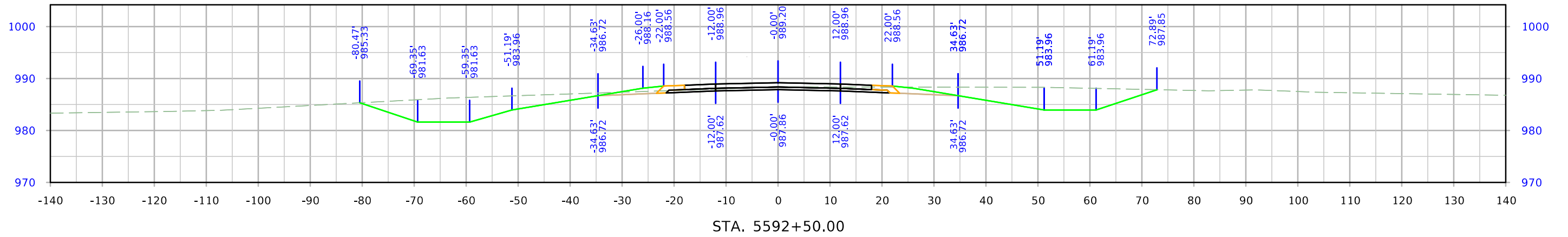
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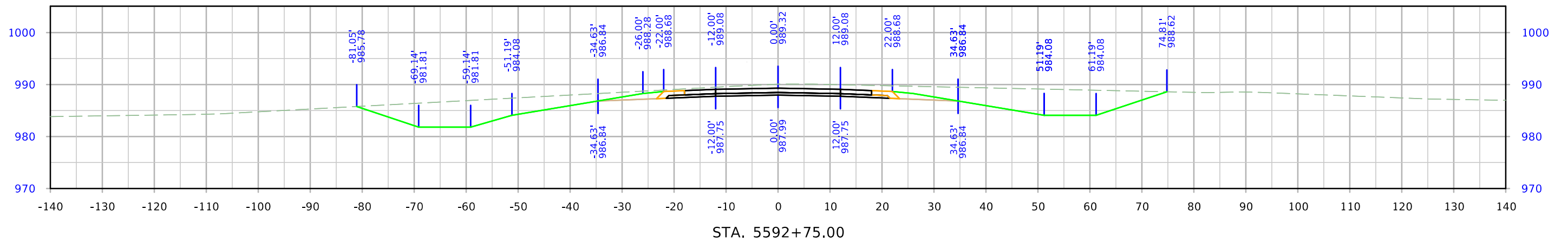
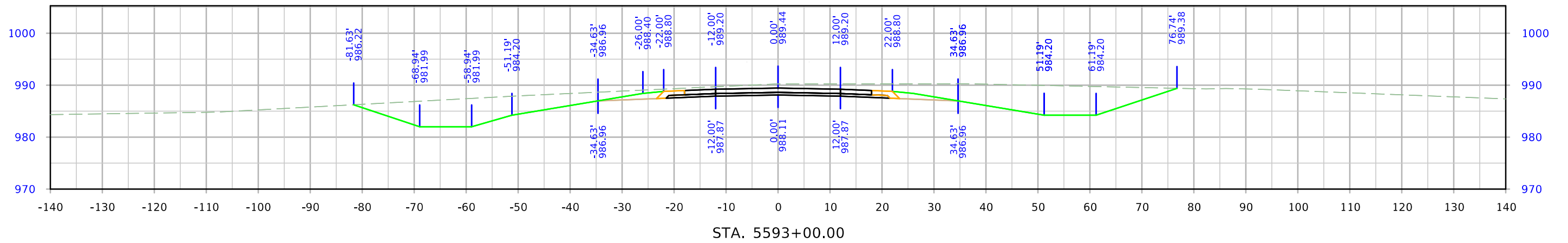
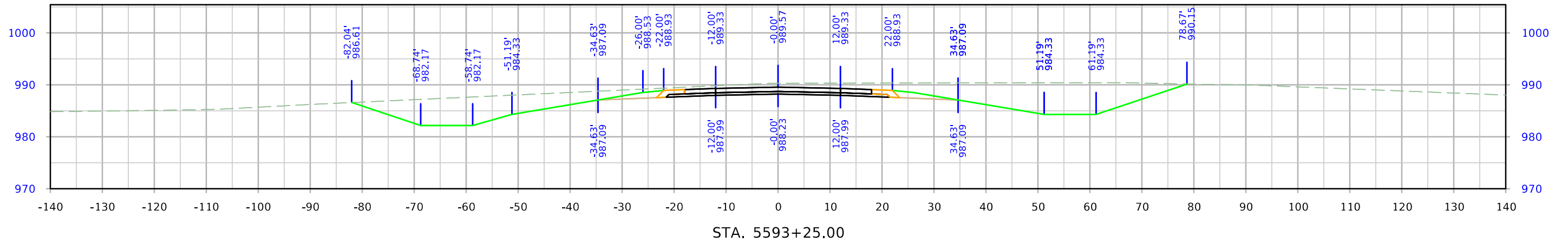
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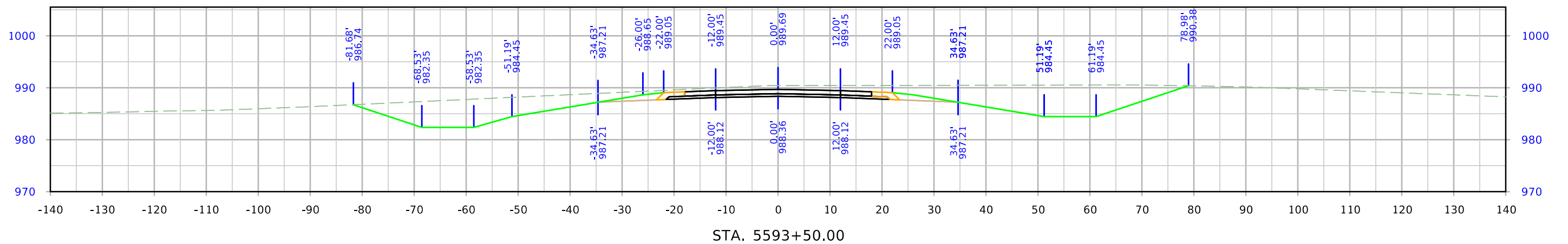
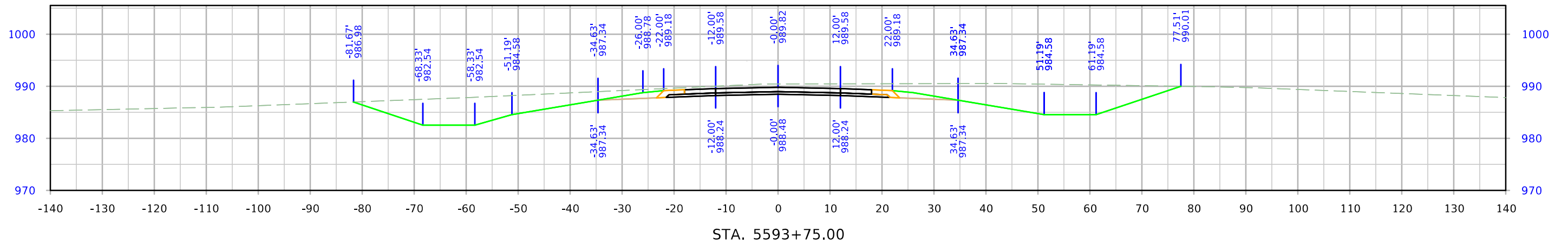
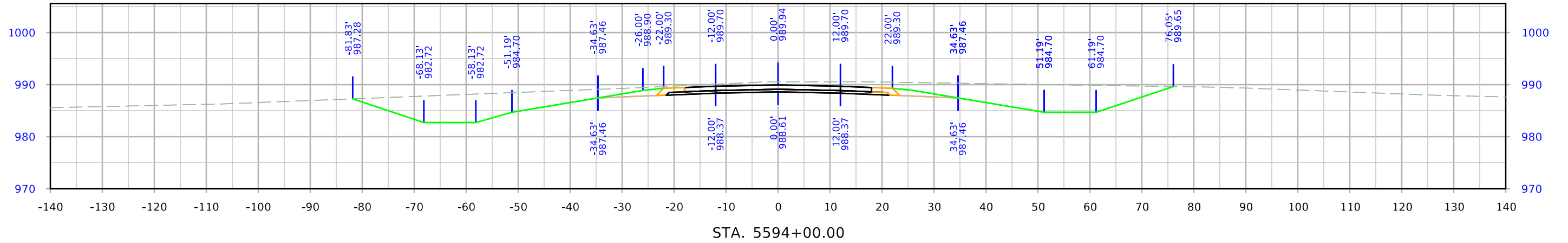
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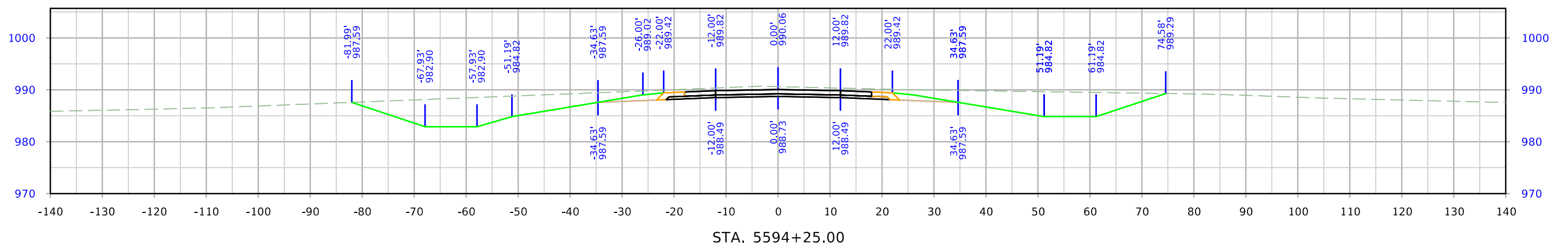
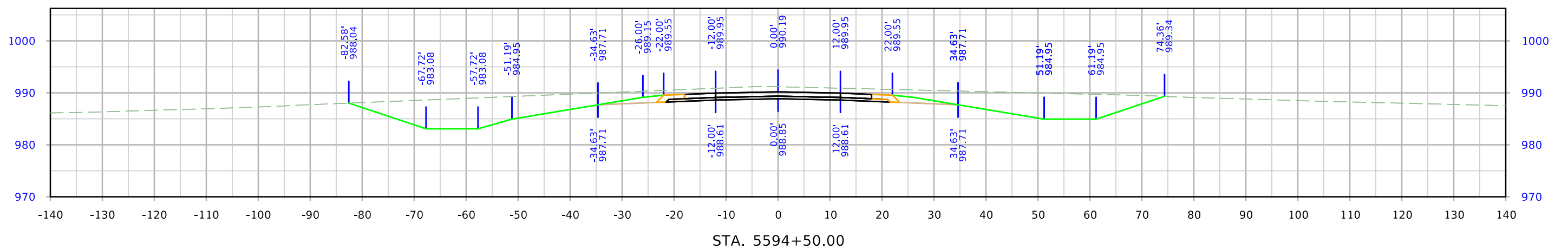
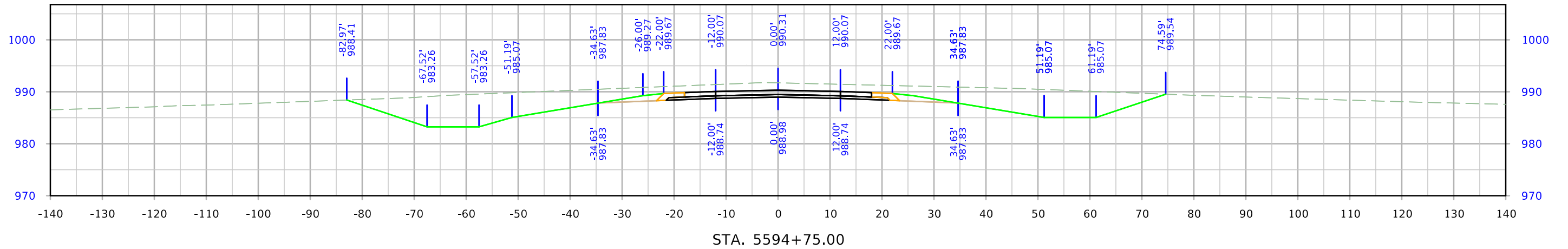
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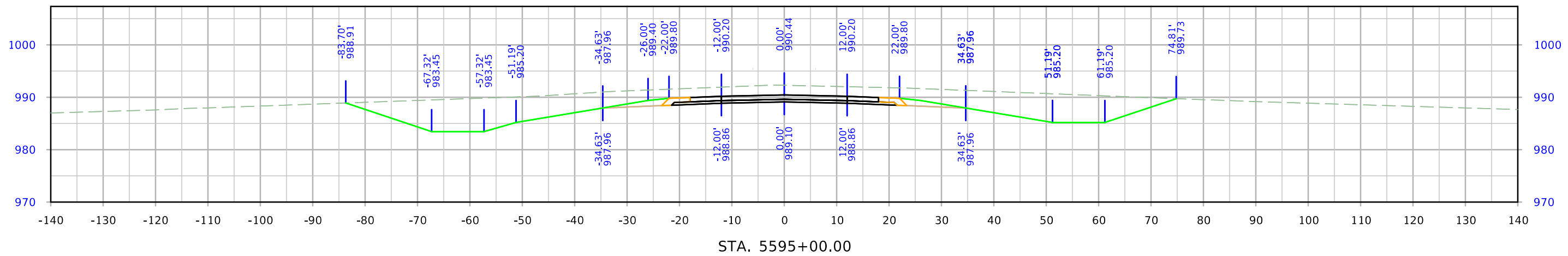
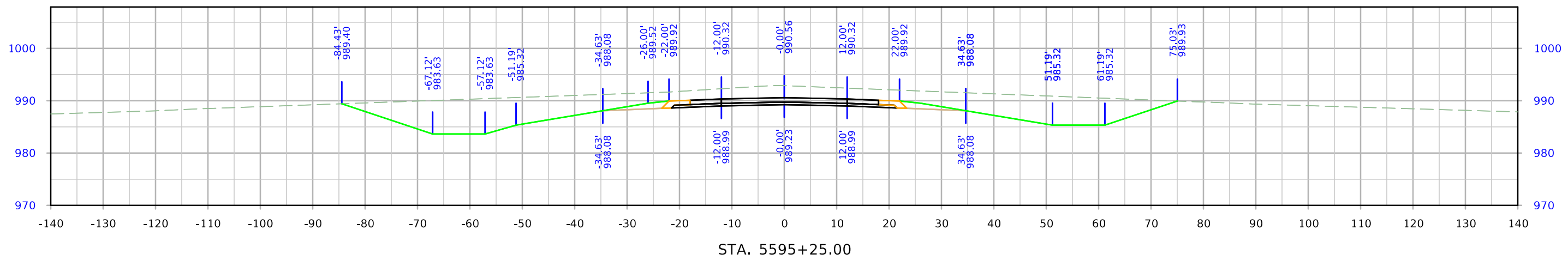
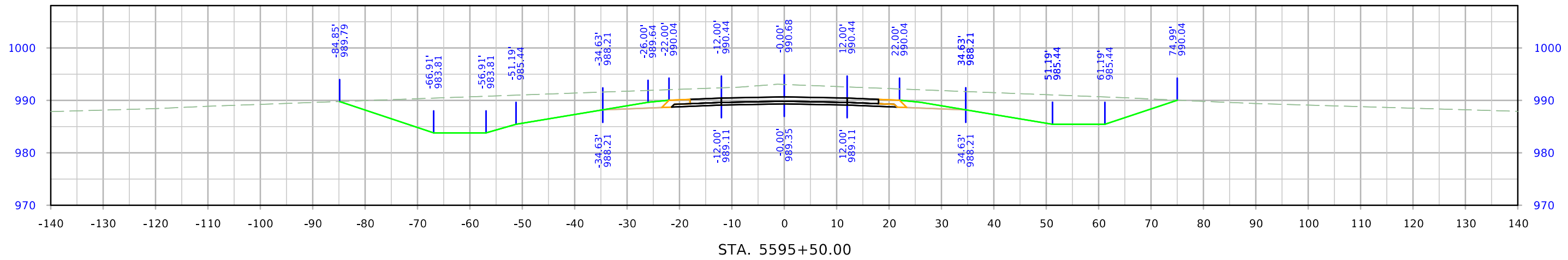
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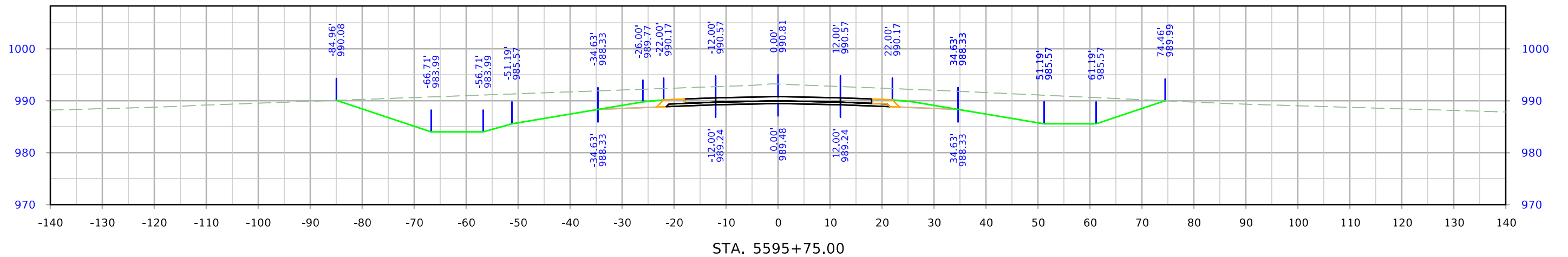
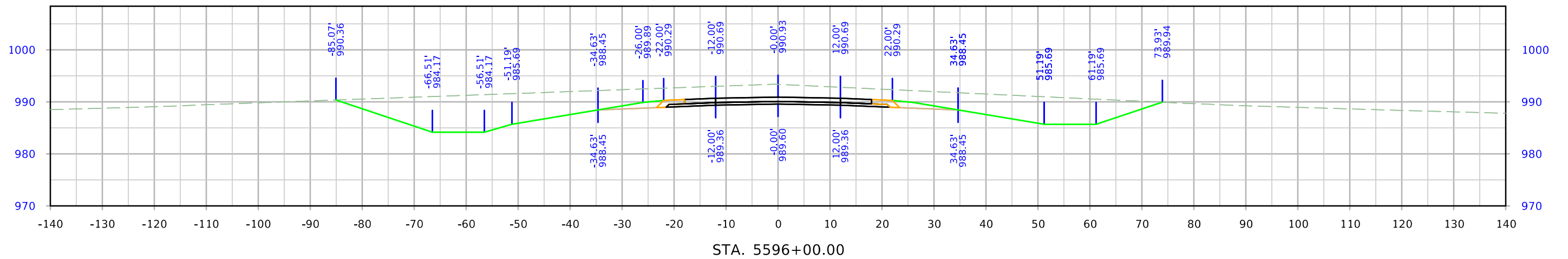
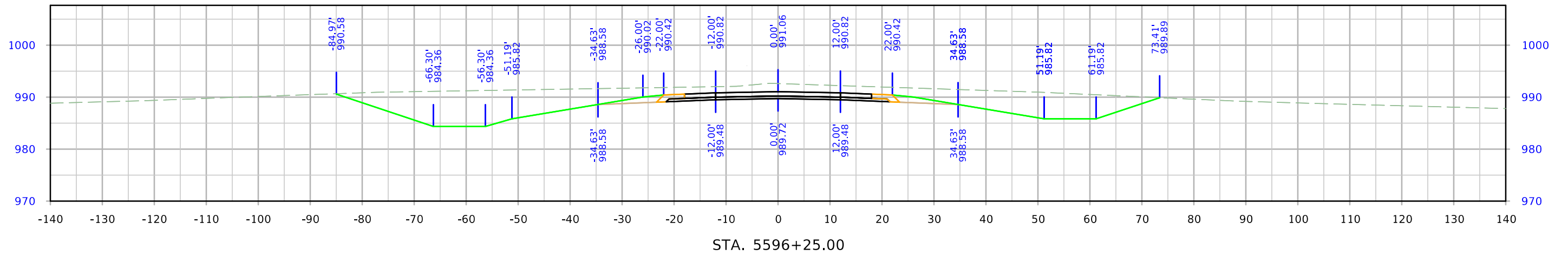
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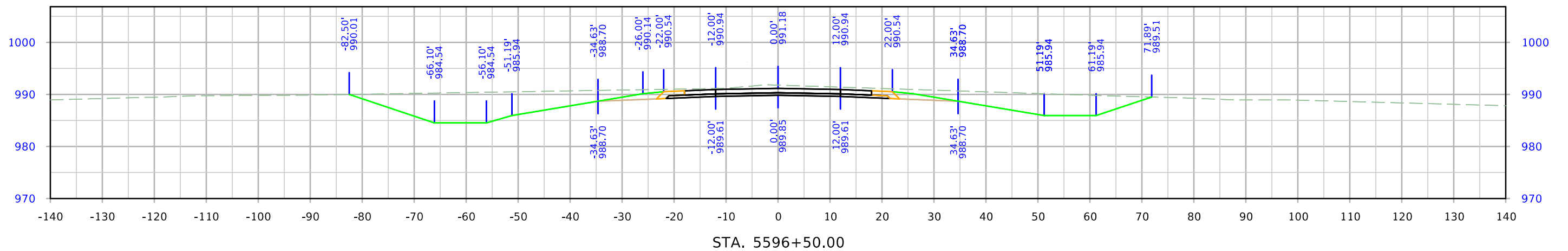
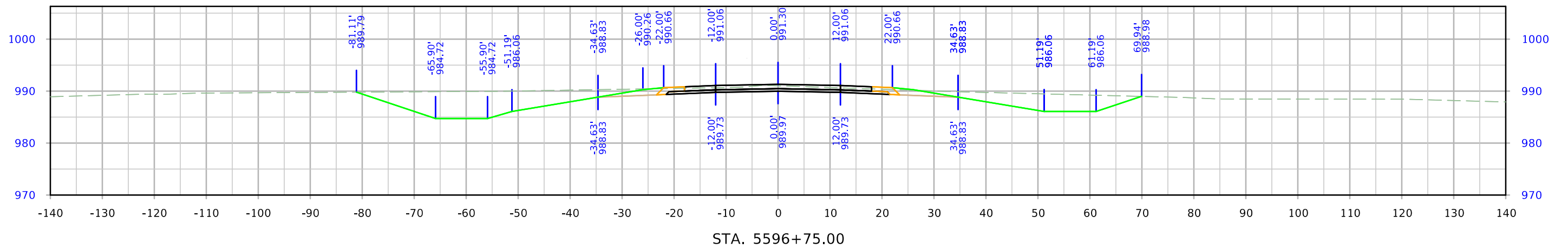
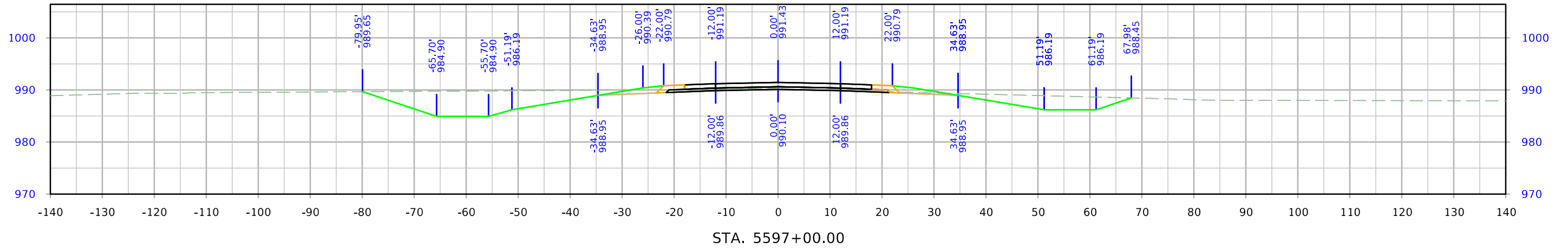
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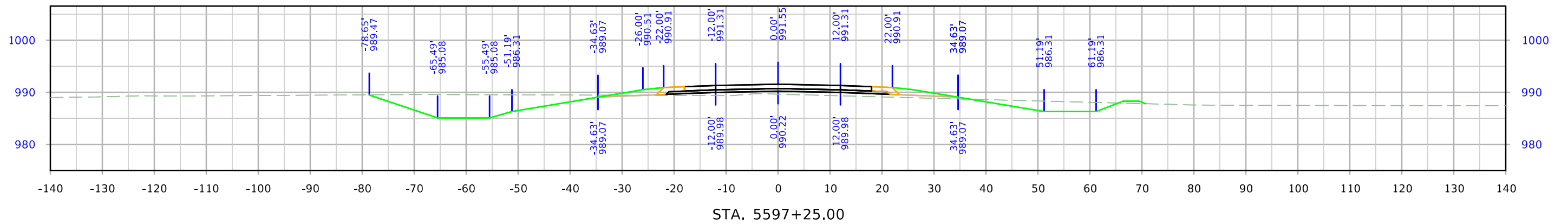
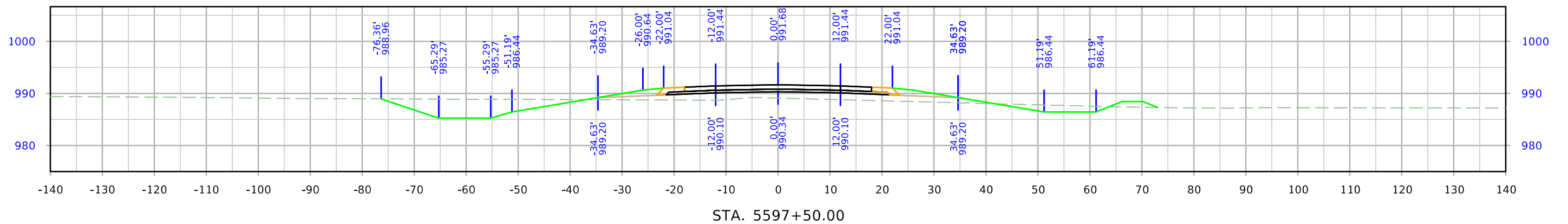
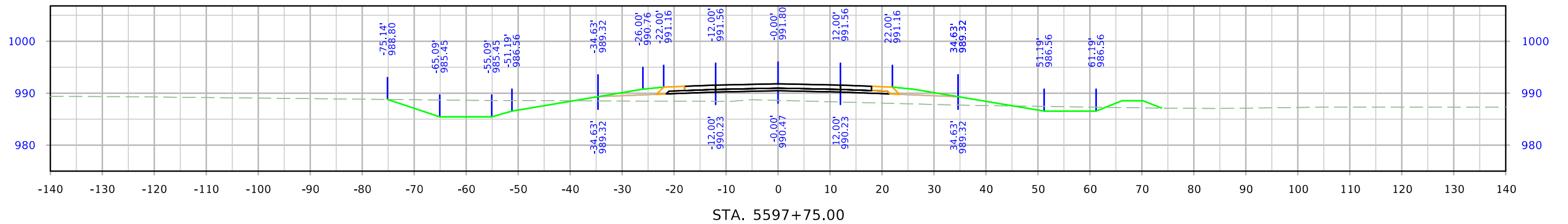
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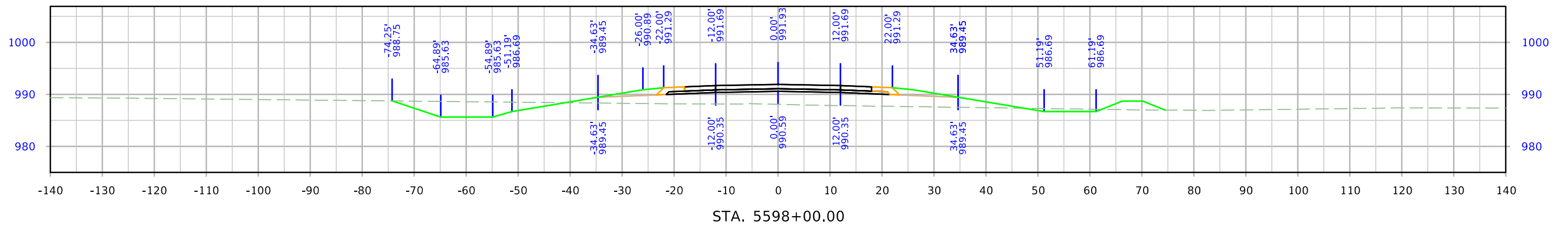
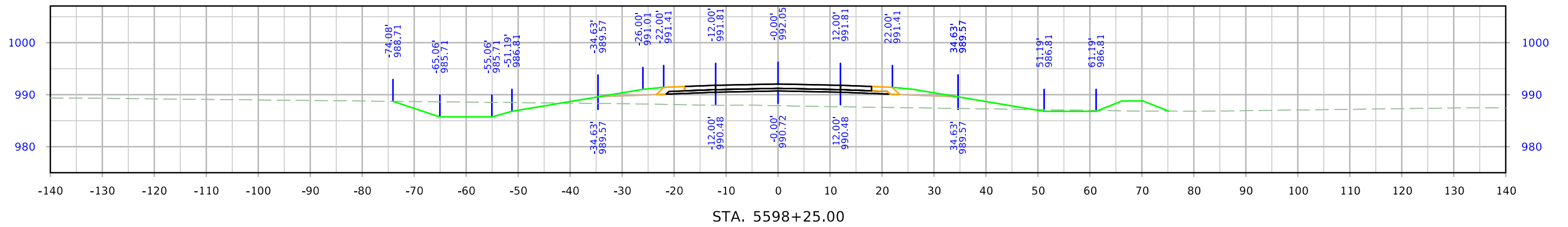
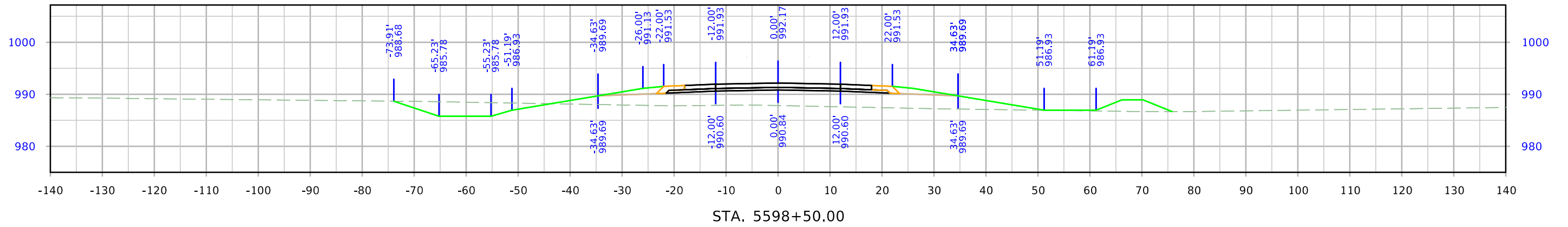
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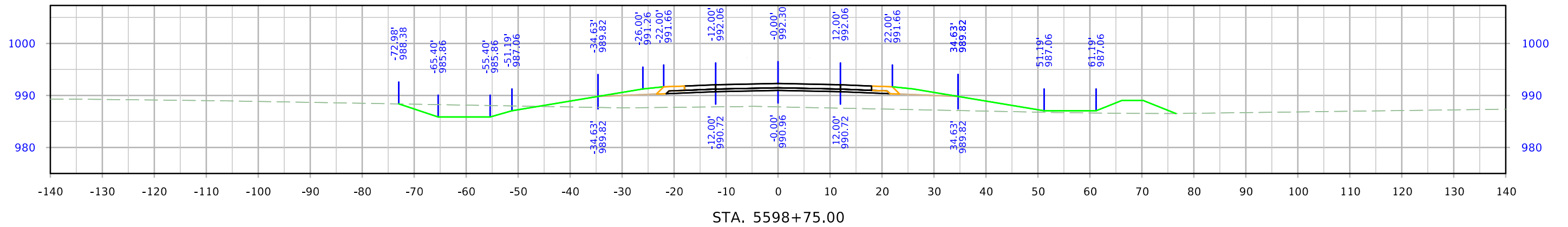
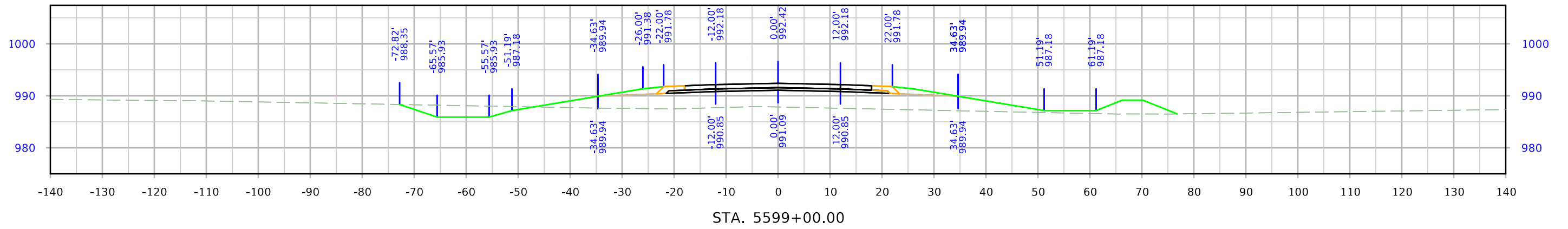
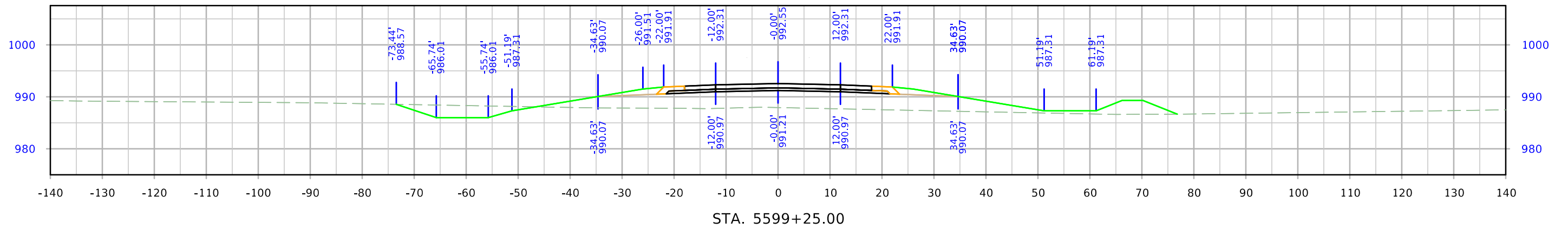
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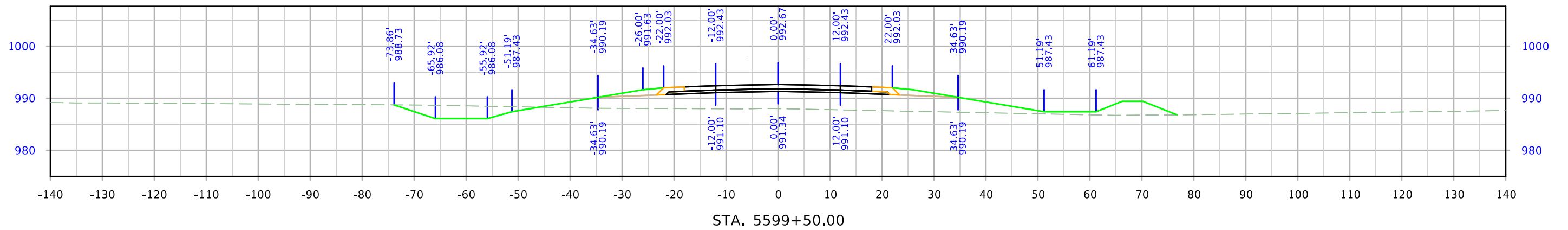
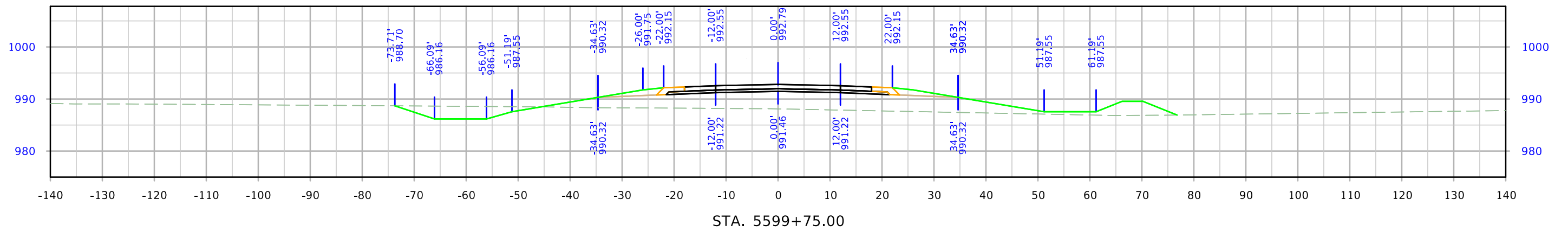
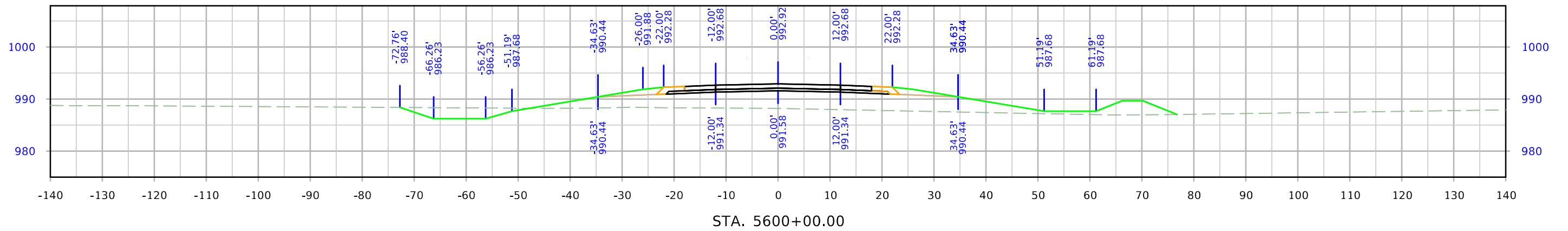
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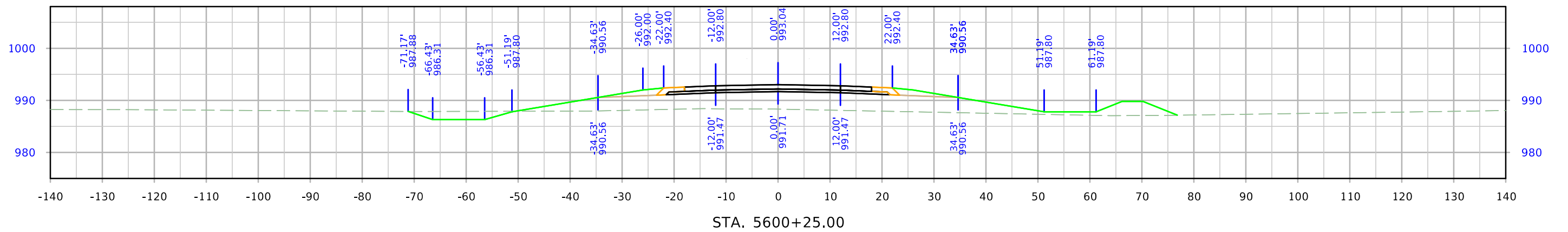
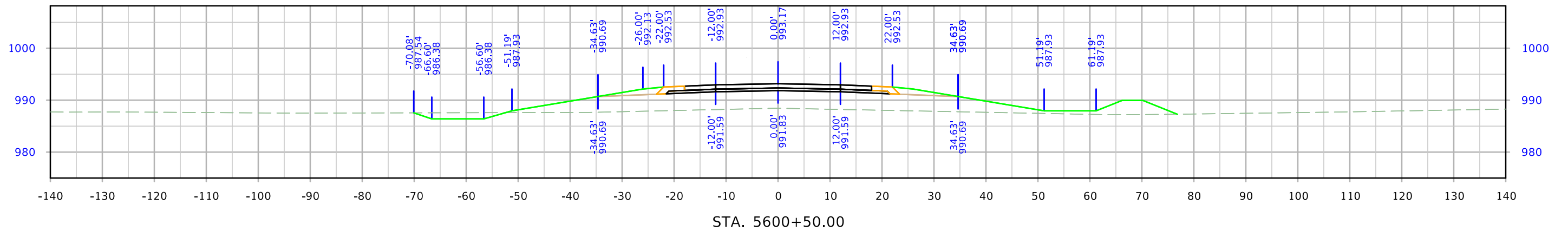
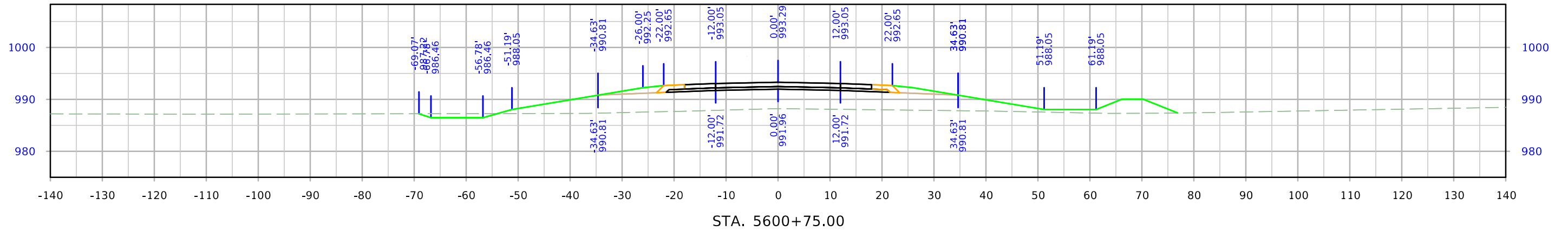
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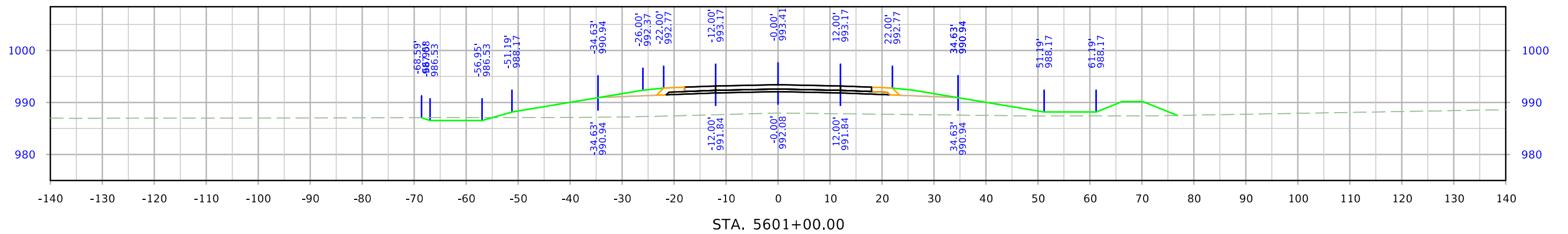
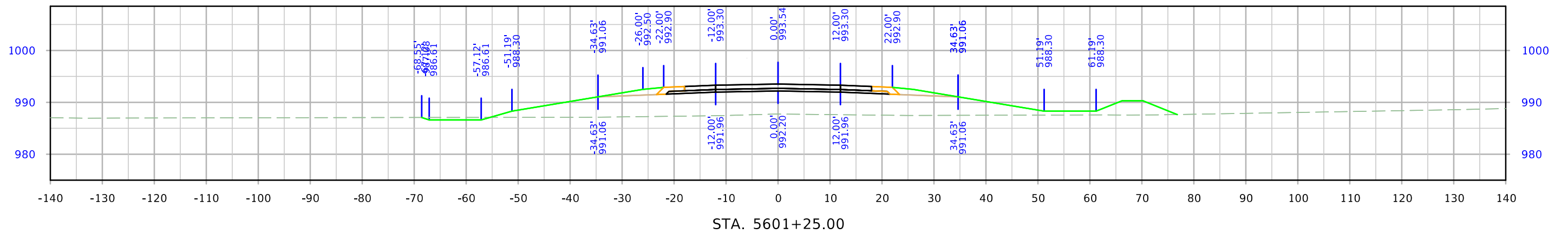
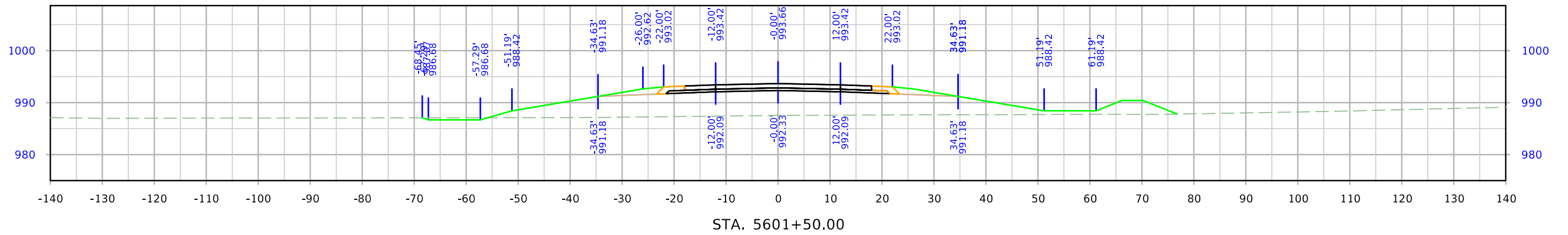
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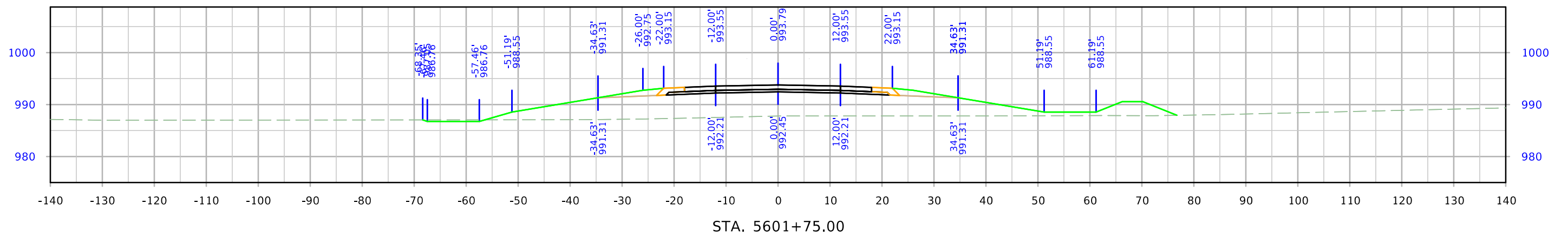
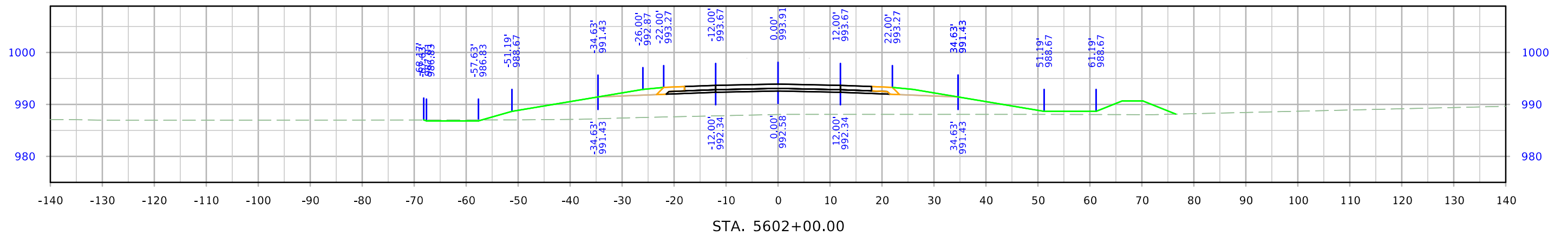
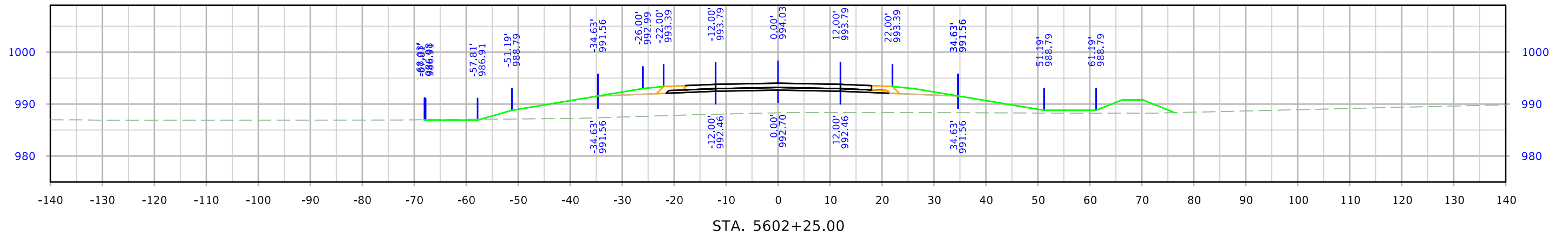
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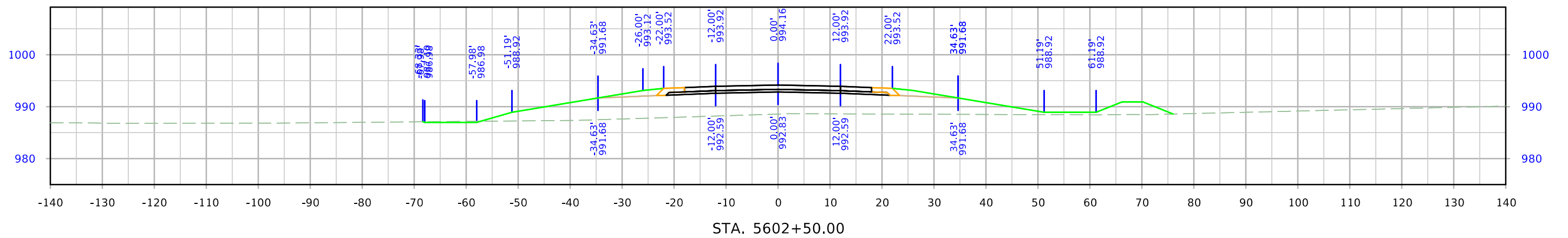
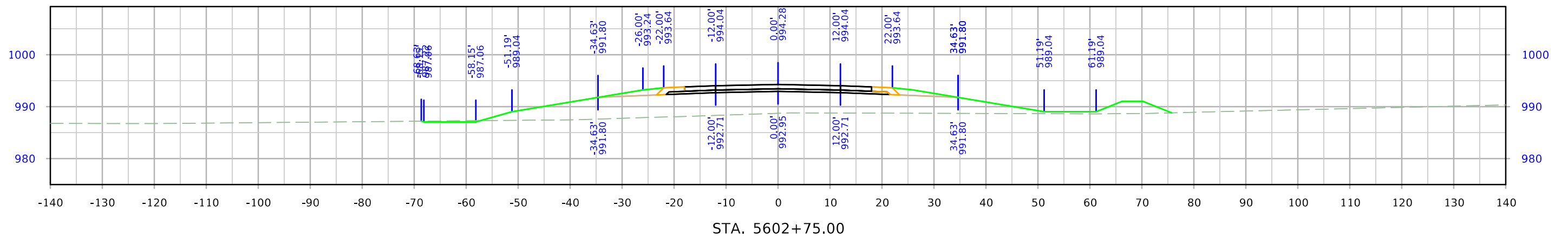
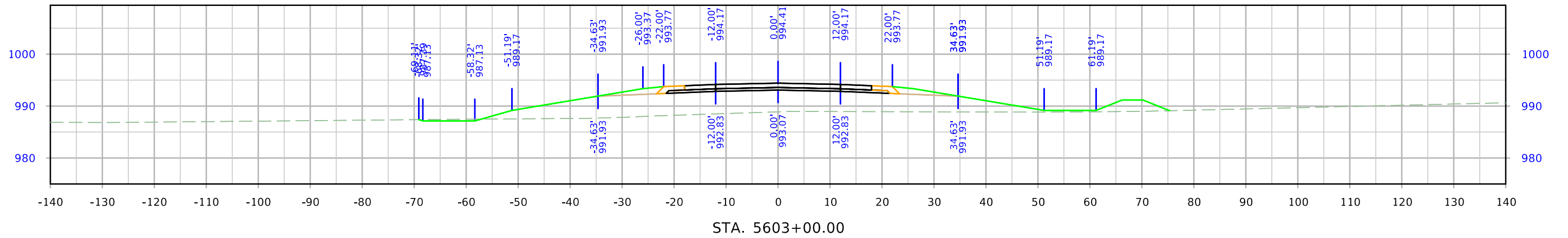
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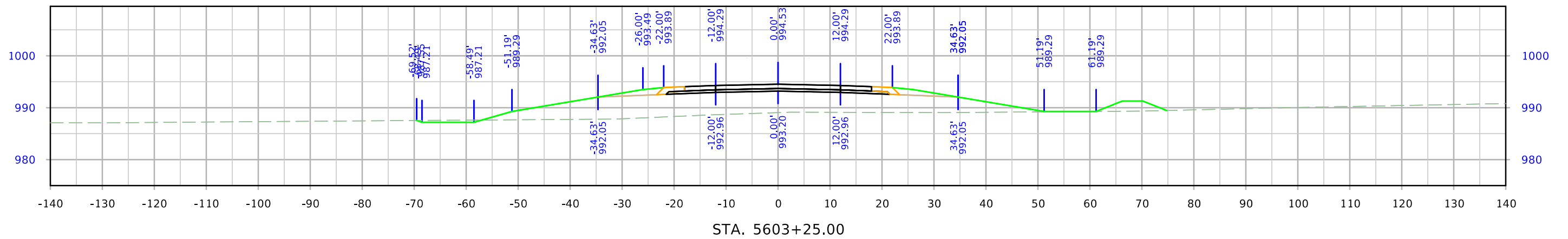
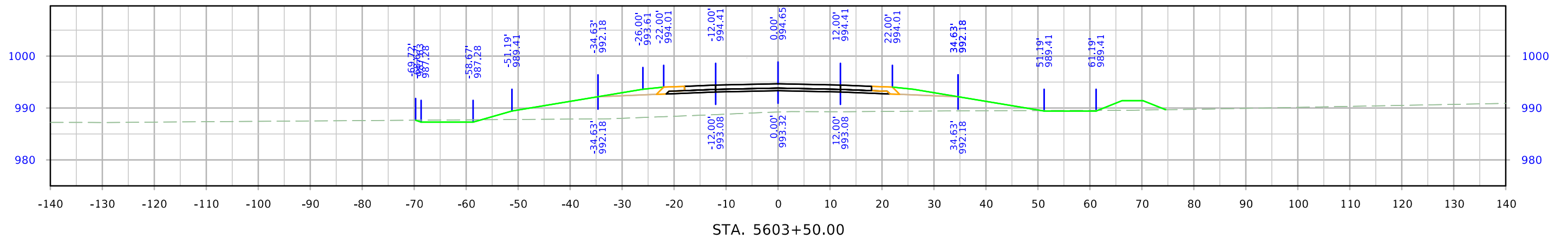
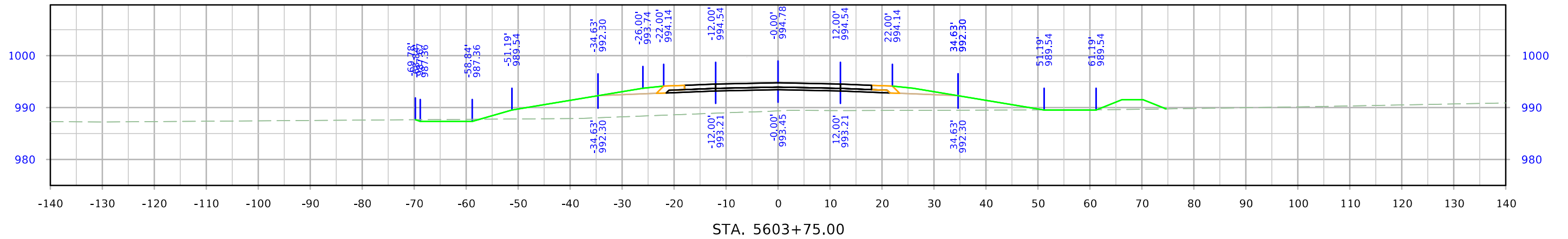
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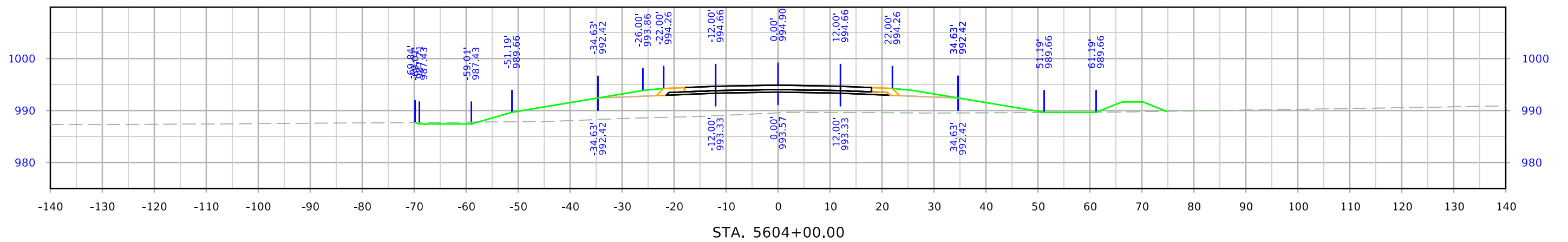
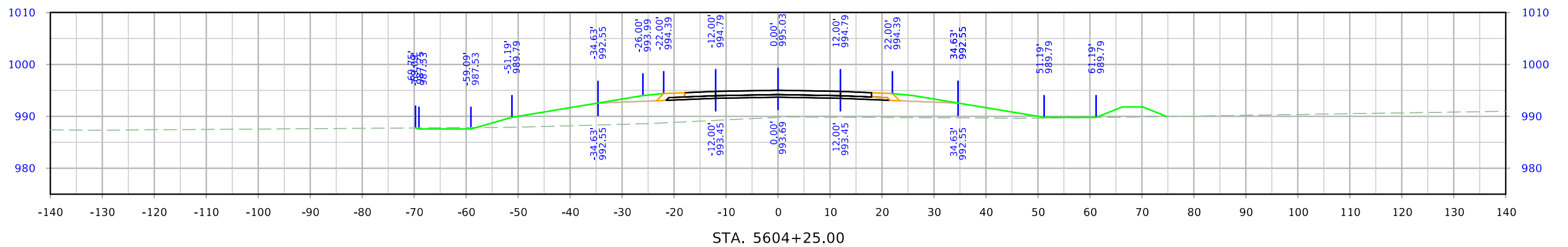
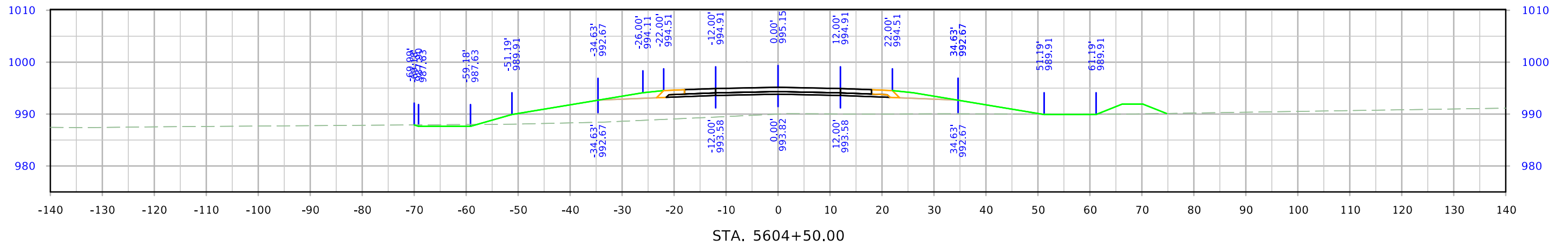
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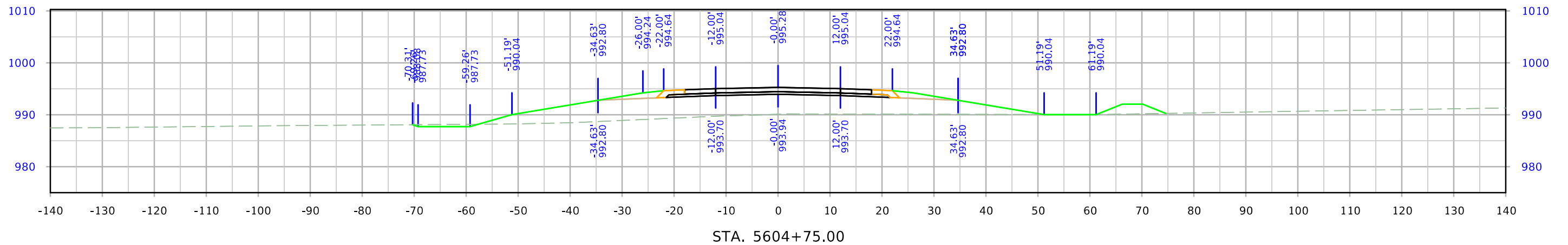
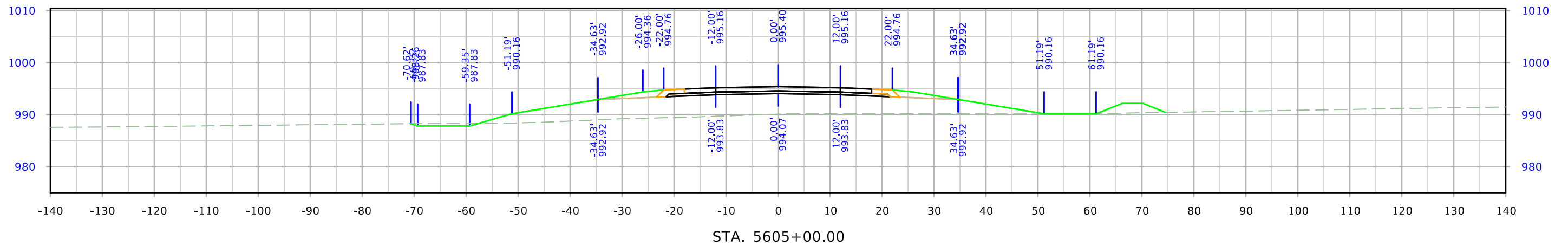
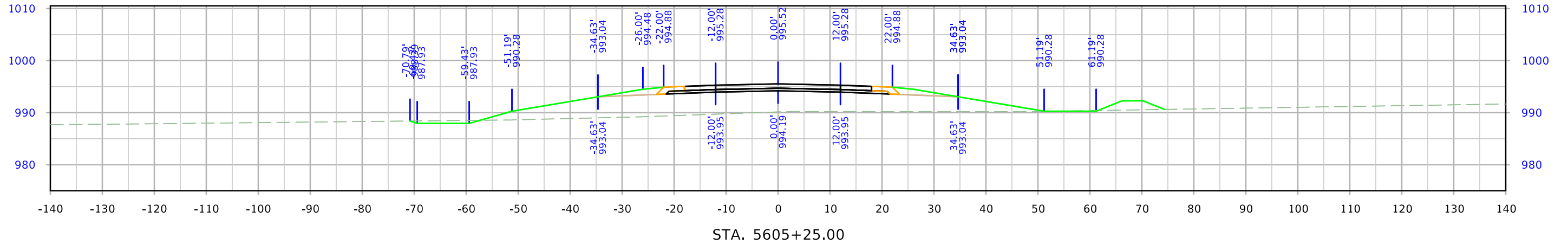
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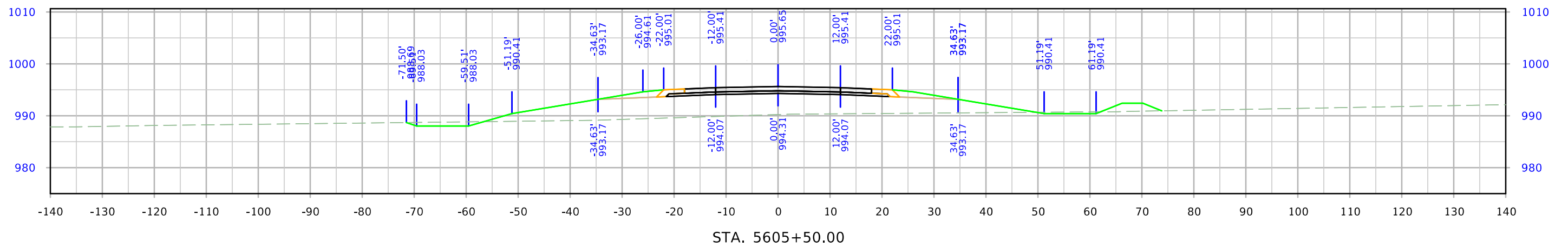
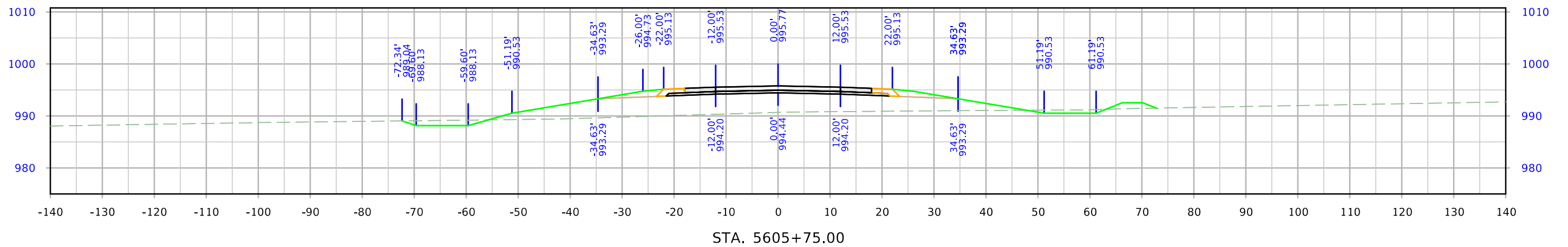
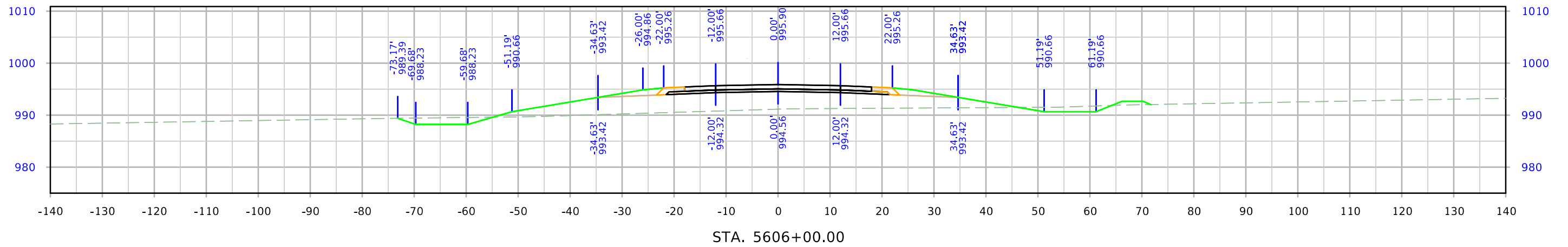
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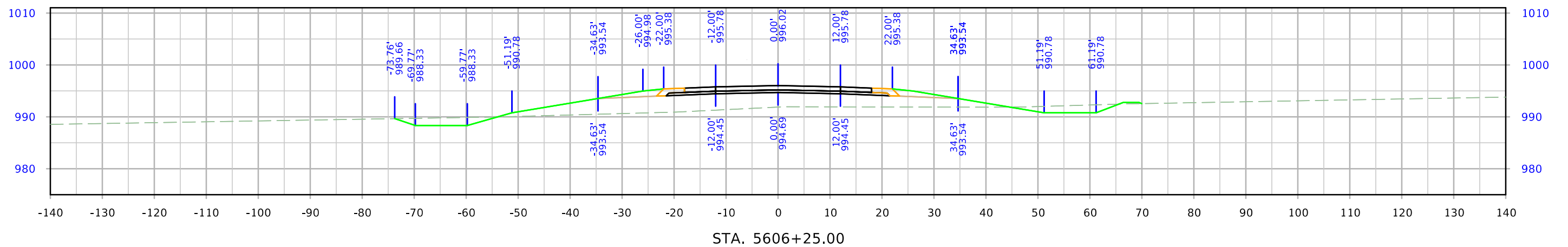
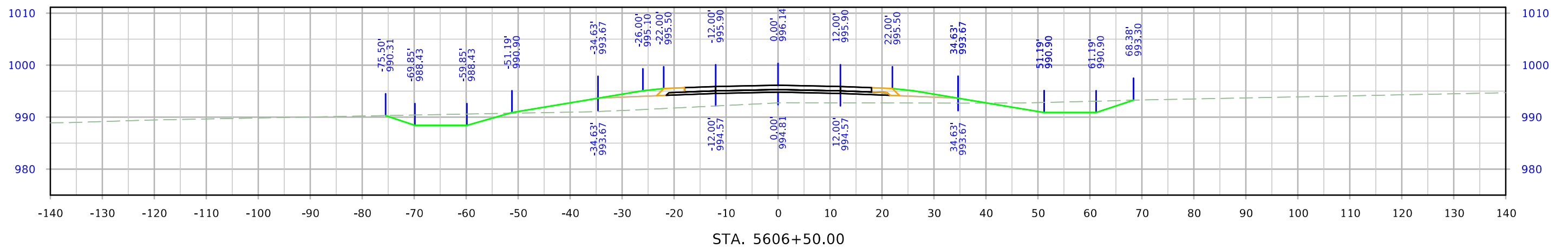
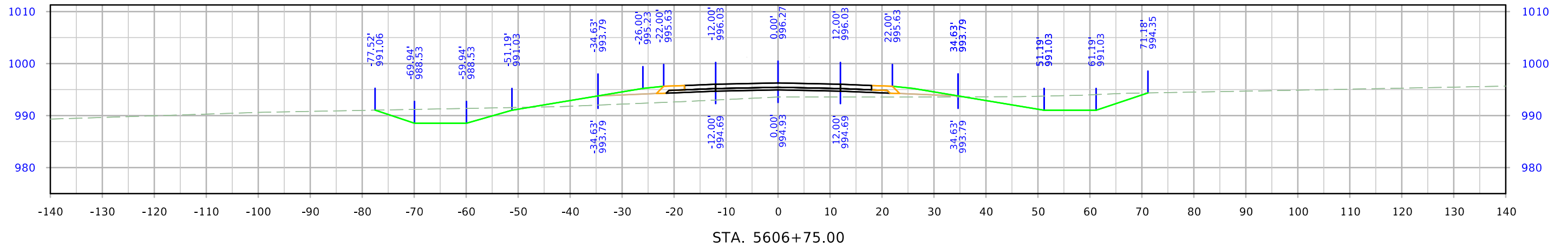
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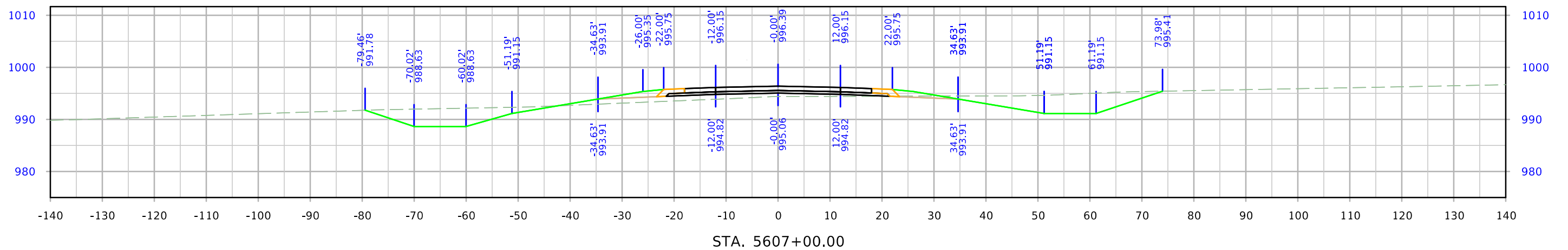
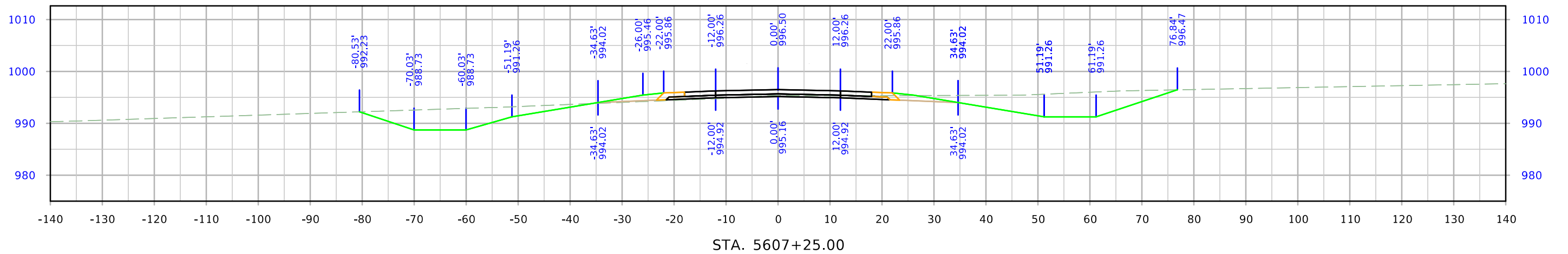
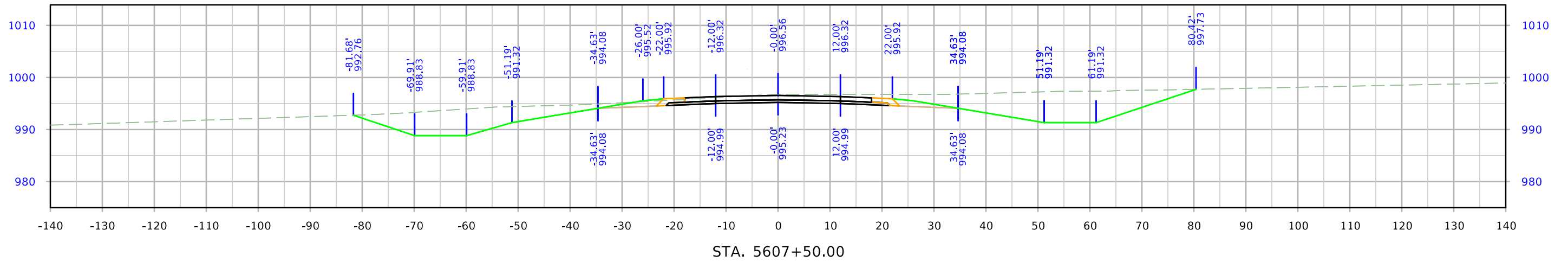
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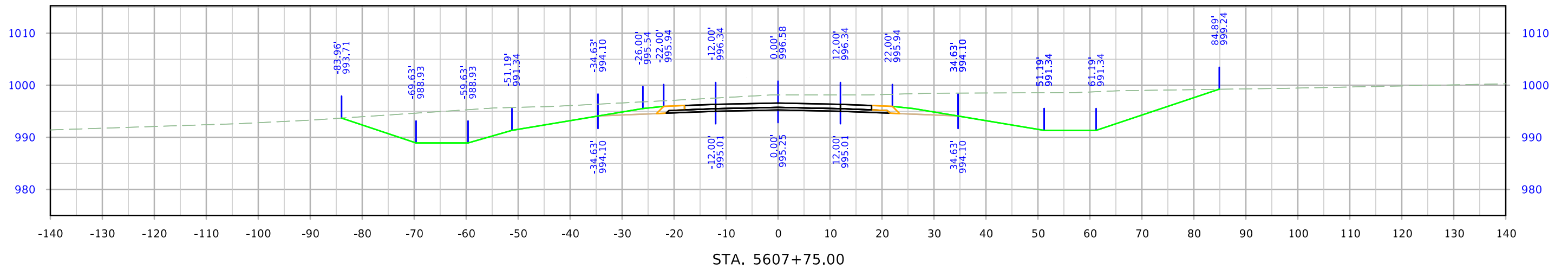
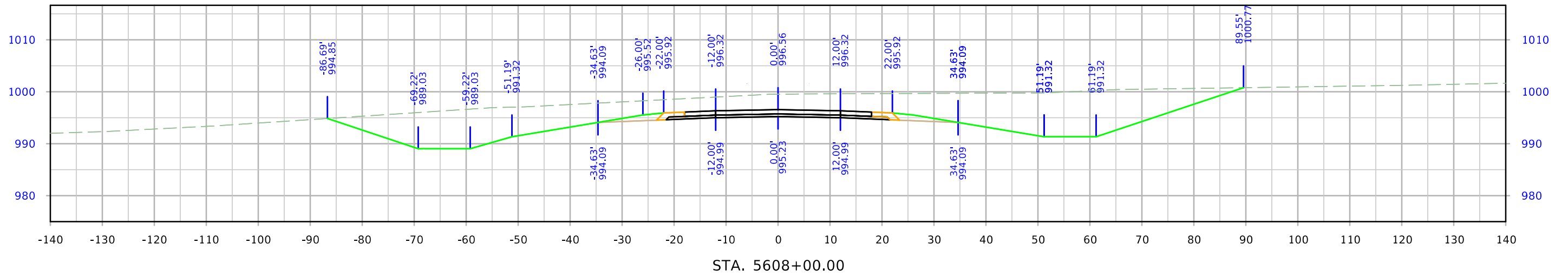
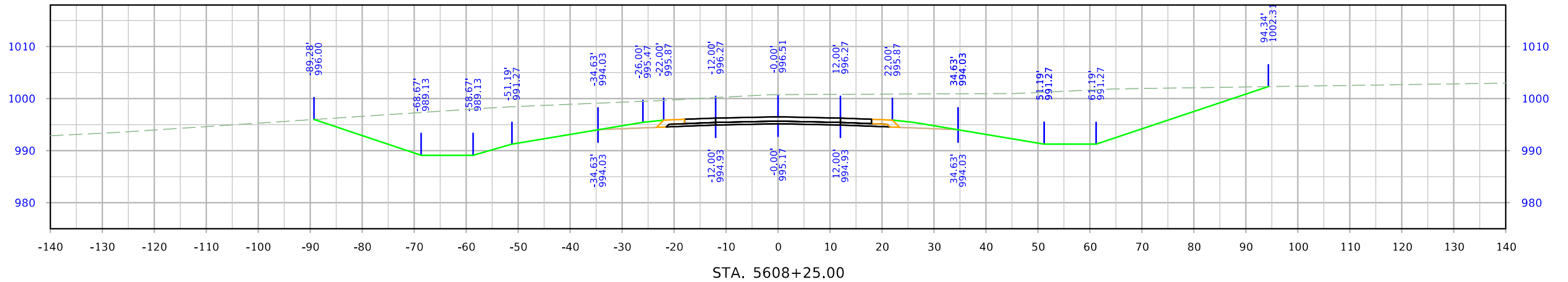
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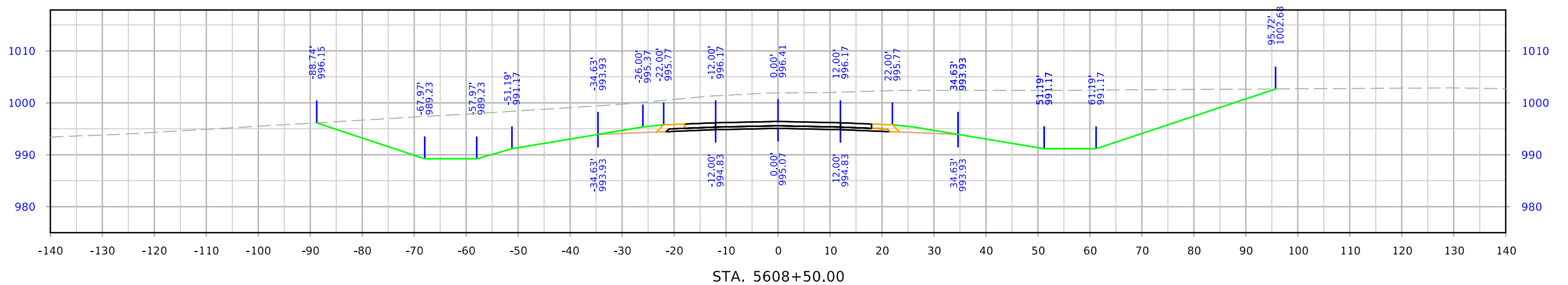
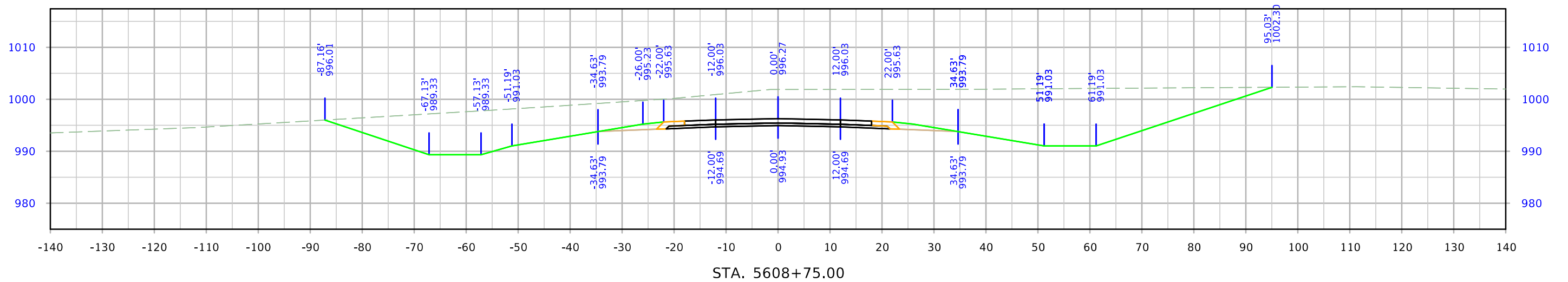
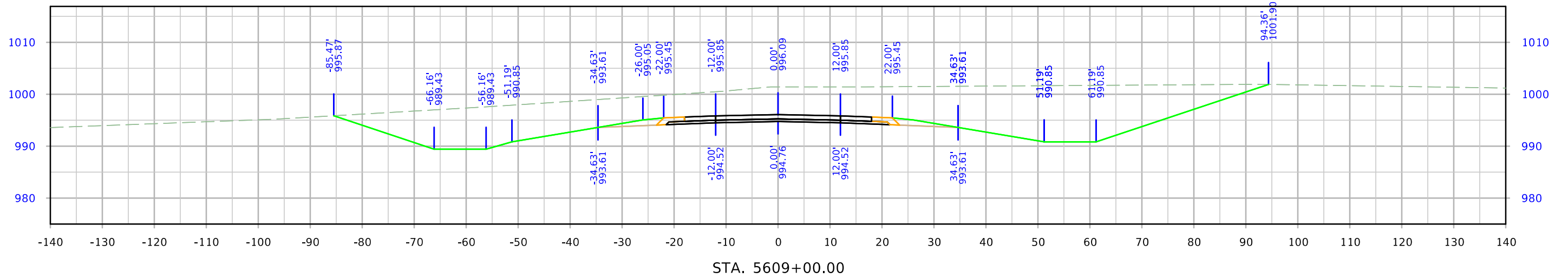
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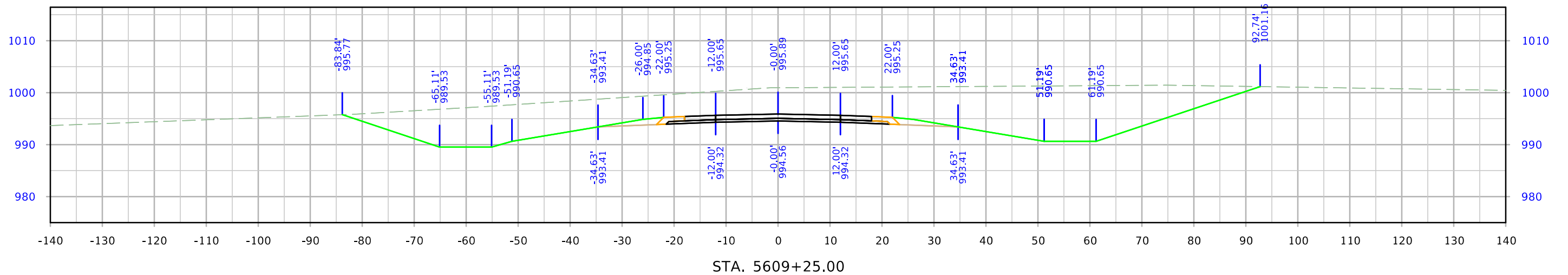
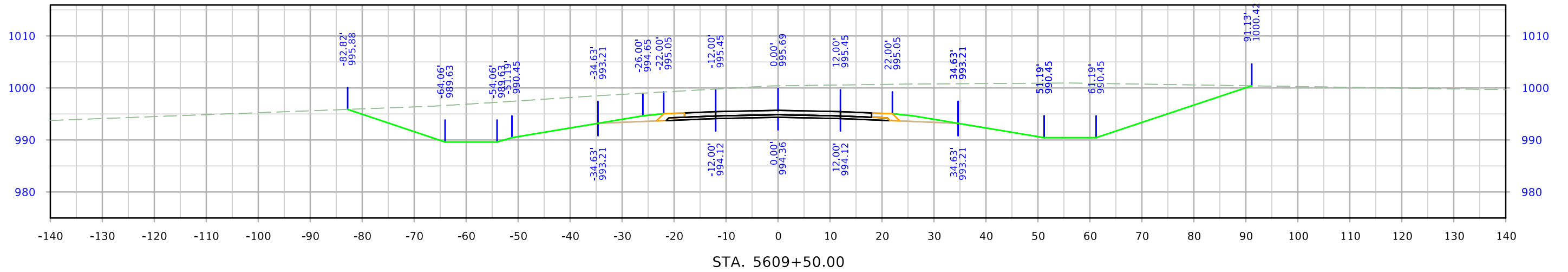
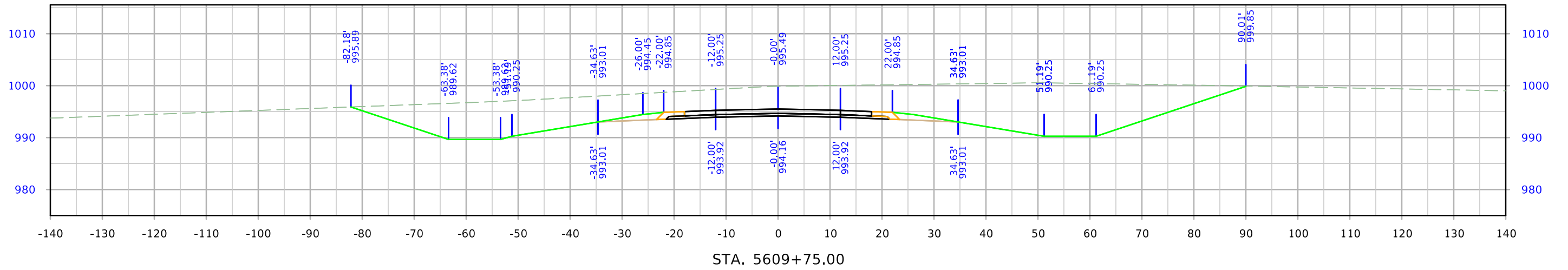
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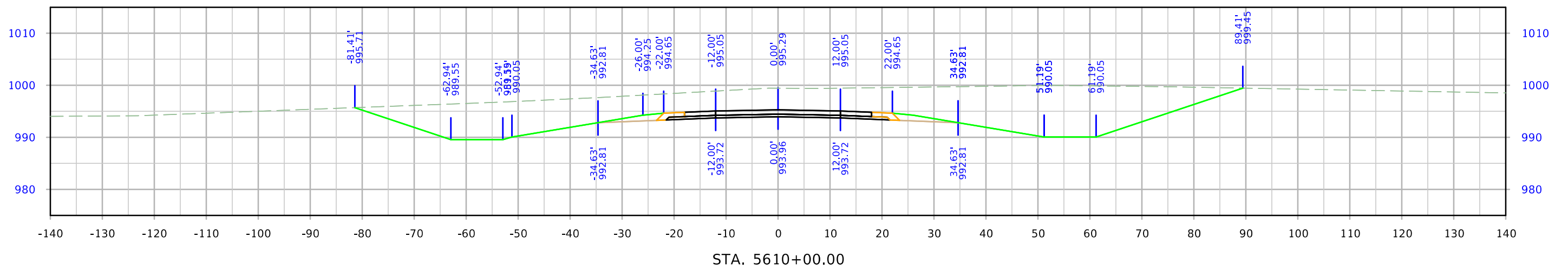
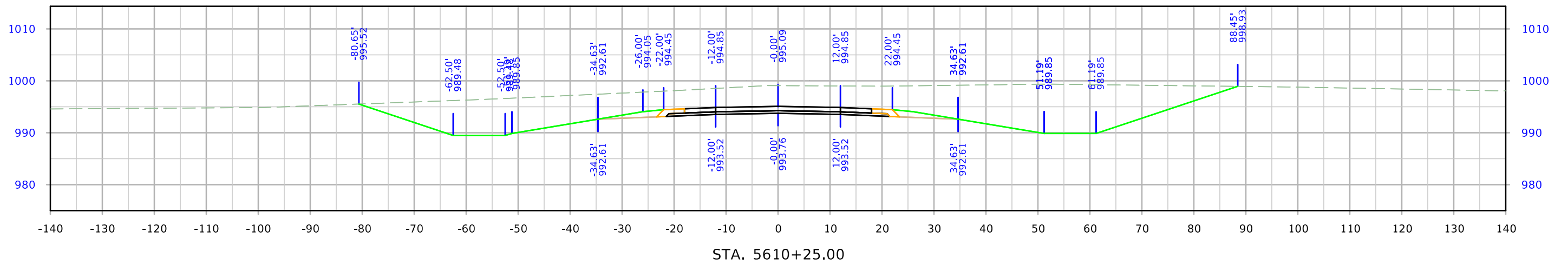
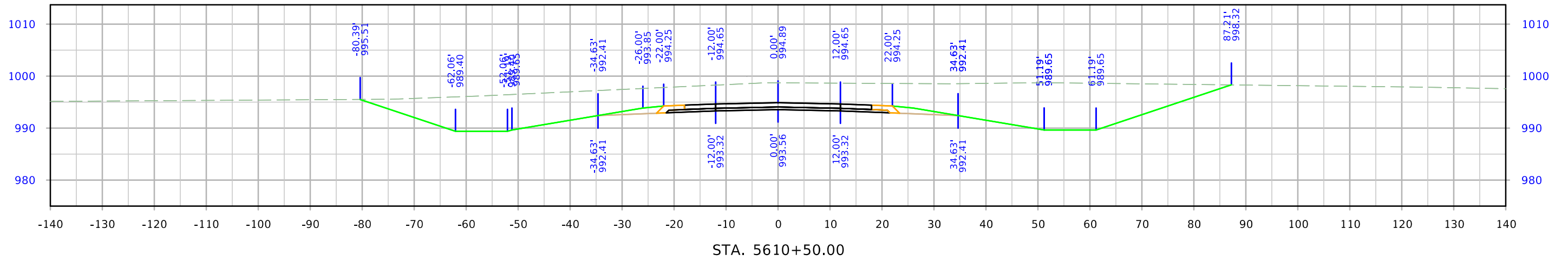
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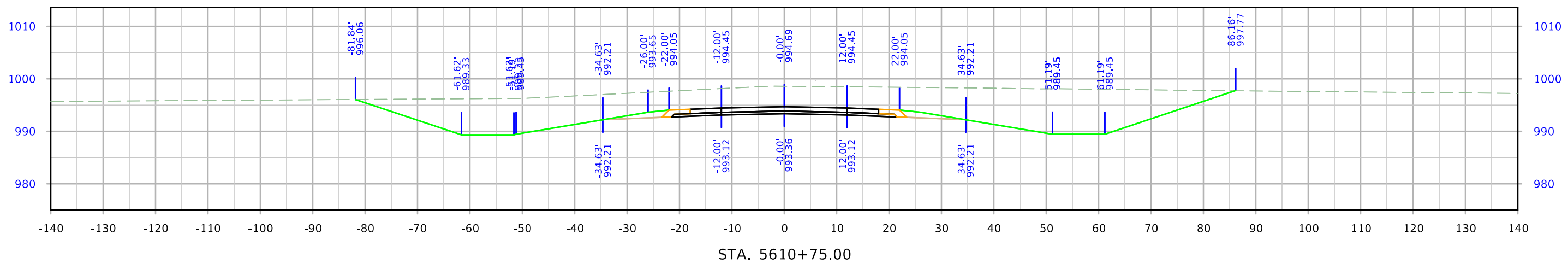
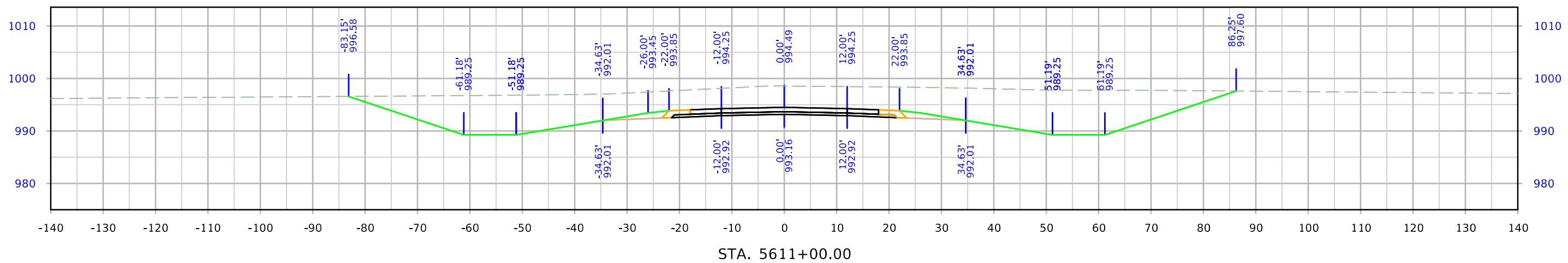
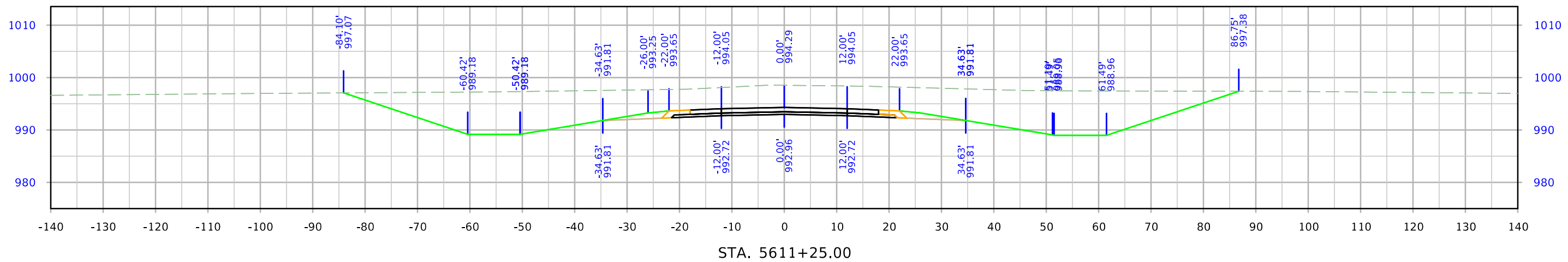
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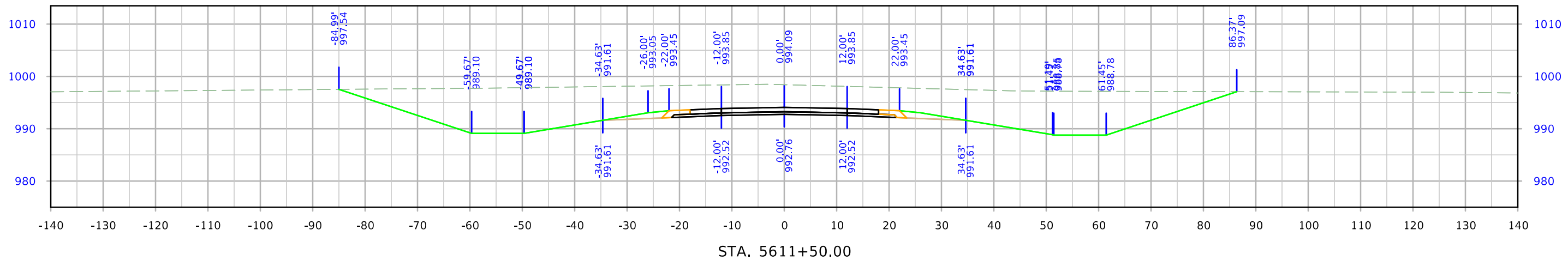
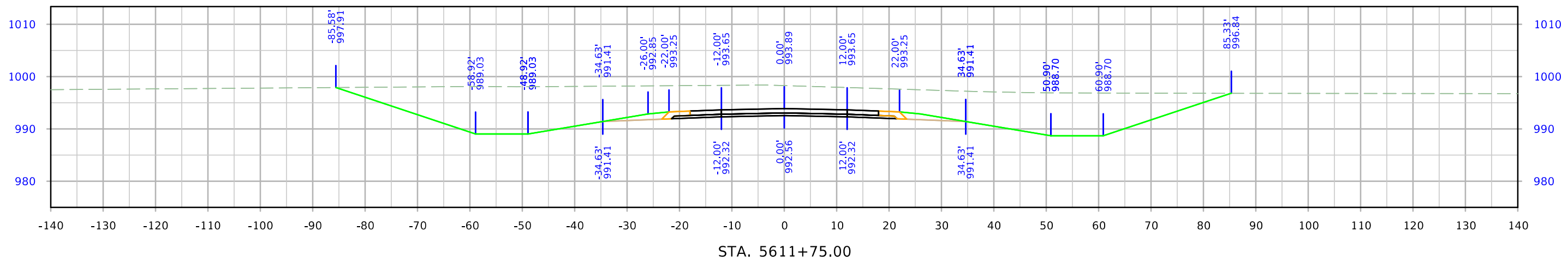
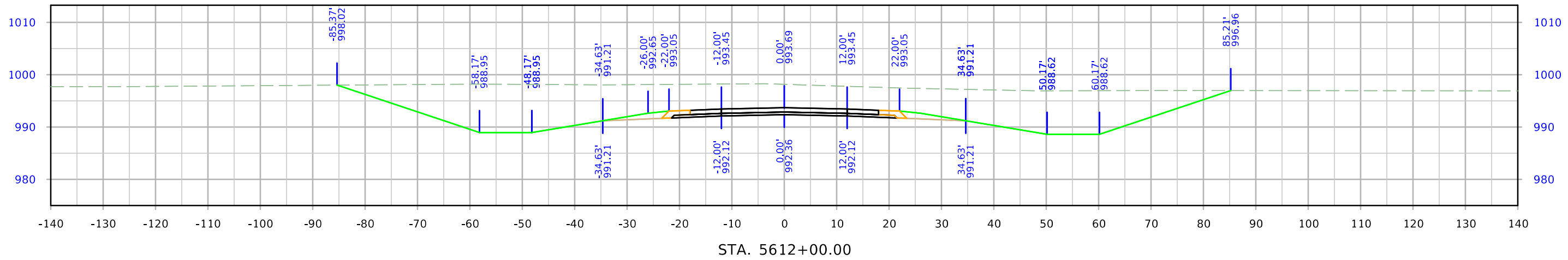
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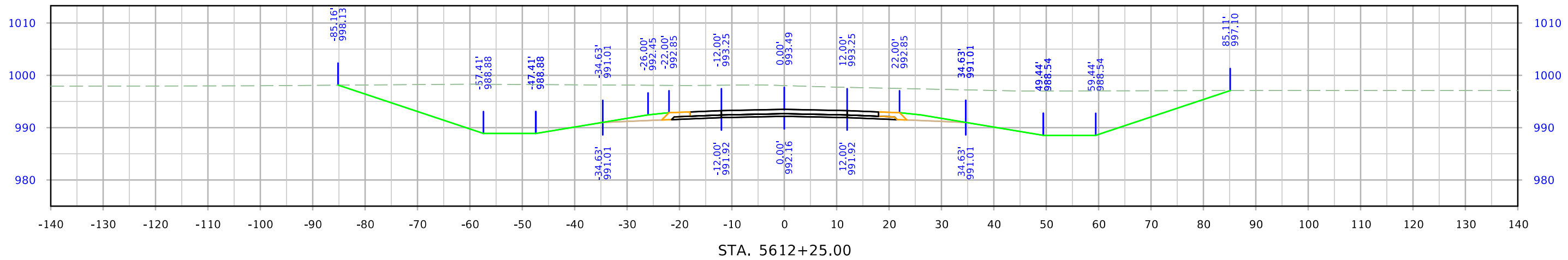
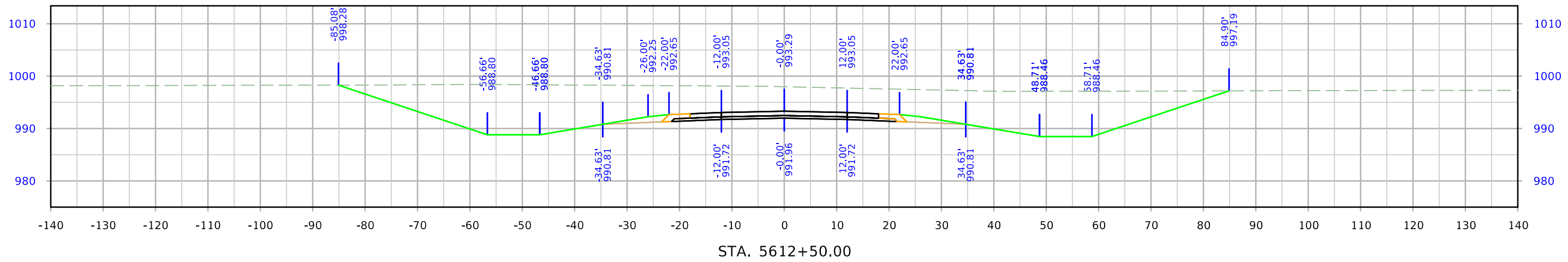
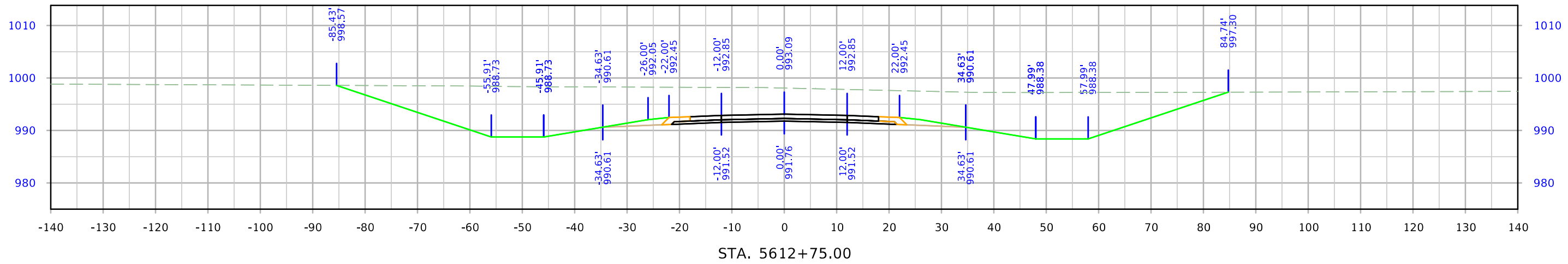
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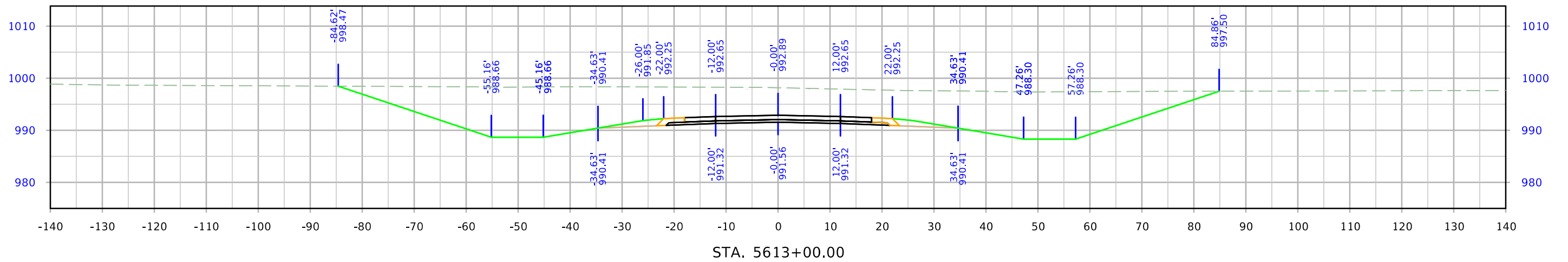
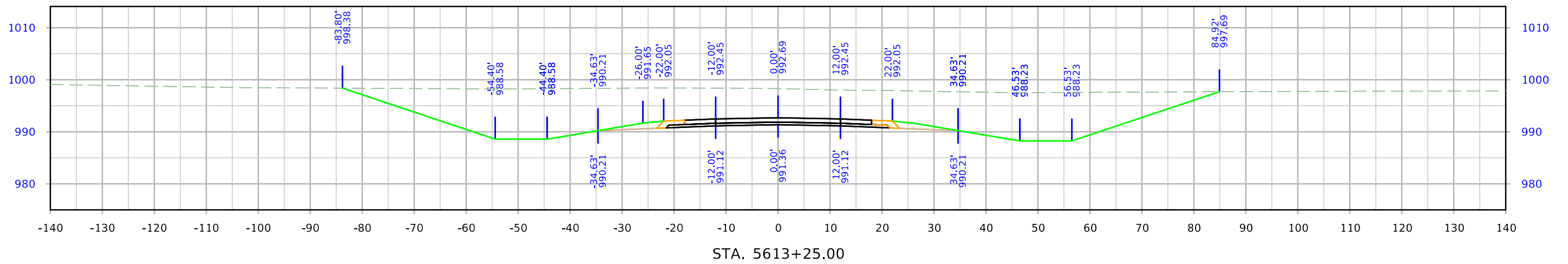
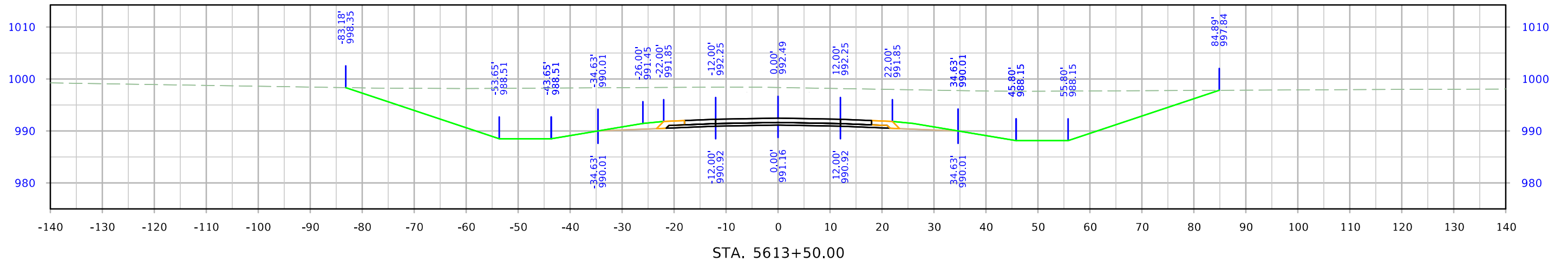
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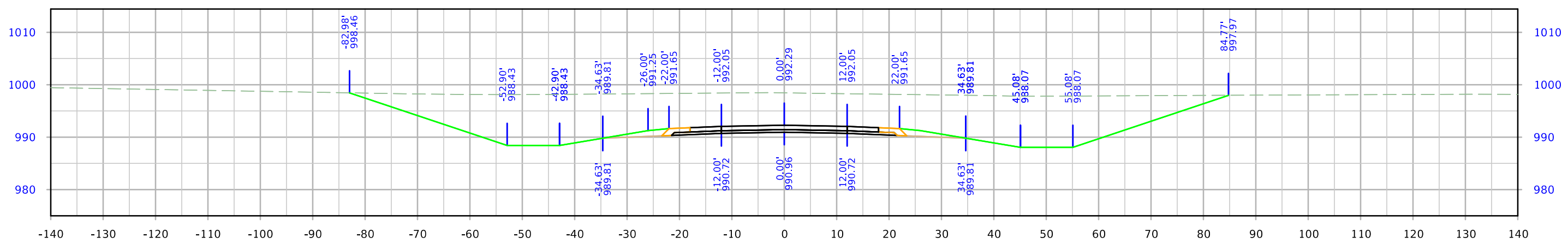
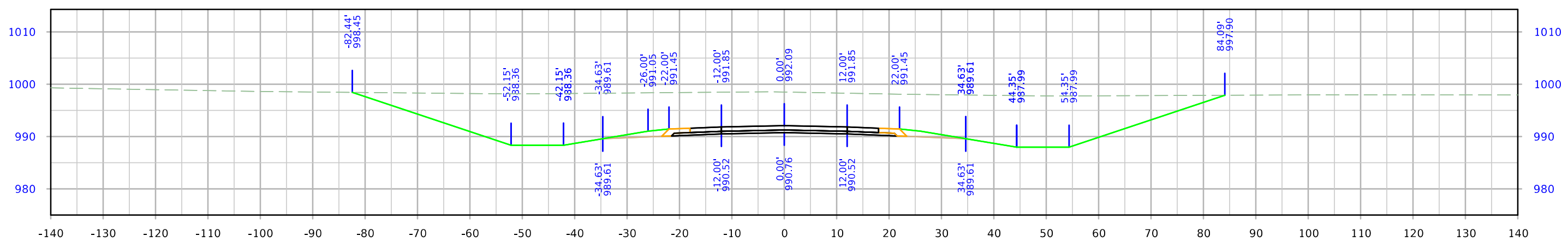
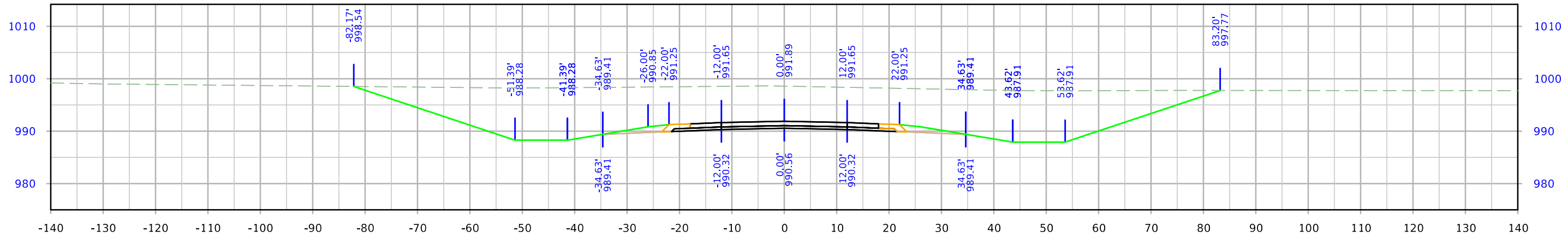
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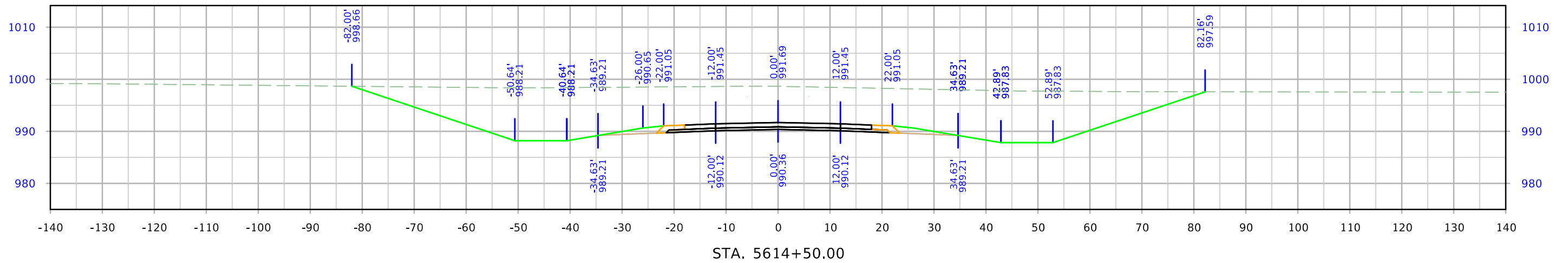
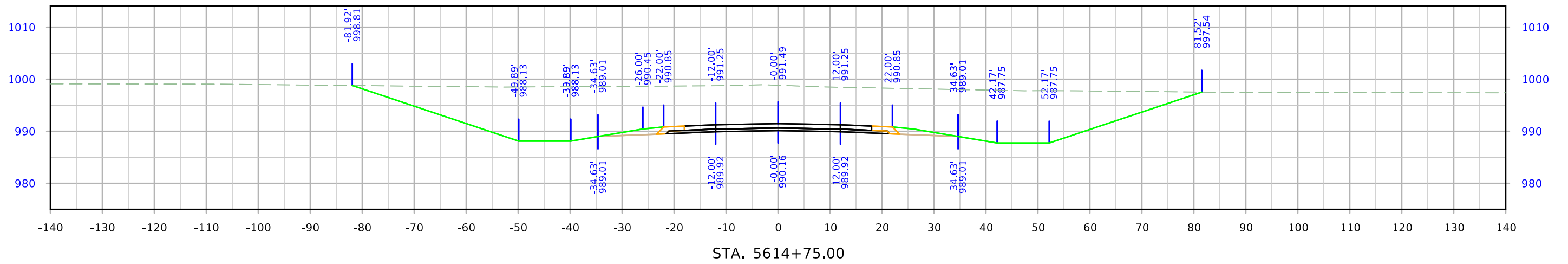
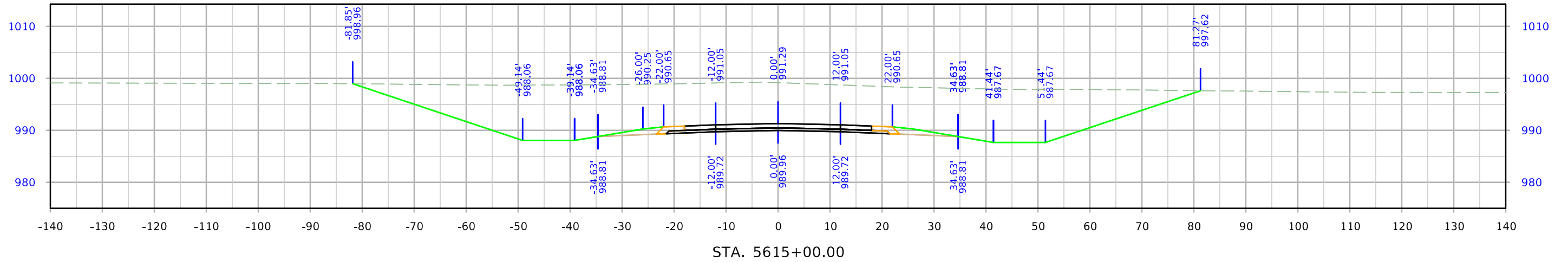
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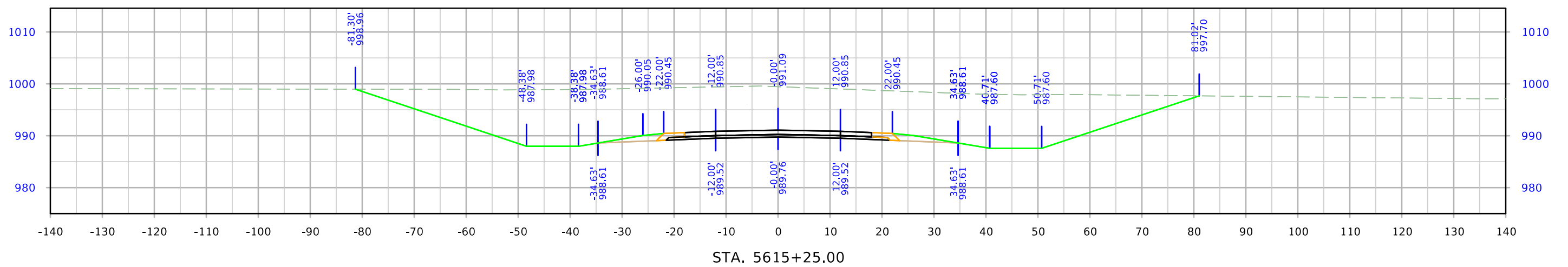
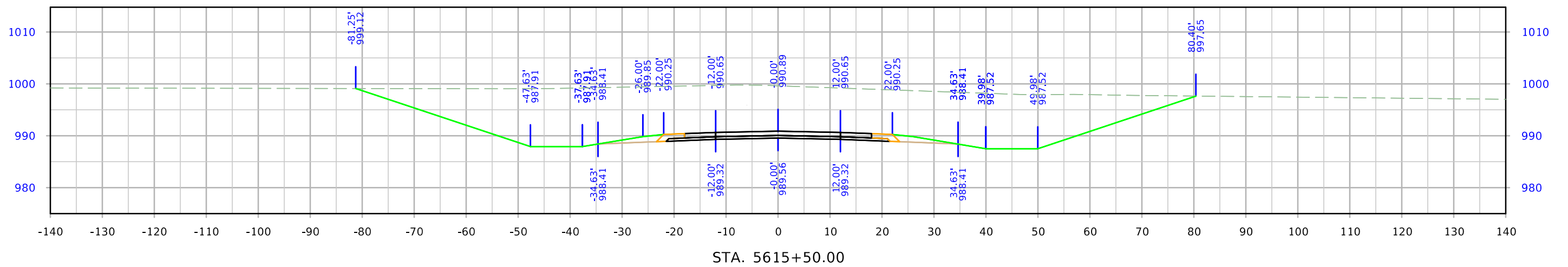
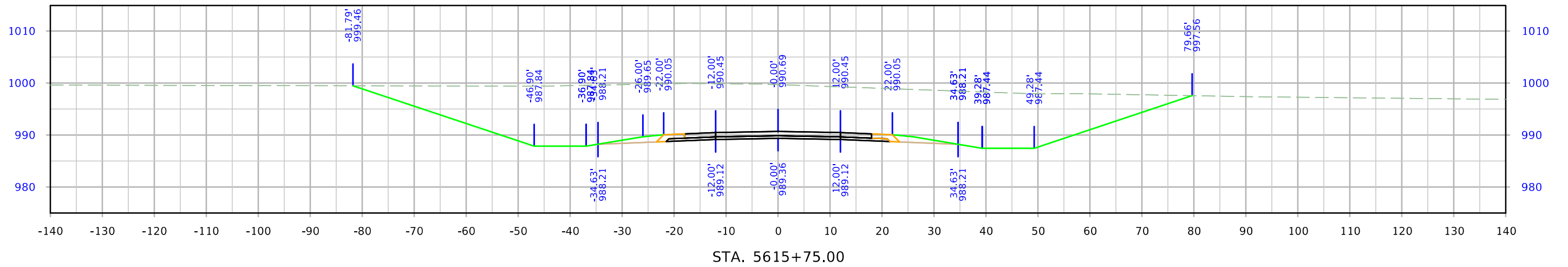
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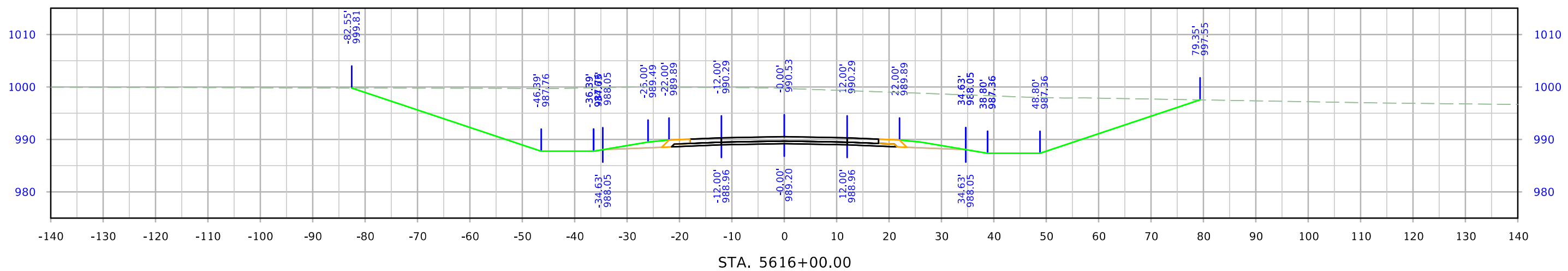
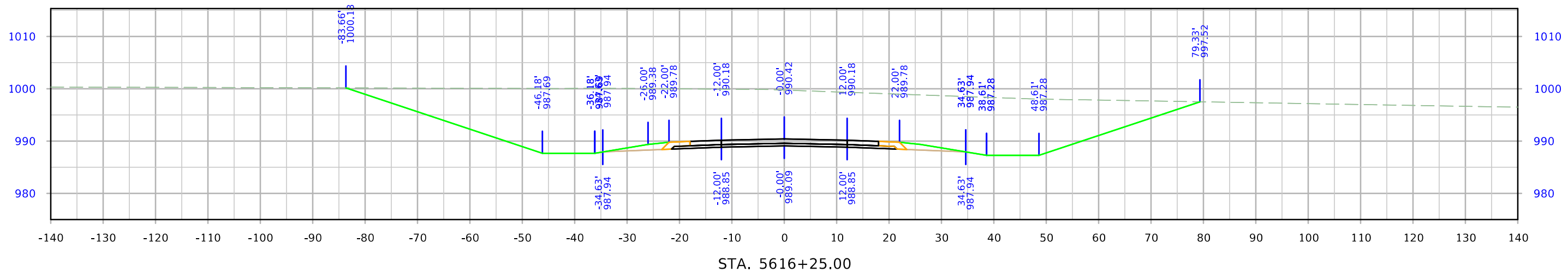
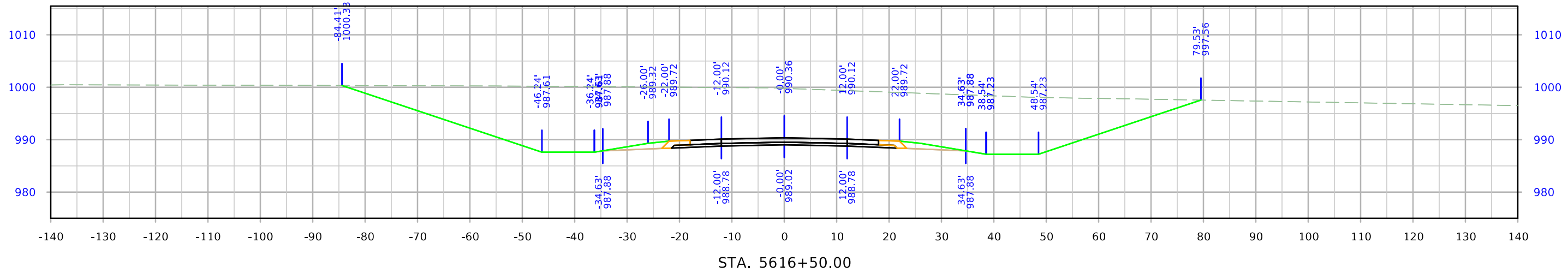
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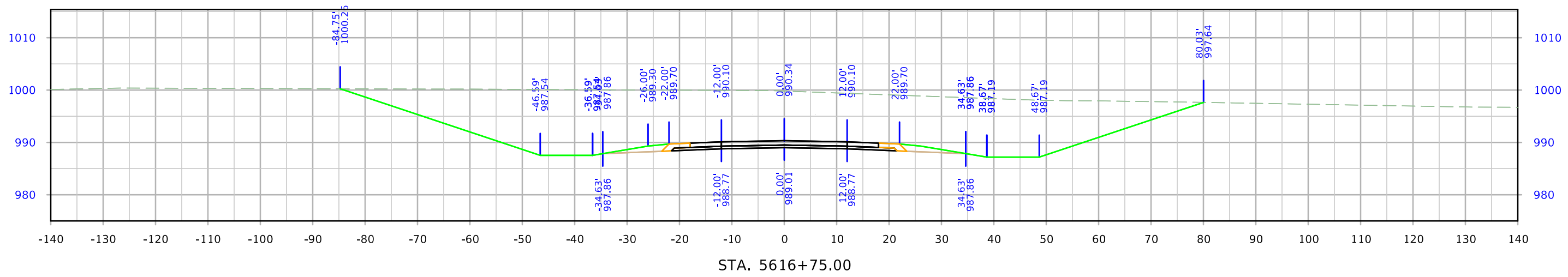
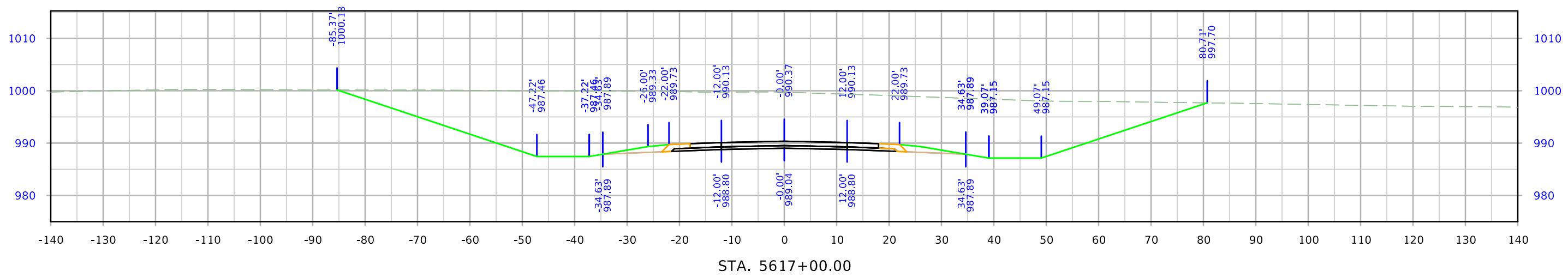
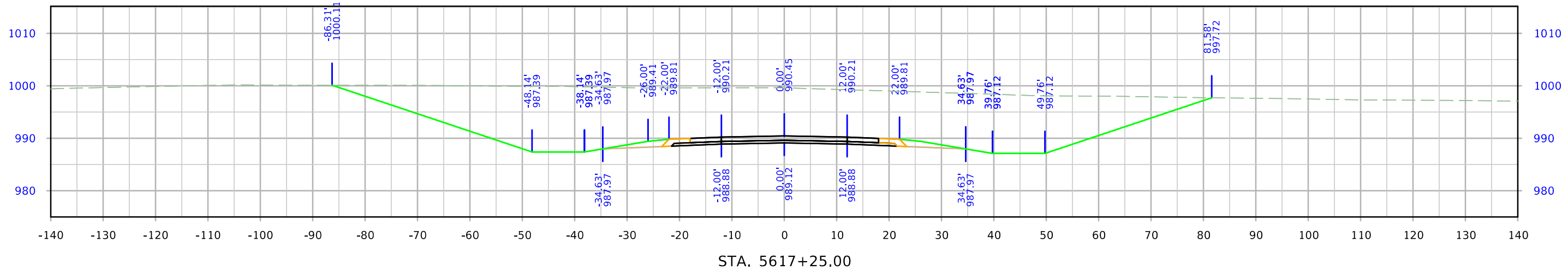
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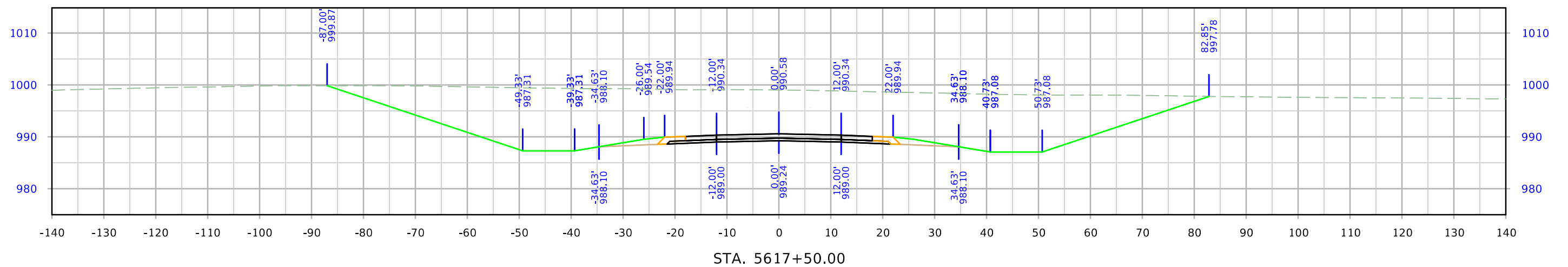
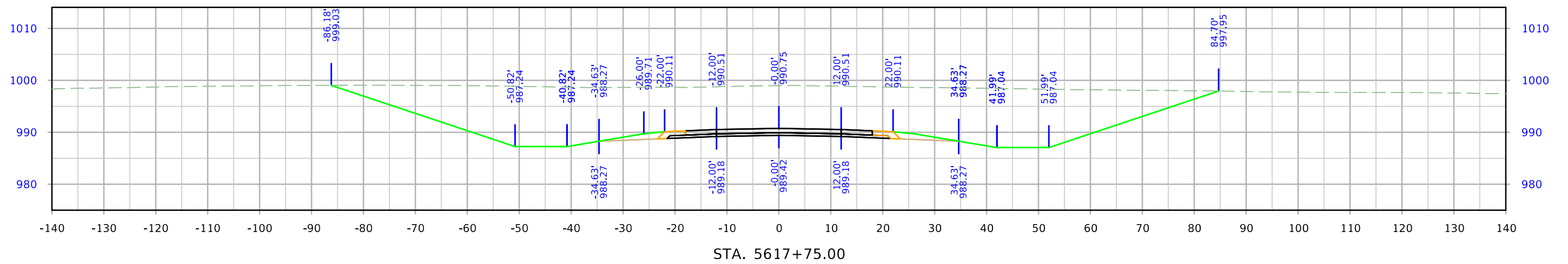
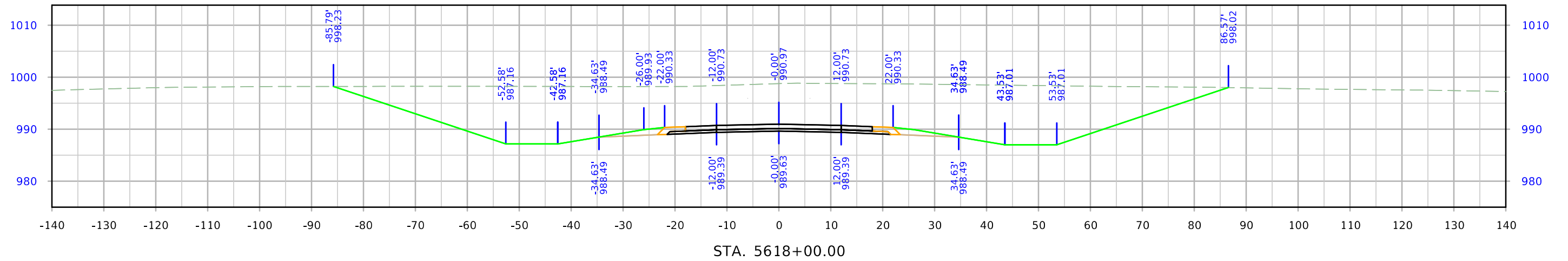
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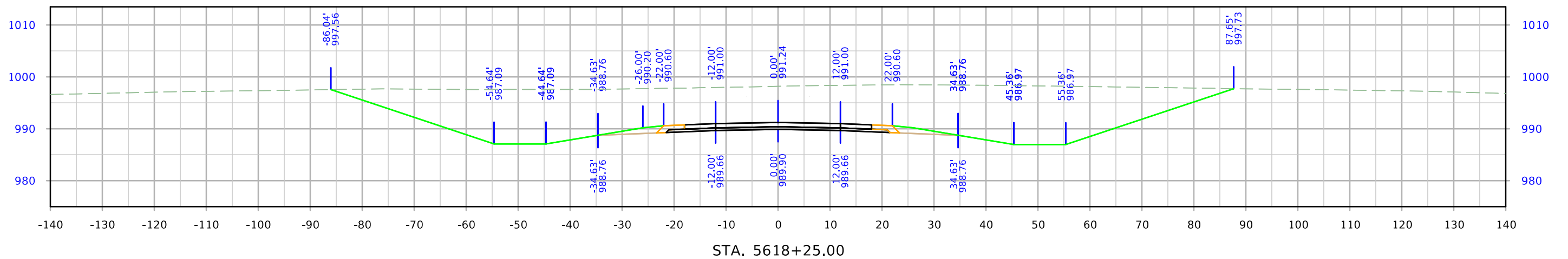
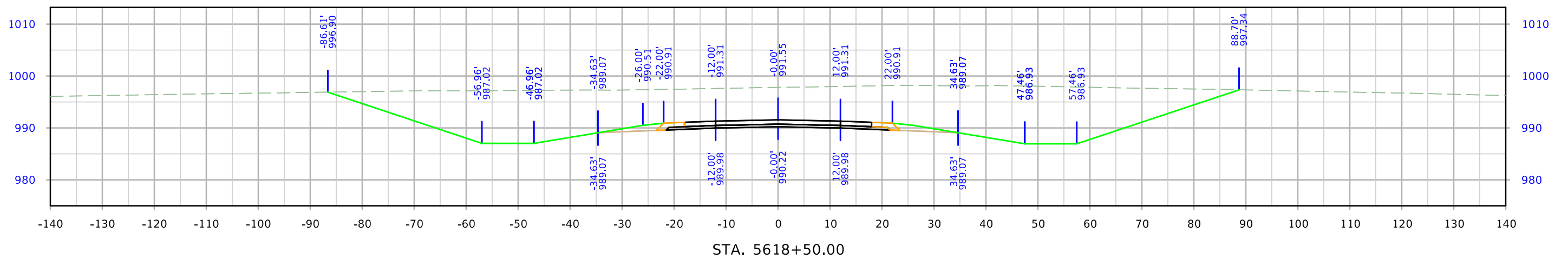
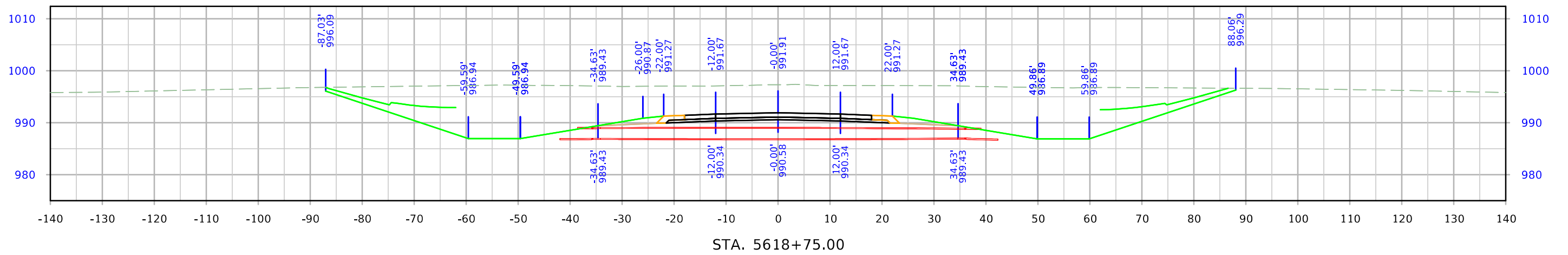
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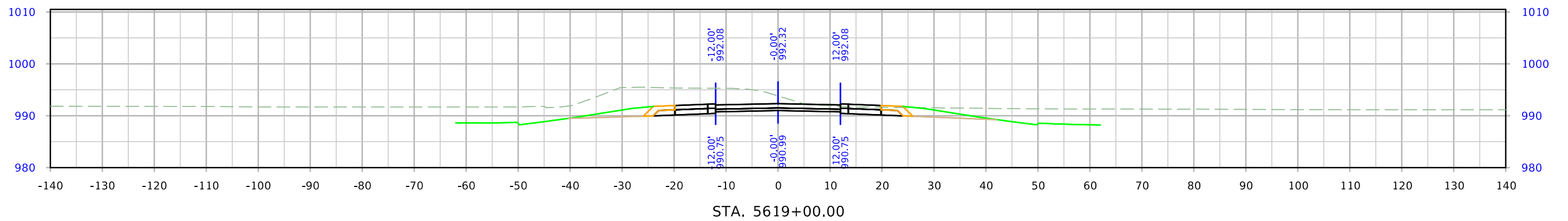
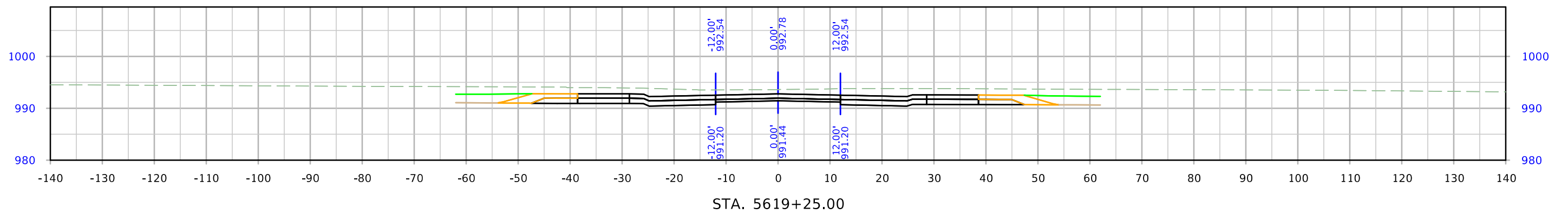
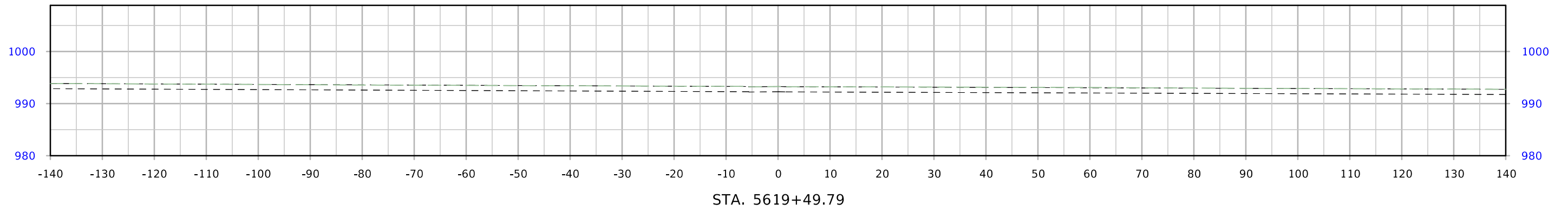
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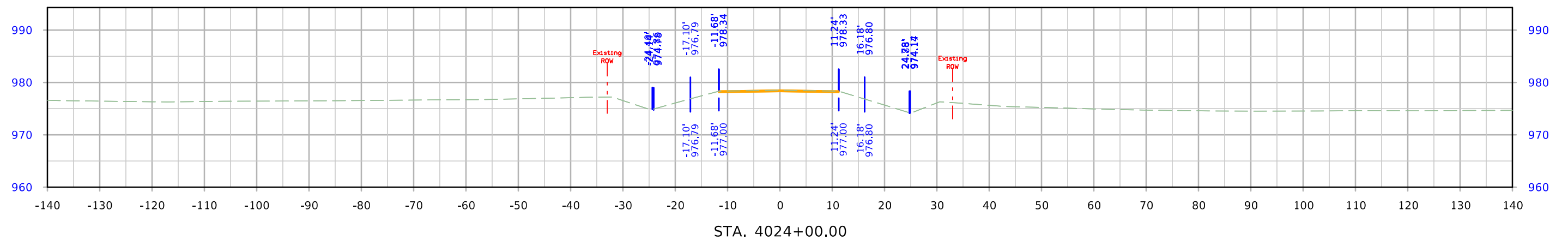
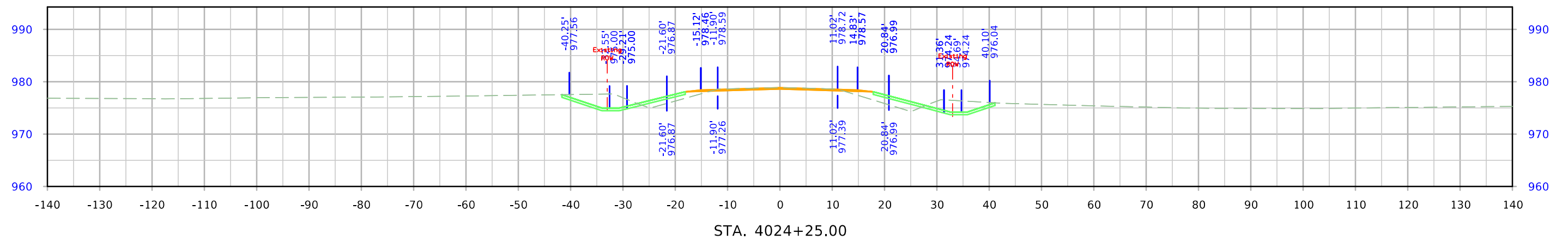
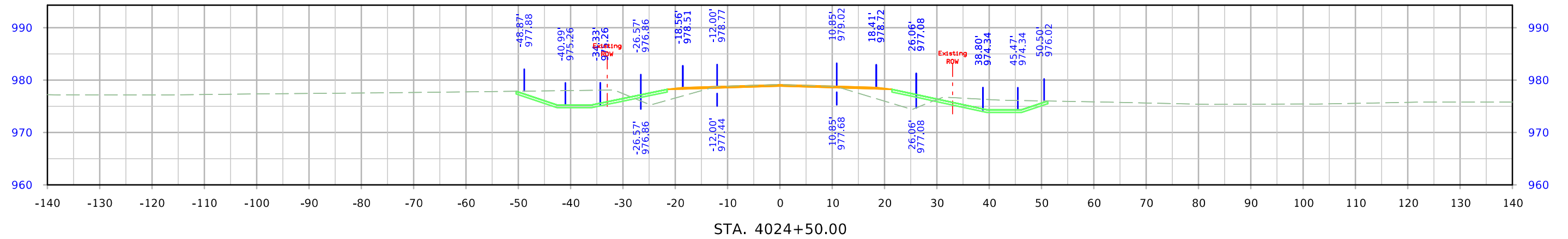
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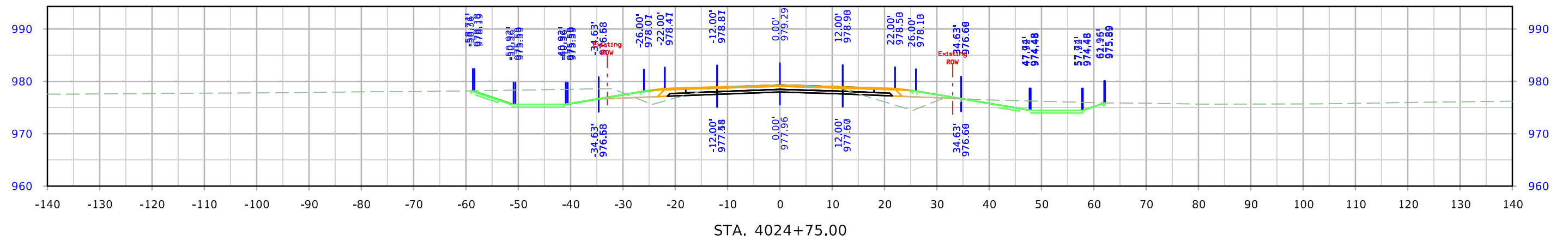
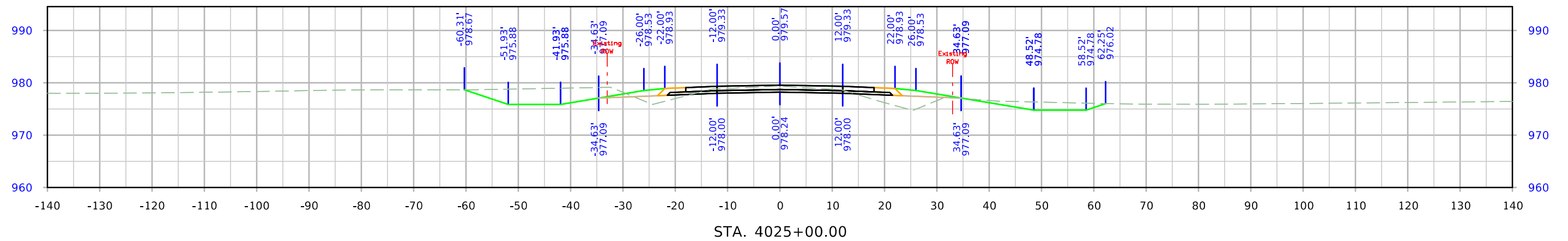
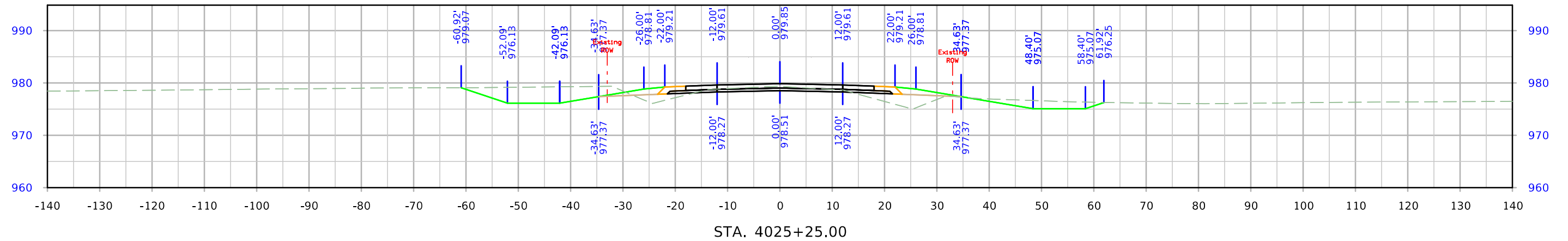
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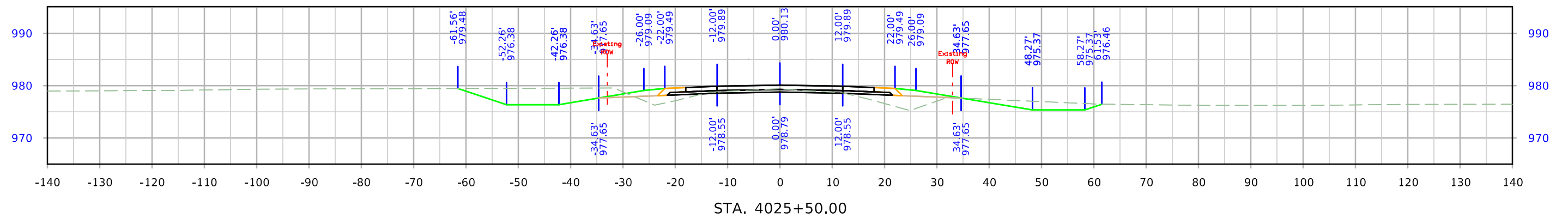
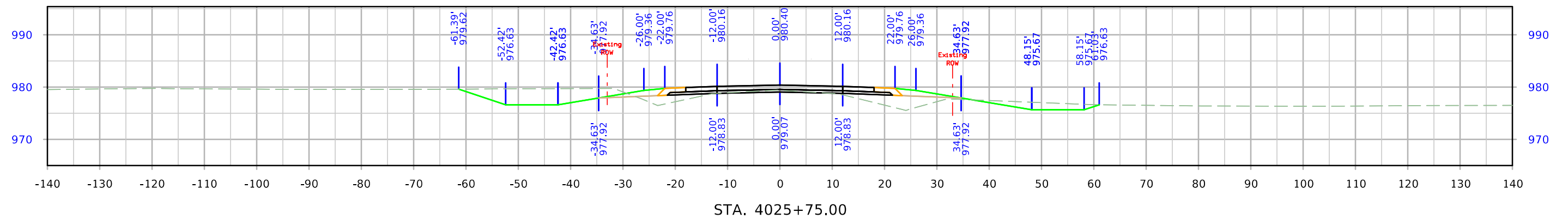
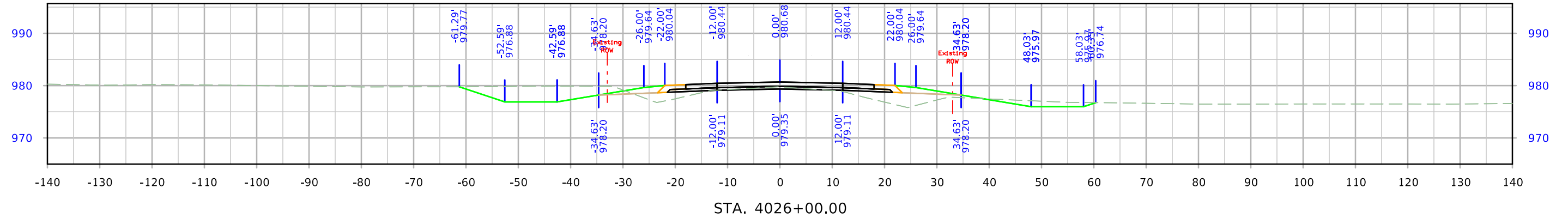
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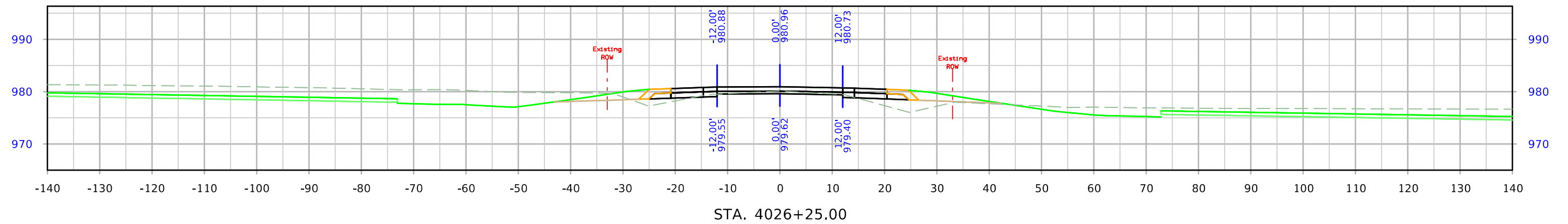
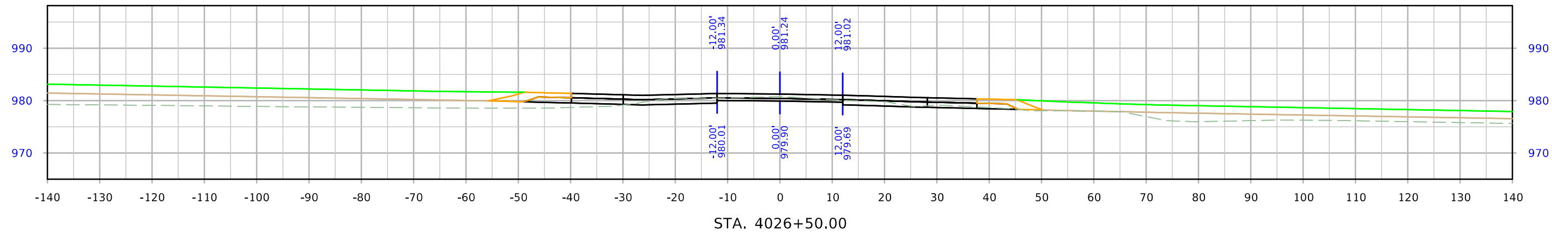
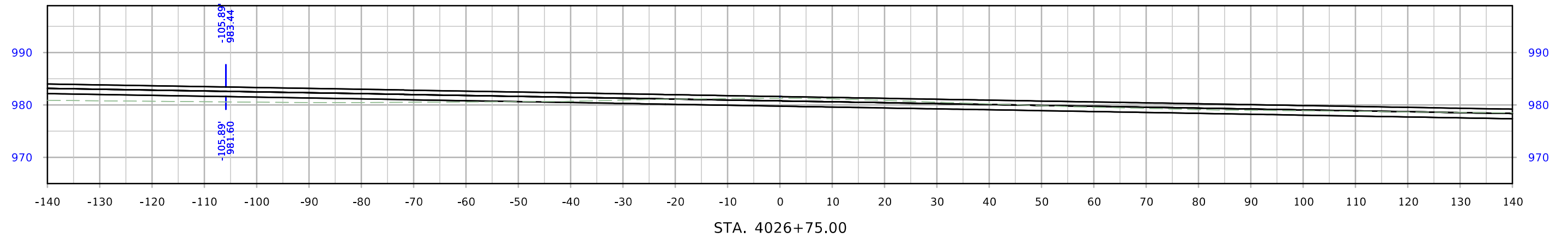
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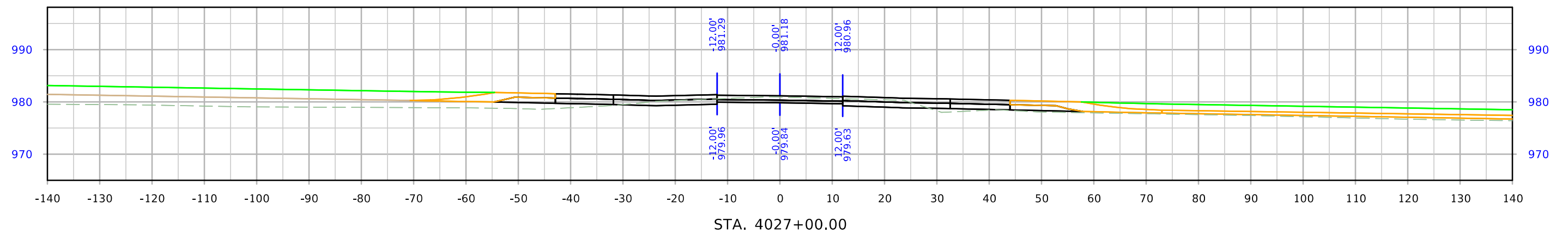
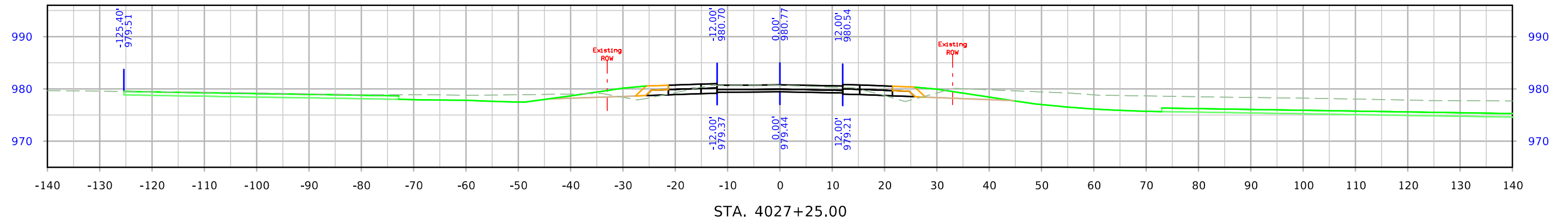
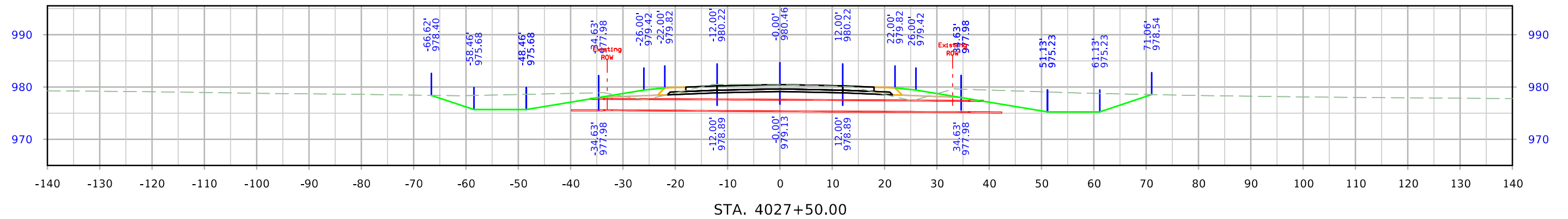
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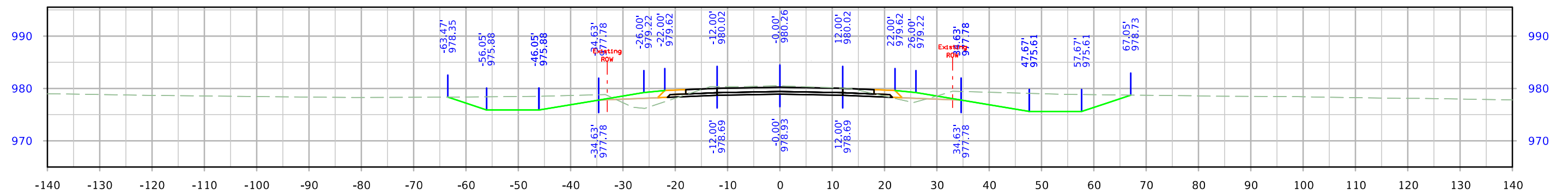
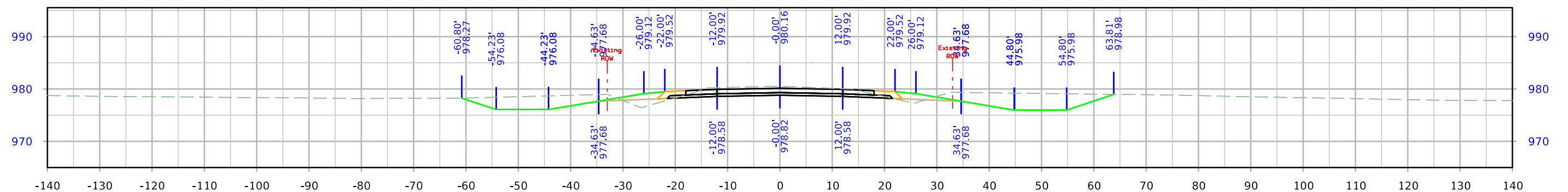
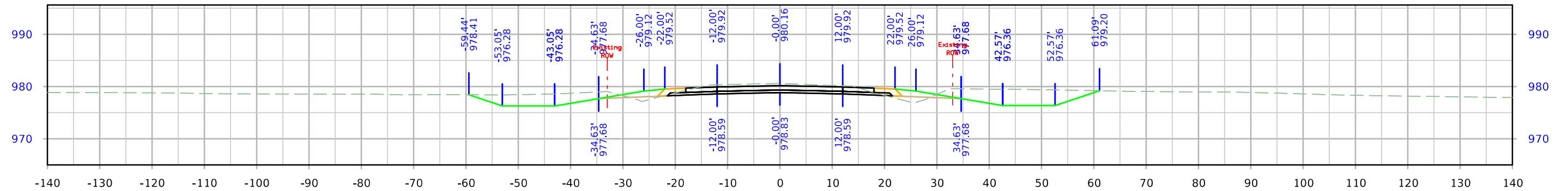
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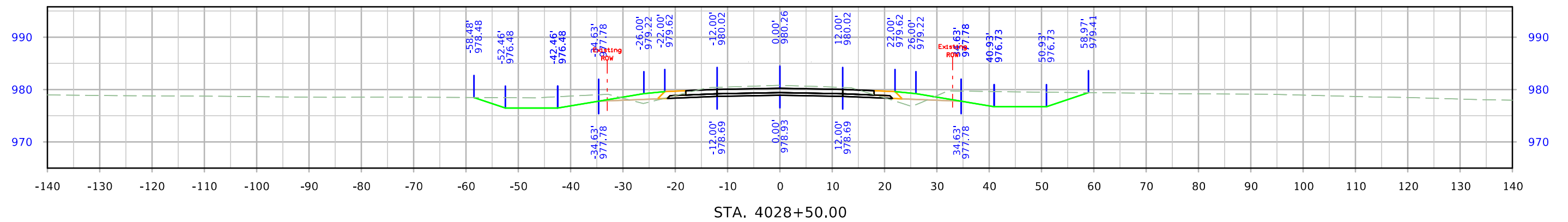
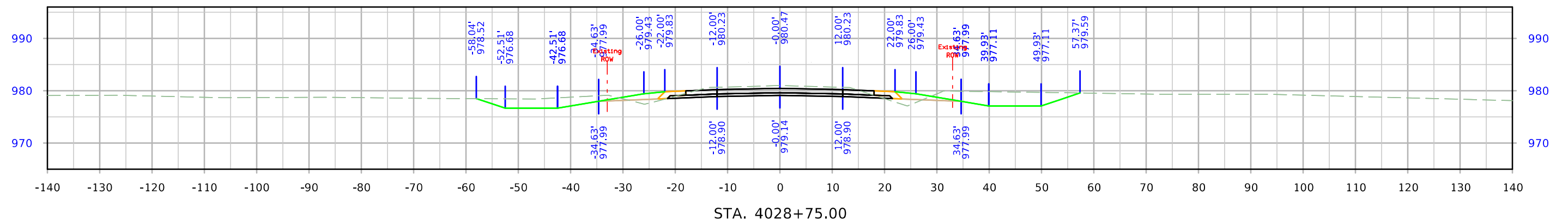
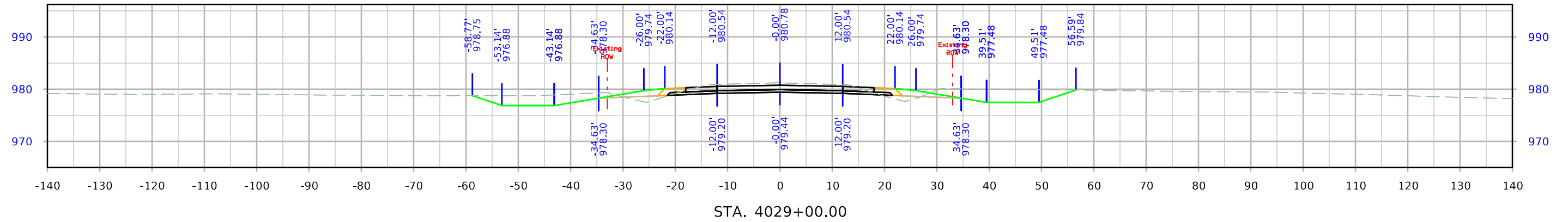
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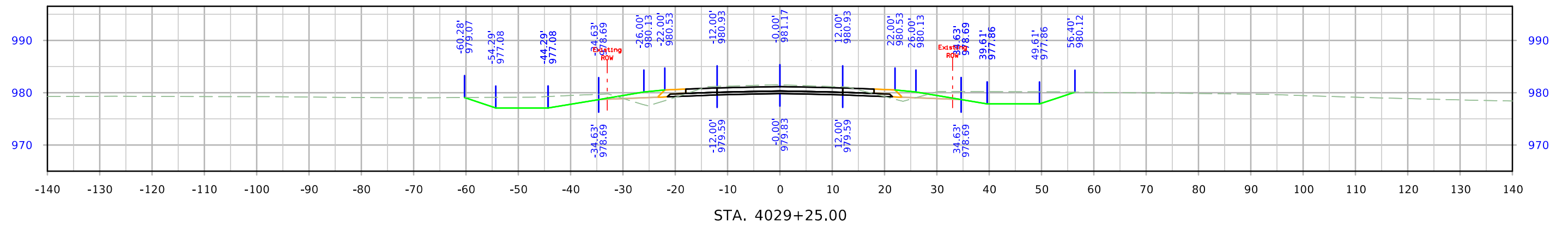
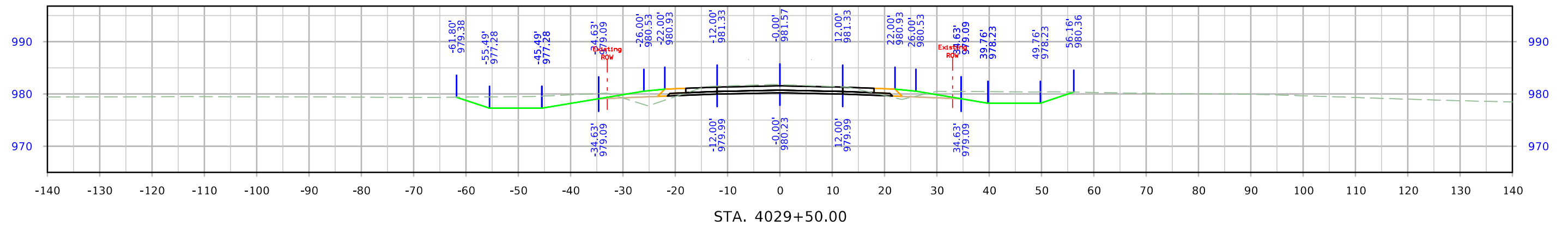
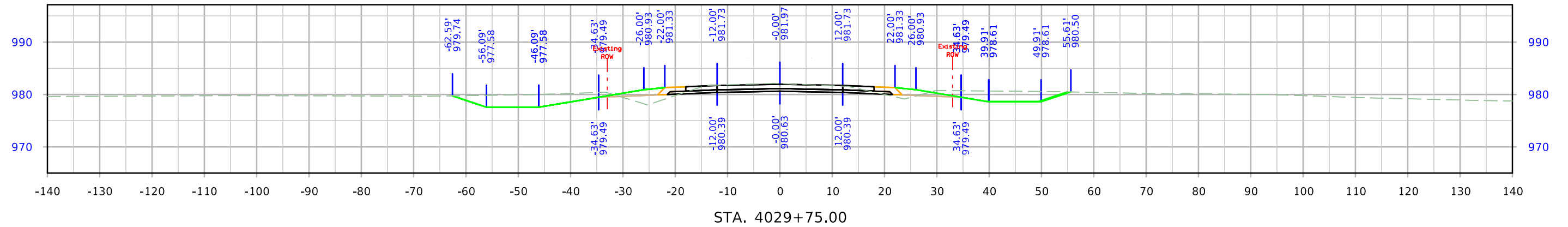
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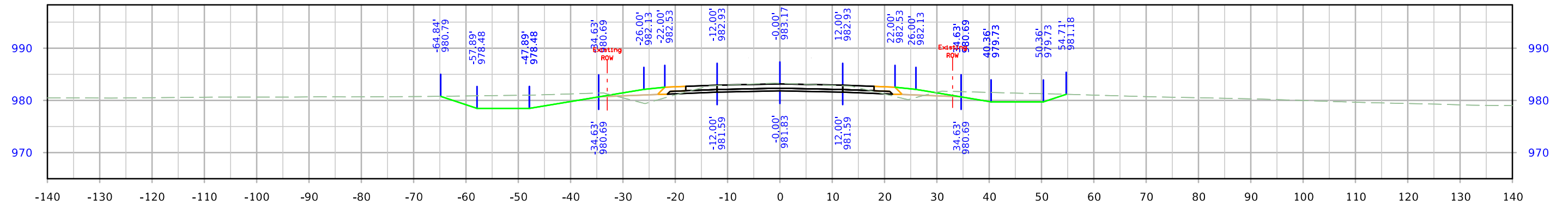
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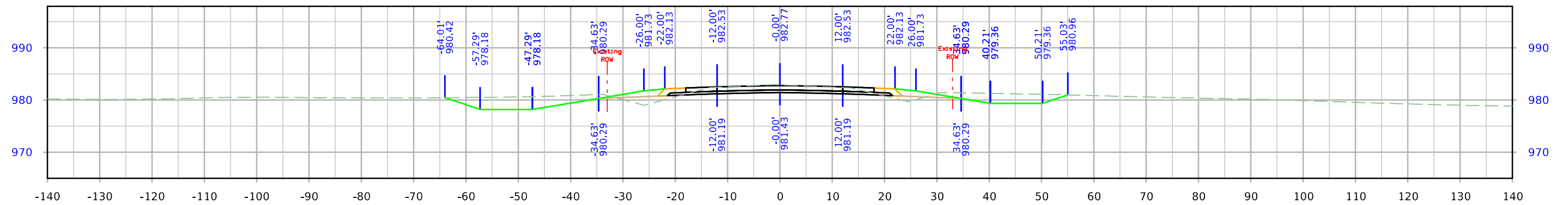
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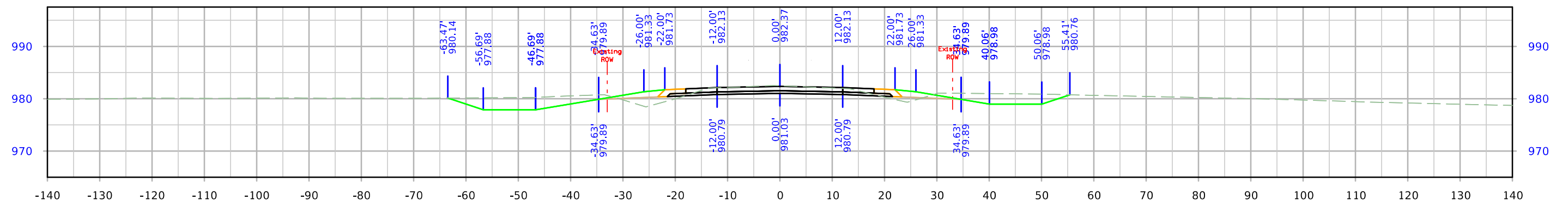
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STA. 4030+50.00

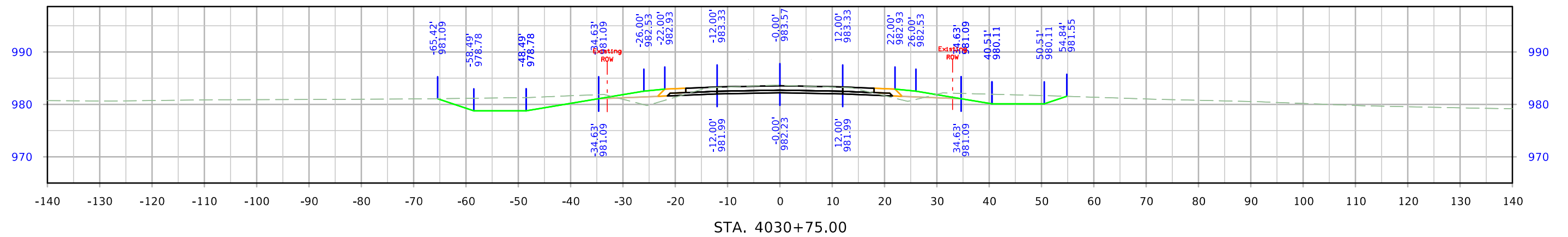
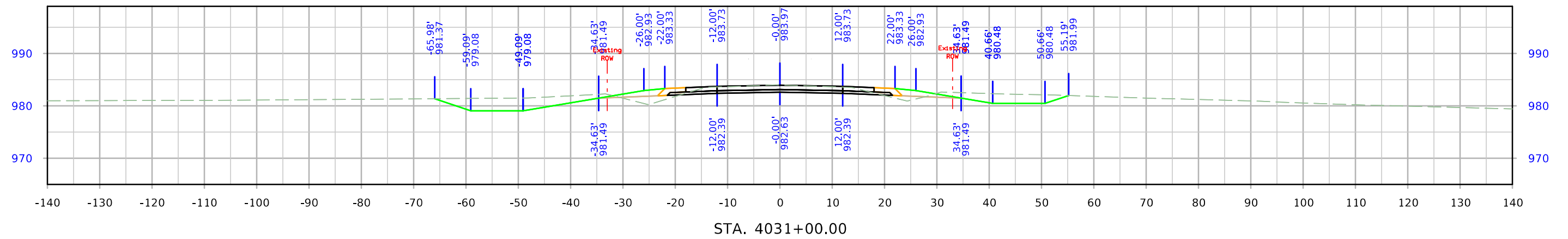
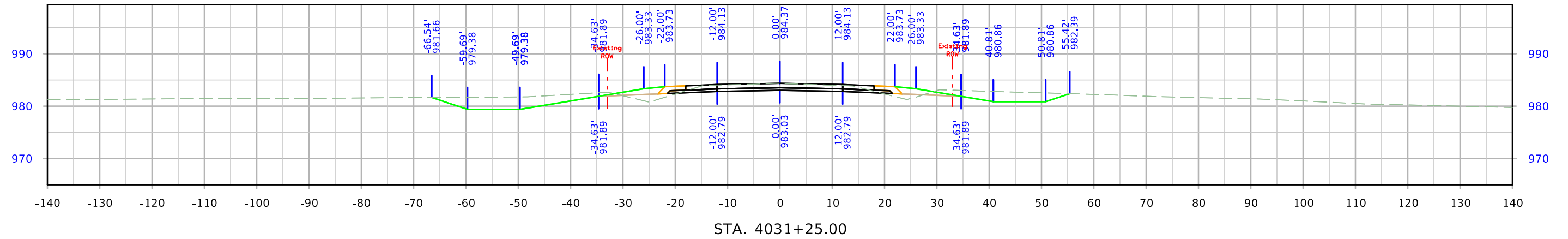


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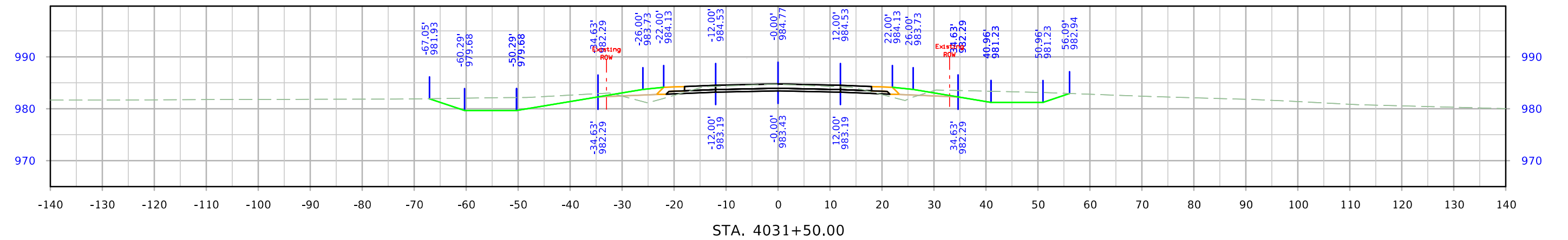
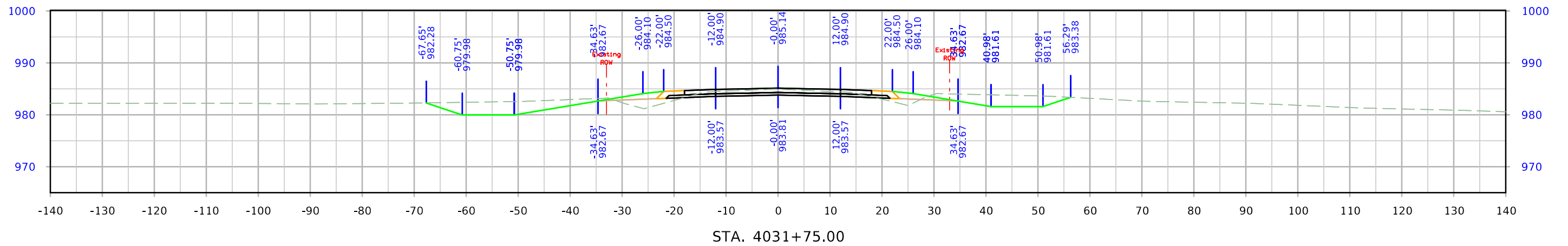
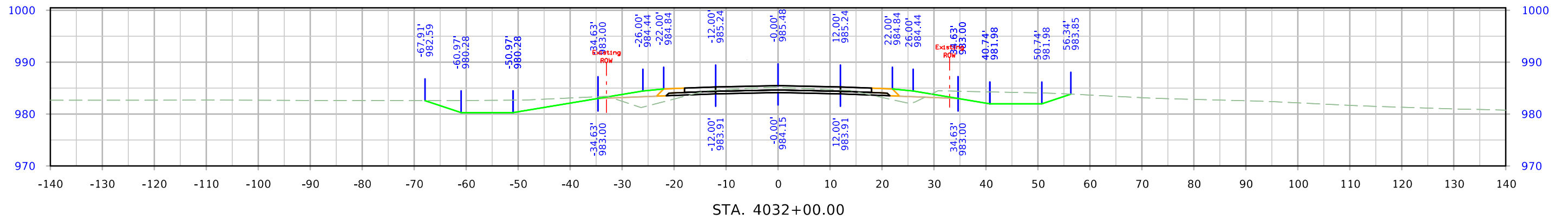


STA. 4030+00.00

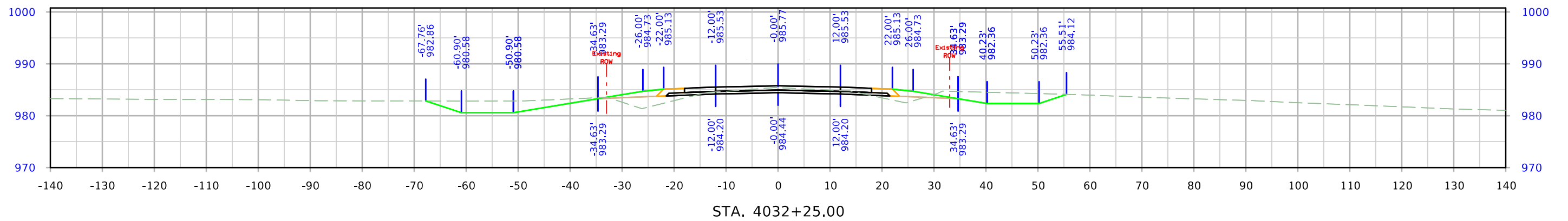
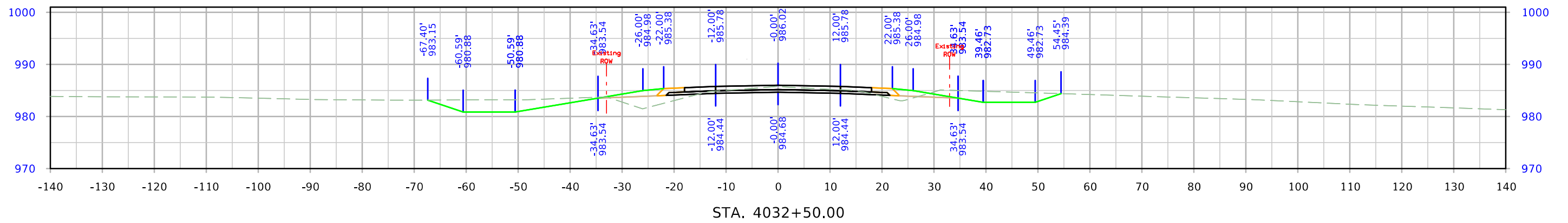
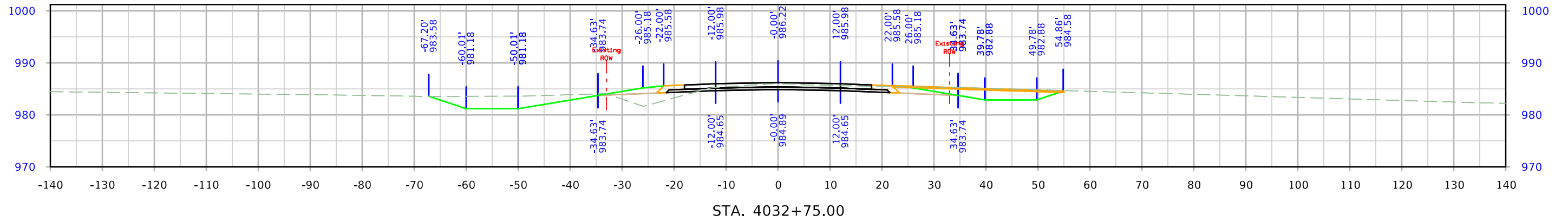
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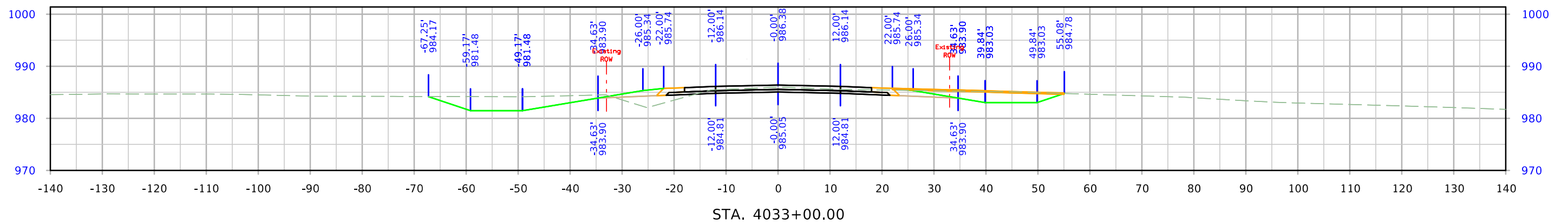
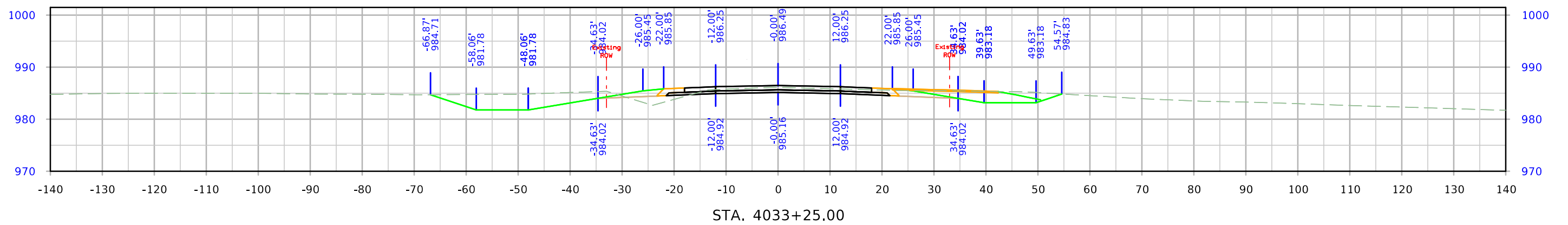
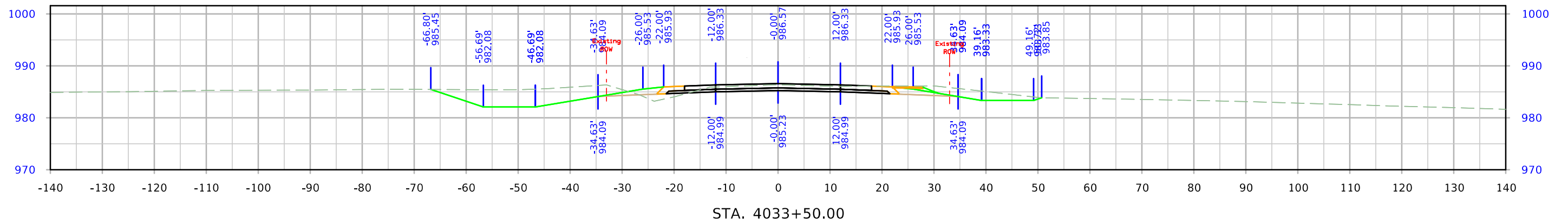
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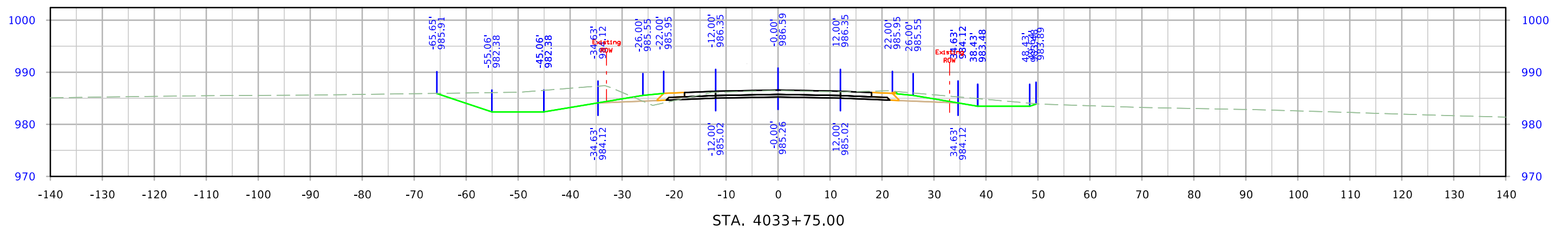
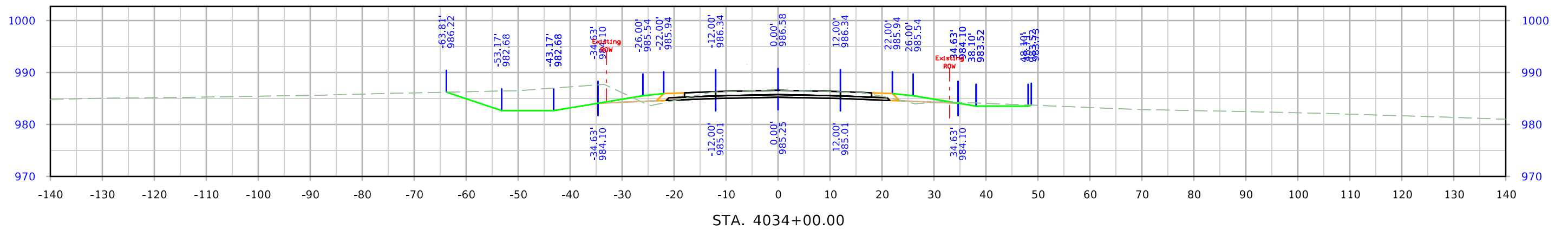
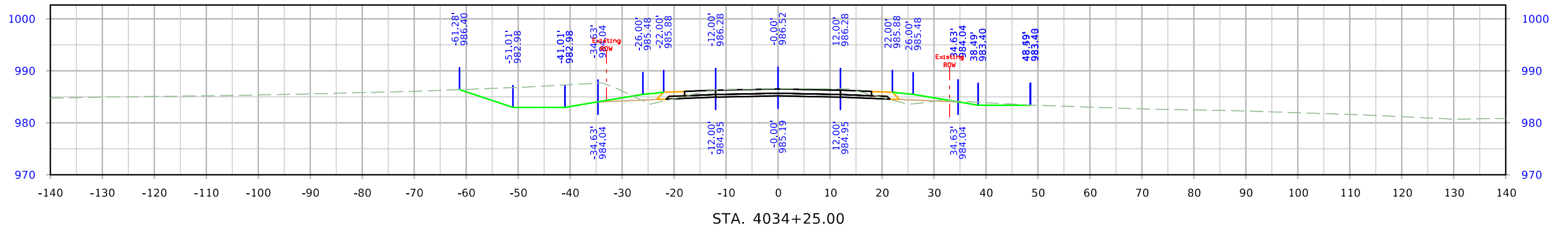
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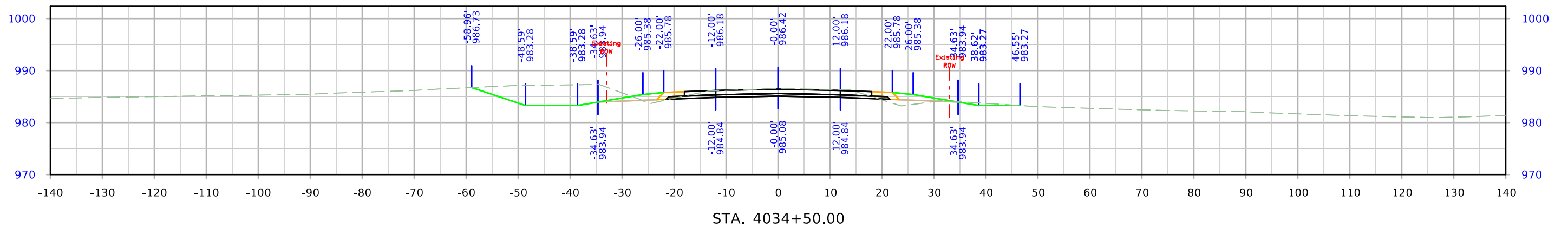
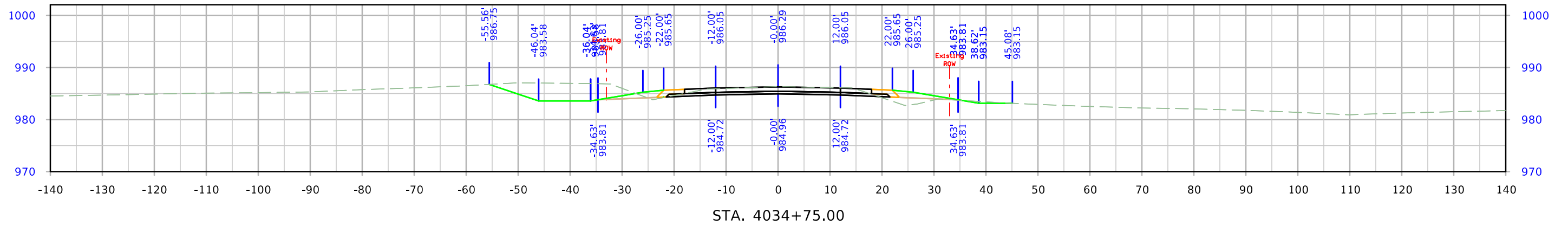
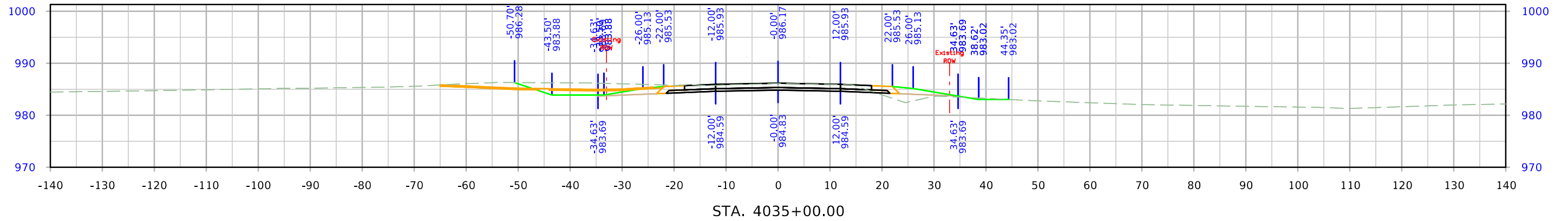
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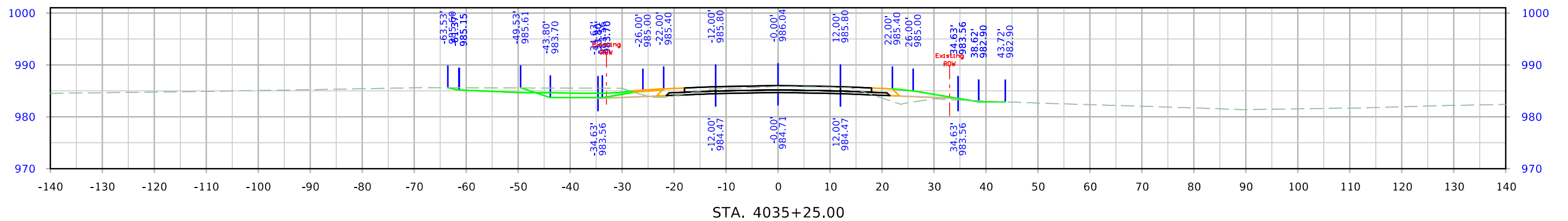
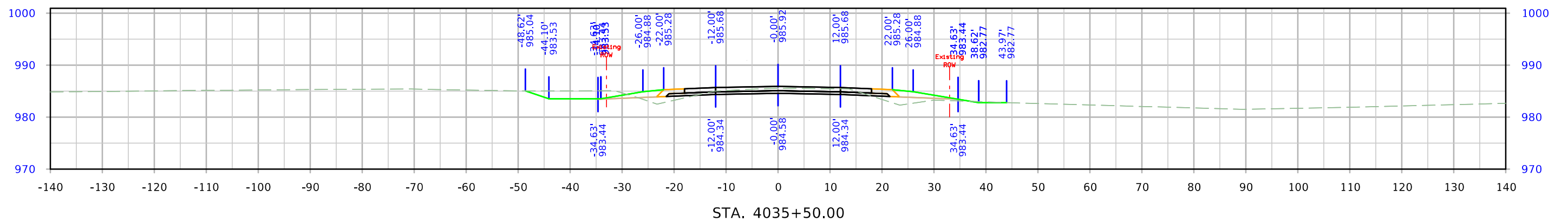
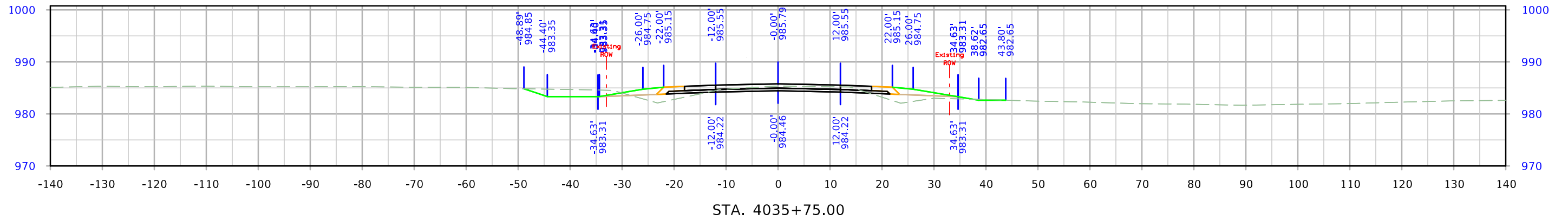
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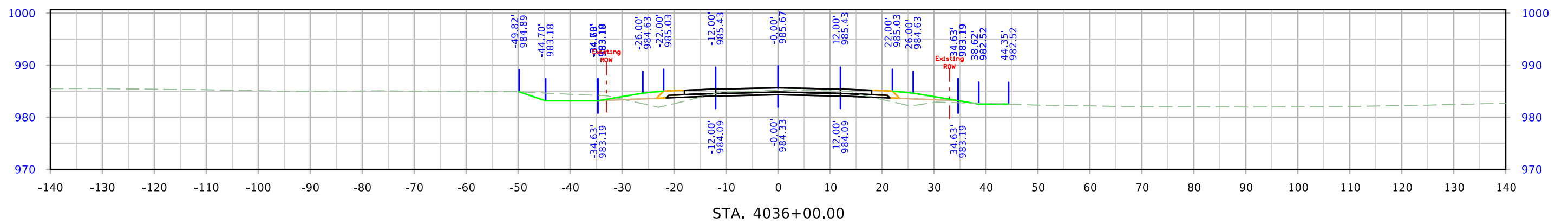
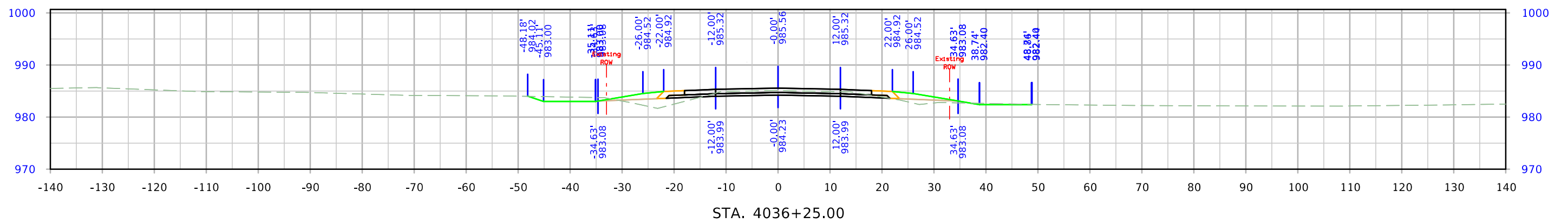
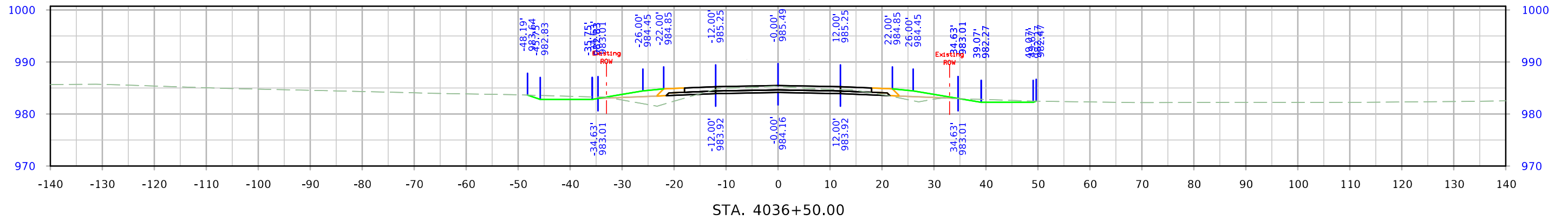
West Maple



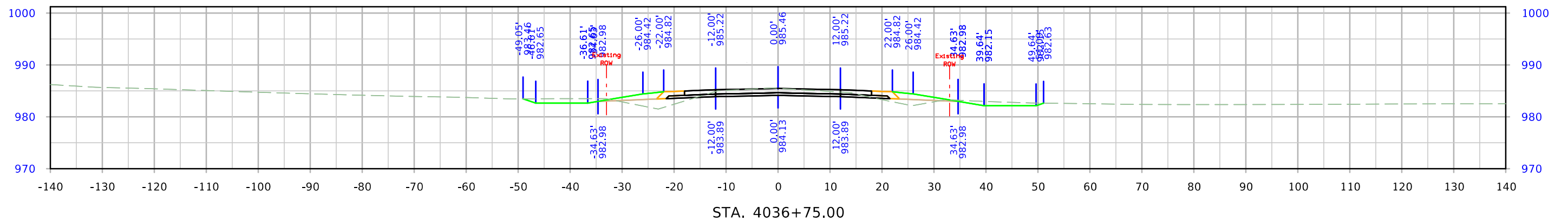
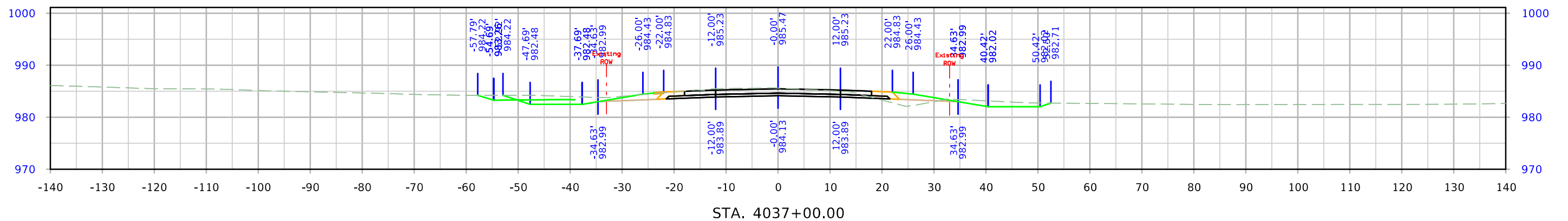
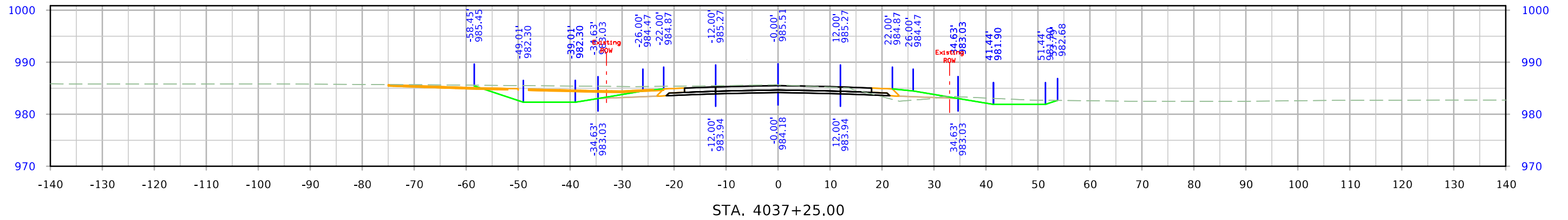
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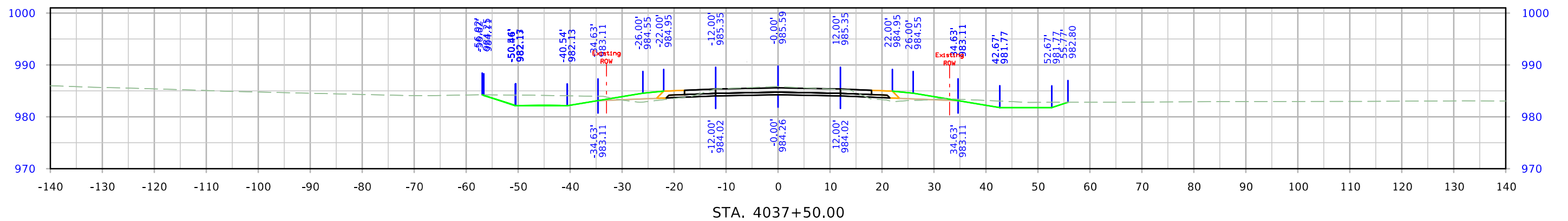
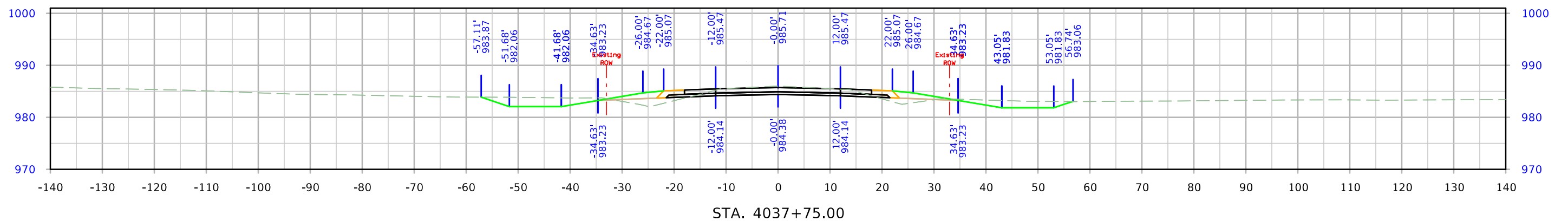
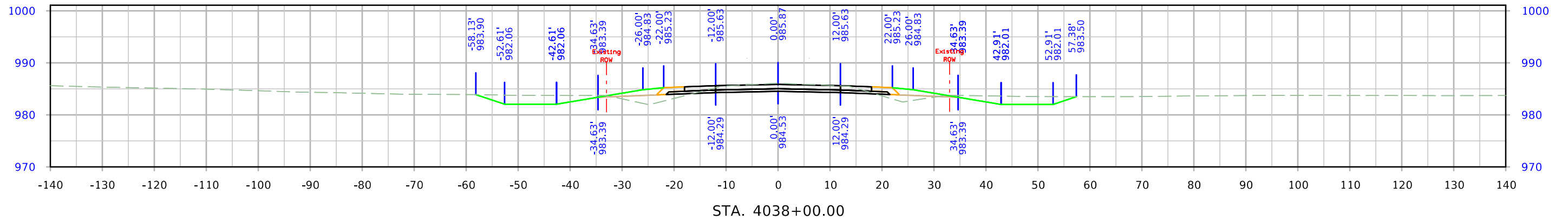
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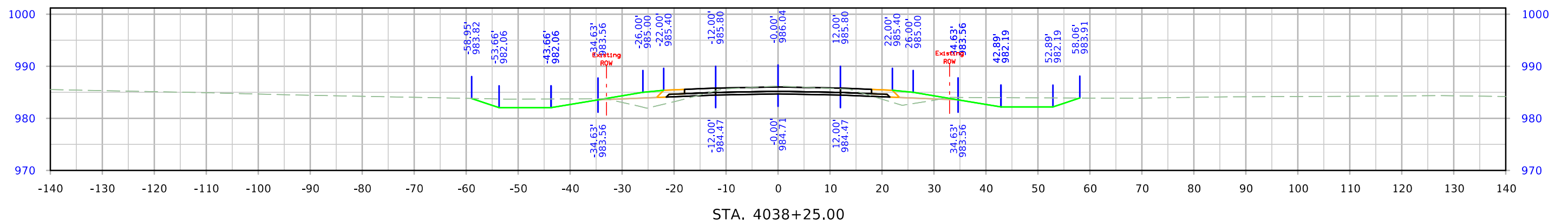
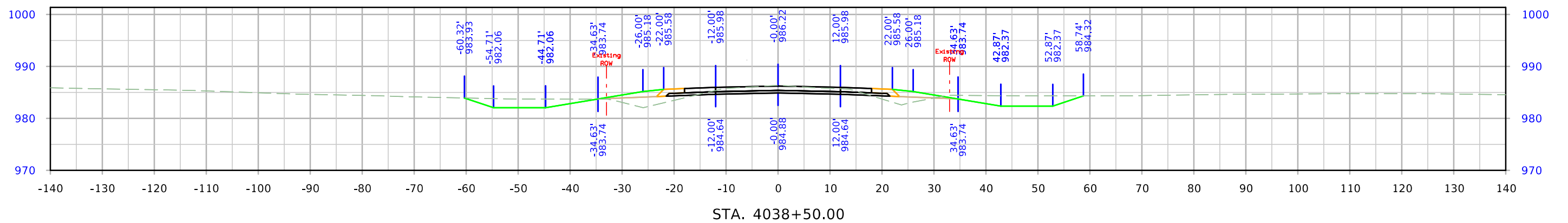
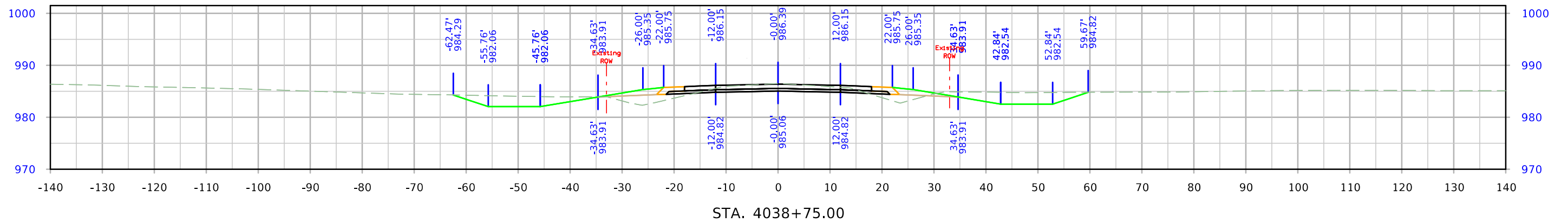
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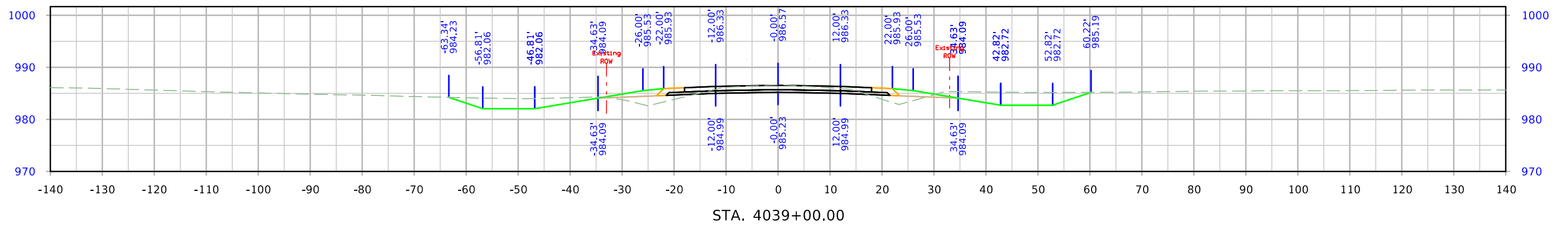
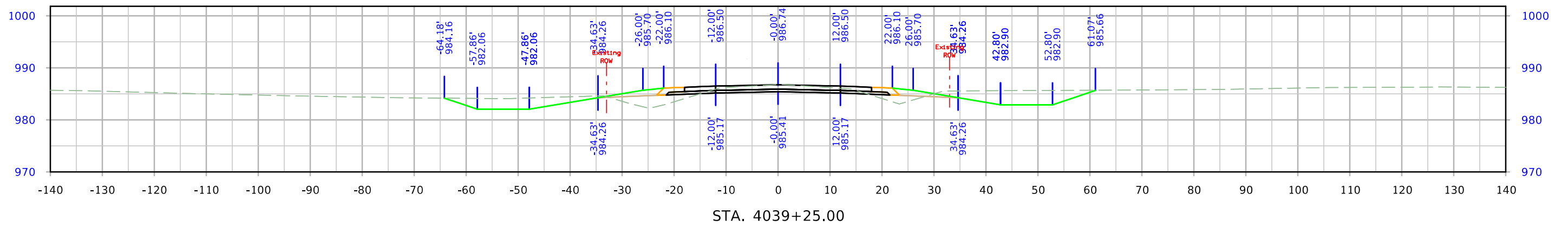
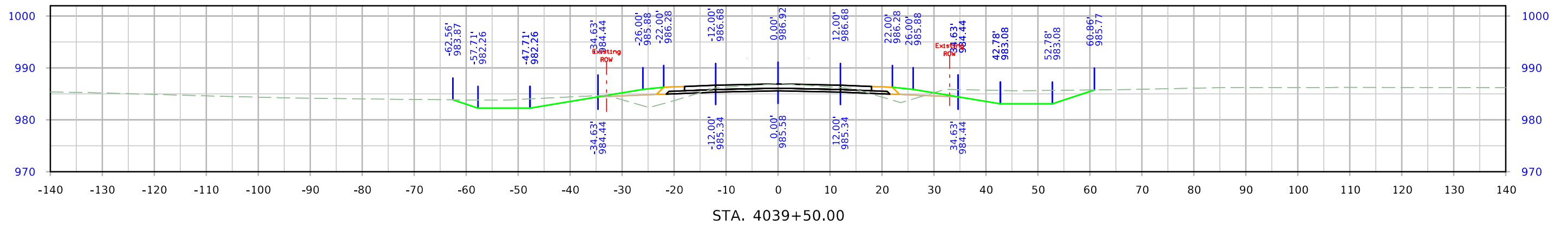
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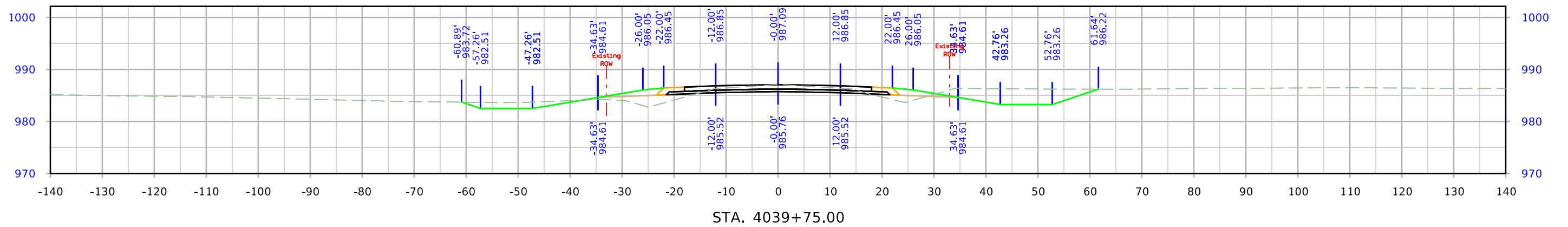
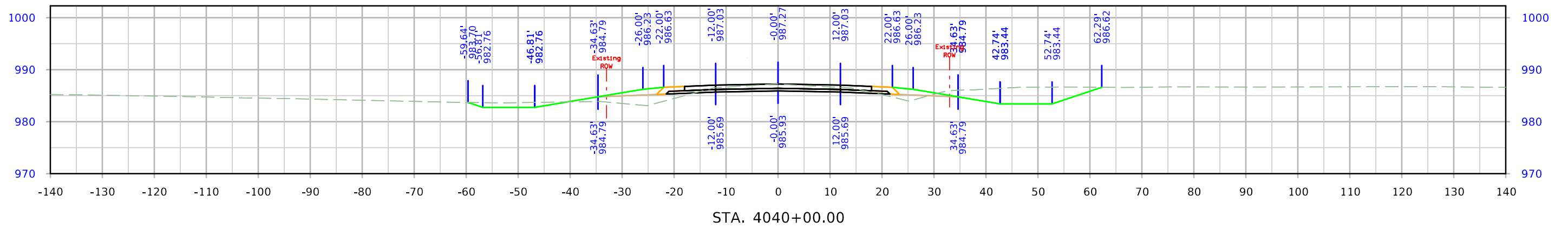
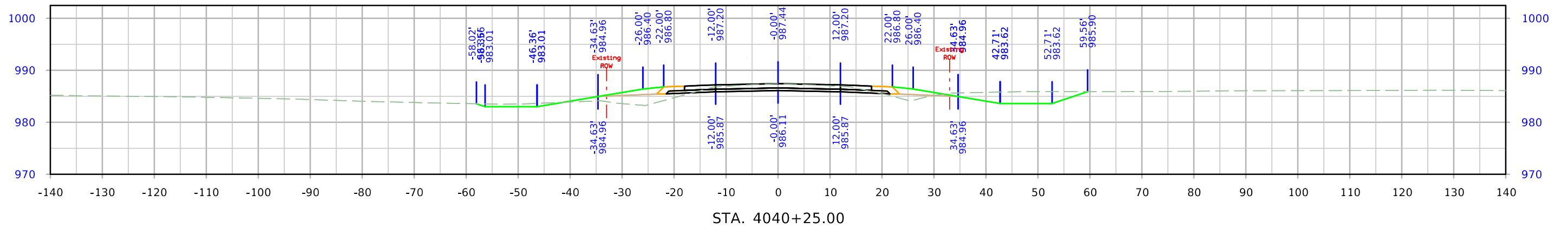
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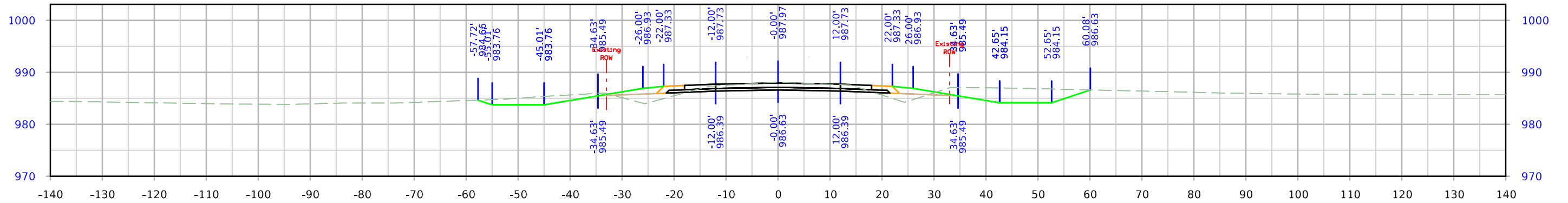
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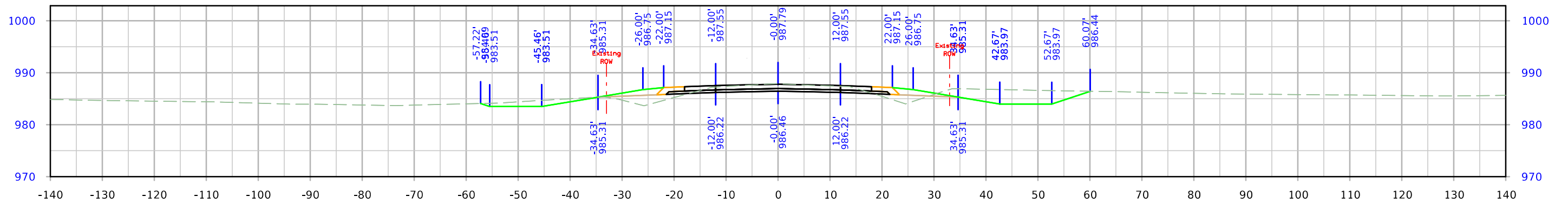
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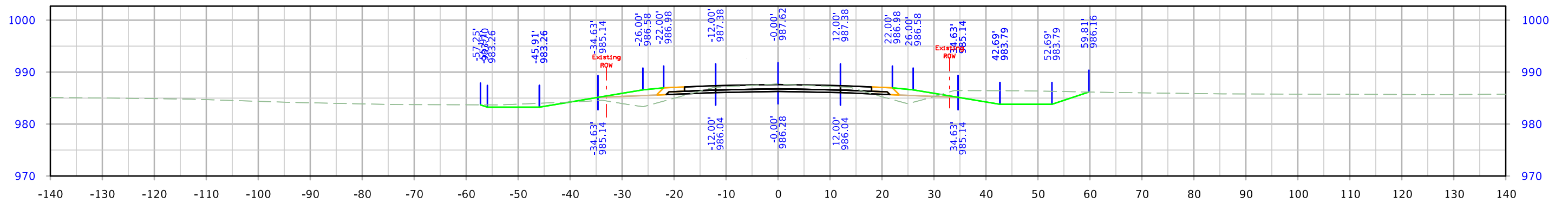
West Maple



STA. 4041+00.00

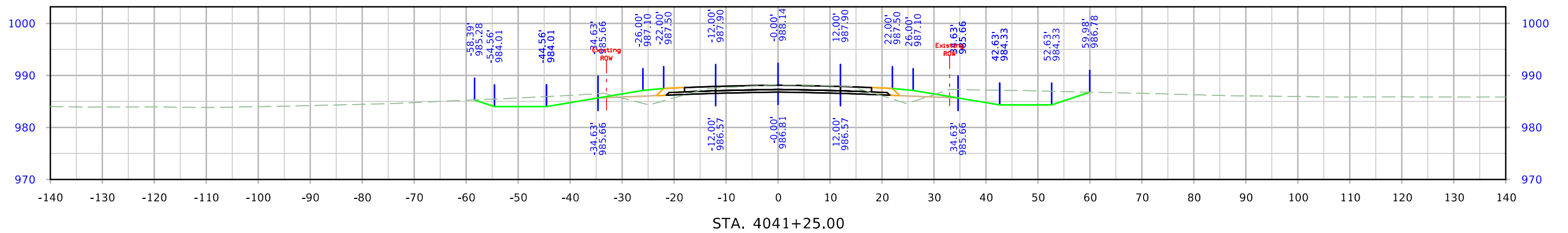
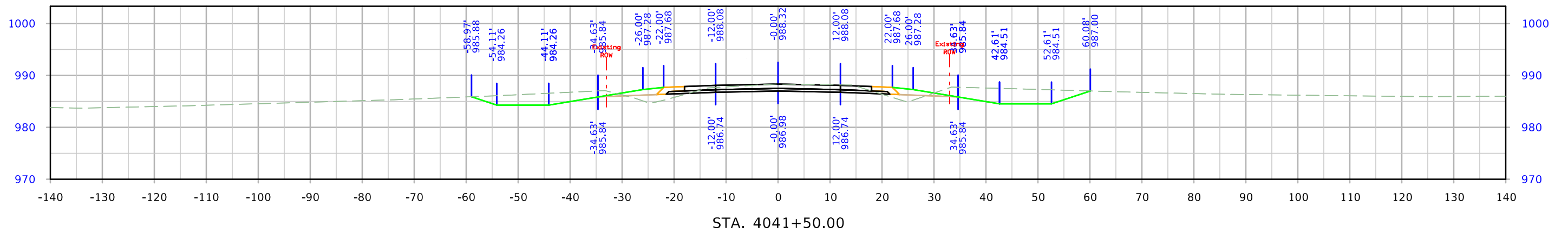
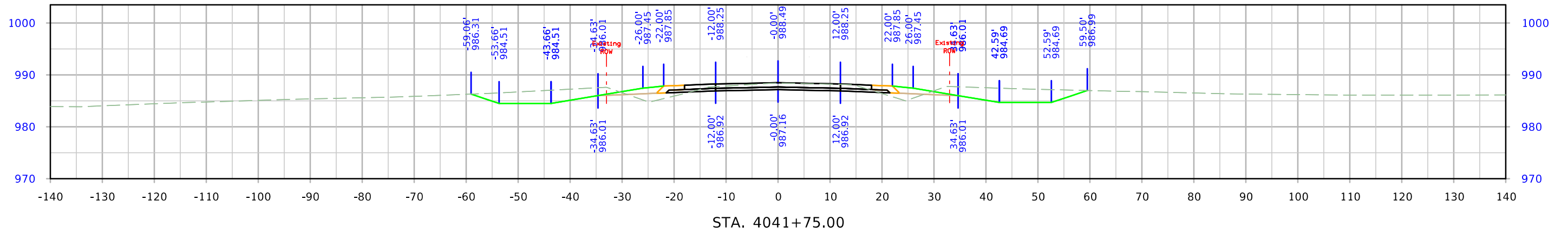


STA. 4040+75.00

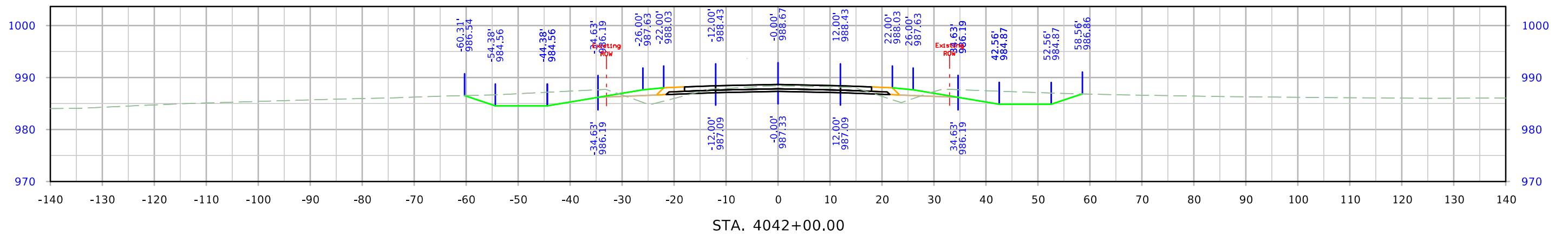
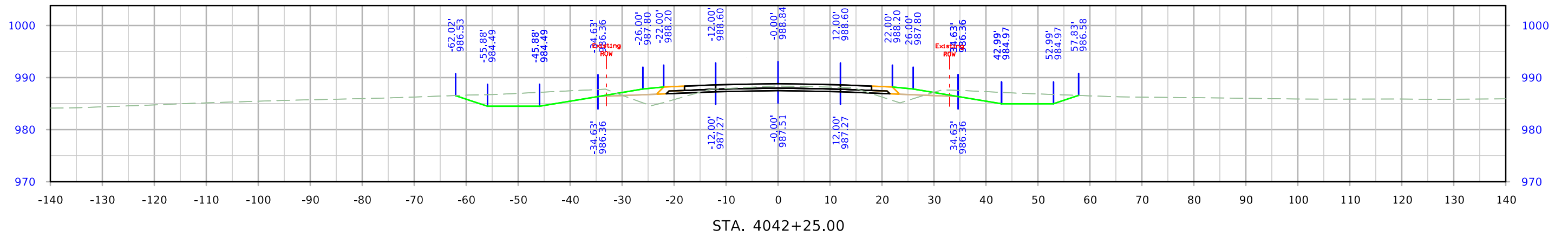
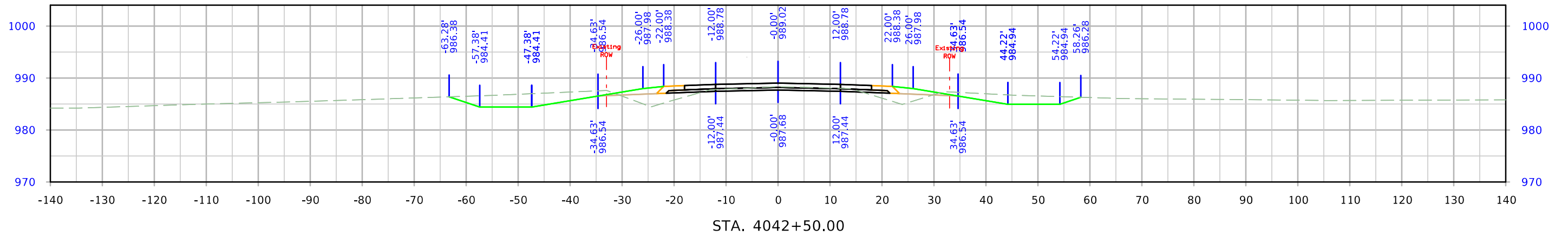


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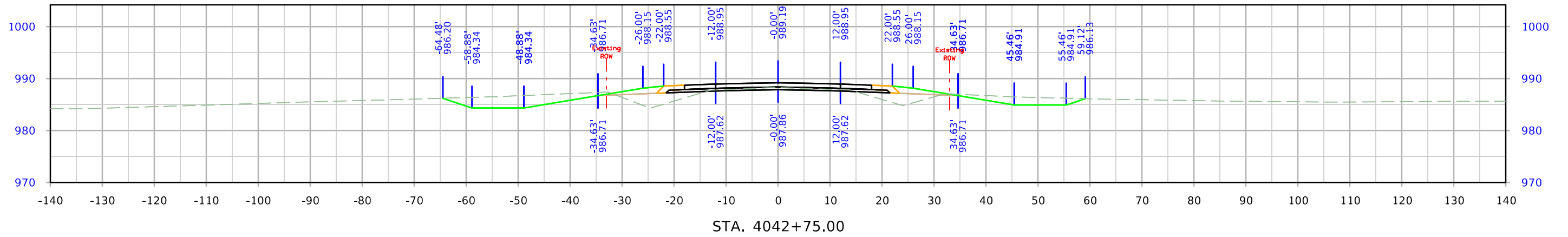
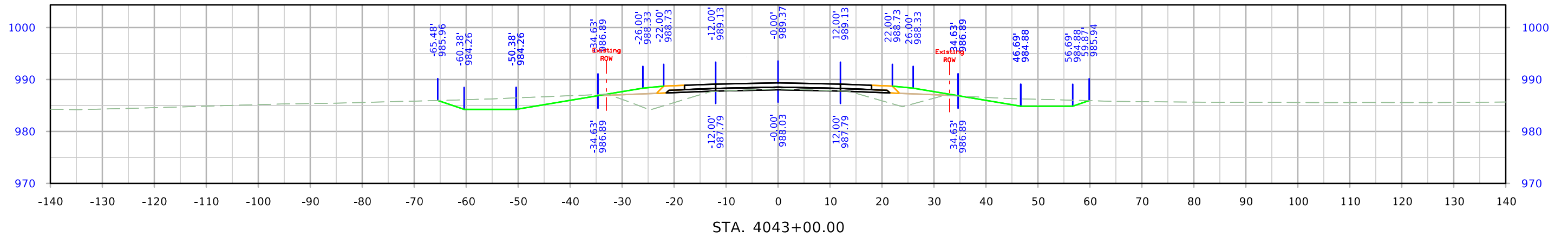
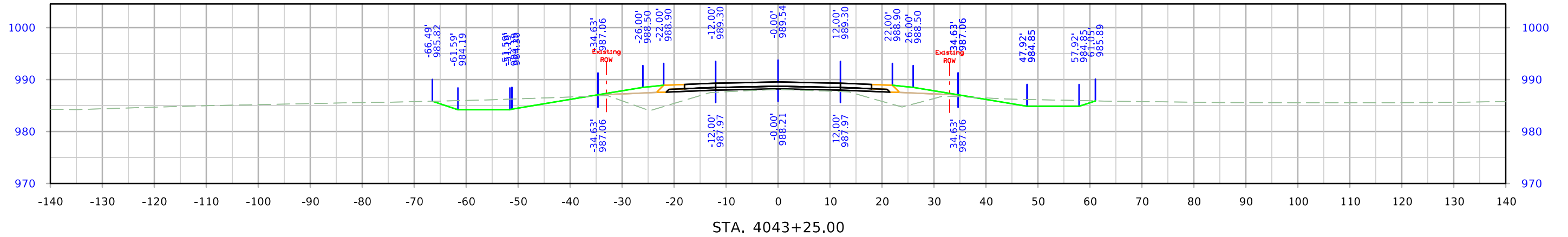
West Maple



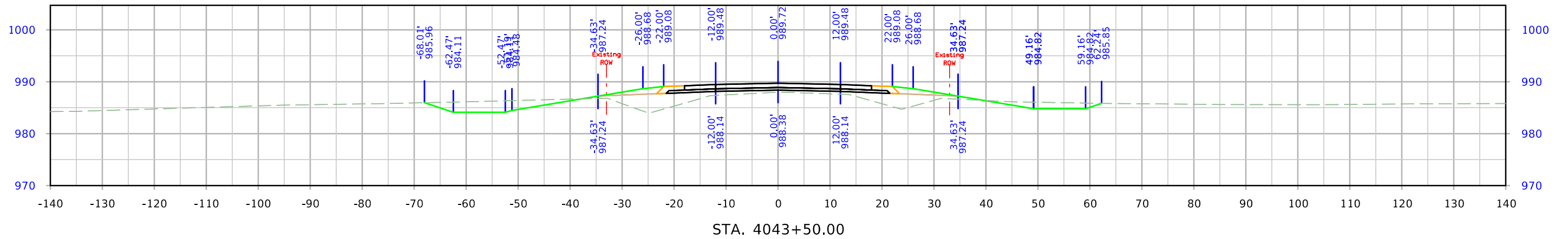
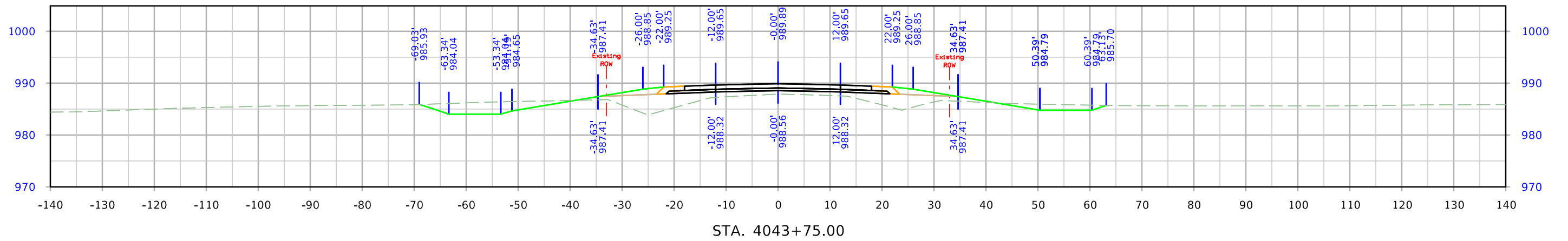
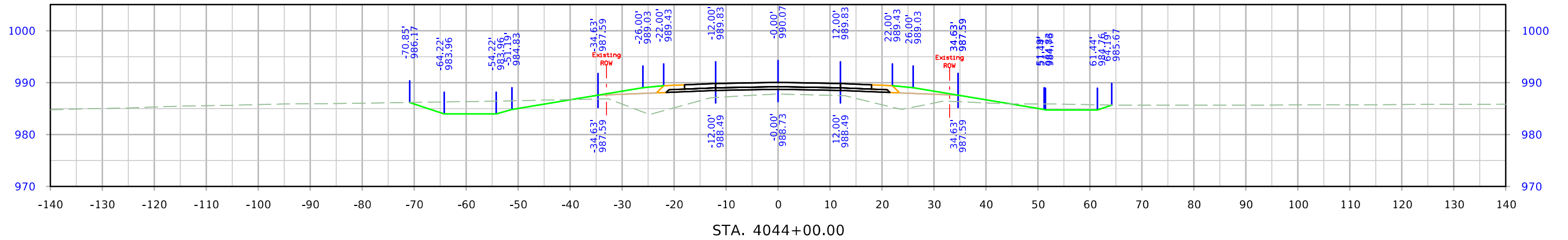
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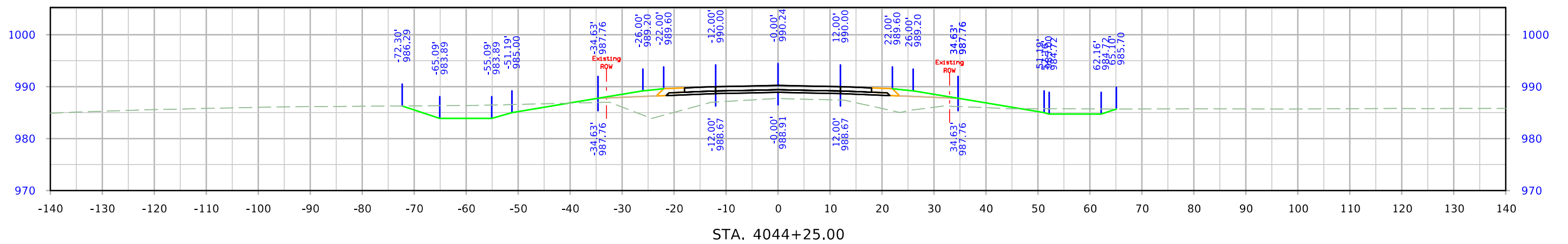
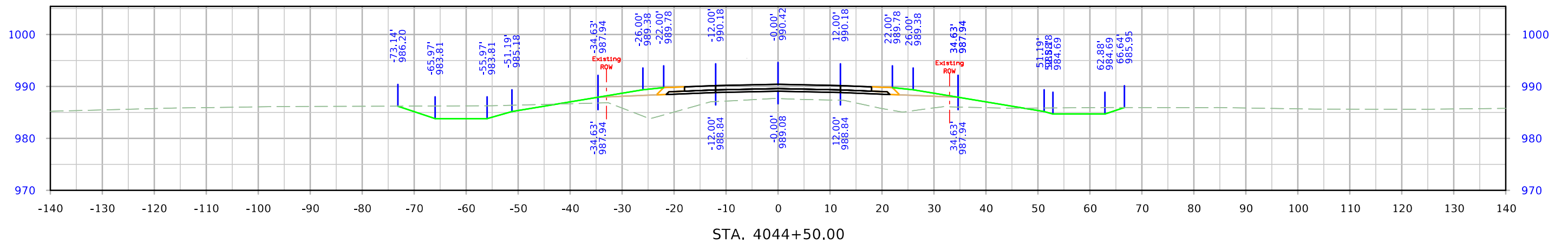
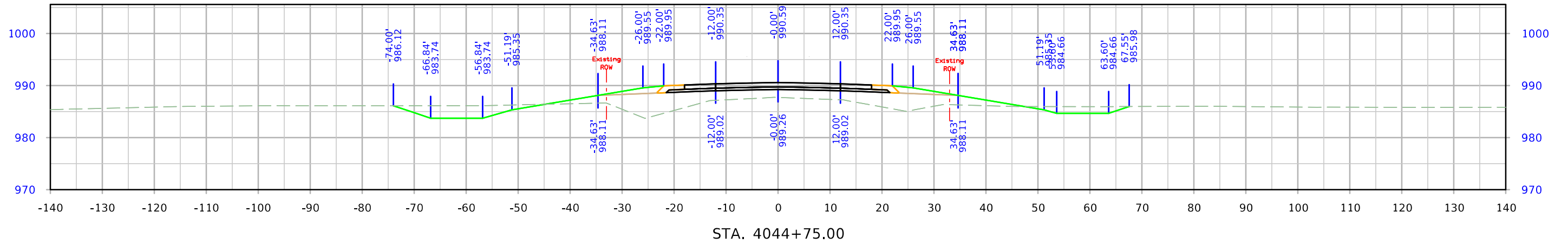
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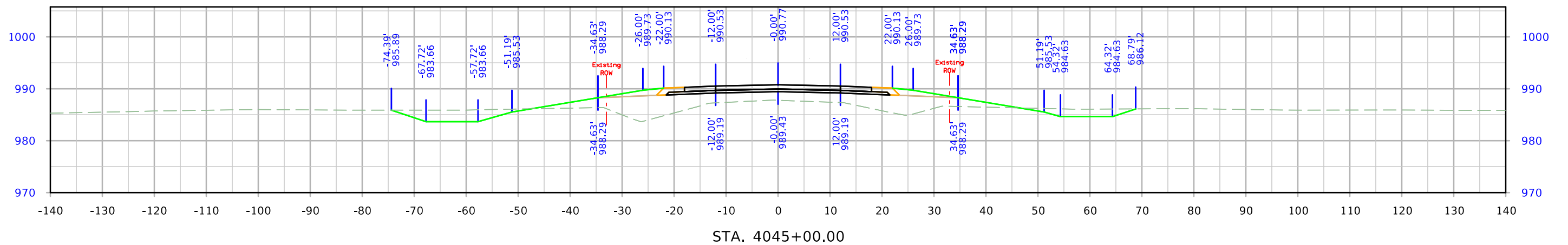
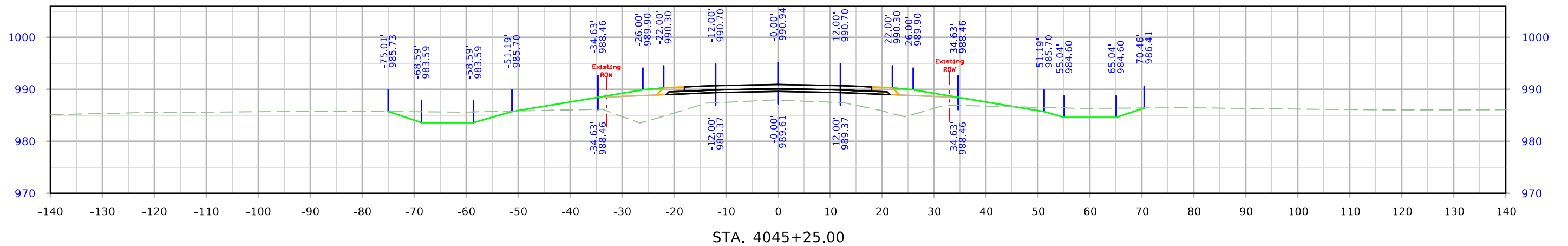
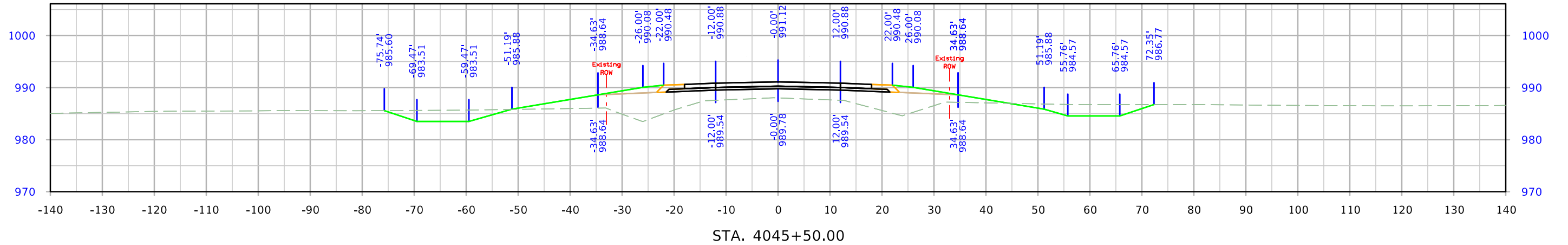
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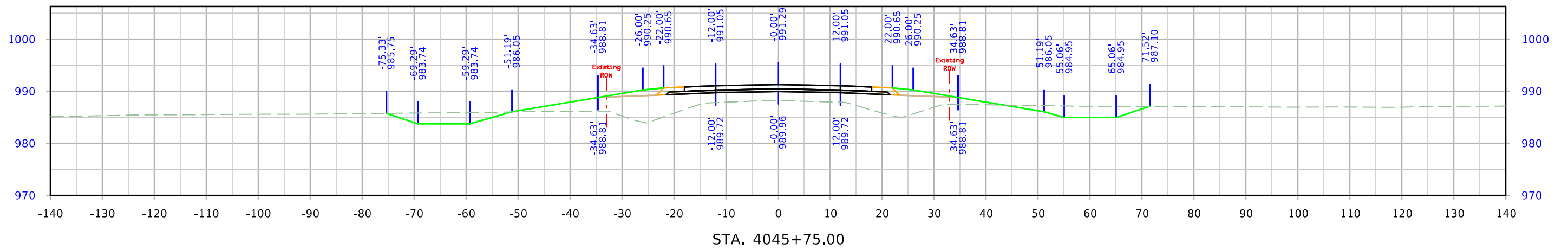
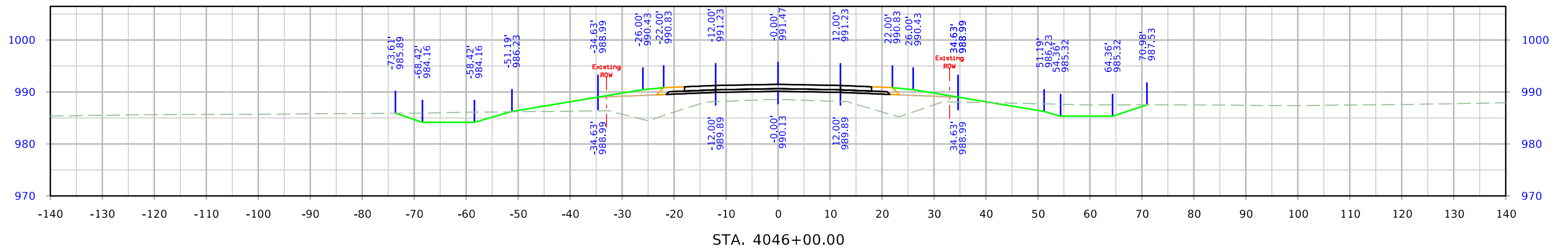
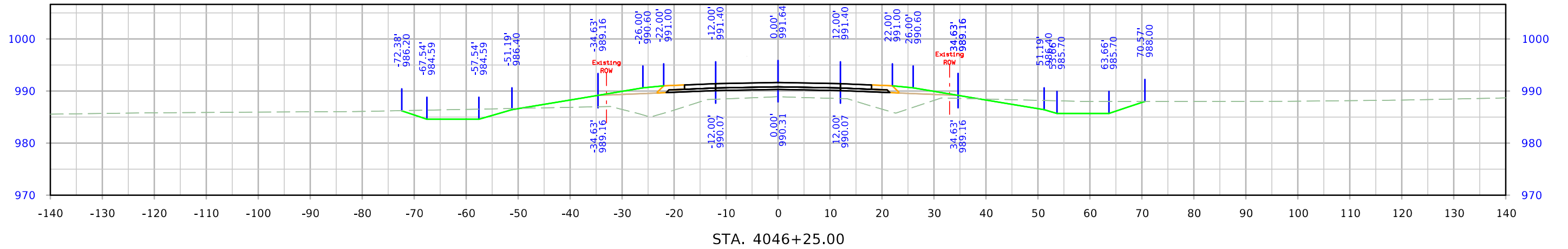
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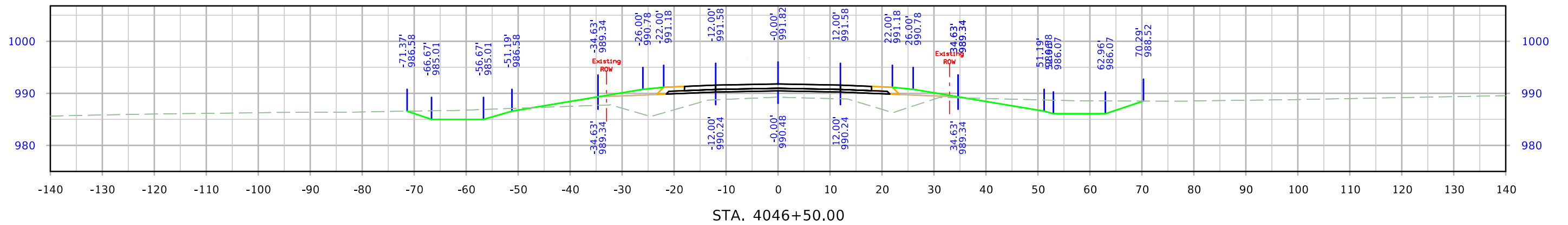
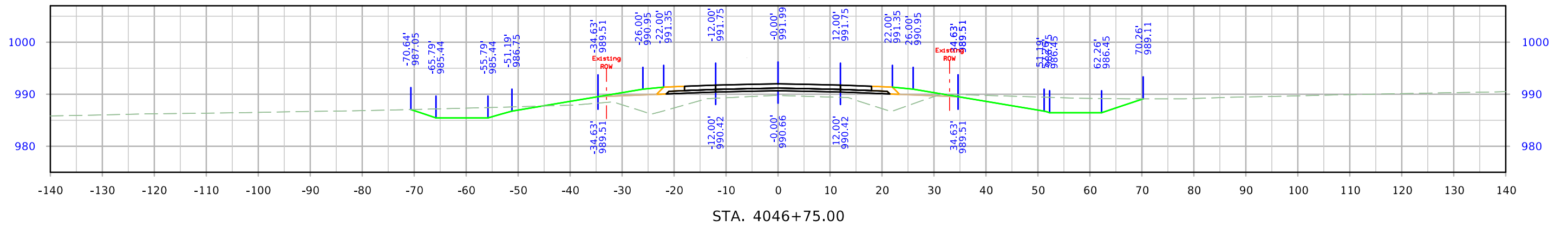
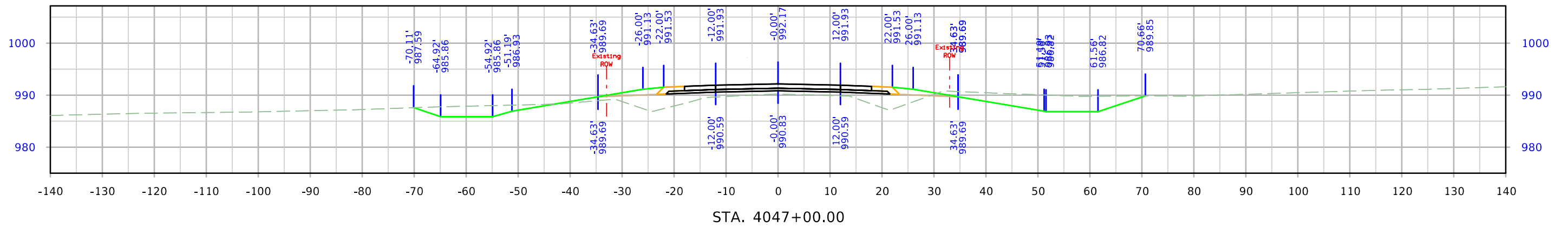
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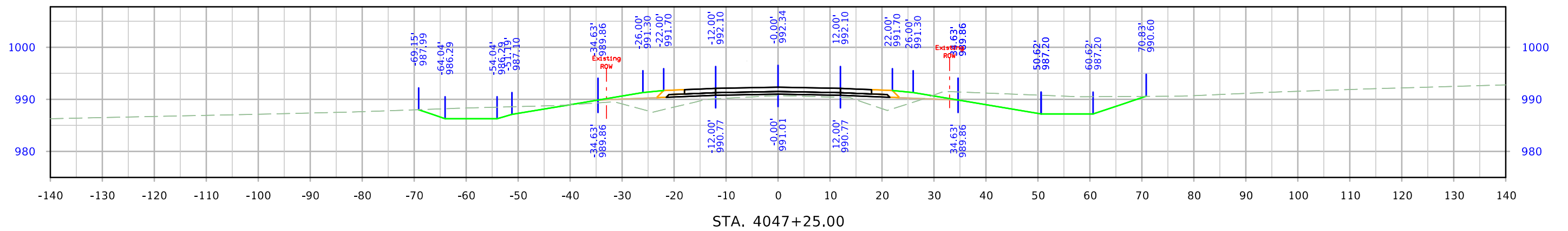
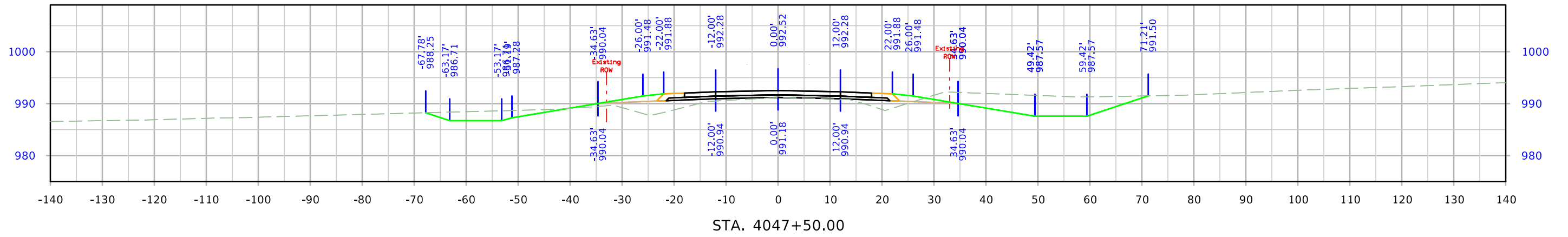
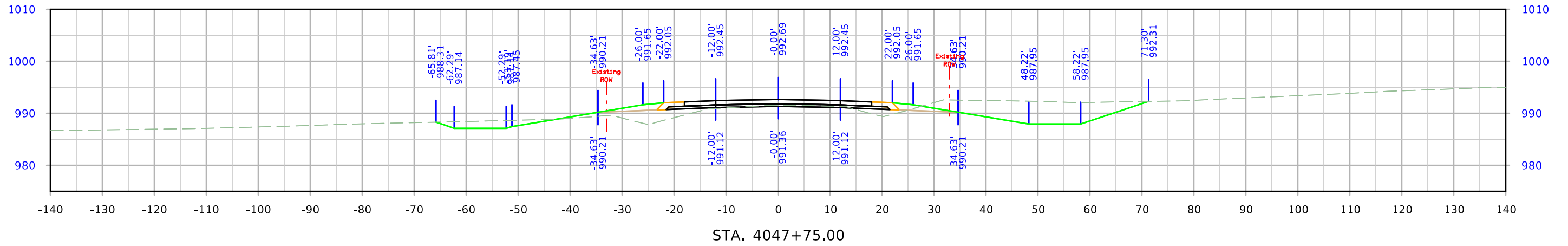
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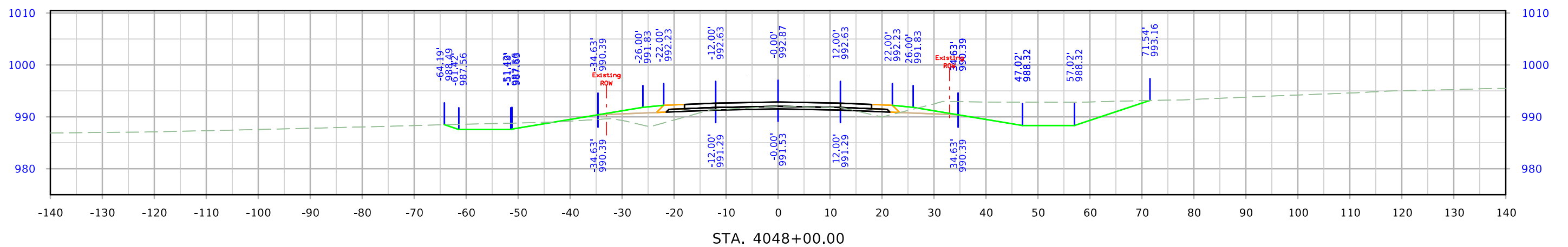
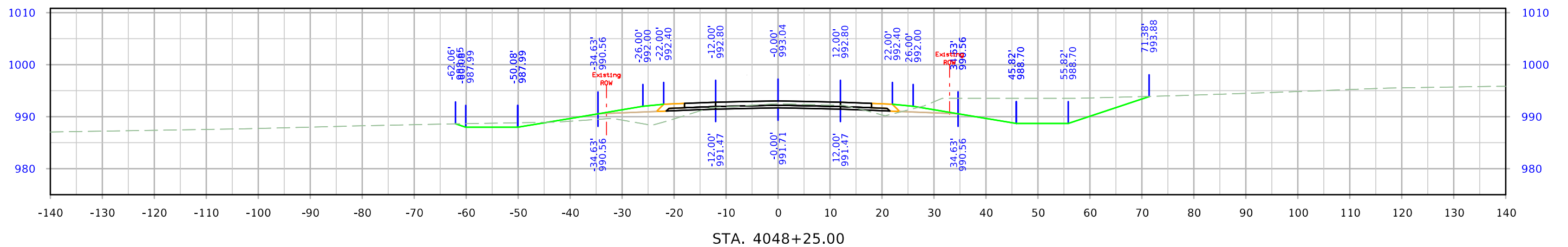
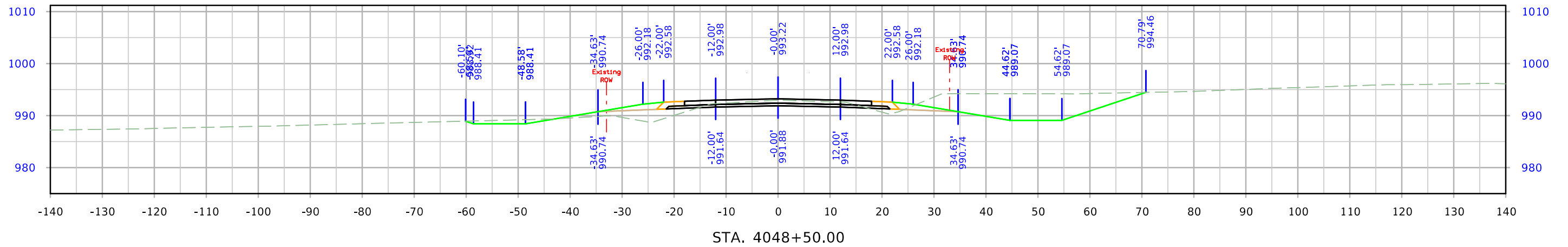
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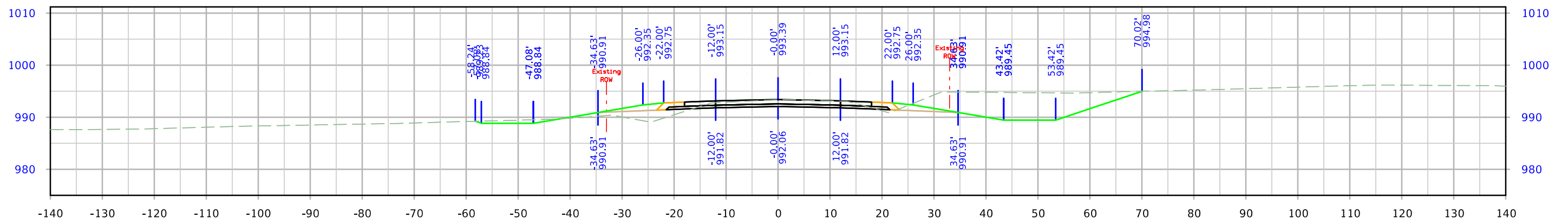
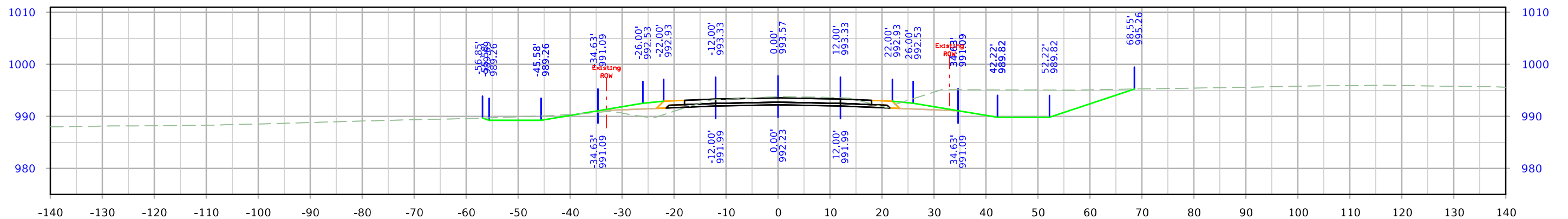
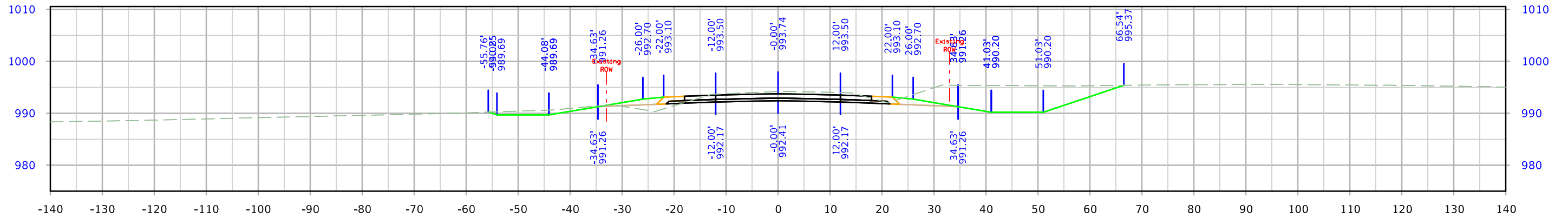
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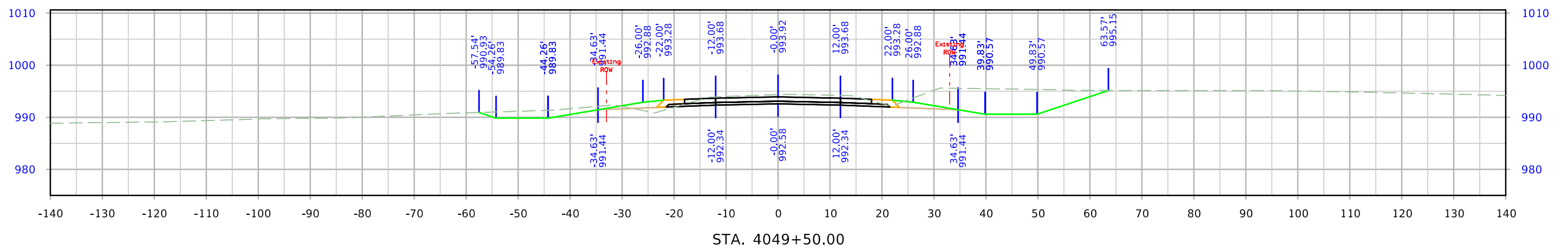
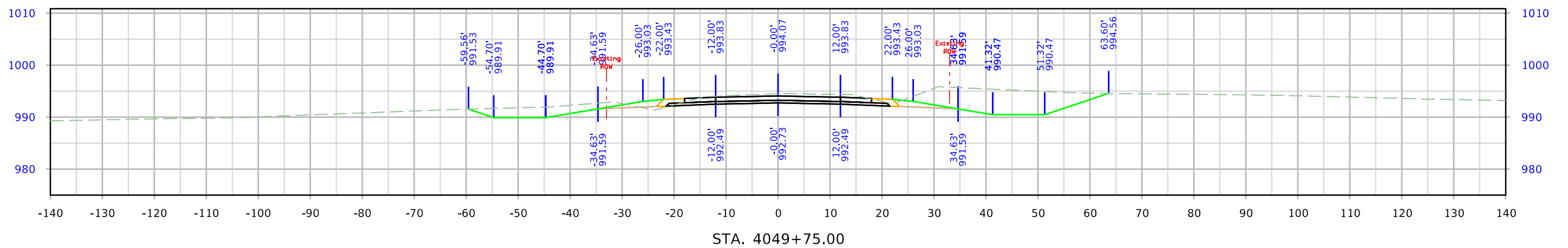
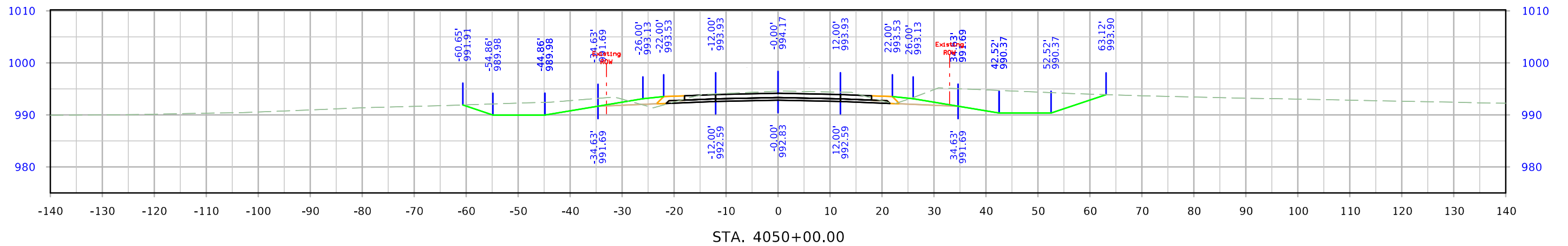
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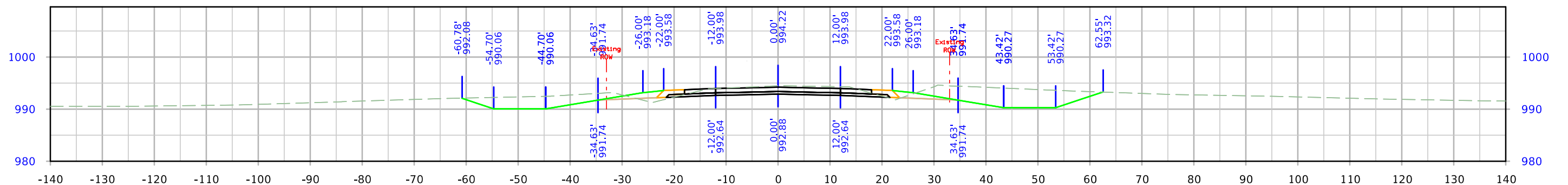
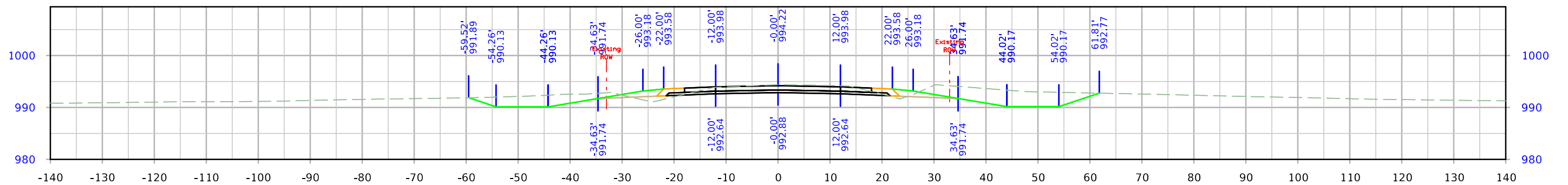
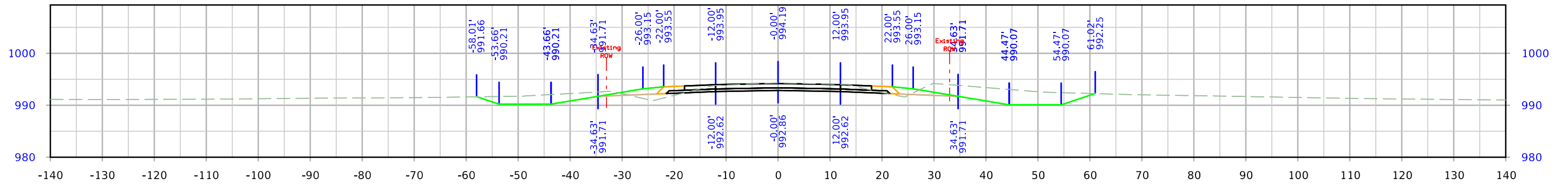
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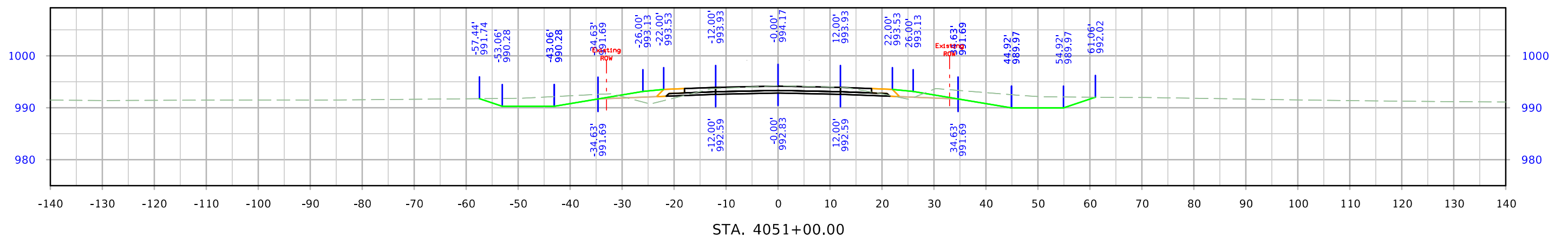
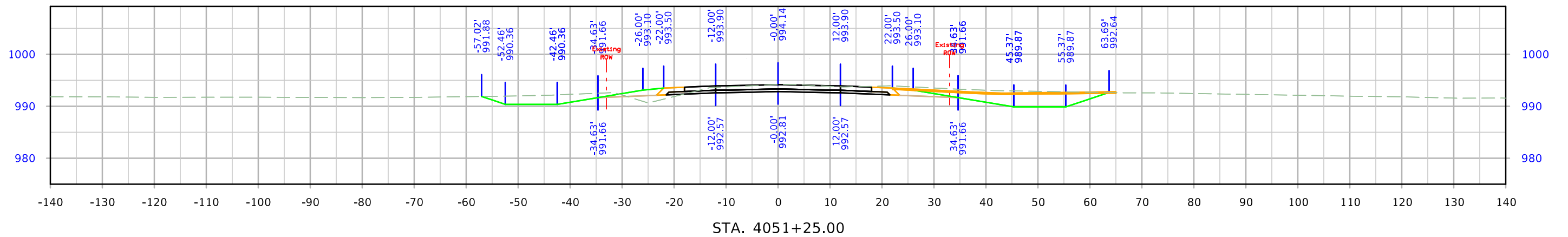
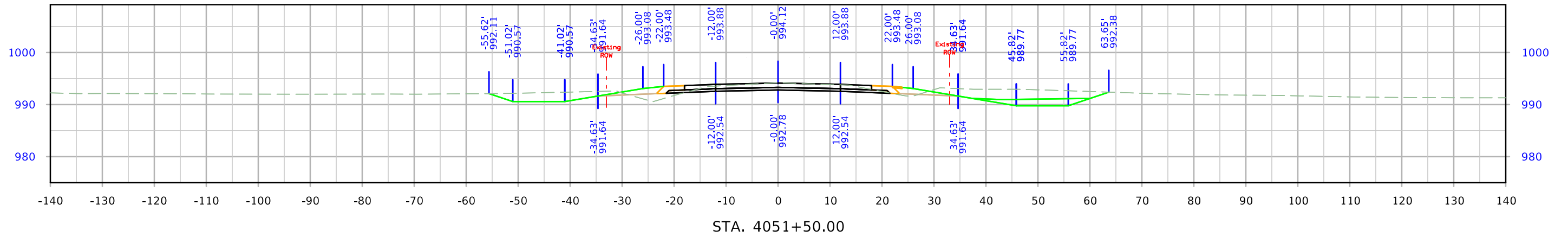
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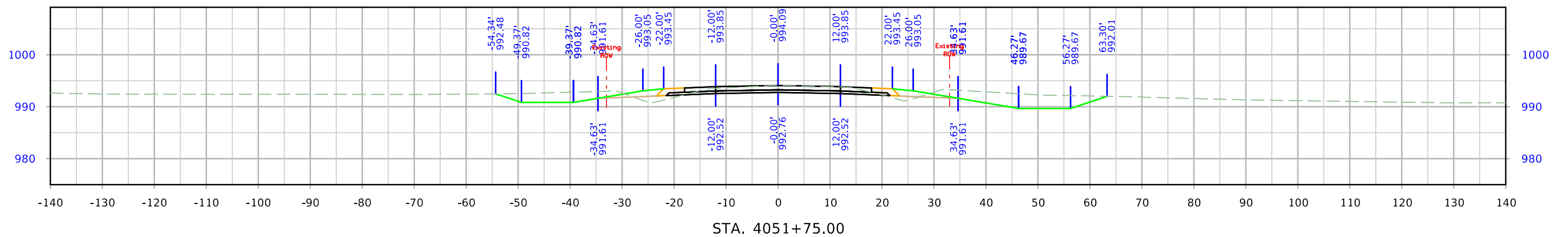
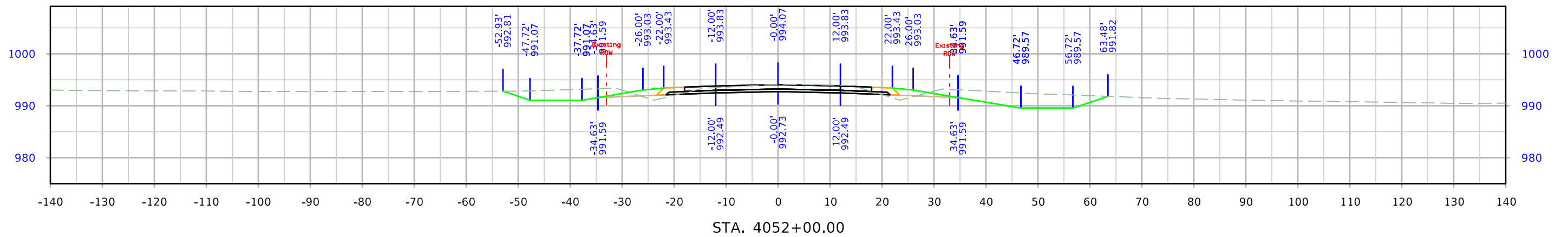
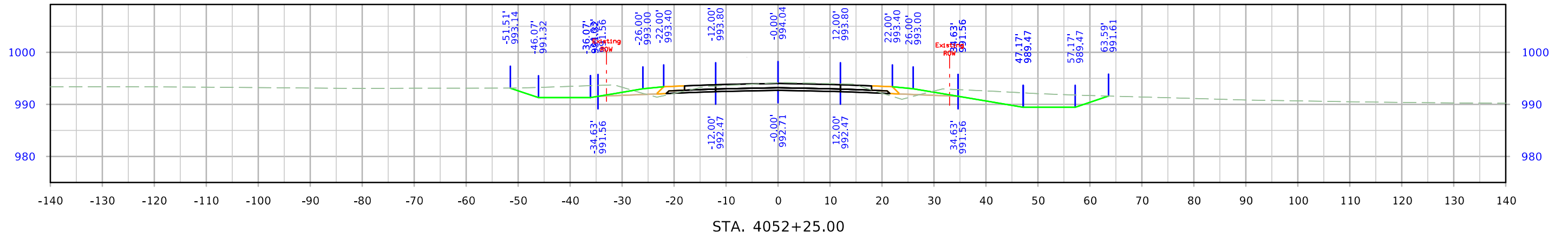
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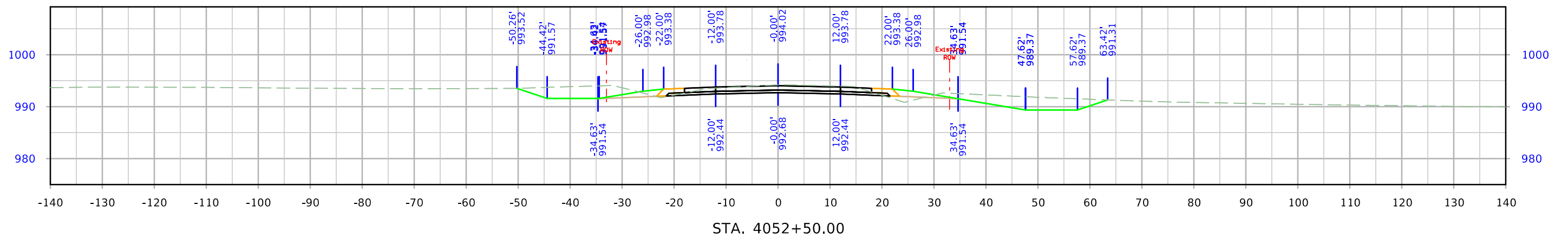
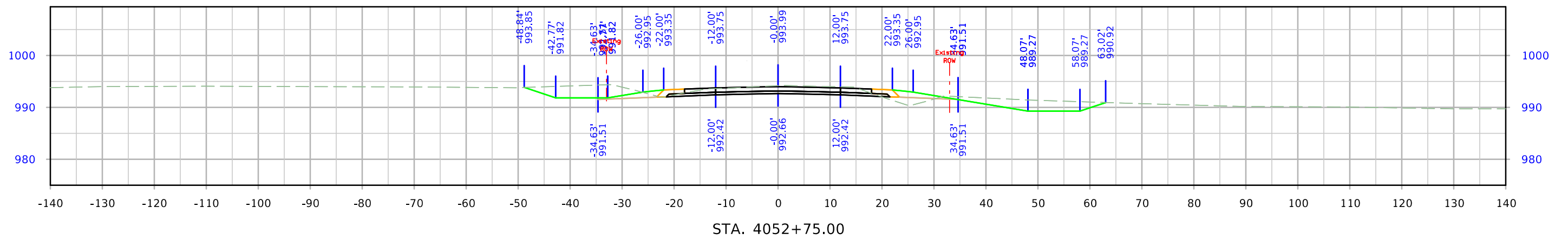
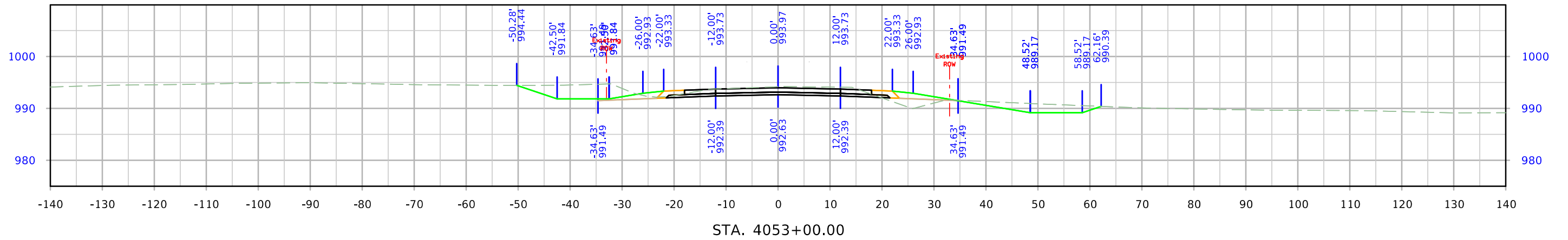
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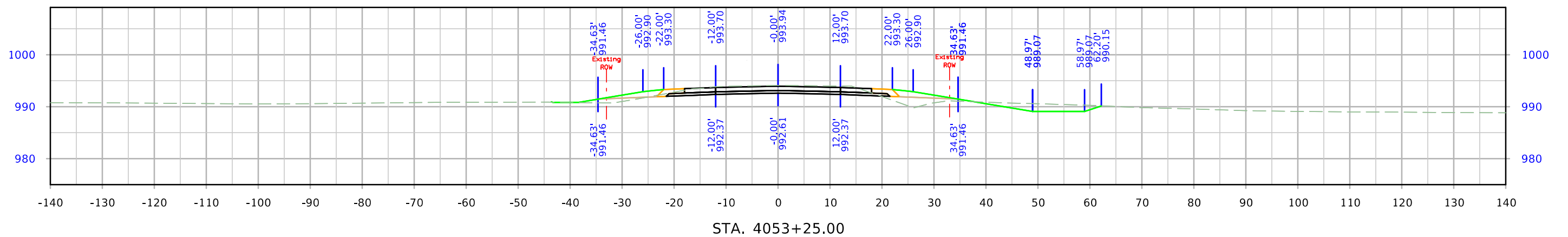
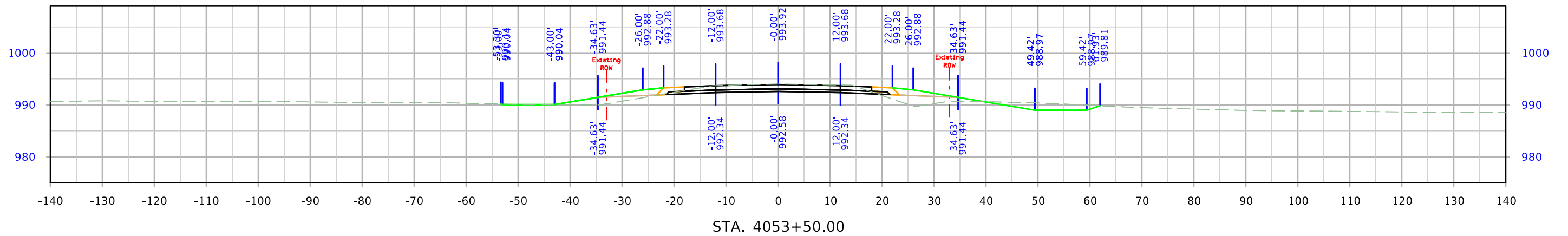
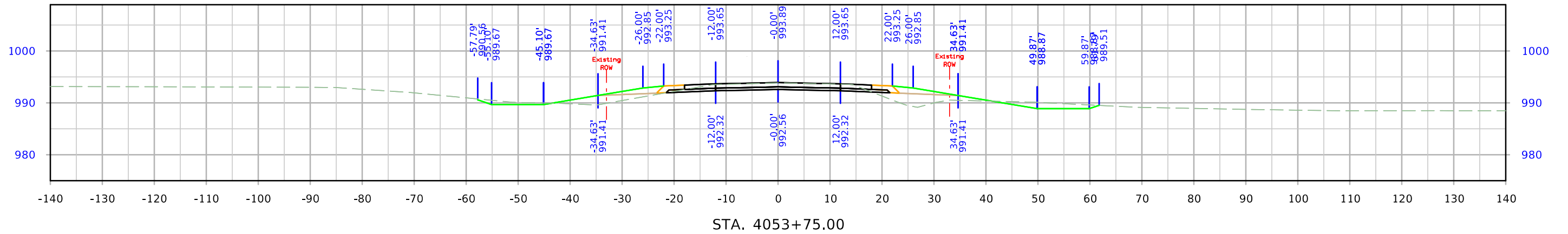
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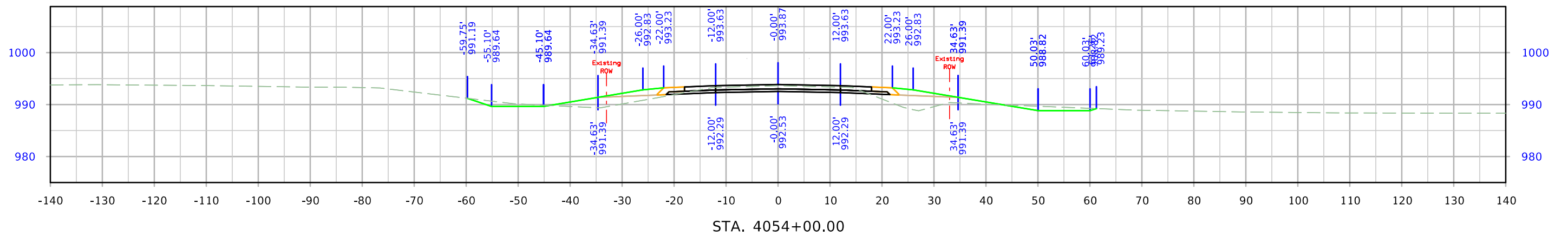
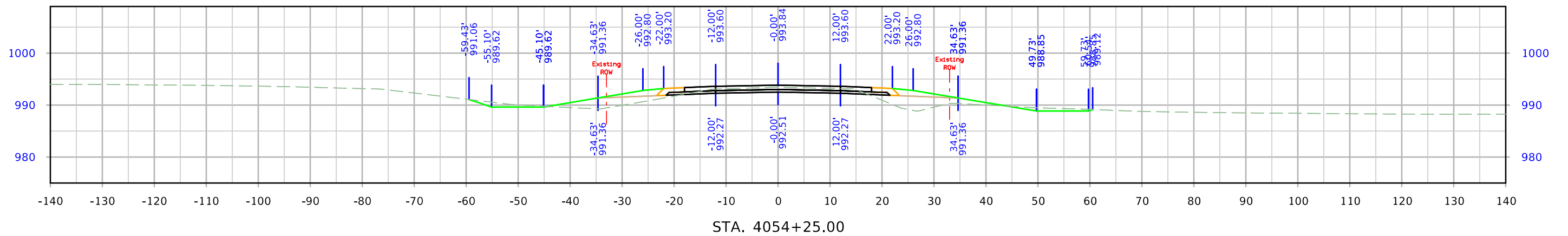
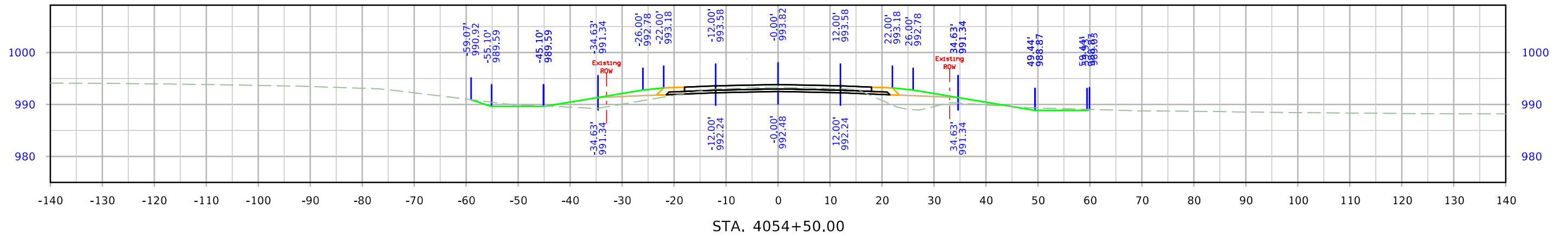
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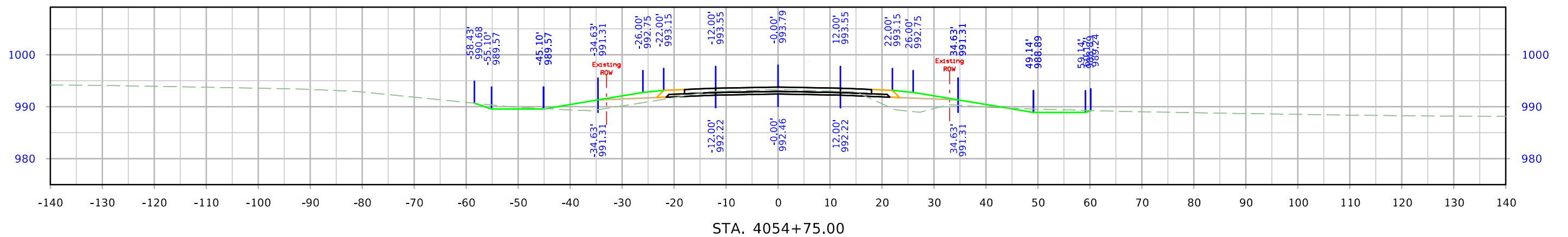
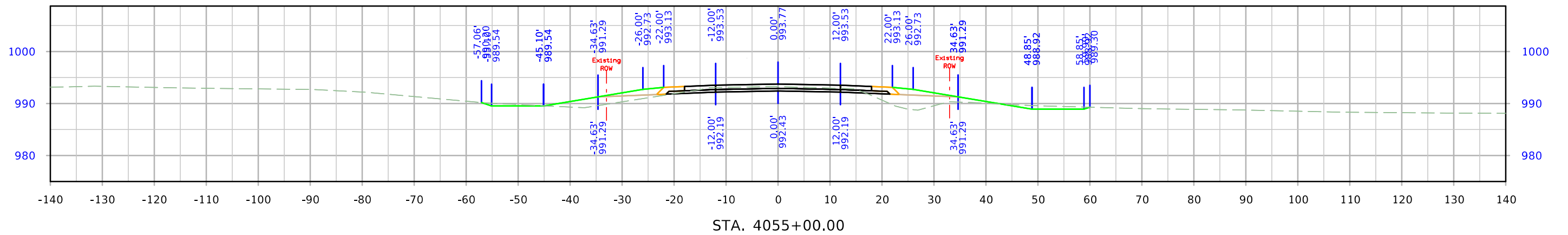
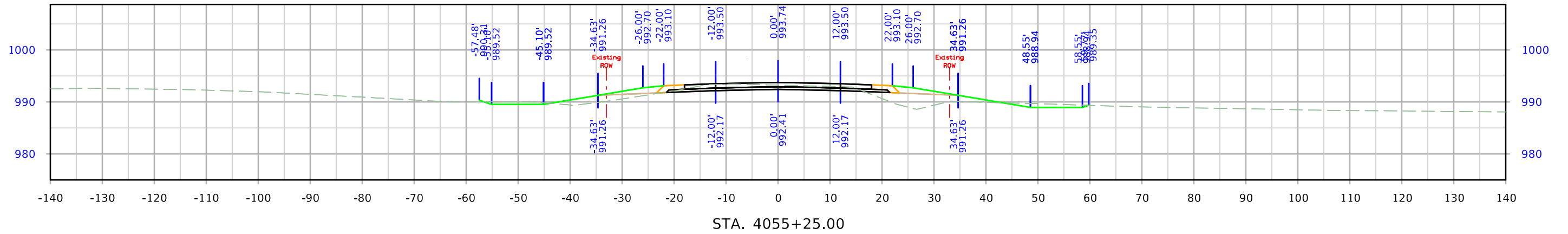
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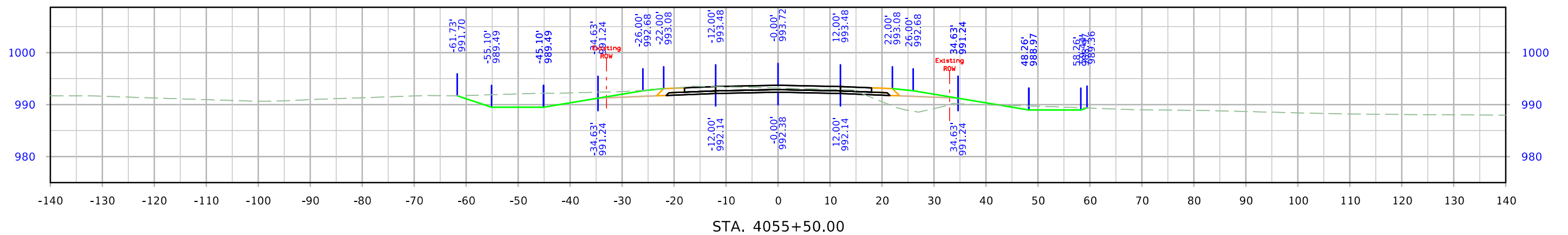
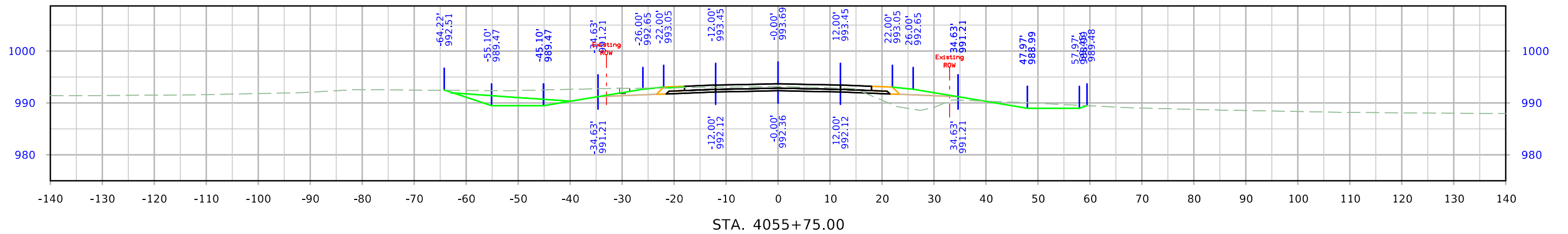
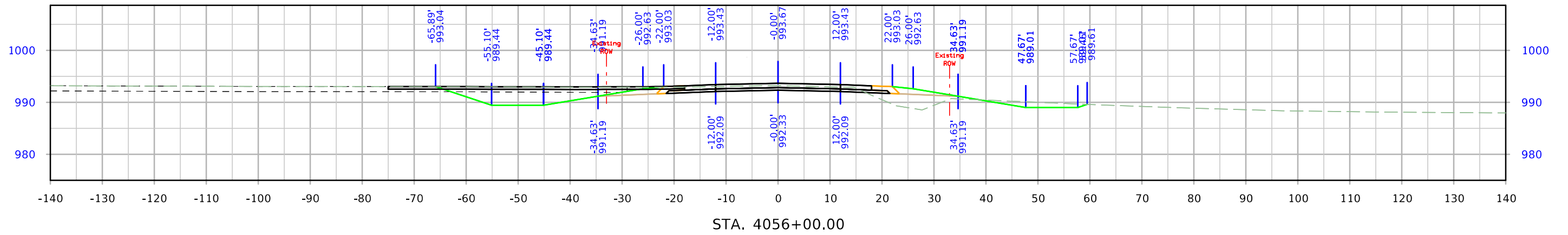
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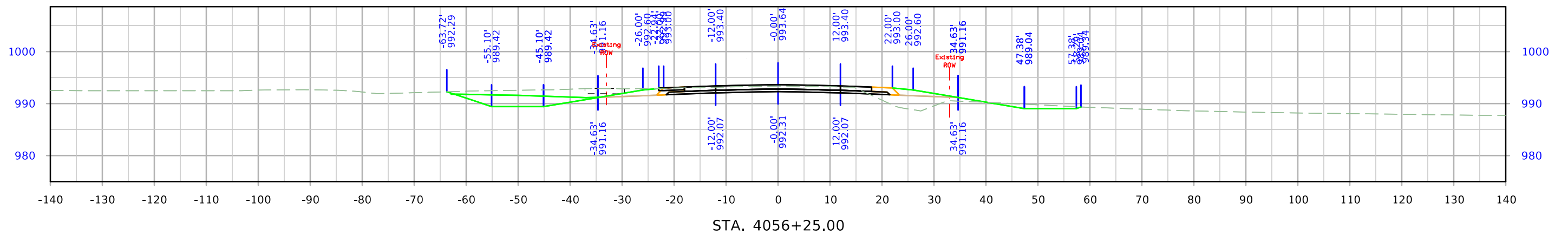
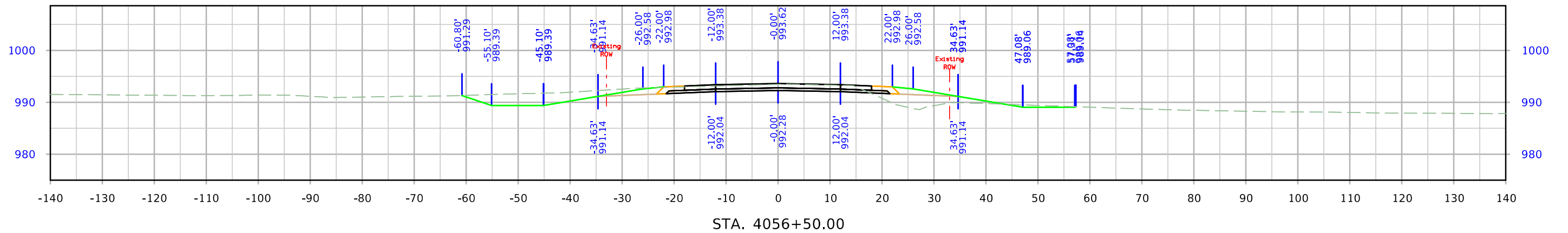
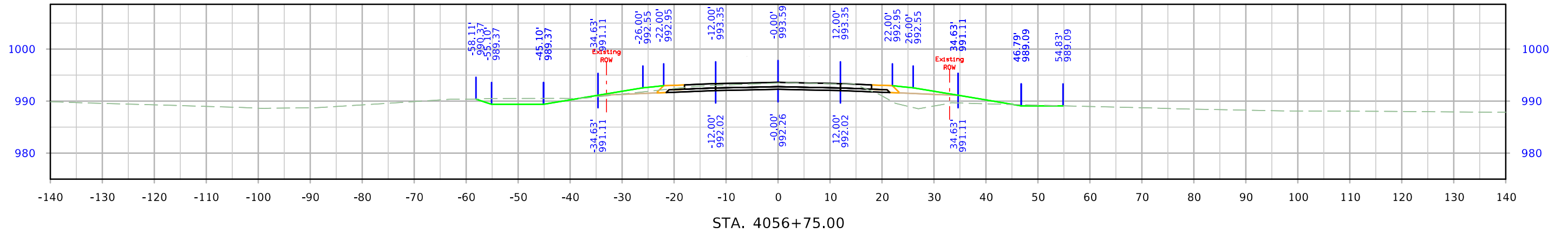
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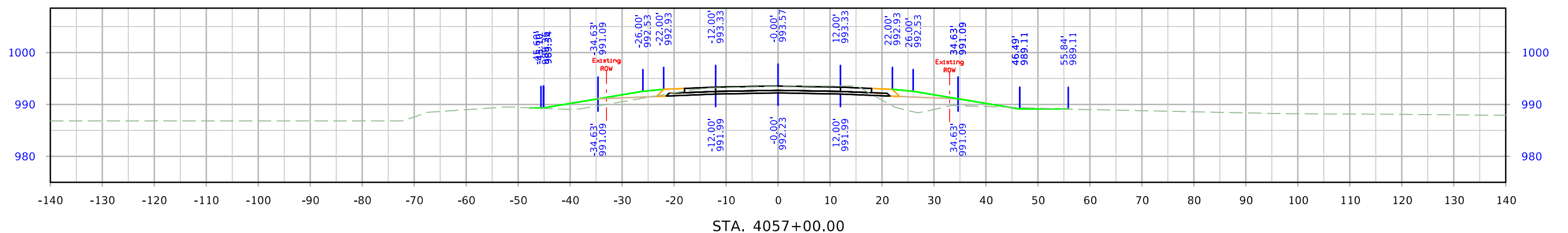
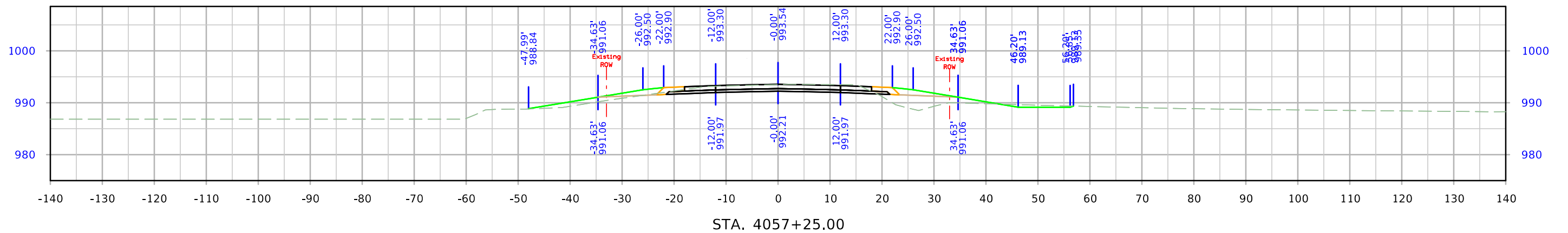
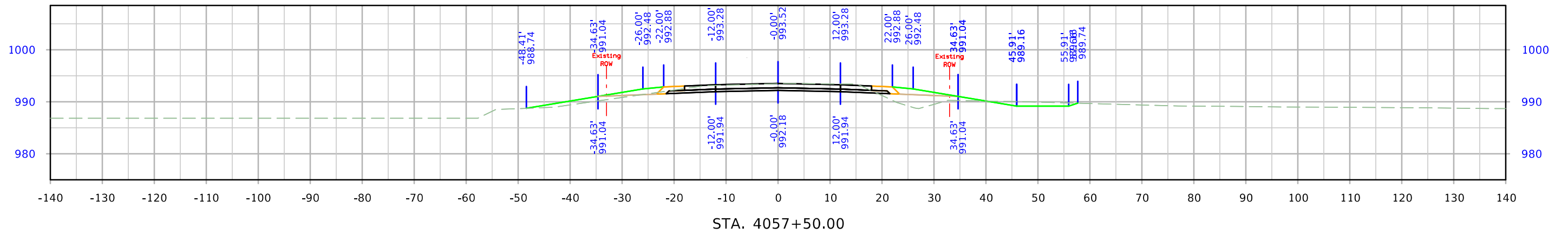
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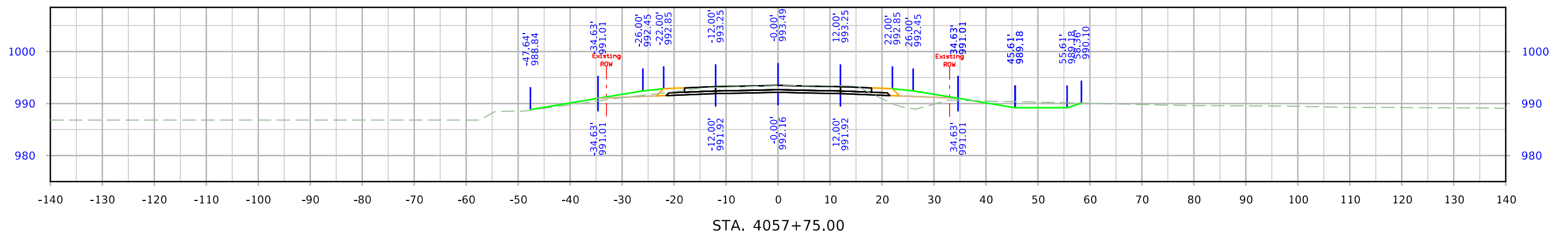
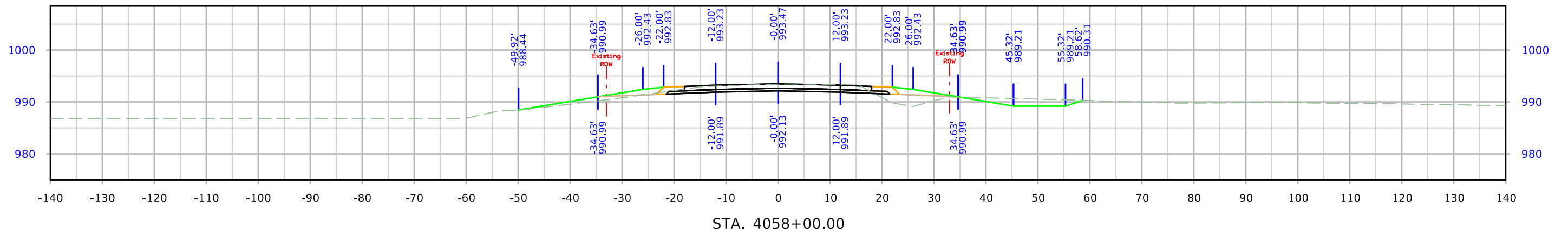
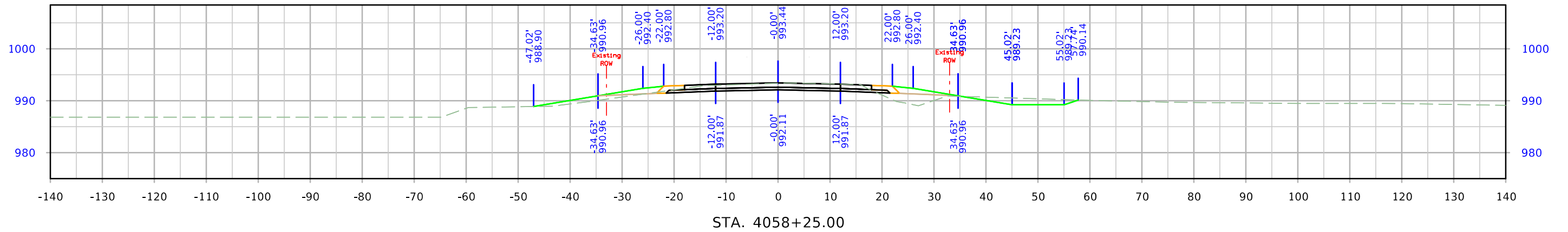
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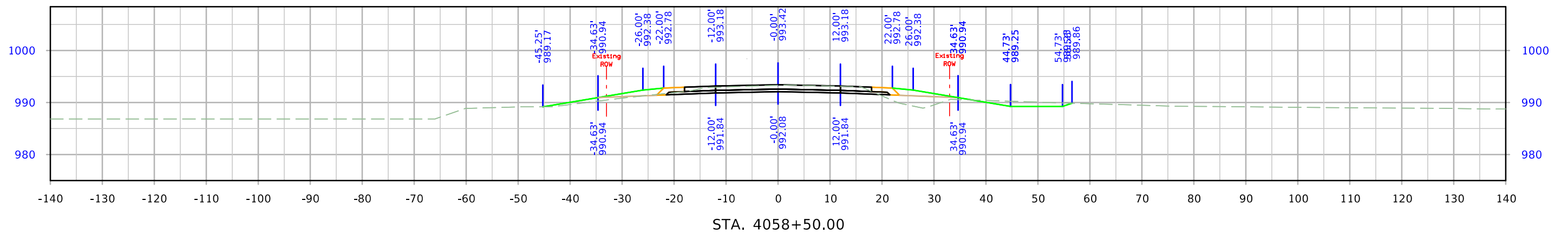
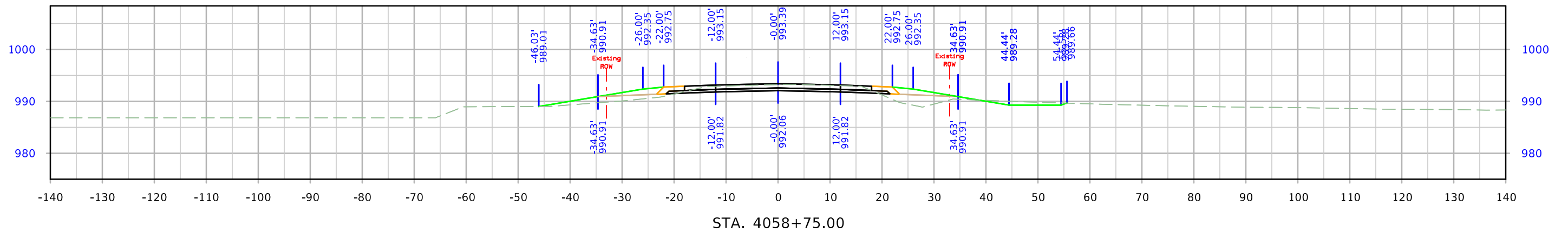
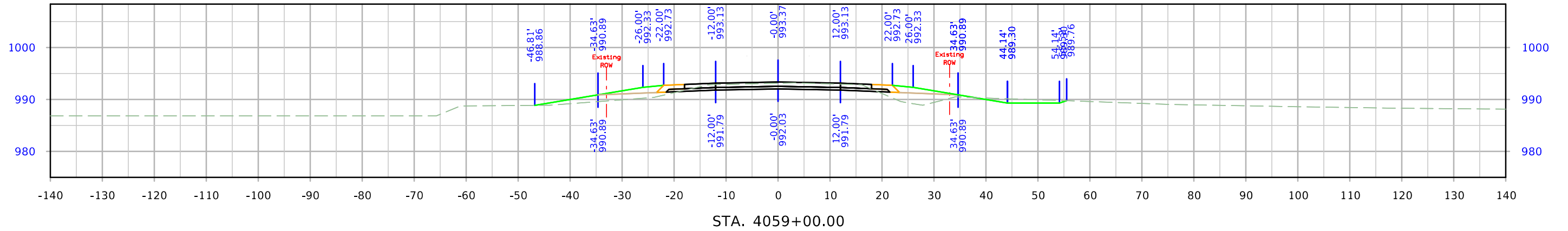
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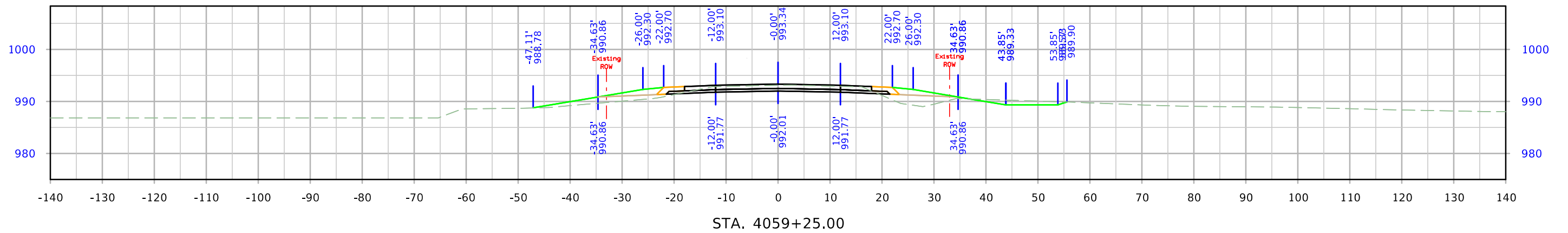
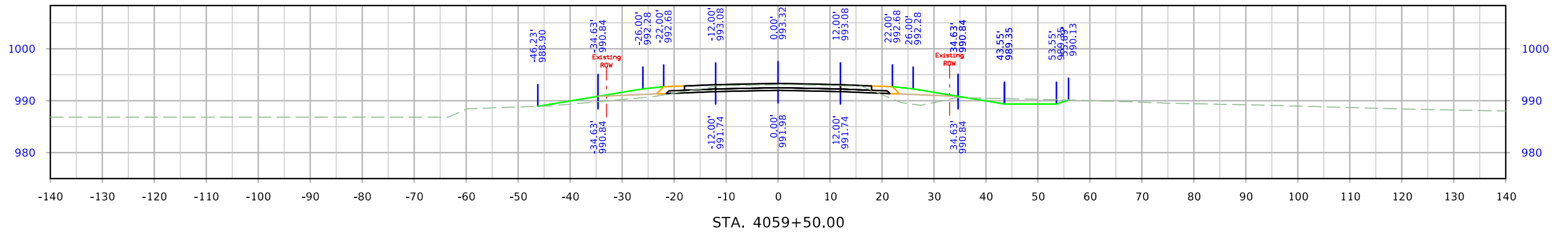
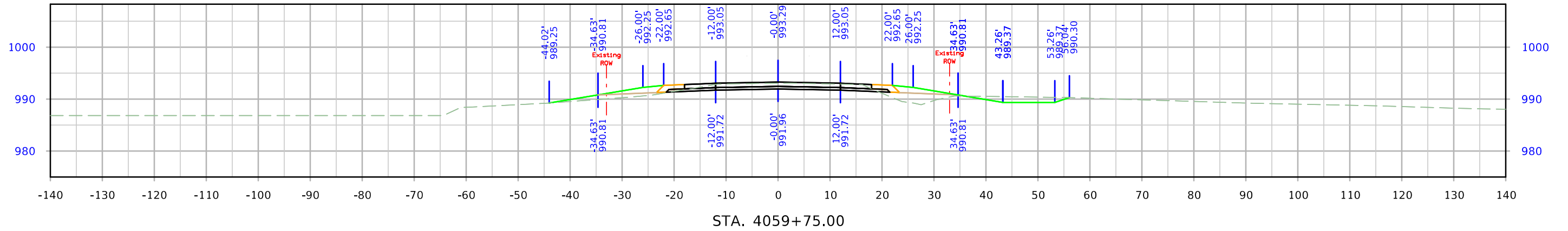
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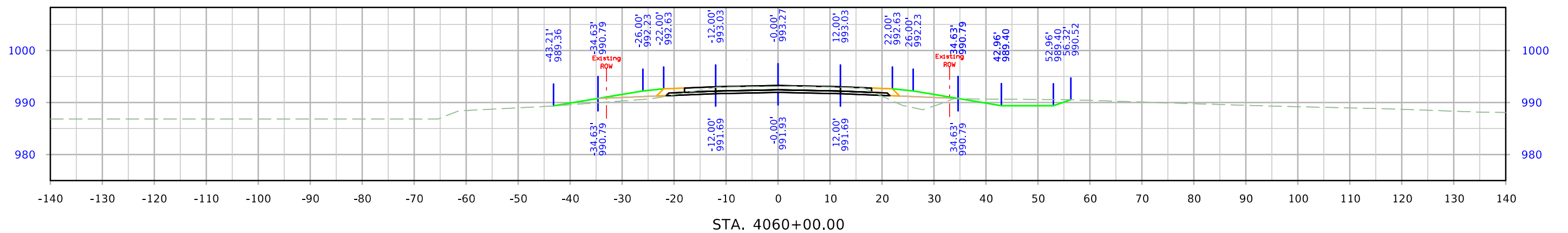
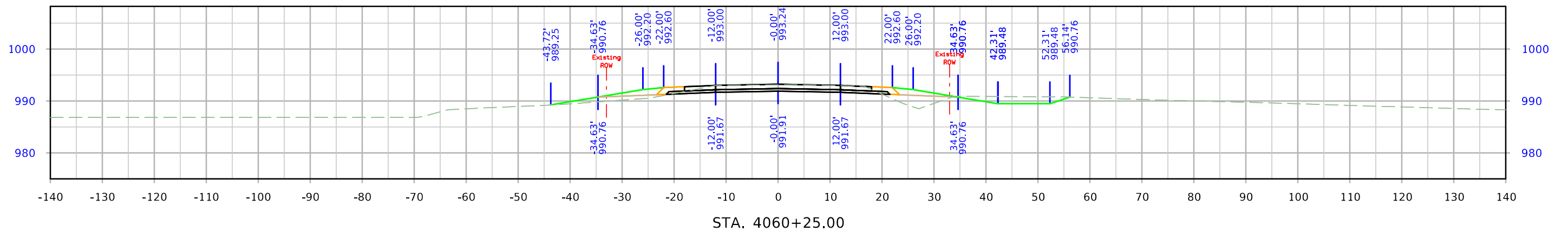
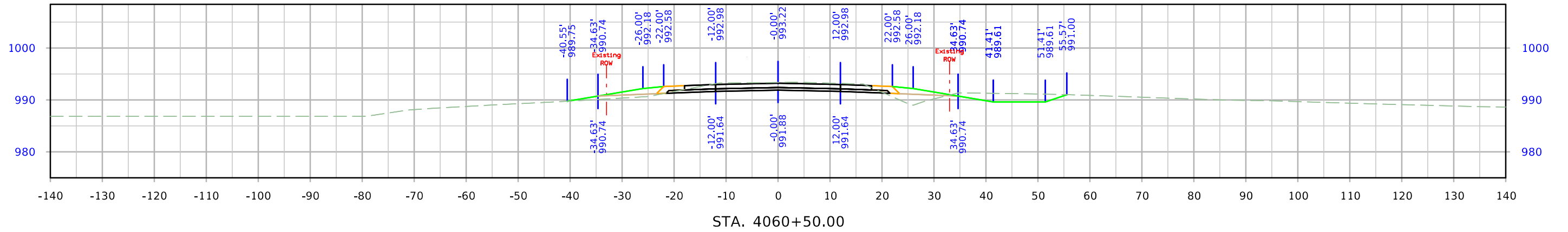
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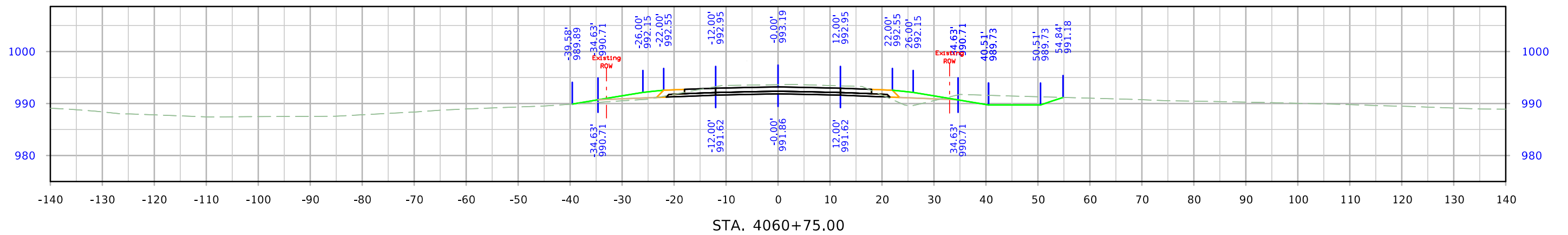
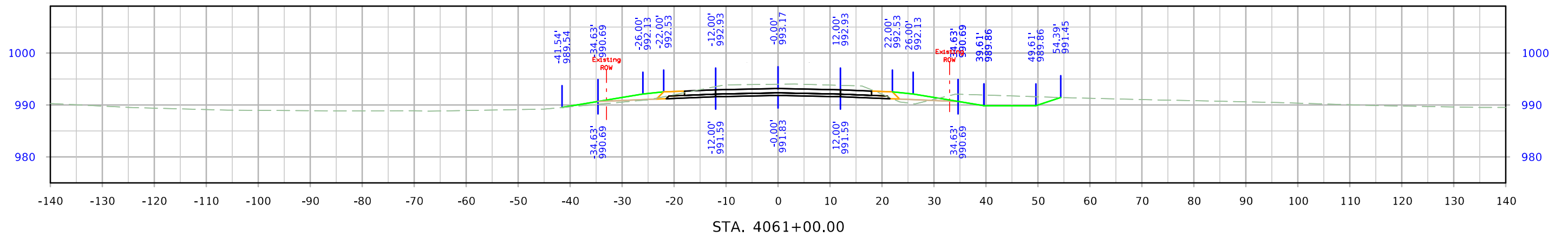
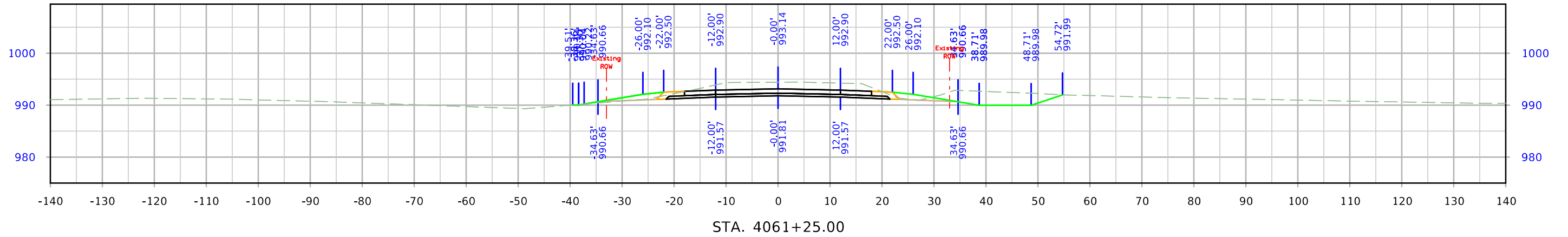
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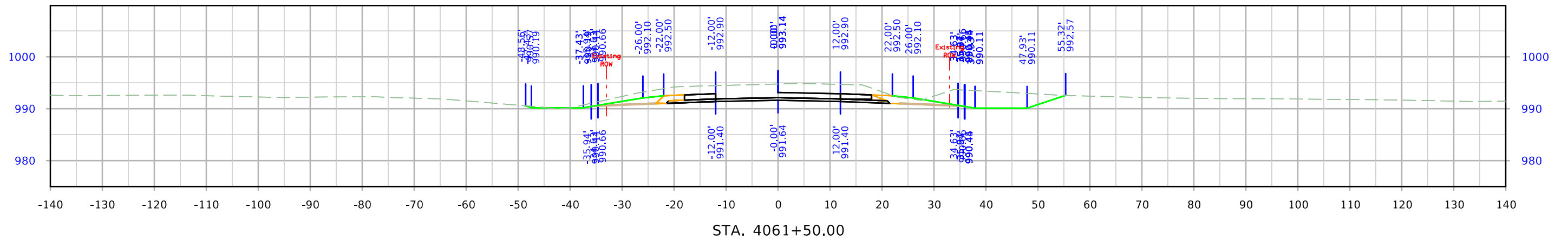
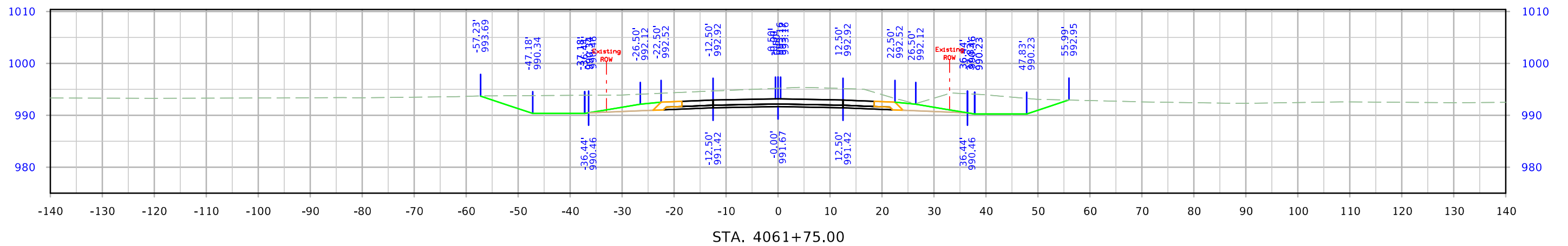
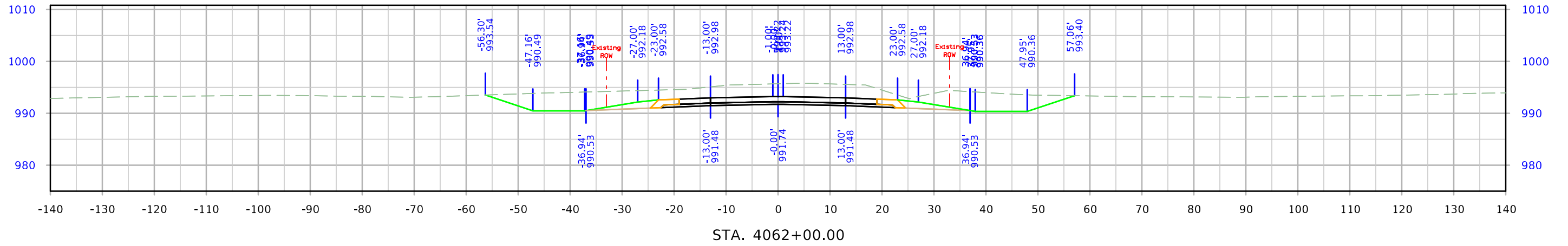
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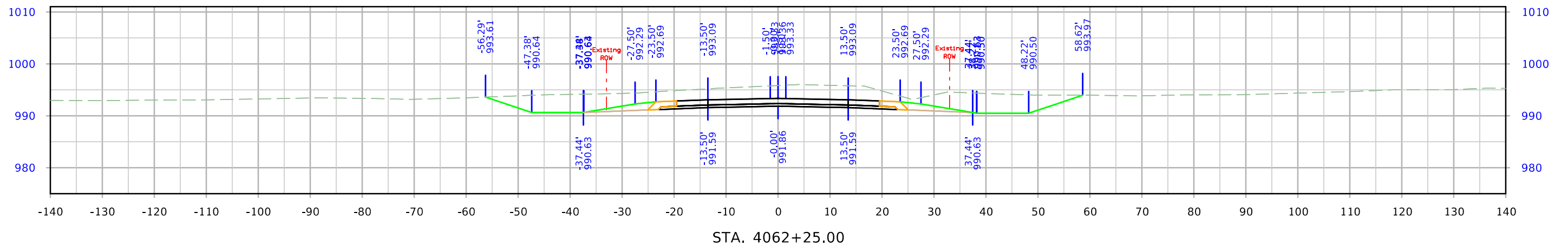
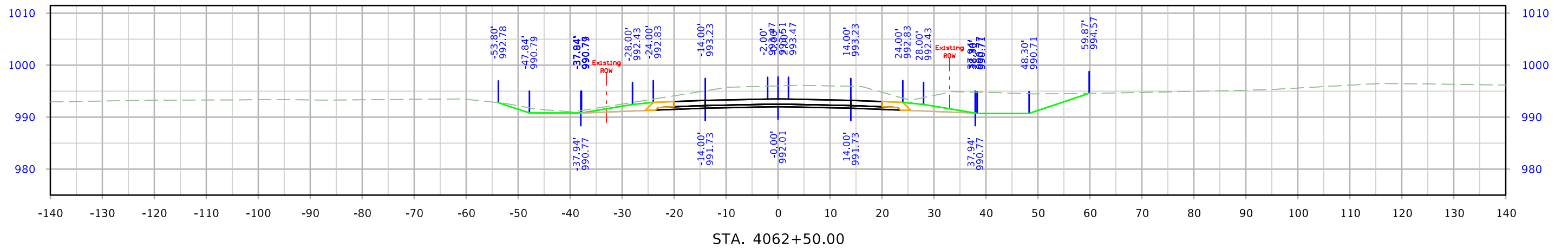
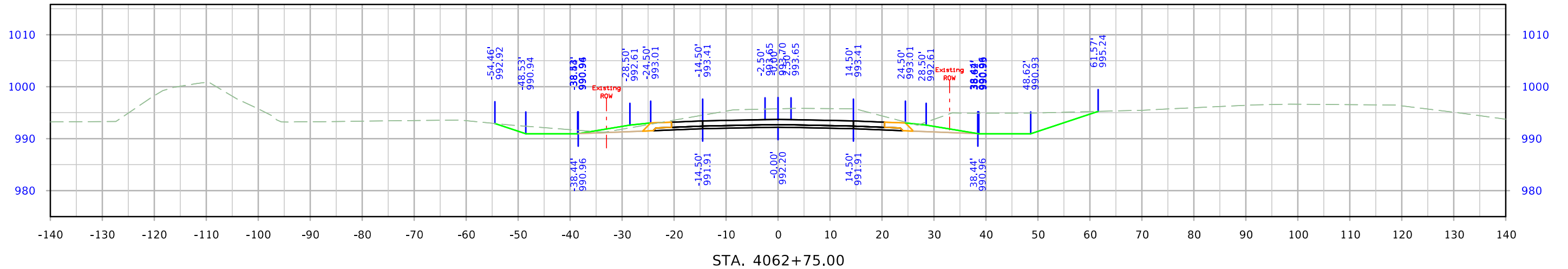
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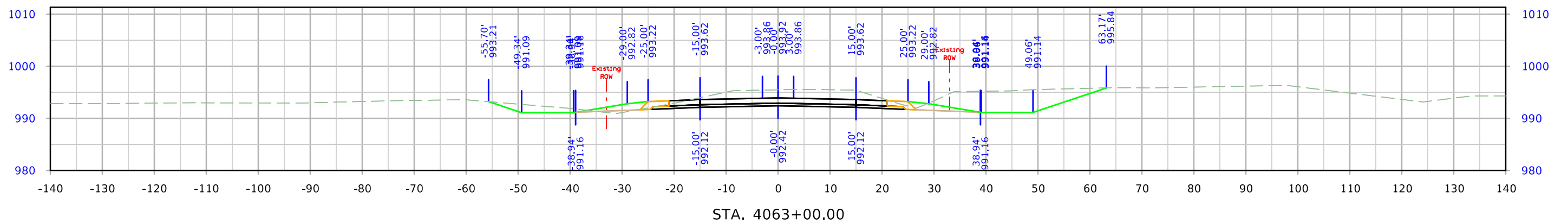
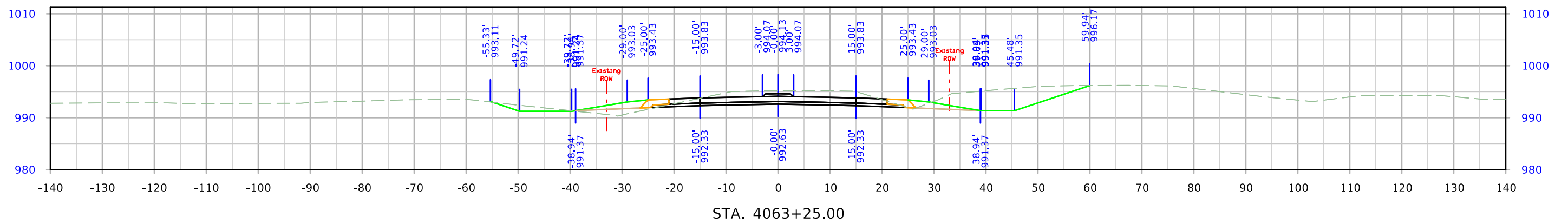
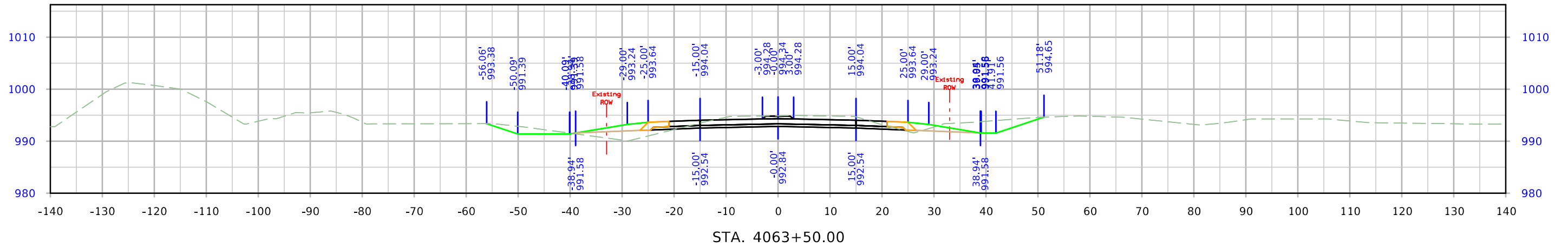
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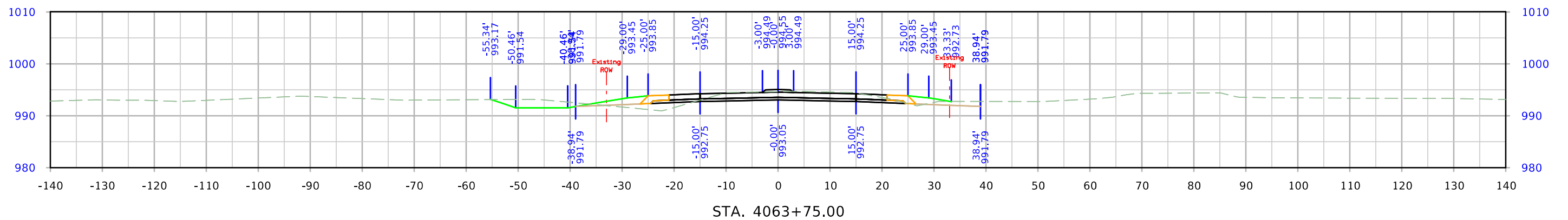
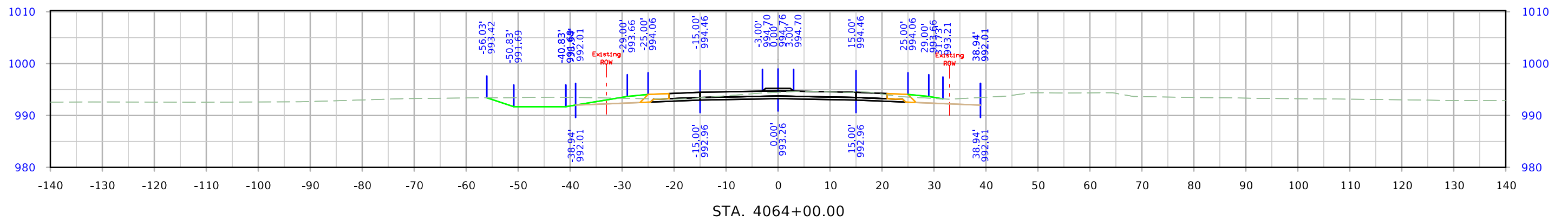
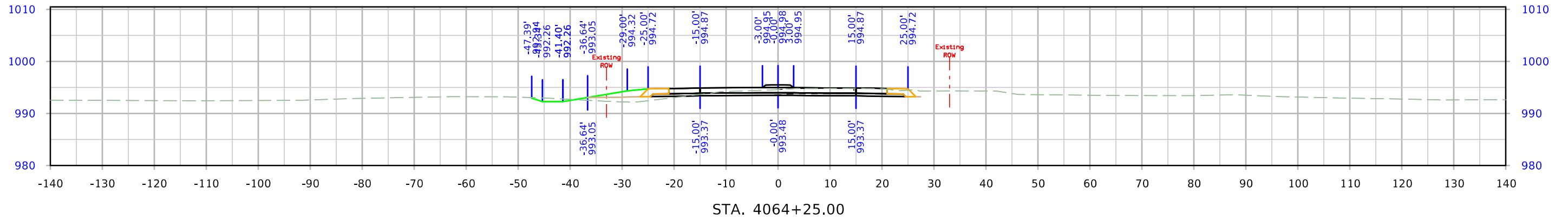
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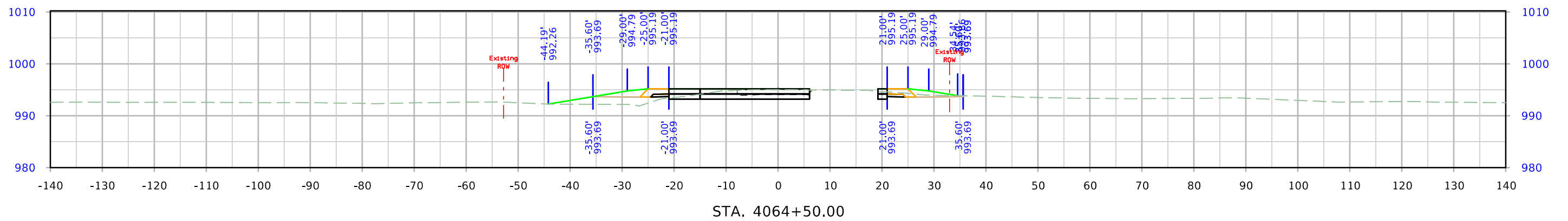
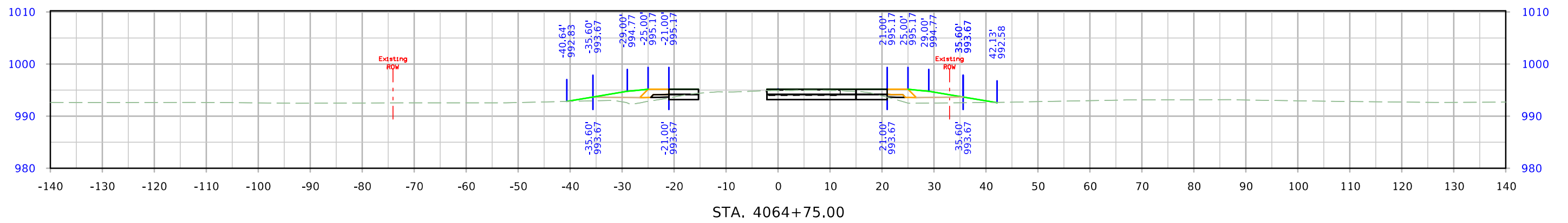
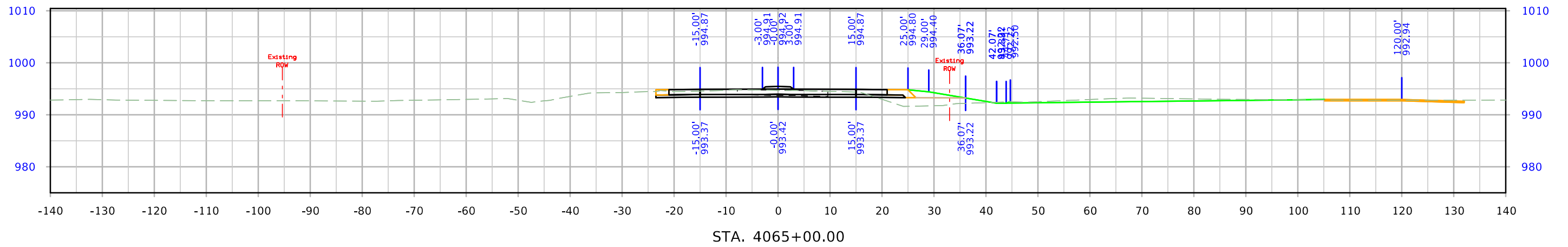
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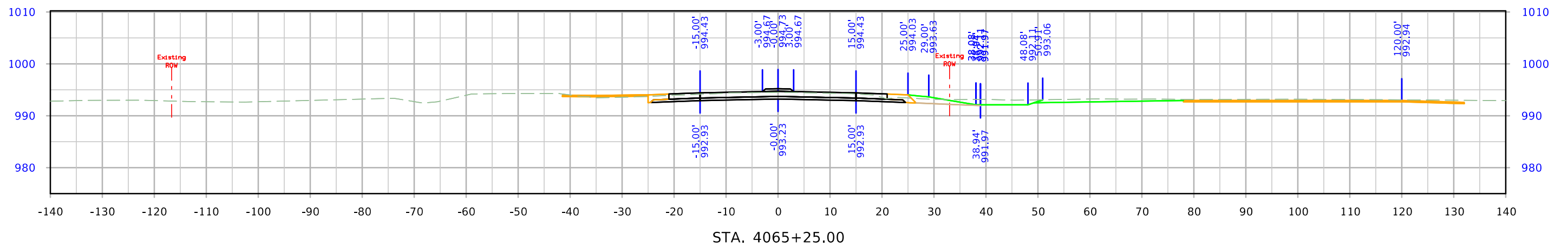
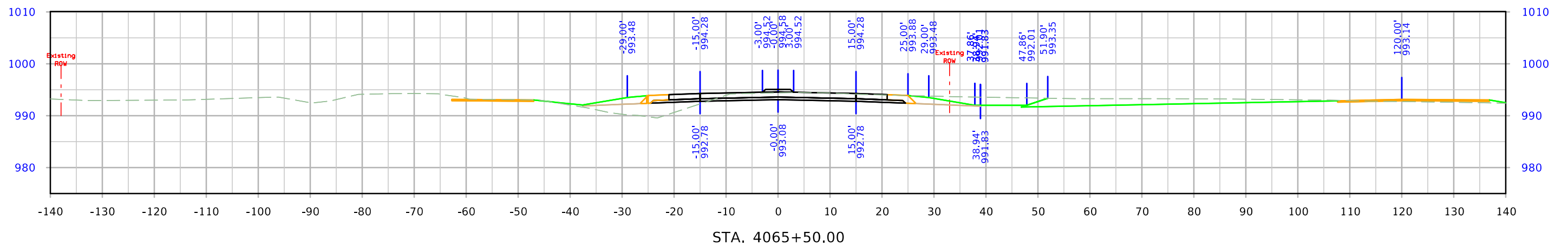
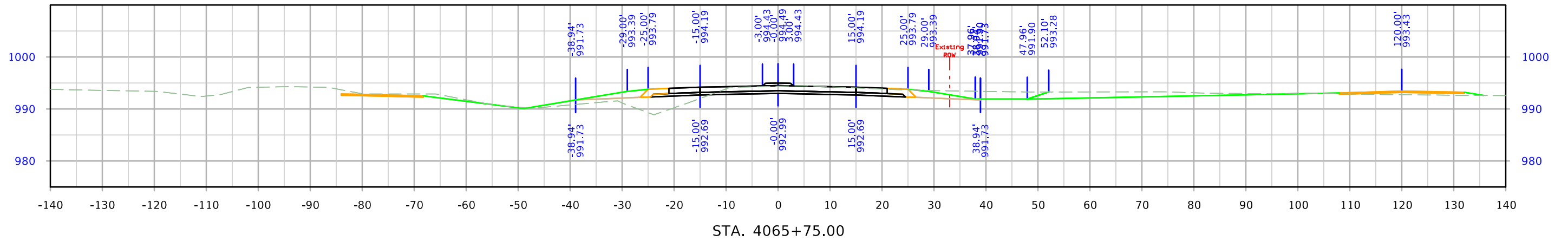
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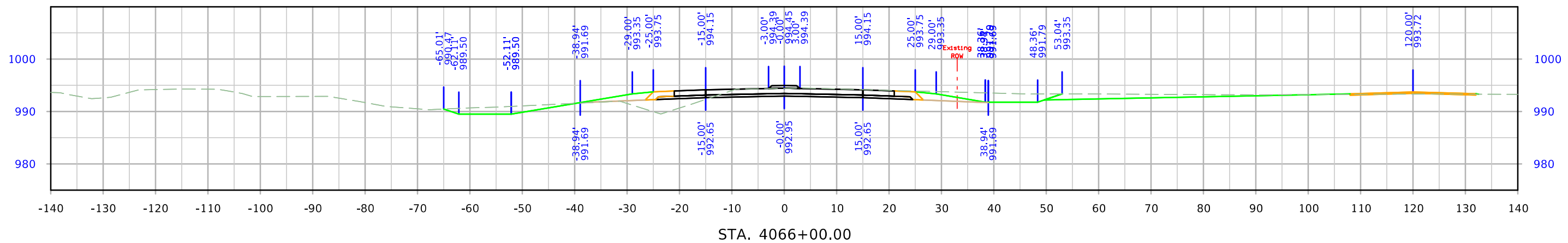
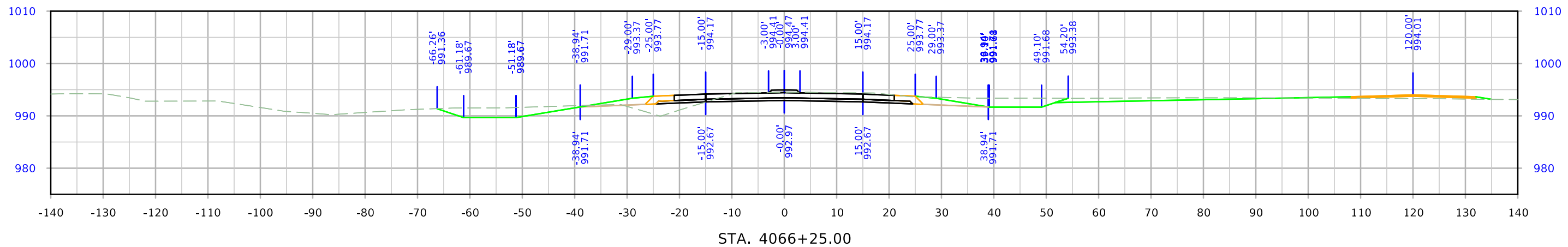
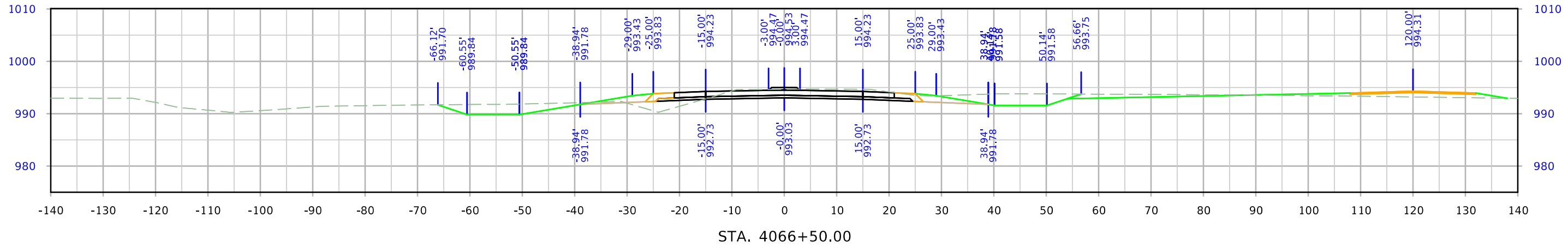
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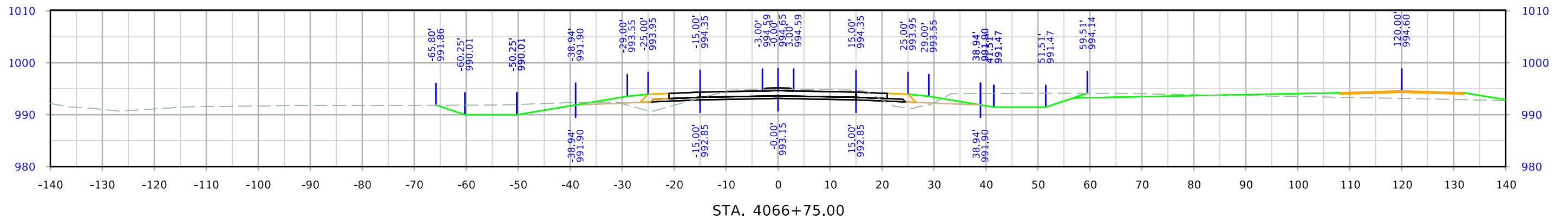
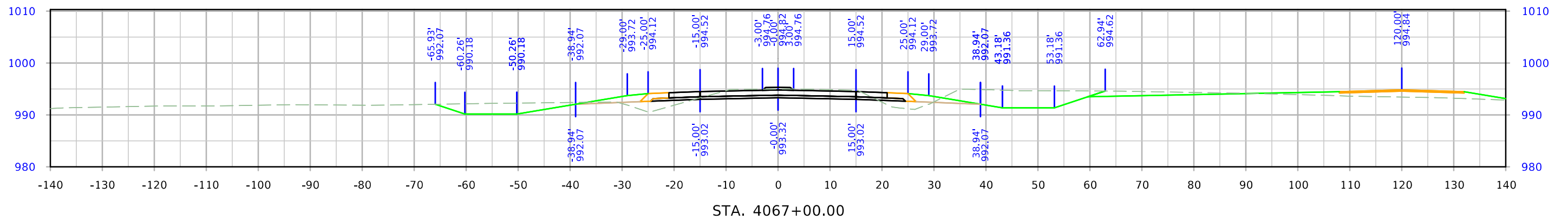
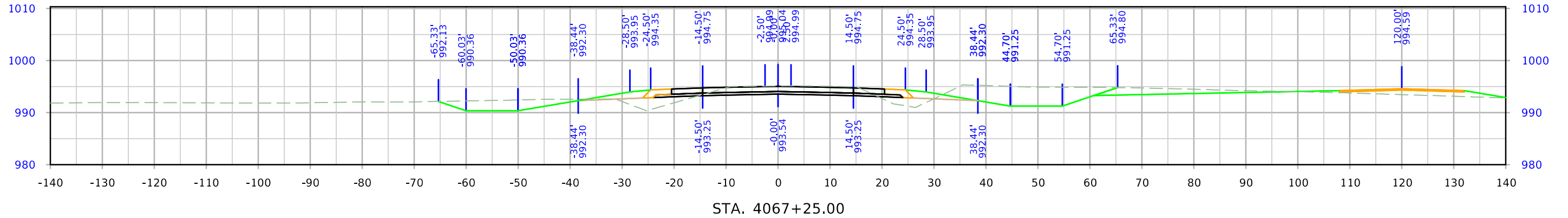
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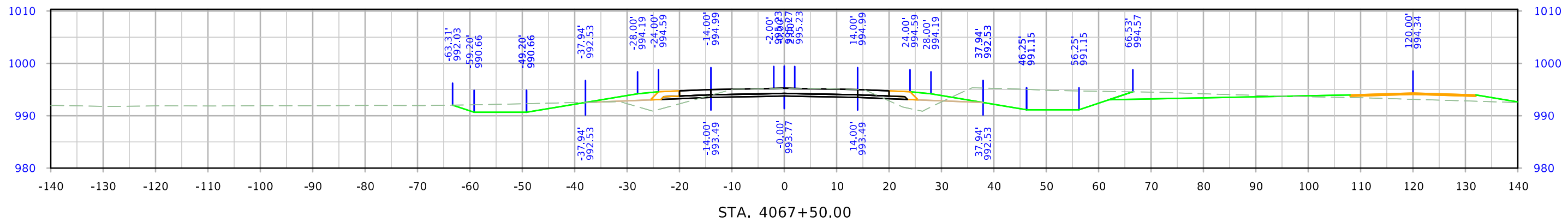
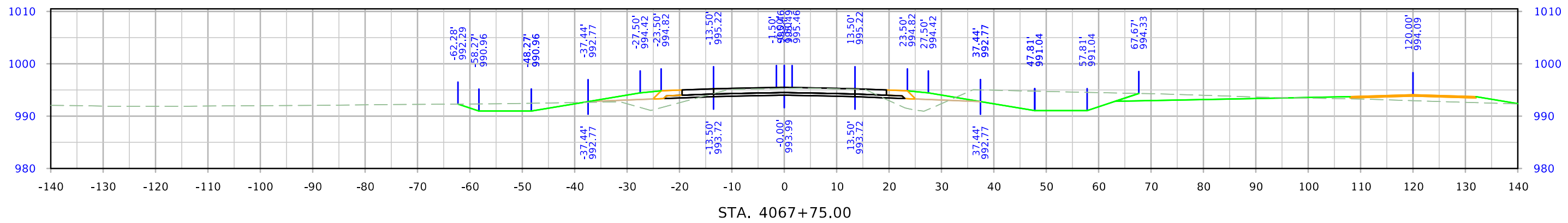
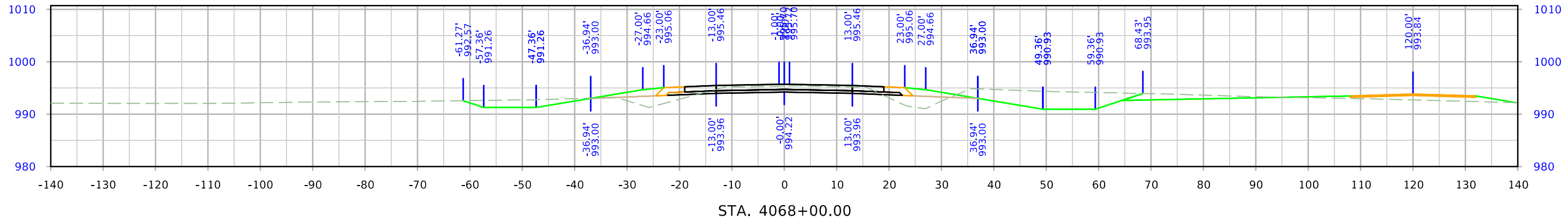
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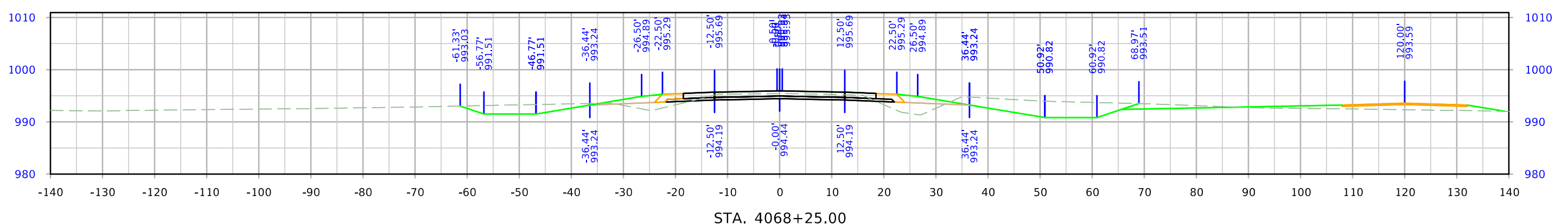
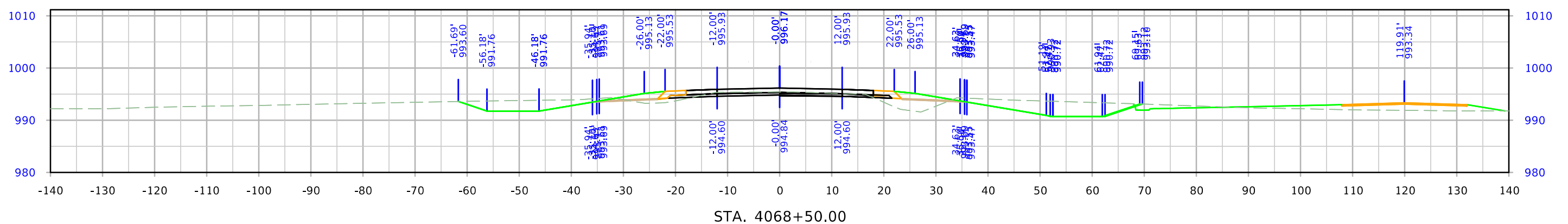
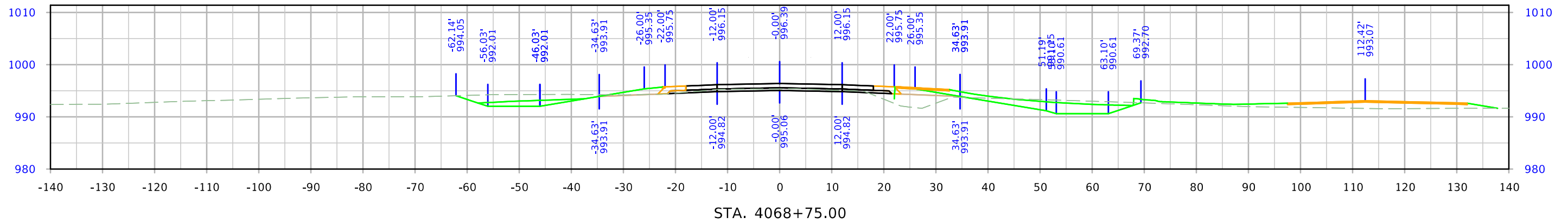
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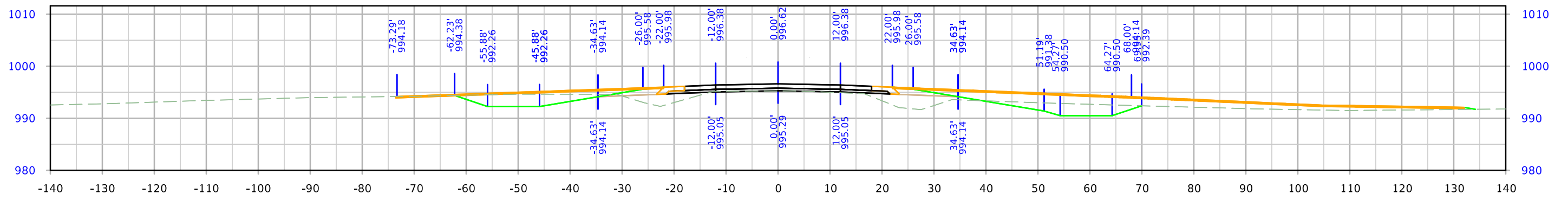
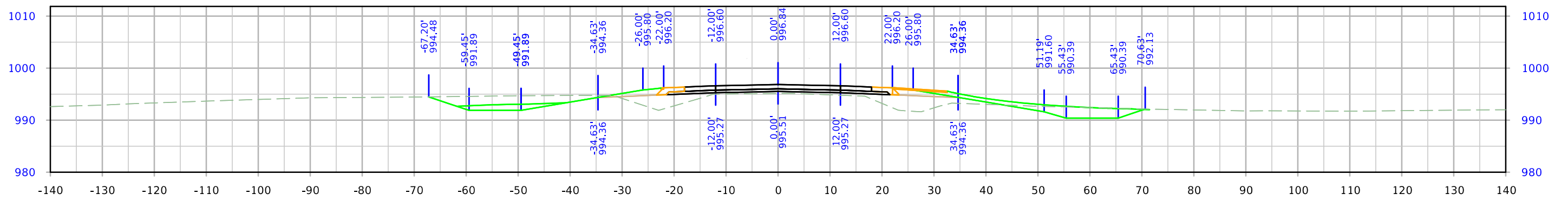
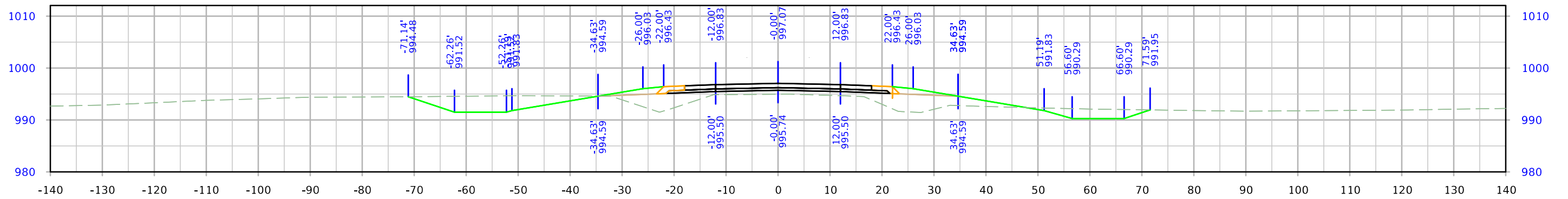
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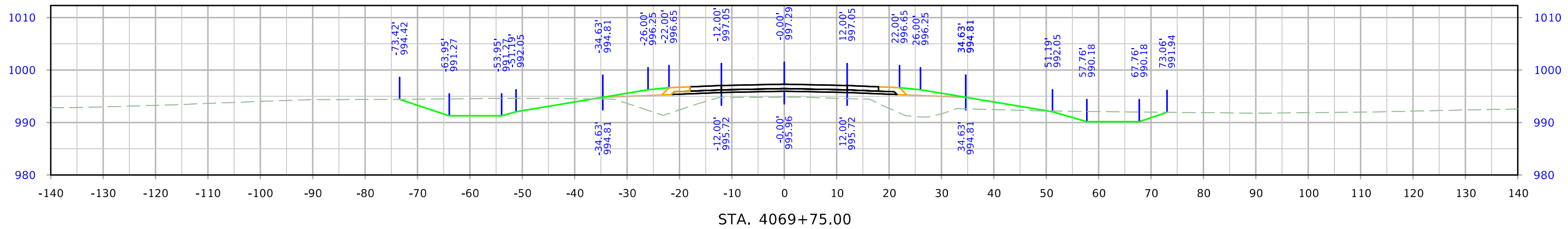
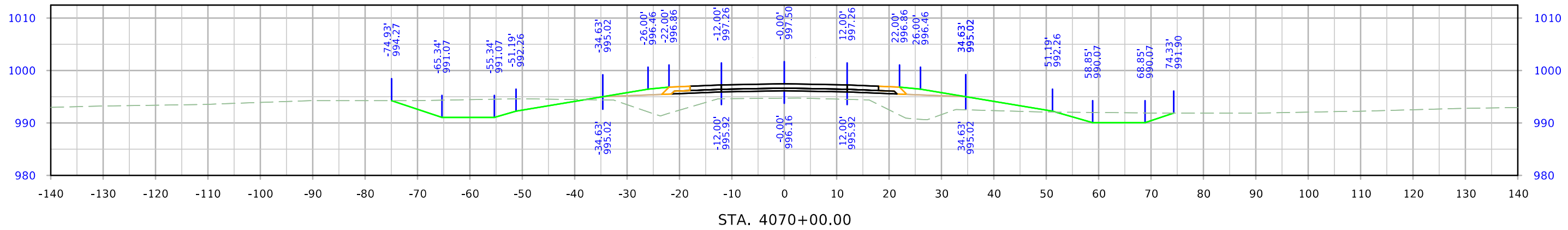
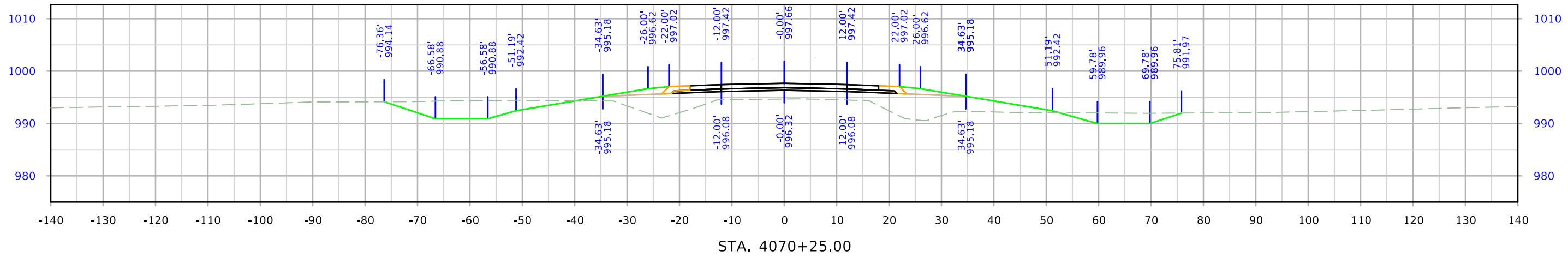
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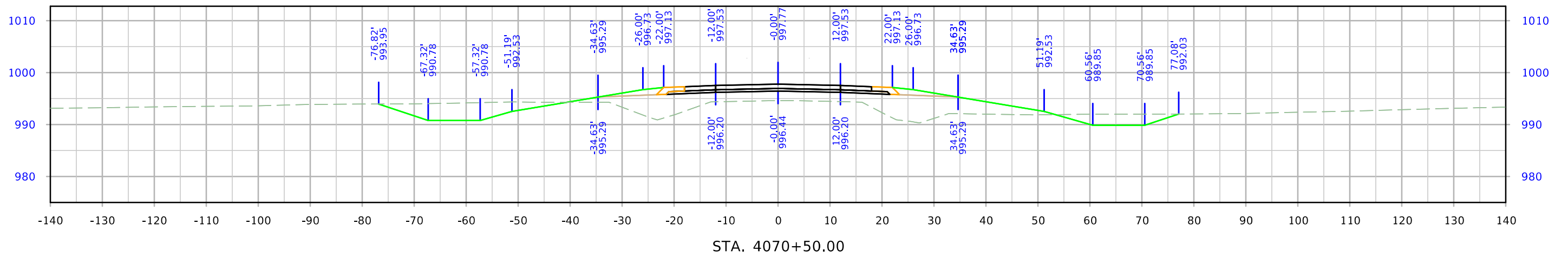
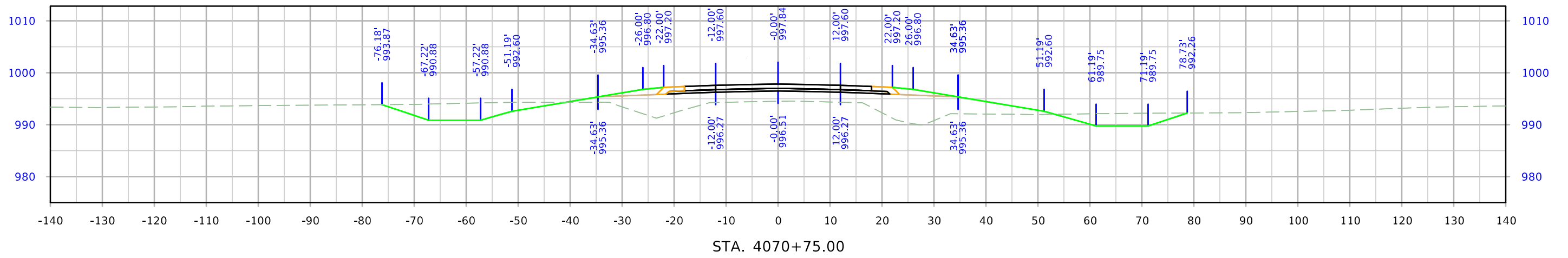
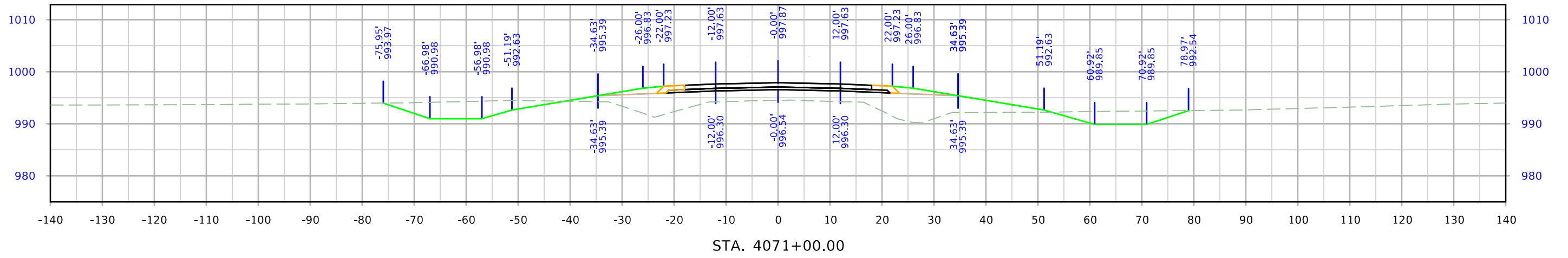
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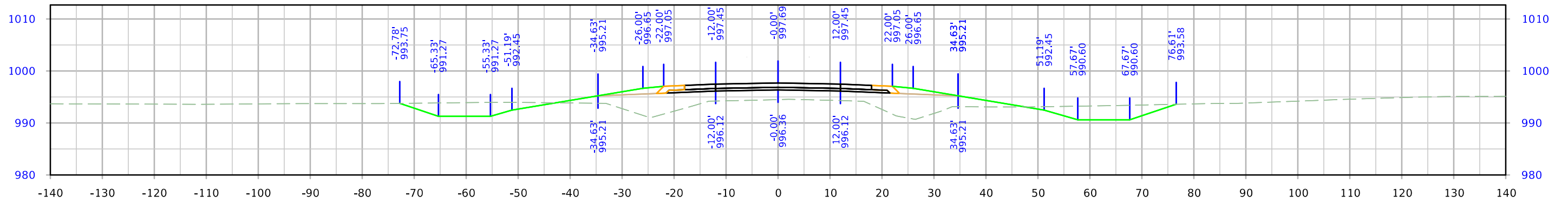
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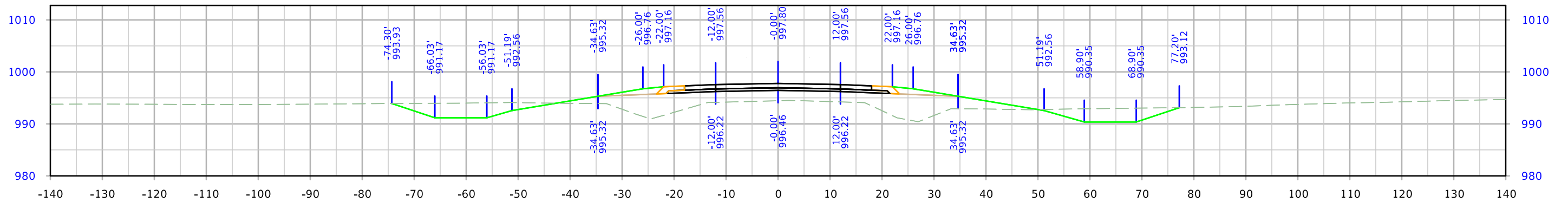
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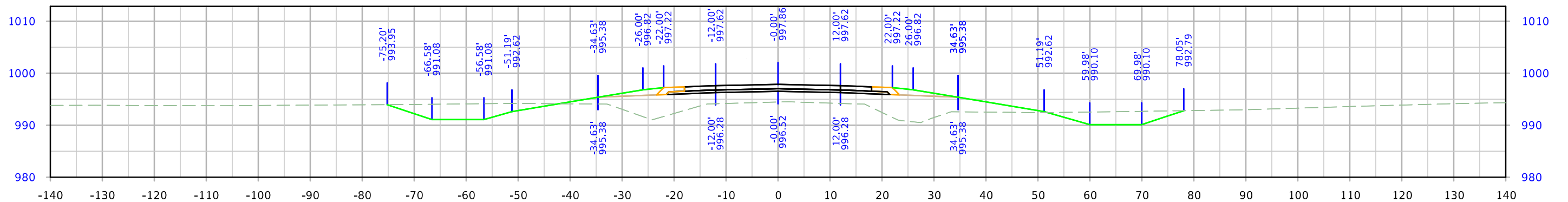
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STA. 4071+75.00

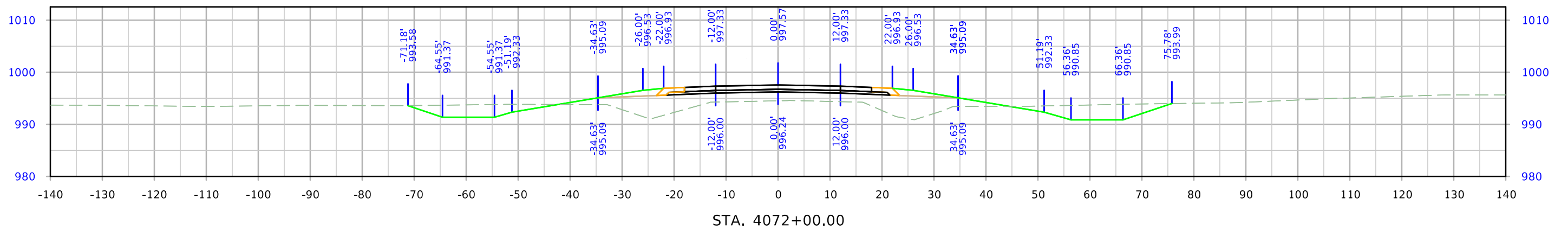
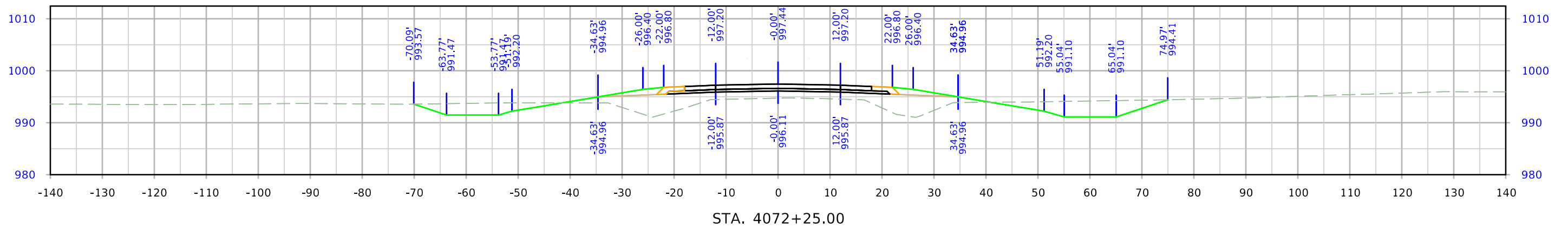
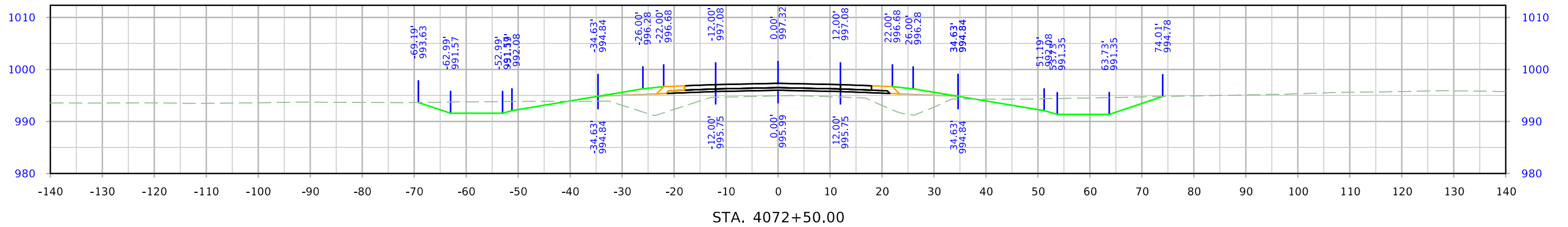


STA. 4071+50.00

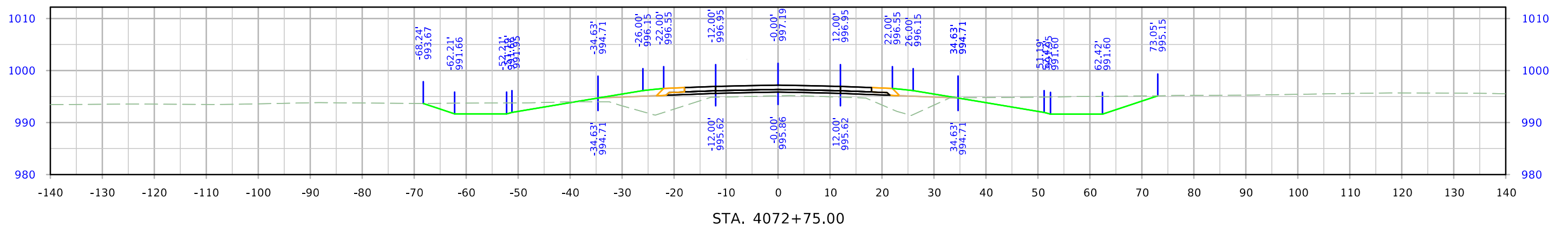
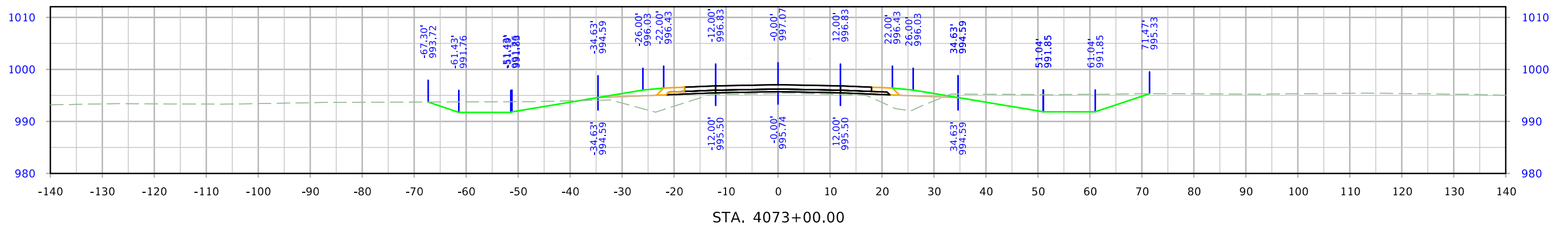
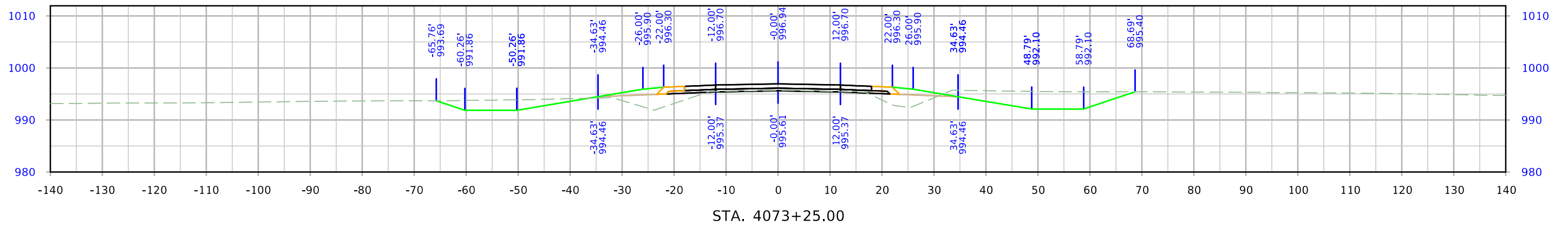


STA. 4071+25.00

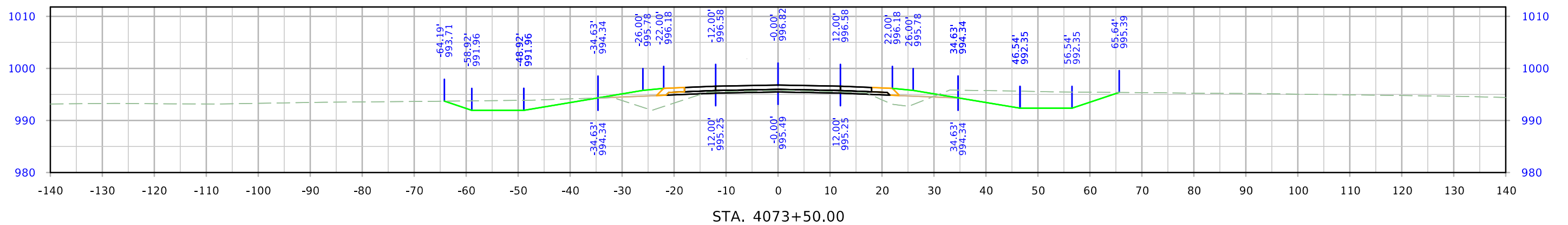
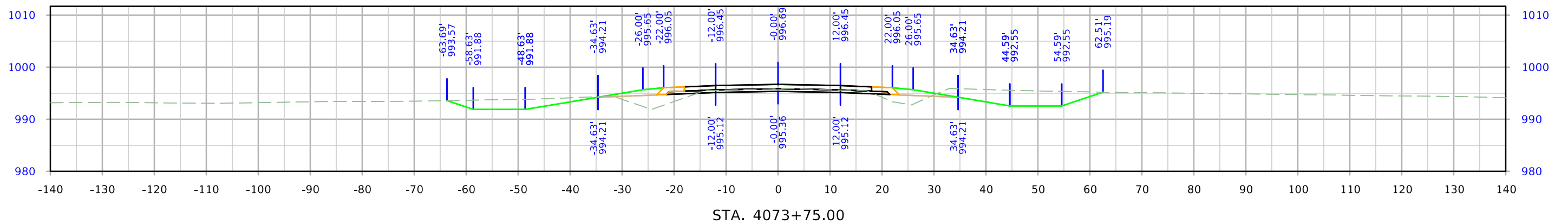
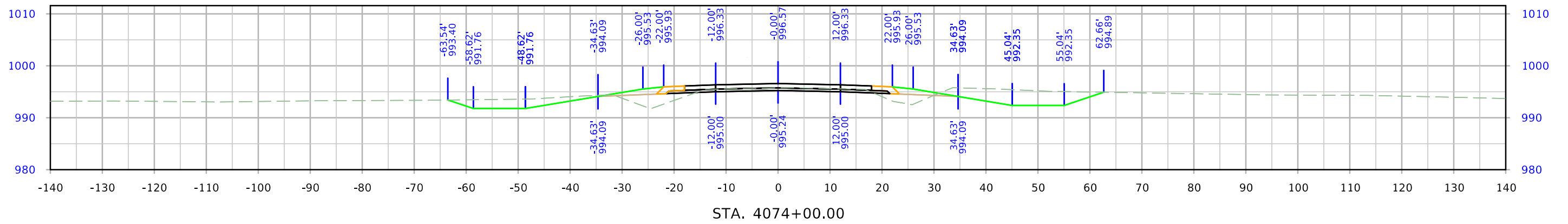
West Maple



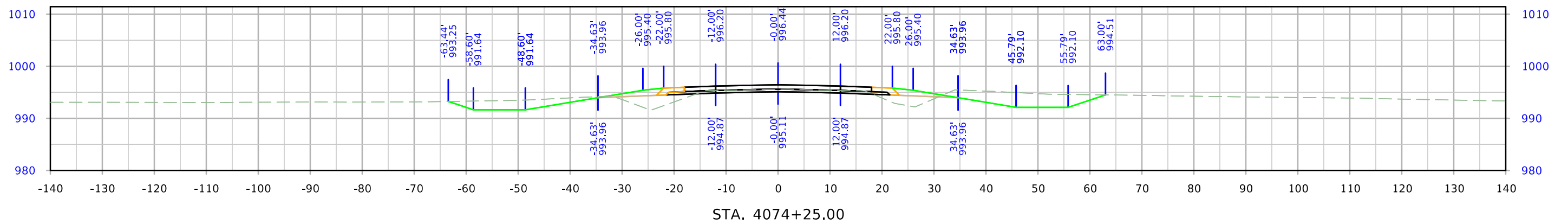
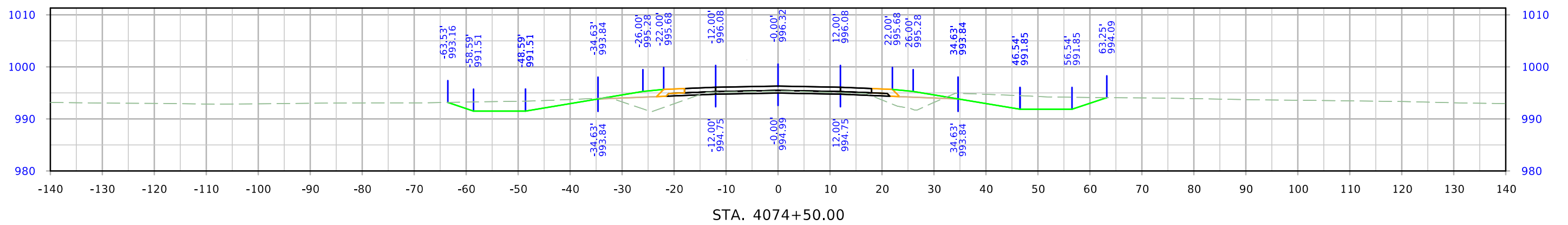
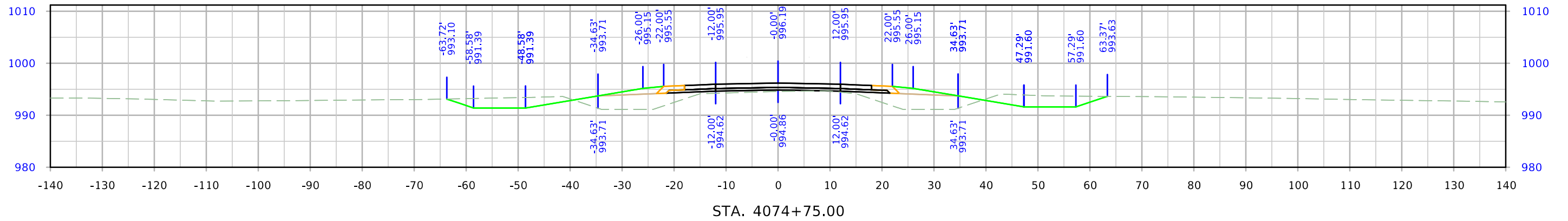
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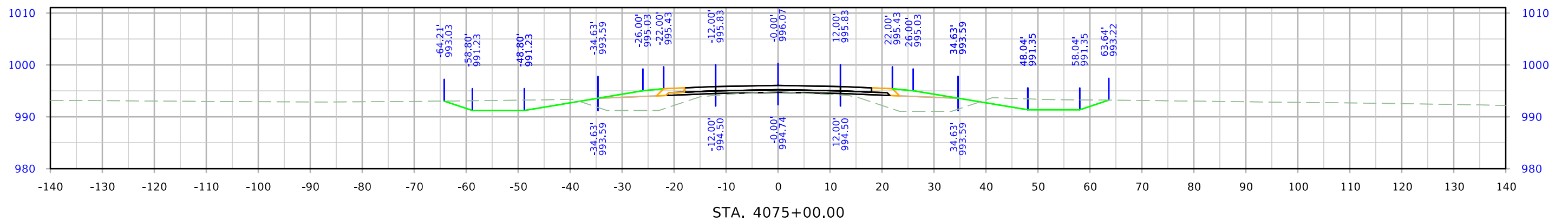
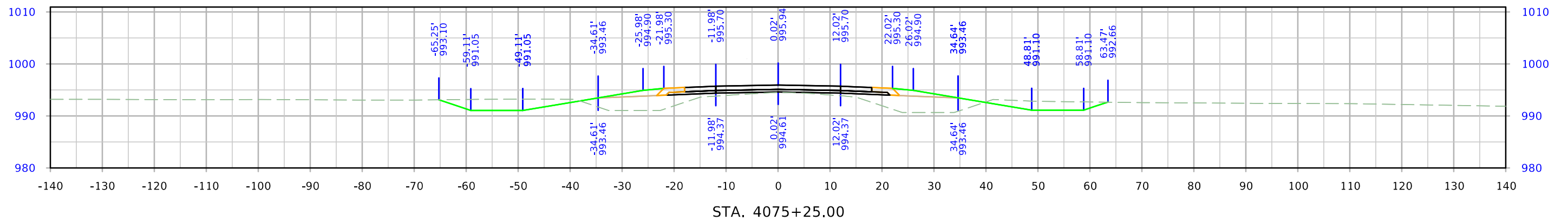
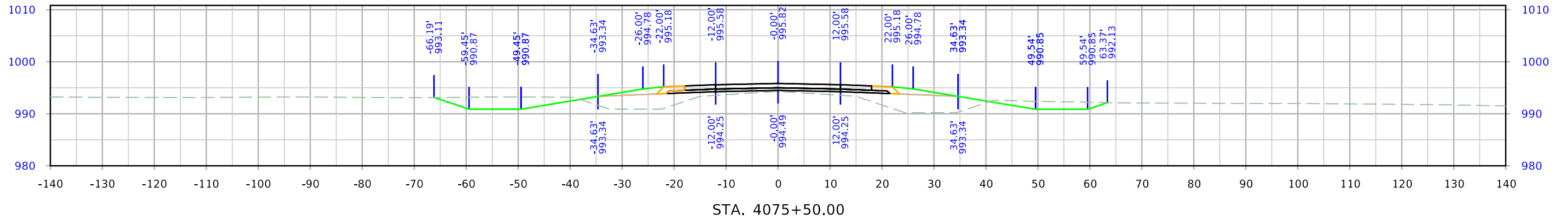
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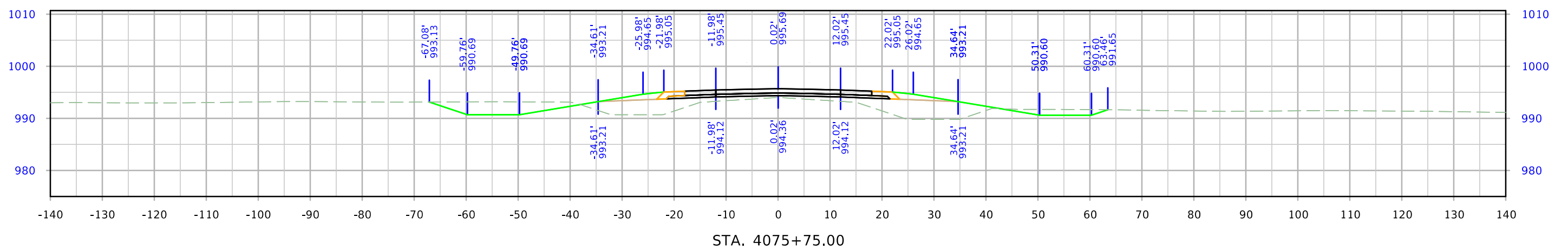
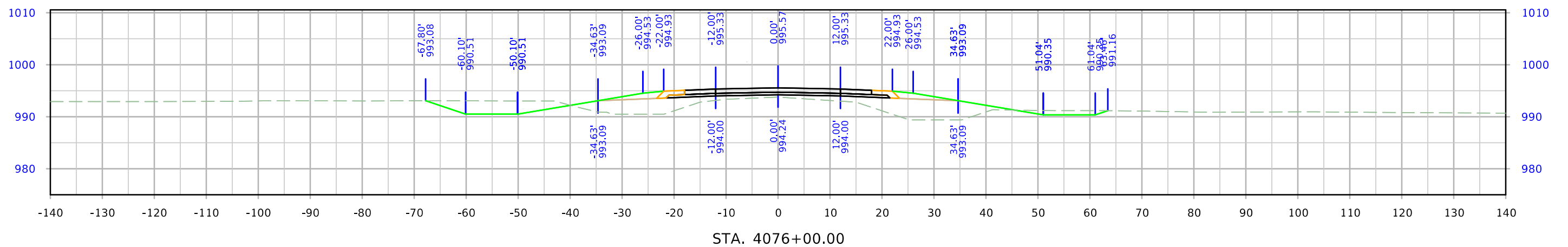
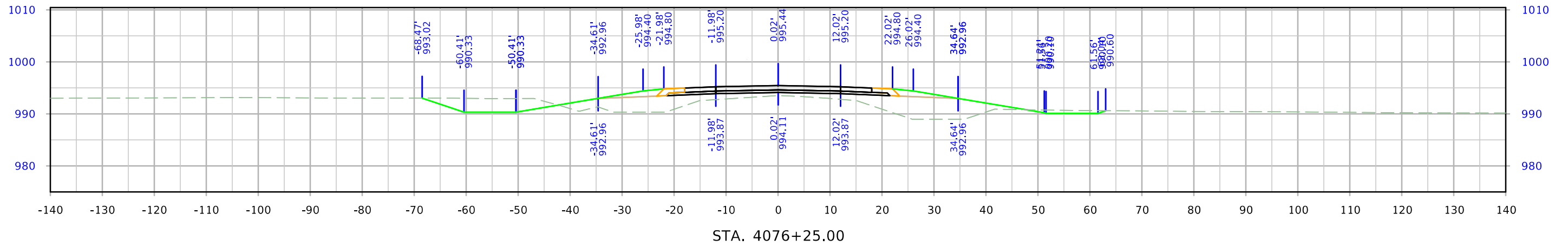
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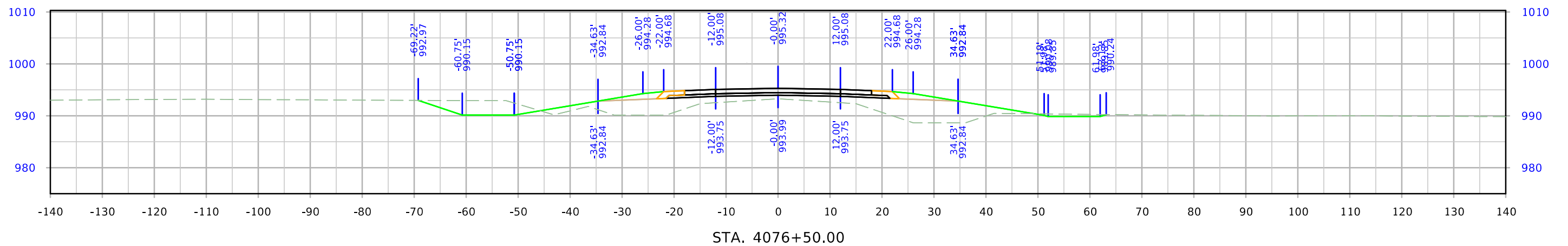
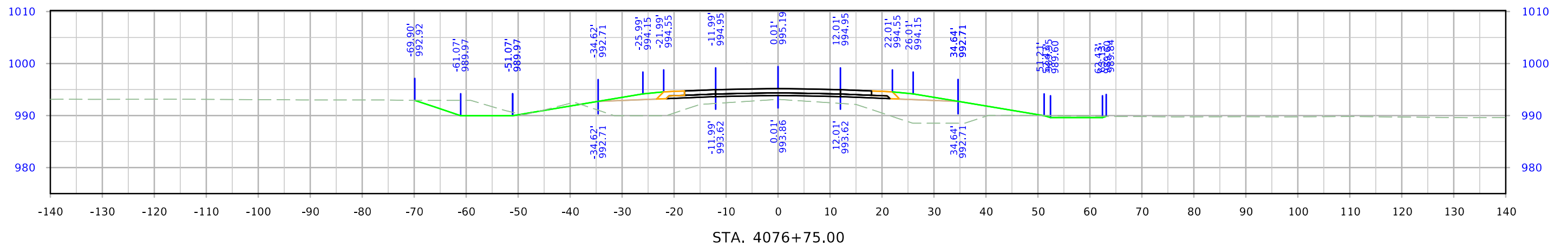
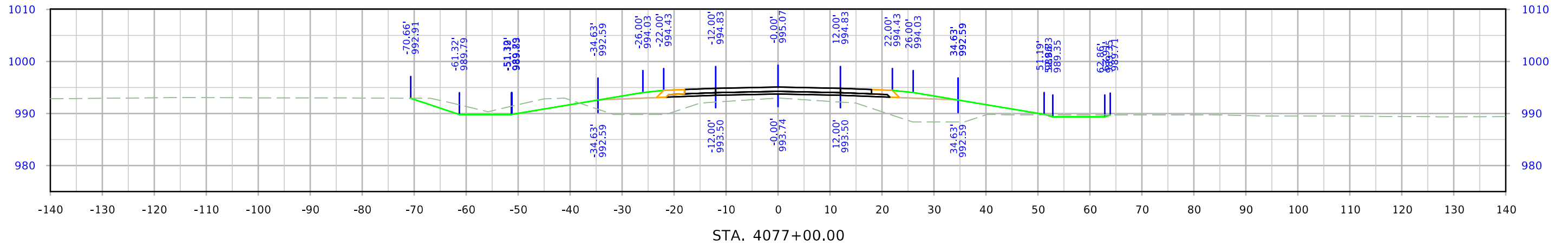
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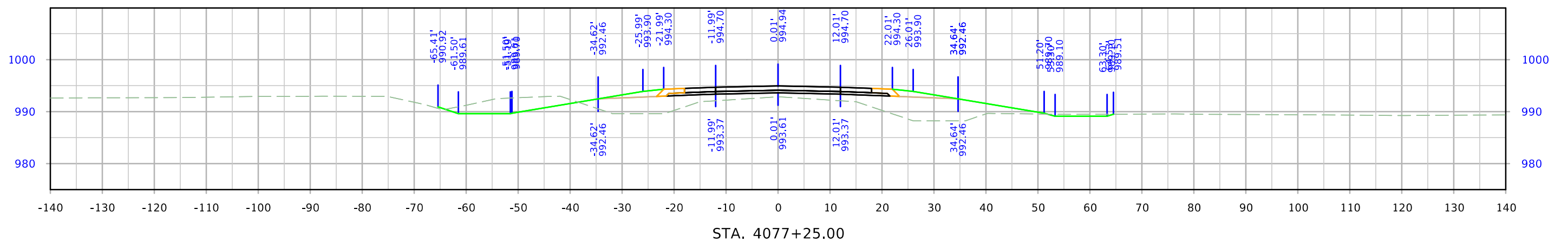
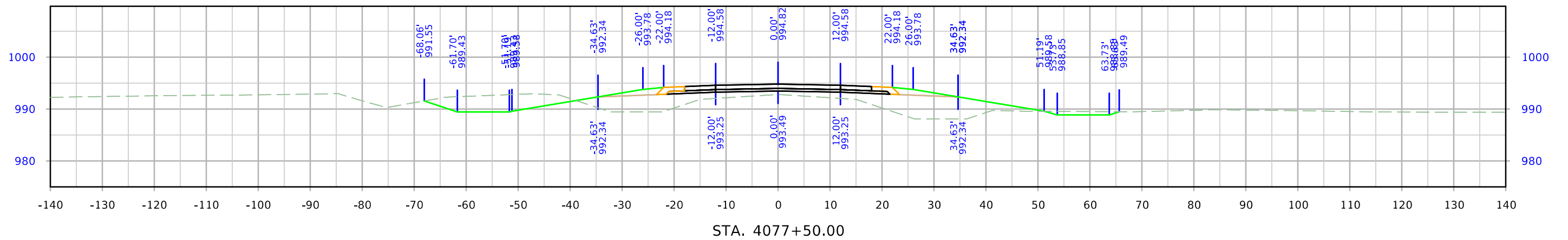
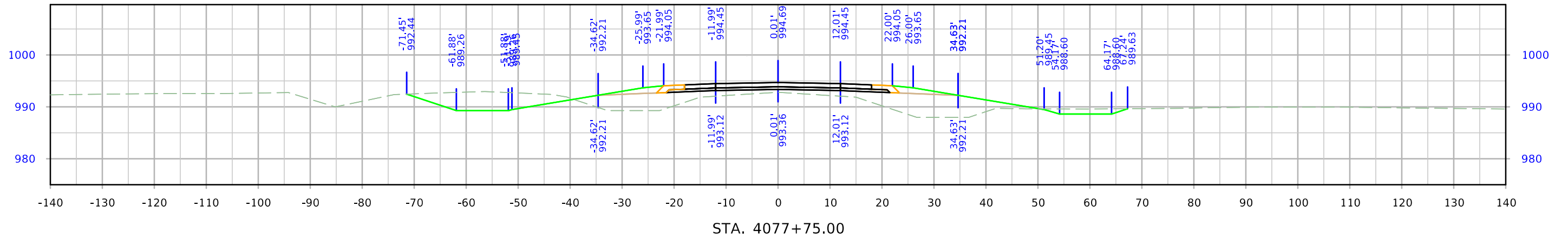
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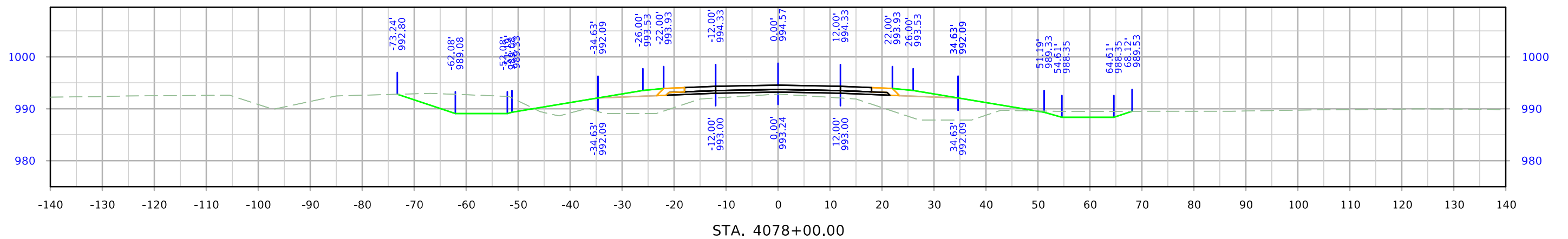
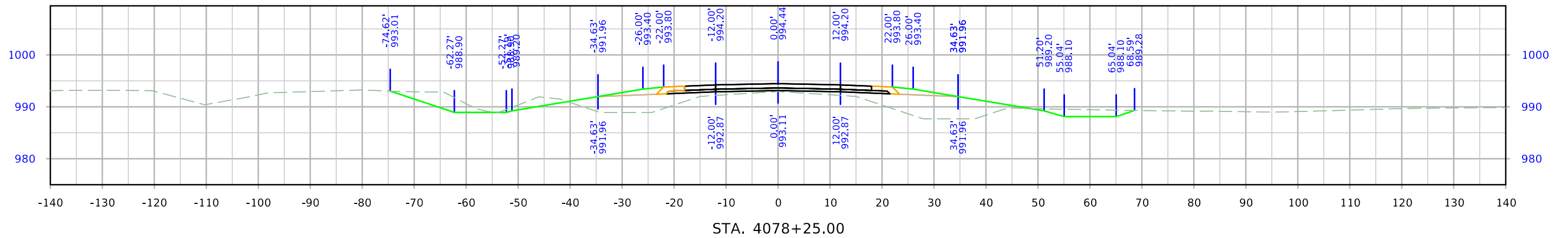
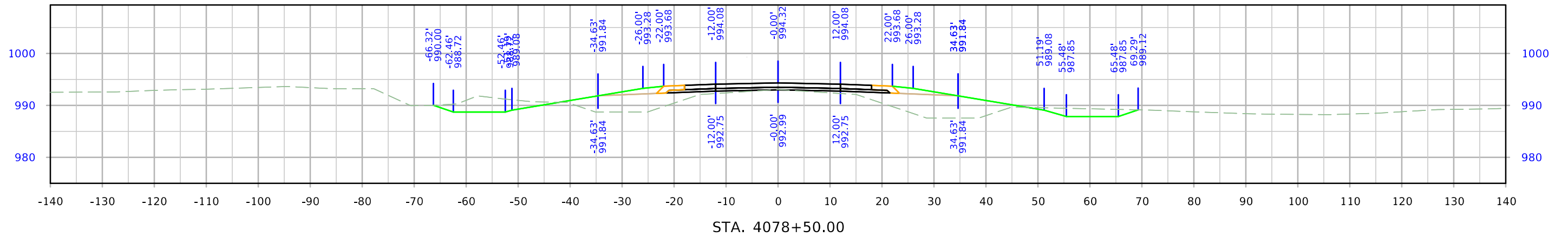
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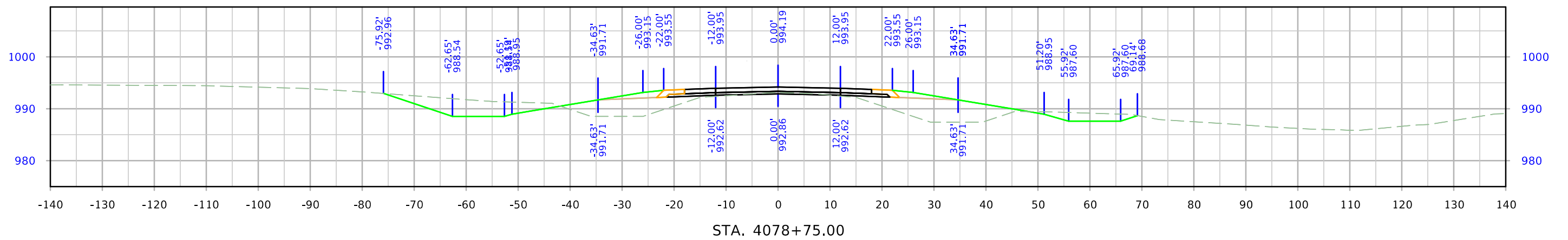
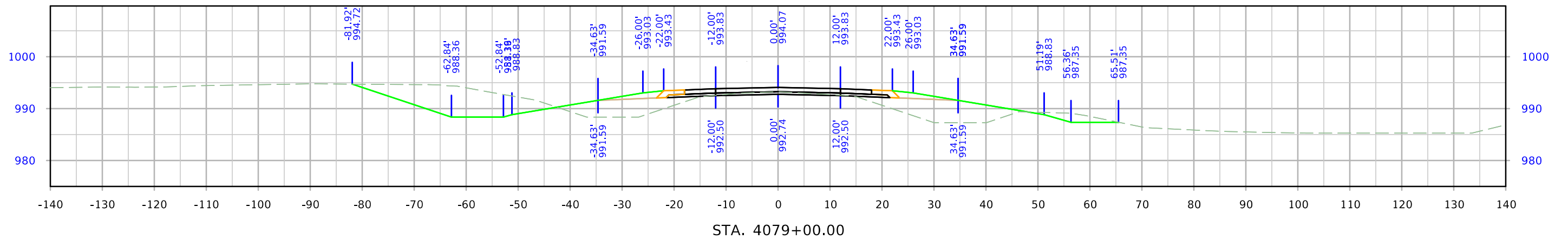
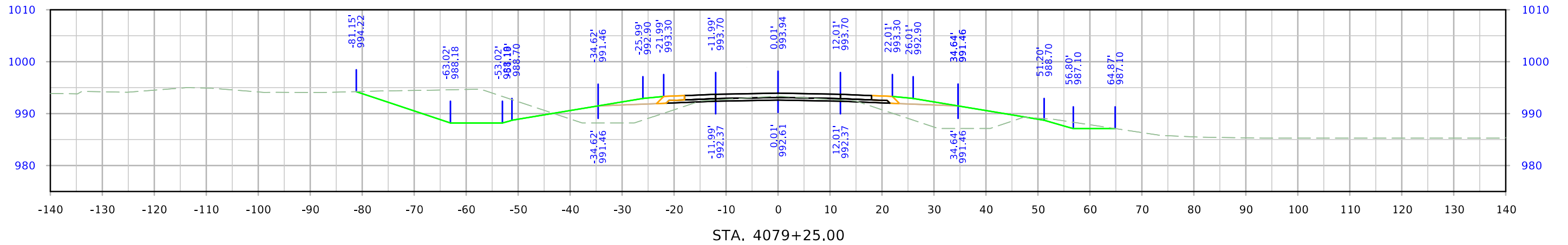
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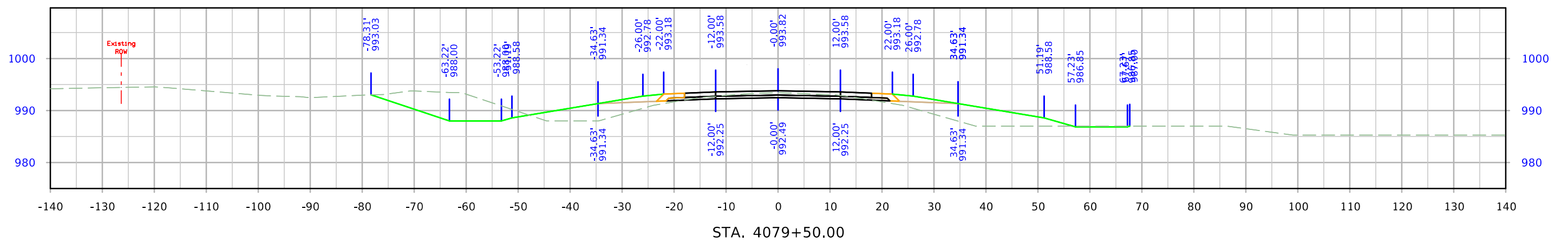
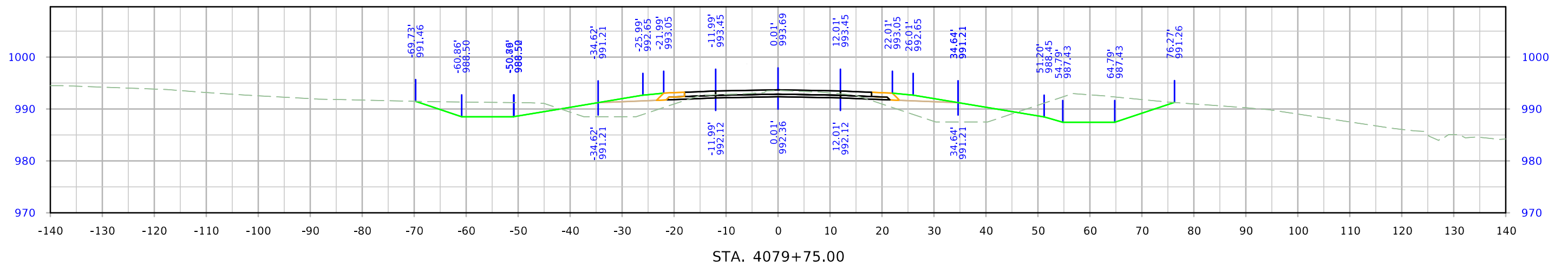
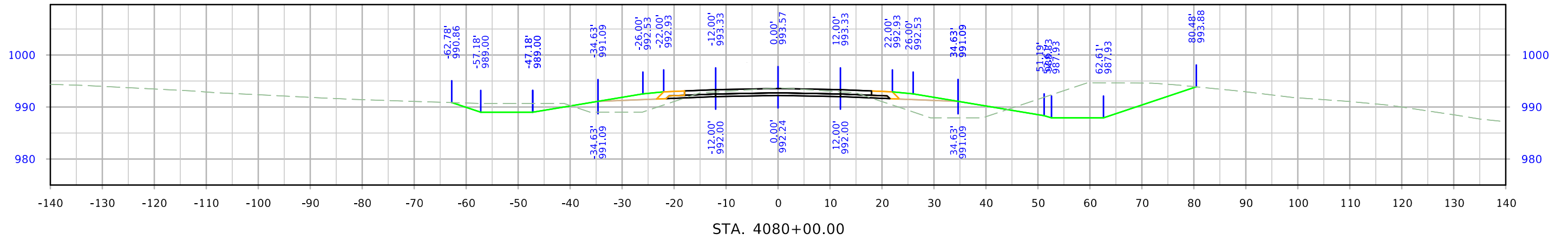
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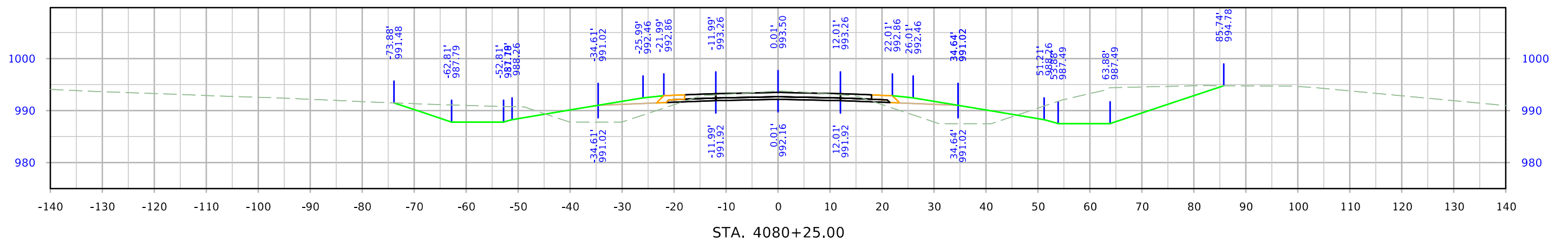
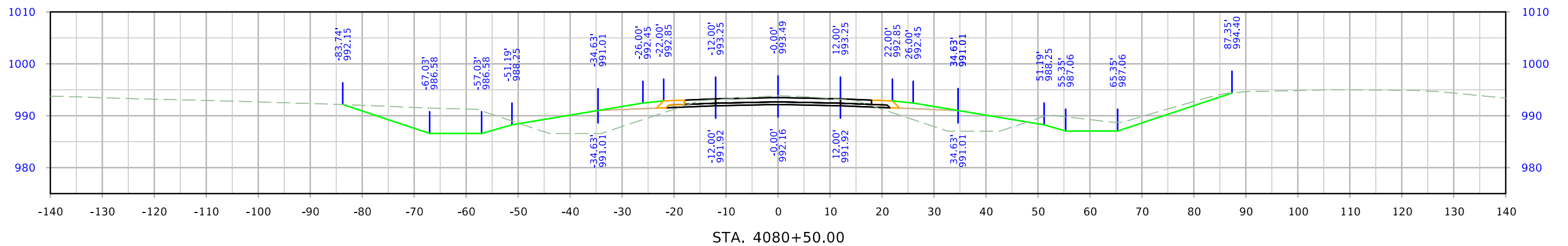
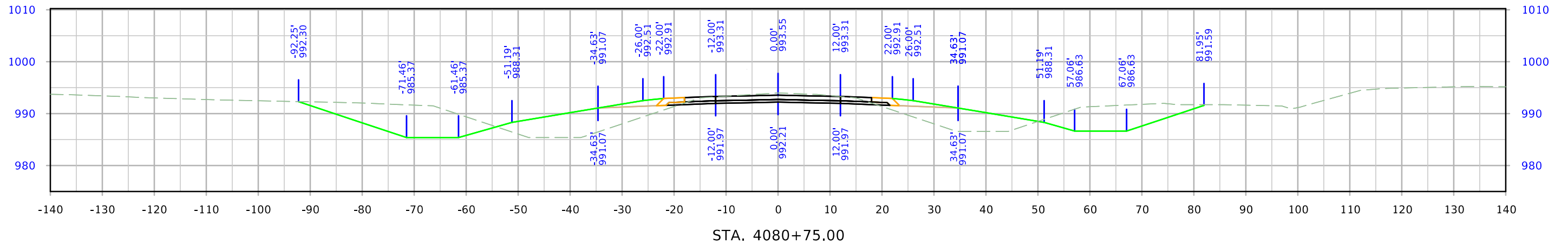
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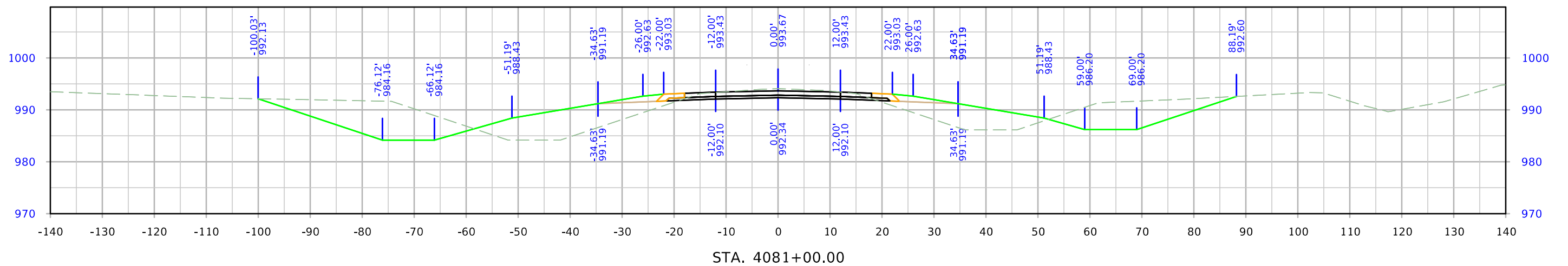
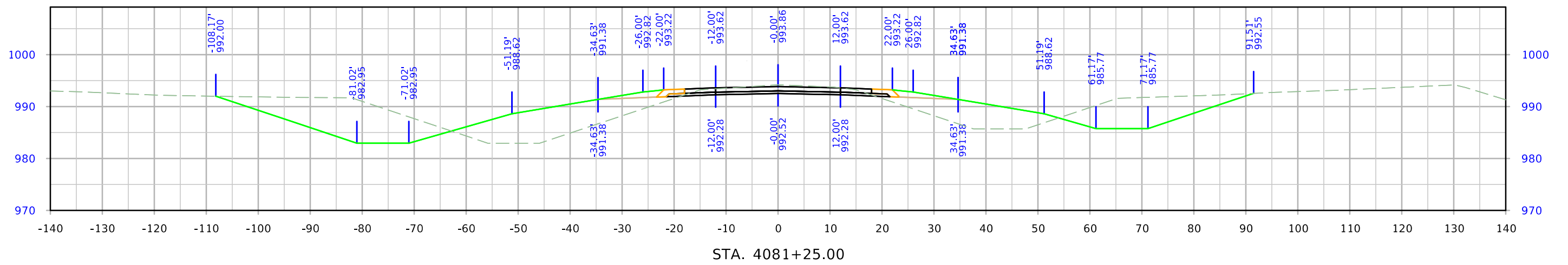
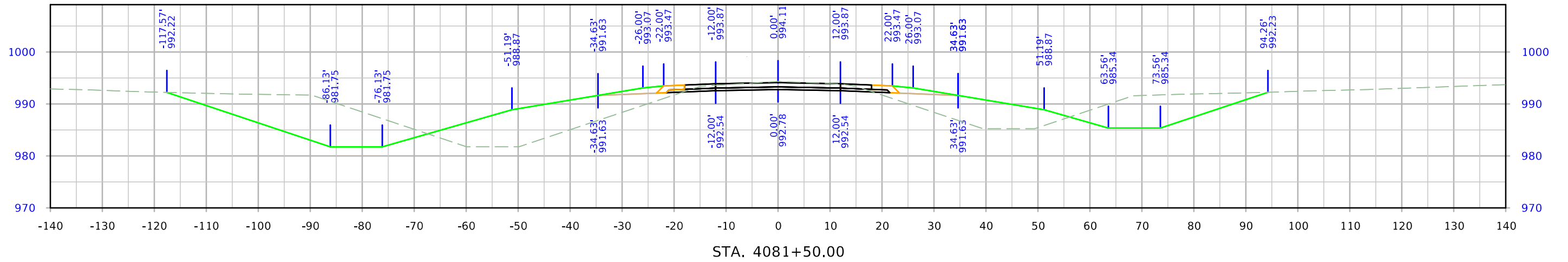
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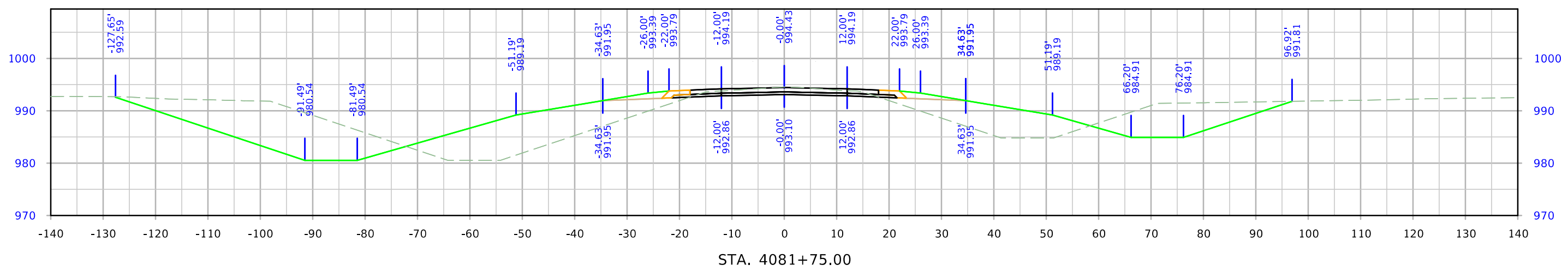
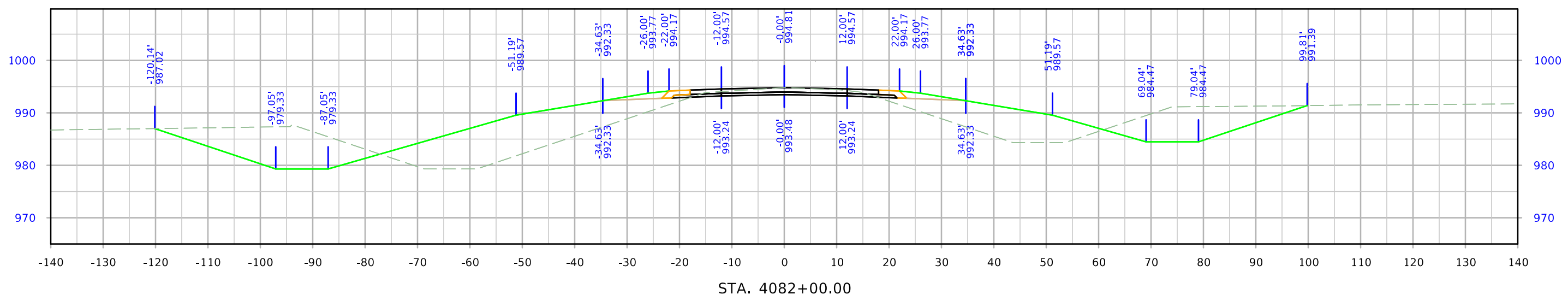
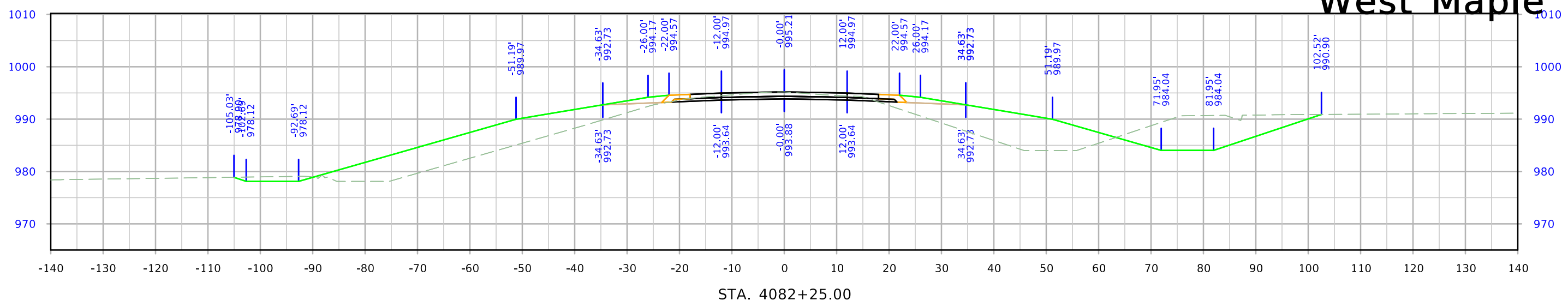
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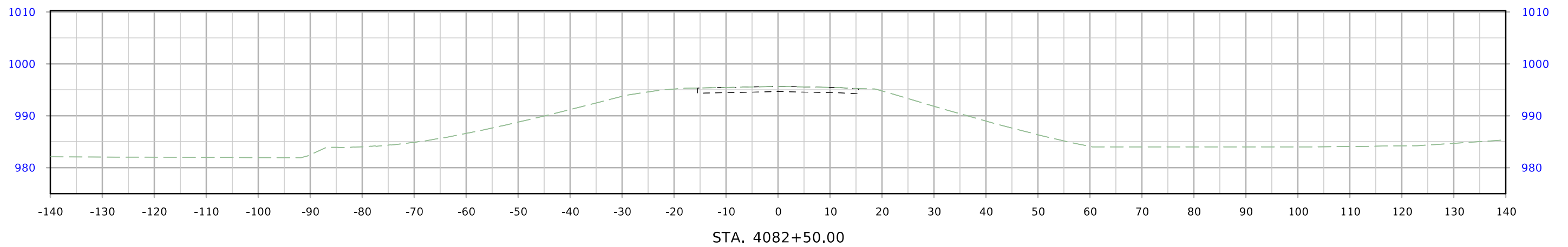
West Maple



West Maple

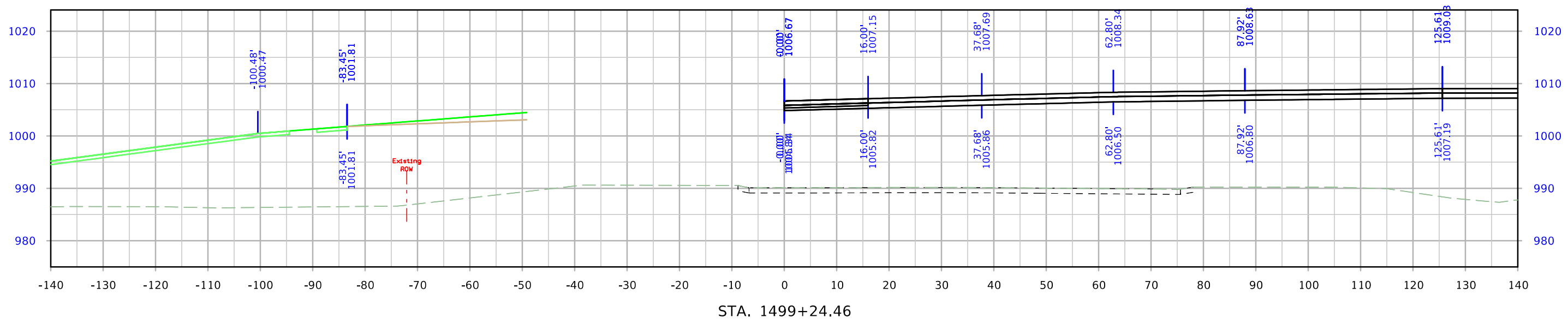
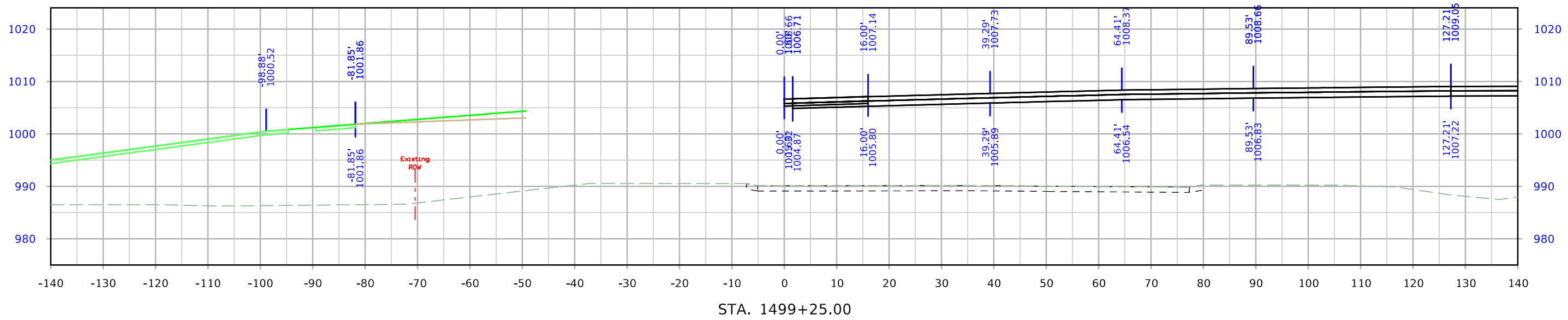


West Maple

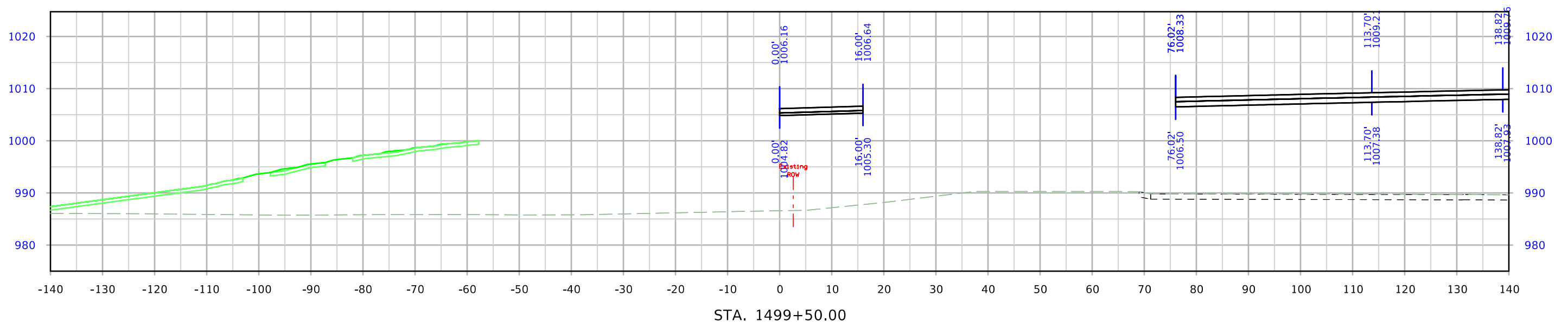
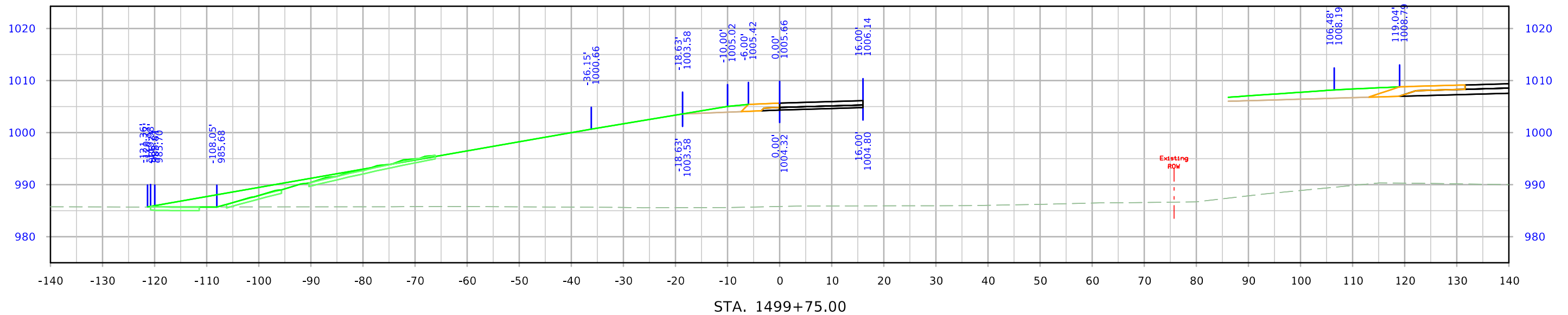


STA. 4082+50.00

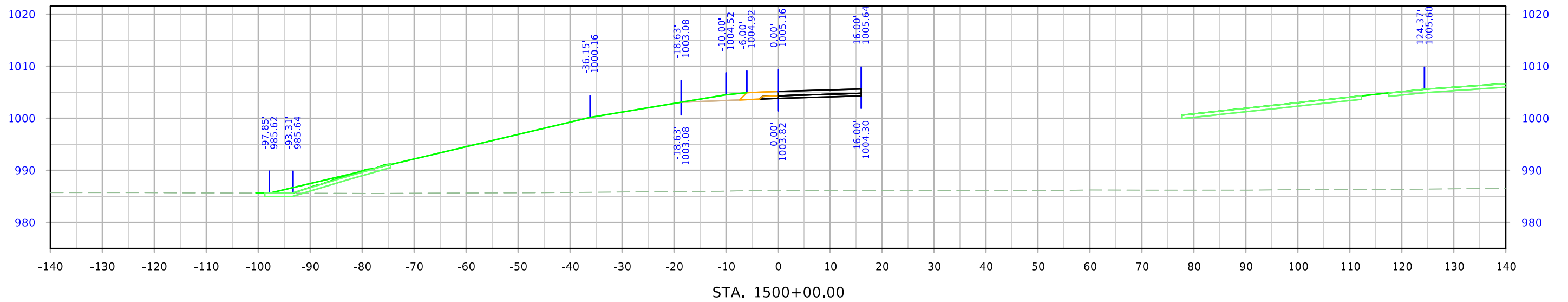
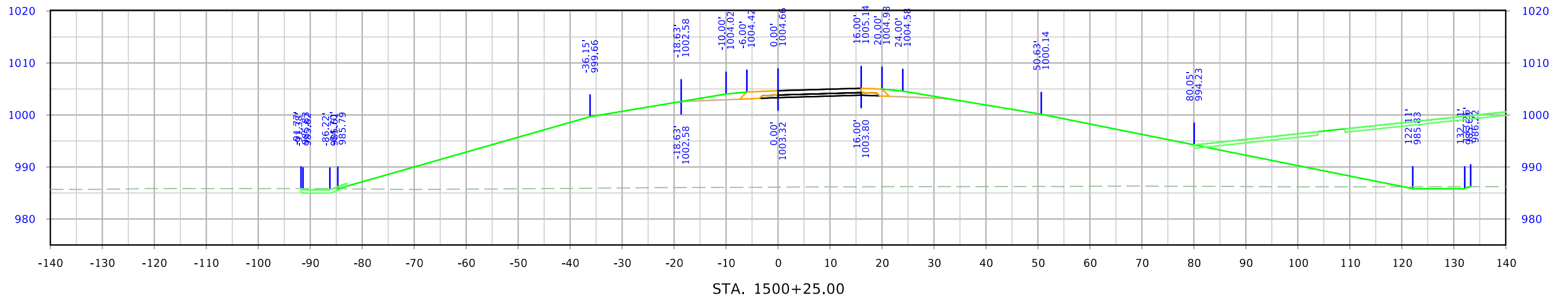
610th Ramp A



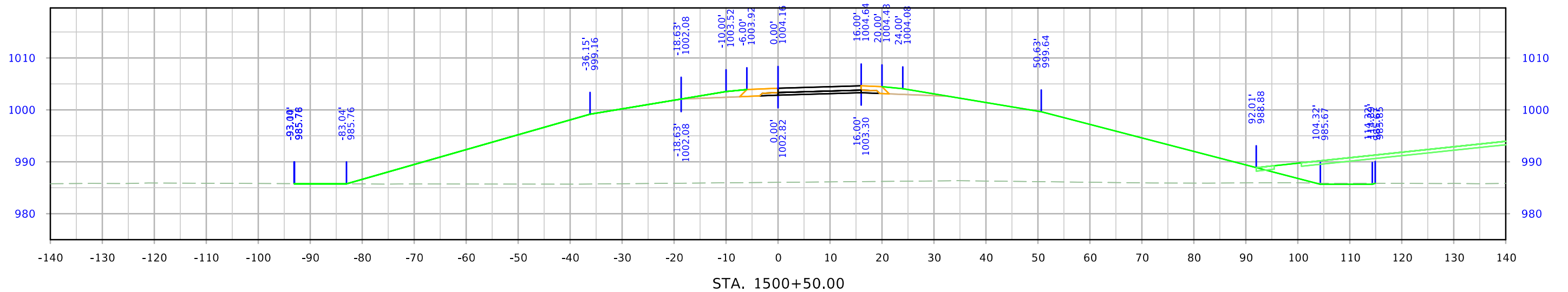
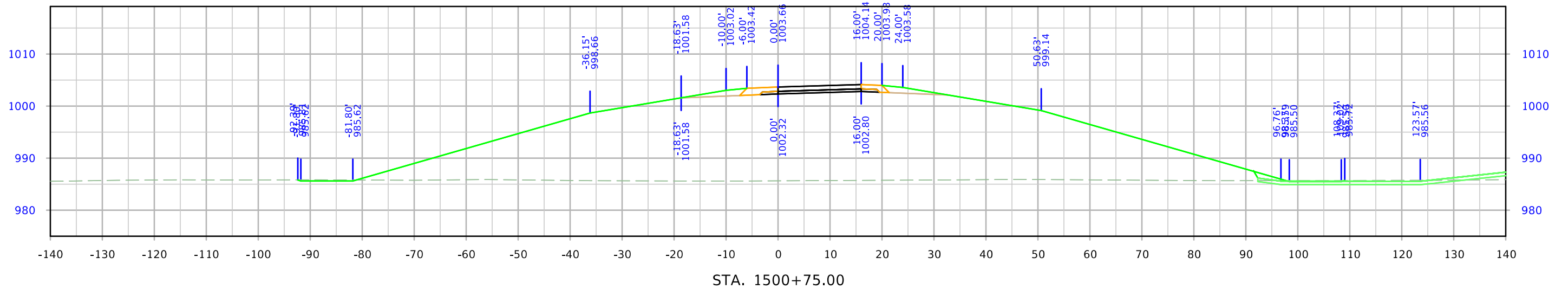
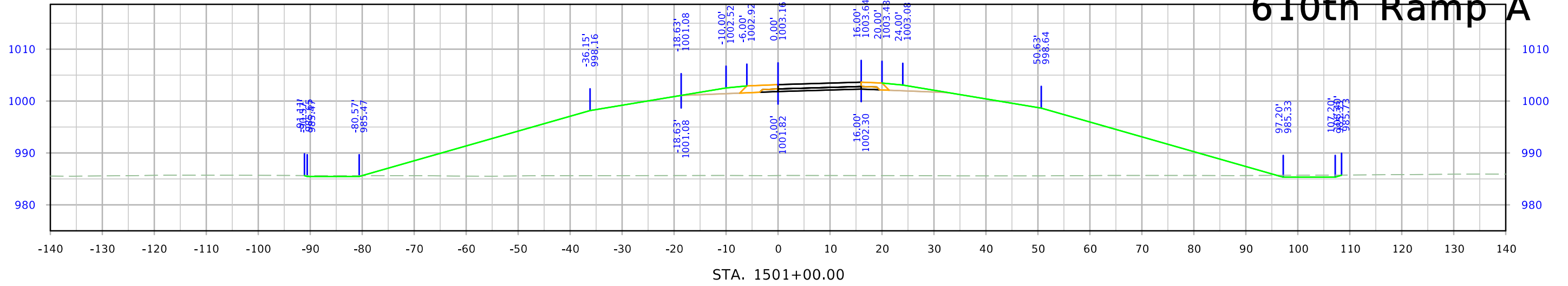
610th Ramp A



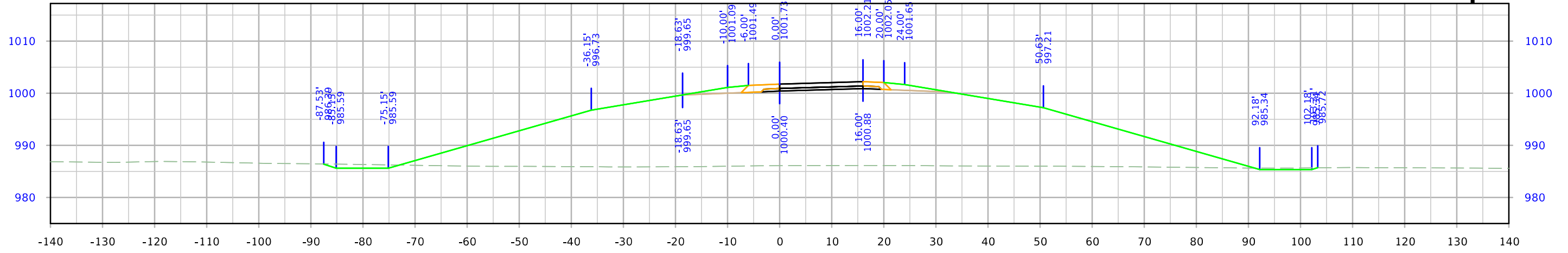
610th Ramp A



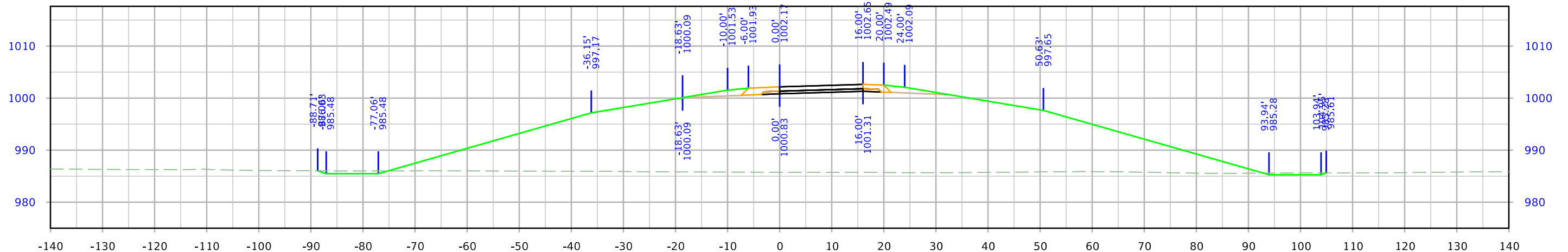
610th Ramp A



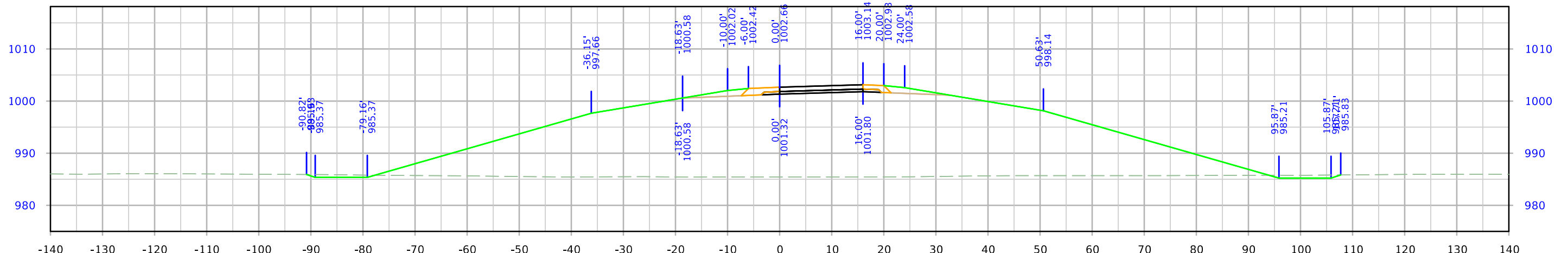
610th Ramp A



STA. 1501+75.00

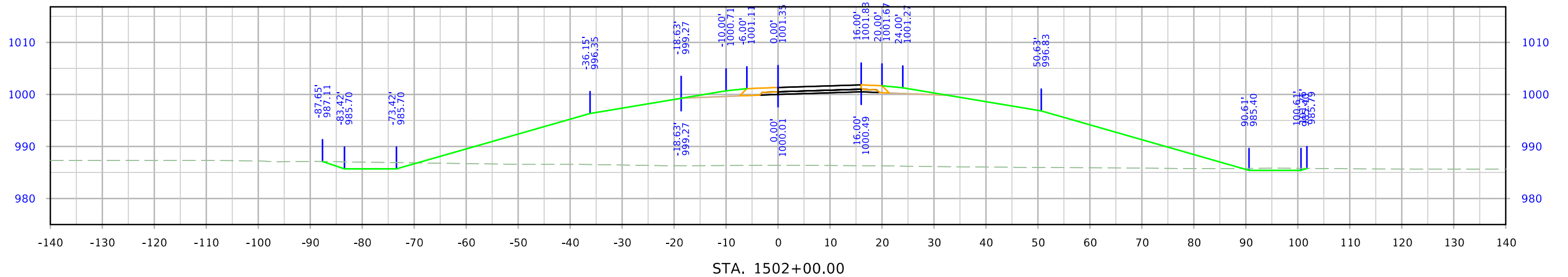
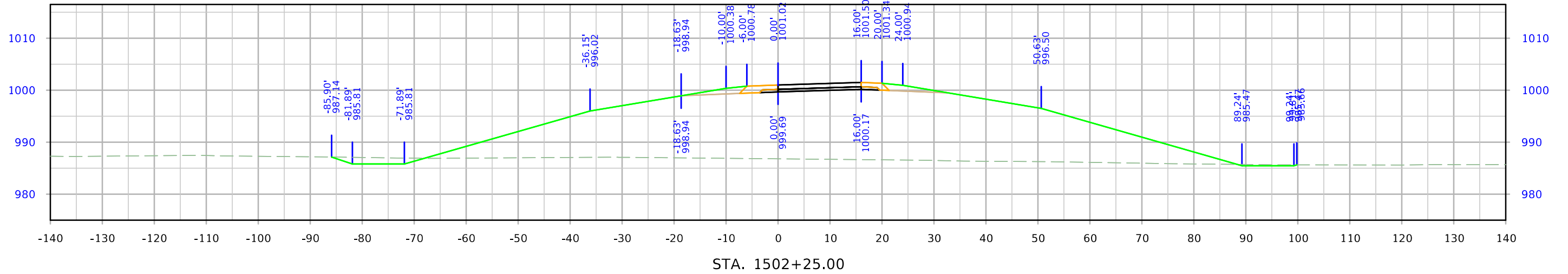
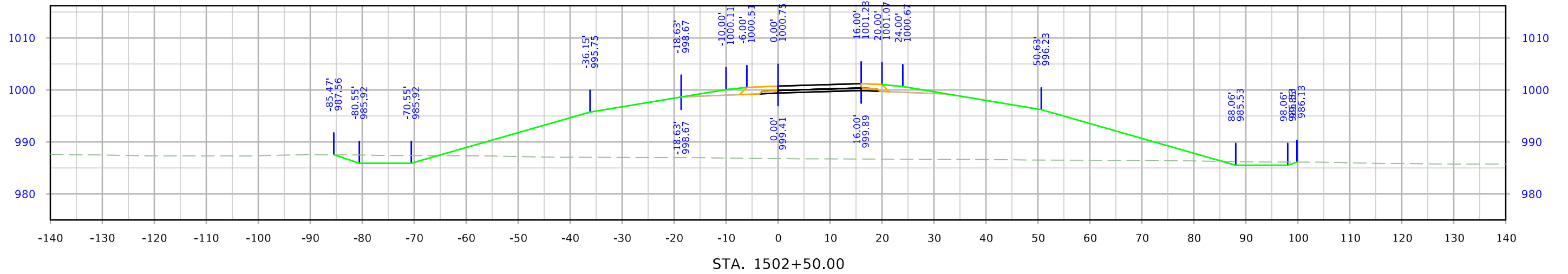


STA. 1501+50.00

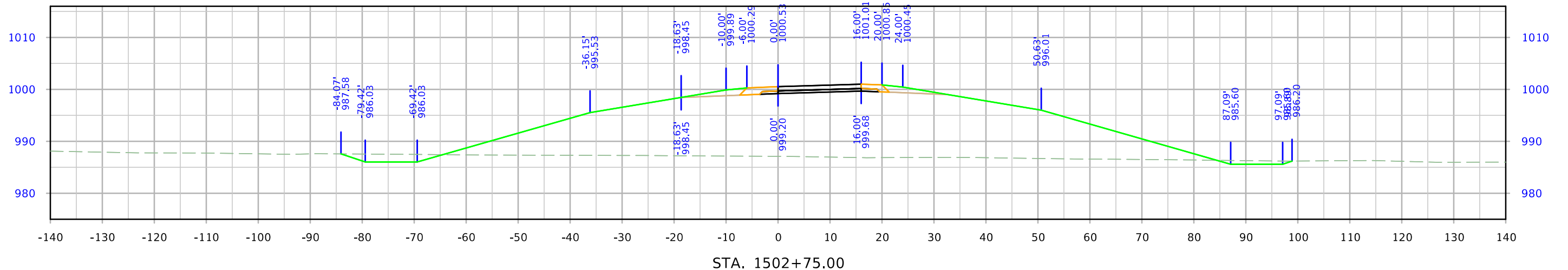
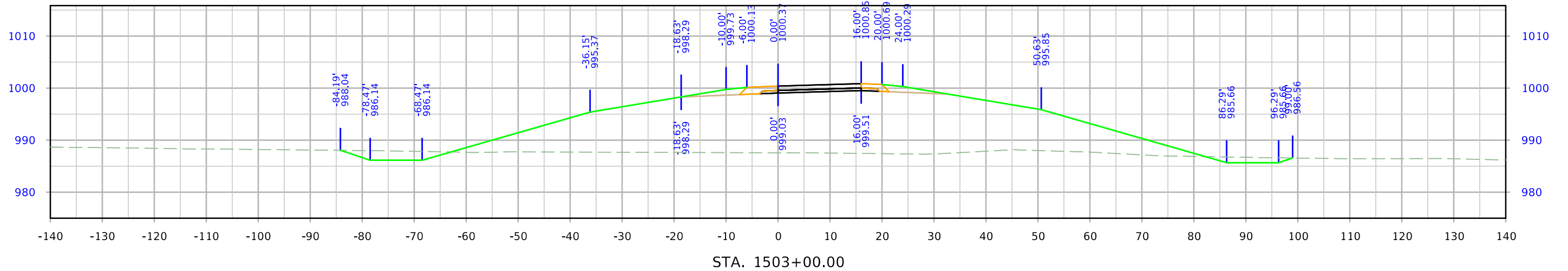
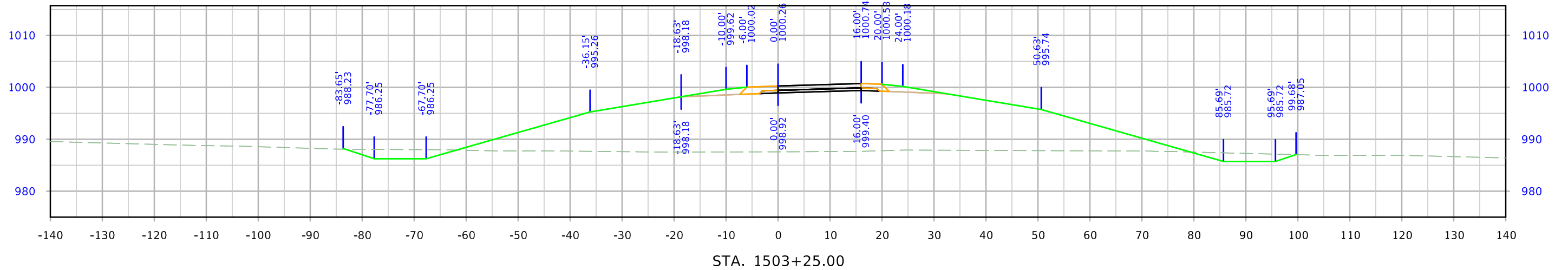


STA. 1501+25.00

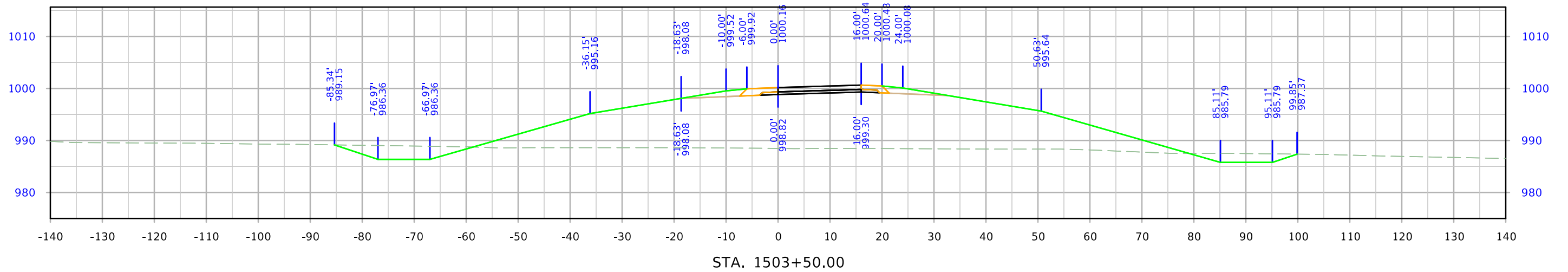
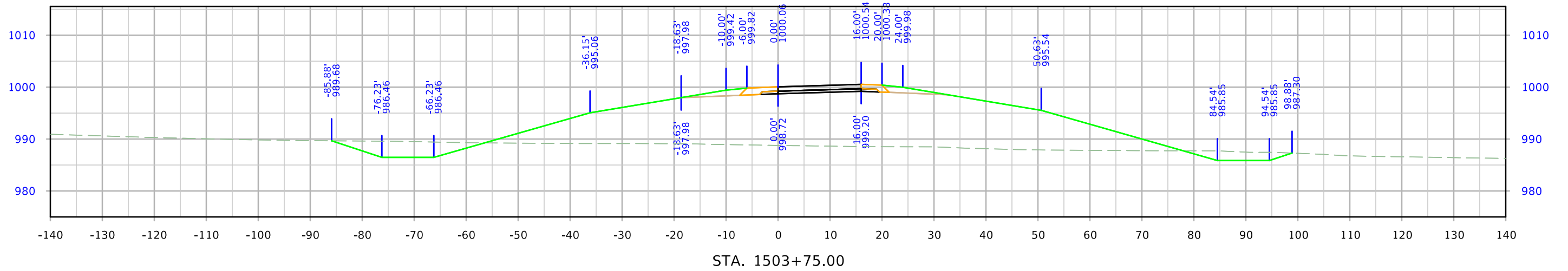
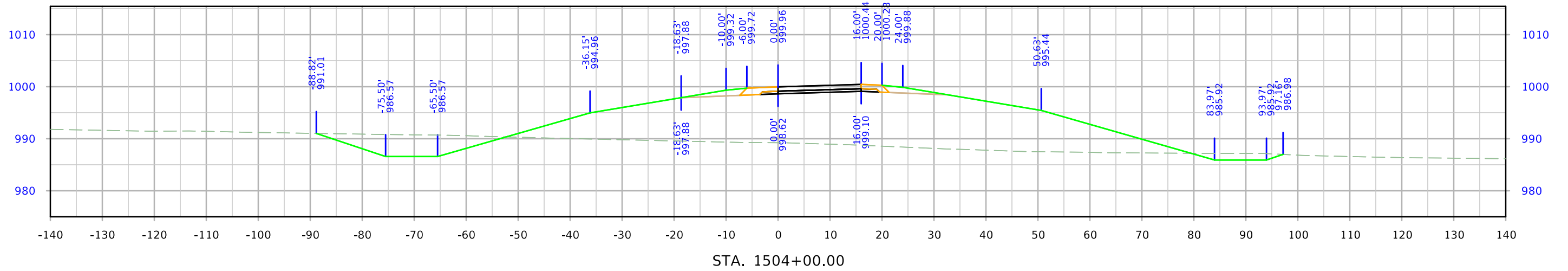
610th Ramp A



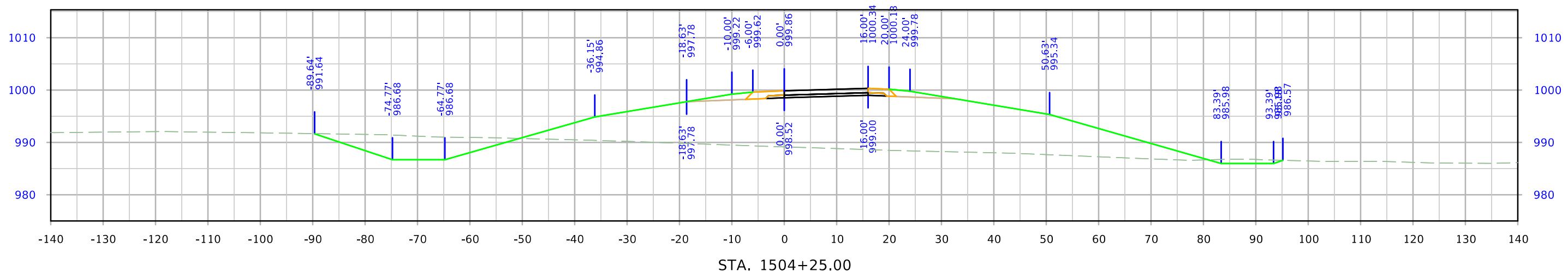
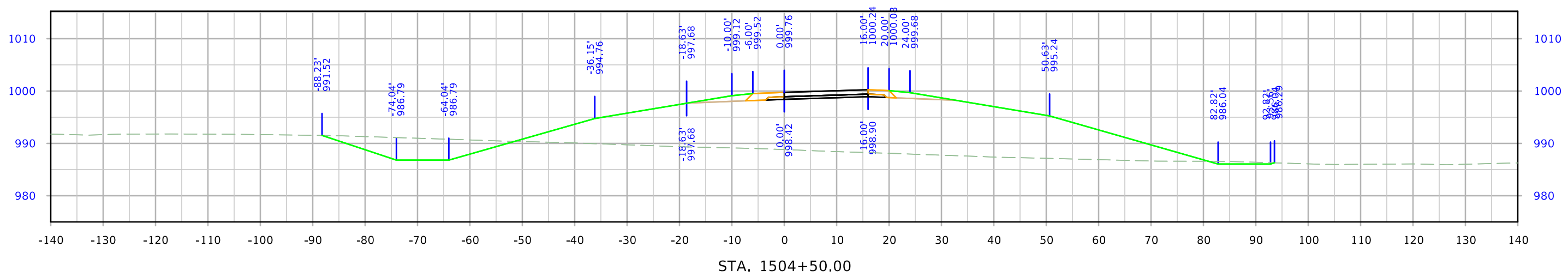
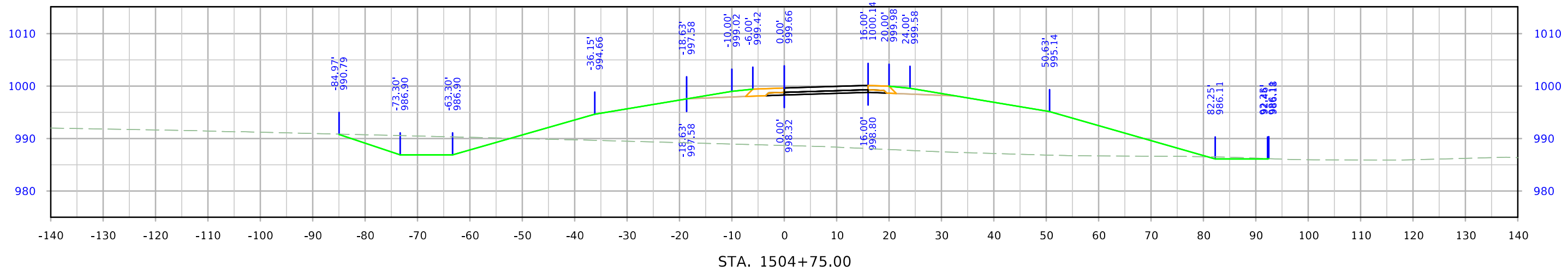
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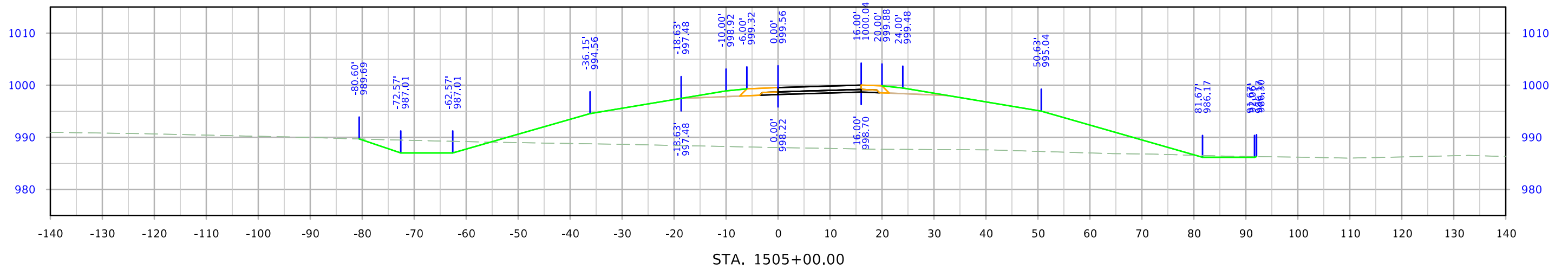
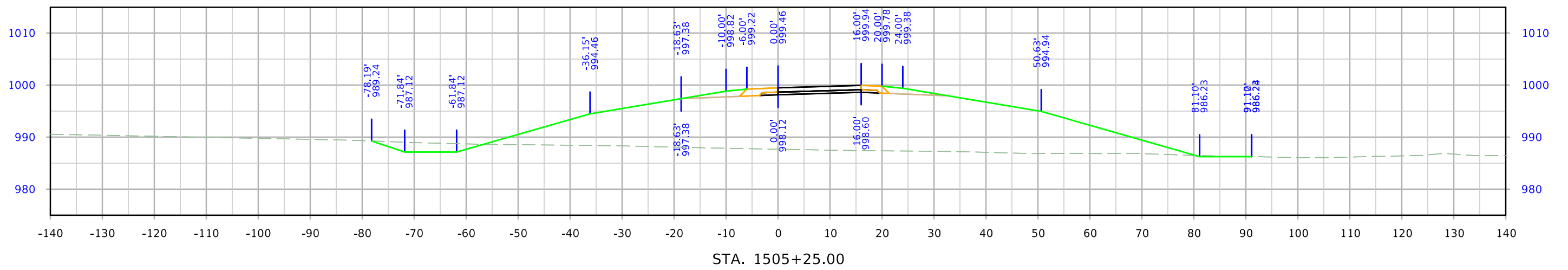
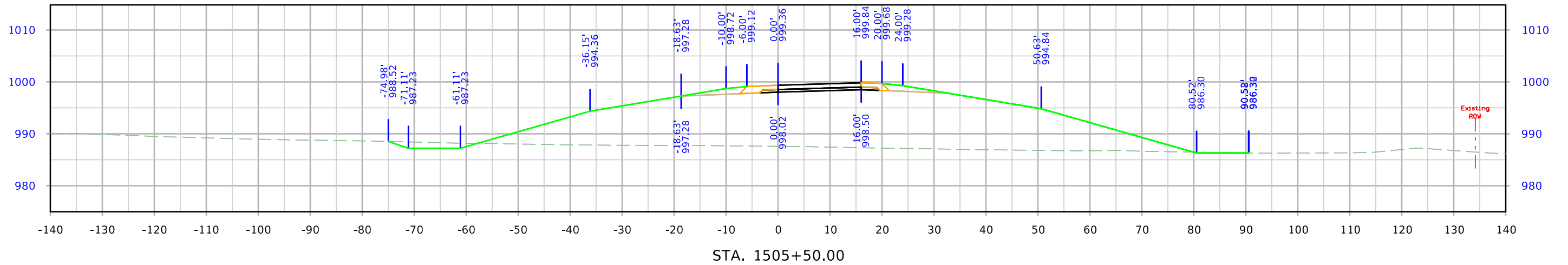
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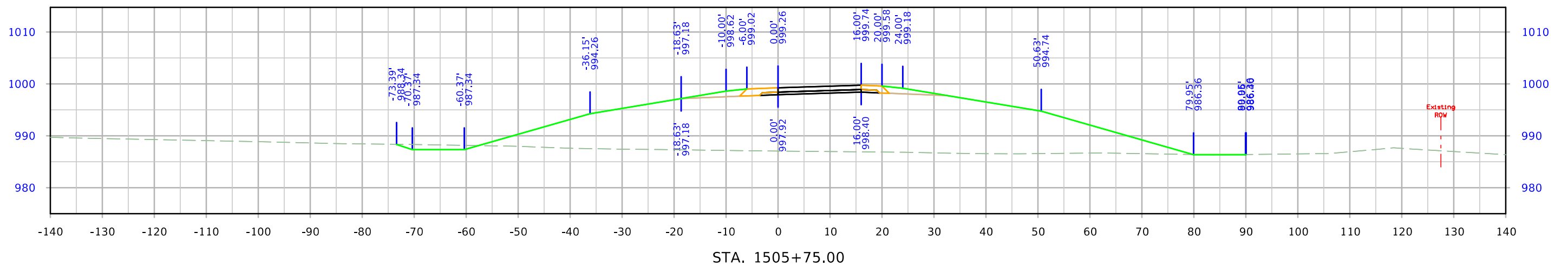
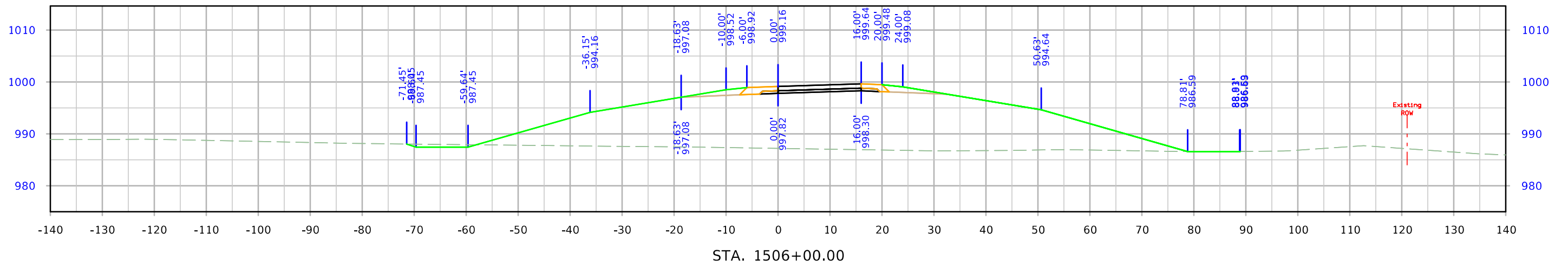
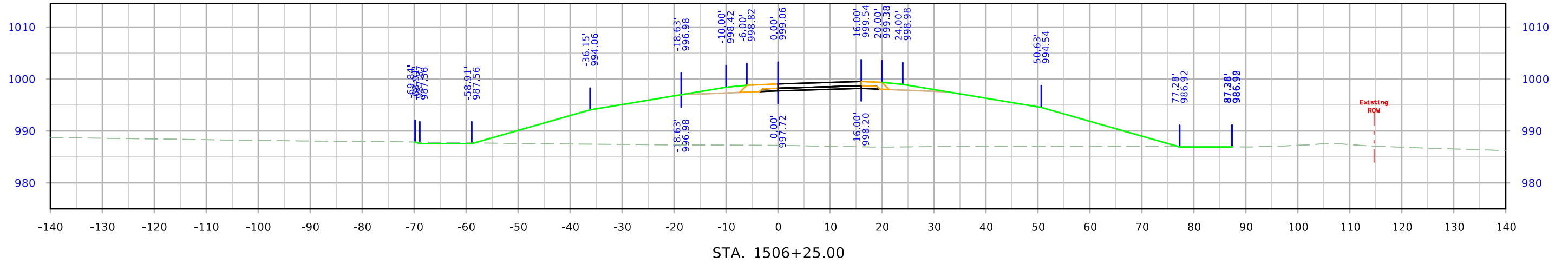
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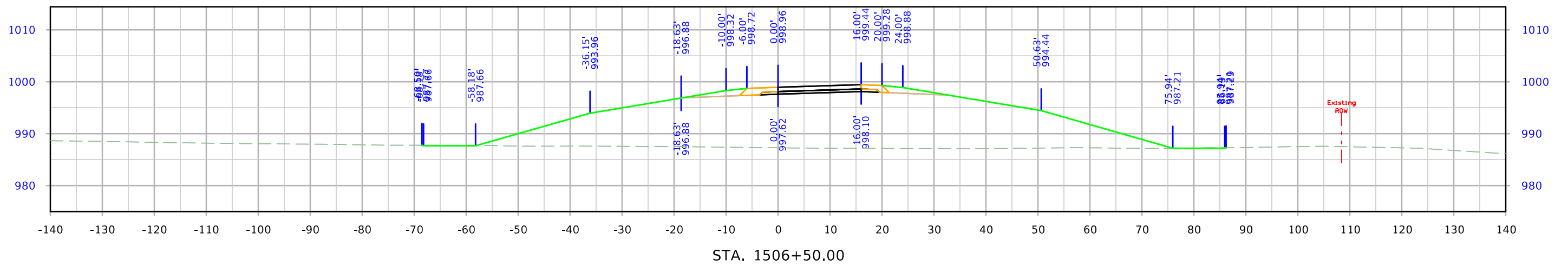
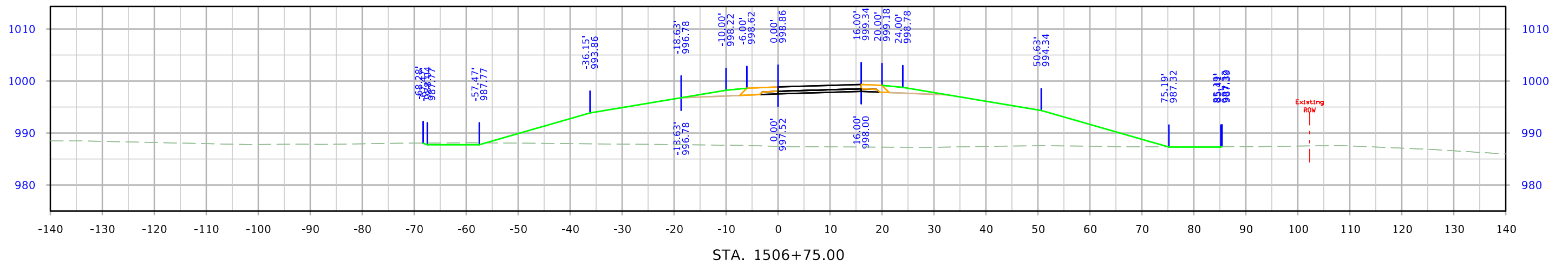
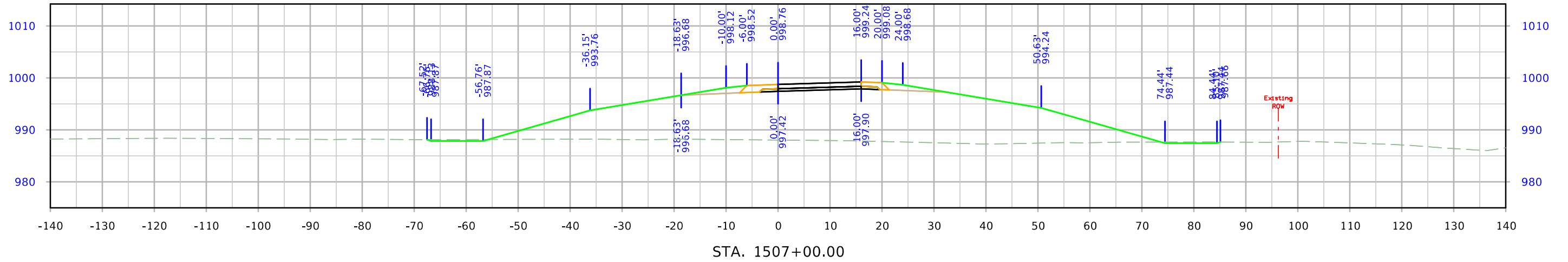
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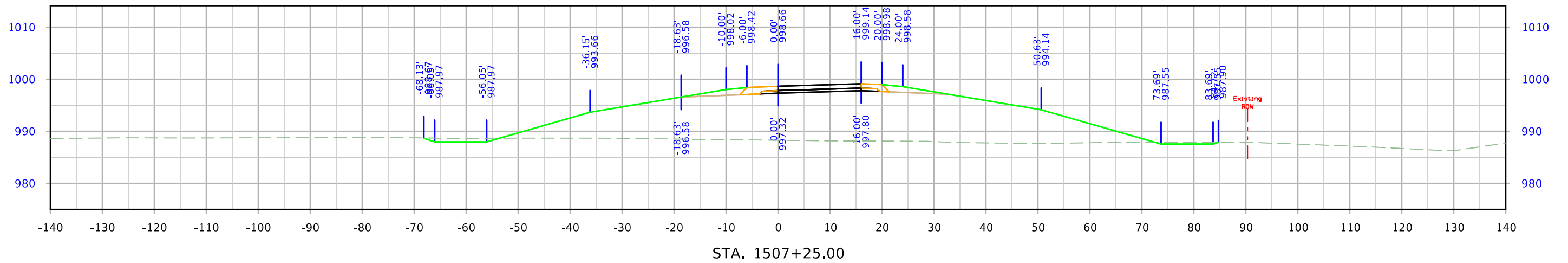
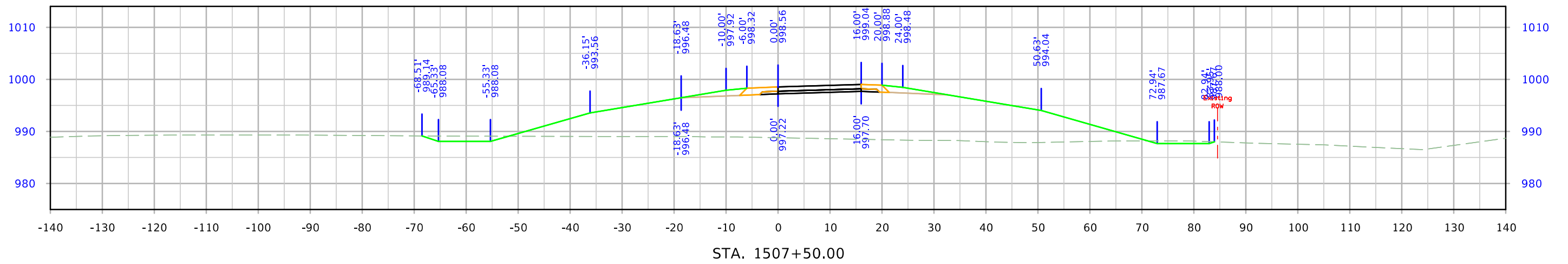
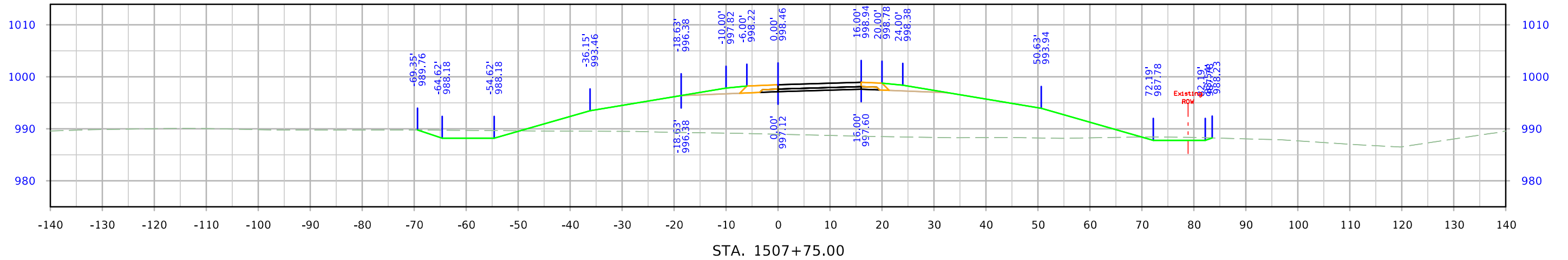
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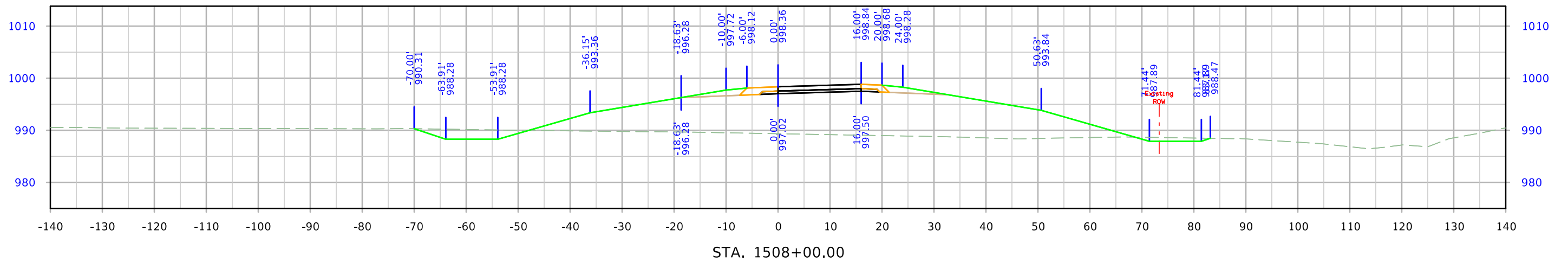
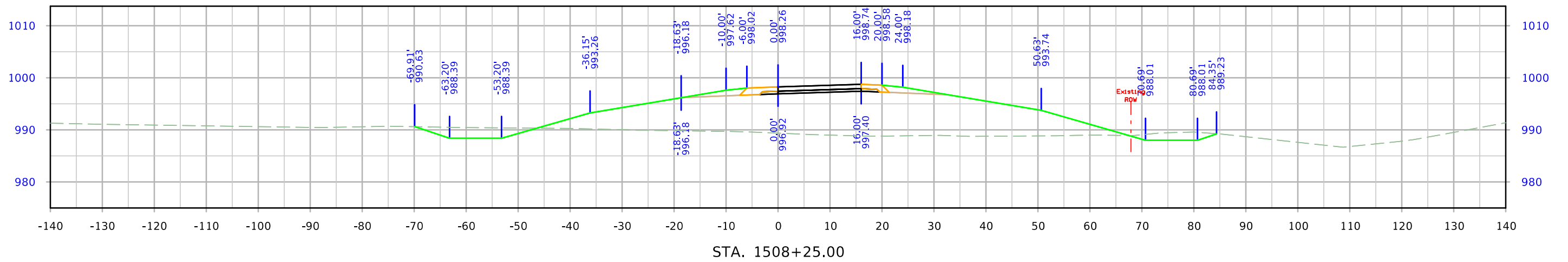
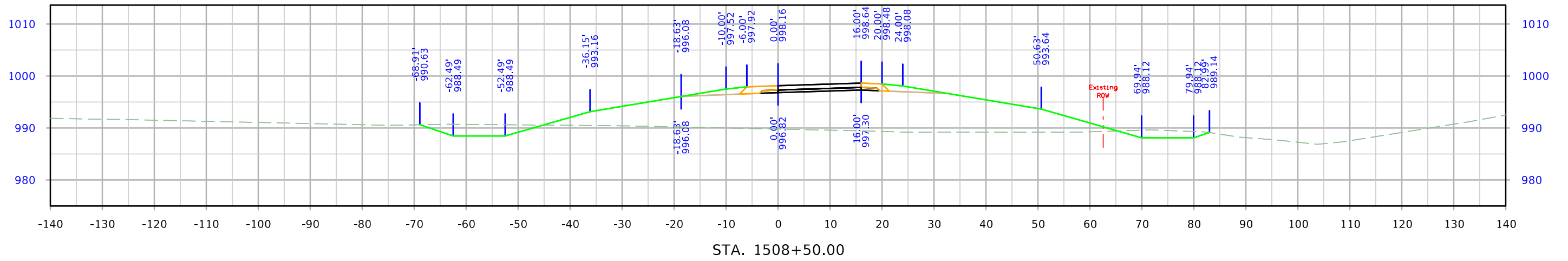
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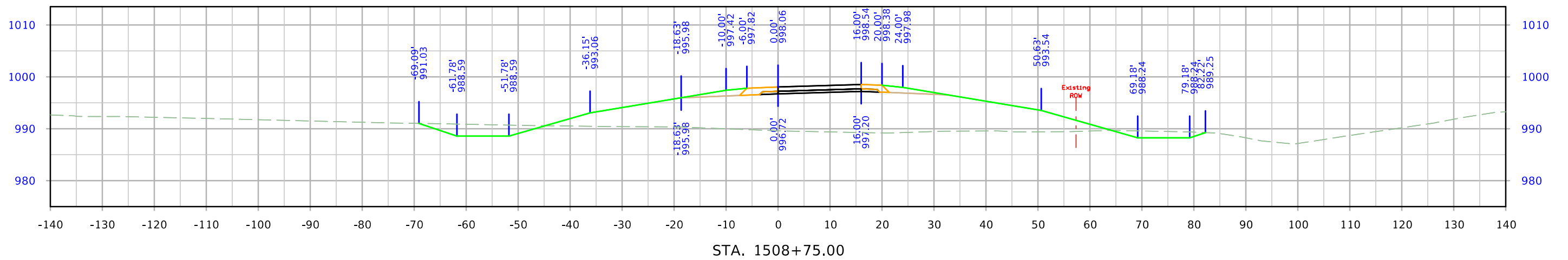
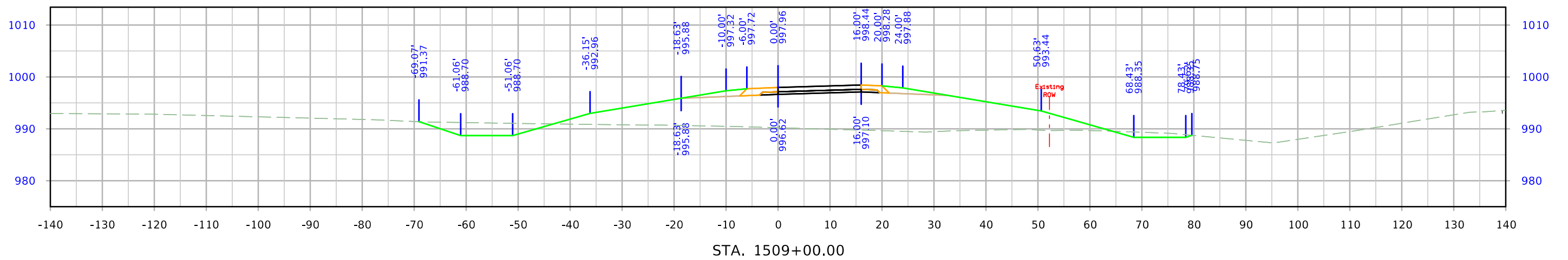
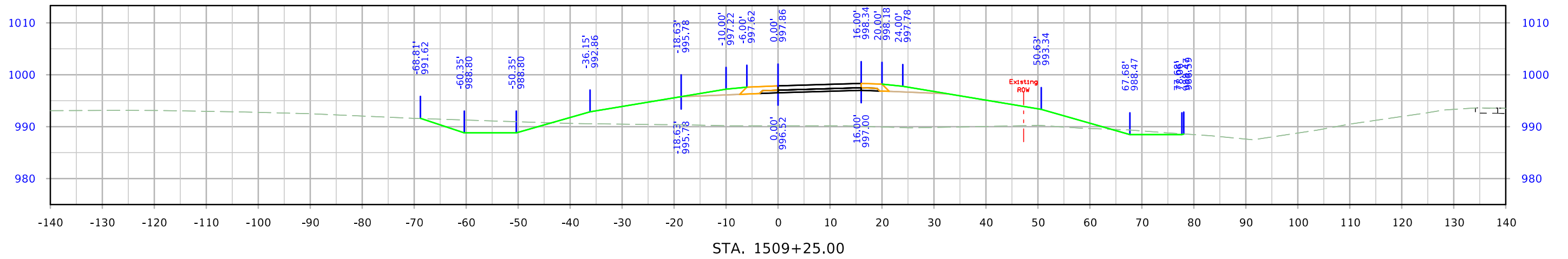
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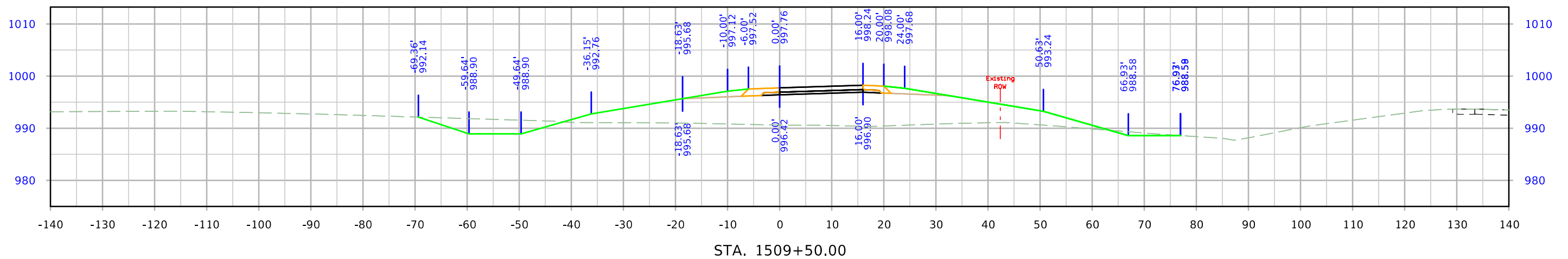
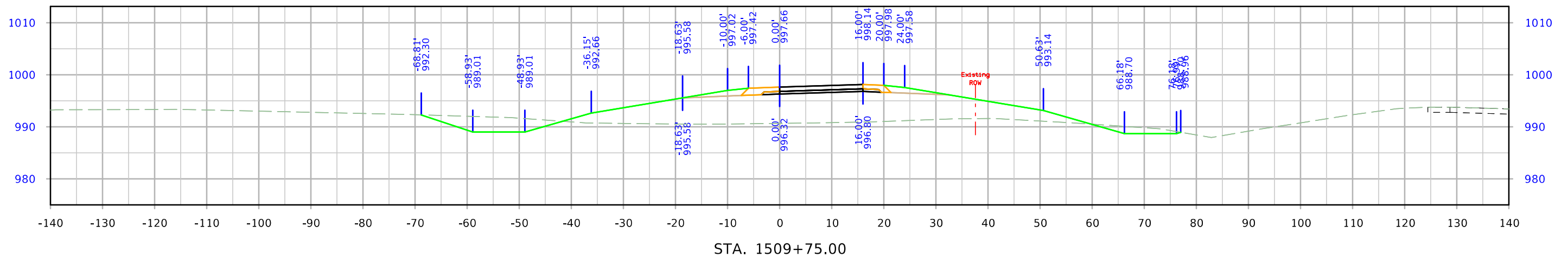
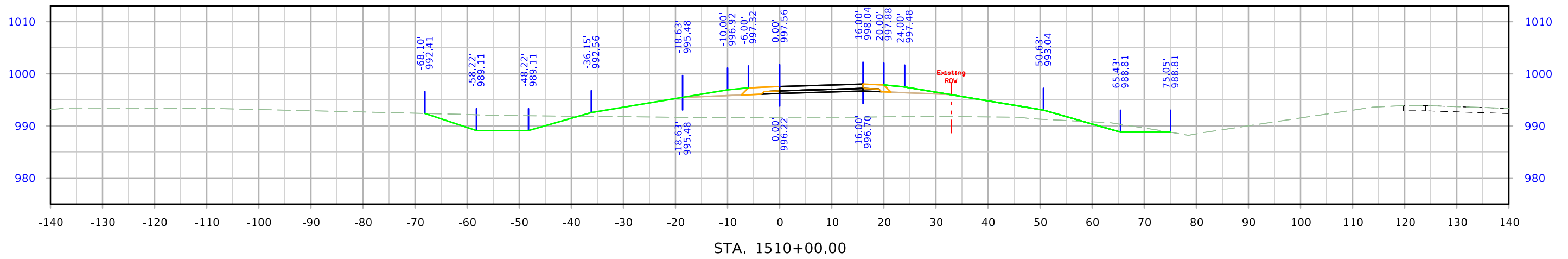
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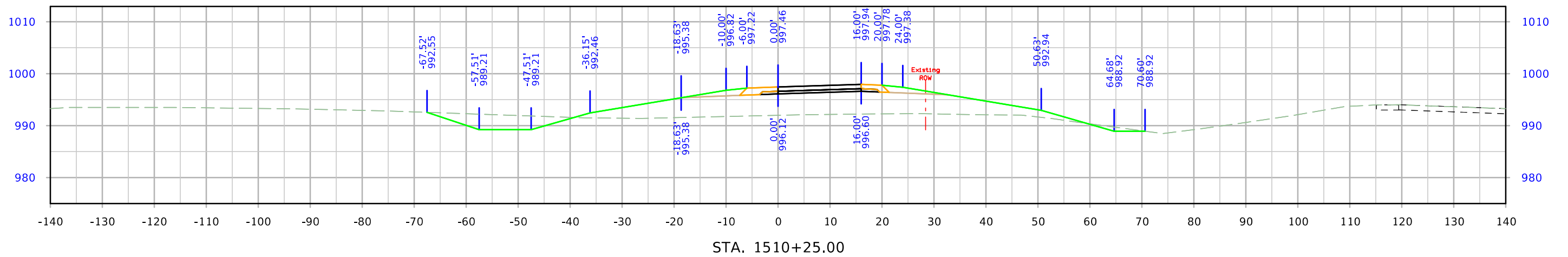
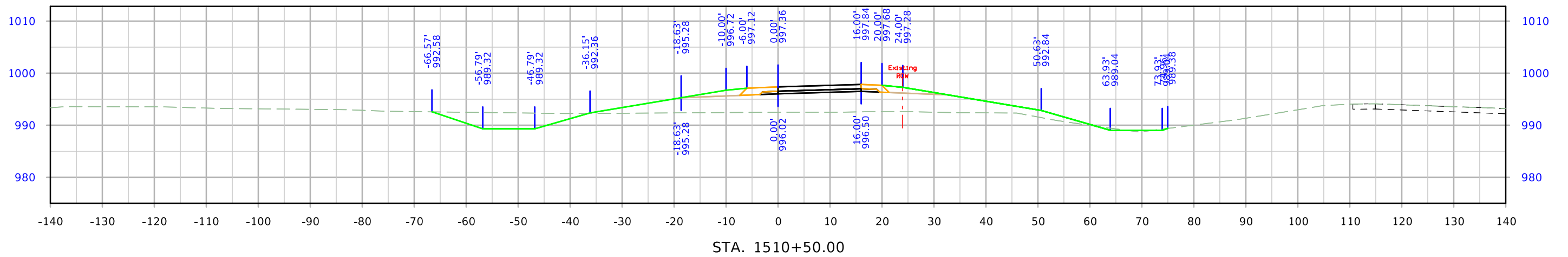
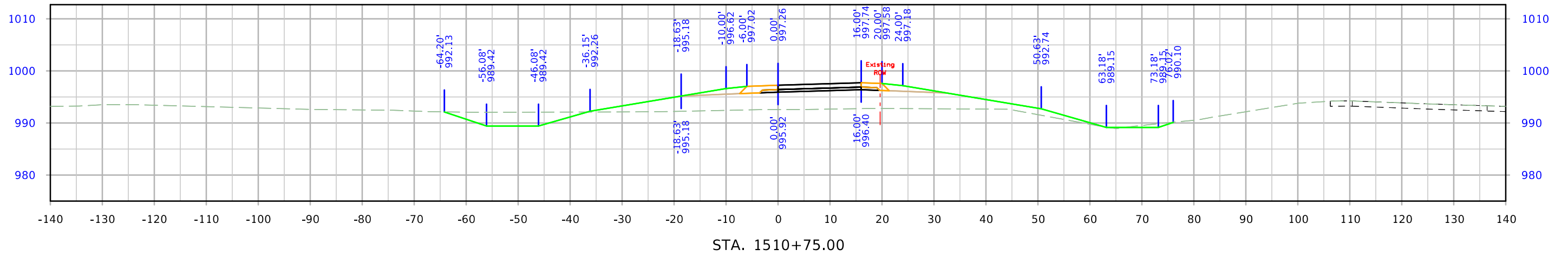
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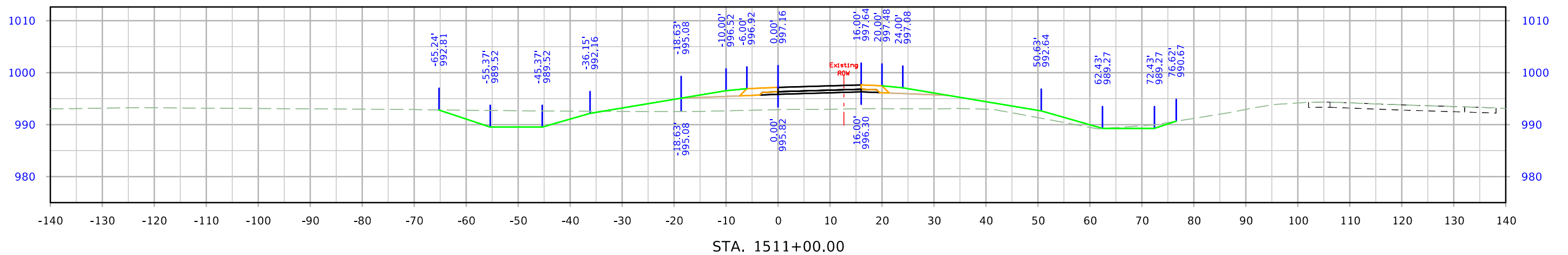
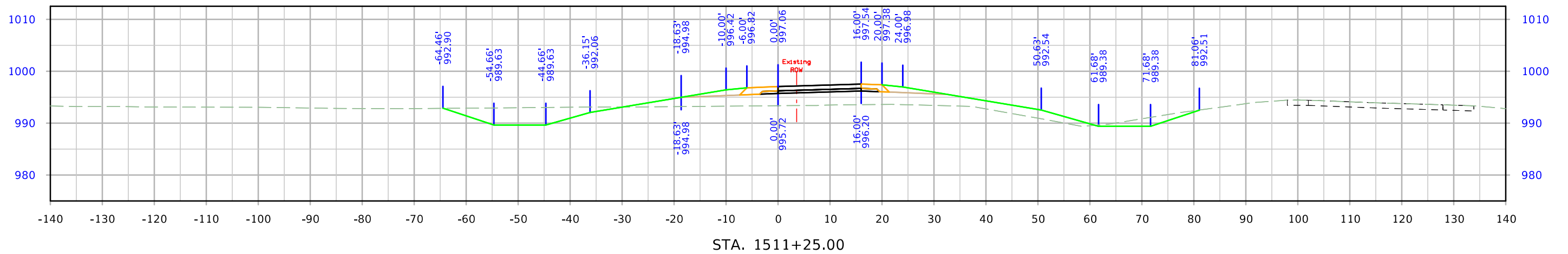
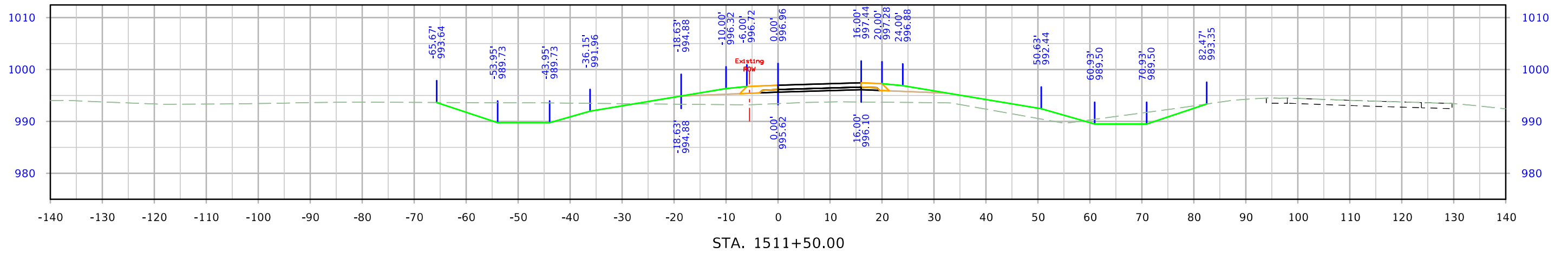
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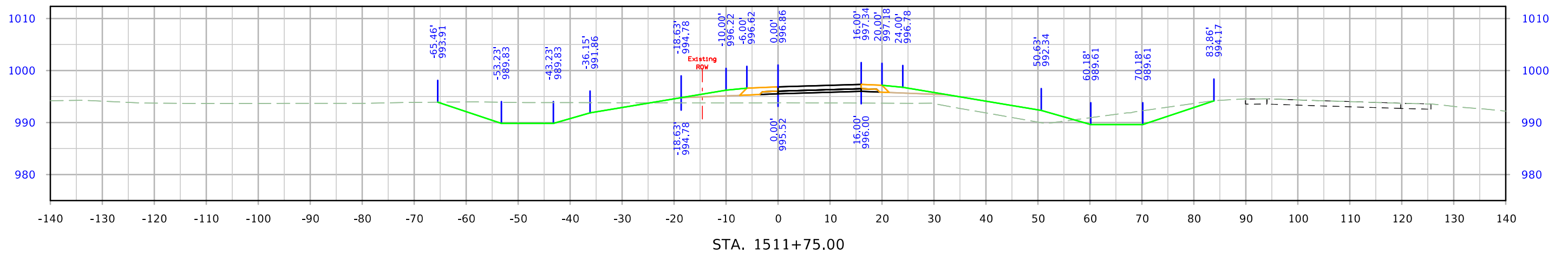
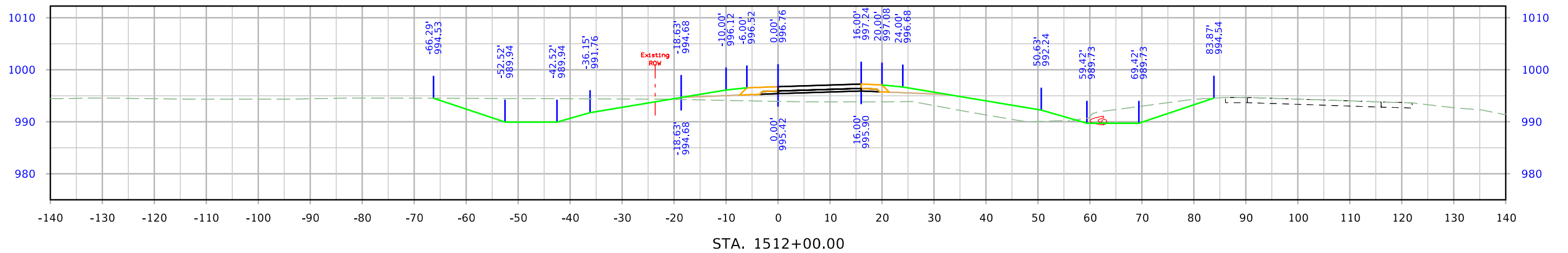
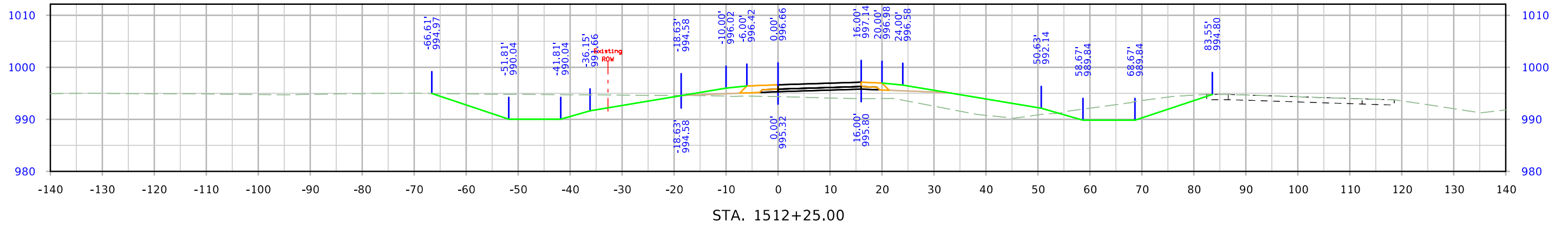
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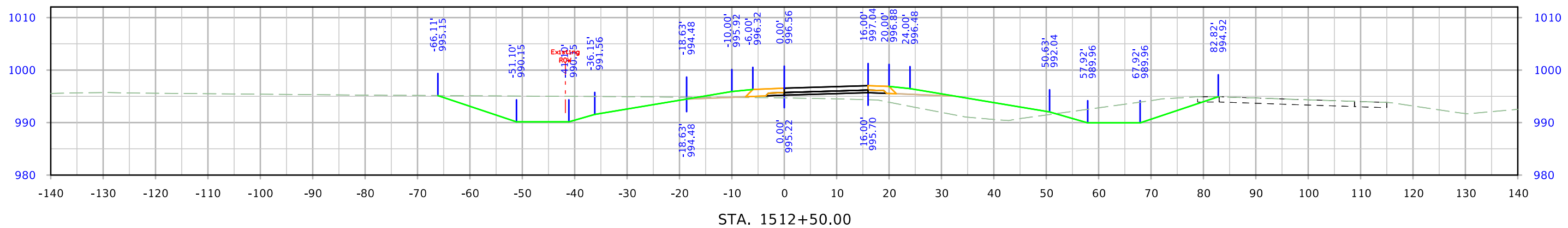
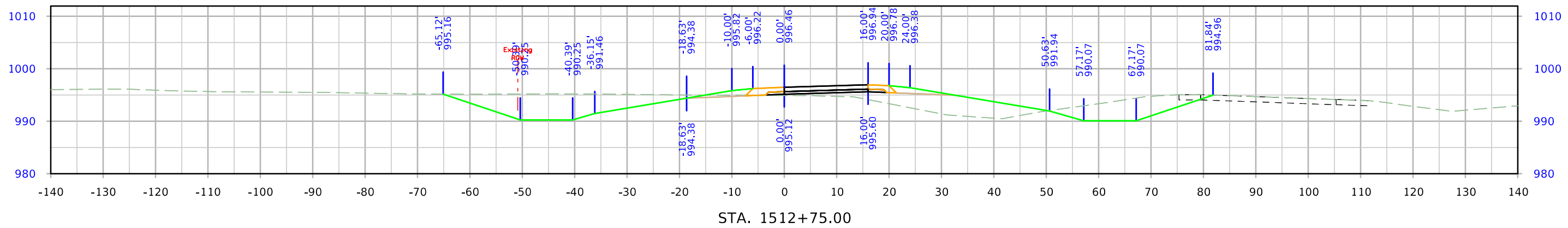
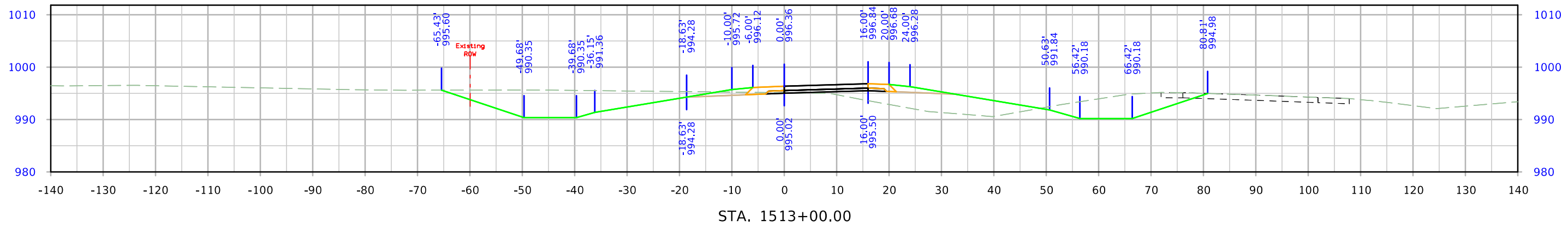
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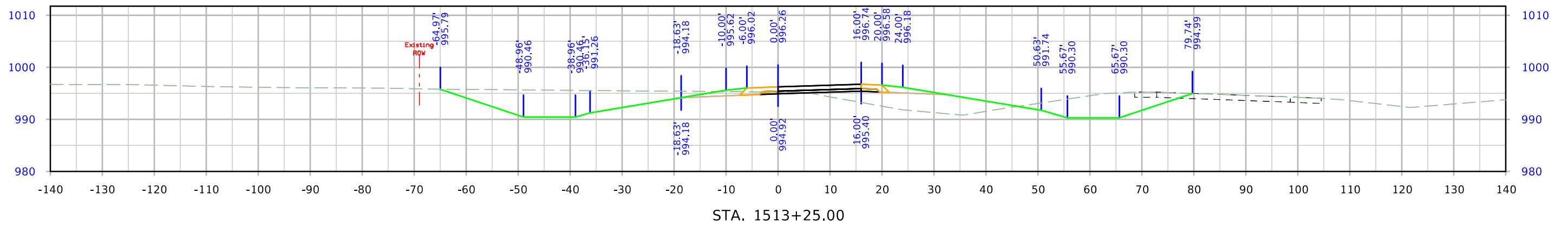
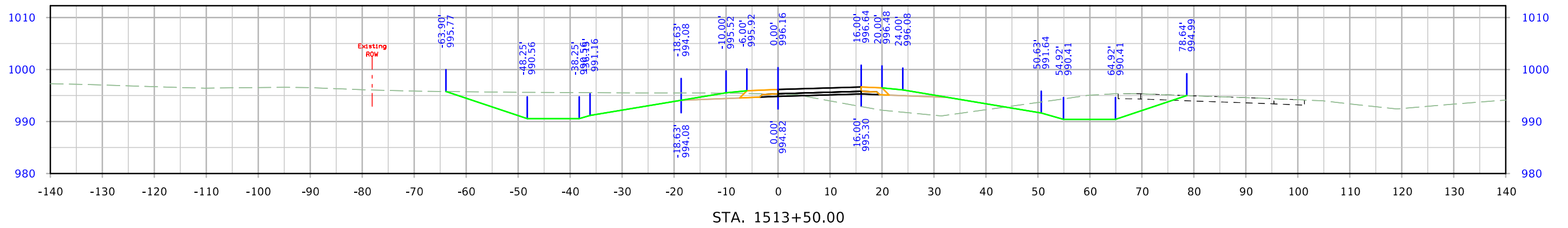
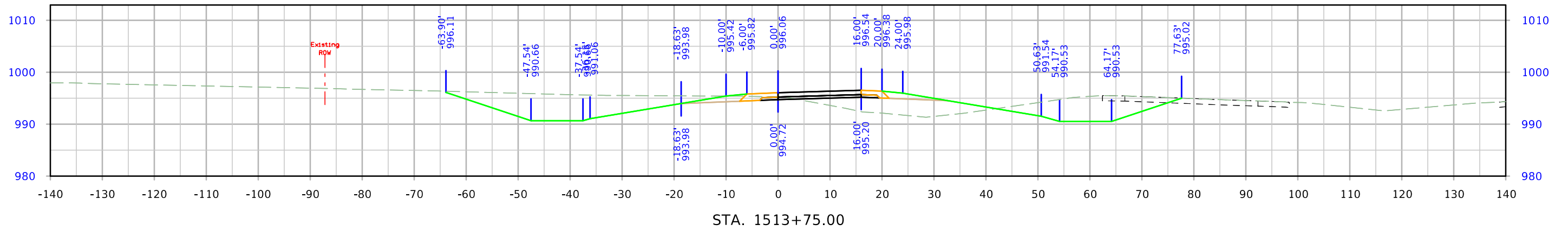
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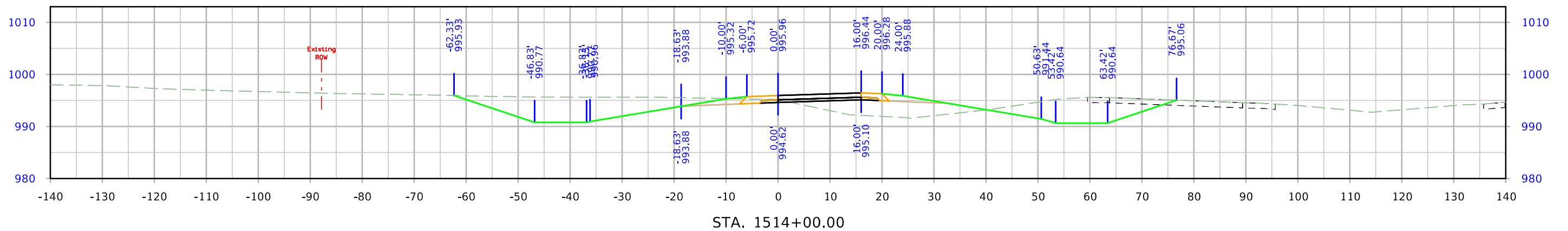
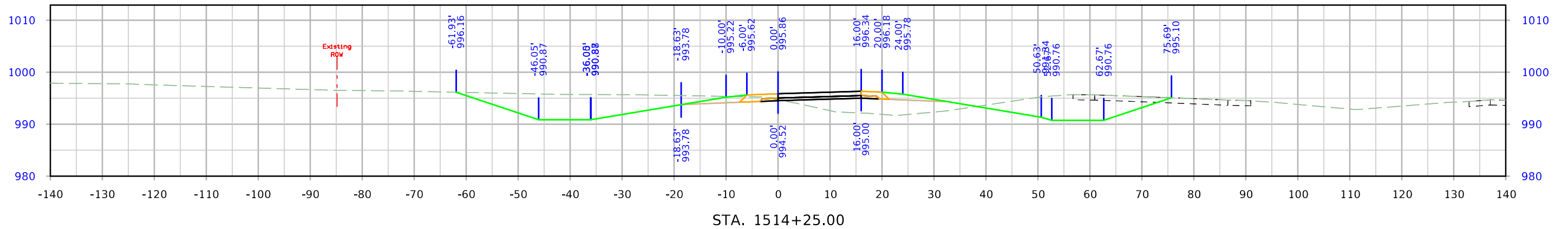
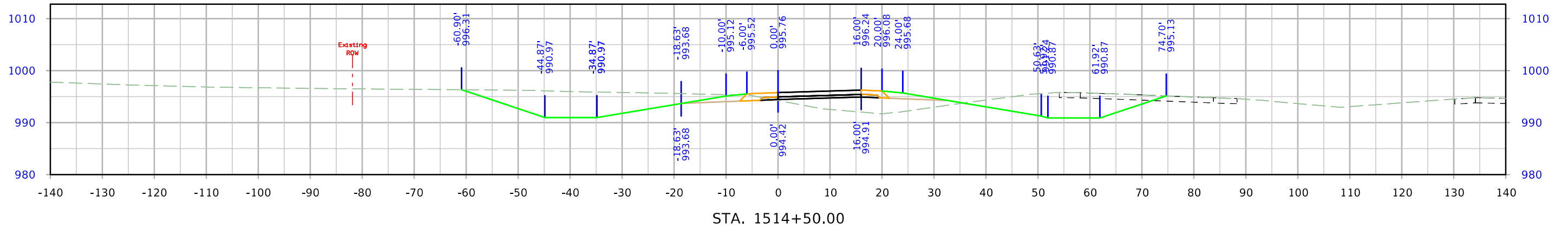
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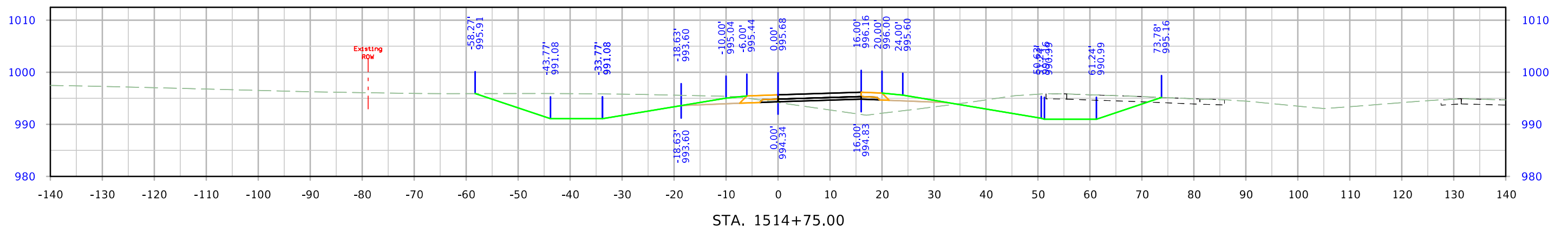
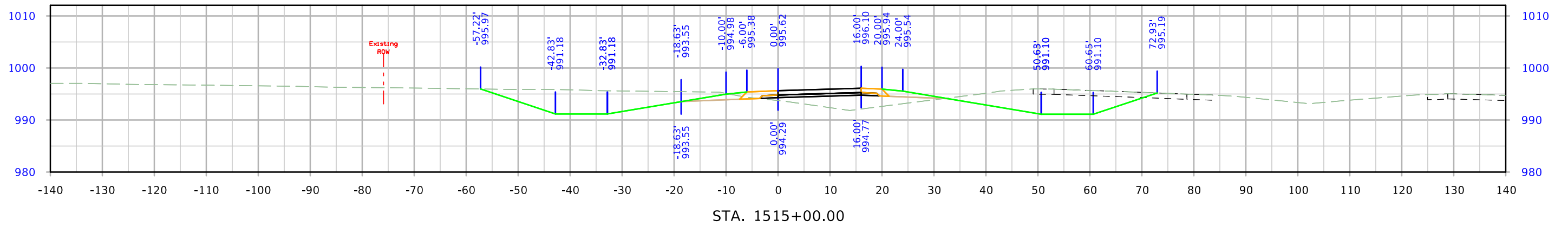
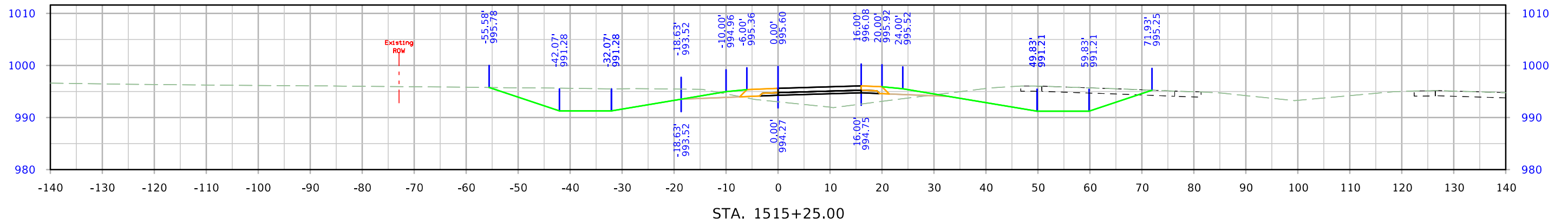
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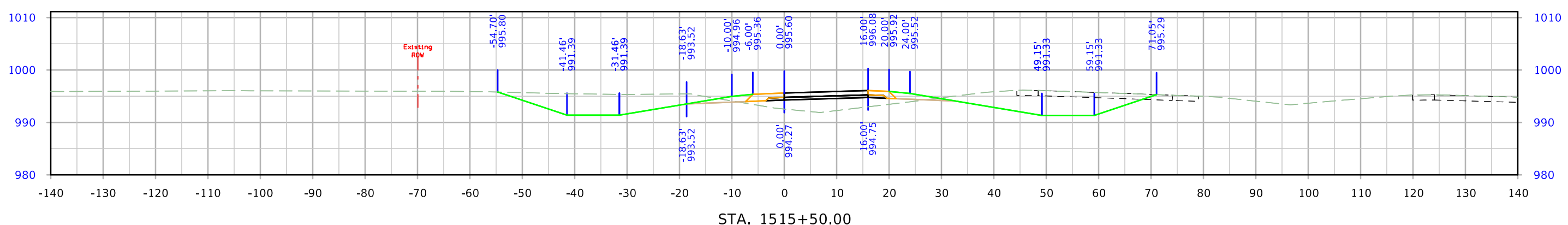
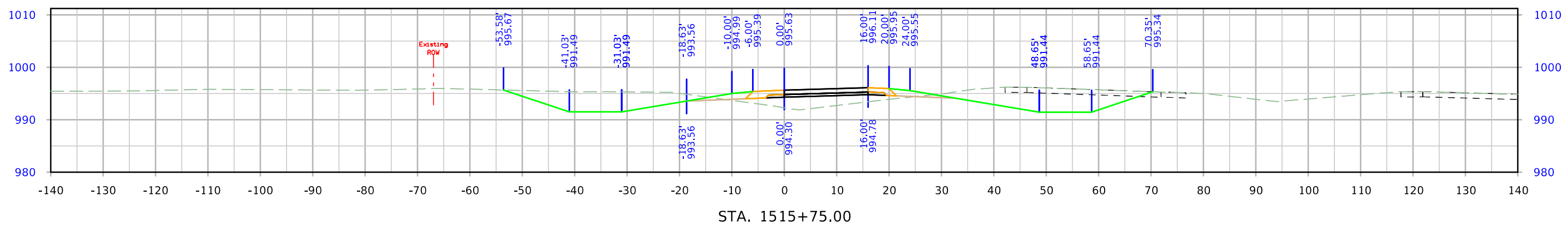
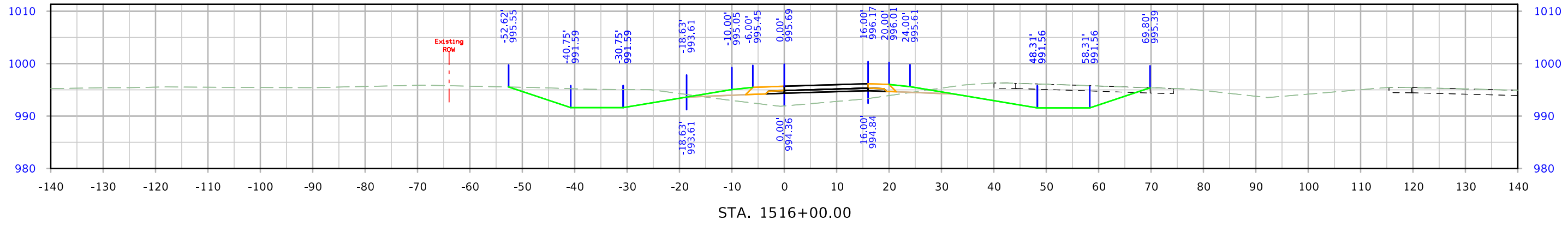
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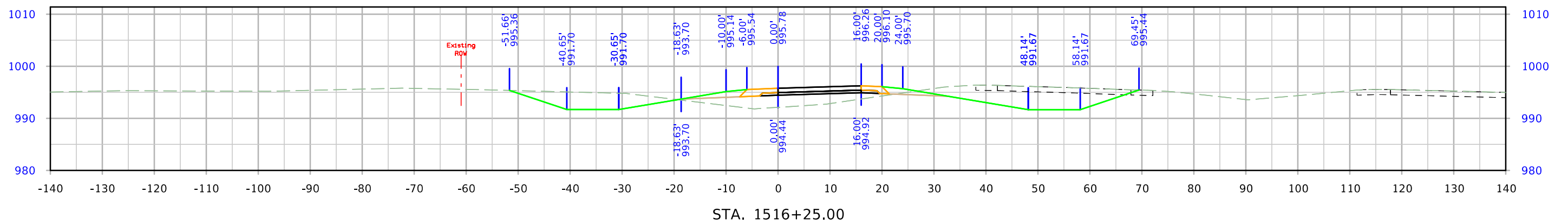
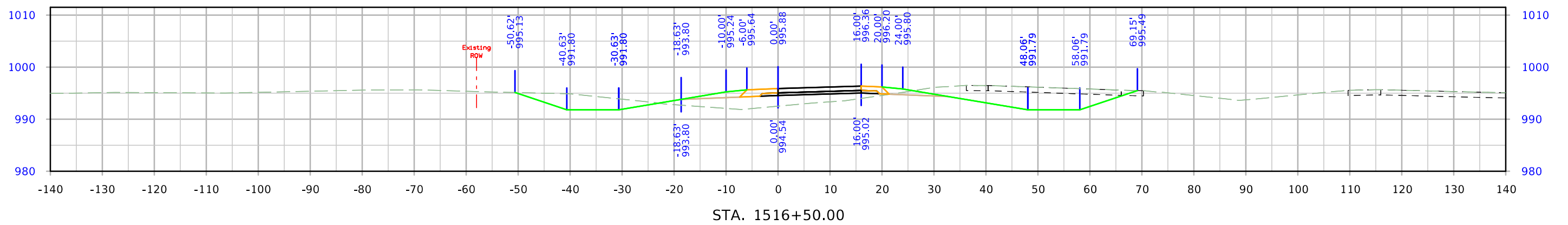
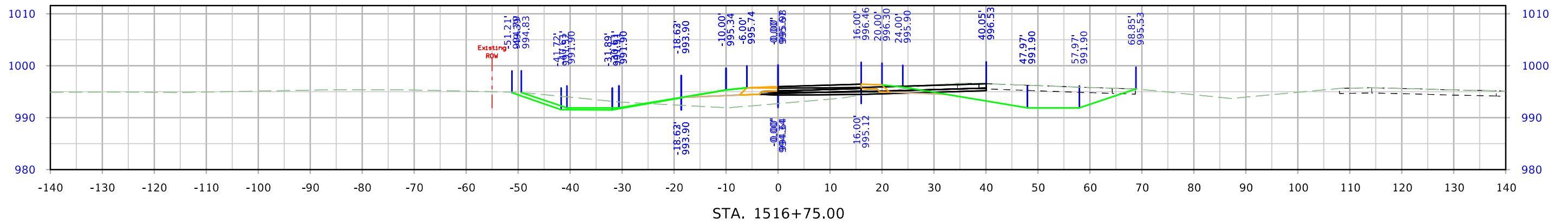
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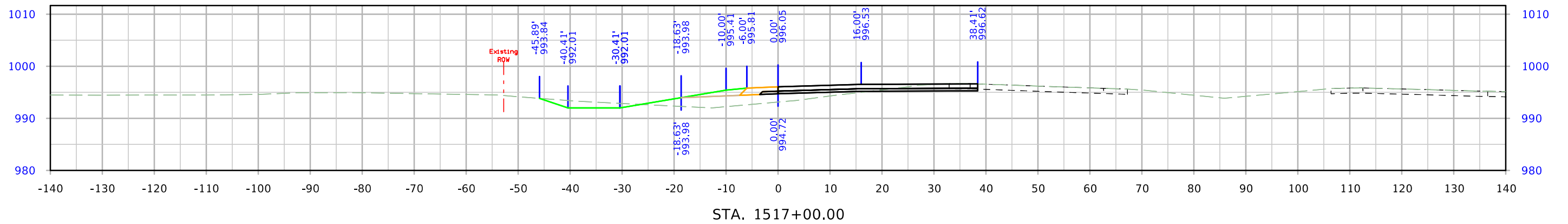
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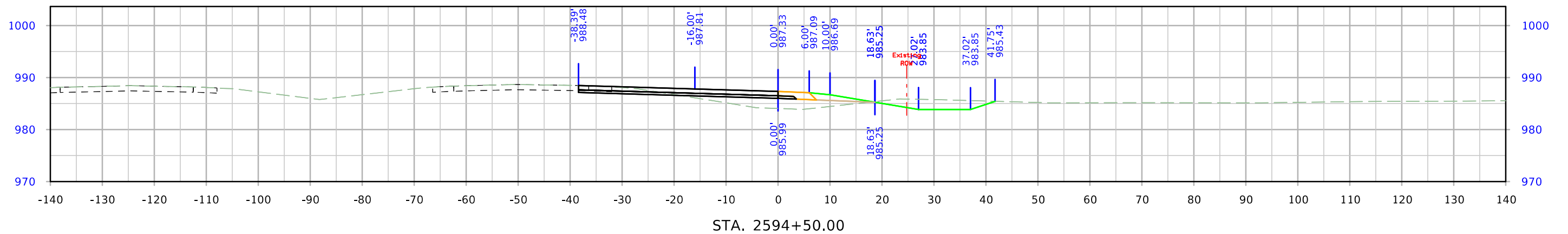
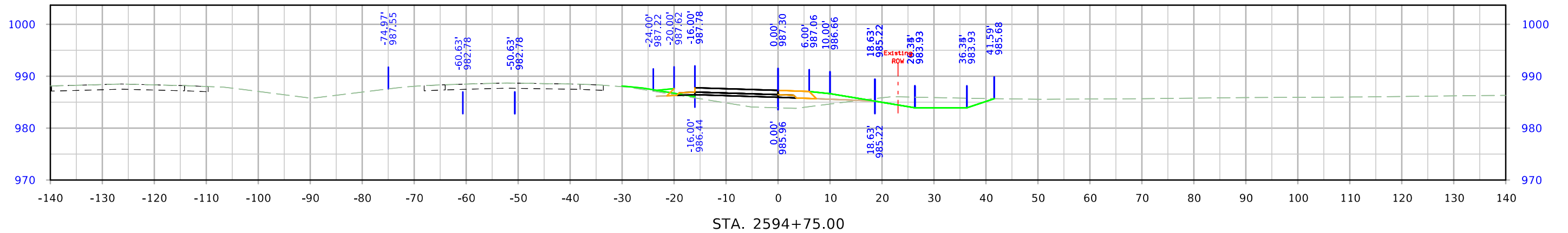
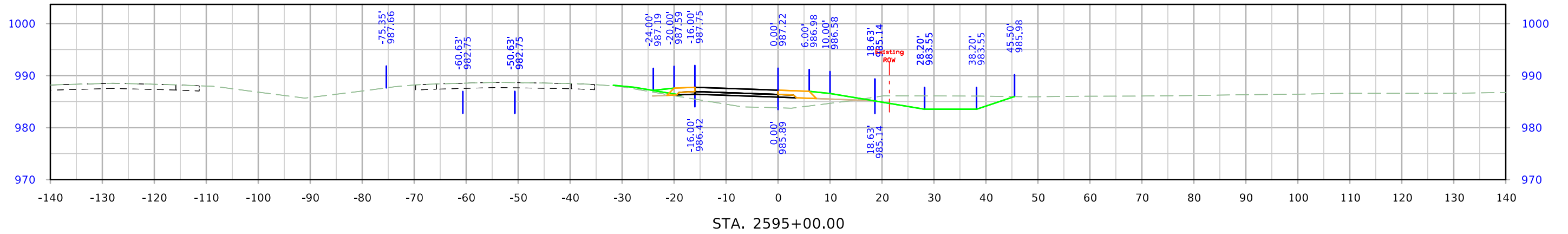
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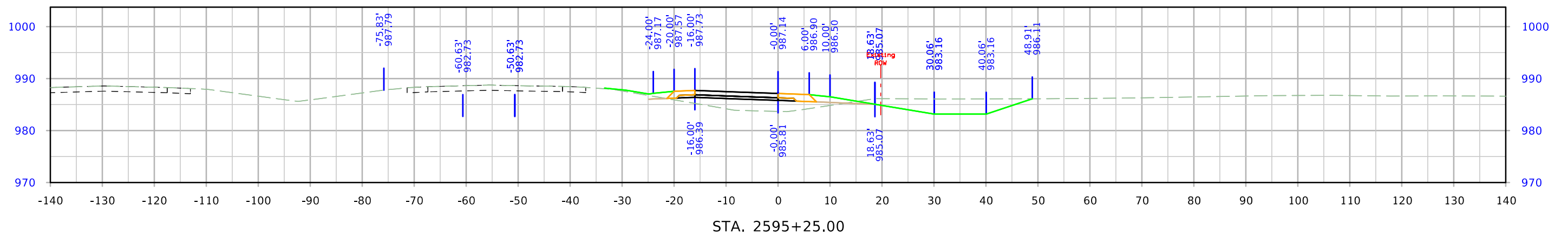
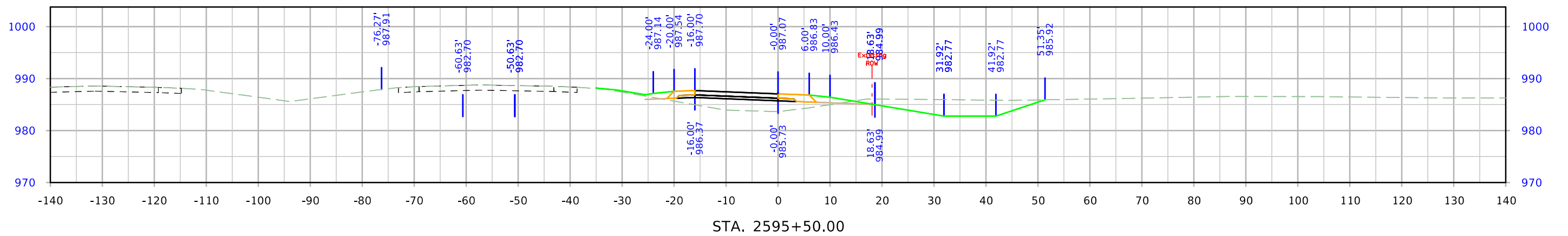
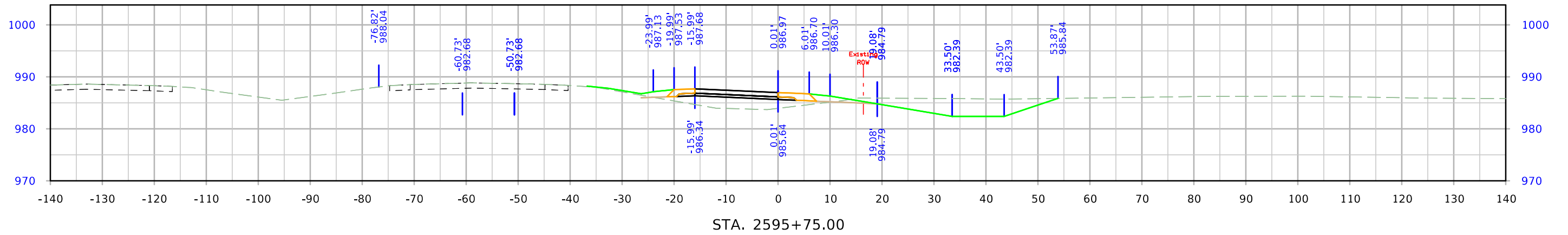
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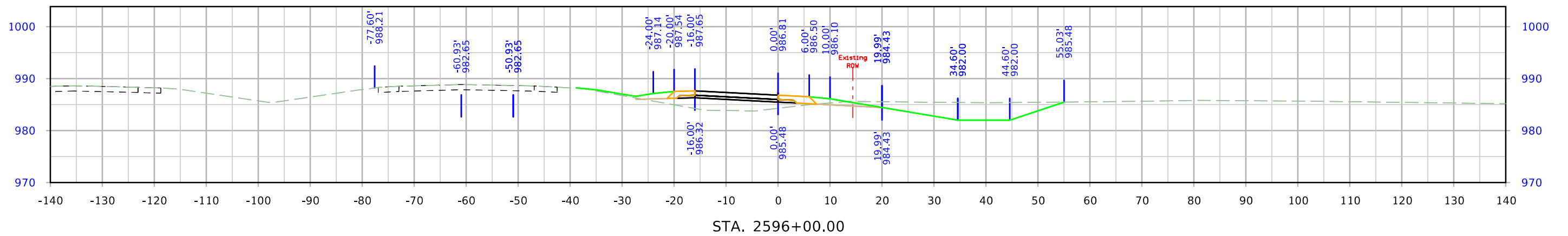
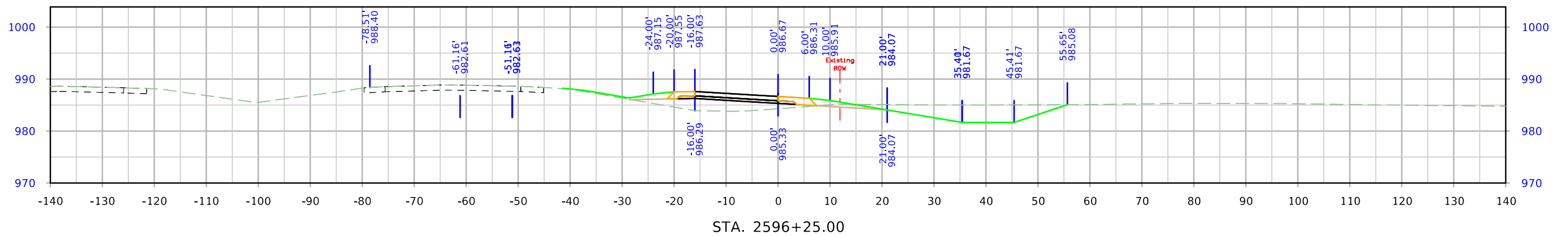
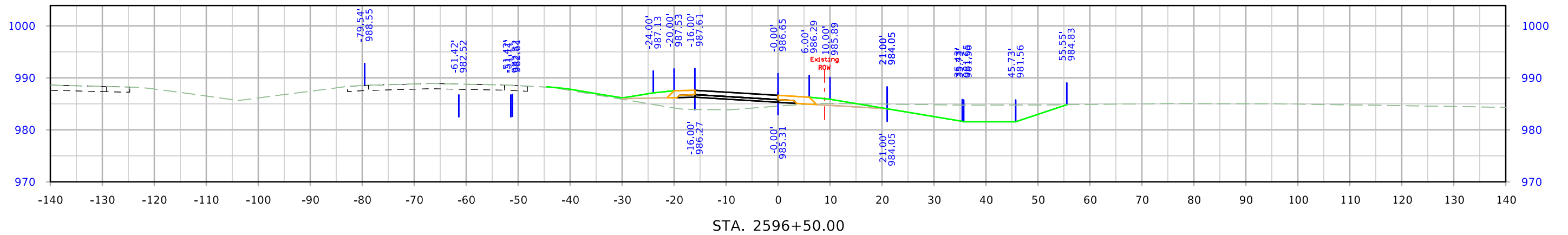
610th Ramp B



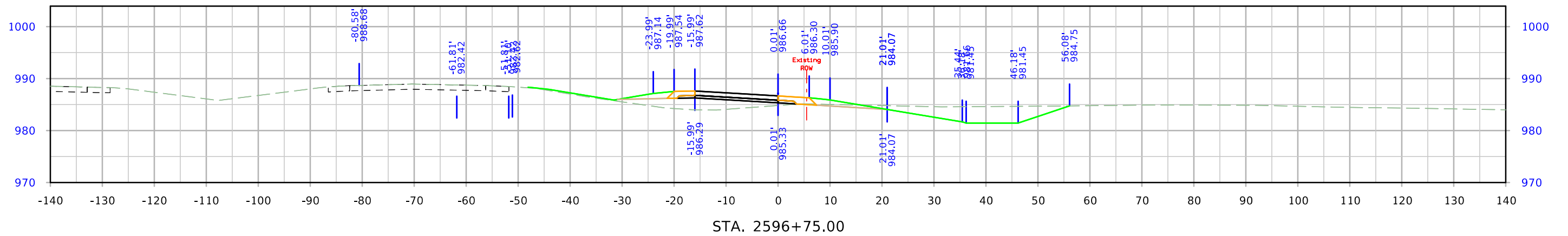
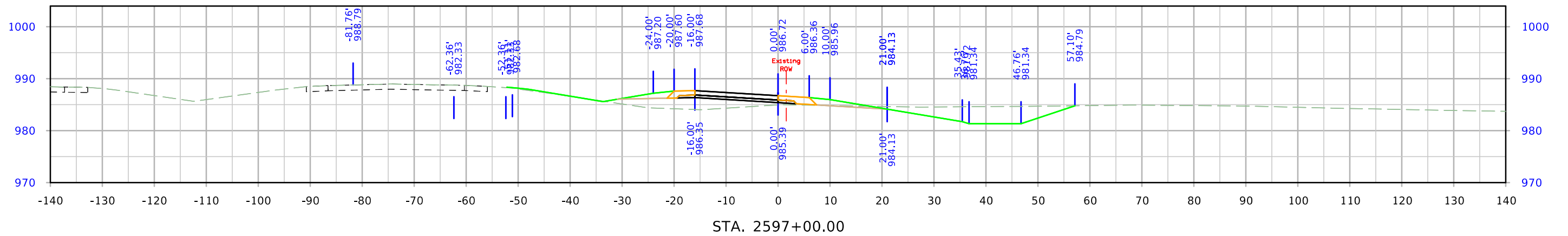
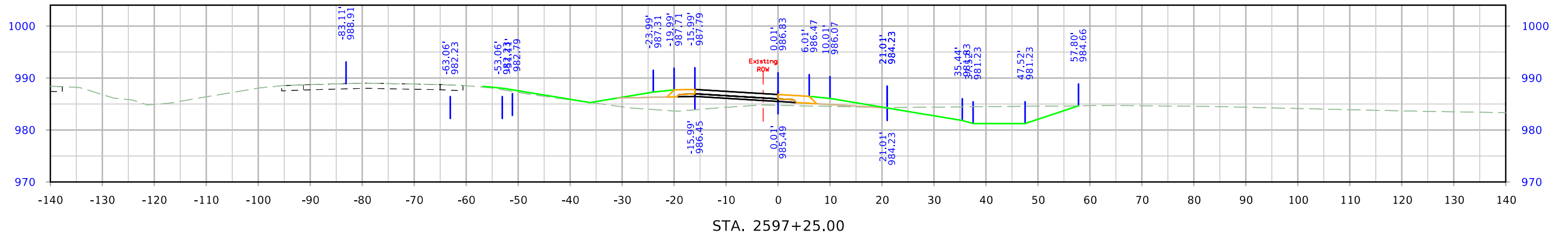
610th Ramp B



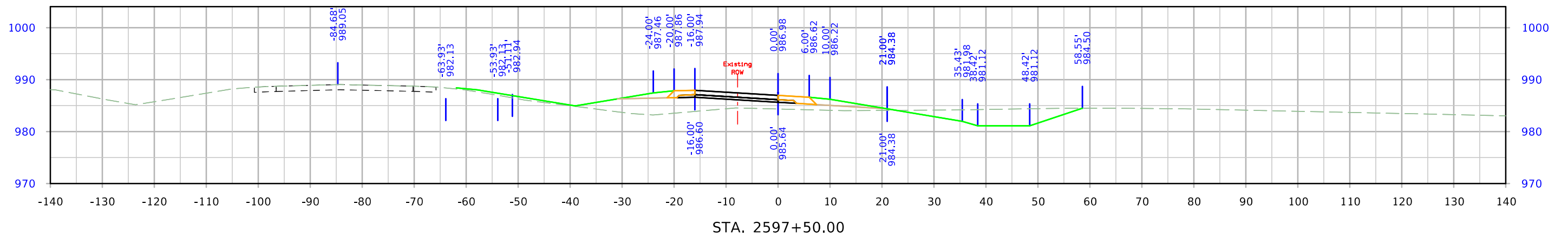
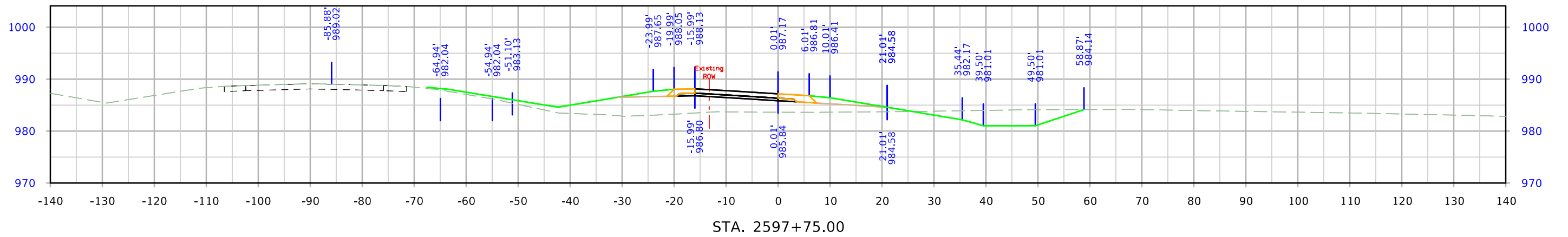
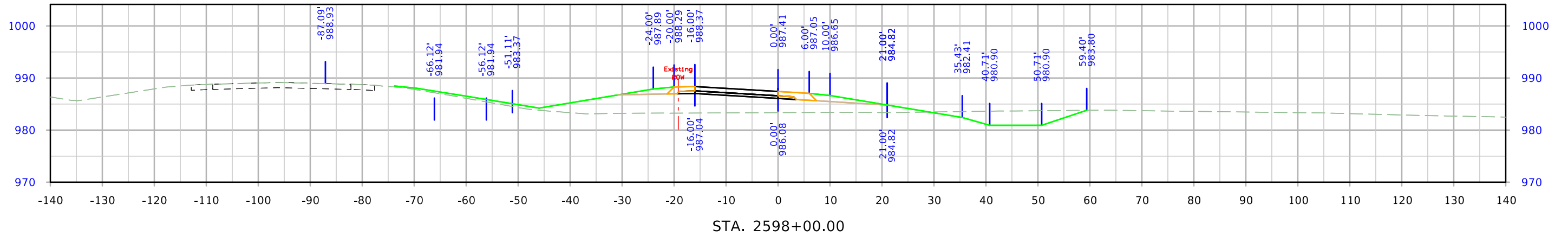
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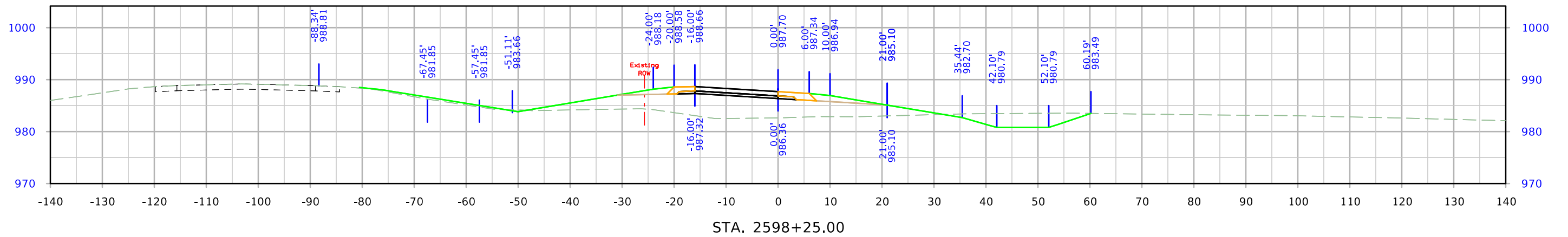
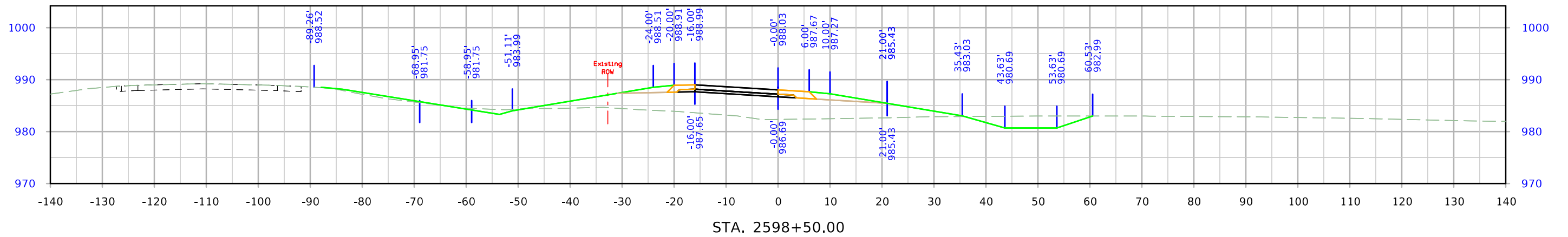
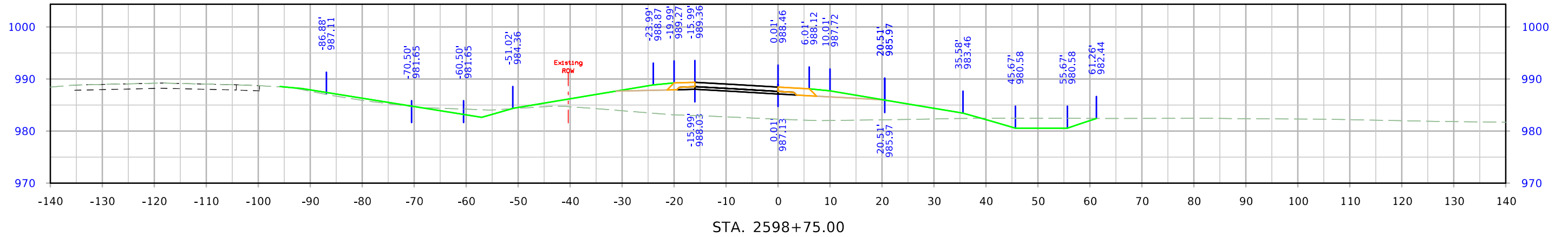
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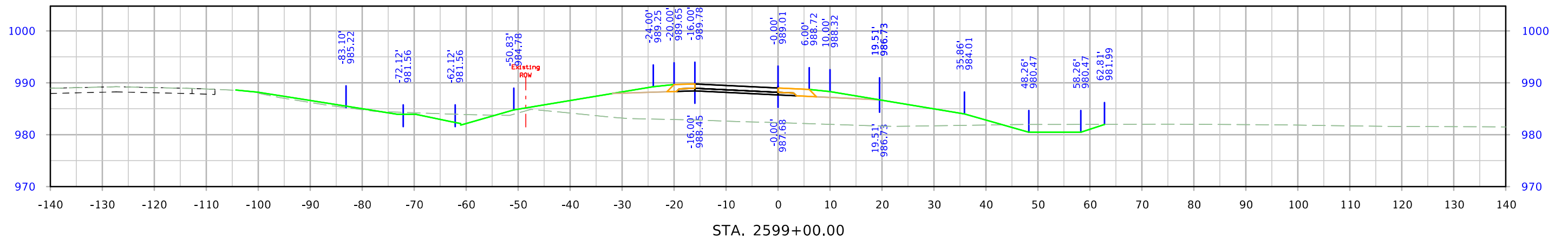
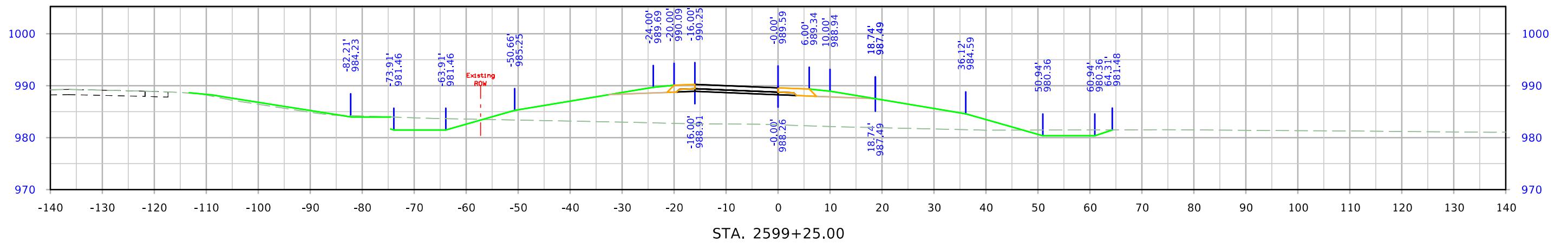
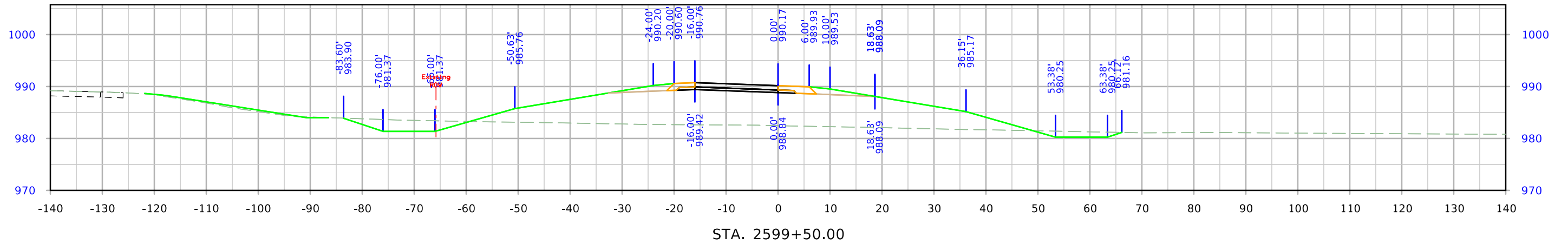
610th Ramp B



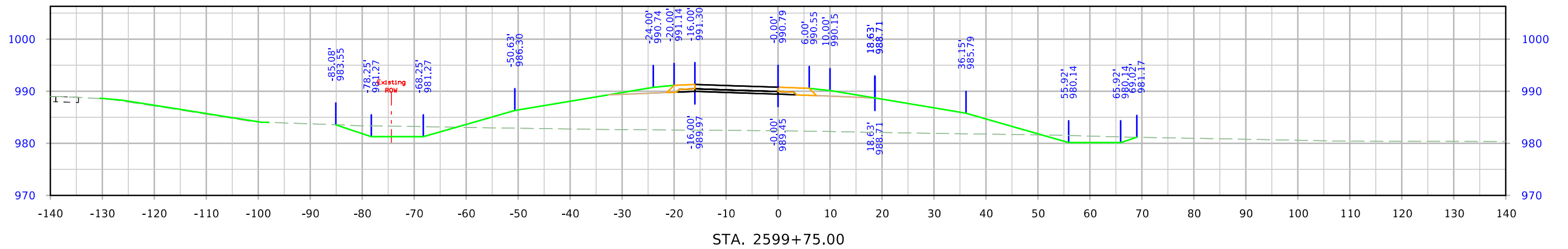
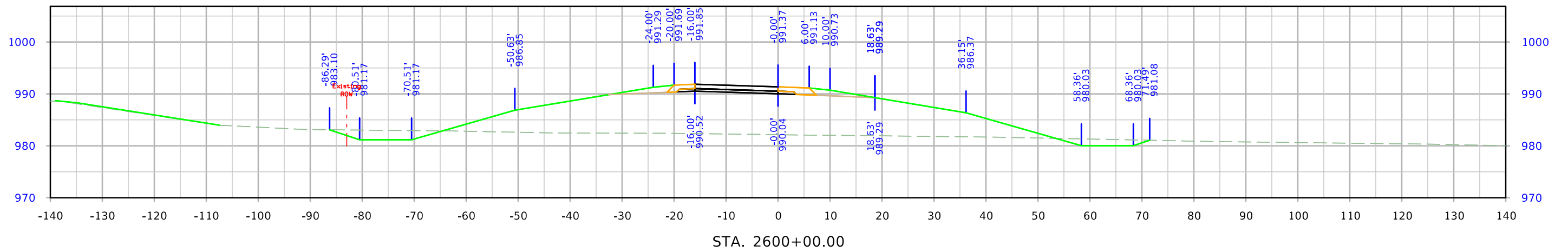
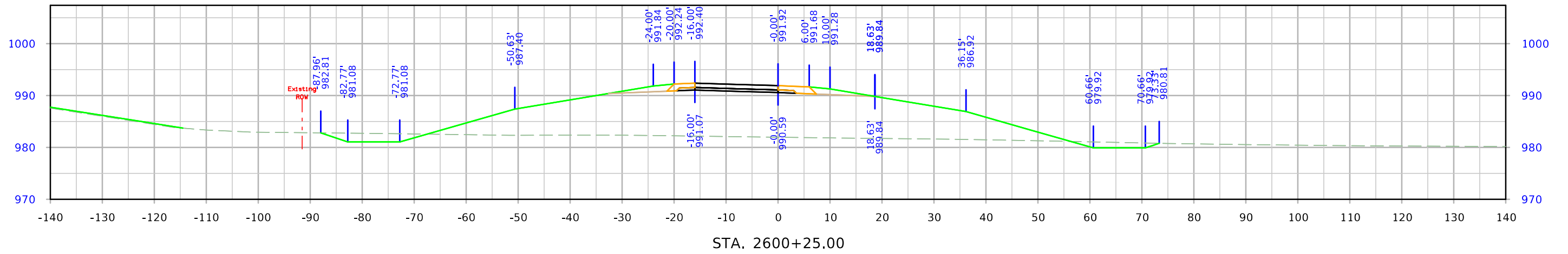
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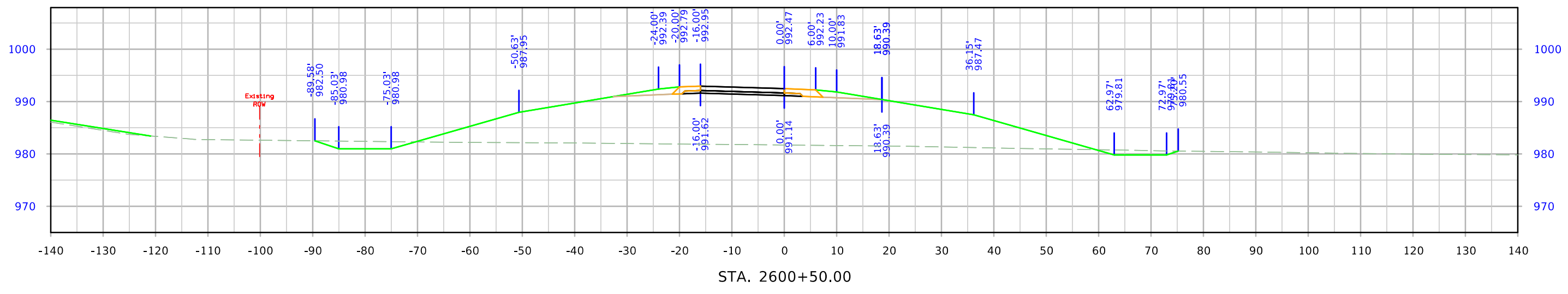
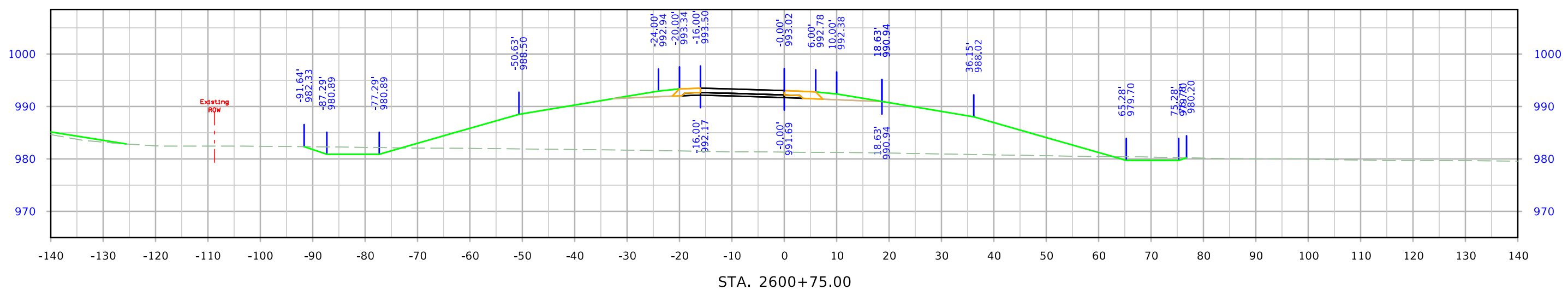
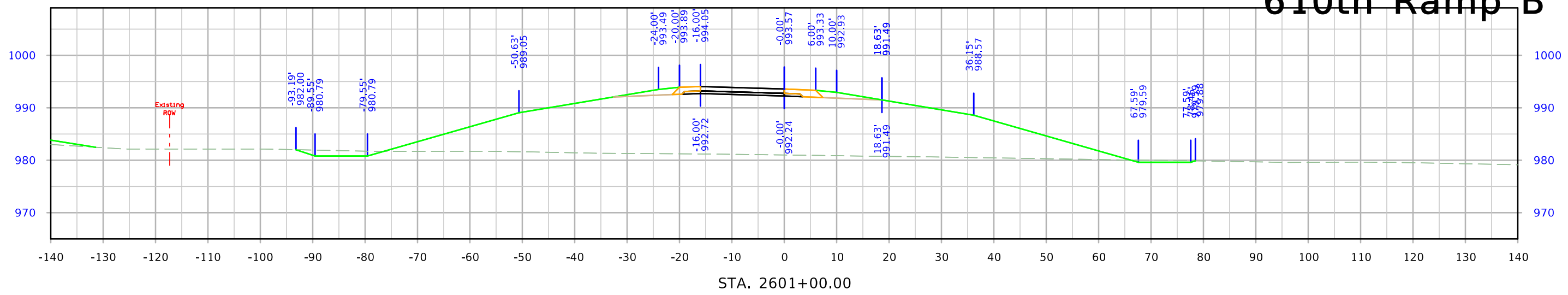
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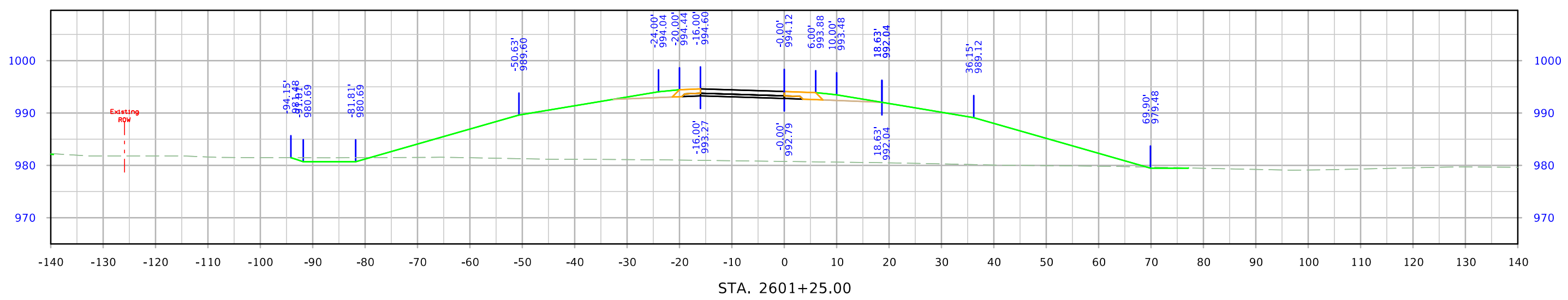
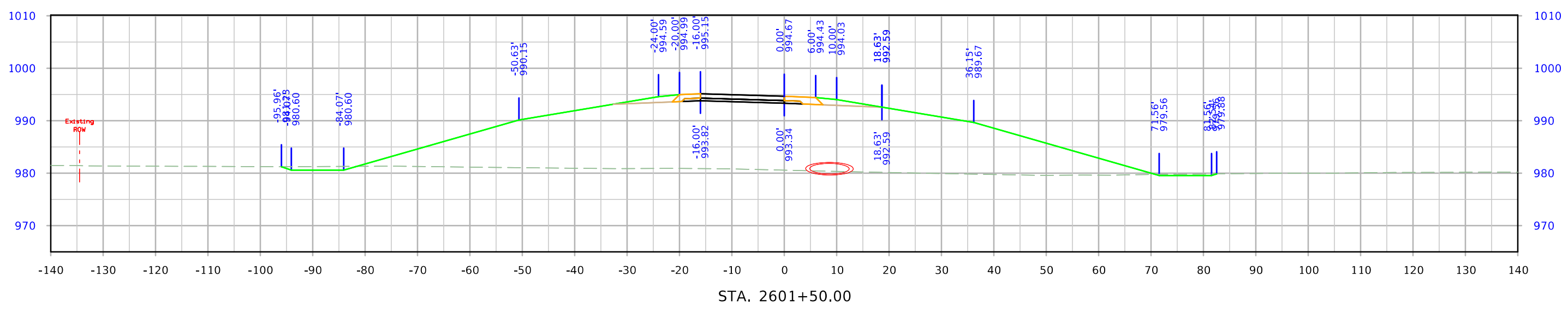
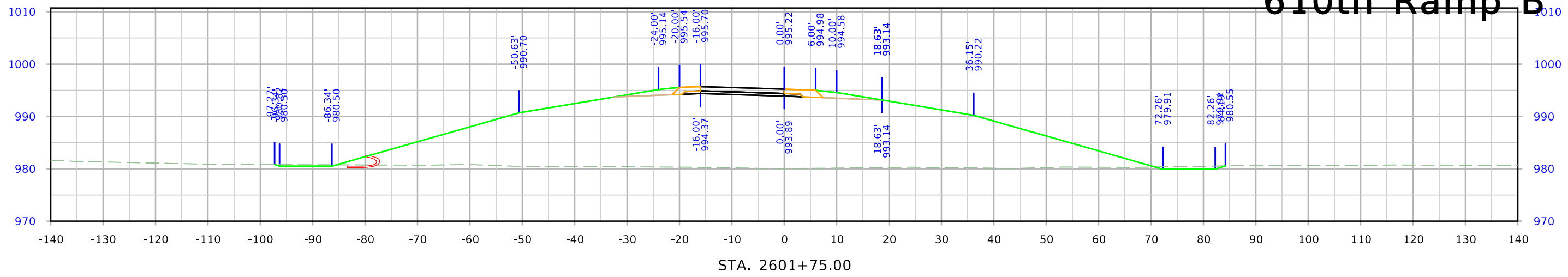
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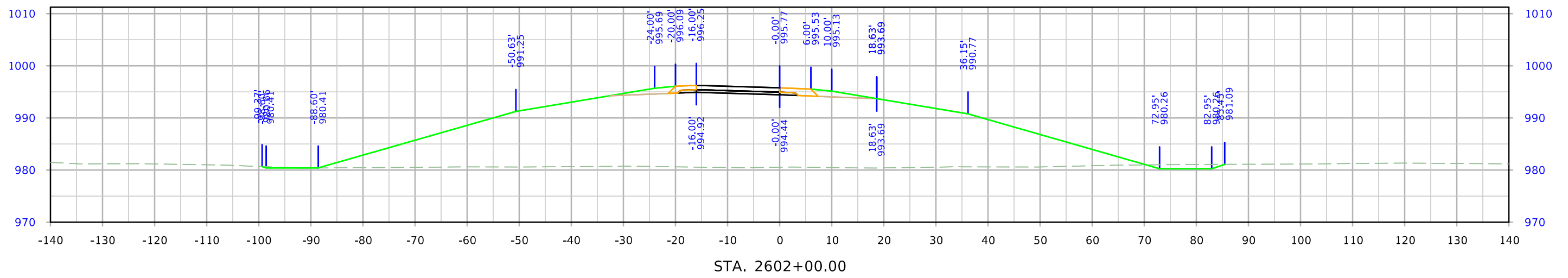
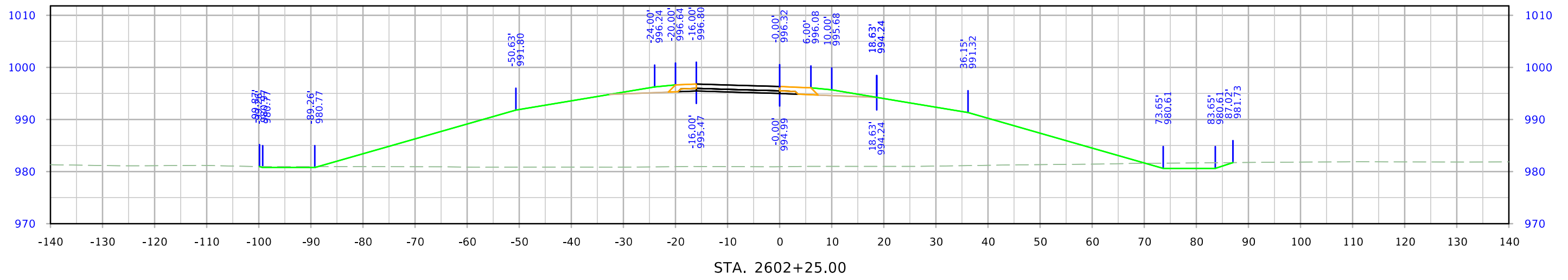
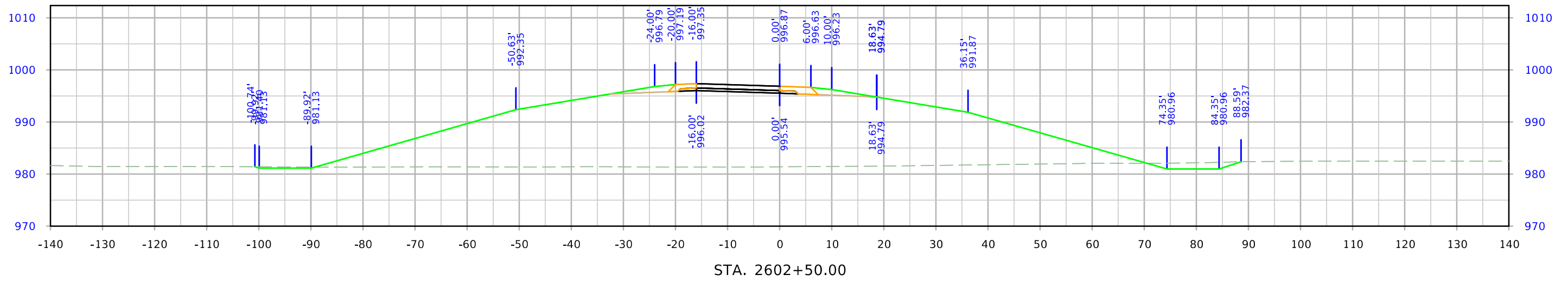
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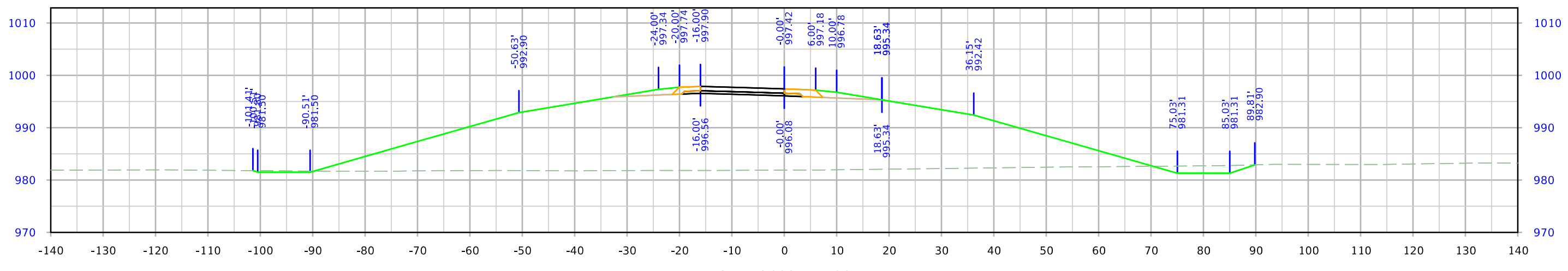
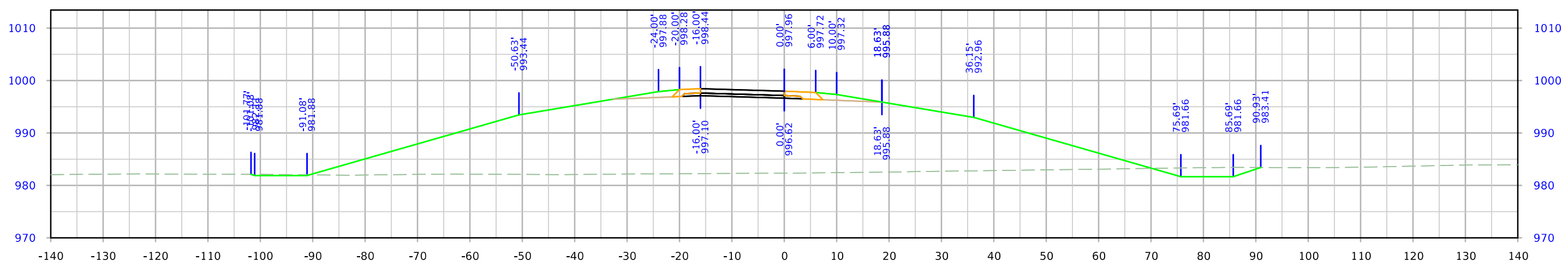
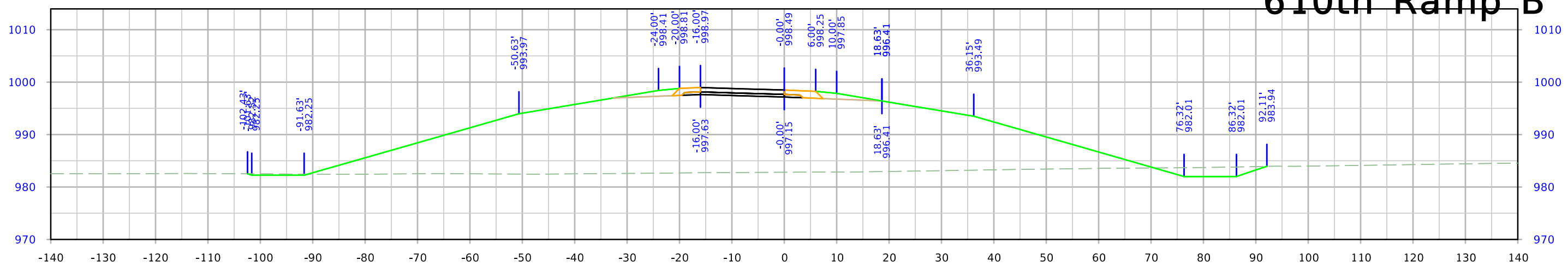
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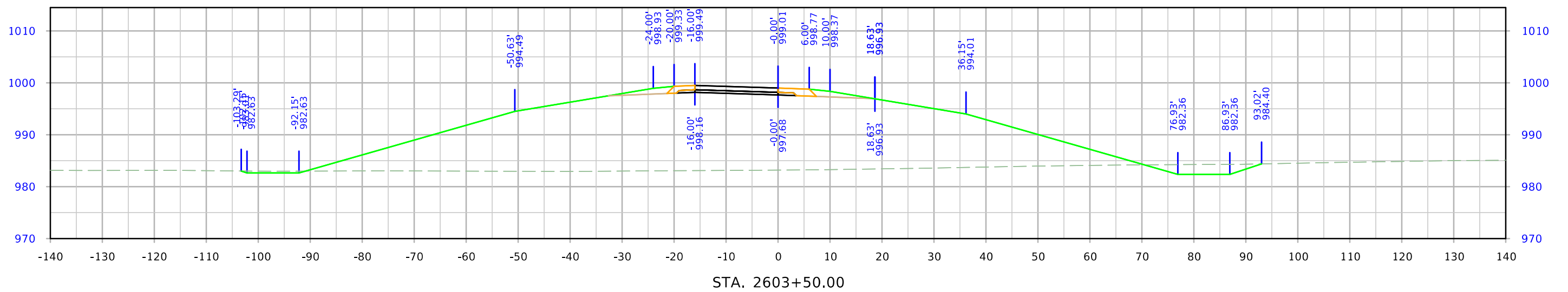
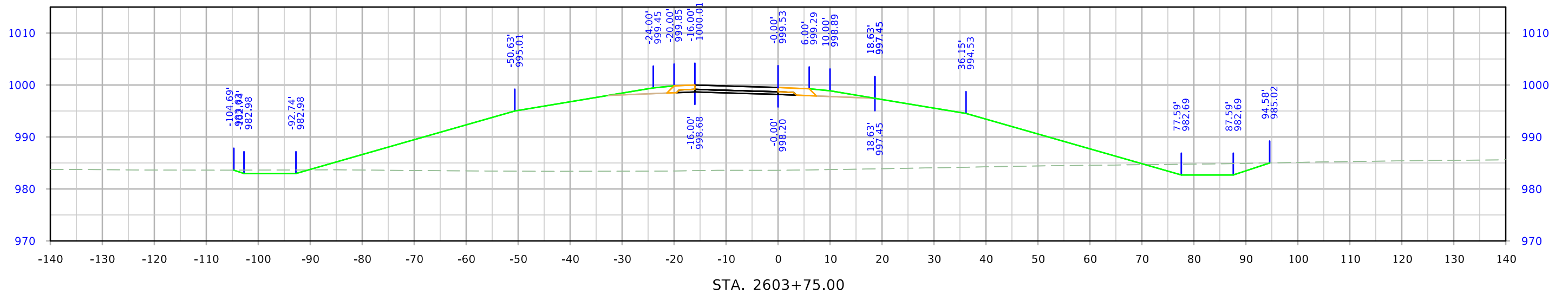
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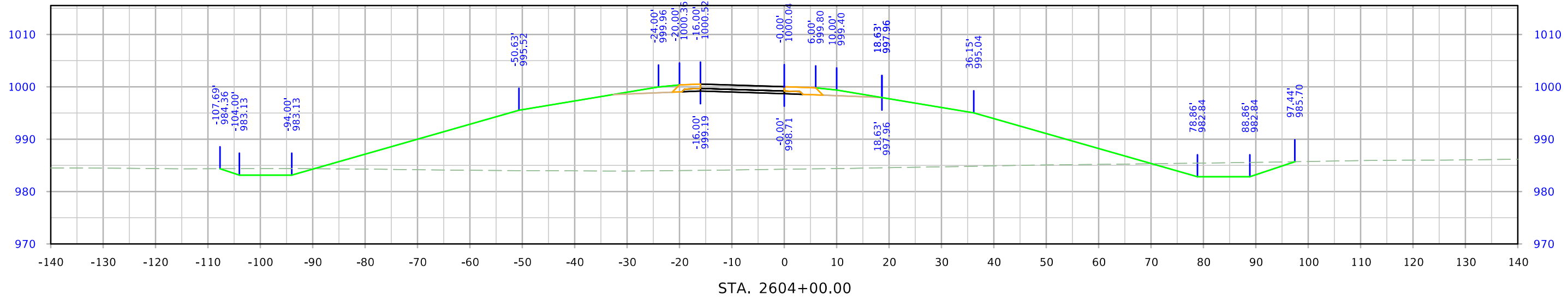
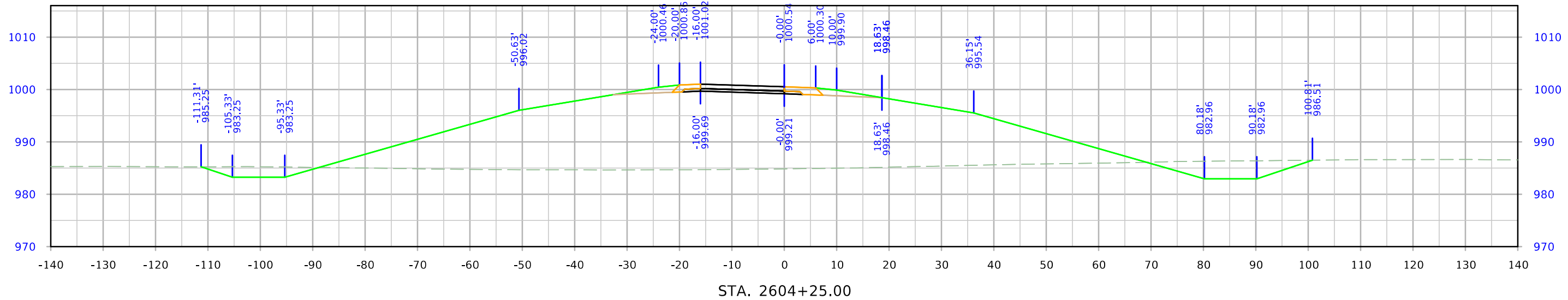
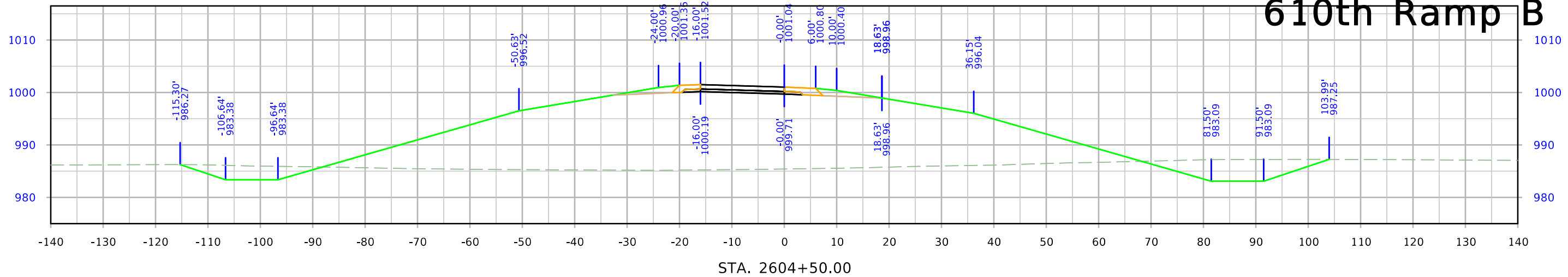
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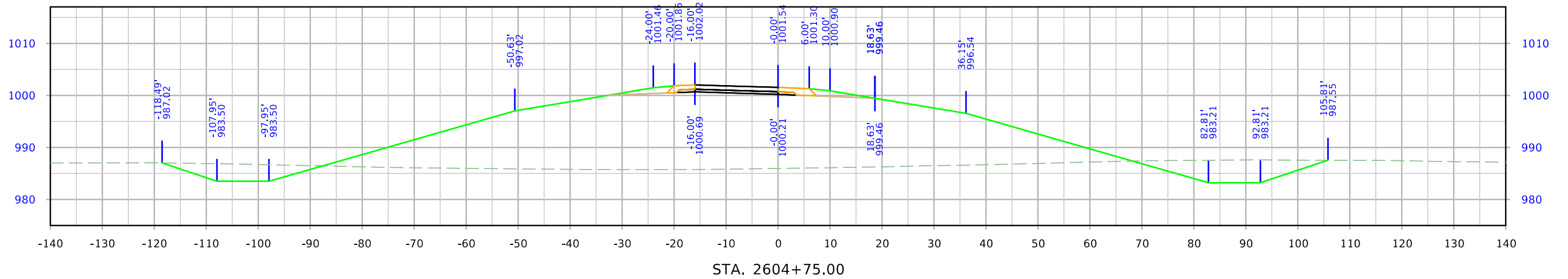
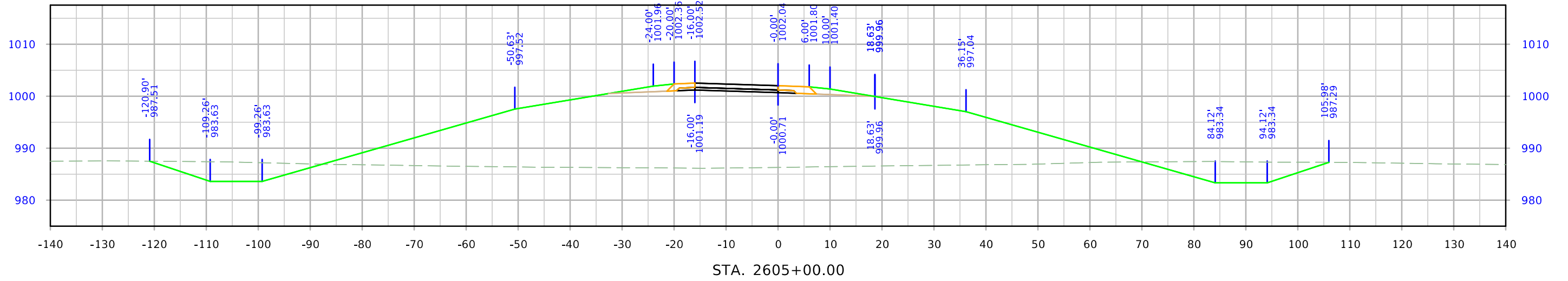
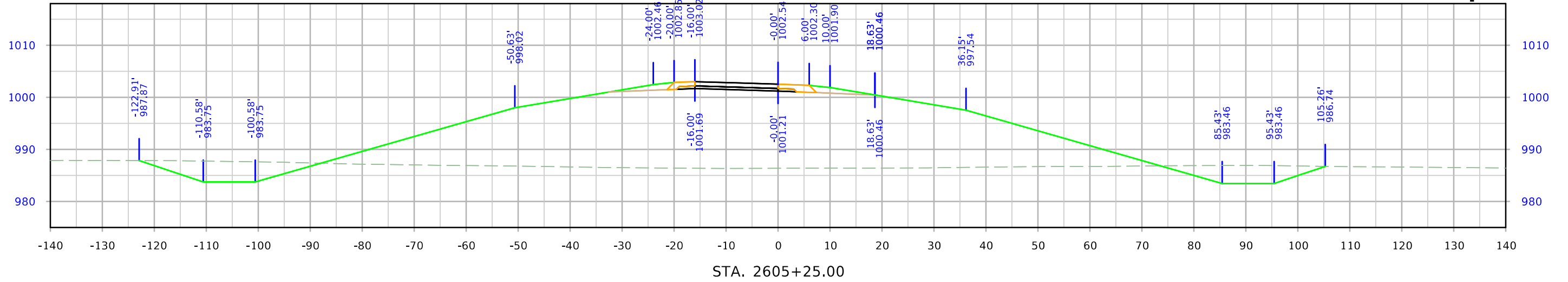
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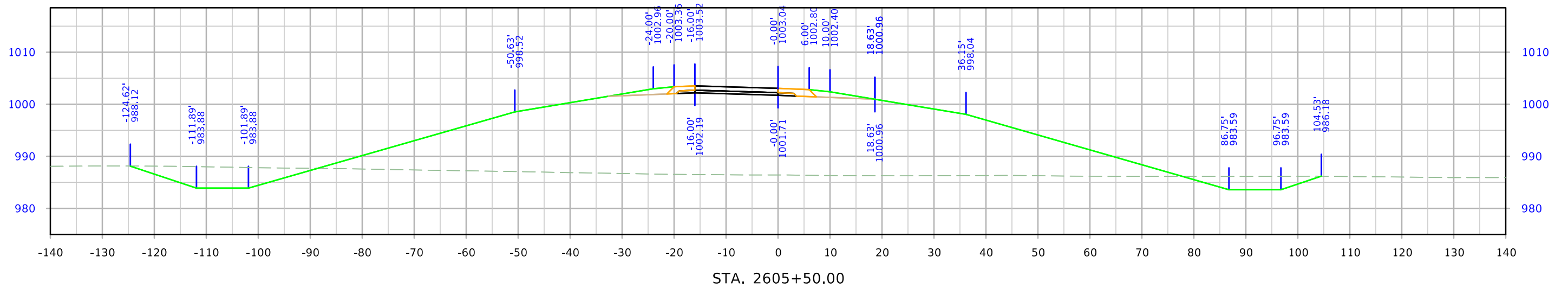
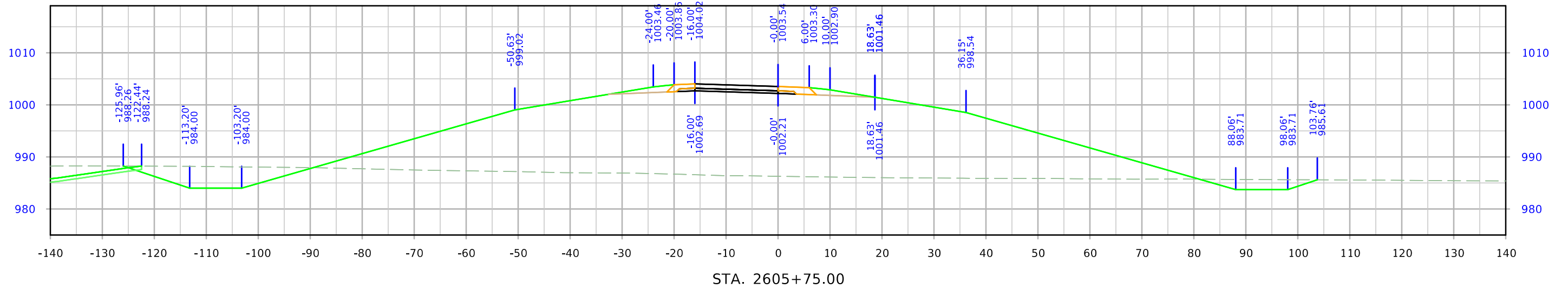
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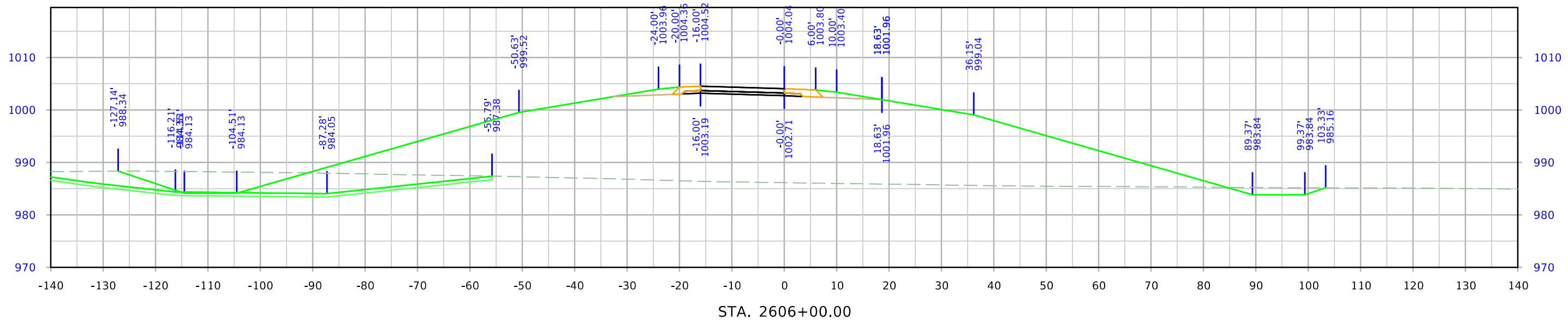
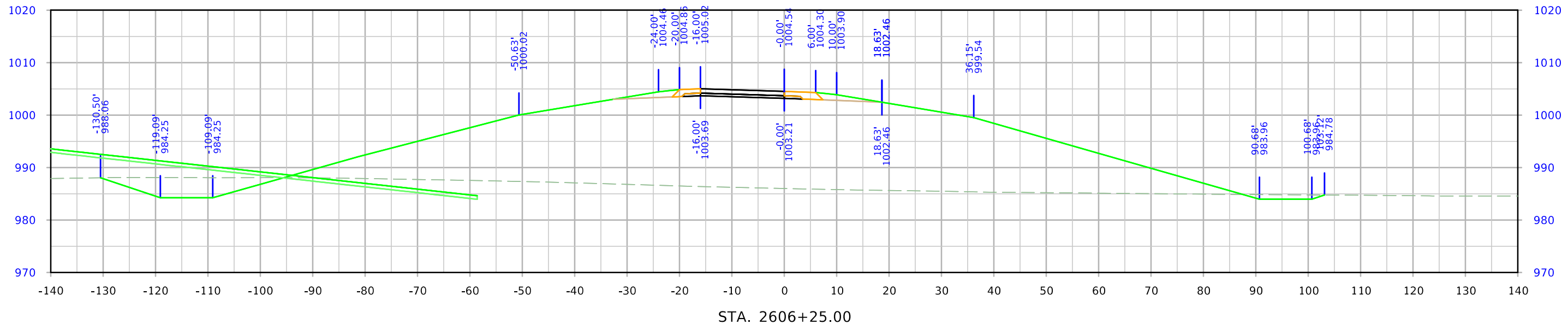
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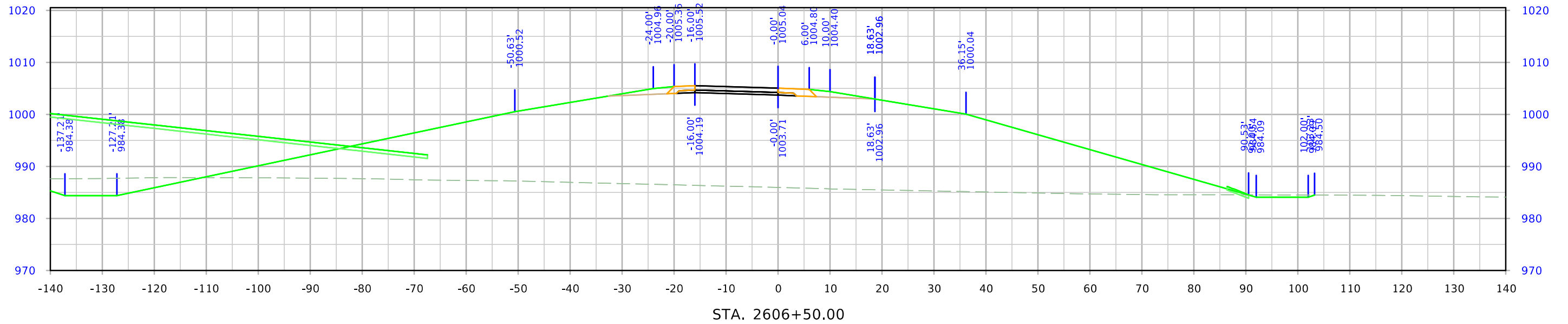
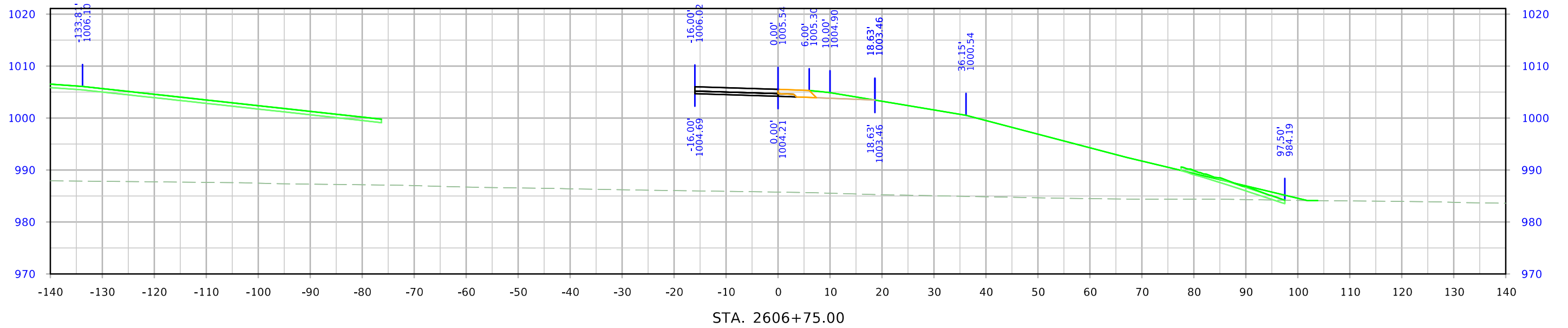
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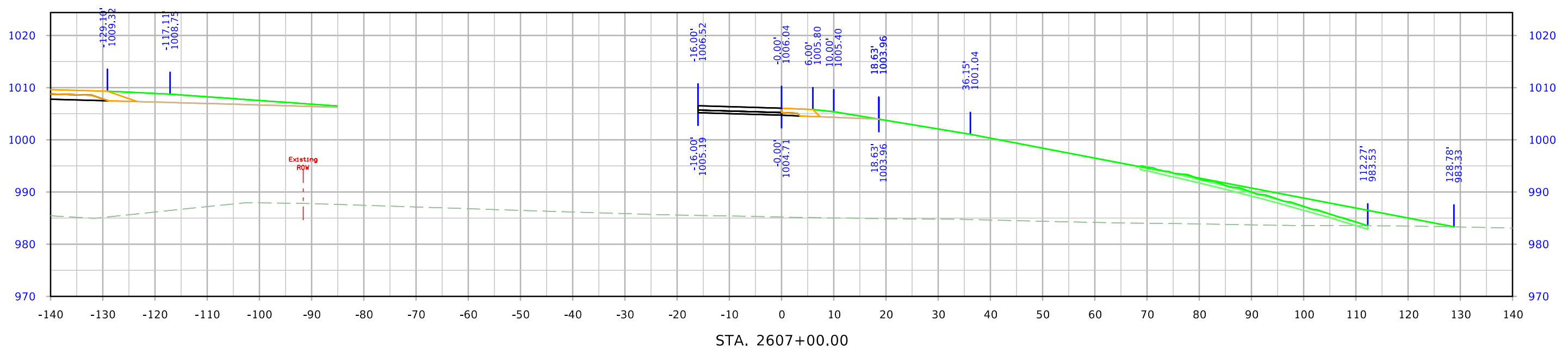
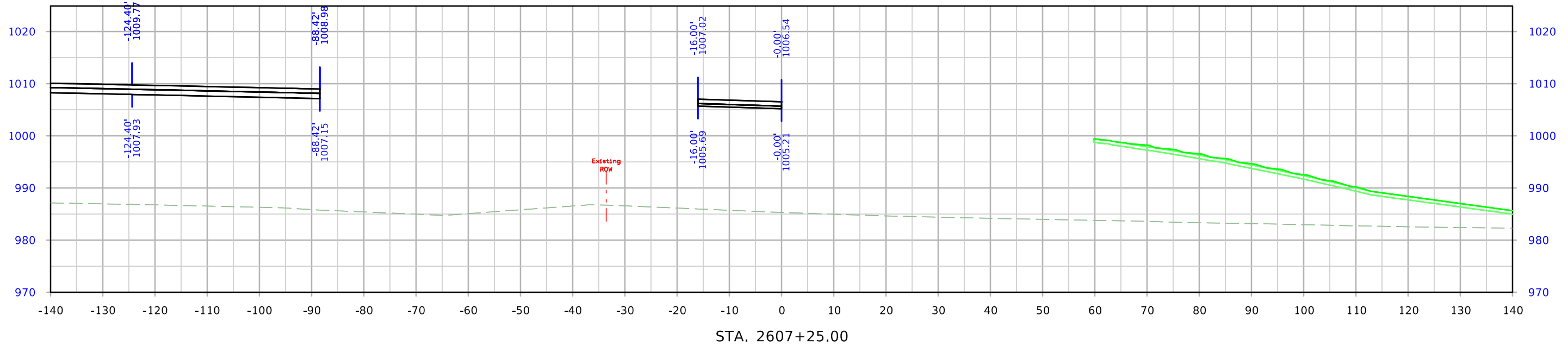
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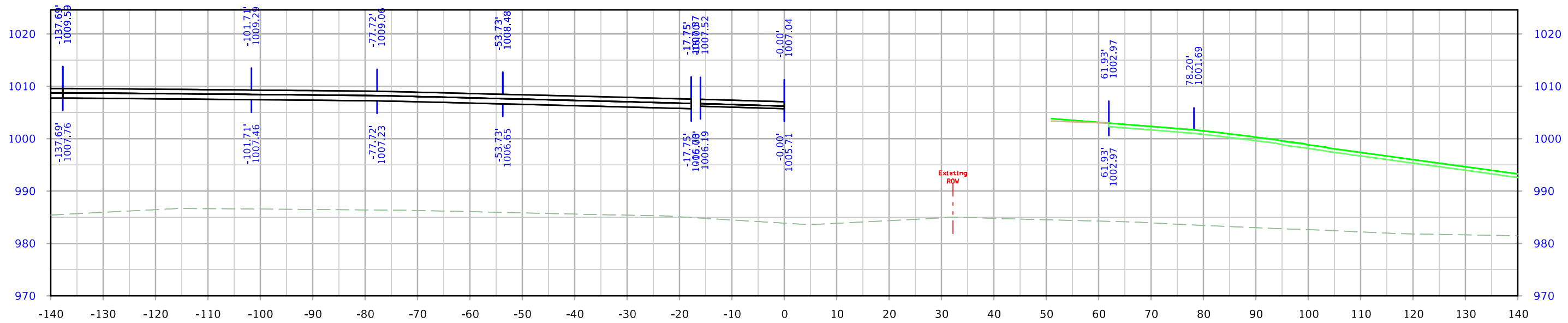
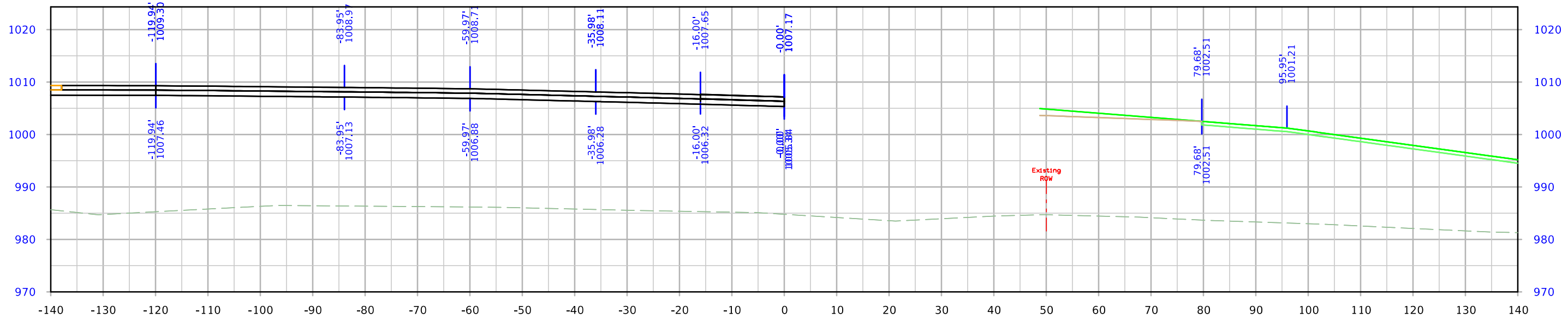
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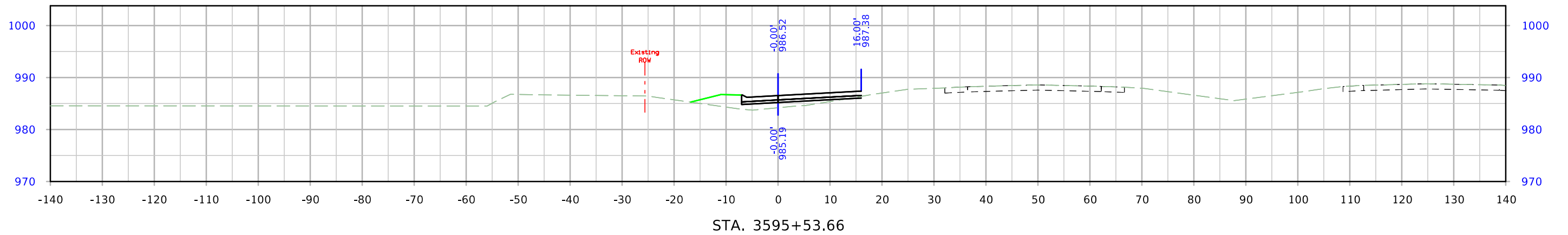
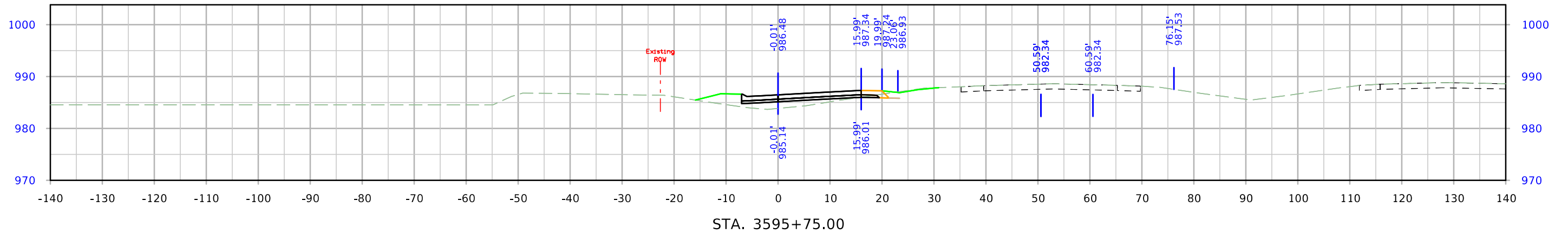
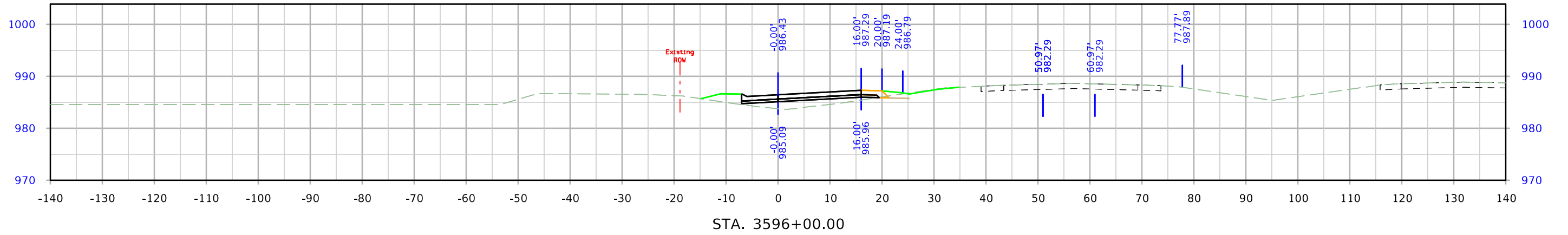
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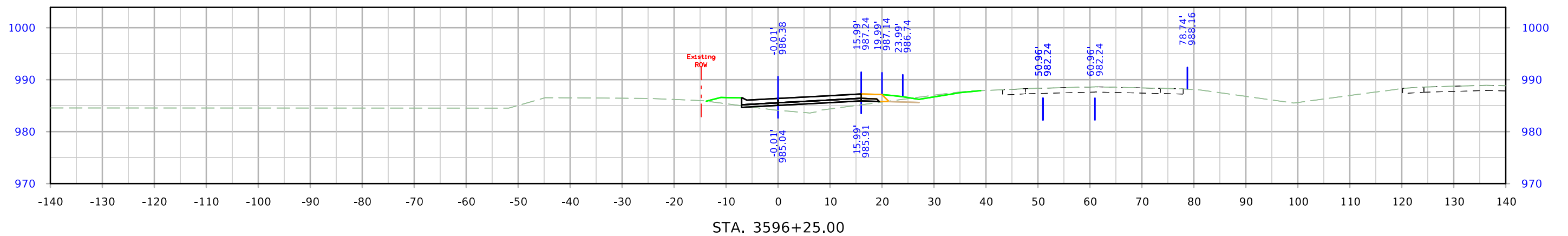
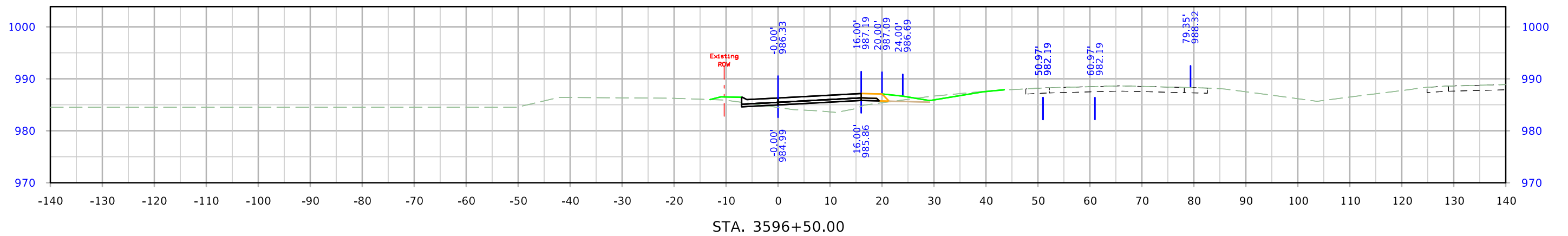
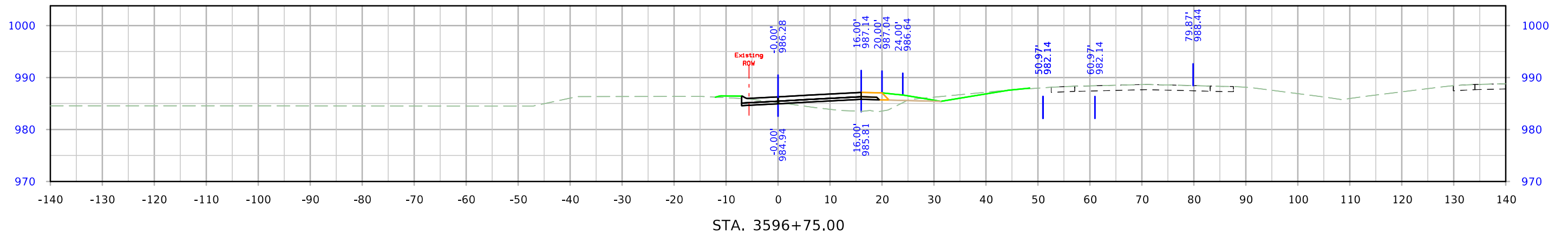
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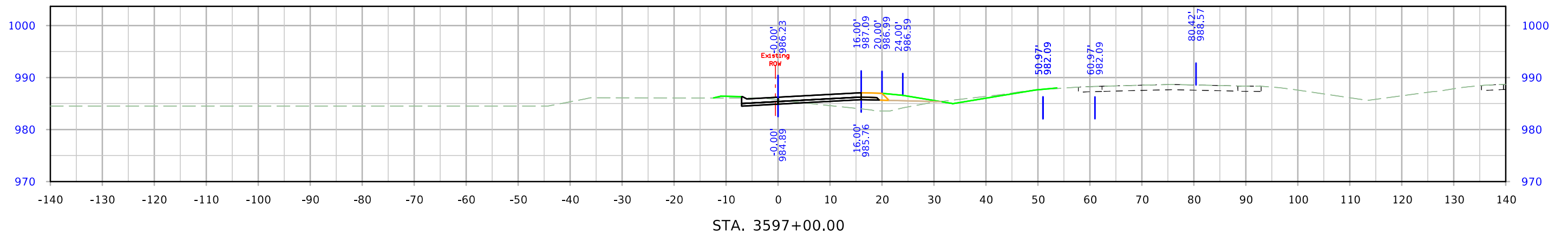
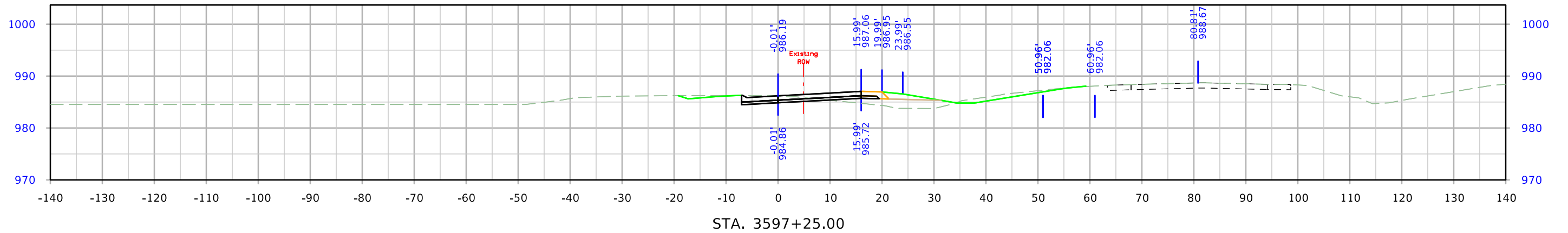
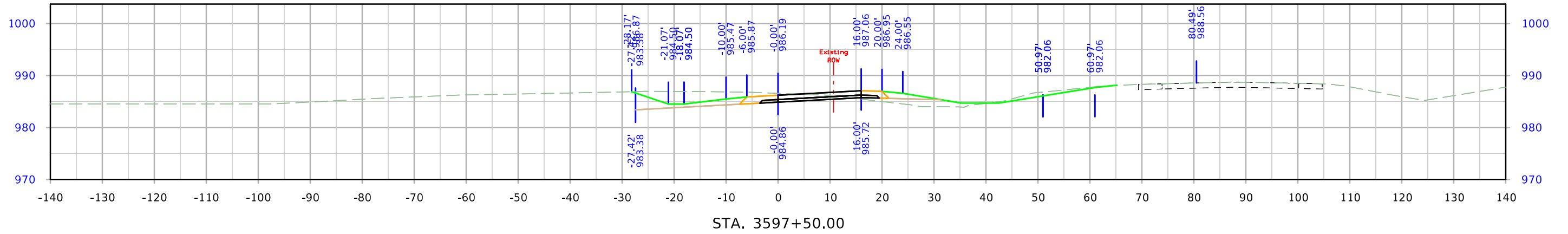
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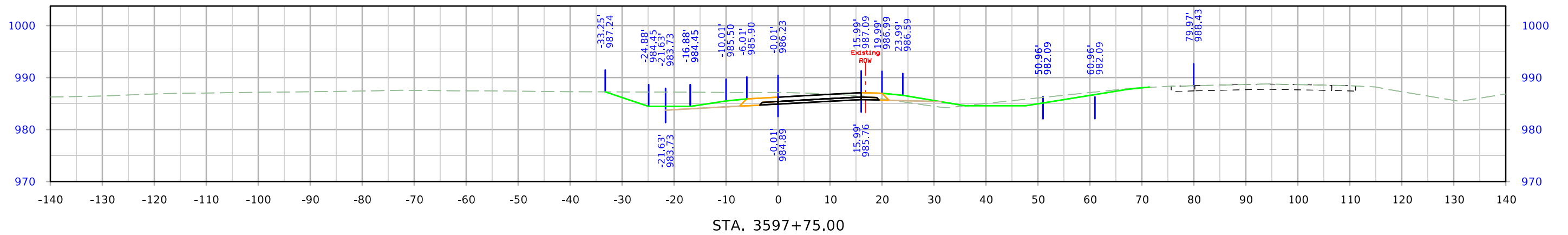
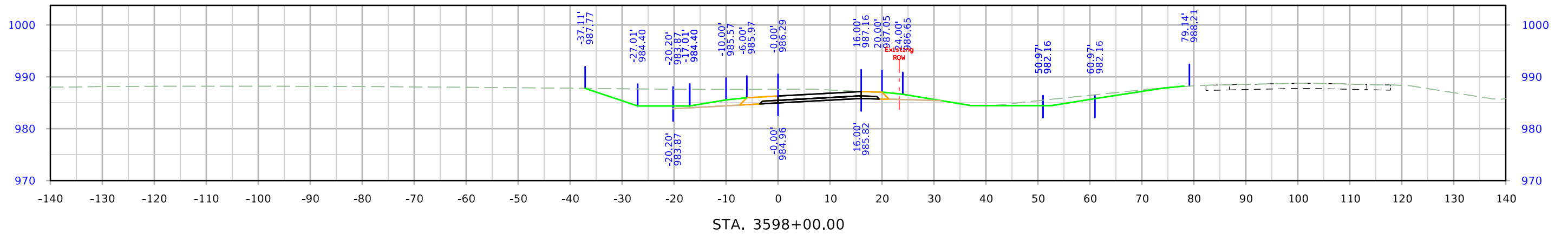
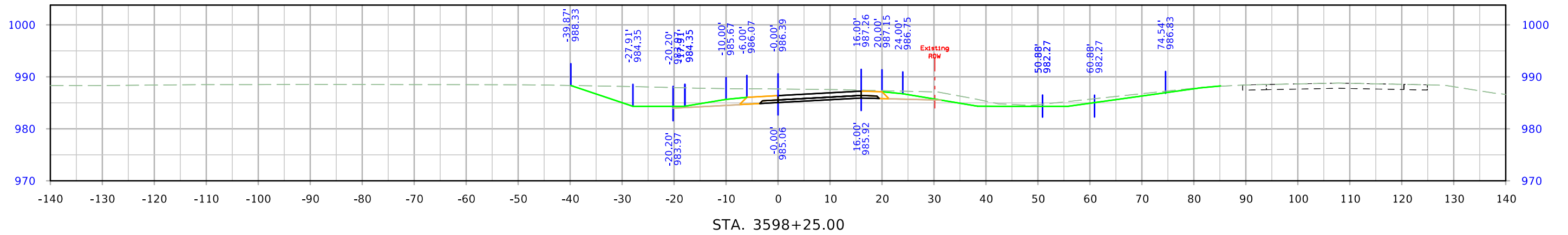
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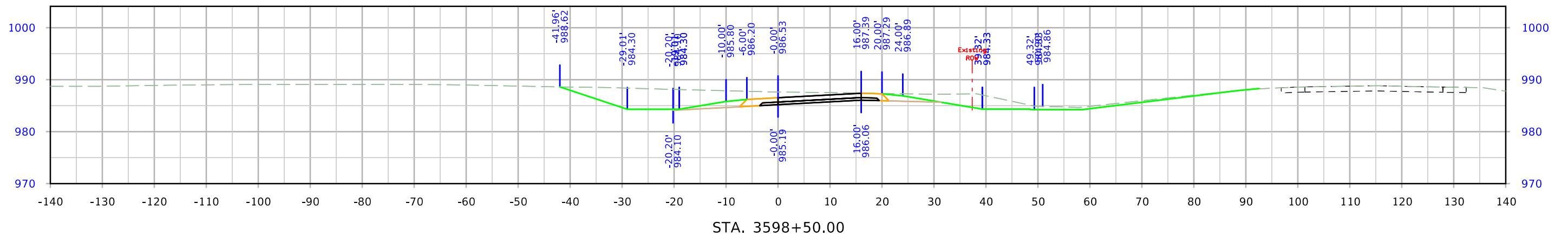
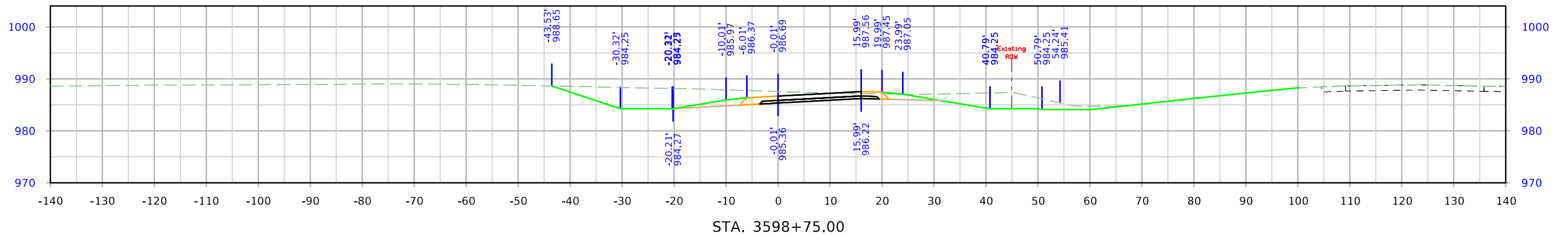
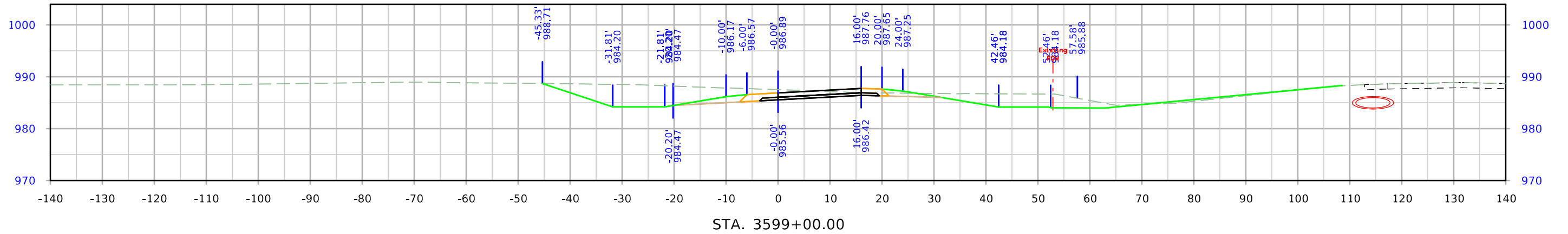
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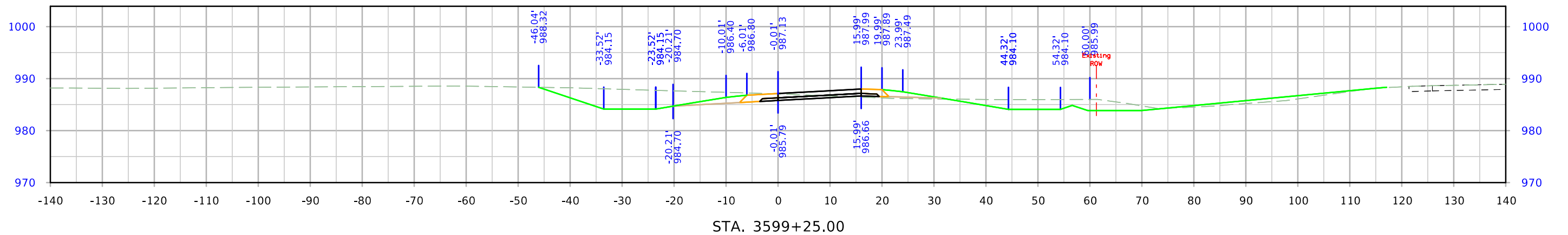
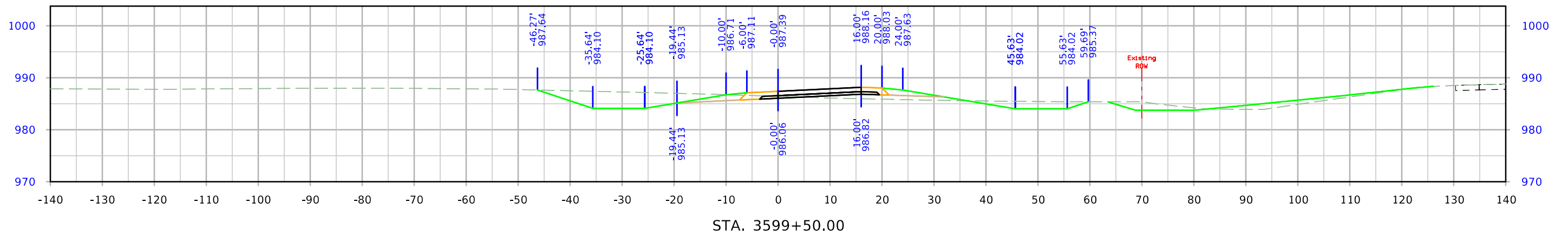
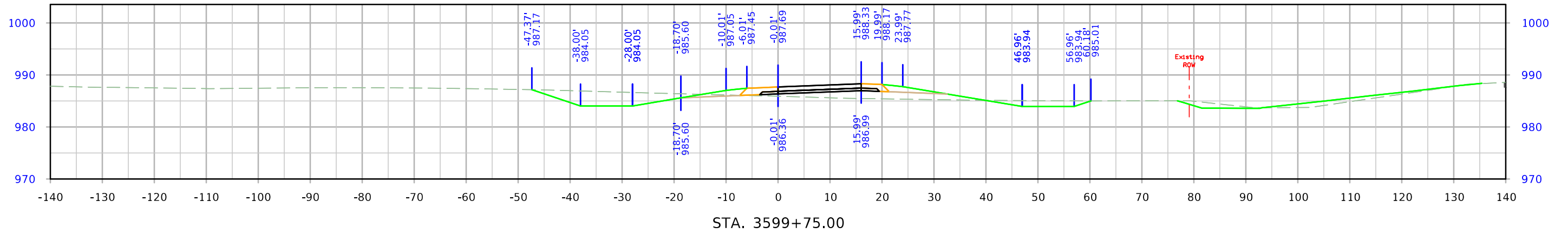
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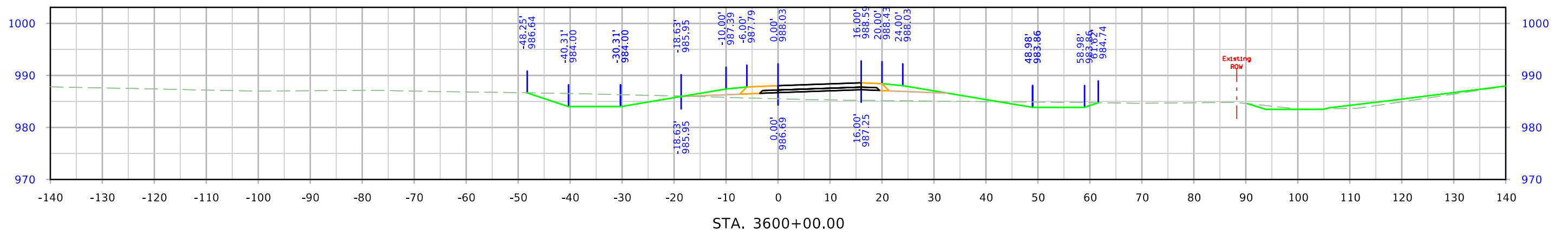
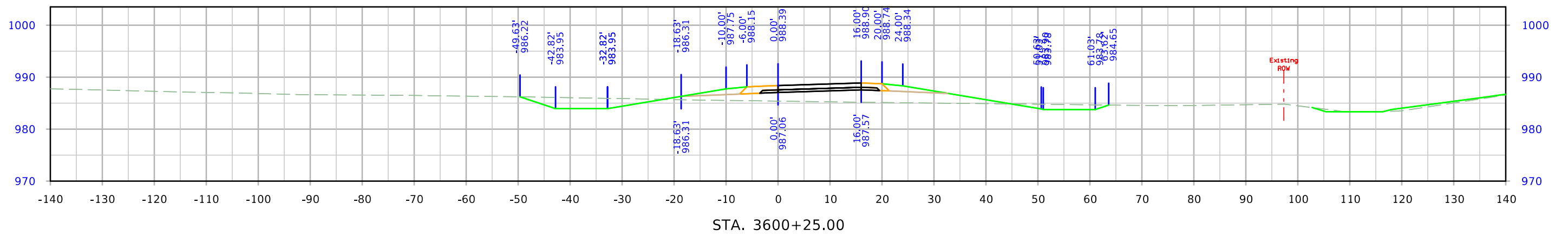
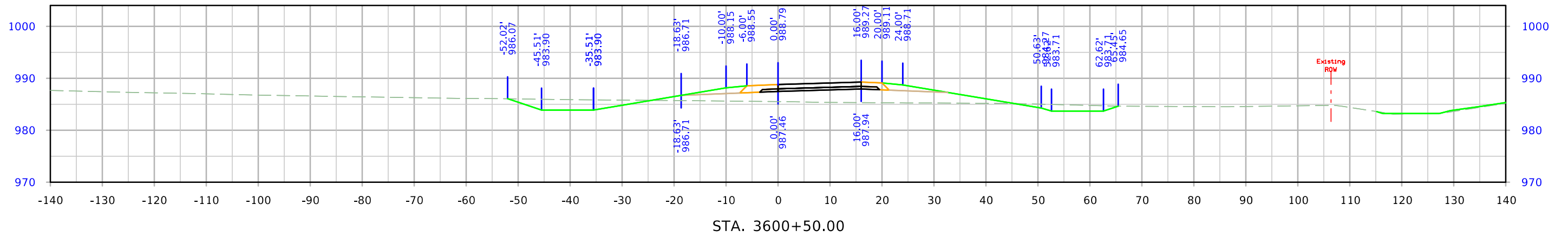
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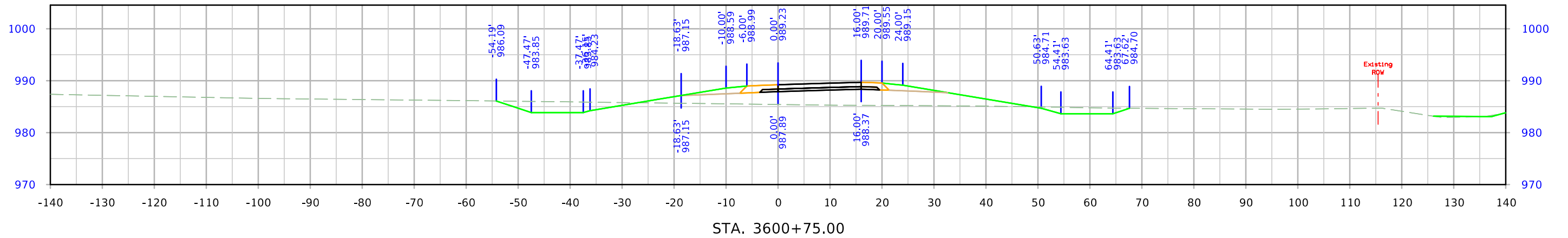
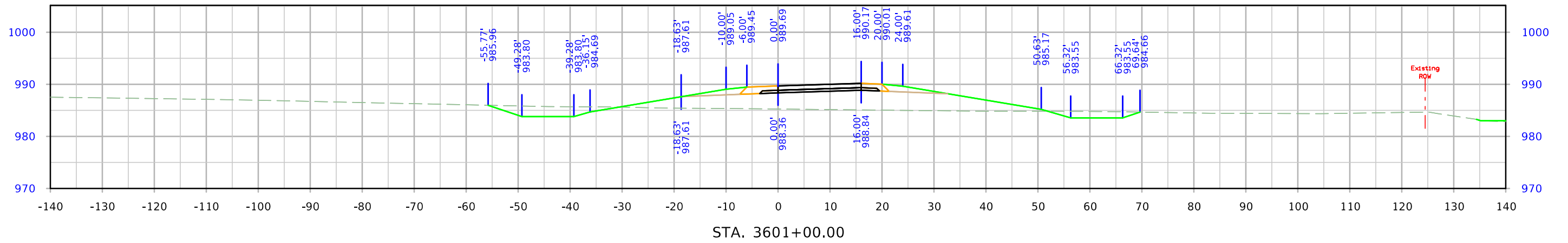
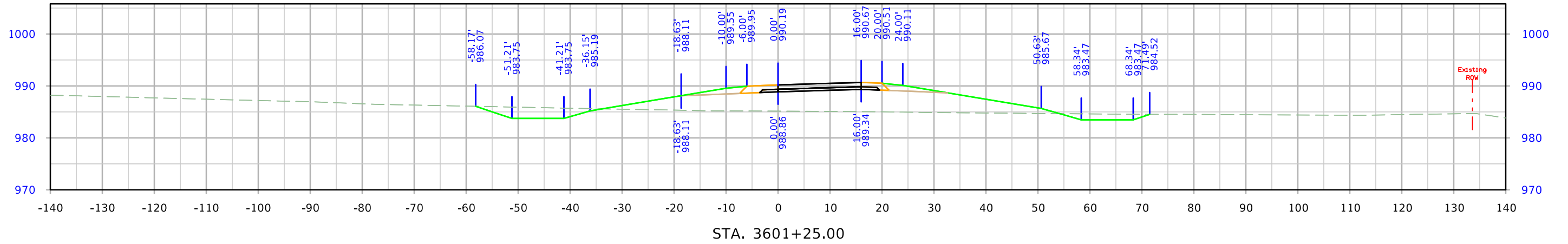
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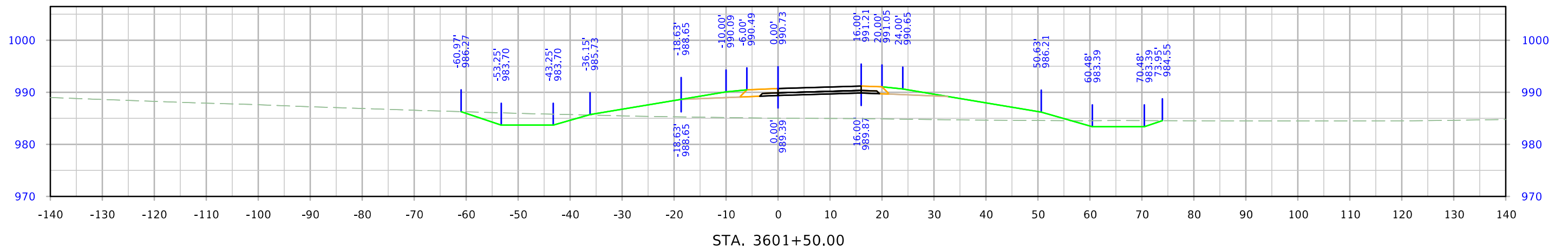
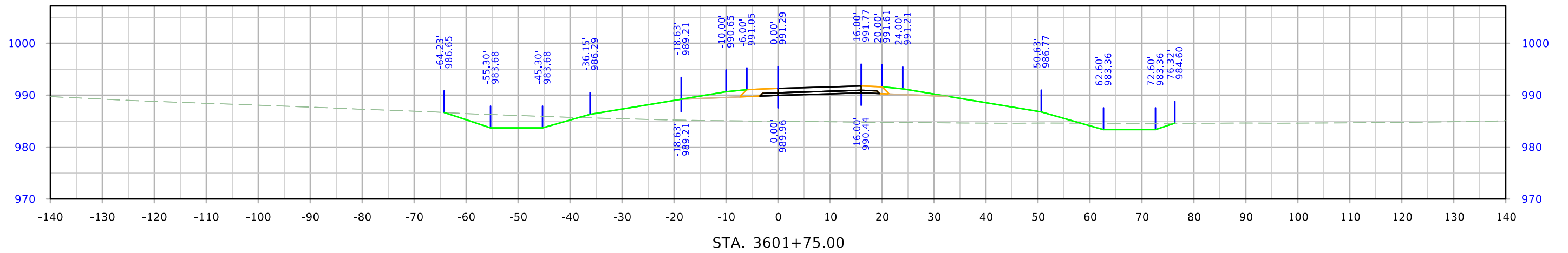
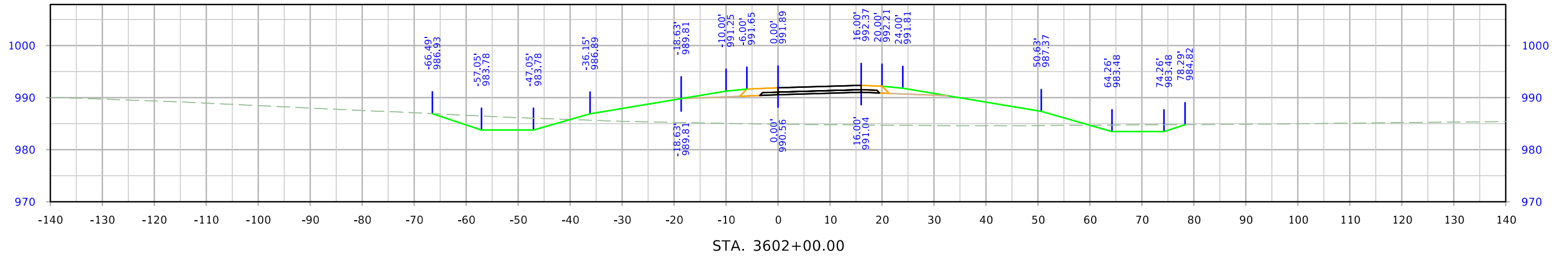
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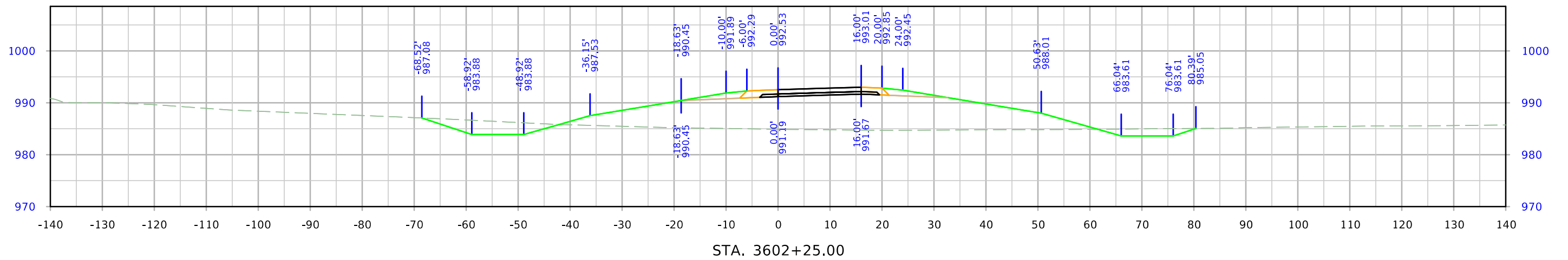
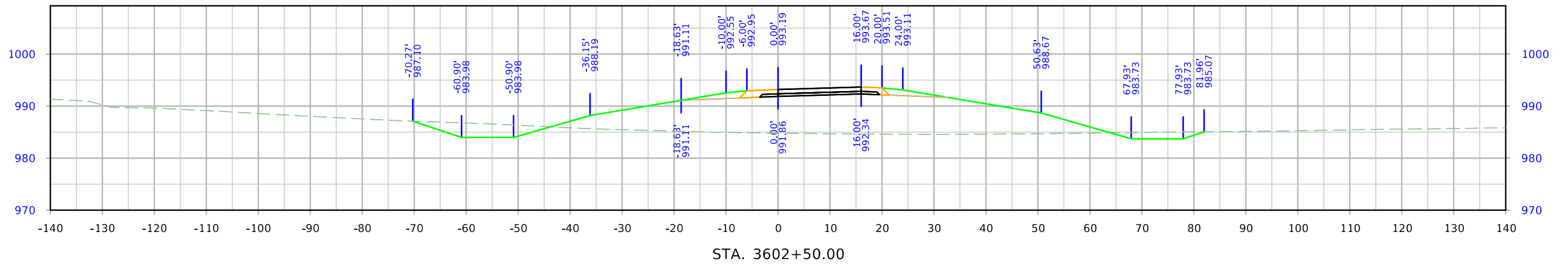
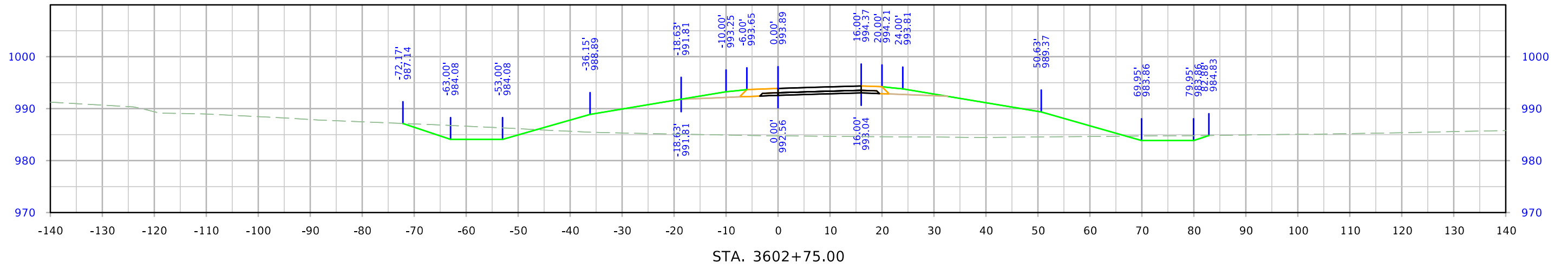
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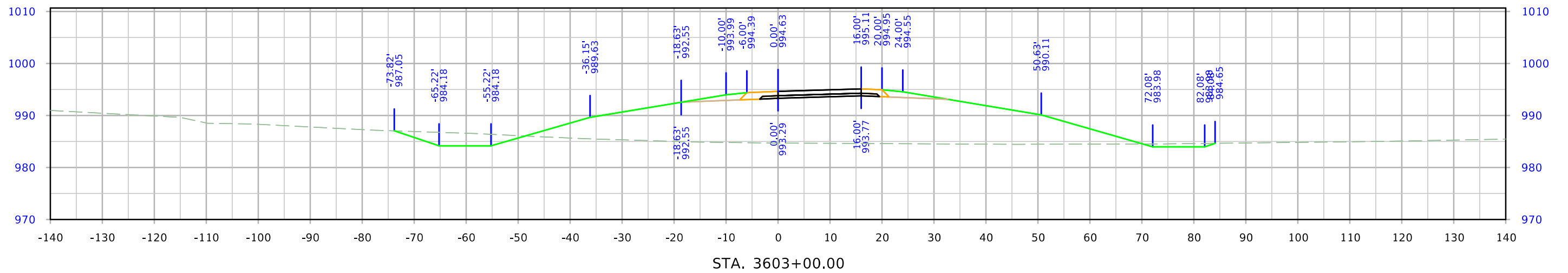
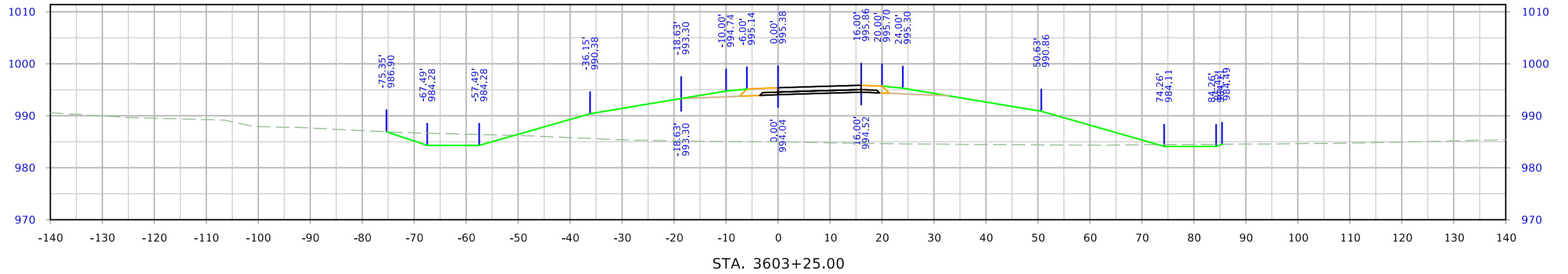
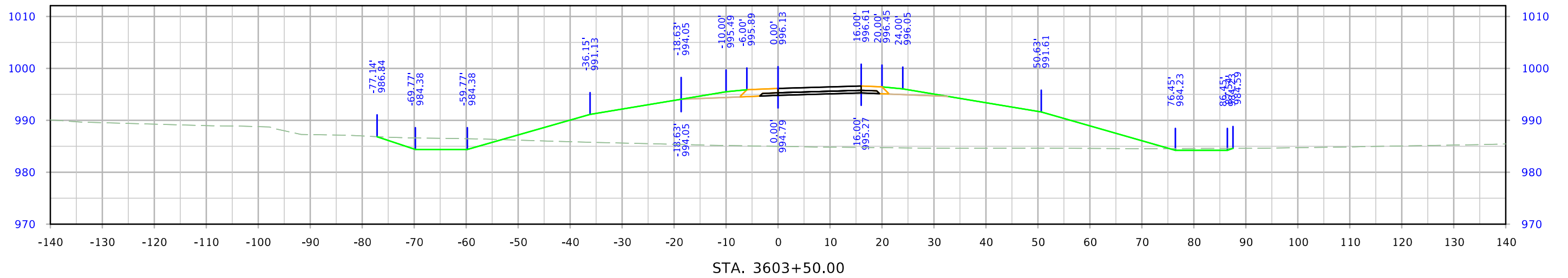
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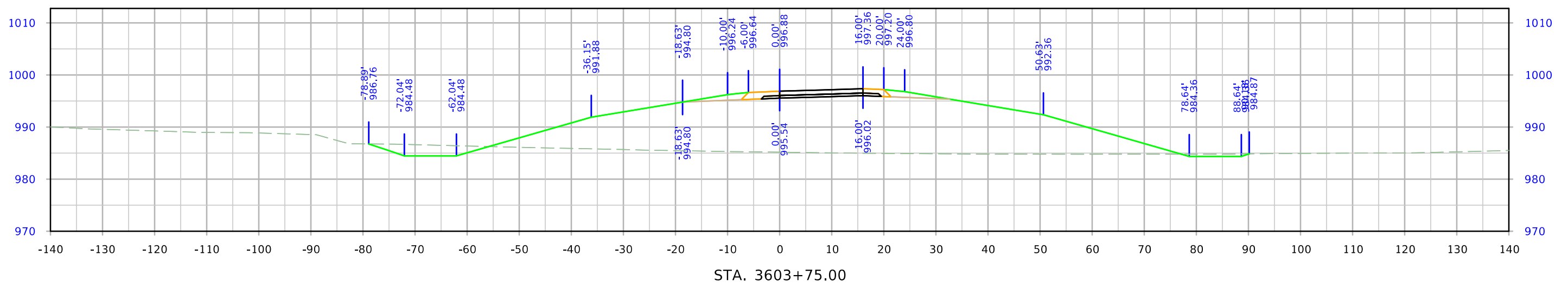
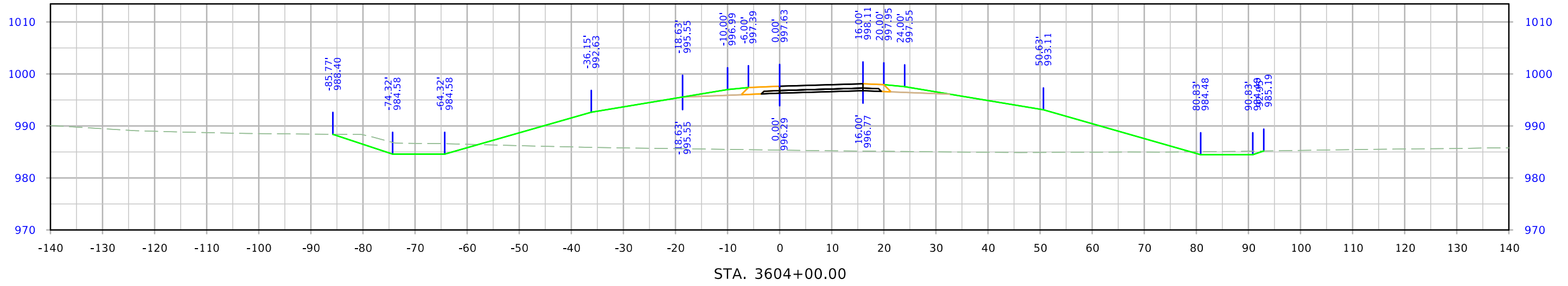
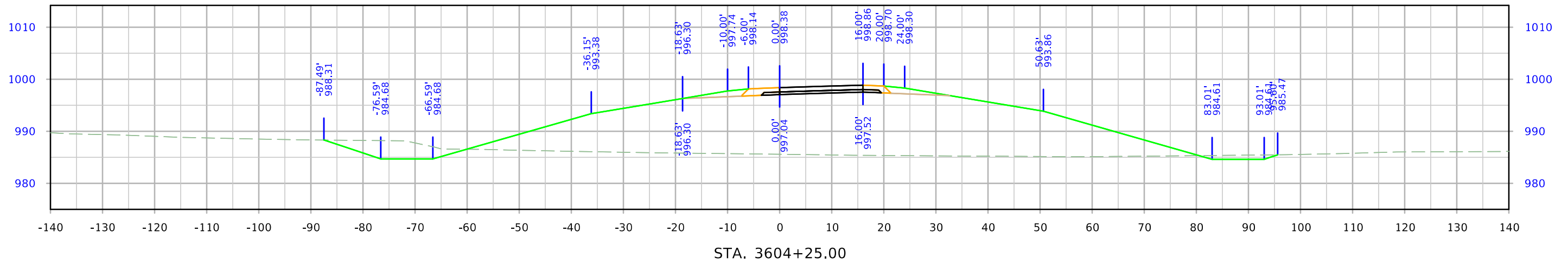
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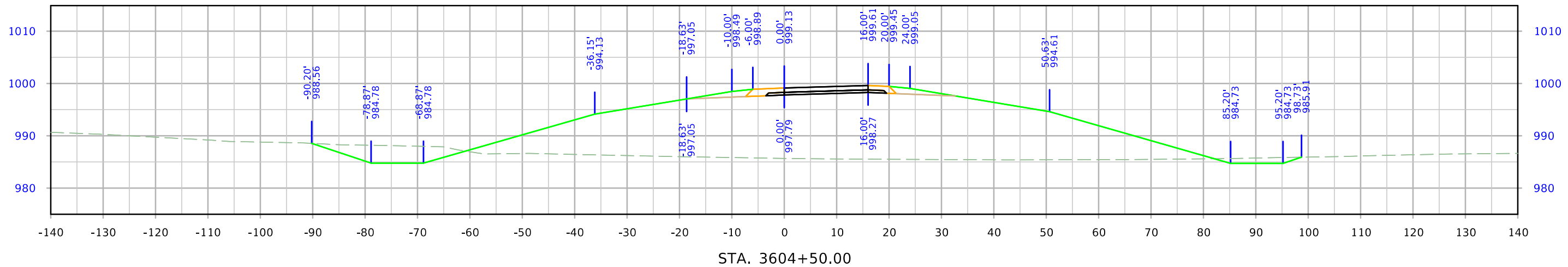
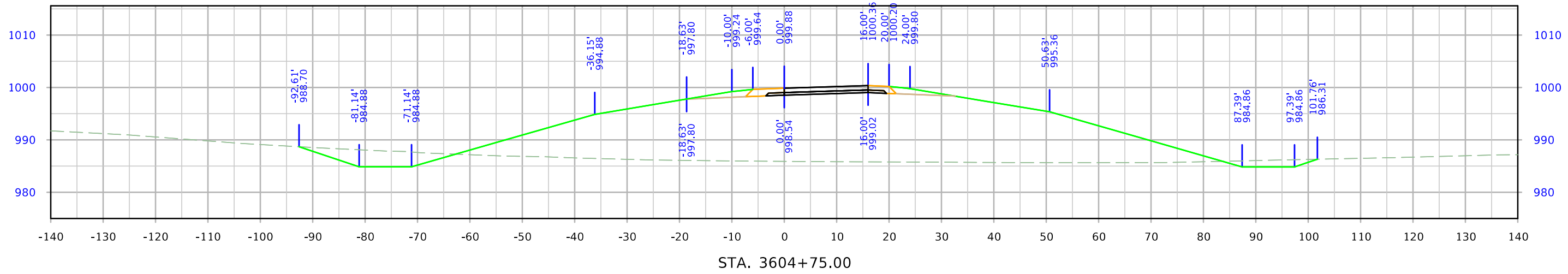
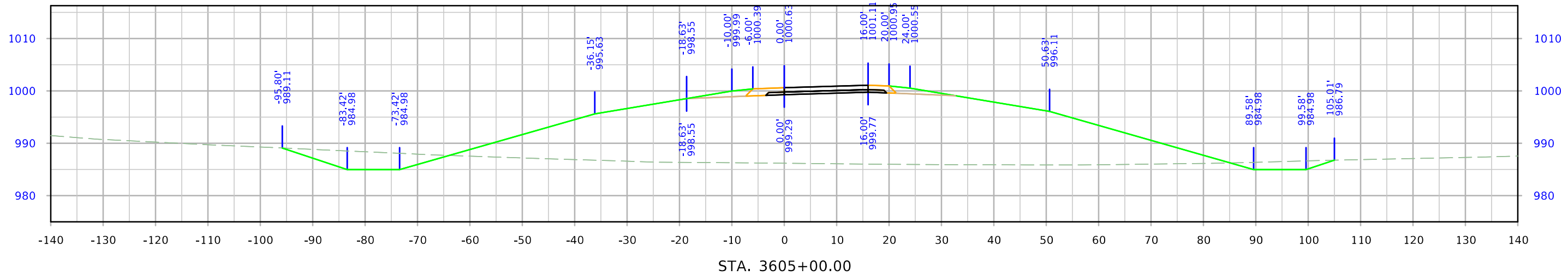
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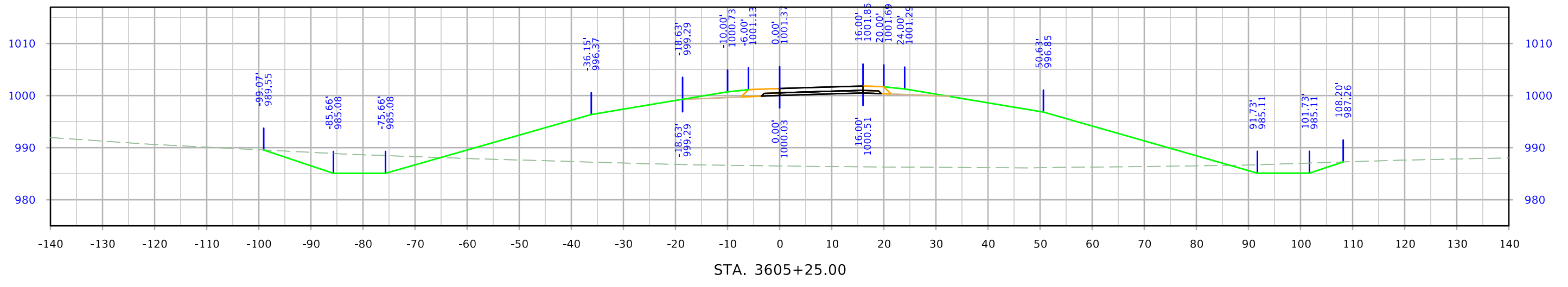
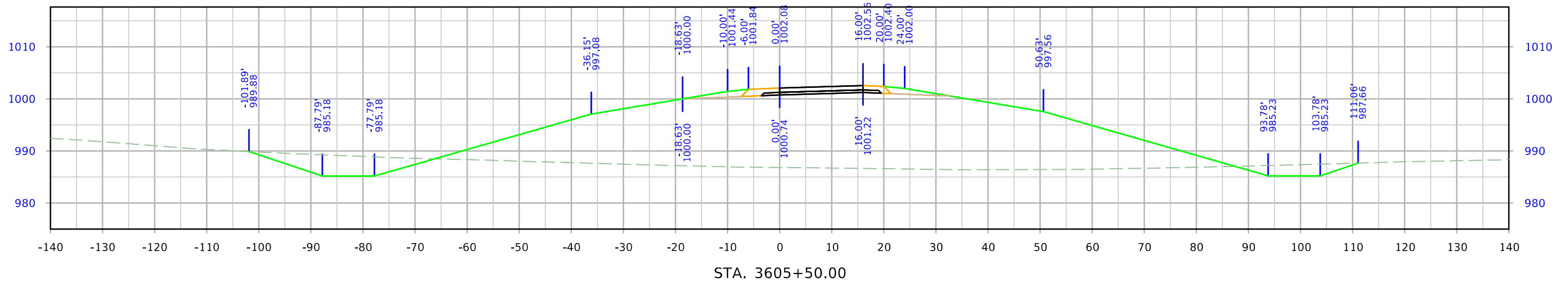
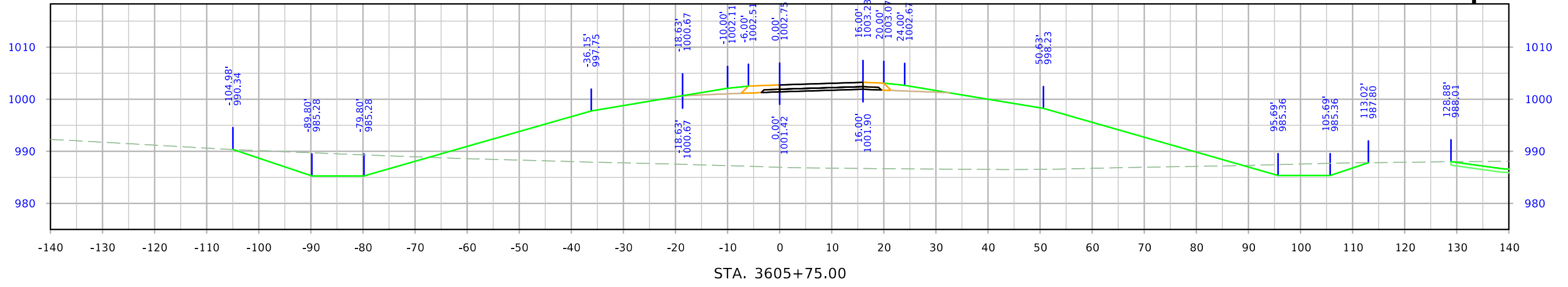
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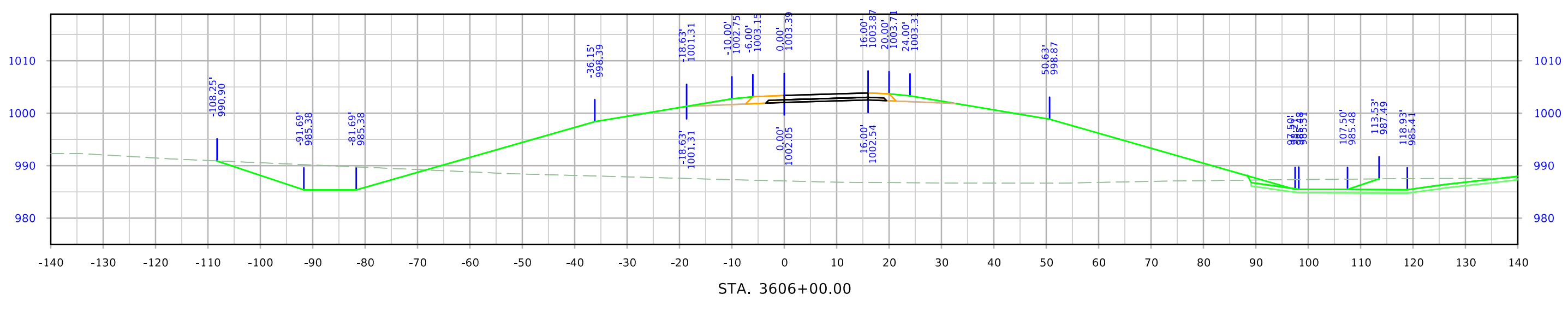
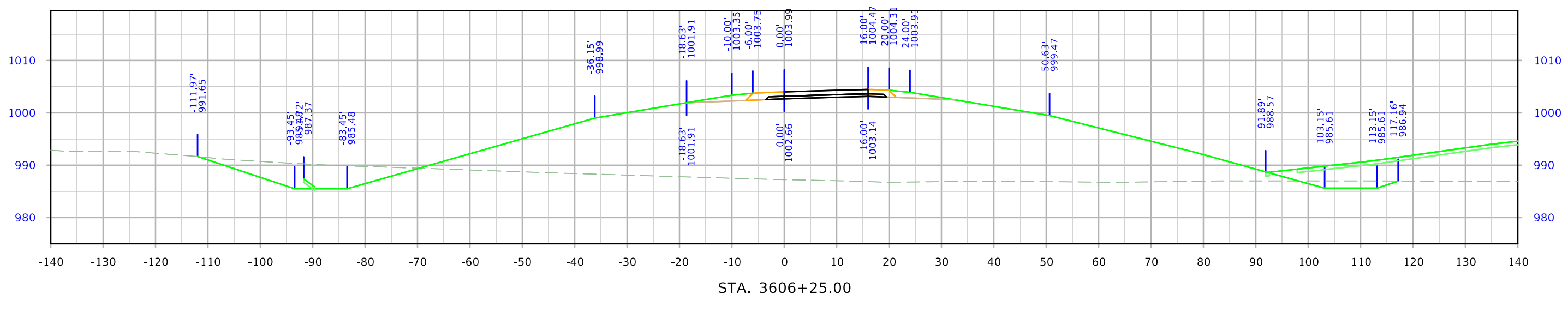
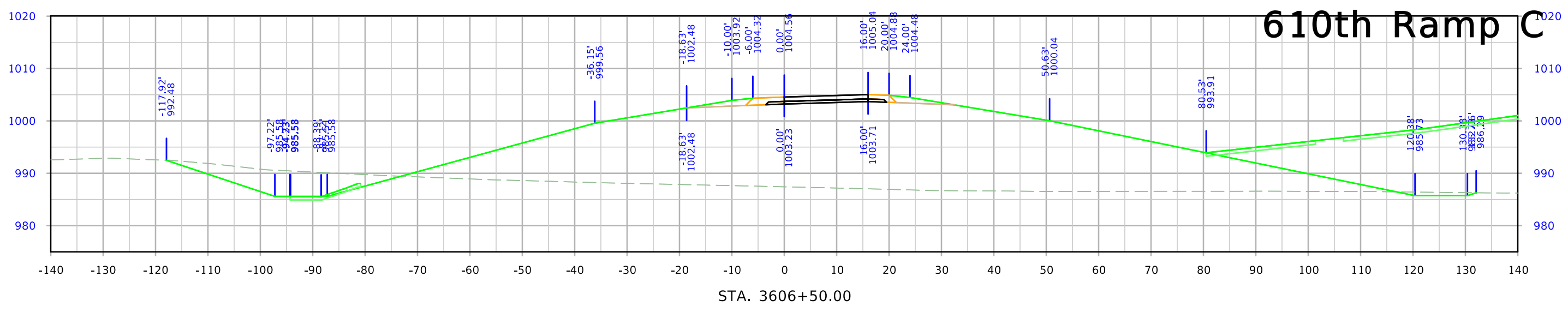
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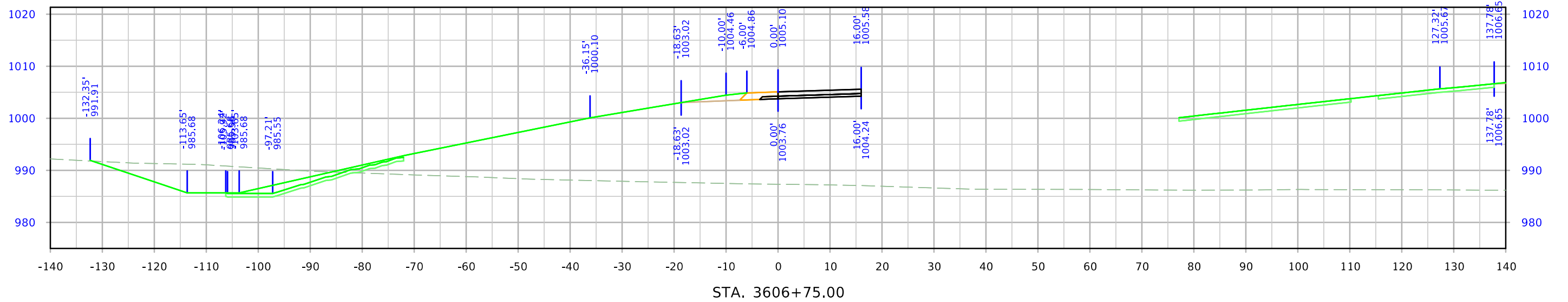
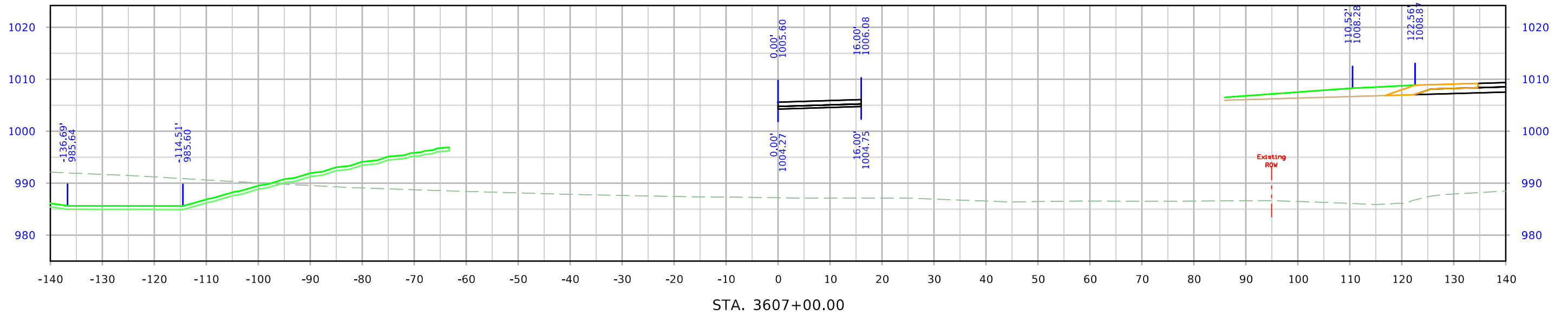
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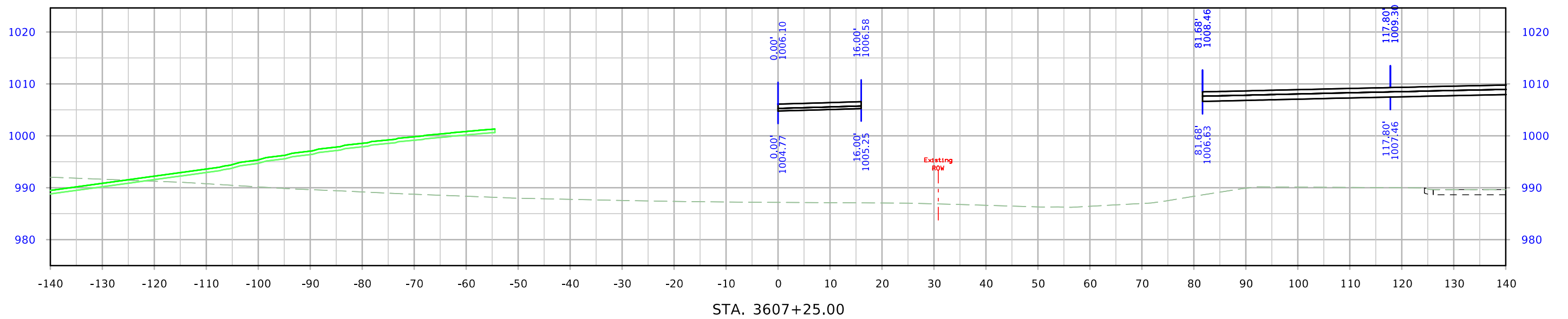
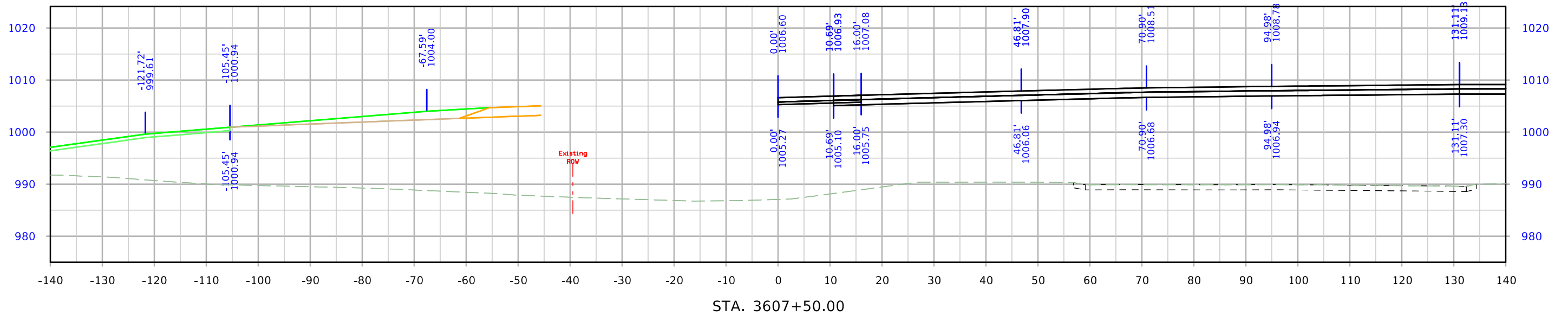
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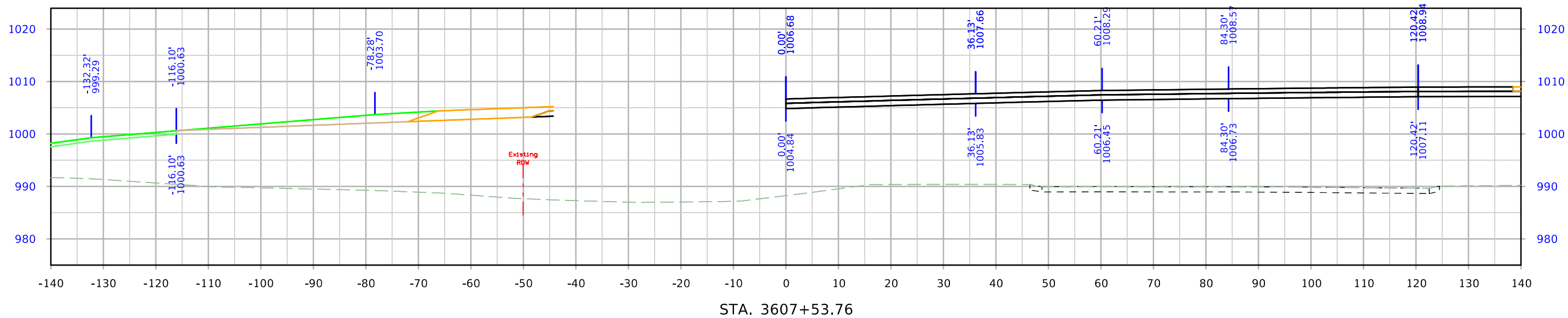
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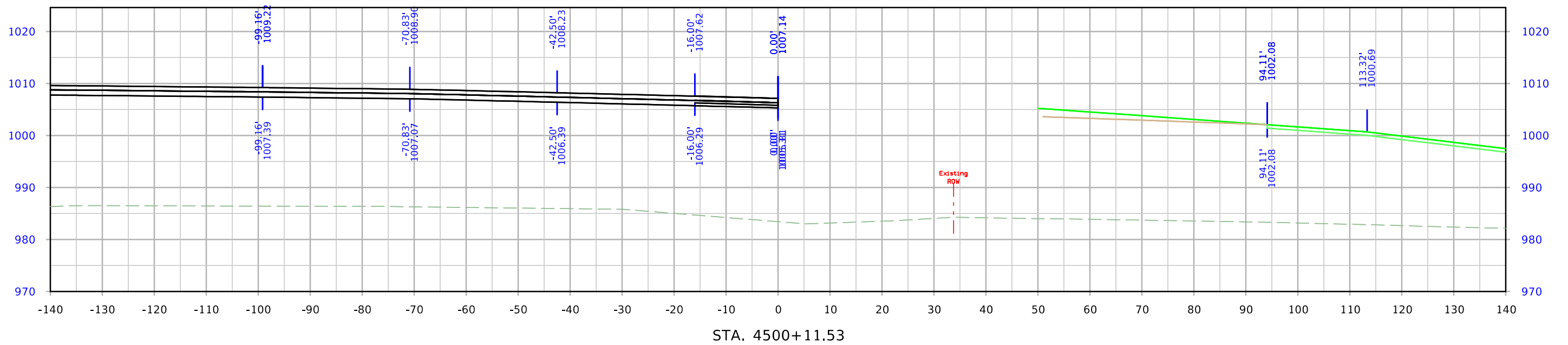
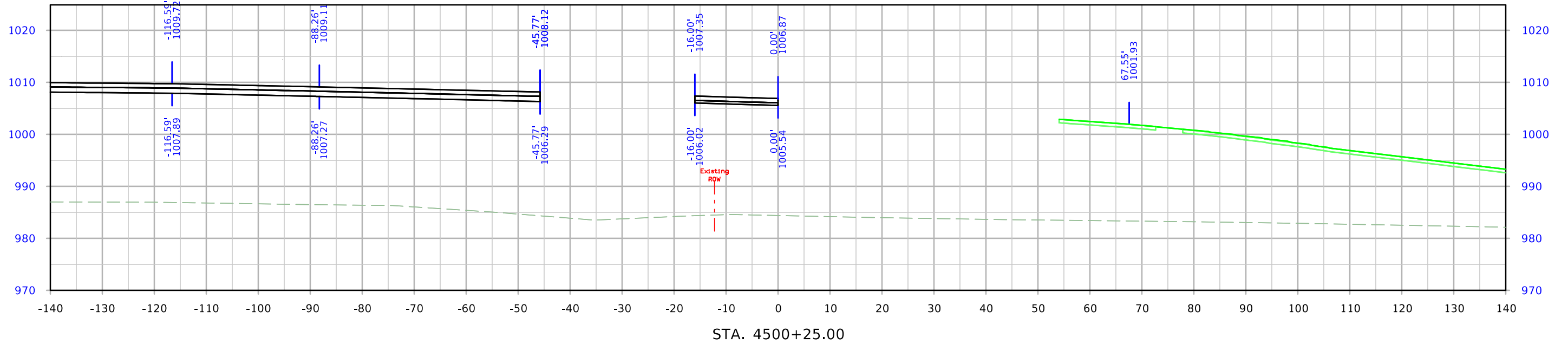
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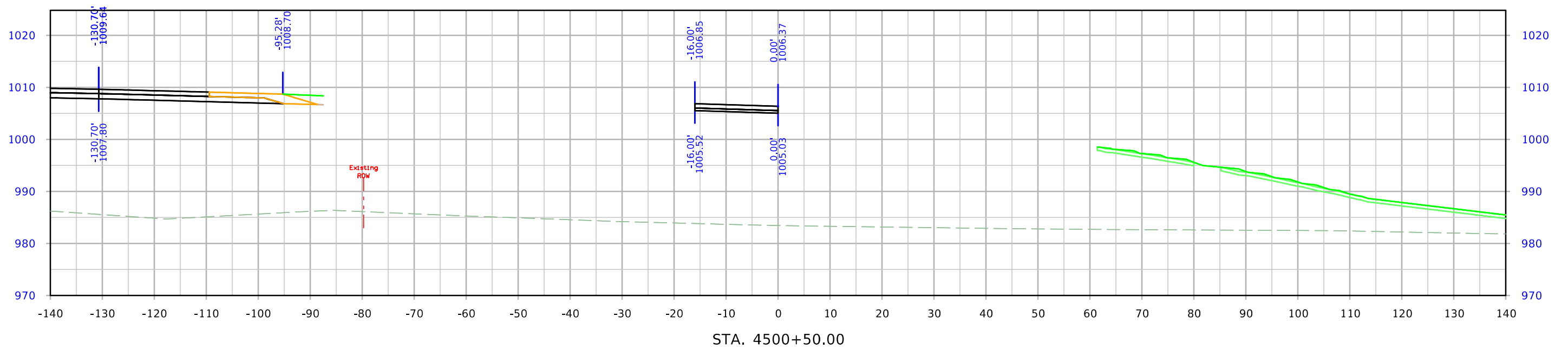
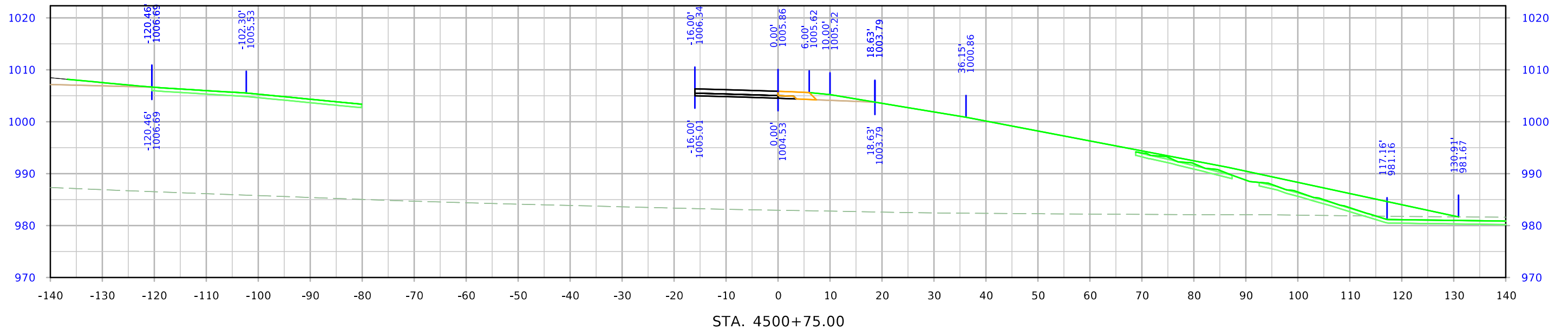
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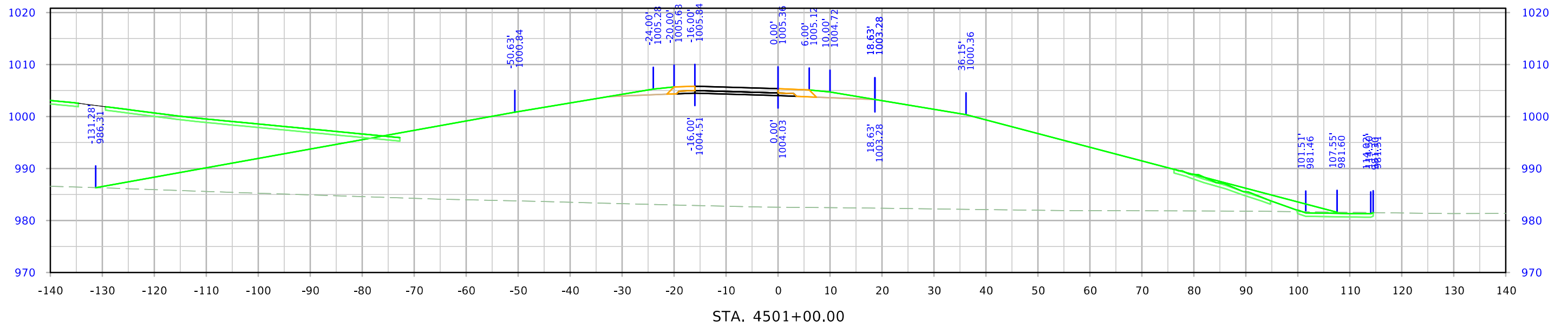
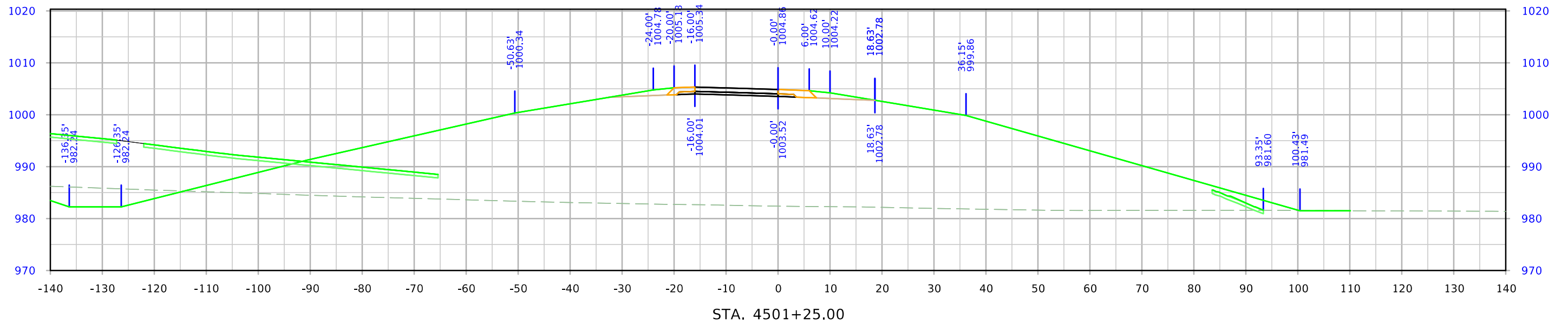
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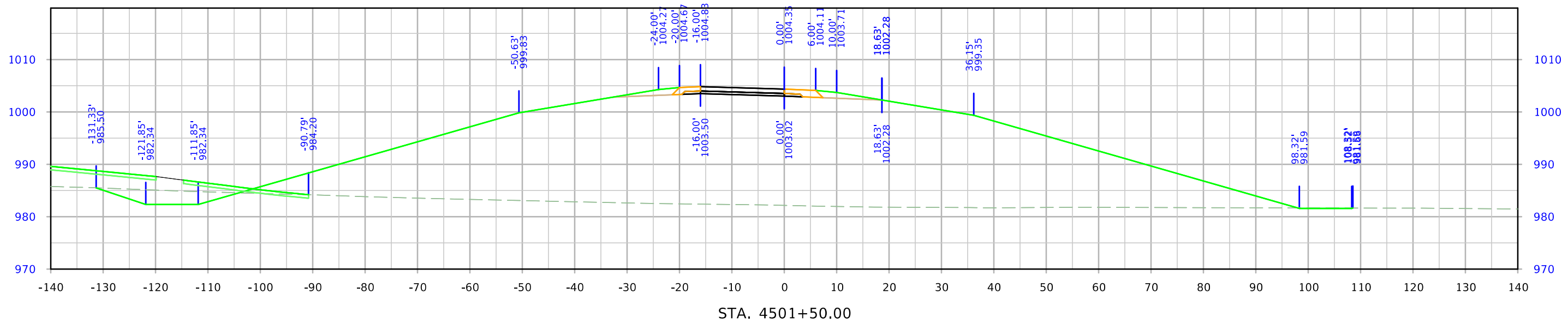
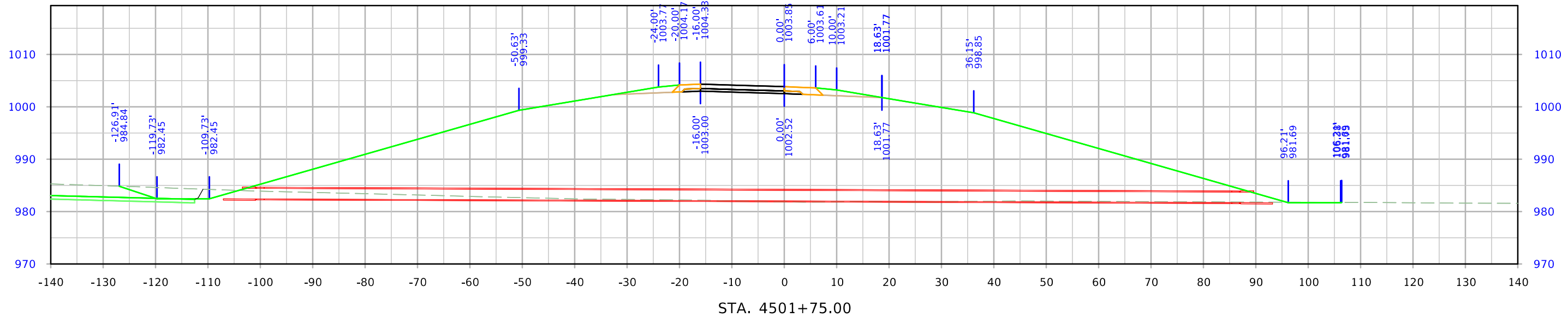
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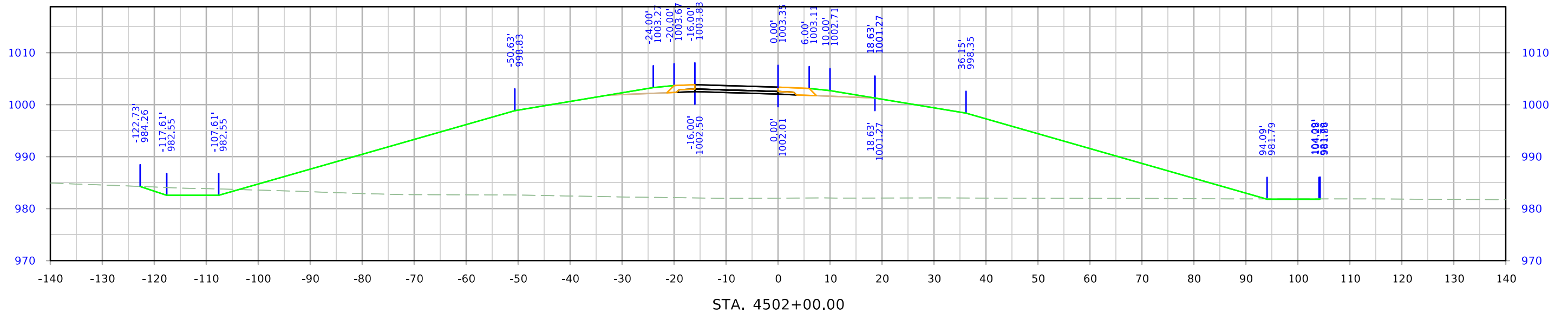
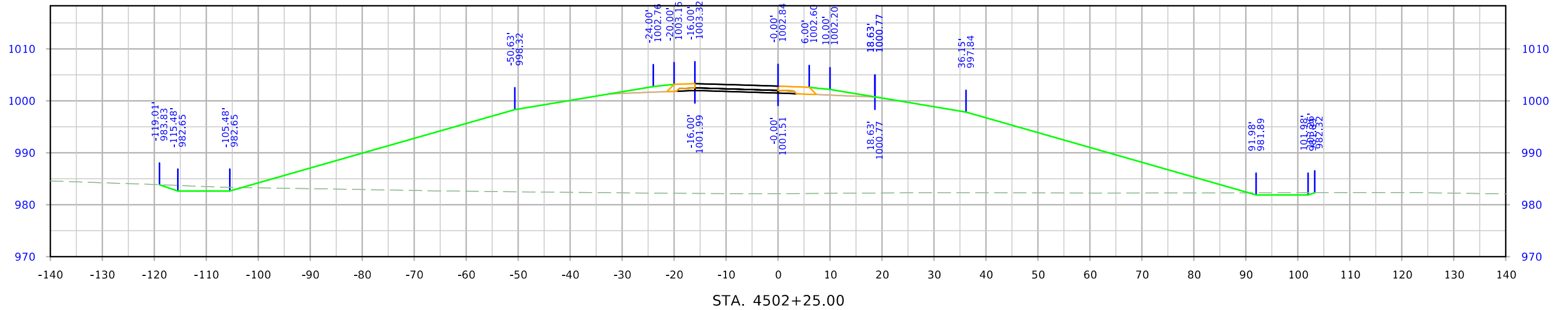
610th Ramp D



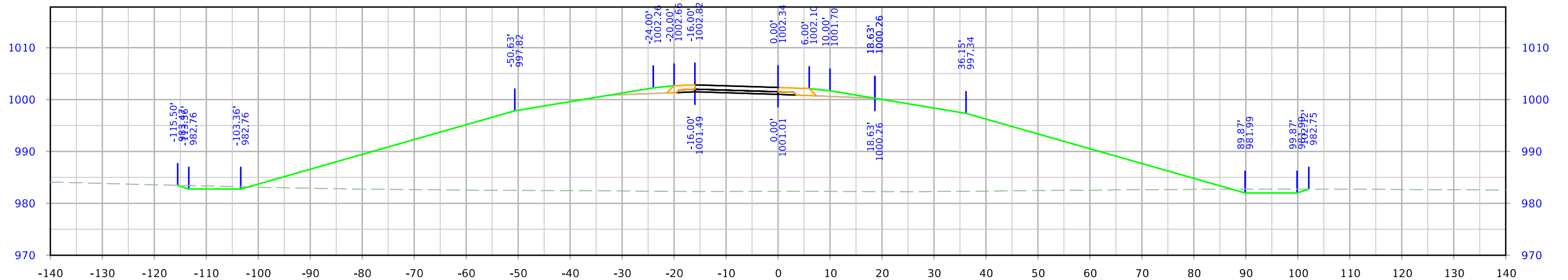
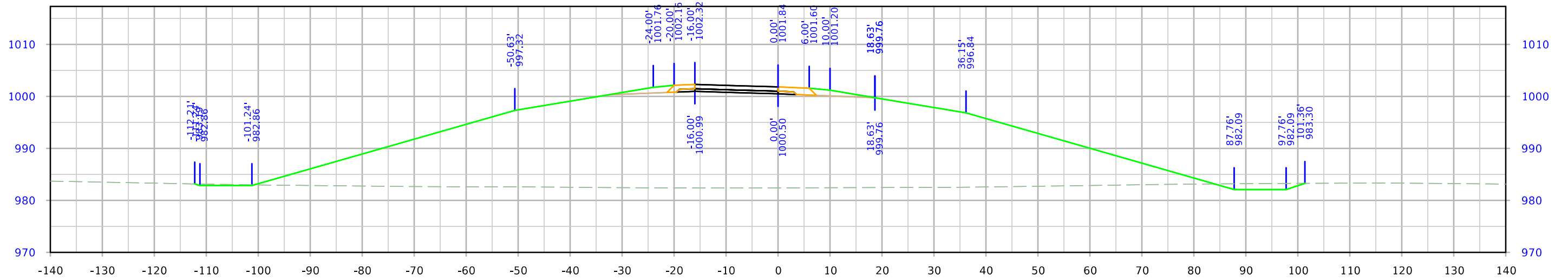
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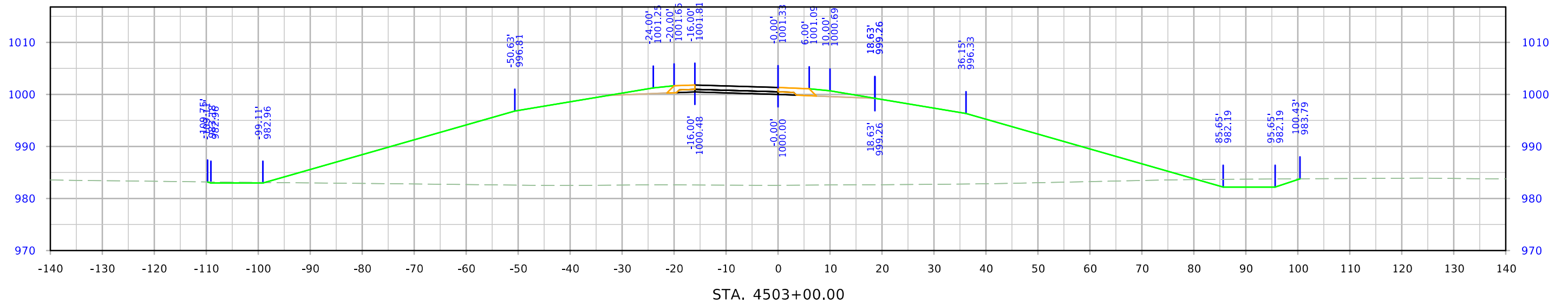
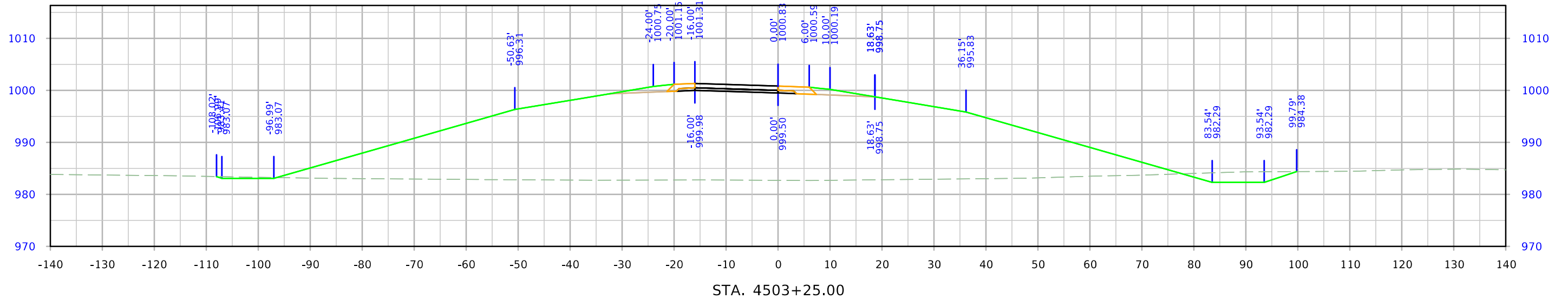
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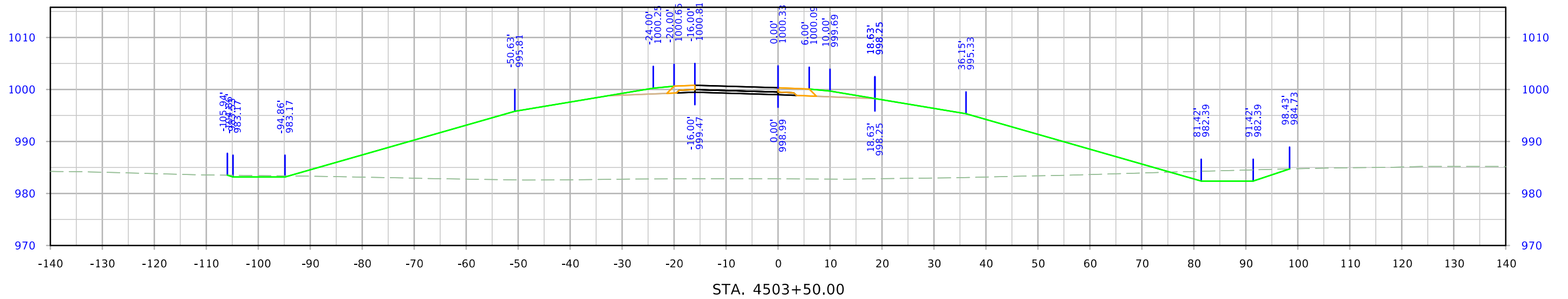
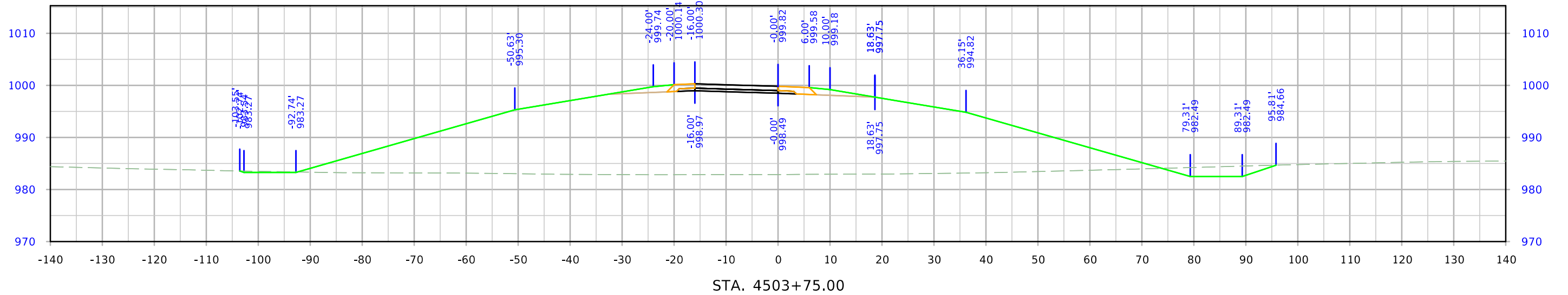
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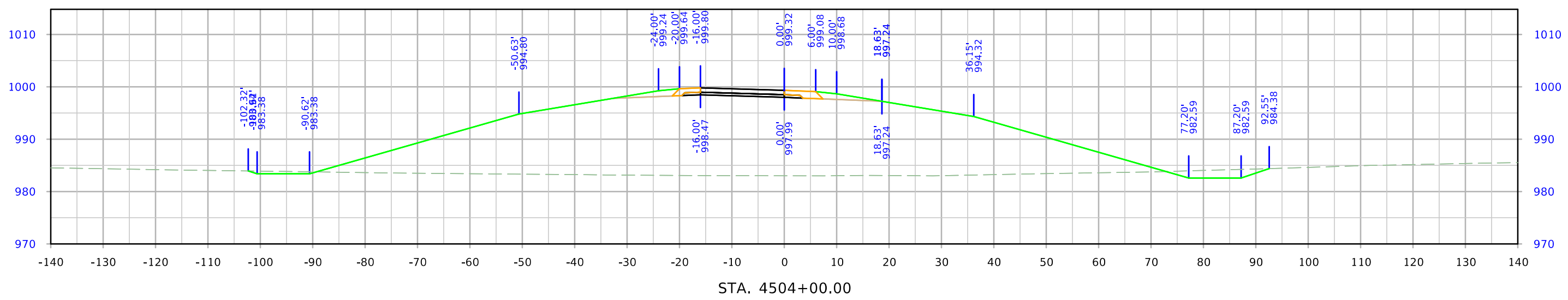
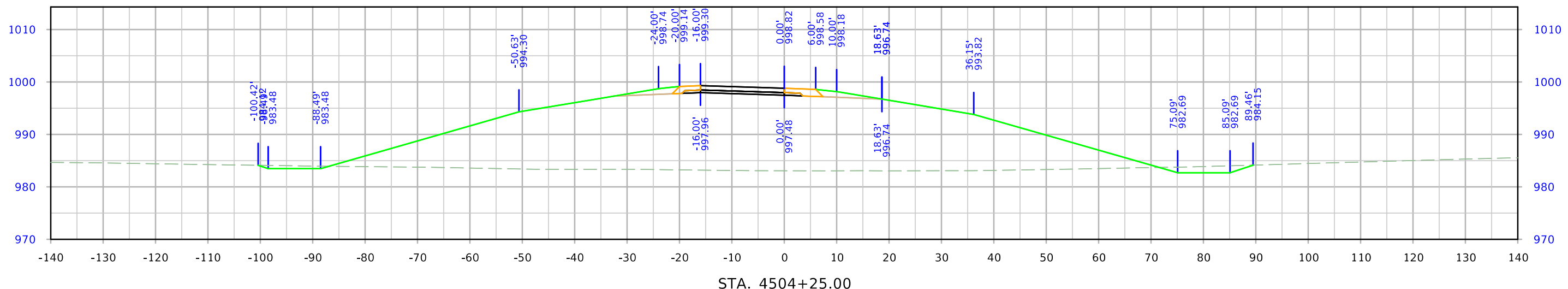
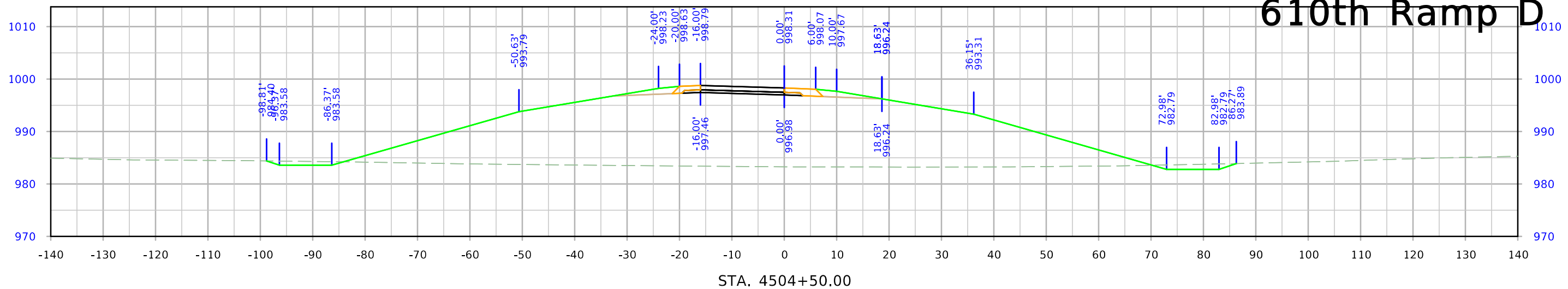
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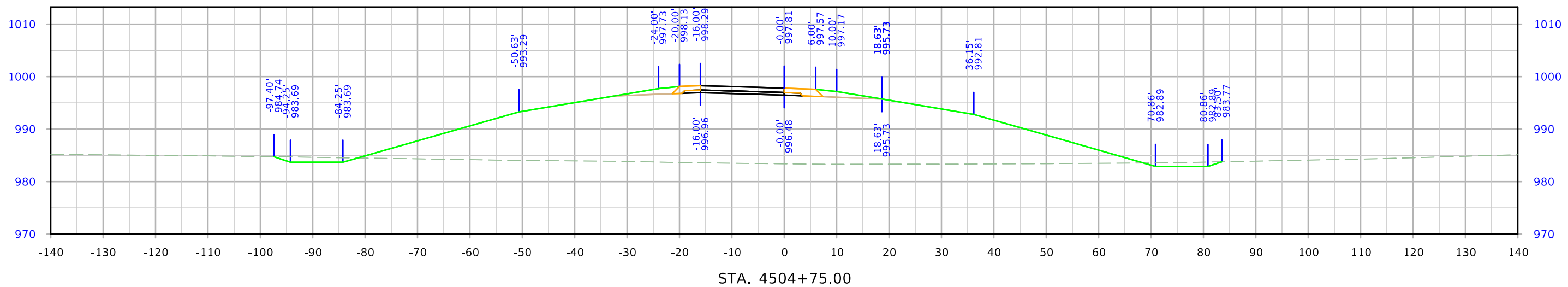
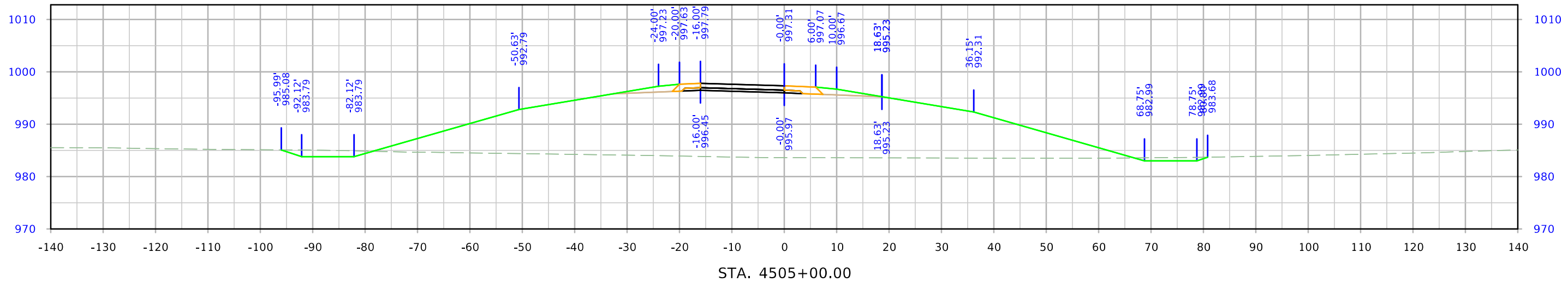
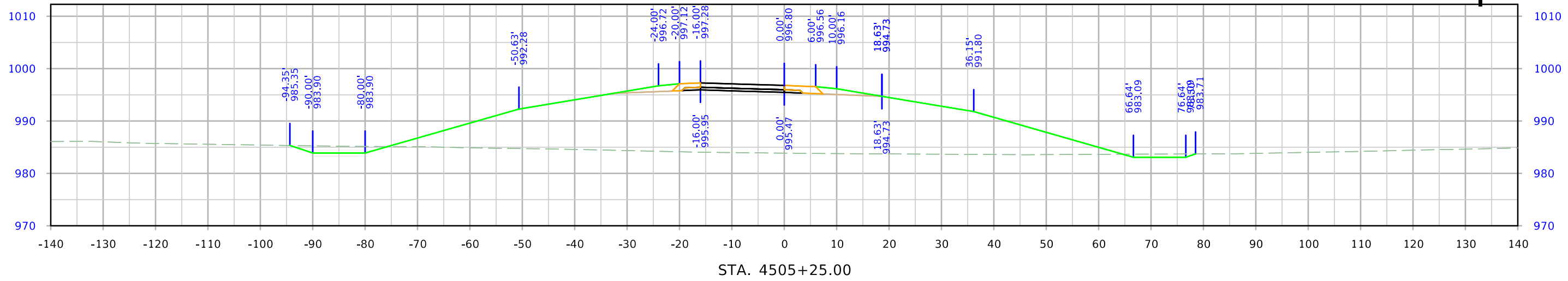
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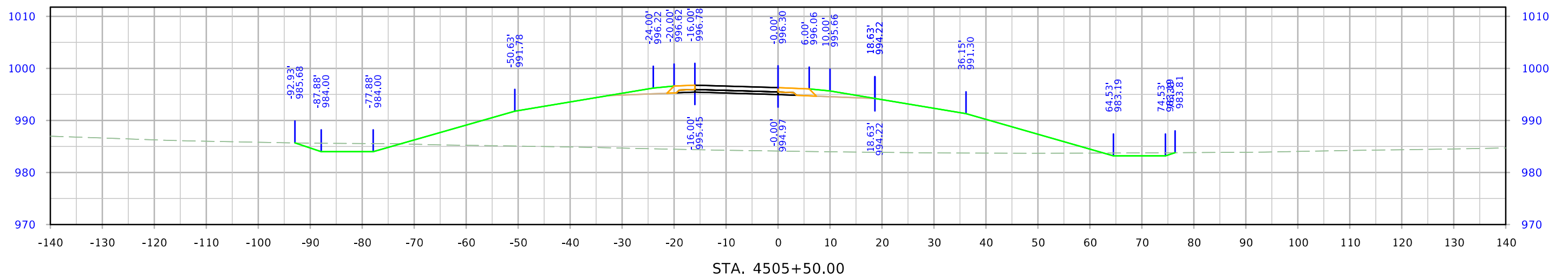
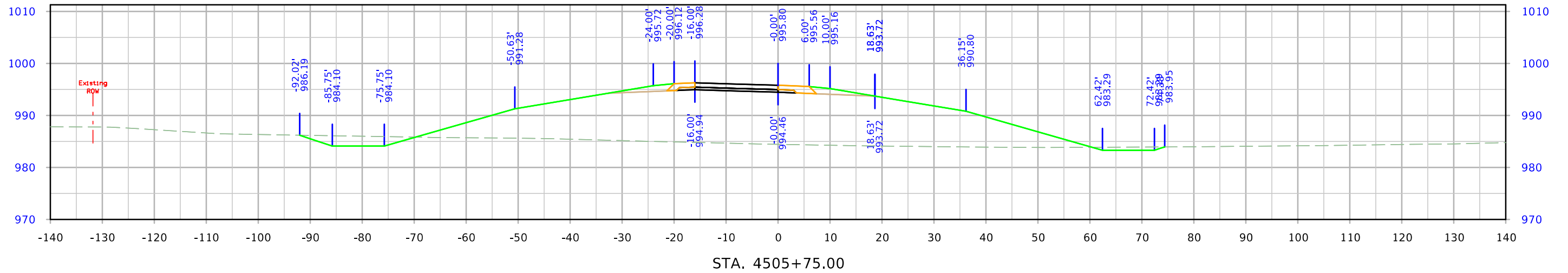
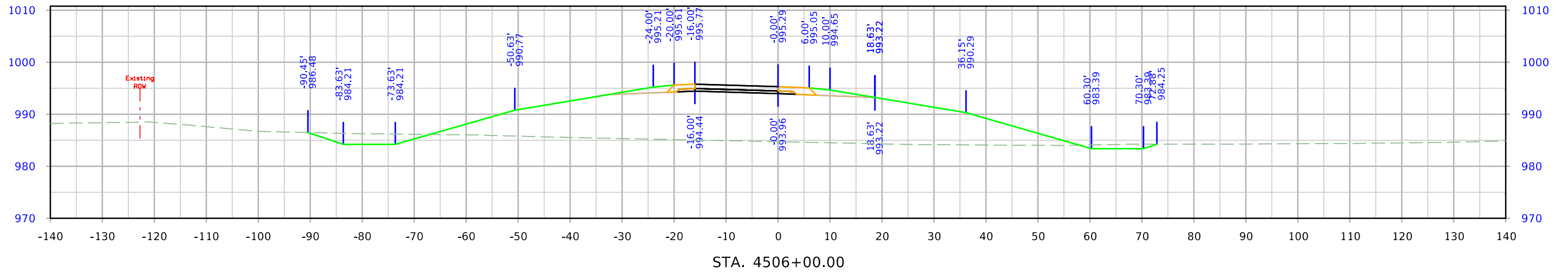
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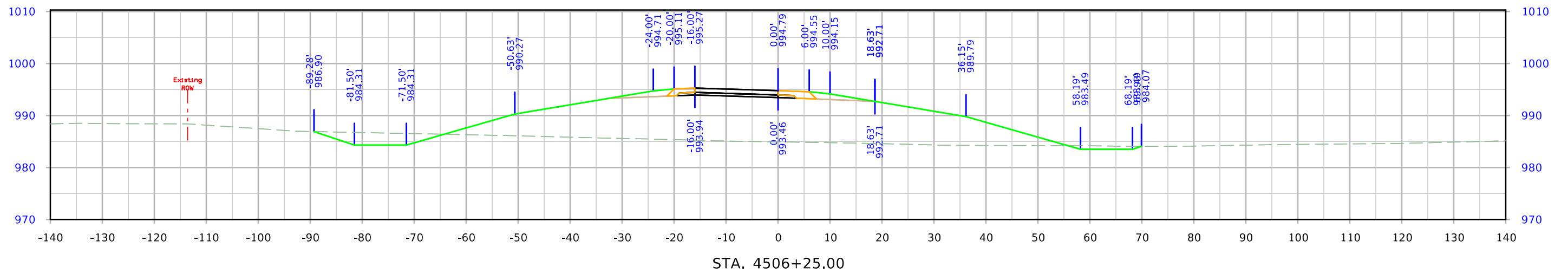
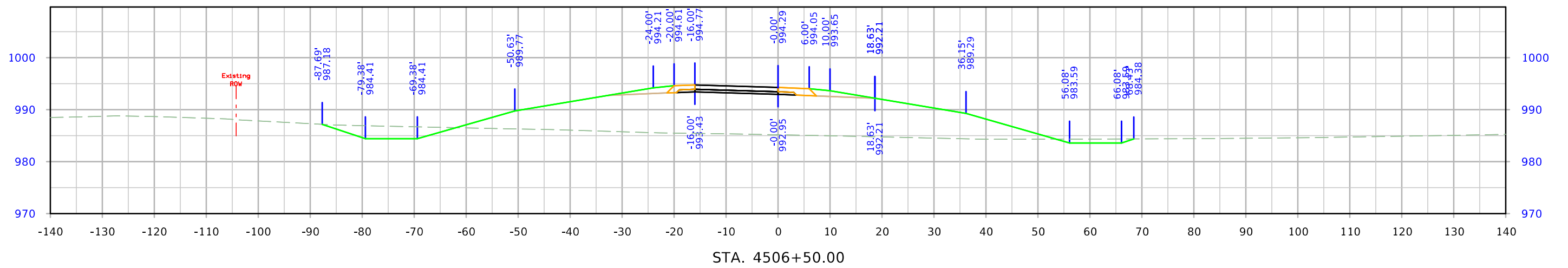
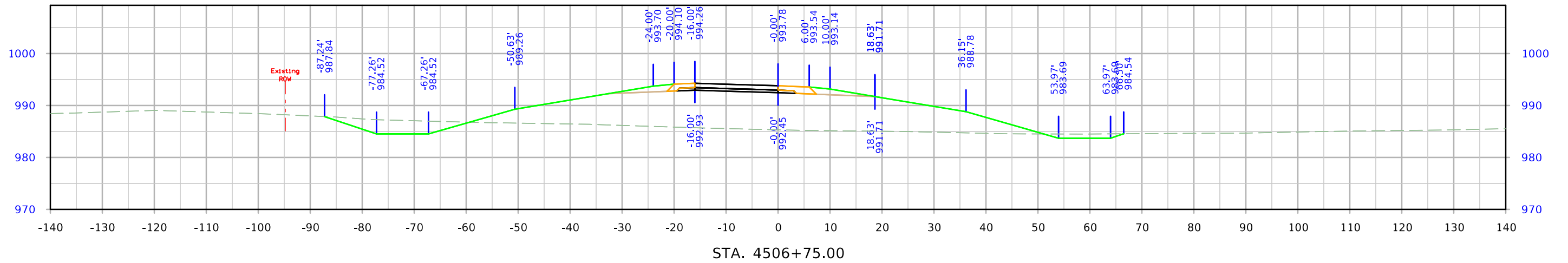
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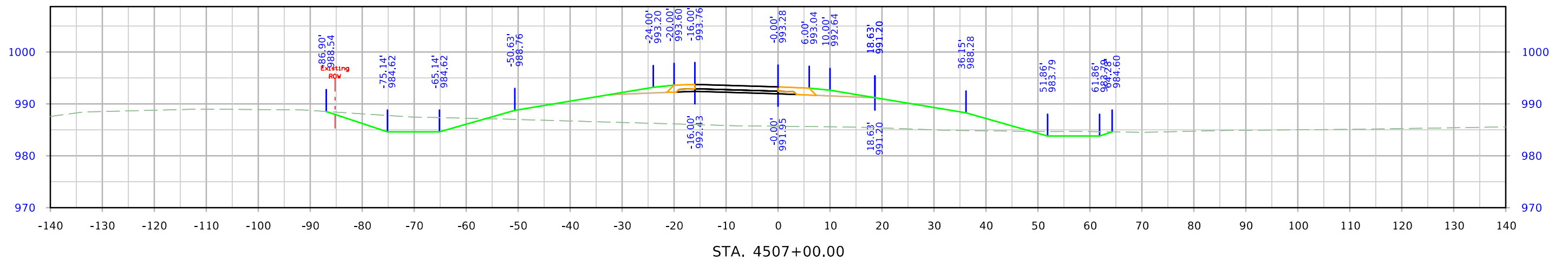
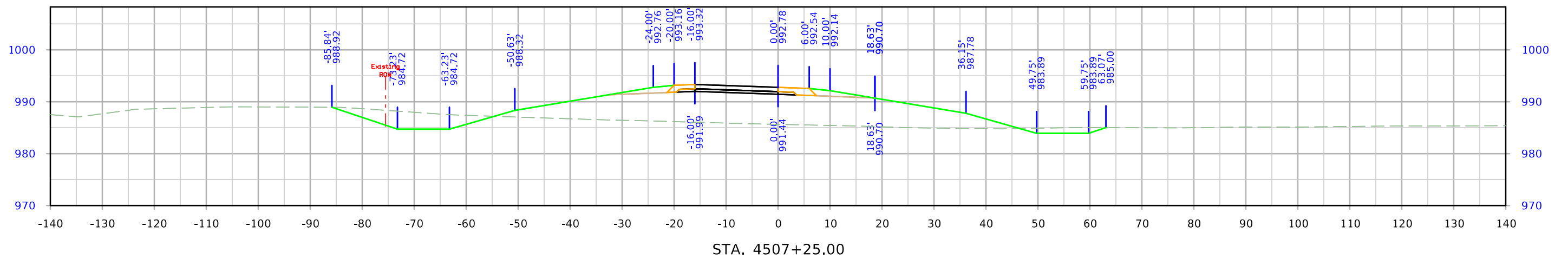
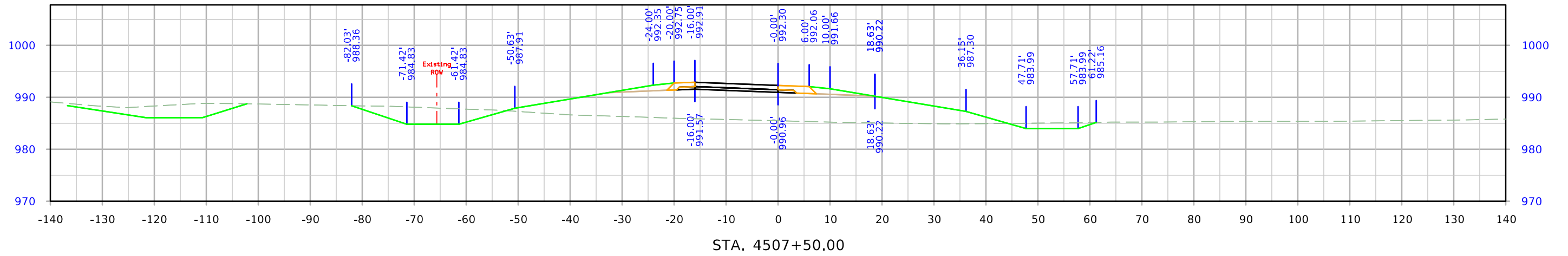
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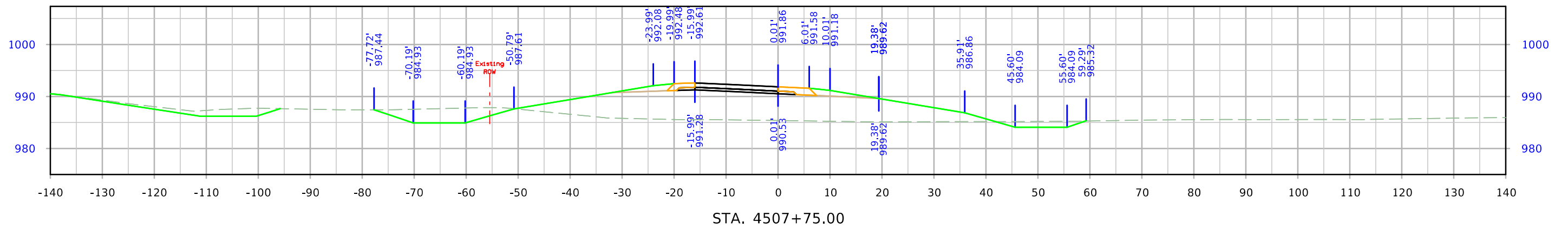
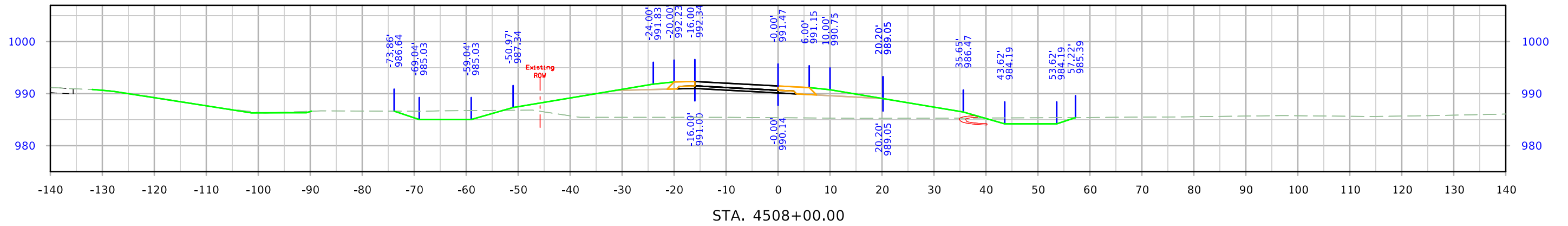
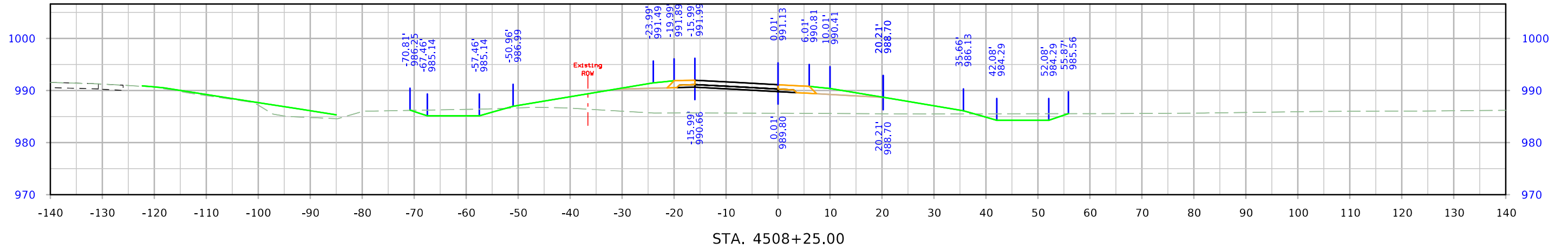
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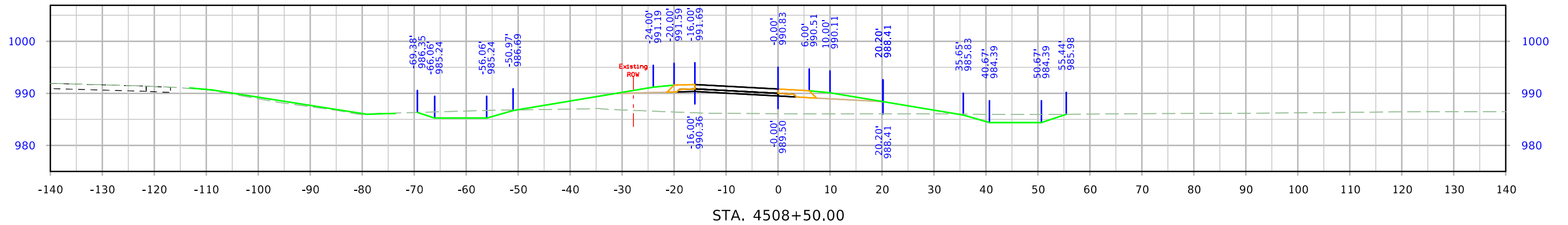
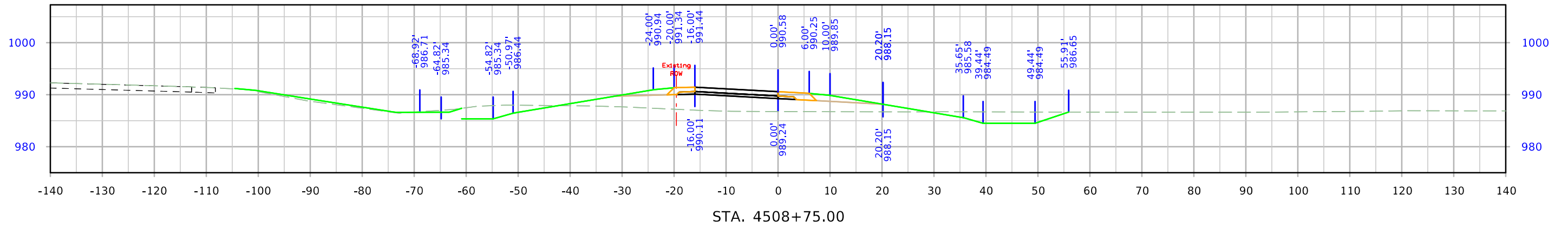
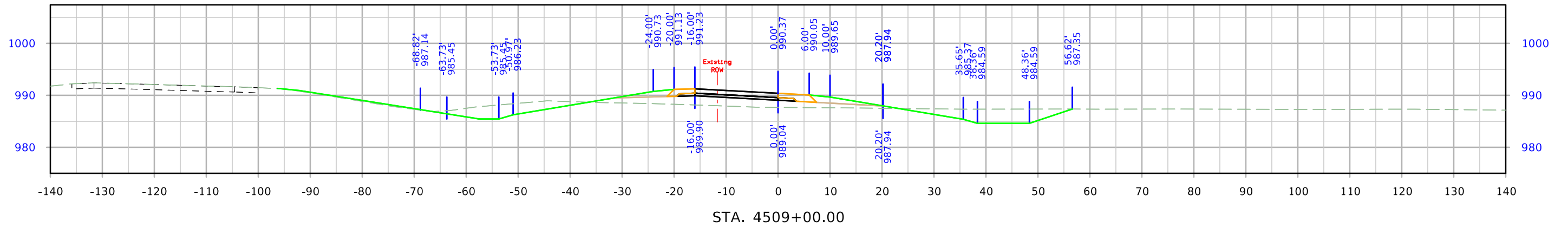
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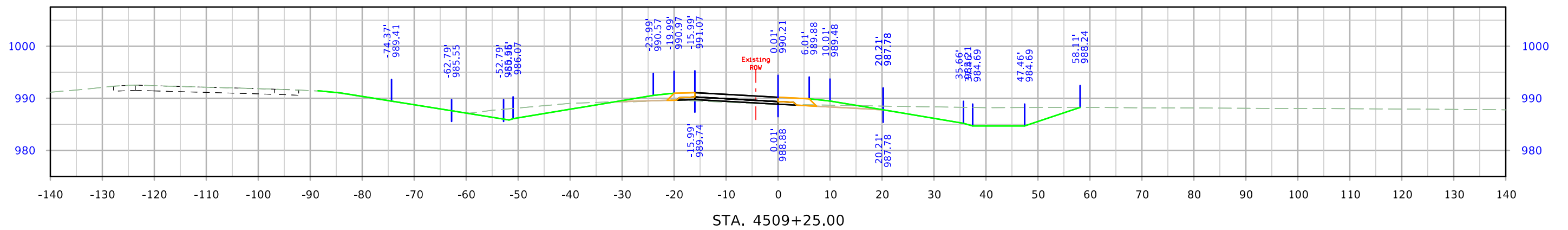
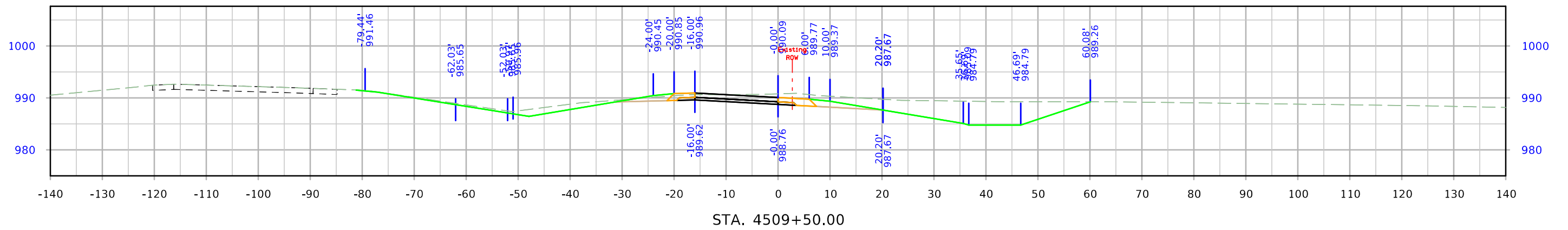
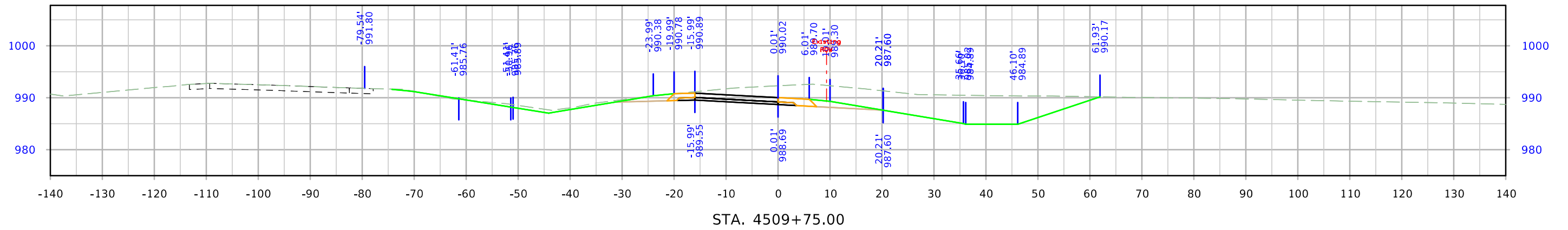
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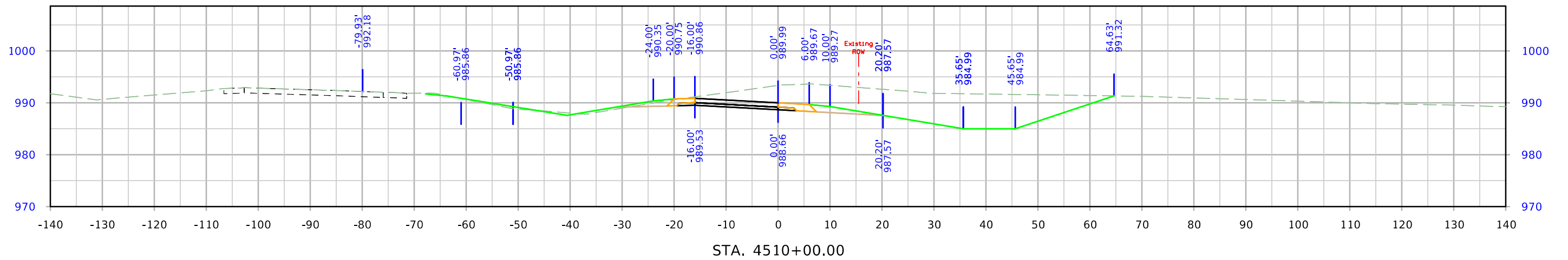
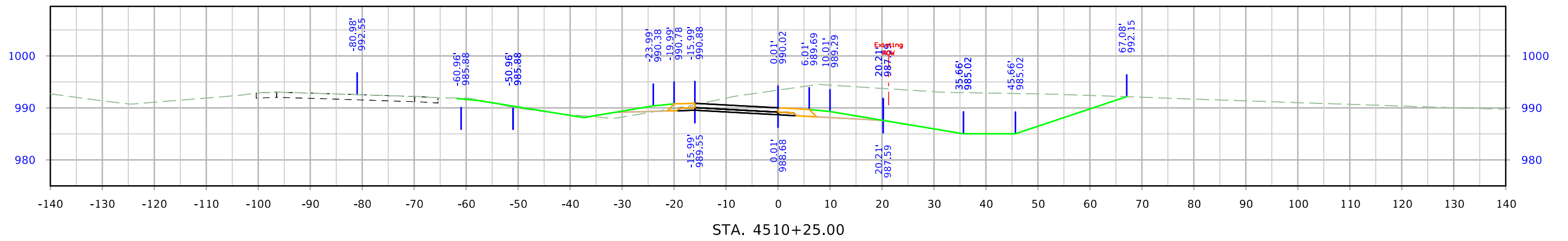
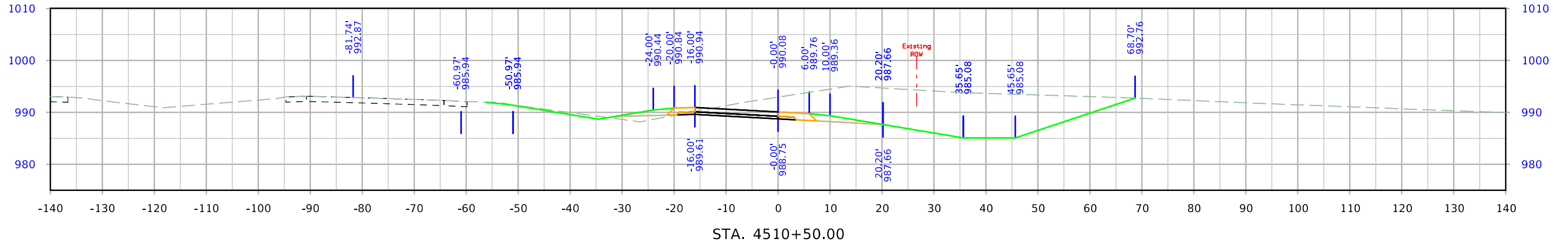
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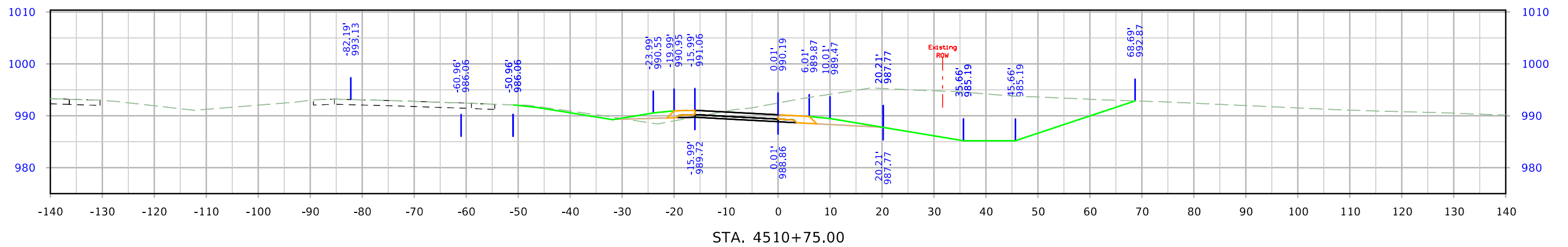
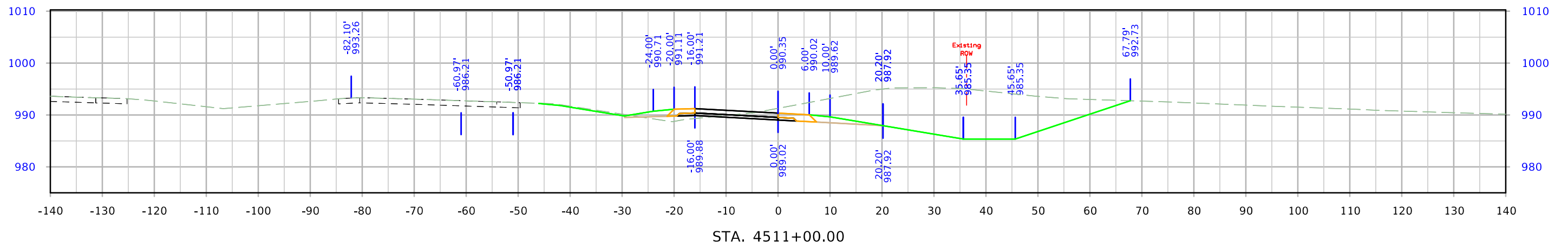
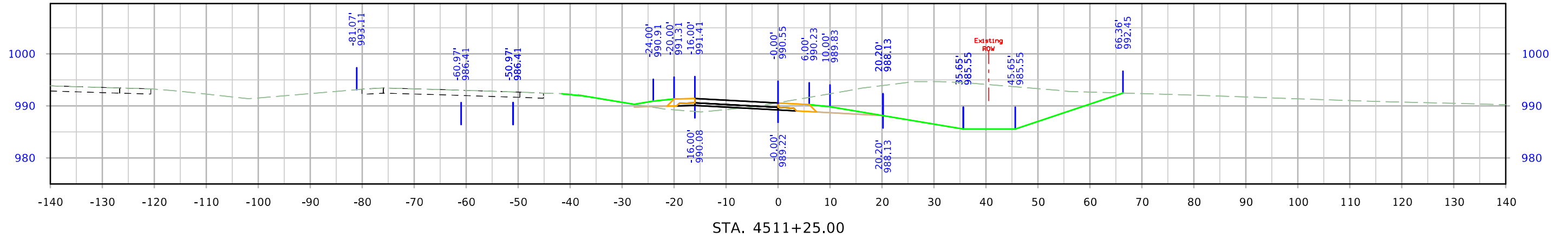
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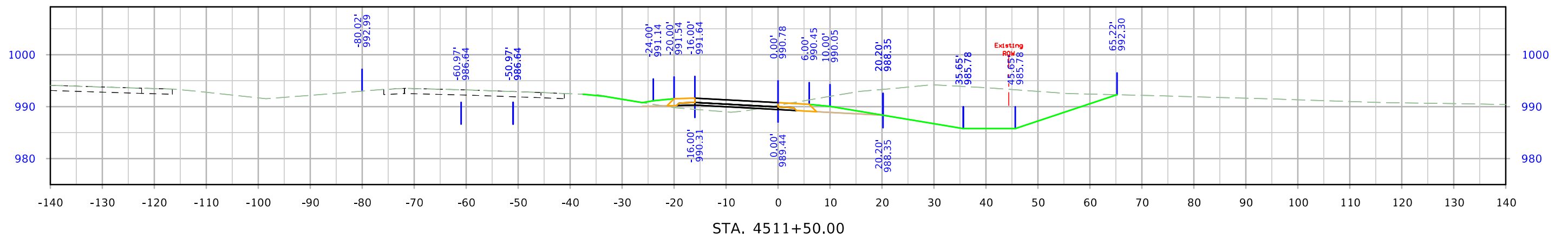
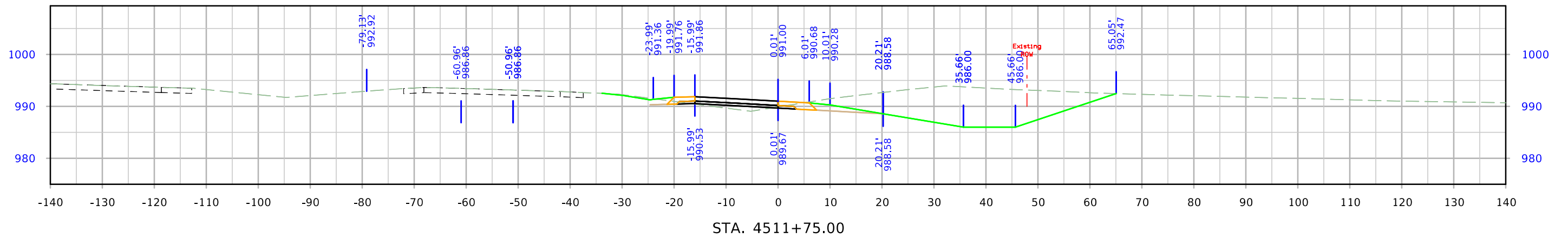
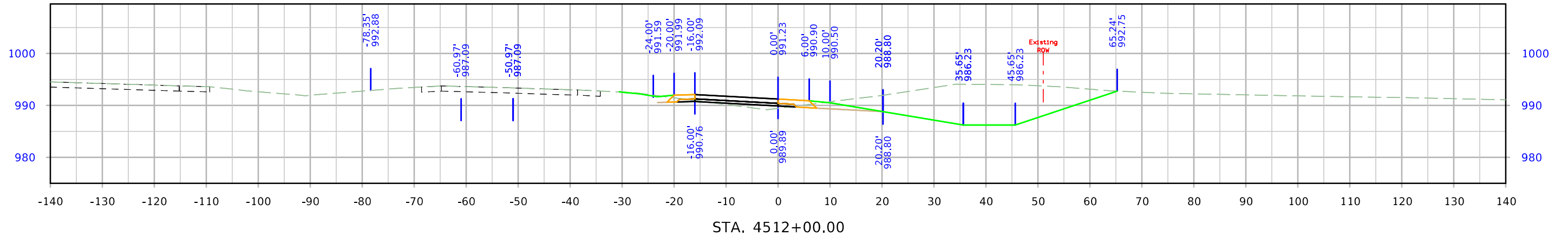
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