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←←H SHEETS



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

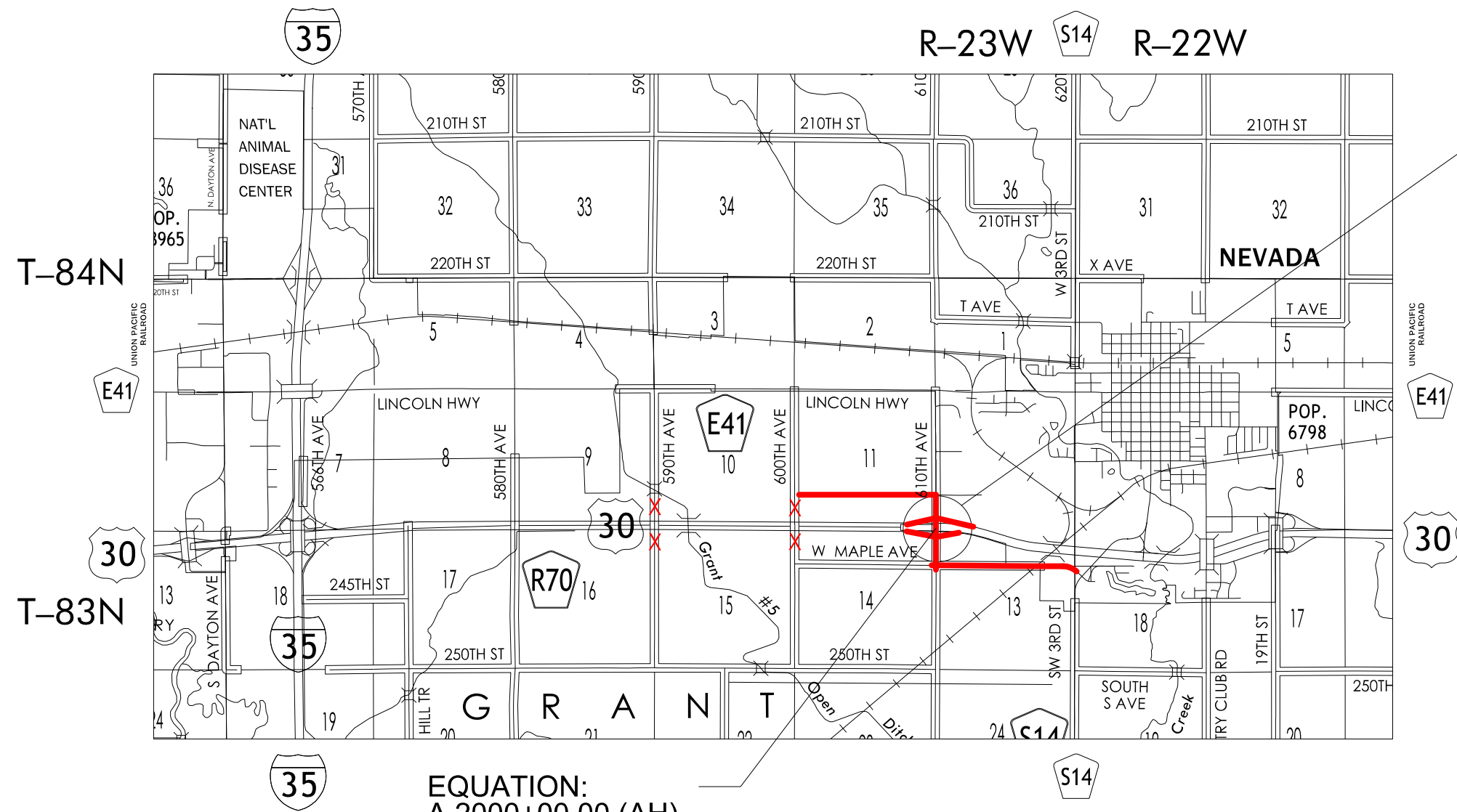
PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Jan 12, 2024

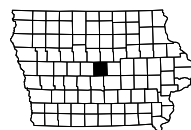
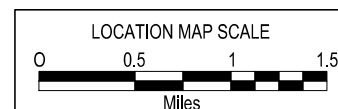
DESIGN DATA RURAL			
2028	AADT	18,329	V.P.D.
2048	AADT	23,129	V.P.D.
20 --	DHV	--	V.P.H.
TRUCKS		8-9	%
Total			
Design ESALs		--	

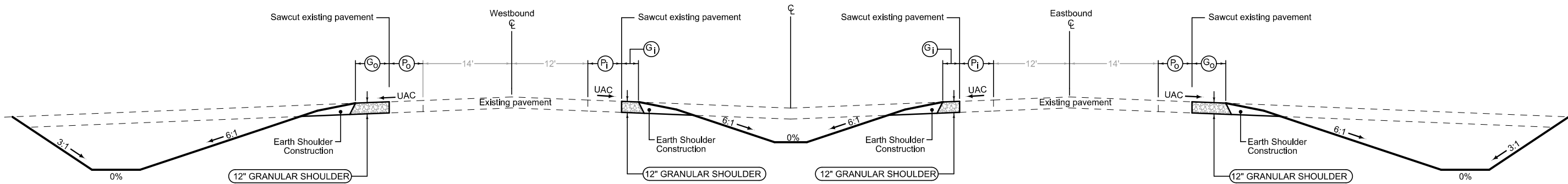
INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	Kelly C. Bell	Primary Signature Block	X
X	X	X	X



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 _o Feet	G _o 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

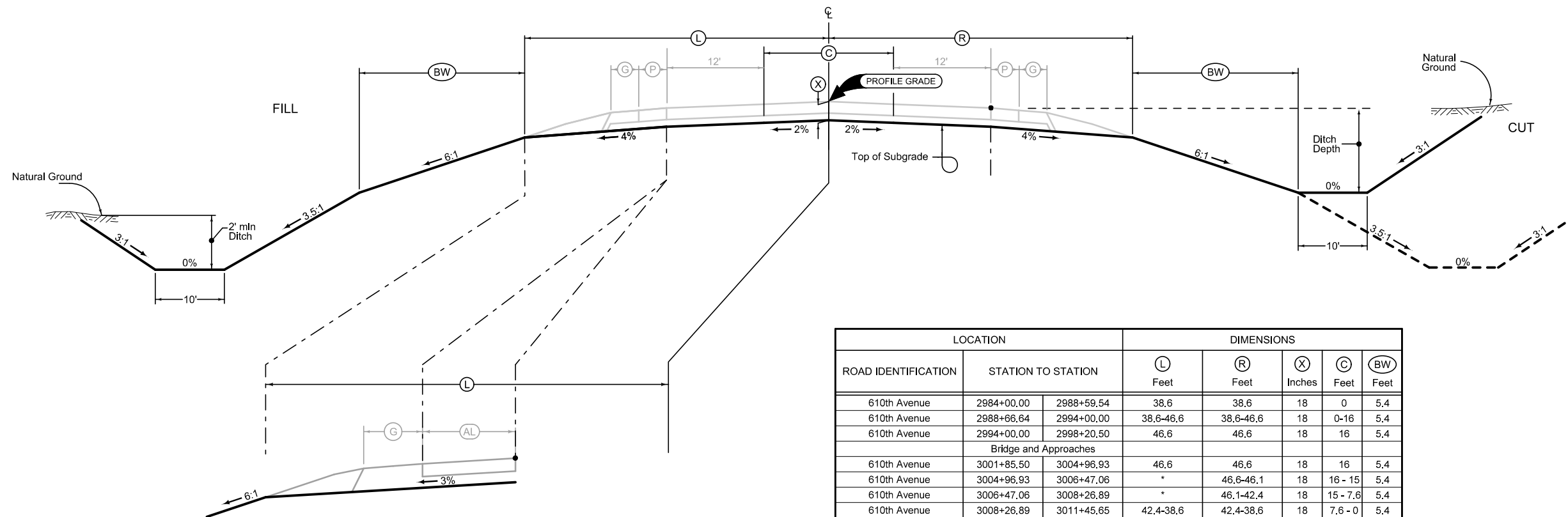
4_C_10-19-10					
Direction of Travel	BEGIN STATION	END STATION	P _i Feet	G _i Feet	
EB	1497+00.00	1503+75.00	4	2	
EB	1550+50.39	1554+56.38	4	2	
EB	1599+38.13	1607+14.67	4	2	
EQ 1607+14.67 (BK) = A 2000+00.00 (AH)					
EB	A 2000+00.00	A 2000+86.26	4	2	
WB	1499+84.67	1503+64.44	4	2	
WB	1552+88.99	1556+69.70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



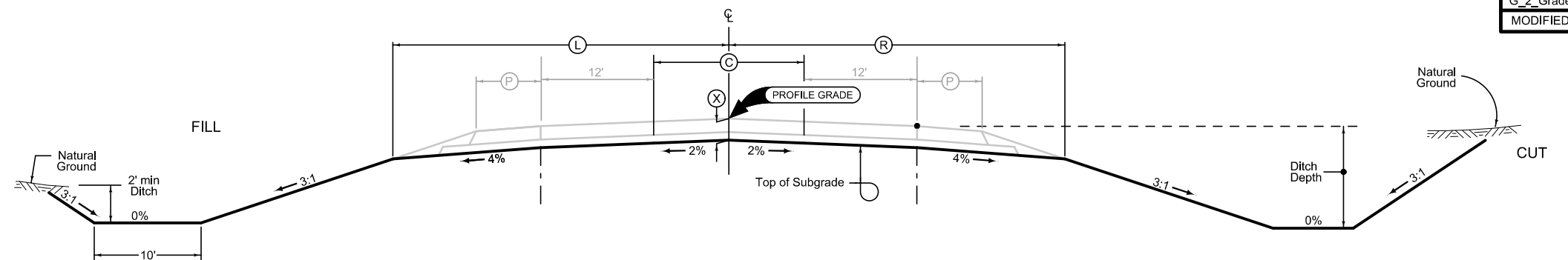
Auxiliary Lane Grading

LOCATION			 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

[illegible]

* See Aux Lane

2 LANE GRADING (Barnroof Section)

[illegible]

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.

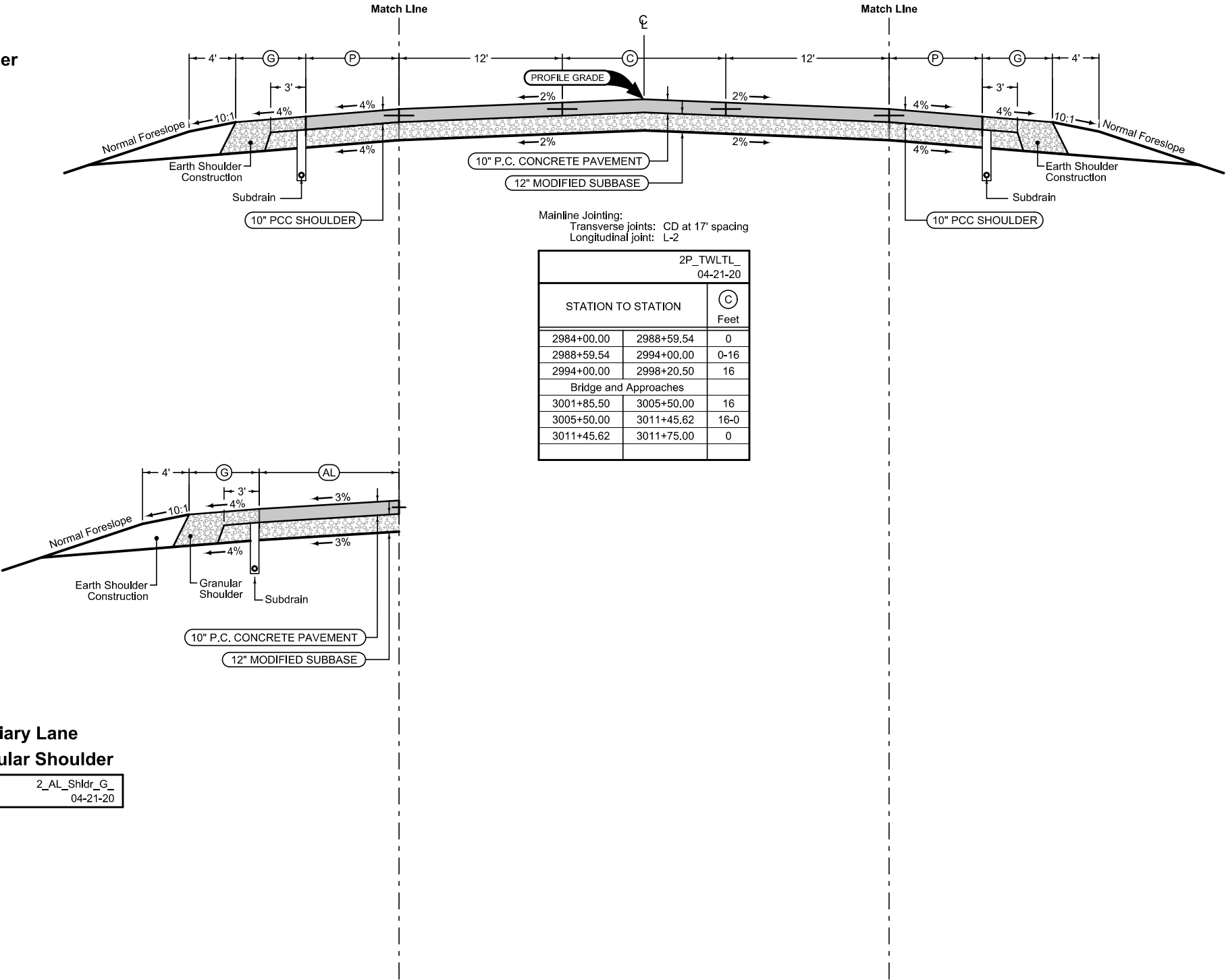
2 LANE GRADING

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

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_TWLT_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	
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See Tab 100-24 for pavement quantities.

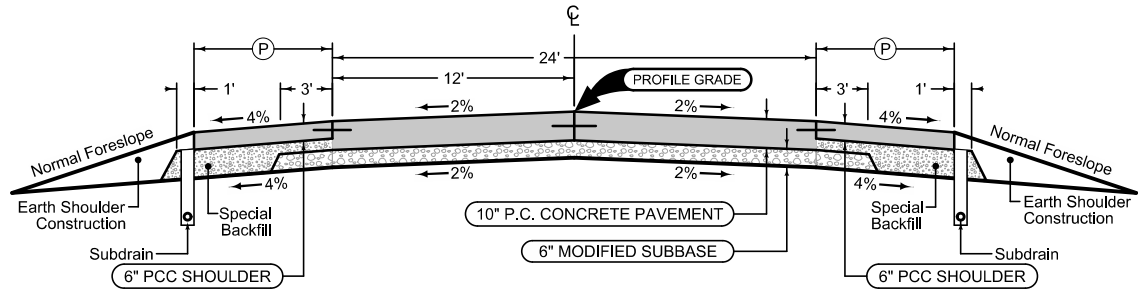
See Tab 112-9 for shoulder quantities.

610th Avenue / Airport Road

Paved Shoulder

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 17' spacing

2_P_PCC_ MODIFIED		
STATION TO STATION		(P) Feet
5566+06.75	5619+37.79	6



Paved Shoulder

PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 17' spacing

2_P_PCC_ MODIFIED		
STATION TO STATION		(P) Feet
5566+06.75	5619+37.79	6

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

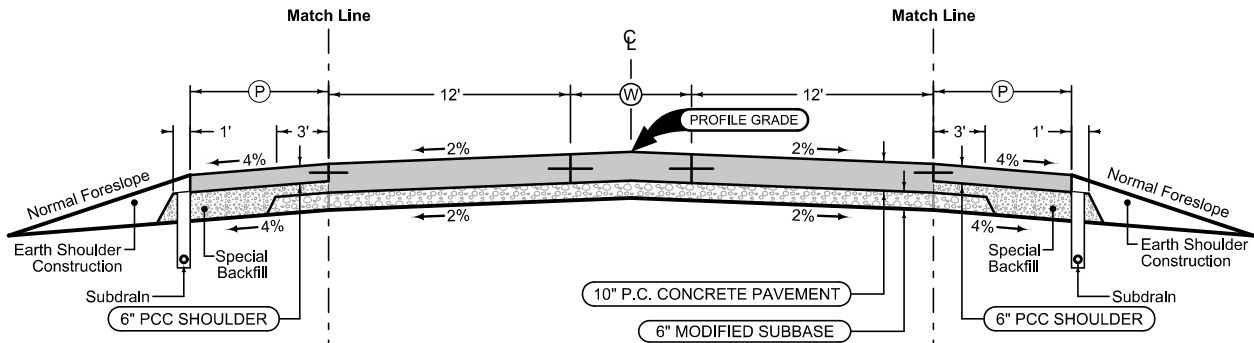
2P_ 04-21-20	
STATION TO STATION	
5566+06.75	5619+37.79

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

West A Avenue

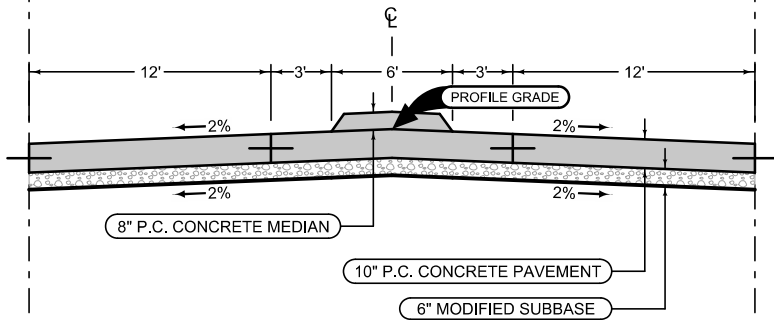
Paved Shoulder
PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 17' spacing

2_P_PCC_ MODIFIED		
STATION TO STATION		(P) Feet
4024+75.00	4026+64.51	6
Gap for 610th Ave		
4026+88.51	4064+85.19	6
Gap for Railroad		
4064+93.56	4082+27.53	6



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	4059+98.78	0
4059+98.78	4062+98.78	0-12
See Raised Median Typical		
4064+54.79	4064+57.02	12
Gap for Railroad		
4064+72.57	4064+74.79	12
See Raised Median Typical		
4066+30.80	4069+30.80	12-0
4069+30.80	4082+27.46	0



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

2P_ RaisedMedian MODIFIED	
STATION TO STATION	
4062+98.78	4064+54.79
Gap for Railroad	
4064+74.79	4066+30.80

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

Paved Shoulder
PCC Shoulder Jointing:
Longitudinal joint: BT-1 or BT-5
Transverse joints: C at 17' spacing

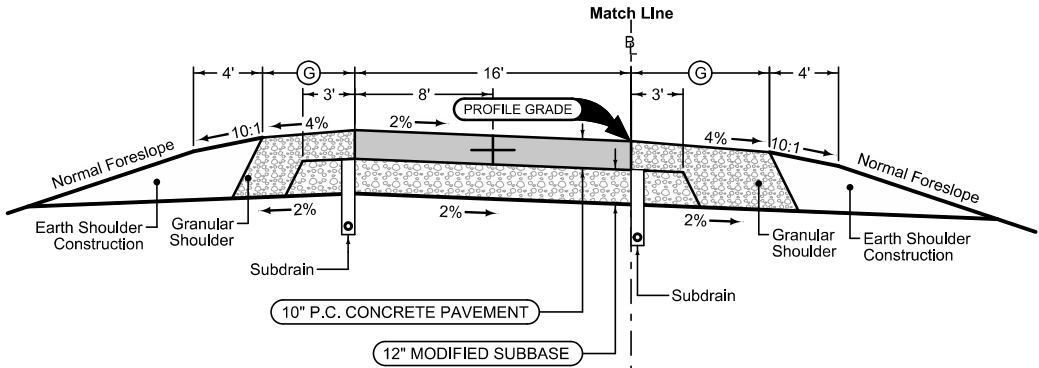
2_P_PCC_ MODIFIED		
STATION TO STATION		(P) Feet
4024+75.00	4026+64.51	6
Gap for 610th Ave		
4026+88.51	4064+36.03	6
Gap for Railroad		
4064+44.40	4082+27.39	6

See Tab 100-24 for pavement quantities.

See Tab 112-9 for shoulder quantities.

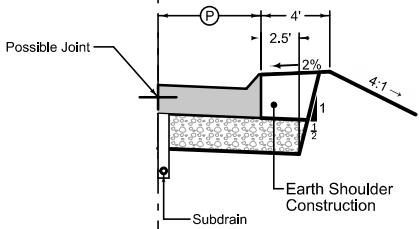
West Maple

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 Showin 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

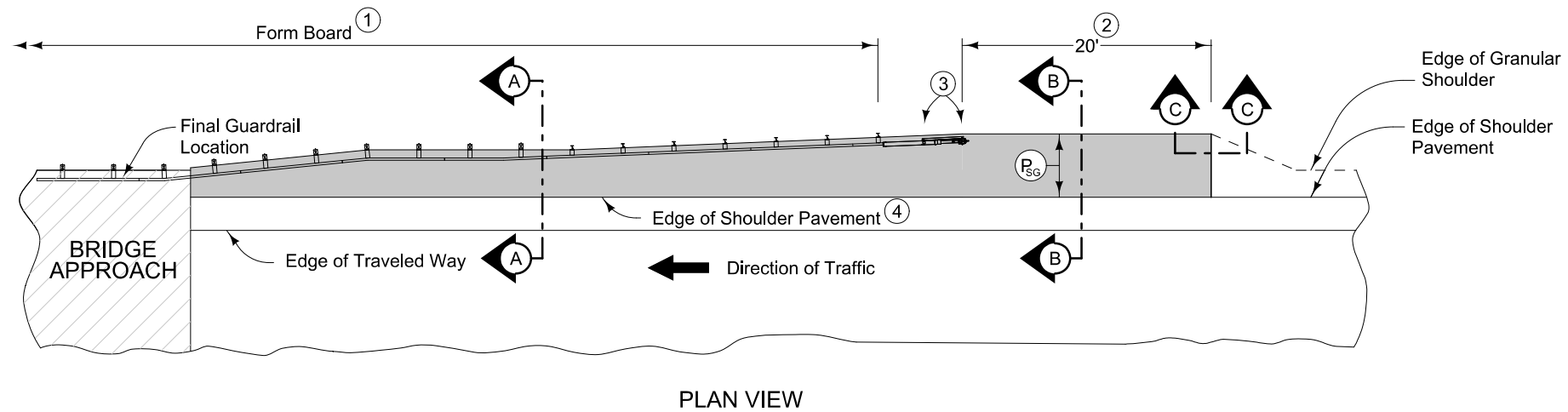
Curbed Shoulder
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

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.

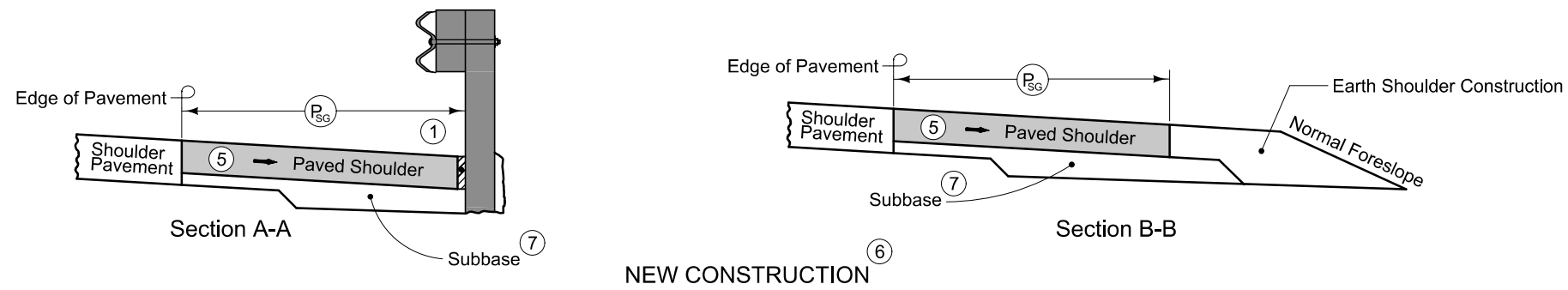
**US 30/610th Avenue
Ramp A,B,C,D**



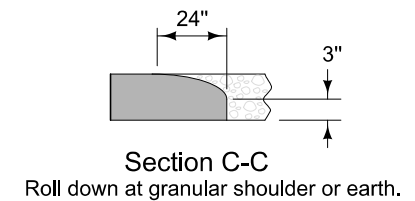
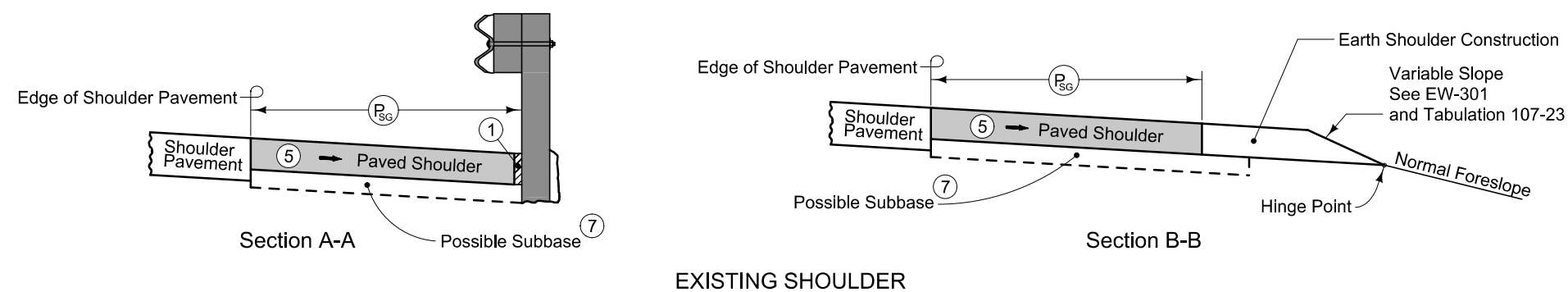
6" PCC Paved Shoulder at guardrail with the following jointing layout:

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.

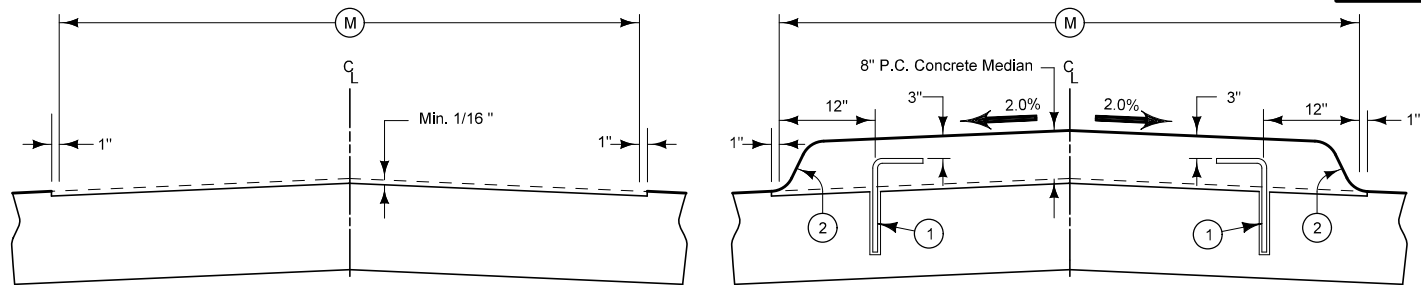
Refer to Tabulation 112-9 for shoulder quantities.



- 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.

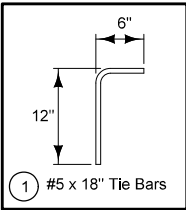


PAVED SHOULDER AT GUARDRAIL
(ADJACENT TO PARTIAL WIDTH PAVED SHOULDER)



Details of Milling

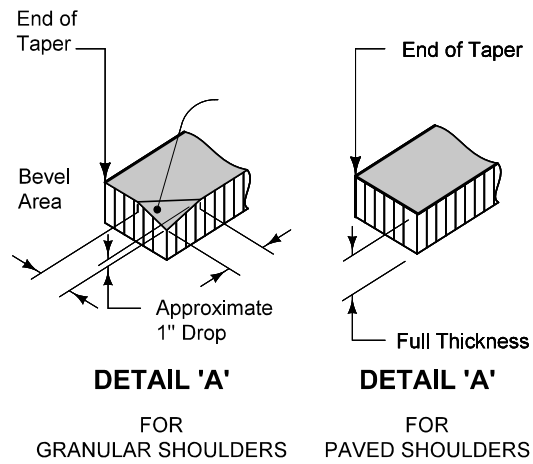
Details of
Median Placement



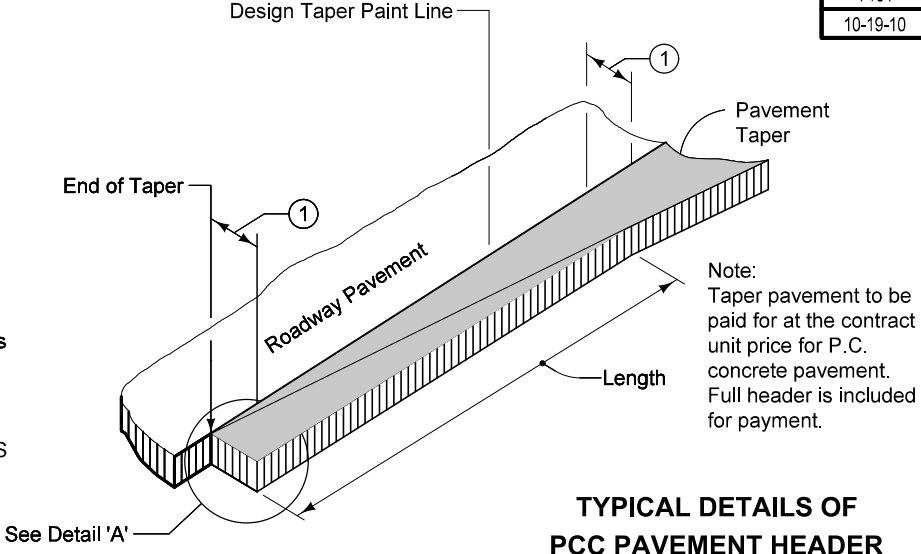
② 8" Standard Curb

DOWELED MEDIAN
WITH STANDARD CURB

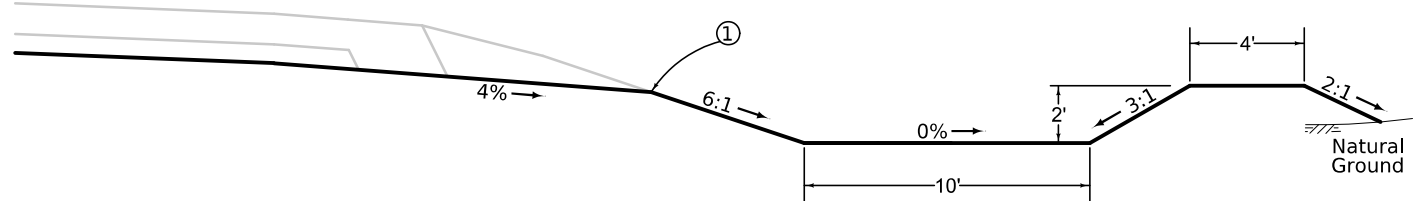
Notes:
This section may be appropriately modified in areas specifically designated by the Engineer.
Use 'C' joints in the doweled median and match the location of all transverse and longitudinal joints to the joints in the existing pavement.
Place tie bars at 24" C-C longitudinal spacing between joints in existing pavement. Drill 3/4" holes for 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.



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



TYPICAL DETAILS OF
PCC PAVEMENT HEADER



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

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

DETAIL OF TYPICAL DITCH W/ DIKE

LOCATION			
ROAD IDENTIFICATION	STATION TO STATION		SIDE
West A Avenue	5566+57.56	5591+45.00	Right
West A Avenue	5597+10.00	5606+40.00	Right

	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		Cistern
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)
	County Road Highway Symbol		Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Satellite TV Dish
	Fruit Tree		Water Hook Up
	Shrub (Bushes)		Radio Tower
	Timber		Tower Anchor
	Hedge		Guardrail (Beam or Cable)
	Stump		Guard Post (one or two)
	Swamp		Guard Post (over two)
	Rock Outcrop		Filler Pipe
	Broken Concrete		Gas Valve
	Revetment (Rip Rap)		Water Valve
	Cemetery		Speed Limit Sign
	Grave		Mile Marker Post
	Cave		SIGN Sign
	Sink Hole		TCB Traffic Signal Control Box
	Board Fence		RRB Rail Road Signal Control Box
	Chain Link or Security Fence		TSB Telephone Switch Box
	Wire Fence		Electric Box
	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)		

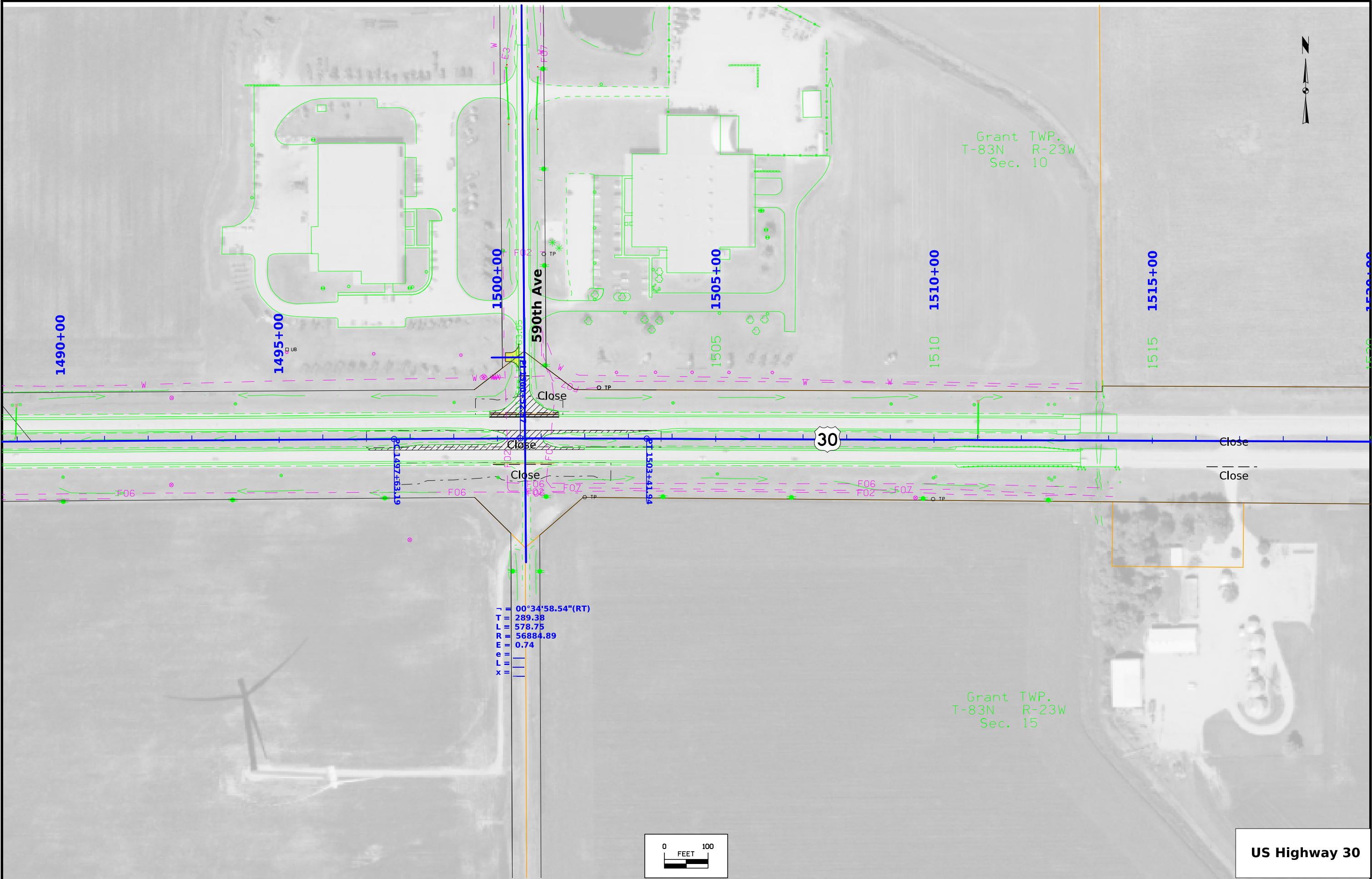
- **E2** Alliant
- **F02** Colo Telephone Co. - Quality D
- **F06** ICN - Quality D
- **F07** Windstream - Quality D
- **F09** Centurylink - Quality D
- **F010** AT&T Transmission - Quality D
- **W** Iowa Regional Utility Association - Quality D
- **G** Alliant - Quality D
- **TV** Mediacom - Quality D
- **E1(B)** EL1B, Consumers Energy - Quality B
- **E2(B)** EL2B, City of Nevada - Quality B
- **F0(B)** FO1B, WII Tel - 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
- **G2HP(B)** GH2B, Magellan - Quality B
- **G3HP(B)** GH3B, Flint Hills Resources - Quality B
- **T1** TL1D, Century Link-Lumen - Quality D
- **W** WL1D, Iowa Regional Utilities Association - Quality D

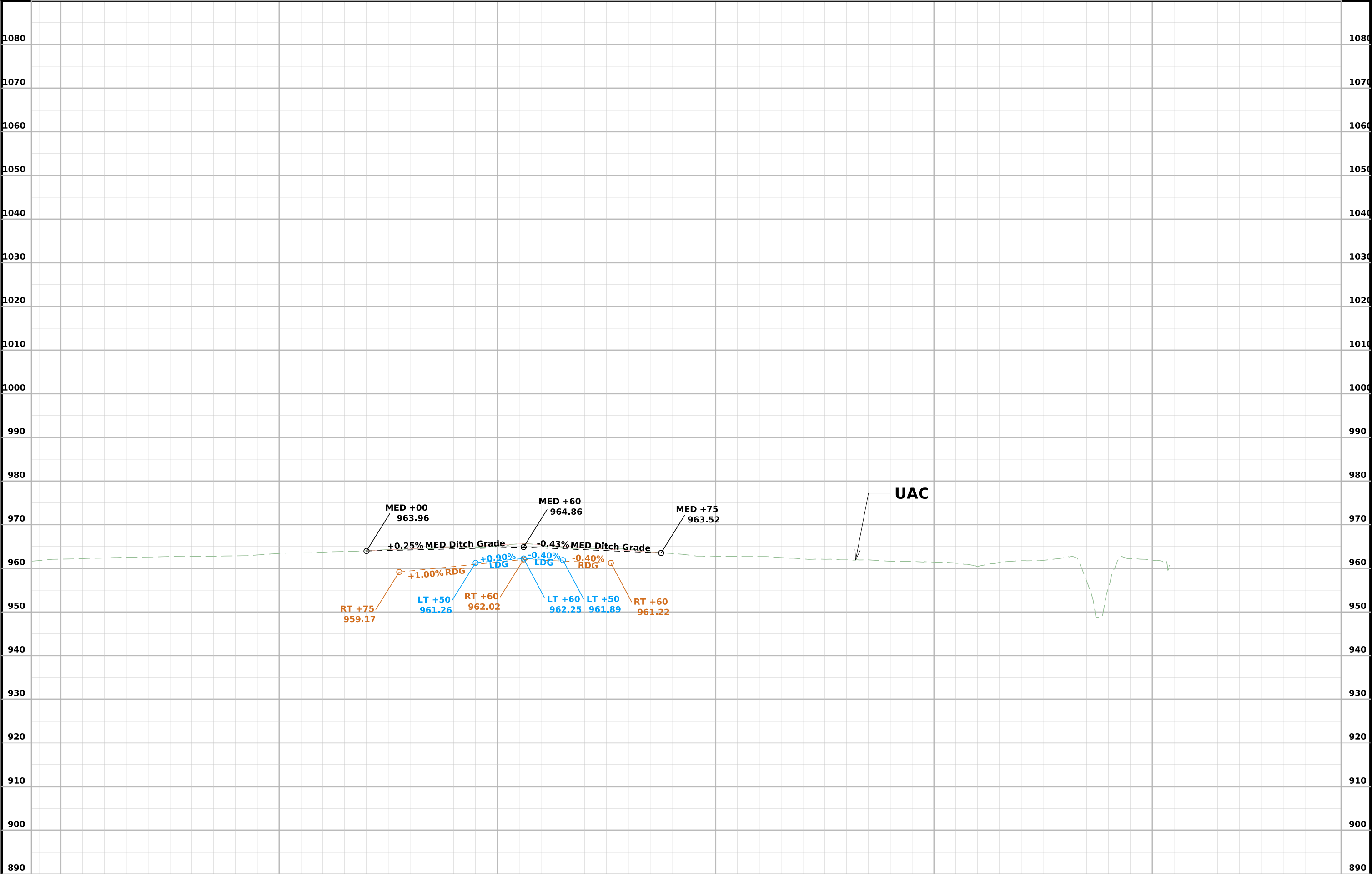
LINEWORK		Design Color No.
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
SHADING		Design Color No.
Lavender	(9)	Temporary Pavement Shading
Yellow	(4)	Proposed Pavement Shading
Orange	(6)	Proposed 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

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

- 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

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

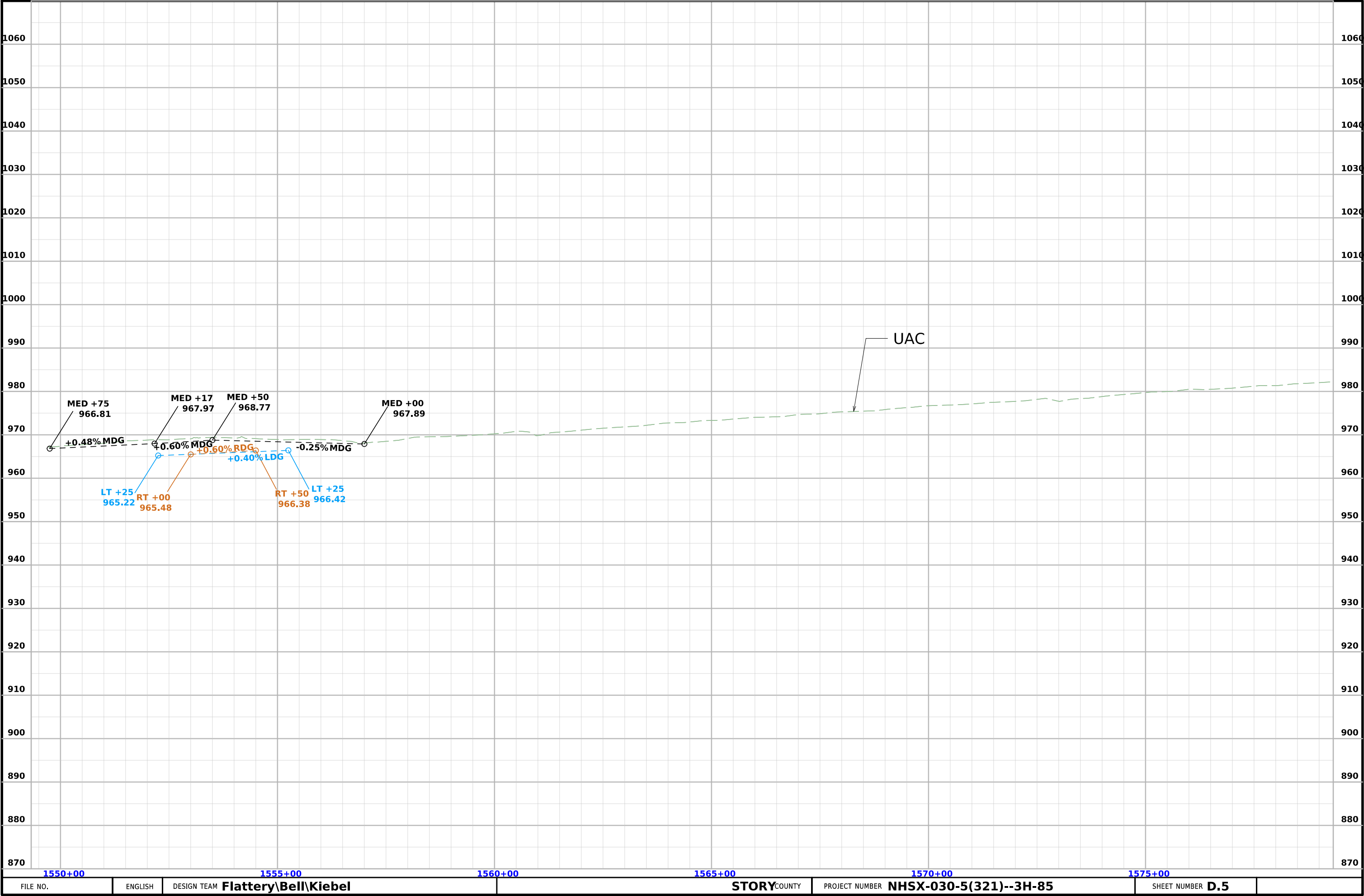


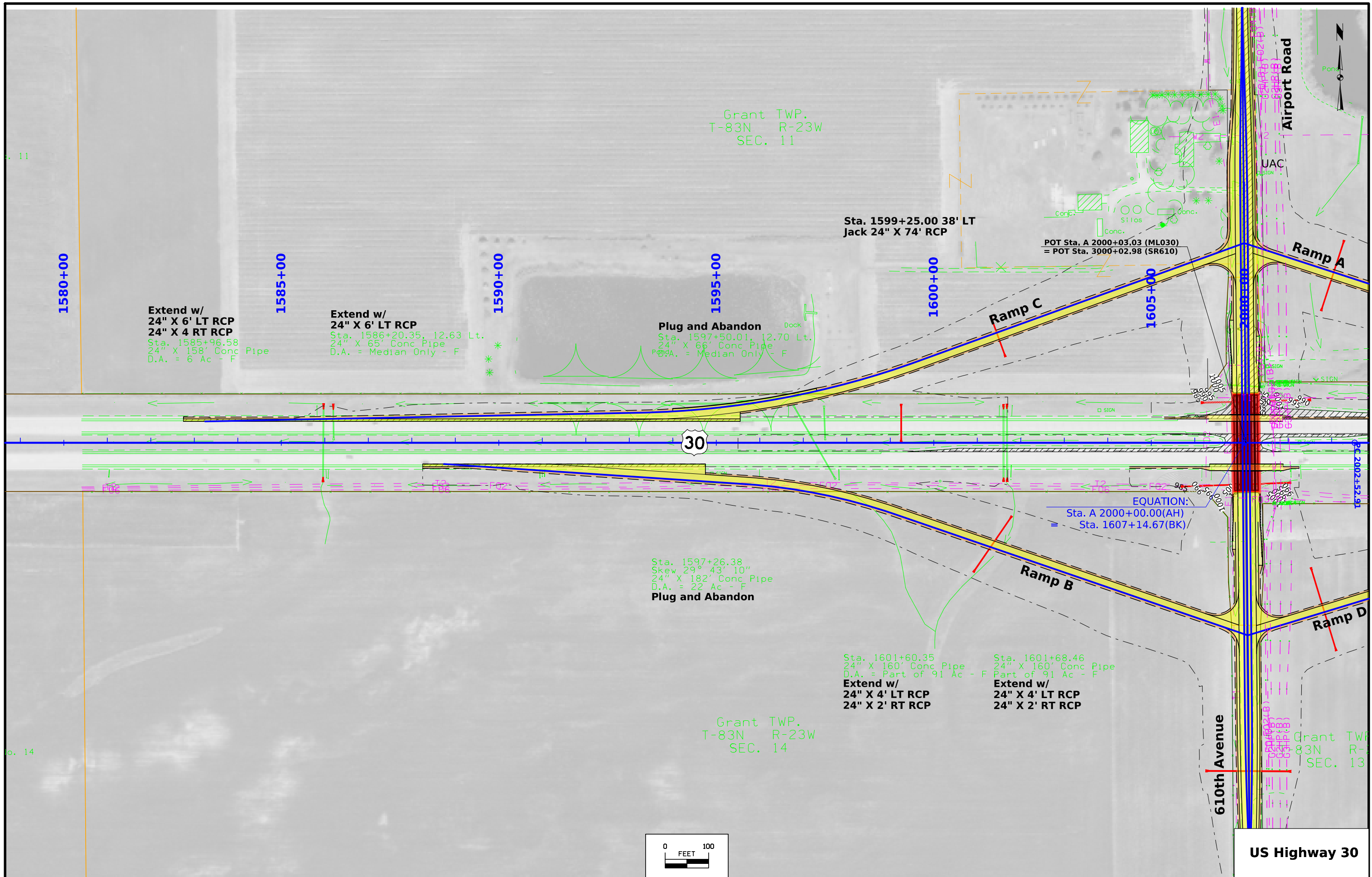


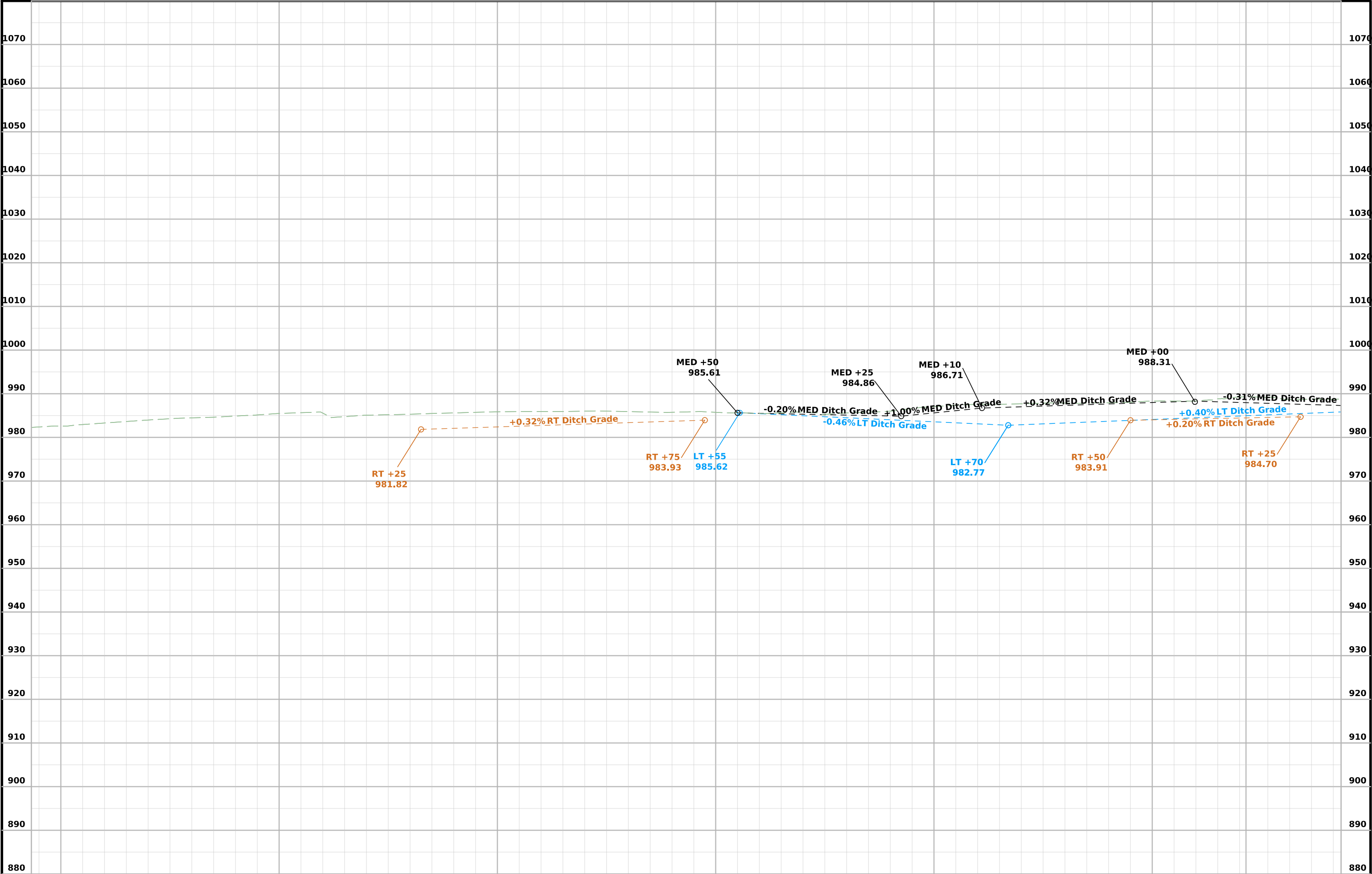
1490+00		1495+00			1500+00			1505+00			1510+00			1515+00		
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel				STORY			COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85			SHEET NUMBER D.3			



FILE NO.	ENGLISH	DESIGN TEAM	Flattery\Bell\Kiebel	STORYCOUNTY	PROJECT NUMBER	NHSX-030-5(321)--3H-85	SHEET NUMBER	D.4
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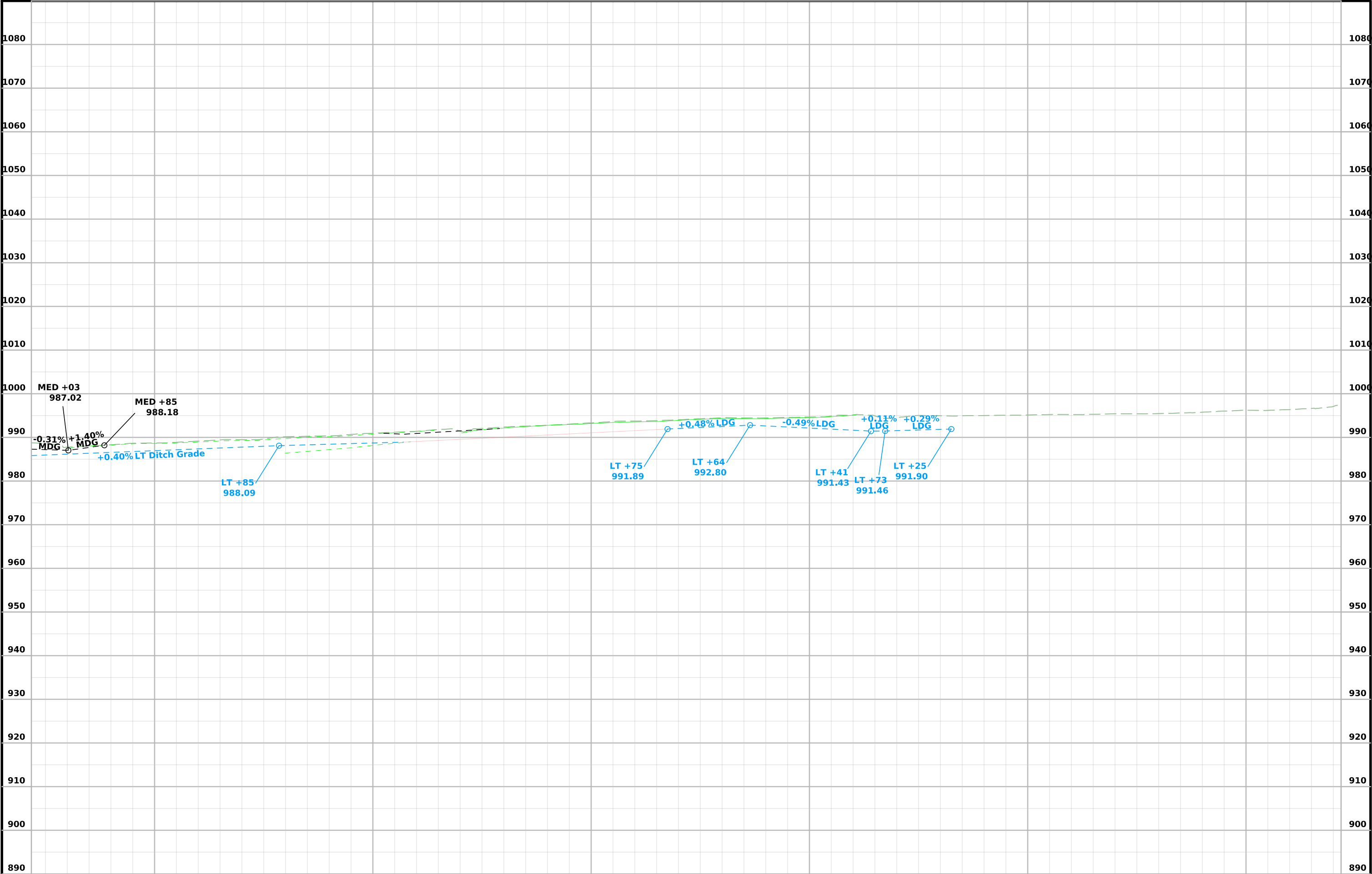


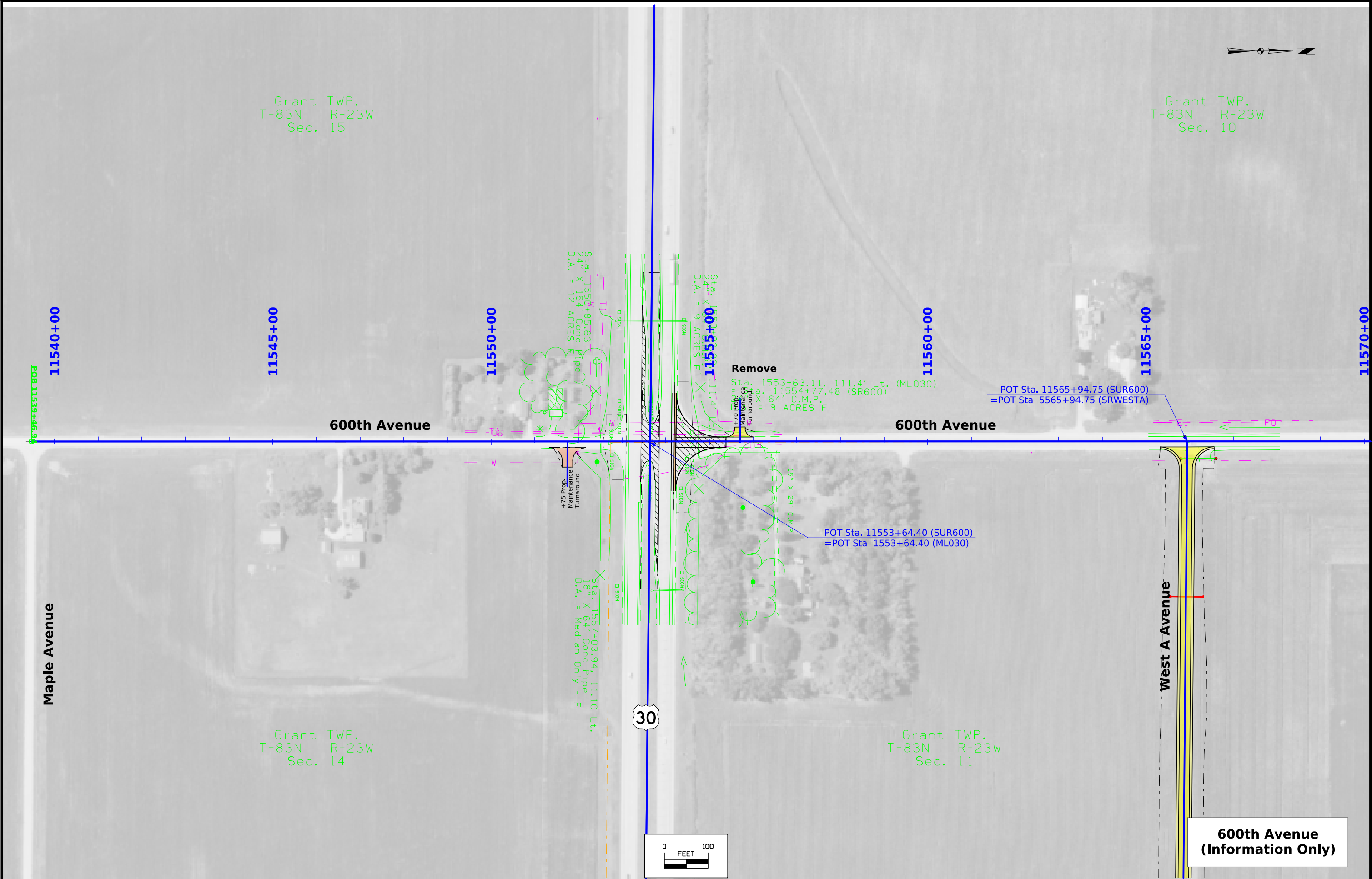
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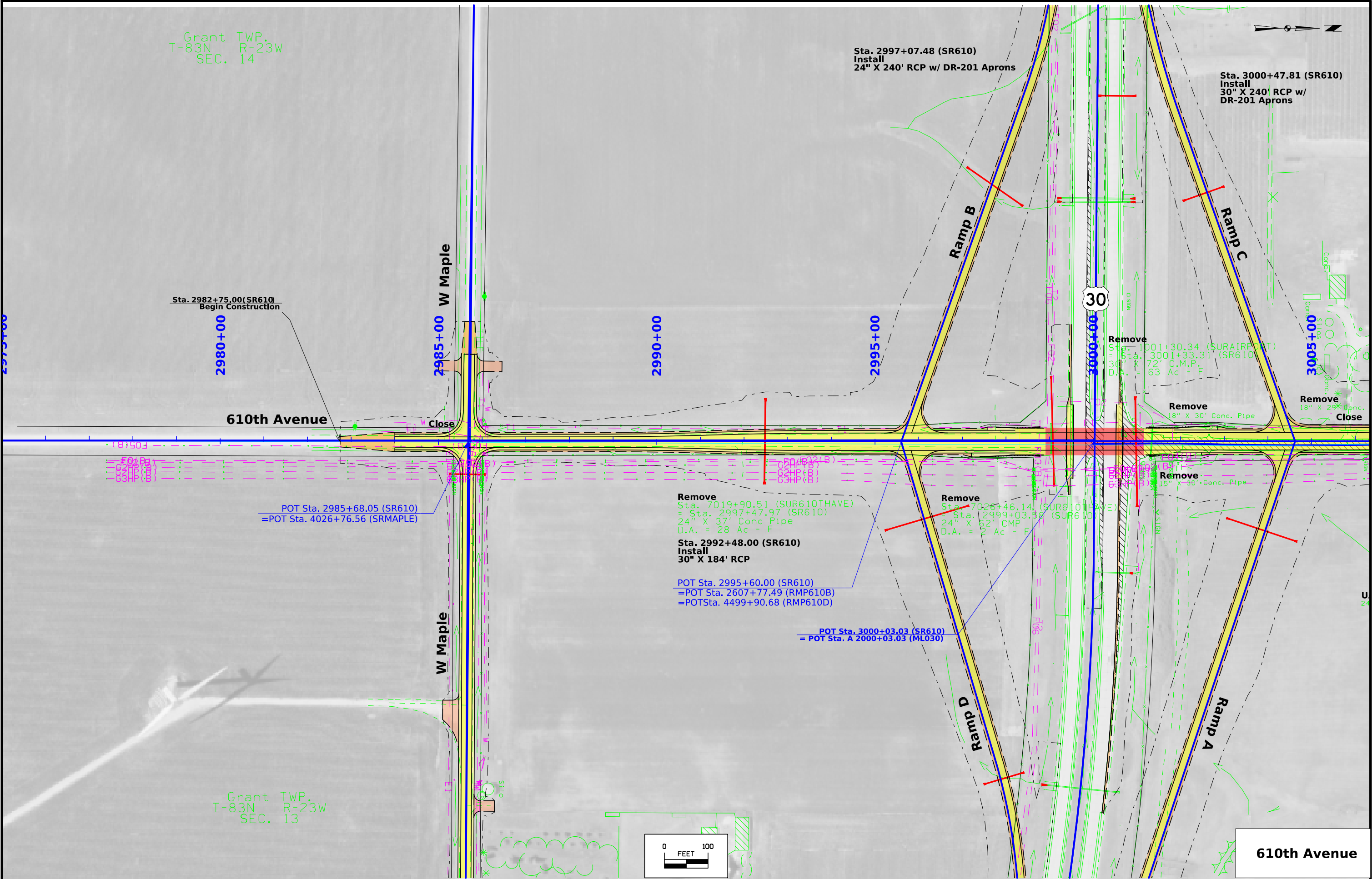
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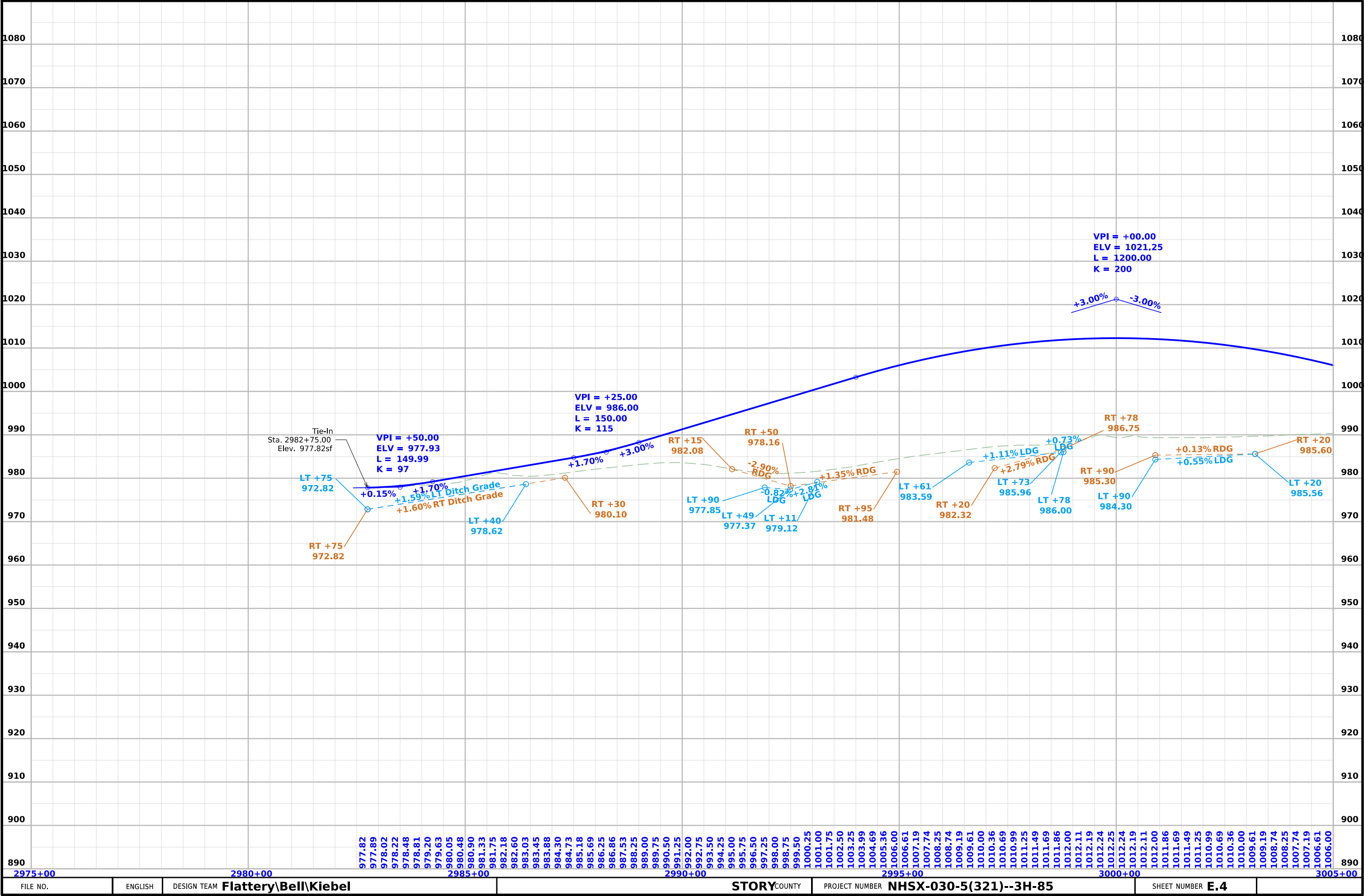


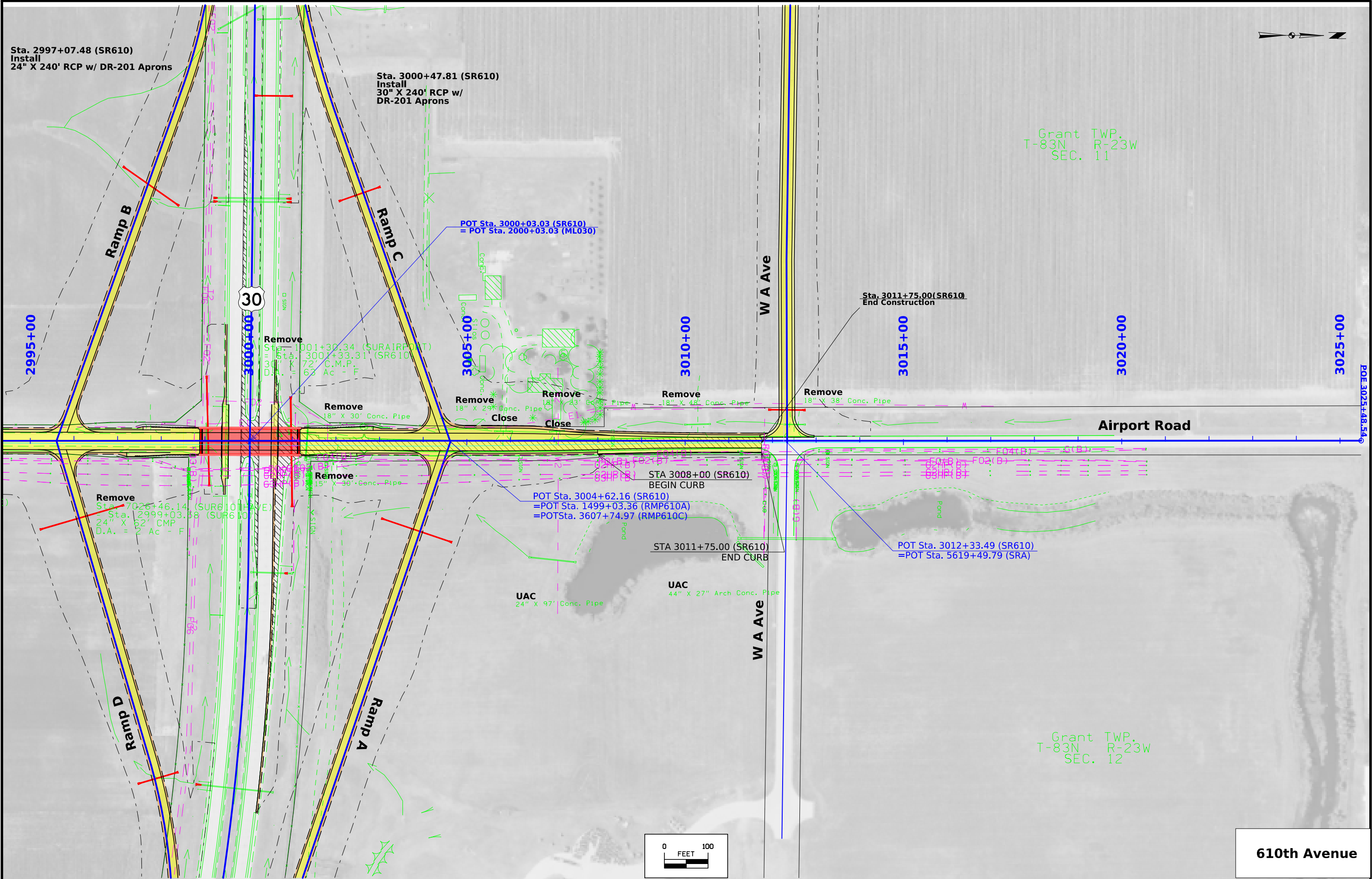


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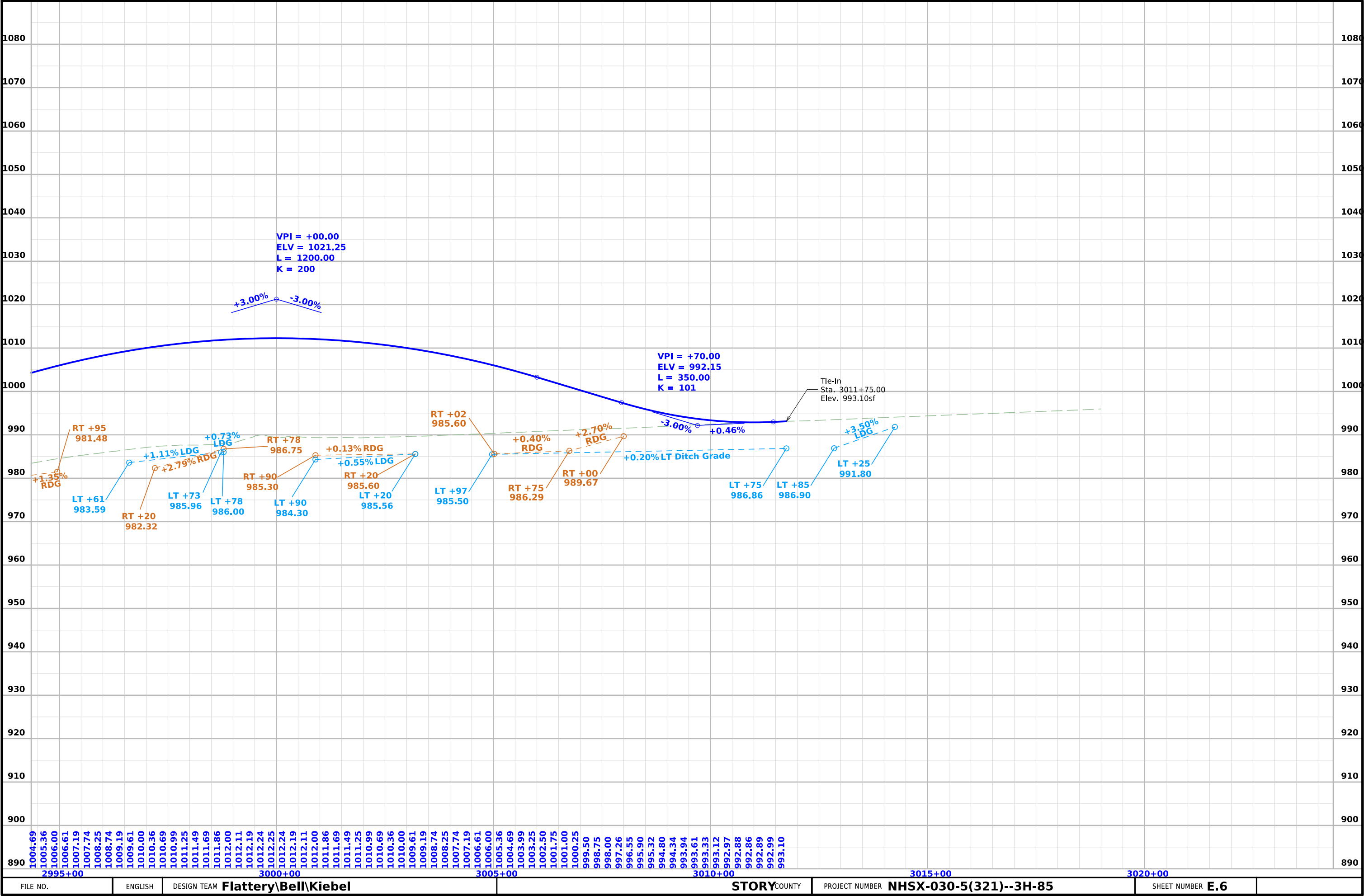
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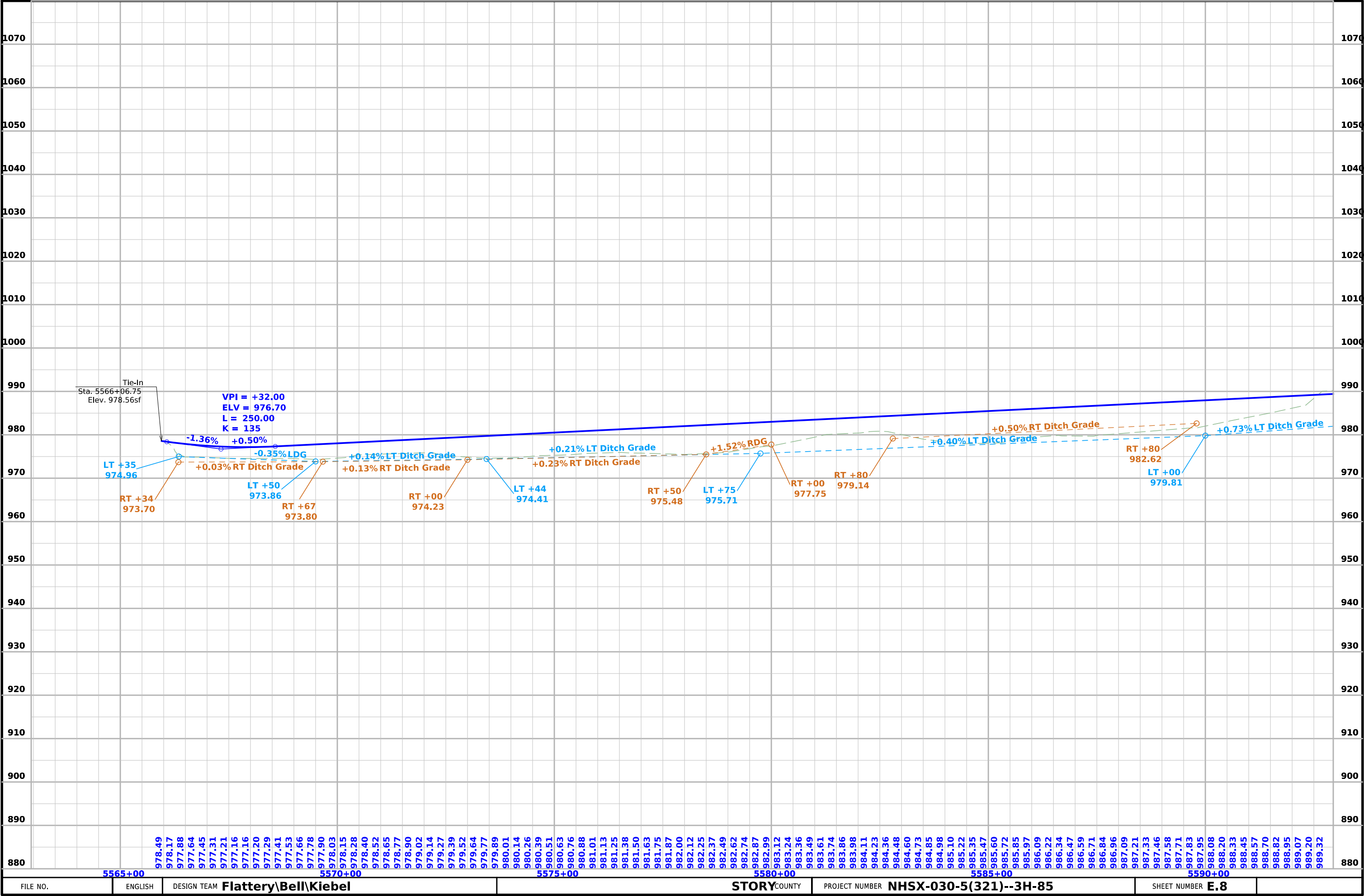
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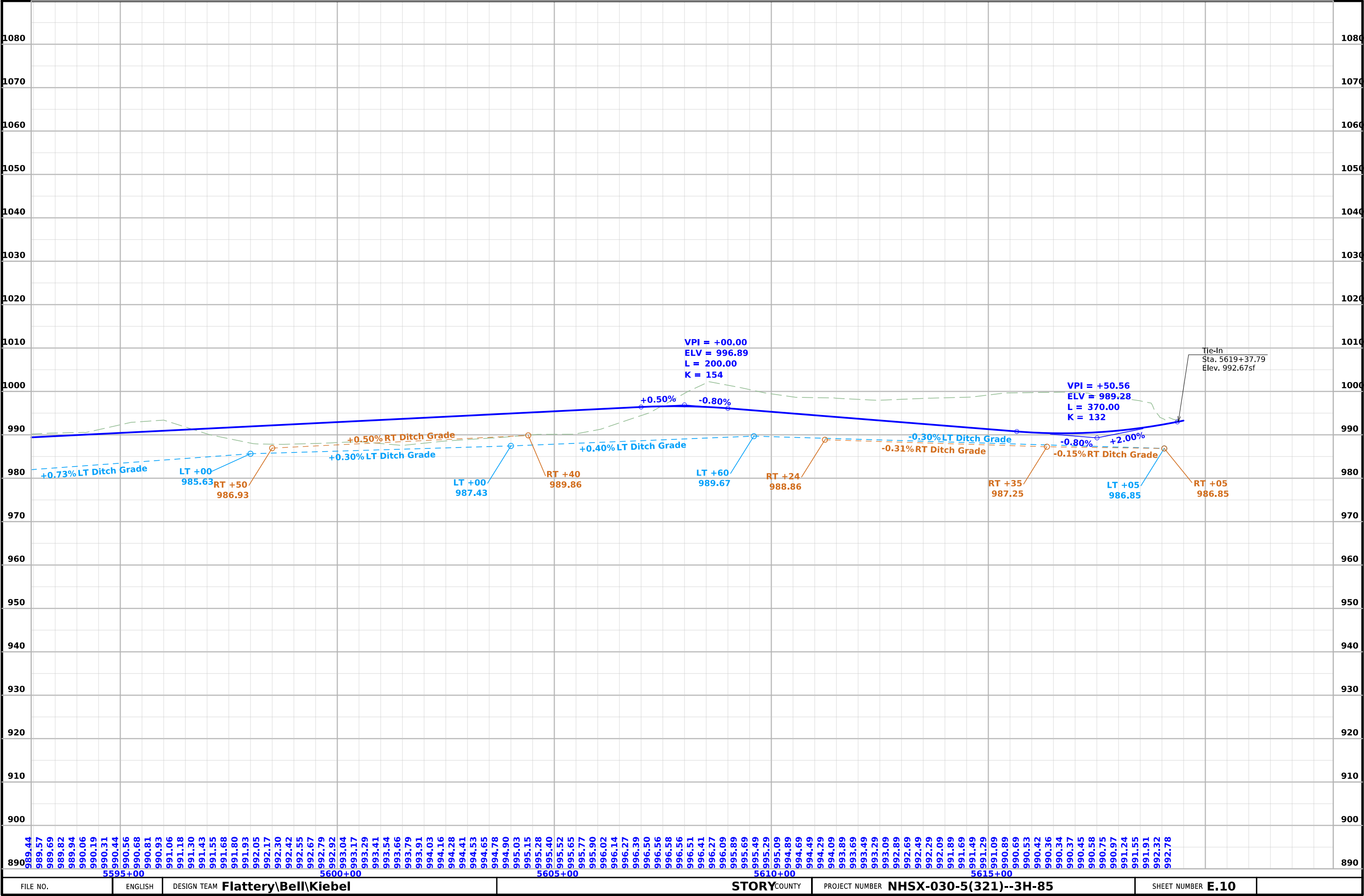


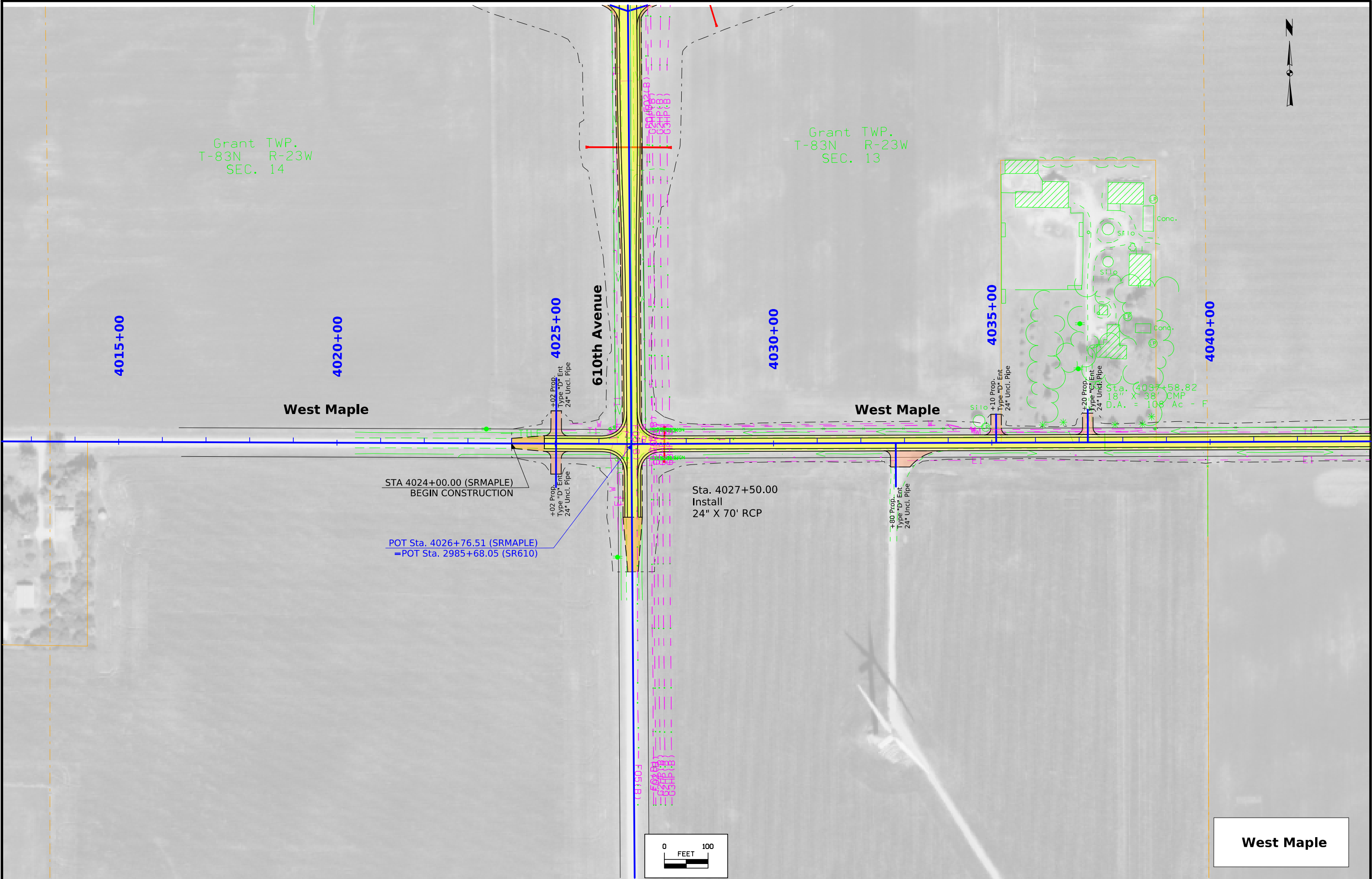
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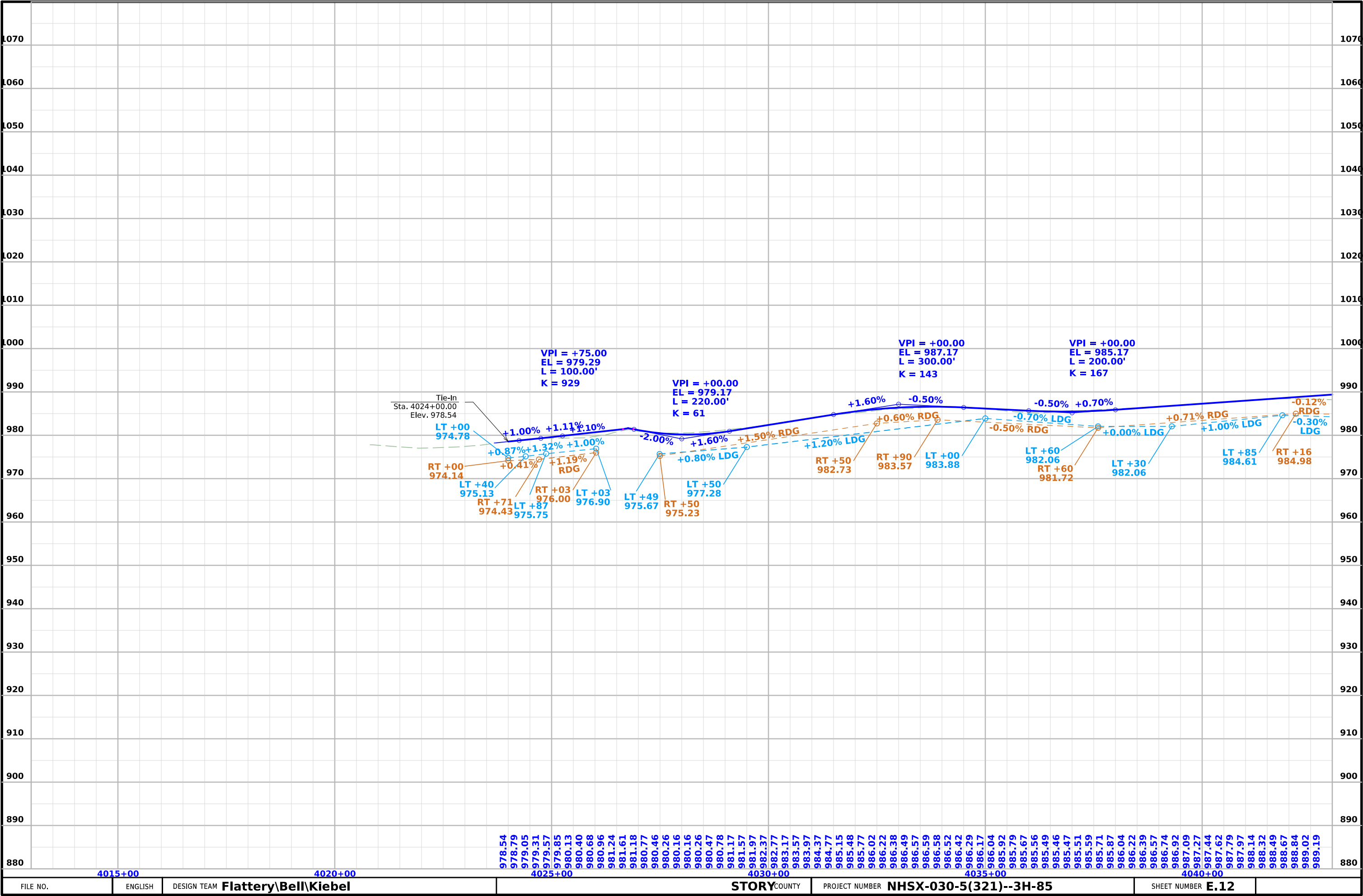




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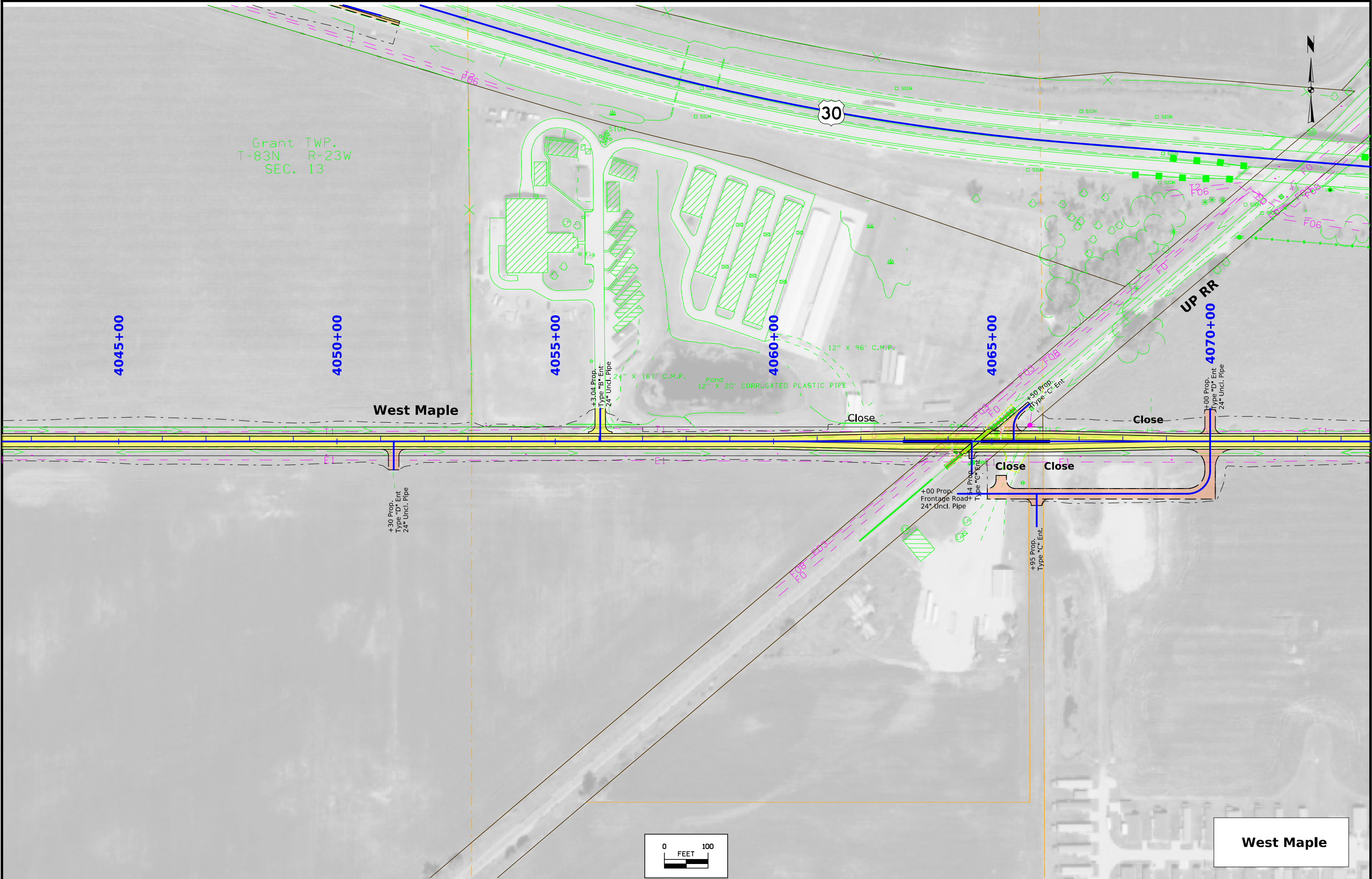


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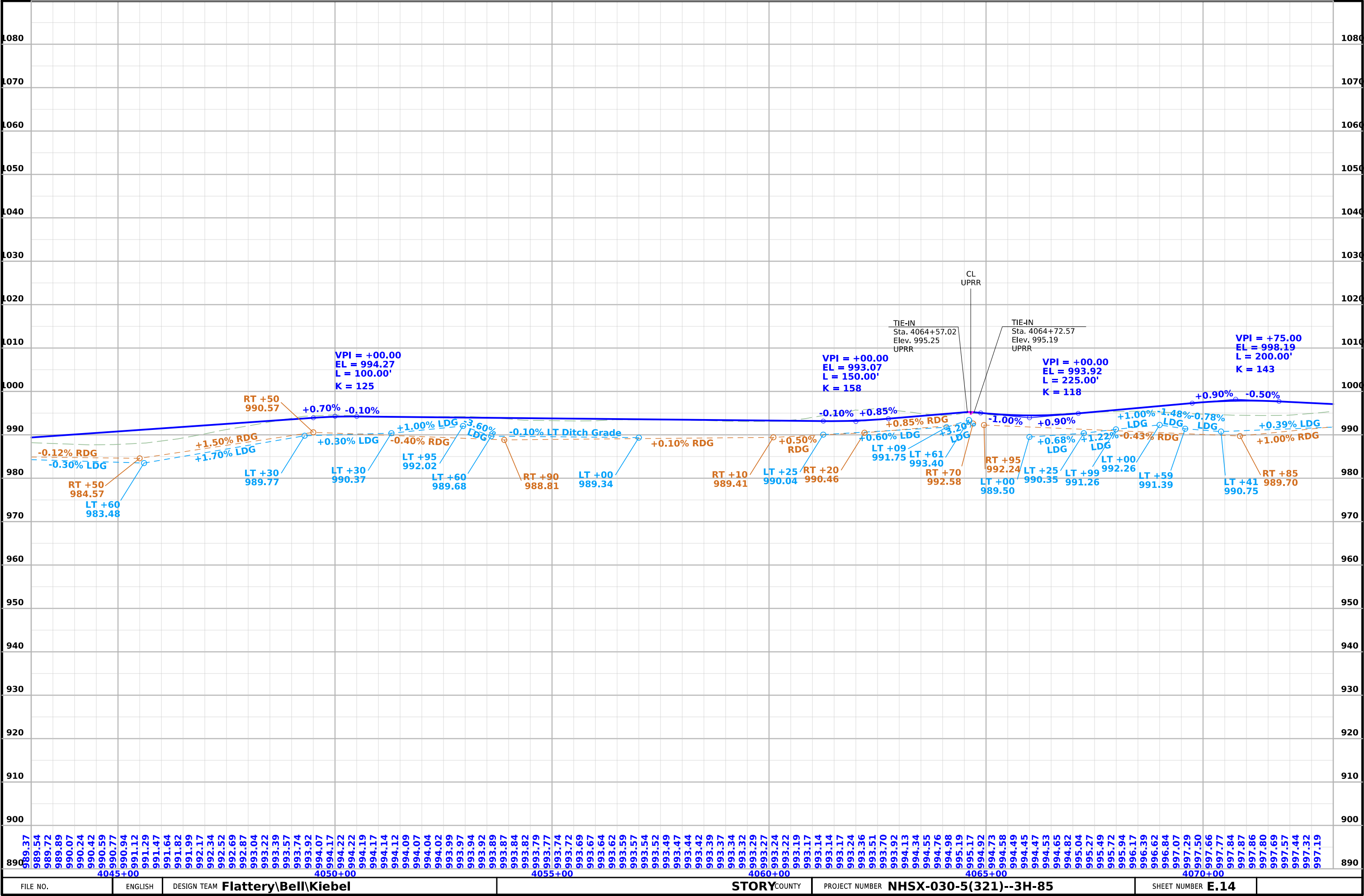
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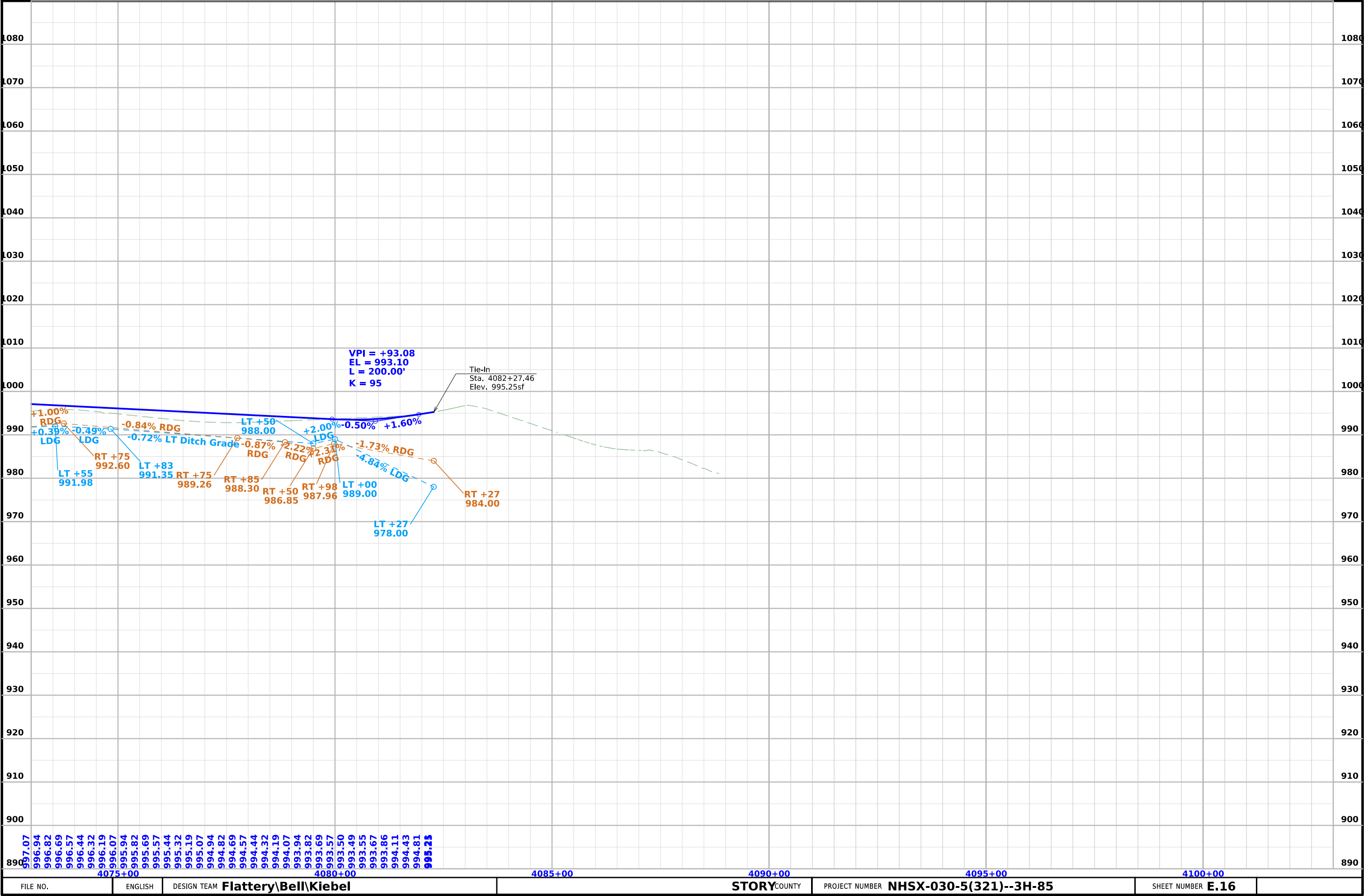
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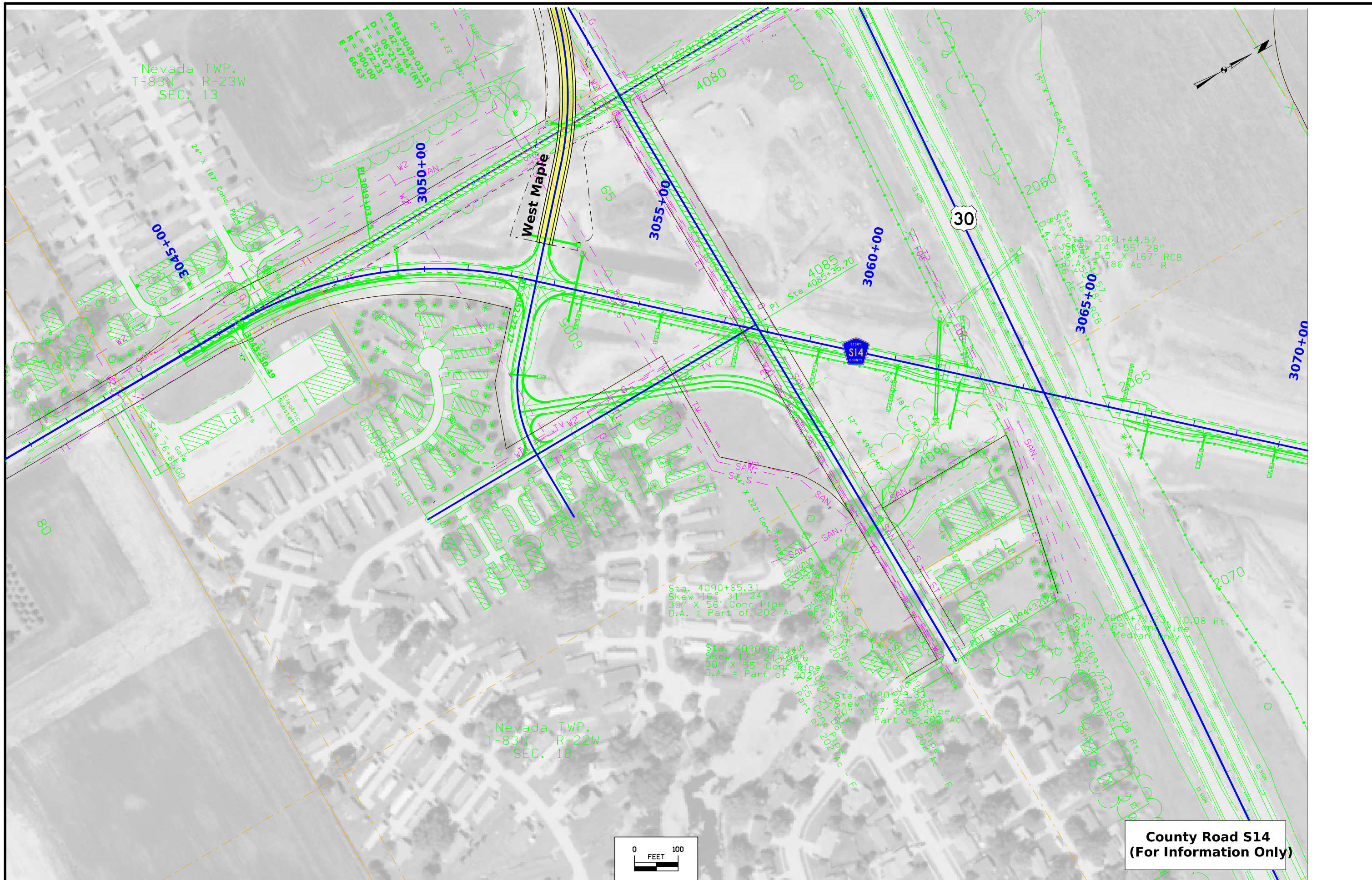


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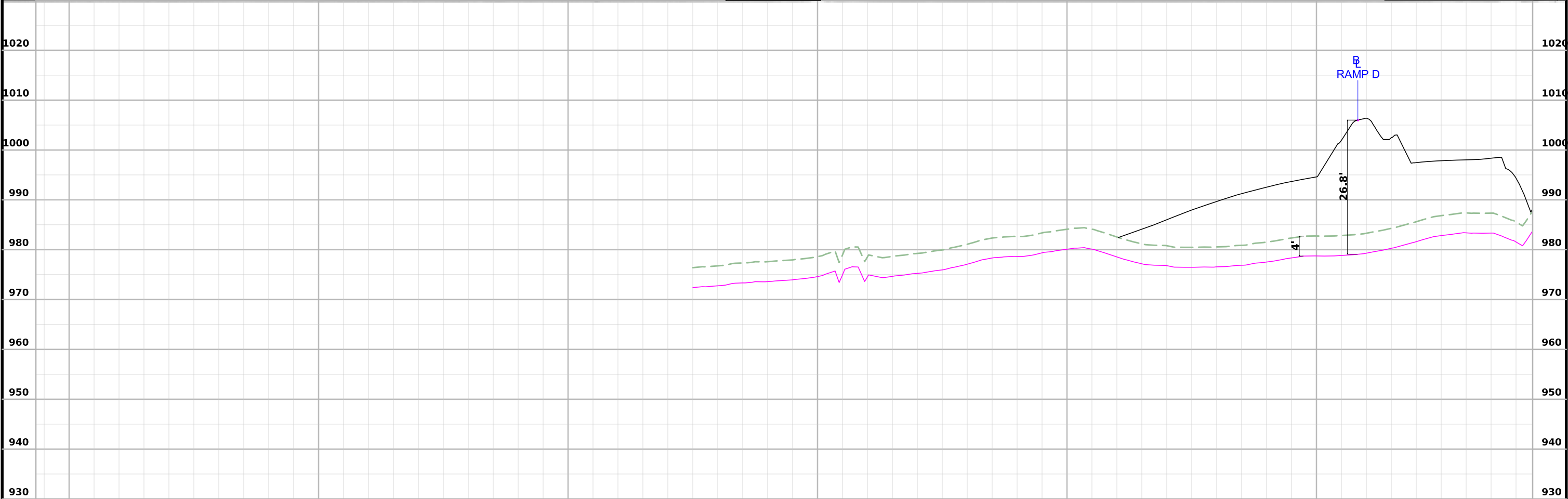
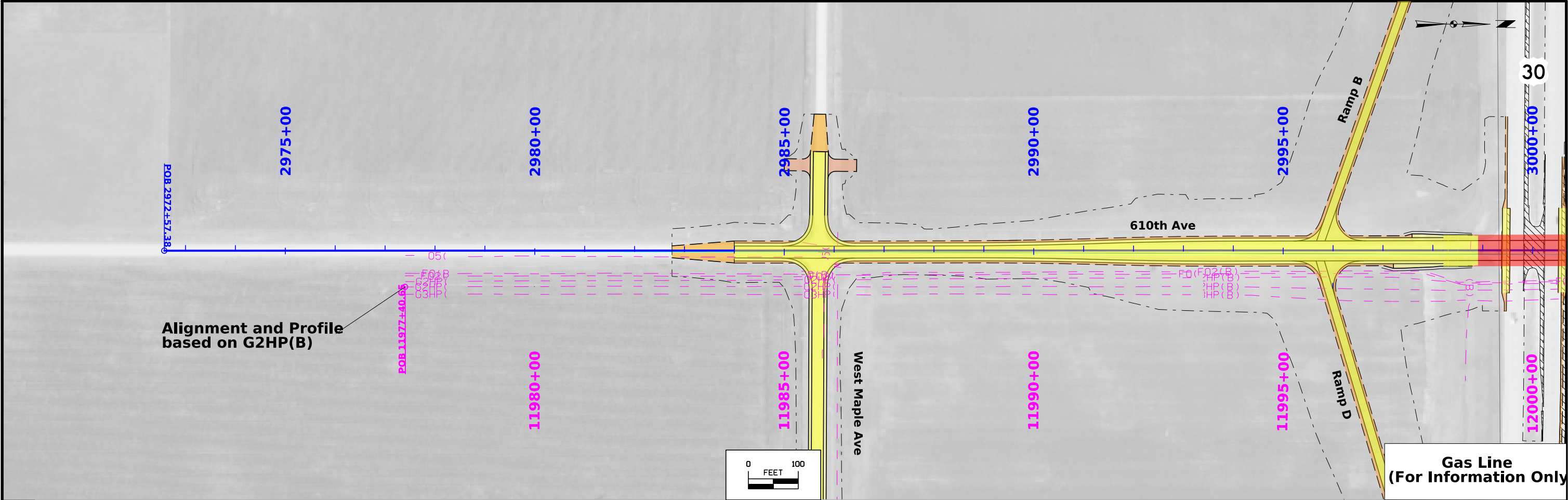




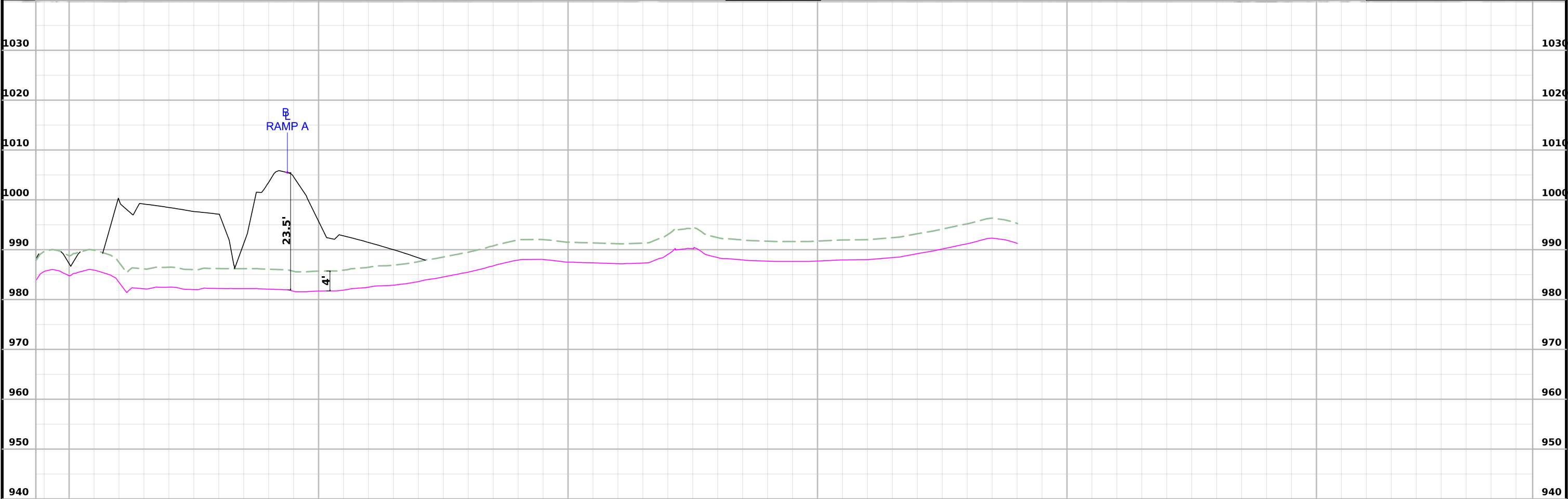
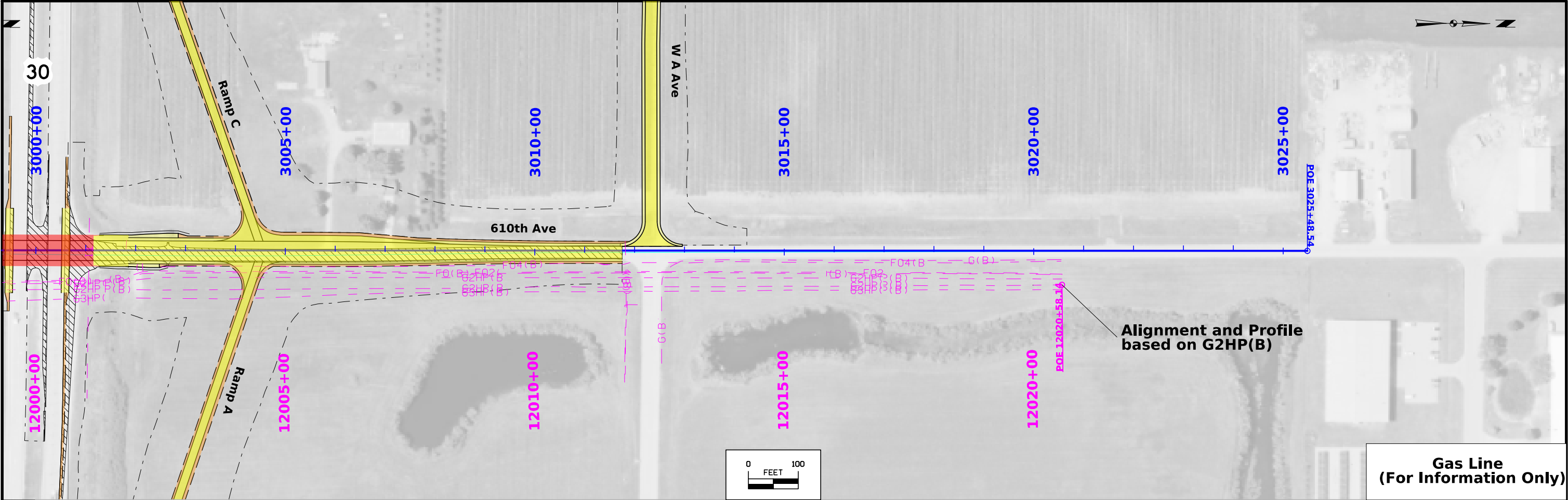




County Road S14
(For Information Only)



11970+00		11975+00		11980+00		11985+00		11990+00		11995+00	
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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.19

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

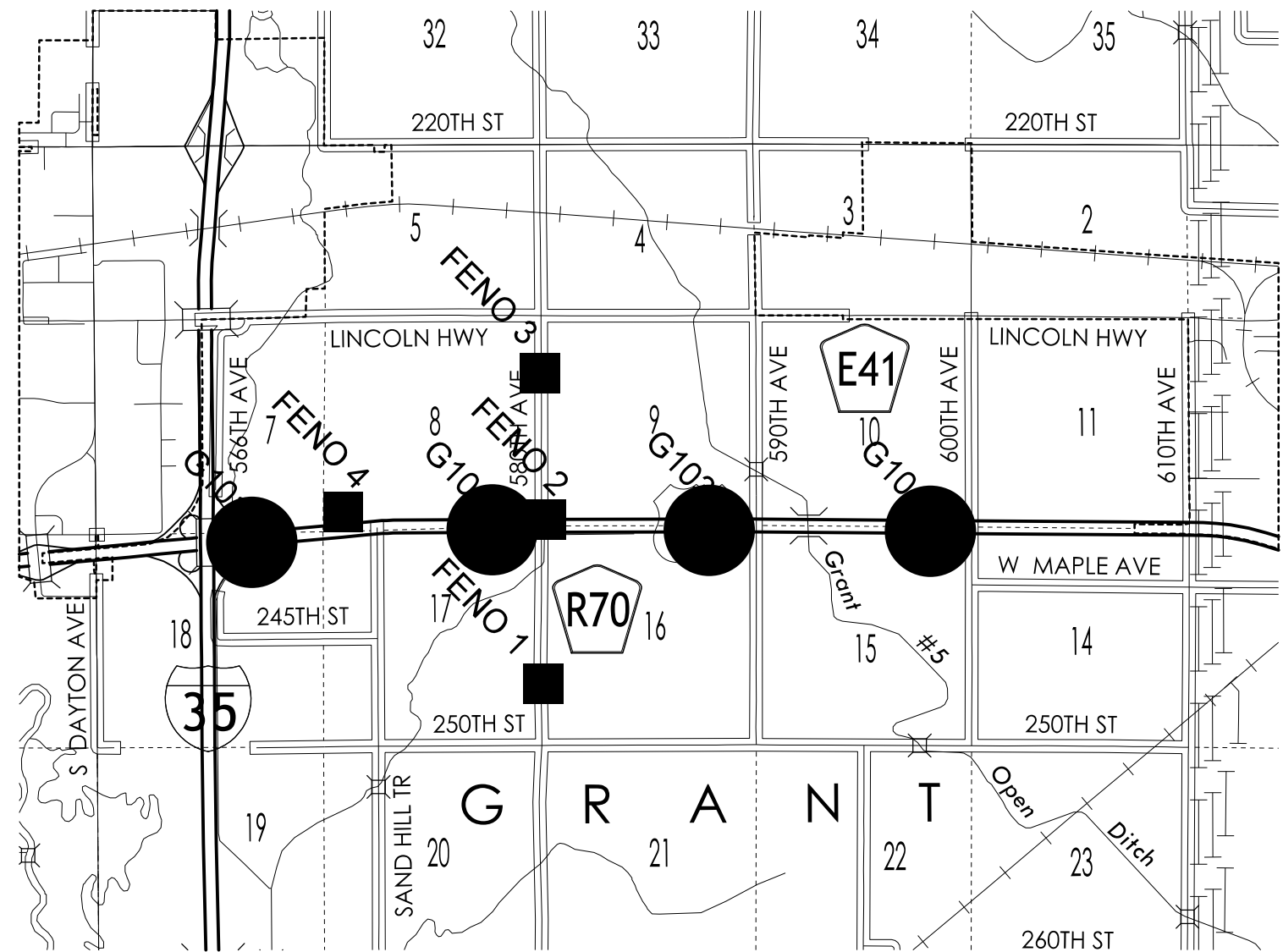
The horizontal alignment for 580th Ave. (SURSR580th.xml) is from IDOT OLE Dept.

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

Story	NHSN-030-5(248)--2R-85				Project Code				13-85-030-010-01										
	610th Ave Interchange at Nevada																		
	8503001013				Route				US 30										
		State		County		City				Temp Ease									
Parcel No	Owner Name	Fee	Ease	Fee	Ease	Fee	Ease	Excess			Mitigation	Other	Relocation Needed	A/C Only	Total Acq				
1	Ronald Jensen													Yes					
2	Mary Halverson Wettach				0.05 AC														
3	Rullestad Family Farms LLC	4.74 AC			4.61 AC					0.01 AC									
3A	LaVern Rullestad Revocable Trust	0.69 AC			0.67 AC			4.95 AC					Yes		Yes				
4	Eric Jensen	6.05 AC			1.18 AC					0.04 AC									
5	City of Nevada	225,024.00 SF					13,456.00 SF												
6	Isabel McLain Reichardt Living Trust	5.47 AC			2.35 AC					0.05 AC			Yes						
7	Van Houweling Property LLC	51,235.00 SF																	
8	John R Cessna				0.26 AC					0.04 AC									
9	Max E Heintz Family Trust				0.68 AC					0.04 AC									
10	Dunn-Kennedy LLC				3.74 AC														
11	Carla A Switzer Revocable Trust				4.26 AC														
12	Dowell Sisters Farm LLC				4.72 AC														
12A	Letsinger Family Trust													Yes					
13	Brett W Anderson				0.13 AC					0.06 AC									
14	Dillman Farms LLC				1.39 AC					0.04 AC									
15	Flummerfelt Properties LLC						14,685.00 SF				3,874.00 SF								
16R	Union Pacific										6,897.00 SF								
17	Central Iowa FS Inc				0.03 AC					0.25 AC									
18	Flummerfelt Country Club Estates MHC LLC						57,932.00 SF												
19	Second Van Houweling Property LLC						24,808.00 SF												

21 Parcels



To: **Nikki Cuva/Jeff Larson** **Final Draft:** May 10th, 2024
Right of Way Design

Design: Paul Flattery/Kelly Bell/Alex Kiebel

<u>District 1:</u>	Allison Smyth	<u>Project Details:</u>	
	Jeremey Vortherms	PIN:	13-85-030-010-01
		Project #:	NHSX-030-5(321)--3H-85
		ROW #:	NHSN-030-5(248)--2R-85

TAS: Jan Laaser-Webb
Traffic & Safety Bureau

From: Leilah Armstrong
Traffic & Safety Bureau

STORY COUNTY
New US 30 and 610th Avenue Interchange in Nevada

SUBJECT: **Access Review**

PROJECT LOCATION AND DESCRIPTION:

This project is the construction of a new standard diamond interchange on US 30 at 610th Avenue in Nevada.

ACCESS CATEGORY CLASSIFICATION:

US 30

Interstate/Freeway facilities provide for full access control with access allowed at interchanges. Previously US 30 was classified as an Expressway. Before the administrative rules went into effect in November of 2022 US 30 for this segment was classified as a Priority 3 with a 1,000 foot minimum spacing requirement between access connections.

ACCESS RIGHTS ACQUISITION:

US 30

Access rights were previously acquired in 1964 as a part of project F1065(6) for the entire length of US 30 except for those locations where access was provided, which include Sta. 1500+00 both sides, 1516+83 south side, and Sta. 1553+65 both sides.

When US 30 was 4-laned in the 90's all rights of access were acquired as a part of project FN-30-5(67)—21-85 for the entire length of the project except for those locations where access was provided, which includes Sta. 1516+76 north side.

Access rights for the previously excepted out locations stated above are to be acquired as a part of this project.

610th Avenue/Airport Road

Access rights will be acquired along 610th Avenue/Airport Road from W. Maple Ave. Sta. 2985+68 to W. A Ave. Sta. 3012+33.

ADMINISTRATIVE RULES:

In accordance with Chapter 112.5(5)(f) *Interchange and intersection access control*., “For any new interchange or interchange reconstruction, access rights should be acquired and extend a minimum of 600 feet away from the ramp bifurcation point. If the AADT will exceed 10,000 within 20 years, a minimum of 1,000 feet of access rights should be acquired.”

(d) “When the interchange crossroad AADT will be between 3,000 and 10,000 within 20 years, the first full movement should be at least 1,000 feet away from the ramp. All access types may have a restricted right-in and right-out access at a minimum of 600 feet from the ramp bifurcation point.”

(e) “When the interchange crossroad AADT will not exceed 3,000 within 20 years, access public intersections and private access types A and B should be at least 600 feet away from the ramp bifurcation point. Types C and D should be at least 300 feet from the bifurcation point and may be subject to operational restrictions.”

ACCESS CONTROL LIMITS:

610th Avenue

The access control line extends from Sta. 2985+68 to Sta. 3012+33.

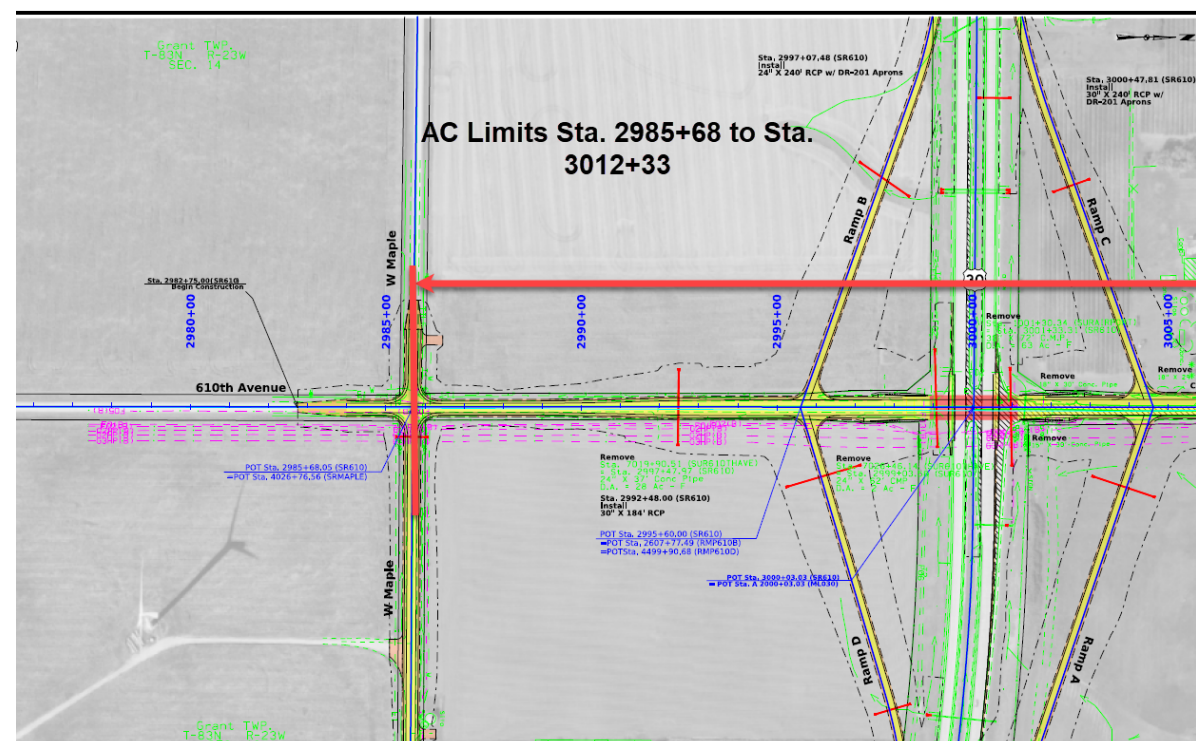
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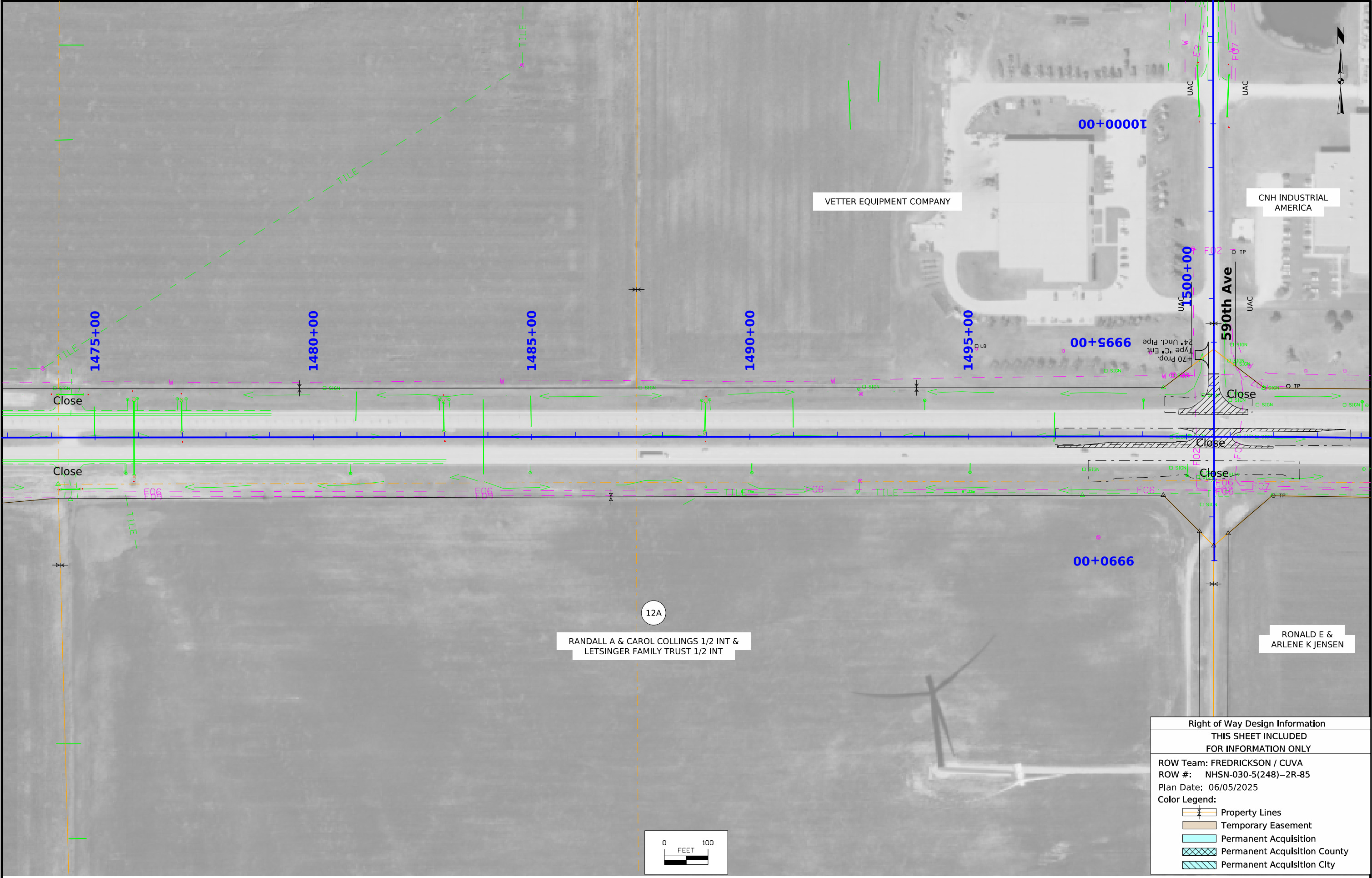
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Location	Access	Comments
1490+00	US30	Begin Project
1500+55	590 th Avenue	Closed – Both sides (includes unauthorized wind turbine access)
1516+83 LT	Type C Entrance	Closed – Field Access
1516+83 RT	Type C Entrance	Closed – Residential Access
1553+65	600 th Avenue	Closed – Both sides
2030+00	US30	End Project
9990+00	SR590	Begin Project
9994+70	Type C Entrance	Proposed - Hammerhead
9995+88 RT	Type B Entrance	UAC
9995+88 LT	Type B Entrance	UAC
10005+00	SR590	End Project
11540+00	SUR600	Begin Project
11546+65 RT	Type C Entrance	UAC
11550+90 LT	Type C Entrance	UAC
11551+30 LT	Type C Entrance	UAC
11551+75 RT	Type D Entrance	Proposed - Hammerhead
11555+70 LT	Type D Entrance	Proposed - Hammerhead
11556+50 RT	Type C Entrance	UAC
11563+50 LT	Type C Entrance	UAC
11565+95 RT	West A Avenue	Proposed
11570+00	SUR600	End Project
2982+75	SR610	Begin Project Construction
2985+68	West Maple Avenue	Proposed – Both Sides

2991+96 RT	Type C Entrance	Closed
2997+75 LT	Type C Entrance	Closed
3002+04 RT	Type C Entrance	Closed
3005+80 LT	Type C Entrance	Closed
3007+10 LT	Type C Entrance	Closed
3012+34 LT	West A Avenue	Proposed
3012+34 RT	West A Avenue	UAC
3011+75	SR610	End Project Construction
5566+07	SRWestA	Begin Project Construction
5615+50 RT	Type C Entrance	Proposed – Still waiting to see if this gets added
5619+38	SRWestA	End Project Construction
4024+00	SRMAPLE	Begin Project Construction
4025+02	Type D Entrance	Proposed – Field Access
4026+75	610th Avenue	Proposed – Both Sides
4032+80 RT	Type D Entrance	Proposed – Utility/Field Access
4035+10 LT	Type D Entrance	Proposed – Field Access
4037+20 LT	Type C Entrance	Proposed – Residential Access
4051+30 RT	Type D Entrance	Proposed – Field Access
4056+03 LT	Type B Entrance	Proposed – Commercial/Industrial Access
4065+22 LT	Type C Entrance	Proposed
4065+50 RT	Type C Entrance	Closed – relocated to frontage road at 4069+00
4066+25 RT	Type C Entrance	Closed – relocated to frontage road at 4069+00
4069+00 LT	Type D Entrance	Proposed – Field Access
4069+00 RT	Frontage Road	Proposed
4079+15 LT	Type D Entrance	Closed
4082+28	SRMAPLE	End Project Construction

ACCESS CONTROL DIAGRAM:





Right of Way Design Information

THIS SHEET INCLUDED
FOR INFORMATION ONLY

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ROW #: NHSN-030-5(248)--2R-85
Plan Date: 06/05/2025

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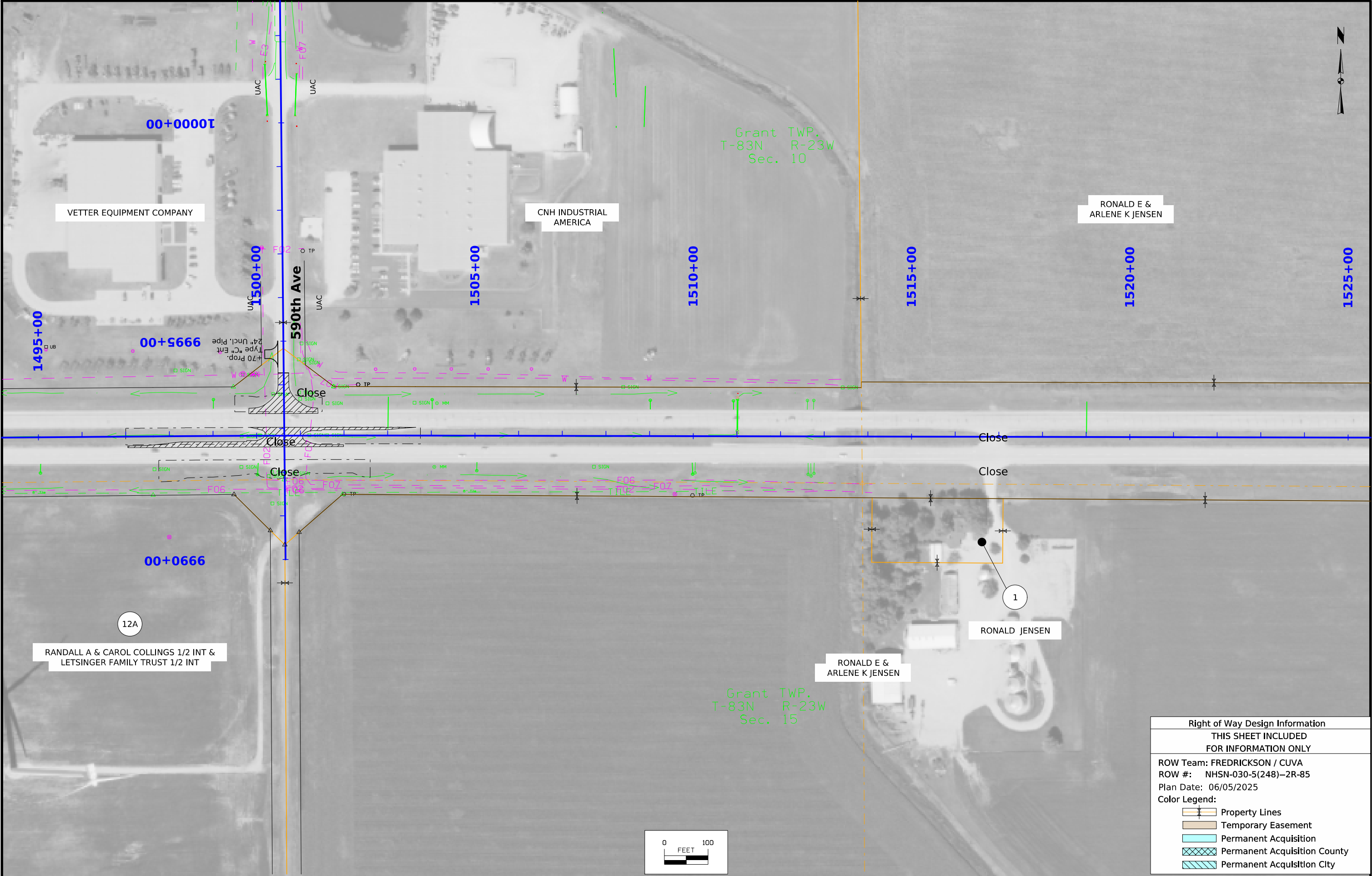
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Temporary Easement

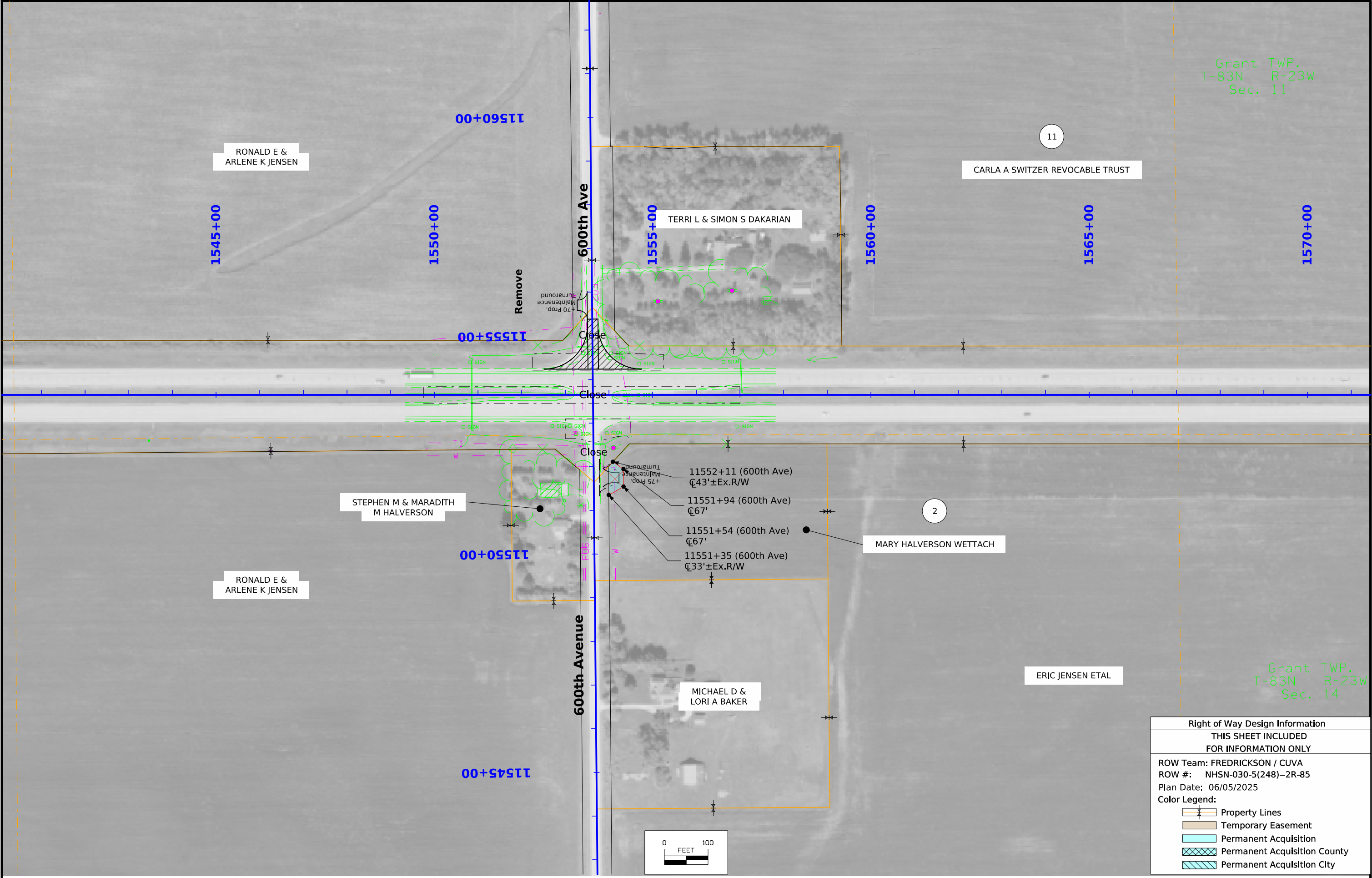
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Permanent Acquisition County

Permanent Acquisition City



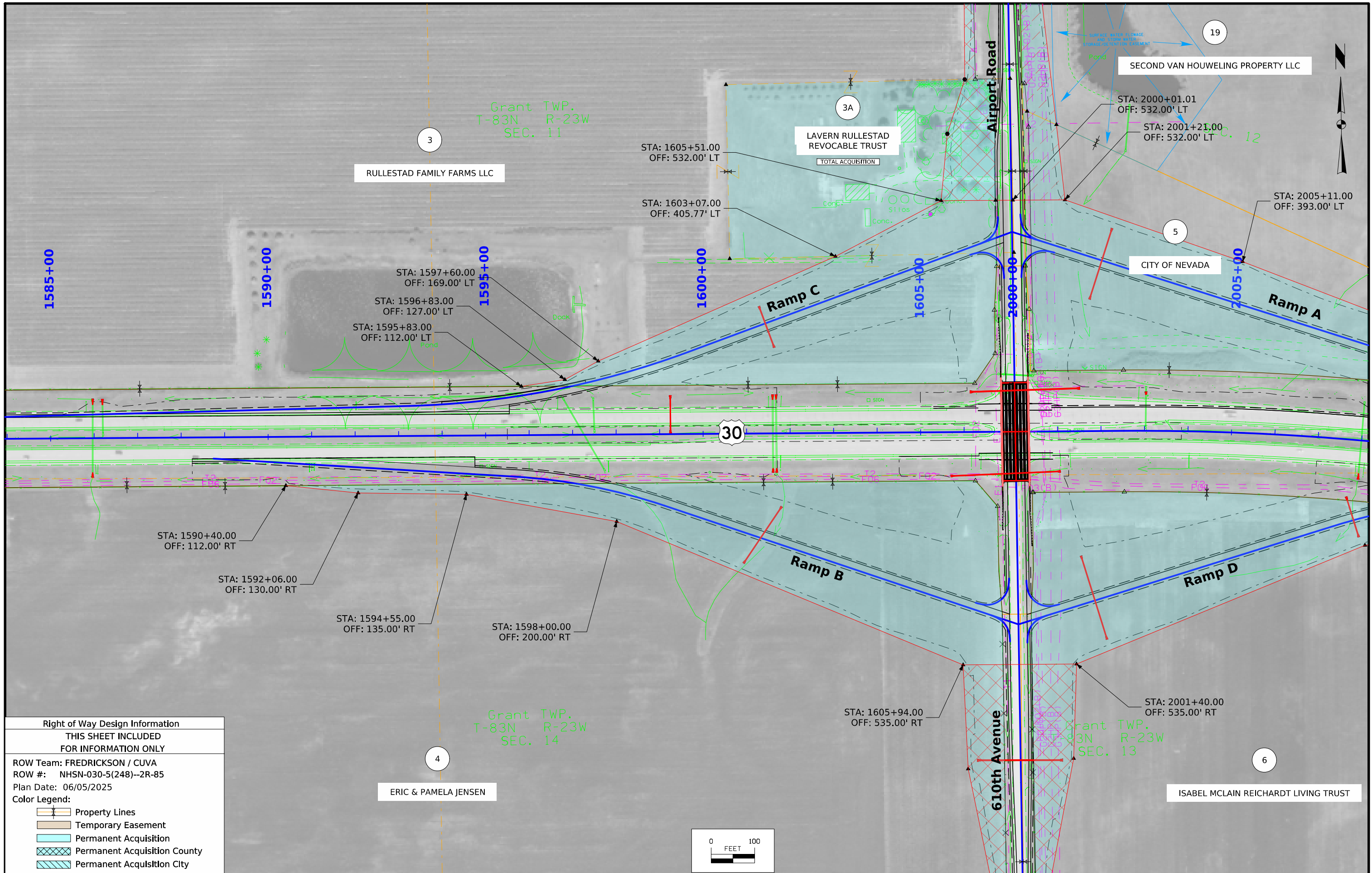
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ROW #: NHSN-030-5(248)-2R-85	
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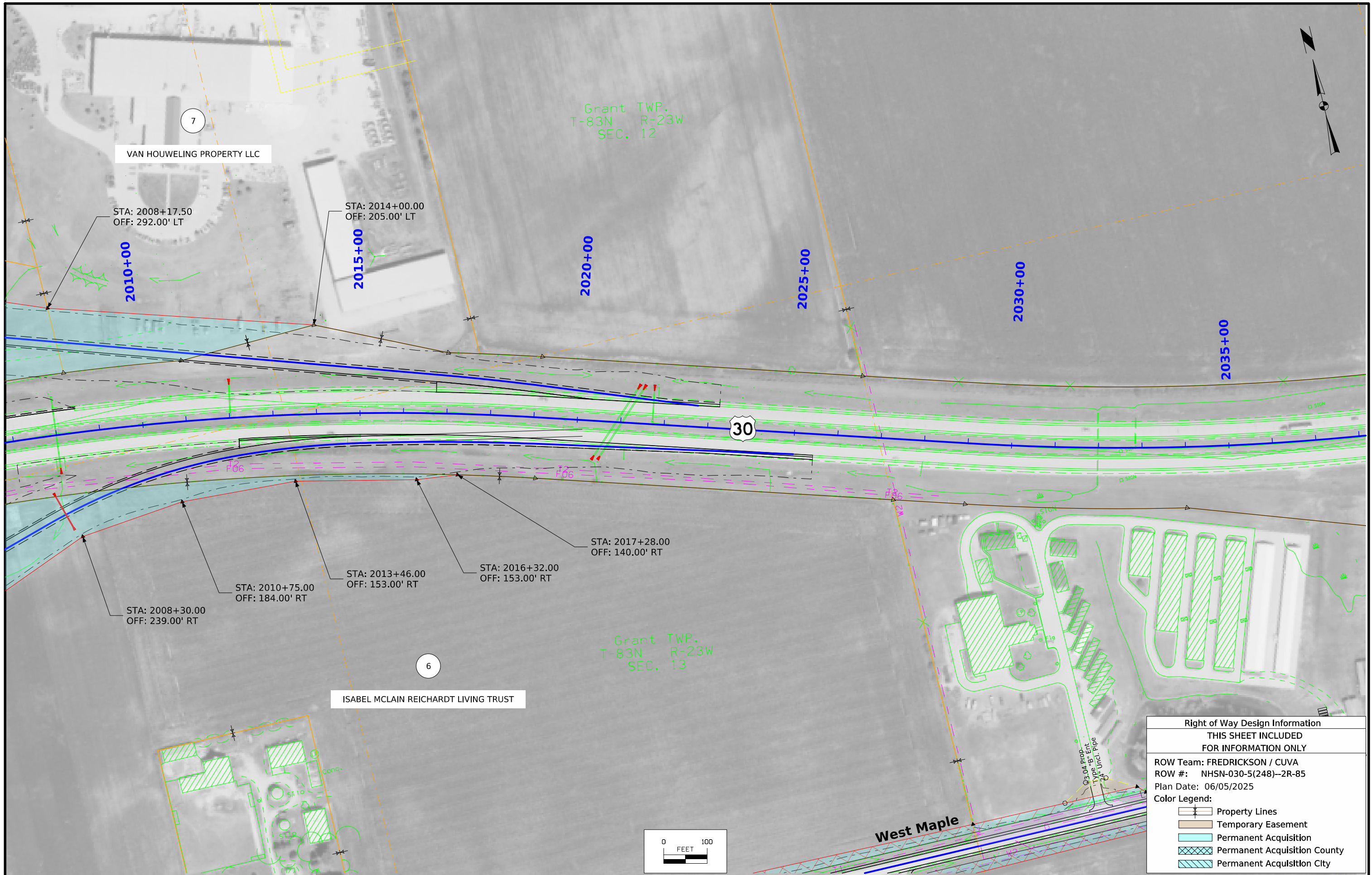
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Sec. 11

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T-83N R-23W
Sec. 14

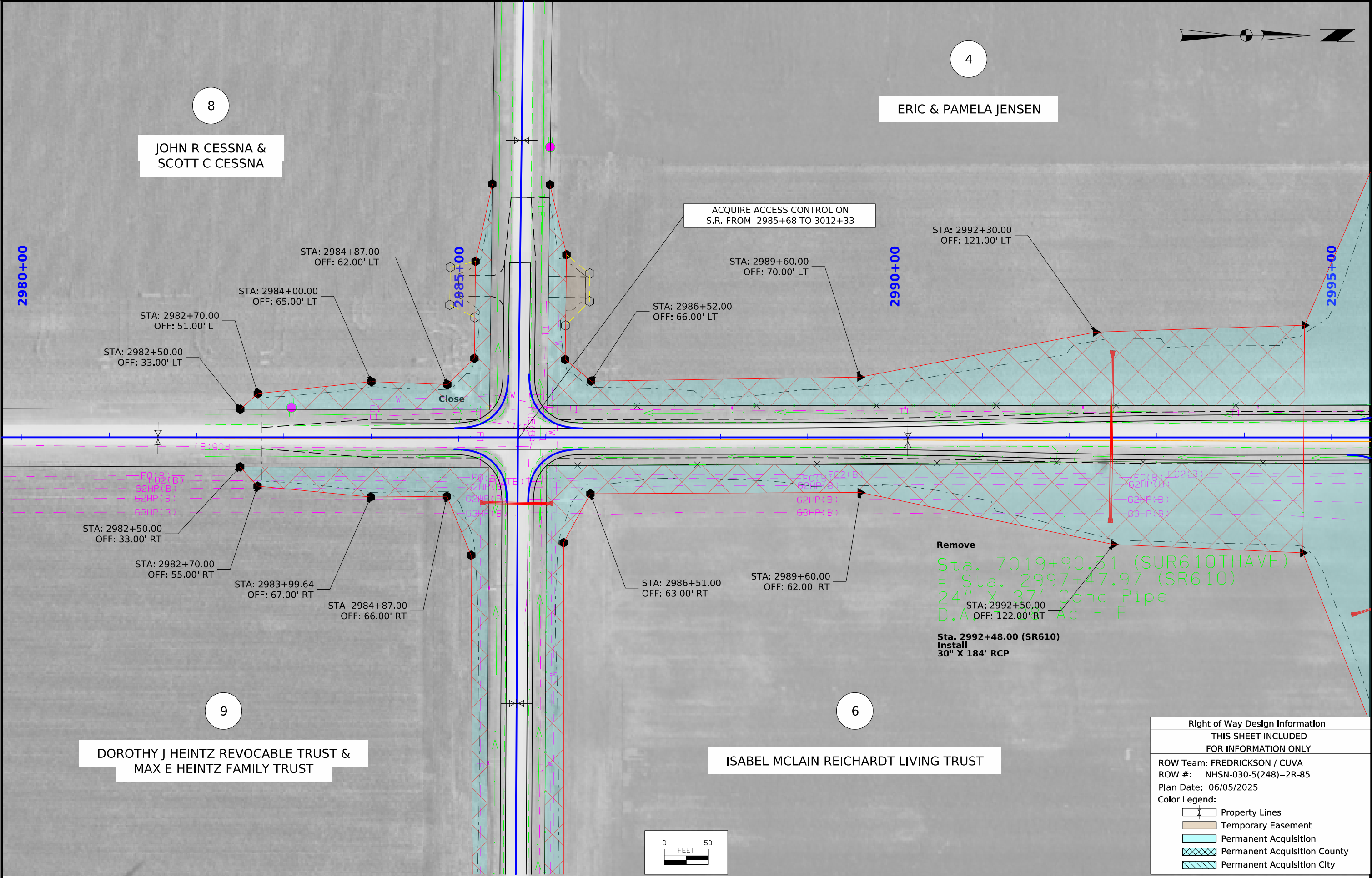
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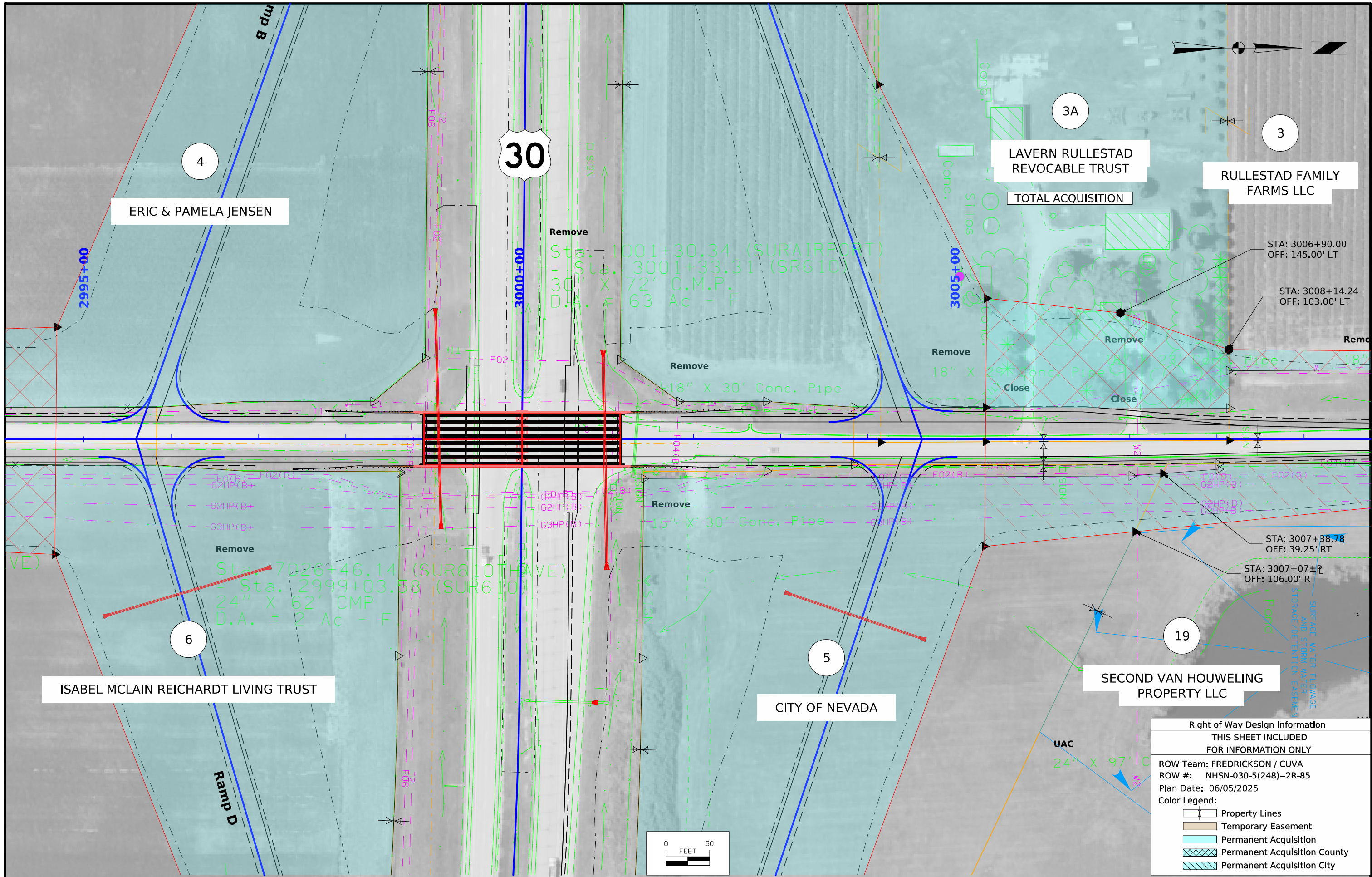


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	Permanent Acquisition County
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	Permanent Acquisition City





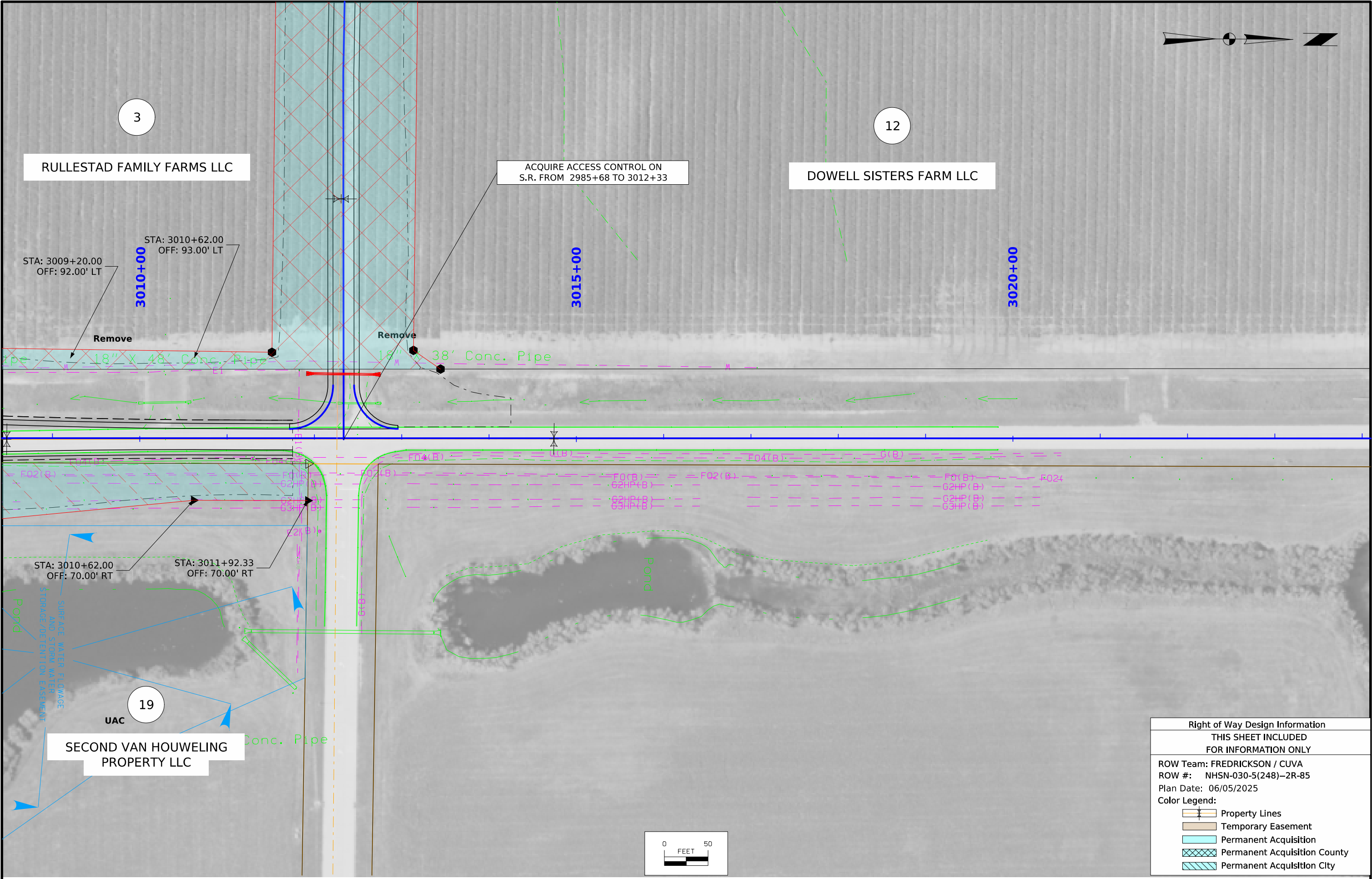
Right of Way Design Information

THIS SHEET INCLUDED
FOR INFORMATION ONLY

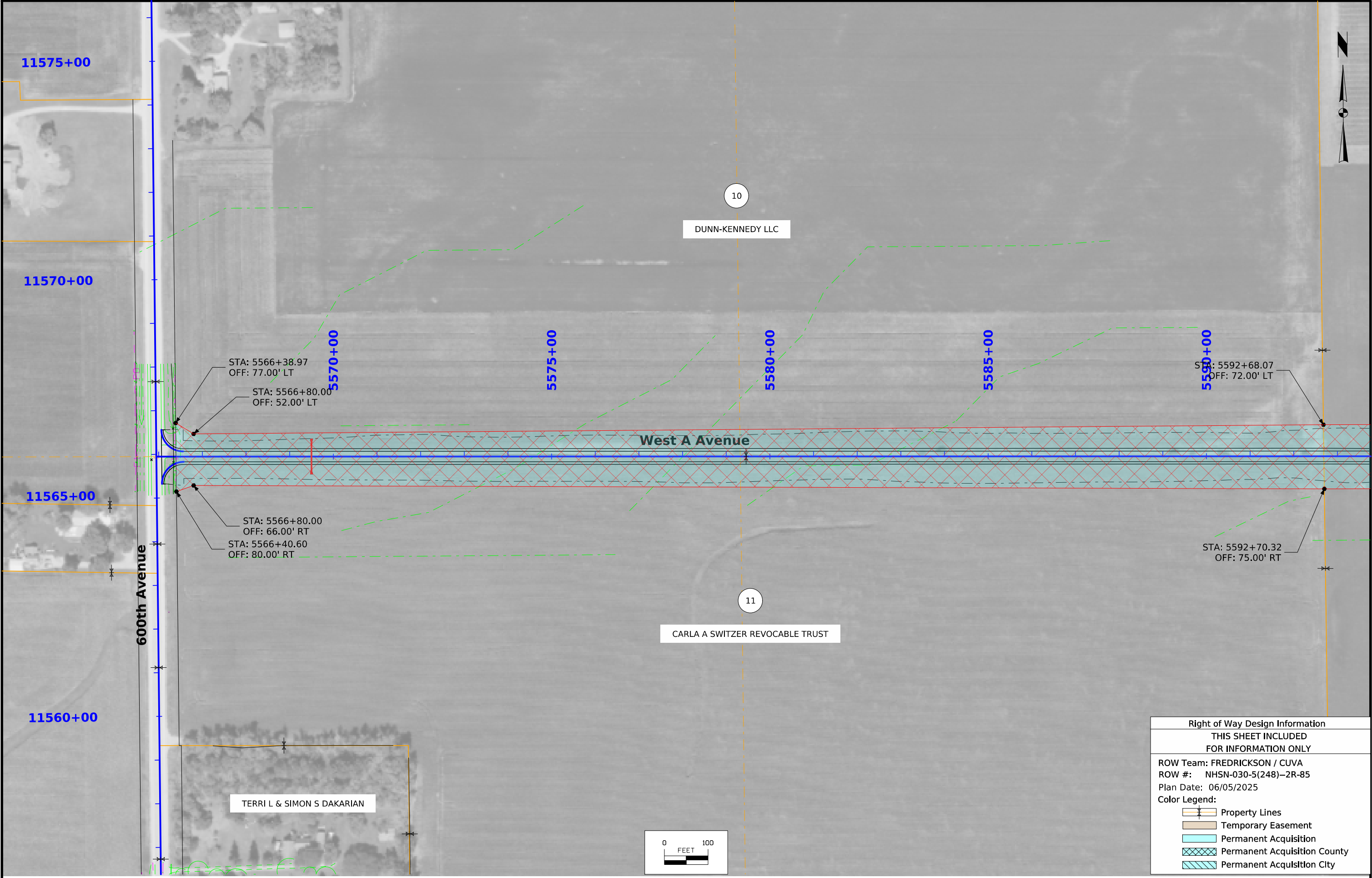
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ROW #: NHSN-030-5(248)-2R-85
Plan Date: 06/05/2025

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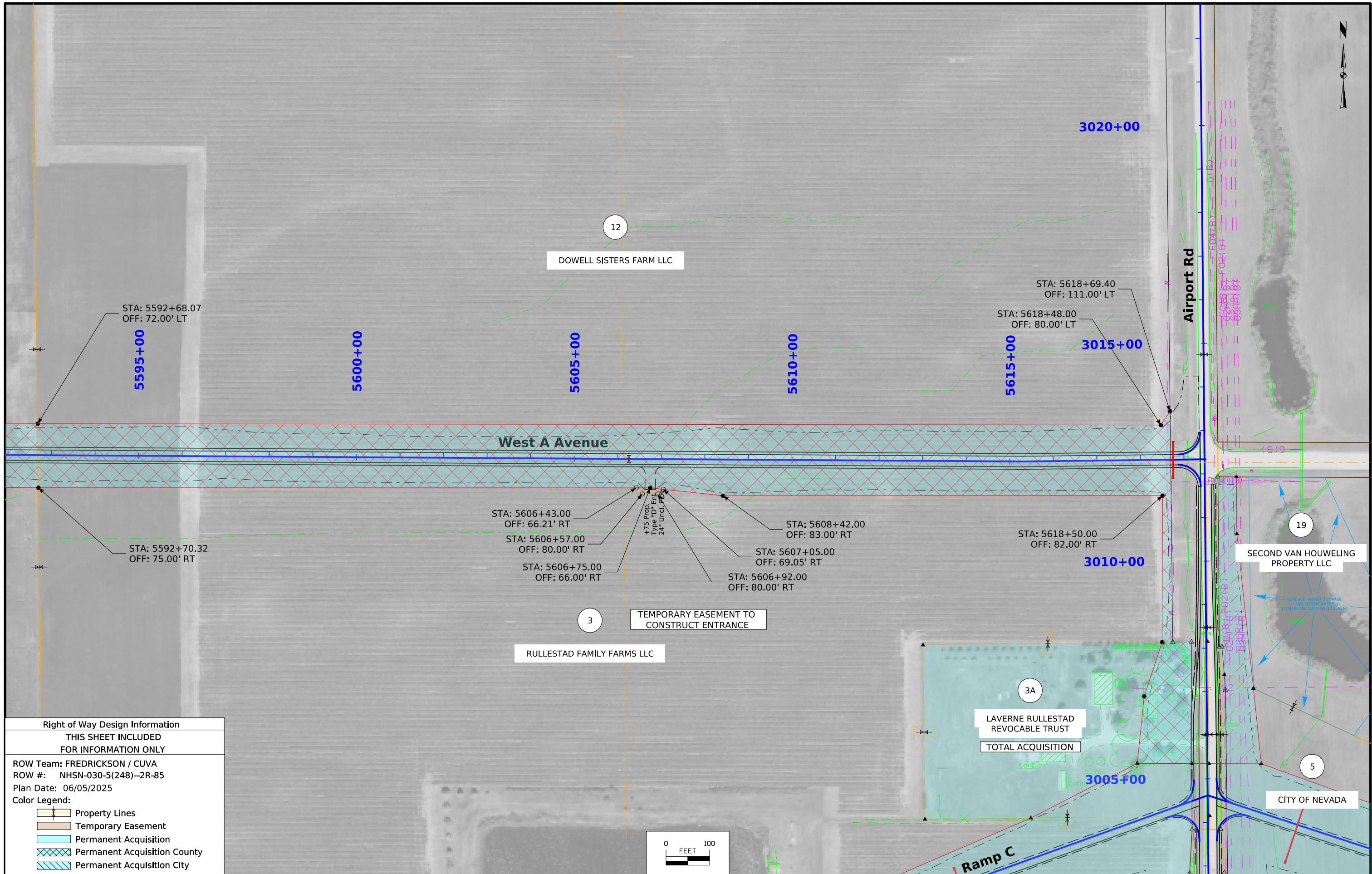
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-030-5(248)-2R-85	
Plan Date: 06/05/2025	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-030-5(248)-2R-85	
Plan Date: 06/05/2025	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



Right of Way Design Information

THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: FREDRICKSON / CUVA
ROW #: NHSN-030-5(248)--2R-85
Plan Date: 06/05/2025

Color Legend:

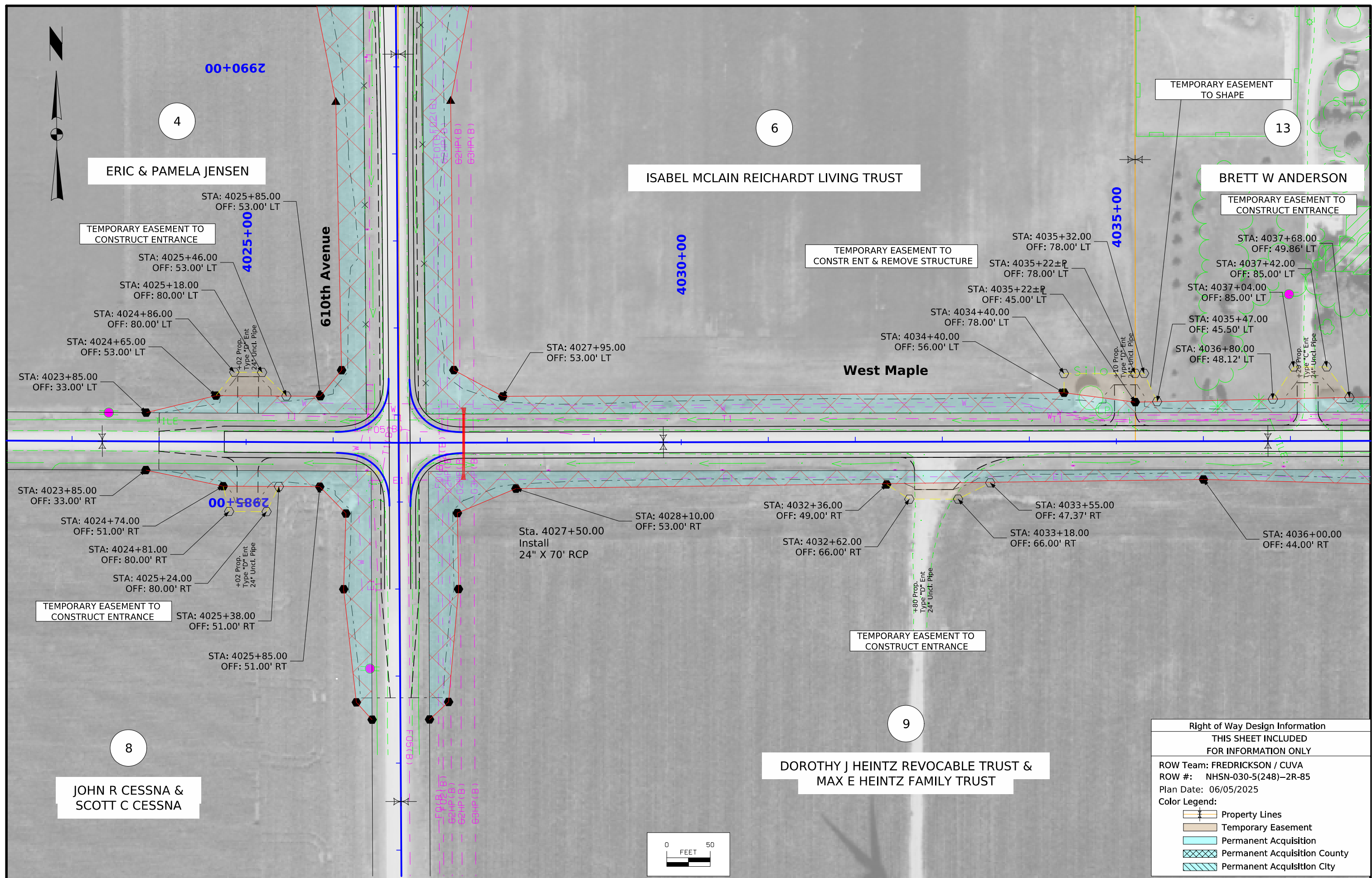
Property Lines

Temporary Easement

Permanent Acquisition

Permanent Acquisition County

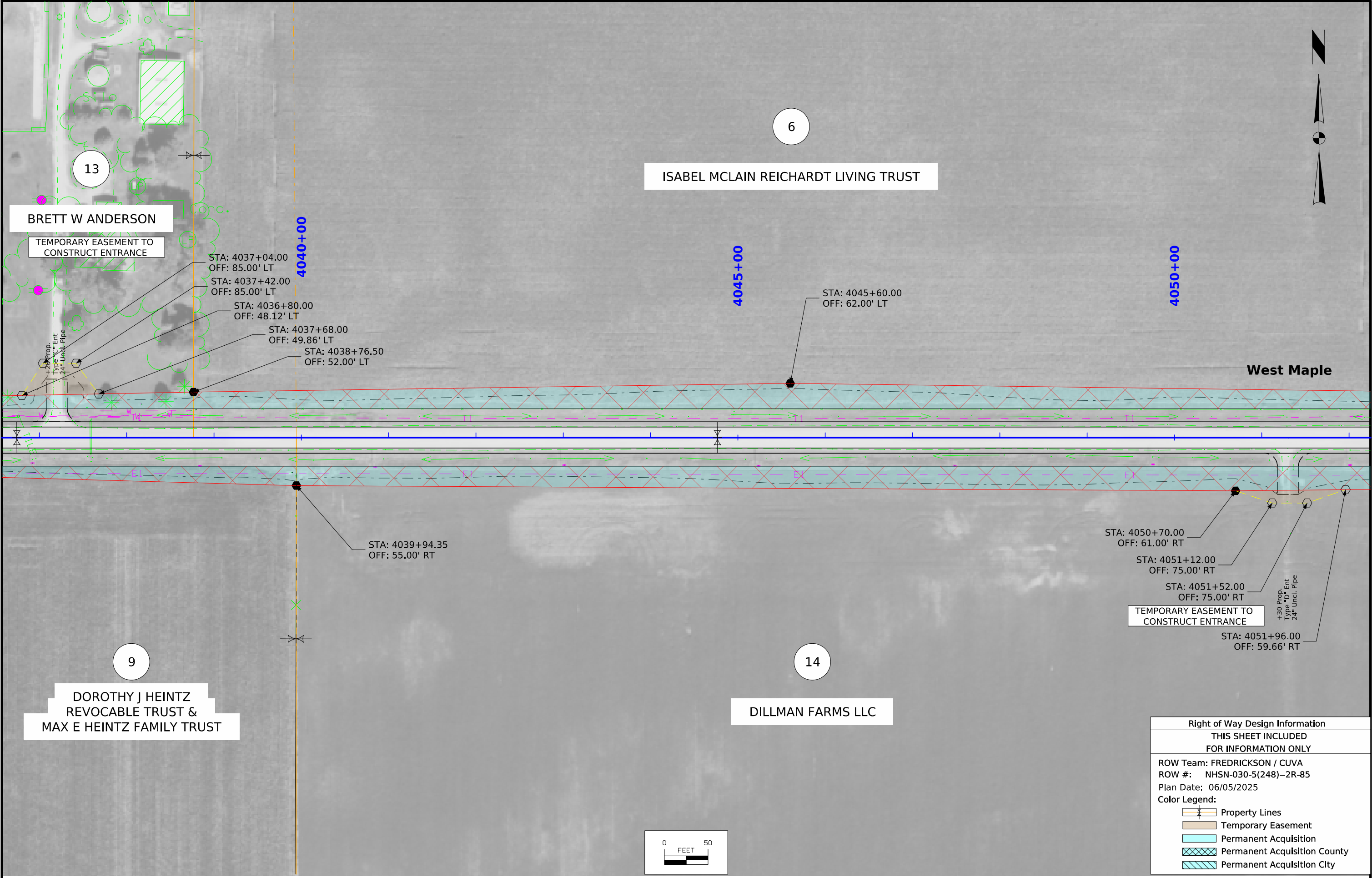
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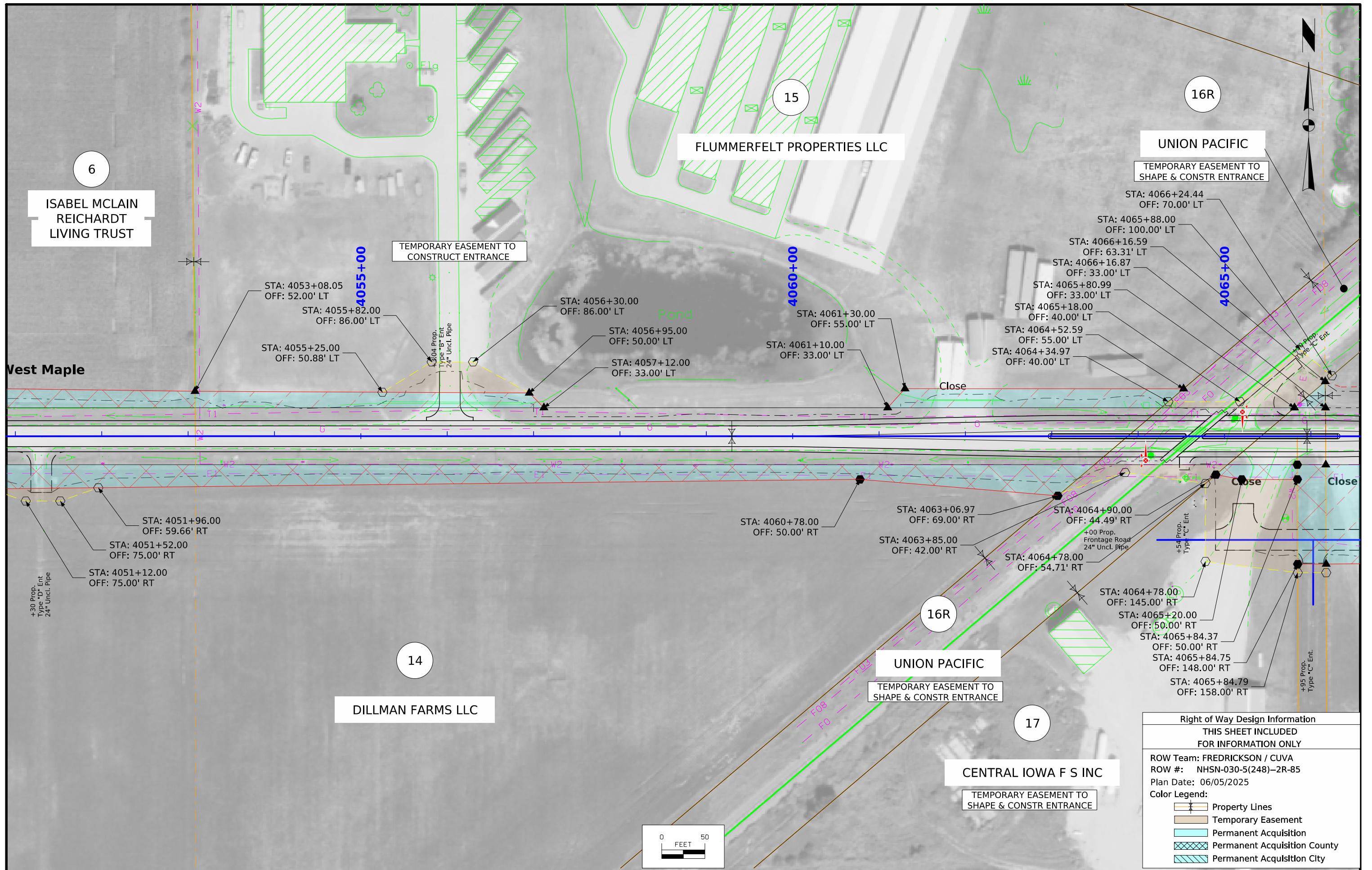
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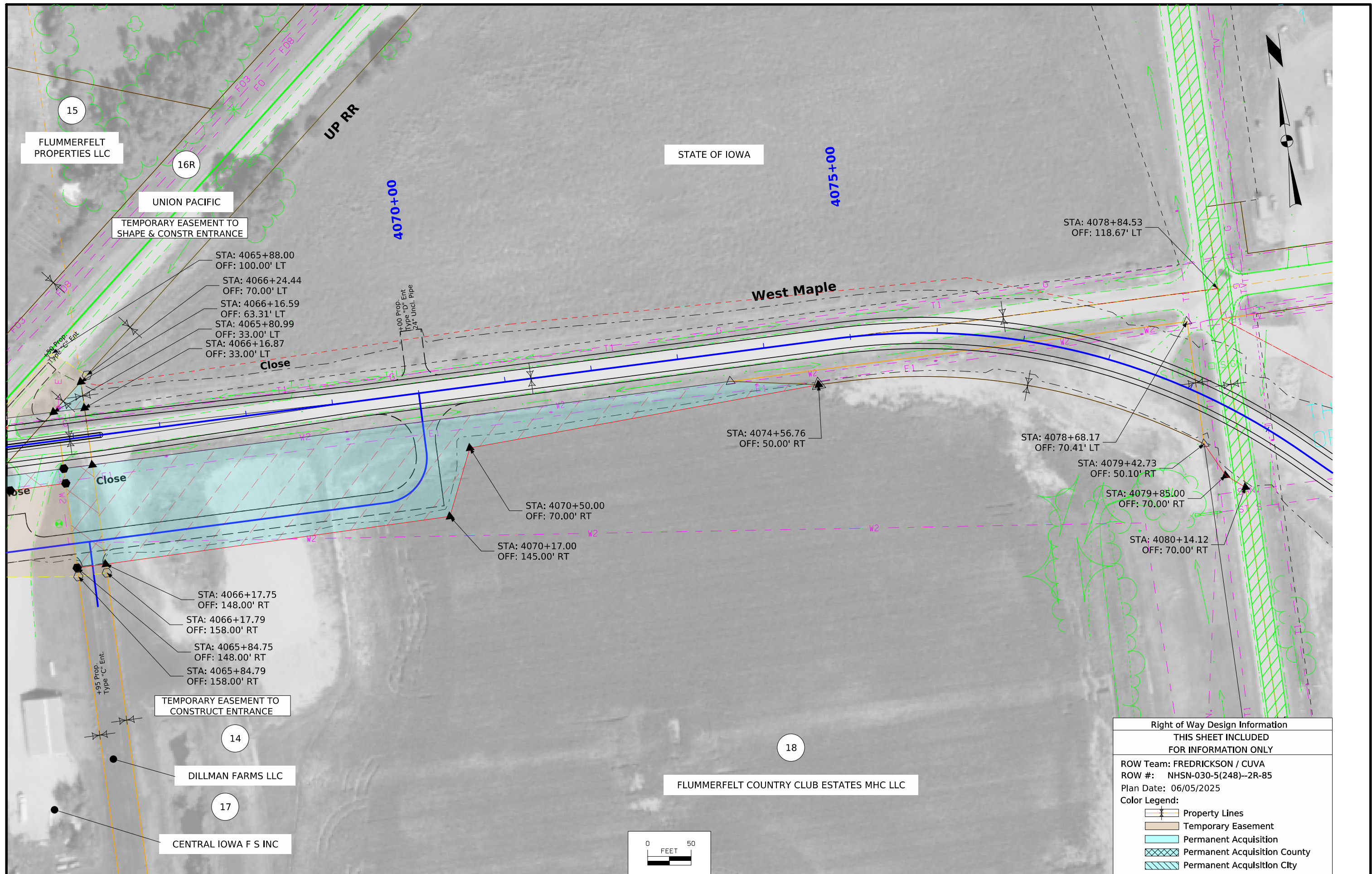
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ROW Team: FREDRICKSON / CUVA	
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	Permanent Acquisition County
	Permanent Acquisition City



Right of Way Design Information	
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FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-030-5(248)-2R-85	
Plan Date: 06/05/2025	
Color Legend:	
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	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-030-5(248)-2R-85	
Plan Date: 06/05/2025	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



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.

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.	

108-26A
08-01-08

STAGING NOTES

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.									

FILE NO.

ENGLISH

DESIGN TEAM Flattery\Bell\Kiebel

STORY COUNTY

PROJECT NUMBER NHSX-030-5(321) - - 3H-85

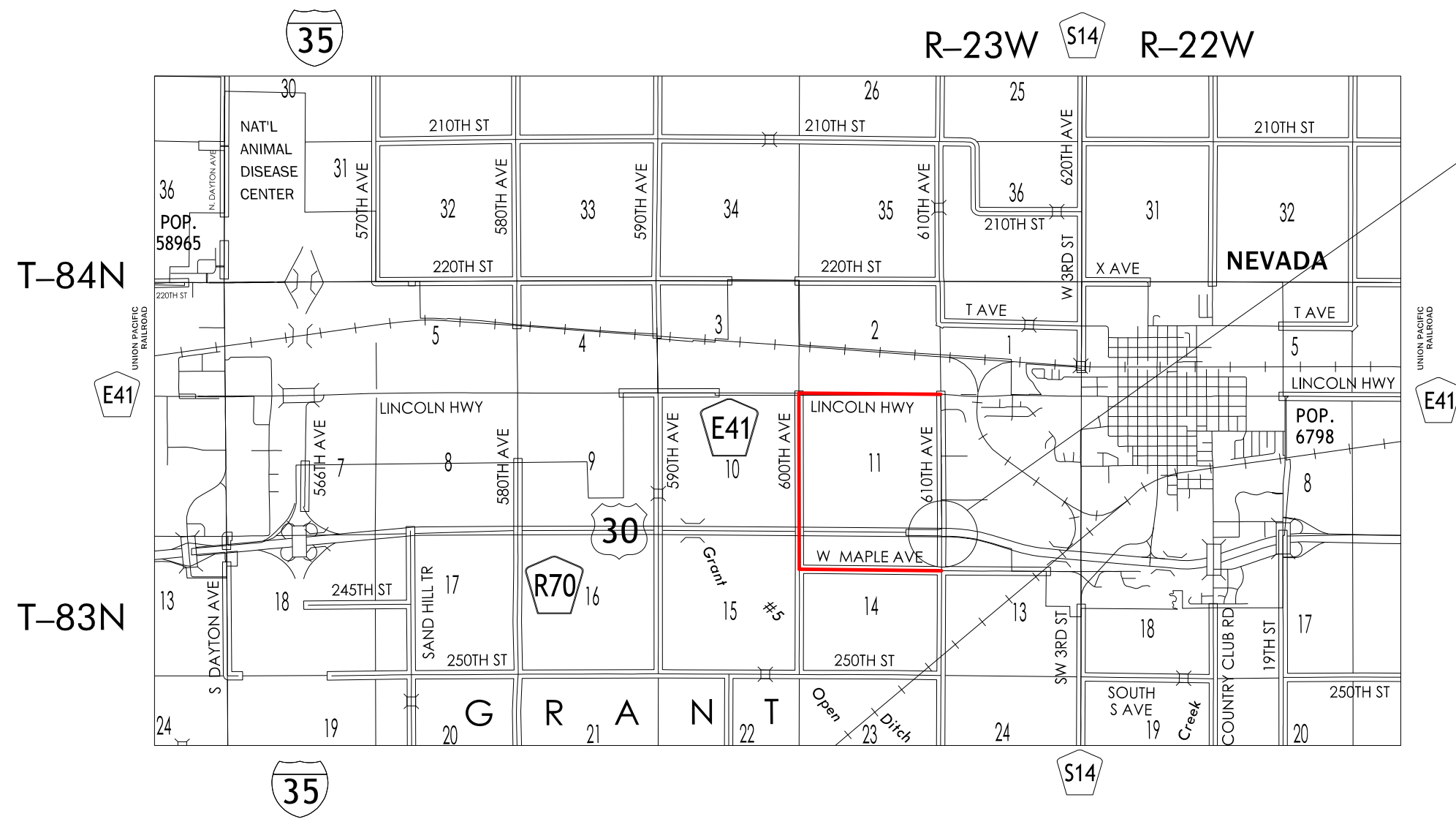
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3/14/2024

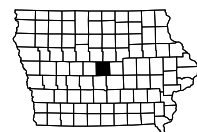
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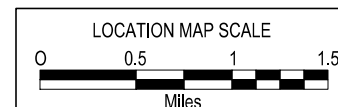
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PROPOSED BRIDGE
Asset #: 701200



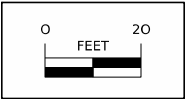
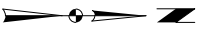
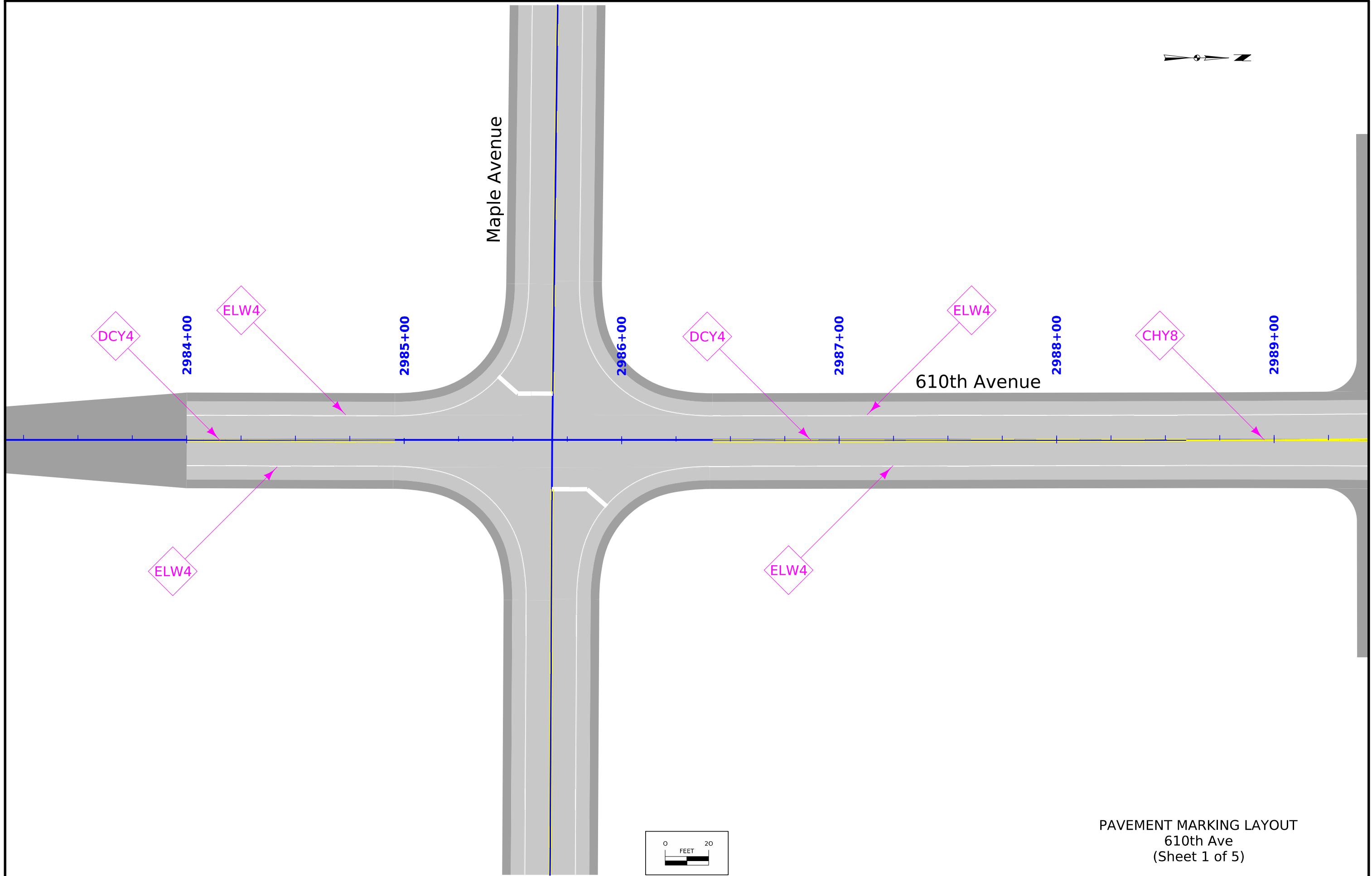
STORY COUNTY DETOUR



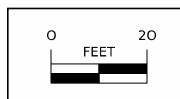
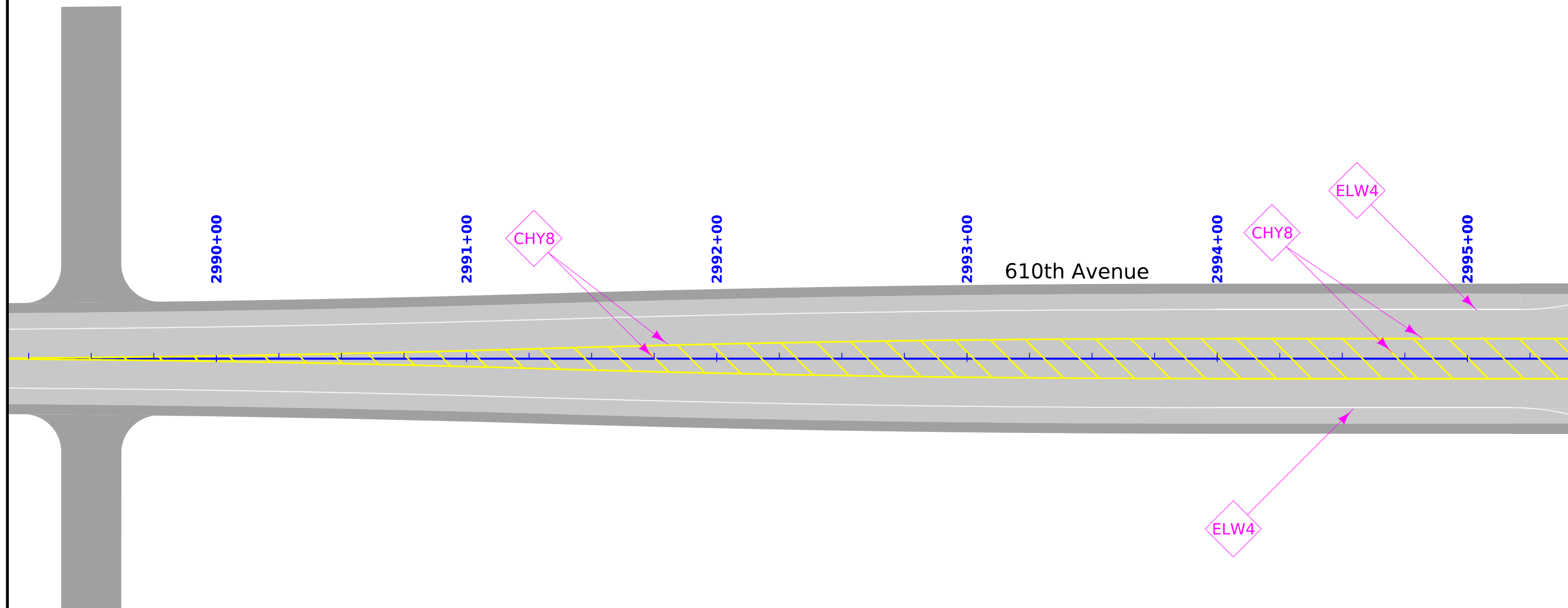
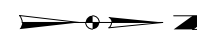
LEGEND

CONCEPT
DETOUR ROUTE ———

STORY COUNTY
TRAFFIC CONTROL



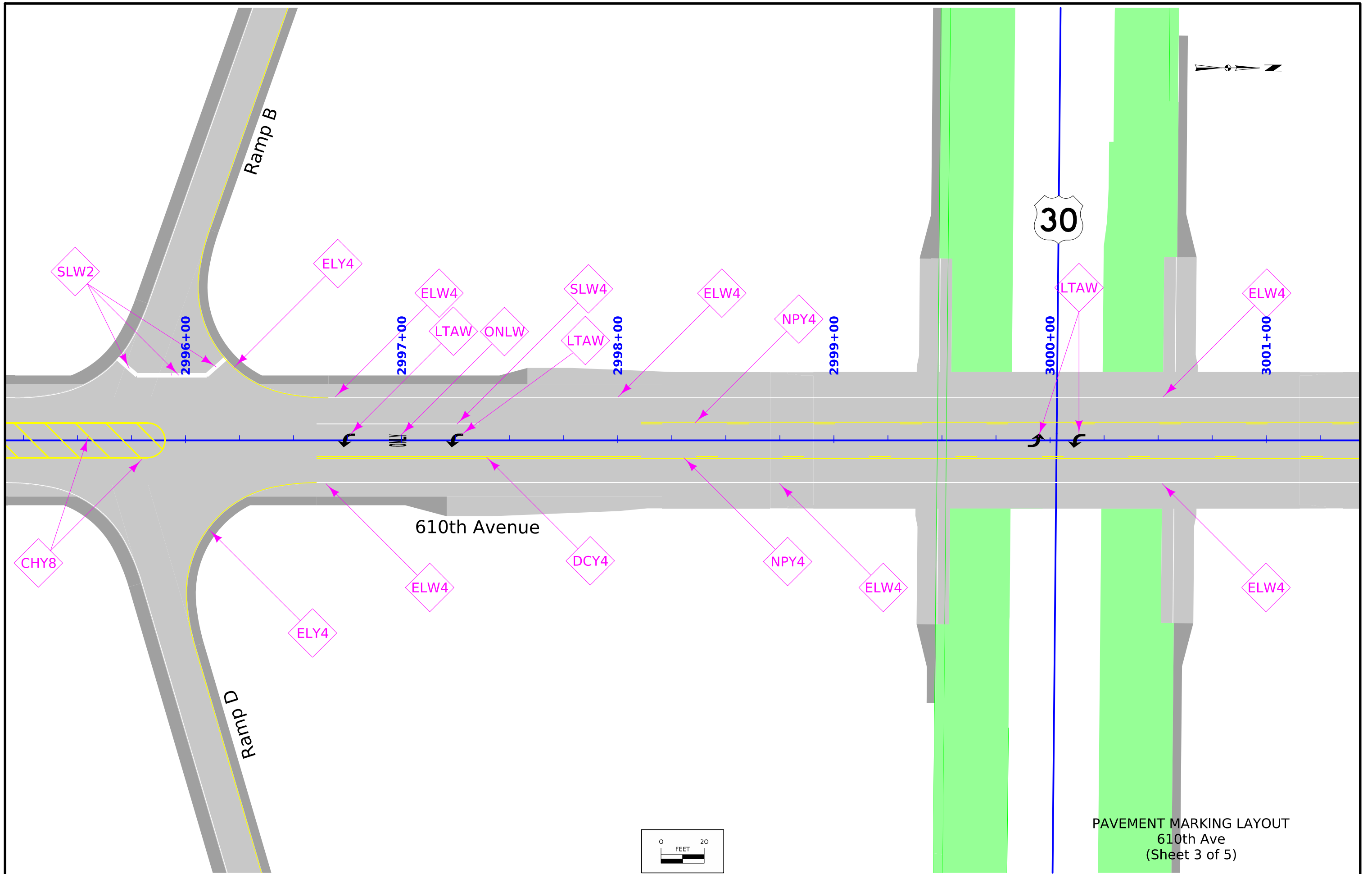
PAVEMENT MARKING LAYOUT
610th Ave
(Sheet 1 of 5)



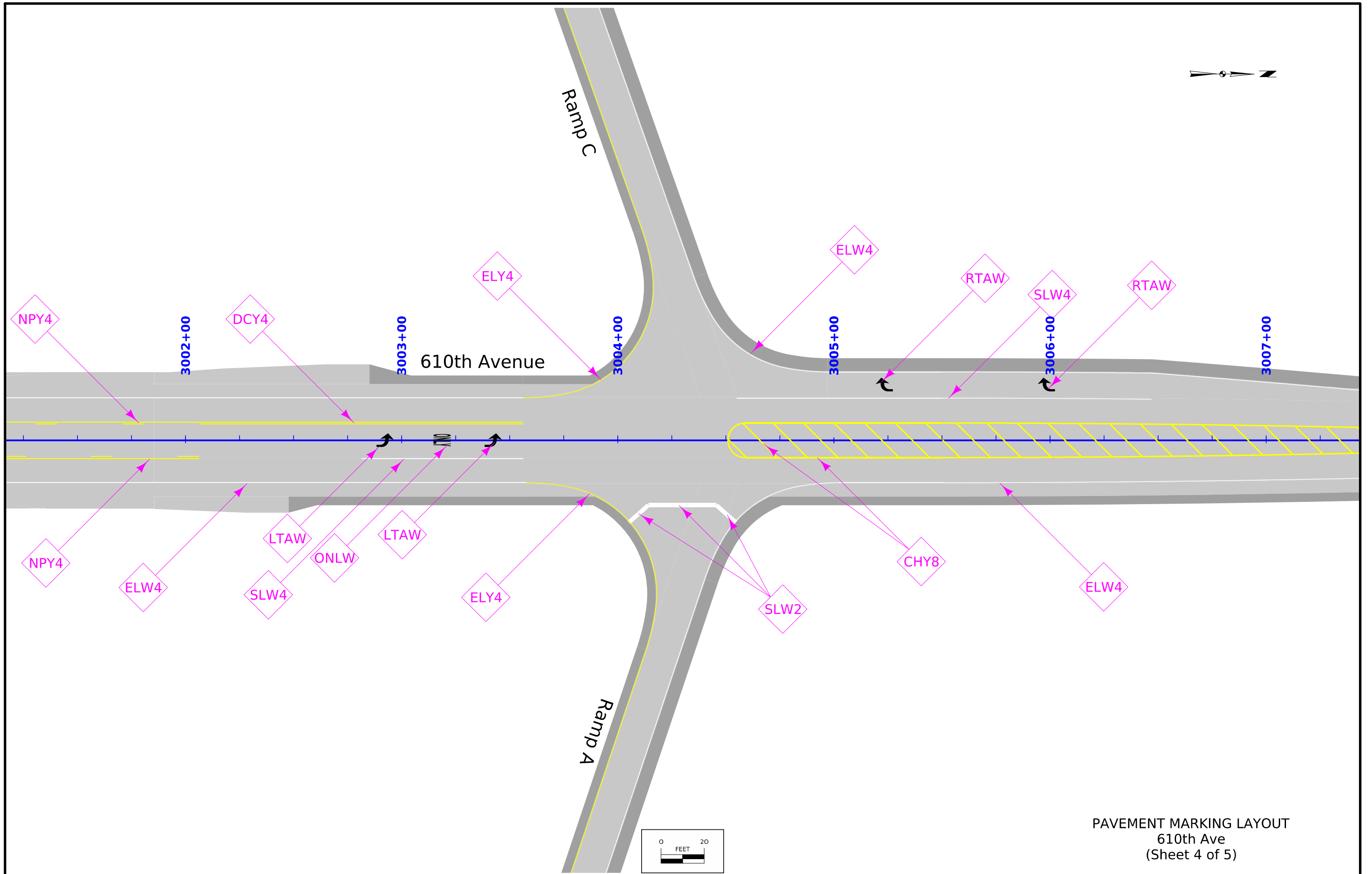
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610th Ave
(Sheet 2 of 5)

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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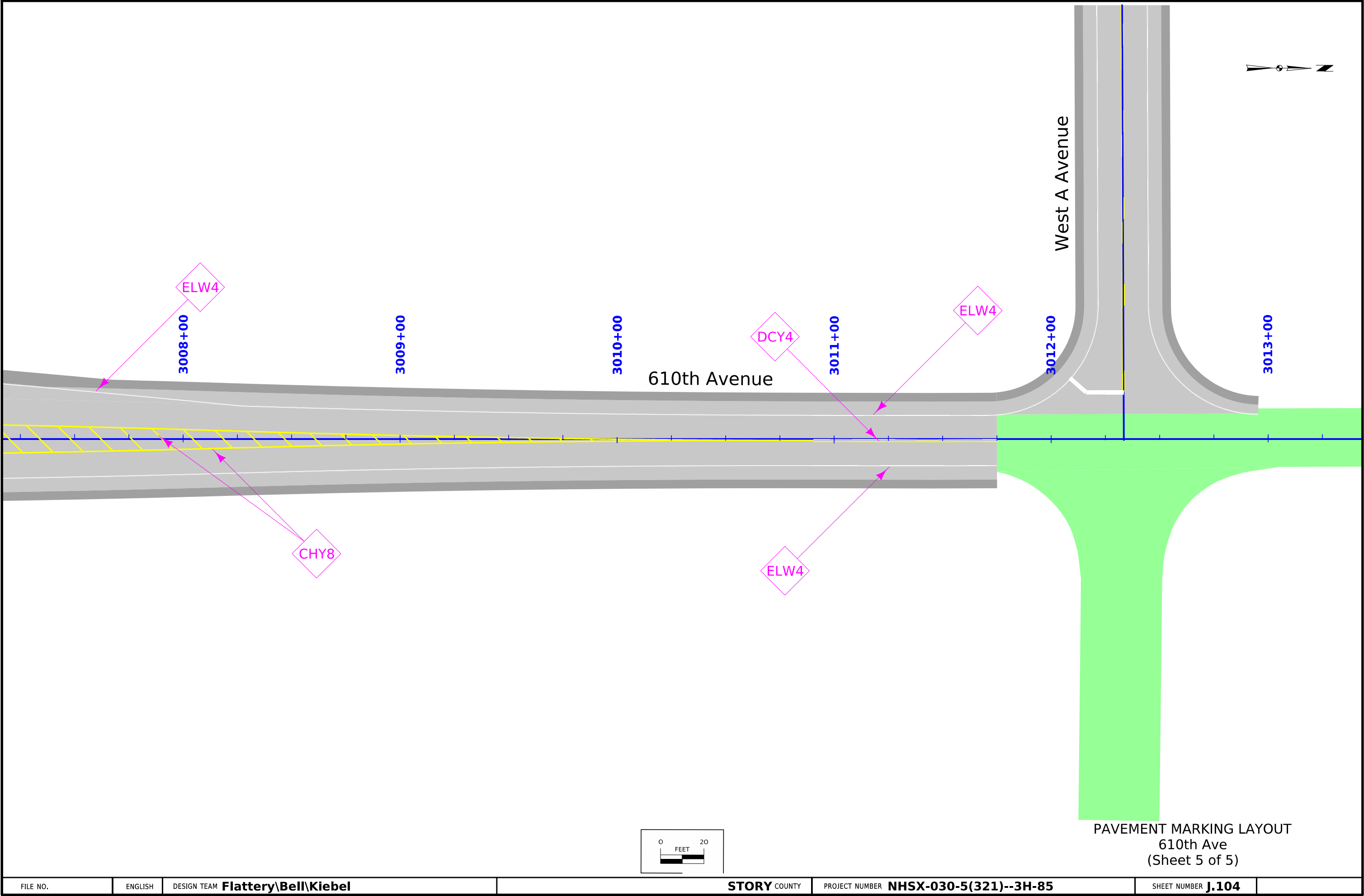


PAVEMENT MARKING LAYOUT
610th Ave
(Sheet 3 of 5)

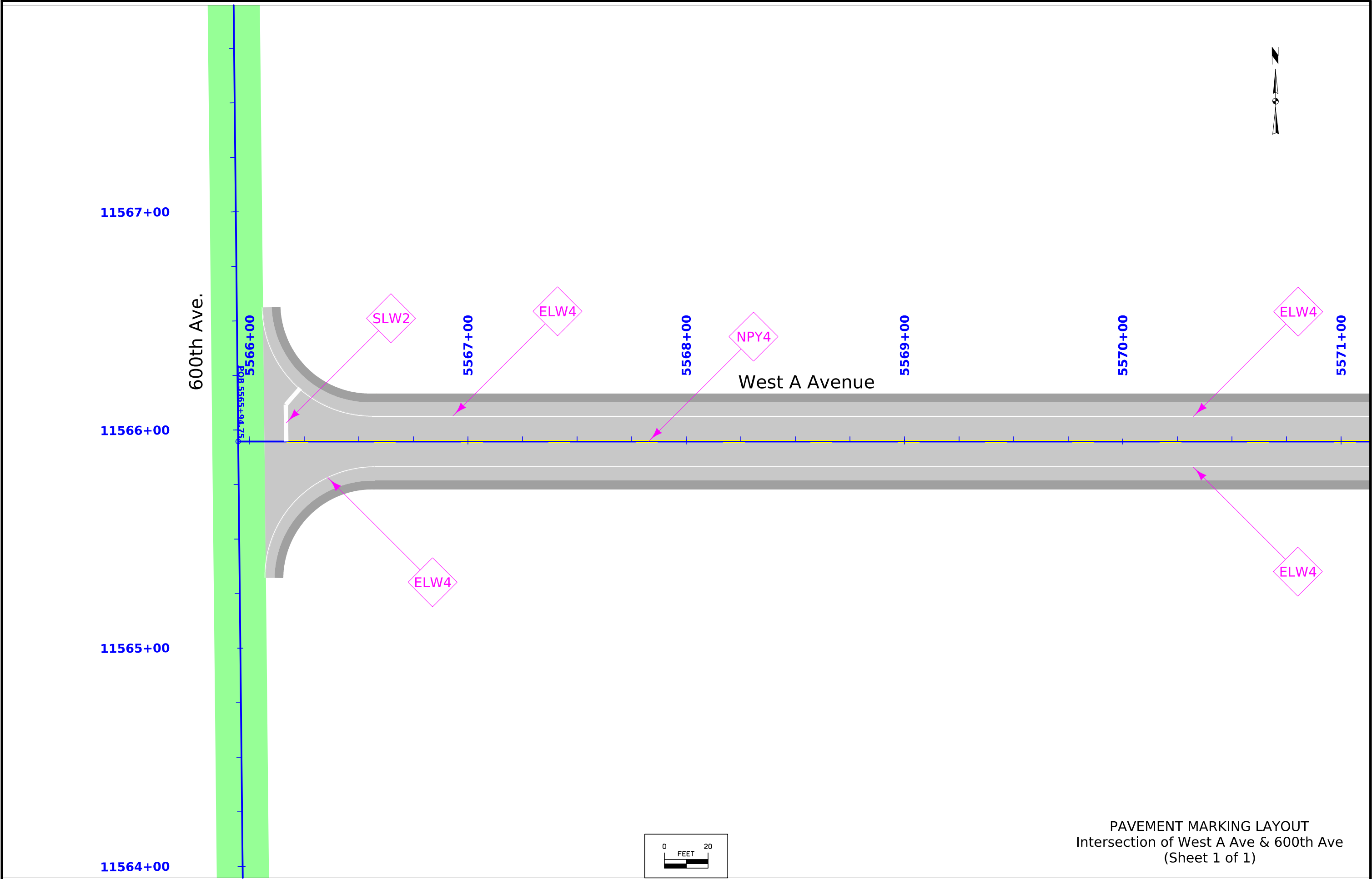


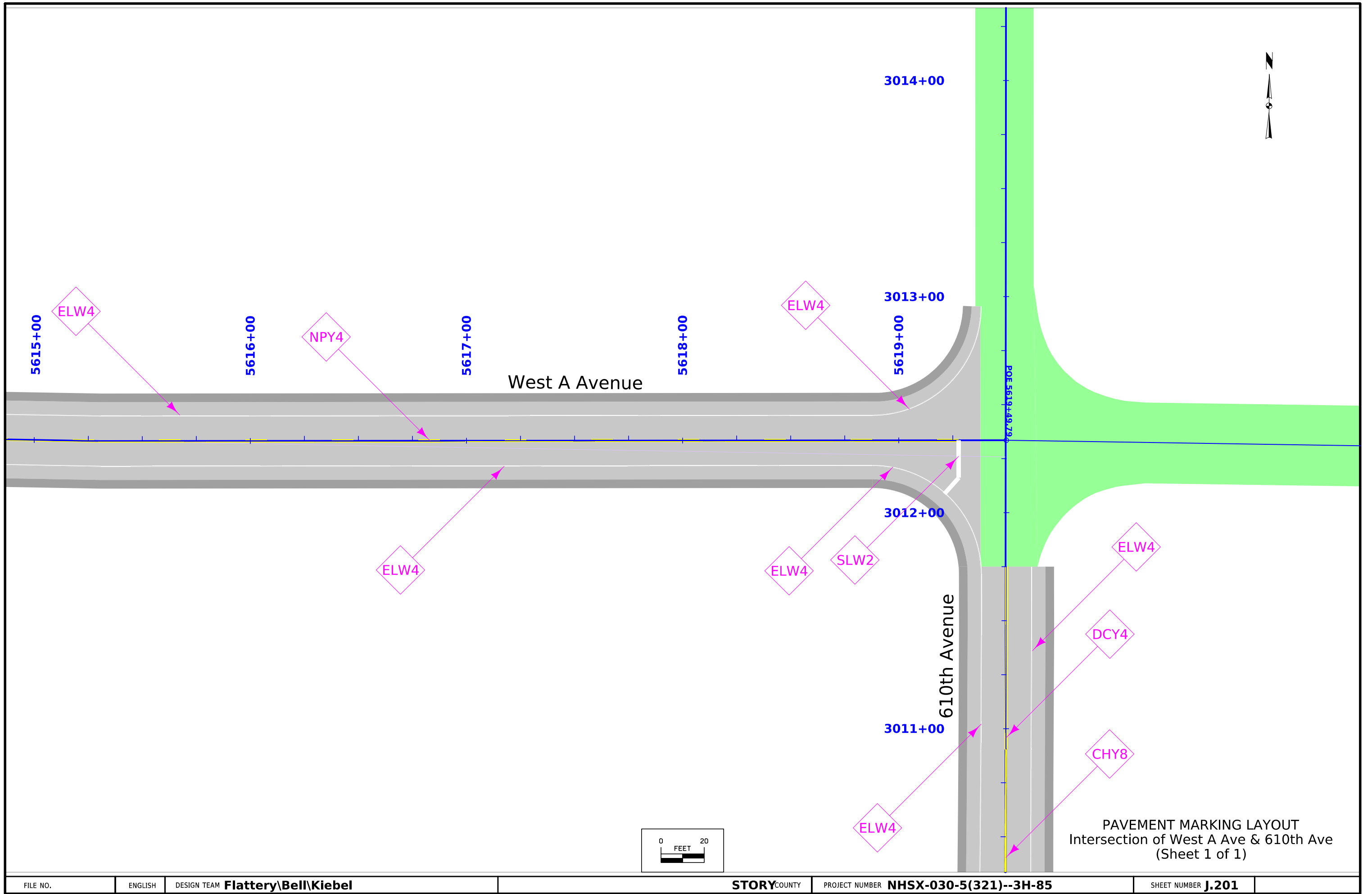
PAVEMENT MARKING LAYOUT
610th Ave
(Sheet 4 of 5)

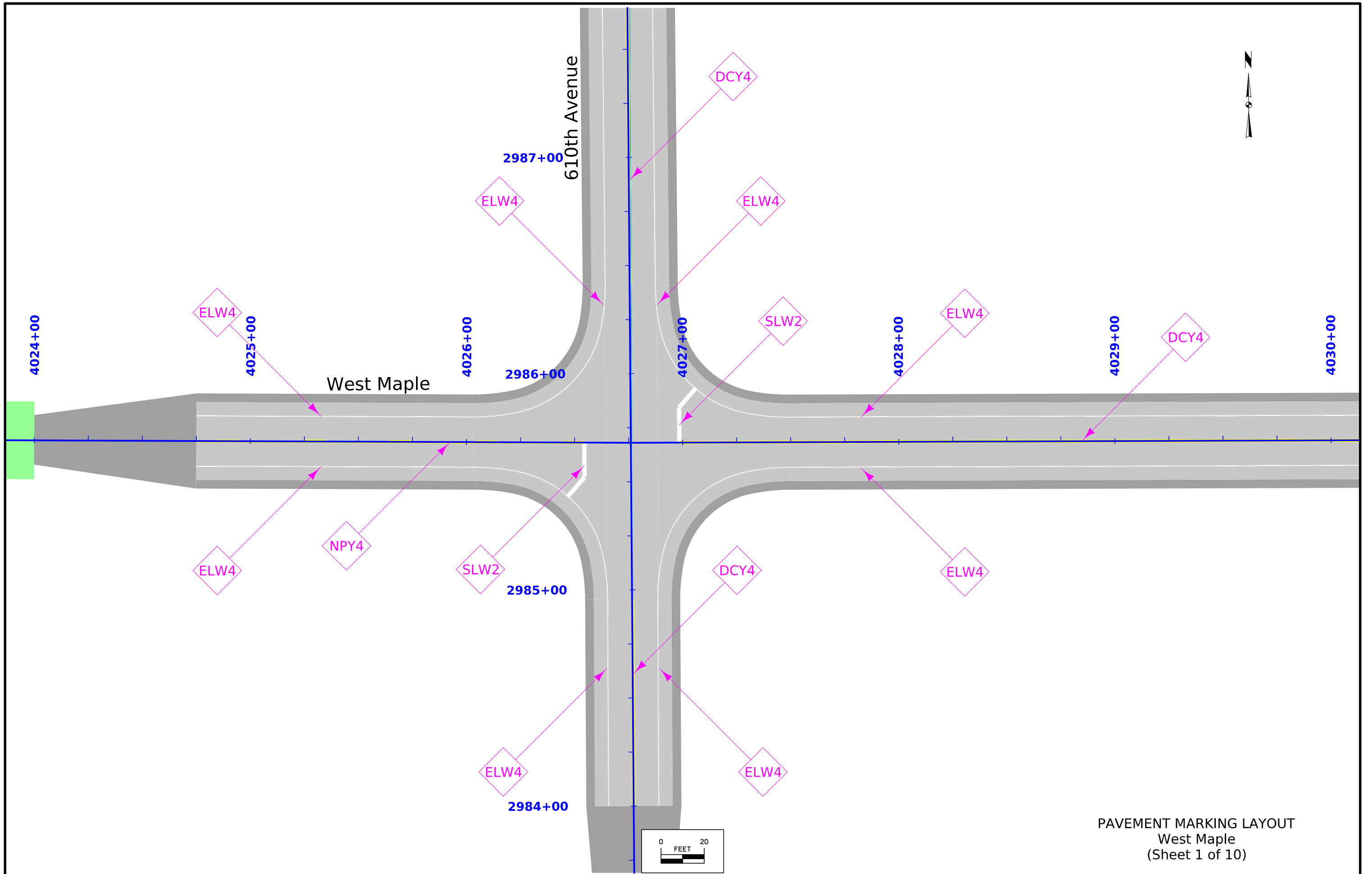
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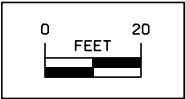
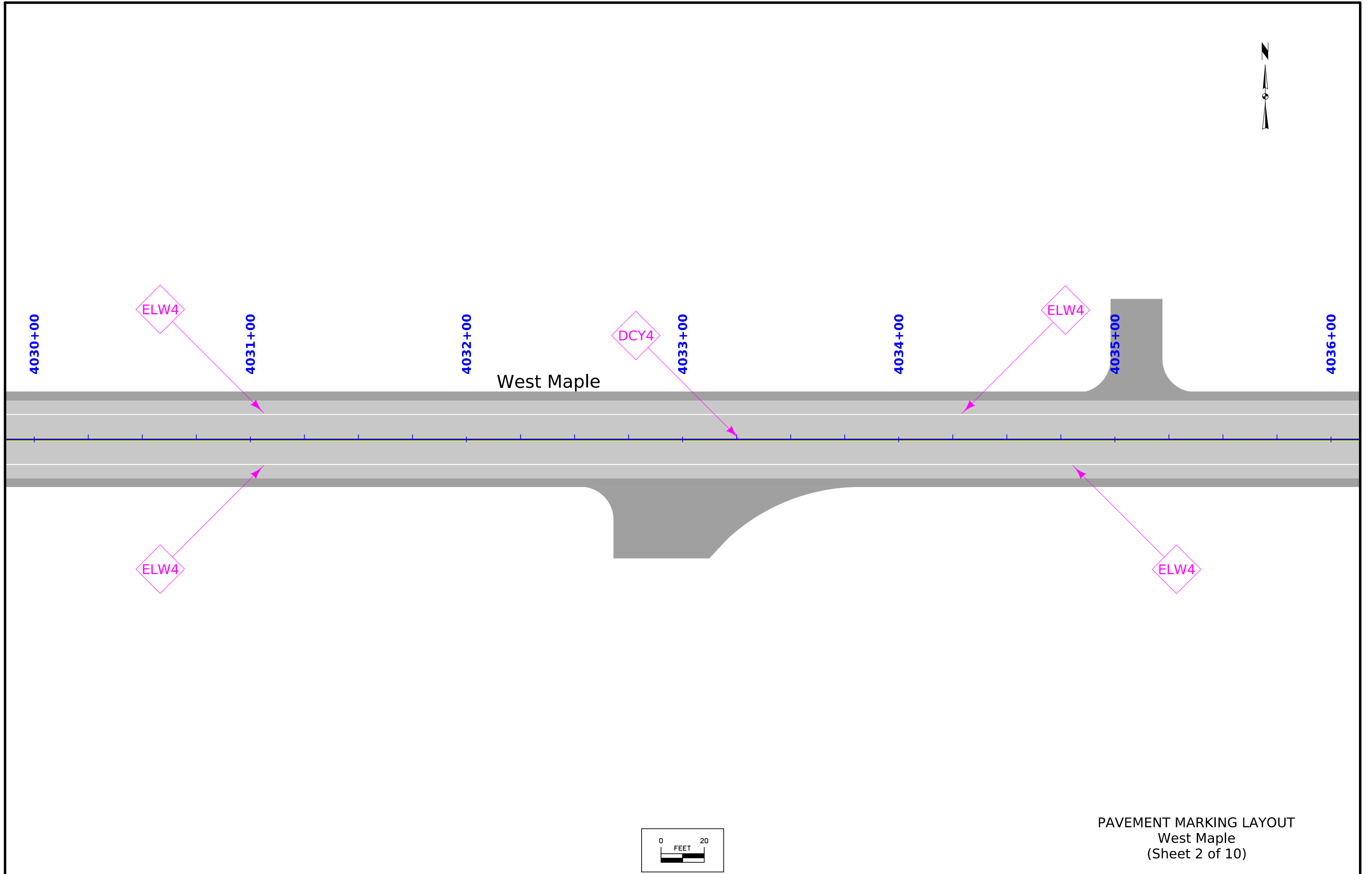


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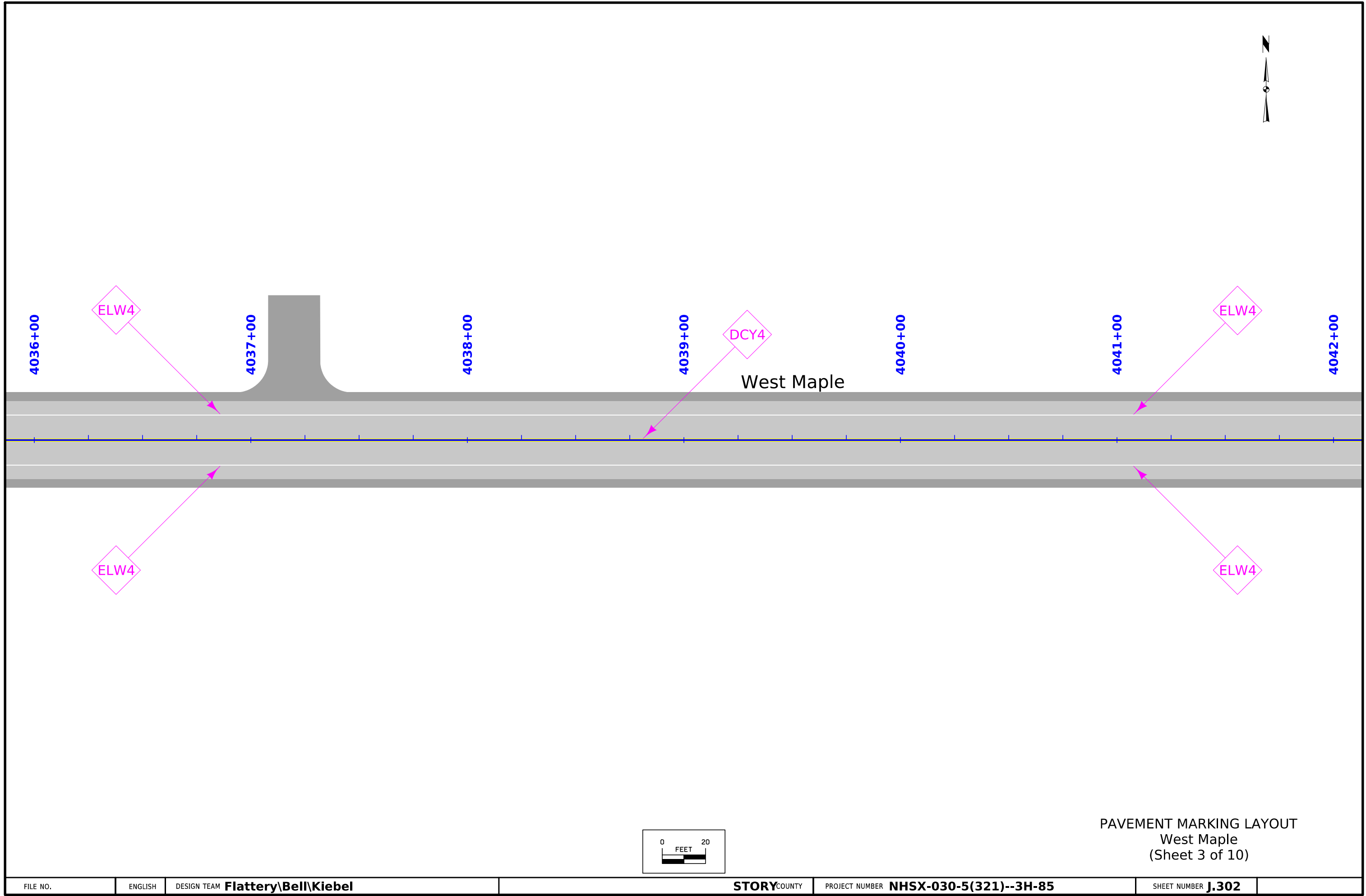


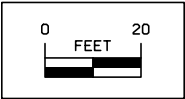
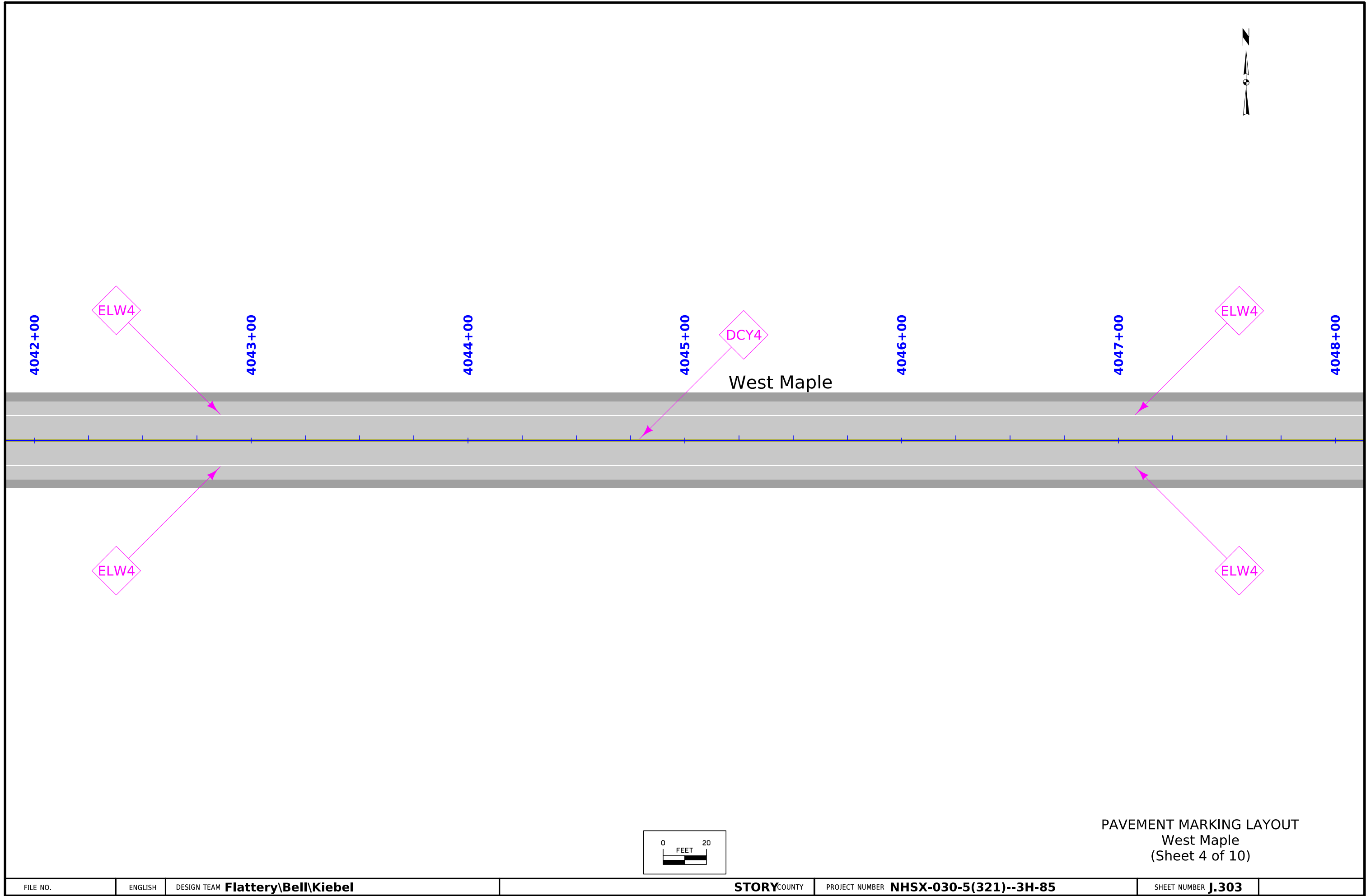




PAVEMENT MARKING LAYOUT
West Maple
(Sheet 2 of 10)

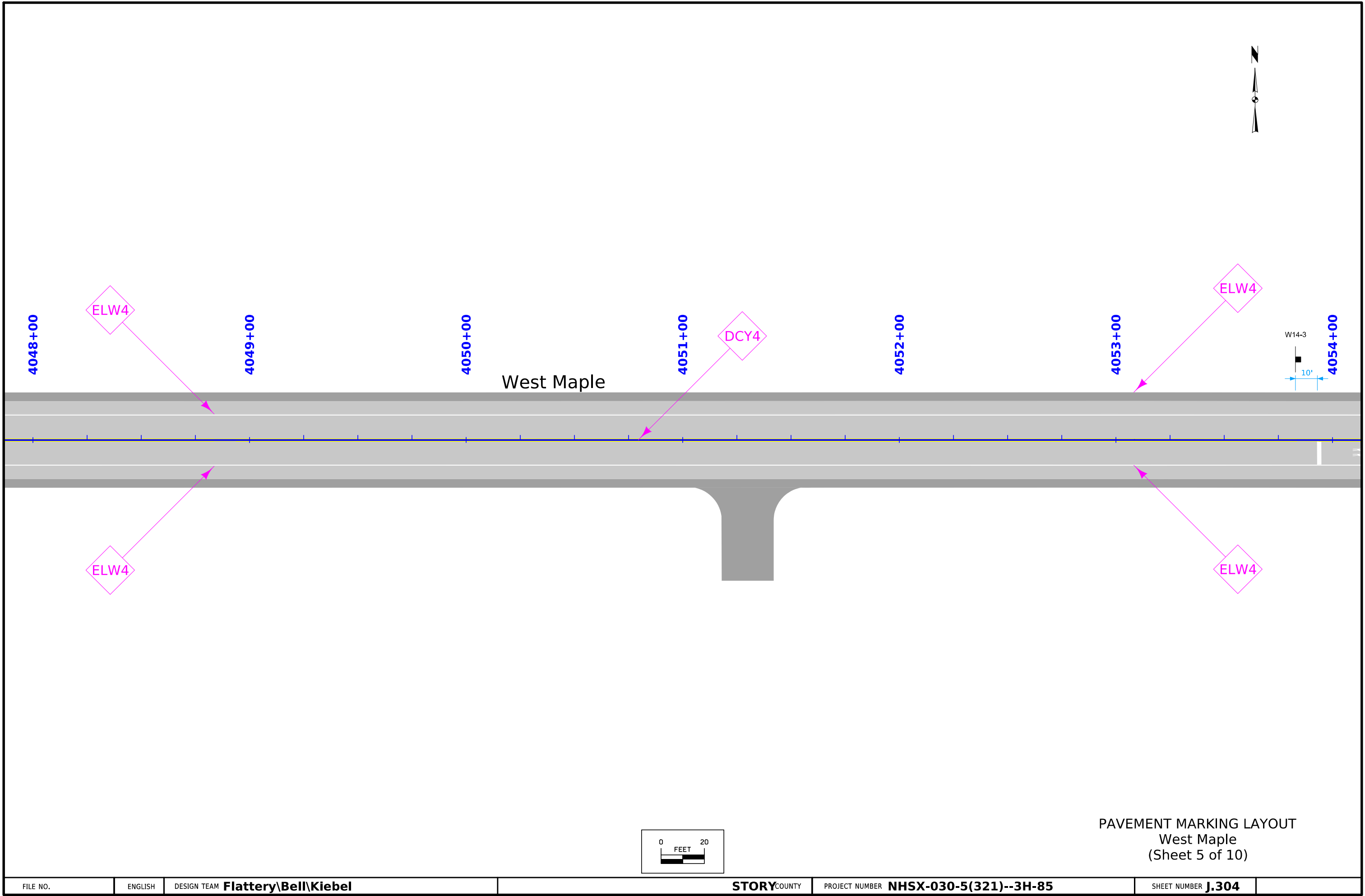
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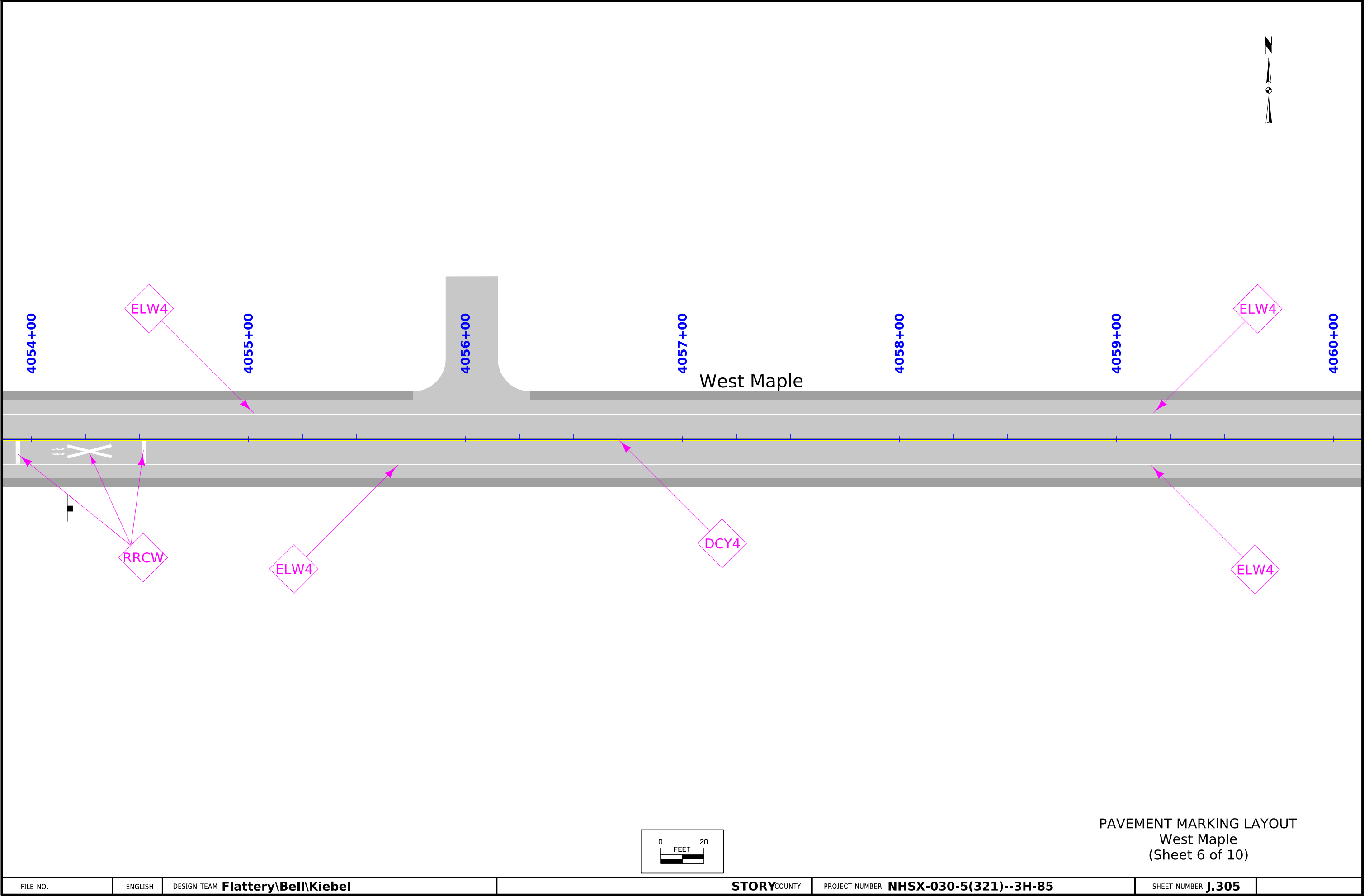


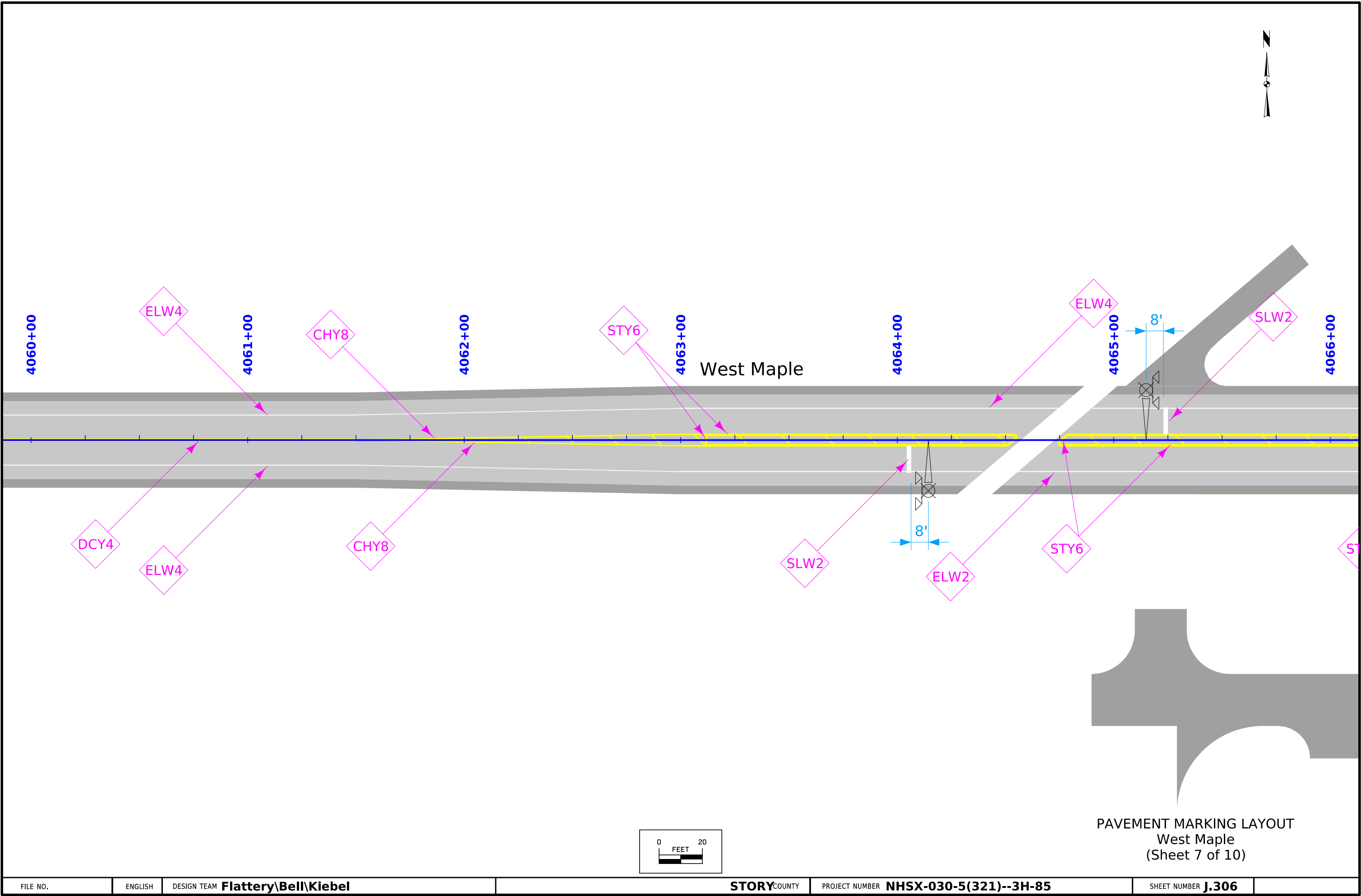


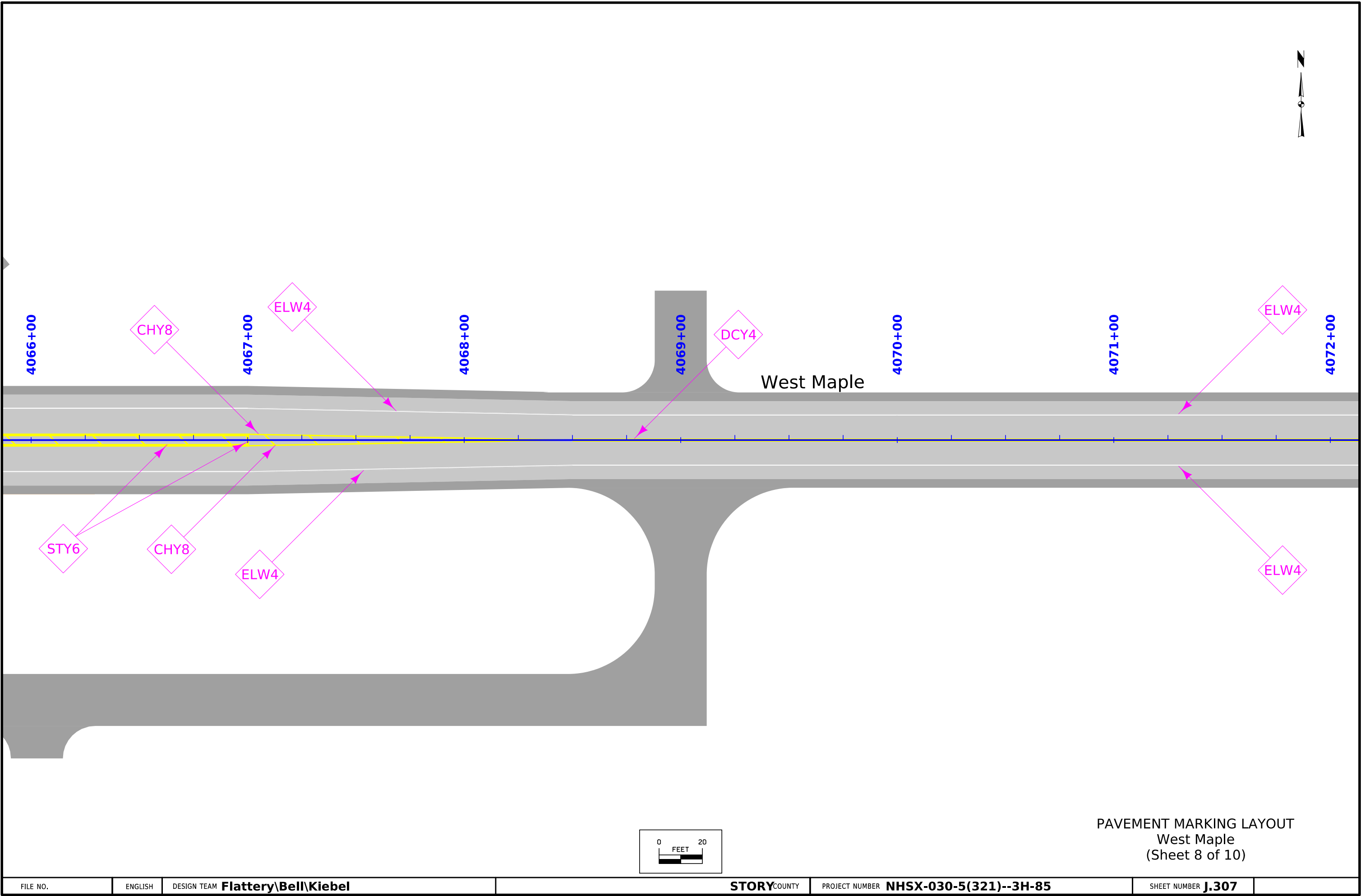
PAVEMENT MARKING LAYOUT
West Maple
(Sheet 4 of 10)

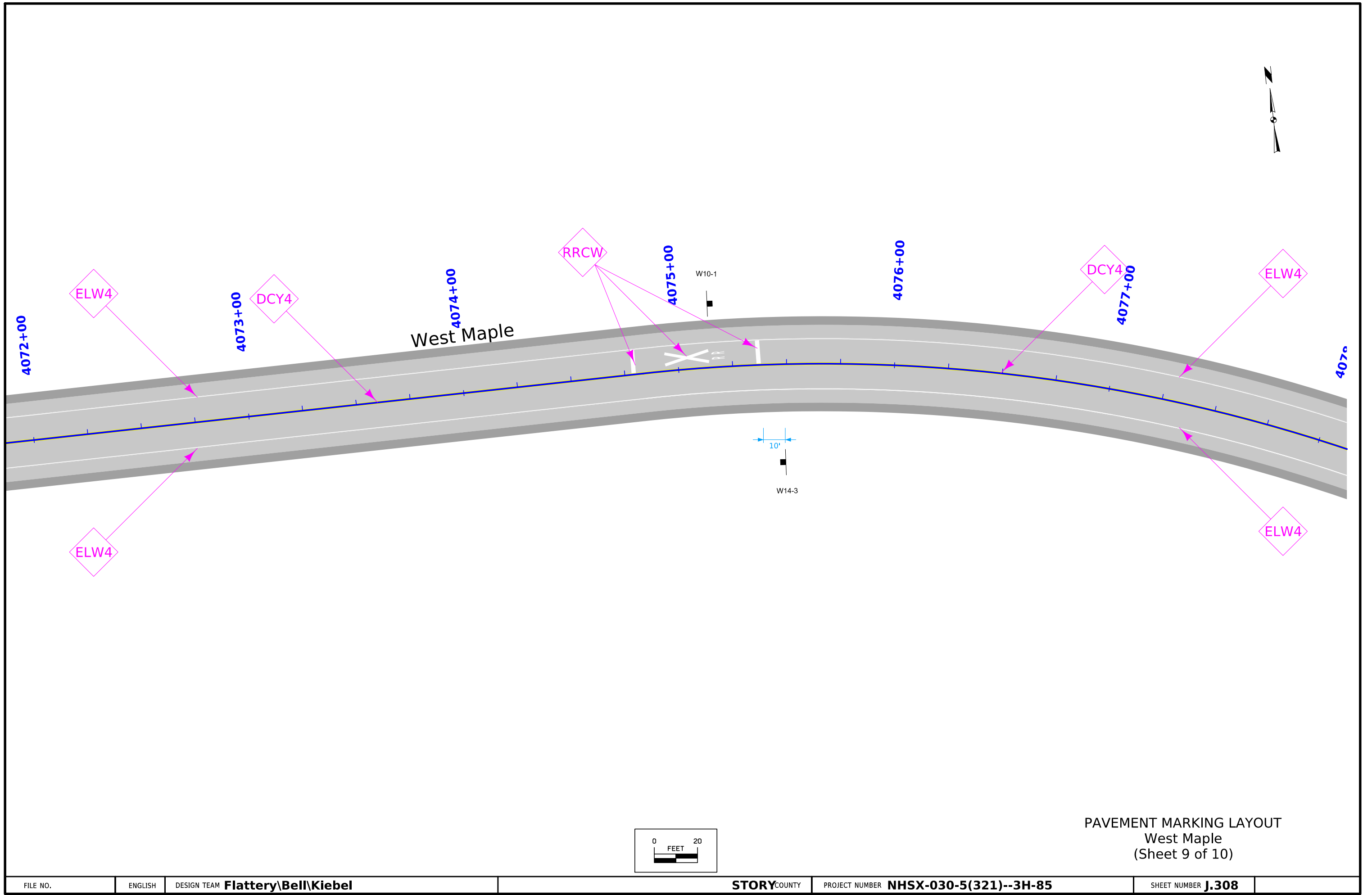
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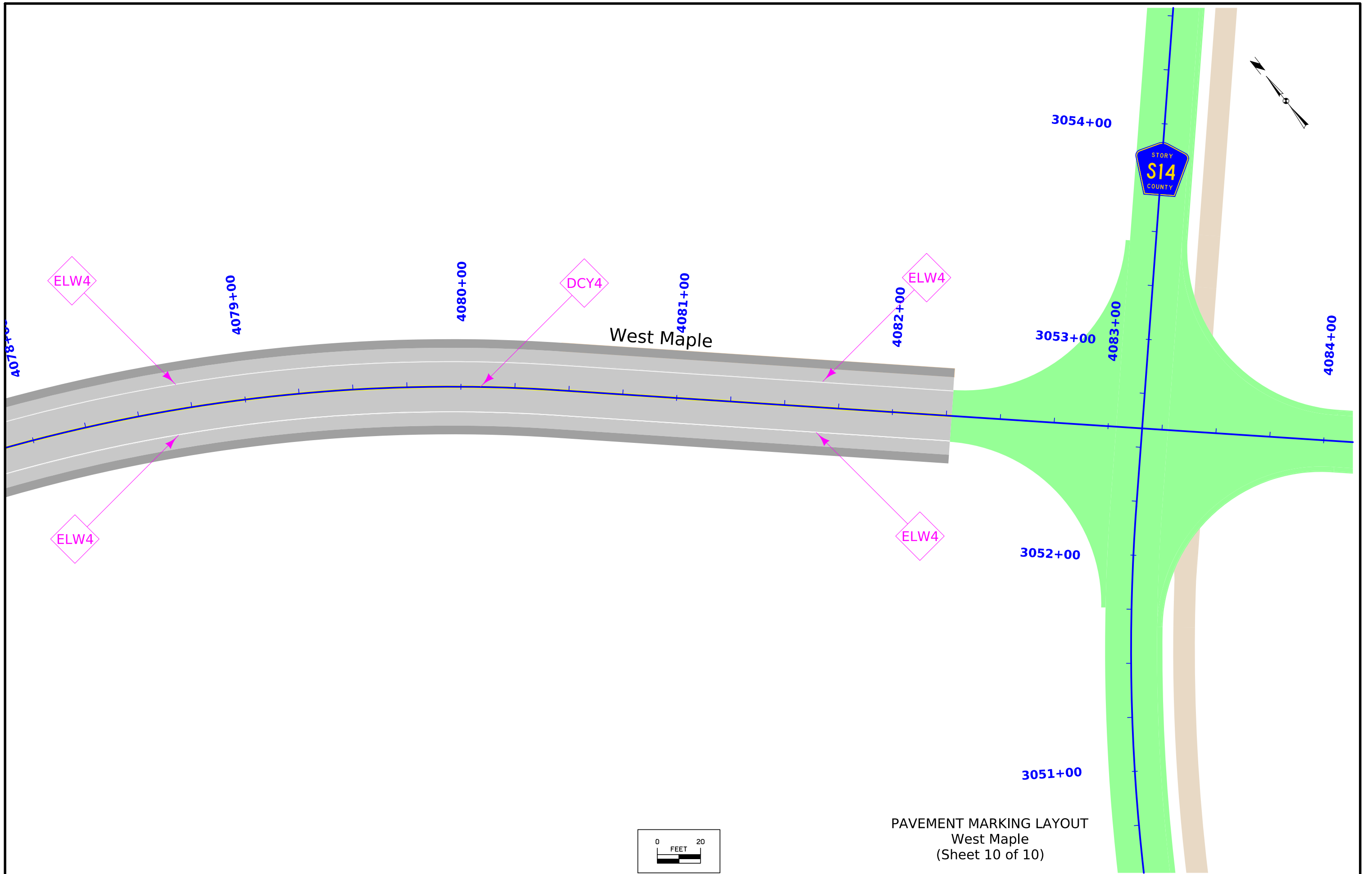


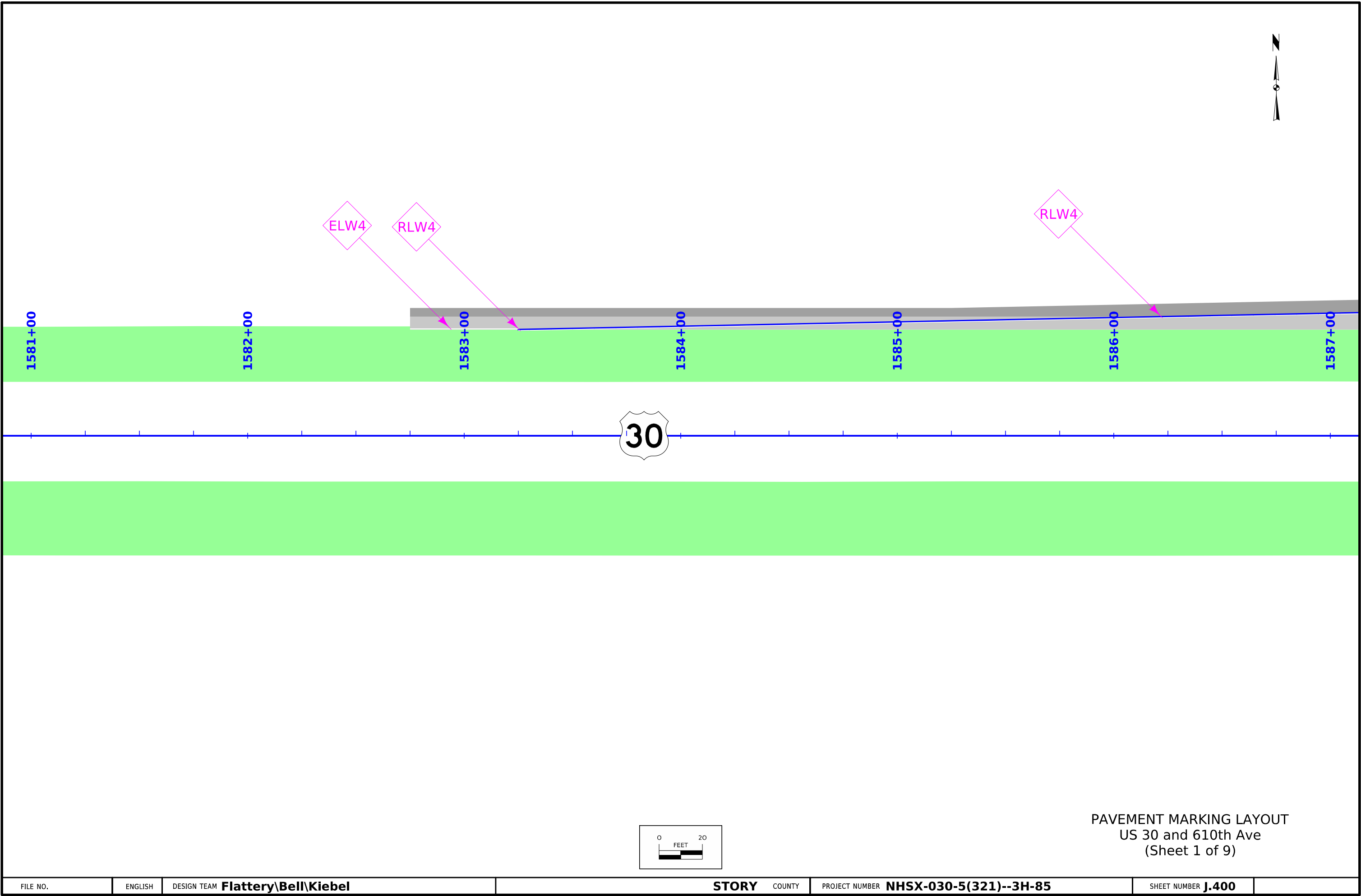




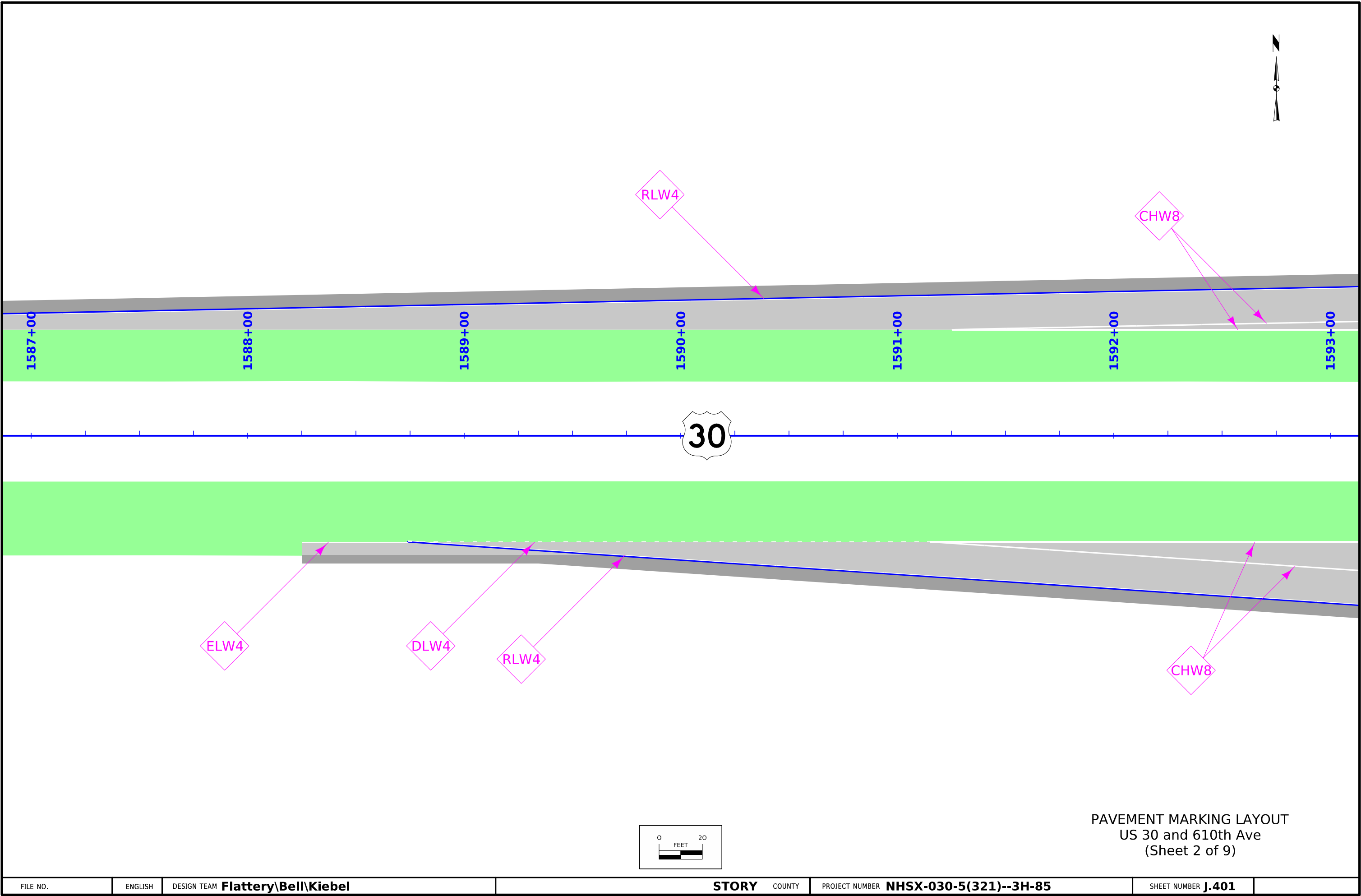


PAVEMENT MARKING LAYOUT
West Maple
(Sheet 9 of 10)

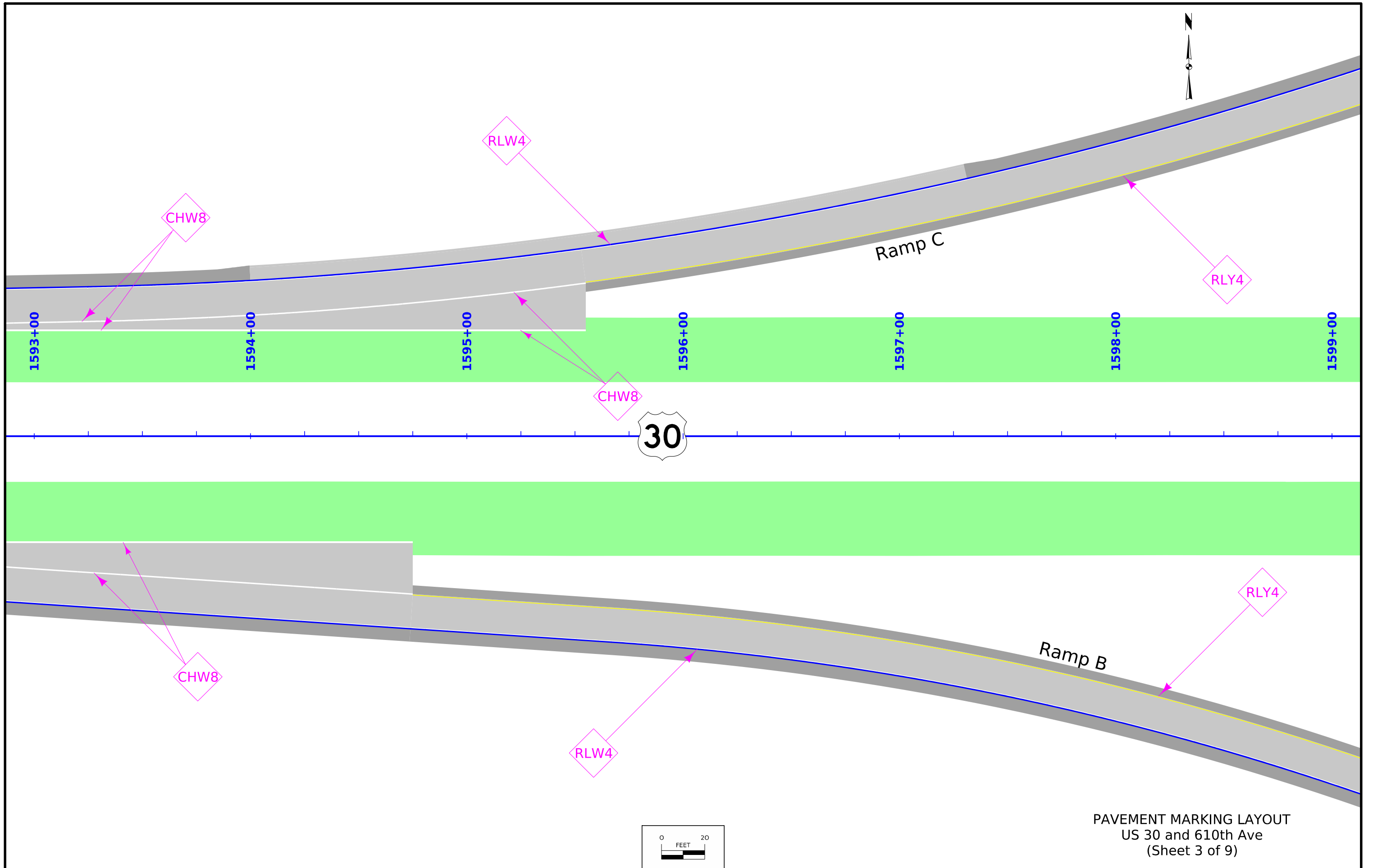


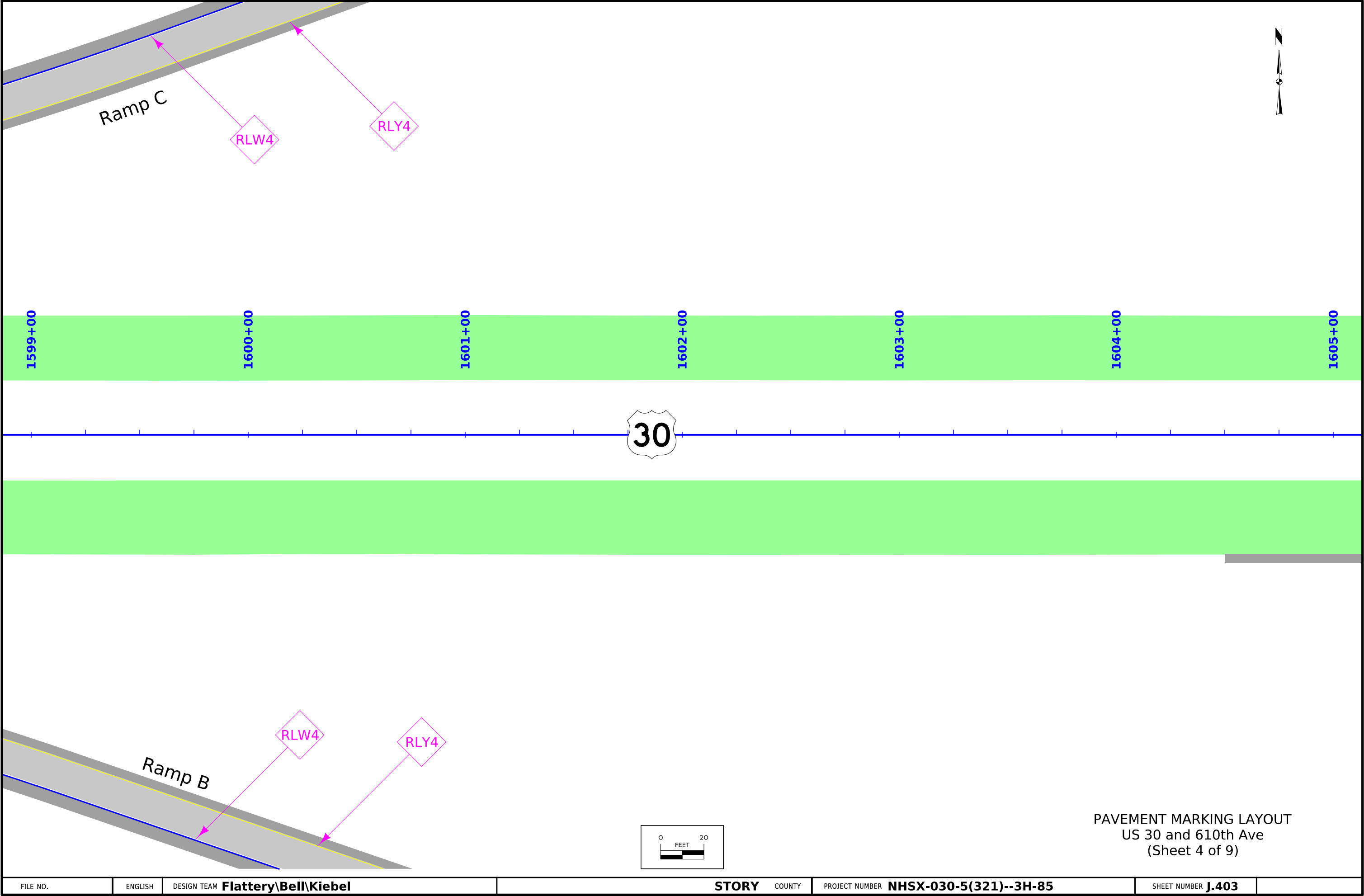


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FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY	COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.401
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FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Kiebel	STORY COUNTY	PROJECT NUMBER NHSX-030-5(321)--3H-85	SHEET NUMBER J.403
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610th Avenue

610th Avenue

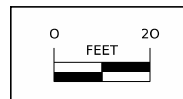
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ELW4

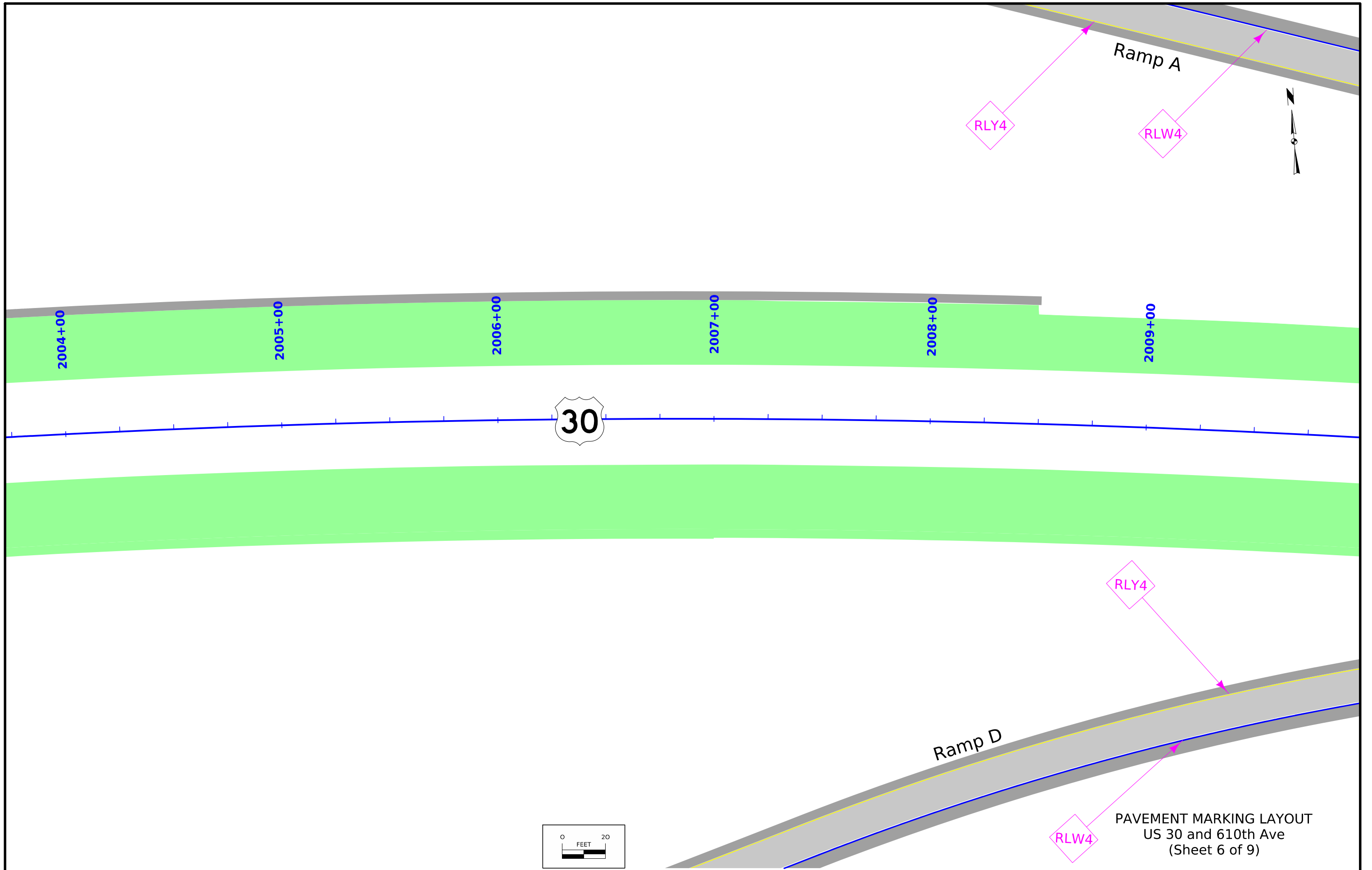
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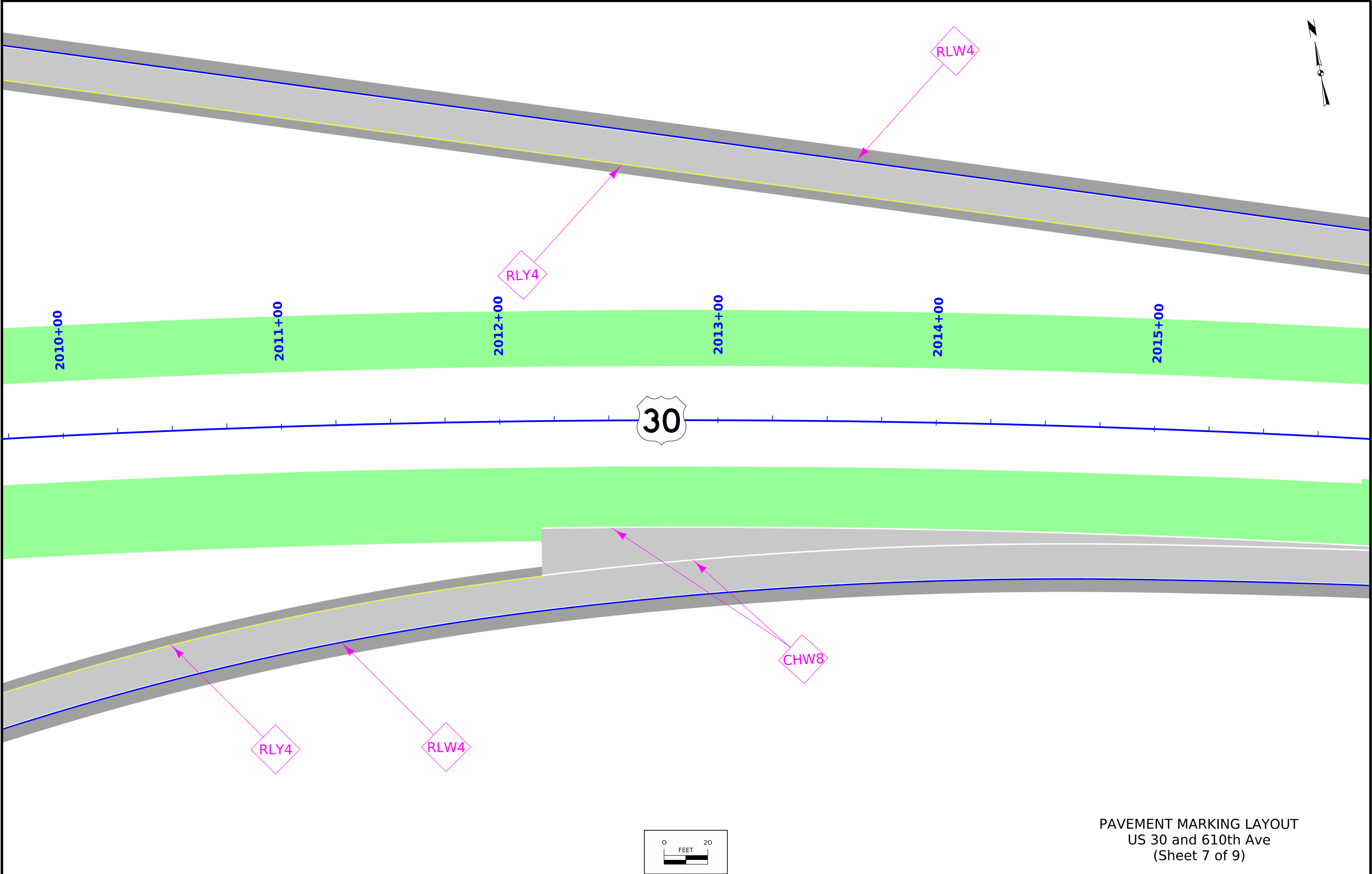
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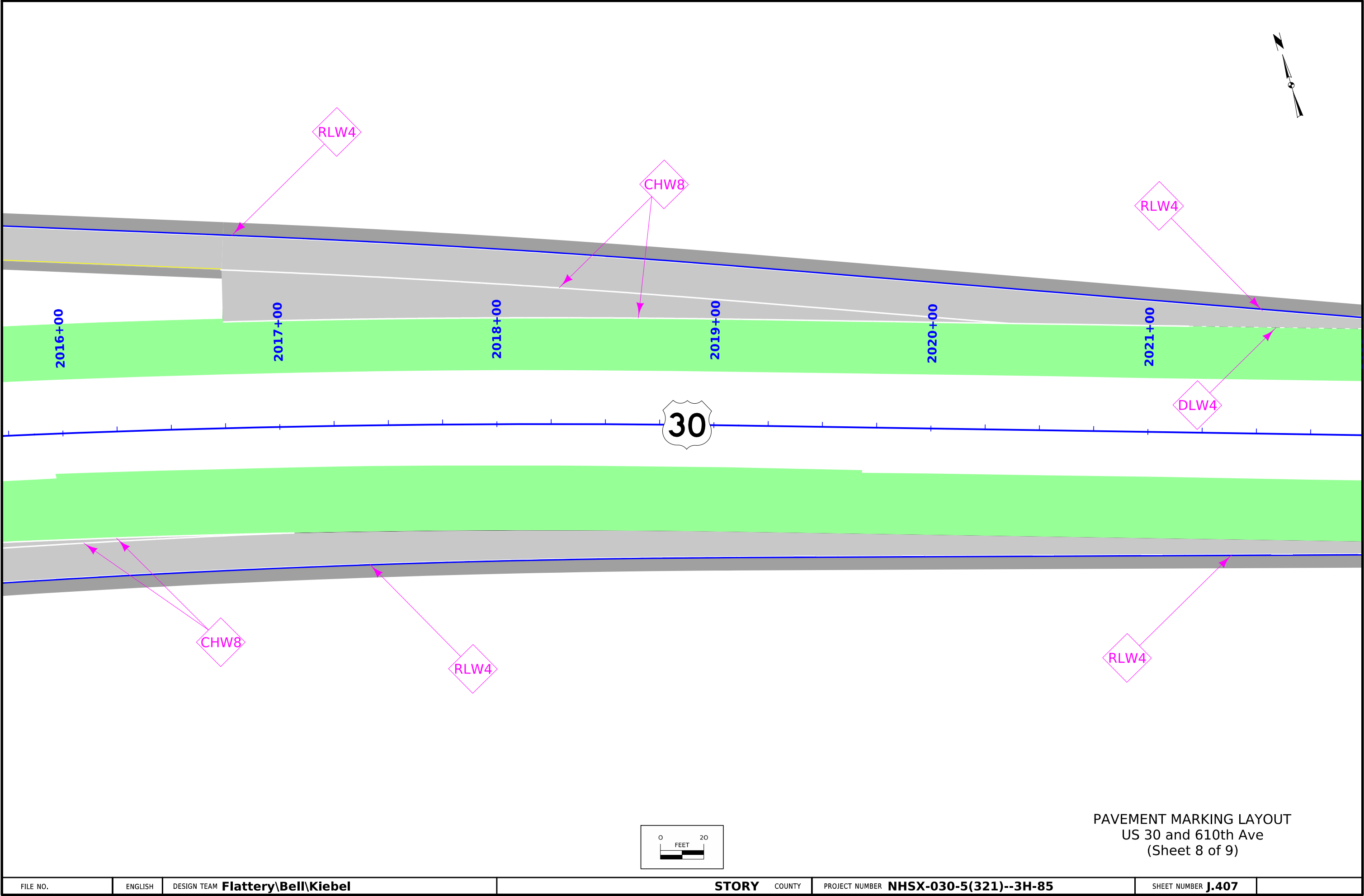
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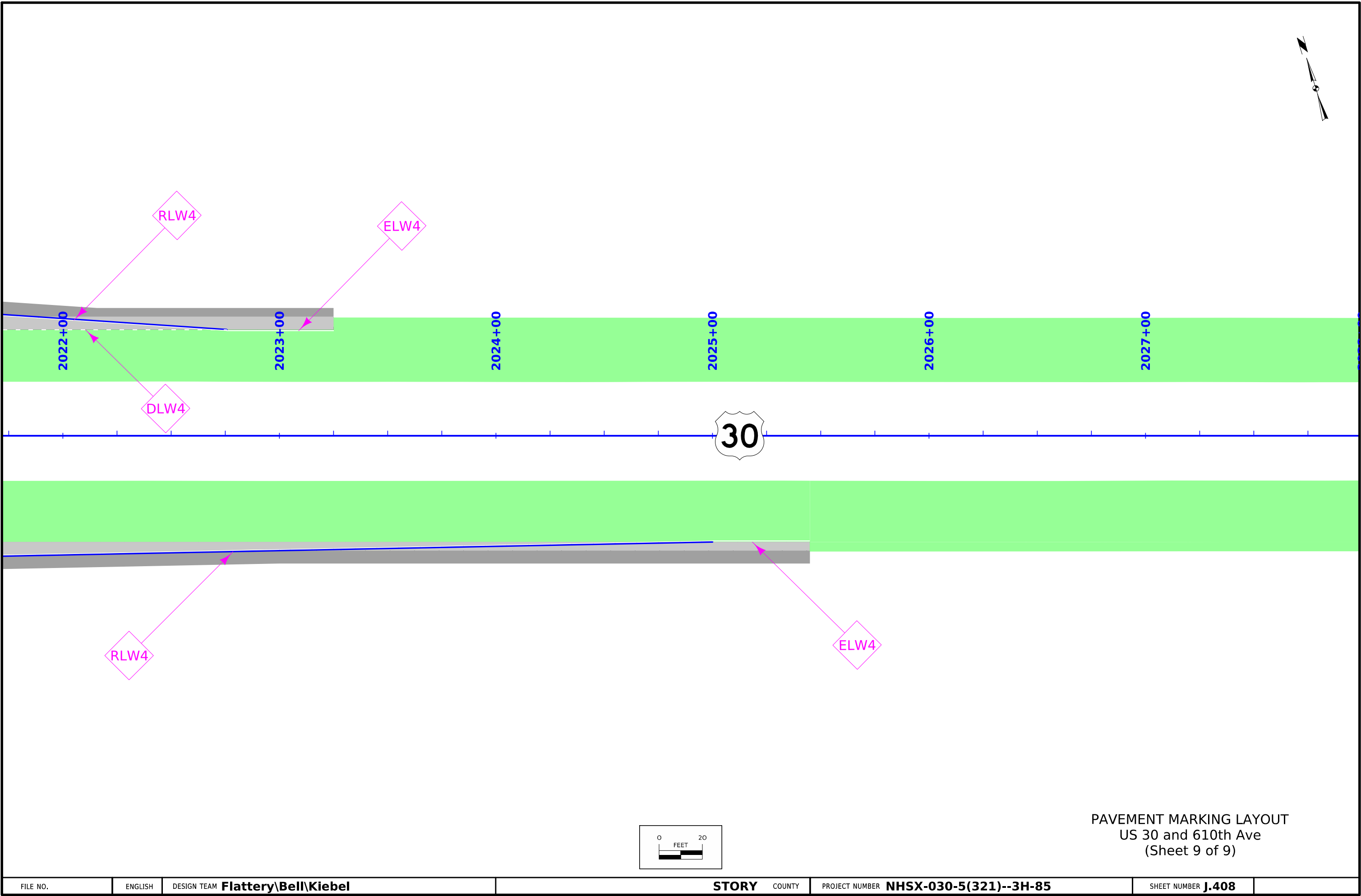


PAVEMENT MARKING LAYOUT
US 30 and 610th Ave
(Sheet 5 of 9)

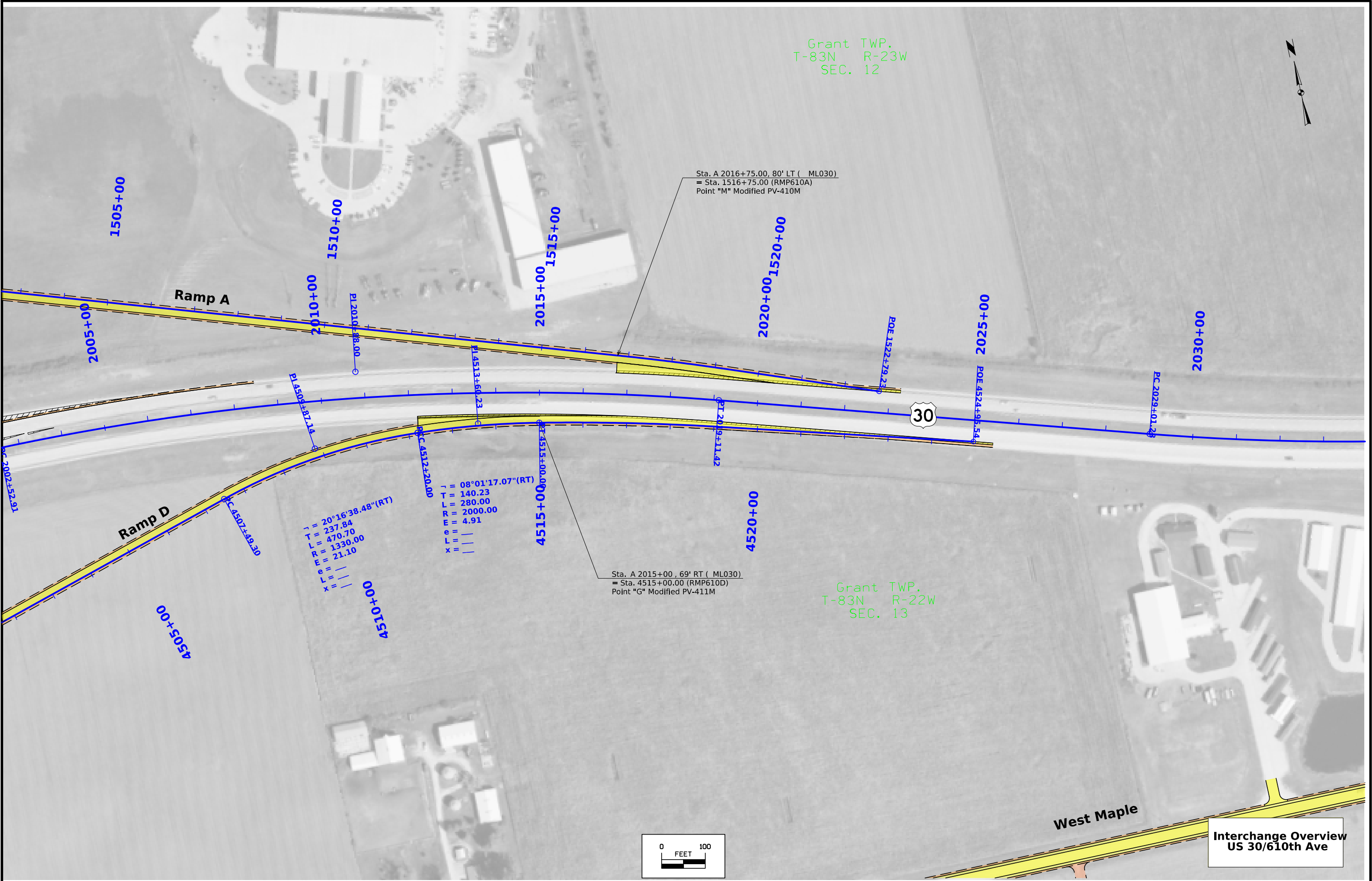


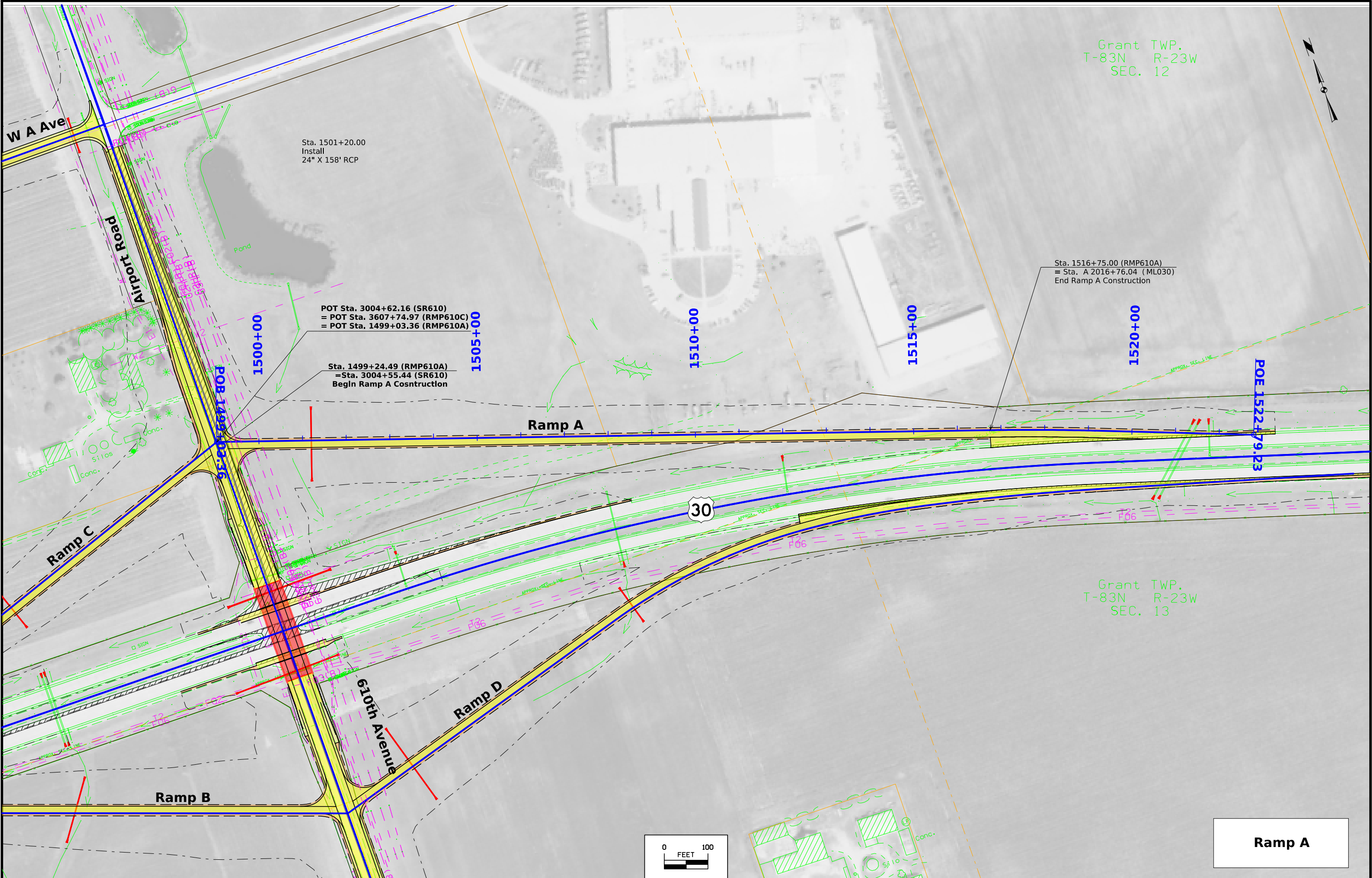




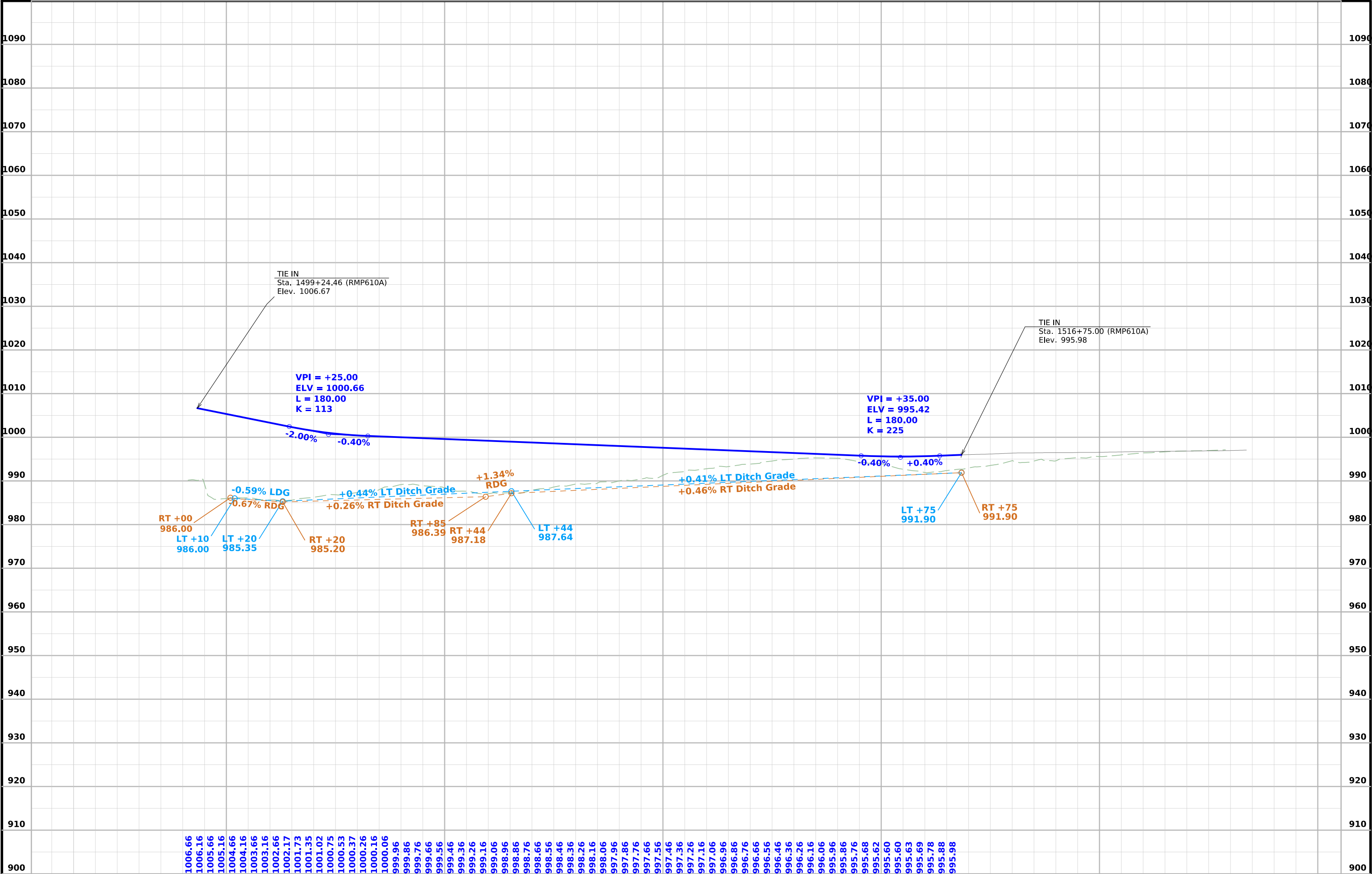


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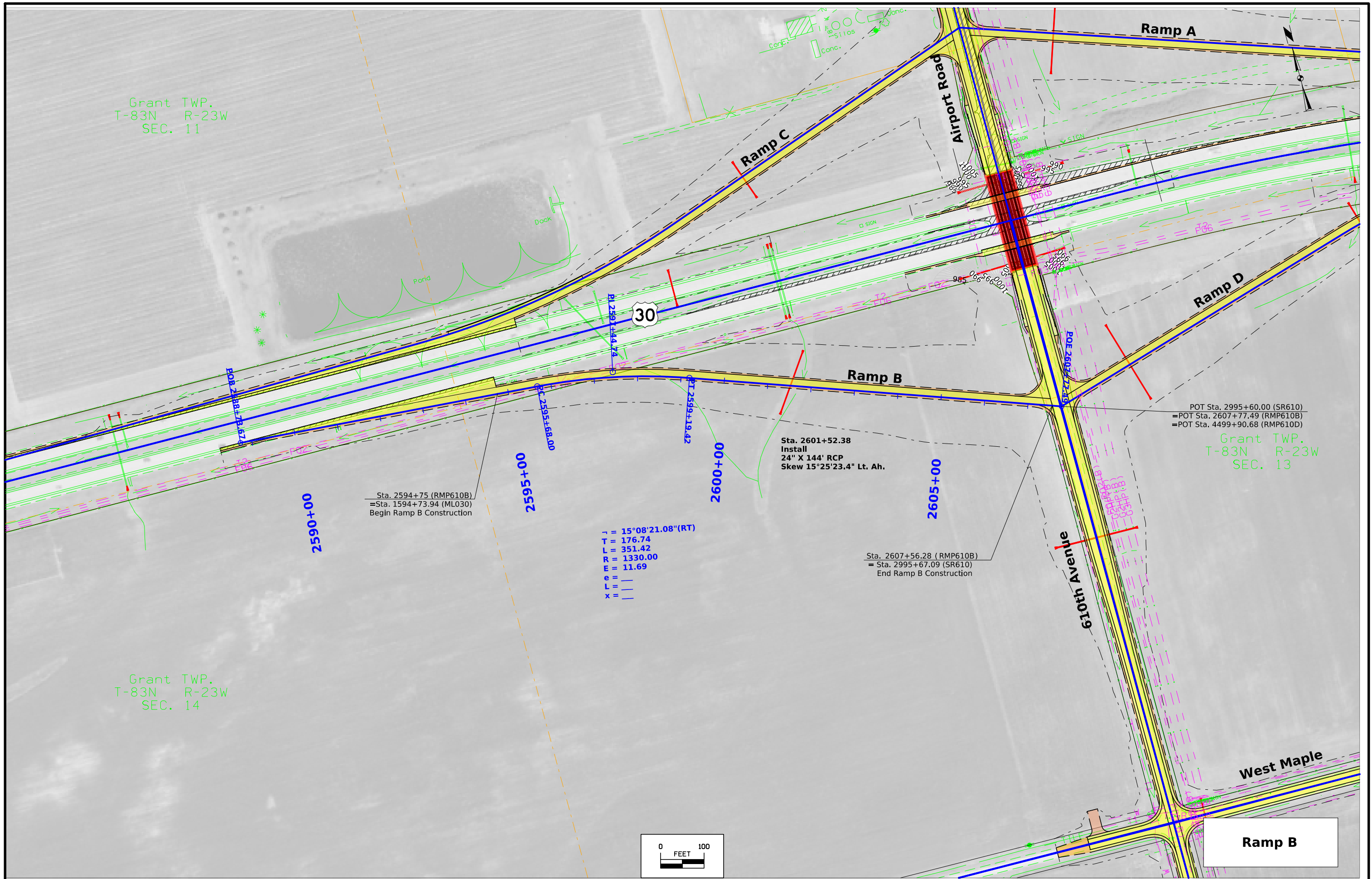




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FILE NO.	ENGLISH	DESIGN TEAM	STORYCOUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery\Bell\Kiebel		NHSX-030-5(321)--3H-85	K.4



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

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

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

Sta. 2594+75 (RMP610B)
=Sta. 1594+73.94 (ML030)
Begin Ramp B Construction

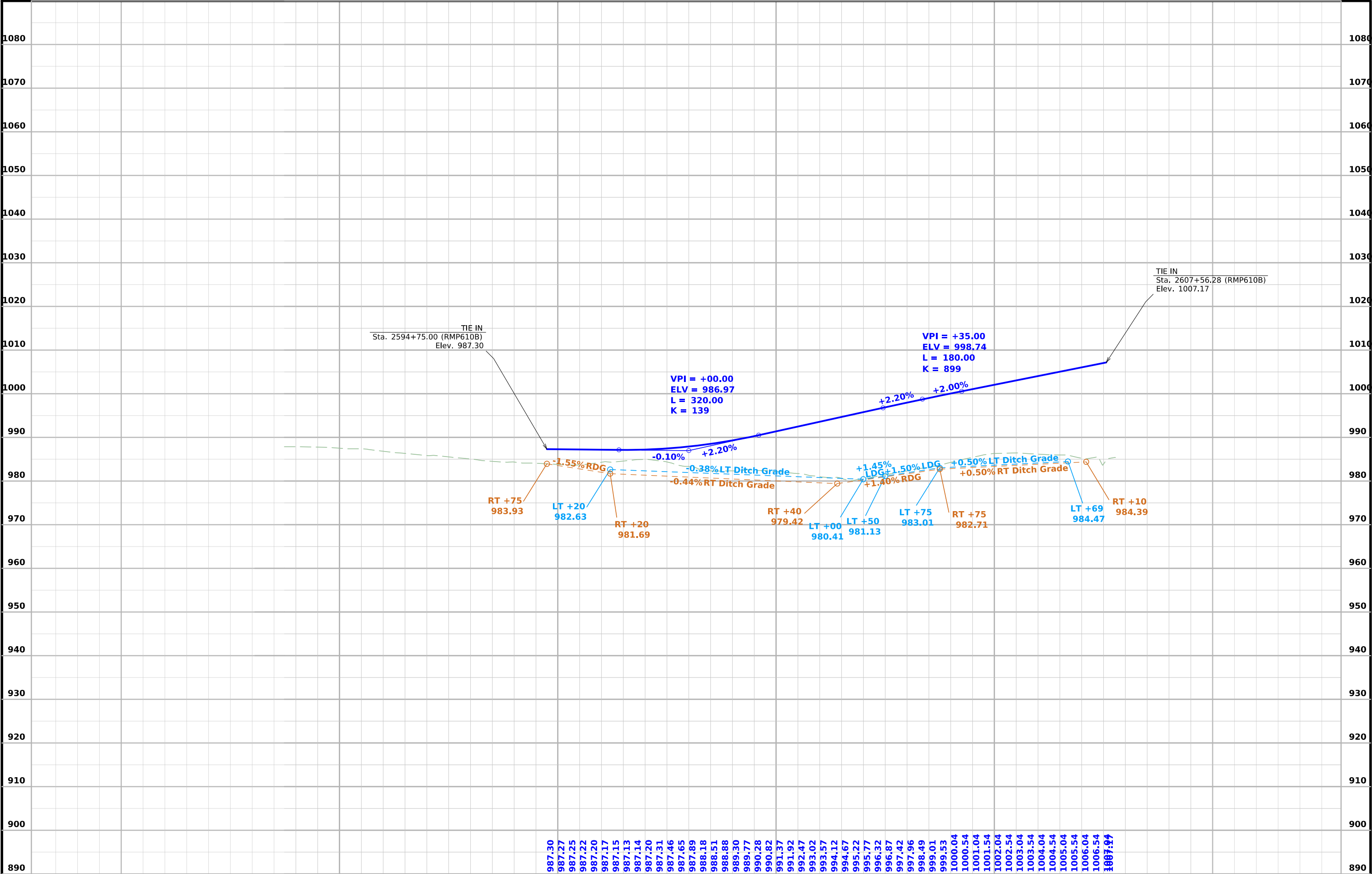
L = 15°08'21.08"(RT)
T = 176.74
L = 351.42
R = 1330.00
E = 11.69
e =
L =
x =

Sta. 2601+52.38
Install
24" X 144' RCP
Skew 15°25'23.4" Lt. Ah.

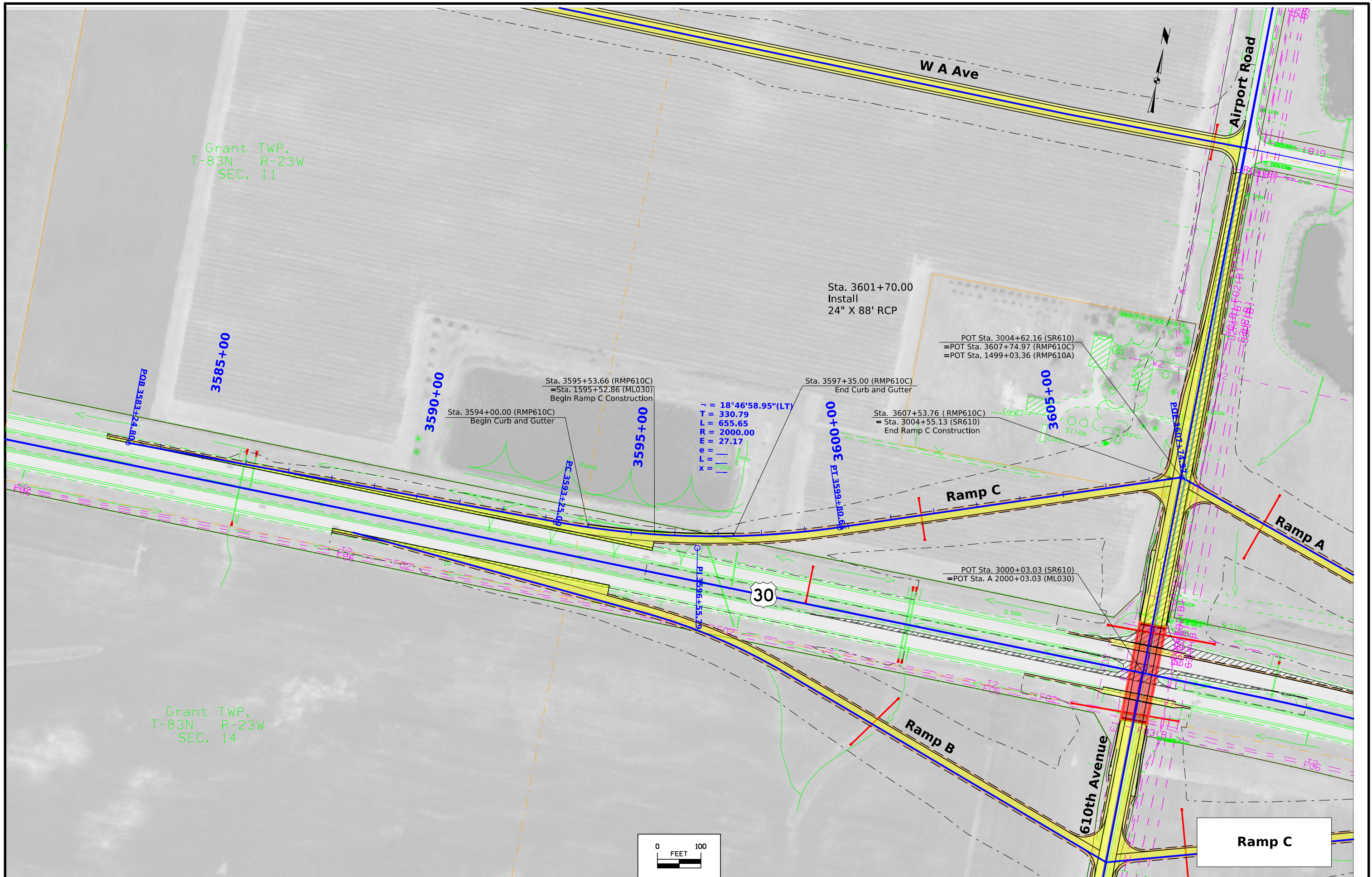
Sta. 2607+56.28 (RMP610B)
= Sta. 2995+67.09 (SR610)
End Ramp B Construction

0 100
FEET

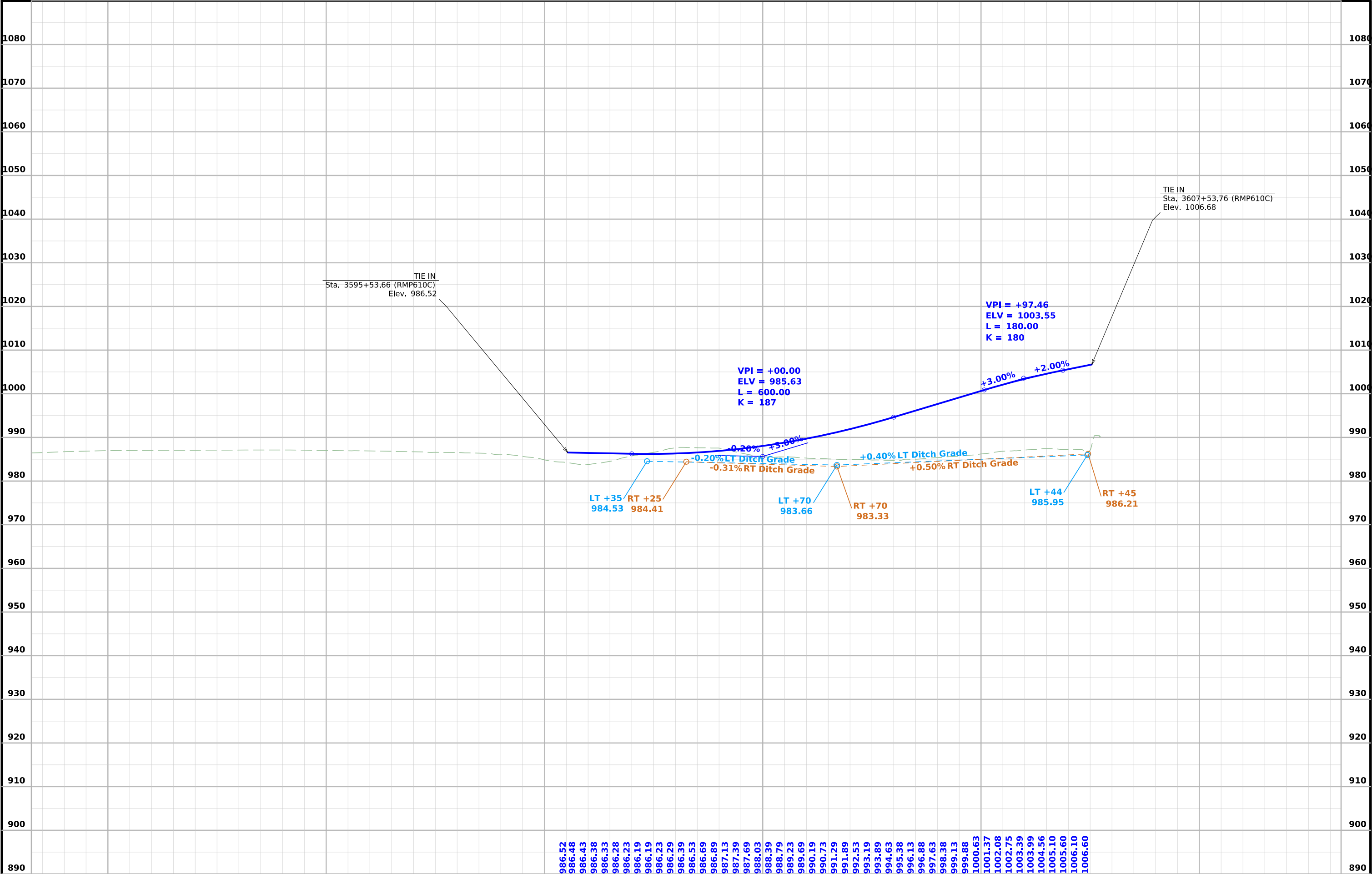
Ramp B



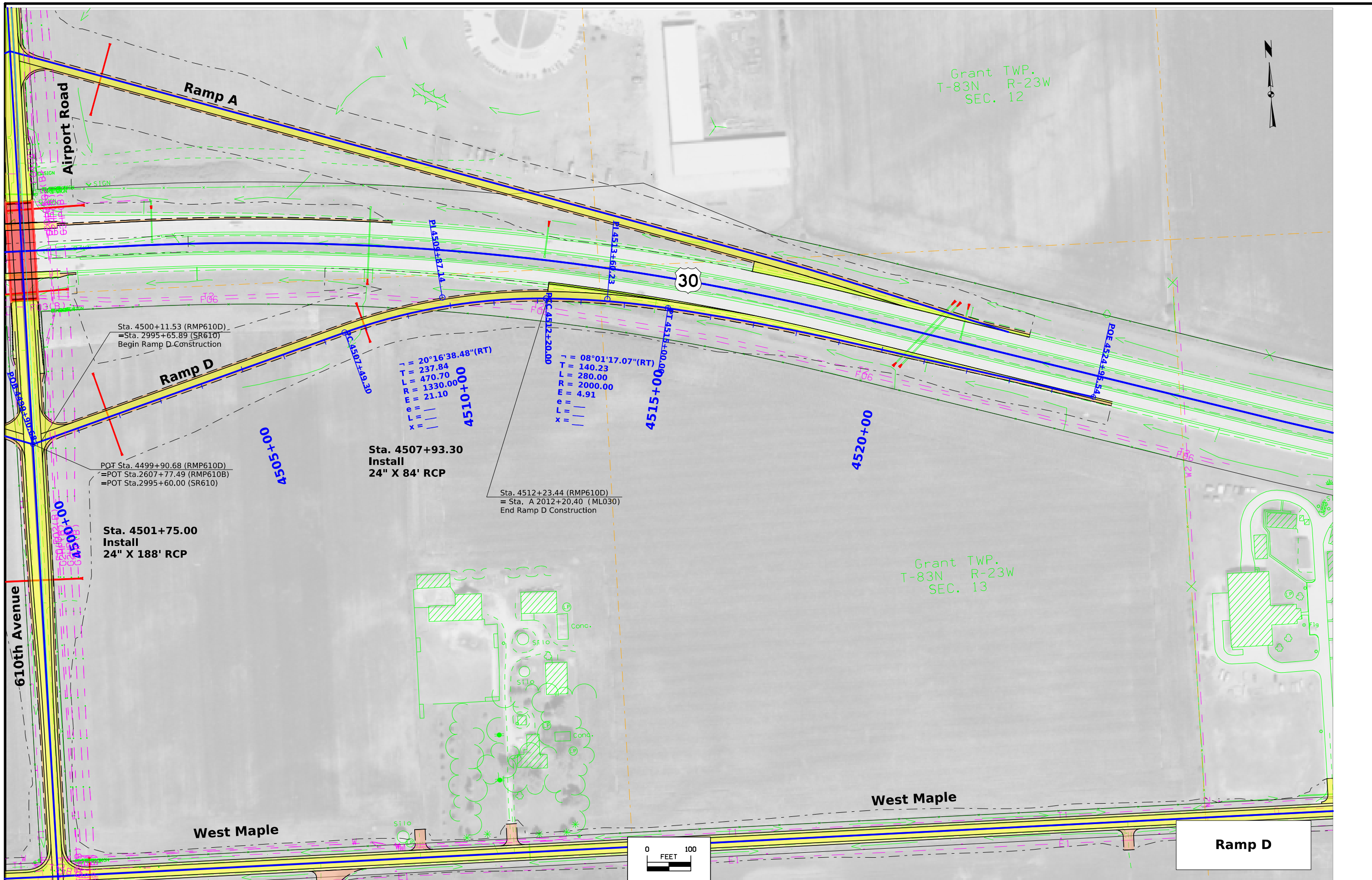
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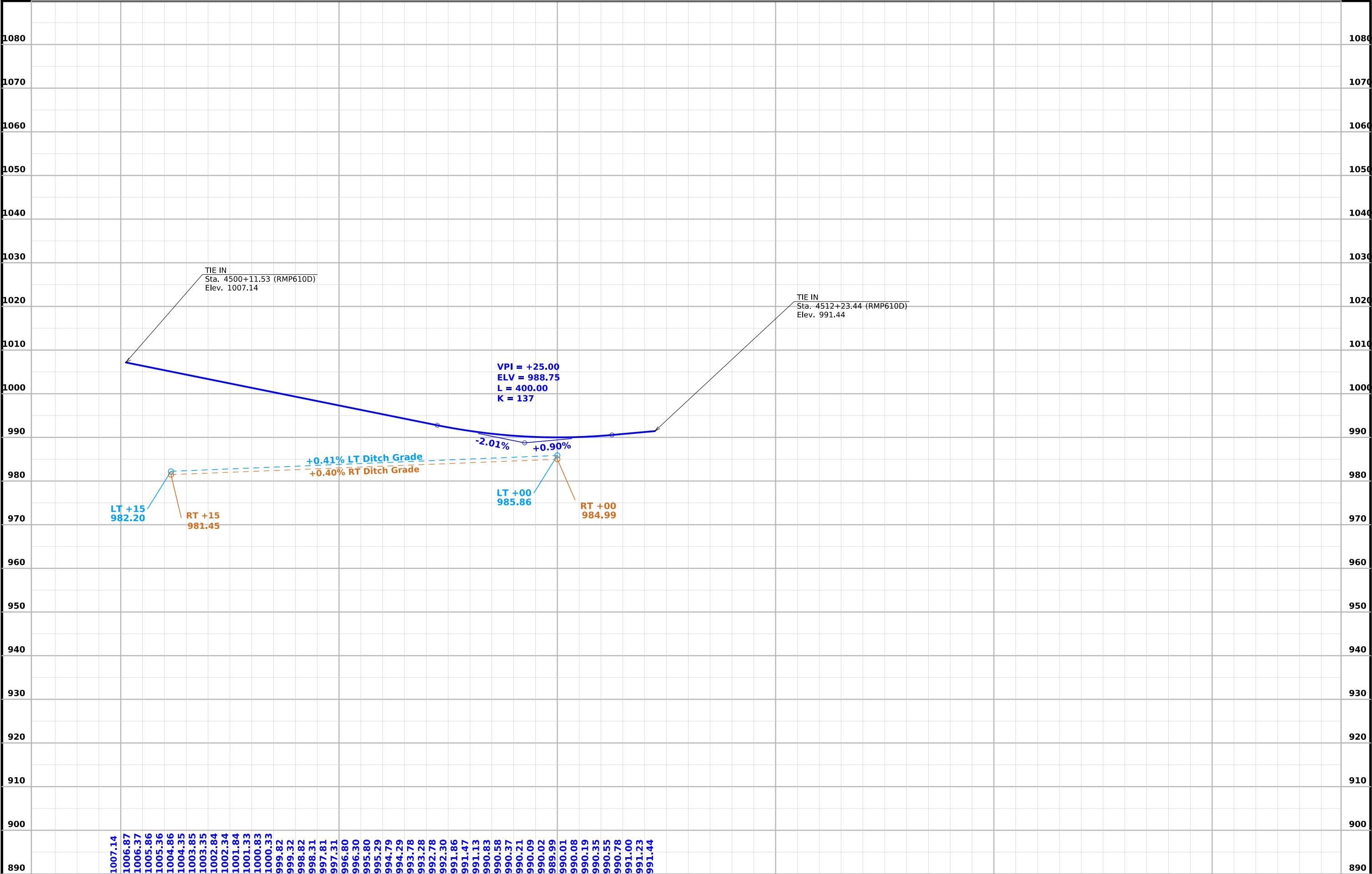


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FILE NO.	ENGLISH	DESIGN TEAM	STORYCOUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery\Bell\Kiebel		NHSX-030-5(321)--3H-85	K.8





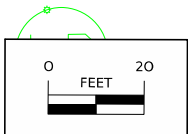
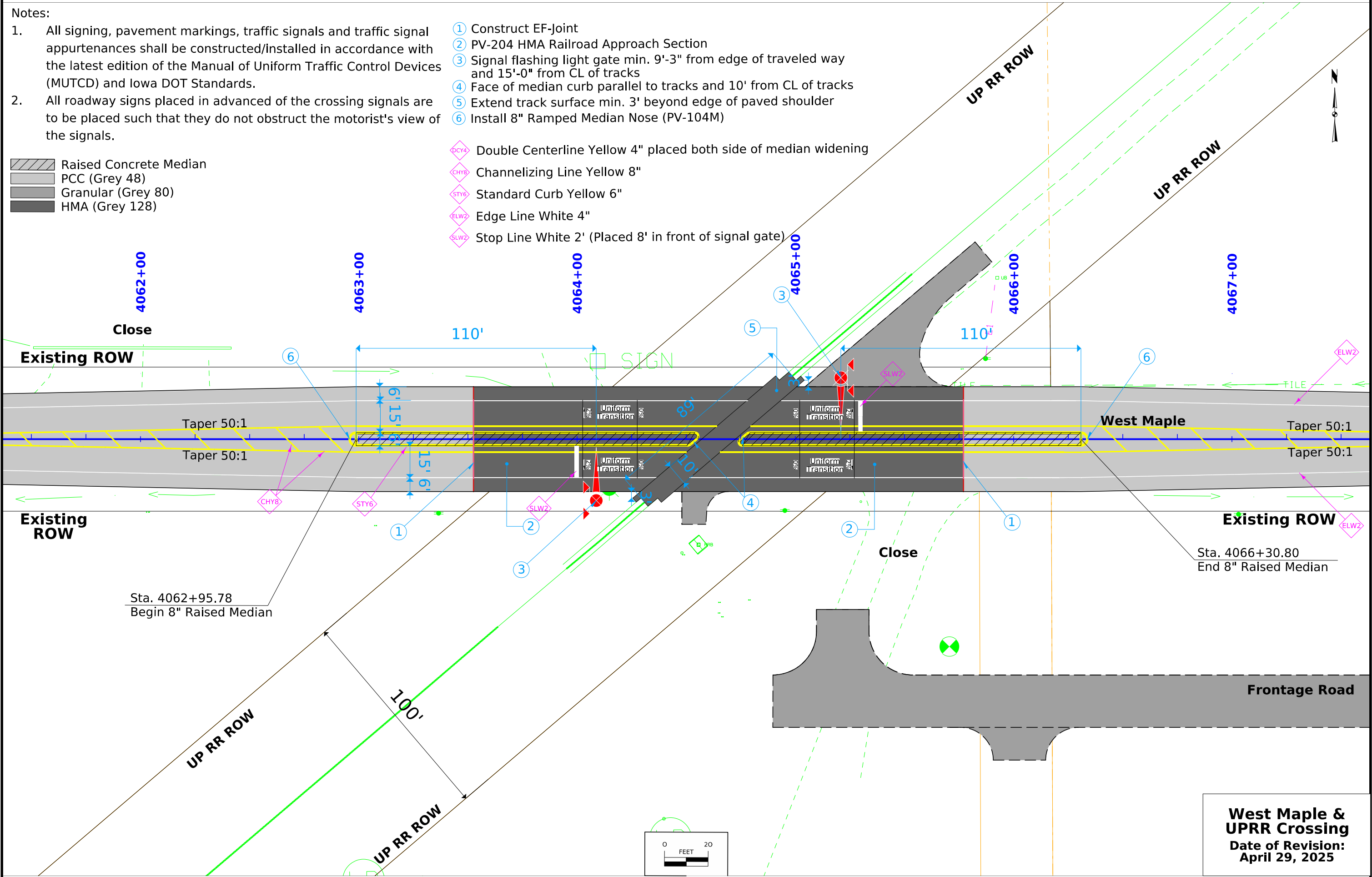
FILE NO.	ENGLISH	DESIGN TEAM	STORYCOUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery\Bell\Kiebel		NHSX-030-5(321)--3H-85	K.10

- Notes:
1. 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.
 2. 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.

- Legend:
- Raised Concrete Median
 - PCC (Grey 48)
 - Granular (Grey 80)
 - HMA (Grey 128)

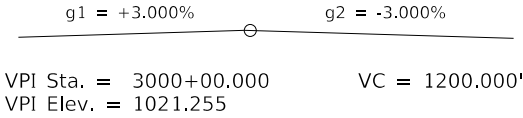
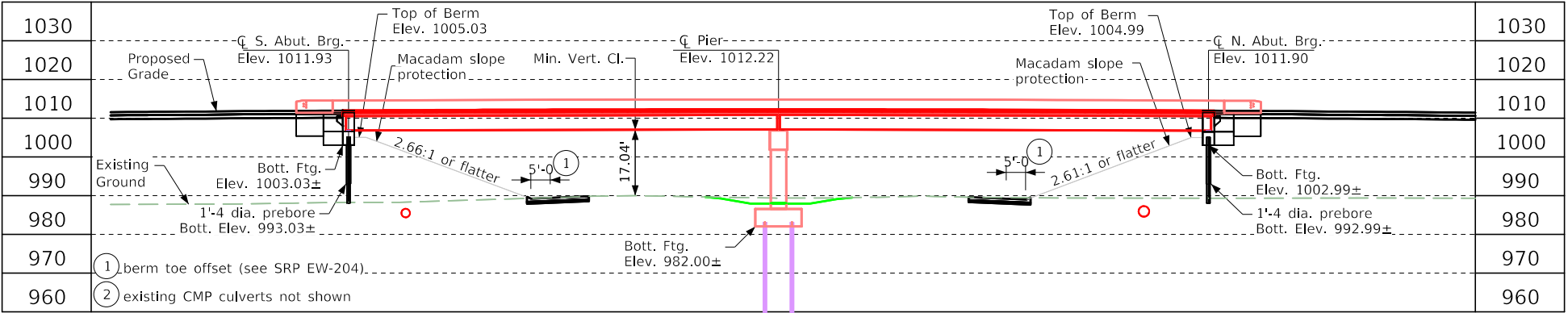
- 1 Construct EF-Joint
- 2 PV-204 HMA Railroad Approach Section
- 3 Signal flashing light gate min. 9'-3" from edge of traveled way and 15'-0" from CL of tracks
- 4 Face of median curb parallel to tracks and 10' from CL of tracks
- 5 Extend track surface min. 3' beyond edge of paved shoulder
- 6 Install 8" Ramped Median Nose (PV-104M)

- Legend:
- DCY4 Double Centerline Yellow 4" placed both side of median widening
 - CHY8 Channelizing Line Yellow 8"
 - STY6 Standard Curb Yellow 6"
 - ELW2 Edge Line White 4"
 - SLW2 Stop Line White 2' (Placed 8' in front of signal gate)



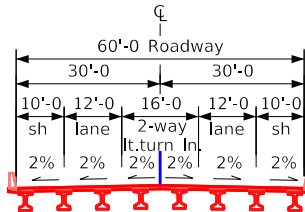
**West Maple &
UPRR Crossing**
Date of Revision:
April 29, 2025

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



Proposed Profile
Grade 610th Avenue

Existing Profile
Grade US 30 (UAC)



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 Prestensioned
Prestressed Concrete Beam Bridge
2 @ 111'-0 End Spans Interior Span

Situation Plan

STA. 3000+03.00 (610th Avenue) Turn-in Date: October 2023

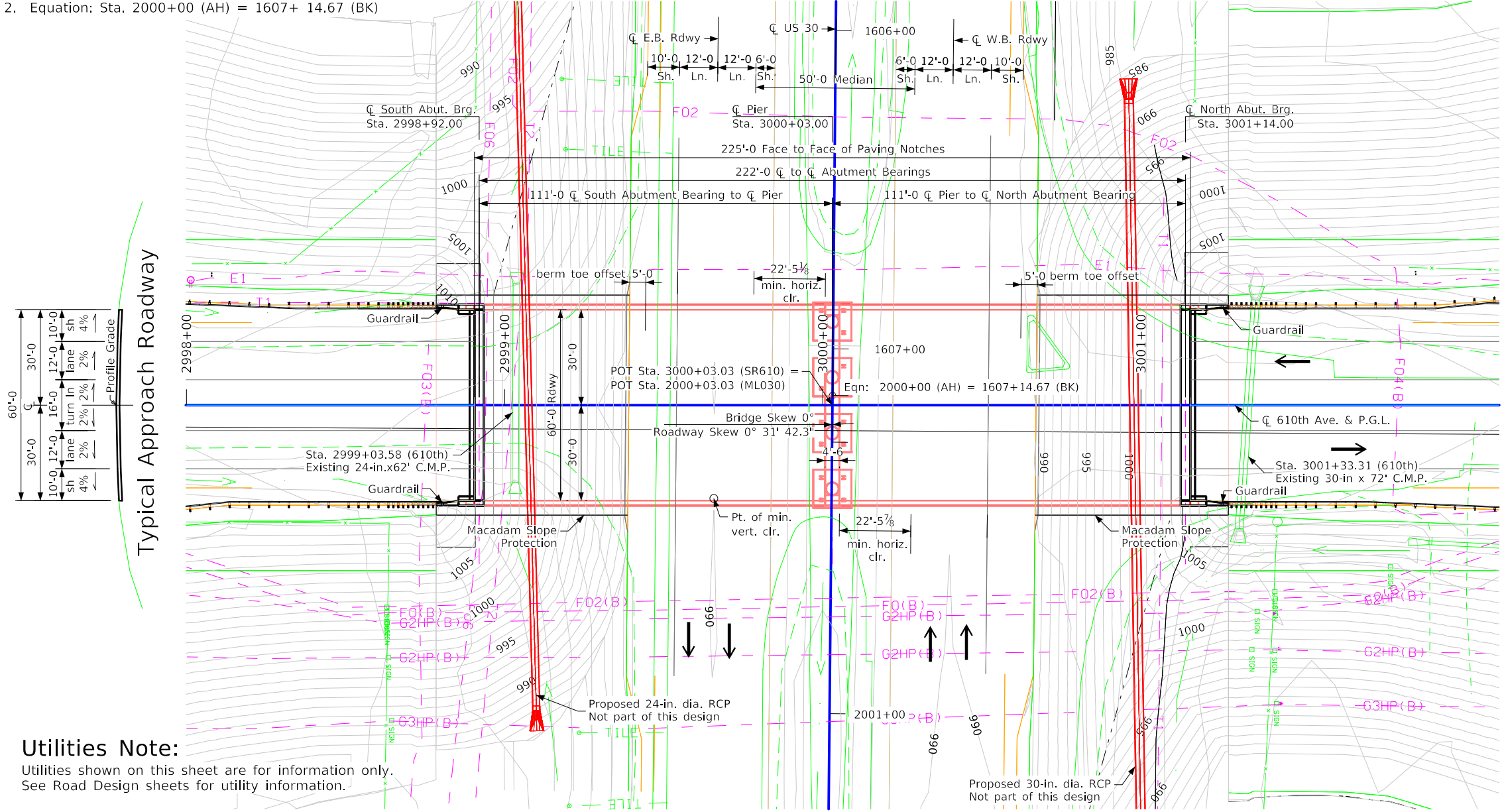
Story County

IOWA DEPARTMENT OF TRANSPORTATION
Design No. 127 Design Sheet No. 1 of 2 FHWA No. 701200

Notes:

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

Longitudinal Section Along C Approach Roadway



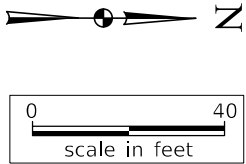
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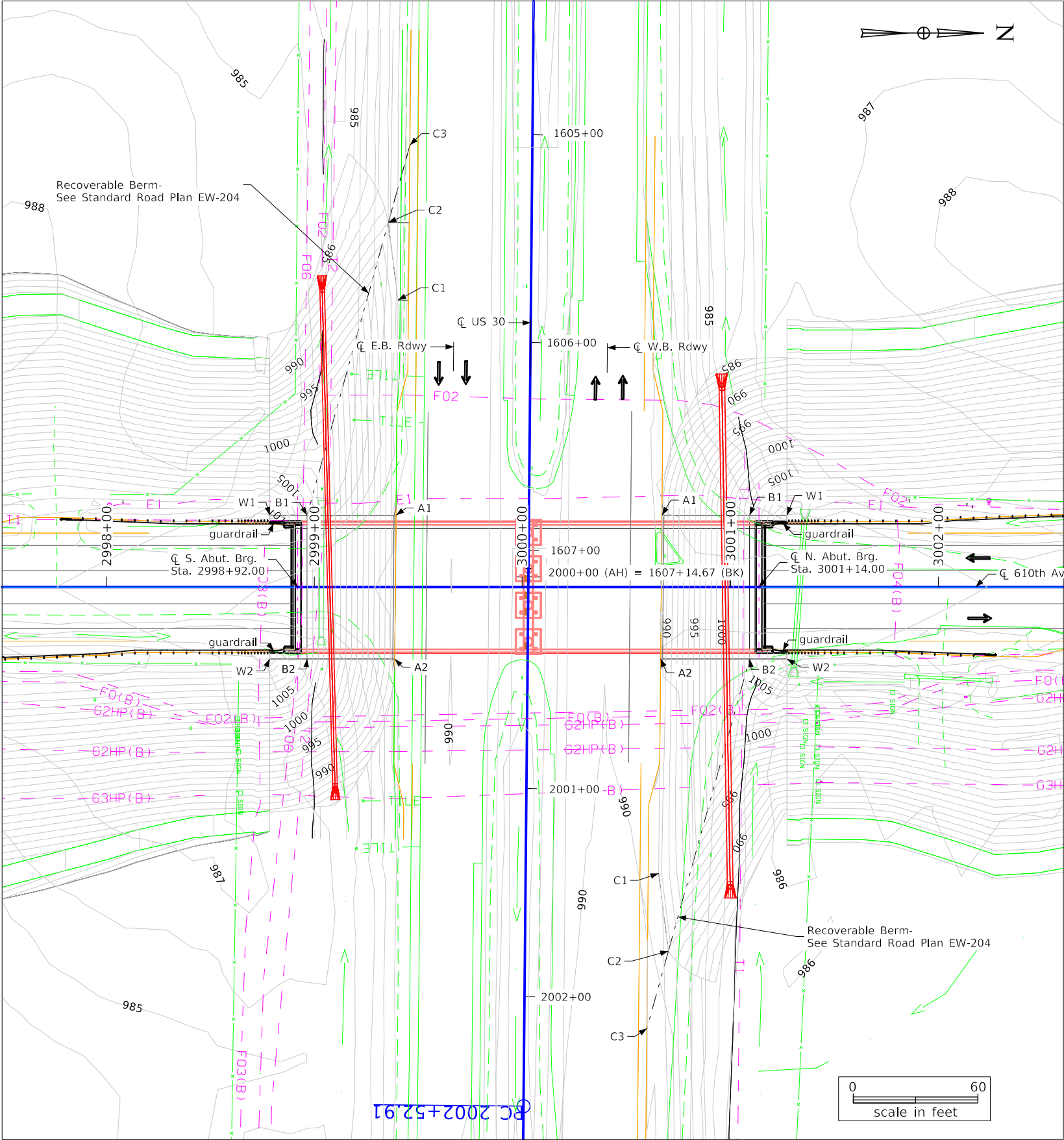
Utilities shown on this sheet are for information only.
See Road Design sheets for utility information.

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	

Situation Plan





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

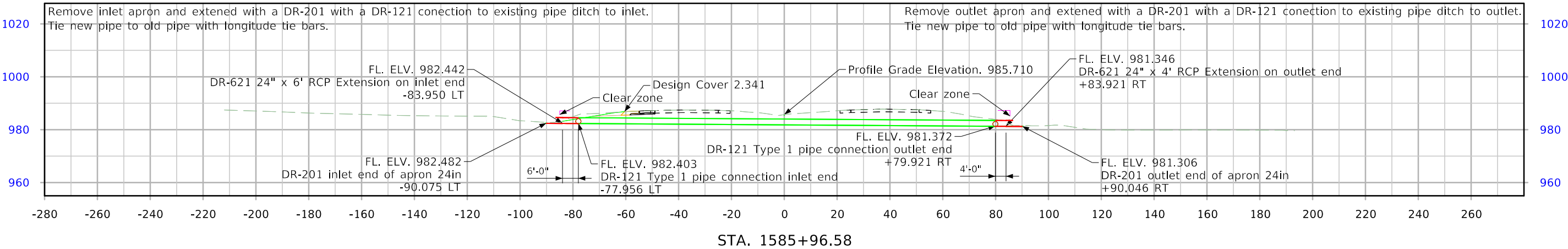
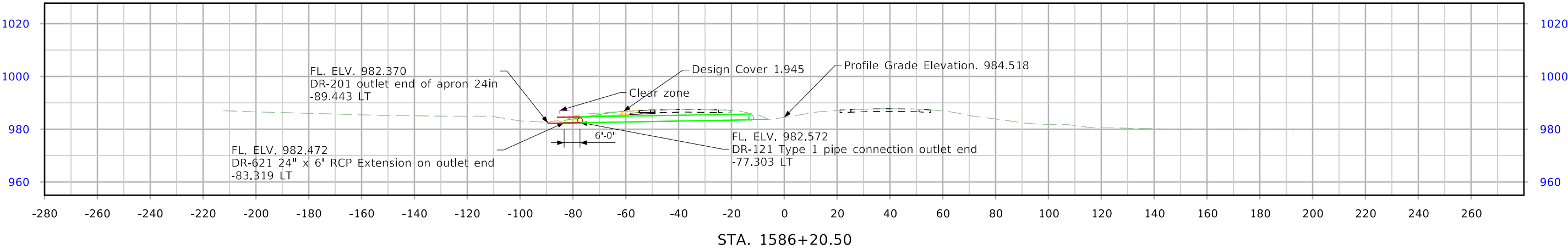
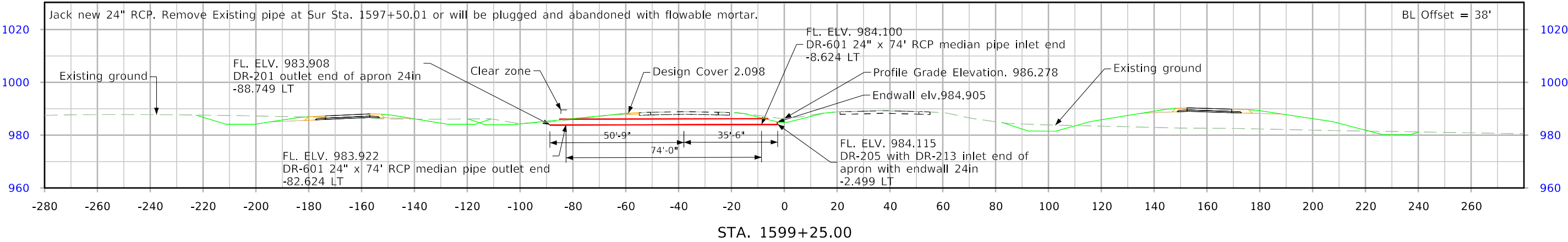
Situation Plan - Site

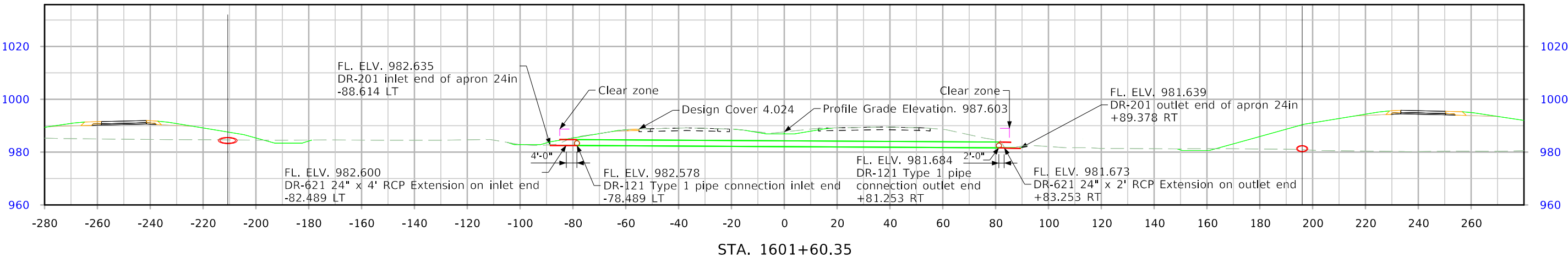
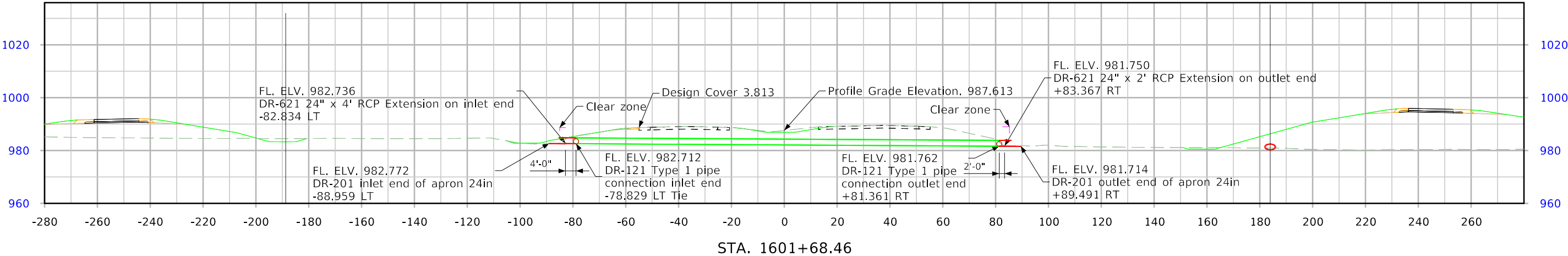
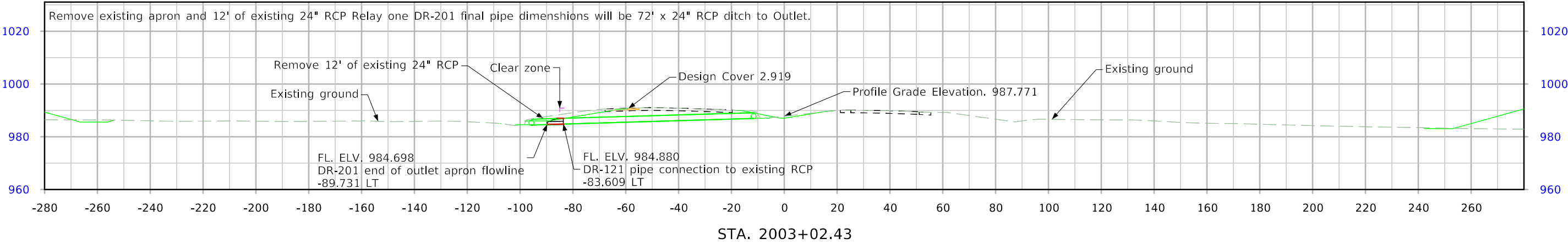
STA. 3000+03.00 (610th Avenue) Turn-in Date: October 2023

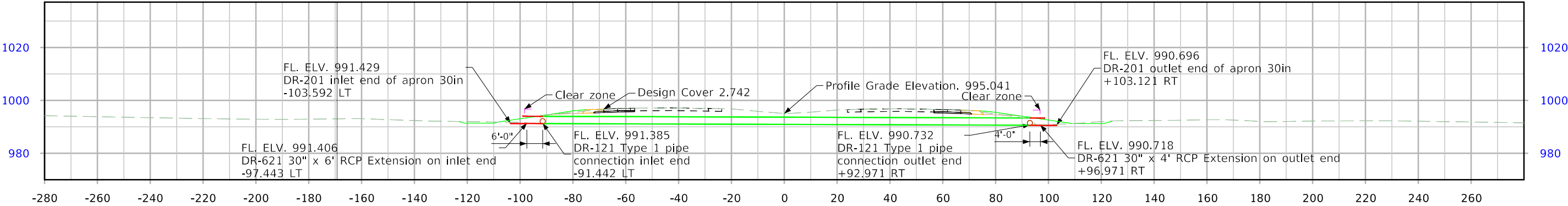
Story County

IOWA DEPARTMENT OF TRANSPORTATION

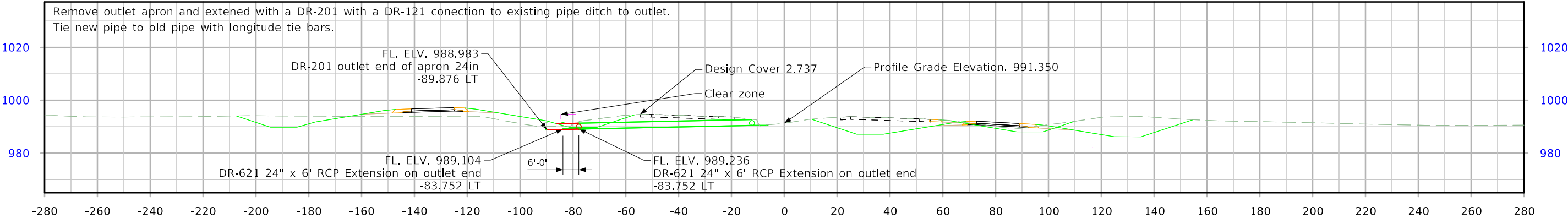
Design No. 127 Design Sheet No. 2 of 2 FHWA/Asset 701200



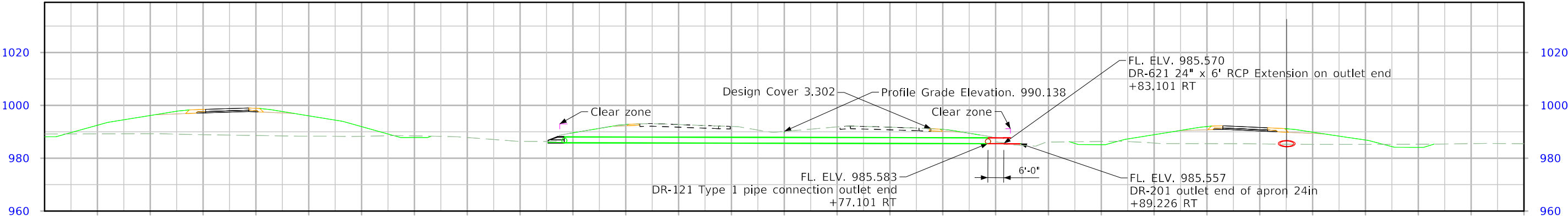




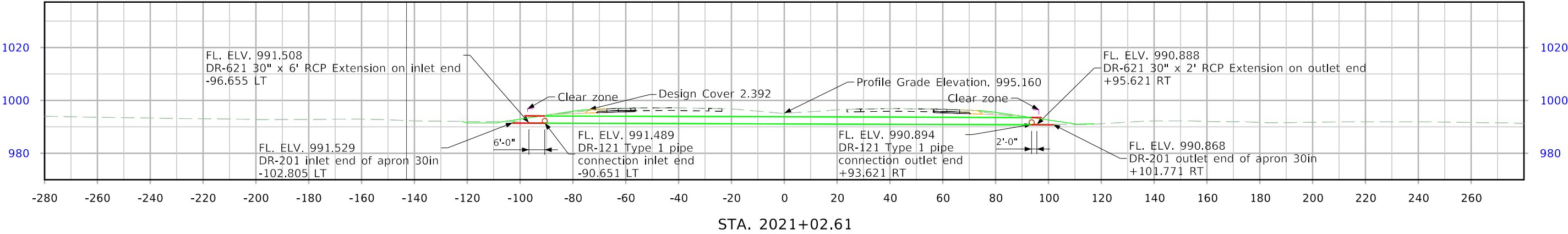
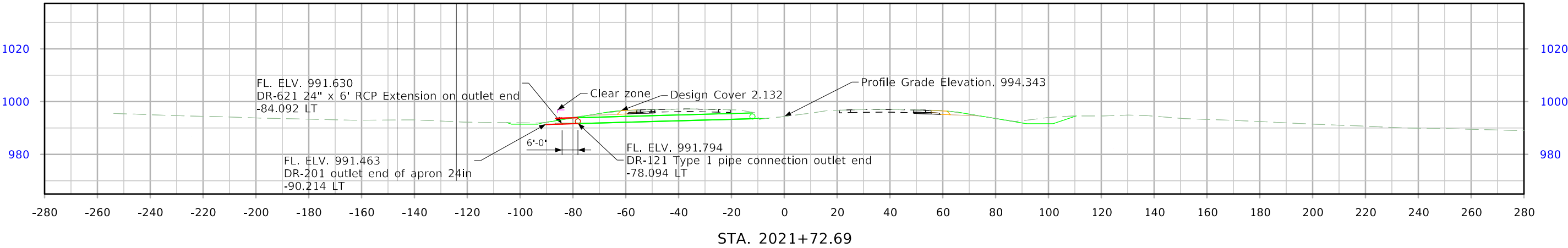
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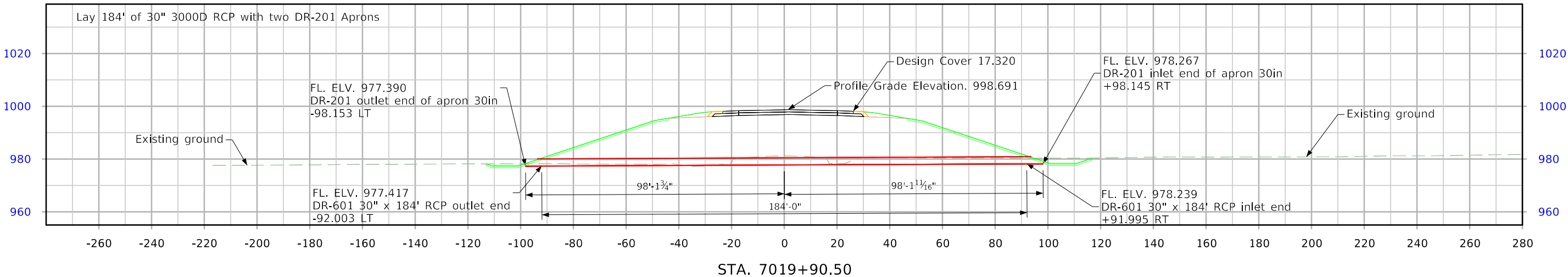
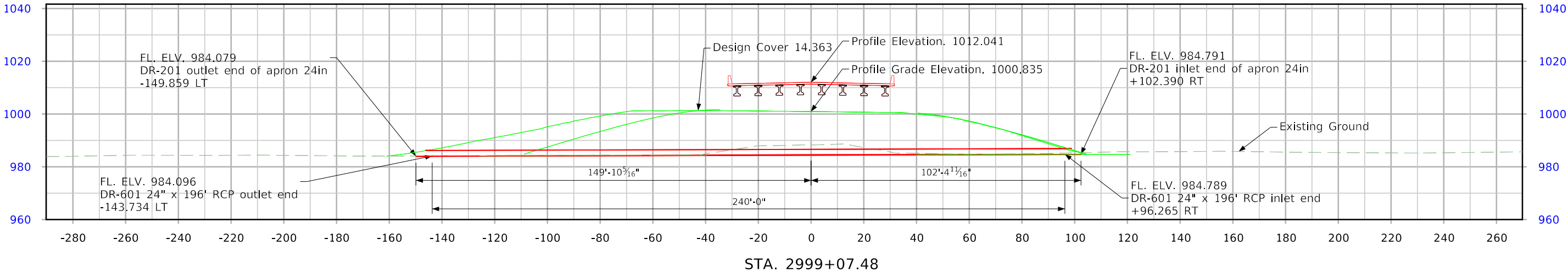
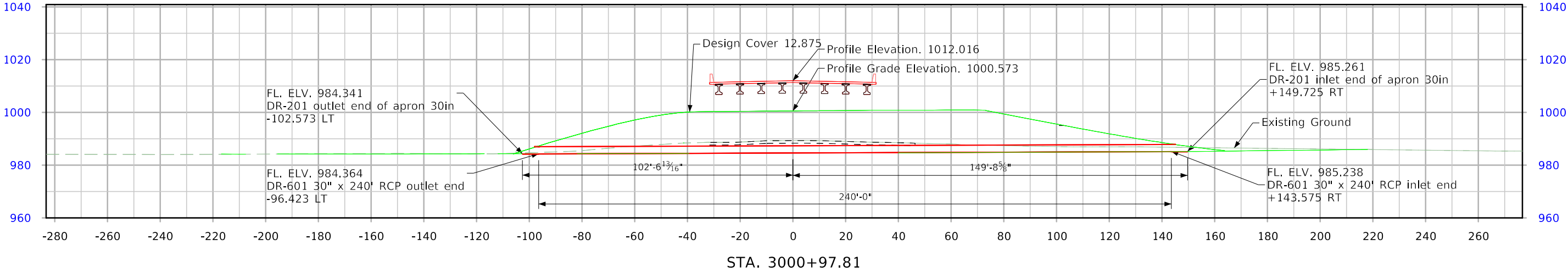
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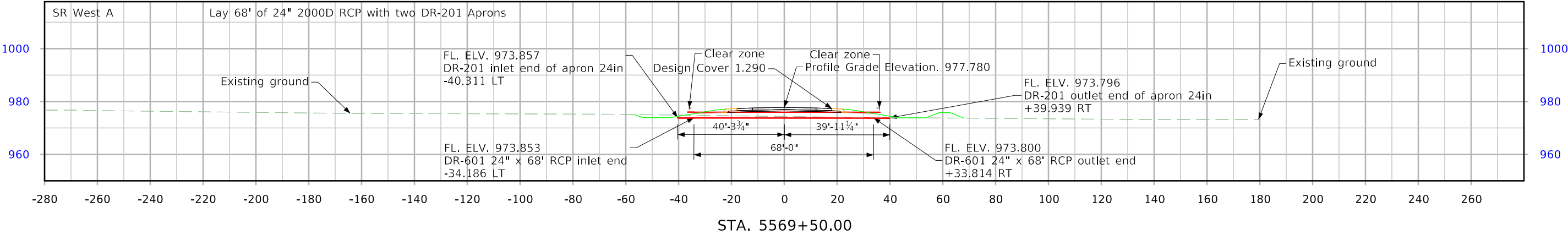
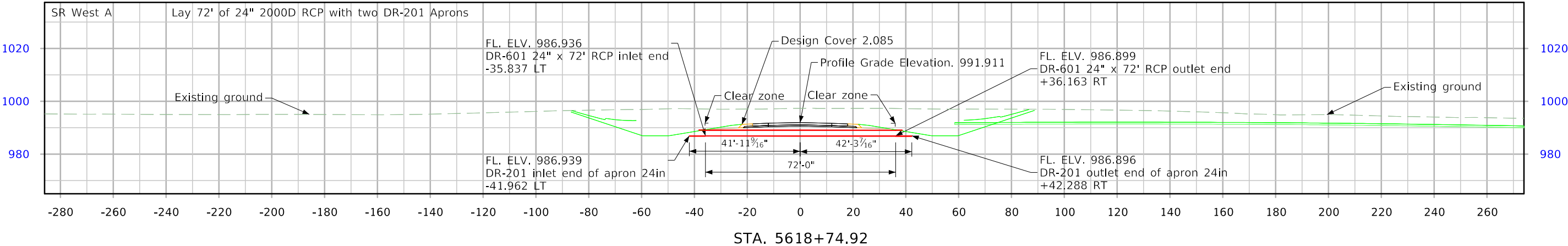
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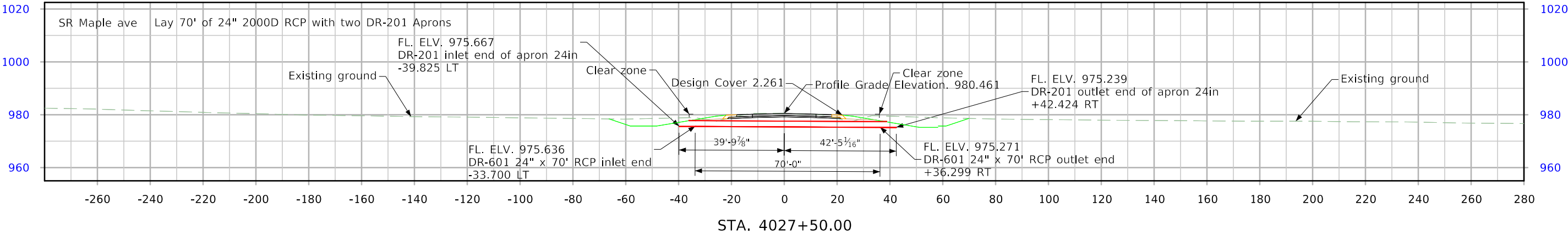
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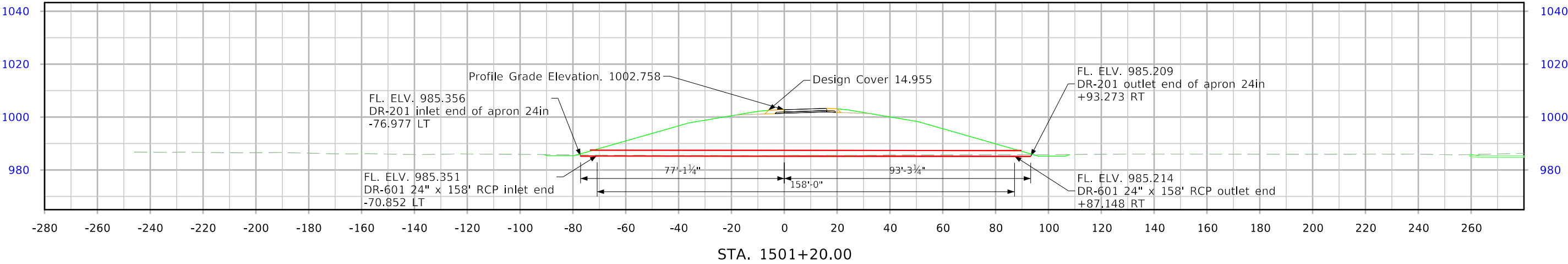
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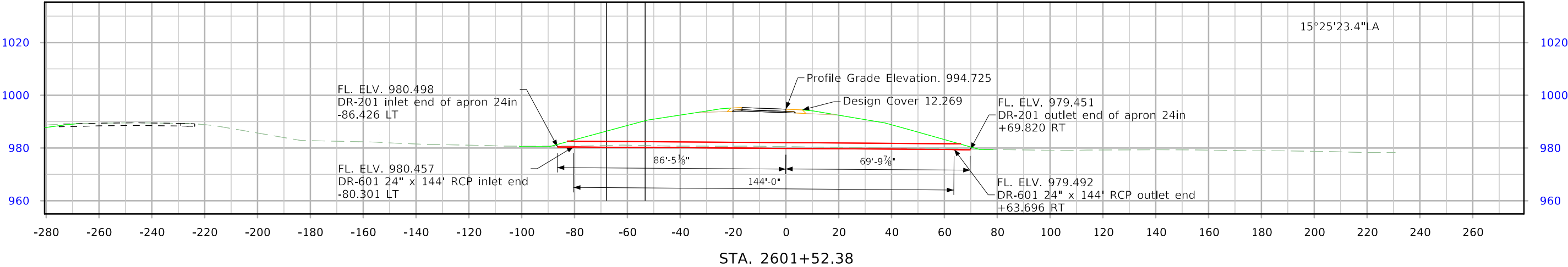
Maple Ave.



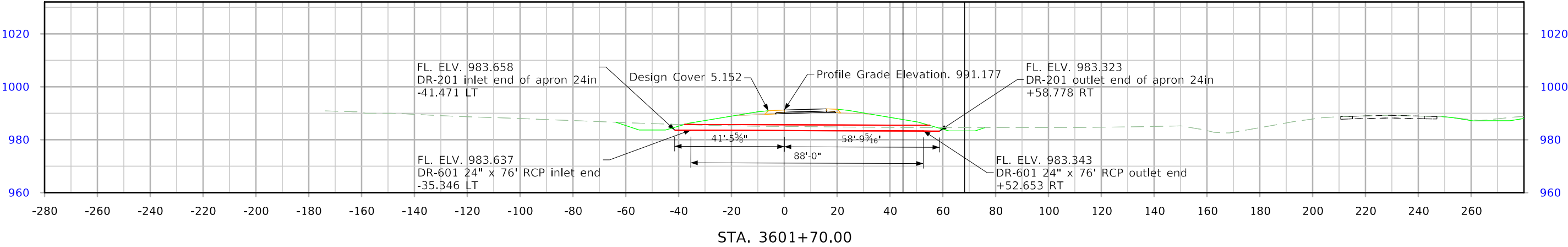
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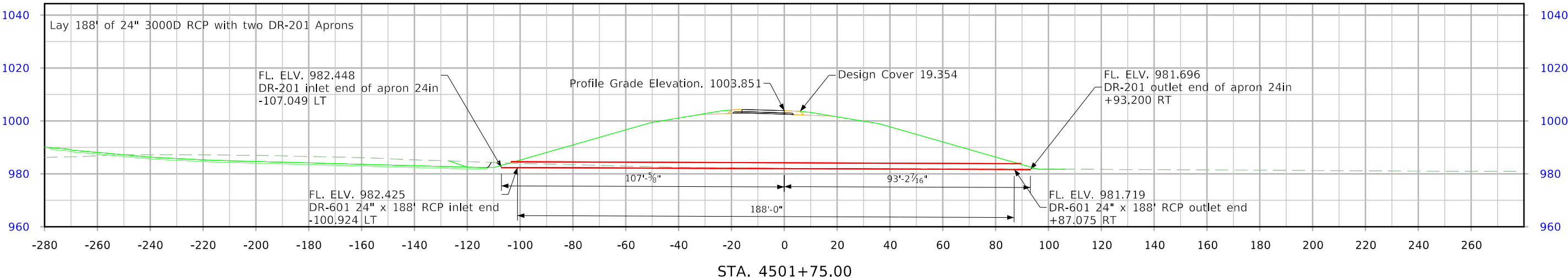
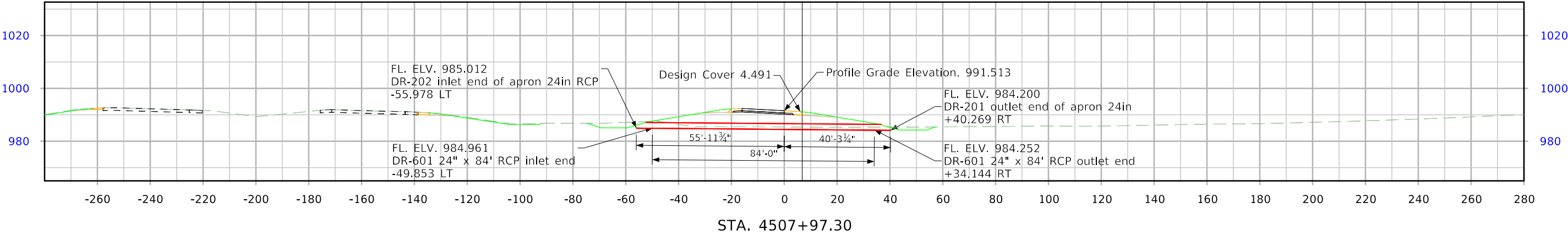
Ramp610B



Ramp610C



Ramp610D



CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Structural	
(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		(128)	Boulder Substrata
(207)	HMA Base Course	(48)	Broken Weathered Substrata
(207)	HMA Interim Course	(3)	Core Out Substrata
(207)	HMA Surface Course	(203)	Existing Pavement Substrata
Concrete		(6)	Loam Substrata
(0)	Barrier Concrete	(80)	Rock Substrata
(0)	Barrier Concrete Footing	(4)	Select Sand Substrata
(0)	Curb Gutter	(3)	Shale Substrata
(48)	Flowable Mortar	(10)	Topsoil Substrata
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(13)	Unsuitable Type B
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(3)	Waste
(0)	Shoulder PCC		
(6)	Shoulder Granular		
Existing			
(0)	Existing Pavement		

NOTES:

Text

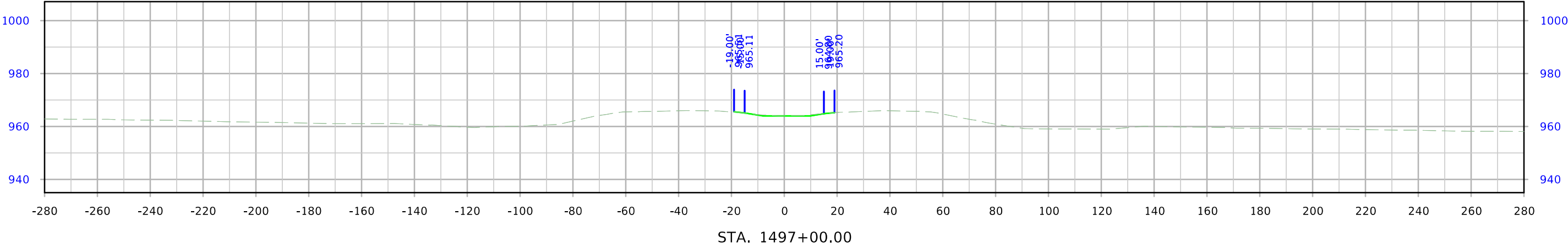
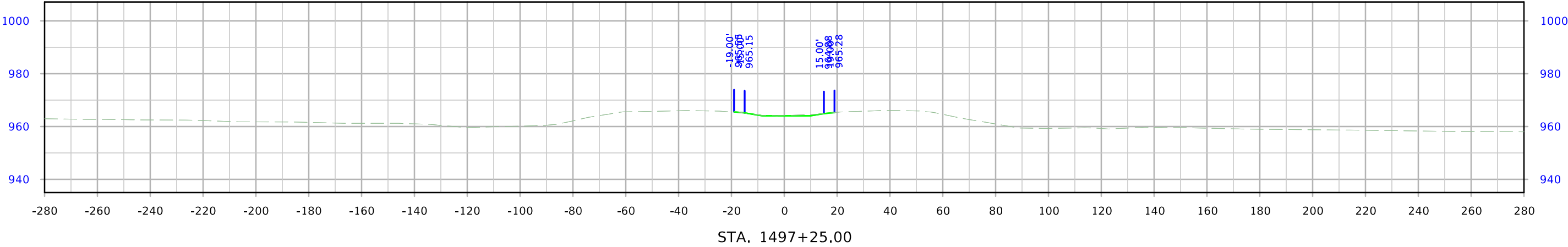
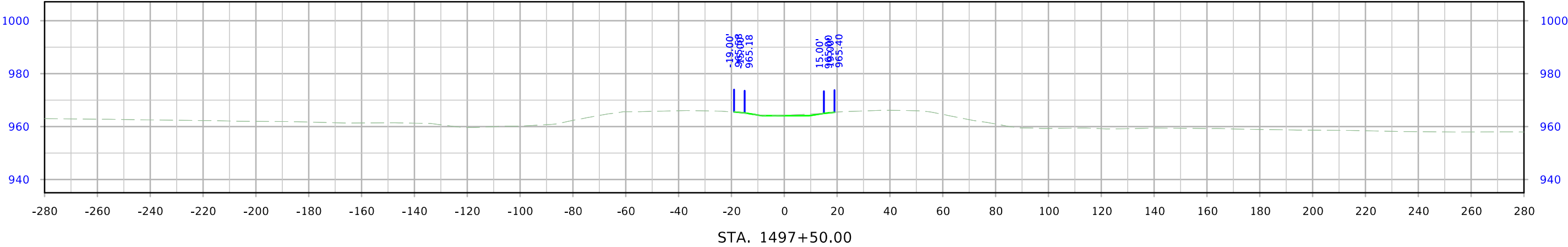
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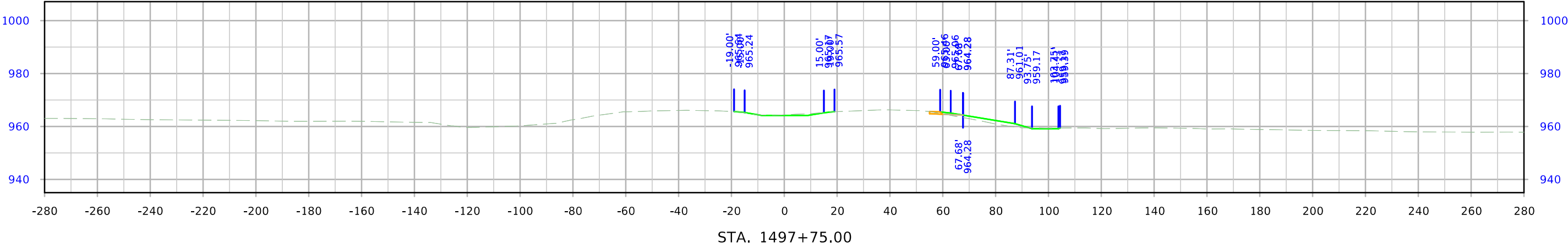
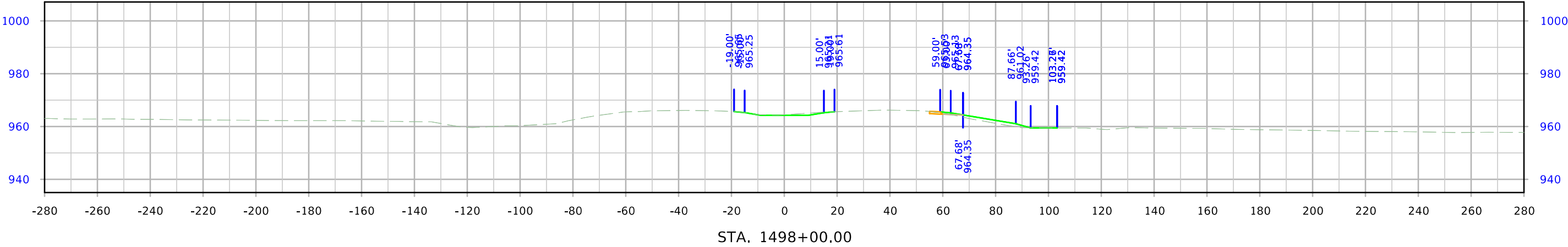
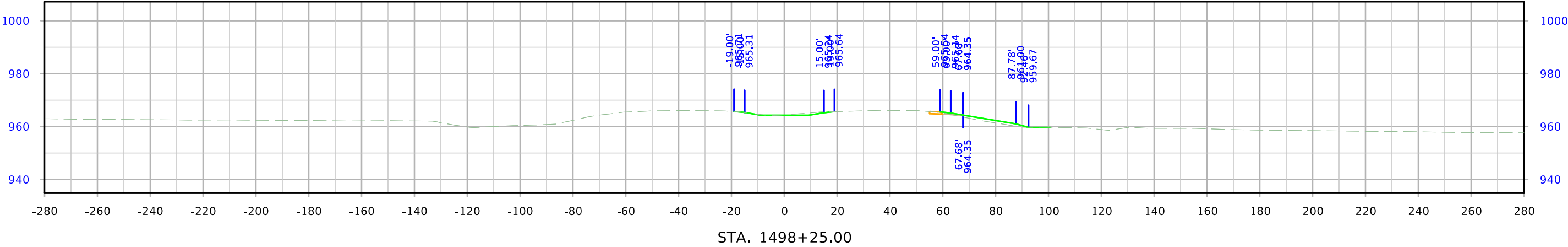
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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

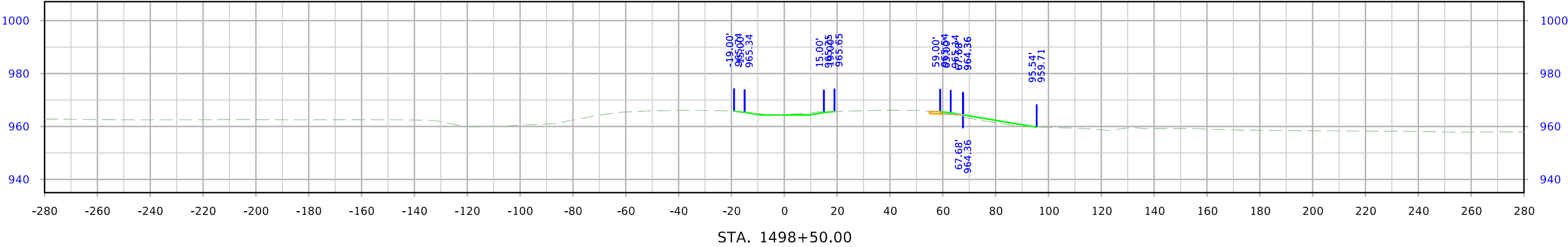
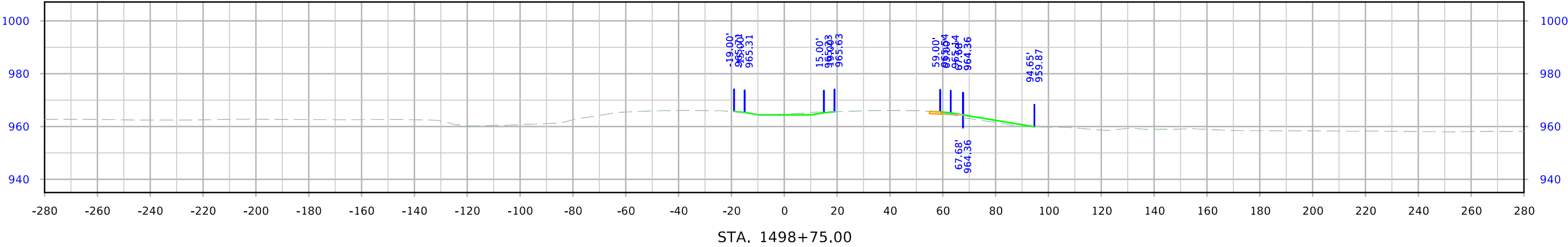
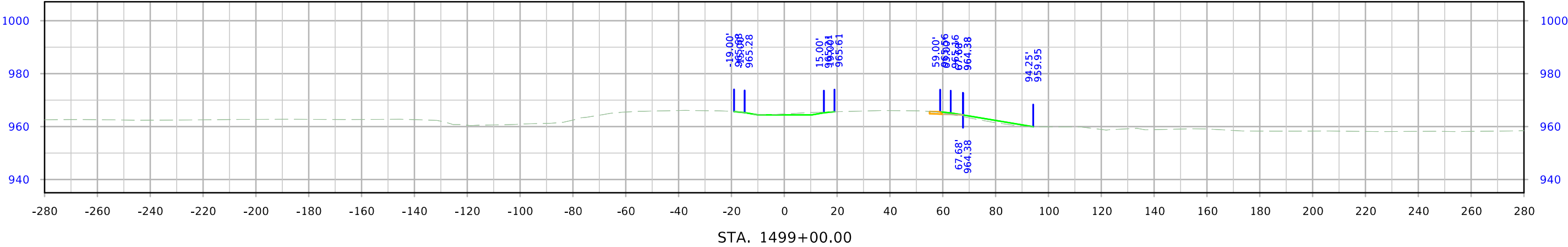
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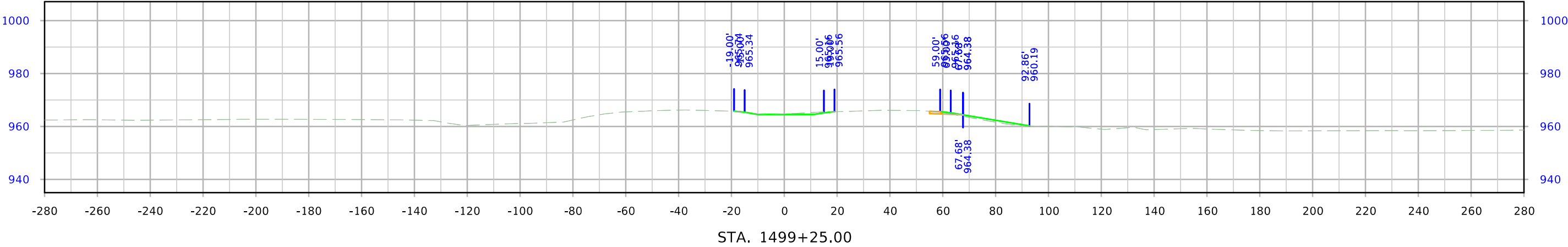
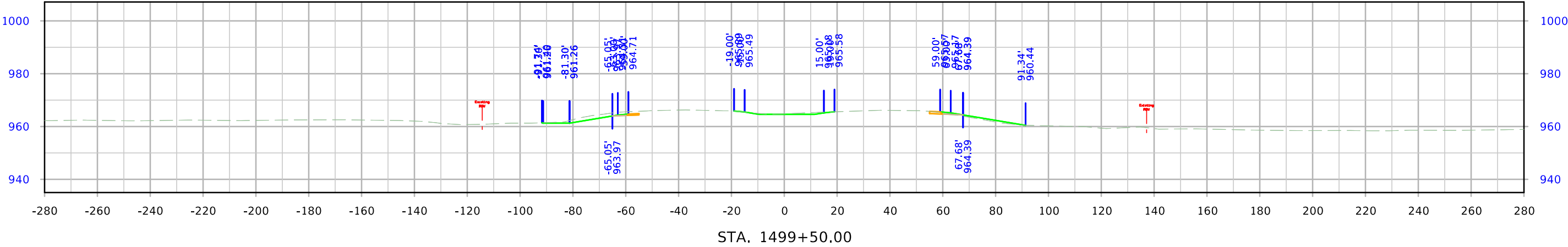
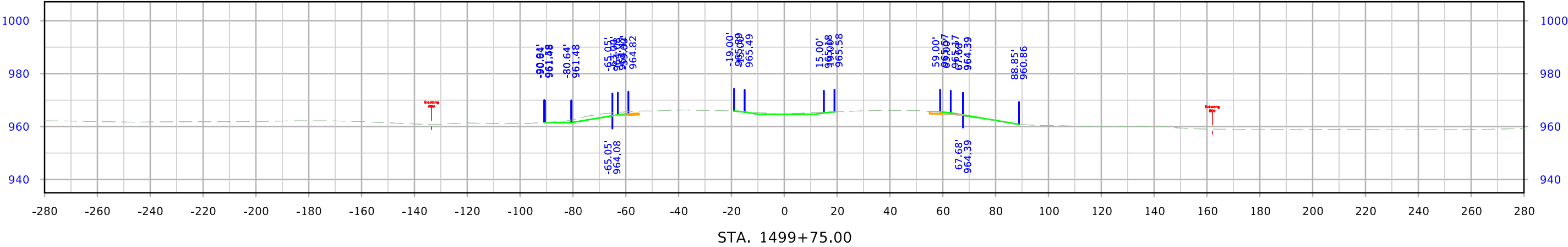
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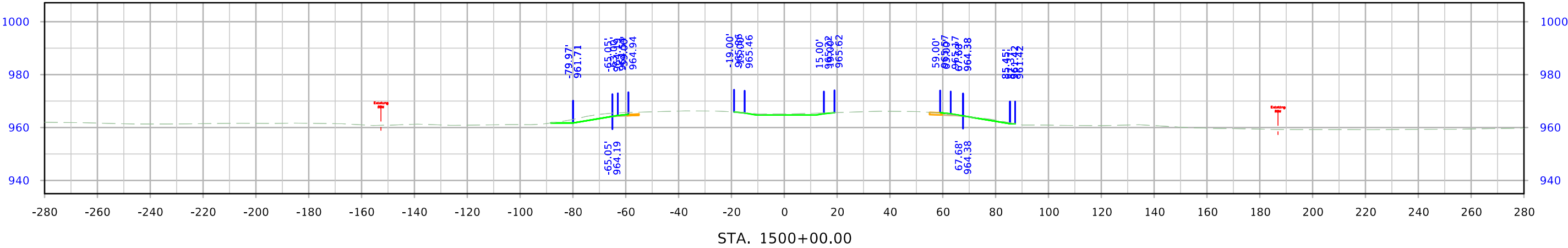
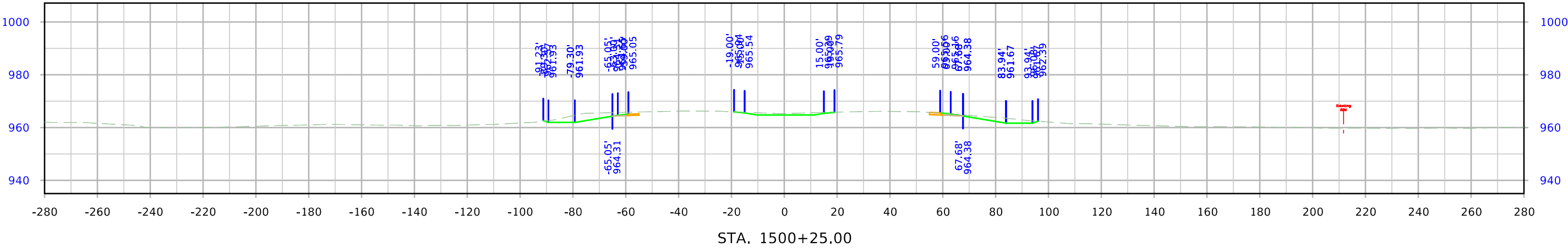
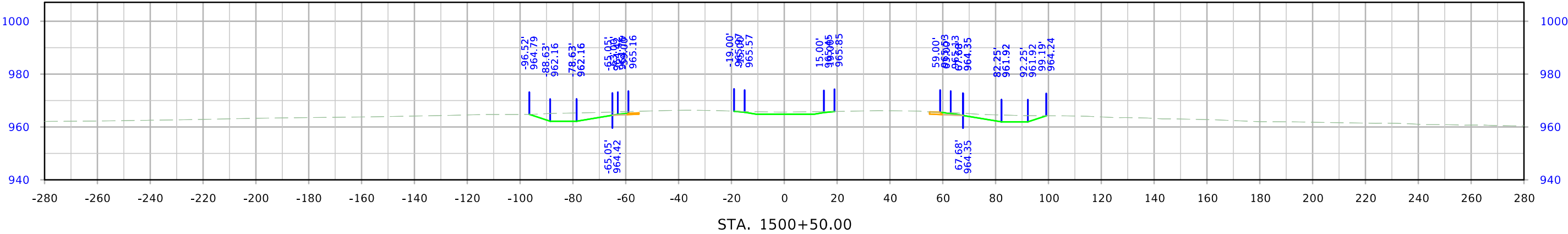
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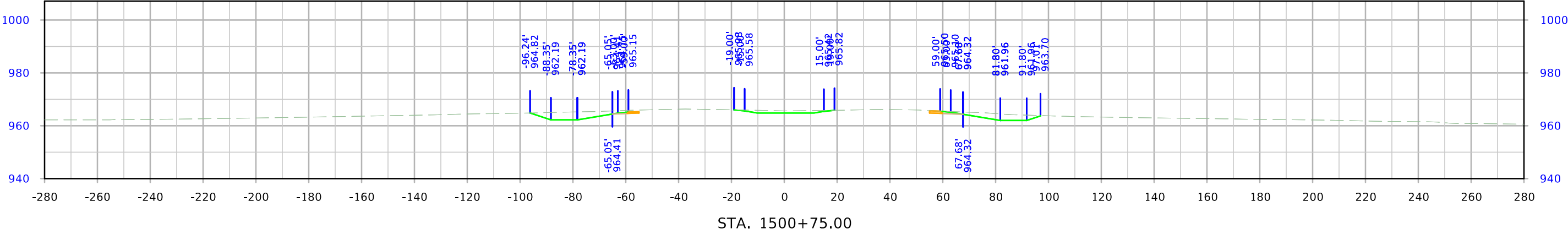
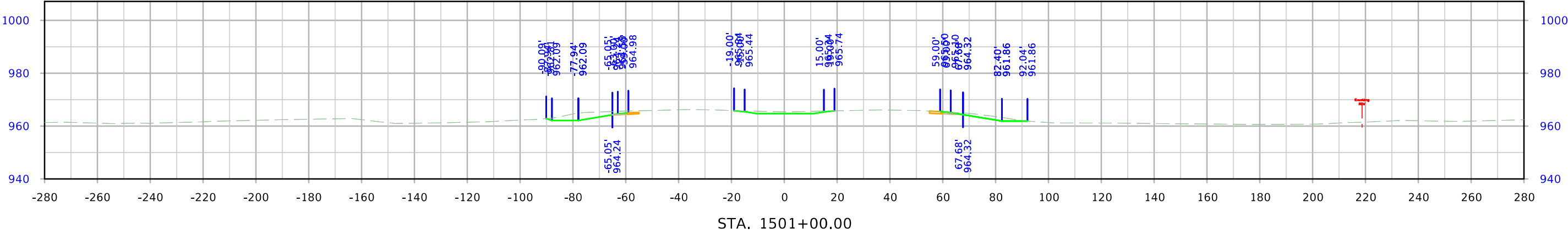
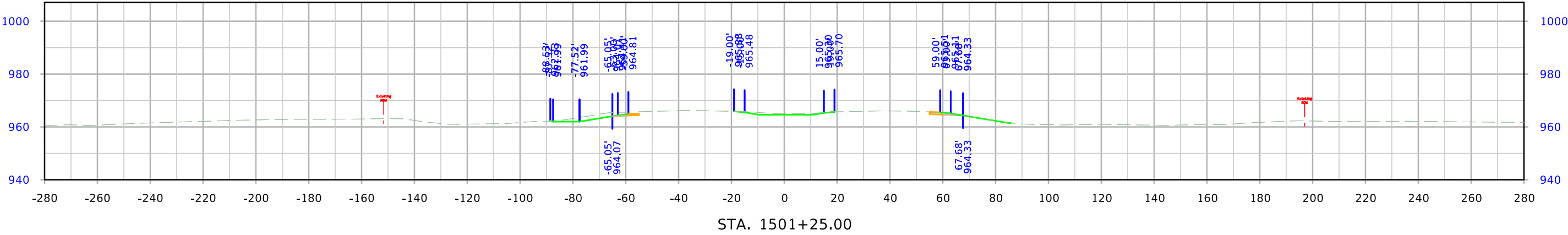
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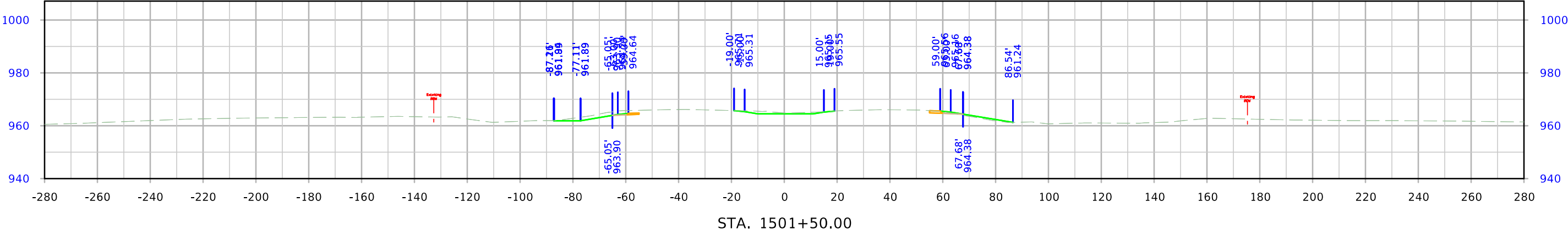
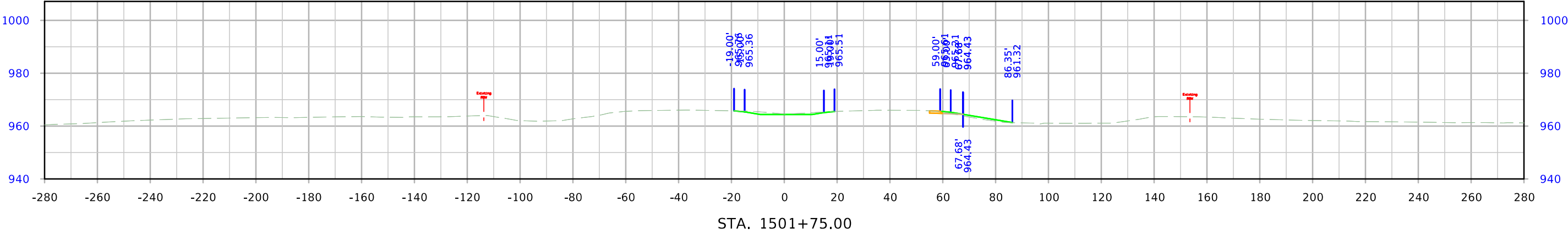
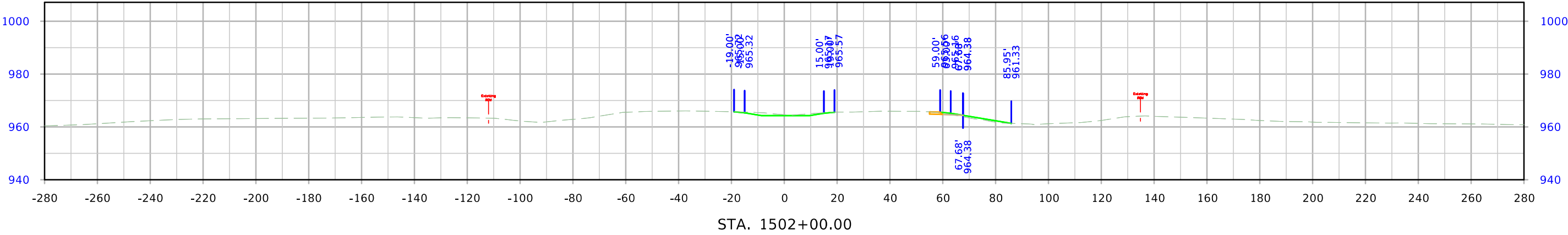
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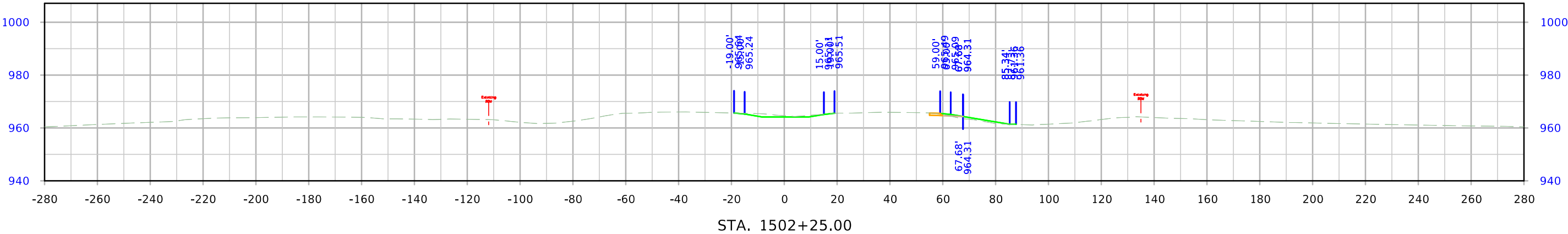
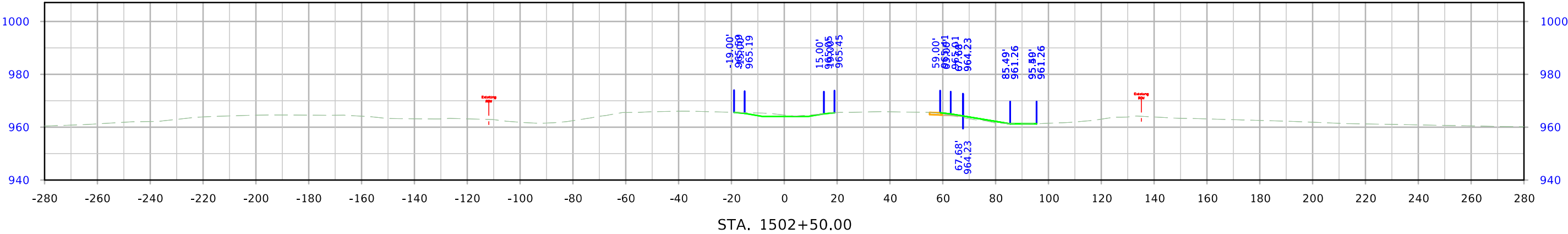
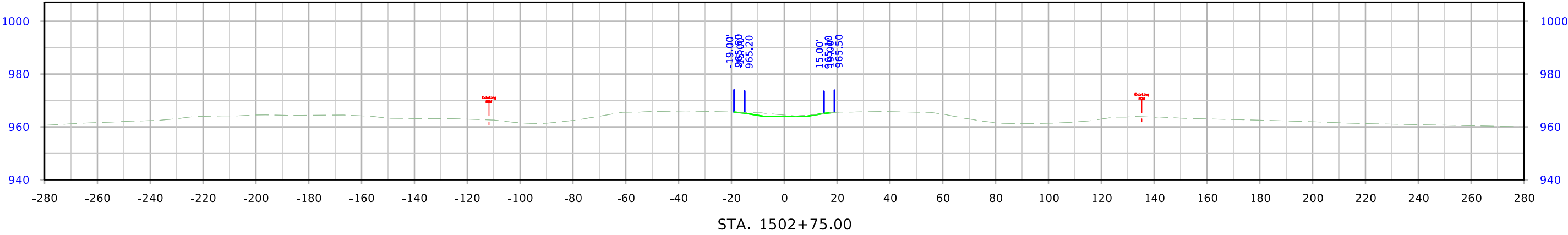
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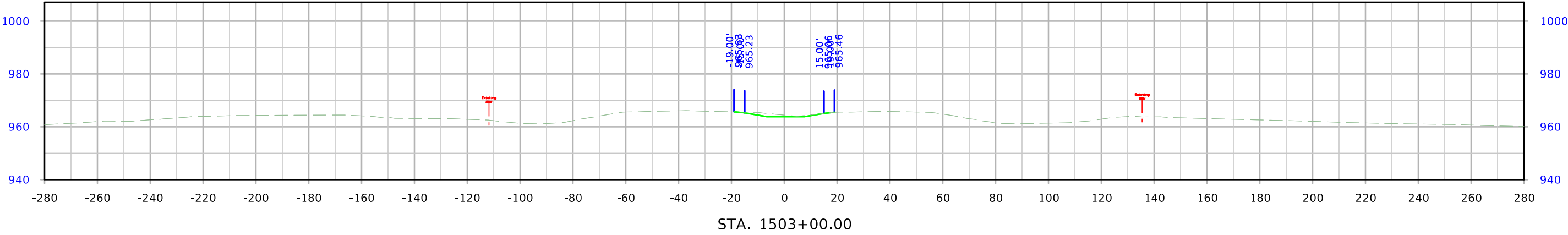
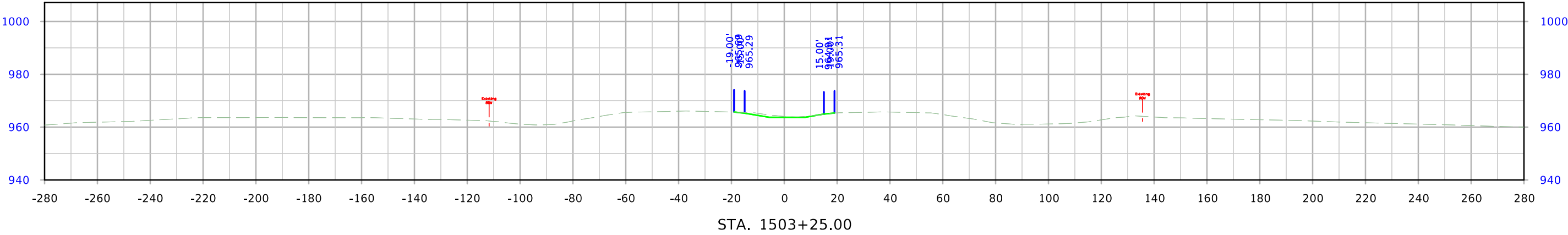
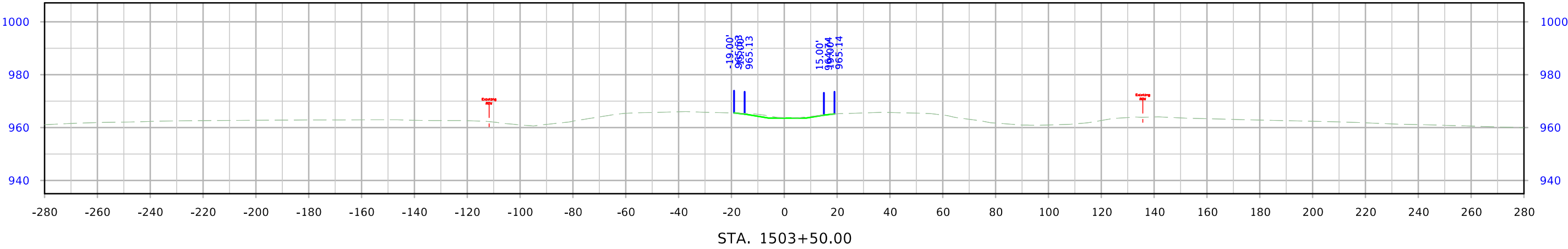
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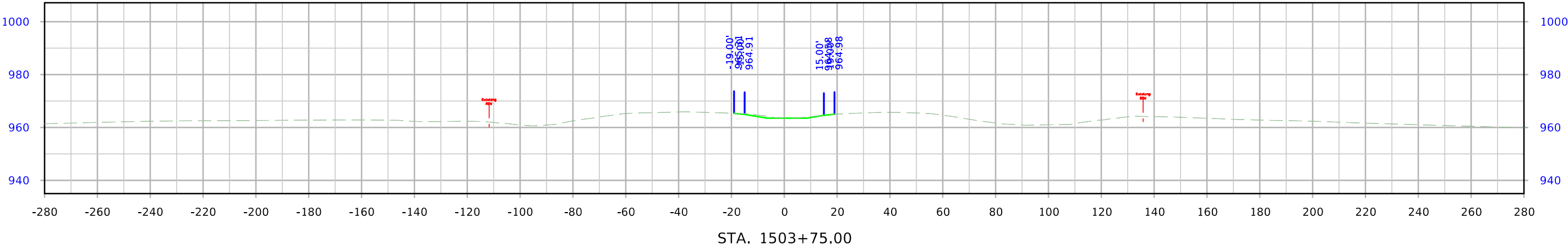
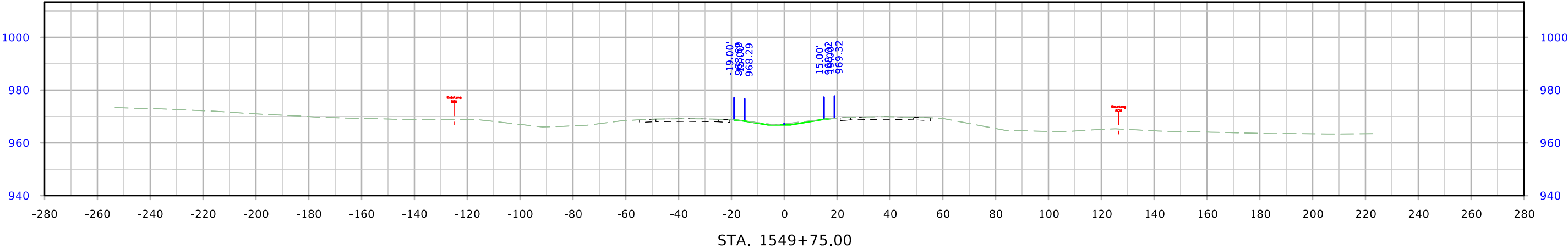
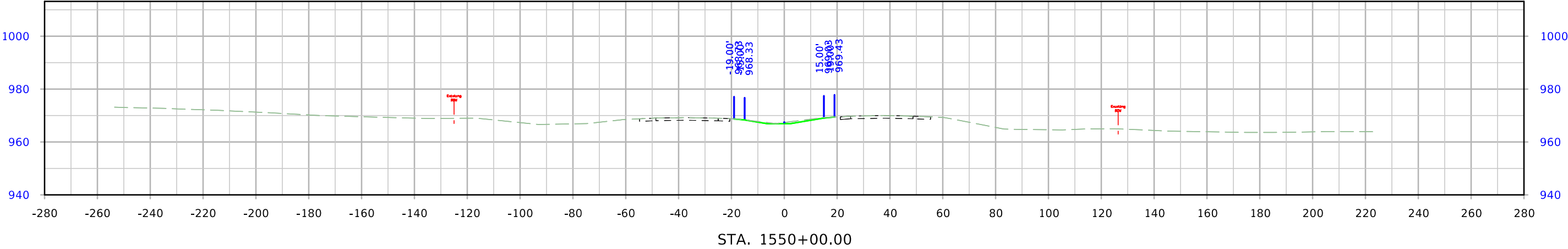
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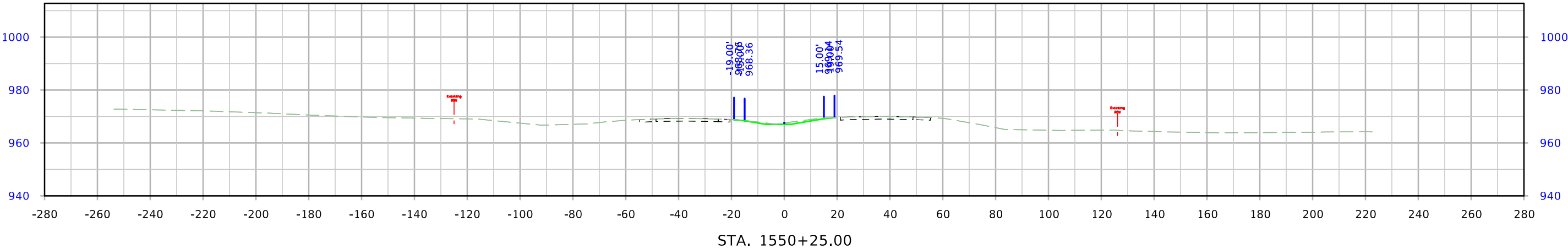
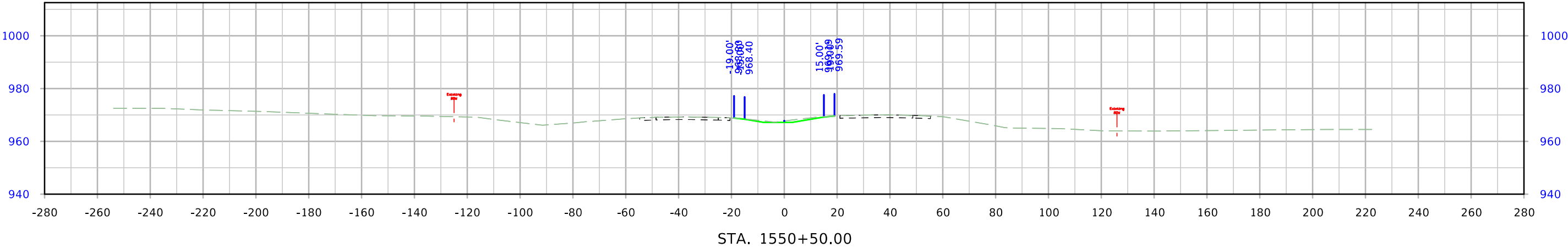
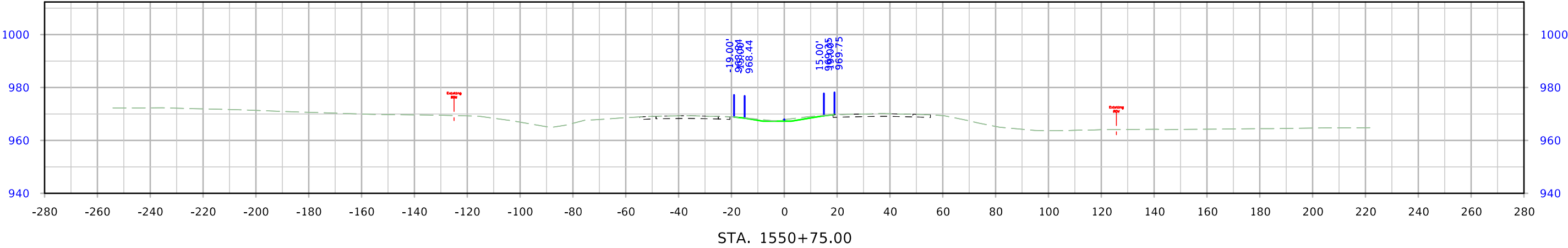
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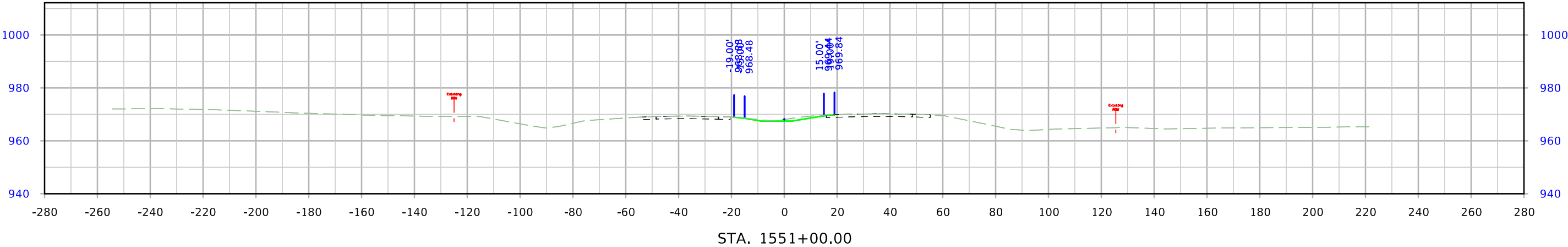
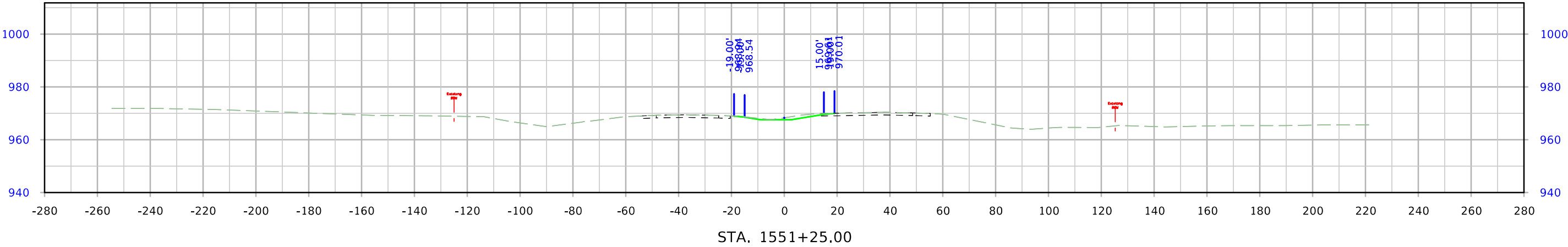
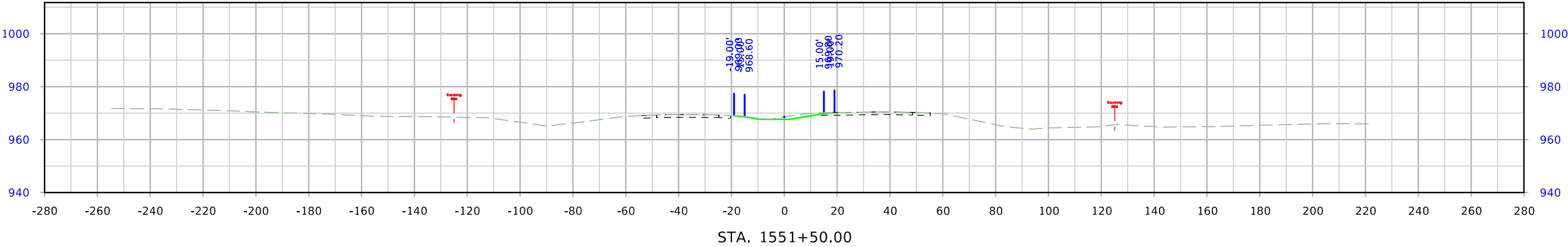
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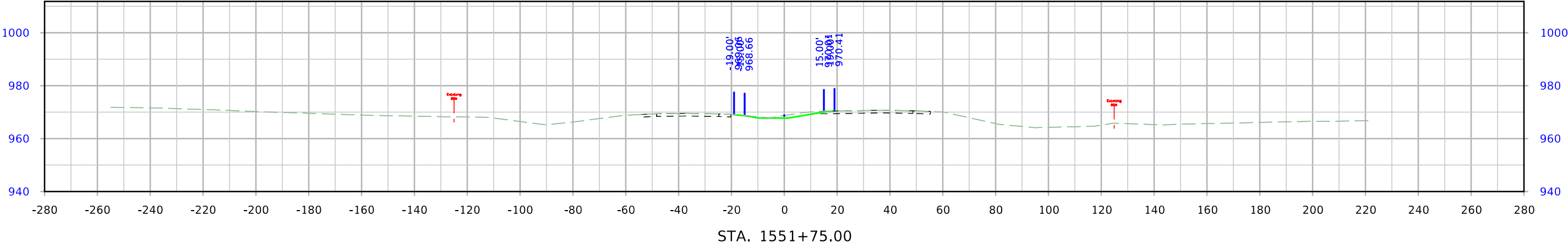
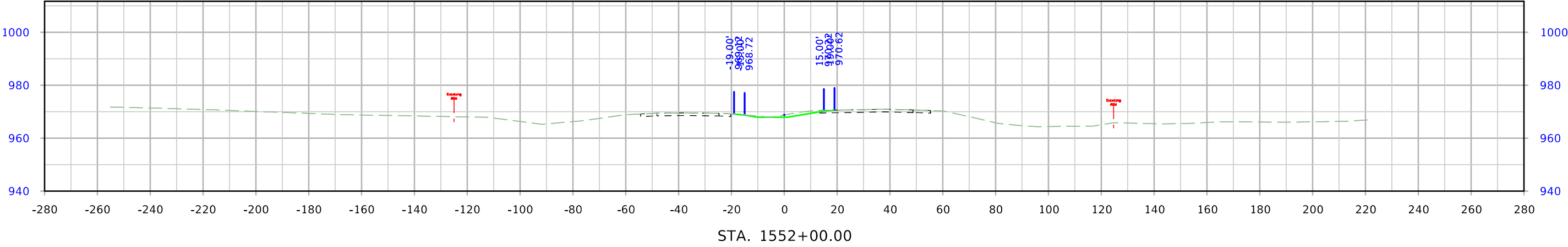
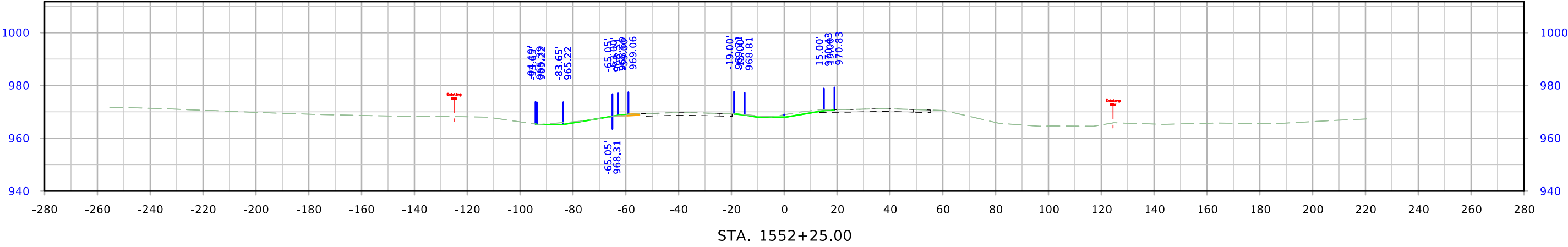
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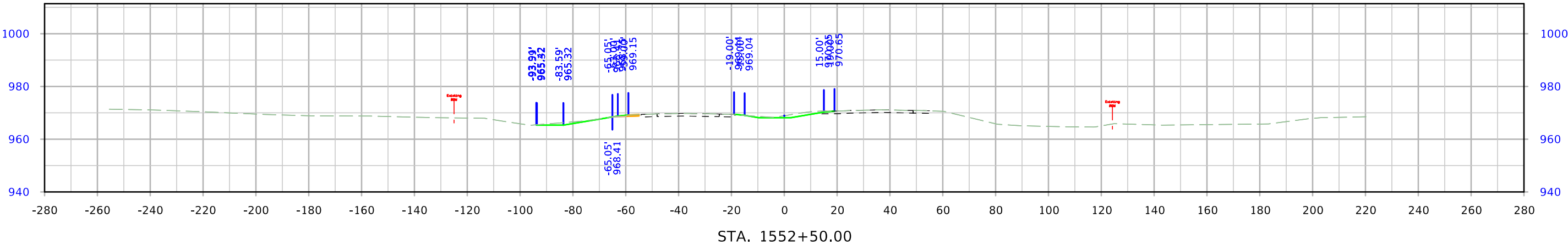
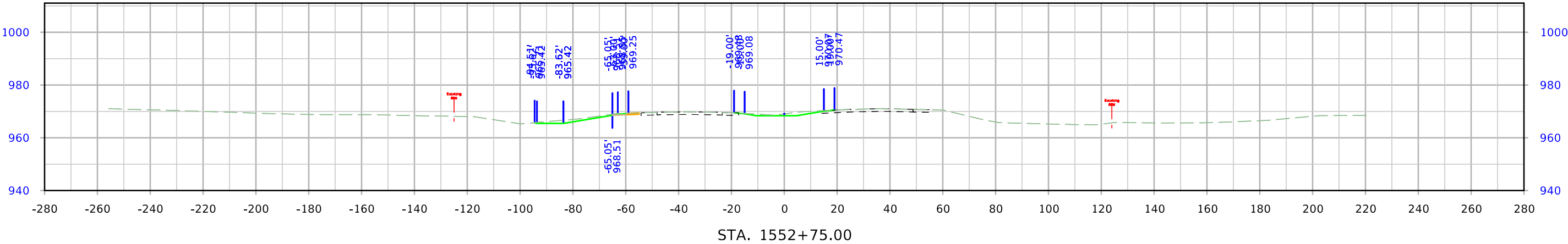
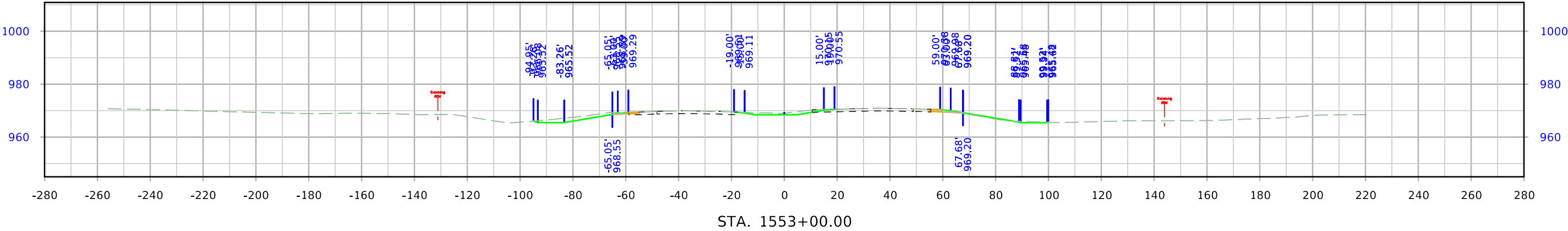
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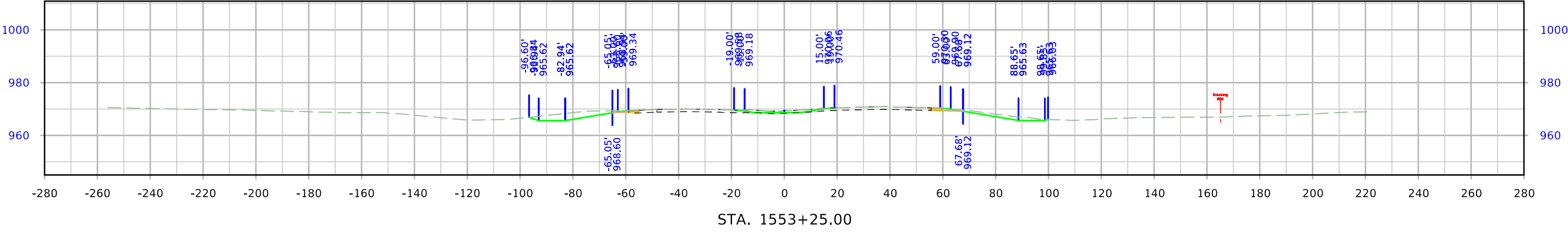
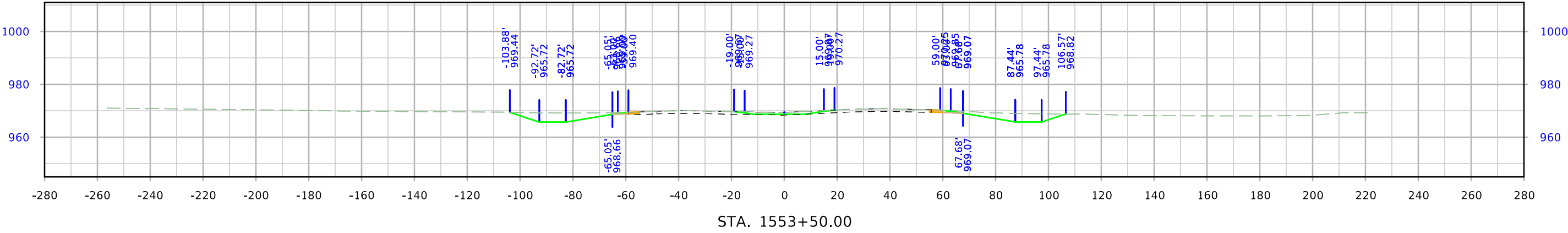
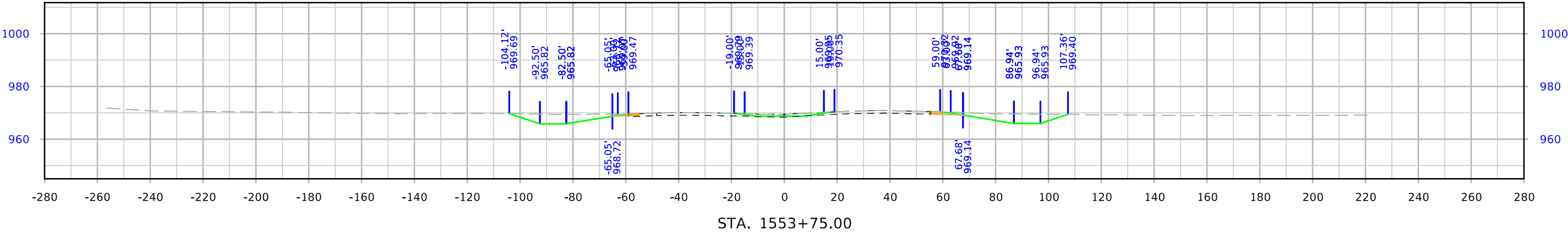
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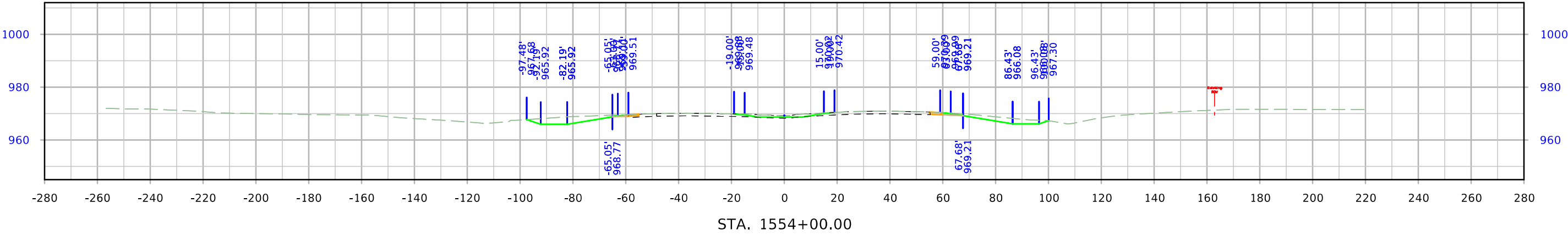
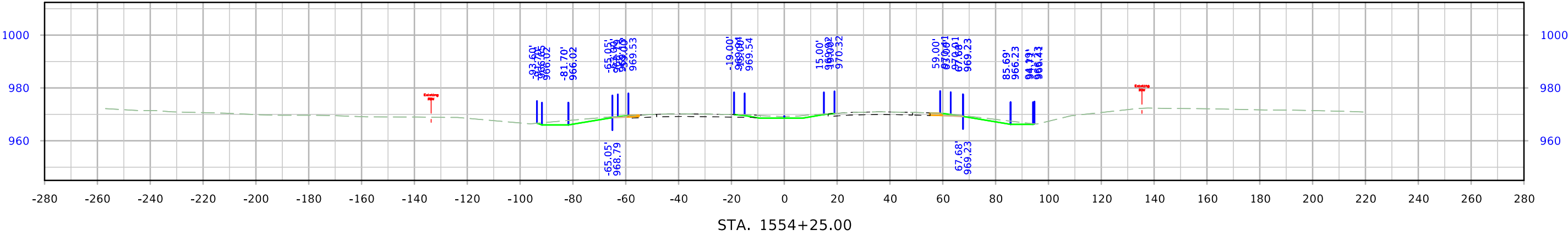
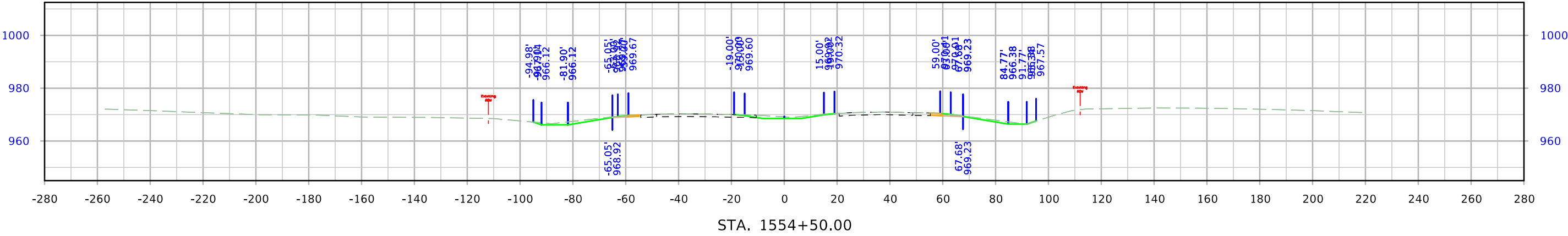
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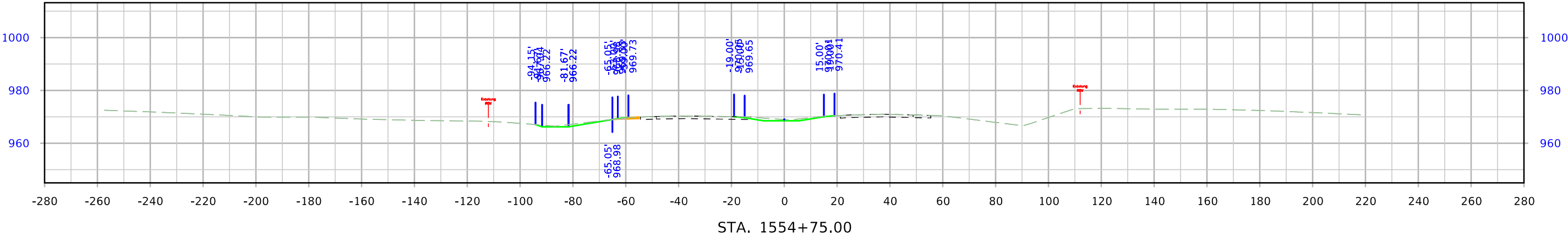
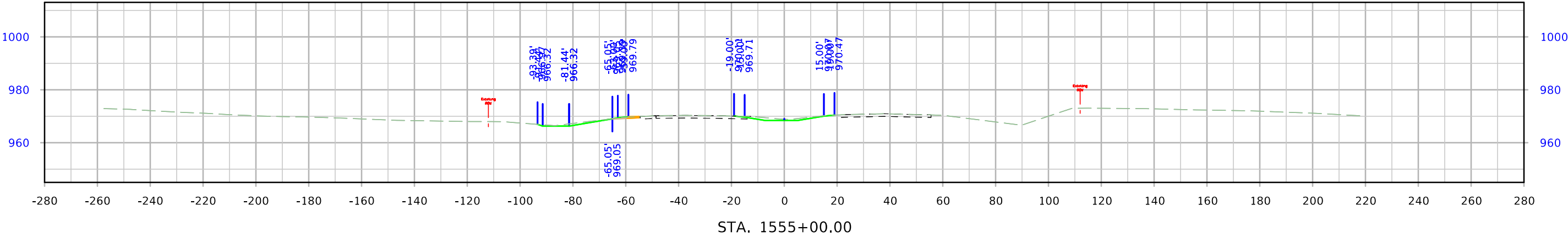
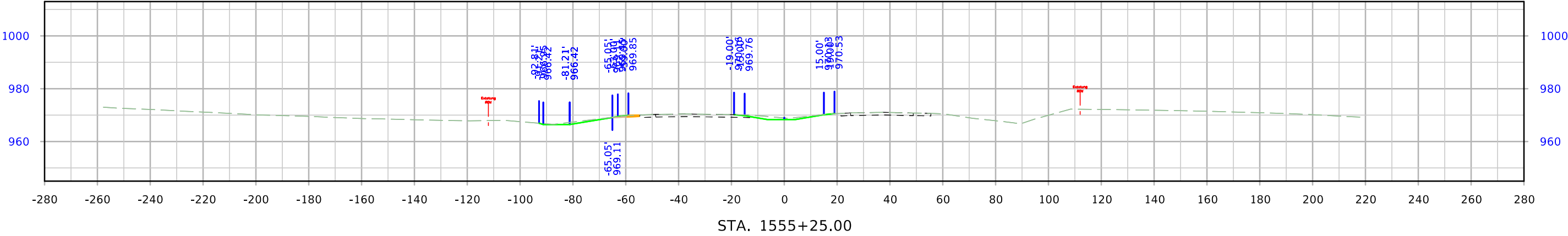
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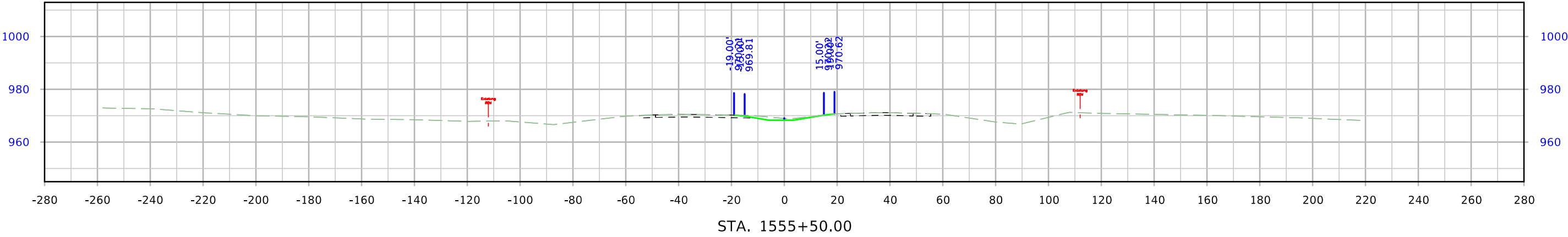
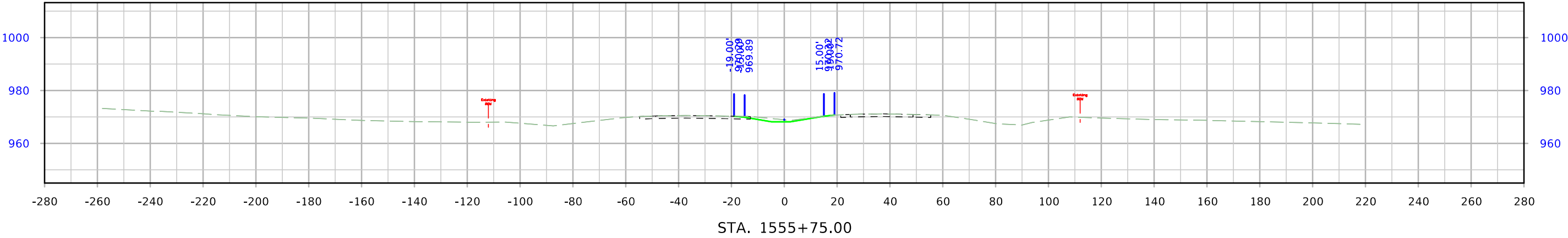
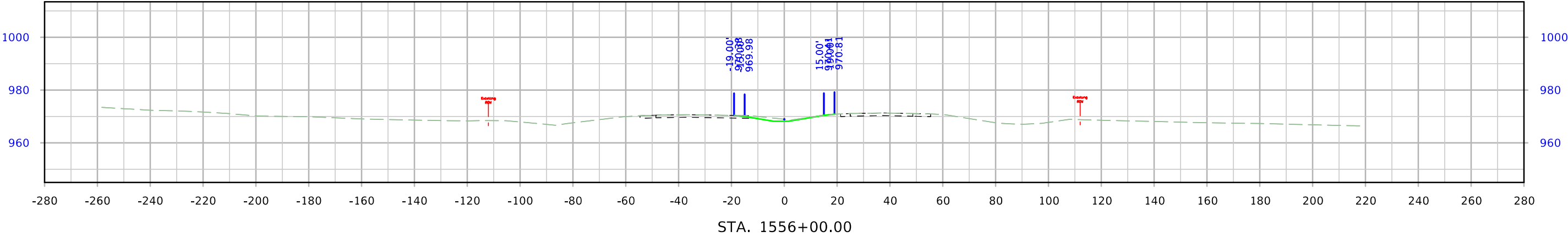
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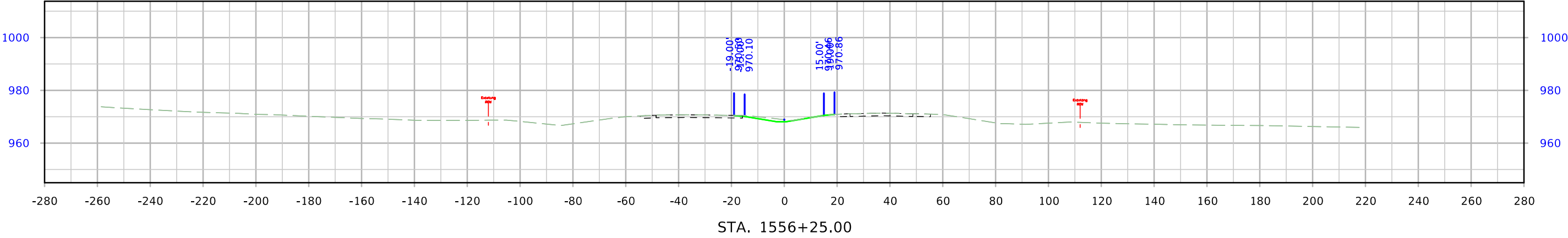
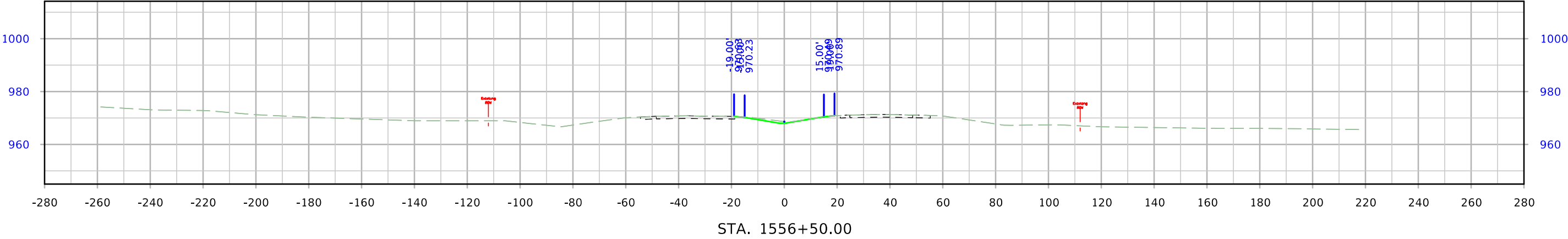
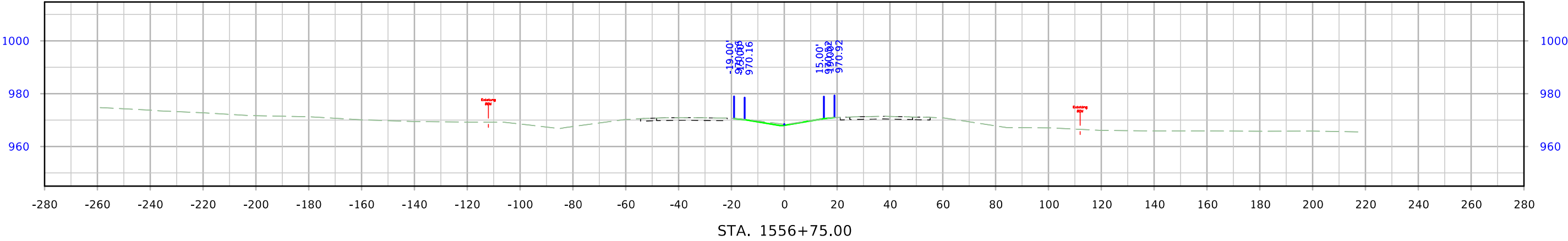
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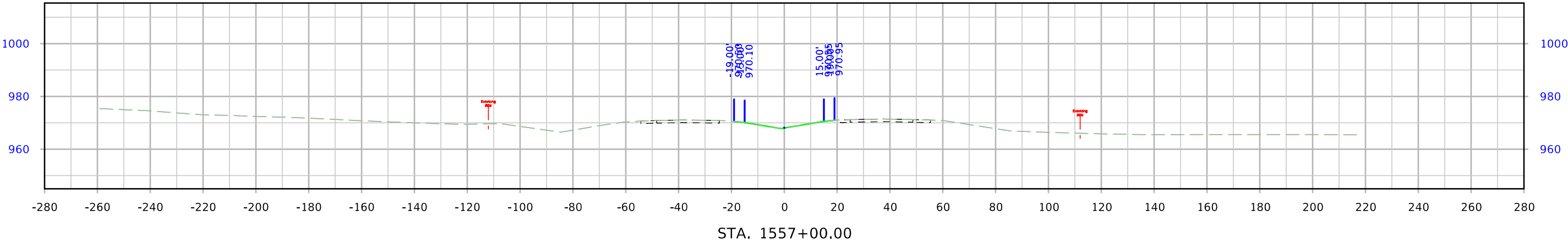
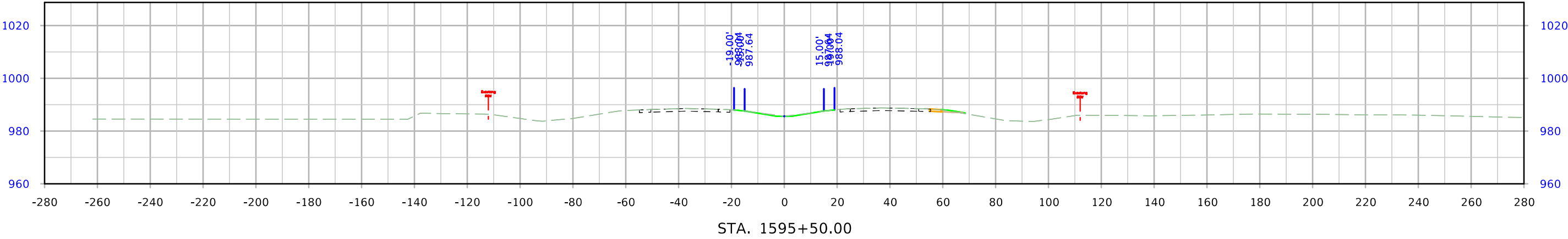
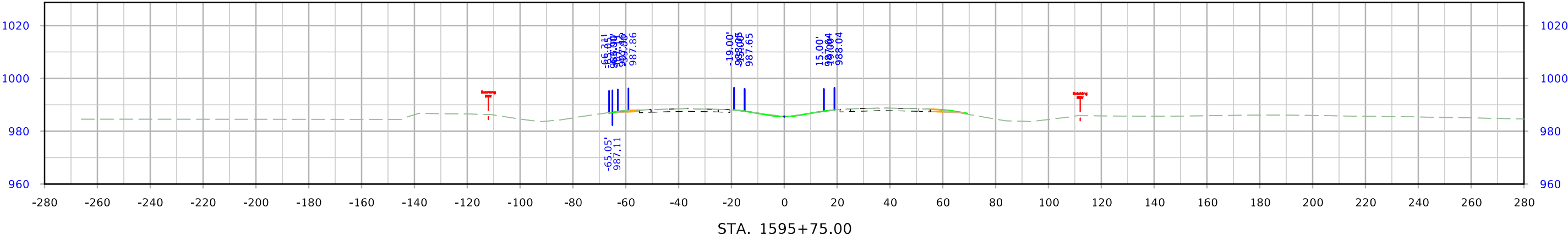
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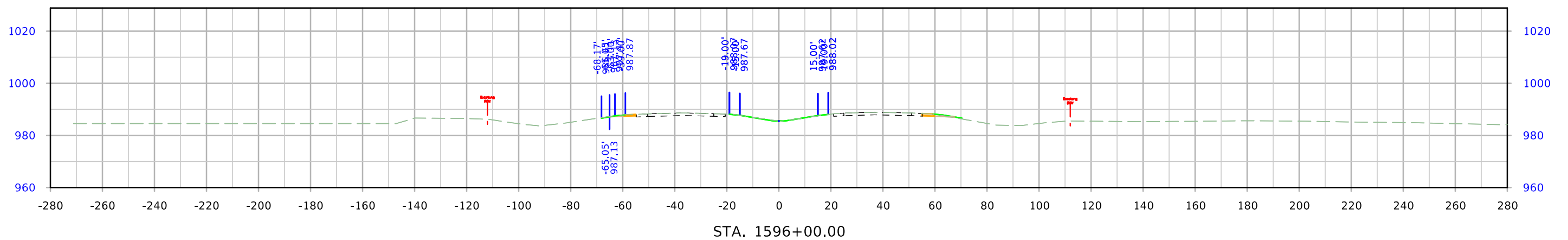
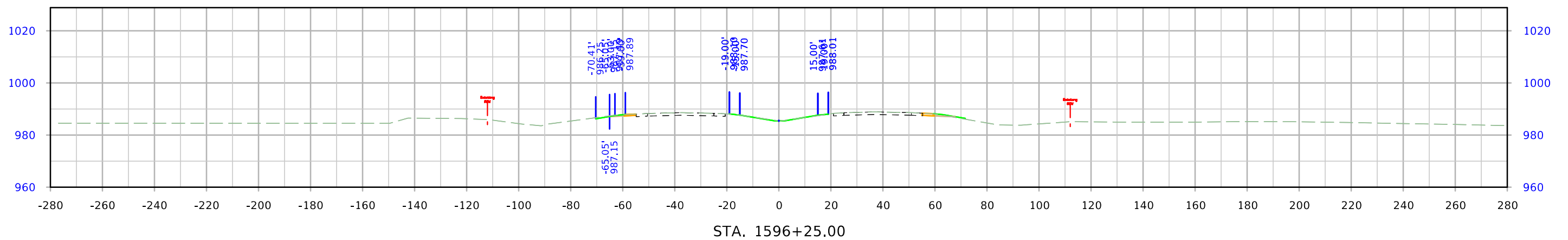
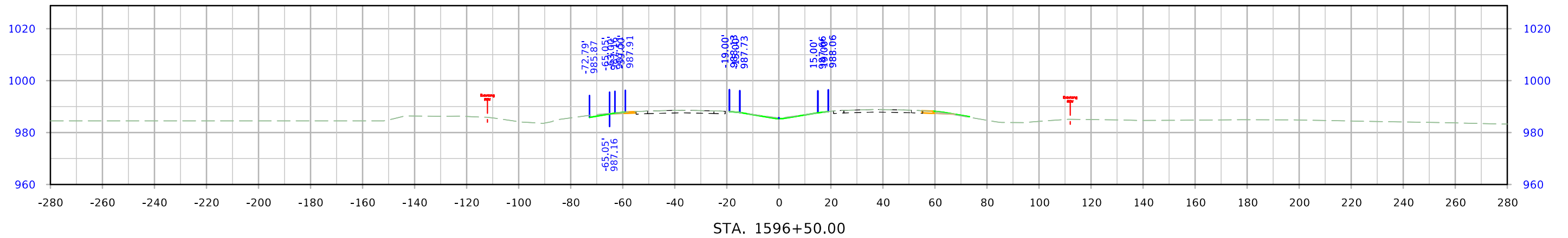
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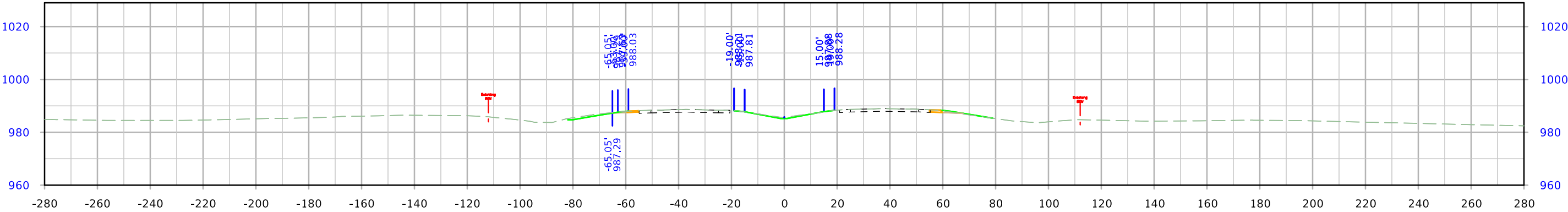
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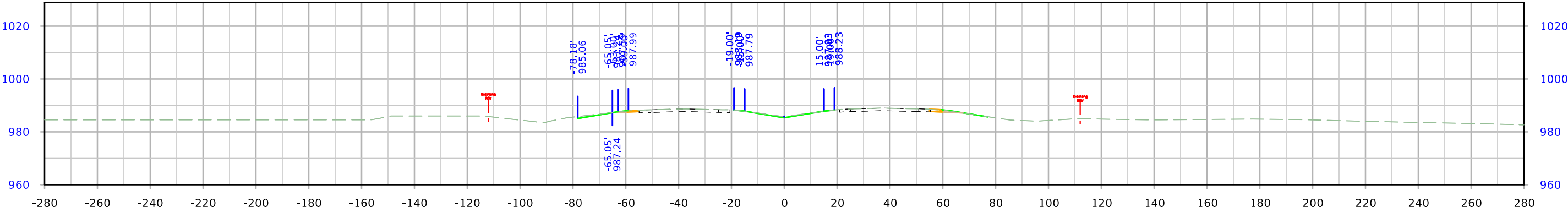
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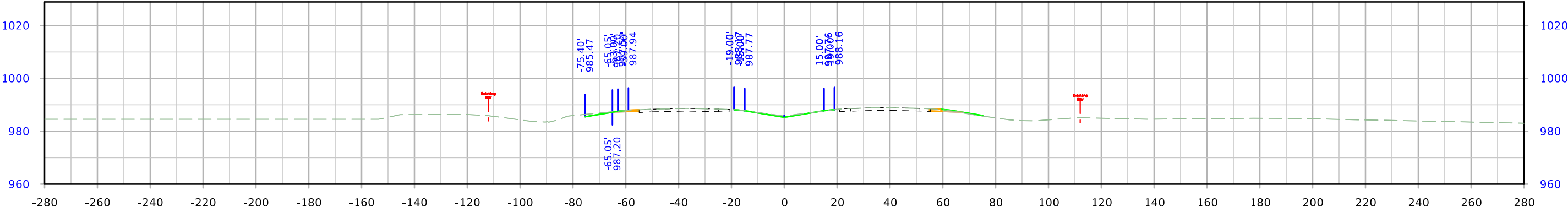
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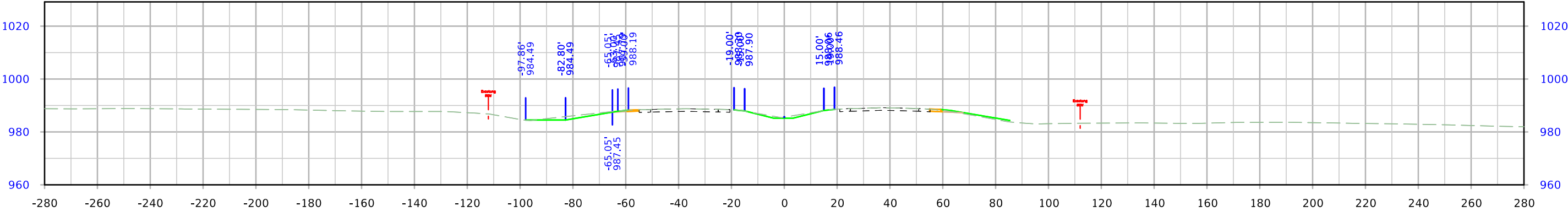


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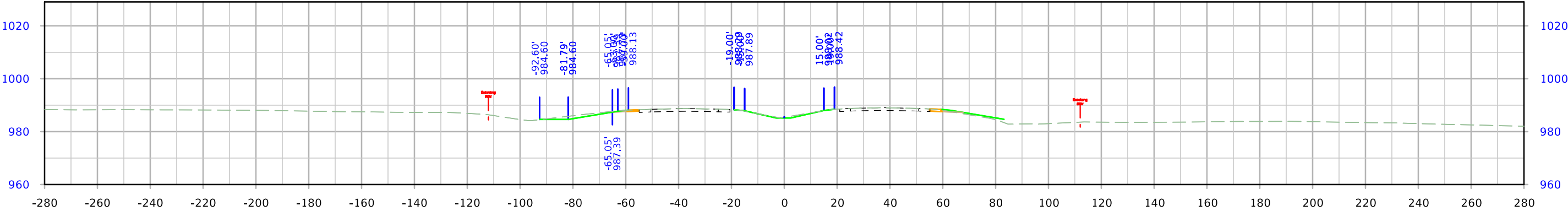


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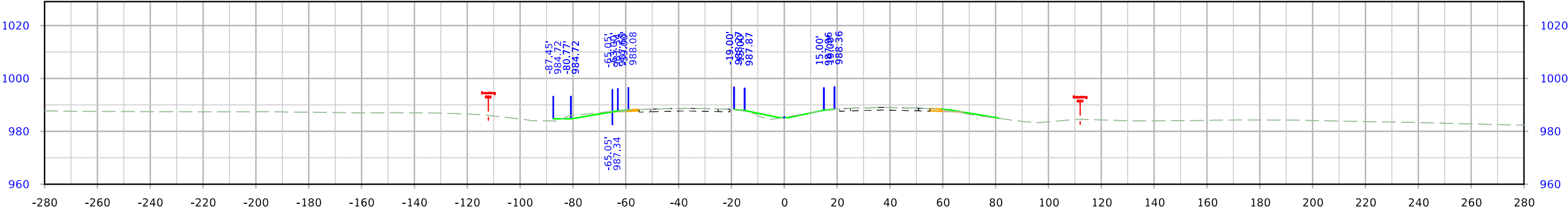
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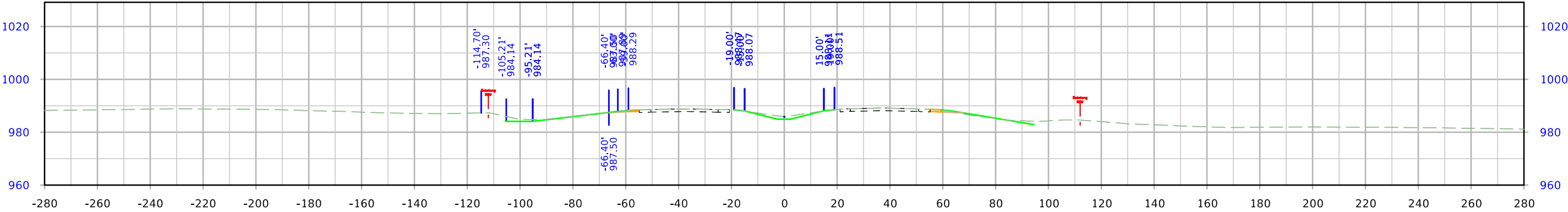


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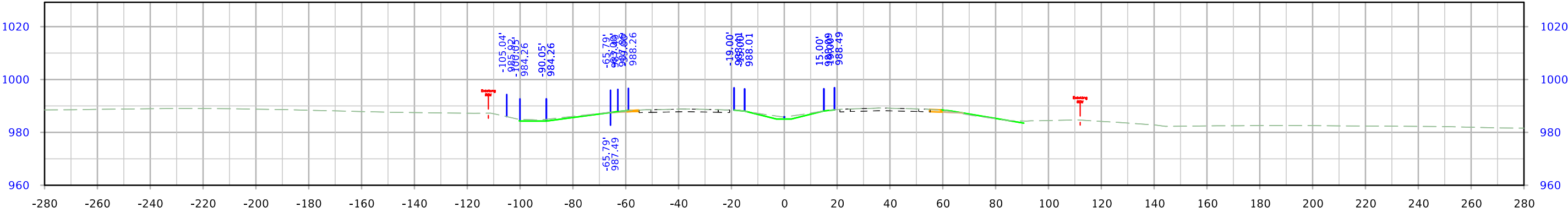


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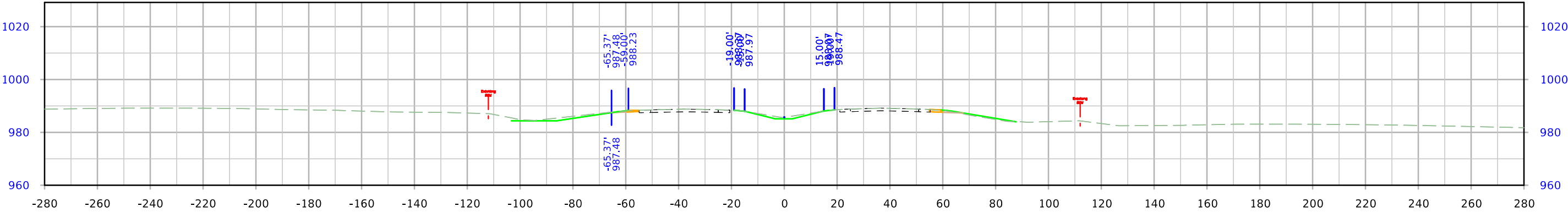
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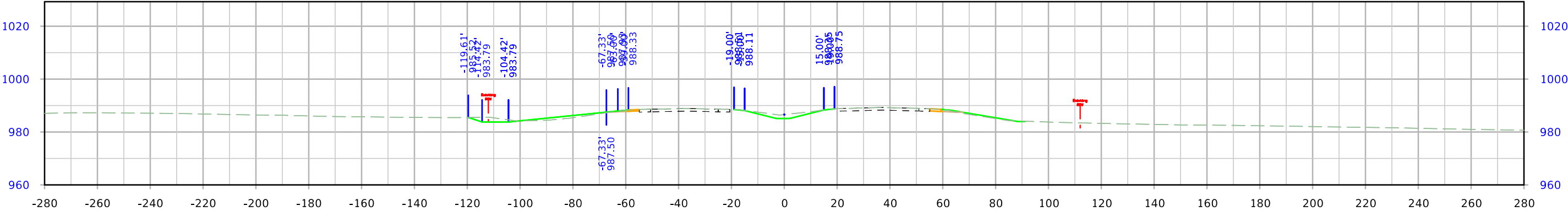


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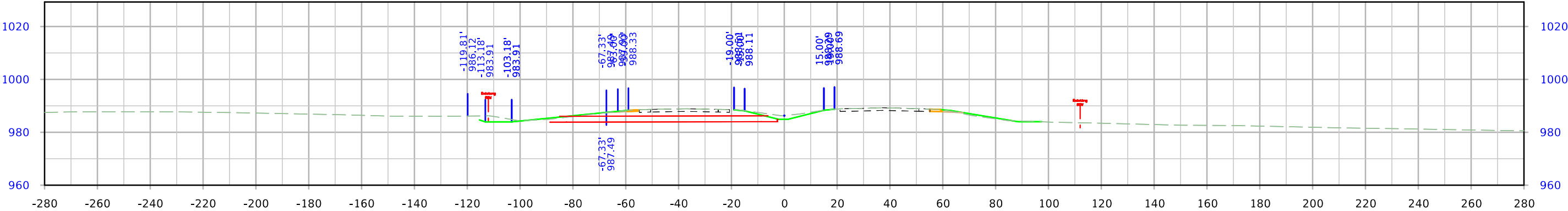


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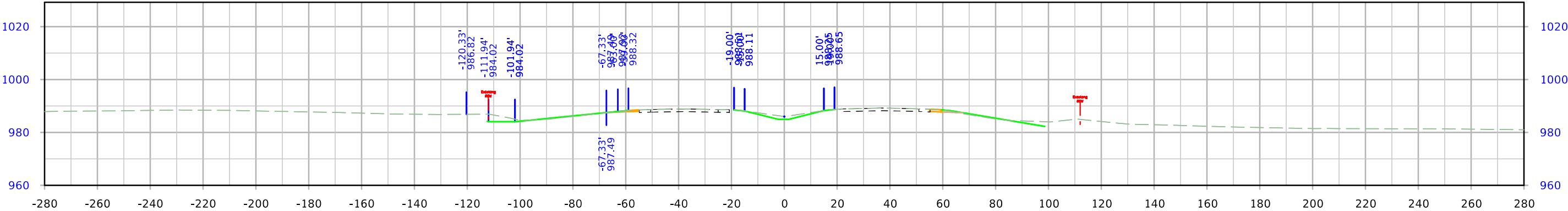
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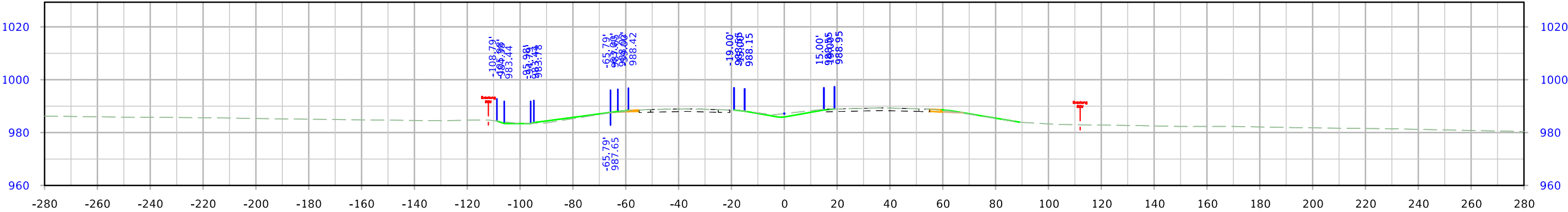


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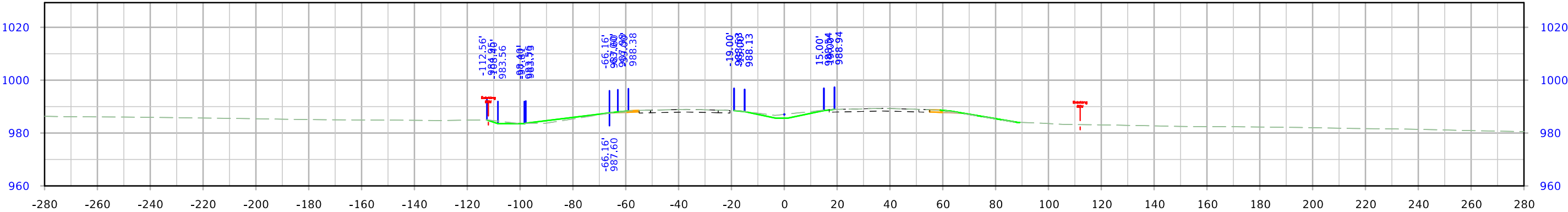


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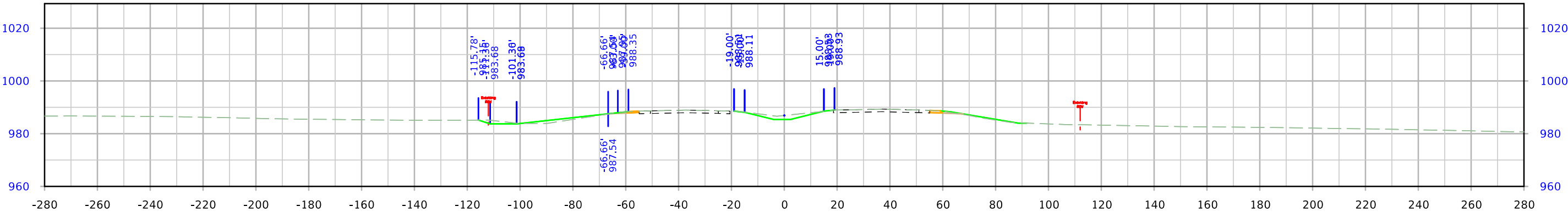
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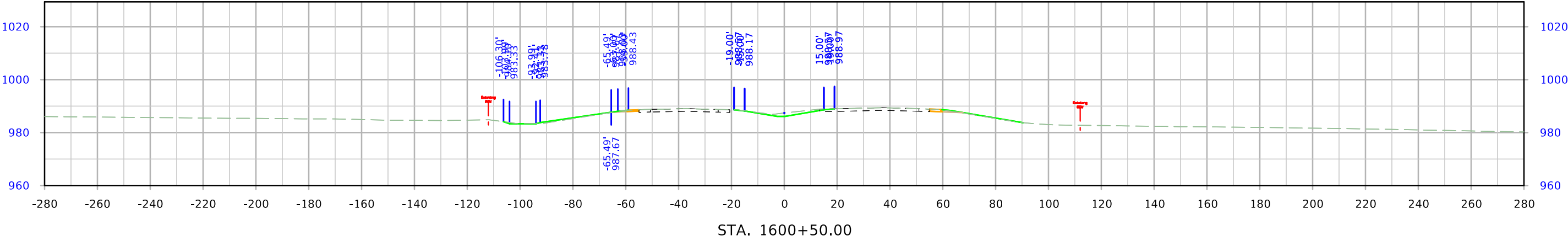
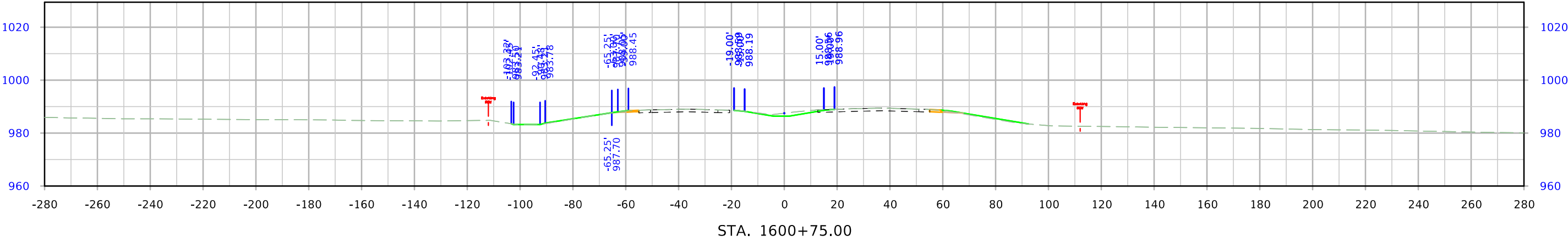
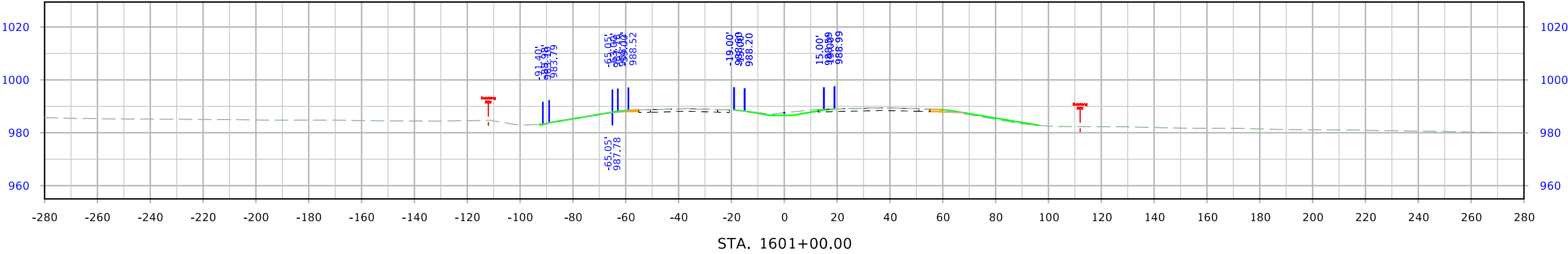


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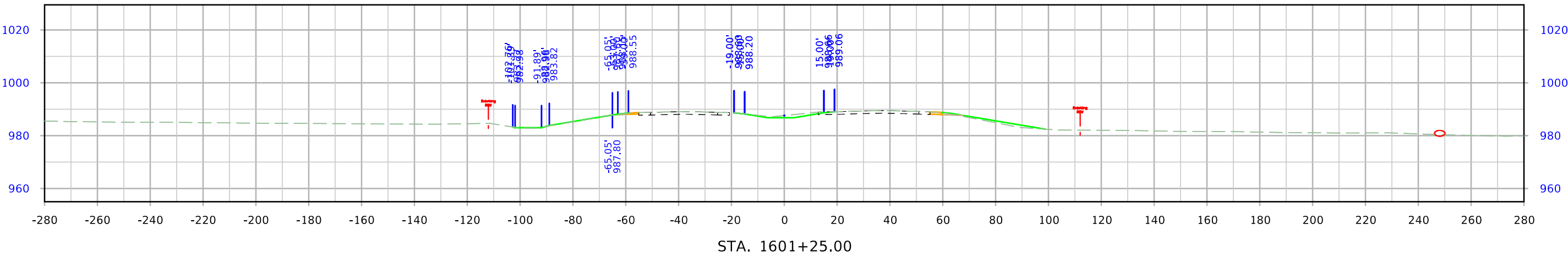
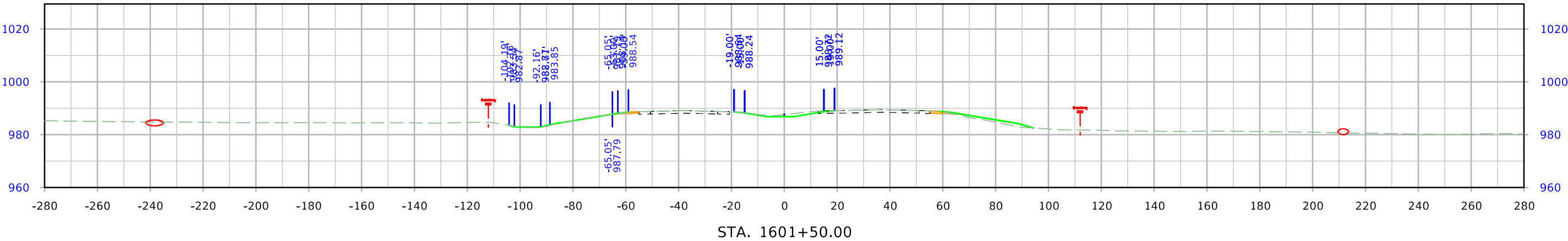
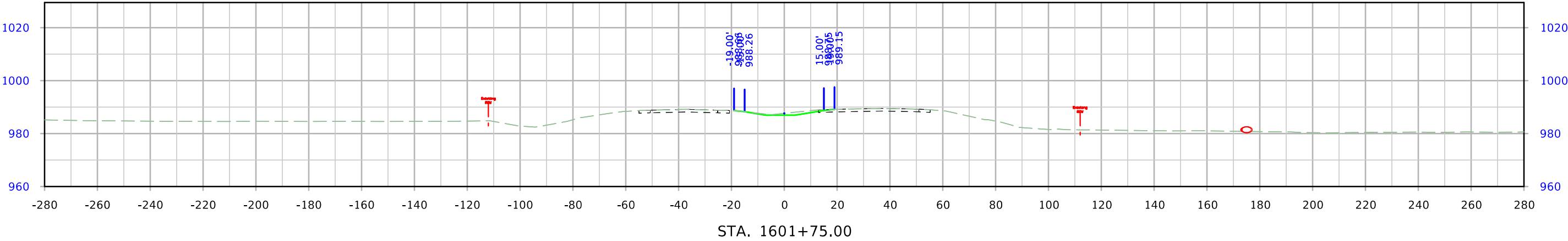


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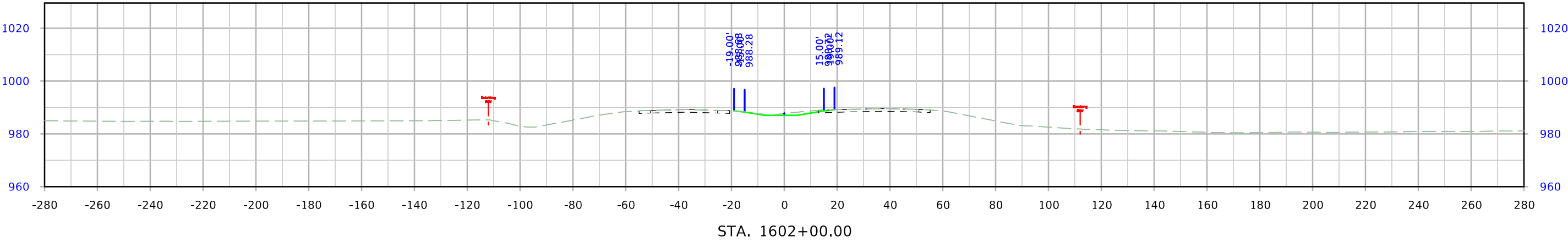
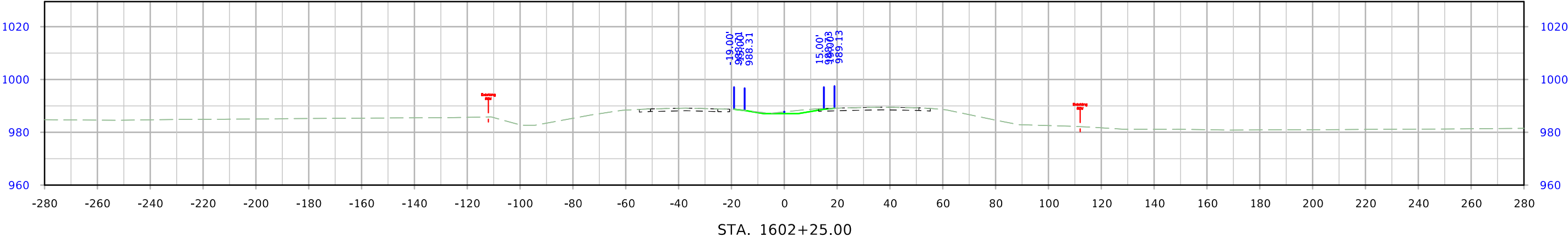
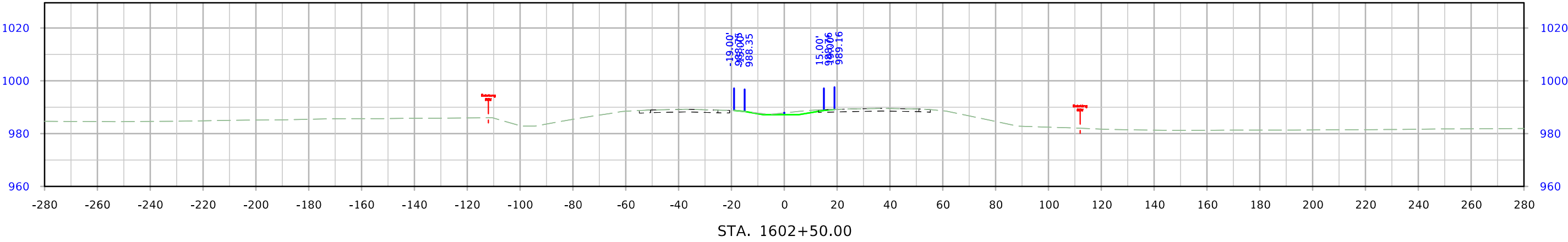
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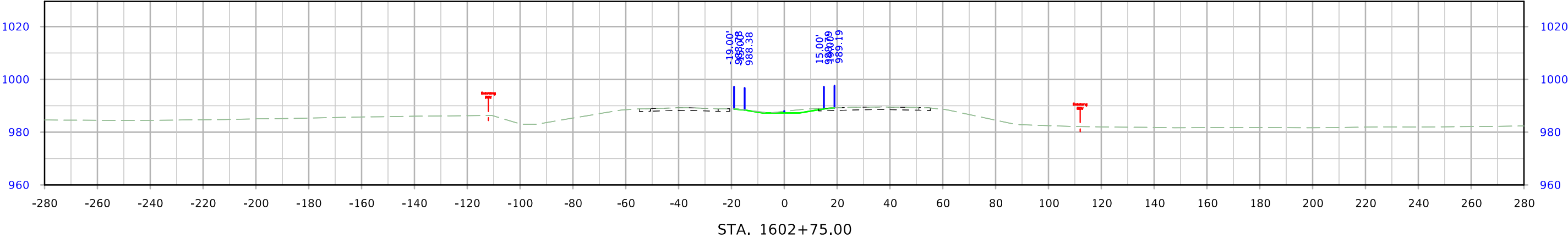
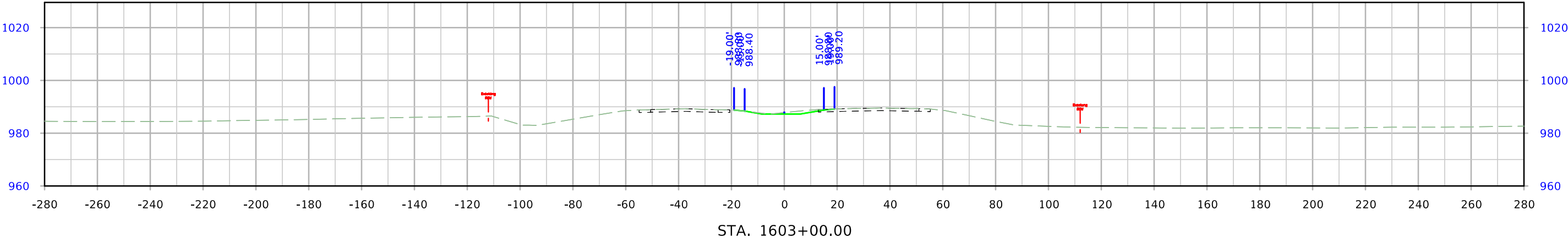
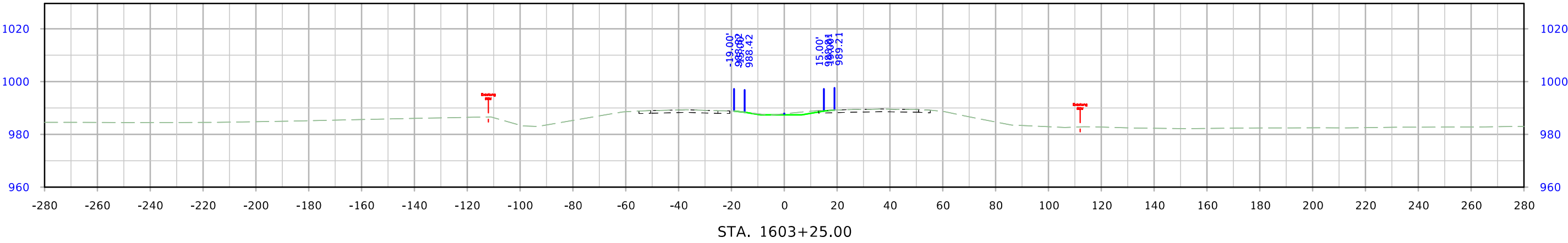
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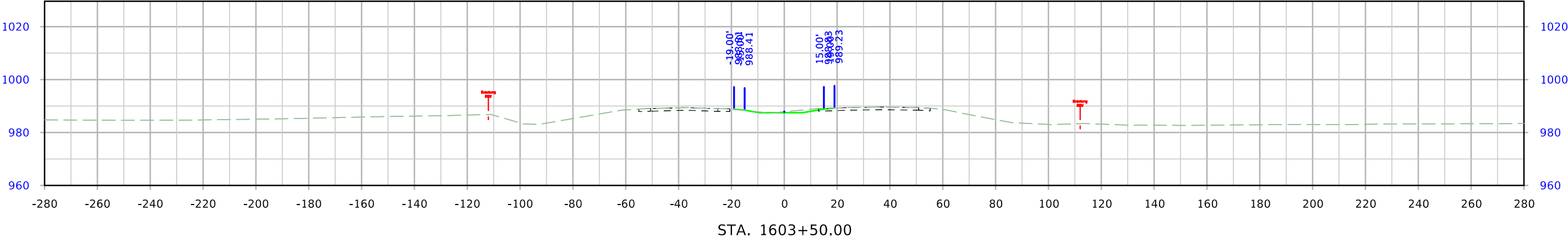
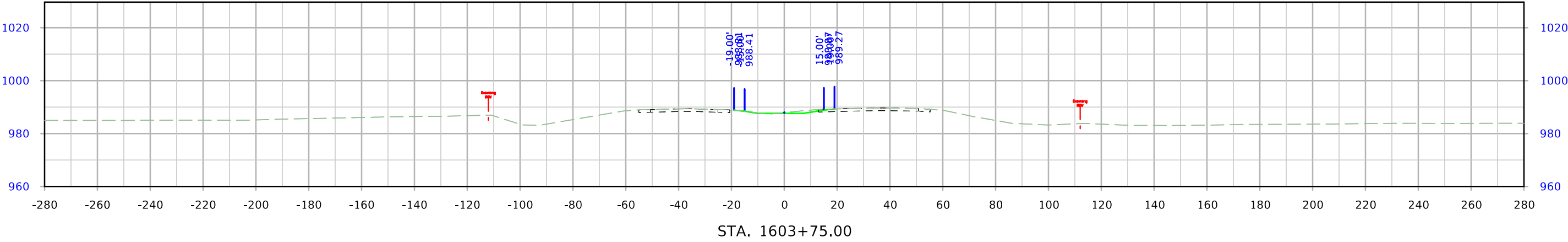
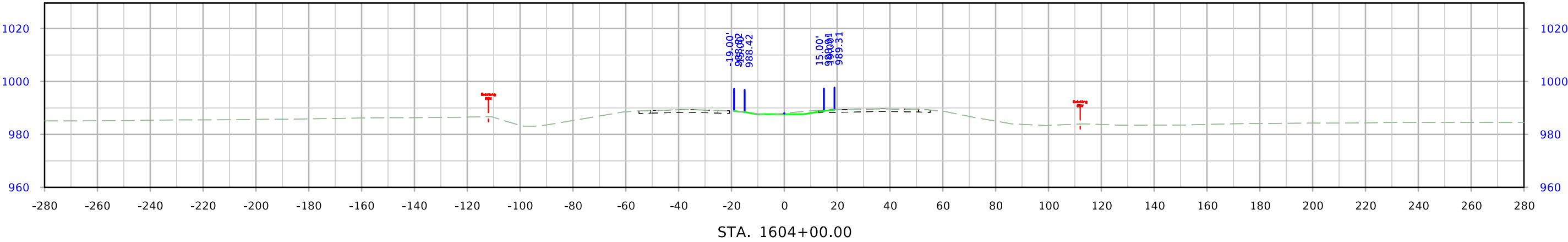
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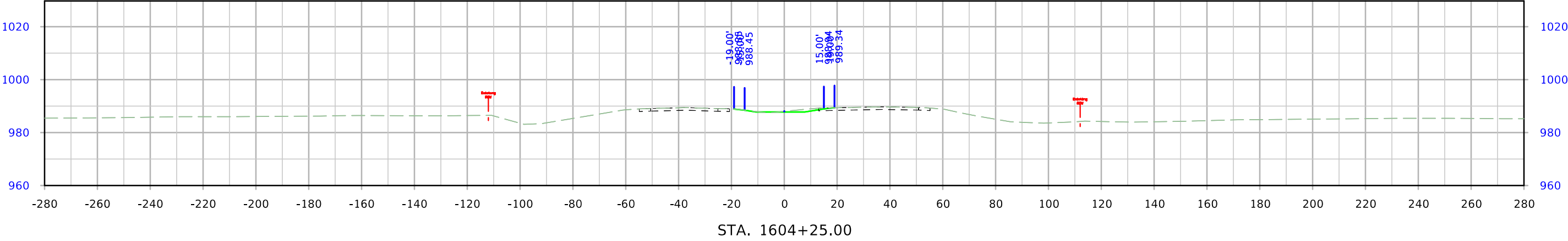
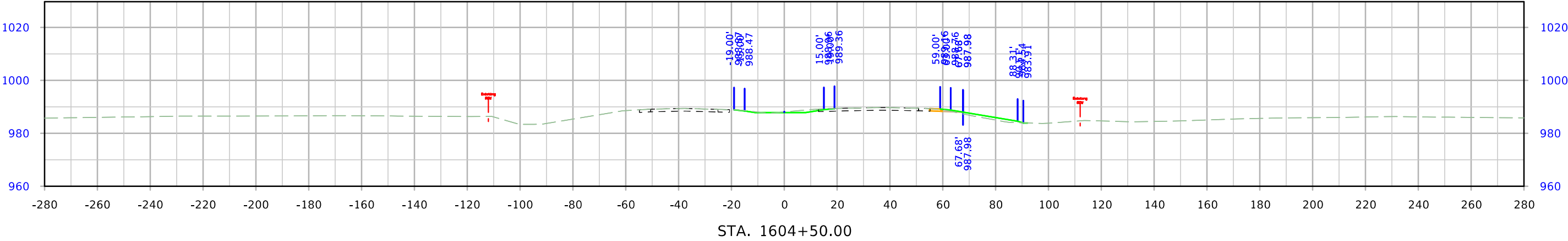
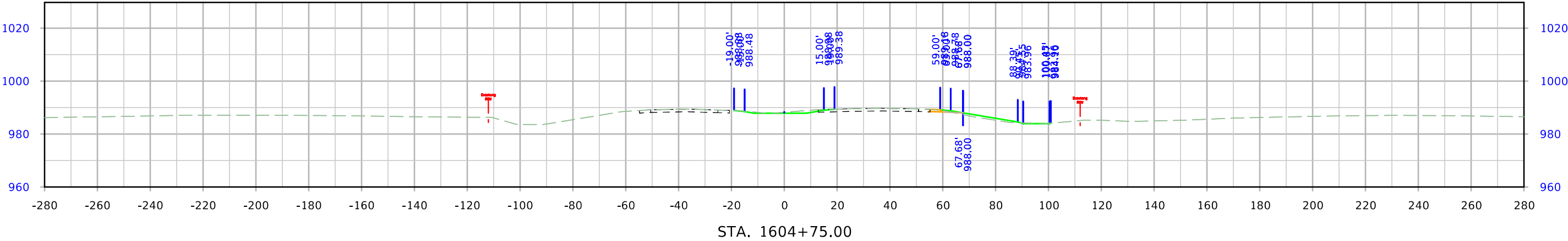
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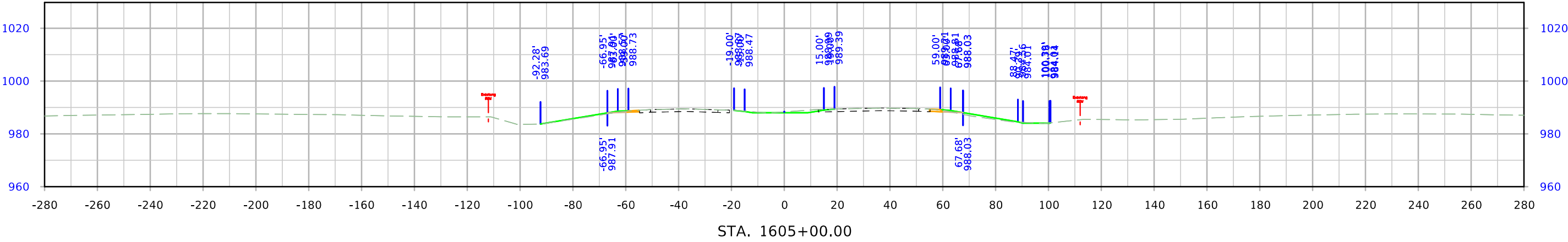
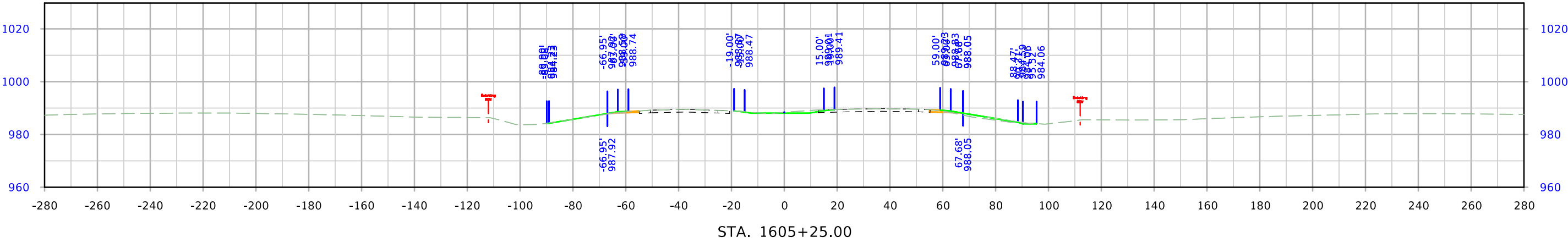
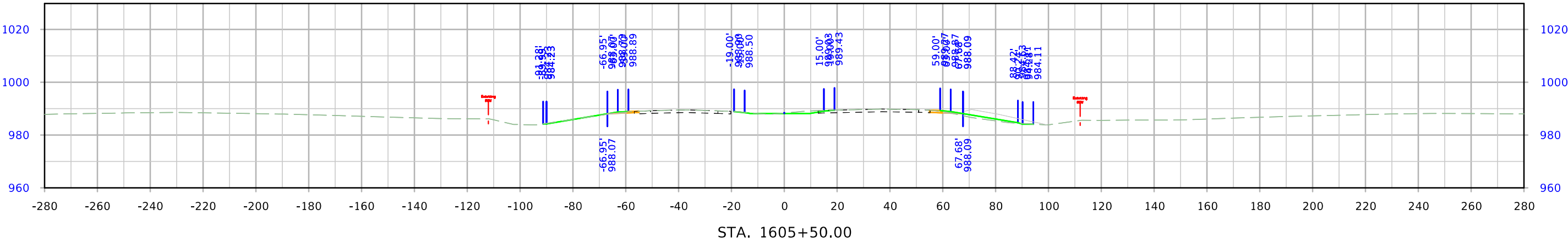
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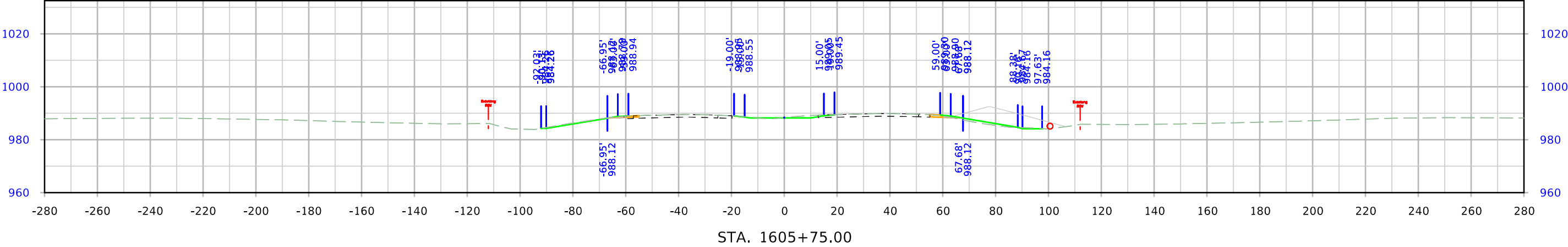
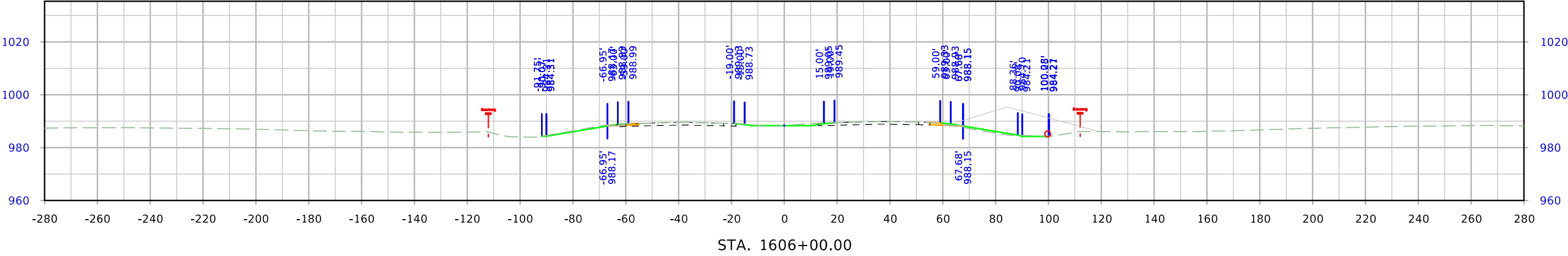
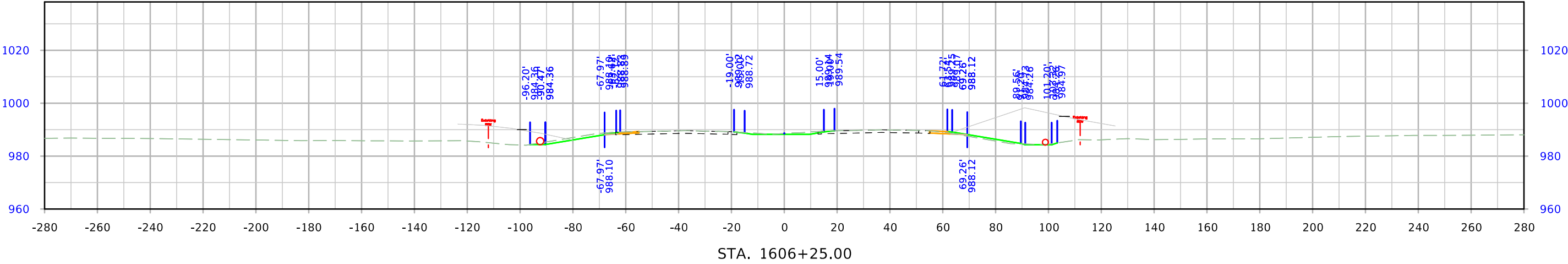
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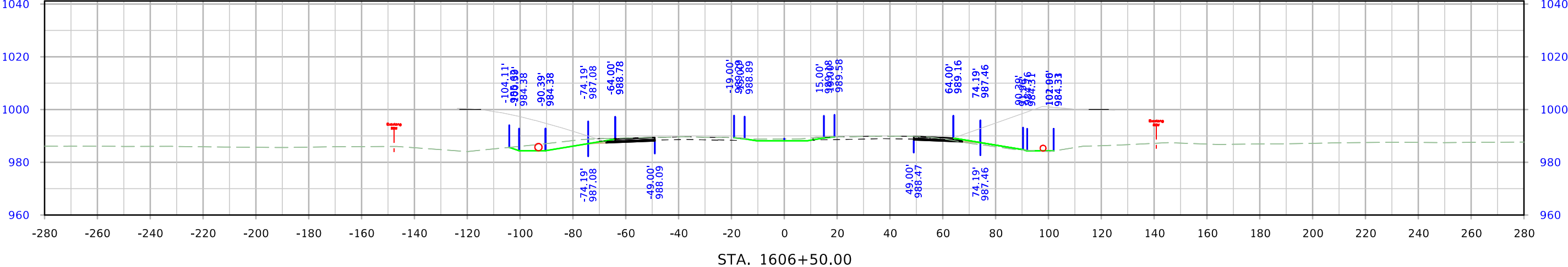
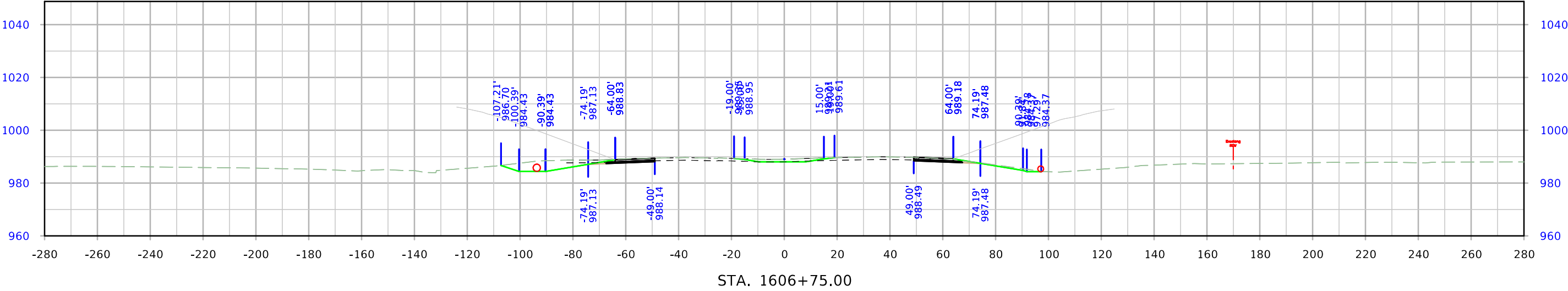
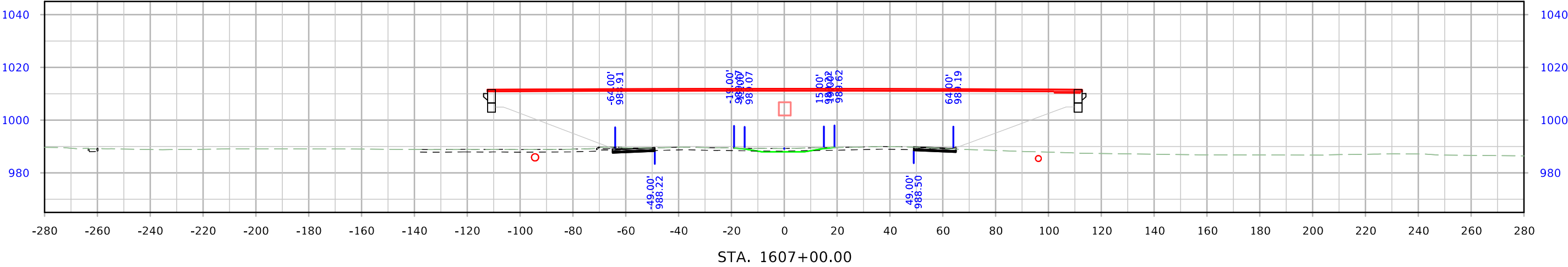
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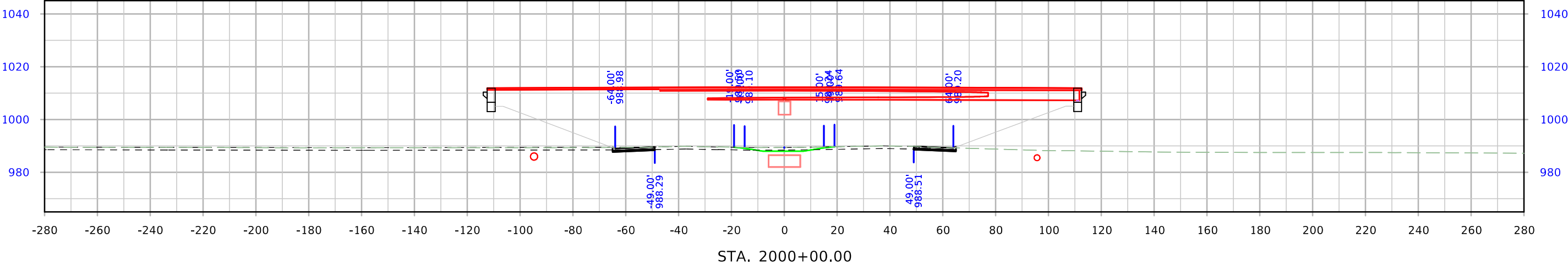
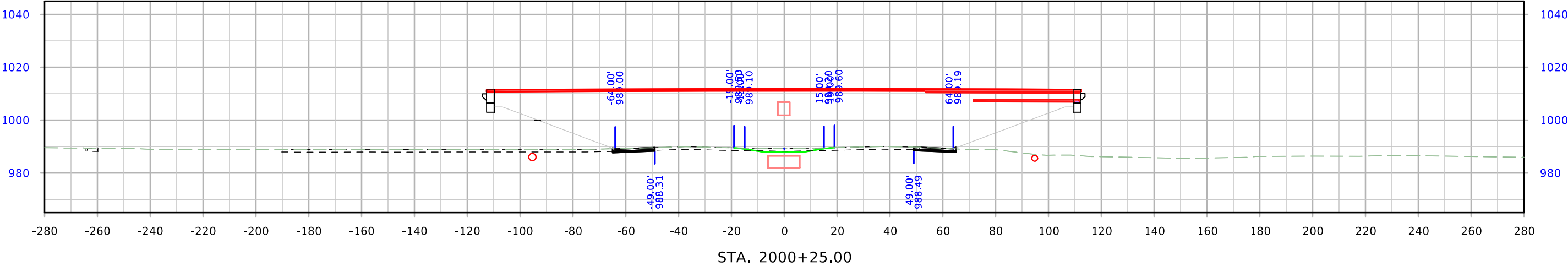
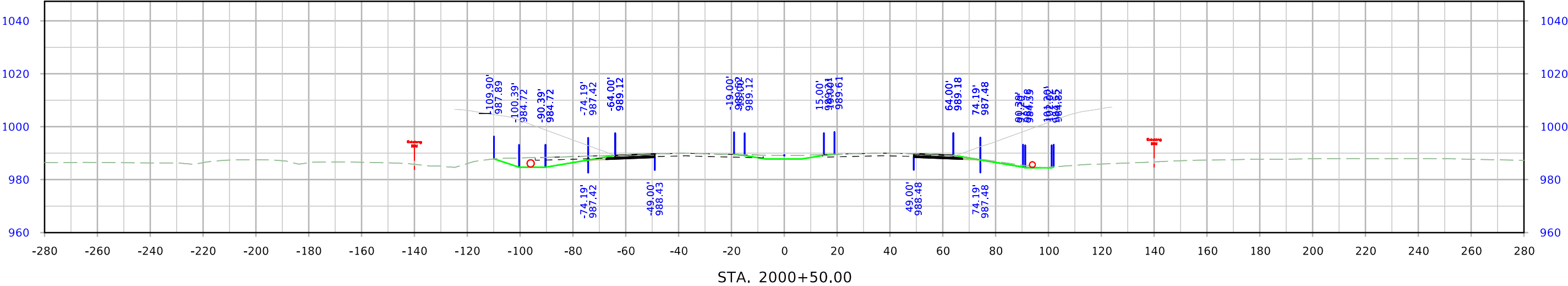
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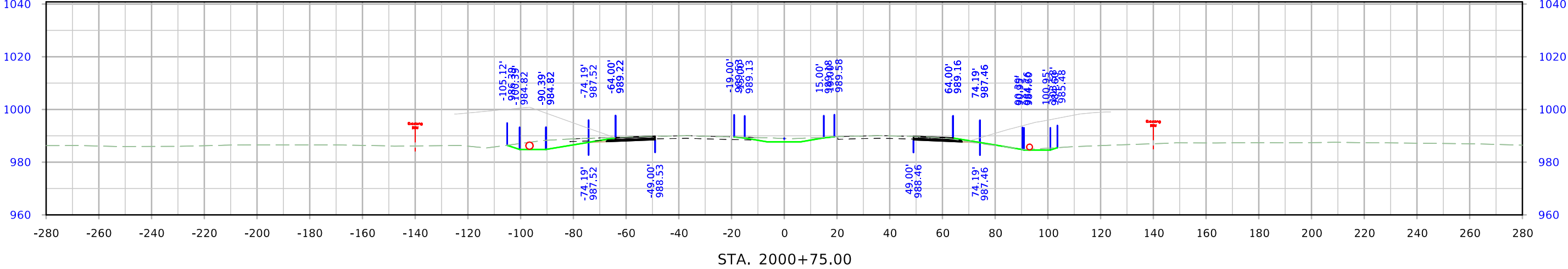
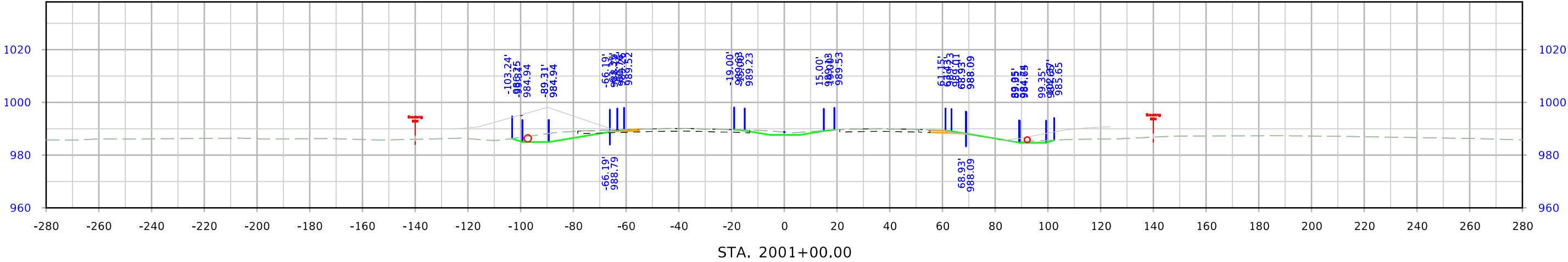
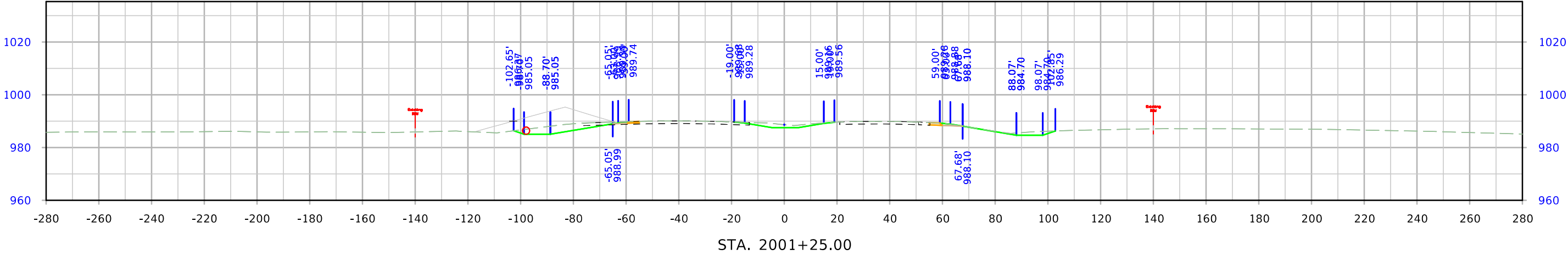
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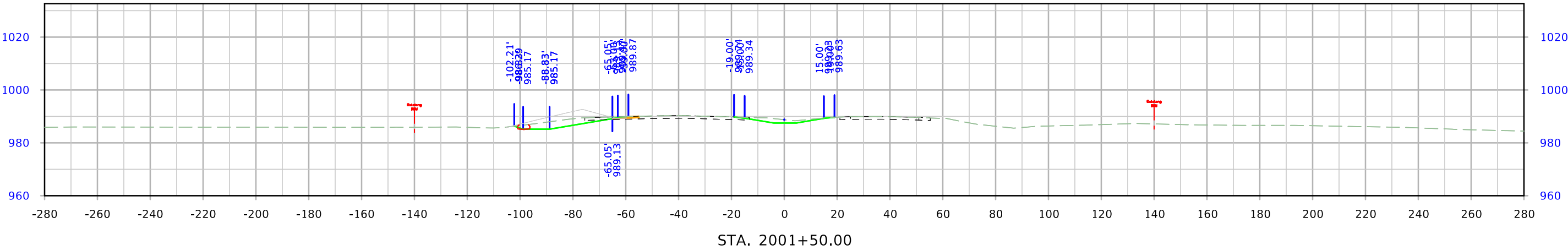
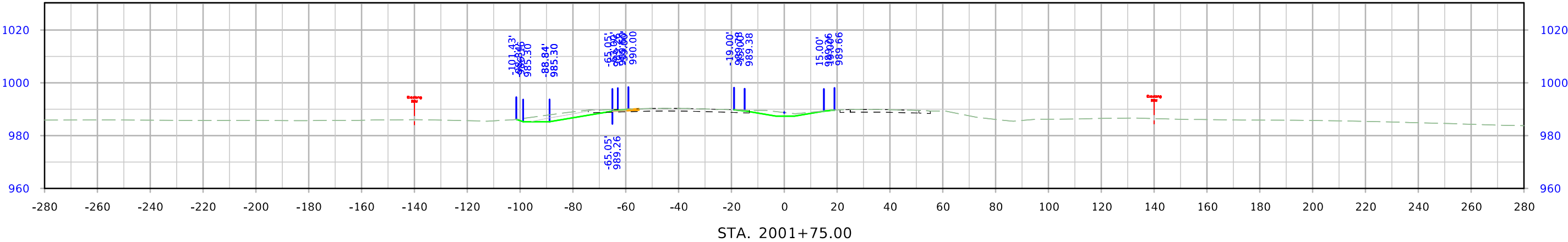
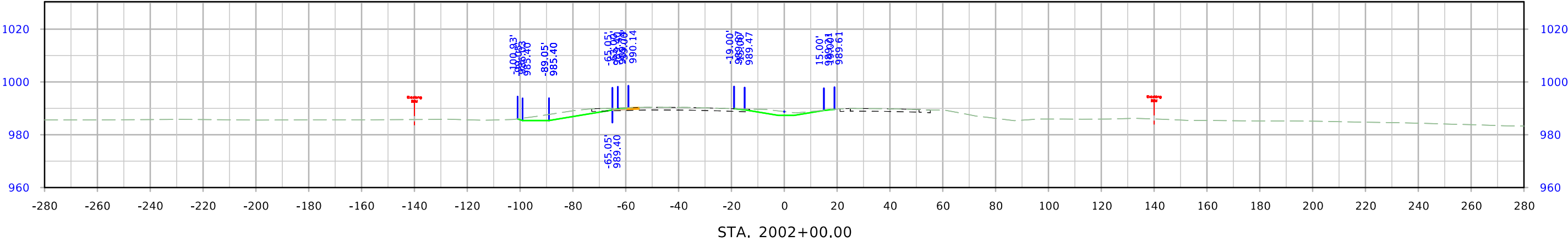
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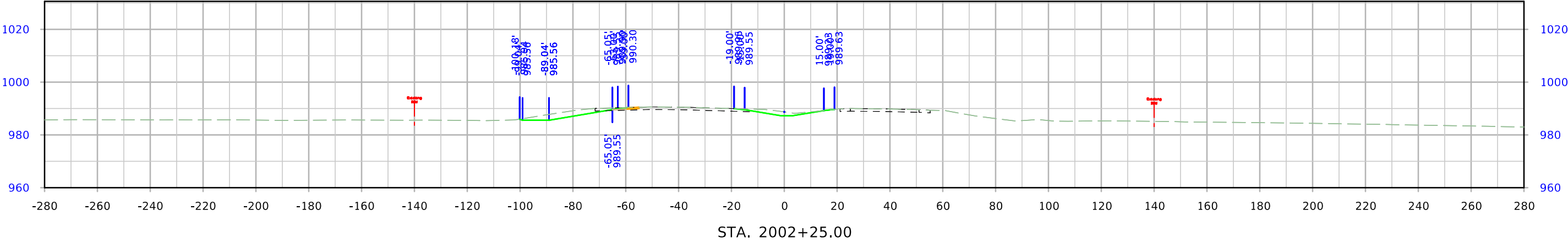
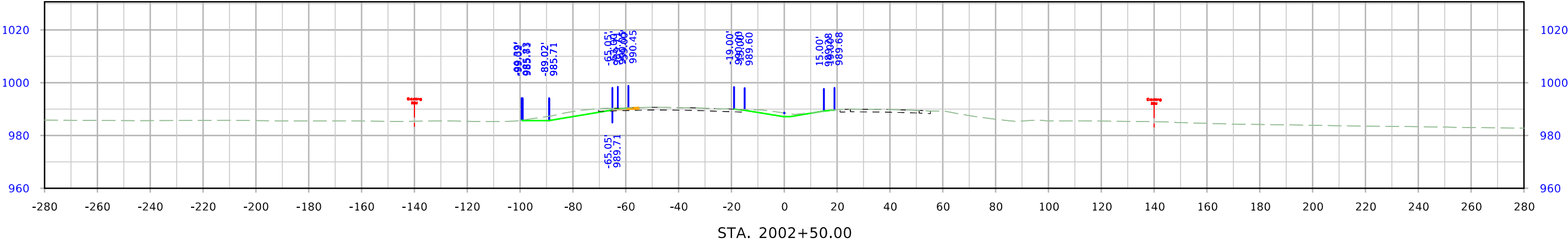
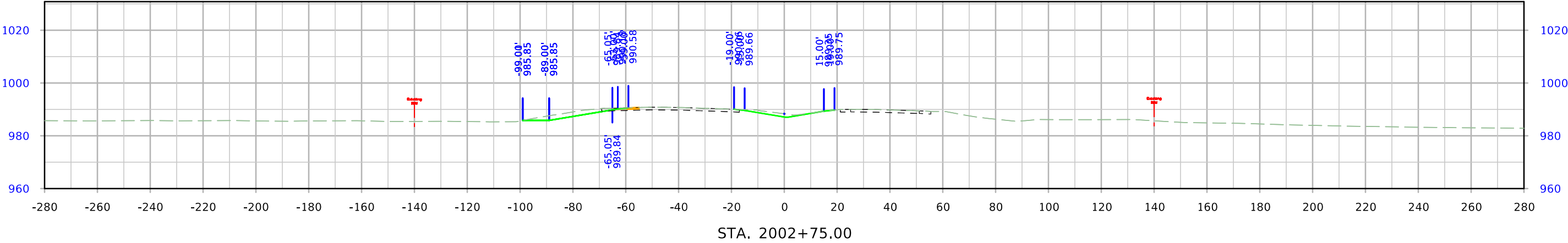
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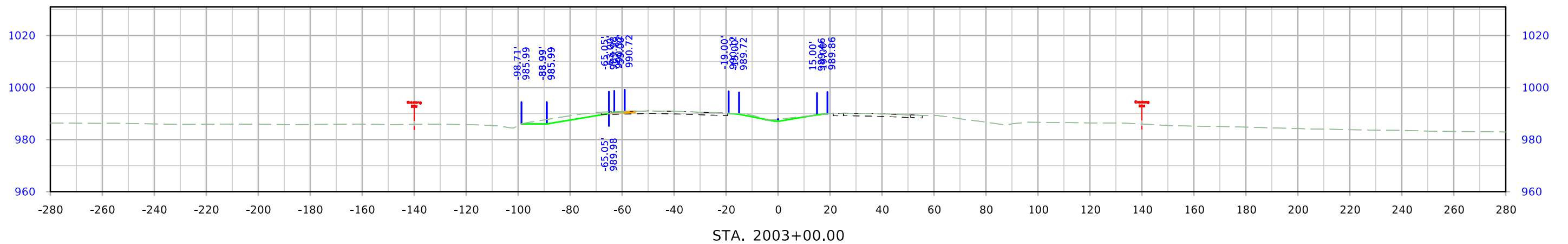
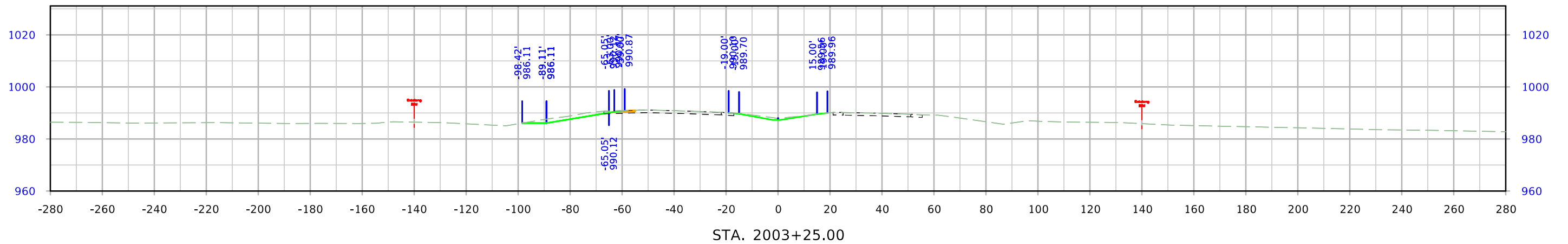
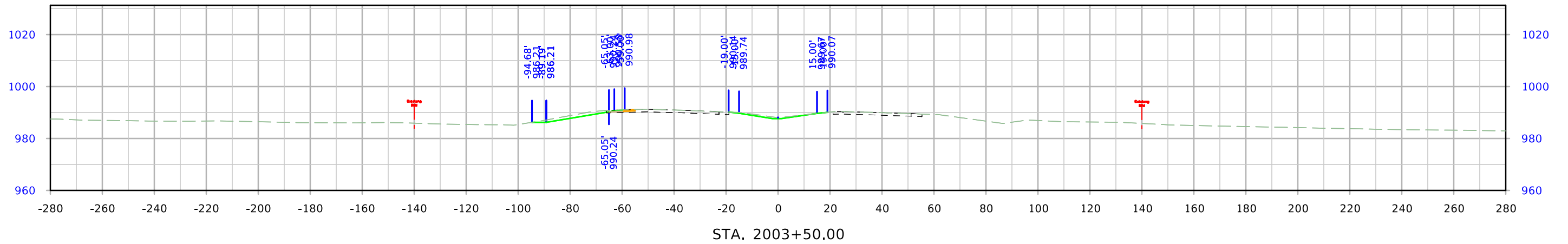
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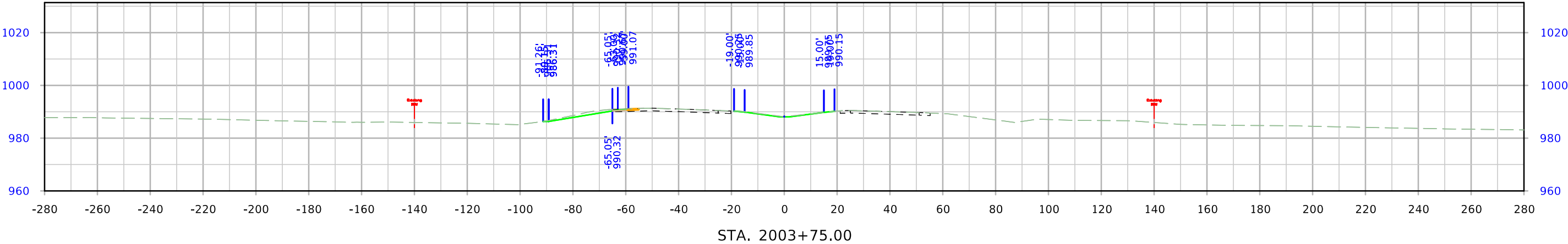
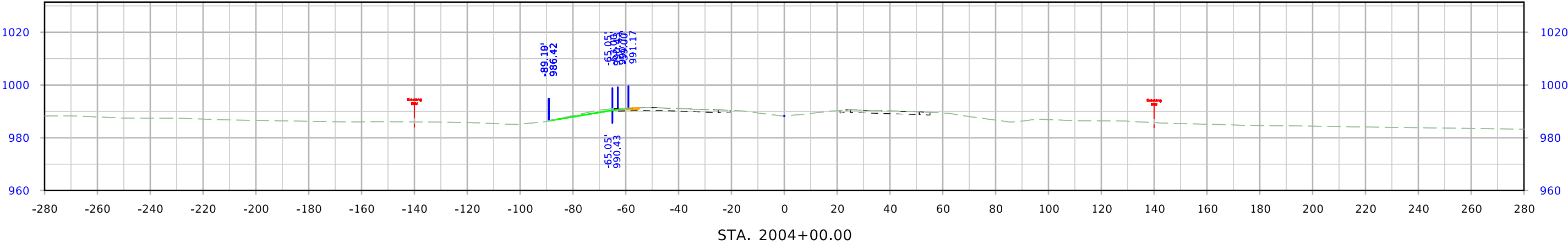
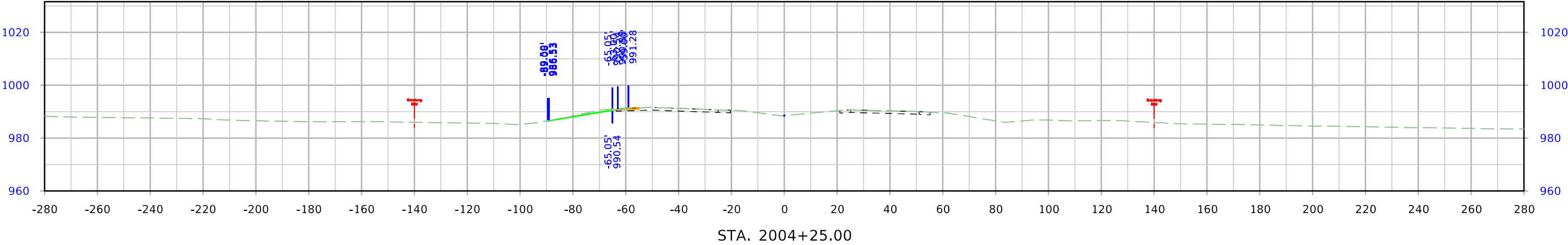
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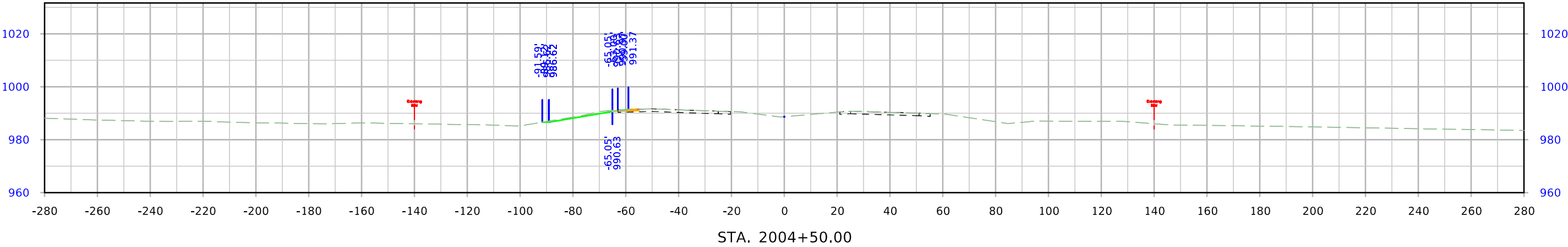
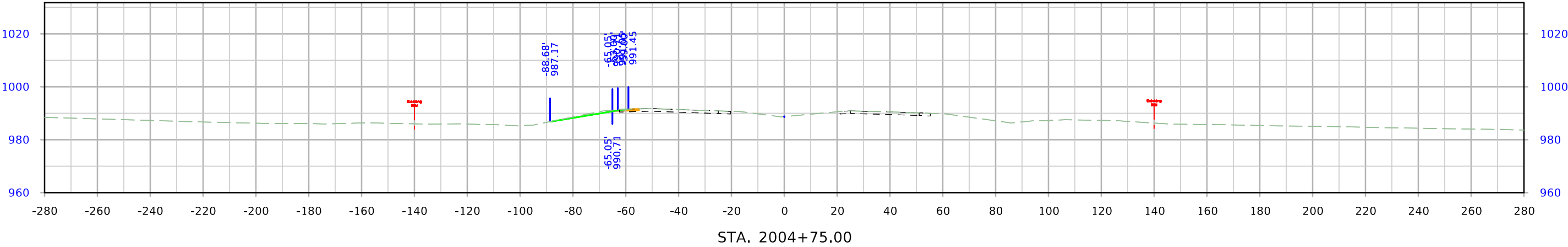
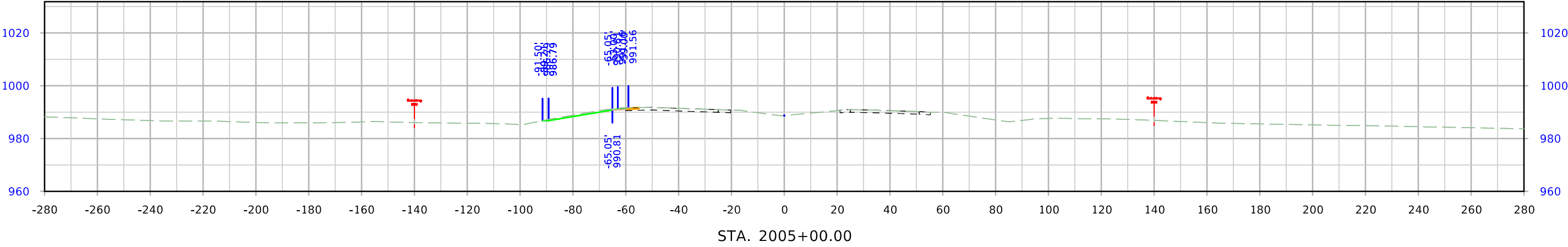
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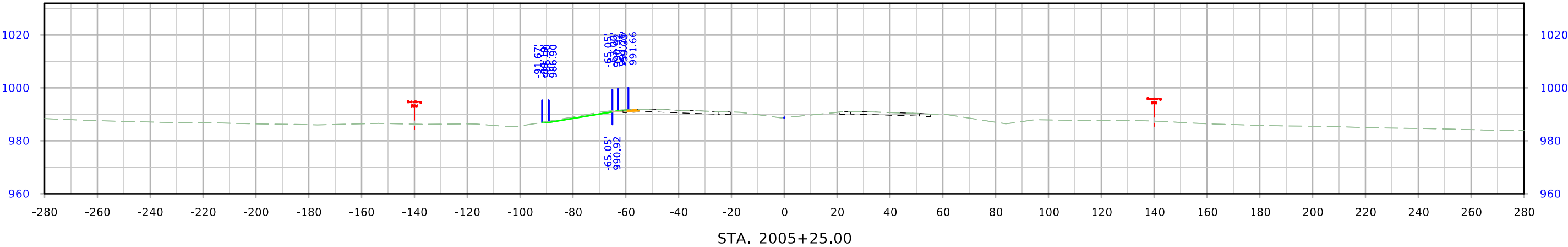
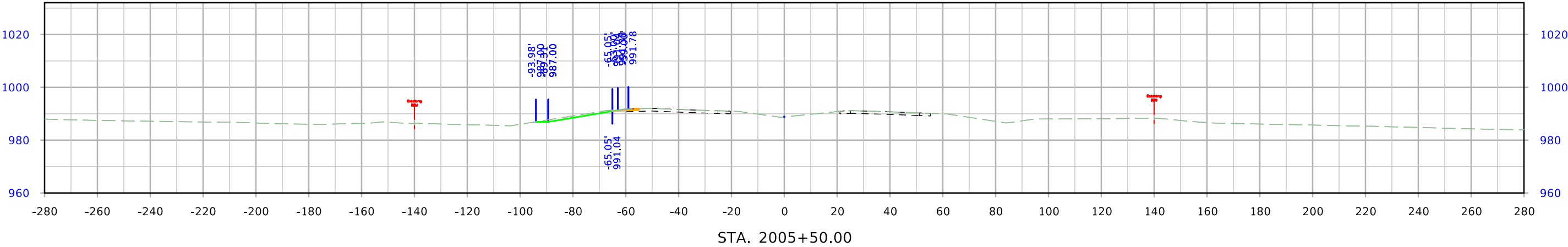
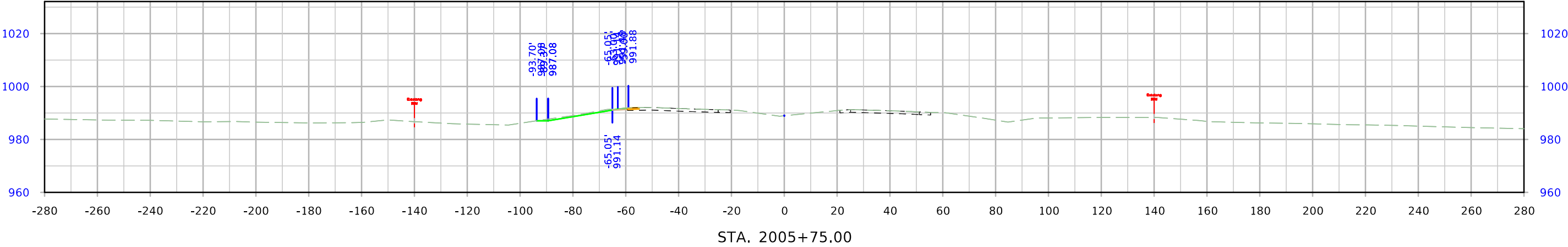
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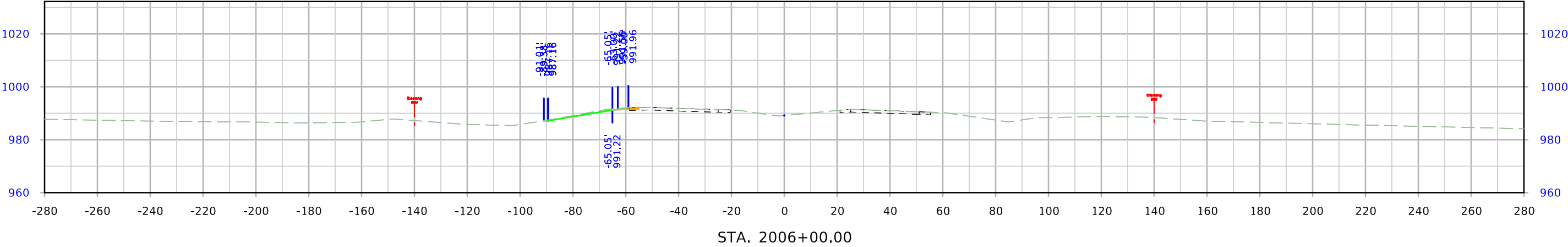
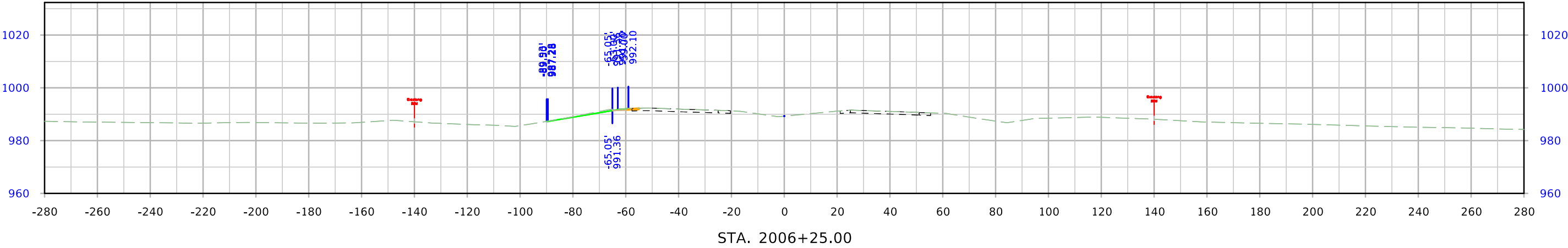
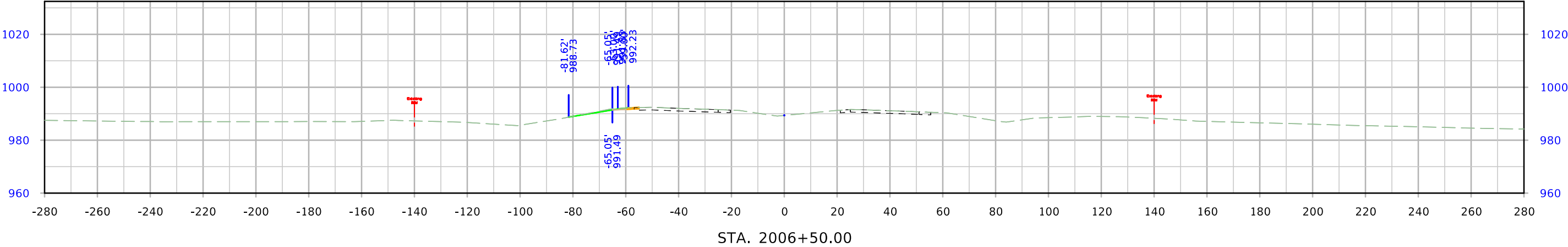
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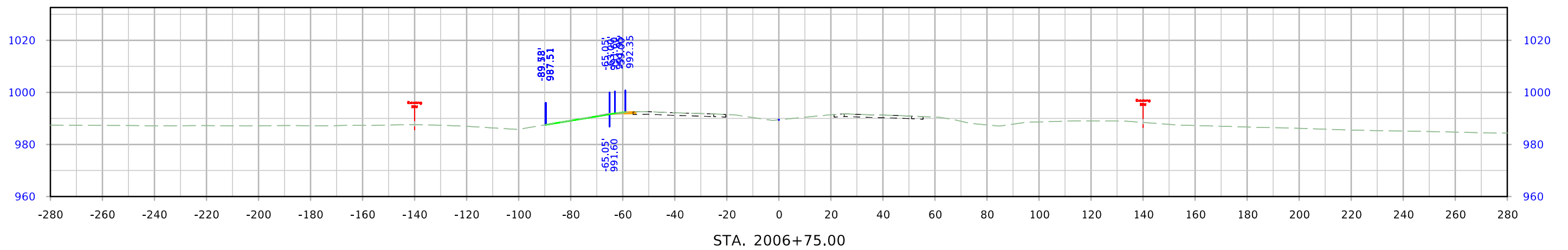
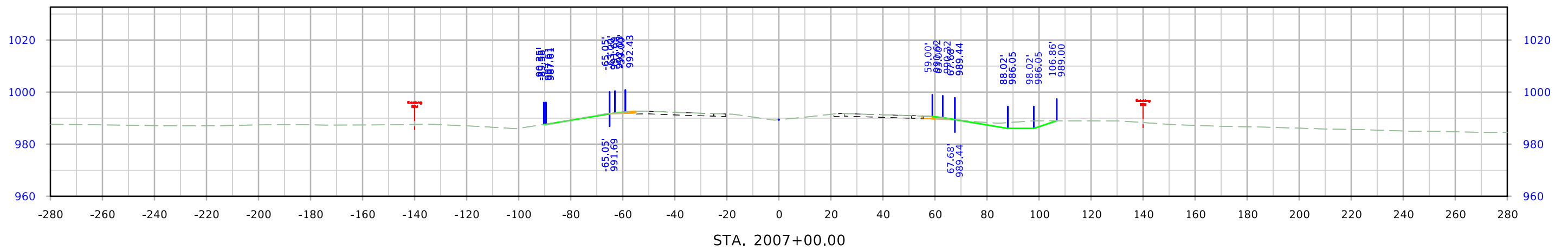
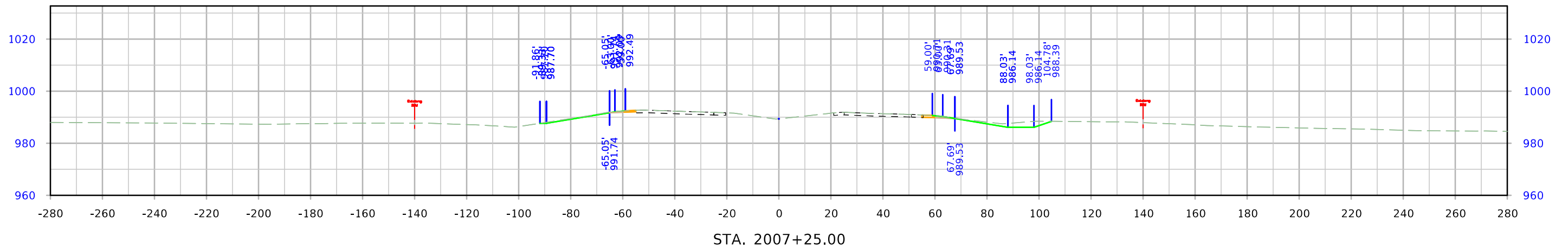
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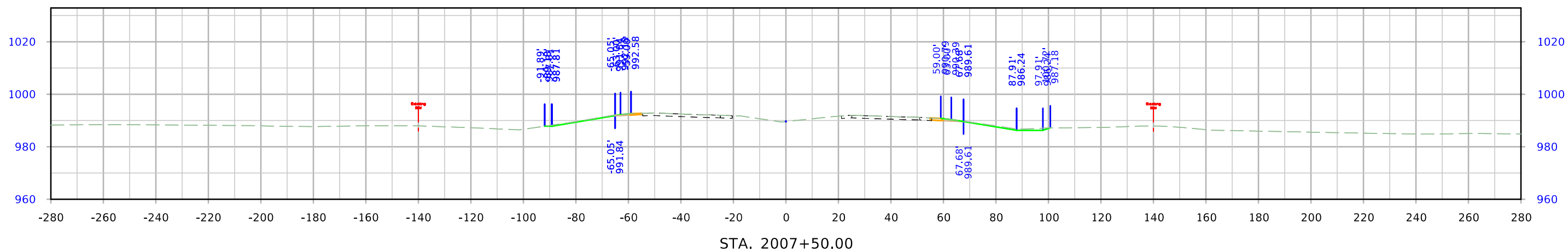
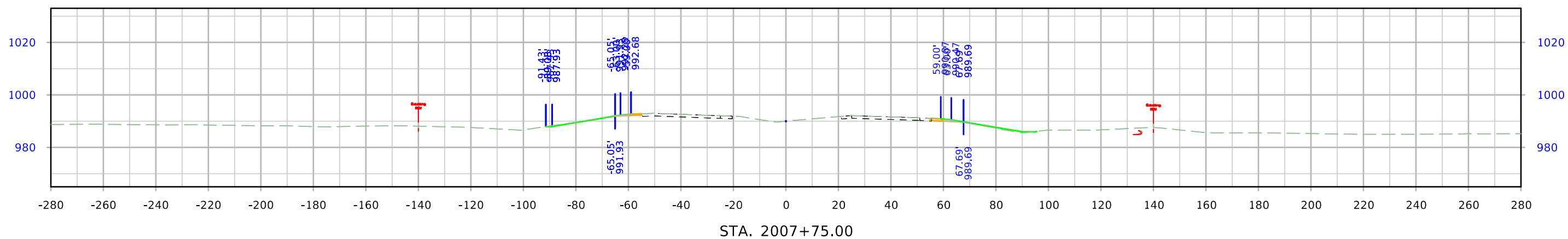
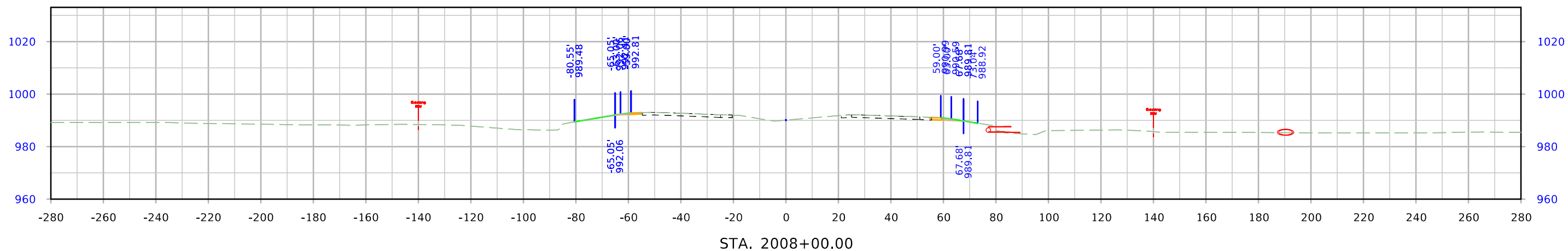
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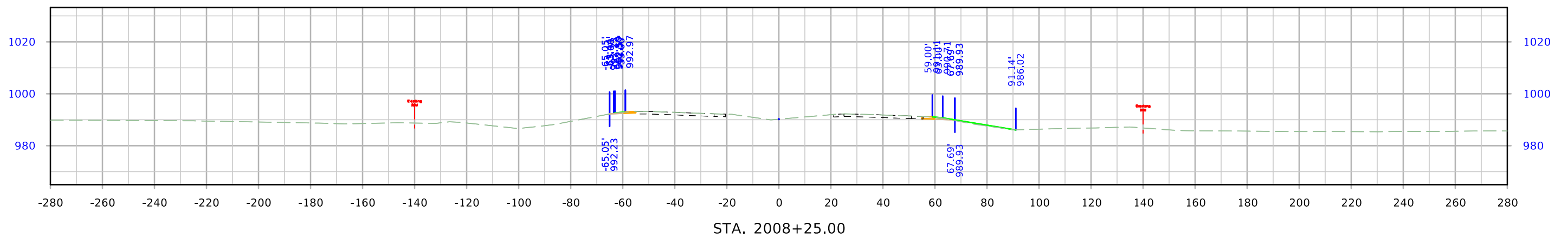
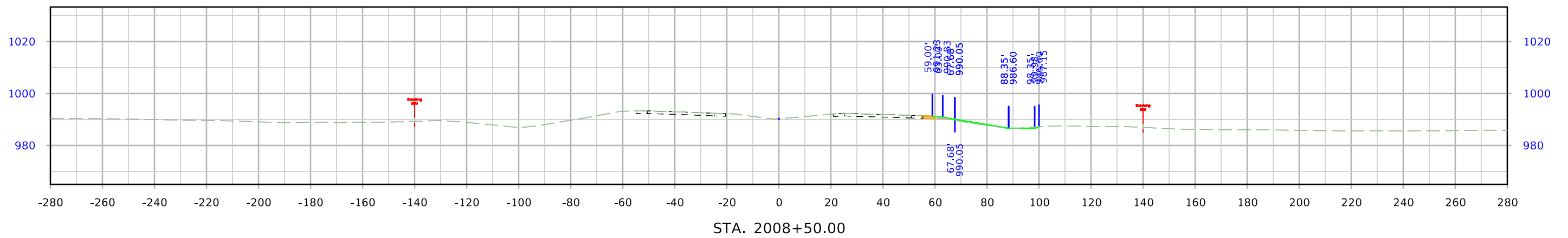
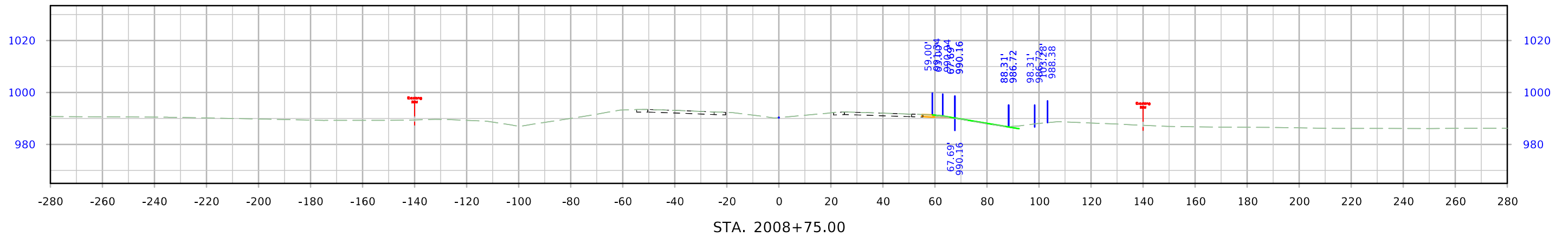
US 30



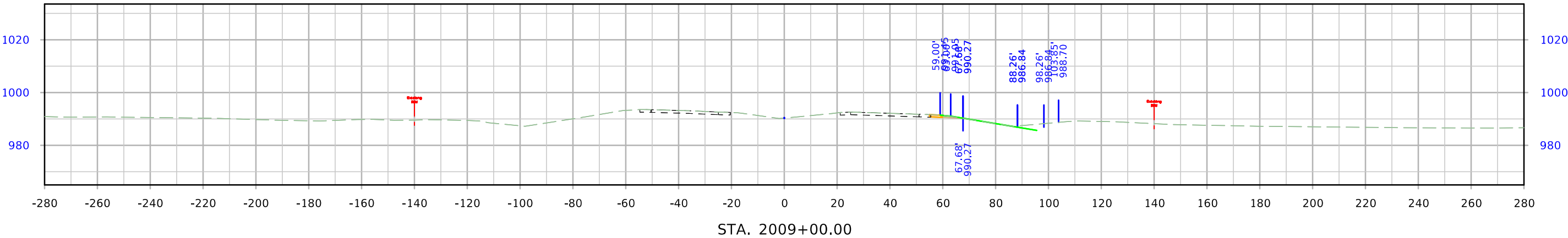
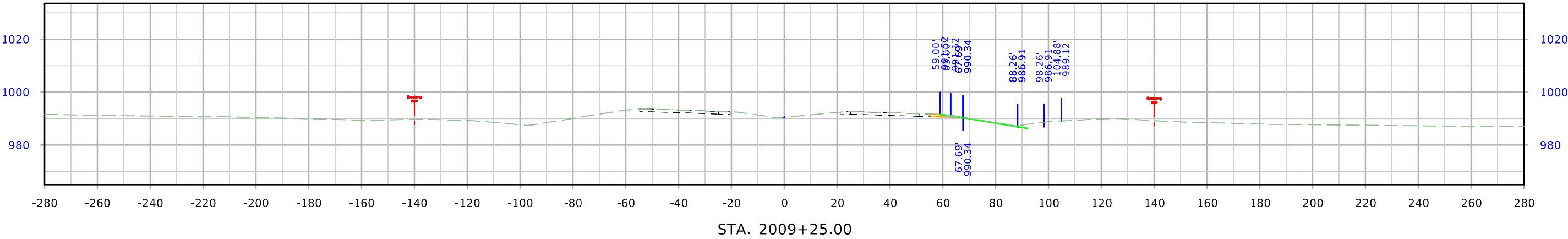
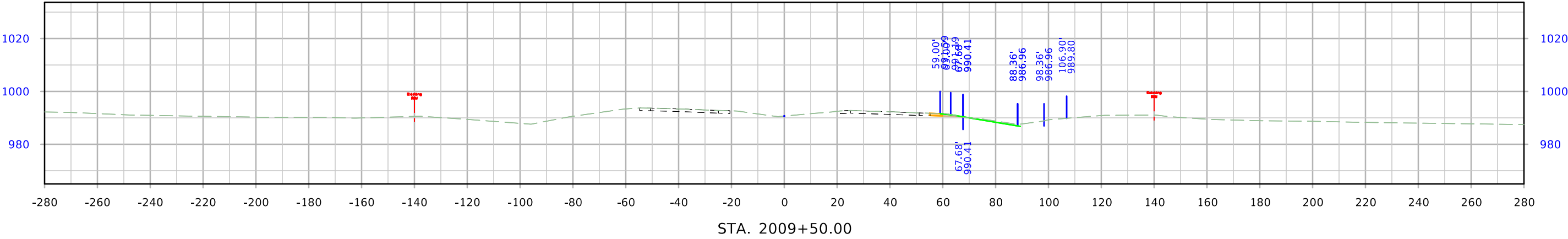
US 30



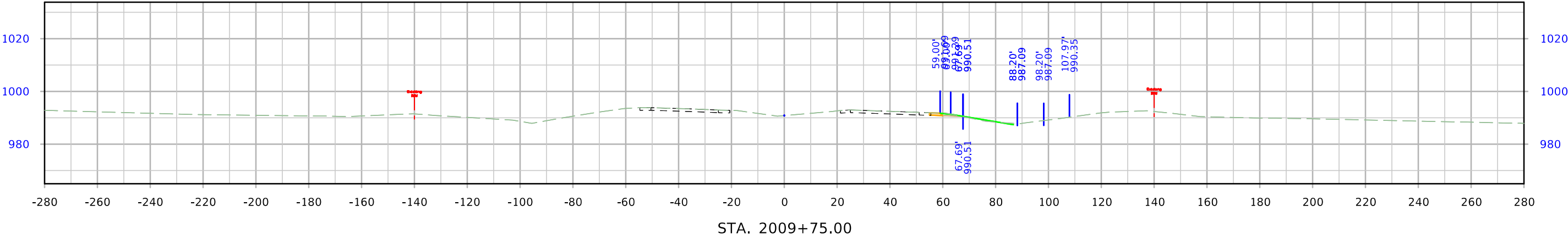
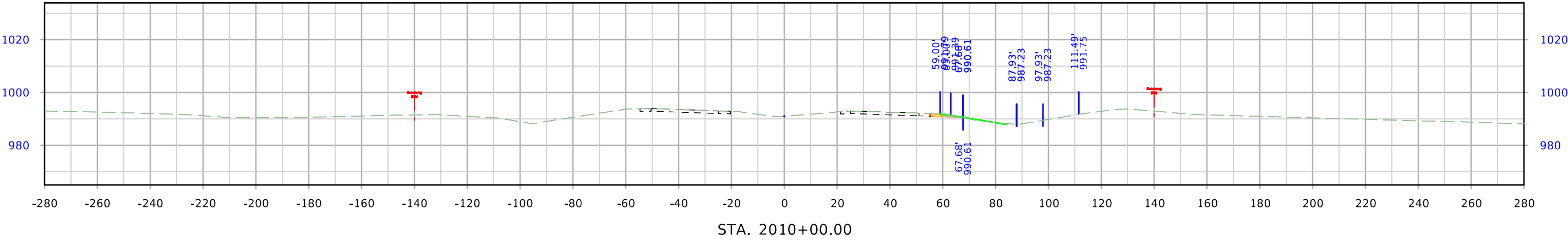
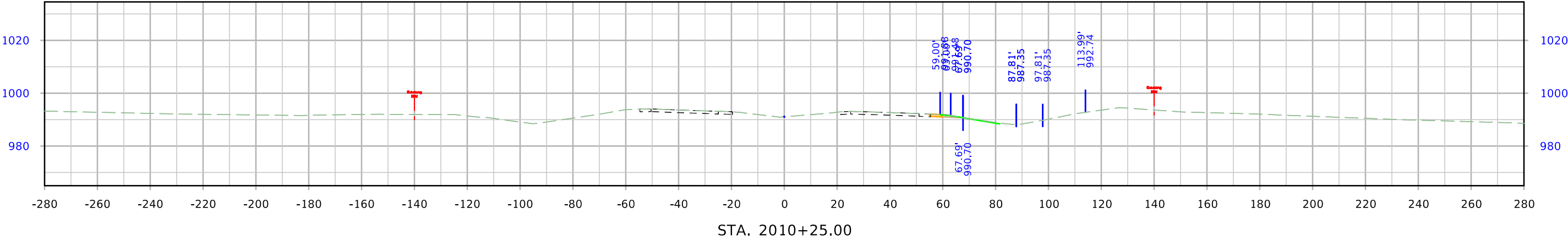
US 30



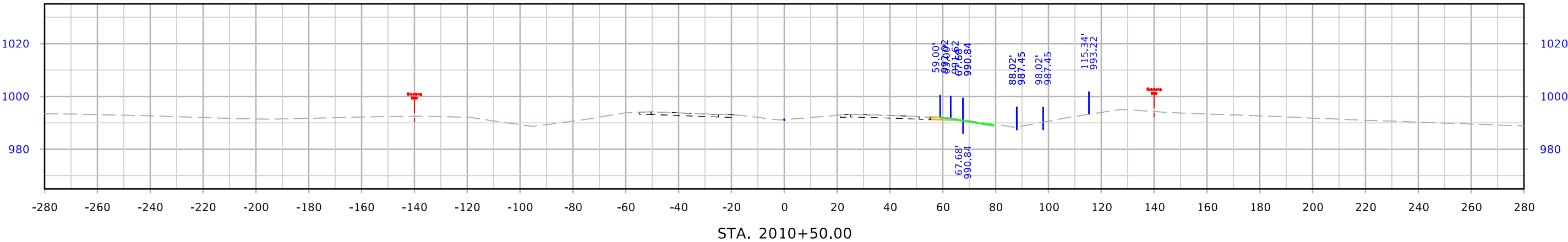
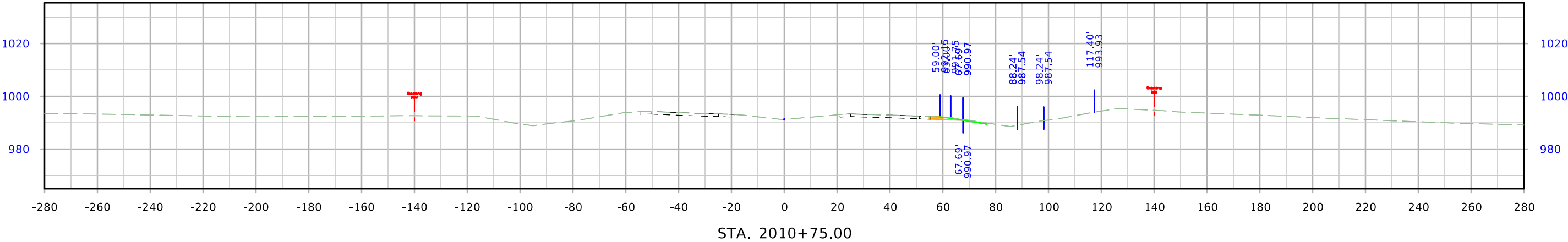
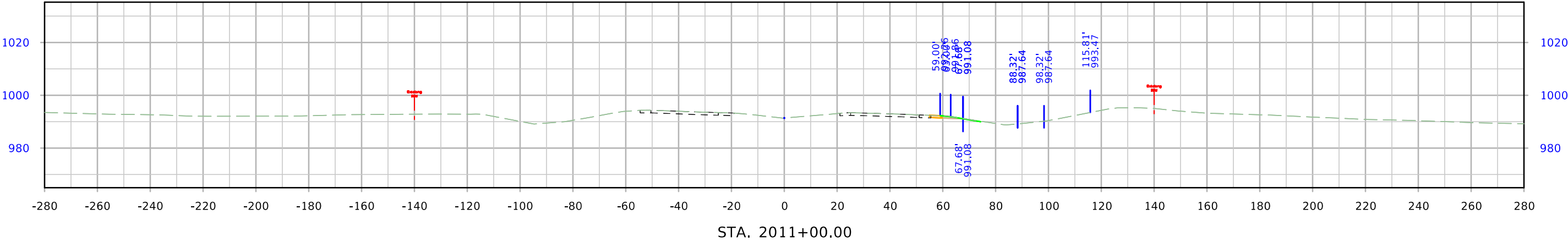
US 30



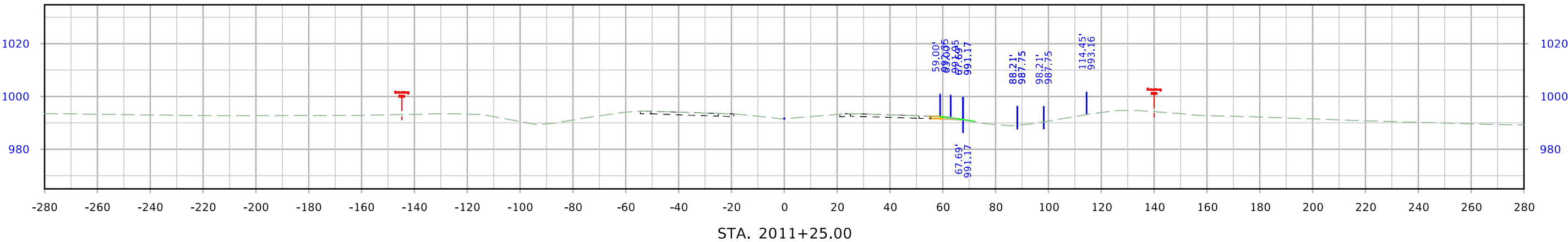
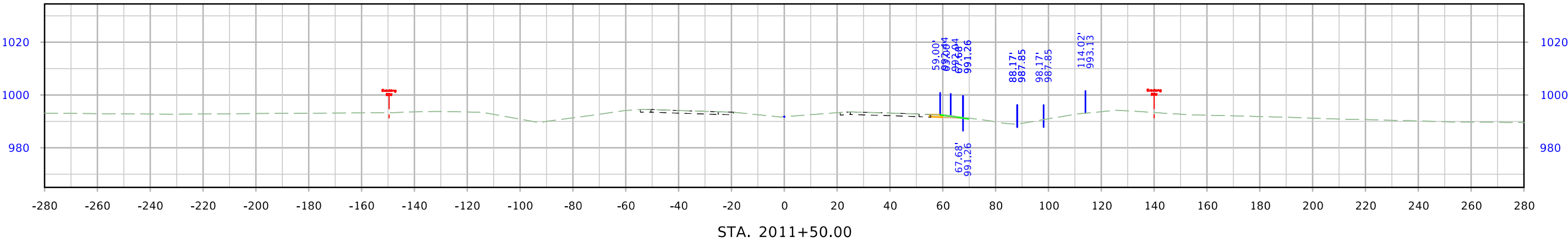
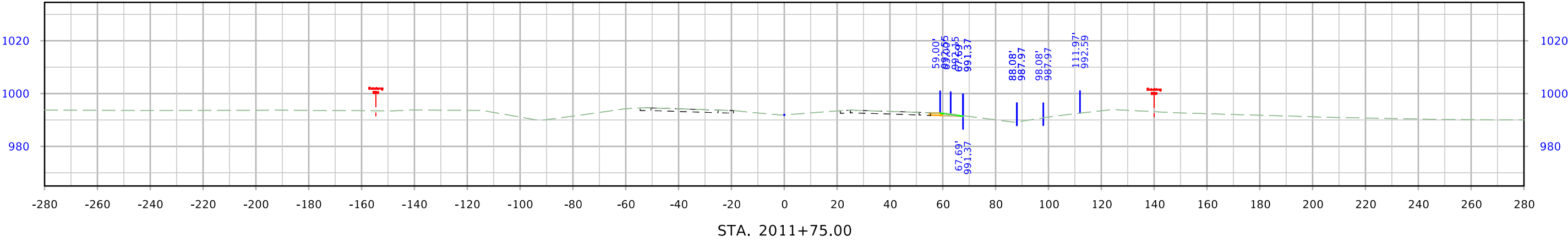
US 30

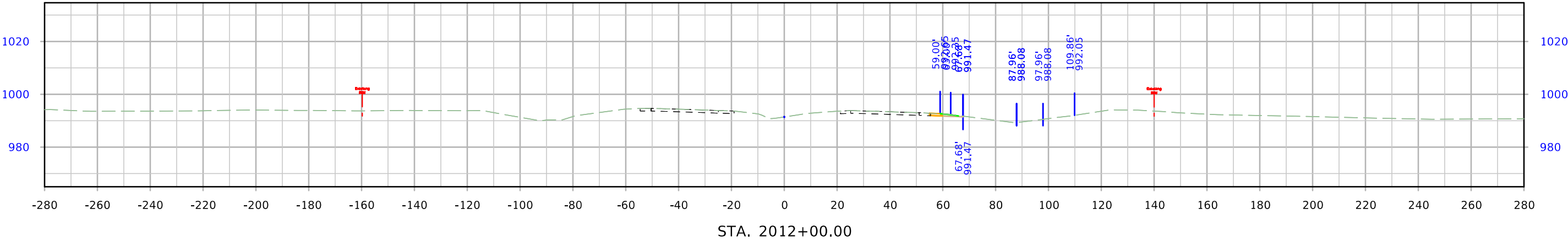
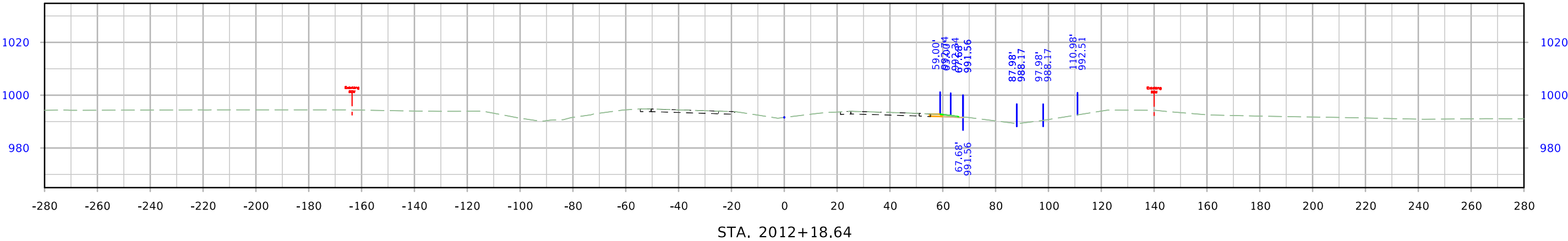


US 30

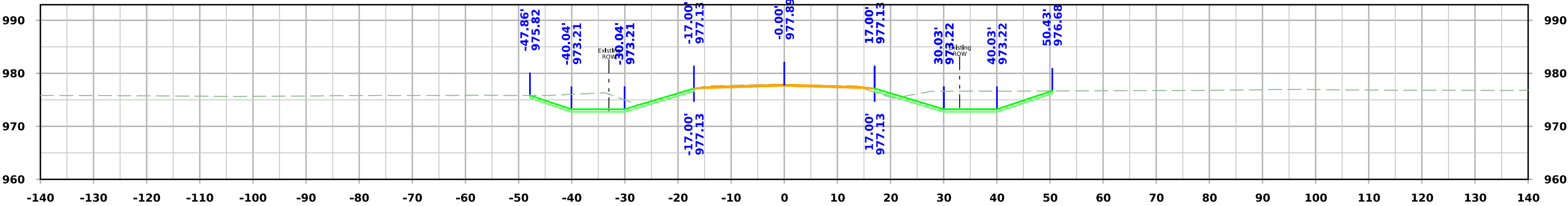


US 30

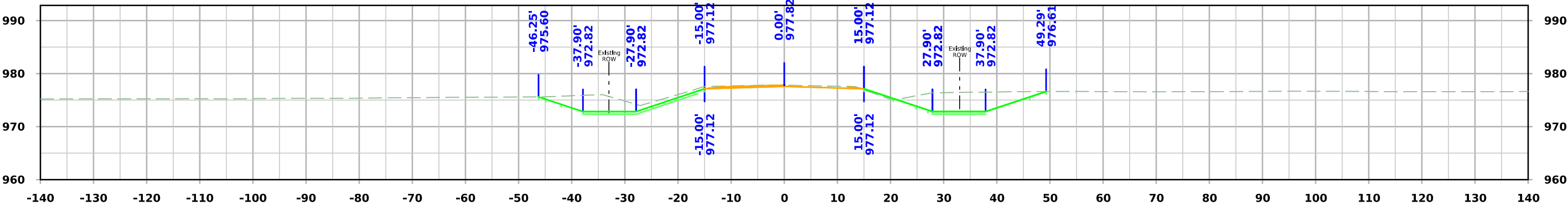




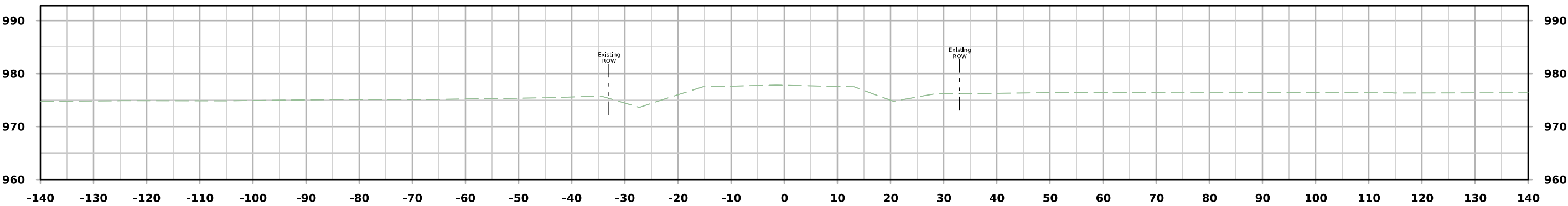
610th Ave



STA. 2983+00.00

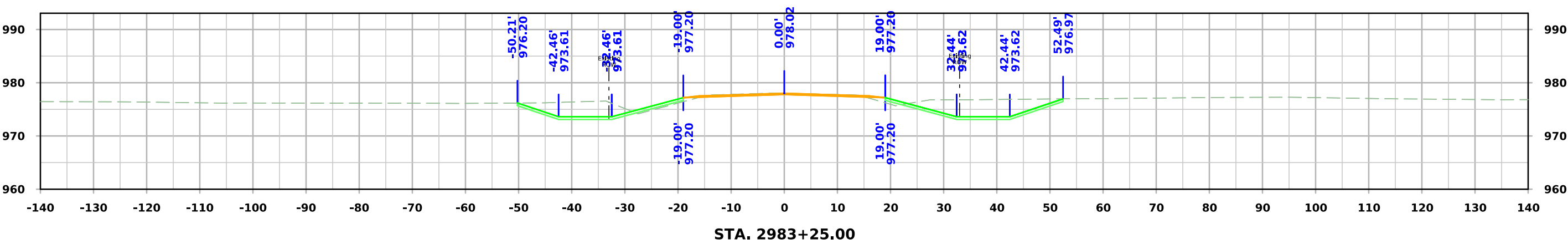
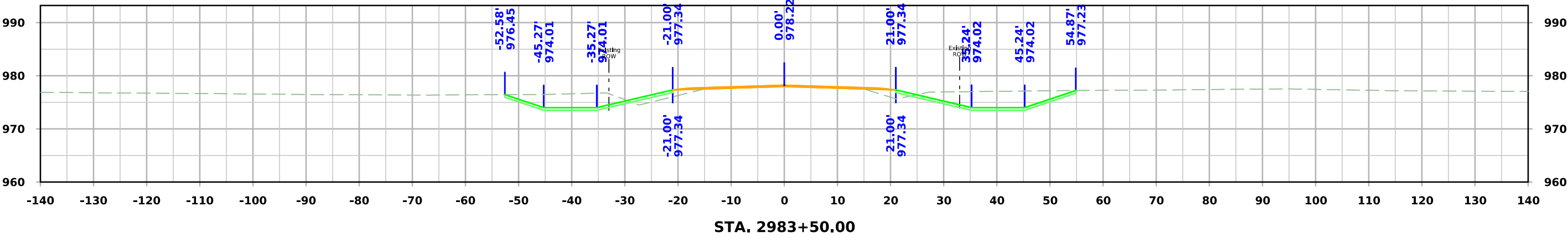
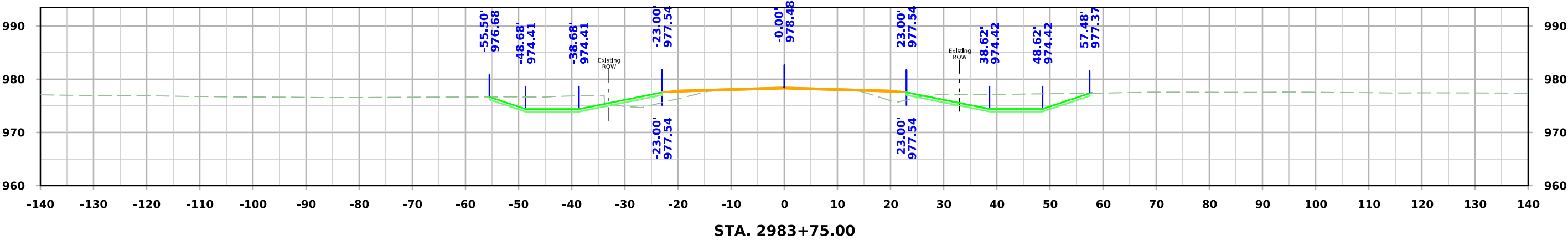


STA. 2982+75.00

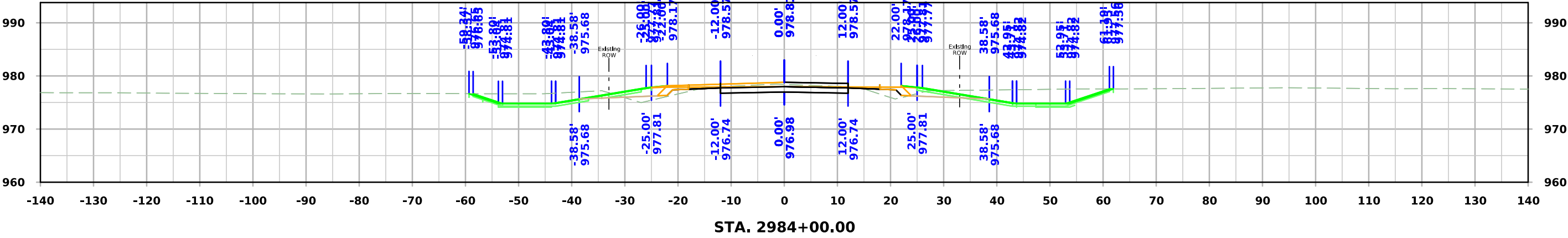
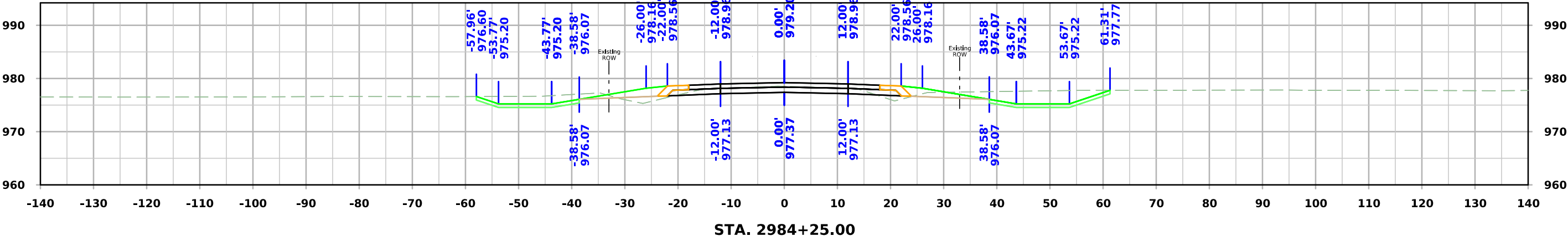
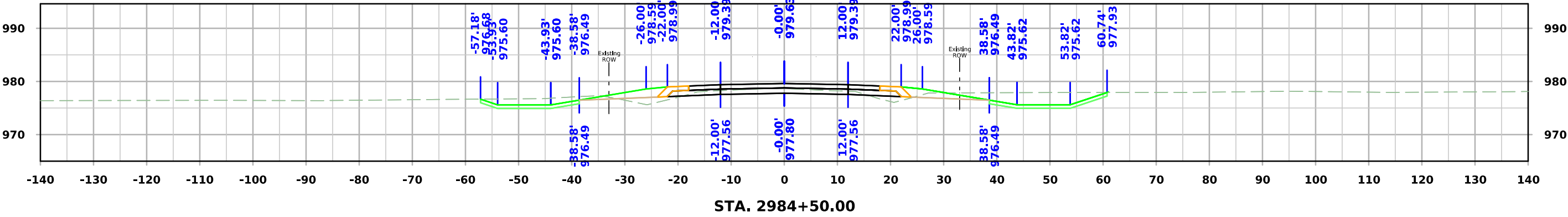


STA. 2982+50.00

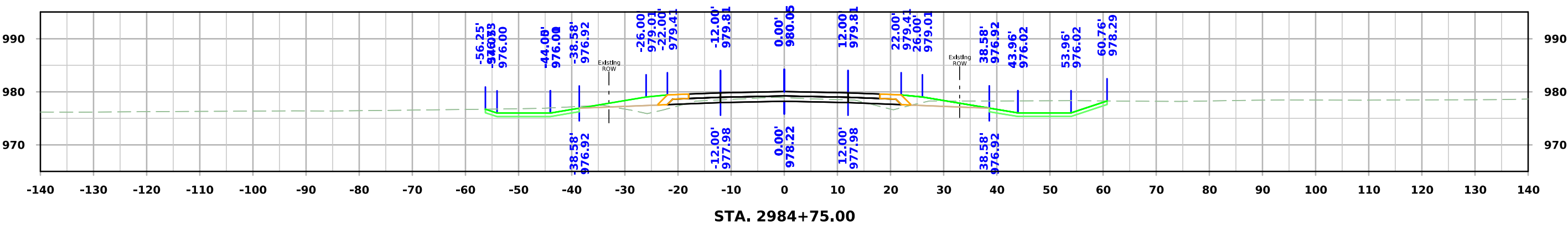
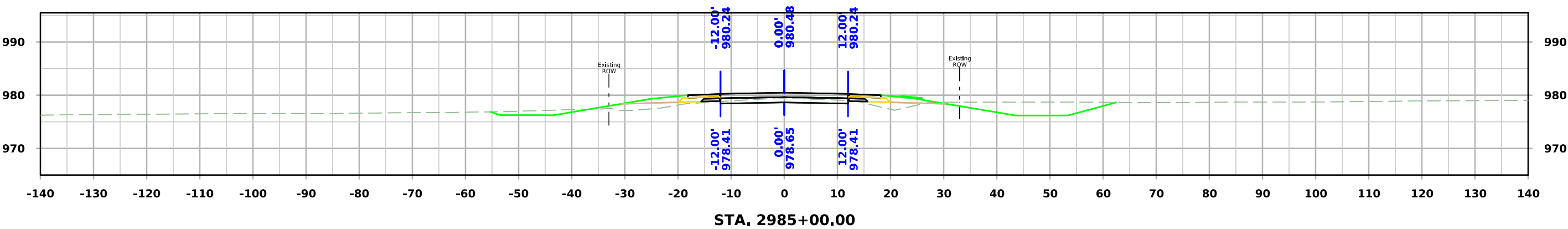
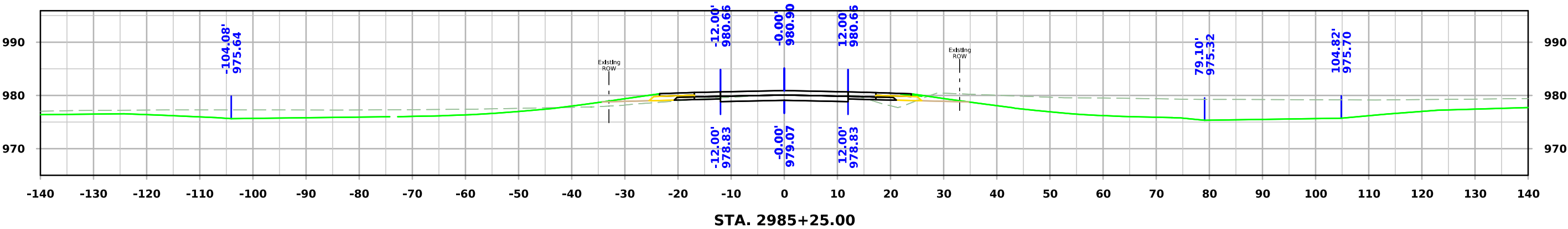
610th Ave



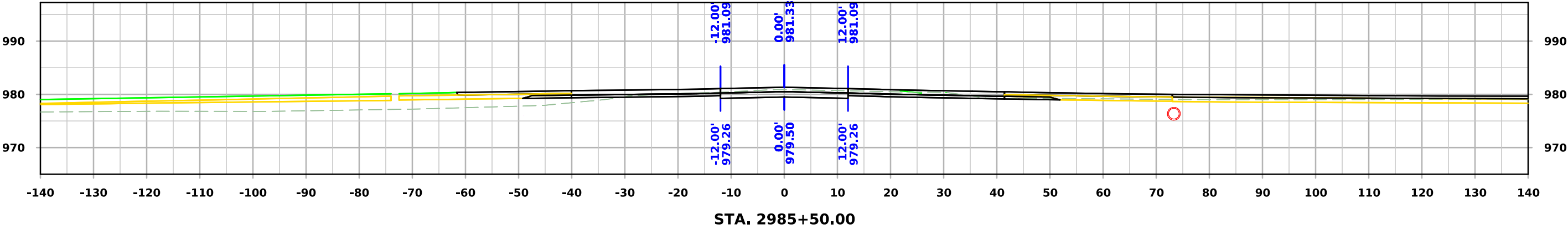
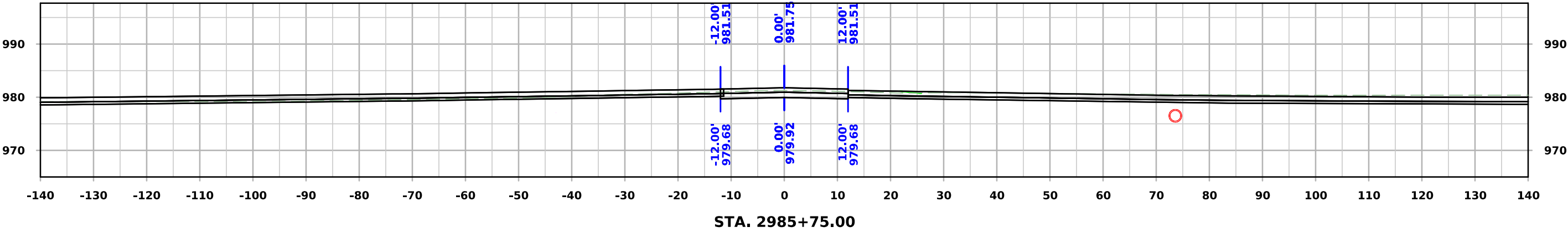
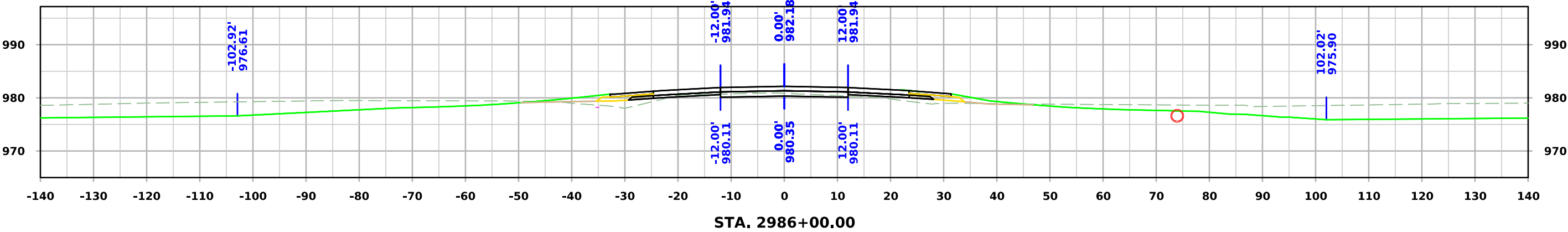
610th Ave



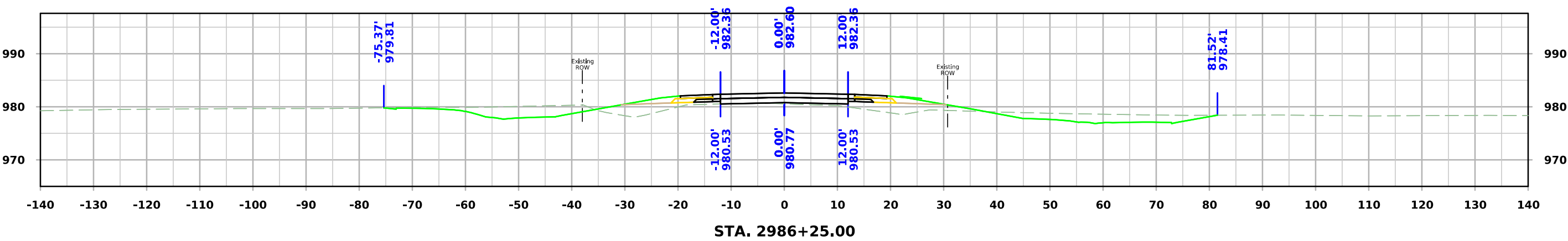
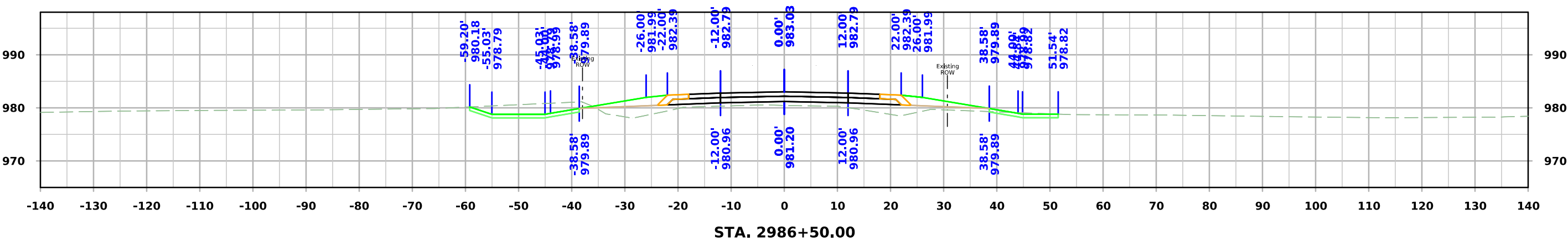
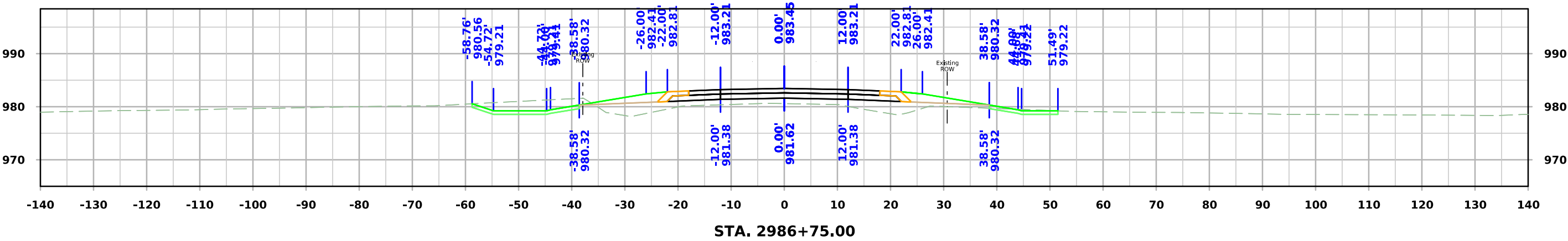
610th Ave



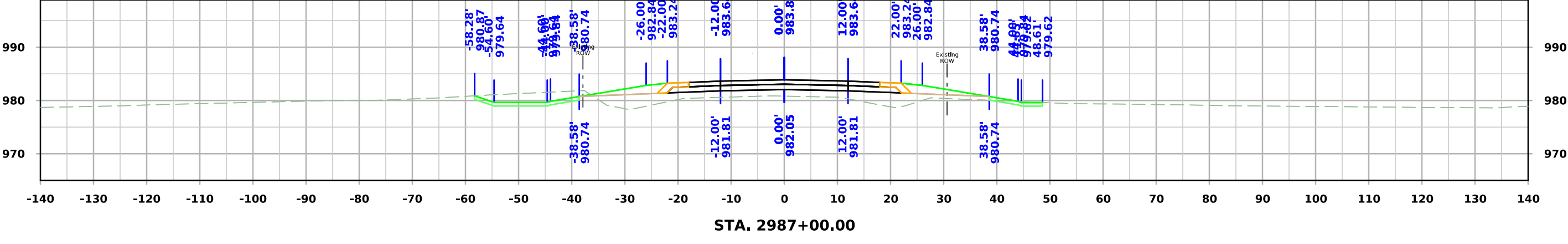
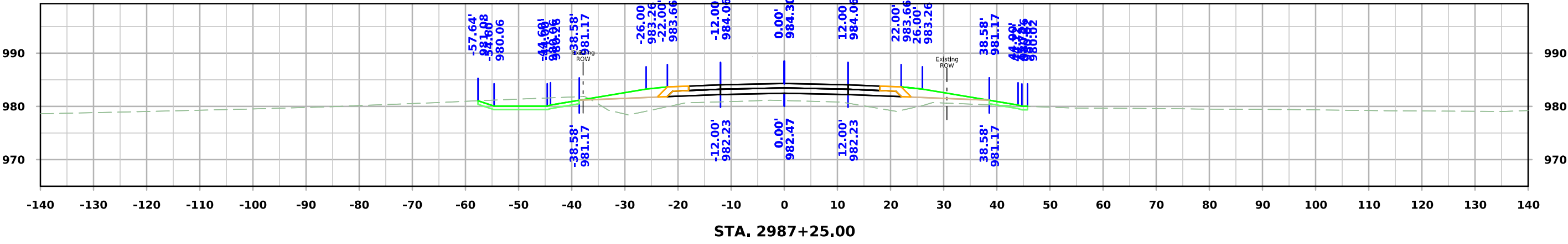
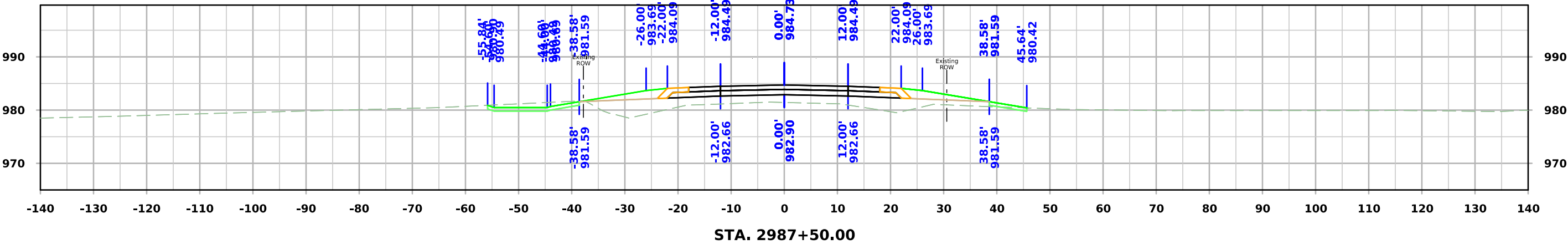
610th Ave



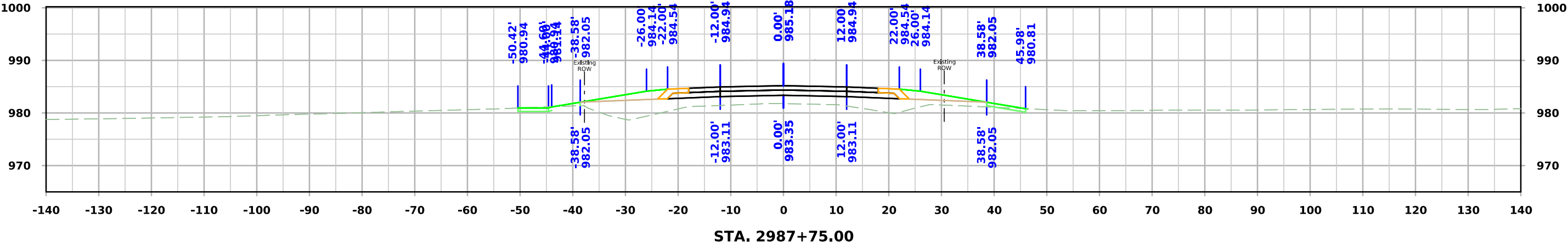
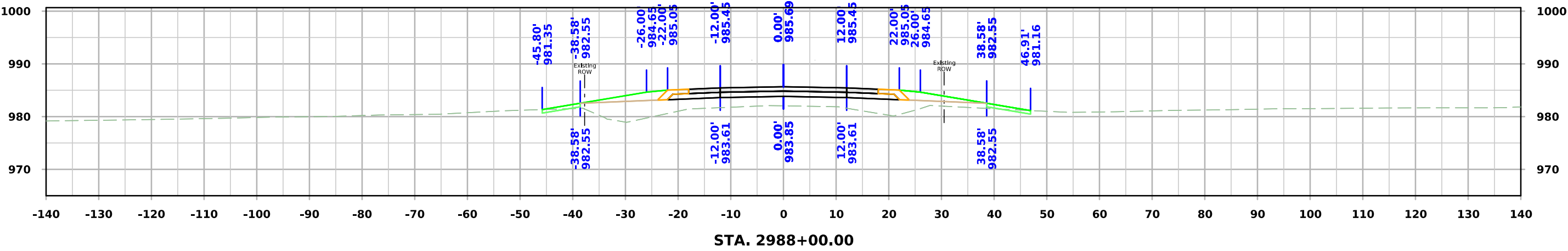
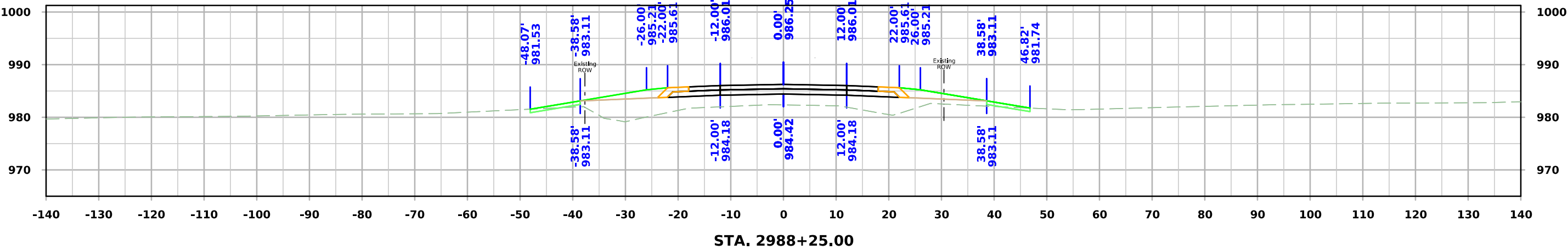
610th Ave



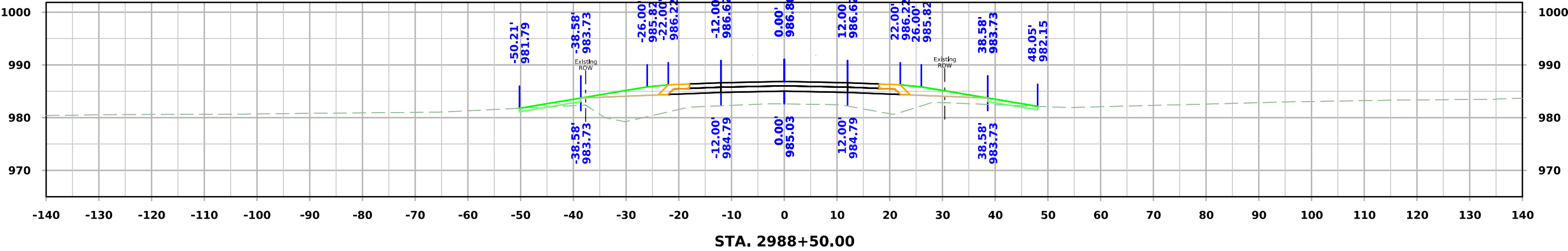
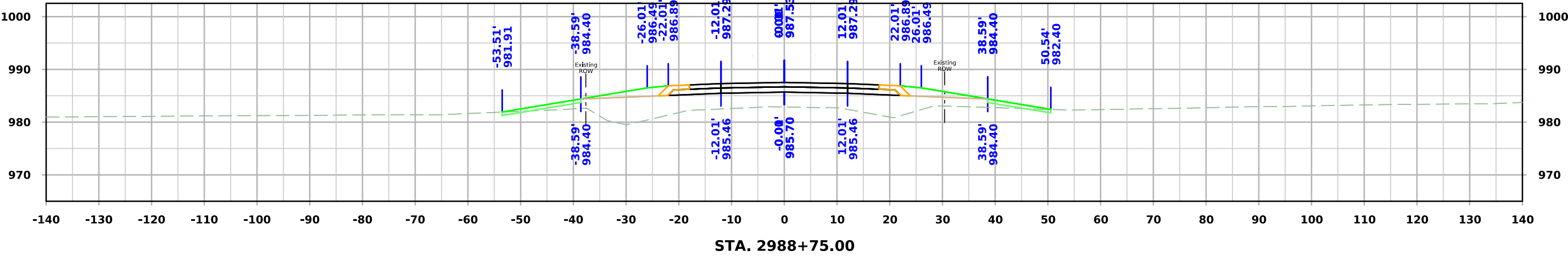
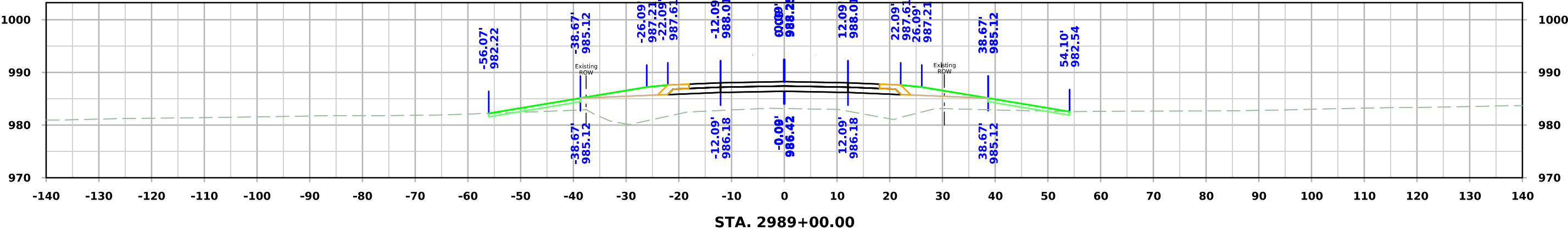
610th Ave



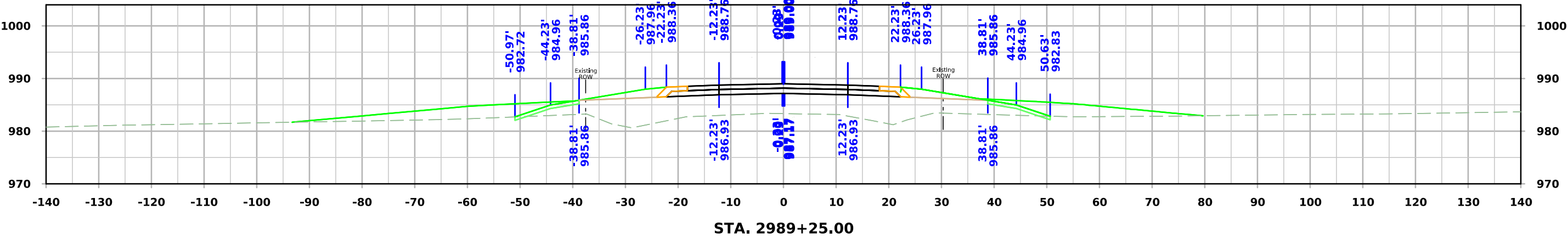
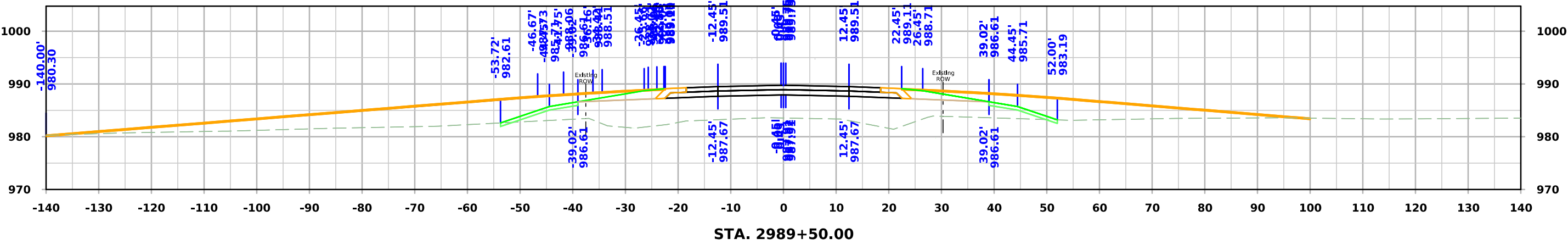
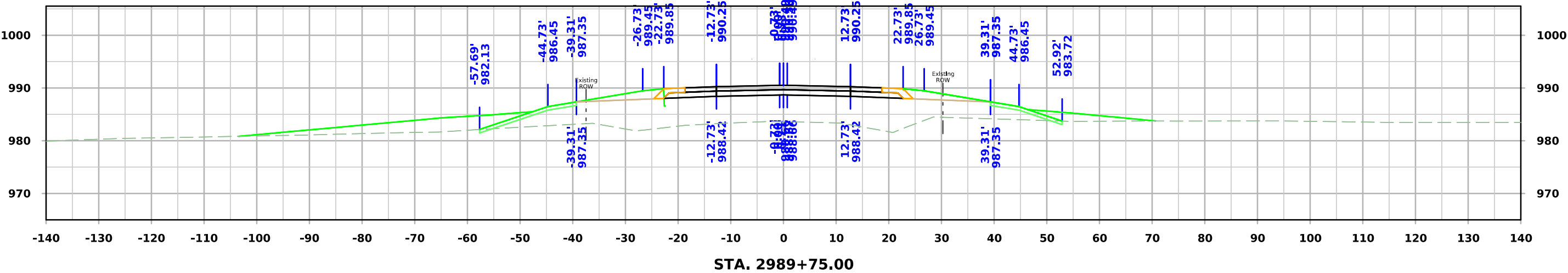
610th Ave



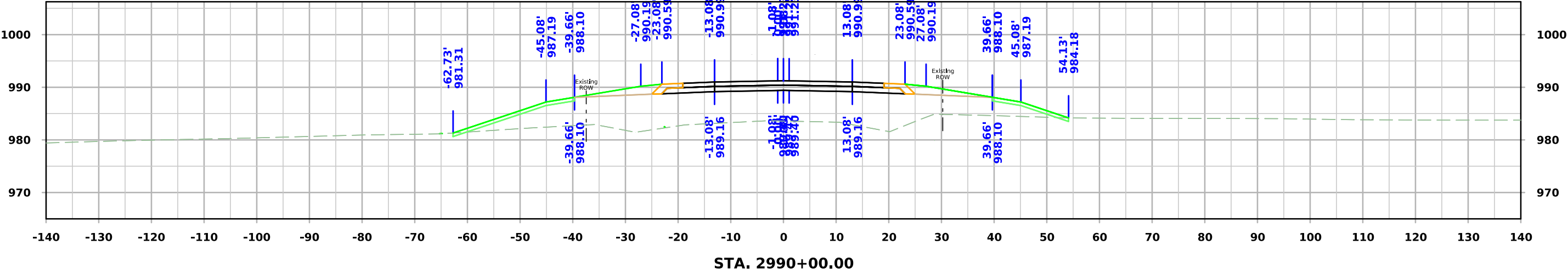
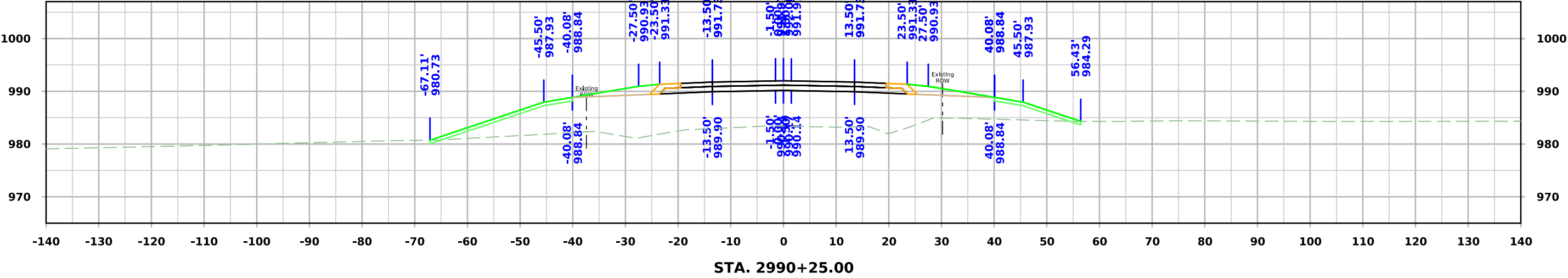
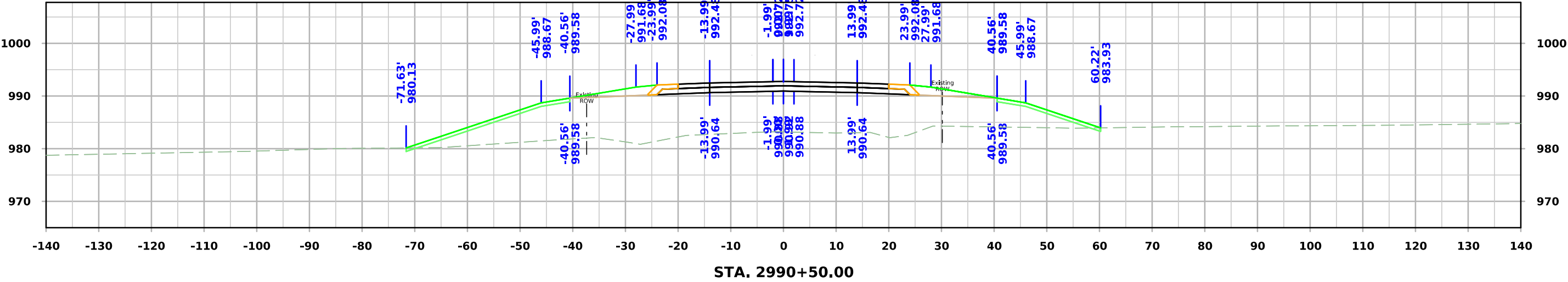
610th Ave

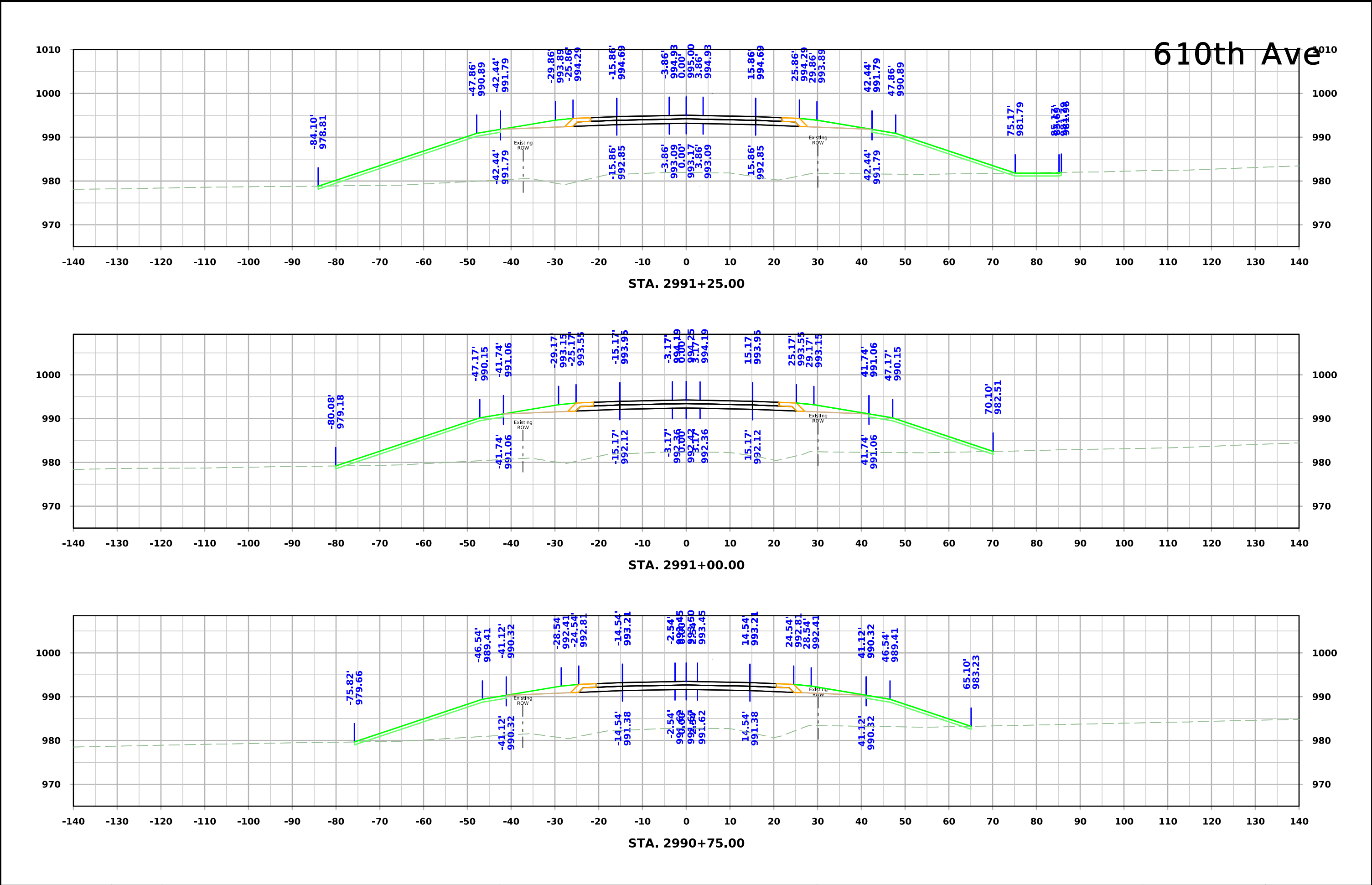


610th Ave

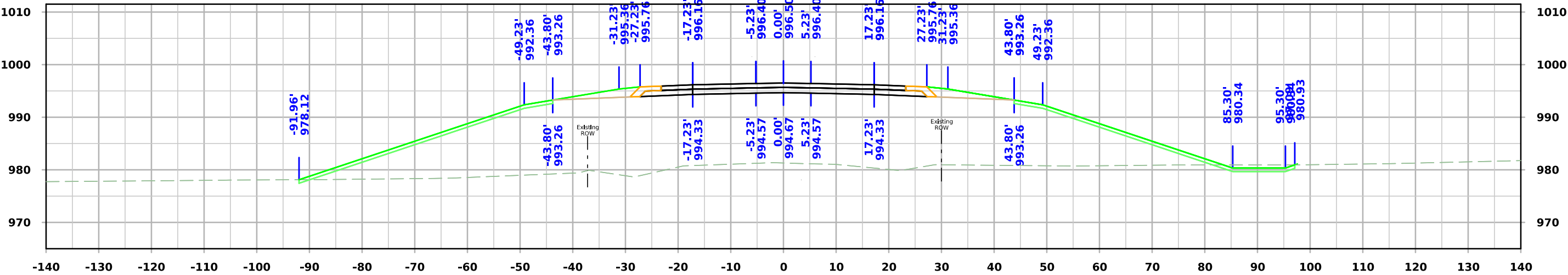


610th Ave

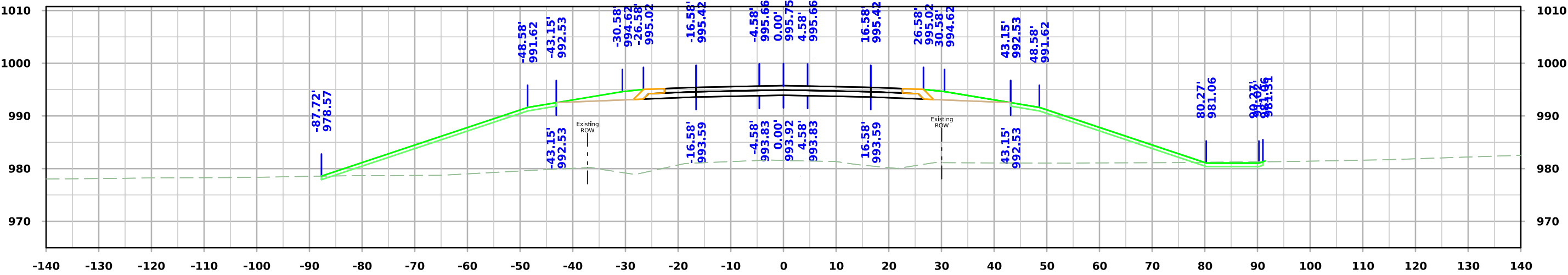




610th Ave

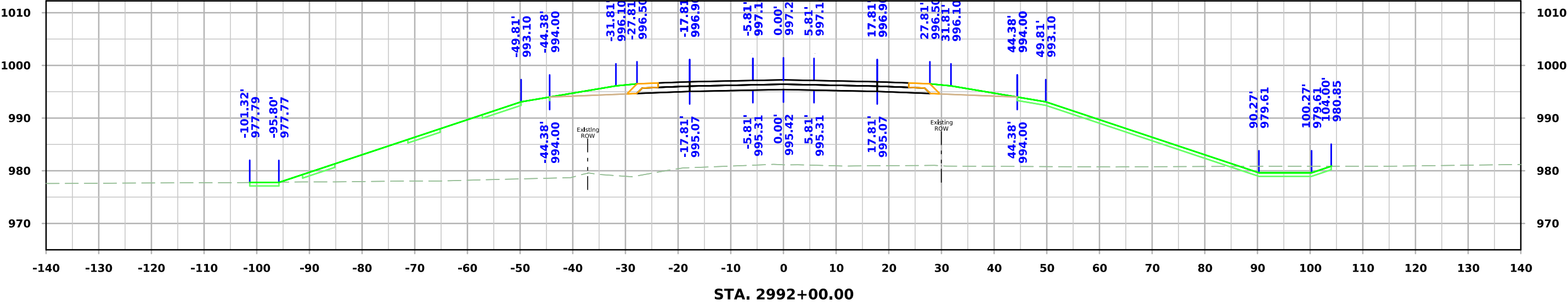
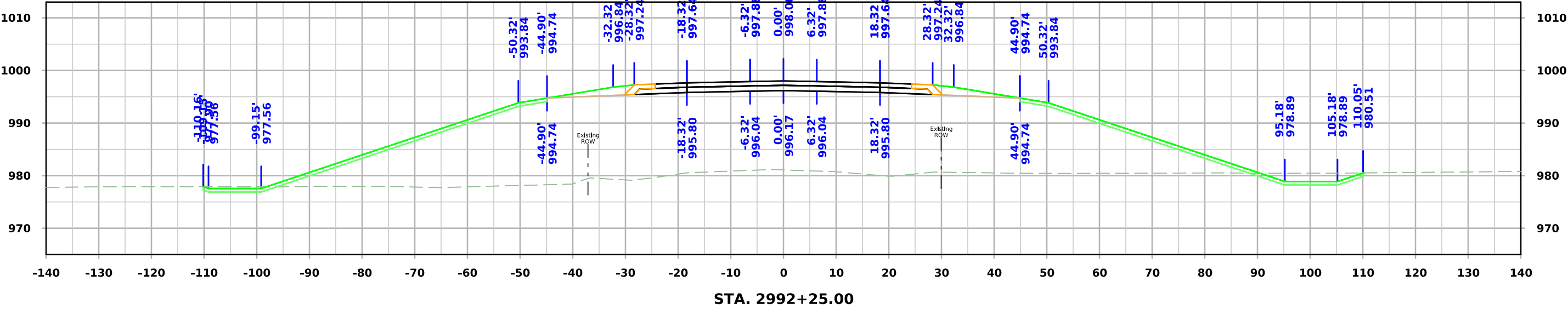


STA. 2991+75.00

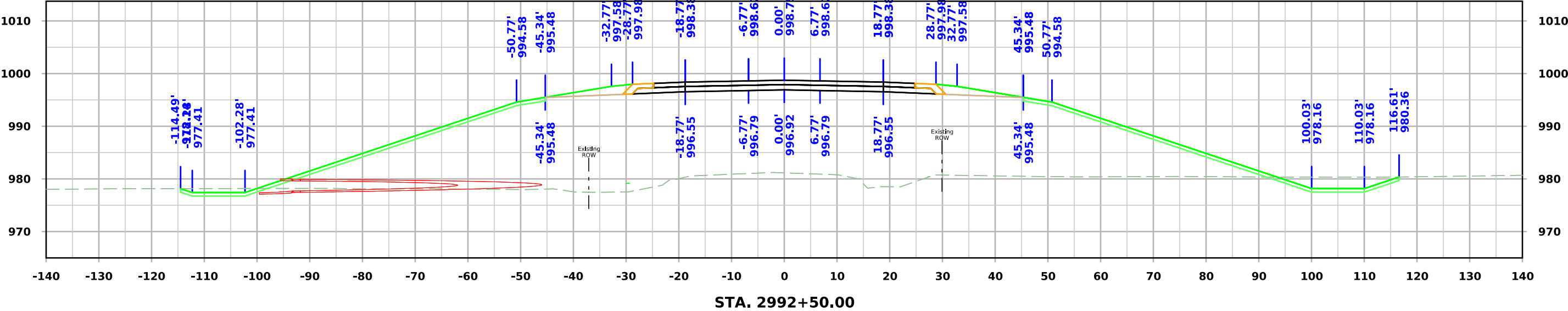
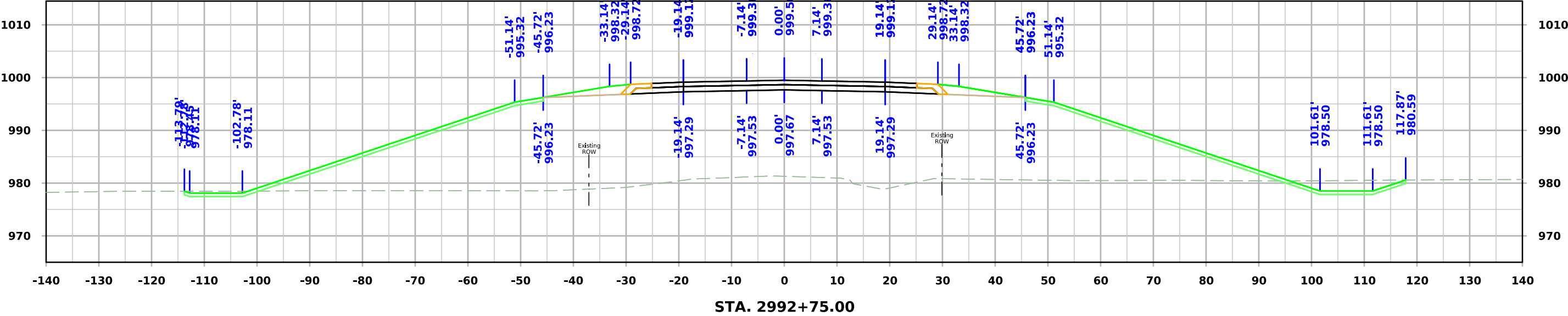


STA. 2991+50.00

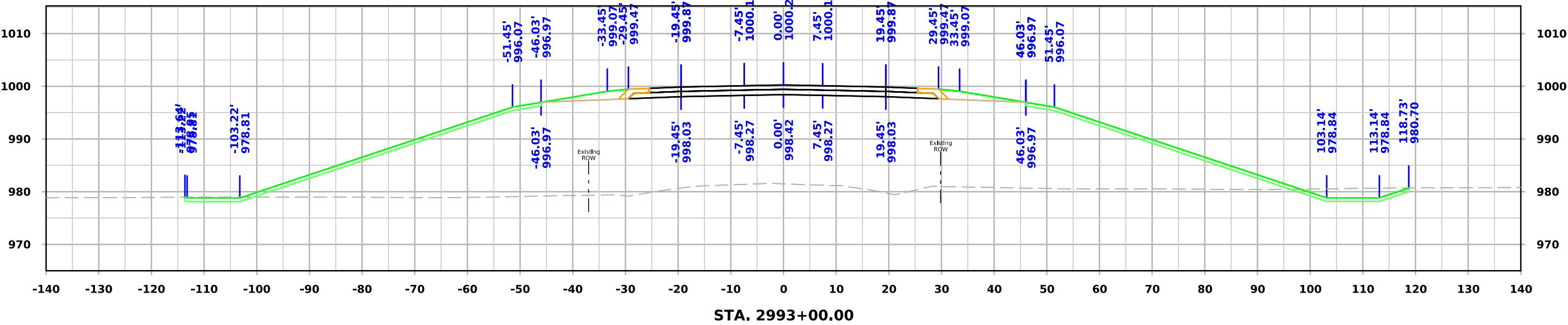
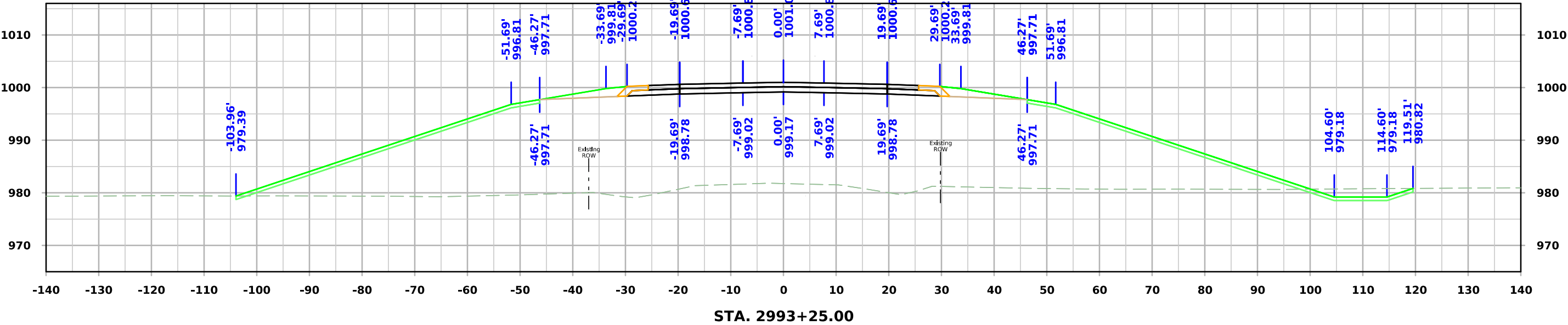
610th Ave



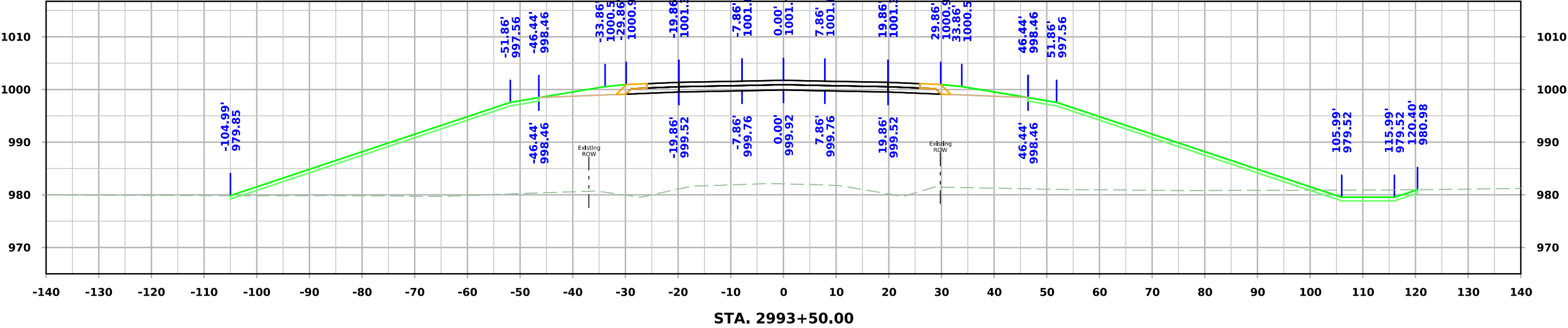
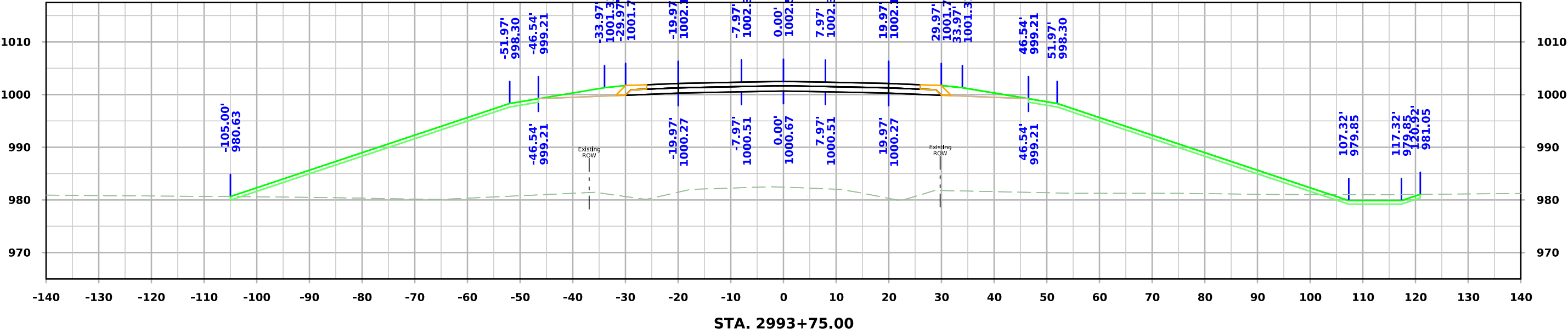
610th Ave



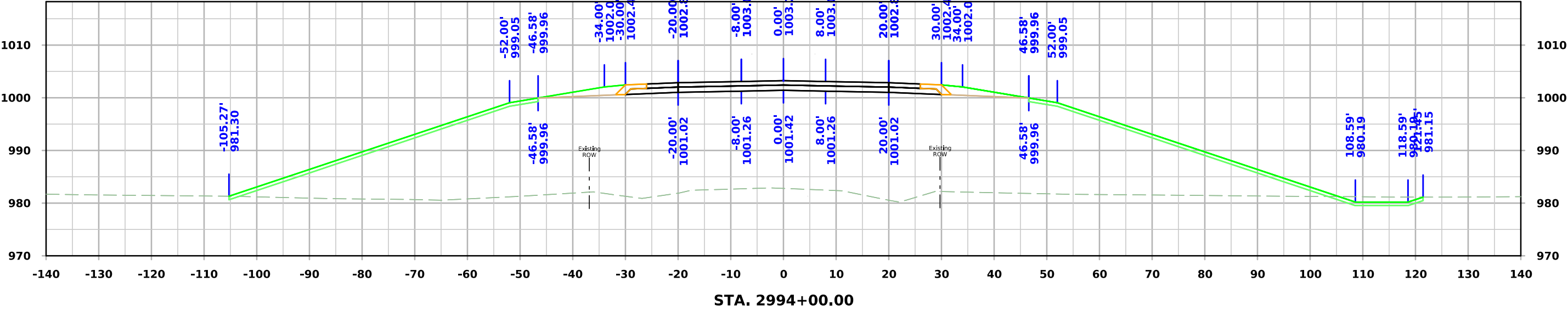
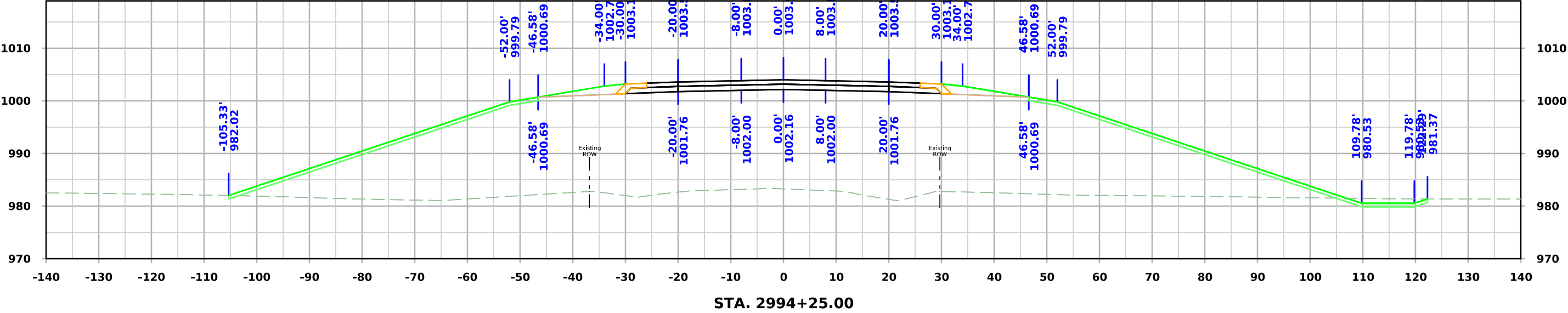
610th Ave



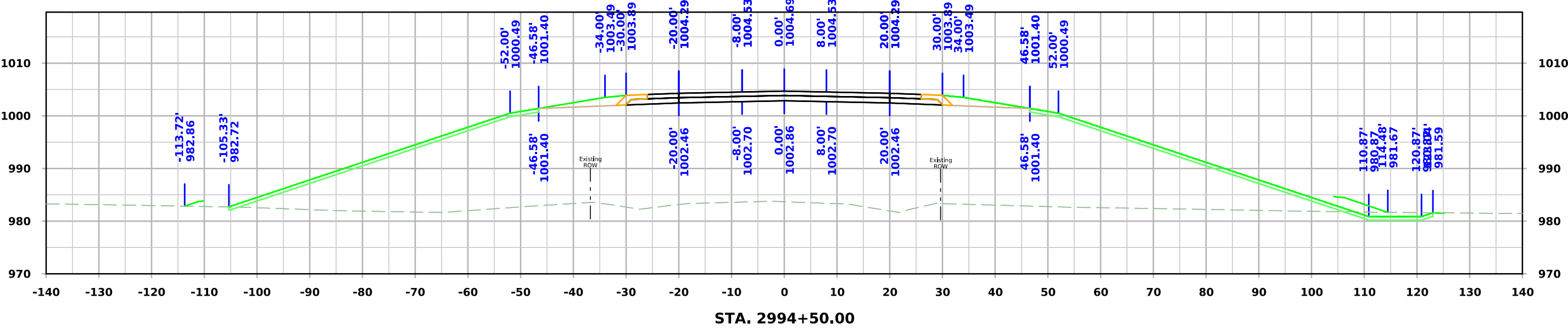
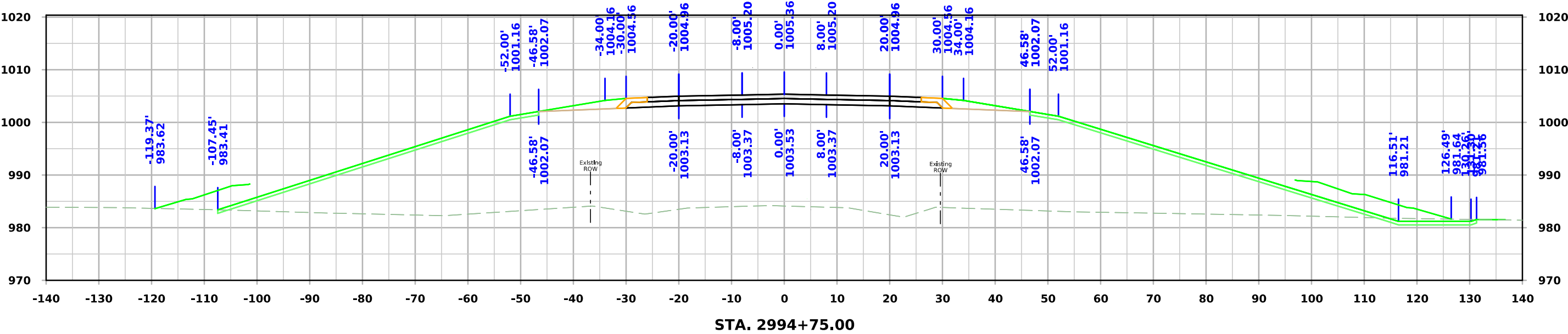
610th Ave



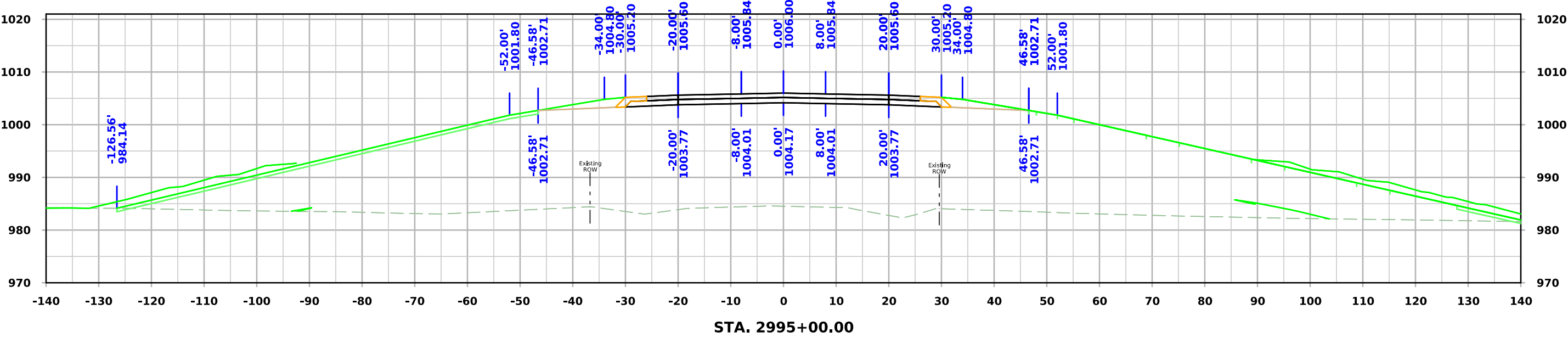
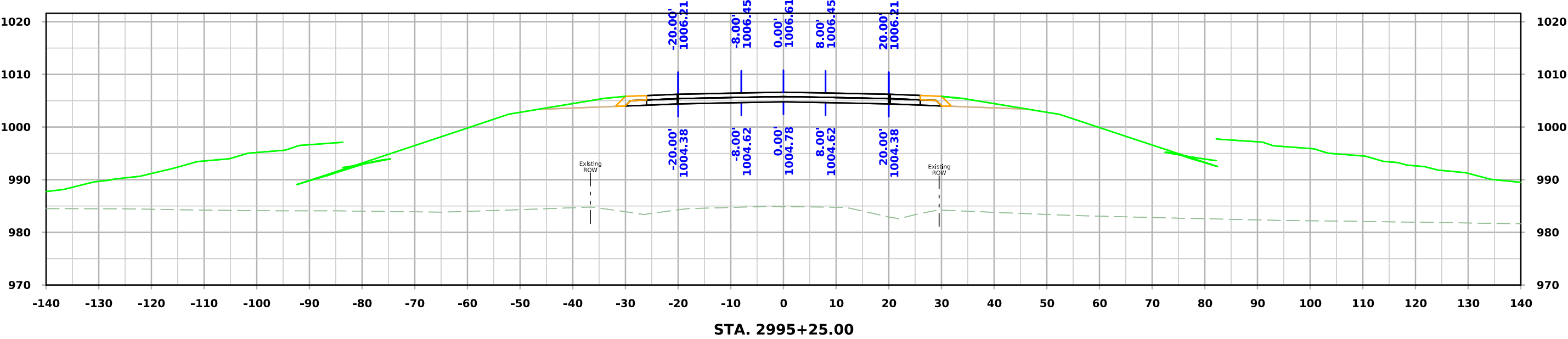
610th Ave



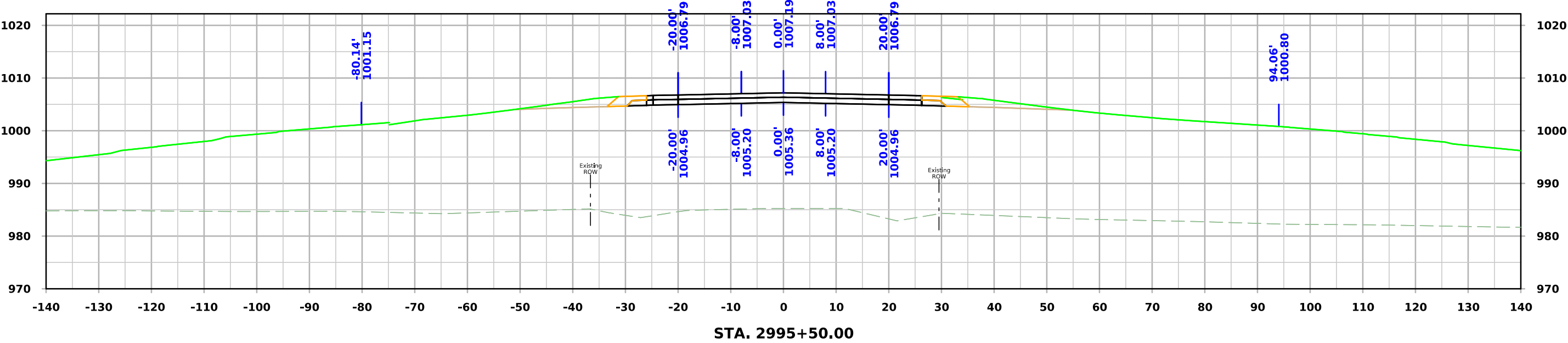
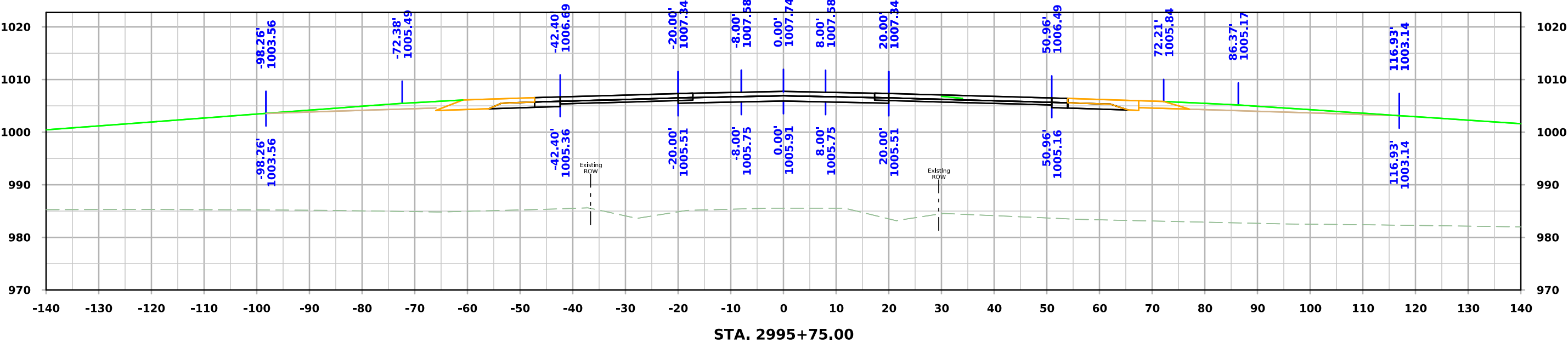
610th Ave



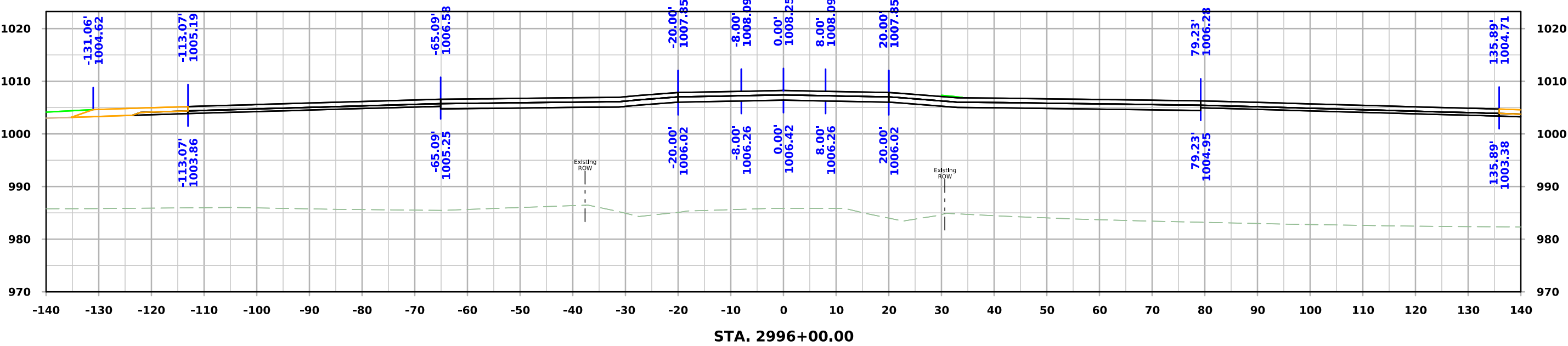
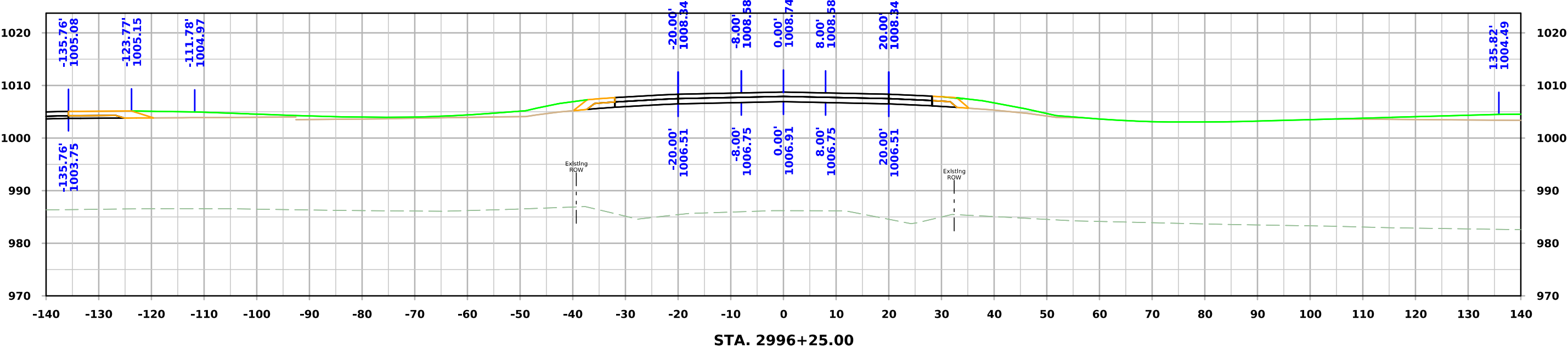
610th Ave



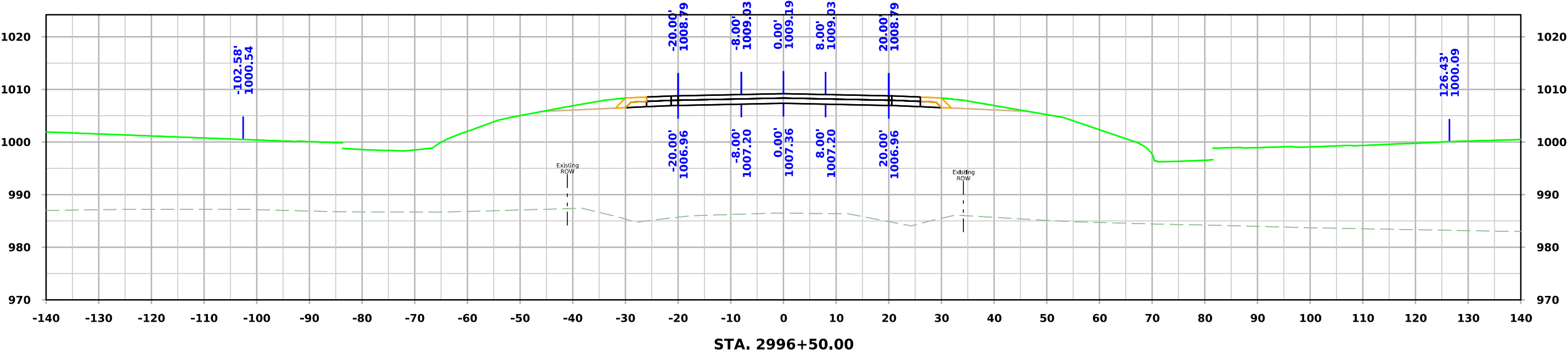
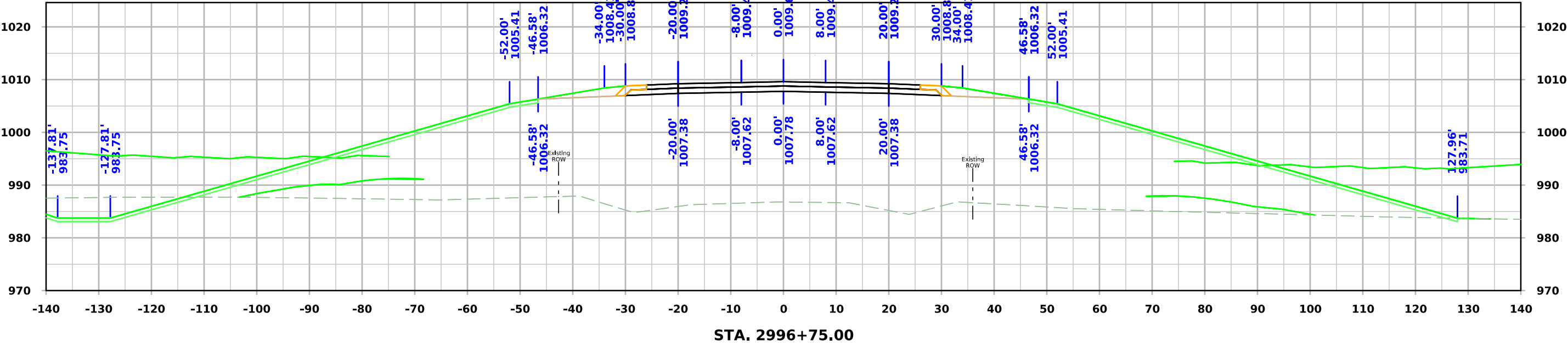
610th Ave



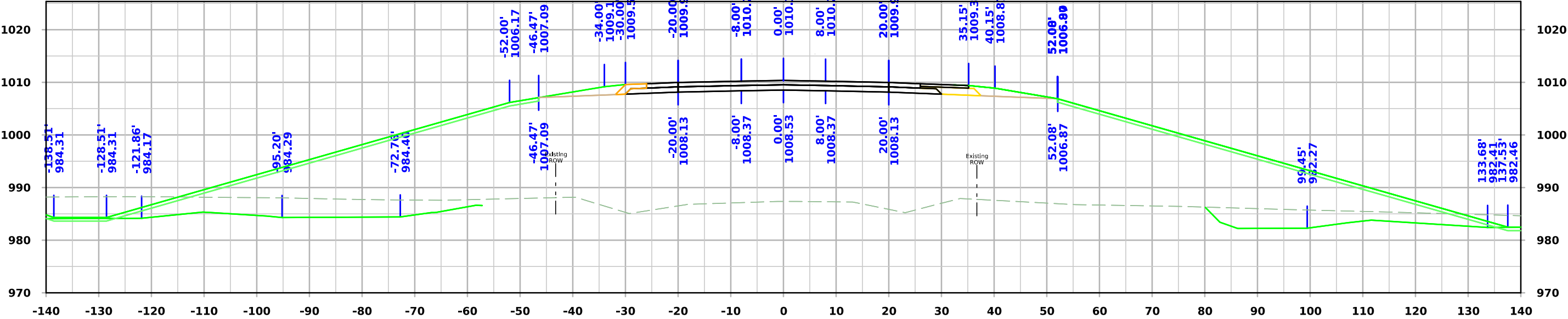
610th Ave



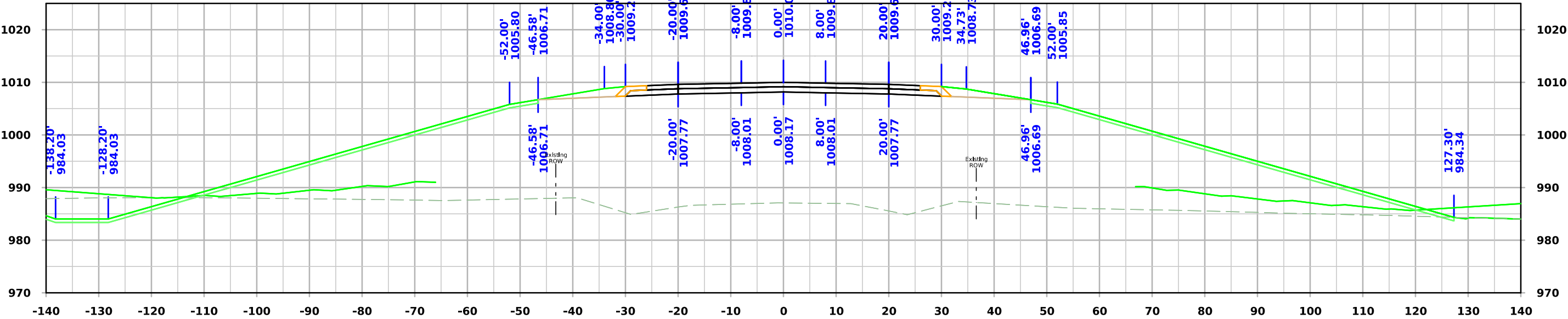
610th Ave



610th Ave

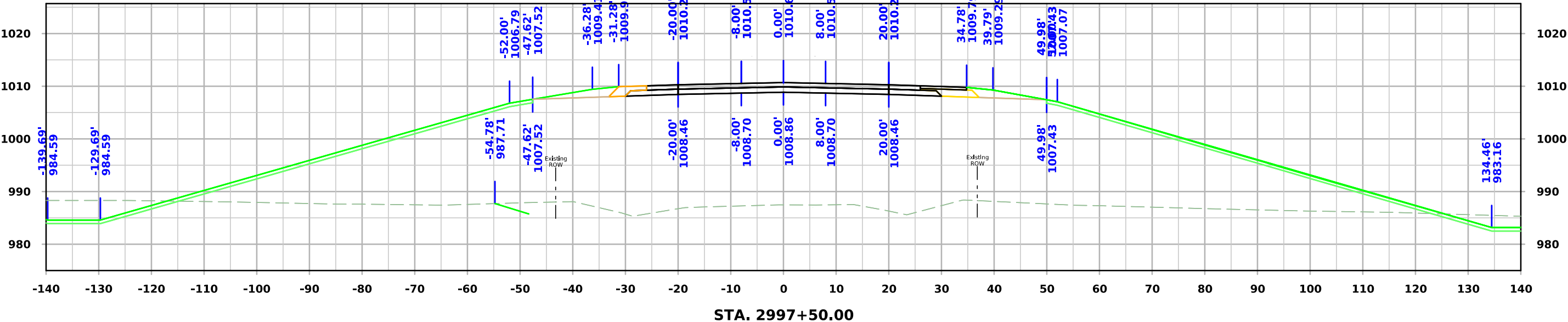
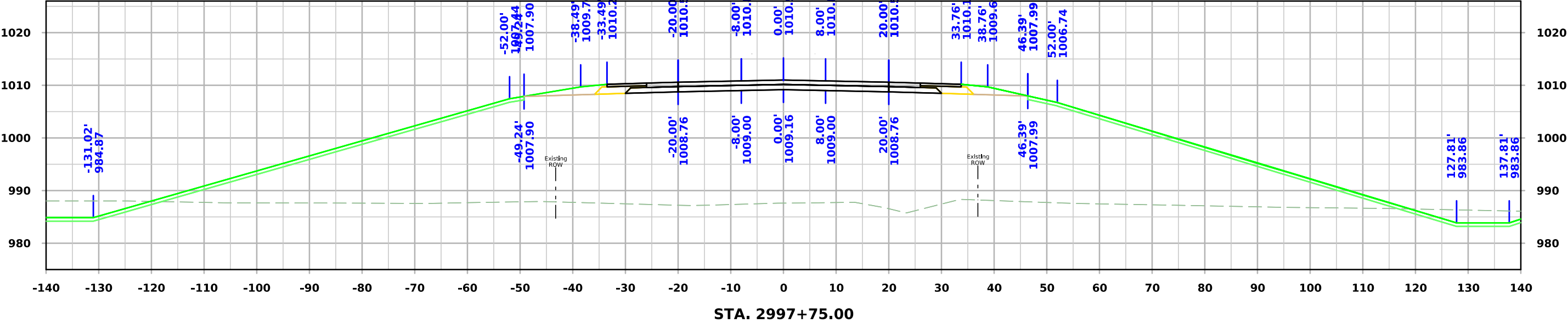


STA. 2997+25.00

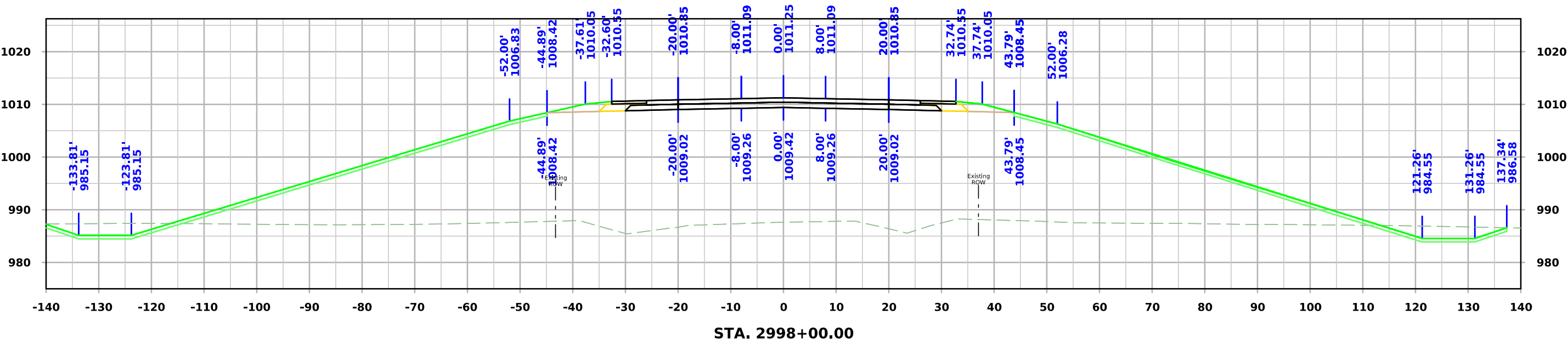
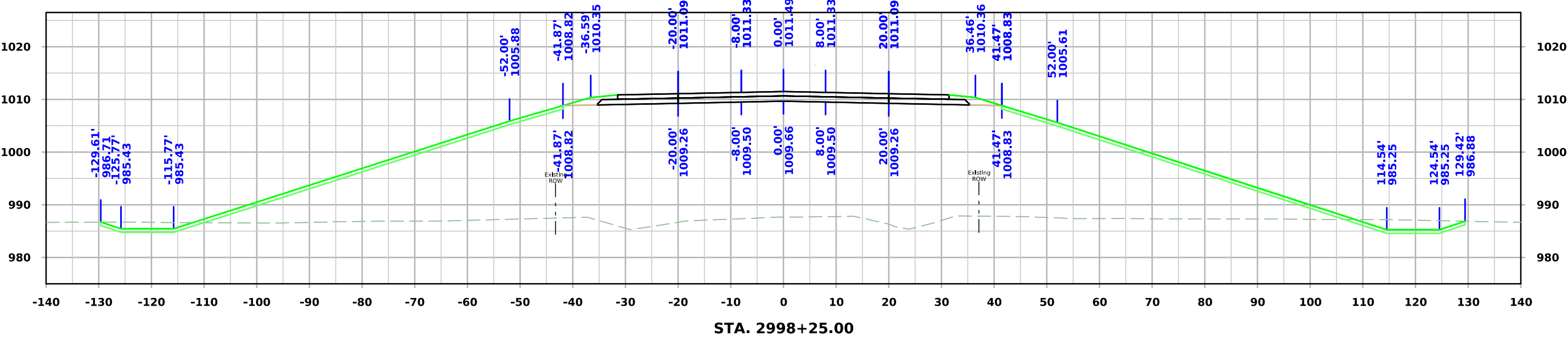


STA. 2997+00.00

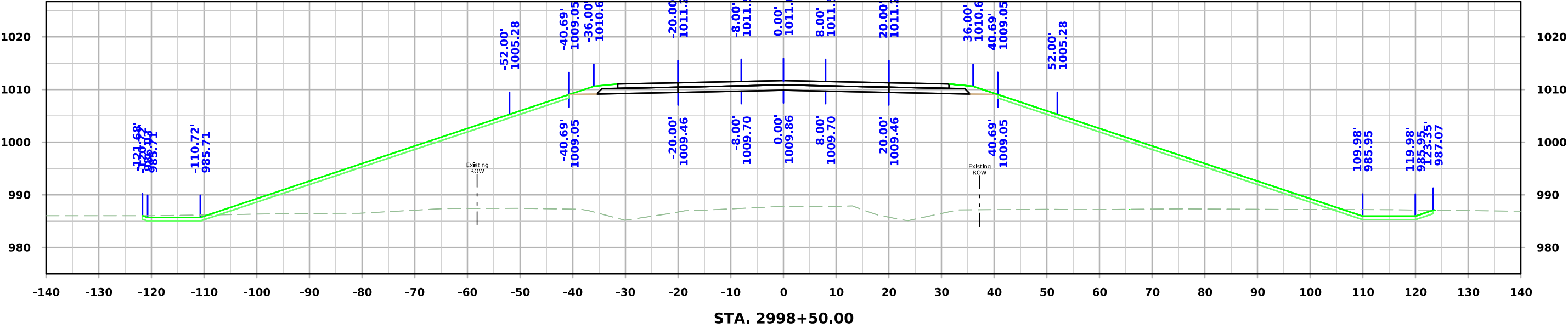
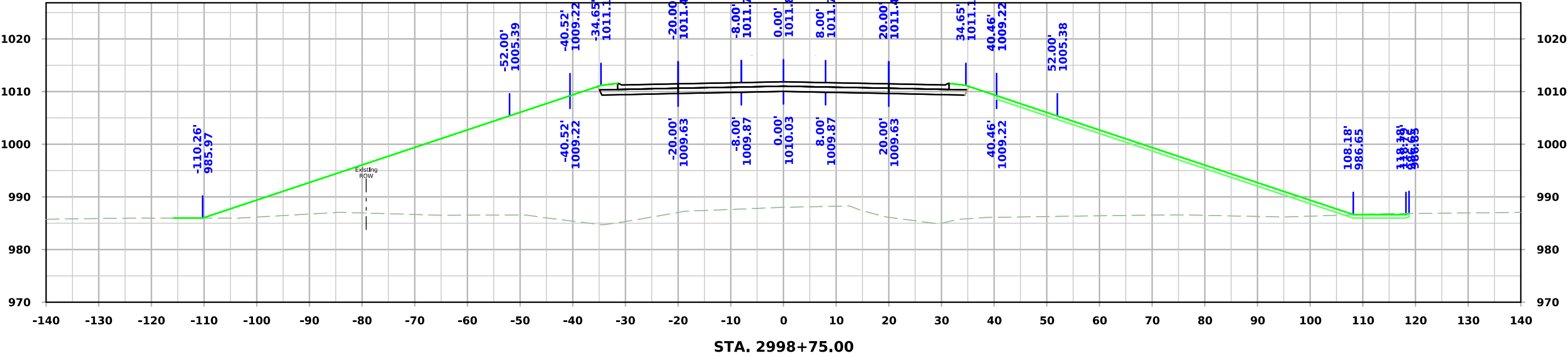
610th Ave



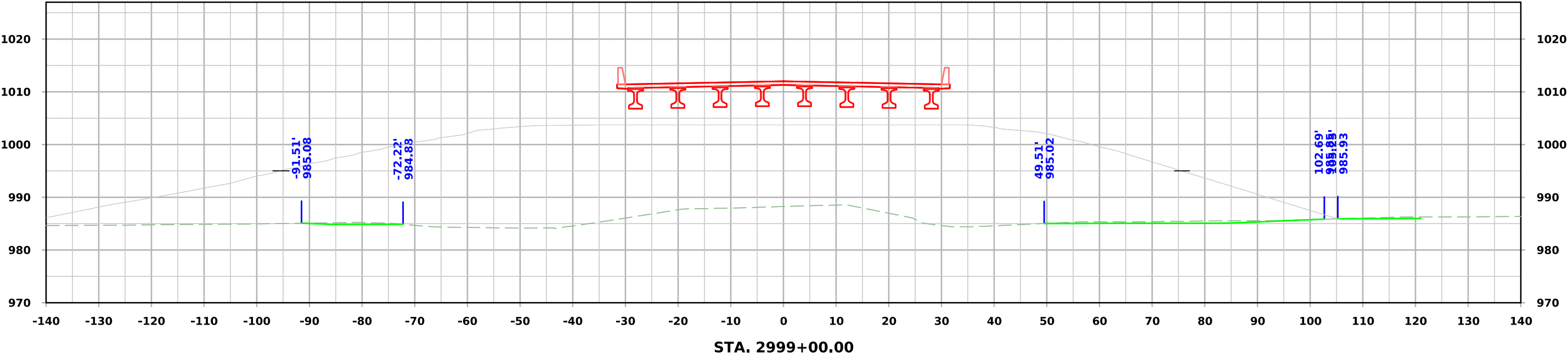
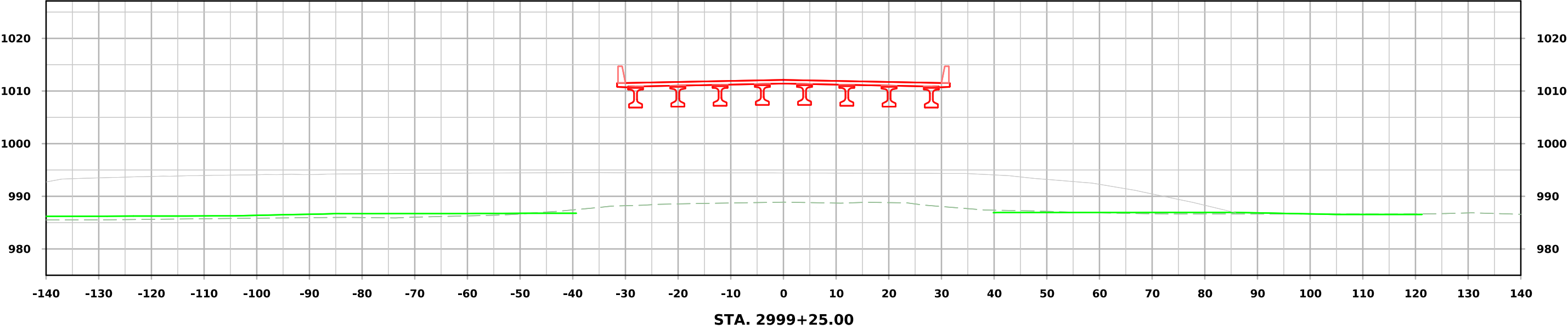
610th Ave



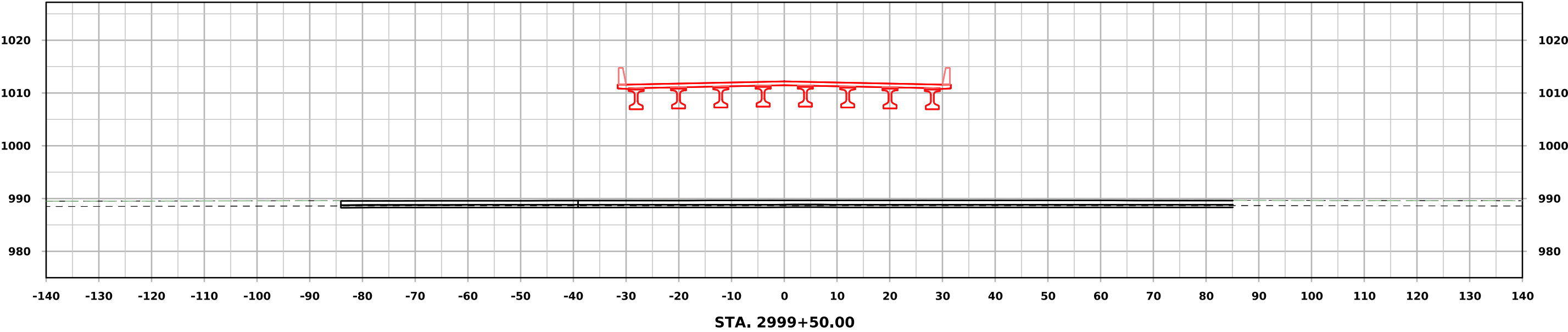
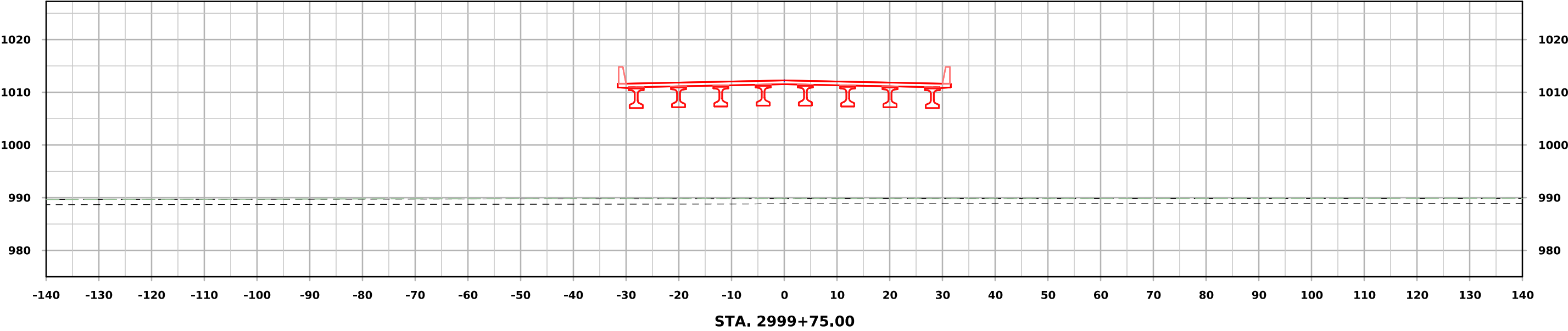
610th Ave



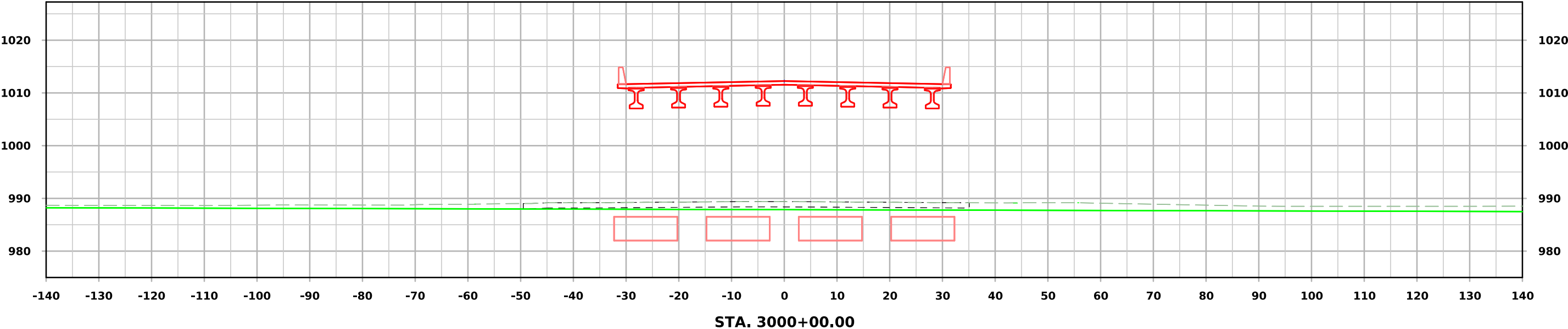
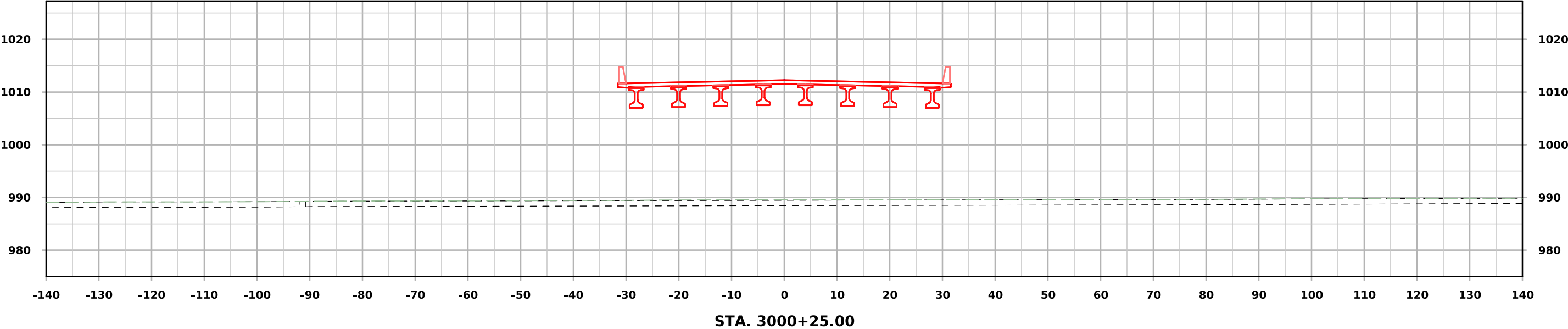
610th Ave



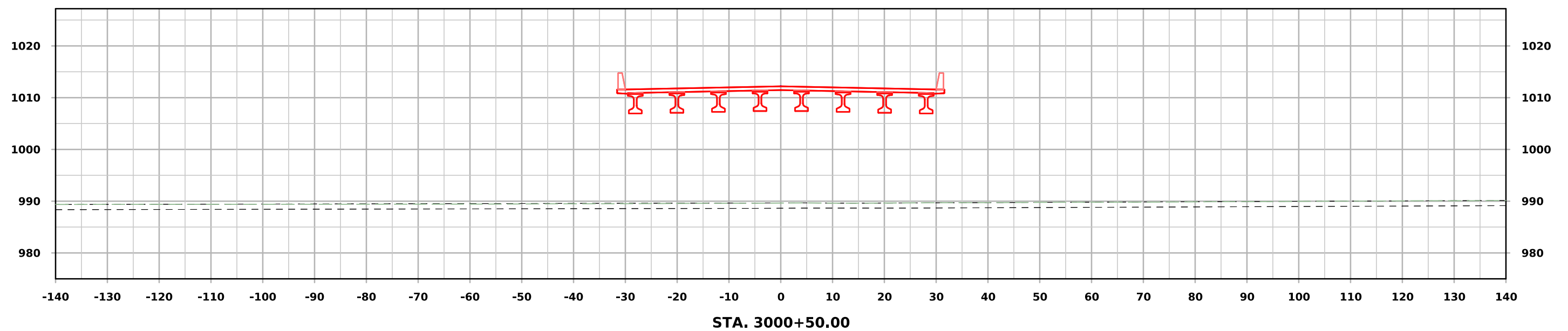
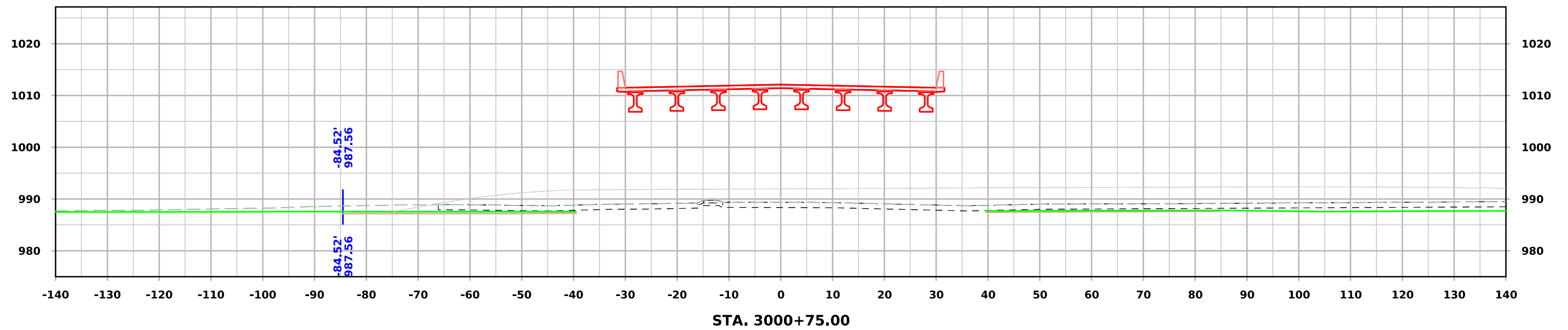
610th Ave



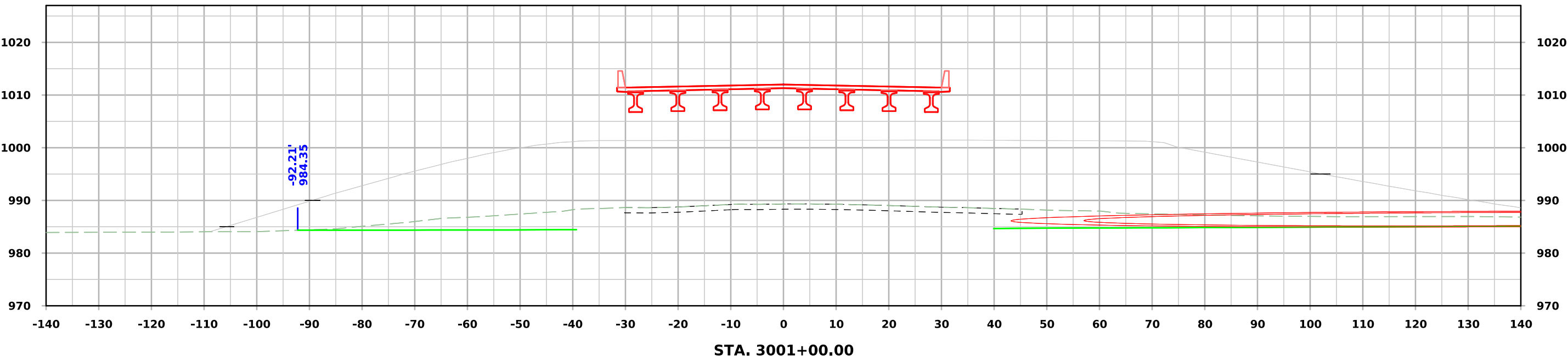
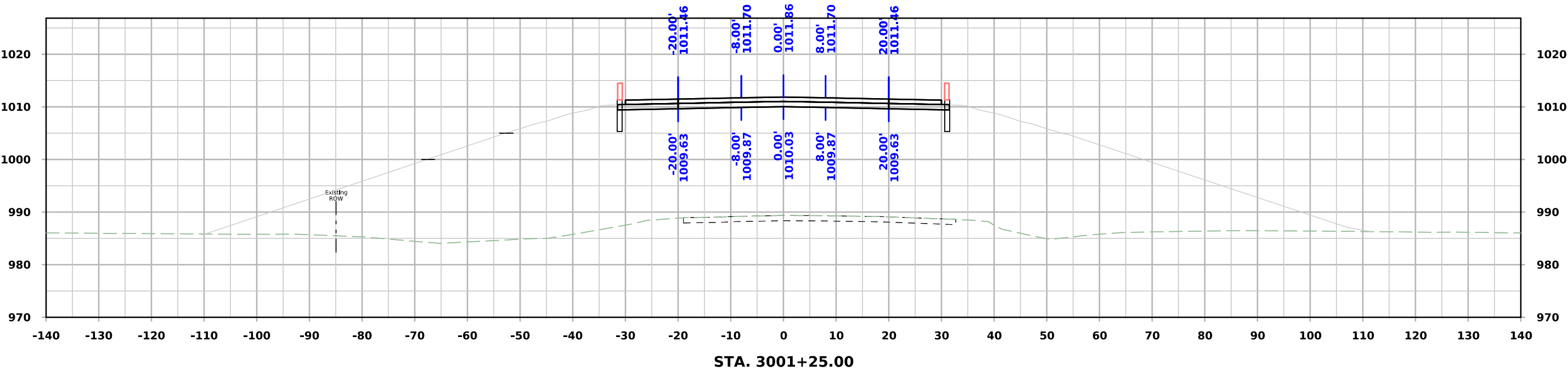
610th Ave



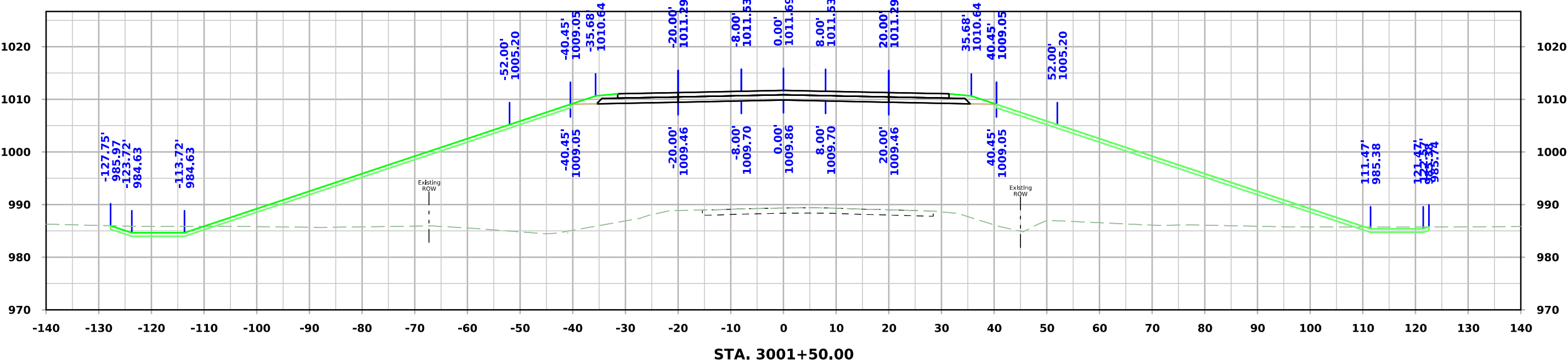
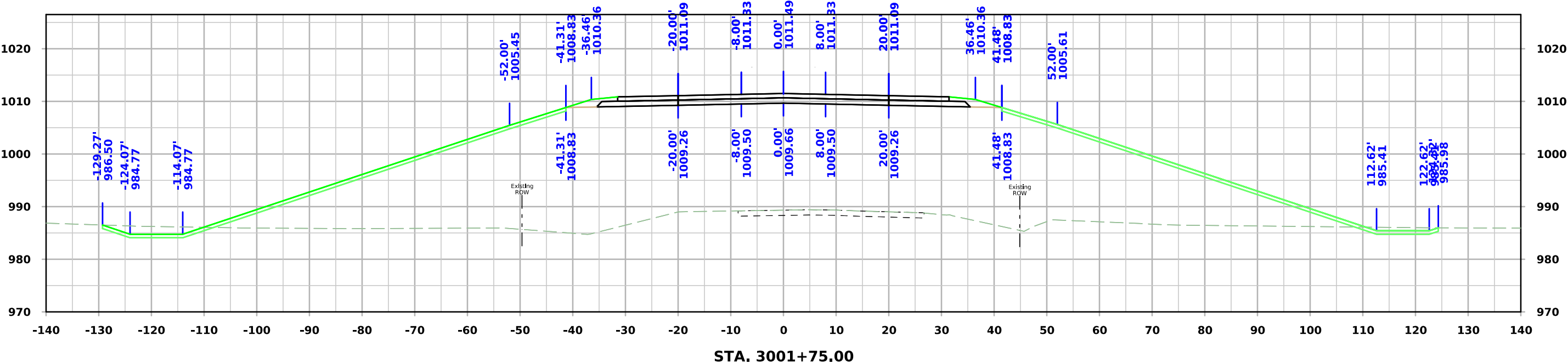
610th Ave



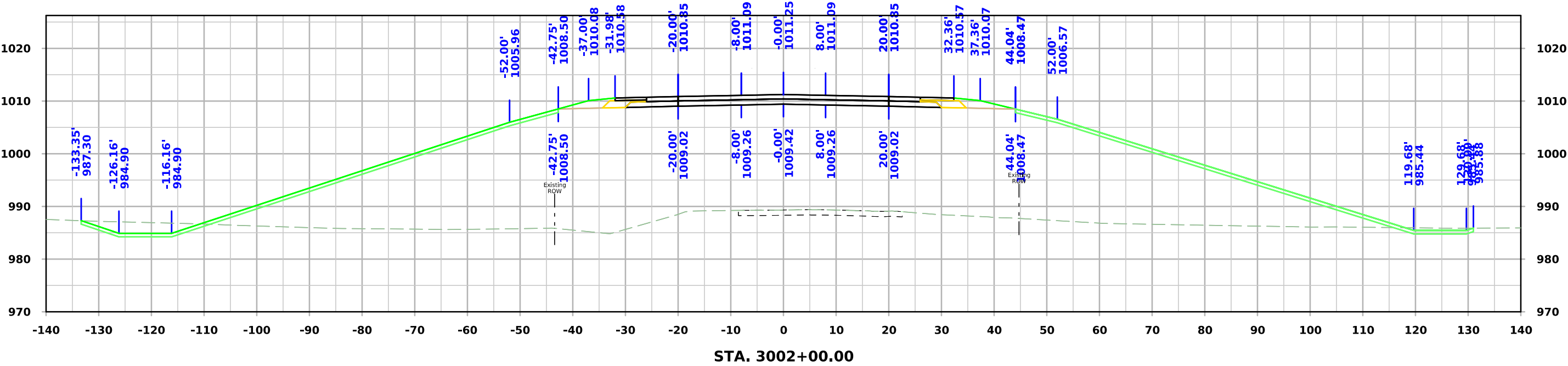
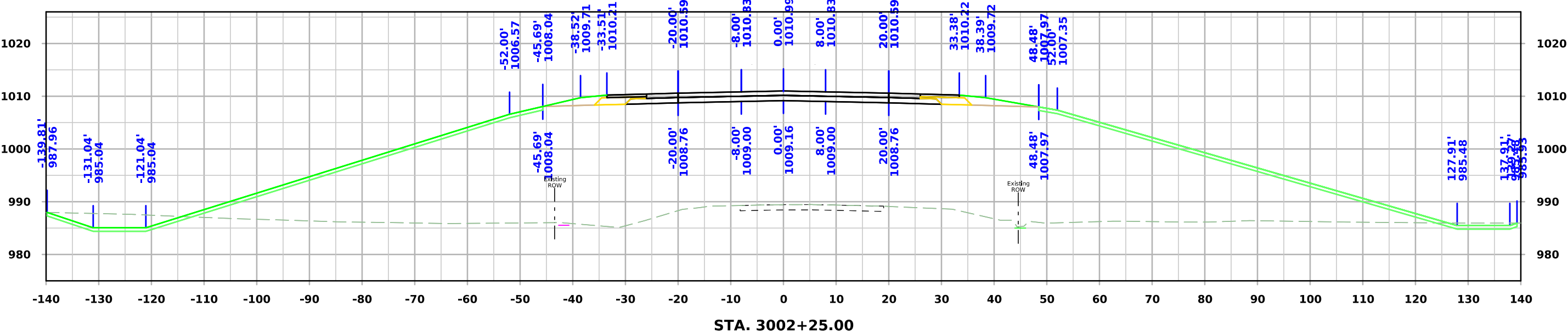
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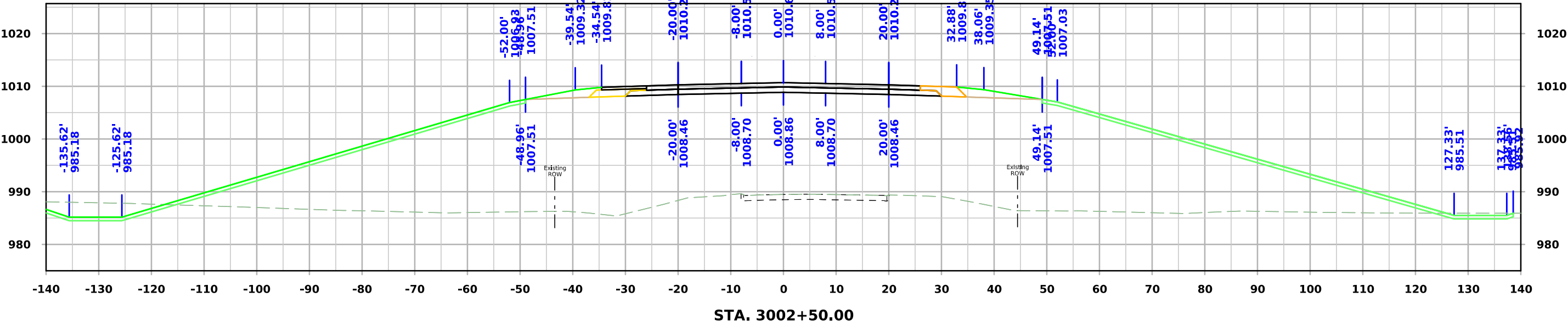
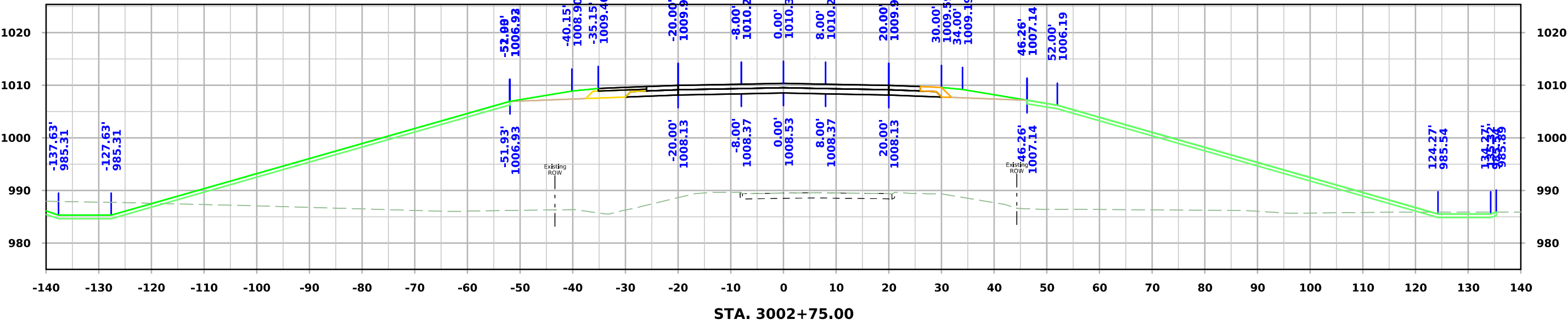
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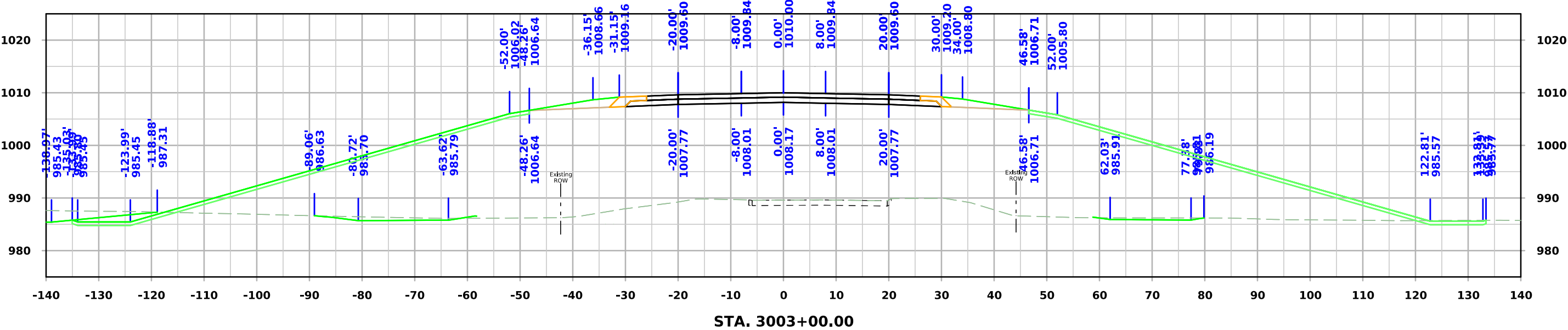
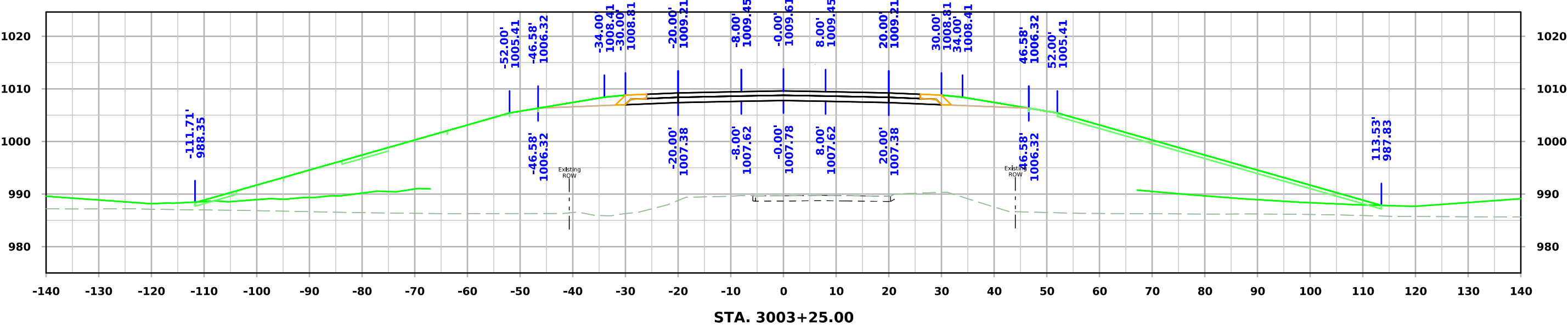
610th Ave



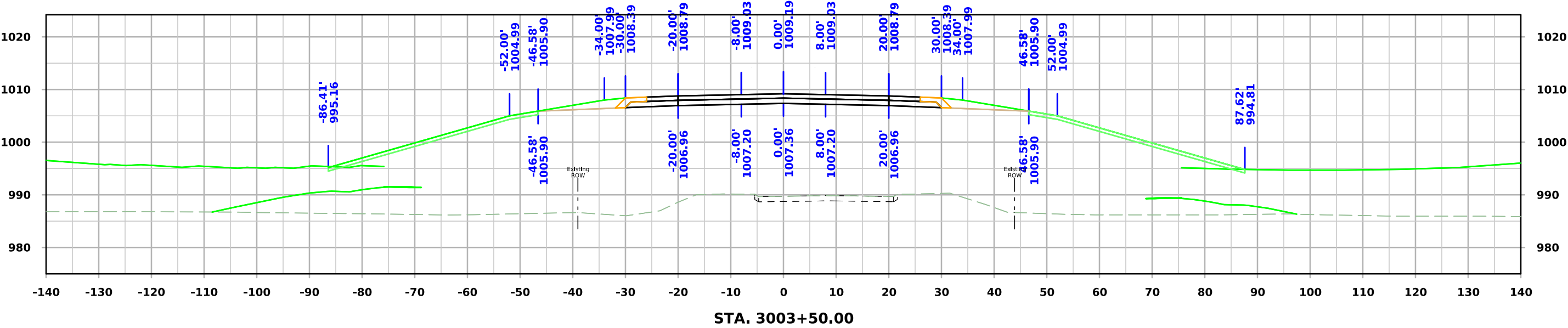
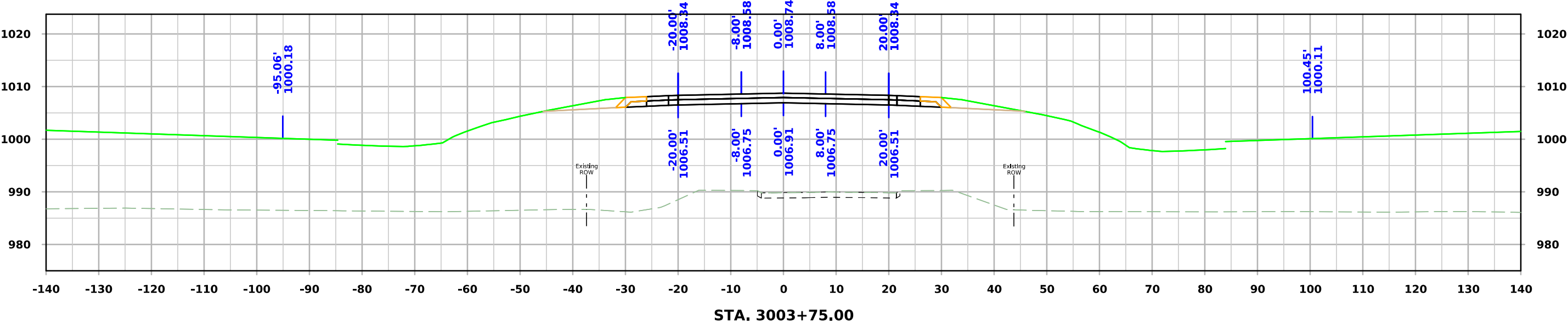
610th Ave



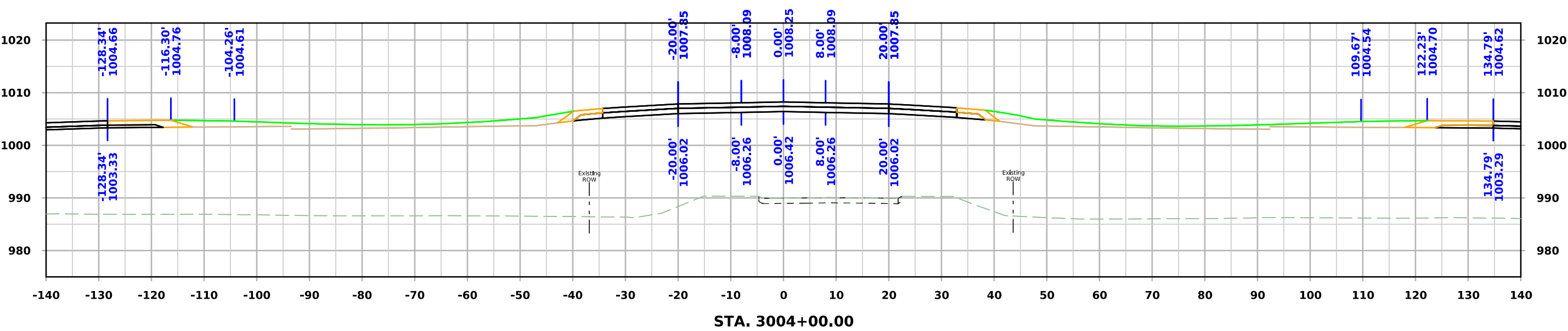
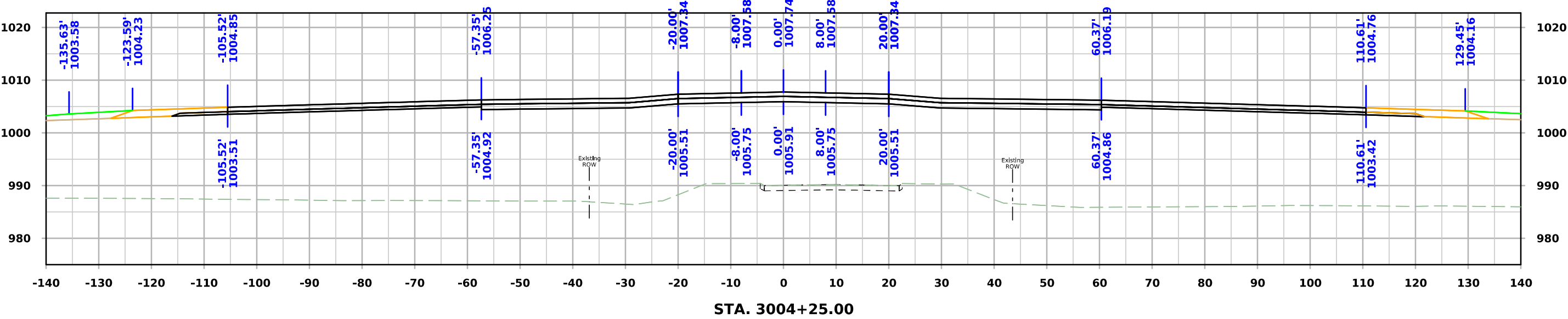
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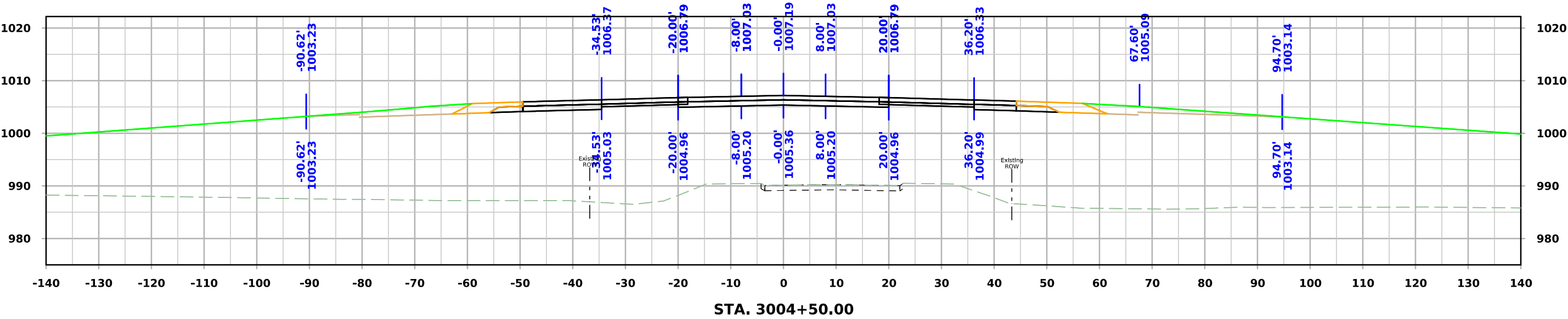
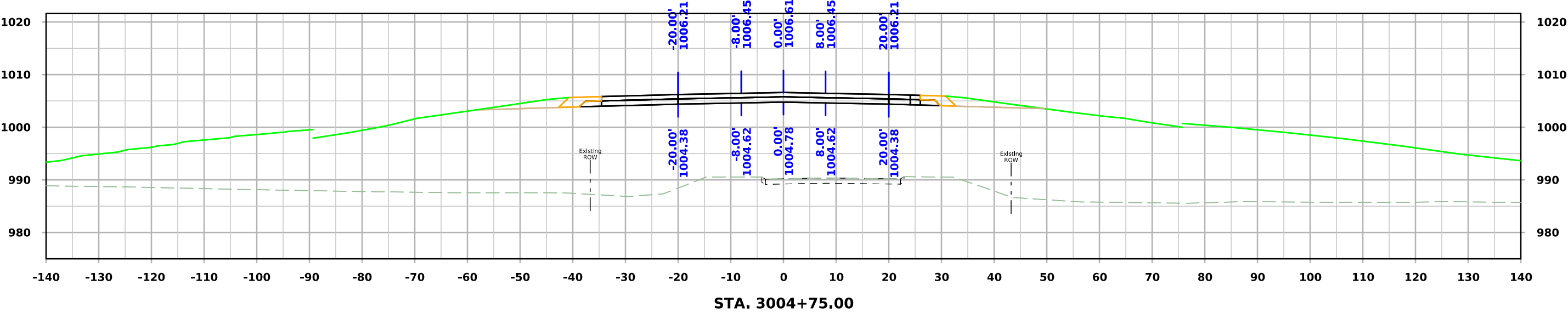
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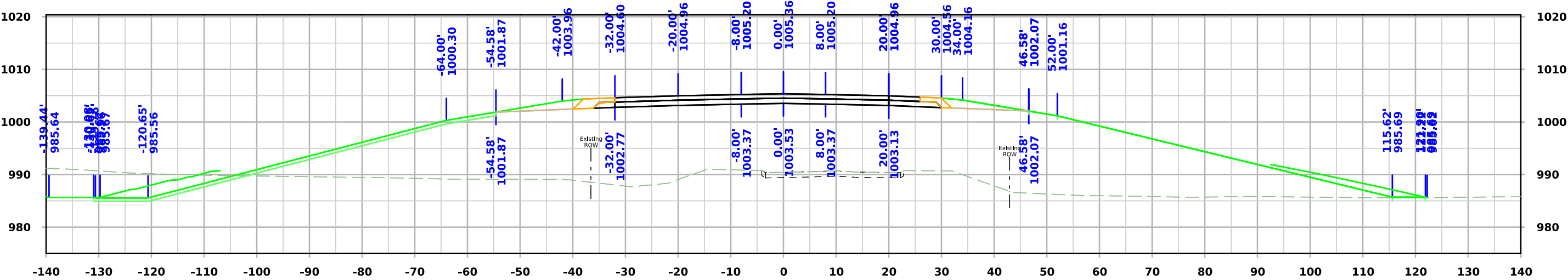
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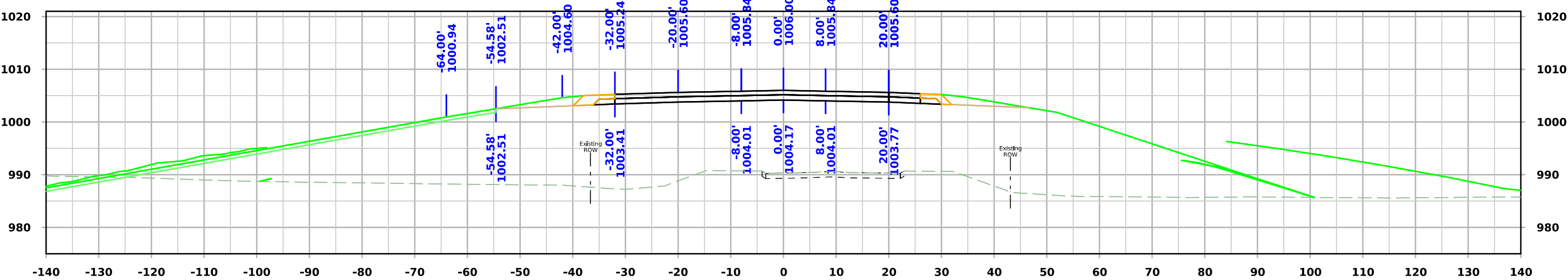
610th Ave



610th Ave

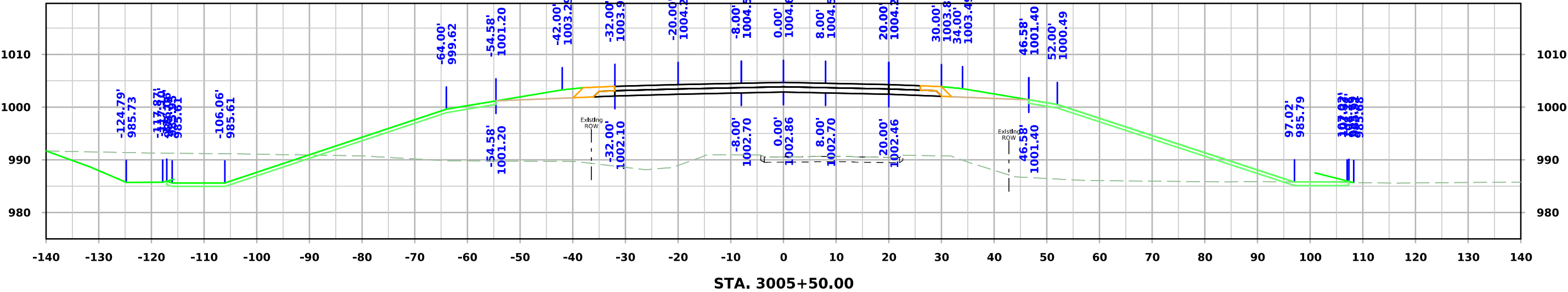
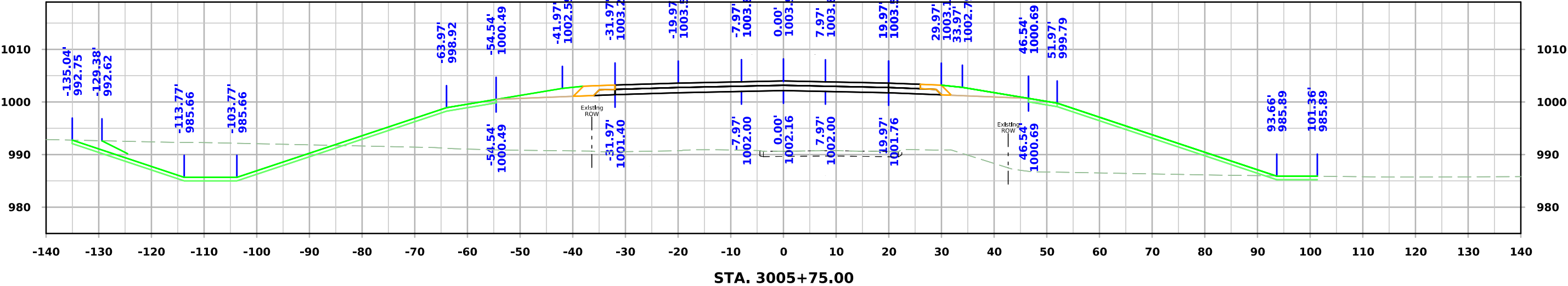
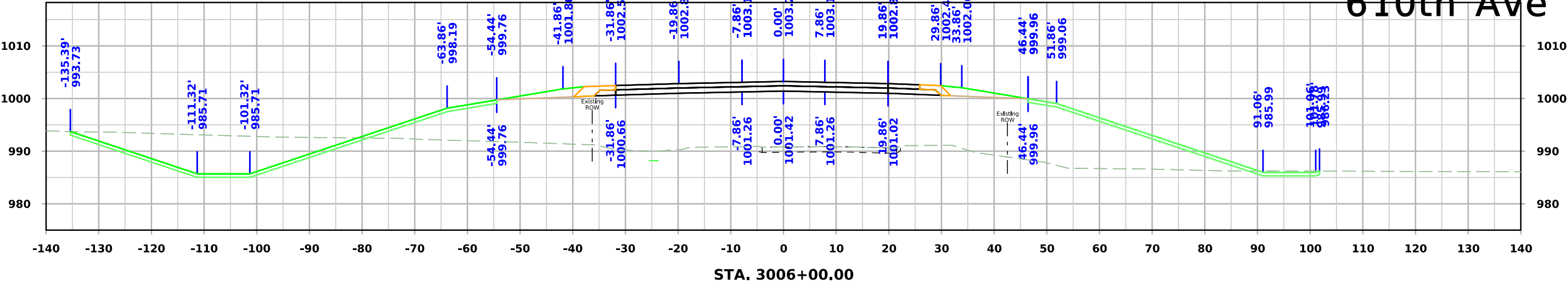


STA. 3005+25.00

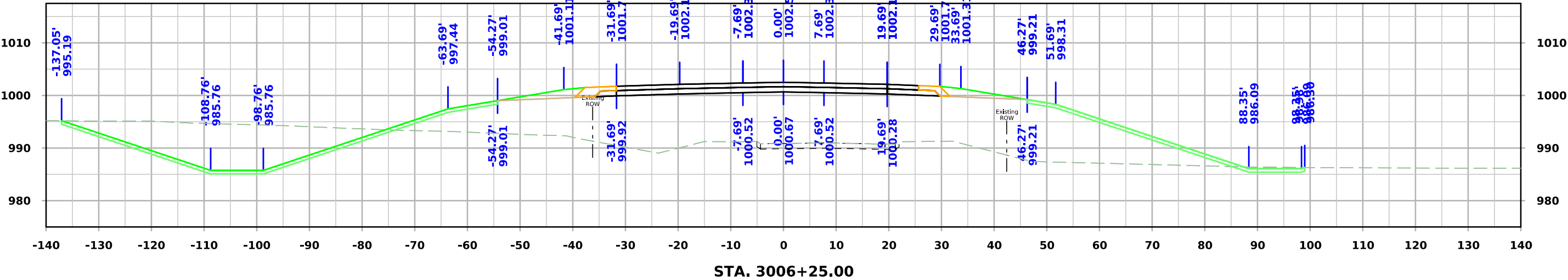
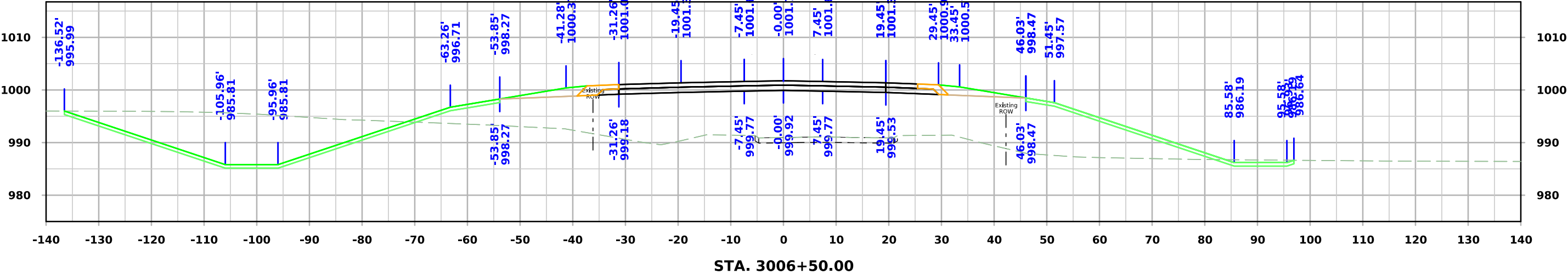
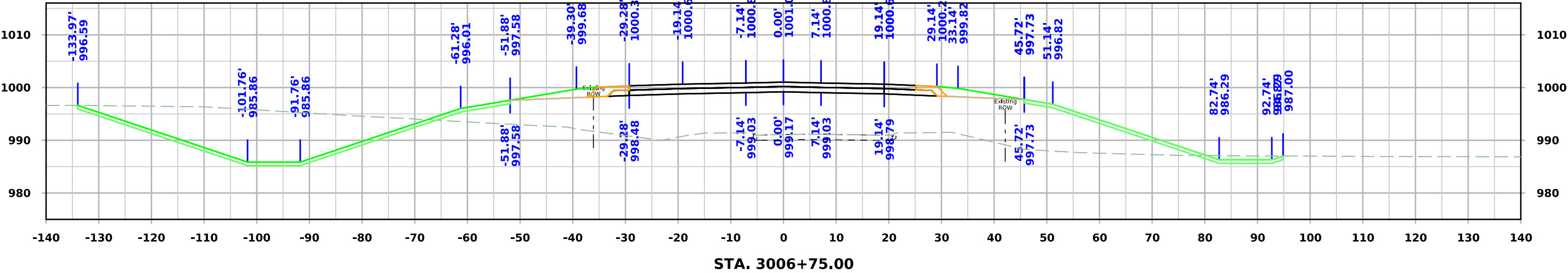


STA. 3005+00.00

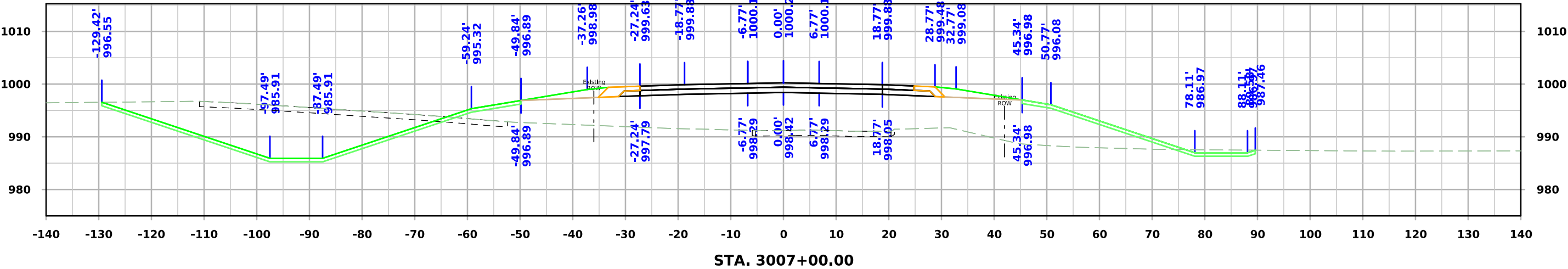
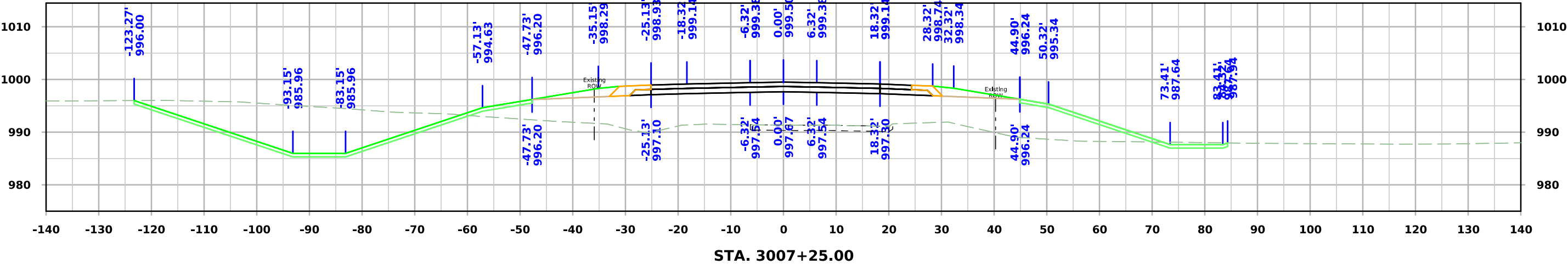
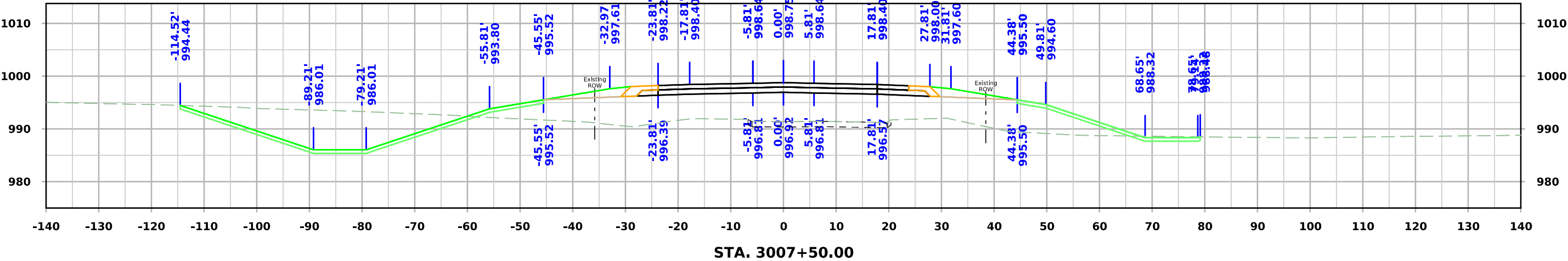
610th Ave



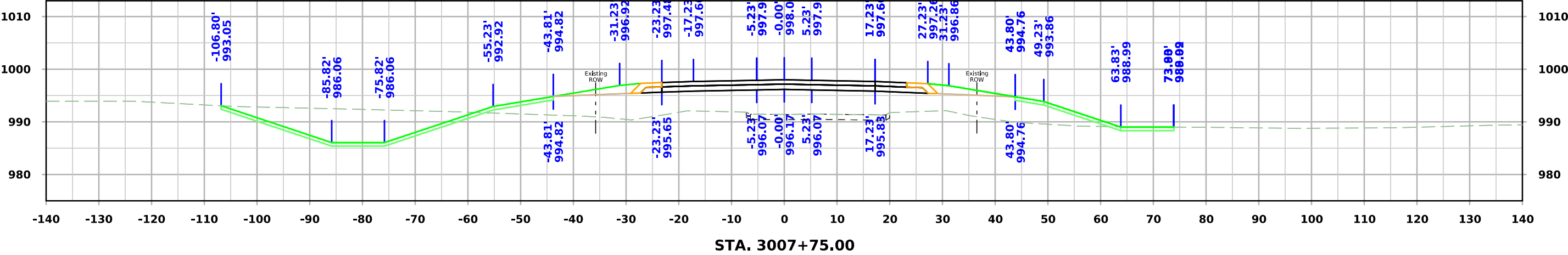
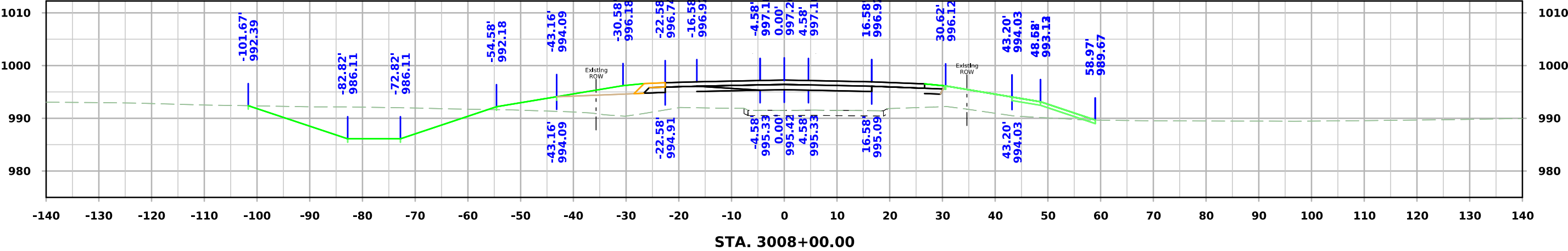
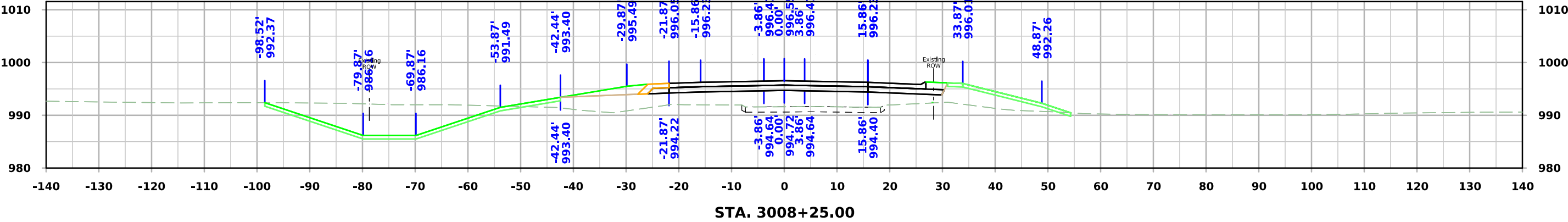
610th Ave



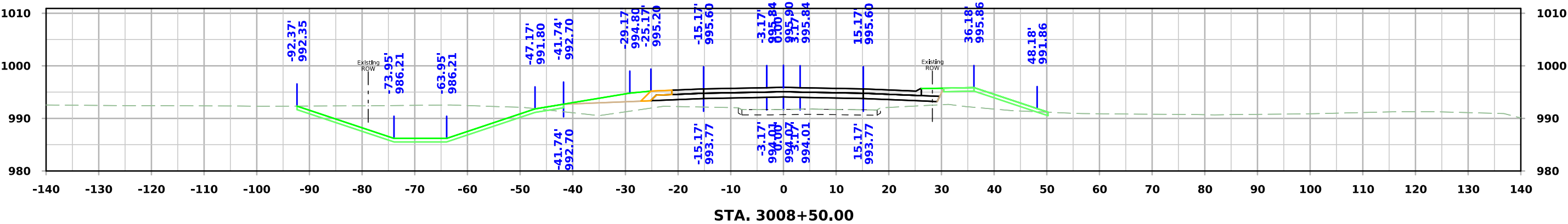
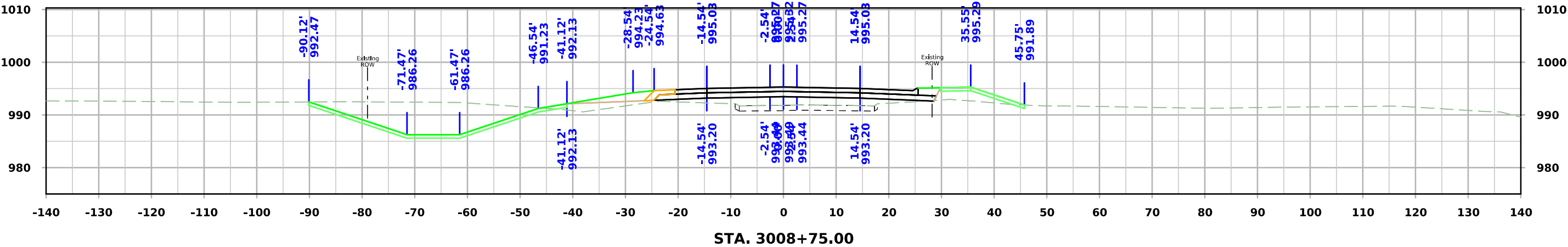
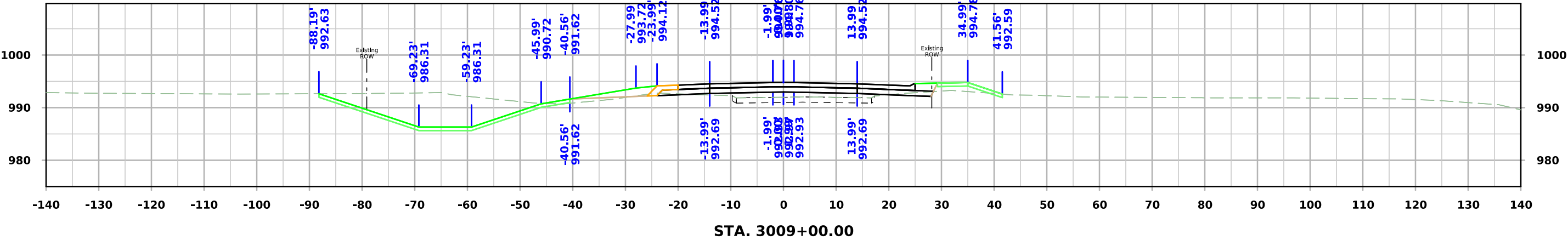
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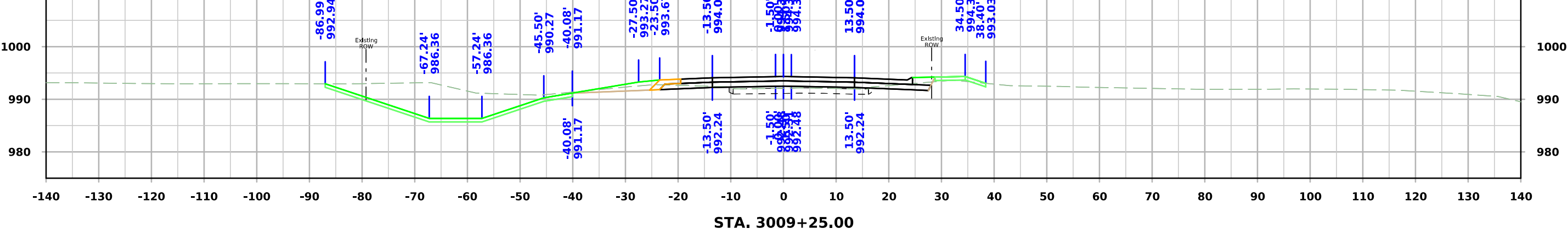
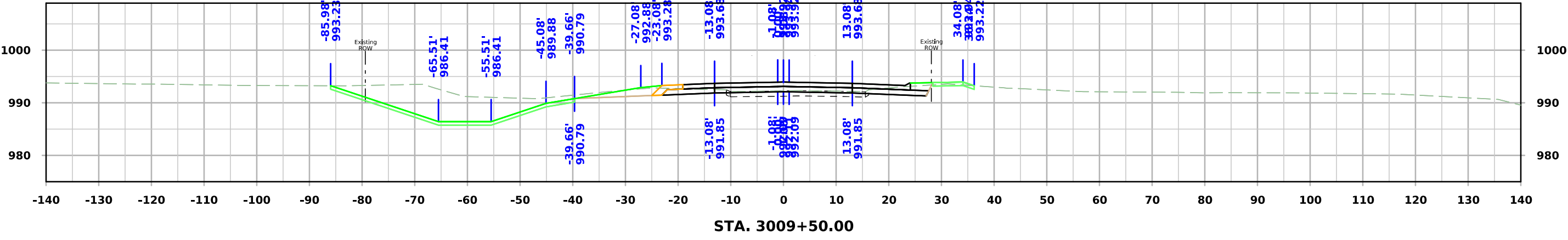
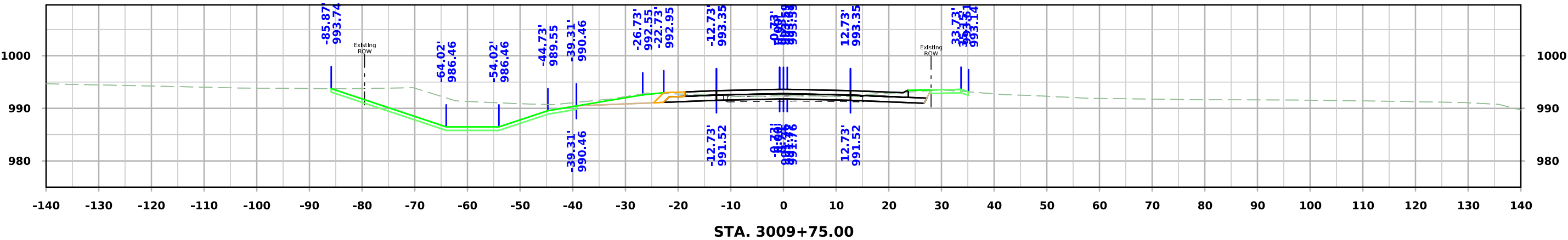
610th Ave



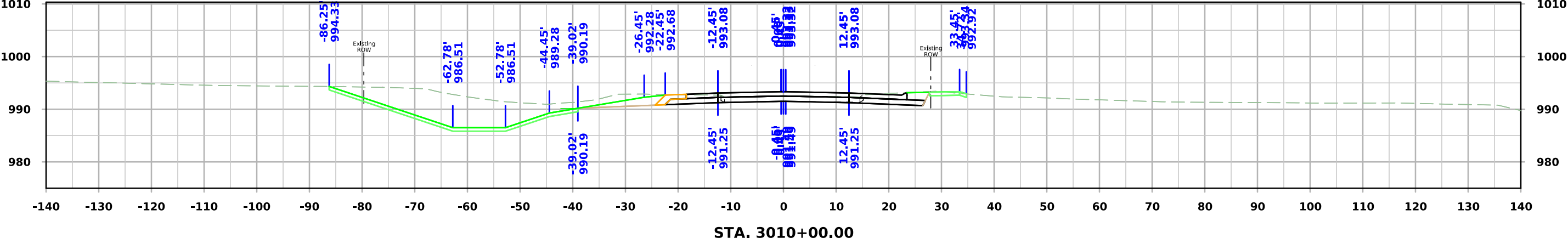
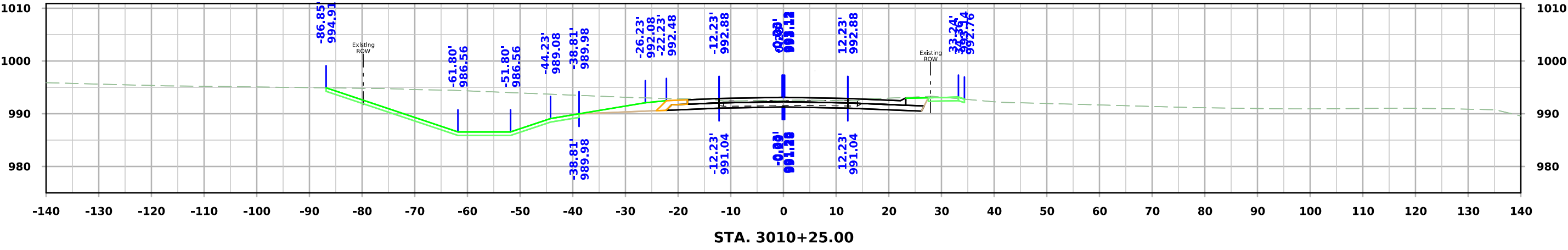
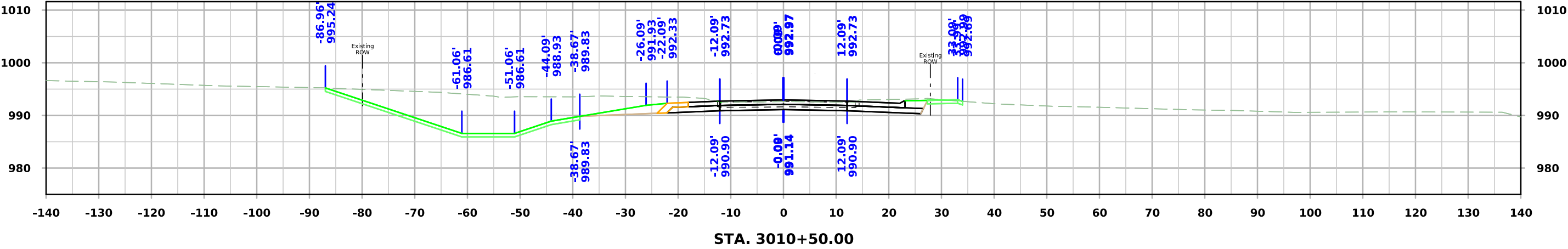
610th Ave



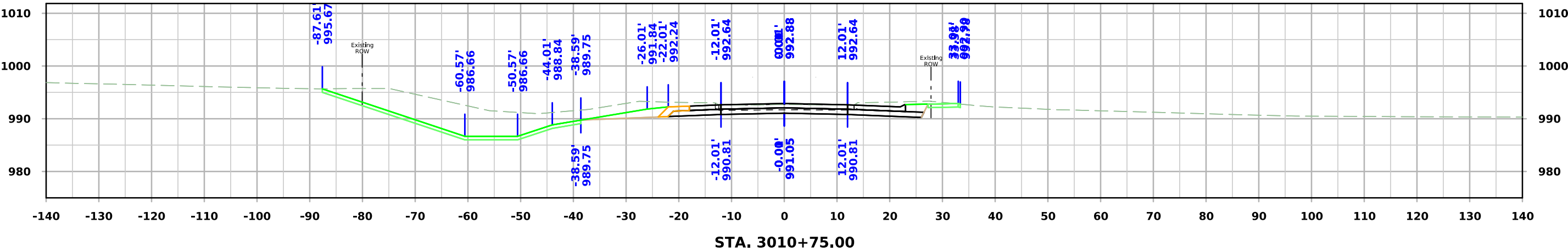
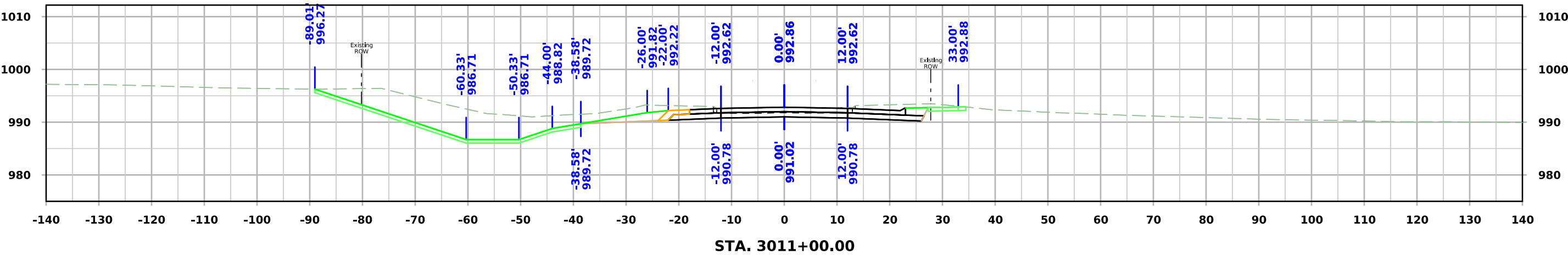
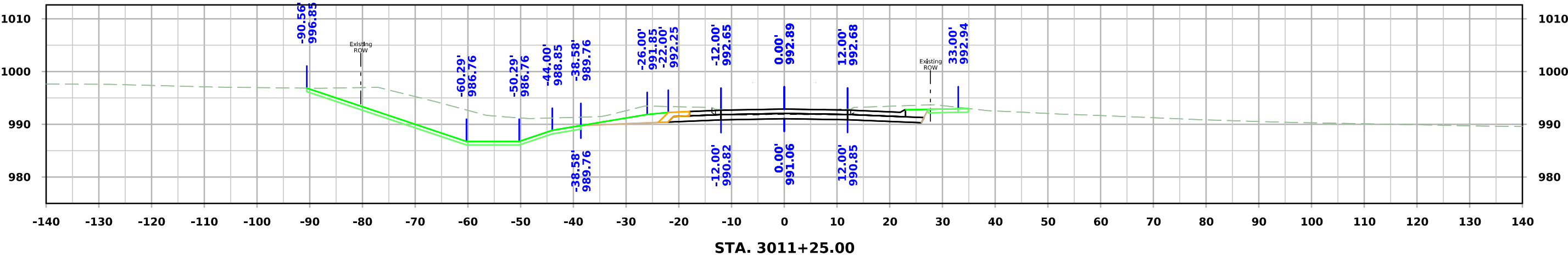
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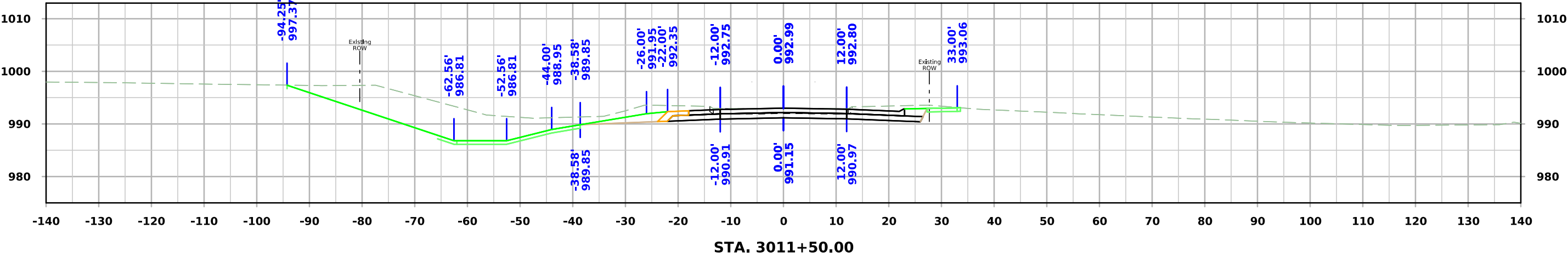
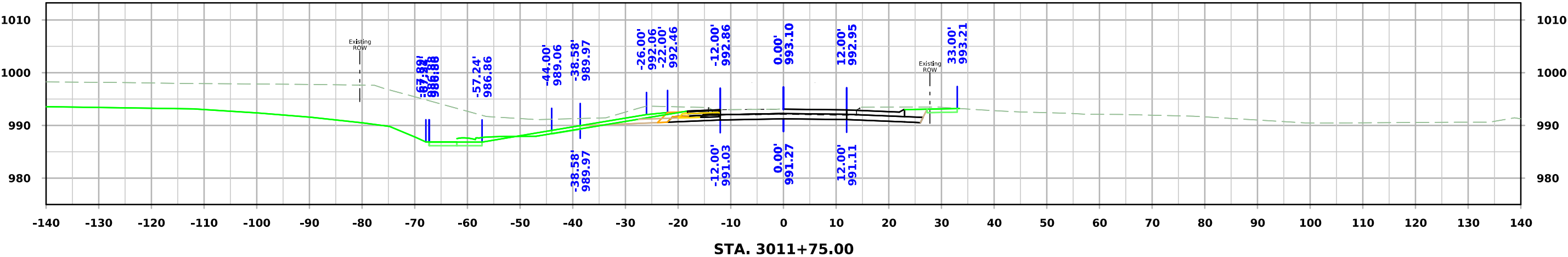
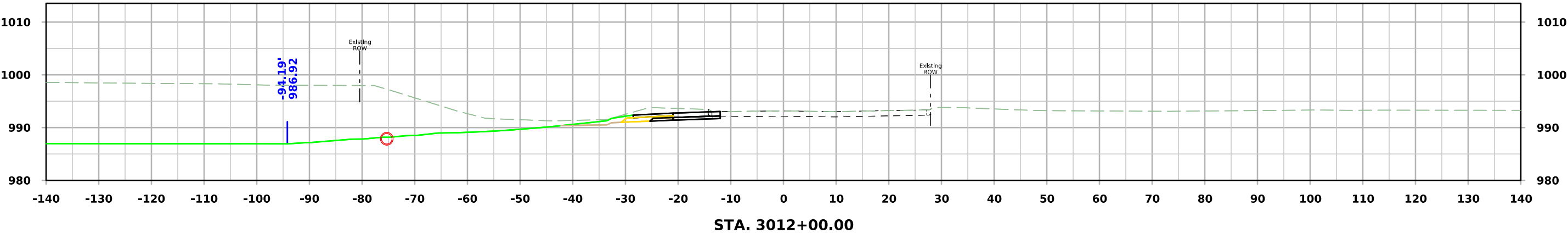
610th Ave



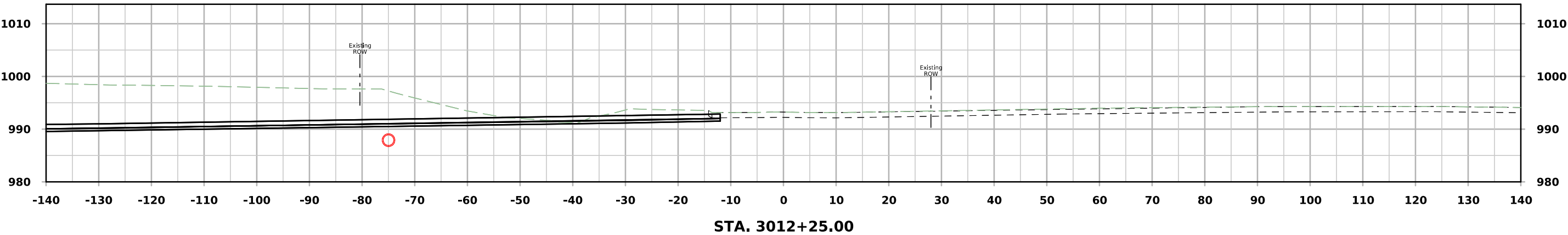
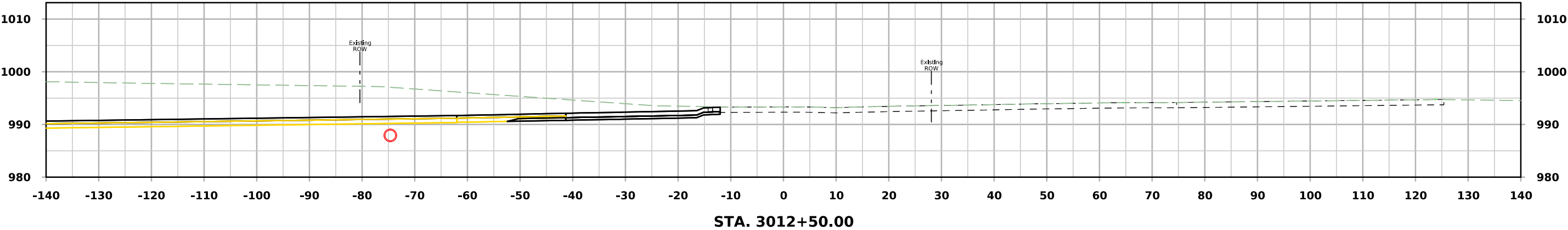
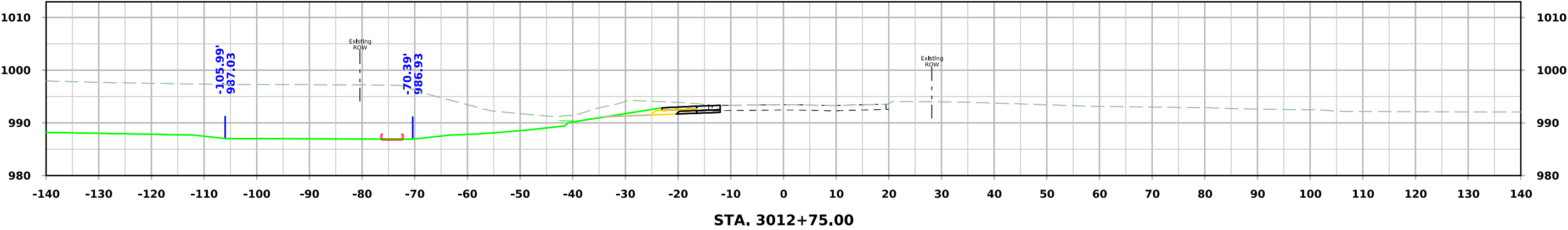
610th Ave



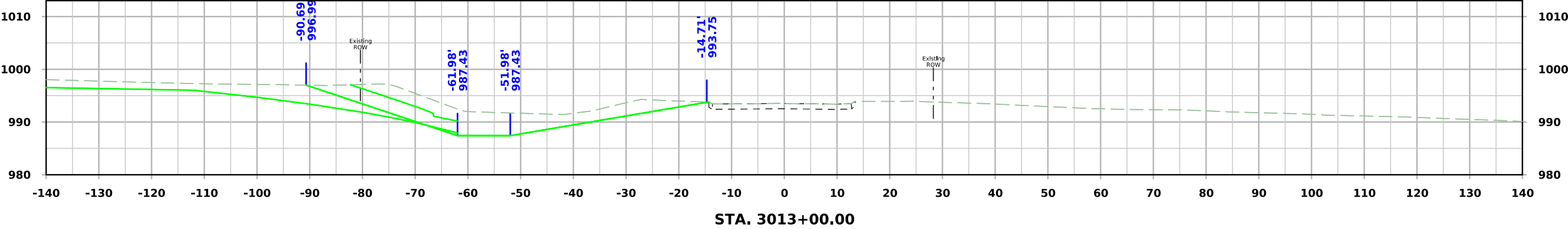
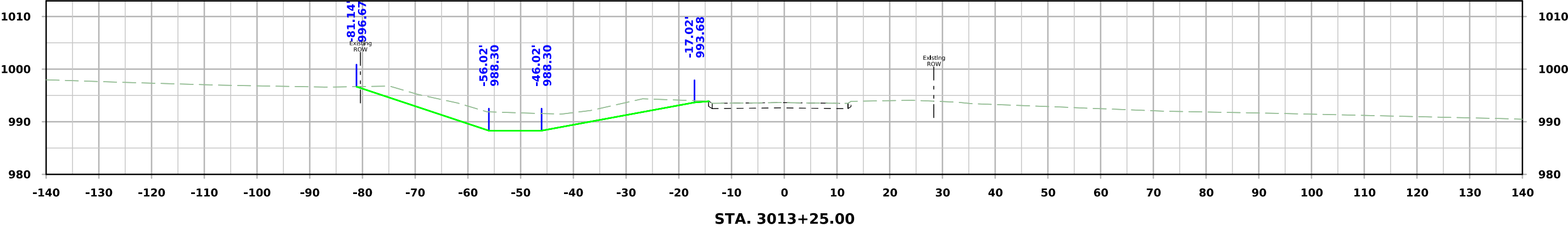
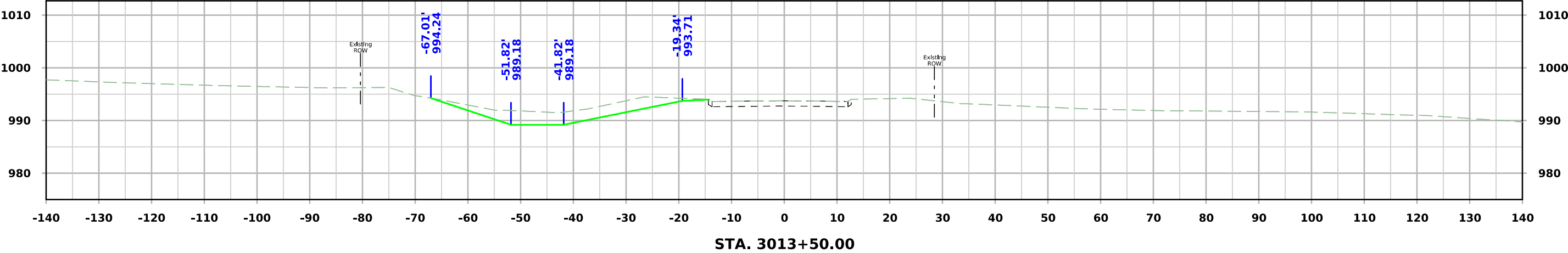
610th Ave



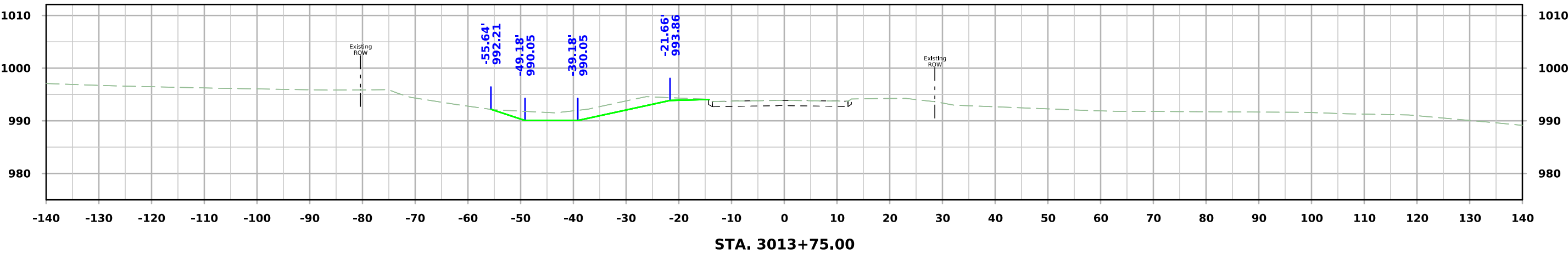
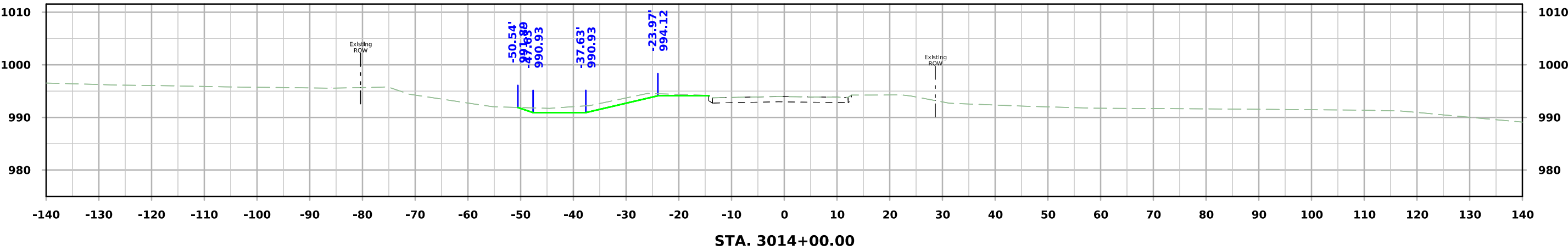
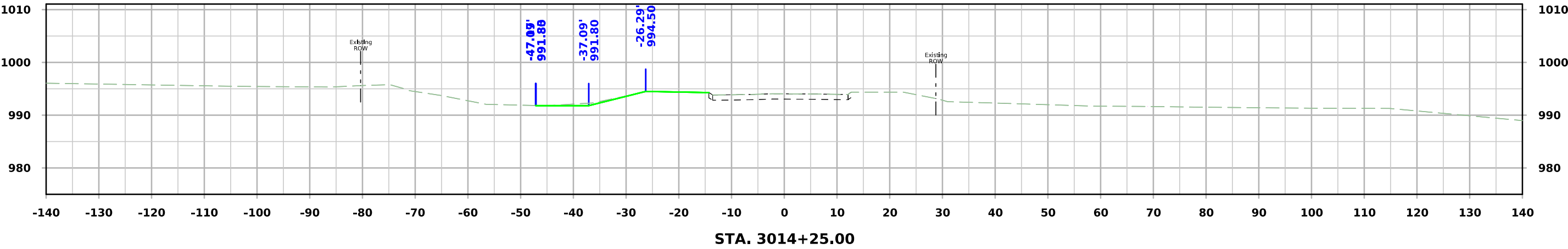
610th Ave



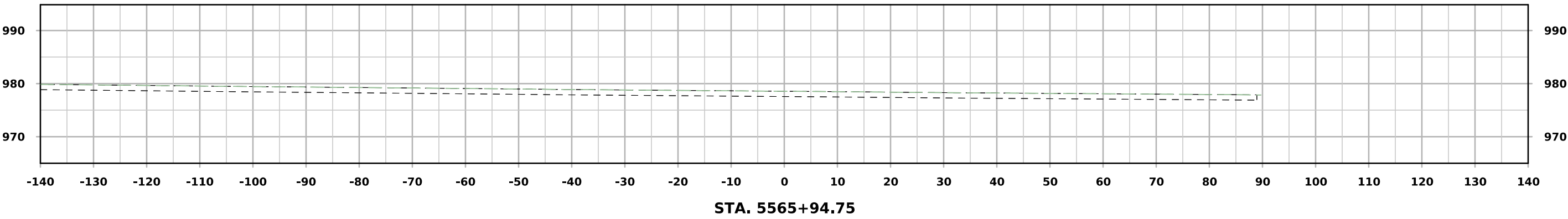
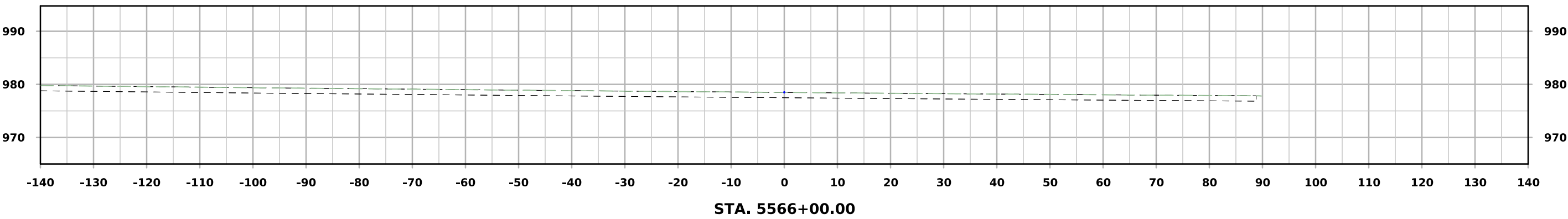
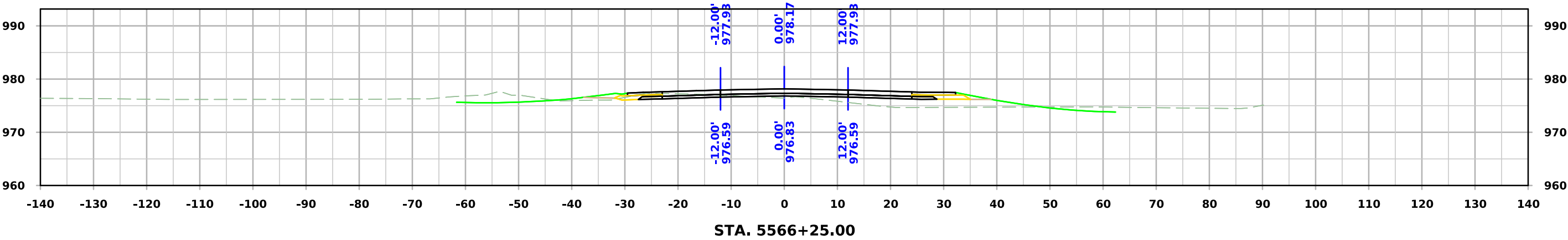
610th Ave



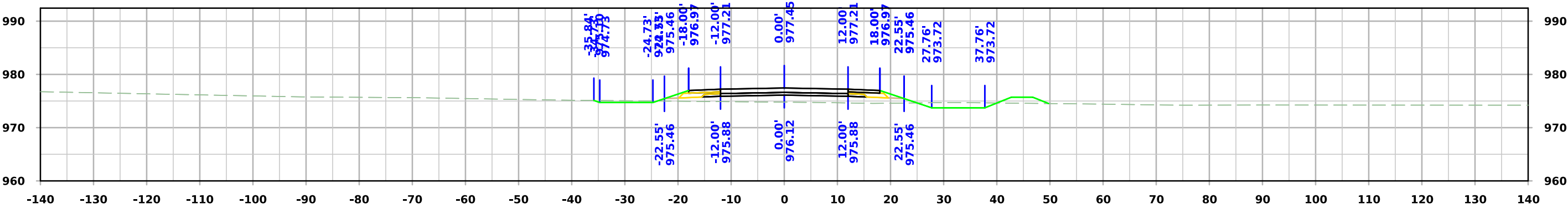
610th Ave



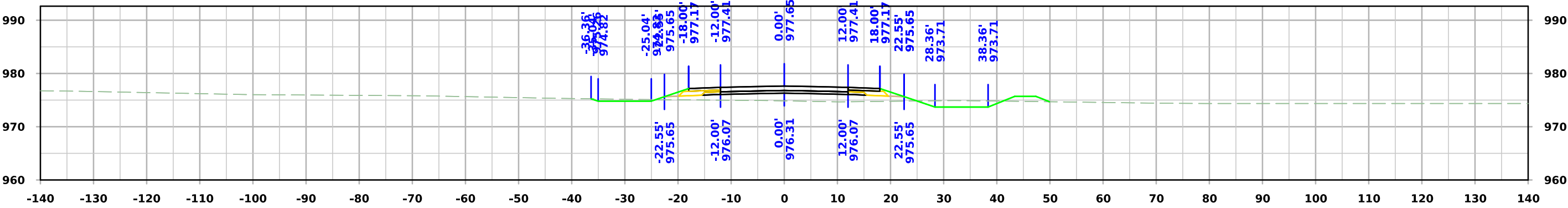
West A Ave



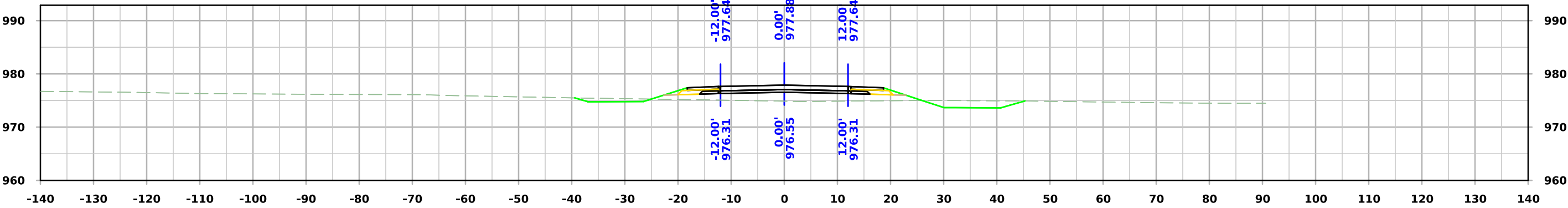
West A Ave



STA. 5567+00.00

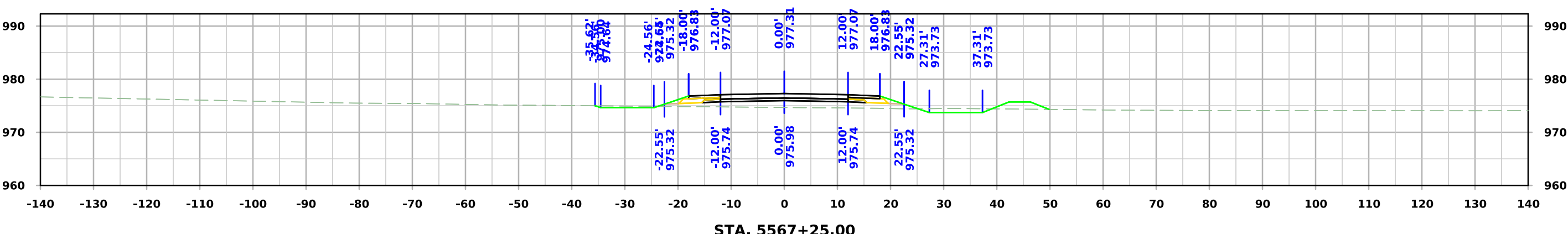
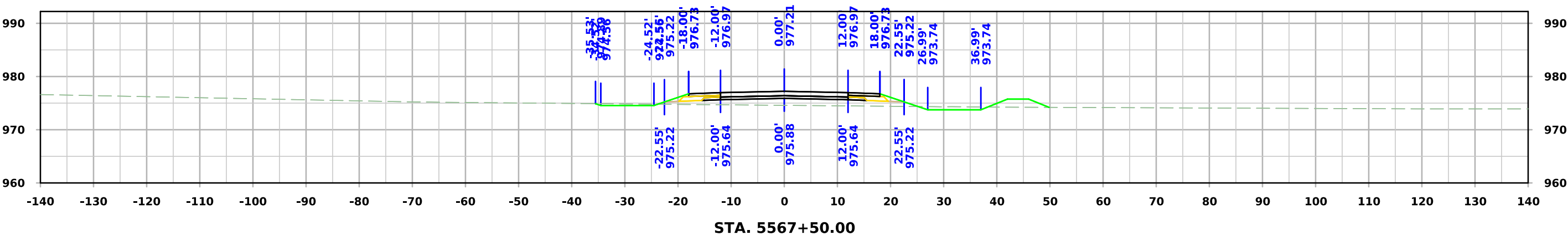
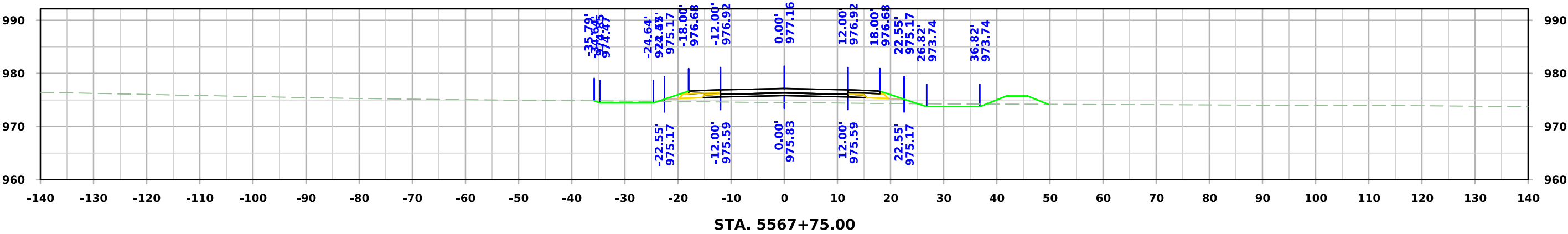


STA. 5566+75.00

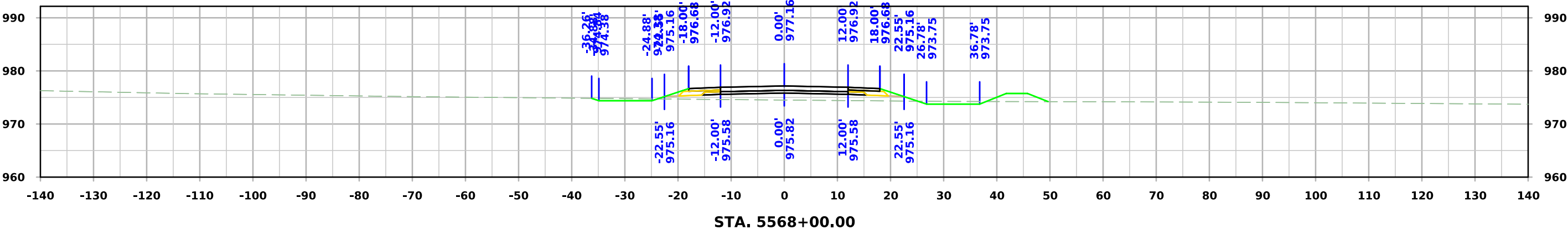
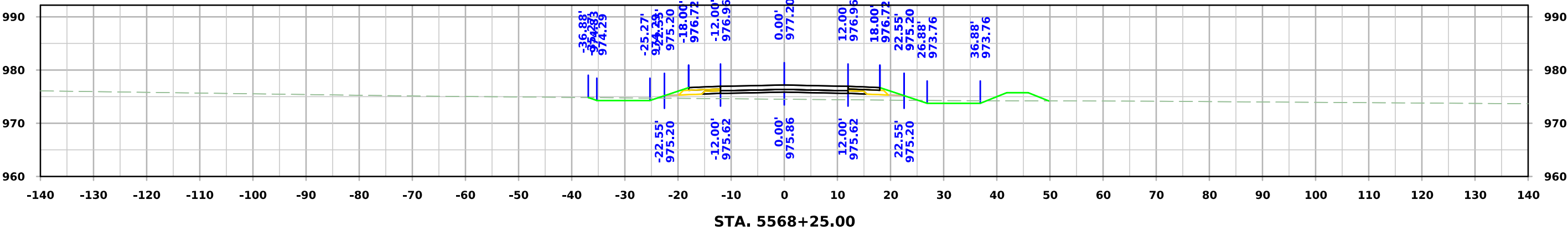
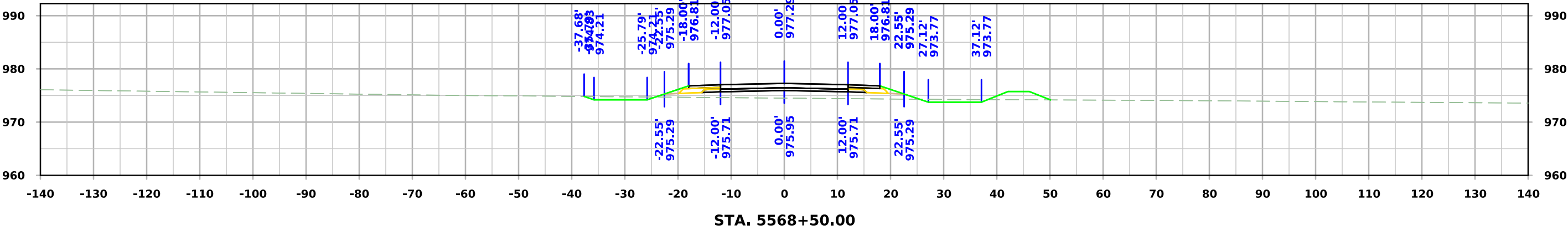


STA. 5566+50.00

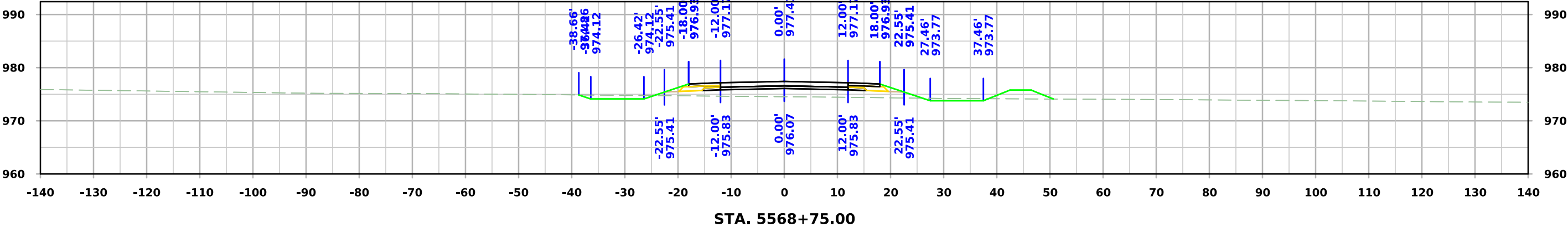
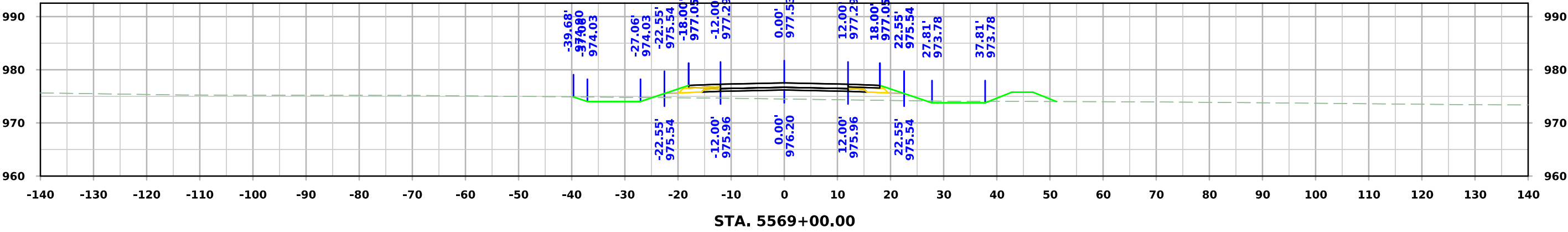
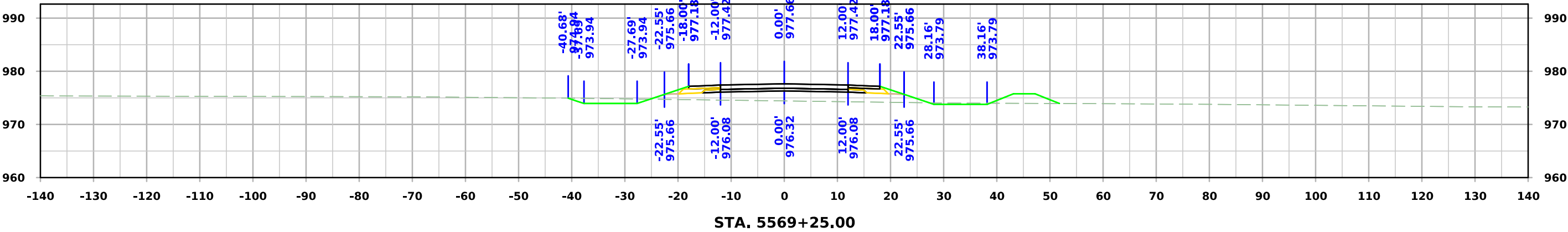
West A Ave



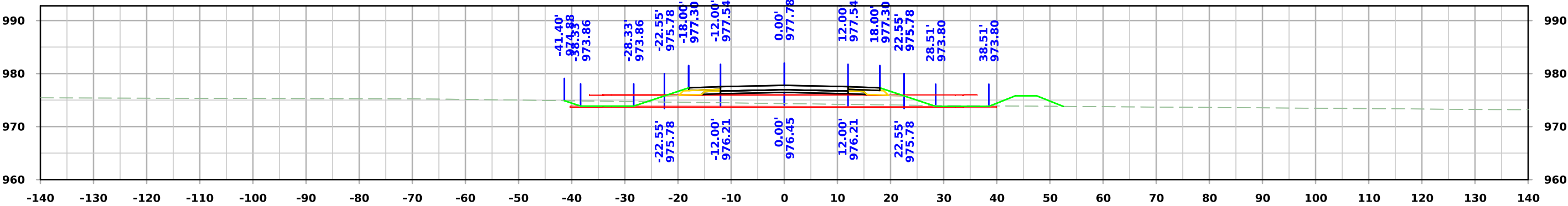
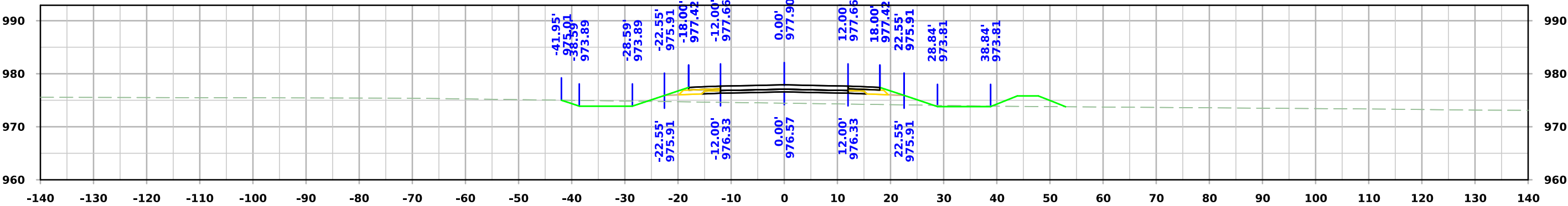
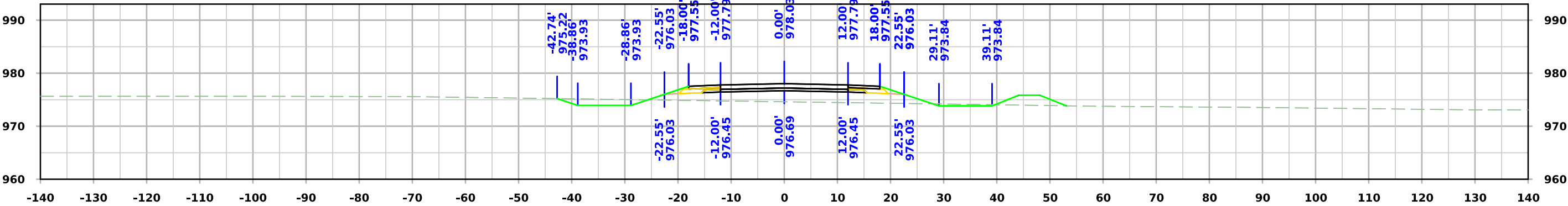
West A Ave



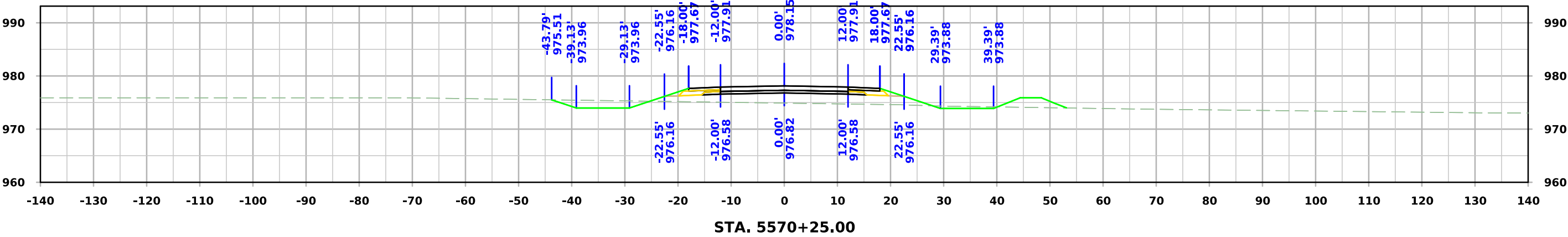
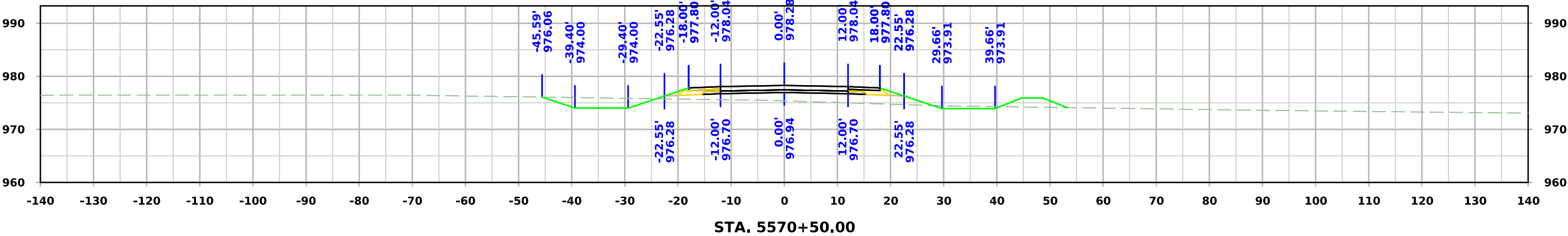
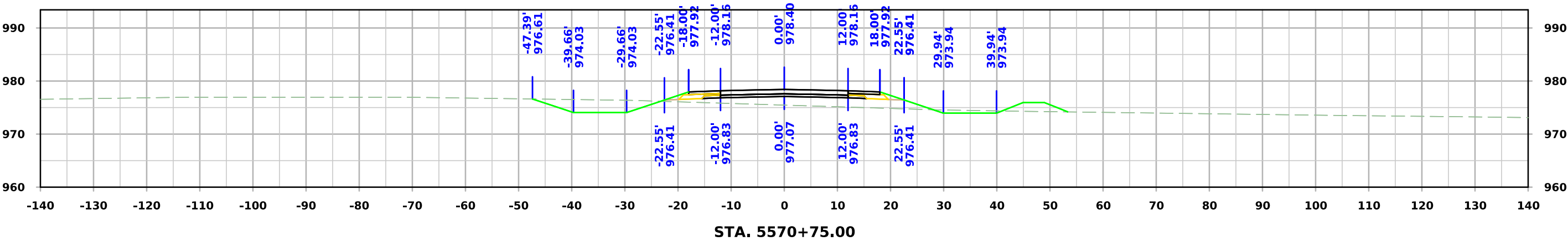
West A Ave



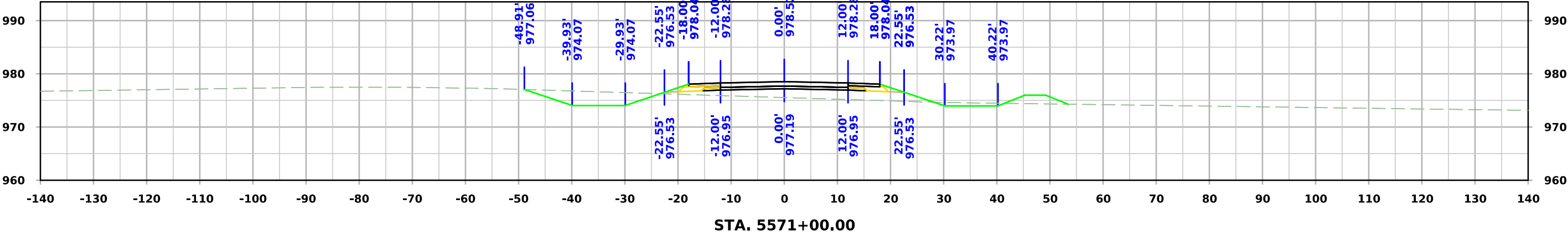
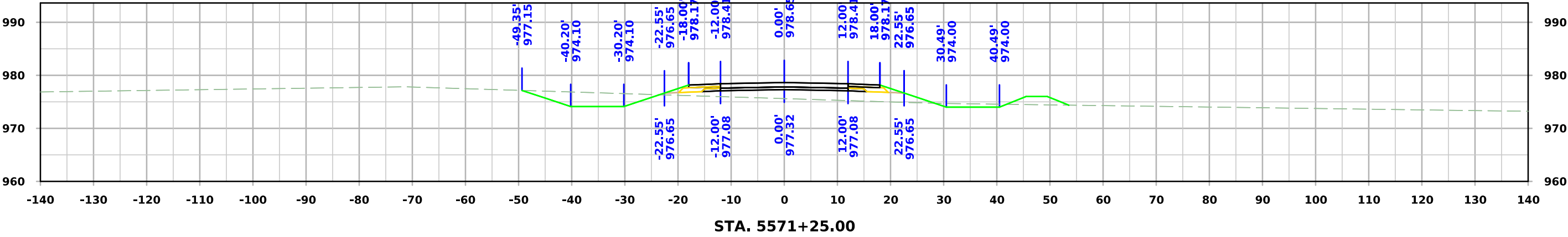
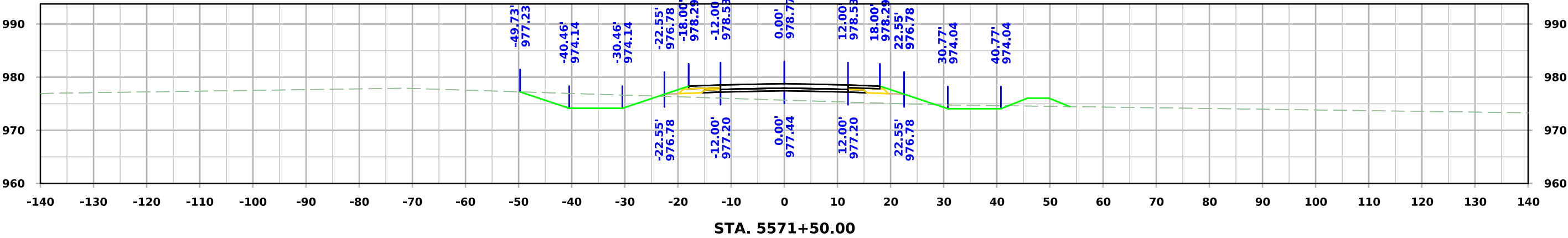
West A Ave



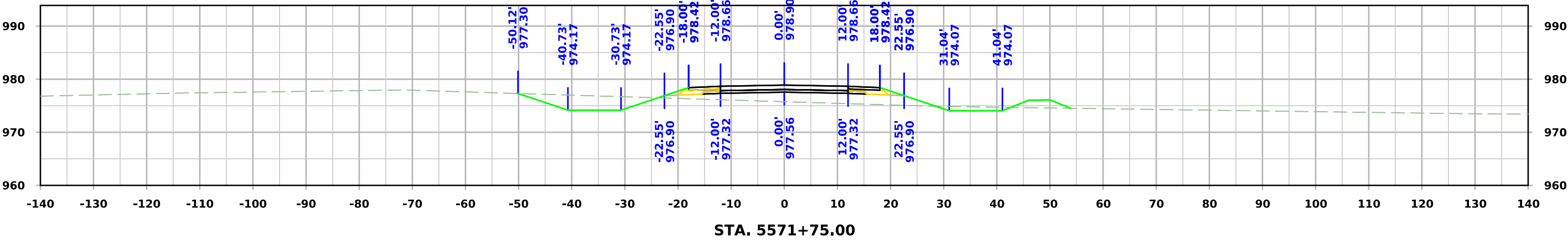
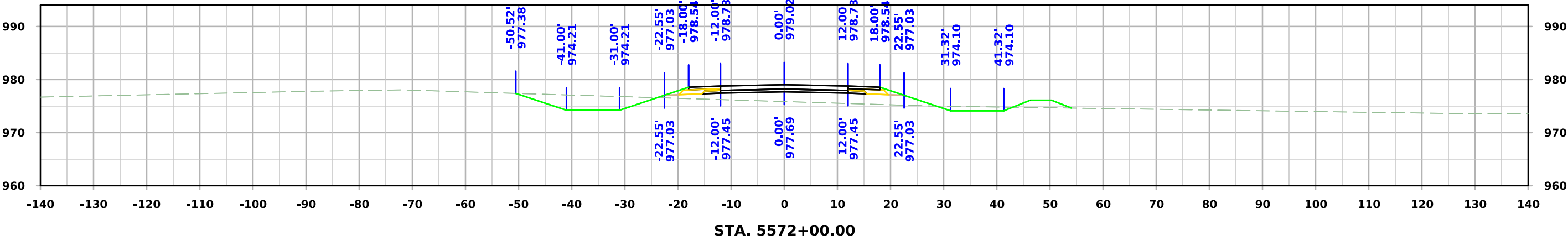
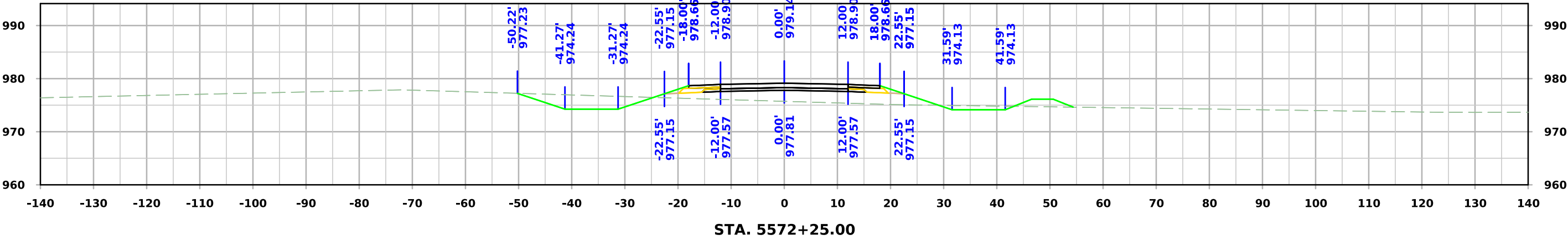
West A Ave



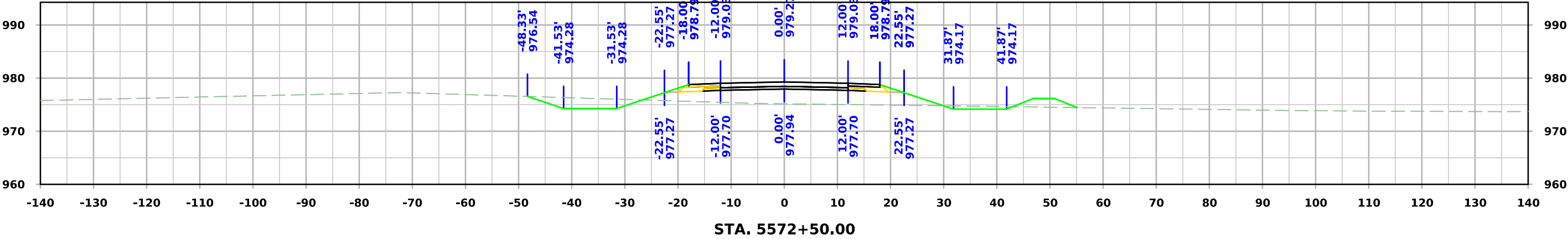
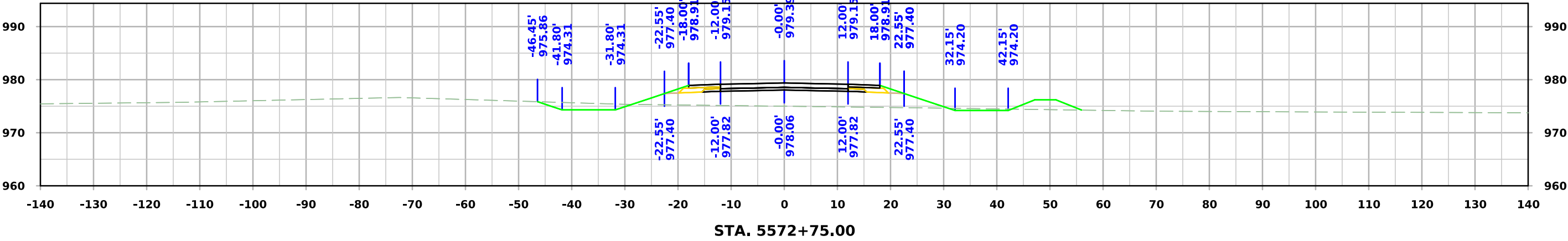
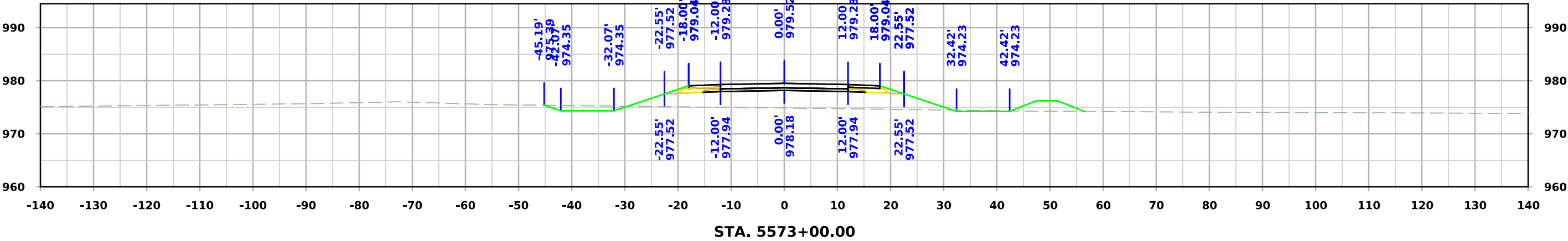
West A Ave



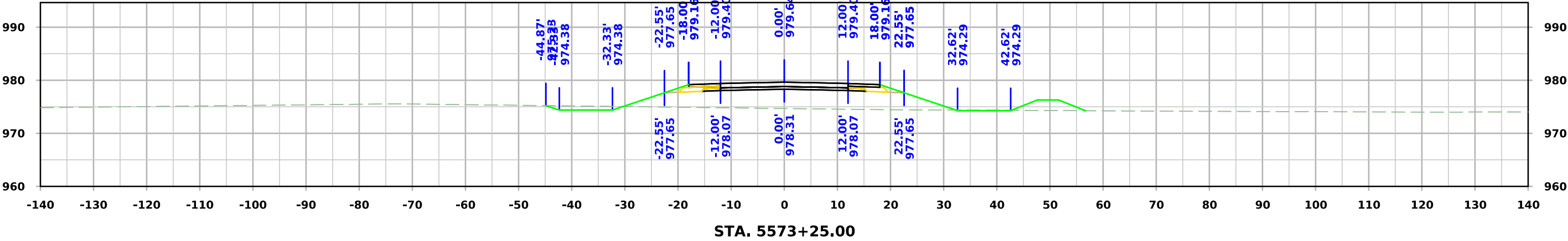
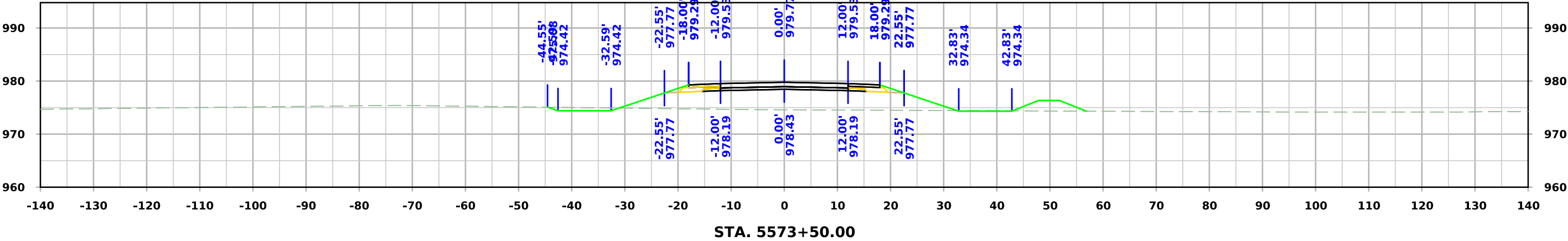
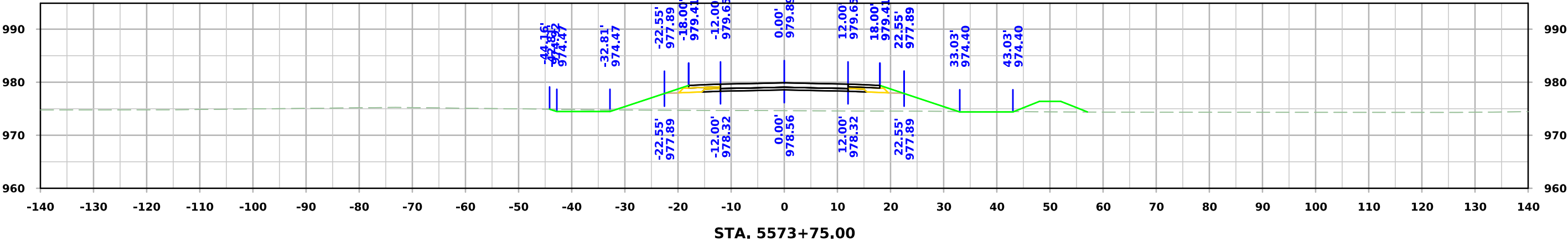
West A Ave



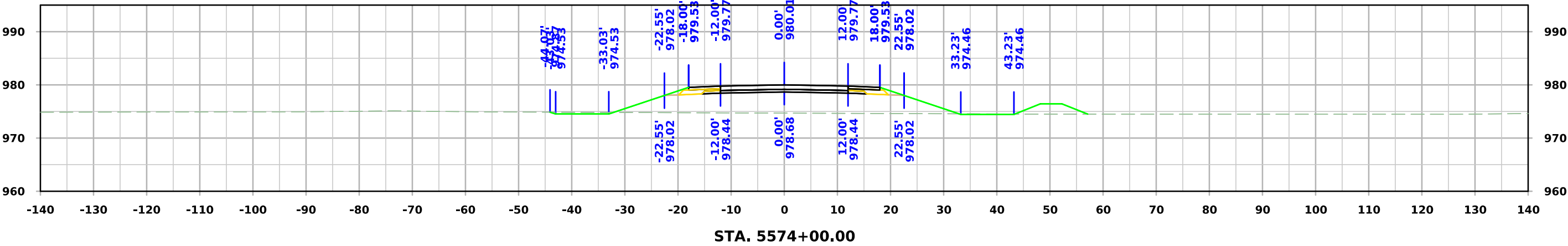
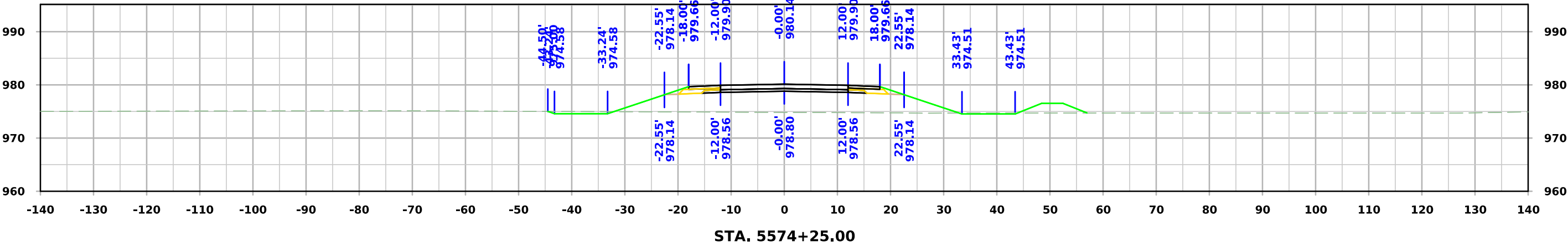
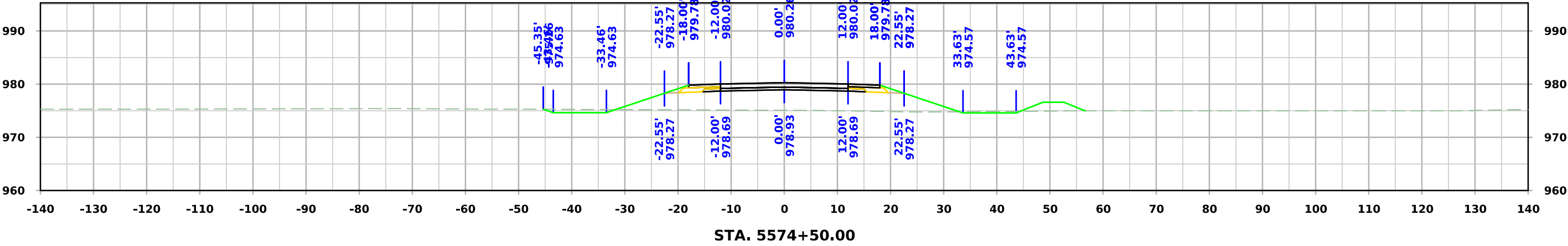
West A Ave



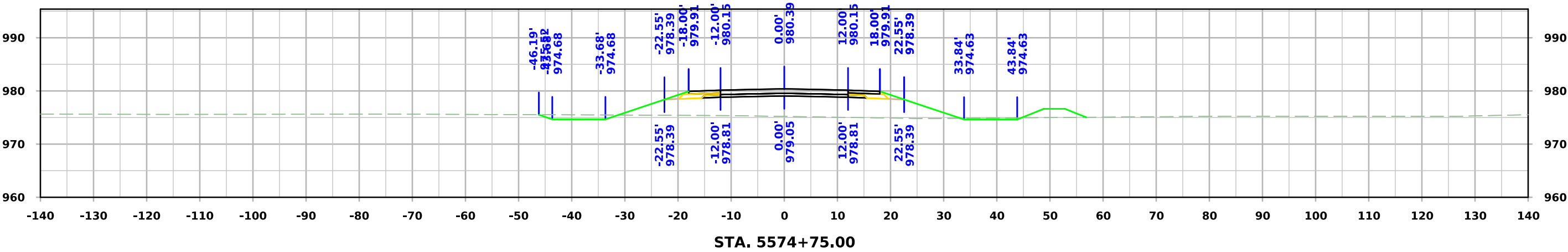
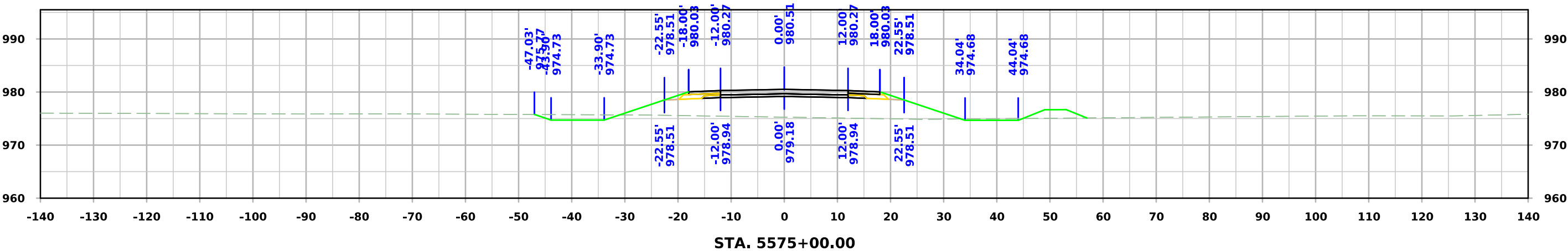
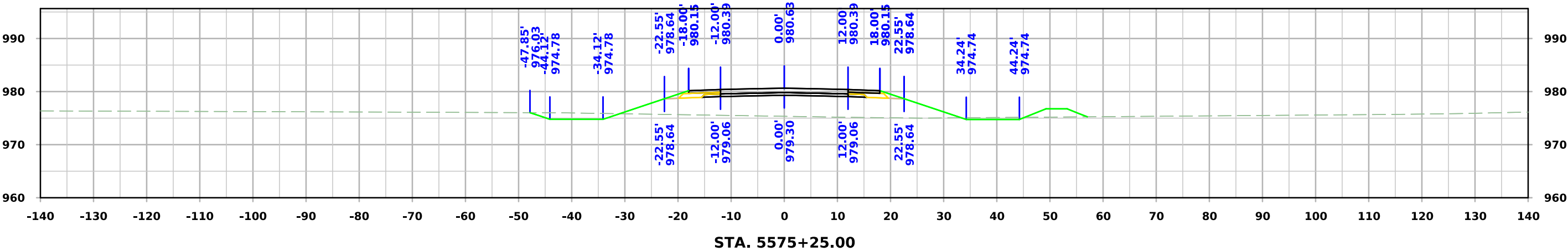
West A Ave



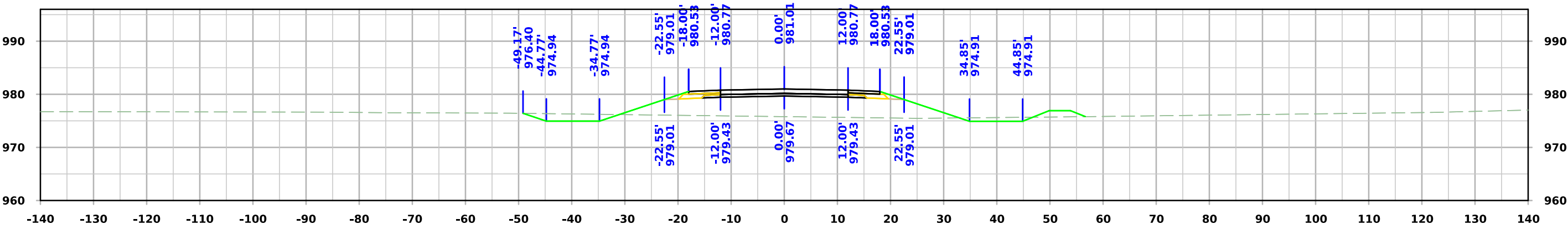
West A Ave



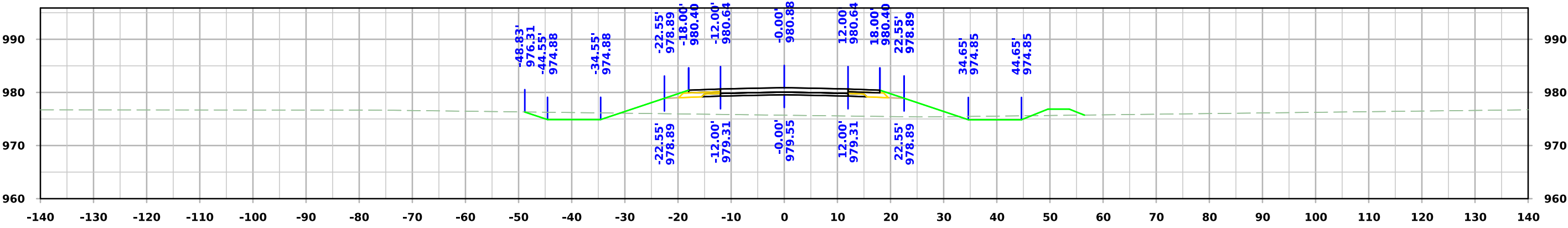
West A Ave



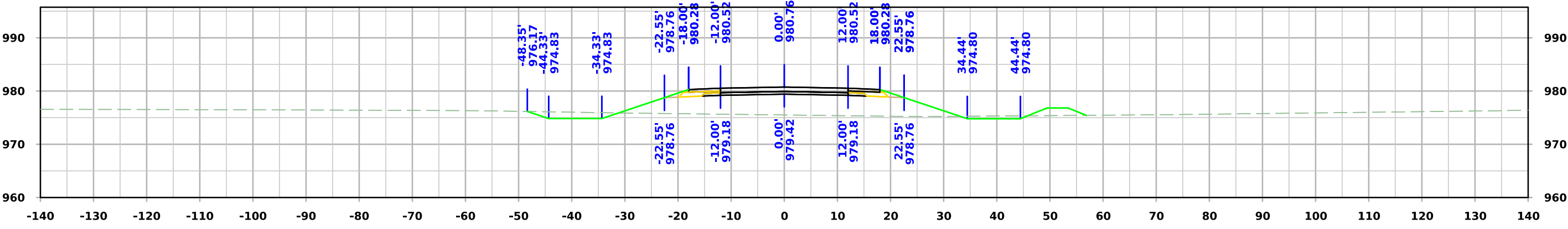
West A Ave



STA. 5576+00.00

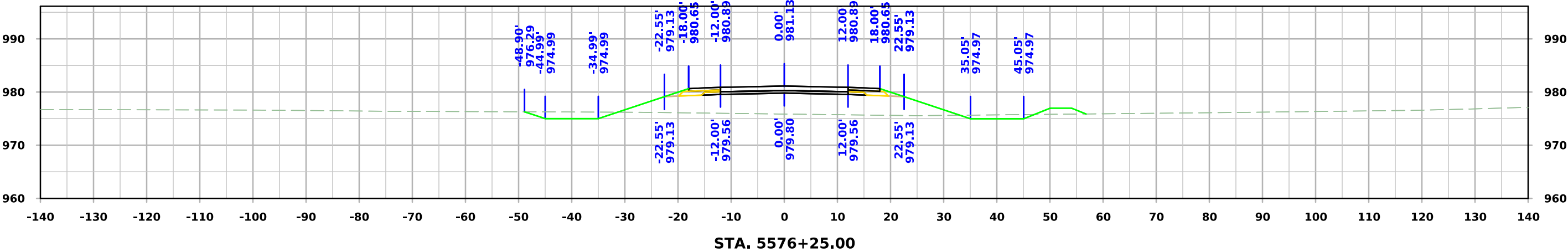
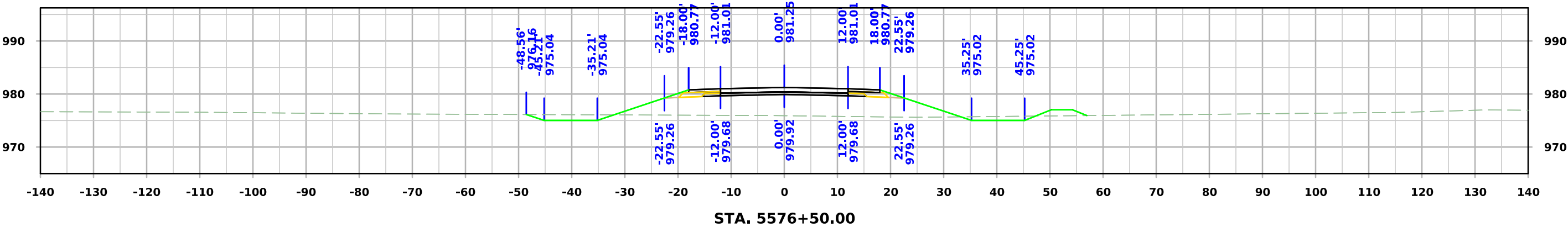
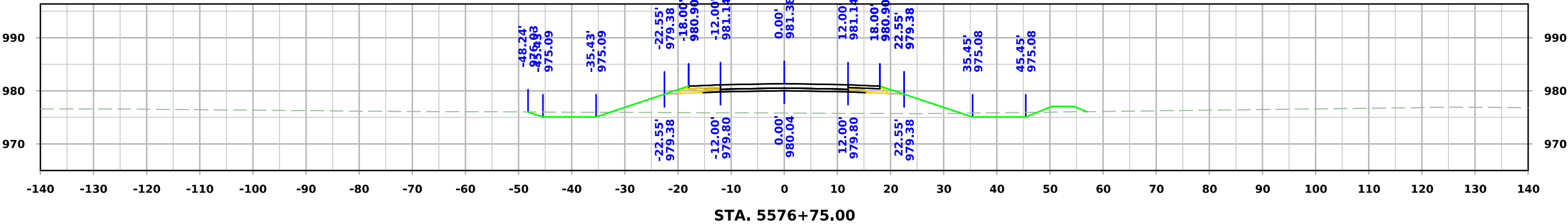


STA. 5575+75.00

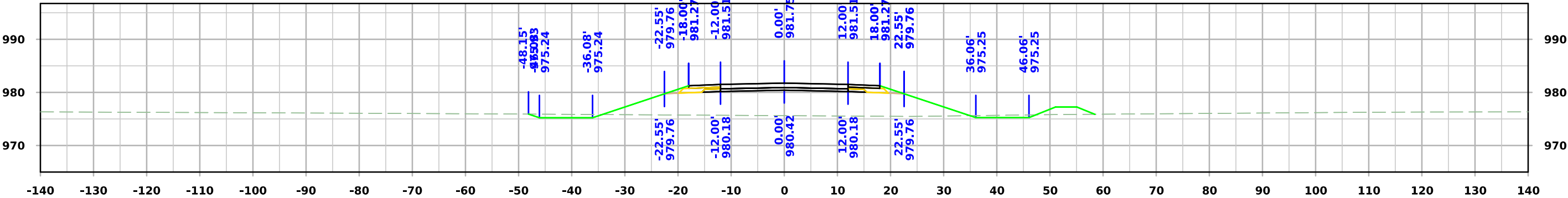


STA. 5575+50.00

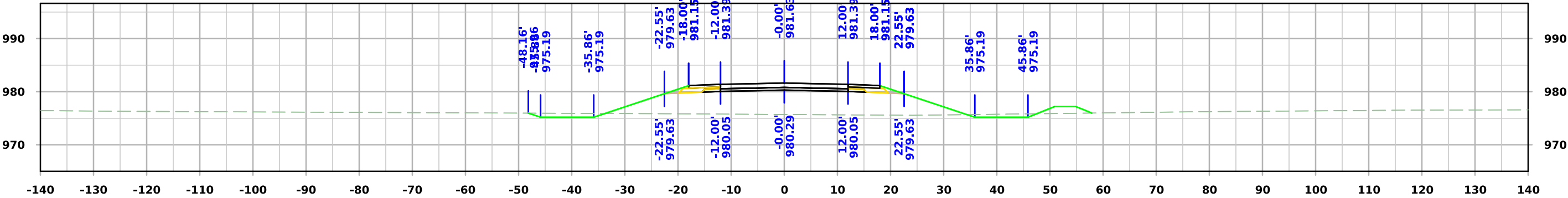
West A Ave



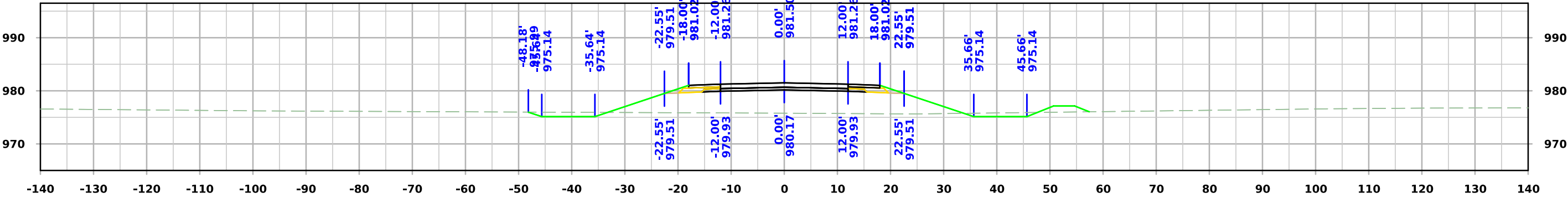
West A Ave



STA. 5577+50.00

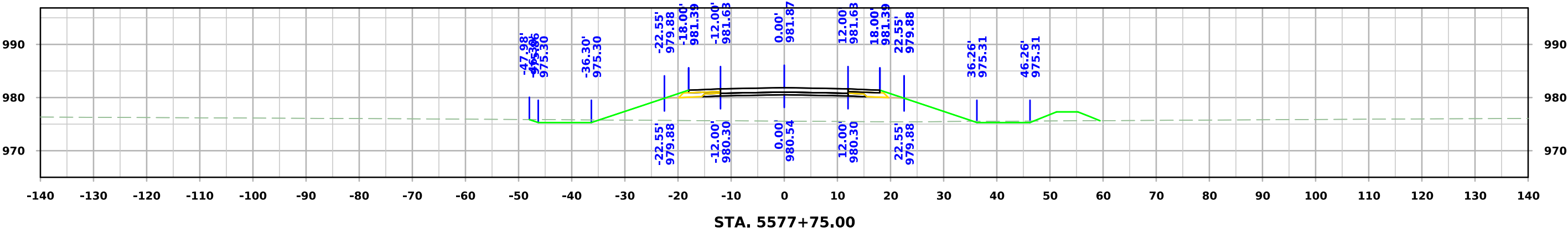
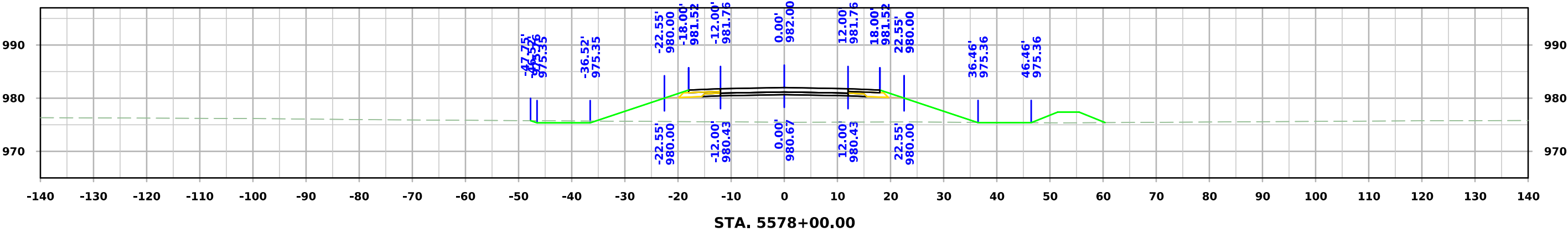
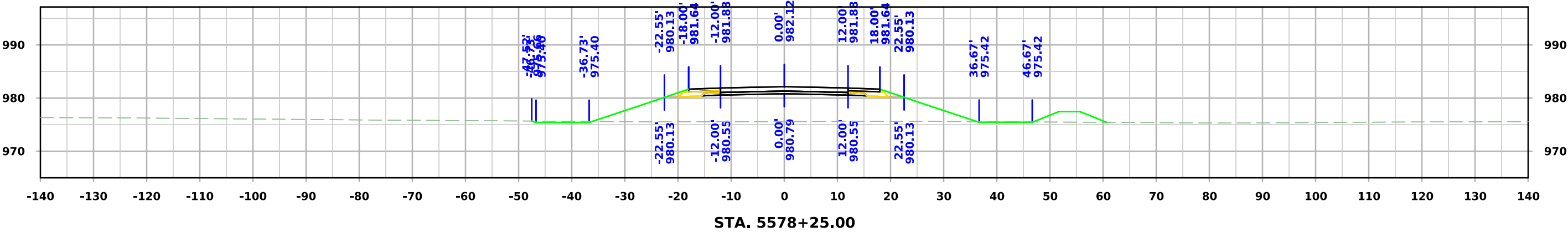


STA. 5577+25.00

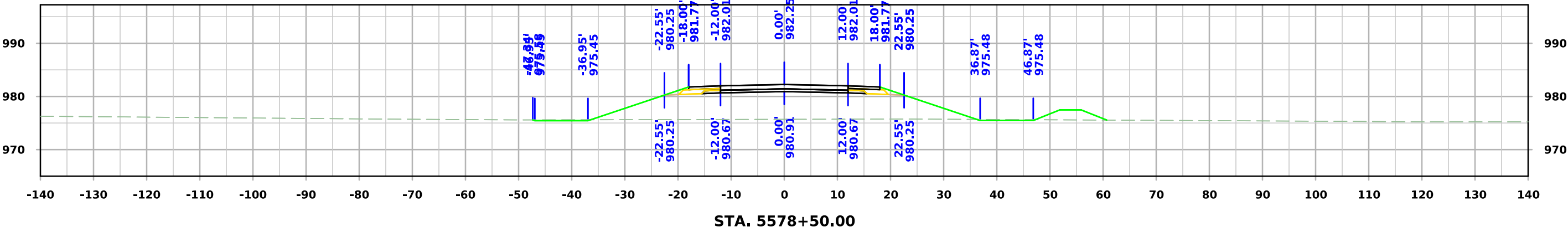
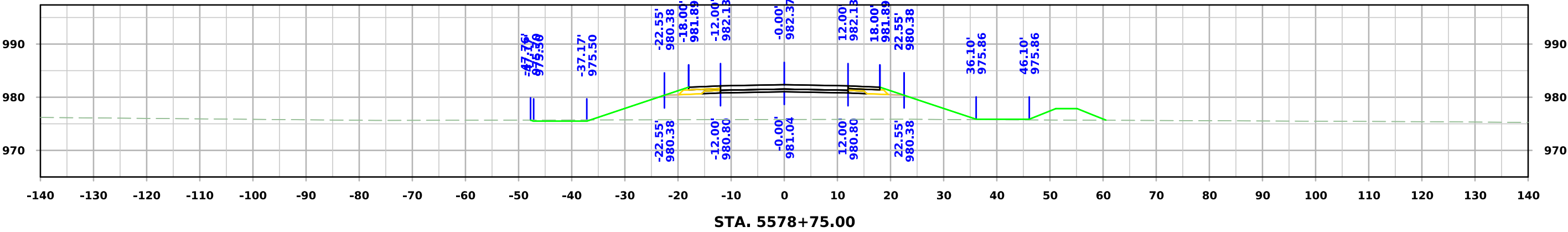
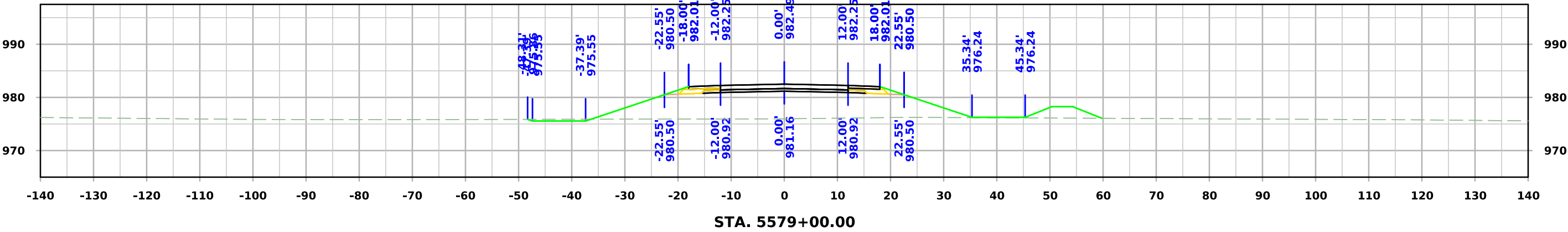


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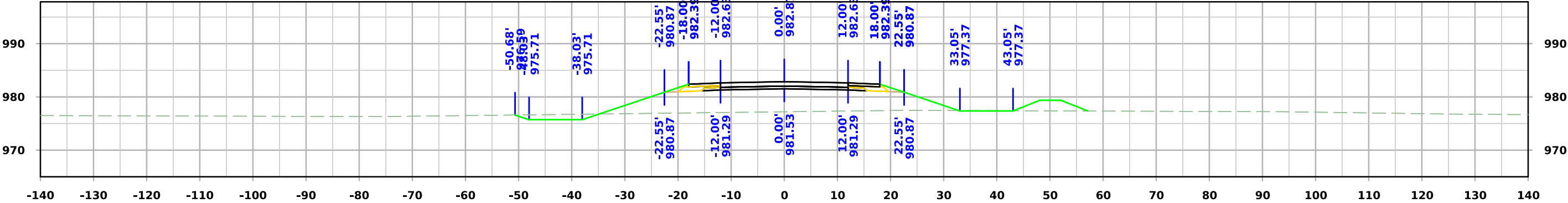
West A Ave



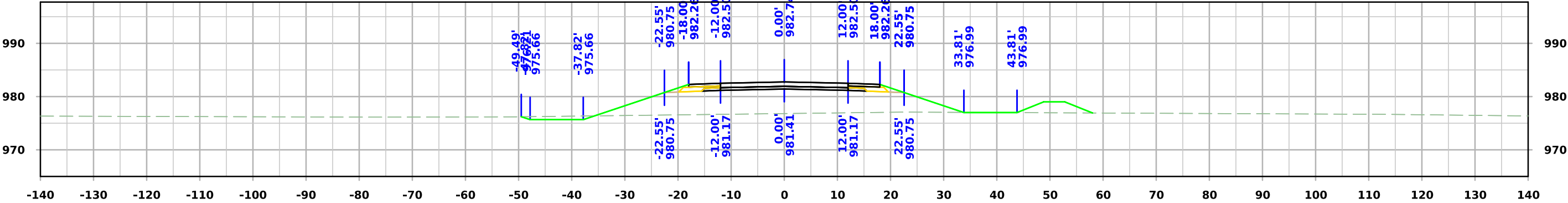
West A Ave



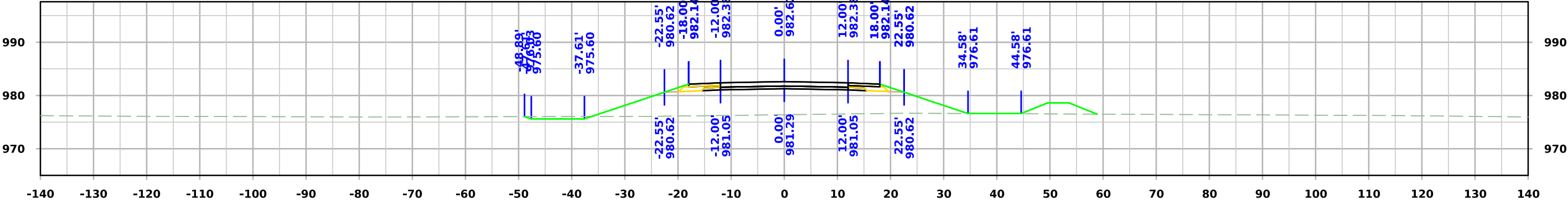
West A Ave



STA. 5579+75.00

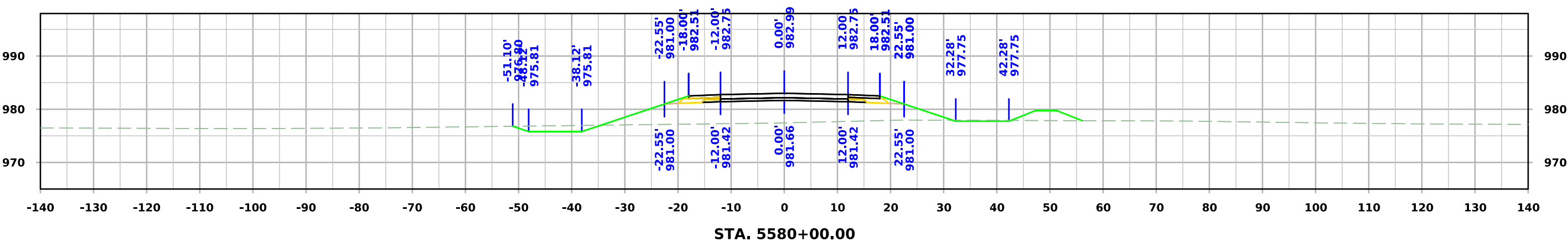
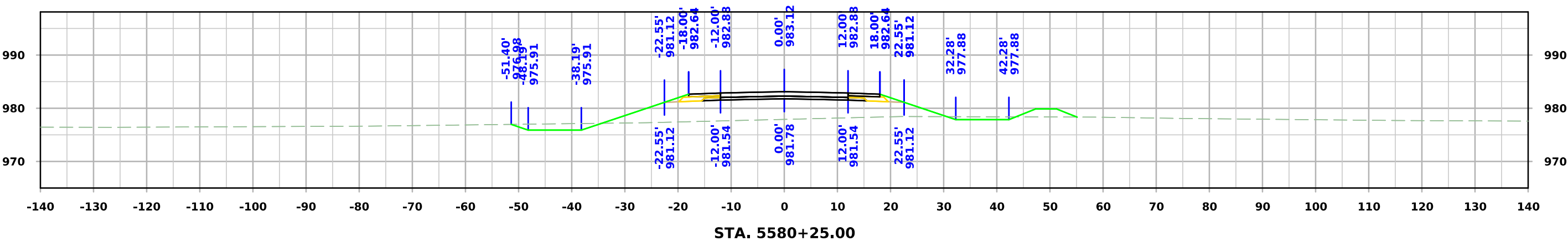
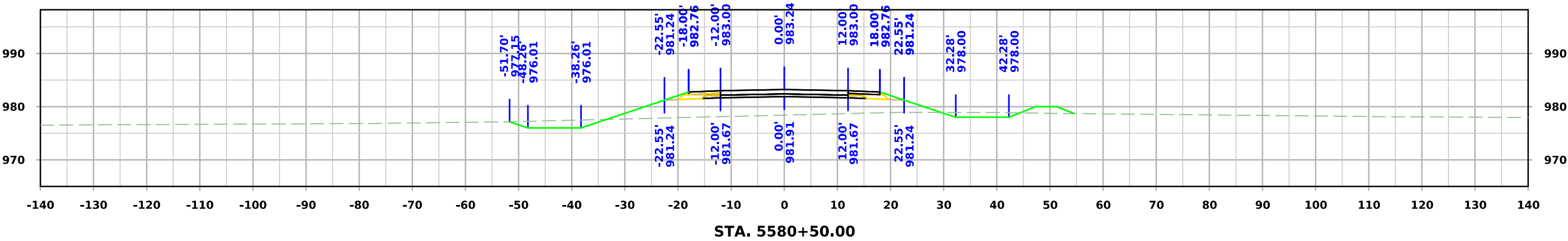


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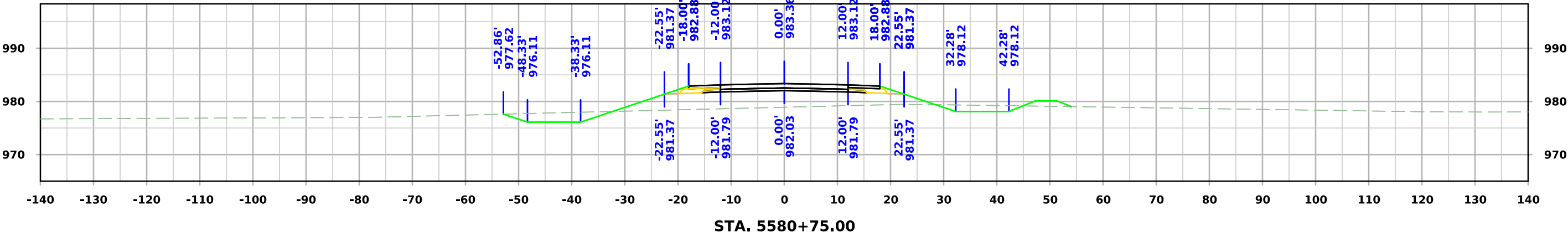
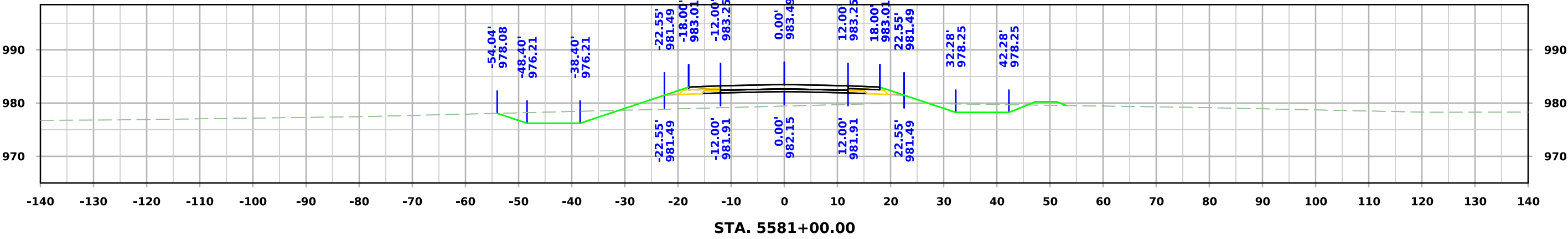
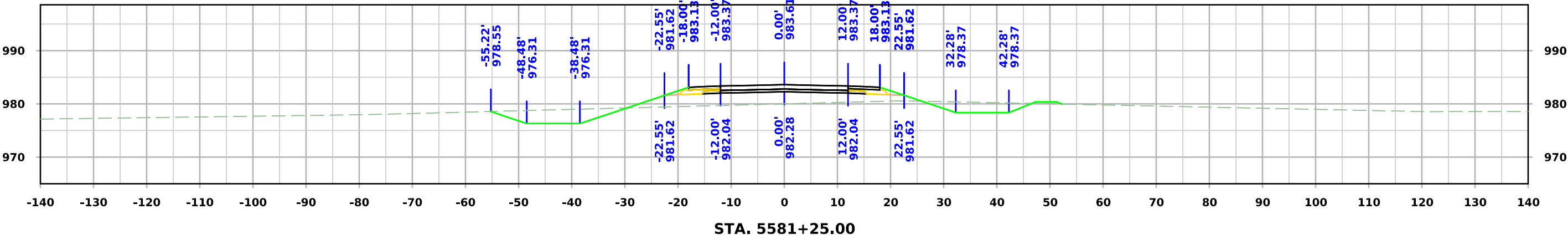


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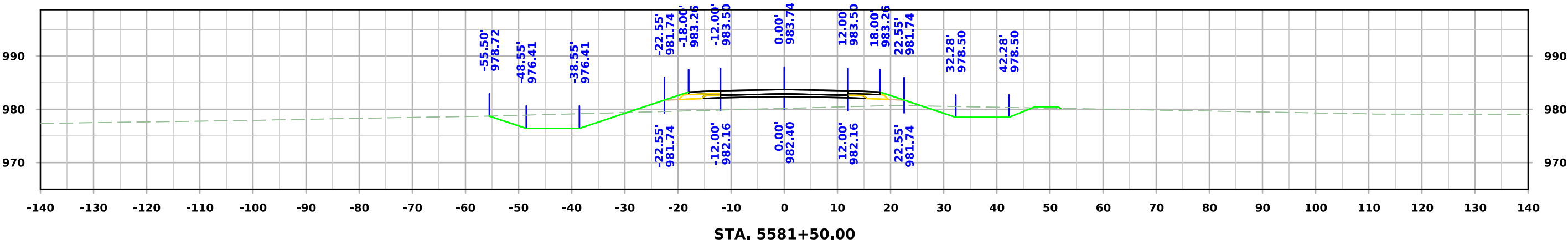
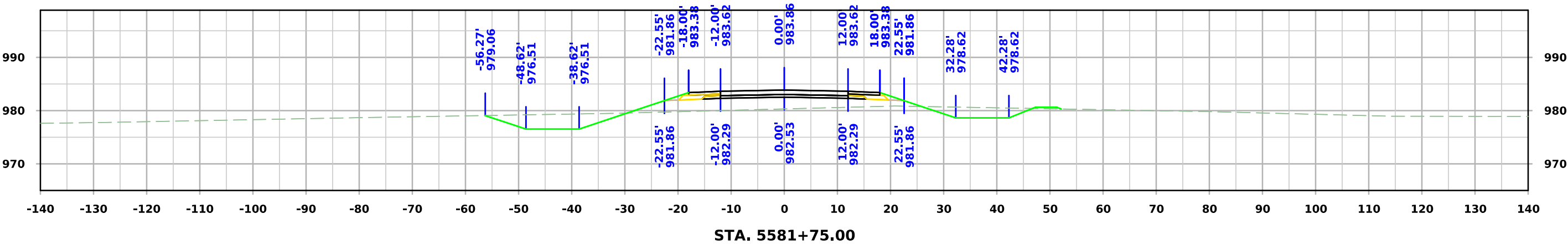
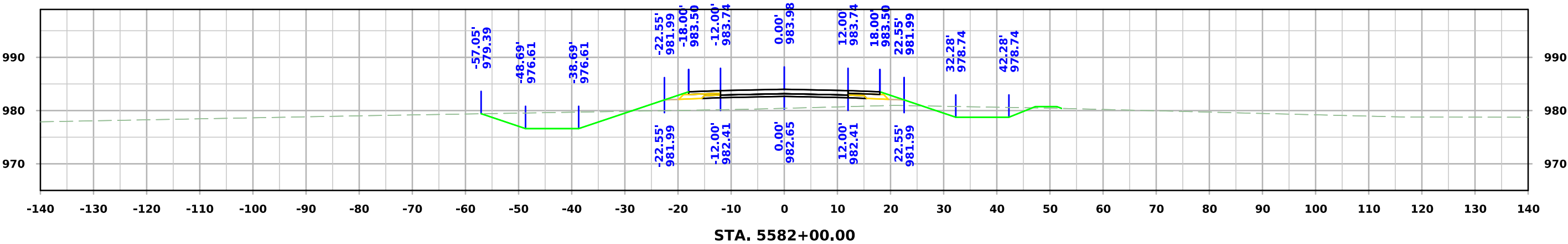
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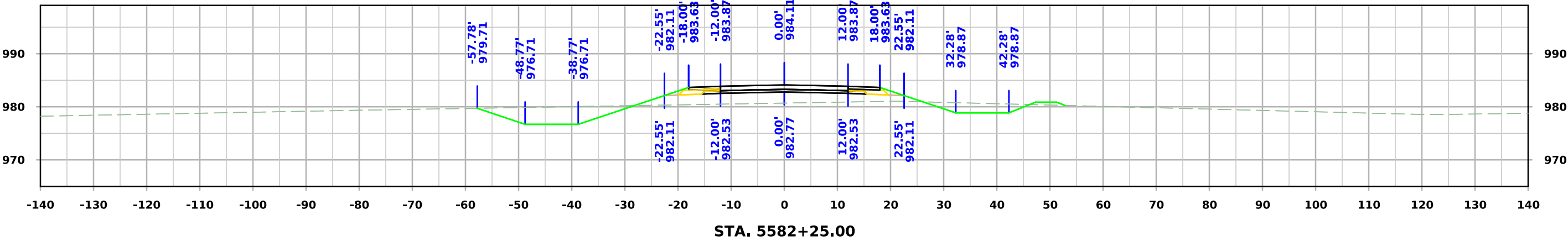
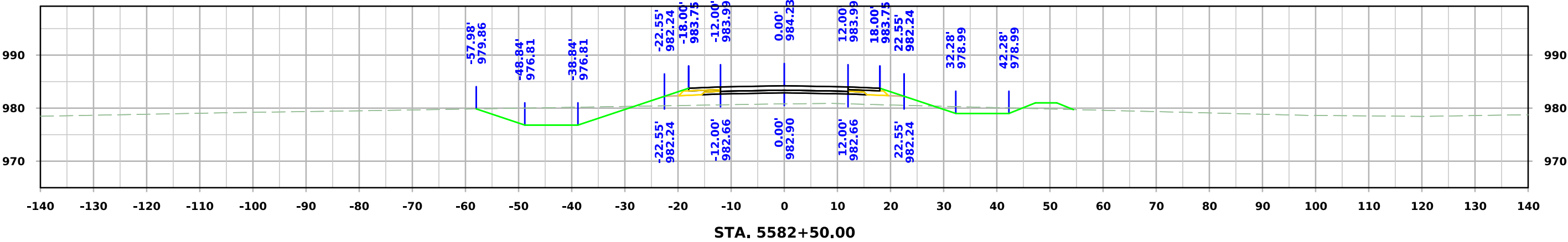
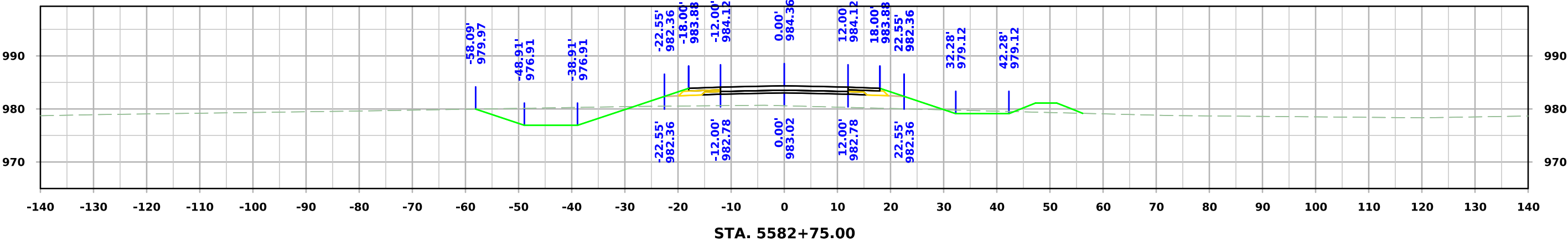
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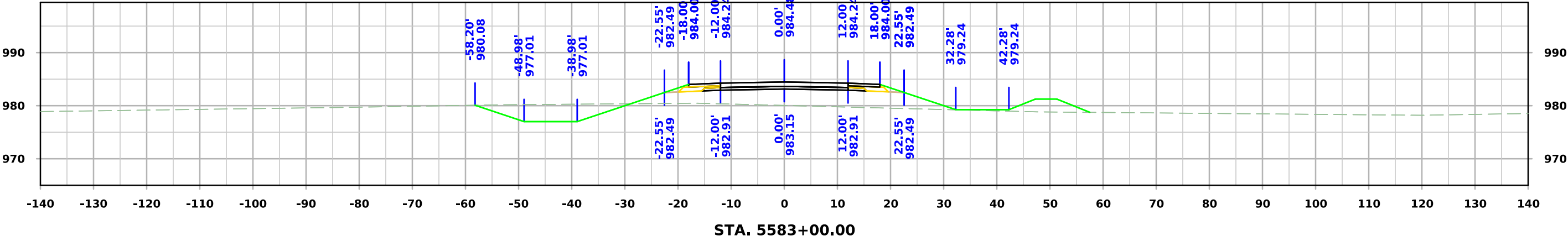
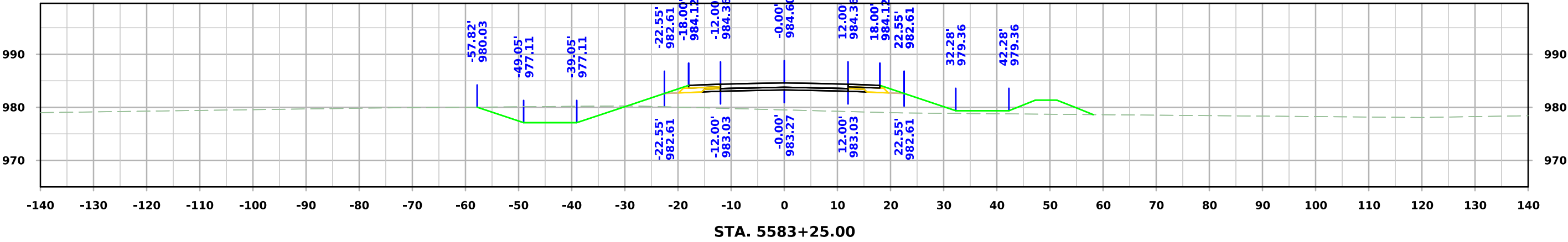
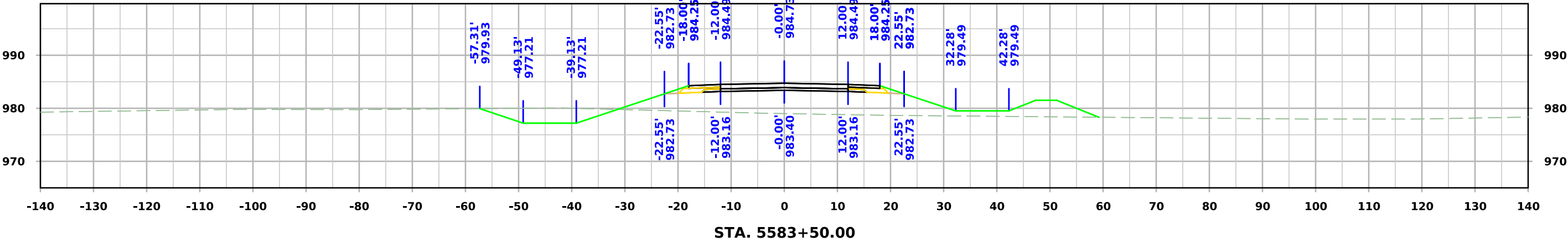
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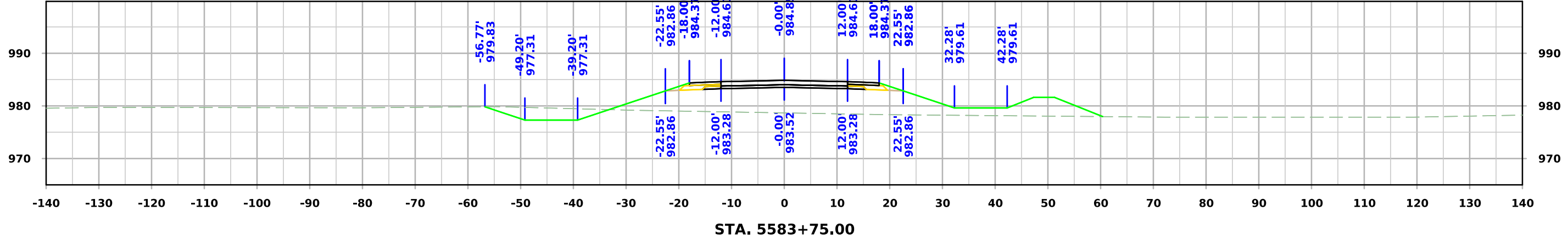
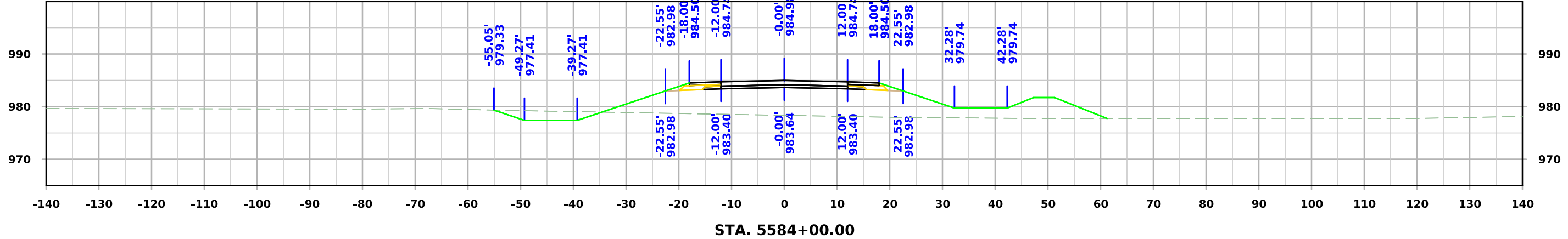
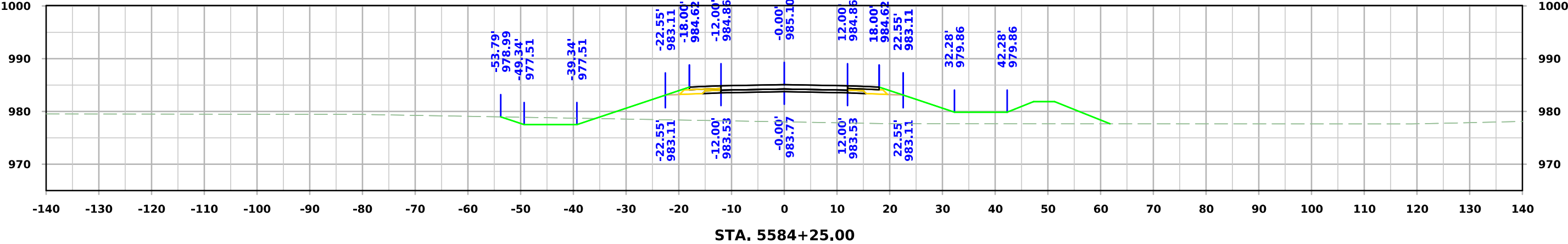
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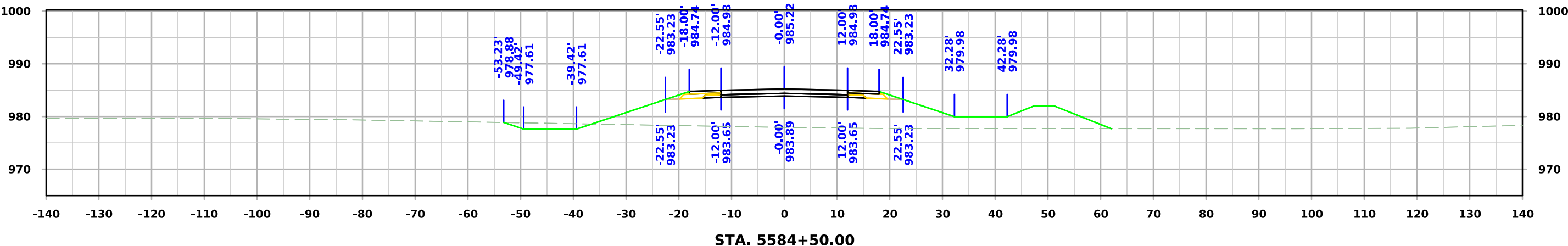
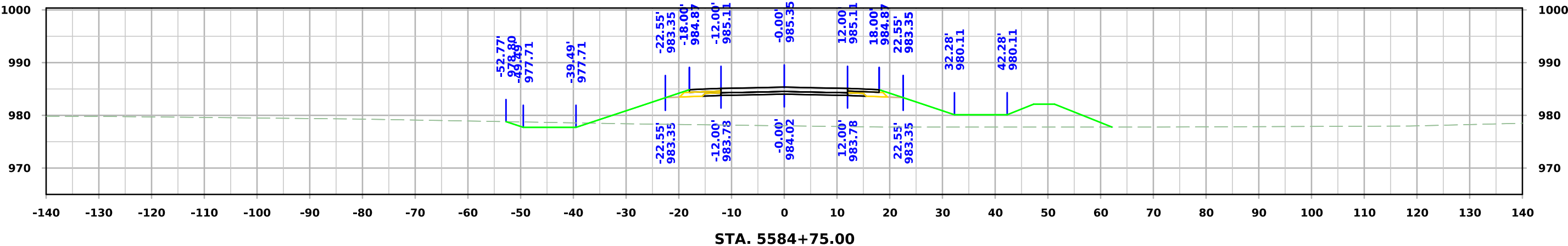
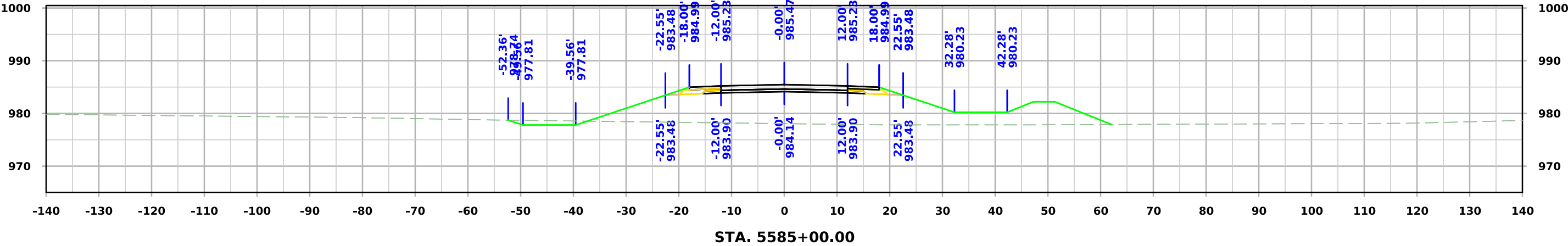
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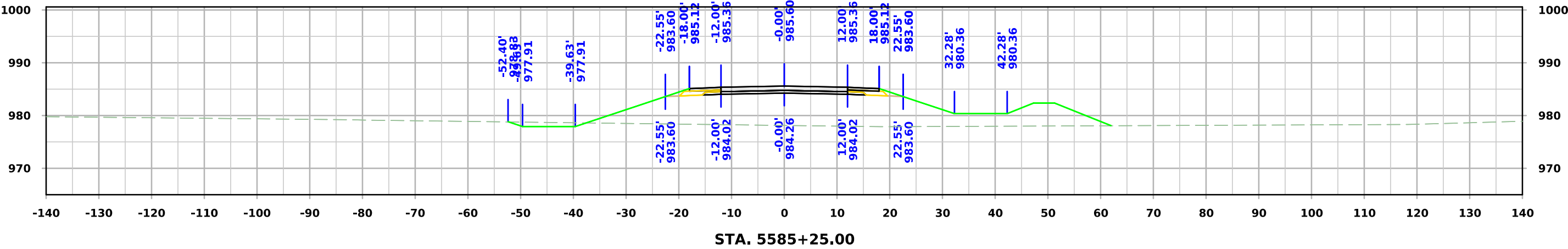
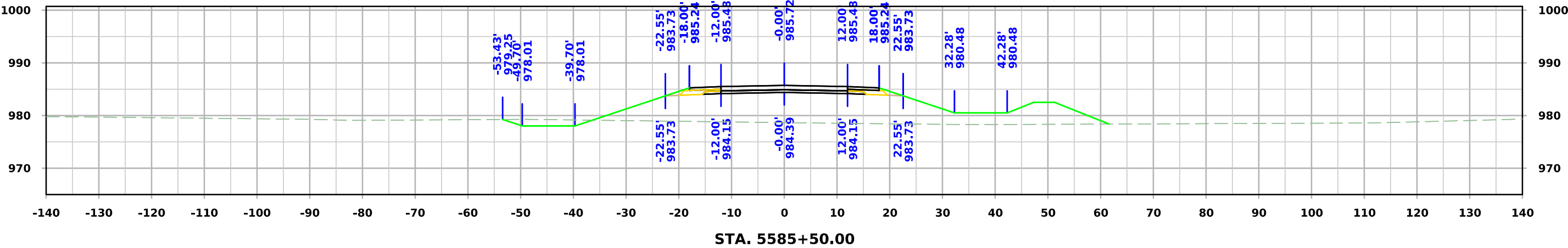
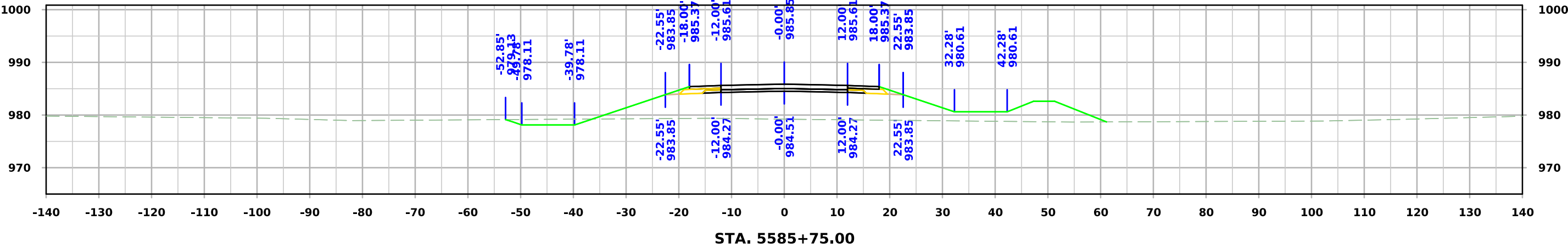
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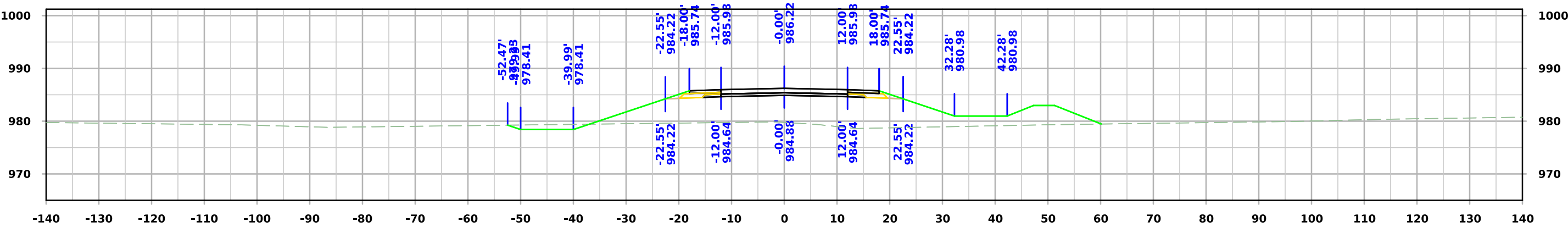
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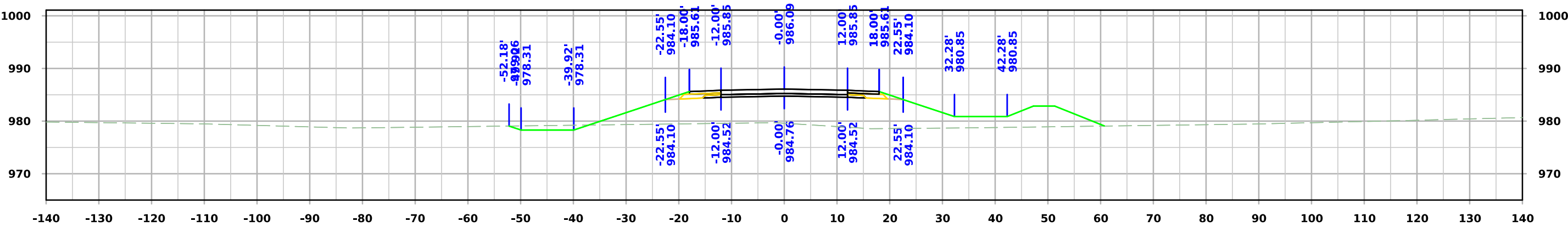
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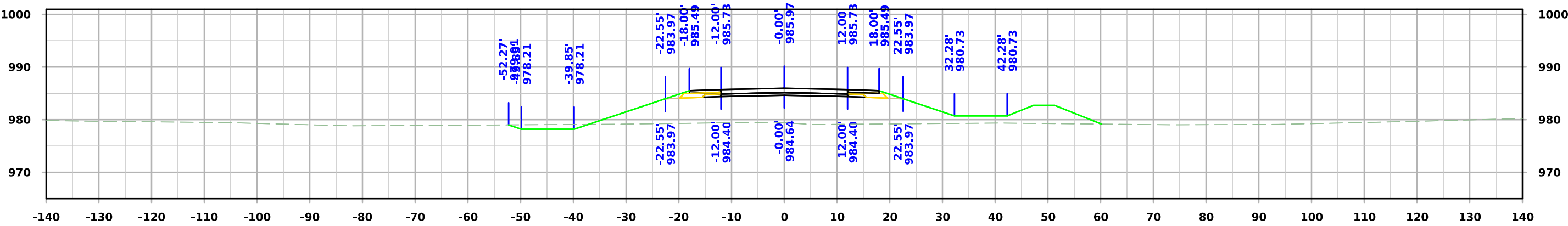
West A Ave



STA. 5586+50.00

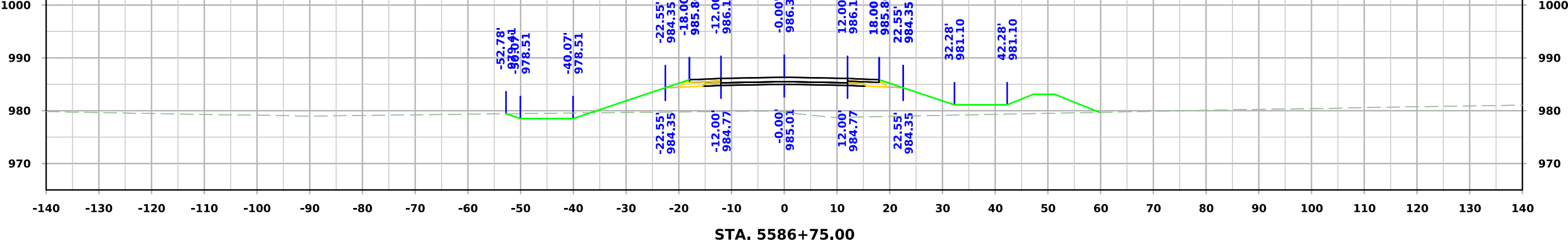
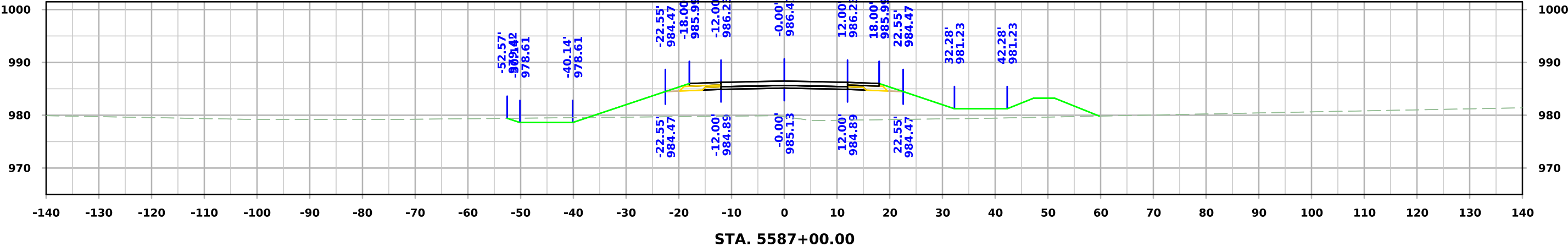
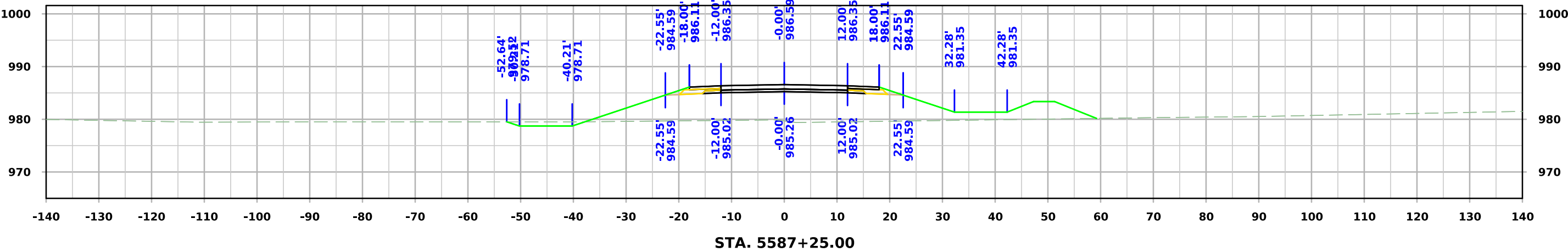


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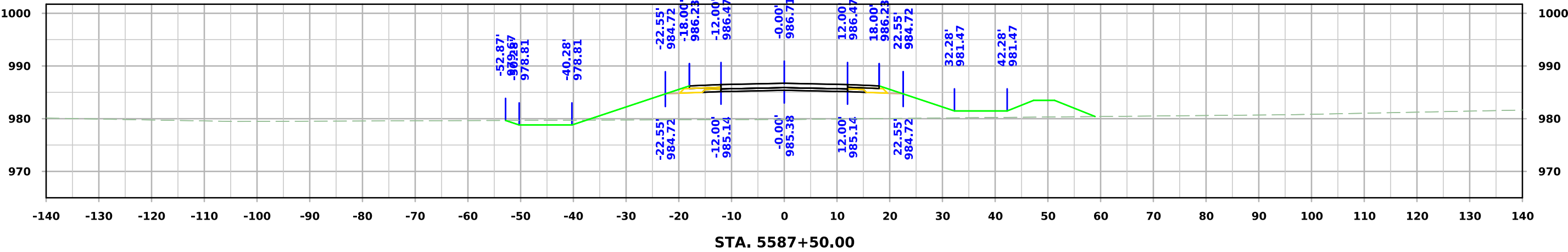
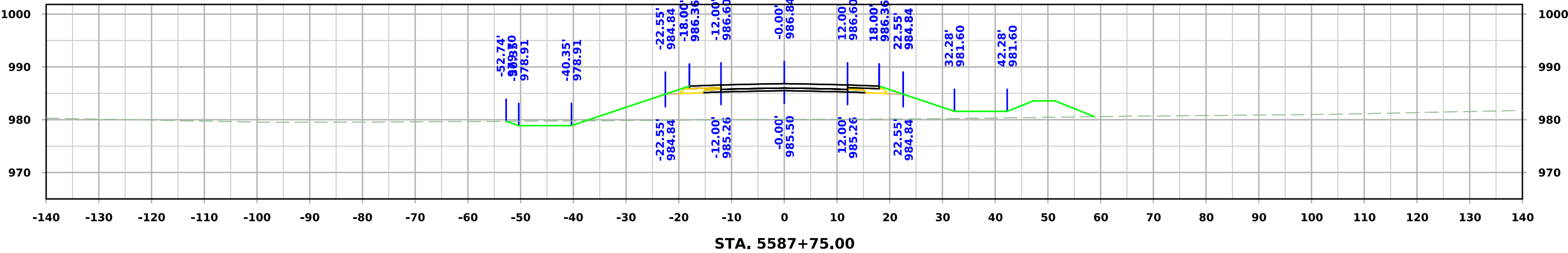
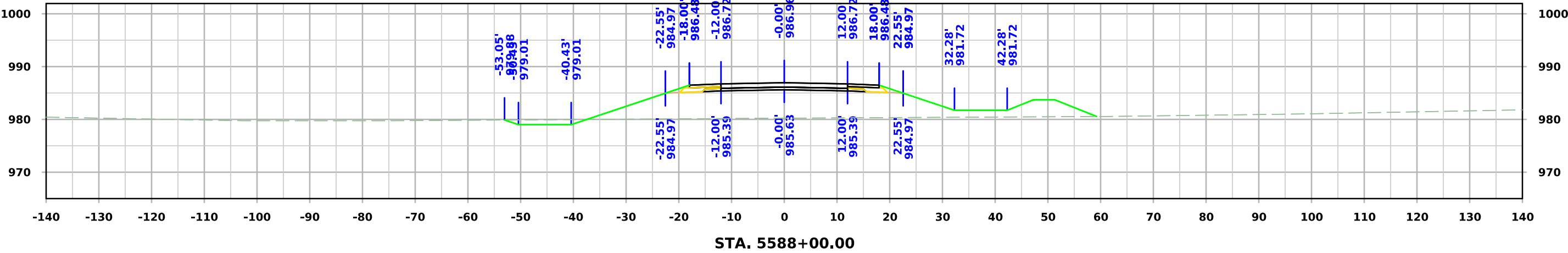


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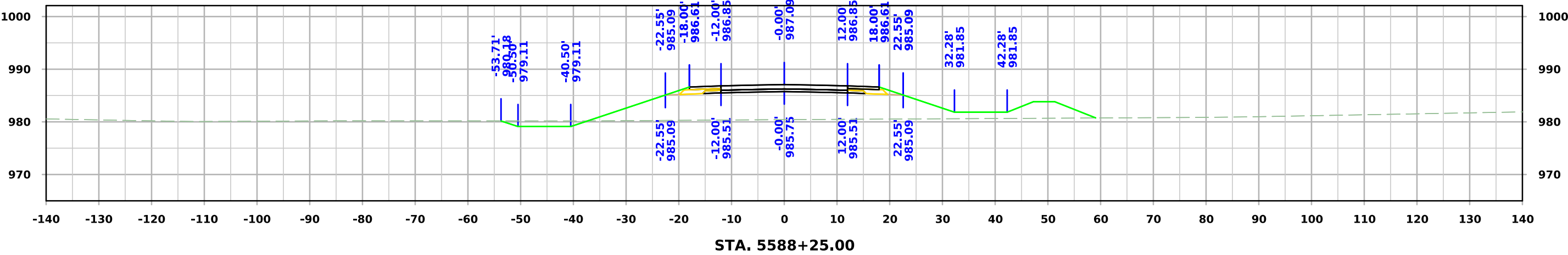
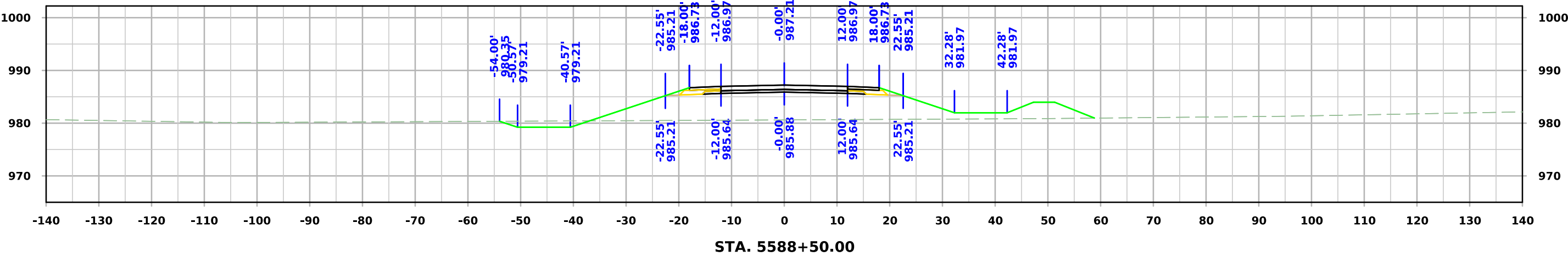
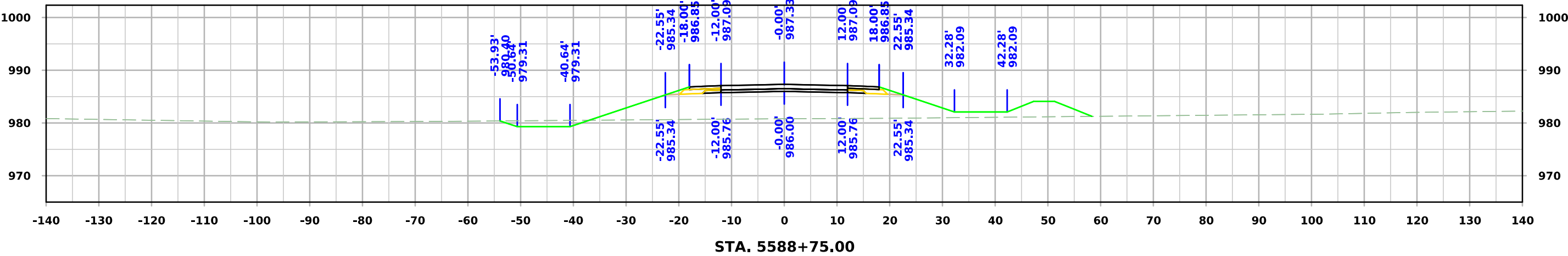
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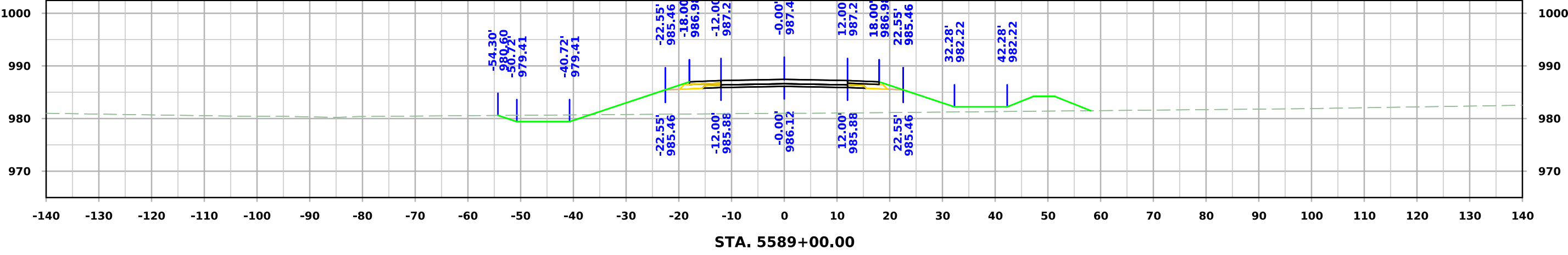
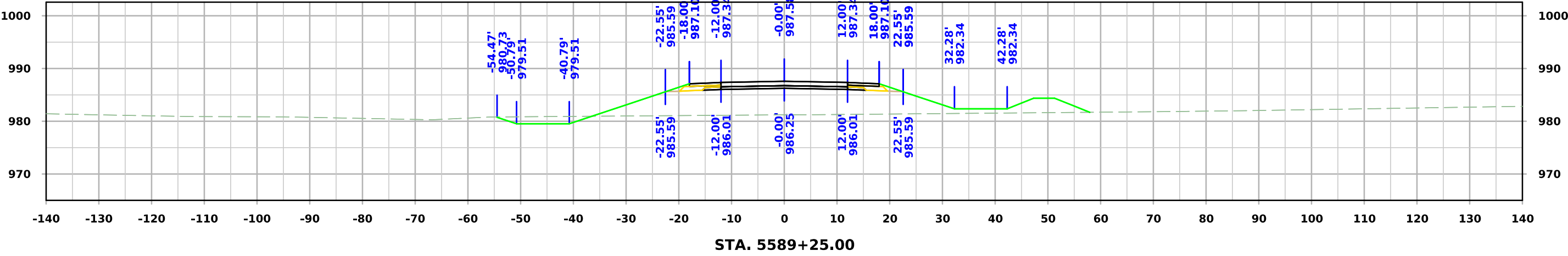
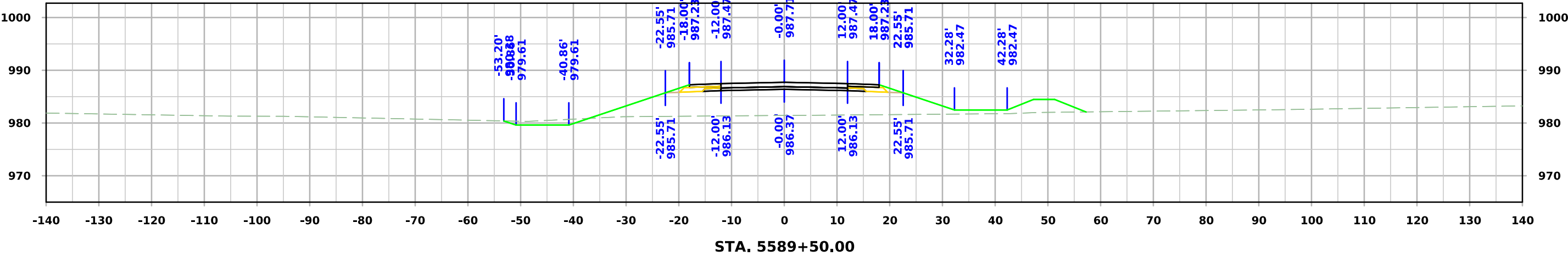
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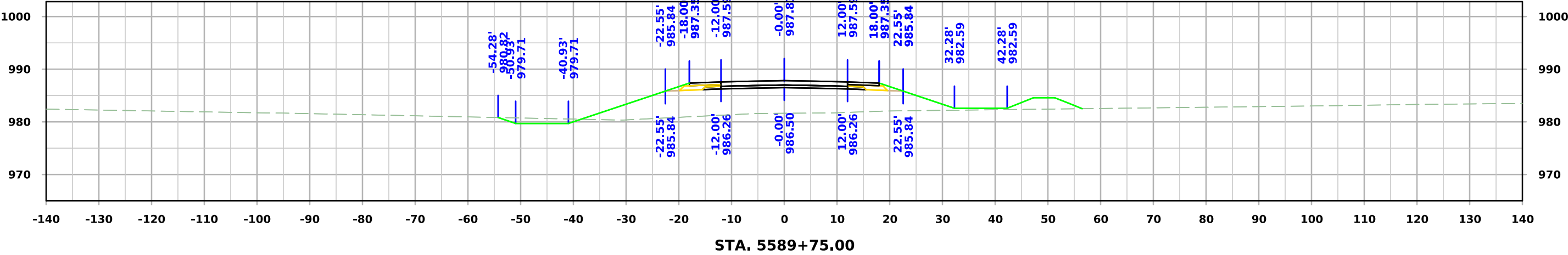
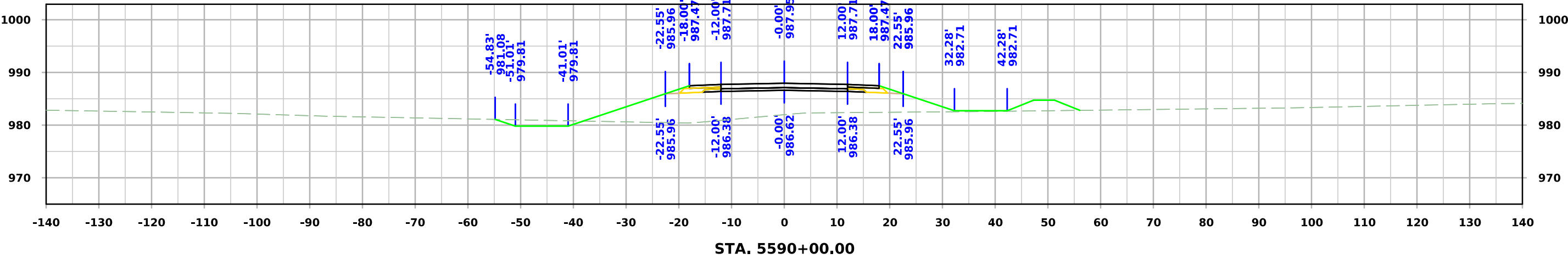
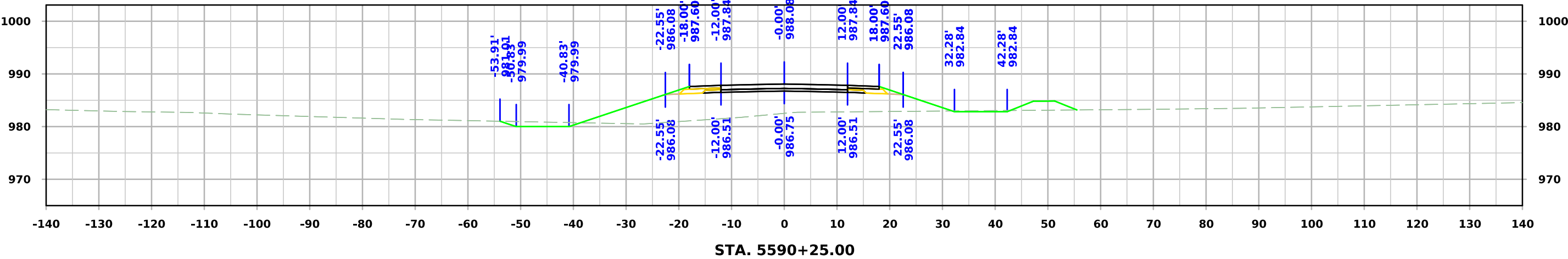
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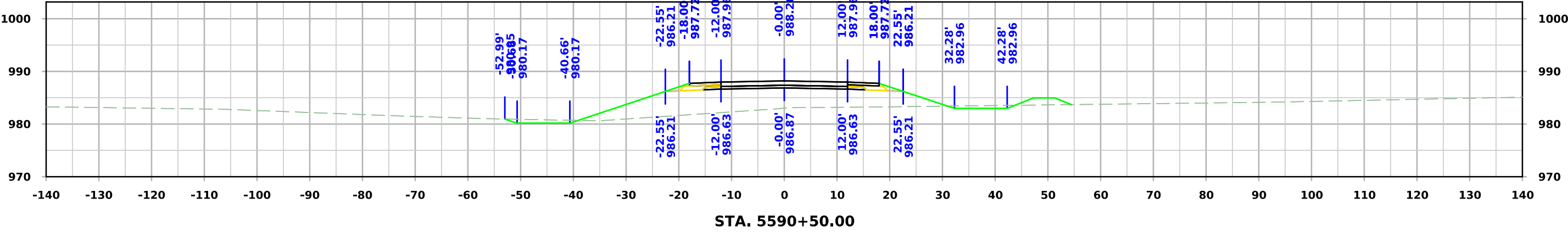
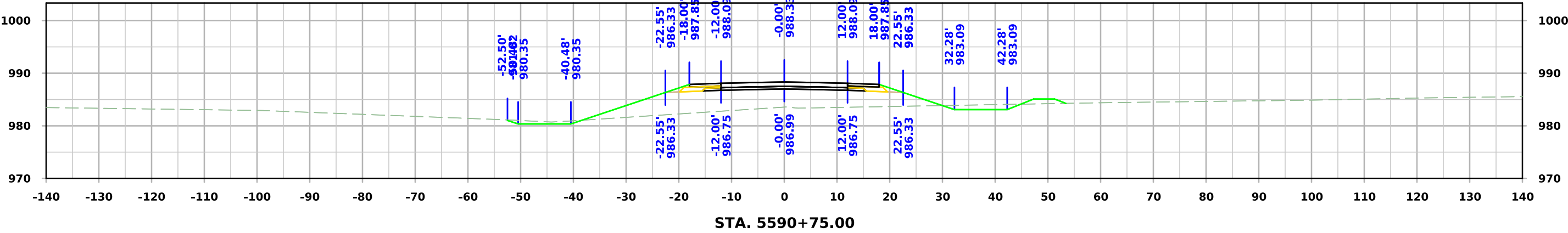
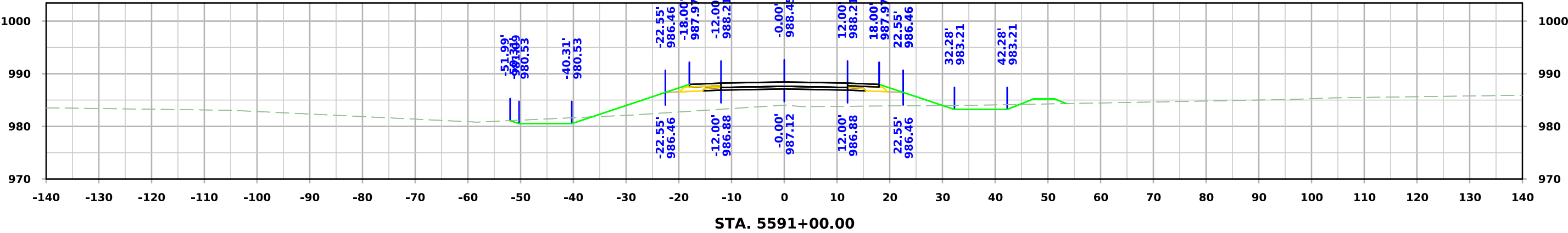
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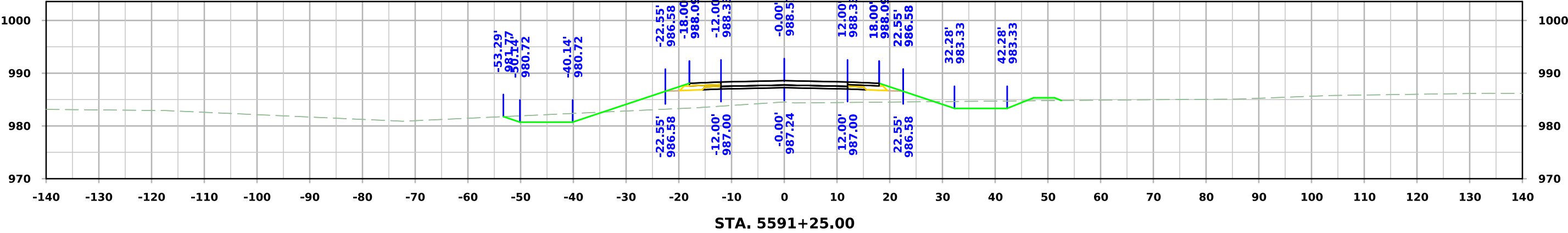
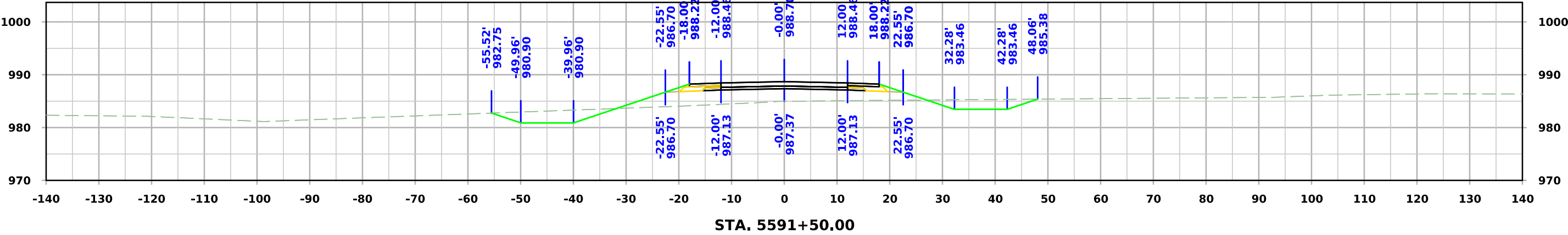
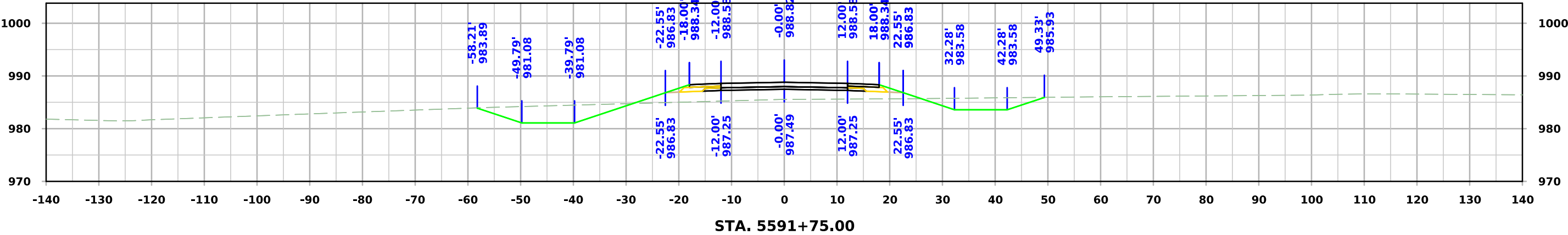
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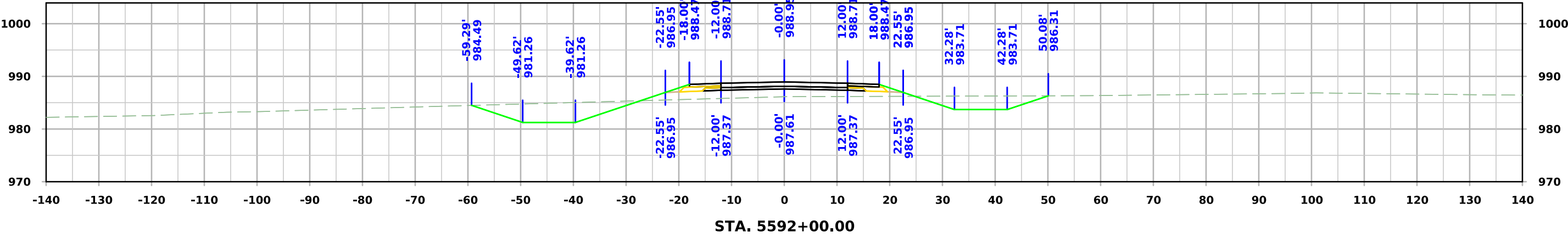
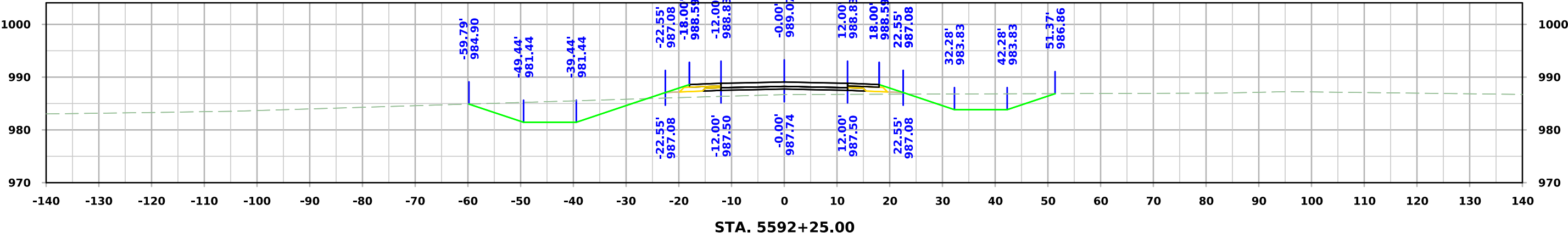
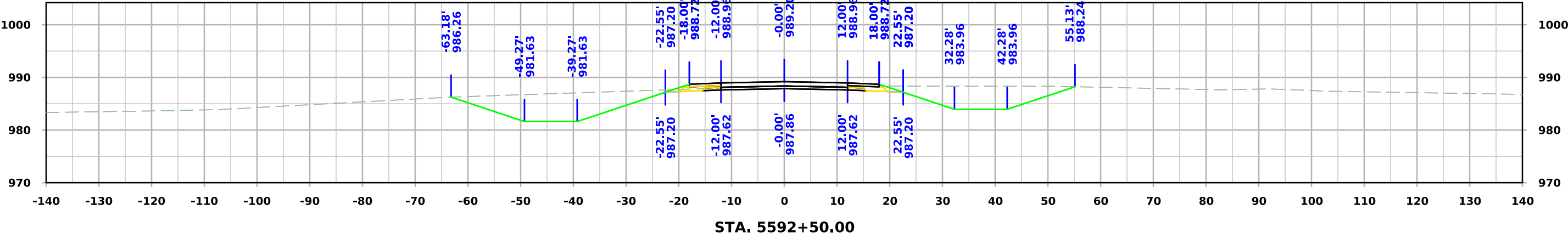
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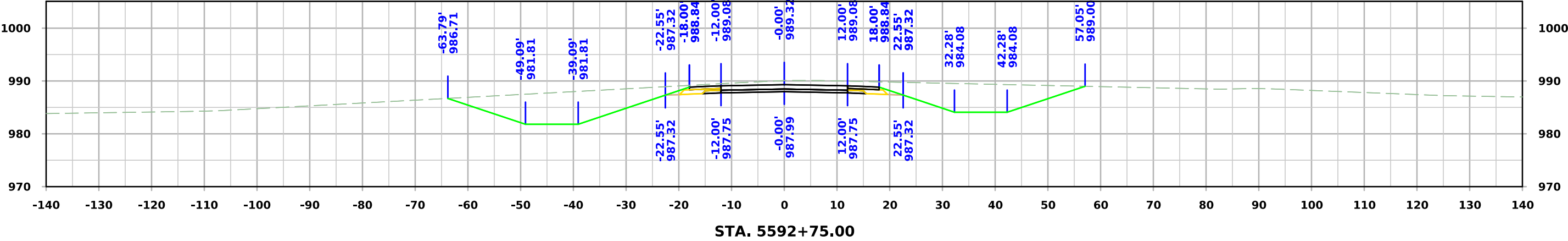
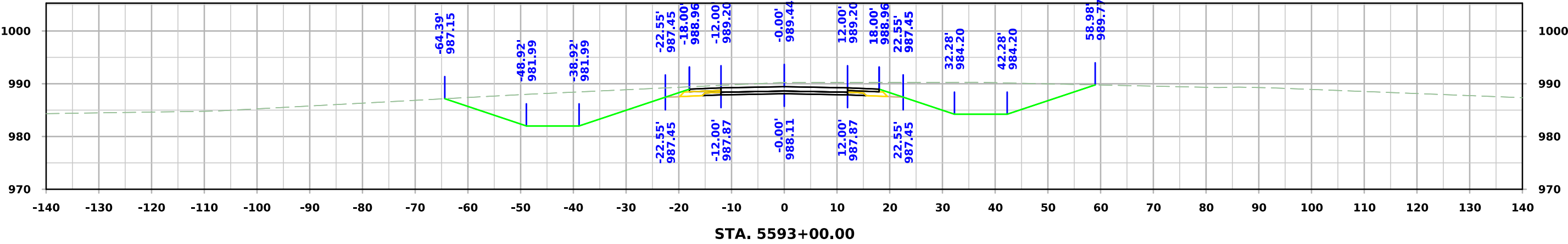
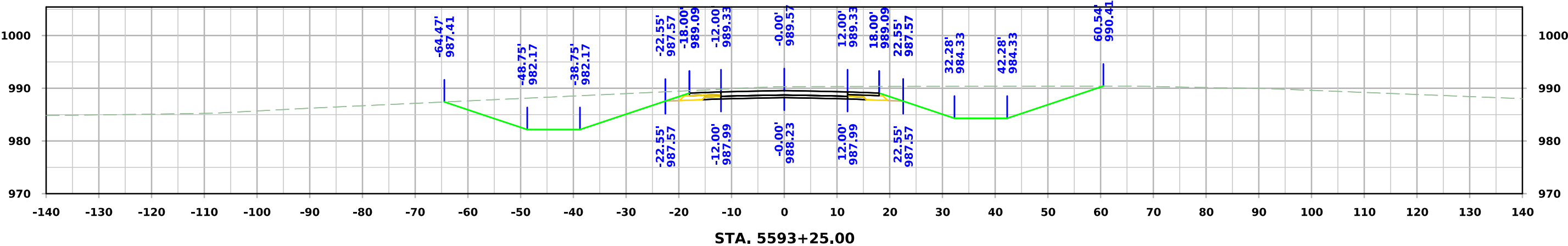
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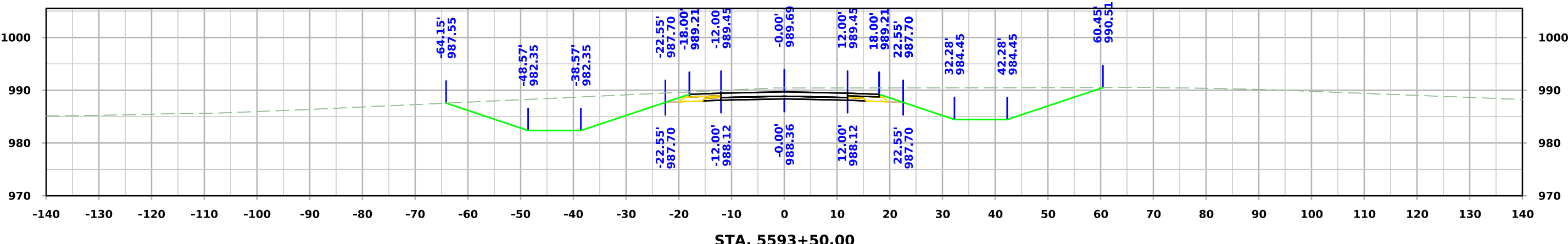
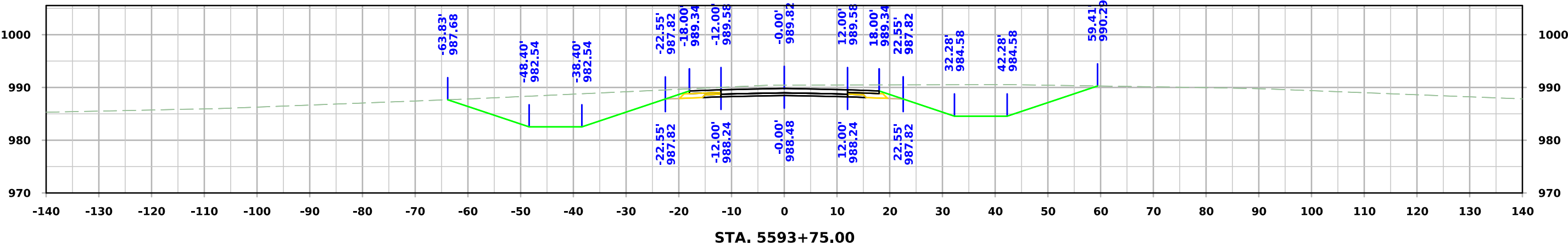
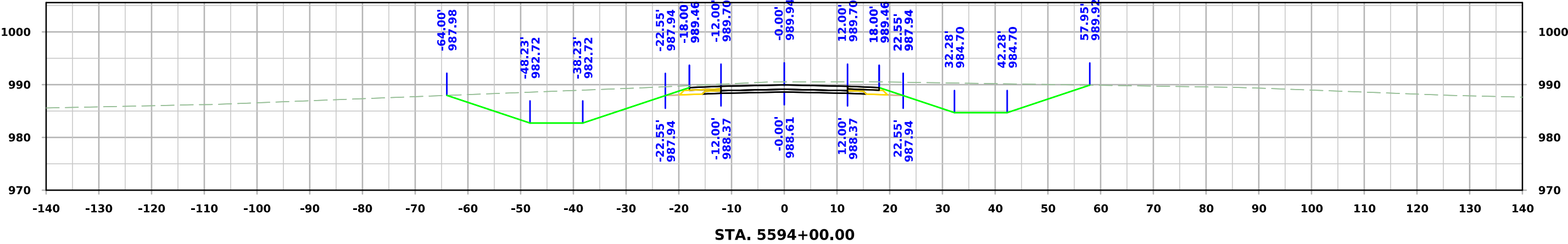
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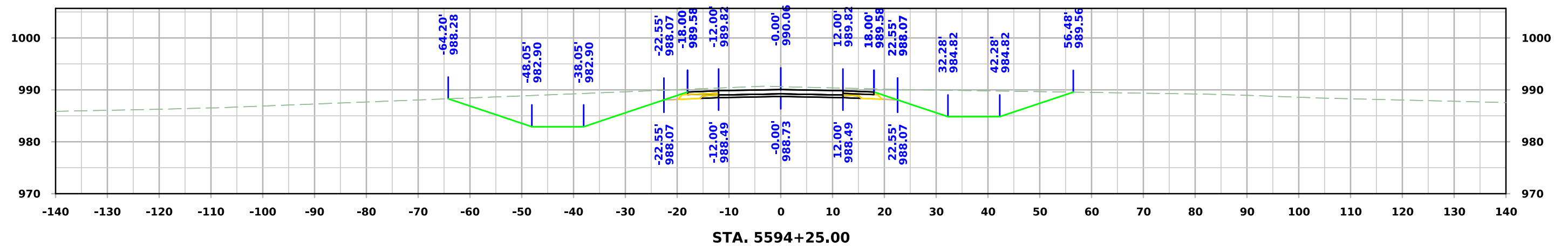
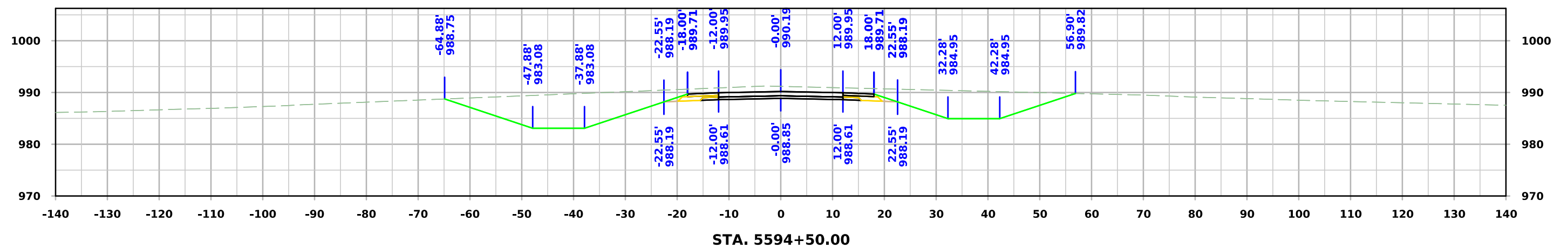
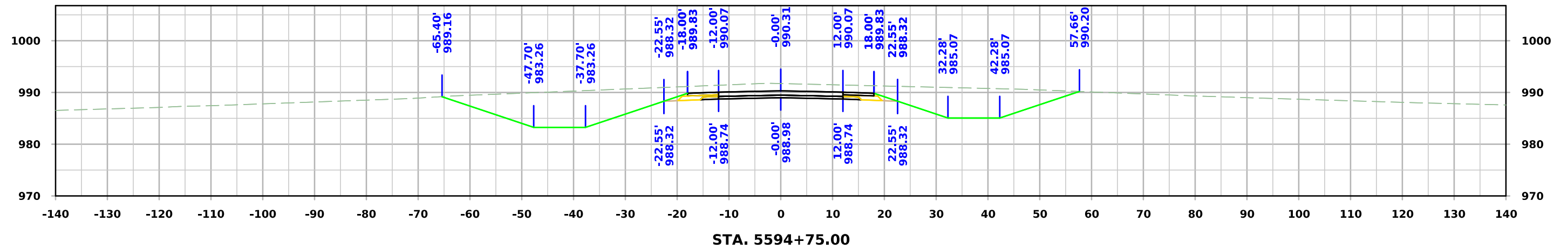
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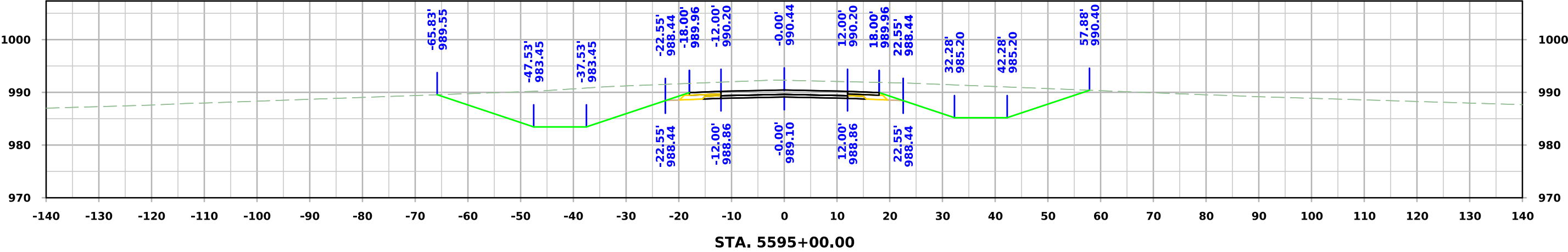
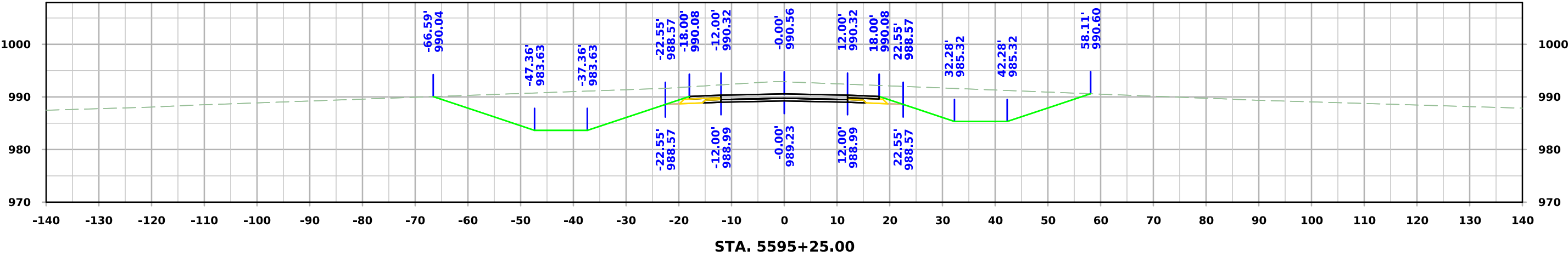
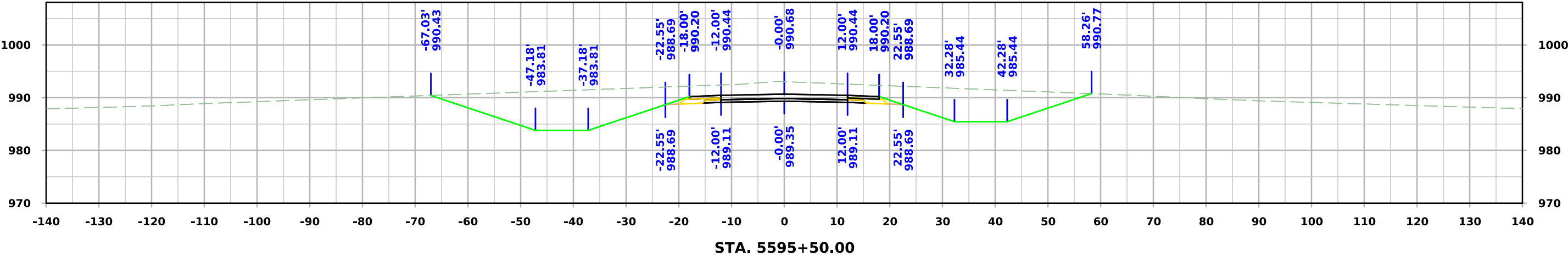
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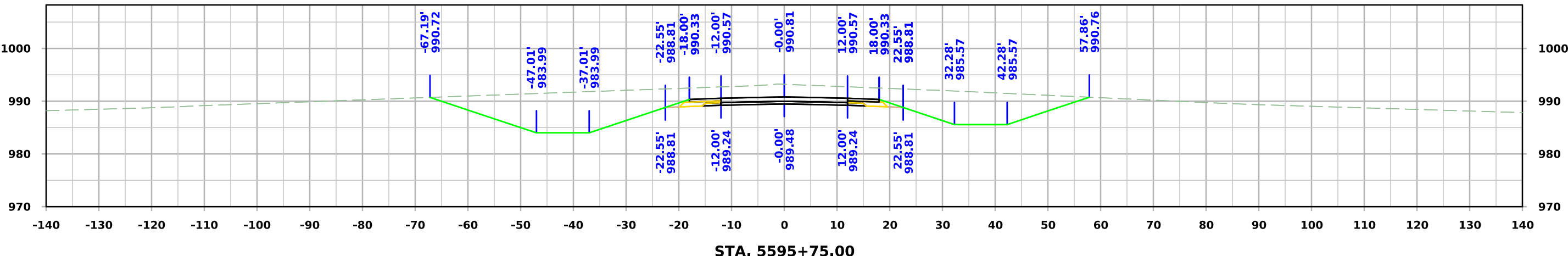
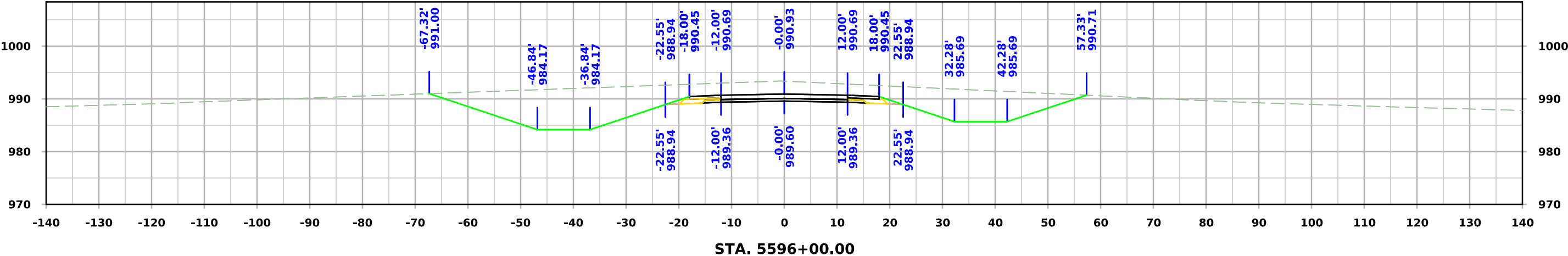
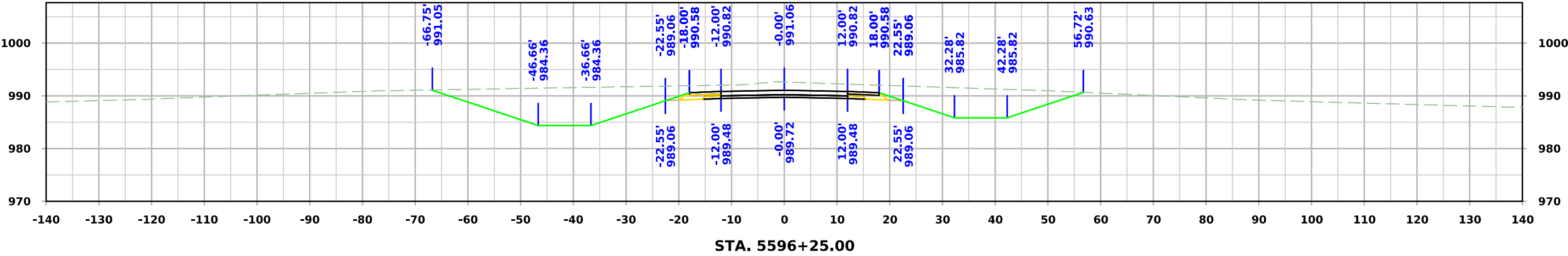
West A Ave



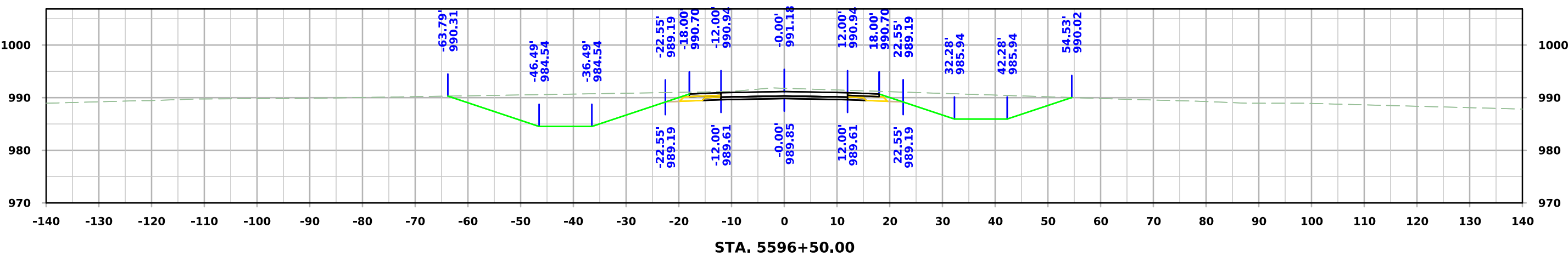
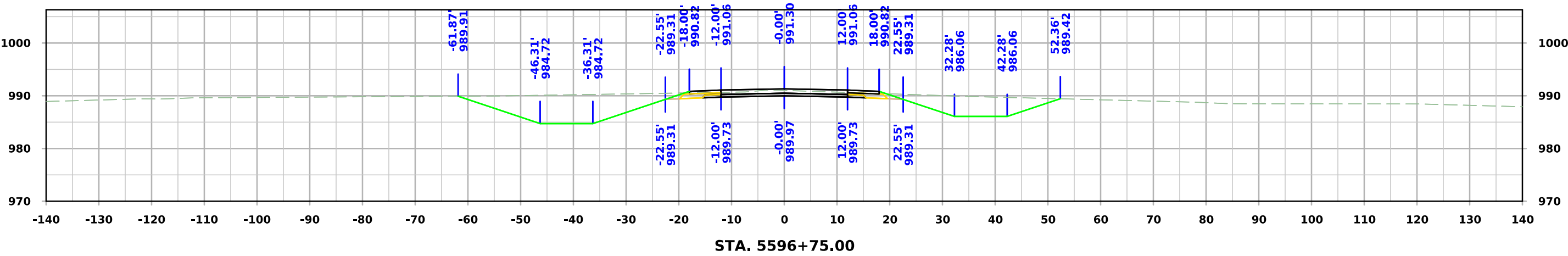
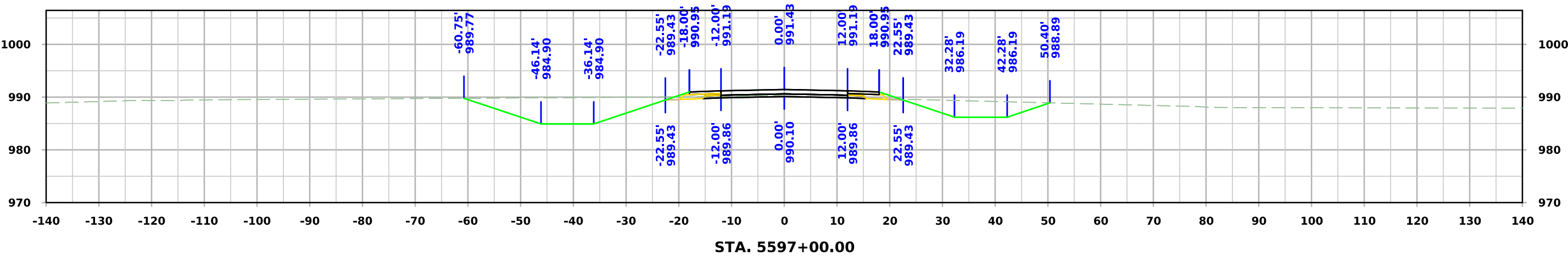
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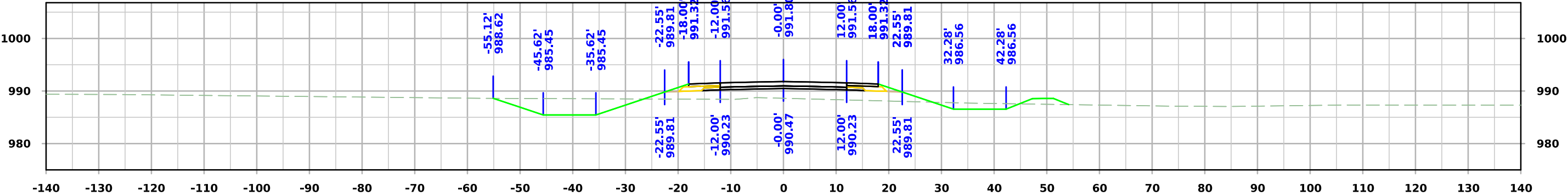
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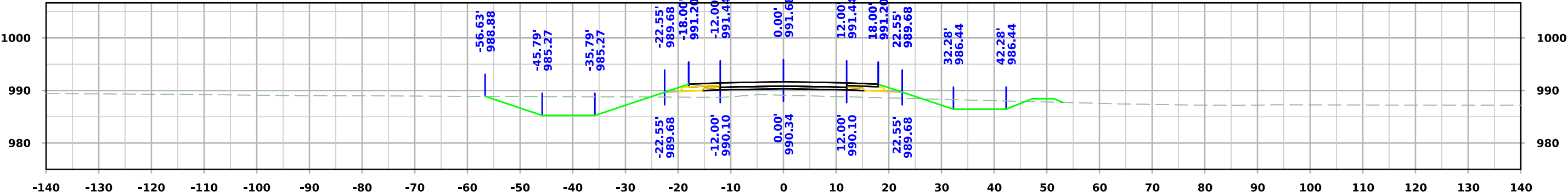
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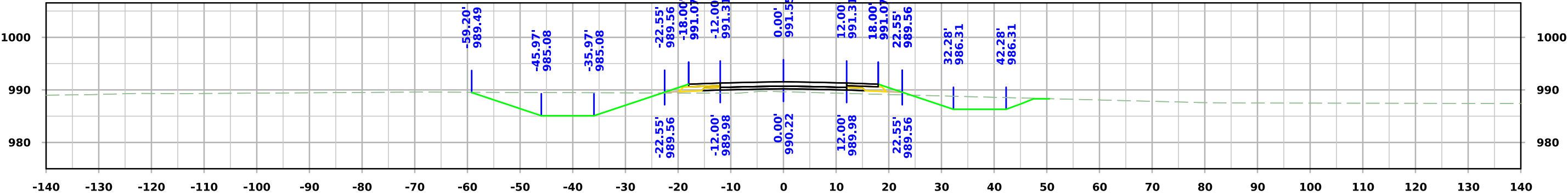
West A Ave



STA. 5597+75.00

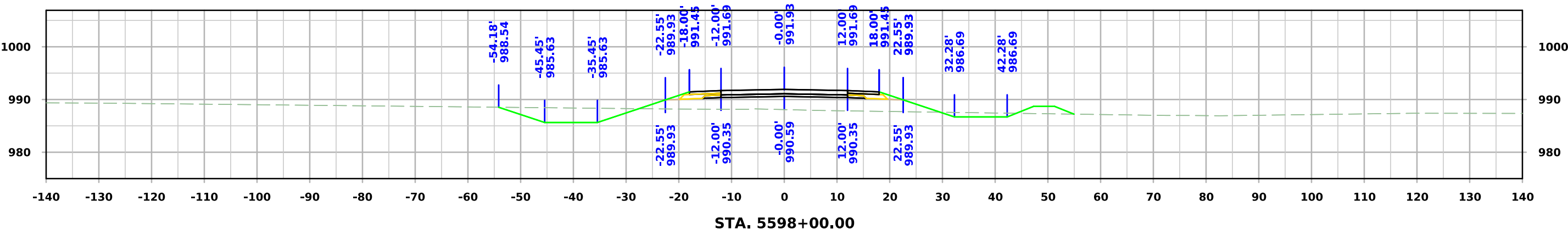
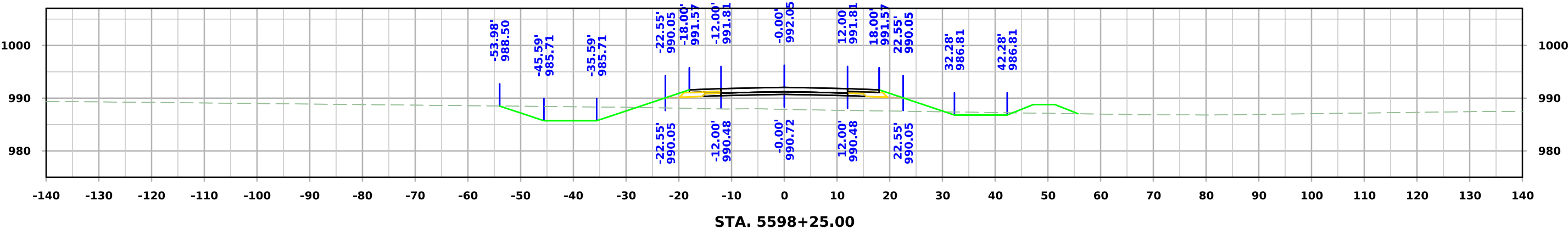
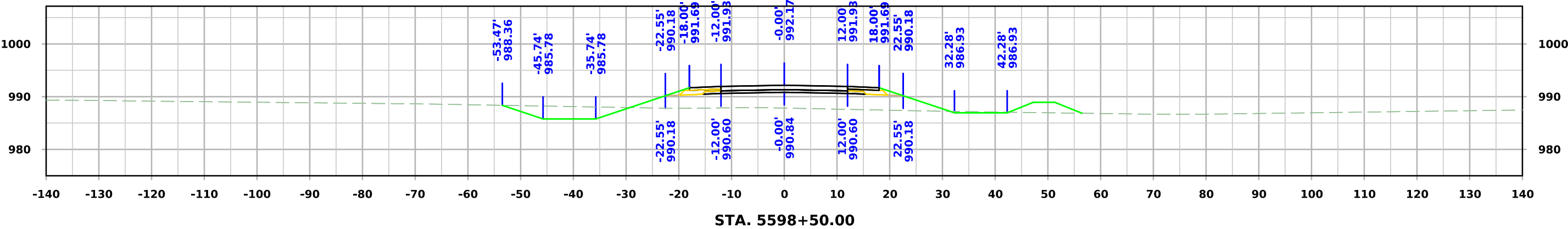


STA. 5597+50.00

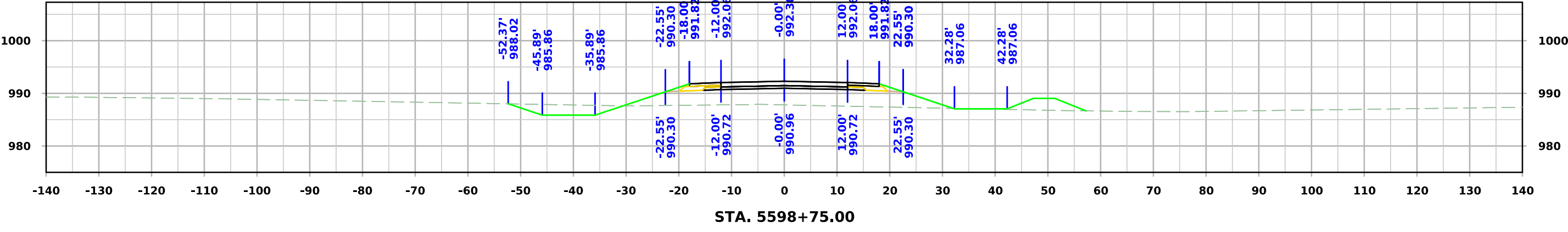
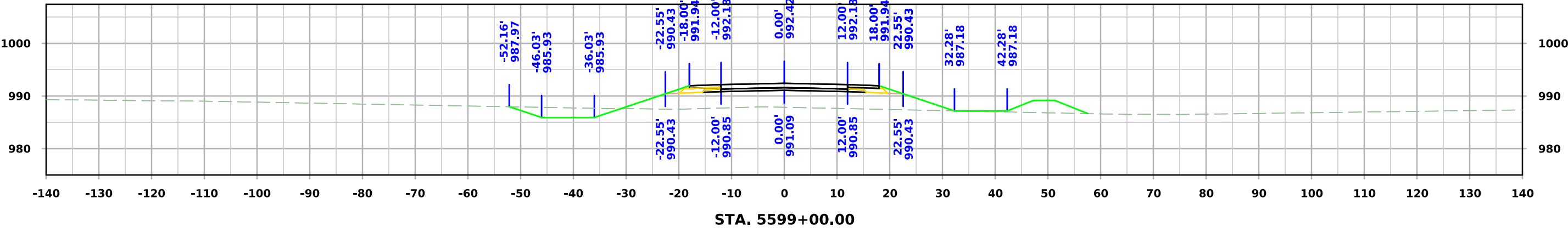
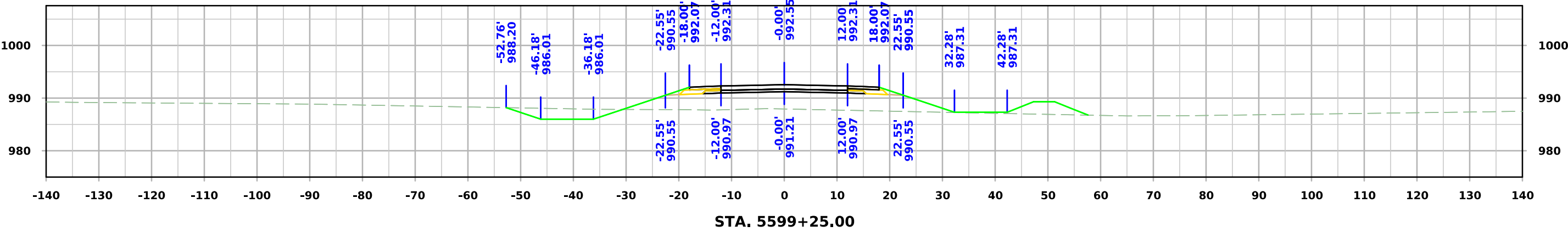


STA. 5597+25.00

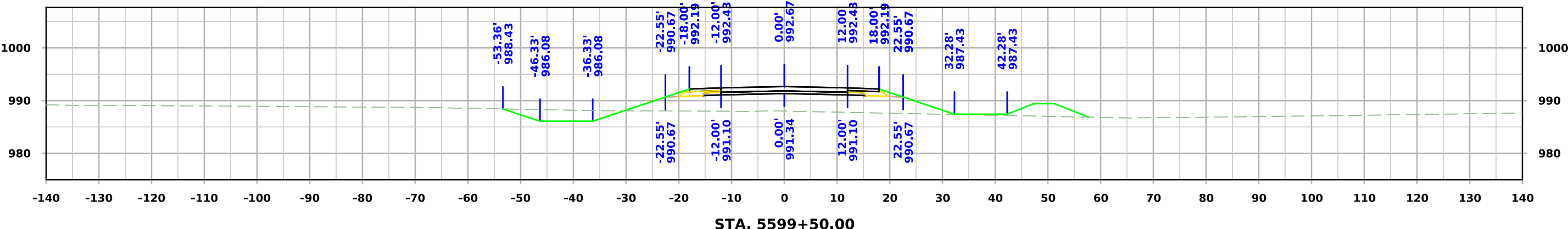
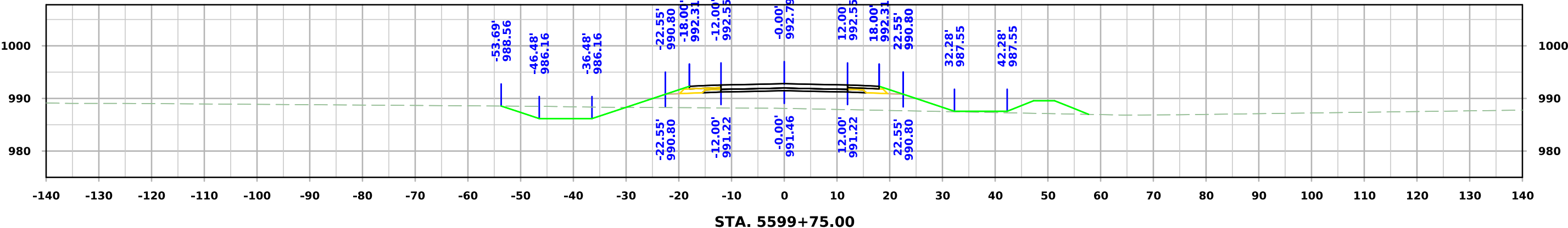
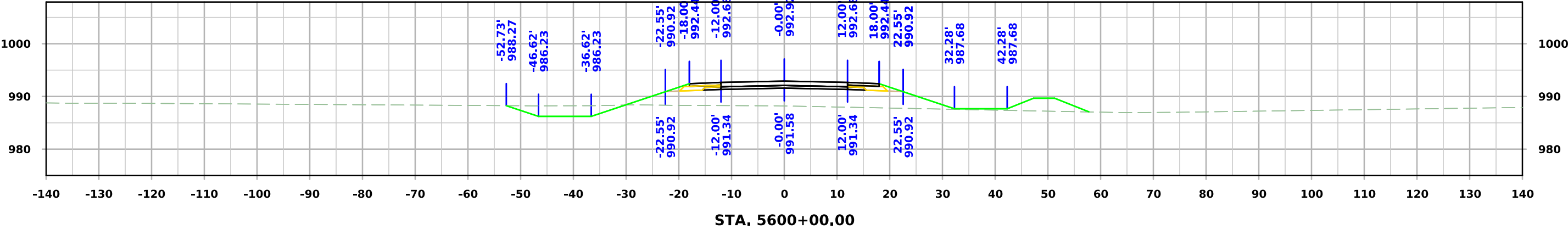
West A Ave



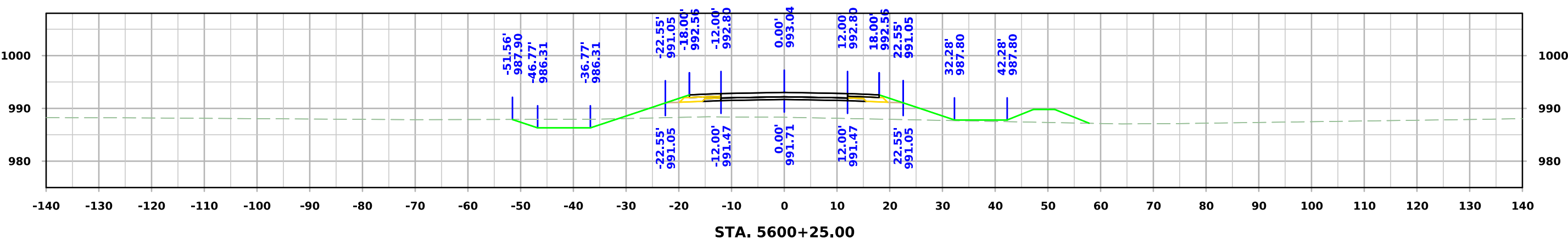
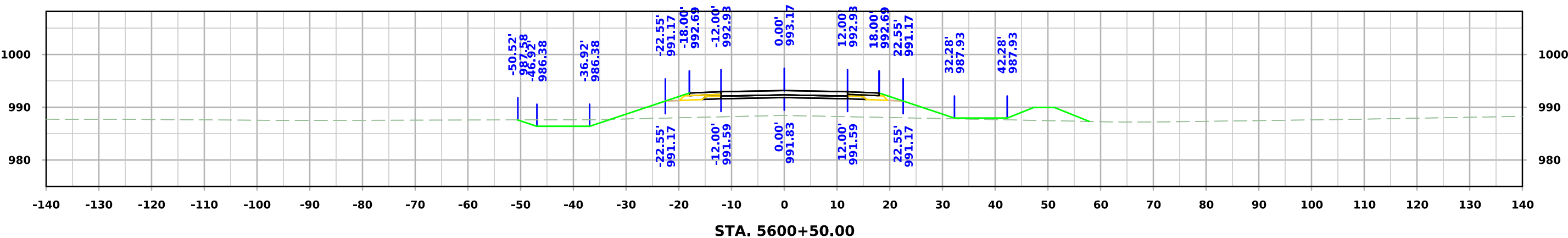
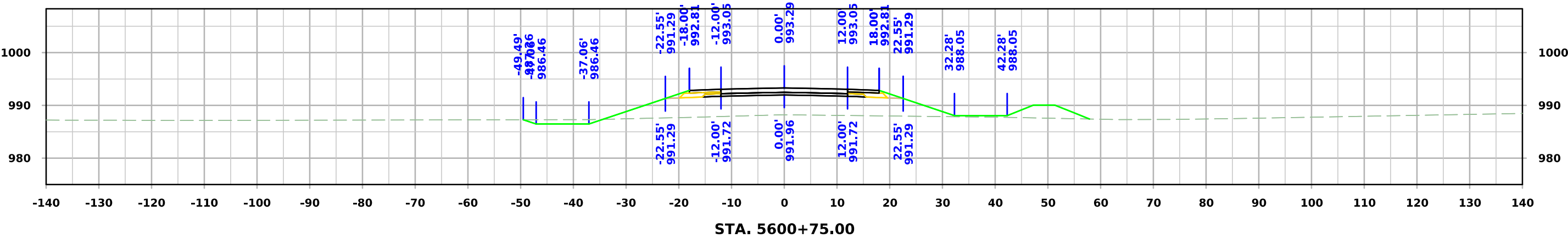
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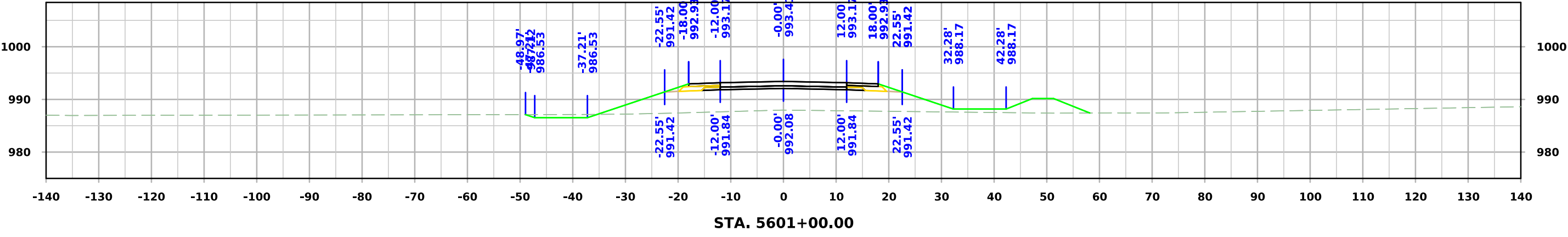
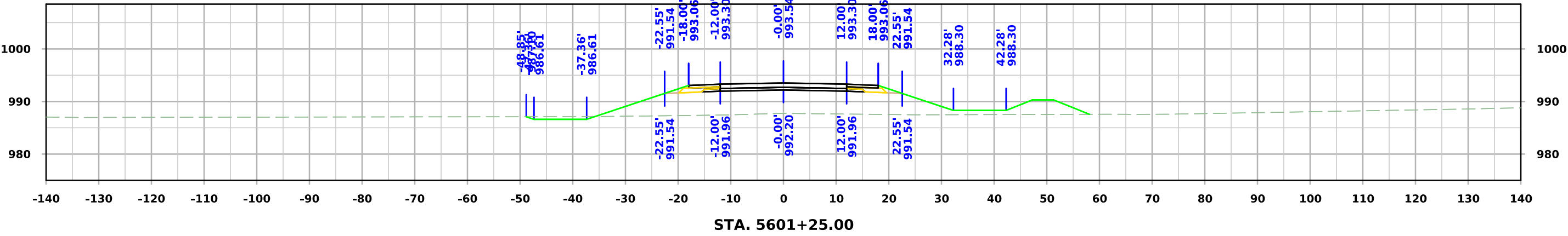
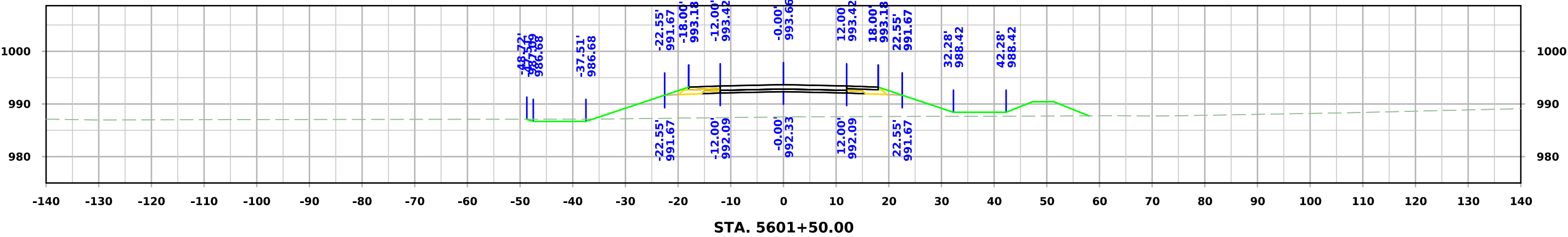
West A Ave



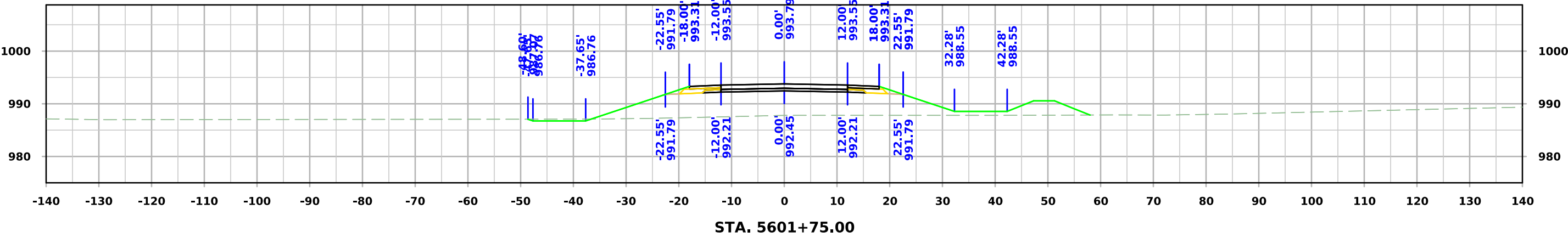
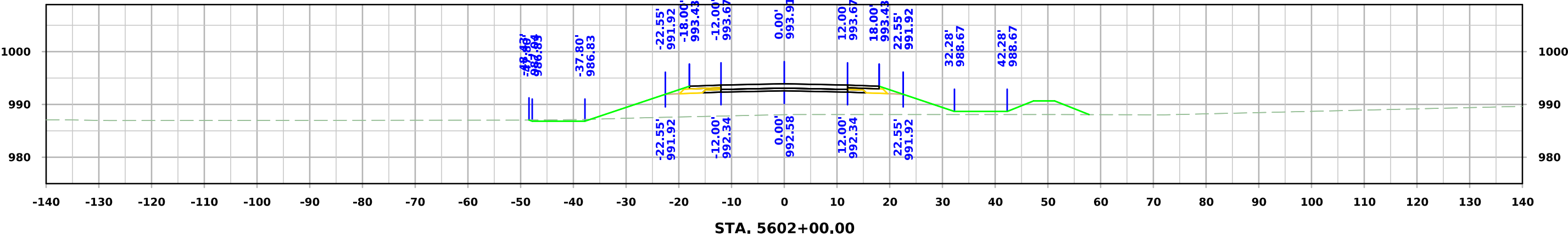
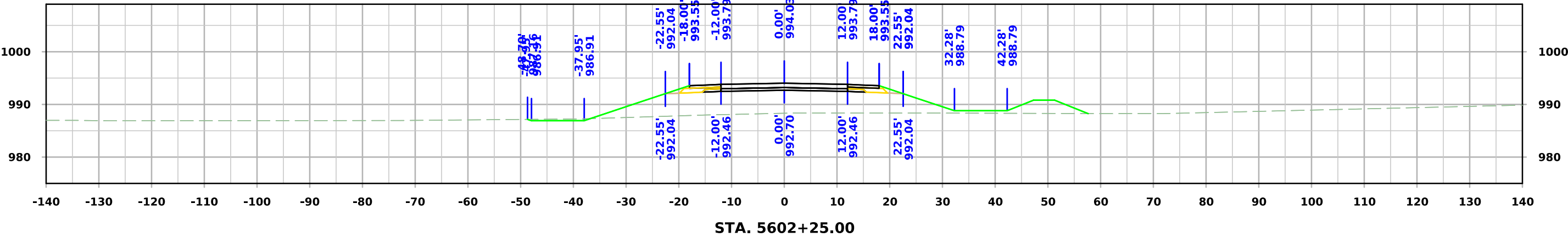
West A Ave



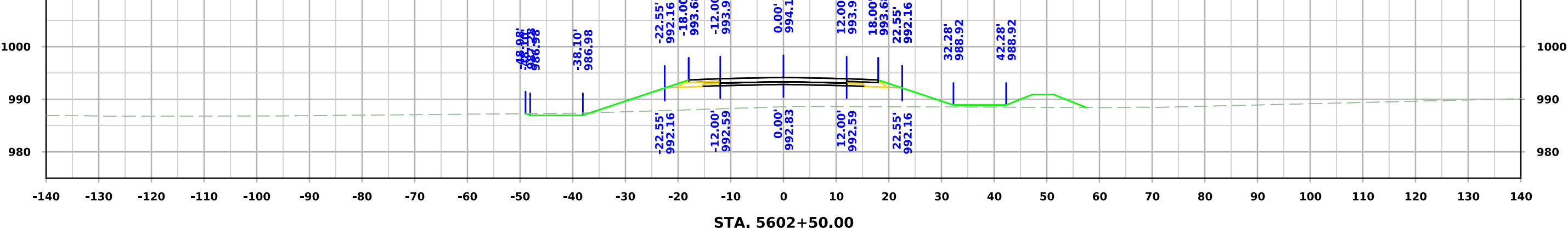
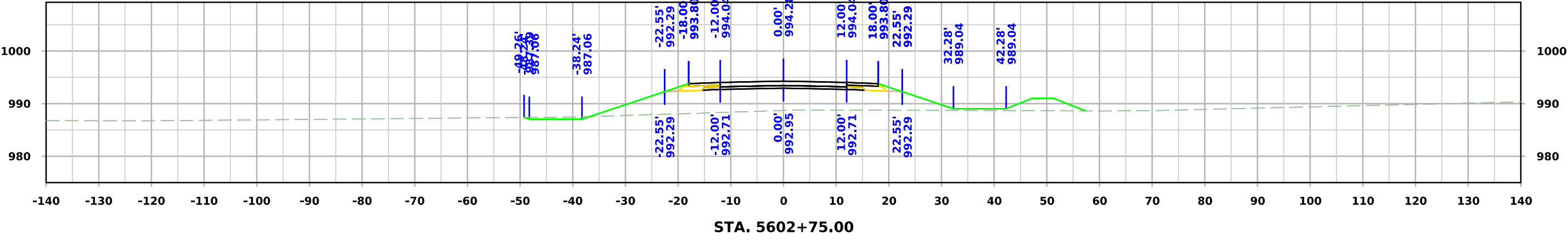
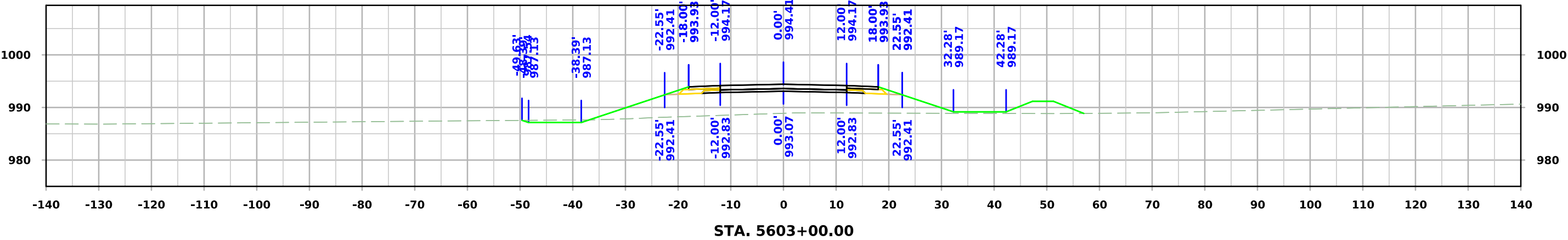
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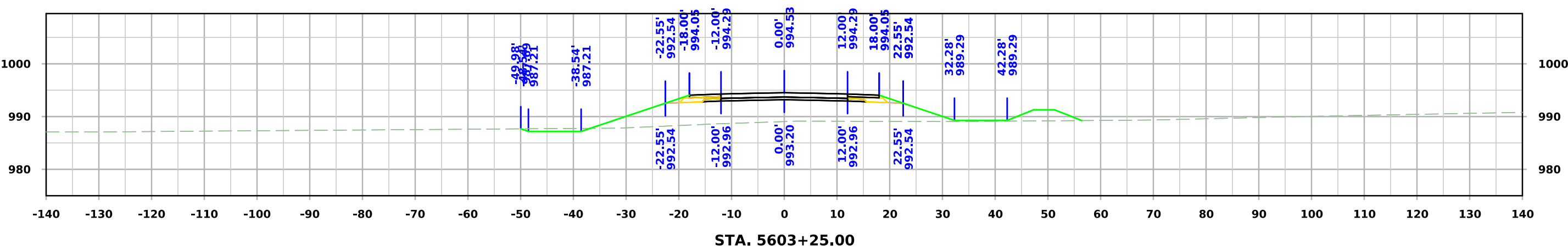
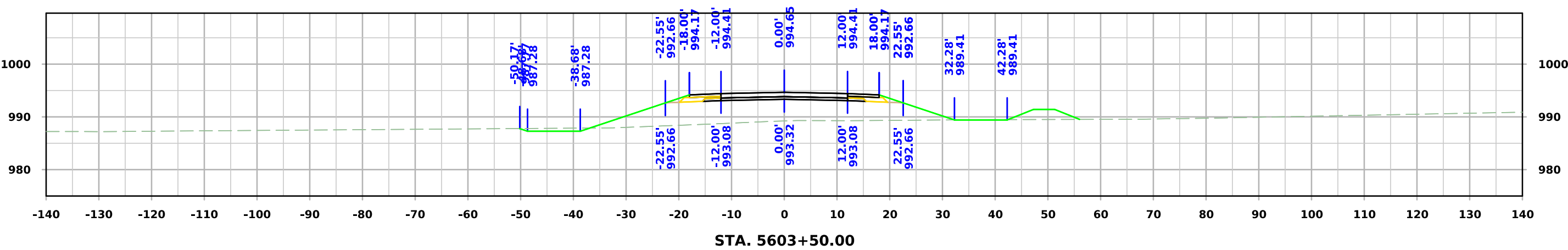
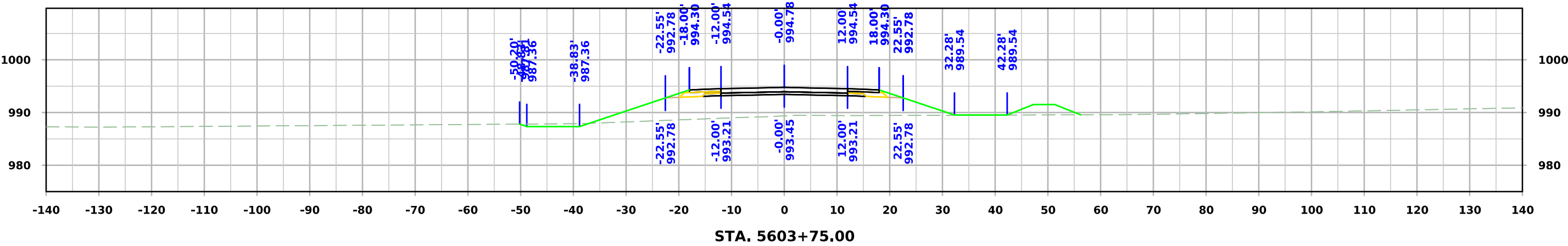
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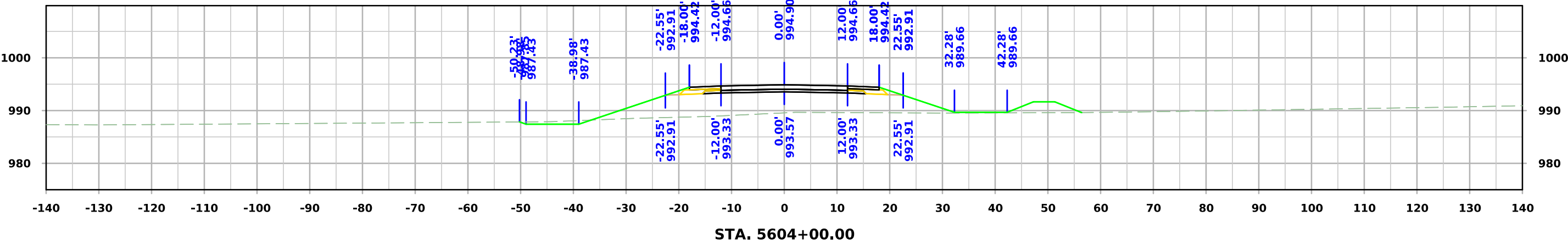
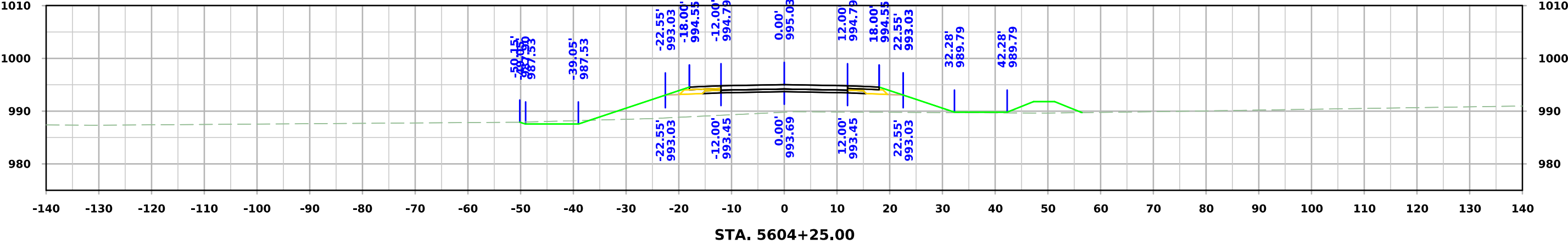
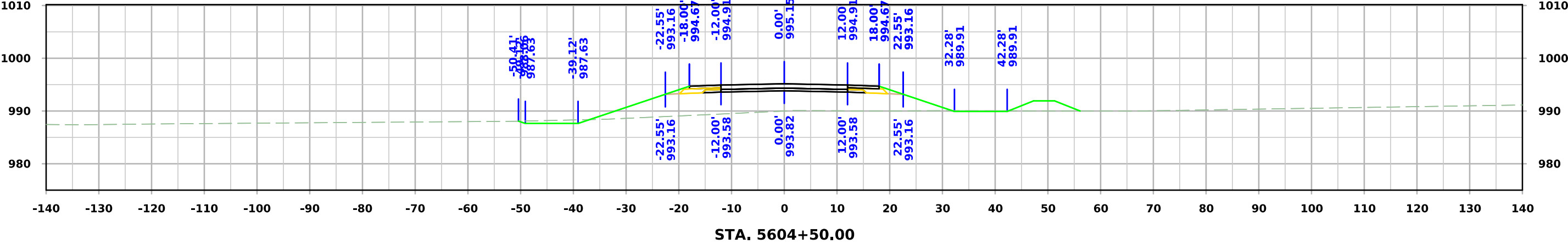
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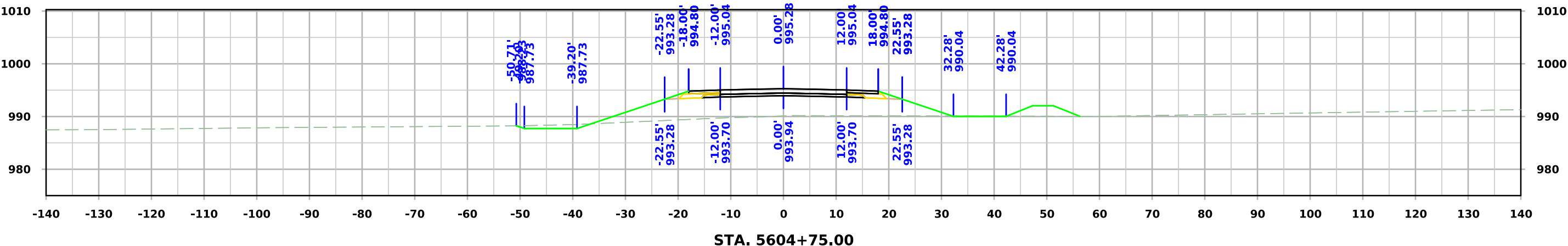
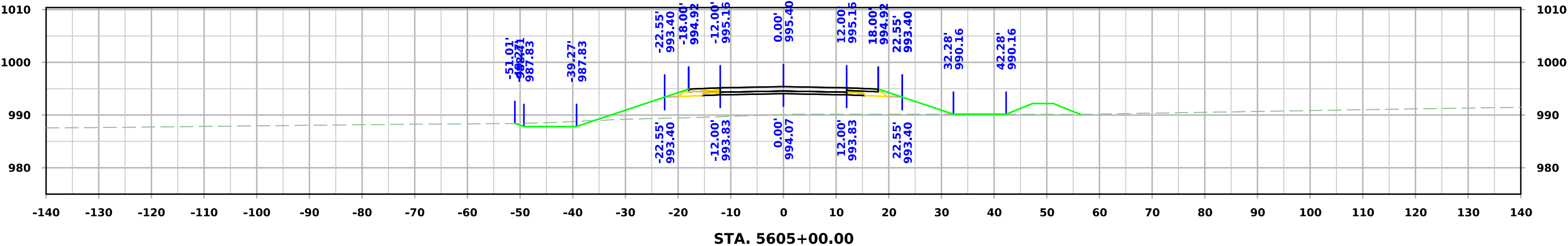
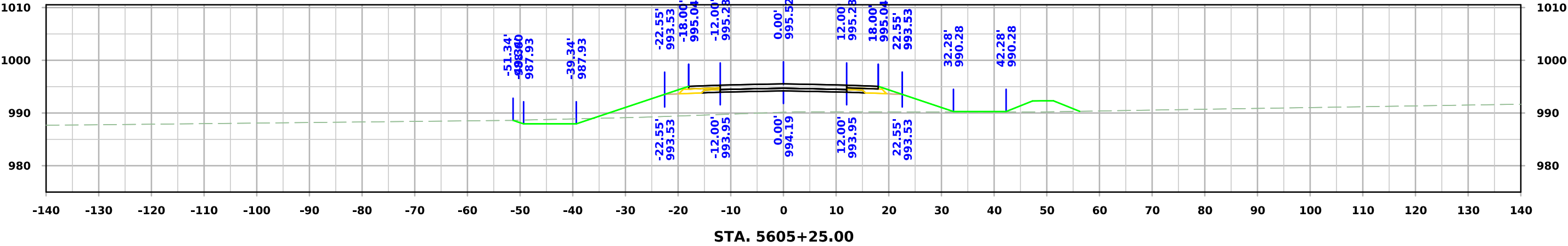
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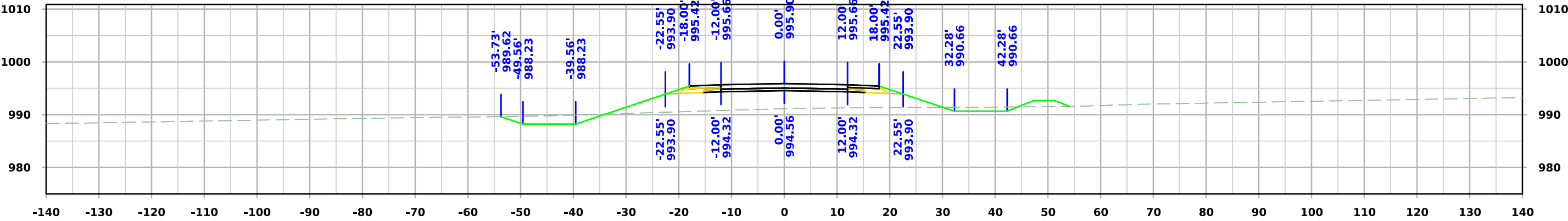
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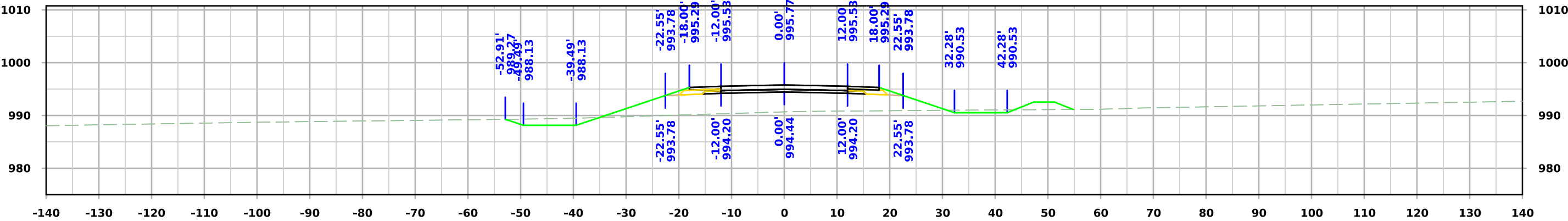
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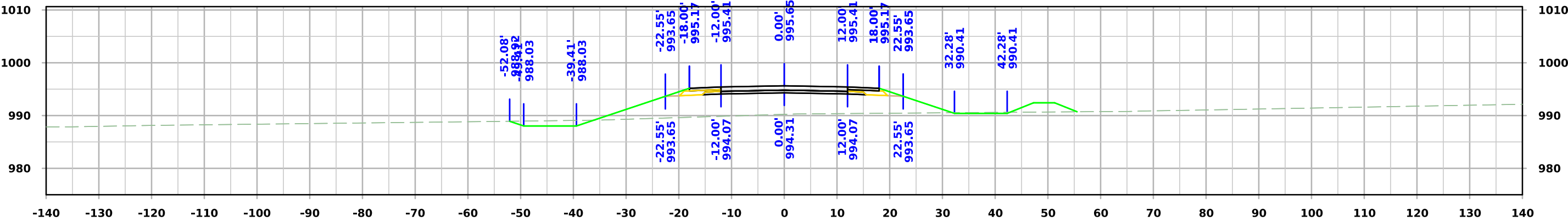
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STA. 5606+00.00

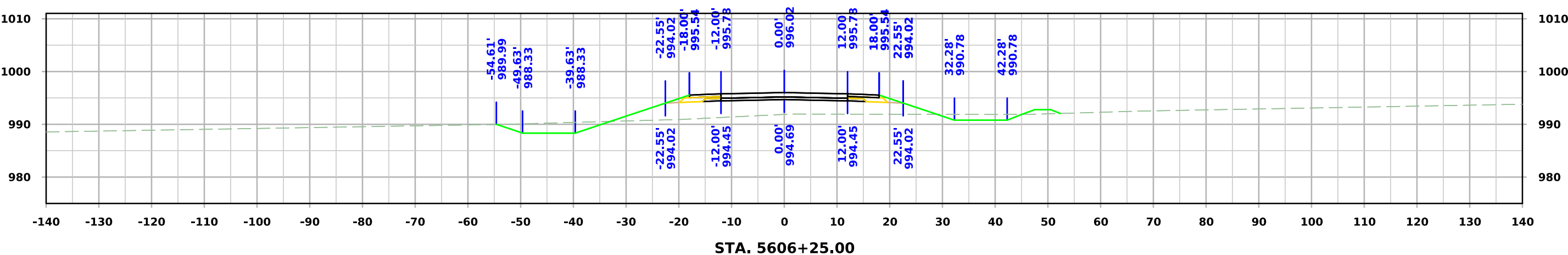
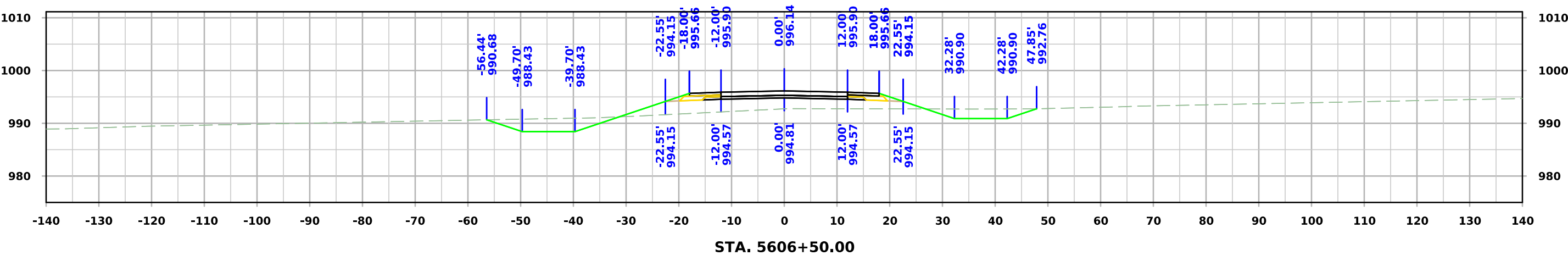
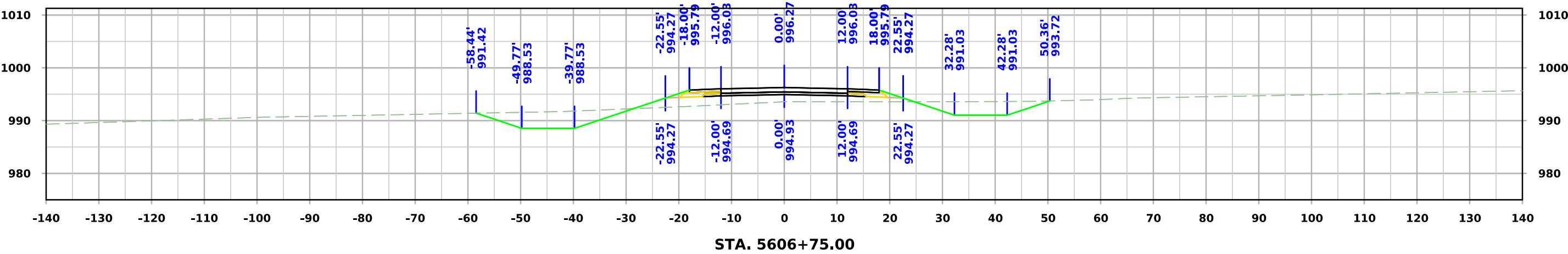


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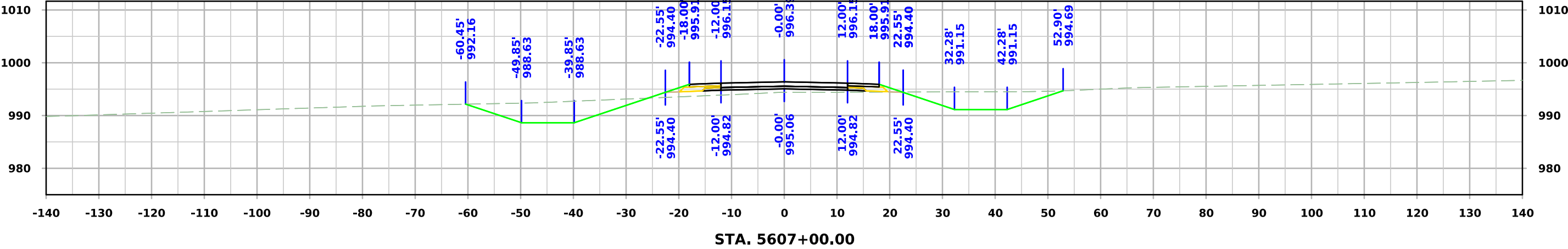
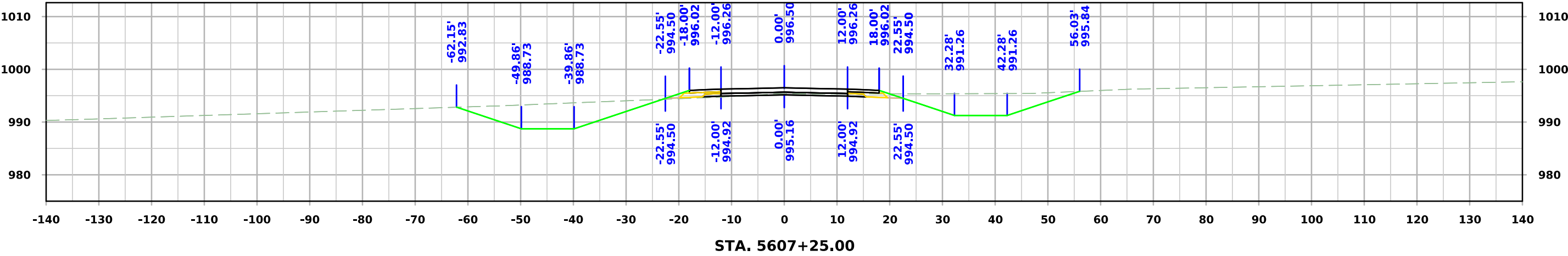
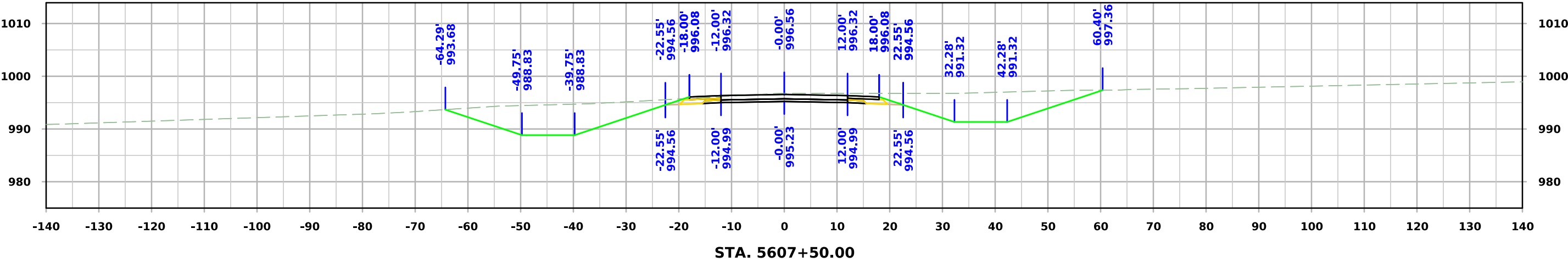


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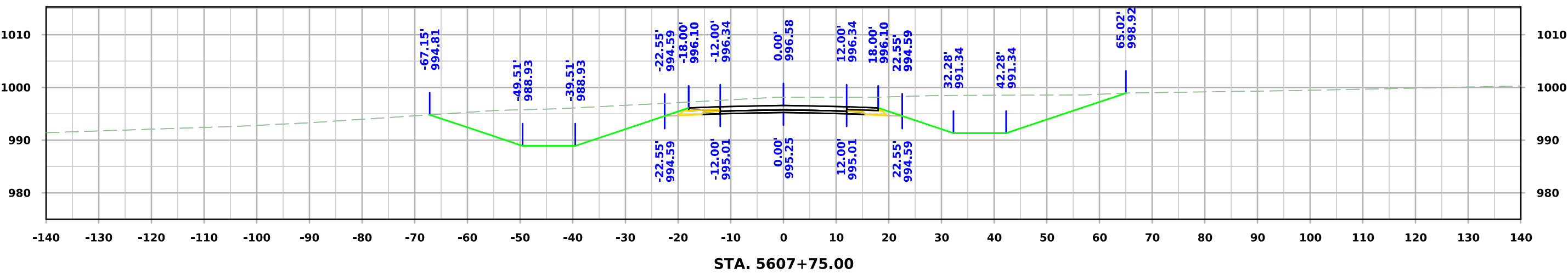
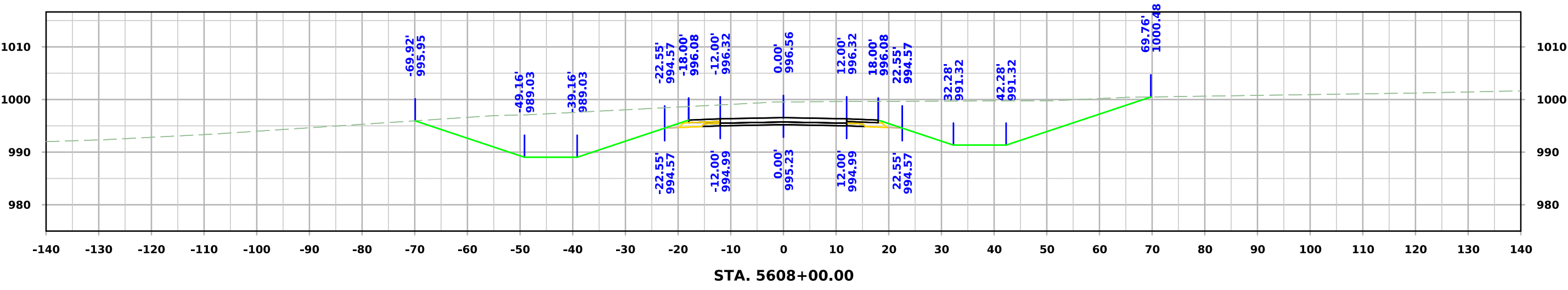
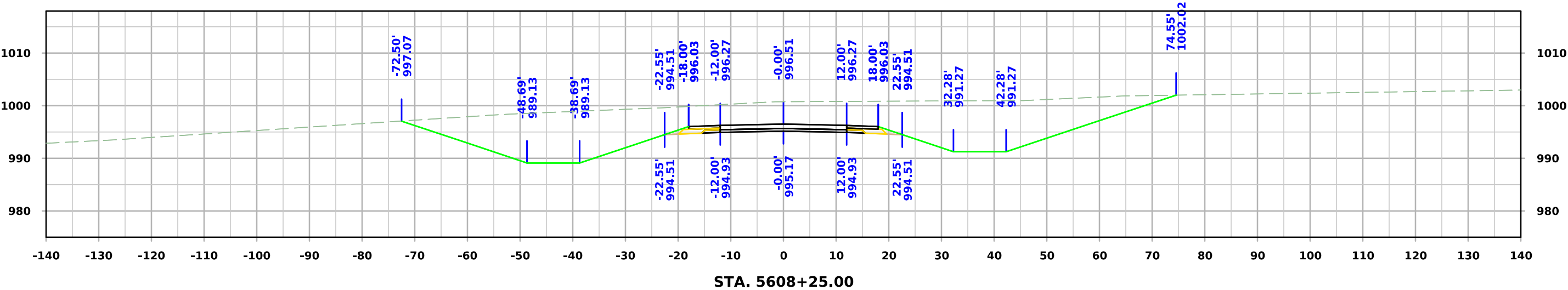
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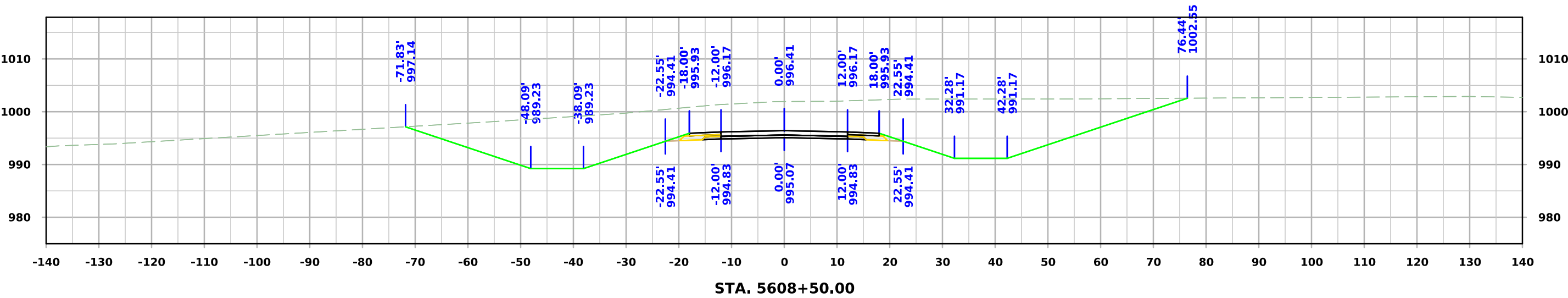
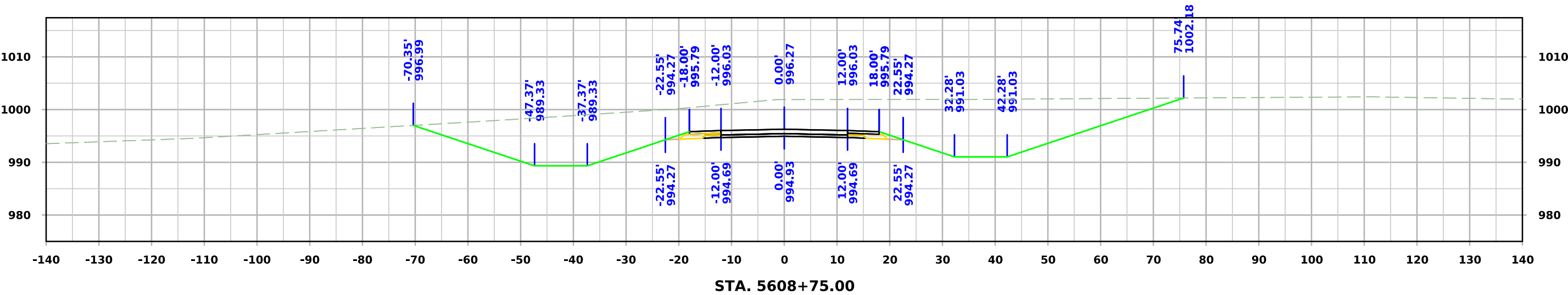
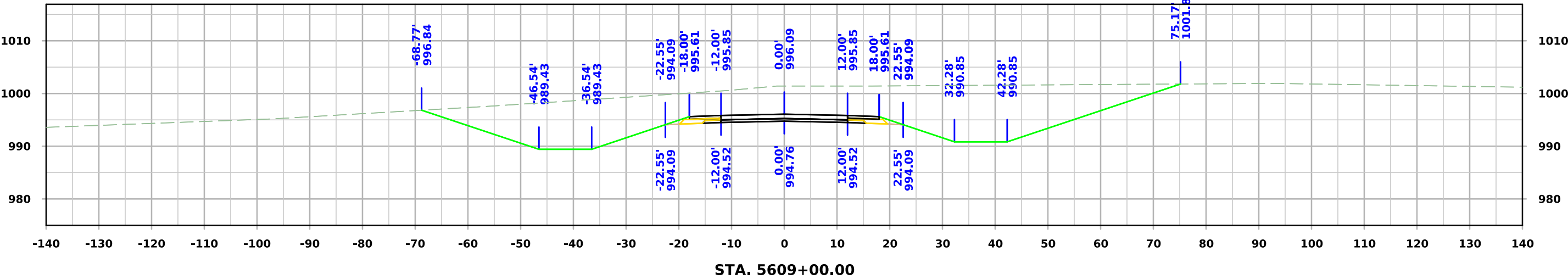
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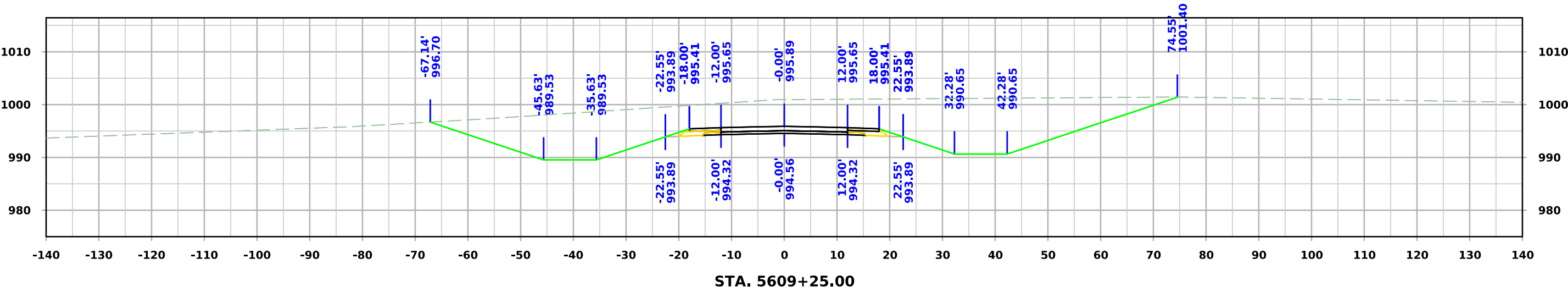
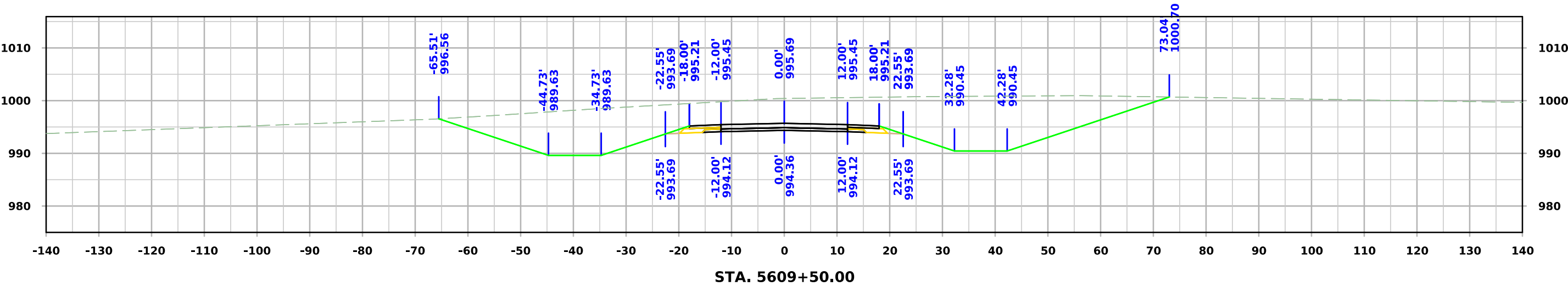
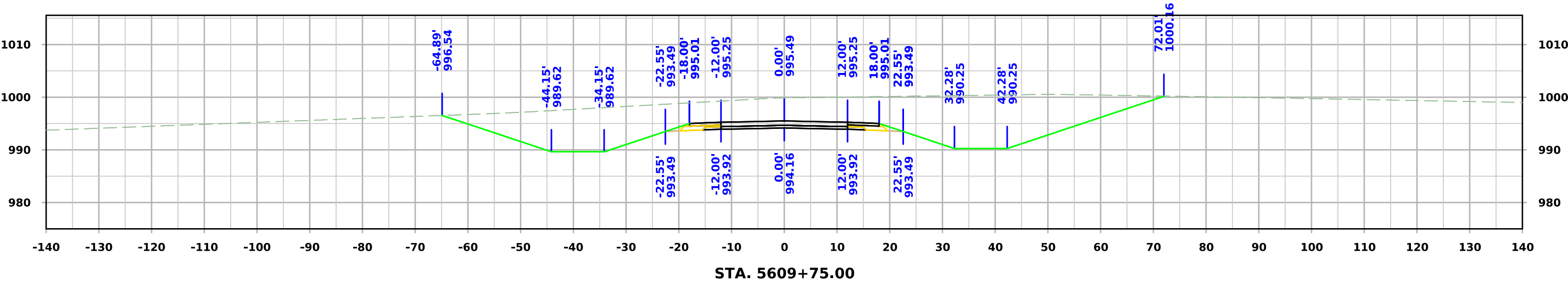
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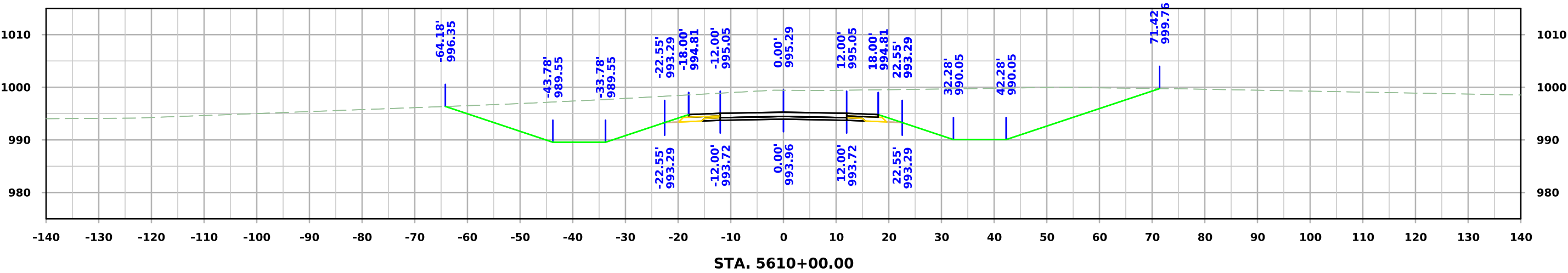
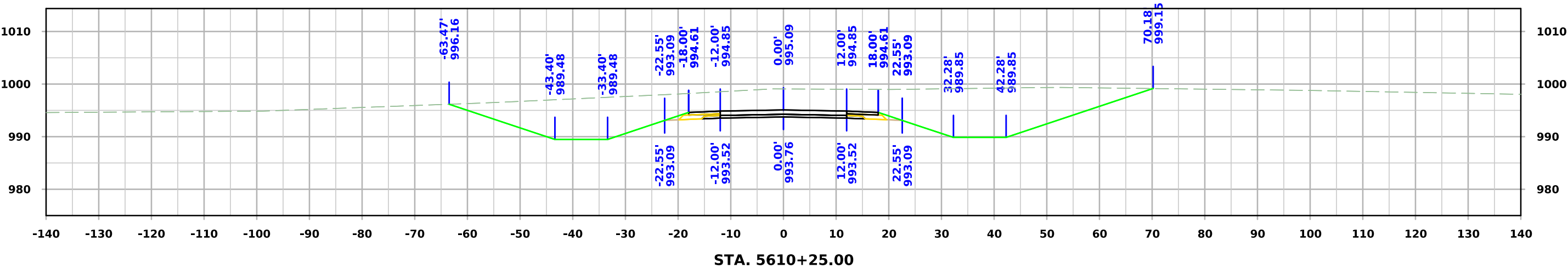
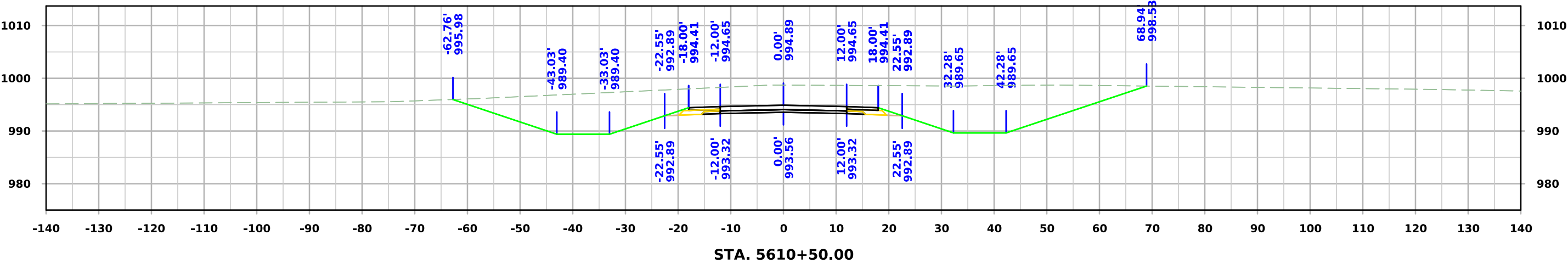
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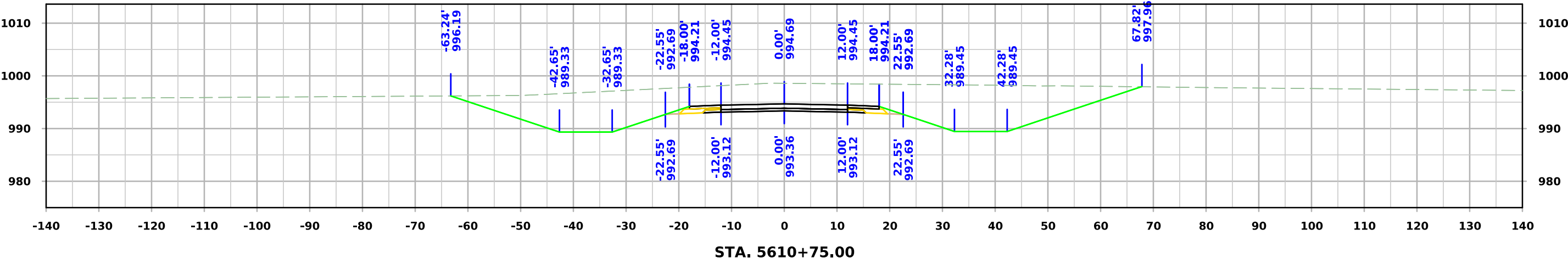
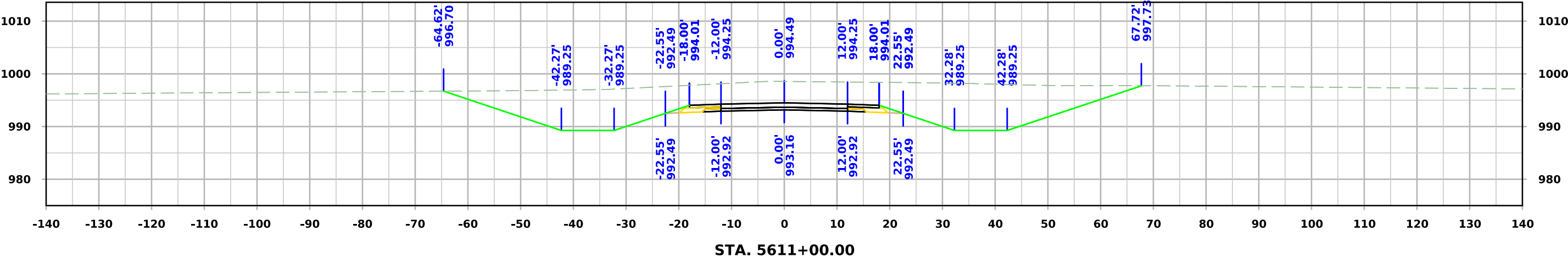
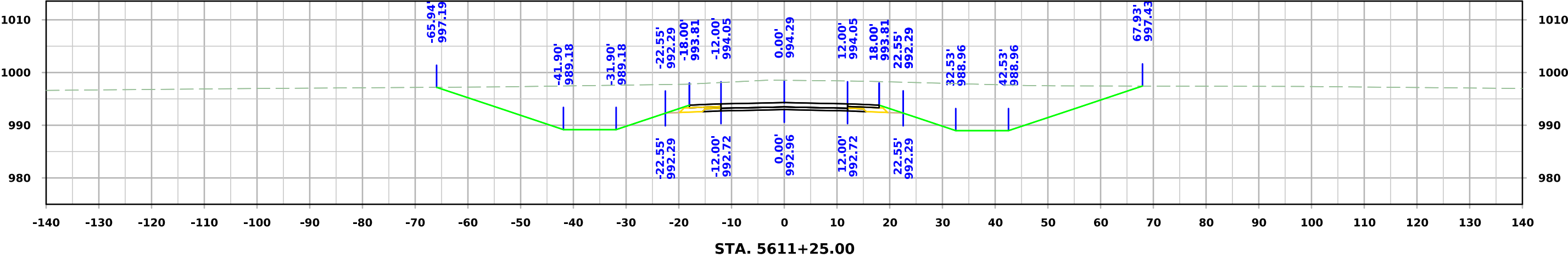
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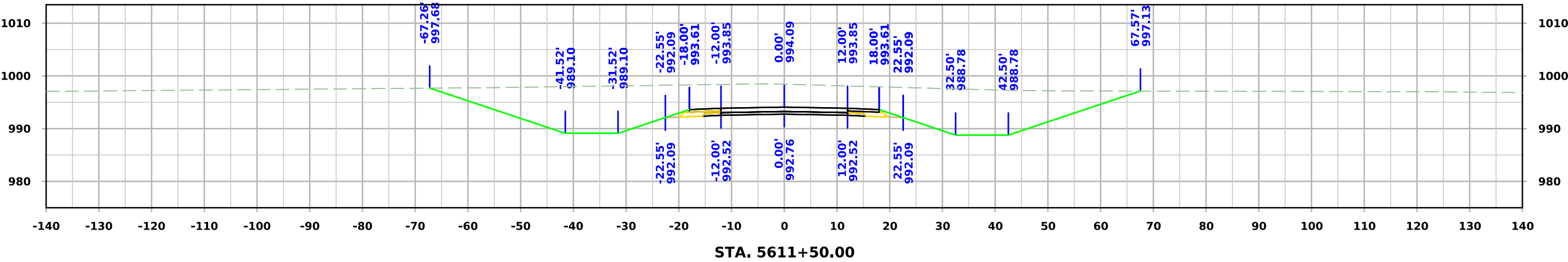
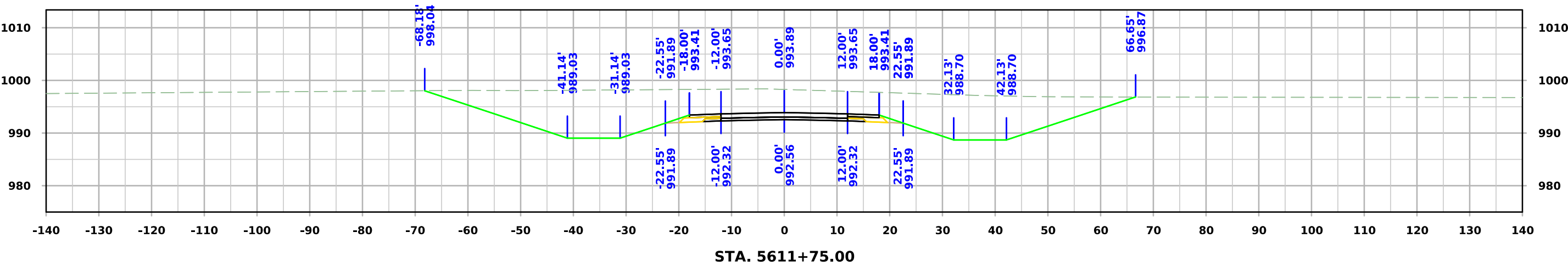
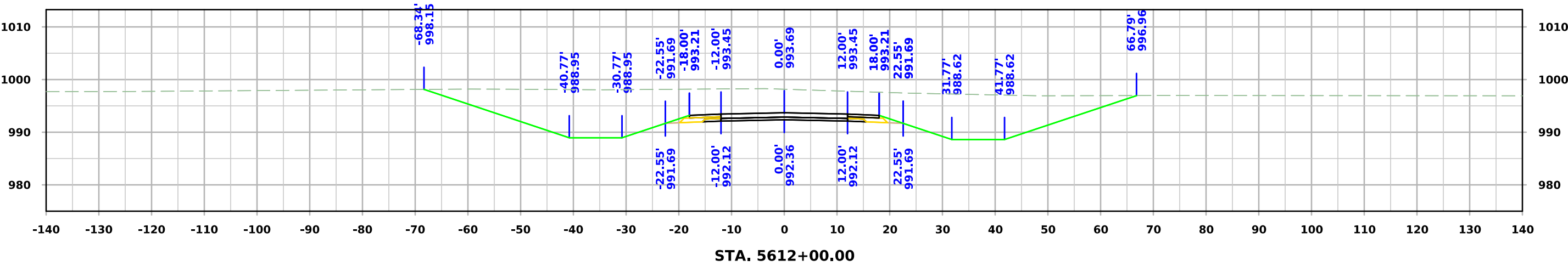
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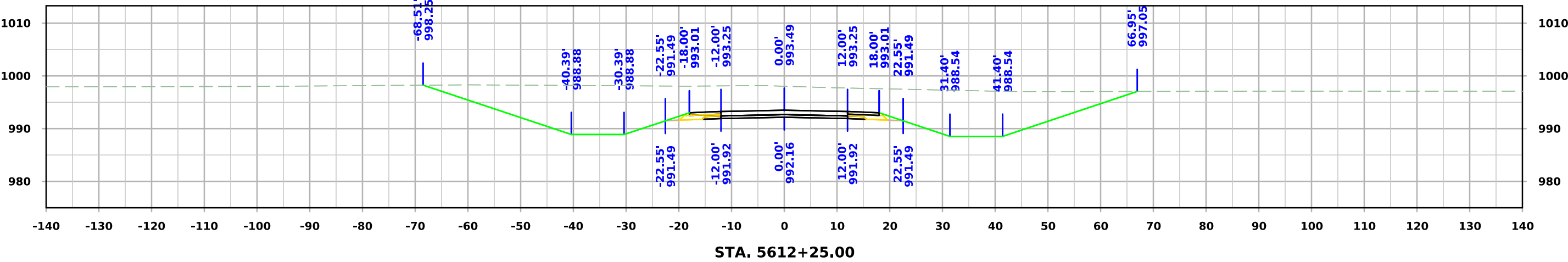
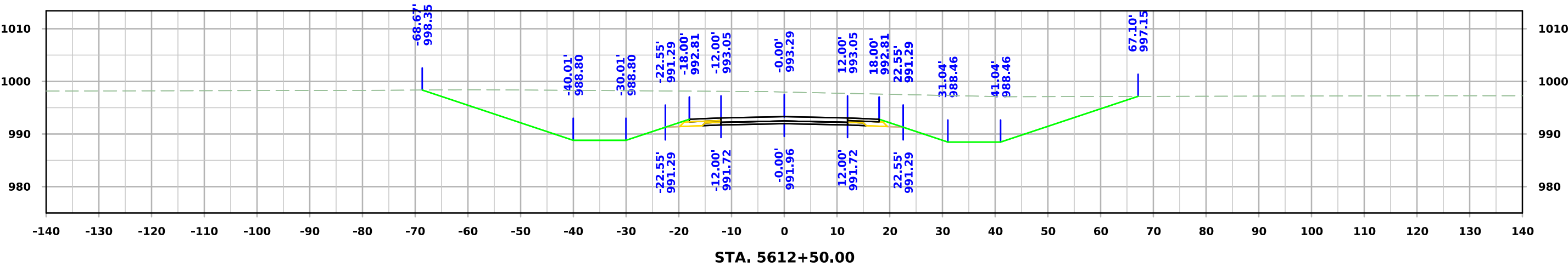
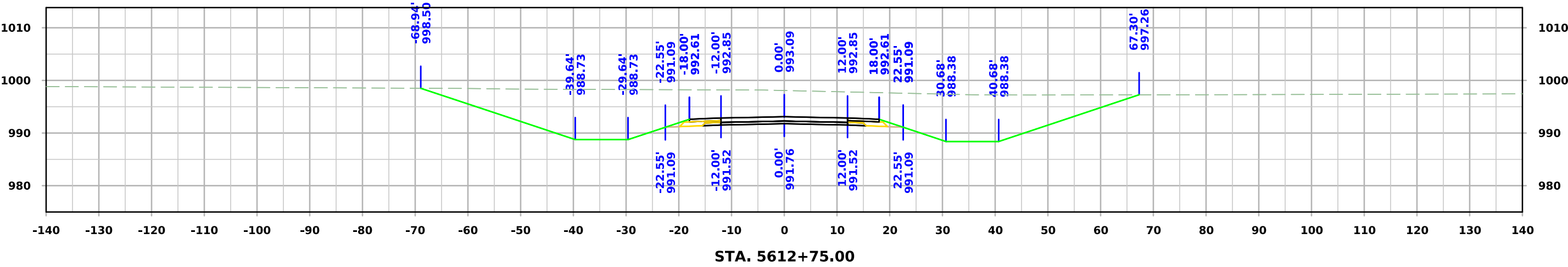
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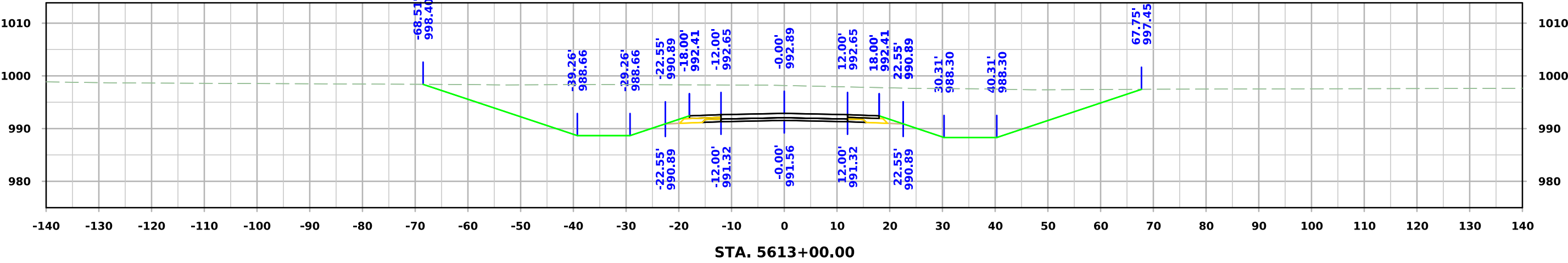
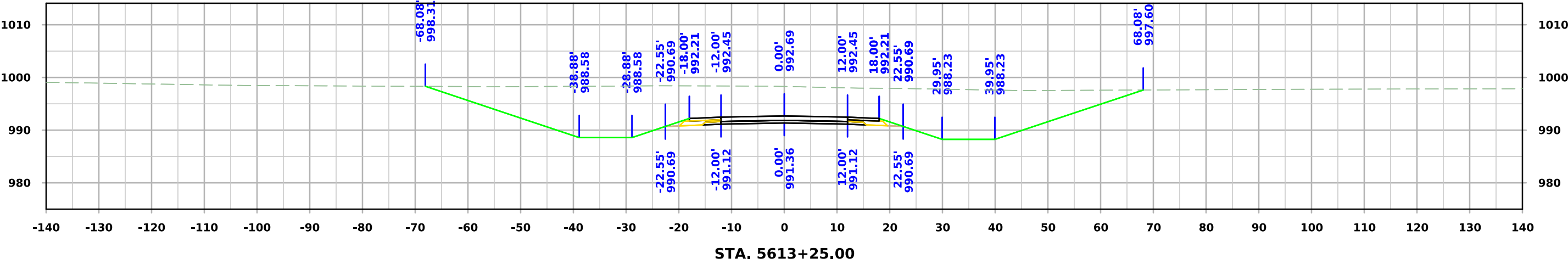
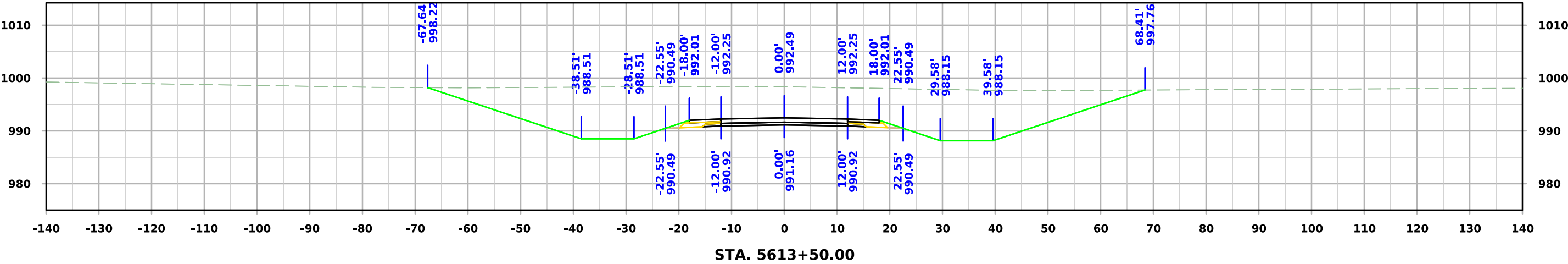
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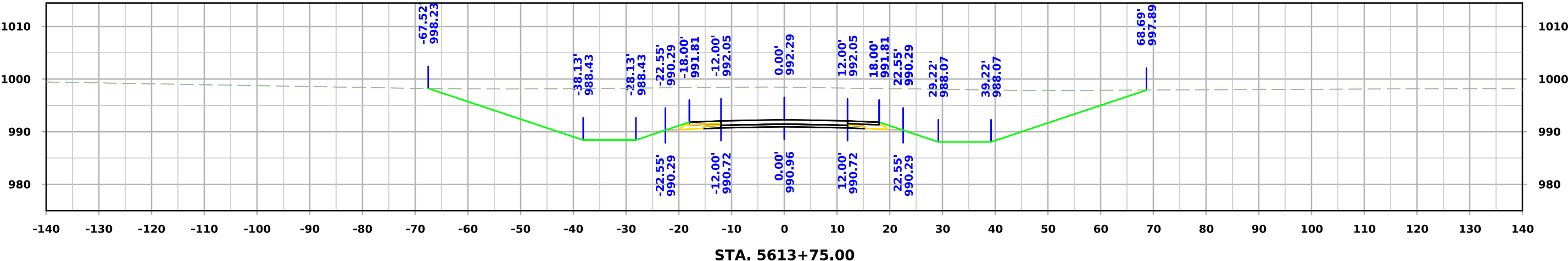
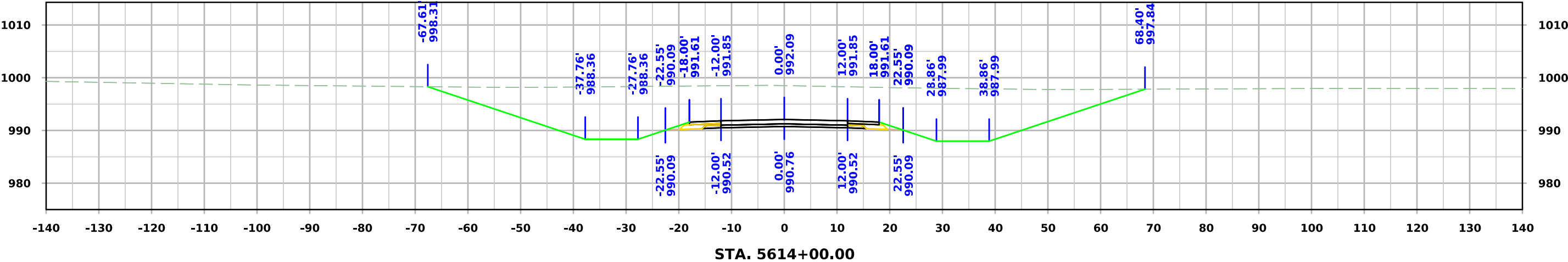
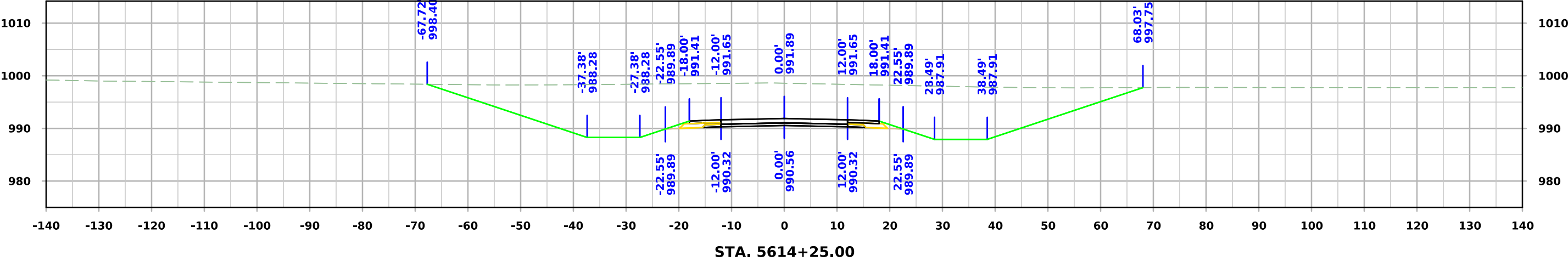
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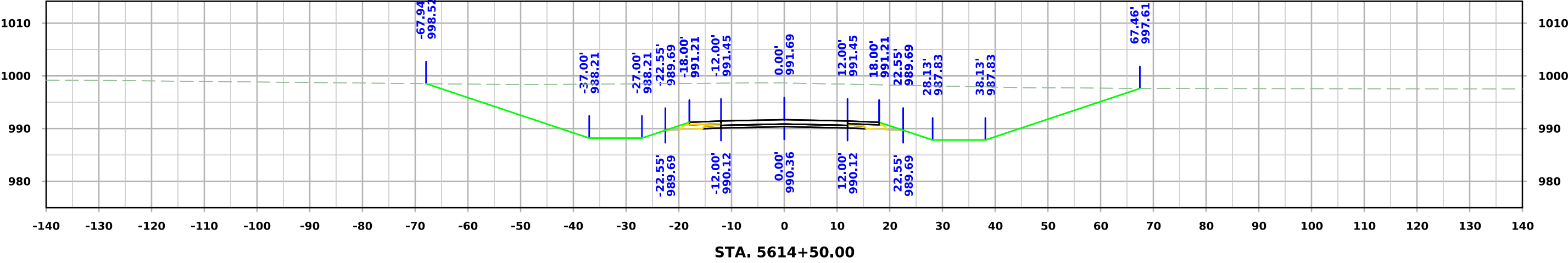
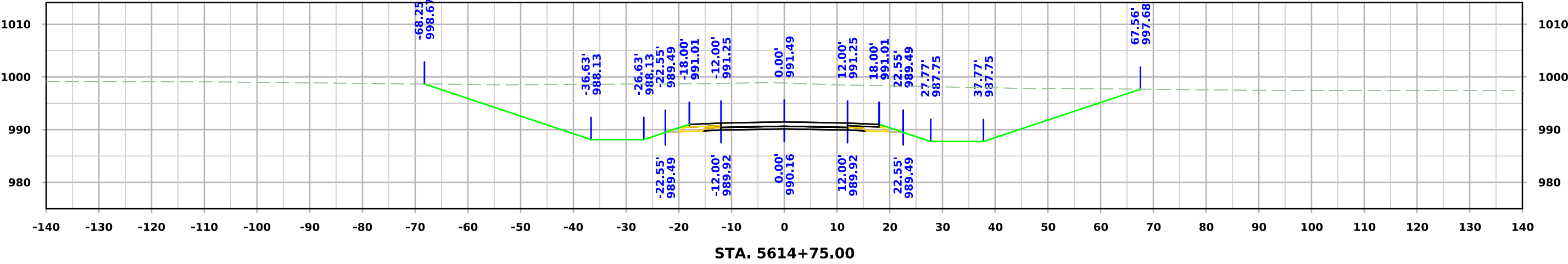
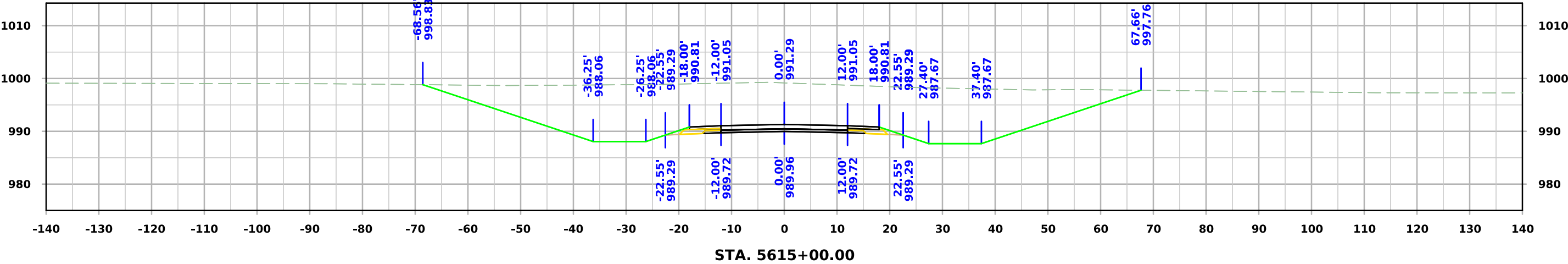
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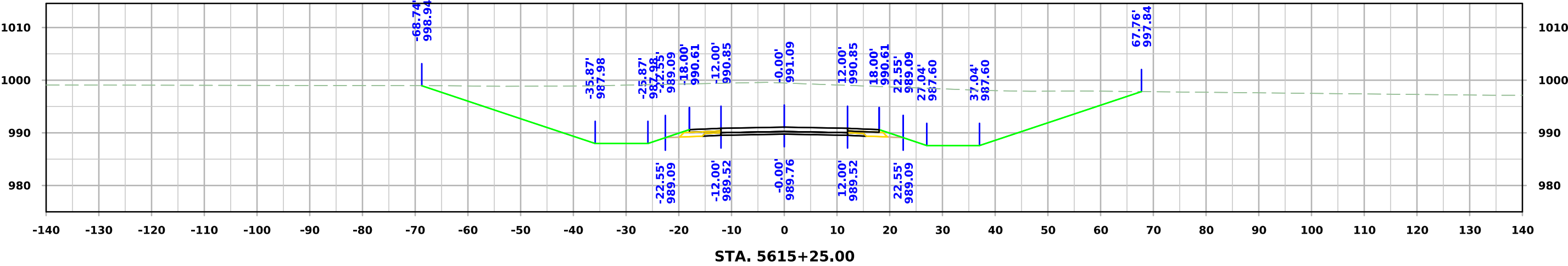
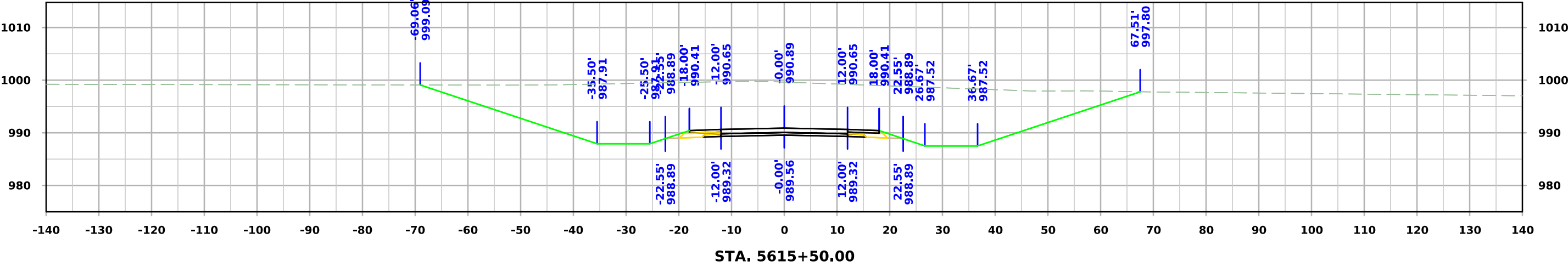
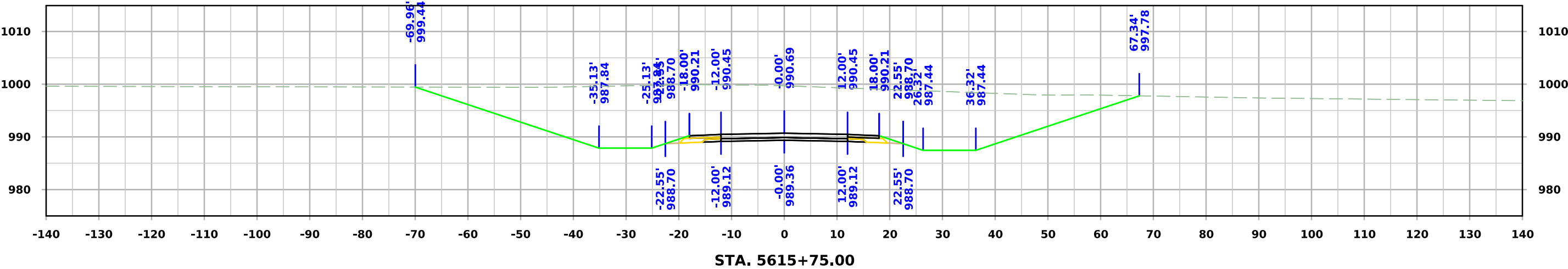
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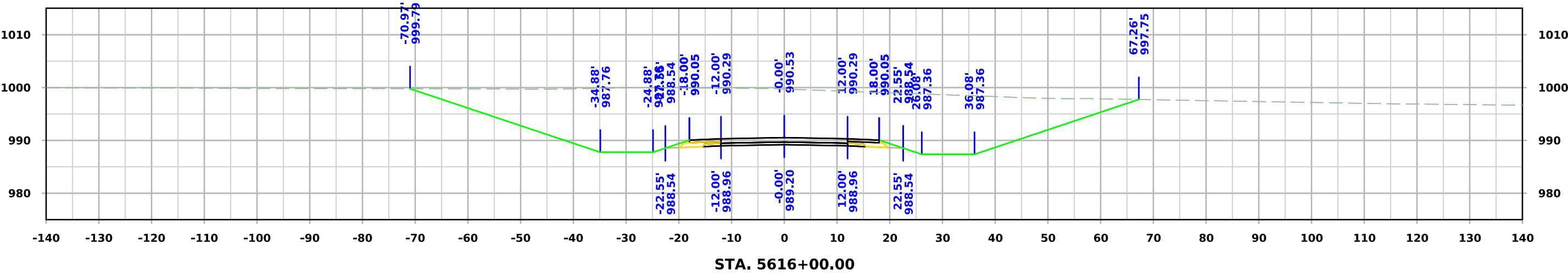
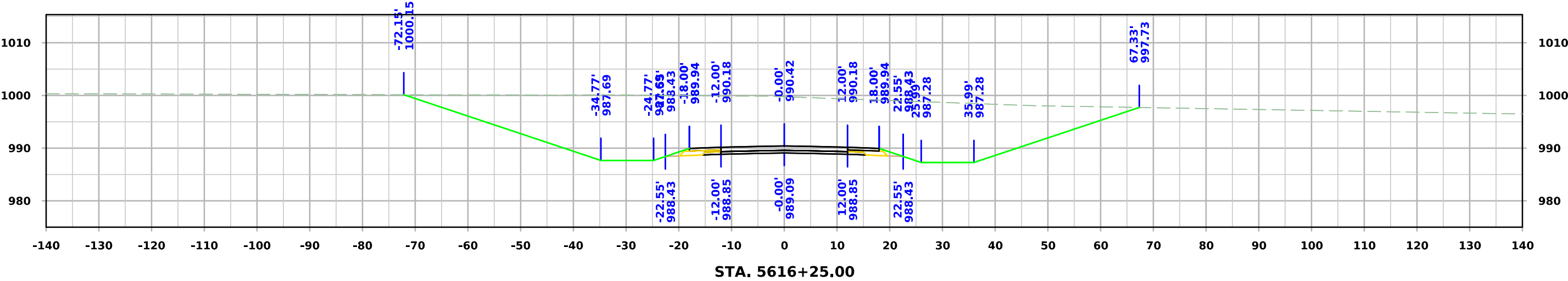
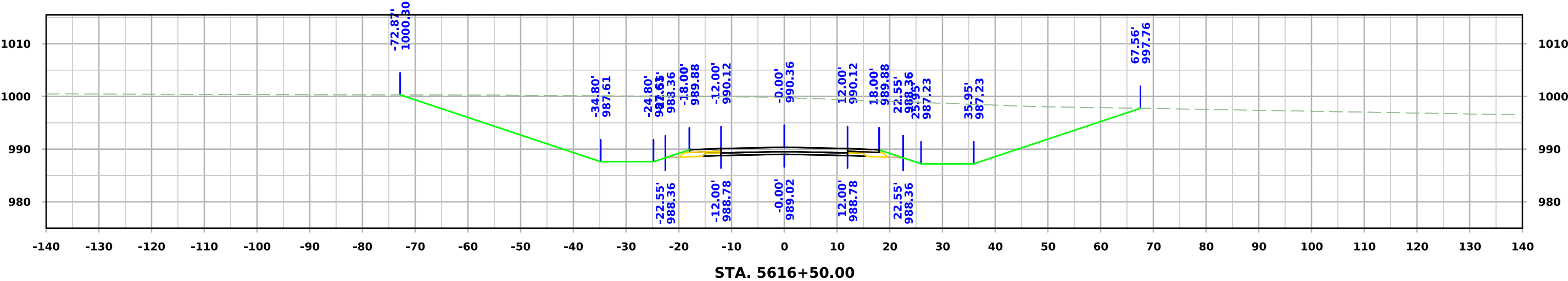
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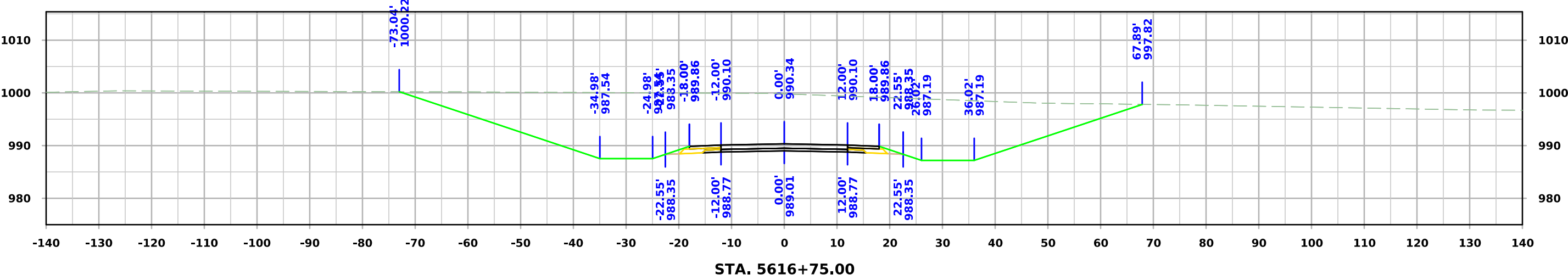
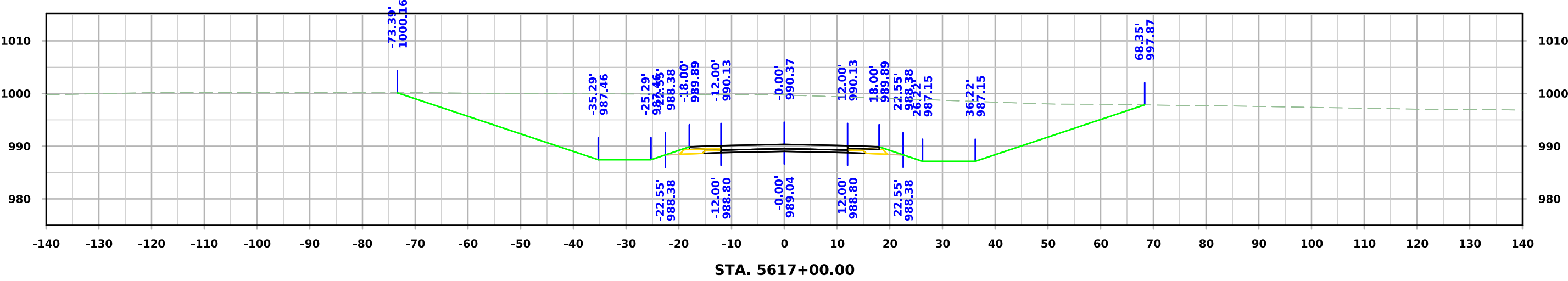
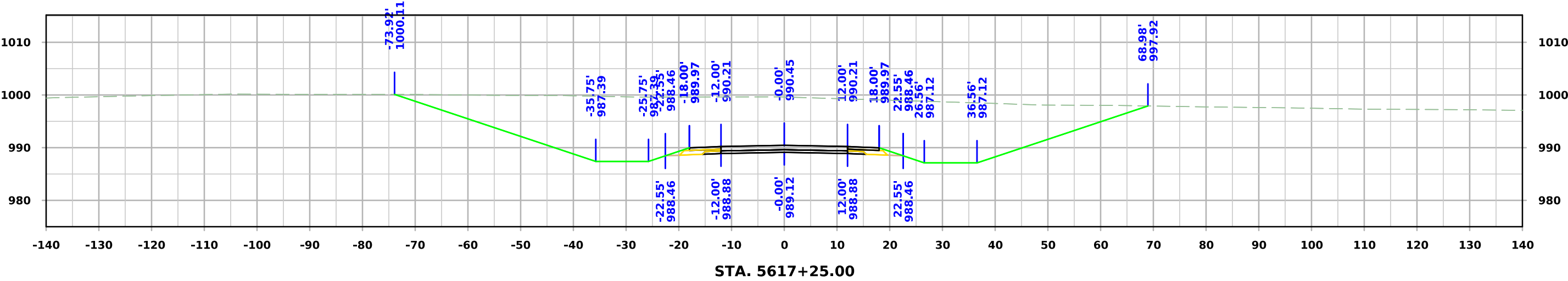
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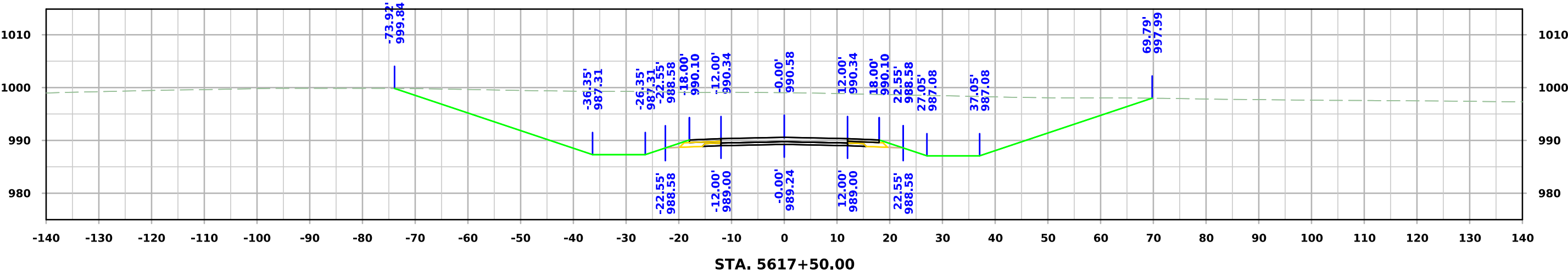
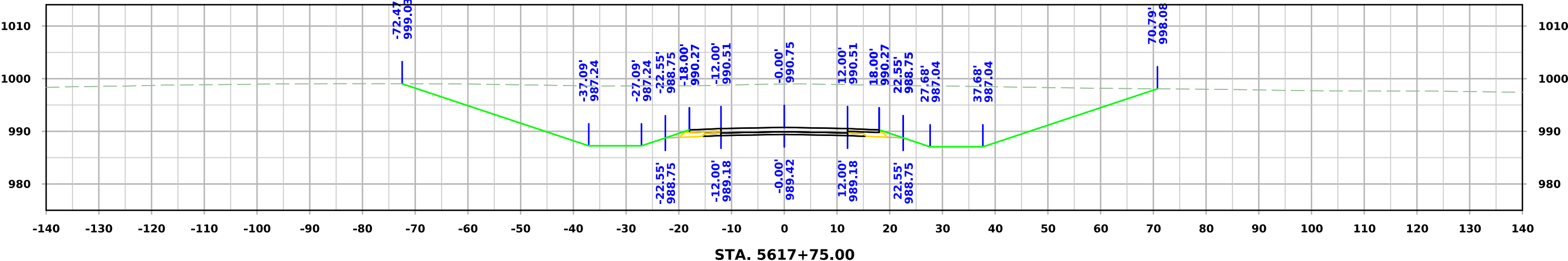
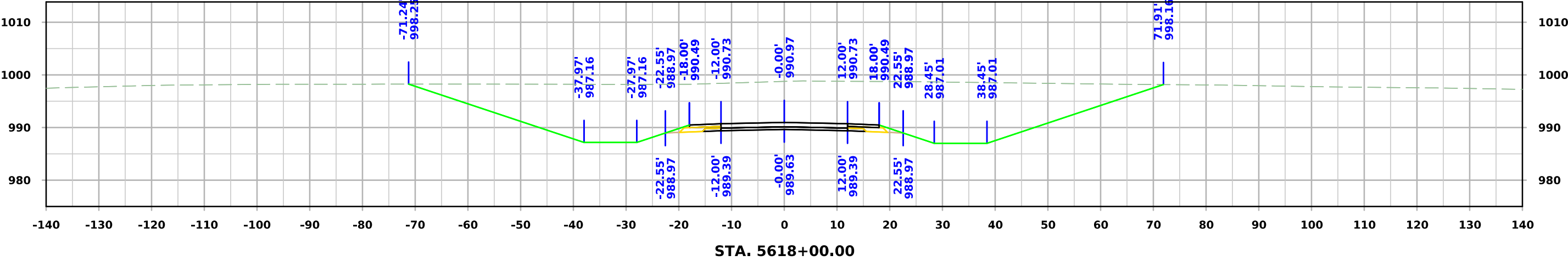
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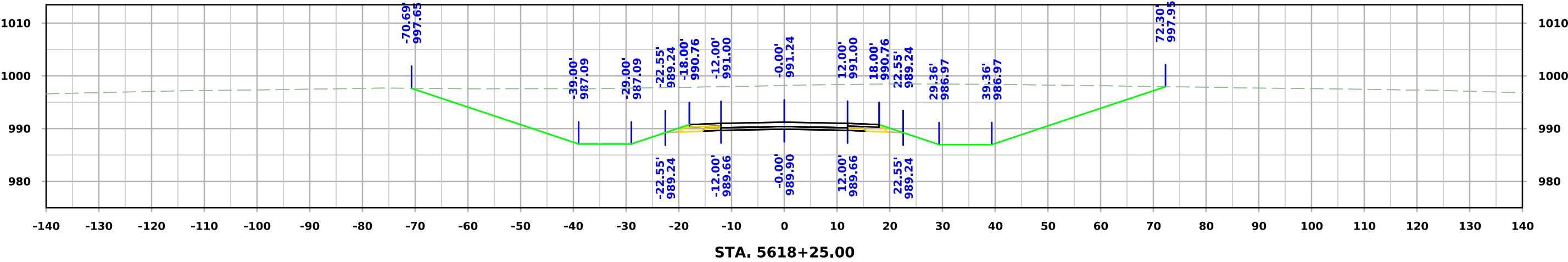
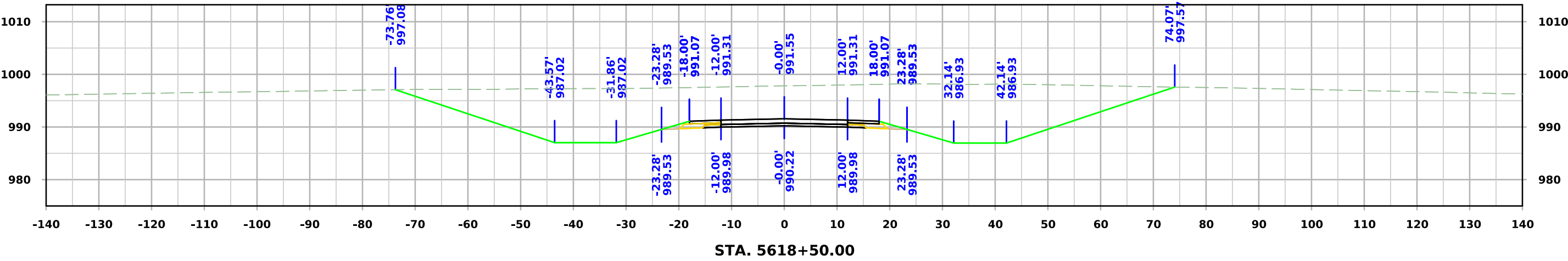
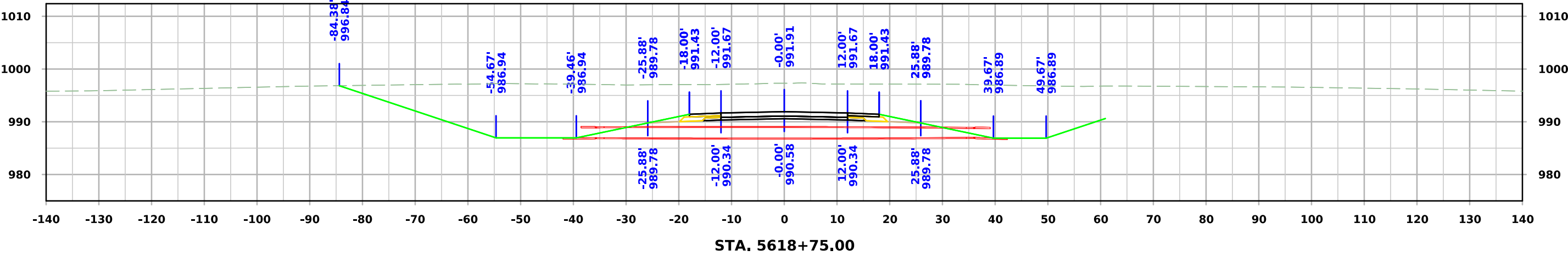
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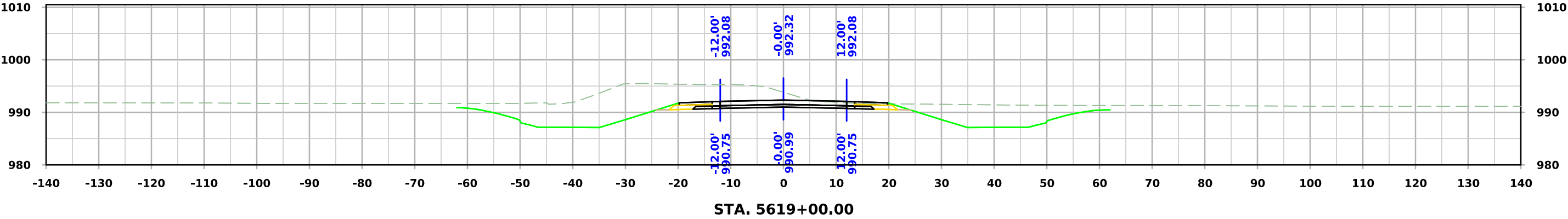
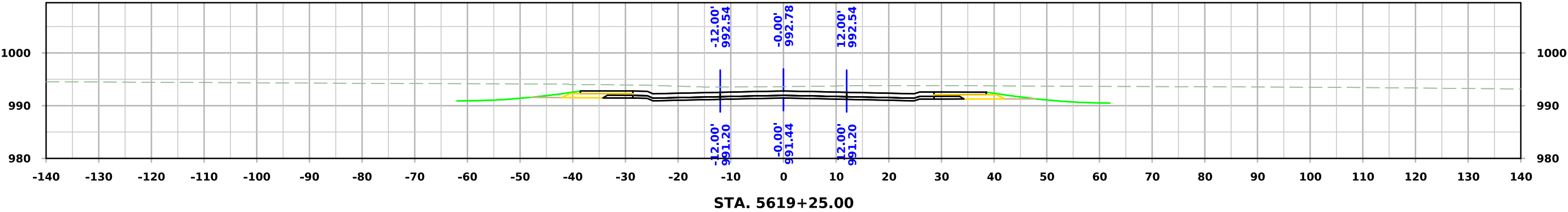
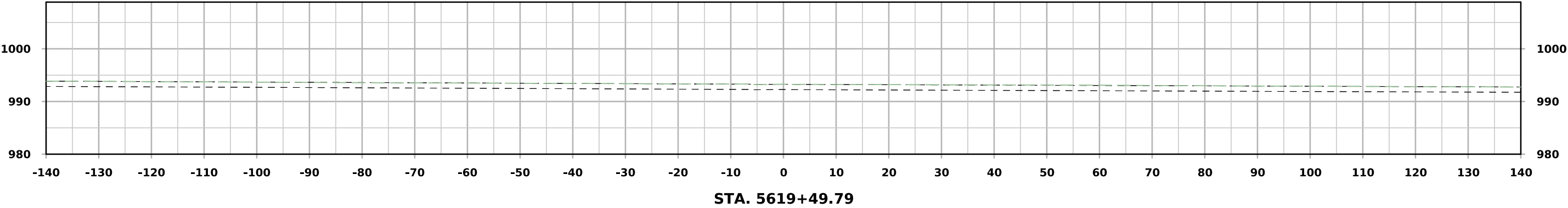
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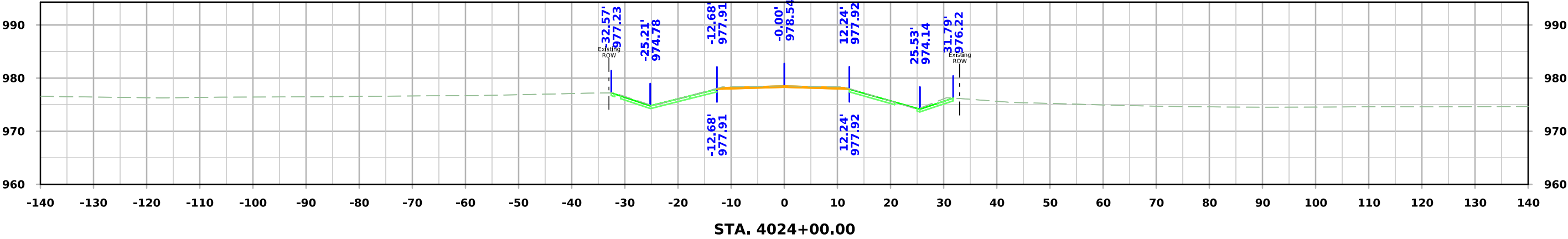
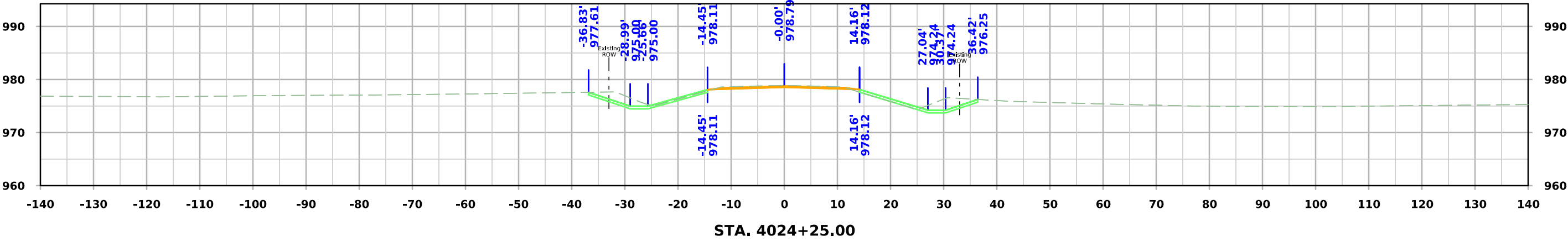
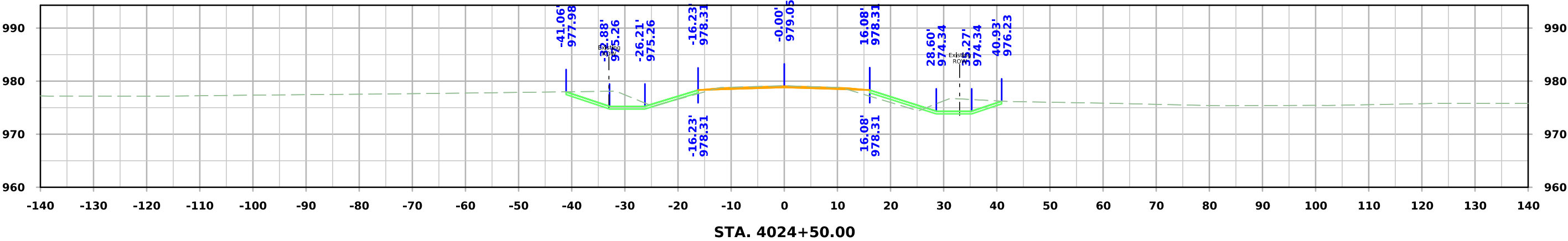
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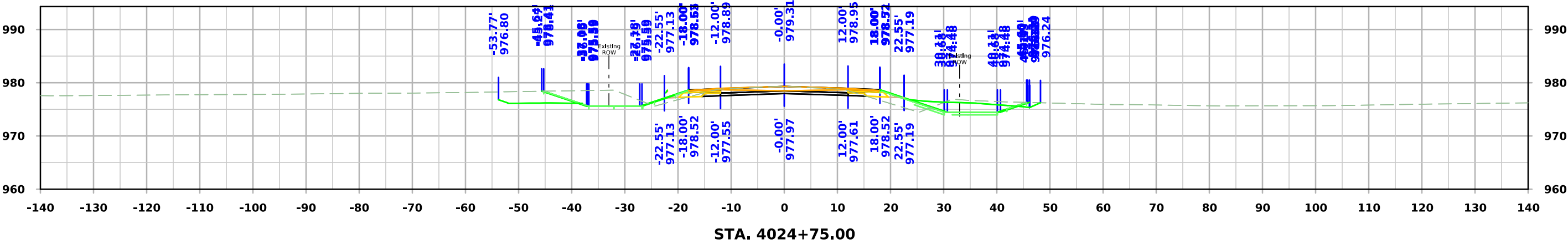
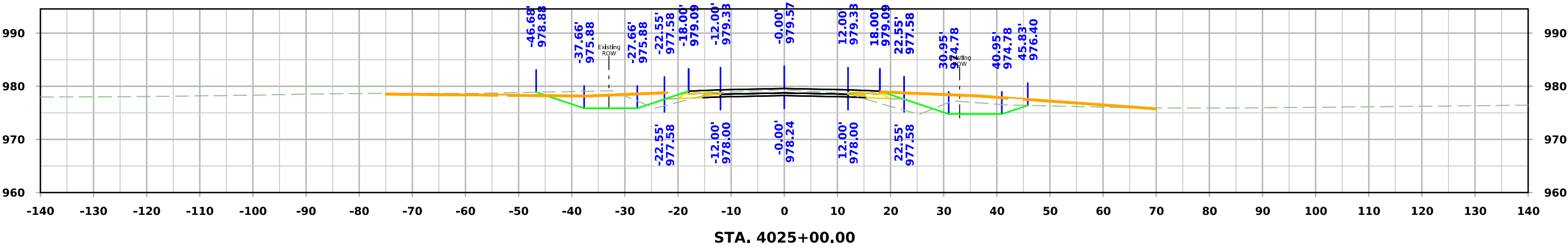
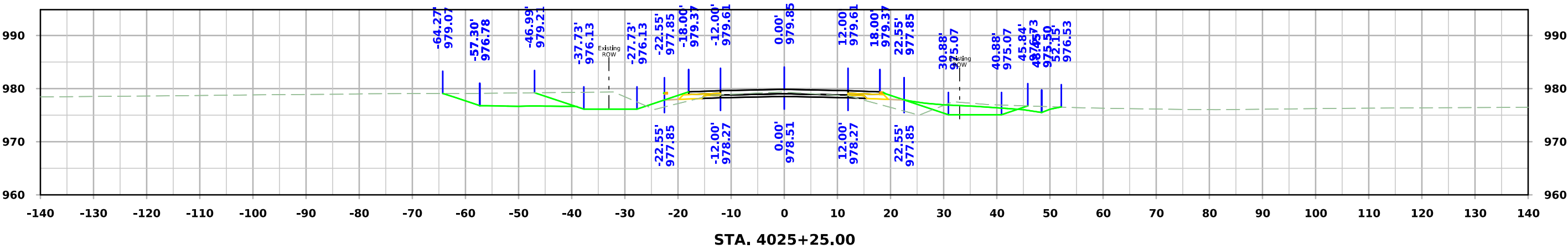
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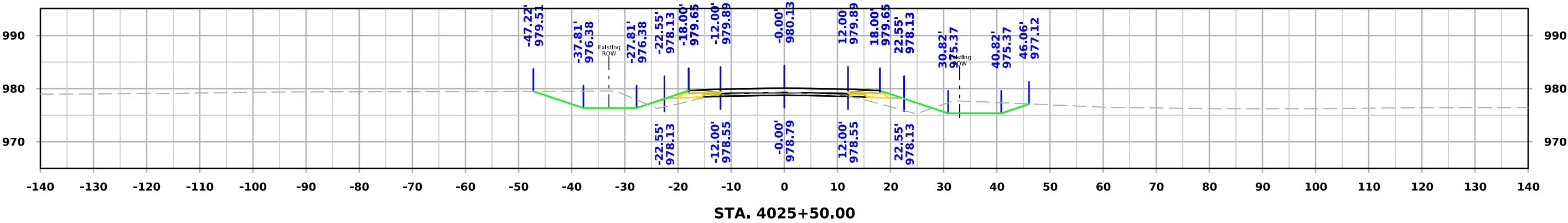
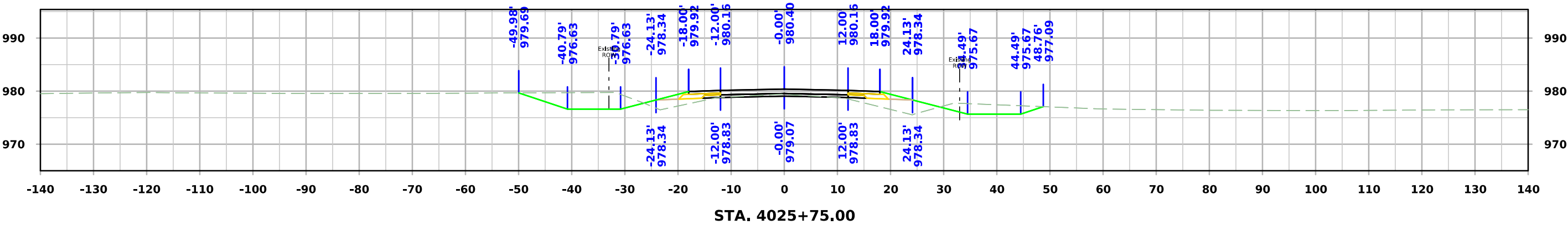
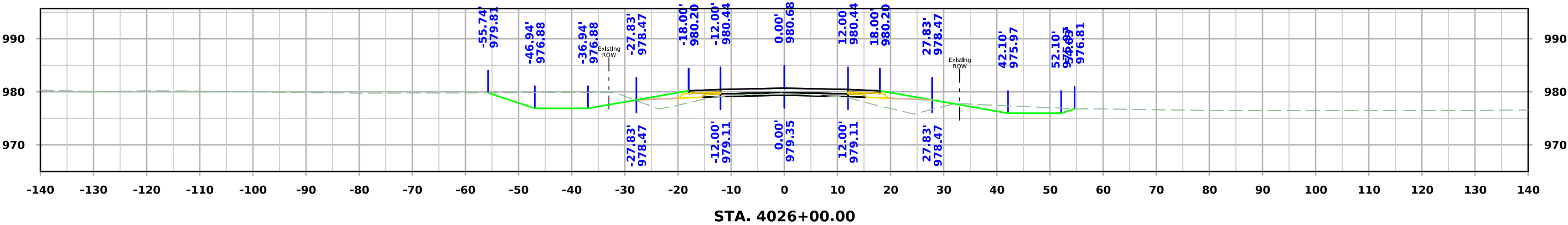
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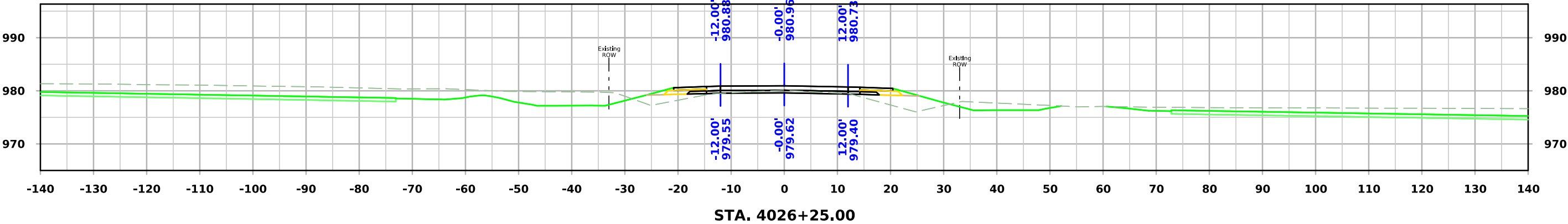
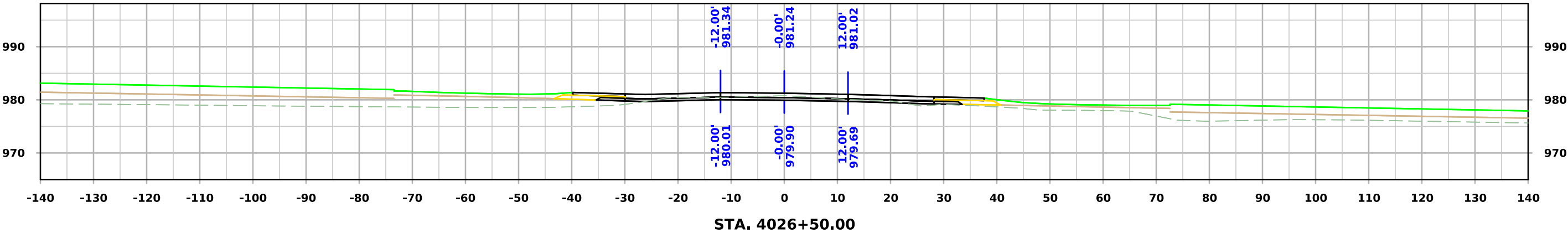
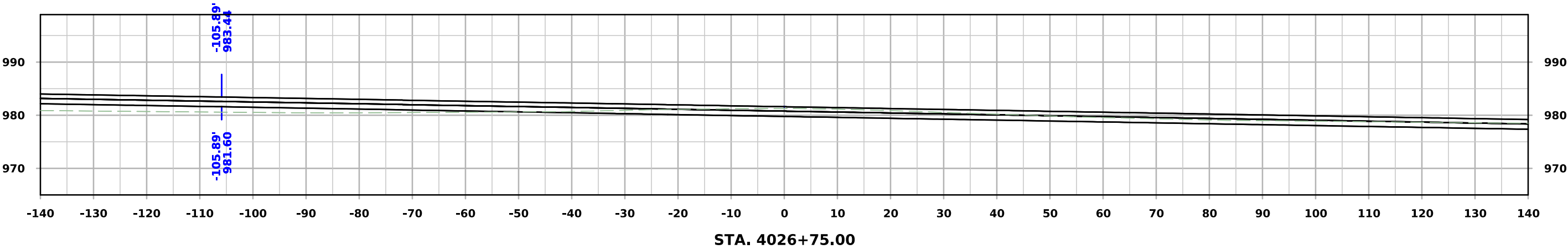
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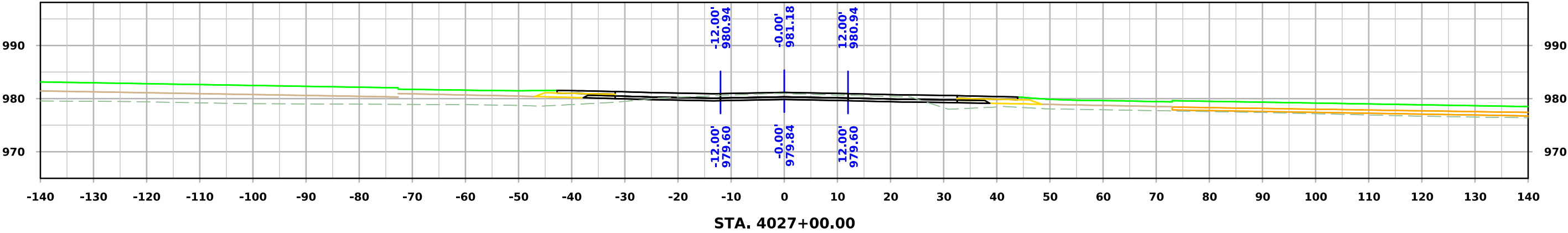
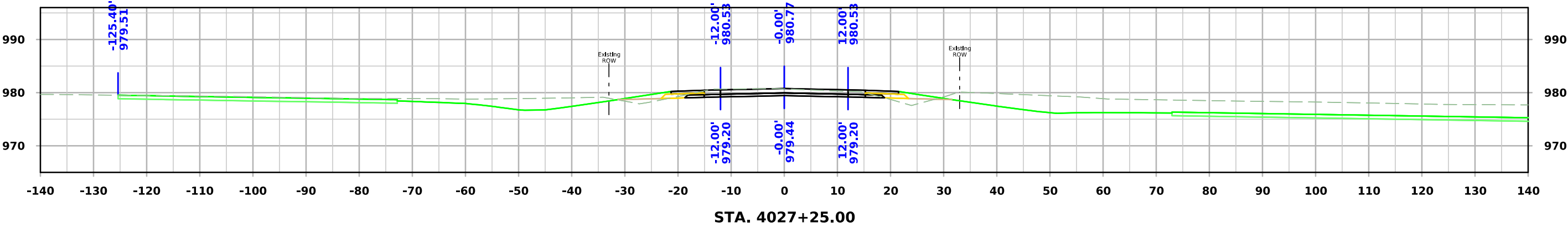
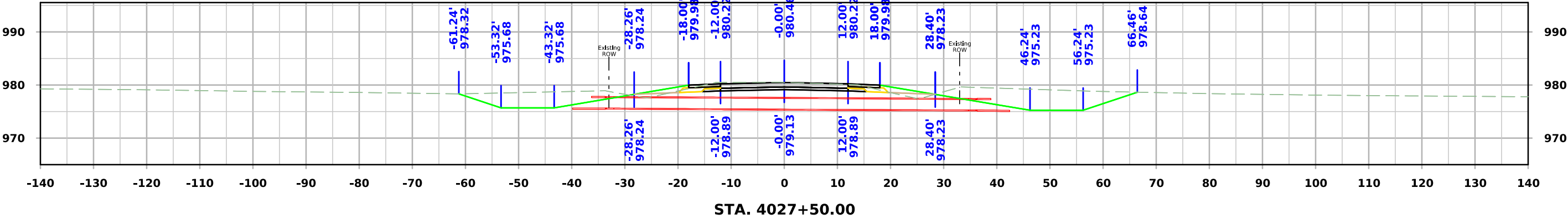
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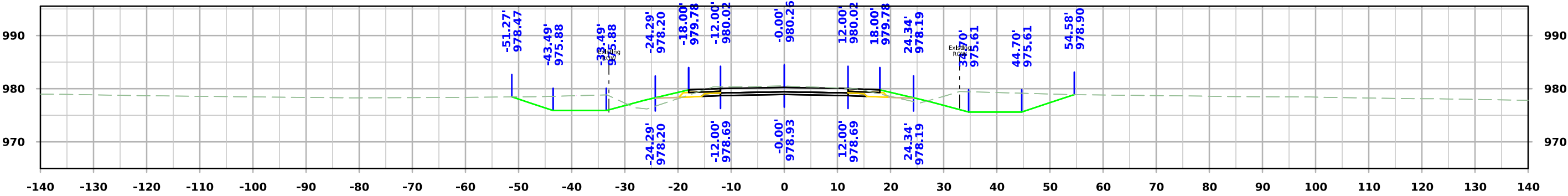
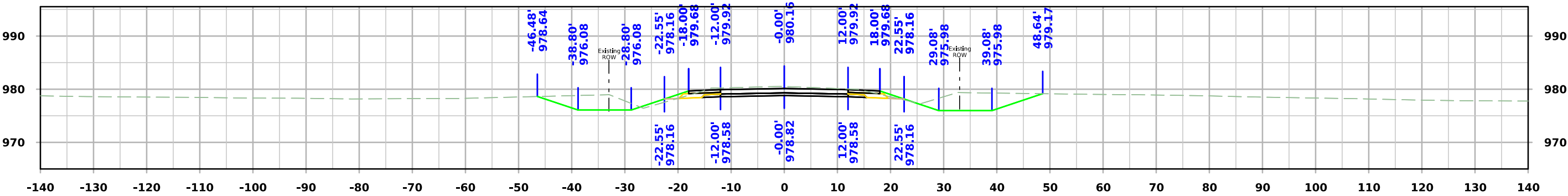
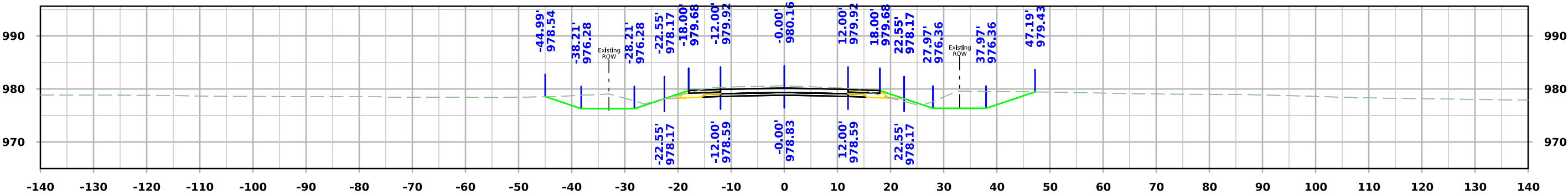
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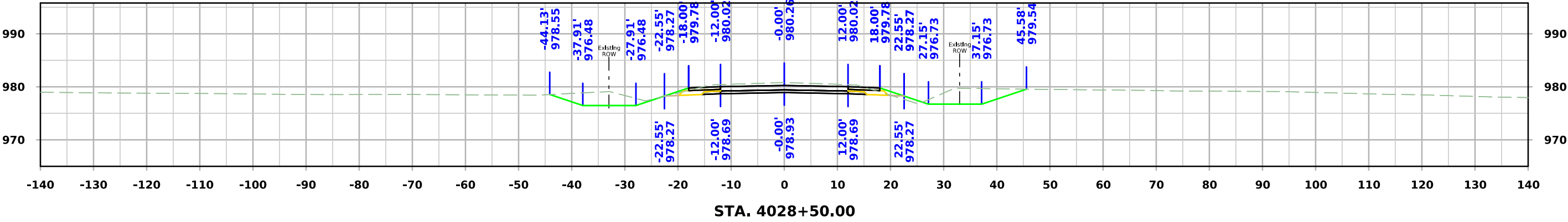
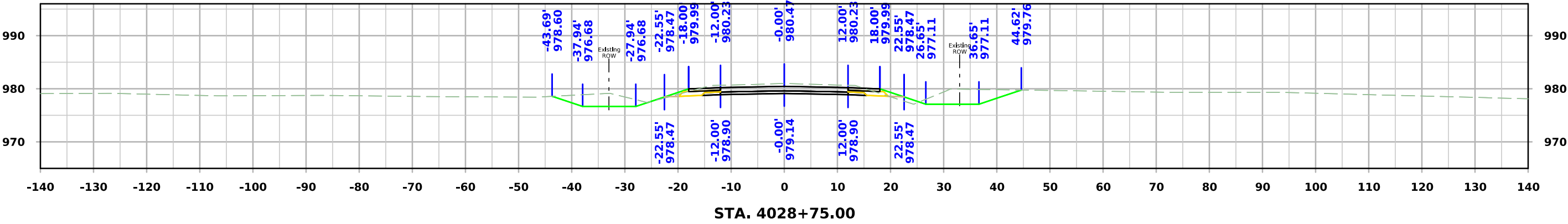
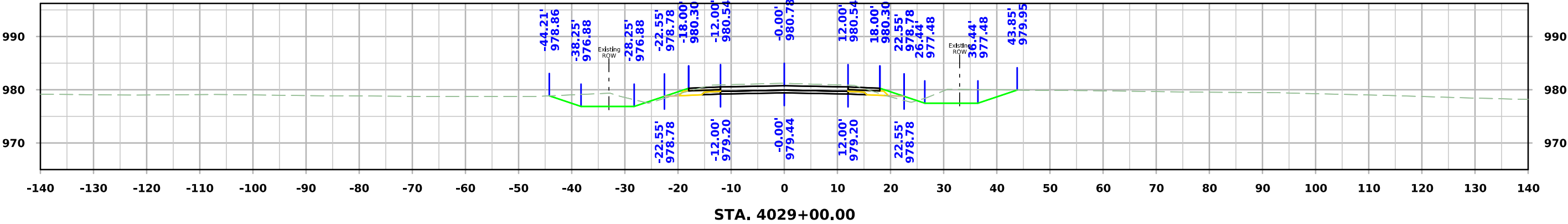
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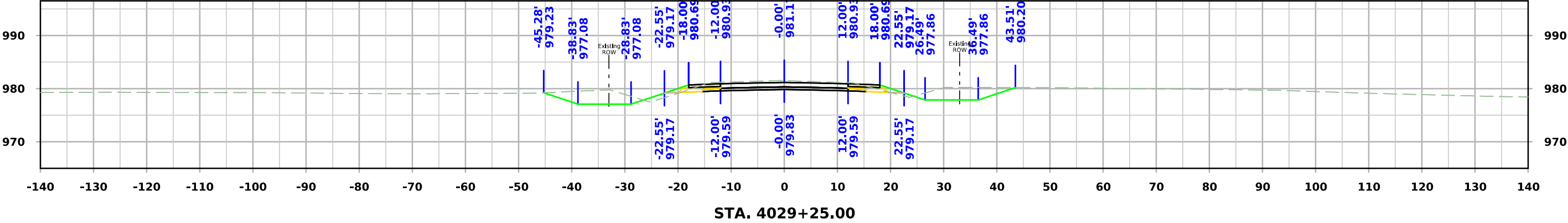
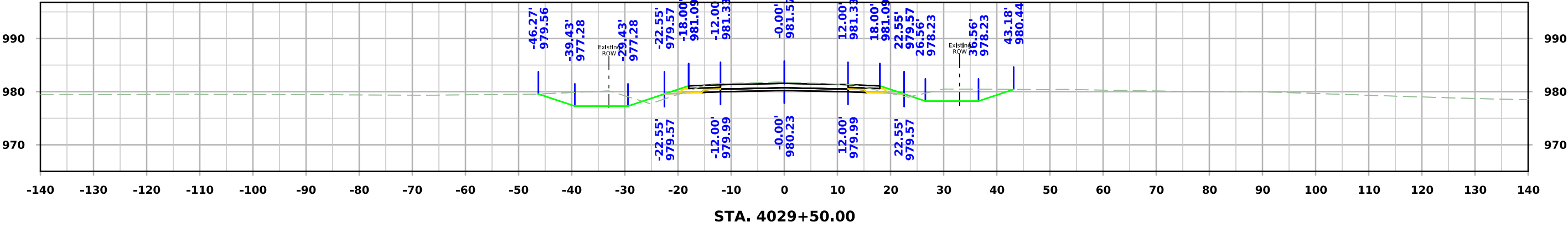
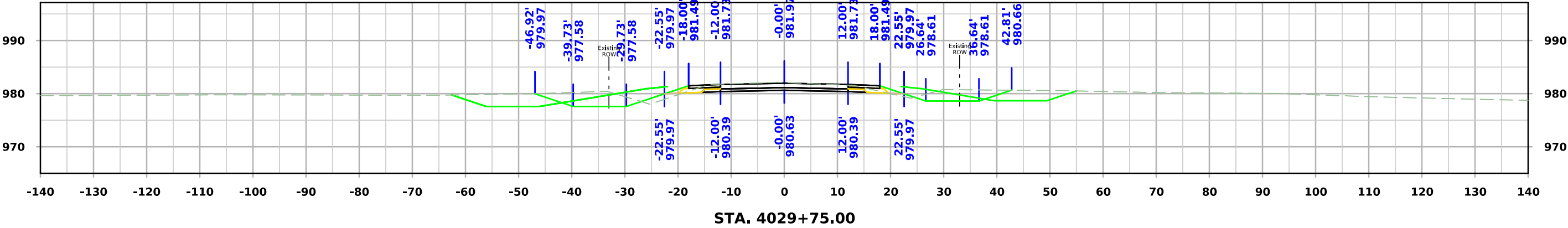
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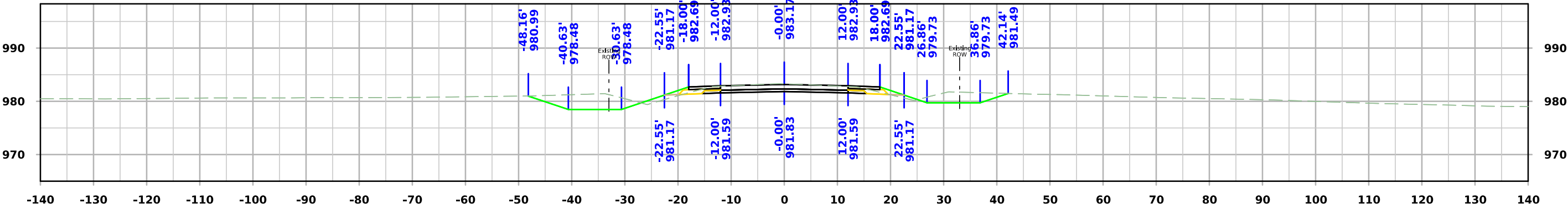
West Maple



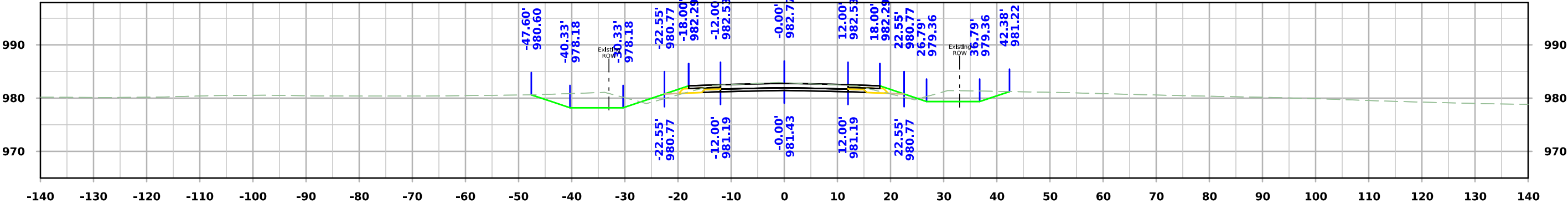
West Maple



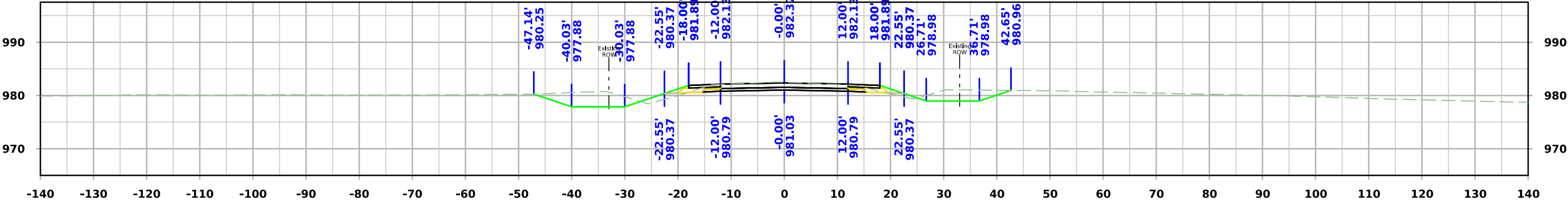
West Maple



STA. 4030+50.00

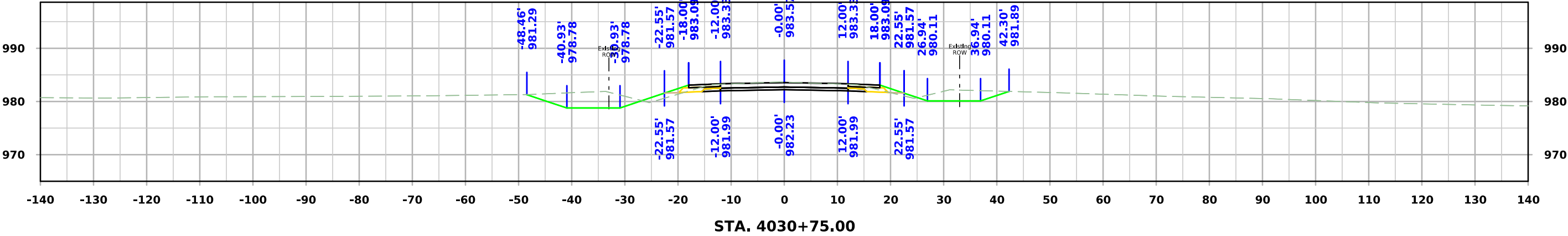
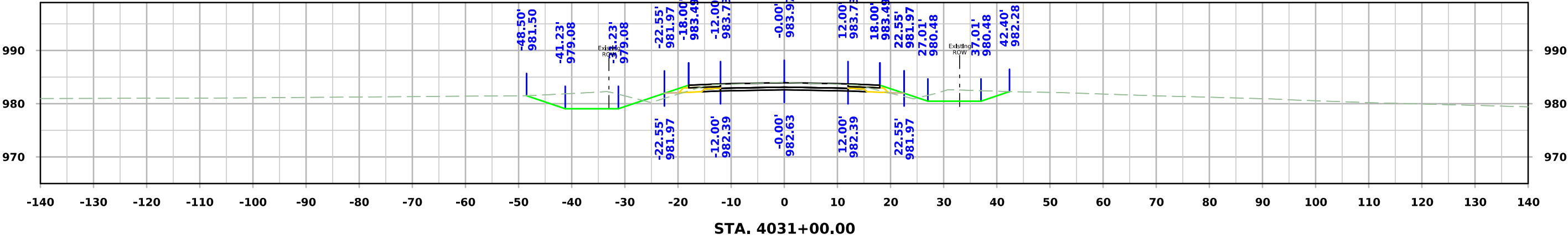
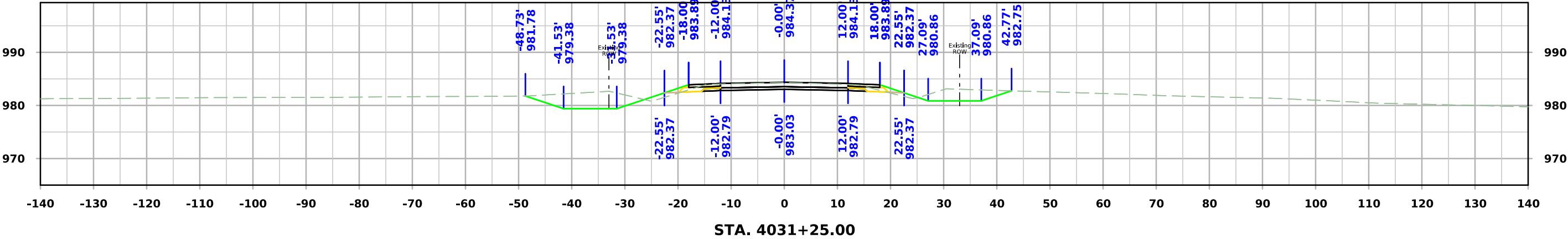


STA. 4030+25.00

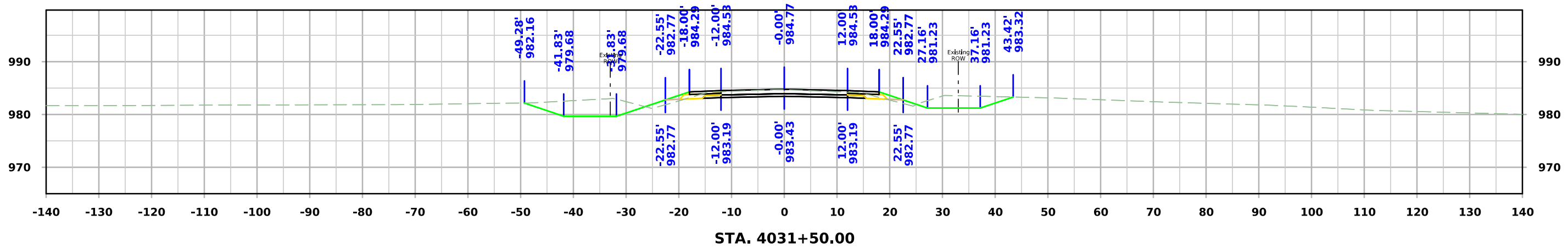
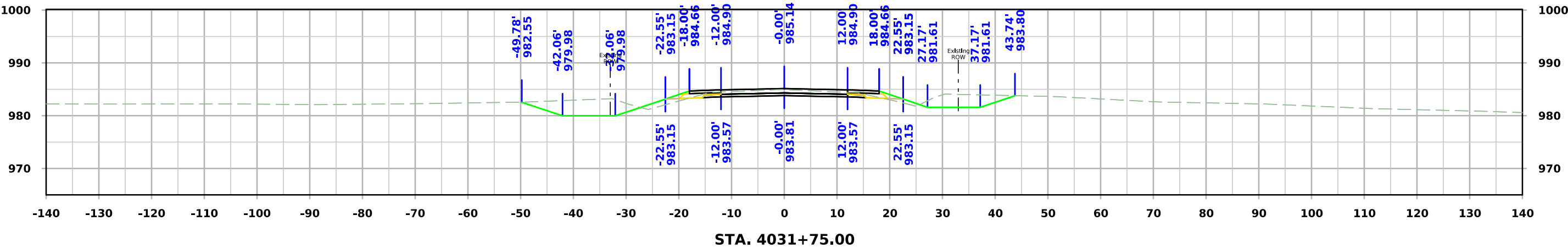
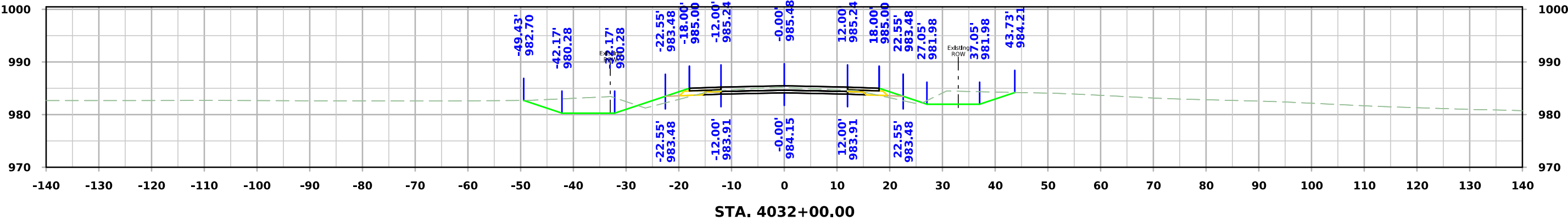


STA. 4030+00.00

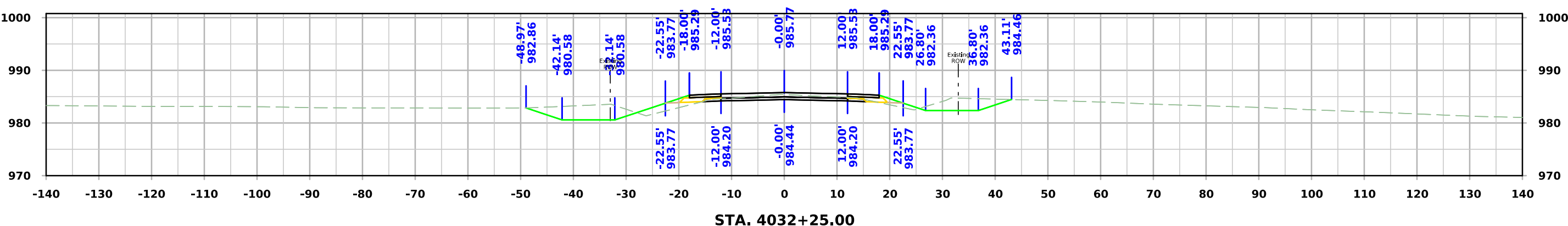
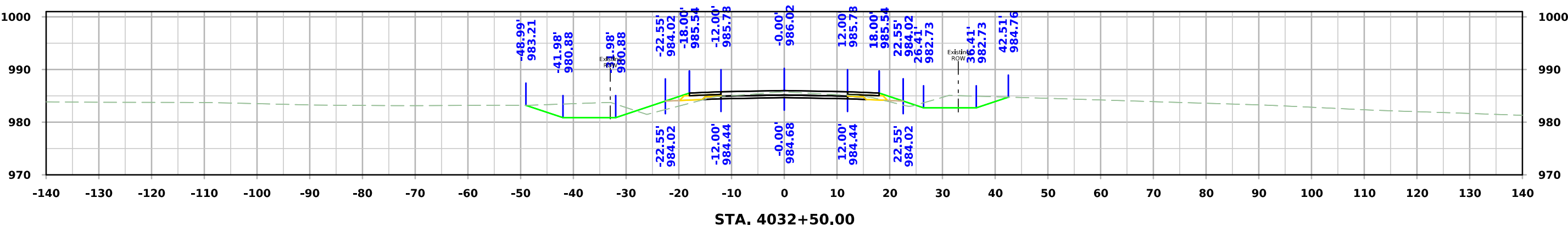
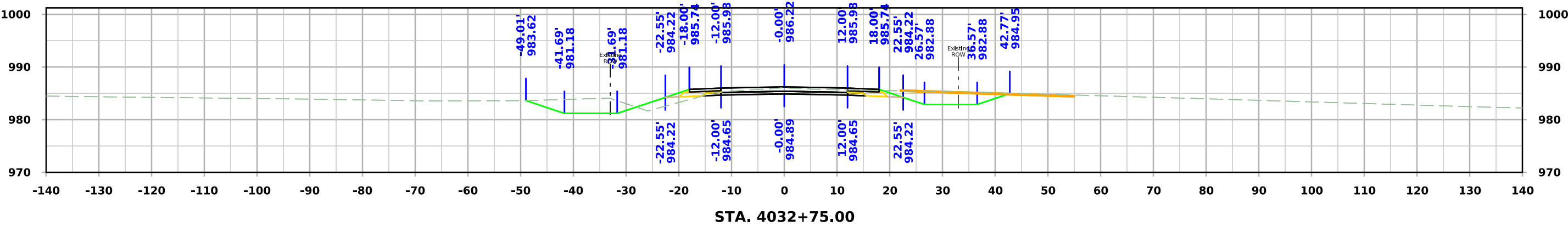
West Maple



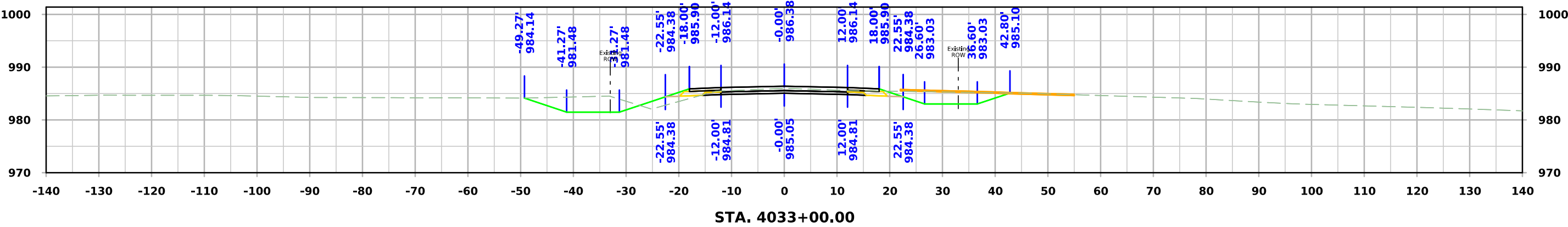
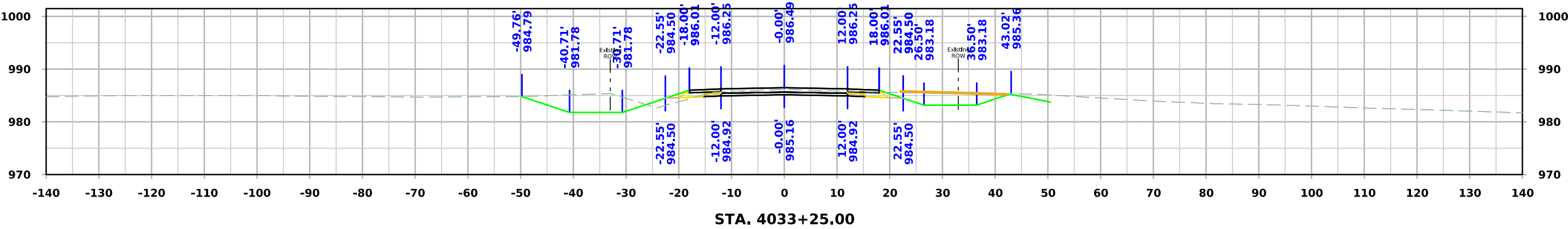
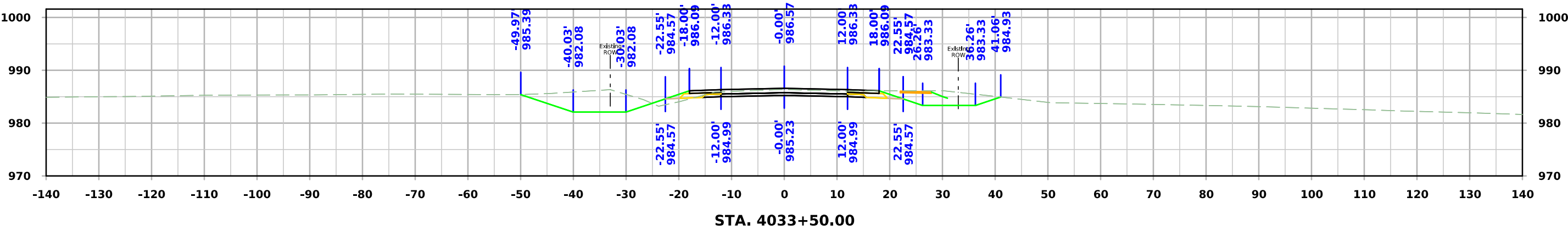
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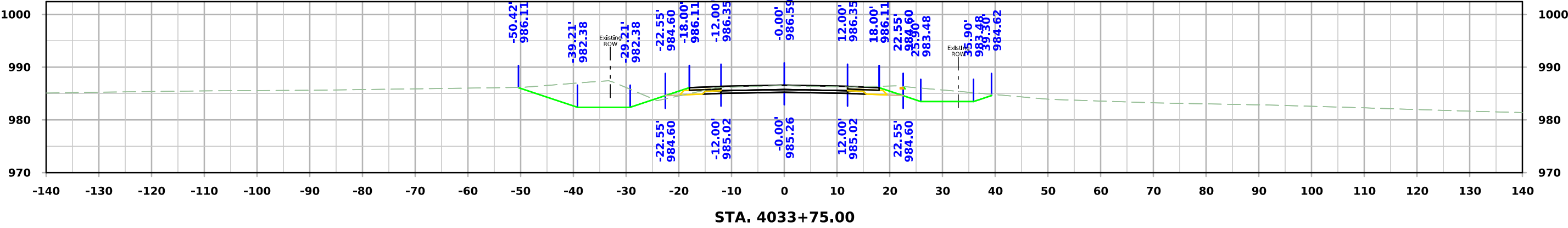
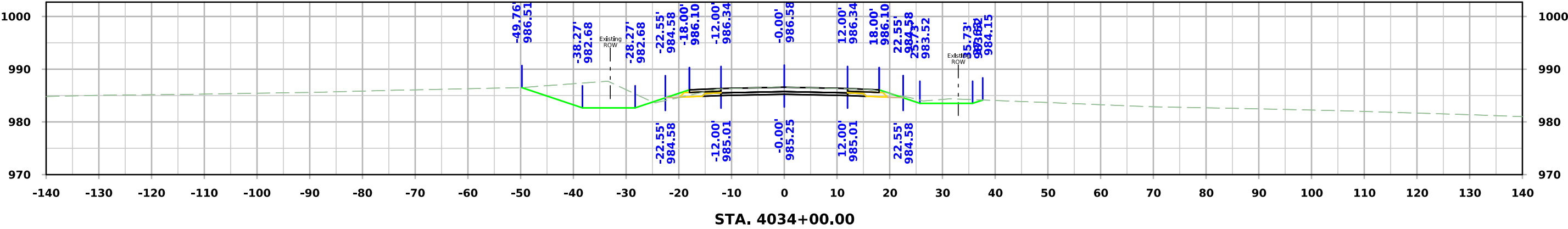
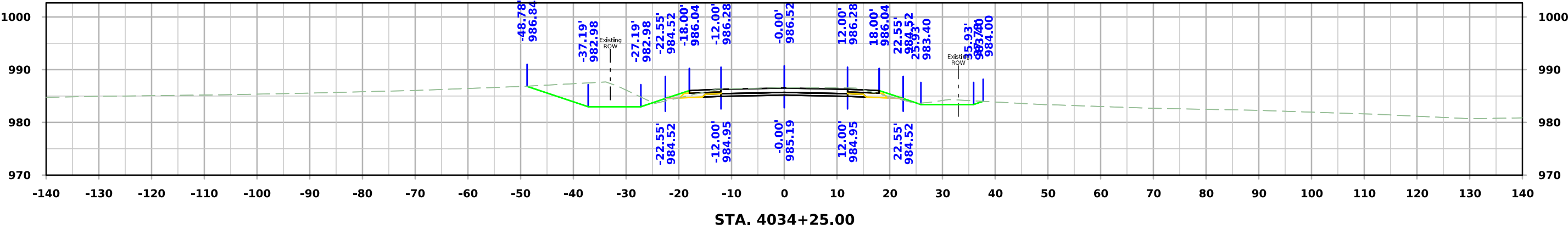
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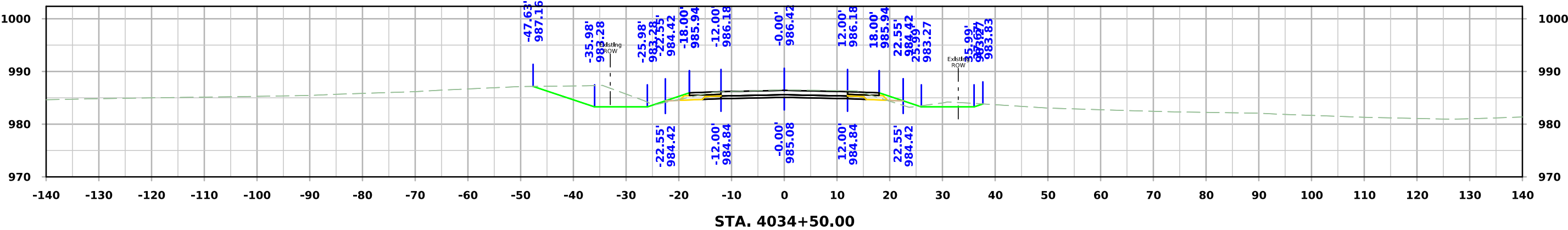
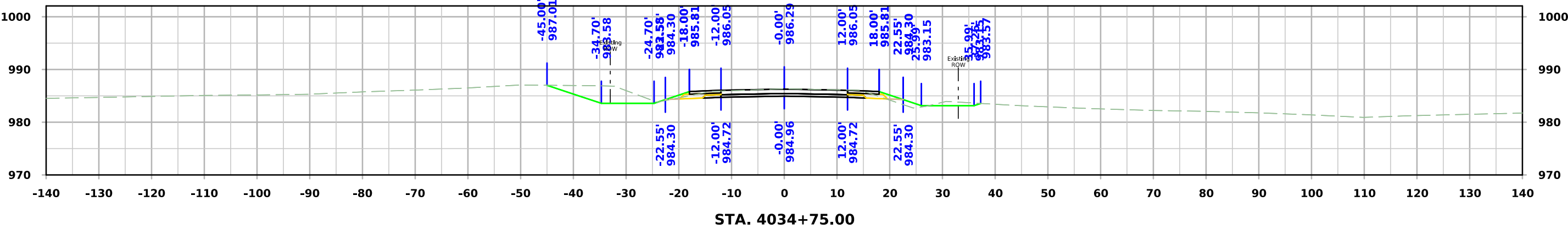
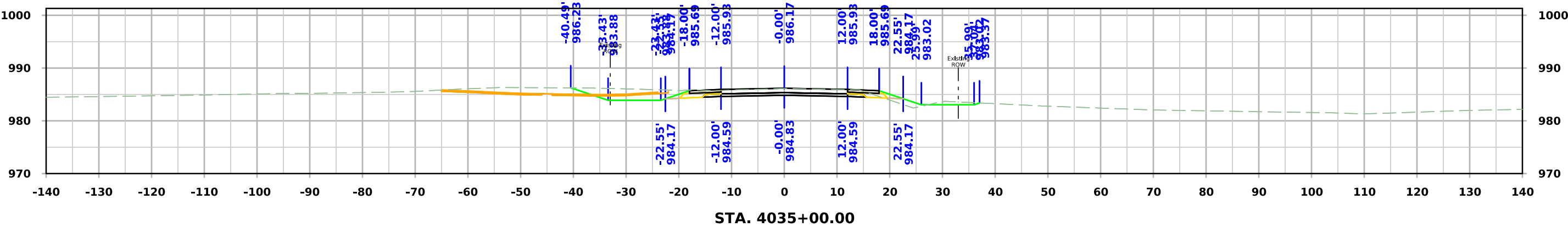
West Maple



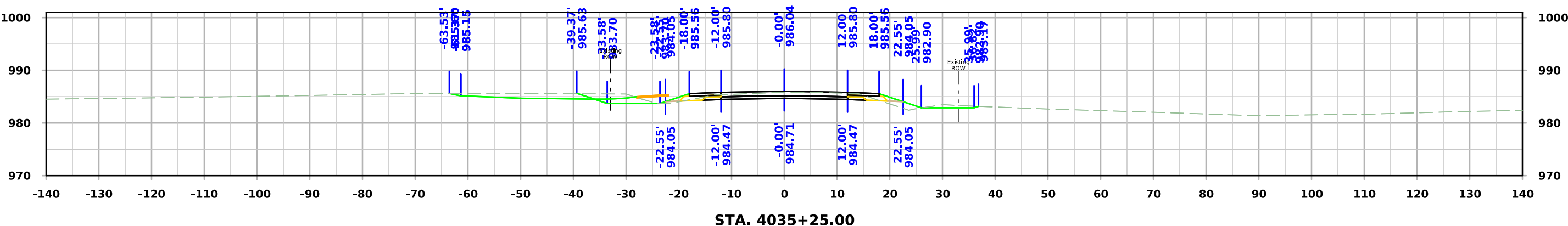
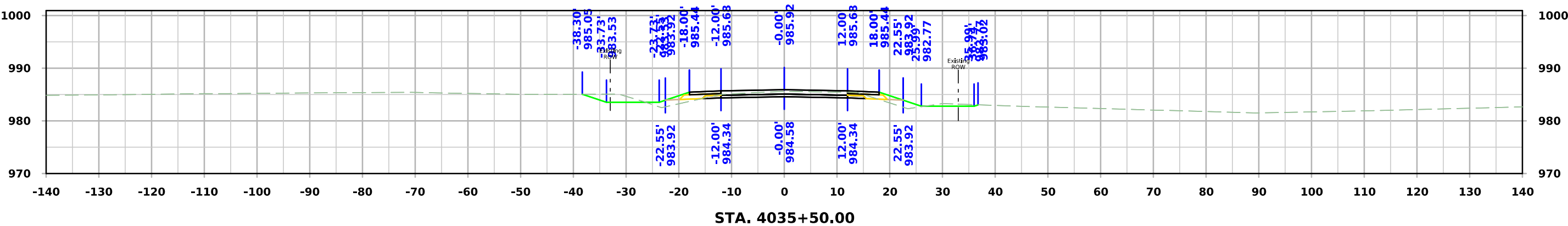
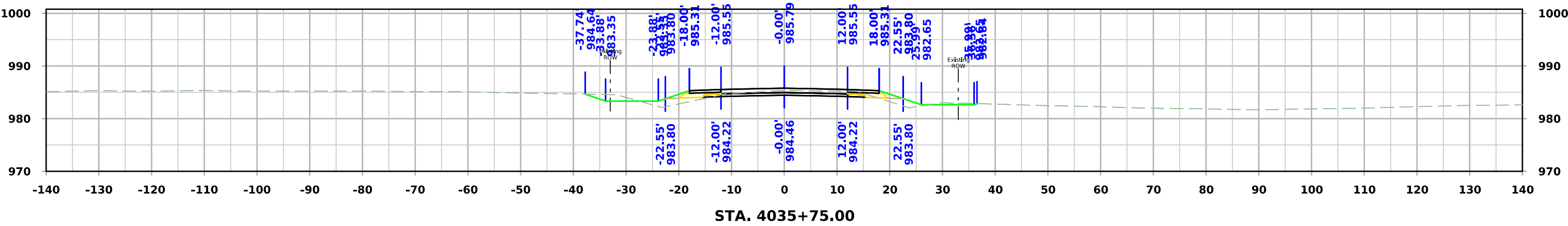
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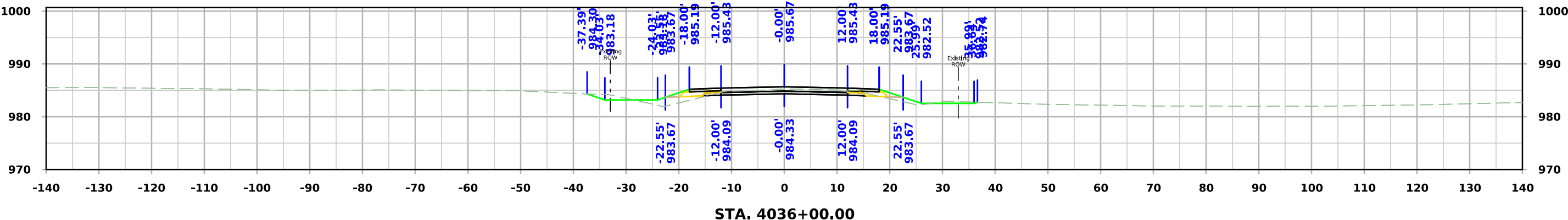
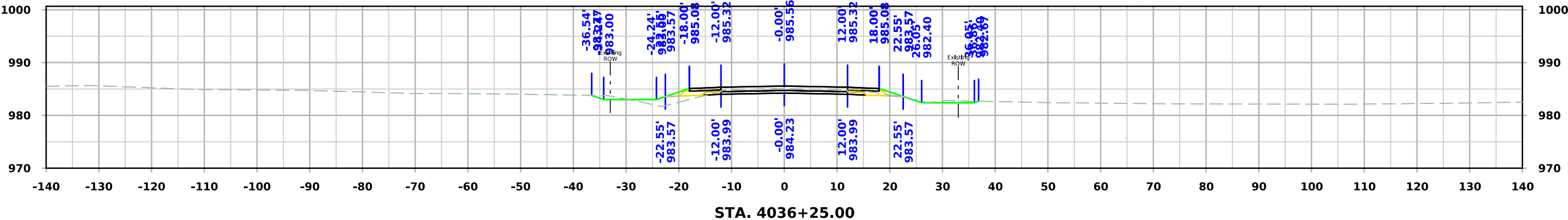
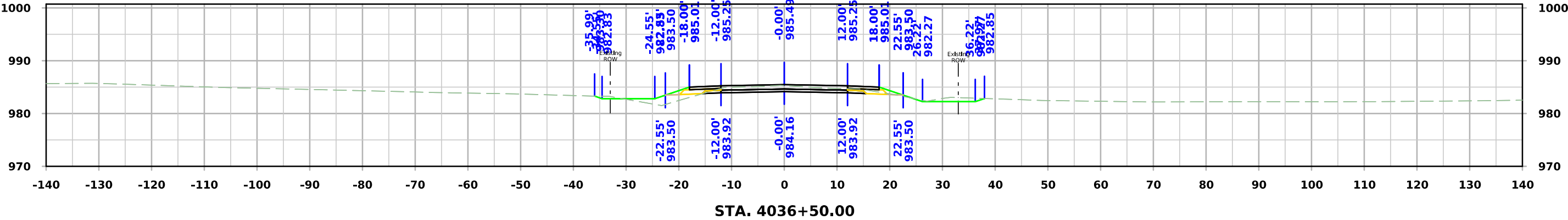
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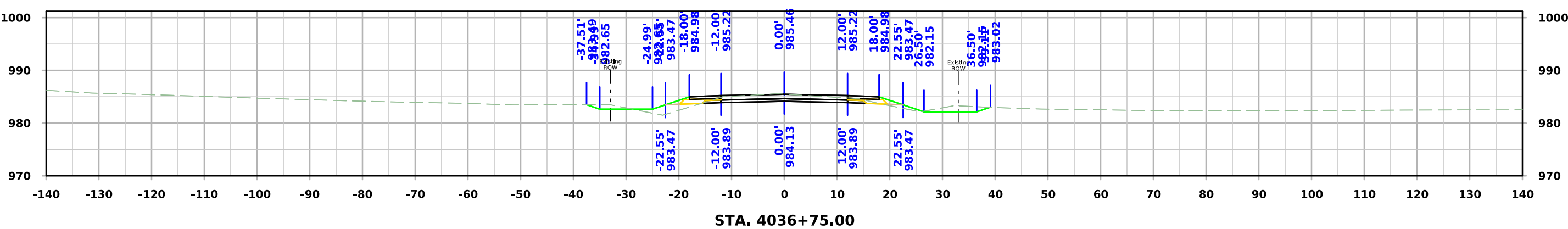
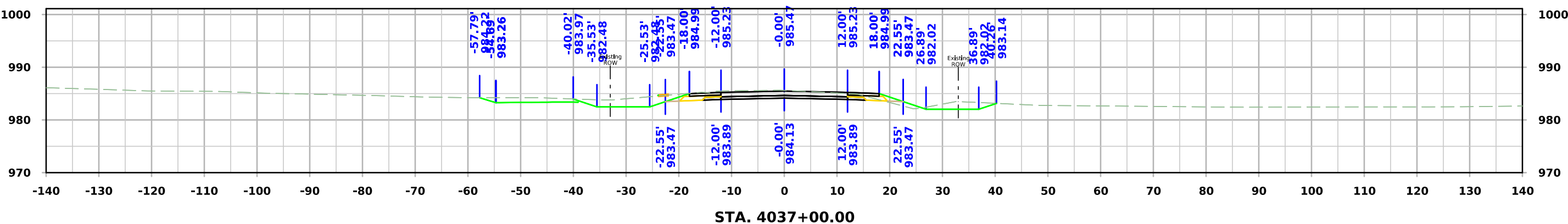
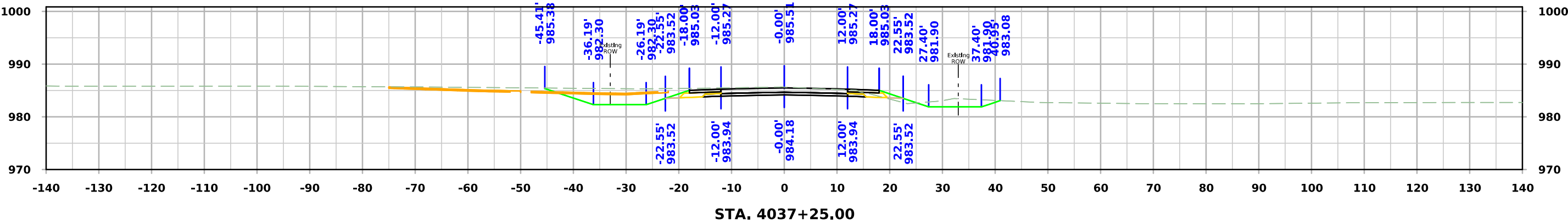
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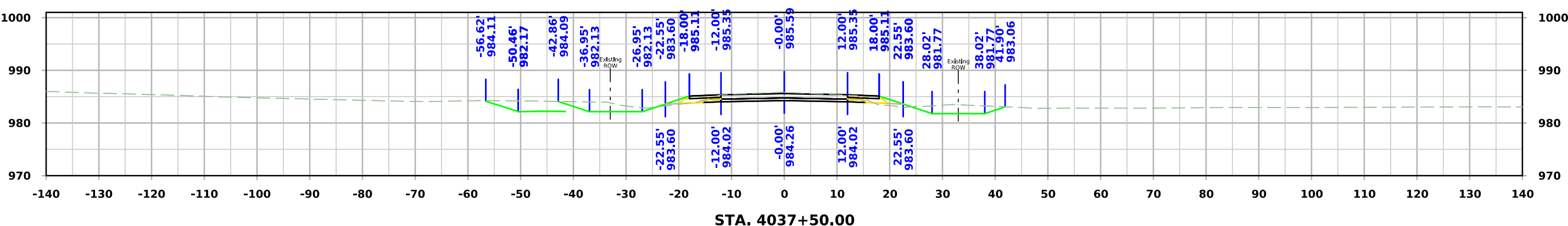
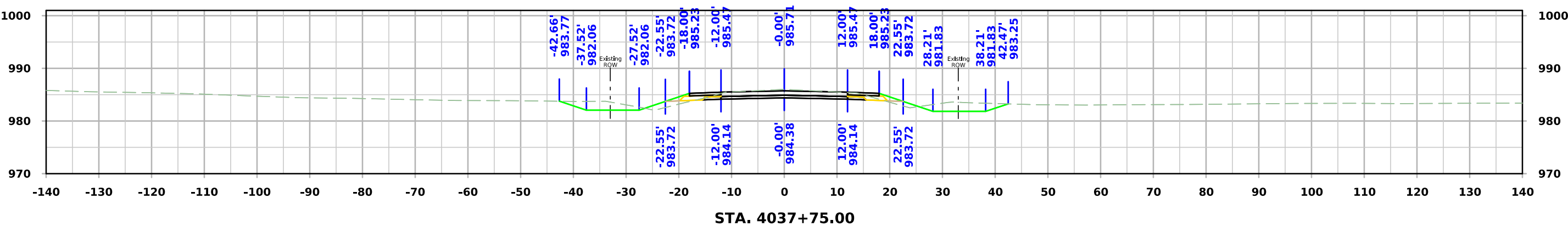
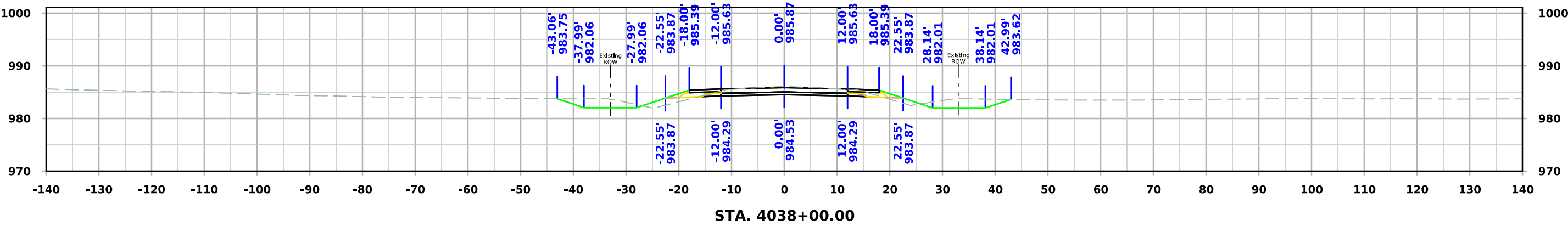
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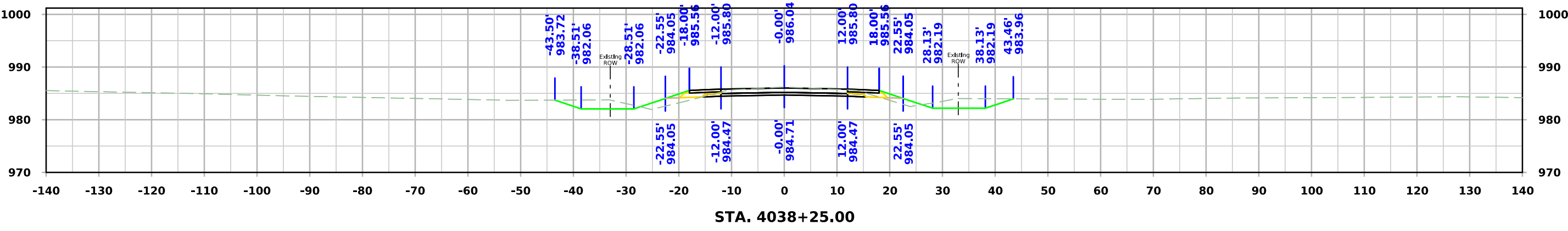
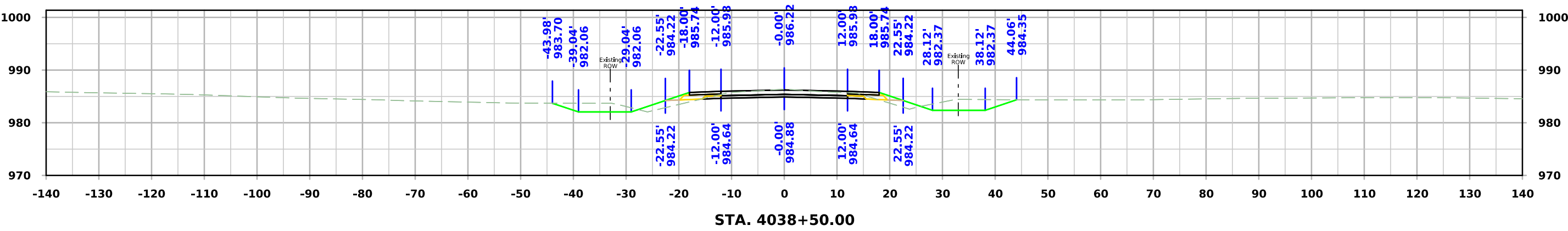
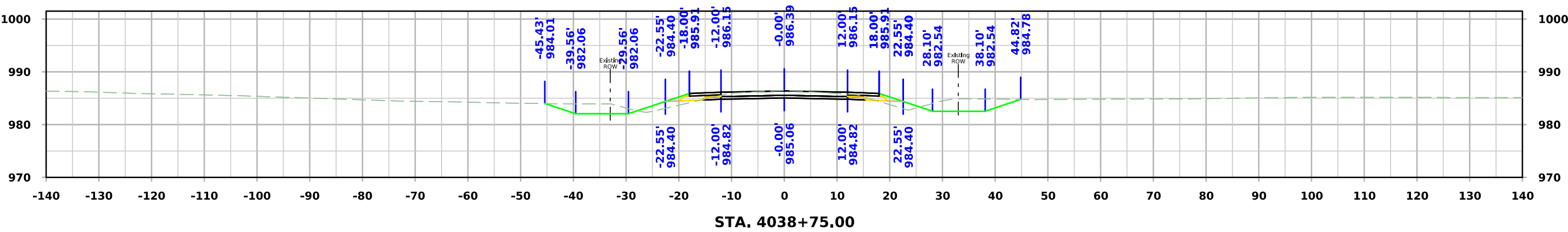
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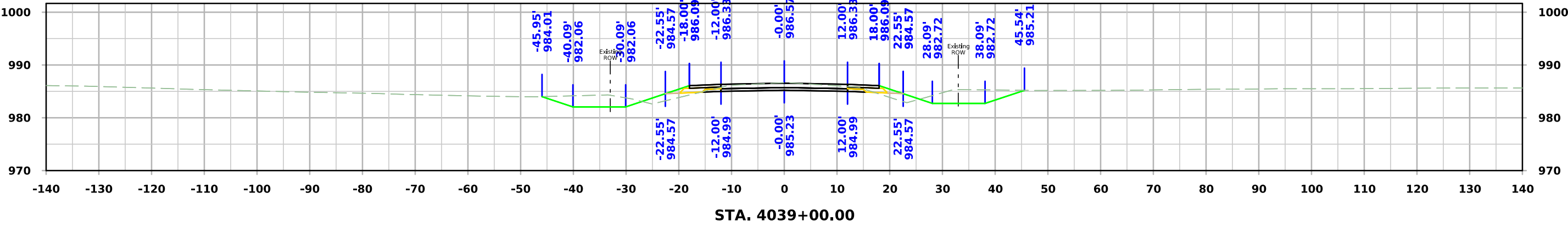
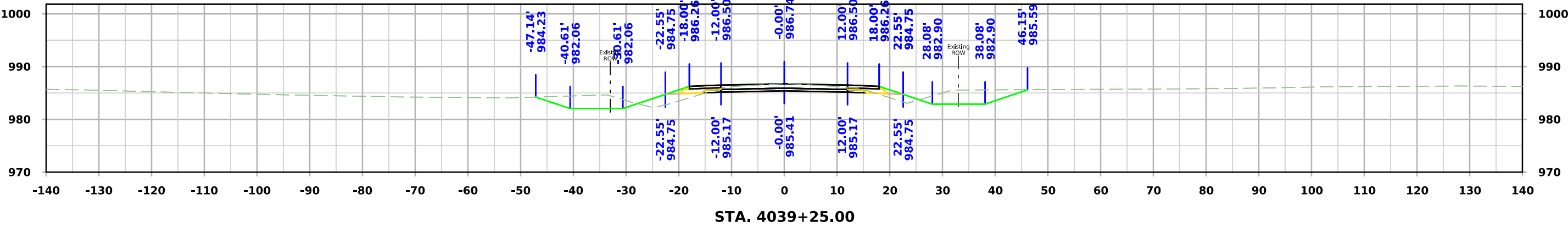
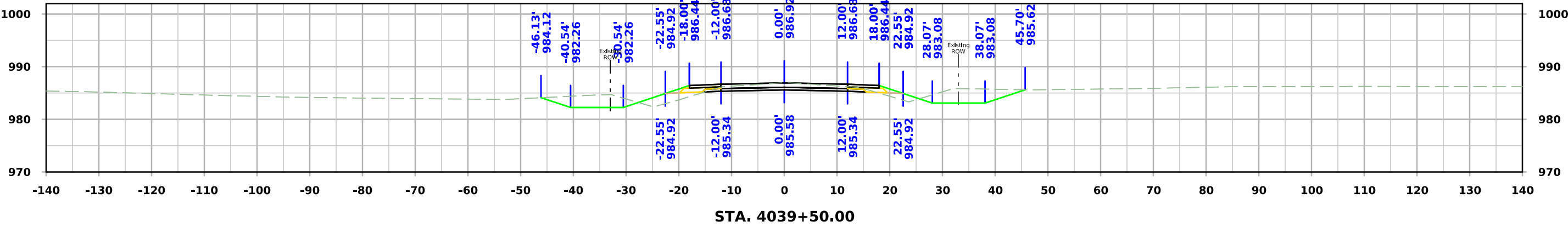
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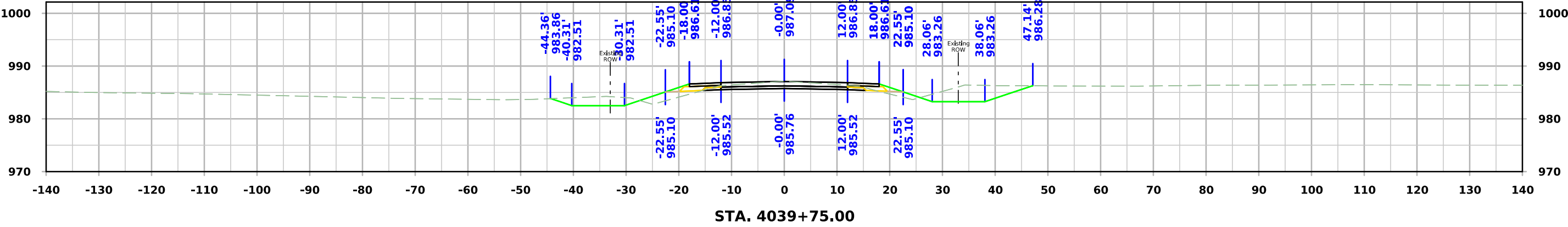
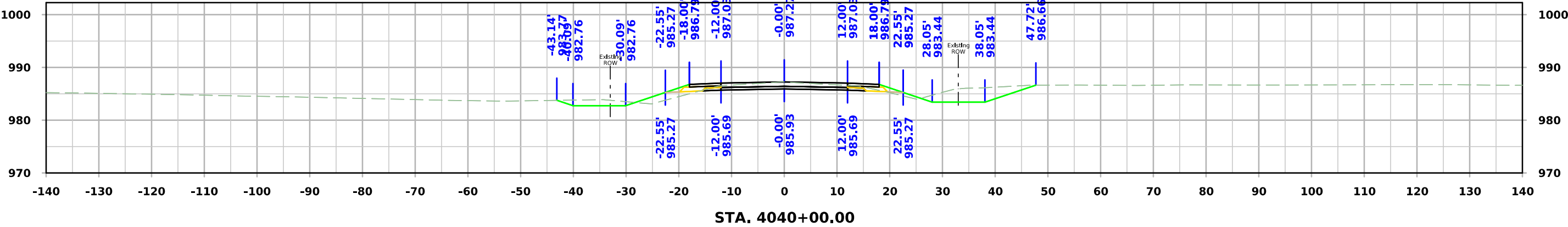
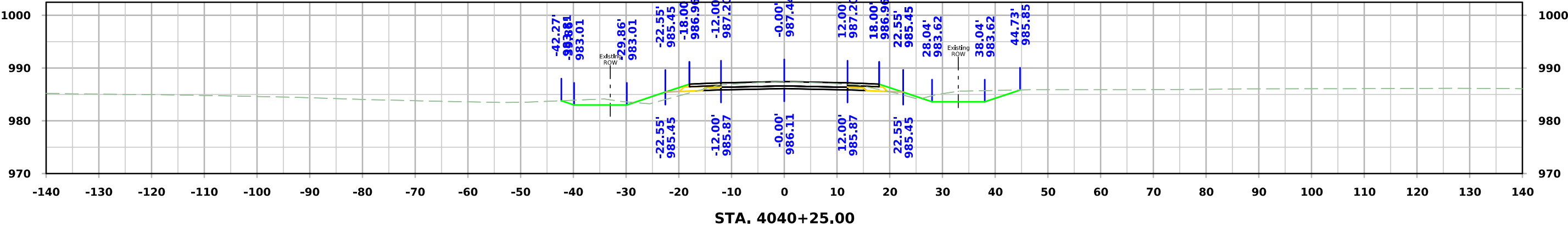
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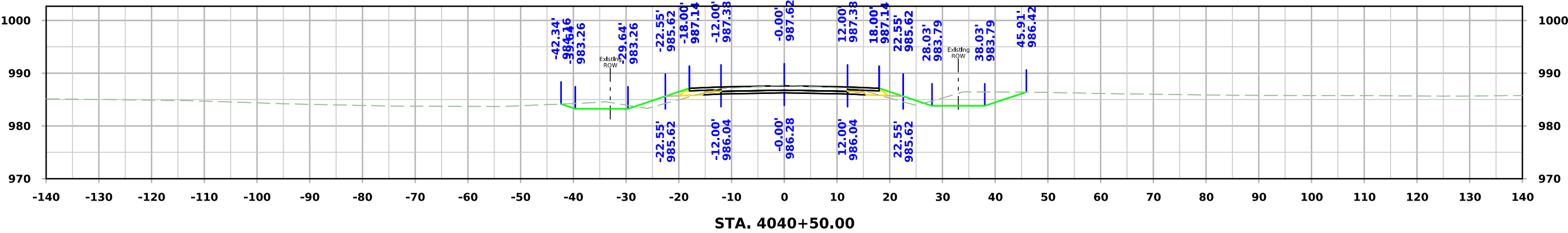
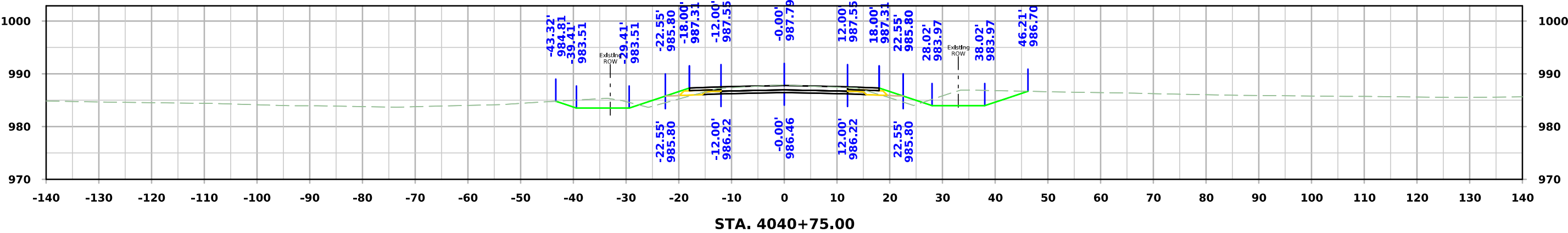
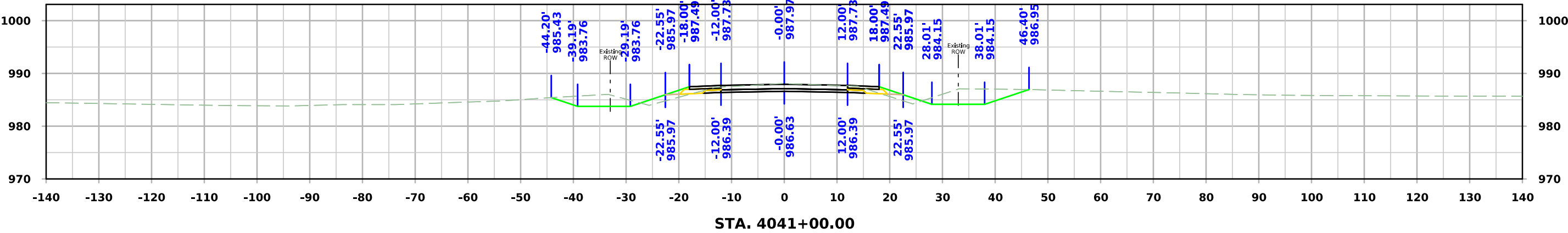
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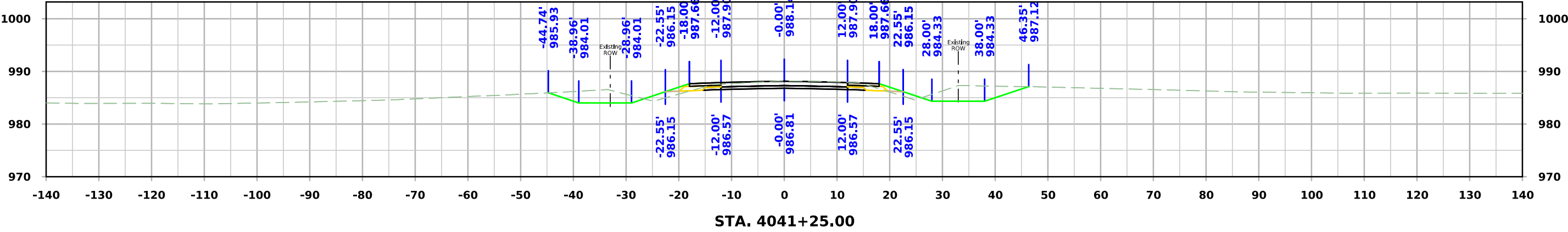
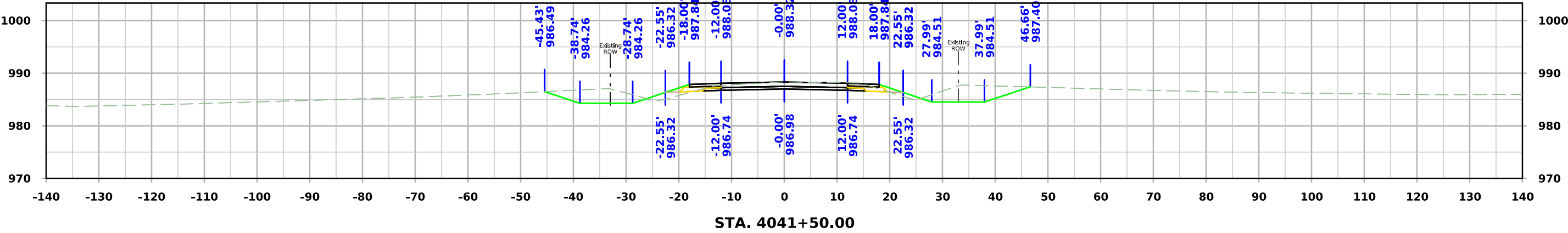
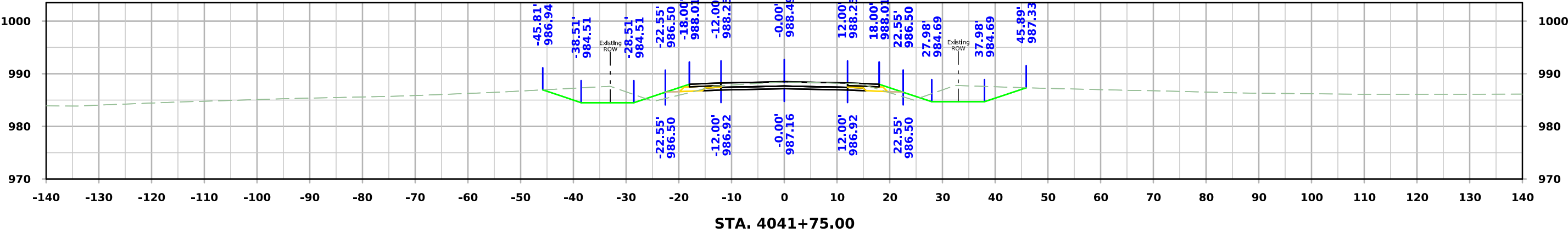
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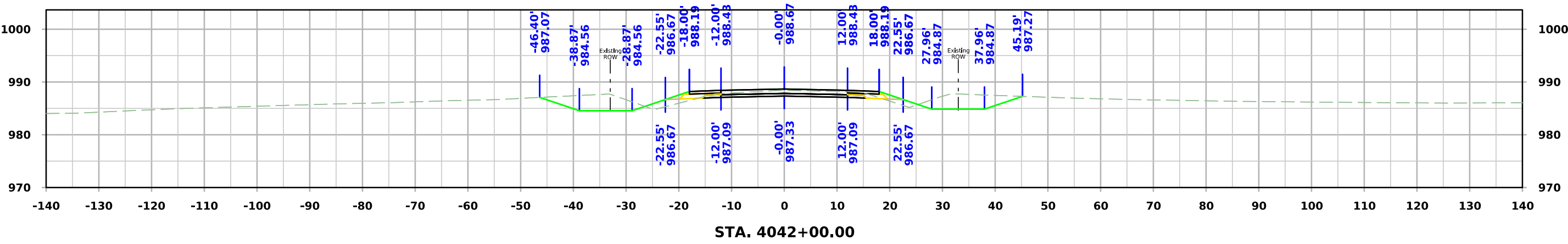
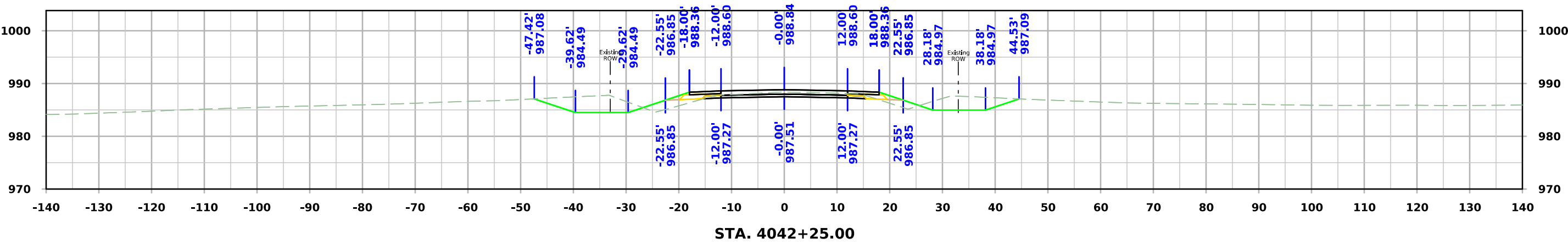
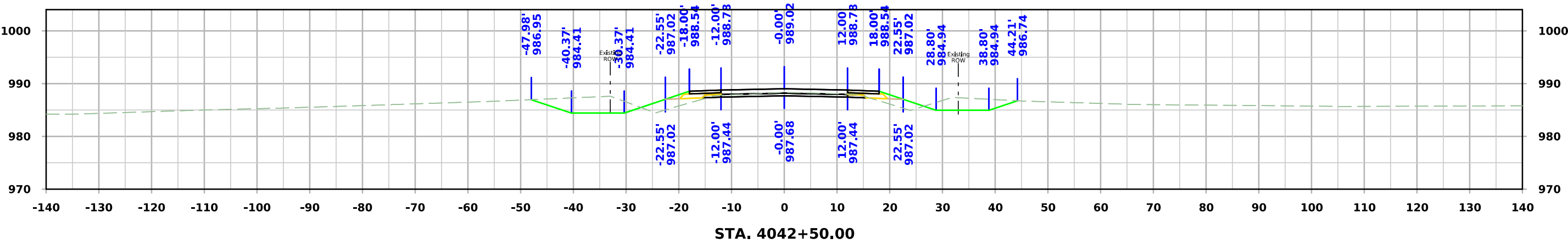
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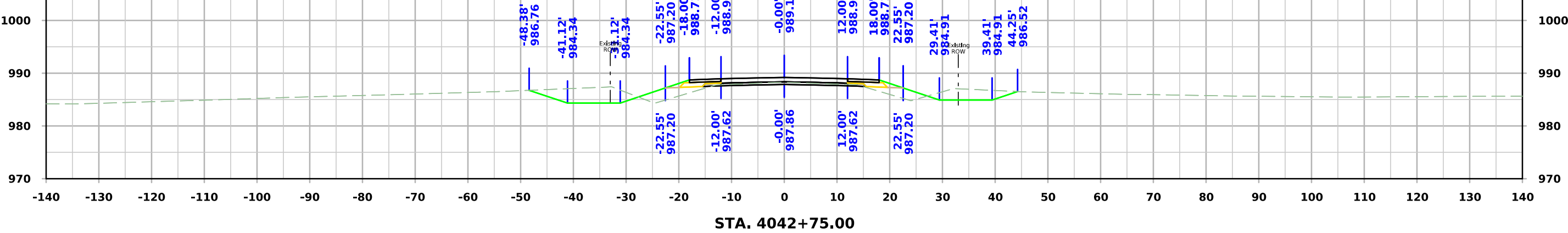
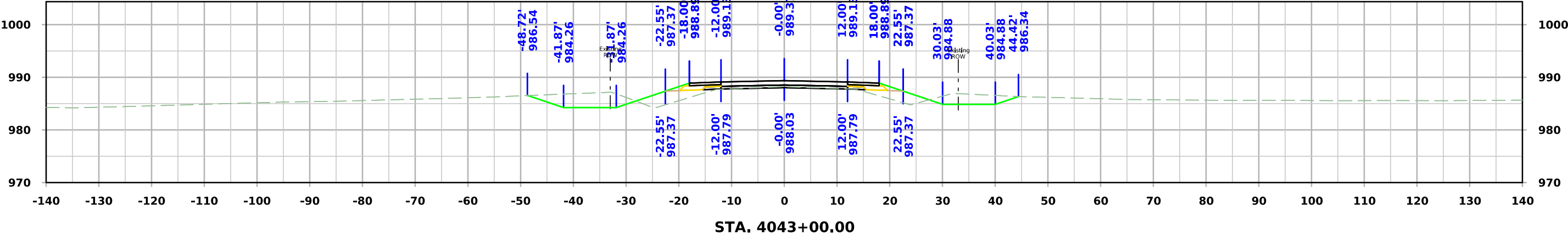
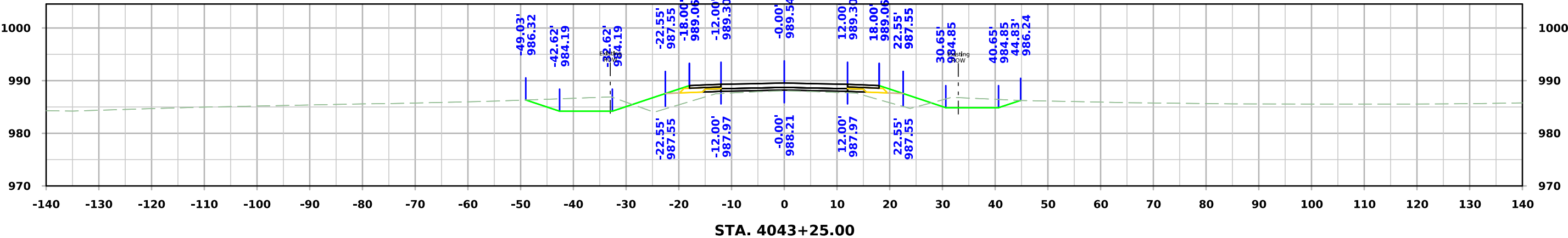
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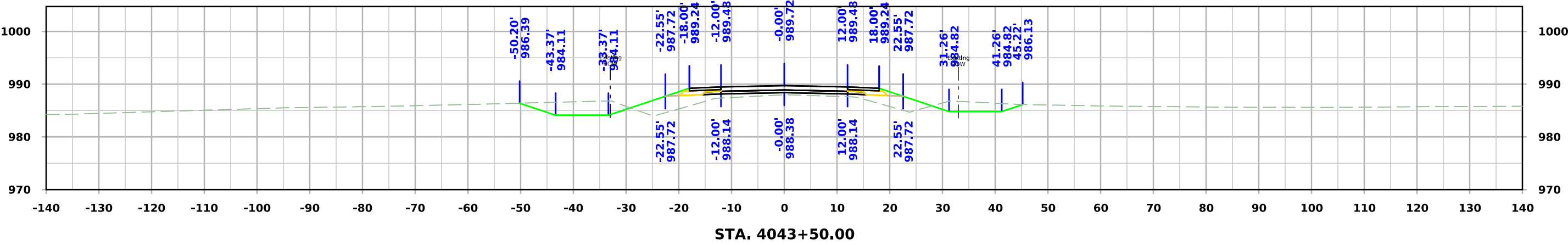
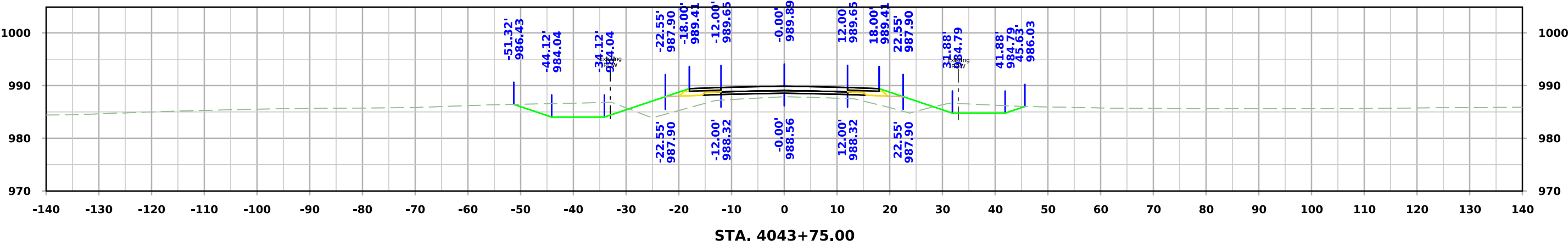
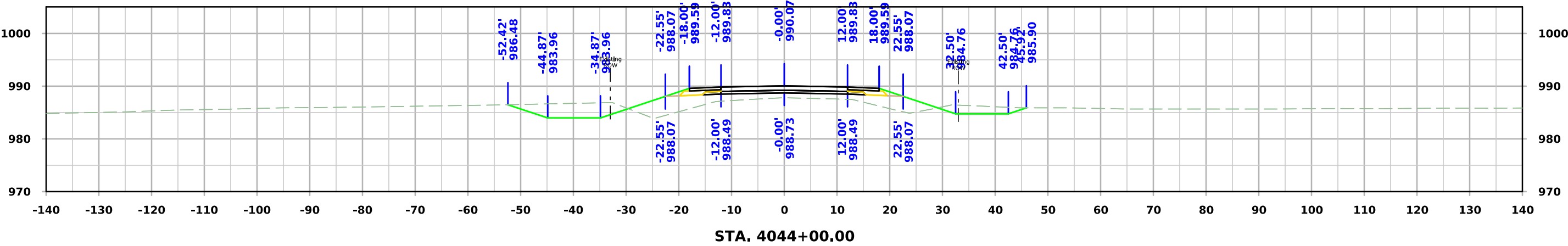
West Maple



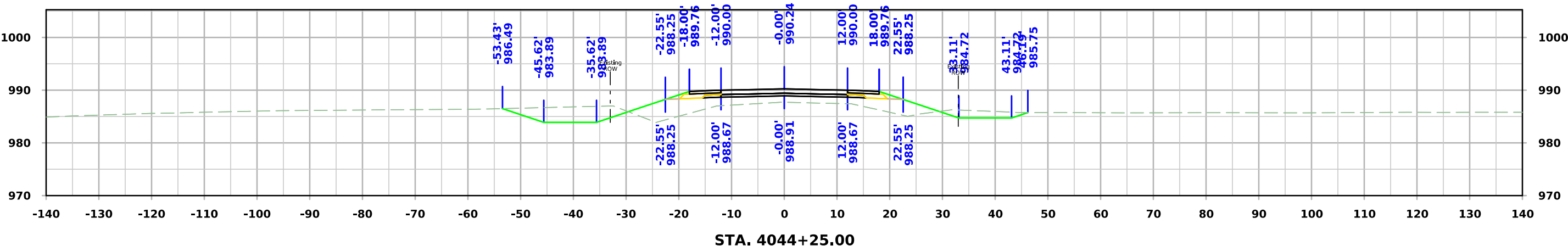
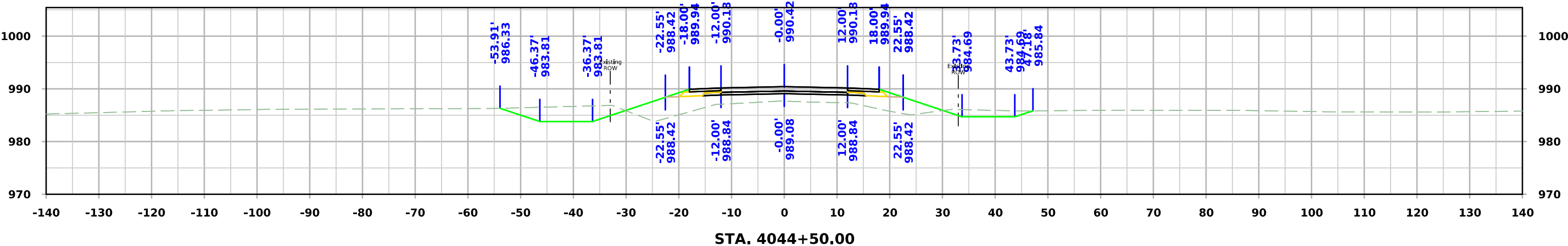
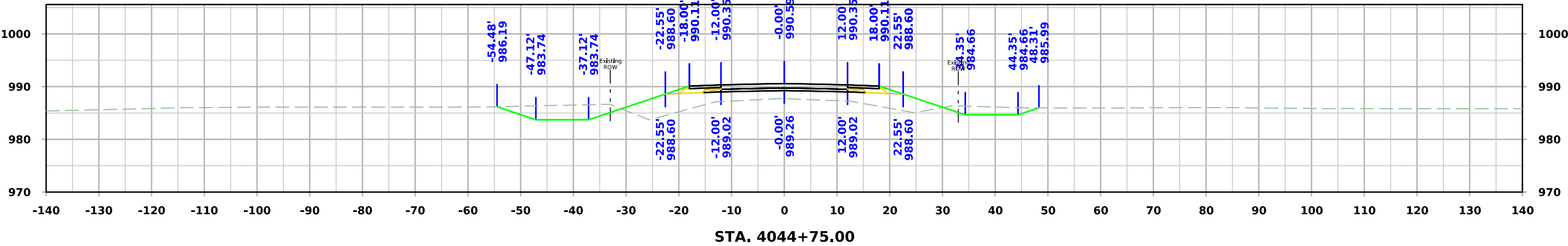
West Maple



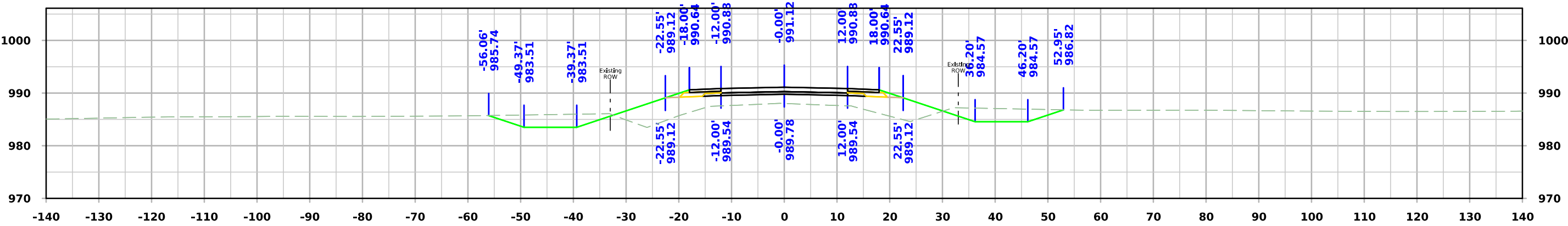
West Maple



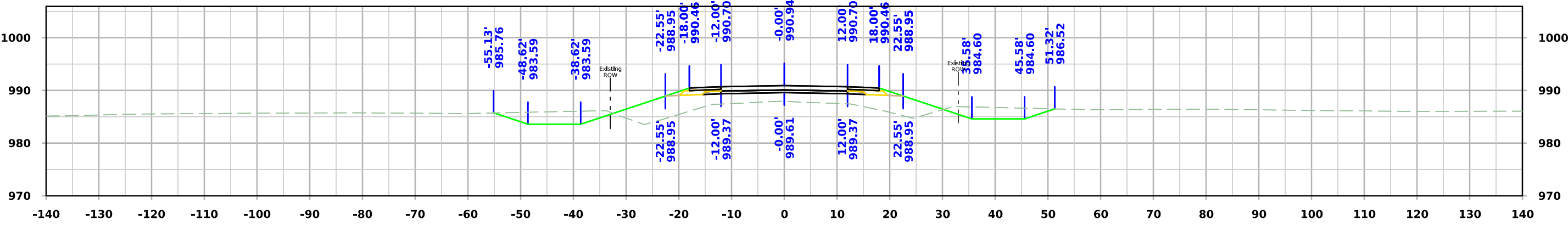
West Maple



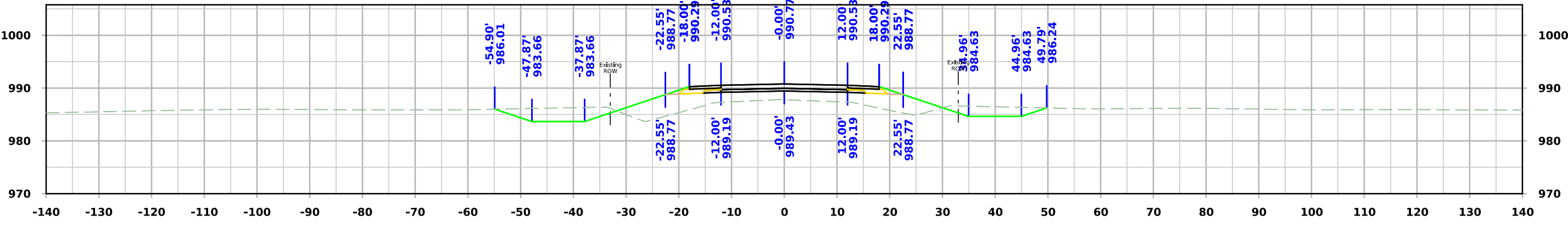
West Maple



STA. 4045+50.00

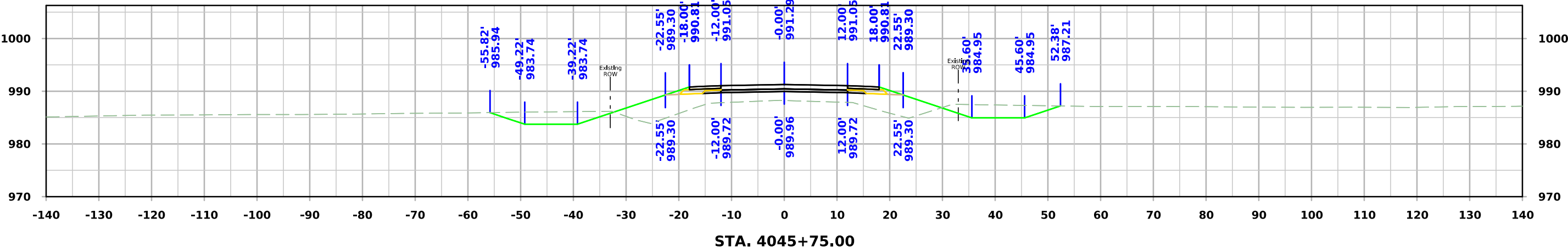
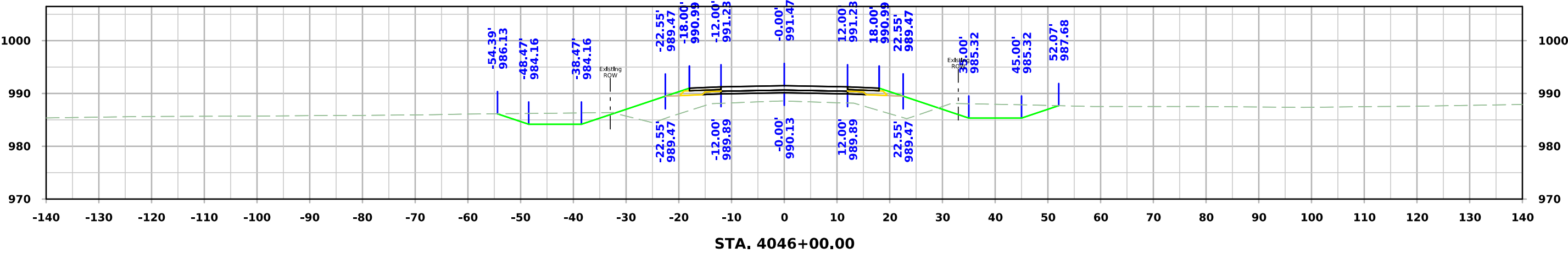
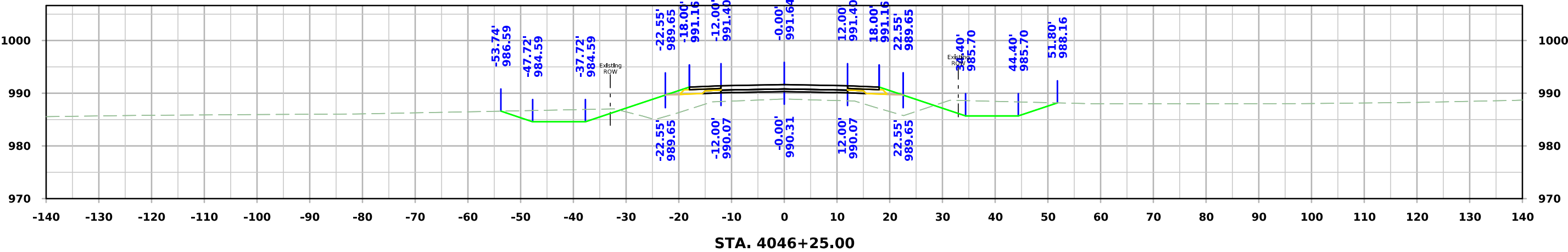


STA. 4045+25.00

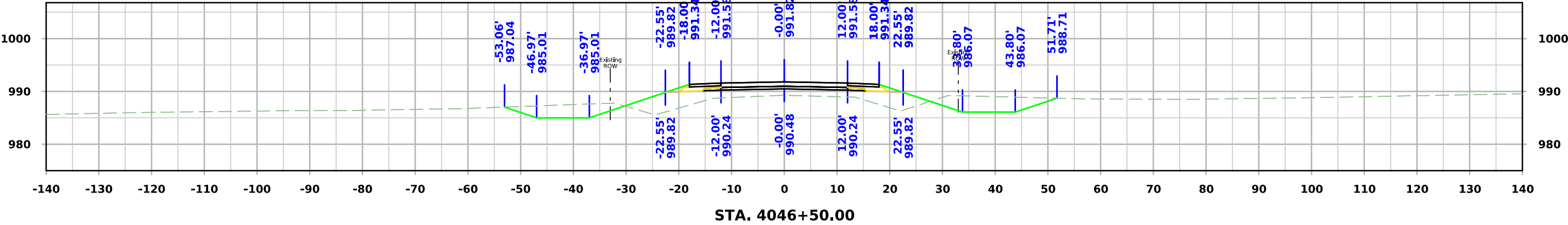
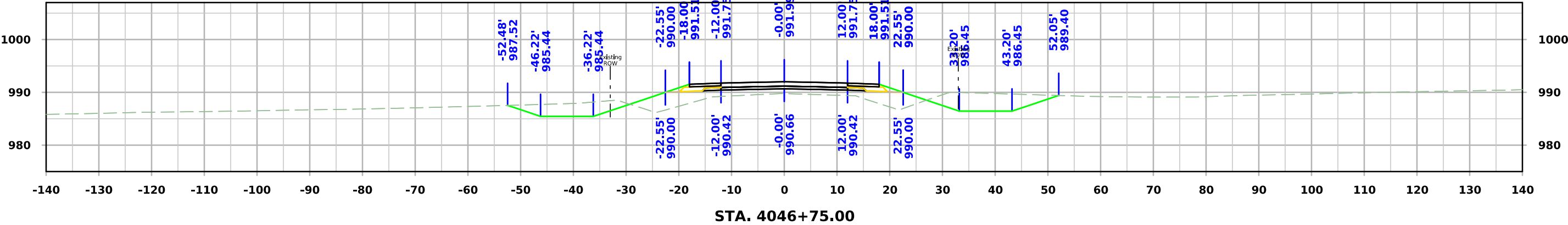
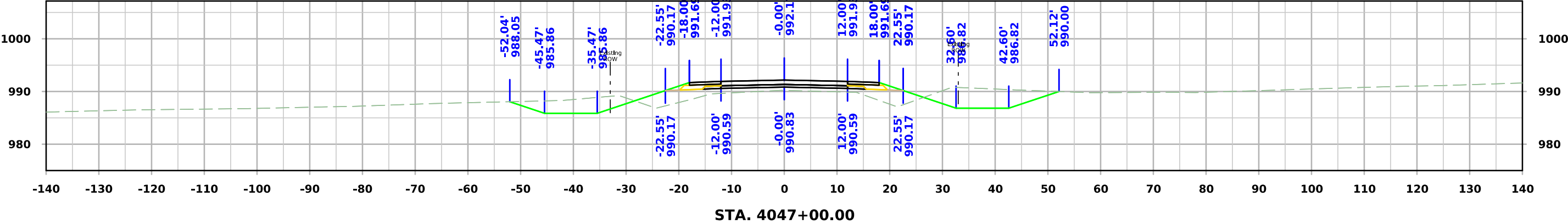


STA. 4045+00.00

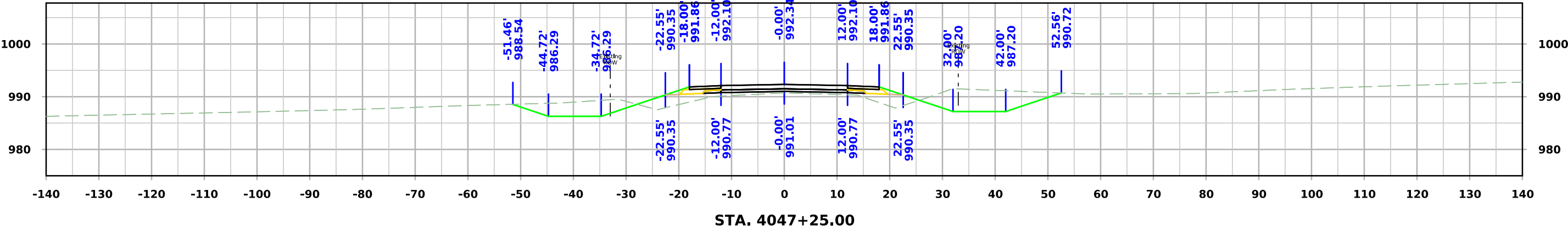
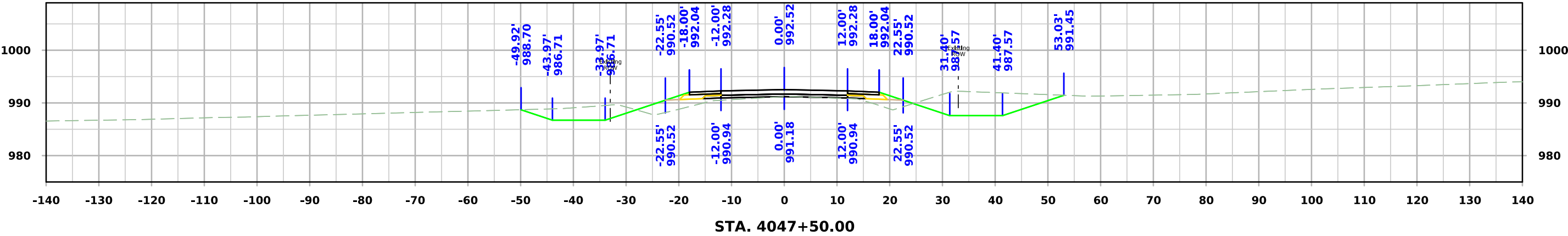
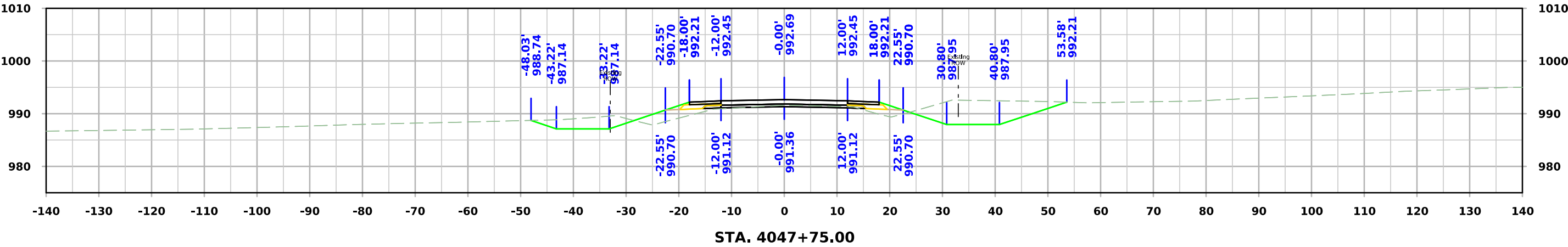
West Maple



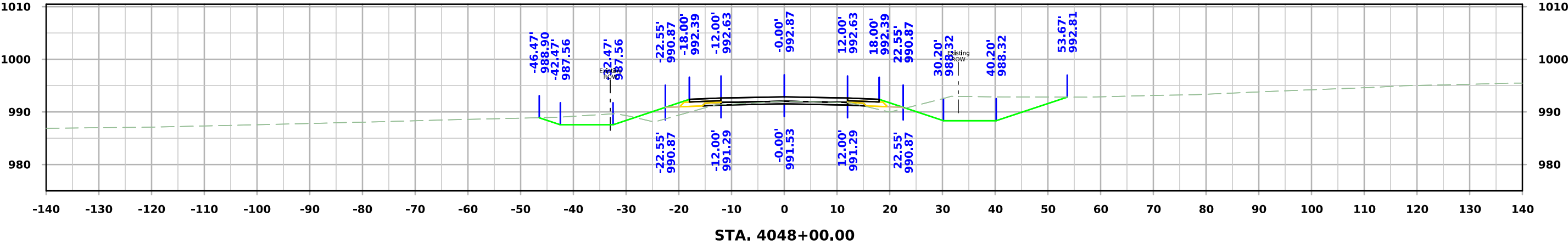
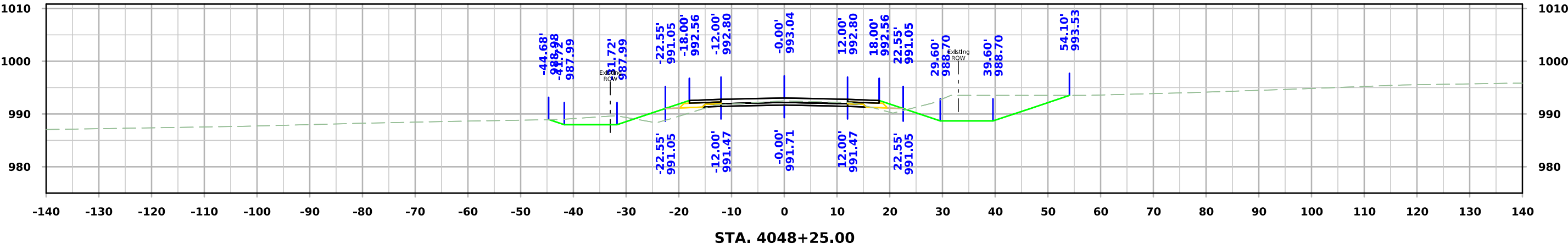
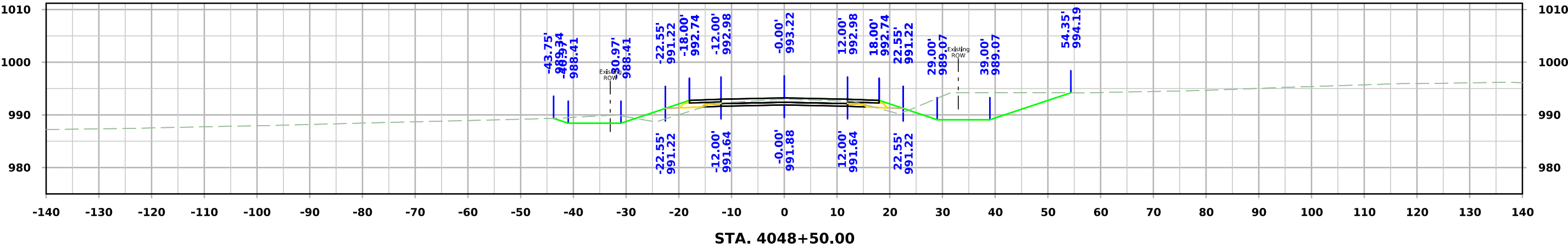
West Maple



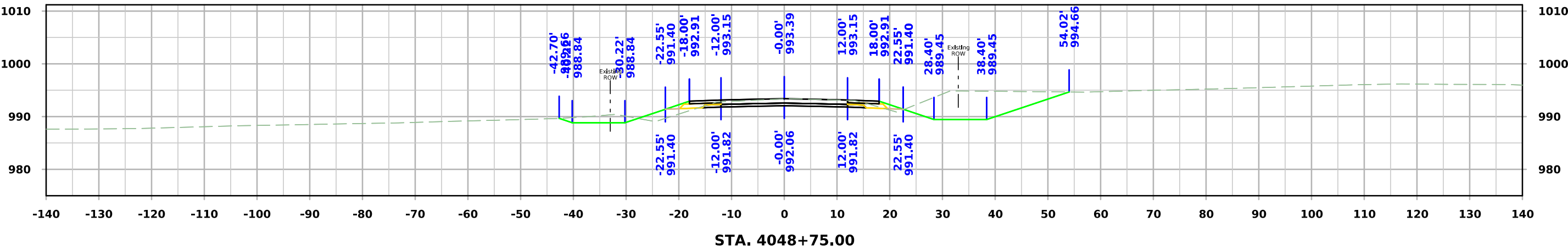
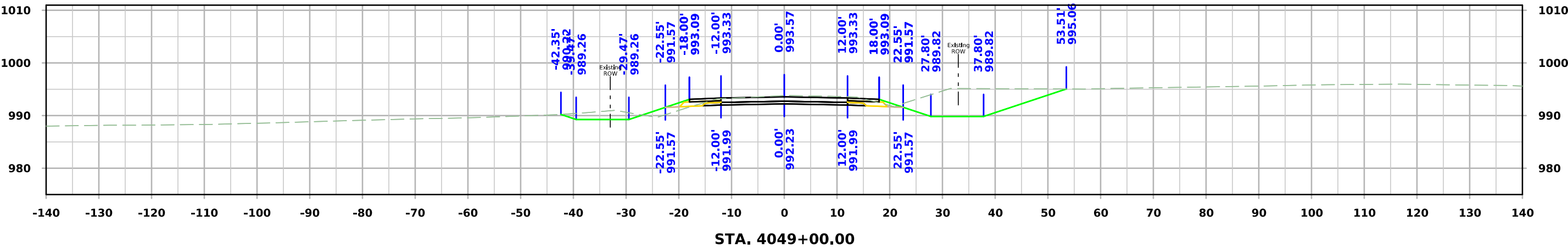
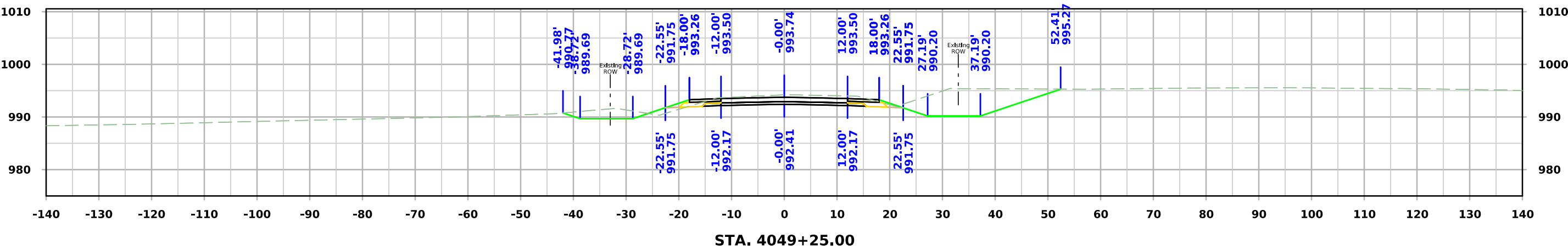
West Maple



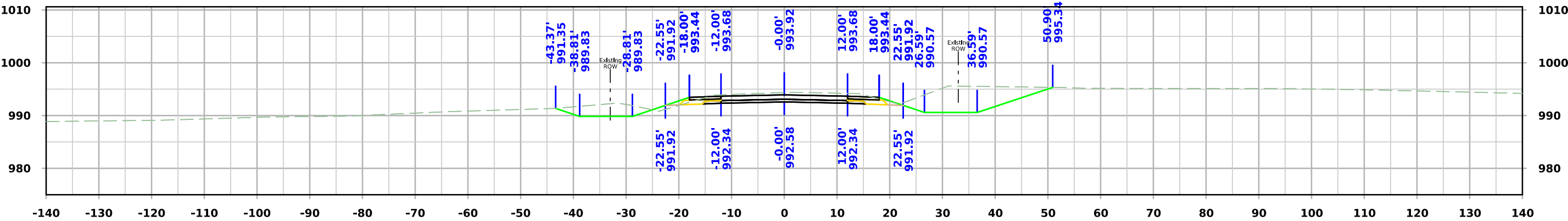
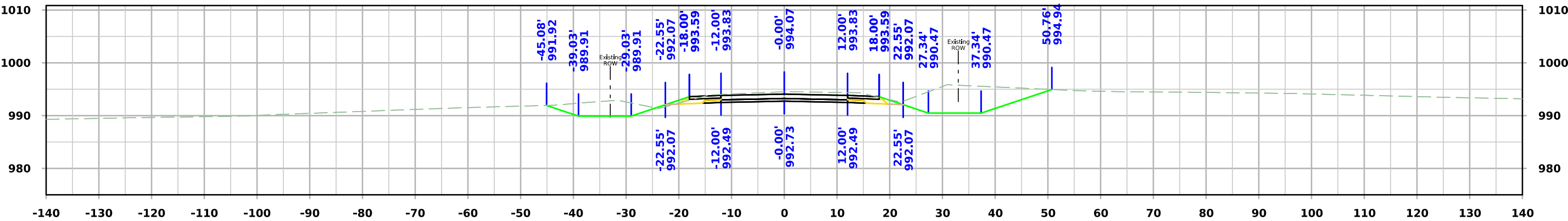
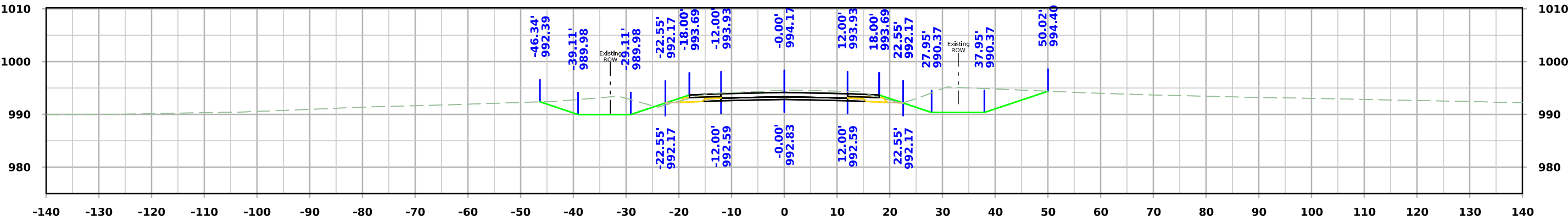
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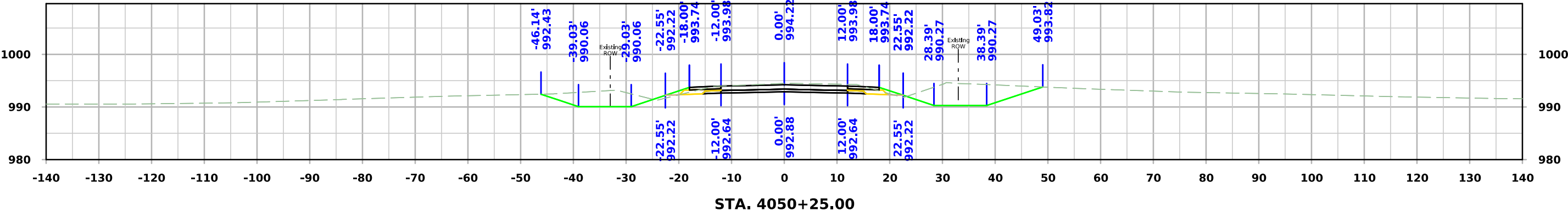
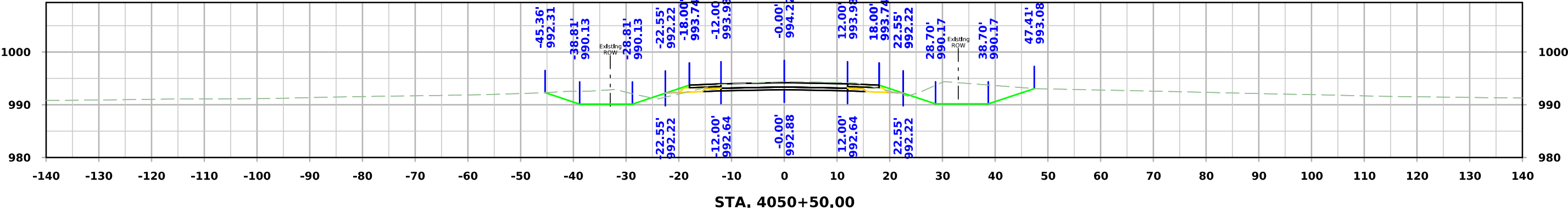
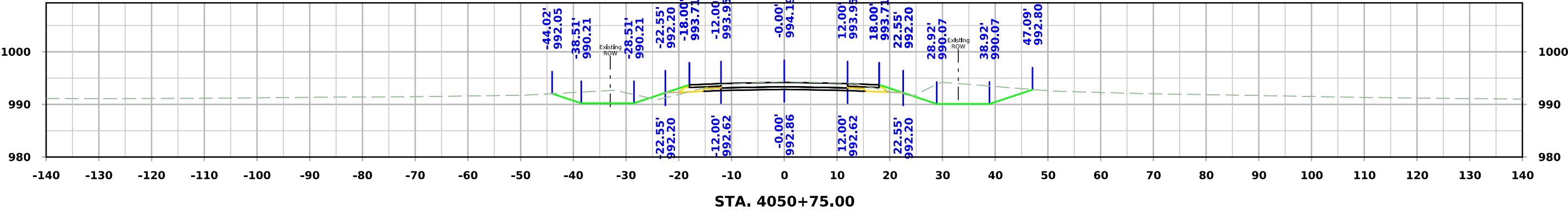
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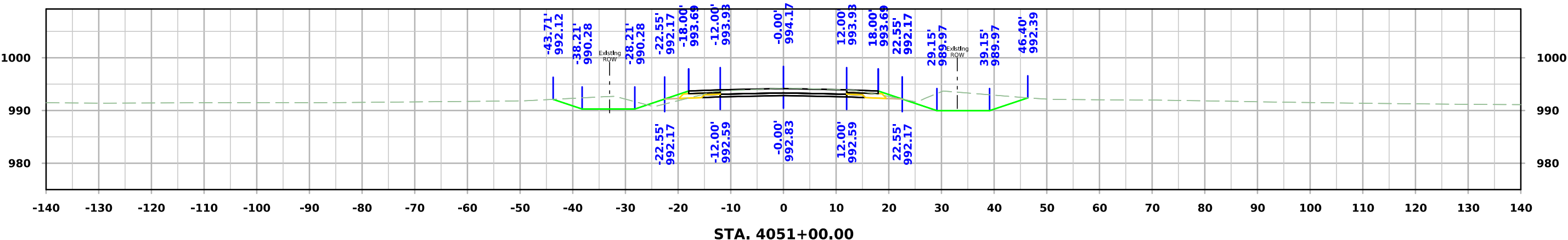
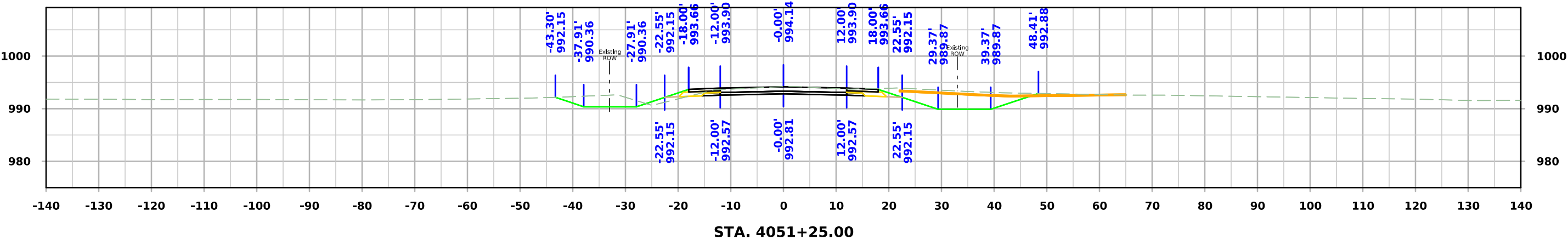
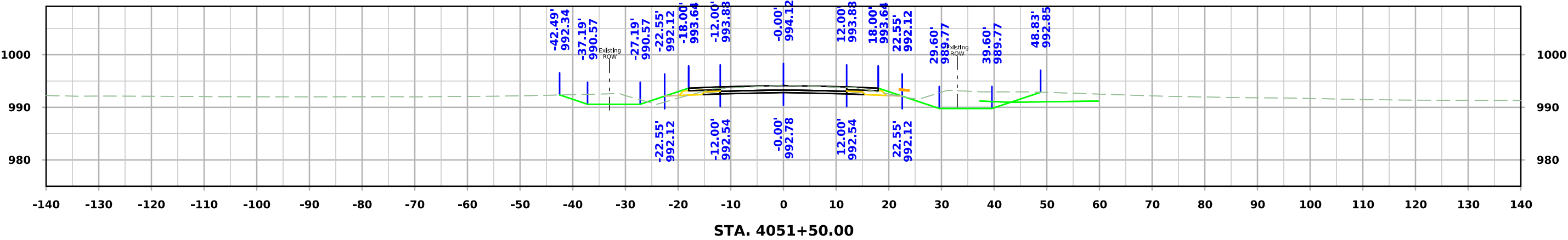
West Maple



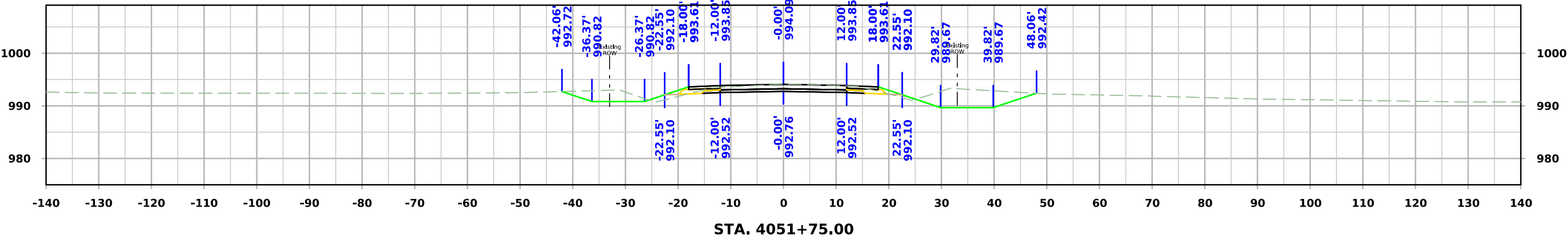
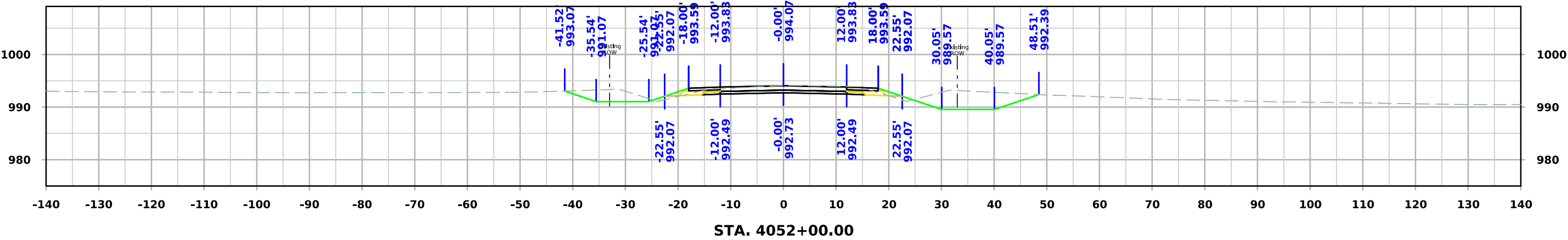
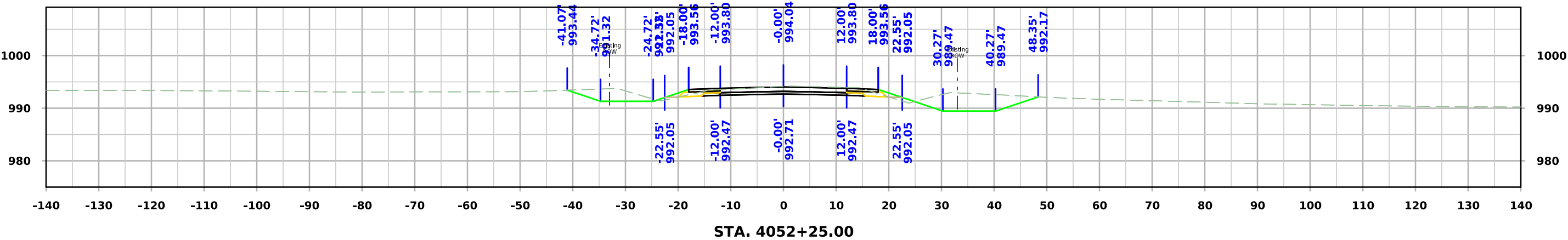
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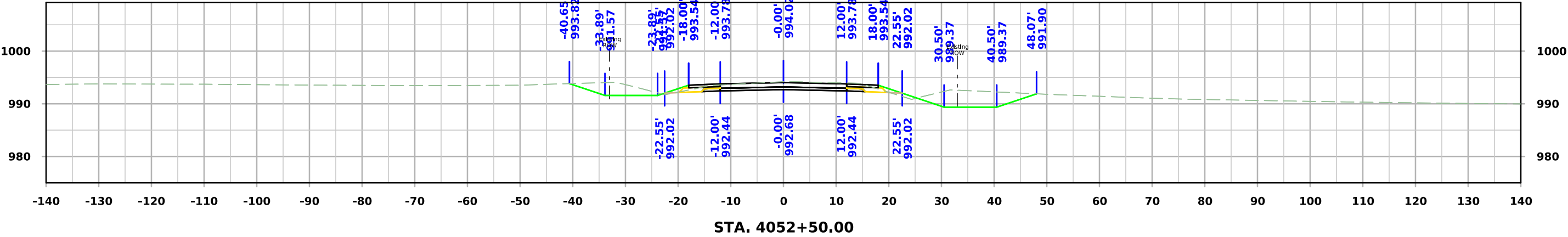
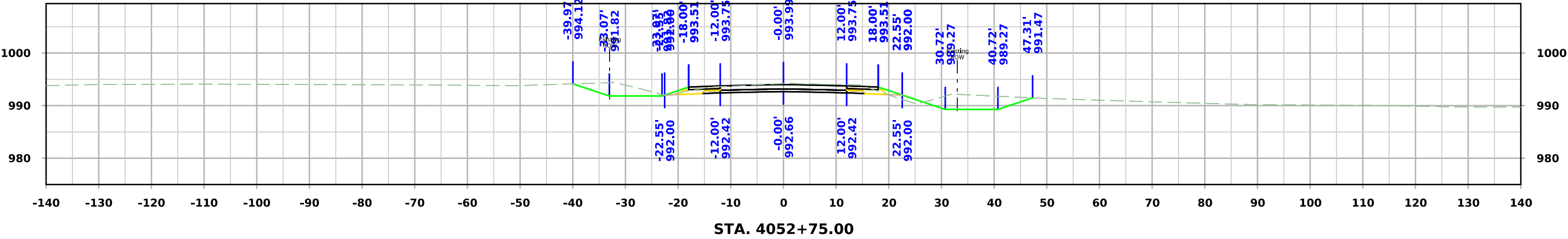
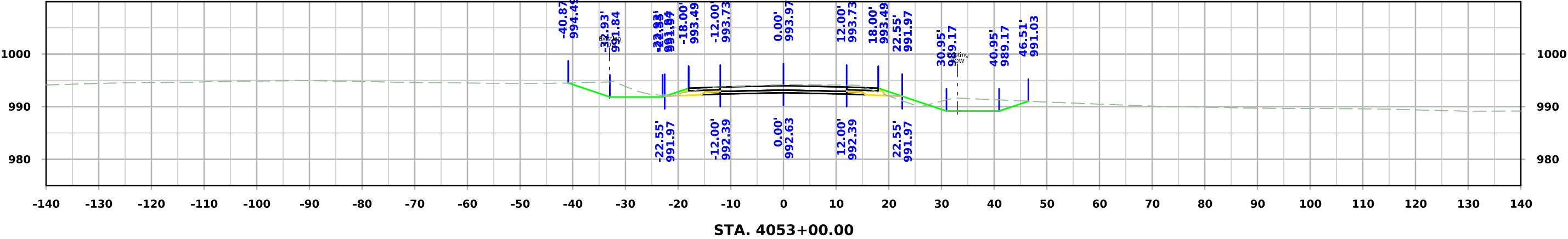
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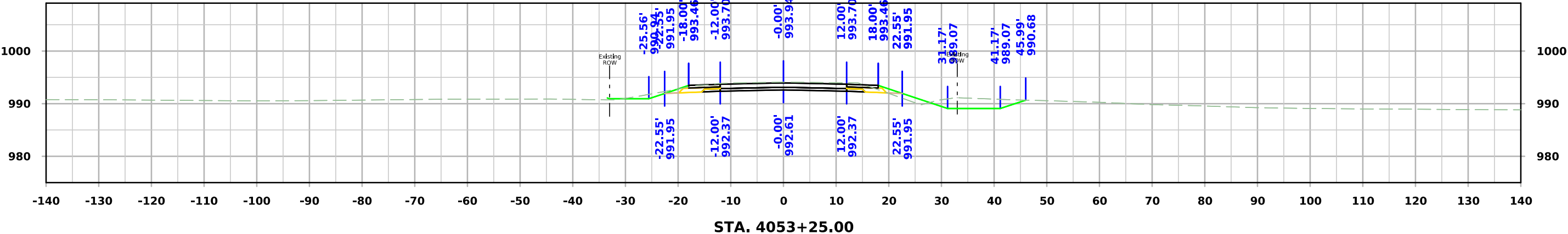
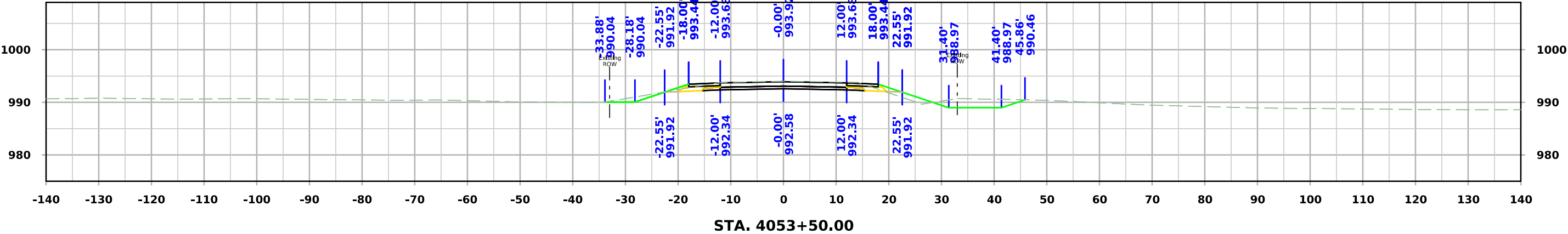
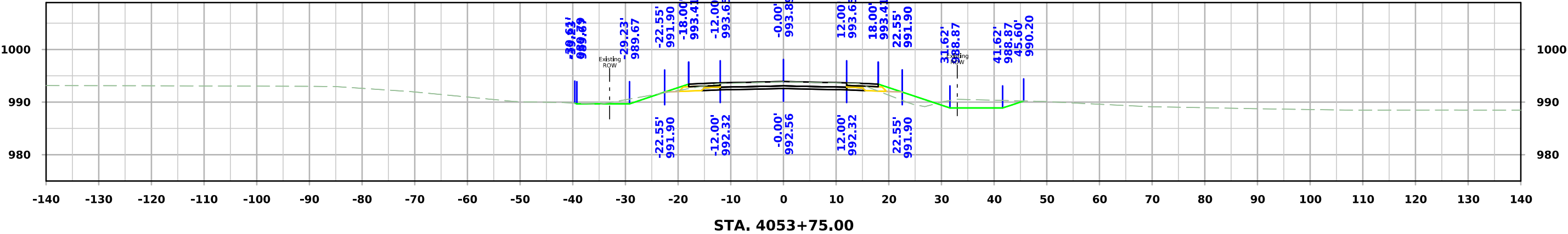
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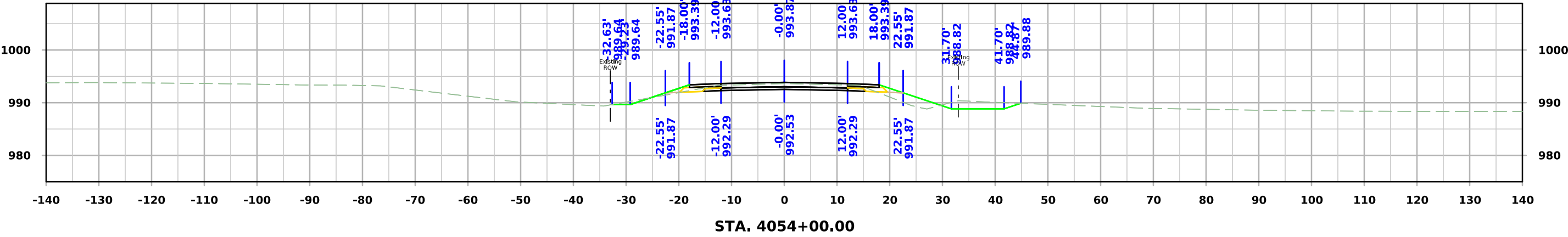
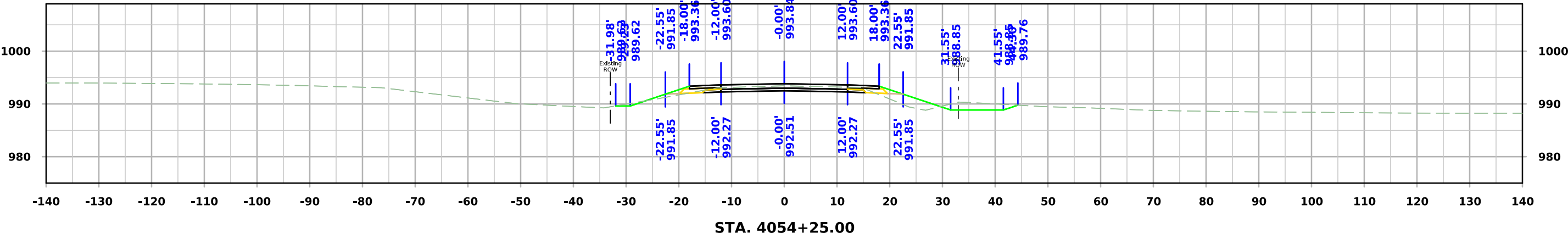
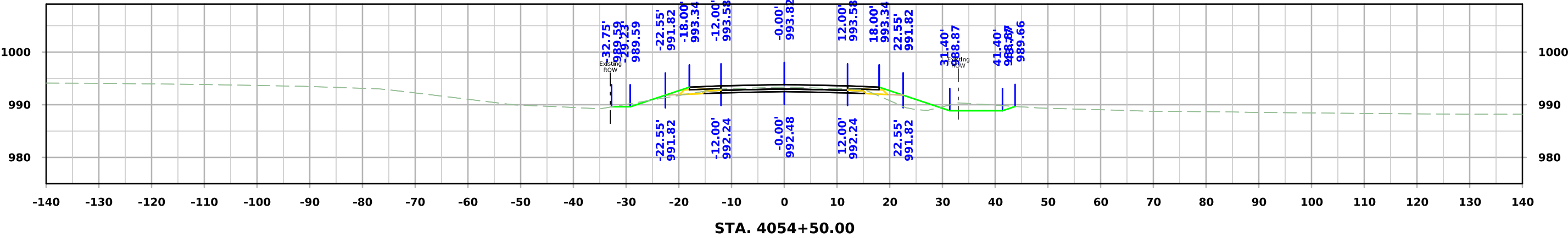
West Maple



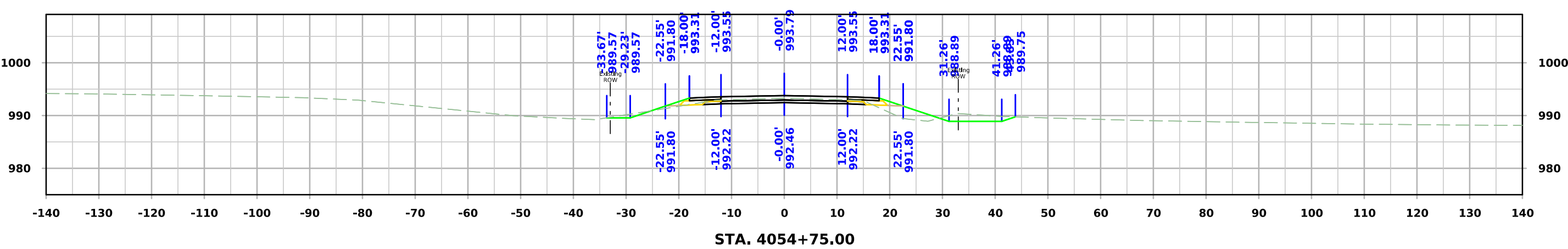
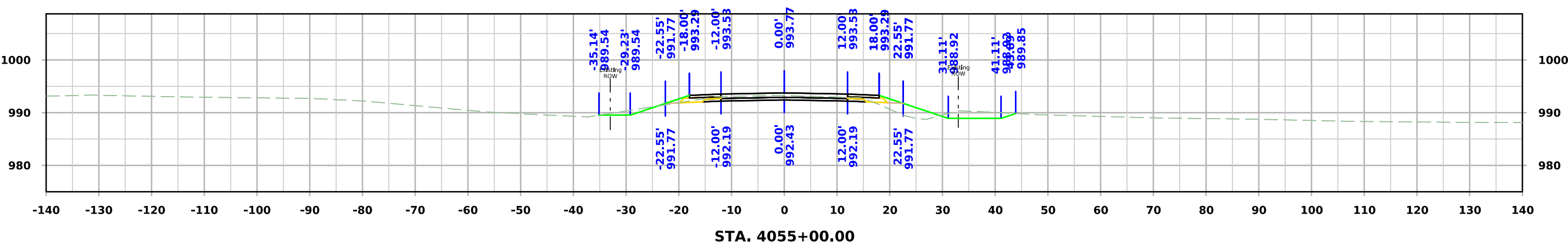
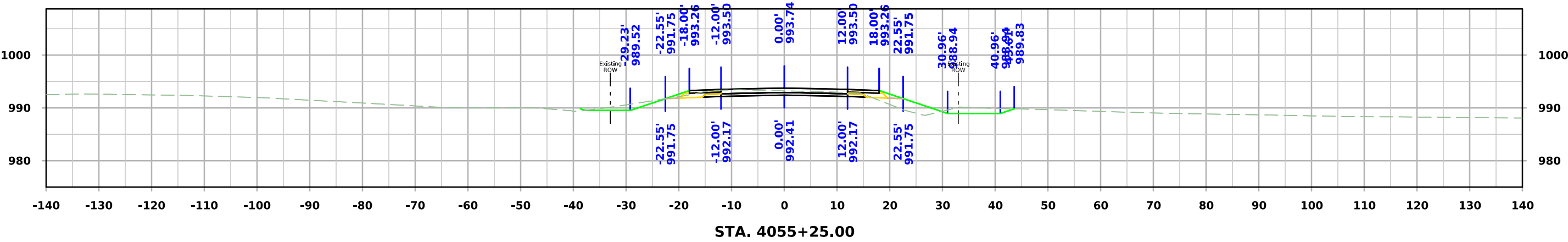
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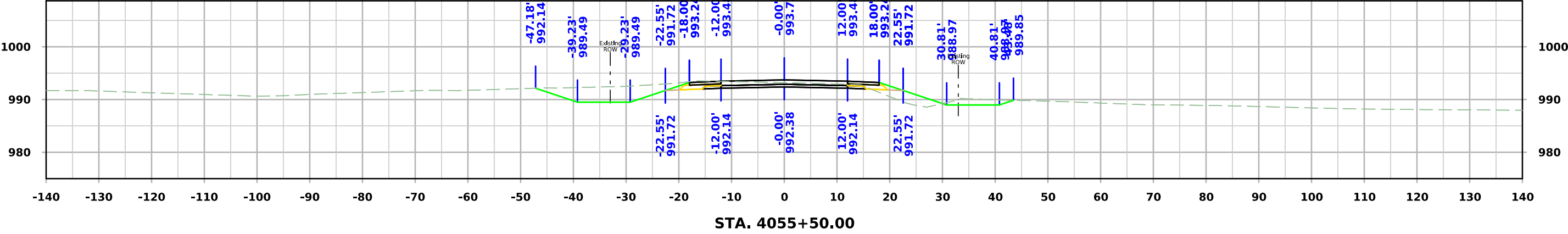
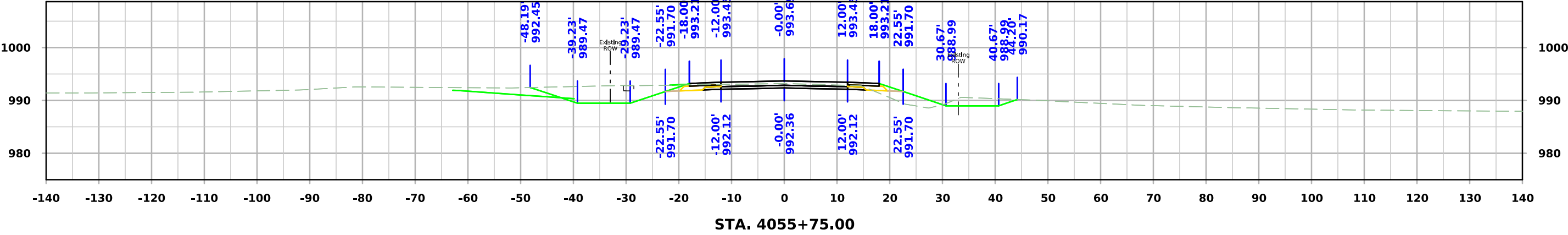
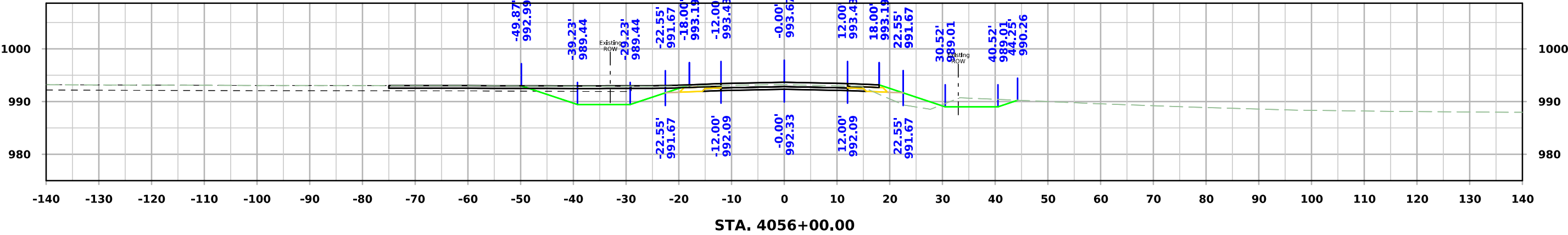
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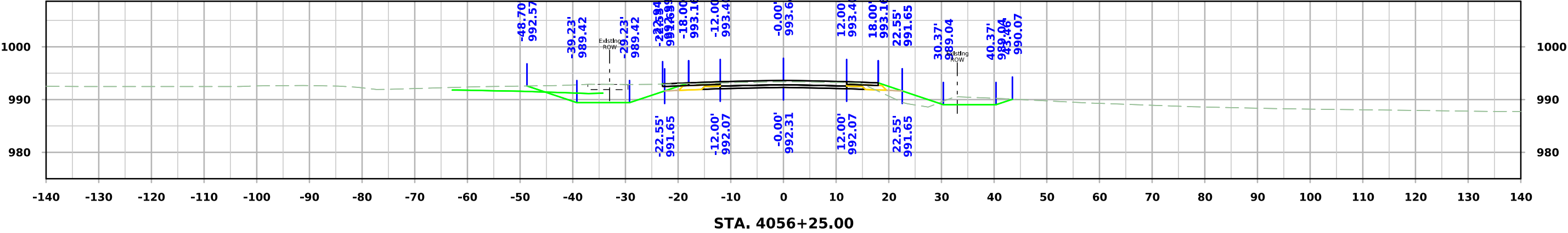
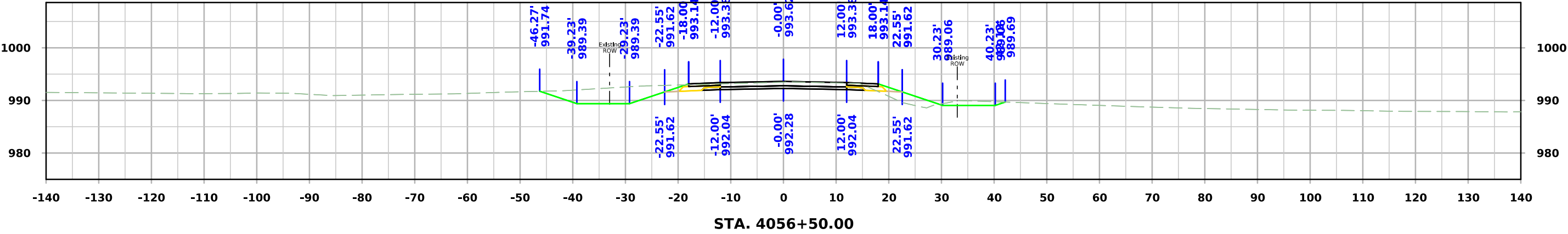
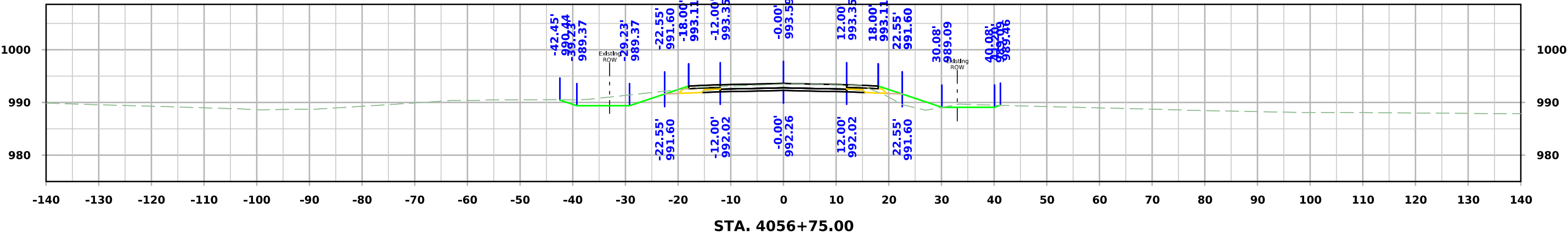
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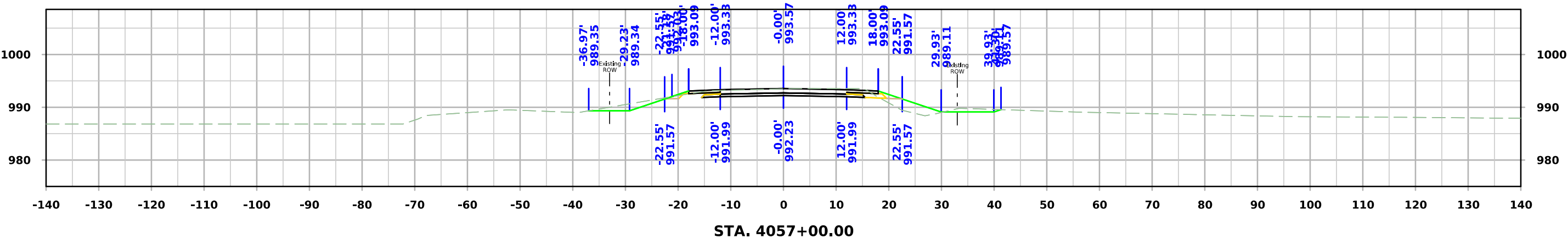
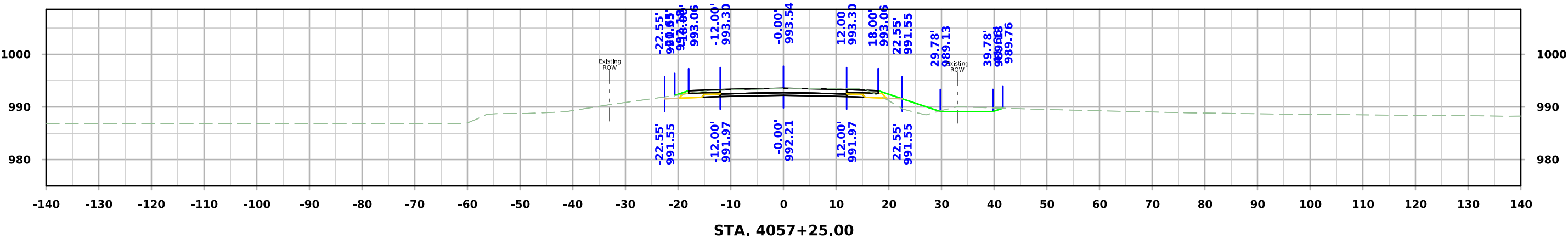
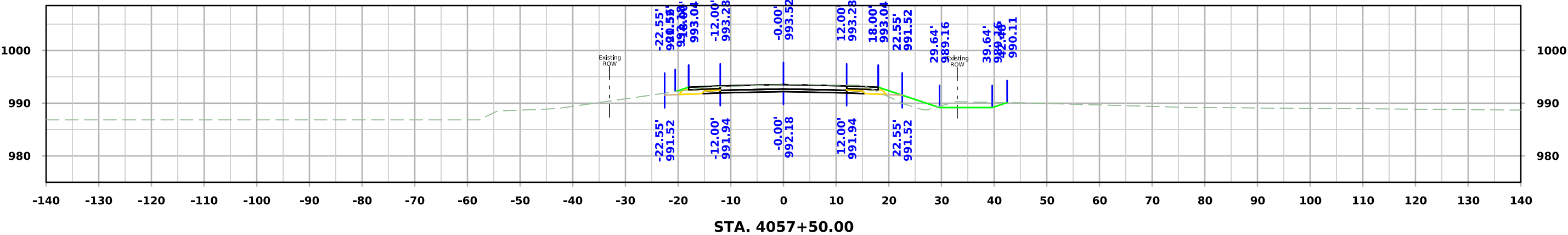
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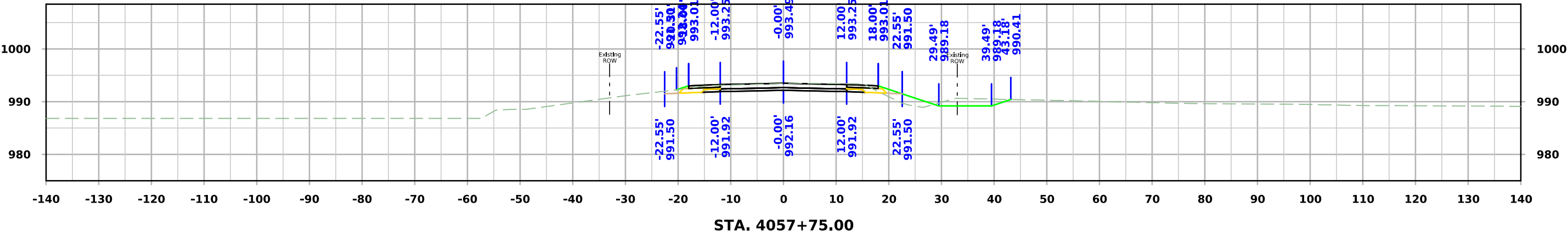
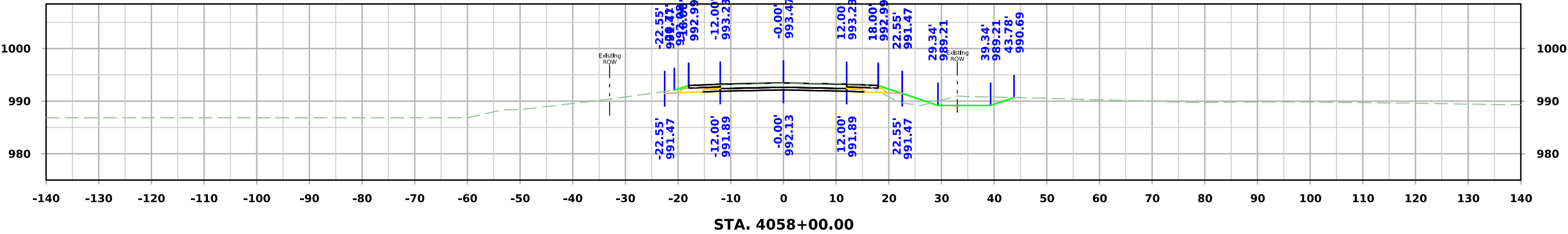
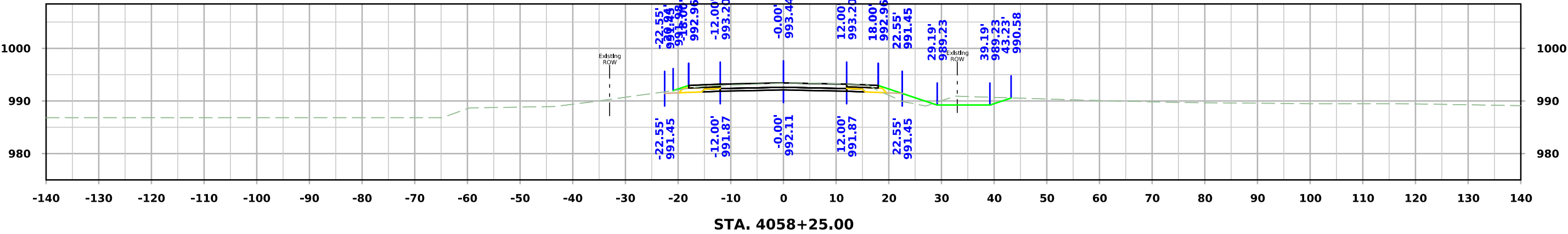
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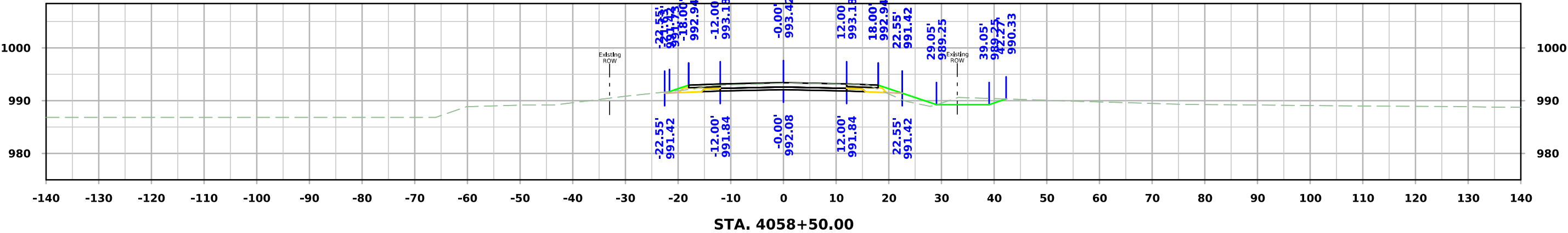
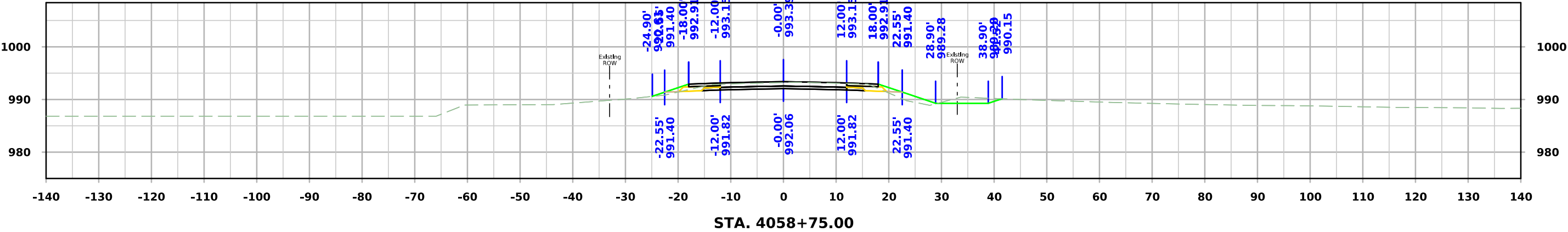
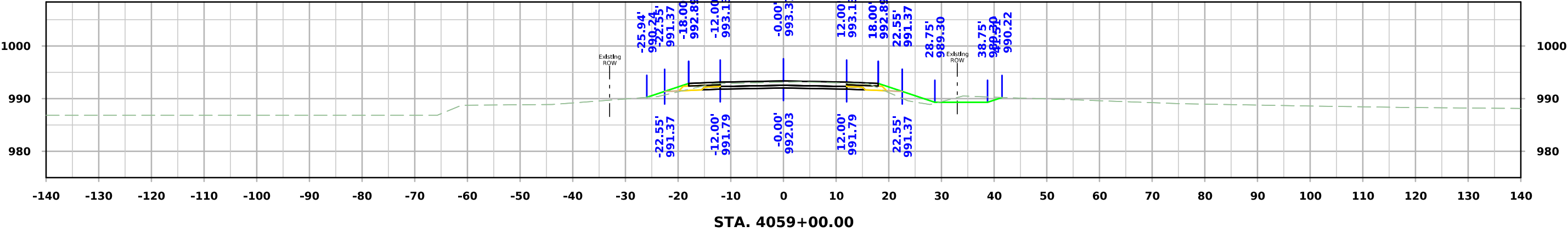
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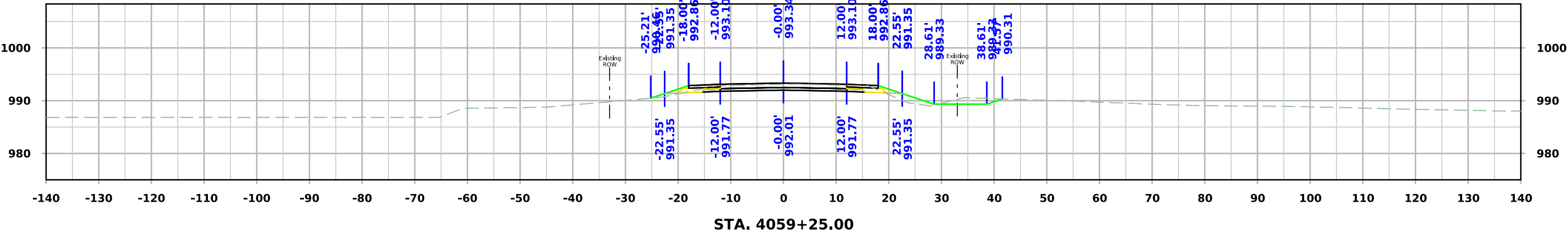
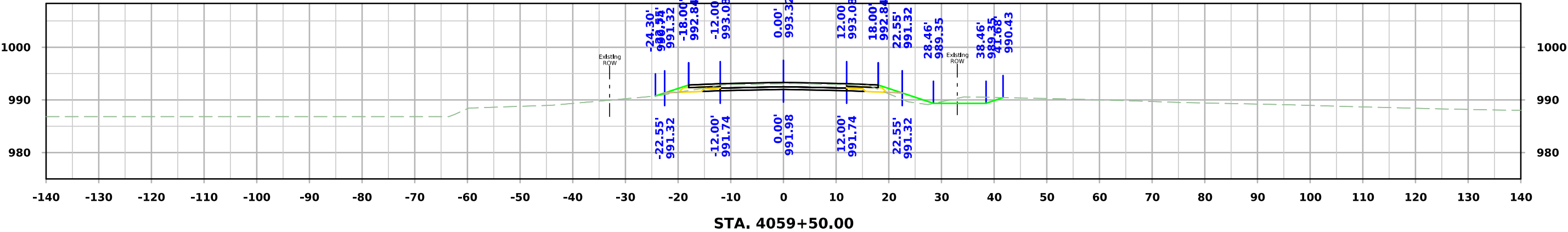
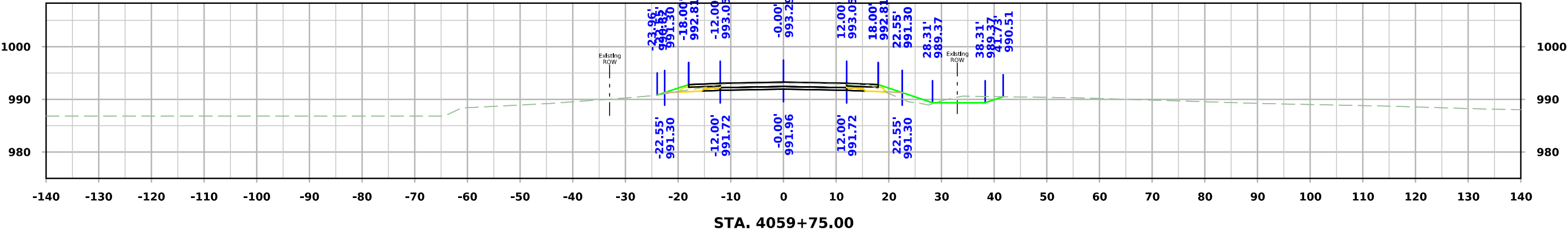
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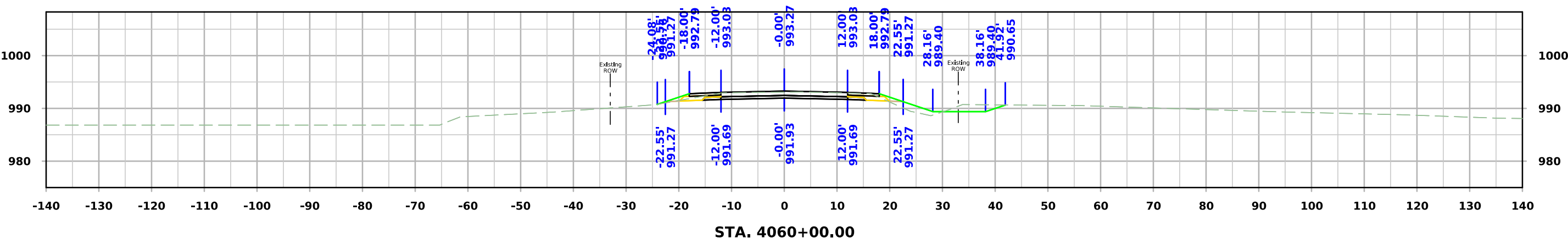
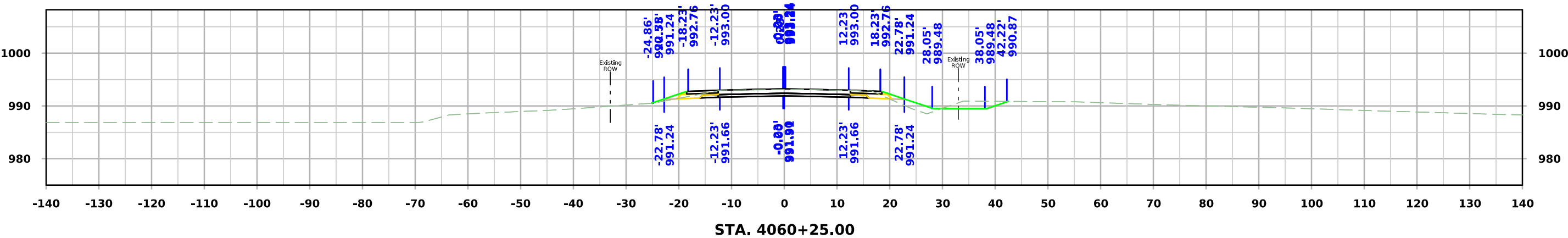
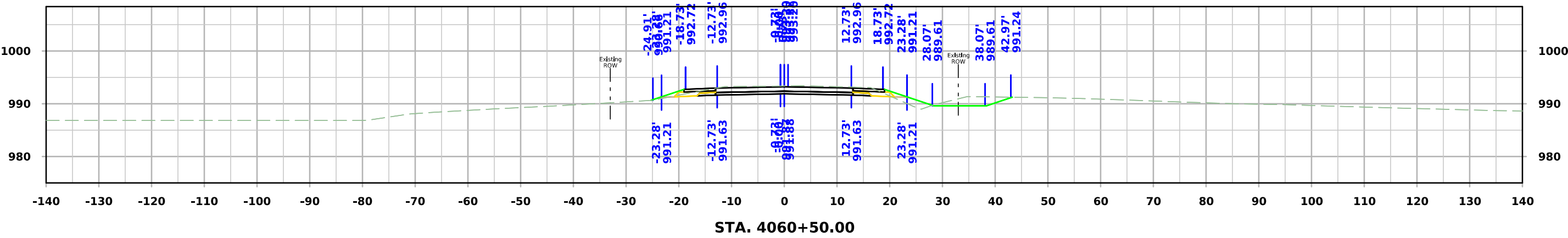
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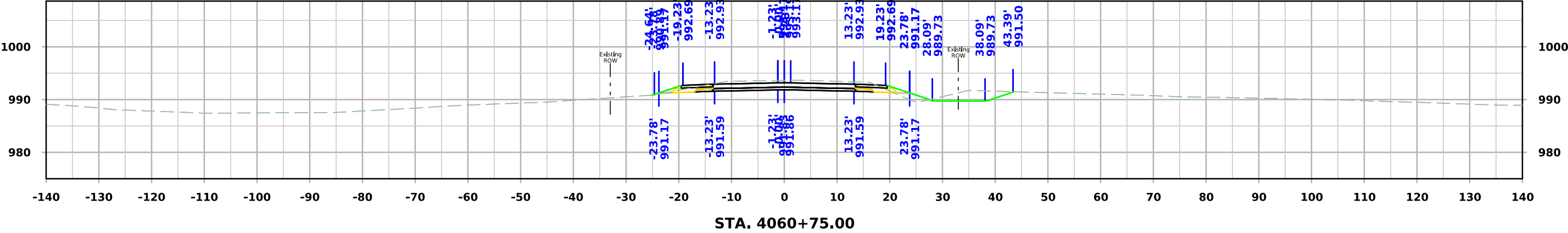
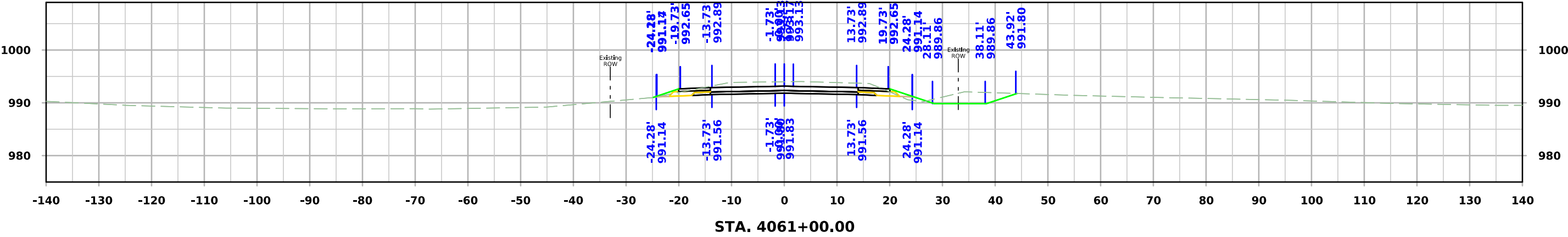
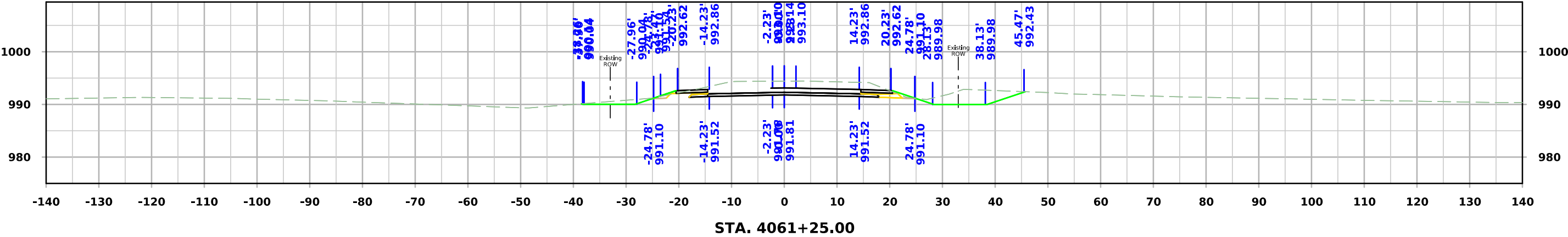
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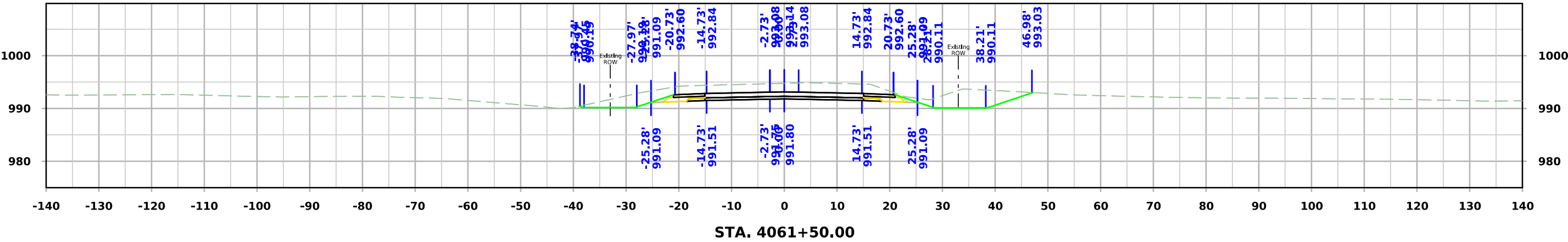
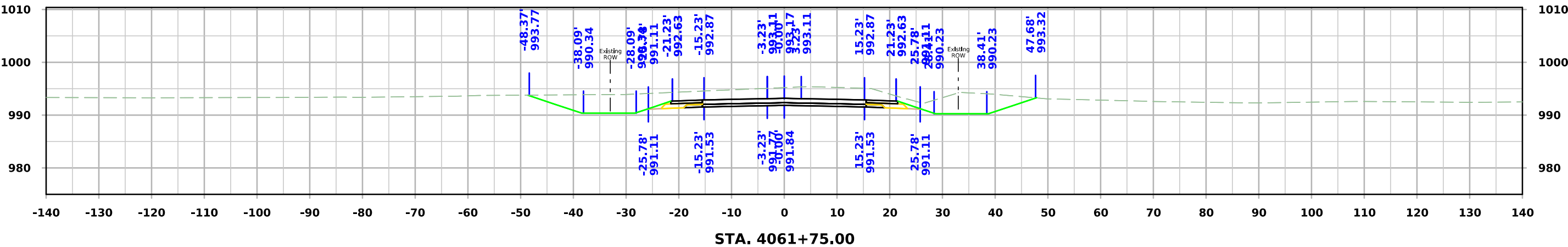
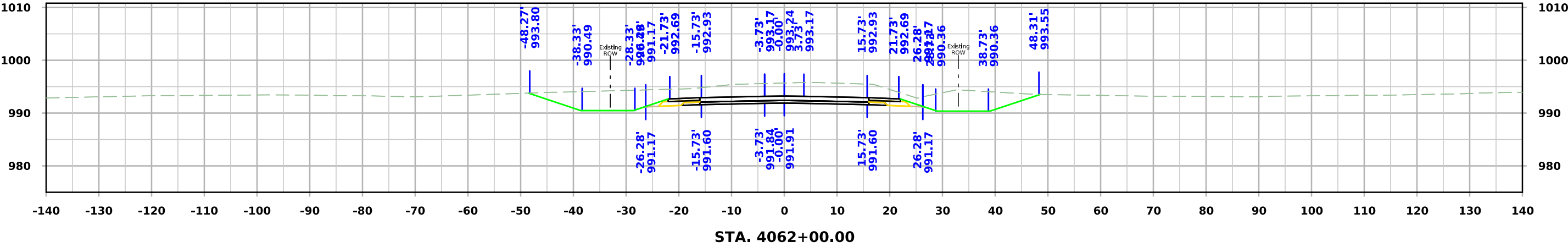
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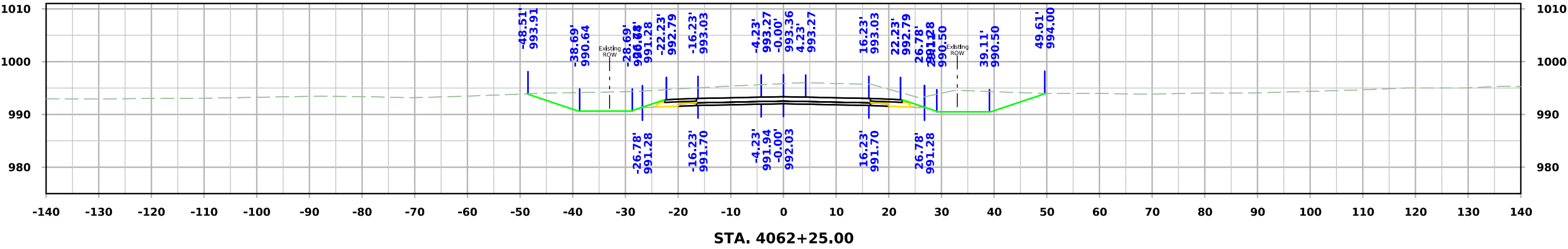
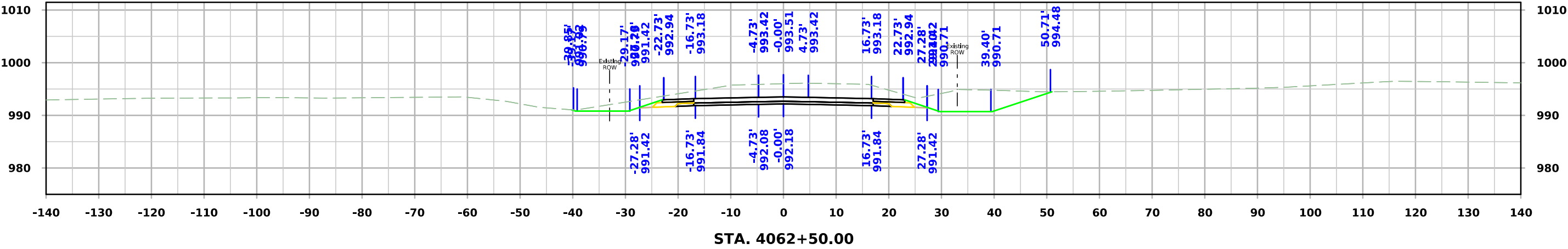
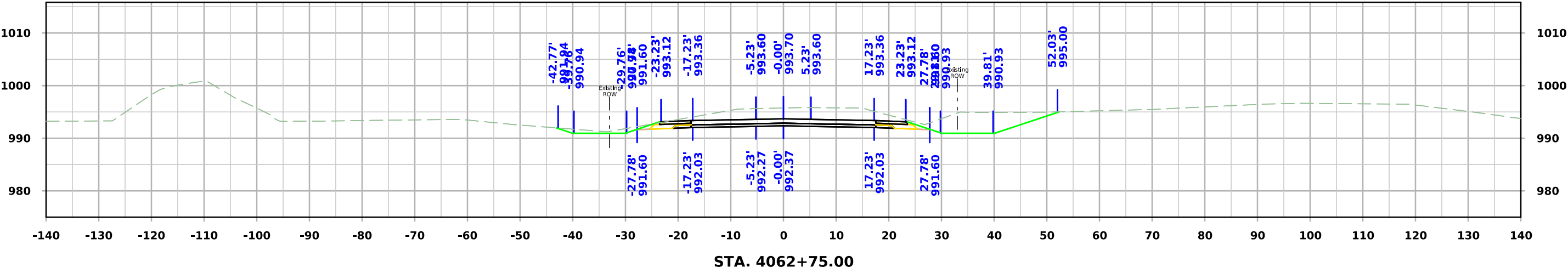
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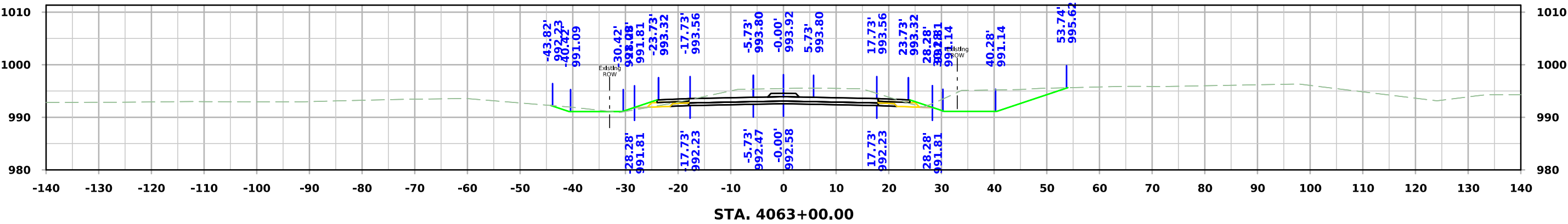
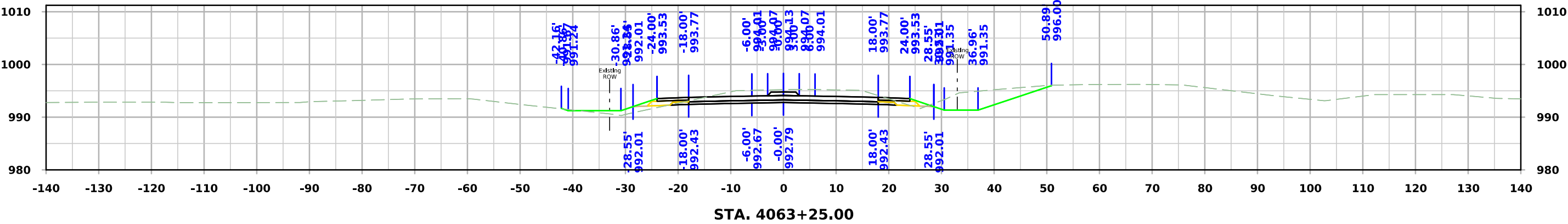
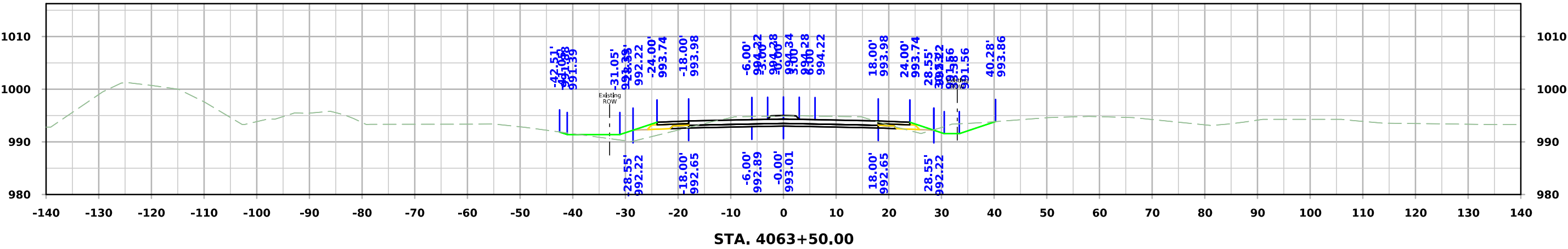
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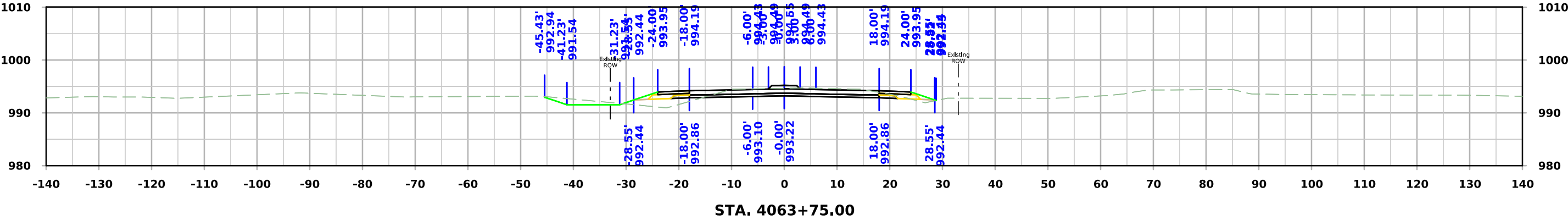
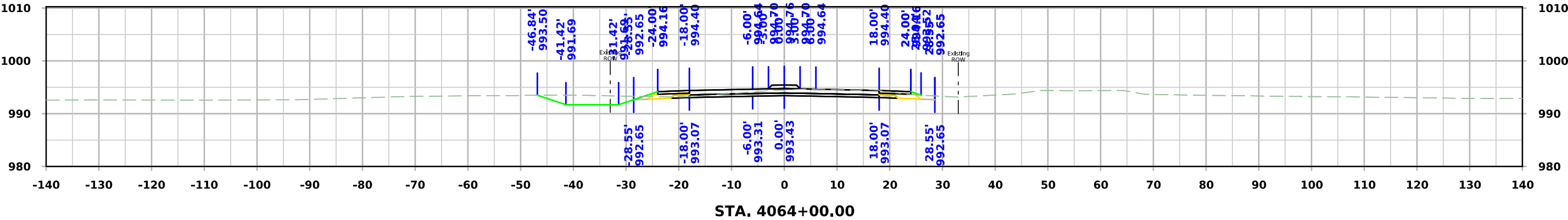
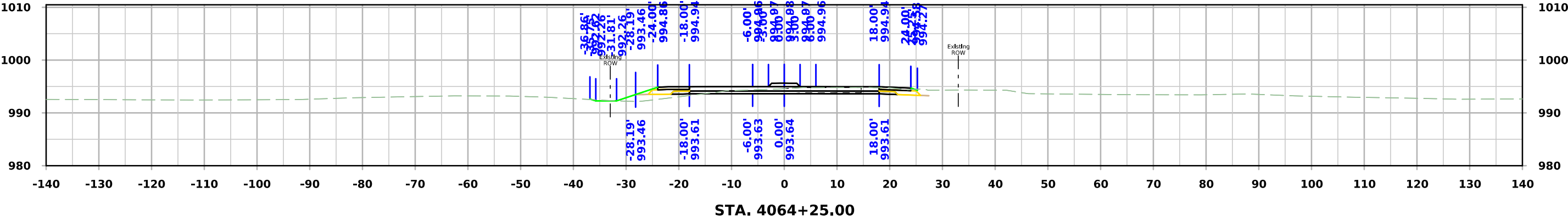
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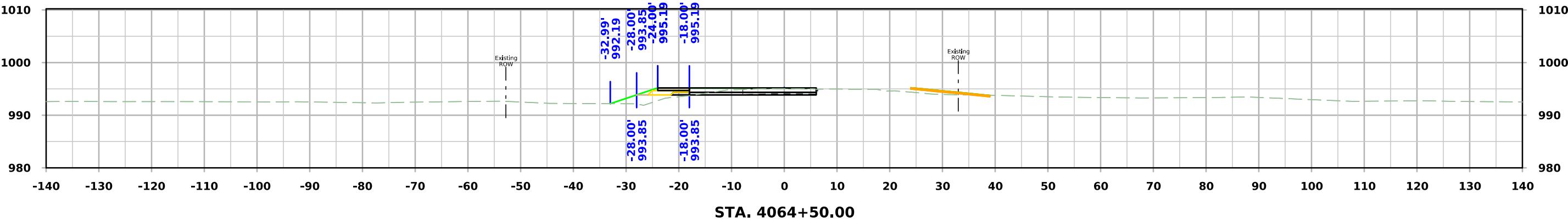
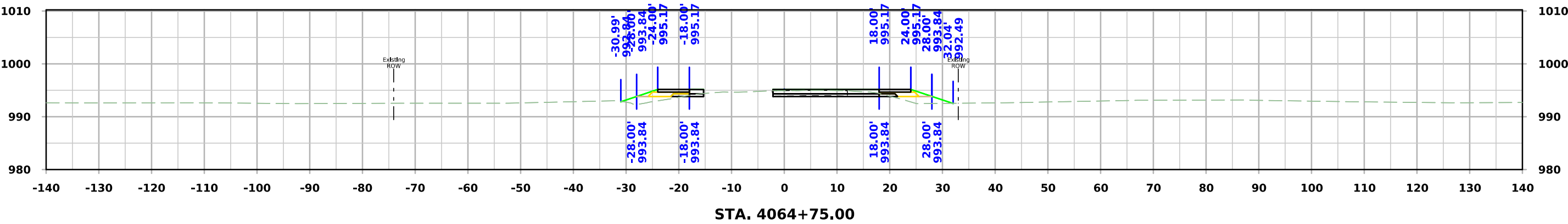
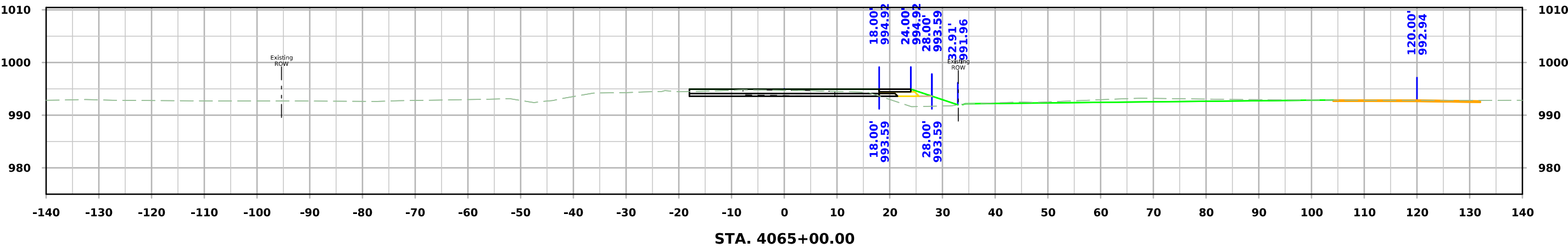
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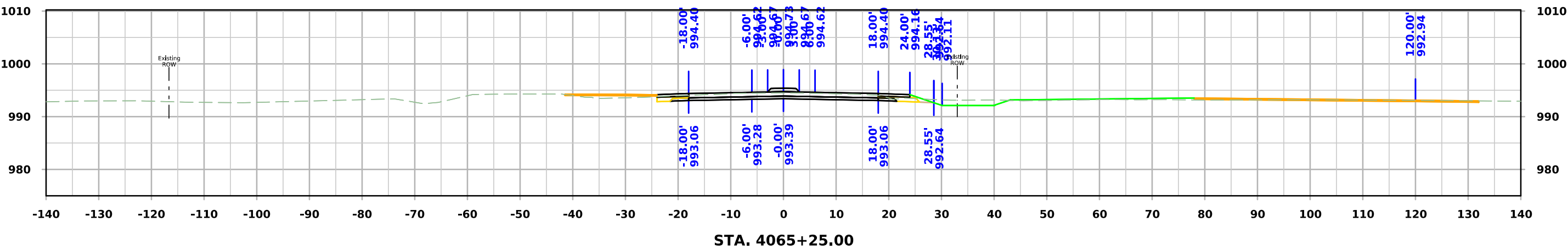
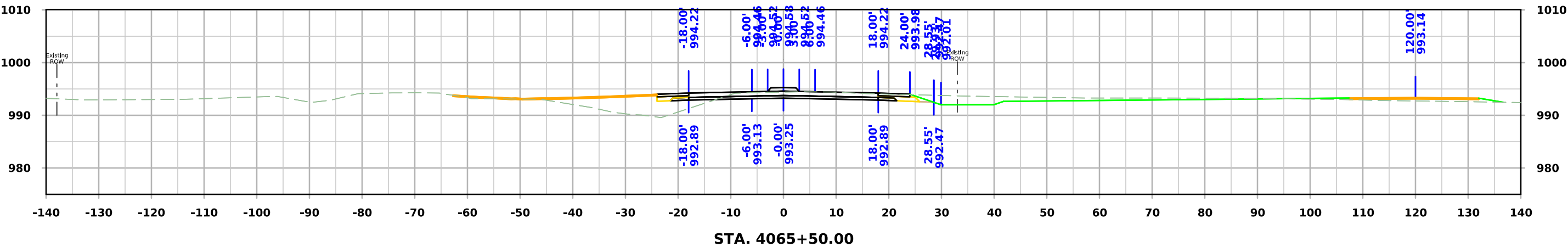
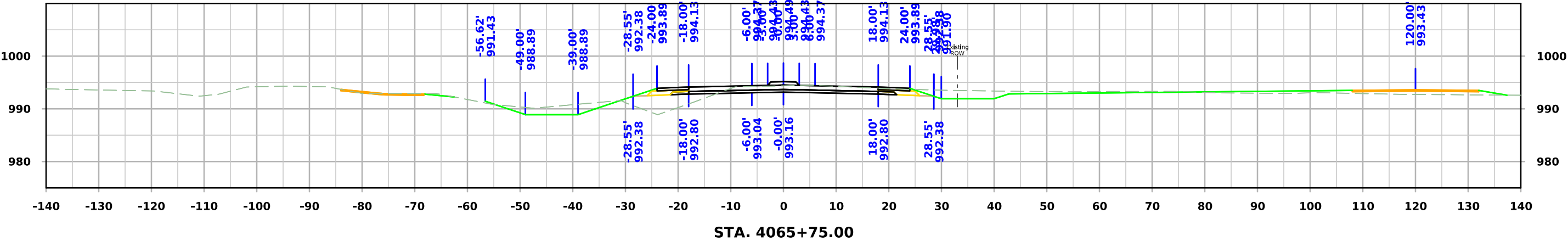
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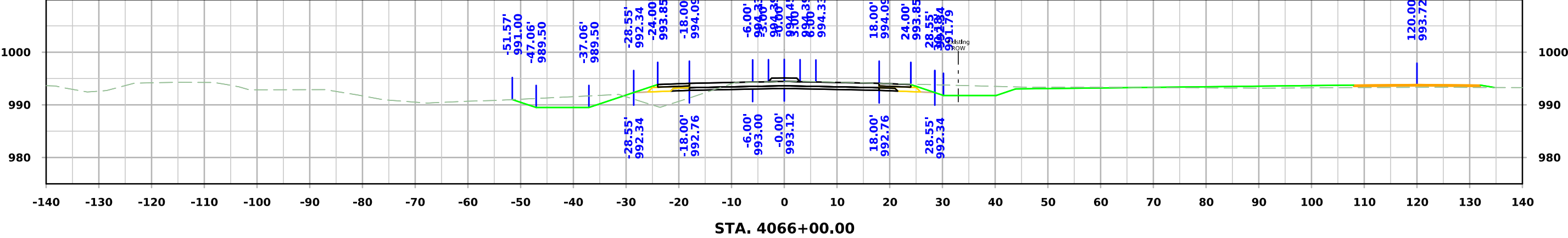
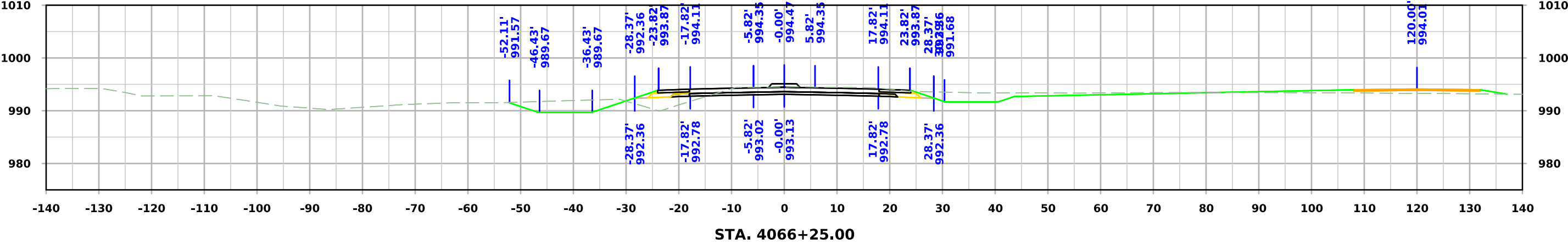
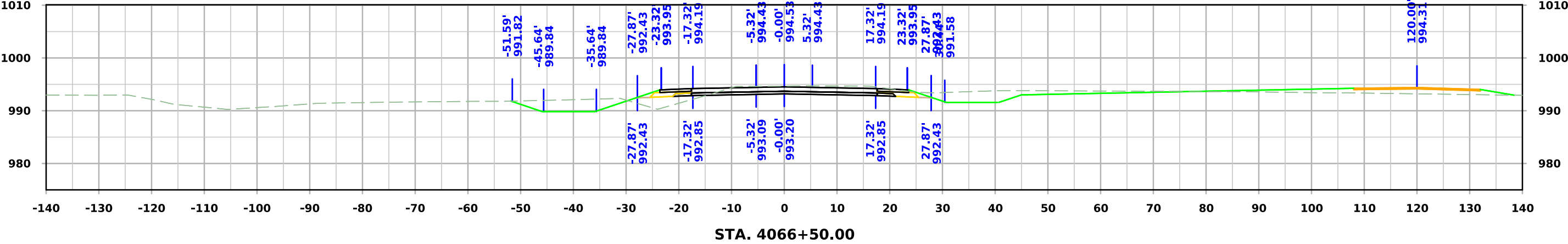
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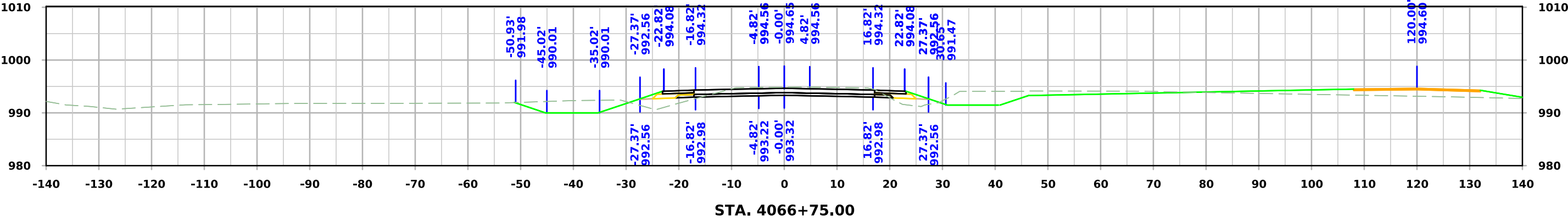
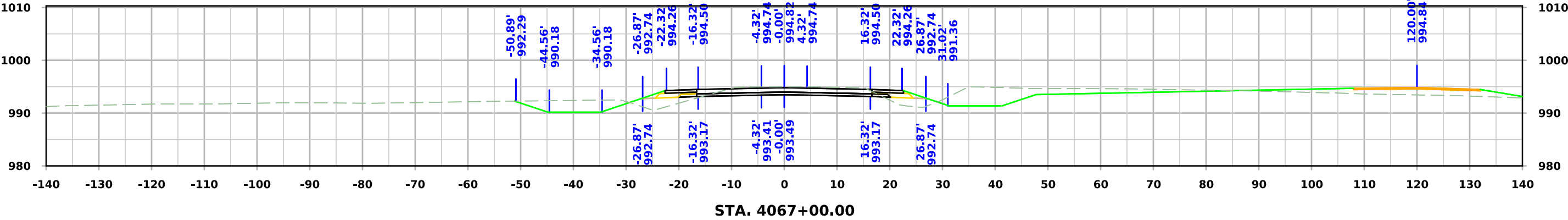
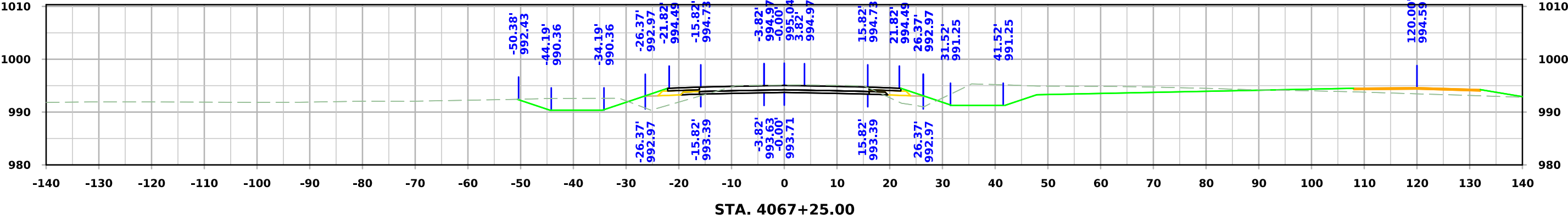
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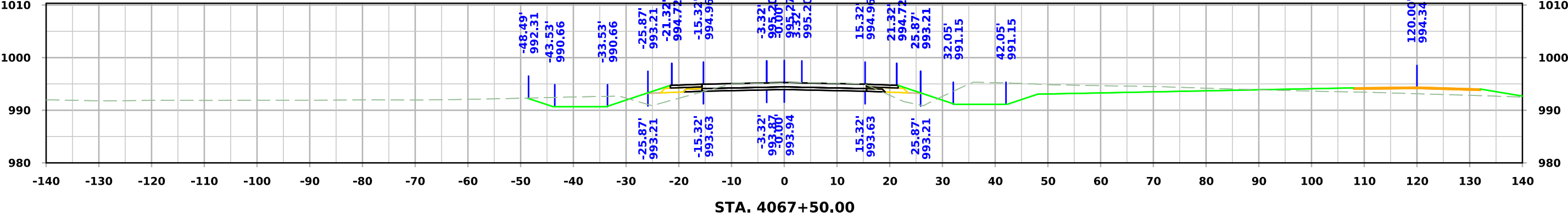
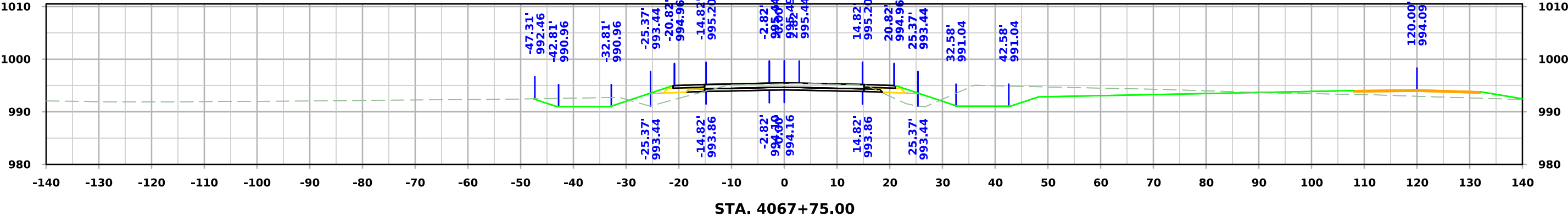
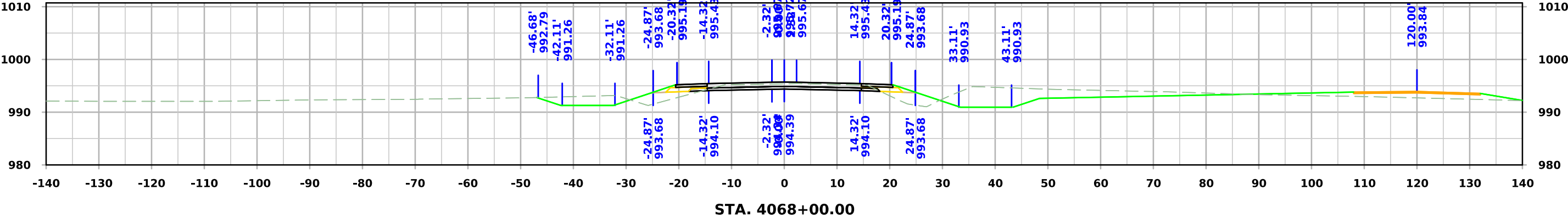
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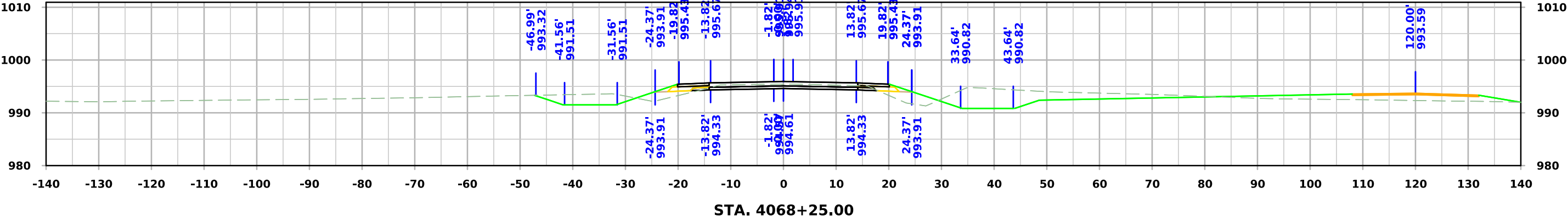
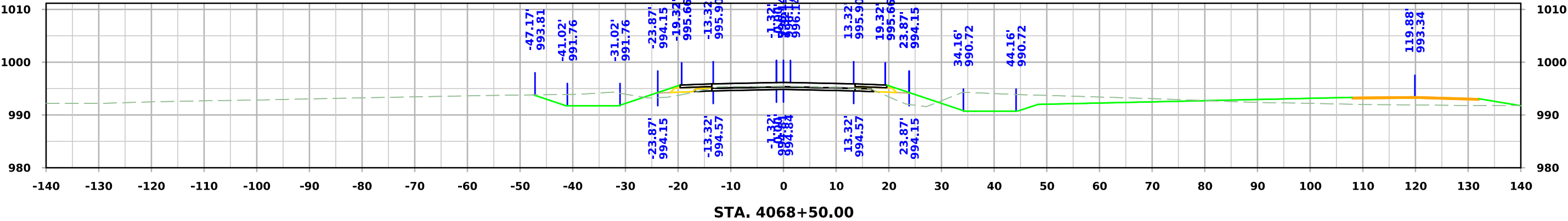
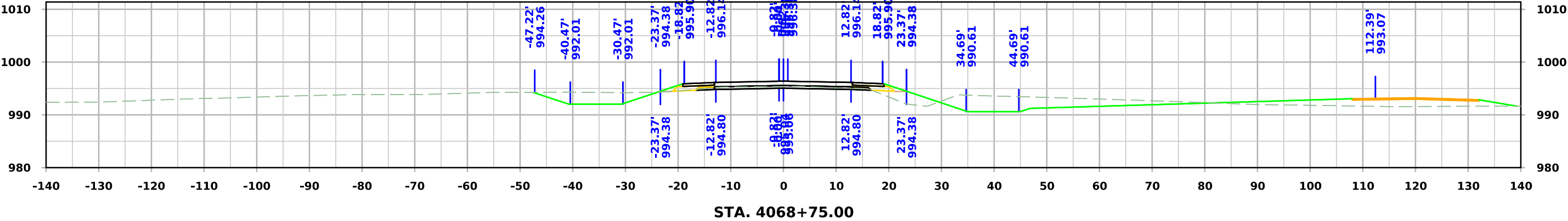
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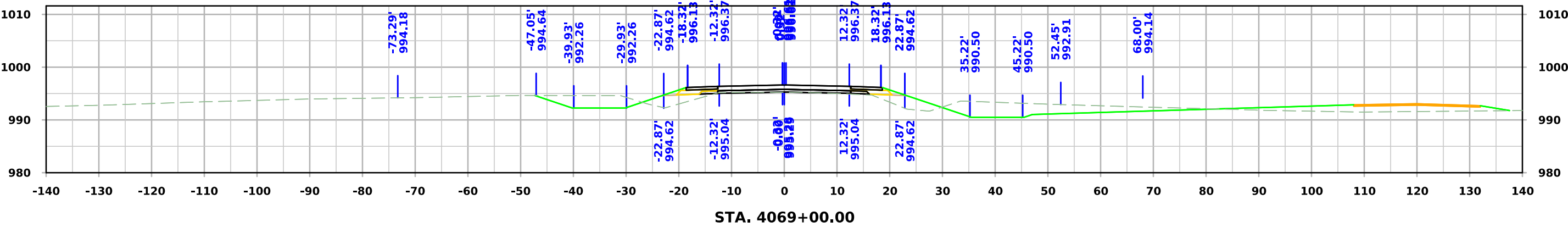
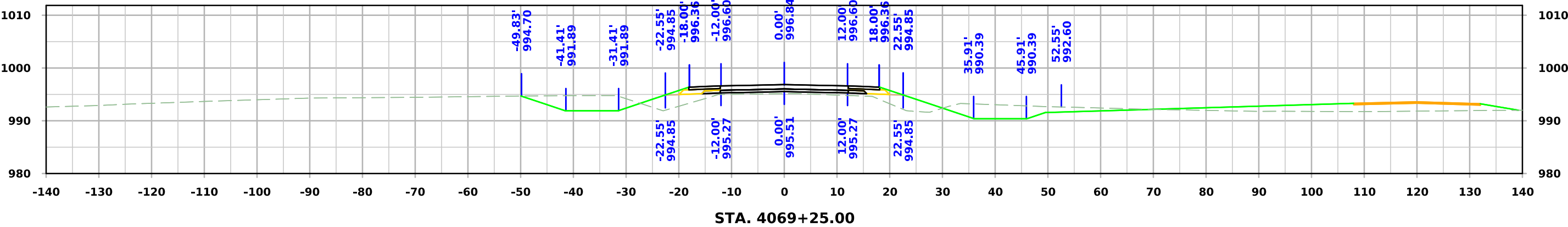
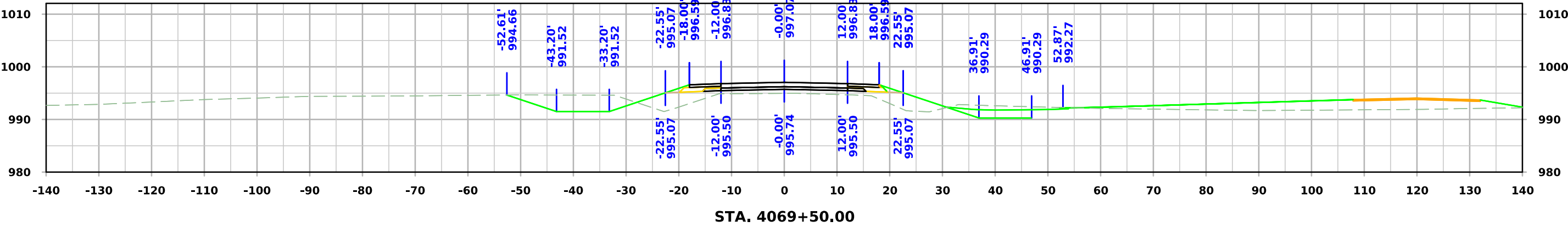
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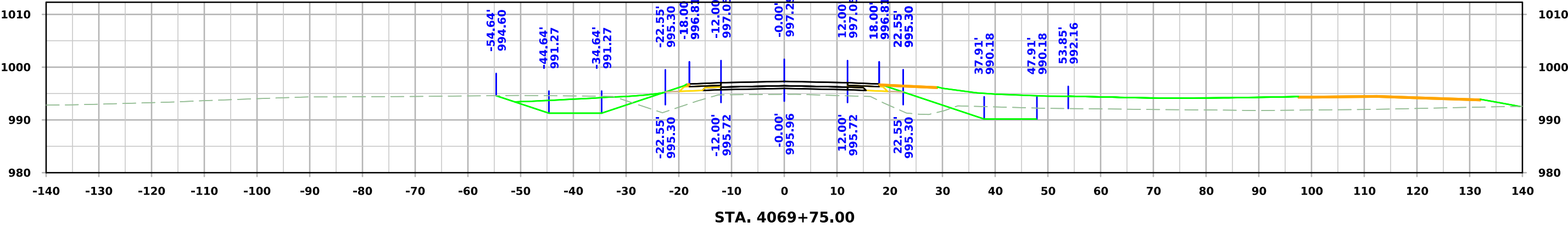
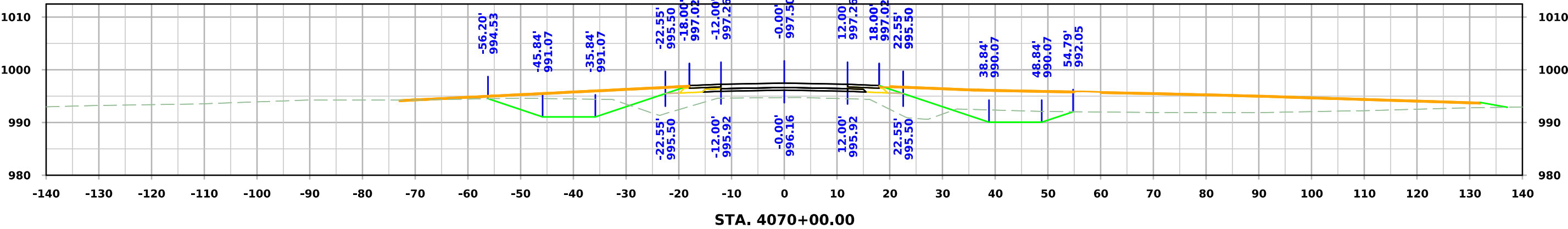
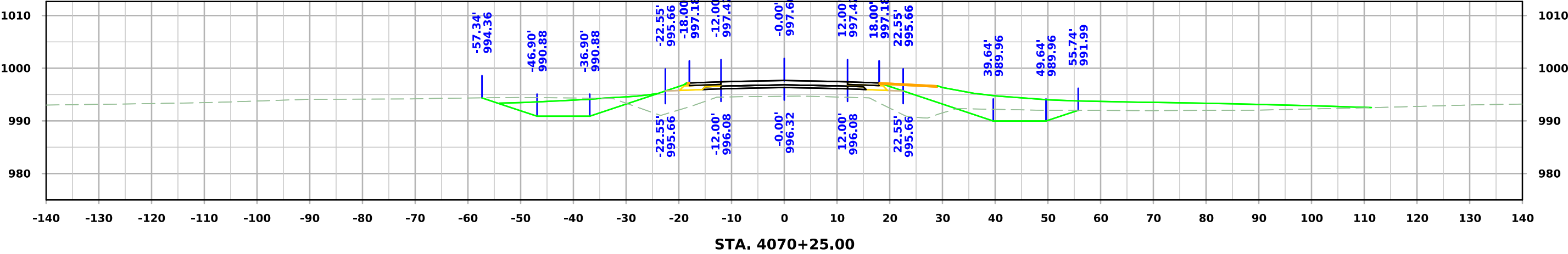
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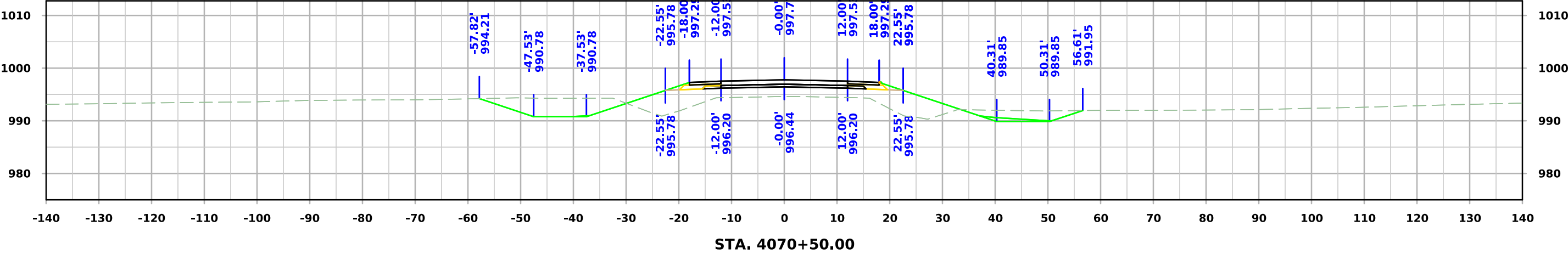
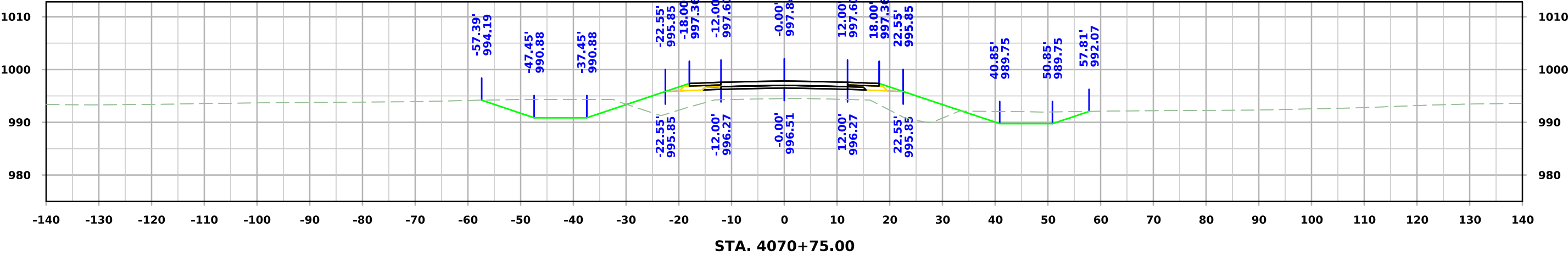
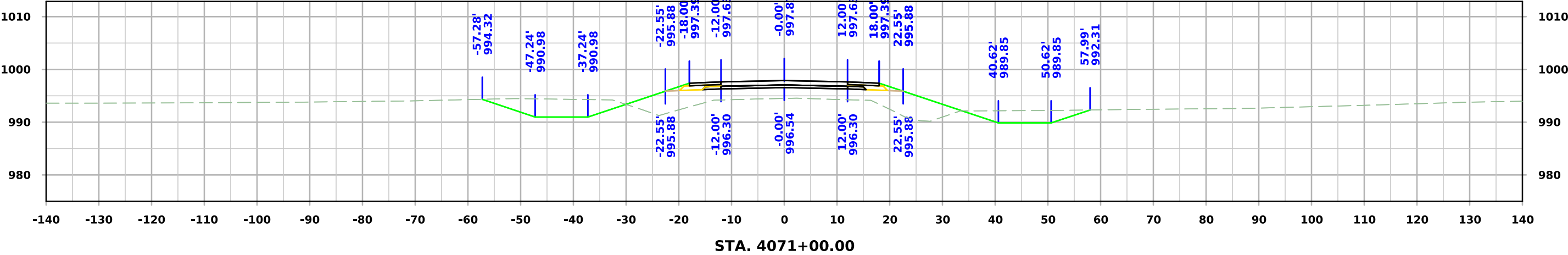
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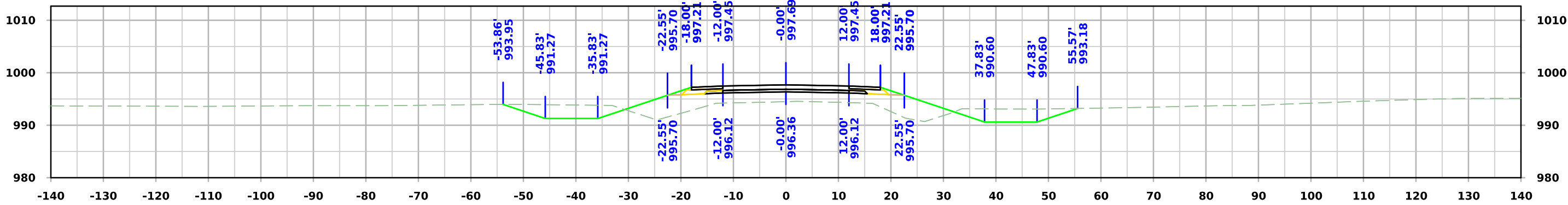
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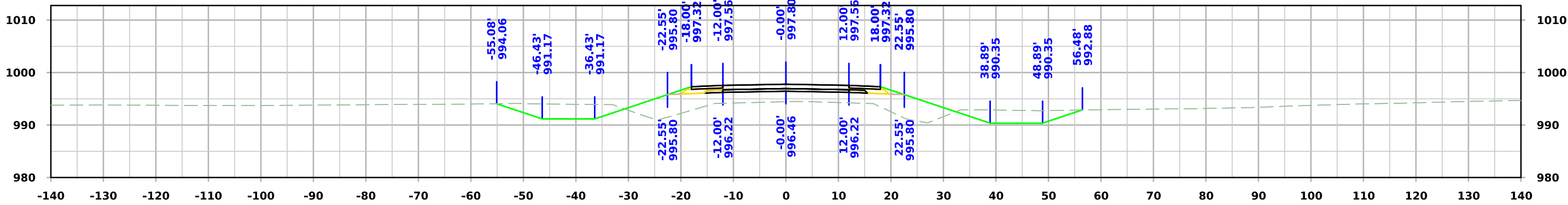
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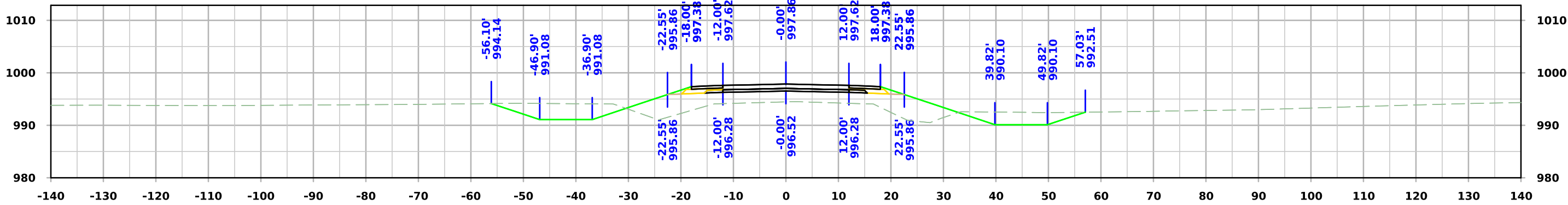
West Maple



STA. 4071+75.00

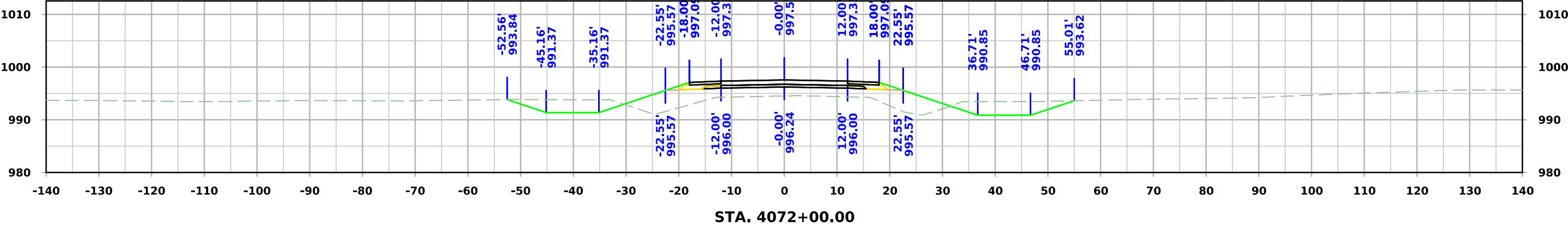
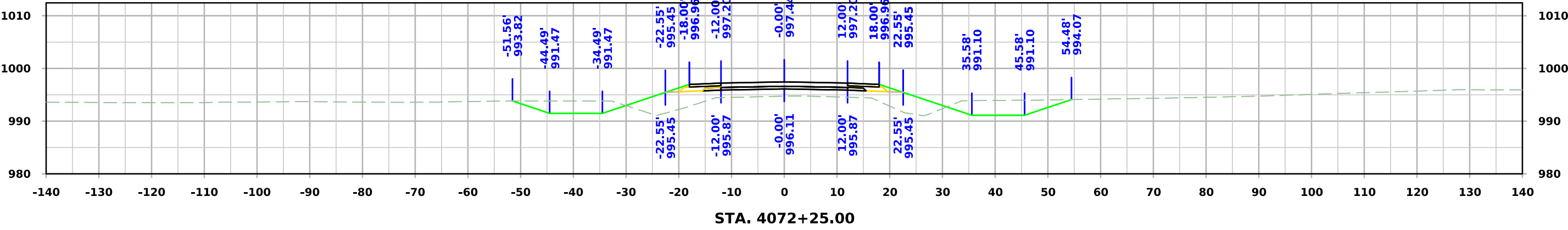
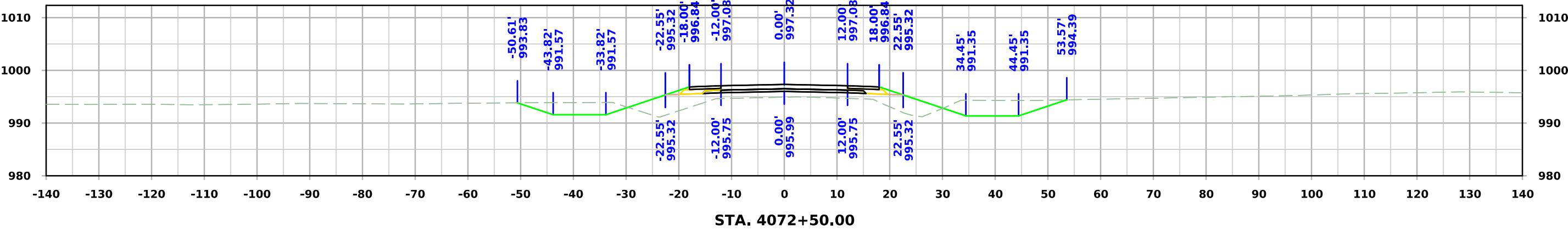


STA. 4071+50.00

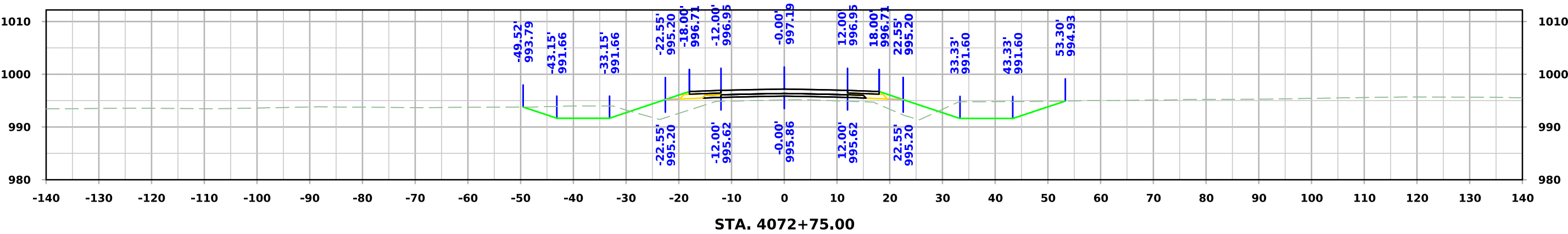
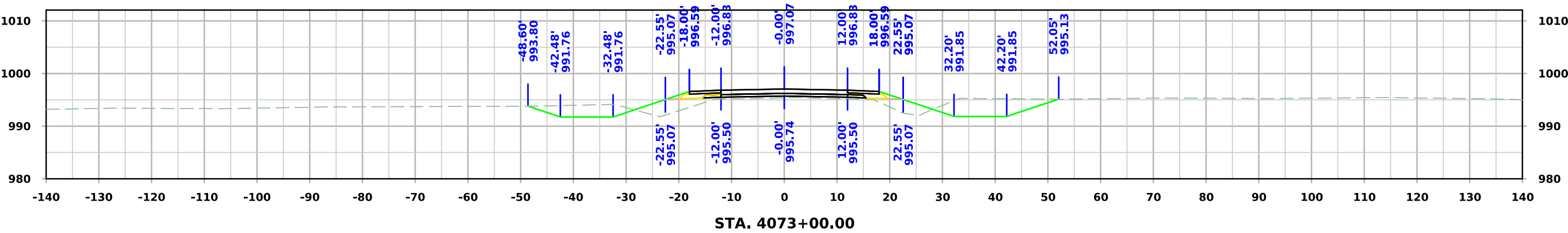
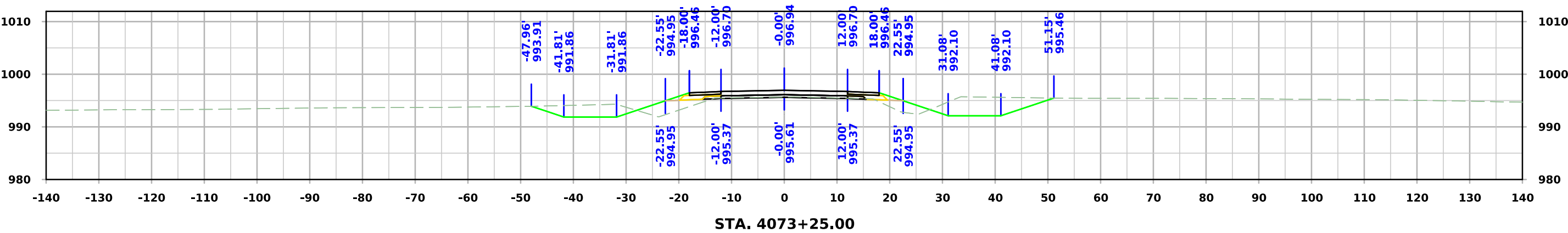


STA. 4071+25.00

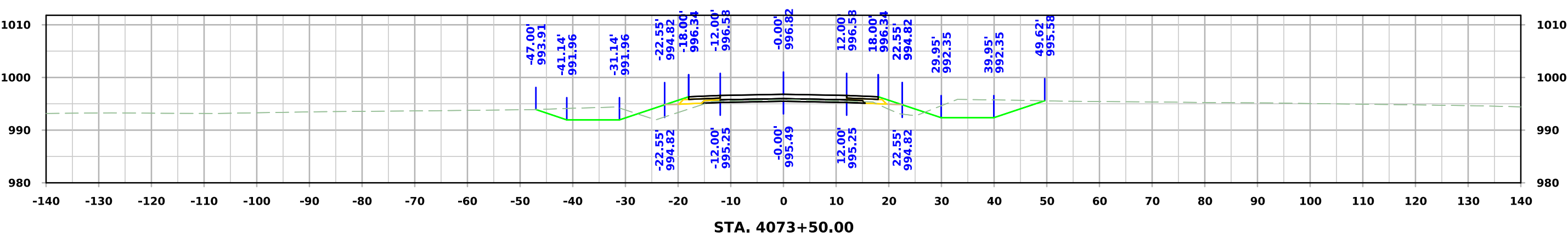
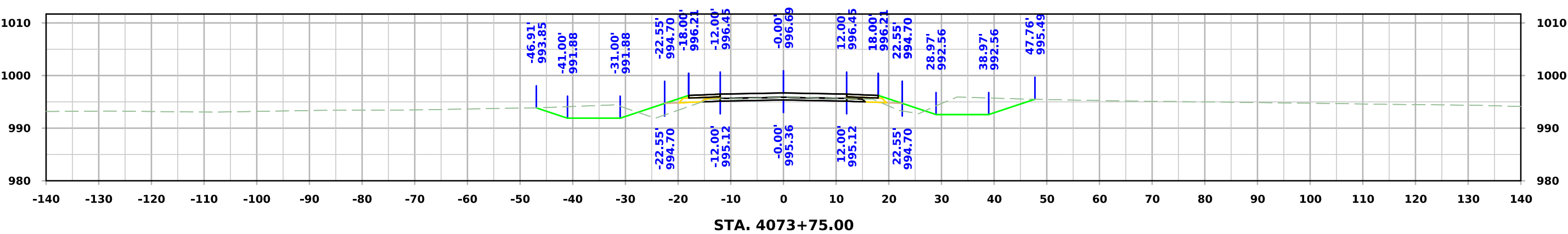
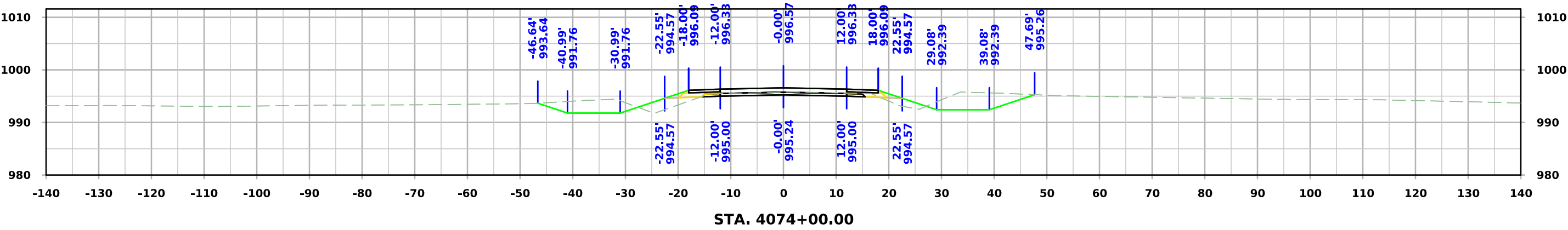
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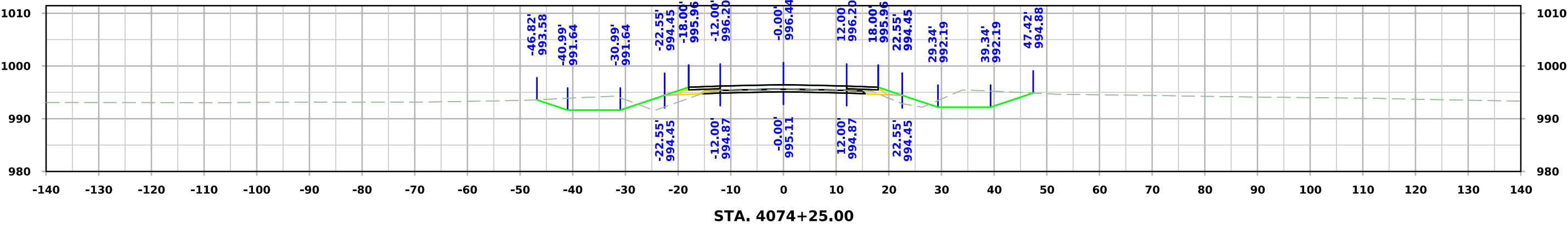
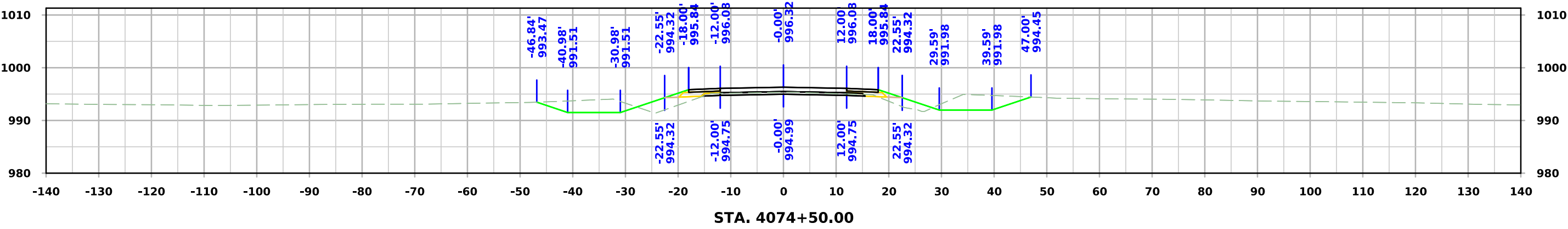
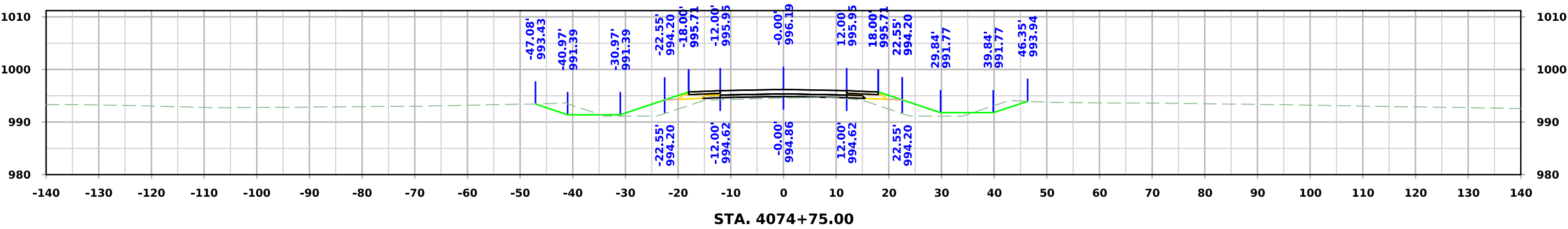
West Maple



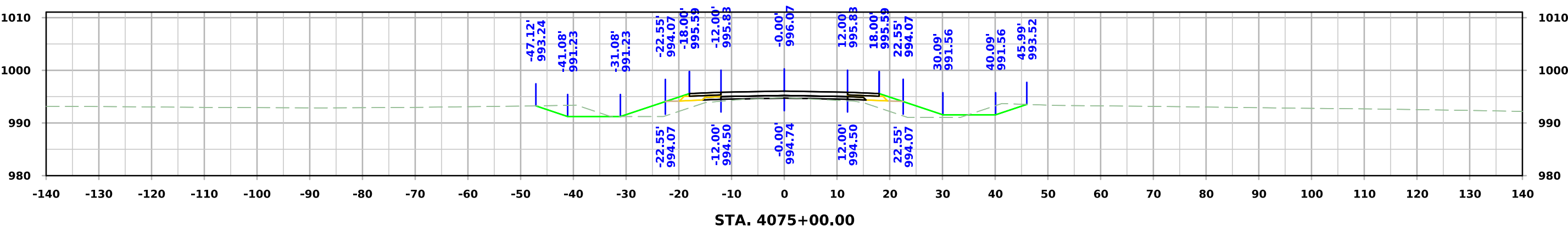
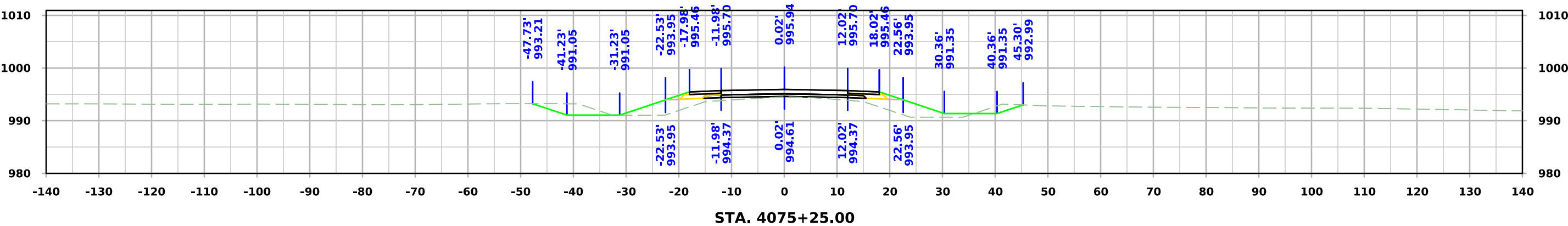
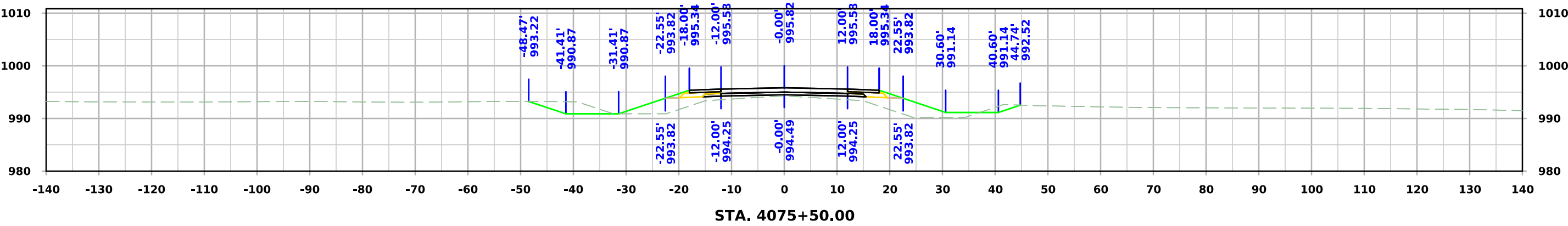
West Maple



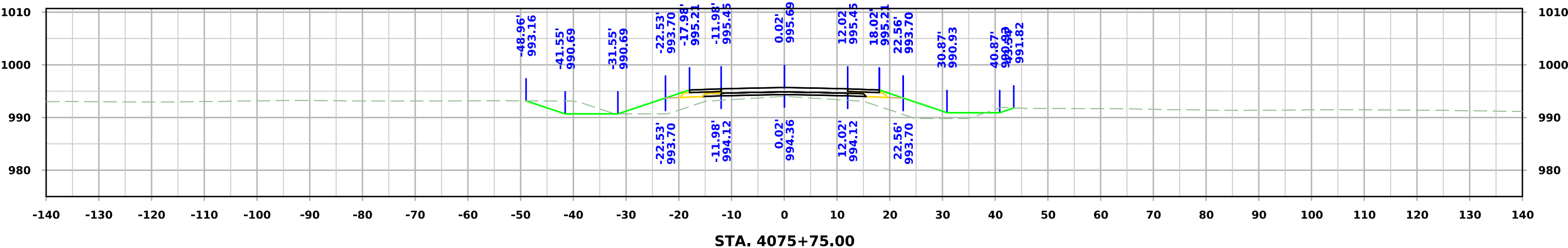
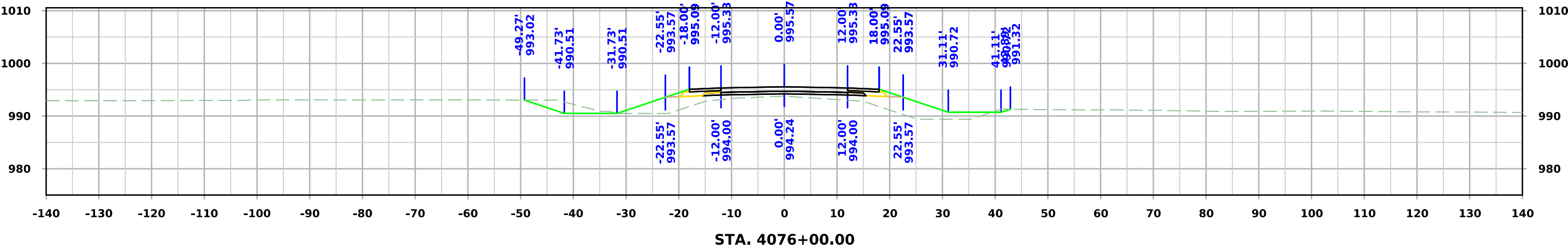
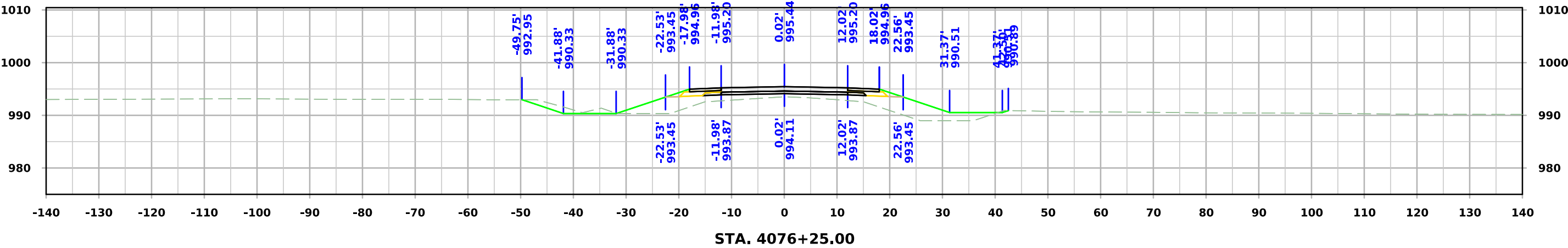
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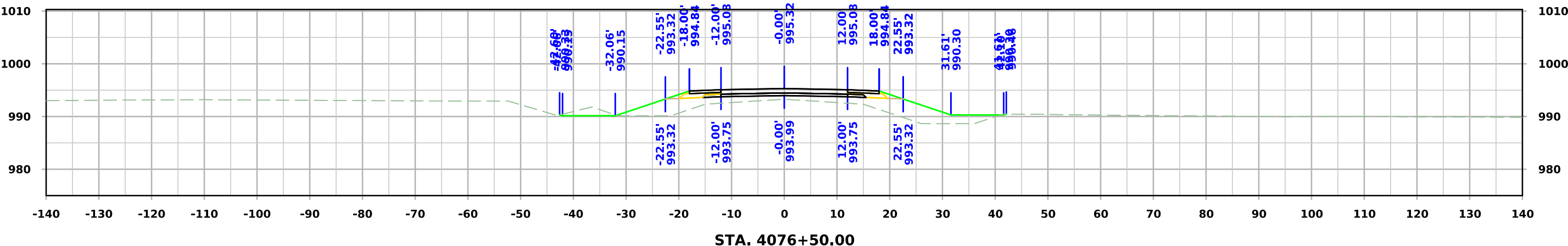
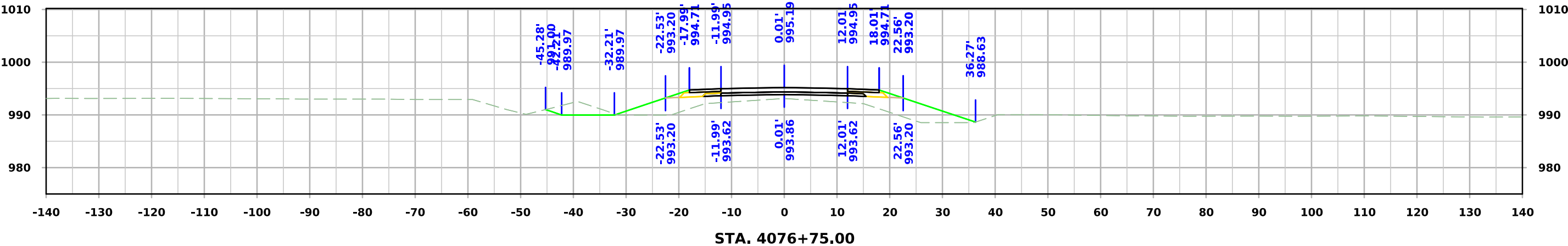
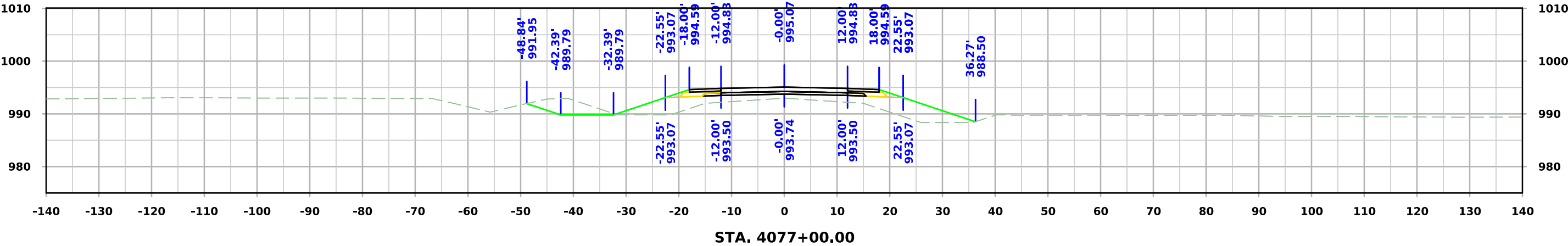
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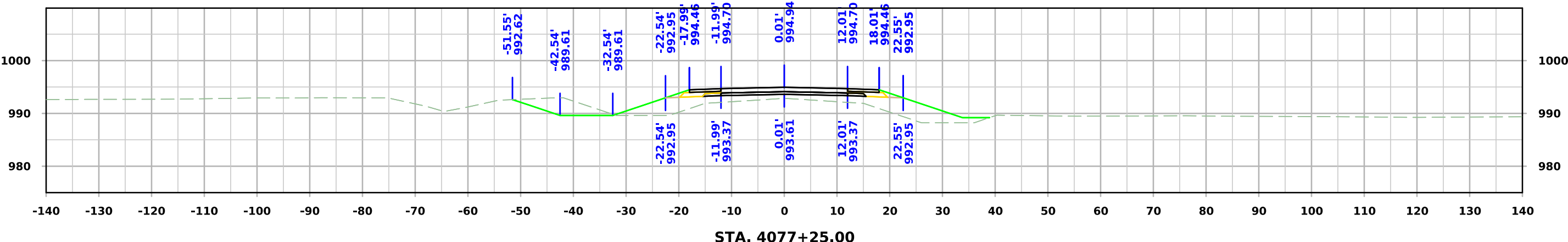
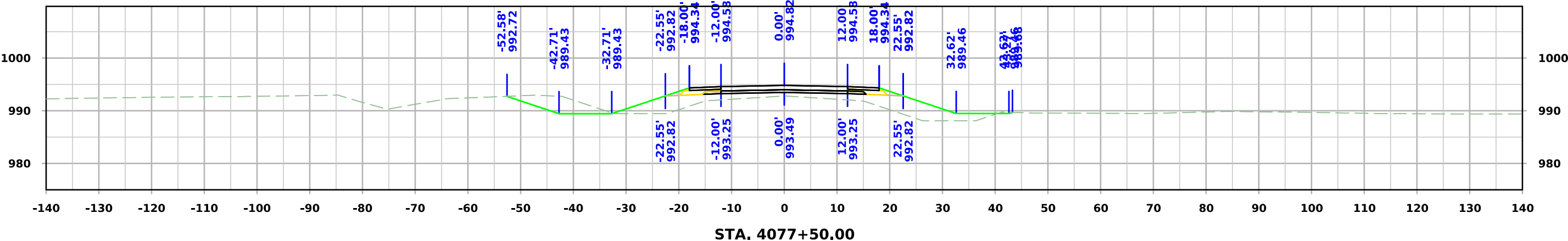
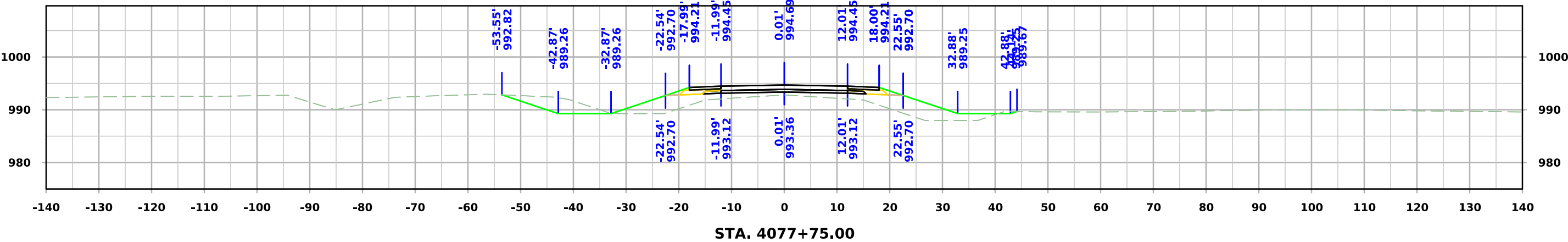
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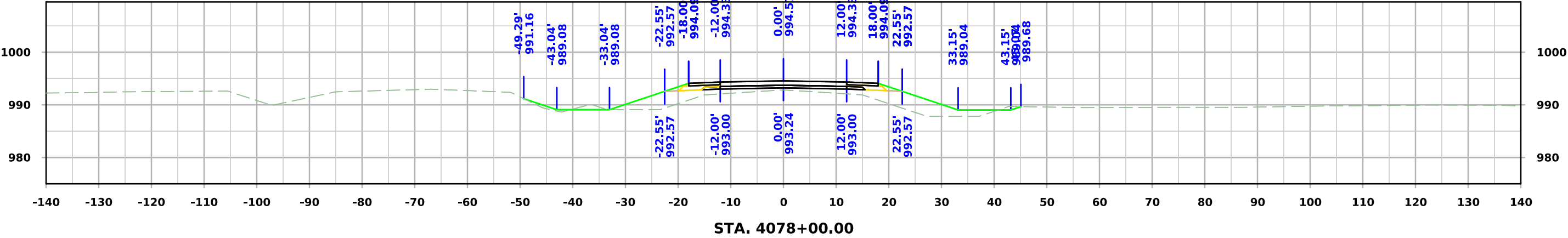
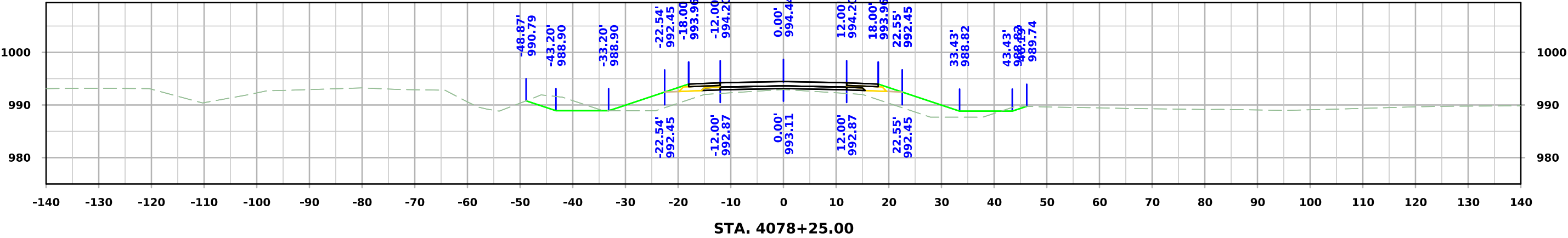
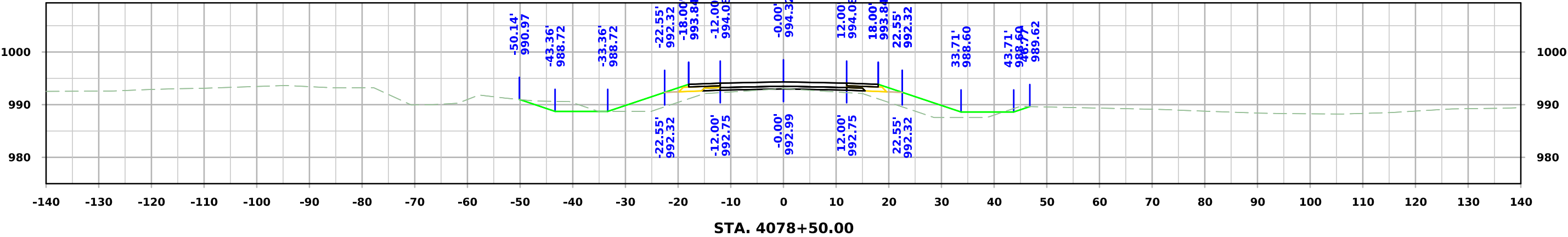
West Maple



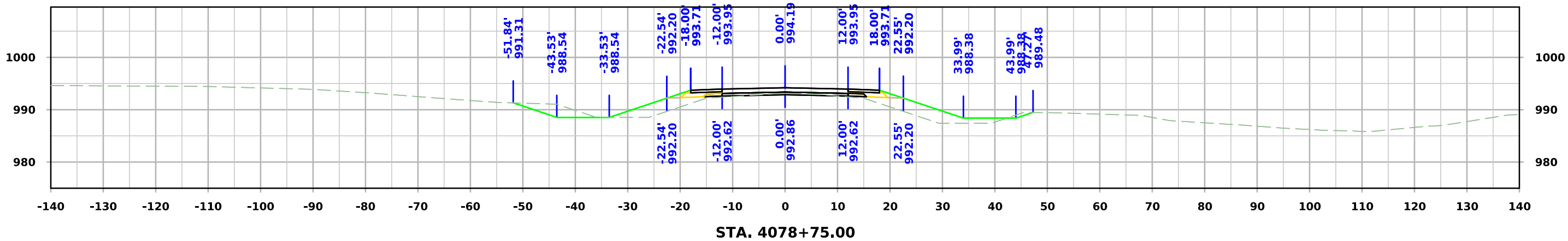
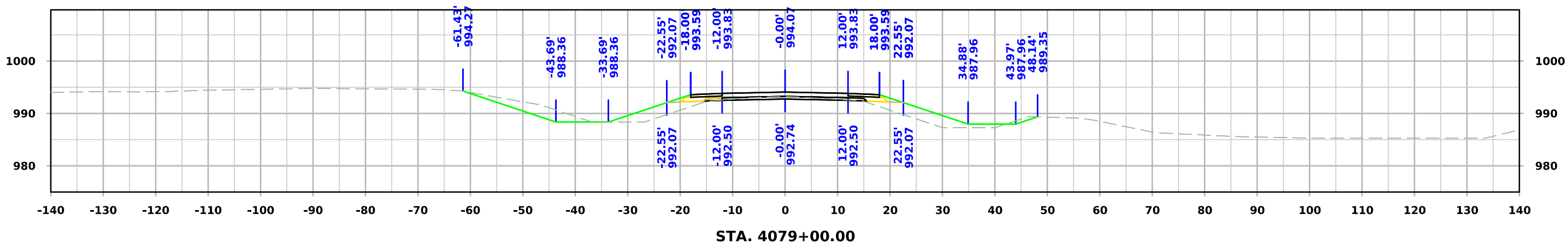
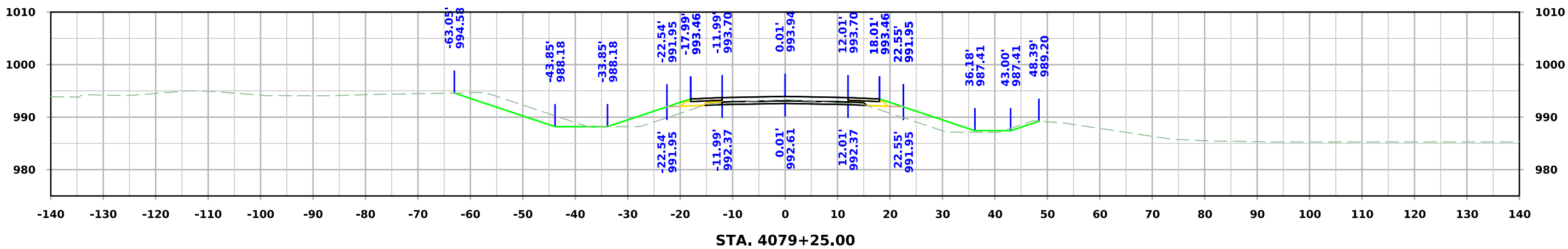
West Maple



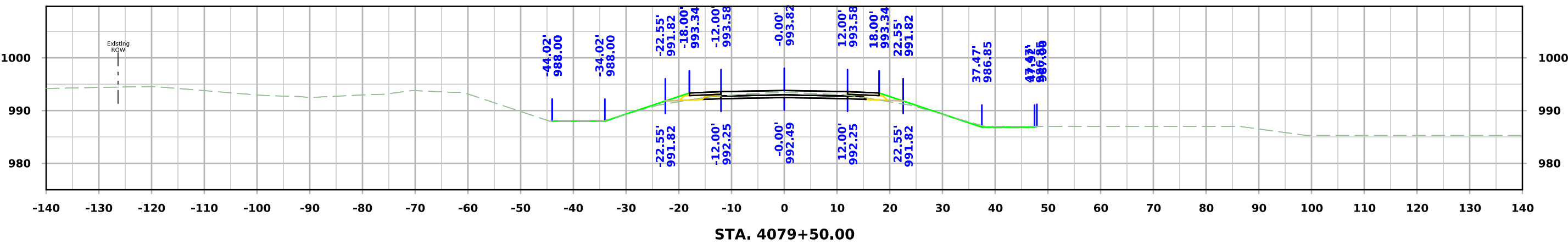
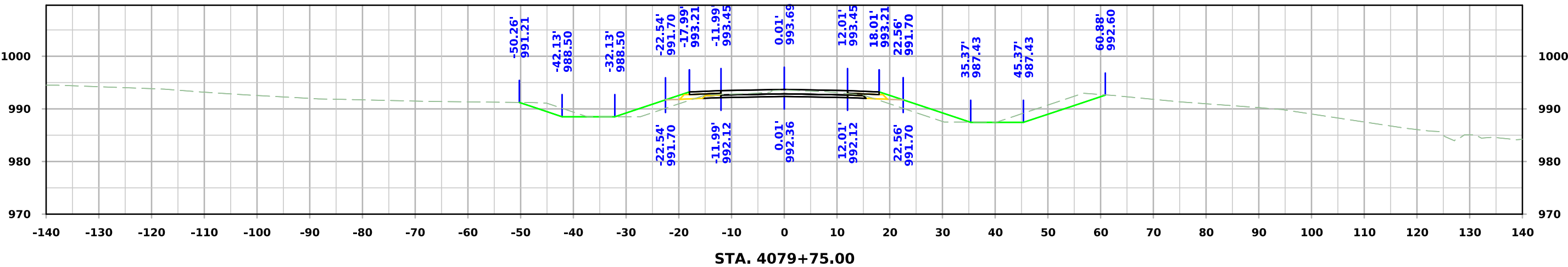
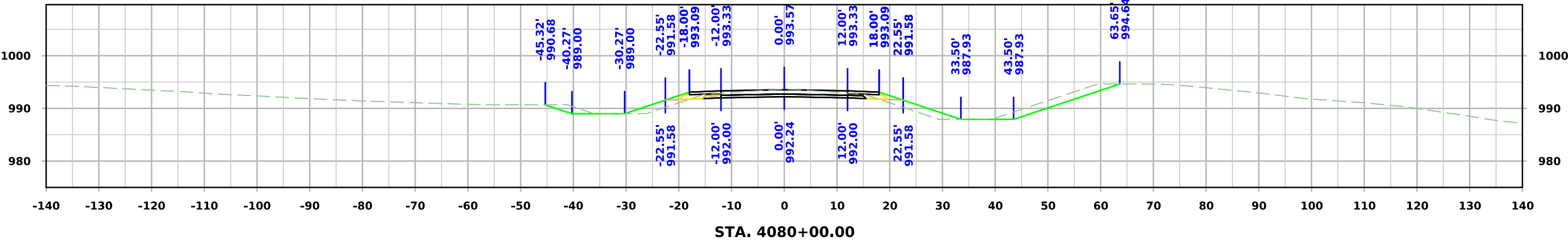
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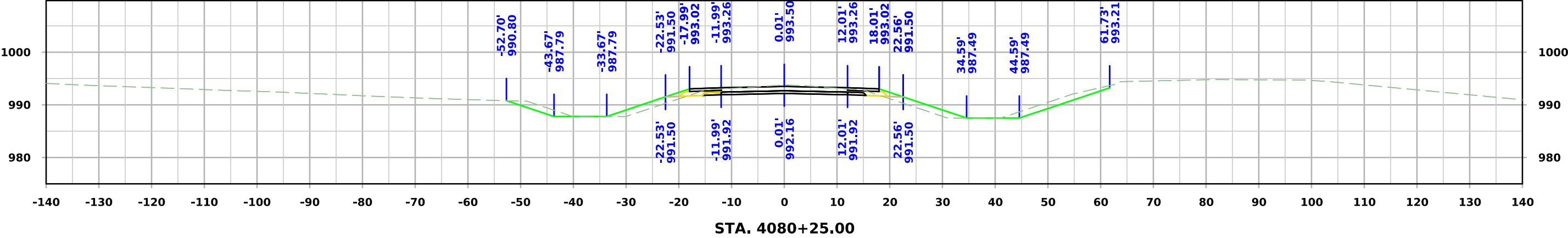
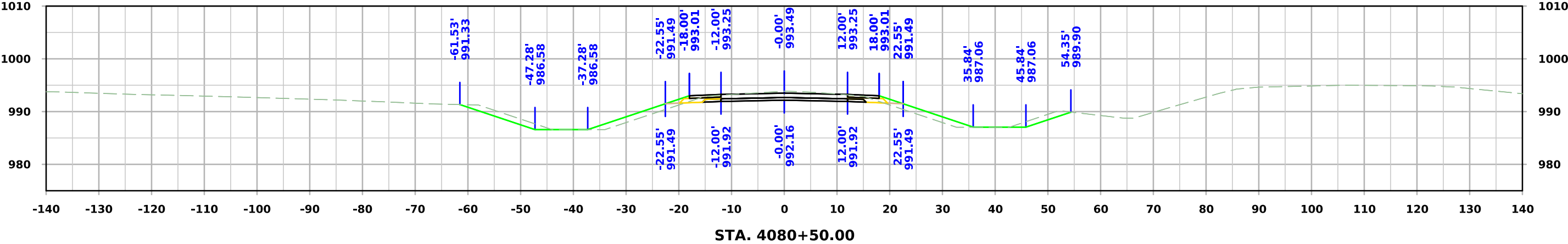
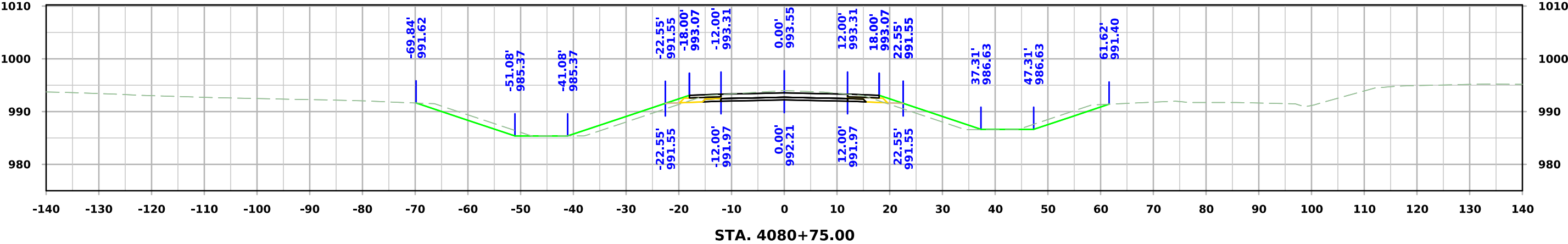
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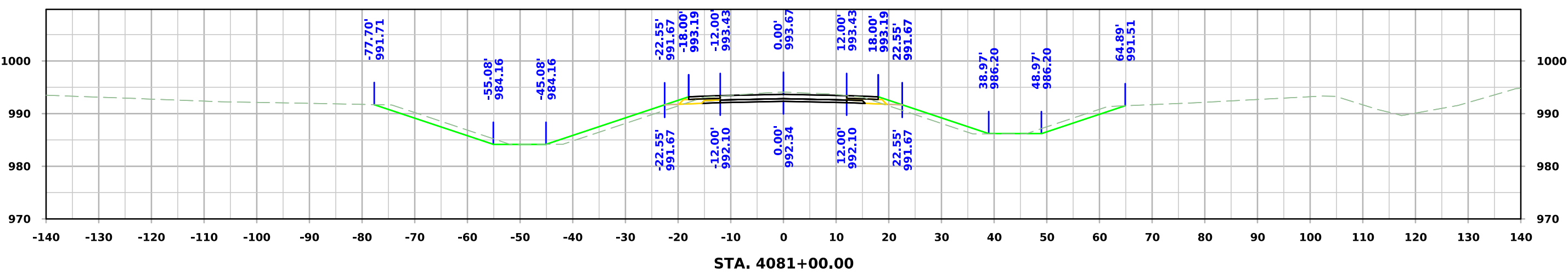
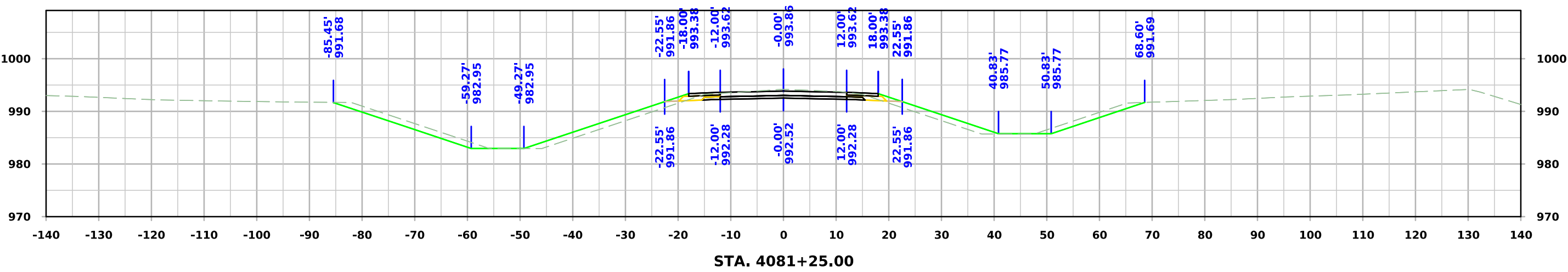
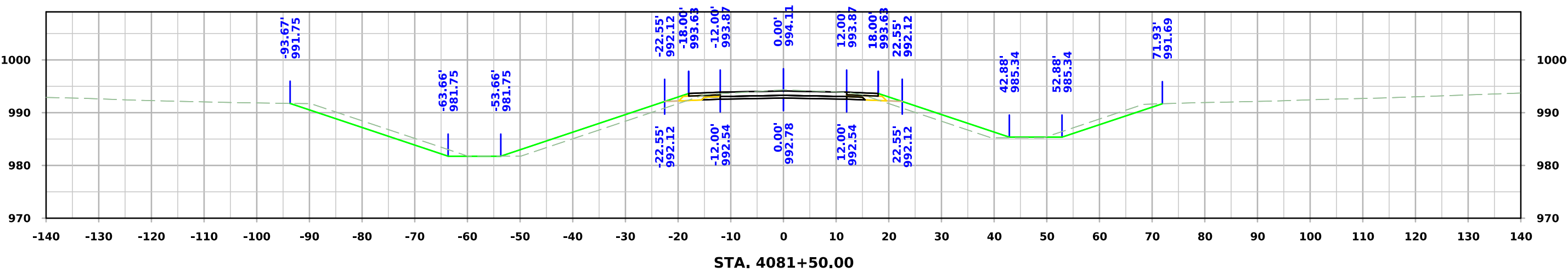
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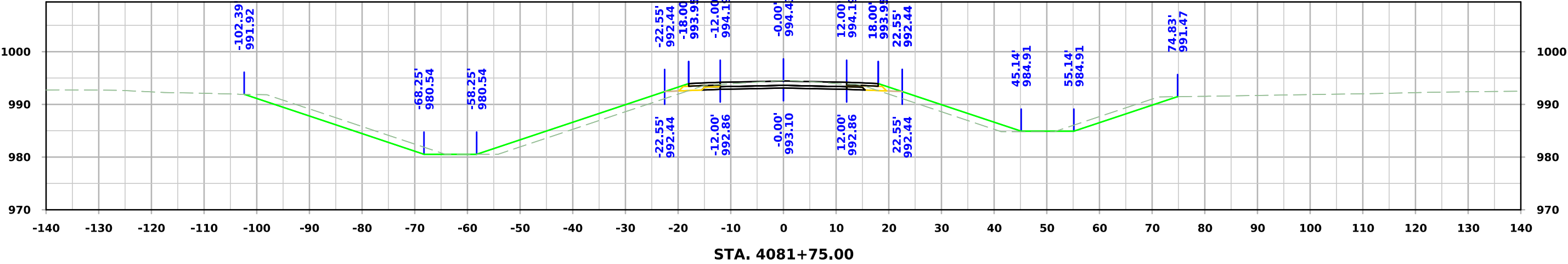
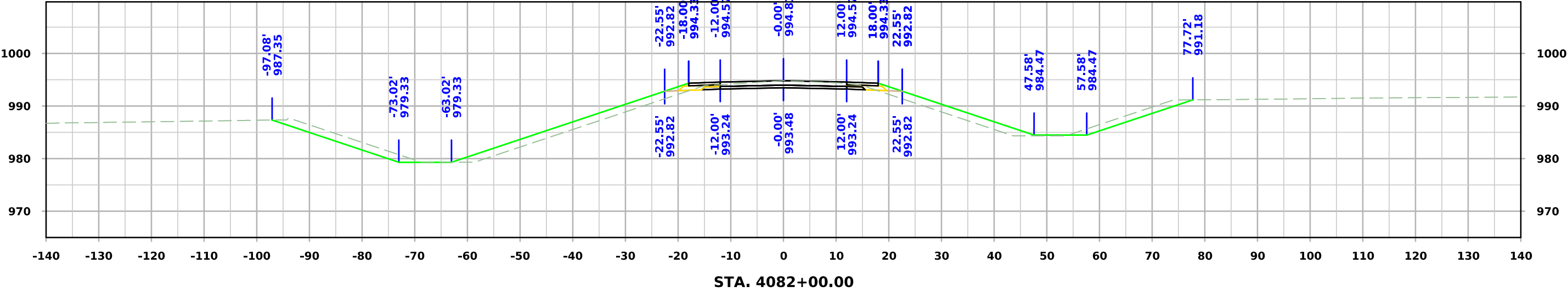
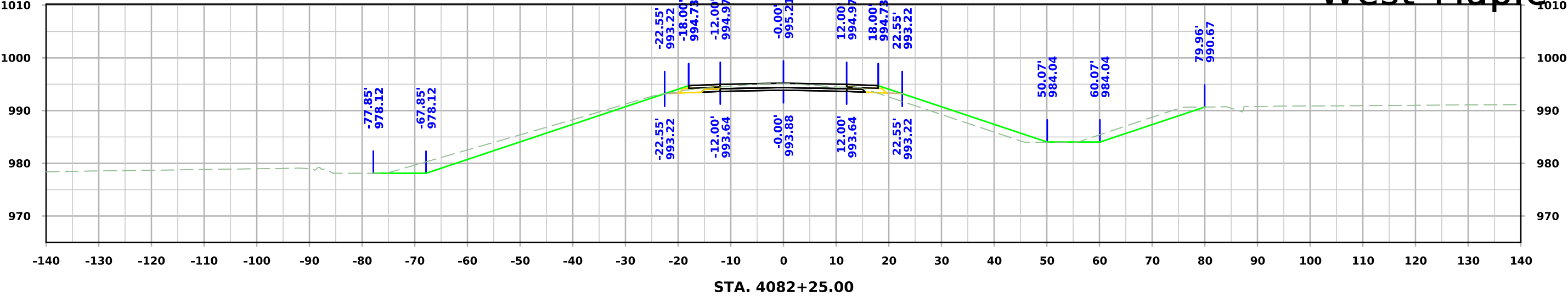
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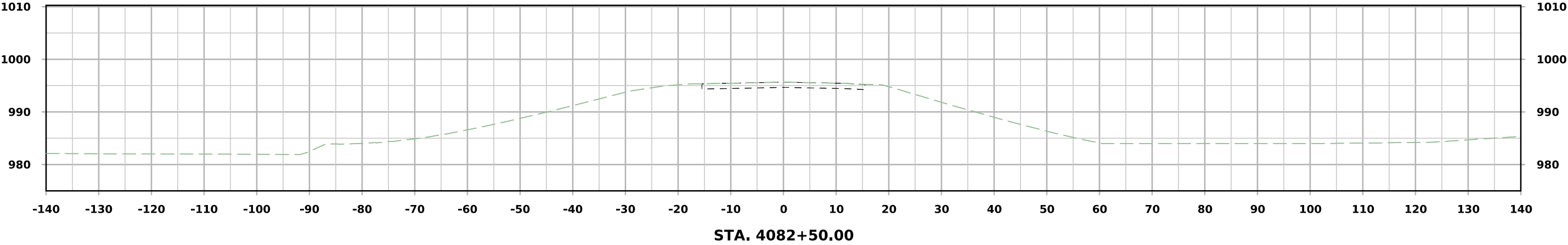
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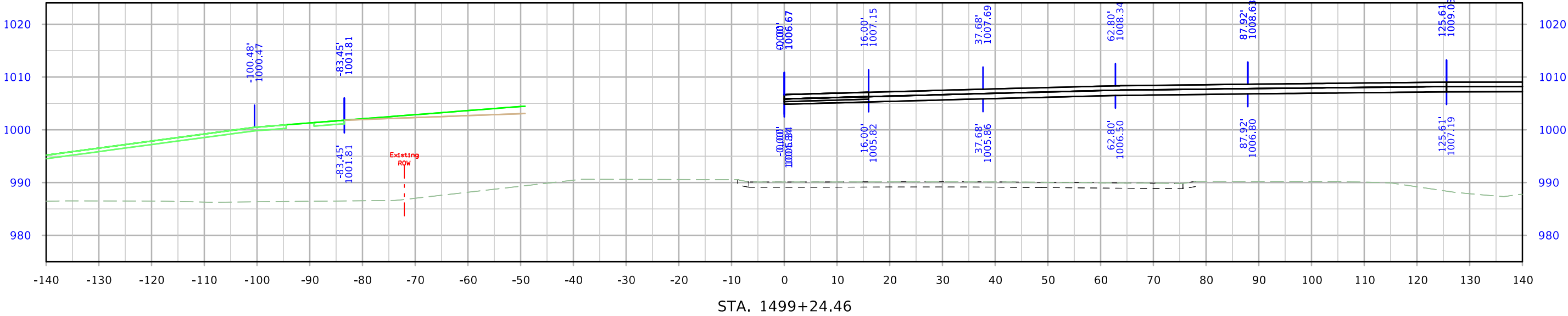
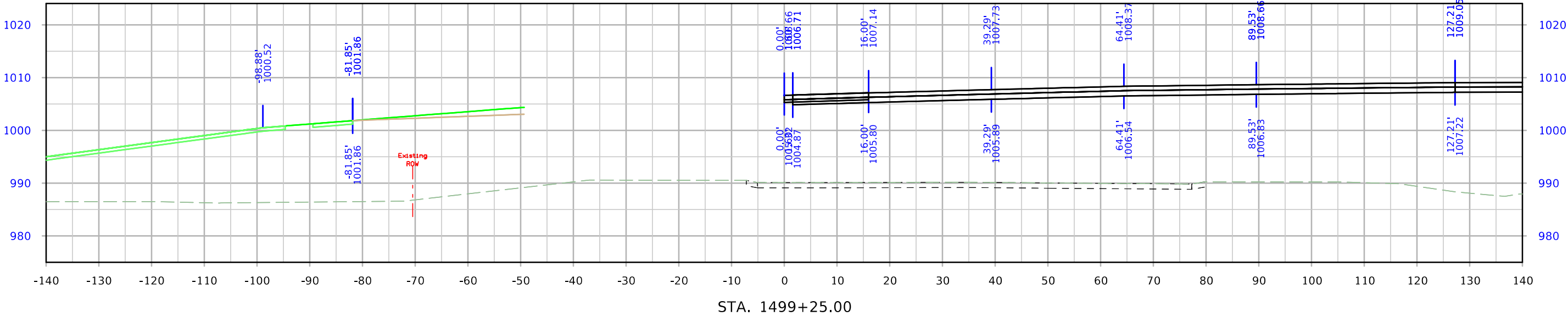
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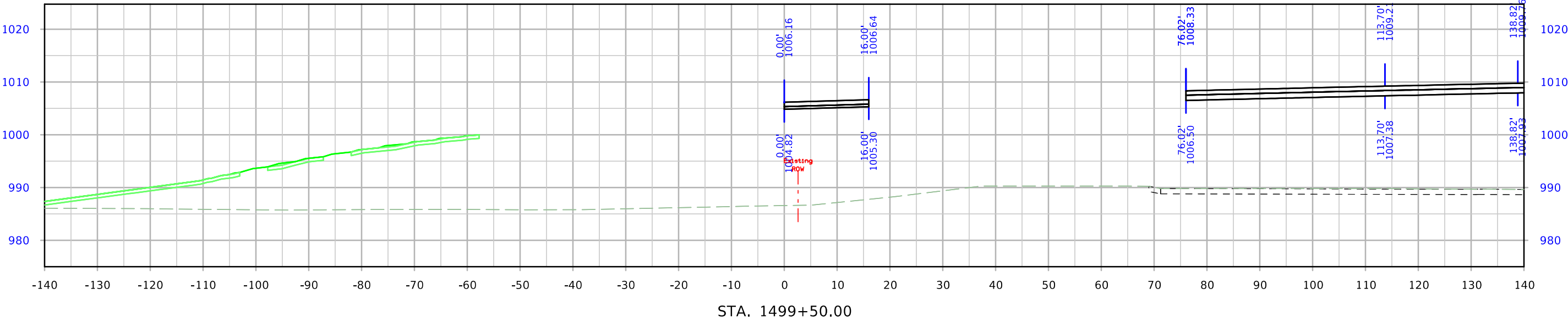
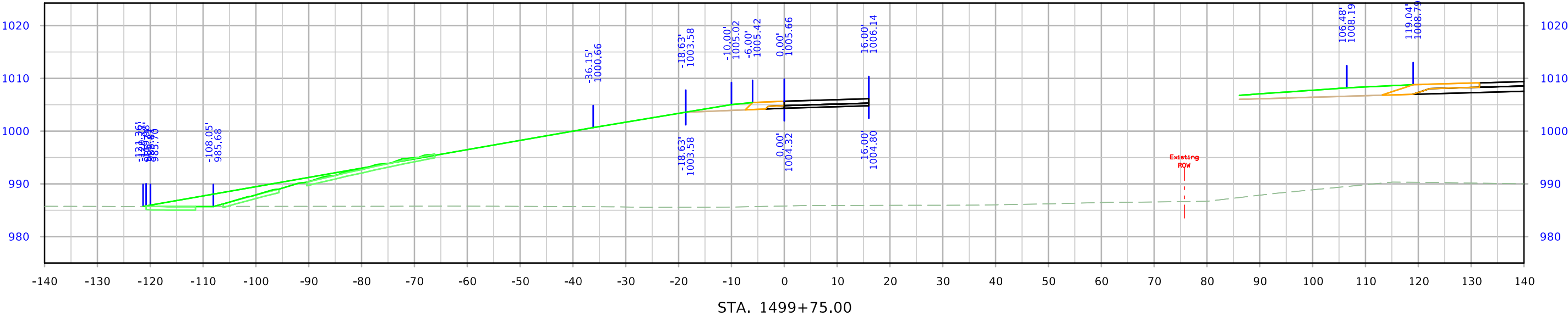
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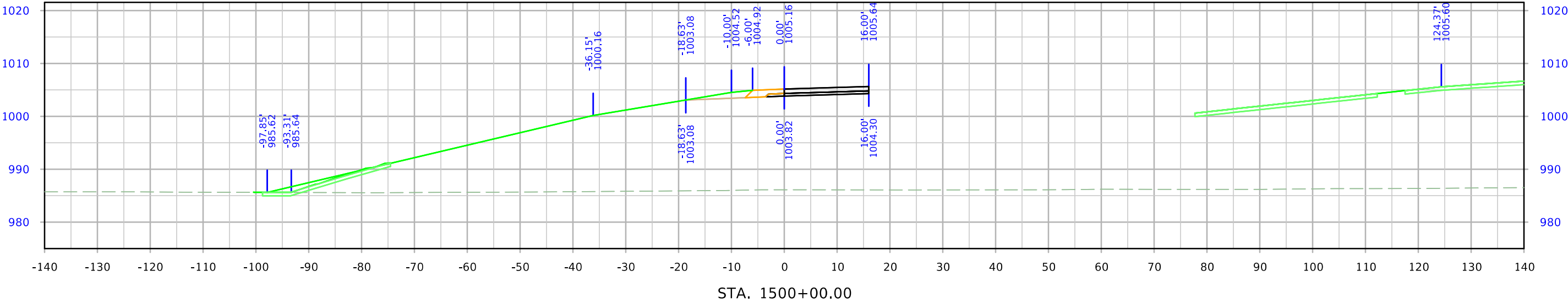
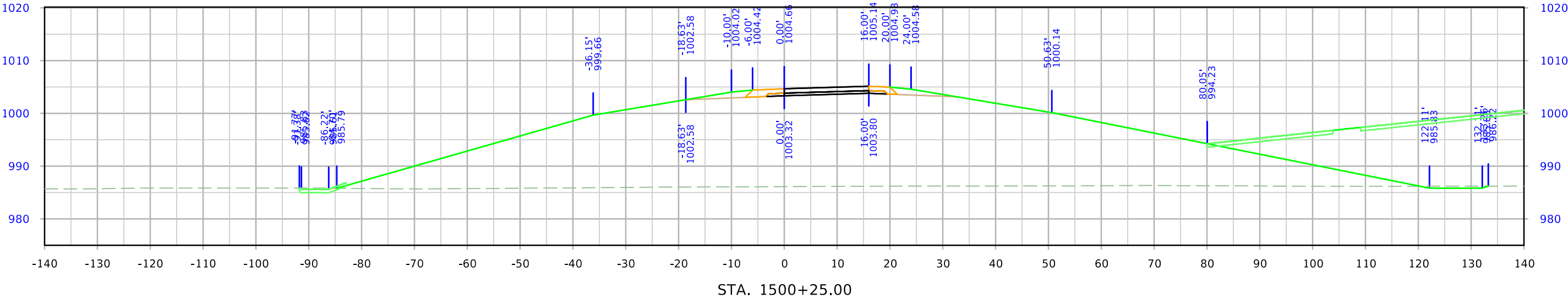
610th Ramp A



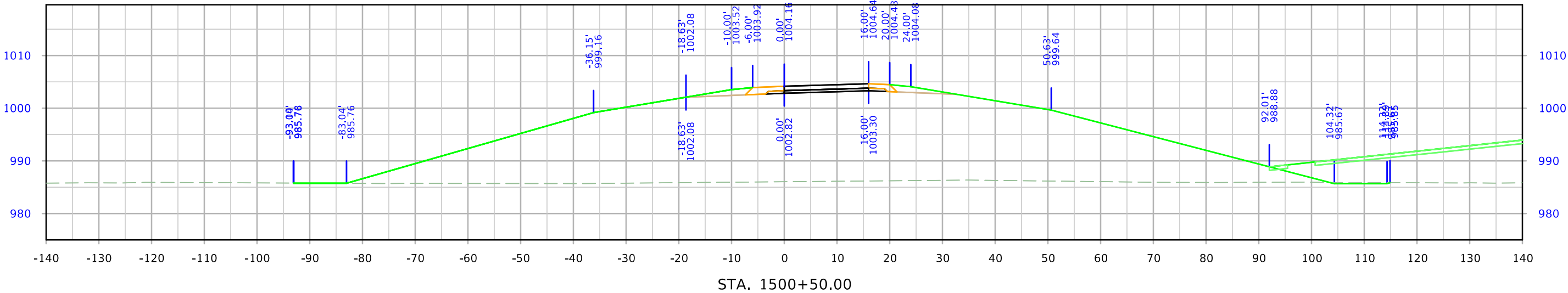
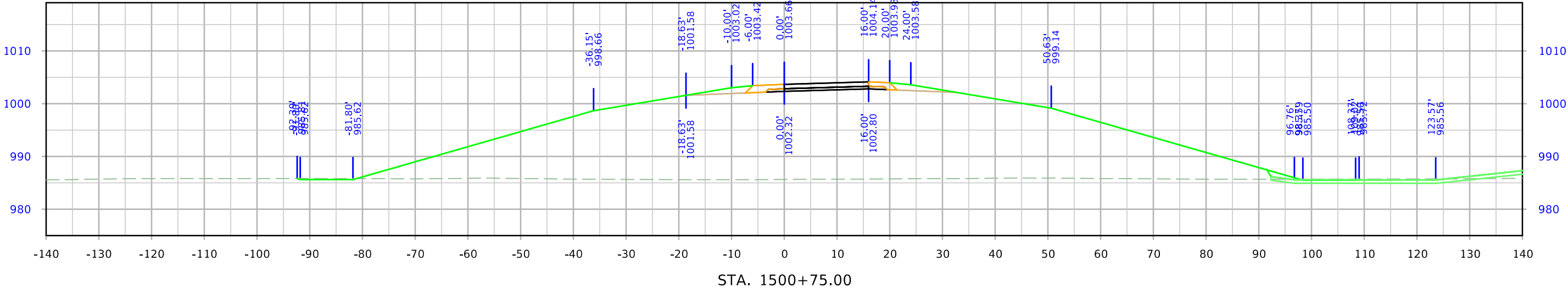
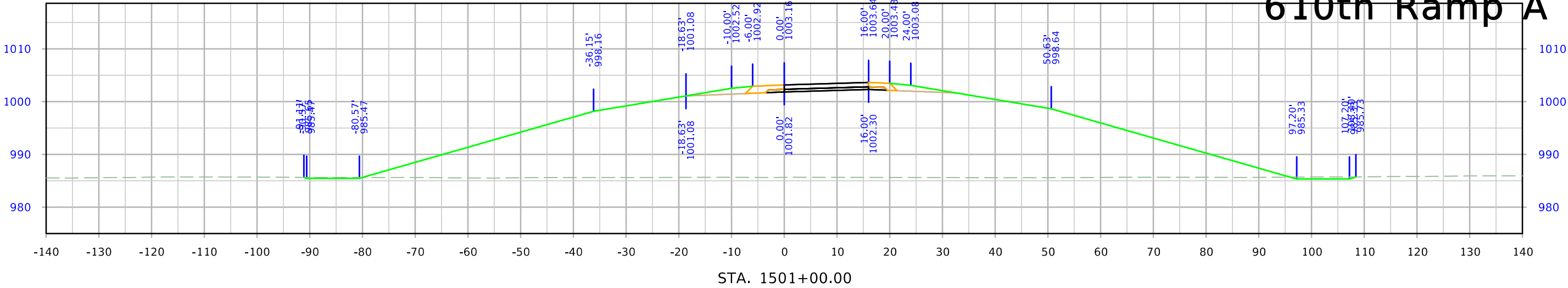
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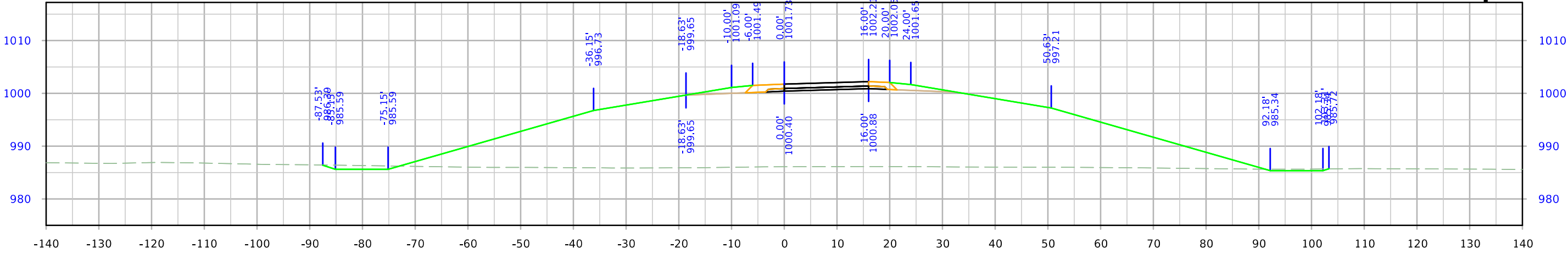
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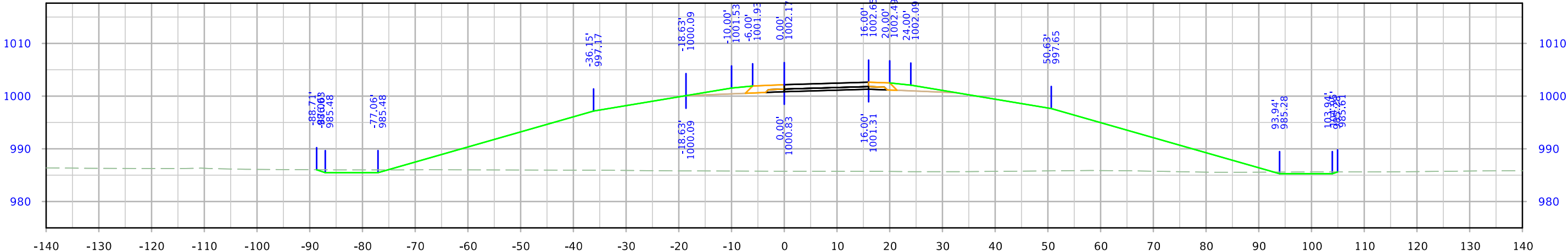
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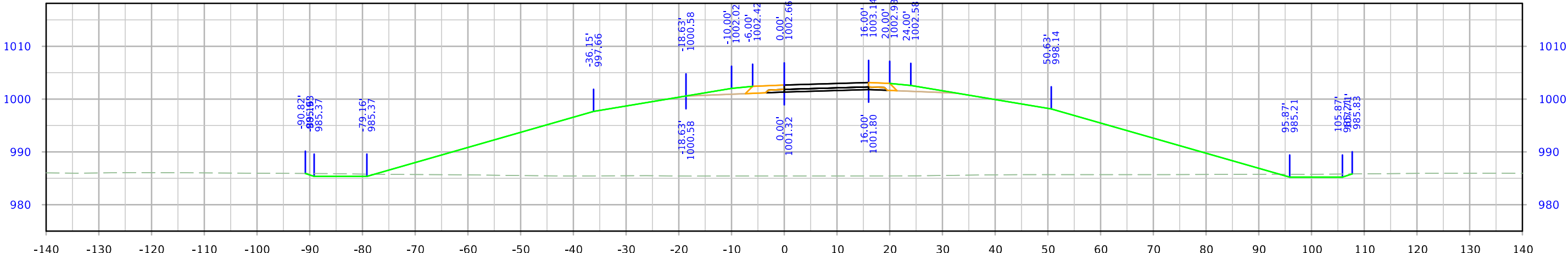
610th Ramp A



STA. 1501+75.00

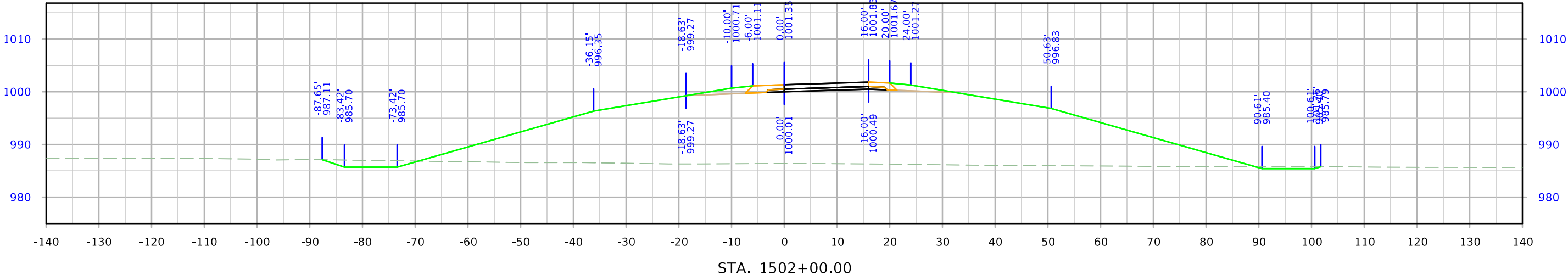
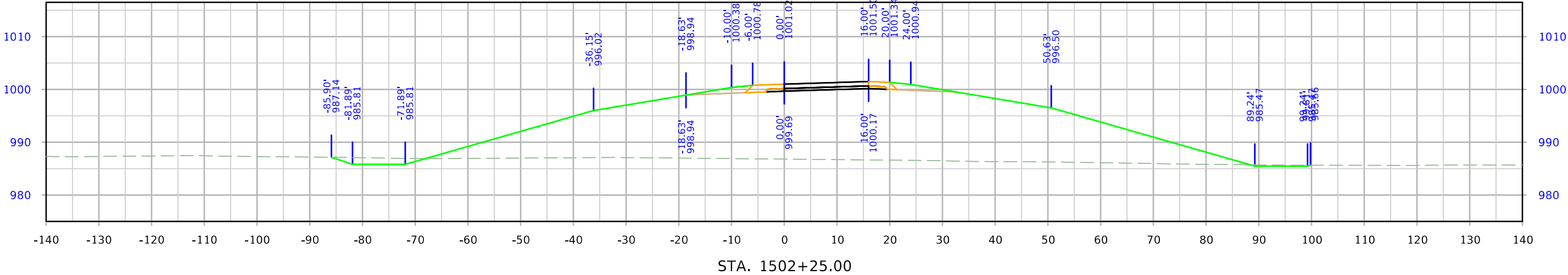
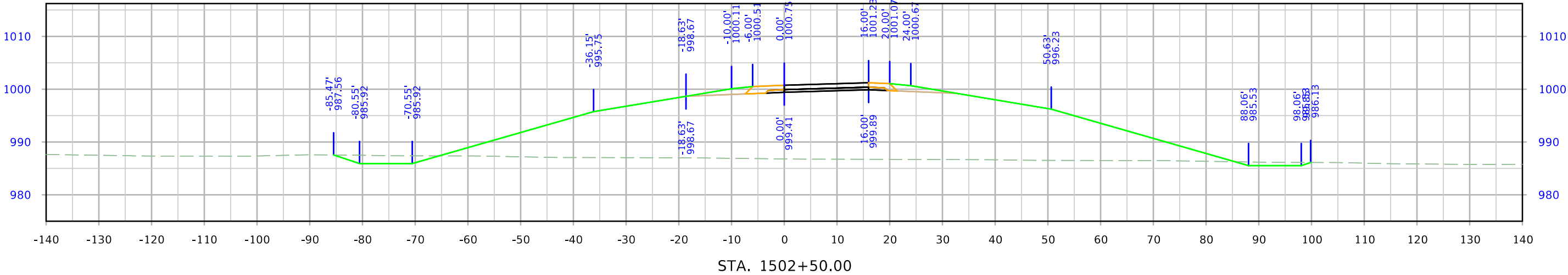


STA. 1501+50.00

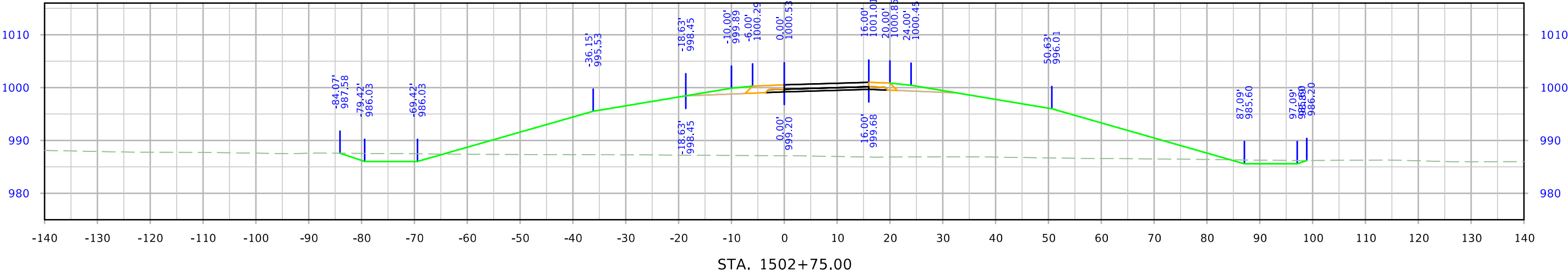
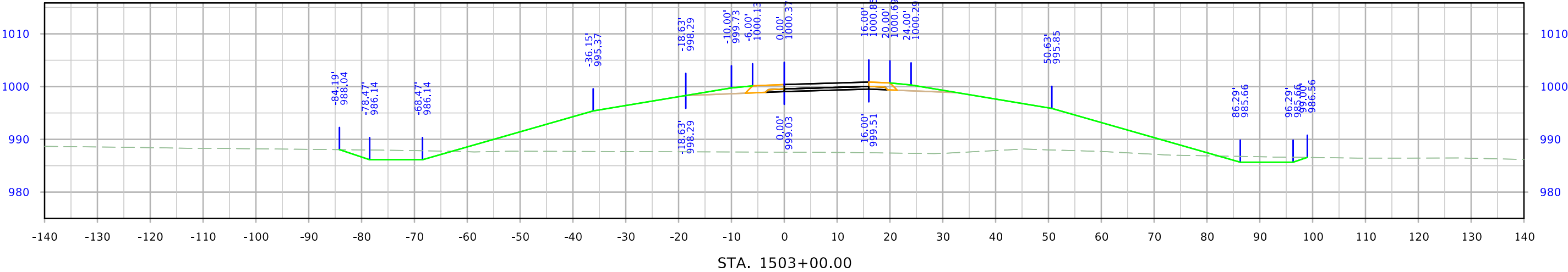
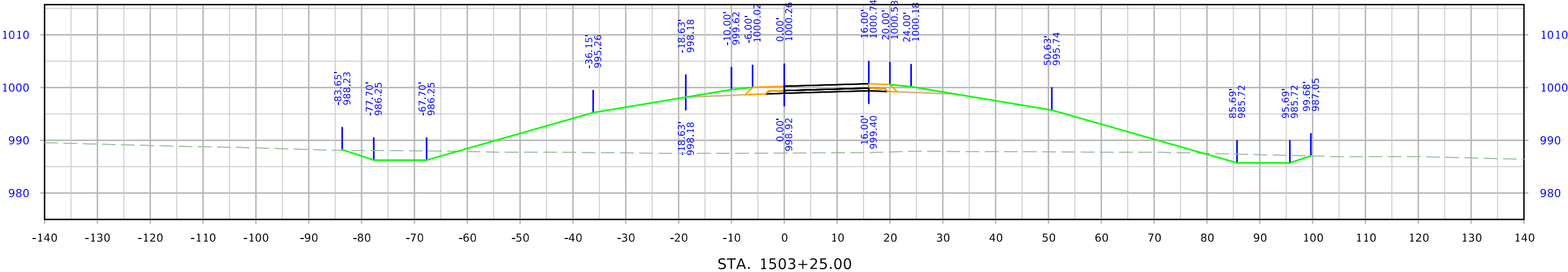


STA. 1501+25.00

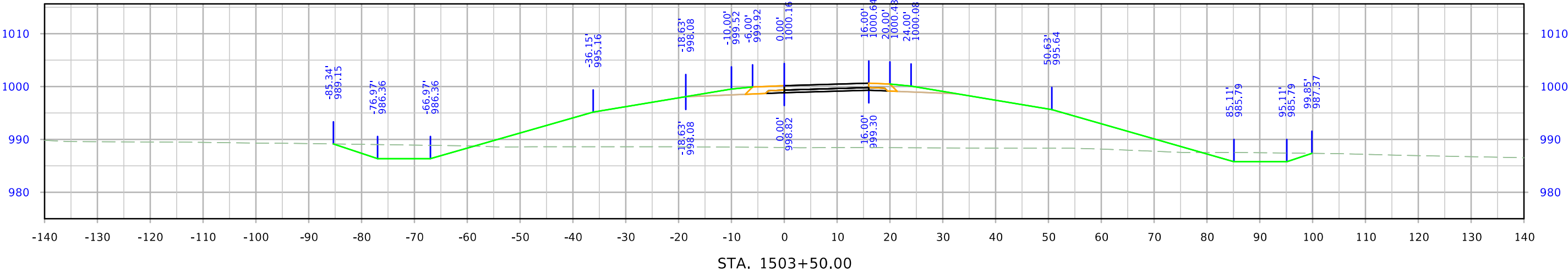
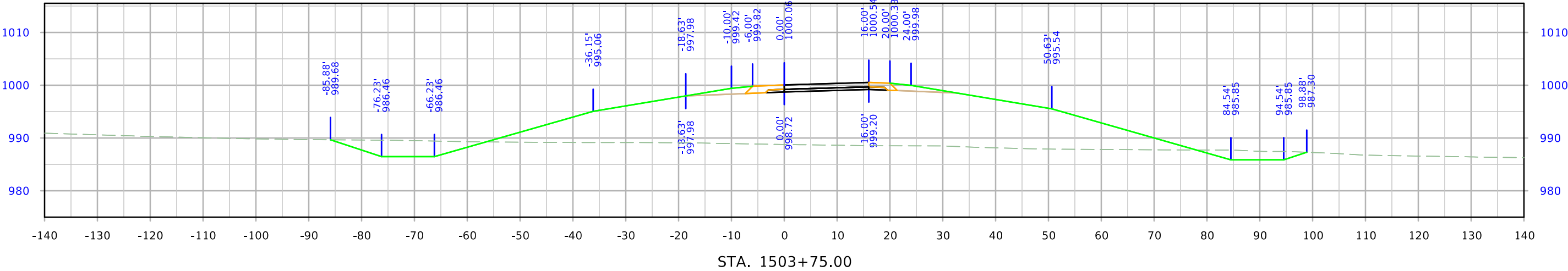
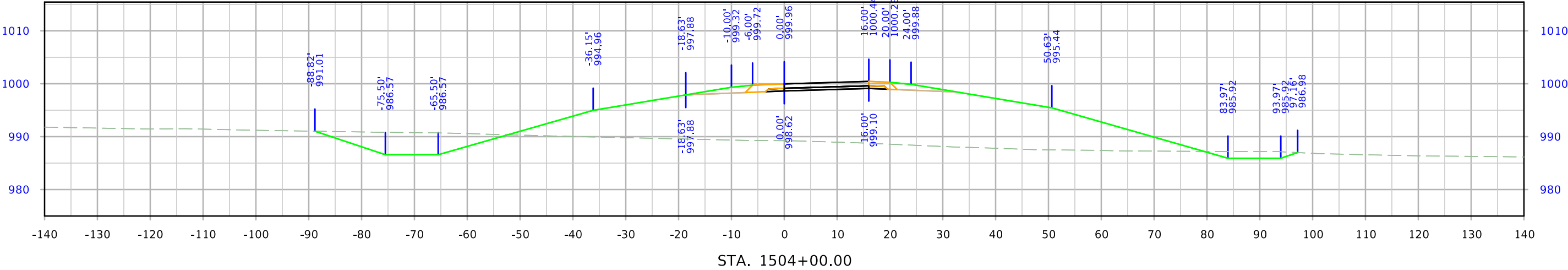
610th Ramp A



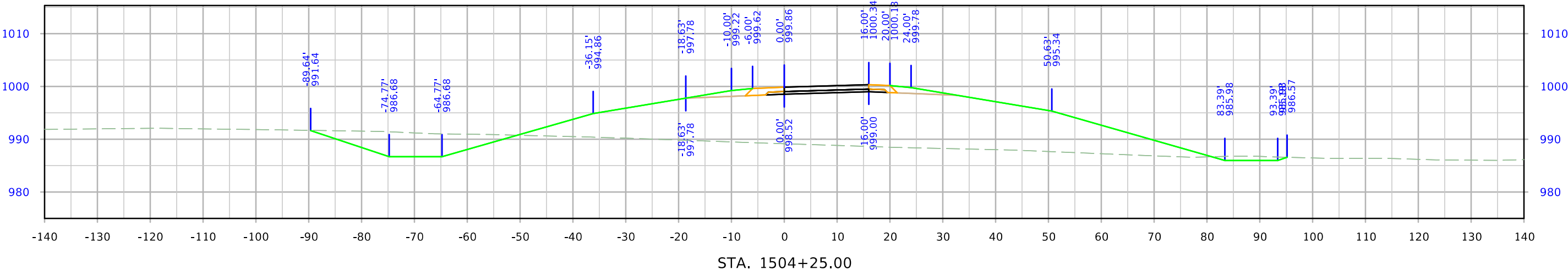
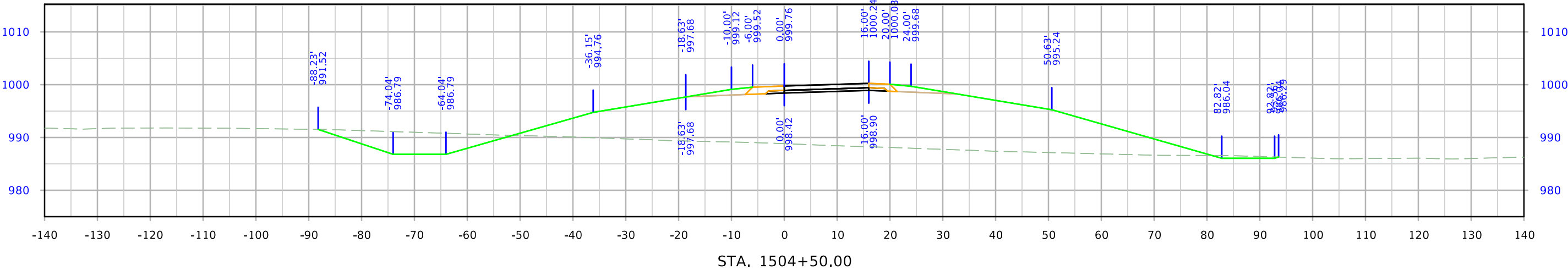
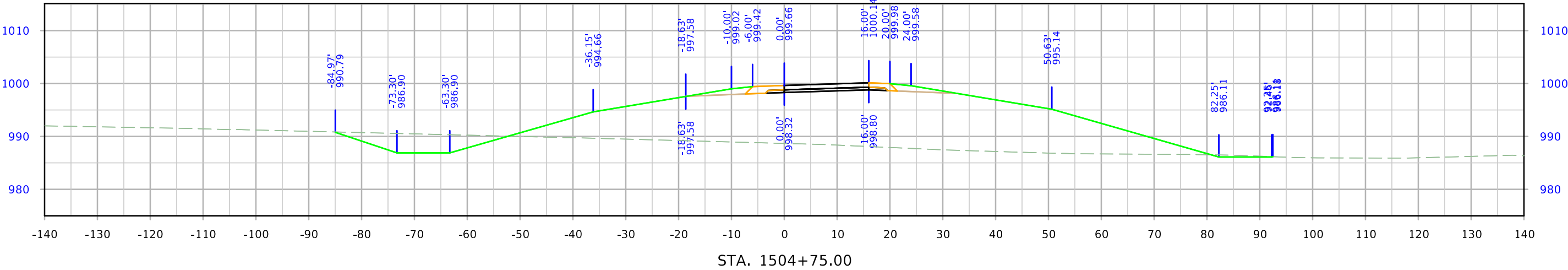
610th Ramp A



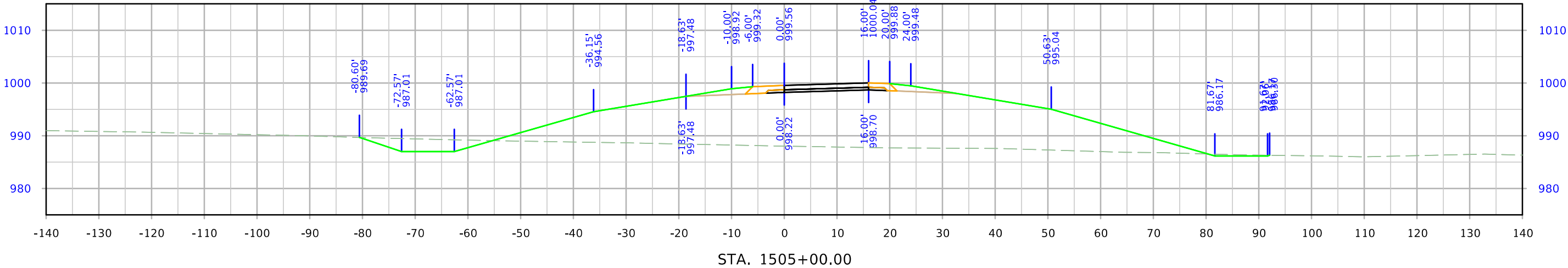
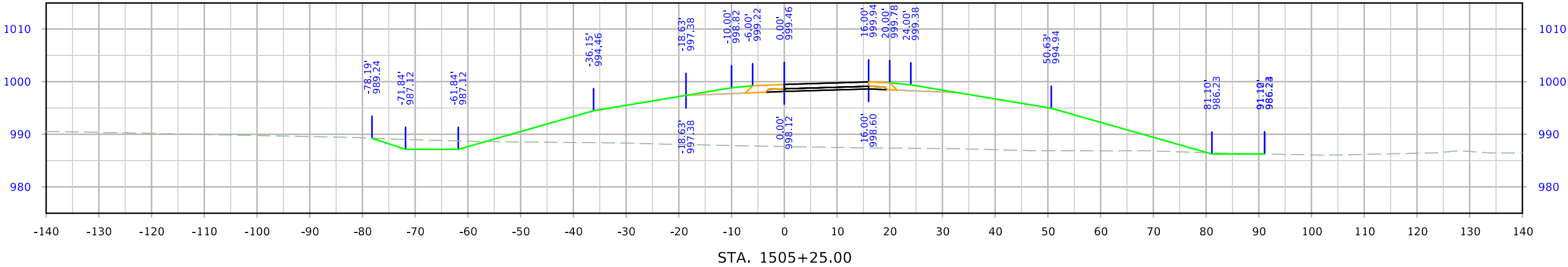
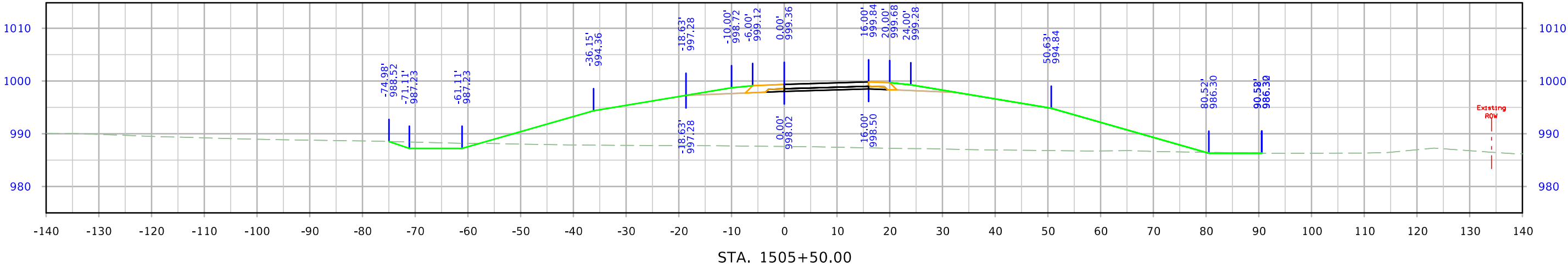
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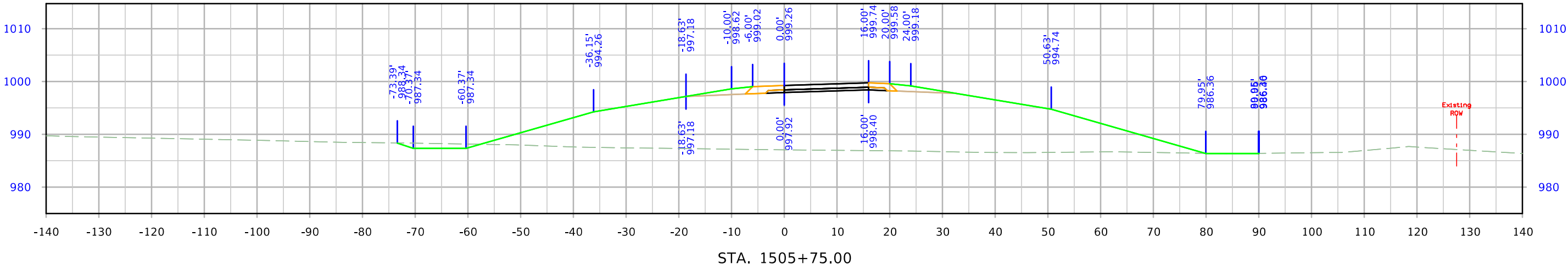
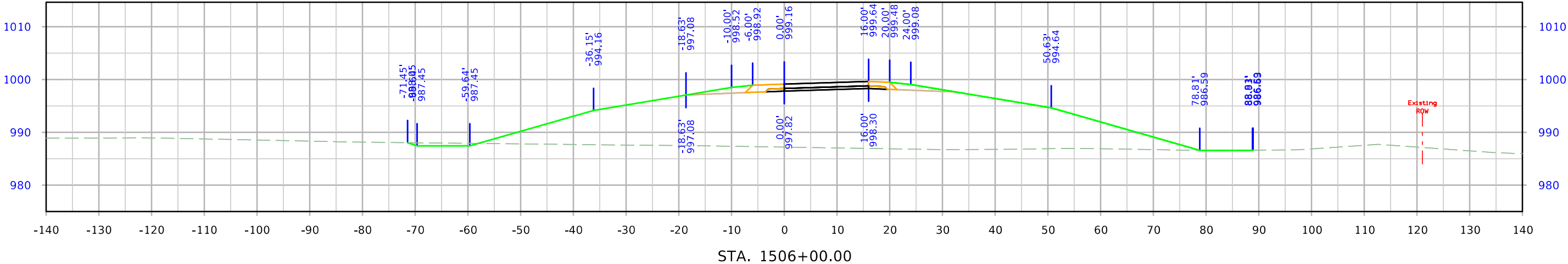
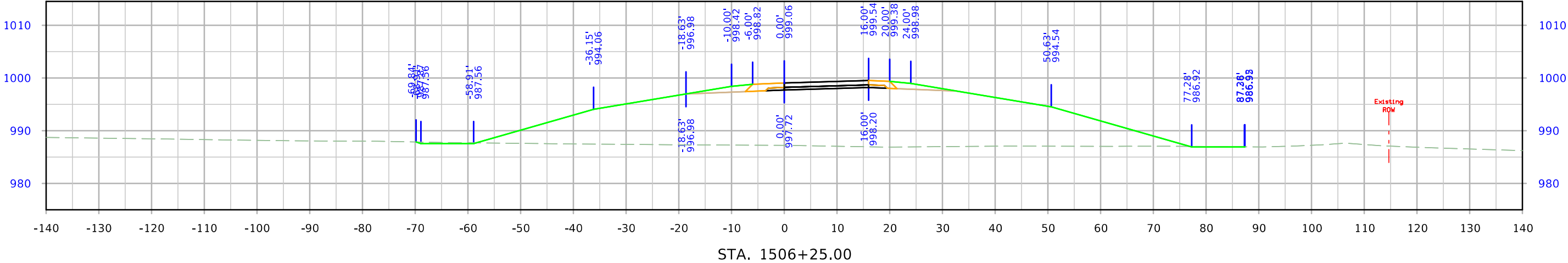
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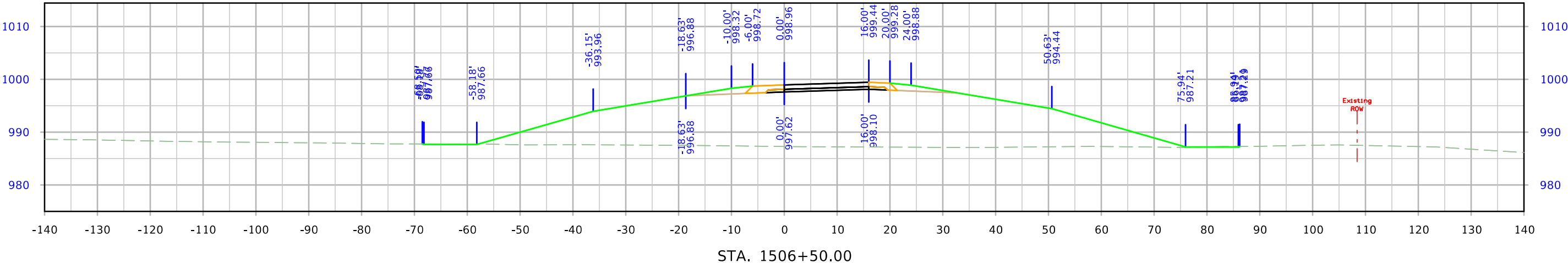
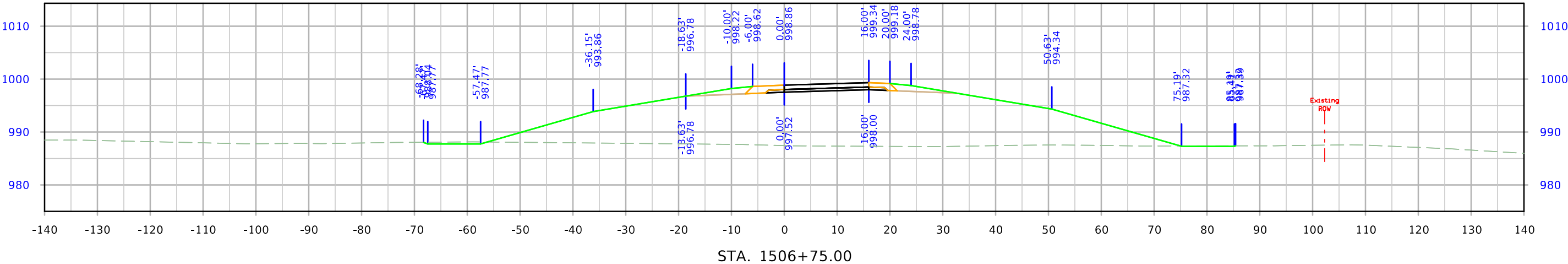
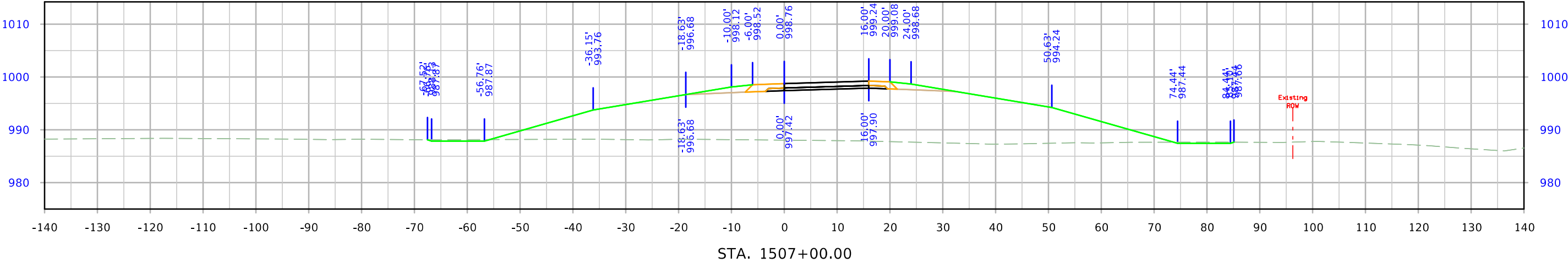
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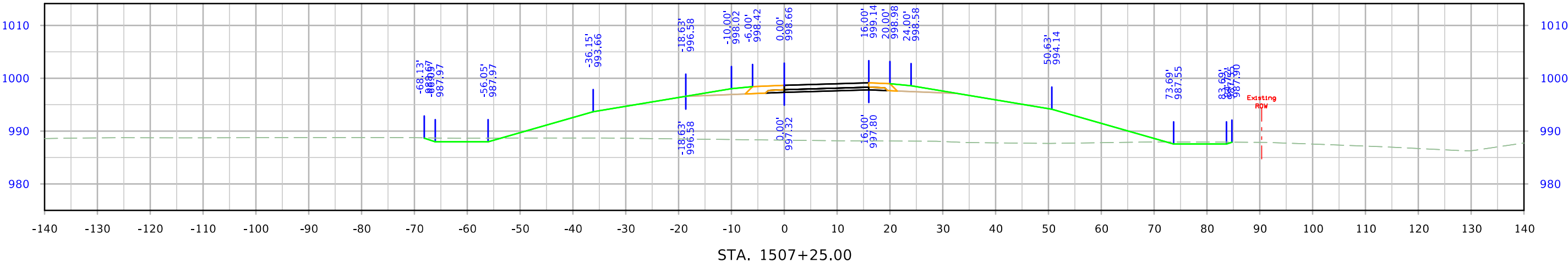
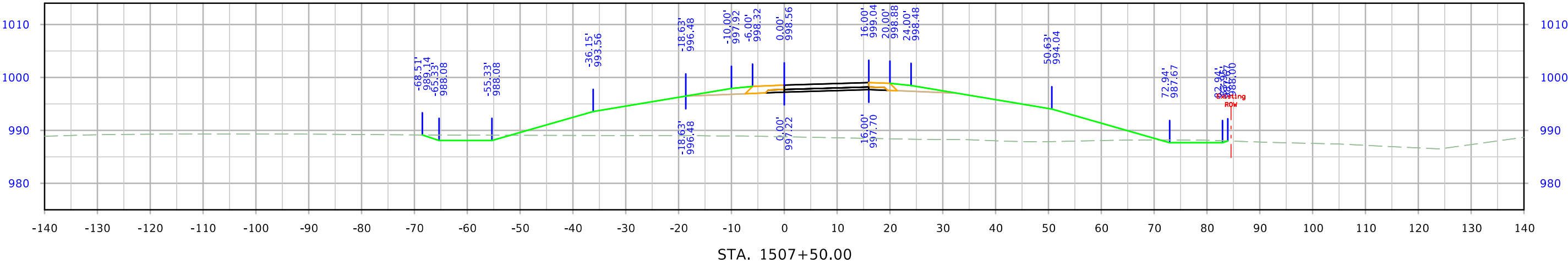
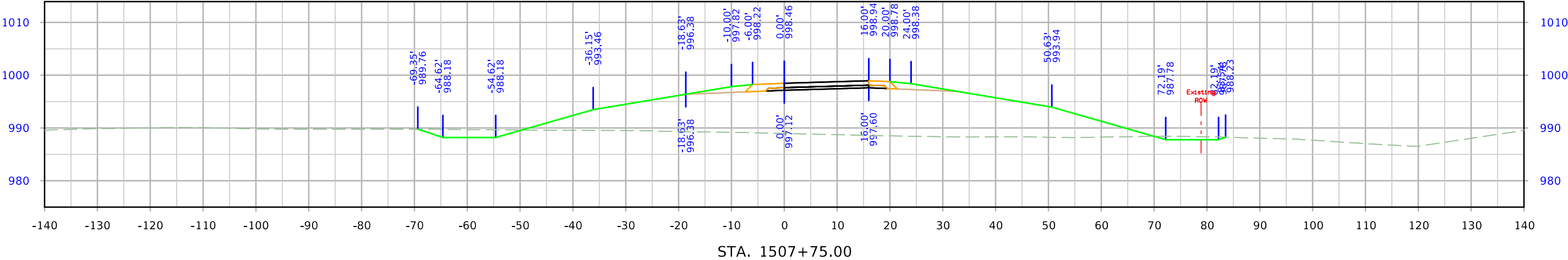
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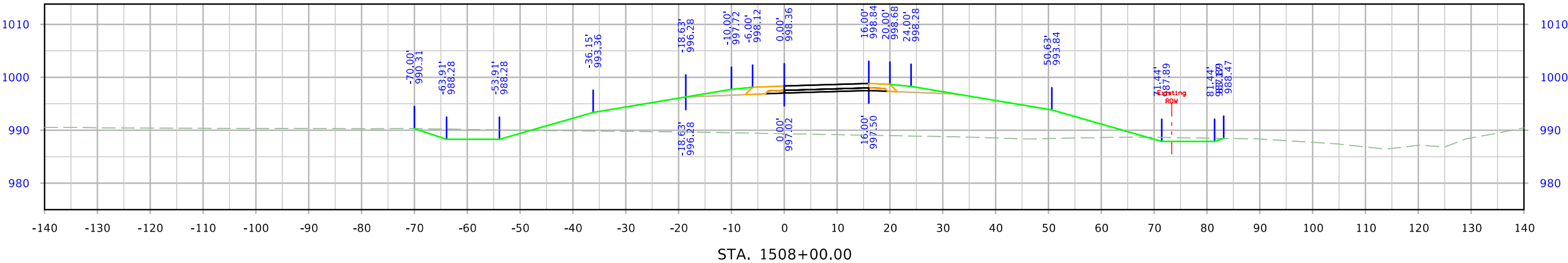
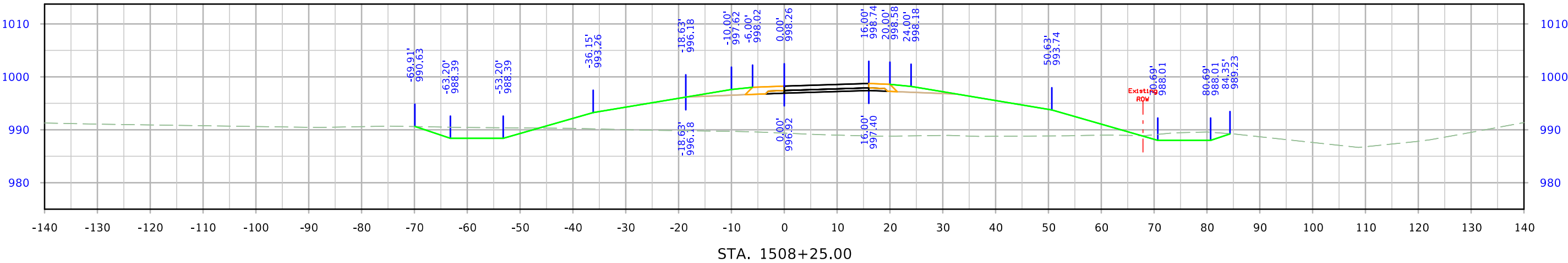
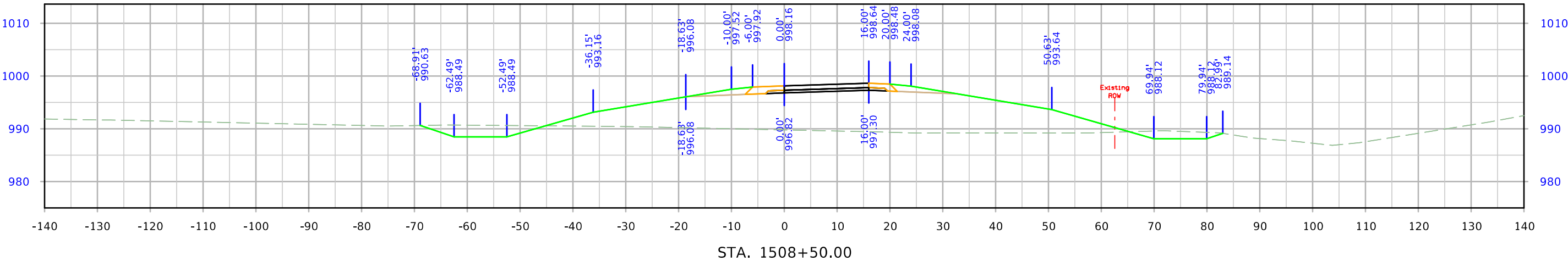
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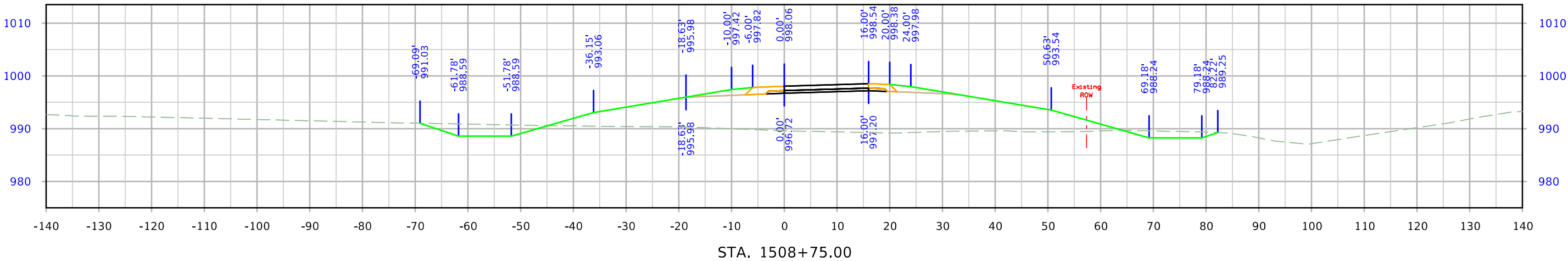
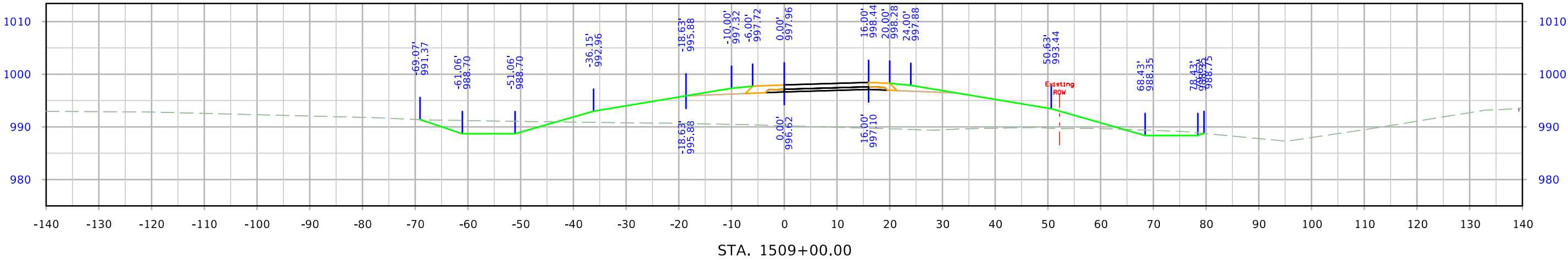
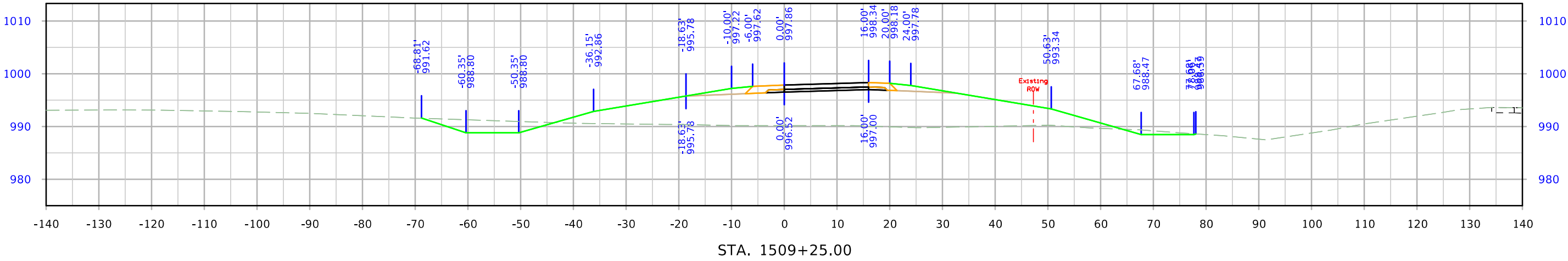
610th Ramp A



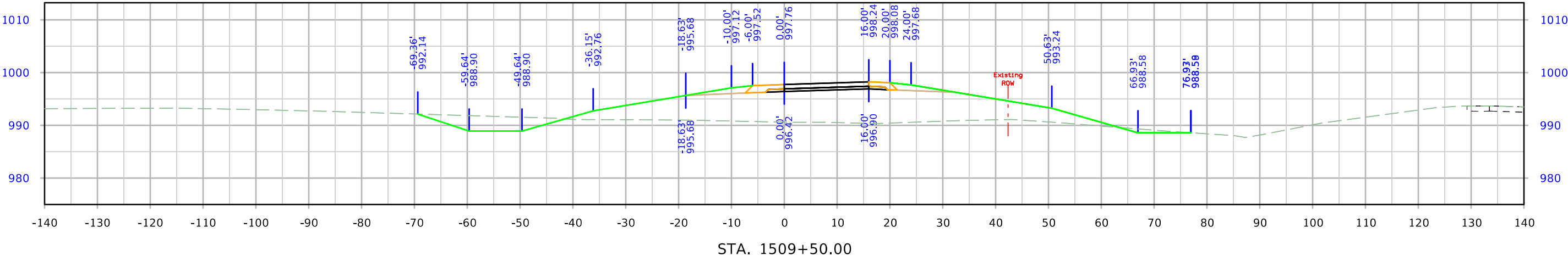
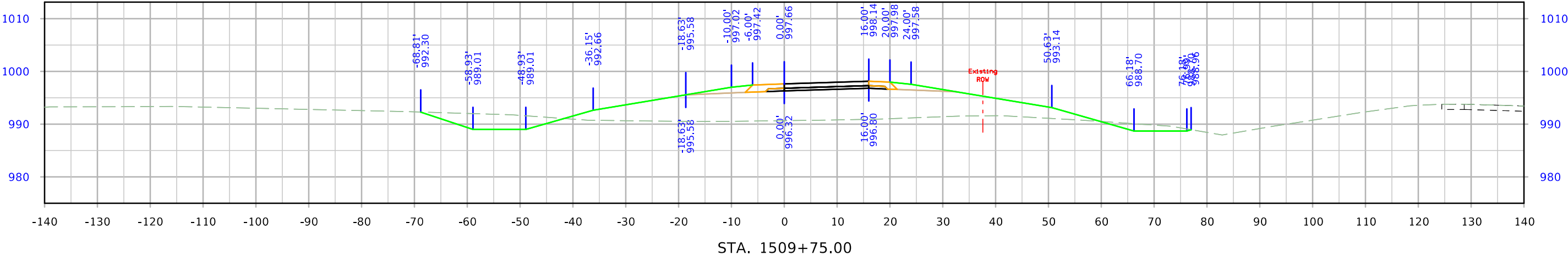
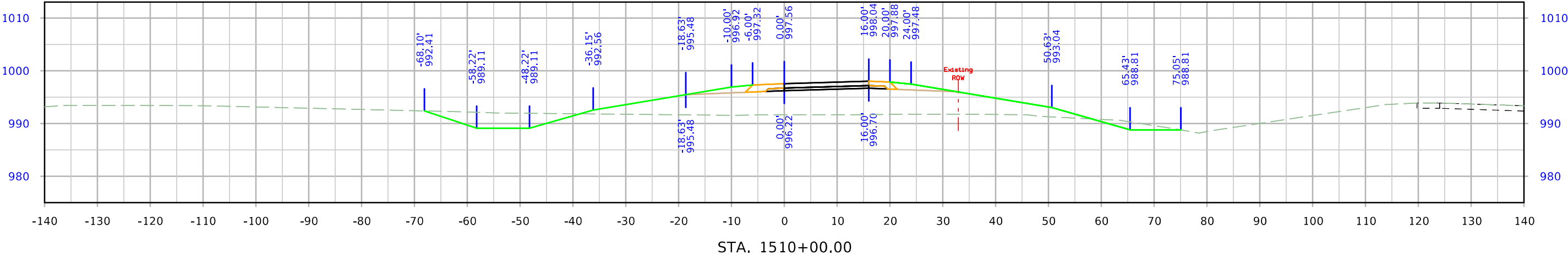
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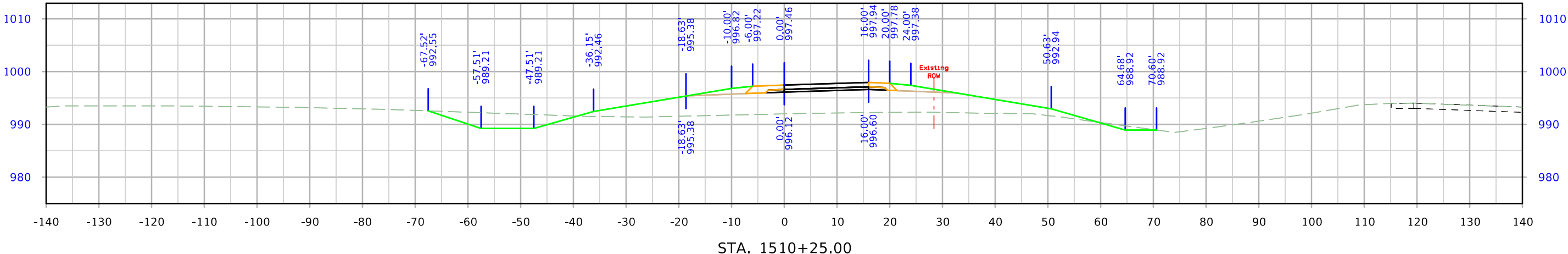
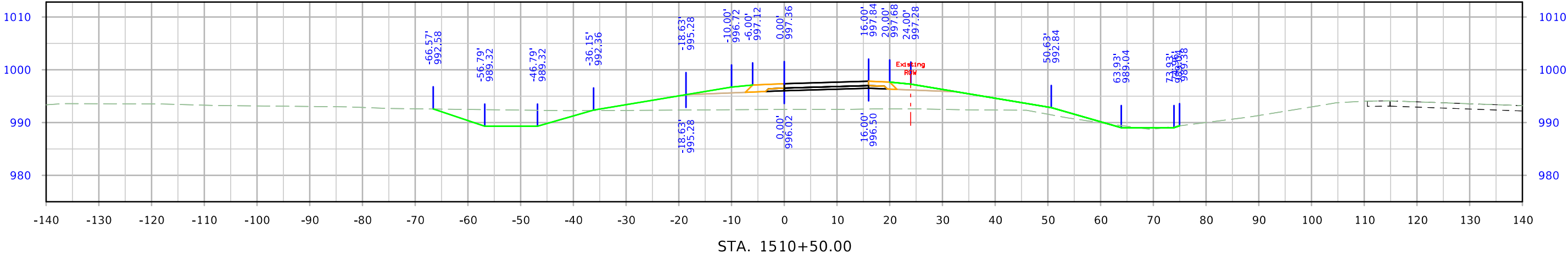
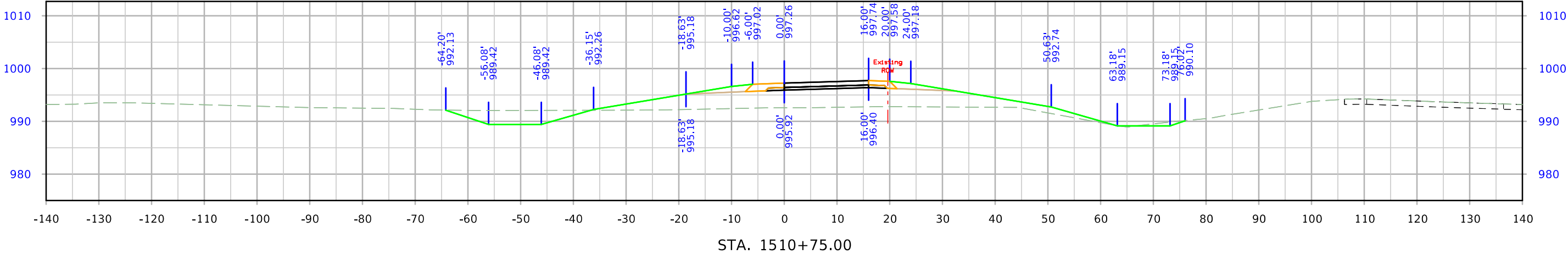
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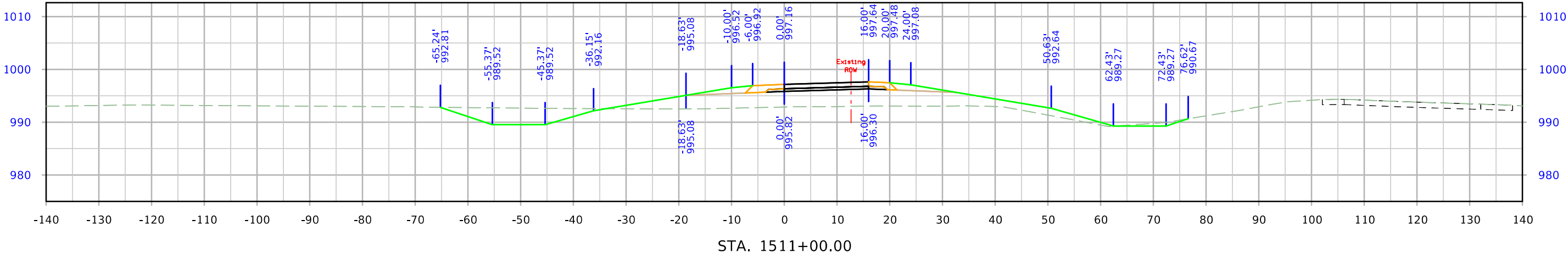
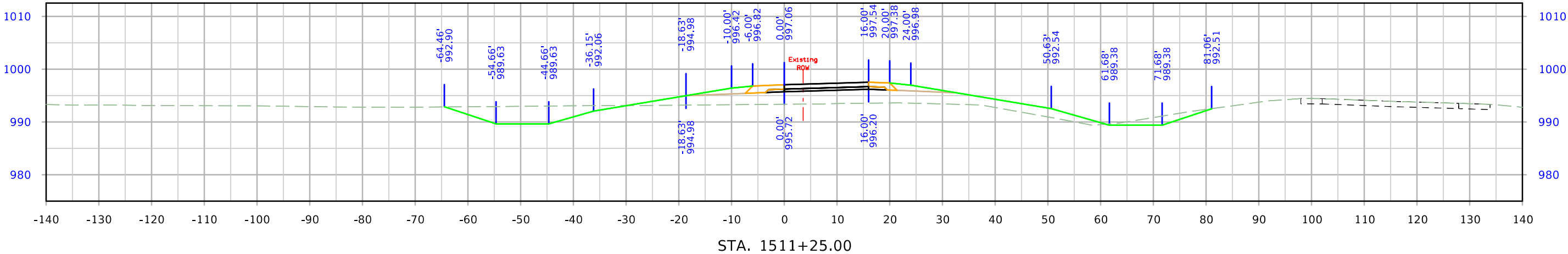
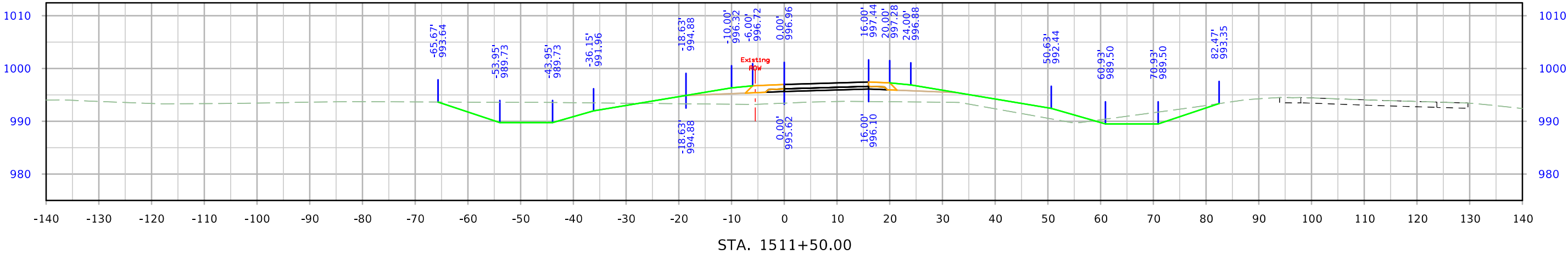
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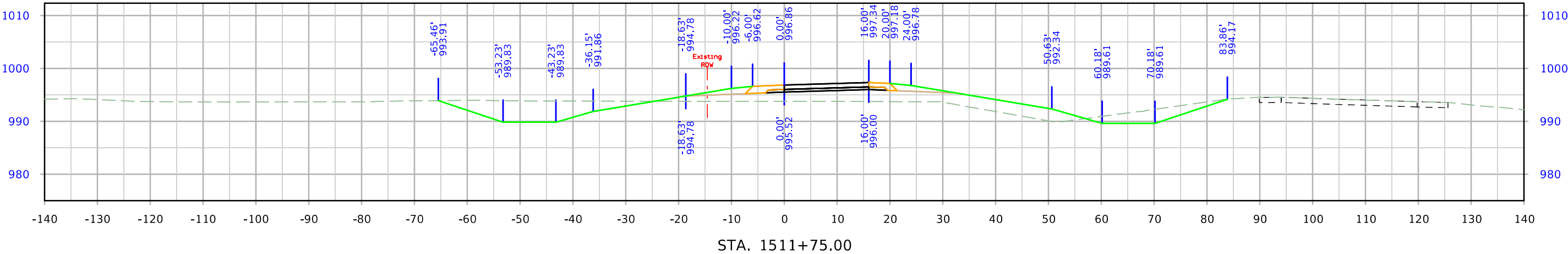
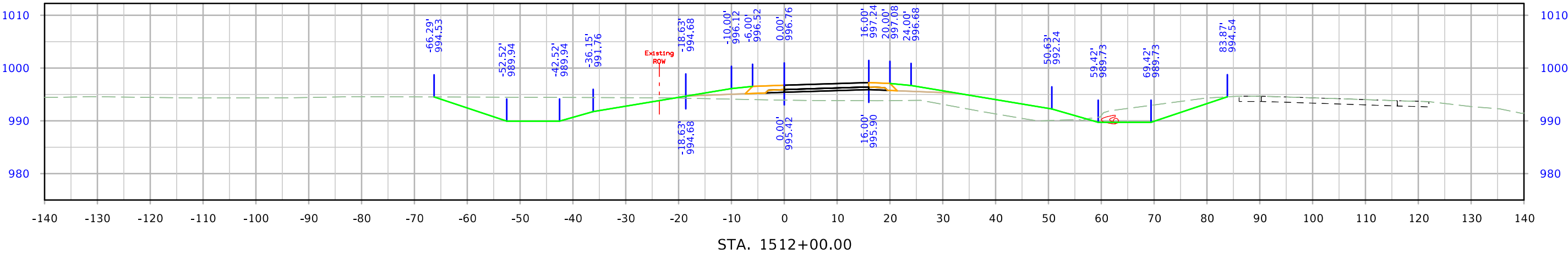
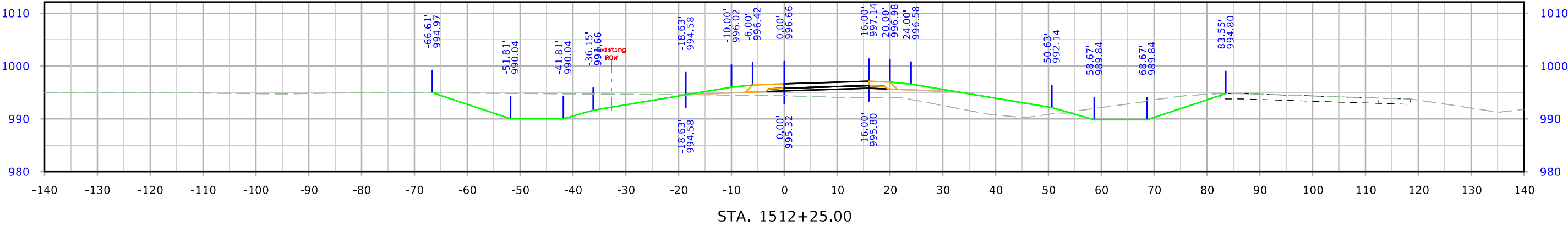
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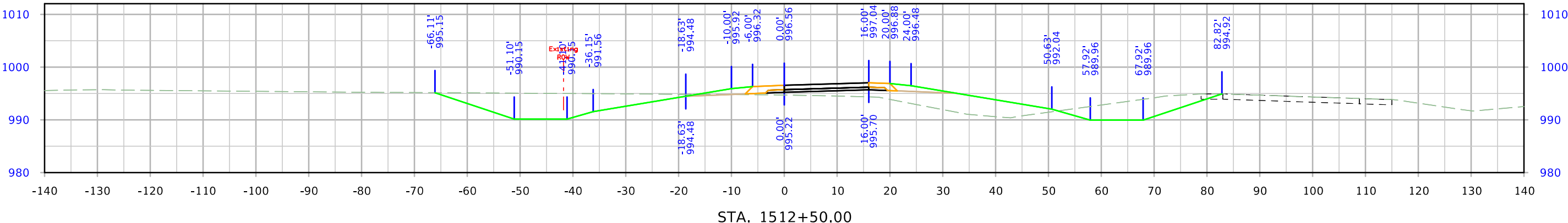
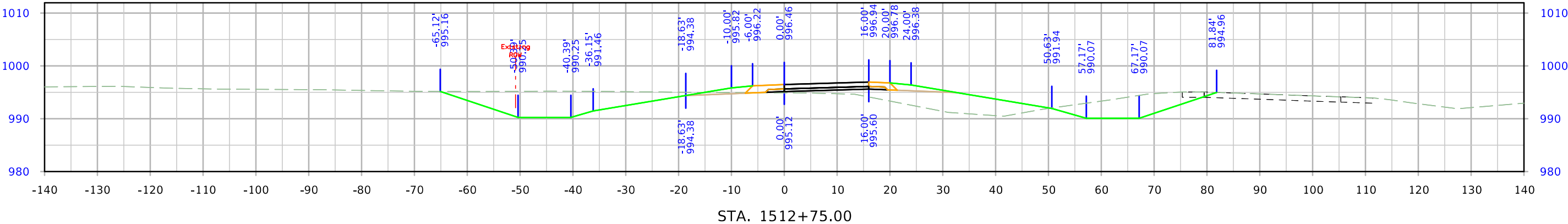
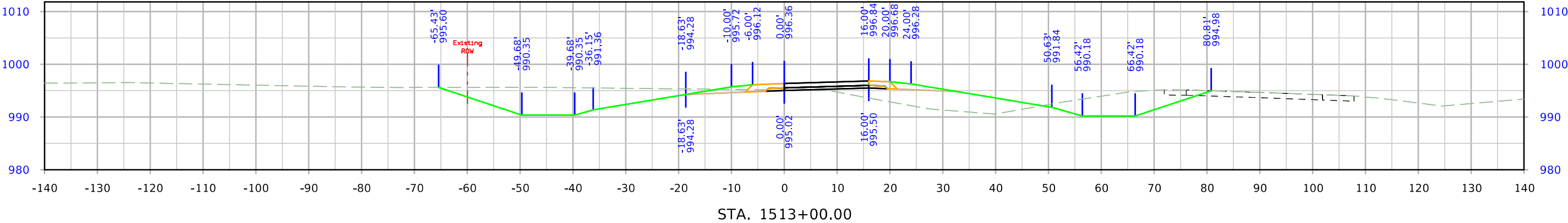
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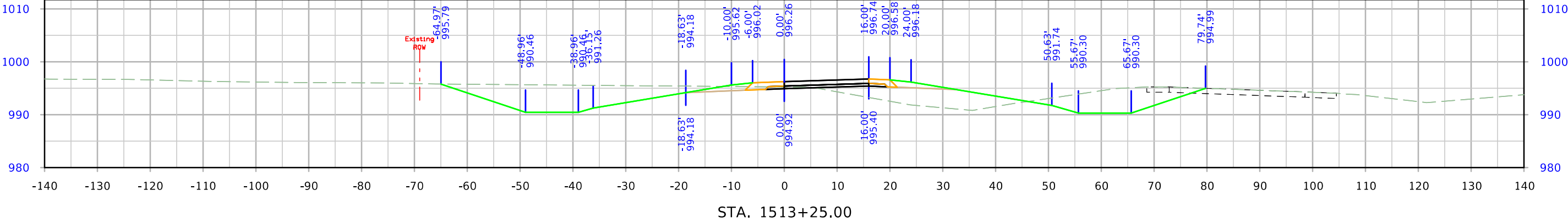
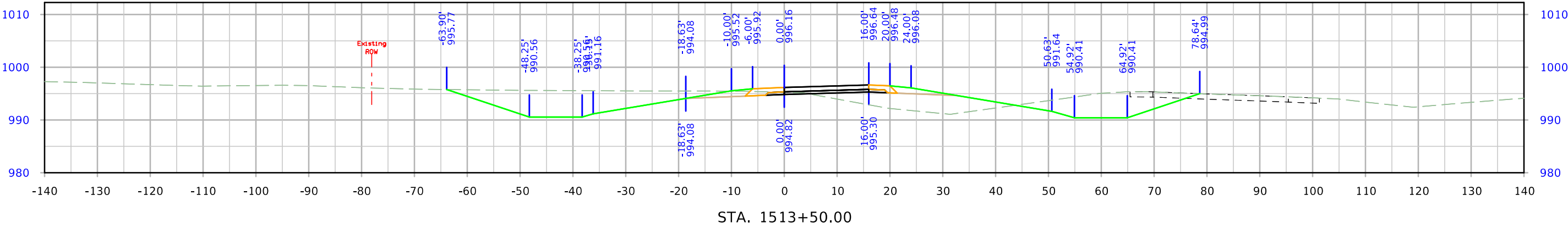
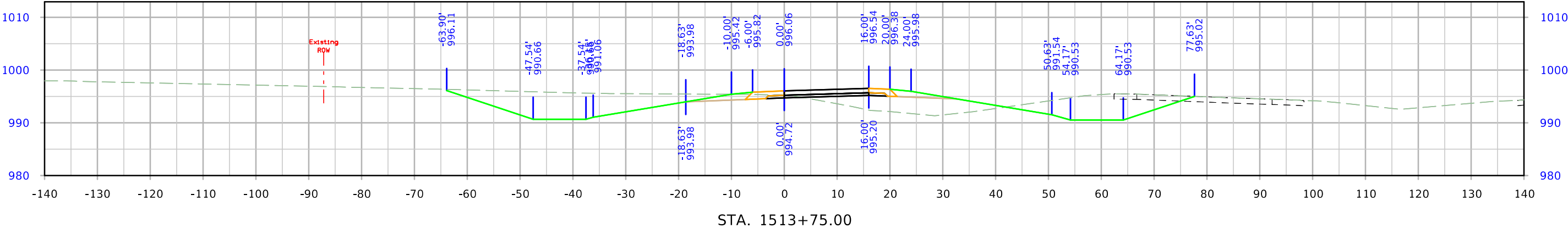
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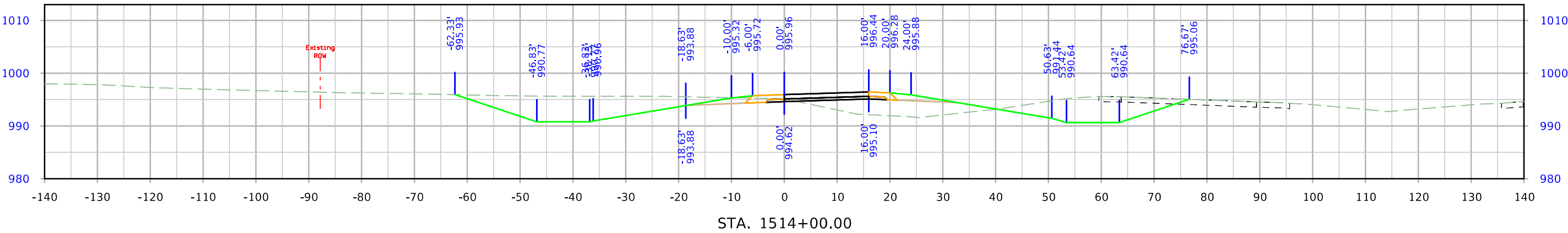
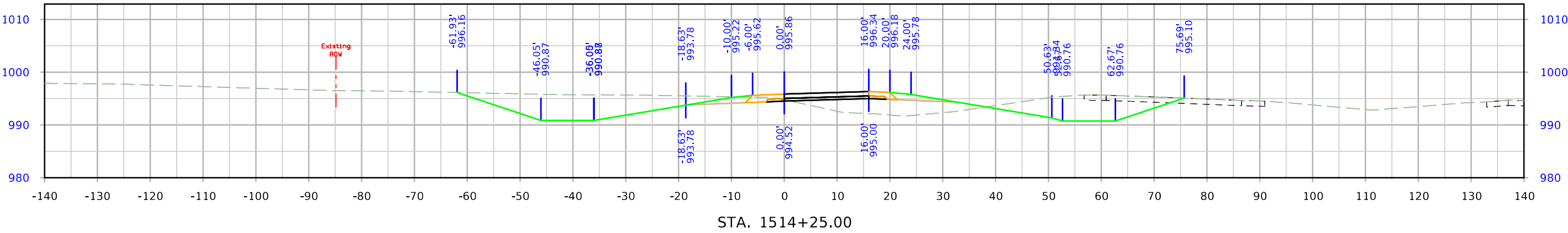
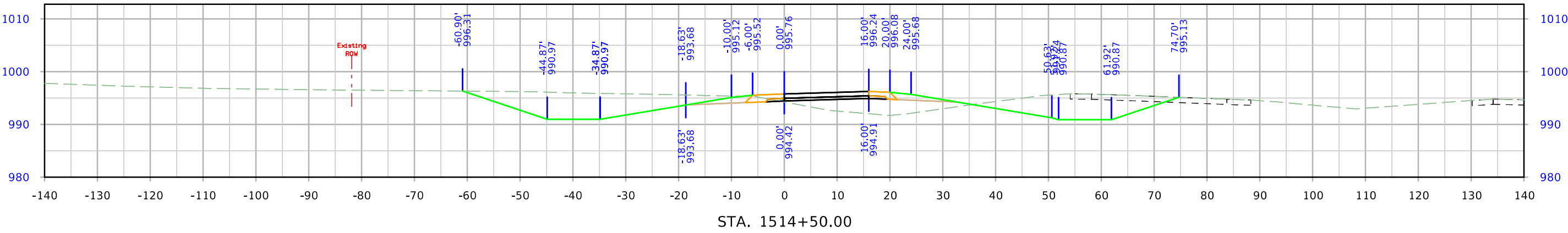
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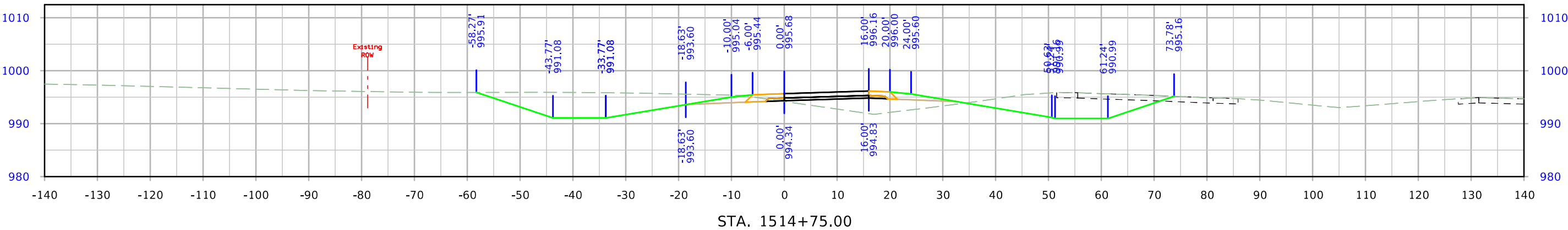
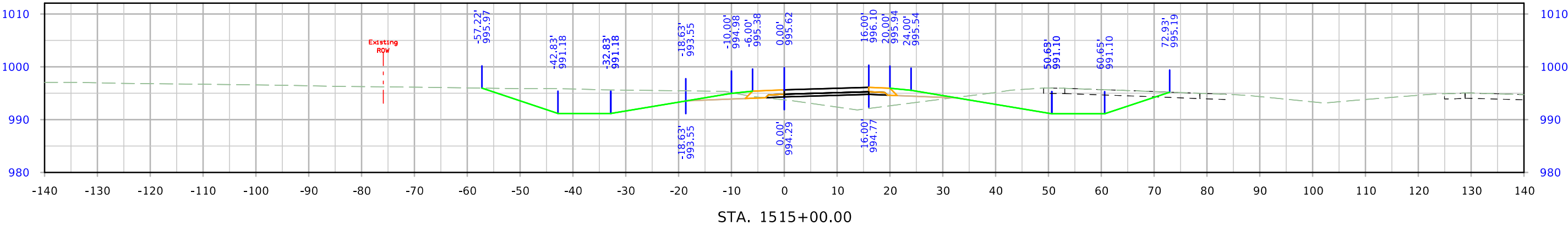
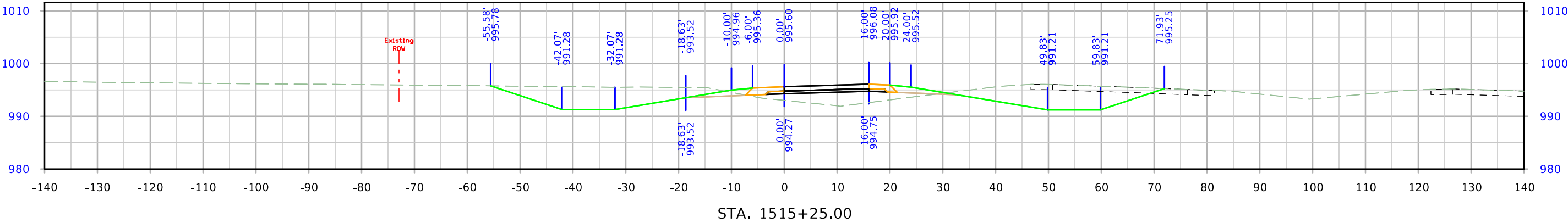
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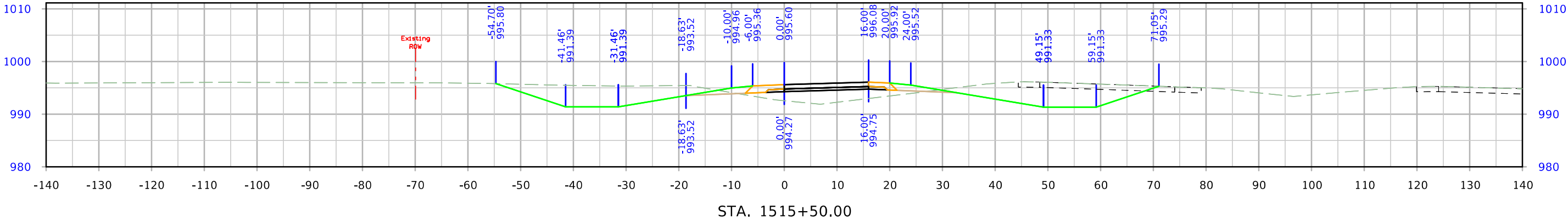
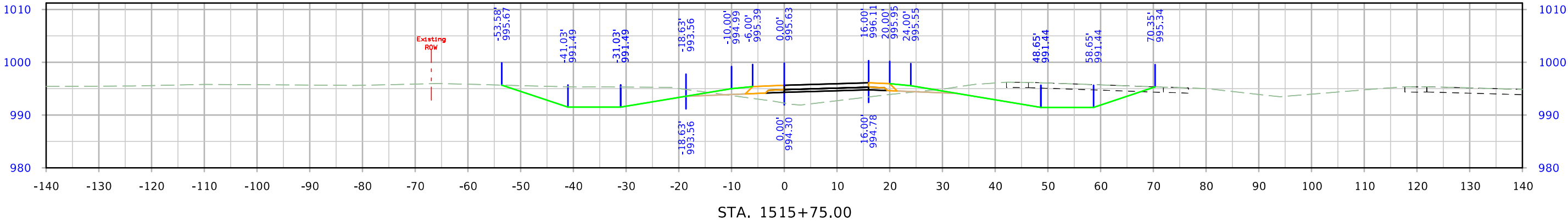
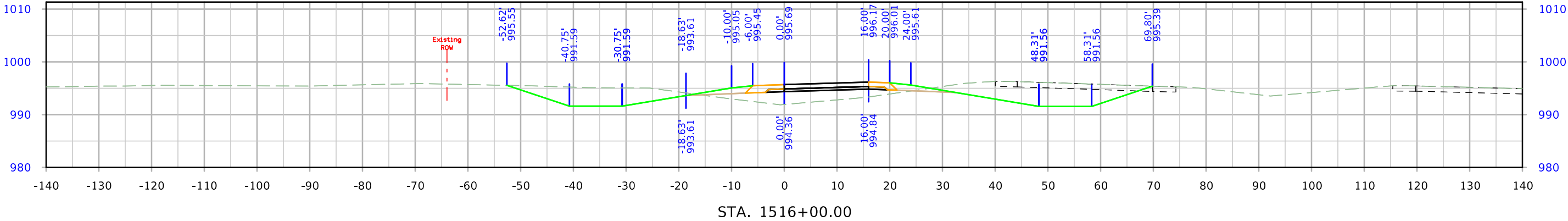
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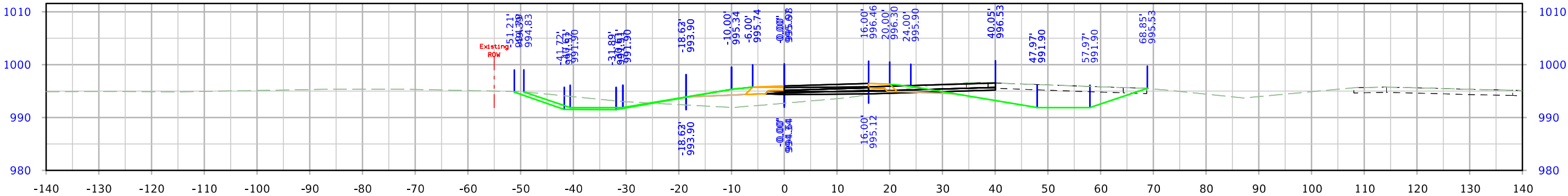
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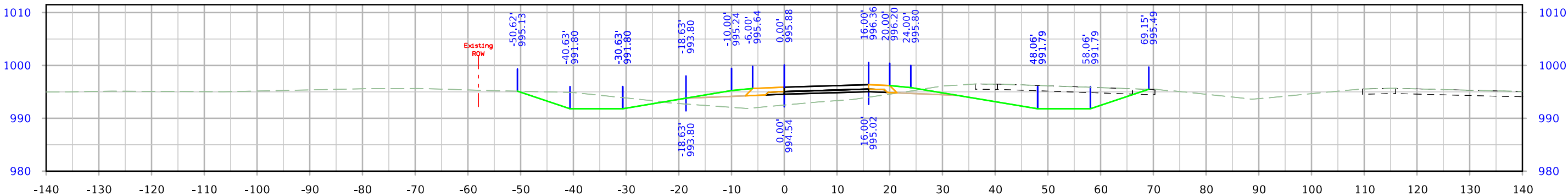
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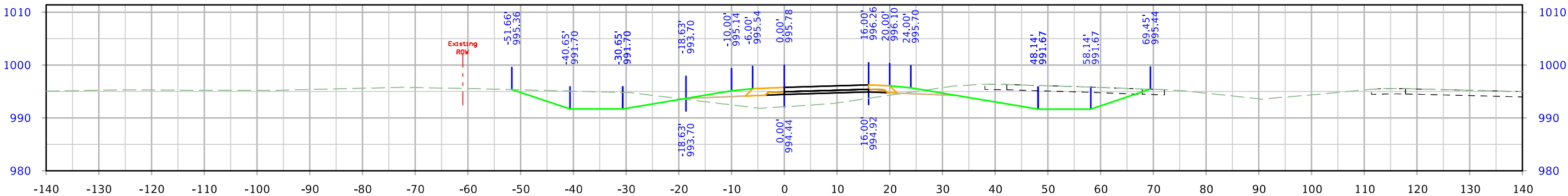
610th Ramp A



STA. 1516+75.00

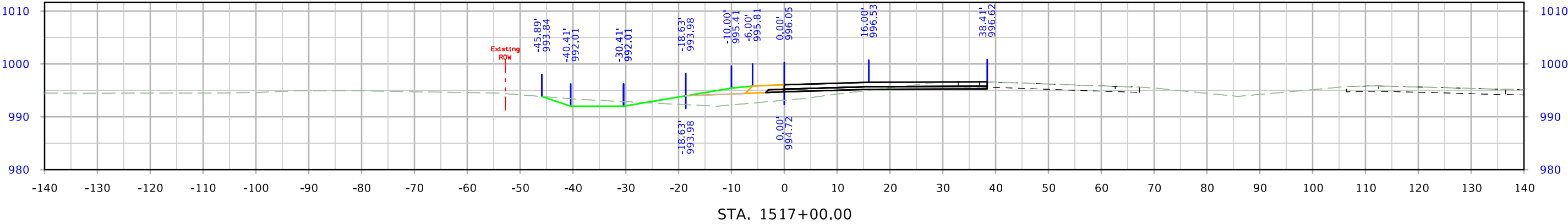


STA. 1516+50.00

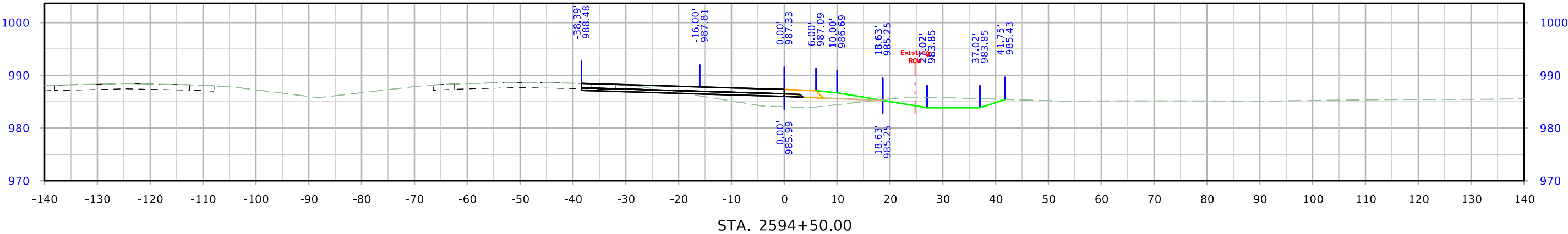
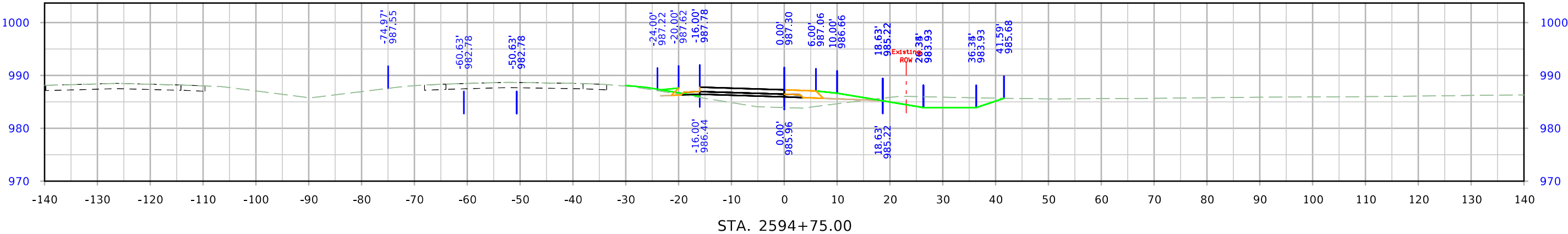
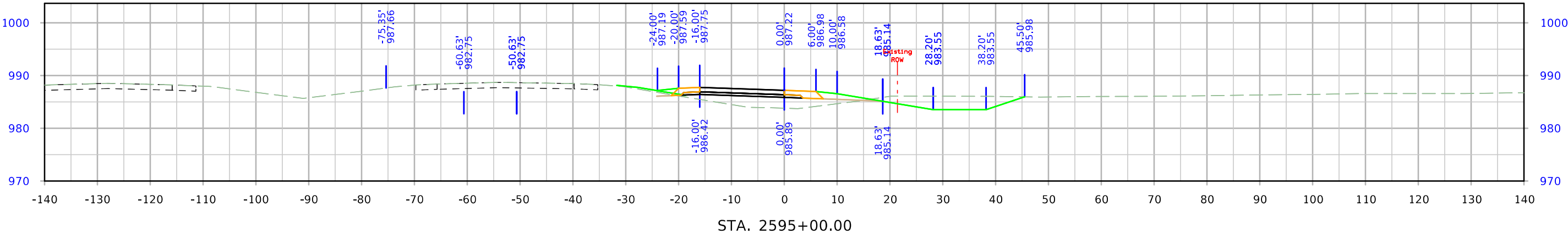


STA. 1516+25.00

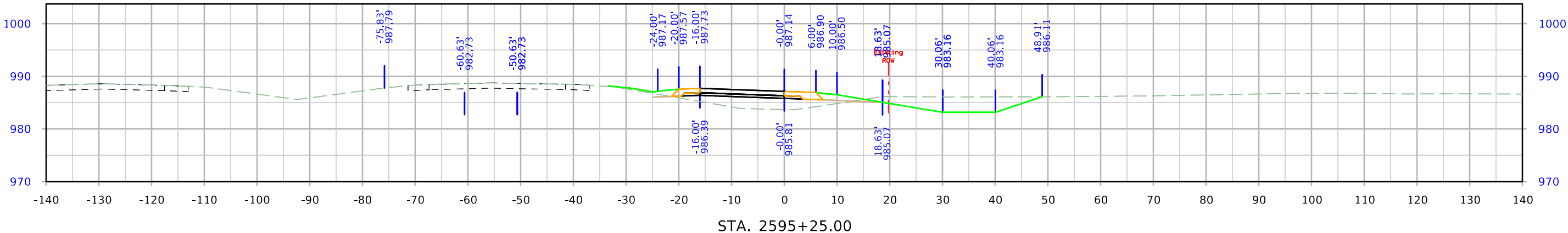
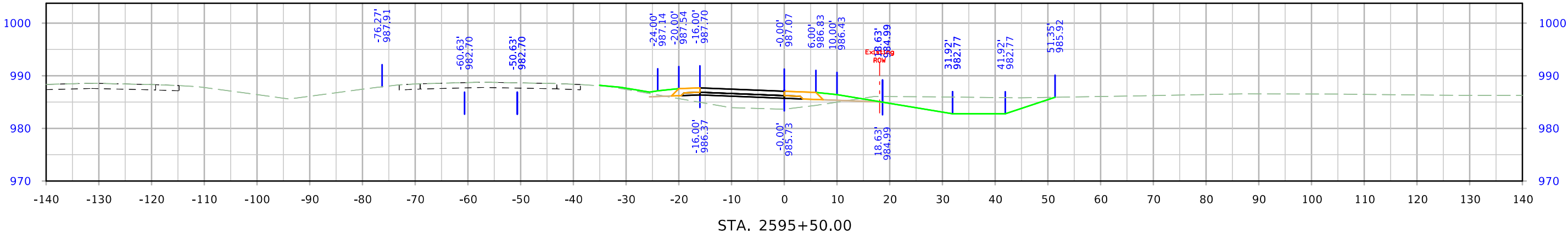
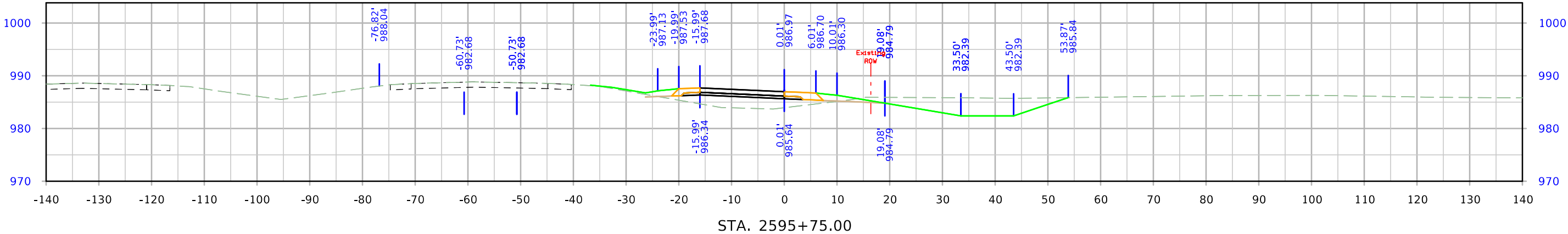
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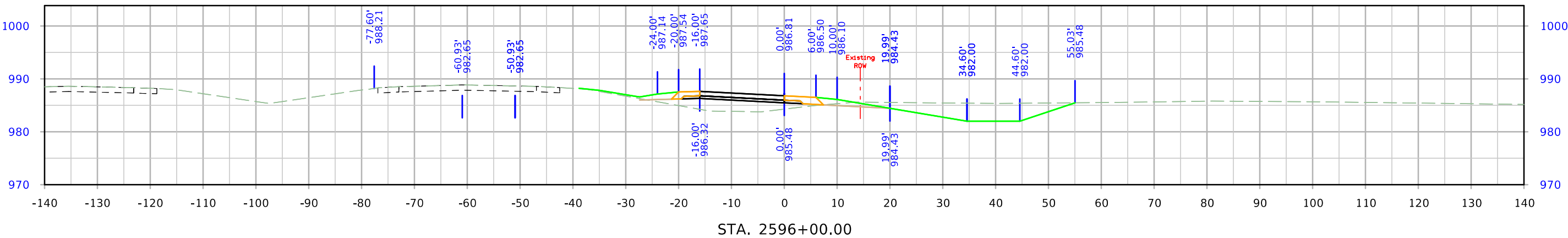
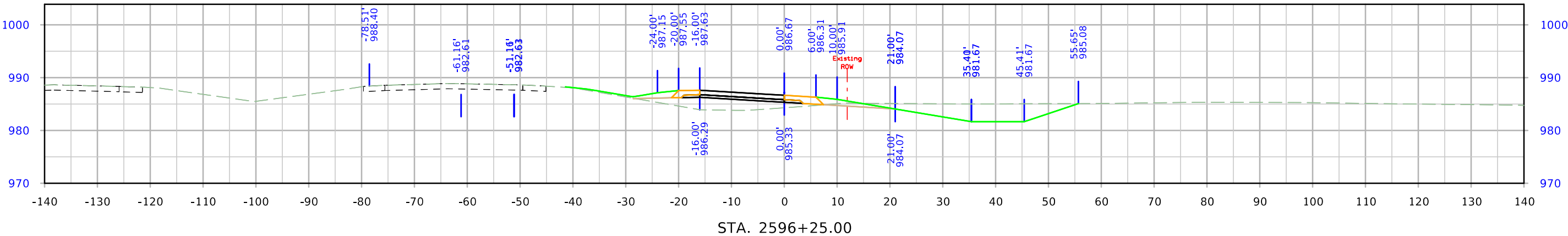
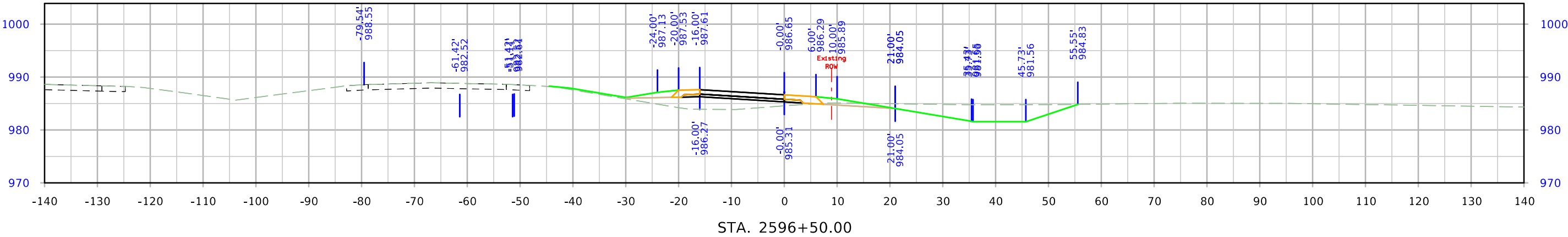
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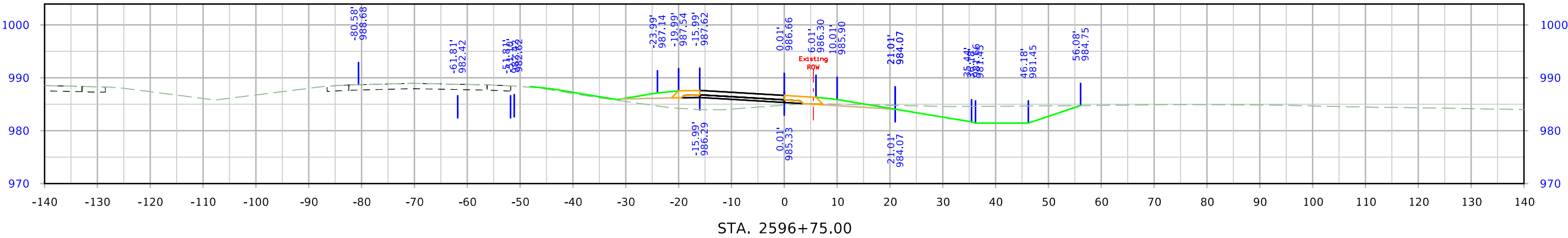
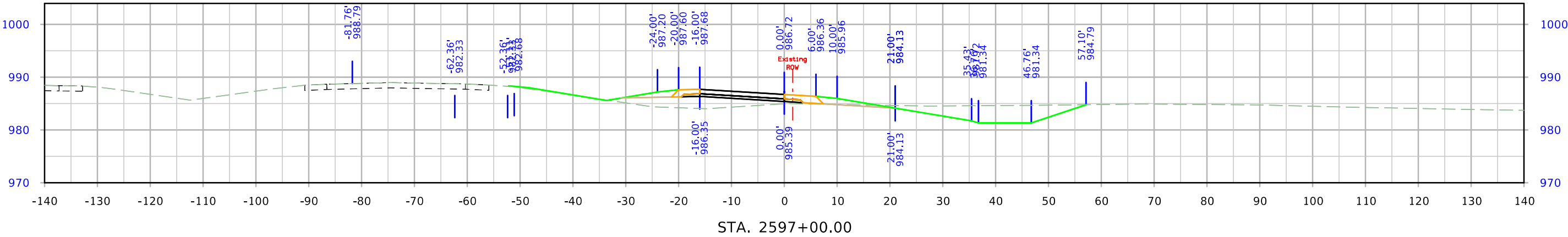
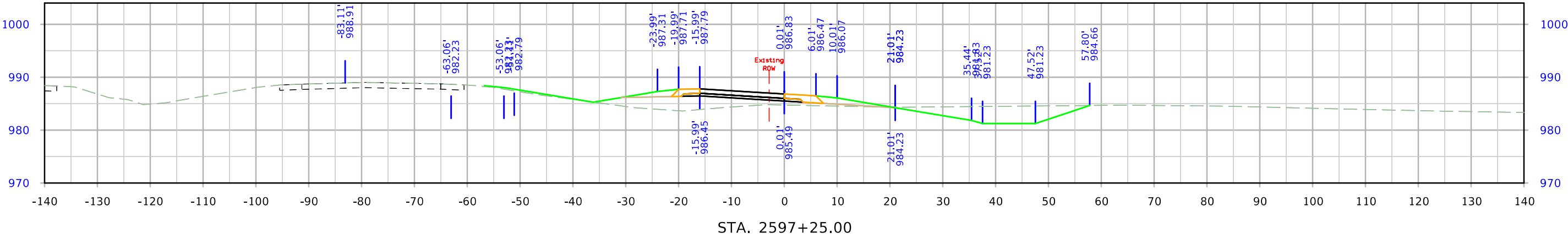
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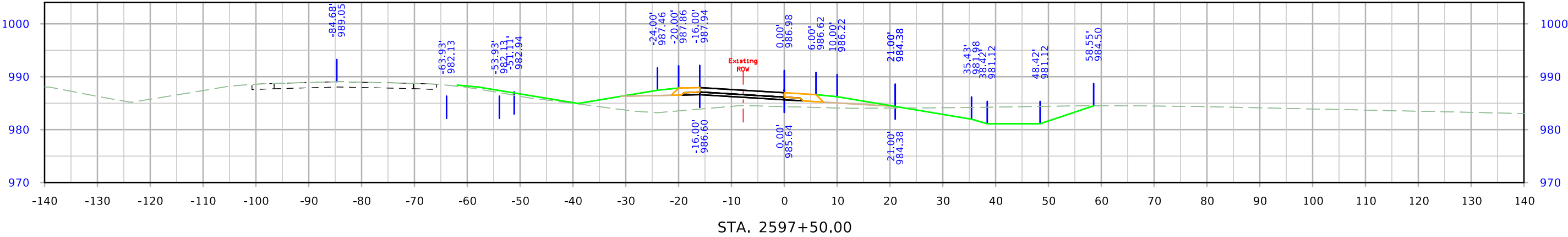
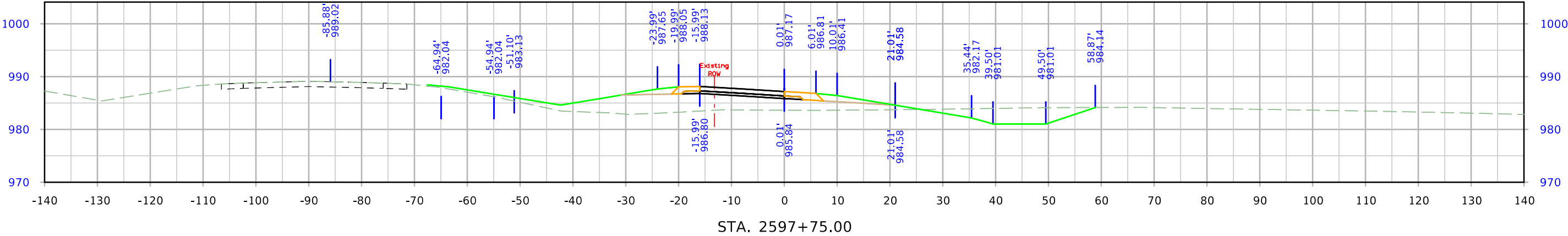
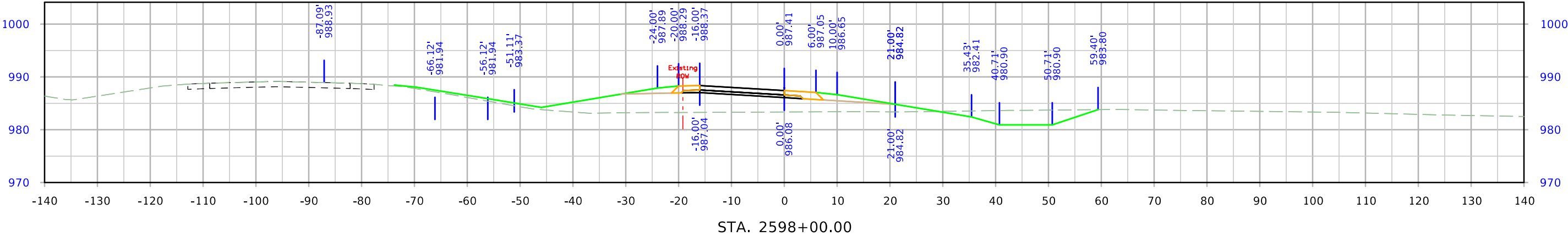
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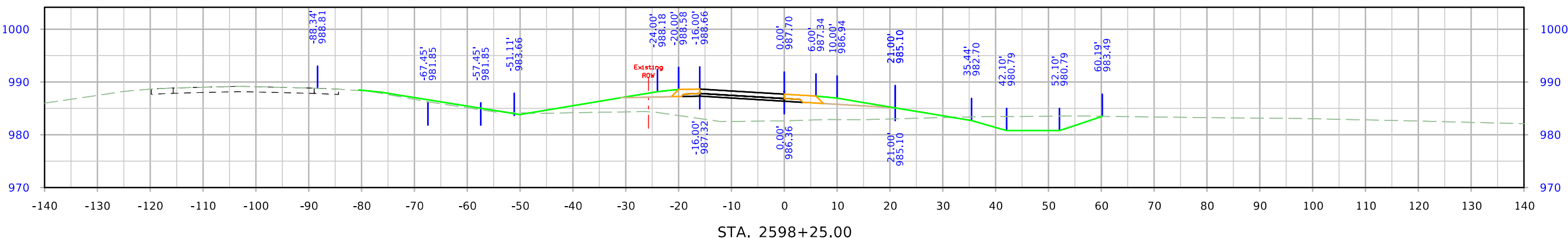
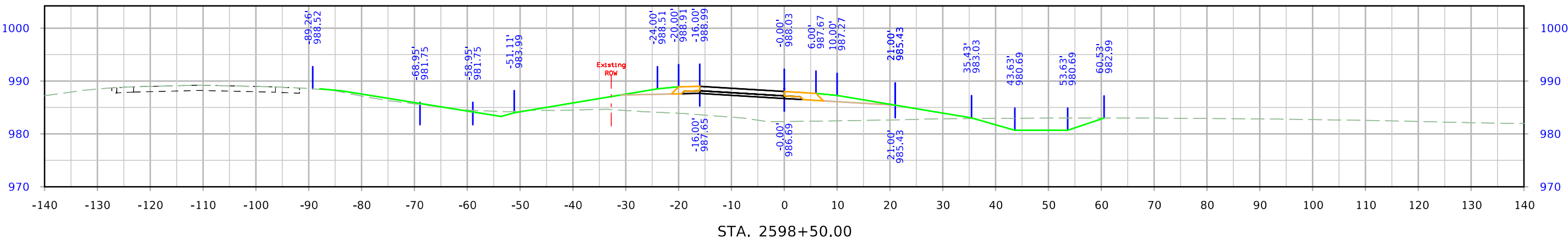
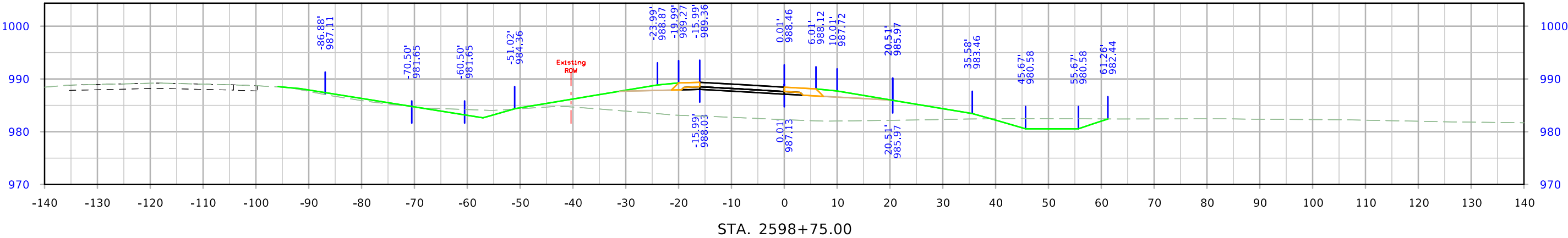
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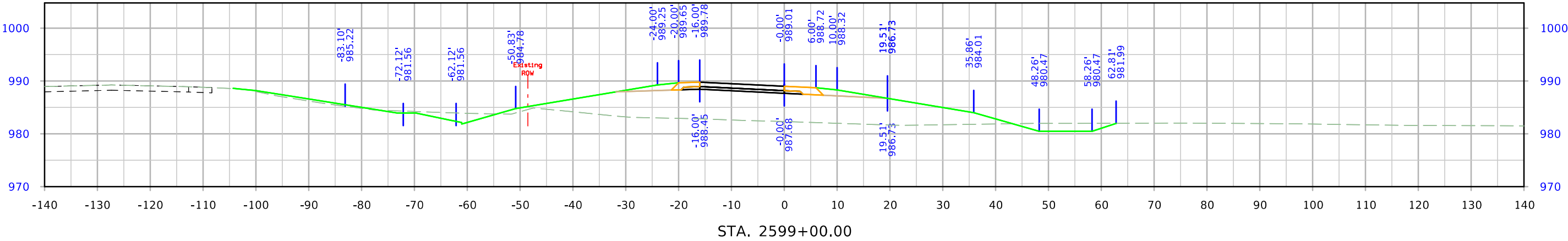
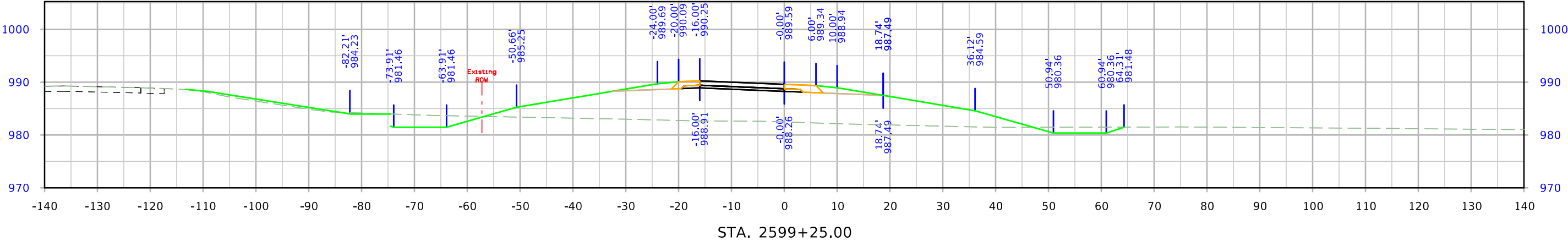
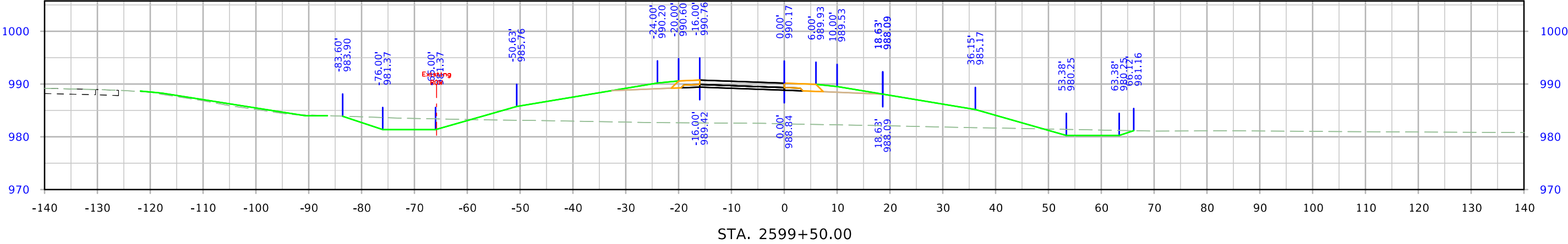
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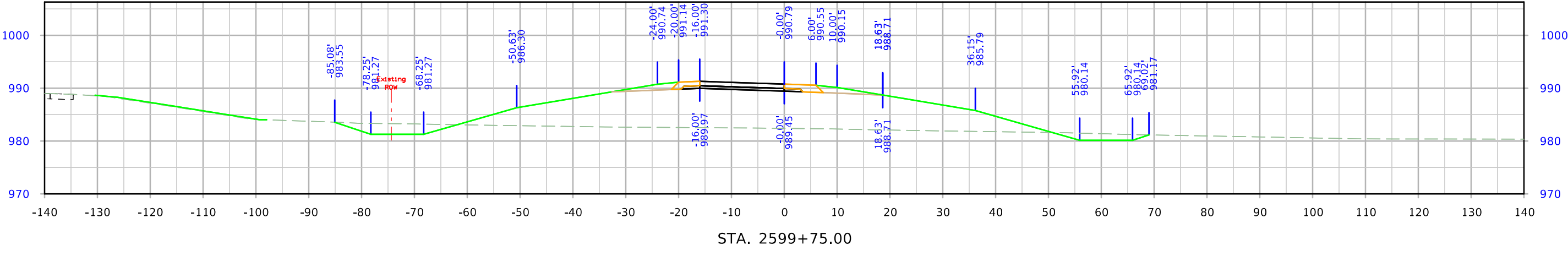
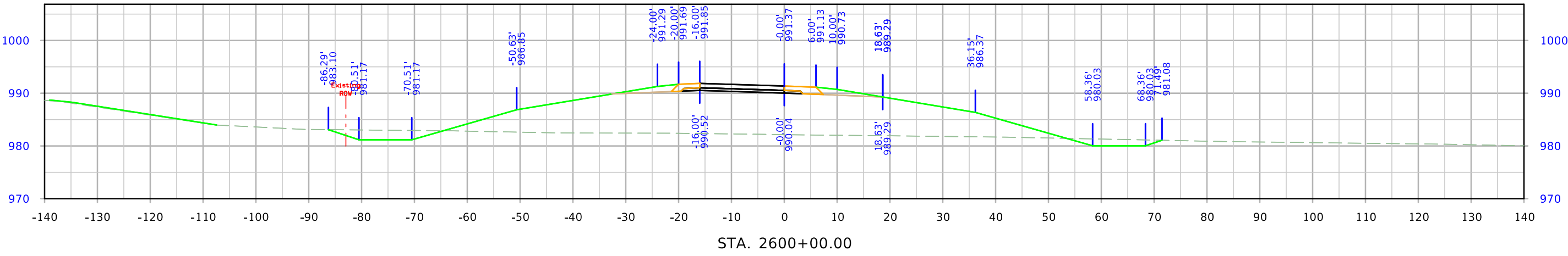
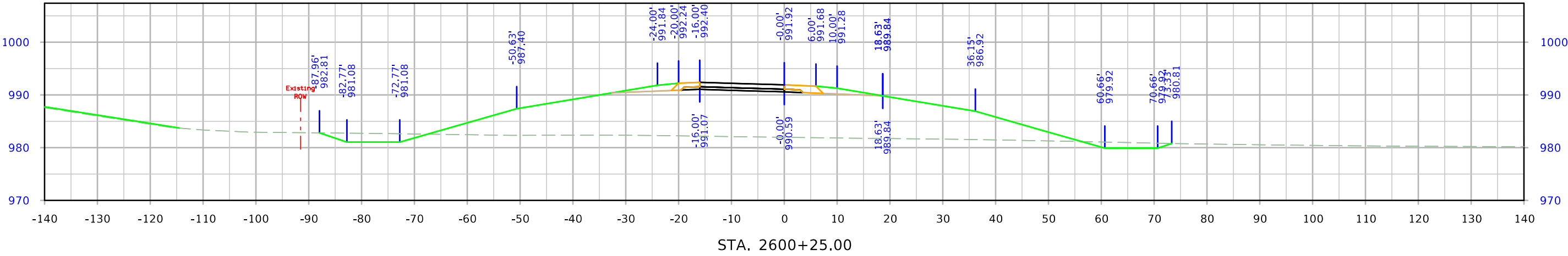
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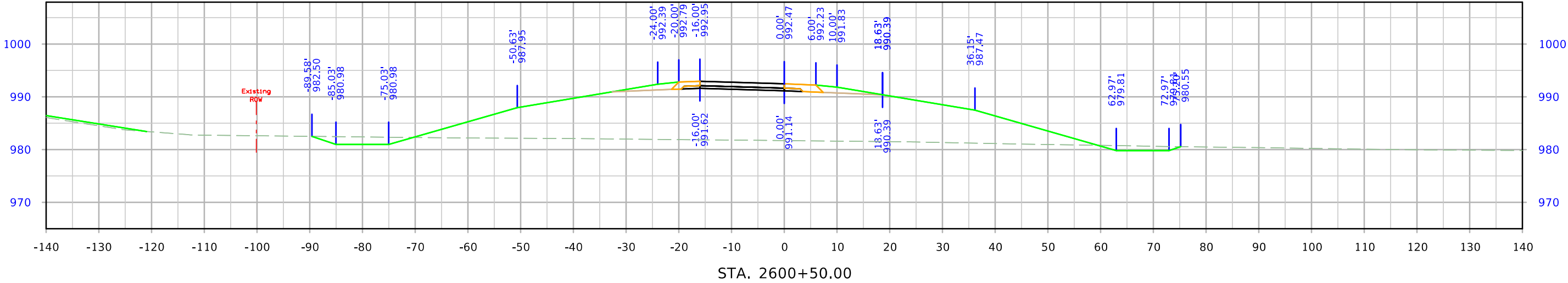
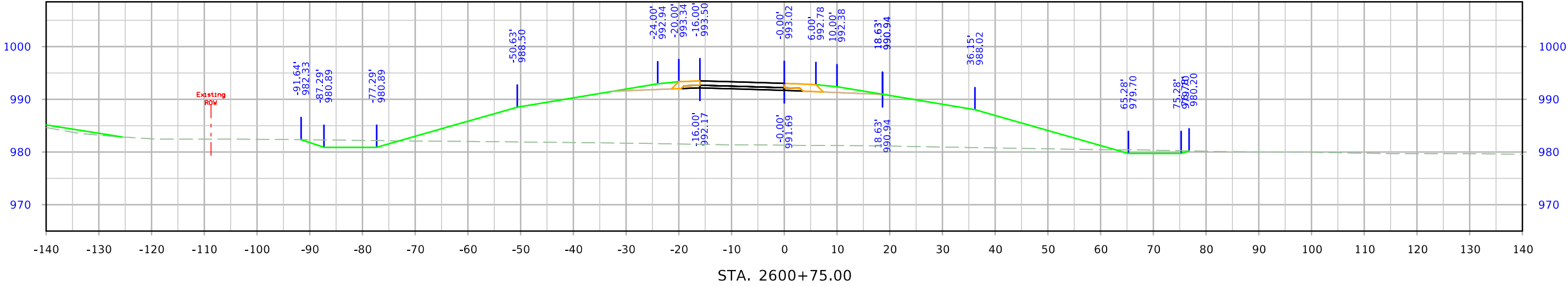
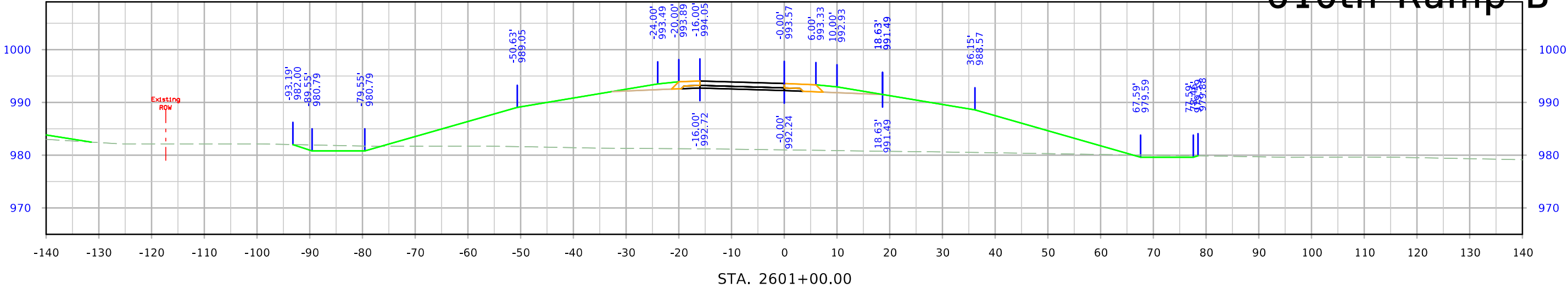
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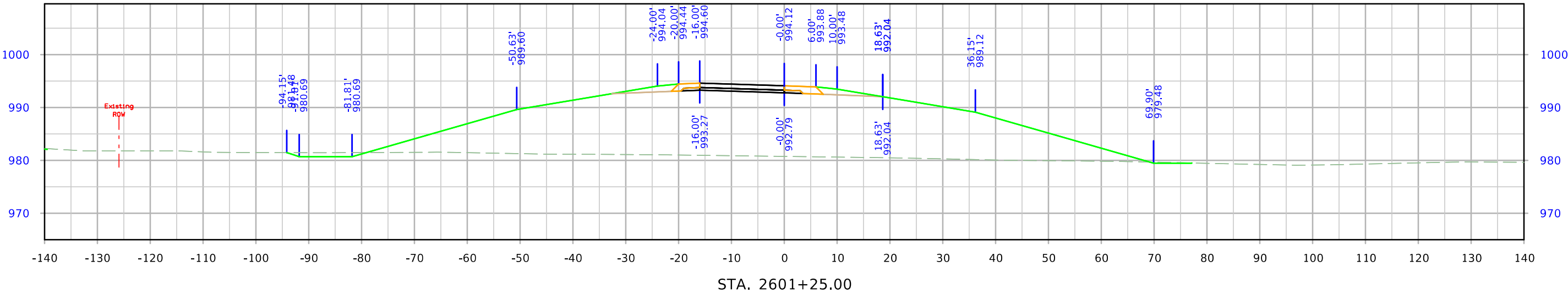
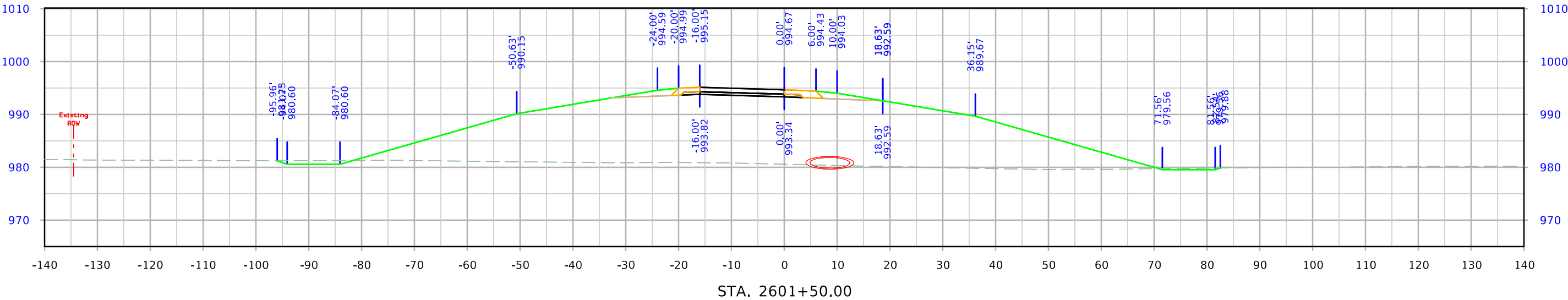
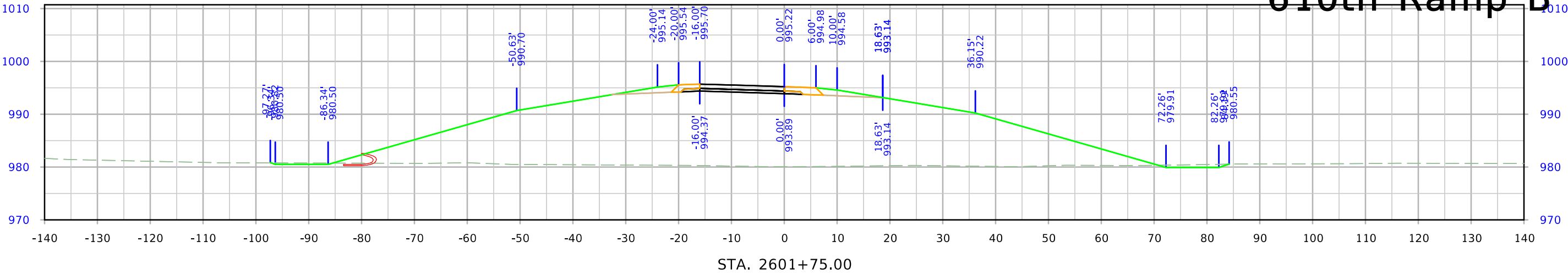
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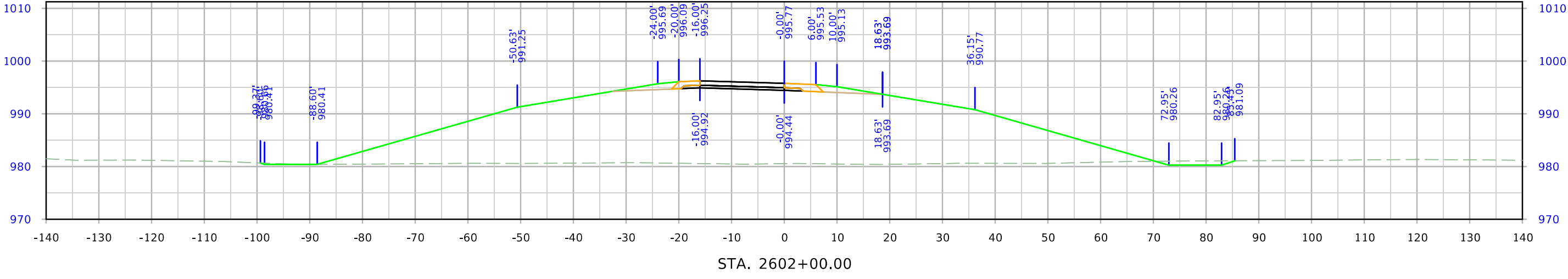
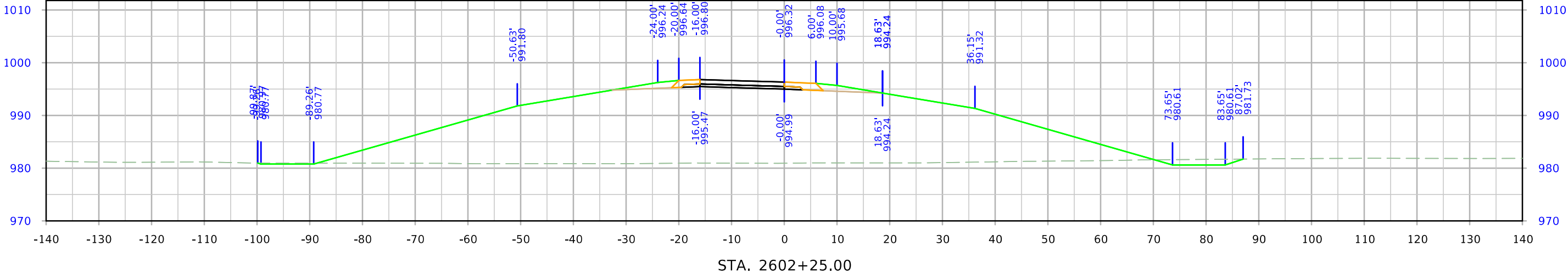
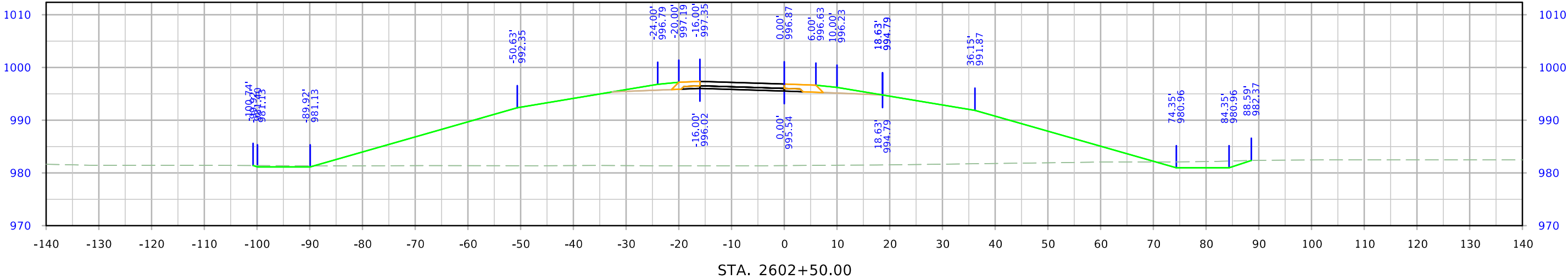
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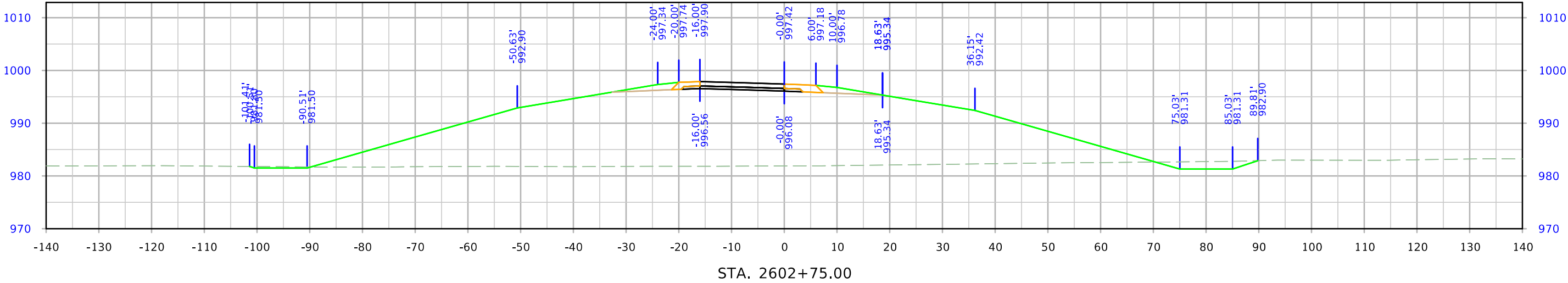
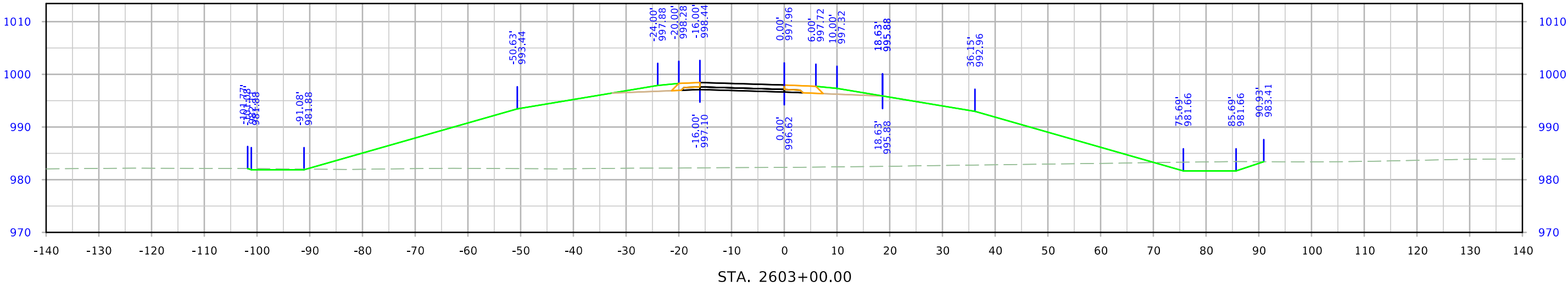
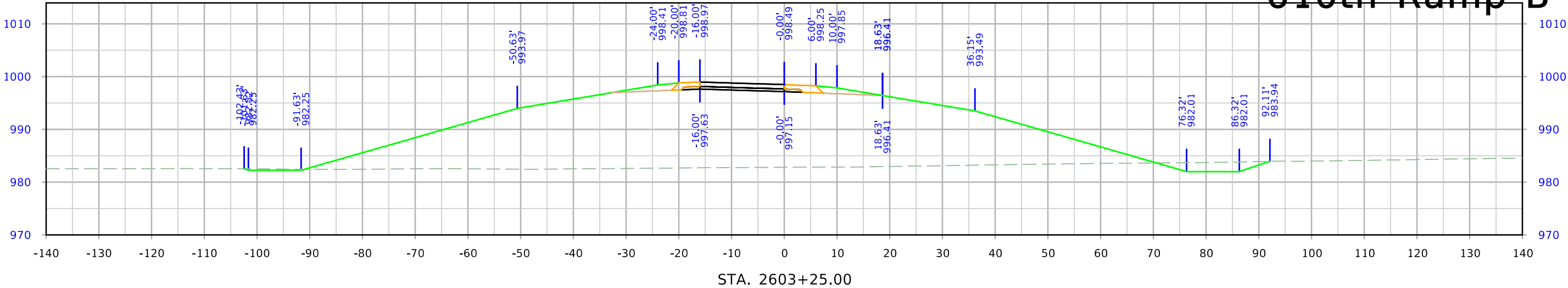
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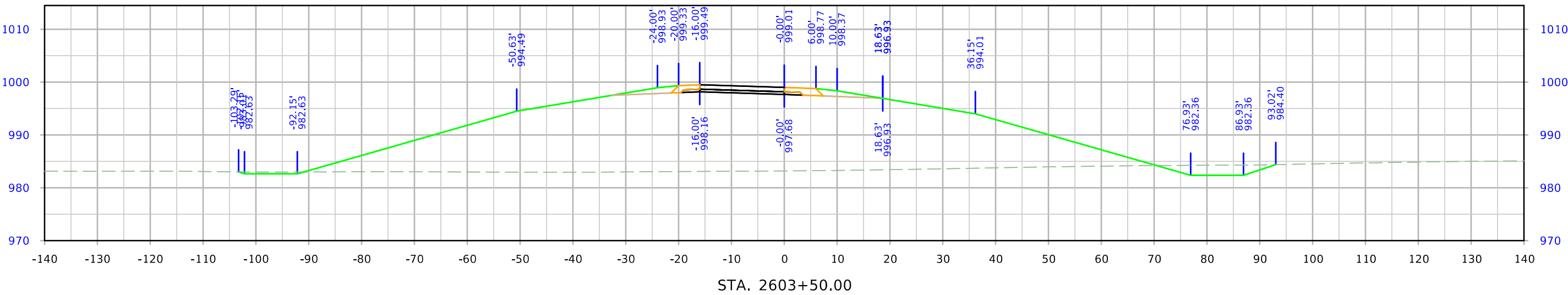
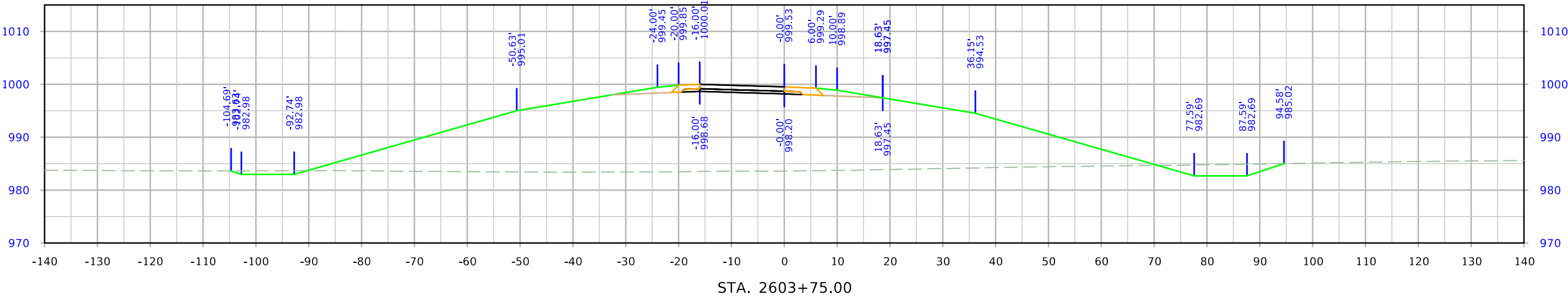
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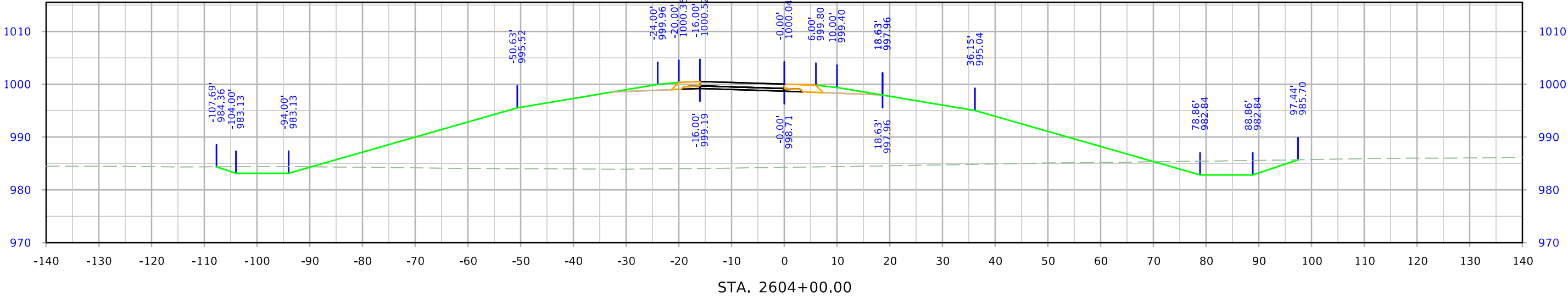
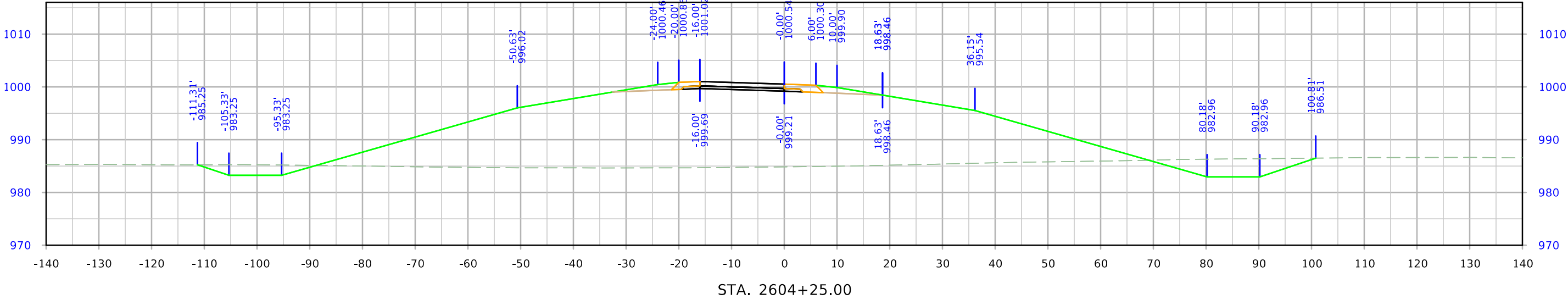
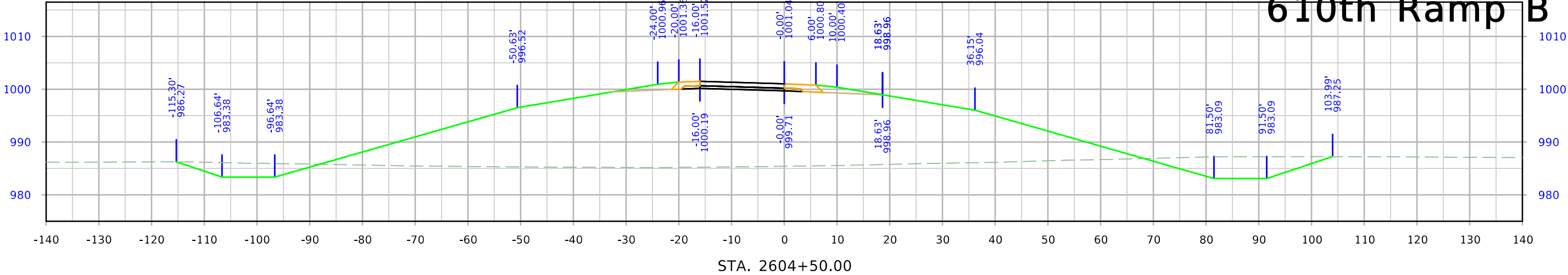
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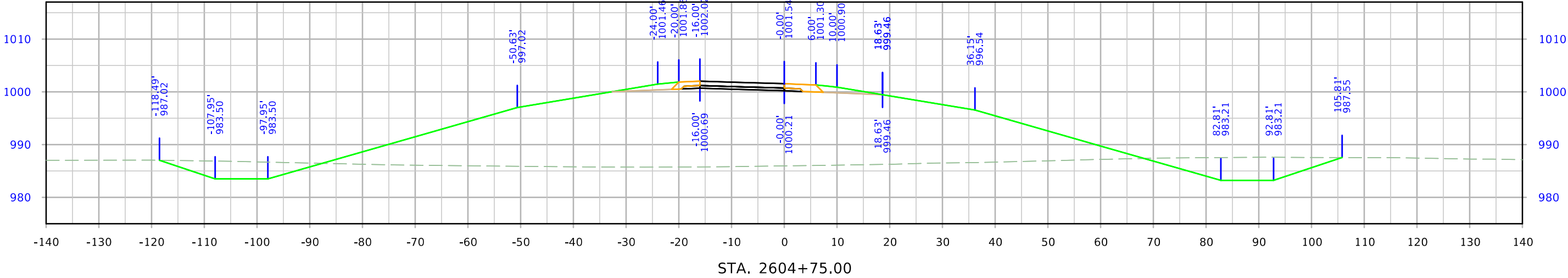
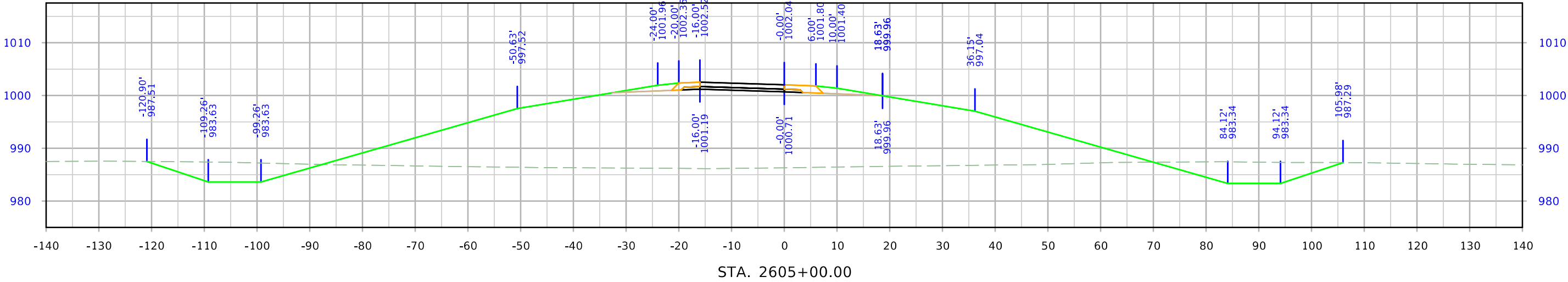
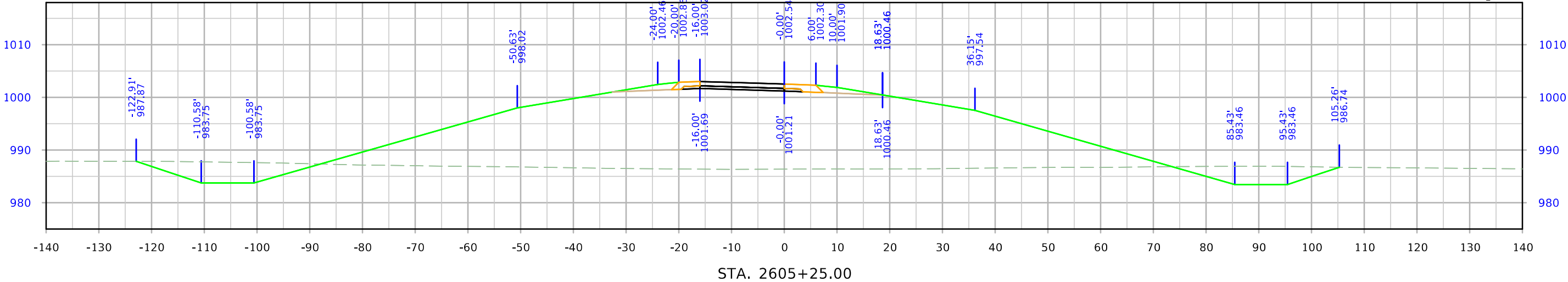
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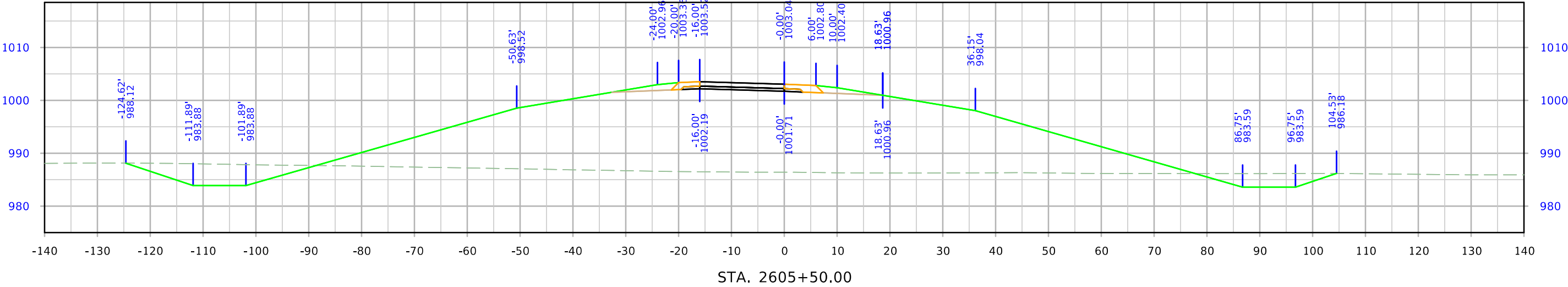
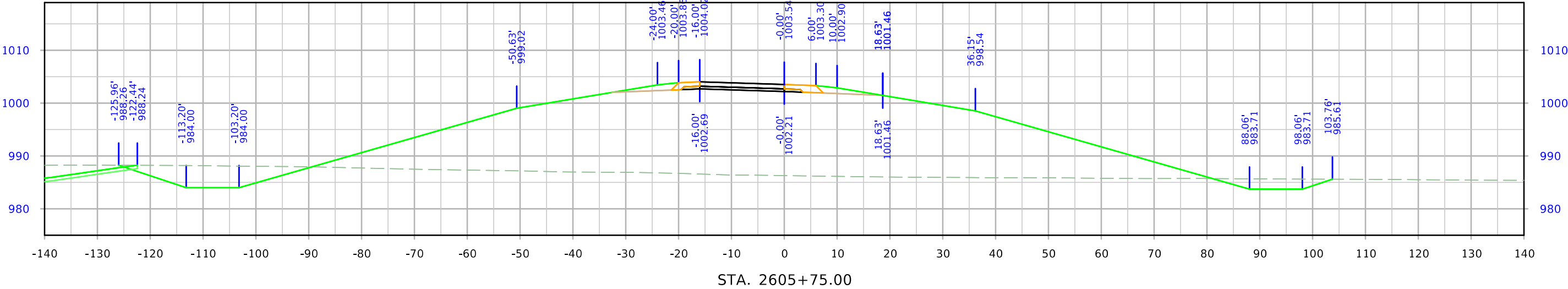
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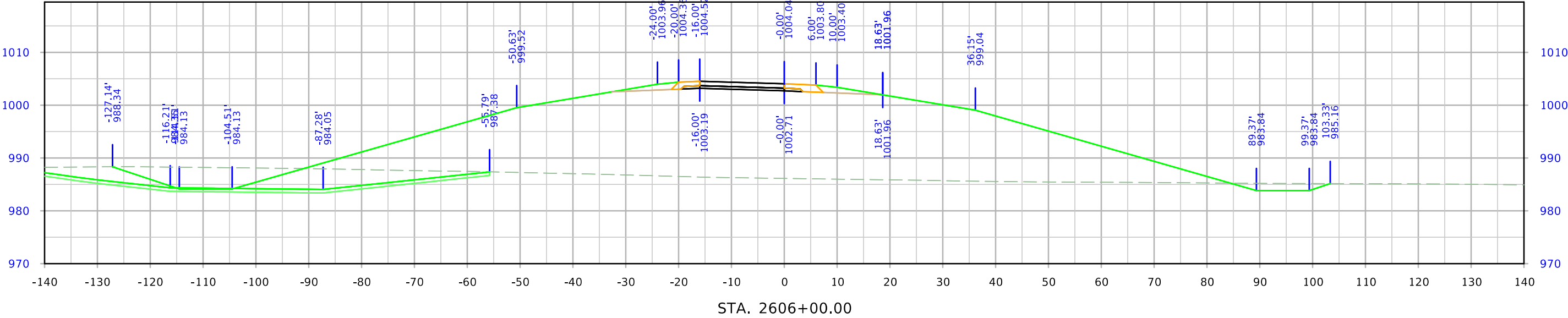
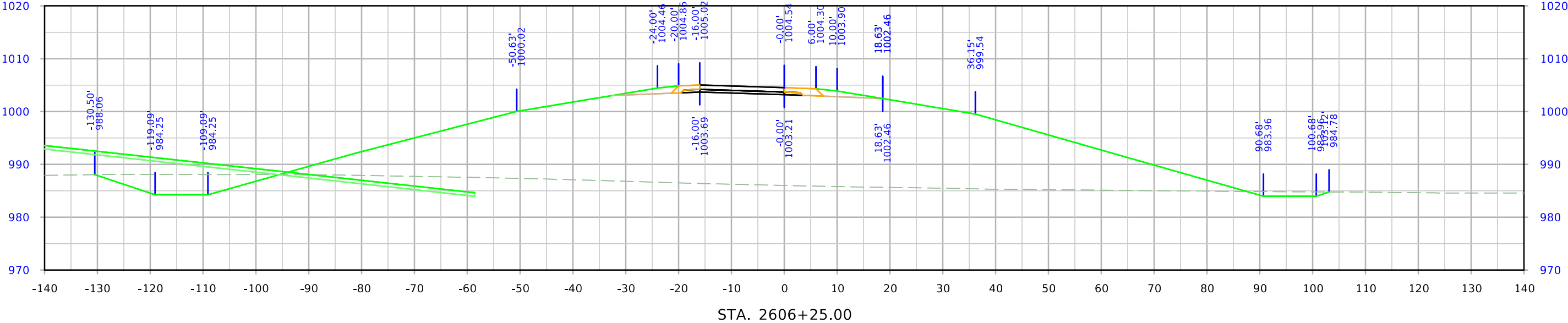
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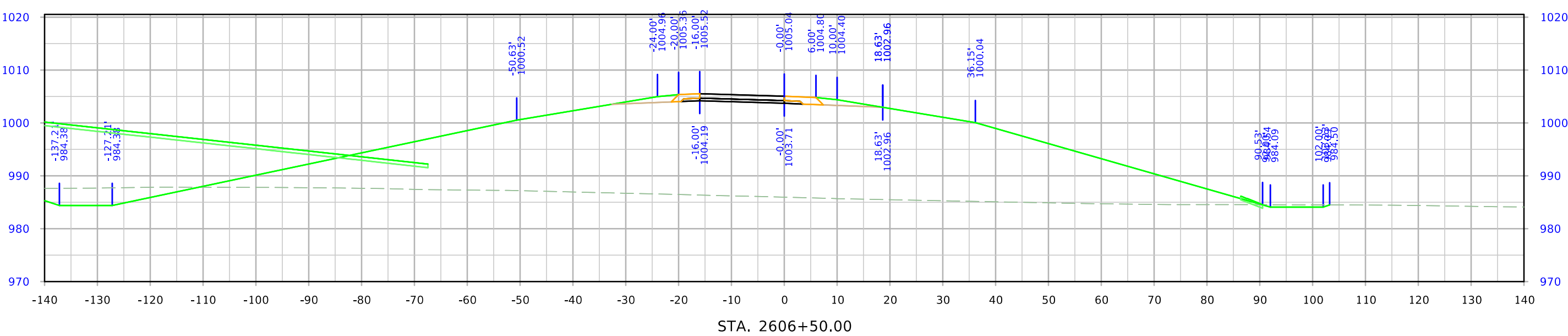
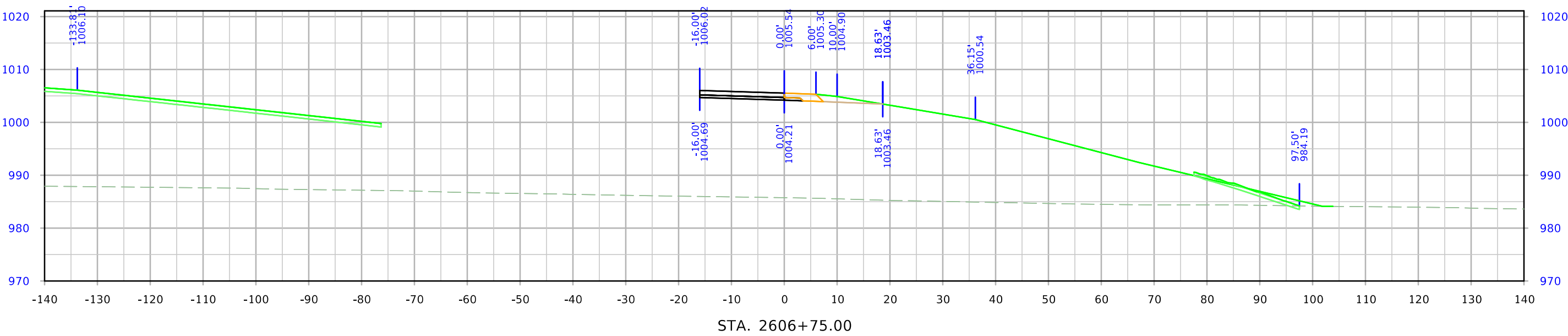
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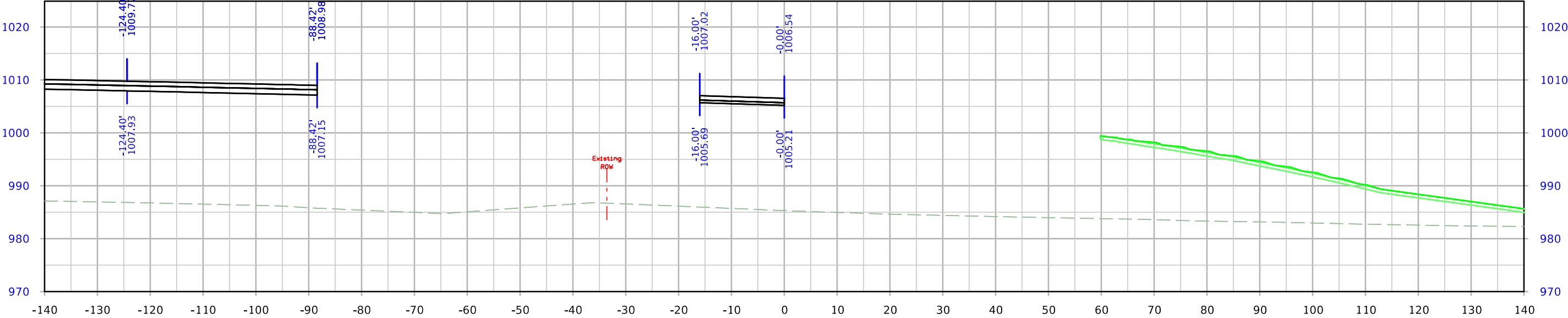
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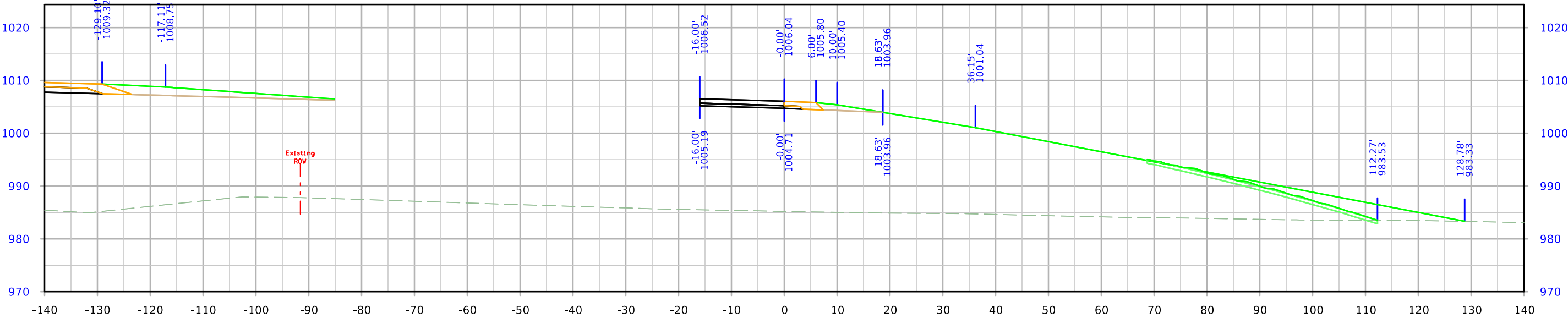
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610th Ramp B

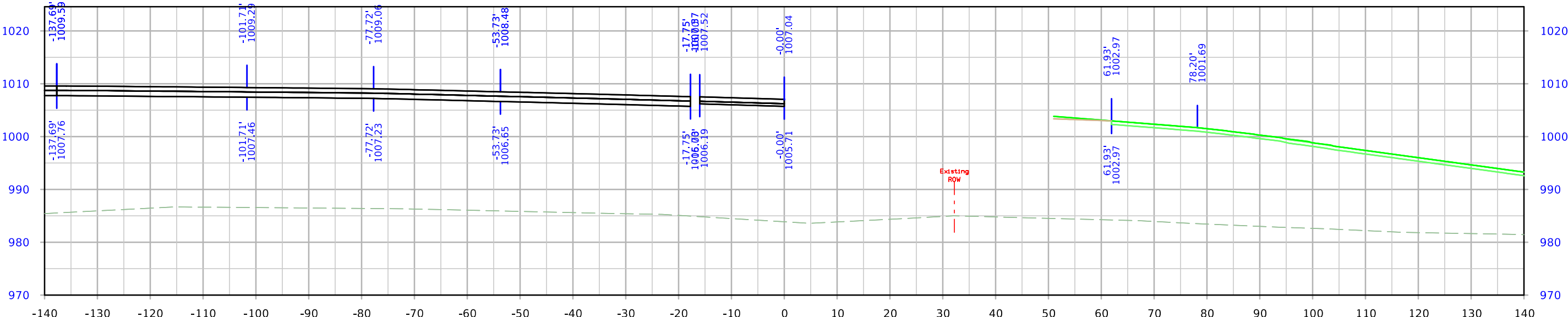
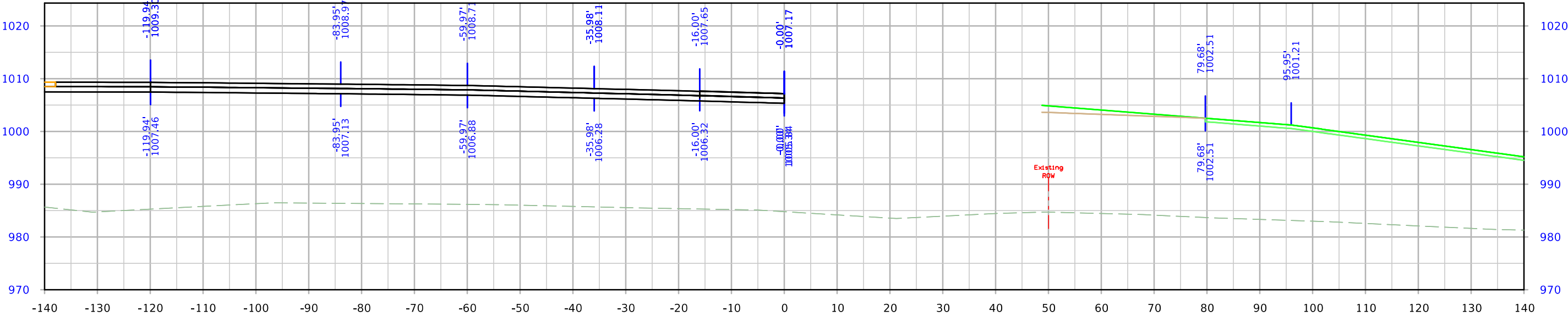


STA. 2607+25.00

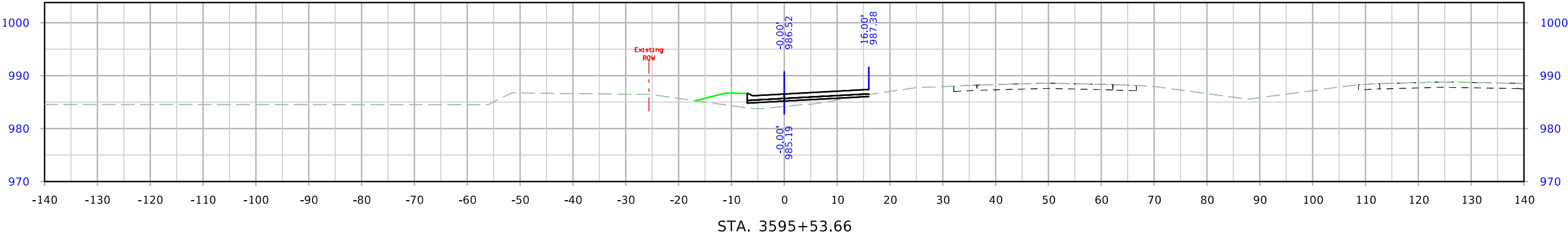
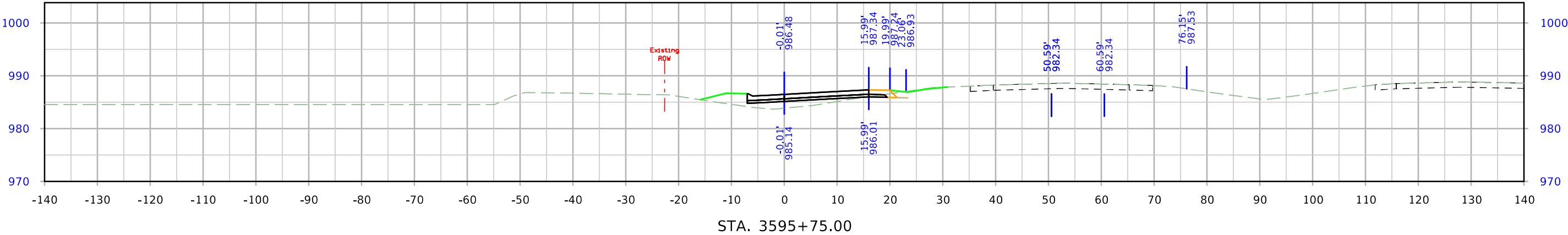
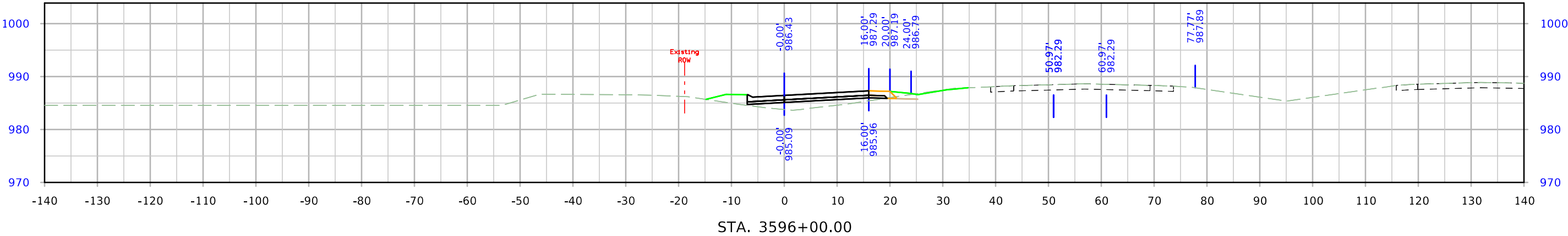


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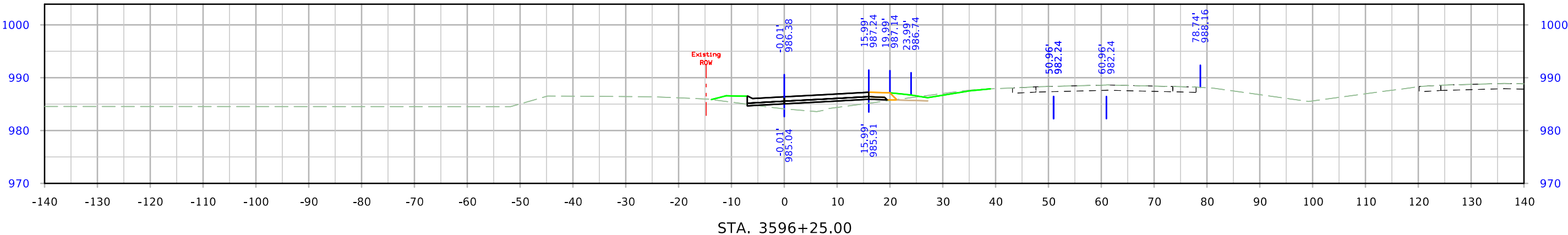
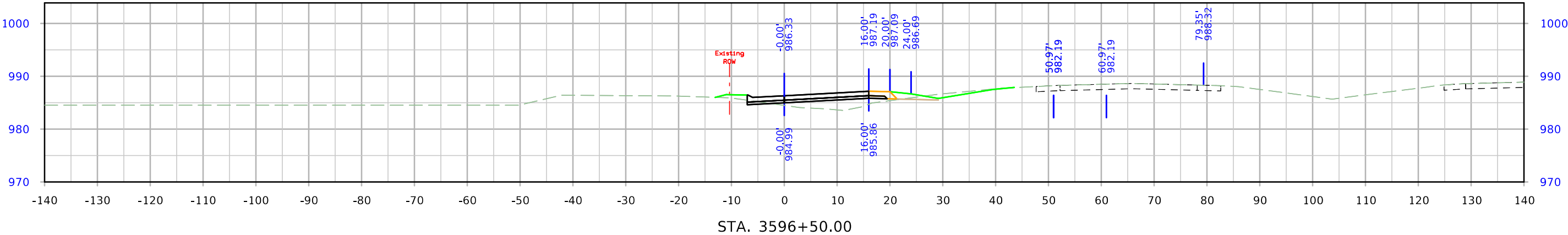
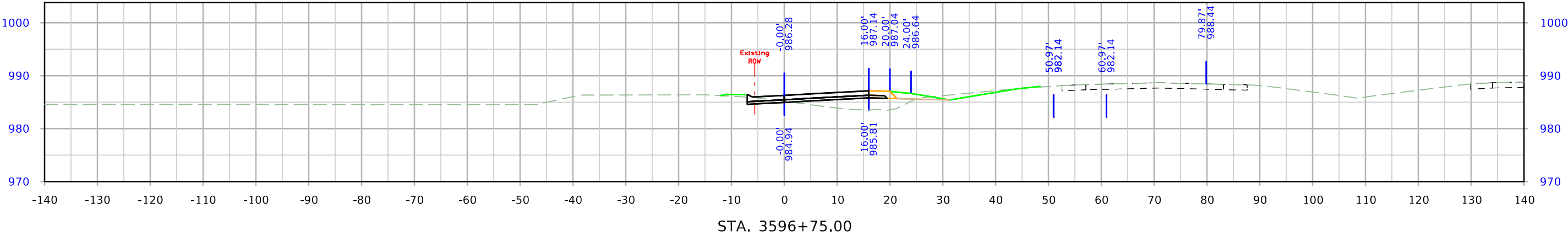
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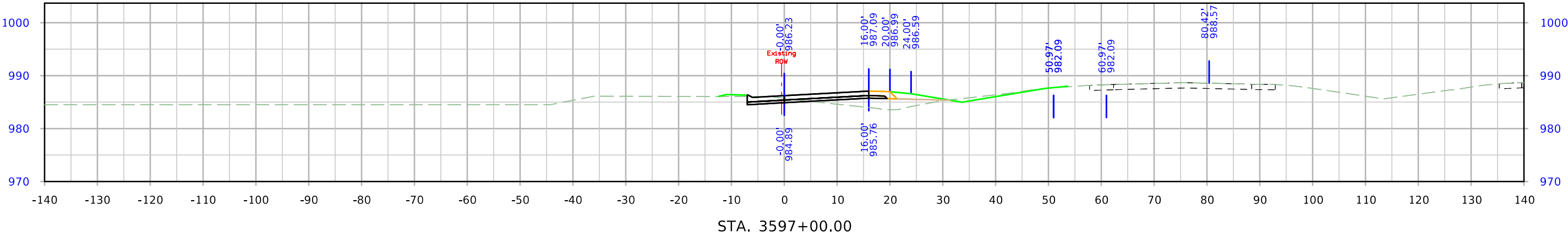
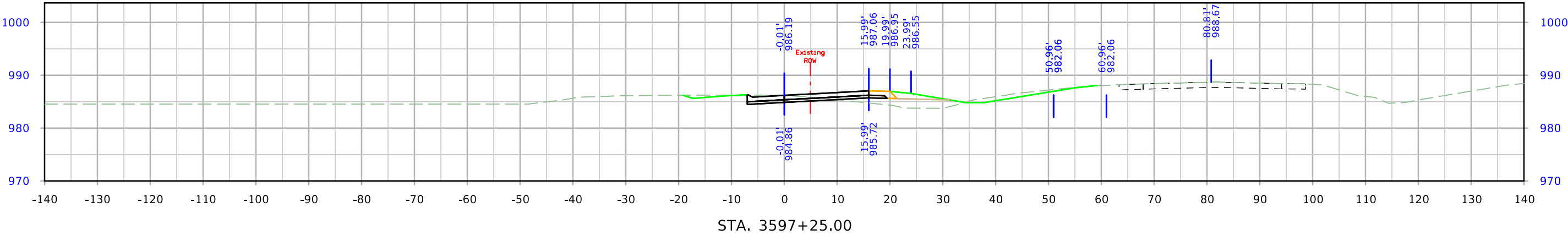
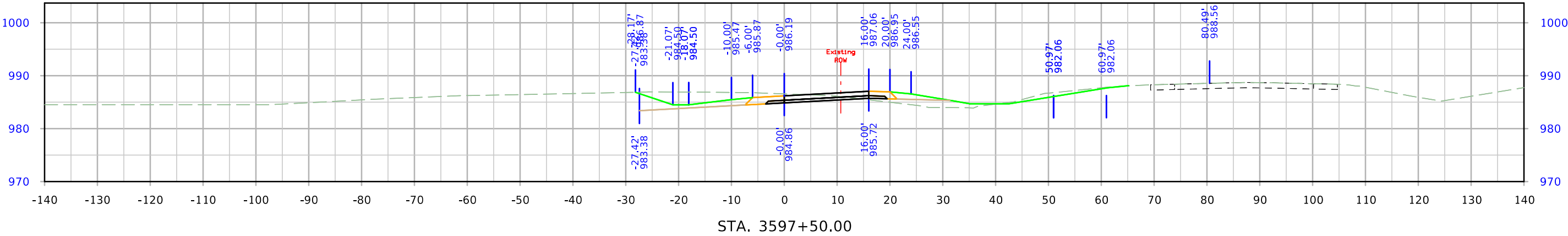
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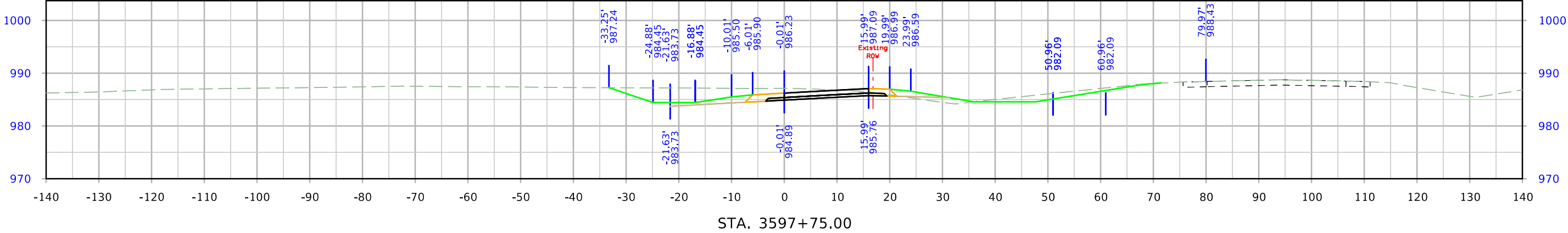
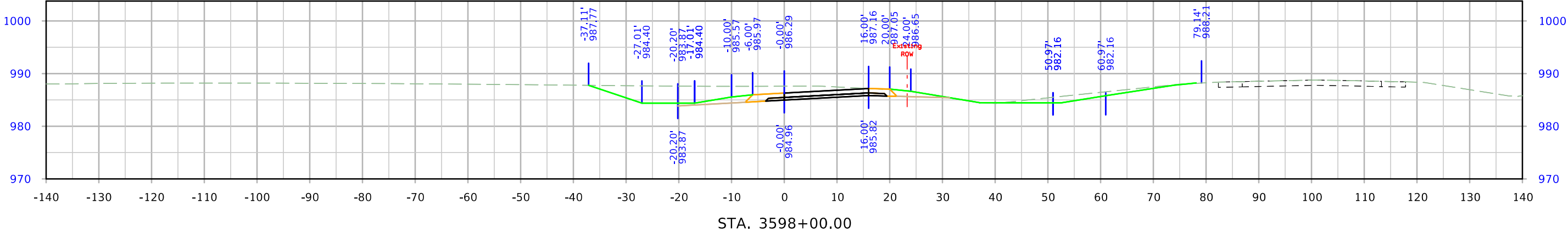
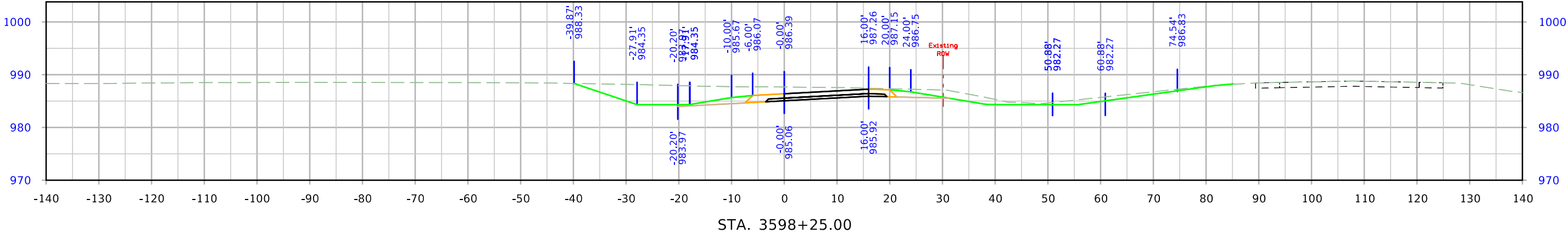
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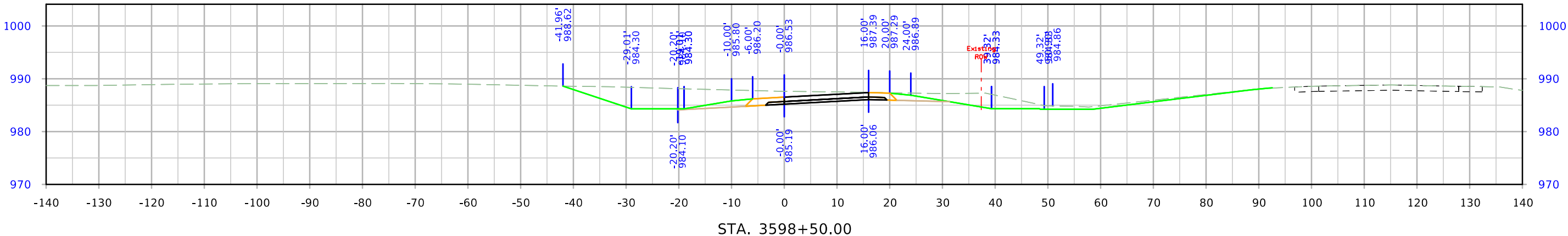
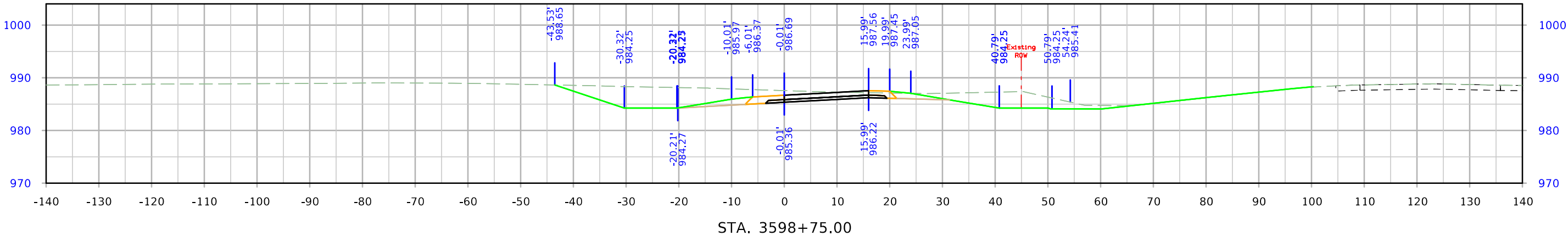
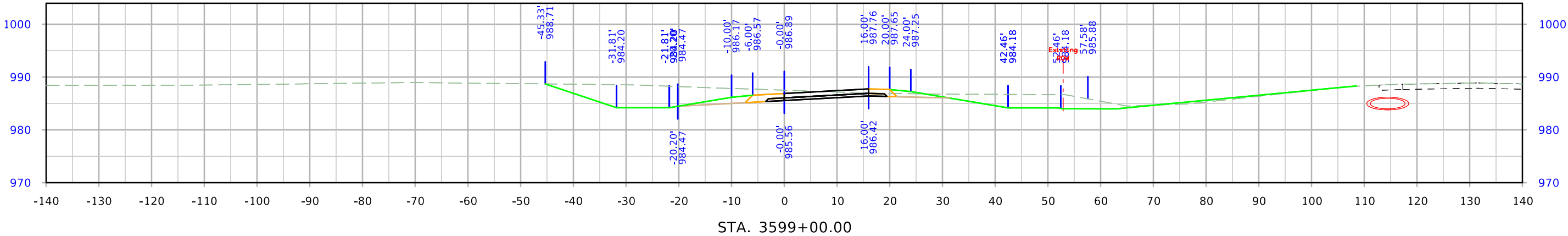
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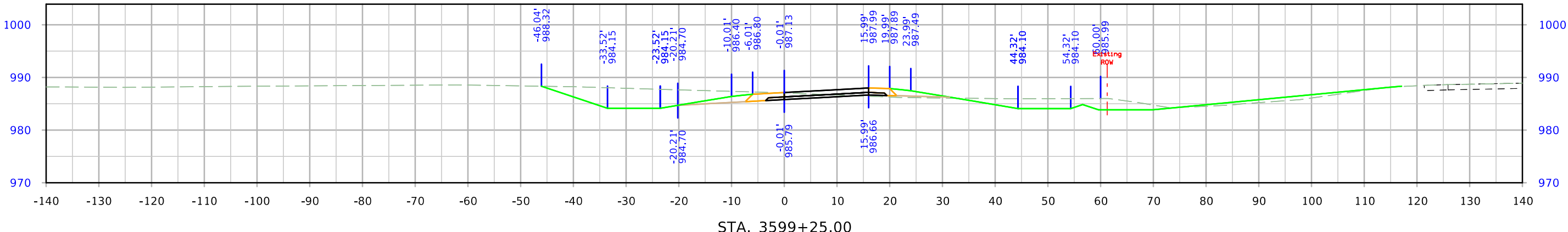
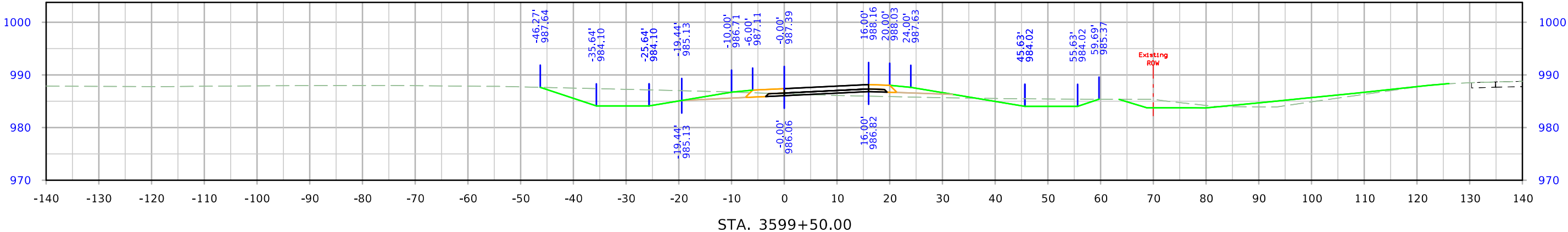
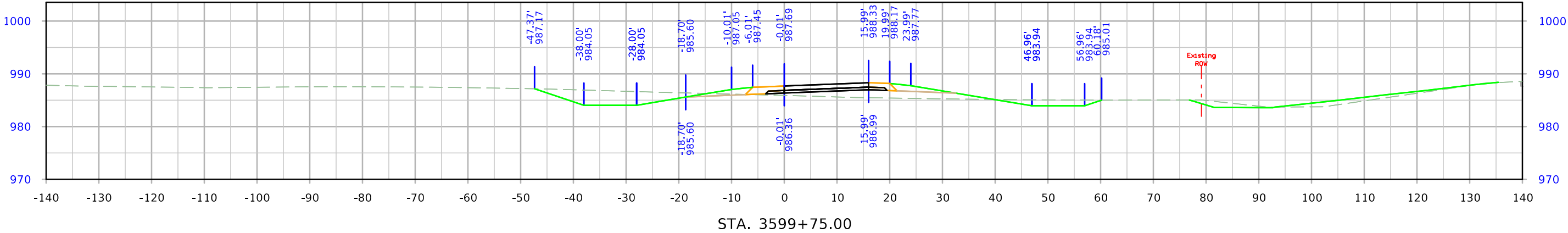
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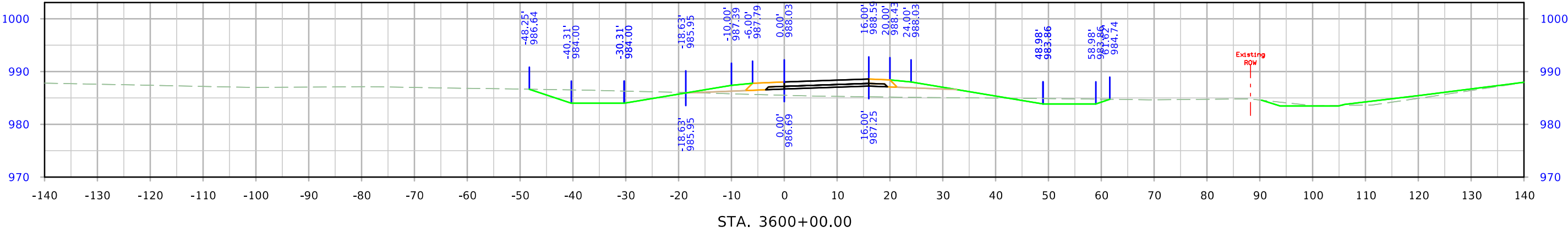
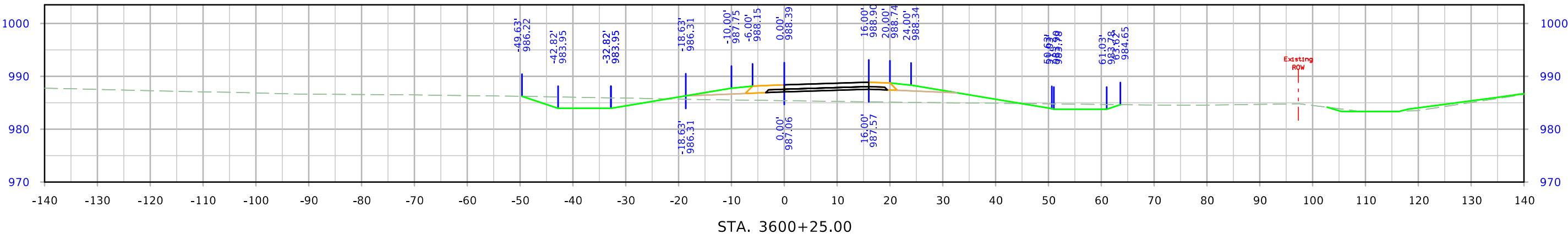
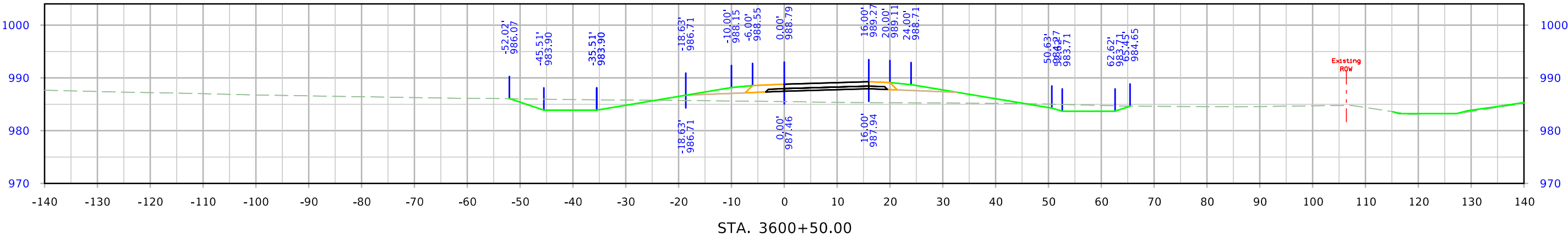
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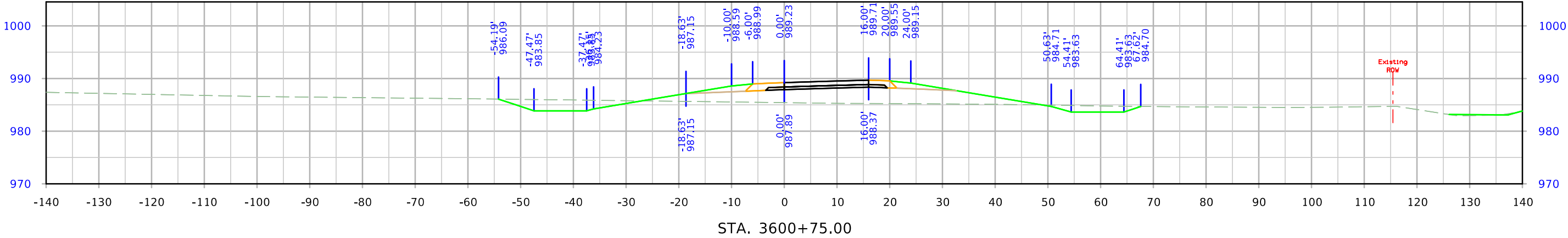
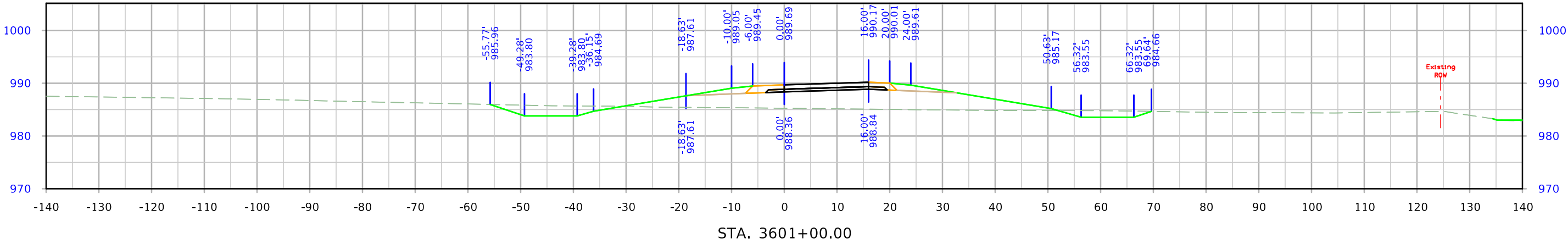
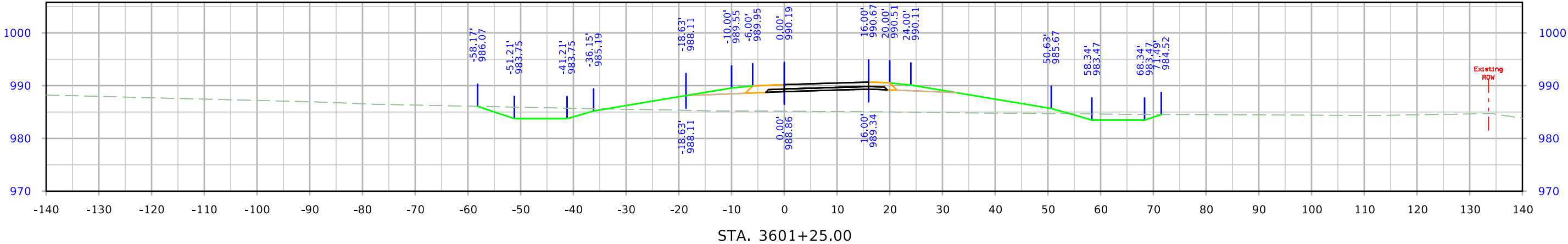
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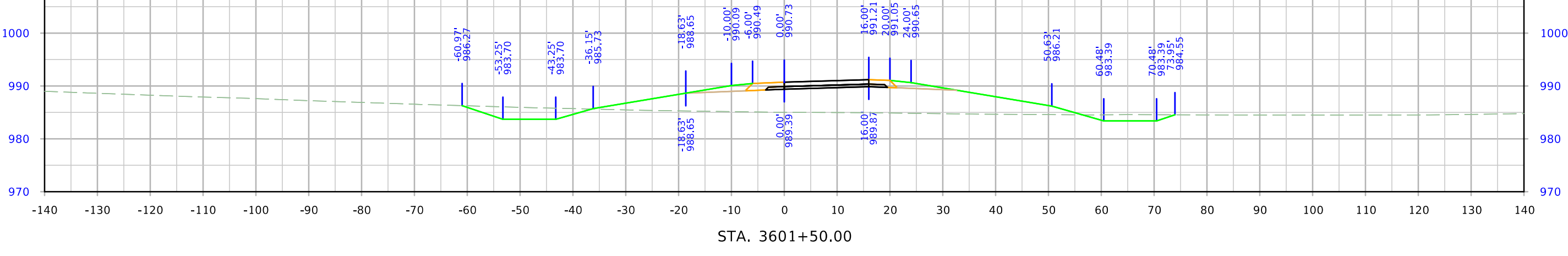
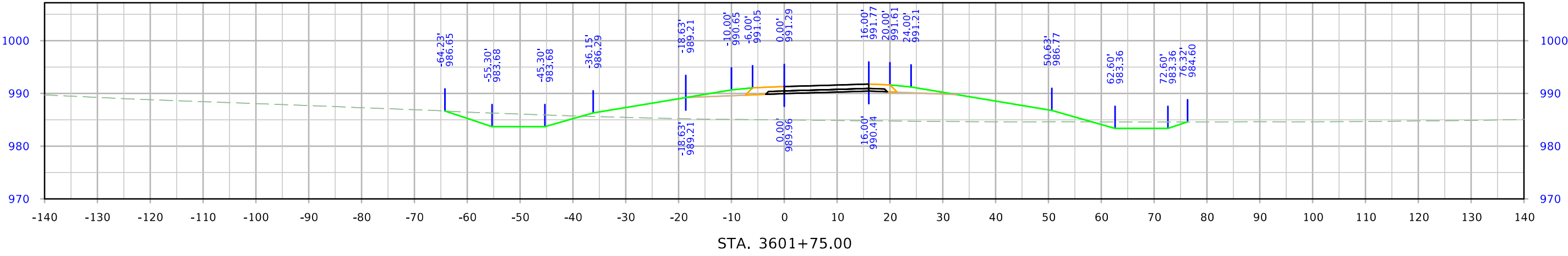
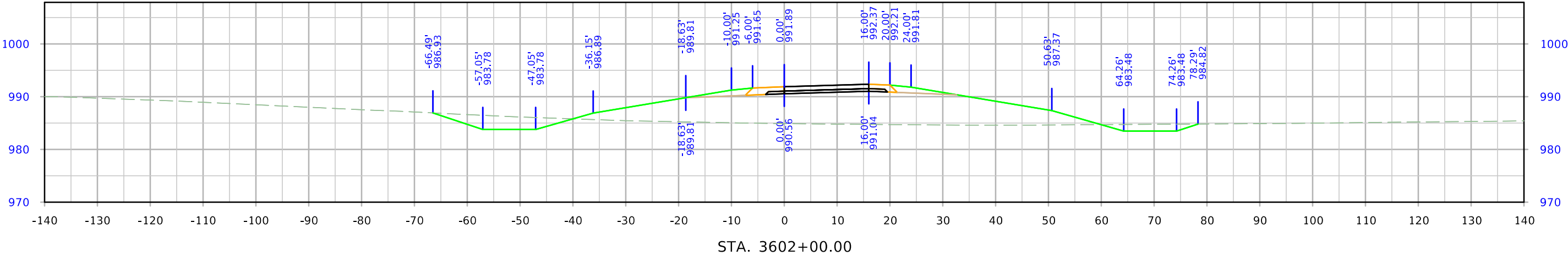
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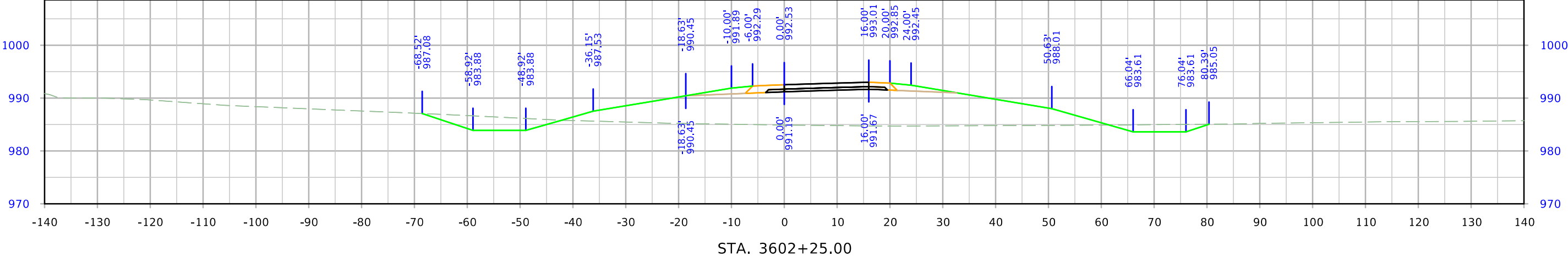
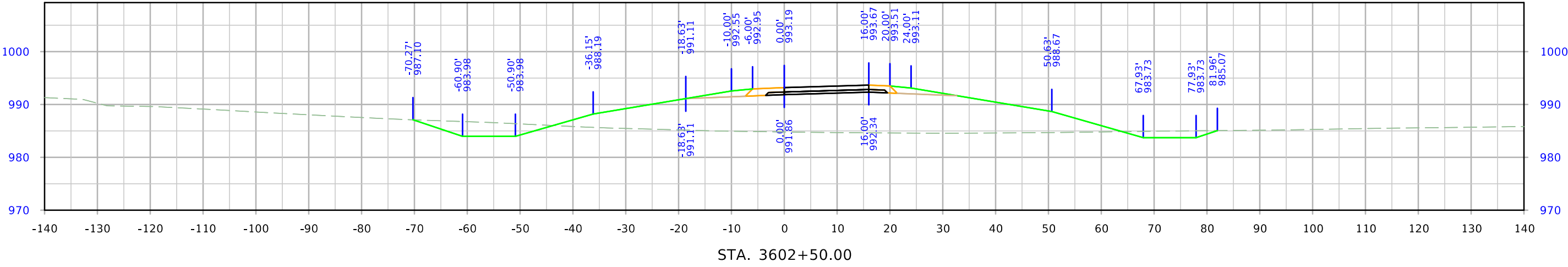
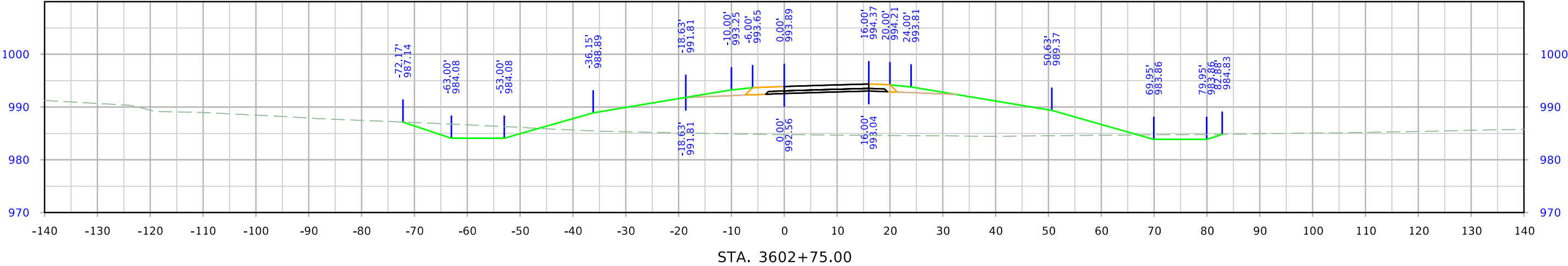
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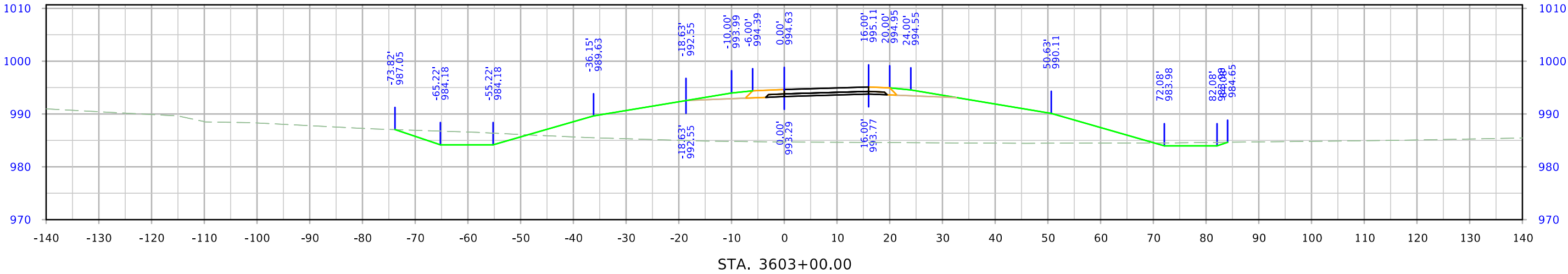
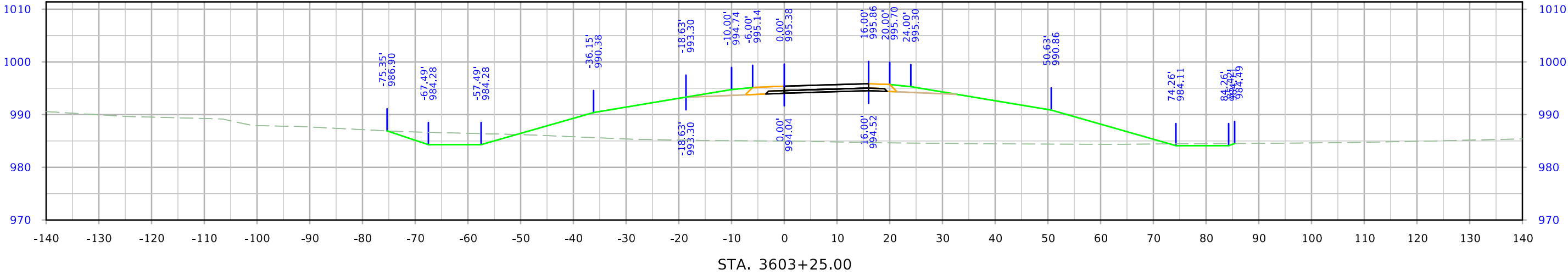
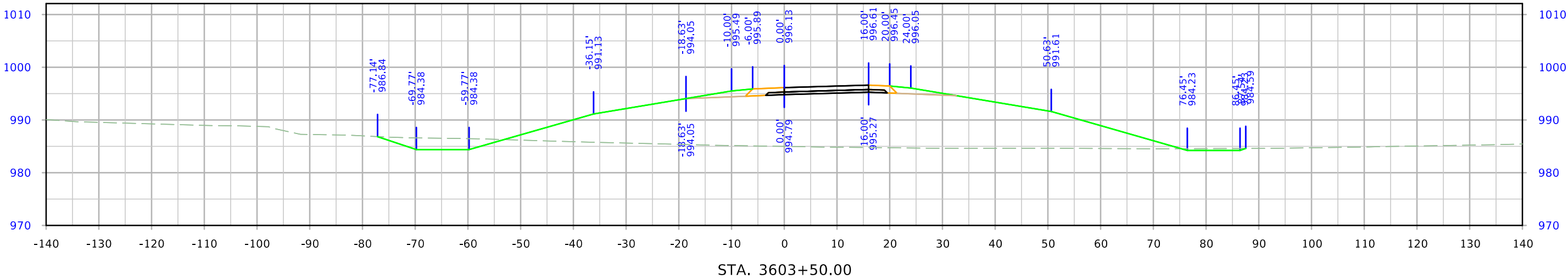
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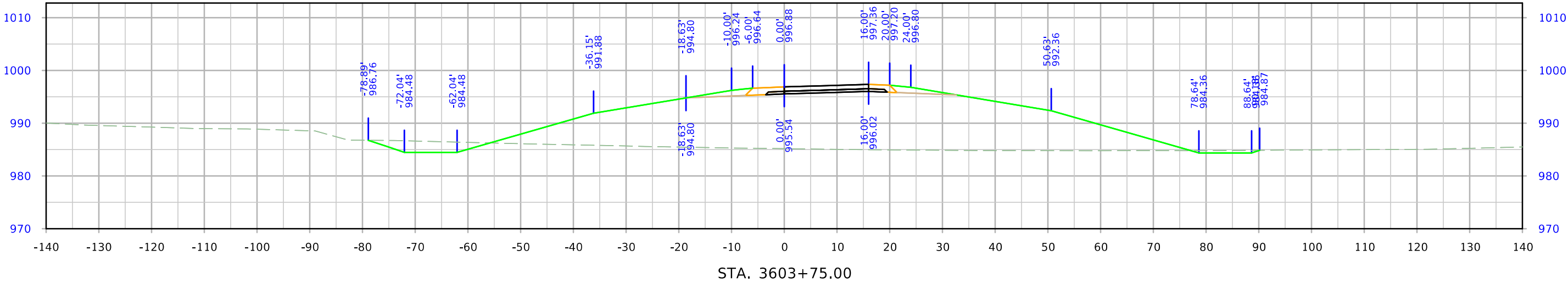
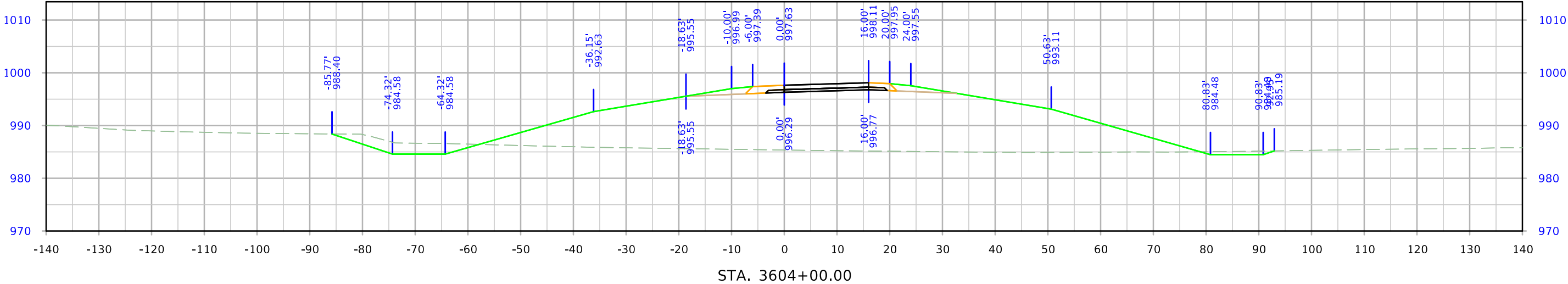
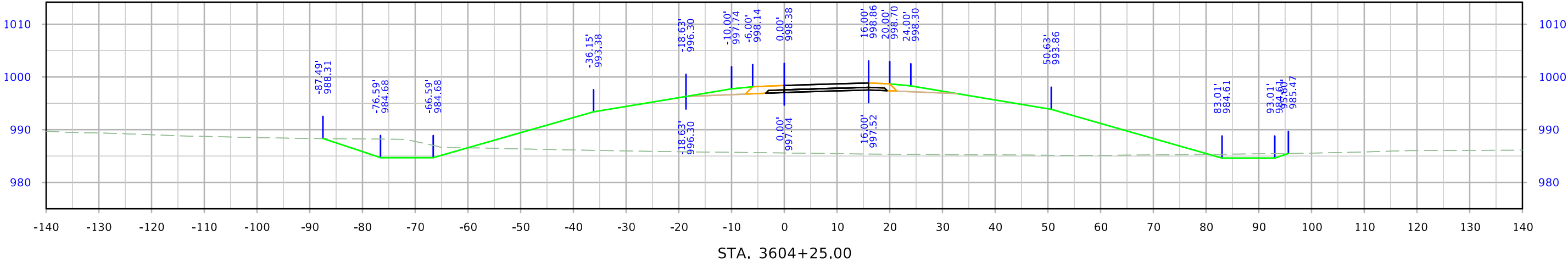
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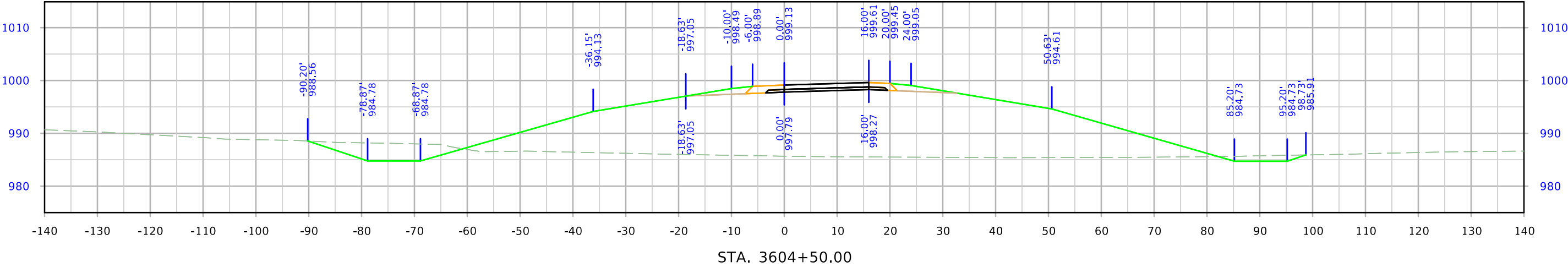
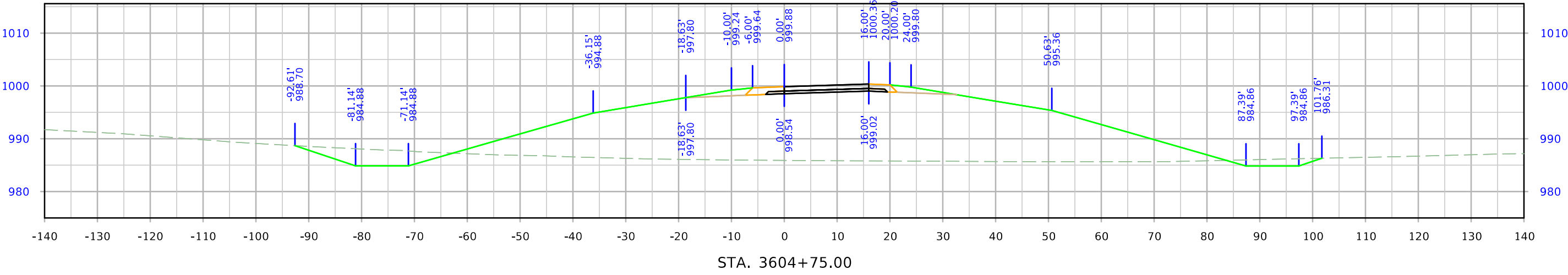
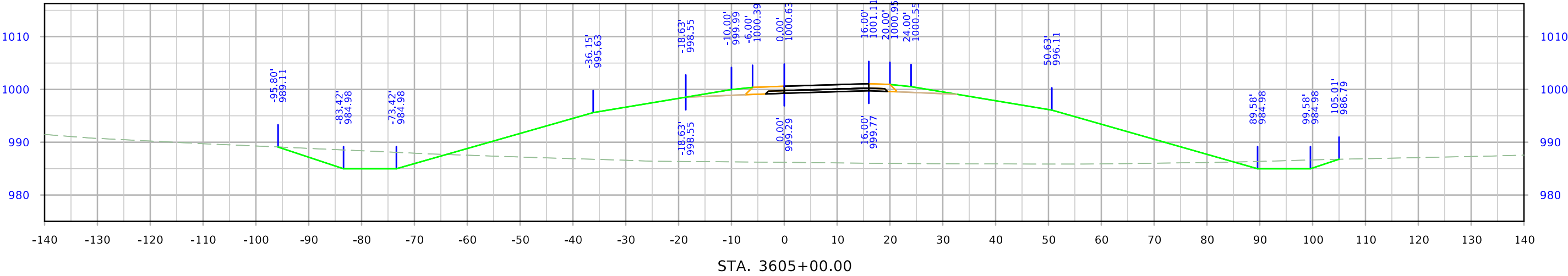
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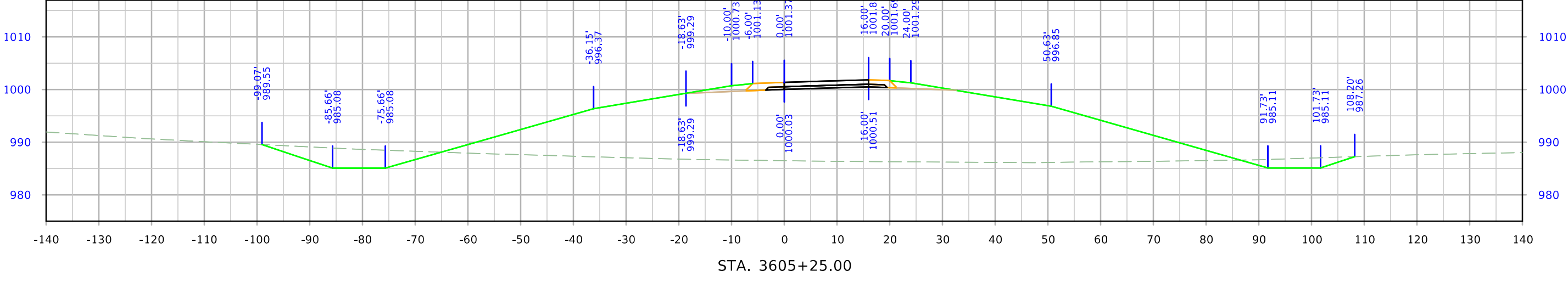
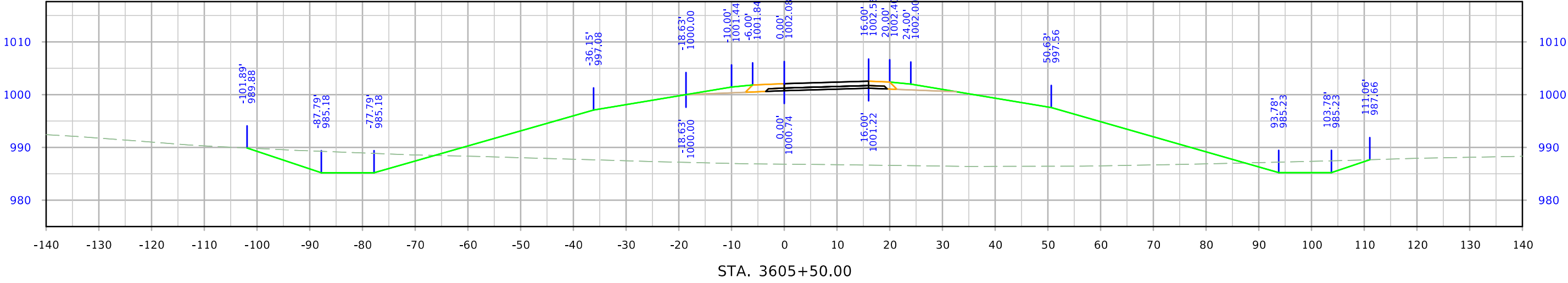
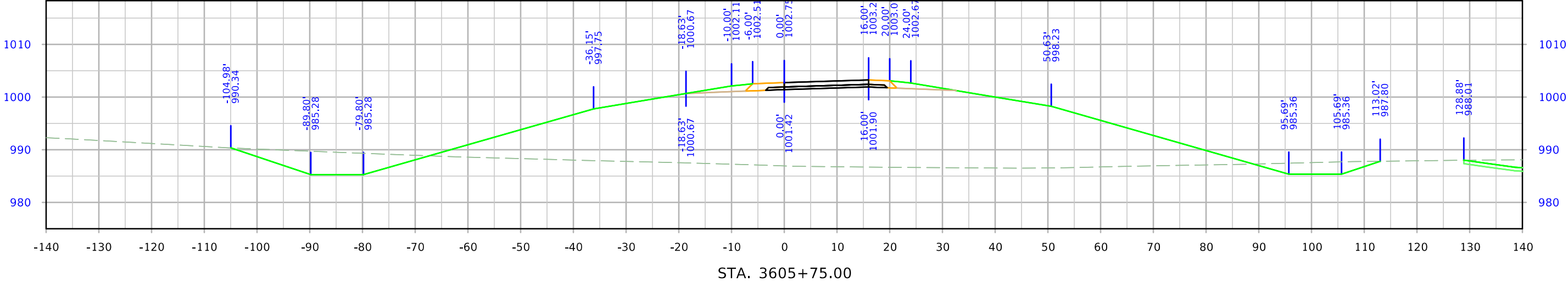
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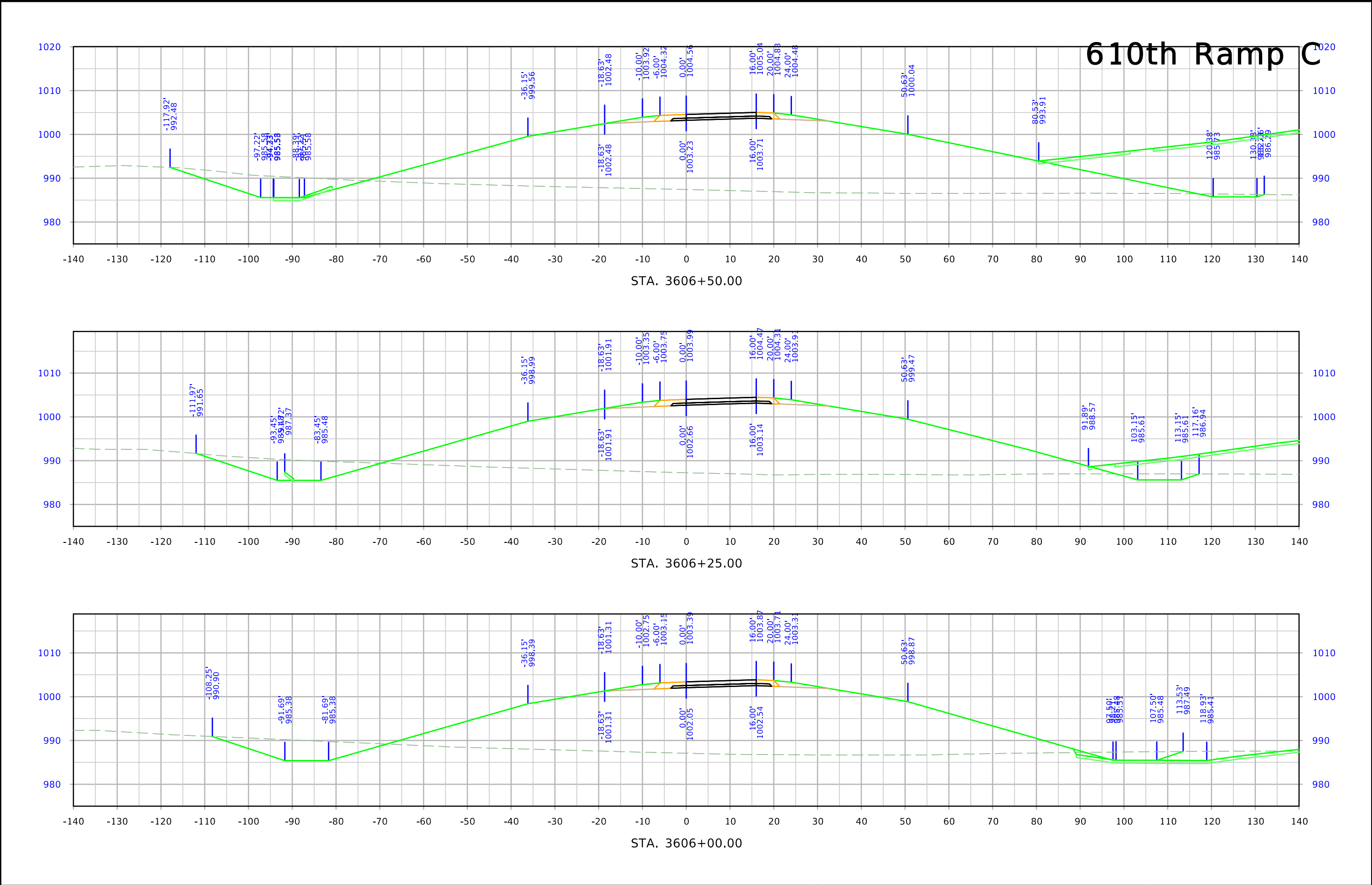


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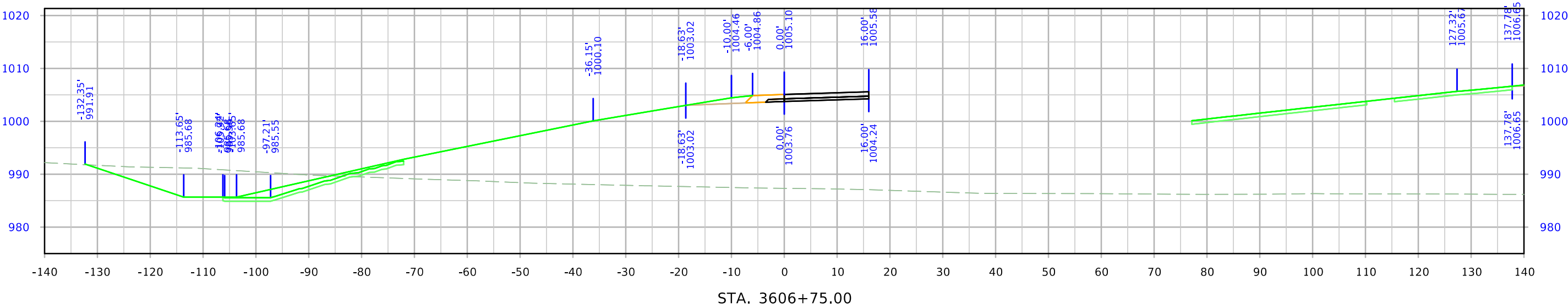
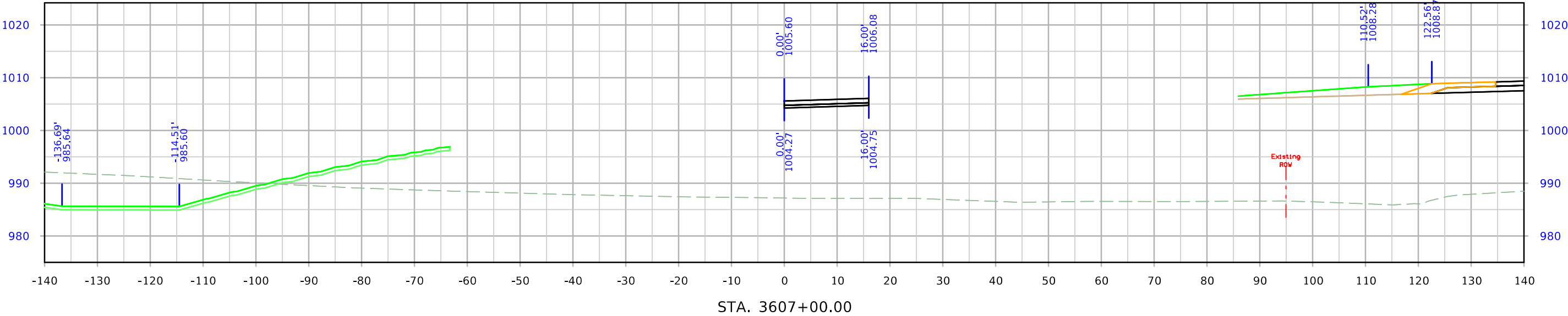


610th Ramp C

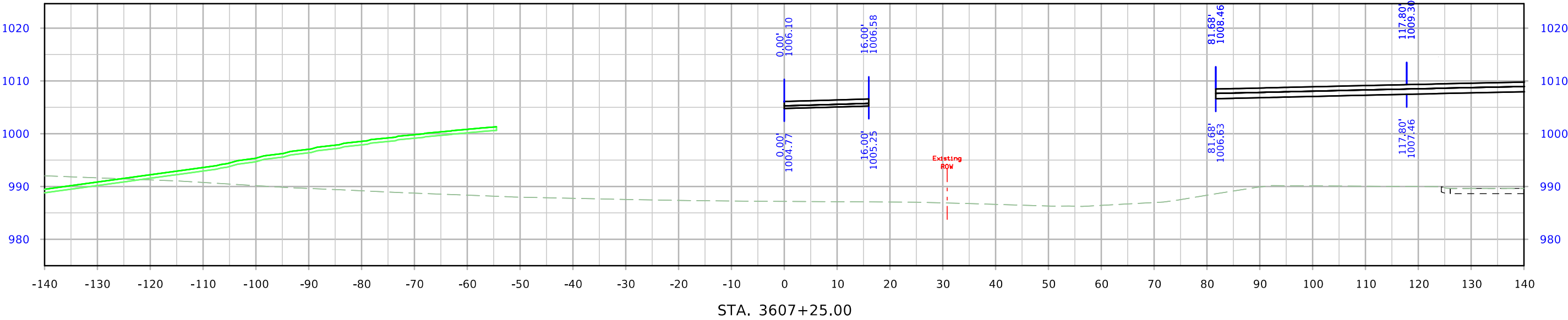
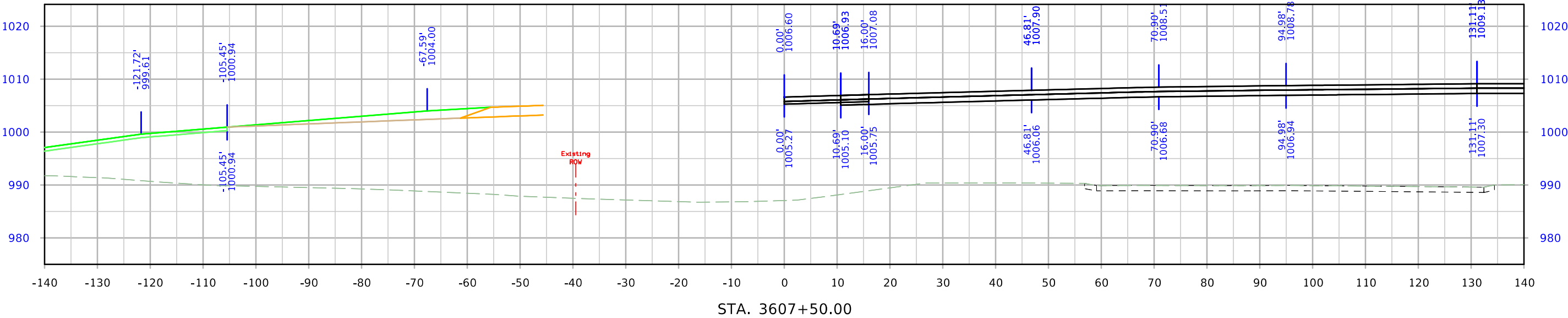




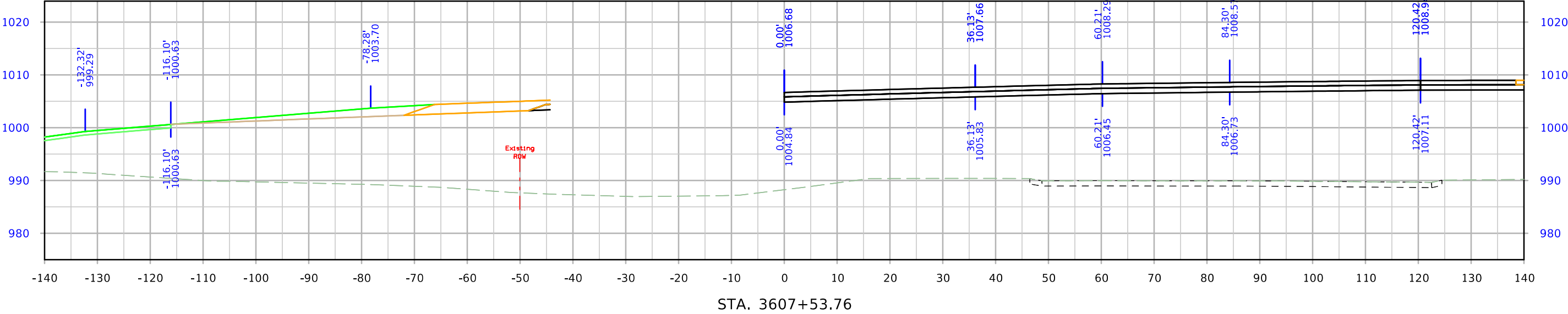
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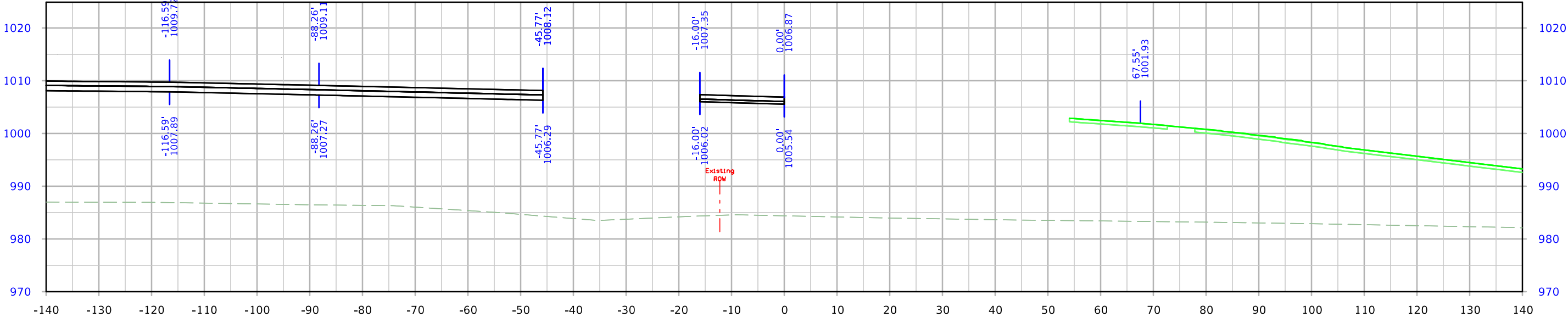
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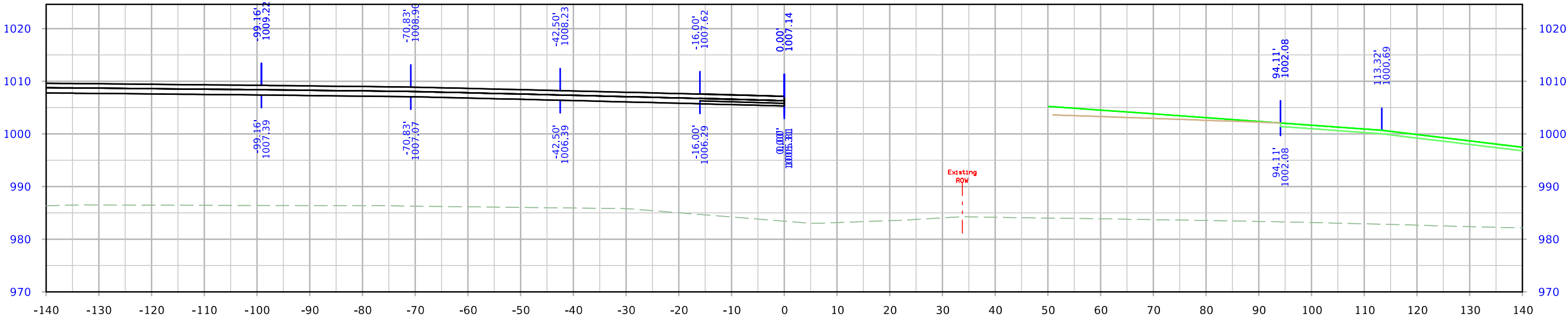
610th Ramp C



610th Ramp D

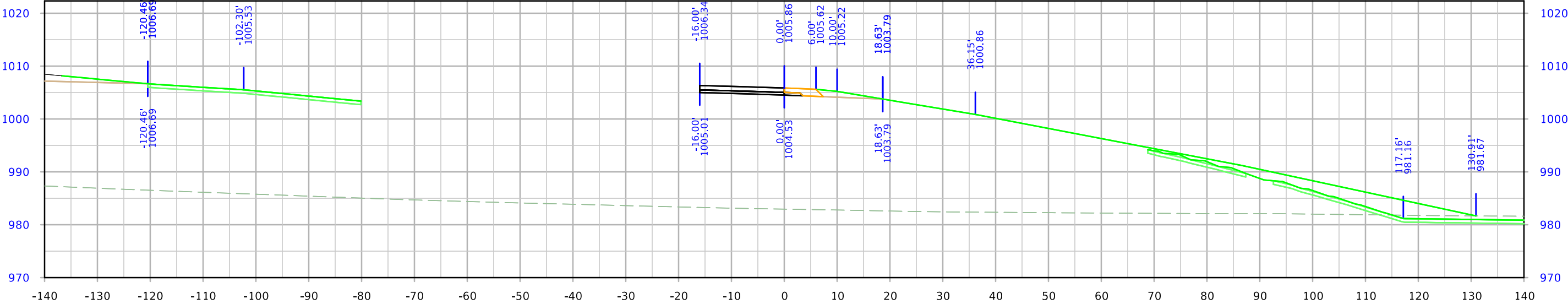


STA. 4500+25.00

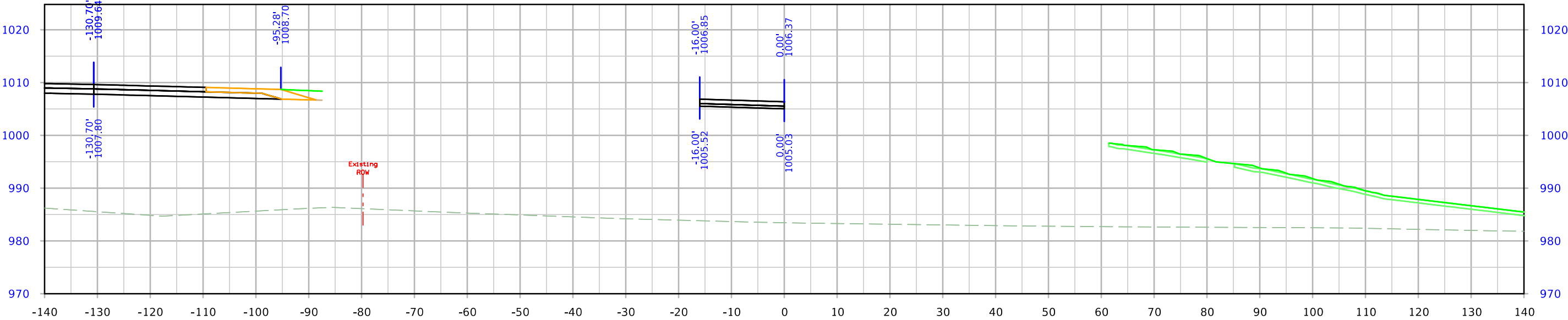


STA. 4500+11.53

610th Ramp D

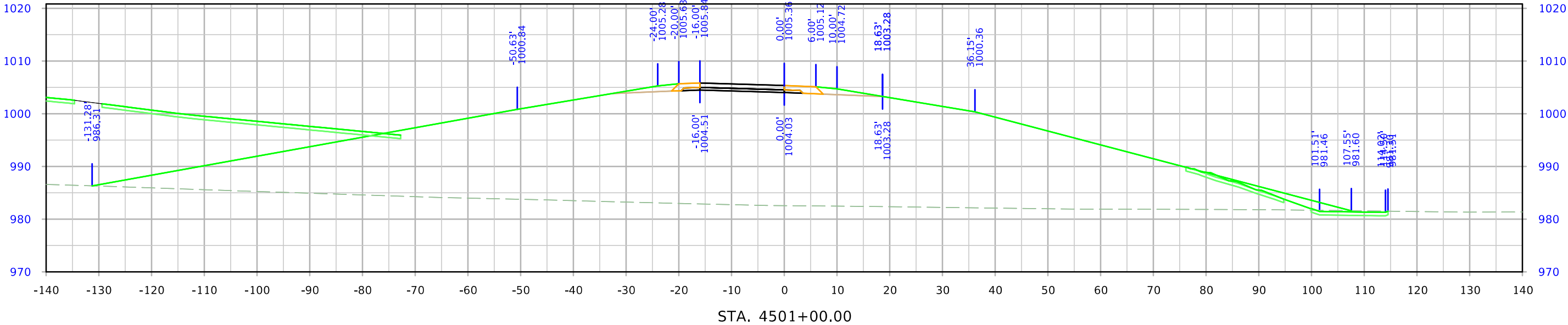
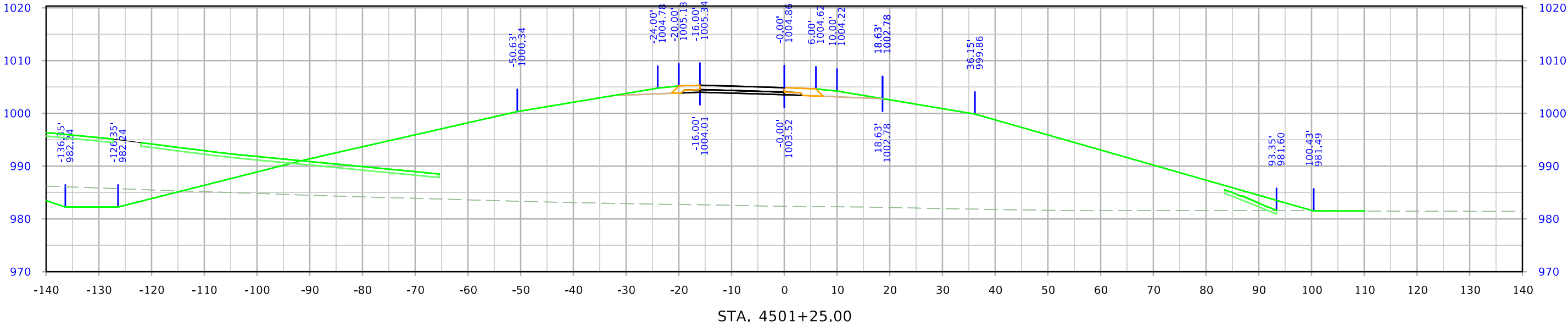


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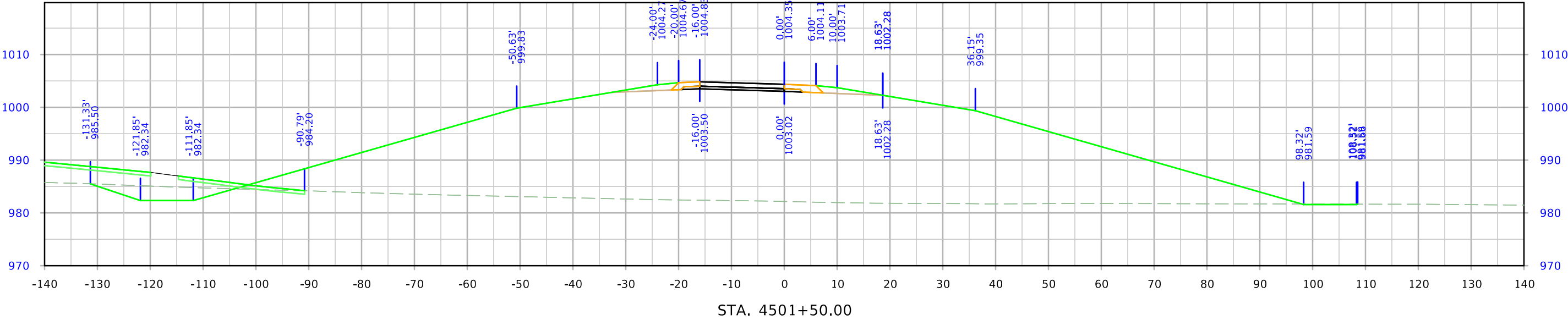
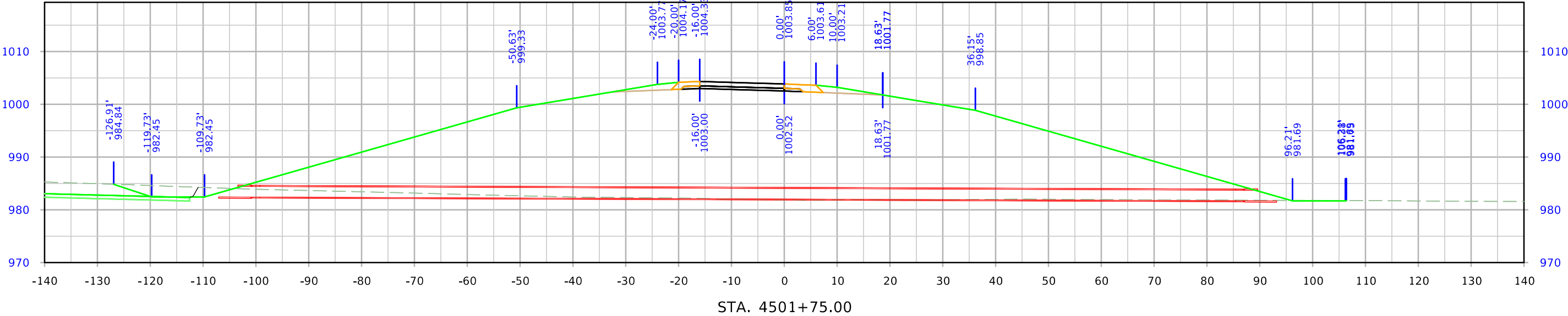


STA. 4500+50.00

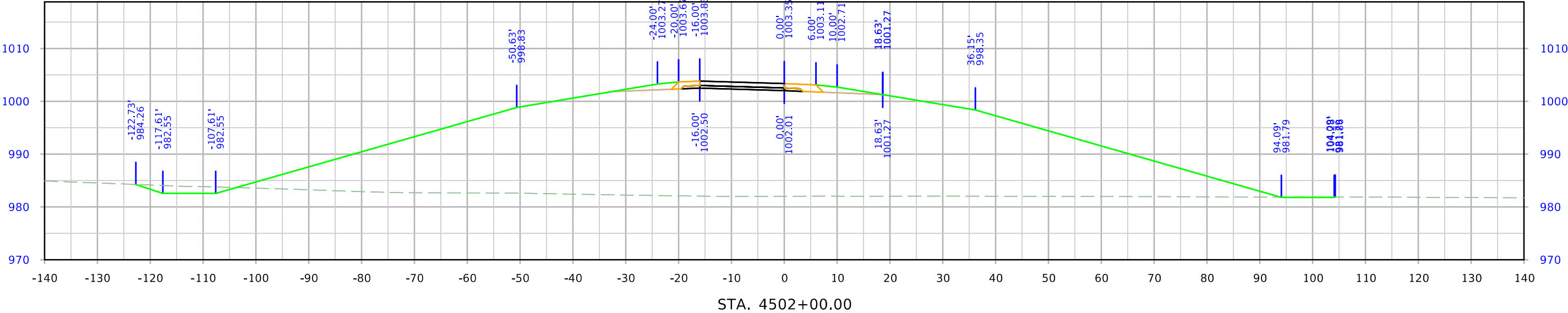
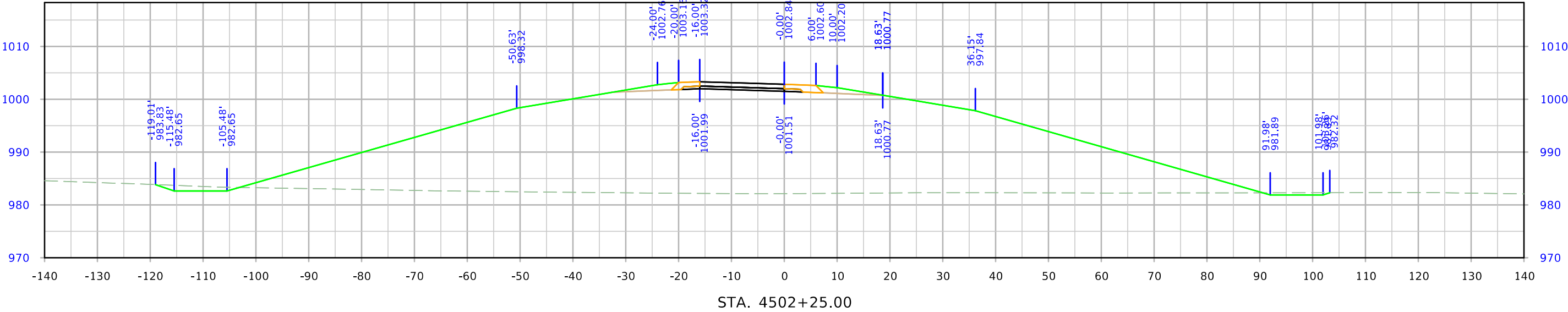
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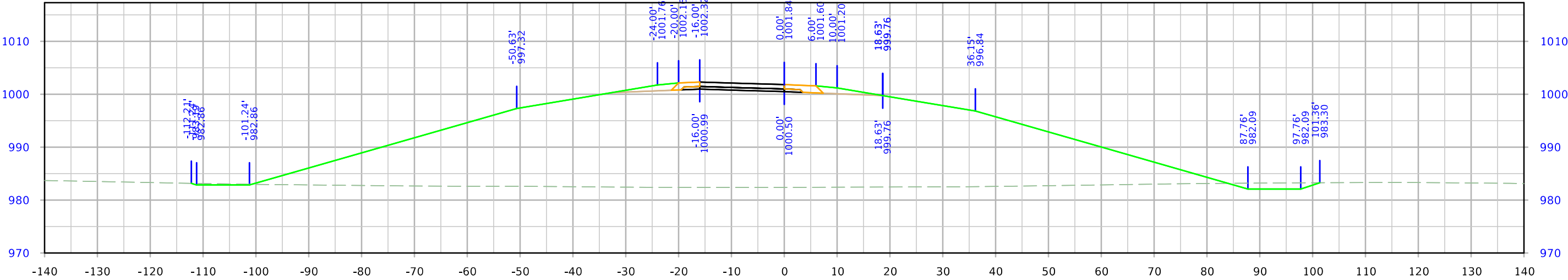
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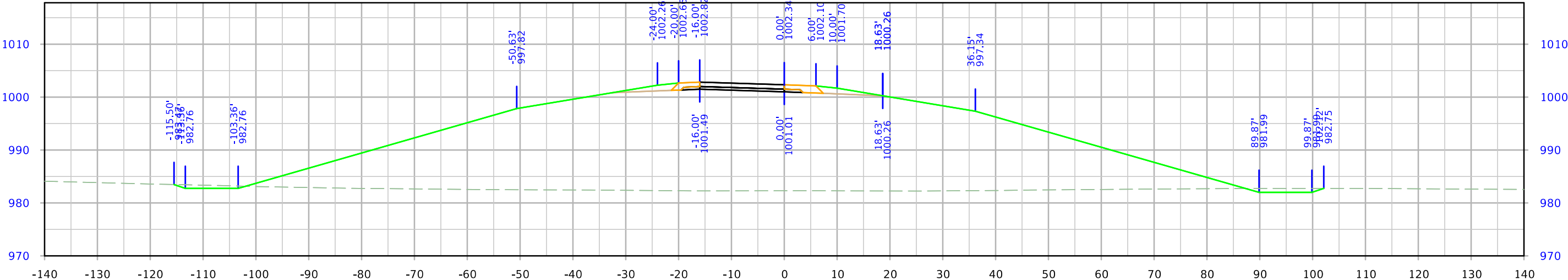
610th Ramp D



610th Ramp D

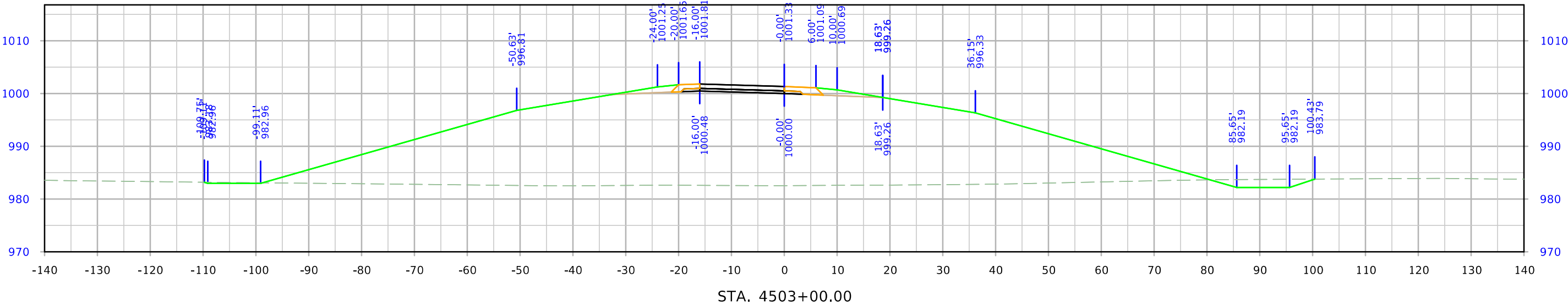
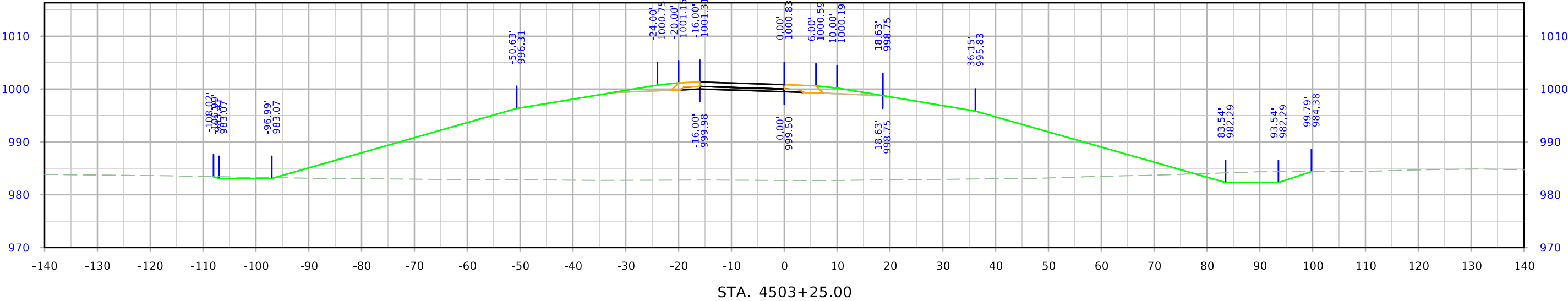


STA. 4502+75.00

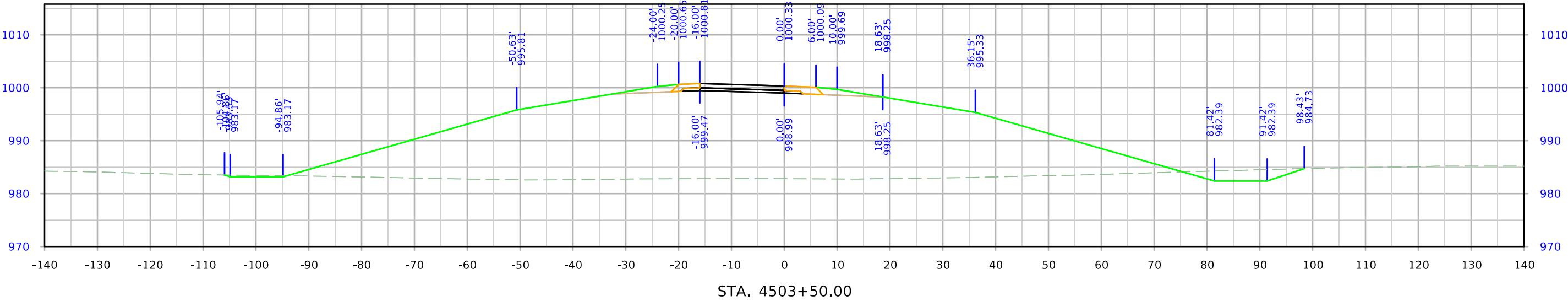
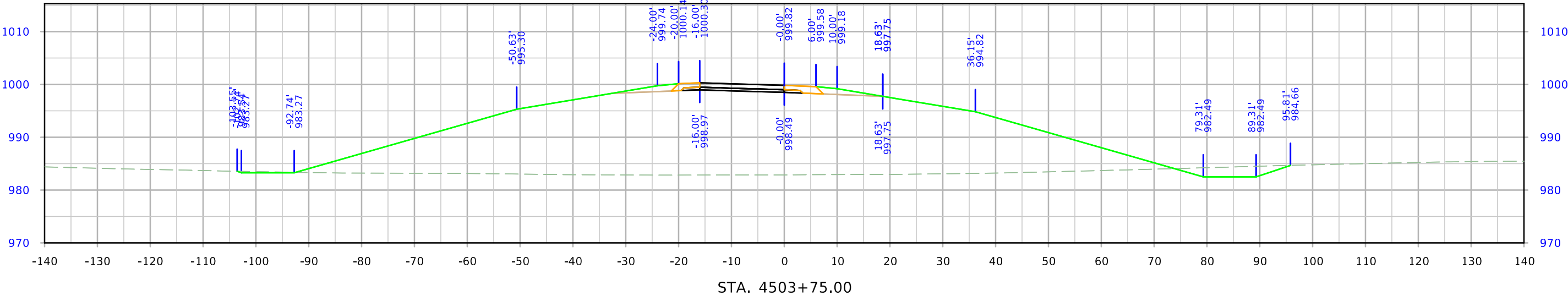


STA. 4502+50.00

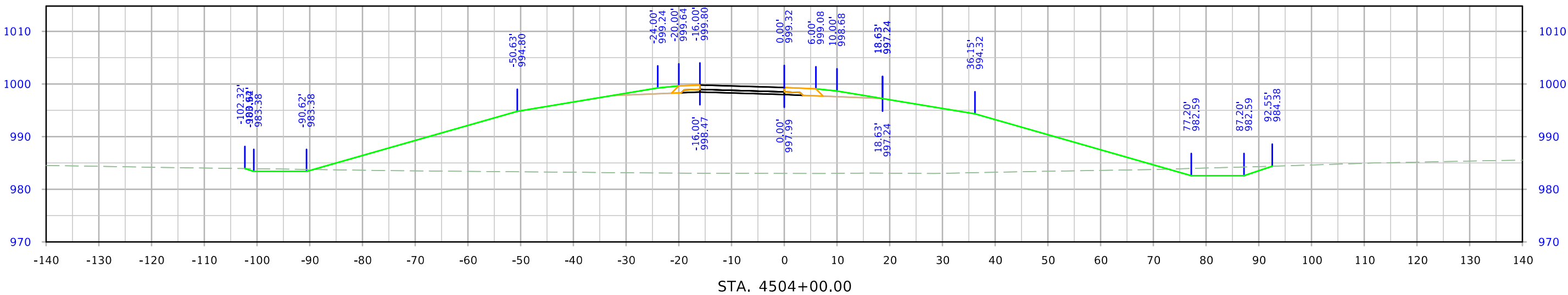
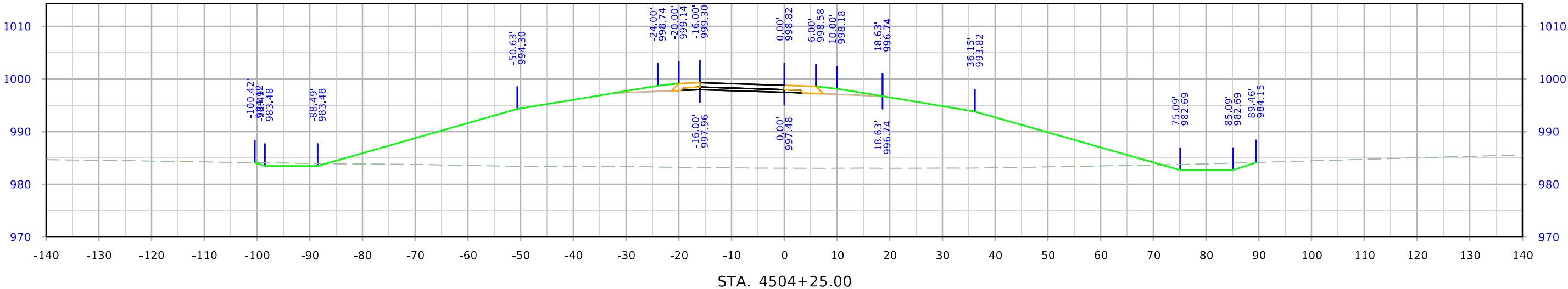
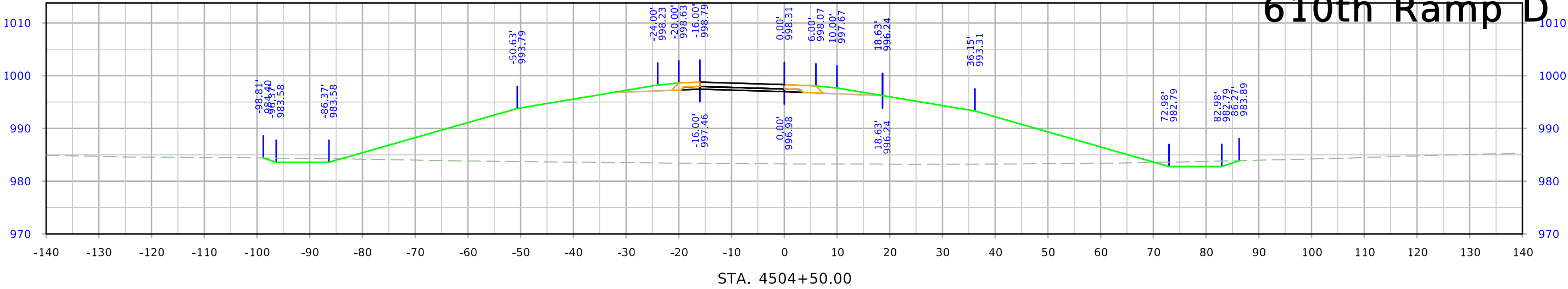
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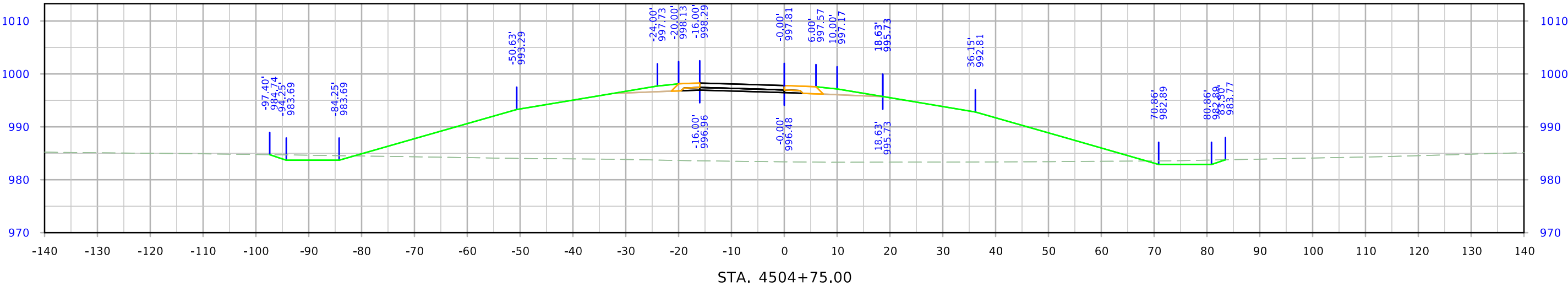
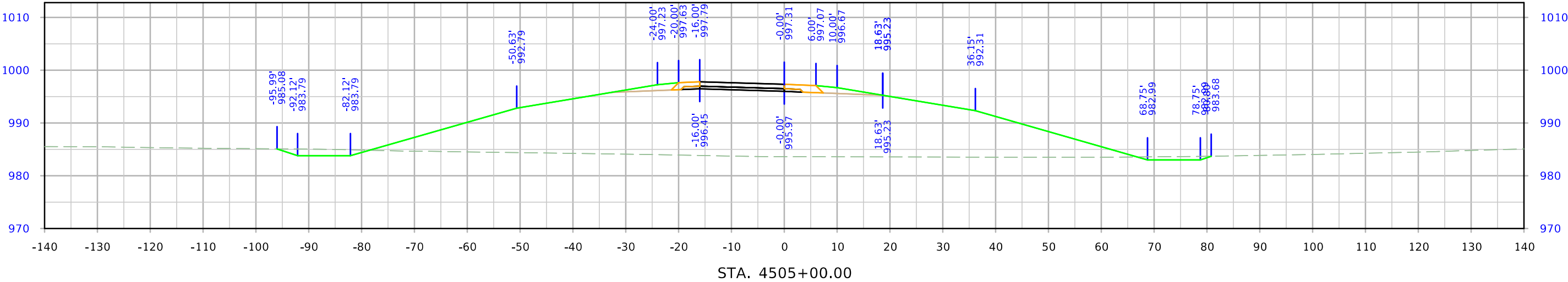
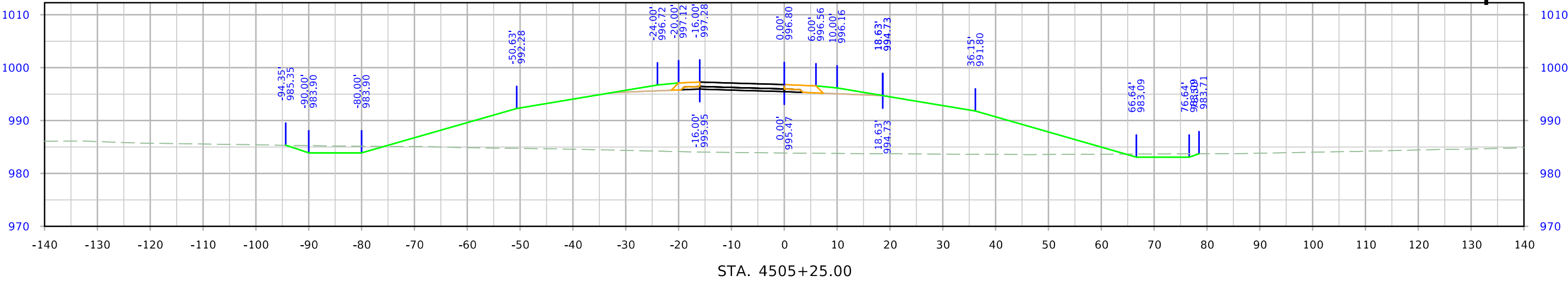
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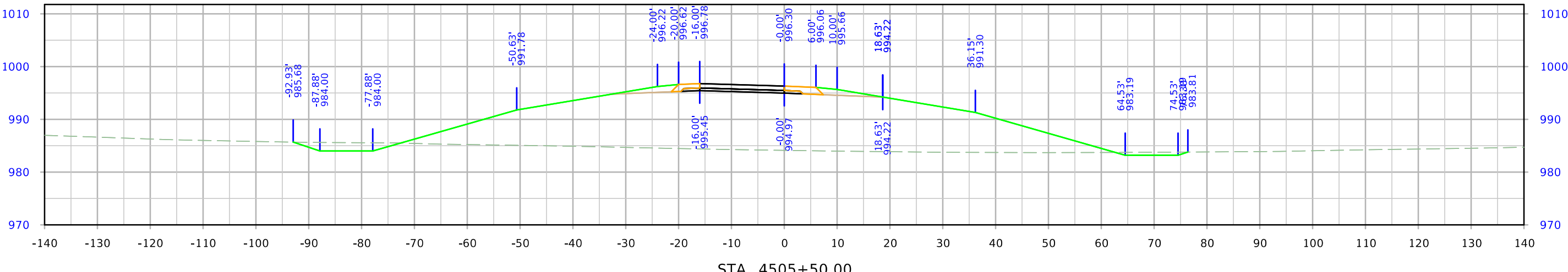
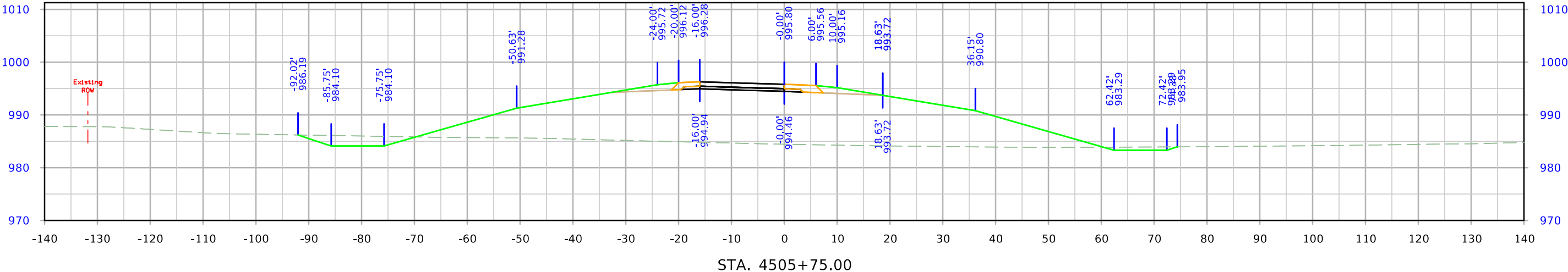
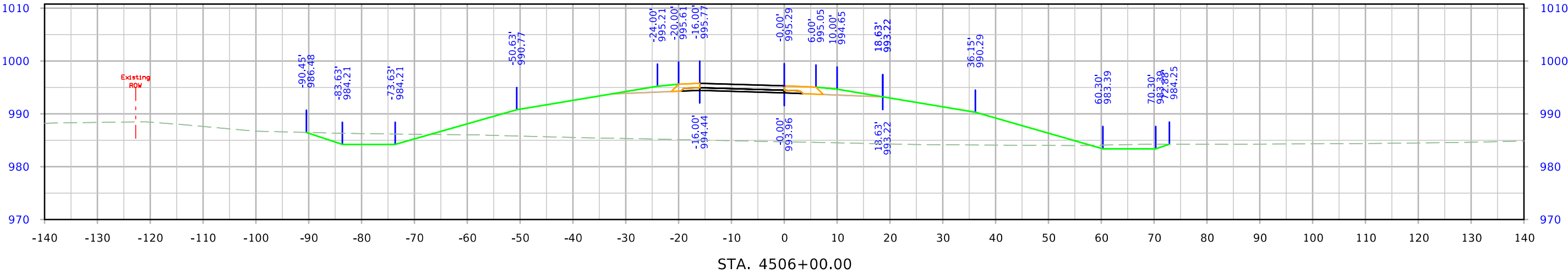
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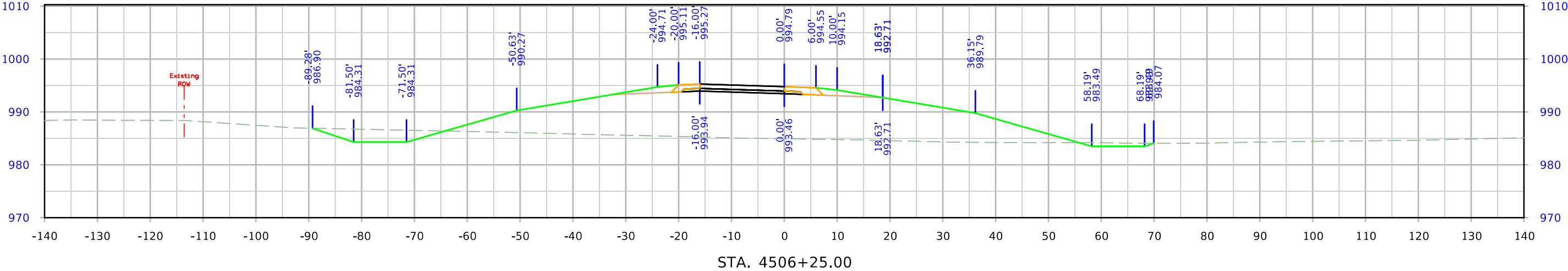
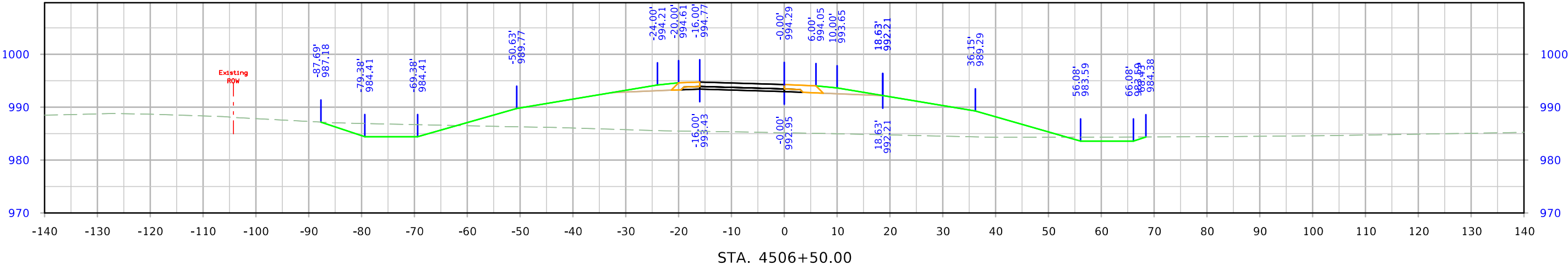
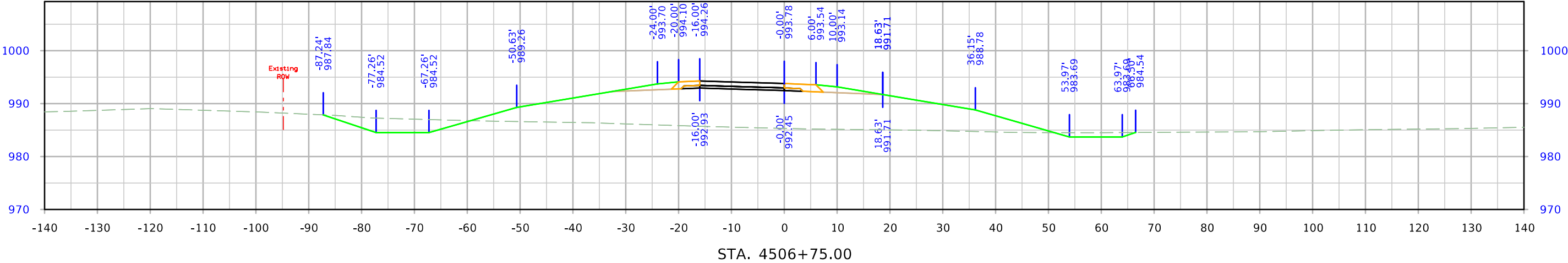
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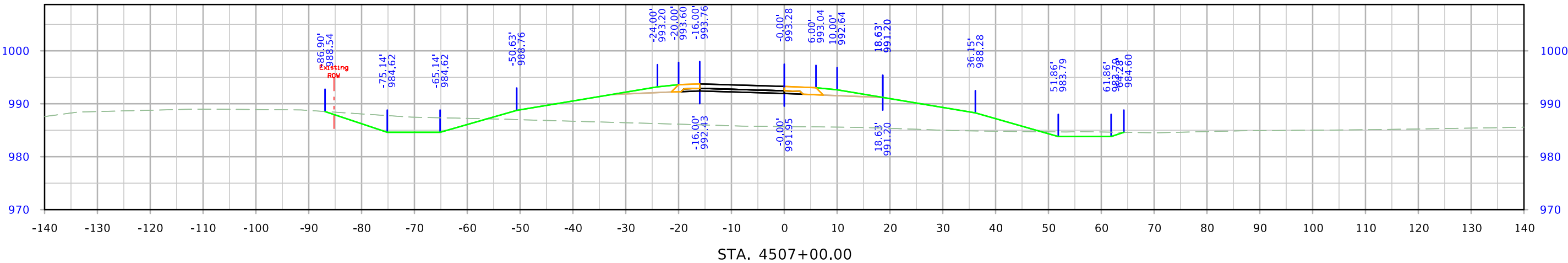
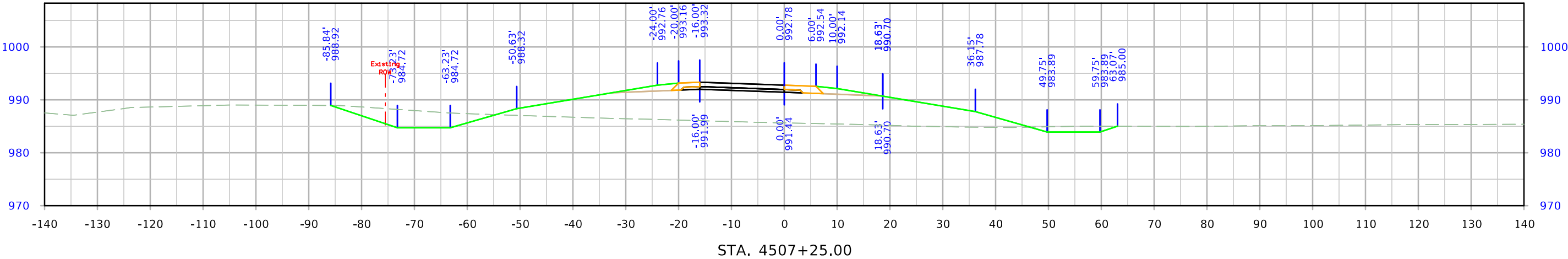
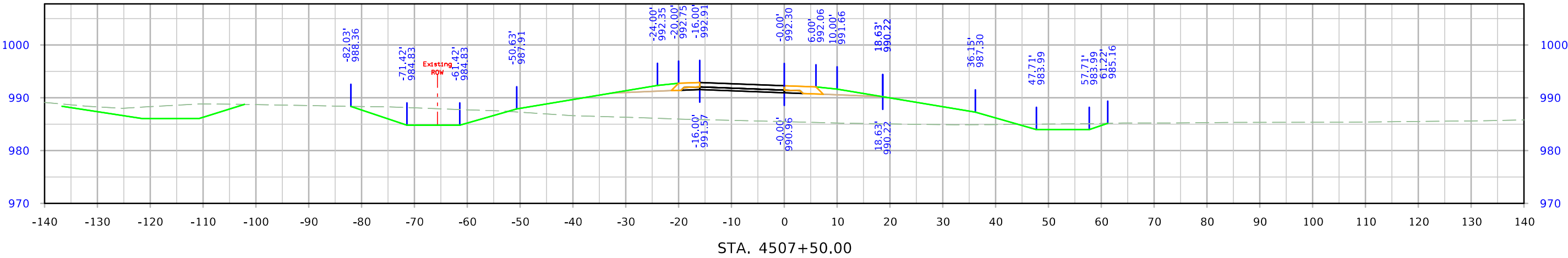
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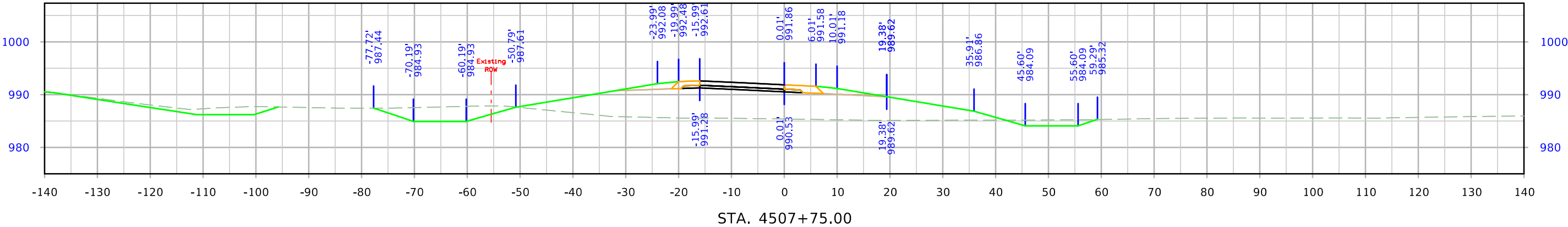
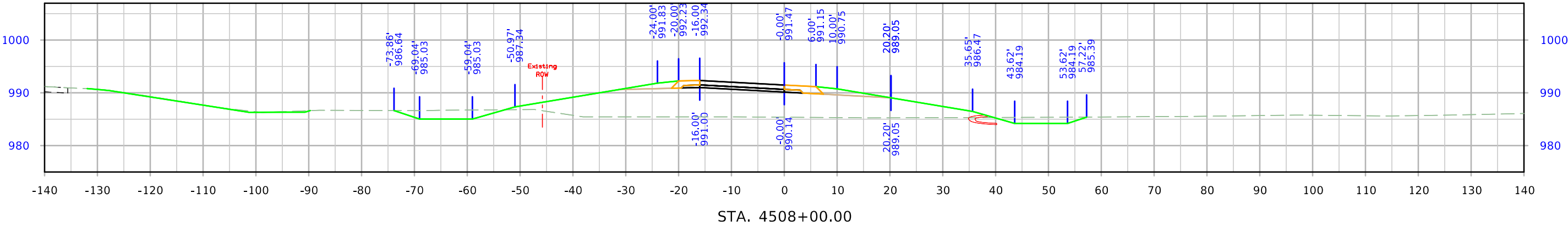
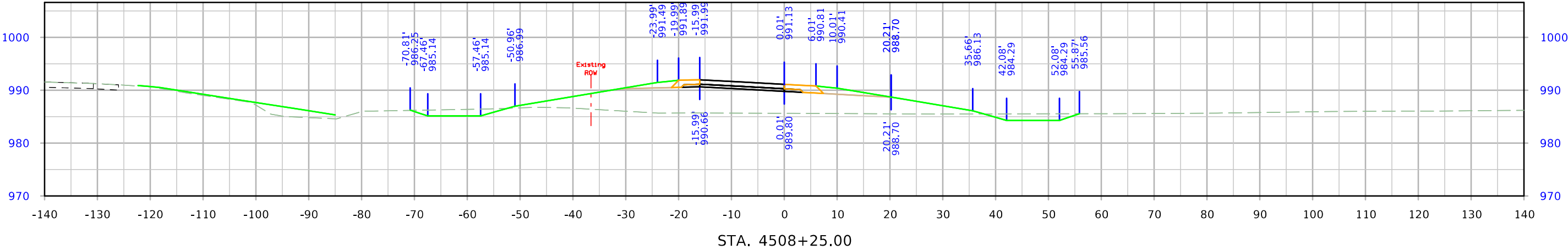
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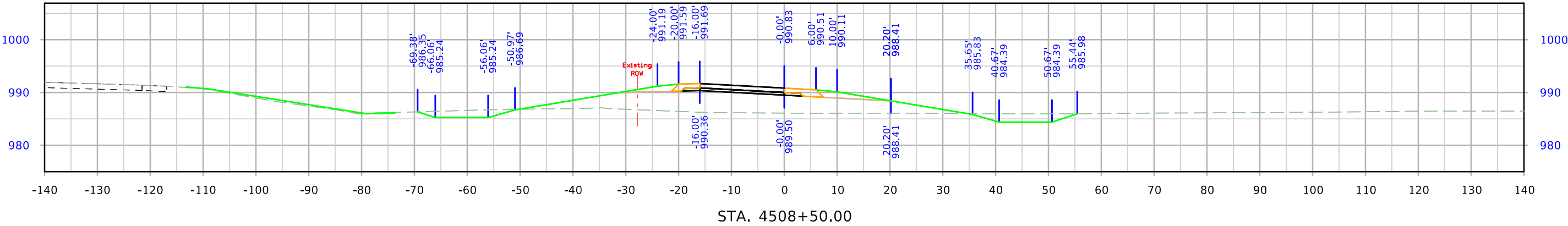
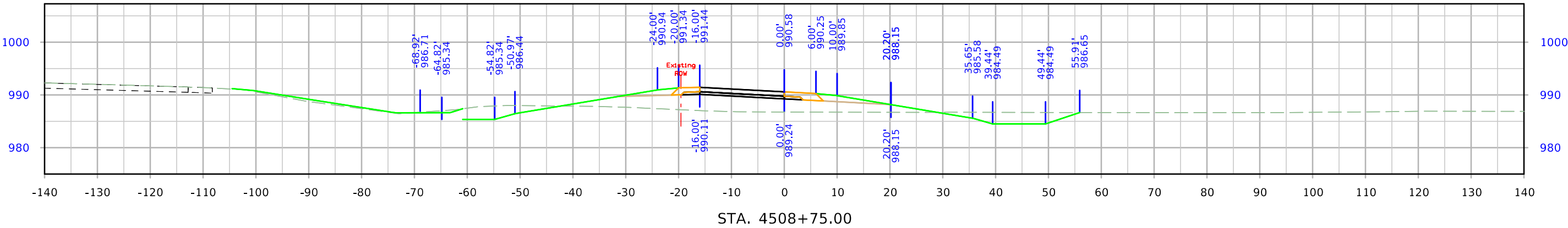
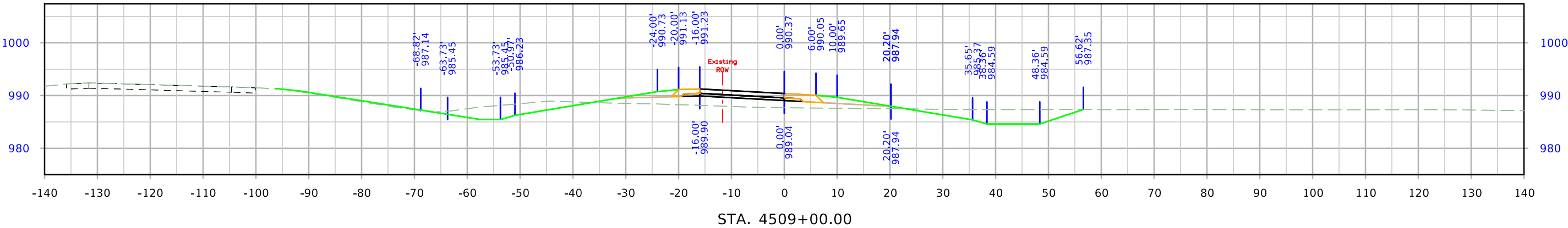
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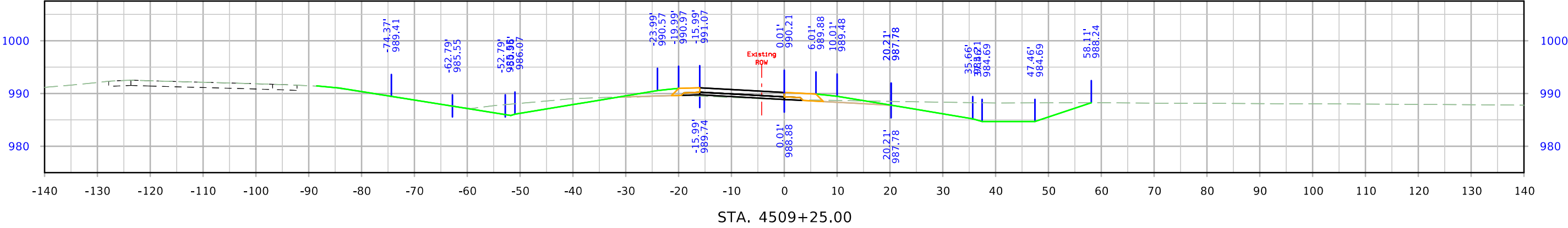
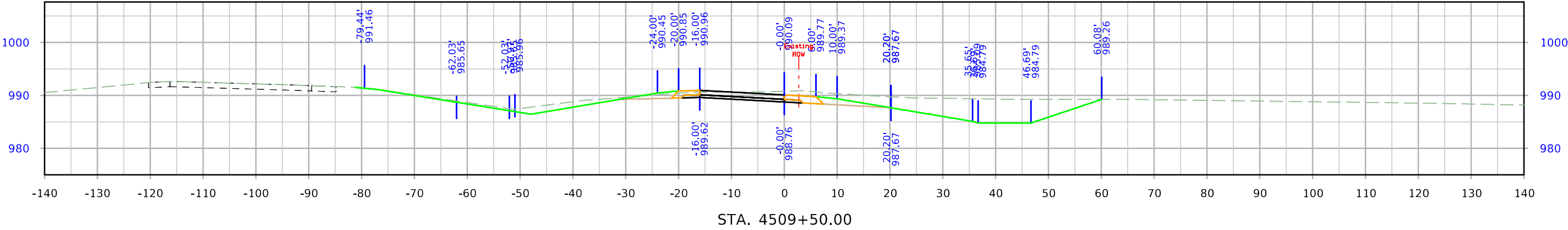
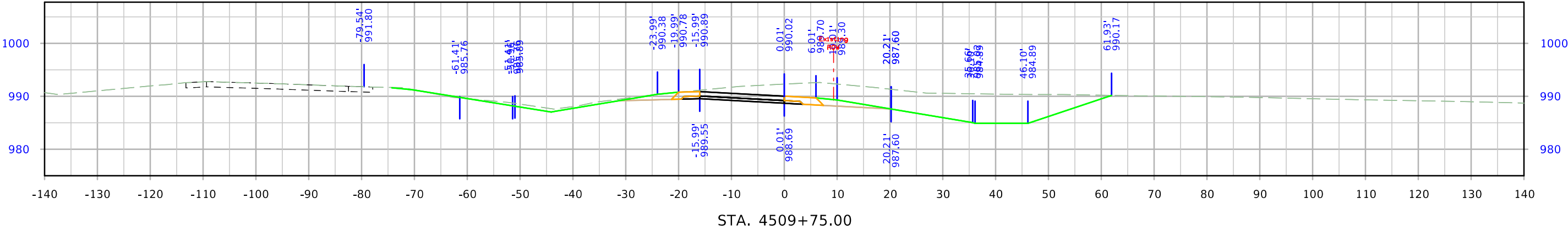
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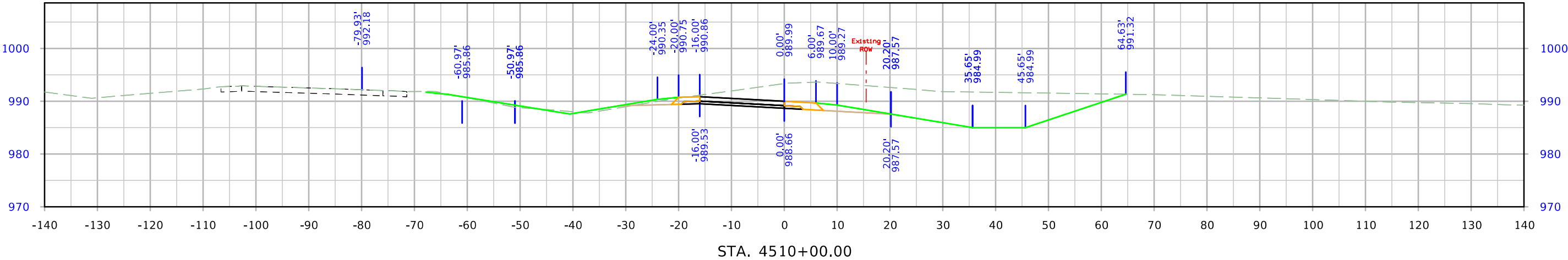
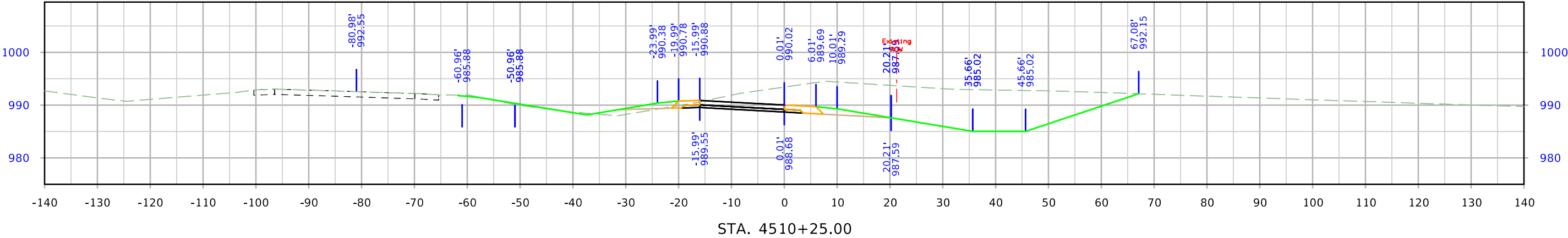
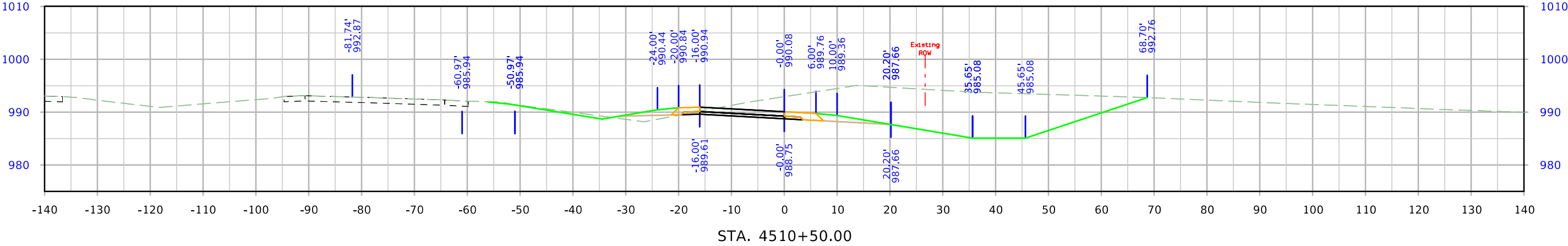
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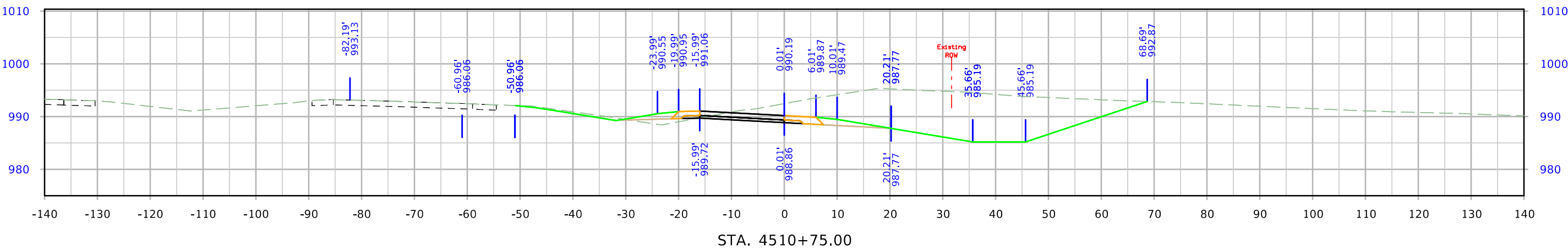
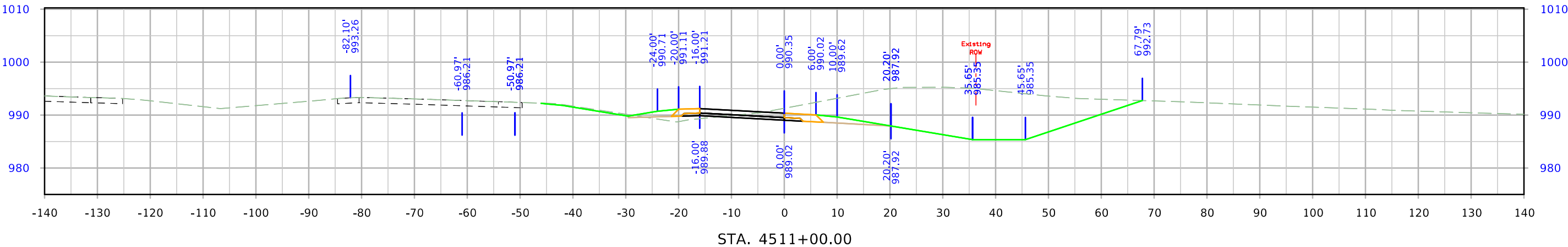
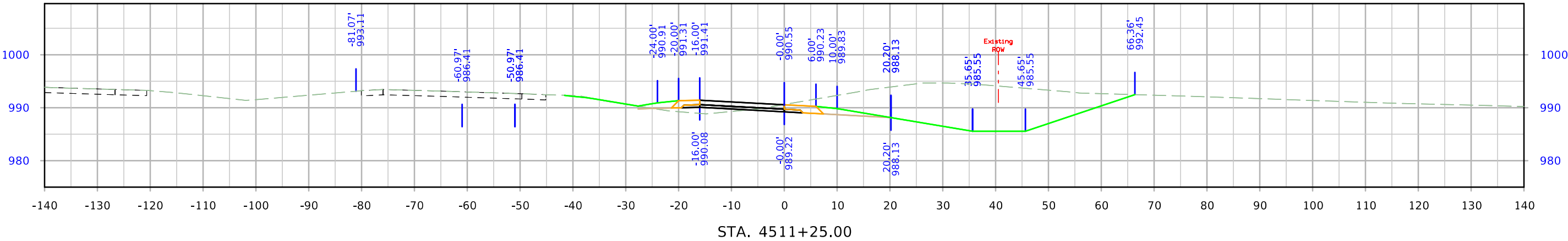
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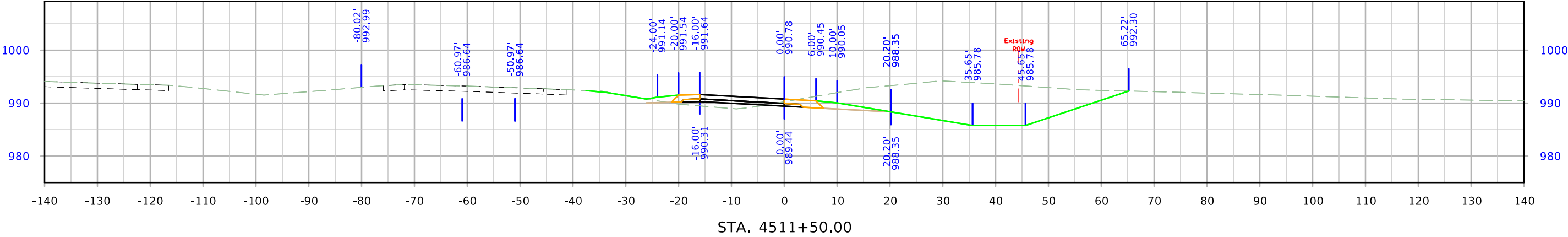
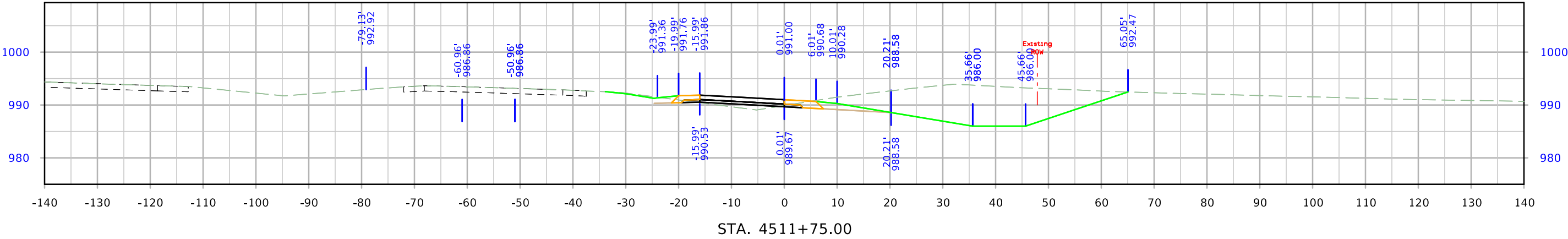
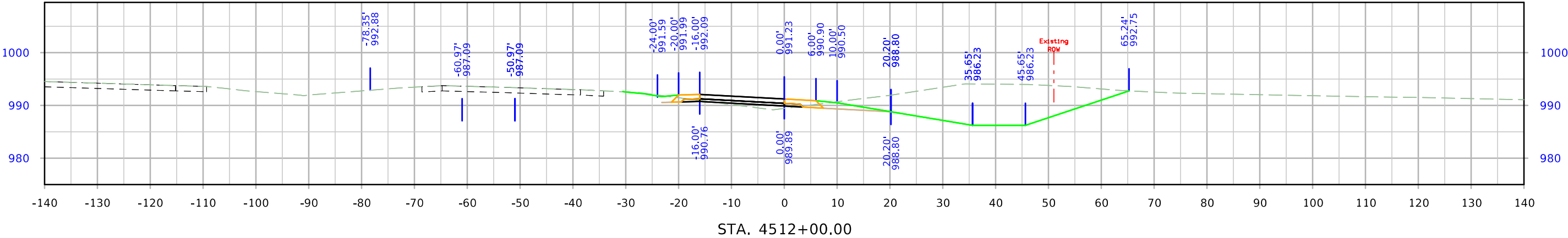
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610th Ramp D



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610th Ramp D

