

INDEX OF SHEETS	
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A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	Typical Cross Sections and Details
B.1 - 12	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
D.1	Plan & Profile Legend & Symbol Information Sheet
D.2 - 27	US 61
E Sheets	Side Road Plan and Profile Sheets
E.1 - 2	Old US 61
E.3	30th St.
E.4	35th St.
E.5	Co Rd H16 (W)
E.6	Co Rd H16 (E)
E.7	J Ave. South
E.8	65th St.
E.9 - 10	BUS 61
E.11	K Ave (Close)
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E.16	142nd Ave.
E.17	100th St. (Close)
E.18	Channel 2244
F Sheets	Detour or Temporary Pavement Sheets
* F.1	100th St. Detour
G Sheets	Survey Sheets
G.1 - 3	Reference Ties and Bench Marks Section A
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G.7 - 9	Reference Ties and Bench Marks Section C
J Sheets	Traffic Control and Staging Sheets
J.1	Traffic Control Plan
K Sheets	Interchange Sheets
K.1 - 2	US 61 & BUS 61 Interchange Layout Sheets
K.3	US 61 & BUS 61 Ramp A
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K.7 - 8	US 61 & Co Rd G62 Interchange Layout Sheets
K.9	US 61 & Co Rd G62 Ramp A
K.10	US 61 & Co Rd G62 Ramp B
K.11	US 61 & Co Rd G62 Ramp C
K.12	US 61 & Co Rd G62 Ramp D
U Sheets	500 Series, Mod.Std. and Detail Sheets
U.1 - 2	Modified PV-410M BUS 61 Ramp A Deceleration Taper
V Sheets	Bridge and Culvert Situation Plans
V.1 - 28	Bridge and Culvert Situation Plans
VW.1 - 10	Mainline Pipe Culvert Cross Sections
VX.1 - 2	Side Road Pipe Culvert Cross Sections
VY.1 - 8	Interchange Ramp Pipe Culvert Cross Sections
W Sheets	Mainline Cross Sections
W.0	Cross Sections Legend & Symbol Information Sheet
W.1 - 124	Mainline Cross Sections



PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

LOUISA COUNTY

PRELIMINARY ENGINEERING

0.5 mi N of IA 78 to 130th St 2 mi S of IA 92

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
		411
PROJECT IDENTIFICATION NUMBER		
11-58-061-010		
PROJECT NUMBER		
NHSX-061-3(61)--3H-58		
R.O.W. PROJECT NUMBER		
NHSX-061-3(62)--2R-58		

INDEX OF SHEETS	
No.	DESCRIPTION
X Sheets	Side Road Cross Sections
X.100 - 103	30th St
X.200 - 201	35th St
X.300 - 306	Co Rd H16 (W)
X.400 - 402	Co Rd H16 (E)
X.500 - 504	J Ave S (Close)
X.600 - 635	Bus 61
X.700 - 707	K Ave (Close)
X.800 - 808	70th St (Close)
X.900 - 926	Co Rd G62
X.1000 - 10024	100th St W
X.1100 - 1102	142nd Ave
X.1200 - 1206	100th St (Close)
X.1300 - 1306	Channel 2244
Y Sheets	Ramp Cross Sections
Y.100 - 109	Ramp A BUS 61
Y.200 - 205	Ramp B BUS 61
Y.300 - 304	Ramp C BUS 61
Y.400 - 410	Ramp D BUS 61
Y.500 - 505	Ramp A G62
Y.600 - 605	Ramp B G62
Y.700 - 704	Ramp C G62
Y.800 - 804	Ramp D G62

EARTHWORK:

CUT: 533,000 CY

FILL(30%): 1,765,000 CY

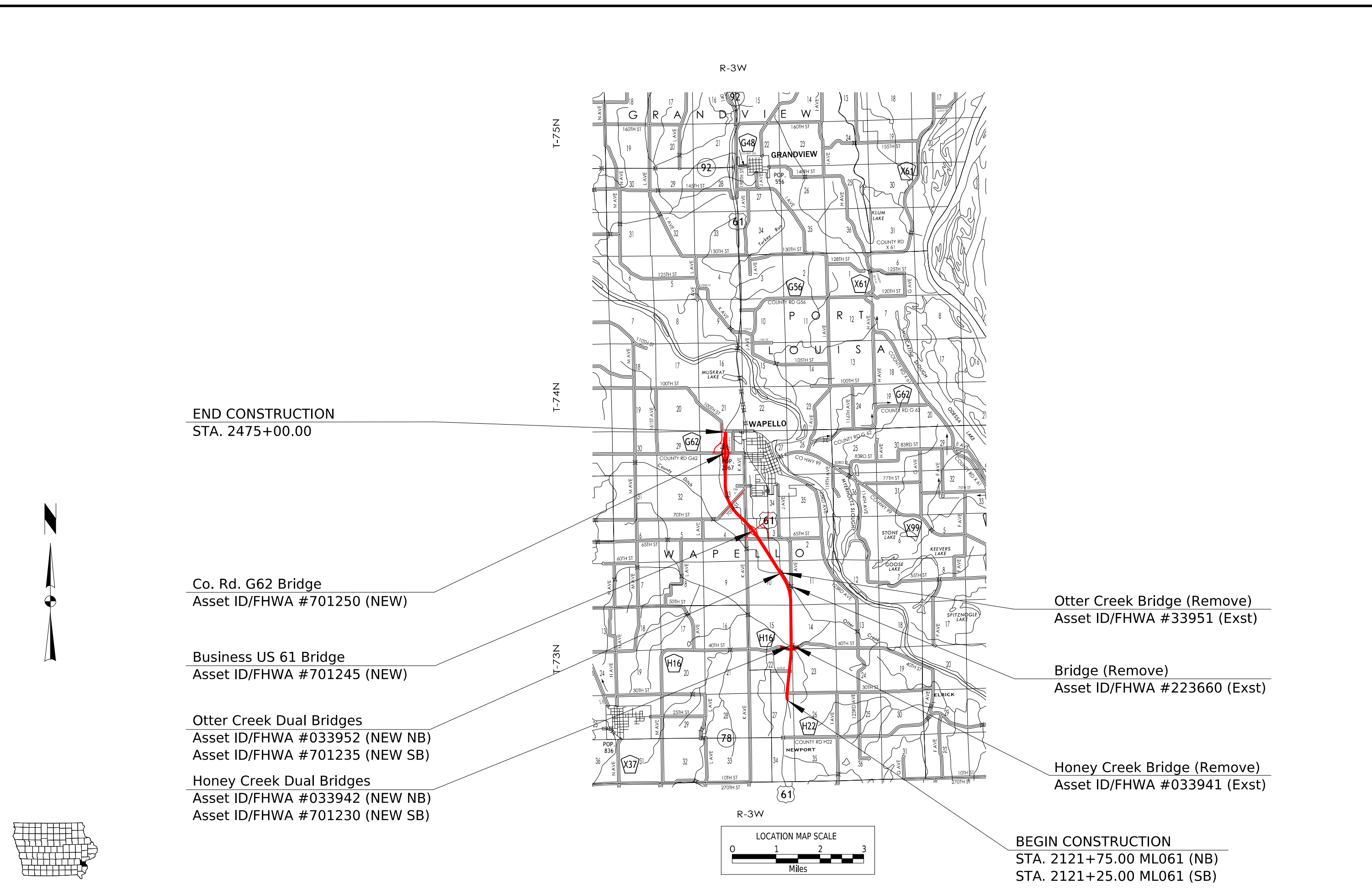
PRELIMINARY PLANS

Subject to change by final design.

Revised D5 PLAN: June 24, 2025

US 61			
DESIGN DATA RURAL			
2020	AADT	4600	V.P.D.
2040	AADT	6000	V.P.D.
20 --	DHV	--	V.P.H.
TRUCKS		16	%
Total			
Design ESALs		--	

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



END CONSTRUCTION
STA. 2475+00.00

Co. Rd. G62 Bridge
Asset ID/FHWA #701250 (NEW)

Business US 61 Bridge
Asset ID/FHWA #701245 (NEW)

Otter Creek Dual Bridges
Asset ID/FHWA #033952 (NEW NB)
Asset ID/FHWA #701235 (NEW SB)

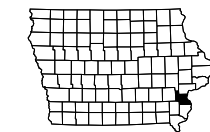
Honey Creek Dual Bridges
Asset ID/FHWA #033942 (NEW NB)
Asset ID/FHWA #701230 (NEW SB)

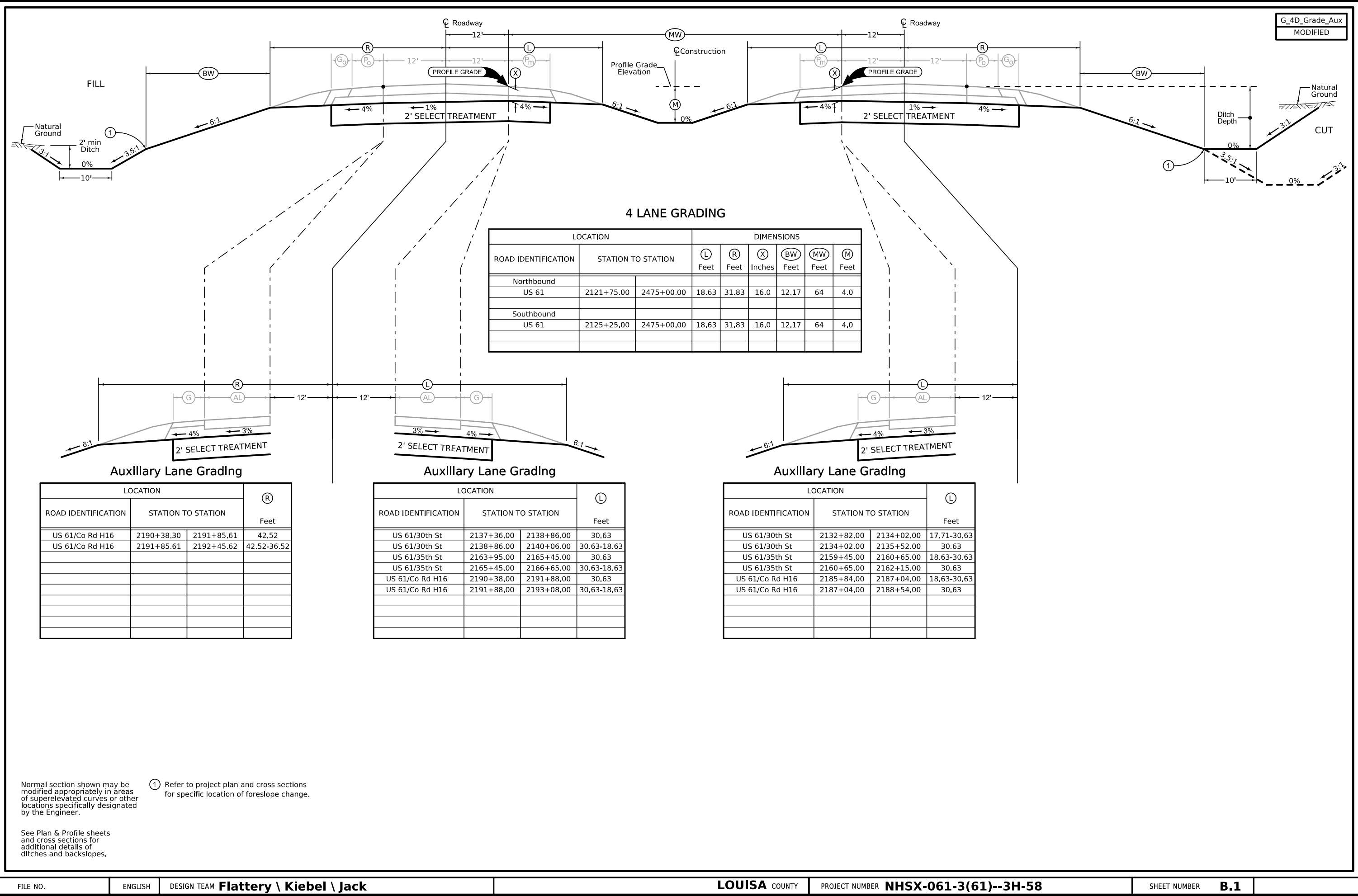
Otter Creek Bridge (Remove)
Asset ID/FHWA #33951 (Exst)

Bridge (Remove)
Asset ID/FHWA #223660 (Exst)

Honey Creek Bridge (Remove)
Asset ID/FHWA #033941 (Exst)

BEGIN CONSTRUCTION
STA. 2121+75.00 ML061 (NB)
STA. 2121+25.00 ML061 (SB)

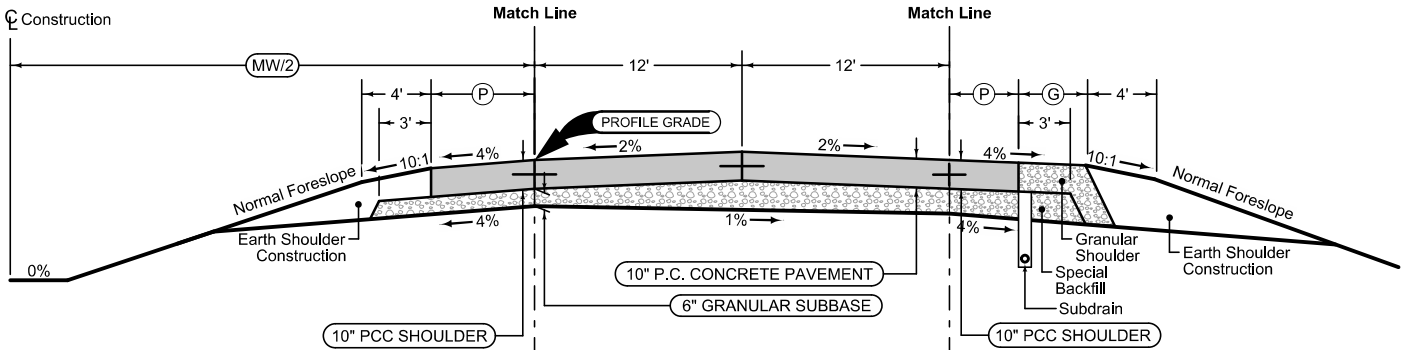




Full Depth PCC Shoulder

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

4_P_FullPCC_ Modified				
ROAD ID	BEGIN STATION	END STATION	(P) Feet	
US 61	2125+75.00	2132+82.00	6	
US 61	2135+52.00	2159+45.00	6	
US 61	2162+15.00	2185+84.00	6	
US 61	2188+54.00	2193+05.54	6	
	Bridge and Approaches			
US 61	2196+52.50	2282+32.28	6	
	Bridge and Approaches			
US 61	2285+42.06	2475+00.00	6	



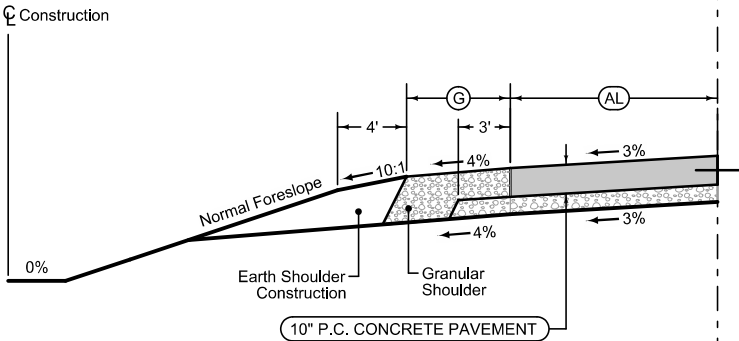
Section shown in the direction of traffic.
Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

4DP_ Modified				
ROAD ID	BEGIN STATION	END STATION	(MW) Feet	
US 61	2125+75.00	2475+00.00	64	

Full Depth PCC Combination Shoulder

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

4_C_FullPCC_ Modified				
ROAD ID	BEGIN STATION	END STATION	(P) Feet	(G) Feet
US 61	2125+75.00	2193+05.59	6	4
	Bridge and Approaches			
US 61	2196+52.50	2282+32.28	6	4
	Bridge and Approaches			
US 61	2285+42.06	2475+00.00	6	4



Auxiliary Lane

Longitudinal joint: L
Transverse joint: Match Mainline

4_AuxLane_PCC_ Modified					4_AL_Shldr_G_ 04-21-20	
ROAD ID	BEGIN STATION	END STATION	(AL) Feet	(G) Feet		
US 61	2132+82.00	2133+42.00	6	0-6		
US 61	2133+42.00	2134+02.00	6-12	6		
US 61	2134+02.00	2135+52.00	12	6		
US 61	2159+45.00	2160+05.00	6	0-6		
US 61	2160+05.00	2160+65.00	6-12	6		
US 61	2160+65.00	2162+15.00	12	6		
US 61	2185+84.00	2186+44.00	6	0-6		
US 61	2186+44.00	2187+04.00	6-12	6		
US 61	2187+04.00	2188+54.00	12	6		

Auxiliary Lane

Granular Shoulder

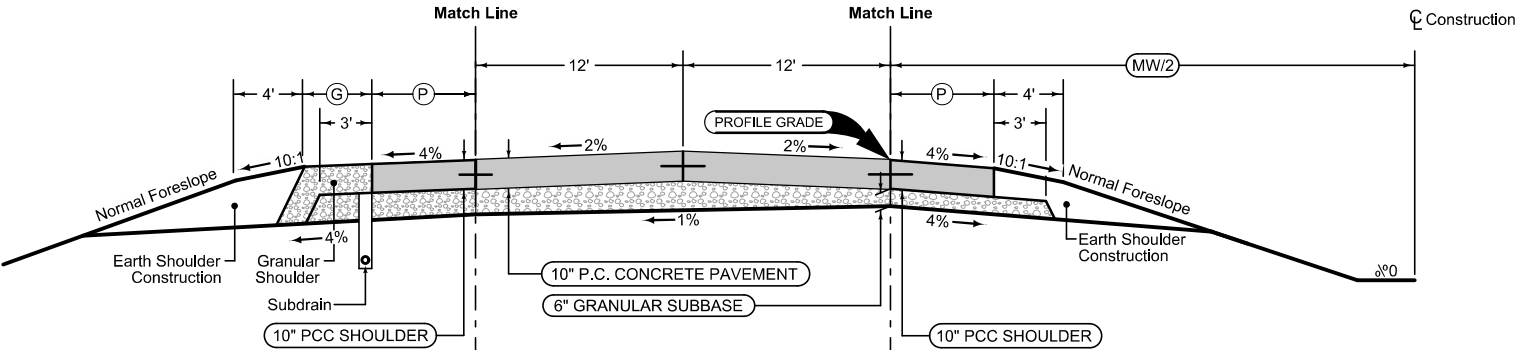
US 61 NB

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

Full Depth PCC Combination Shoulder

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

4_C_FullPCC_ Modified				
ROAD ID	BEGIN STATION	END STATION	(P) Feet	(G) Feet
US 61	2125+25.00	2187+66.70	6	4
US 61	West H16 / 40th St			
US 61	2190+95.62	2193+05.41	6	4
US 61	Bridge and Approaches			
US 61	2196+52.50	2282+85.40	6	4
US 61	Bridge and Approaches			
US 61	2285+95.18	2475+00.00	6	4



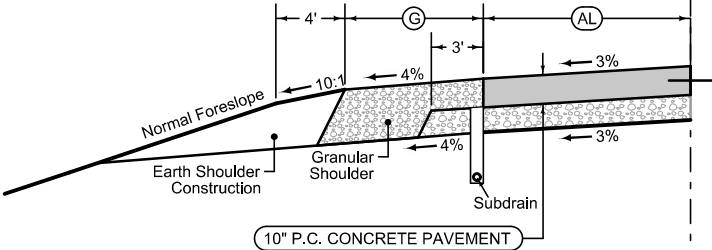
Section shown in the direction of stationing.
Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

4DP_ Modified				
ROAD ID	BEGIN STATION	END STATION	(MW) Feet	
US 61	2125+25.00	2475+00.00	64	

Full Depth PCC Shoulder

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

4_P_FullPCC_ Modified				
ROAD ID	BEGIN STATION	END STATION	(P) Feet	
US 61	2125+25.00	2137+36.00	6	
US 61	2140+06.00	2163+95.00	6	
US 61	2166+65.00	2190+38.00	6	
	Median Crossing, Bridge and Approaches			
US 61	2196+52.50	2282+85.40	6	
US 61	Bridge and Approaches			
US 61	2285+95.18	2475+00.00	6	



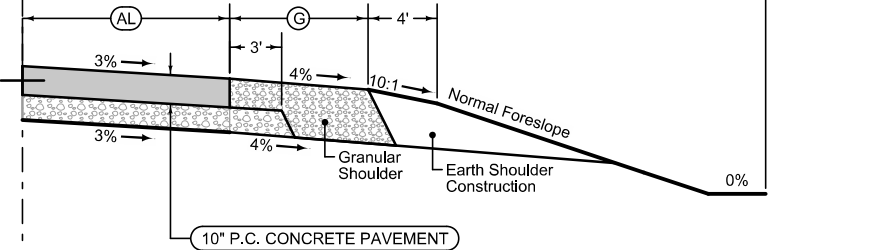
Auxiliary Lane

Longitudinal joint: L
Transverse joint: Match Mainline

4_AuxLane_PCC_ Modified				
ROAD ID	BEGIN STATION	END STATION	(AL) Feet	(G) Feet
US 61	2190+38.30	2191+85.59	12	4
US 61	2191+85.59	2192+45.41	12-6	4
US 61	2192+45.41	2193+05.41	6	4

Auxiliary Lane

Granular Shoulder



Auxiliary Lane

Longitudinal joint: L
Transverse joint: Match Mainline

4_AuxLane_PCC_ Modified				
ROAD ID	BEGIN STATION	END STATION	(AL) Feet	(G) Feet
US 61	2137+36.00	2138+86.00	12	6
US 61	2138+86.00	2139+46.00	12-6	6
US 61	2139+46.00	2140+06.00	6	6-0
US 61	2163+95.00	2165+45.00	12	6
US 61	2165+45.00	2166+05.00	12-6	6
US 61	2166+05.00	2166+65.00	6	6-0
US 61	2190+38.00	2191+88.00	12	6
US 61	2191+88.00	2192+48.00	12-6	6
US 61	2192+48.00	2193+05.46	6	6-1.5

Auxiliary Lane

Granular Shoulder

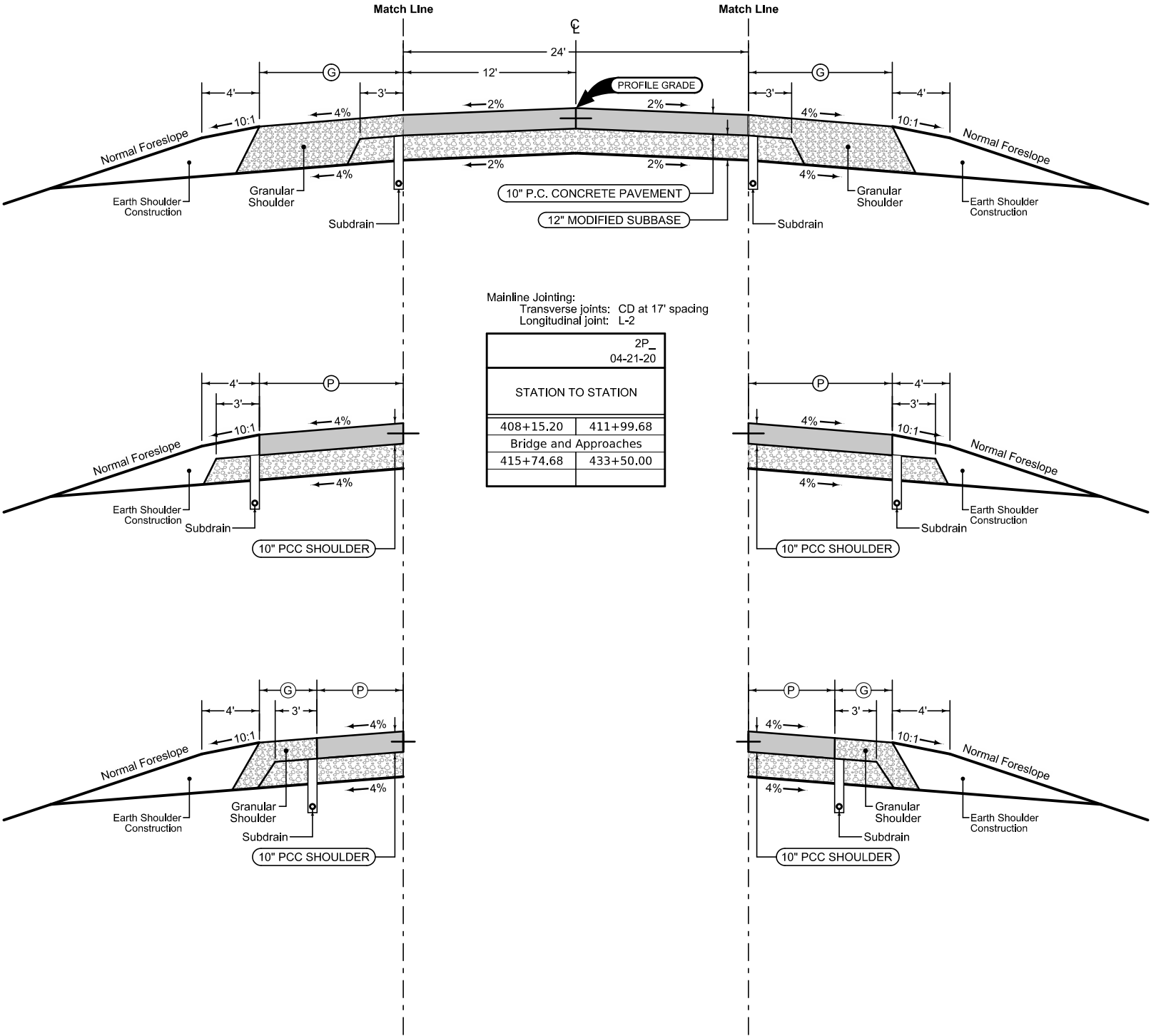
US 61 SB

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

Granular Shoulder		
2_G_SR_ 04-21-20		
STATION TO STATION		Ⓔ Feet
408+15.20	409+72.76	10
BUS 61 Ramp A		

Full Depth PCC Shoulder		
Shoulder Jointing: Longitudinal joint: BT-2 or L-2 Transverse joints: C at 17' spacing		
2_P_FullPCC_ 04-20-21		
STATION TO STATION		Ⓐ Feet
411+00.17	411+99.68	10
Bridge and Approaches		
415+74.68	416+98.66	10
BUS 61 Ramp D		

Full Depth PCC Combination Shoulder			
Shoulder Jointing: Longitudinal joint: BT-2 or L-2 Transverse joints: C at 17' spacing			
2_C_FullPCC_ 04-20-21			
STATION TO STATION		Ⓐ Feet	Ⓔ Feet
418+86.72	433+50.00	6	4



Granular Shoulder		
2_G_SR_ 04-21-20		
STATION TO STATION		Ⓔ Feet
408+15.20	409+57.33	10
BUS 61 Ramp C		

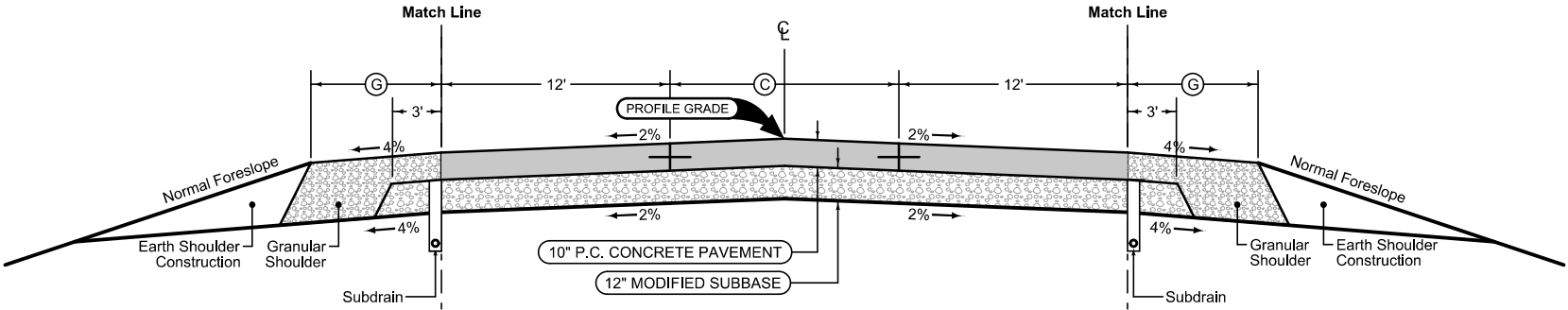
Full Depth PCC Shoulder		
Shoulder Jointing: Longitudinal joint: BT-2 or L-2 Transverse joints: C at 17' spacing		
2_P_FullPCC_ 04-20-21		
STATION TO STATION		Ⓐ Feet
410+69.26	411+99.68	10
Bridge and Approaches		
415+74.68	416+71.09	10
BUS 61 Ramp B		

Full Depth PCC Combination Shoulder			
Shoulder Jointing: Longitudinal joint: BT-2 or L-2 Transverse joints: C at 17' spacing			
2_C_FullPCC_ 04-20-21			
STATION TO STATION		Ⓐ Feet	Ⓔ Feet
419+04.10	427+25.18	6	4
BUS 61 S			
428+49.18	433+50.00	6	4

BUS 61

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

Granular Shoulder		
2_G_SR_04-21-20		
STATION TO STATION		Ⓔ Feet
535+75.00	535+98.00	10
100th St W		
537+22.00	545+67.82	10
G62 Ramp A		
554+21.80	559+34.10	
142nd St		

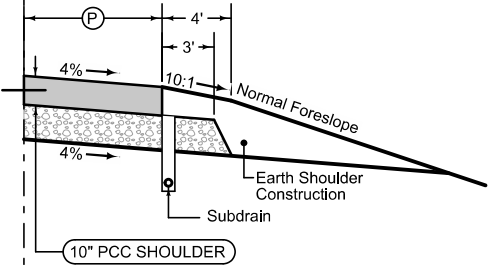
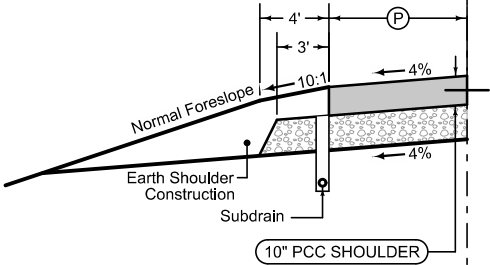


Granular Shoulder		
2_G_SR_04-21-20		
STATION TO STATION		Ⓔ Feet
539+75.00	545+93.17	10
G62 Ramp C		
554+47.18	559+34.10	

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

2P_TWLTL_04-21-20		
STATION TO STATION		Ⓒ Feet
535+75.00	539+75.50	0
539+75.50	545+15.96	0-16
545+15.96	548+14.03	16
Bridge and Approaches		
551+99.03	559+97.38	16
559+97.38	565+37.84	16-0

Full Depth PCC Shoulder		
Shoulder Jointing: Longitudinal joint: BT-2 or L-2 Transverse joints: C at 17' spacing		
2_P_FullPCC_04-20-21		
STATION TO STATION		Ⓐ Feet
547+19.30	548+14.03	10
Bridge and Approaches		
551+99.03	552+81.77	10
G62 Ramp D		
560+57.86	565+37.84	10



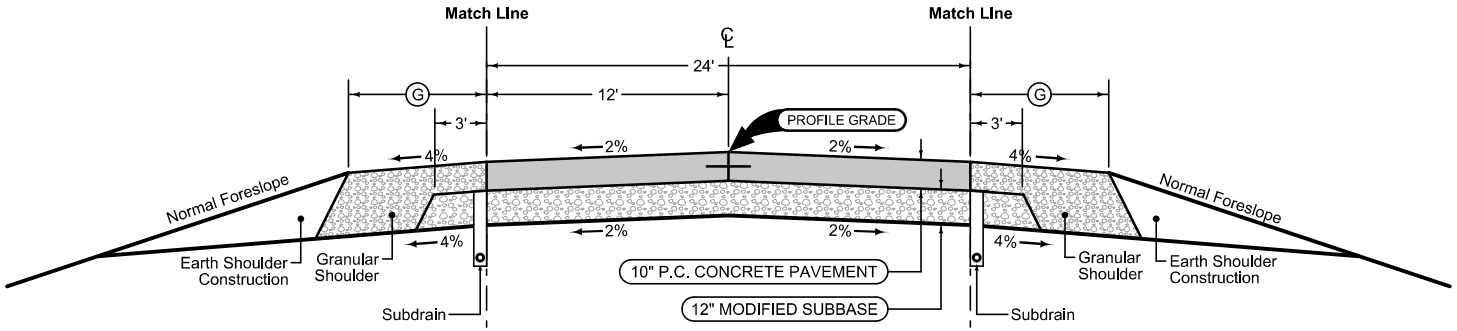
Full Depth PCC Shoulder		
Shoulder Jointing: Longitudinal joint: BT-2 or L-2 Transverse joints: C at 17' spacing		
2_P_FullPCC_04-20-21		
STATION TO STATION		Ⓐ Feet
547+33.27	548+14.03	10
Bridge and Approaches		
551+99.03	552+96.65	10
G62 Ramp B		
559+34.10	565+37.84	10

County Road G62

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

Granular Shoulder

2_G_SR_04-21-20			
ROAD IDENTIFICATION	STATION TO STATION		Ⓔ Feet
Co Rd H16 (W)	382+00.00	388+87.00	6
100th St W	5536+12.00	5568+85.00	6
100th St W	5568+85.00	5569+75.00	6-0
100th St W	5569+75.00	5572+00.00	0



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

2P_04-21-20		
ROAD IDENTIFICATION	STATION TO STATION	
H16/40th St (west)	382+00.00	388+87.00
100th St W	5536+12.00	5572+00.00

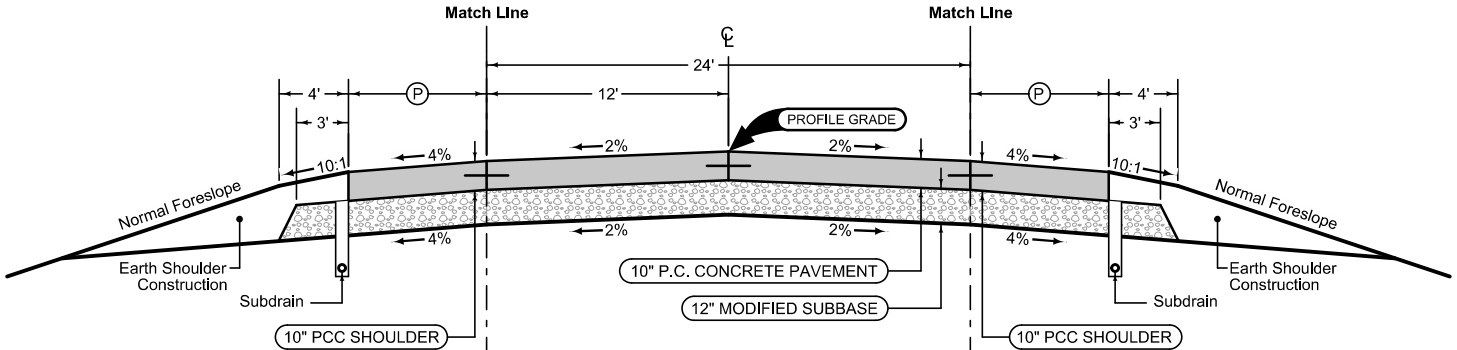
Granular Shoulder

2_G_SR_04-21-20			
ROAD IDENTIFICATION	STATION TO STATION		Ⓔ Feet
Co Rd H16 (W)	382+00.00	388+87.00	6
100th St W	5536+12.00	5568+85.00	6
100th St W	5568+85.00	5569+75.00	6-0
100th St W	5569+75.00	5572+00.00	0

Full Depth PCC Shoulder

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

2_P_FullPCC_04-20-21			
ROAD IDENTIFICATION	STATION TO STATION		Ⓐ Feet
142nd Ave	60+17.38	61+35.00	6
142nd Ave	61+35.00	61+85.00	2



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

2P_04-21-20		
ROAD IDENTIFICATION	STATION TO STATION	
142nd Ave	60+17.38	61+85.00

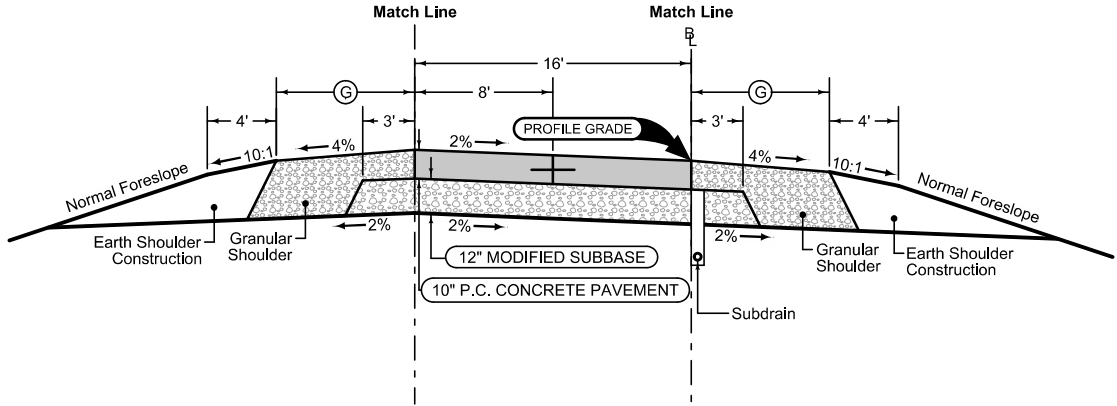
Full Depth PCC Shoulder

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

2_P_FullIPCC_04-20-21			
ROAD IDENTIFICATION	STATION TO STATION		Ⓐ Feet
142nd Ave	60+17.38	61+35.00	6
142nd Ave	61+35.00	61+85.00	2

PAVED SIDE ROADS

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



Section shown in the direction of traffic.

Ramp Jointing:
Transverse joints: CD at 15' spacing.
Longitudinal joints: L-2

1R_G_ Modified				
INTERCHANGE	RAMP	BEGIN STATION	END STATION	⊙ Feet
US 61 at BUS61	A	12345+12.77	12356+37.50	6
US 61 at BUS61	B	22333+68.02	22345+52.23	6
US 61 at BUS61	C	32335+20.41	32345+21.04	6
US 61 at BUS61	D	42345+12.77	42355+42.21	6
US 61 at G62	A	11550+01.51	11564+00.00	6
US 61 at G62	B	22536+75.00	22550+12.31	6
US 61 at G62	C	33537+78.67	33550+12.76	6
US 61 at G62	D	44550+00.14	44562+46.34	6

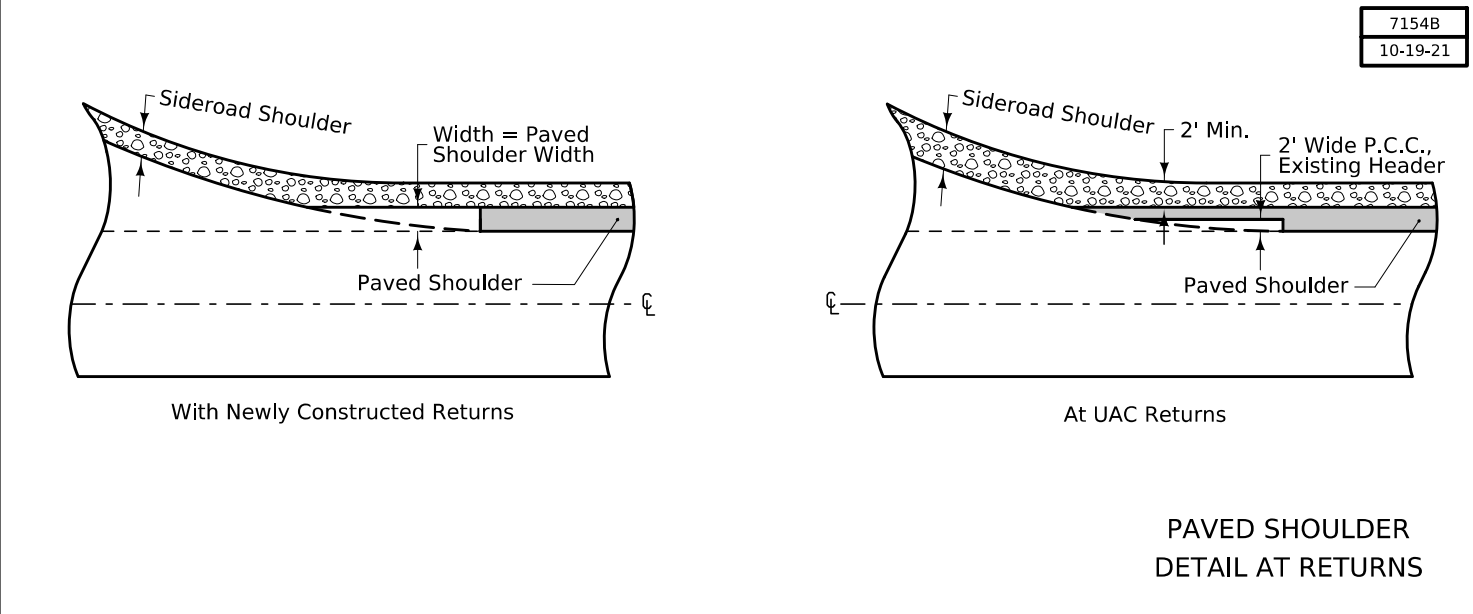
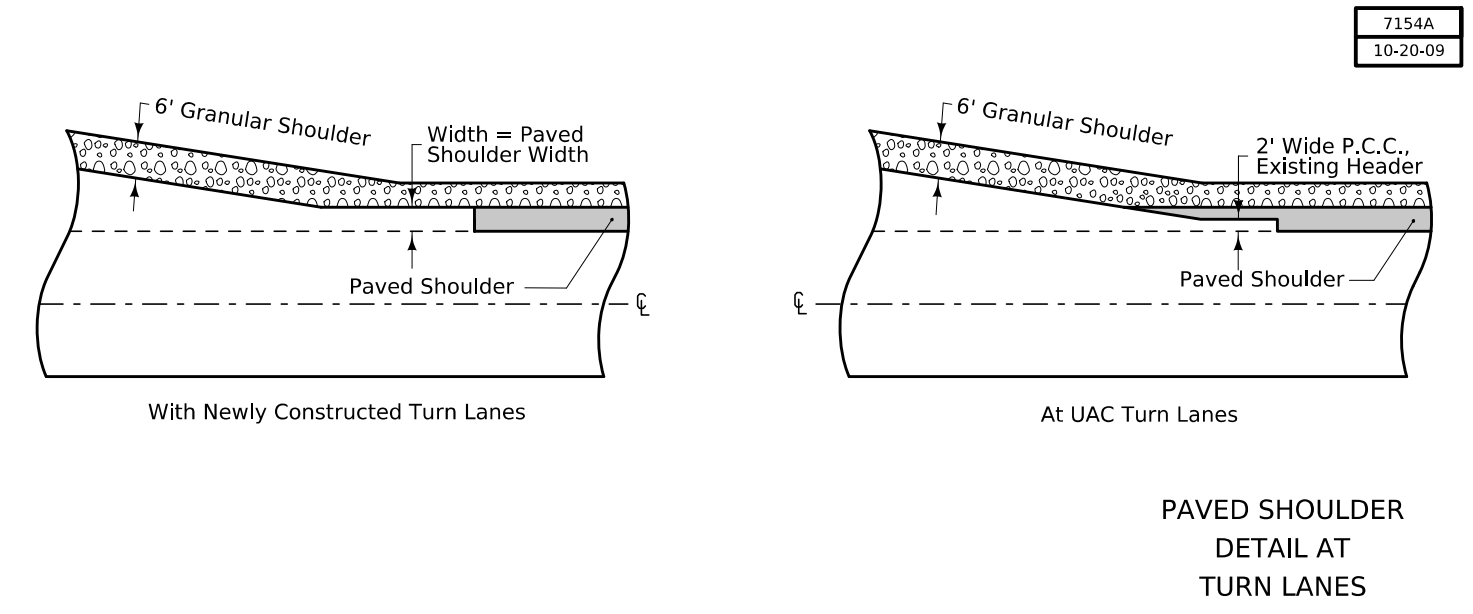
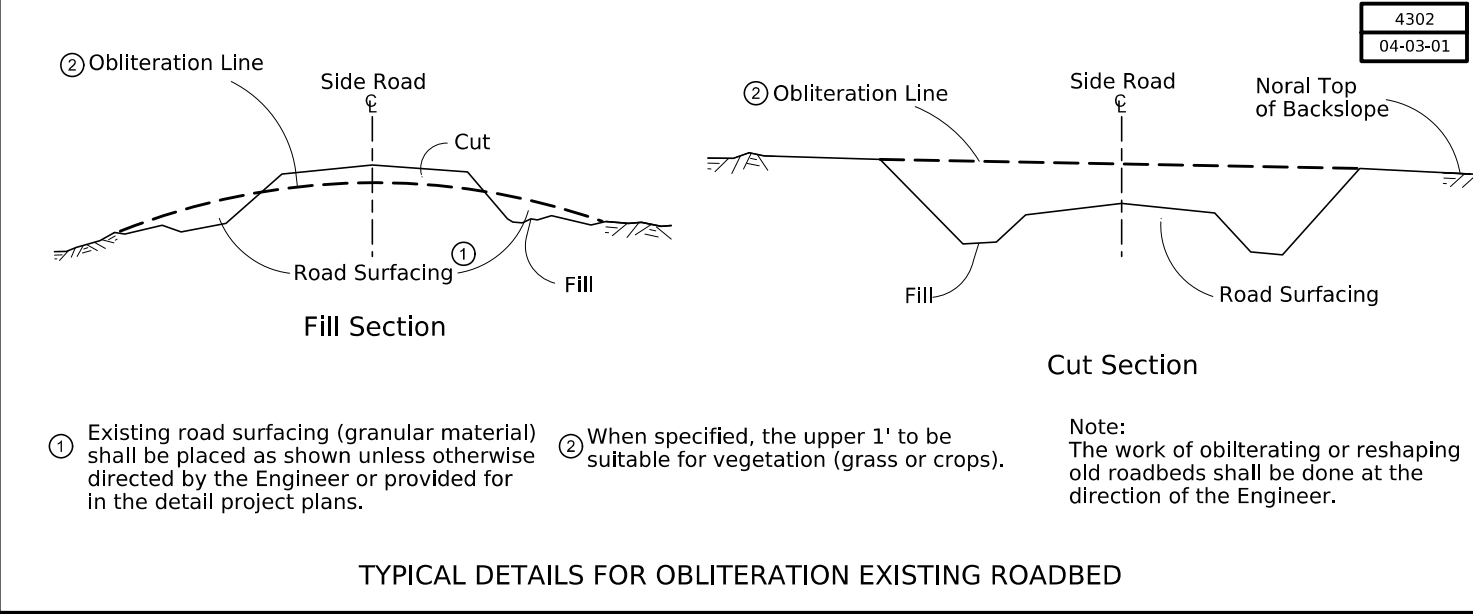
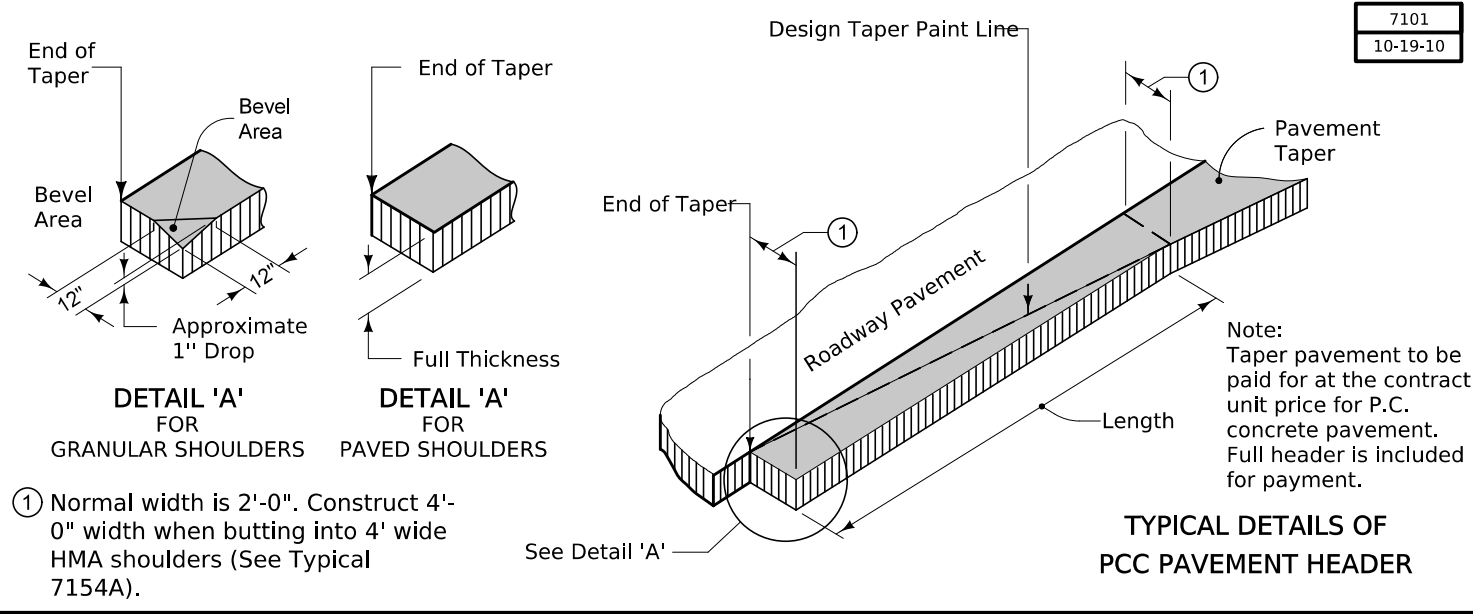
1RP_ Modified			
INTERCHANGE	RAMP	BEGIN STATION	END STATION
US 61 at BUS61	A	12345+12.77	12356+37.50
US 61 at BUS61	B	22333+68.02	22345+52.23
US 61 at BUS61	C	32335+20.41	32345+21.04
US 61 at BUS61	D	42345+12.77	42355+42.21
US 61 at G62	A	11550+01.51	11564+00.00
US 61 at G62	B	22536+75.00	22550+12.31
US 61 at G62	C	33537+78.67	33550+12.76
US 61 at G62	D	44550+00.14	44562+46.34

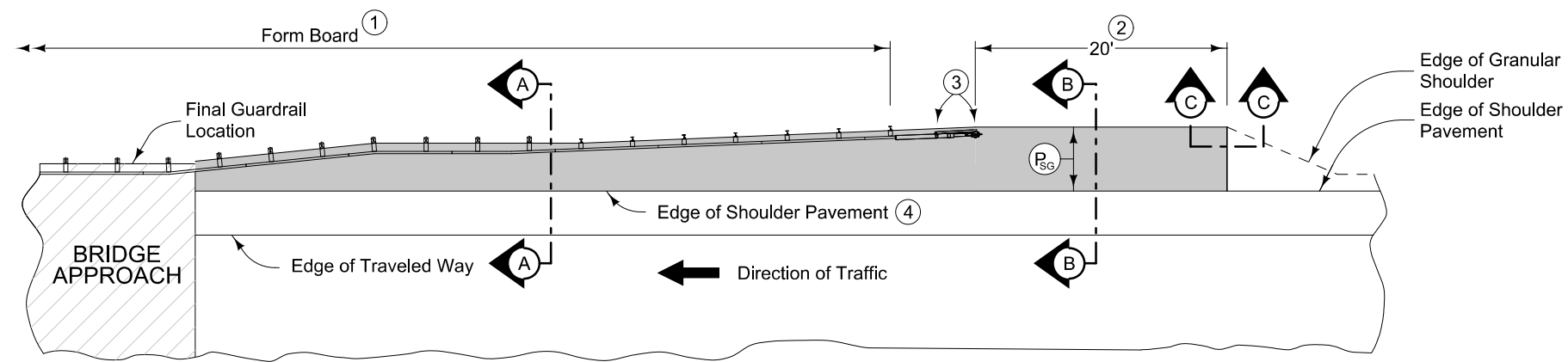
1R_G_ Modified				
INTERCHANGE	RAMP	BEGIN STATION	END STATION	⊙ Feet
US 61 at BUS61	A	12345+12.77	12356+37.50	6
US 61 at BUS61	B	22333+68.02	22345+52.23	6
US 61 at BUS61	C	32335+20.41	32345+21.04	6
US 61 at BUS61	D	42345+12.77	42355+42.21	6
US 61 at G62	A	11550+01.51	11564+00.00	6
US 61 at G62	B	22536+75.00	22550+12.31	6
US 61 at G62	C	33537+78.67	33550+12.76	6
US 61 at G62	D	44550+00.14	44562+46.34	6

INTERCHANGE RAMPS

See Tab 100-24 for pavement quantities.

See Tab 112-9 for shoulder quantities.





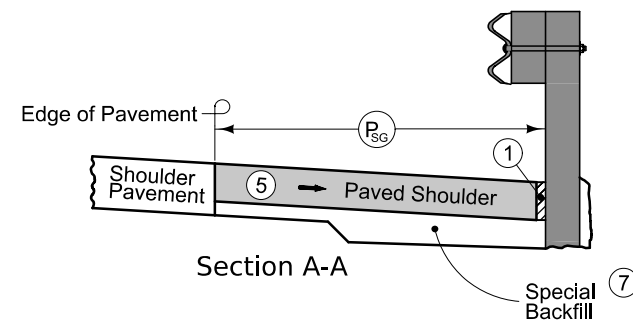
PLAN VIEW

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

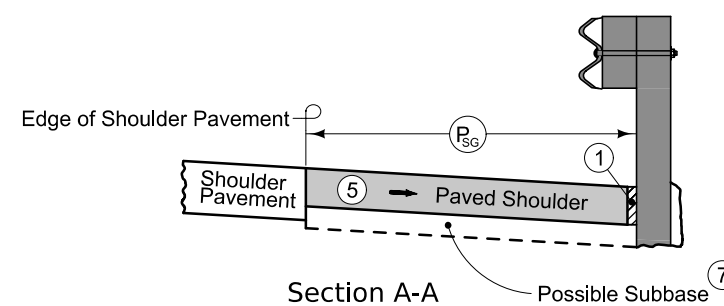
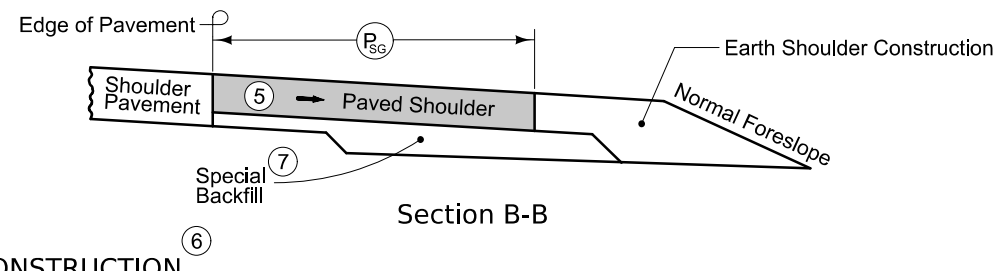
Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal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

Refer to Tabulation 112-9 for shoulder quantities.

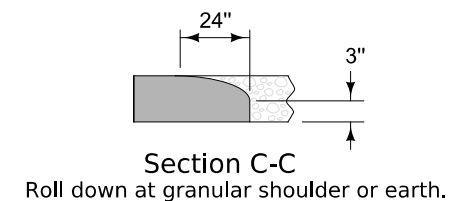
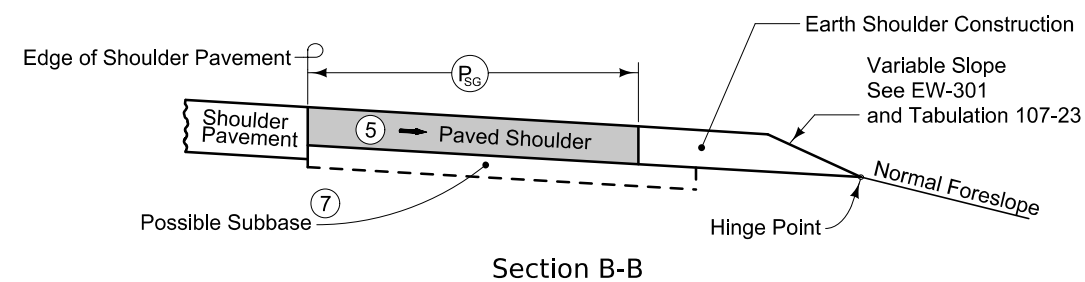
- ① When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
- ② Continue paved shoulder 20 feet beyond the center of the first post.
- ③ Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ④ 'BT' 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.



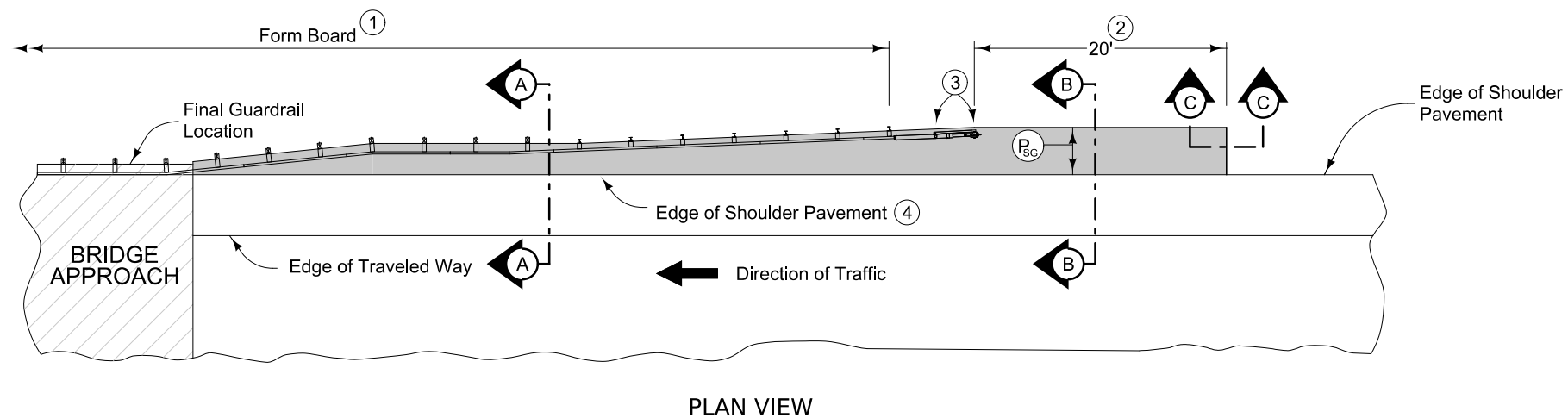
NEW CONSTRUCTION



EXISTING SHOULDER



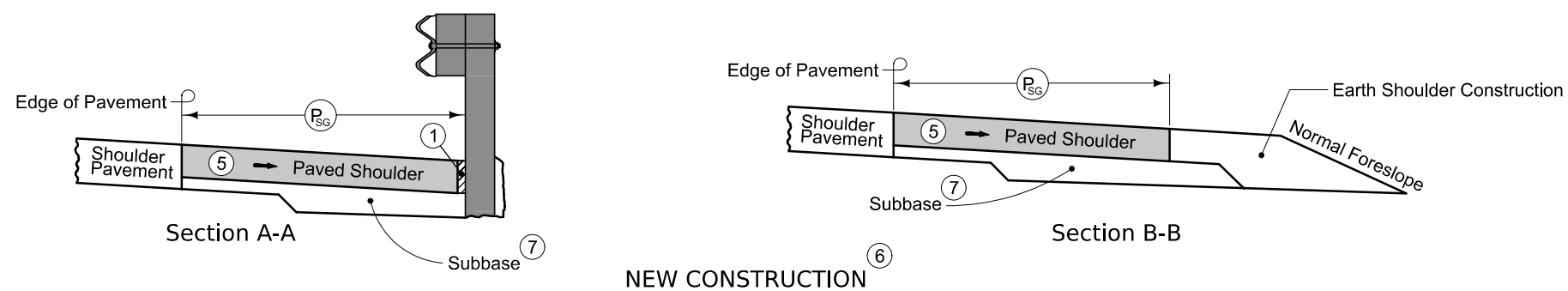
PAVED SHOULDER AT GUARDRAIL
(ADJACENT TO PARTIAL WIDTH PAVED SHOULDER)



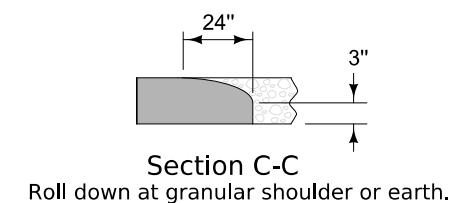
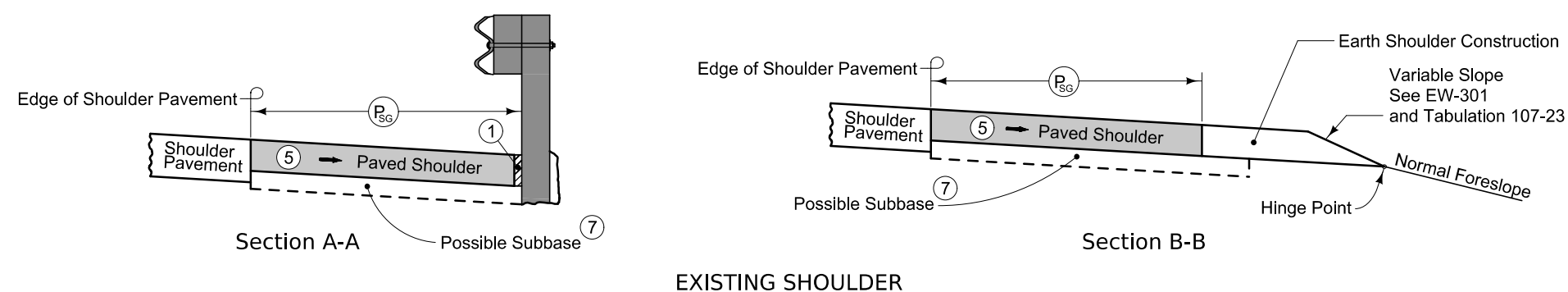
6" PCC Paved Shoulder at guardrail with the following jointing layout:

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.

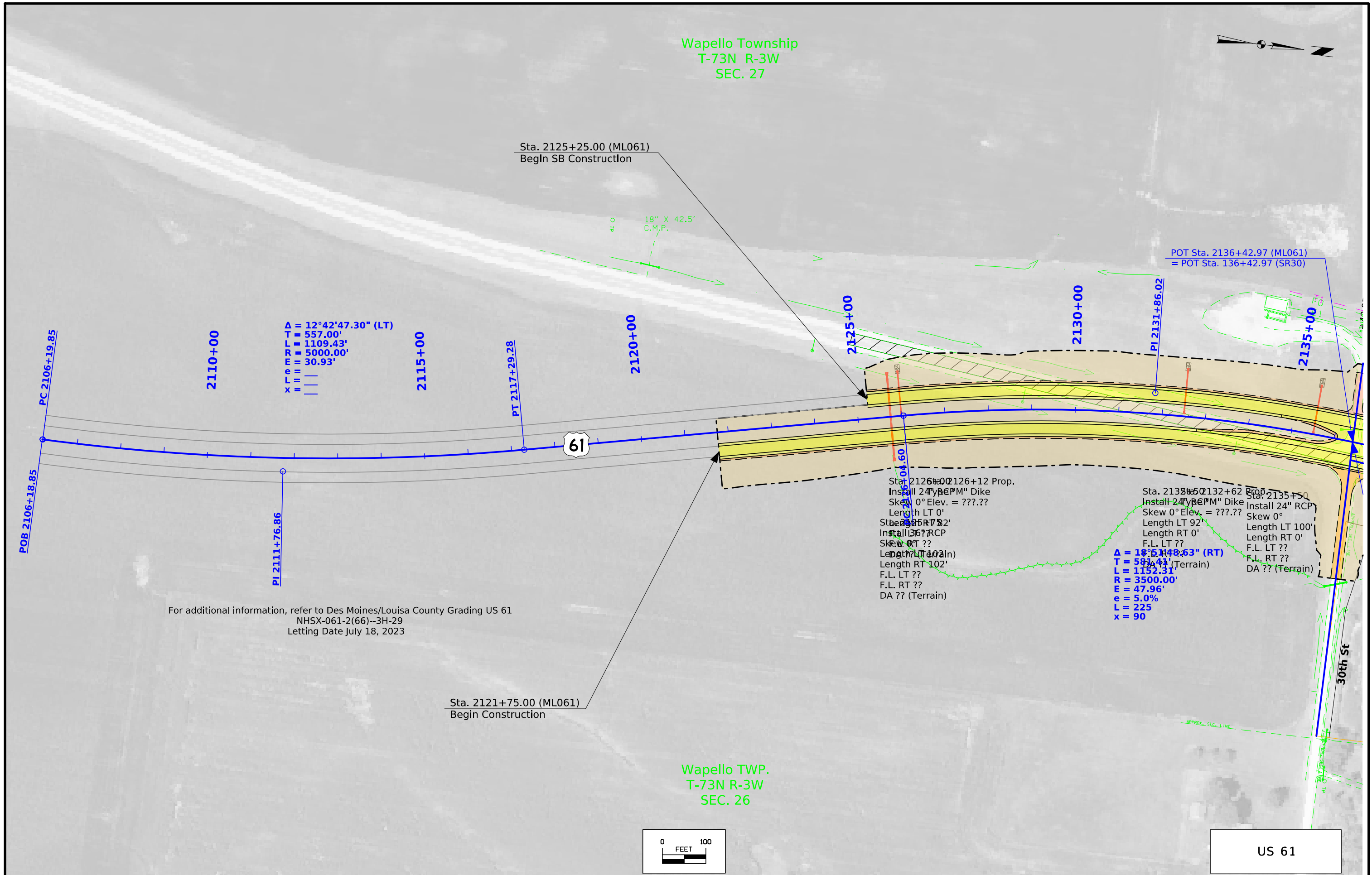


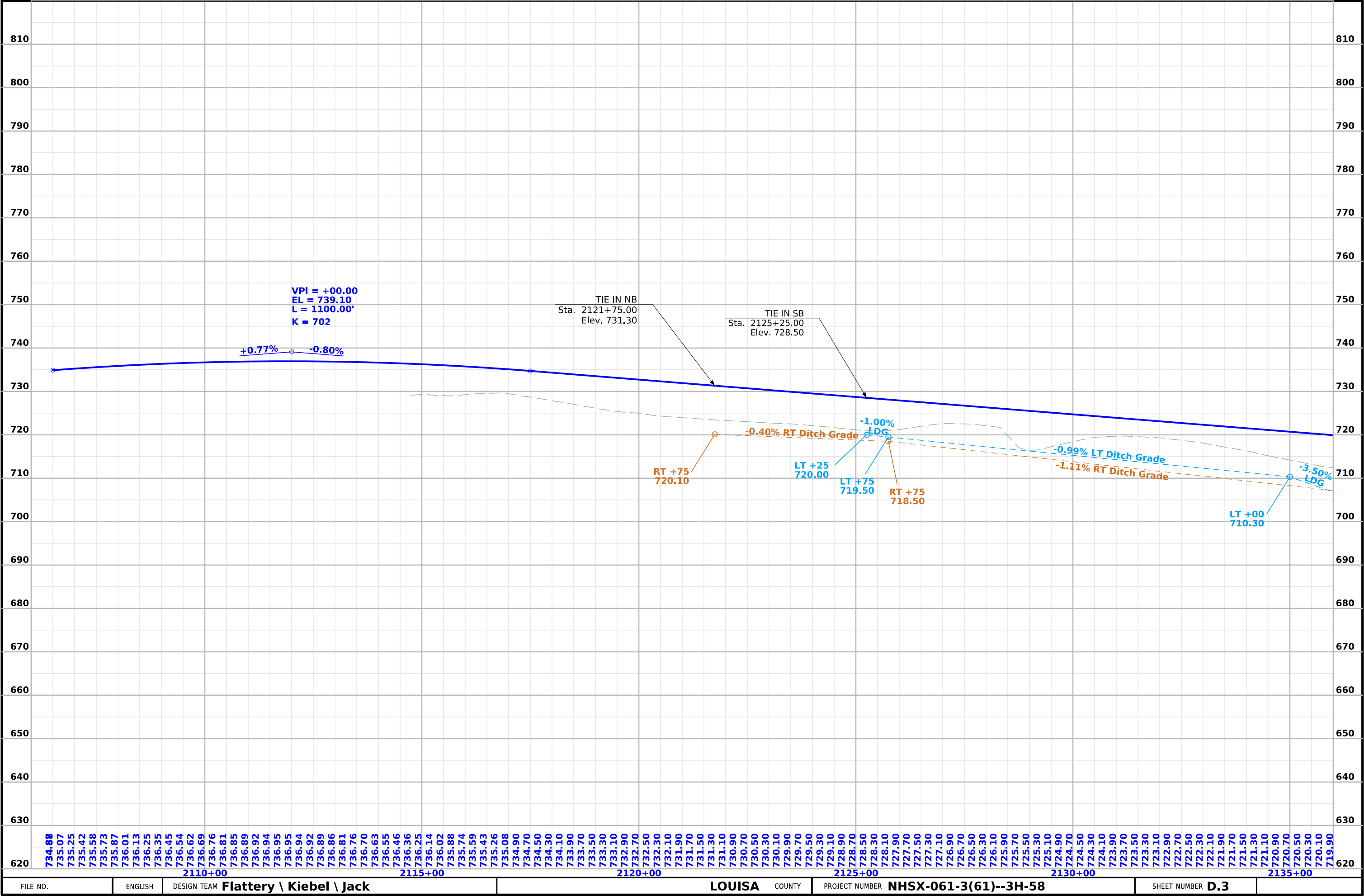
- ① When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
- ② Continue paved shoulder 20 feet beyond the center of the first post.
- ③ Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ④ 'BT' 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.

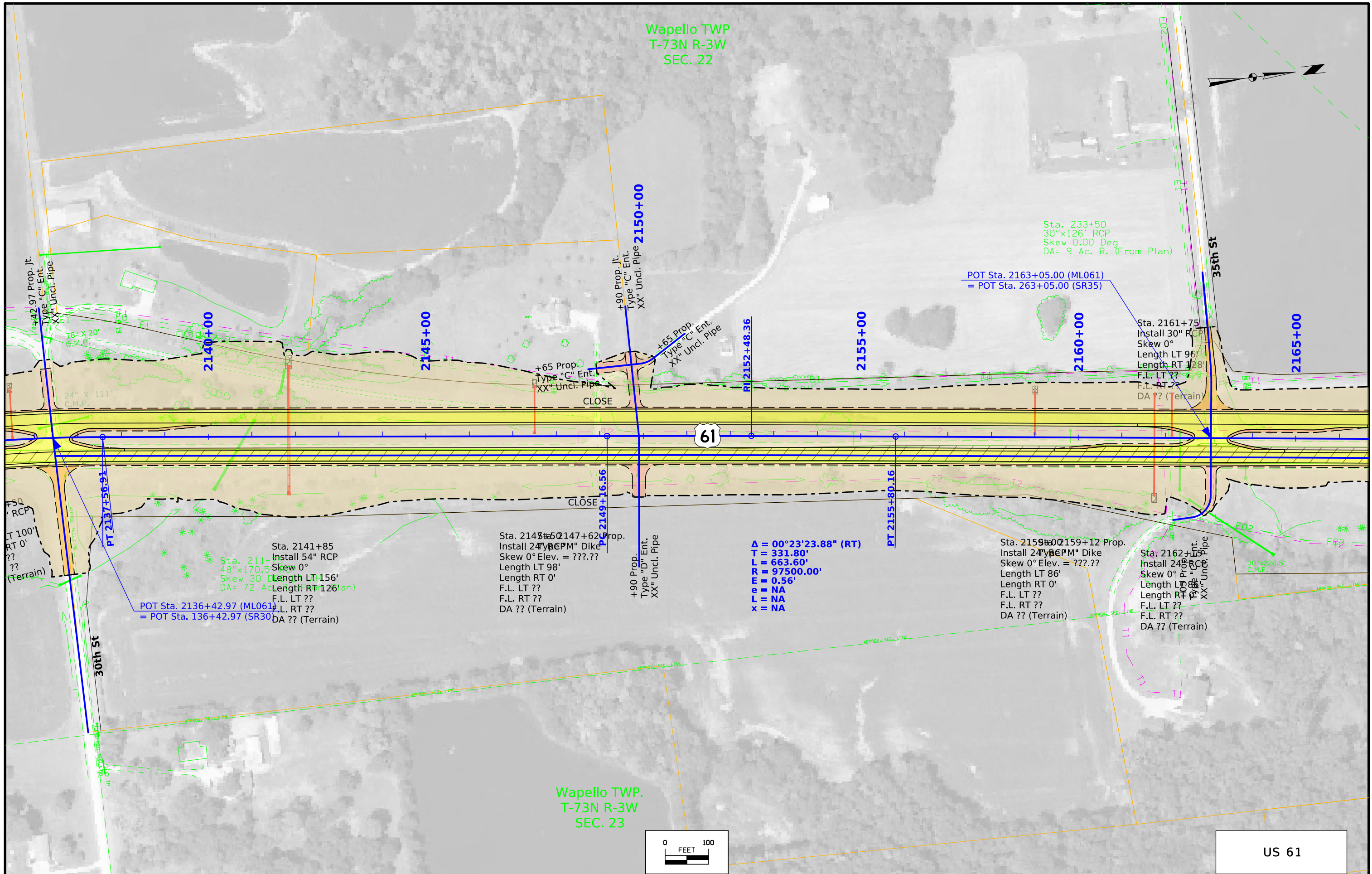


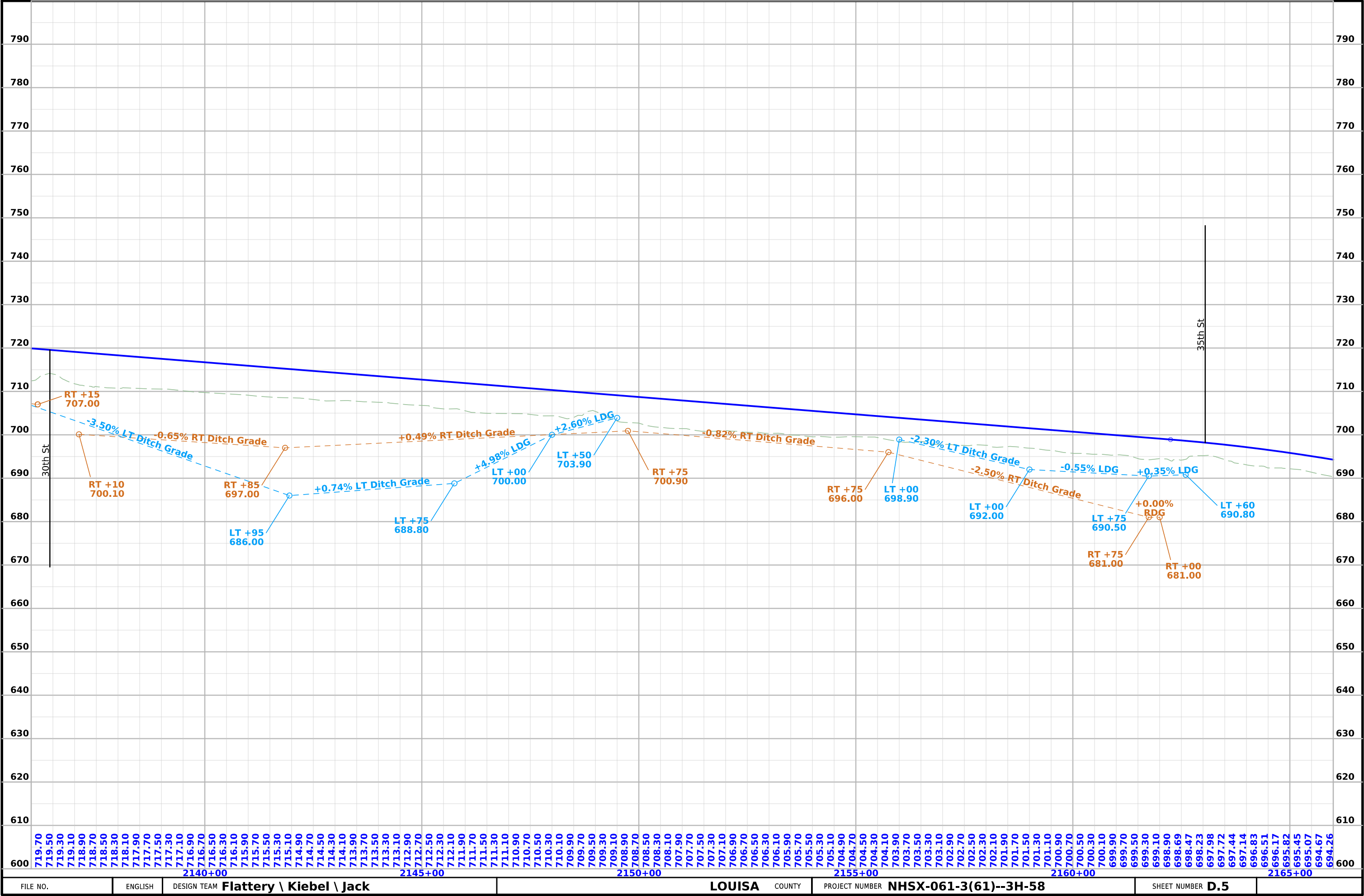
PAVED SHOULDER AT GUARDRAIL
(ADJACENT TO FULL WIDTH PAVED SHOULDER)

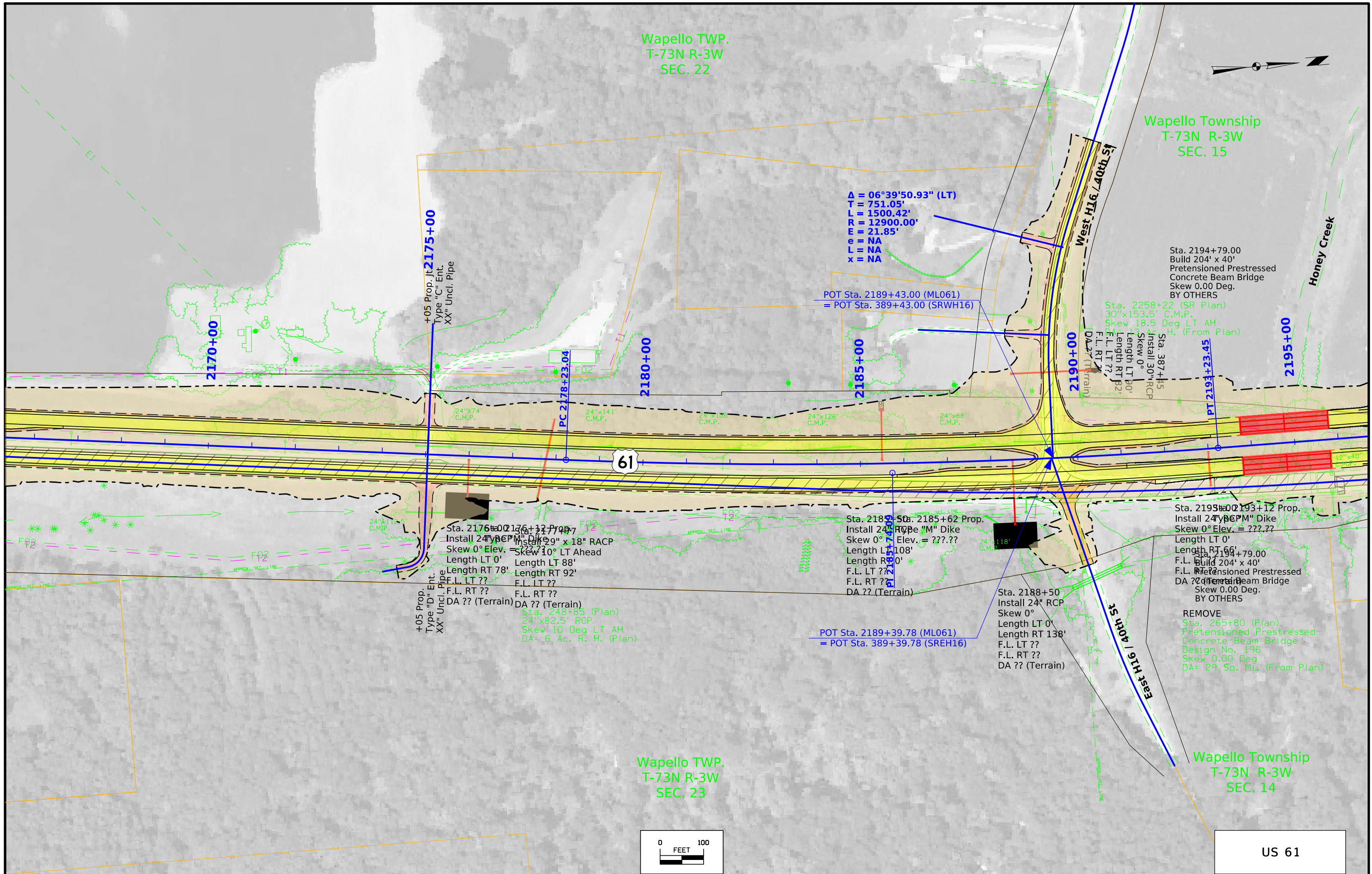
SURVEY SYMBOLS			UTILITY LEGEND			PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS					
Interstate Highway Symbol U.S. Highway Symbol Iowa Highway Symbol County Road Highway Symbol Evergreen Tree Deciduous Tree Fruit Tree Shrub (Bushes) Timber Hedge Stump Swamp Rock Outcrop Broken Concrete Revetment (Rip Rap) Cemetery Grave Cave Sink Hole Board Fence Chain Link or Security Fence Wire Fence Terrace Earth Dam or Dike (Existing) Tile Outlet Edge of Water Existing Drainage Right of Way Rail or Lot Corner Concrete Monument Well Windmill Beehive Intake Existing Intake Existing Utility Access (Manhole) Fire Hydrant Water Hydrant (Rural)			Septic Tank Cistern L.P. Gas Tank (No Footing) Underground Storage Tank Latrine Satellite TV Dish Water Hook Up Radio Tower Tower Anchor Guardrail (Beam or Cable) Guard Post (one or two) Guard Post (over two) Filler Pipe Gas Valve Water Valve Speed Limit Sign Mile Marker Post Sign Traffic Signal Control Box Rail Road Signal Control Box Telephone Switch Box Electric Box			SURVEYED UTILITY OWNER SYMBOLS Sub-Surface Utility Mapping Quality Level is in accordance with CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data. Remark Abbreviations QLA Quality Level A Highest guideline quality level QLD Quality Level D Lowest guideline quality level SECTION A F02 FO2D - Windstream Communications - Quality D F03 FO3D - Mutual Telephone Co of Morning Sun - Quality D T2 TL2D - Mutual Telephone Co of Morning Sun - Quality D T3 TL3D - Windstream Communications - Quality D E1 EL1D - Eastern Iowa Light & Power - Quality D + PPA - Eastern Iowa Light & Power SECTION B E1 EL1D, Electric Line Eastern Iowa Light & Power - Quality D F0 FO1D, Fiber Optic Iowa Communications Network - Quality D F02 FO2D, Fiber Optic Windstream Communications - Quality D F03 FO3D, Fiber Optic Mutual Telephone Co of Morning Sun - Quality D F04 FO4D, Fiber Optic Aureon Network Services - Quality D G GL1D, Gas Line Alliant Energy - Quality D PPA PPA, Power Pole Alliant Energy PPB PPB, Power Pole Eastern Iowa Light & Power T1 TL1D, Telephone Line CenturyLink - Quality D T2 TL2D, Telephone Line Co. 2 - Quality D T3 TL3D, Telephone Line Windstream Communications - Quality D TV TV1D, TV Cable Mediacom - Quality D SECTION C T1 TL1D Windstream Communications - Quality D PPA PPA Eastern Iowa Light & Power F0 FO1D CenturyLink - 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. Transparency Pink, Dark (13) Temporary Pavement Shading 50% Yellow (4) Proposed Pavement Shading 50% Orange (6) Proposed Granular Shading 50% Orange (70) Proposed Shoulder Granular Shading 50% Yellow (68) Proposed Shoulder Paved Full Depth Shading 50% Yellow (132) Proposed Shoulder Paved Partial Depth Shading 50% Brown, Light (236) Grading Shading 50% Orange, Light (134) Proposed Granular Entrance Shading 50% Yellow (220) Proposed Paved Entrance Shading 50% Tan (8) Proposed Sidewalk Shading 50% Blue, Light (230) Proposed Sidewalk Landing Shading 50% Pink (11) Proposed Sidewalk Ramp Shading 50% Red (3) Proposed Structure Shading 50% Red (3) Delineates Restricted Areas 0%		
			PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS			RIGHT-OF-WAY LEGEND					
			LINEWORK Design Color No. Green (10) Existing Ground Line Profile Blue (1) Proposed Profile and Annotation Magenta (5) Existing Utilities Blue, Light (230) Proposed Ditch Grades, Left Black (0) Proposed Ditch Grades, Median Rust (14) Proposed Ditch Grades, Right			Reference Point Station Survey Line Section Corner Ground Line Intercept Saw Cut Guardrail Trench Drain HighTension Cable Guardrail Sheet Pile Pavement Removal Clearing & Grubbing Area			Proposed Right-of-Way Symbol Proposed Right-of-Way Line Existing Right of Way Existing and Proposed Right-of-Way Easement and Existing Right-of-Way Easement (Temporary) Symbol Easement (Temporary) Line Easement C/A Access Control Property Line Symbol Property Line		





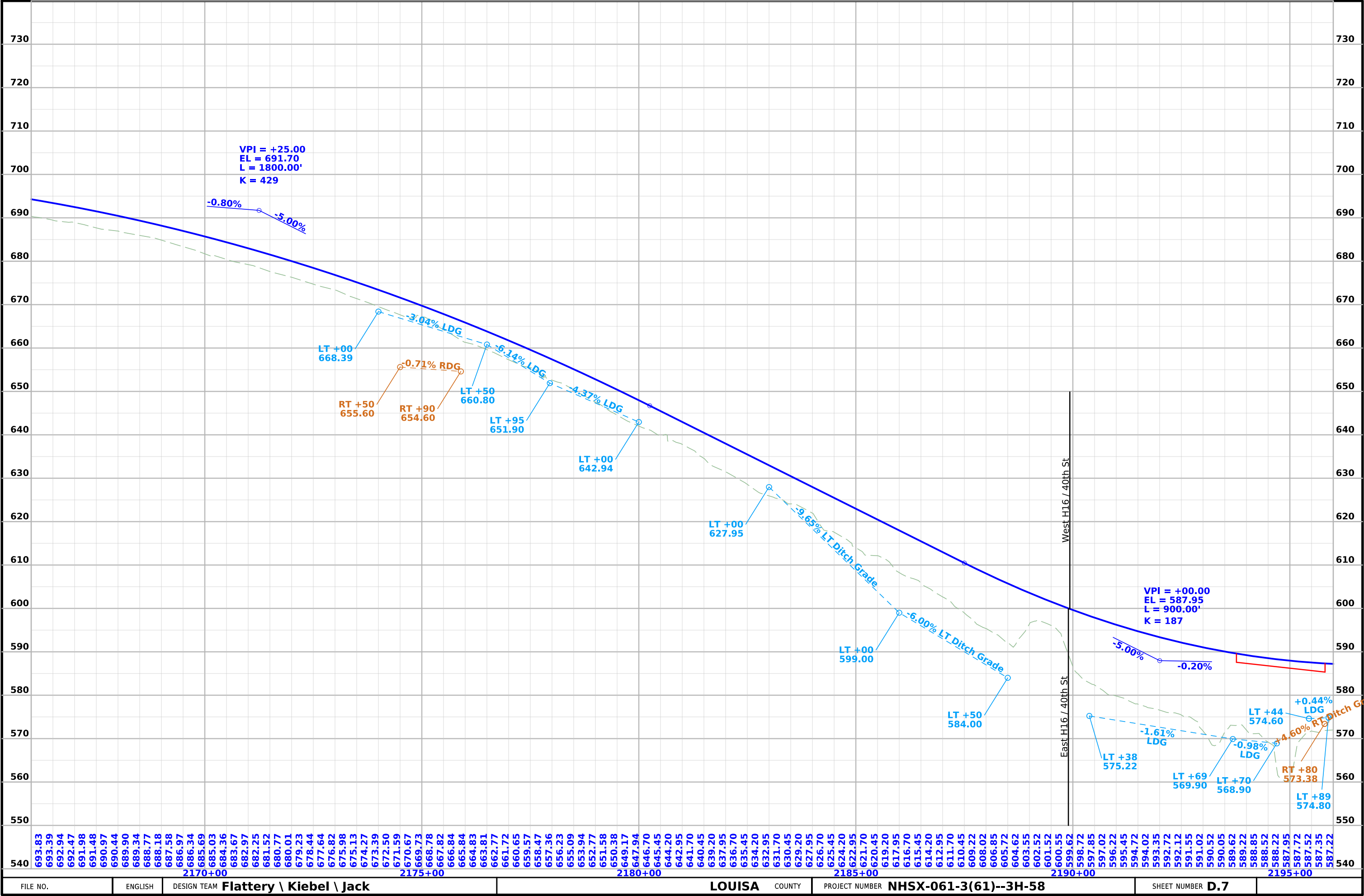


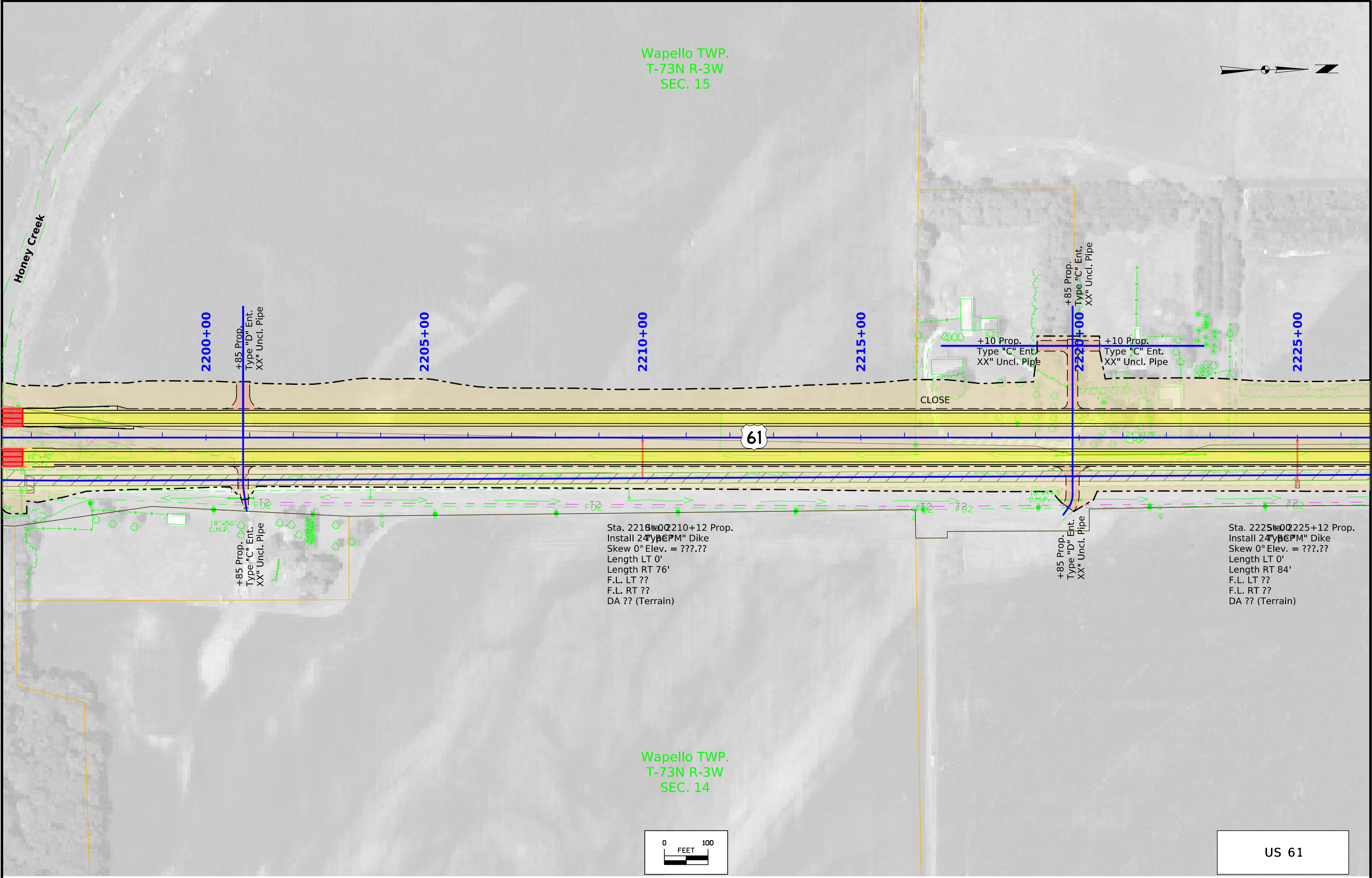


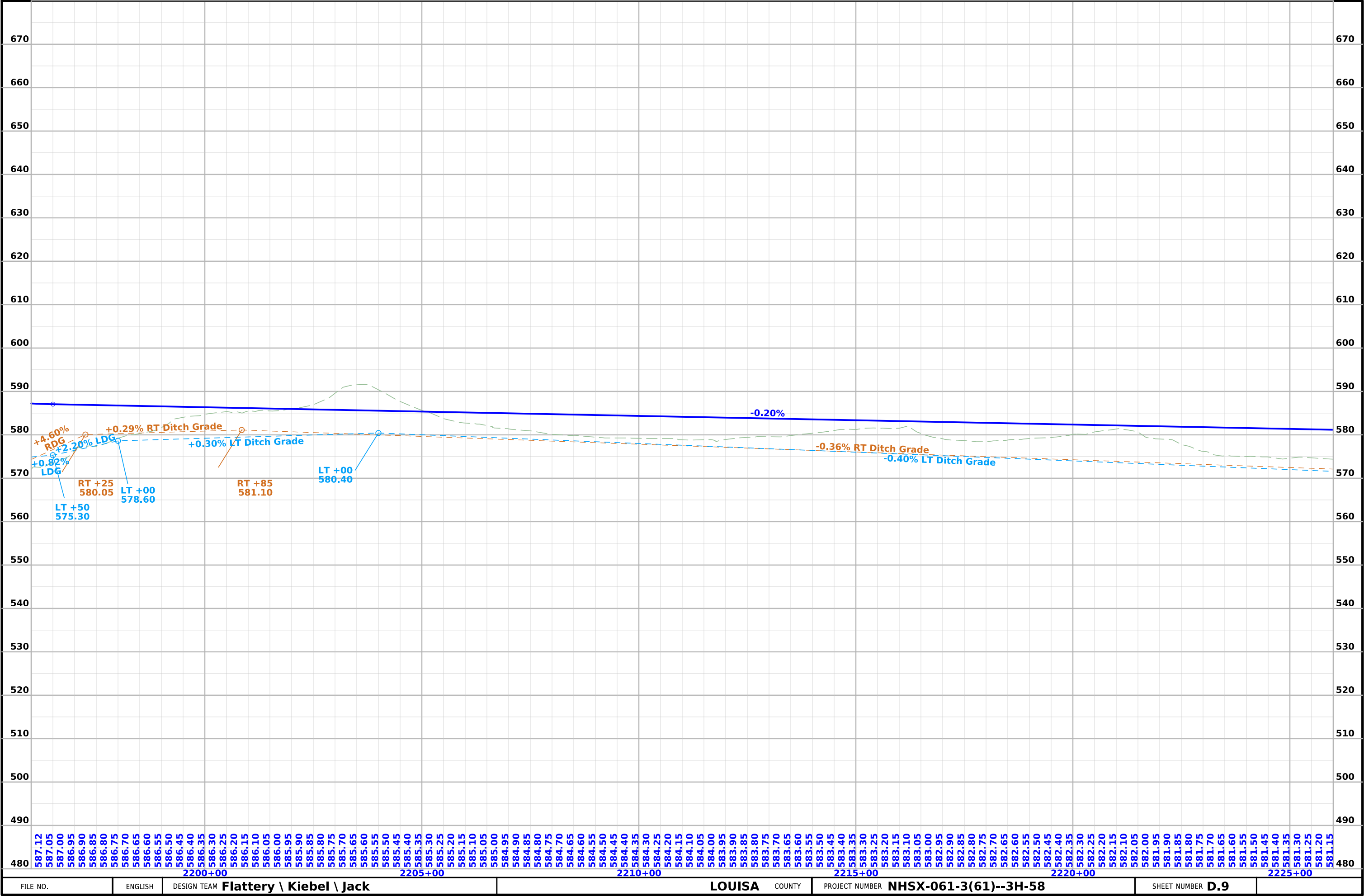


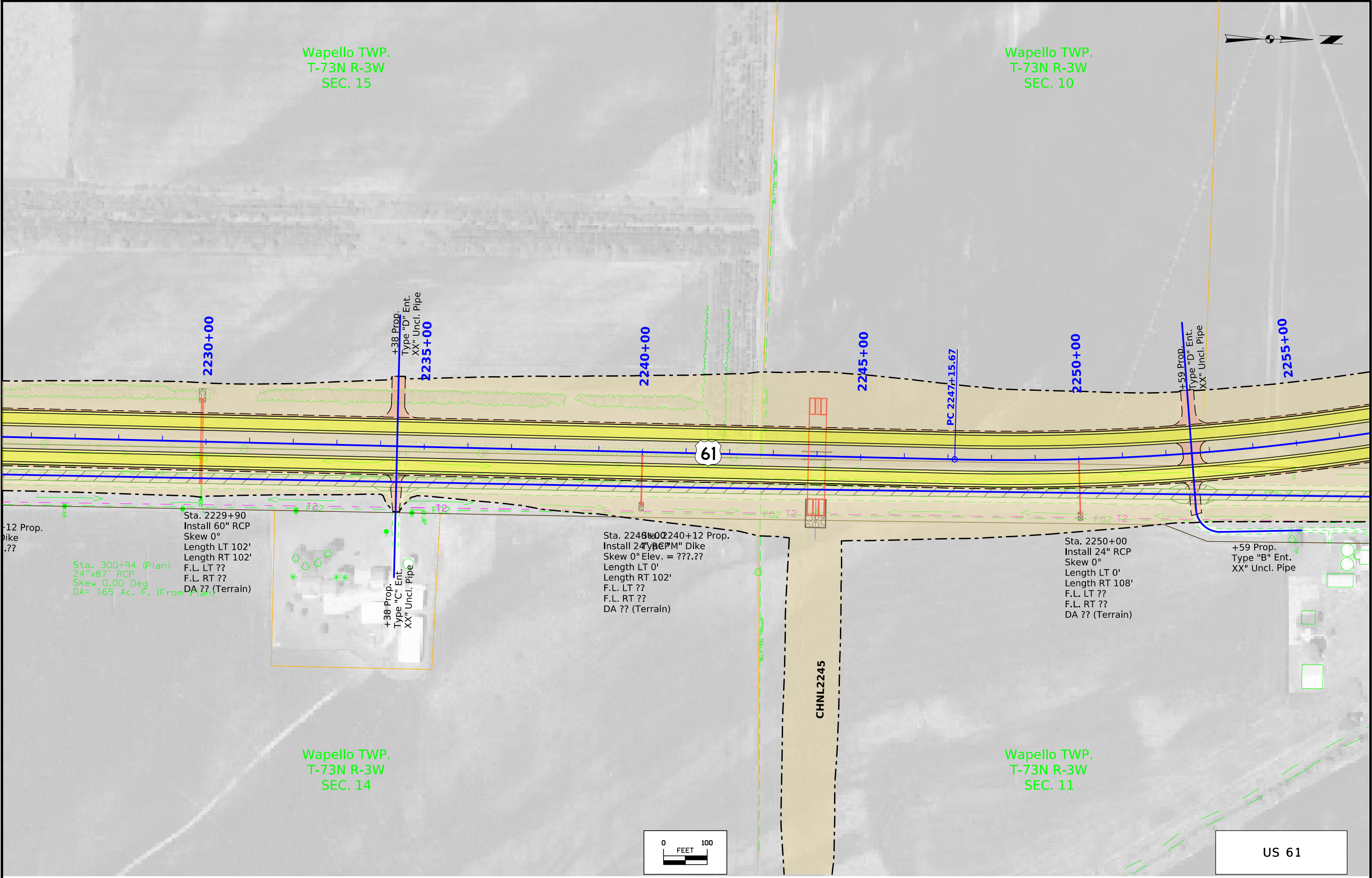
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Kiebel \ Jack	LOUISA	COUNTY	PROJECT NUMBER	NHSX-061-3(61)--3H-58	SHEET NUMBER	D.6
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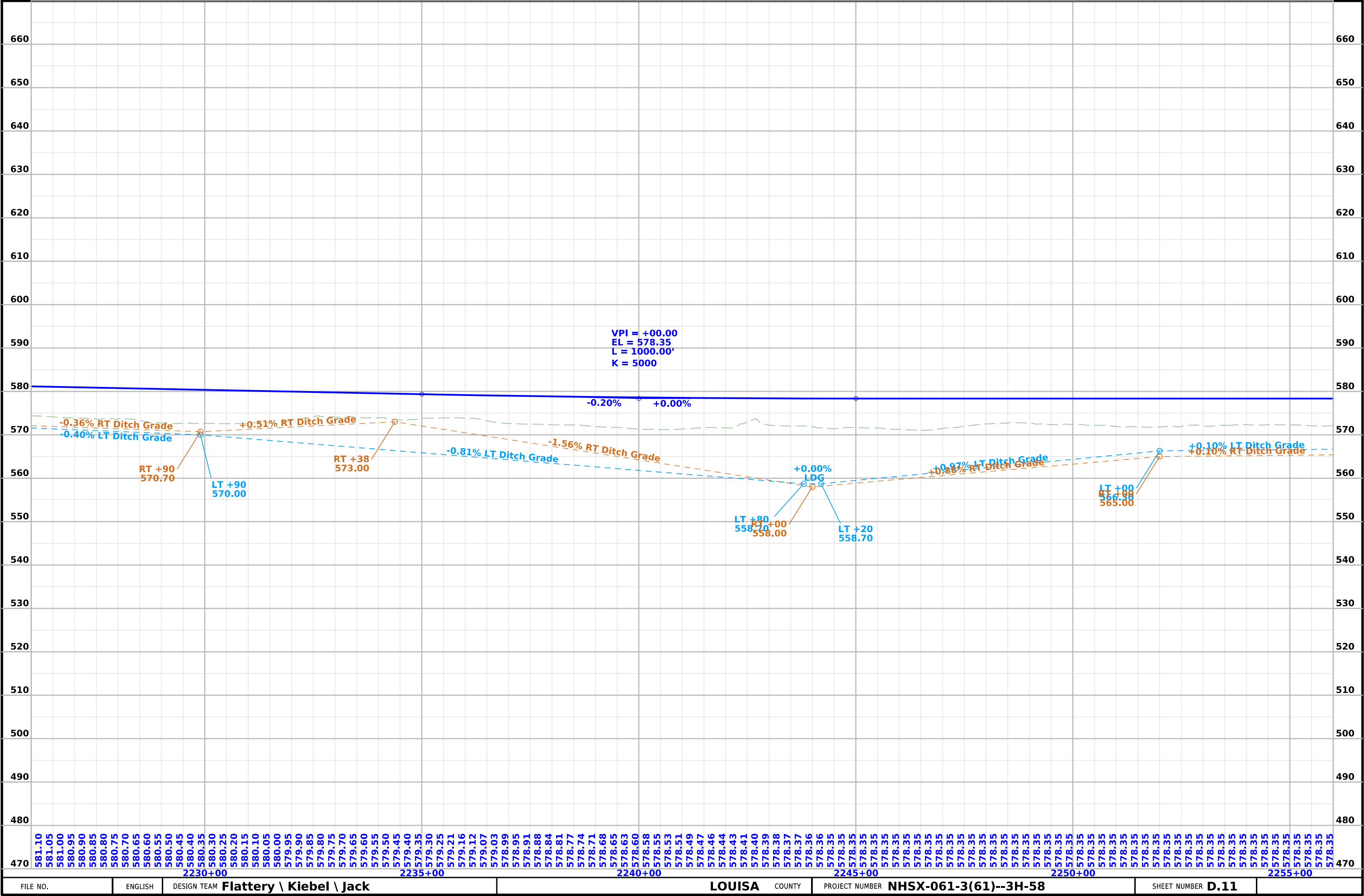


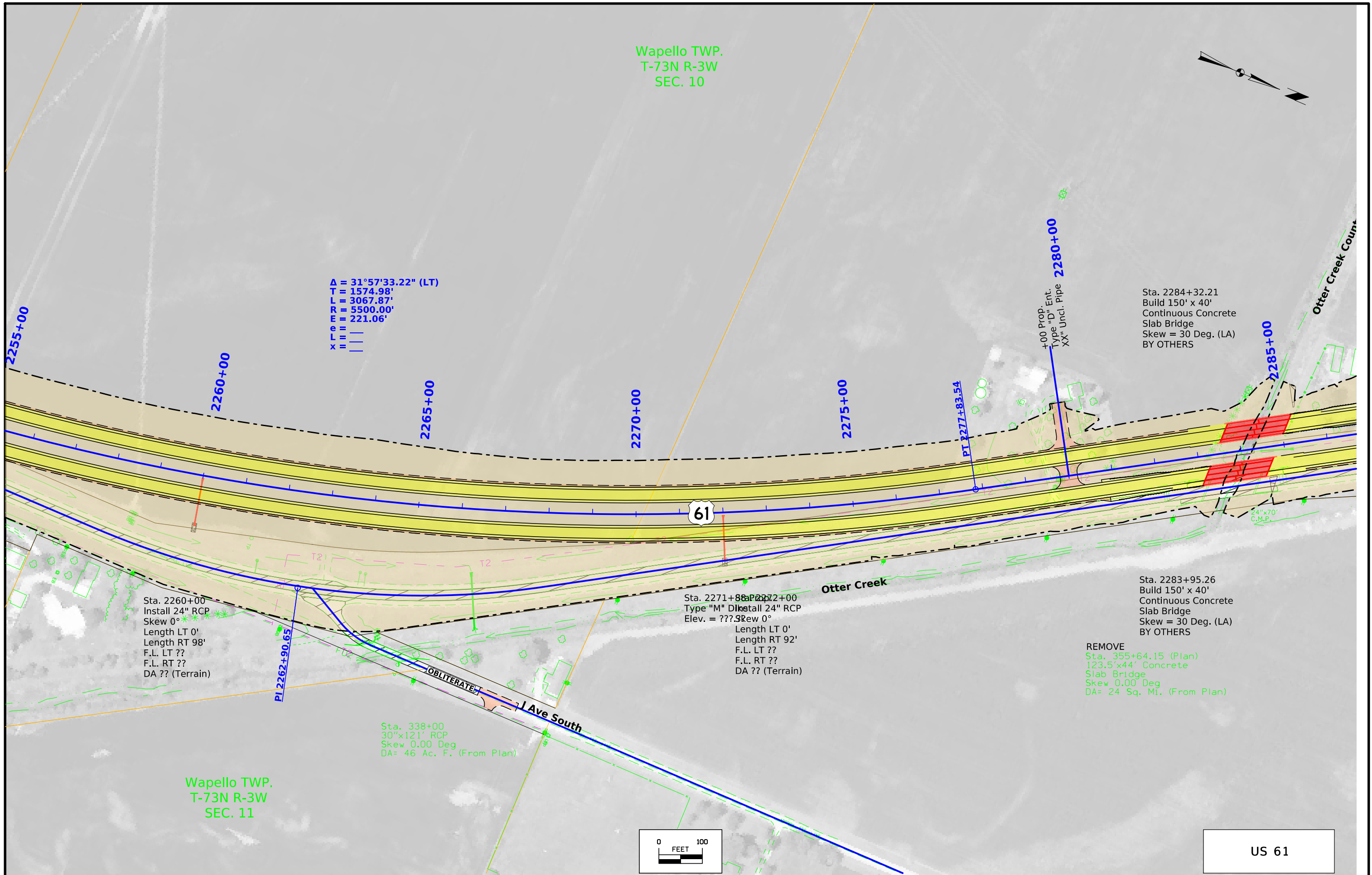


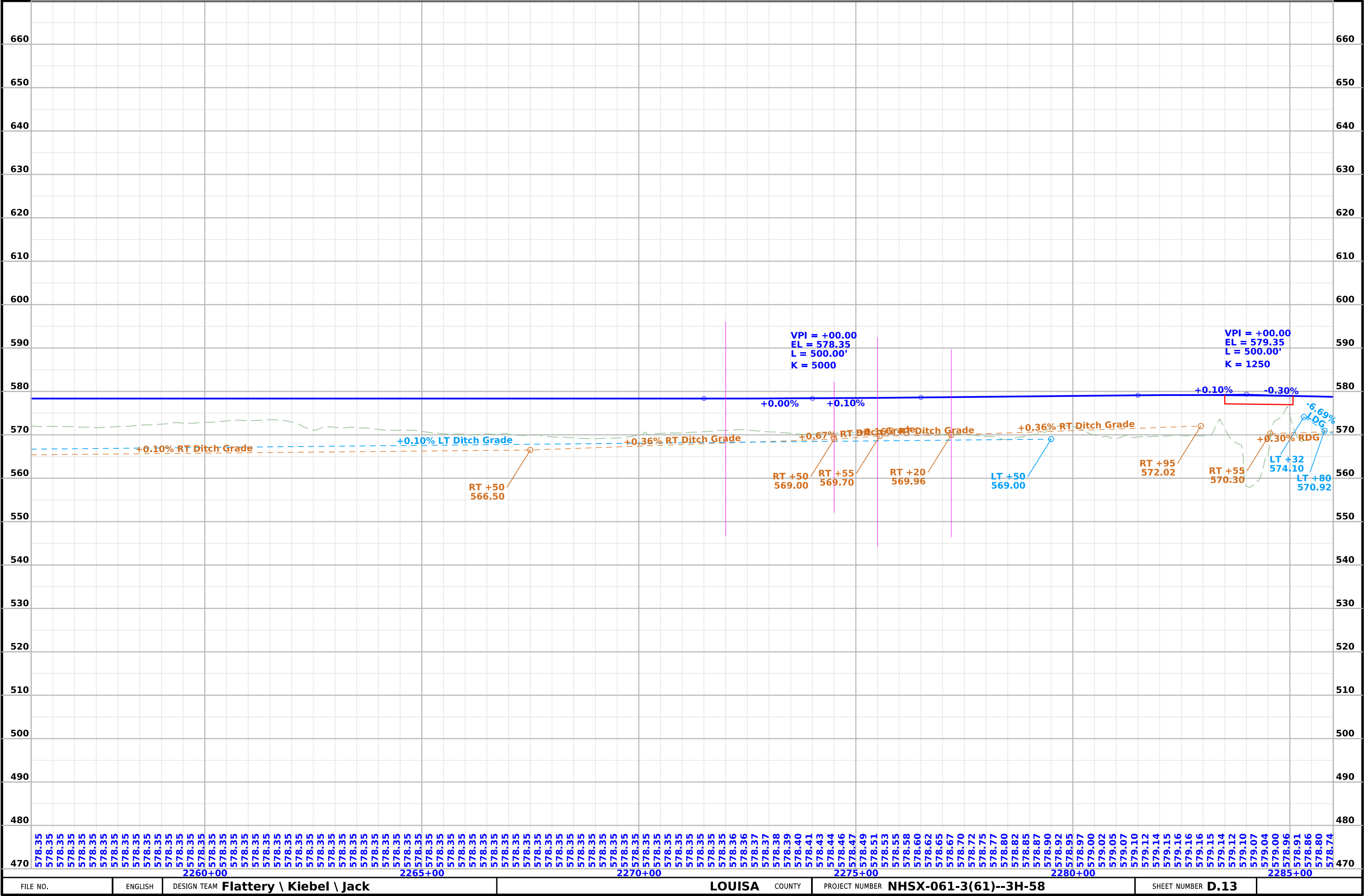


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Wapello TWP.
T-73N R-3W
SEC. 10

Wapello TWP.
T-73N R-3W
SEC. 3

Otter Creek County Ditch

+25 Prop.
Type "D" Ent.
XX" Uncl. Pipe

2290+00

2295+00

2300+00

2305+00

2310+00

2315+00

61

18"x76"
C.M.P.
CLOSE

24"x42"
C.M.P.
36"x53"
C.M.P.

+25 Prop.
Type "D" Ent.
XX" Uncl. Pipe

Sta. 2291+00
Install 24" RCP
Skew 0°
Length LT 0'
Length RT 92'
F.L. LT ??
F.L. RT ??
DA ?? (Terrain)

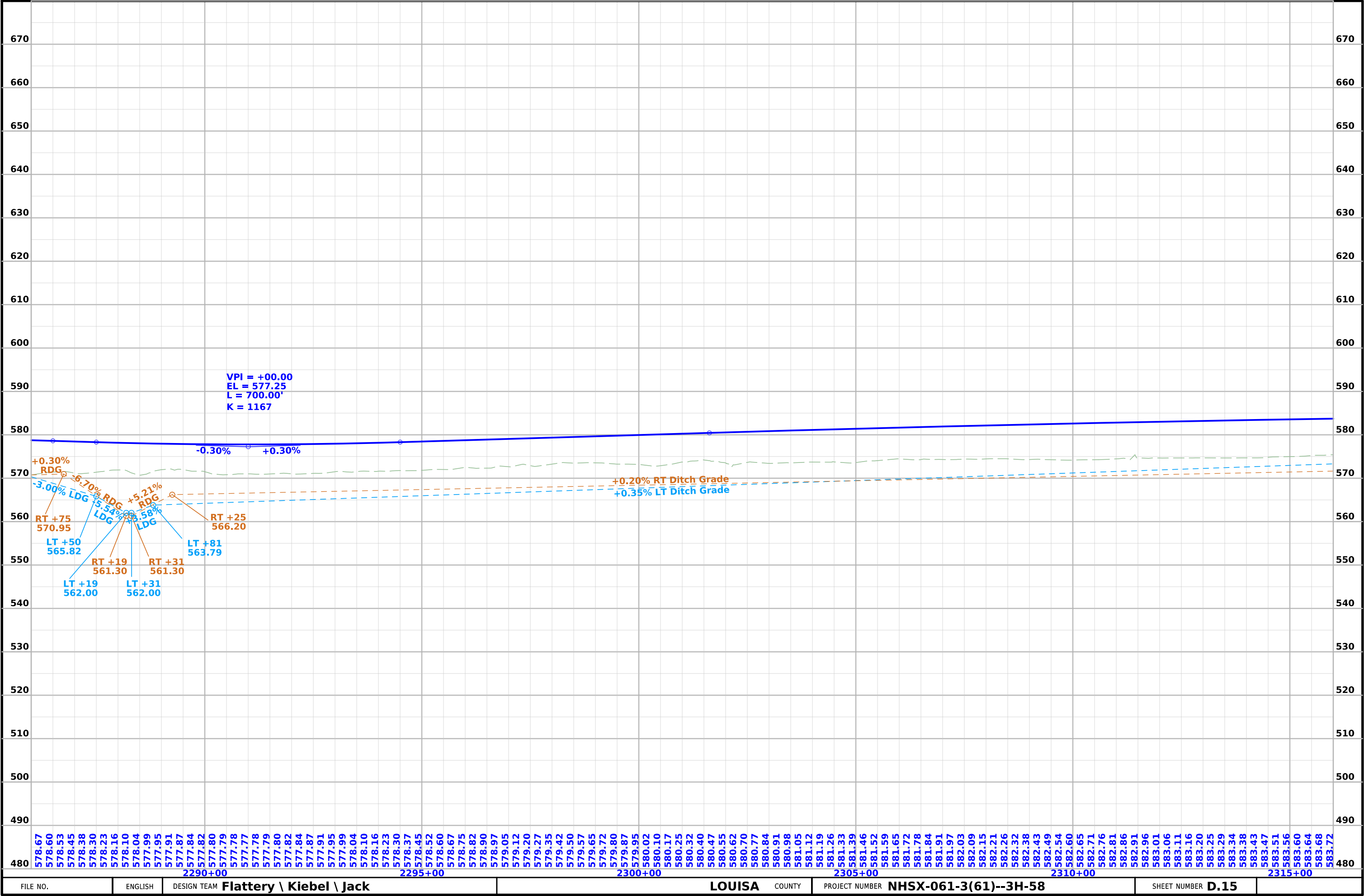
CLOSE
24"x42"
C.M.P.

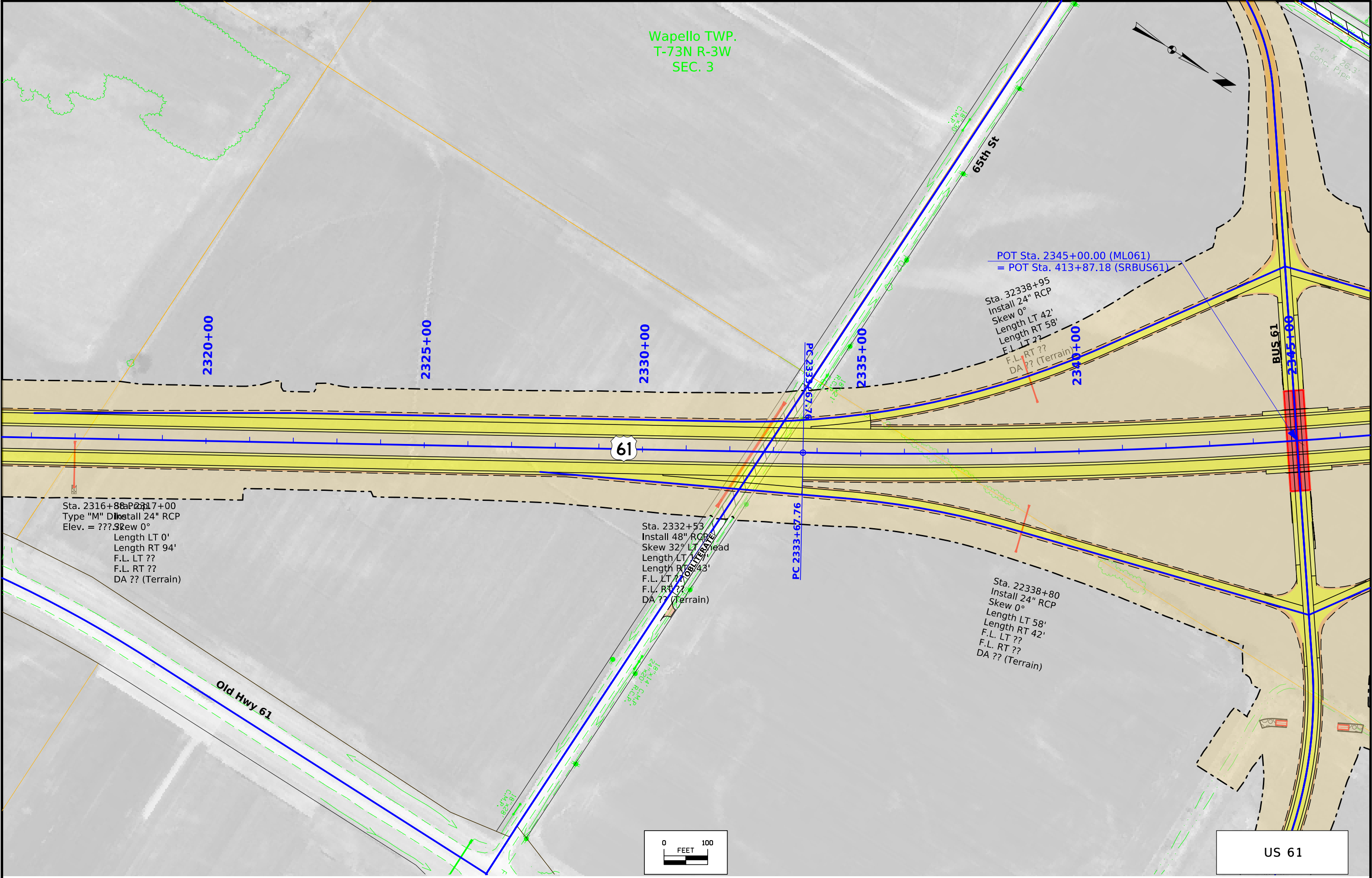
Sta. 2302+50
Type "M" Dike
Elev. = ???
Length LT 0'
Length RT 102'
F.L. LT ??
F.L. RT ??
DA ?? (Terrain)

OBLITERATE

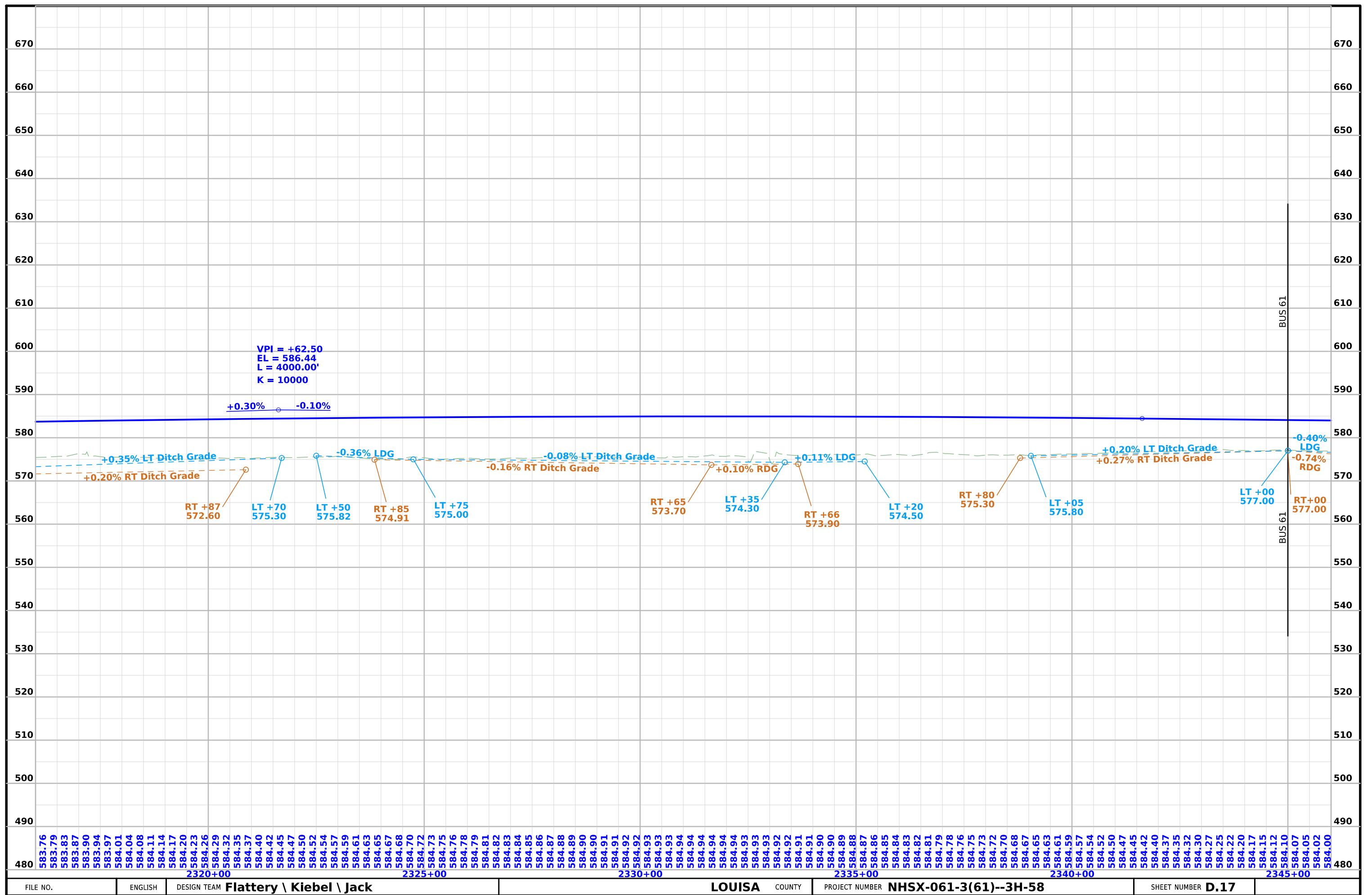
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FEET

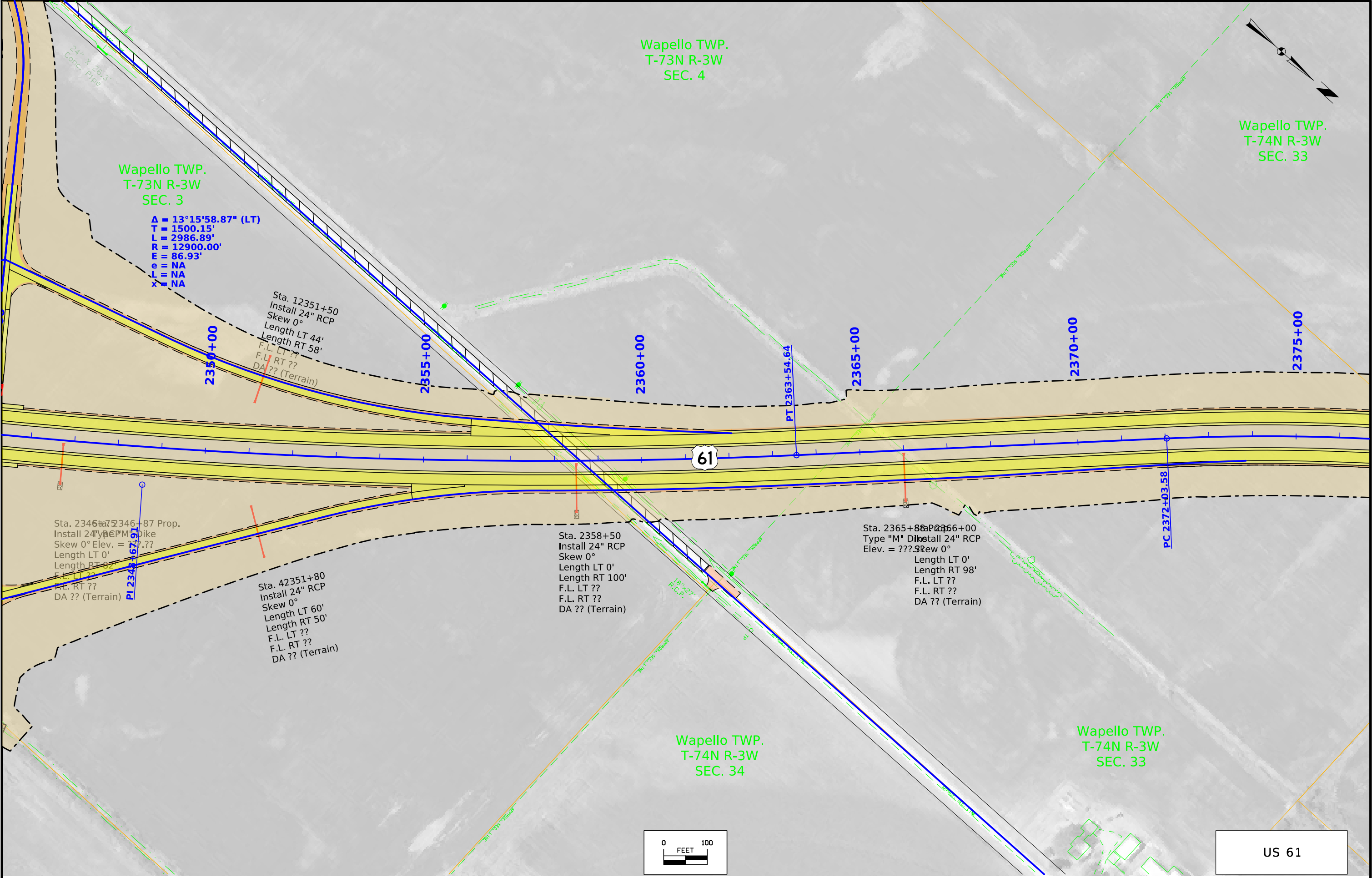
US 61

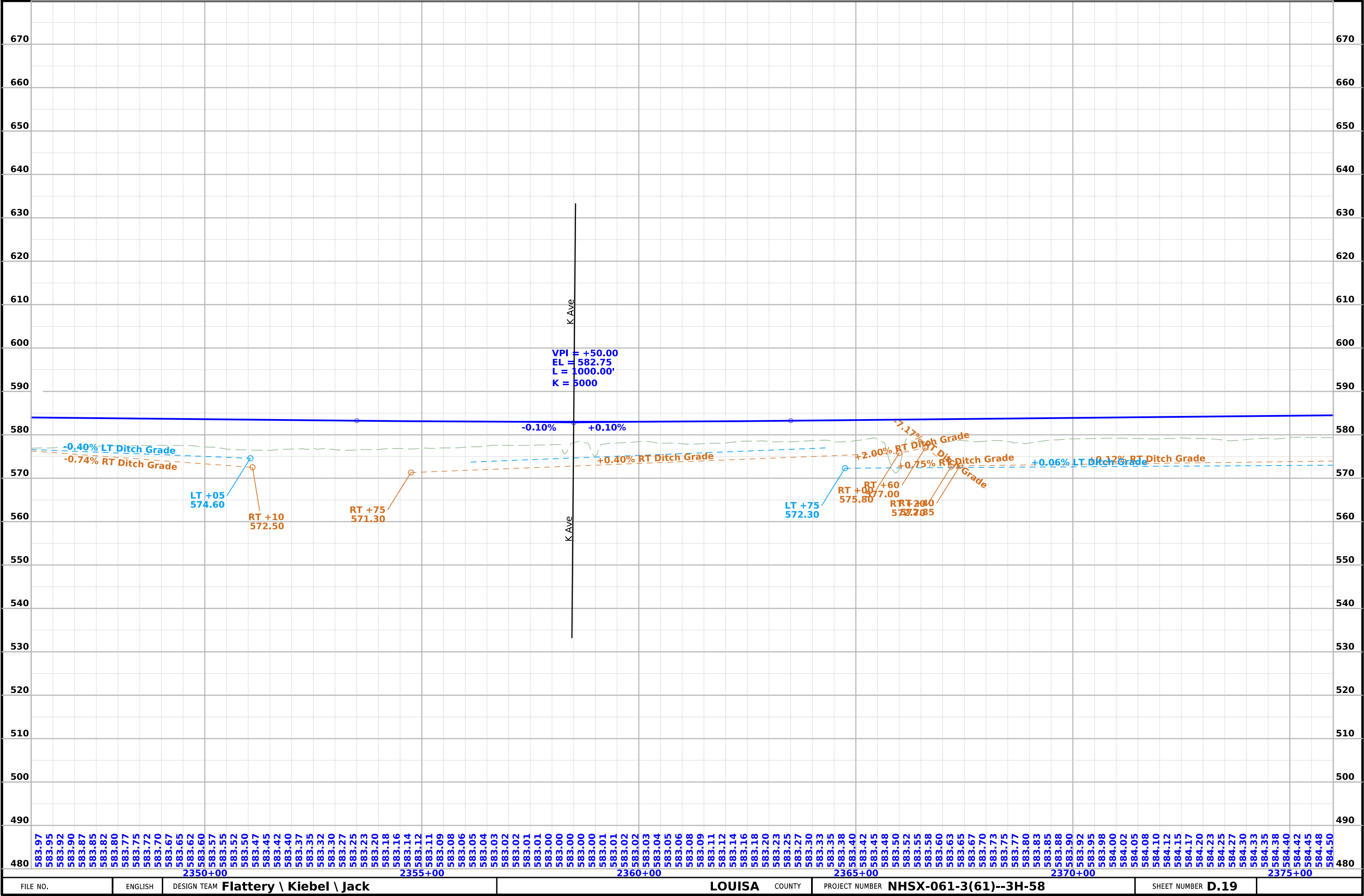


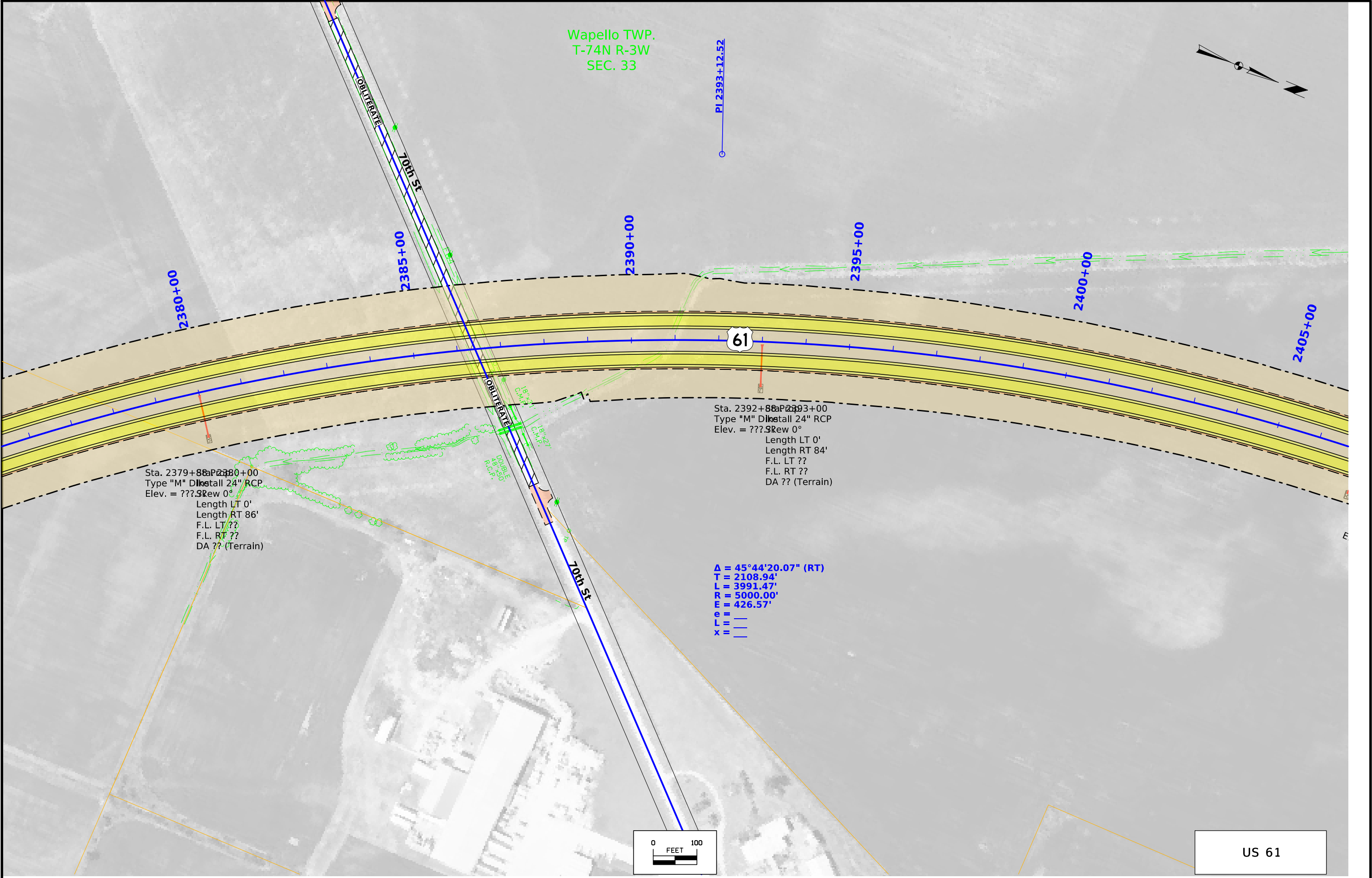


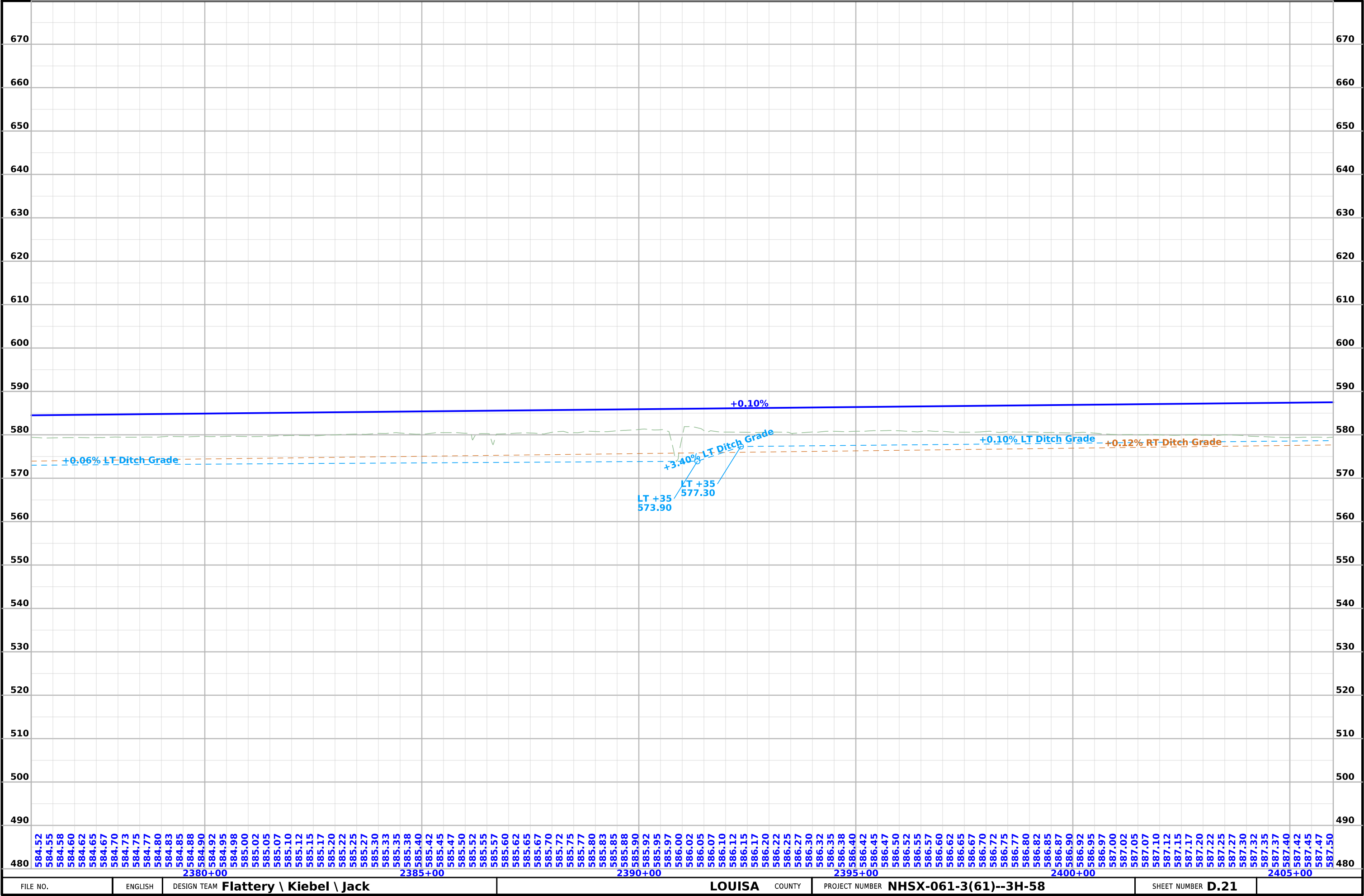
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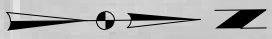






Wapello TWP.
T-74N R-3W
SEC. 33

Wapello TWP.
T-74N R-3W
SEC. 28



2410+00

2415+00

2420+00

2425+00

2430+00

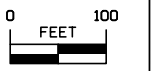
2435+00

61

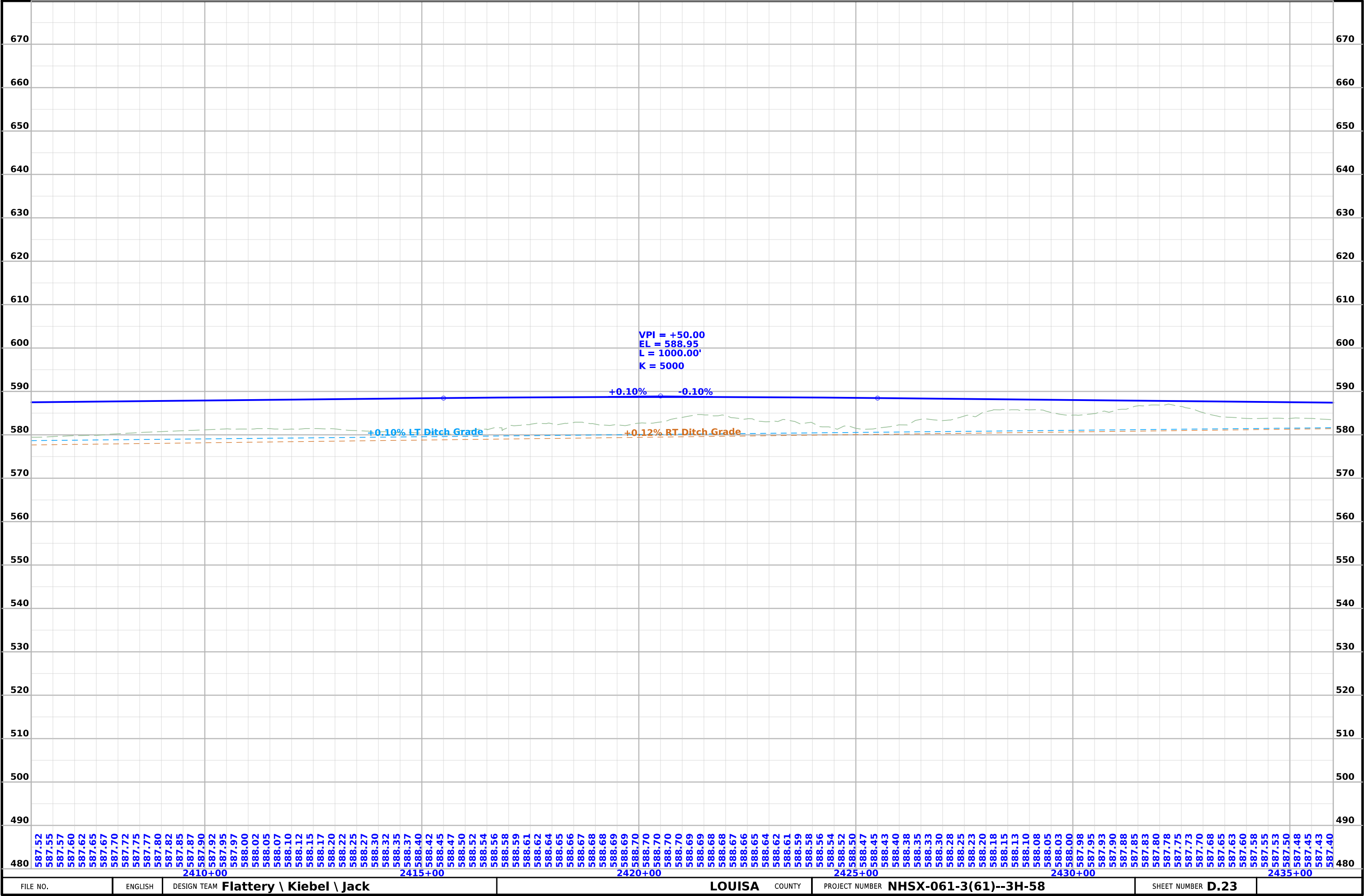
Sta. 2406+88 to 2407+00
Type "M" Dike
Install 24" RCP
Elev. = ???
Skew 0°
Length LT 0'
Length RT 84'
F.L. LT ??
F.L. RT ??
DA ?? (Terrain)

PT 2411+96.05

Sta. 2430+50 to 2430+62 Prop.
Install 24" RCP
Type "M" Dike
Skew 0° Elev. = ???
Length LT 0'
Length RT 78'
F.L. LT ??
F.L. RT ??
DA ?? (Terrain)



US 61



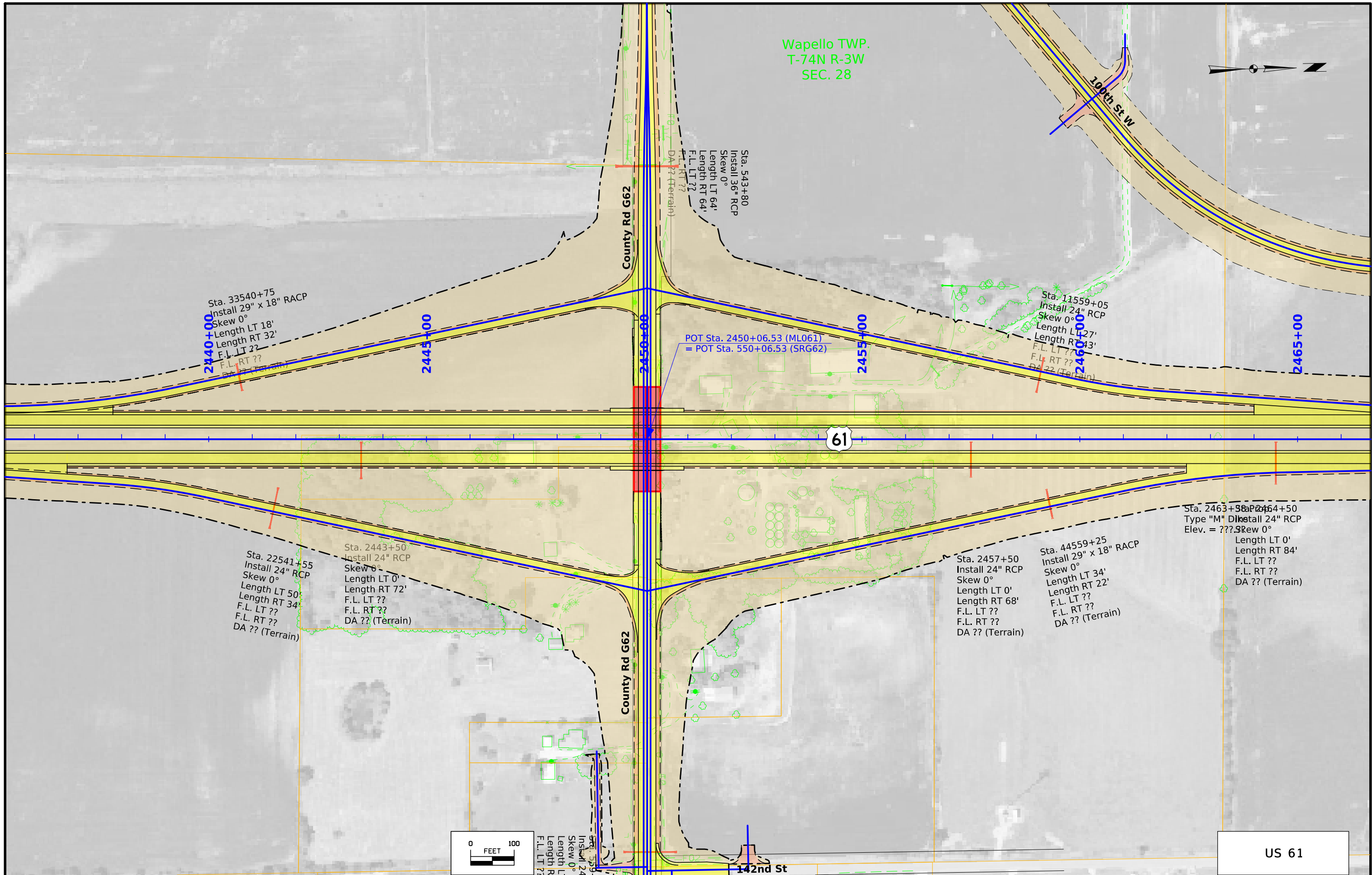
VPI = +50.00
EL = 588.95
L = 1000.00'
K = 5000

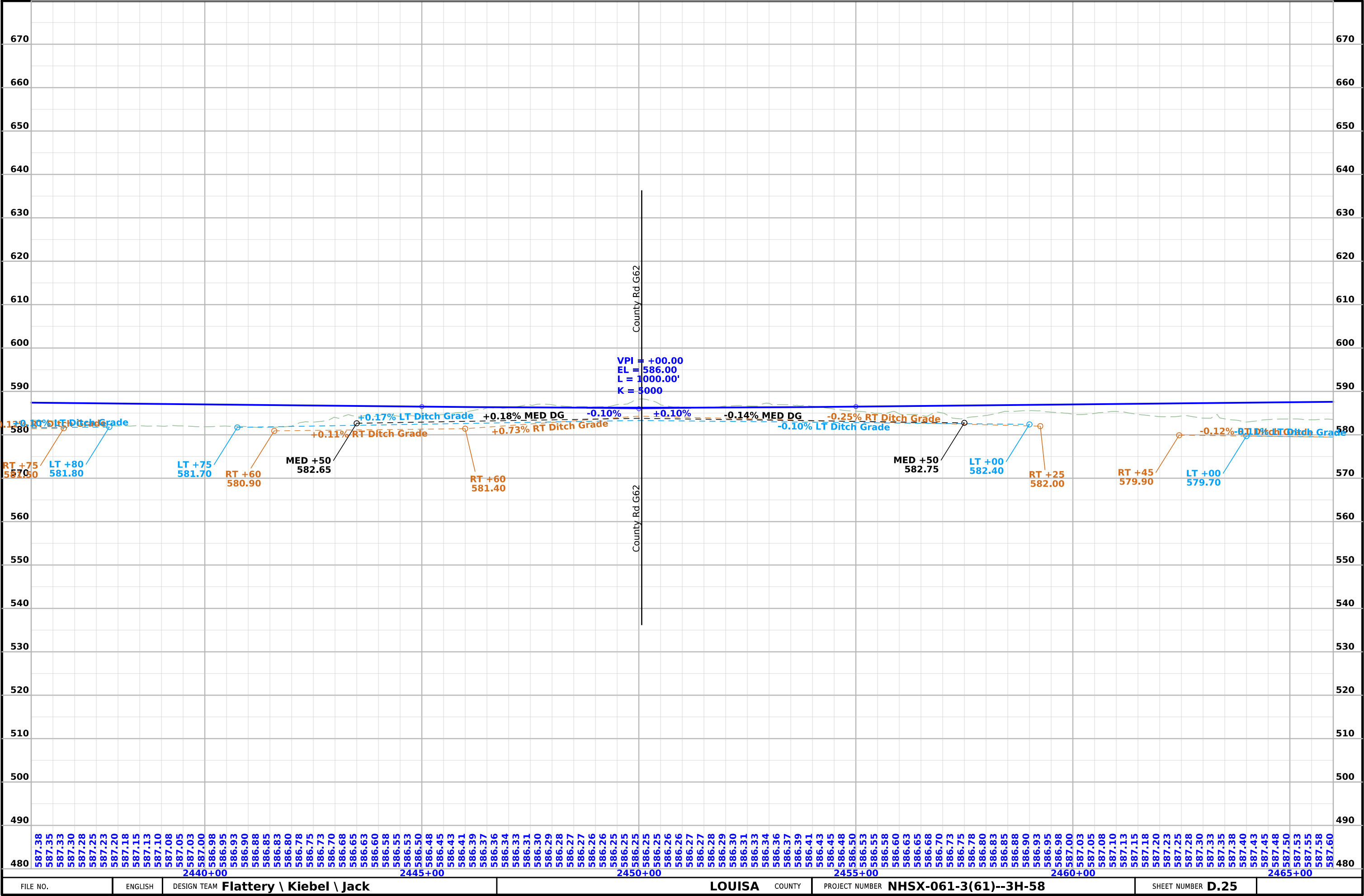
+0.10%

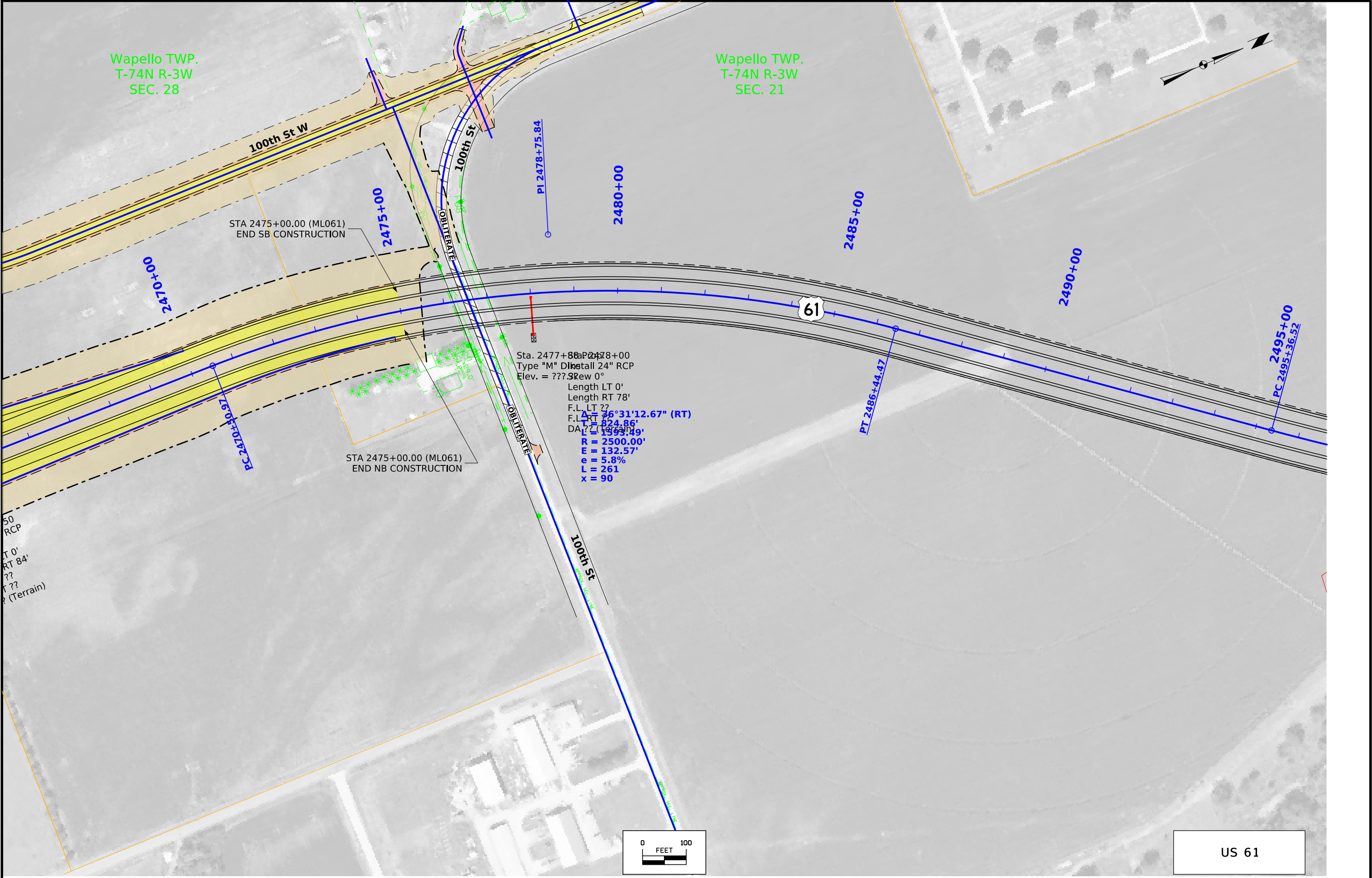
-0.10%

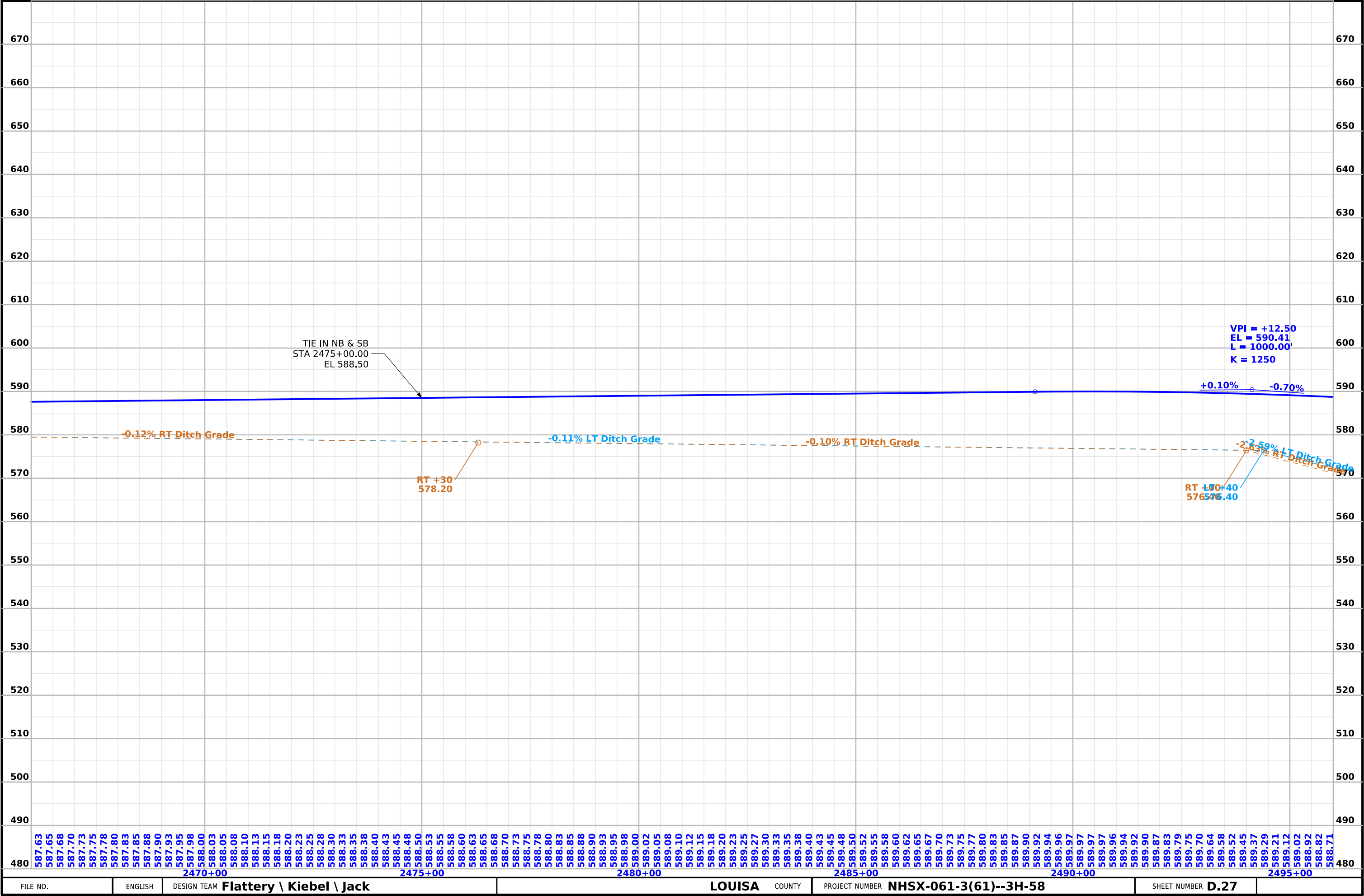
+0.10% LT Ditch Grade

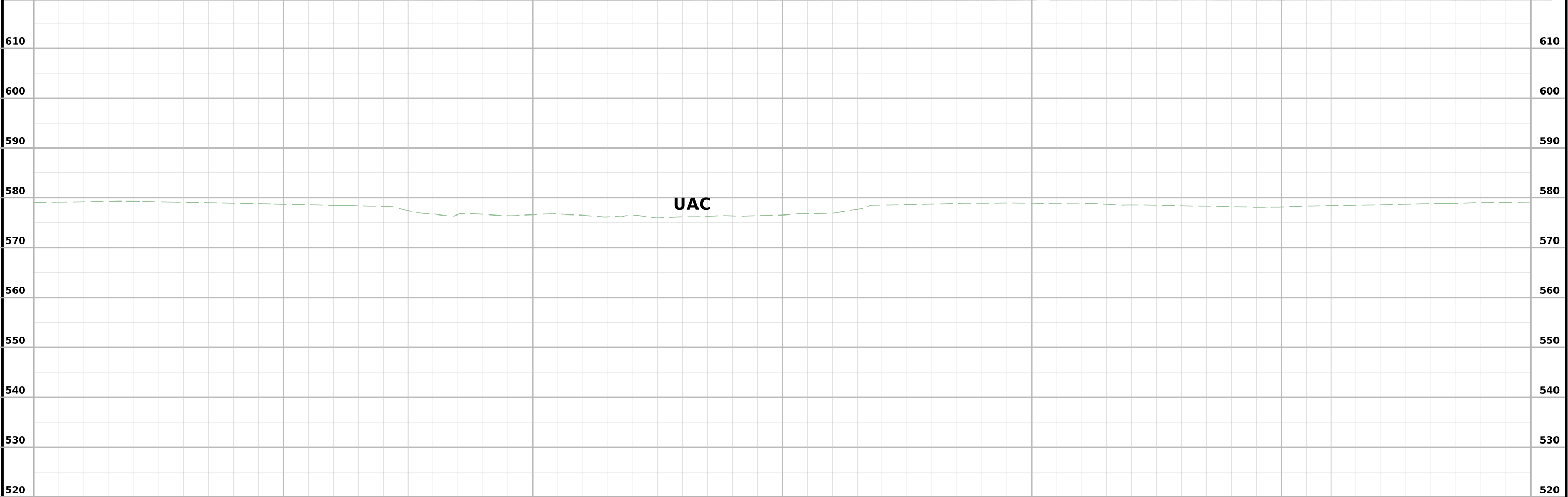
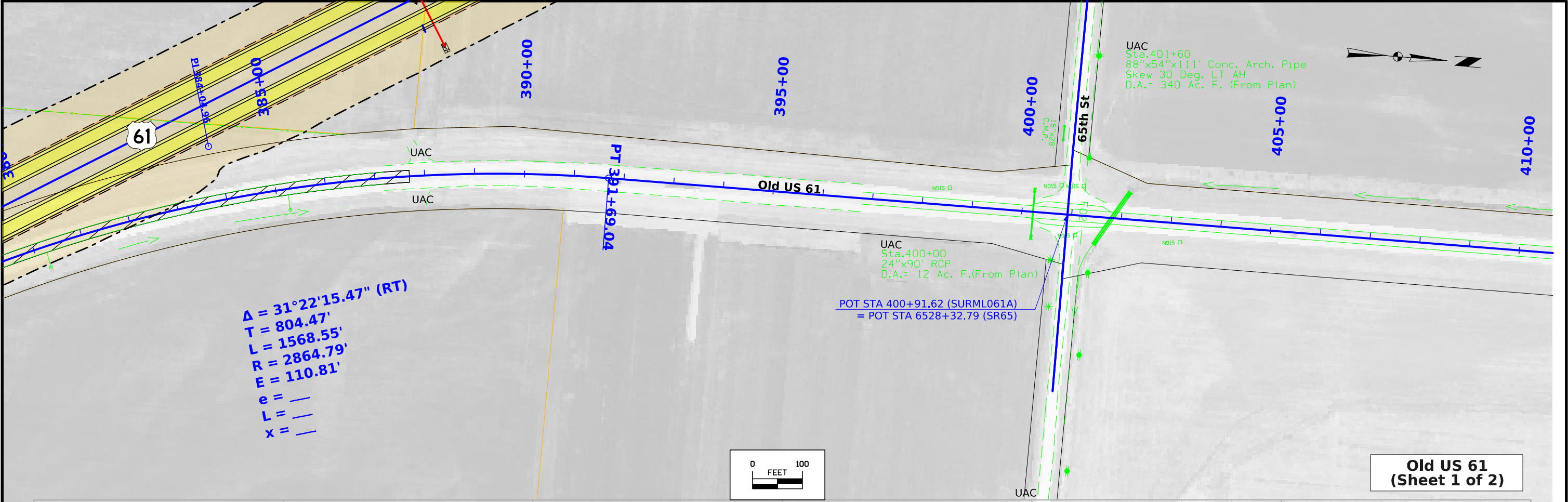
+0.12% RT Ditch Grade



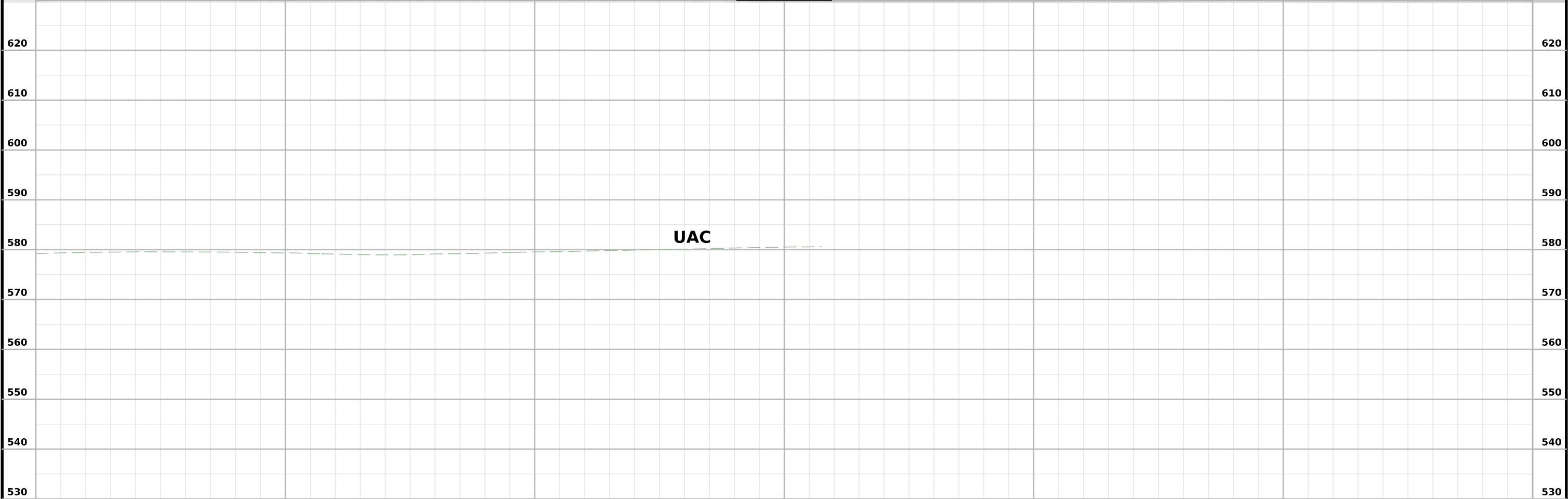
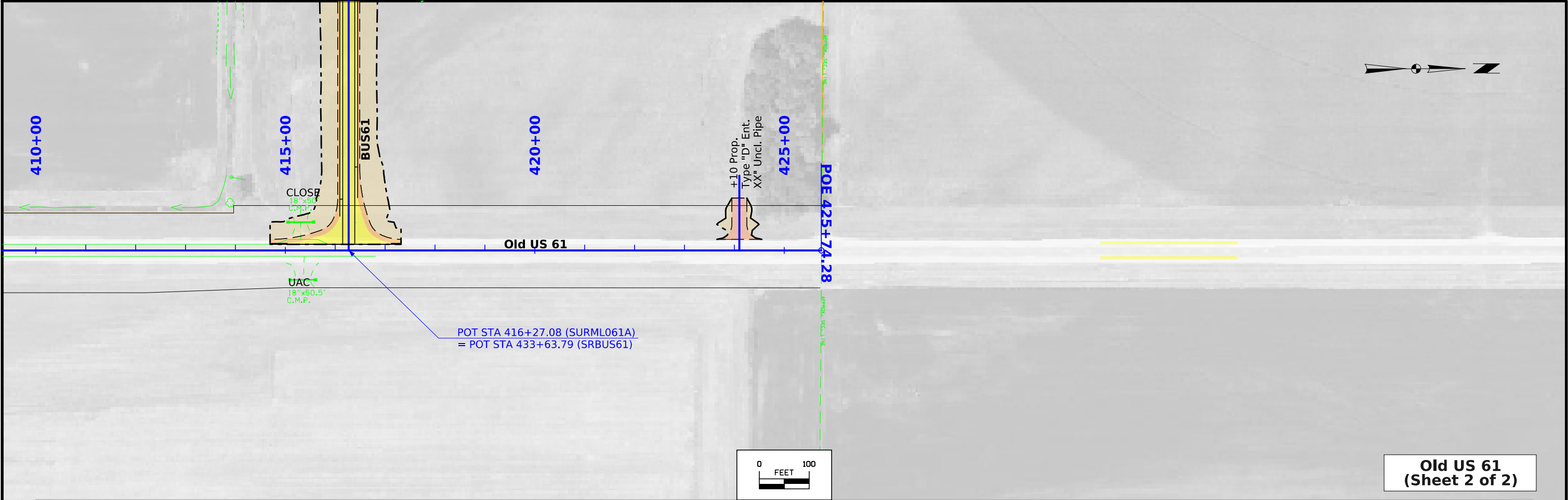




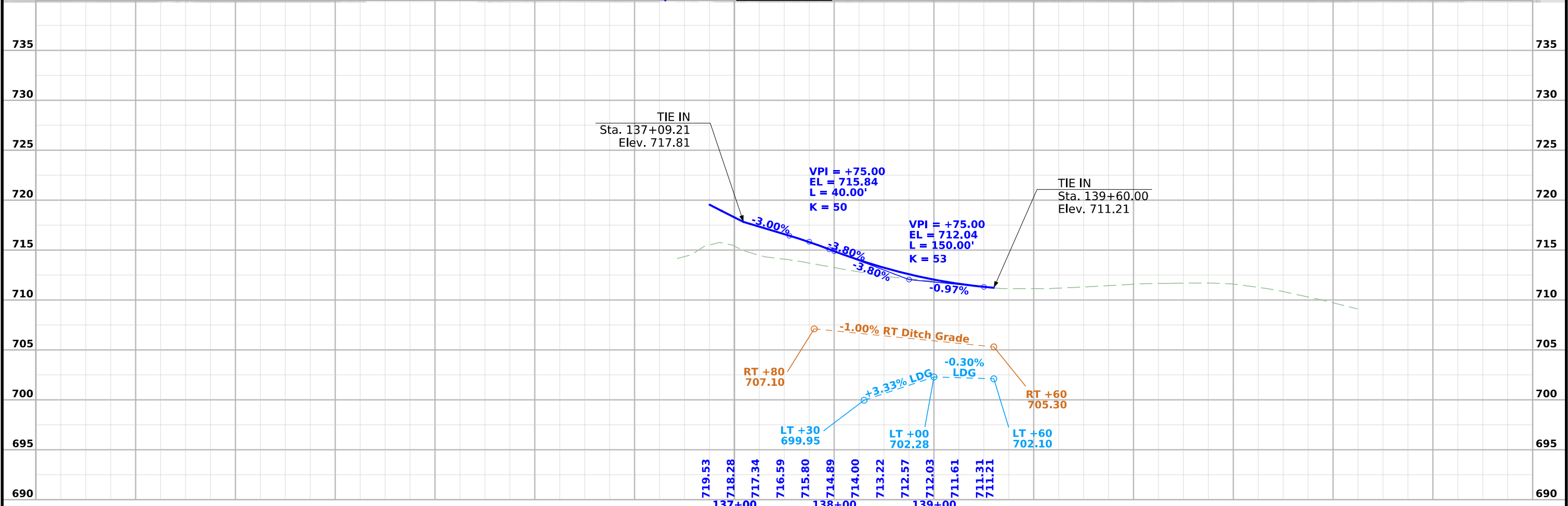
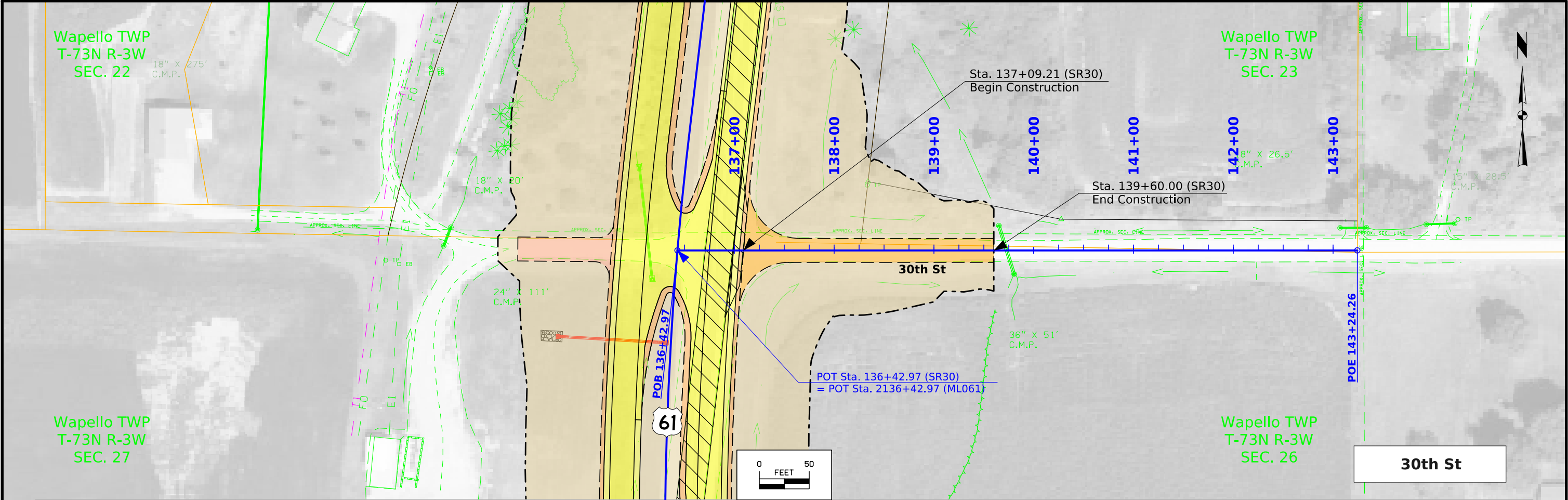




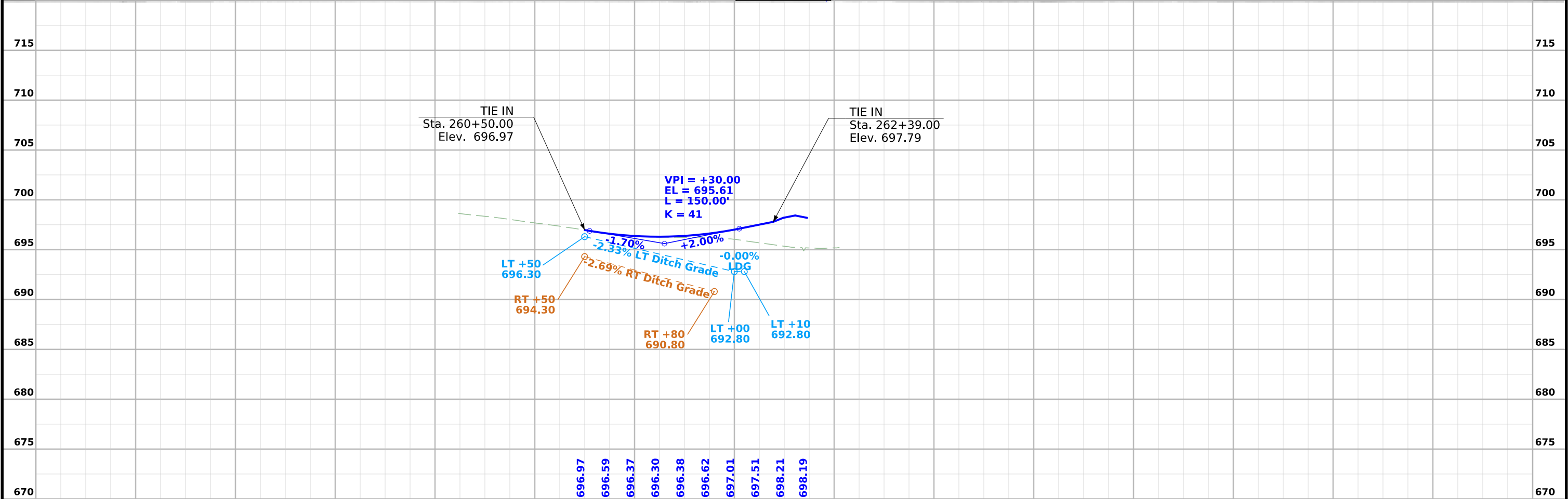
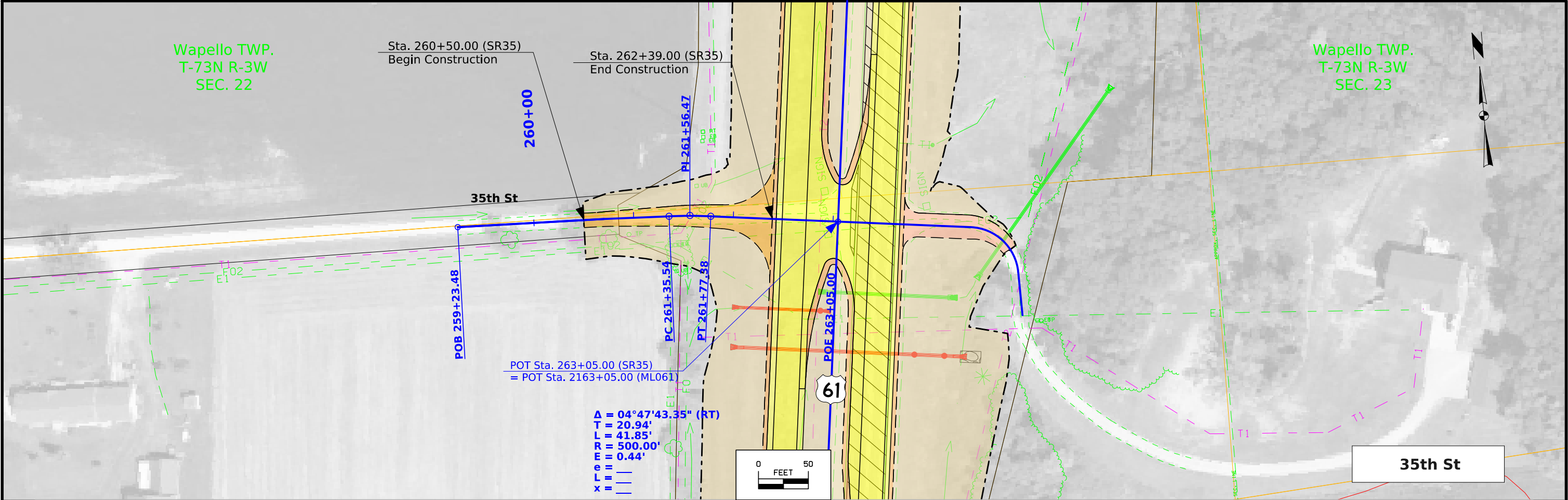
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Kiebel \ Jack	LOUISA COUNTY	PROJECT NUMBER	NHSX-061-3(61)--3H-58	SHEET NUMBER	E.1
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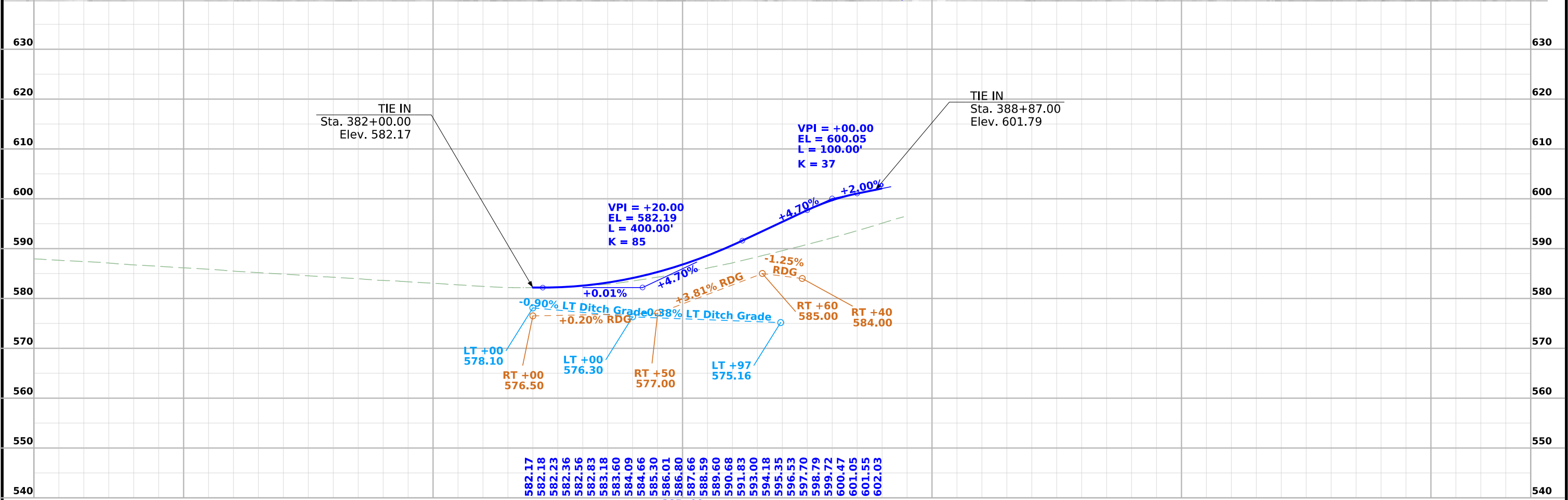
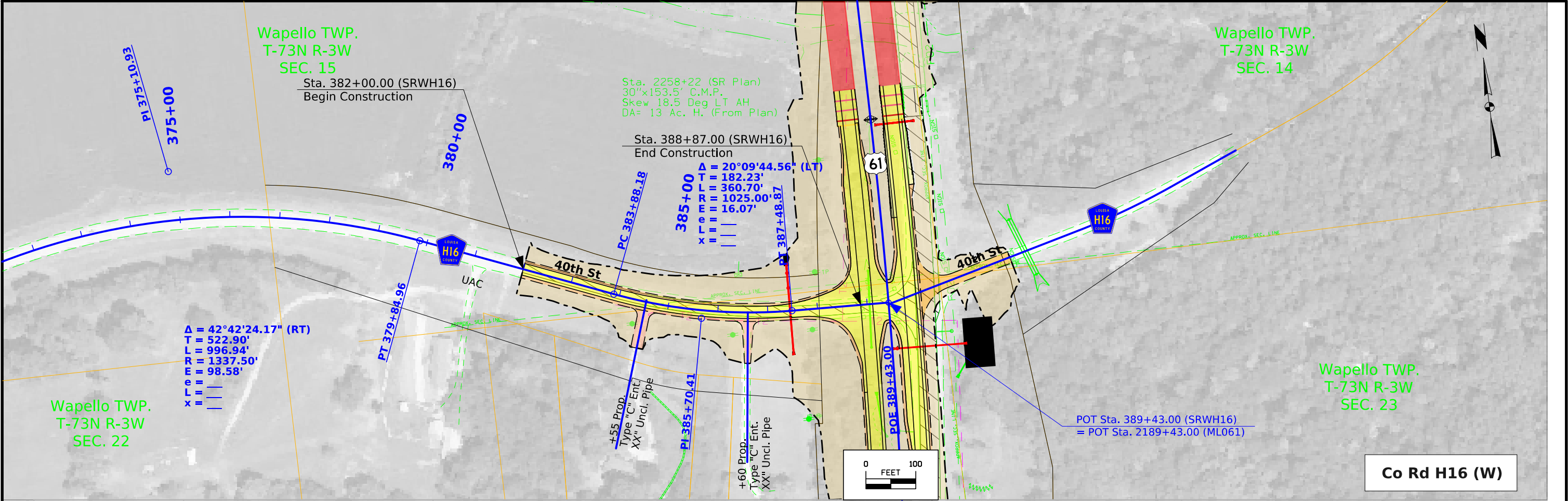


FILE NO.		ENGLISH	DESIGN TEAM	Flattery \ Kiebel \ Jack	LOUISA COUNTY	PROJECT NUMBER	NHSX-061-3(61)--3H-58	SHEET NUMBER	E.2
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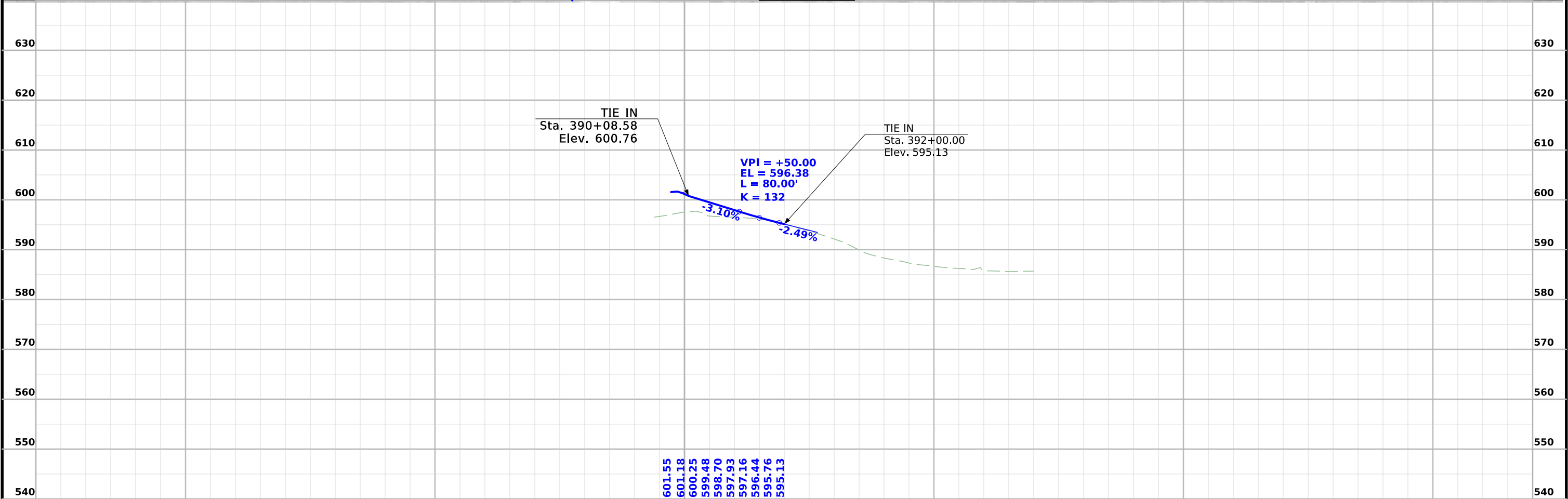
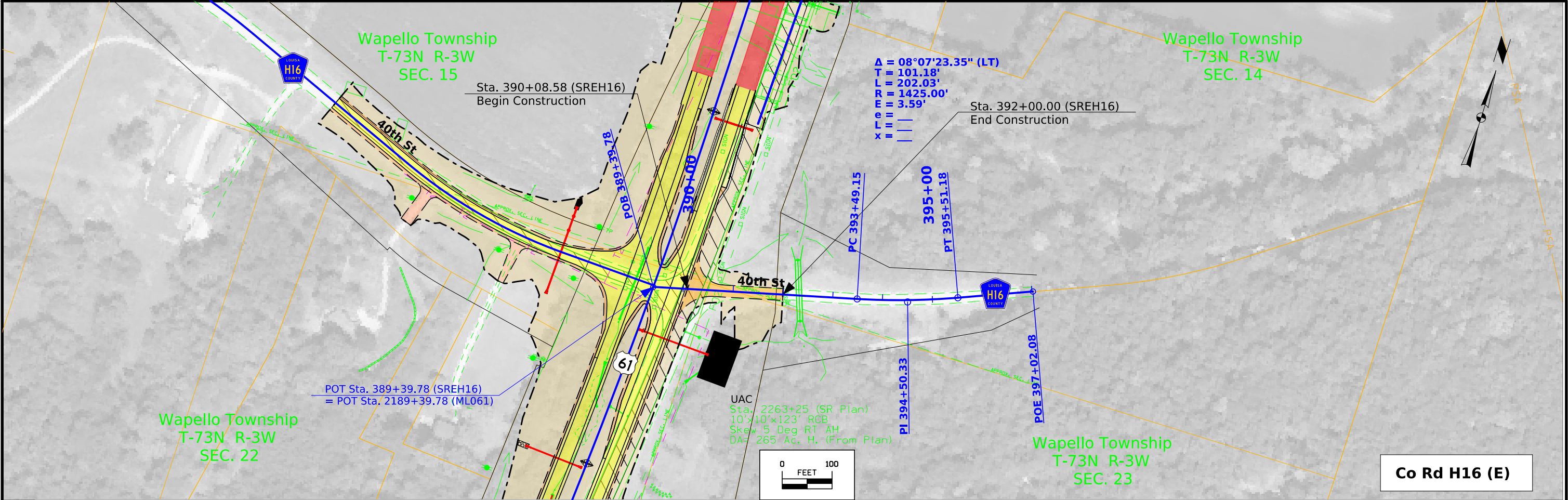


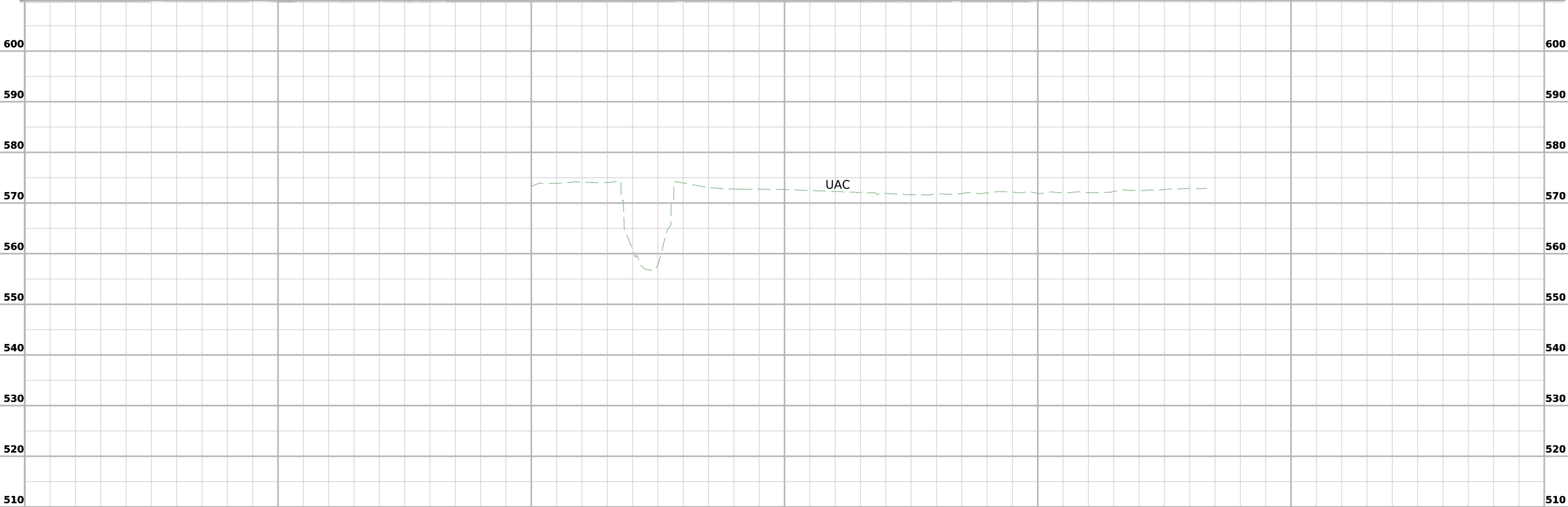
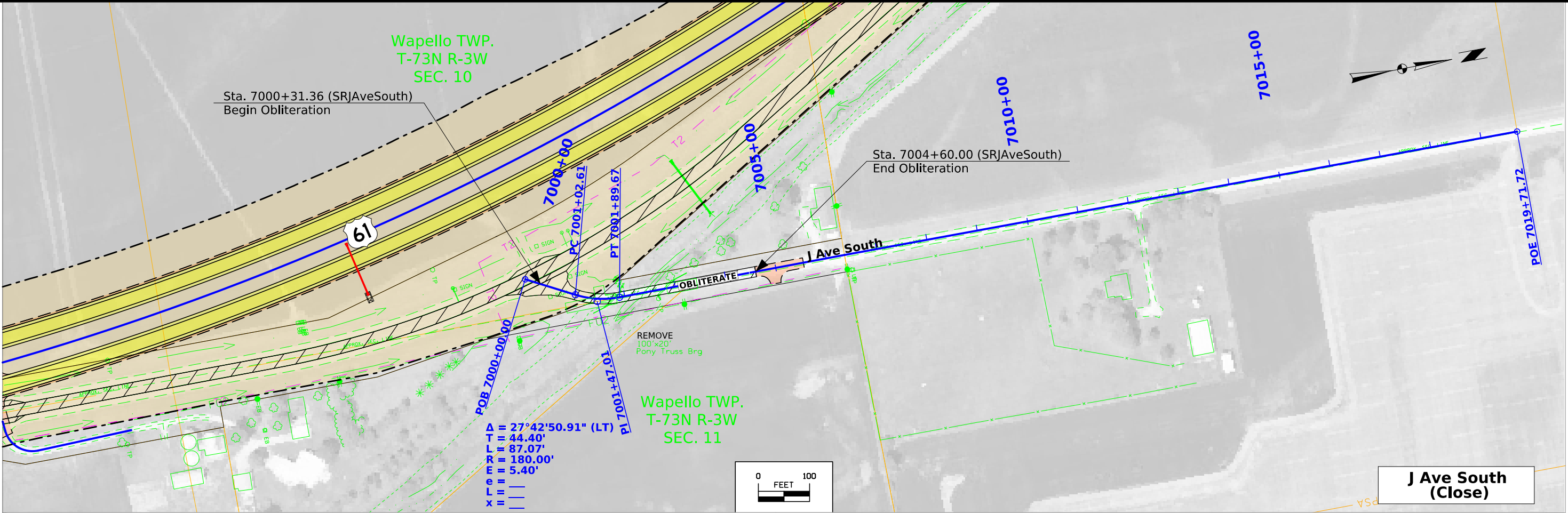
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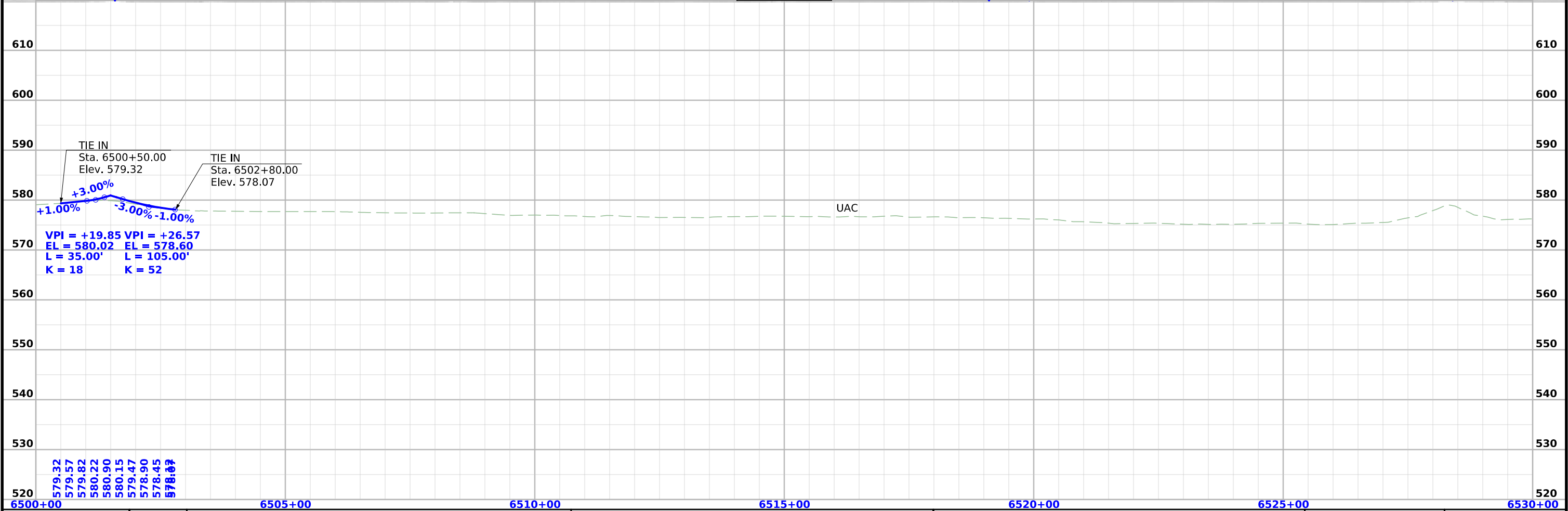
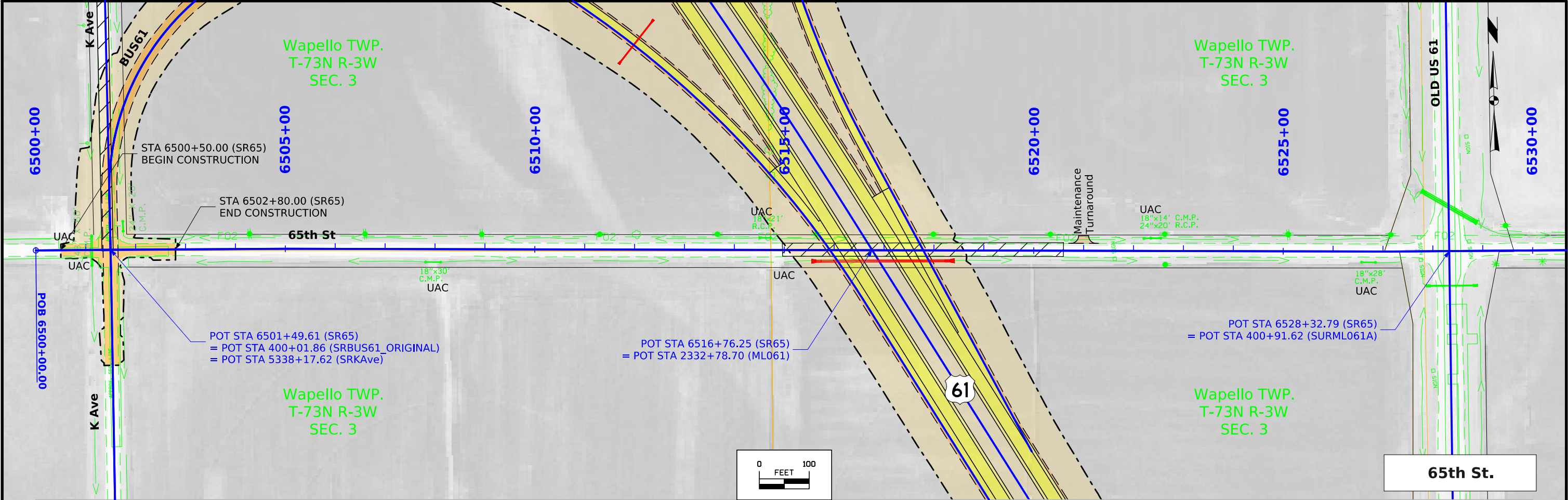


FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Kiebel \ Jack	LOUISA COUNTY	PROJECT NUMBER	NHSX-061-3(61)--3H-58	SHEET NUMBER	E.5
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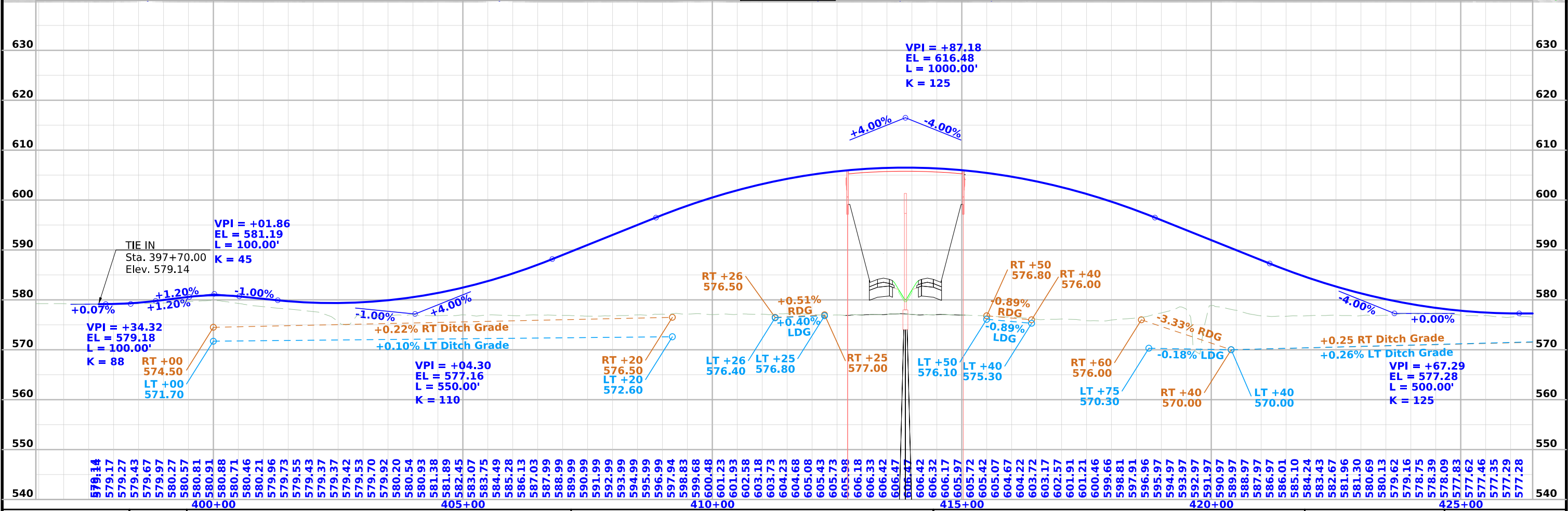
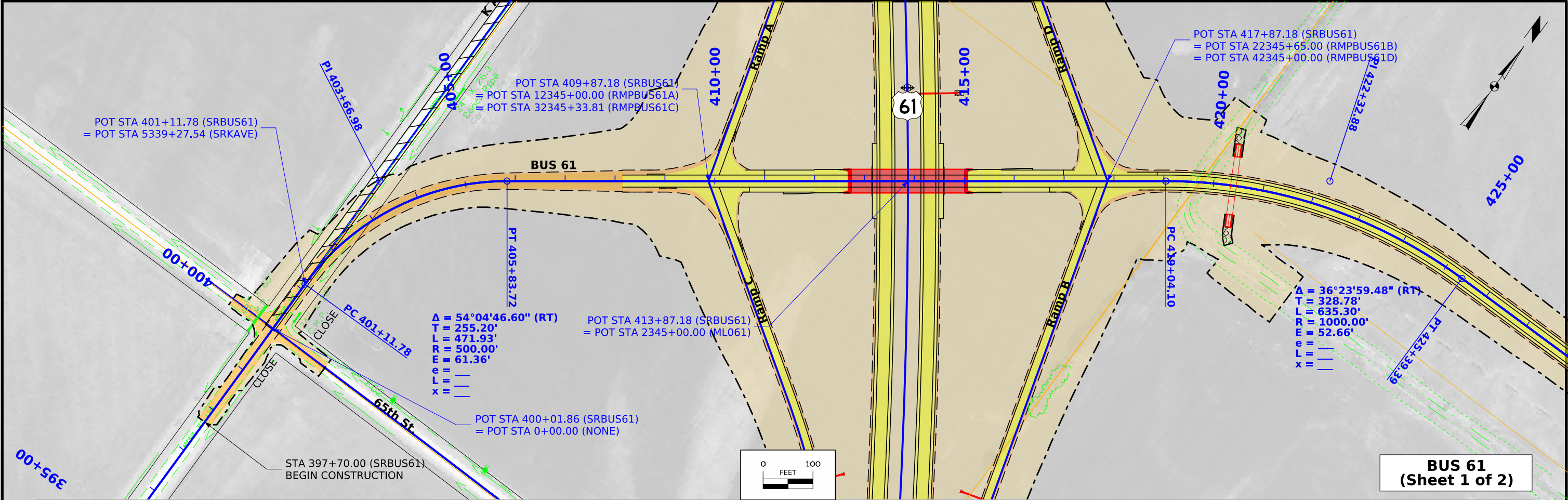


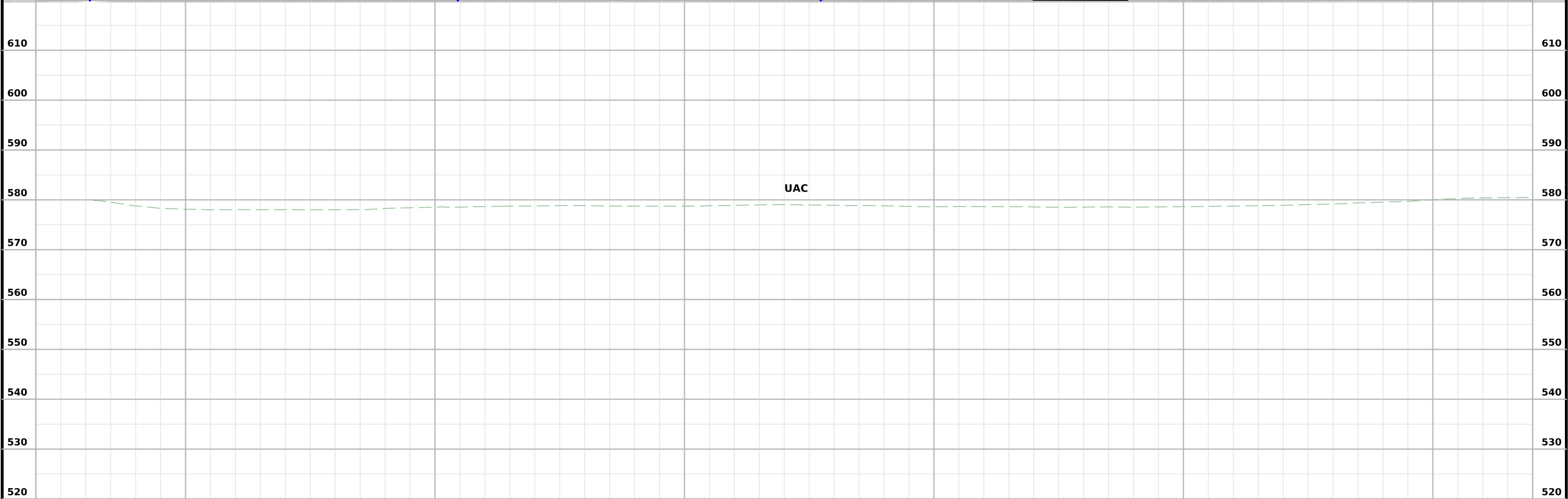
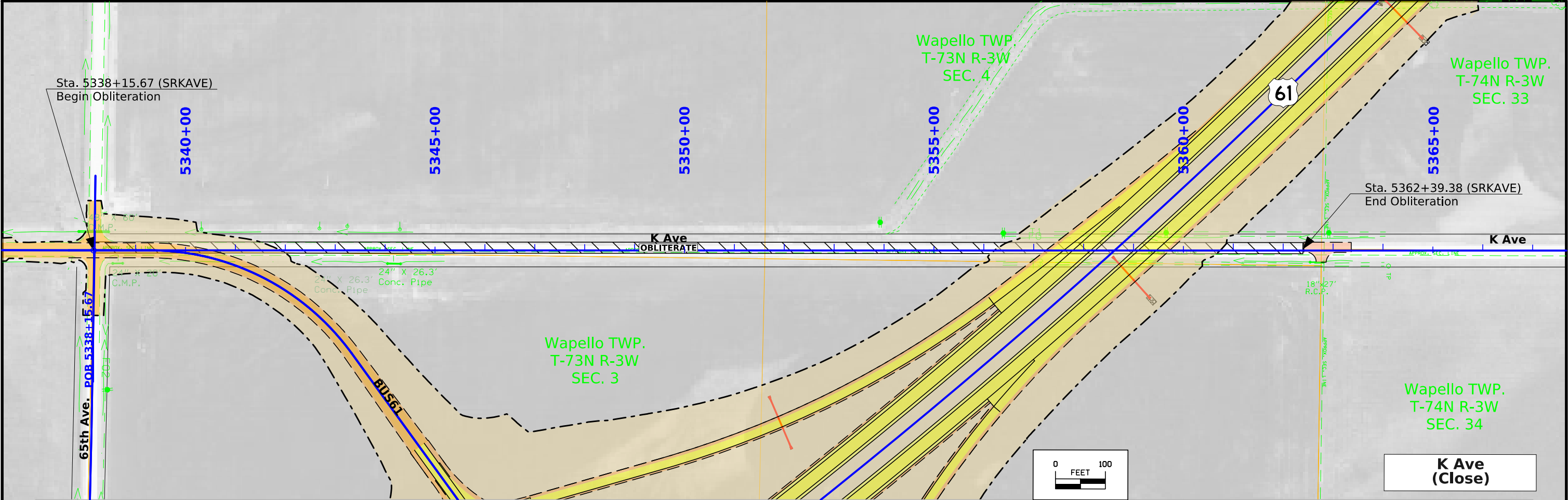


FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Kiebel \ Jack	LOUISA COUNTY	PROJECT NUMBER	NHSX-061-3(61)--3H-58	SHEET NUMBER	E.7
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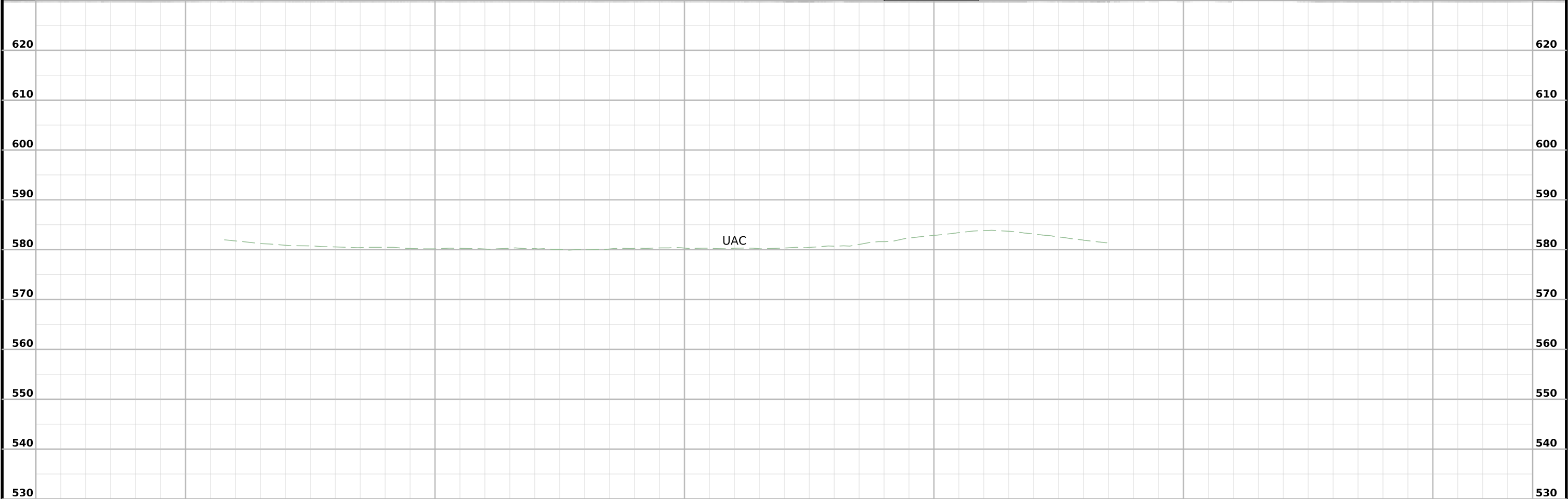
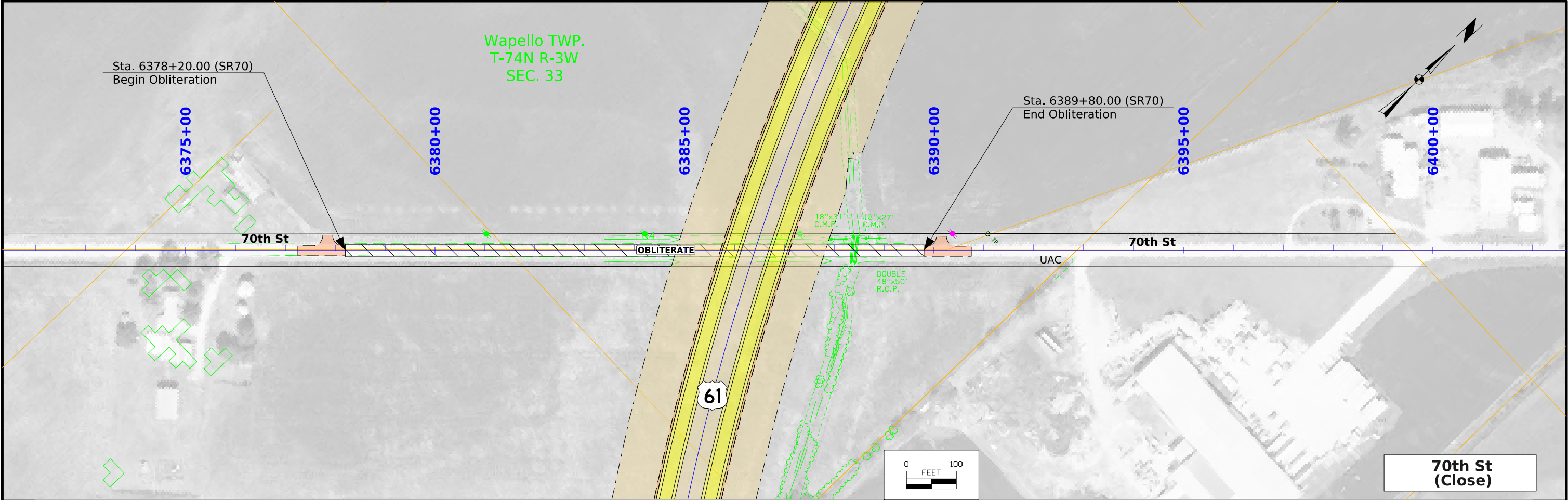


FILE NO.	ENGLISH	DESIGN TEAM	LOUISA COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Kiebel \ Jack		NHSX-061-3(61)--3H-58	E.8

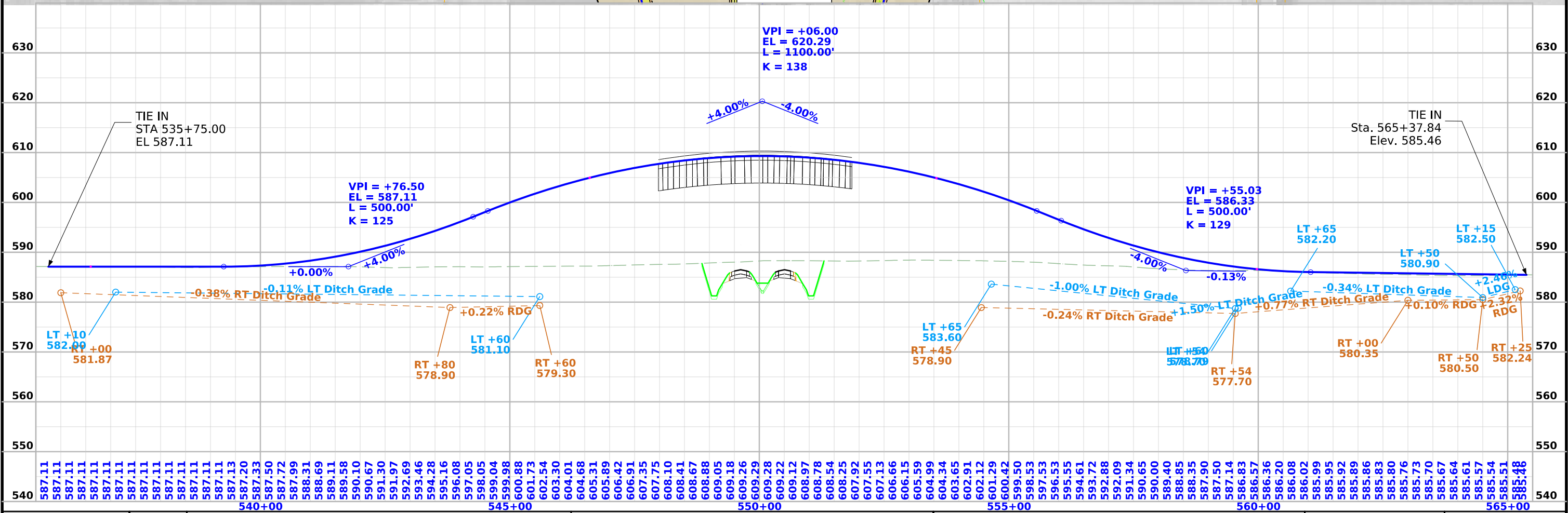
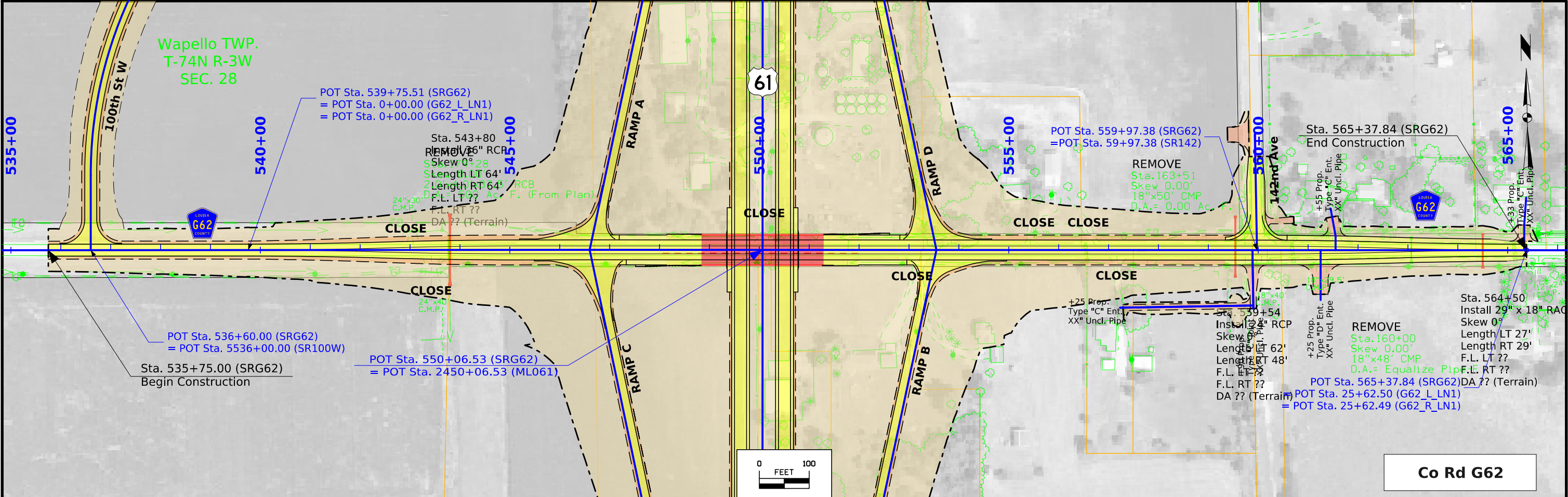




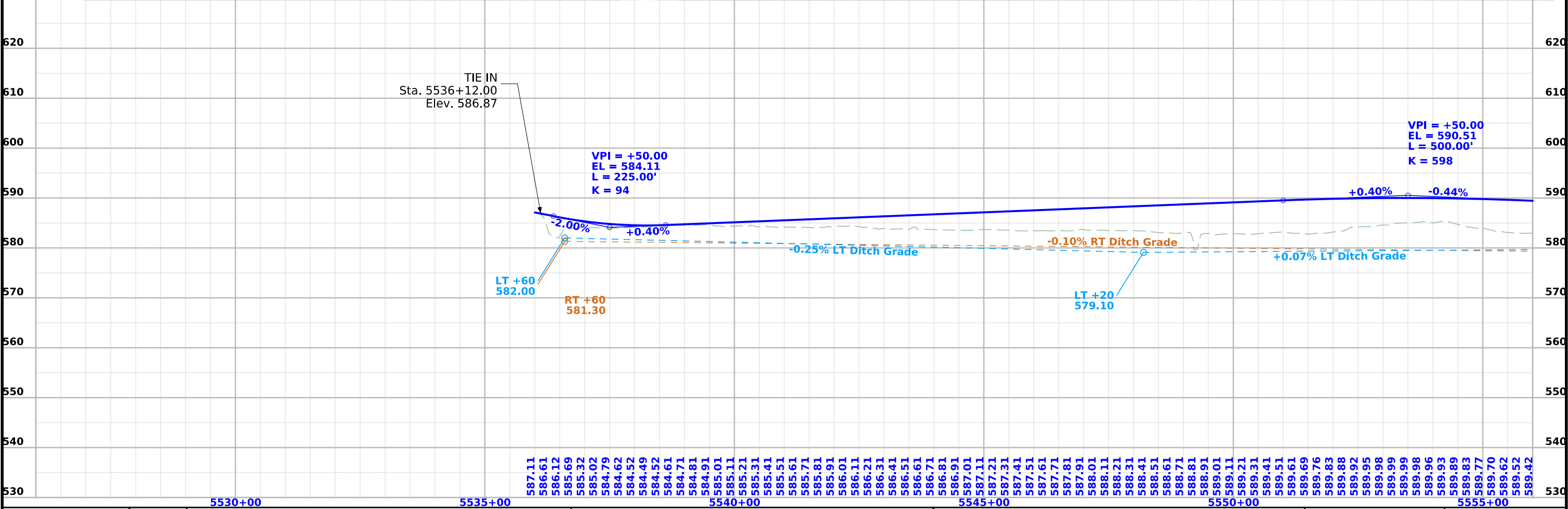
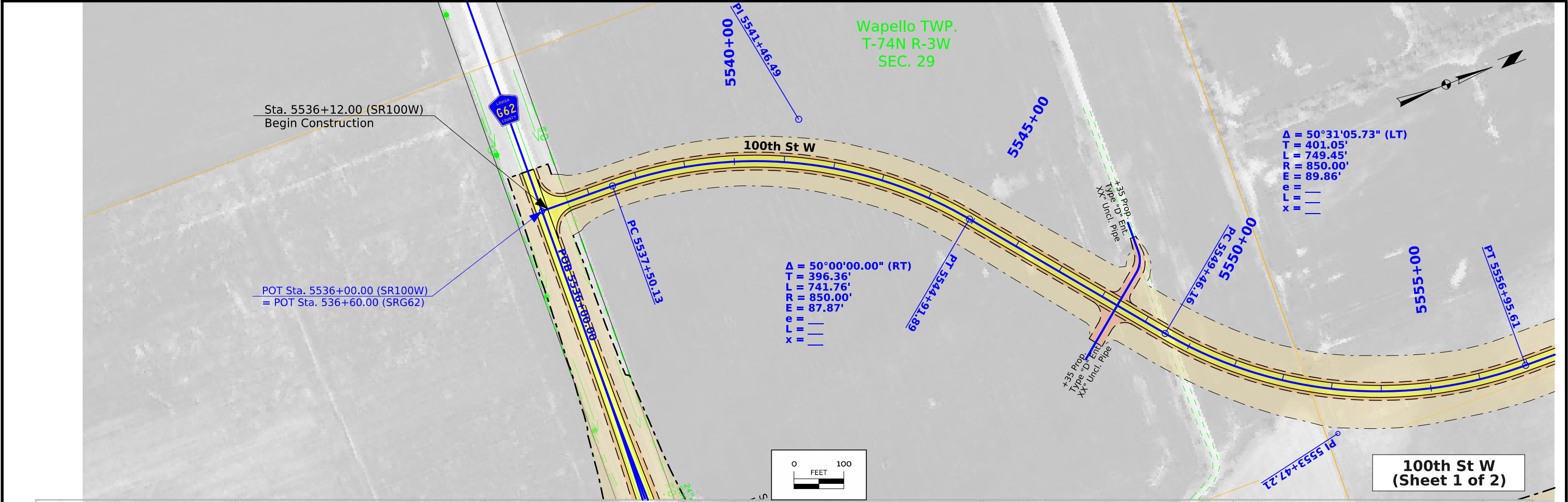
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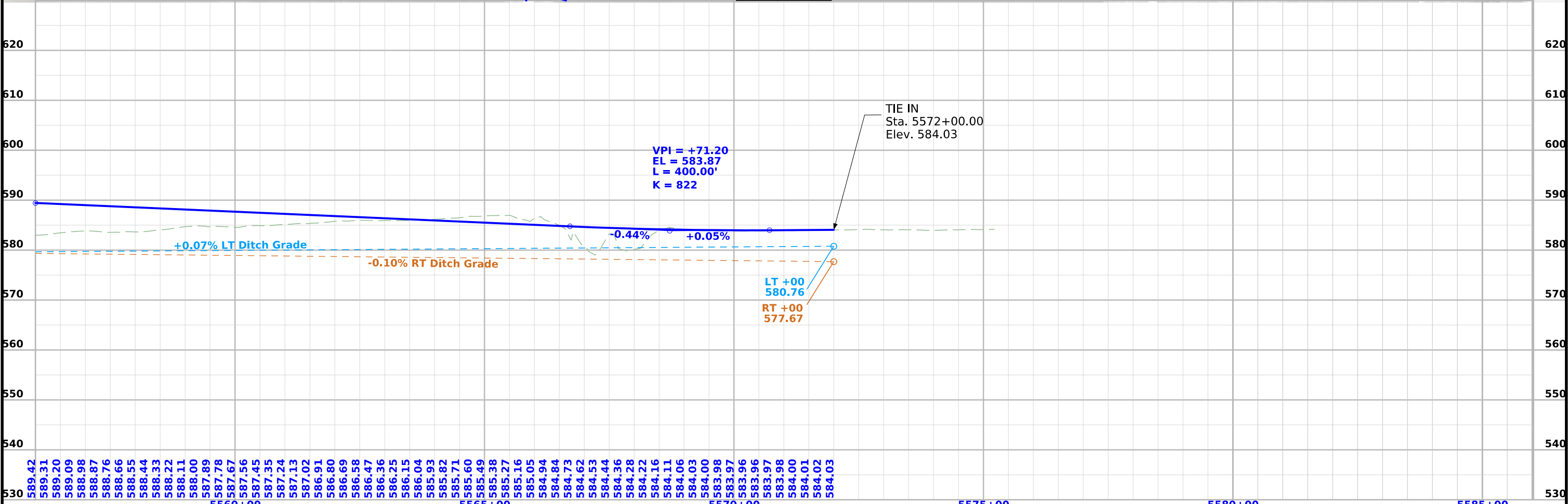
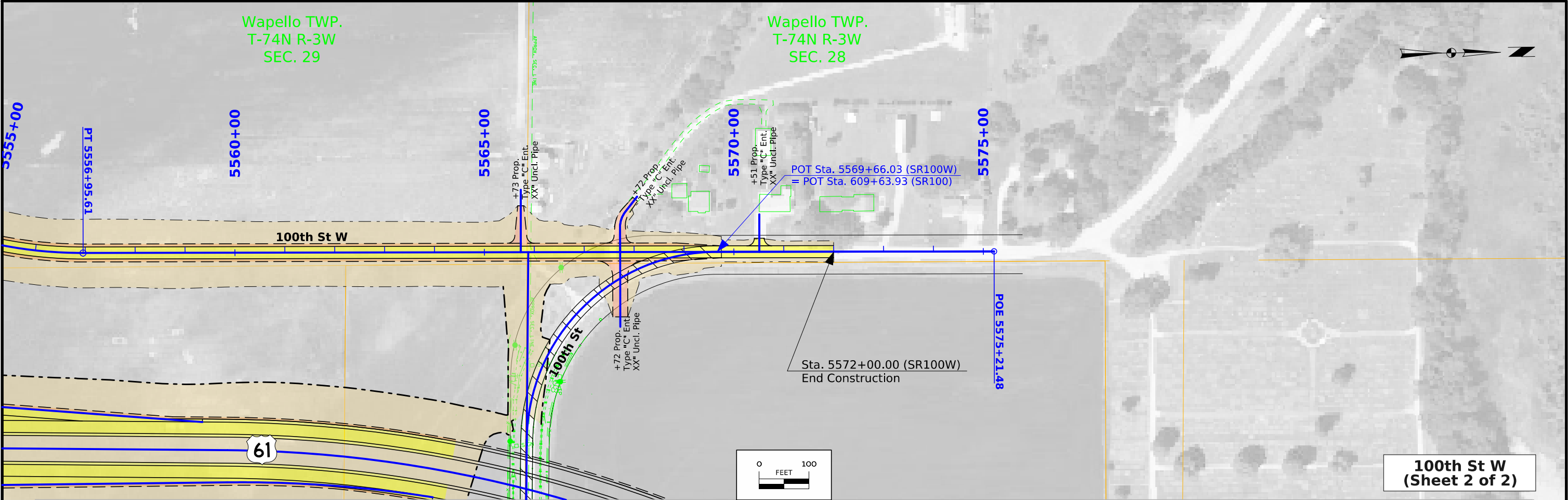


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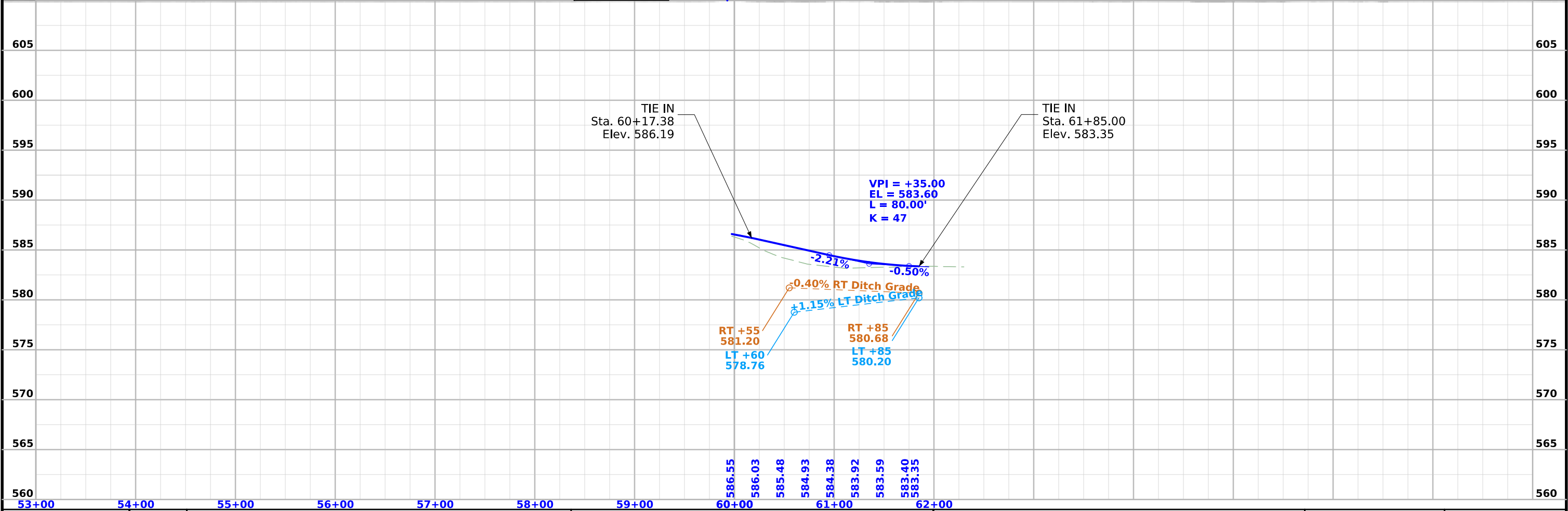
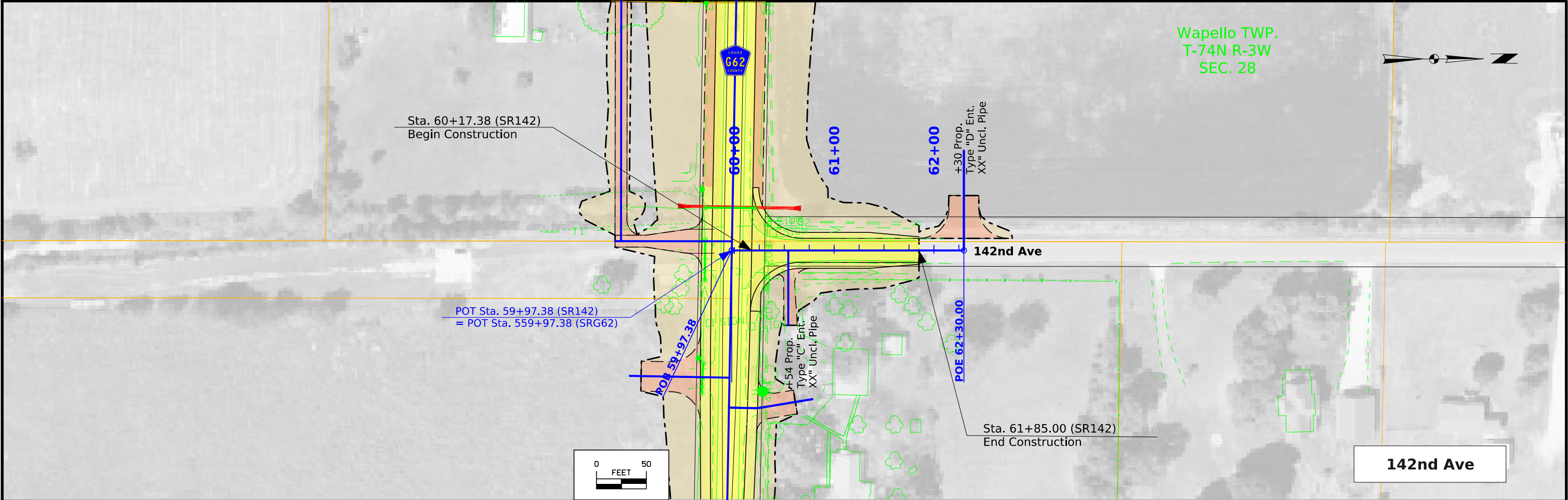


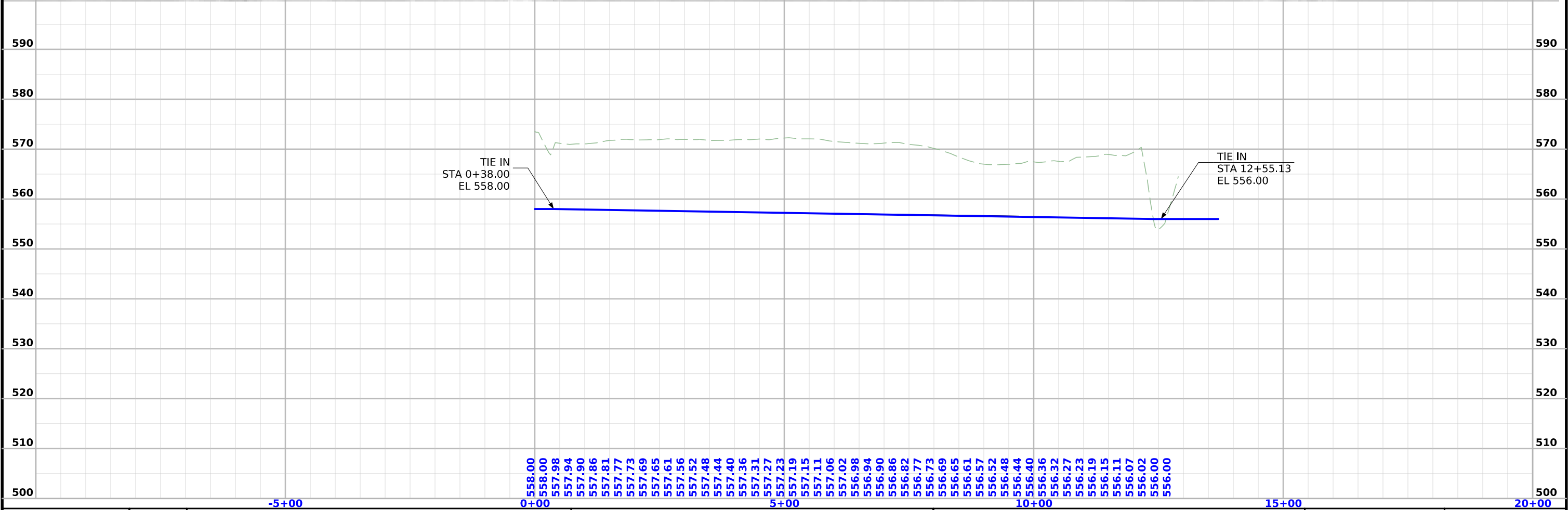
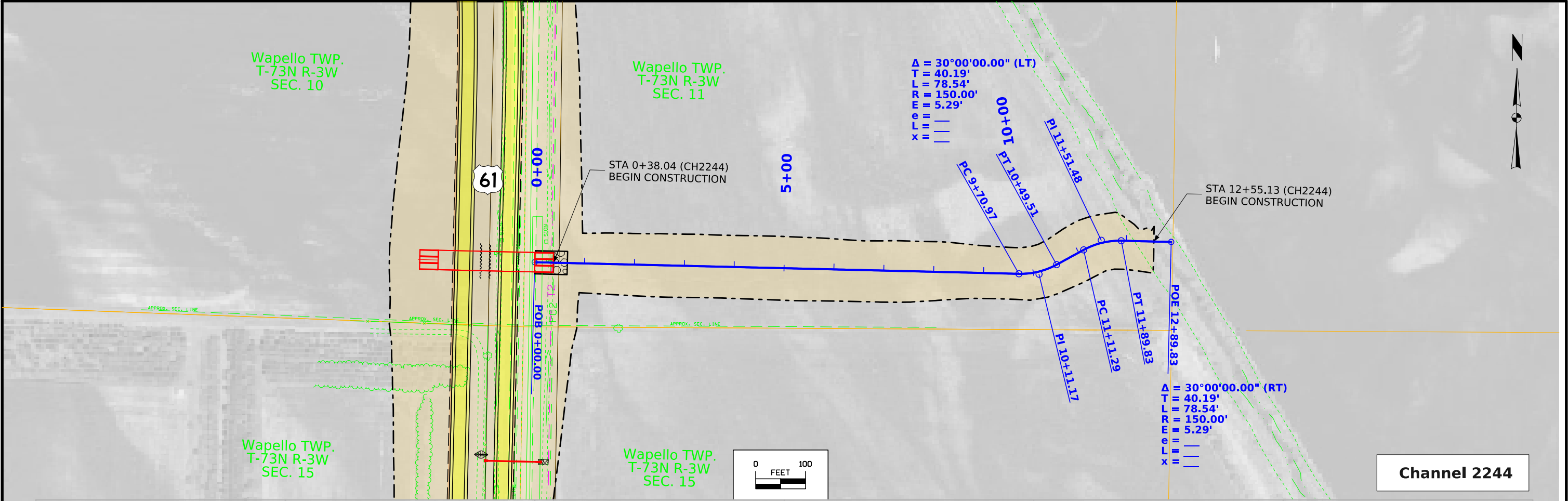
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Kiebel \ Jack	LOUISA COUNTY	PROJECT NUMBER	NHSX-061-3(61)--3H-58	SHEET NUMBER	E.13
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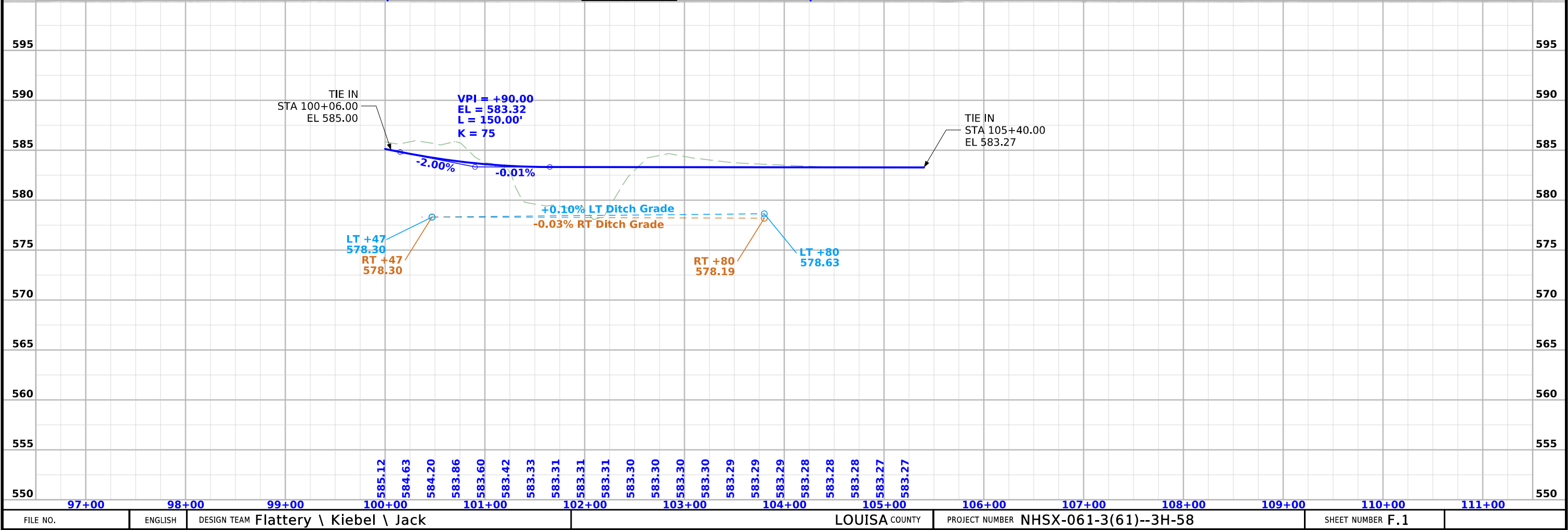
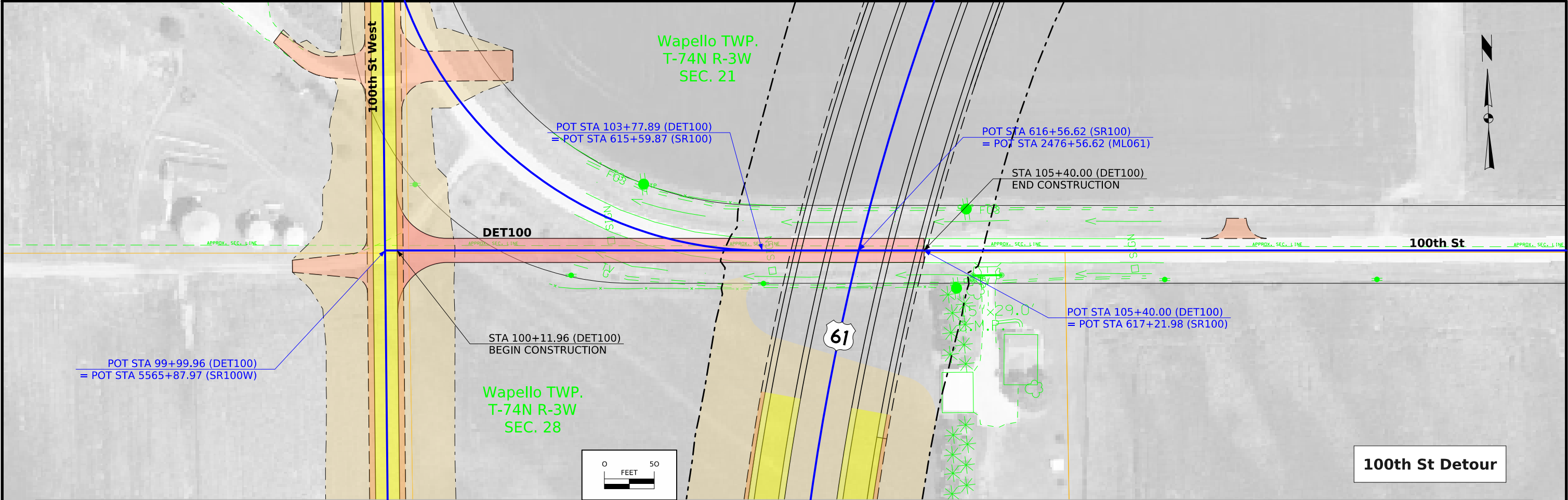


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FILE NO.	ENGLISH	DESIGN TEAM	LOUISA COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Kiebel \ Jack		NHSX-061-3(61)--3H-58	E.18



Survey Information

Louisa County
SAP
PIN: 11-58-061-010
Project Number: NHSX-061-3(61)--3H-58
Location: 0.5 mi N of IA 78 to 130th St 2 mi S of IA 92
Project Directory: 5806101011
Relocation Survey Section A

Party Personnel

Nels Sutherland - Party Chief
Myron Fox – Assistant Party Chief

Date(s) of Survey

Begin Date 02/20/2020
End Date 09/24/2020

General Information

Measurement units for this survey are US survey feet. The cleared NEPA area limits were used as survey limits.

Vertical Control

Project control was surveyed using static post processing methods in 2014. Vertical datum for this survey is relative to NAVD88 (GEOID12B). Louisa County Control Marks were used as primary project control marks. In 2020 Primary control was added by static post processing to densify the control network holding the 2014 survey control.

Des Moines Co. GPS Control Point 244 was checked for vertical tolerance. The difference was less than 0.10ft.
Louisa Co. GPS Control Point 16 was checked for vertical tolerance. The difference was less than 0.10ft.

Horizontal Control

Project control was surveyed using static post processing methods in 2014. Project datum and control established using NAD83 (2011). The project coordinate system is Iowa Regional Coordinate System Zone 14. Louisa County Control Marks were used as primary project control marks. In 2020 Primary control was added by static post processing to densify the control network holding the 2014 survey control.

Des Moines Co. GPS Control Point 244 was checked for horizontal tolerance. The difference was less than 0.10ft.
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Relocation Survey Alignment

A preferred planning alignment as of Jan. 2018 was used to create a survey alignment. It is unknown as of this writing if this survey alignment will be used as construction (design) alignment from which ROW will be purchased and the roadway constructed.

This alignment is known as ML_0100_ML061_7 to the Location and Environment Bureau for this project. The PI's from the planning alignment that were in the Iowa State Plane South coordinate system were transformed to Iowa Regional Zone 14 coordinates. Survey alignment connects these PI's and uses the curve radii from the planning alignment noted above. The stationing from the planning alignment is approximately the same as survey stationing but not exact due to the difference between grid scale factors in Iowa State Plane South and RCS Zone 14 coordinate systems. Zone 14 alignment models true length more accurately than State Plane.

Utility Information

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

Remark abbreviations

QLA – Quality Level A Highest guideline quality level
QLD – Quality Level D Lowest guideline quality level

A One-call Design Information Request, (Ticket# 552001634), was made on 03/02/2020 by the District 5 Utility Coordinator. The following Companies were listed:

Following are the list of contacts made in the order they were received:

EASTERN IOWA LIGHT & POWER

Contact Name : Mark Elder
Contact Phone: 563-732-7360

Contact Email: mark.elder@easterniowa.com

On 03/02/2020 received an email from the District 5 Utility Coordinator. Attached was a map, provided by Richard VanErsvelde of Eastern Iowa Light & Power, showing an underground electric line running on the west side of hwy61 starting at just south of 30th St to just north of 35th St. After 35th St the electric line is overhead running along the west side of hwy61 then crossing over hwy61 to the east side north of 40th St and continuing north through the project.

MUTUAL TELE CO OF MORNING SUN

Contact Name : Mike Pugh
Contact Phone: 319-868-7636
Contact Email: custserv@mutel.com

On 03/09/2020 received an email from the District 5 Utility Coordinator. Attached was a map, provided by Dave Connolly of Mutual Tele Co of Morning Sun, showing a buried Telephone line running along the west side of hwy61 from the beginning of the project to approximately 1475ft north of 35th St. There is also a buried Fiber Optic line that runs alongside the Telephone line that ends at 35th St.

WINDSTREAM COMMUNICATIONS

Contact Name : LOCATE DESK
Contact Phone: 800-289-1901
Contact Email: LOCATE.DESK@WINDSTREAM.COM

On 03/02/2020 received an email from the District 5 Utility Coordinator. Attached was a map, provided by Lisa Zingula of Windstream, showing an buried Telephone line starting approximately 1300ft north of 35th St running south along the west side of hwy61 for approximately 2750ft. Crossing to the east side of hwy61 the utility runs north along hwy61 to the south side of H16 where it crosses hwy61 and runs west along the south side of H16. The utility also continues north from H16 along the west side of hwy61 for approximately 1200ft where it crosses hwy61 and continues north on the east side. The utility reaches J Ave and crosses hwy61 then runs along the west side to approximately 1000ft short of the north end of the project.

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 14

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 14

Point Name	North	East	Height	Code Description
82301	6505277.908	24514639.603	734.414	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF HWY78 AND K AVE E 230FT S OF CL HWY78 23FT 4IN BELOW THE SURFACE
82302	6509798.282	24514476.822	695.707	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF HWY78 AND K AVE N 4484FT E OF CL HWY78 25FT 4IN BELOW SURFACE
82303	6513658.223	24514470.275	677.219	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF HWY78 AND K AVE N 8348FT W OF CL K AVE 31FT 4IN BELOW SURFACE
82304	6521283.246	24514591.535	588.416	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF H16 AND K AVE N 5330FT E OF CL K AVE 32FT 4IN BELOW SURFACE
82305	6526987.155	24514560.752	582.209	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF 65TH ST AND K AVE S 2238FT W OF CL K AVE 35FT 4IN BELOW SURFACE
82306	6535656.212	24513738.110	580.297	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF LOCUST ST AND K AVE W 850FT S OF CL LOCUST ST 22FT 4IN BELOW SURFACE
82307	6539702.46	24513255.386	582.039	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF G62 AND 142ND AVE N 46FT W OF CL 142ND AVE 42FT 4IN BELOW SURFACE
82308	6542474.066	24512101.562	581.49	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF 142ND AVE AND 100TH ST W ALONG 100TH ST 1277FT NW OF CL 100TH ST 42FT 4IN BELOW SURFACE
82309	6552828.28	24514227.443	588.609	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF HWY61 AND 112TH ST S 1385FT ALONG HWY61 27FT E OF CL HWY61 4IN BELOW SURFACE
82310	6558546.753	24514811.375	617.493	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF HWY61 AND 112TH ST N 1745FT ALONG HWY61 87FT E OF CL HWY61 4IN BELOW SURFACE
244	6499964.194	24514319.063	747.477	FOUND DES MOINES CO GPS CONTROL POINT DESIGNATION 99-244
34	6516121.606	24514579.142	630.907	FOUND LOUISA CO GPS CONTROL POINT DESIGNATION 2006-034
26	6532007.972	24514551.339	579.891	FOUND LOUISA CO GPS CONTROL POINT DESIGNATION 2006-026
19	6547527.157	24514296.966	562.818	FOUND LOUISA CO GPS CONTROL POINT DESIGNATION 2006-019
16	6563455.827	24514264.869	634.448	FOUND LOUISA CO GPS CONTROL POINT DESIGNATION 2006-016

Survey Information

Louisa County
SAP
PIN: 11-58-061-010
Project Number: NHSX-061-3(61)--3H-58
Location: 0.5 mi N of IA 78 to 130th St 2 mi S of IA 92
Project Directory: 5806101011
Relocation Survey Section B

Party Personnel
Nels Sutherland - Party Chief
Myron Fox – Assistant Party Chief

Date(s) of Survey
Begin Date 01/13/2020
End Date

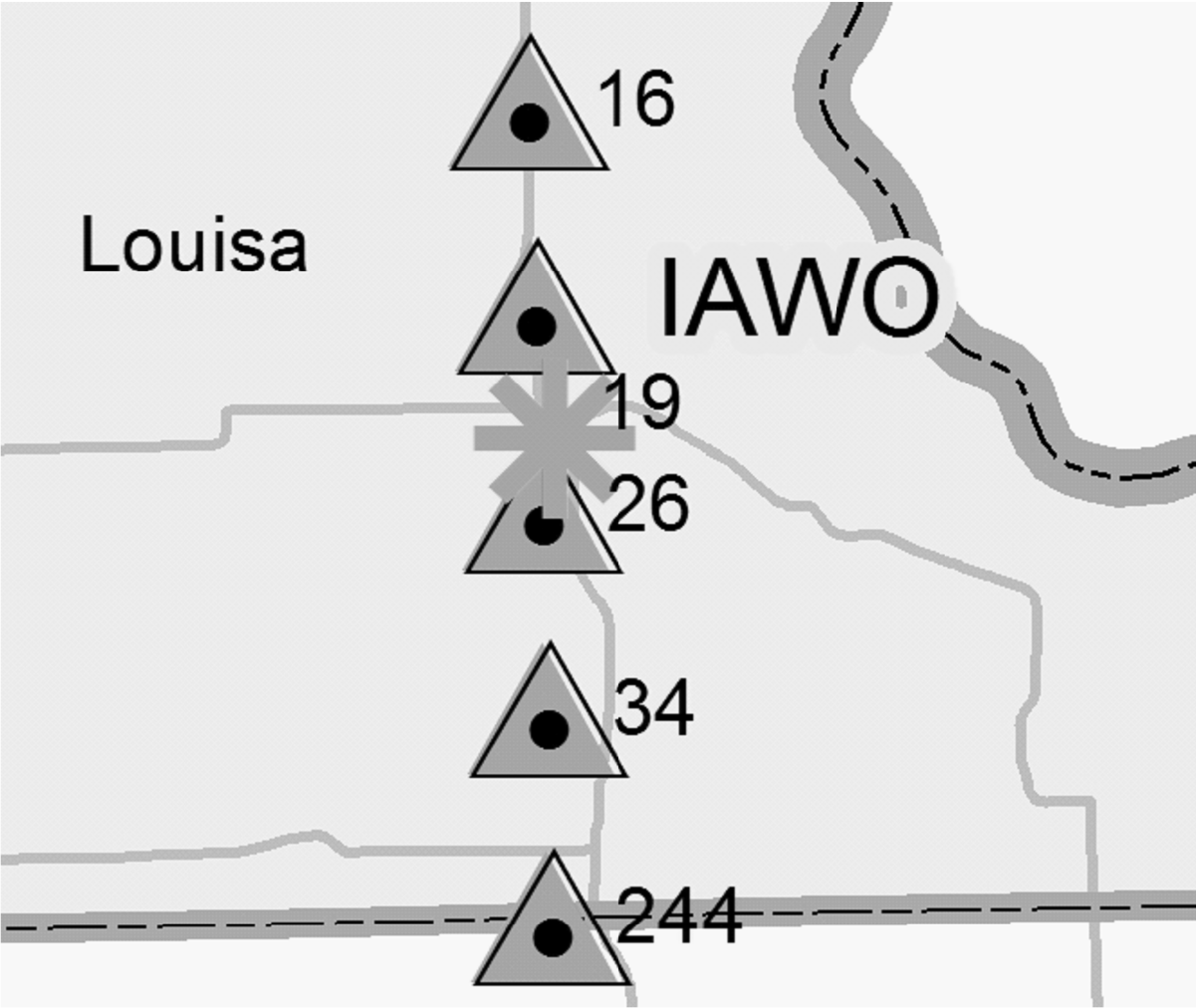
General Information
Measurement units for this survey are US survey feet. The cleared NEPA area limits were used as survey limits.

Vertical Control
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Project datum and control established using NAD83 (2011).
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HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 14

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 14

Point Name	North	East	Height	Code Description
82301	6505277.908	24514639.603	734.414	CP FENO MON WITH IDOT BRASS DISC FROM INTERSECTION OF HWY78 AND K AVE E 230FT S OF CL HWY78 23FT 4IN BELOW THE SURFACE
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16	6563455.827	24514264.869	634.448	FOUND LOUISA CO GPS CONTROL POINT DESIGNATION 2006-016

Survey Information

Louisa County
SAP 0823
PIN: 11-58-061-010
Project Number: NHSX-061-3(61)--3H-58
Location: 0.5 mi N of IA 78 to 130th St 2 mi S of IA 92
Project Directory: 5806101011
Relocation Survey Section C

Party Personnel
Nels Sutherland - Party Chief
Myron Fox – Assistant Party Chief

Date(s) of Survey
Begin Date 10/20/2020
End Date 09/13/2021

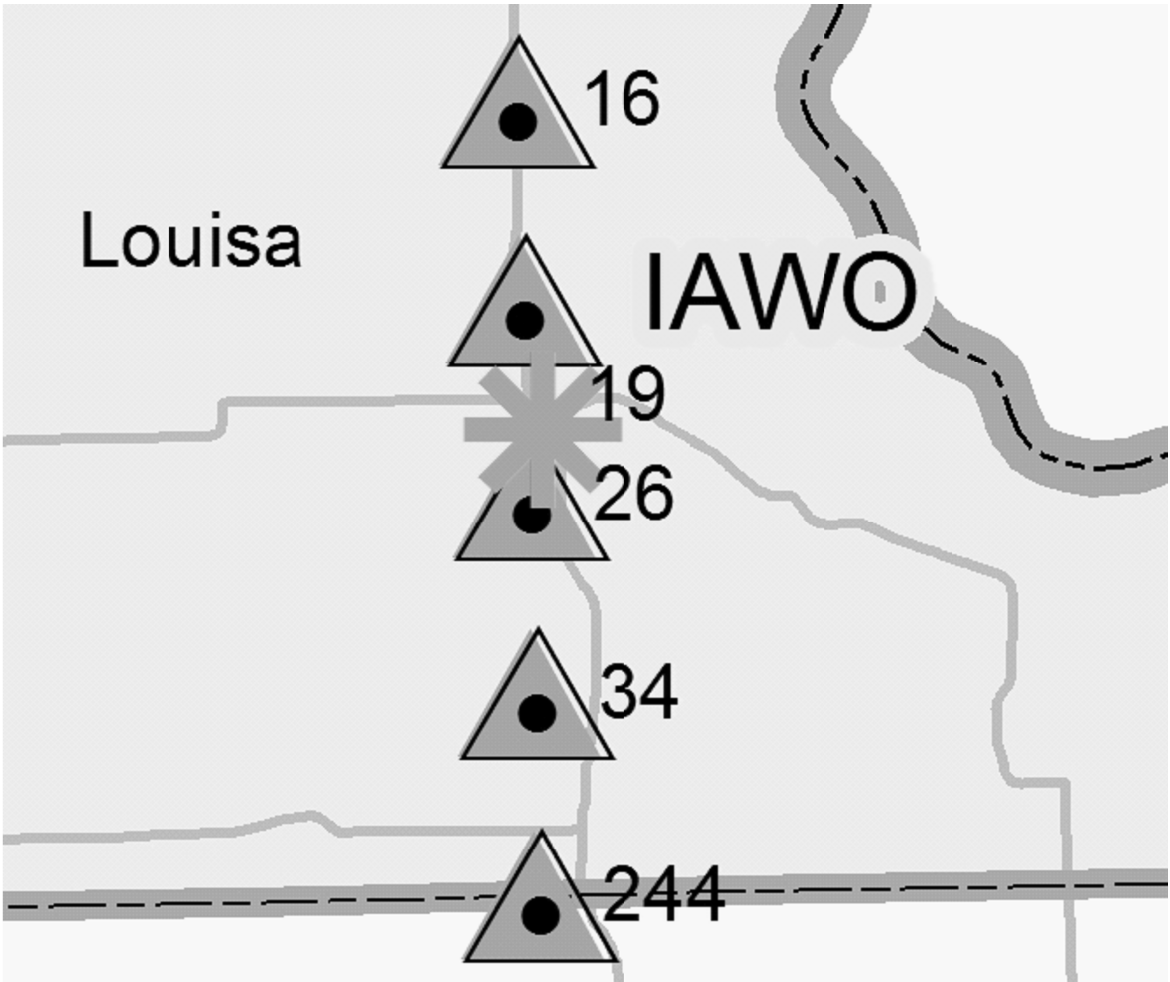
General Information
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VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 14

Coordinate listing from next sheet will be used with 1aRTN for monument
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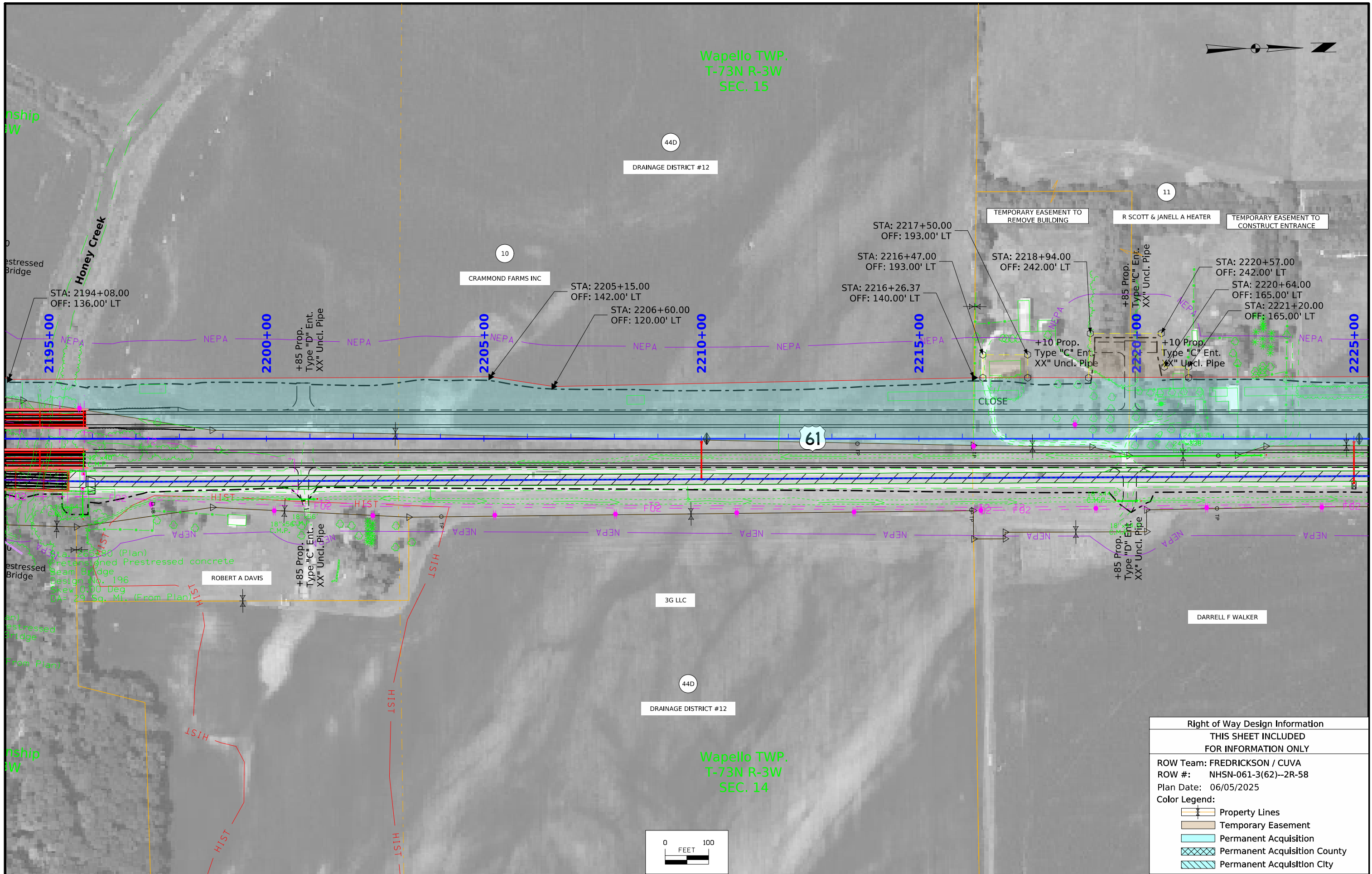
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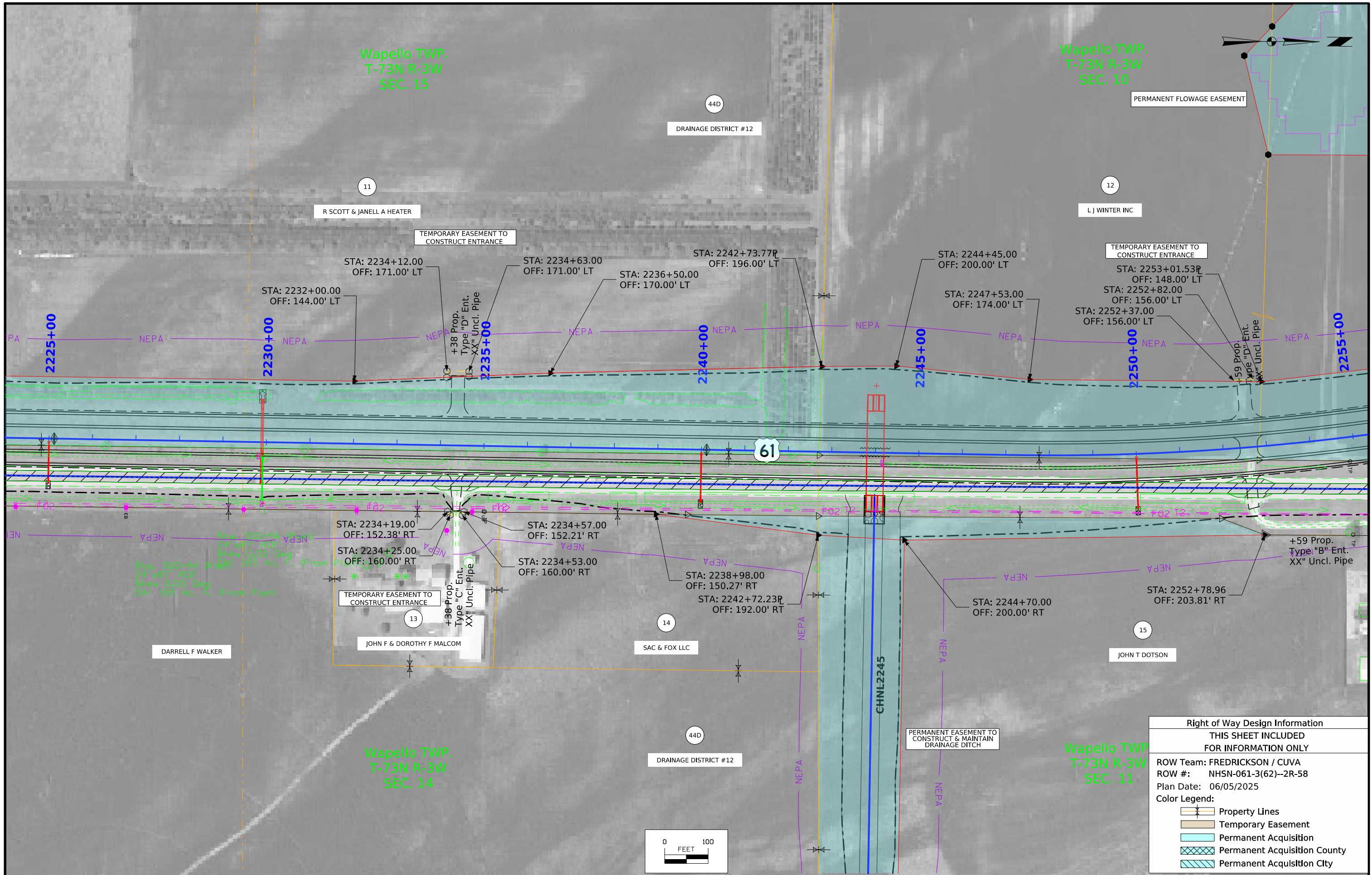
VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 14

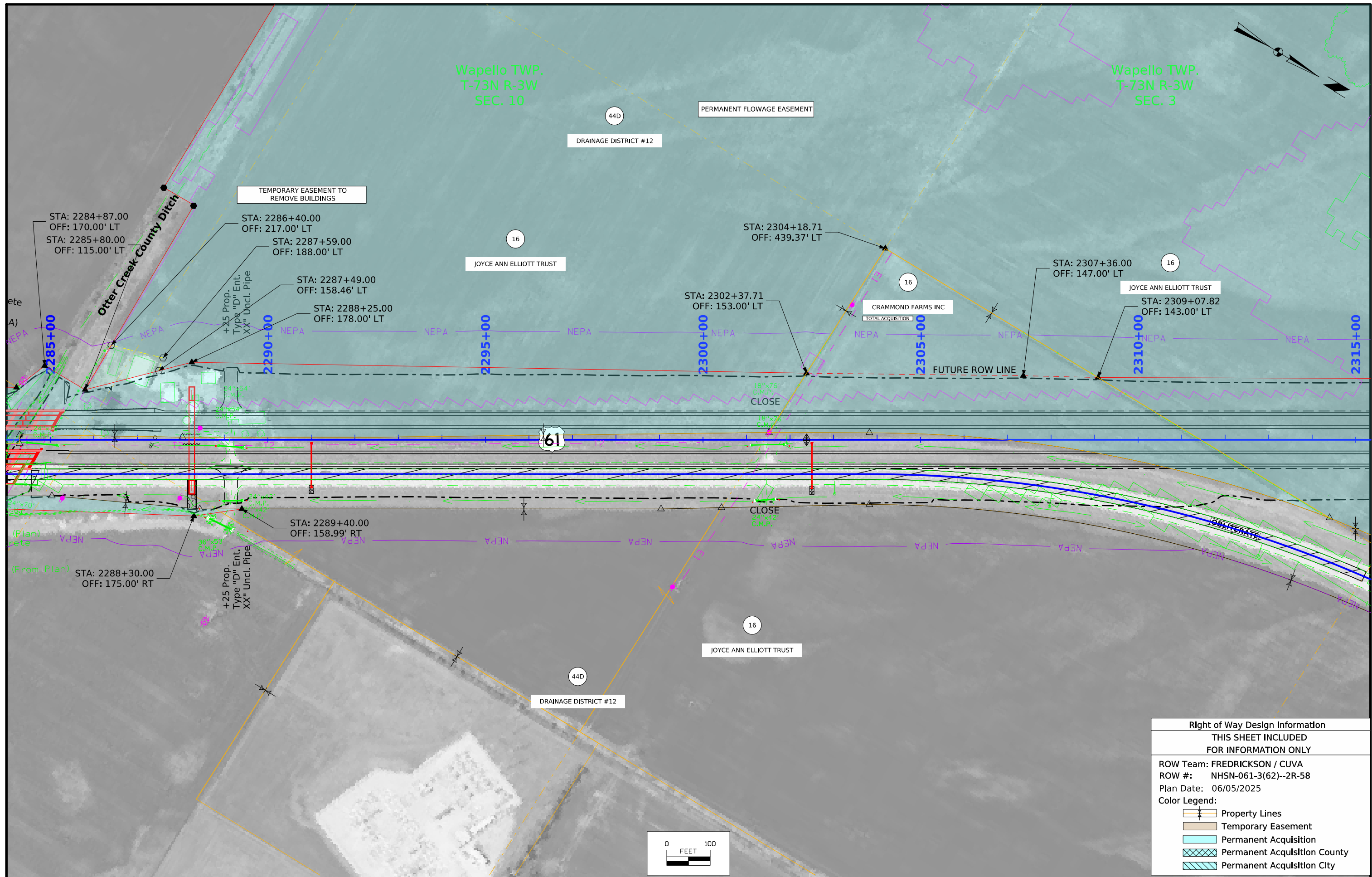
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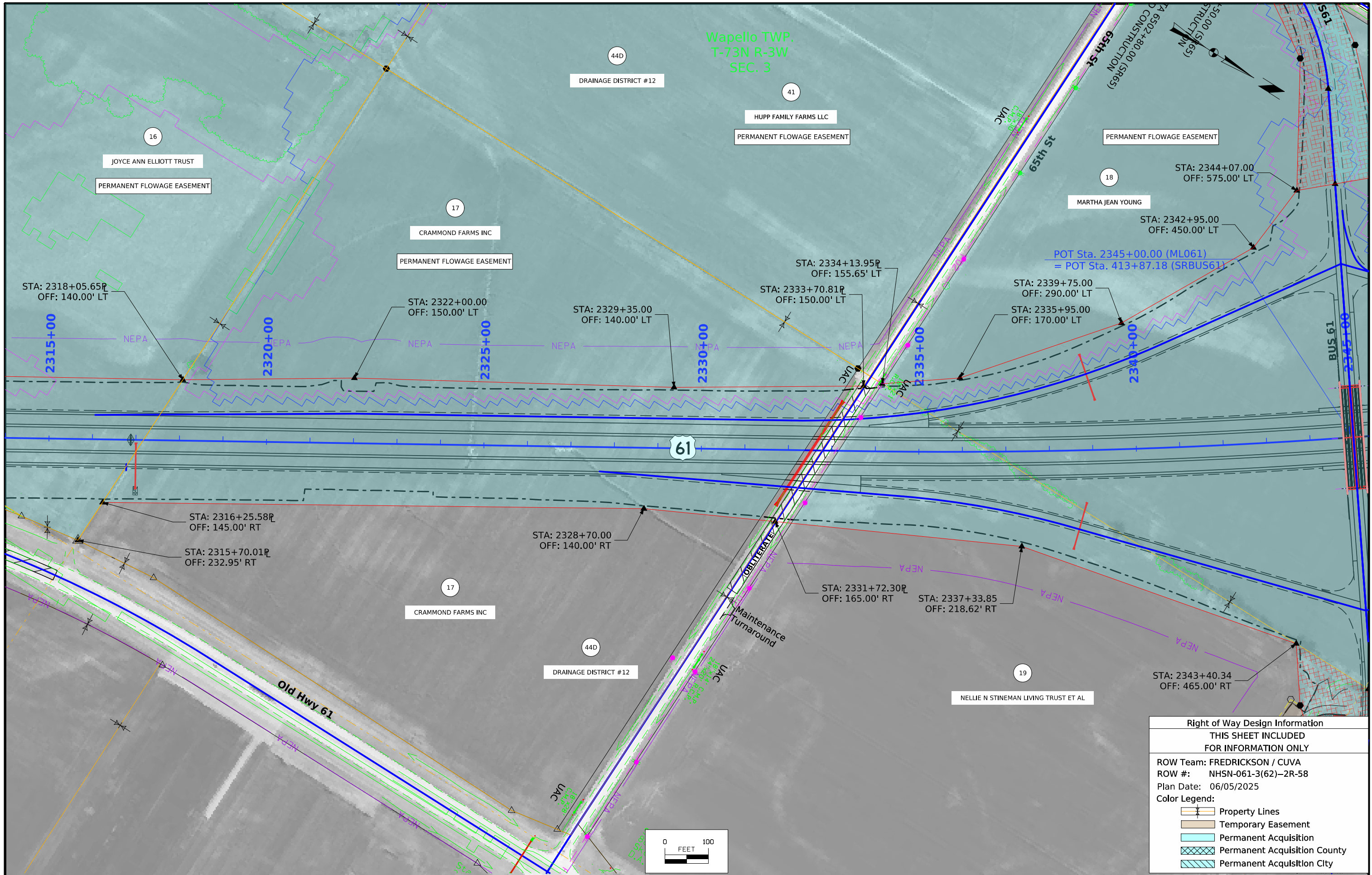
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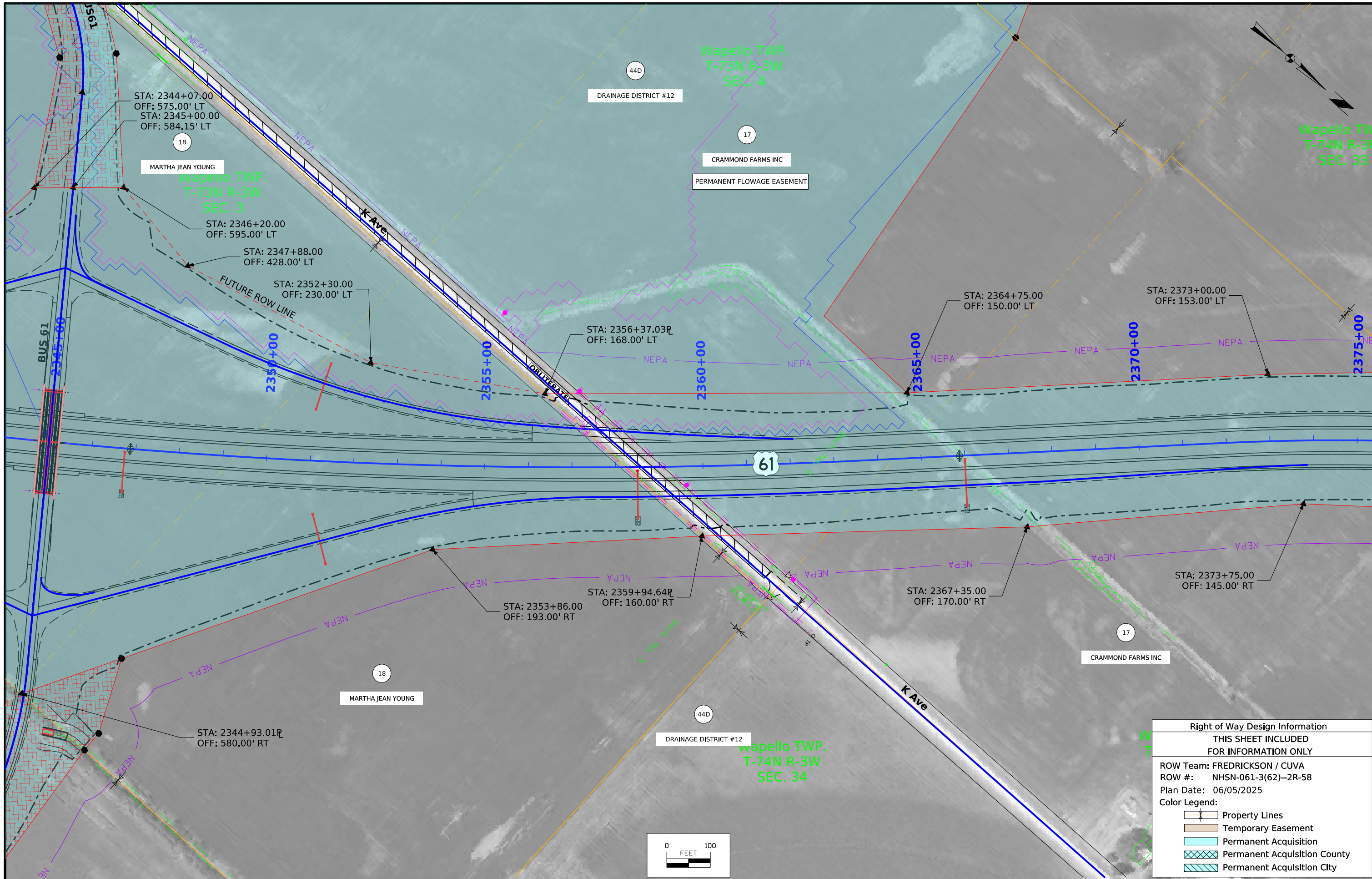
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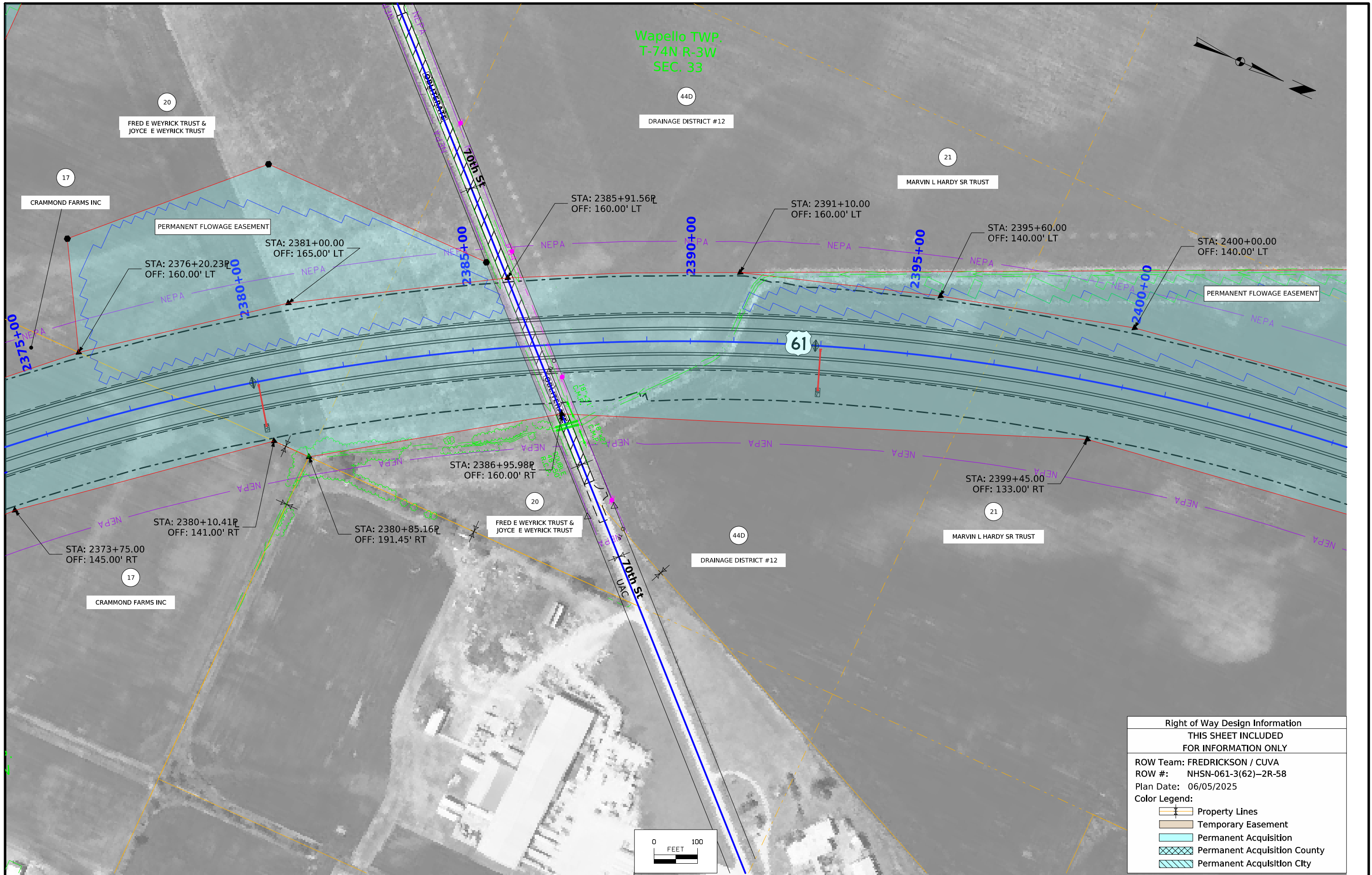
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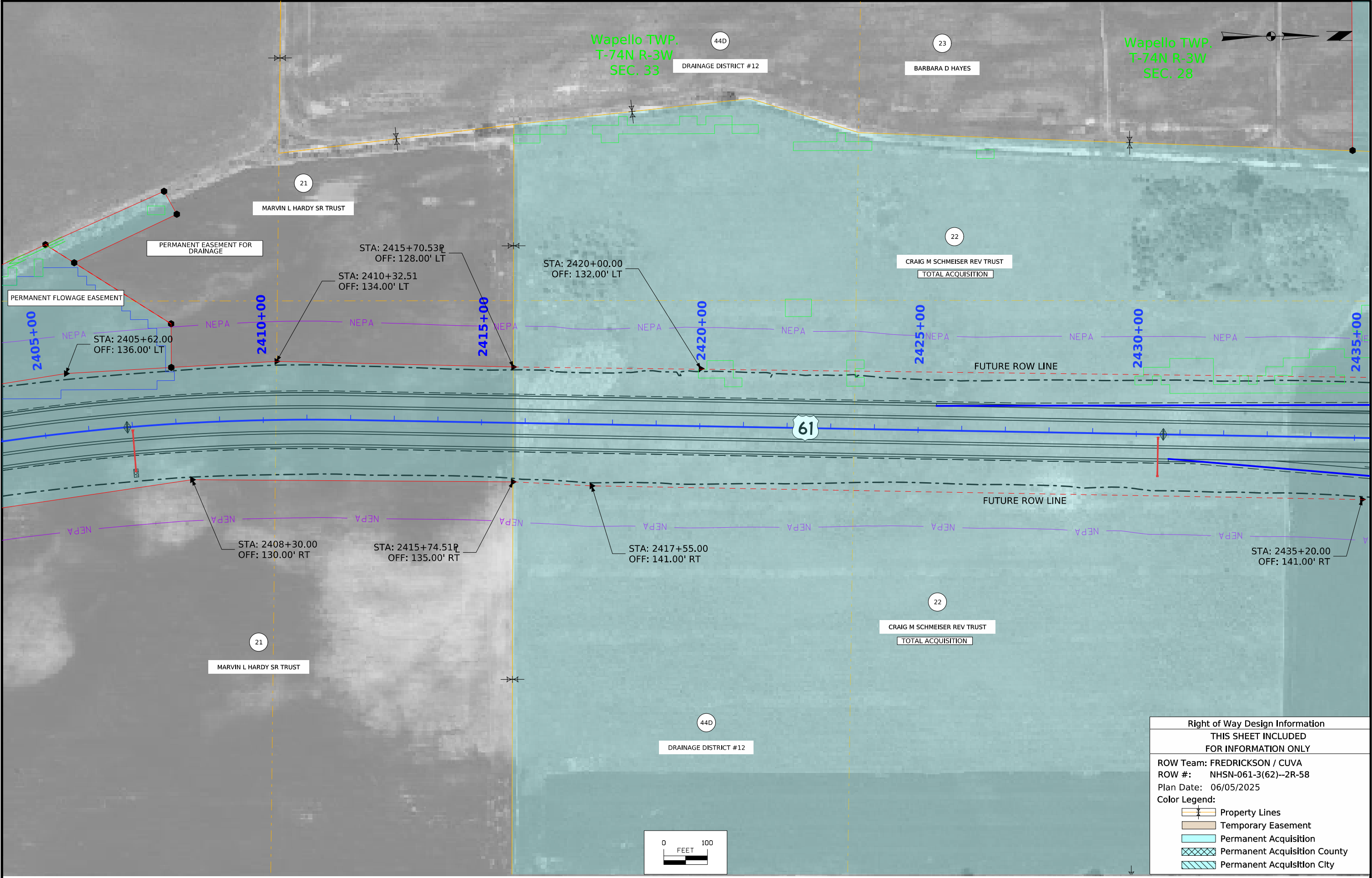
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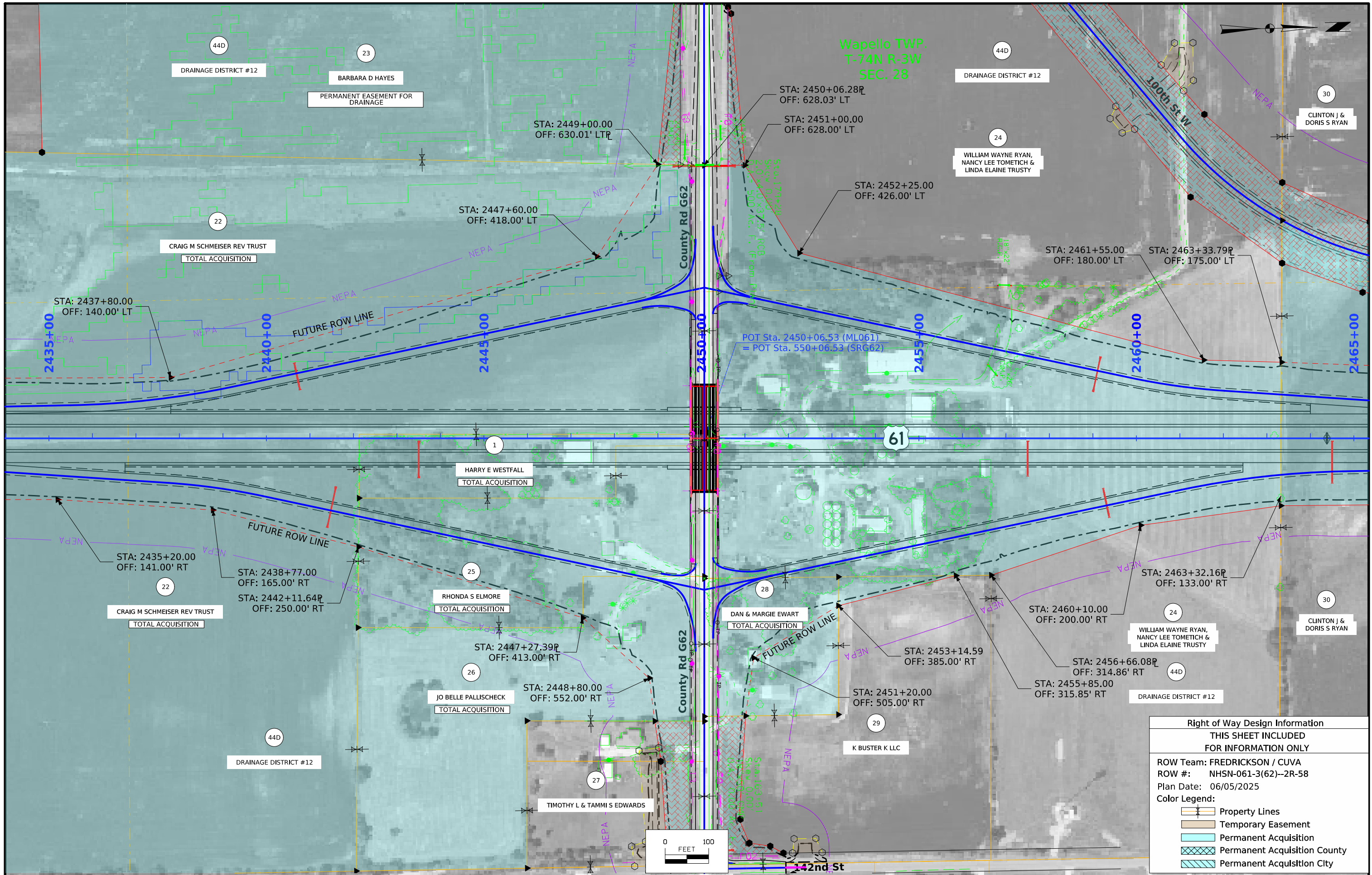
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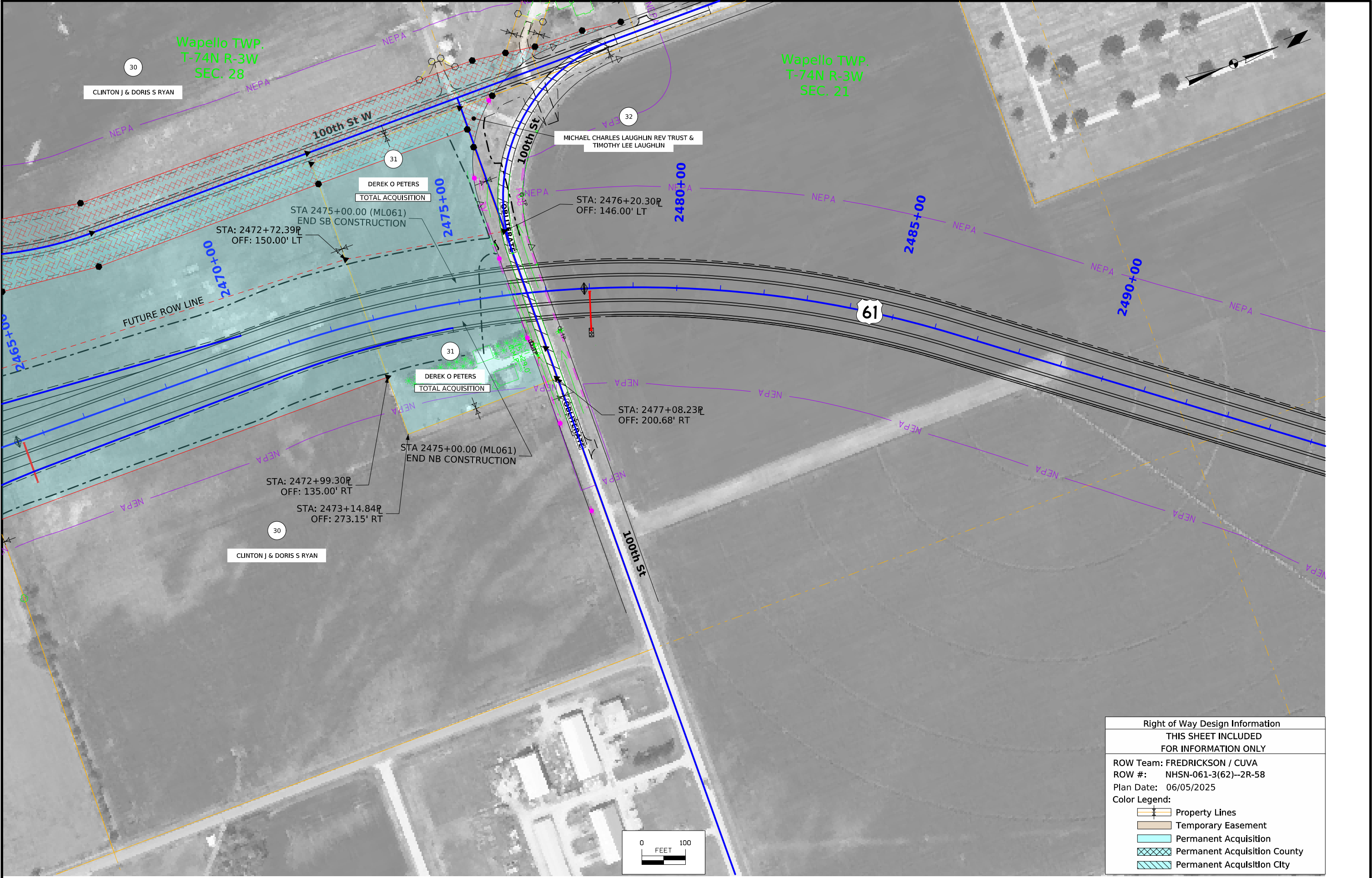
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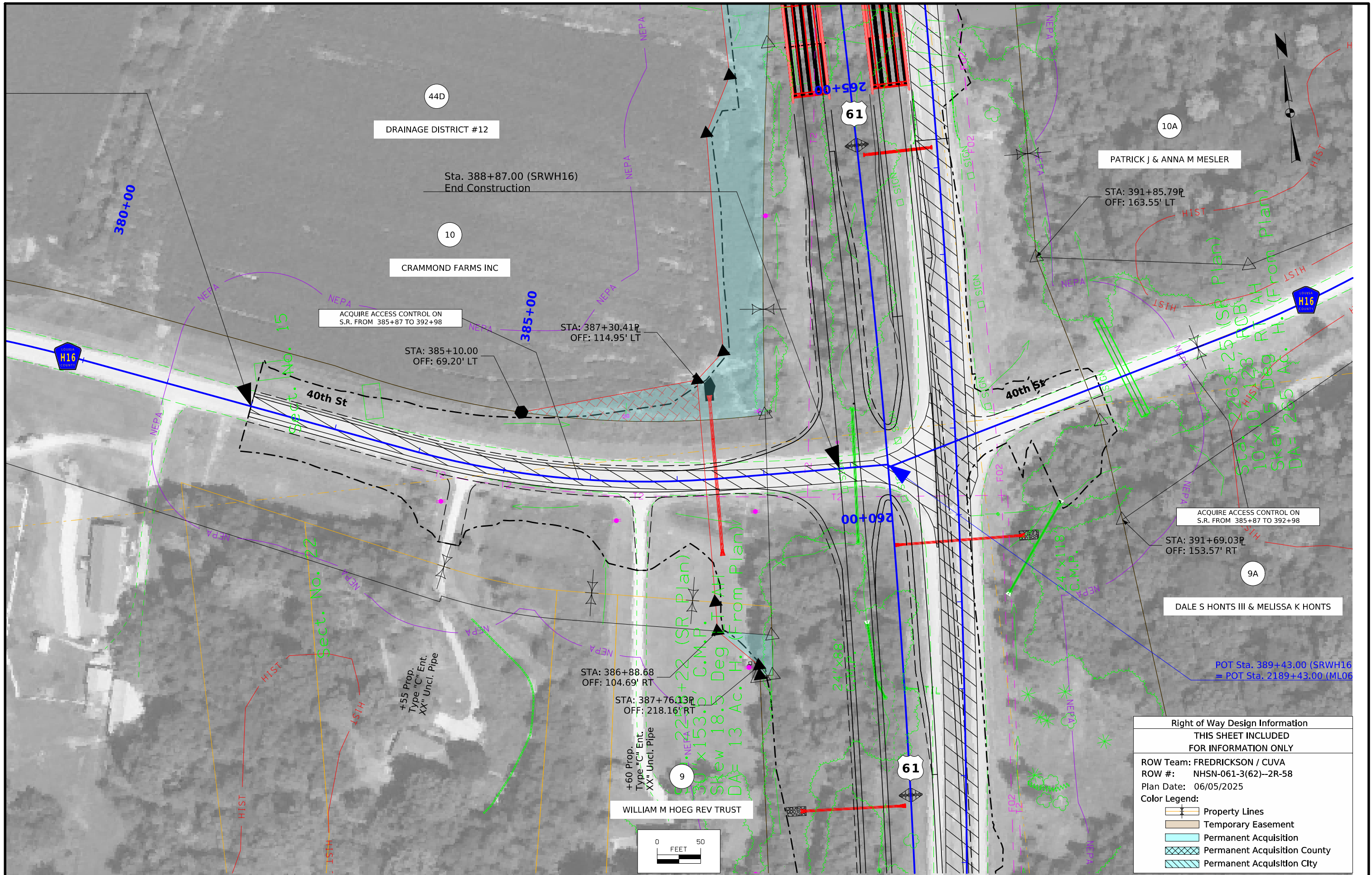


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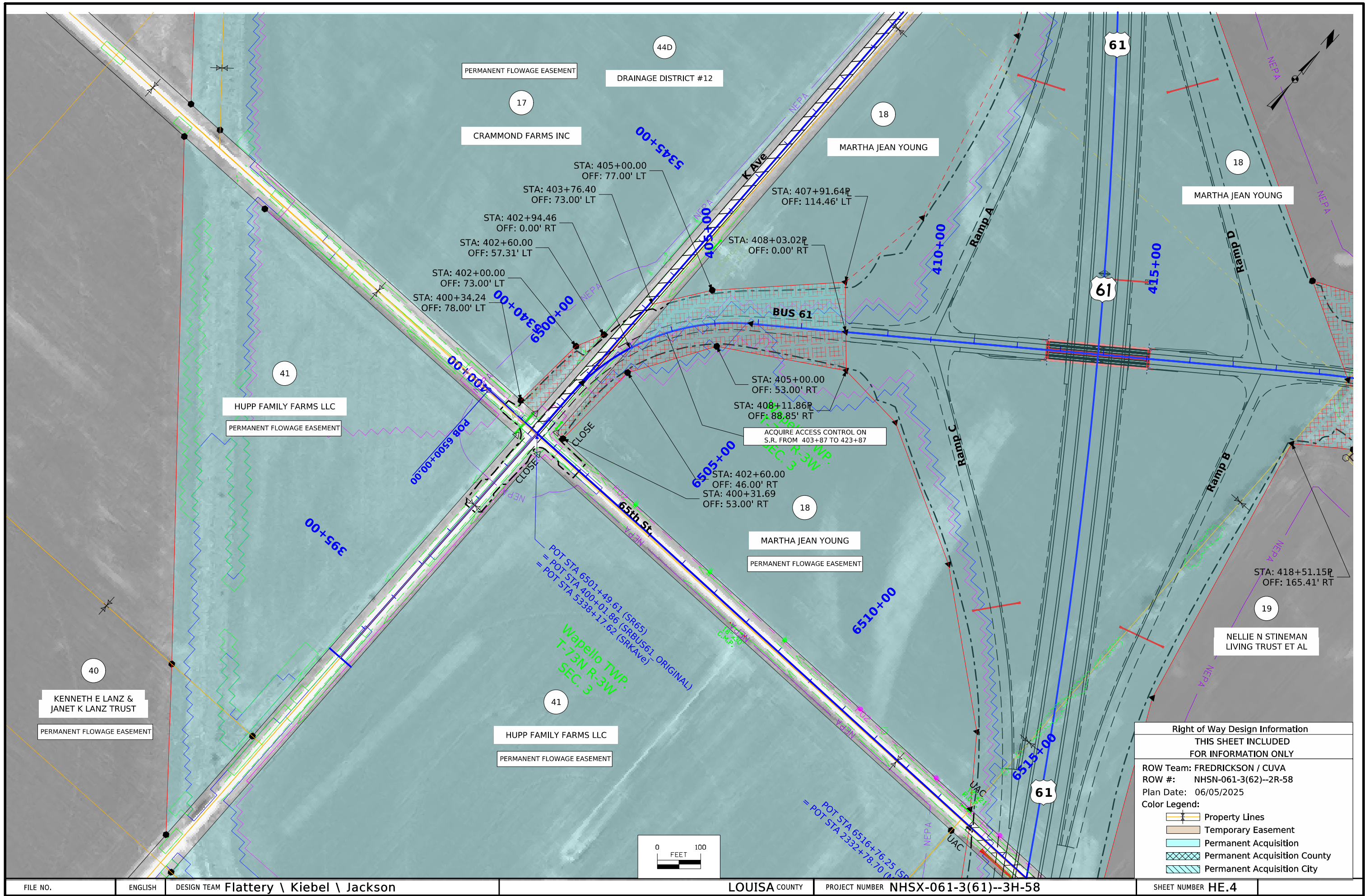


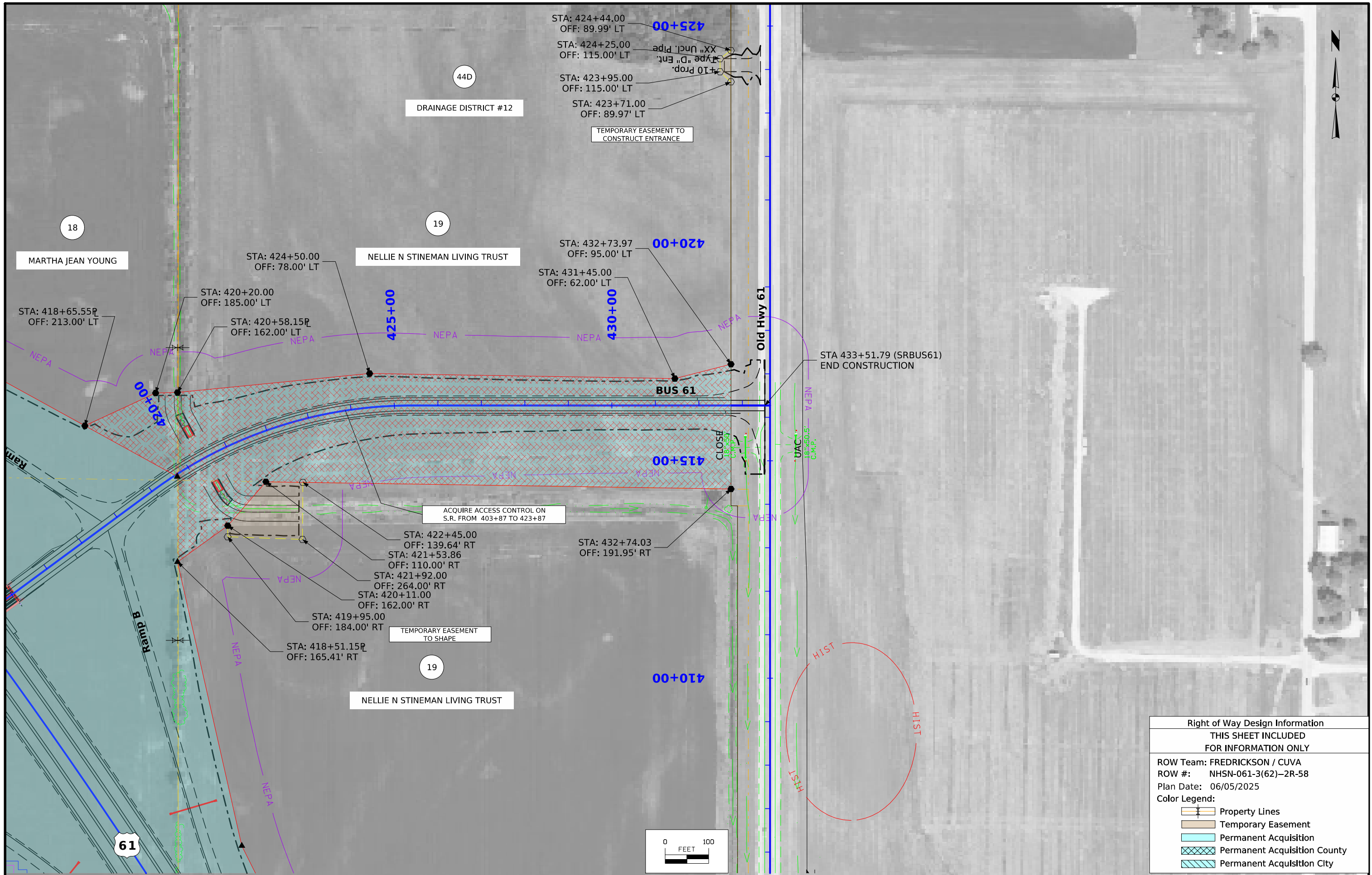
Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: NHSN-061-3(62)--2R-58	
Plan Date: 06/05/2025	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



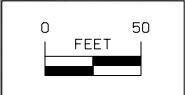
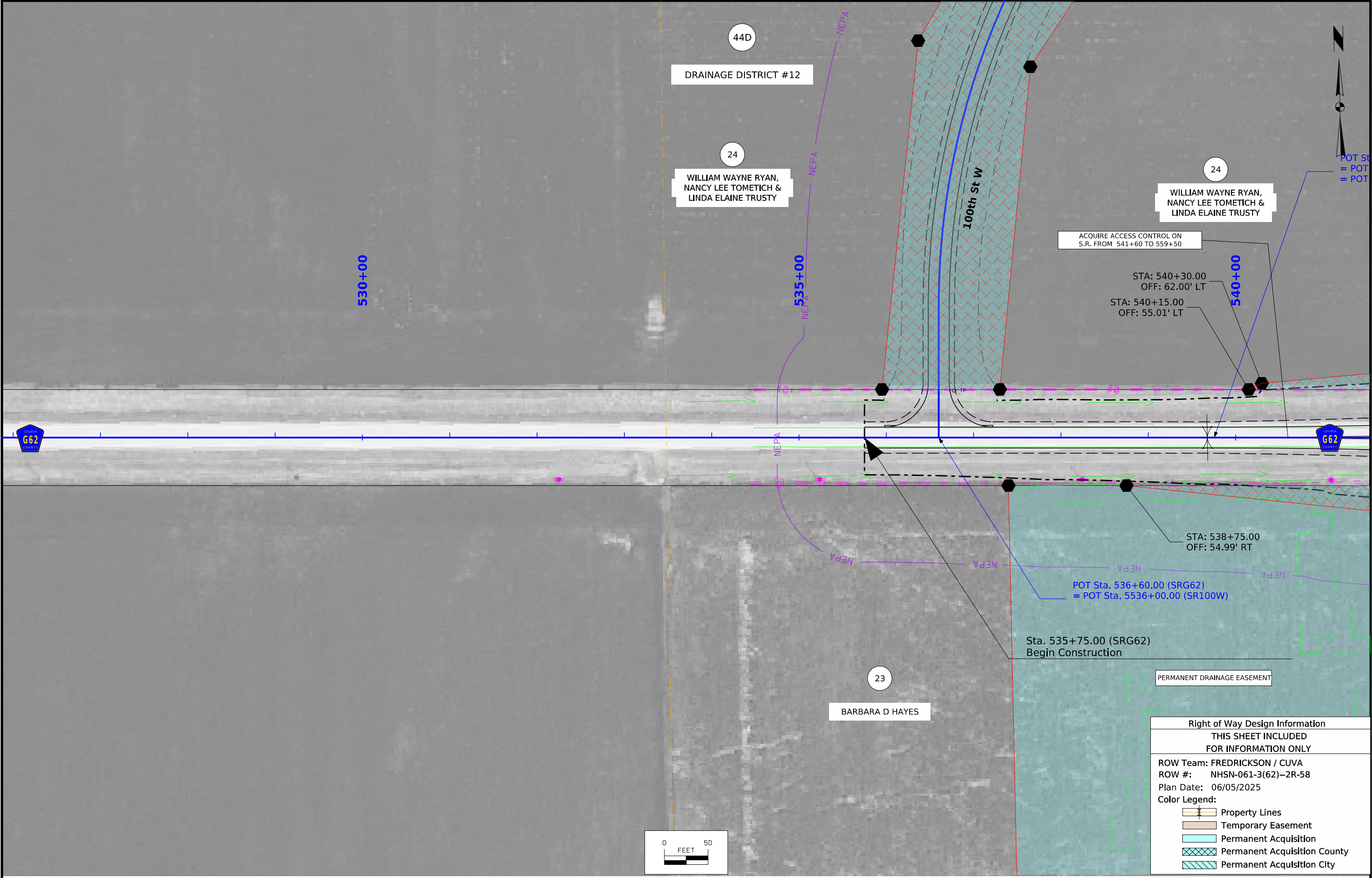


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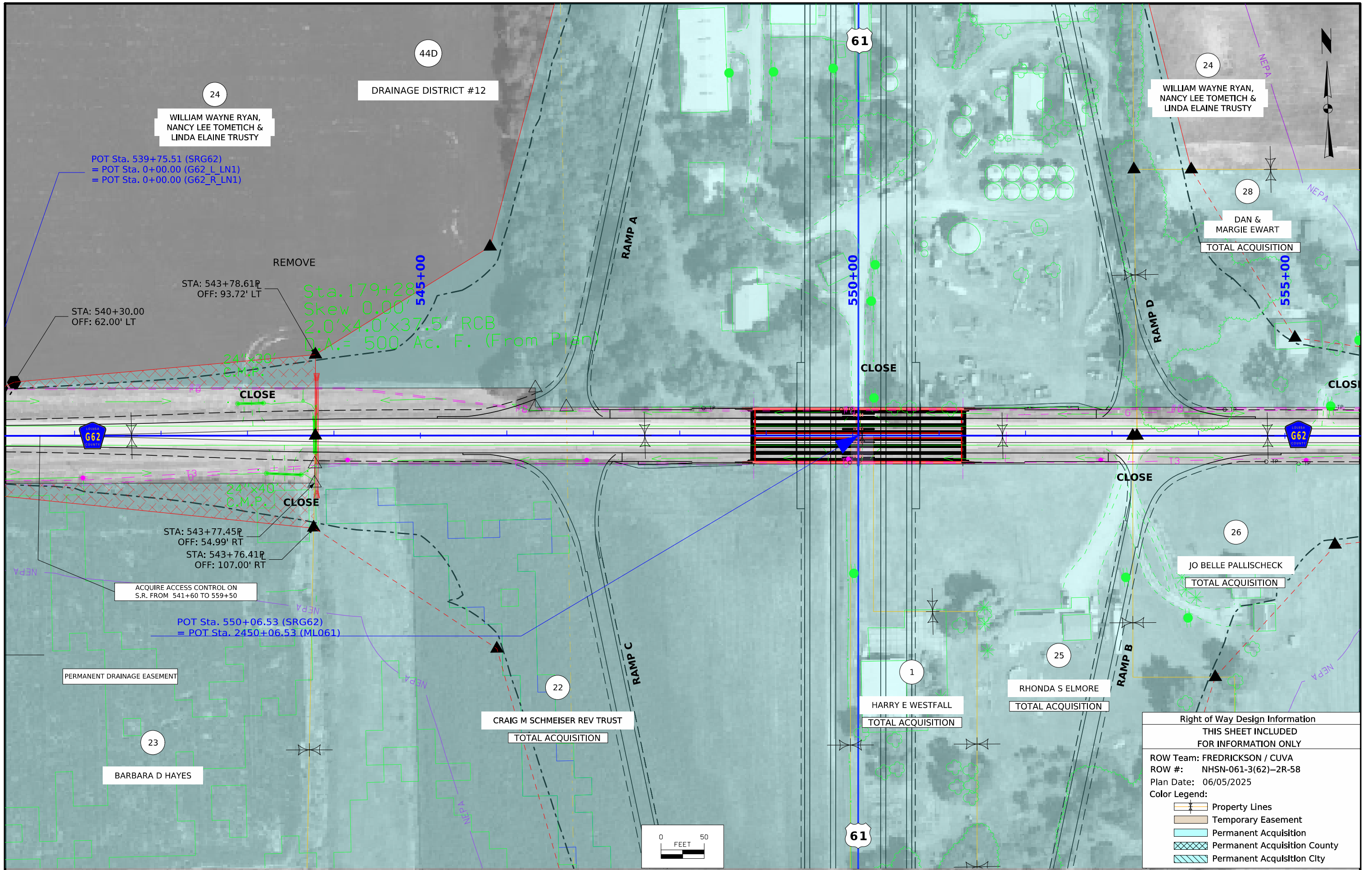




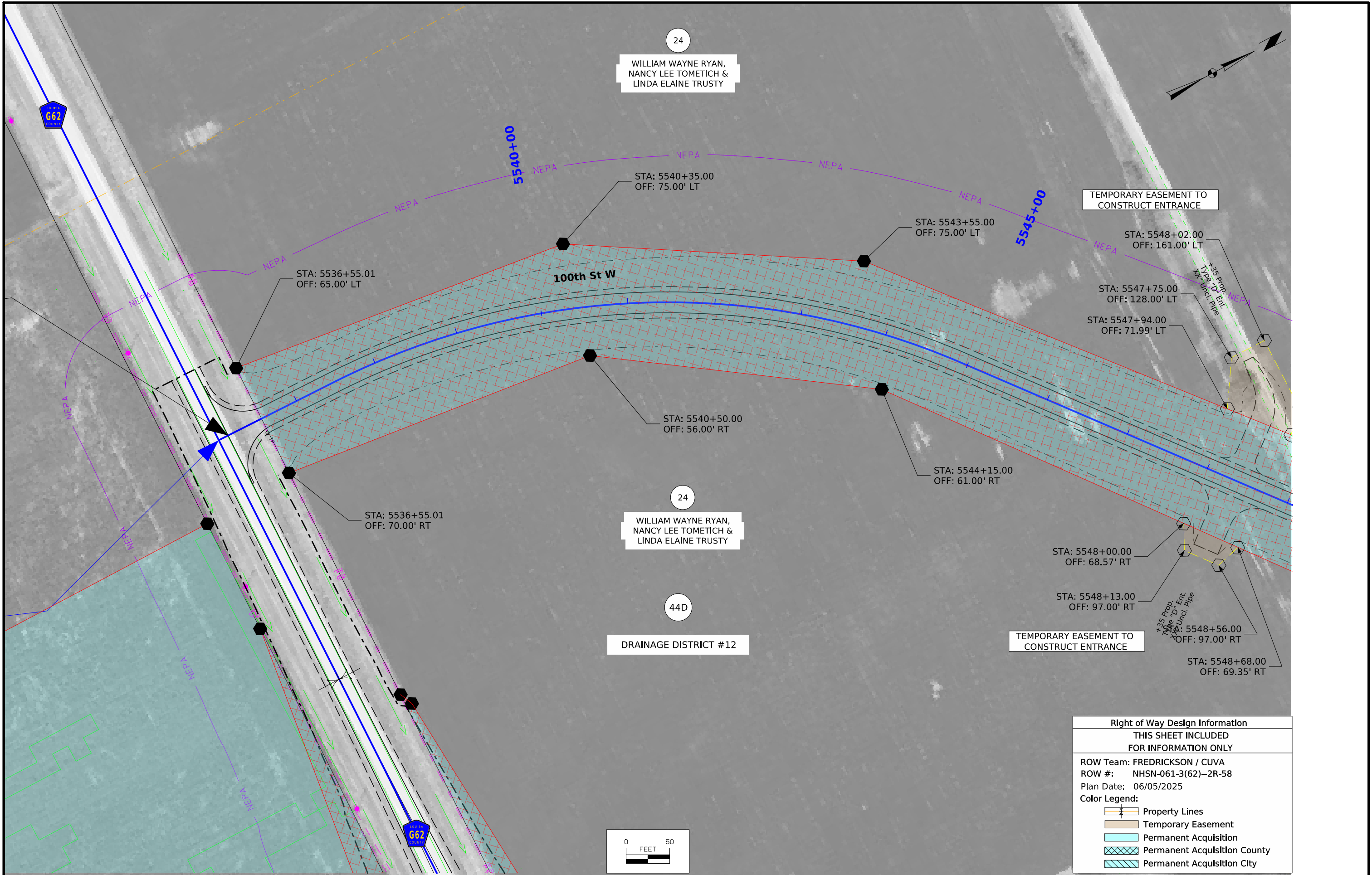
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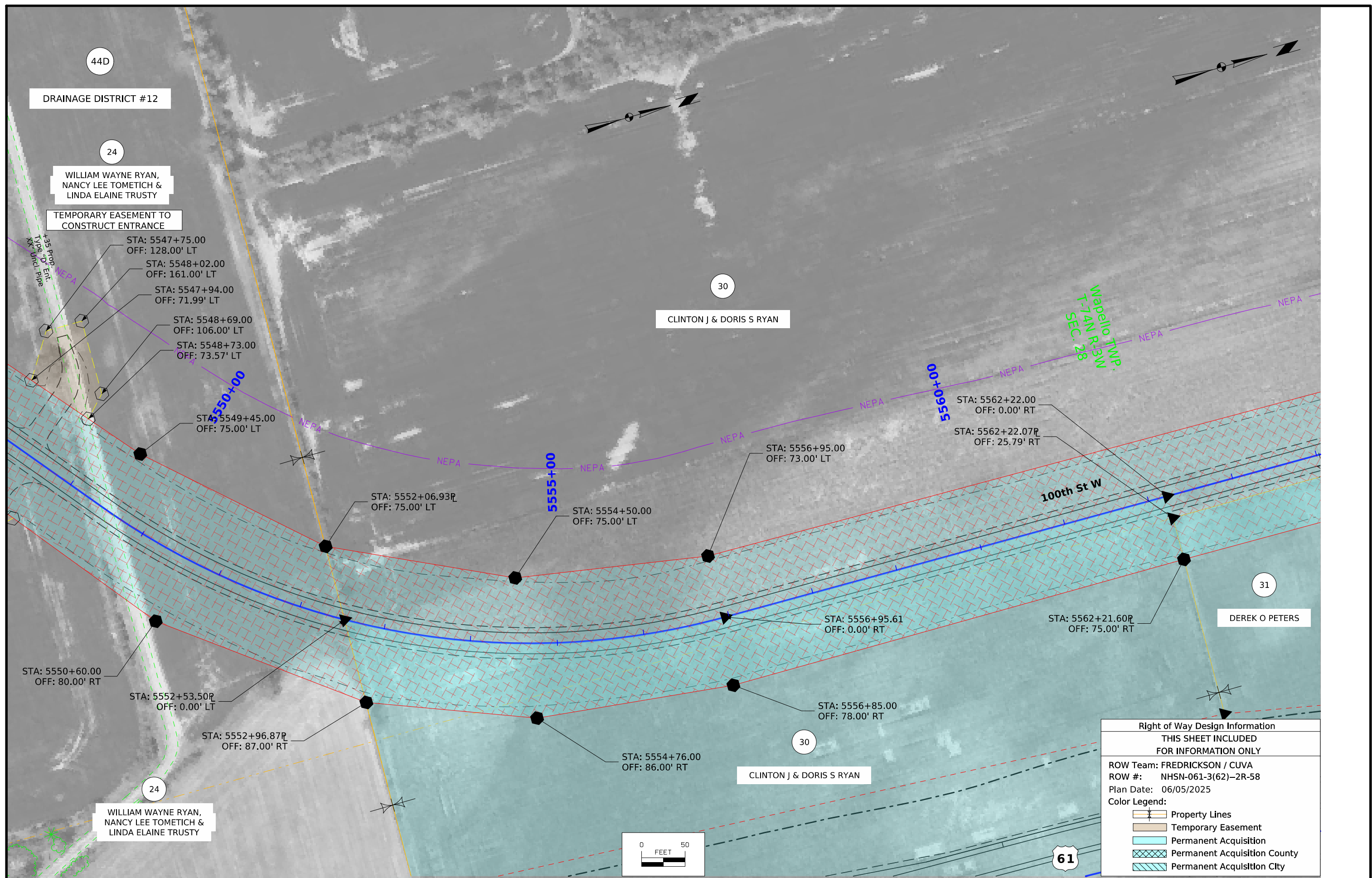


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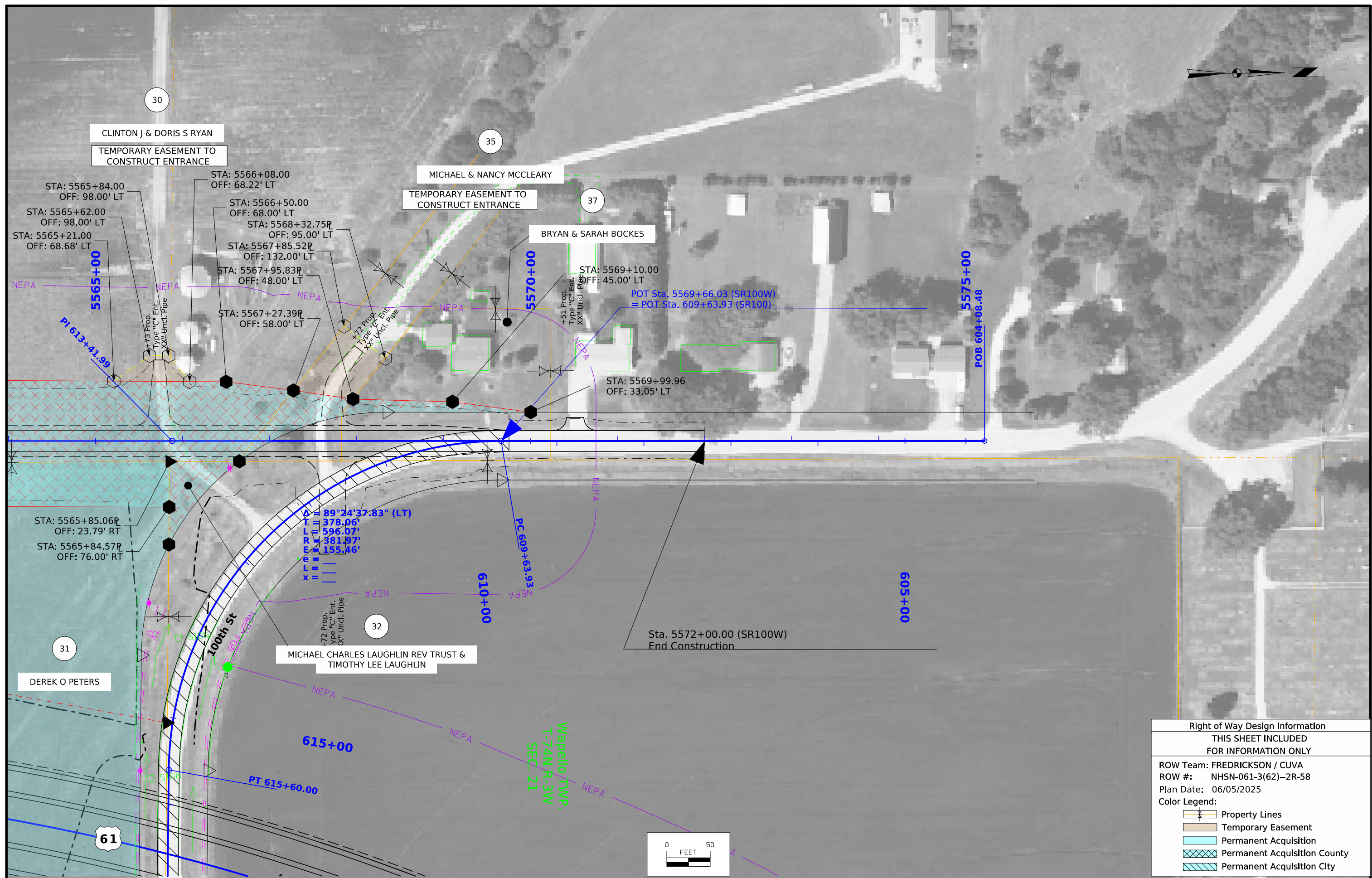


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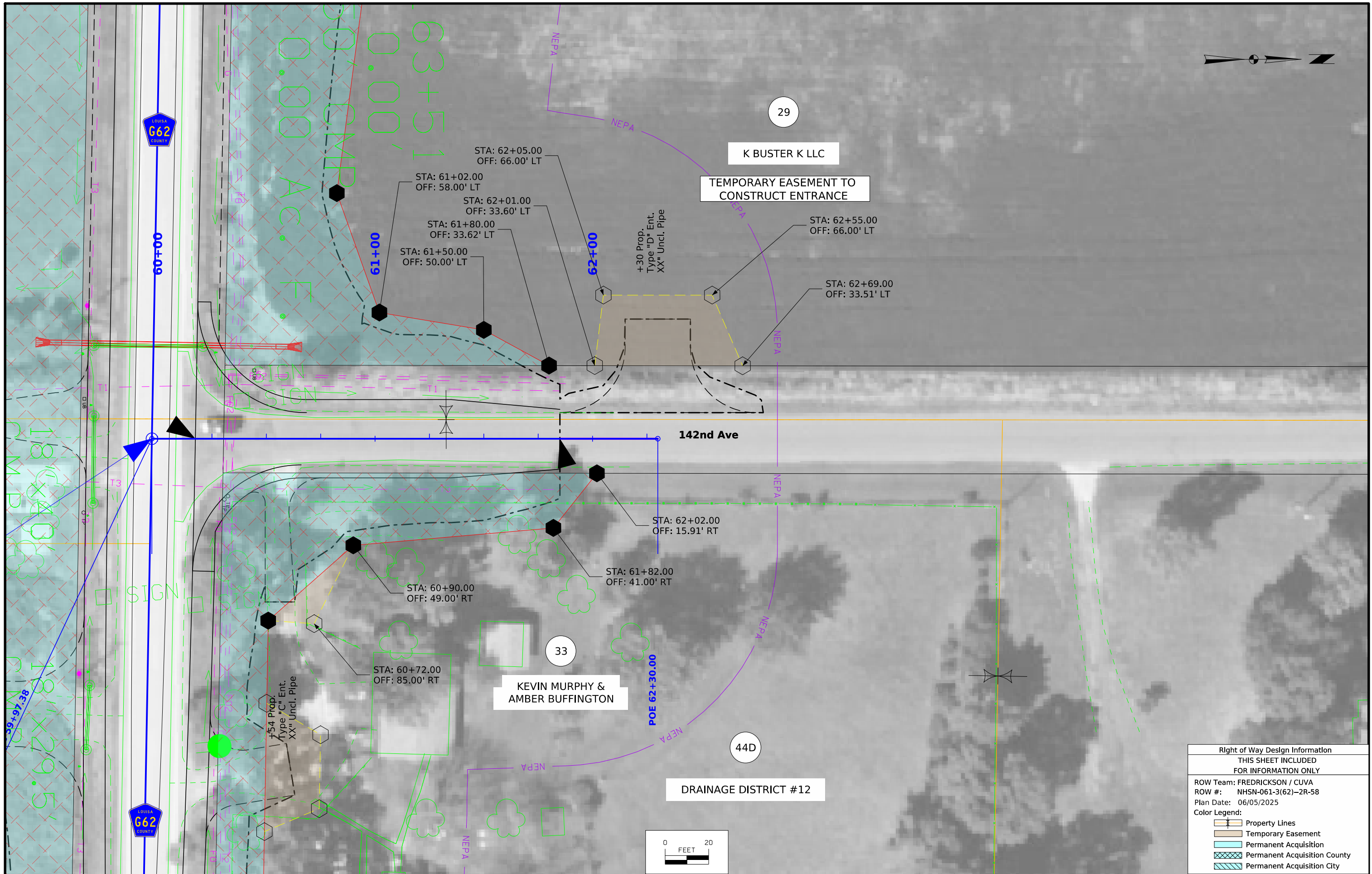


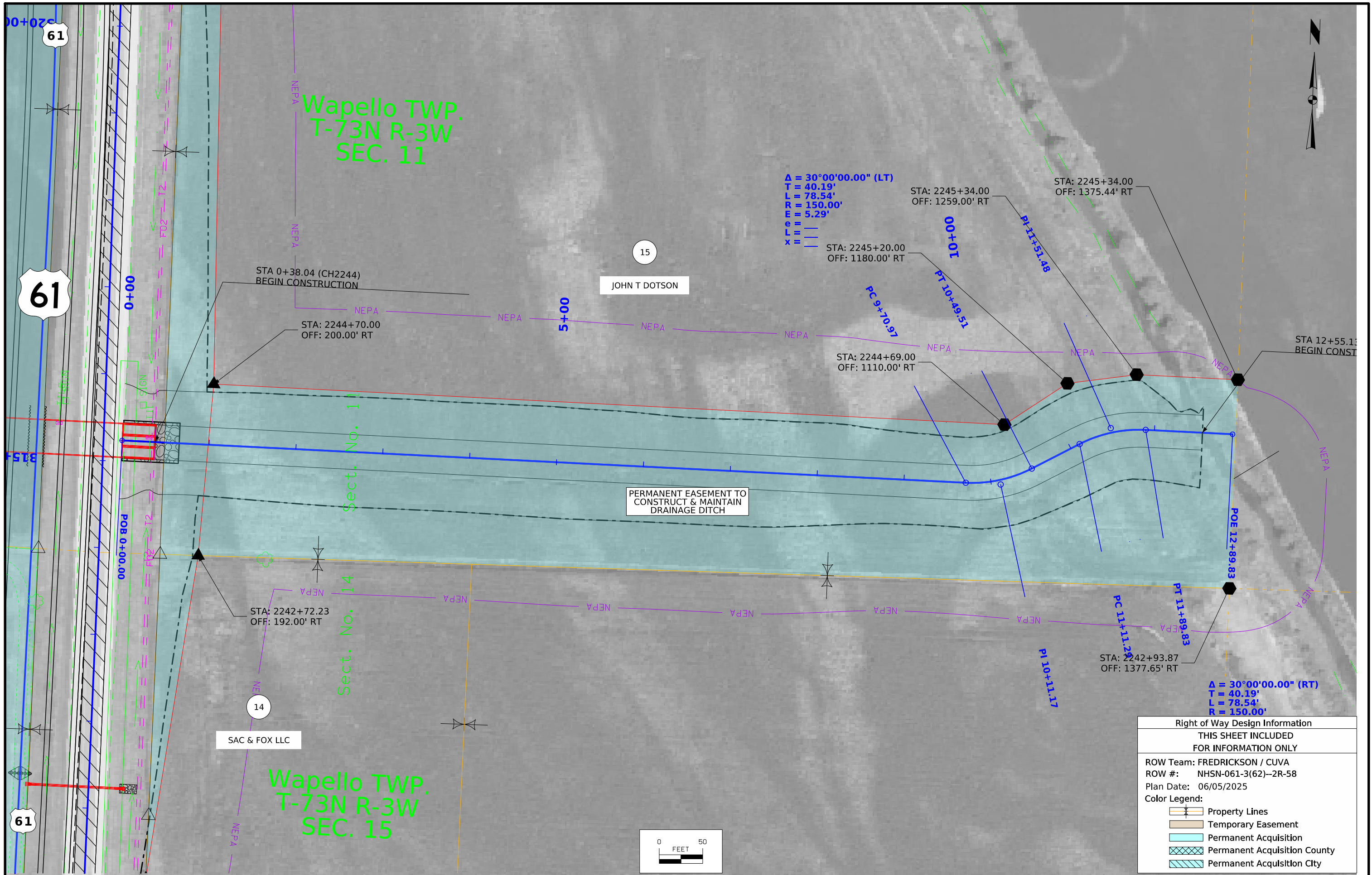


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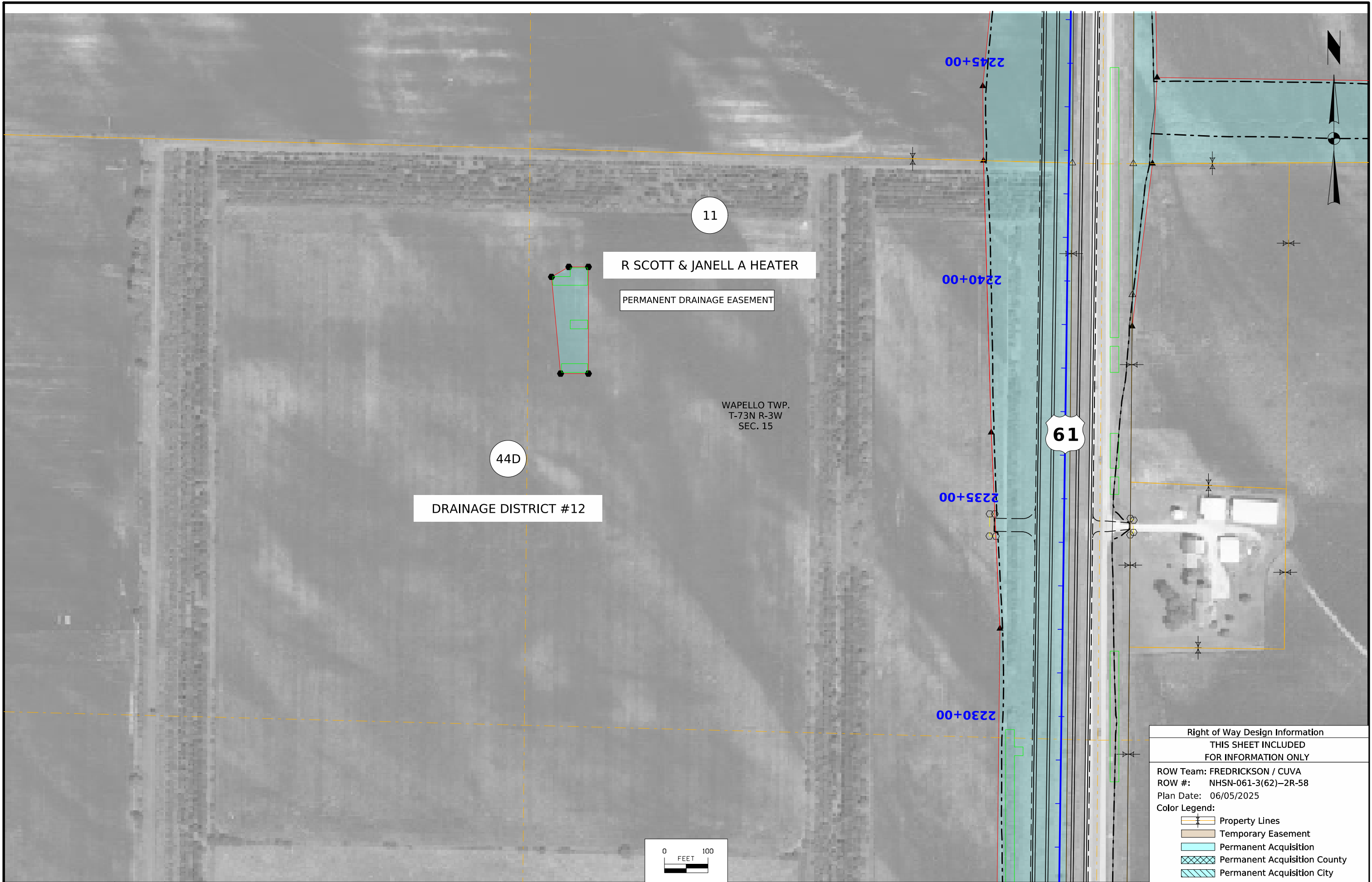


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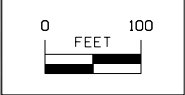
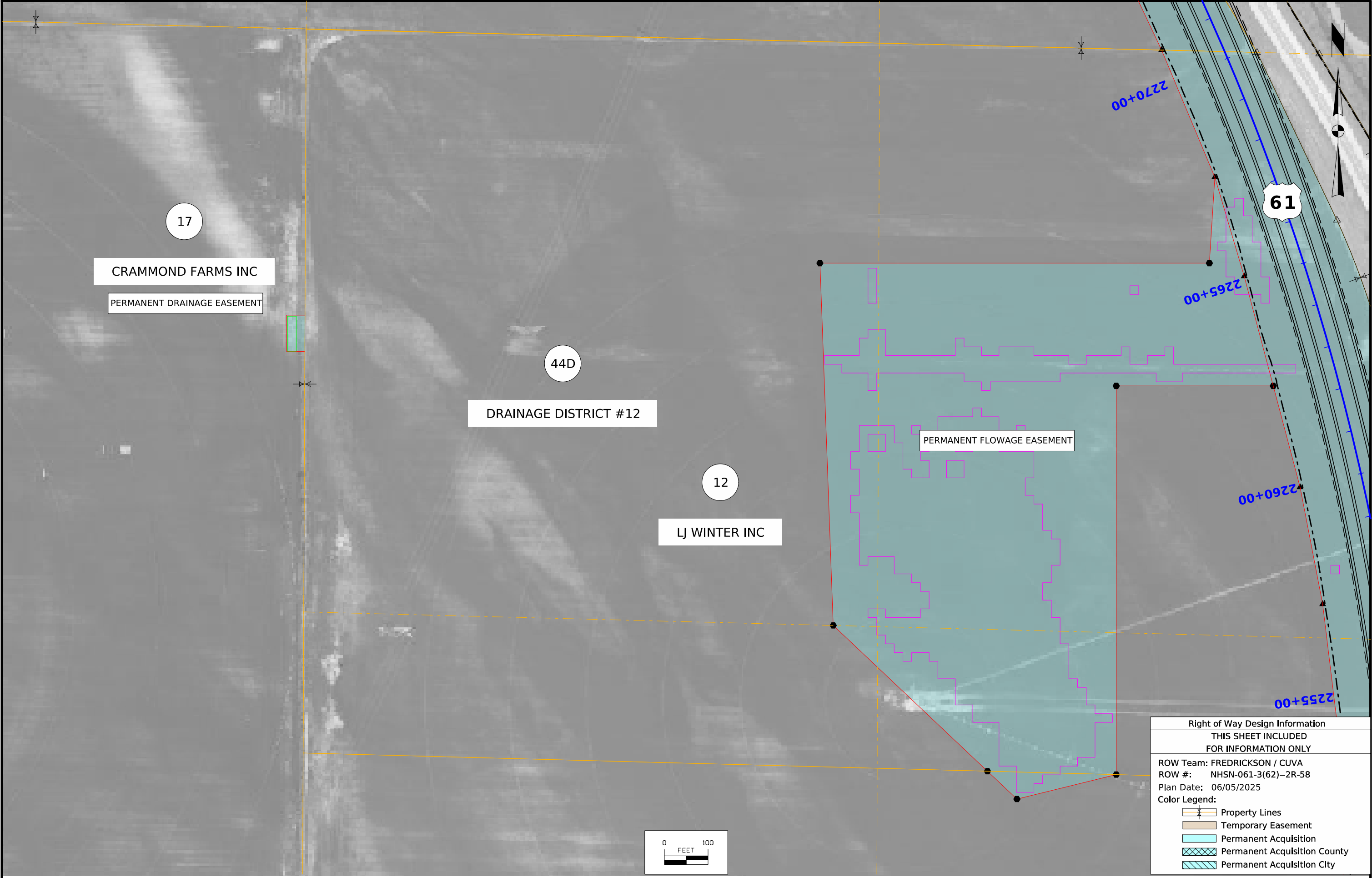
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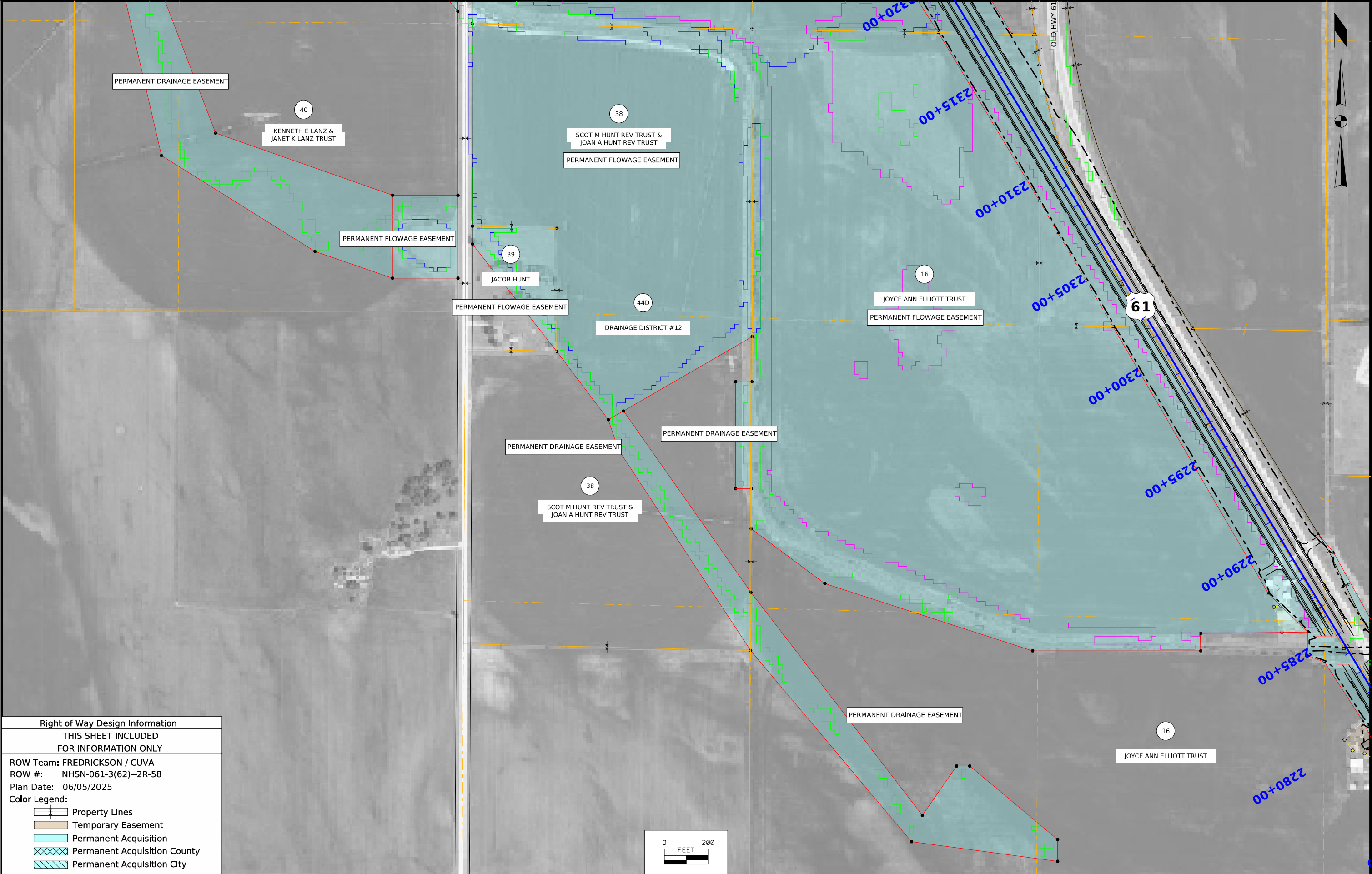
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10:58:50 AM 9/5/2025 afredri pw:\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5806101011\ROW\Flowage_Sheets_58061062.dgn

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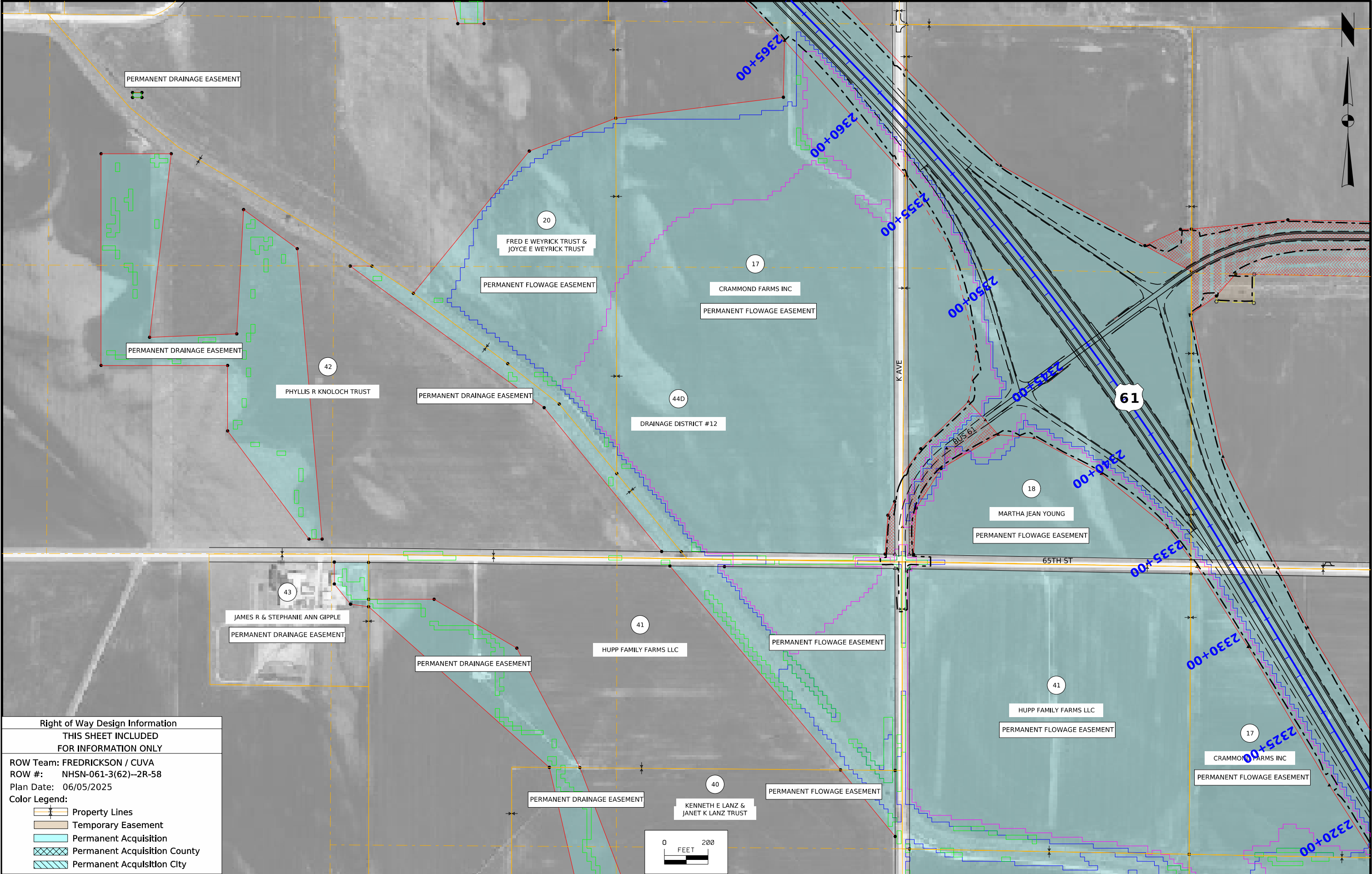
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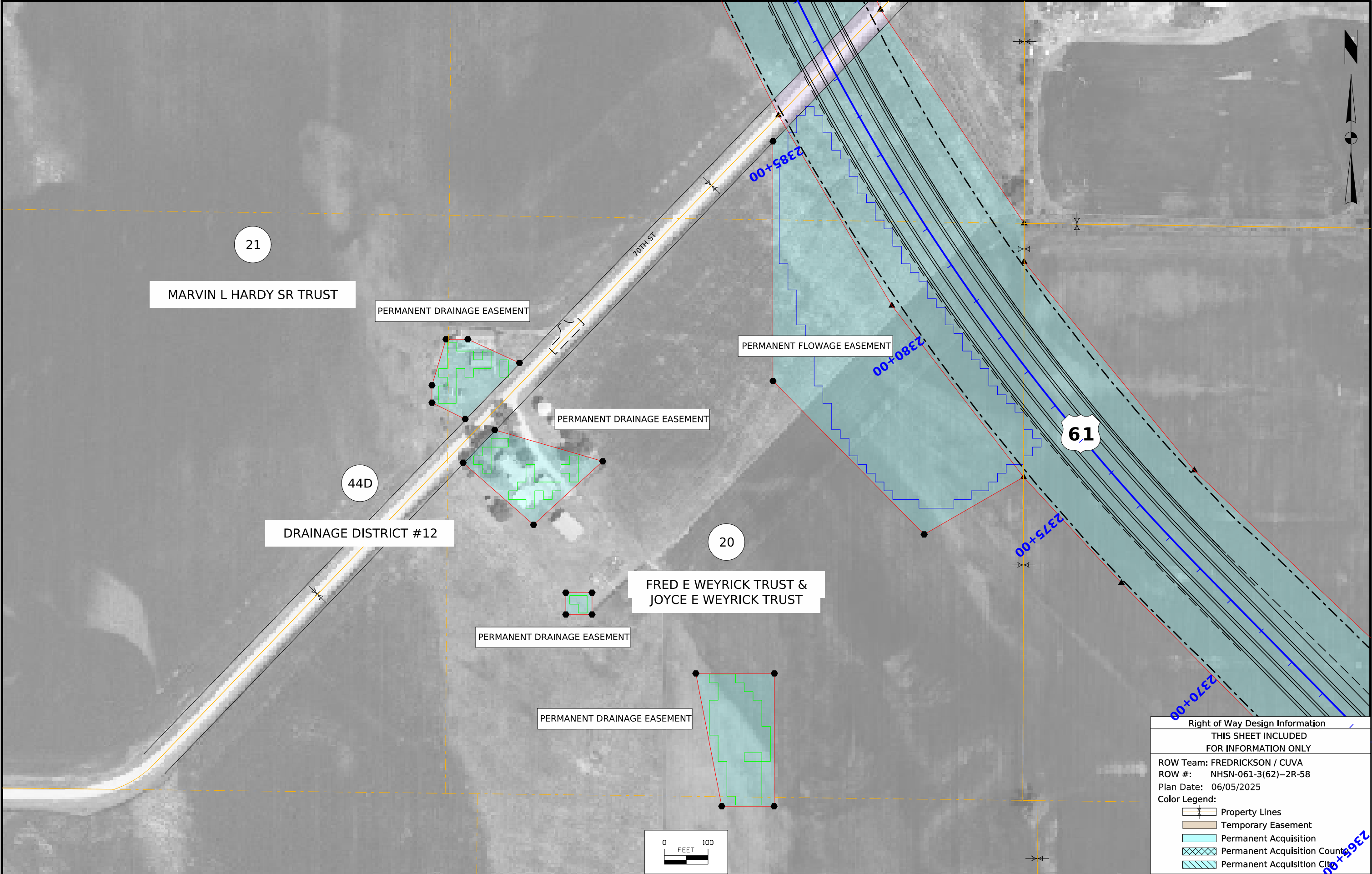
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Permanent Acquisition County

Permanent Acqisltion City



FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Kiebel \ Jackson	LOUISA COUNTY	PROJECT NUMBER	NHSX-061-3(61)--3H-58	SHEET NUMBER	HE.17
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Right of Way Design Information

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FOR INFORMATION ONLY

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ROW #: NHSN-061-3(62)-2R-58
Plan Date: 06/05/2025

Color Legend:

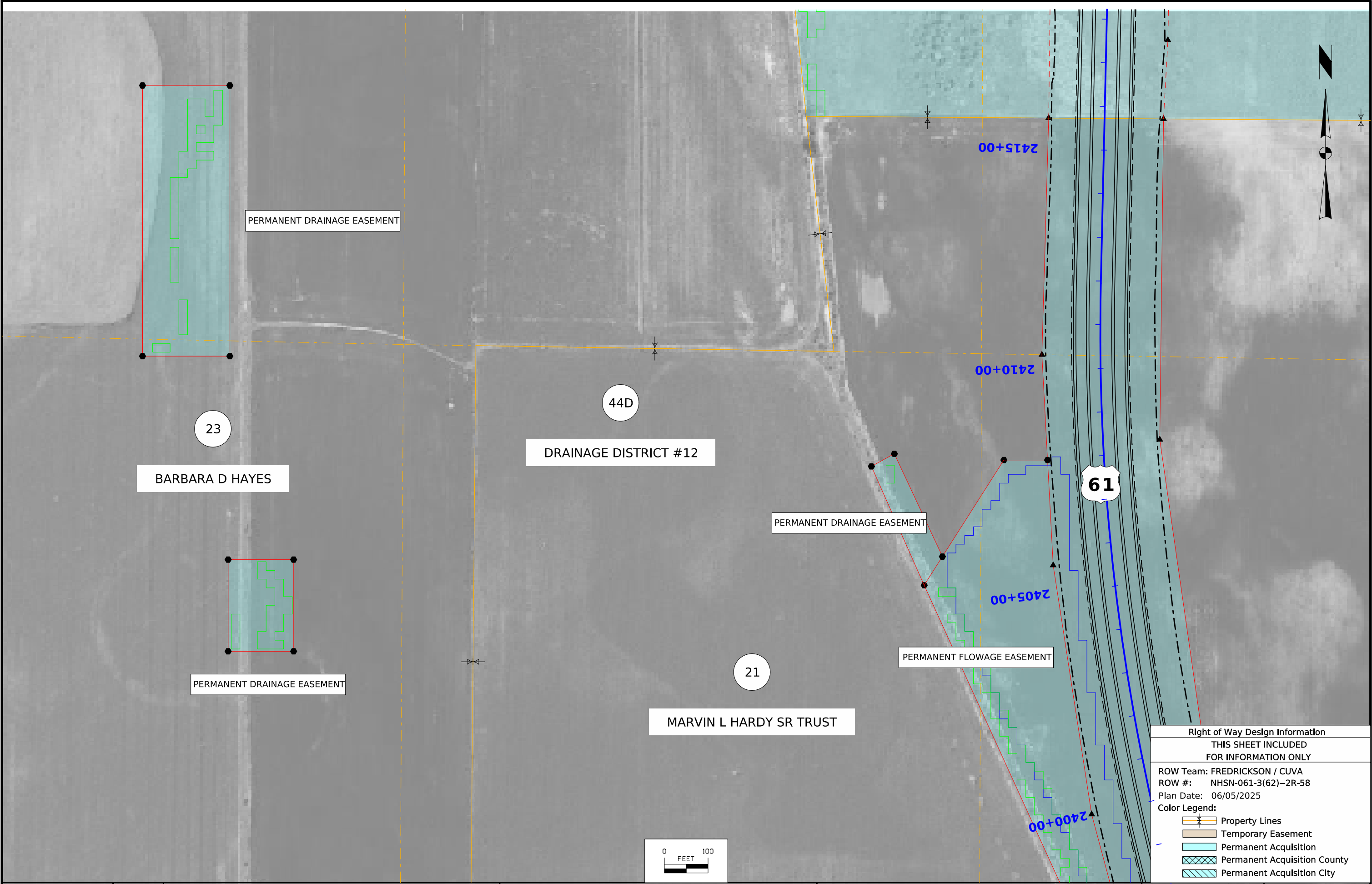
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Temporary Easement

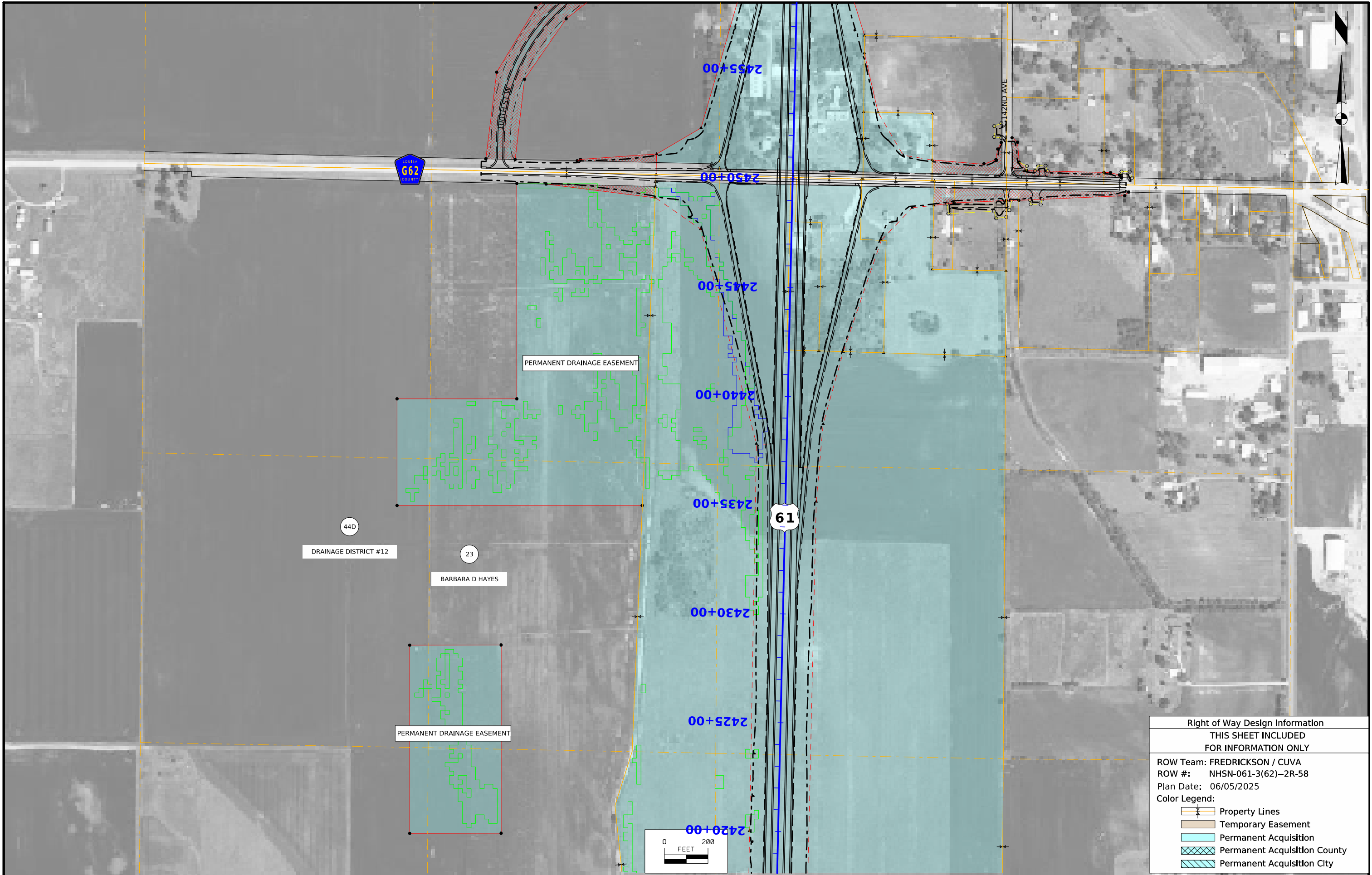
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Permanent Acquisition Contour

Permanent Acquisition Closure



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CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS		
SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS		
LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Magenta	(5)	Pavement Marking Call Outs
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Yellow	(4)	Pavement Markings, Yellow
Off White	(254)	Pavement Markings, White
Violet	(15)	Temporary barrier rail, Unpinned
Flush Orange	(228)	Temporary barrier rail, Pinned

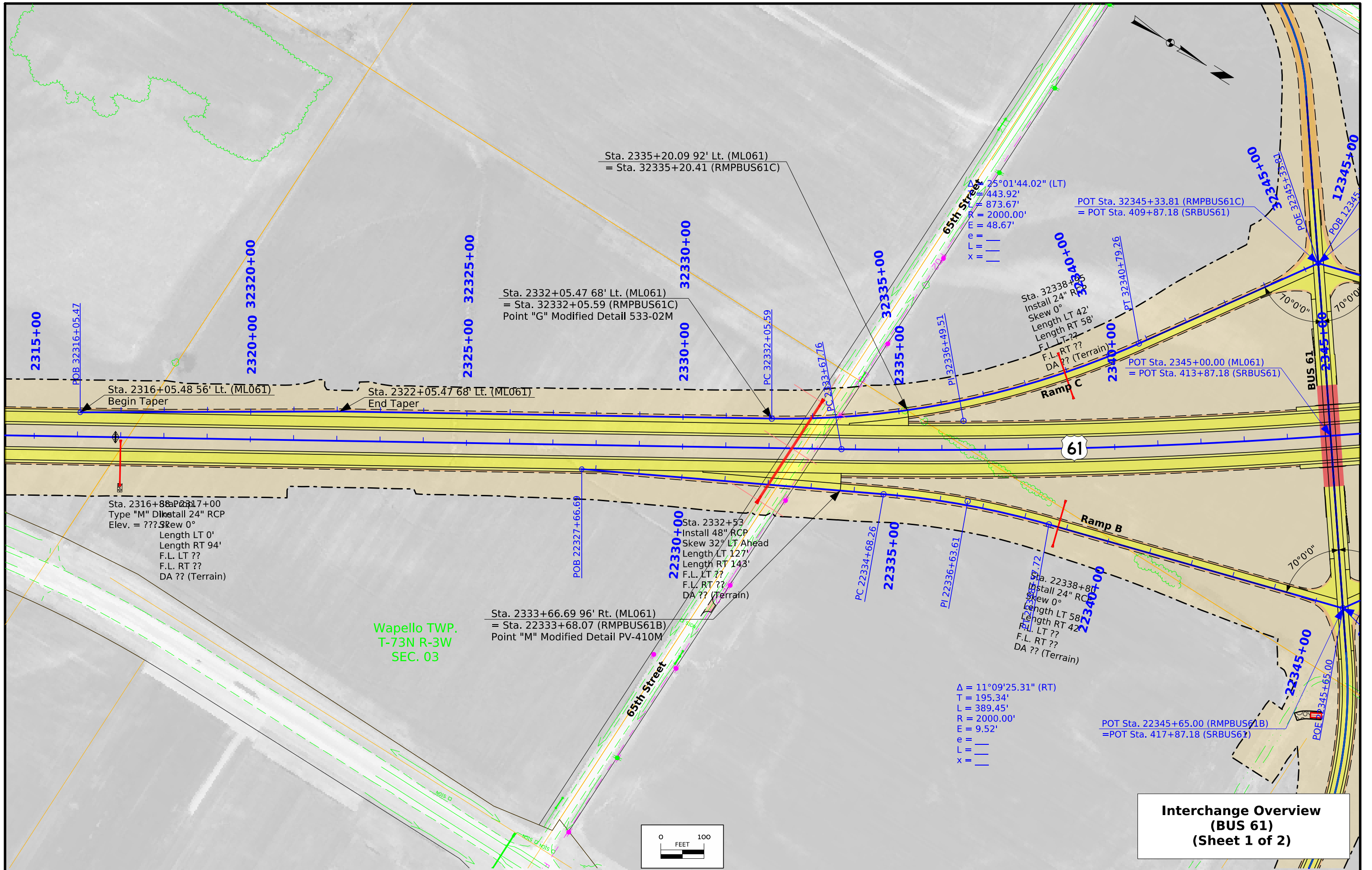
SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout		Lane Identification

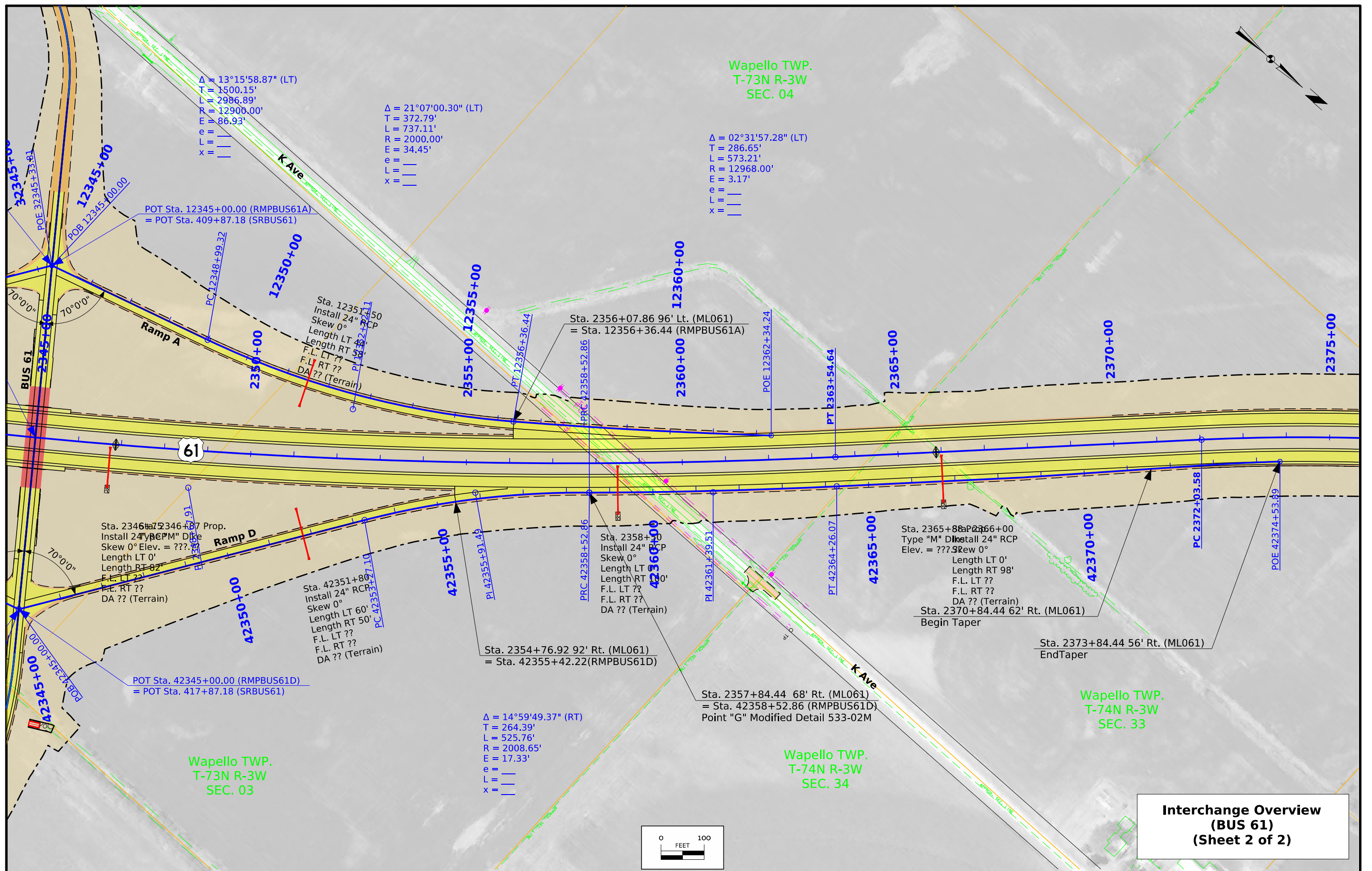
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

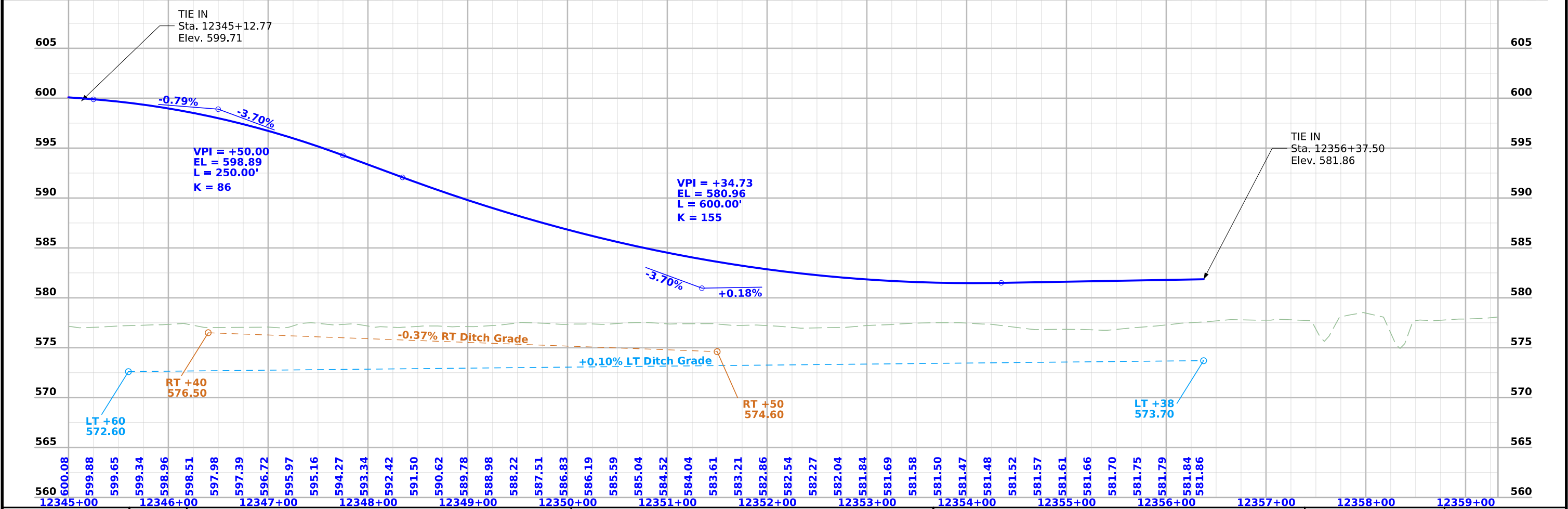
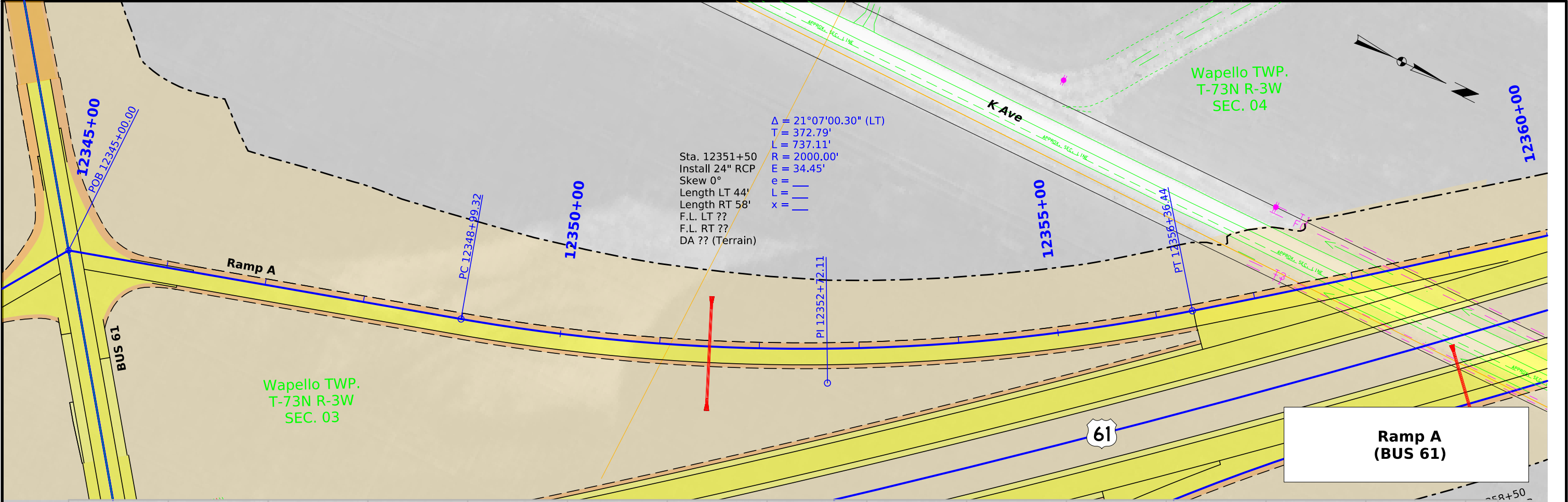
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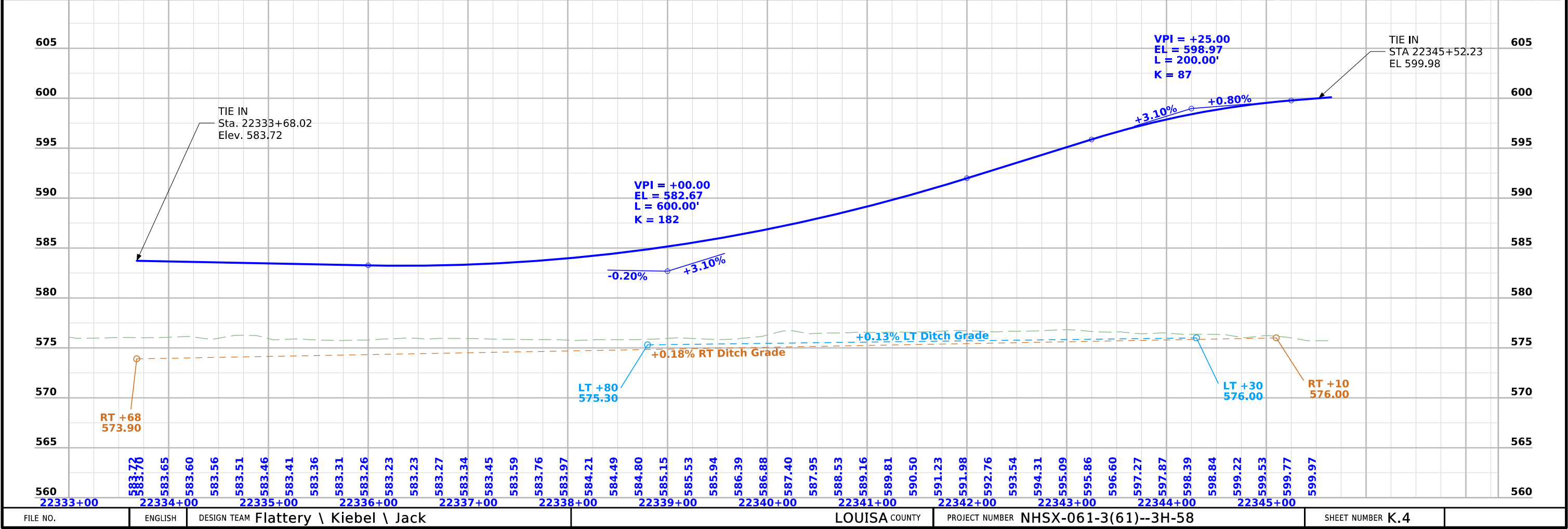
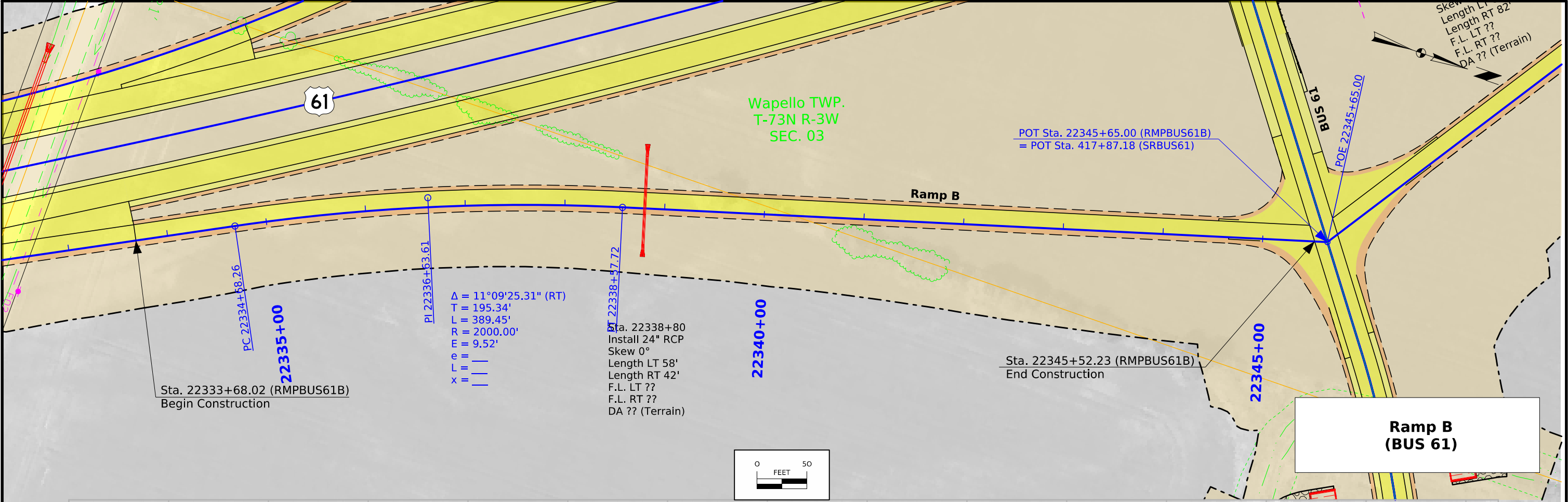


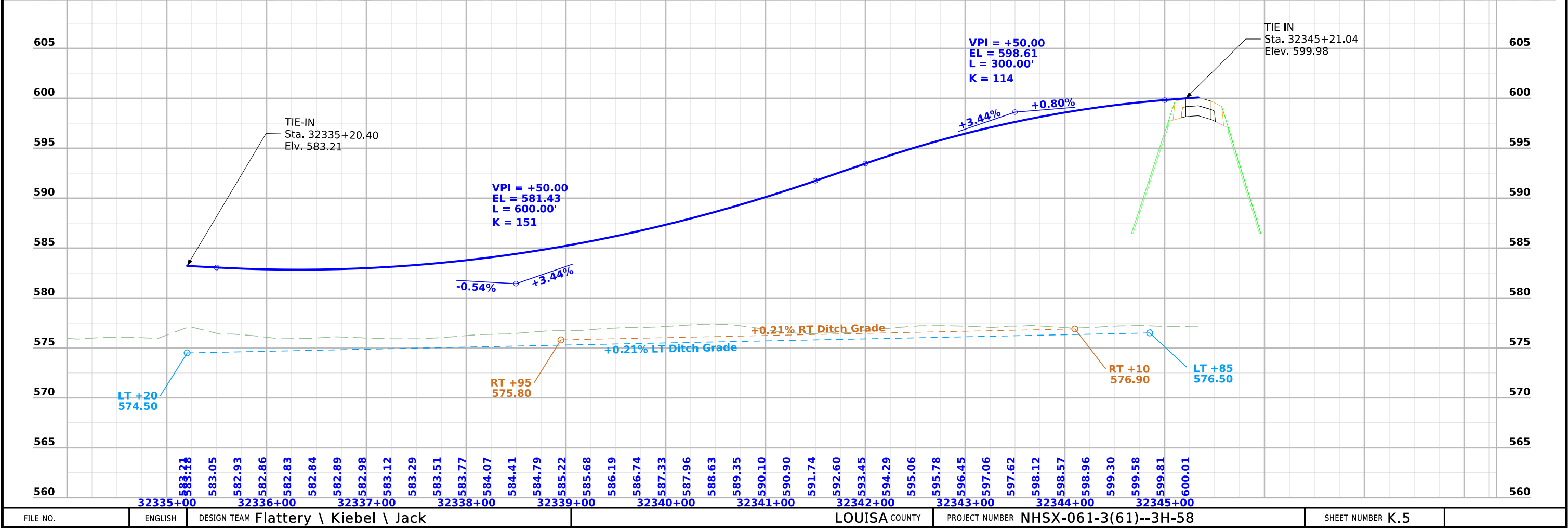
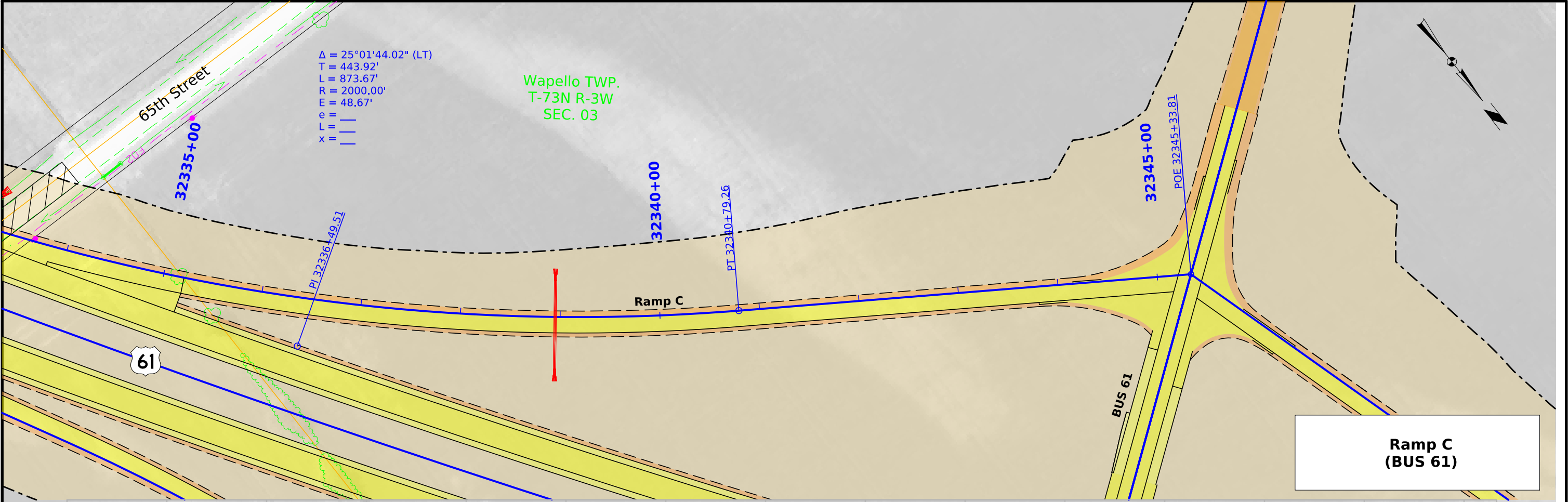
**Interchange Overview
(BUS 61)
(Sheet 1 of 2)**

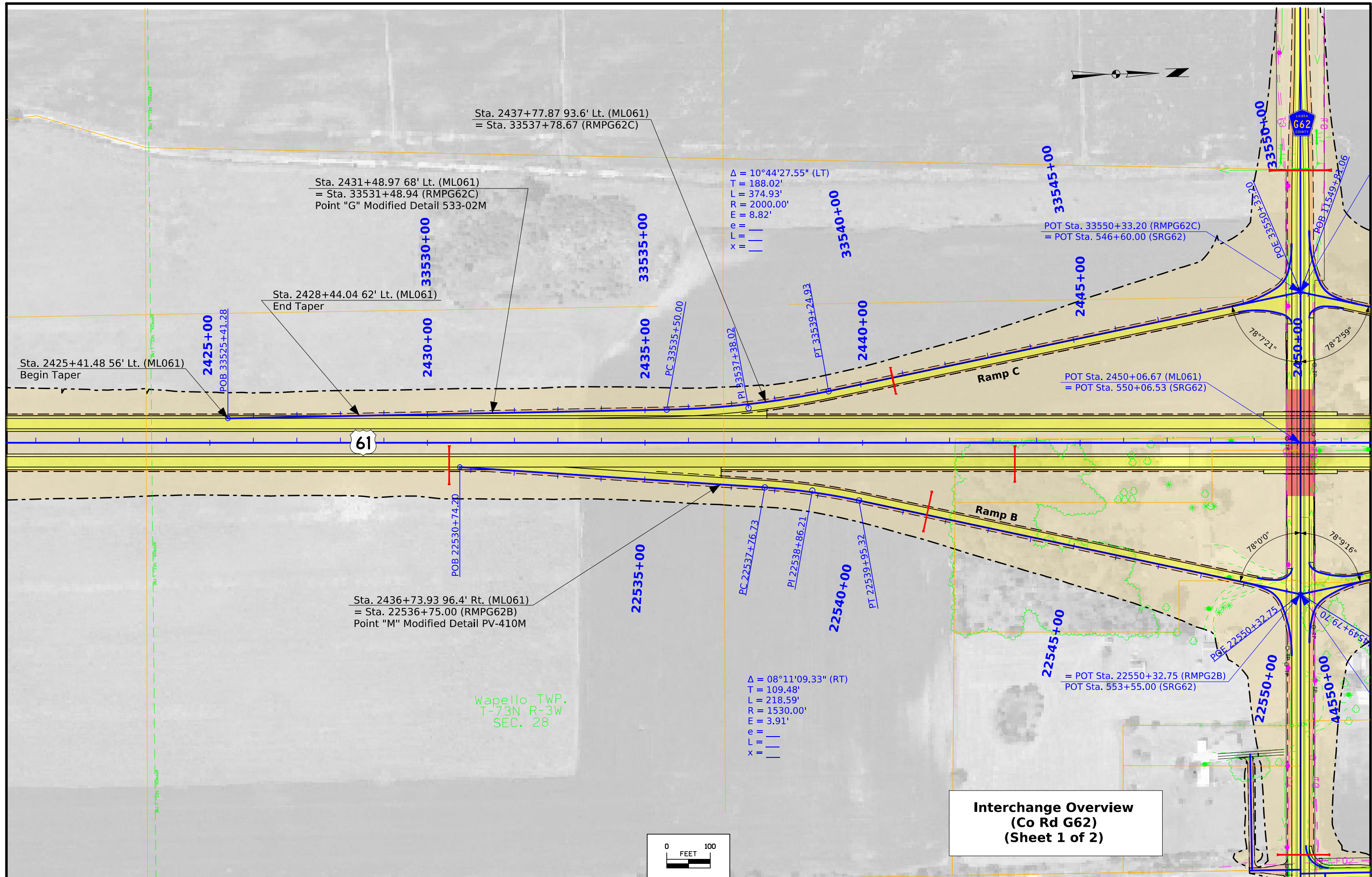


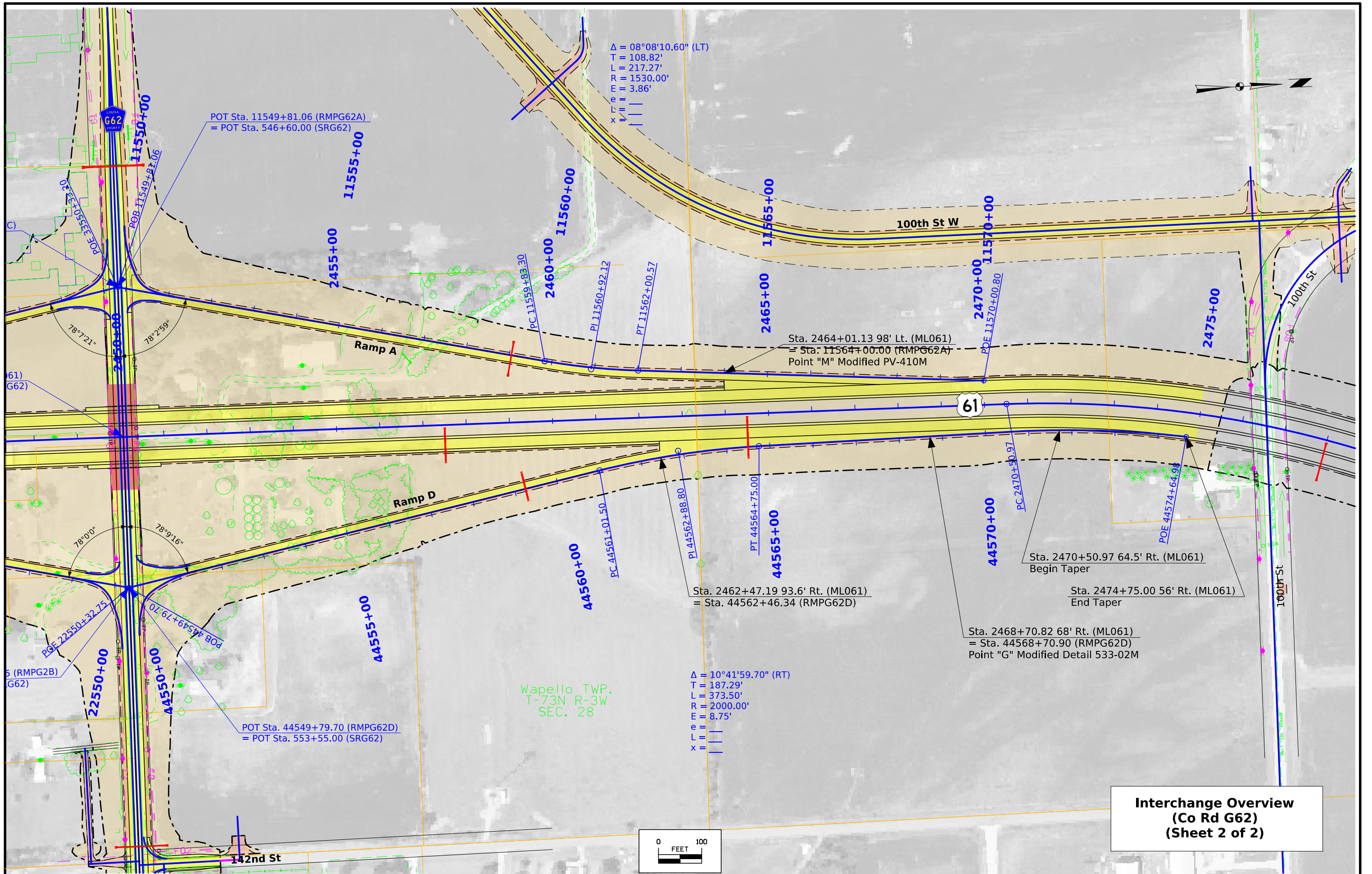
Interchange Overview
(BUS 61)
(Sheet 2 of 2)



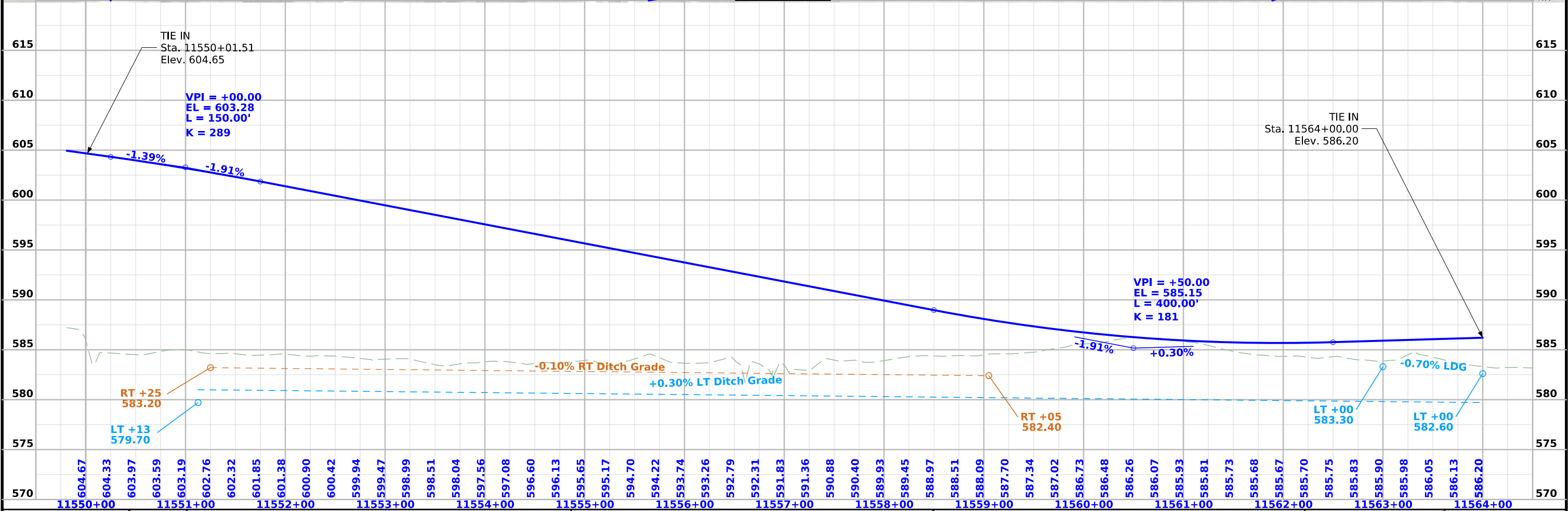
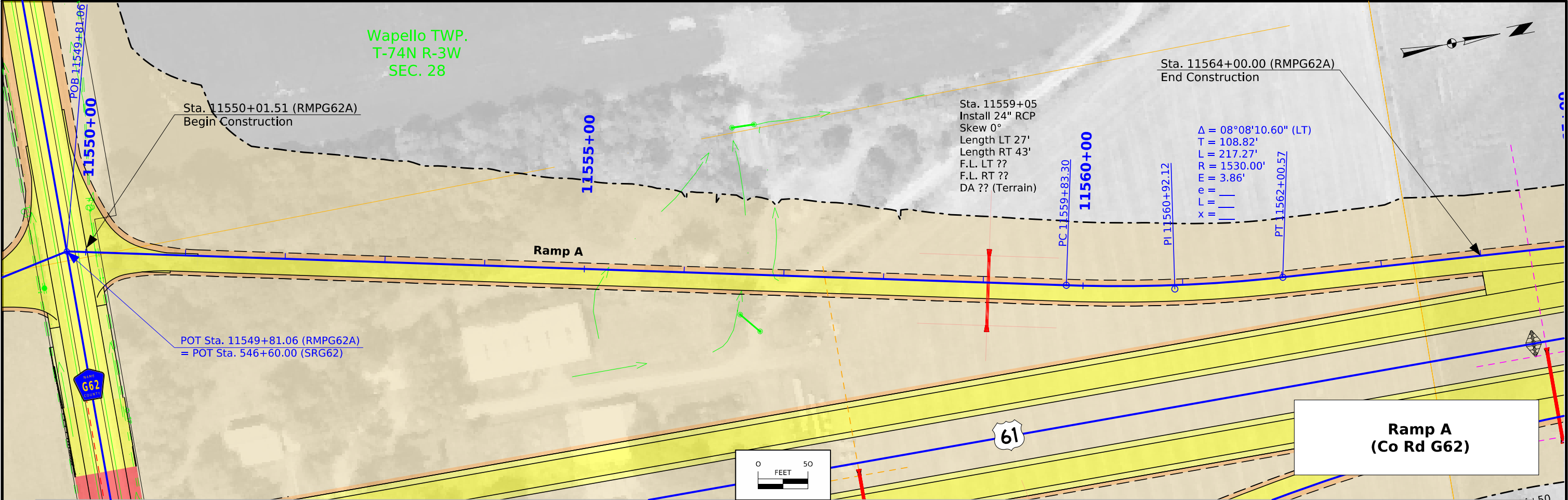


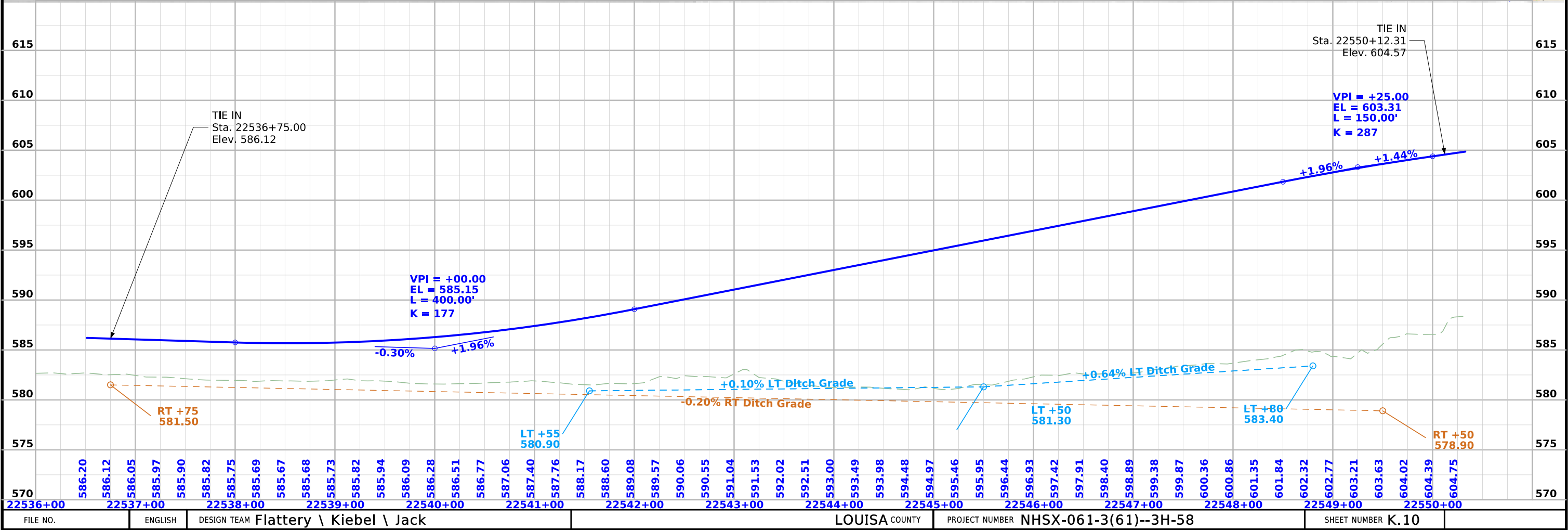
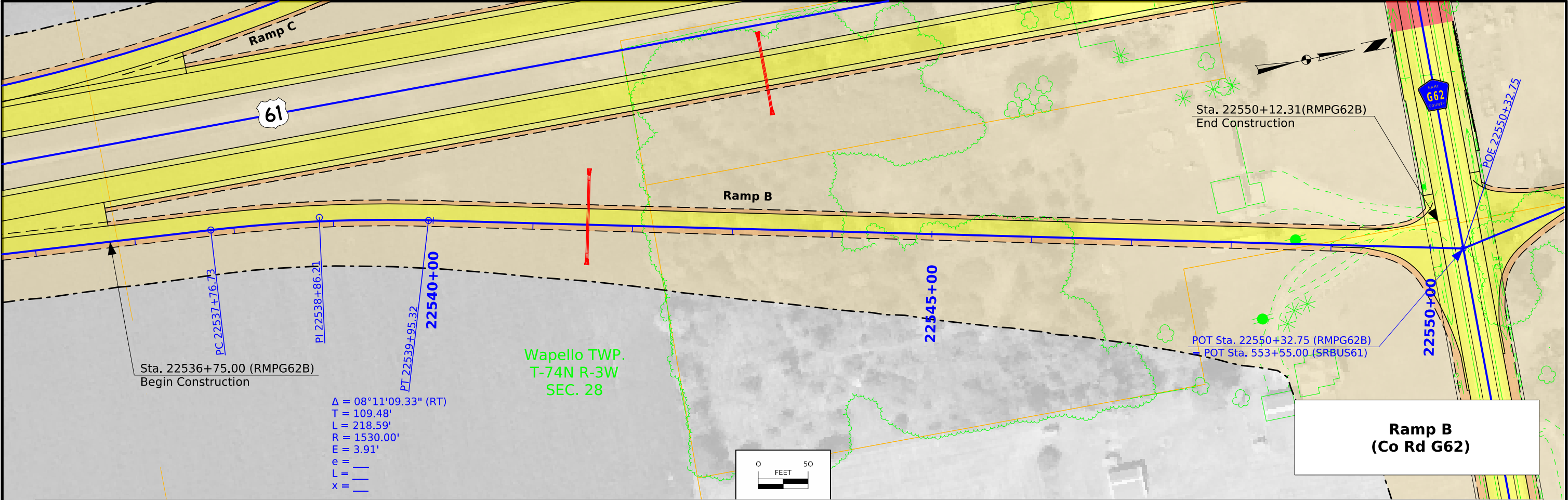


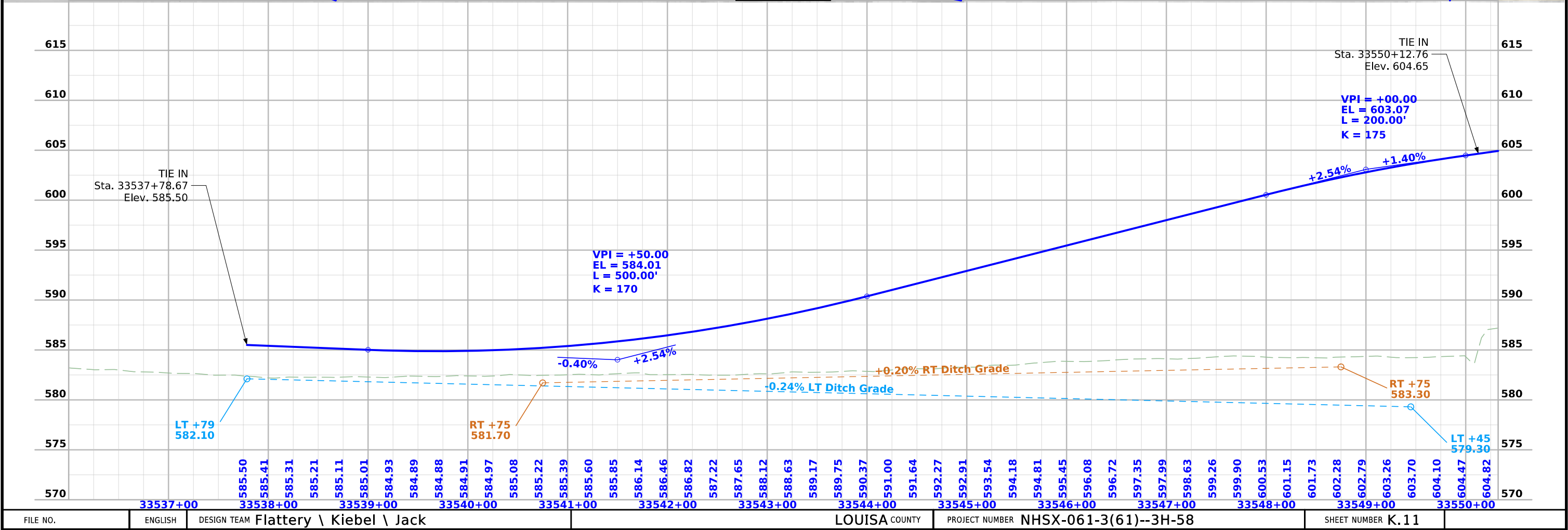
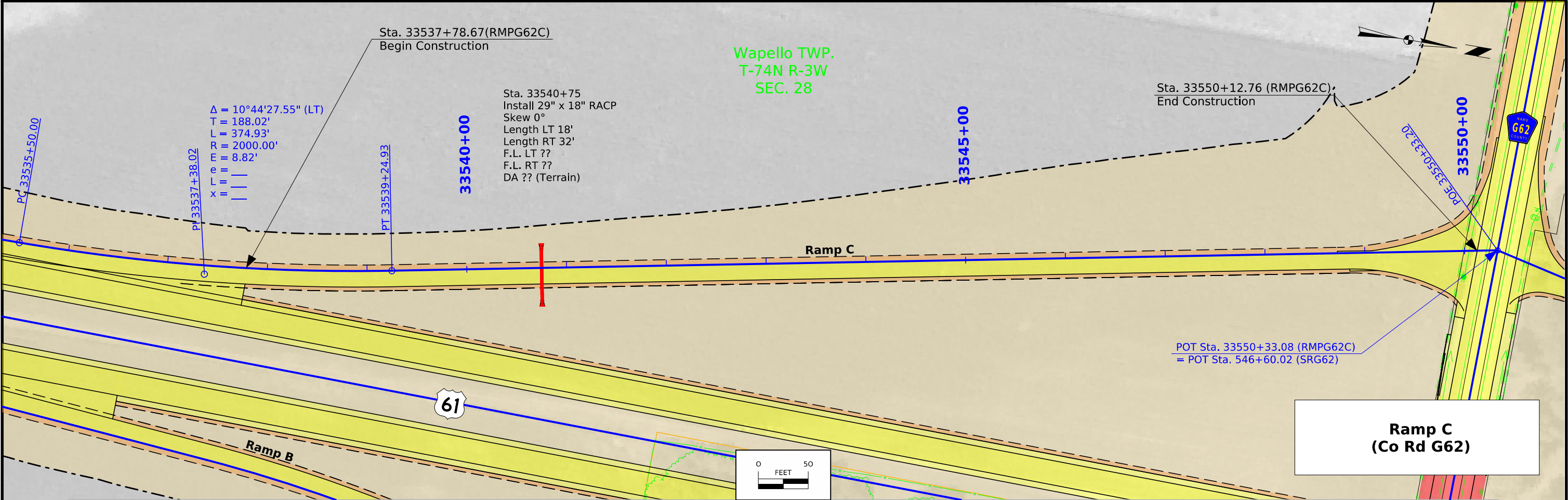


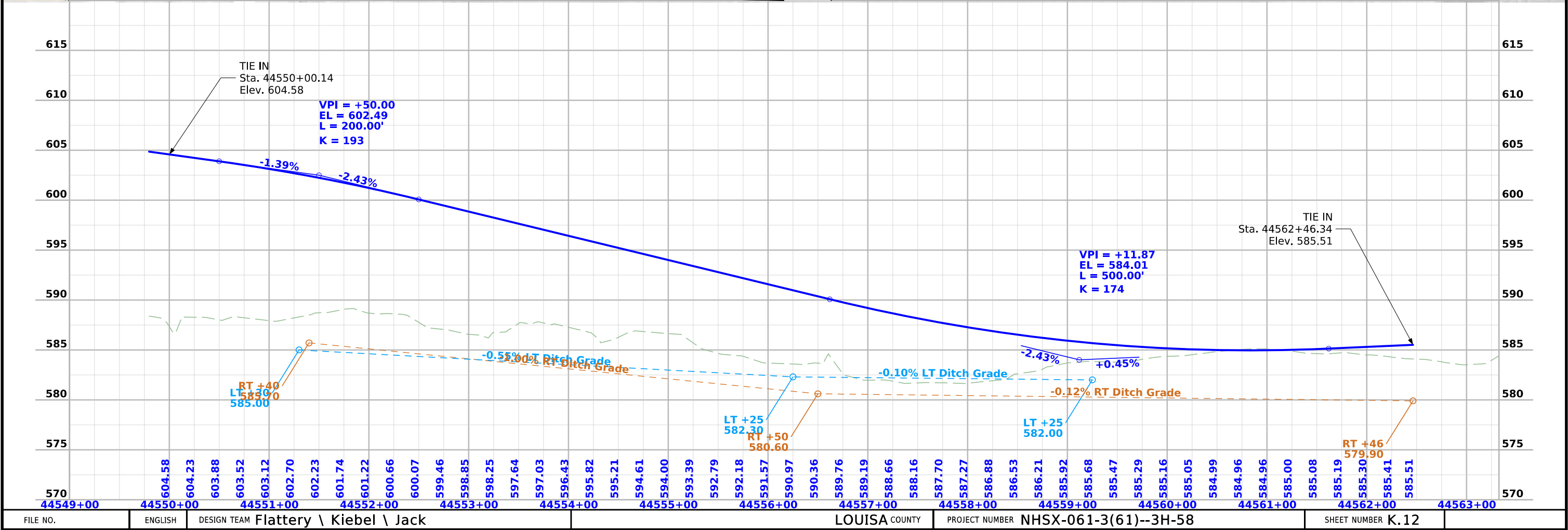
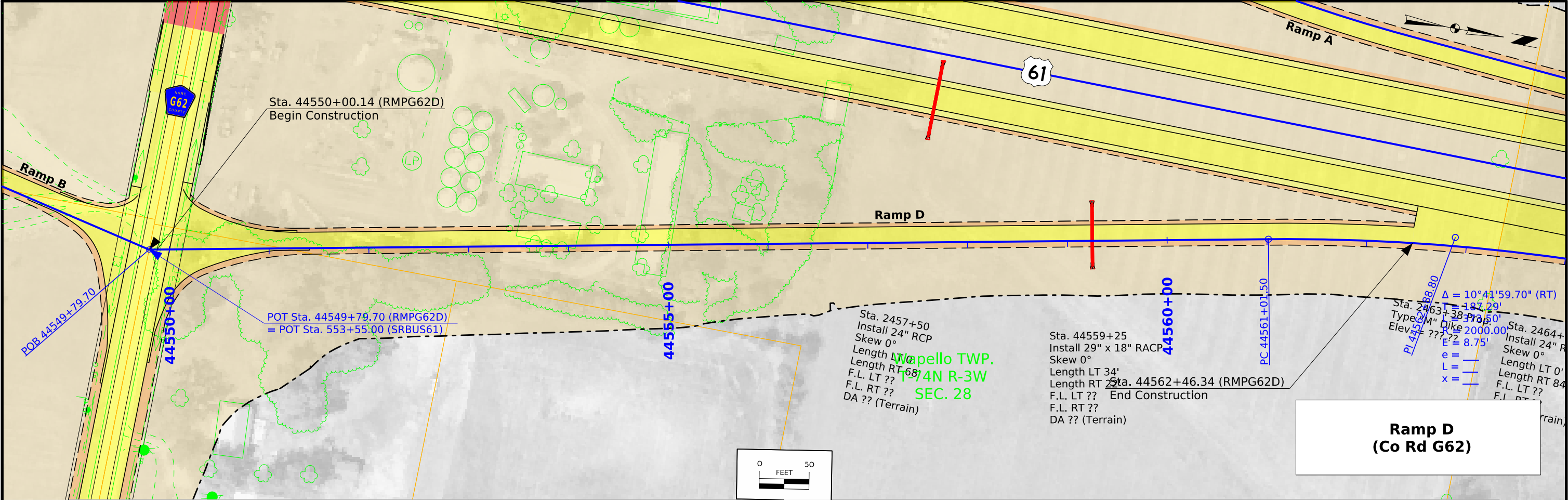


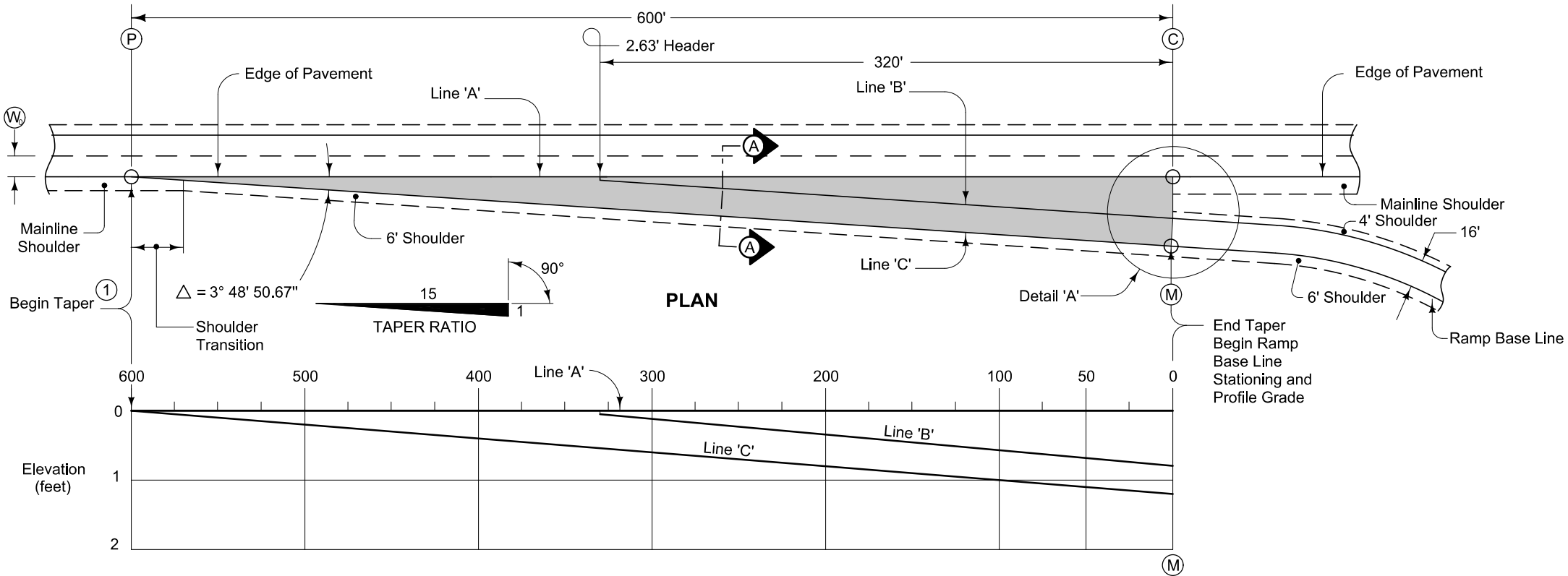
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(Co Rd G62)
(Sheet 2 of 2)







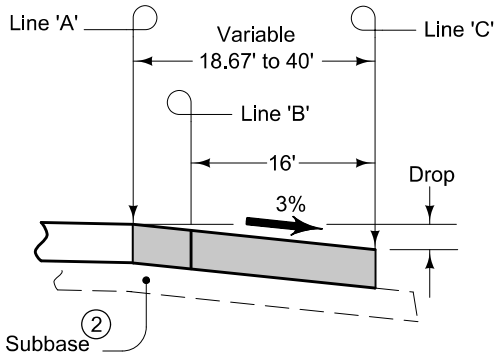




NOTE: The algebraic difference between profile grade for Ramp Base Line at (M) and relative profile grade of Mainline at (C) is 0.2%.

PROFILE

TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																										
DISTANCE FROM POINT (C) ALONG LINE 'A' (Ft.)		600	575	550	525	500	475	450	425	400	375	350	320	300	275	250	225	200	175	150	125	100	75	50	25	0
From Line 'A' To Line 'B'	OFFSET (Ft.)																									
	SLOPE (%)												← Constant 3.0% Slope →													
	DROP (Ft.)																									
From Line 'B' To Line 'C'	OFFSET (Ft.)																									
	SLOPE (%)												← Constant 16' Offset →													
	DROP (Ft.)																									
From Line 'A' To Line 'C'	OFFSET (Ft.)																									
	SLOPE (%)	← Constant 3.0% Slope →																								
	DROP (Ft.)																									



SECTION A-A

TABLE OF SHOULDER TRANSITION LENGTHS			
(W ₀)	Shoulder Width beyond Edge of Mainline Pavement		
	8'	10'	12'
12'	NA	60'	90'

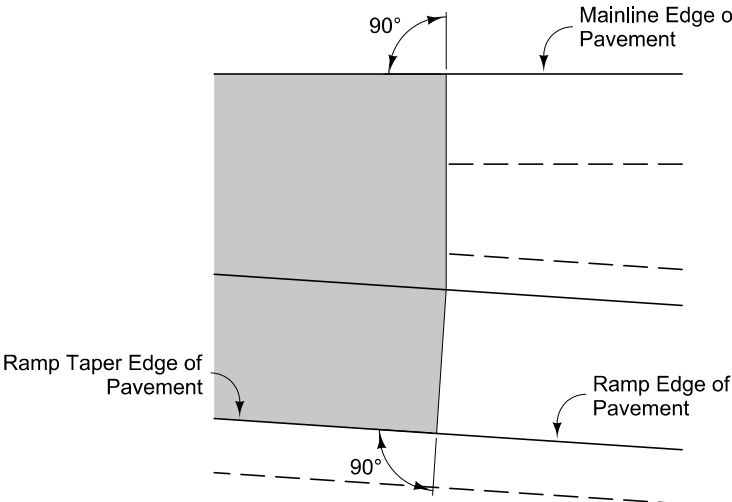
NOTE: W₀ is the width of the outside lane to the Edge of Pavement.

Construct ramp exit pavement the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 1332 square yards.

For joint details, see PV-101.

- ① For header construction details at the beginning of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp exit pavement the same thickness as mainline subbase.



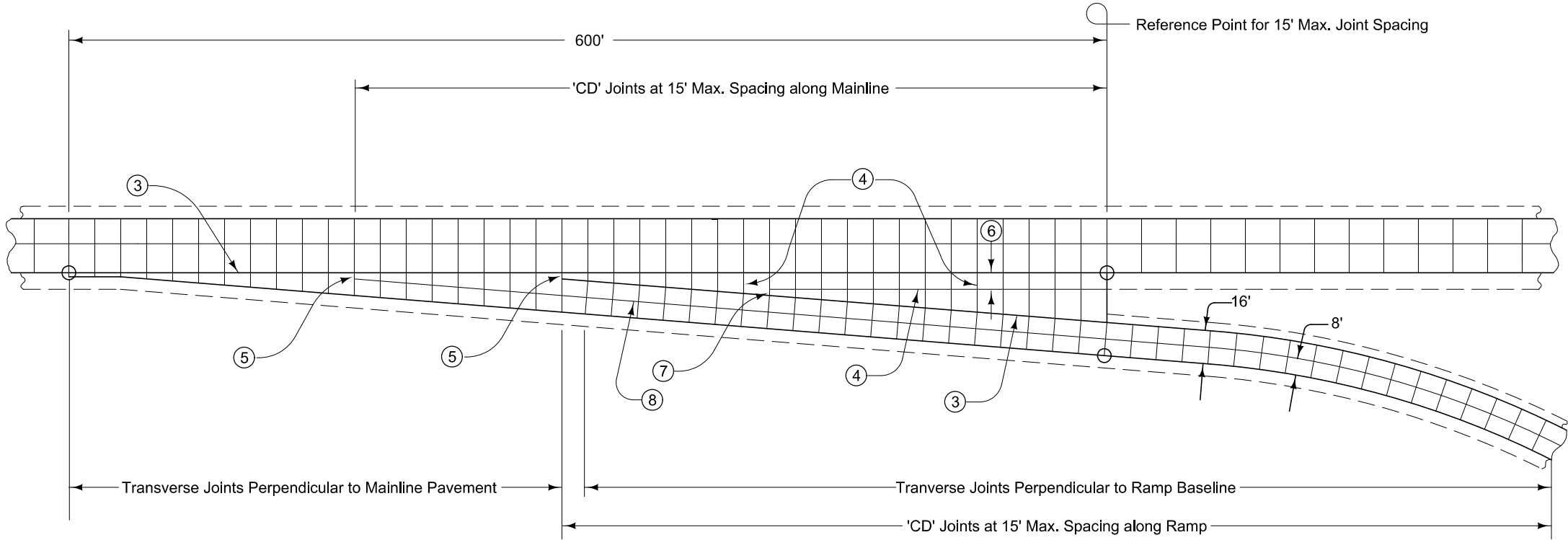
DETAIL A

**MODIFIED
STANDARD ROAD PLAN**

MODIFICATIONS: XXX

REVISION
7 04-21-20
PV-410M
SHEET 1 of 2

**DECELERATION TAPER
FOR 16' RAMP
(BUS 61 Ramp A)**



- ③ 'BT-2' or 'KT-2' Joint.
- ④ 'C' Joint.
- ⑤ 'B' Joint. 2' minimum. 4' maximum.
- ⑥ 10' minimum or equal to mainline shoulder width.
- ⑦ 'B' or 'C' Joint. 2' minimum. 4' maximum.
- ⑧ 'L-2' Joint.

16' EXIT RAMP

MODIFIED	REVISION	
	7	04-21-20
STANDARD ROAD PLAN	PV-410M	
SHEET 2 of 2		
MODIFICATIONS: XXX		
DECELERATION TAPER FOR 16' RAMP (BUS 61 Ramp A)		

CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Grading	
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
(8)	Revetment Class A	Substrata	
(6)	Revetment Class B	(128)	Boulder
(62)	Revetment Class C	(209)	Boulder Removed
(188)	Revetment Class D	(48)	Broken Weathered
(28)	Revetment Class E	(210)	Broken Weathered Removed
(12)	Shoulder Special Backfill	(3)	Core Out
(12)	Special Backfill	(115)	Core Out Remove Only
(20)	Subbase	(195)	Core Out Remove and Replace
(20)	Subbase Lower	(203)	Existing Pavement
(20)	Subbase Upper	(184)	Existing Pavement Remove Only
(118)	Subgrade Treatment	(200)	Existing Pavement Remove and Replace
Asphalt		(6)	Loam
(207)	HMA Base Course	(211)	Loam Removed
(207)	HMA Interim Course	(80)	Rock
(207)	HMA Surface Course	(212)	Rock Removed
Bridge		(4)	Select Sand
(0)	Bridge	(214)	Select Sand Removed
Concrete		(3)	Shale
(0)	Barrier Concrete	(215)	Shale Removed
(0)	Barrier Concrete Footing	(10)	Topsoil
(0)	Curb Gutter	(2)	Topsoil Remove Only
(48)	Flowable Mortar	(4)	Topsoil Remove and Replace
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(216)	Unsuitable Type A Removed
Existing		(13)	Unsuitable Type B
(0)	Existing Pavement	(217)	Unsuitable Type B Removed
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(218)	Unsuitable Type C Removed
(0)	Shoulder PCC	(3)	Waste
(6)	Shoulder Granular	(219)	Waste Removed
Structural			
(112)	Noise Wall		
(112)	Noise Wall Footing		
(112)	Retaining Wall Back		
(112)	Retaining Wall Back Excavate		
(112)	Retaining Wall Face		
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		

NOTES:

Text

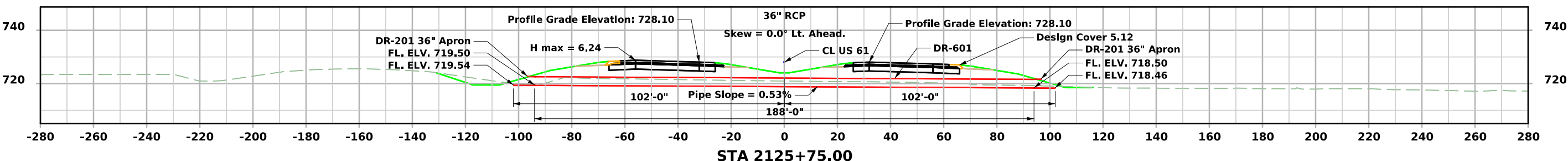
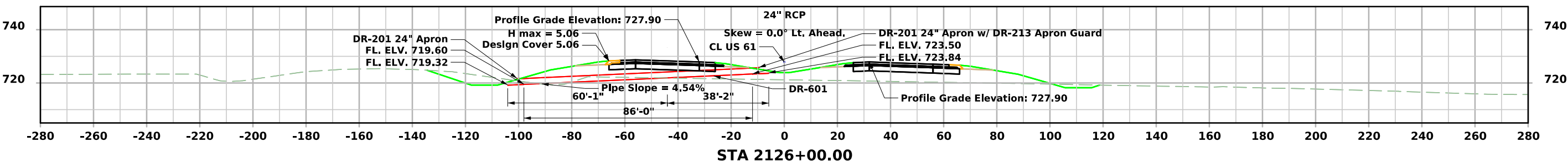
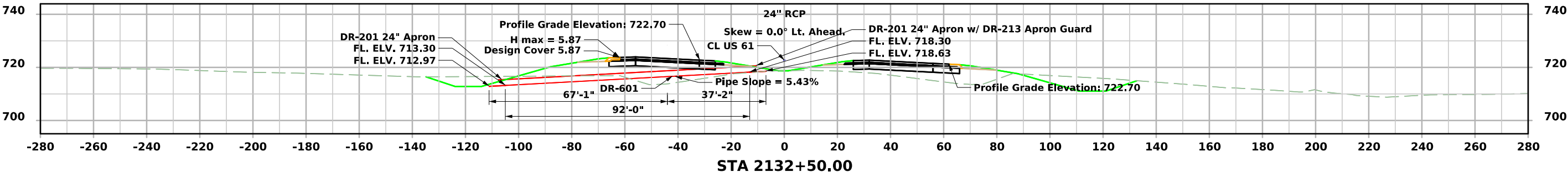
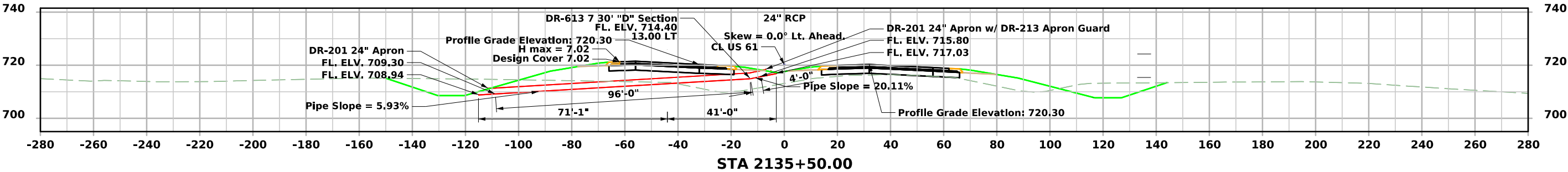
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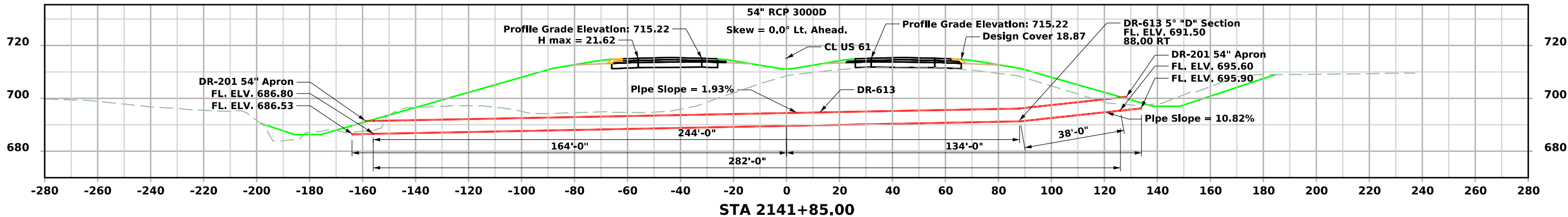
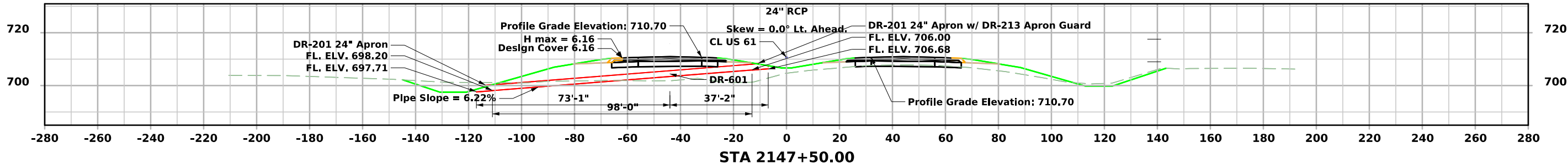
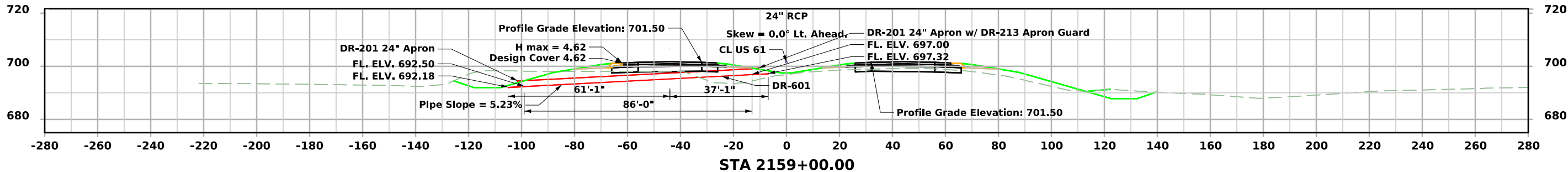
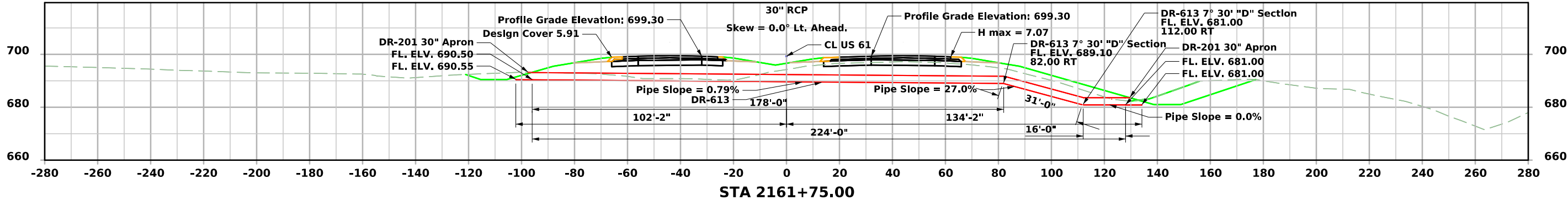
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

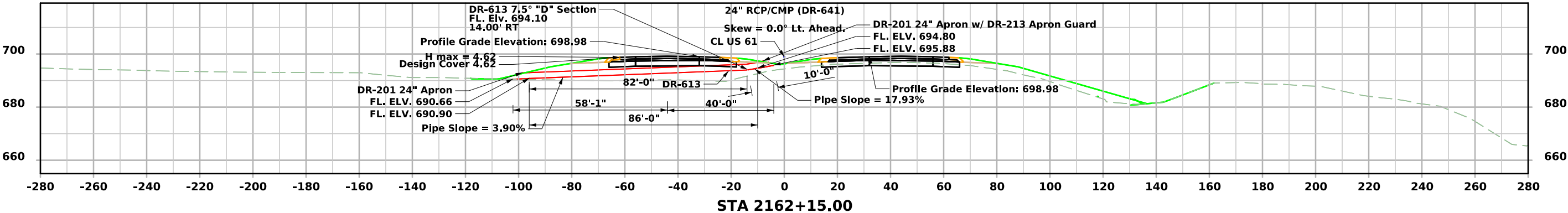
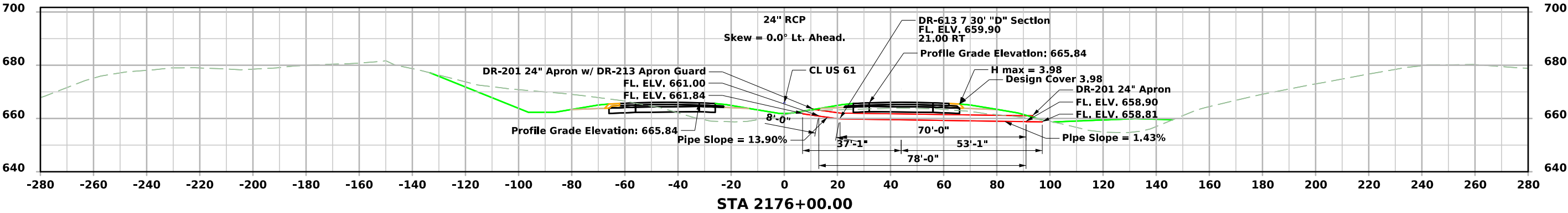
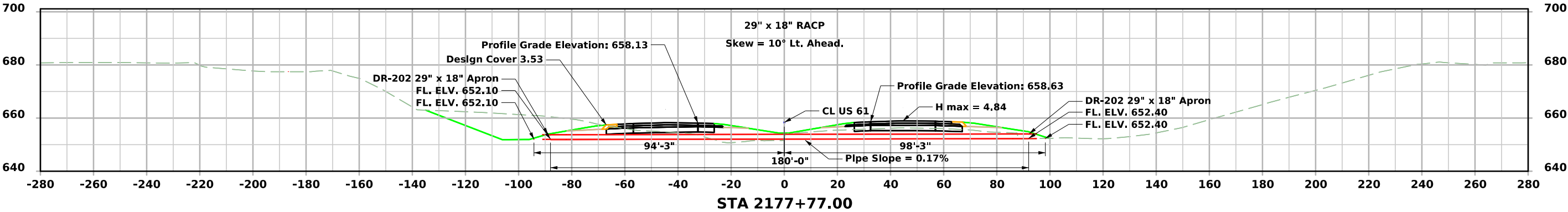
(COVERS SHEET SERIES W, X, Y, & Z)

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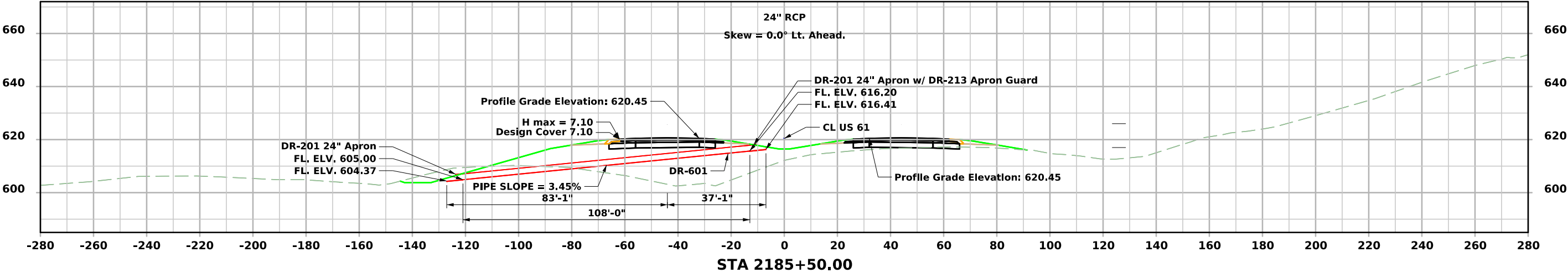
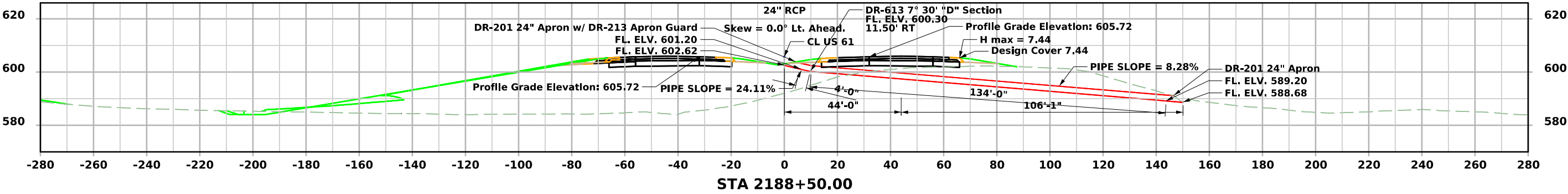
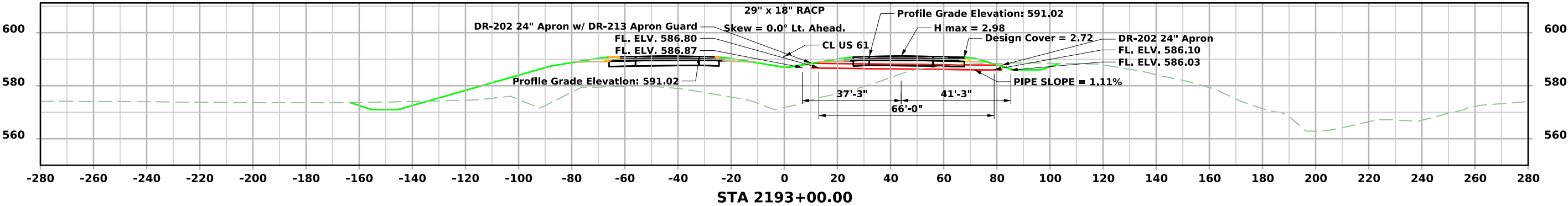


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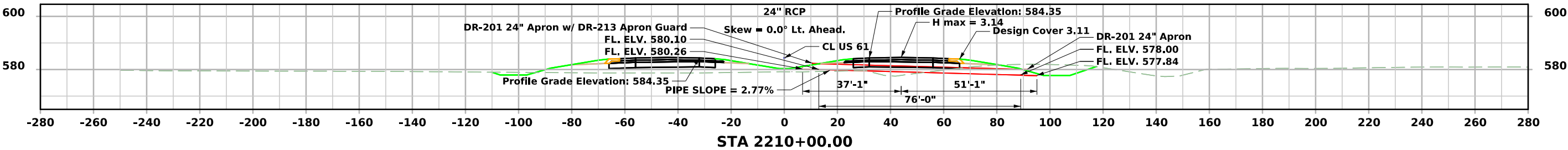
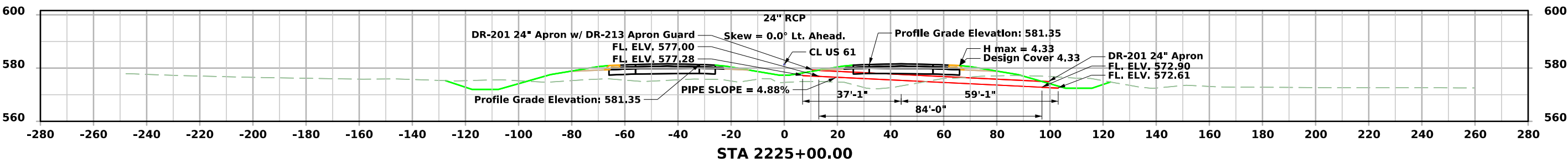
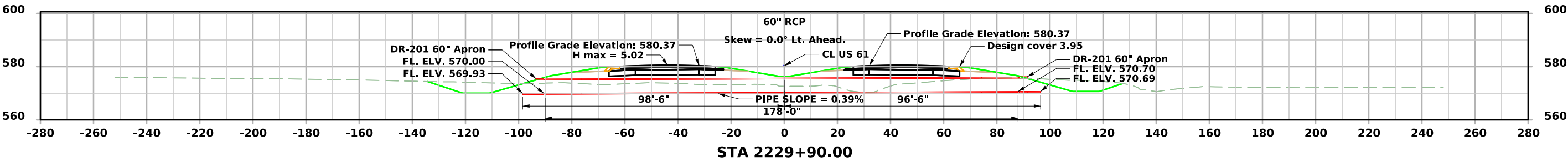
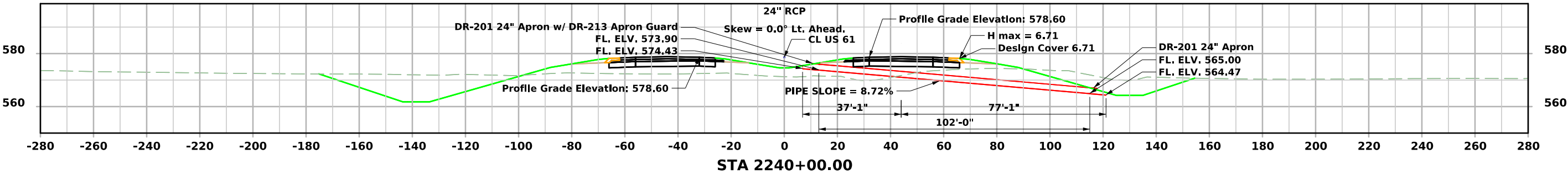




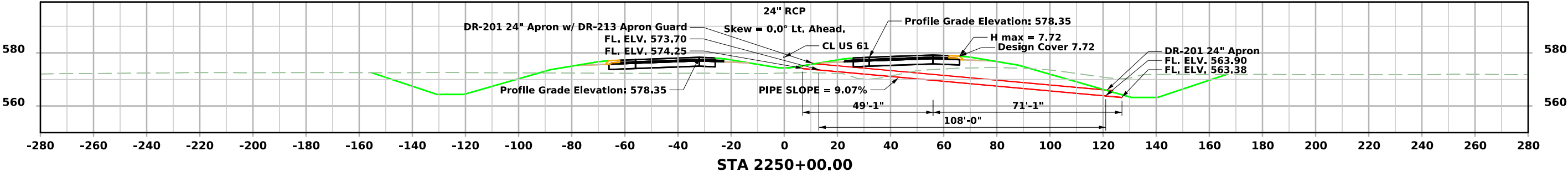
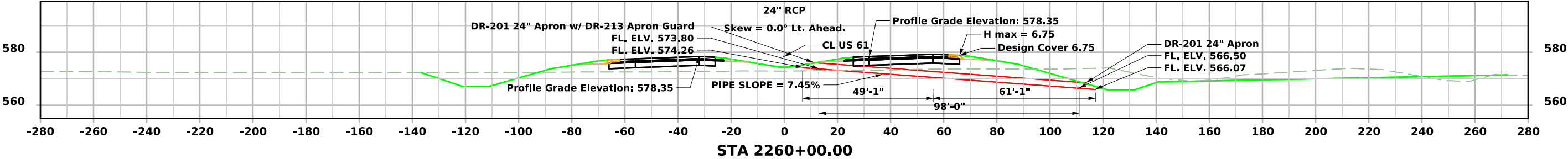
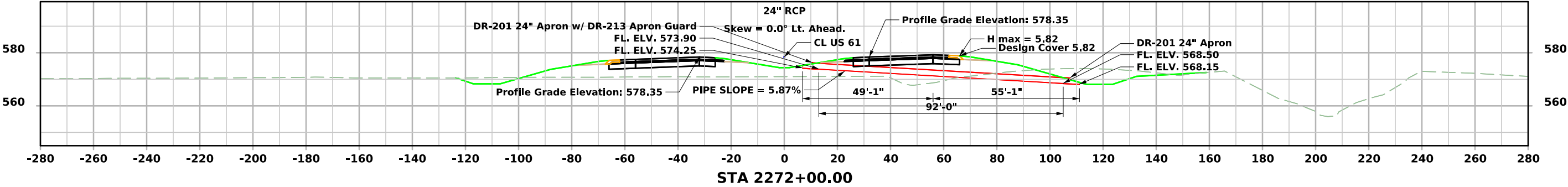
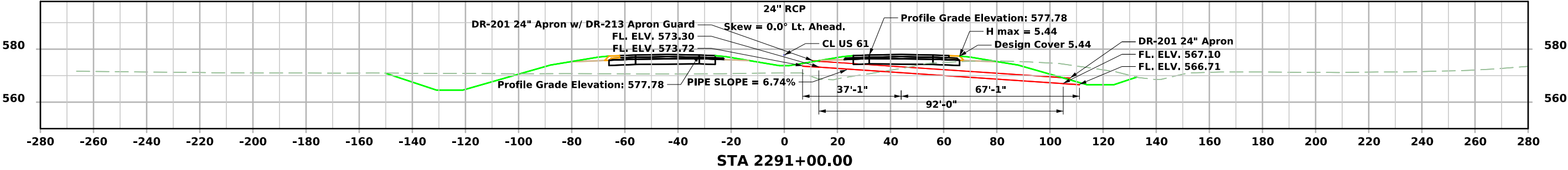
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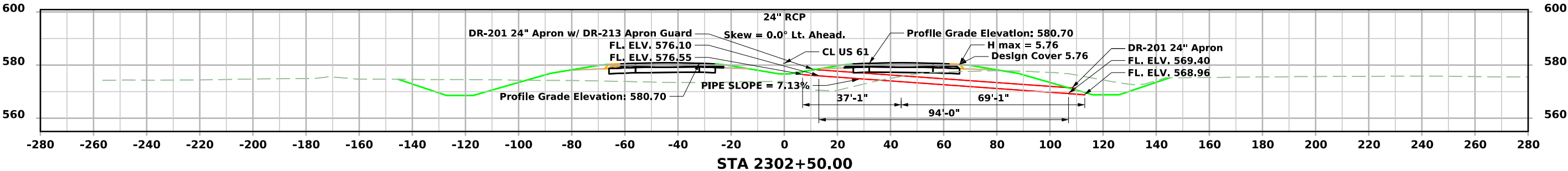
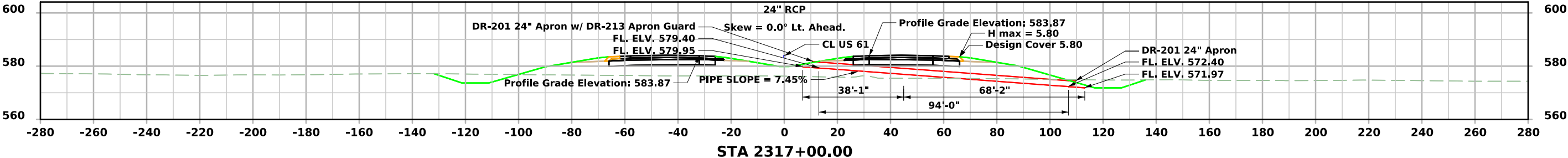
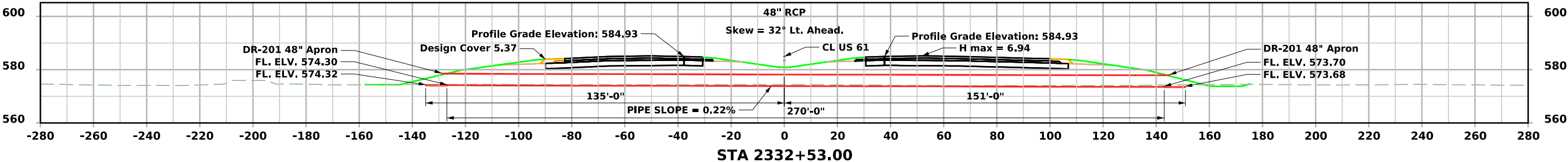
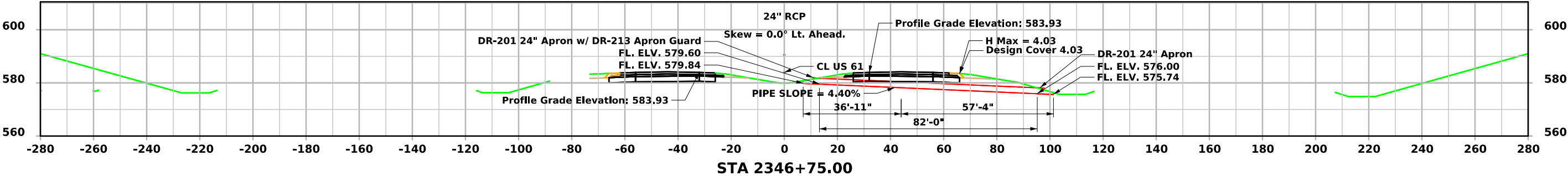
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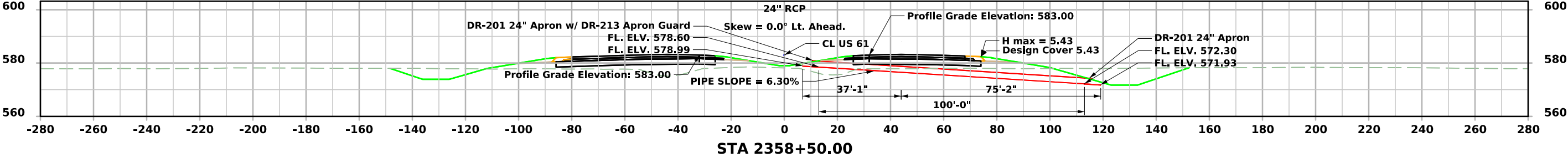
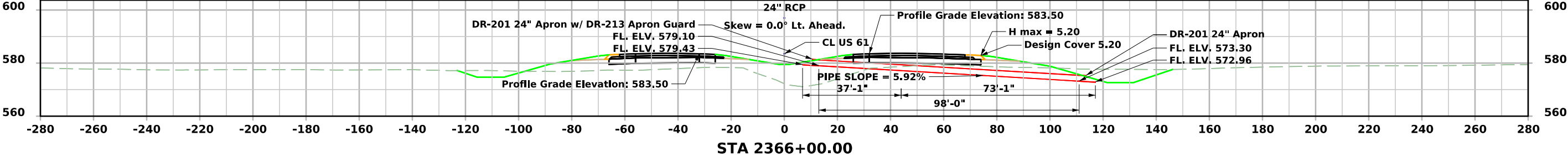
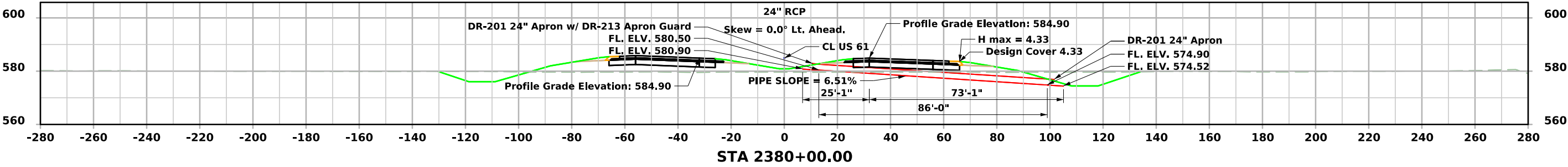
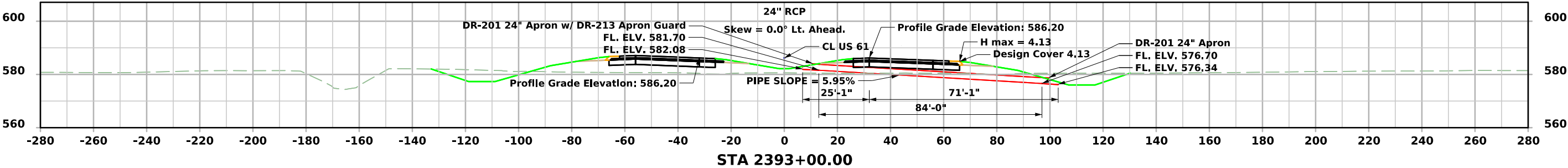
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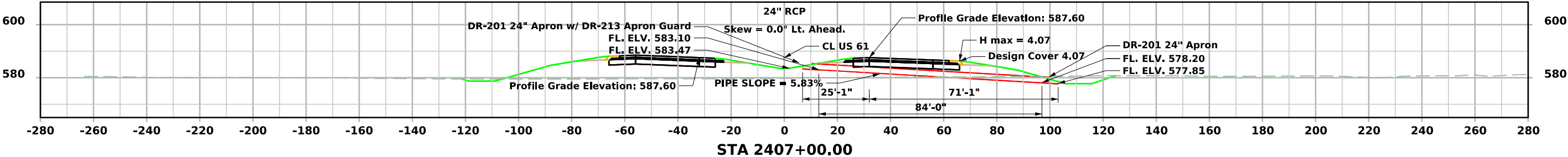
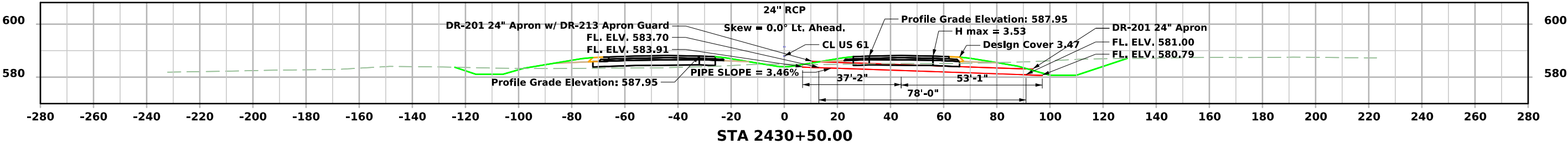
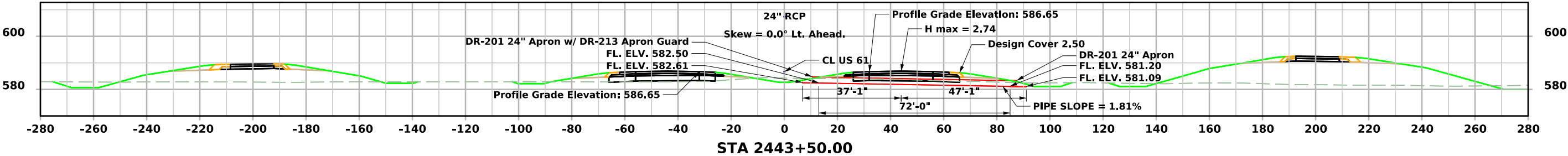
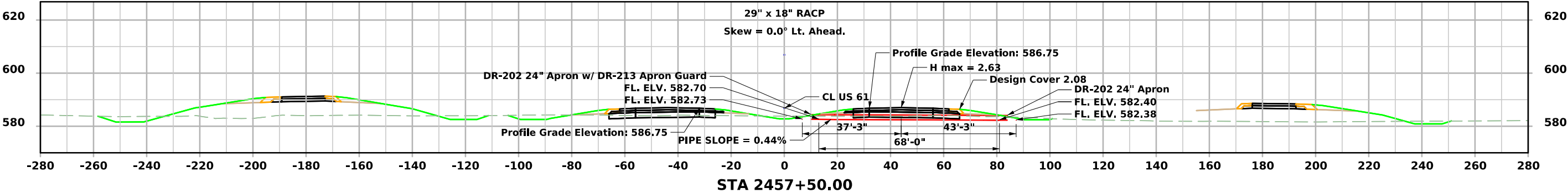
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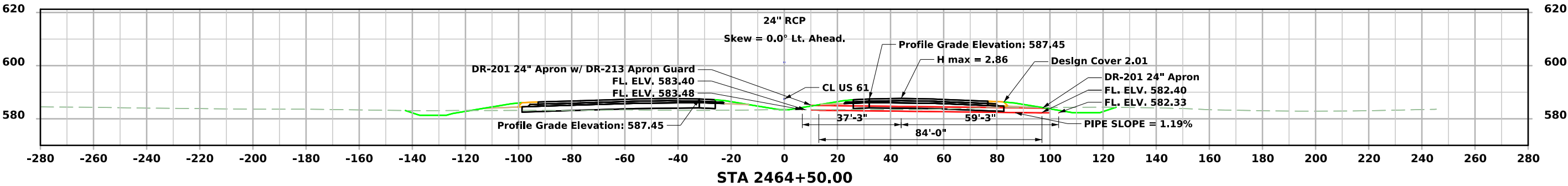
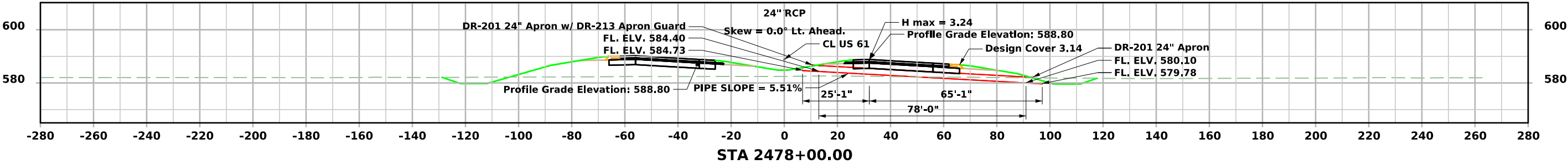
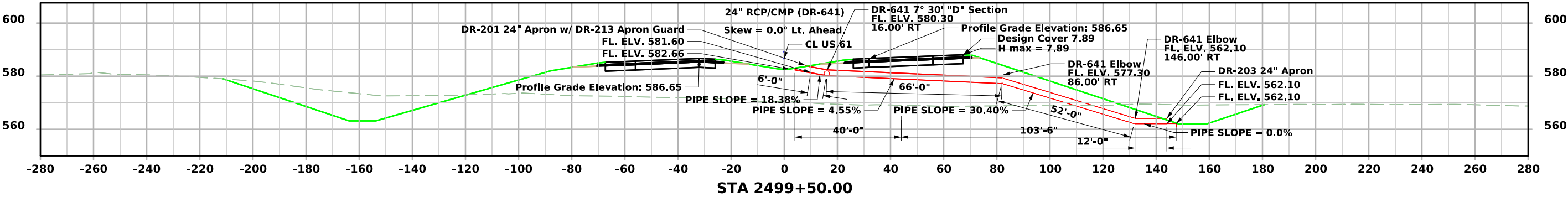
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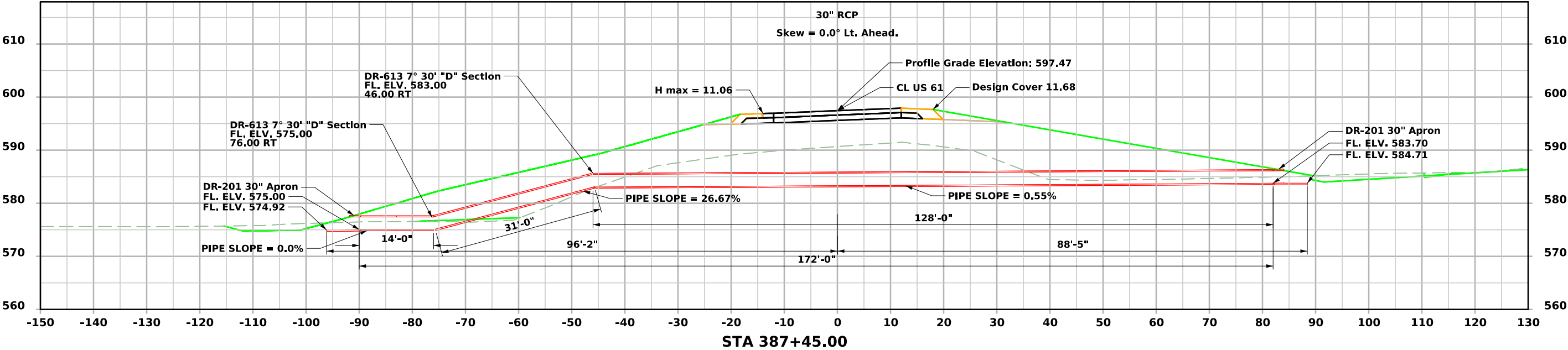
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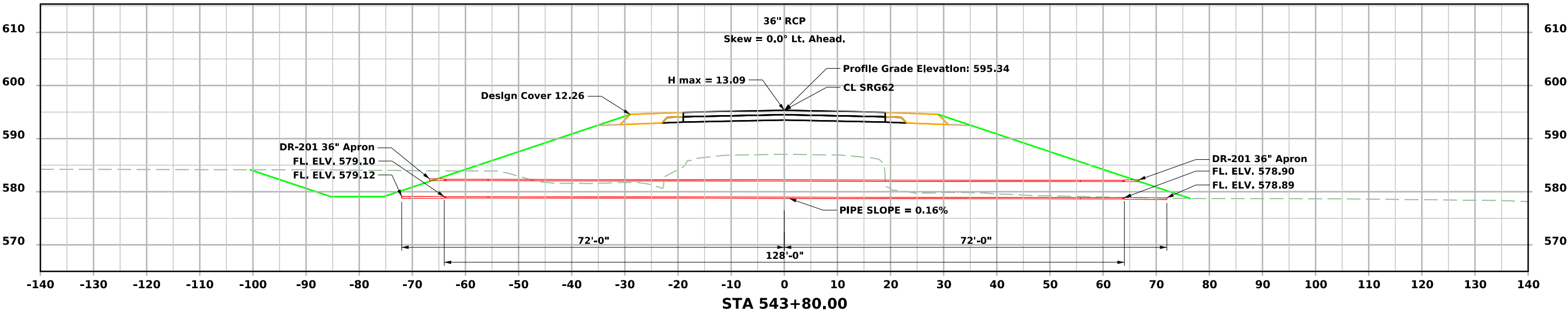
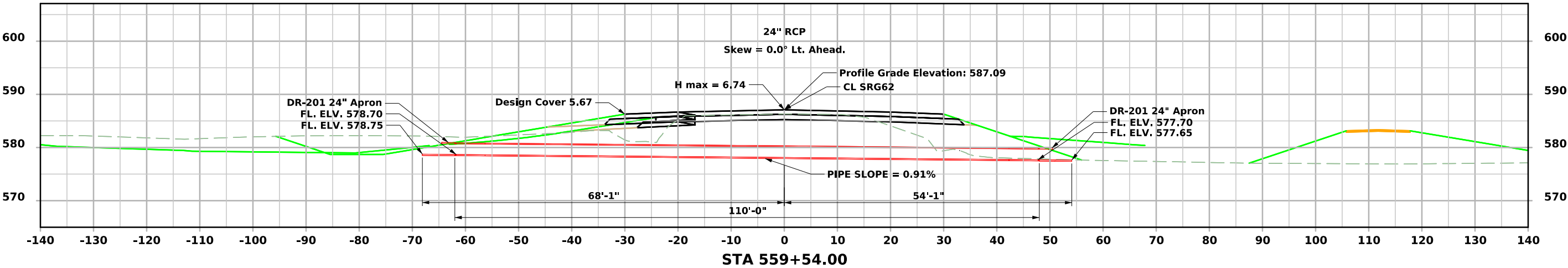
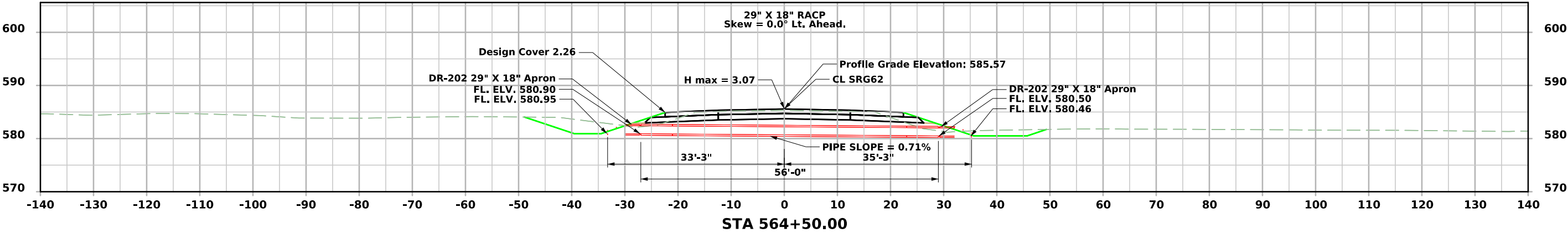
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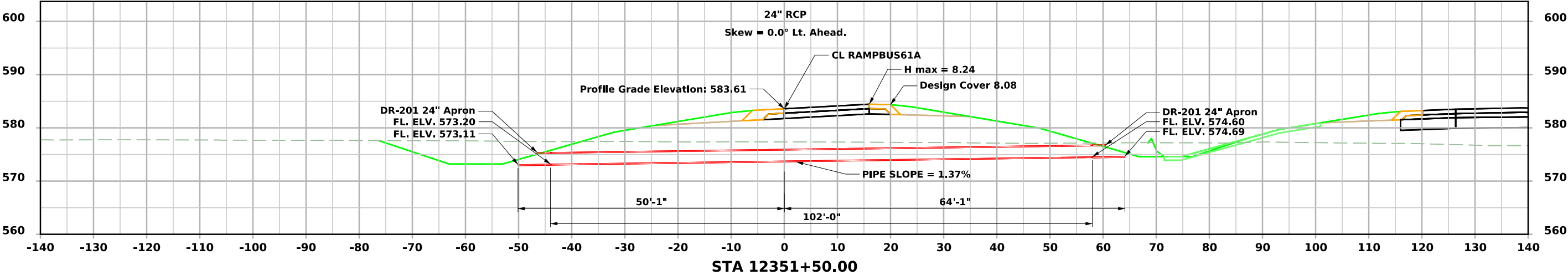
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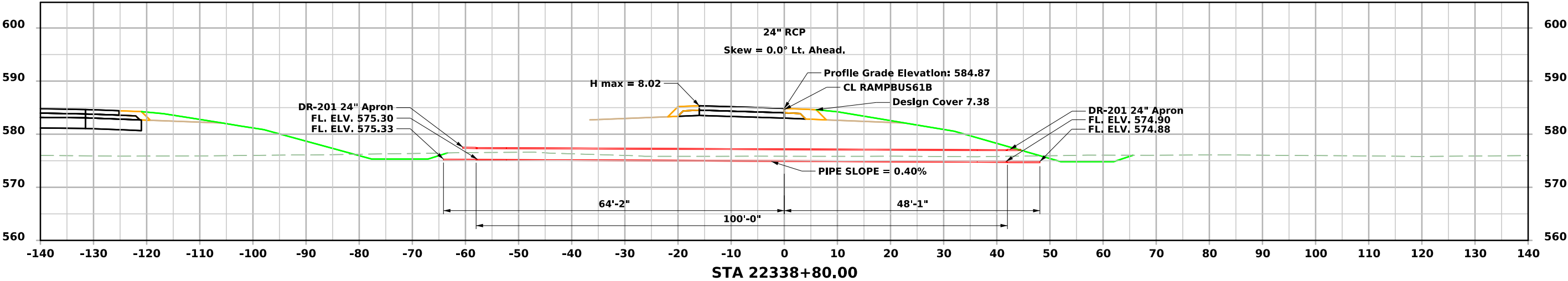
SR - County Rd G62



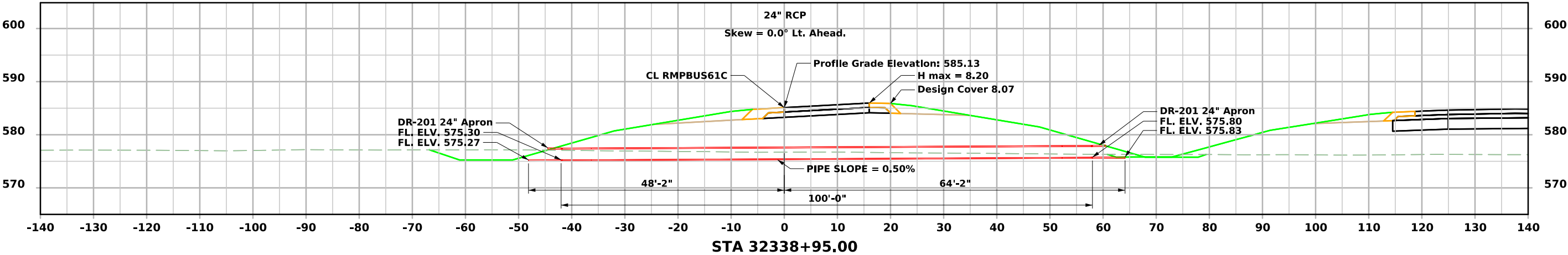
Business US 61 - Ramp A



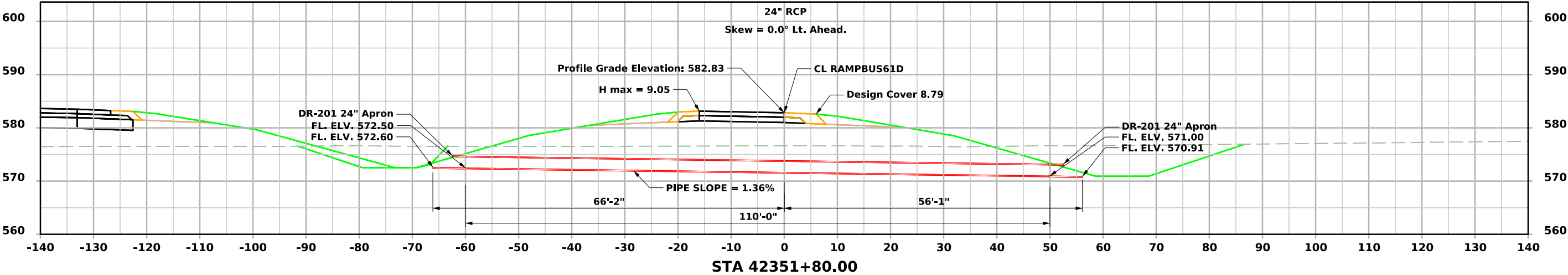
Business US 61 - Ramp B



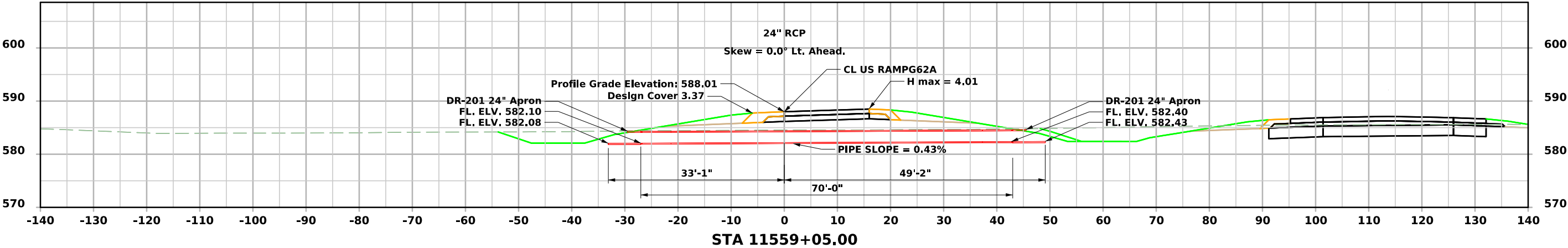
Business US 61 - Ramp C



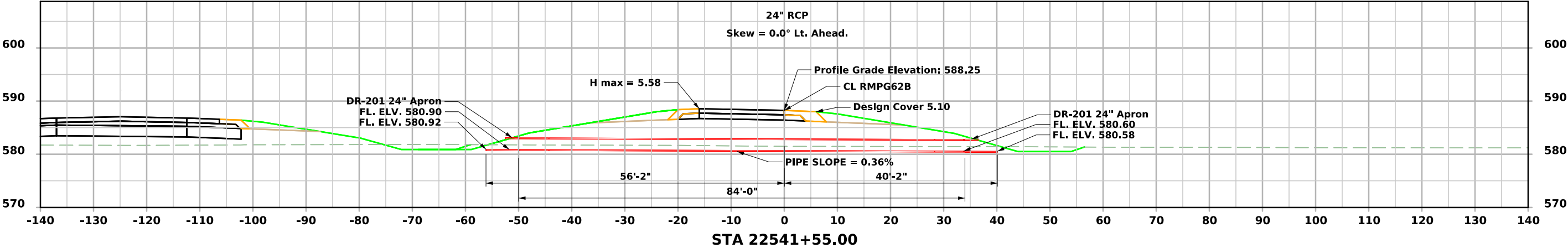
Business US 61 - Ramp D



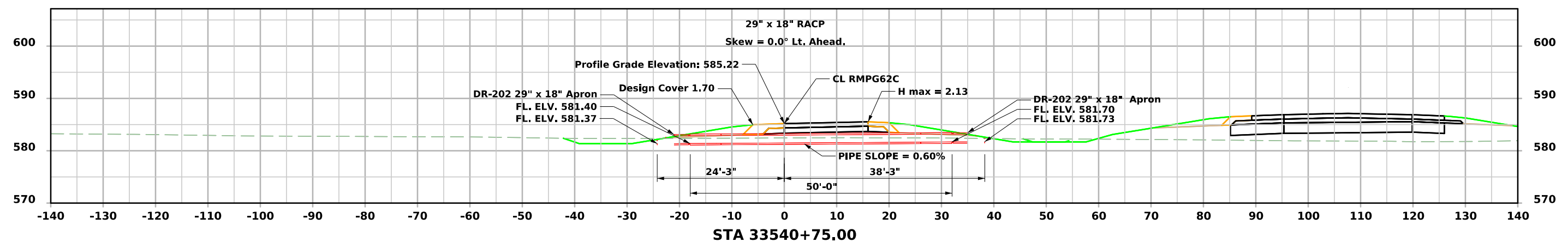
County Rd G62 - Ramp A



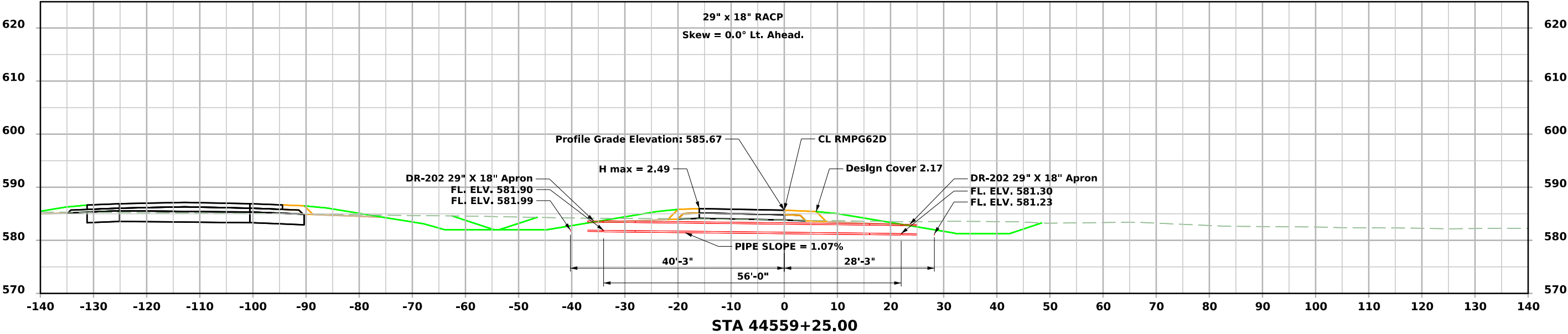
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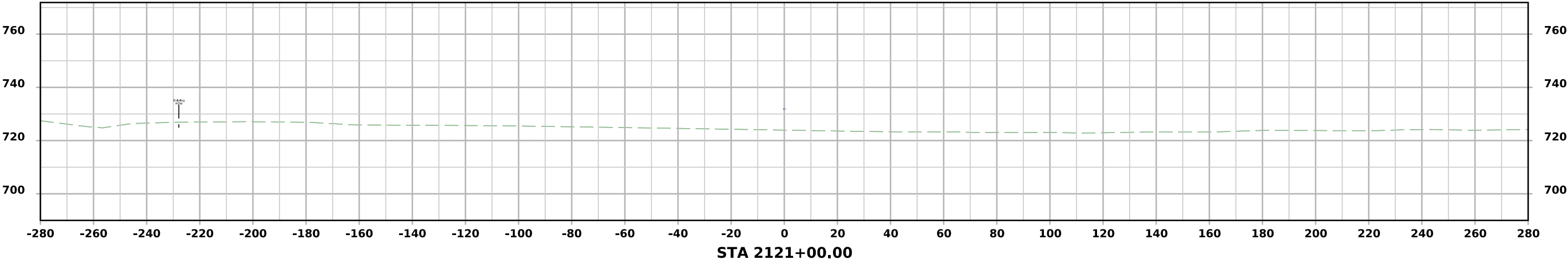
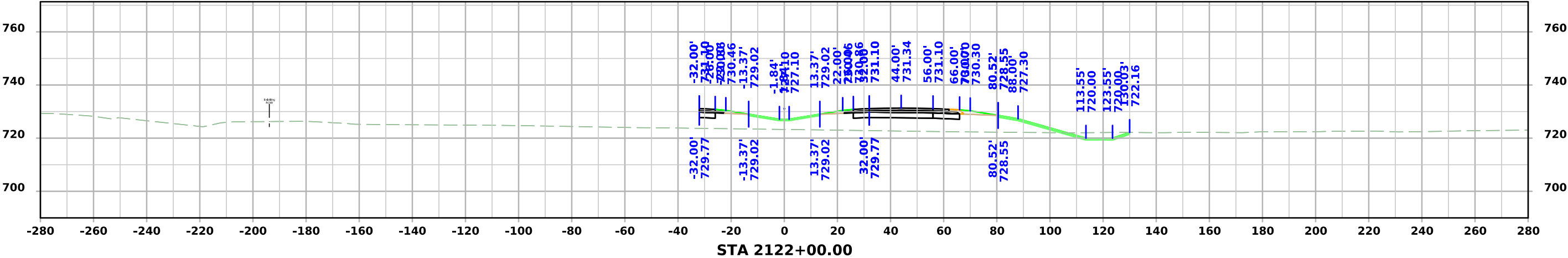
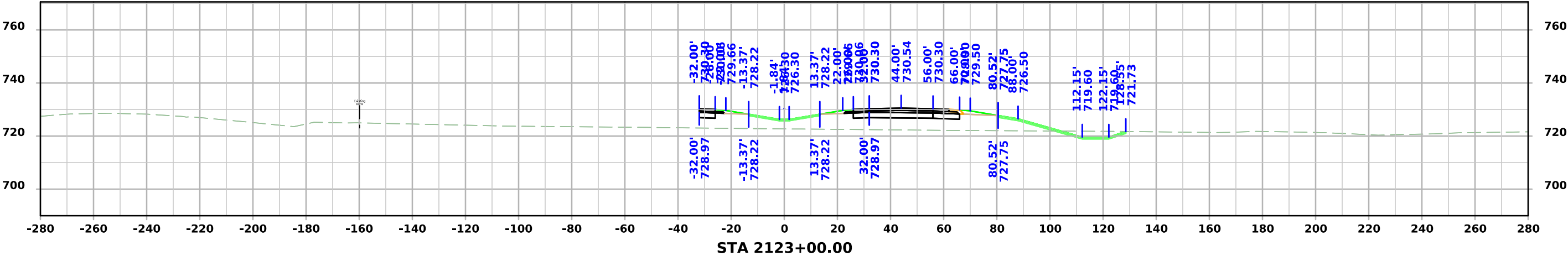
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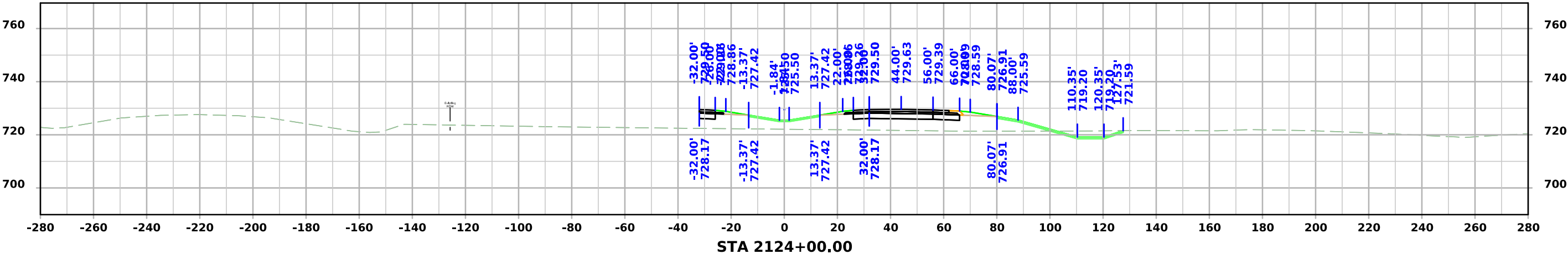
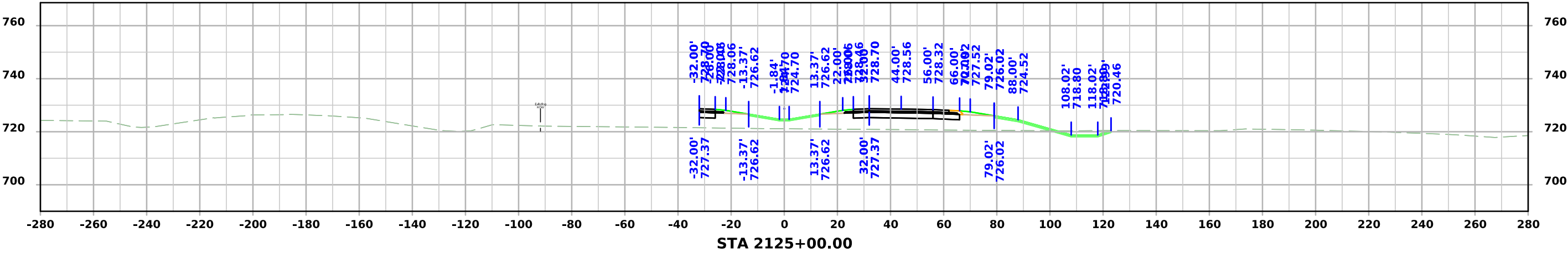
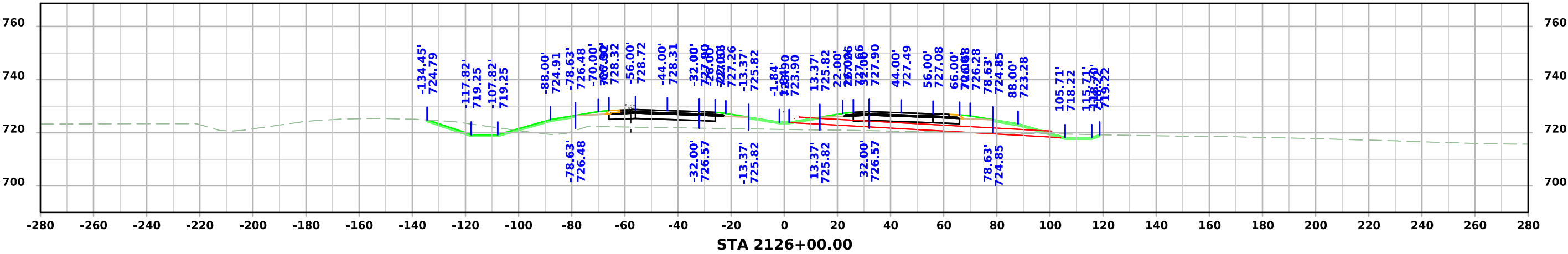
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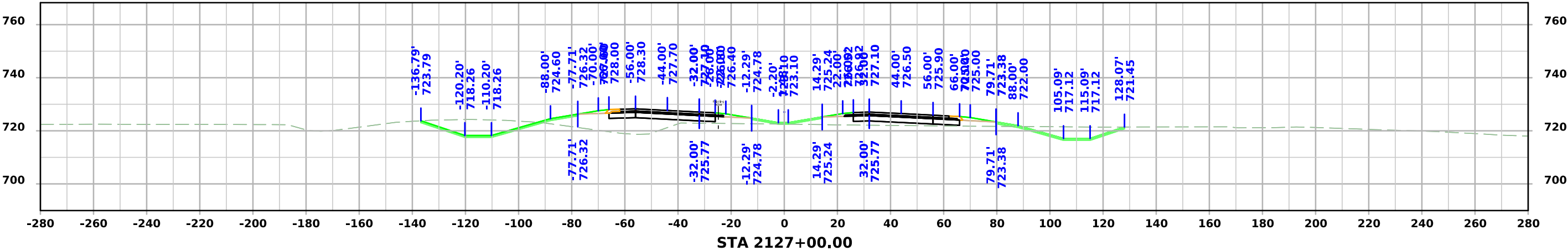
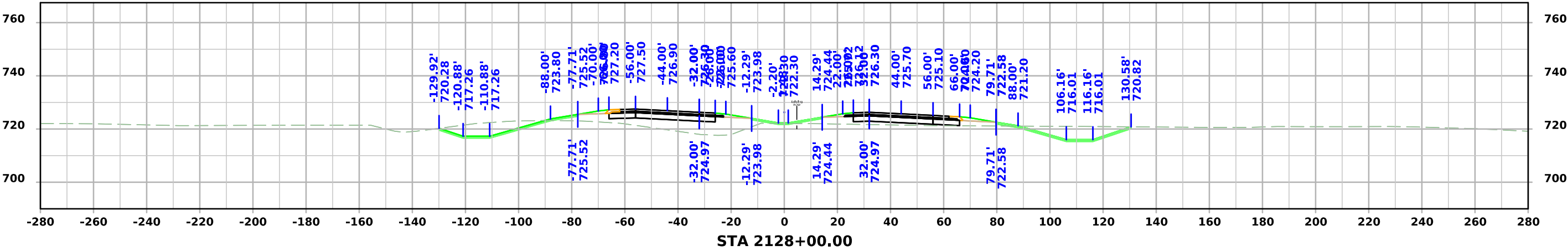
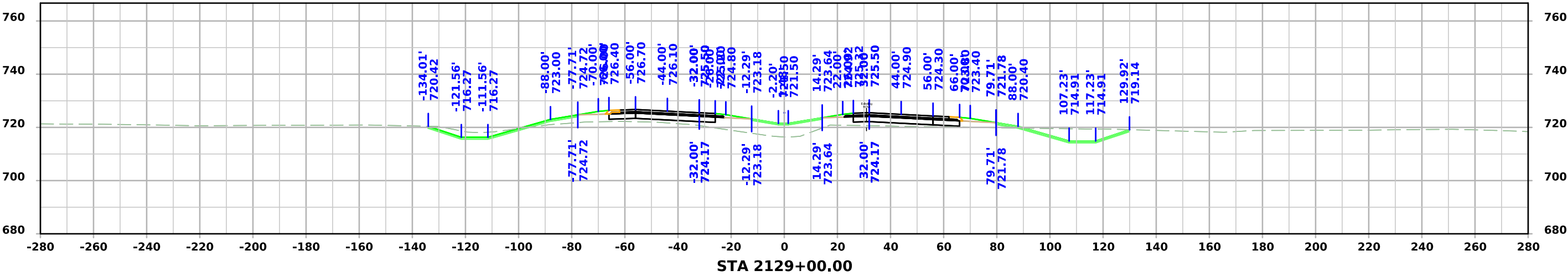
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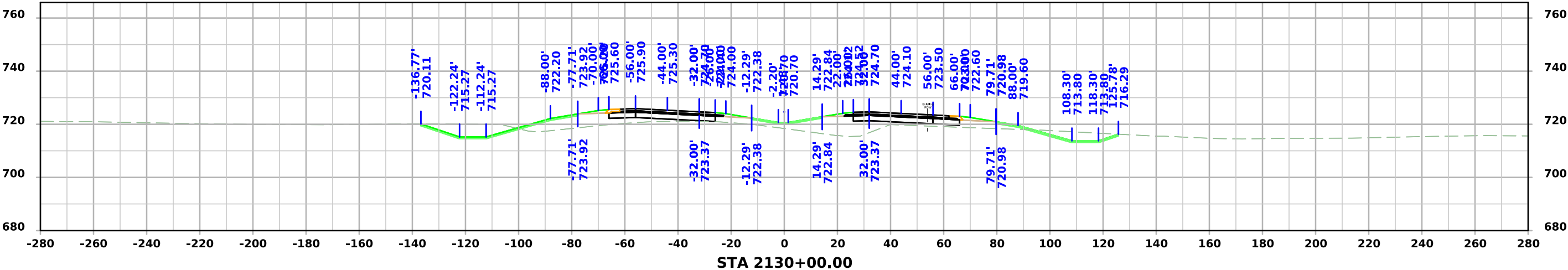
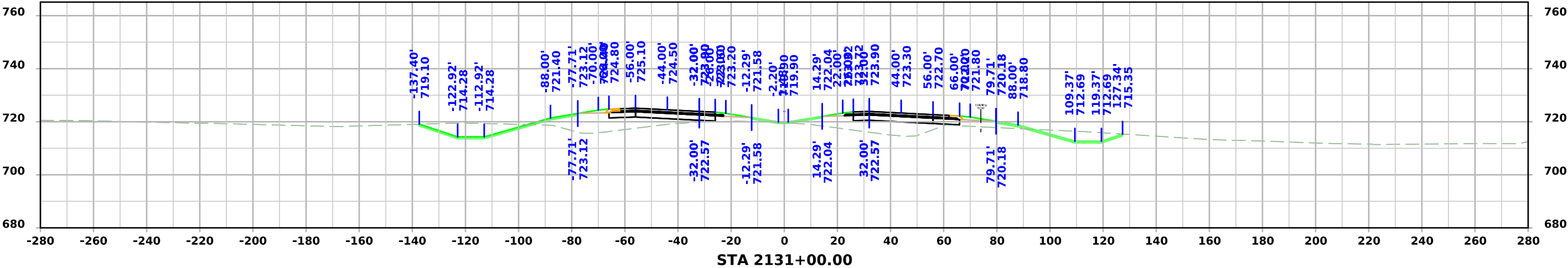
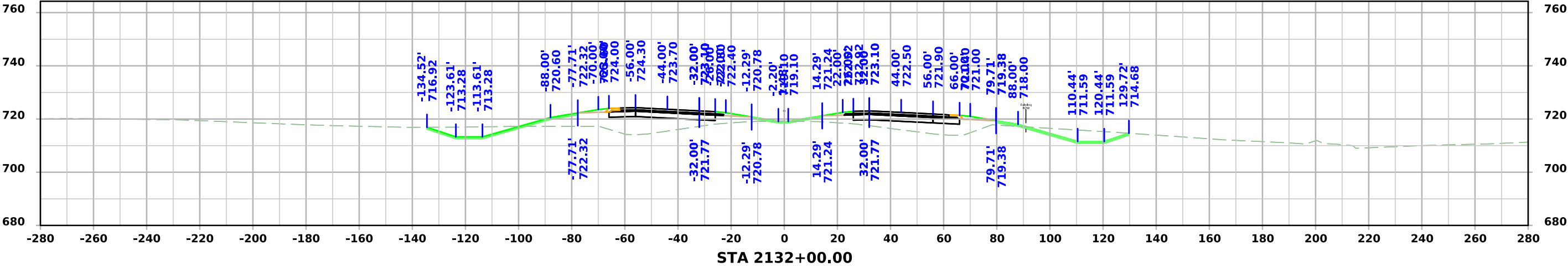
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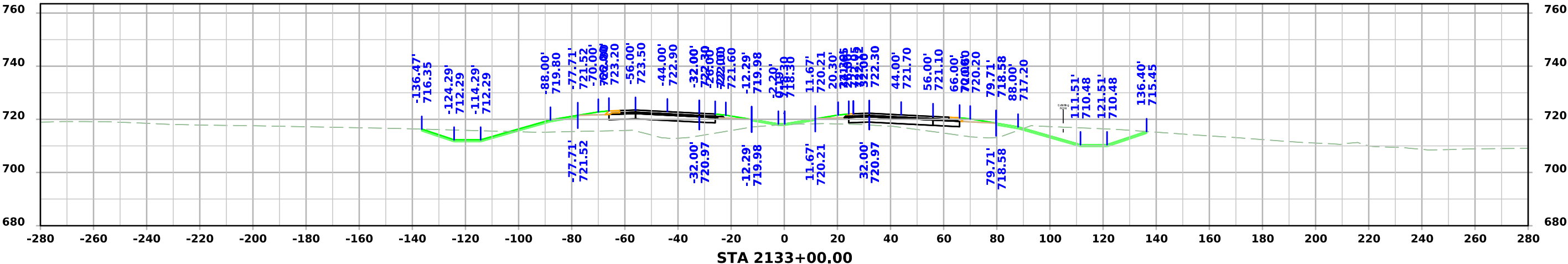
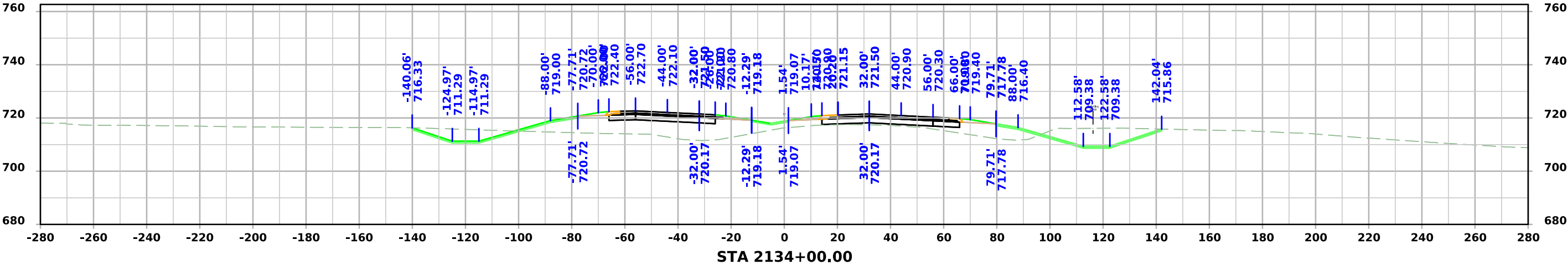
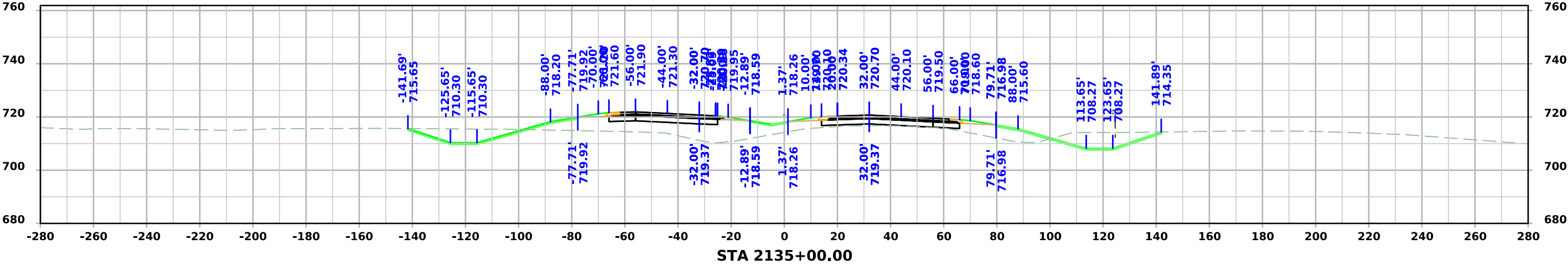
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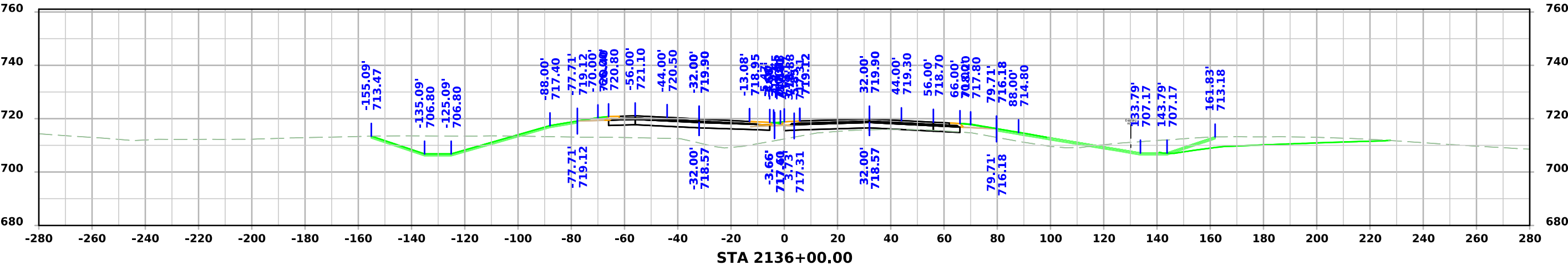
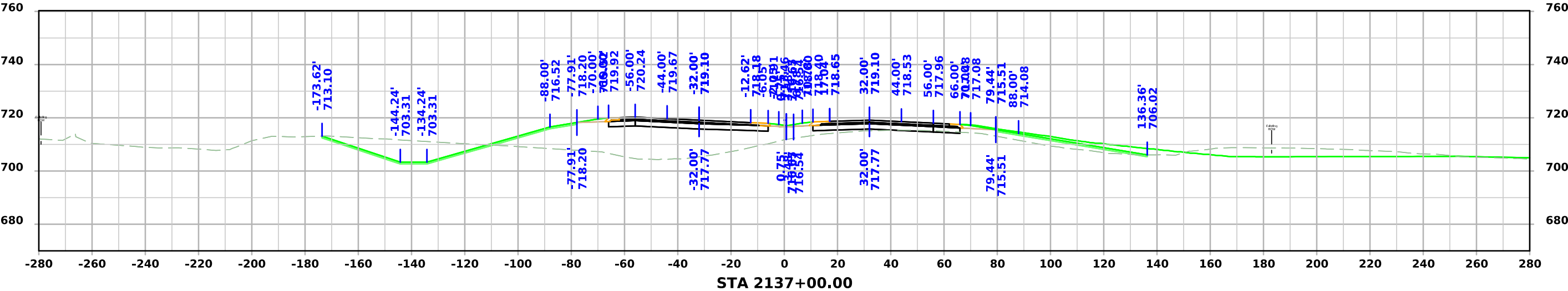
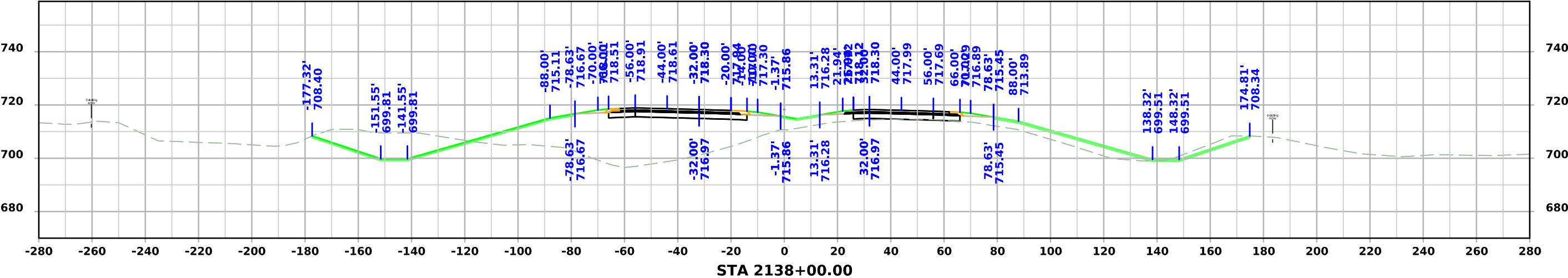
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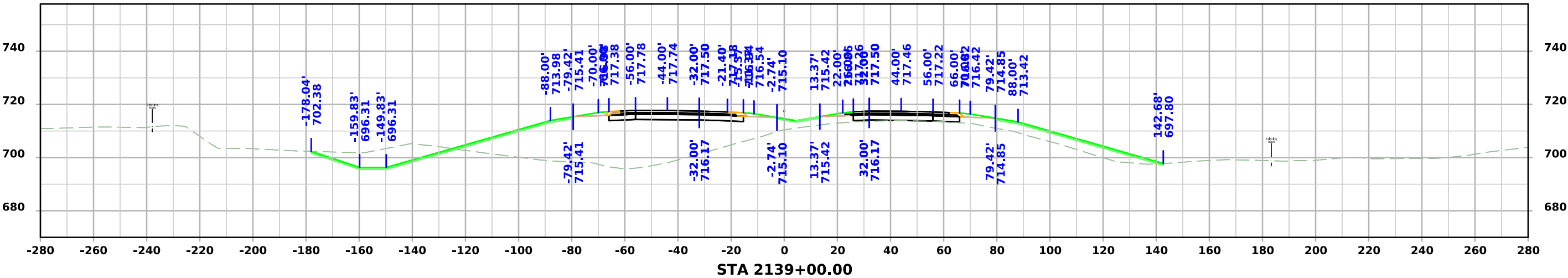
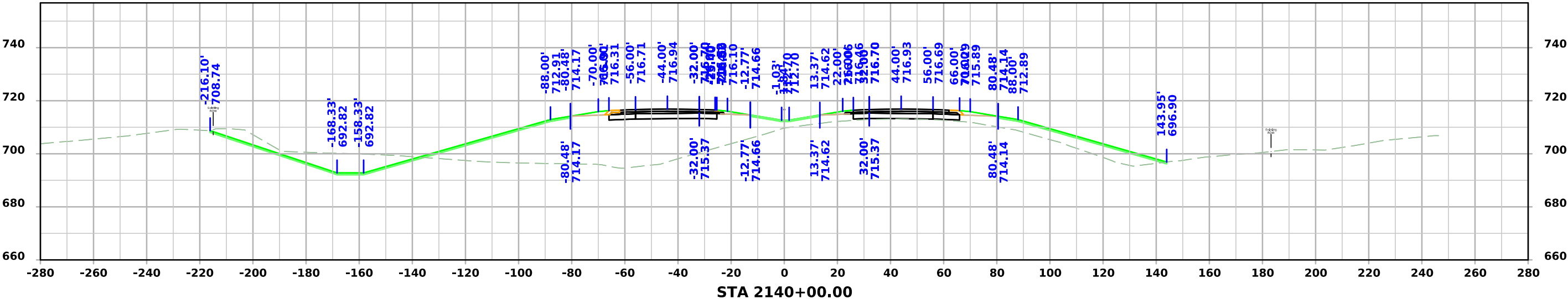
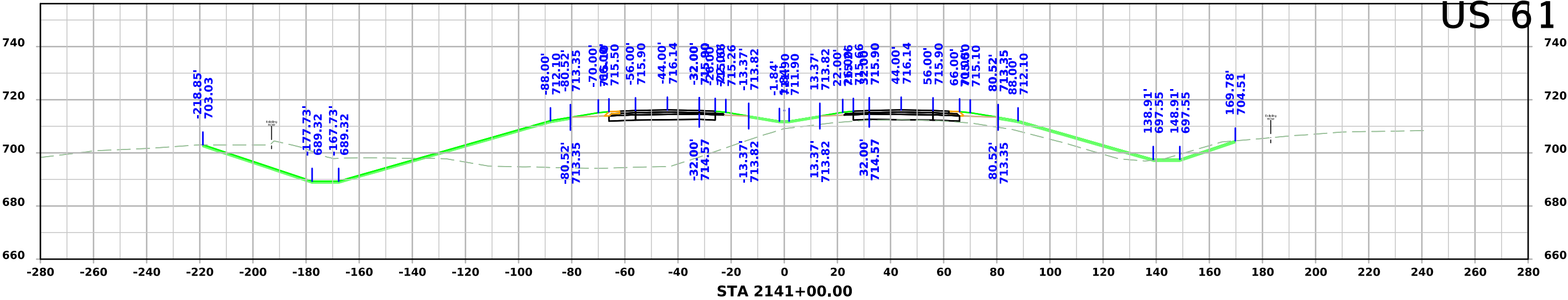
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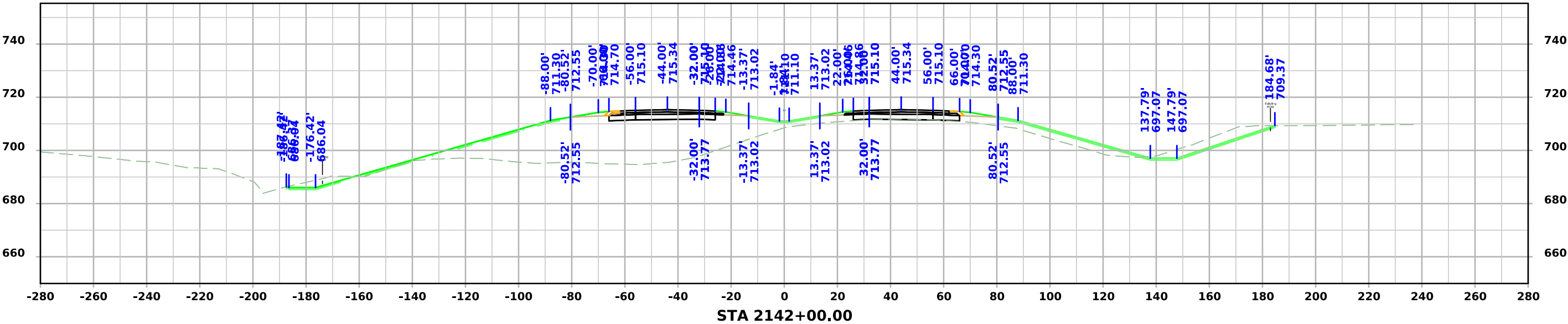
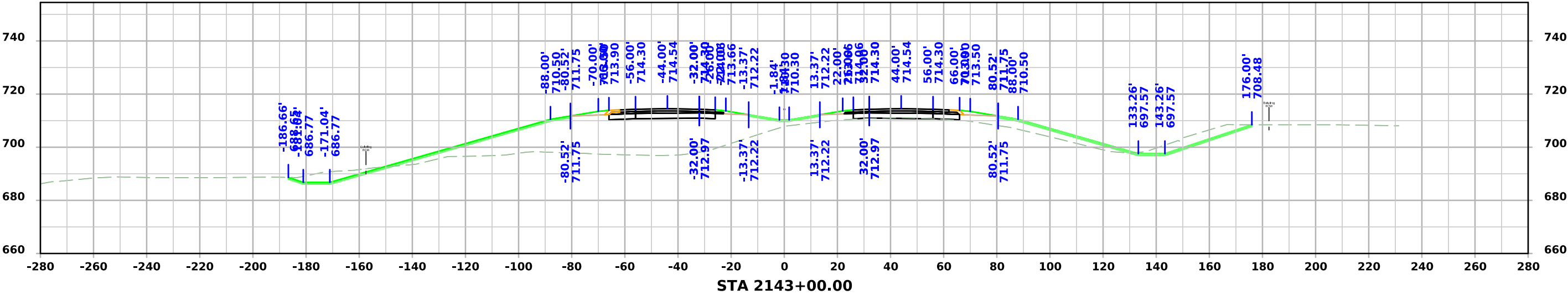


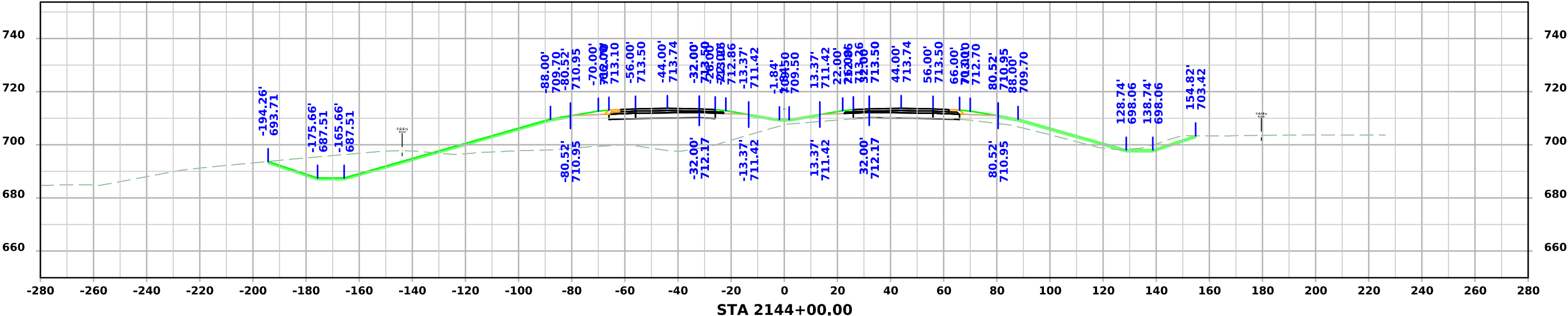
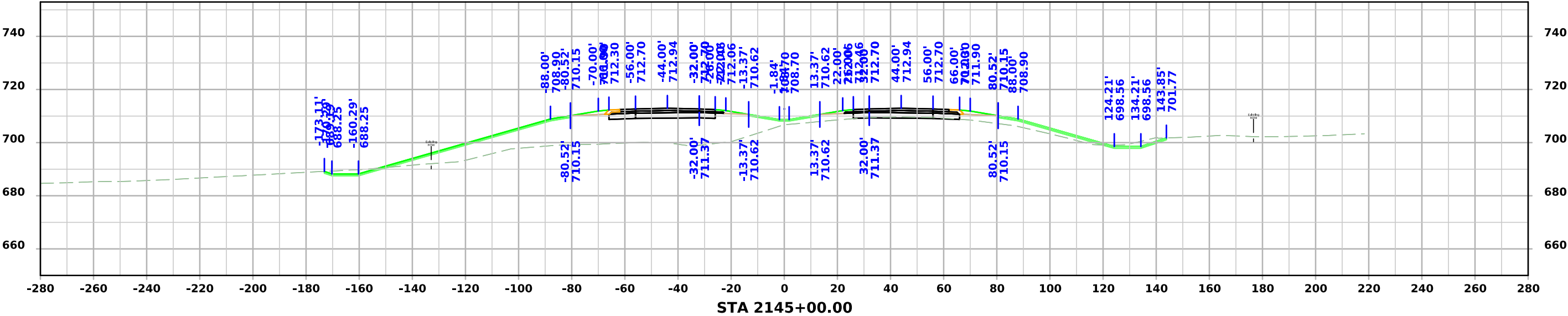
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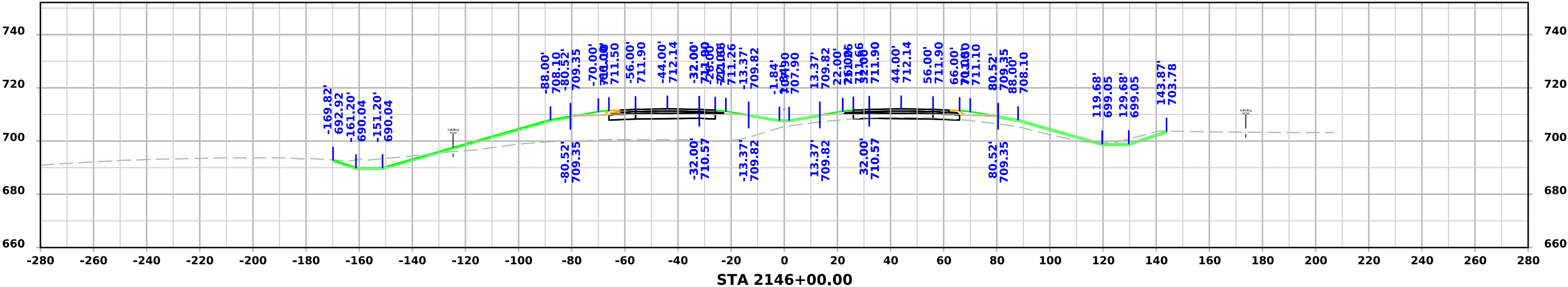
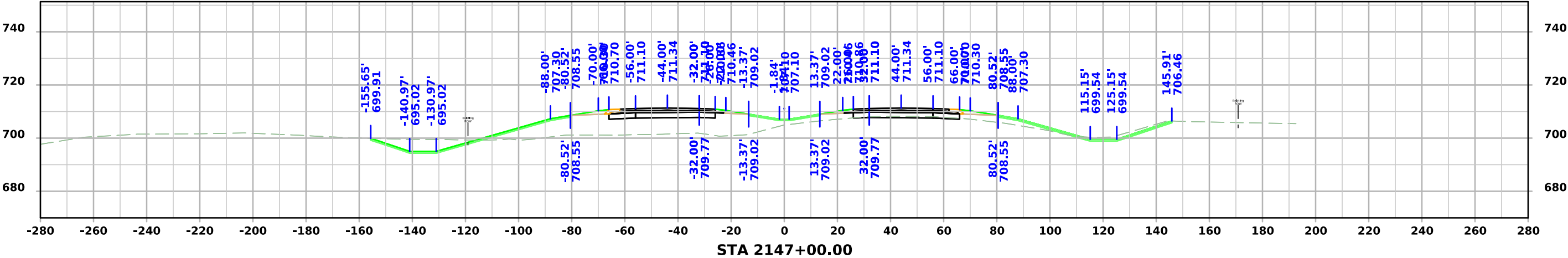
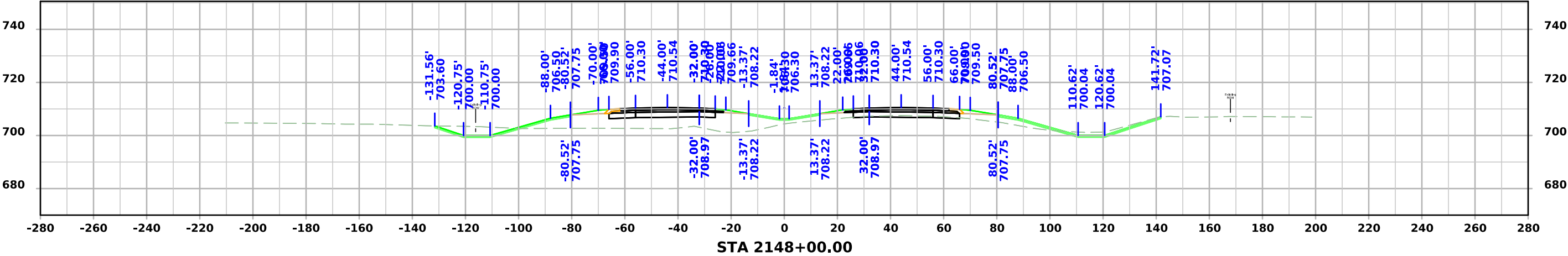
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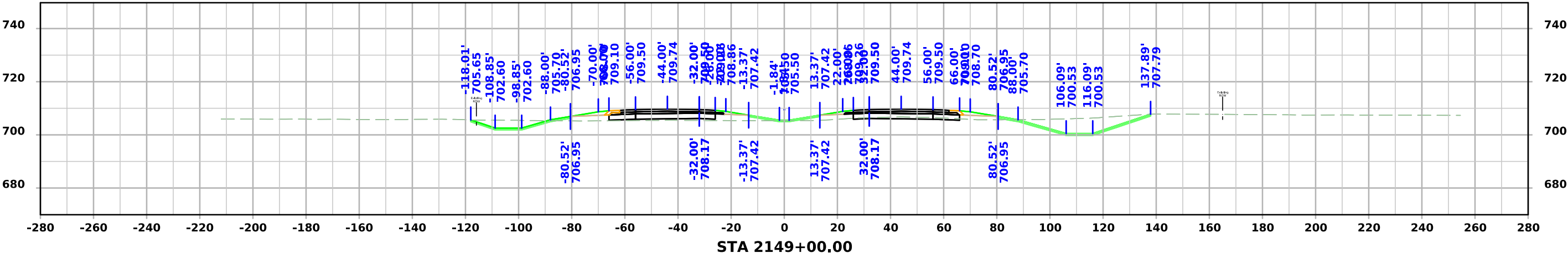
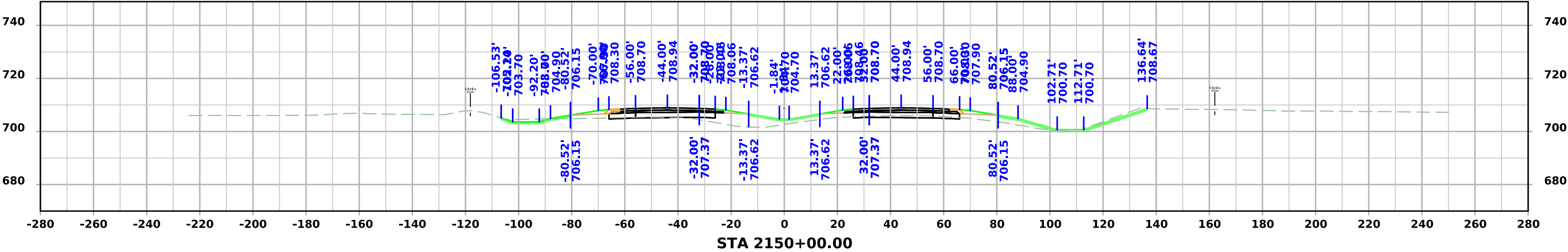
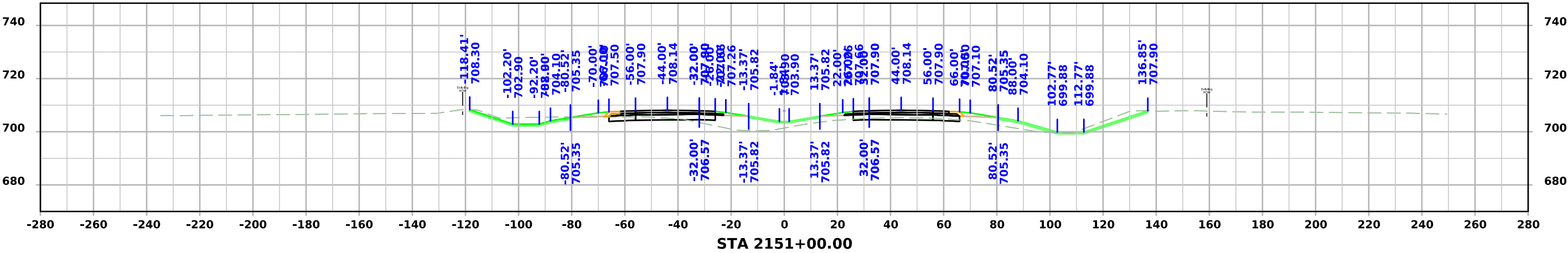


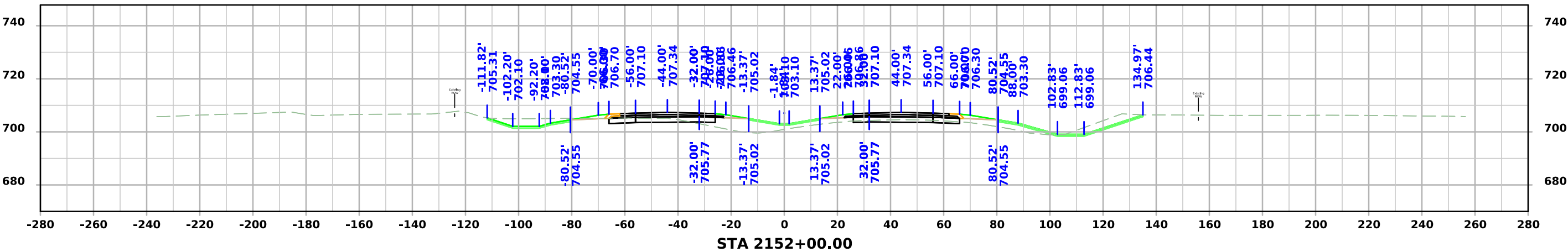
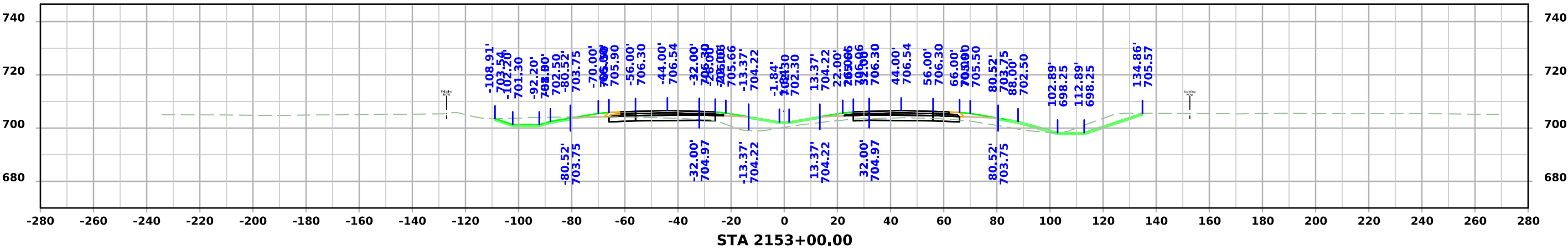
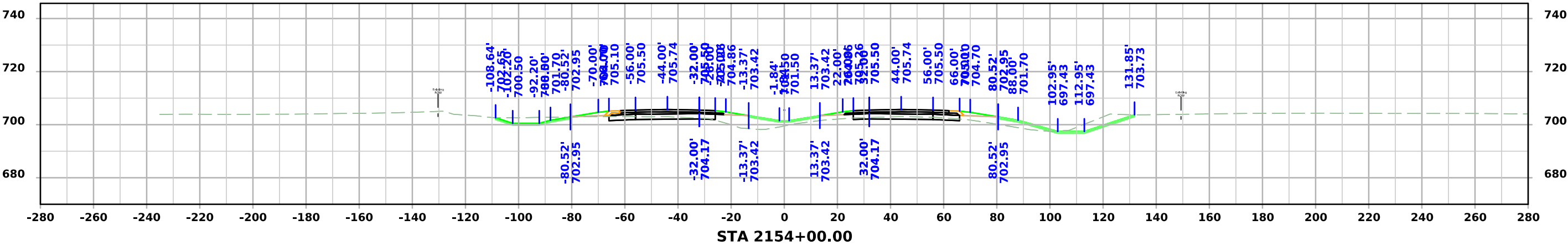




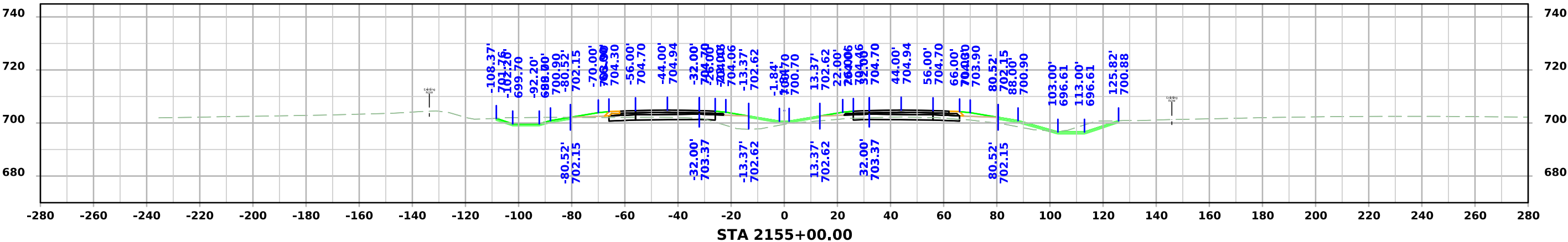
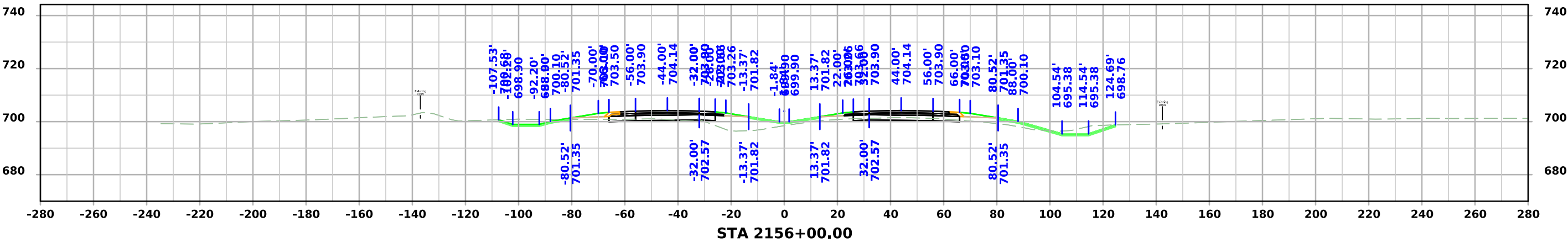
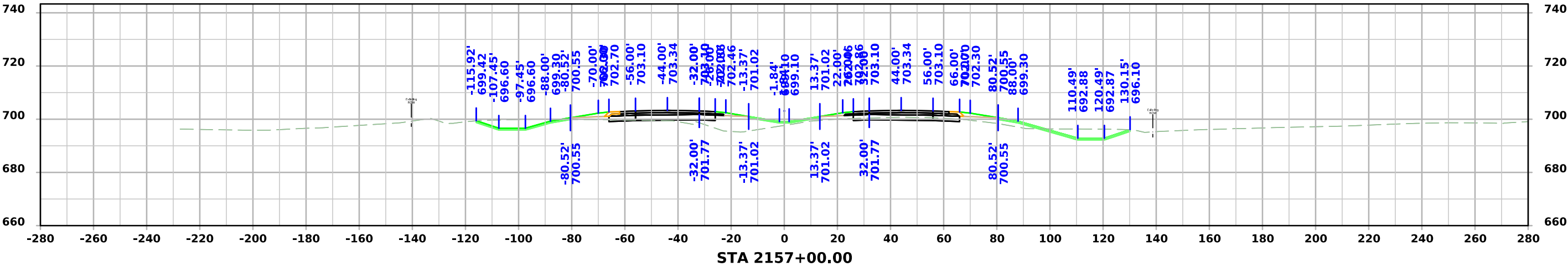
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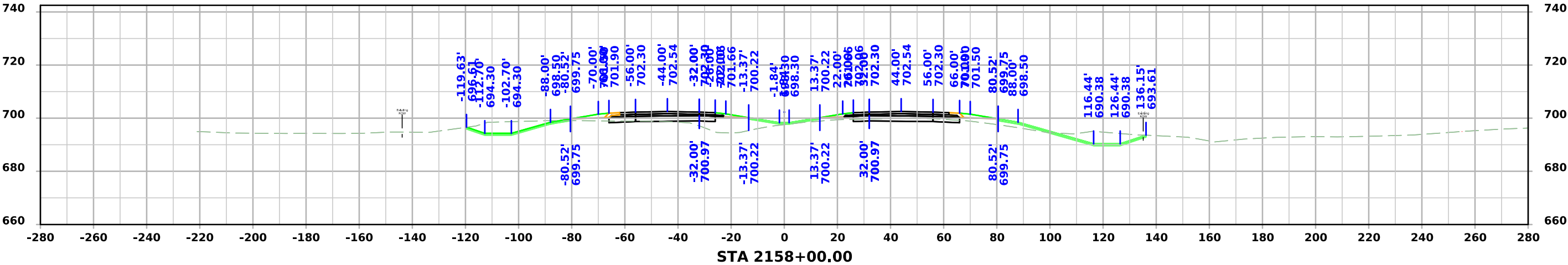
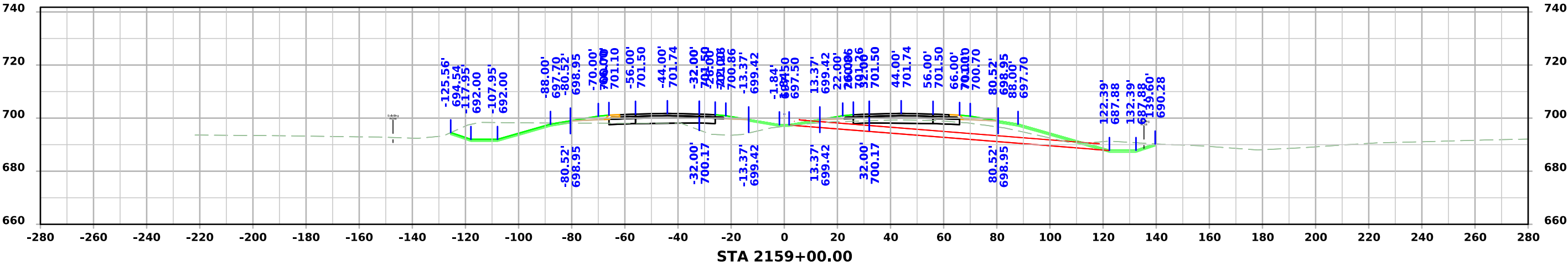
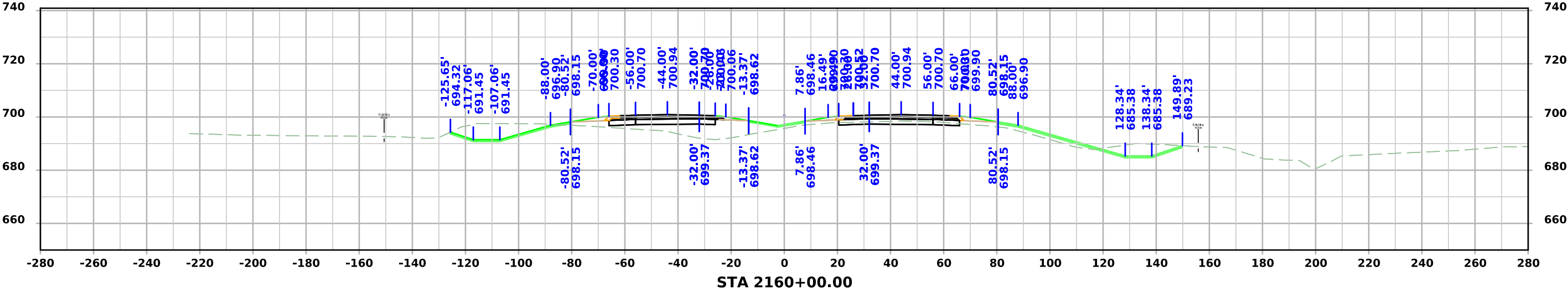




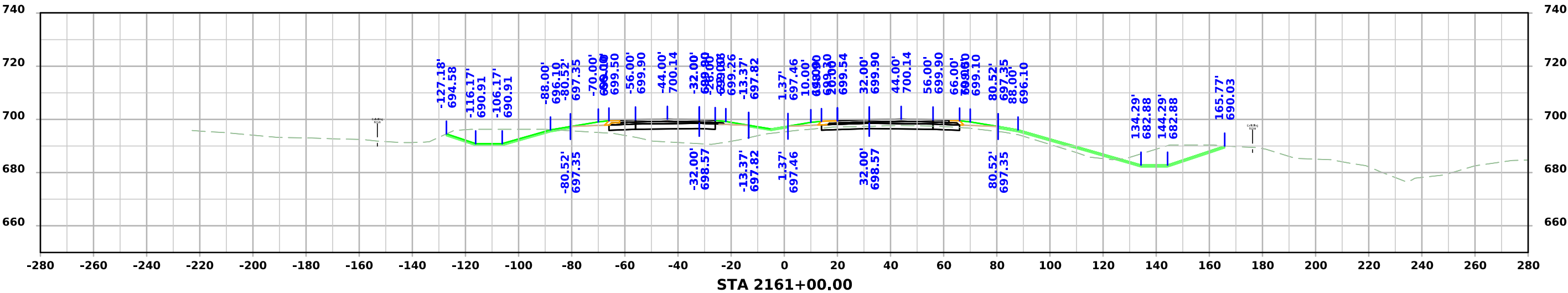
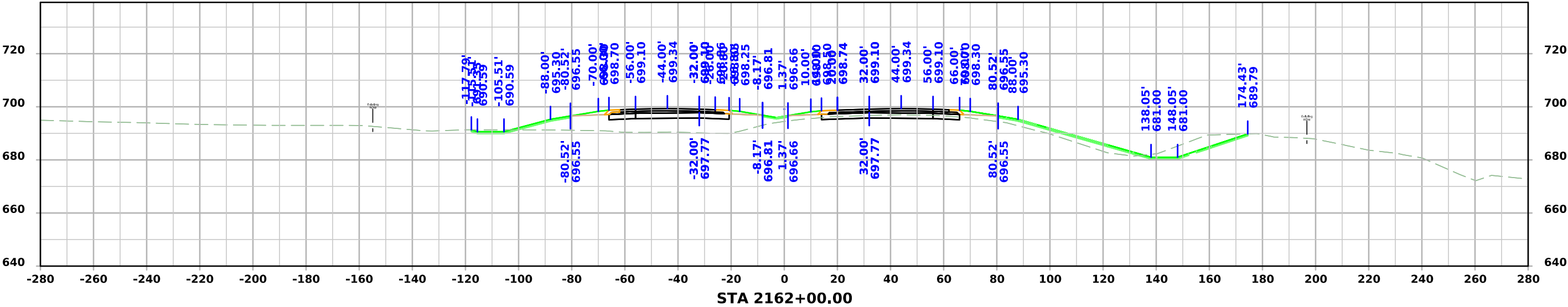
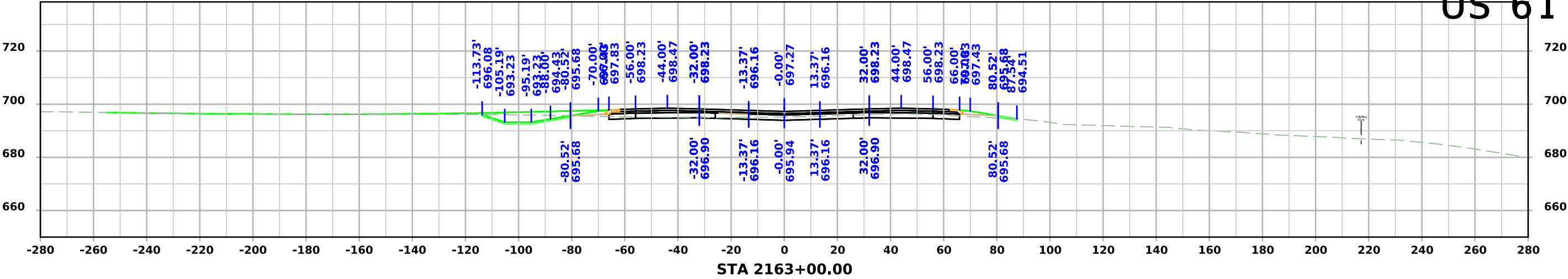
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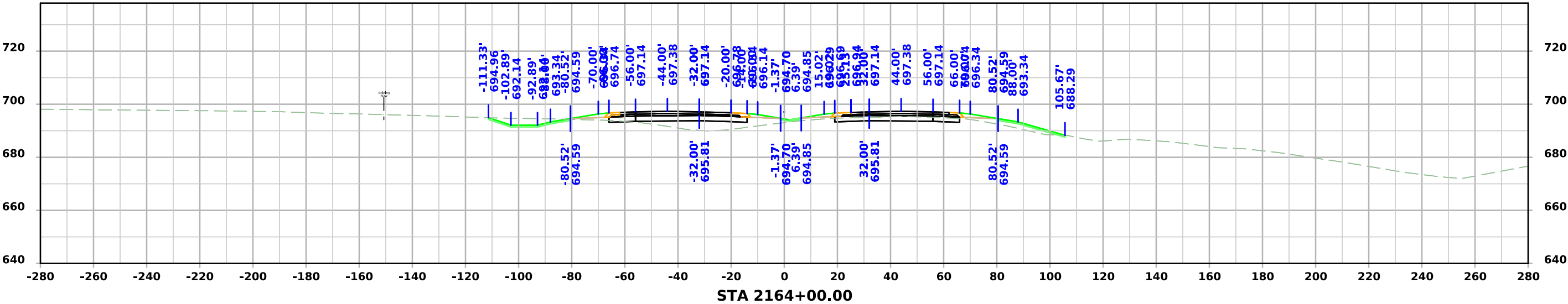
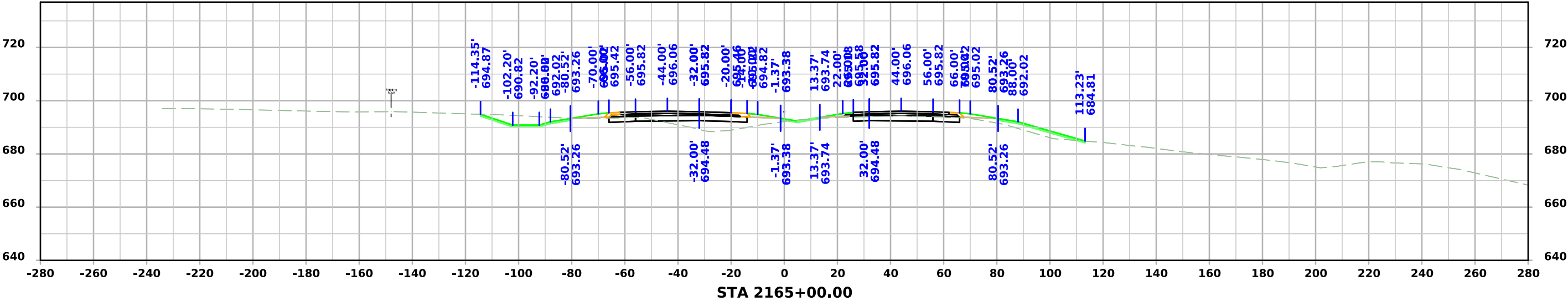


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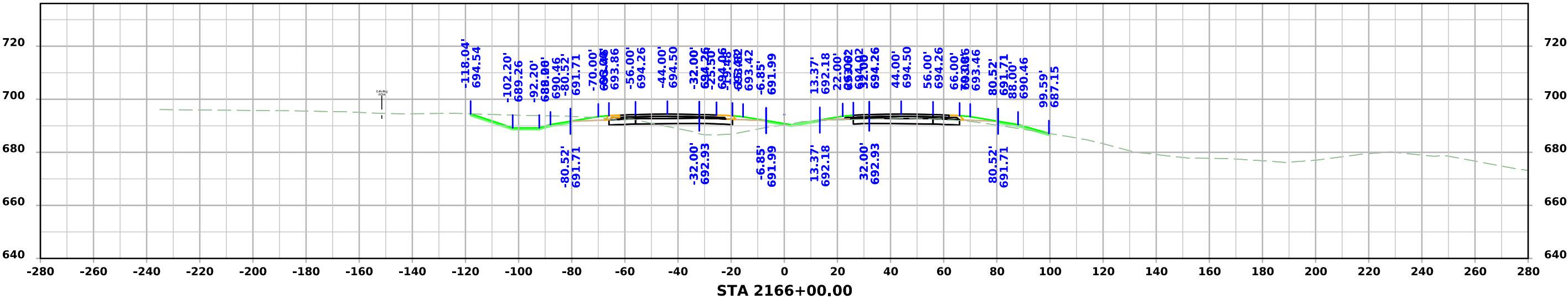
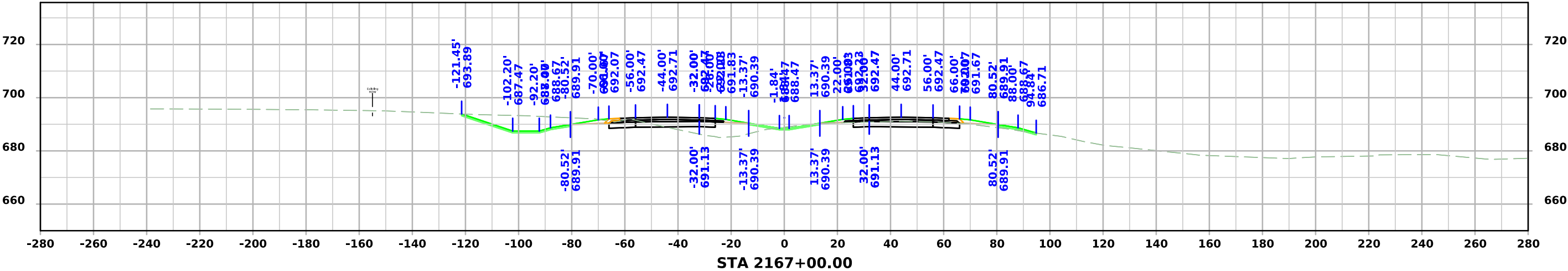
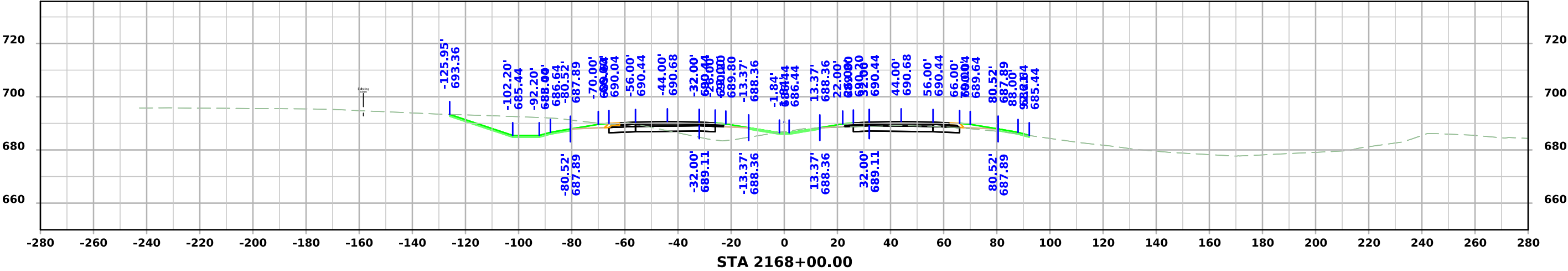


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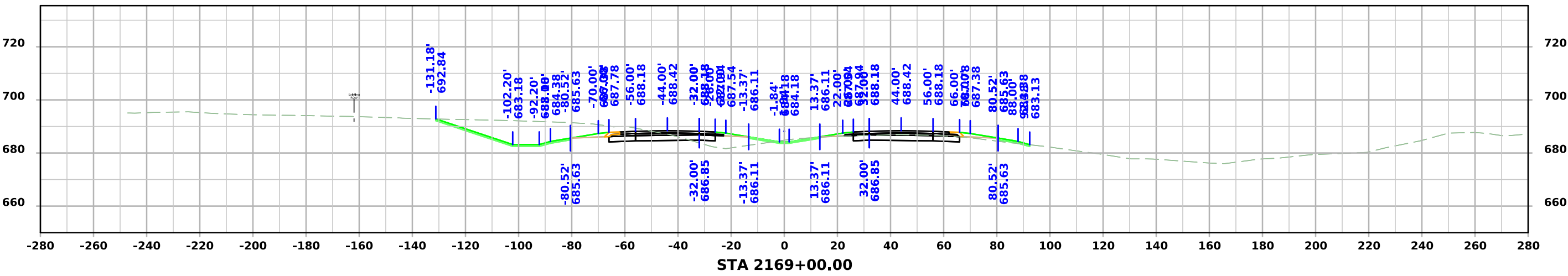
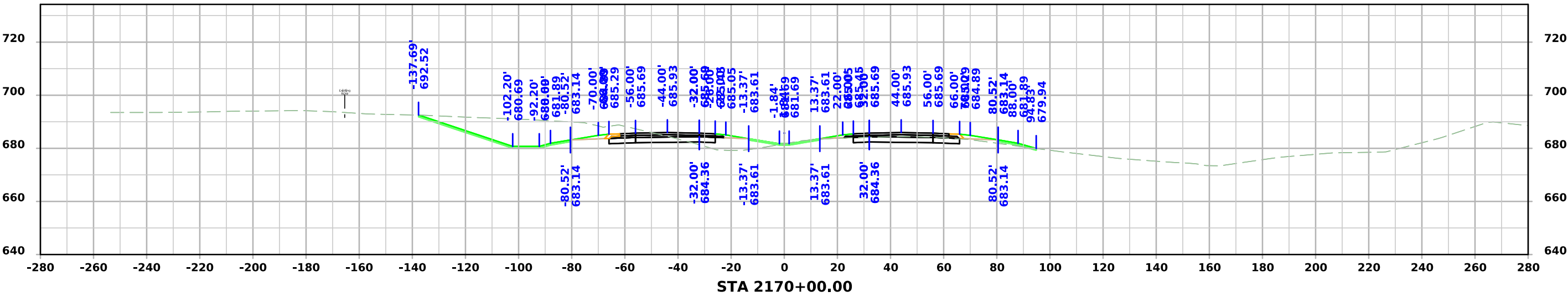
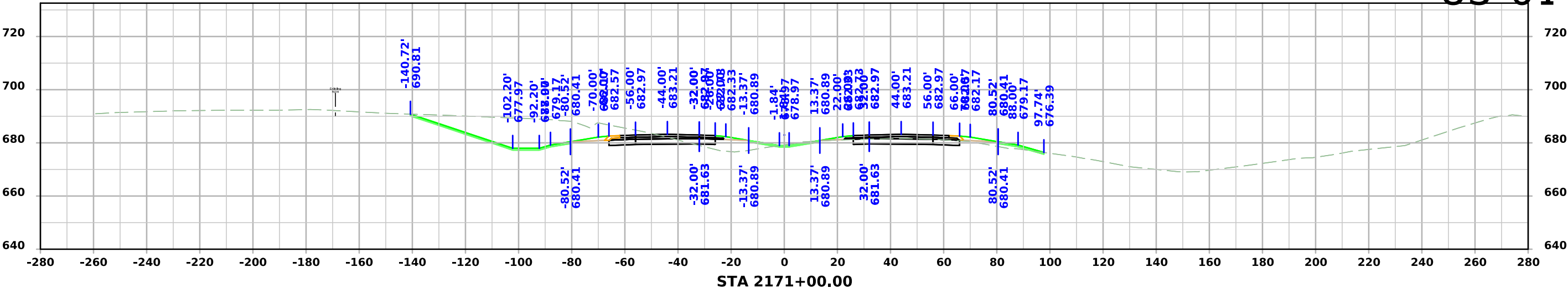


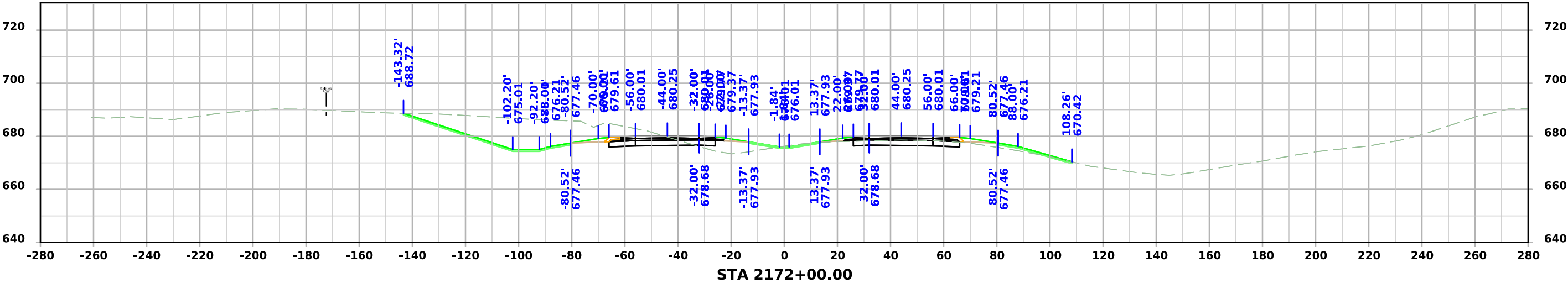
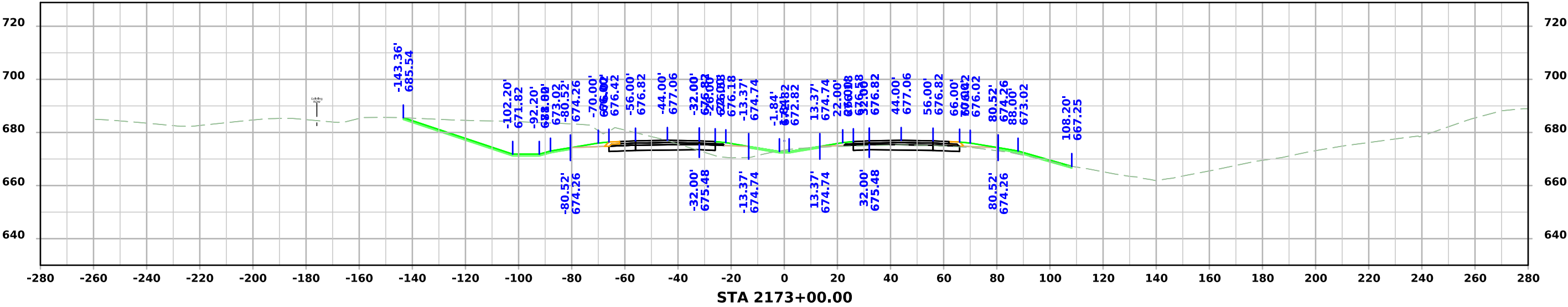


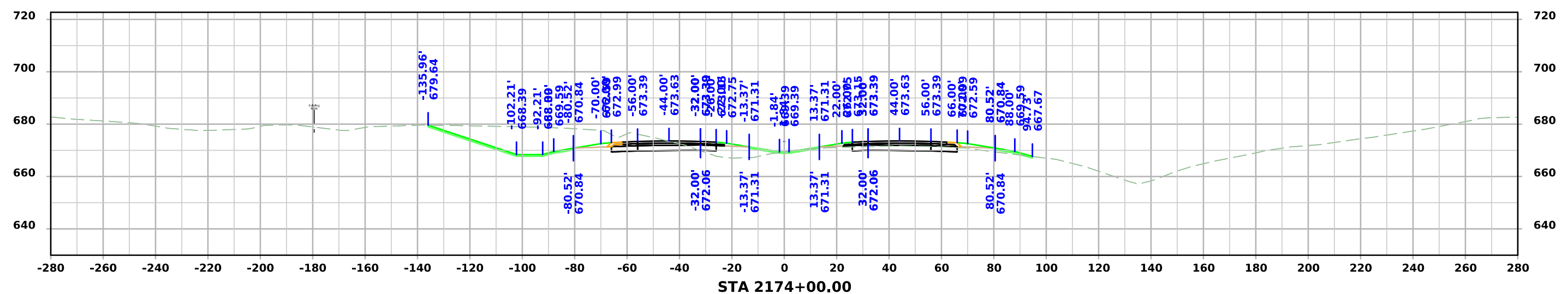
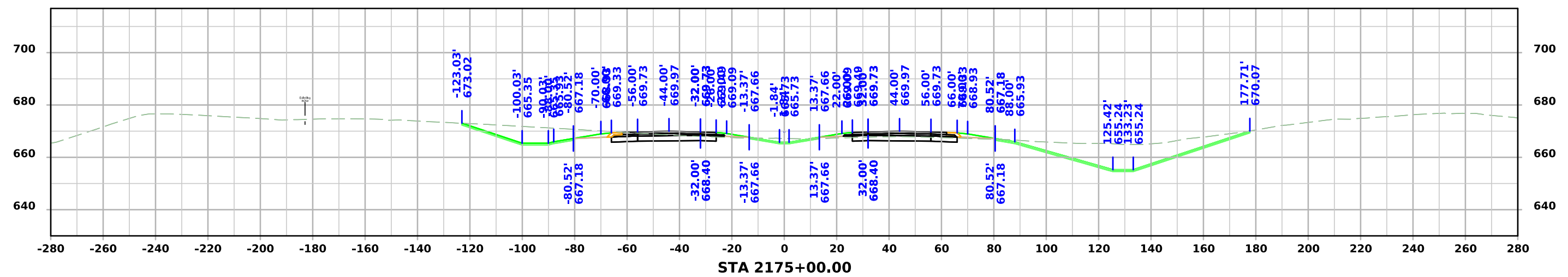
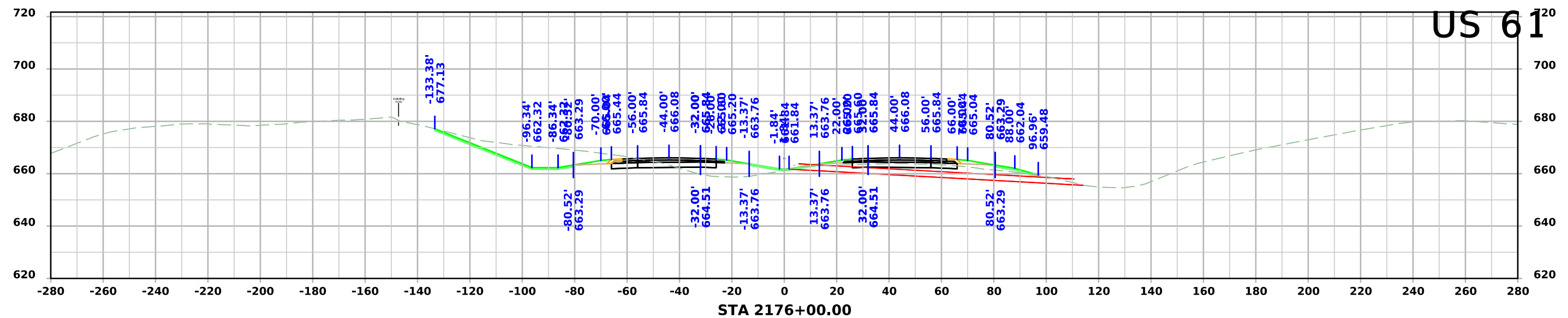
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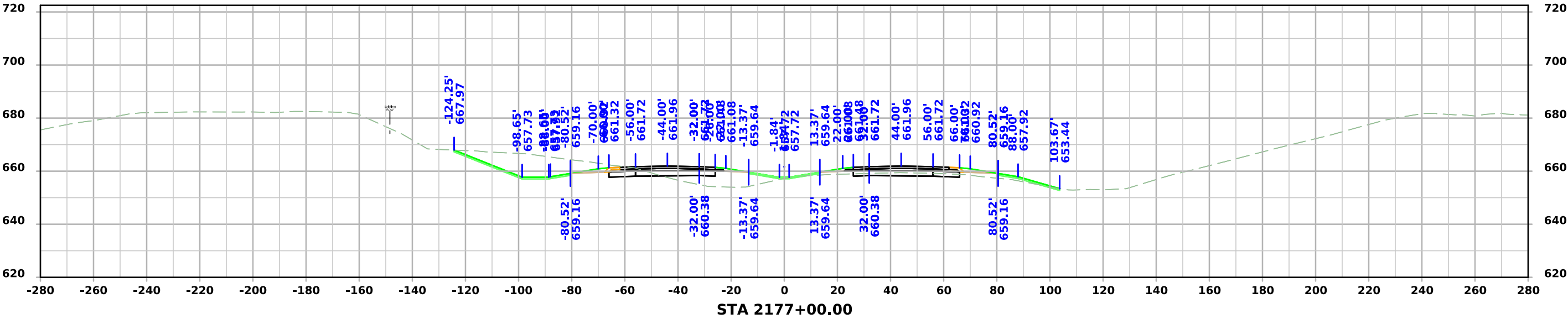
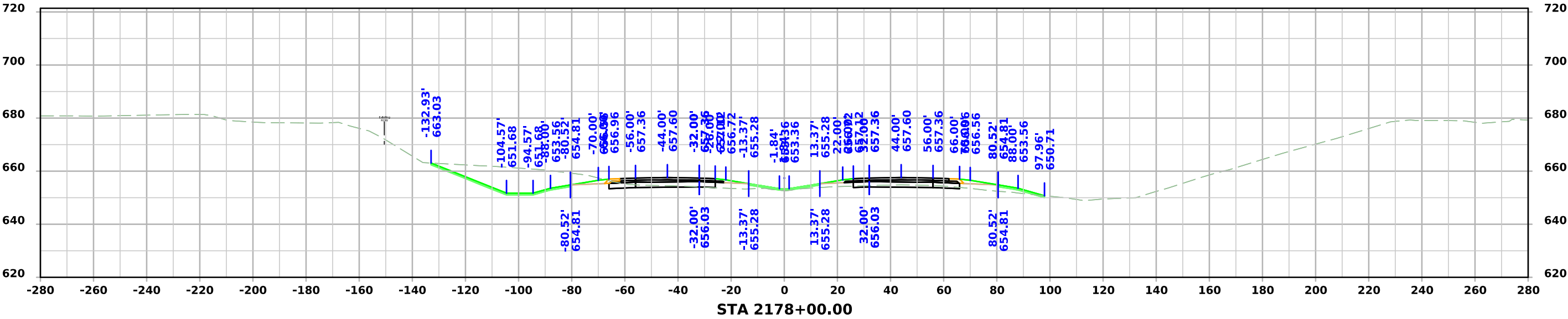


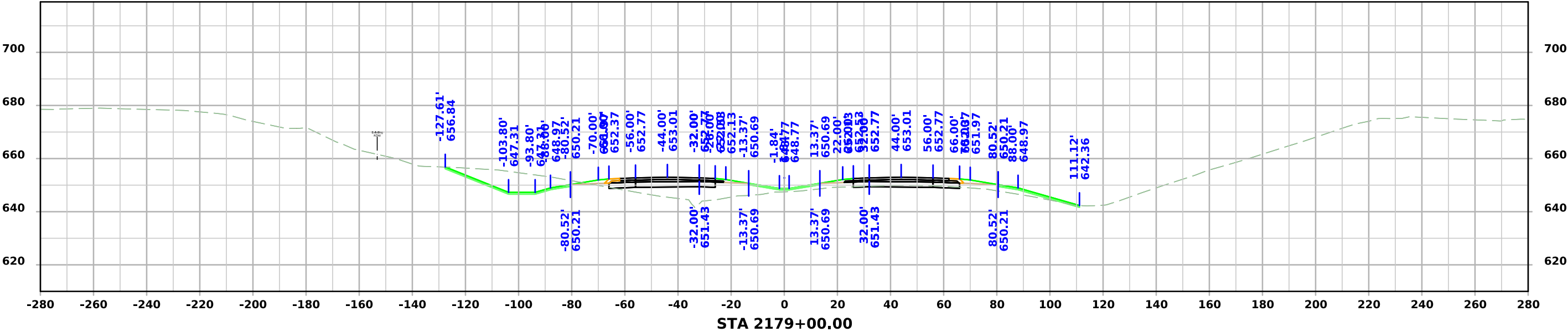
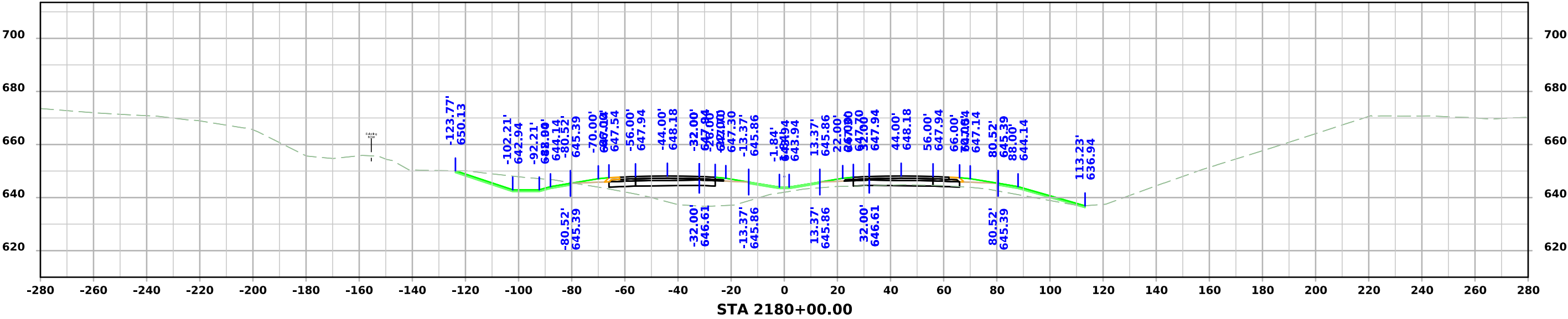
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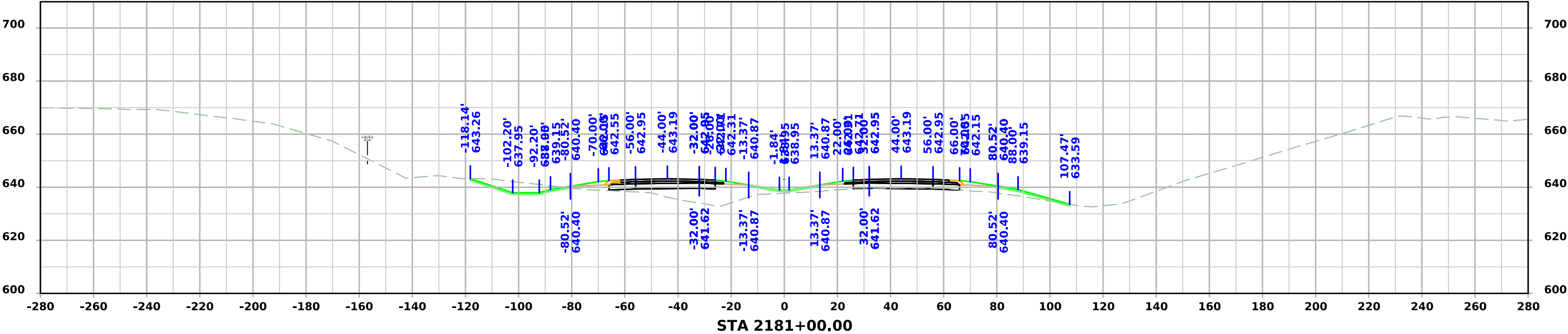
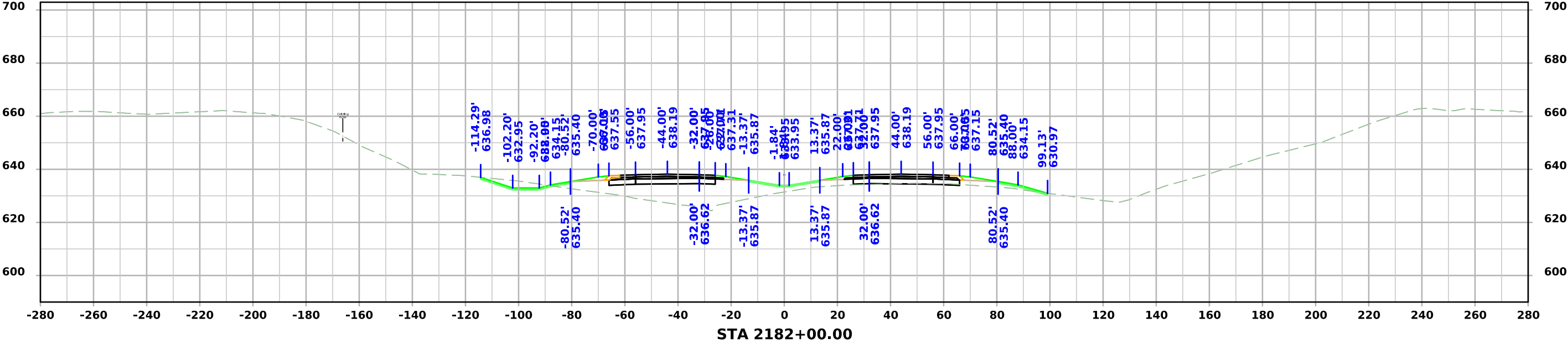


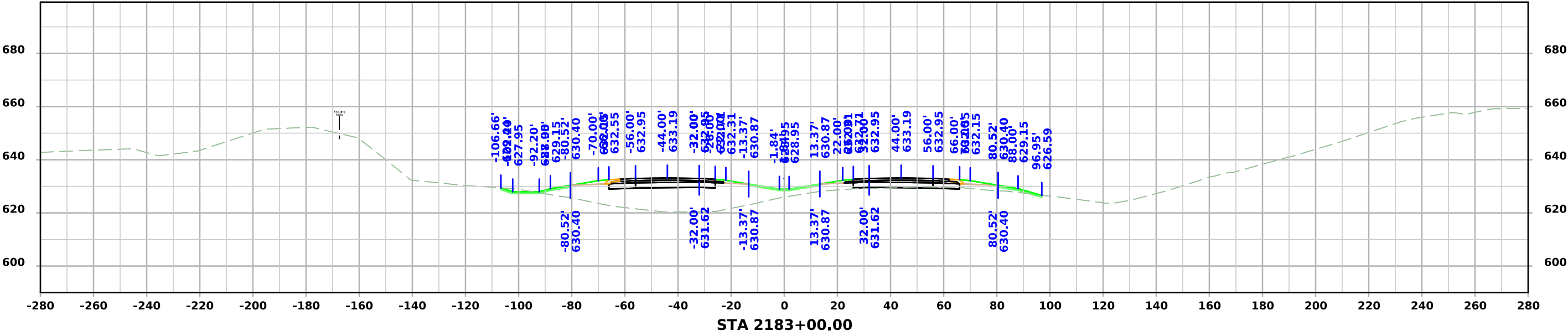
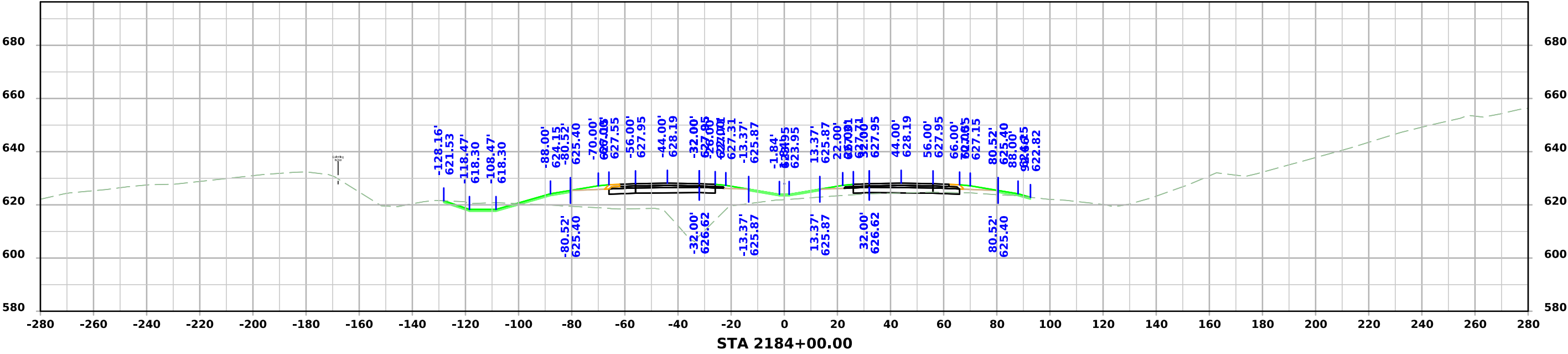


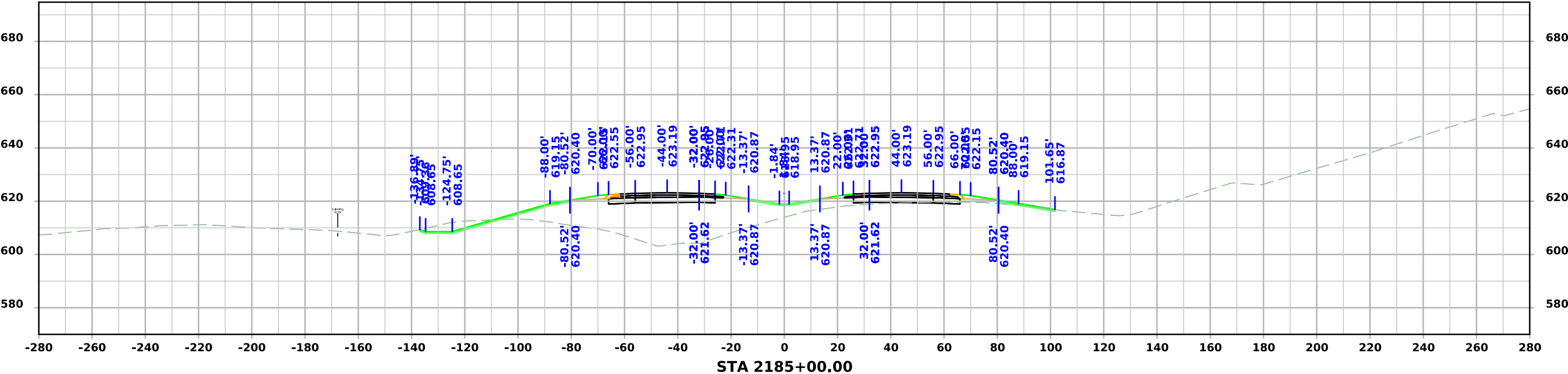
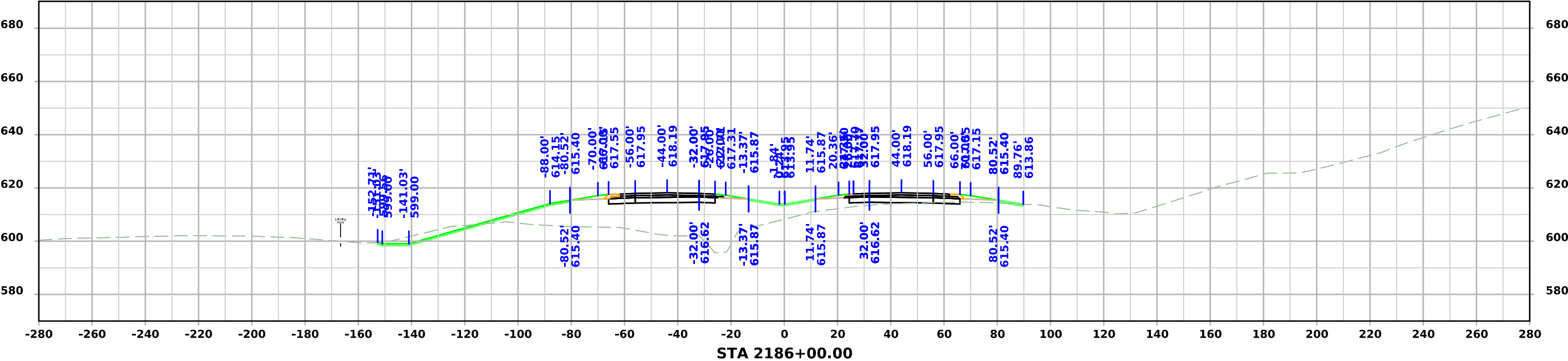


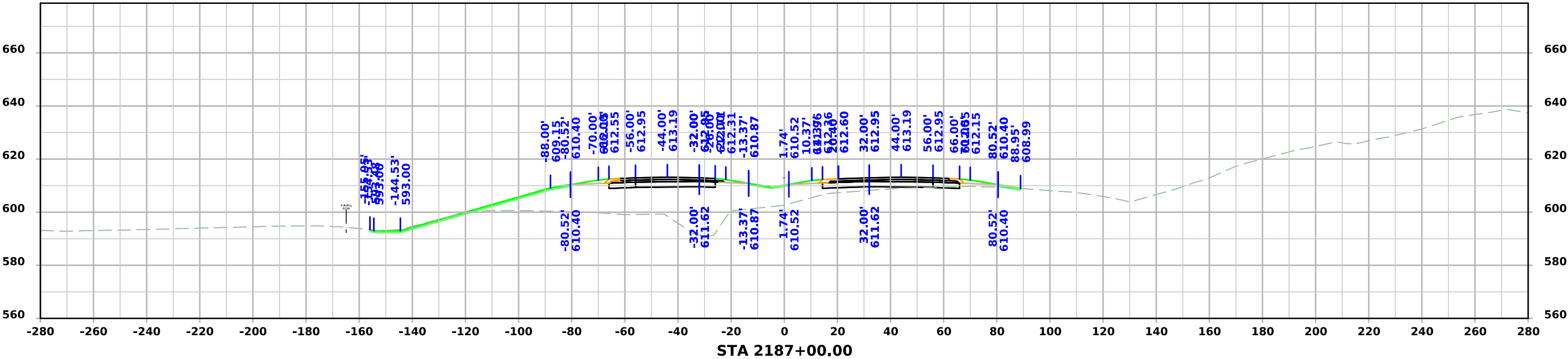
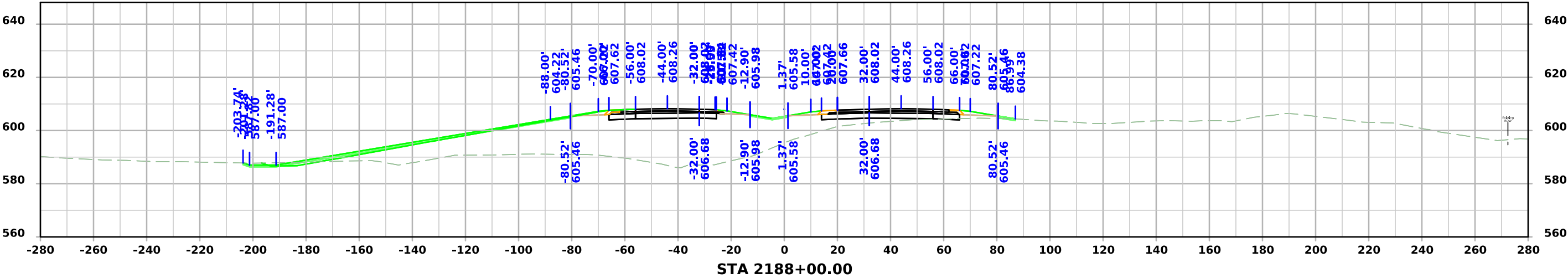


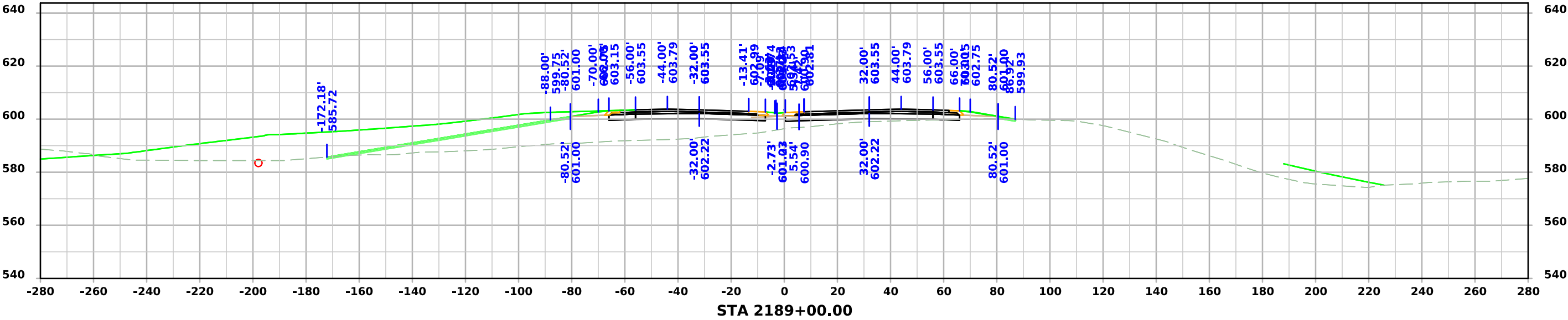
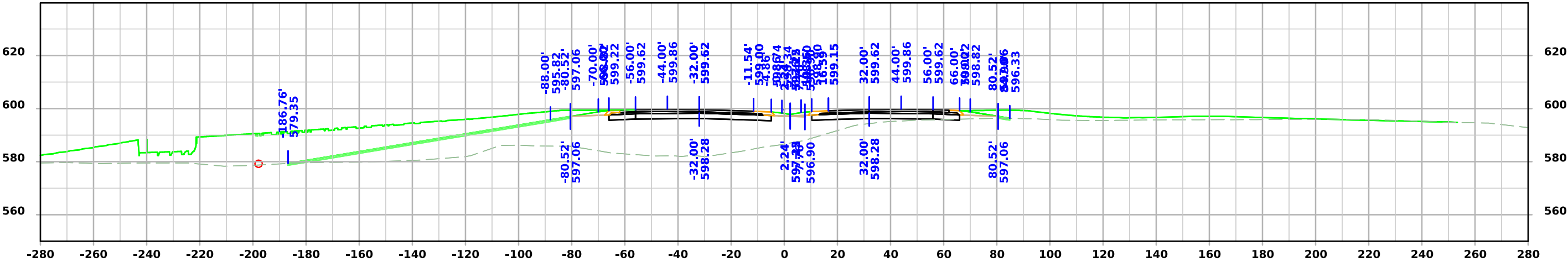




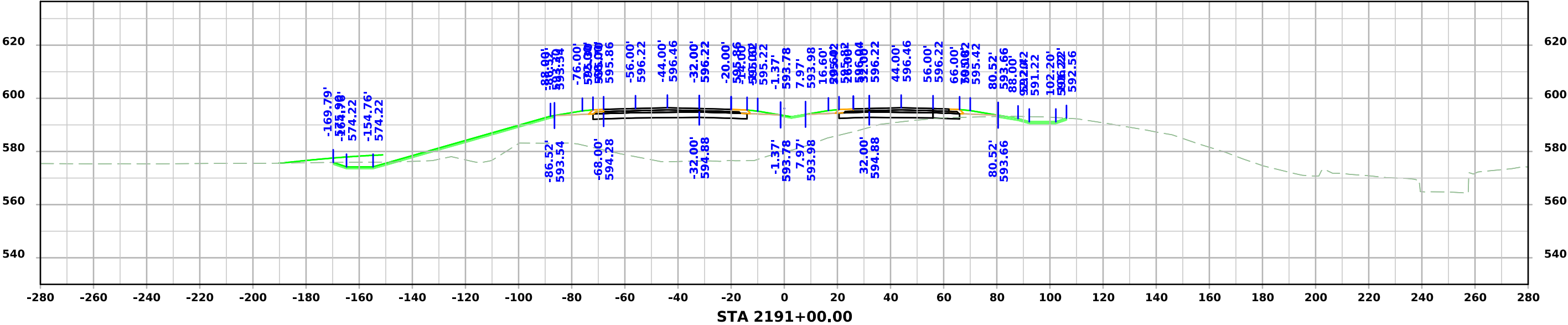
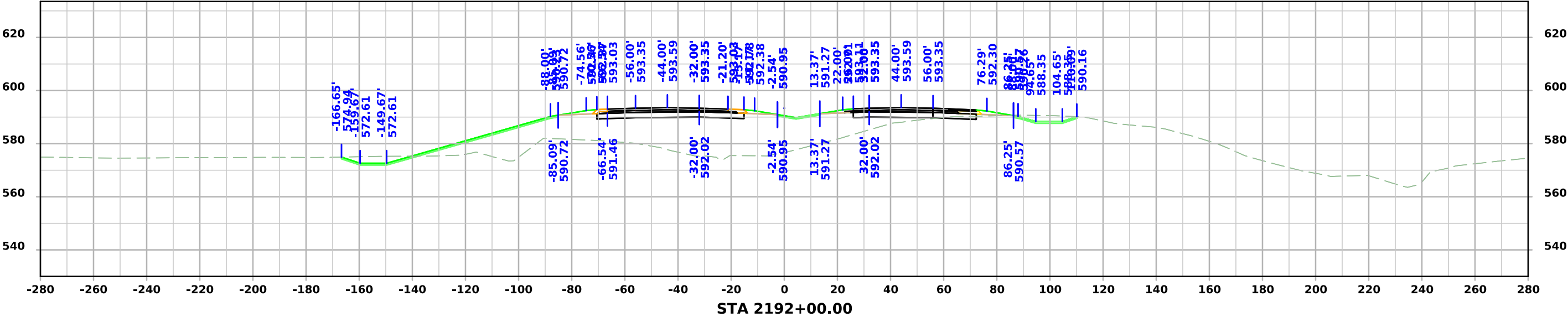


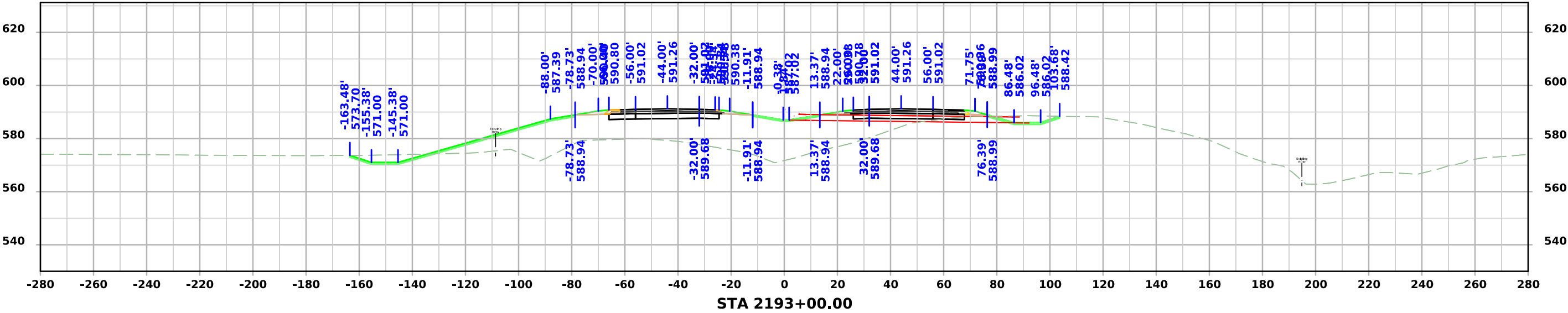
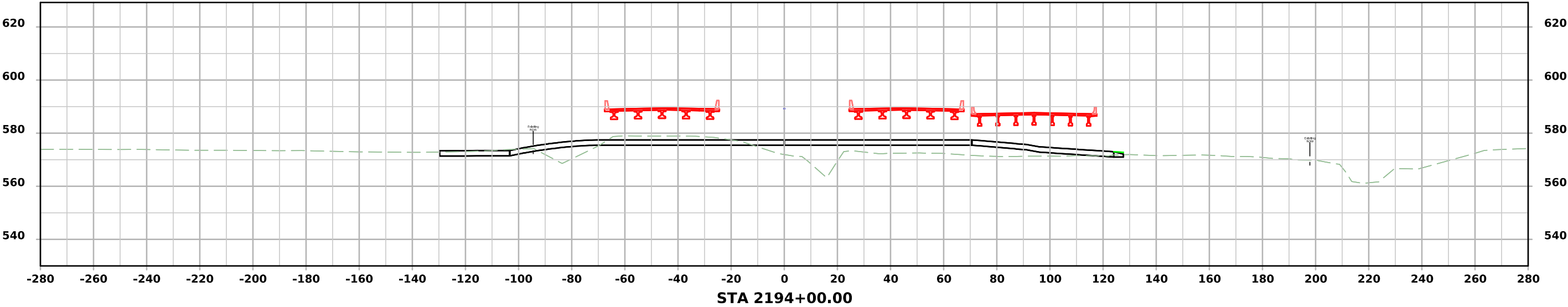




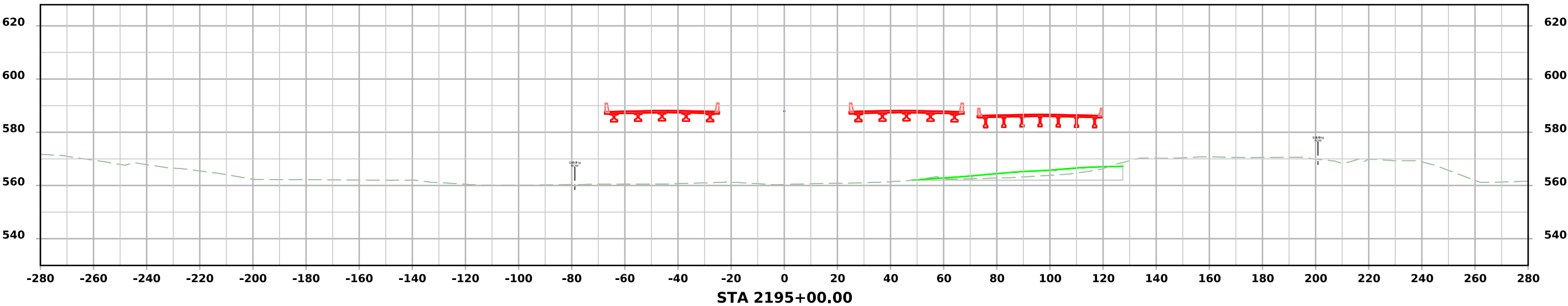
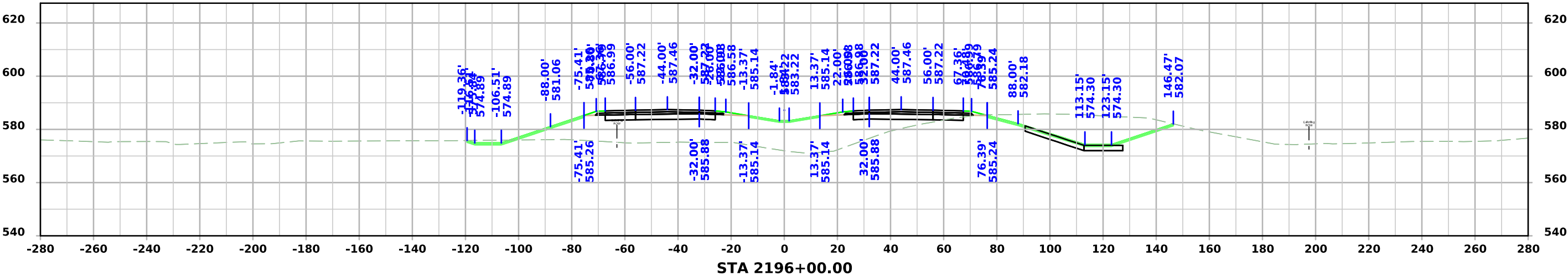
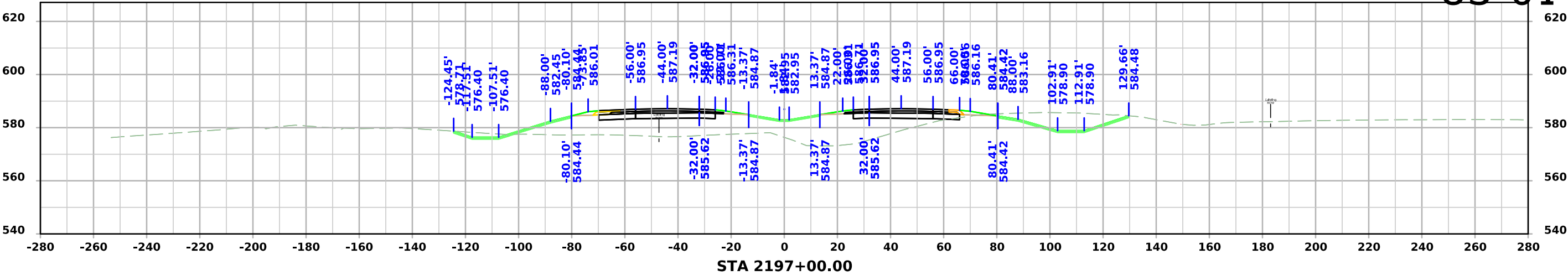


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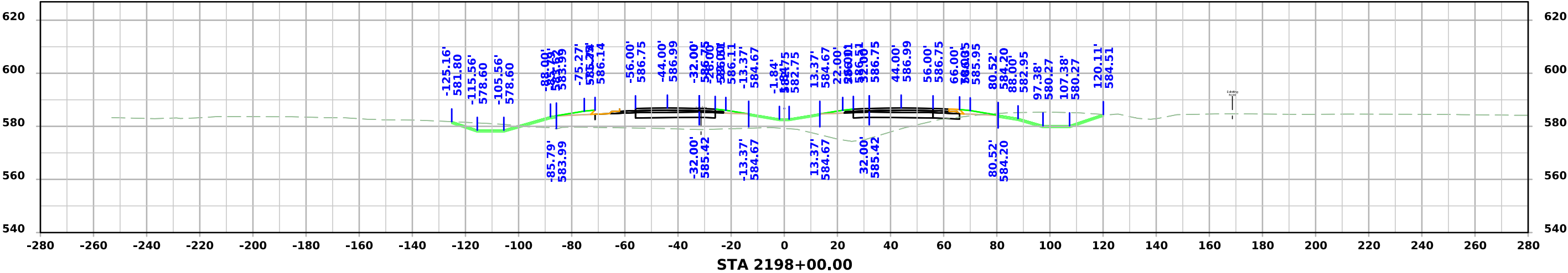
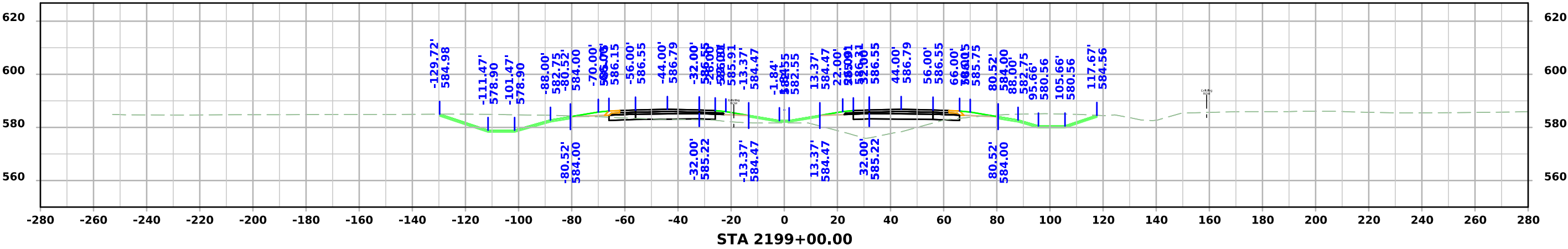
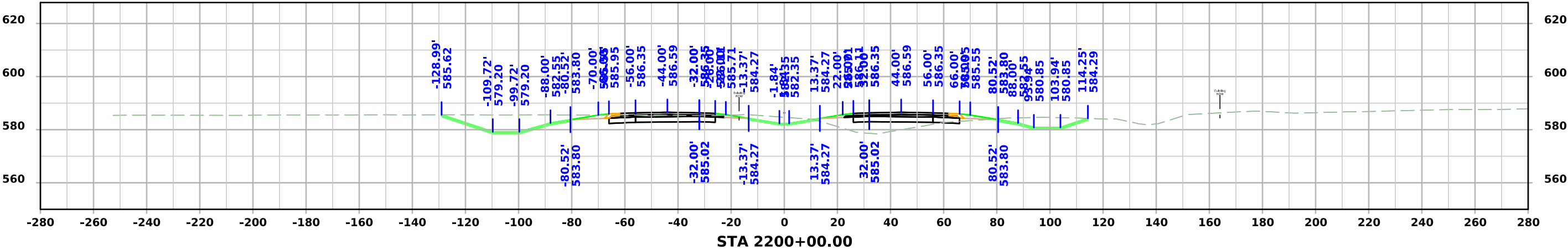




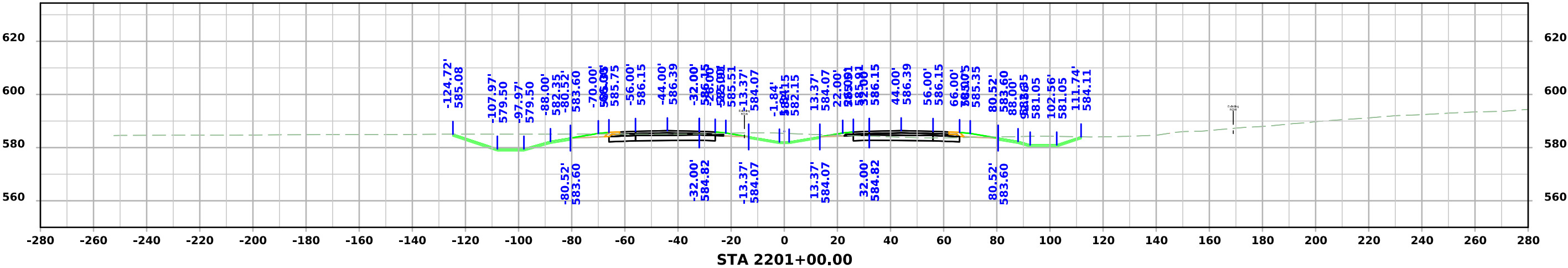
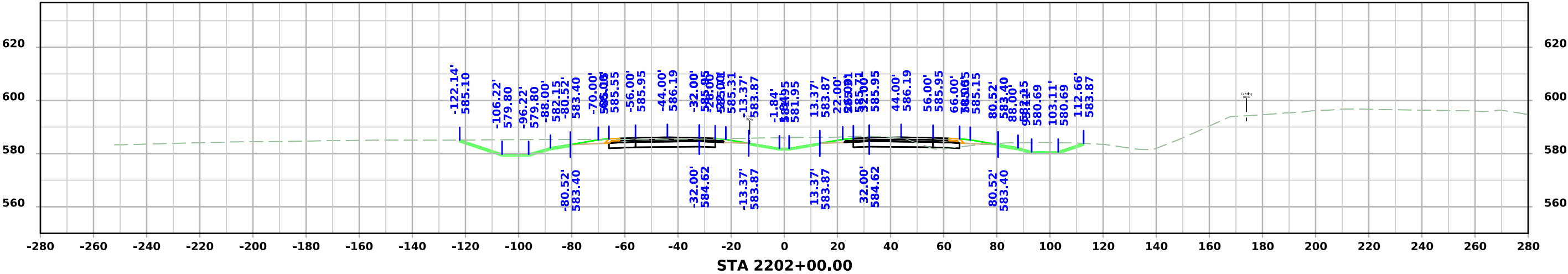
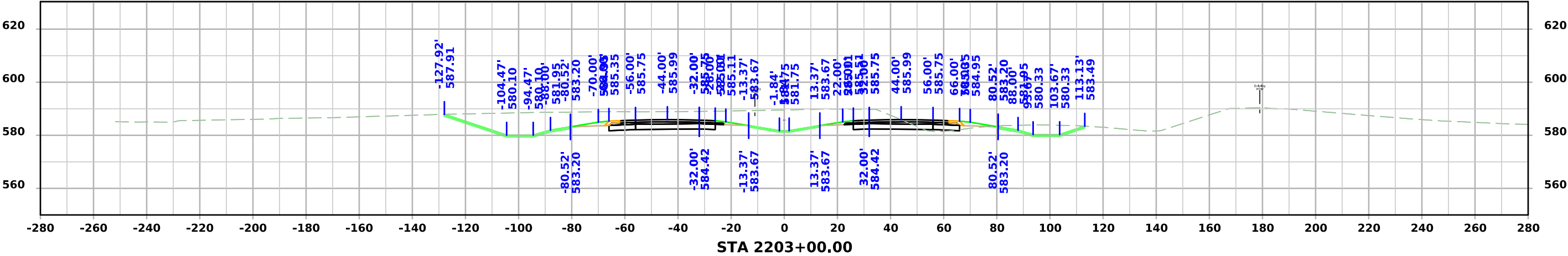
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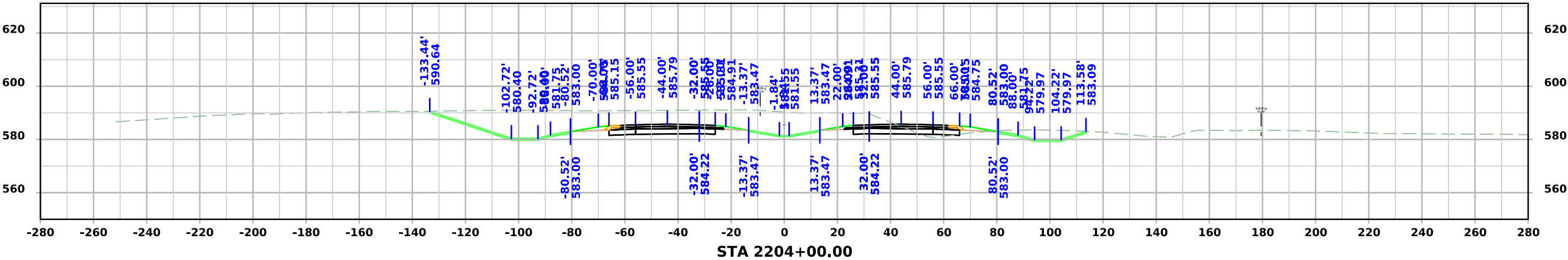
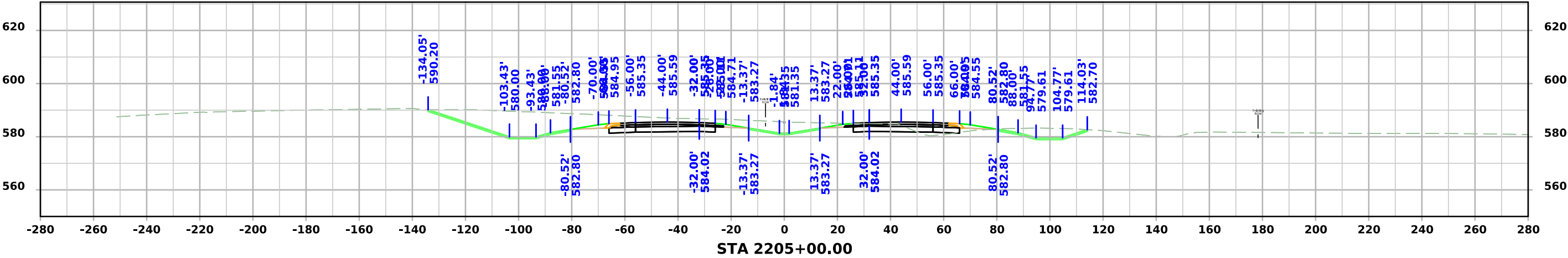
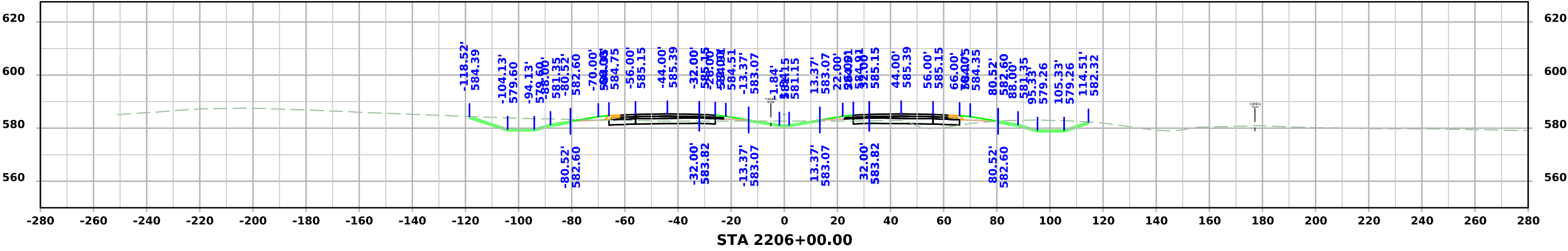
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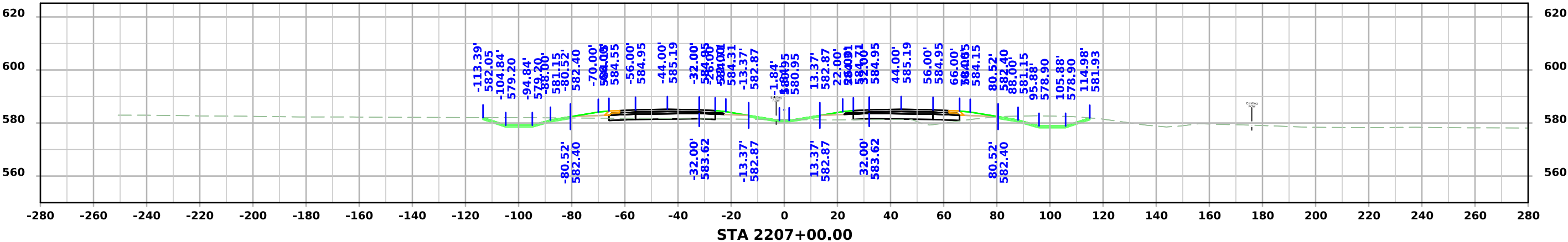
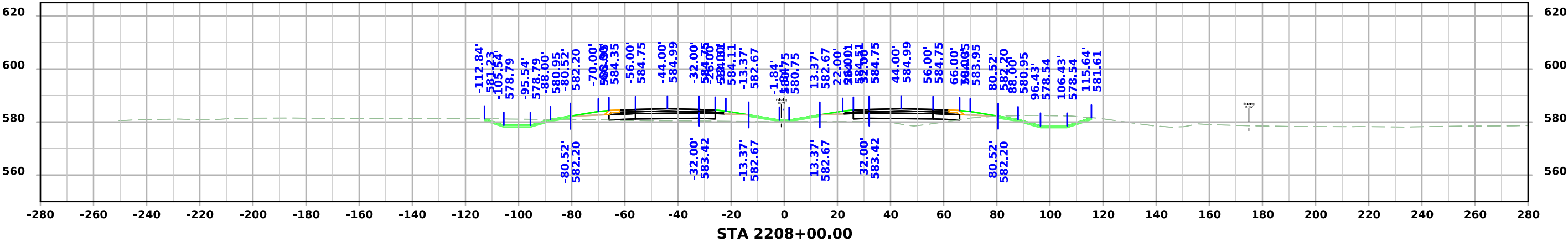
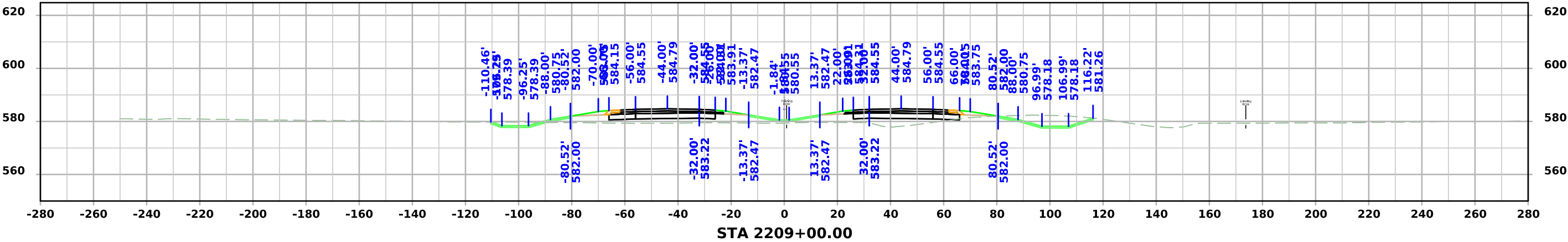


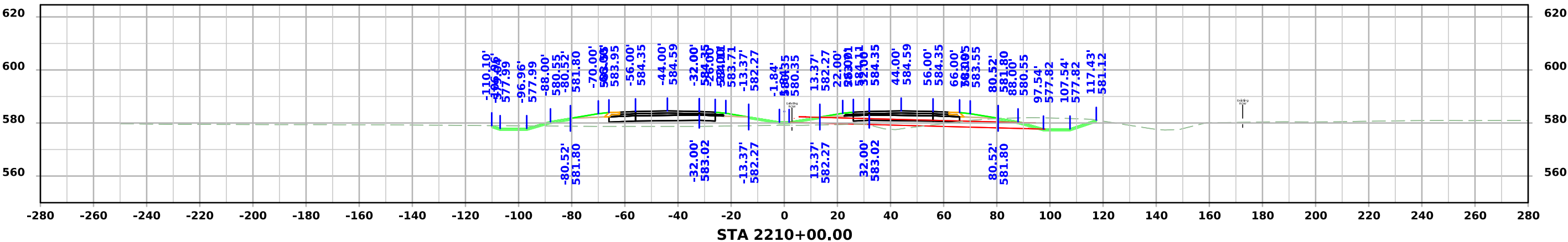
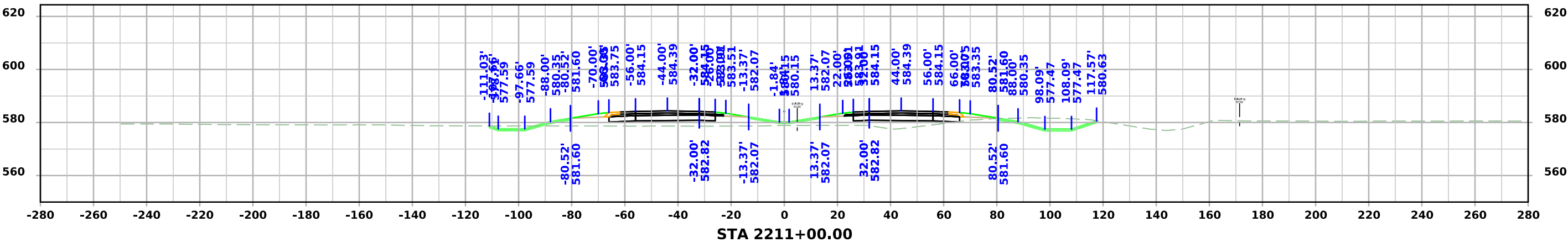
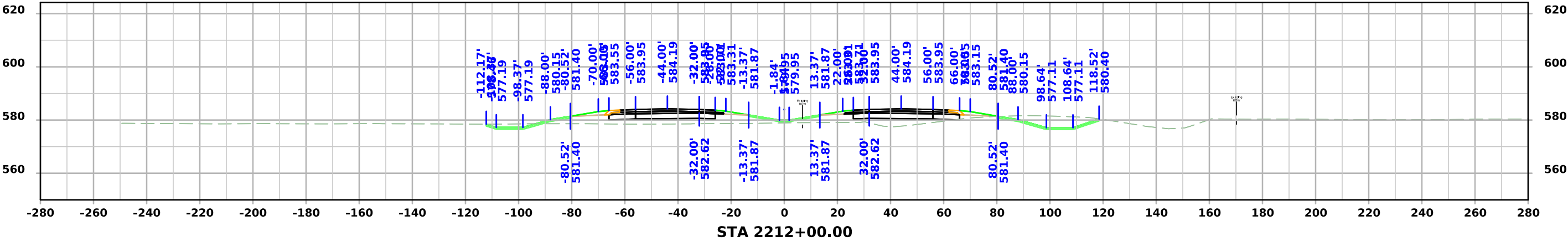
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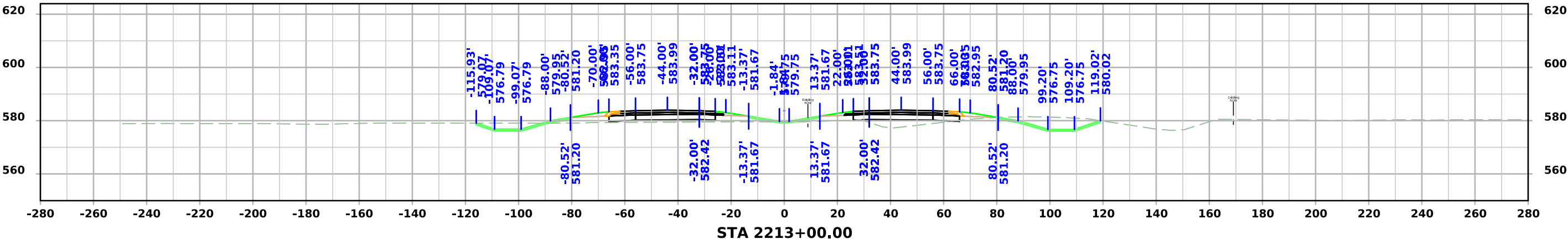
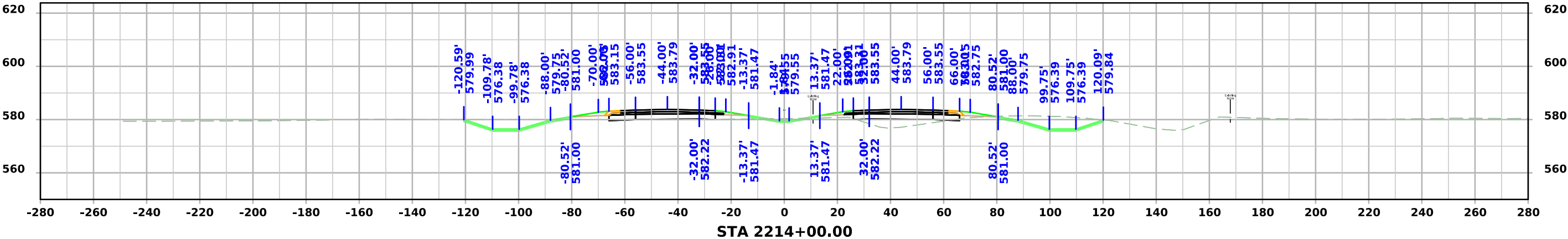
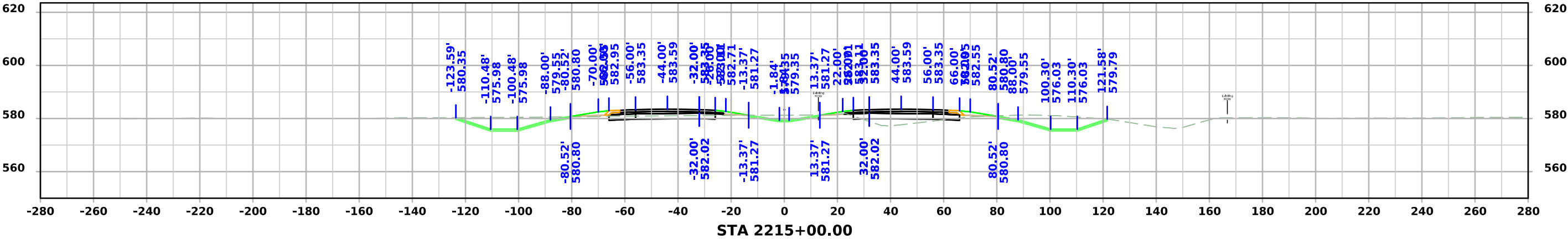


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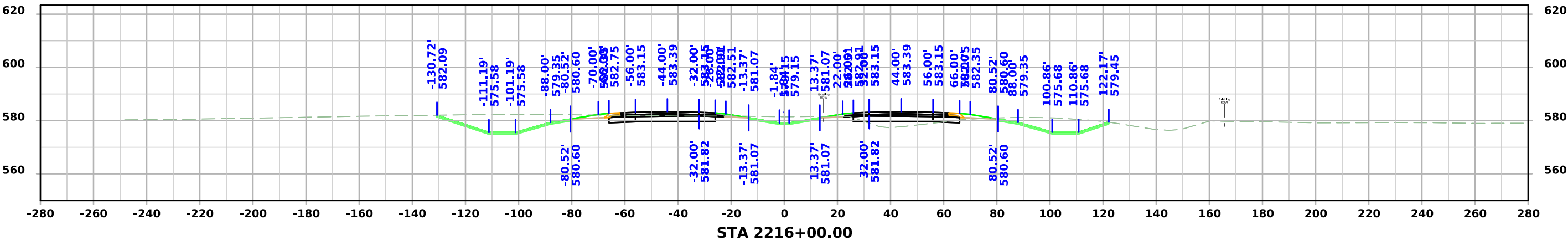
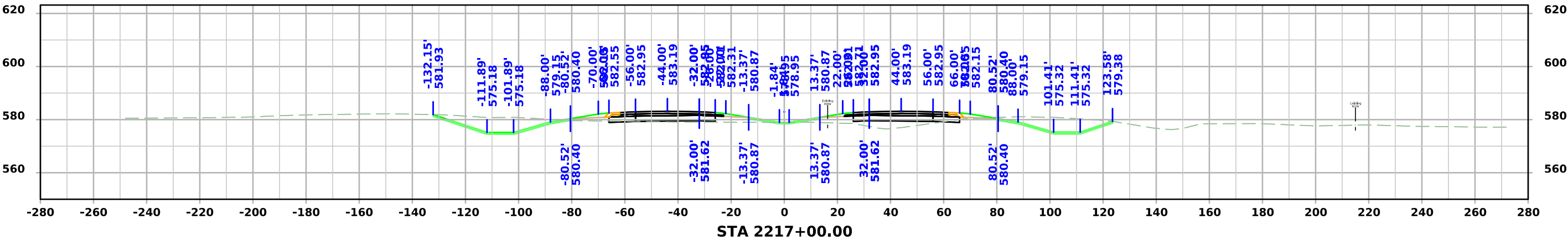
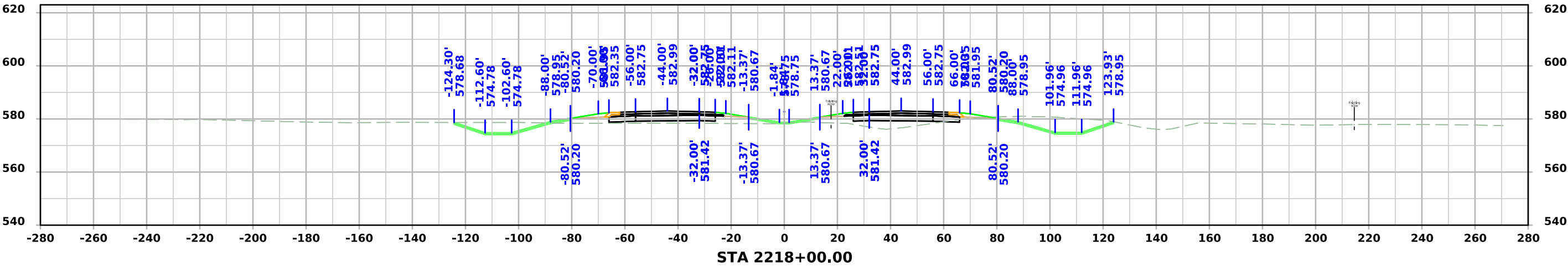




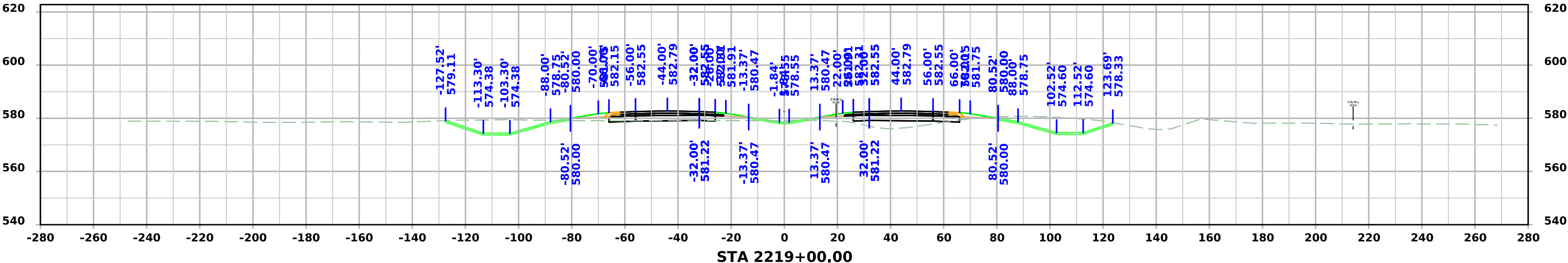
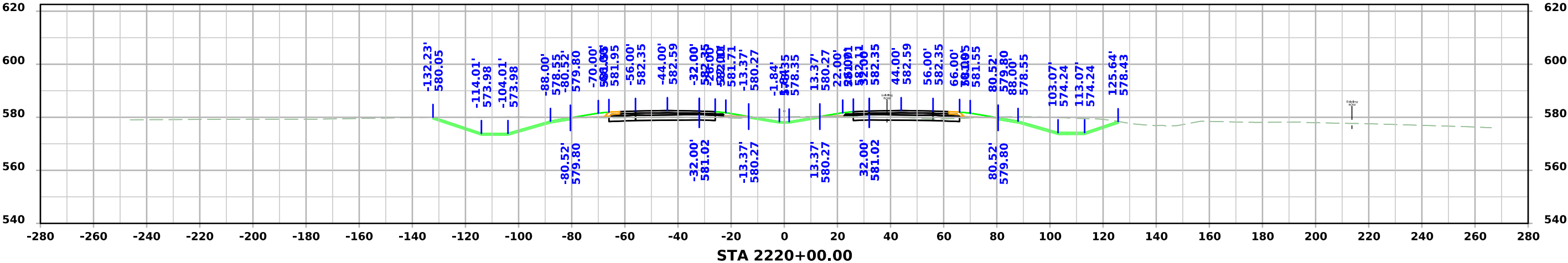
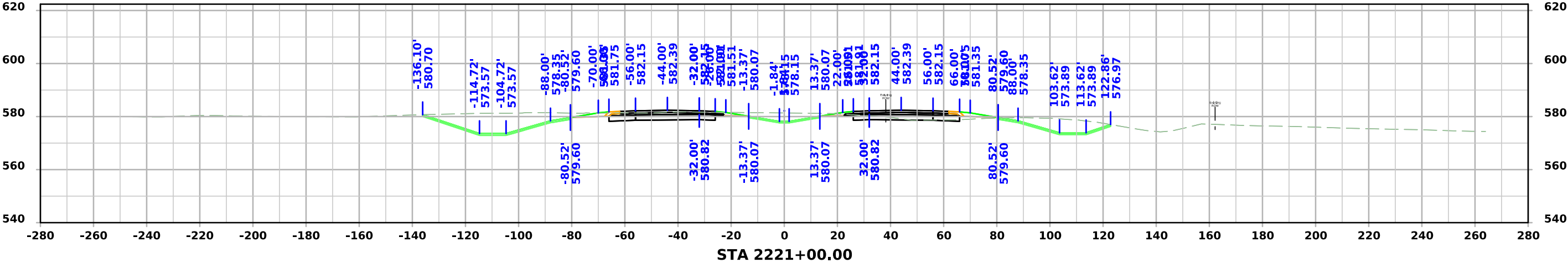




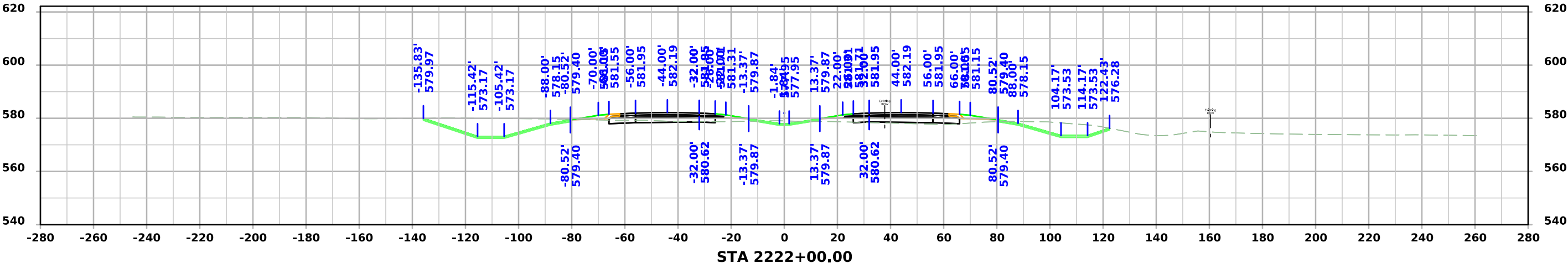
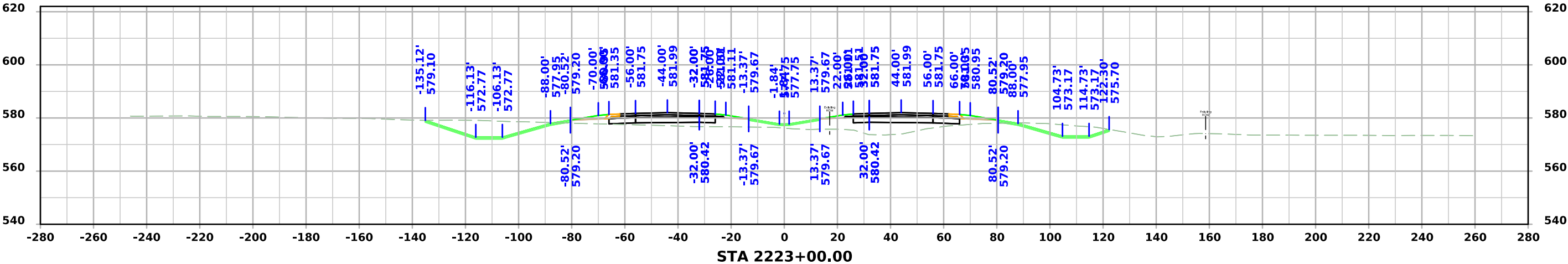
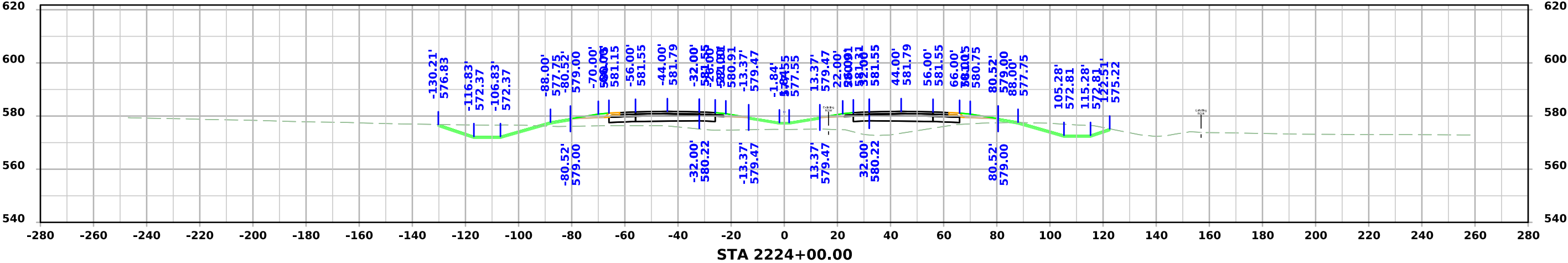
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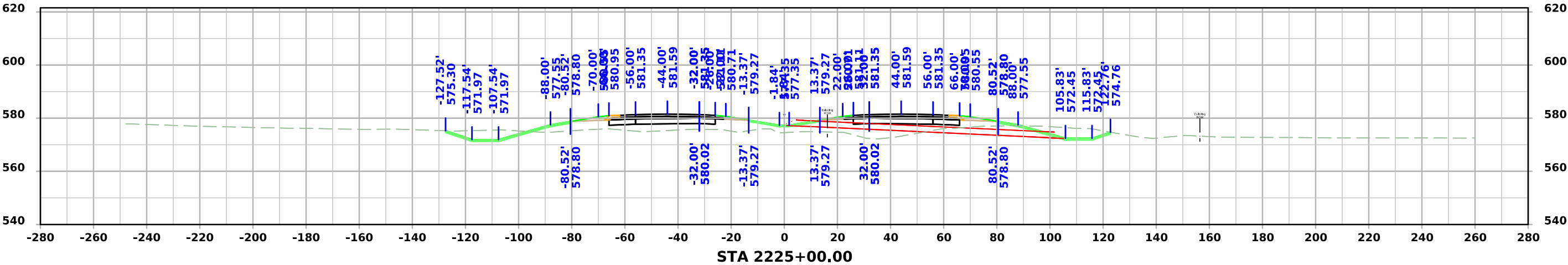
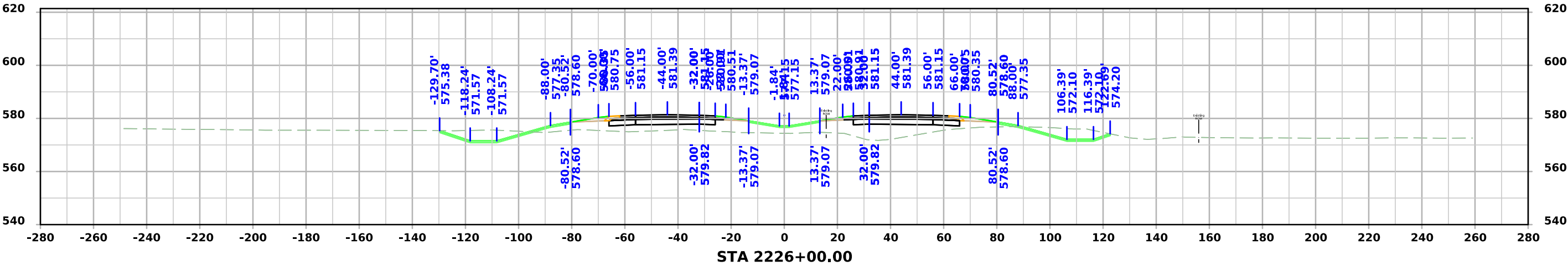
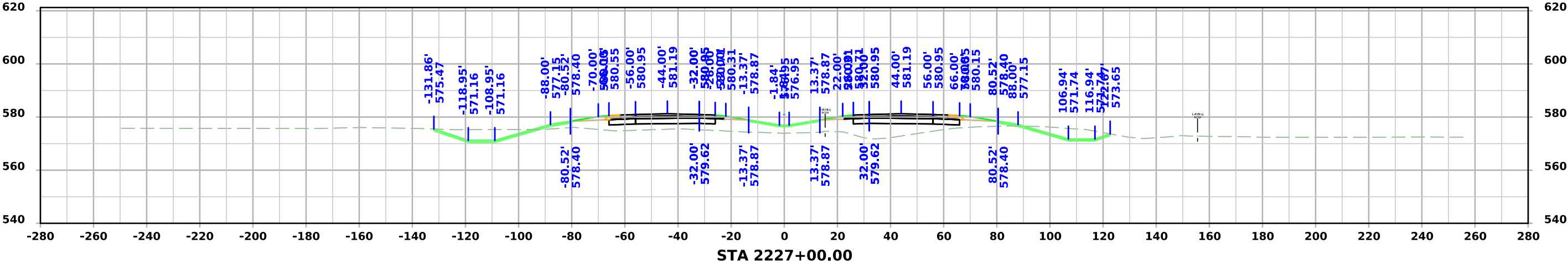
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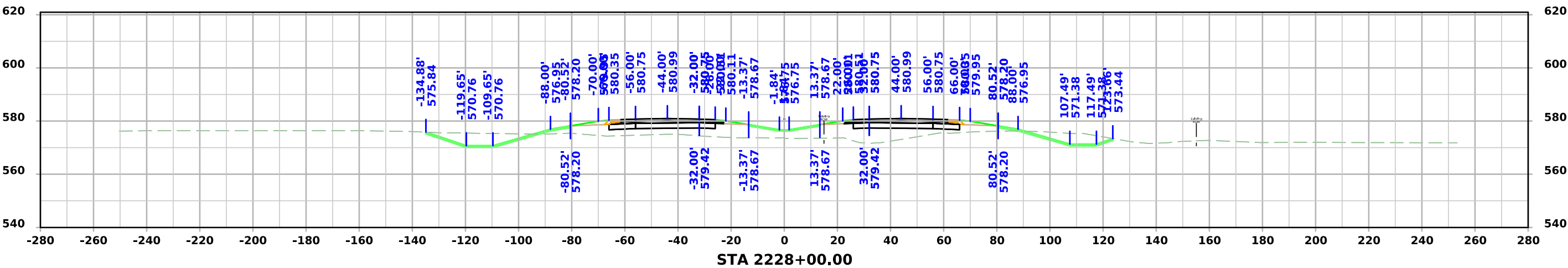
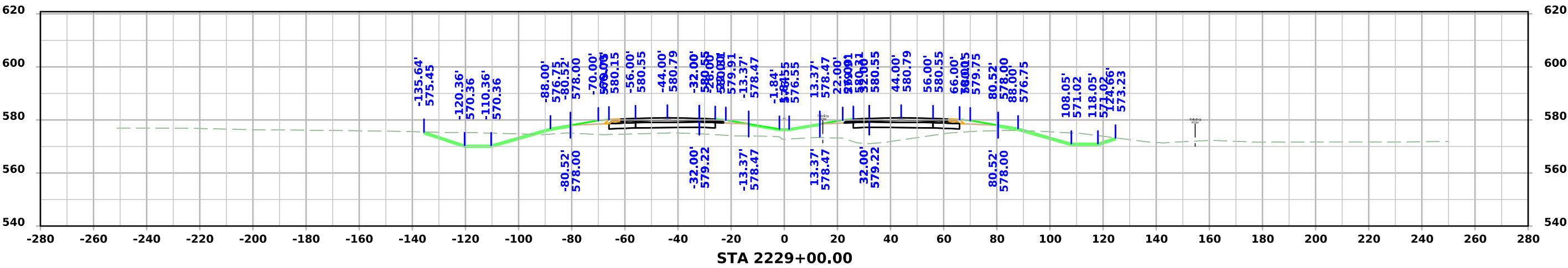
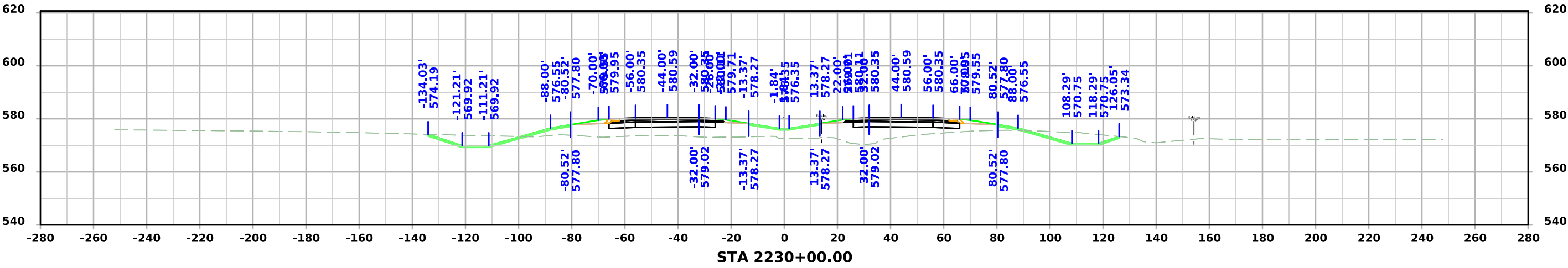
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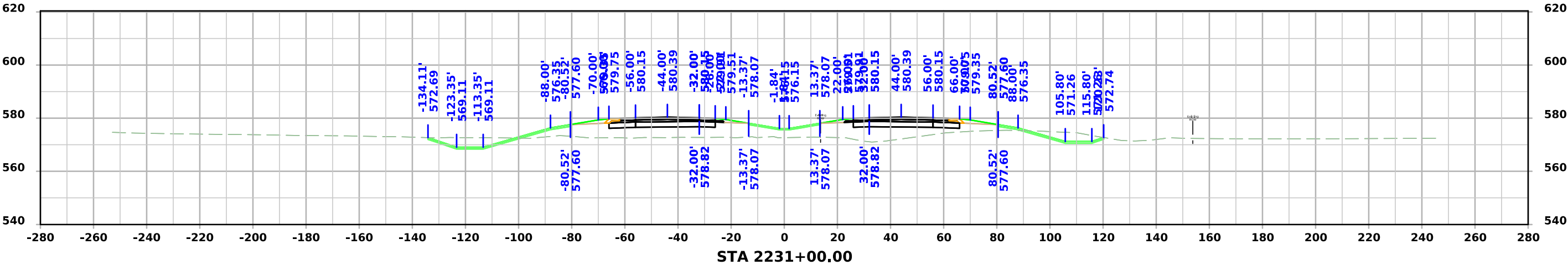
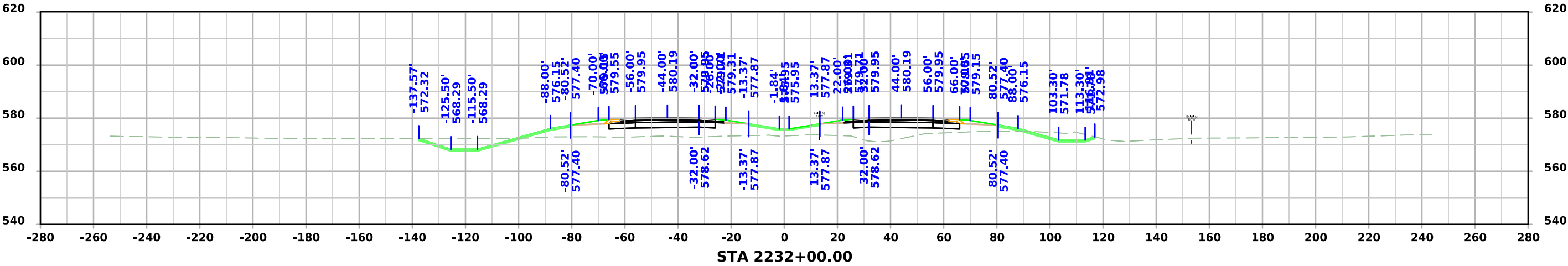
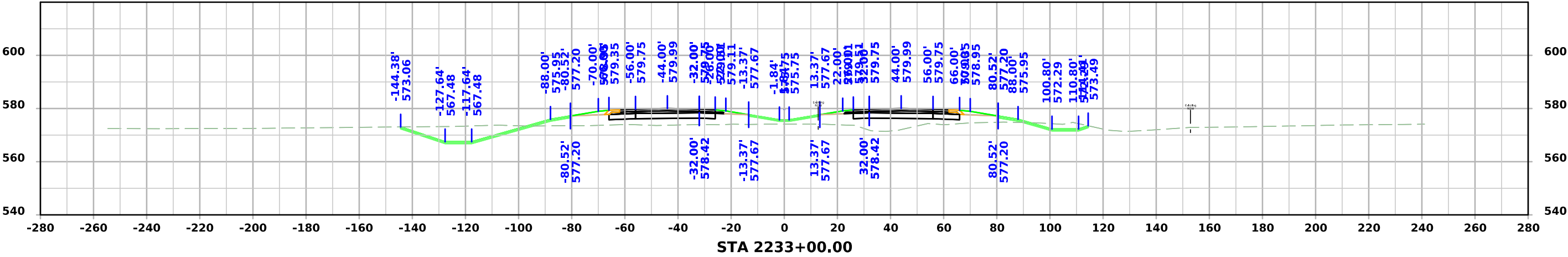


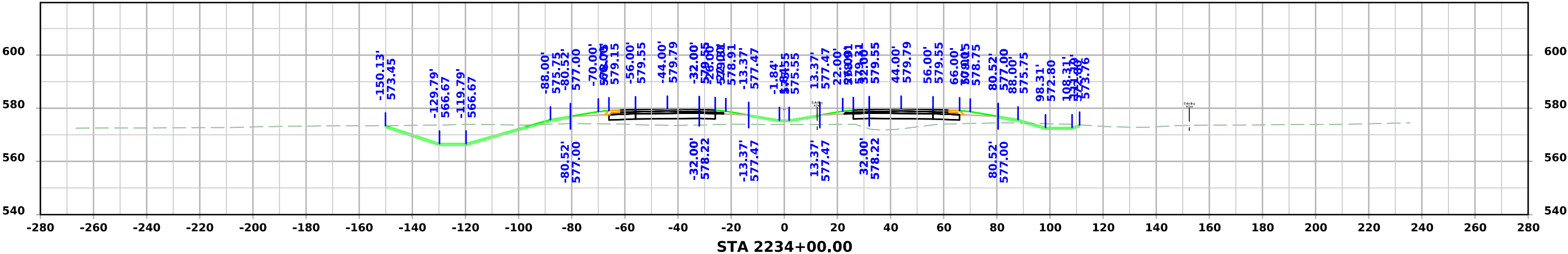
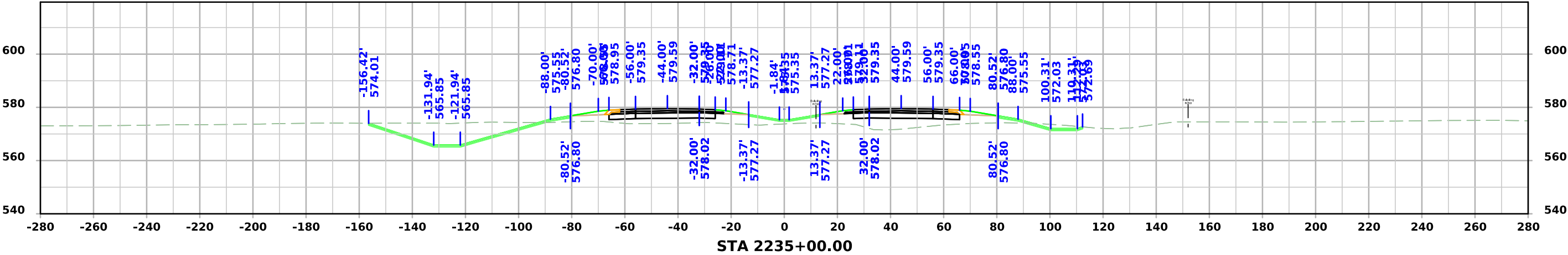
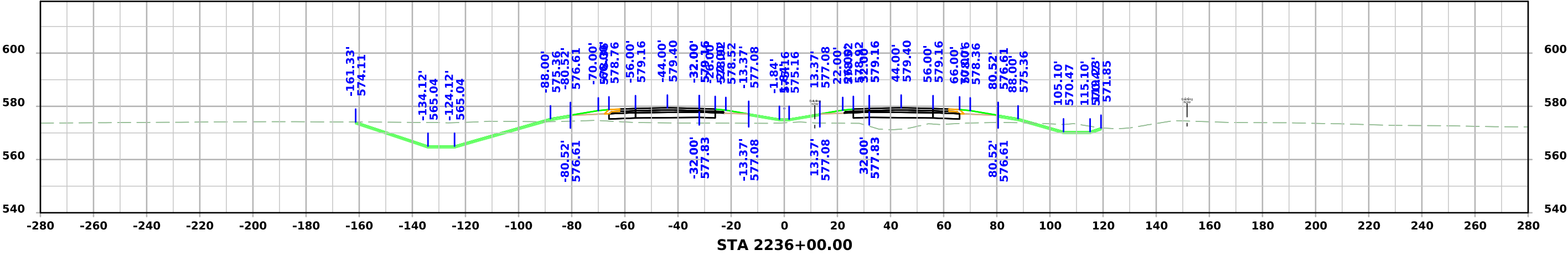
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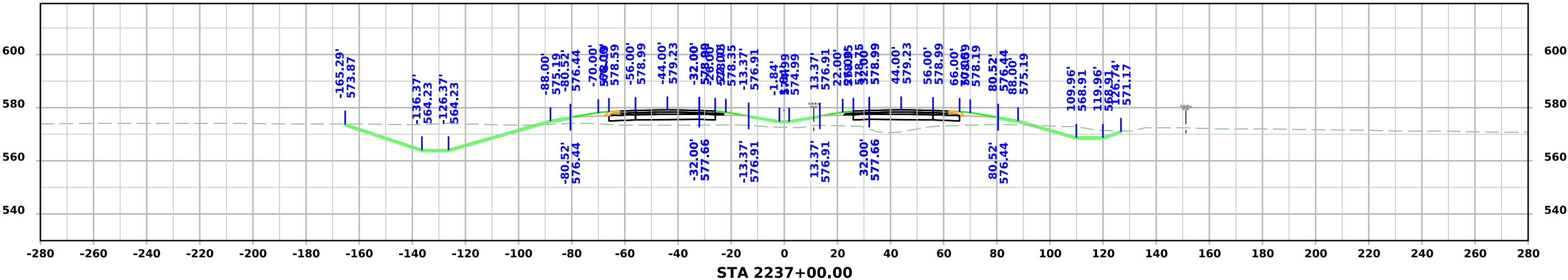
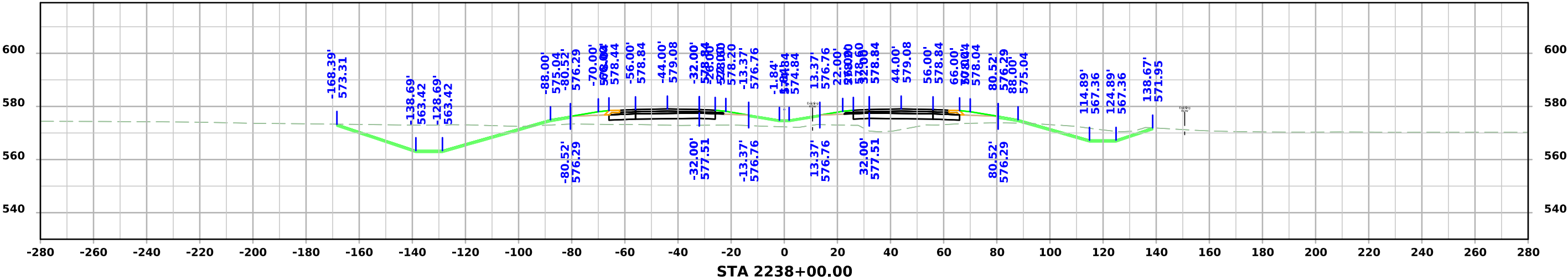
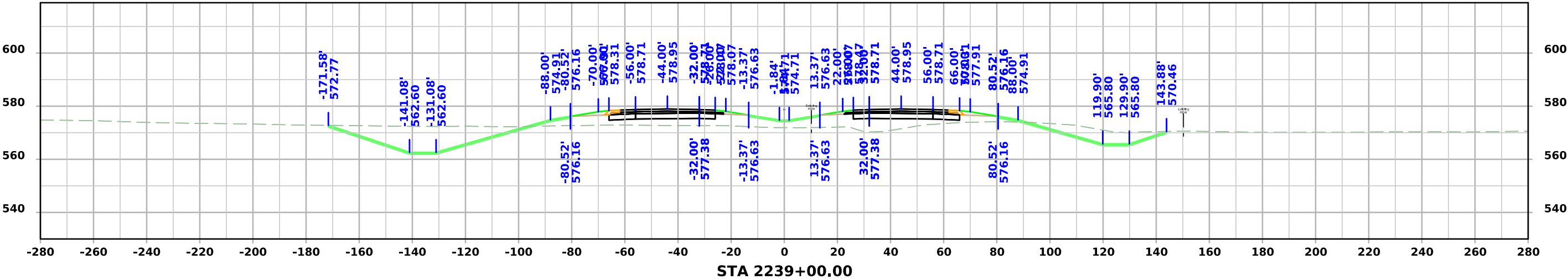
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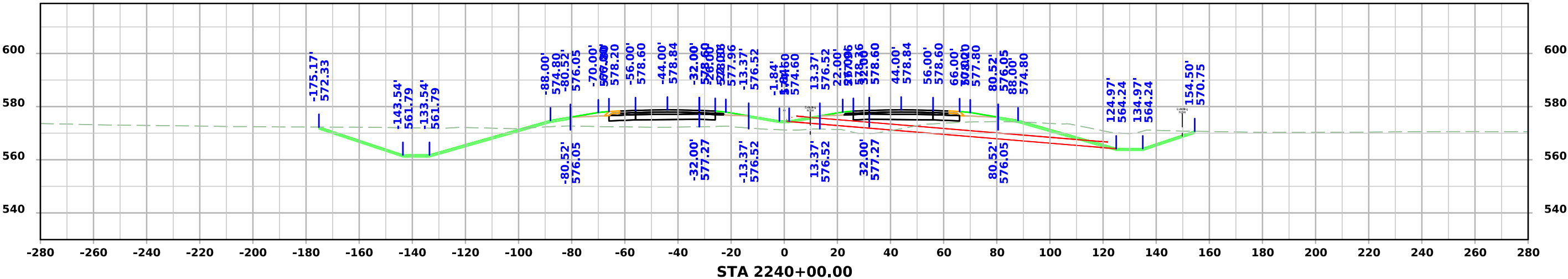
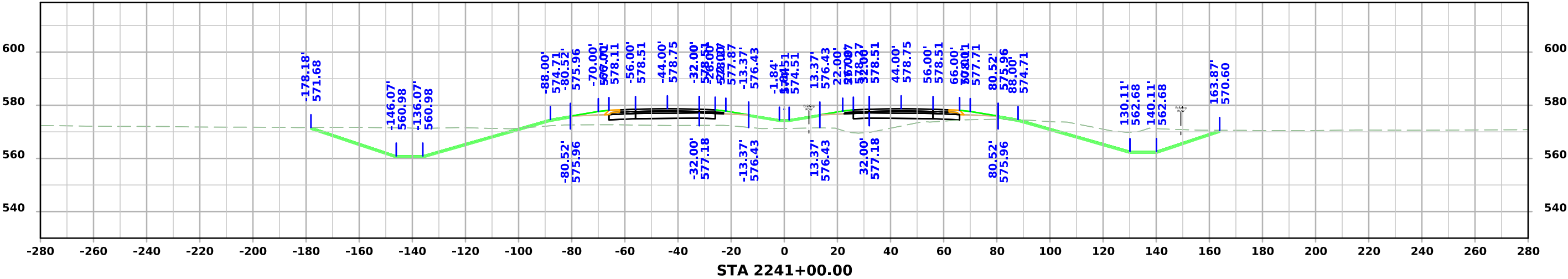
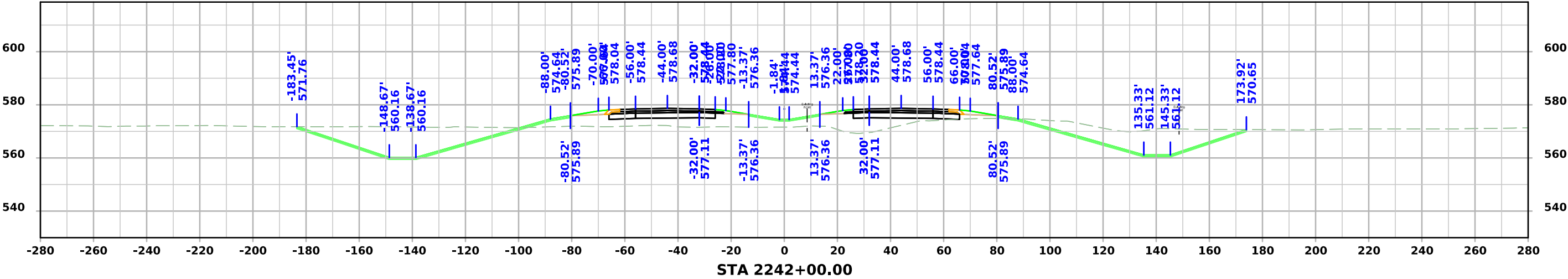




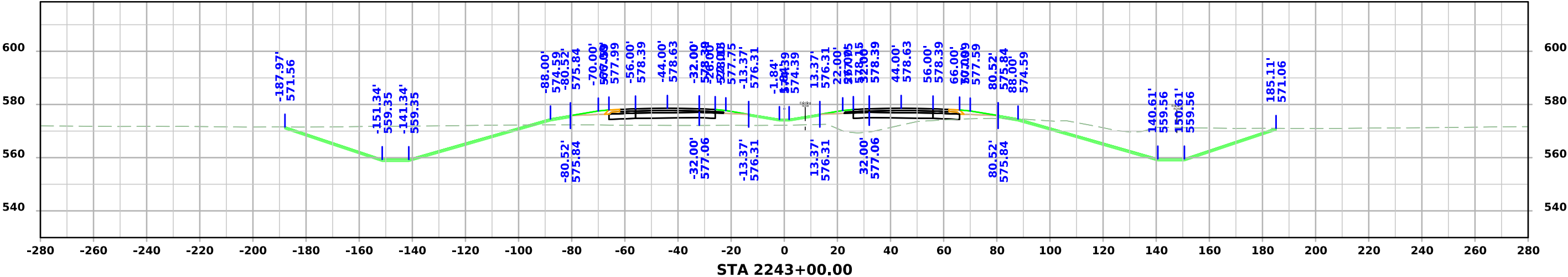
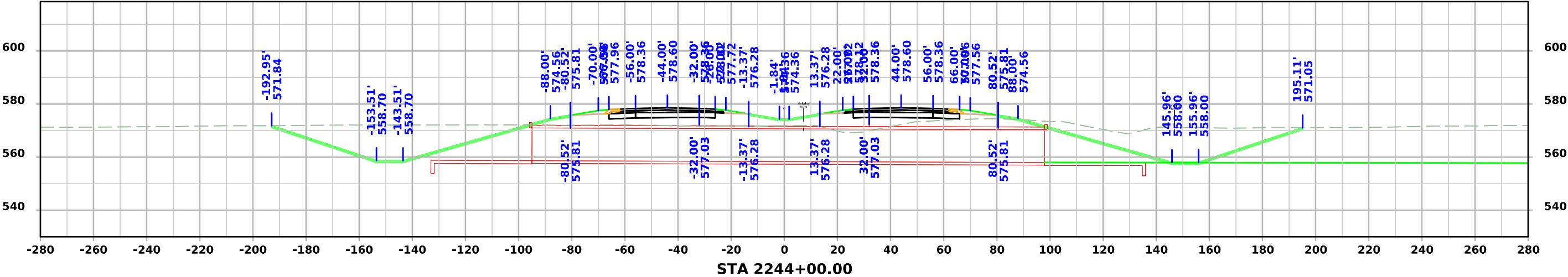
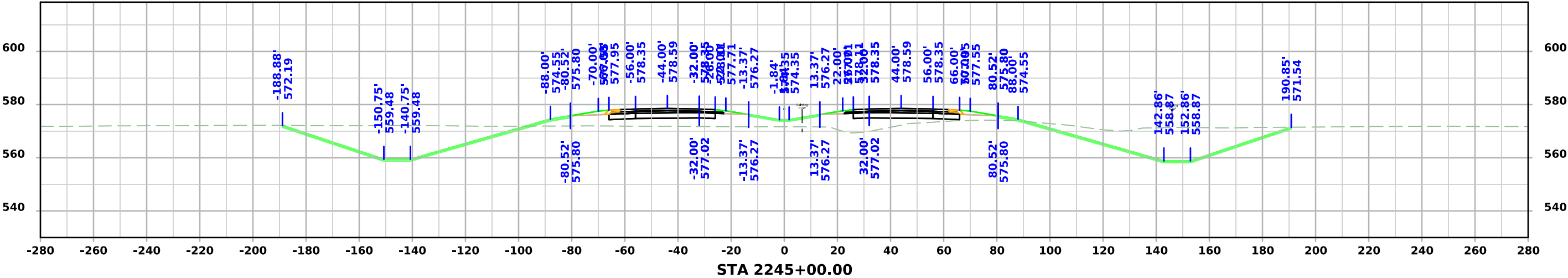
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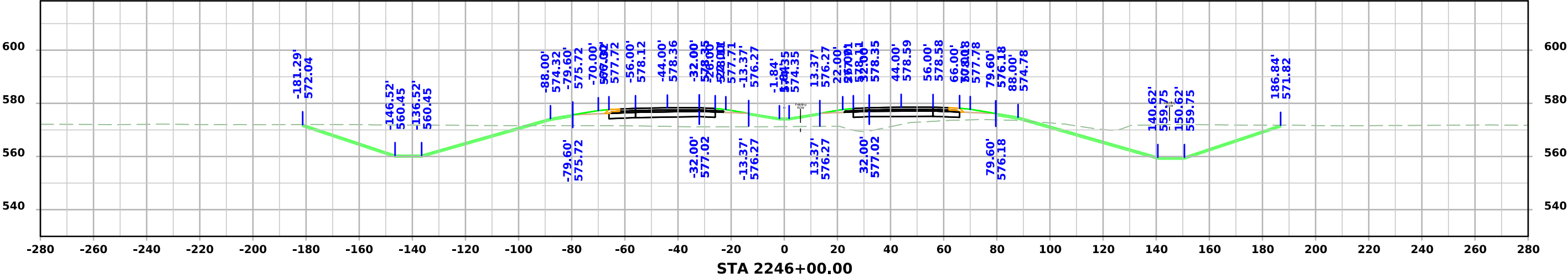
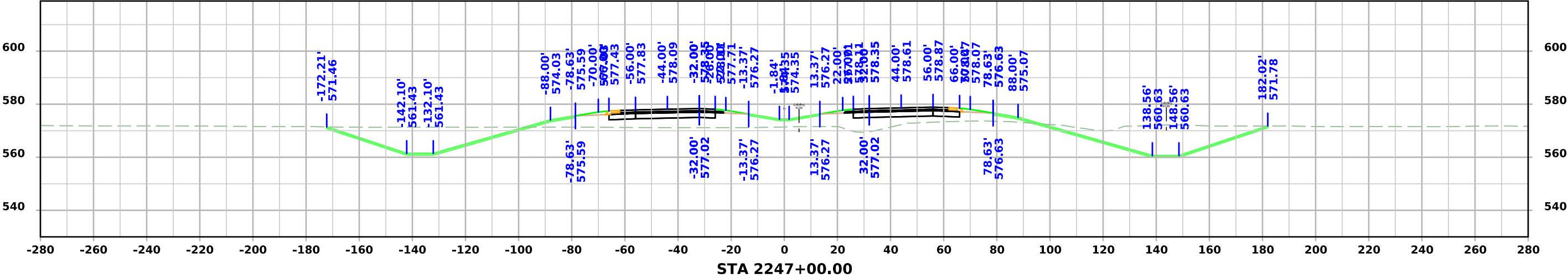
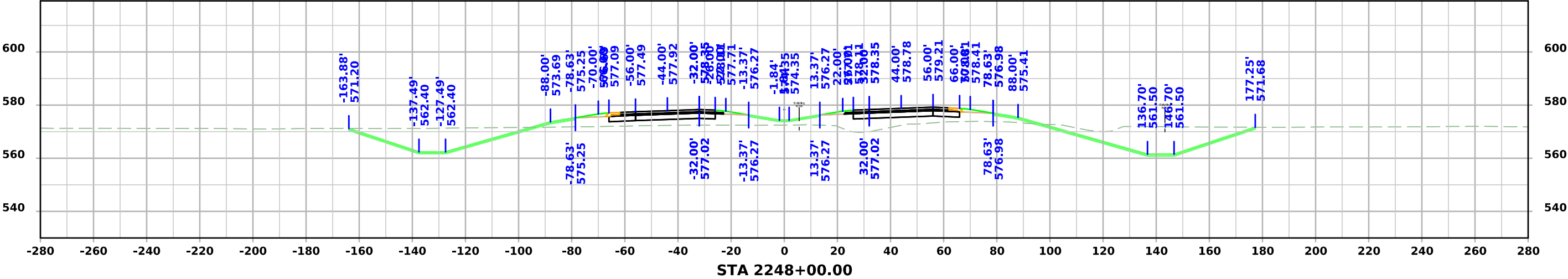
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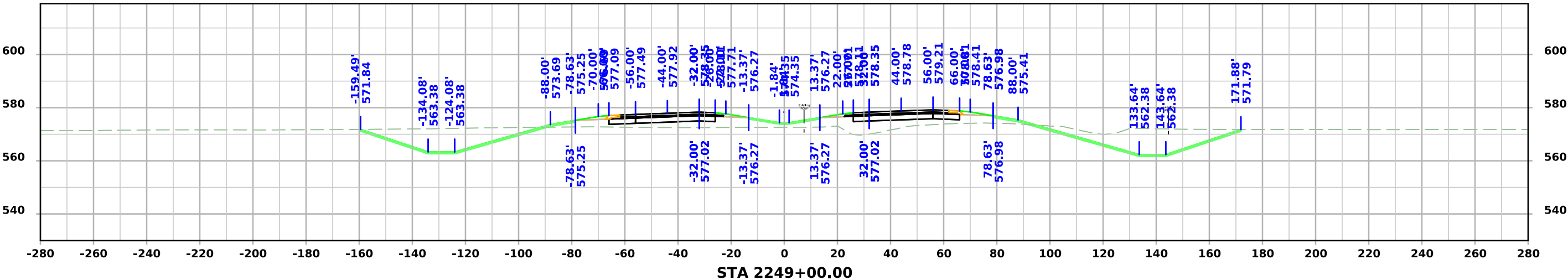
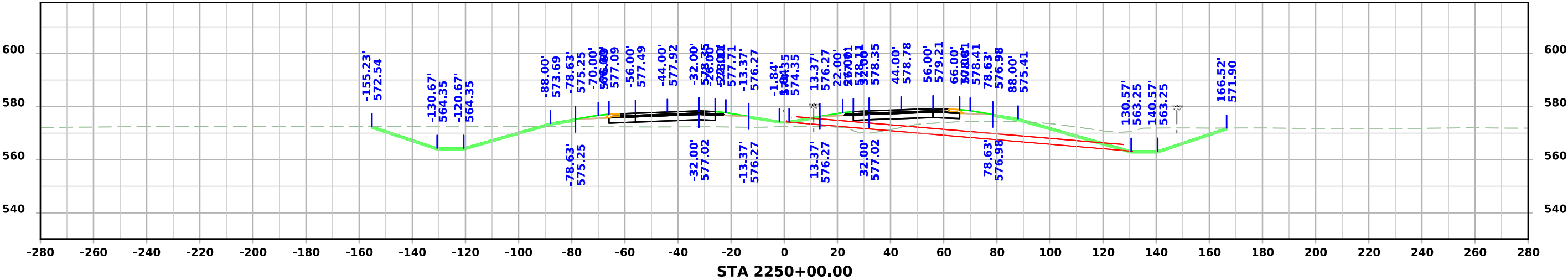
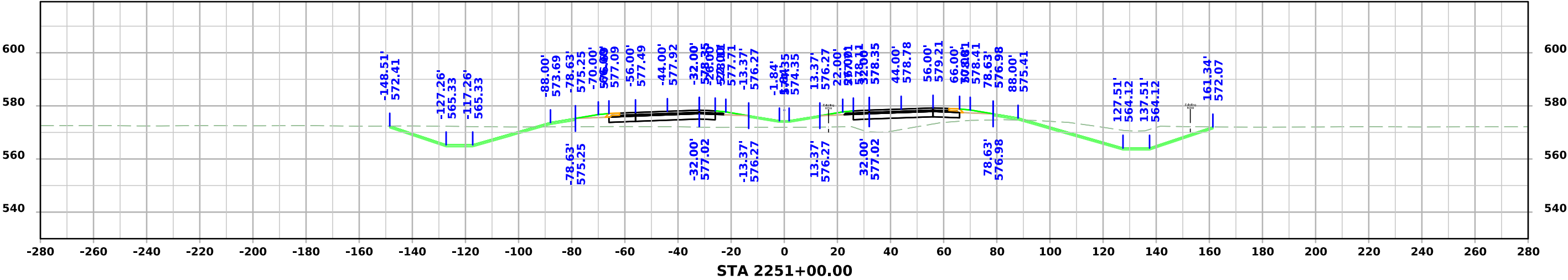
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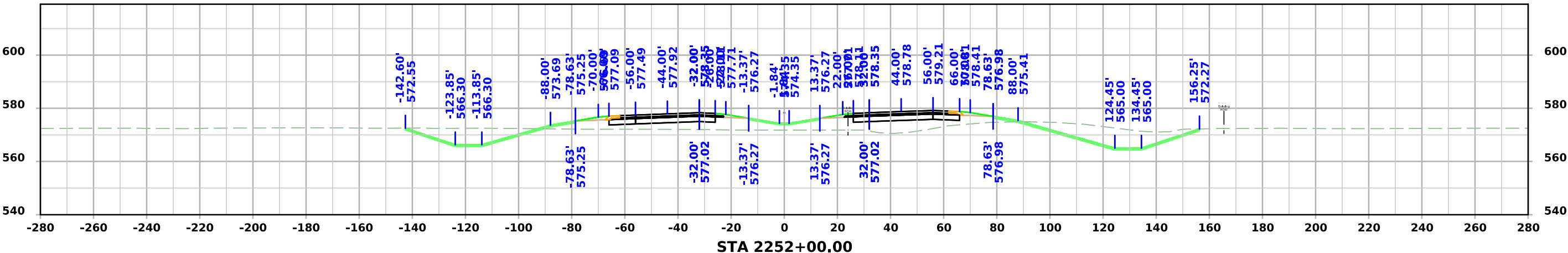
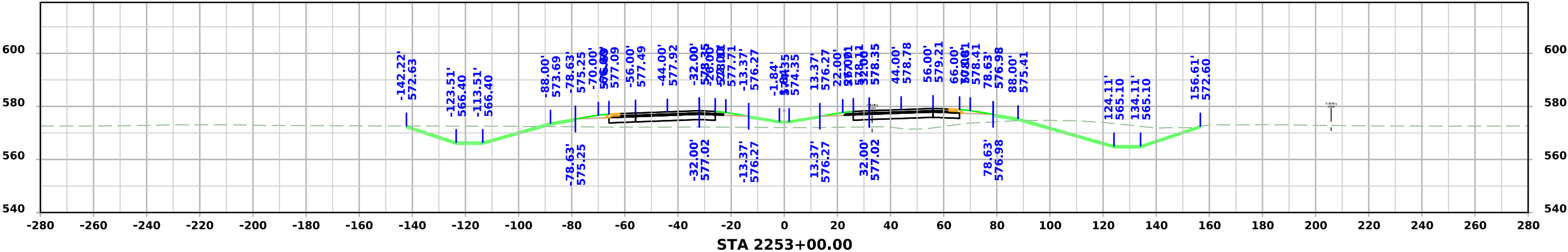
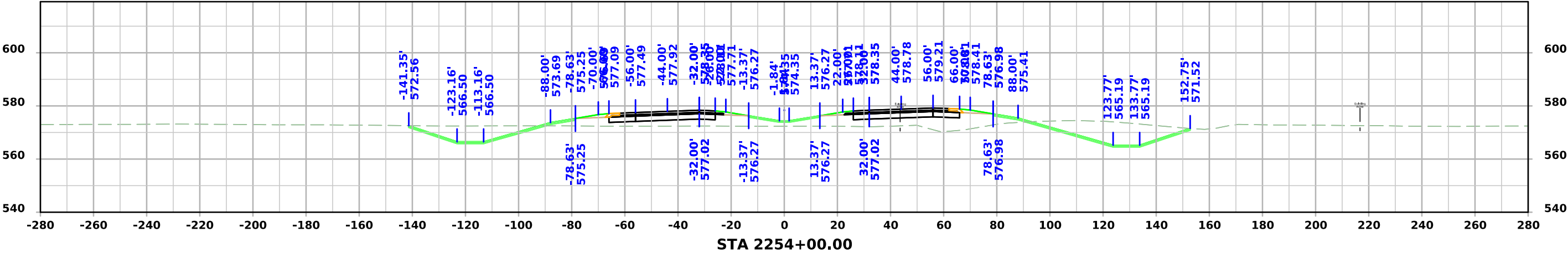
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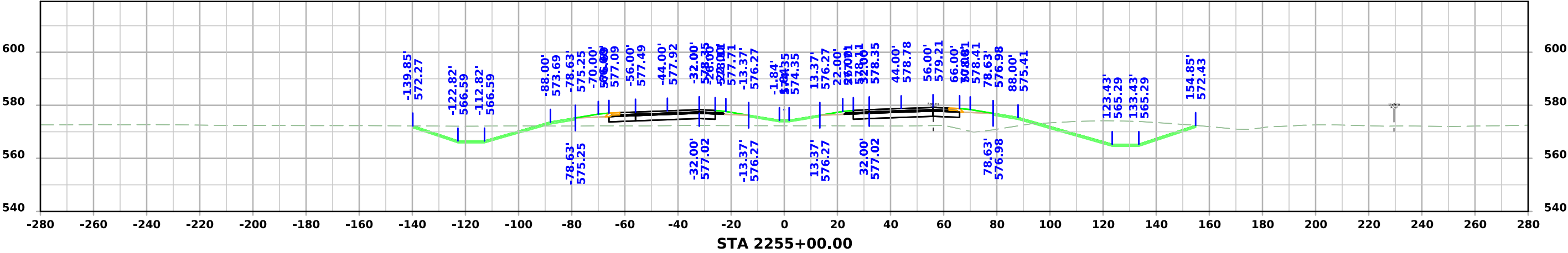
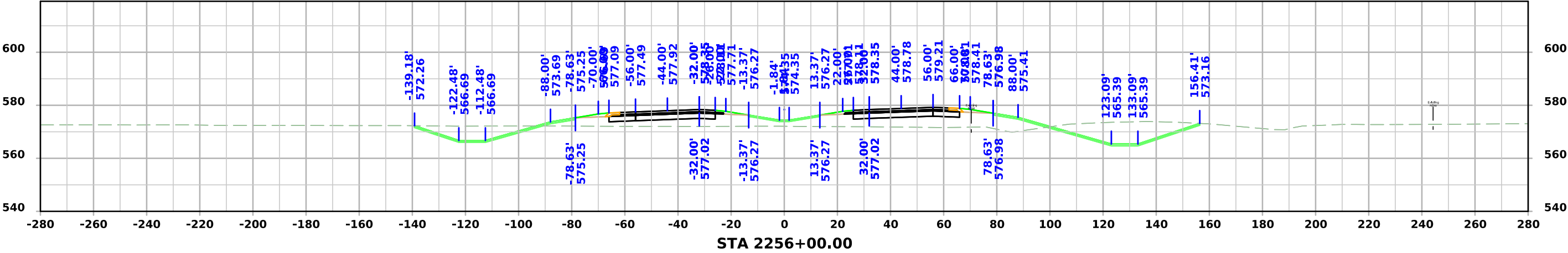
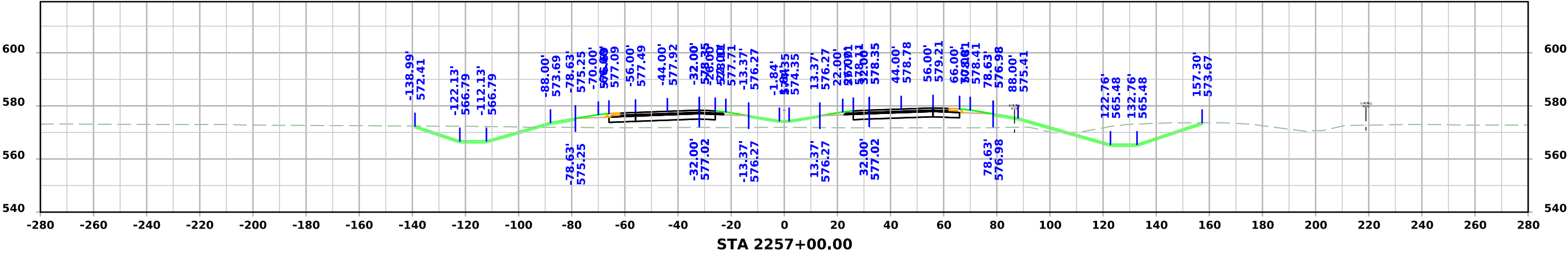
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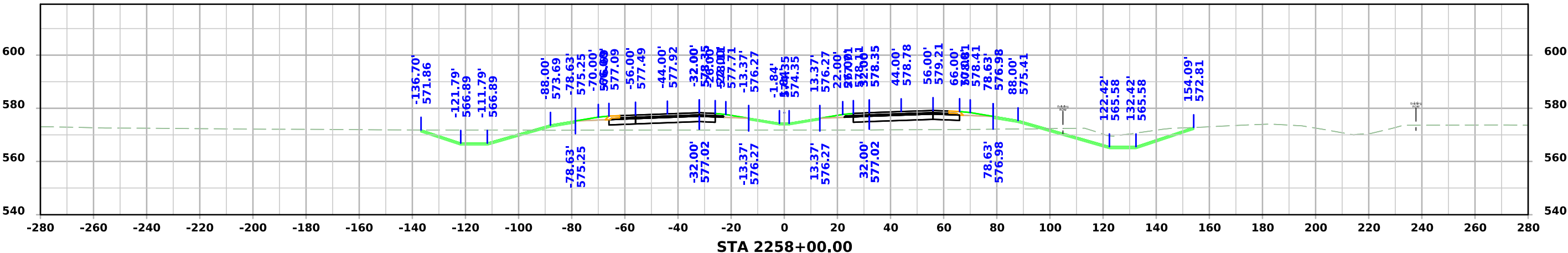
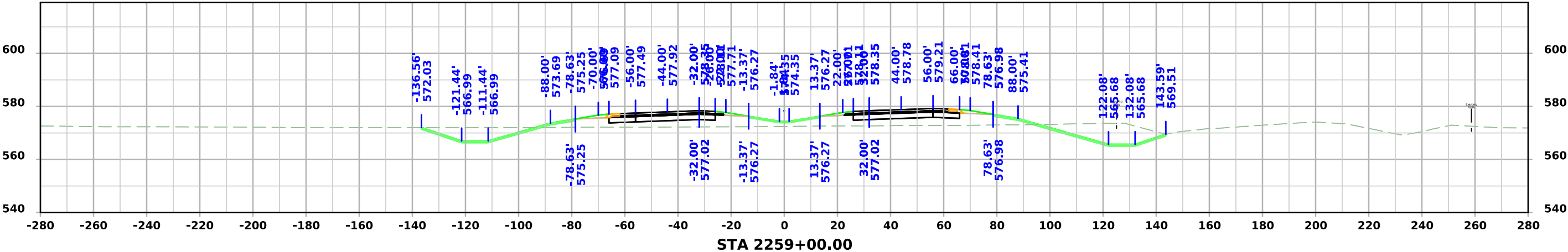
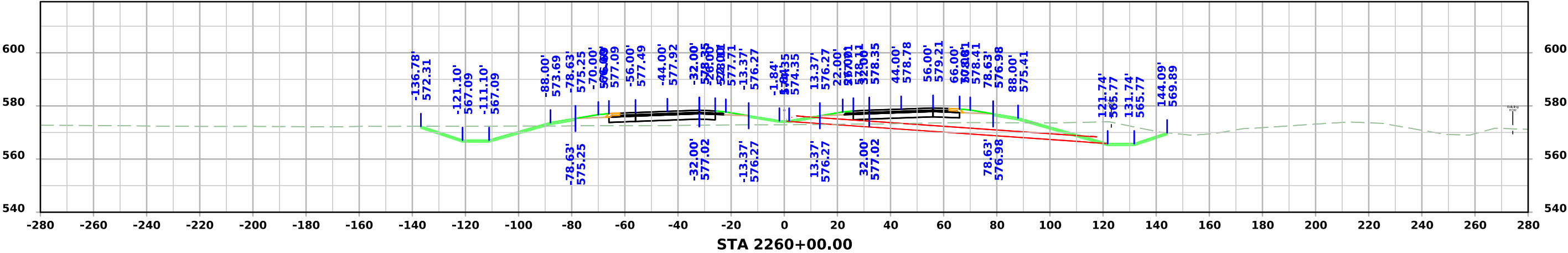
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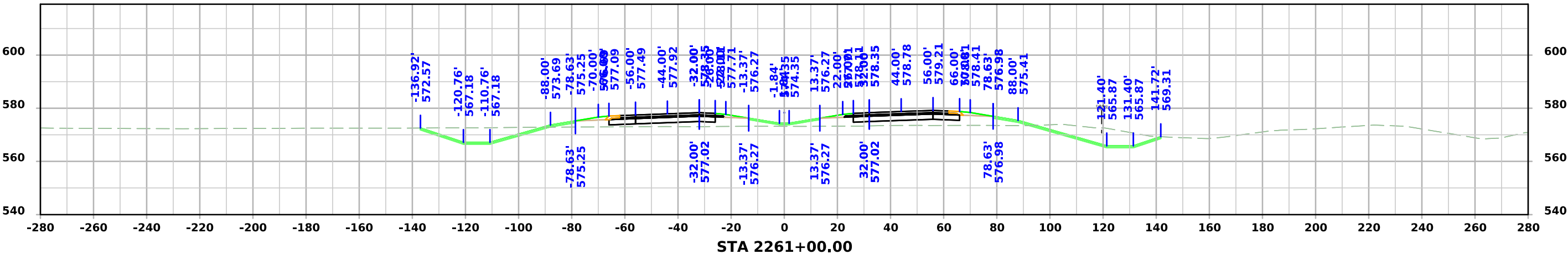
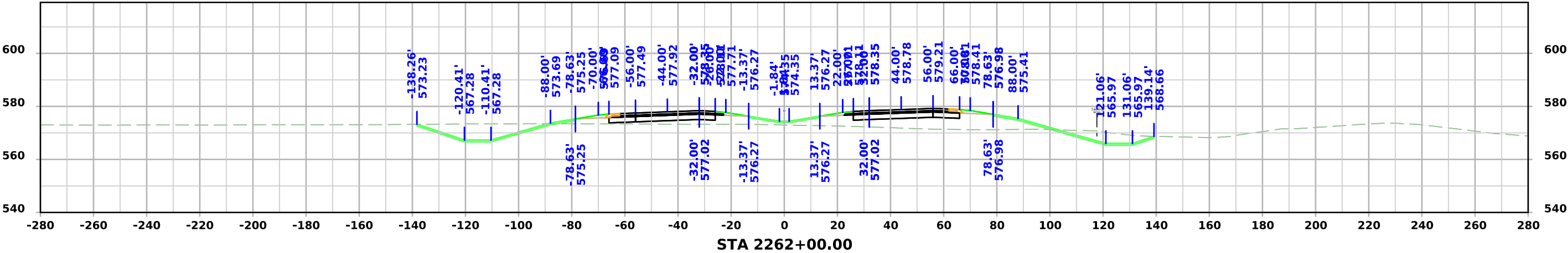
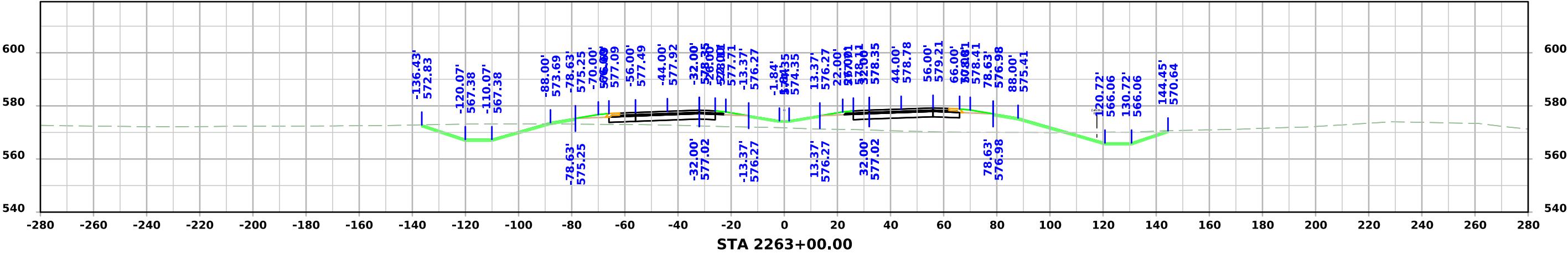
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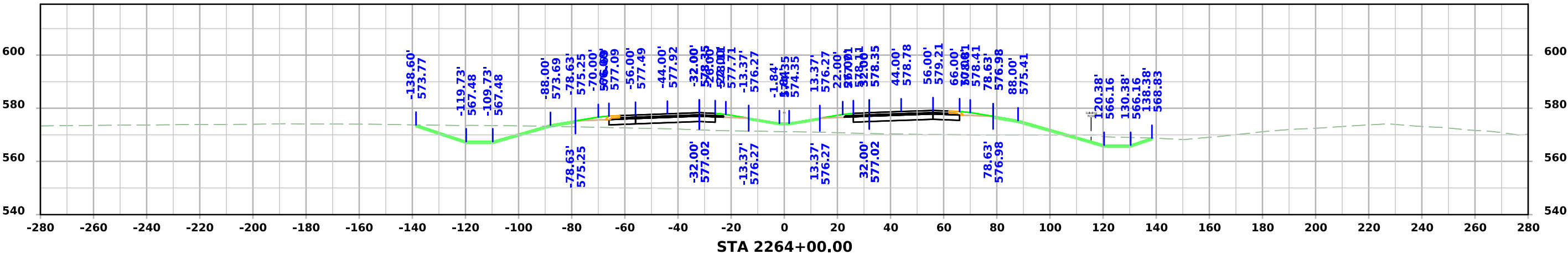
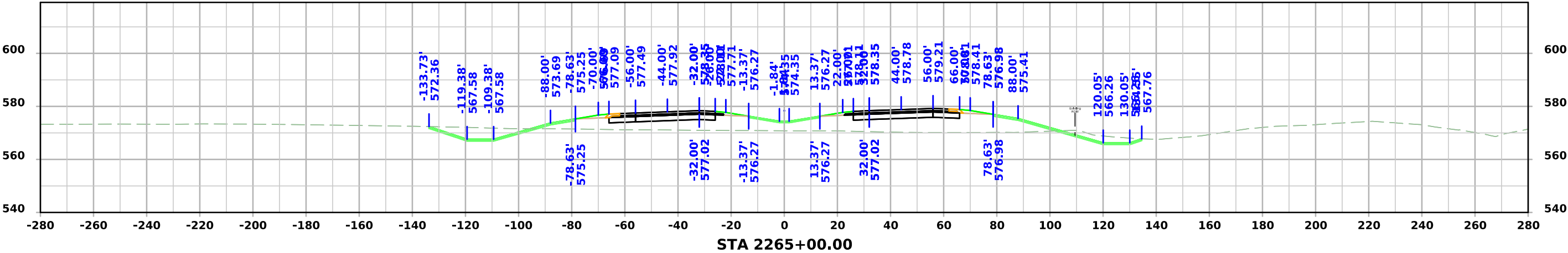
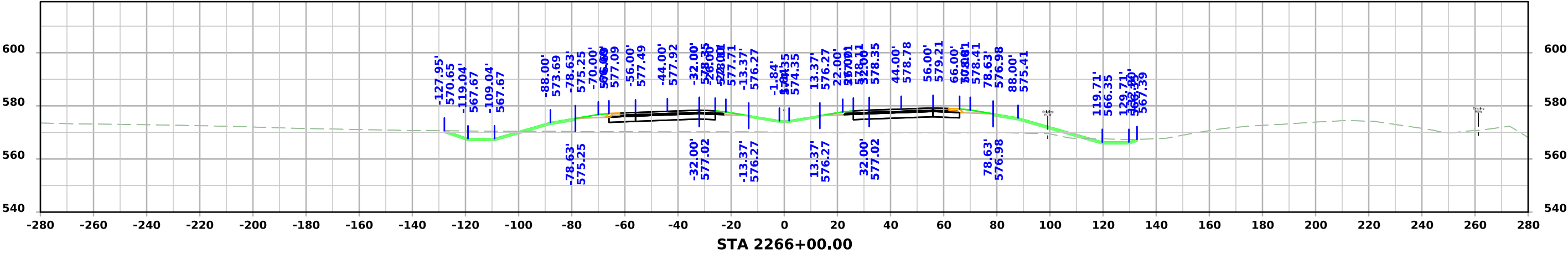


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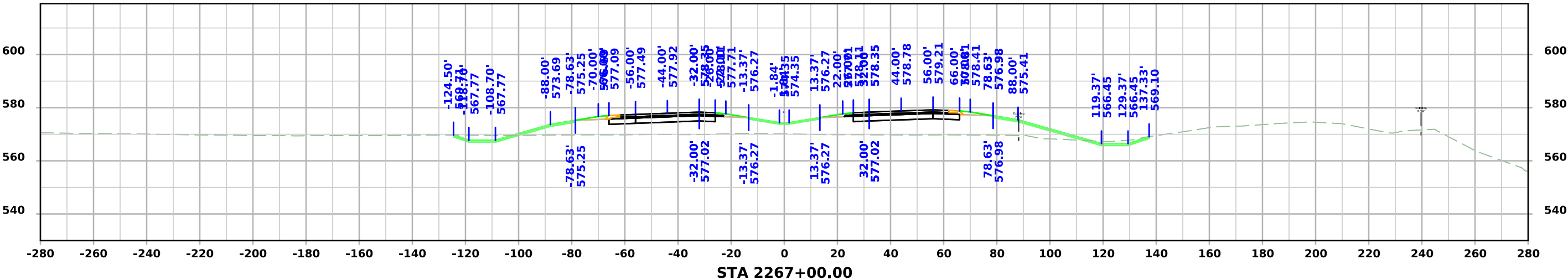
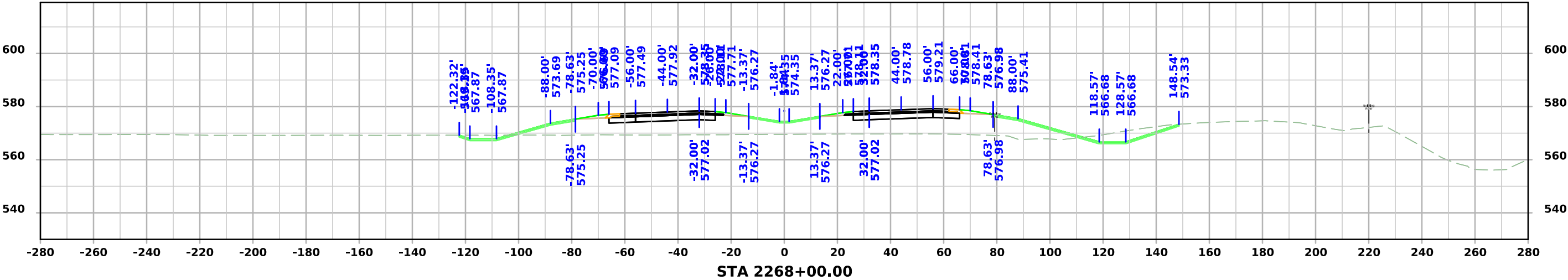
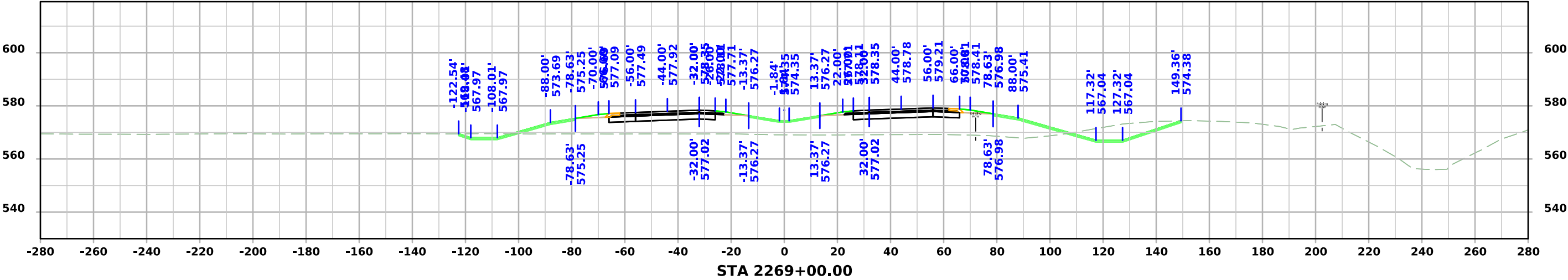


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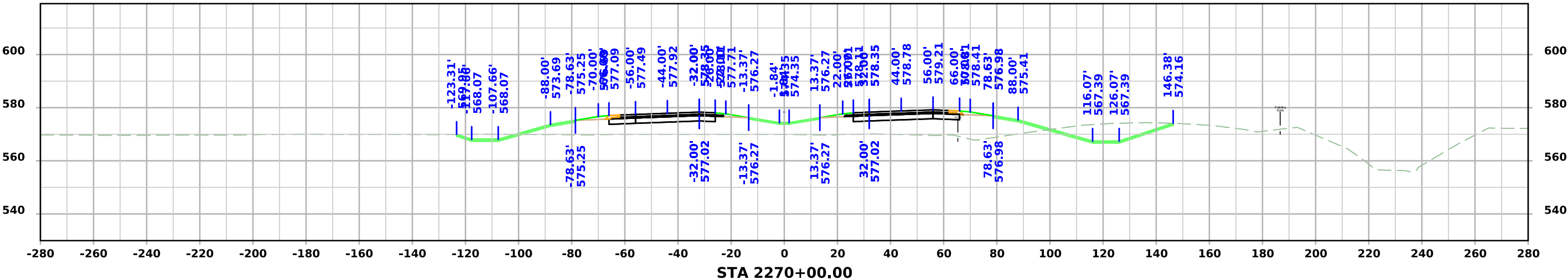
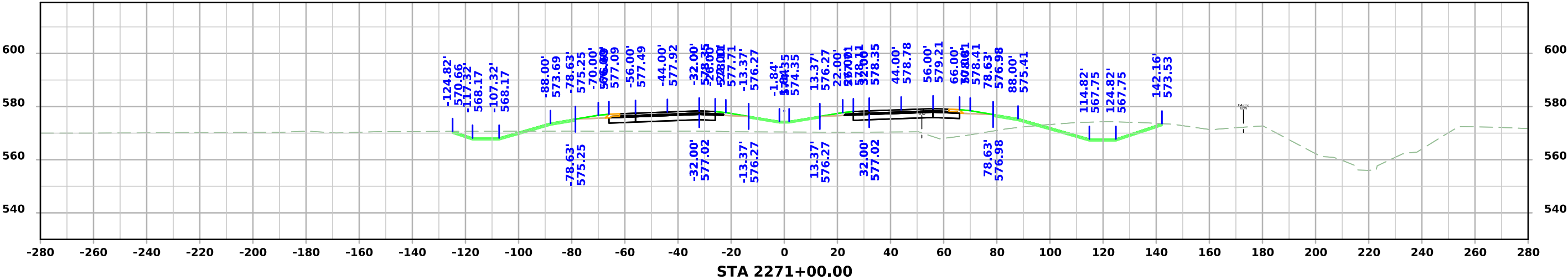
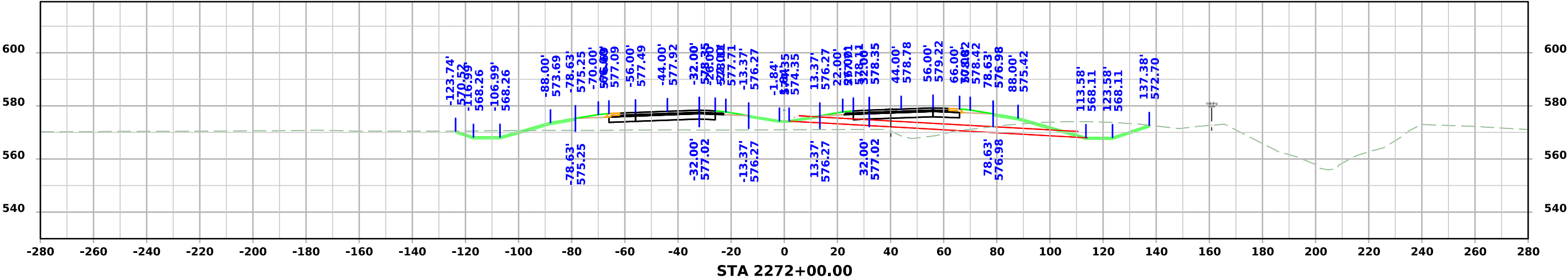




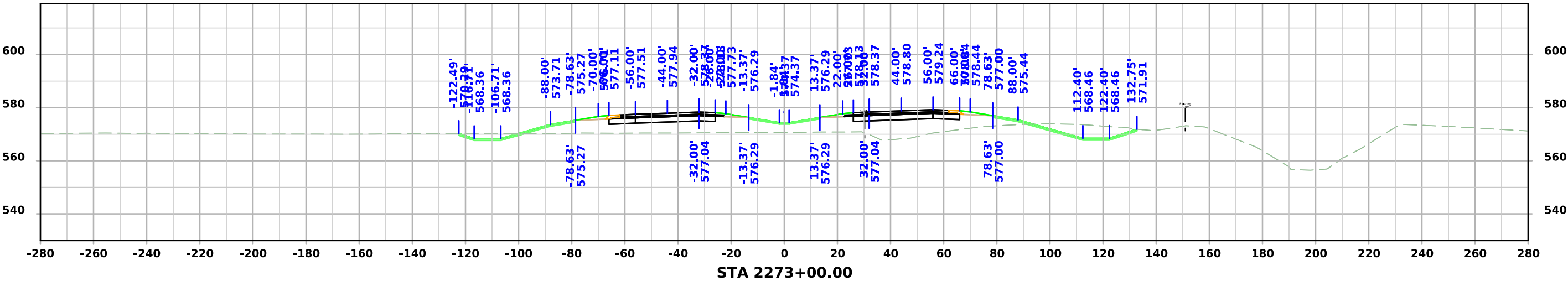
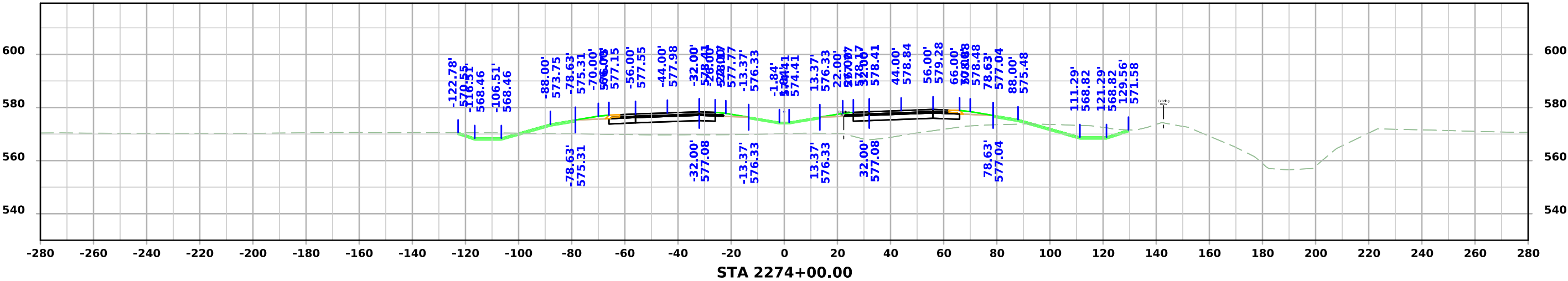
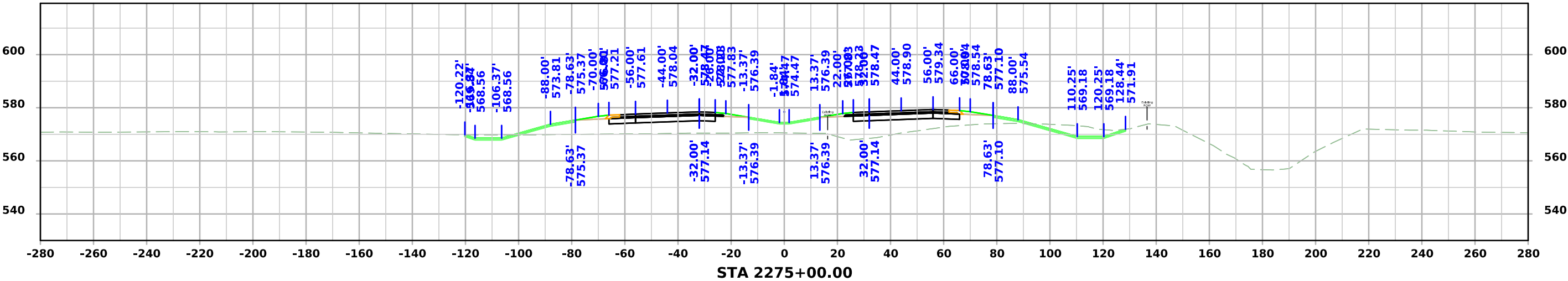
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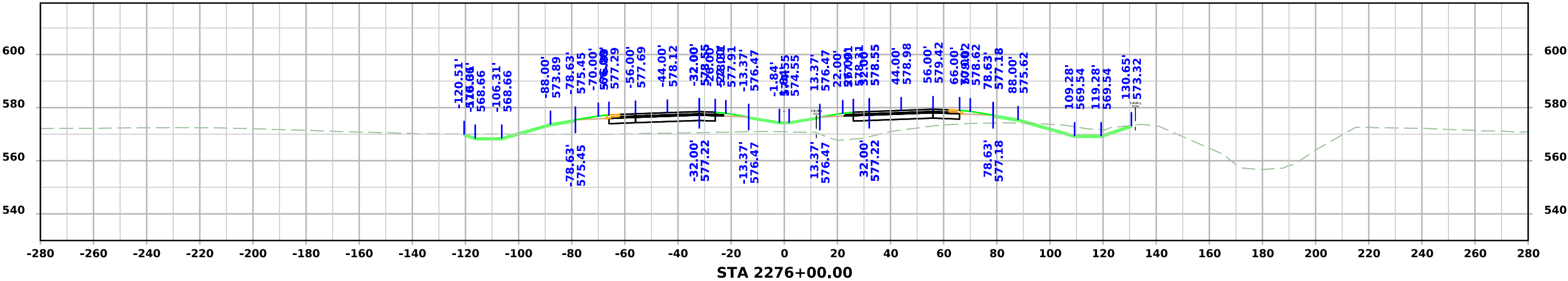
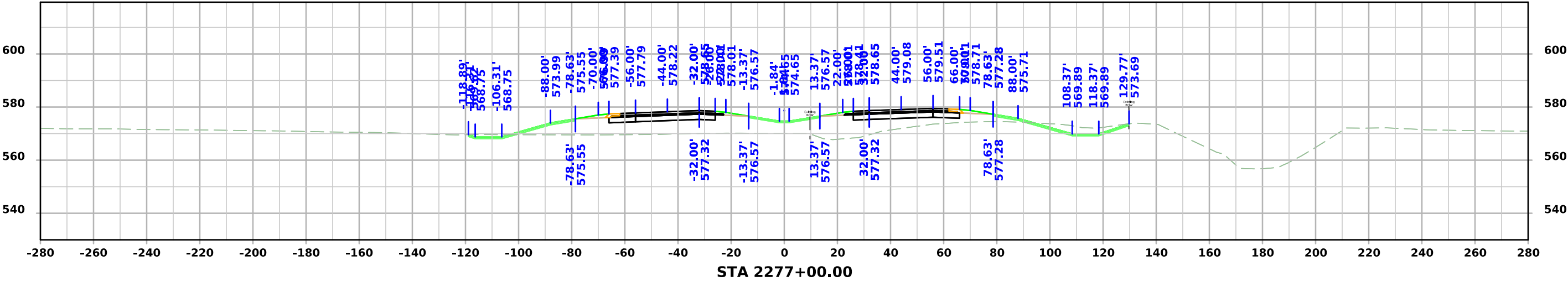
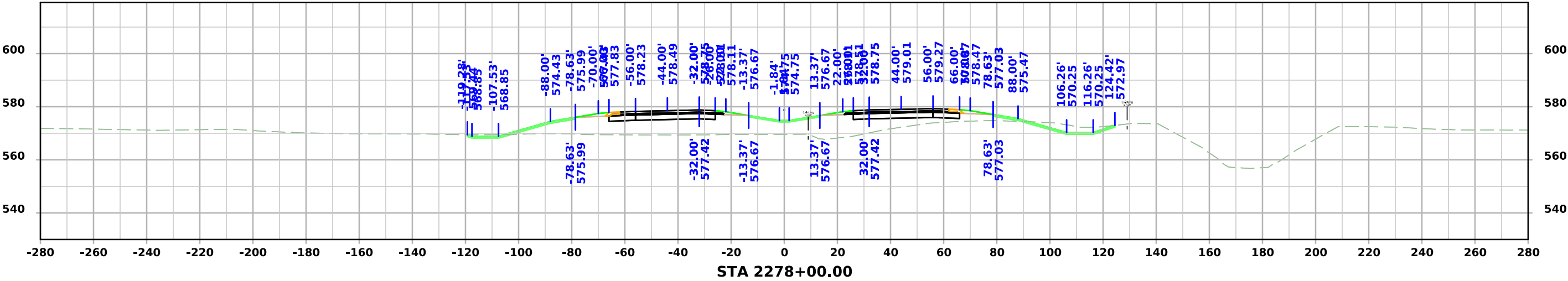
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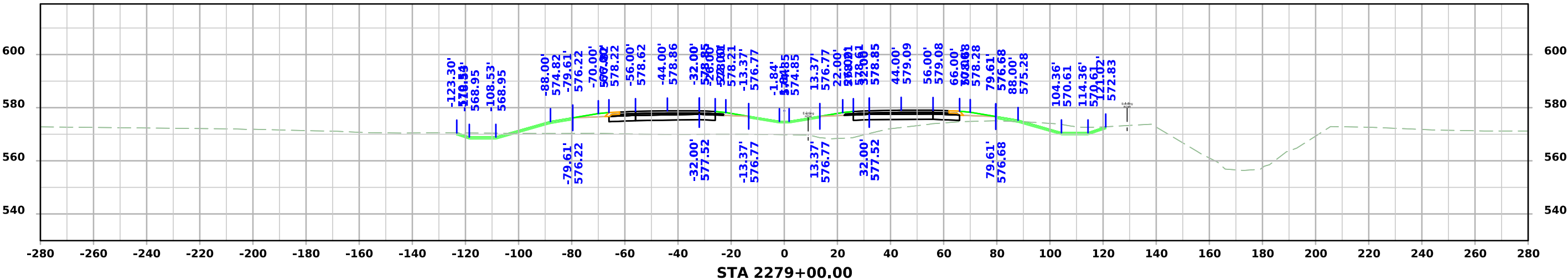
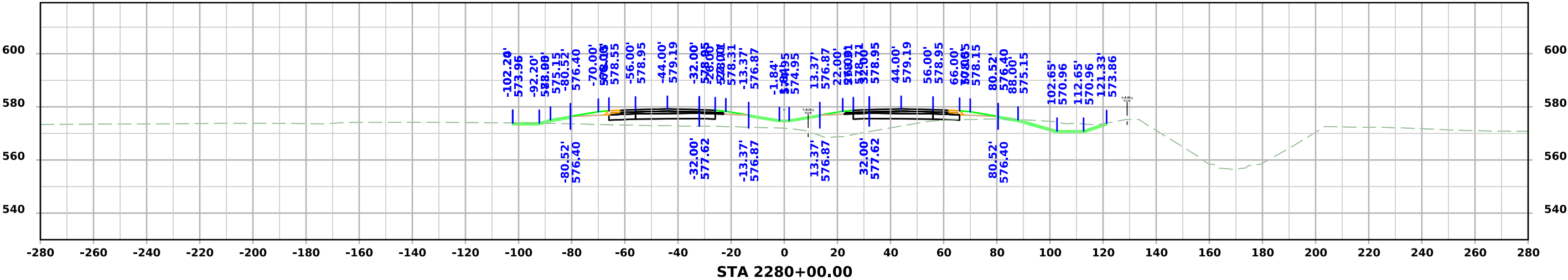
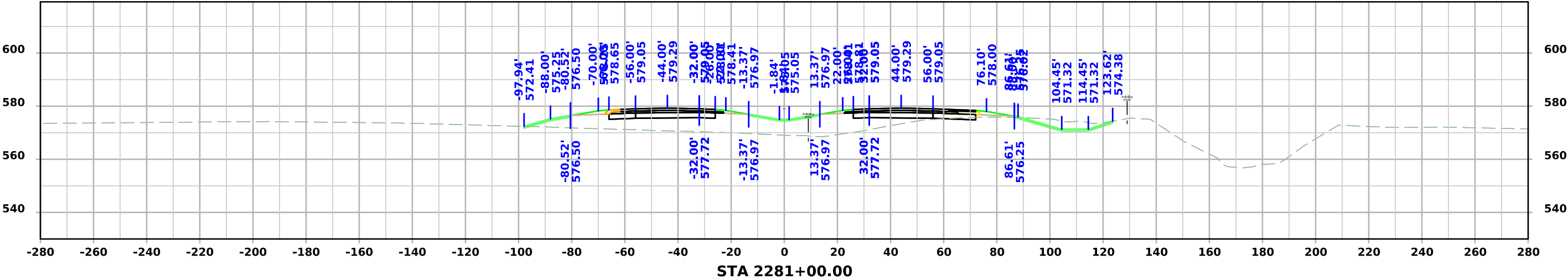
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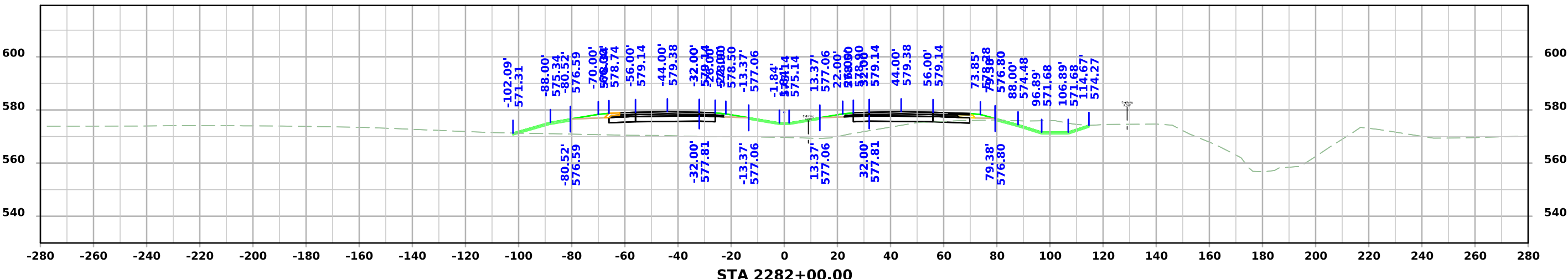
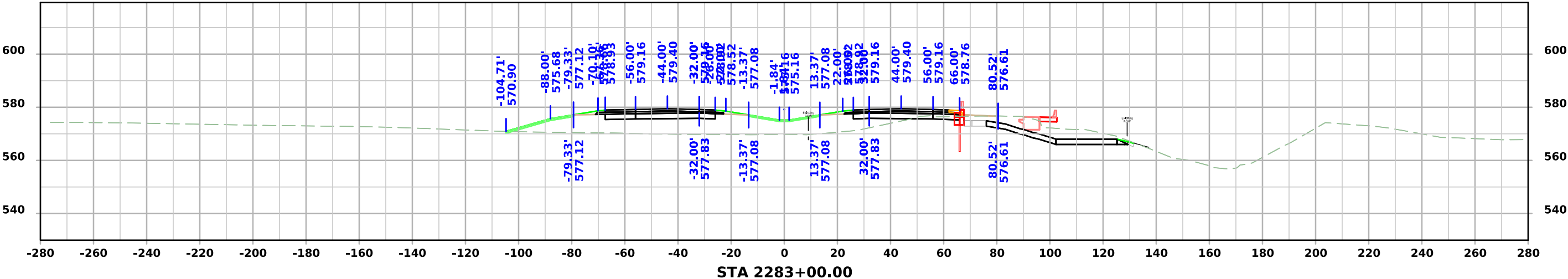
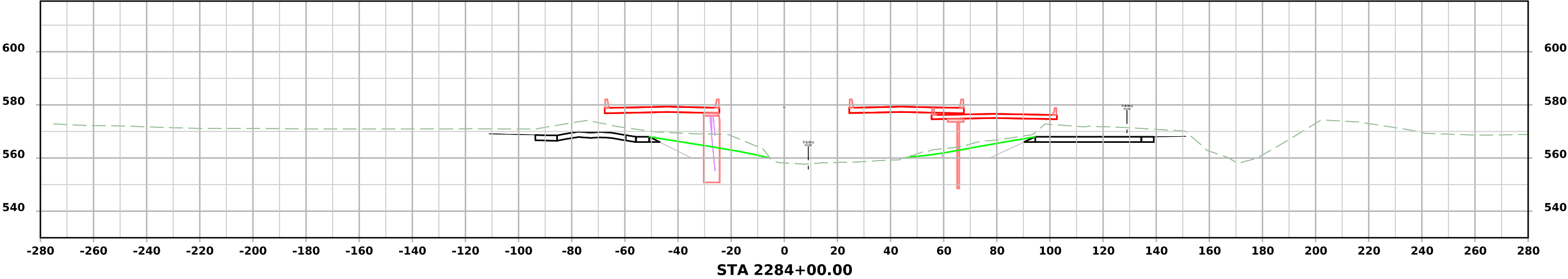
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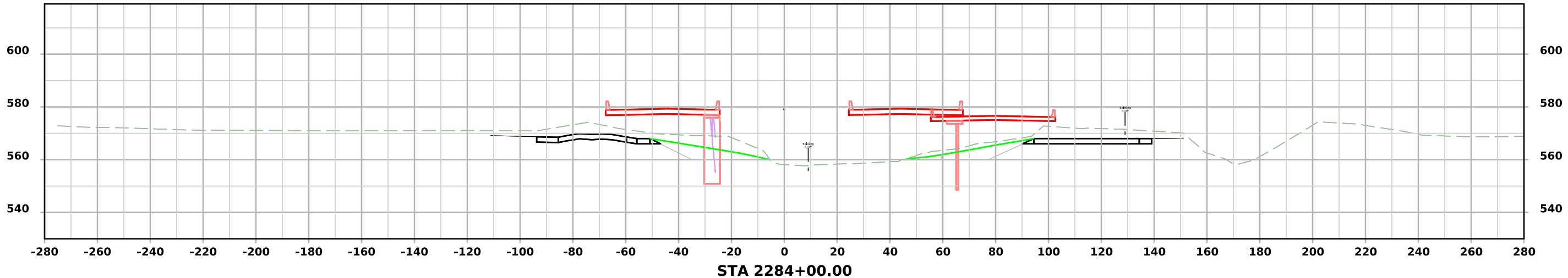
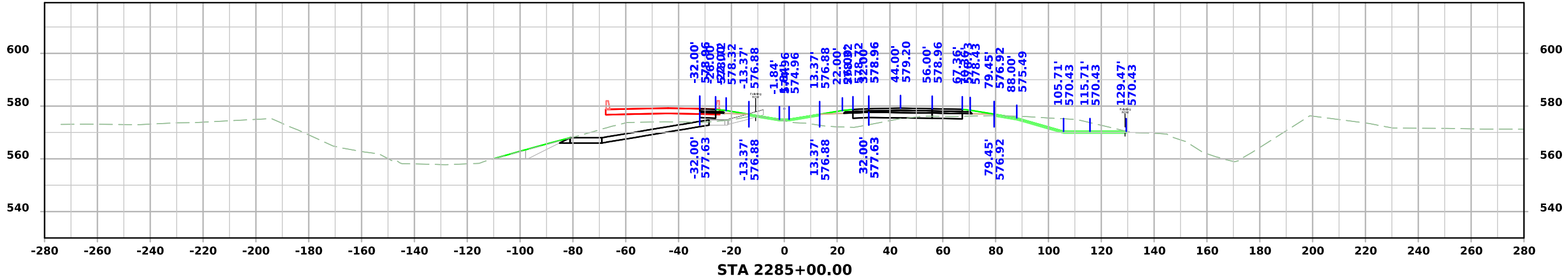
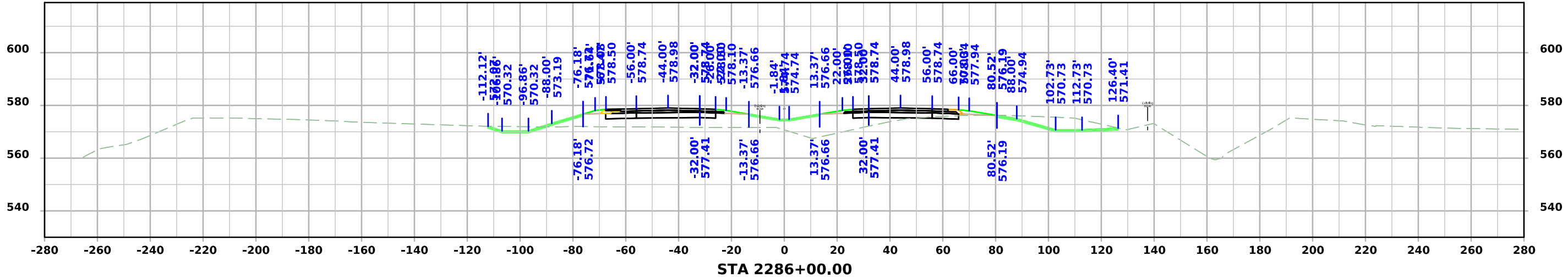
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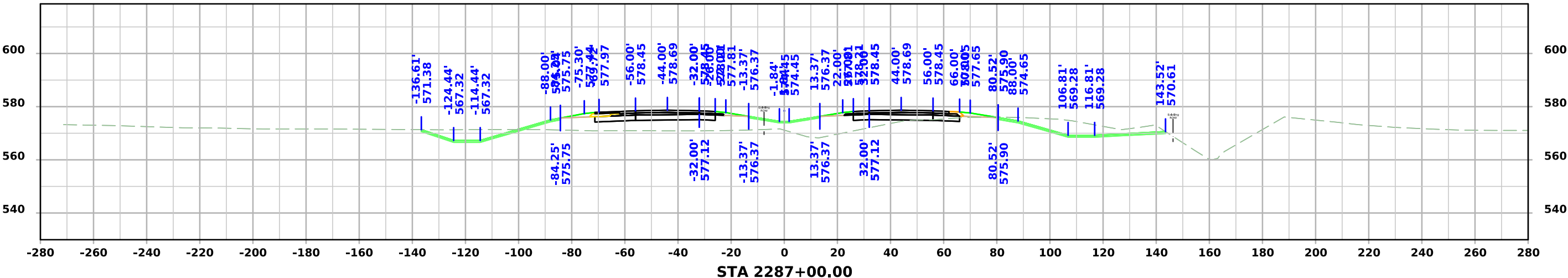
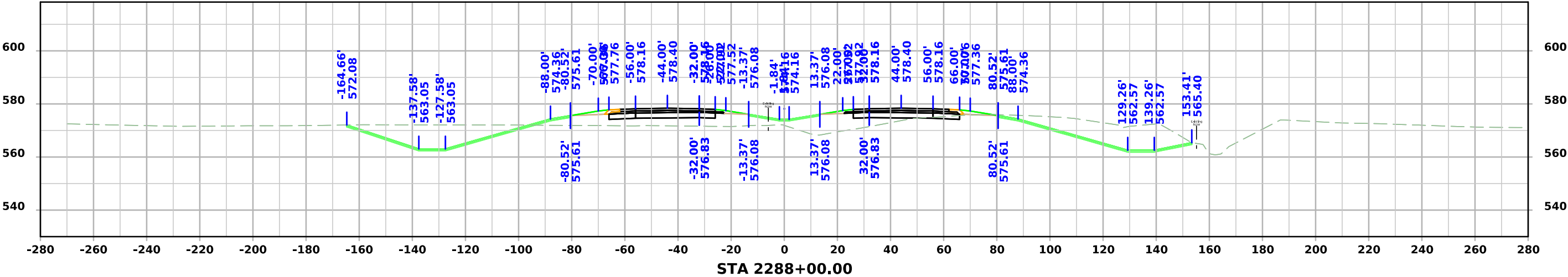
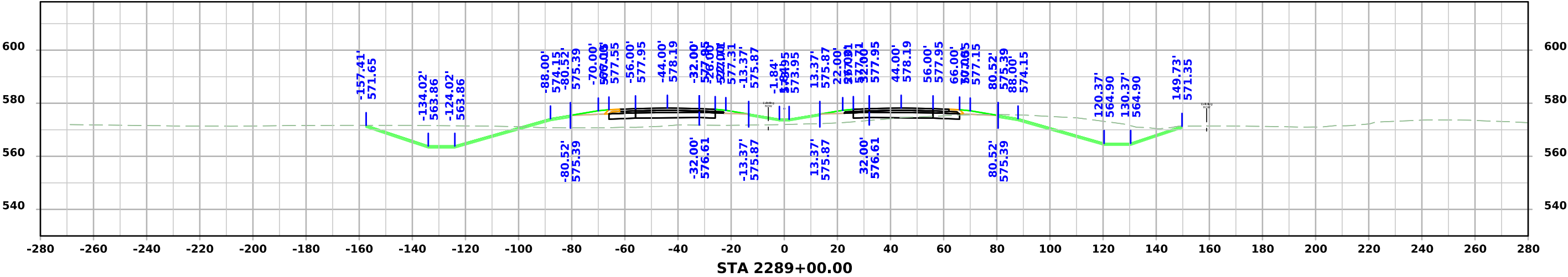
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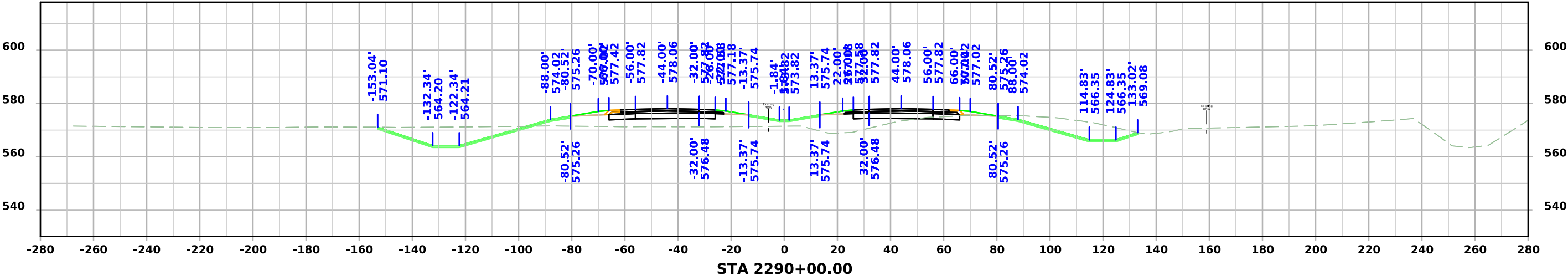
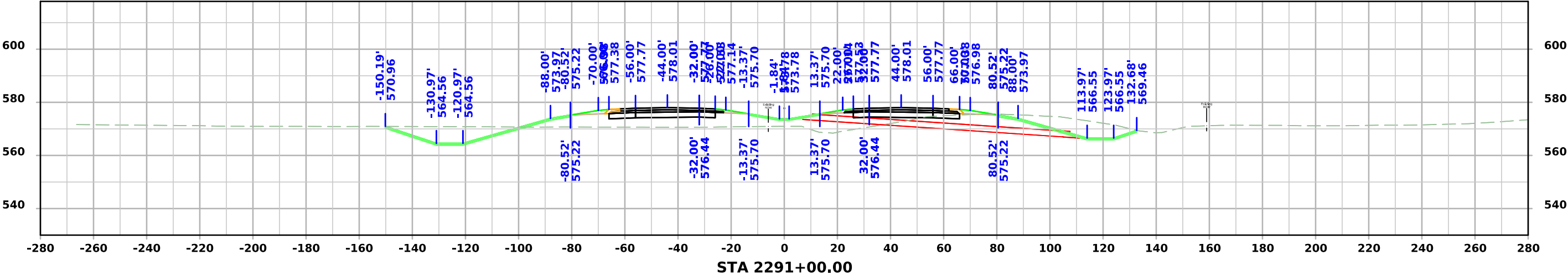
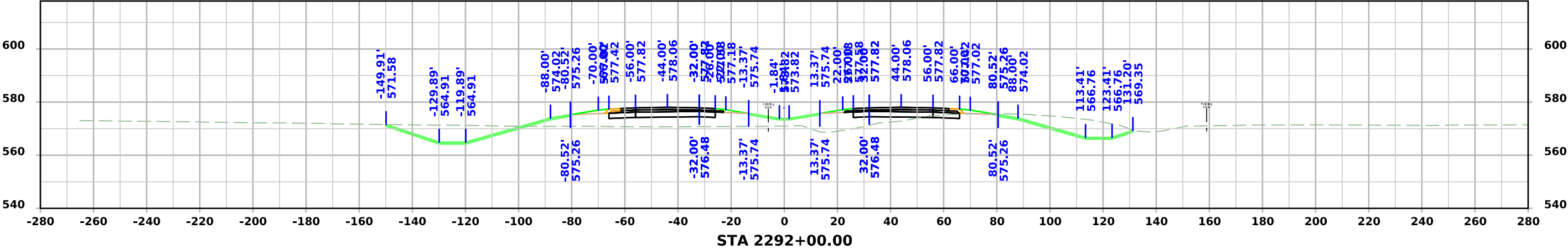
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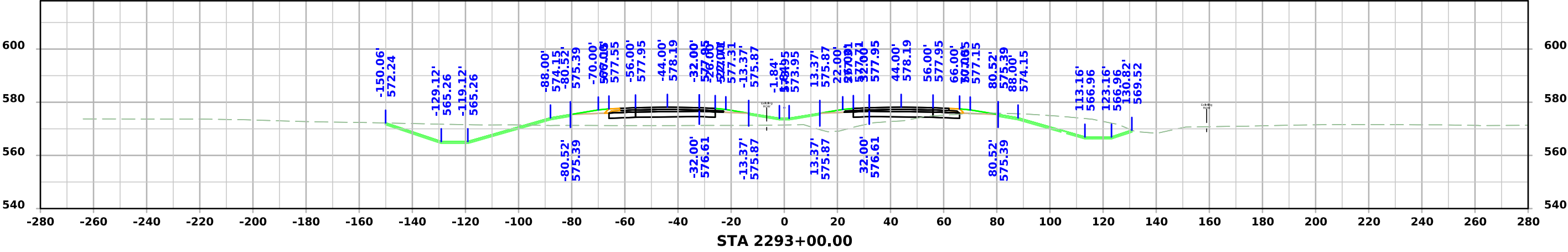
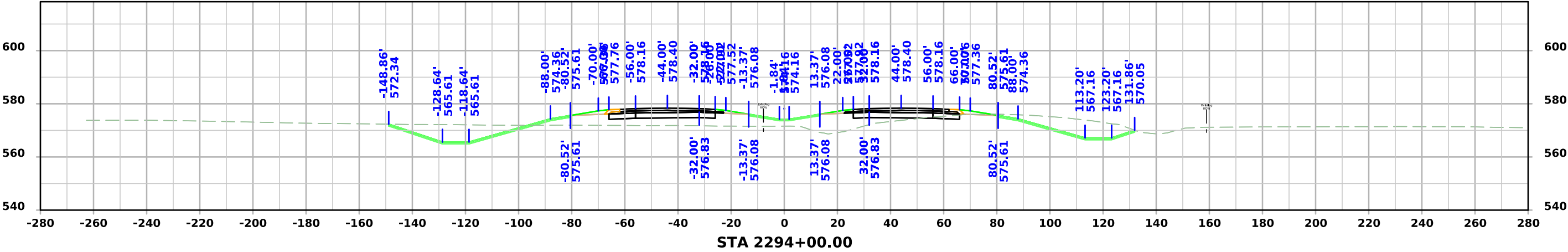
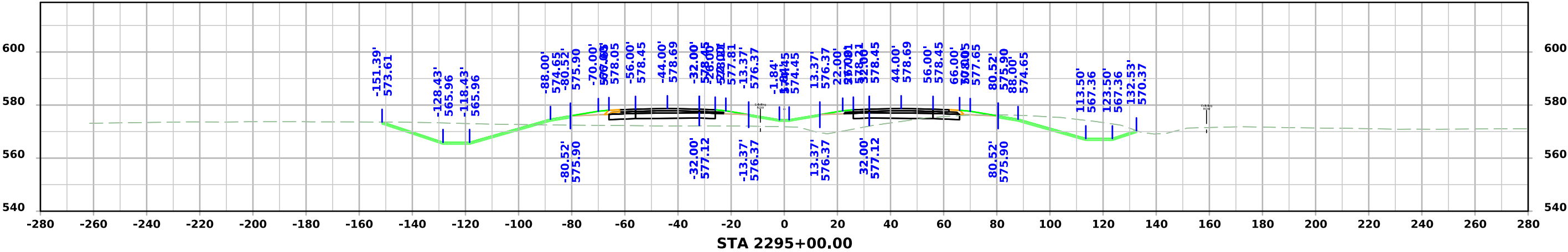
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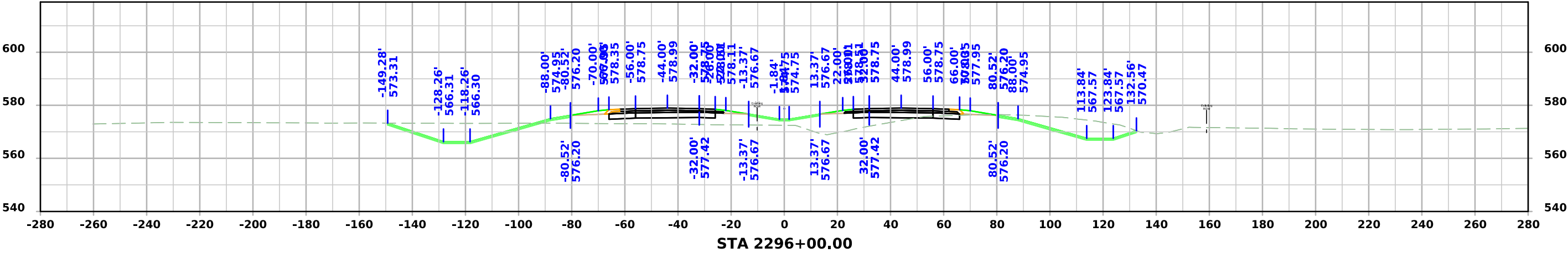
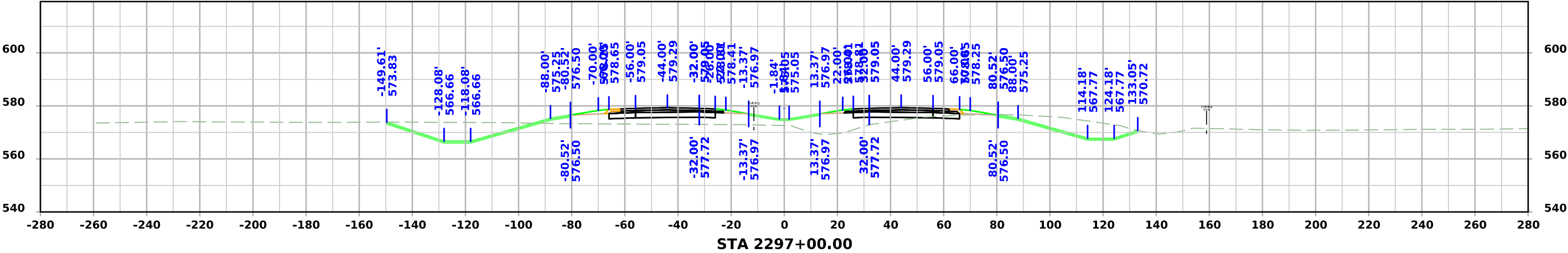
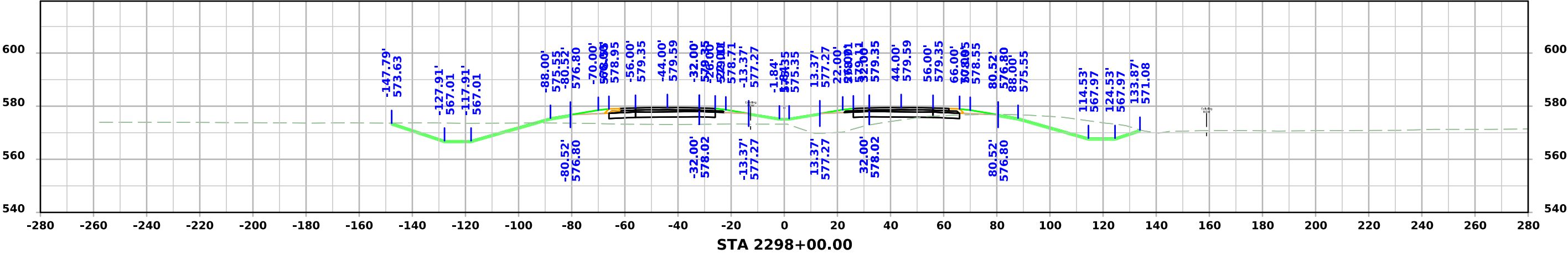


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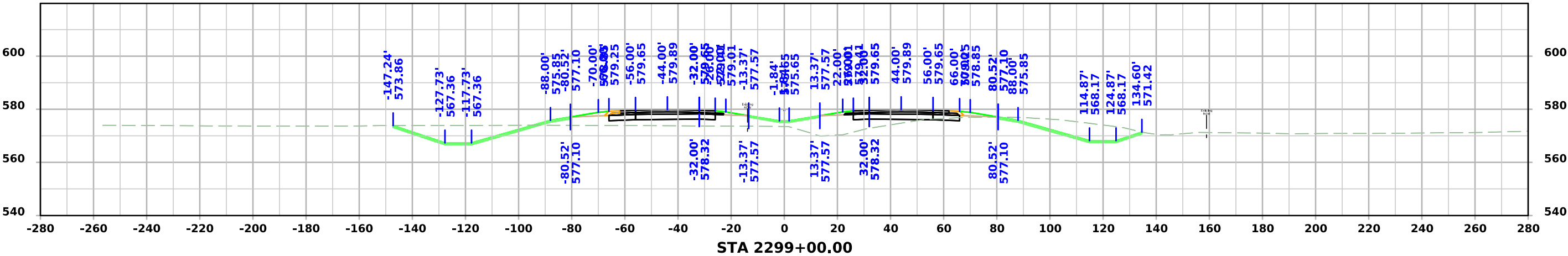
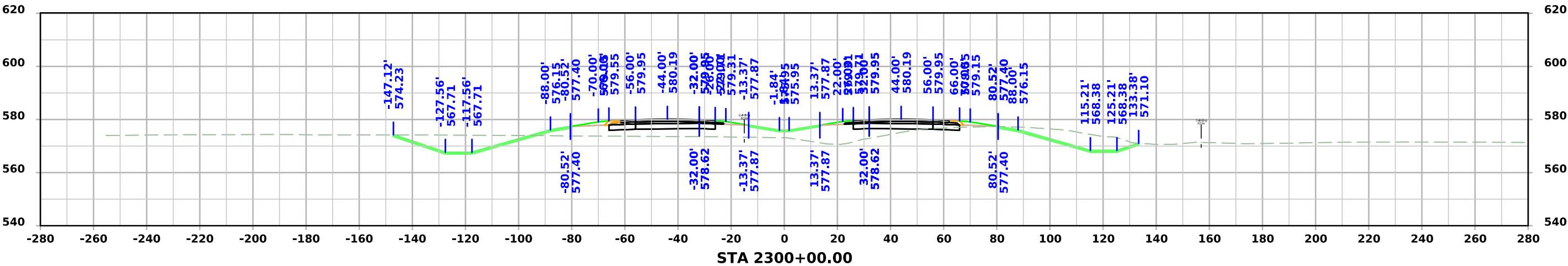
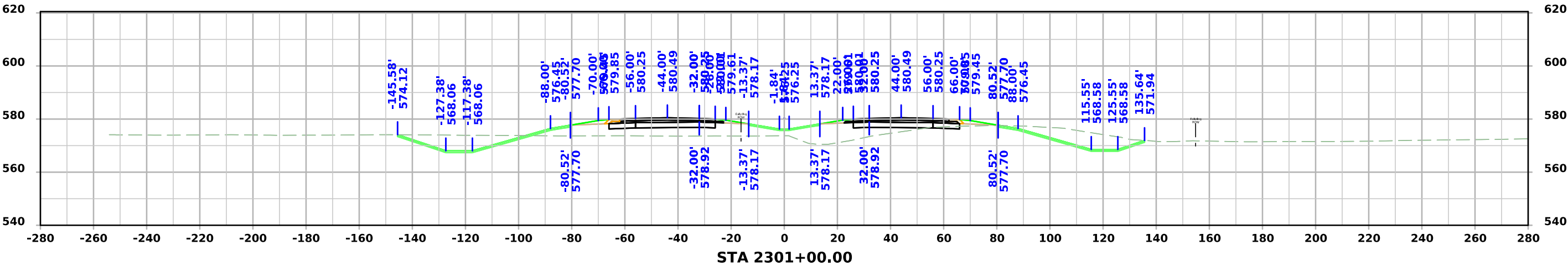


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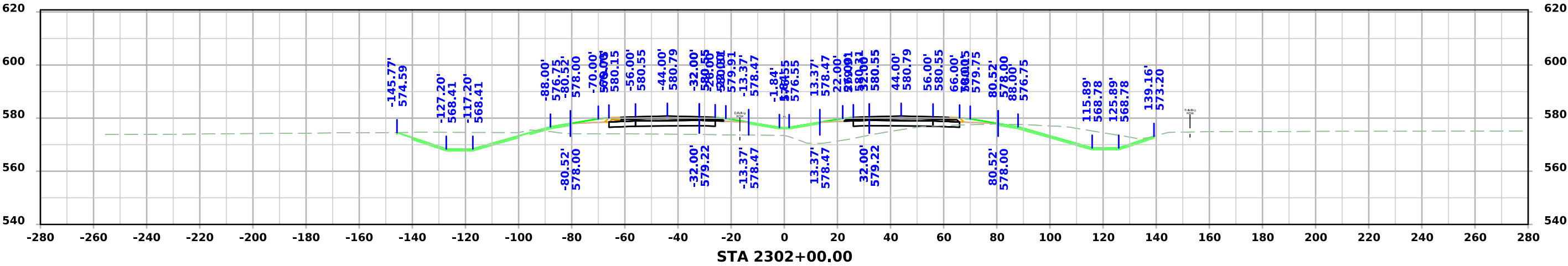
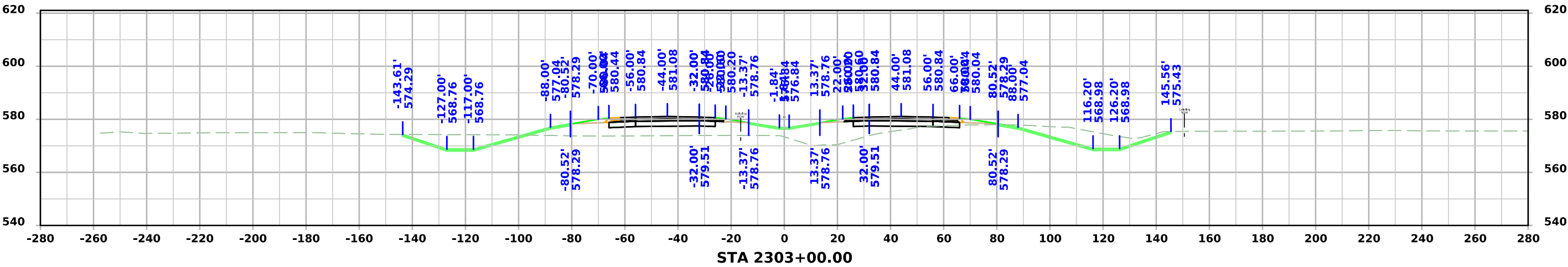
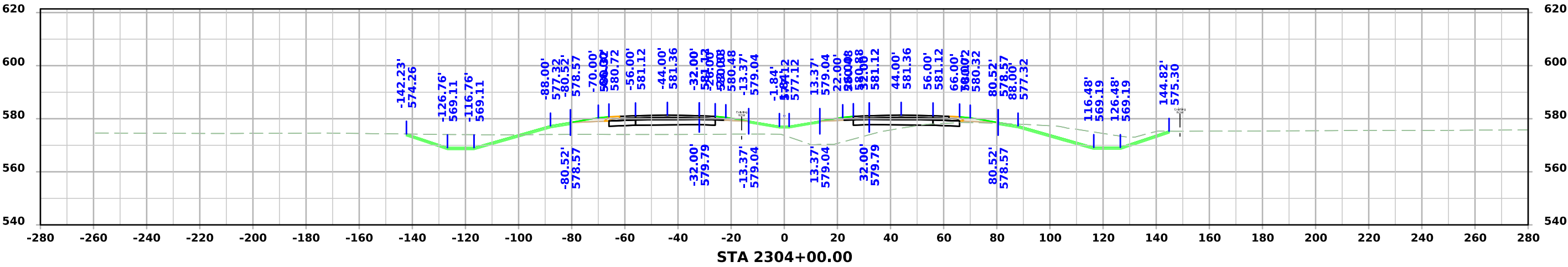




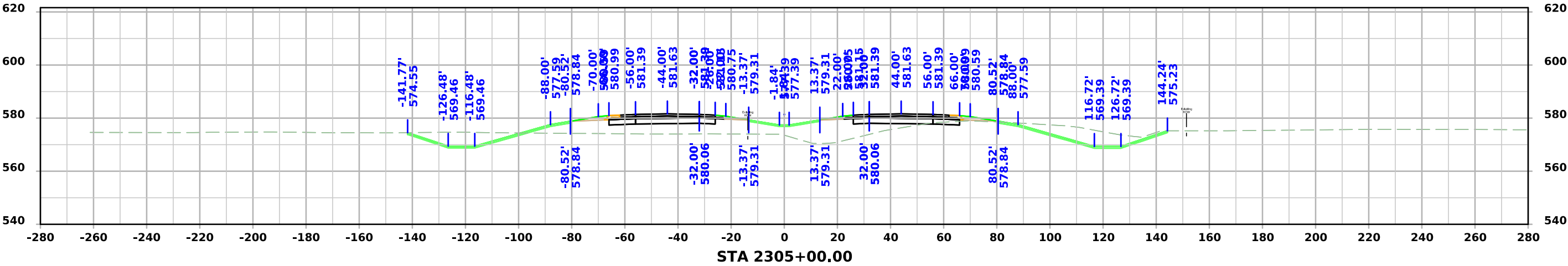
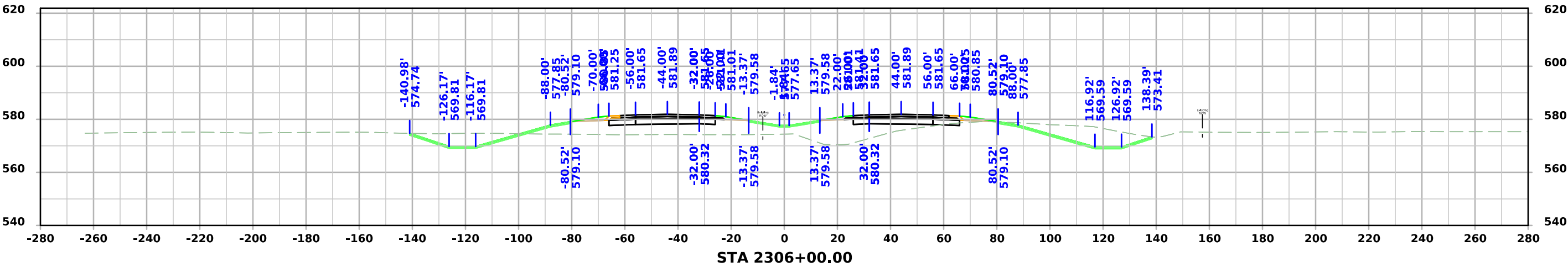
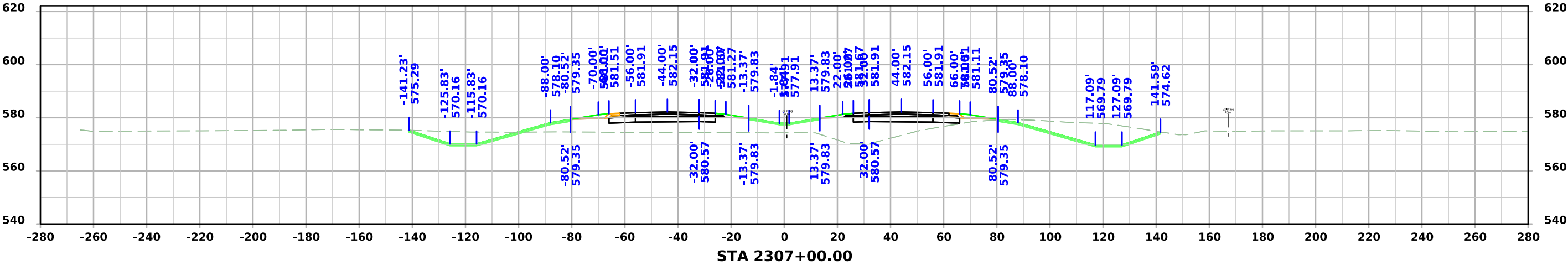
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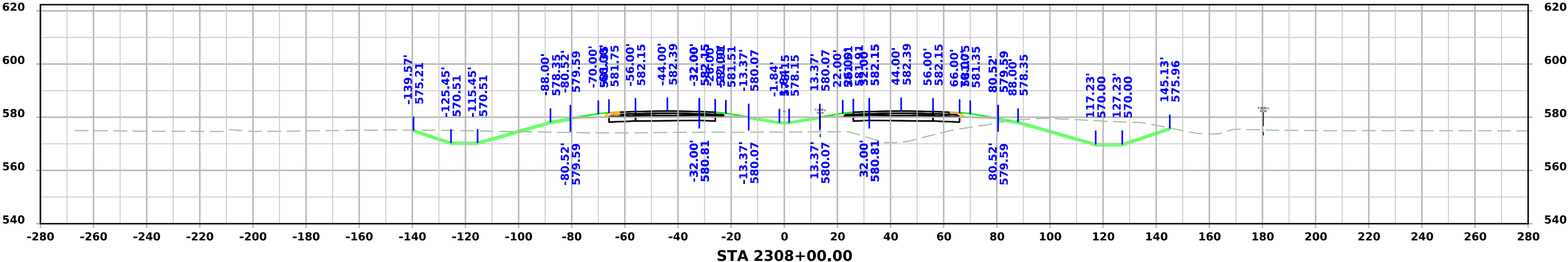
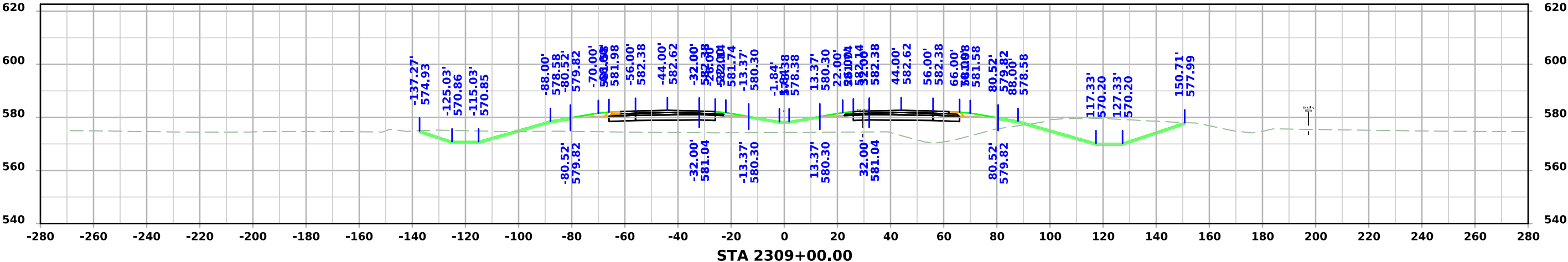
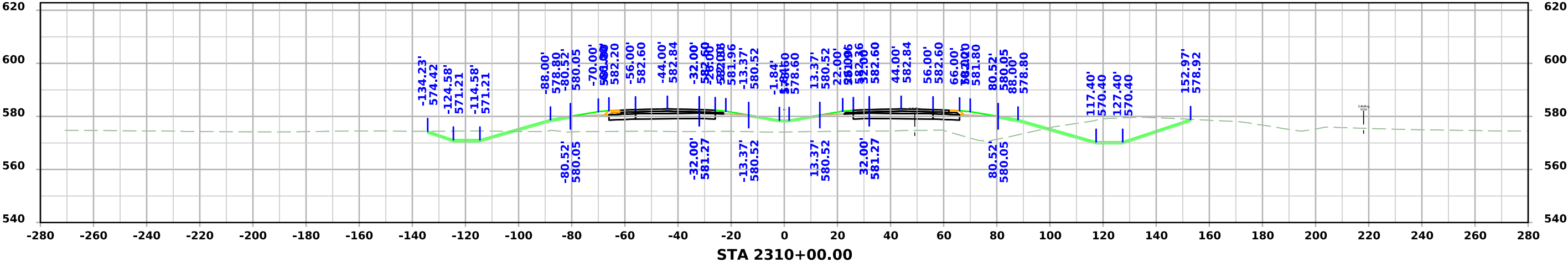
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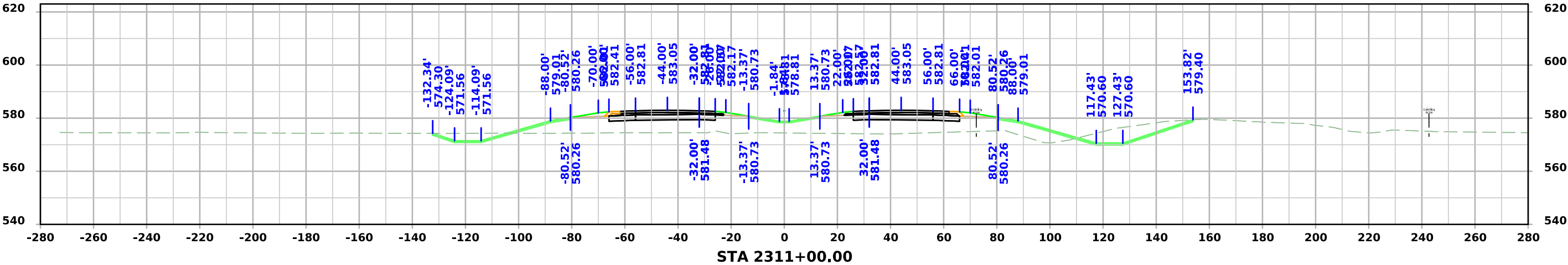
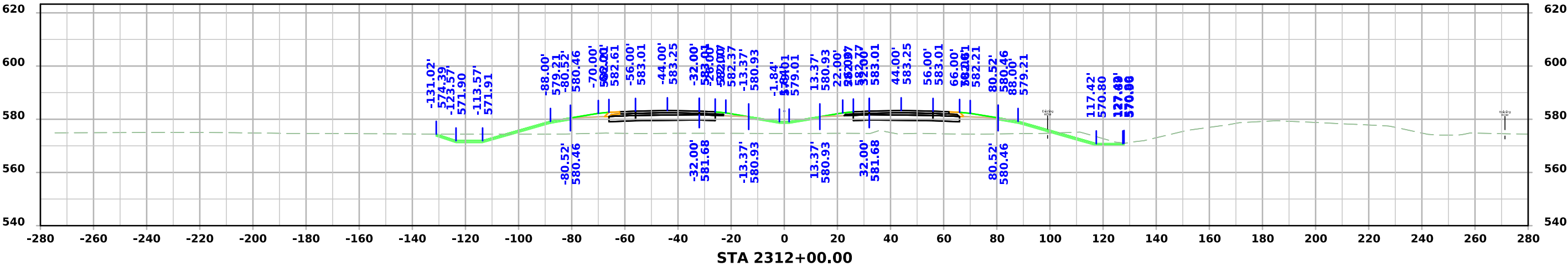
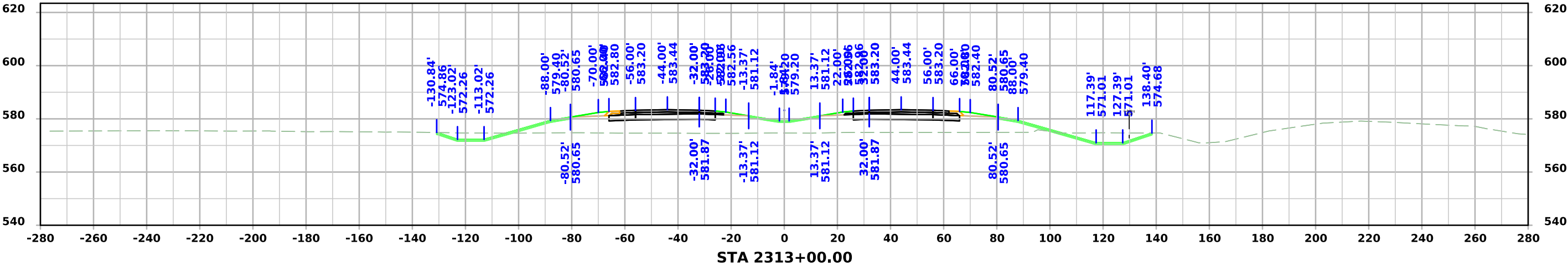
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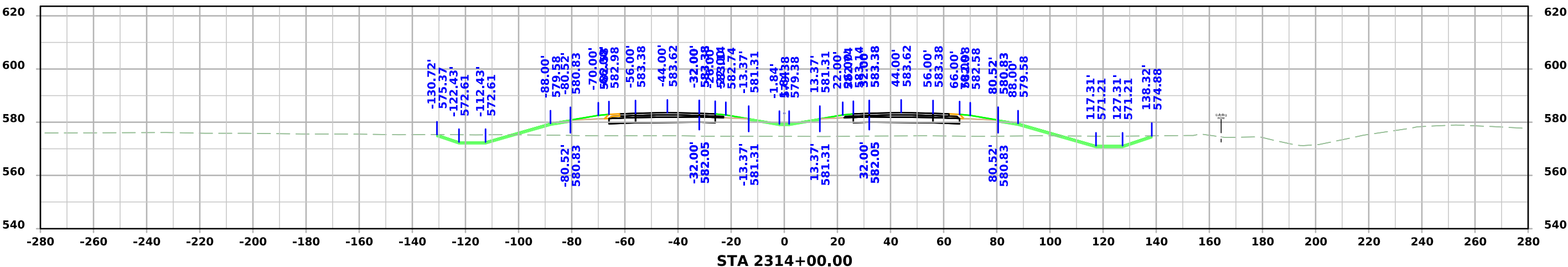
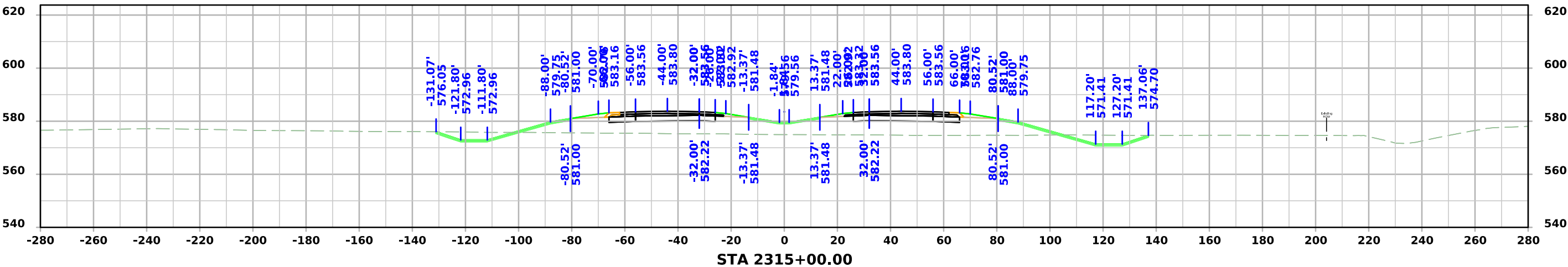
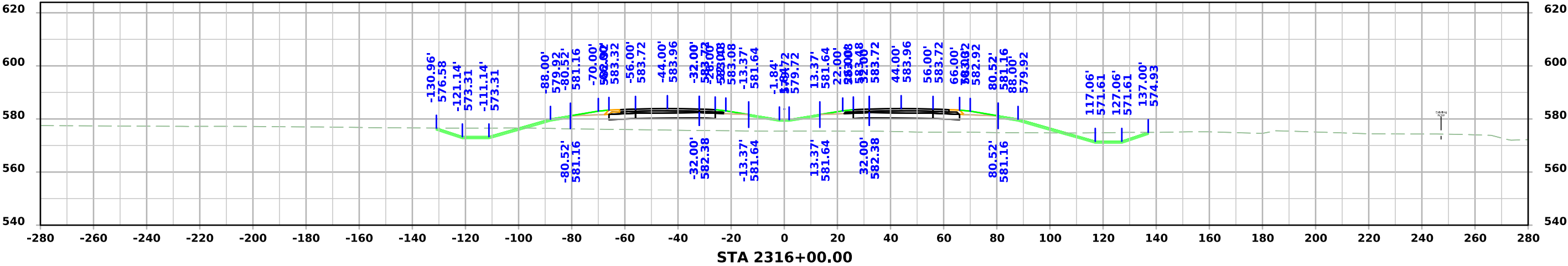
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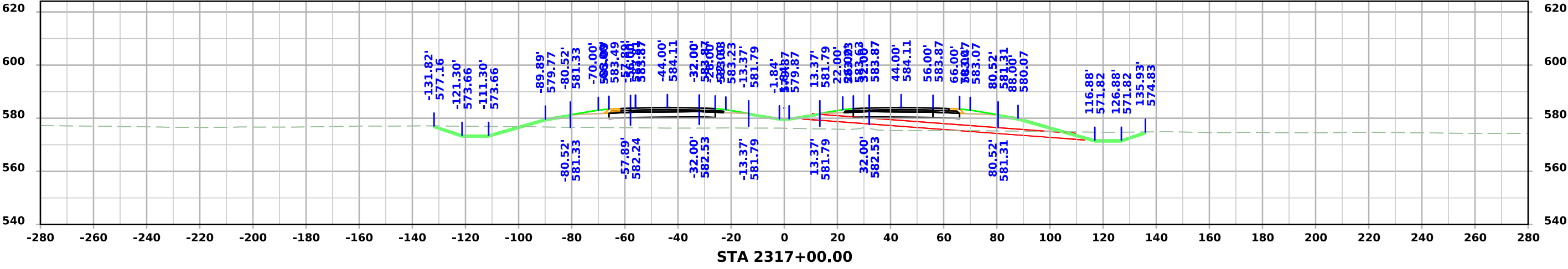
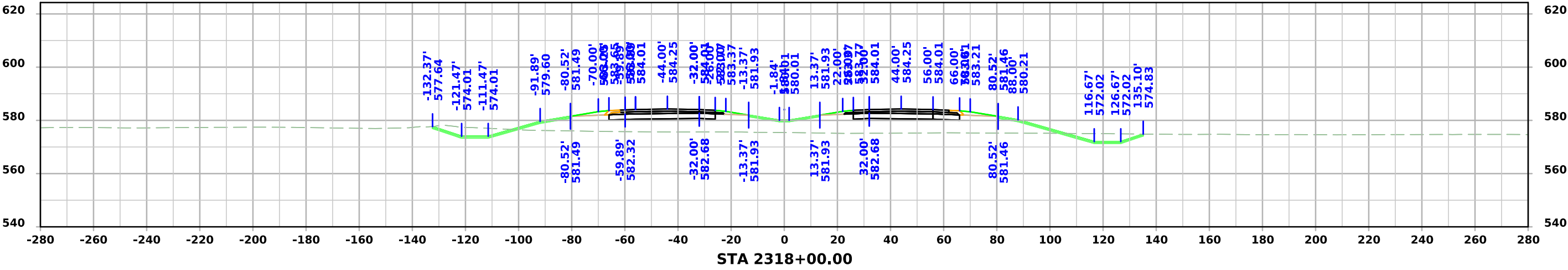
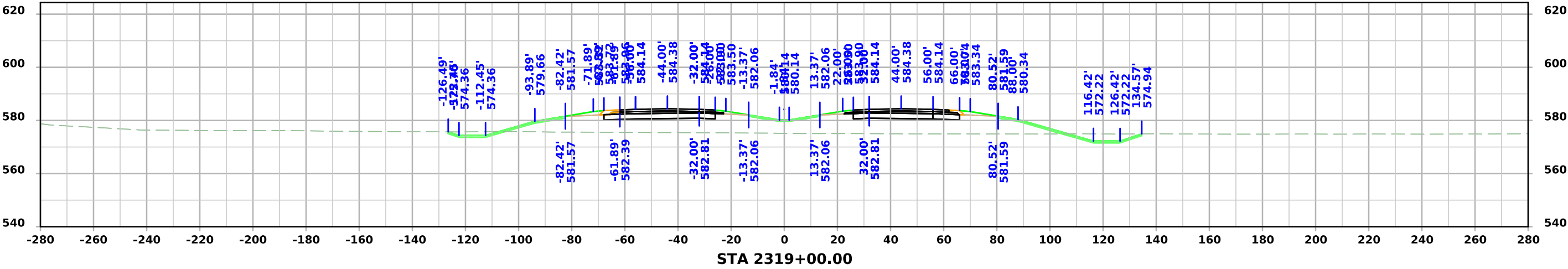
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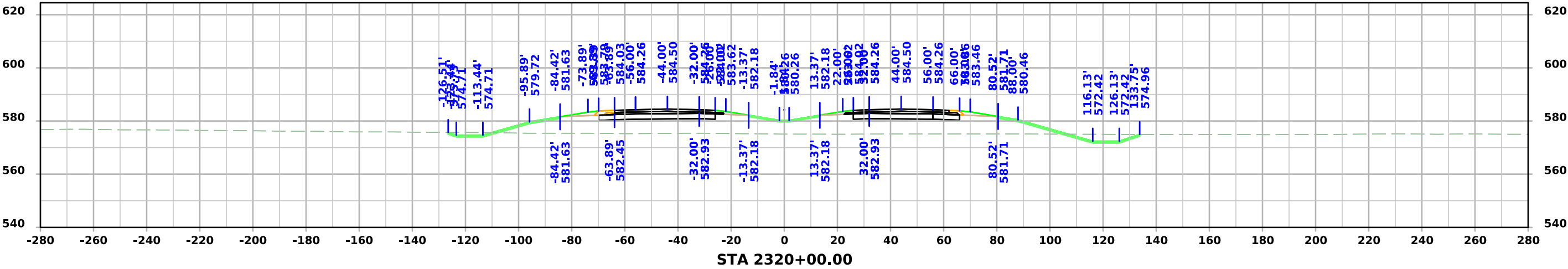
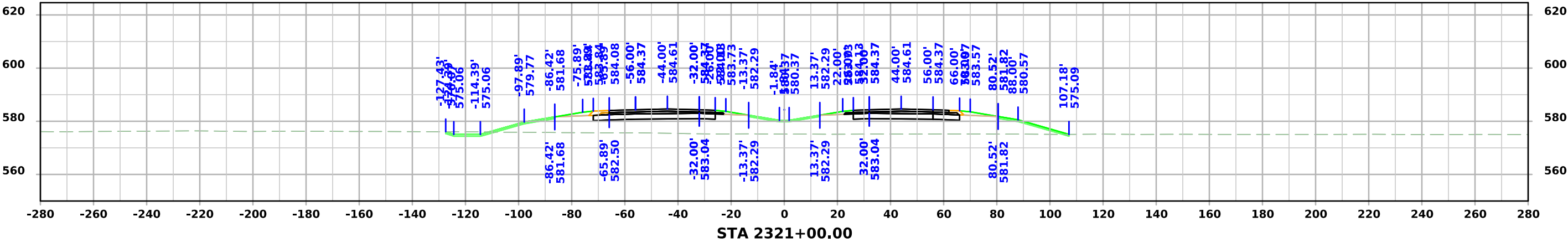
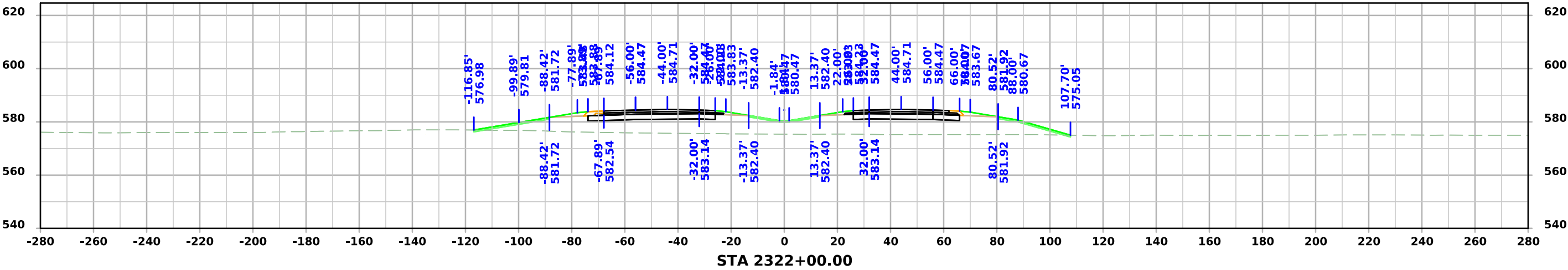
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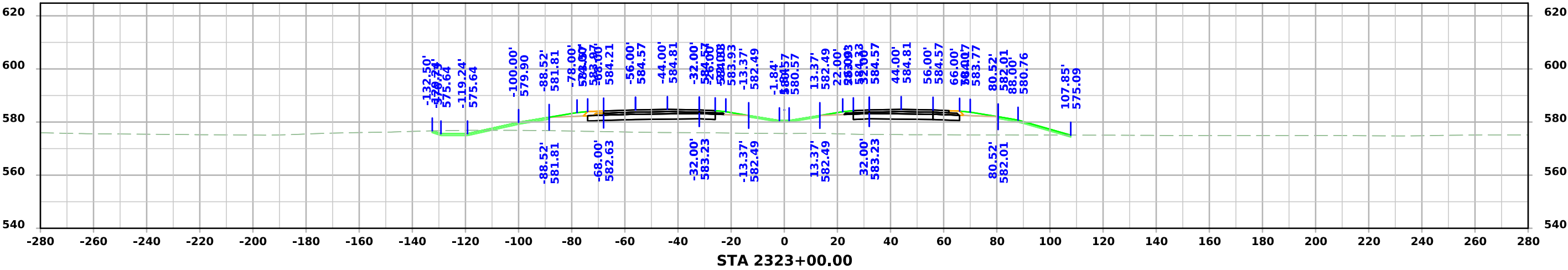
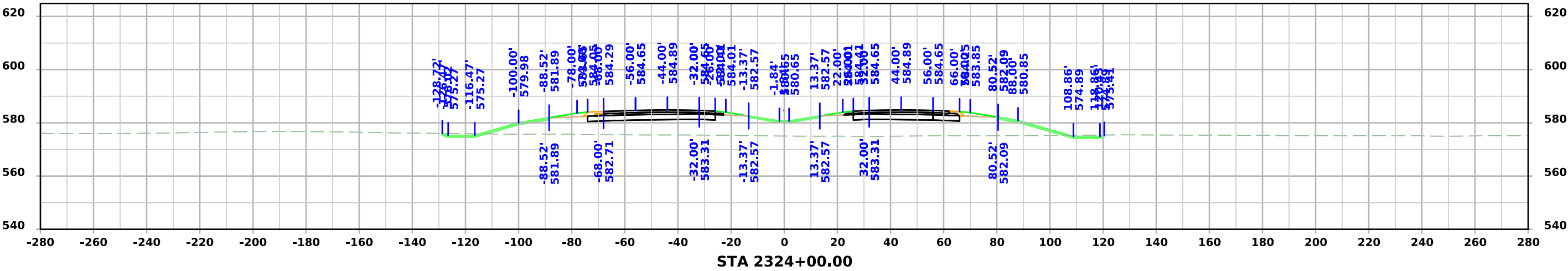
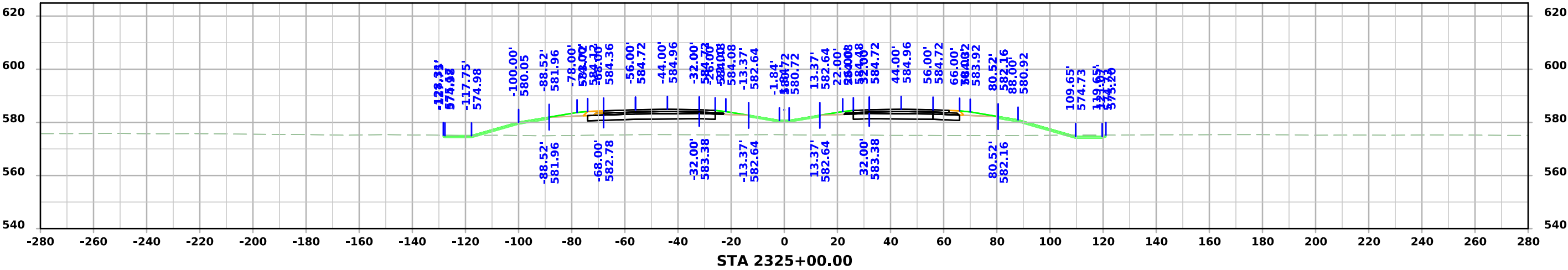
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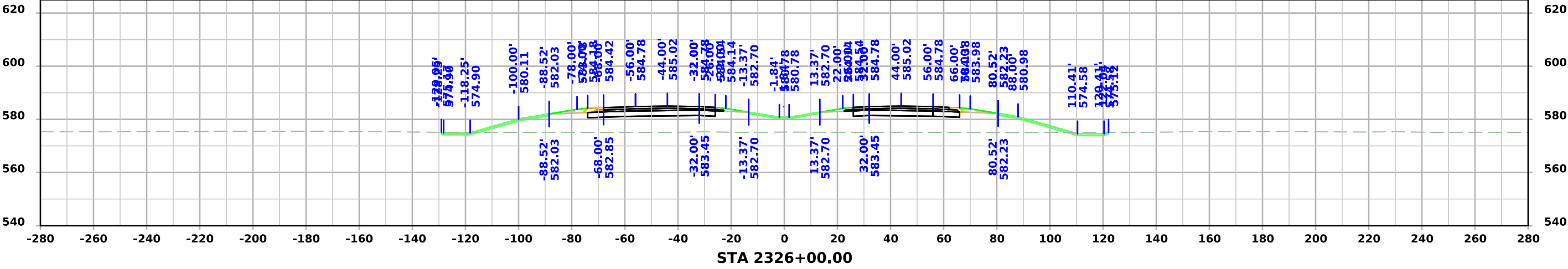
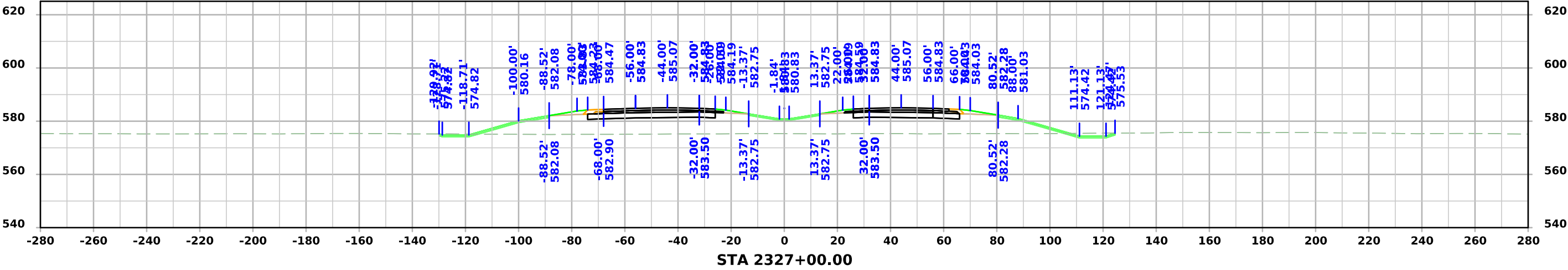
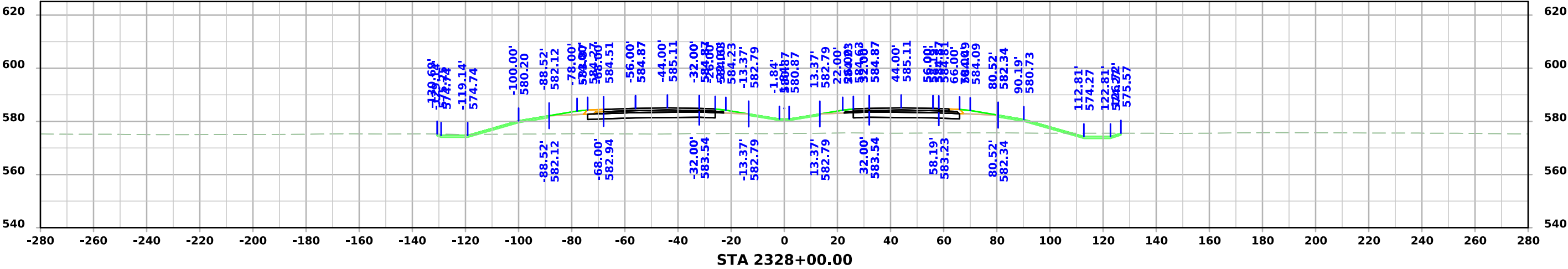
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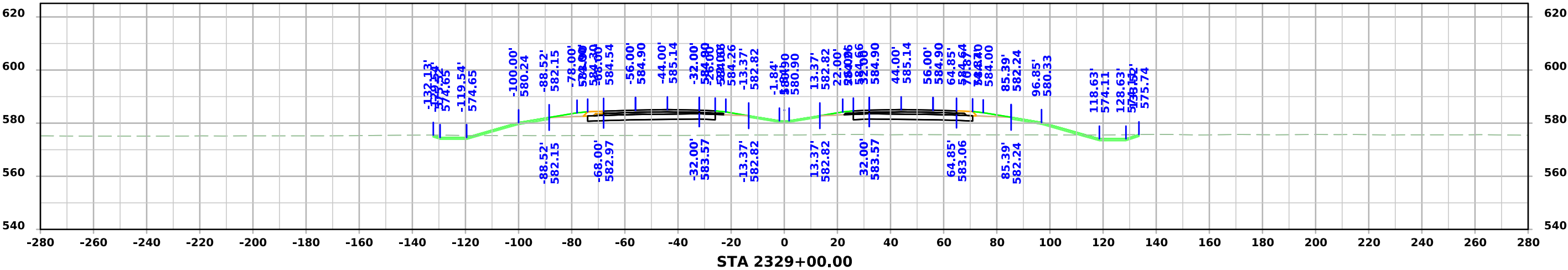
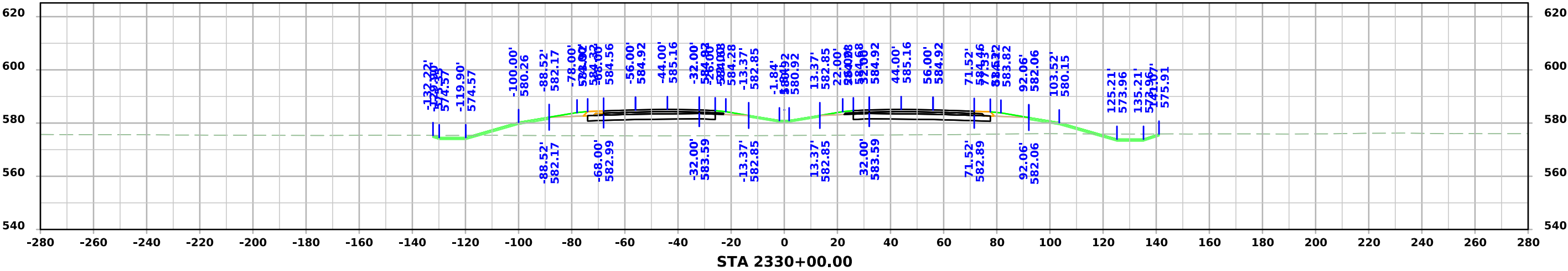
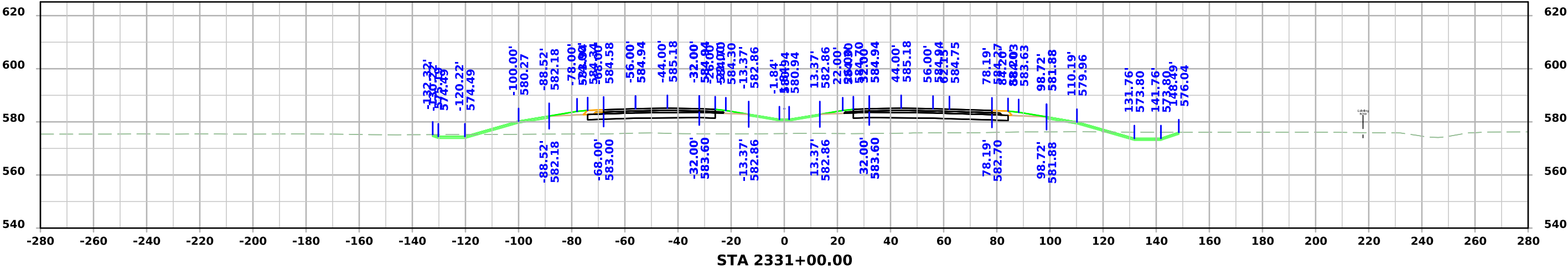
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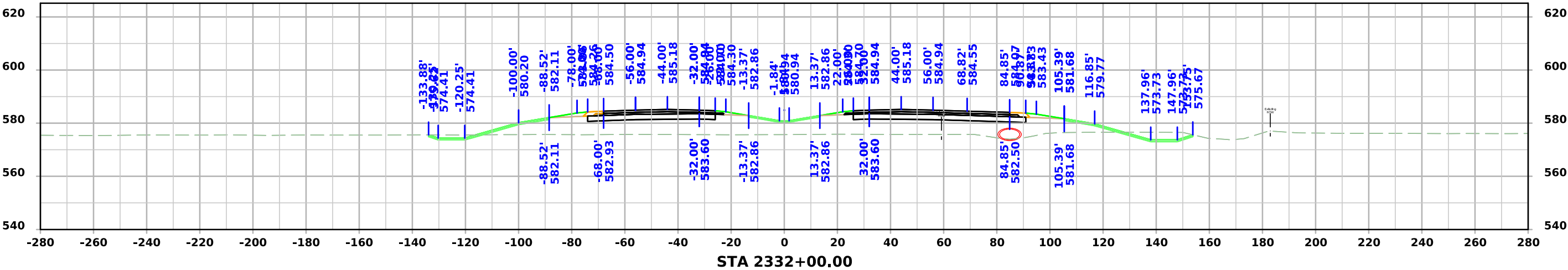
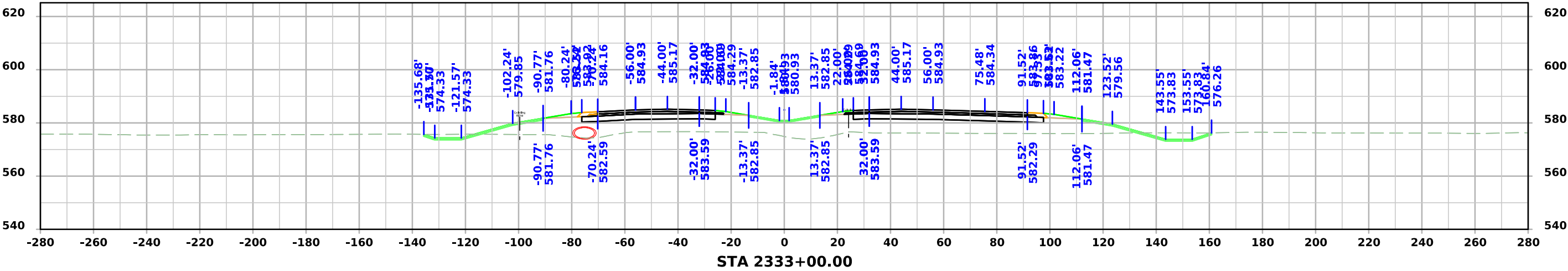
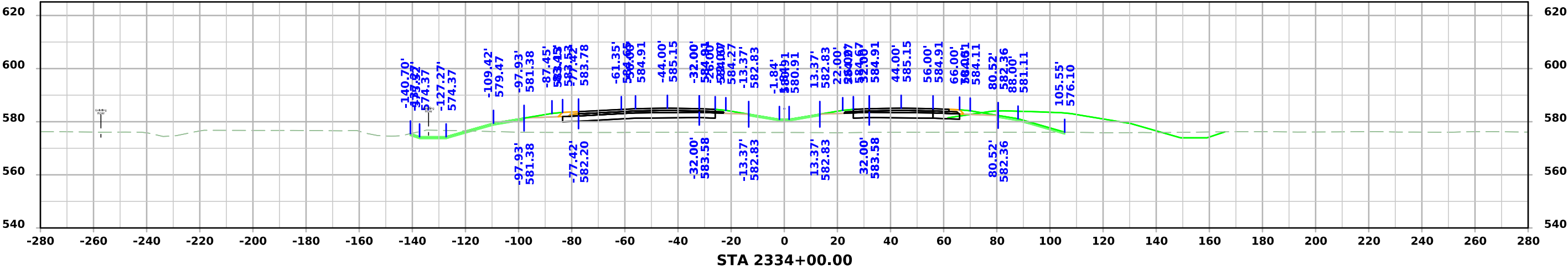
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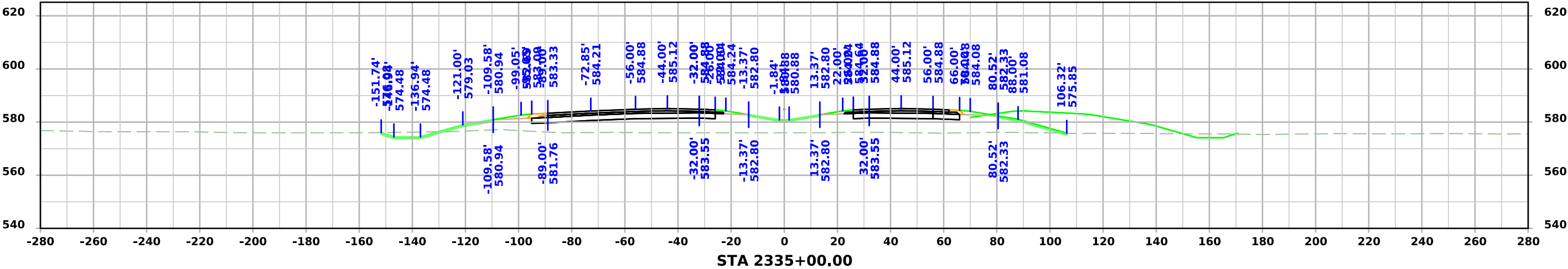
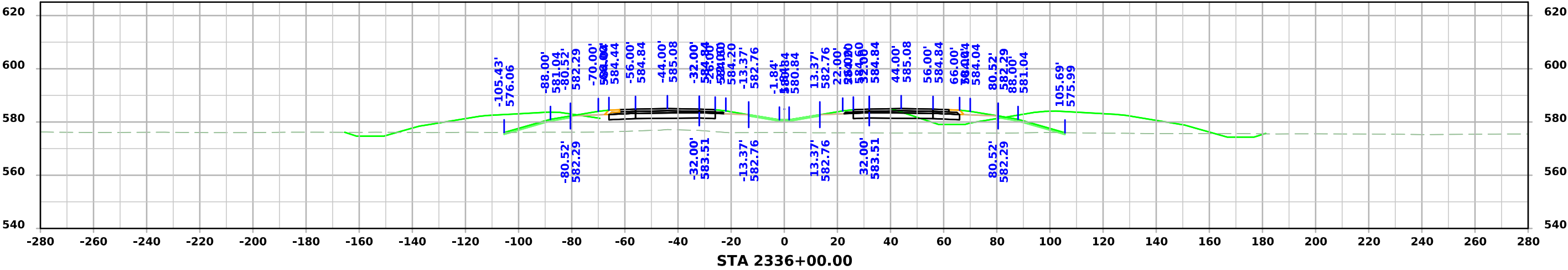
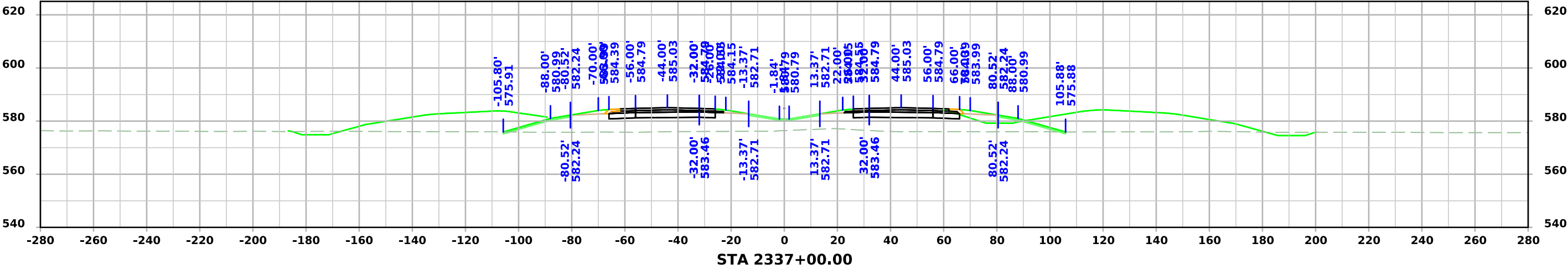
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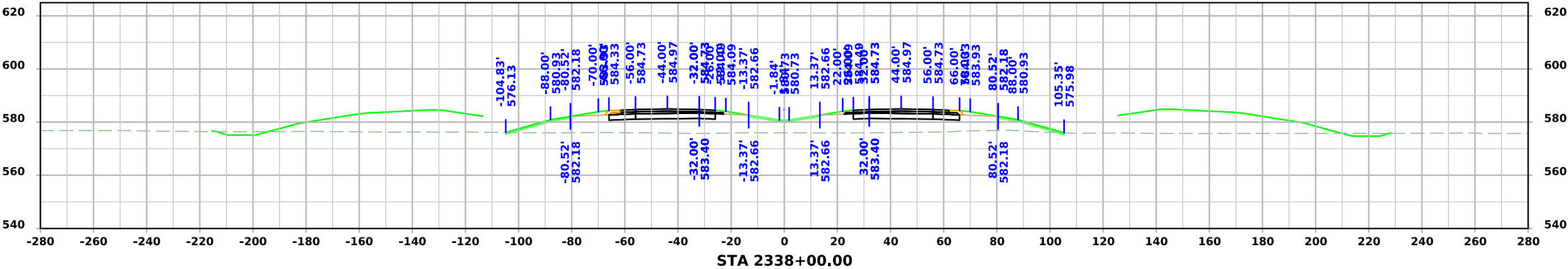
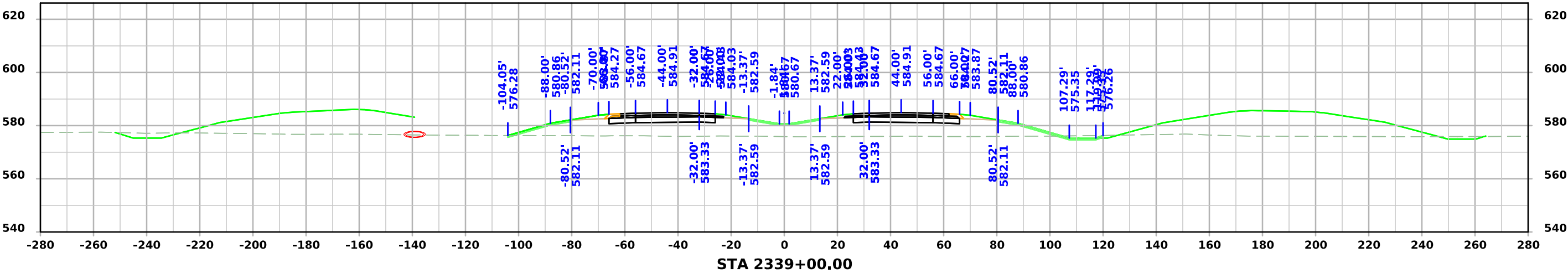
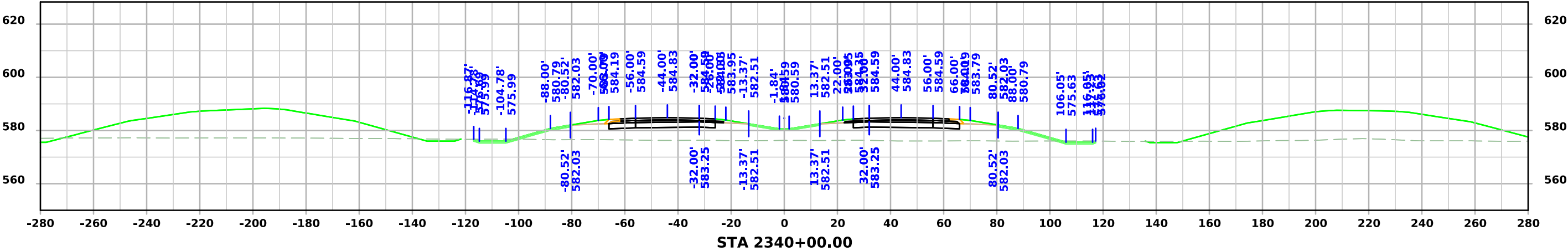
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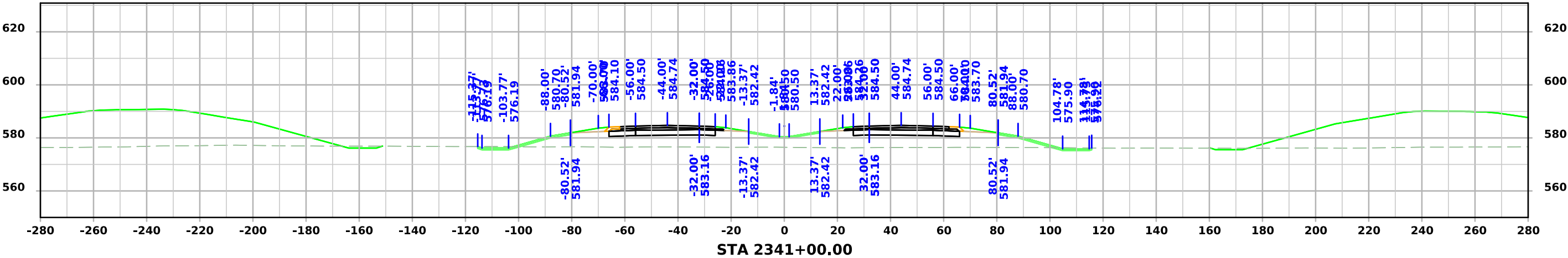
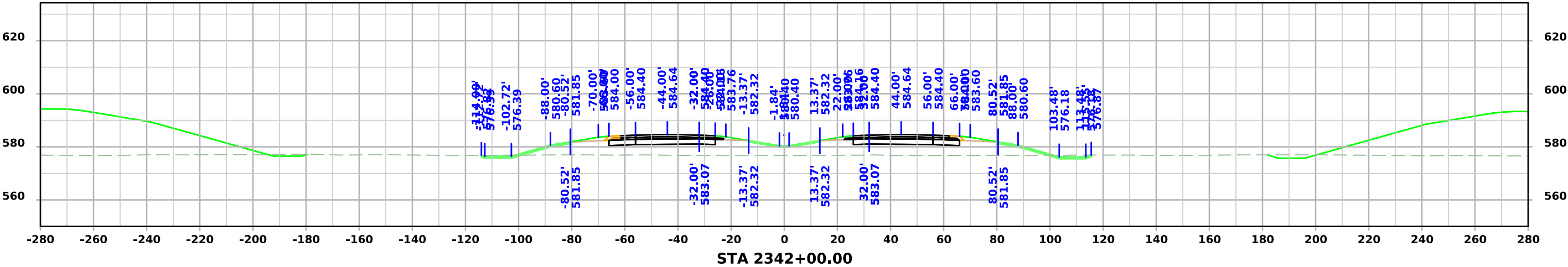
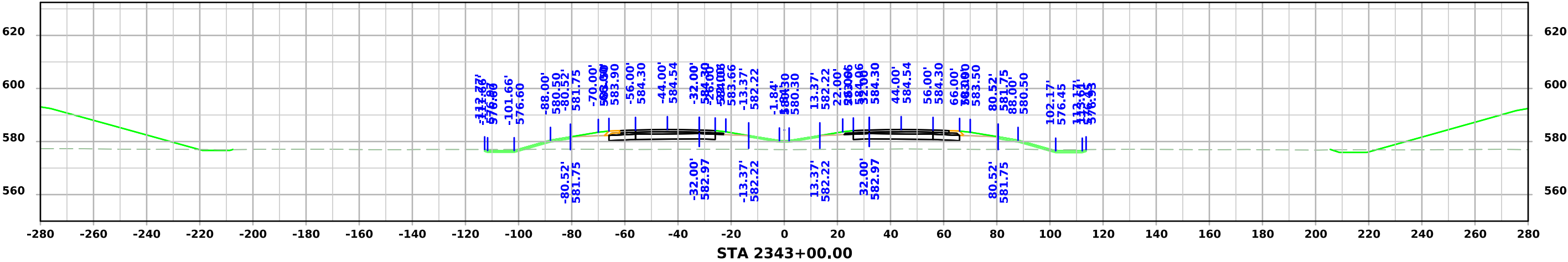


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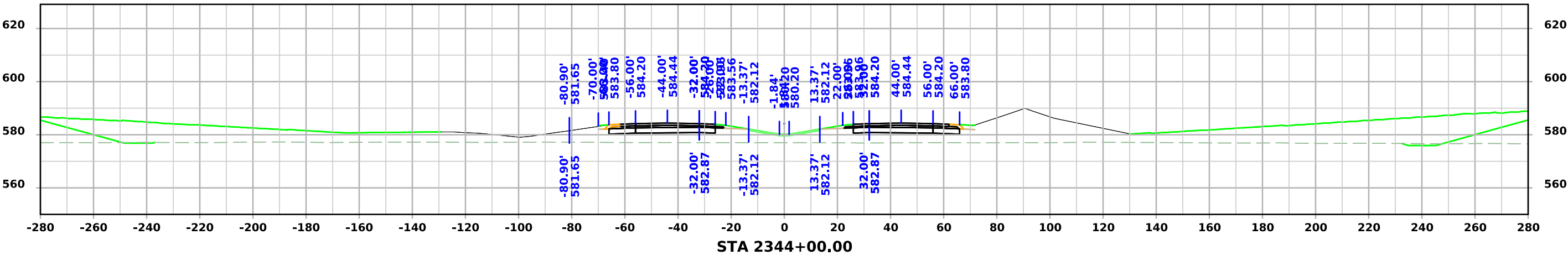
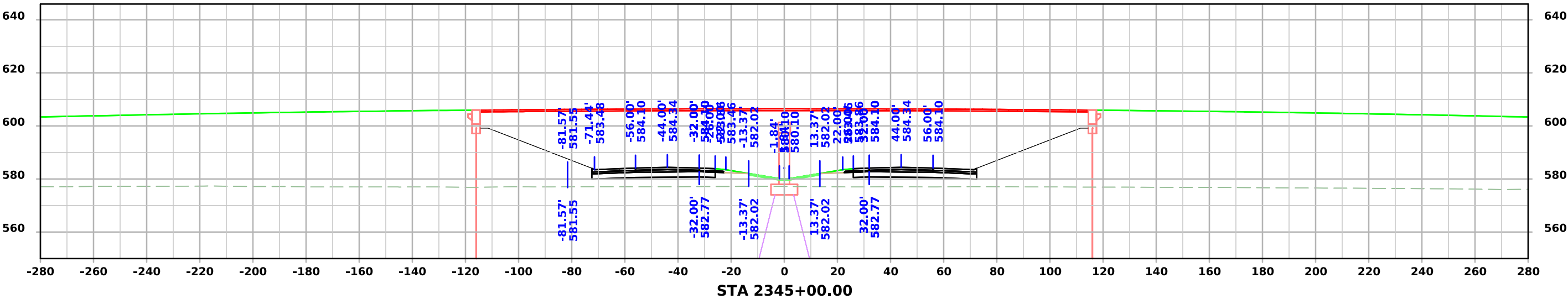
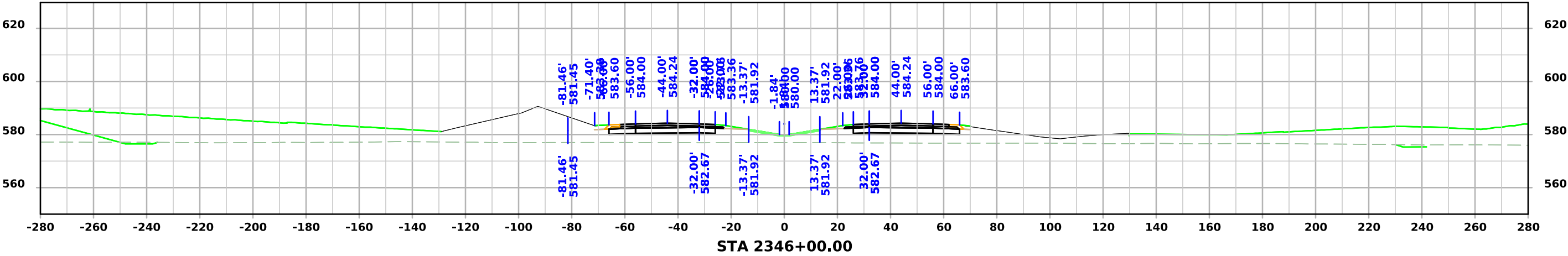


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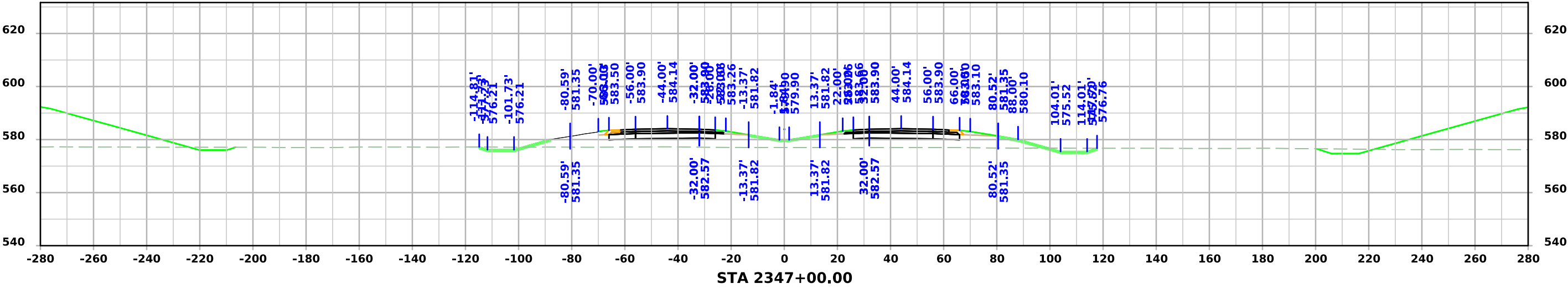
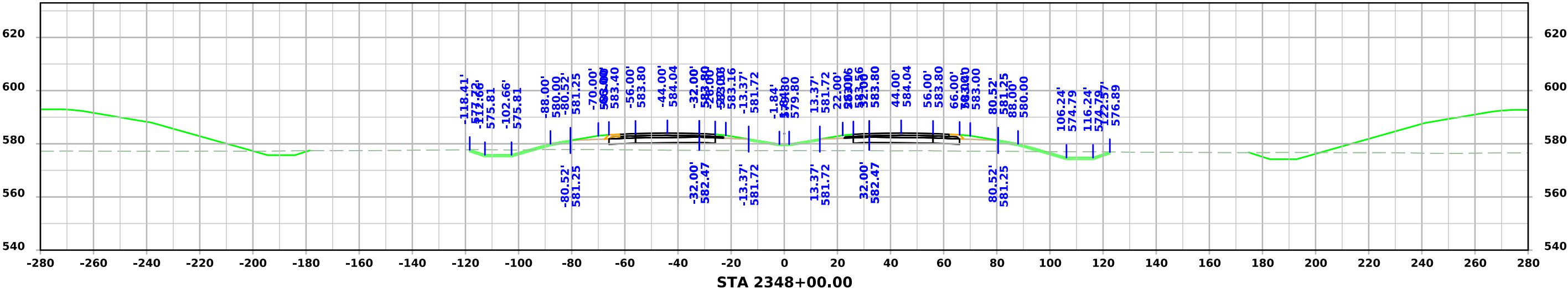
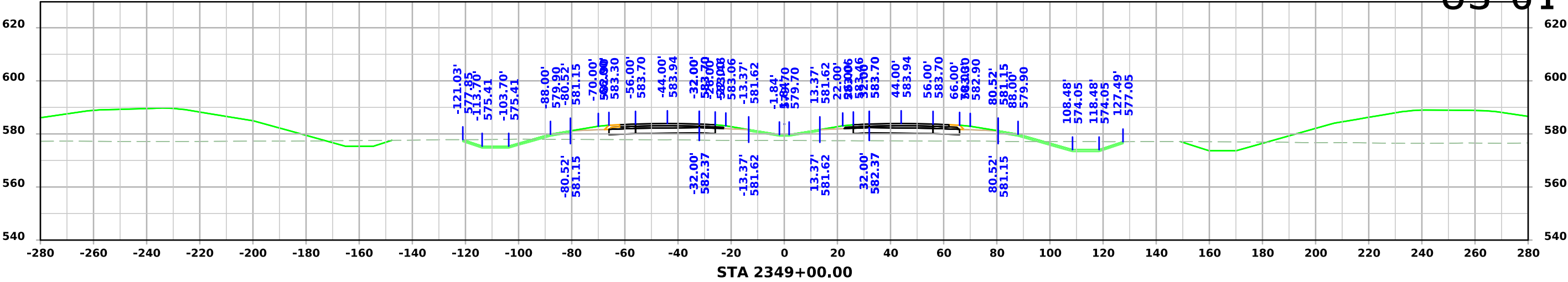




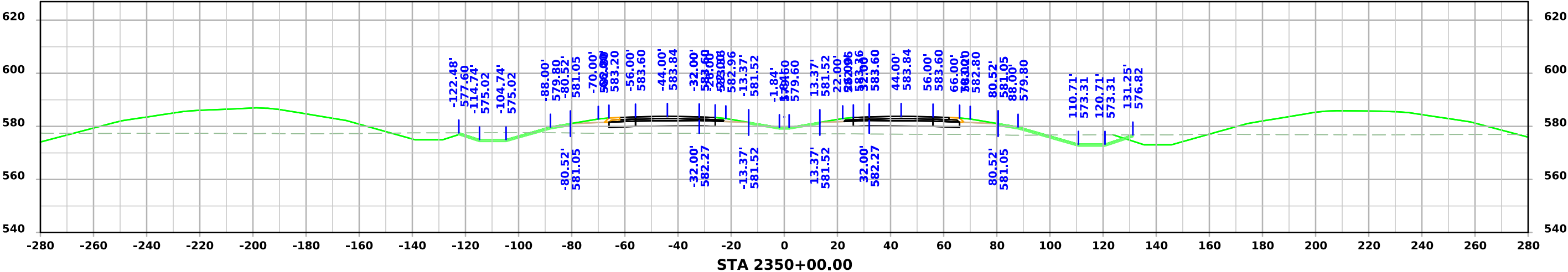
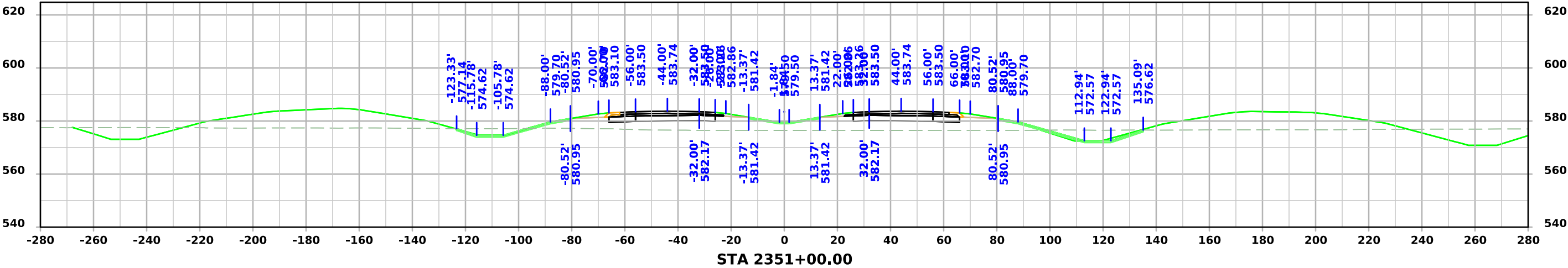
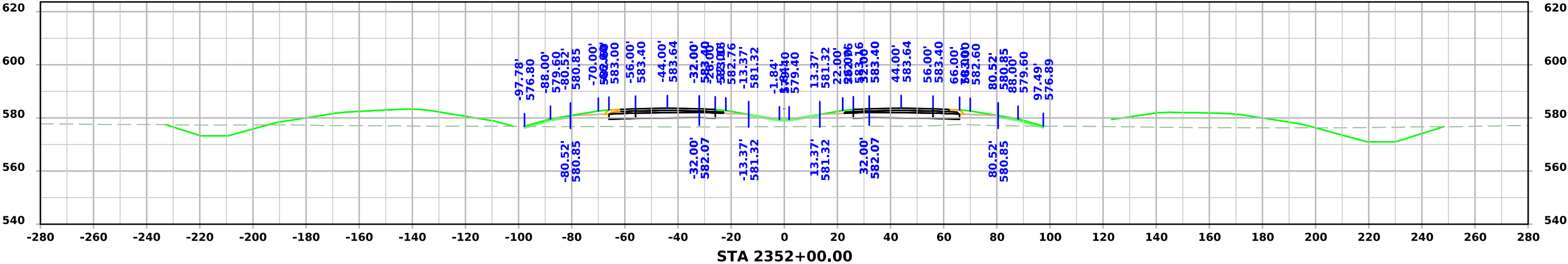
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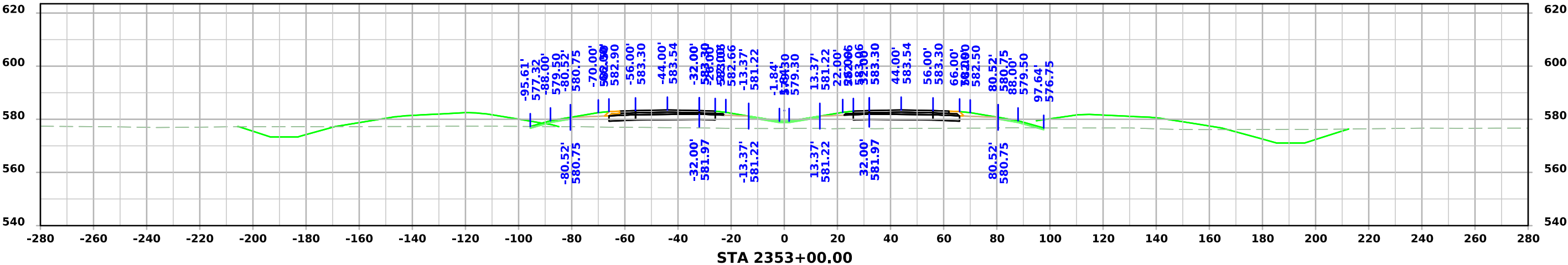
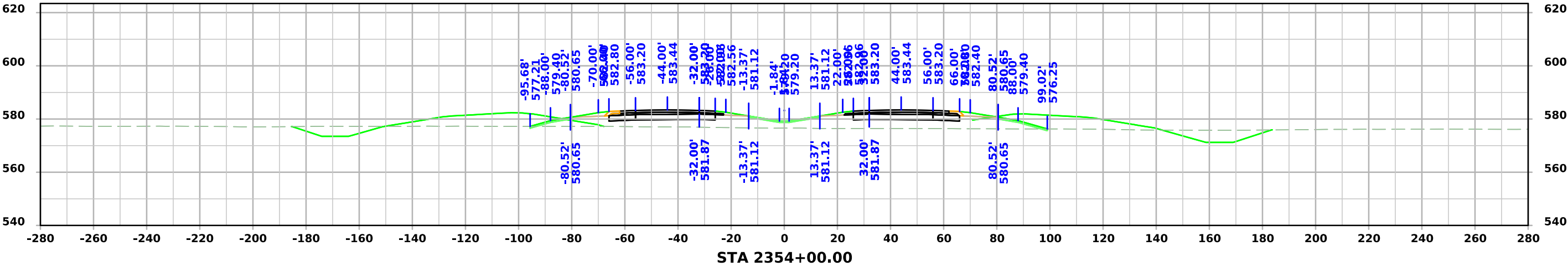
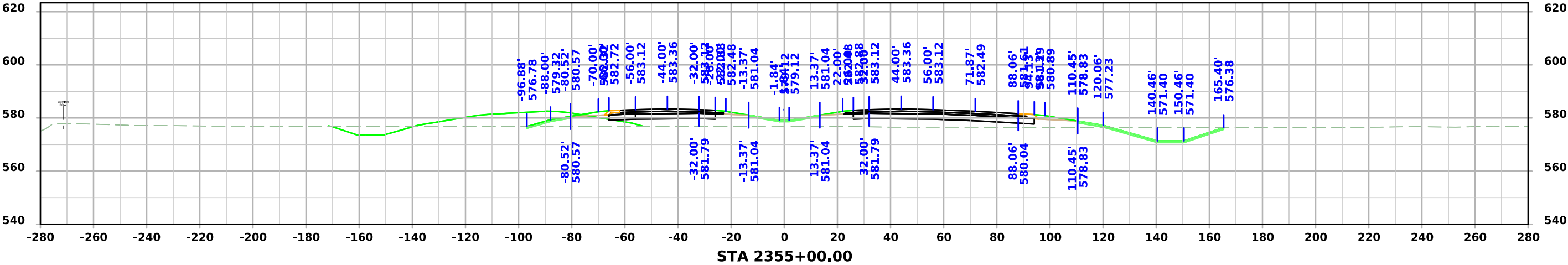
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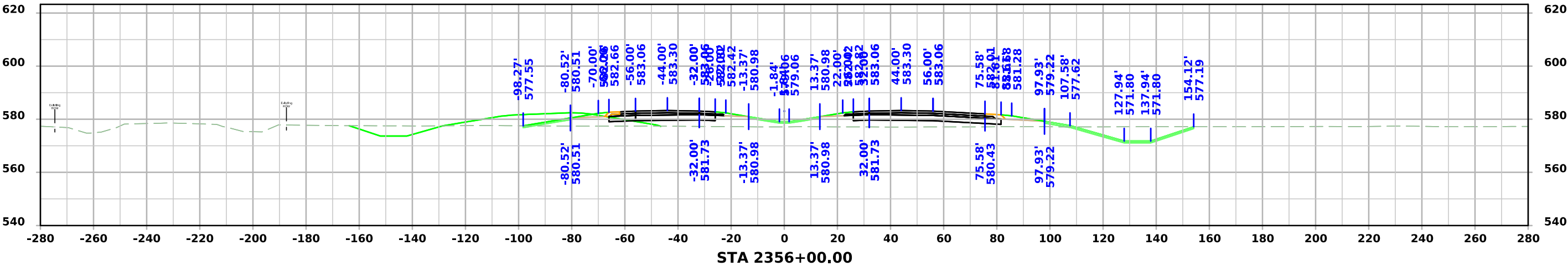
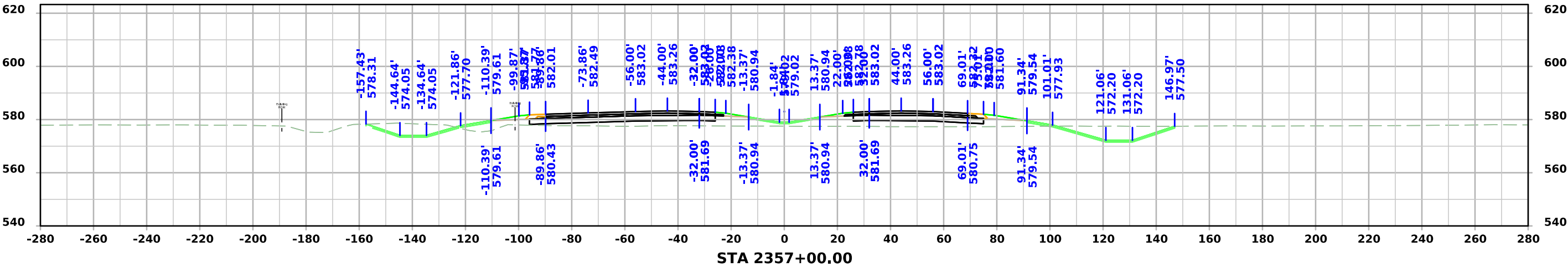
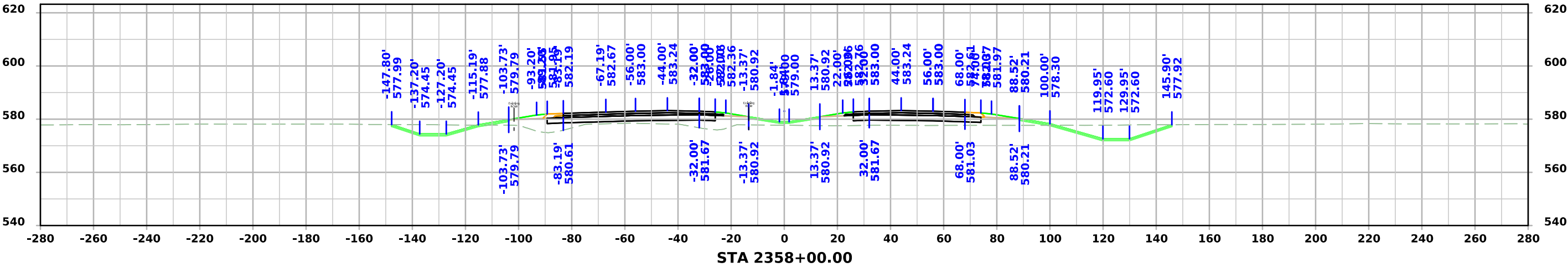
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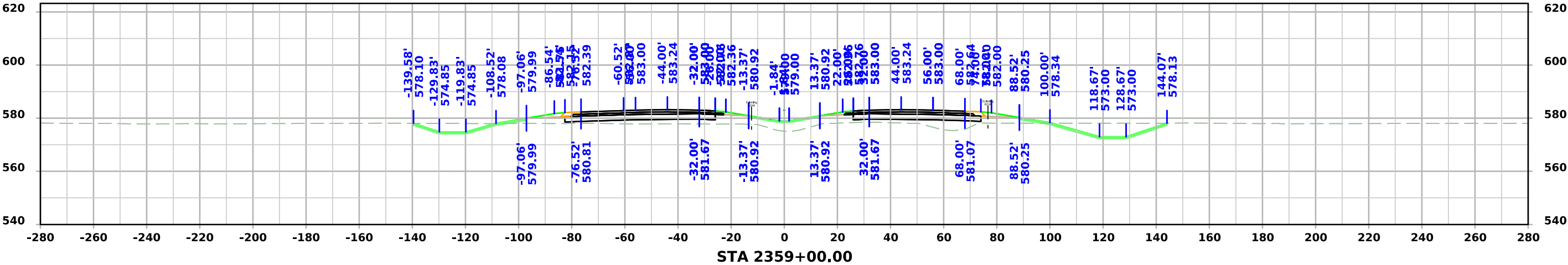
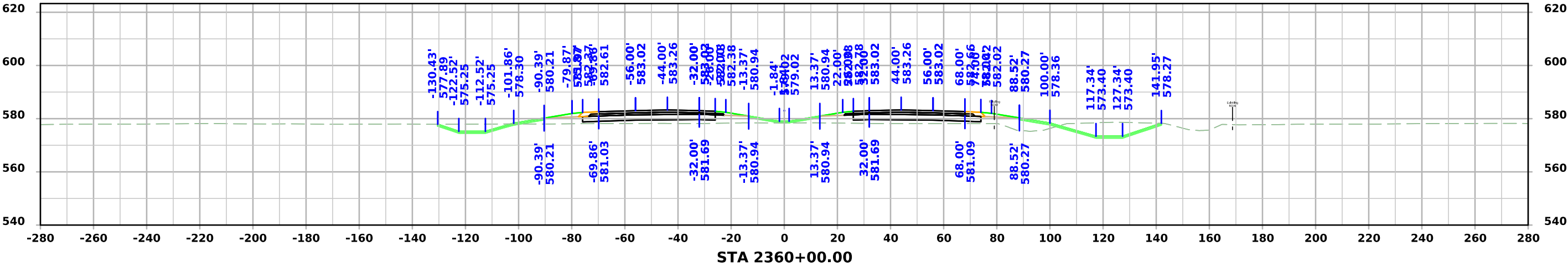
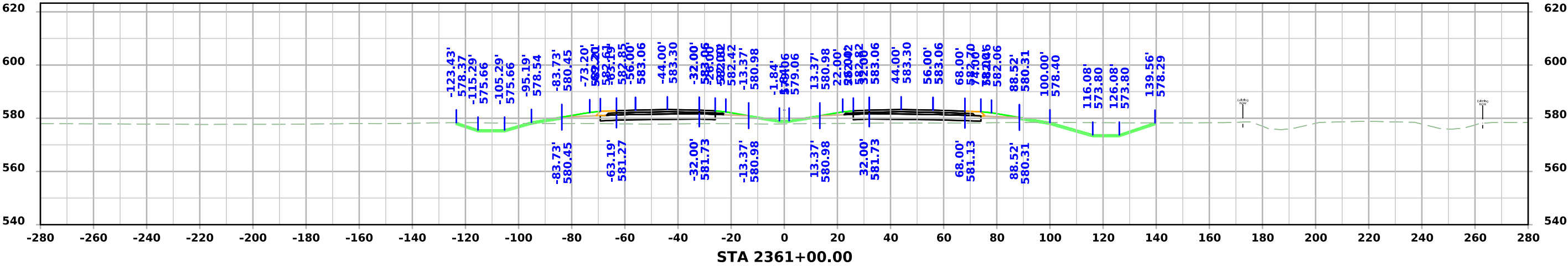
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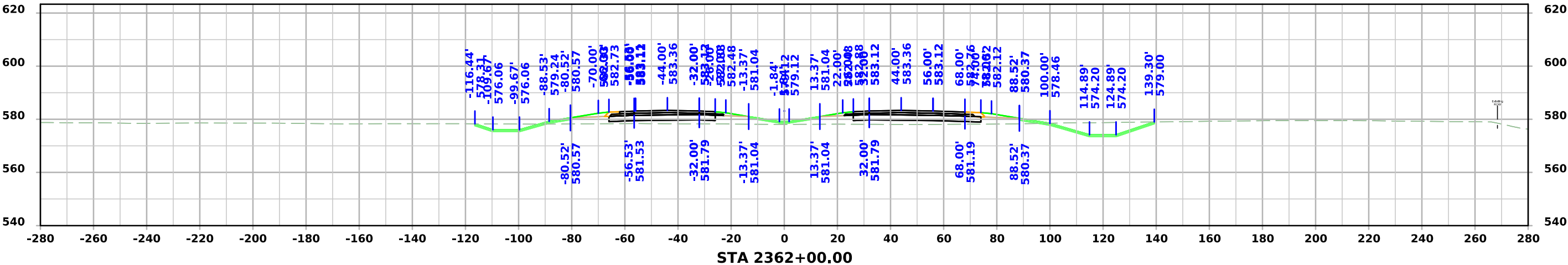
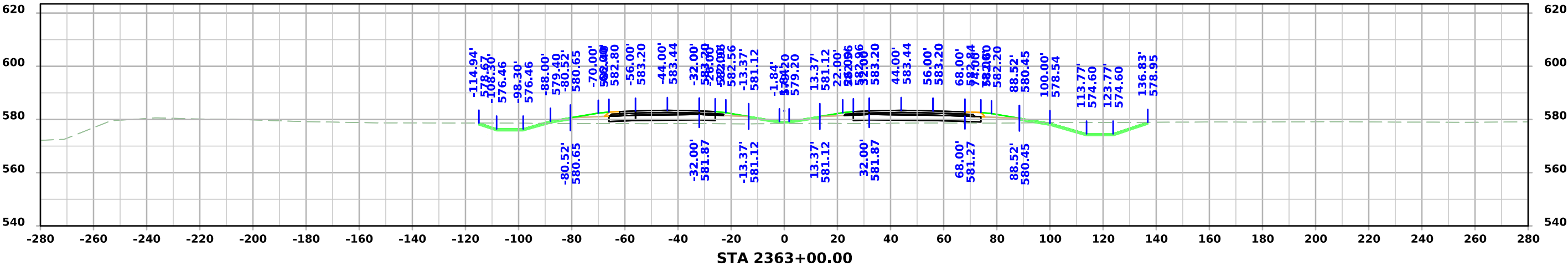
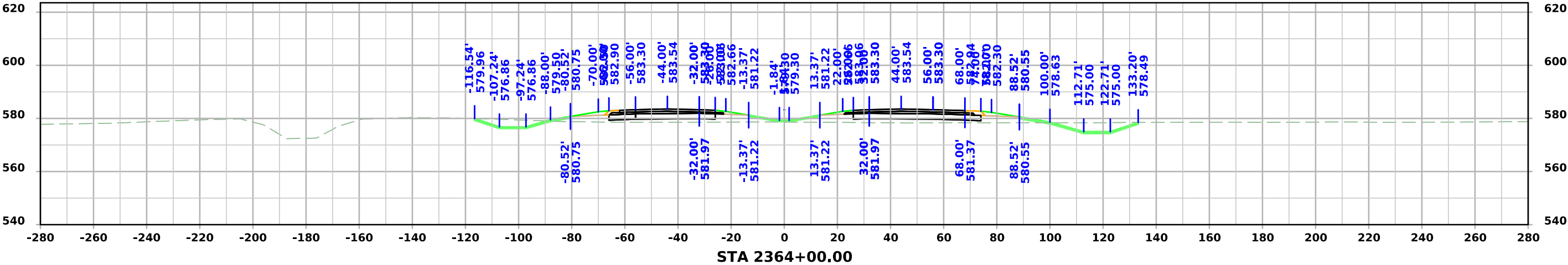
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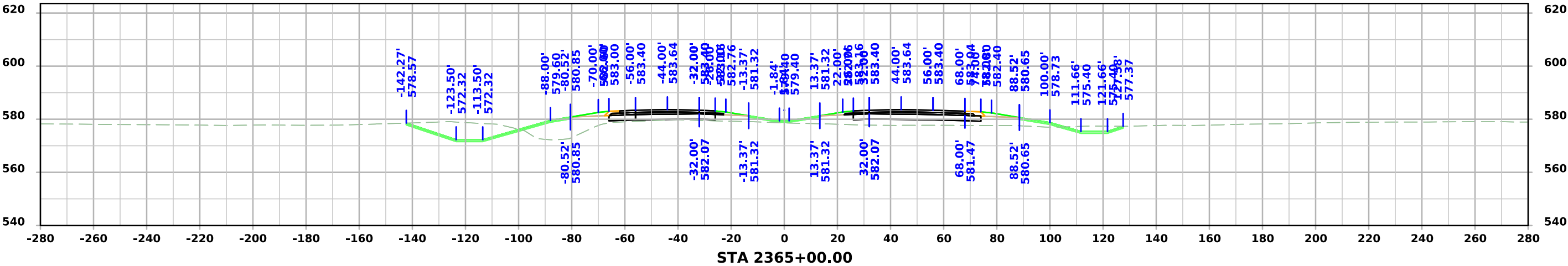
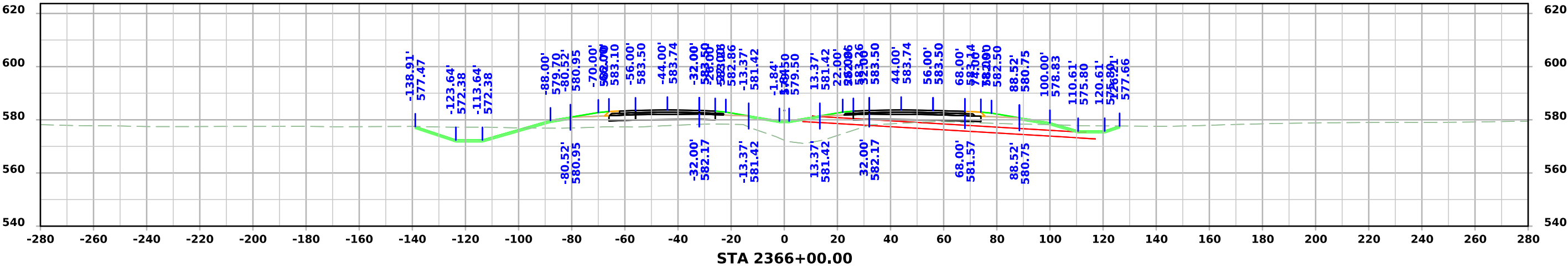
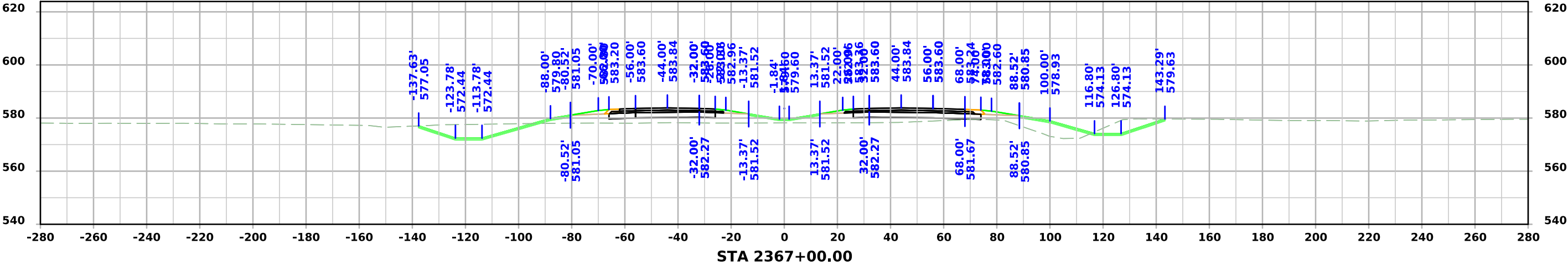
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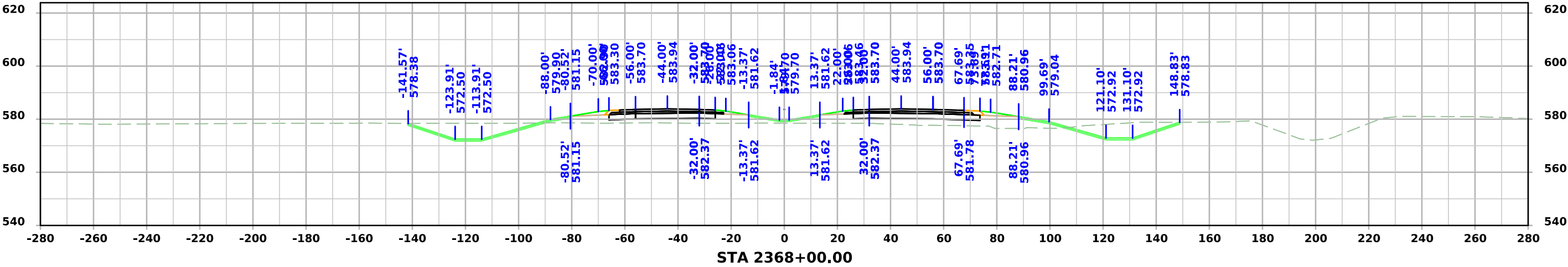
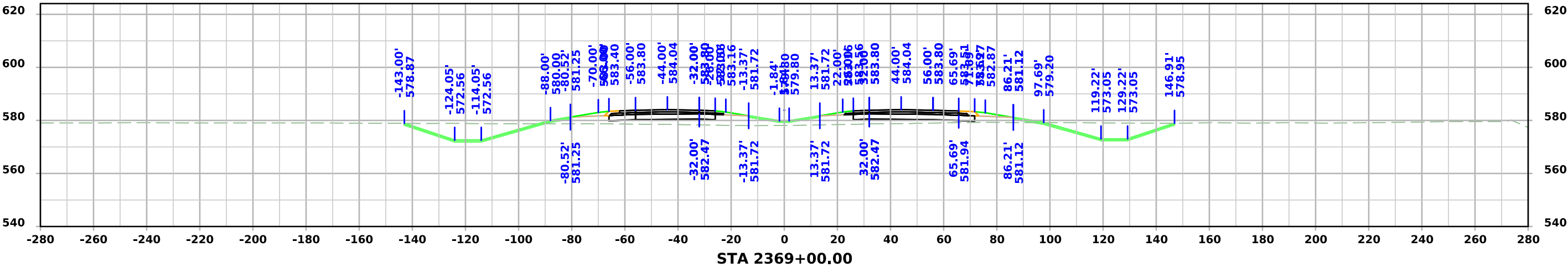
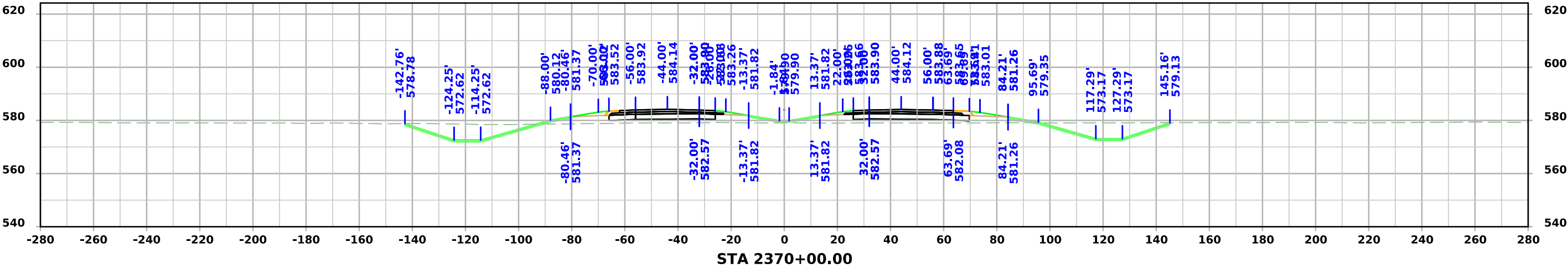
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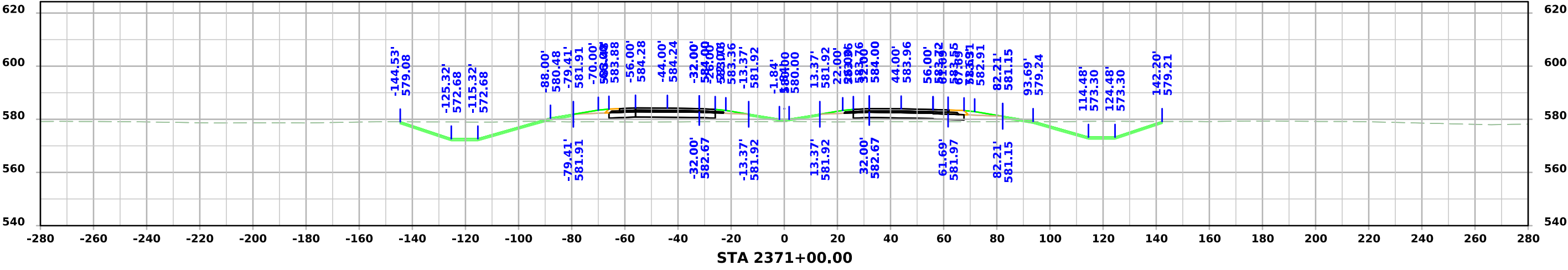
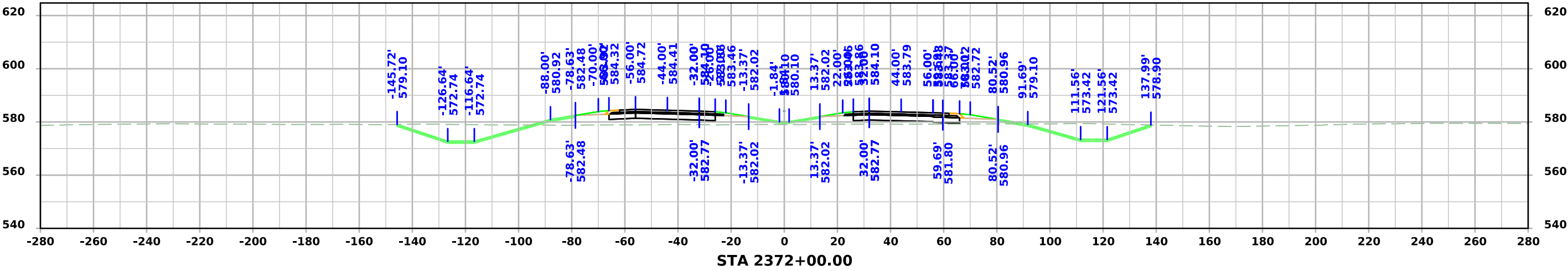
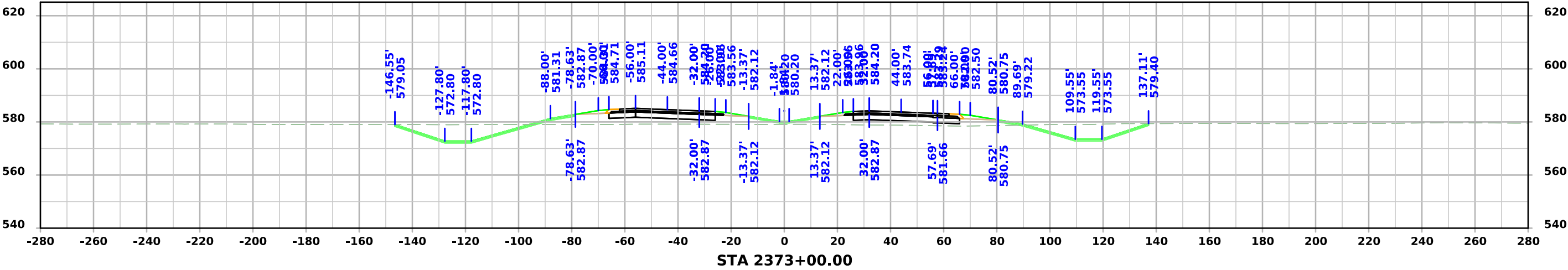
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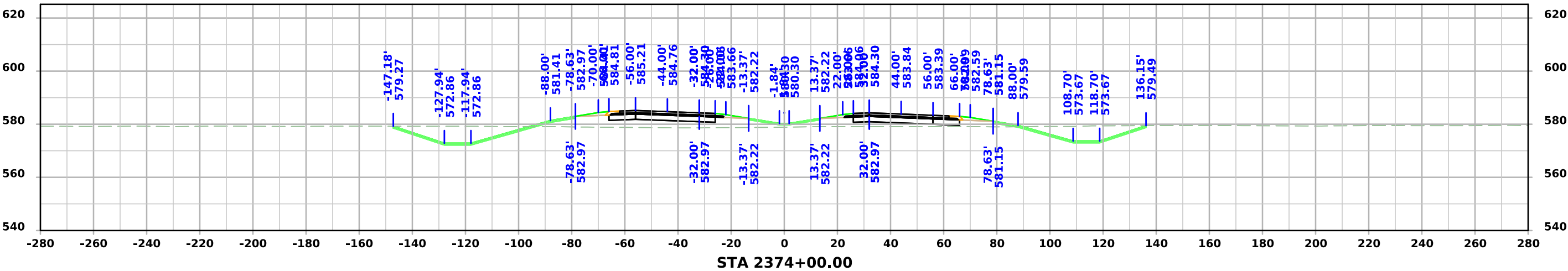
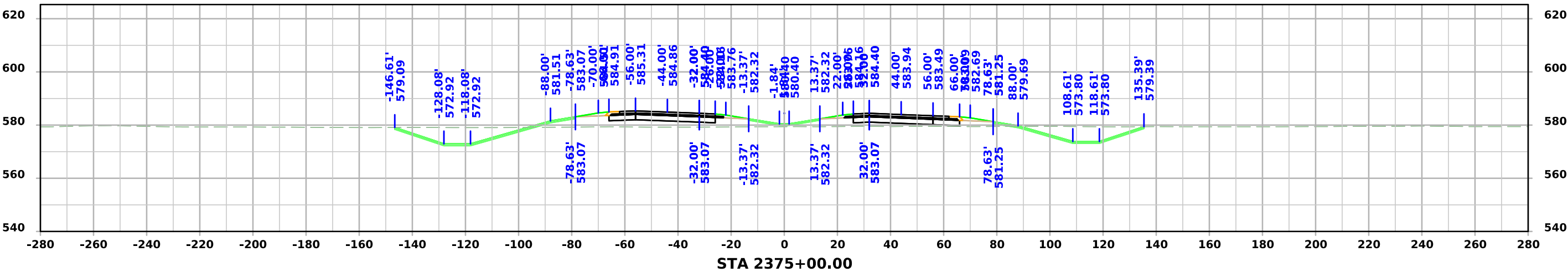
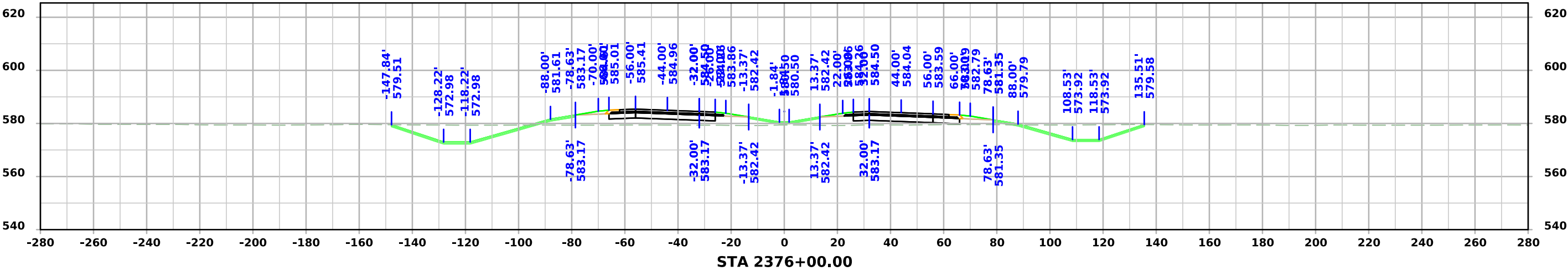
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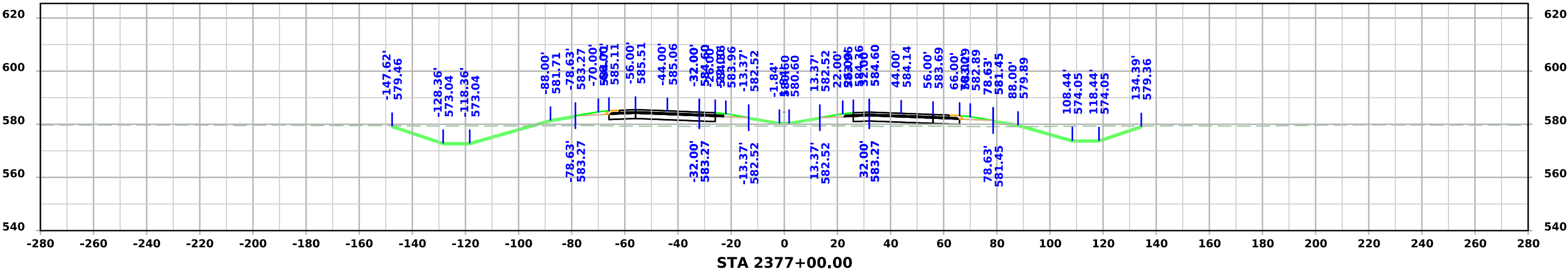
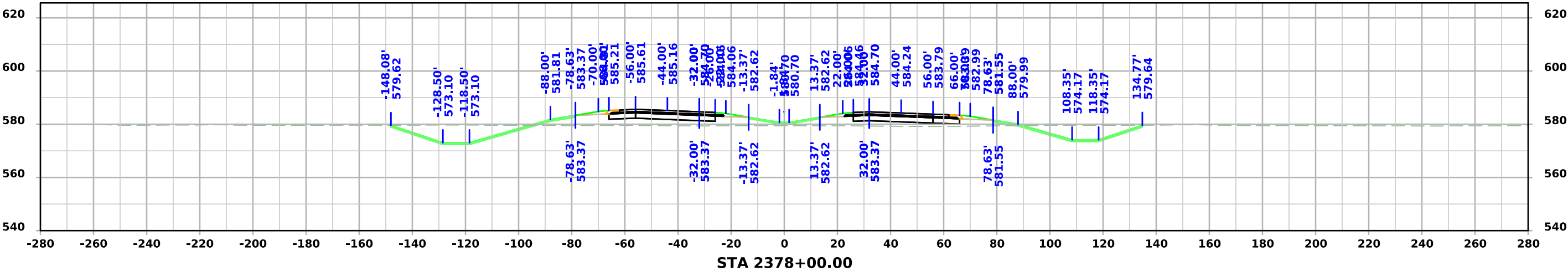
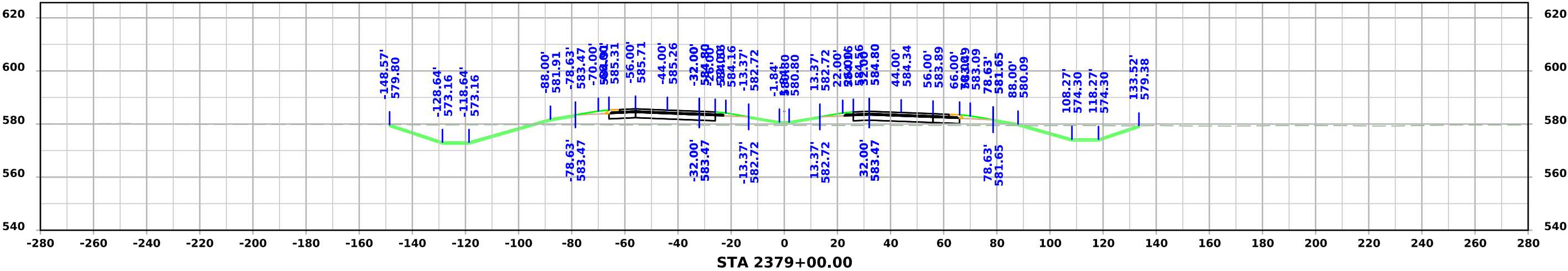
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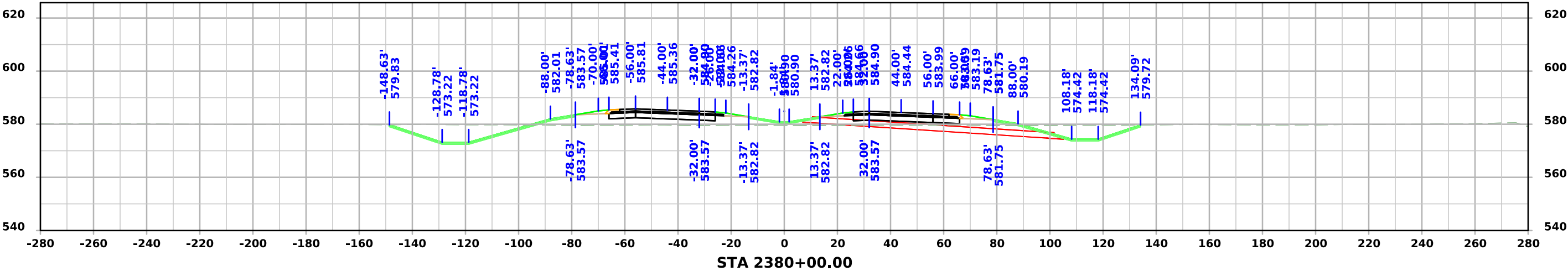
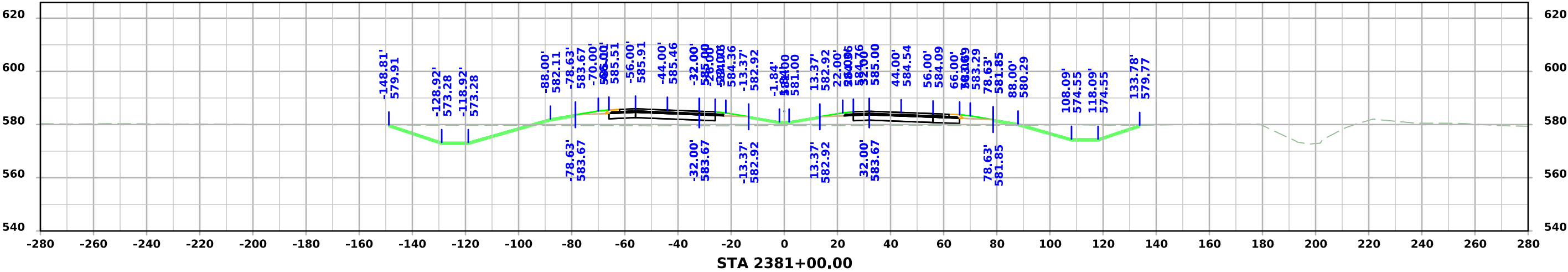
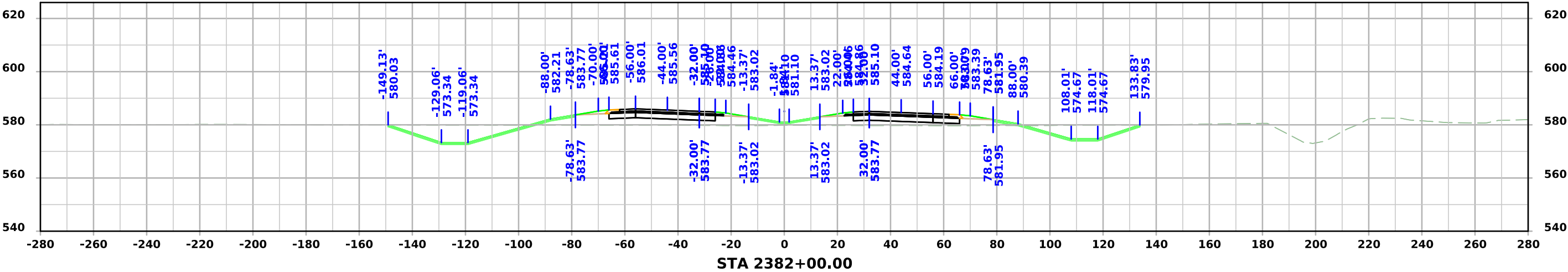
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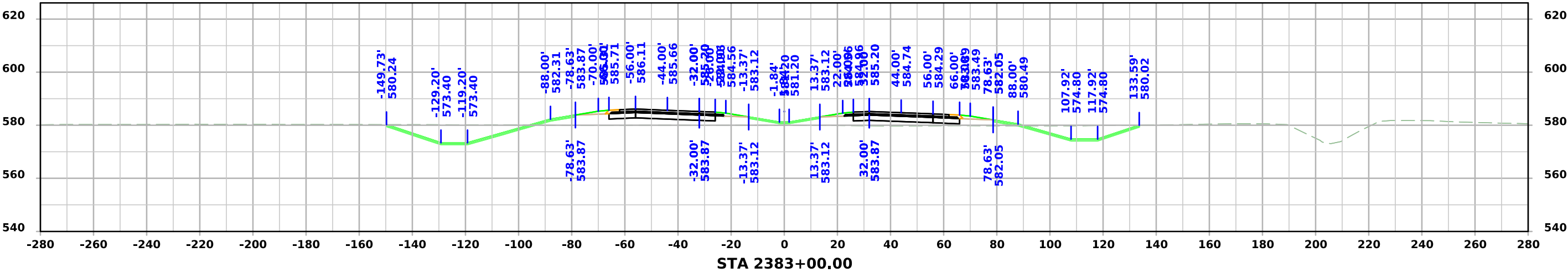
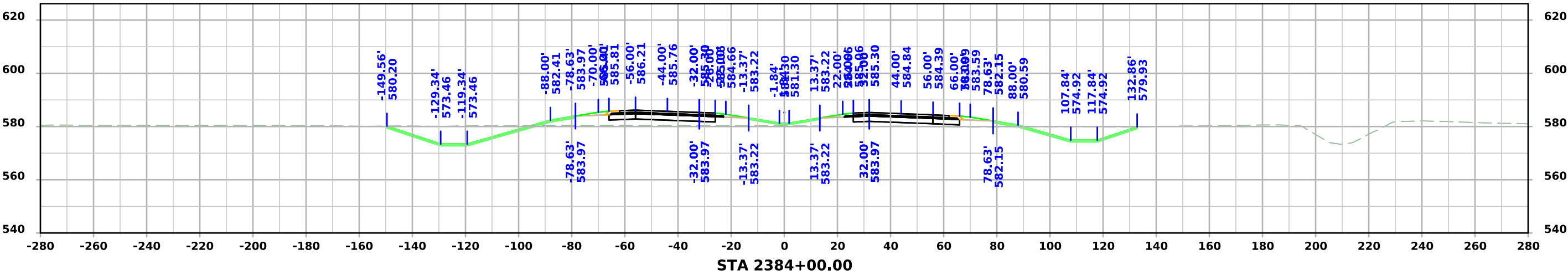
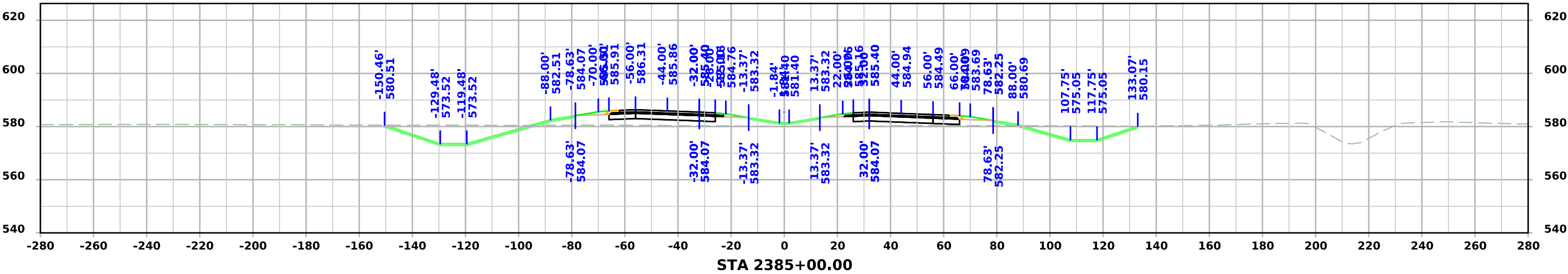
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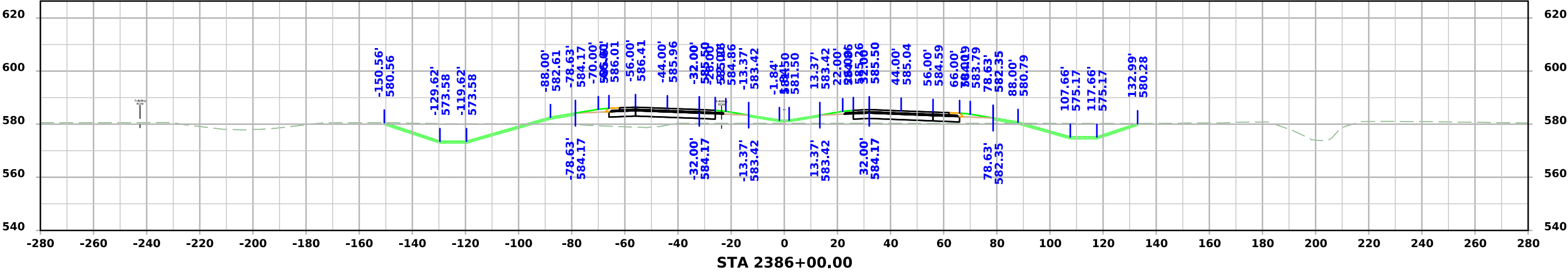
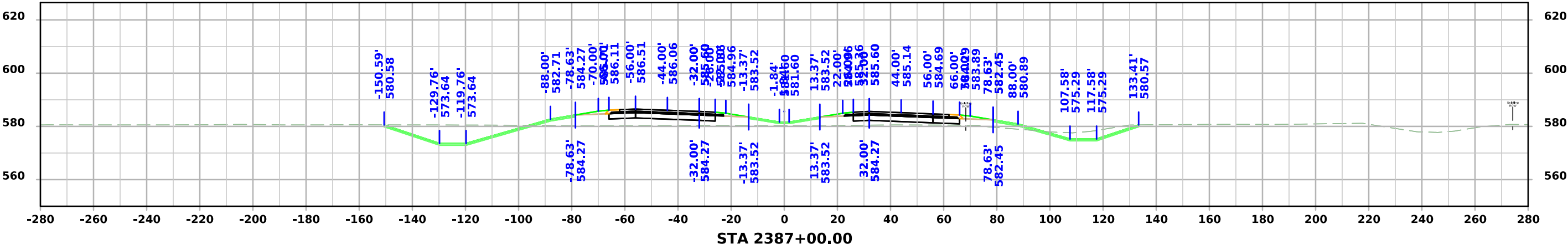
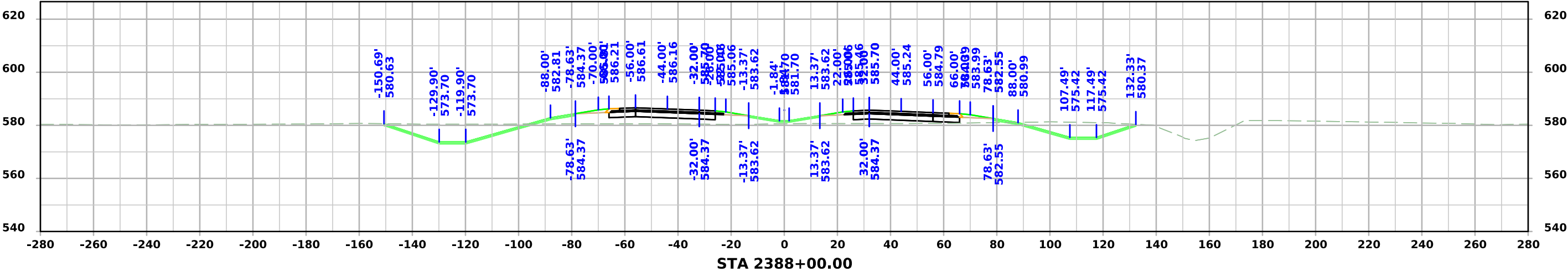
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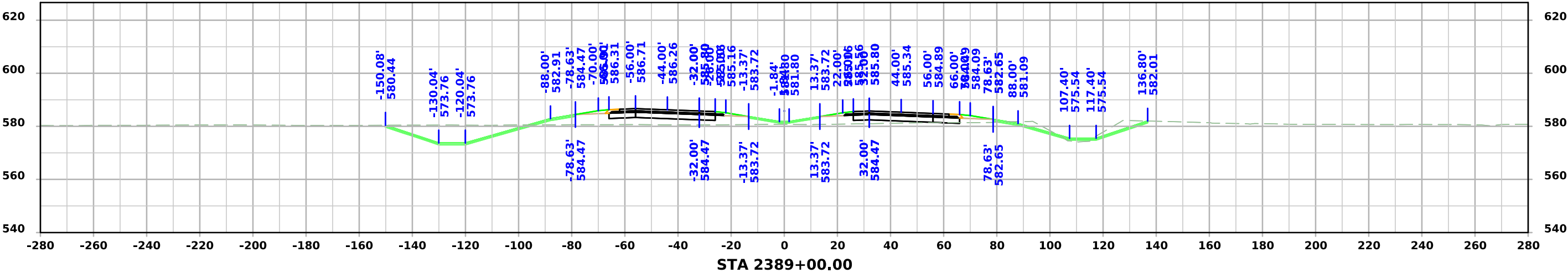
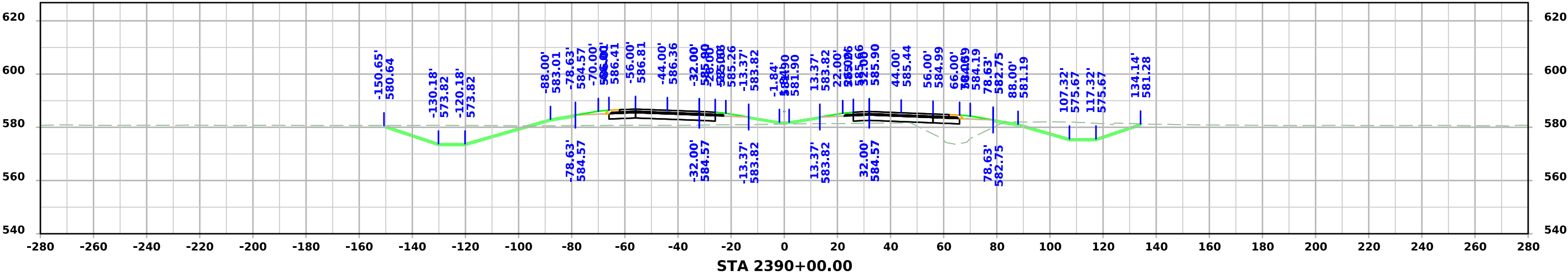
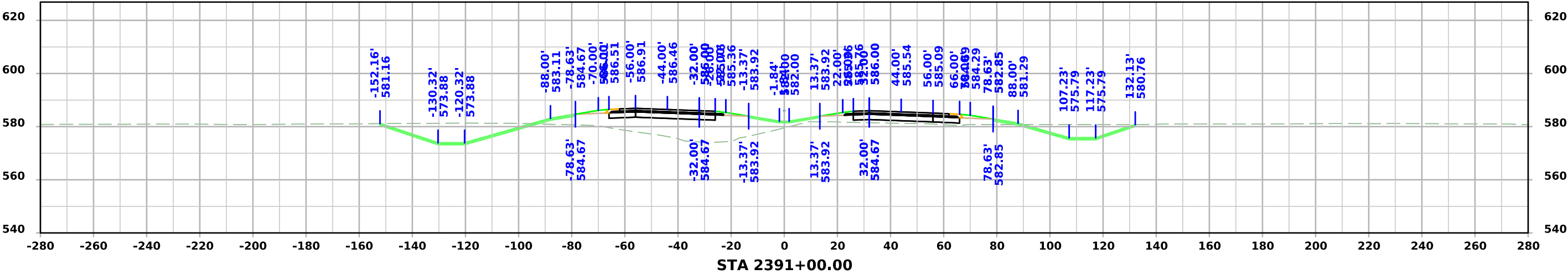
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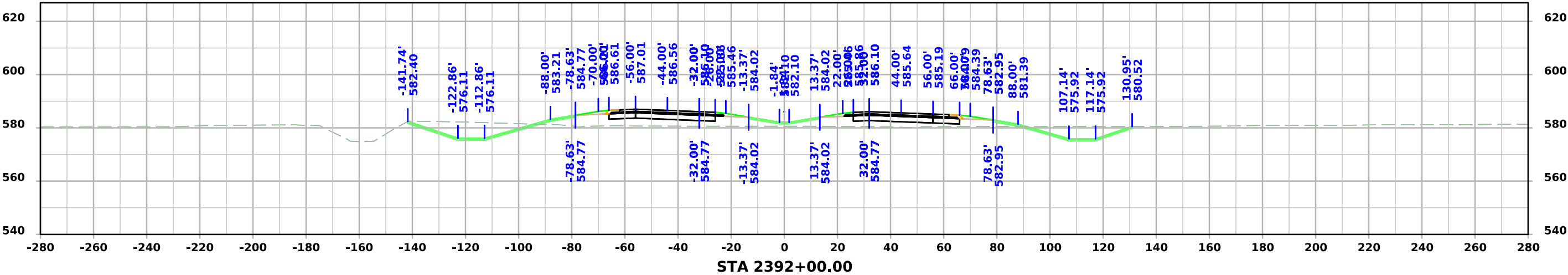
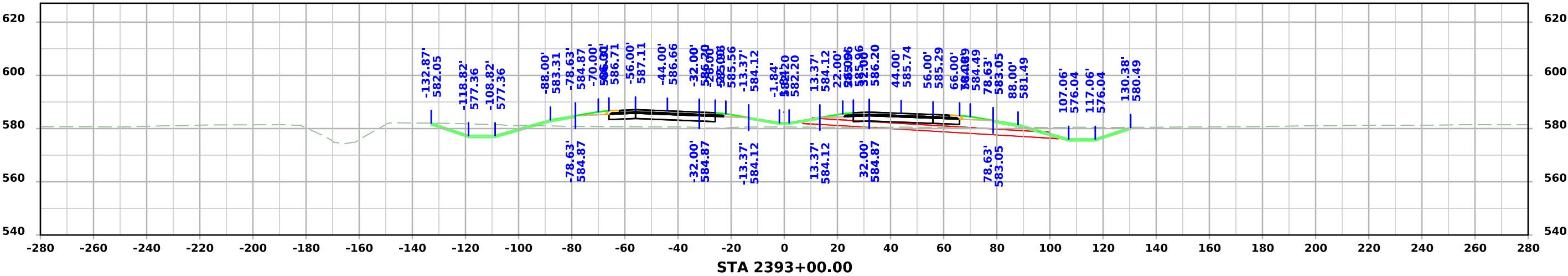
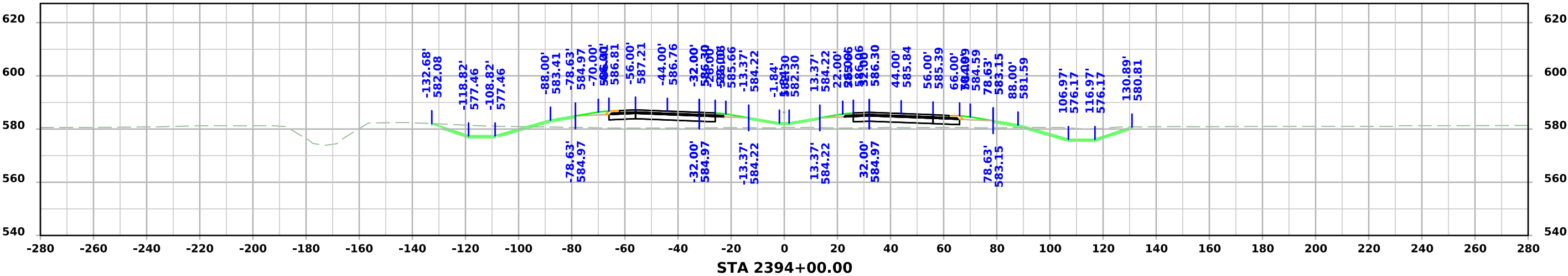
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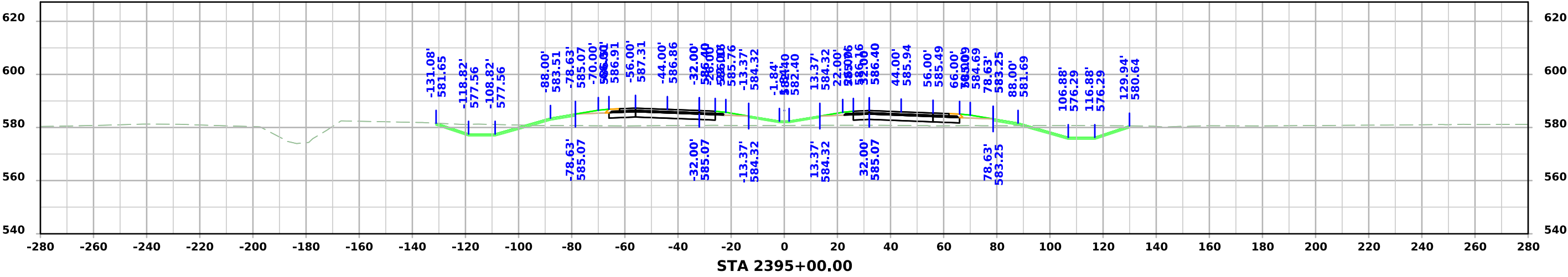
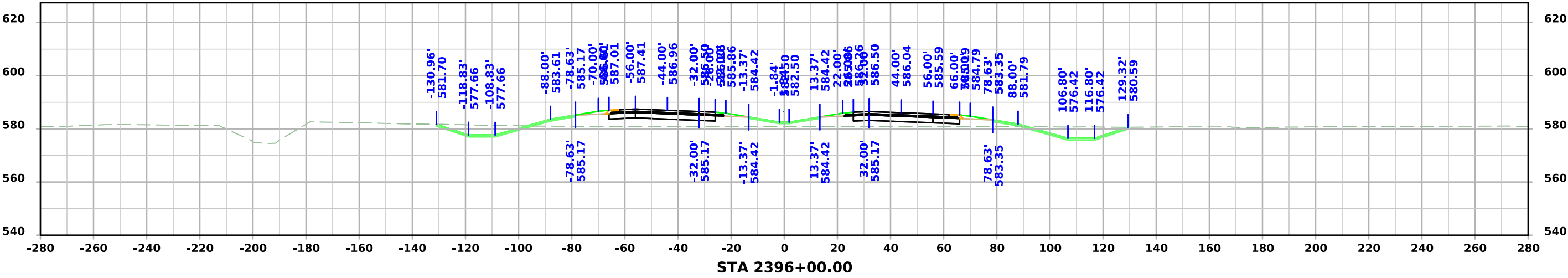
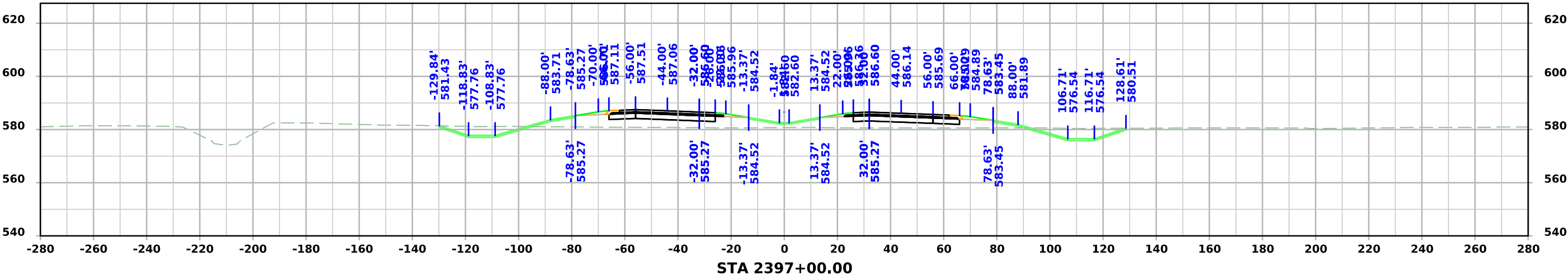
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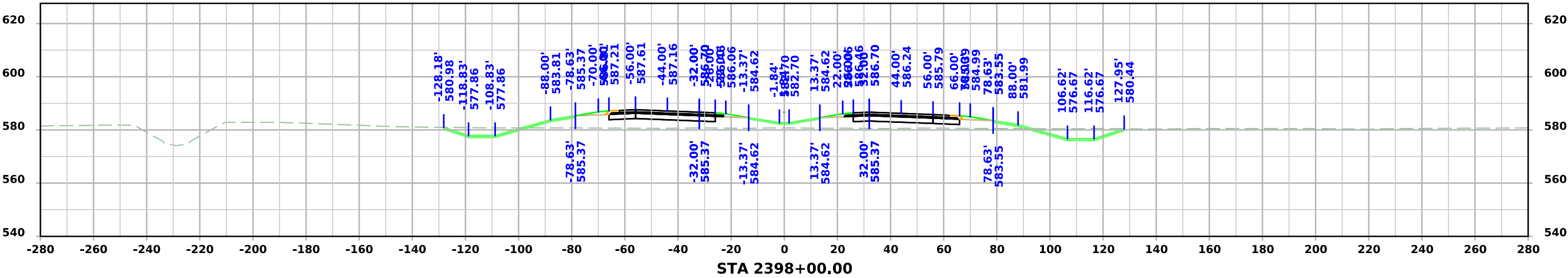
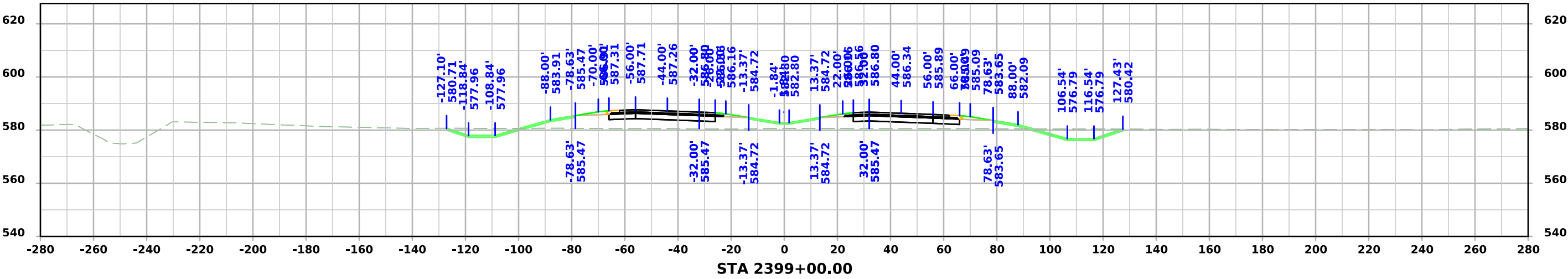
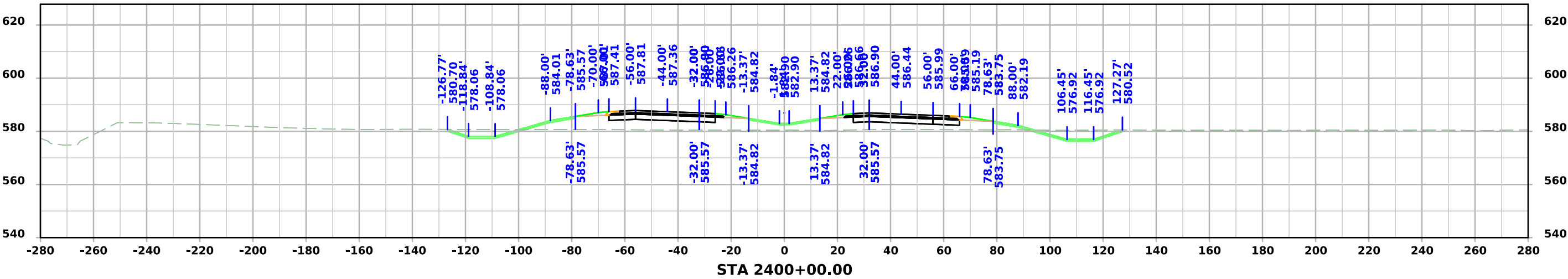
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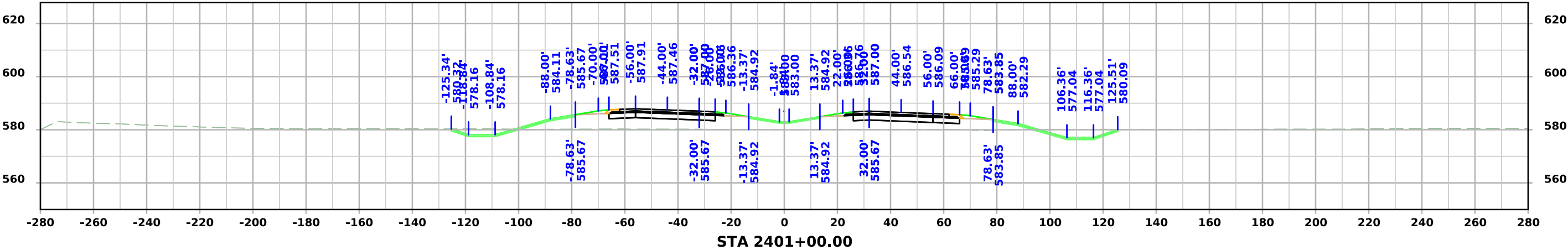
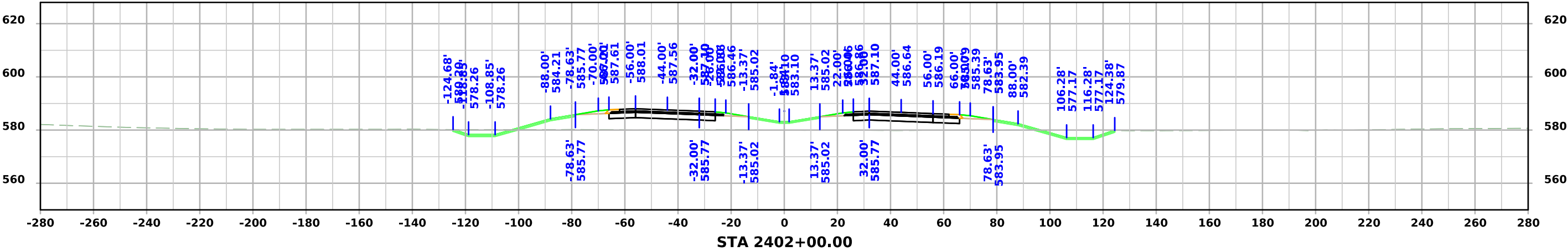
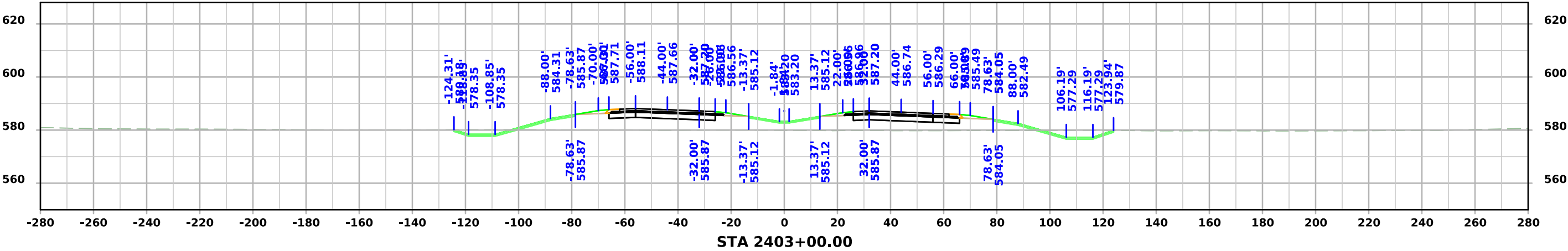


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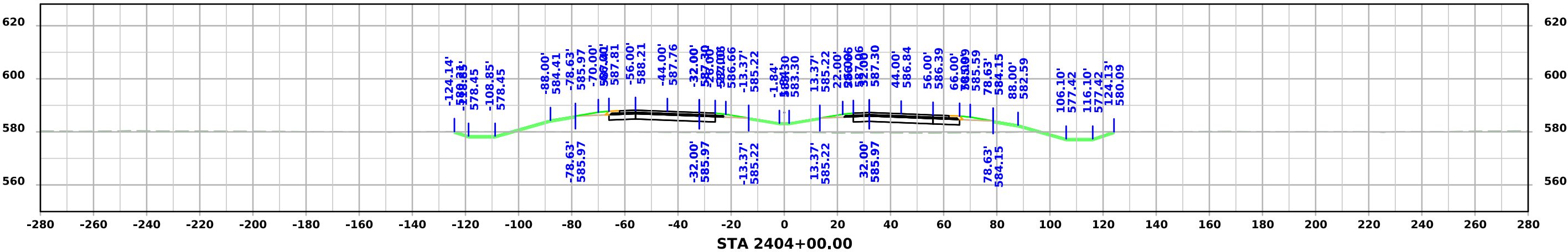
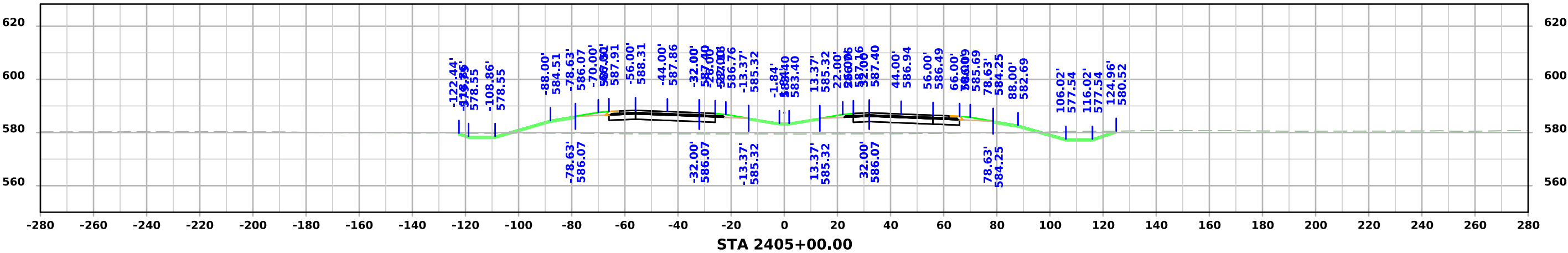
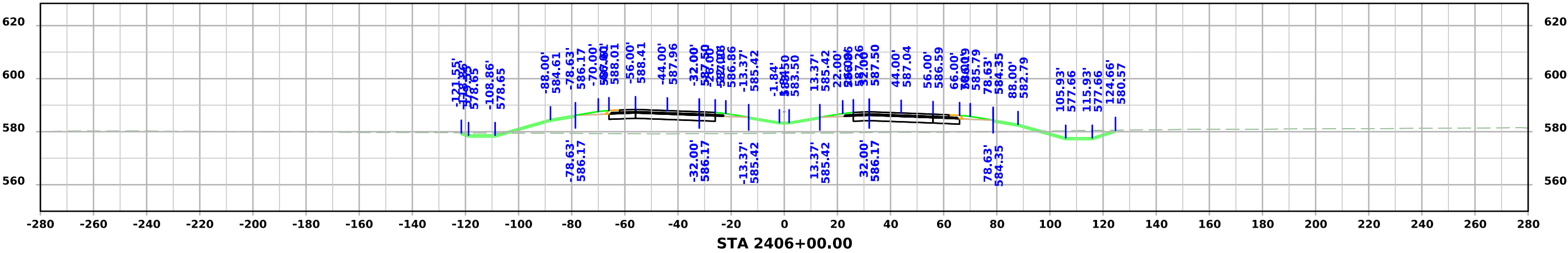


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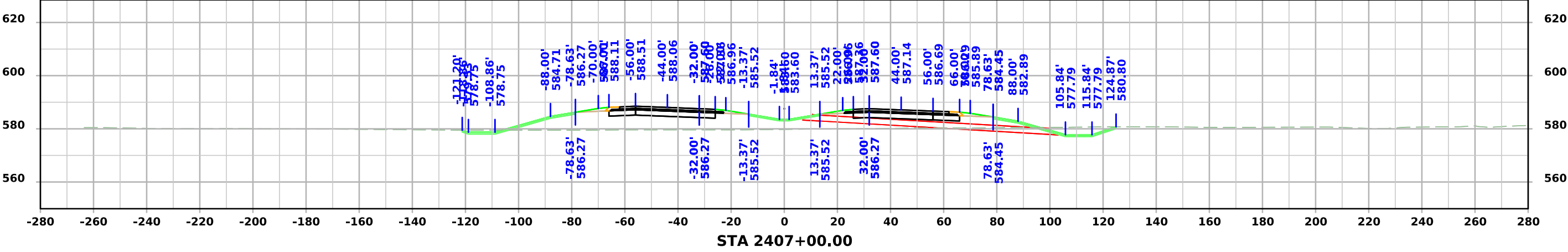
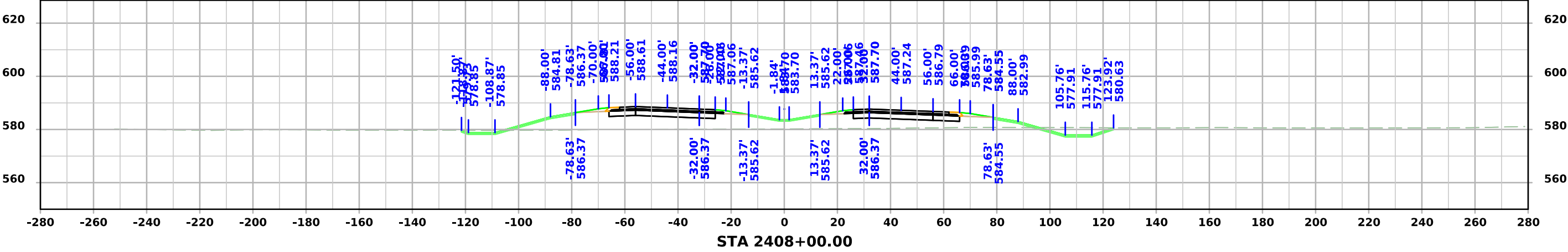
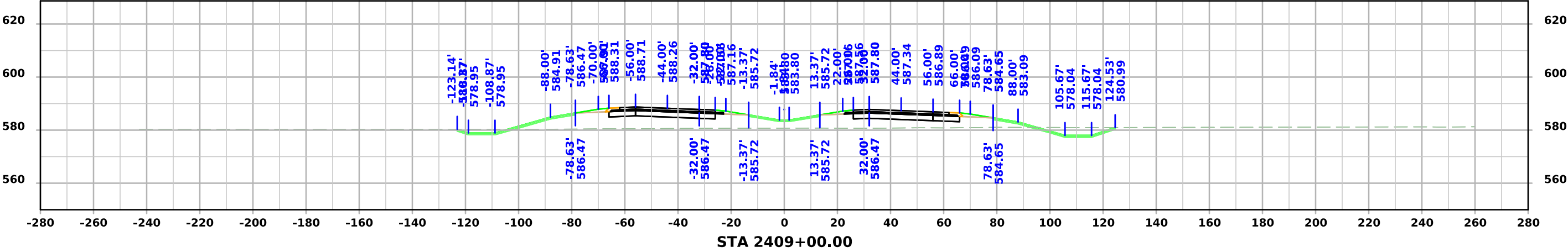




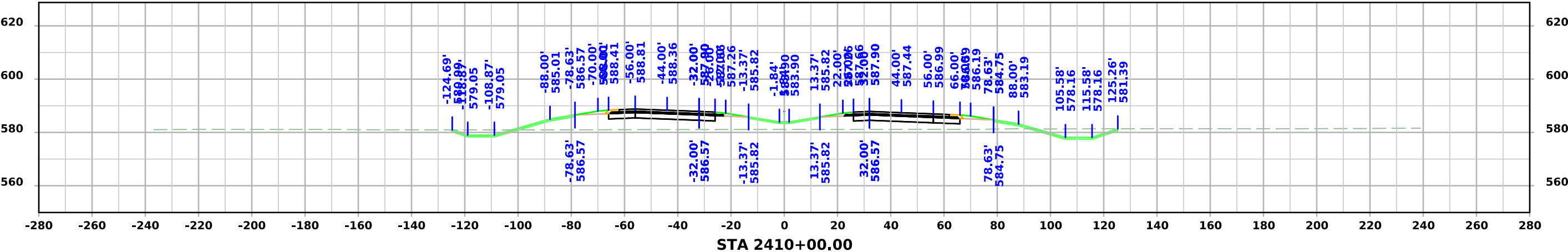
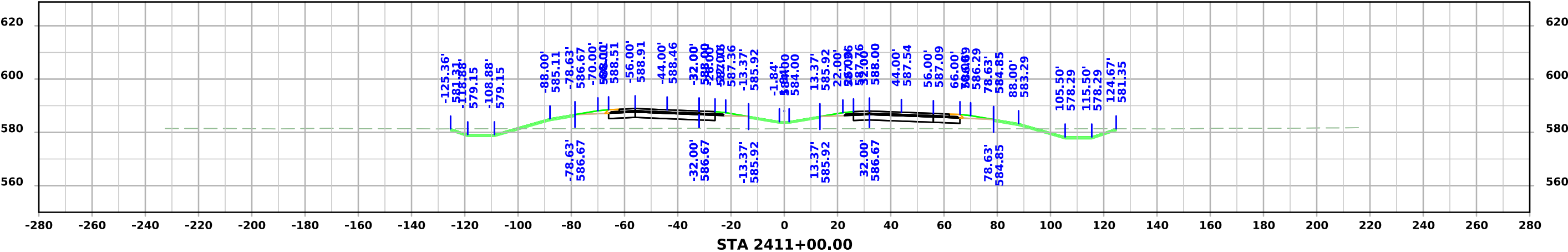
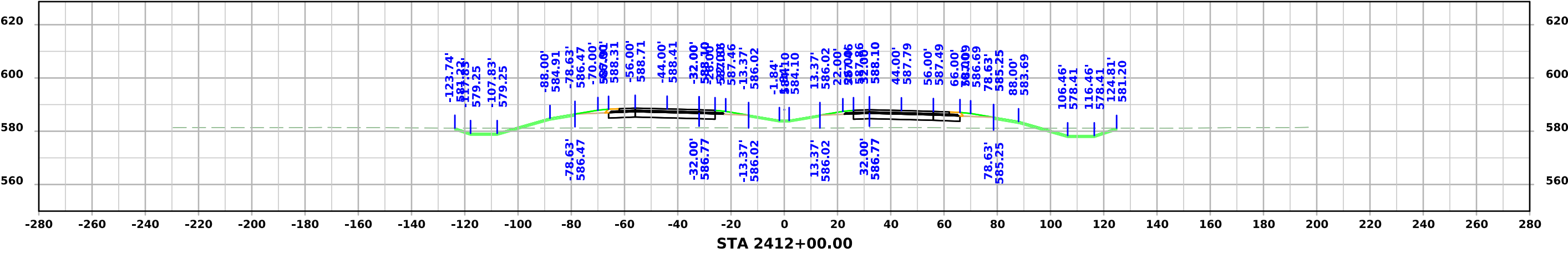
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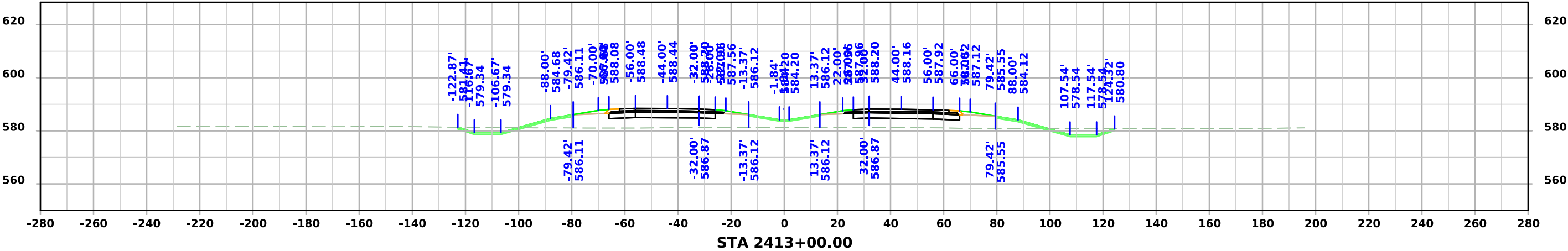
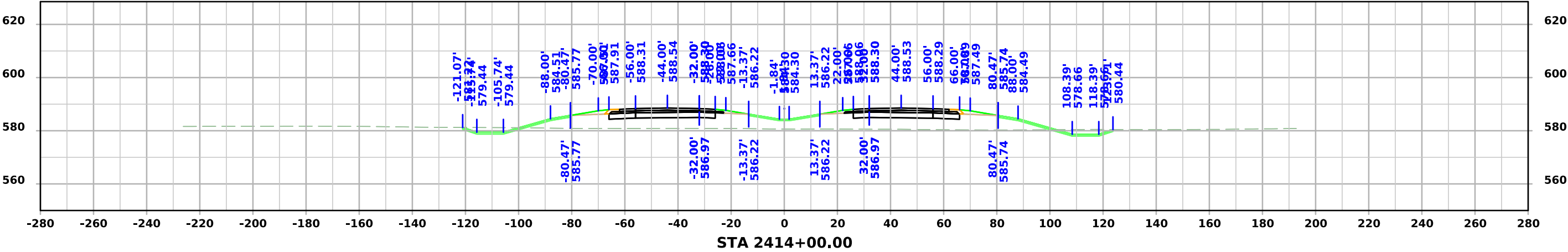
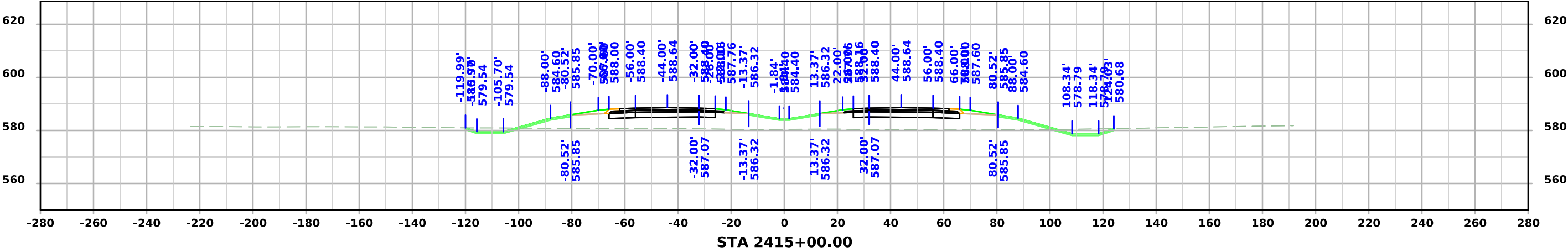
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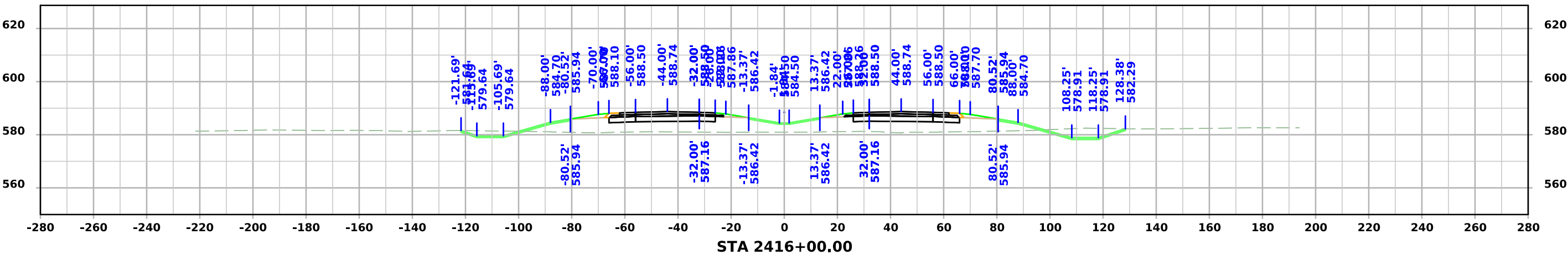
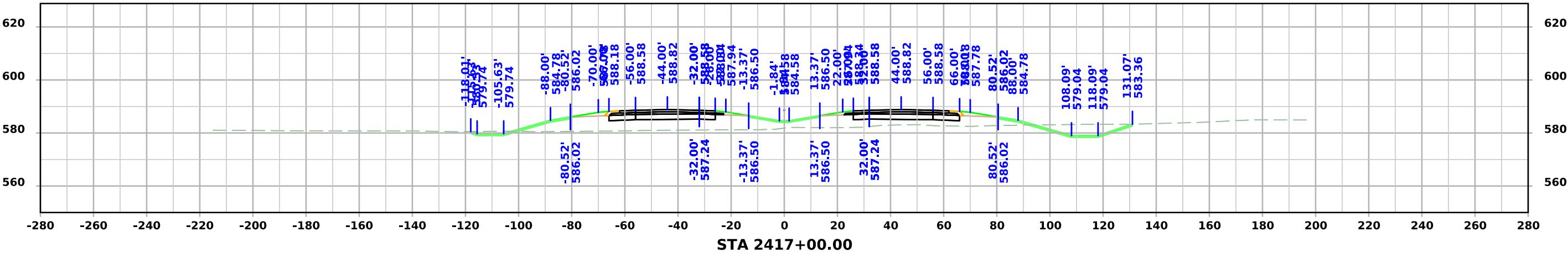
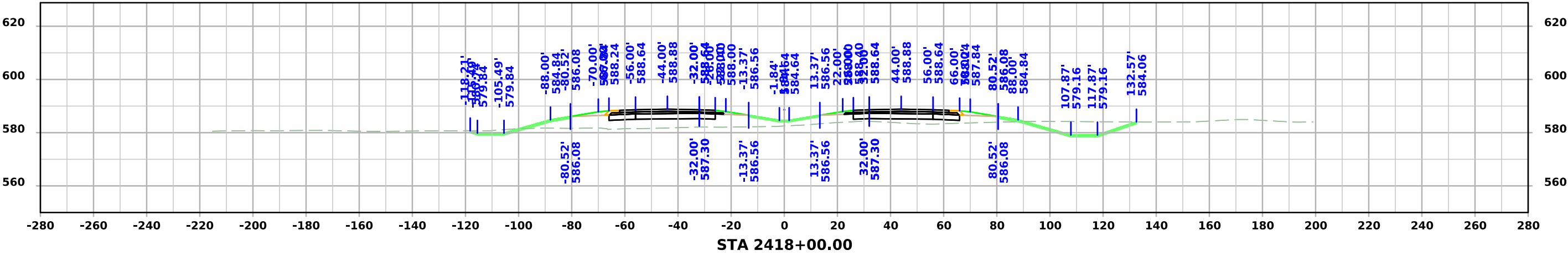
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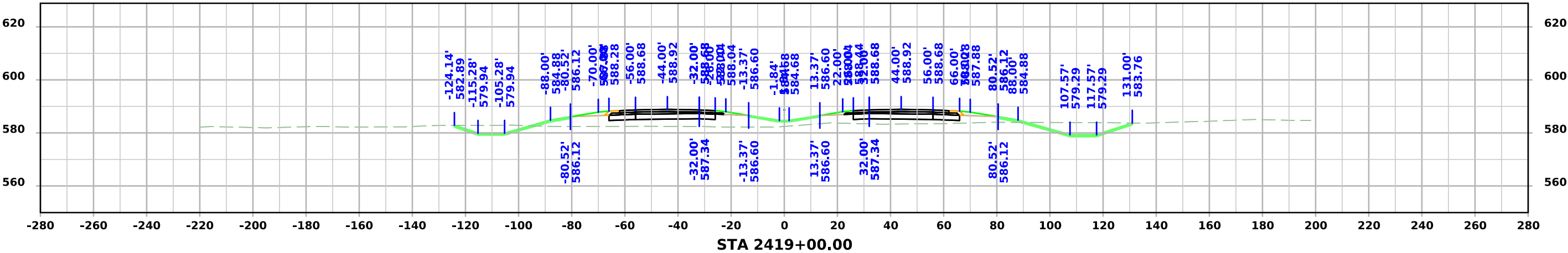
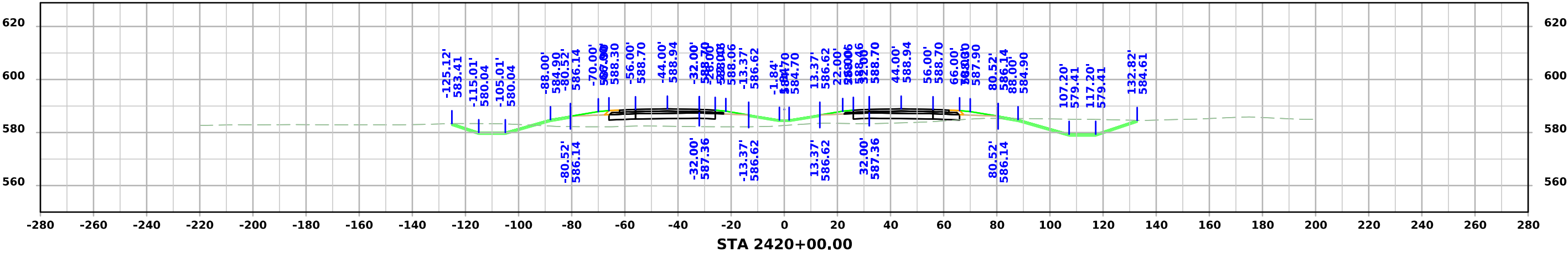
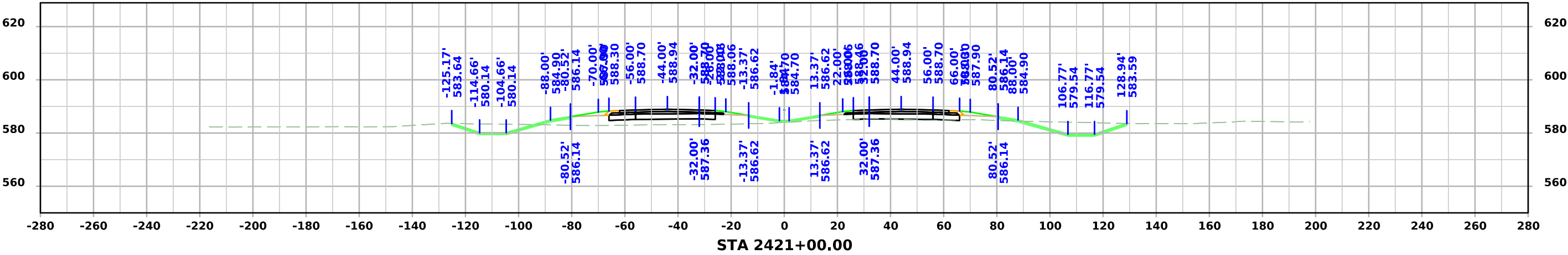
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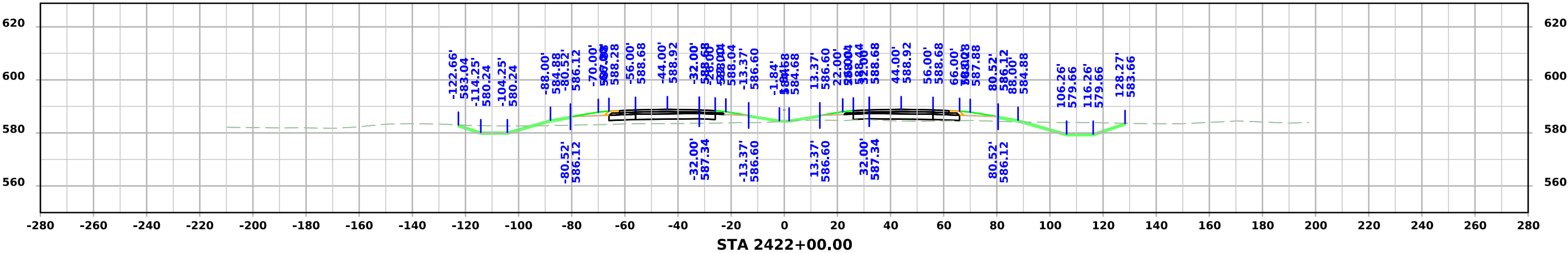
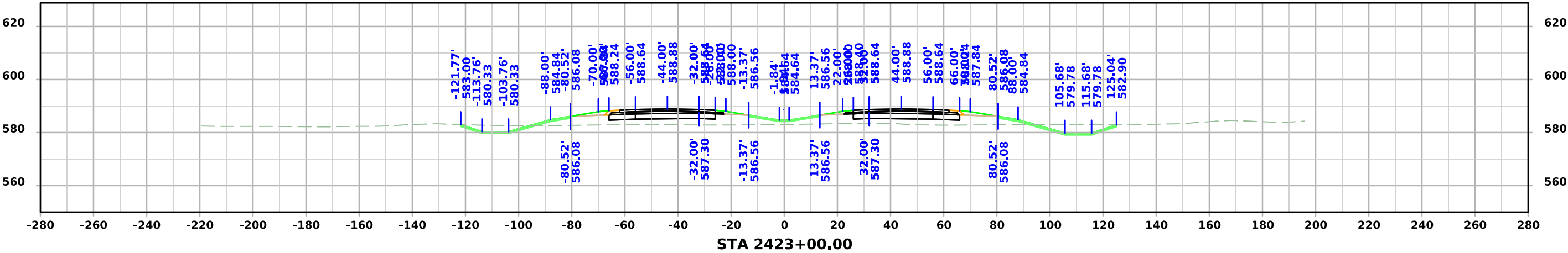
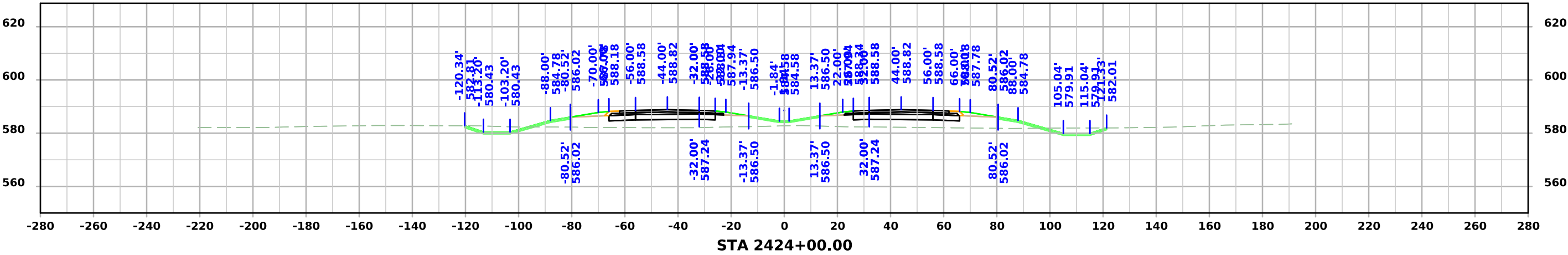


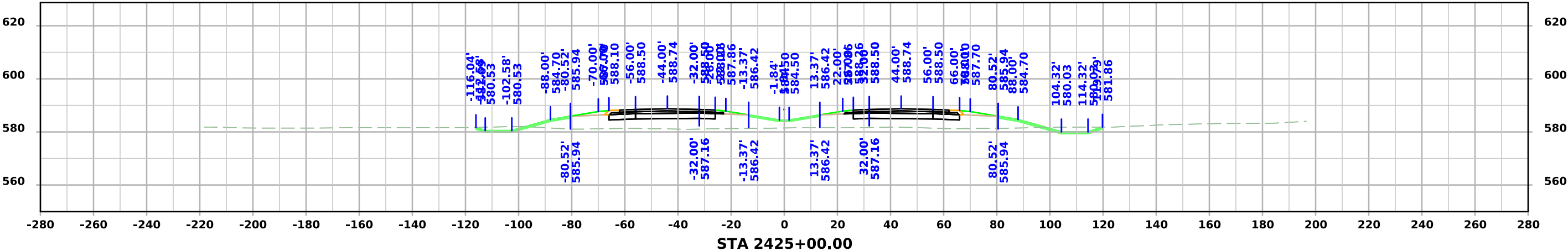
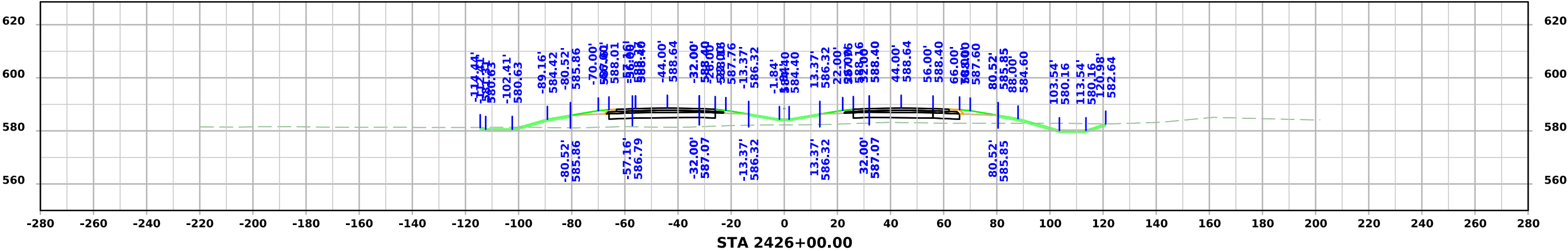
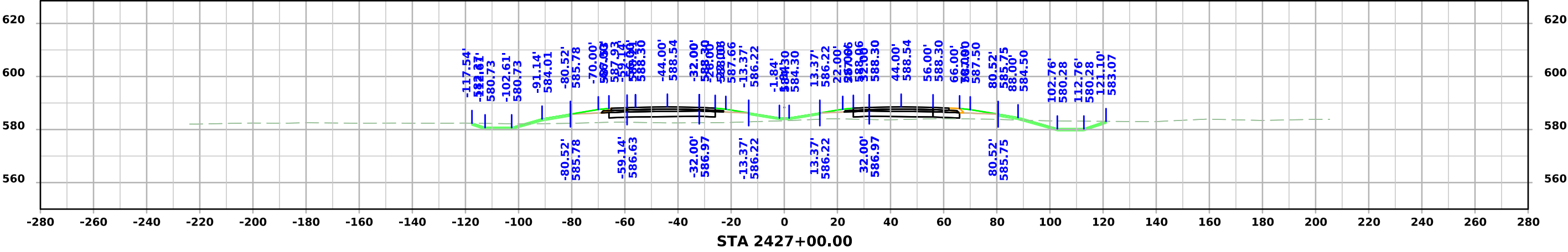
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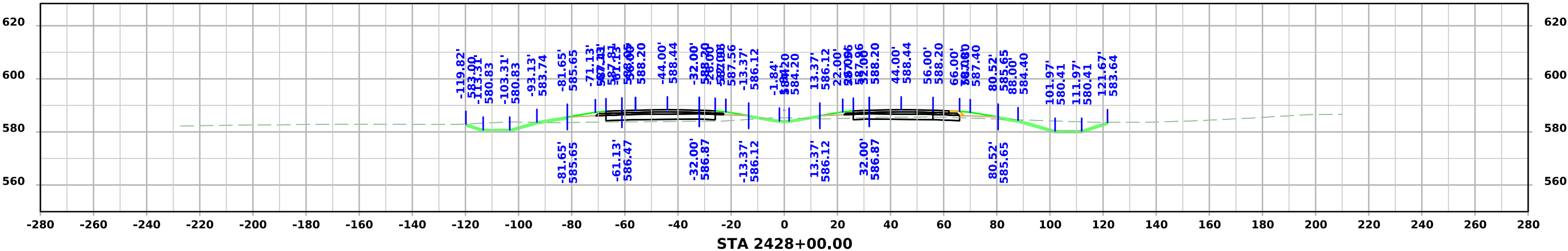
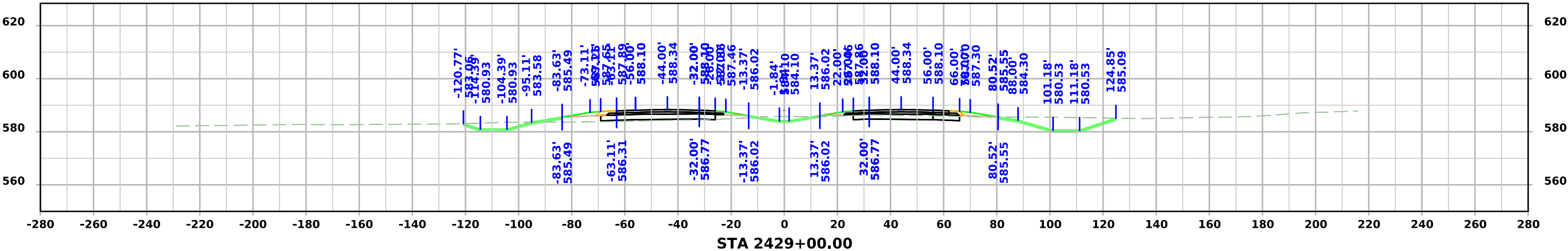
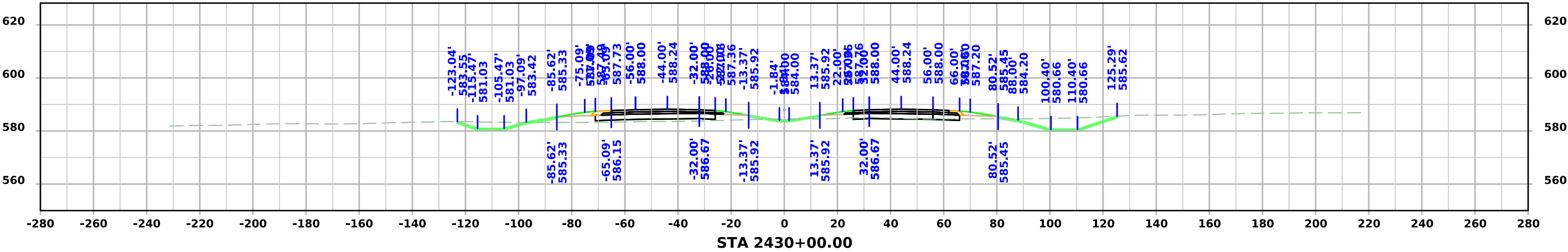
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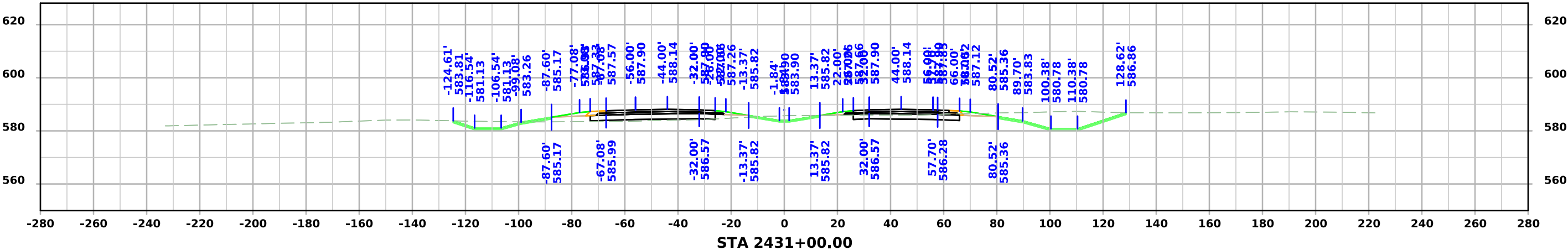
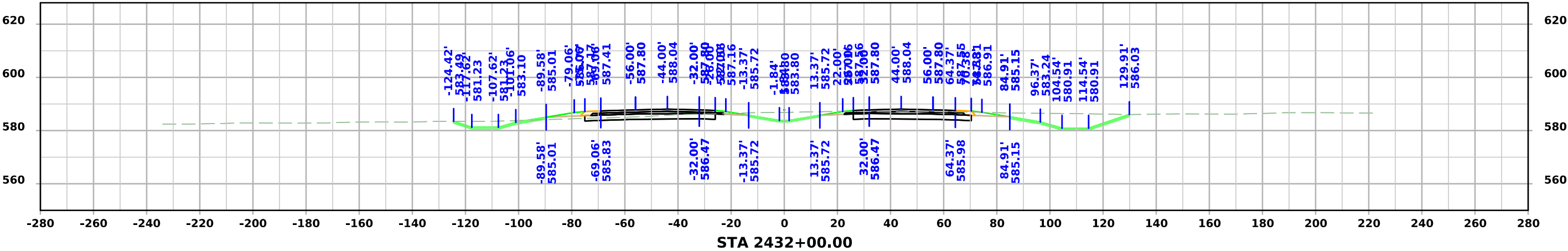
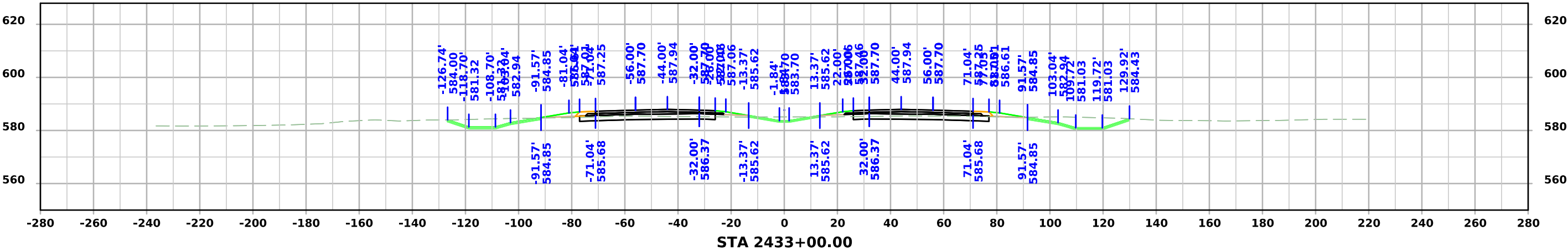




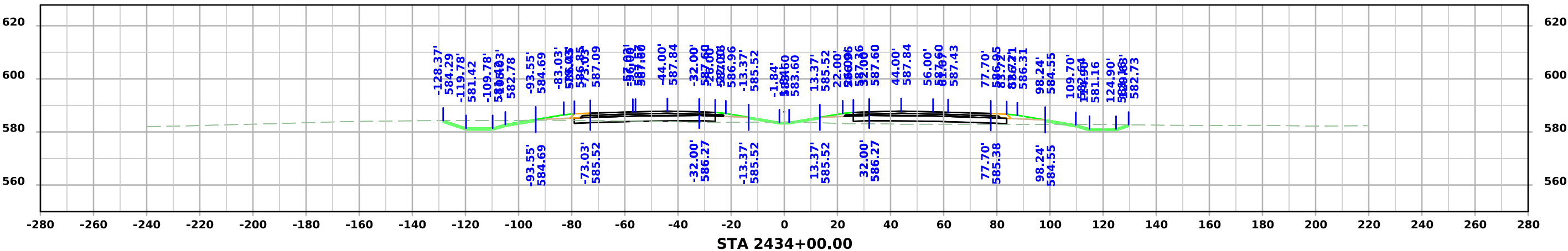
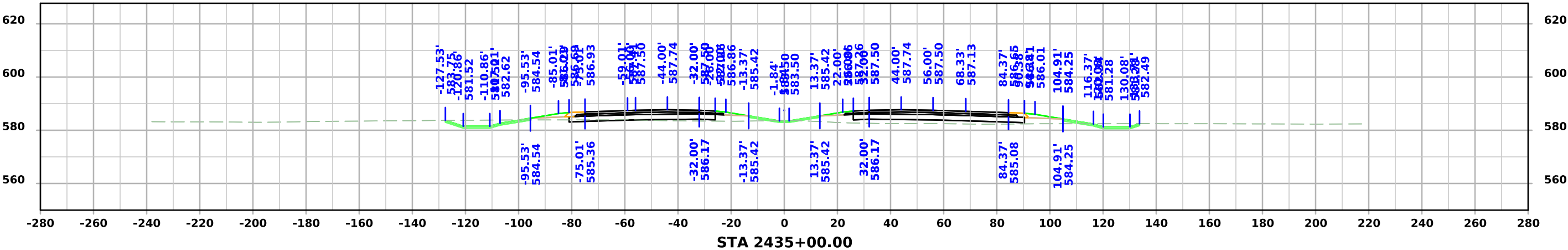
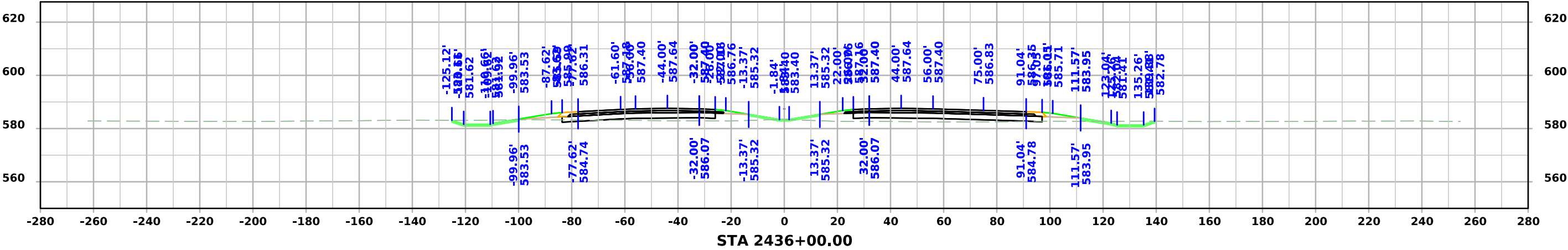
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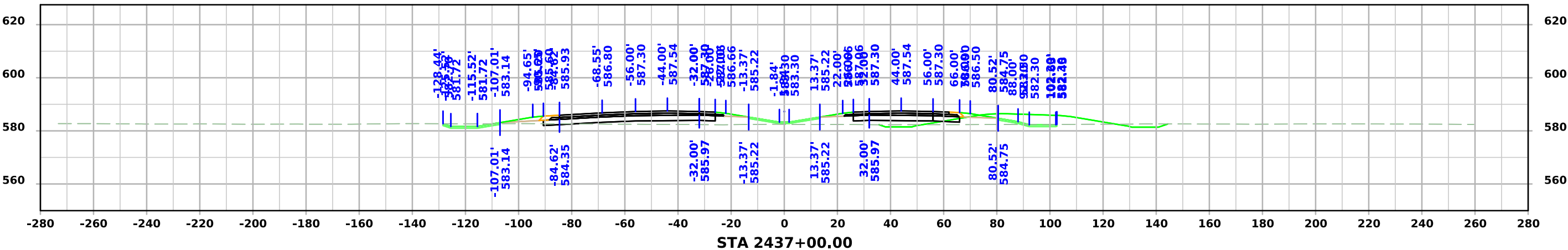
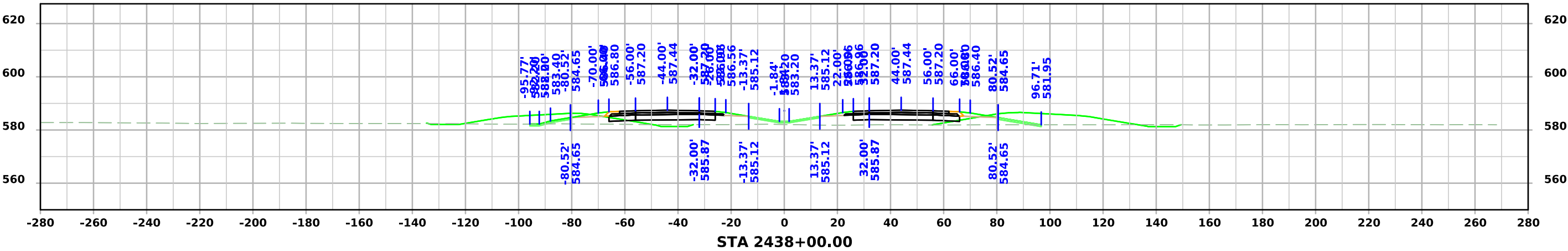
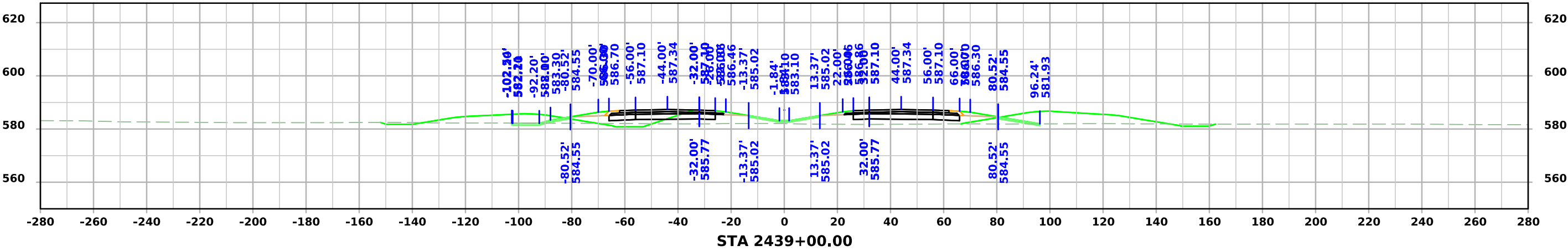


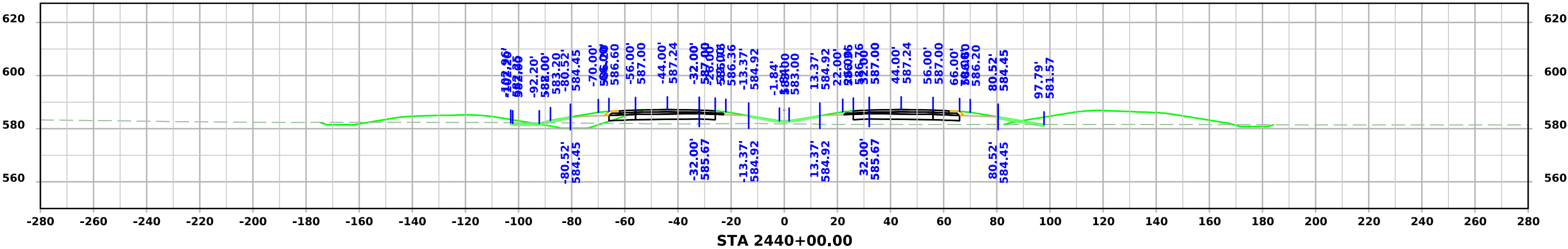
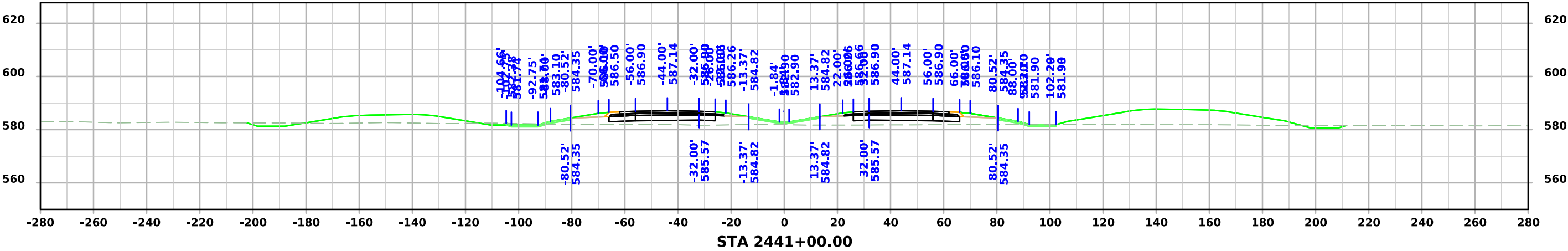
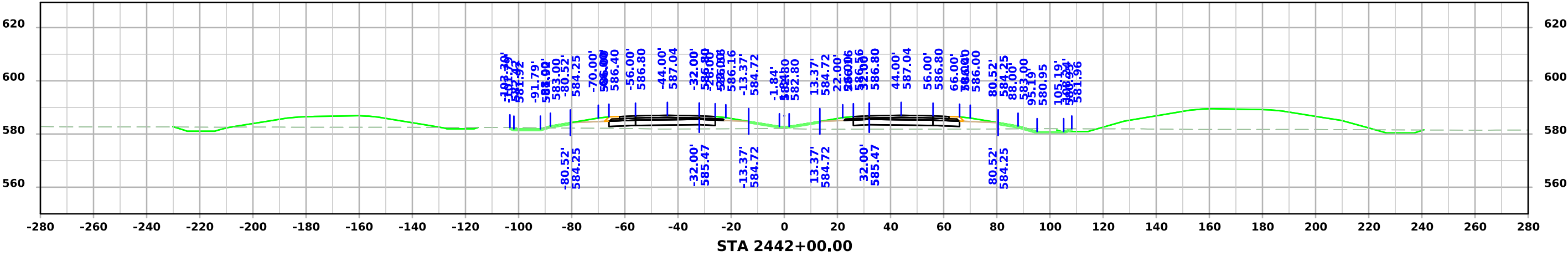
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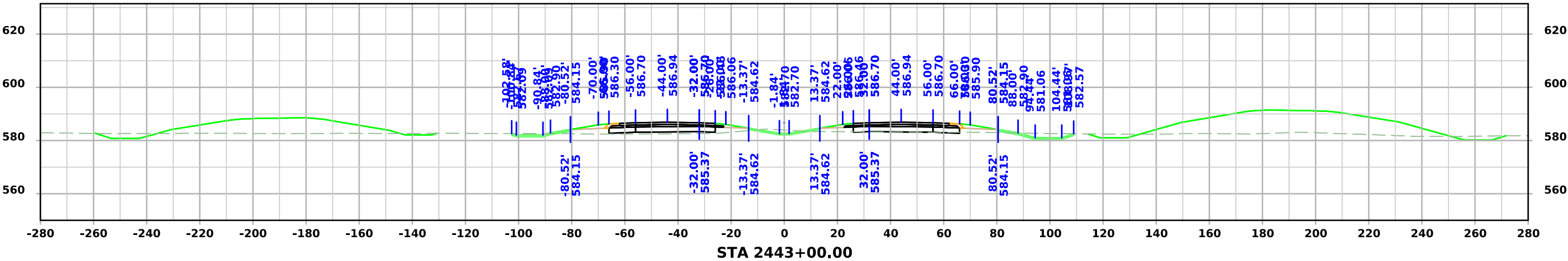
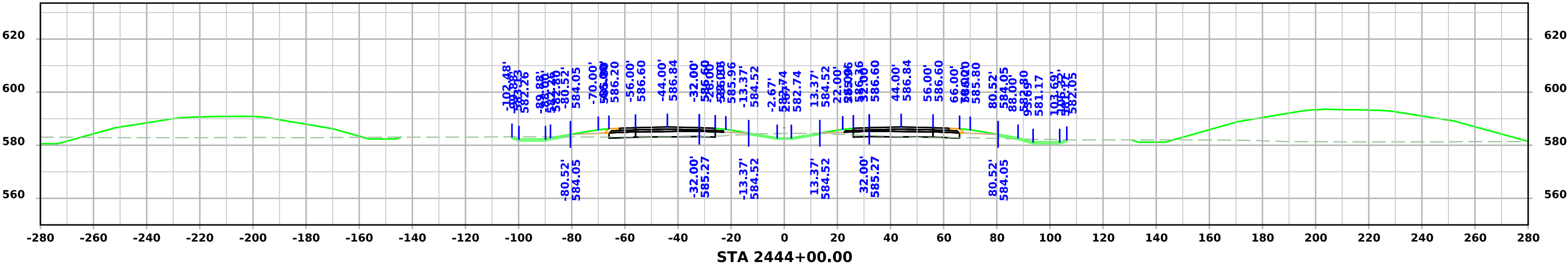
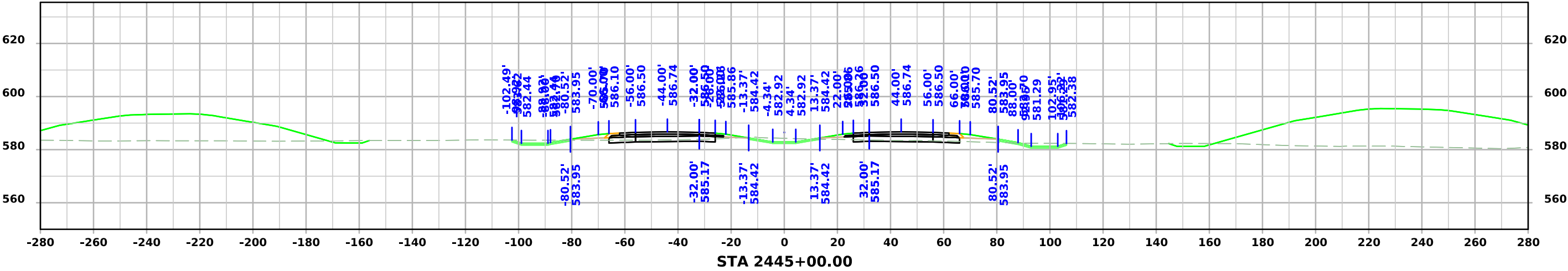
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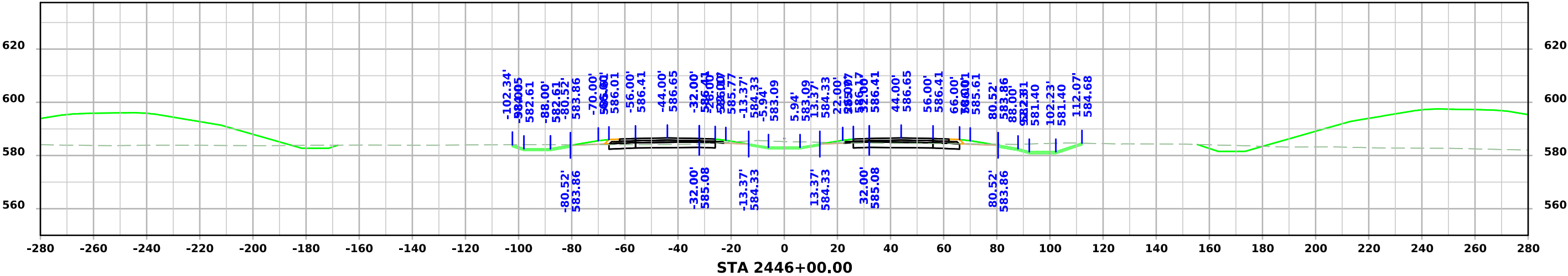
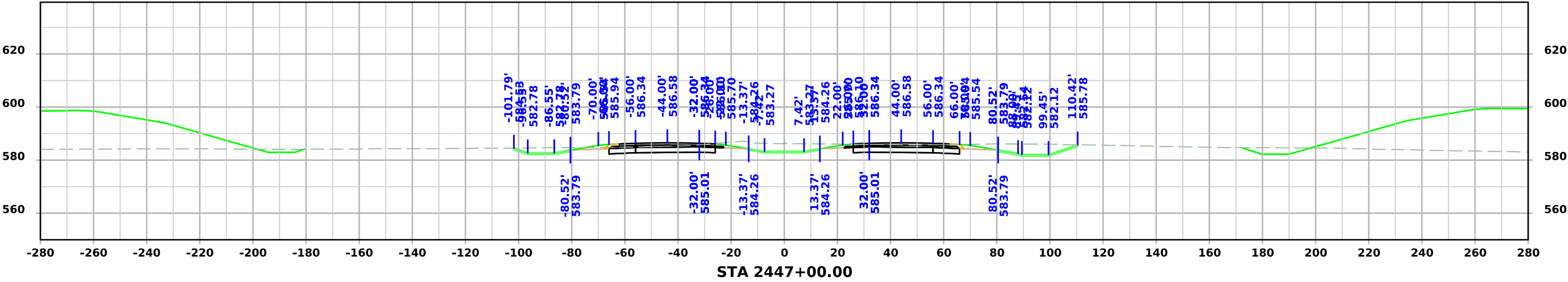
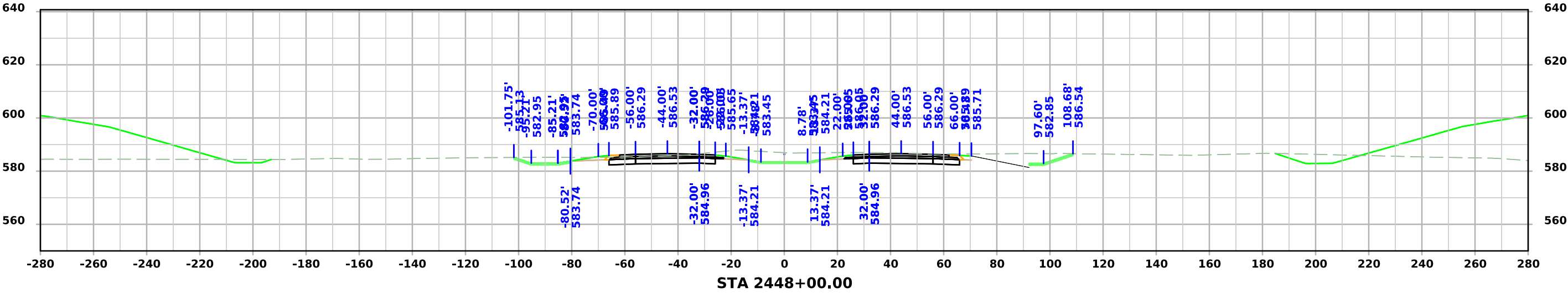




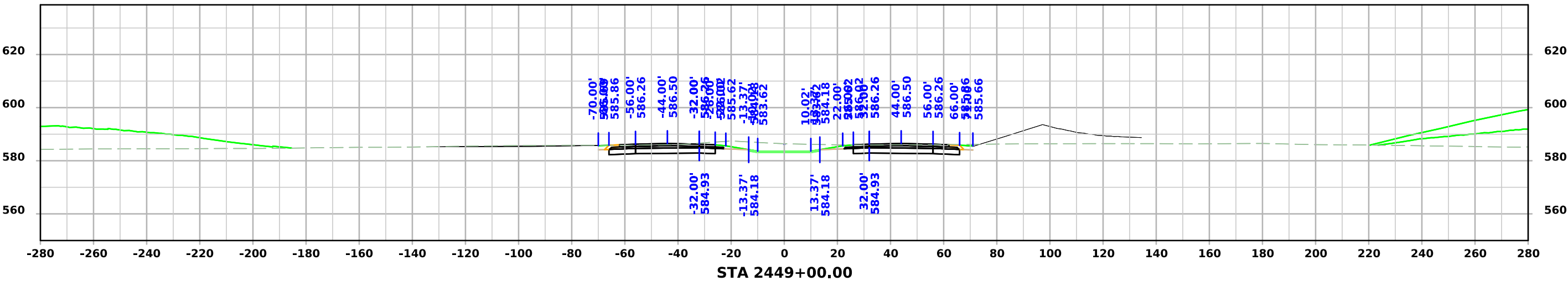
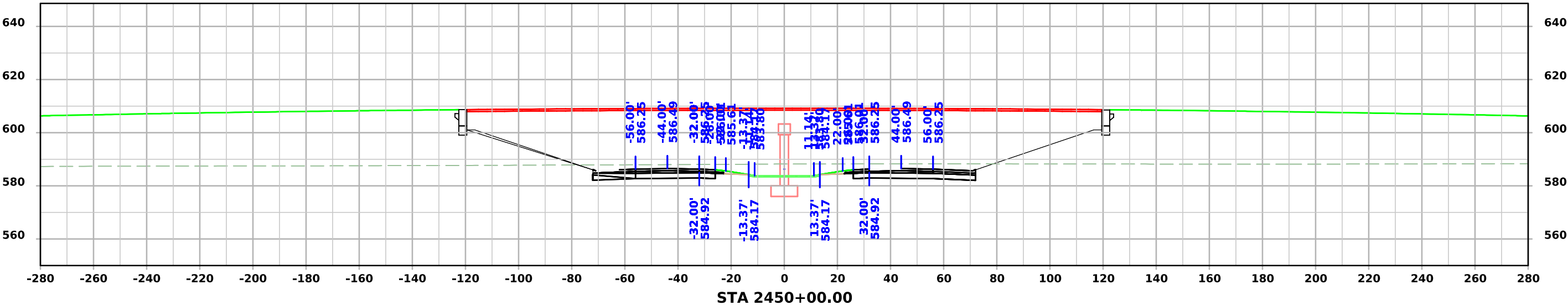
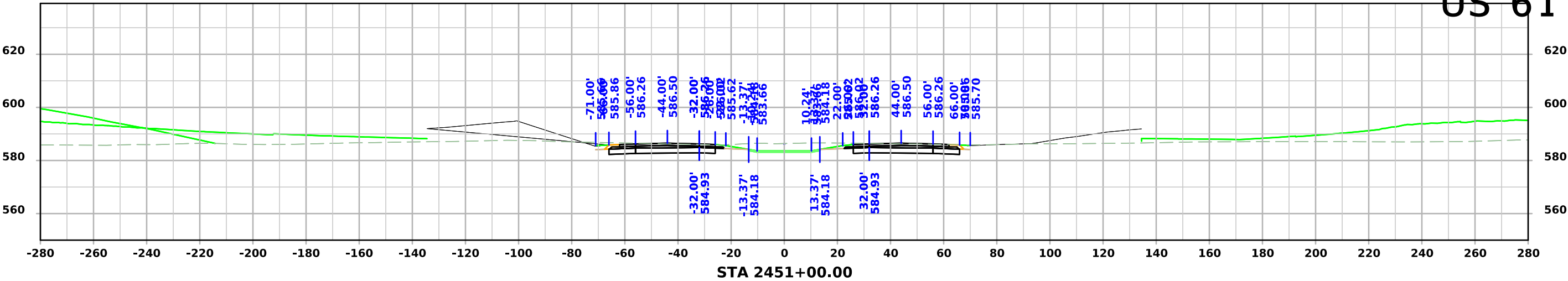
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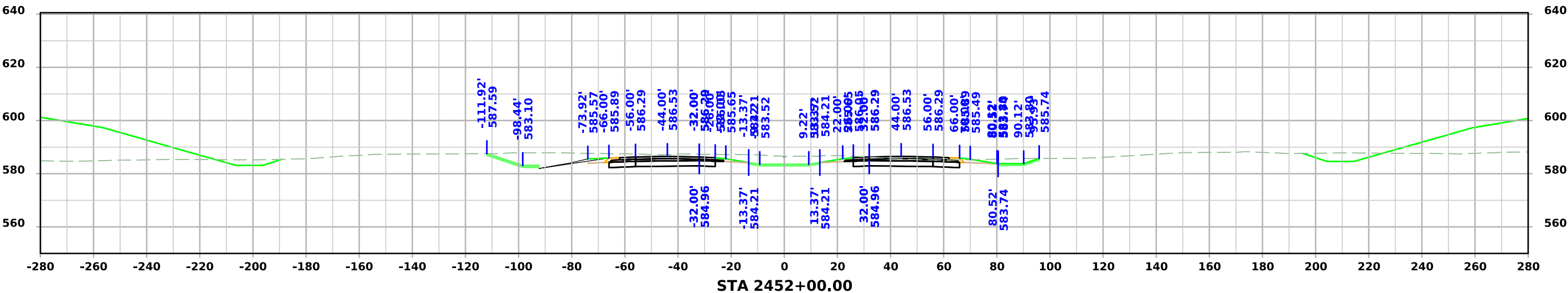
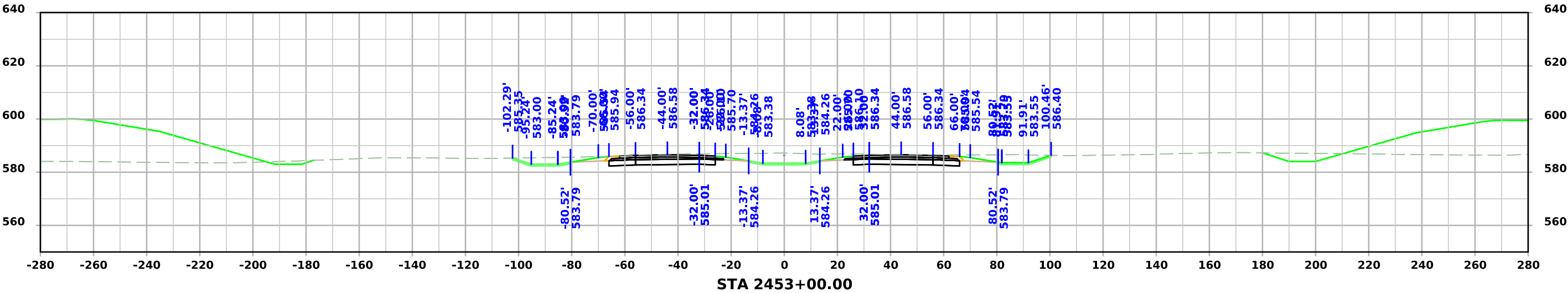
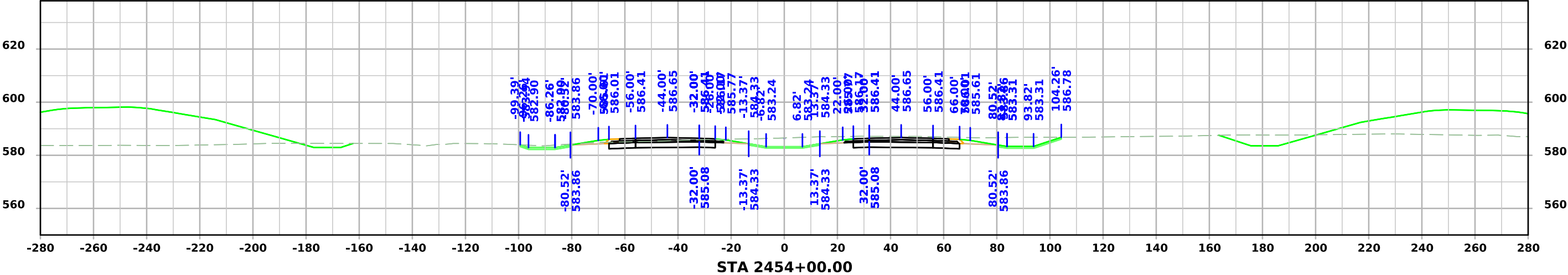
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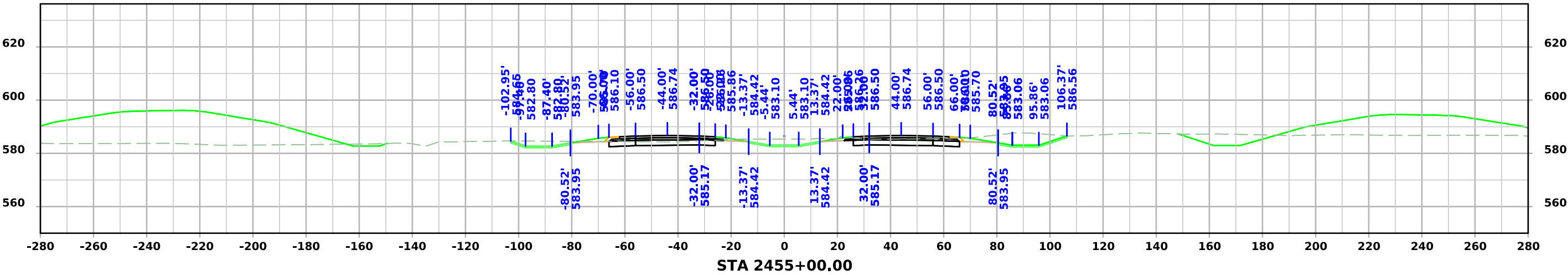
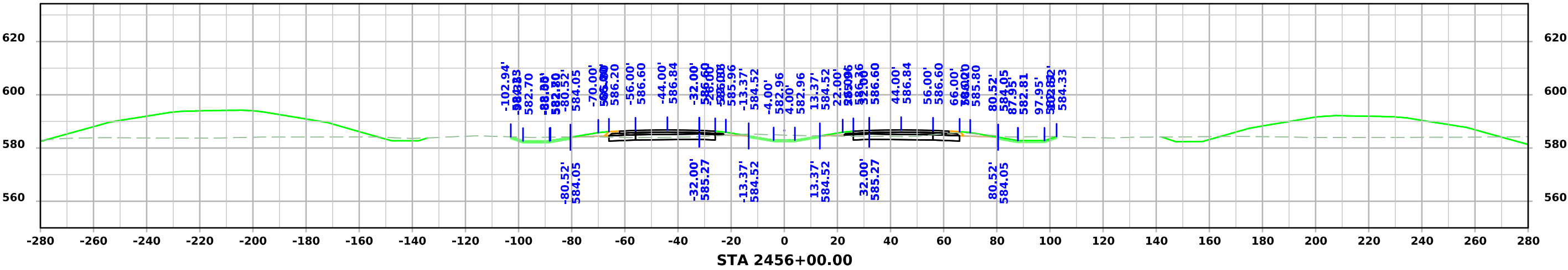
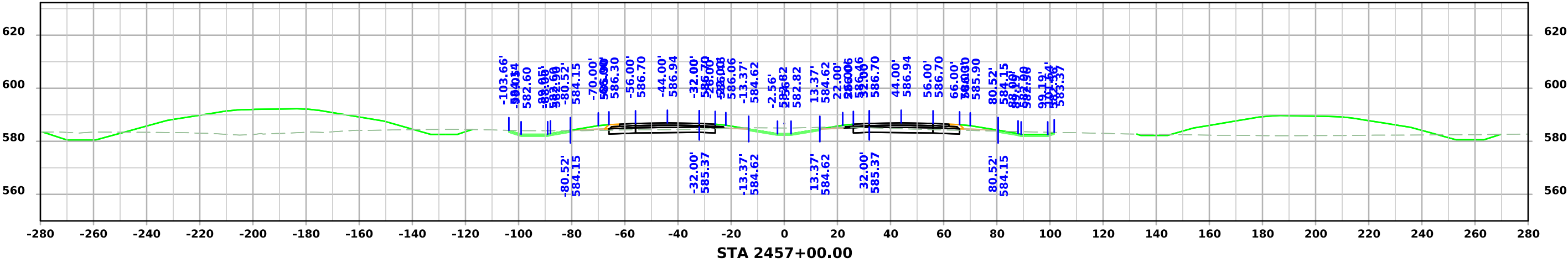
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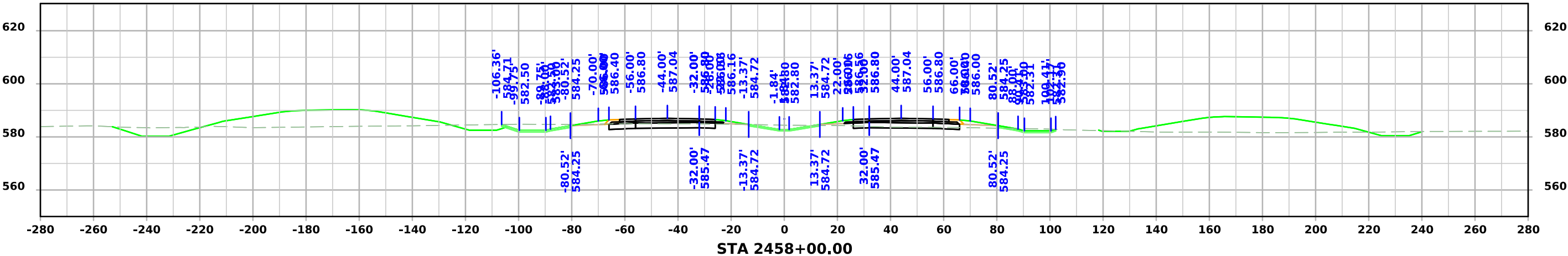
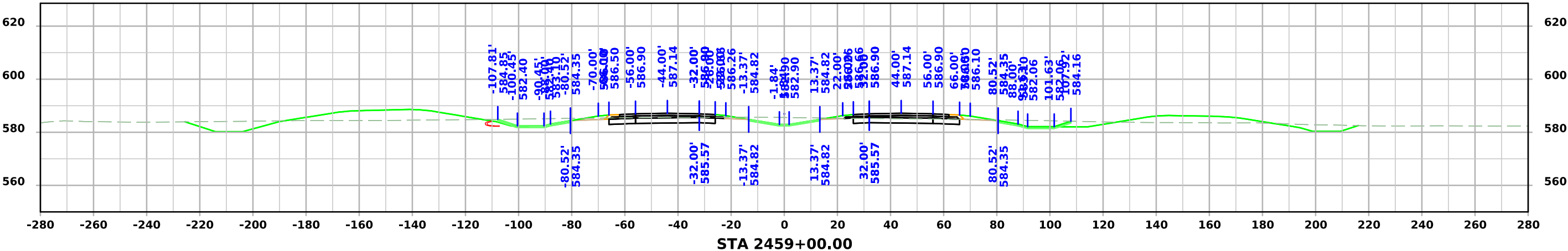
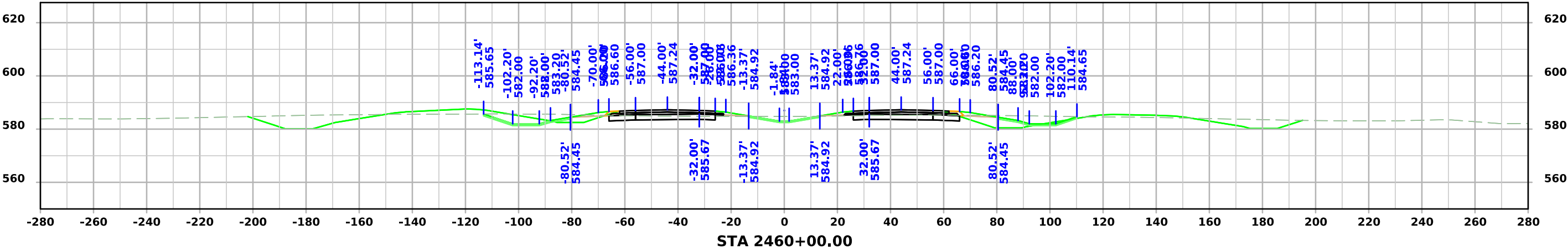
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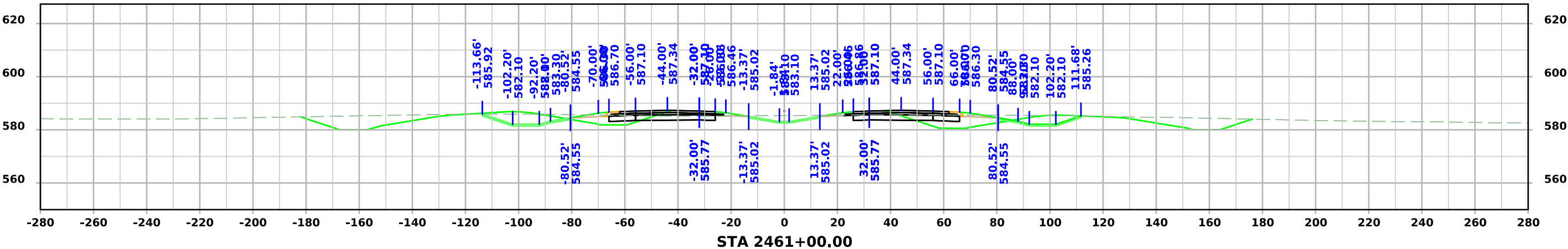
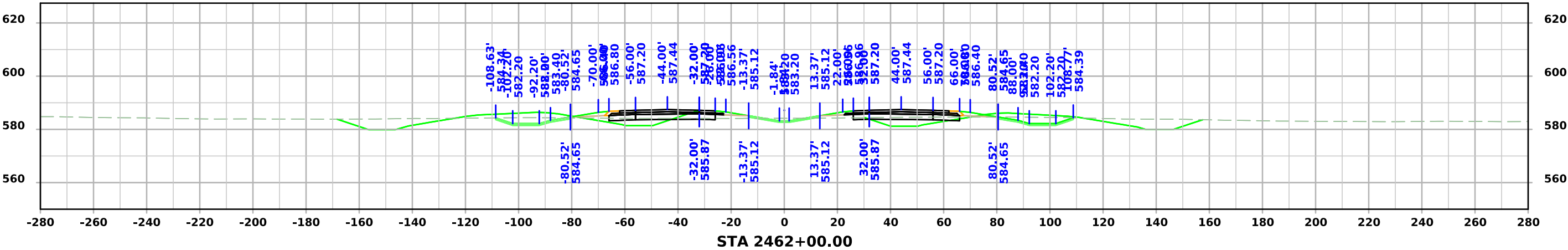
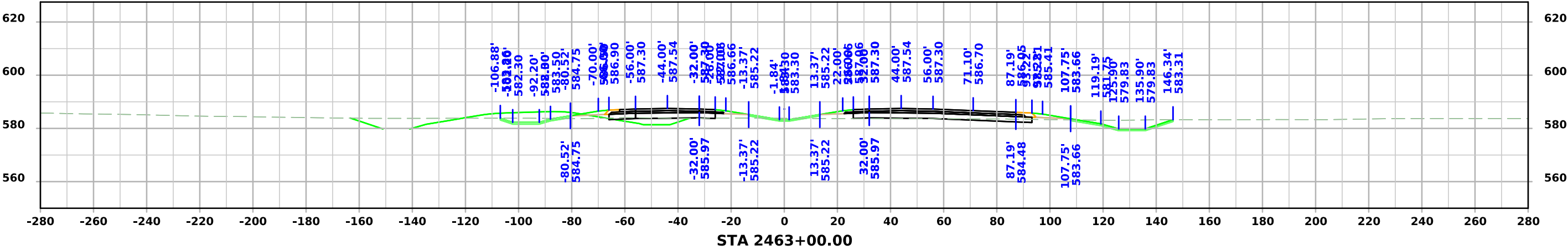


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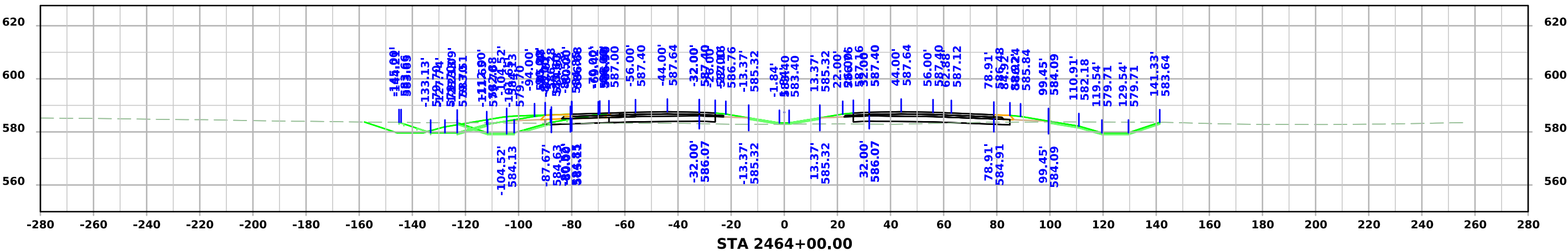
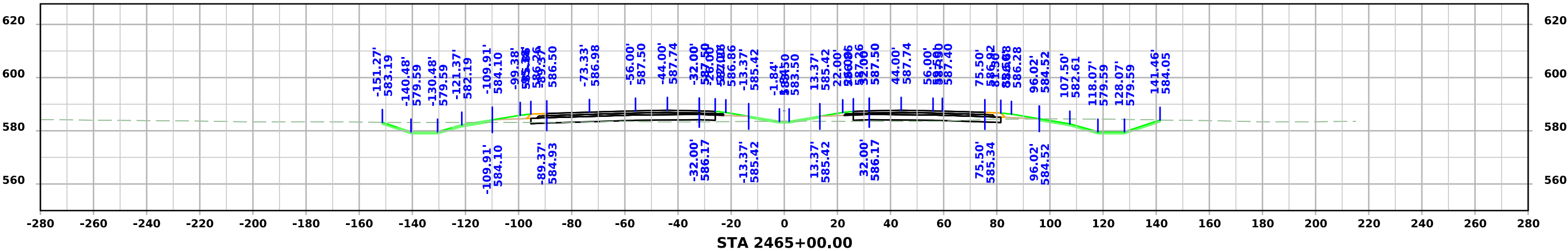
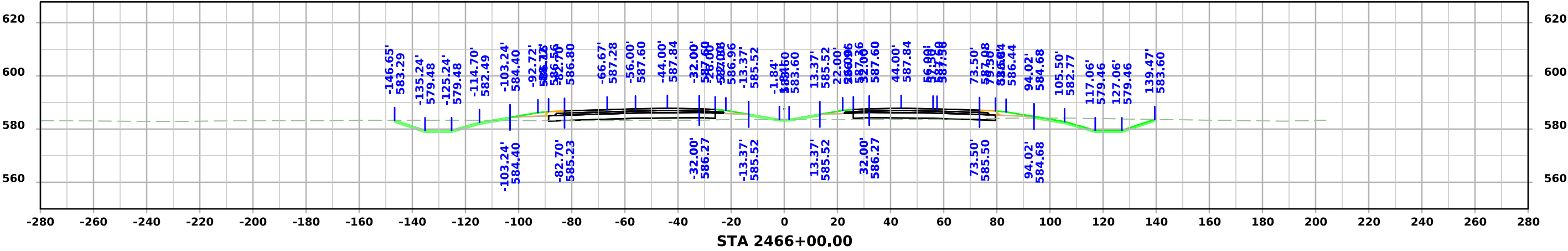


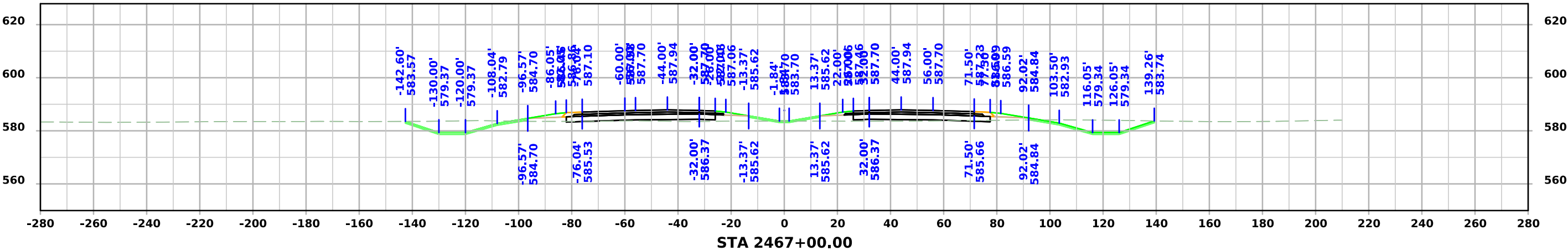
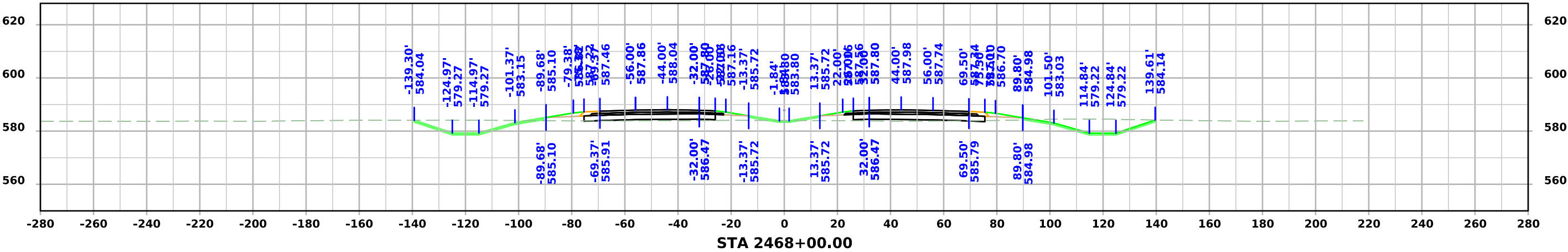
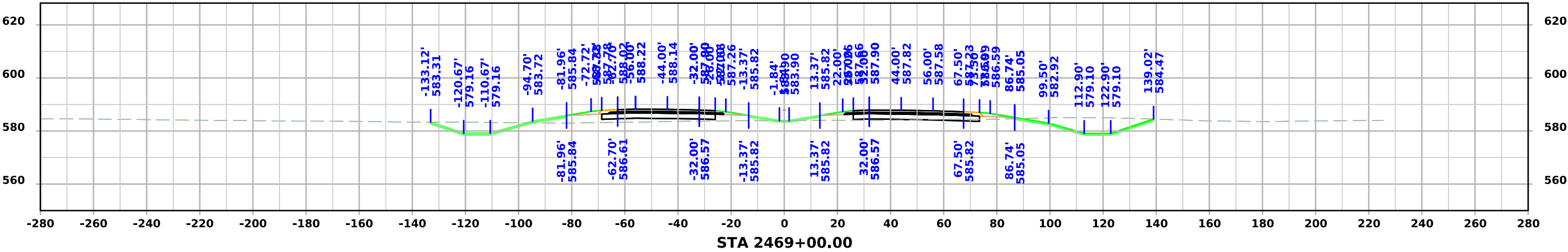
US 61



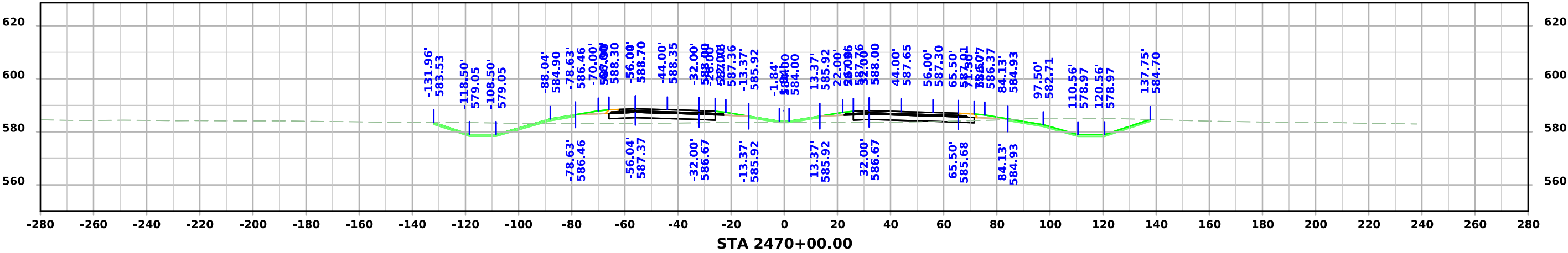
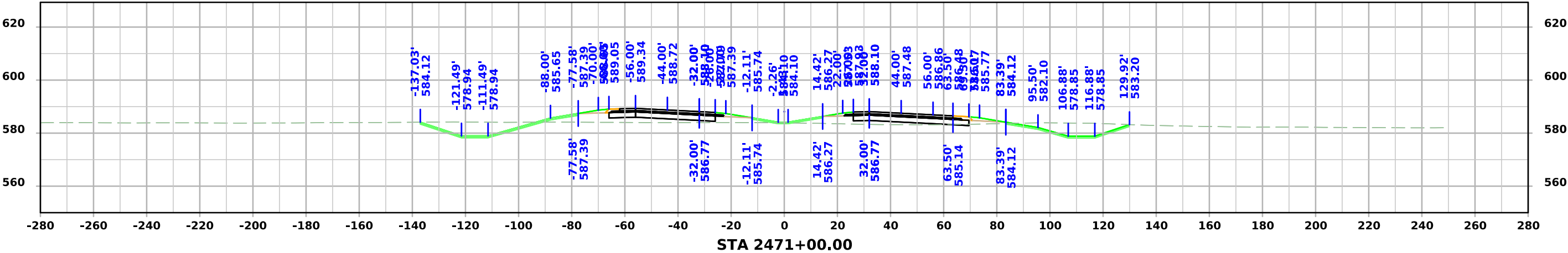
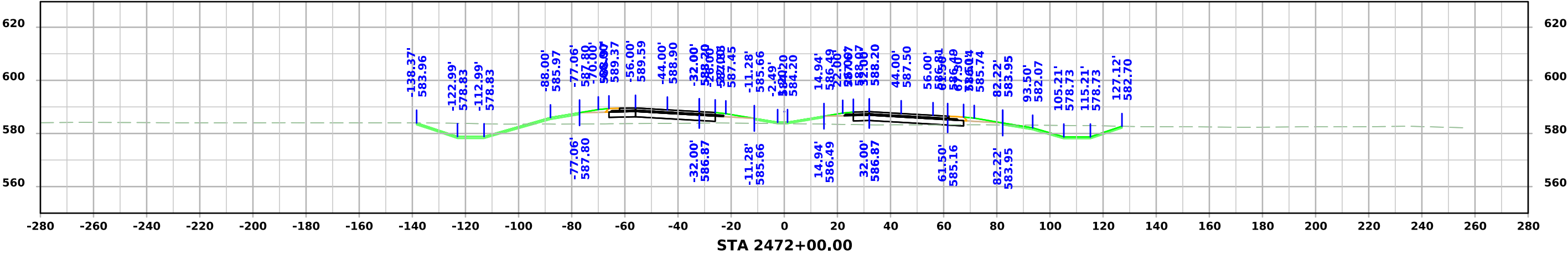


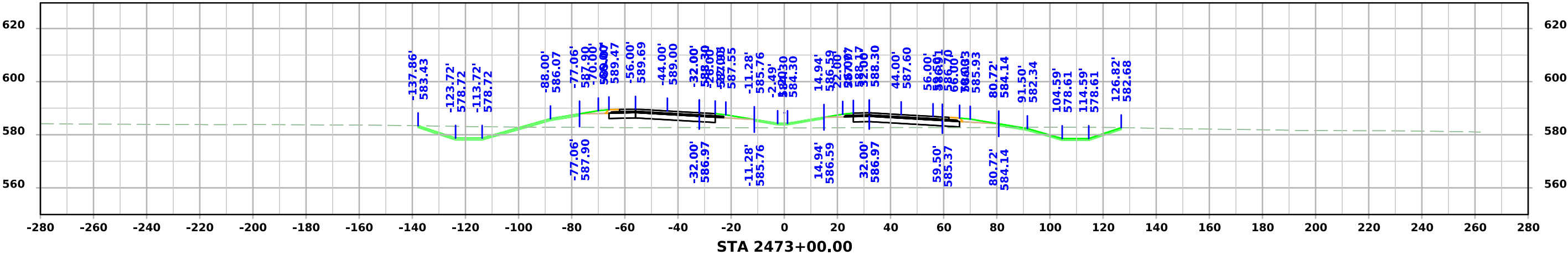
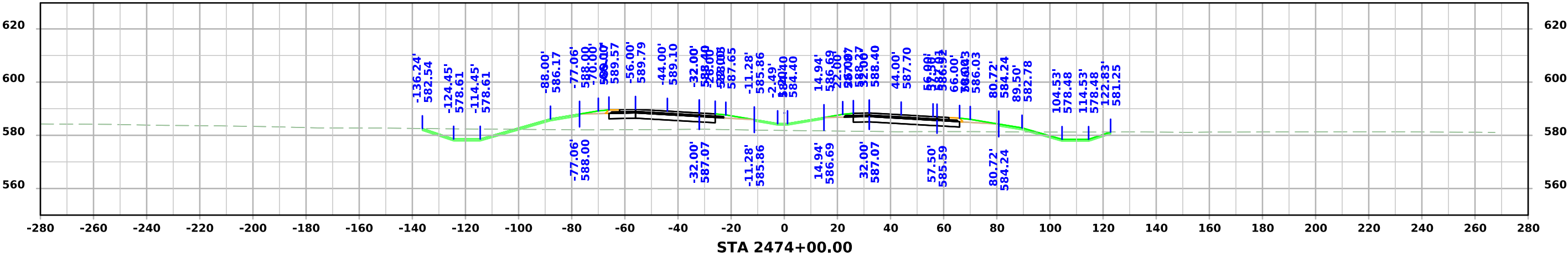
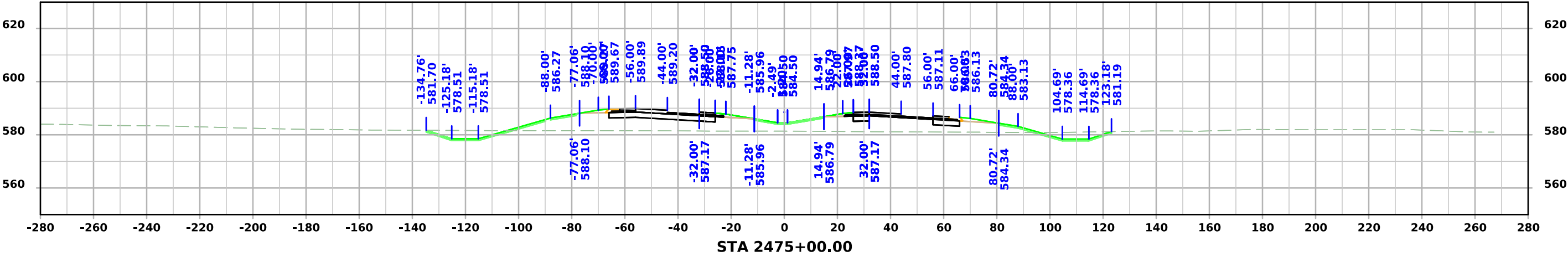
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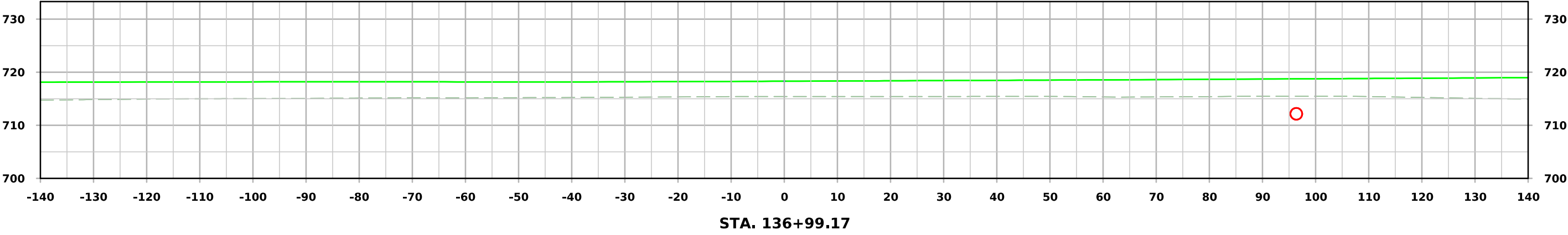
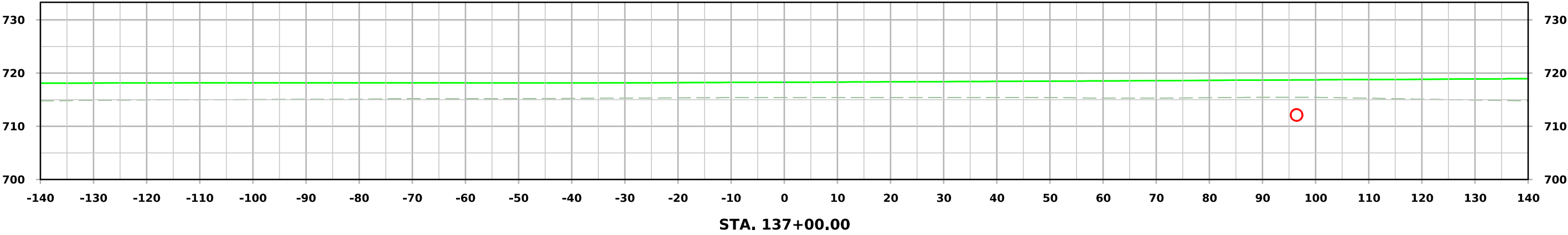
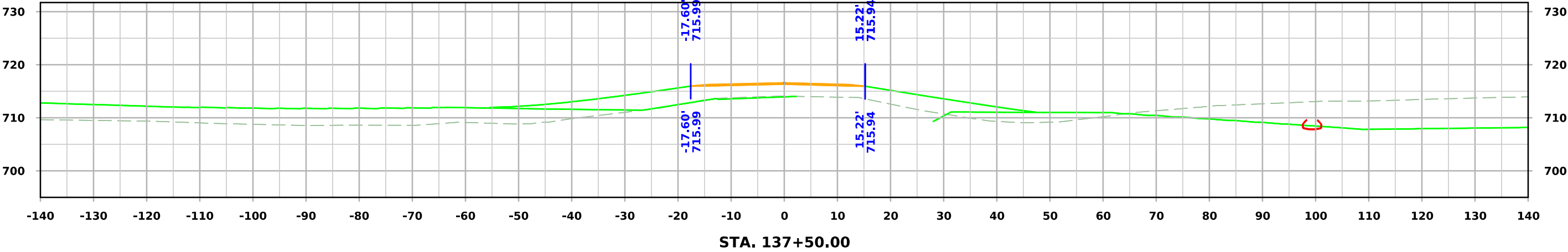


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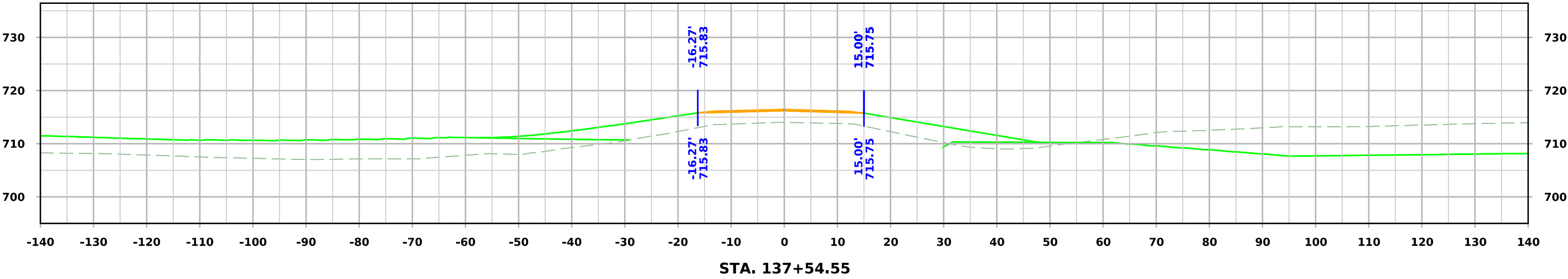
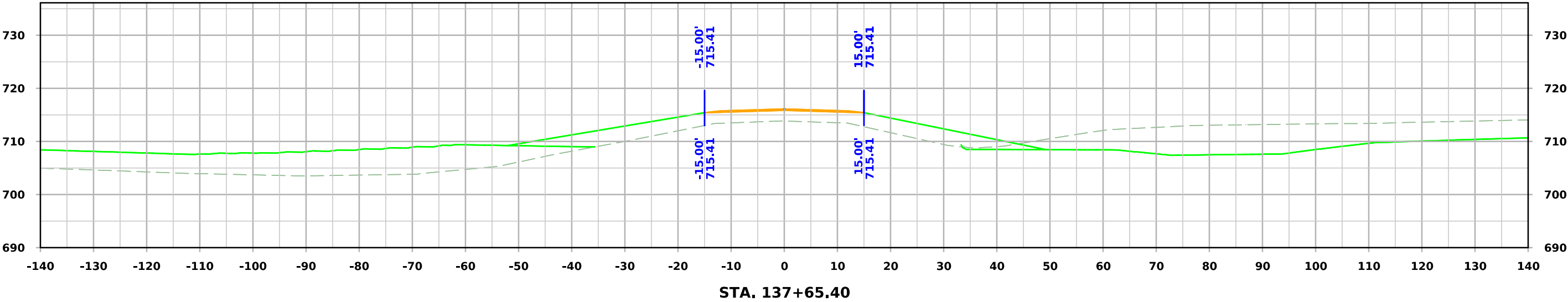
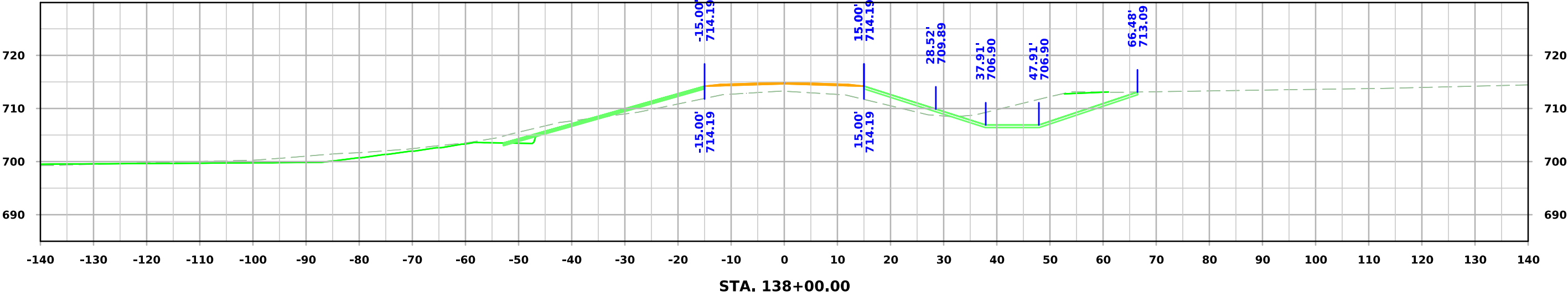




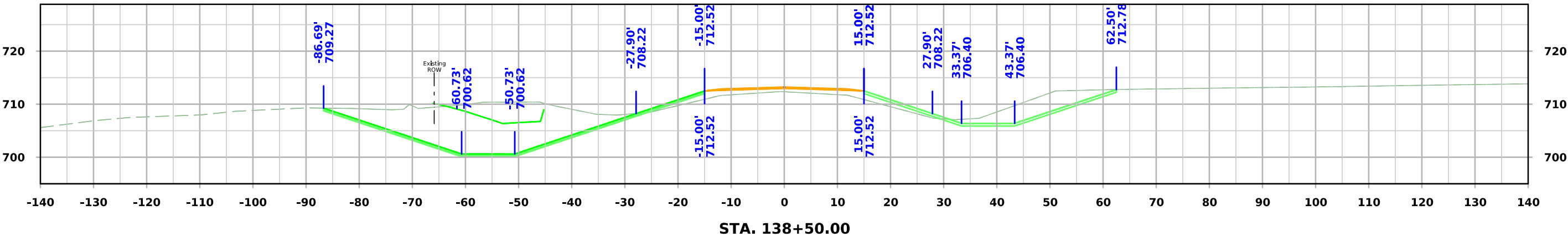
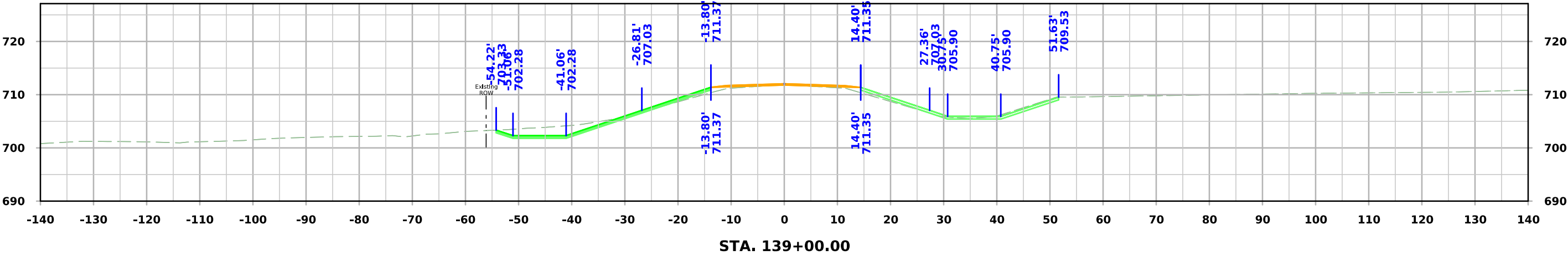
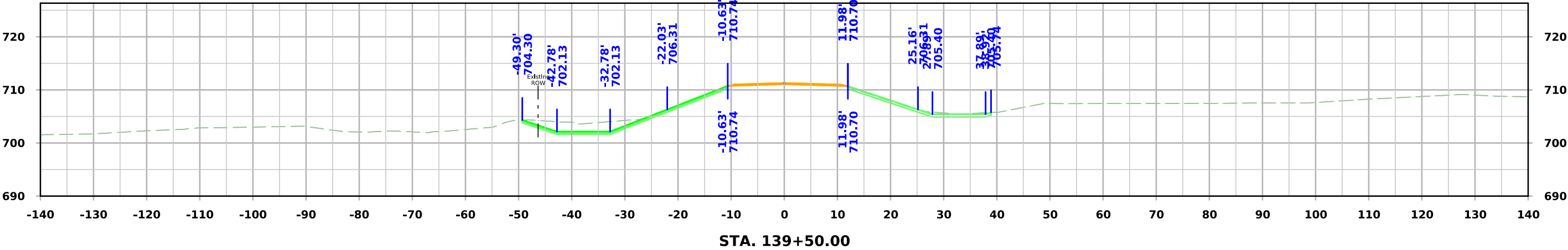
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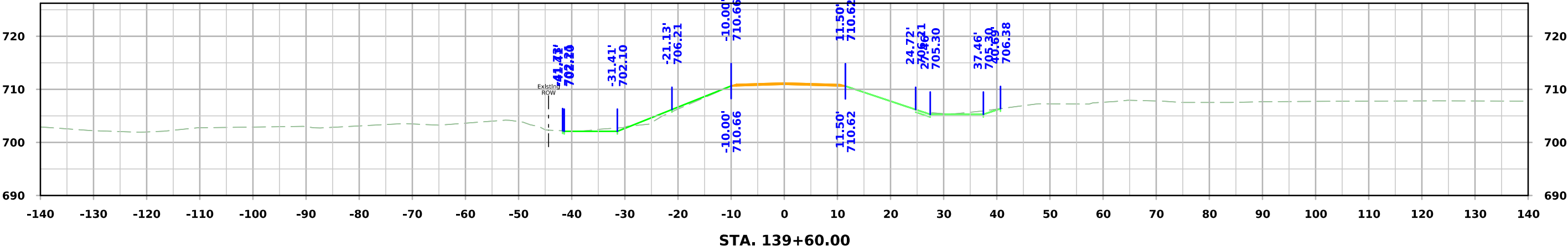
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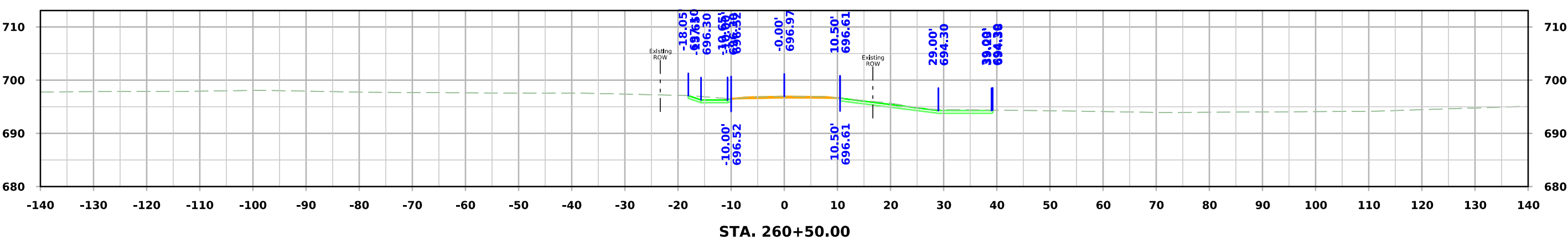
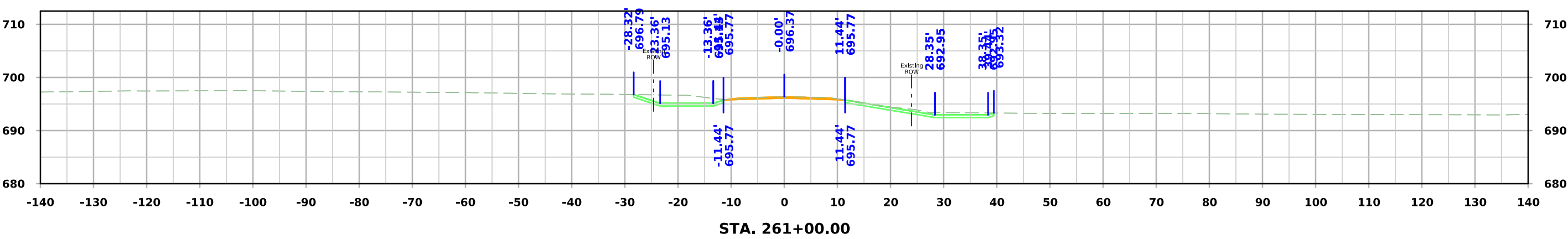
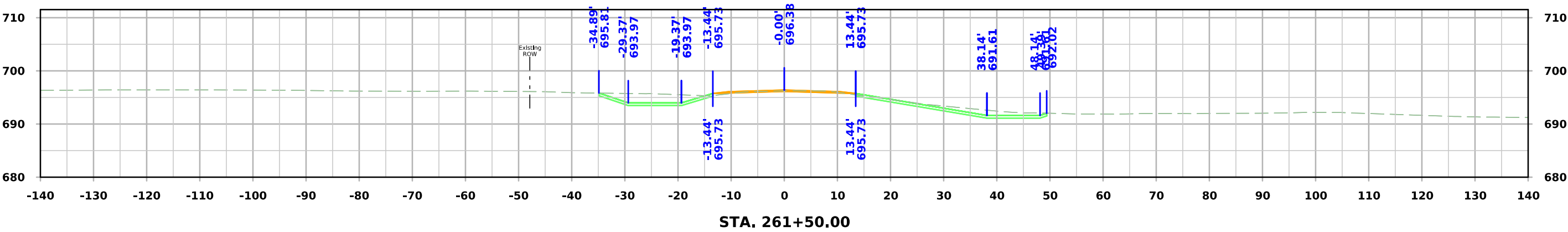
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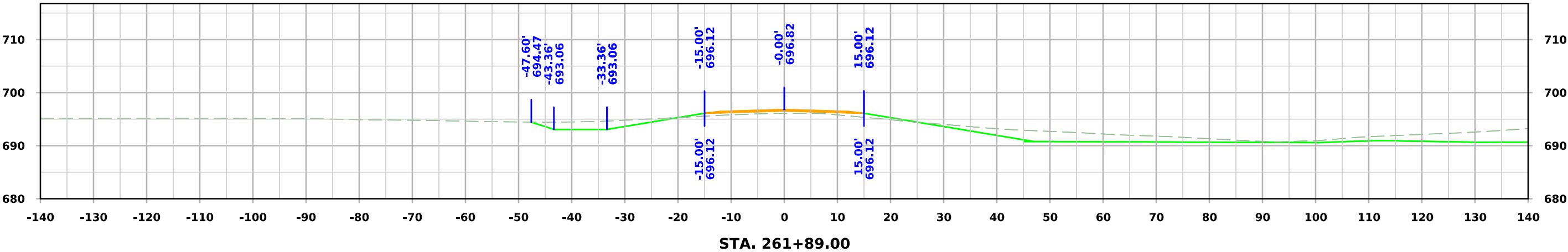
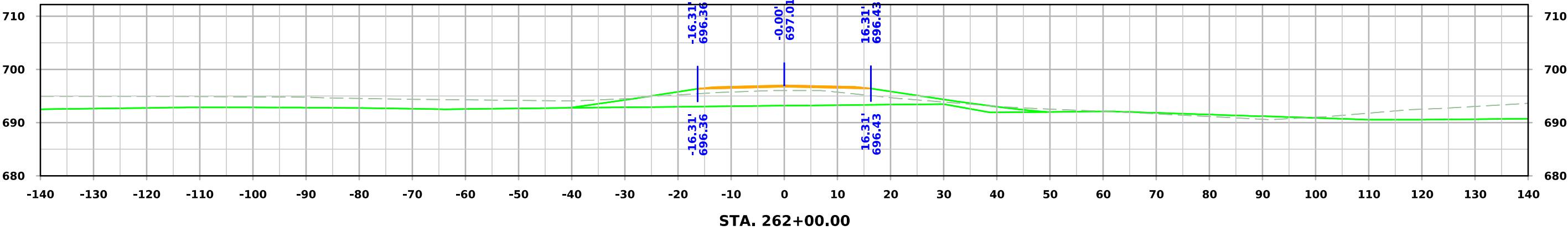
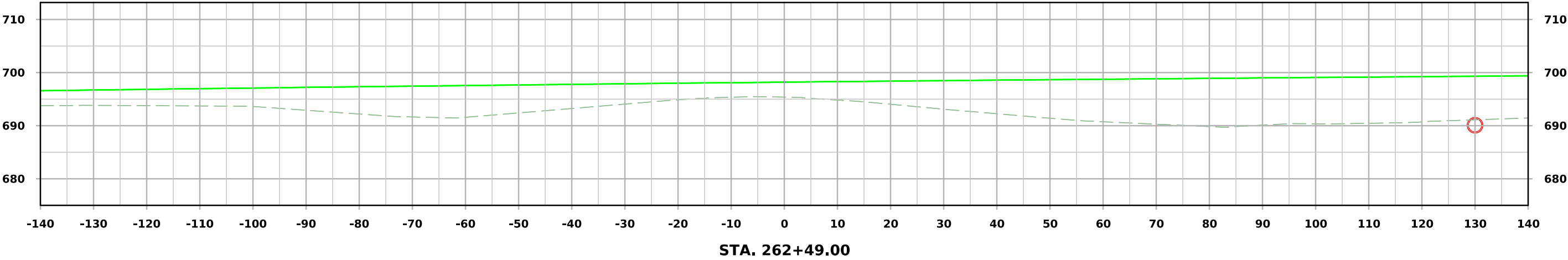
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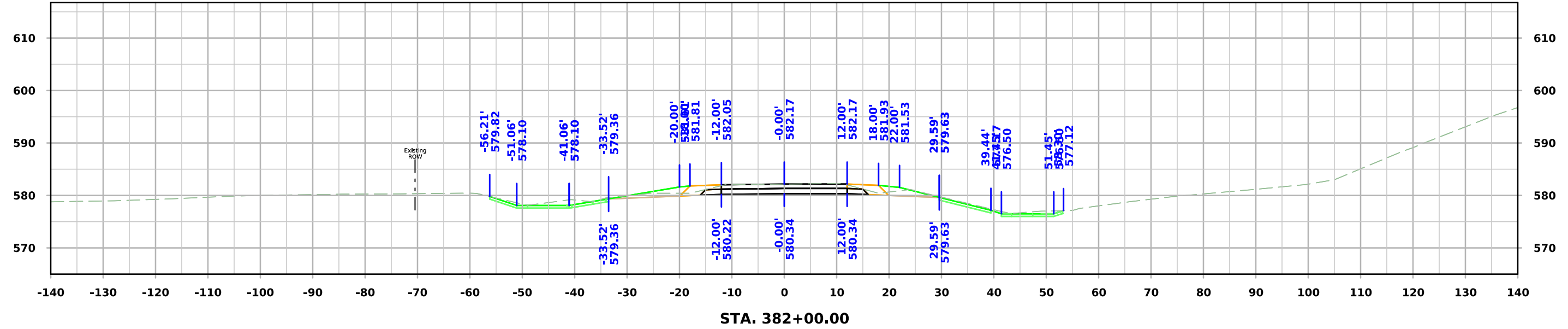
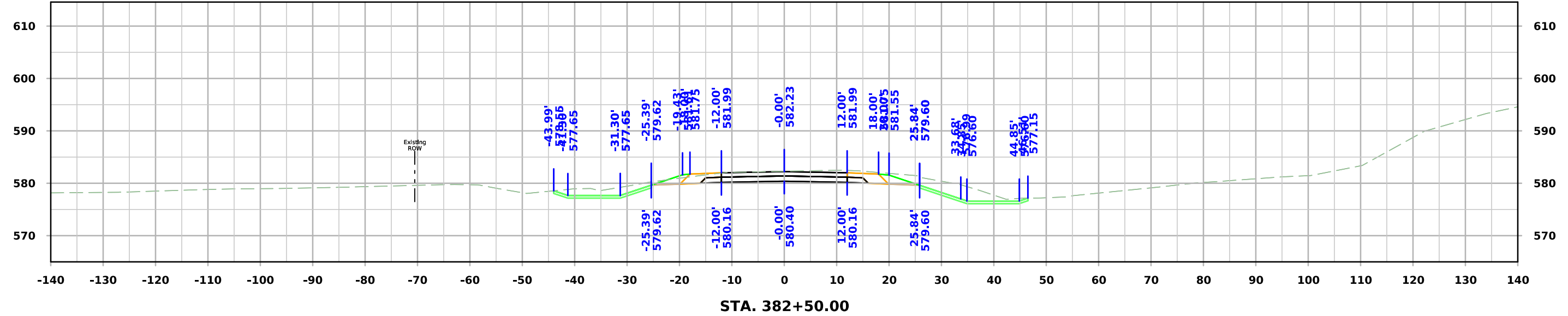
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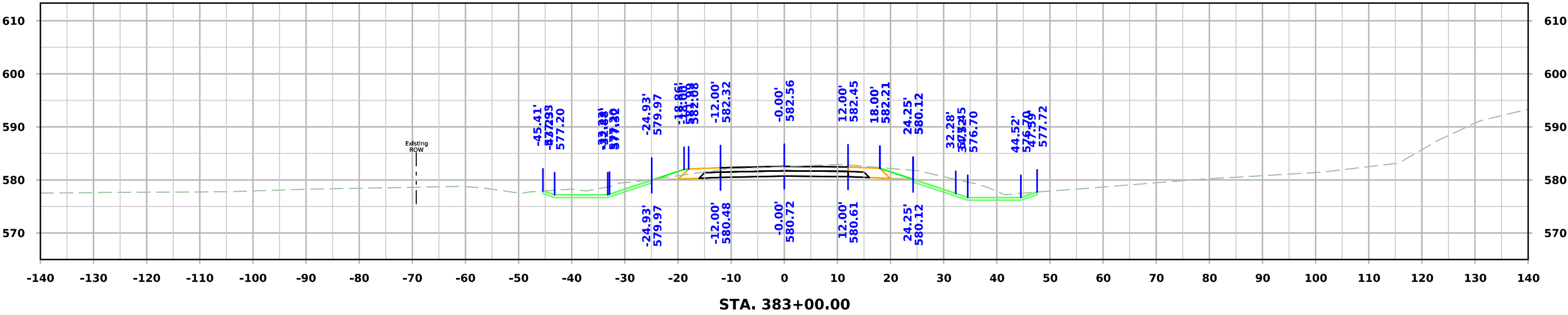
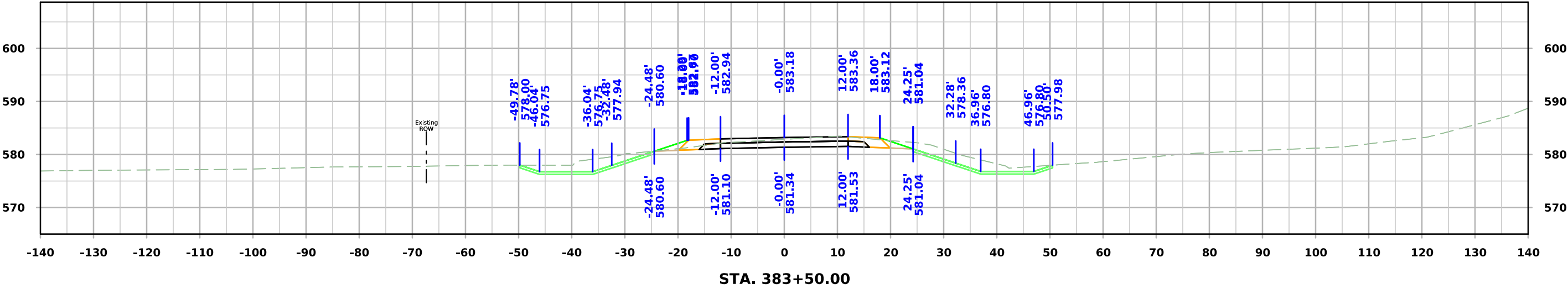
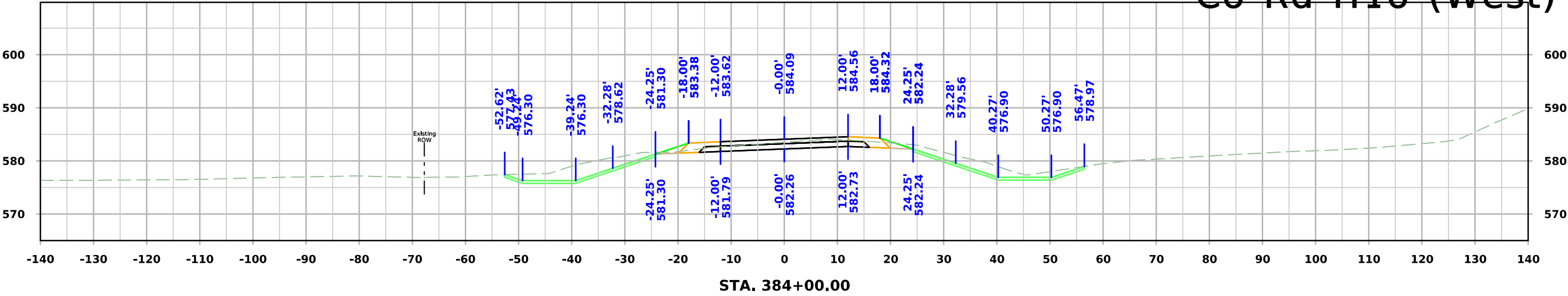
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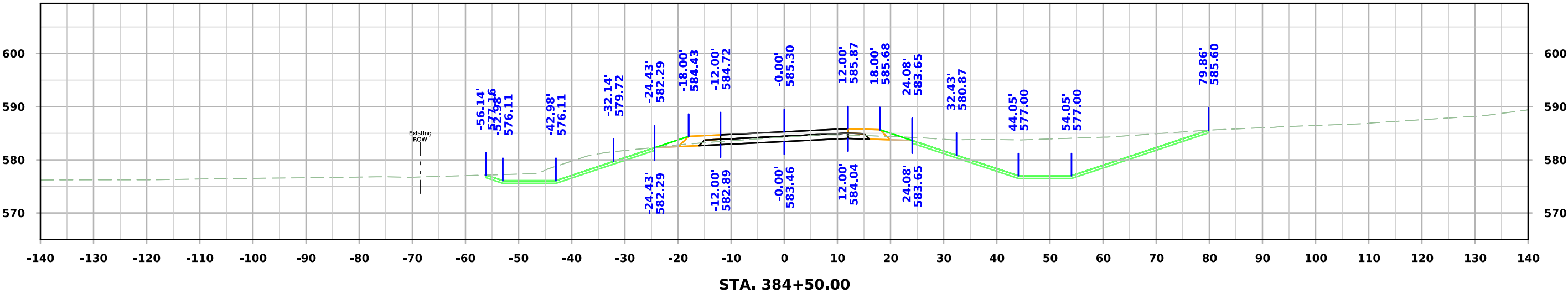
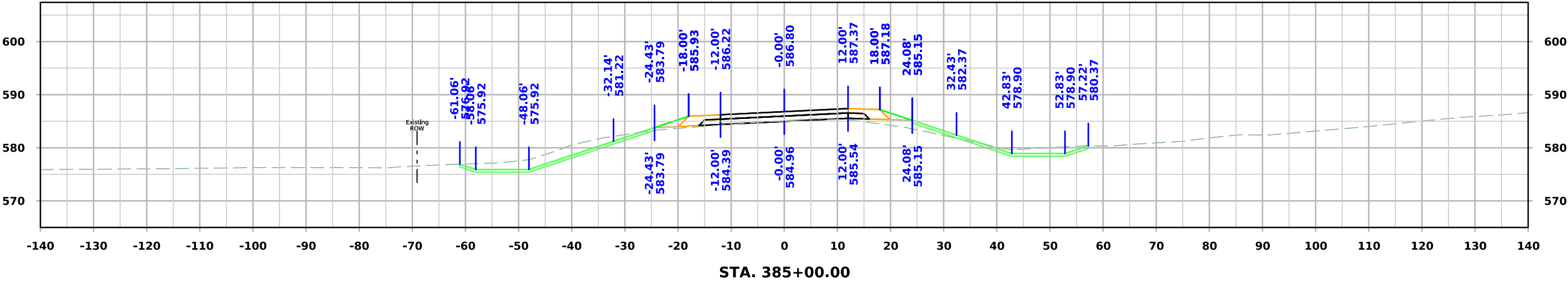
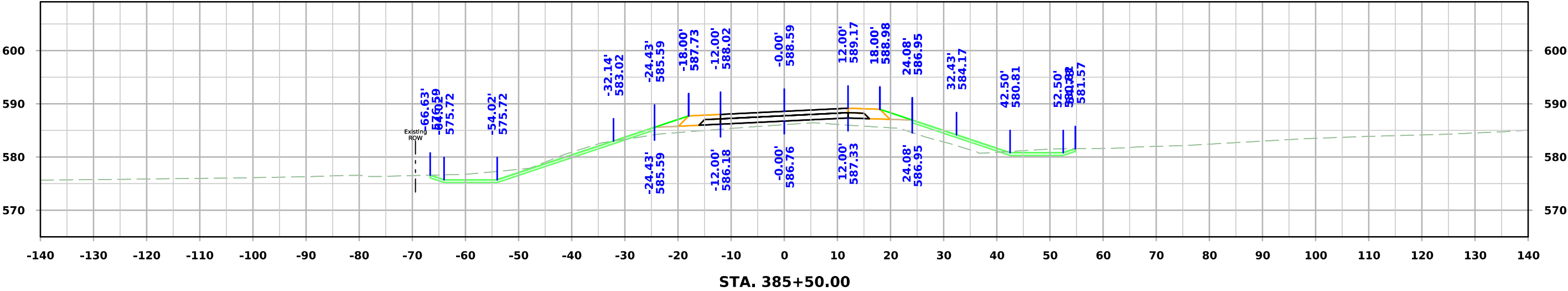
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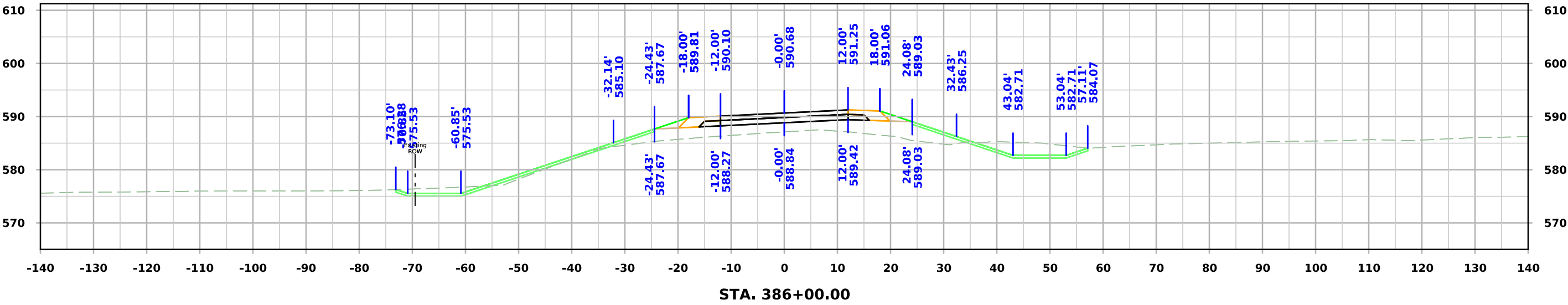
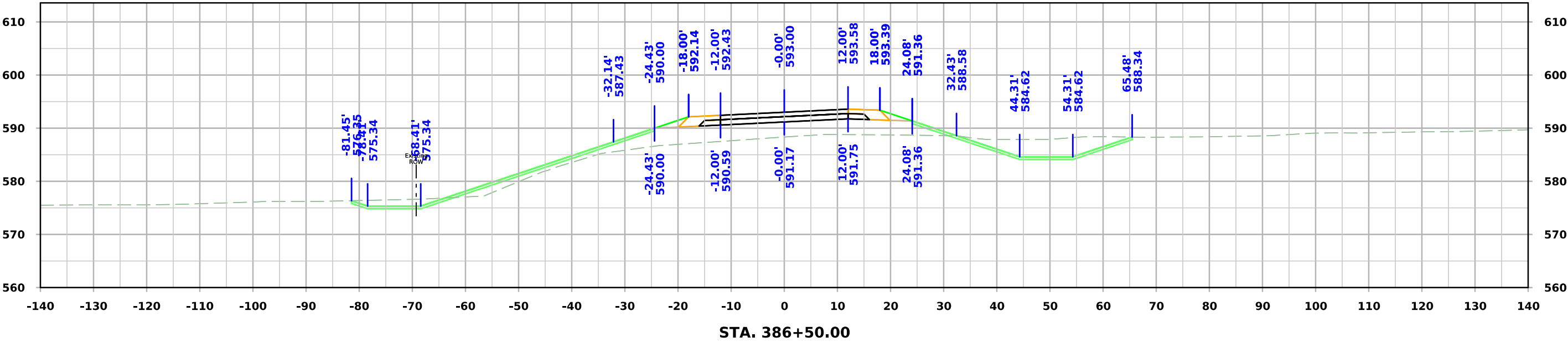
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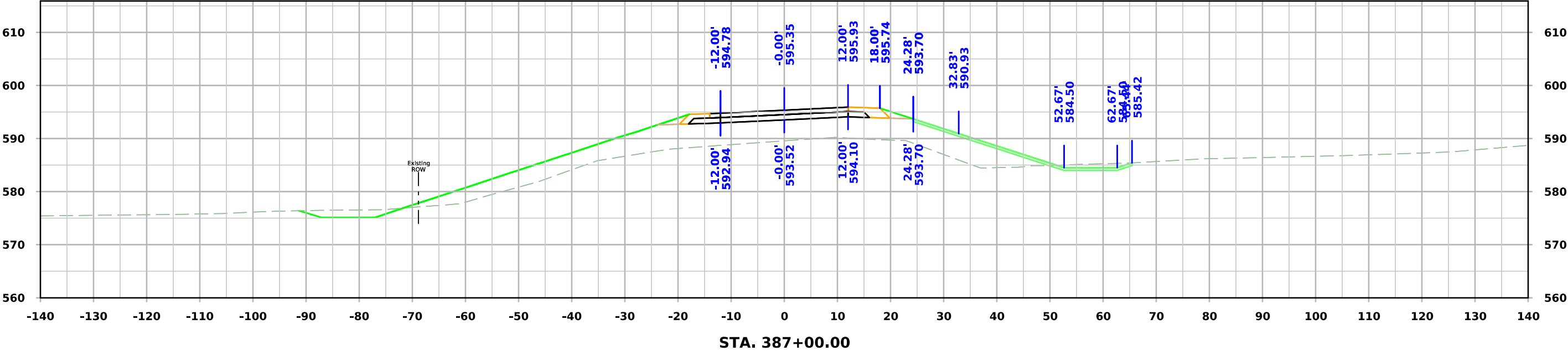
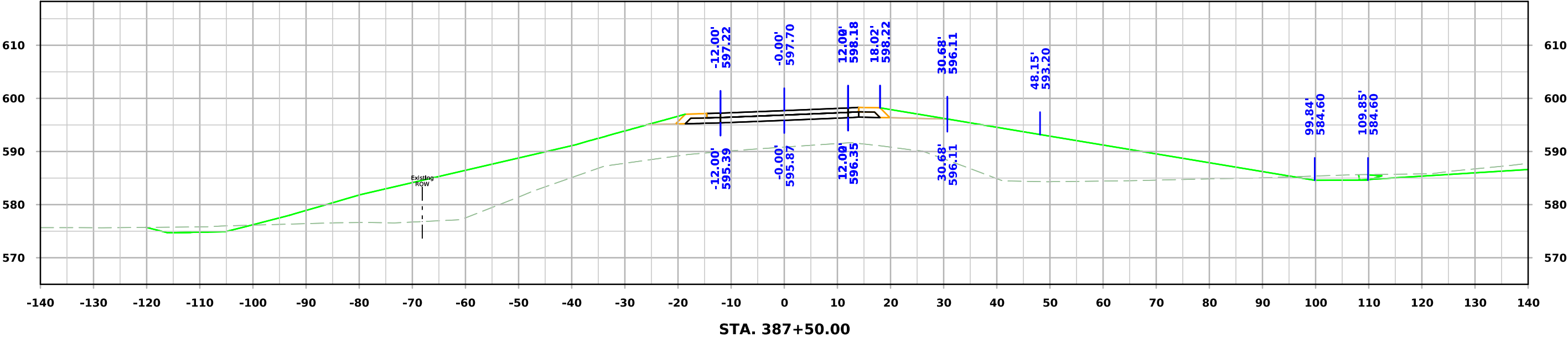
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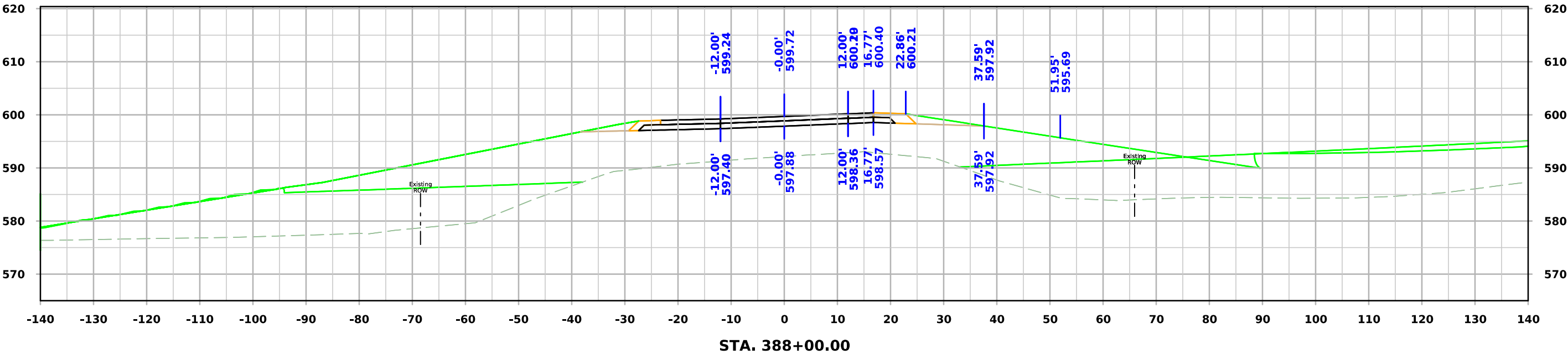
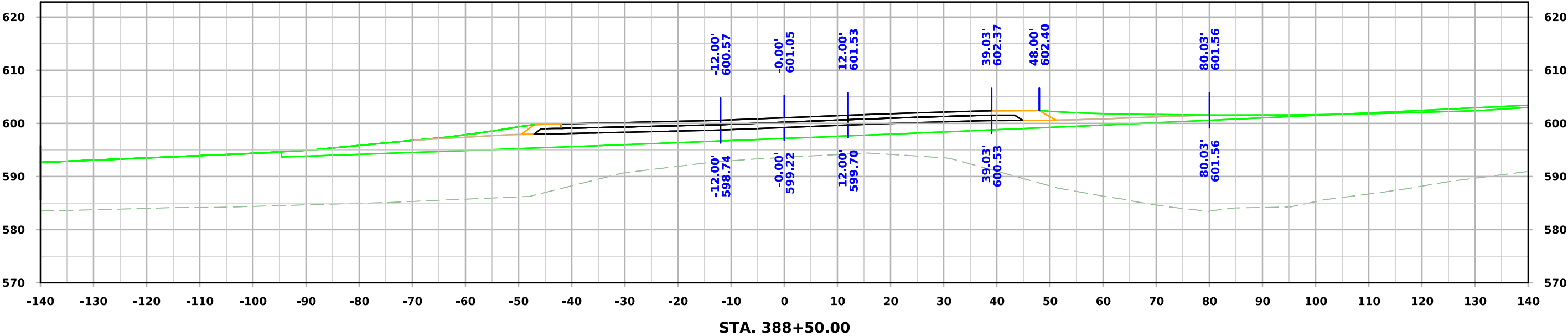
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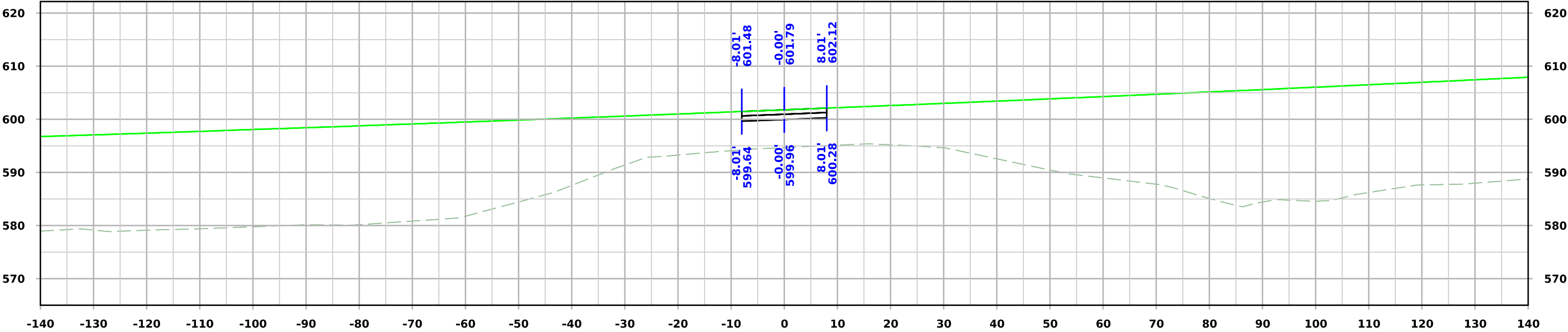
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Co Rd H16 (West)

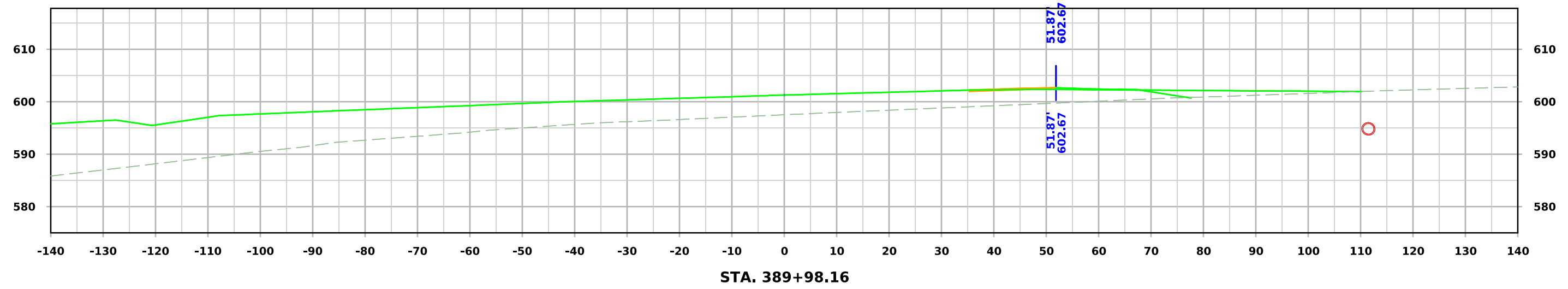
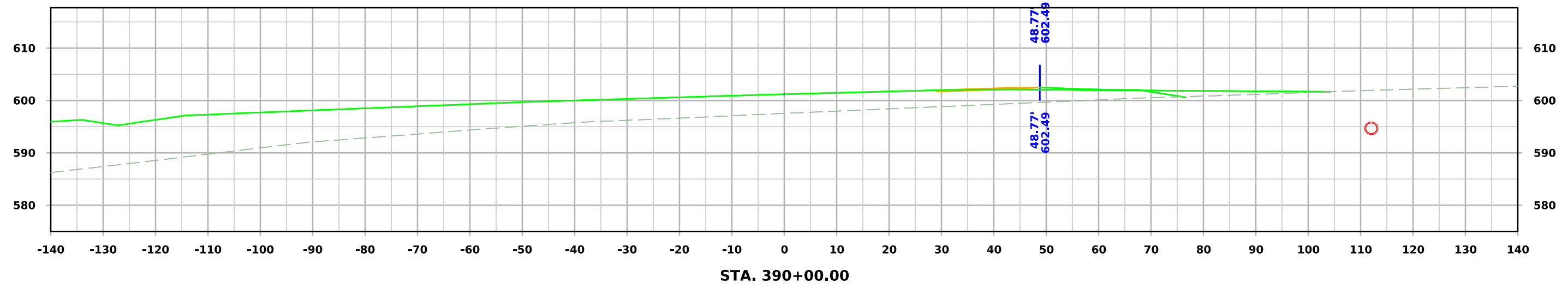
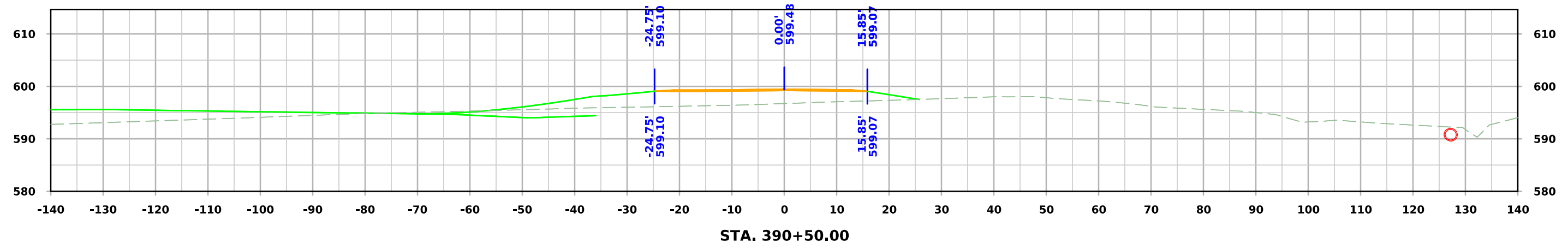


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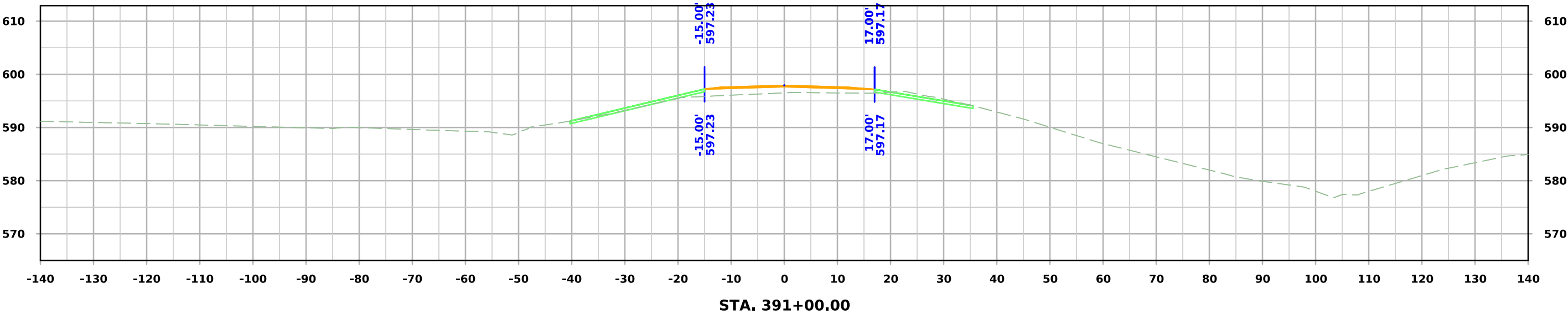
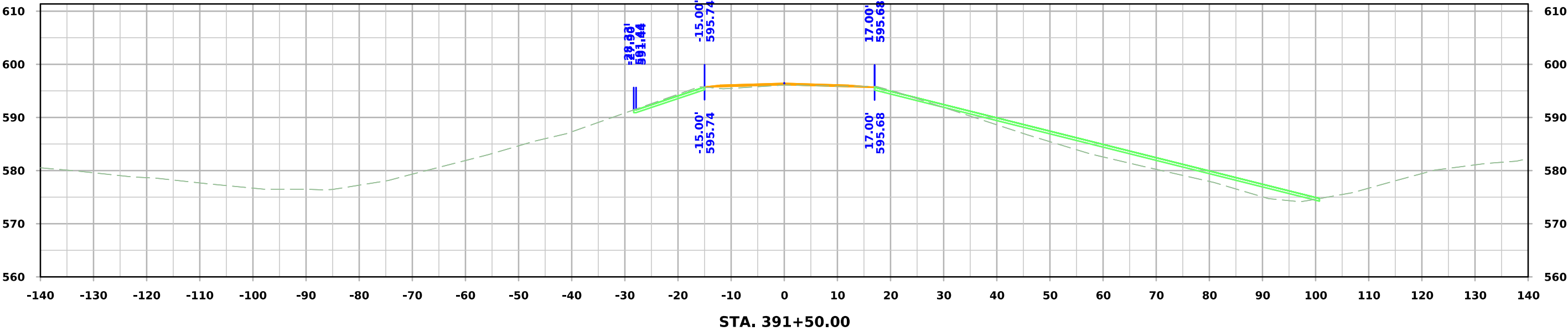


STA. 388+87.00

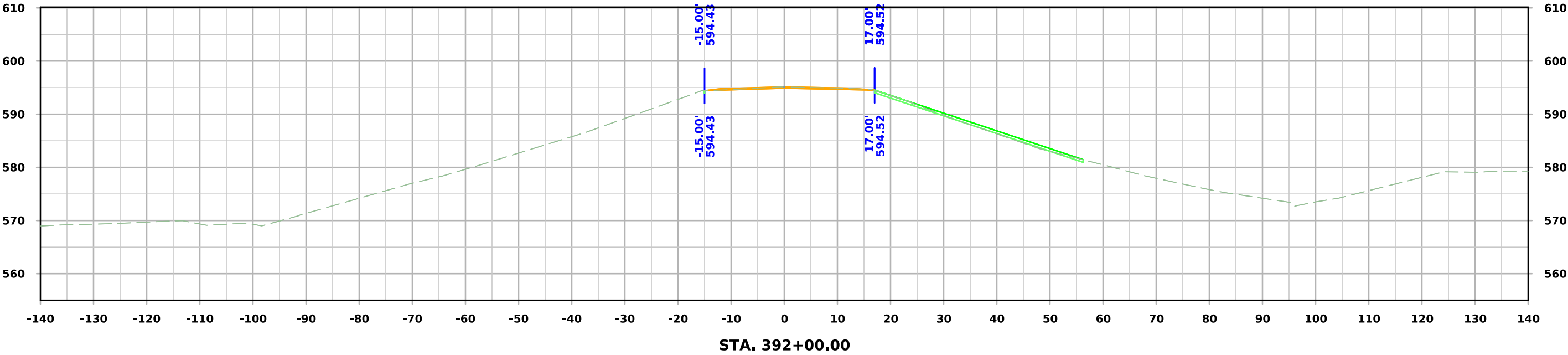
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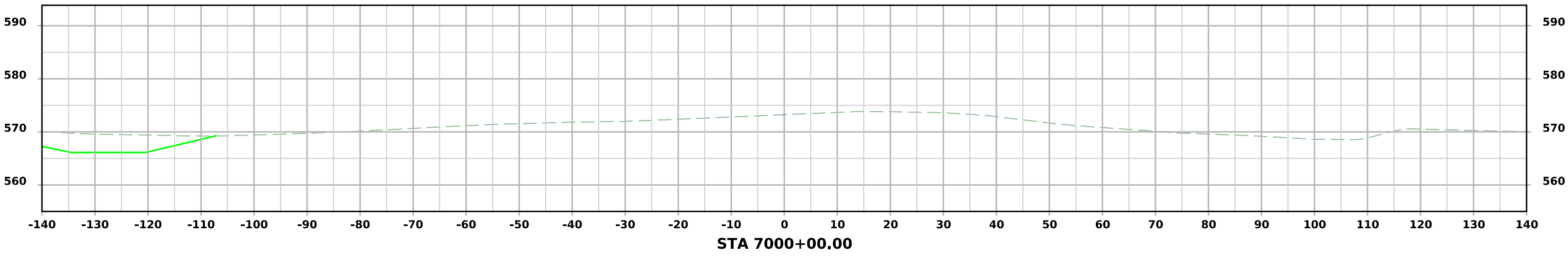
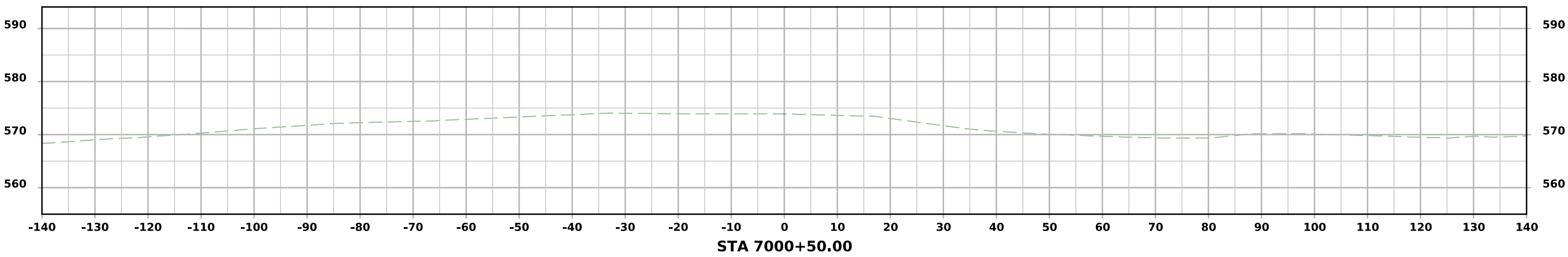
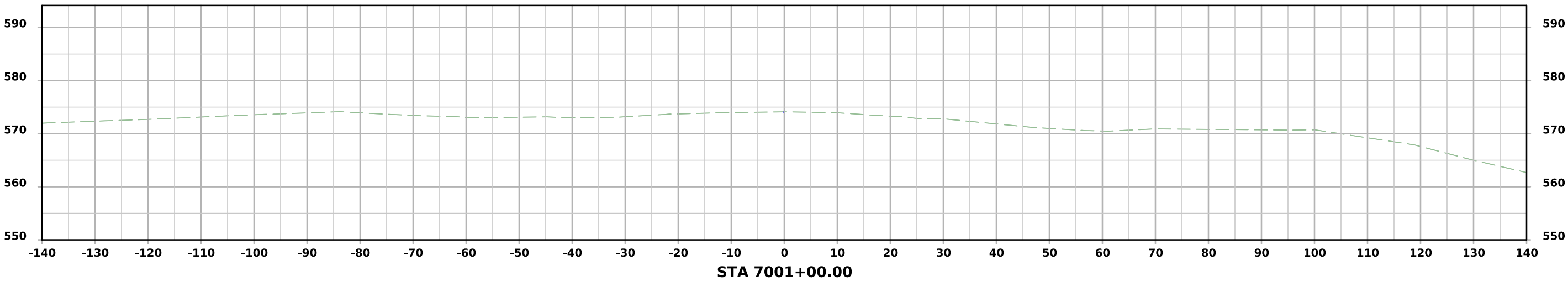
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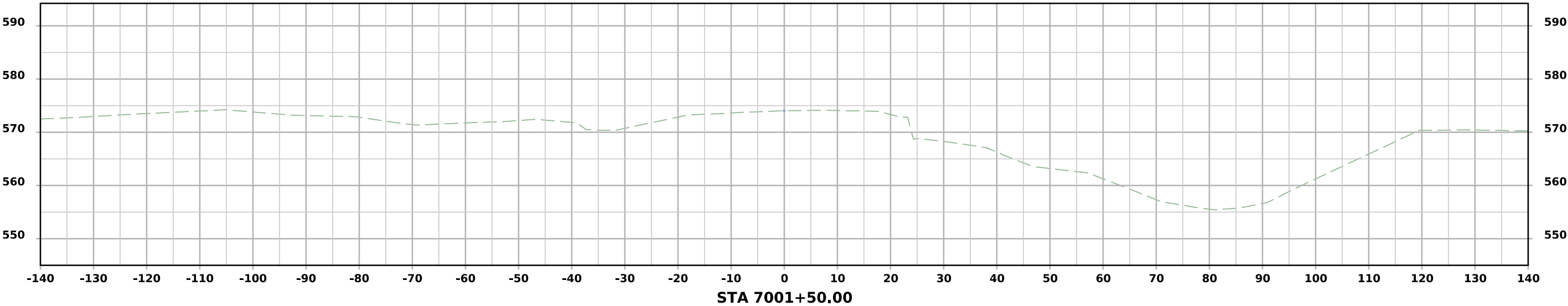
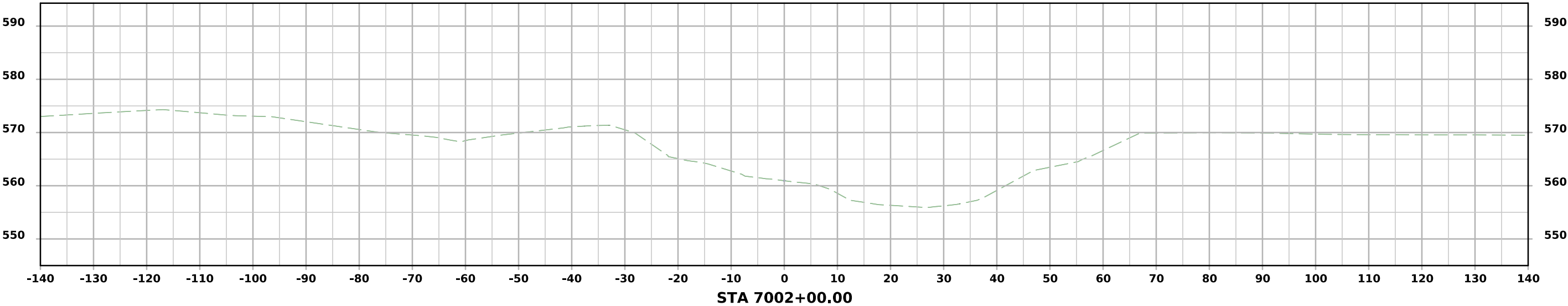
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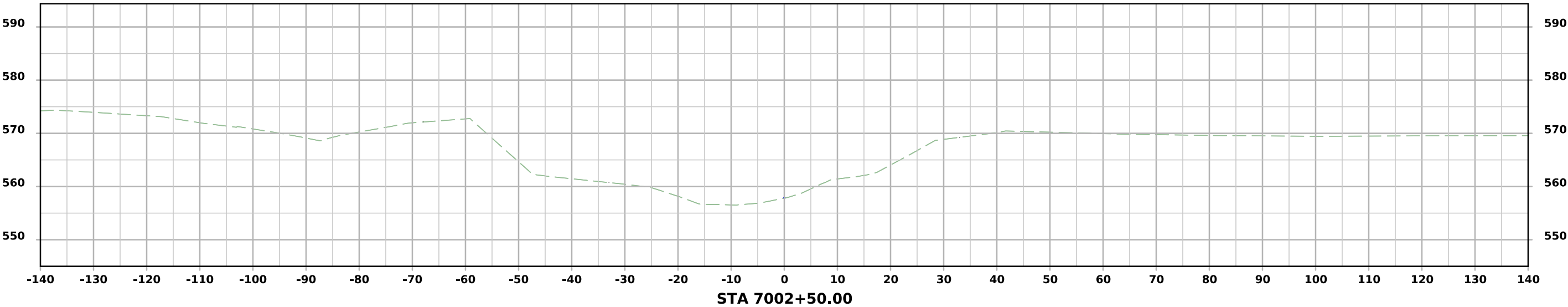
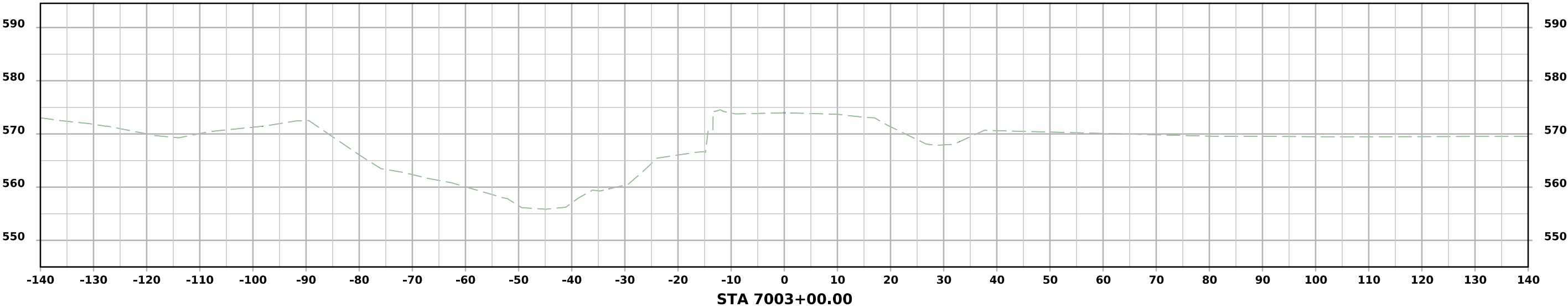
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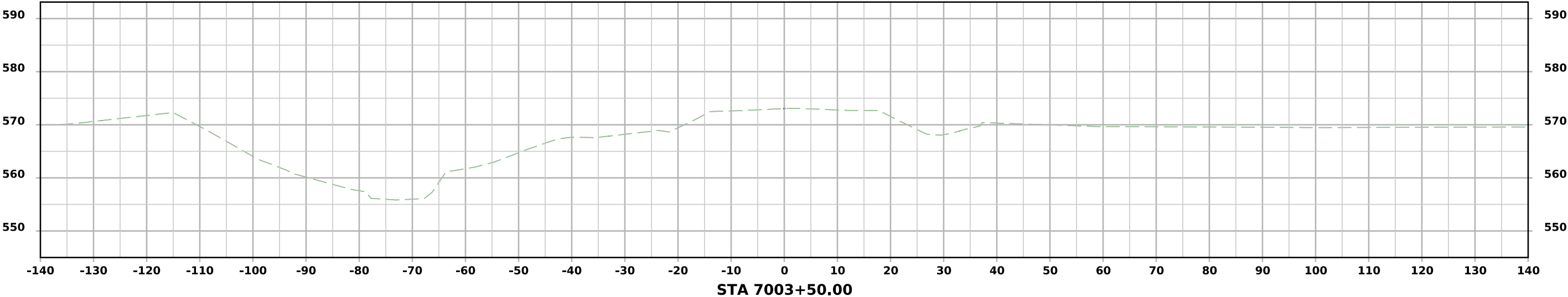
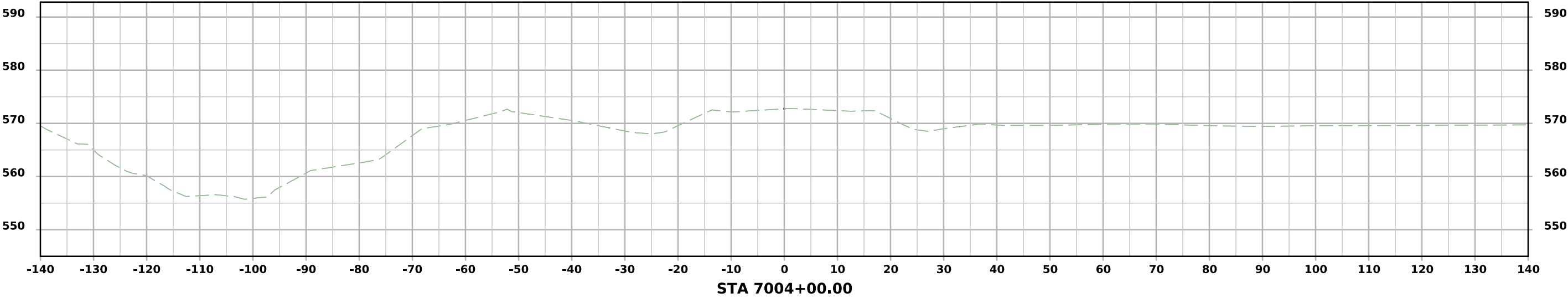
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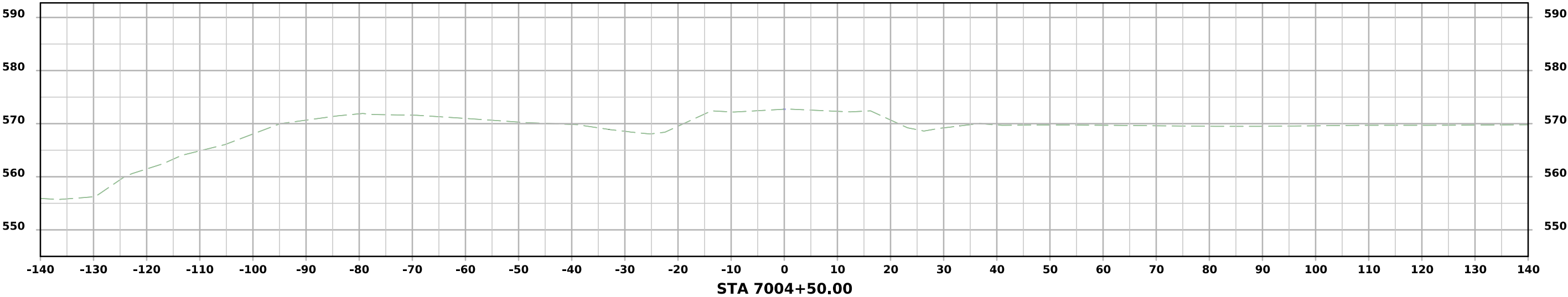
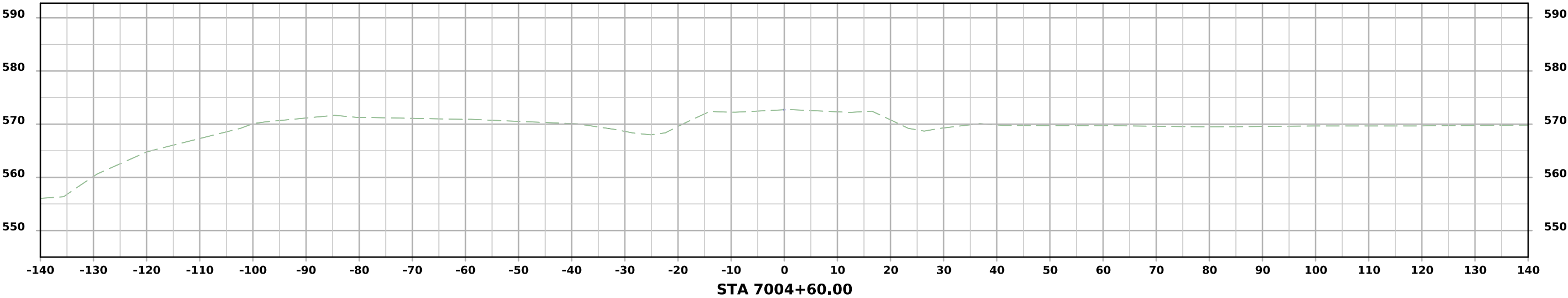
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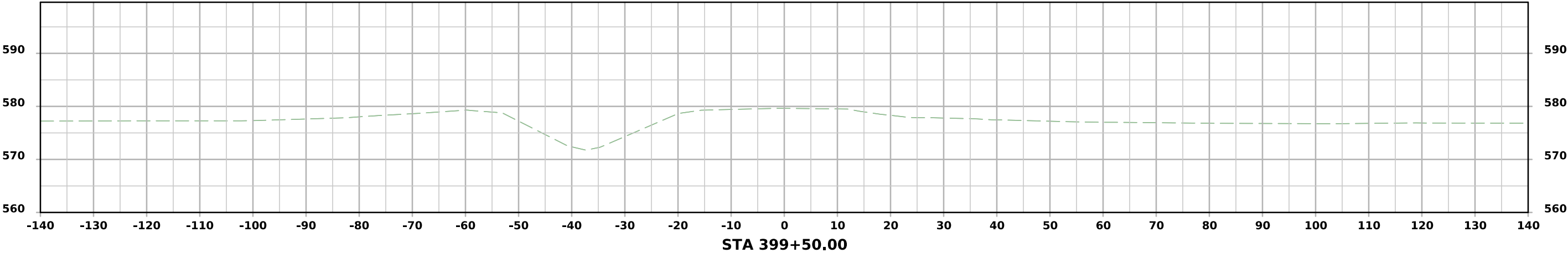
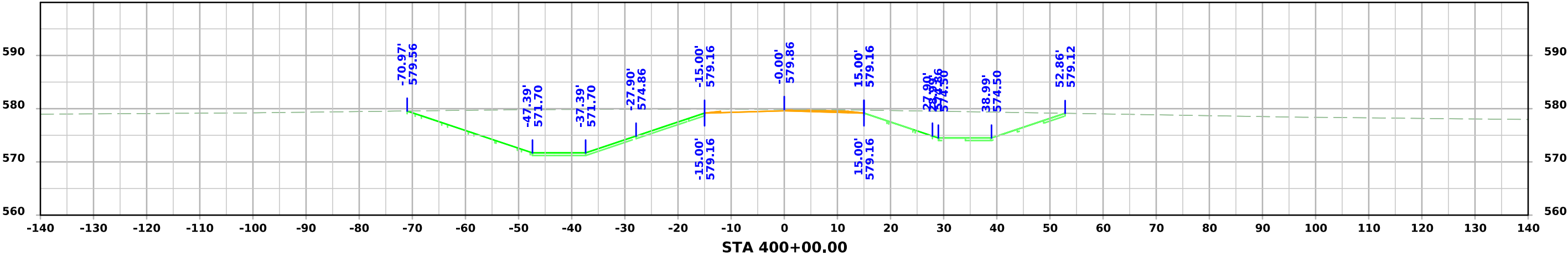
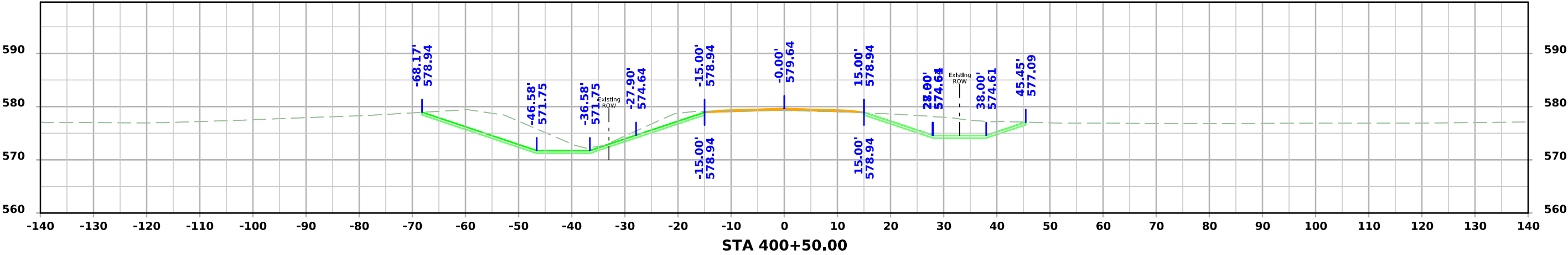
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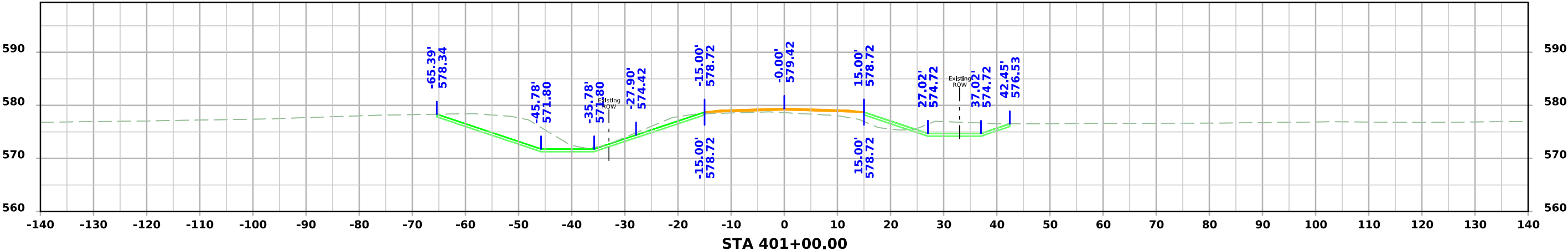
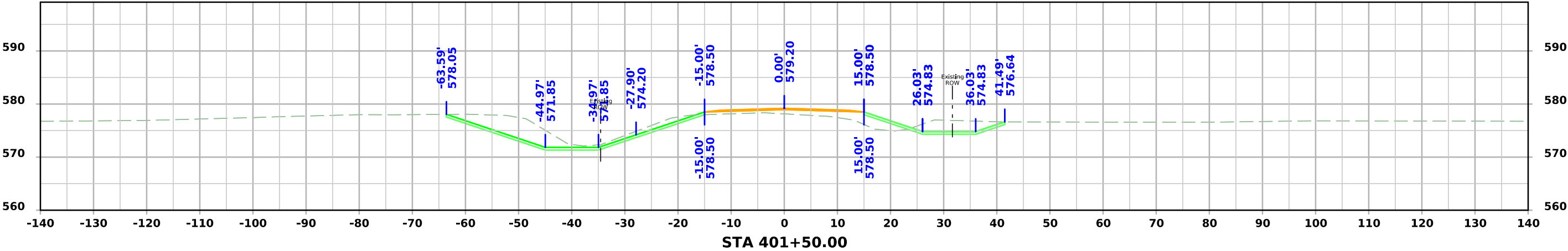
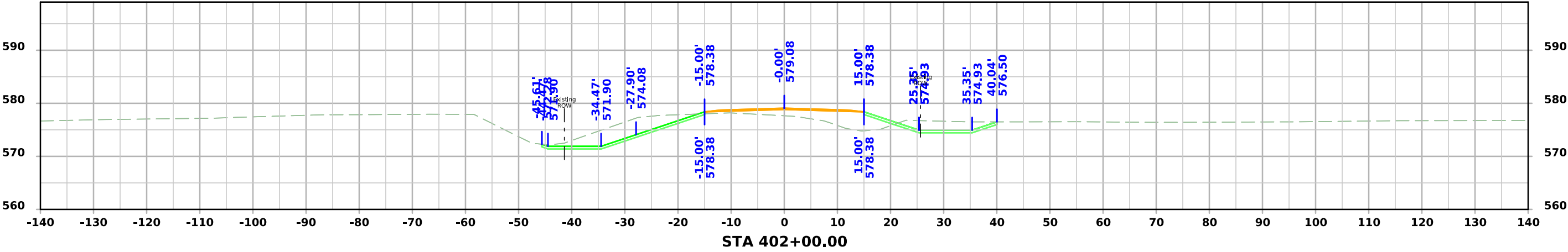
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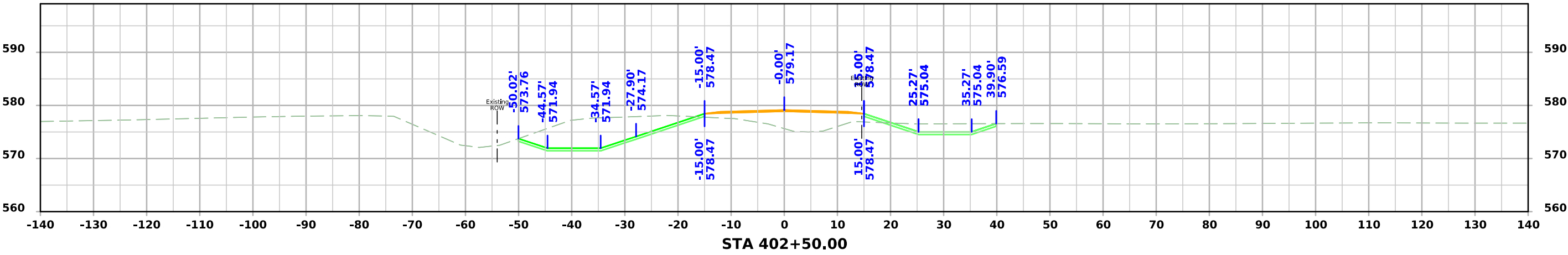
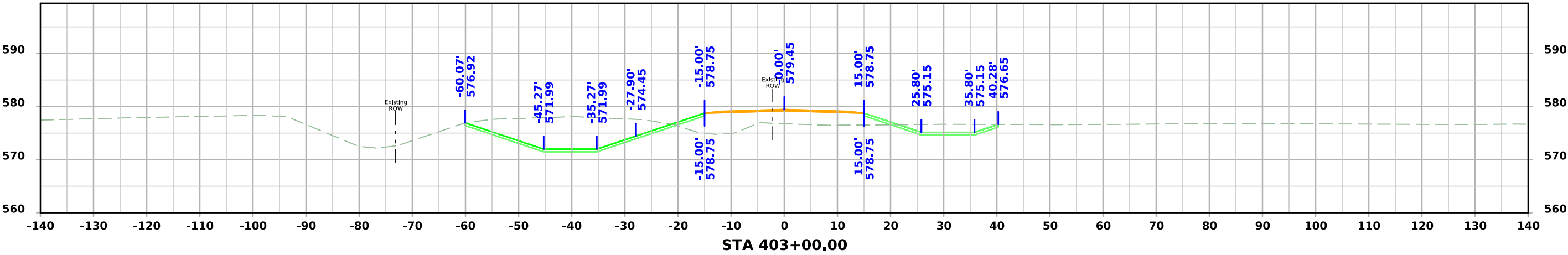
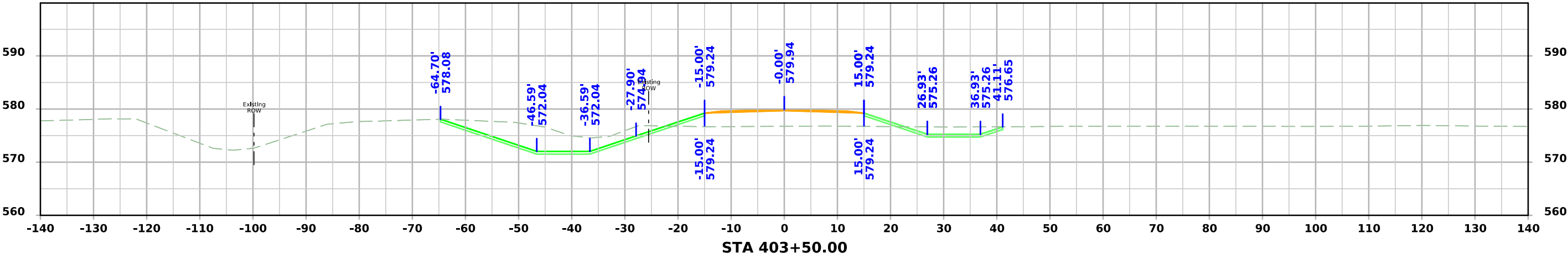
BUS 61



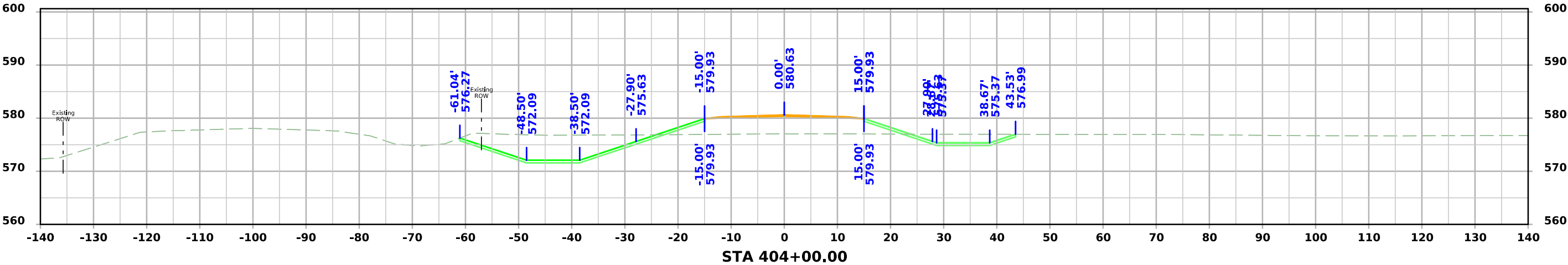
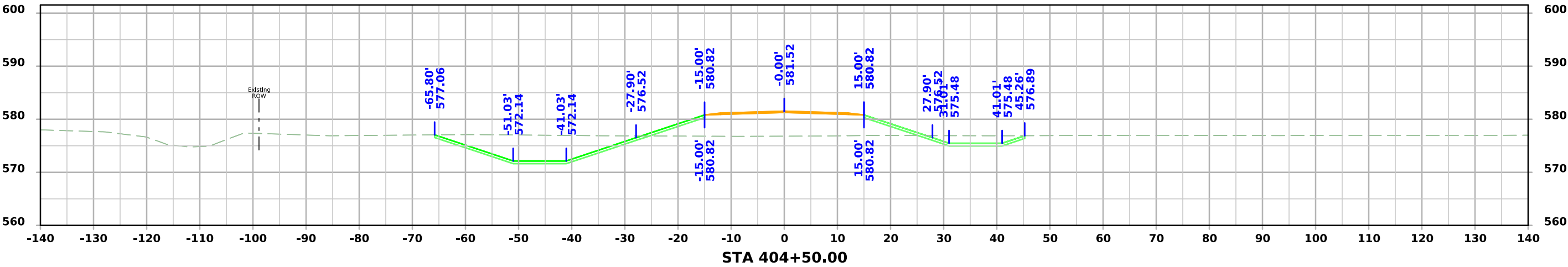
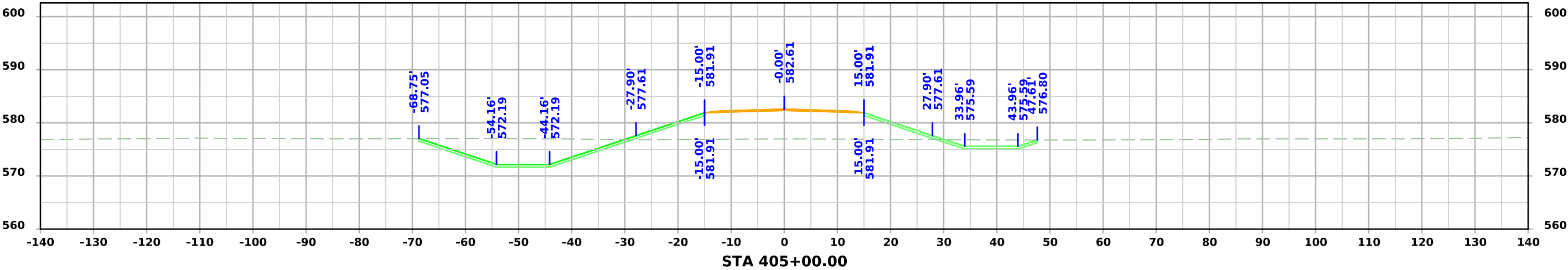
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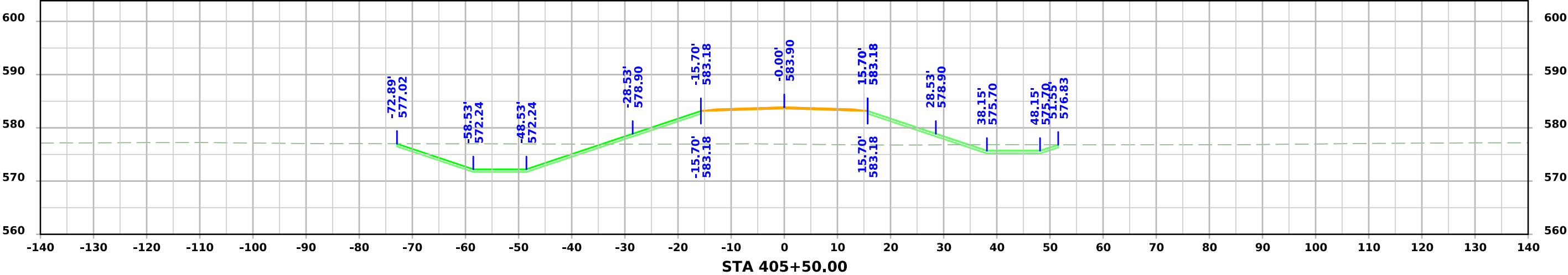
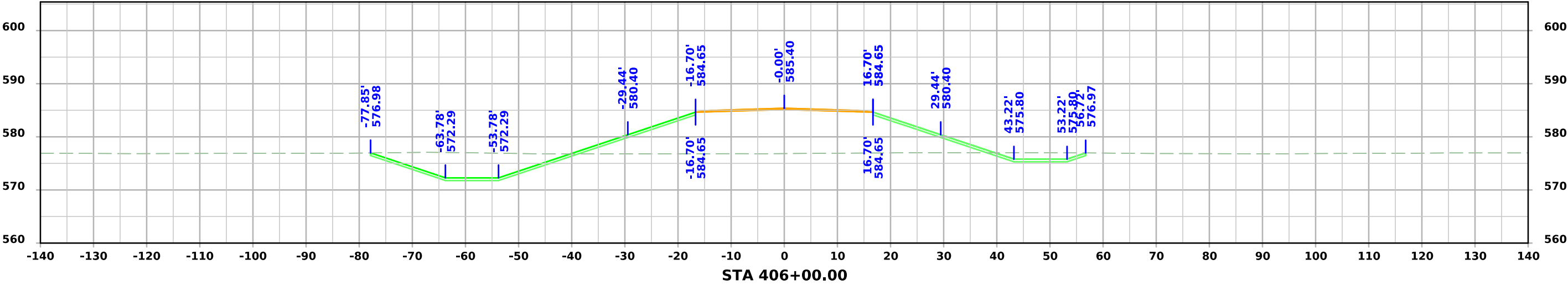
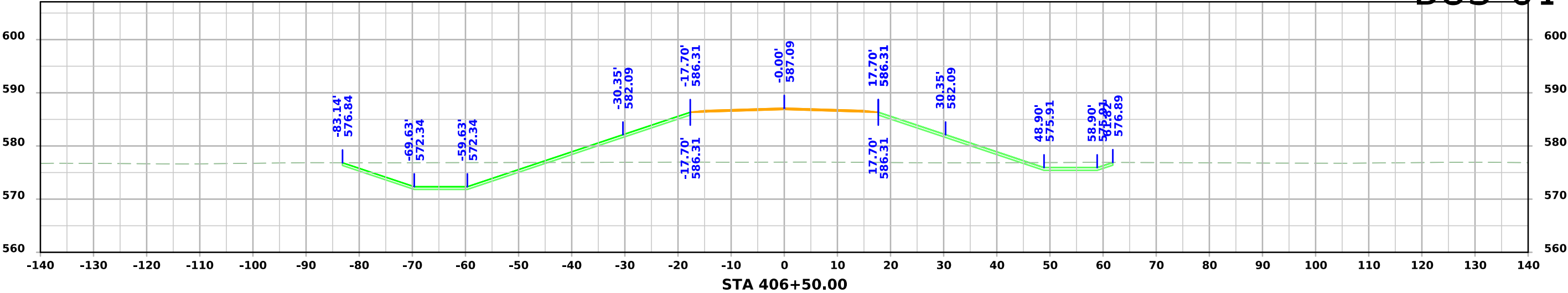
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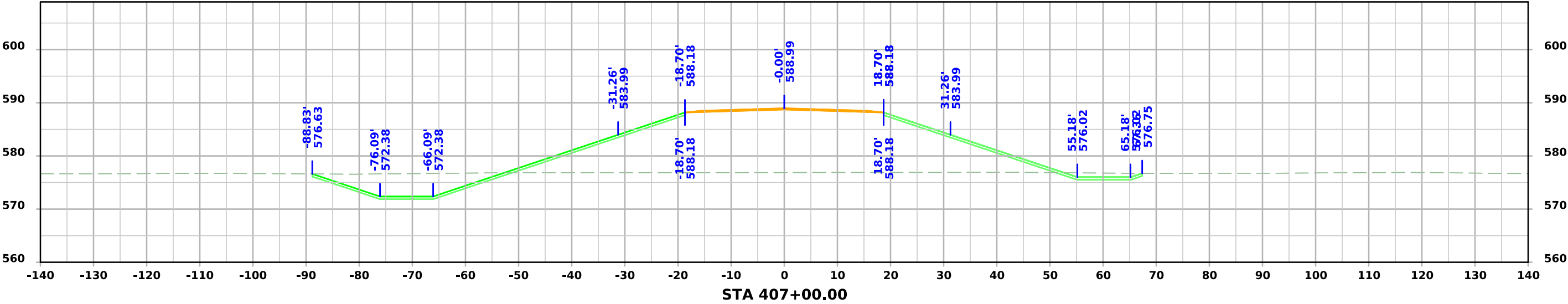
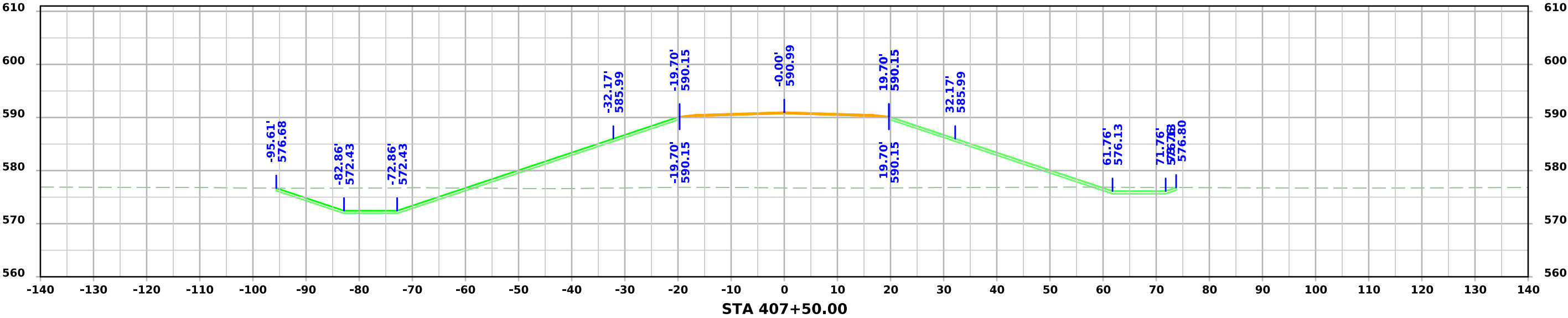
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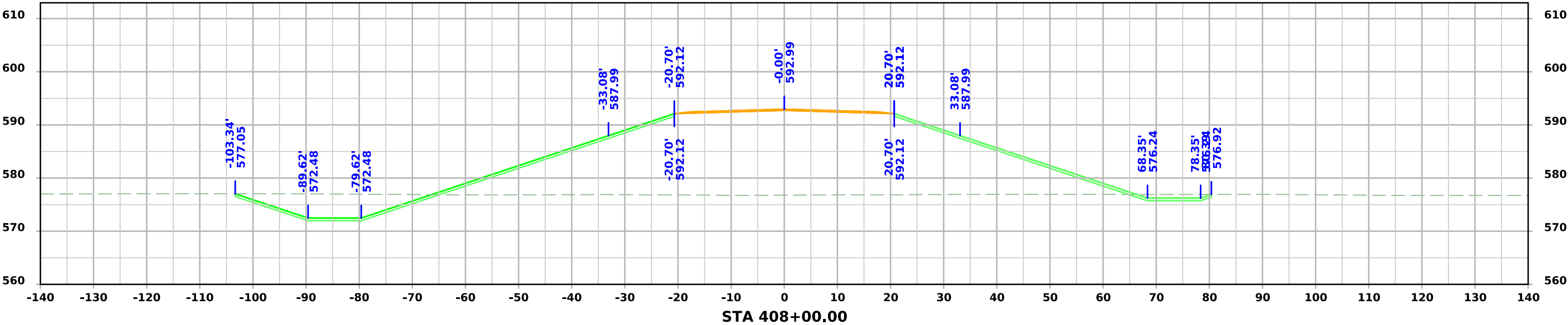
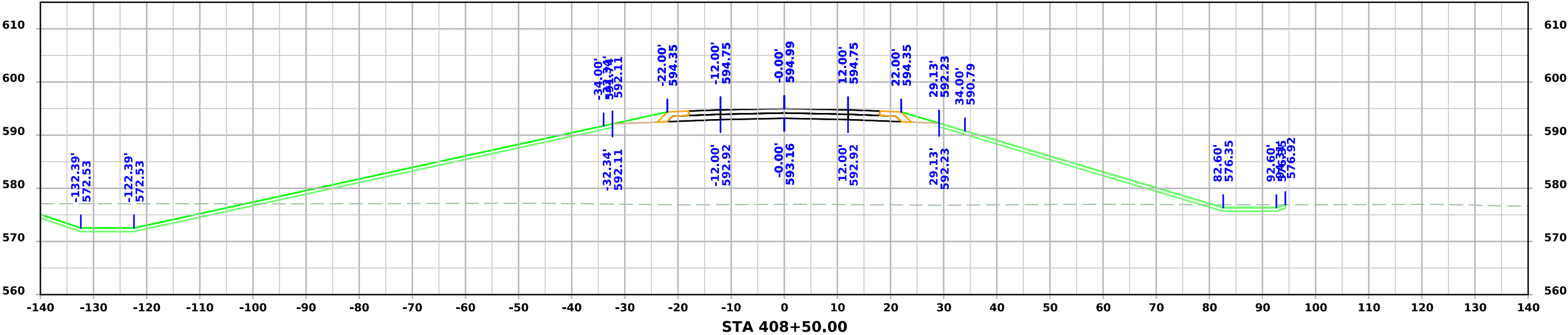
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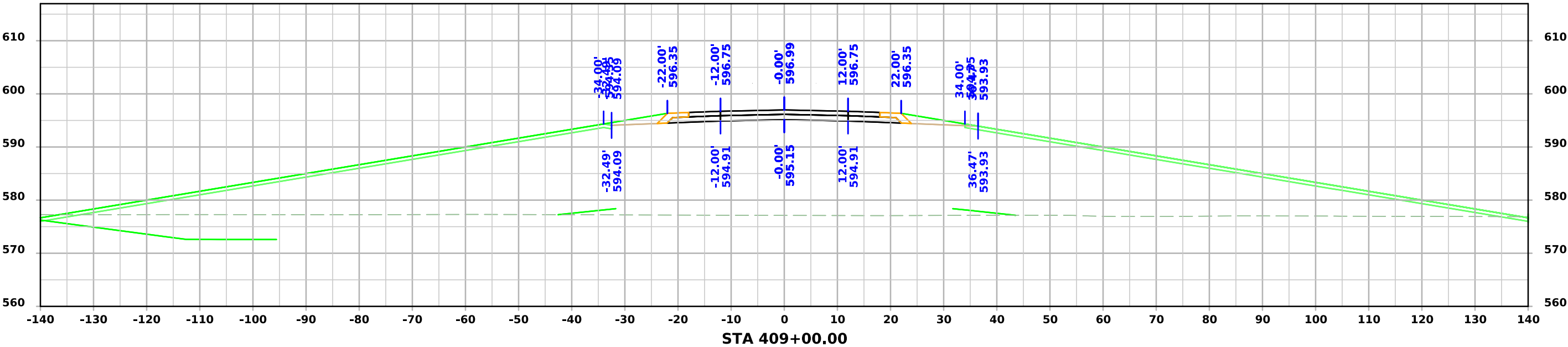
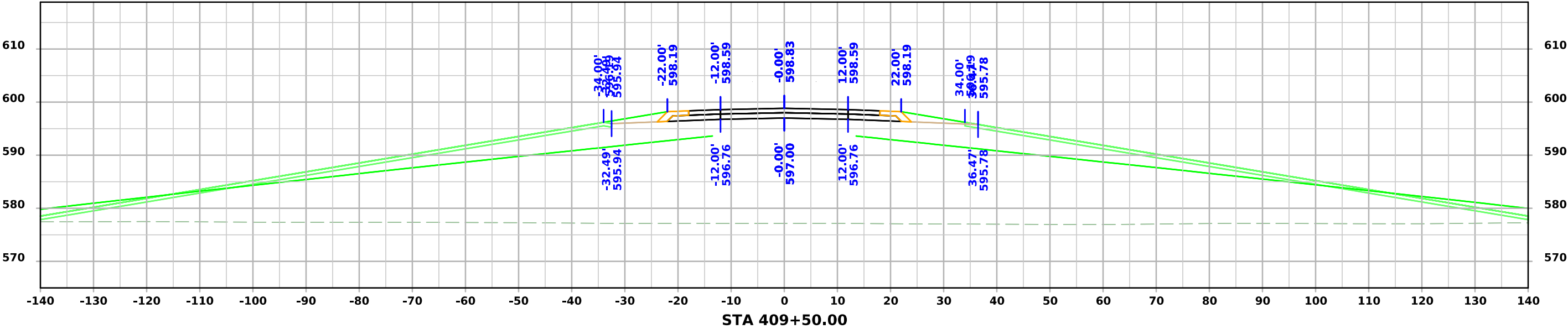
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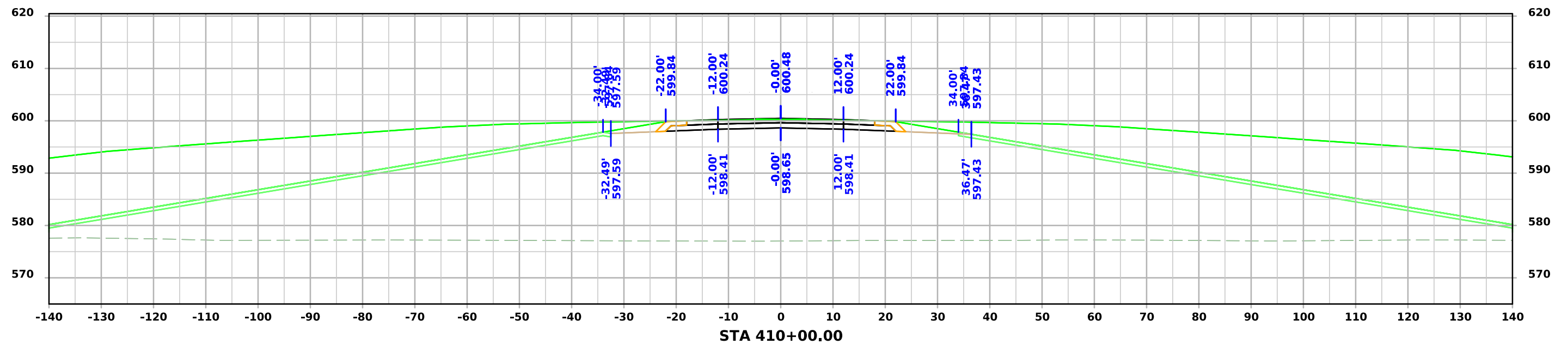
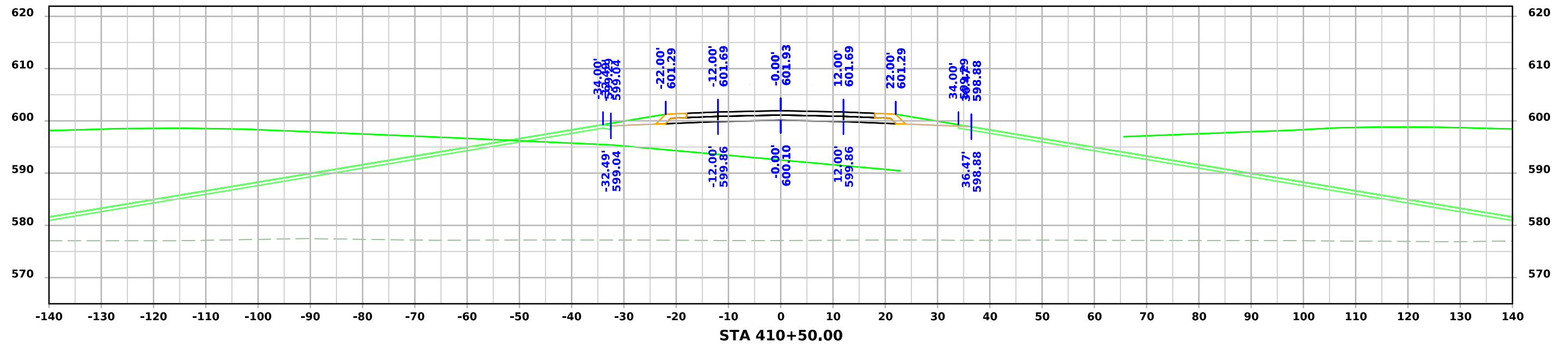
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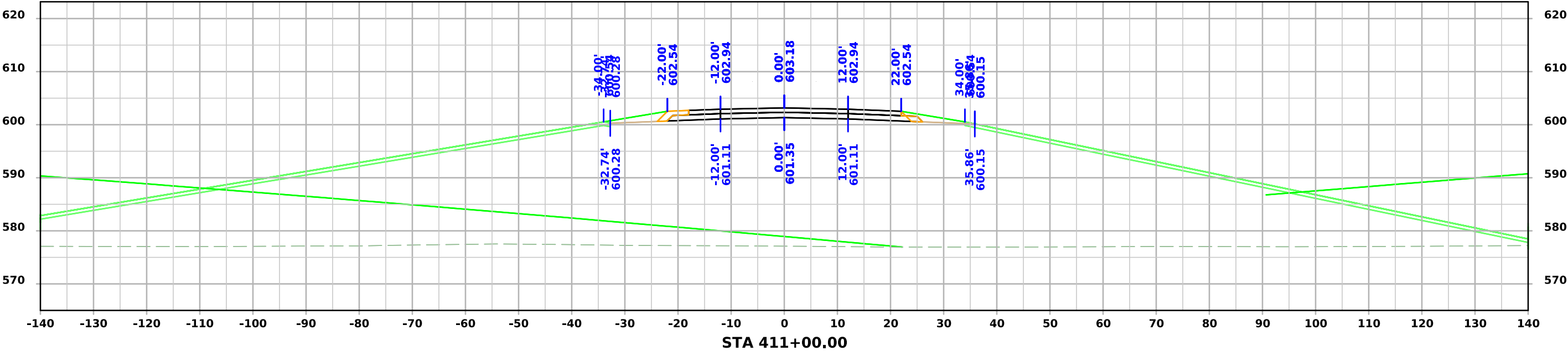
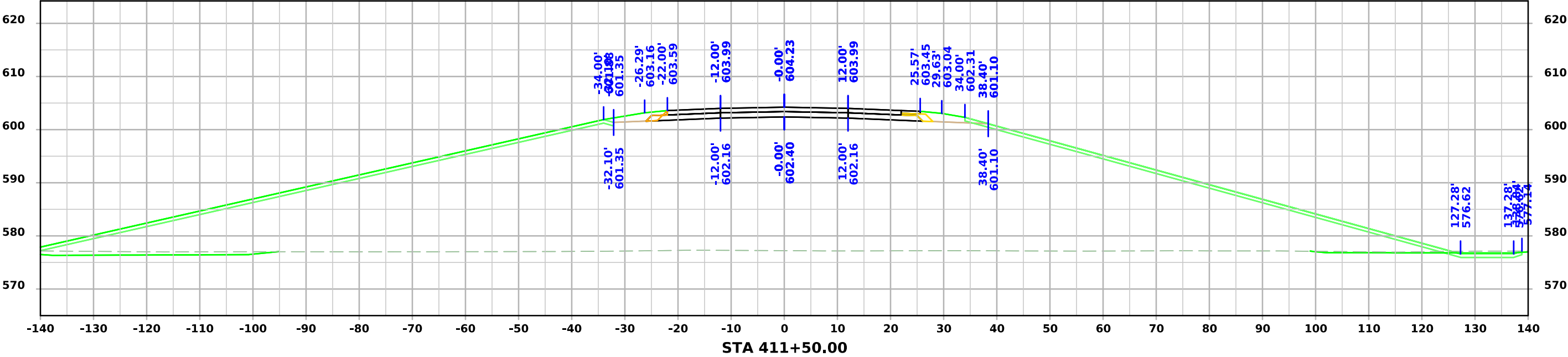
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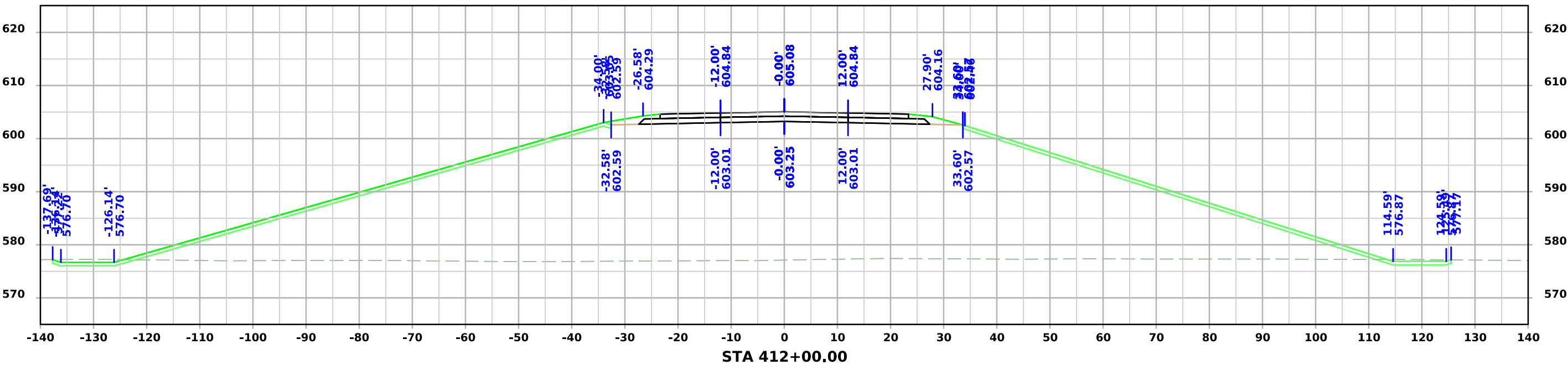
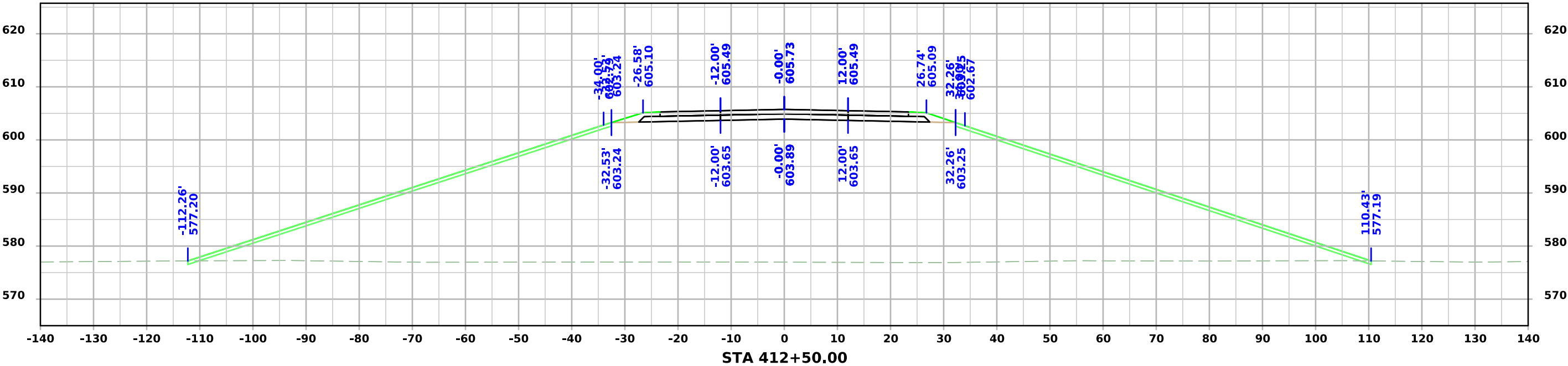
ML - US169



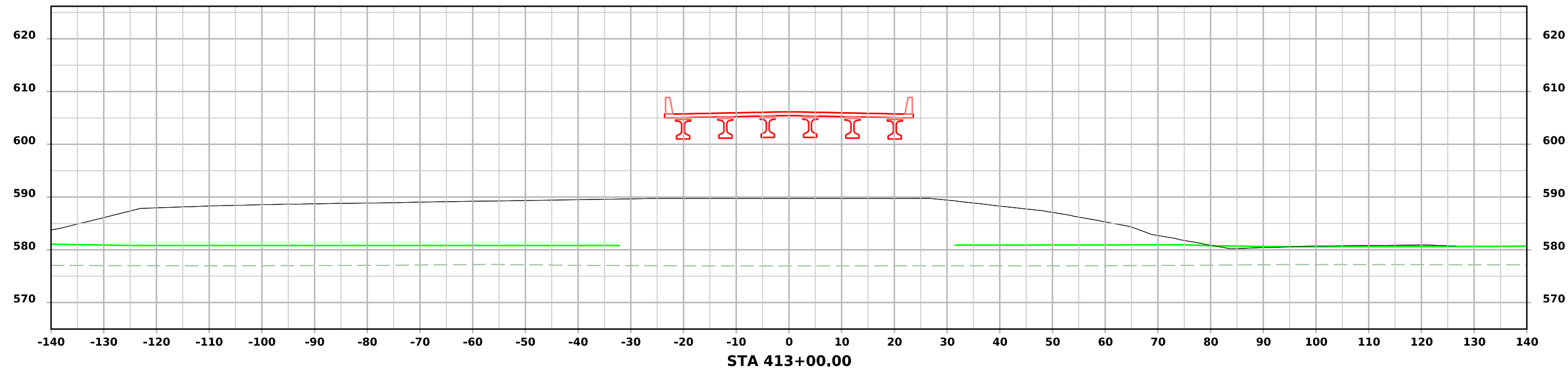
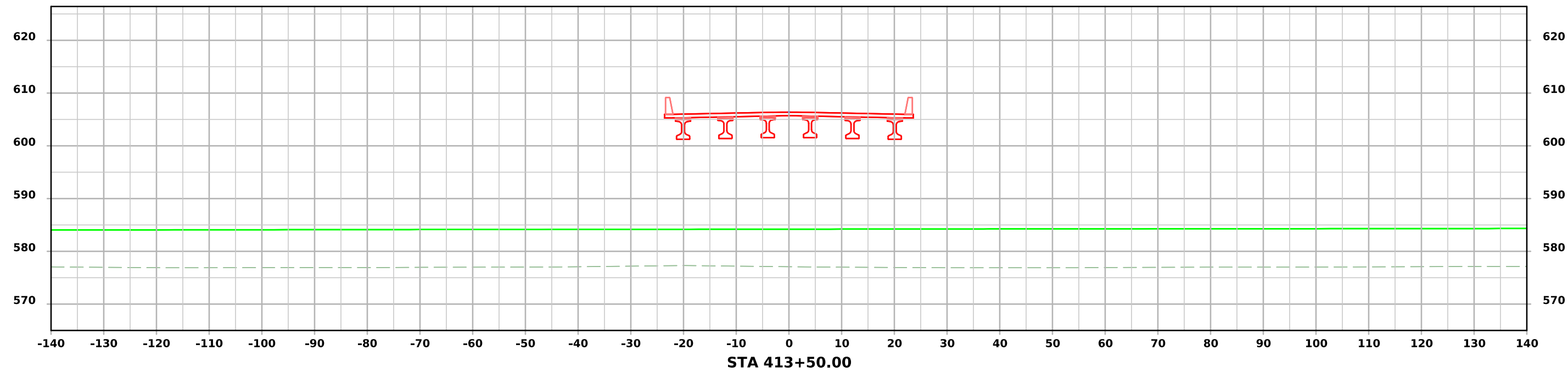
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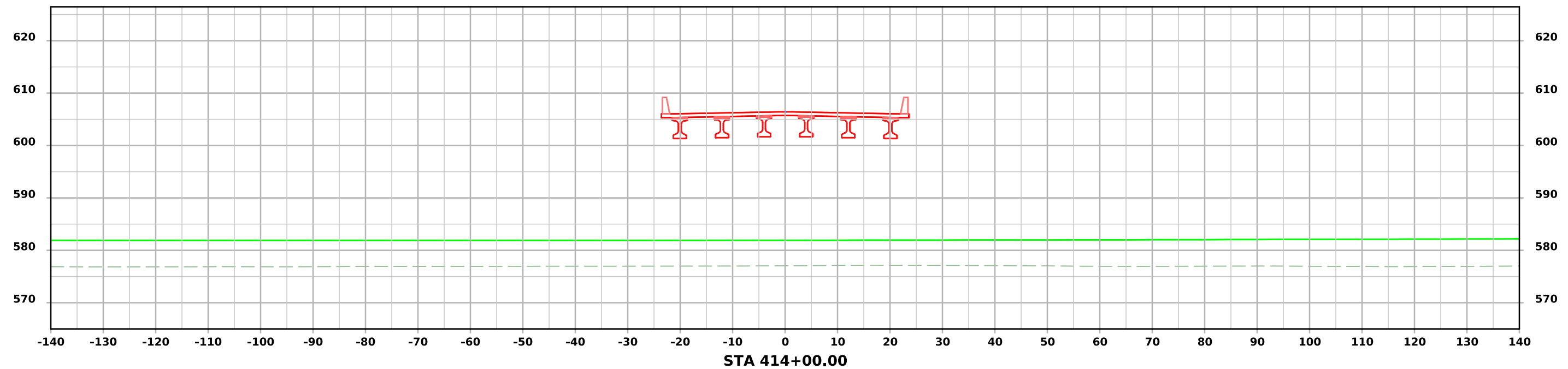
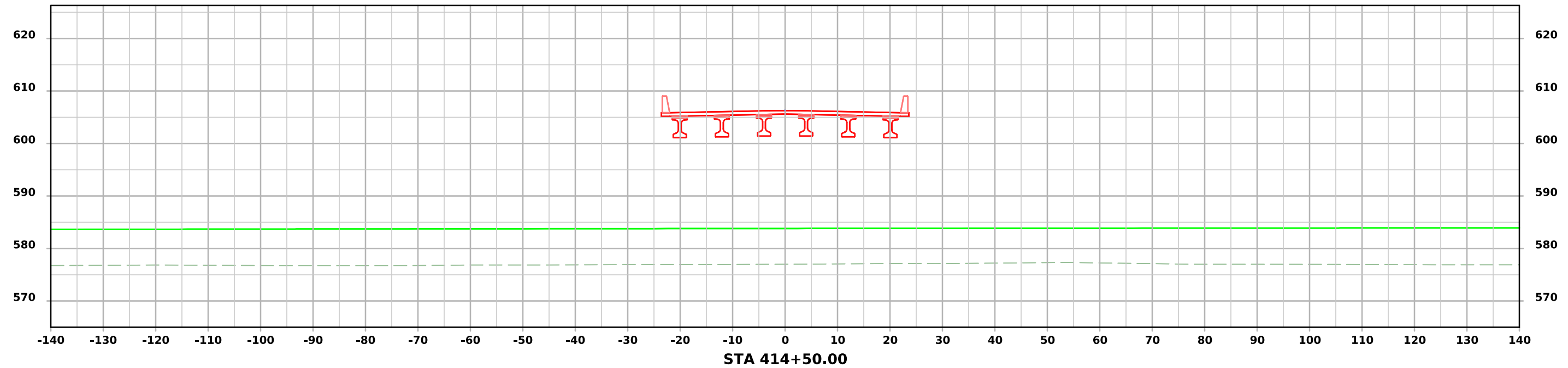
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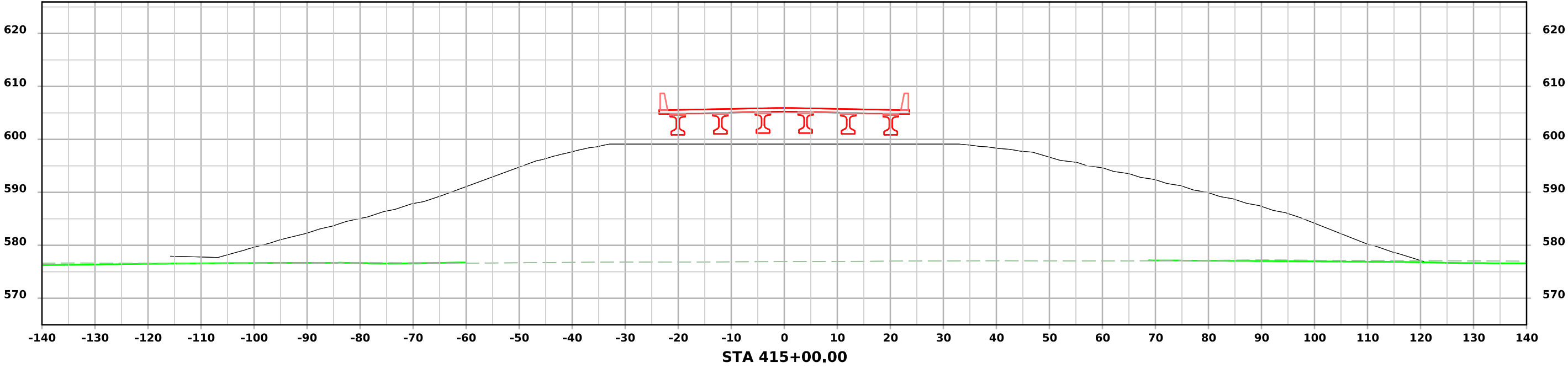
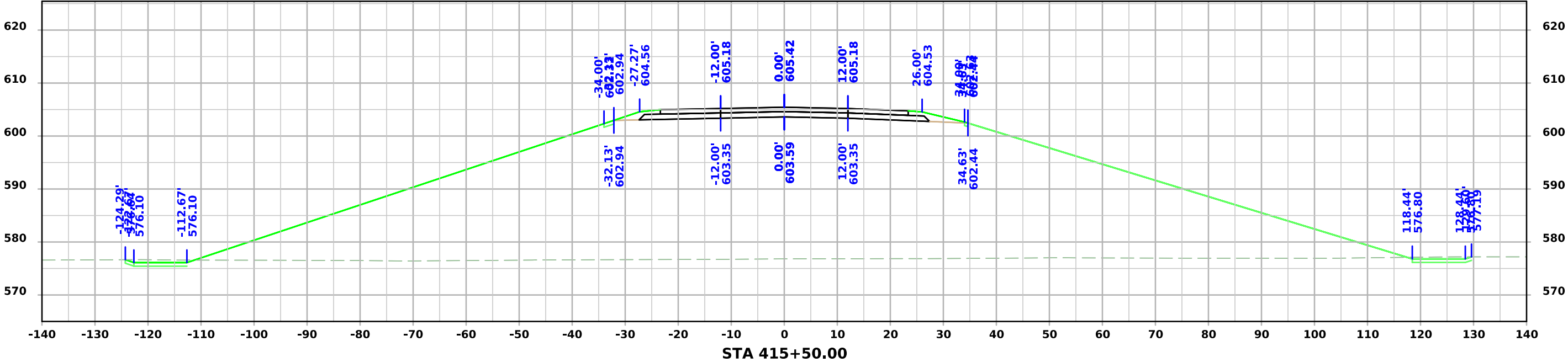
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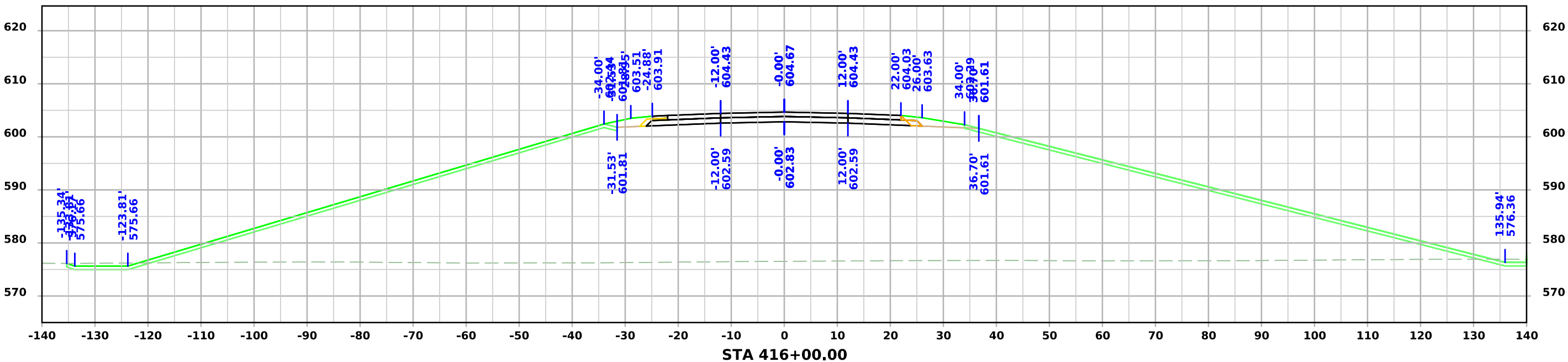
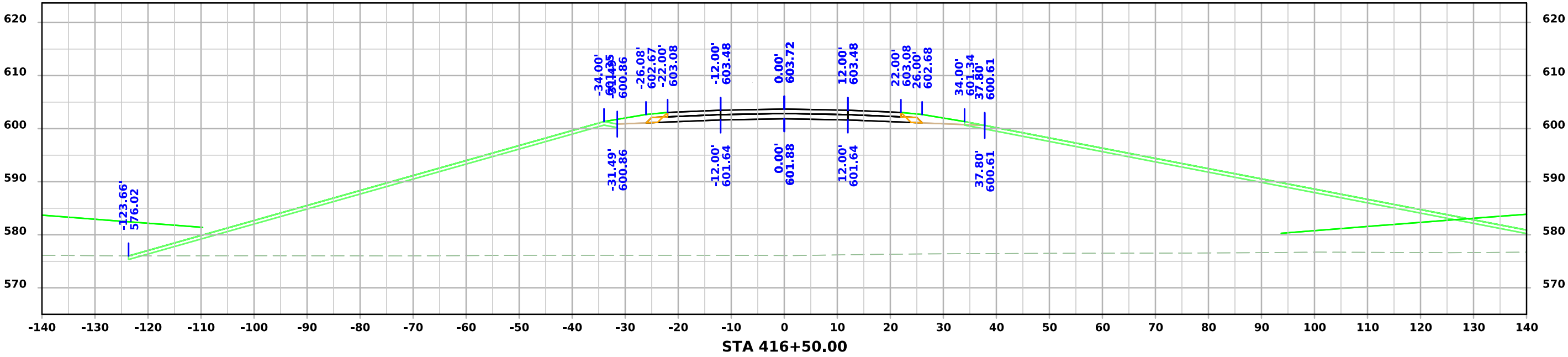
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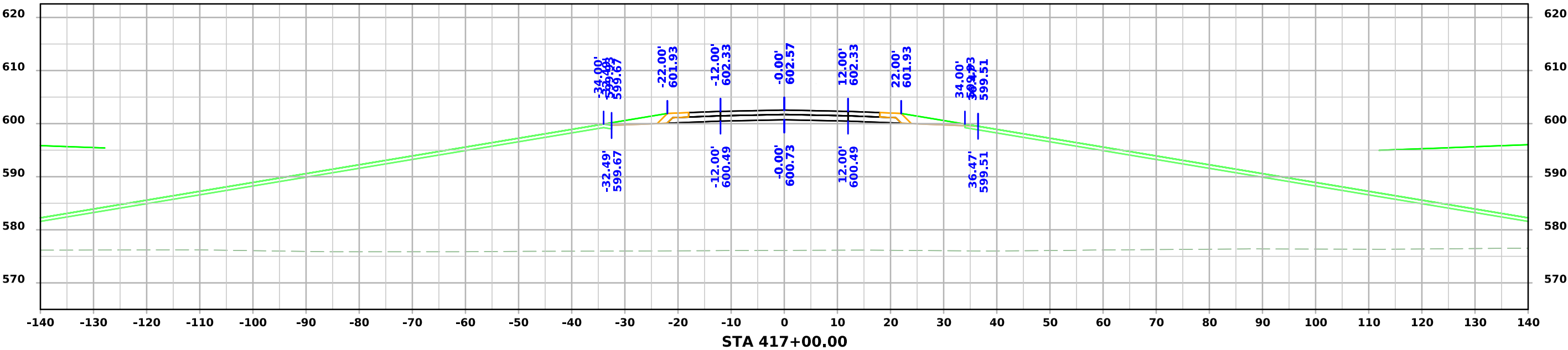
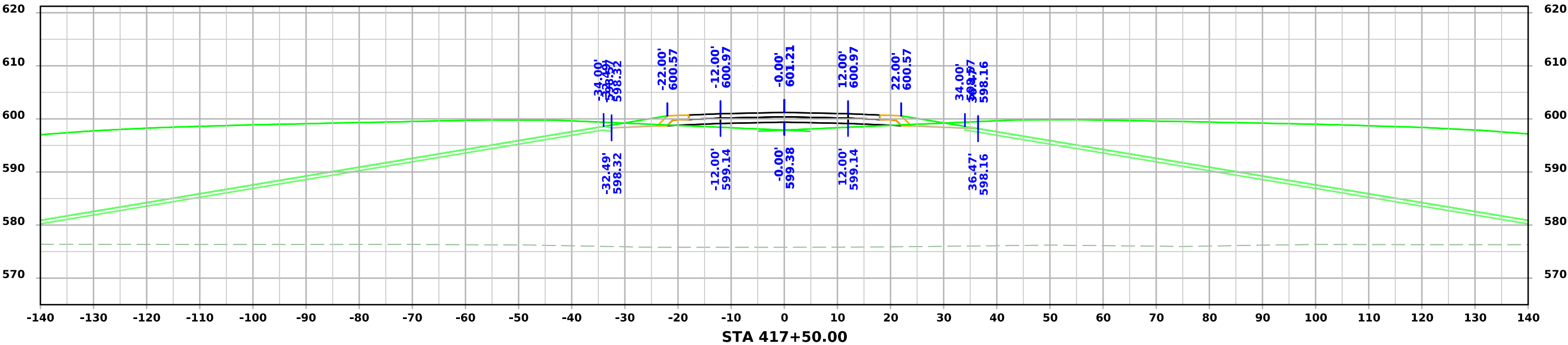
BUS 61



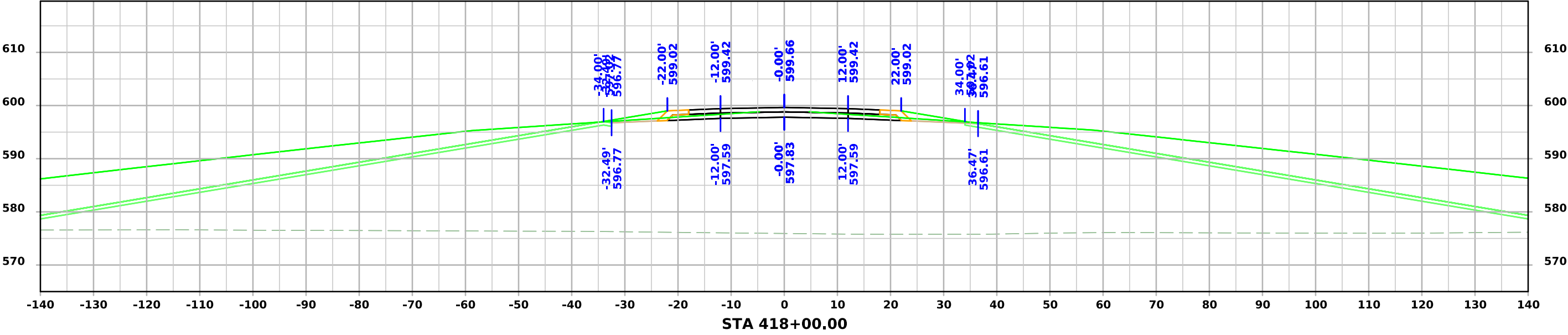
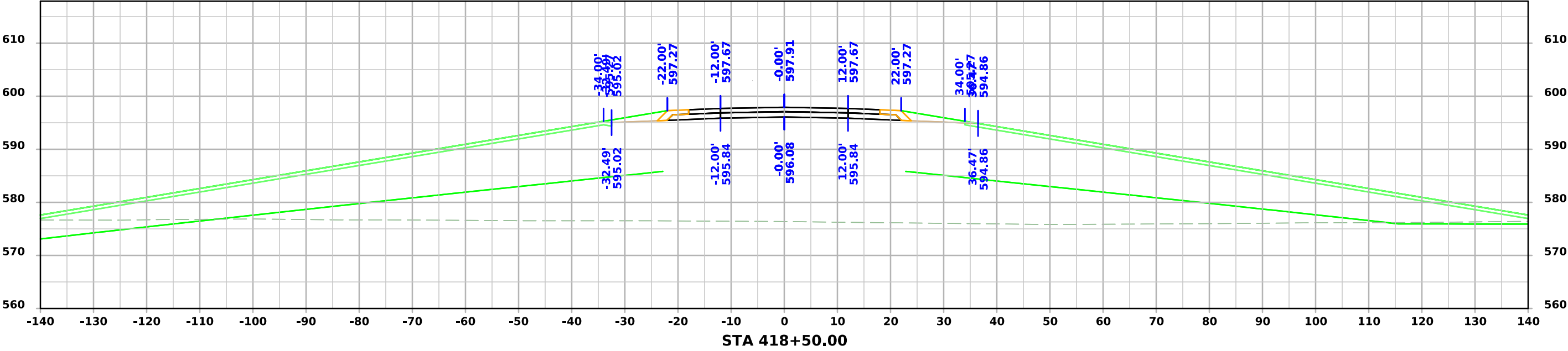
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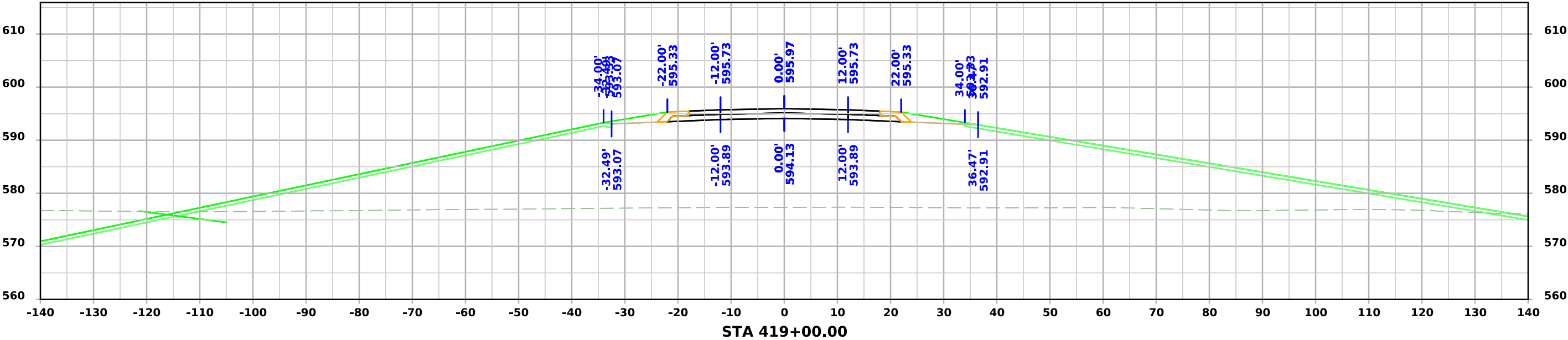
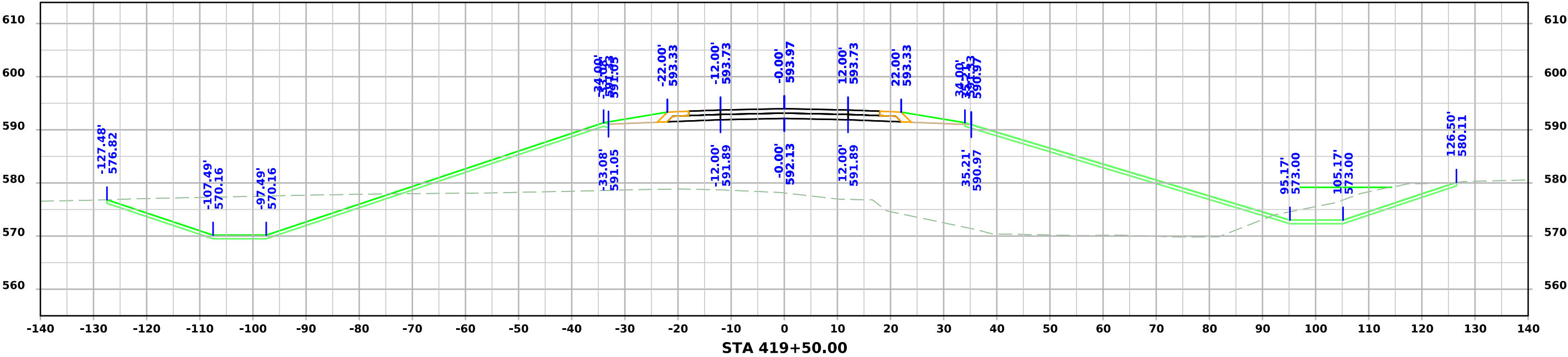
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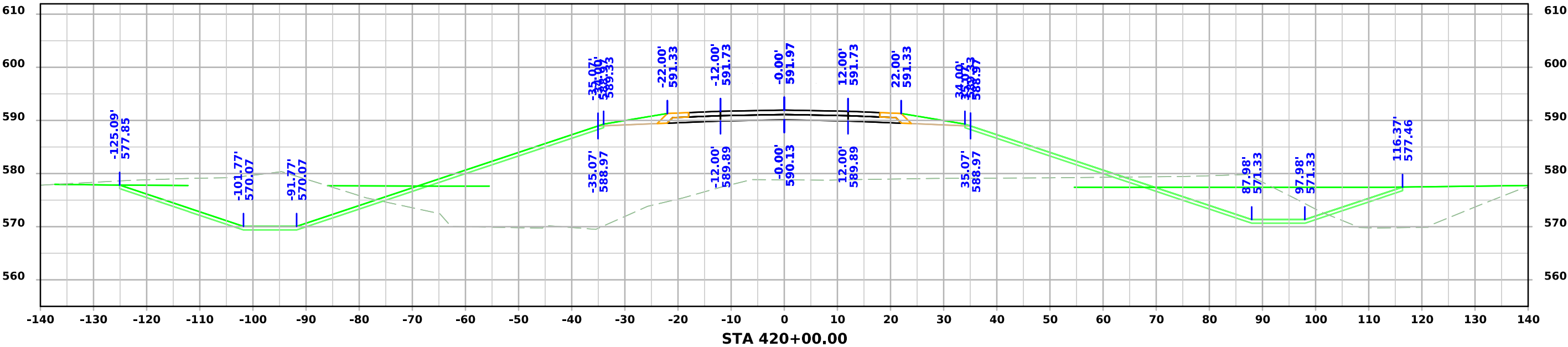
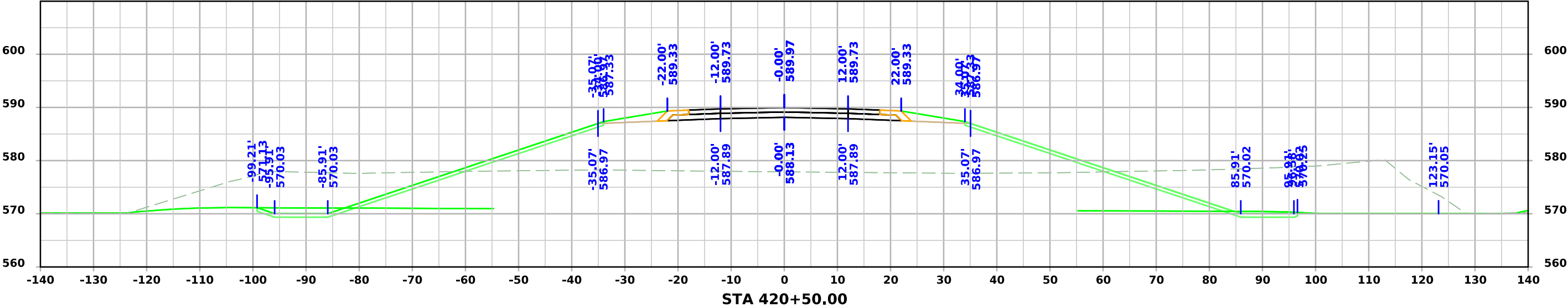
BUS 61



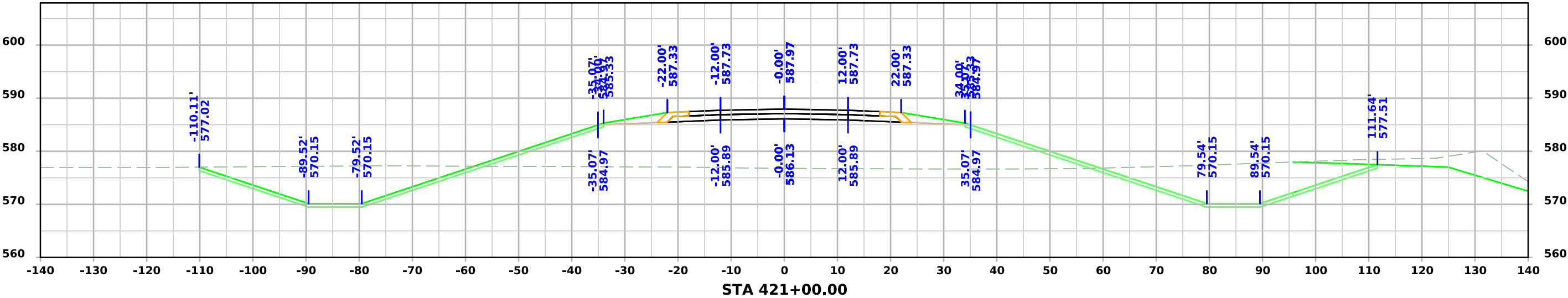
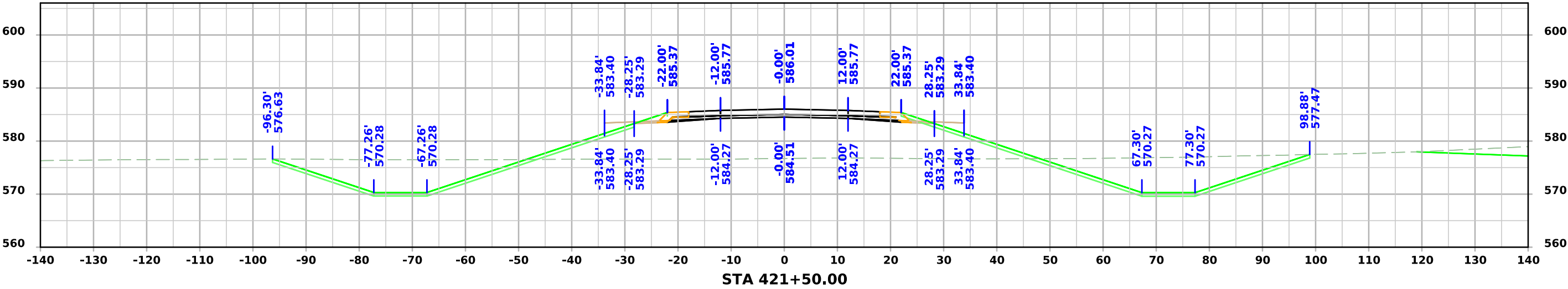
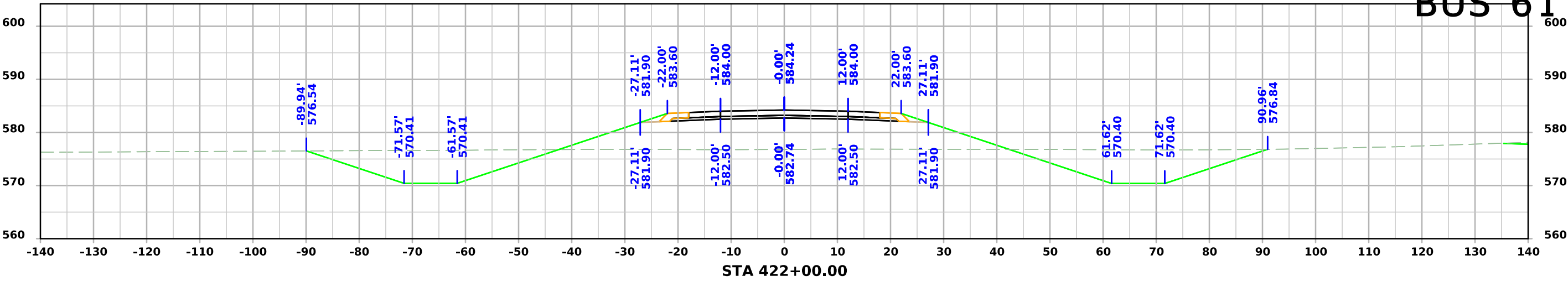
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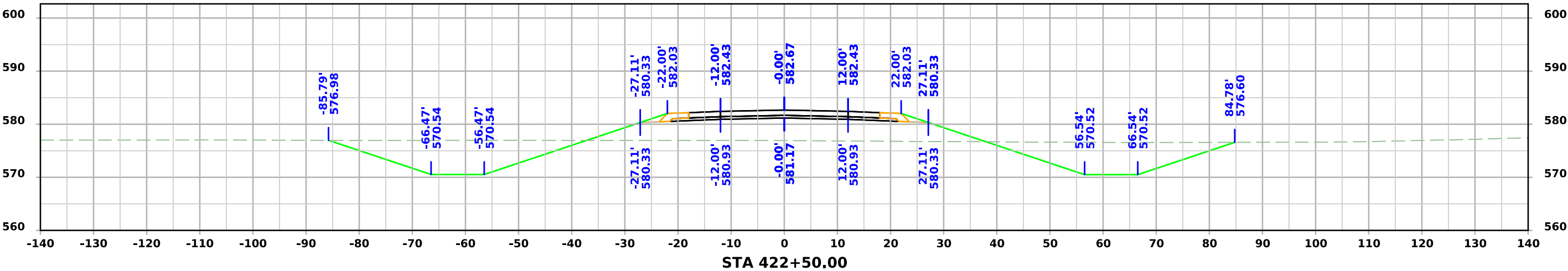
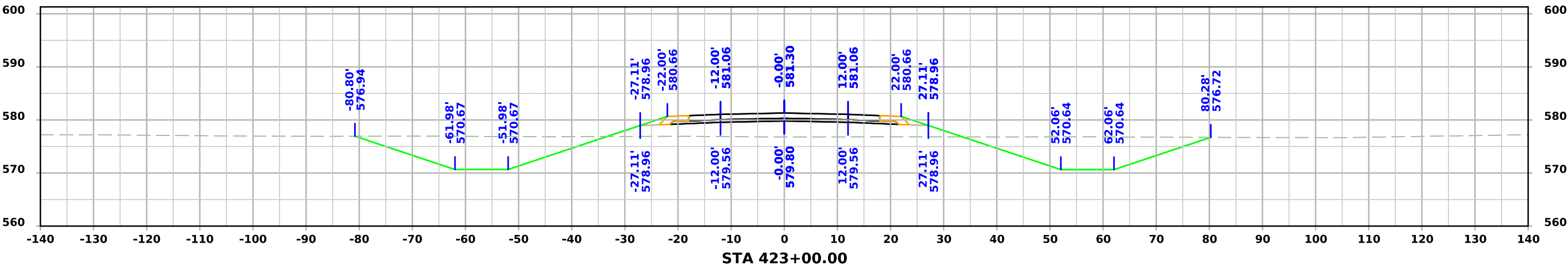
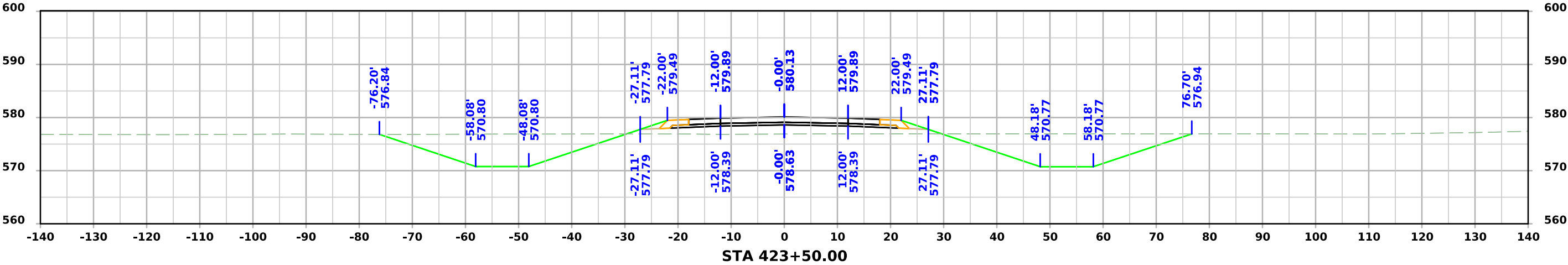
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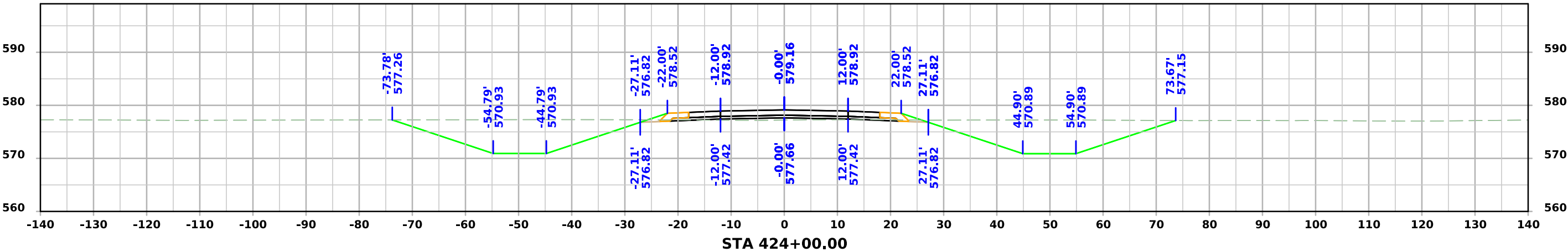
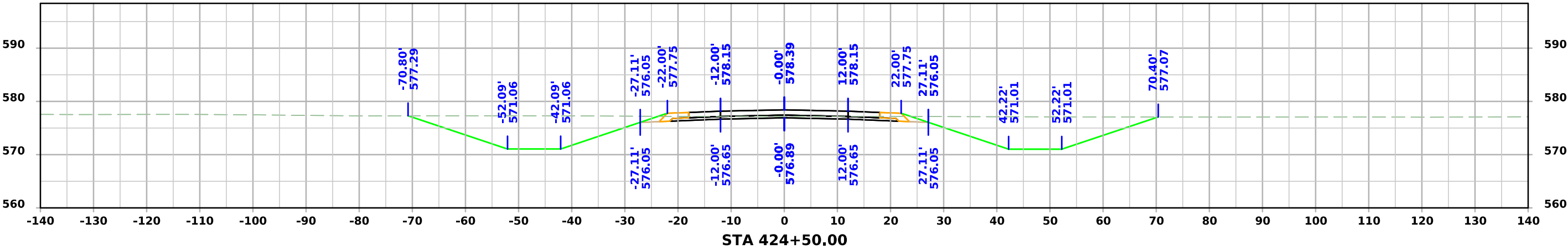
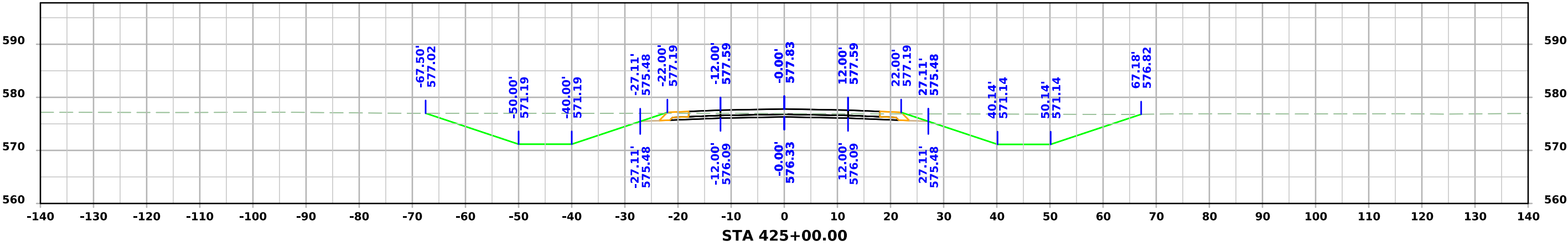
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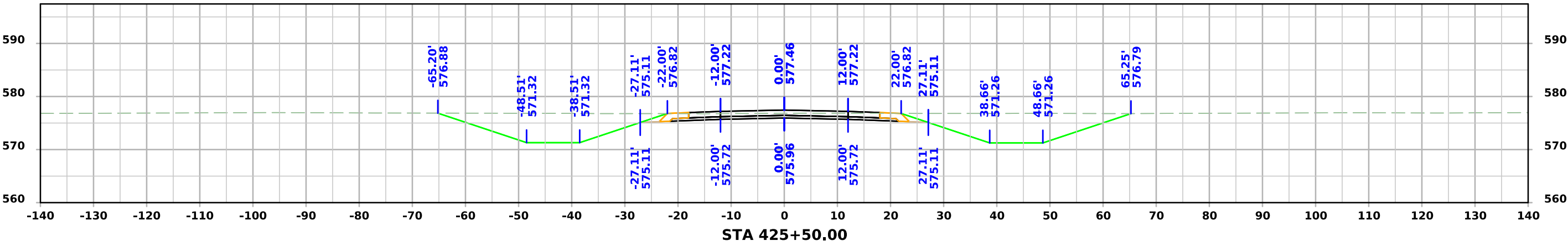
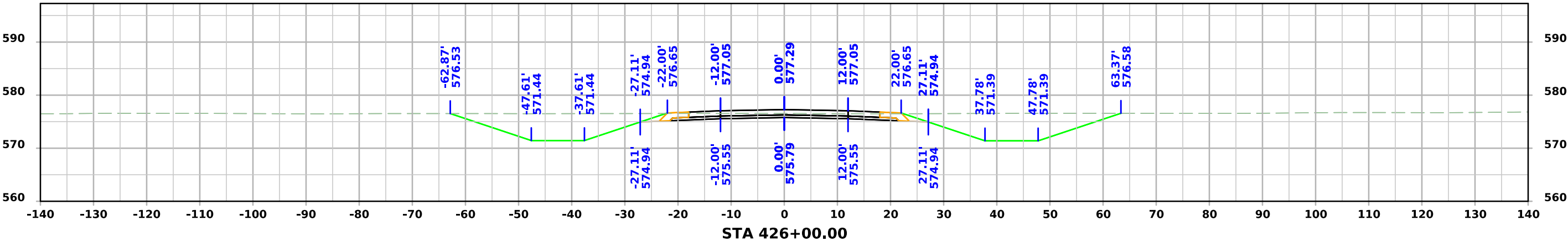
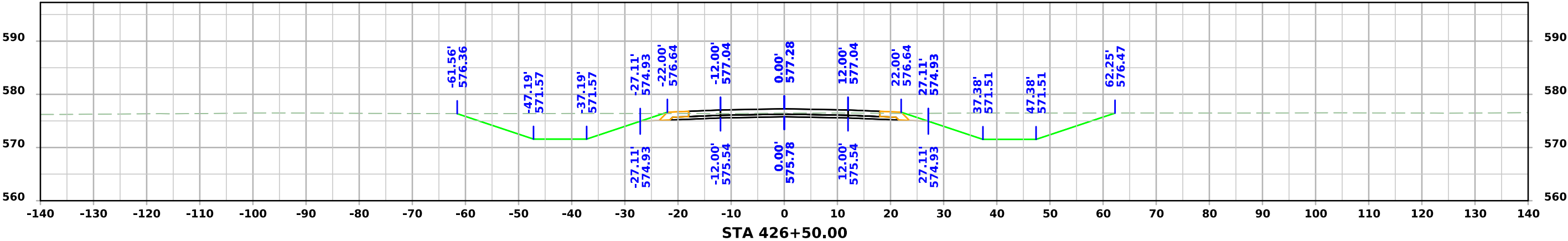
BUS 61



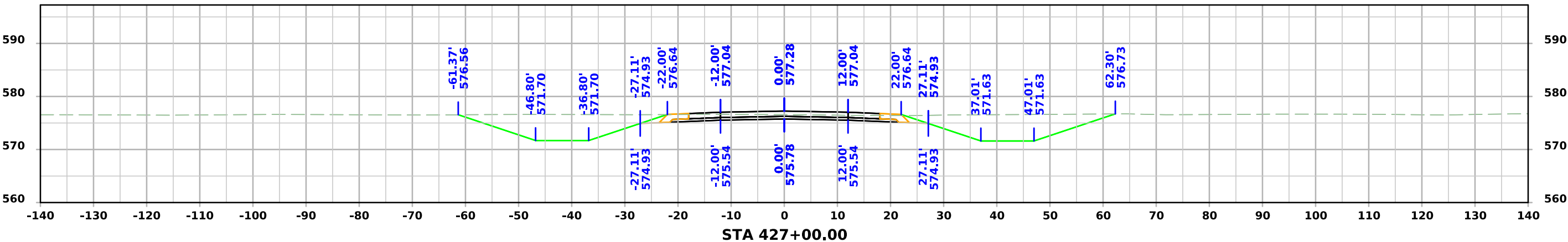
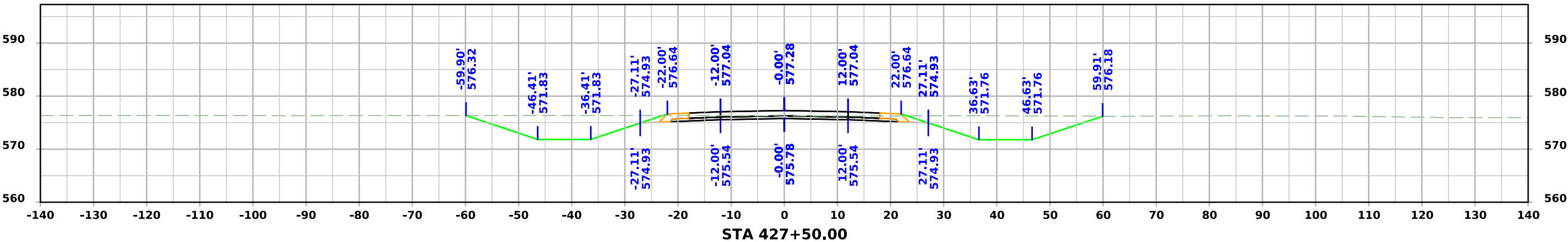
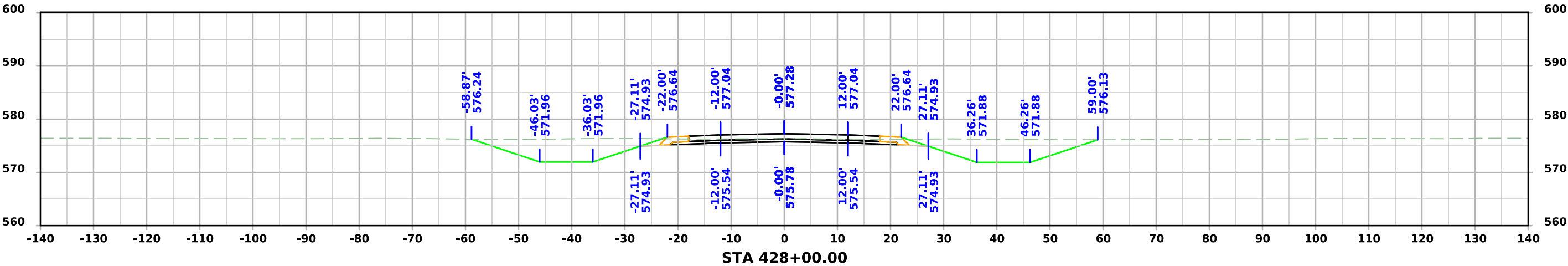
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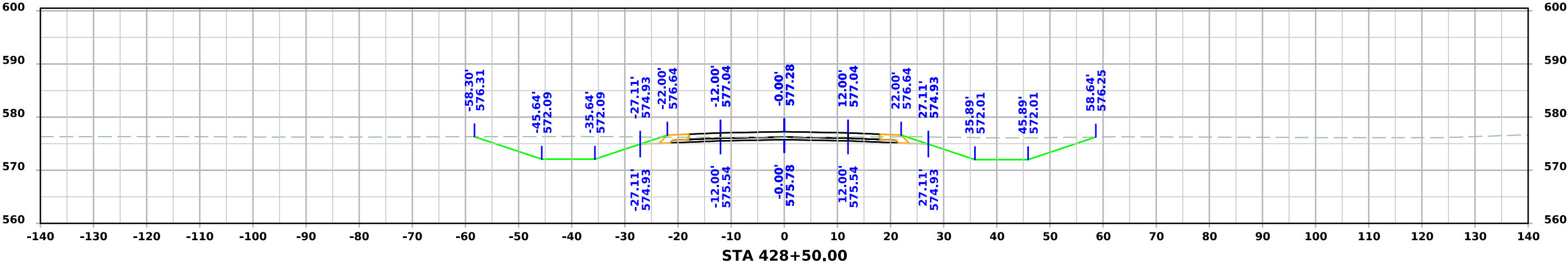
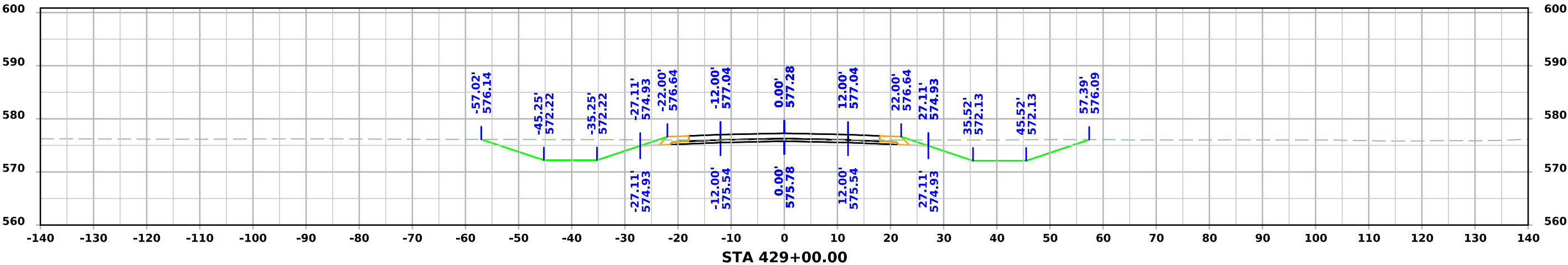
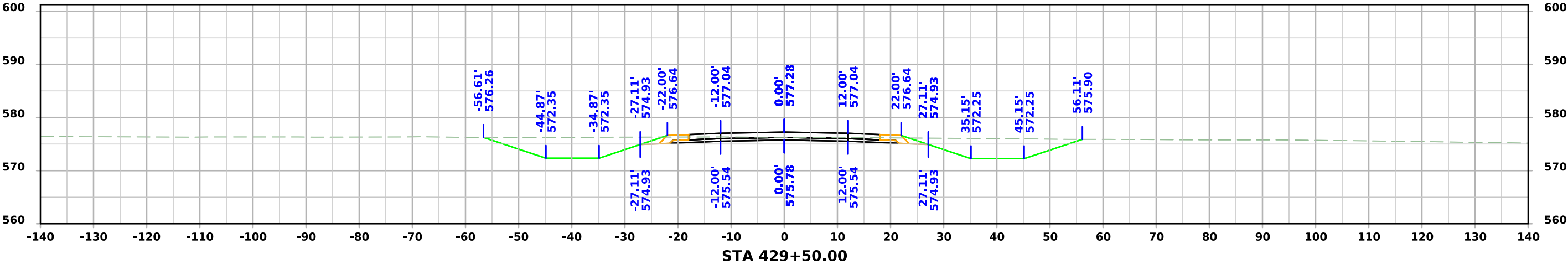
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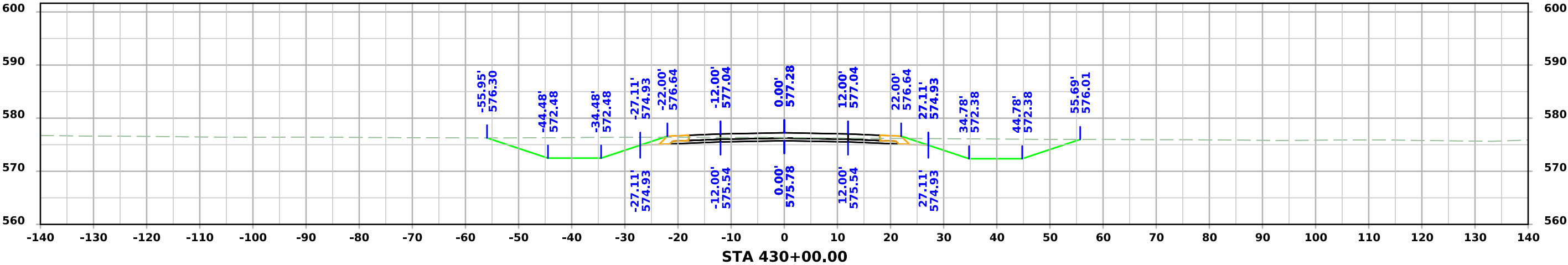
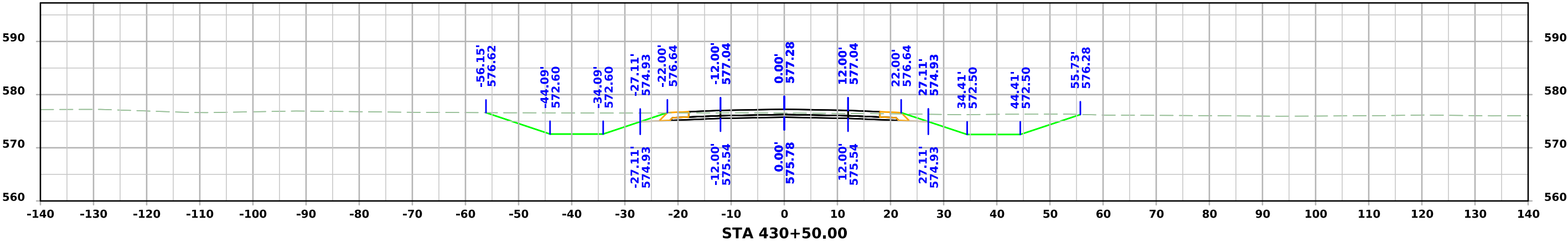
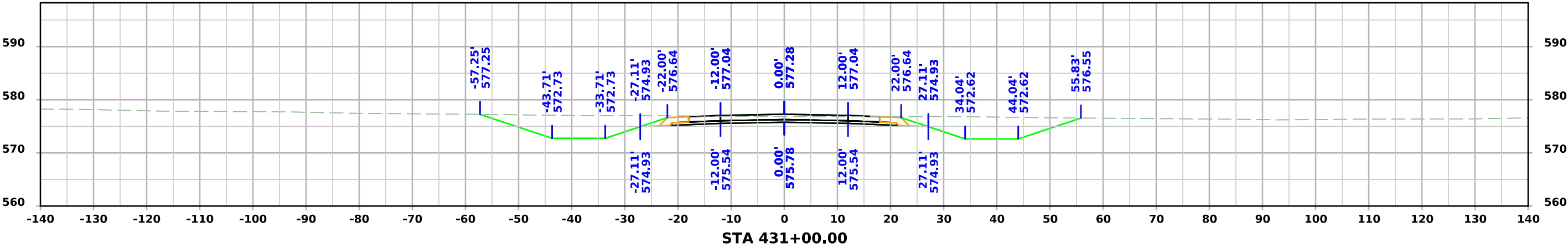
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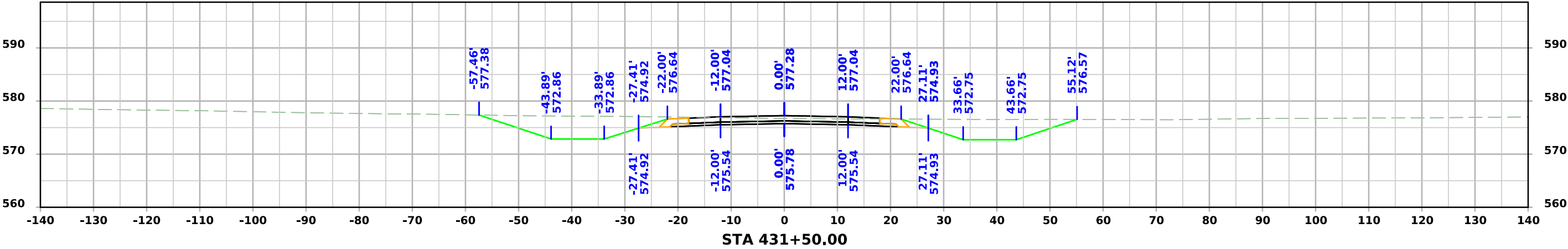
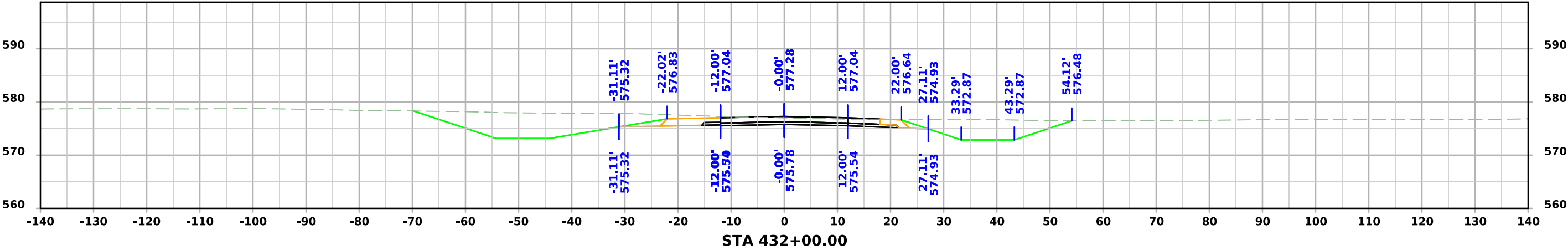
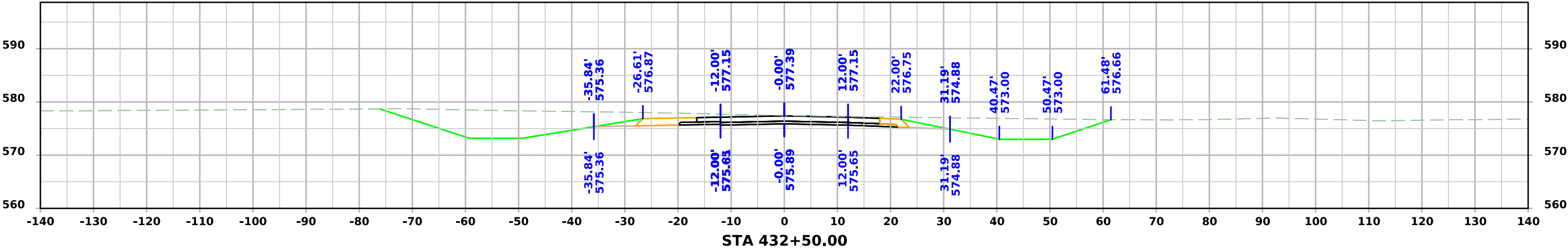
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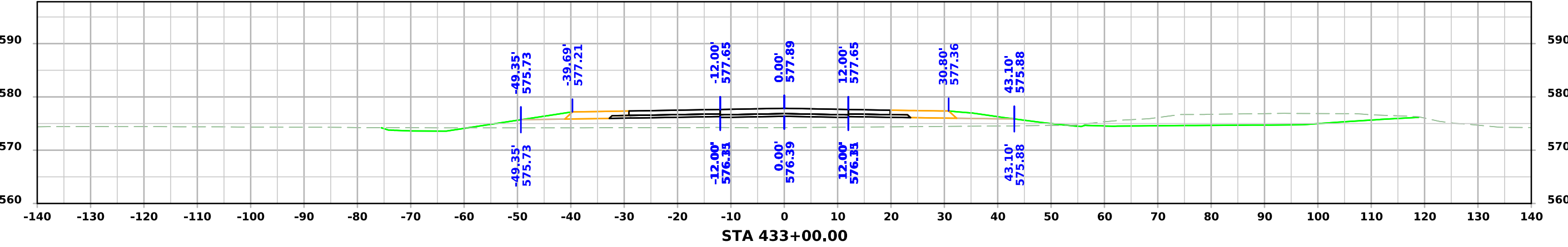
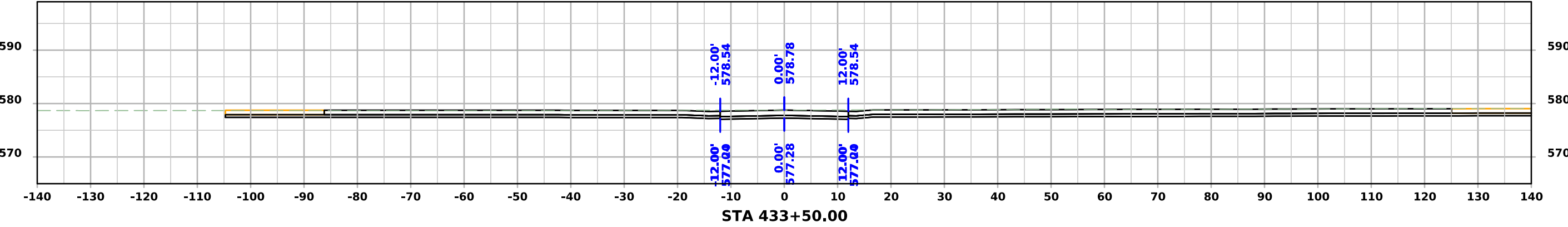
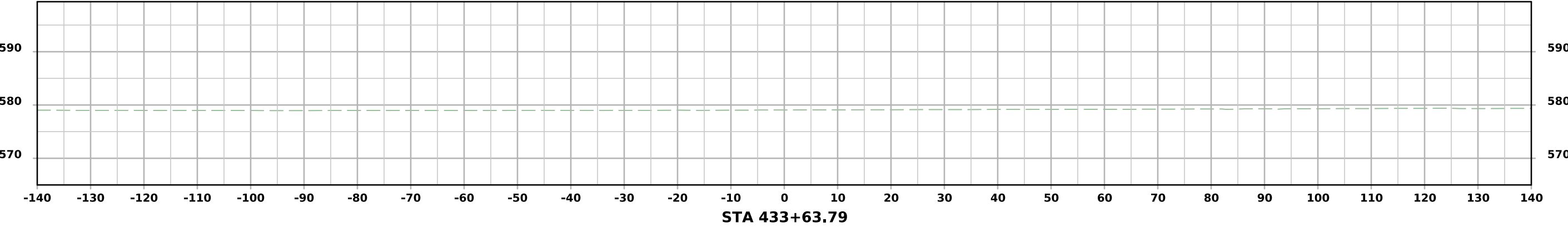
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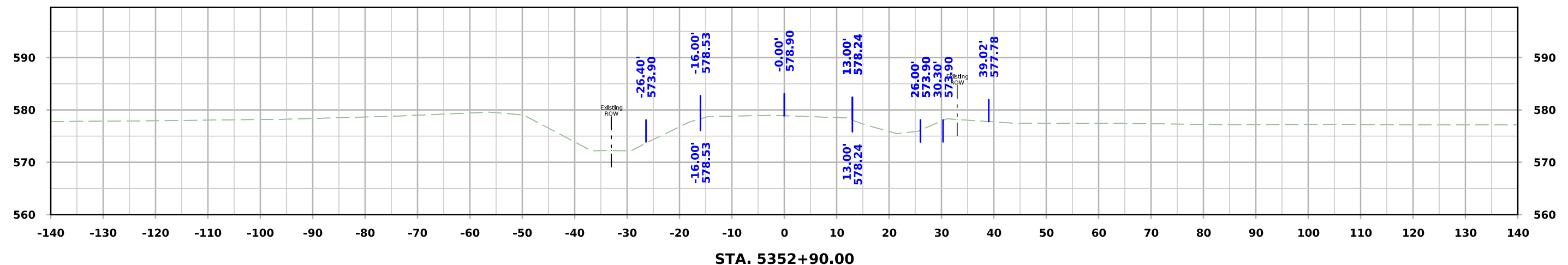
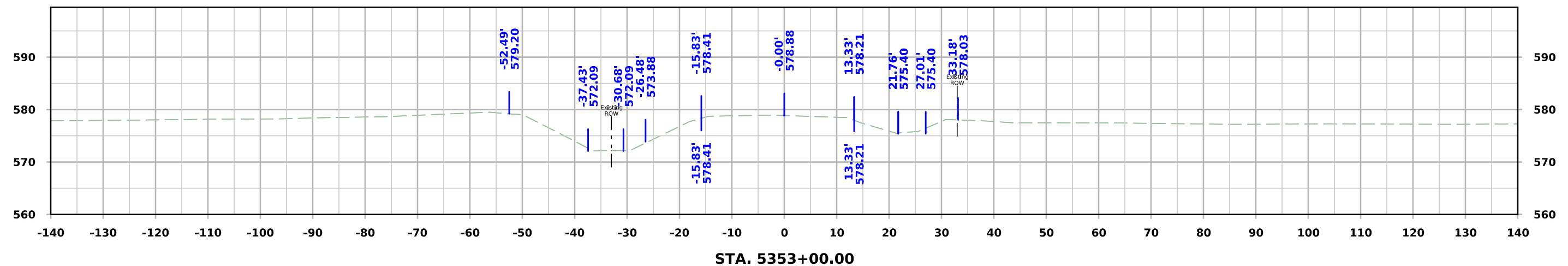
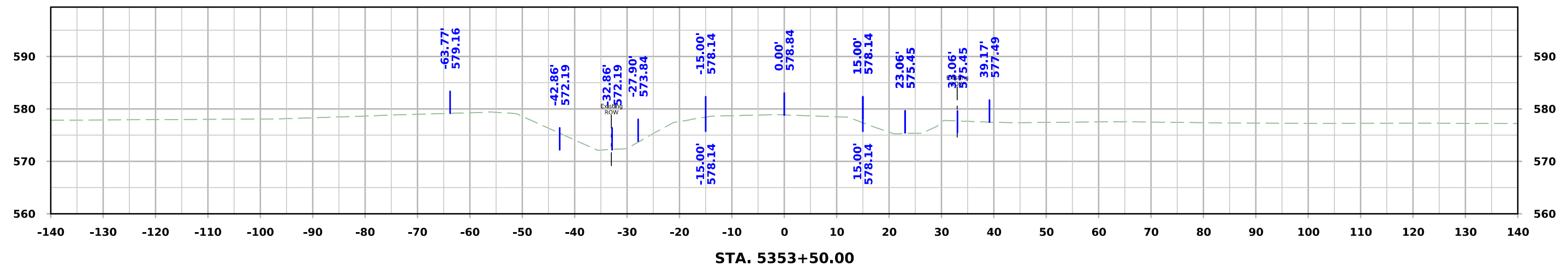
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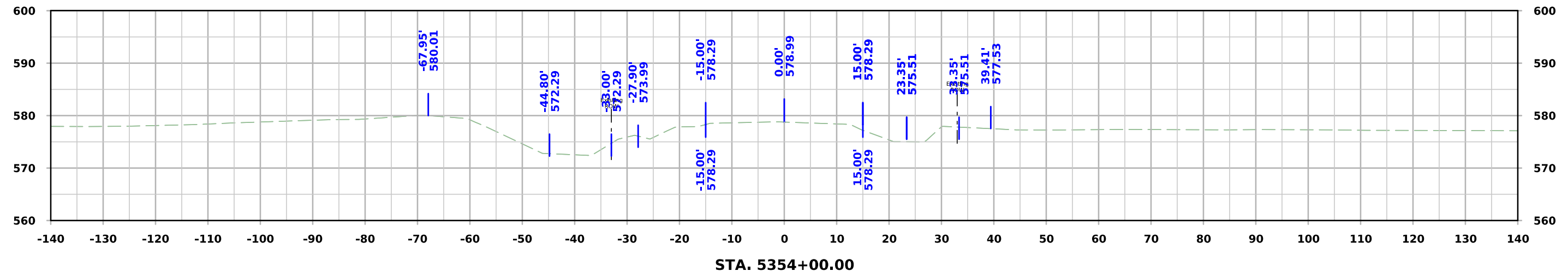
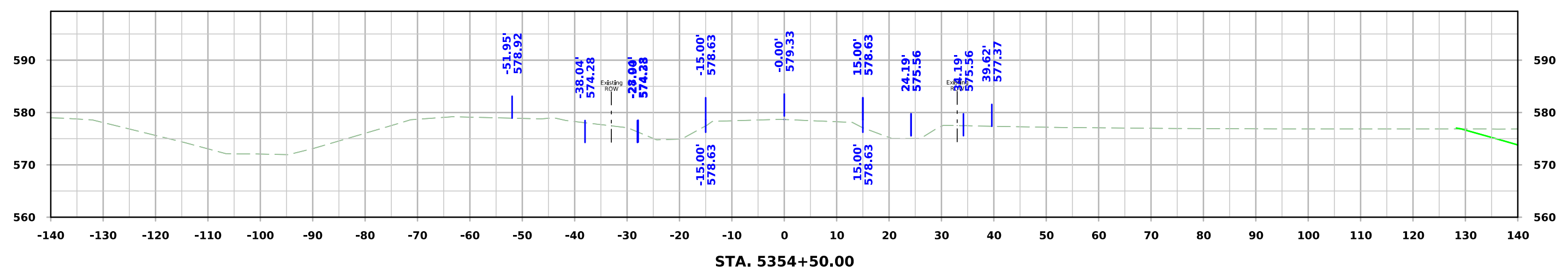
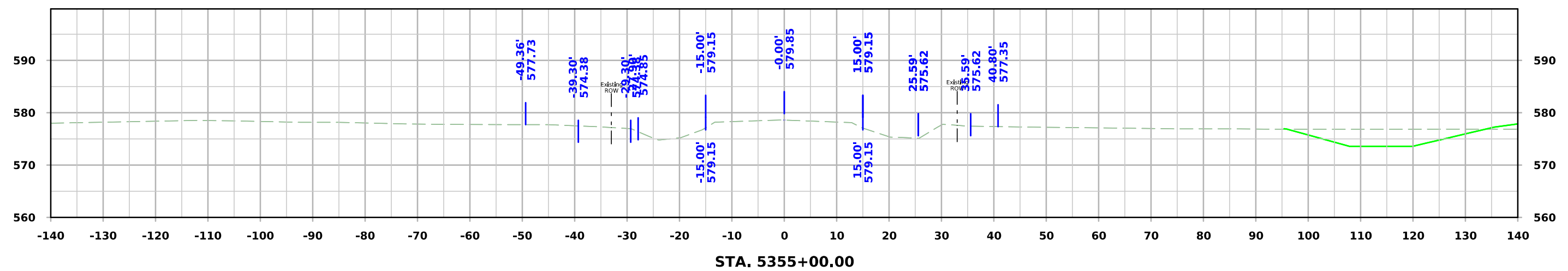
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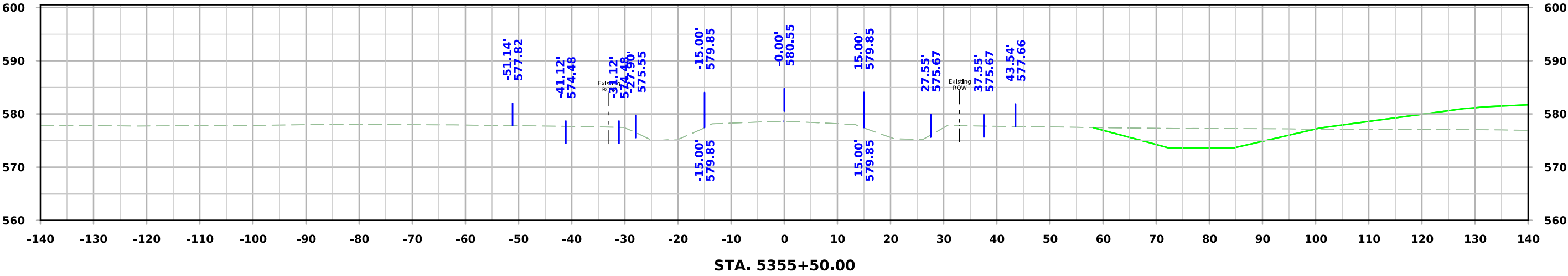
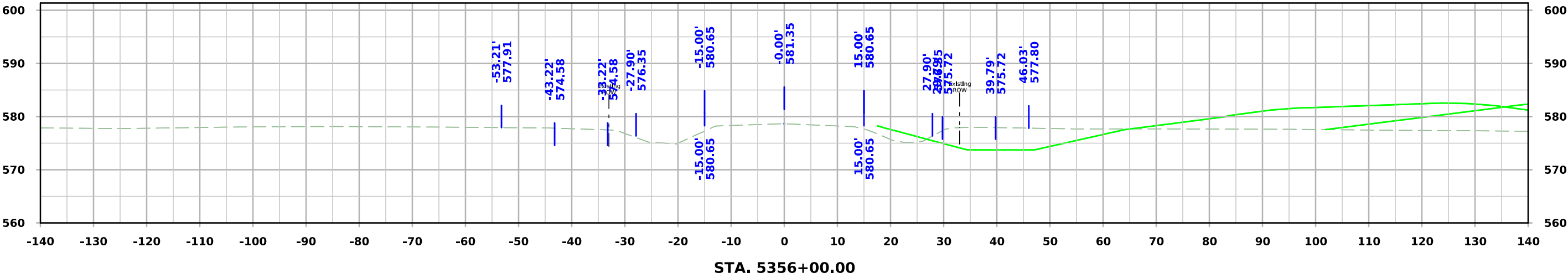
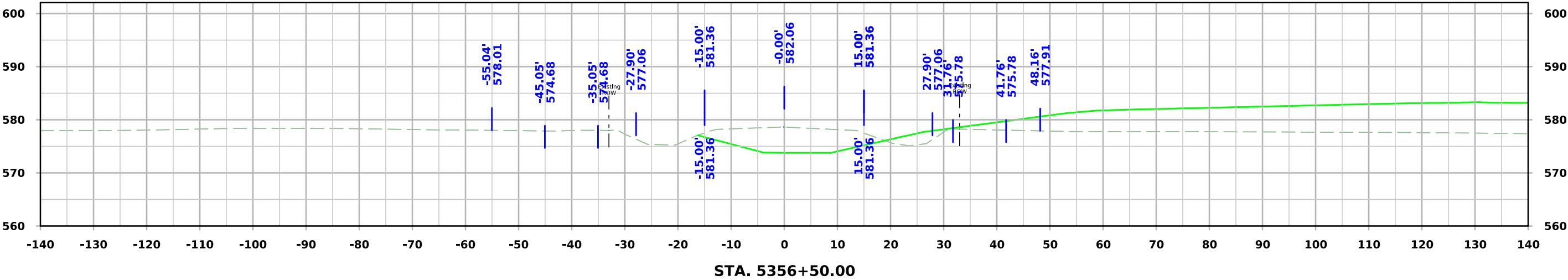
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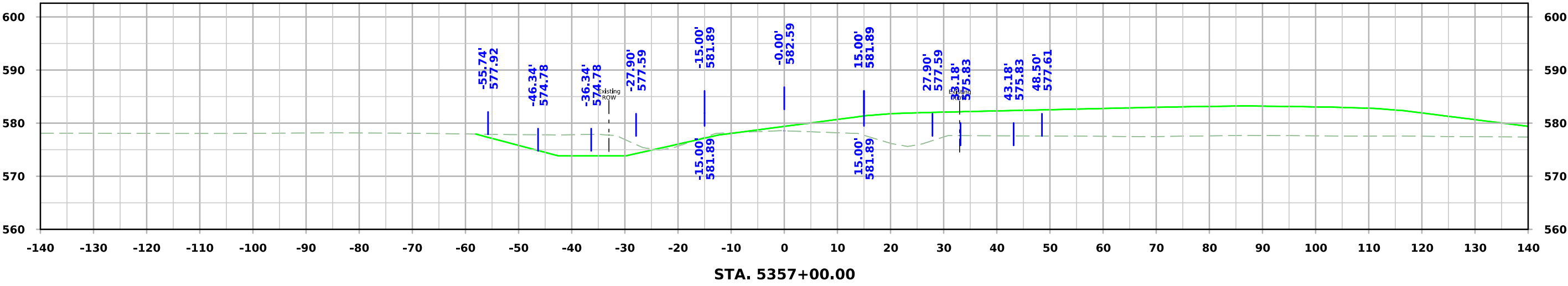
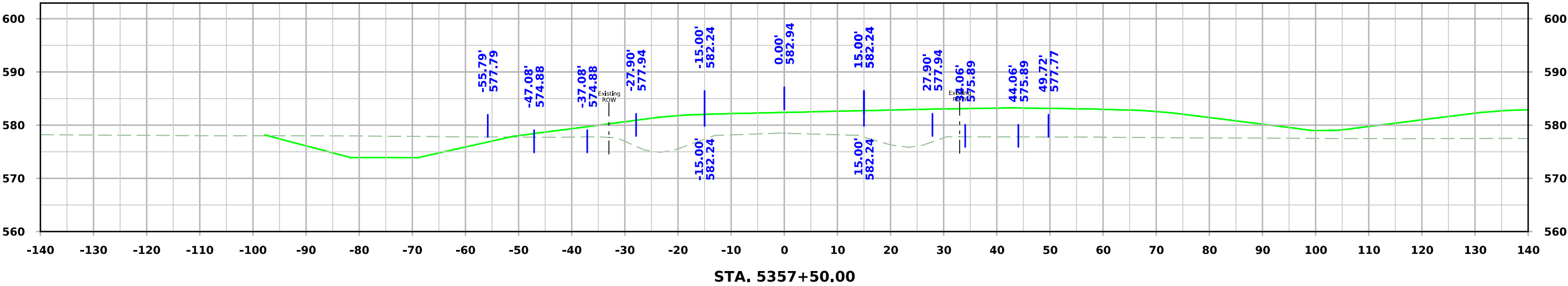
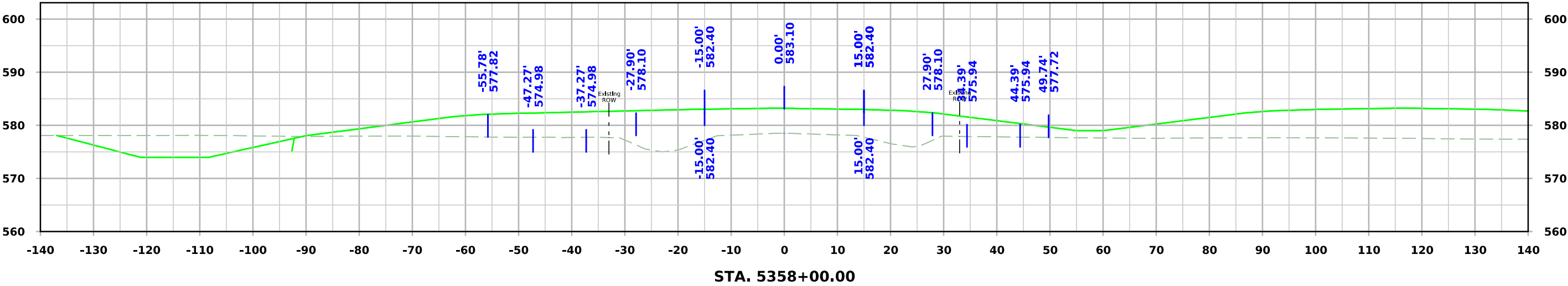
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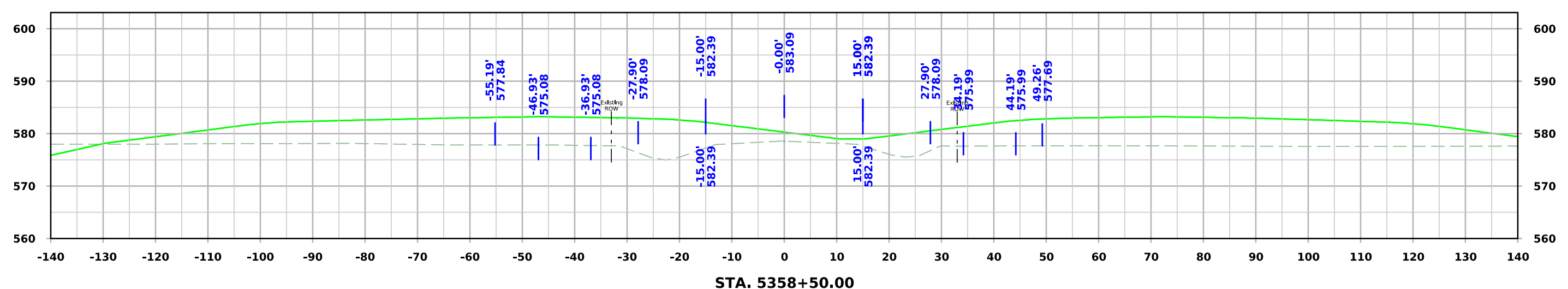
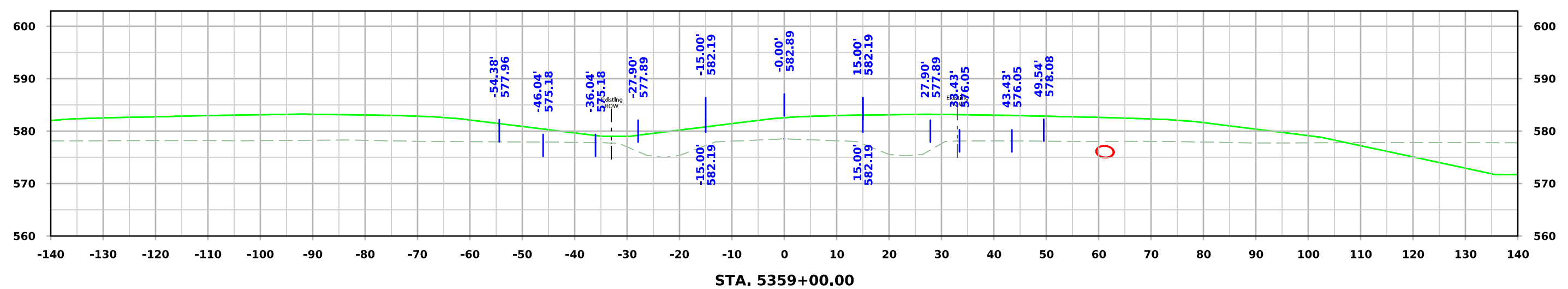
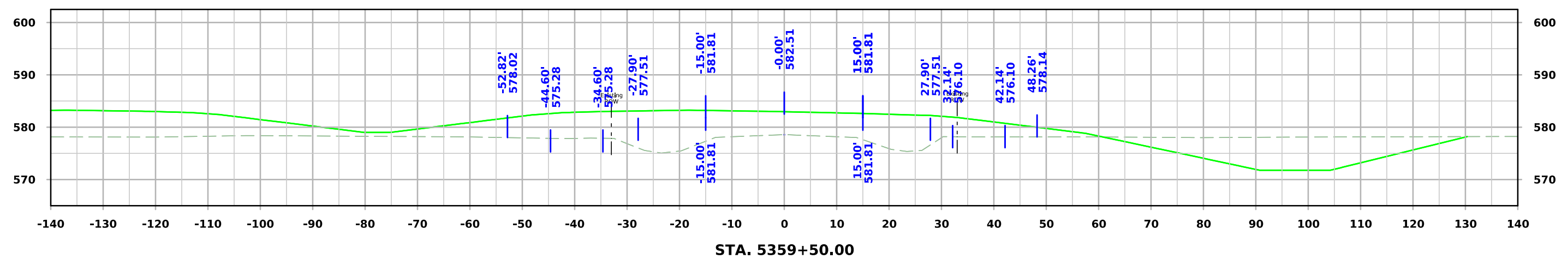
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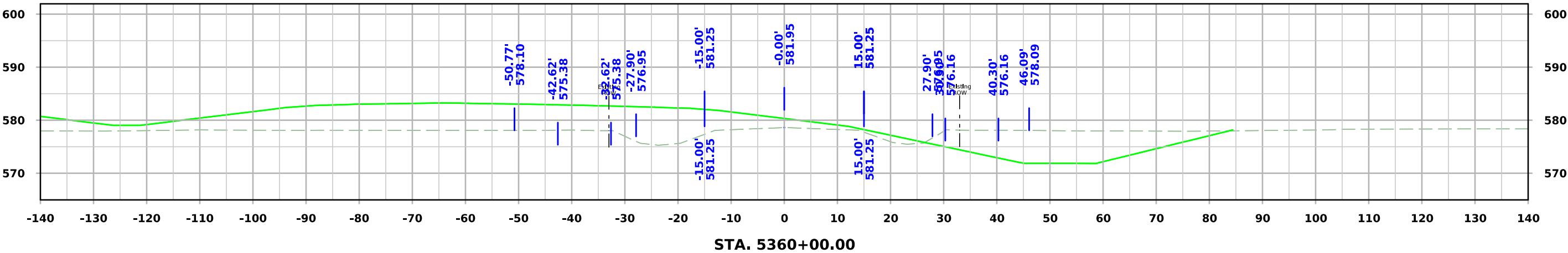
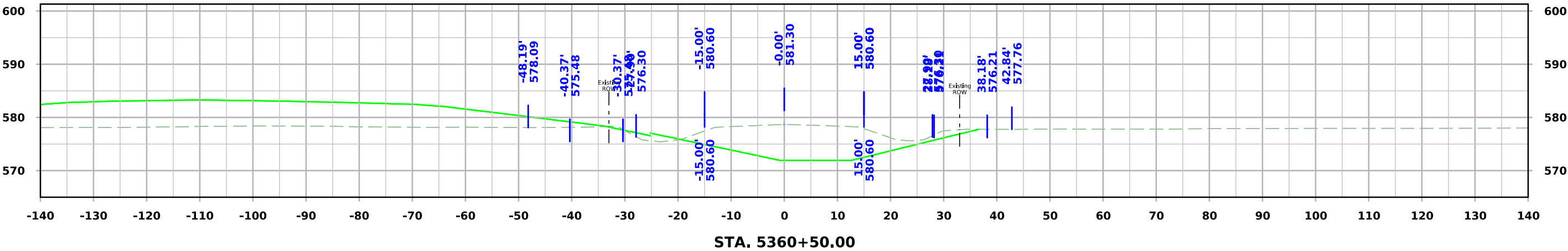
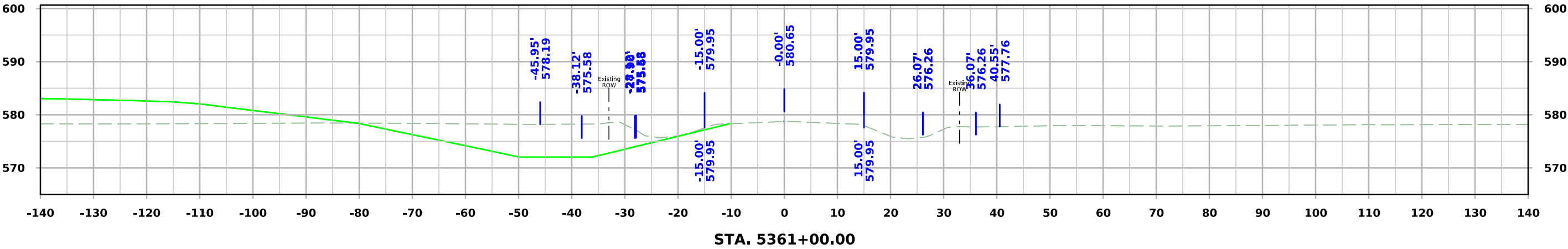
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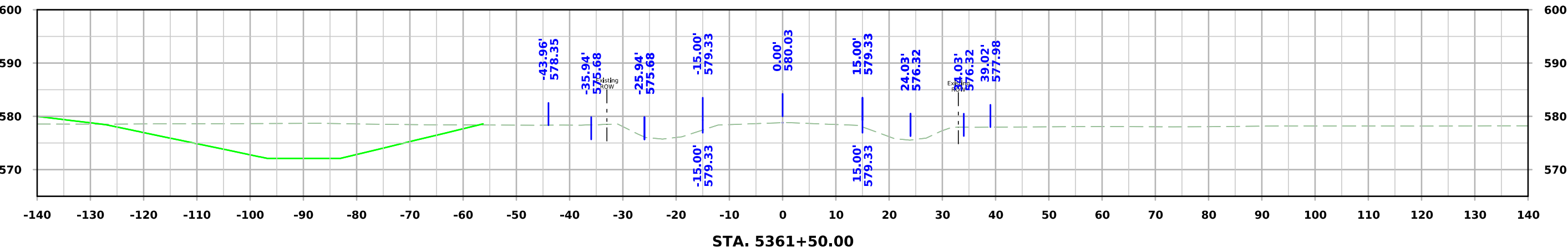
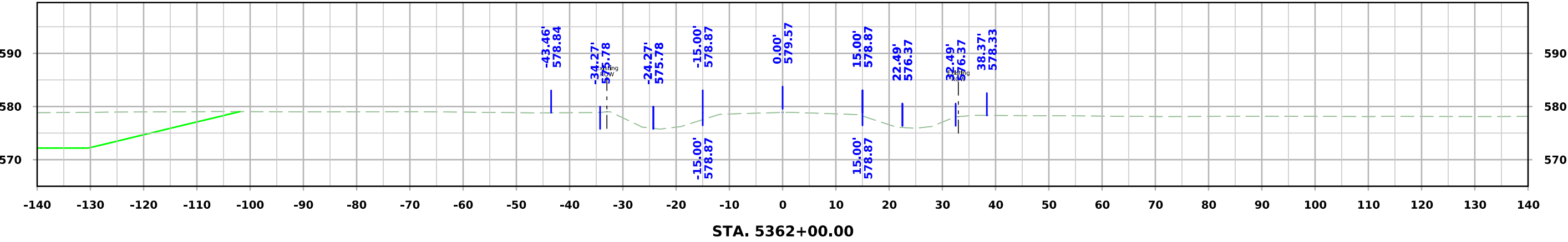
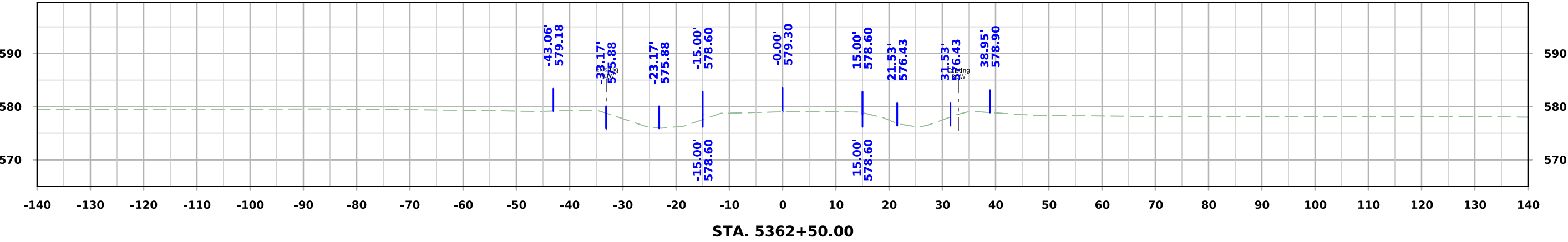
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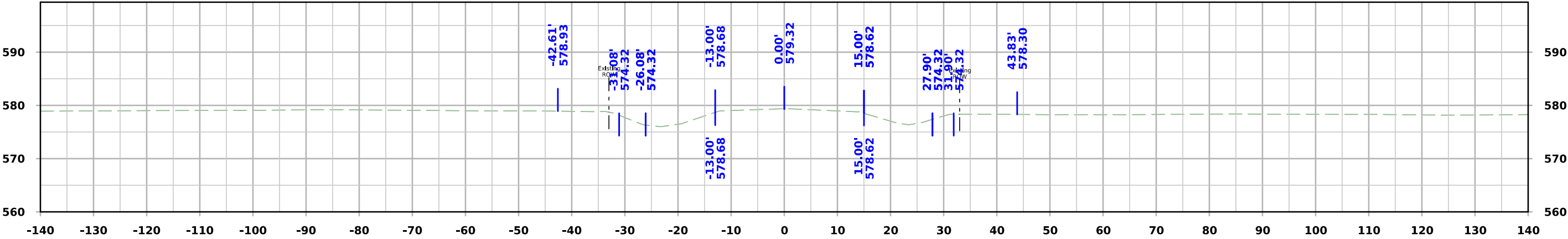
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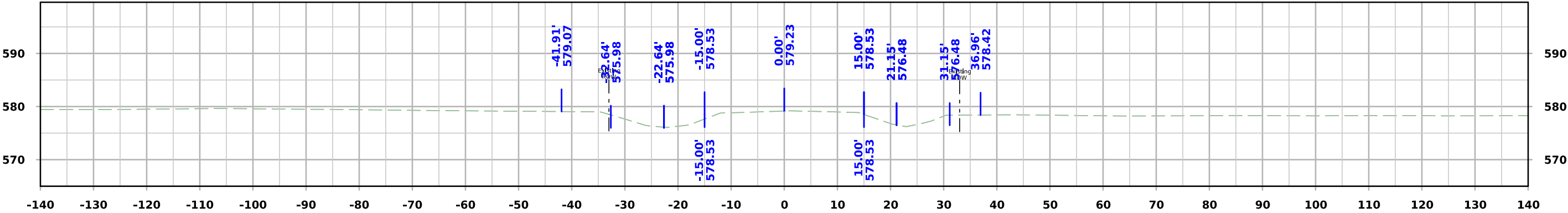
K Ave (Close)



K Ave (Close)

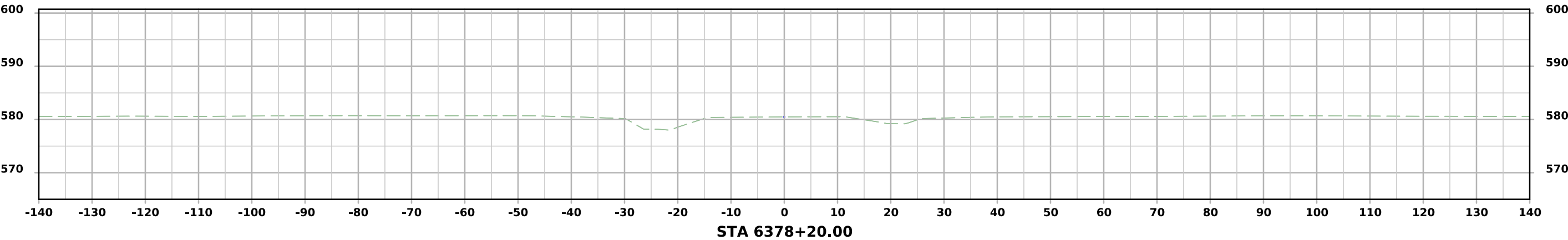
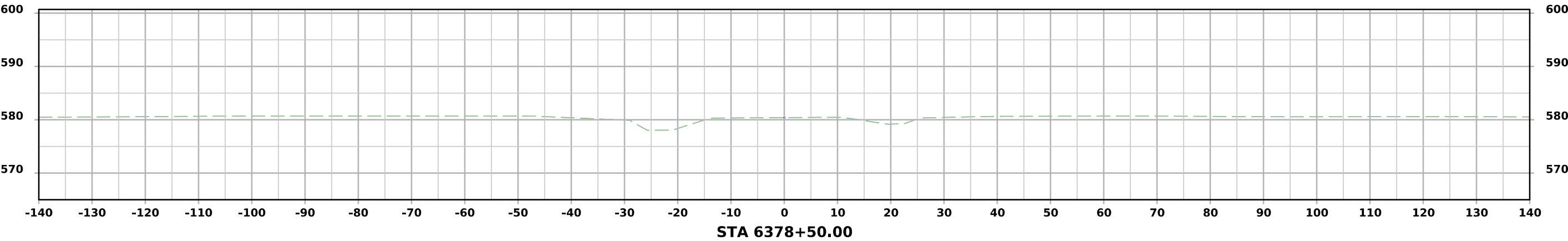
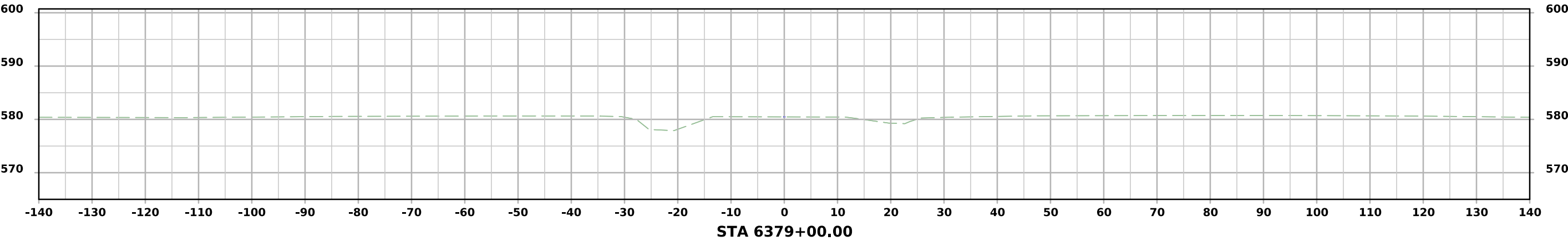


STA. 5363+50.00

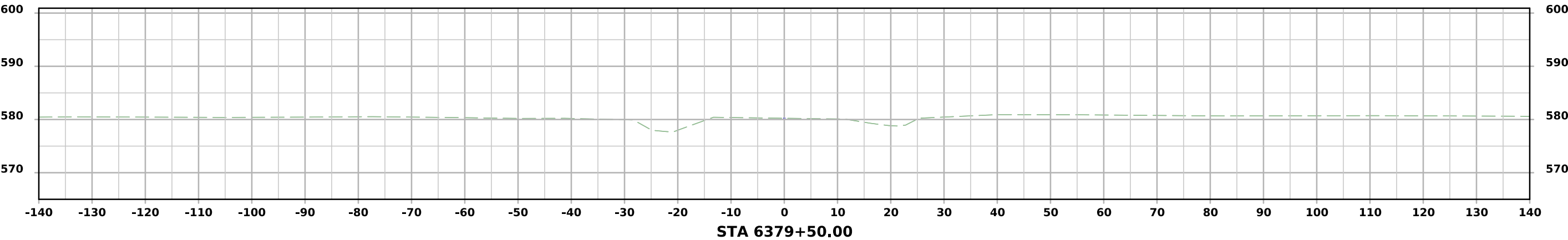
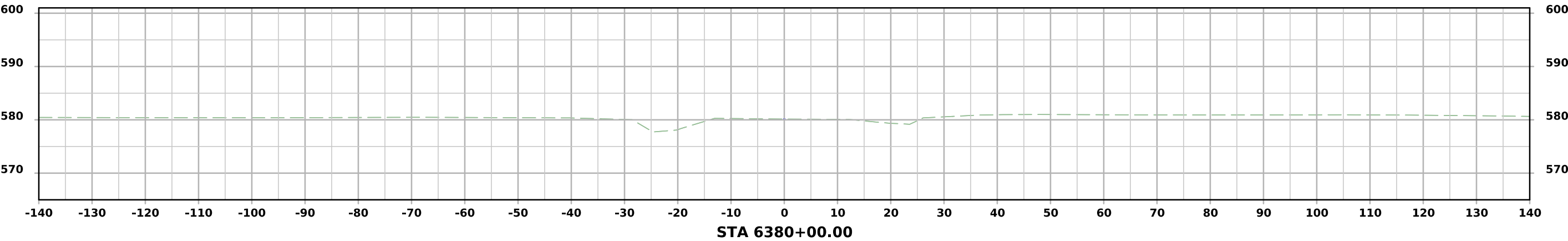
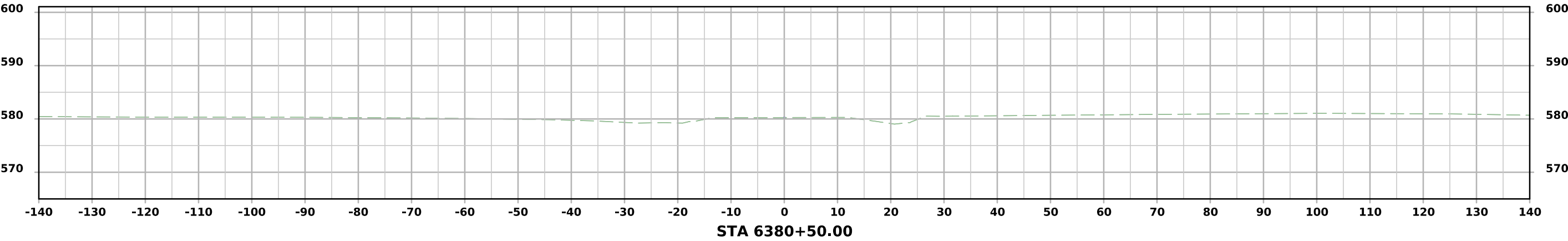


STA. 5363+00.00

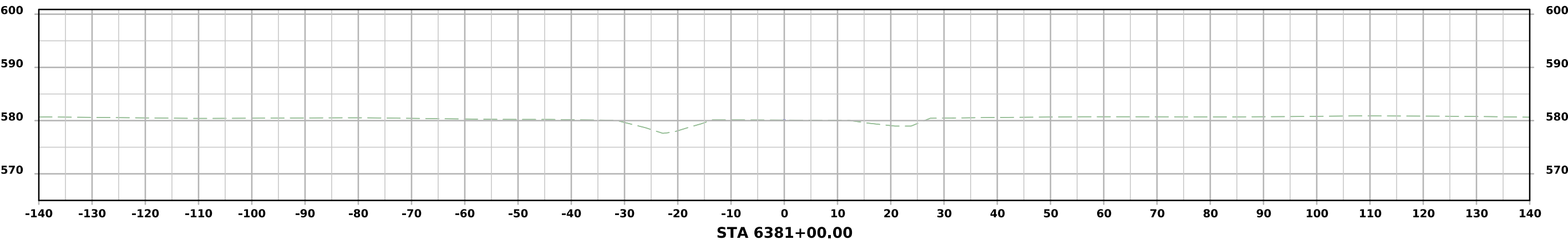
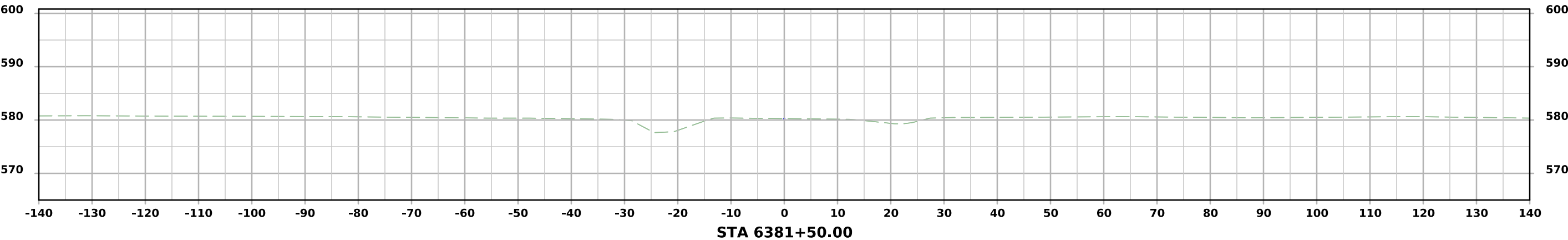
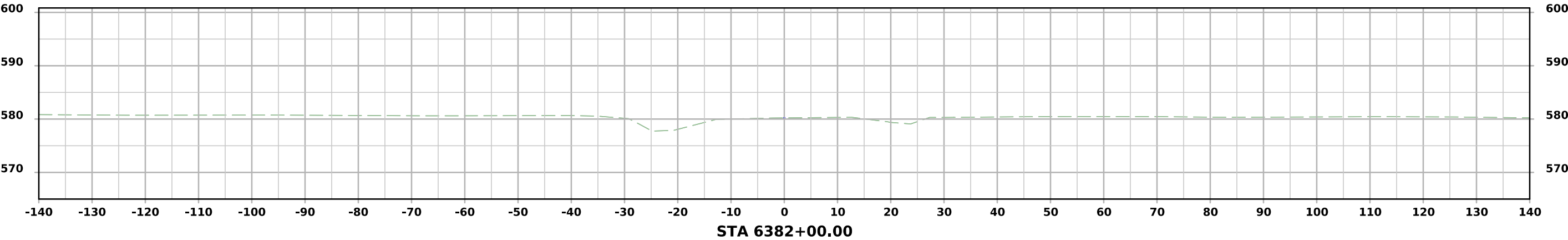
70th St (Close)



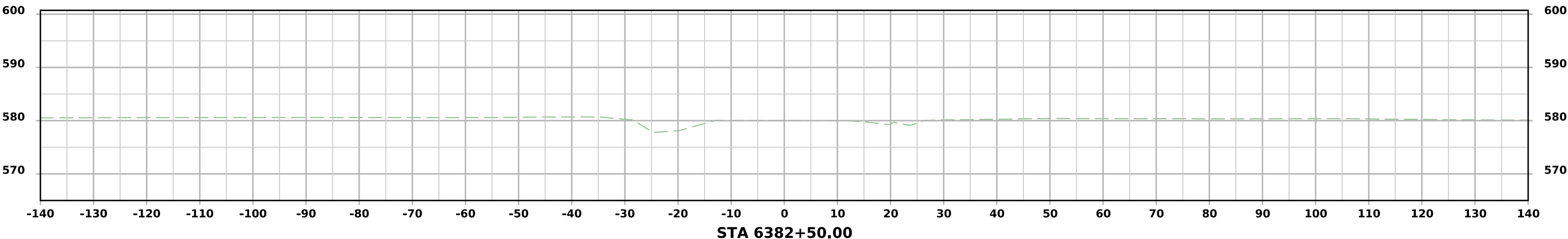
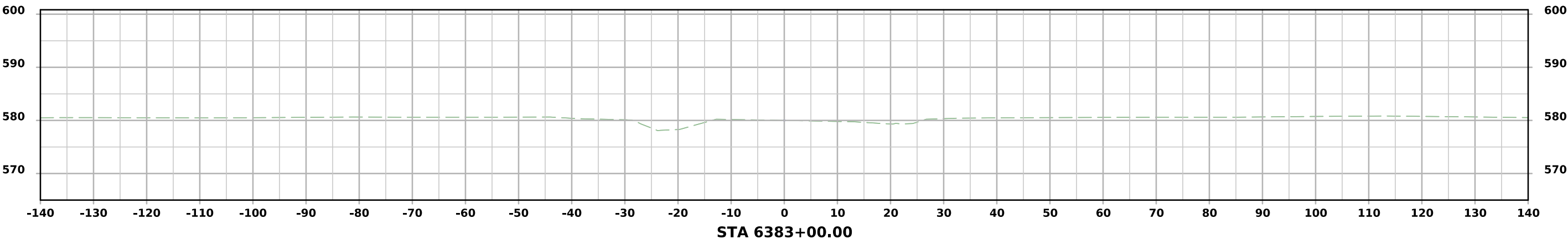
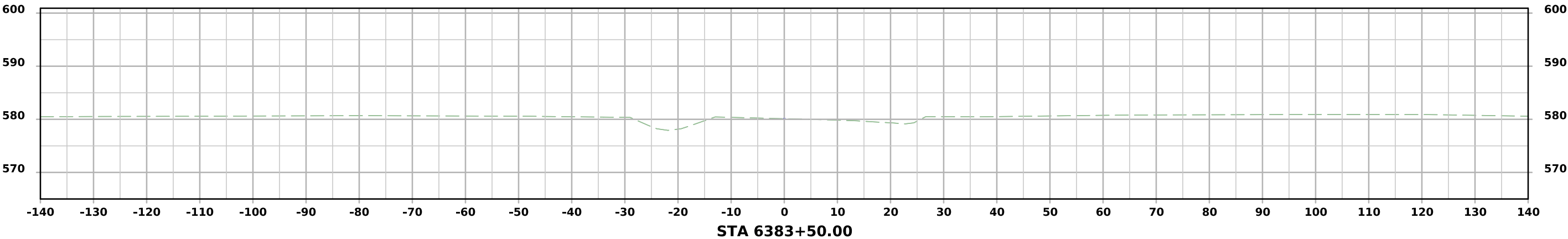
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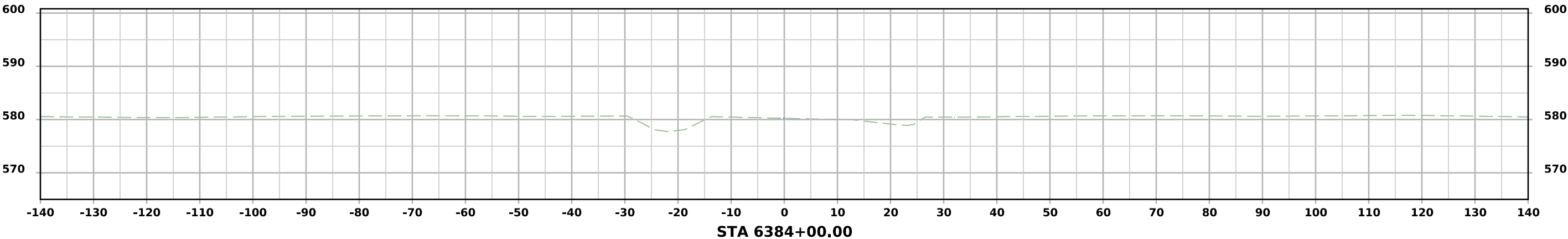
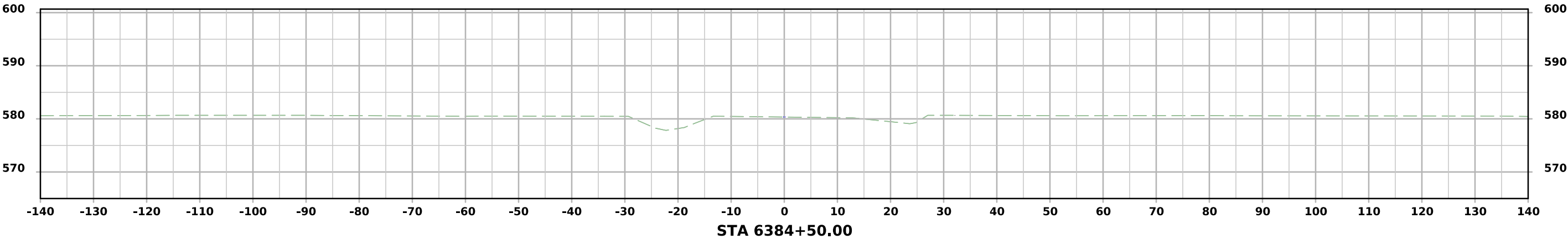
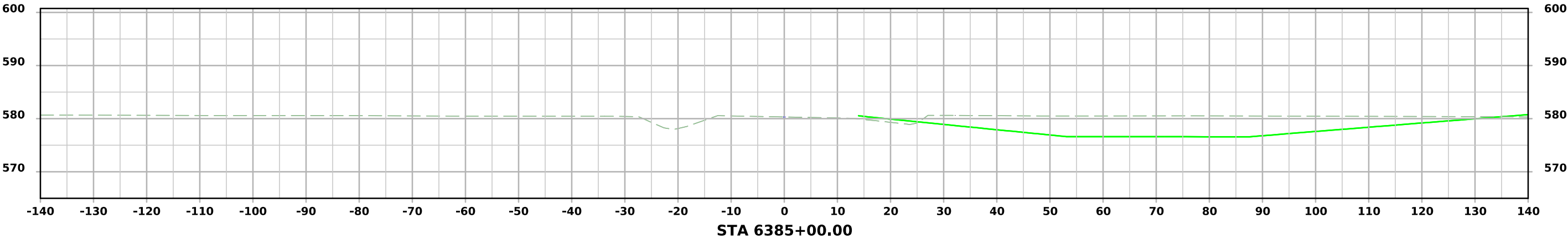
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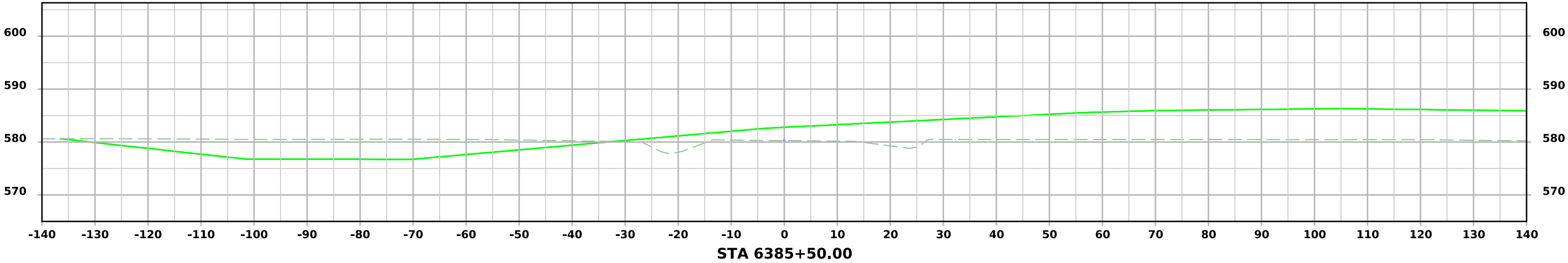
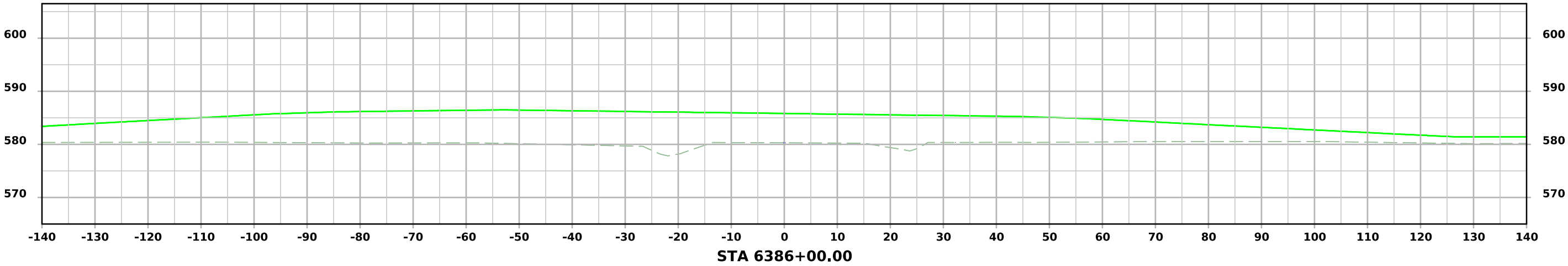
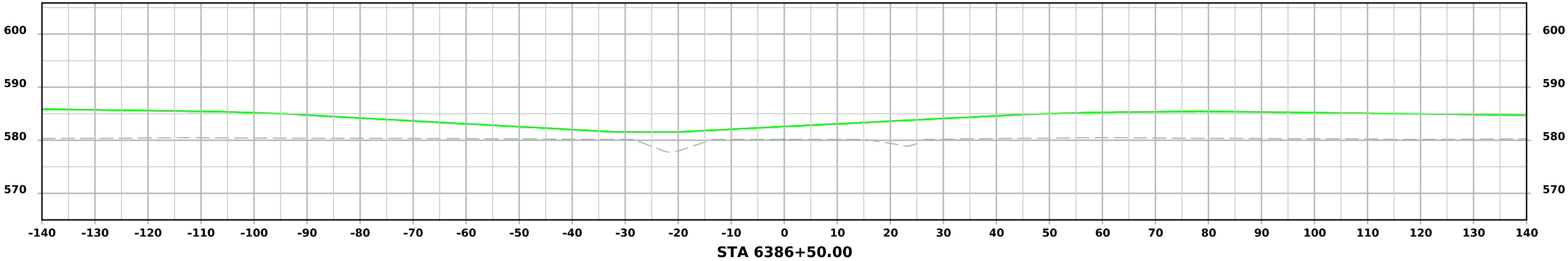
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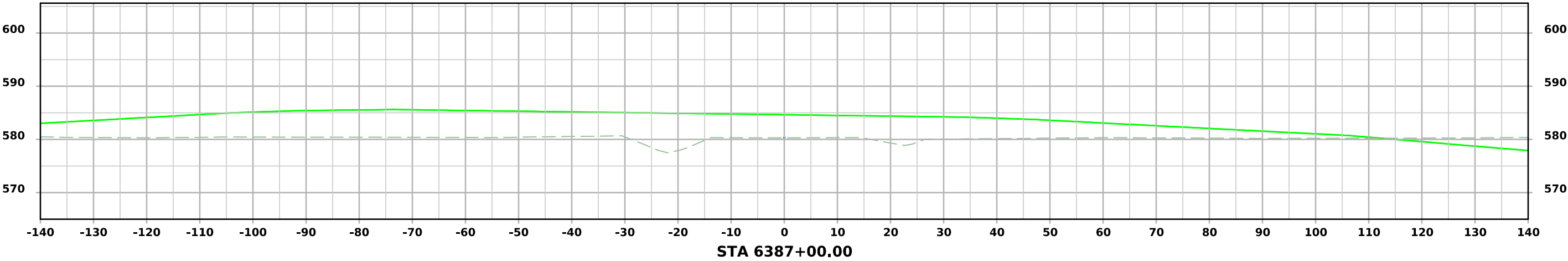
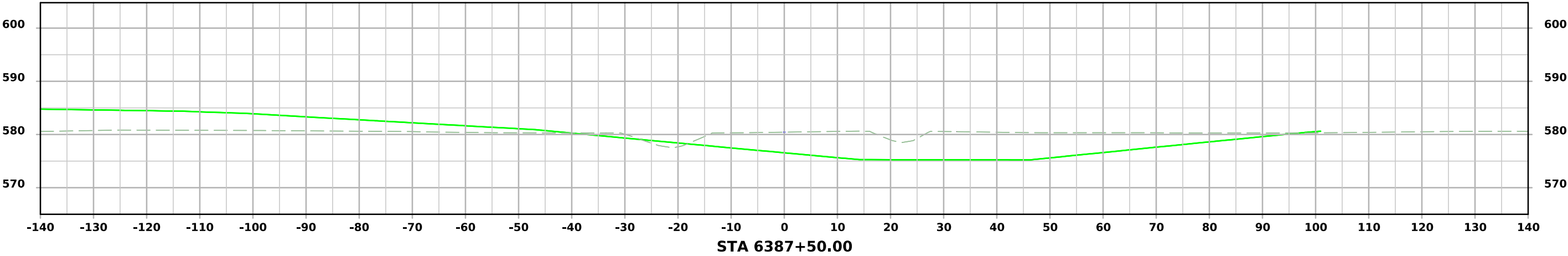
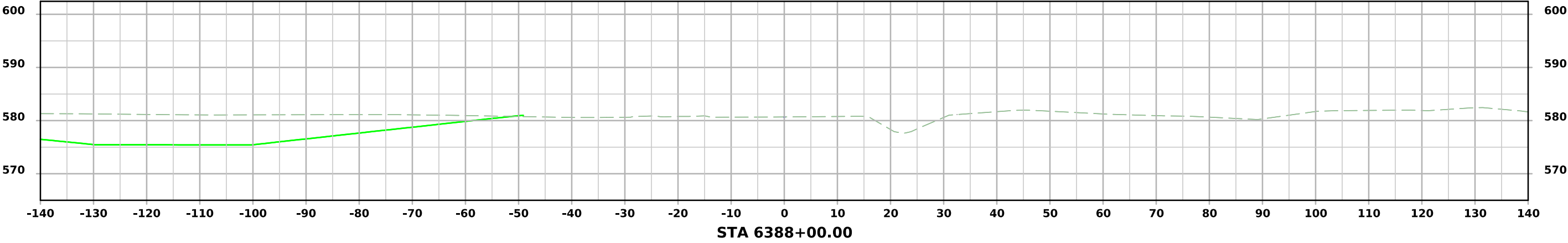
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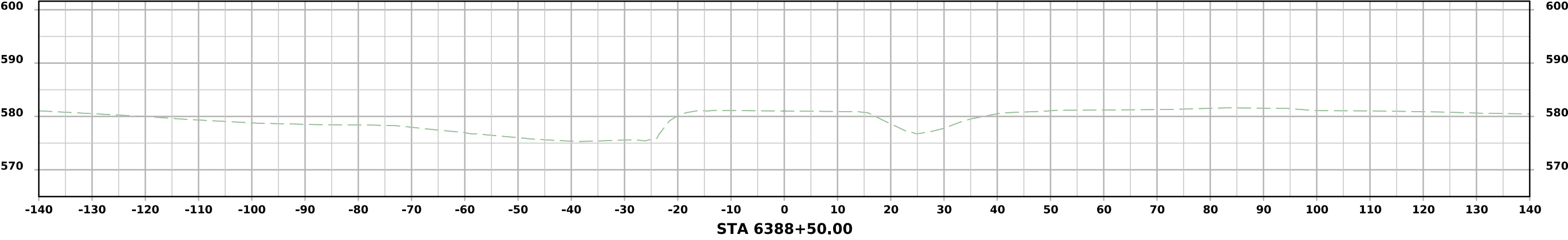
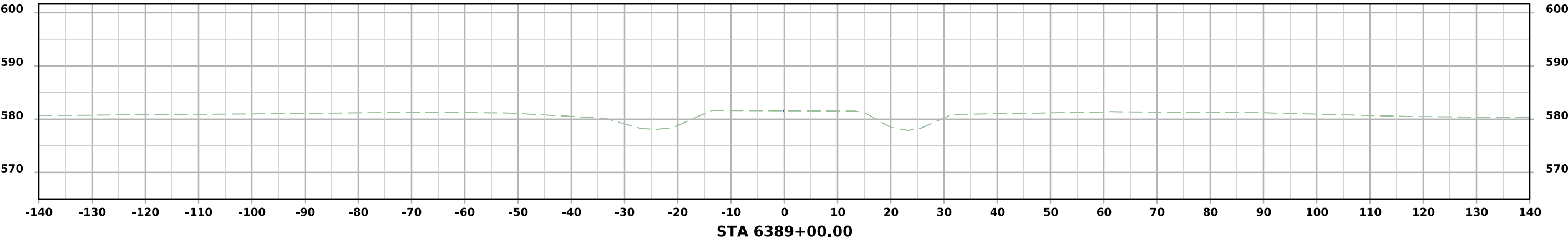
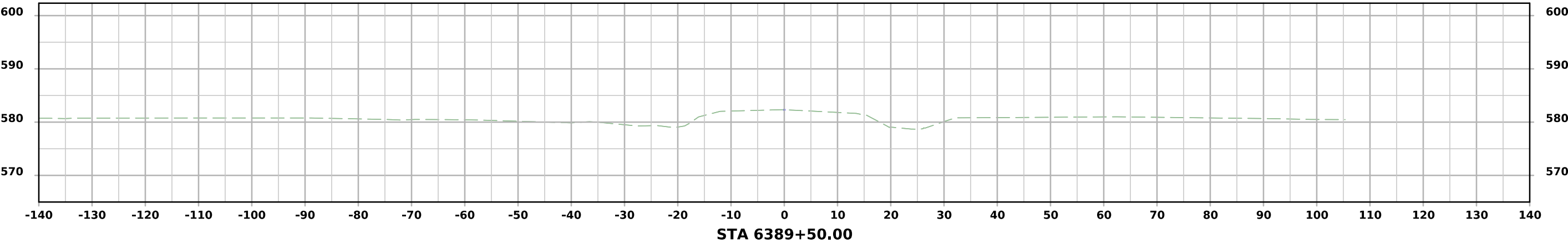
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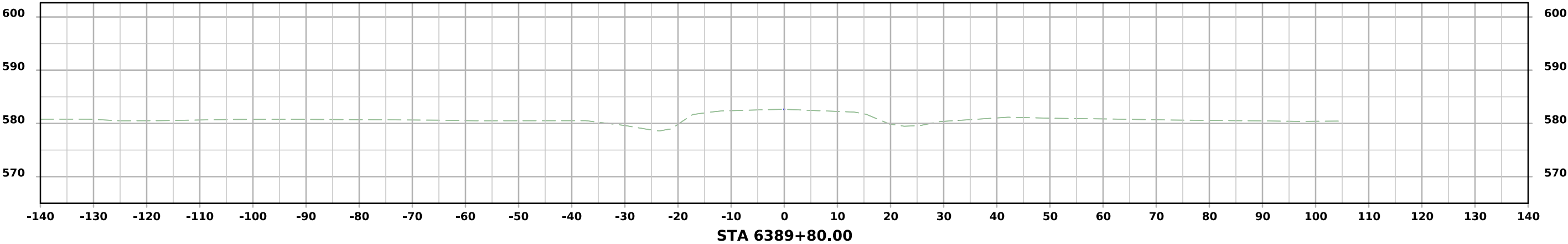
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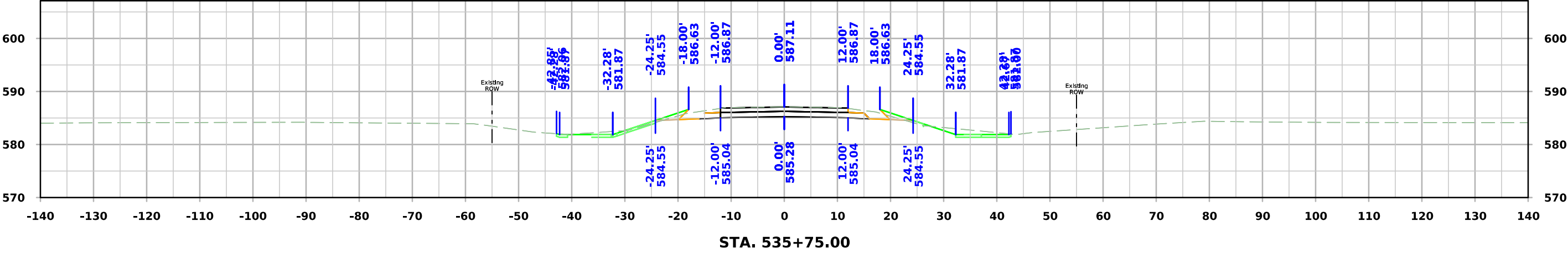
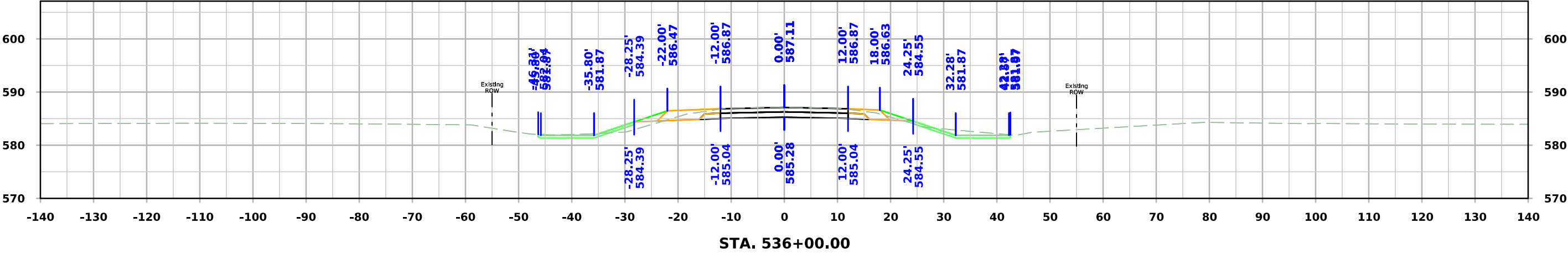
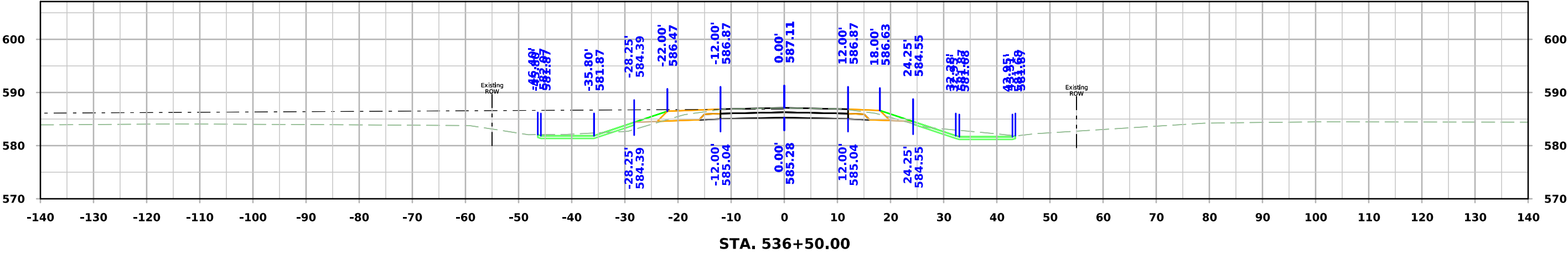
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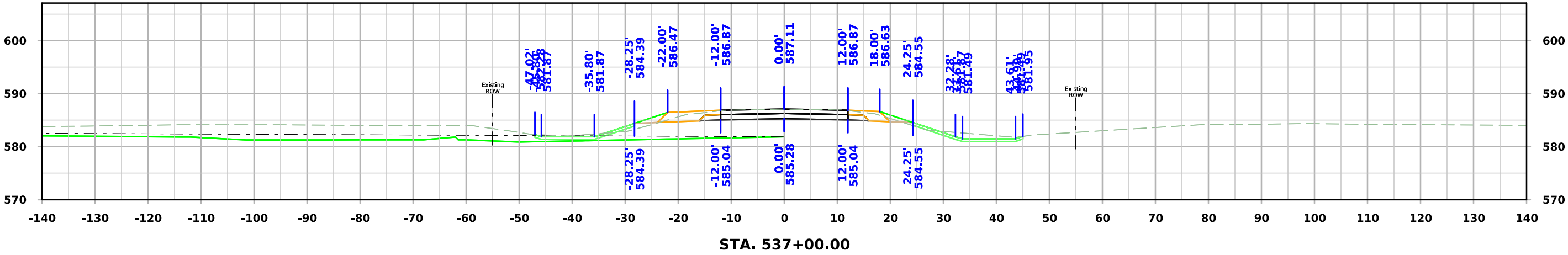
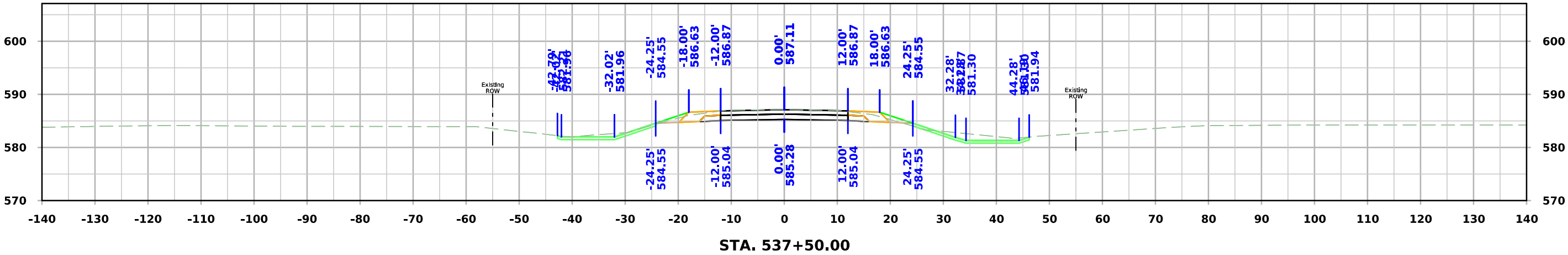
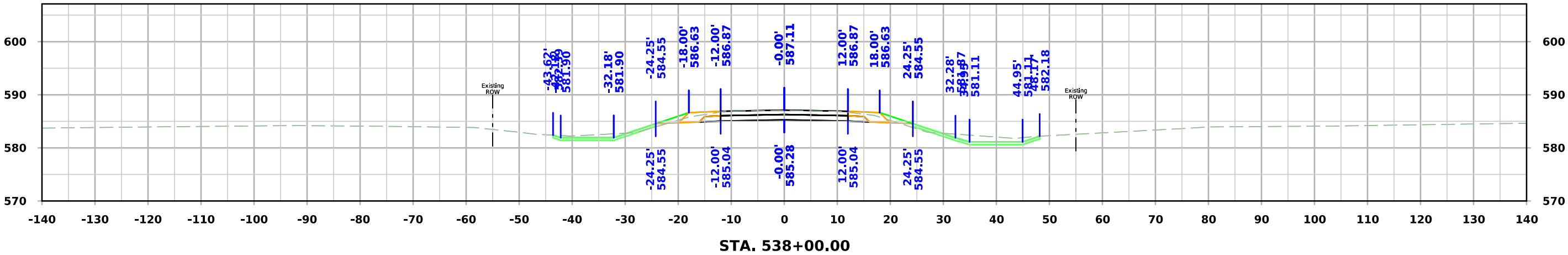
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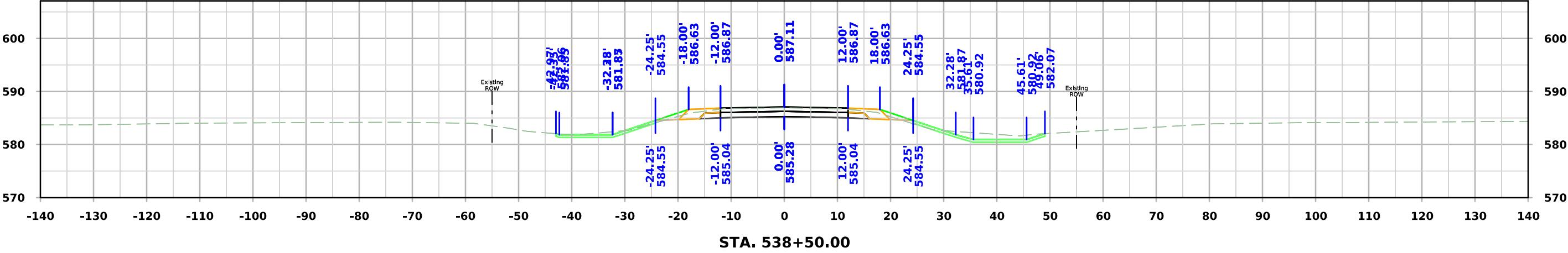
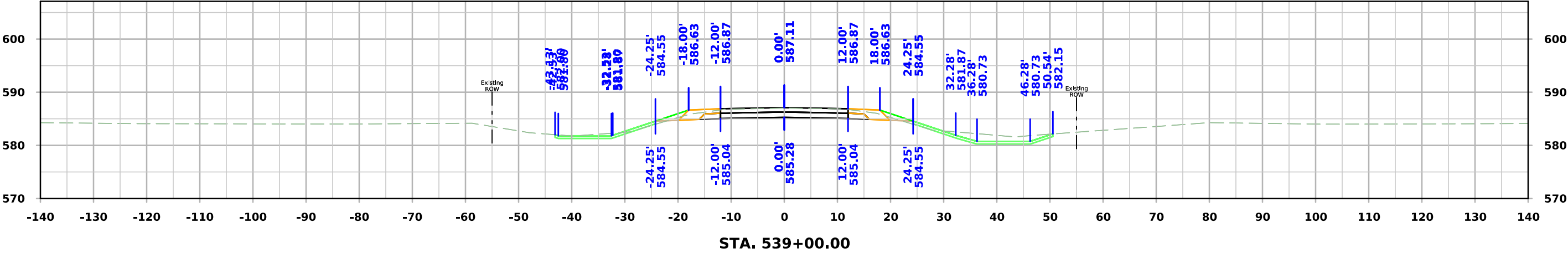
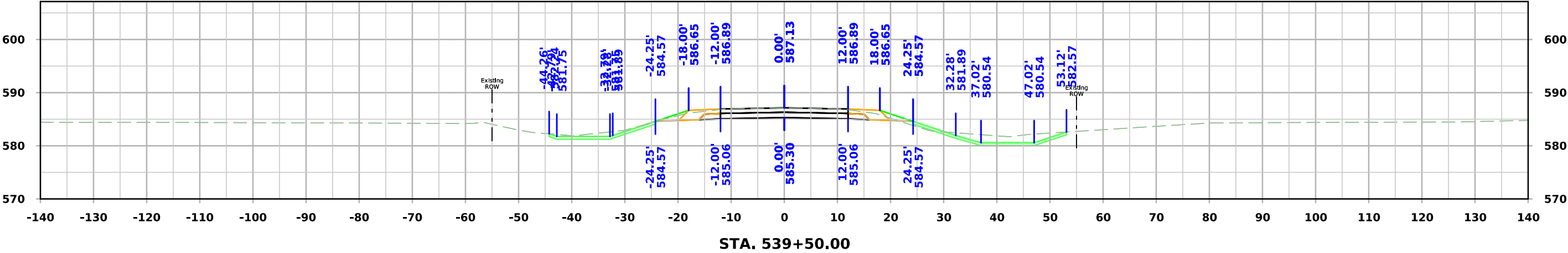
Co Rd G62



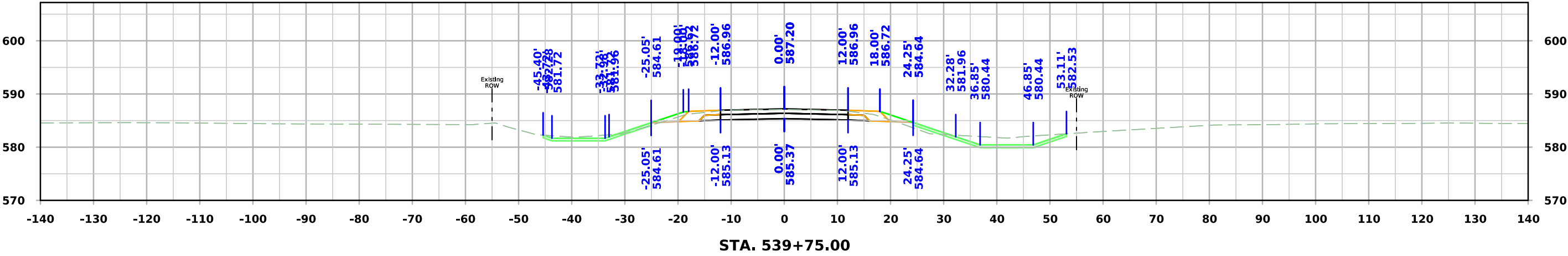
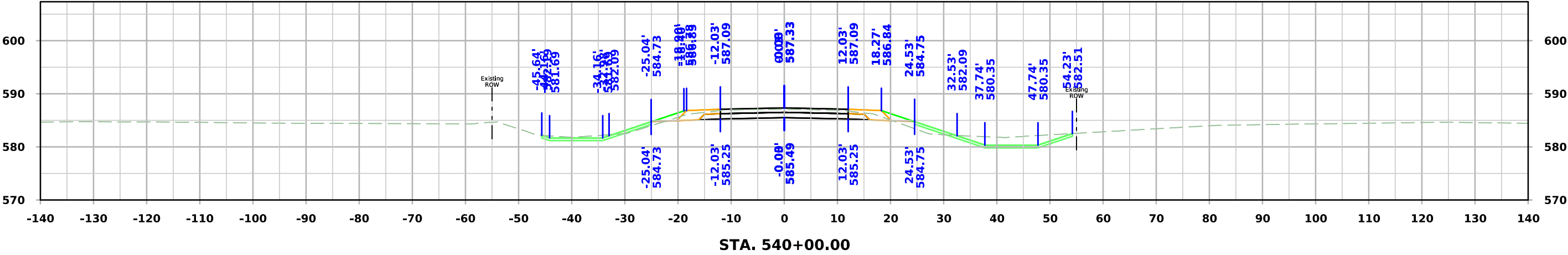
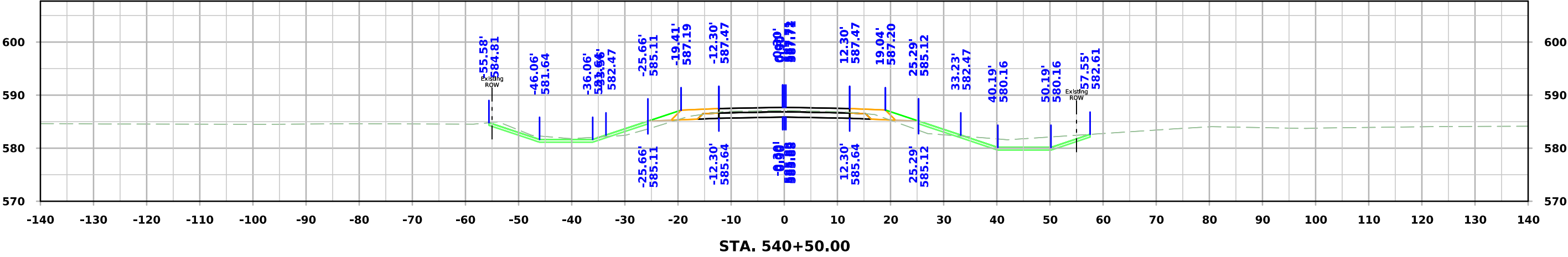
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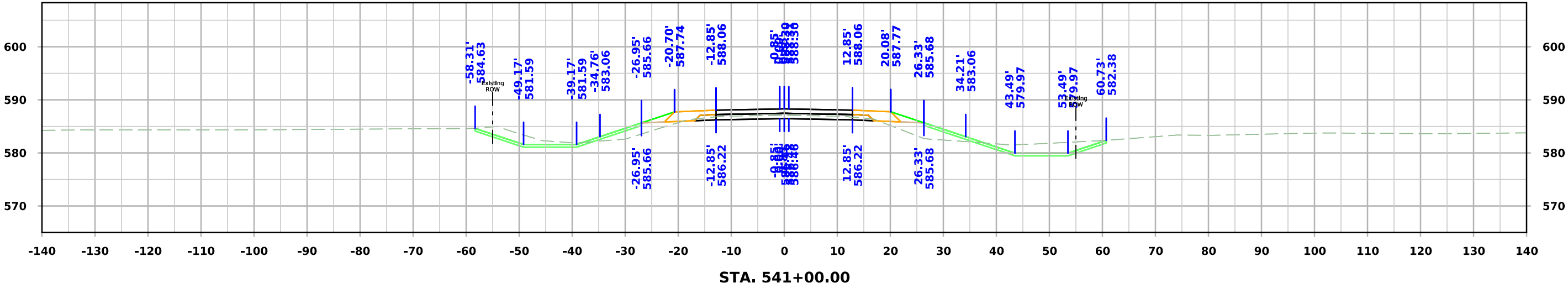
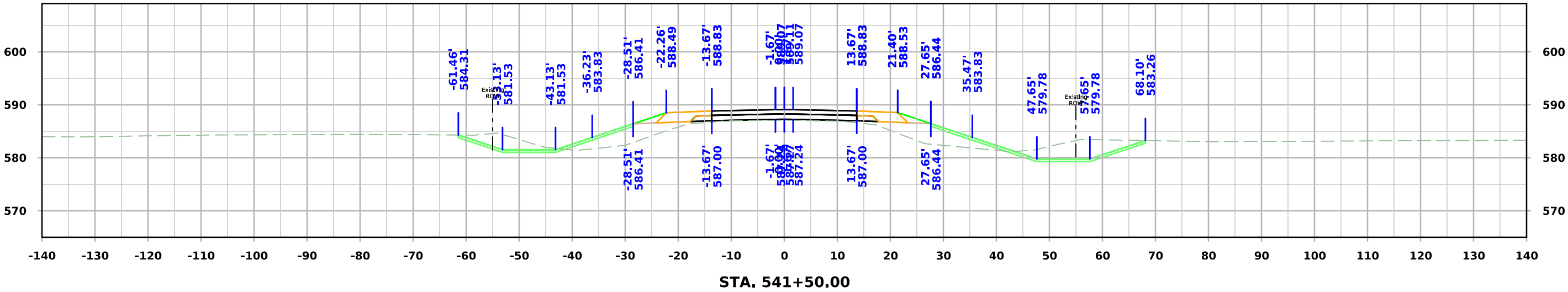
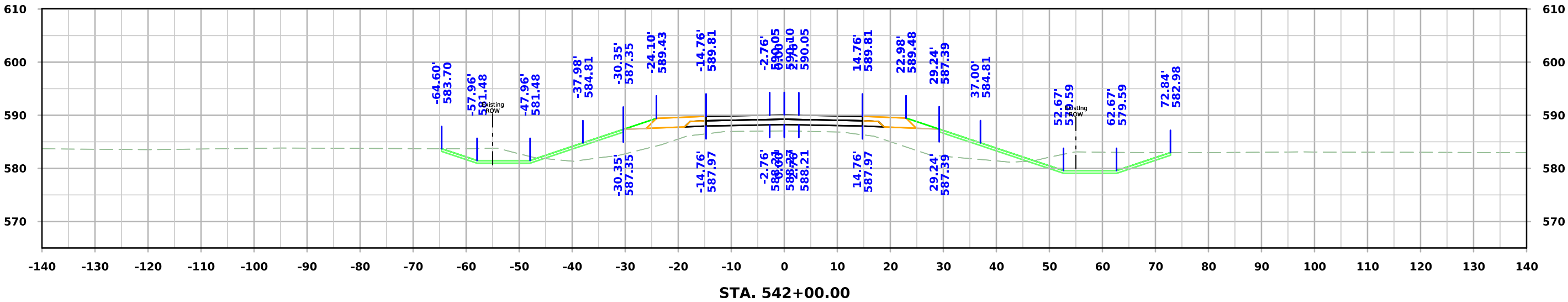
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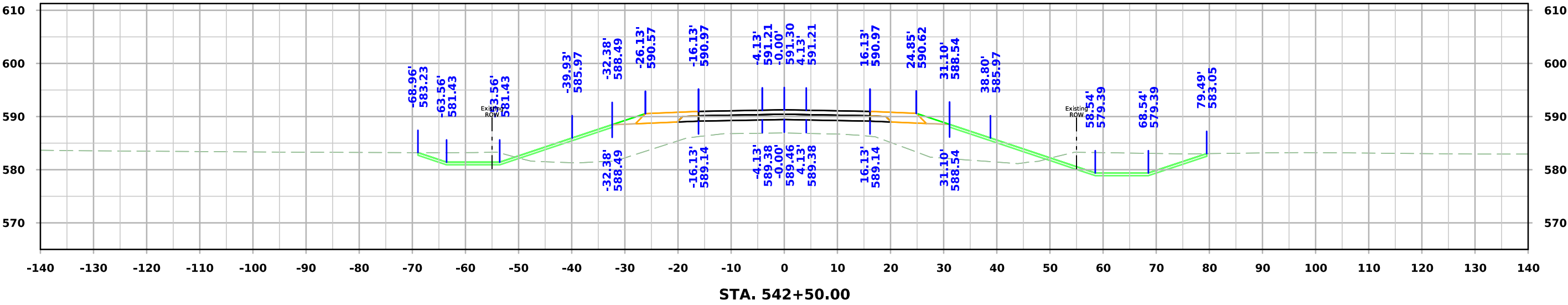
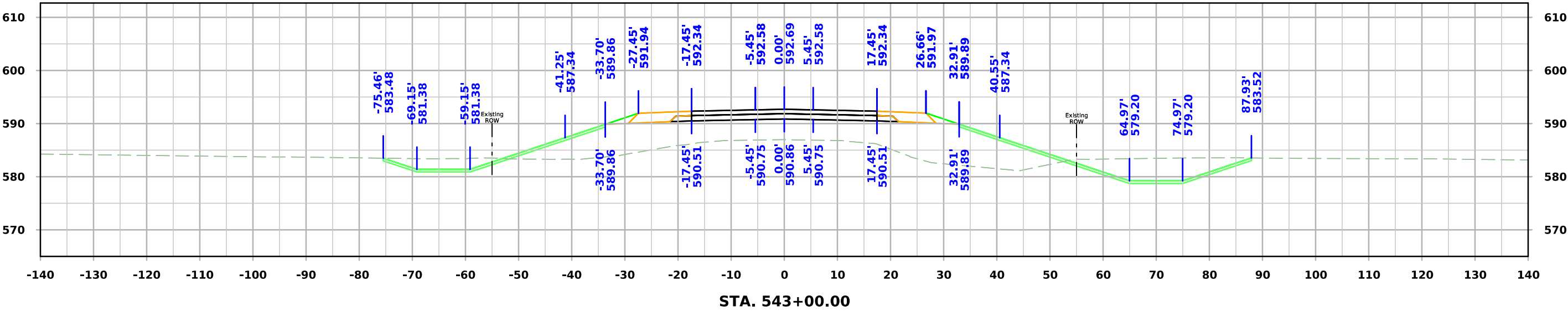
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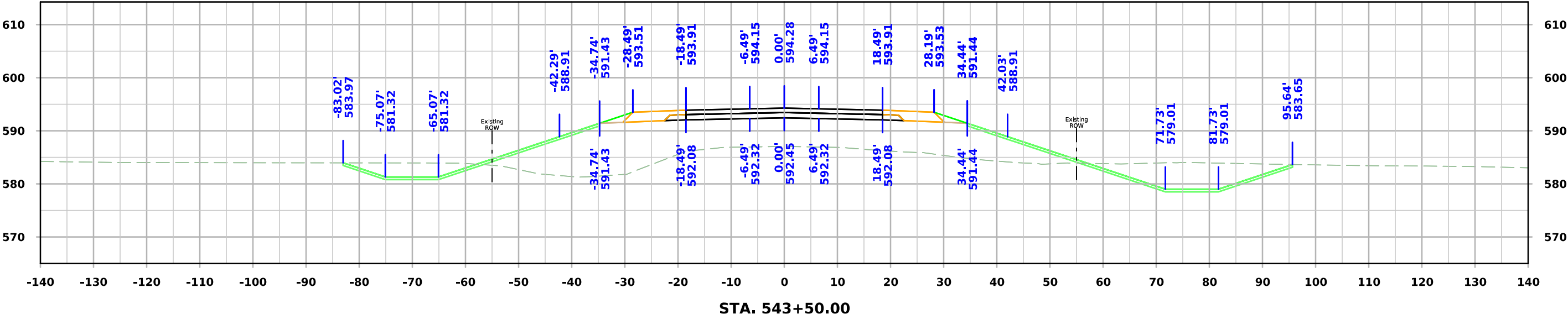
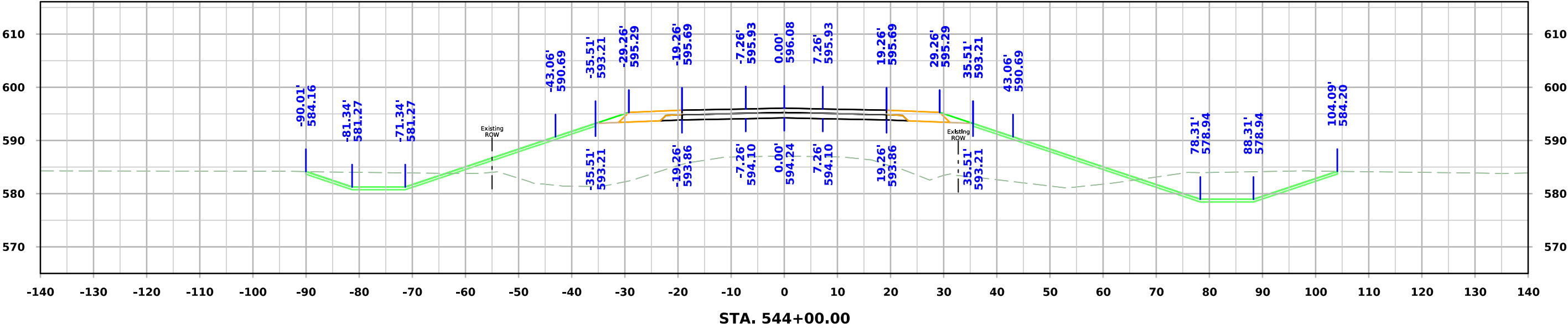
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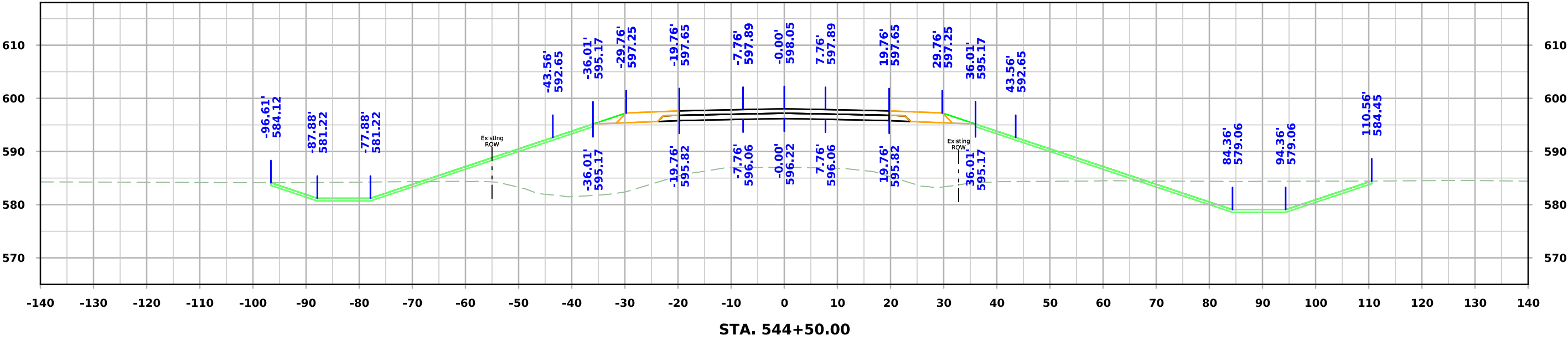
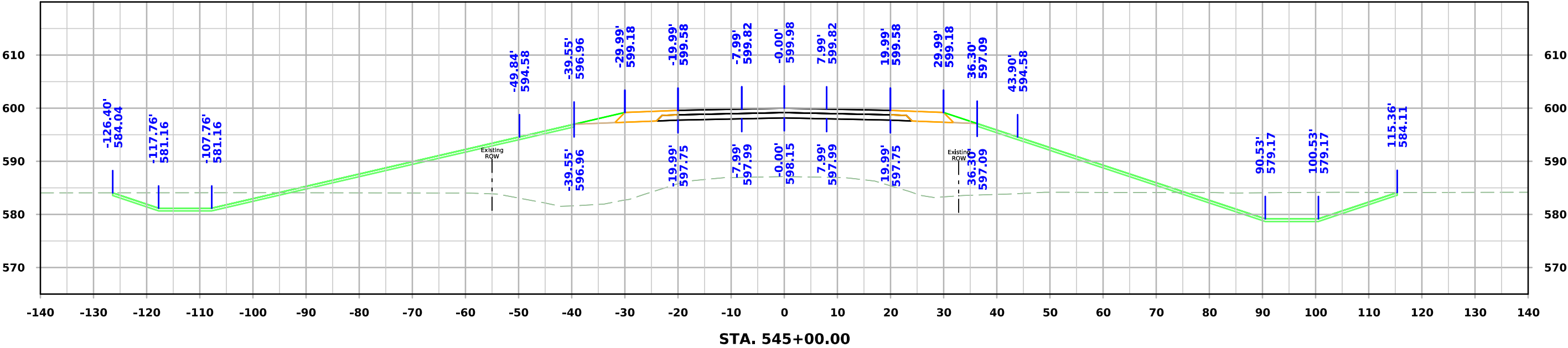
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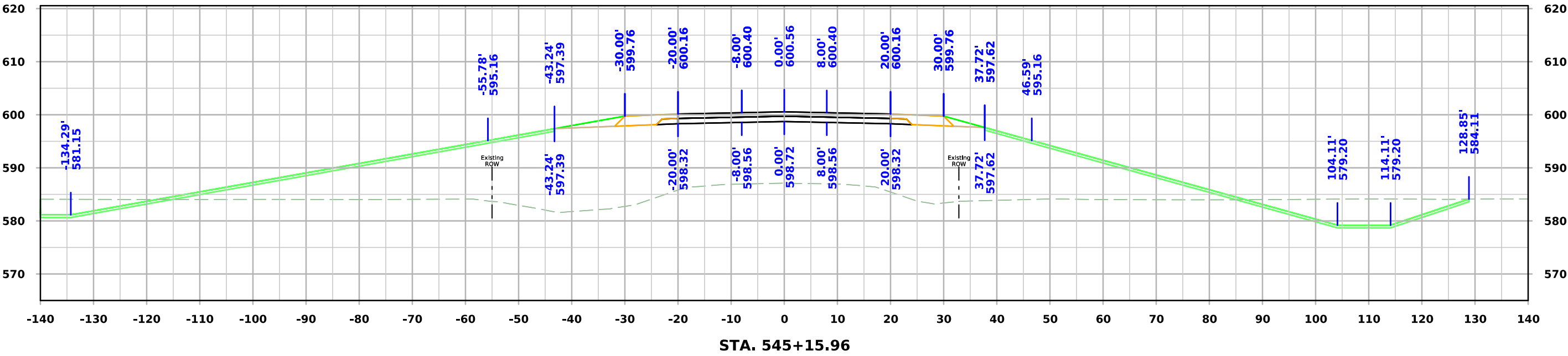
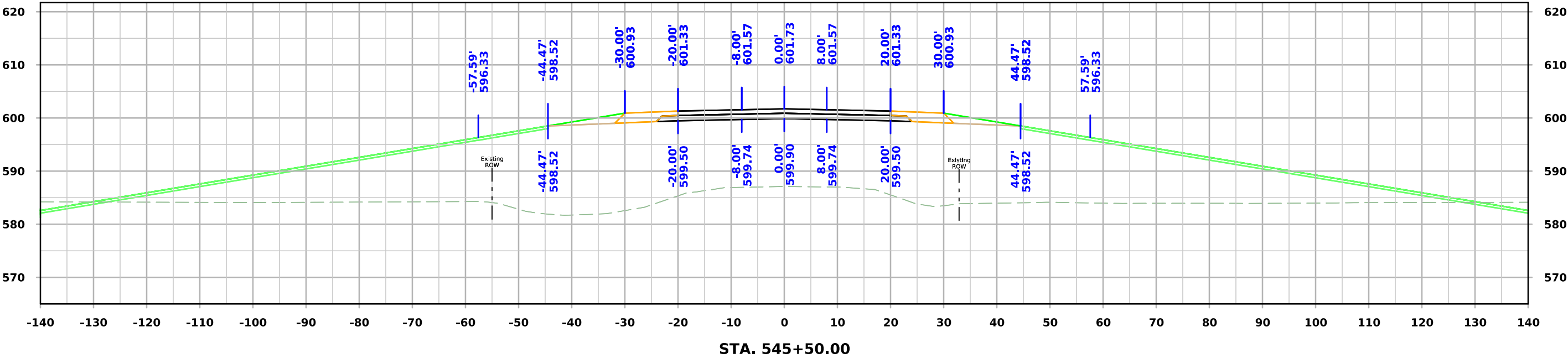
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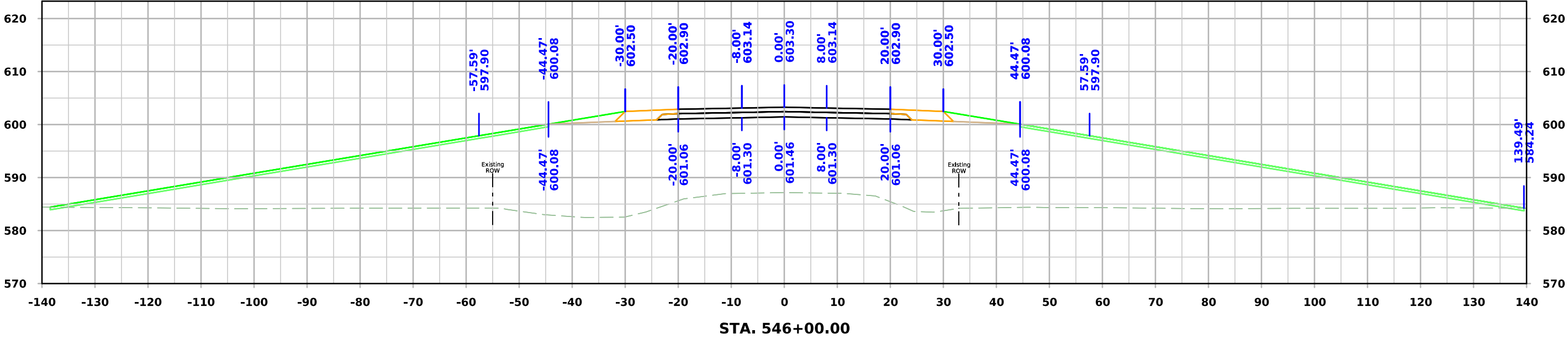
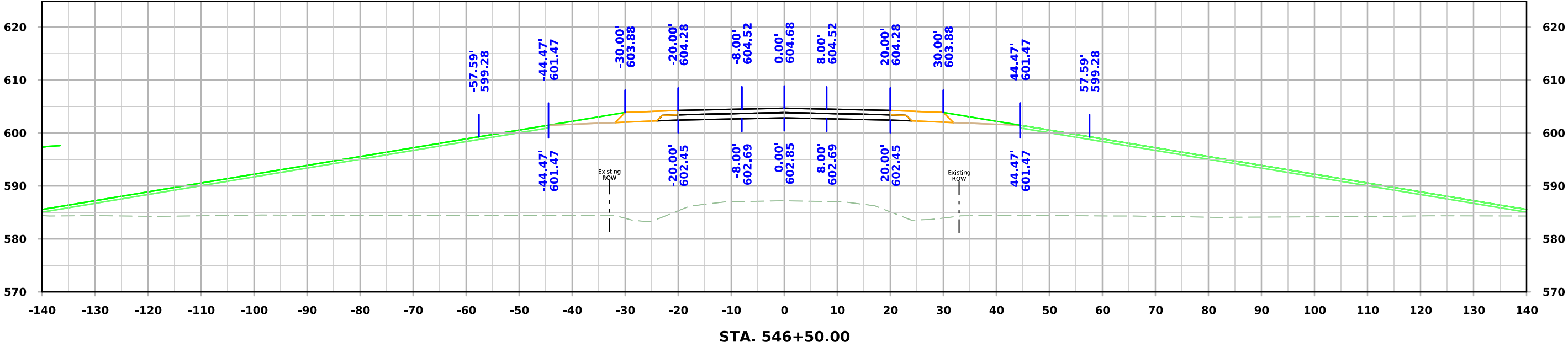
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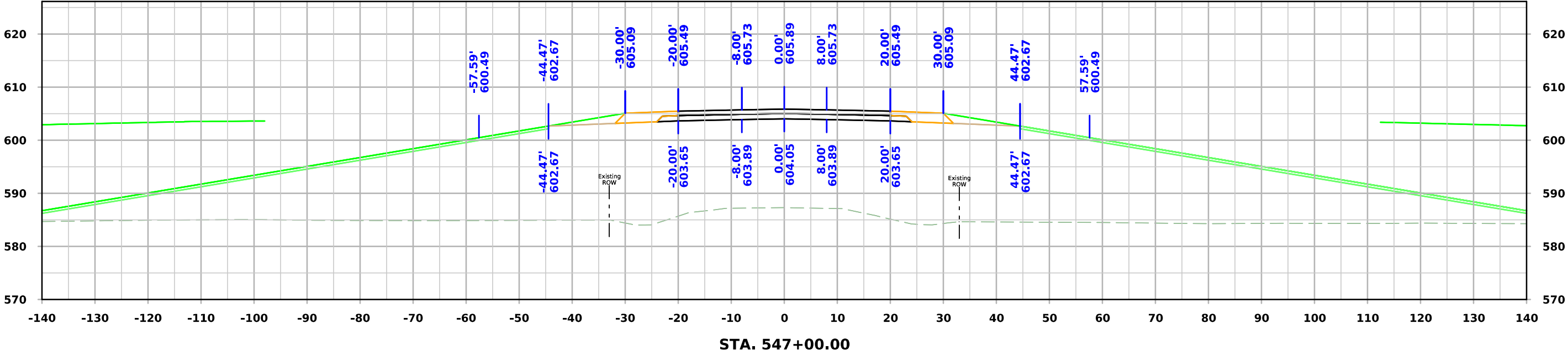
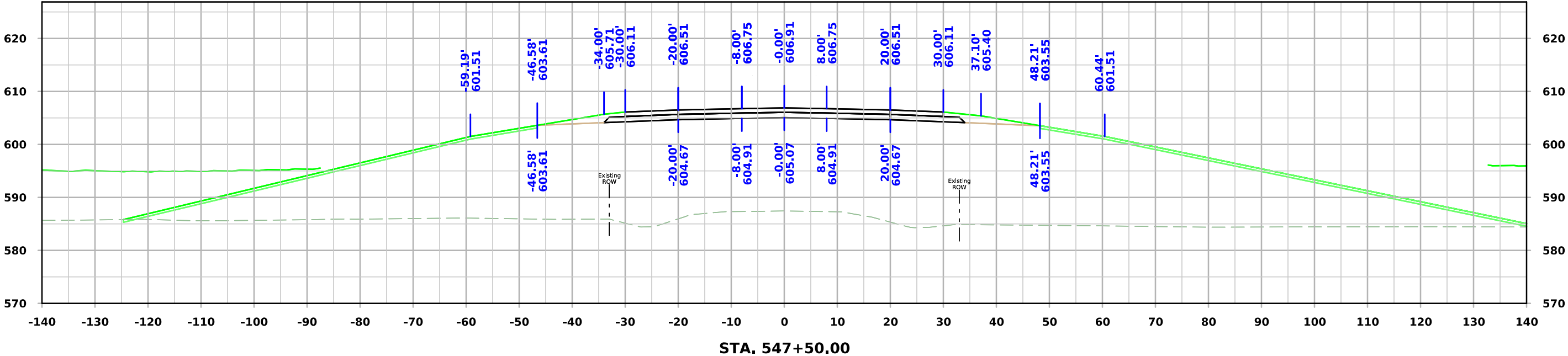
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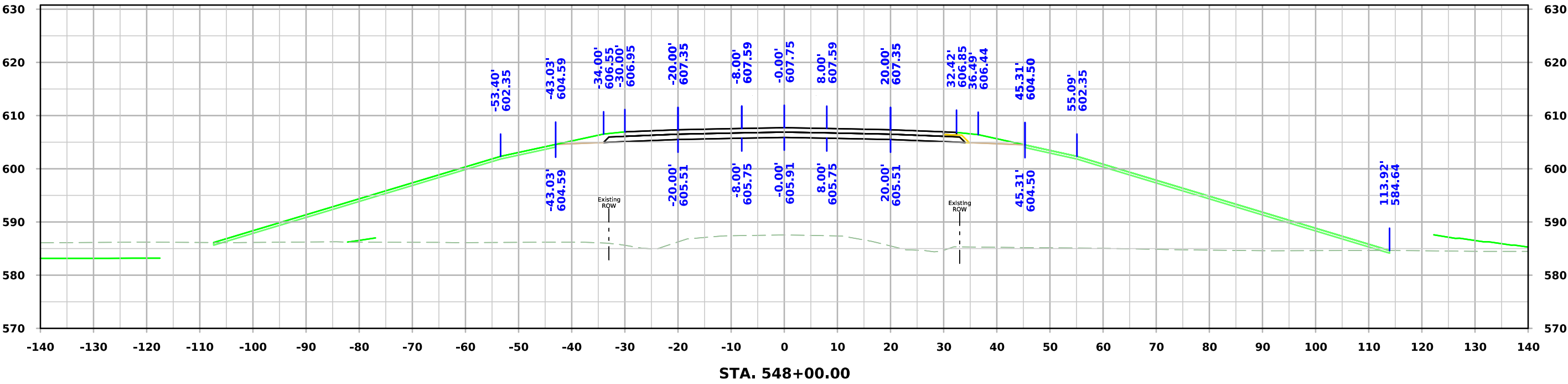
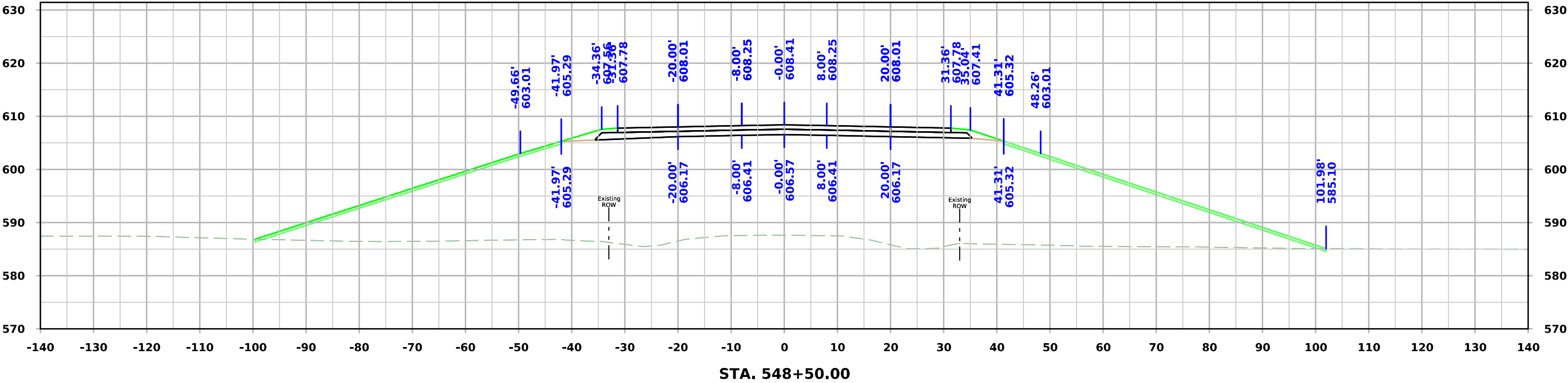
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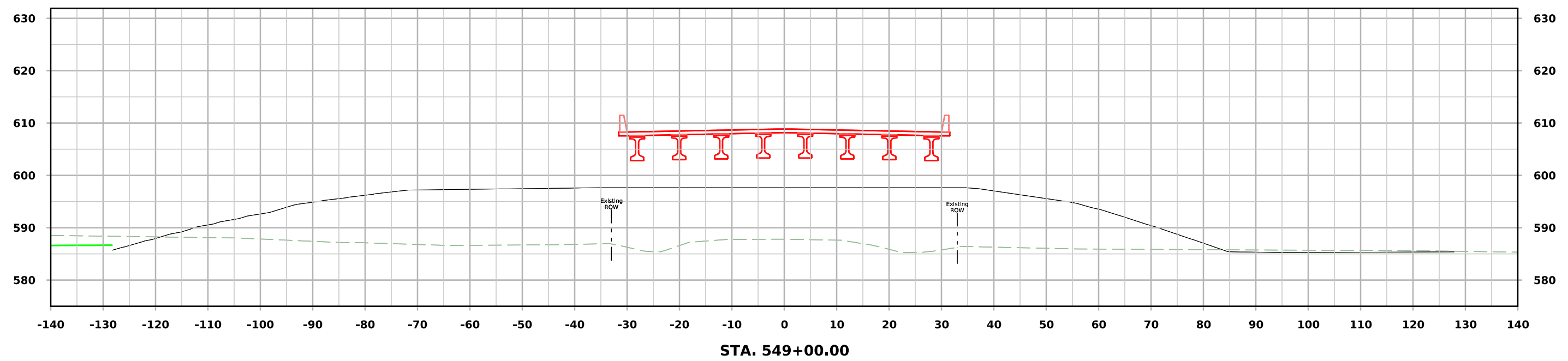
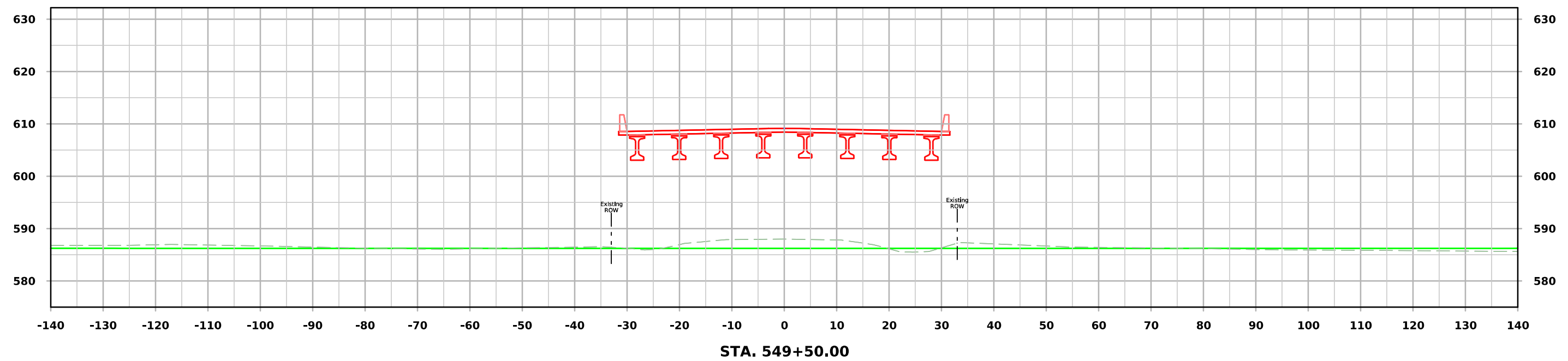
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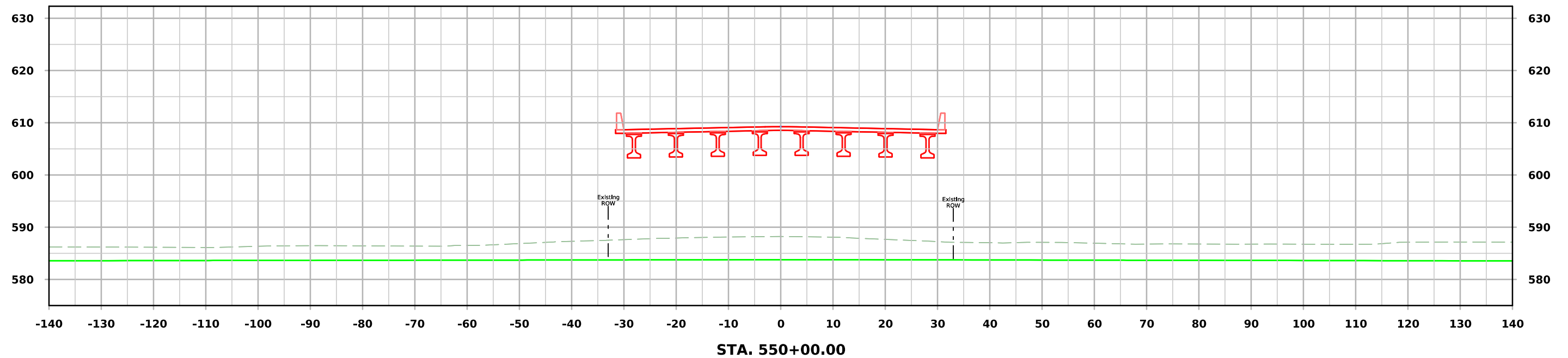
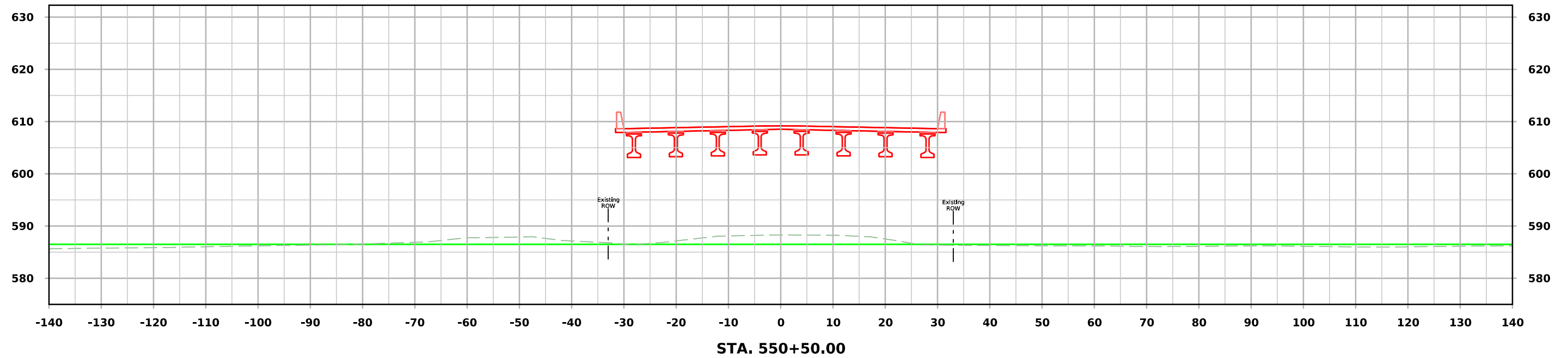
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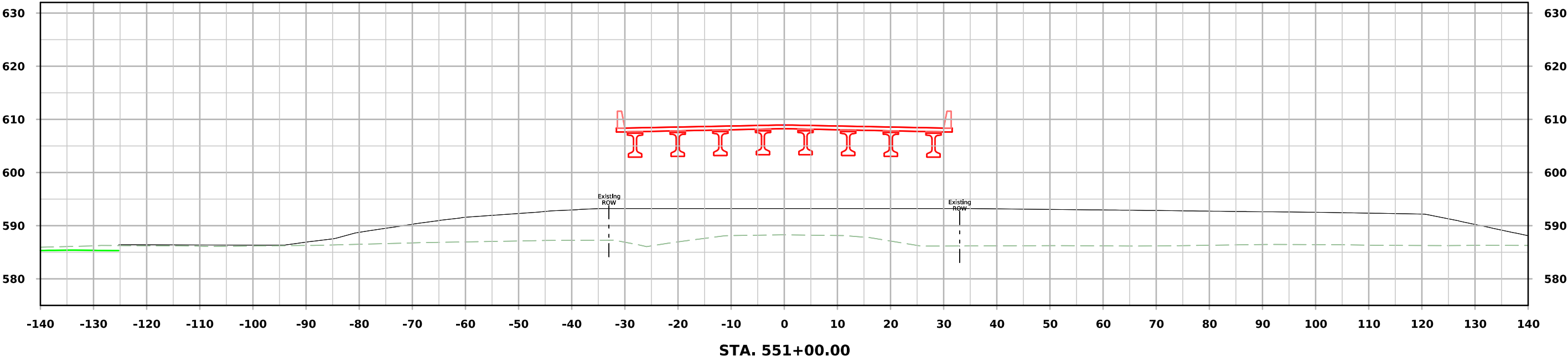
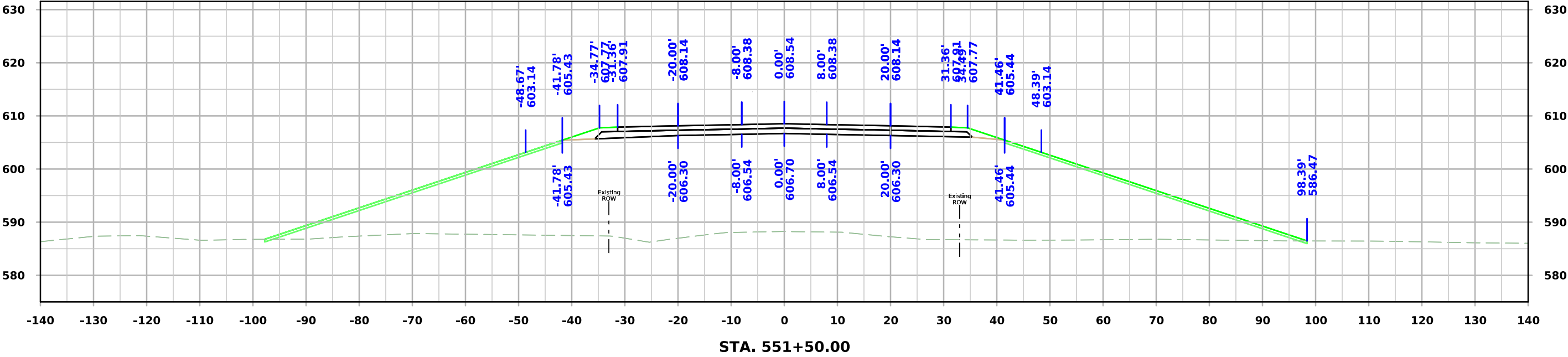
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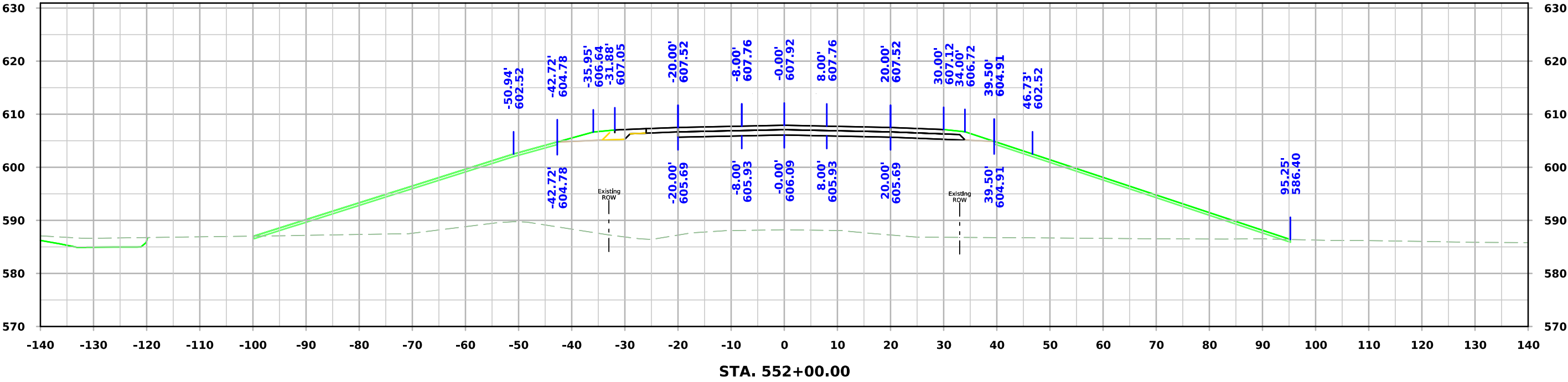
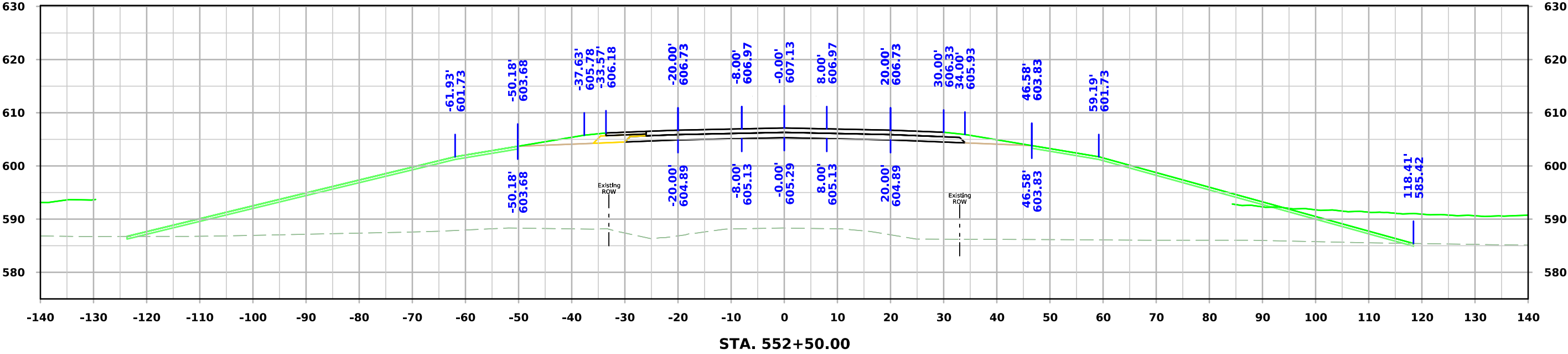
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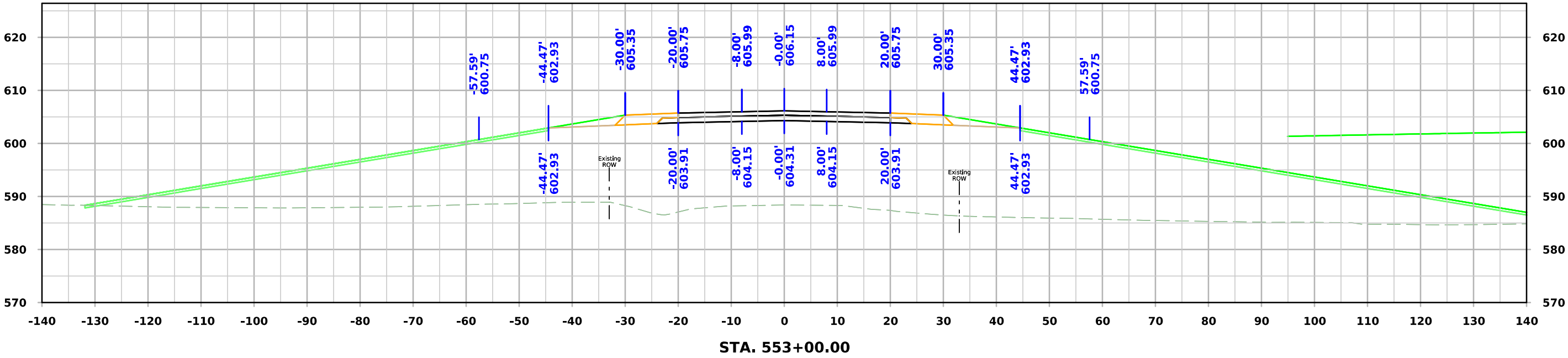
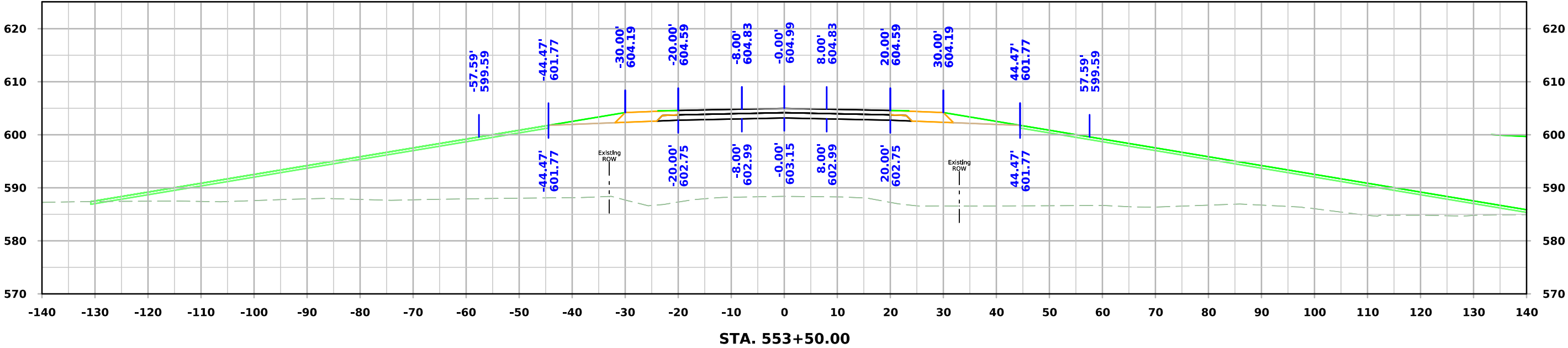
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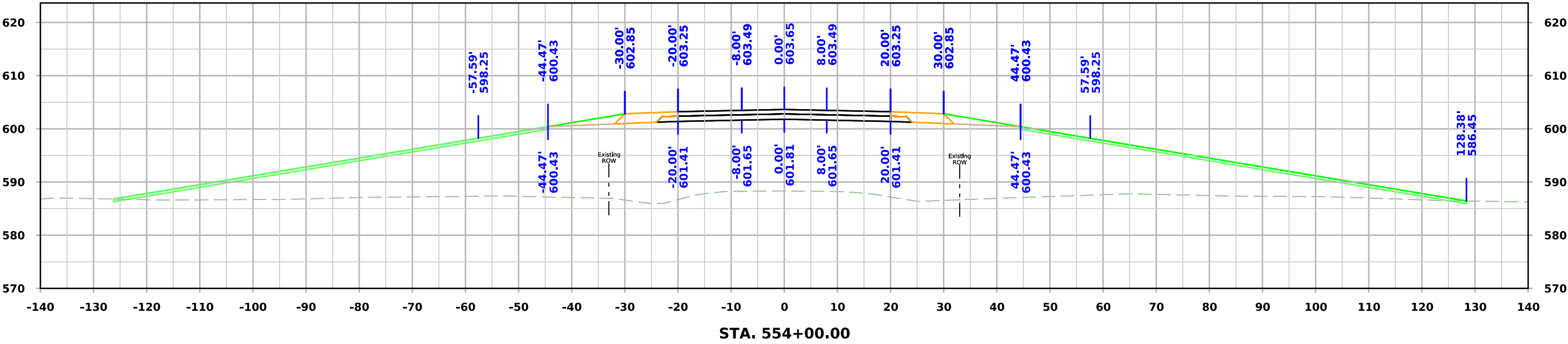
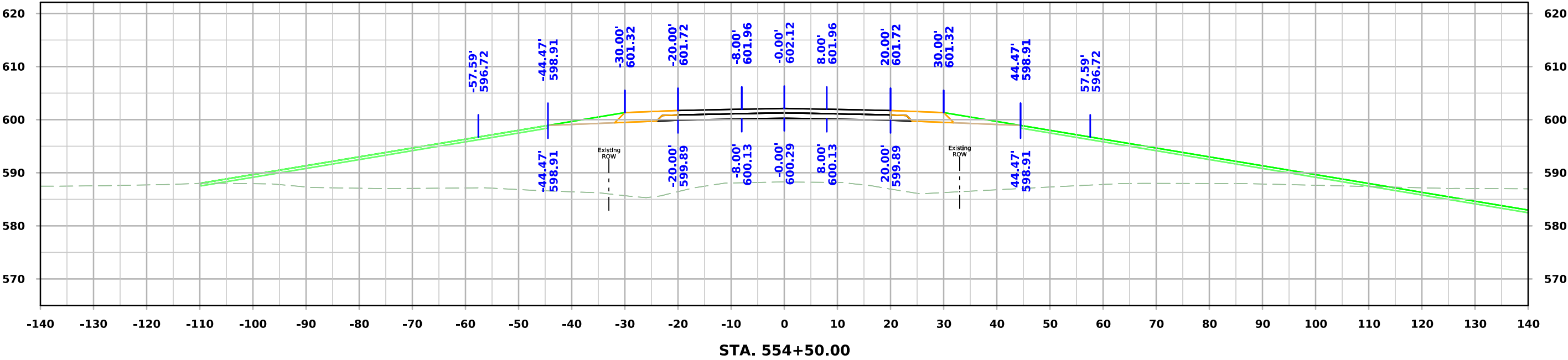
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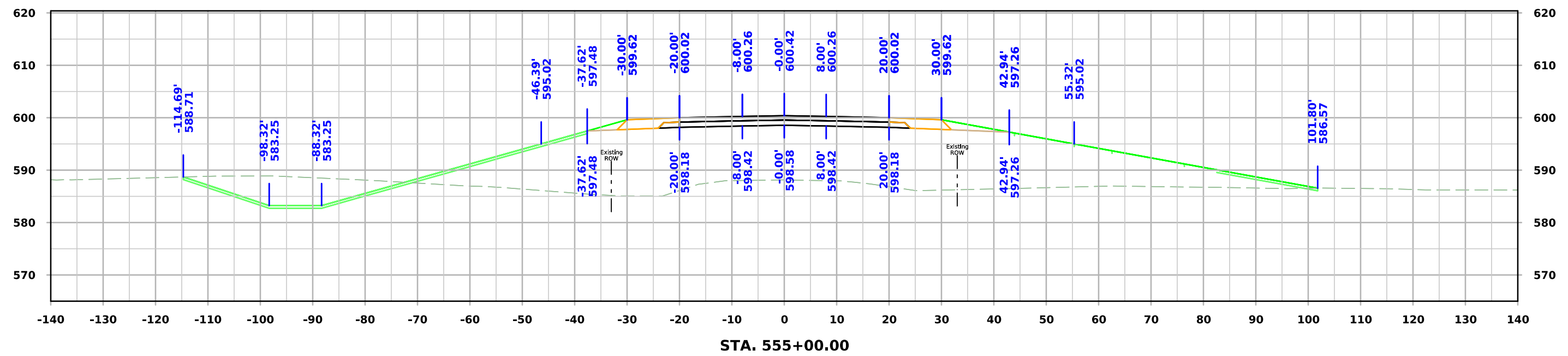
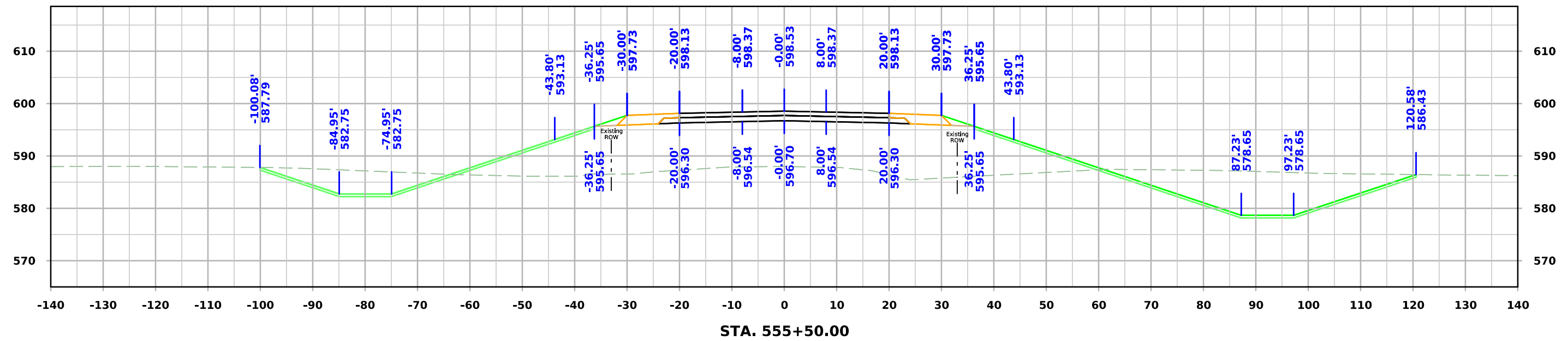
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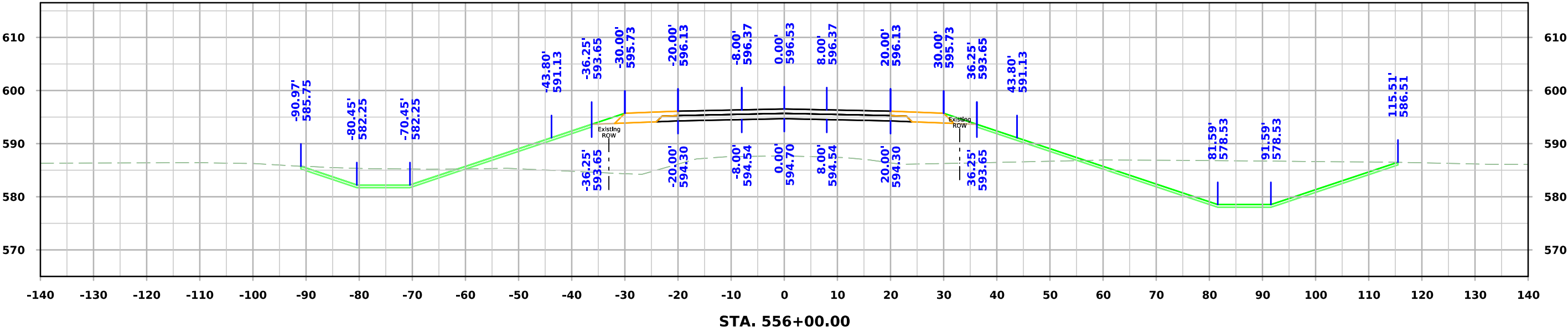
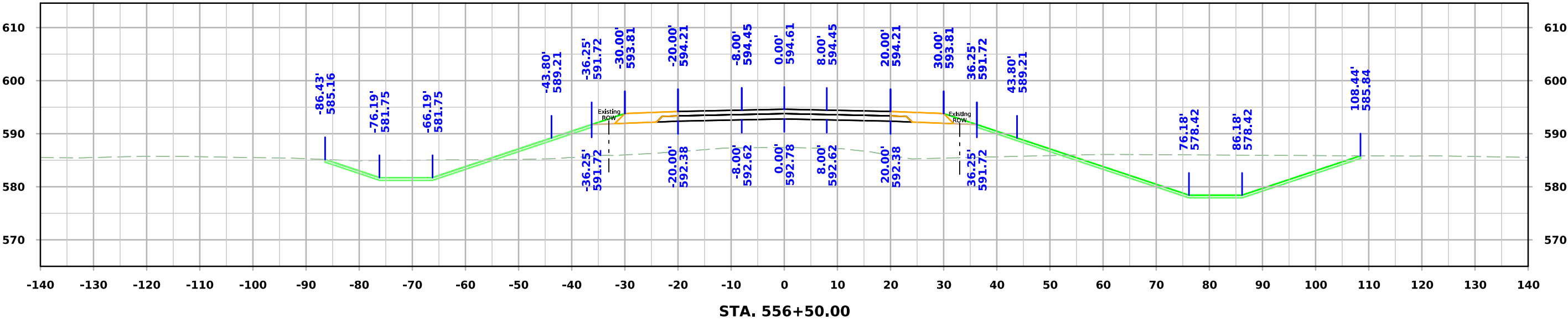
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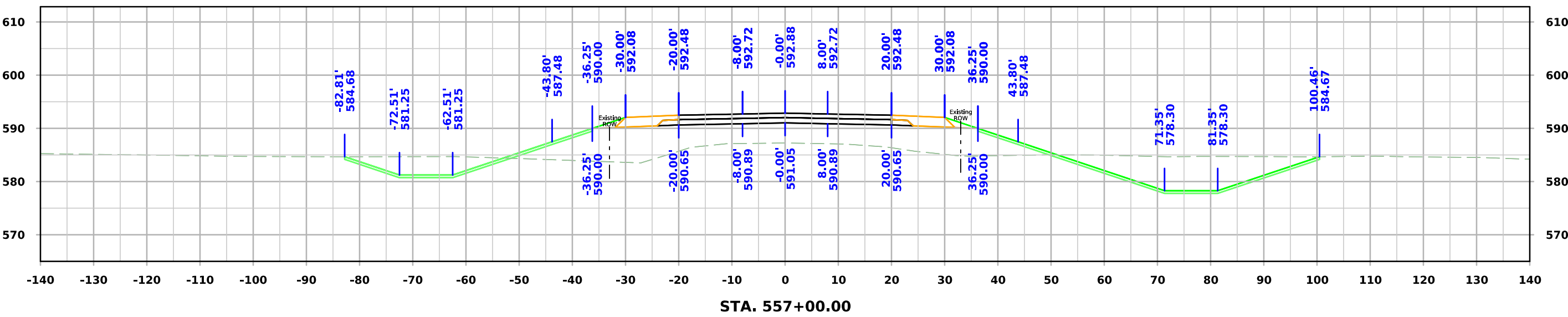
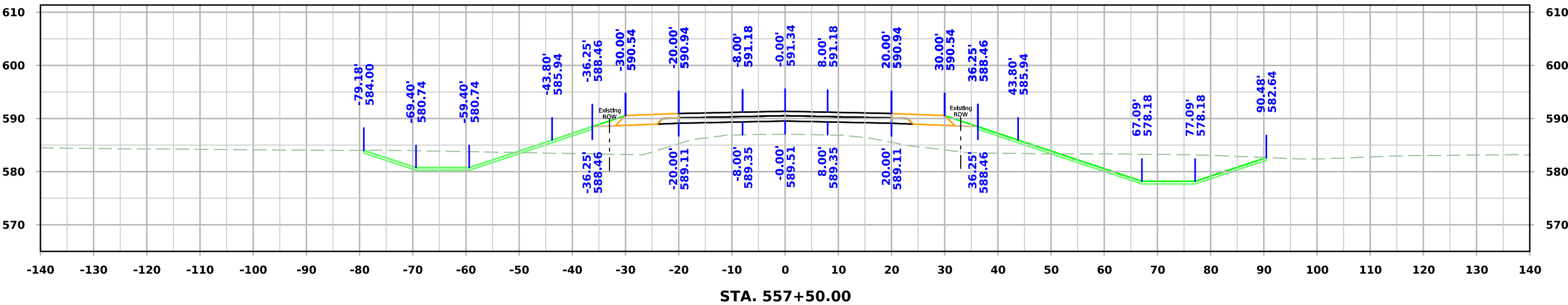
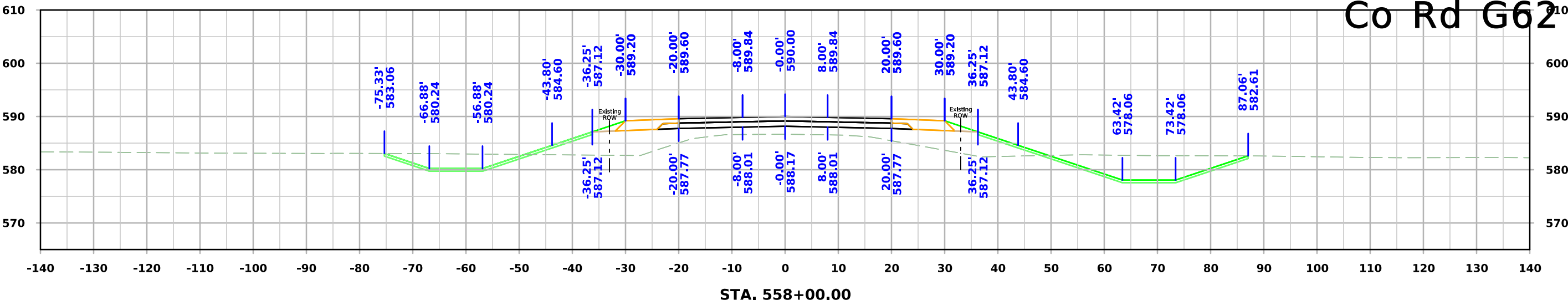
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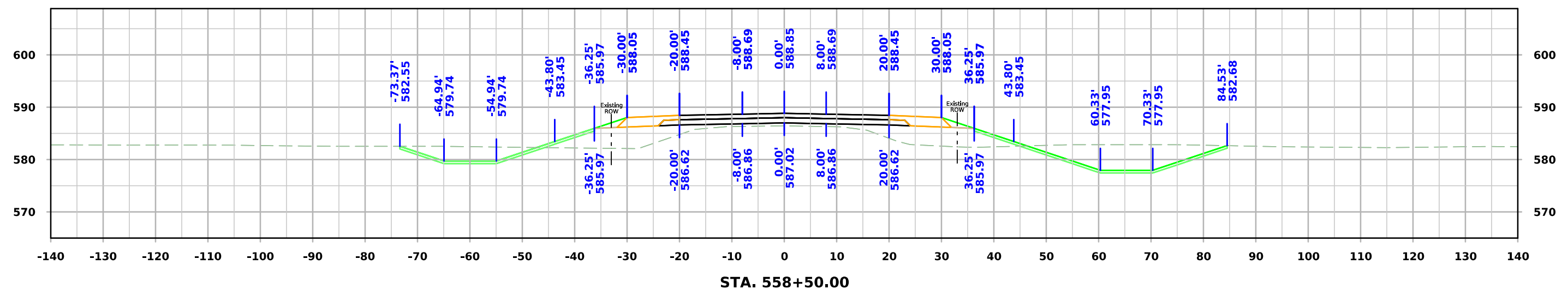
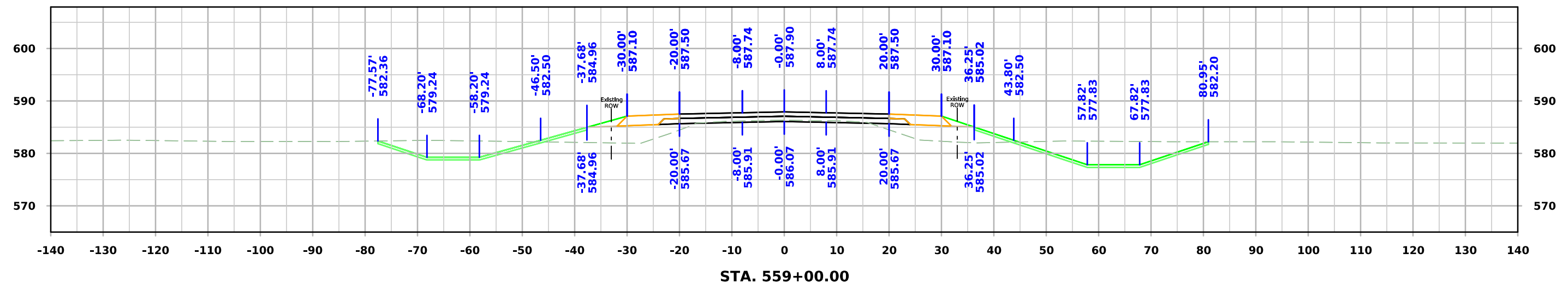
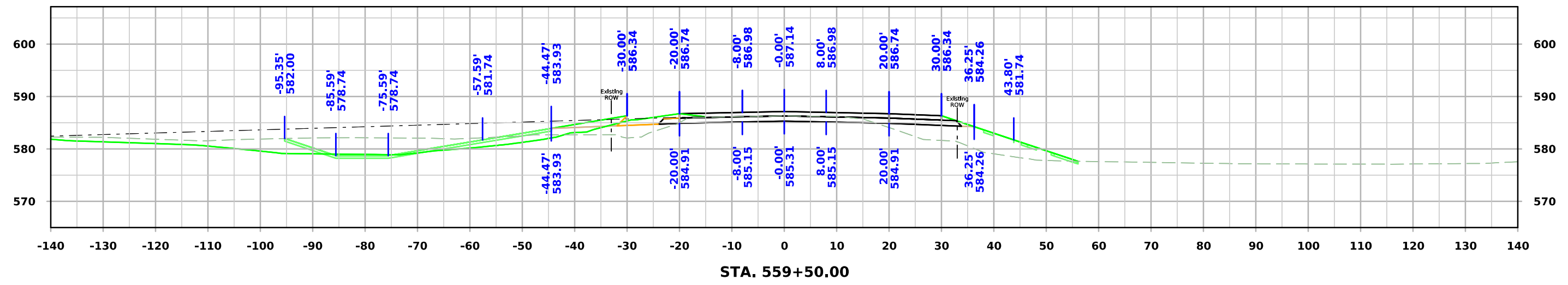
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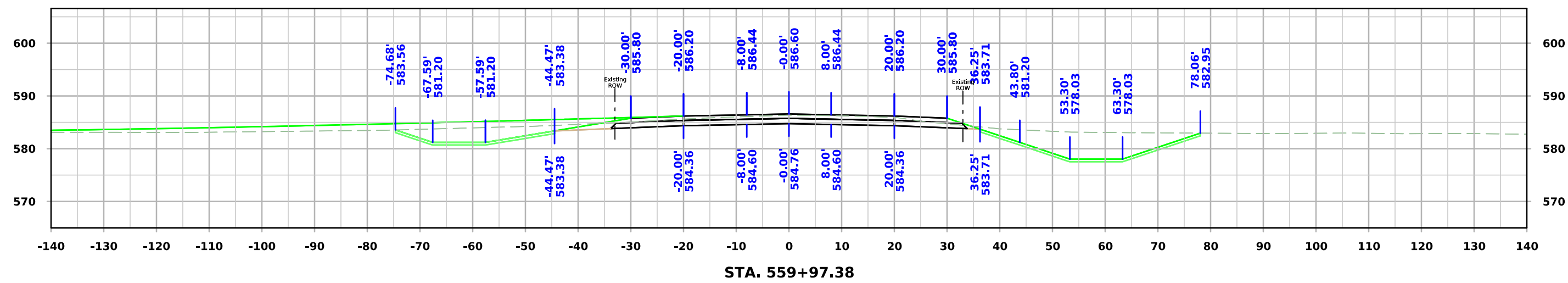
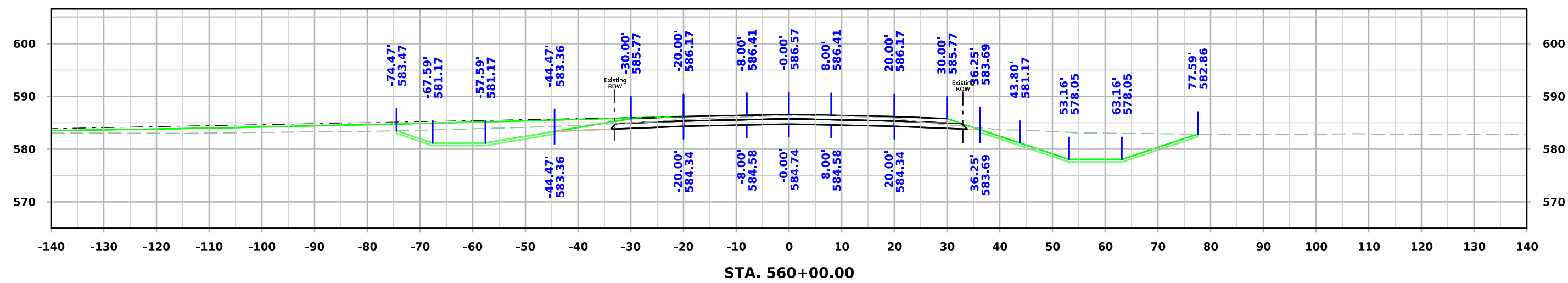
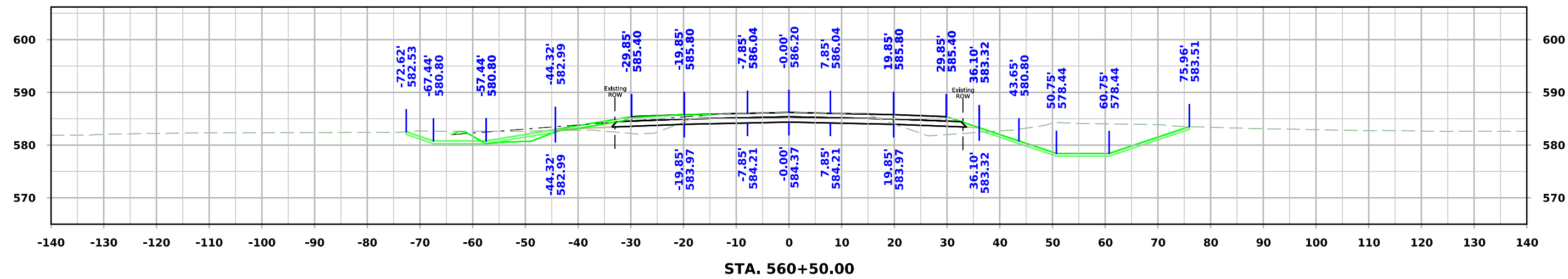
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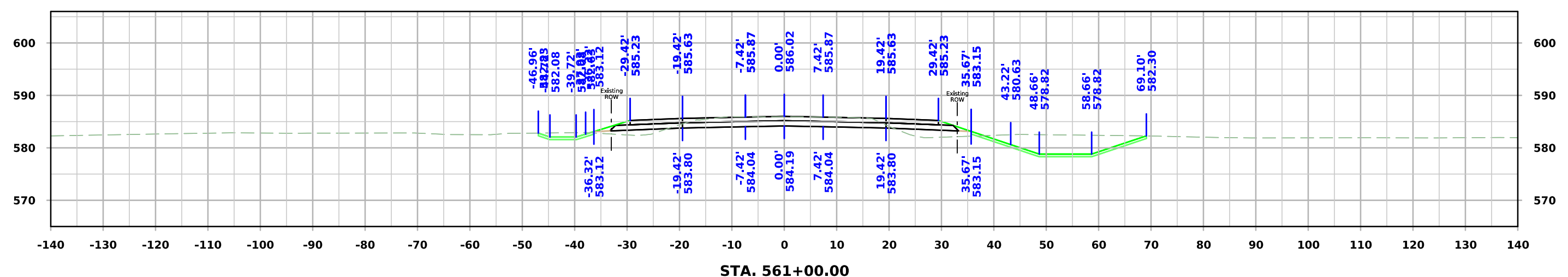
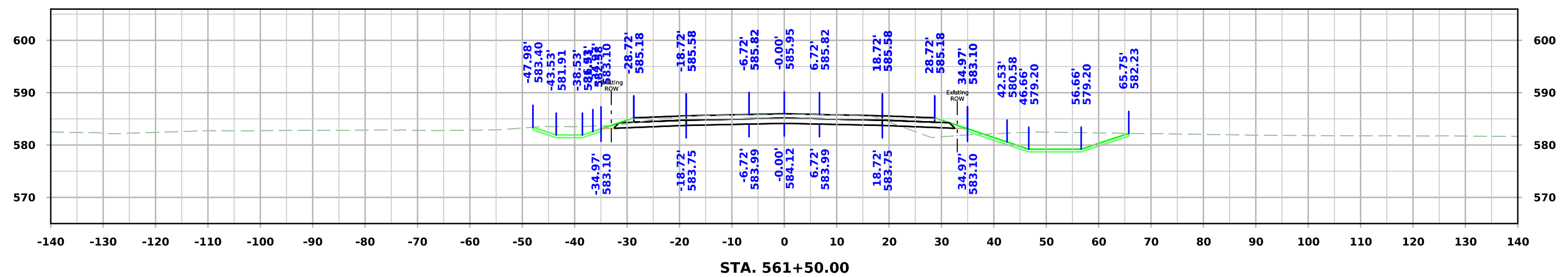
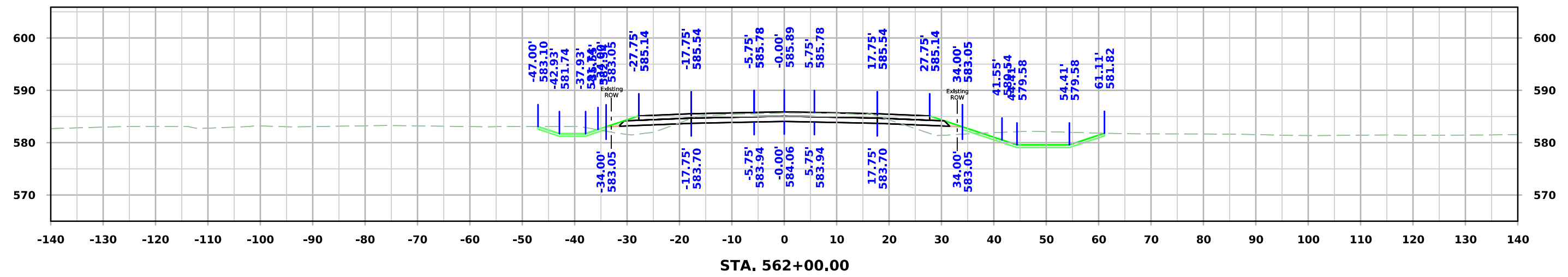
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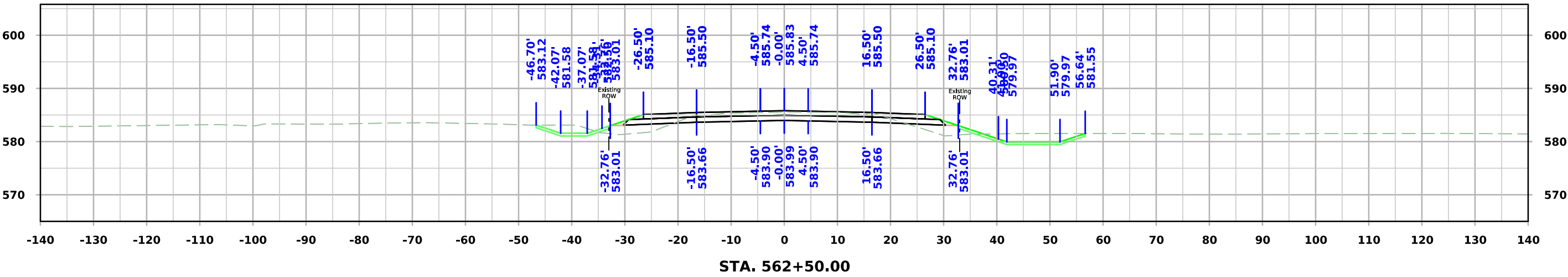
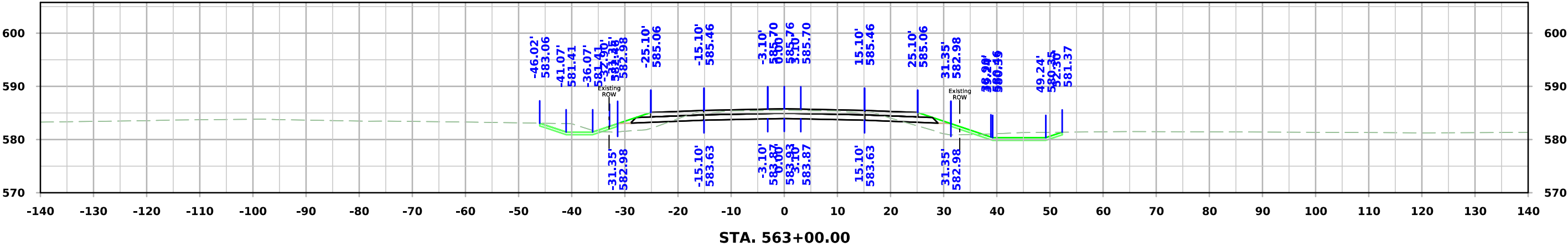
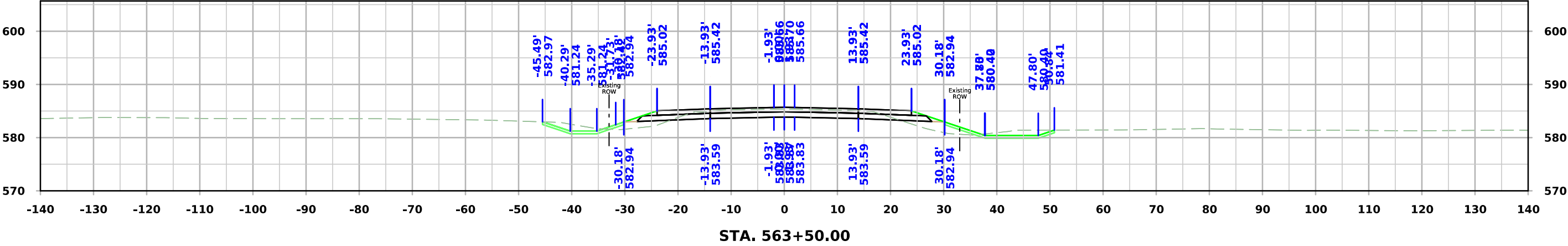
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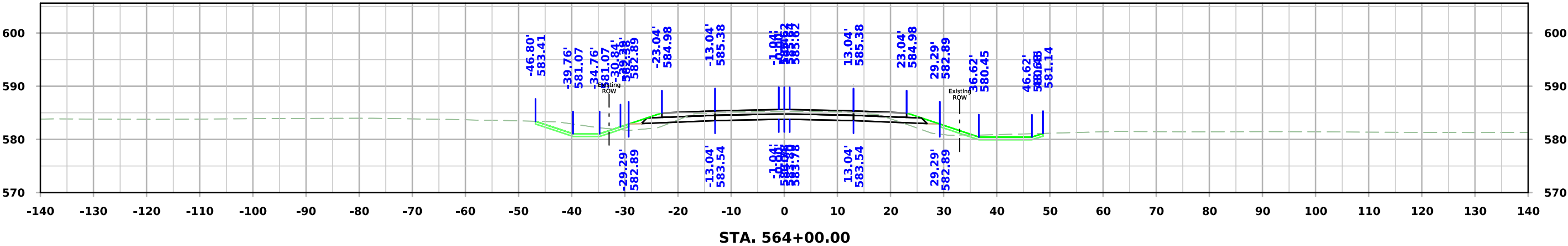
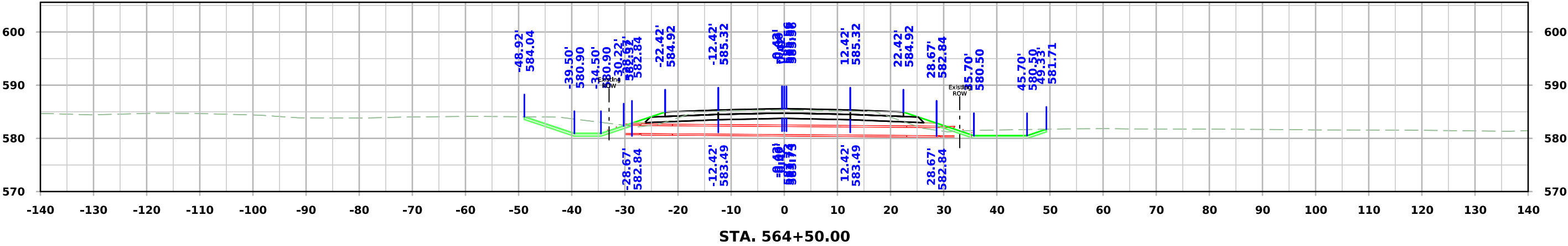
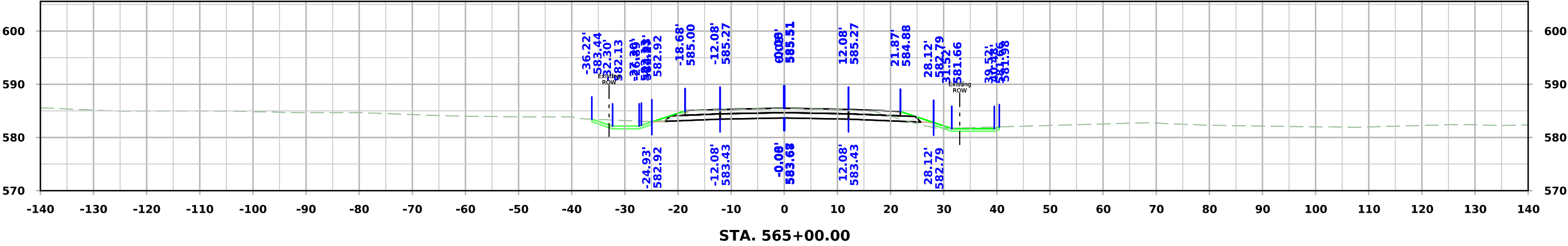
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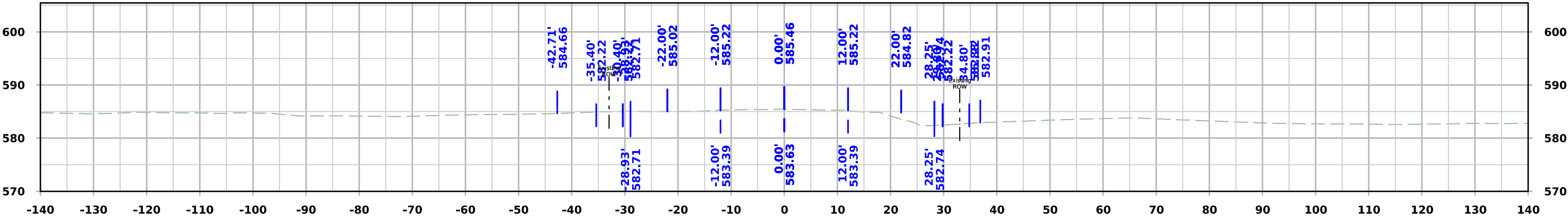
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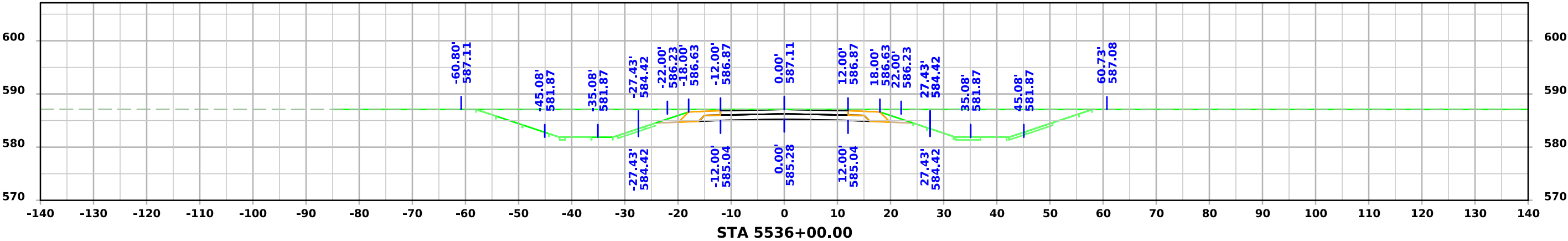
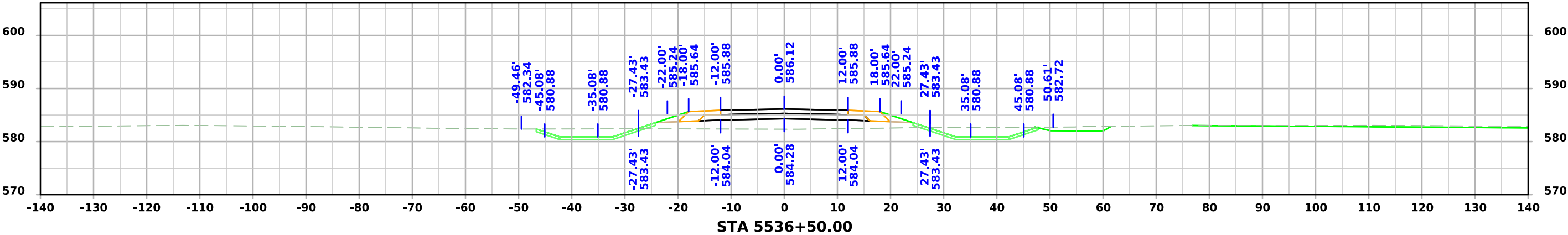
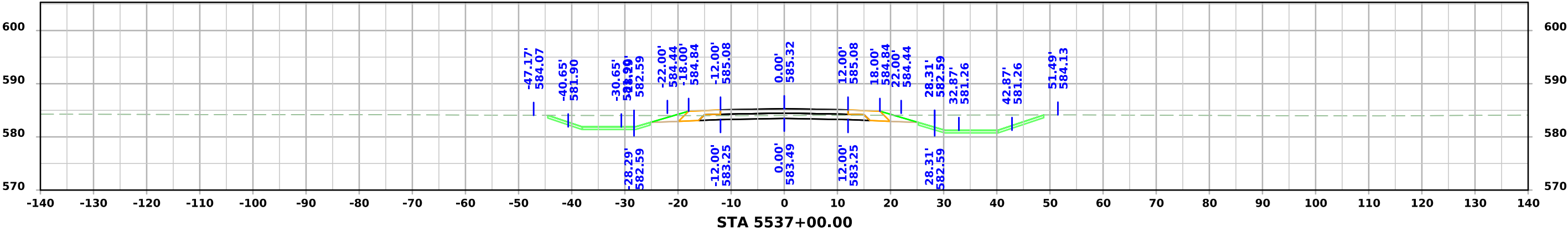


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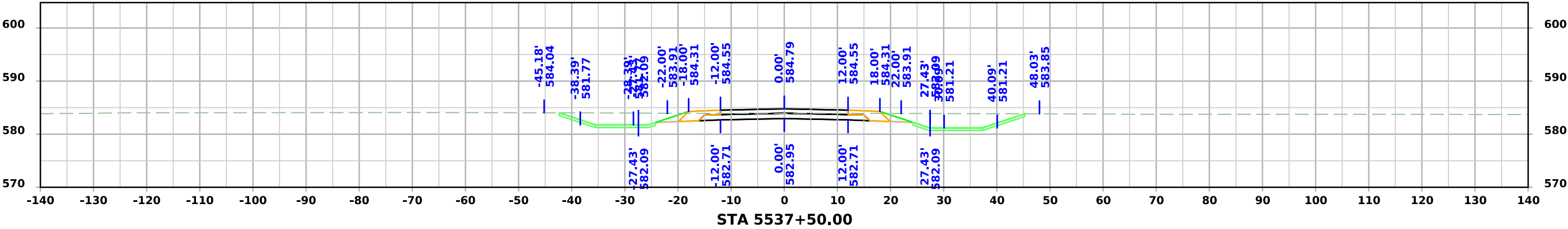
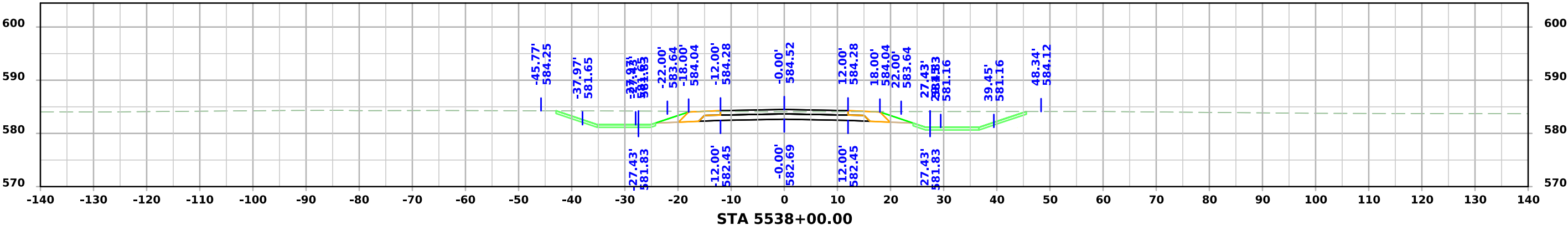
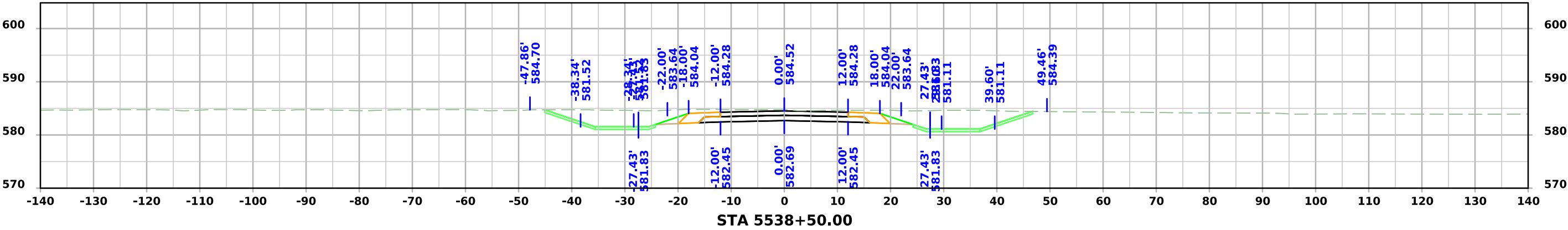


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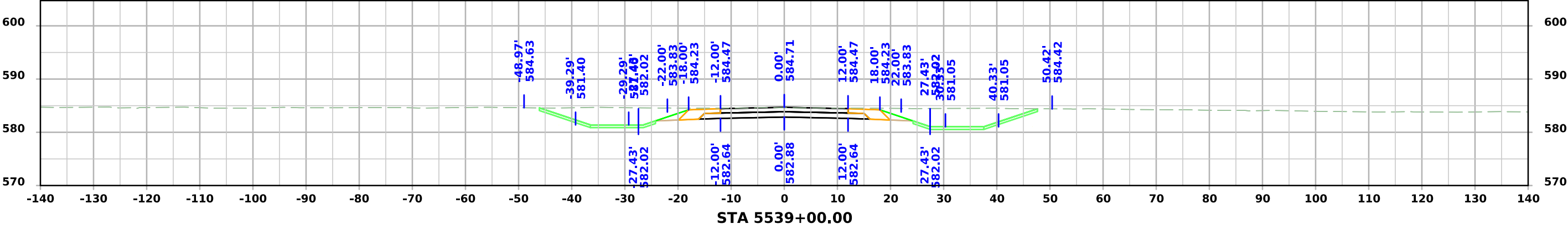
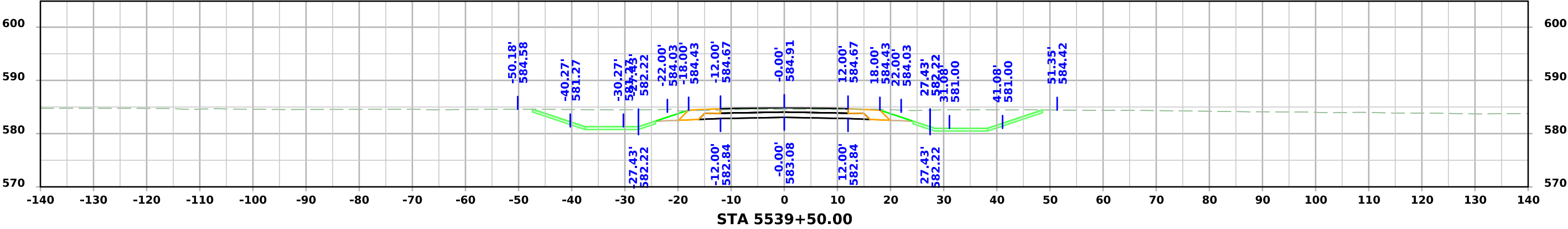
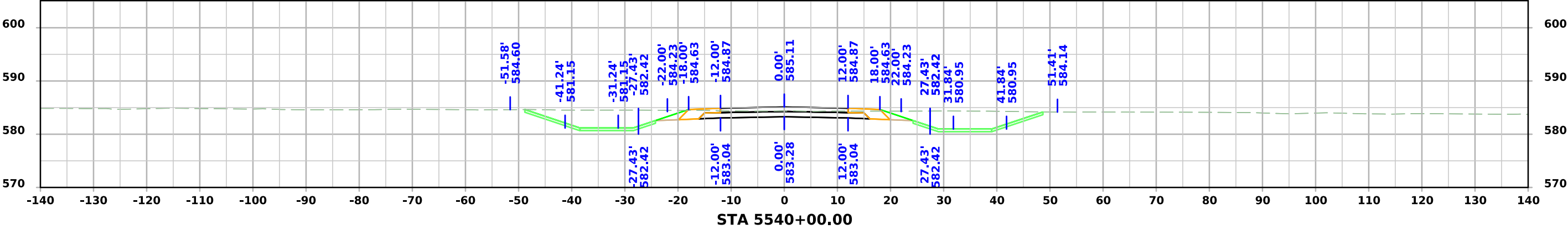
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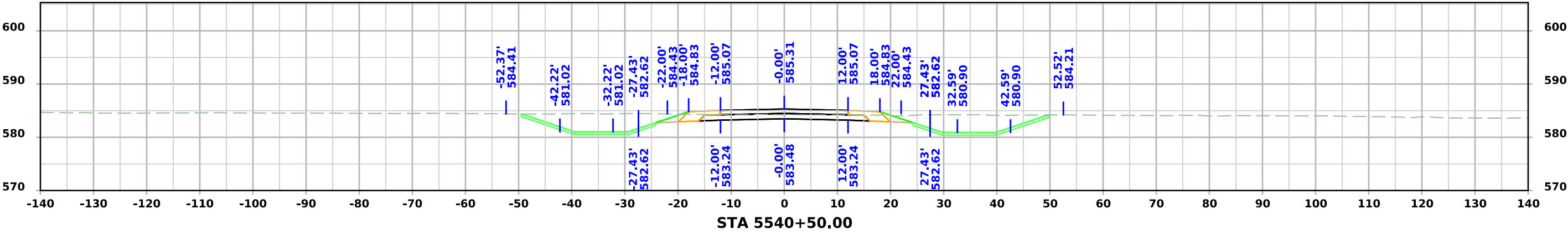
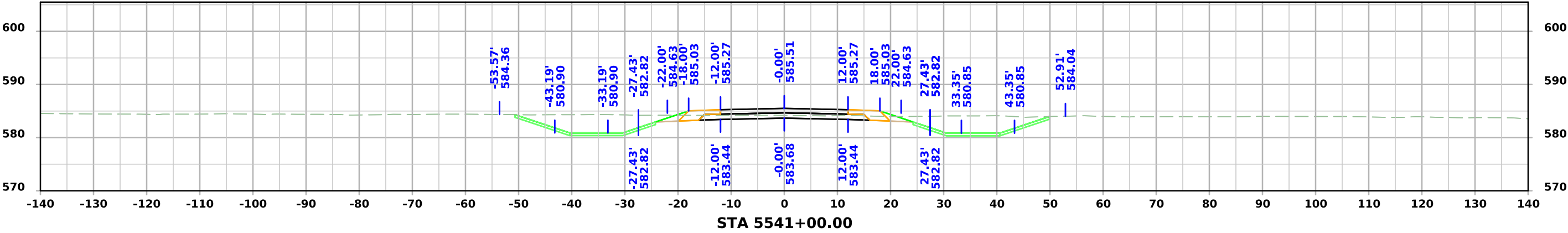
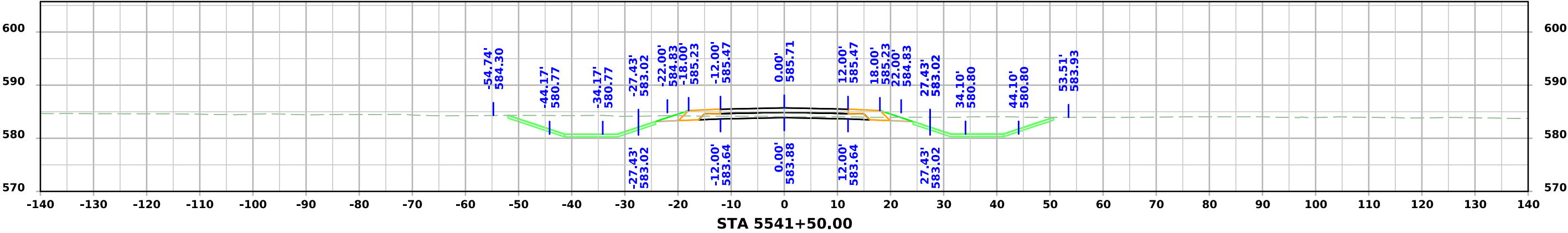
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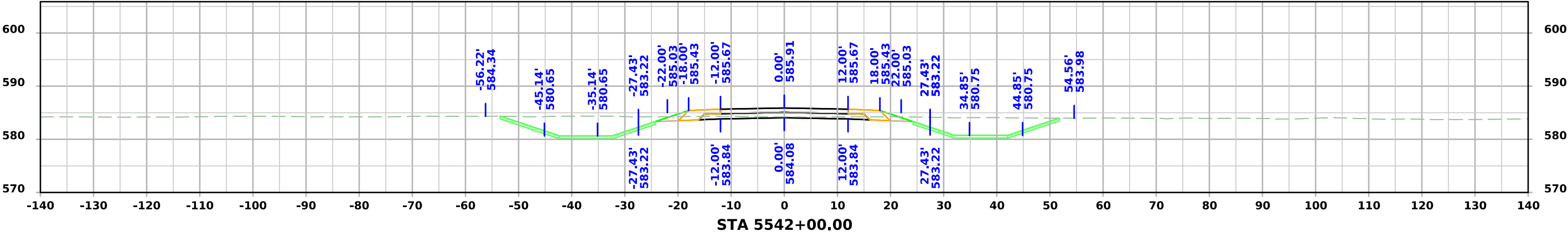
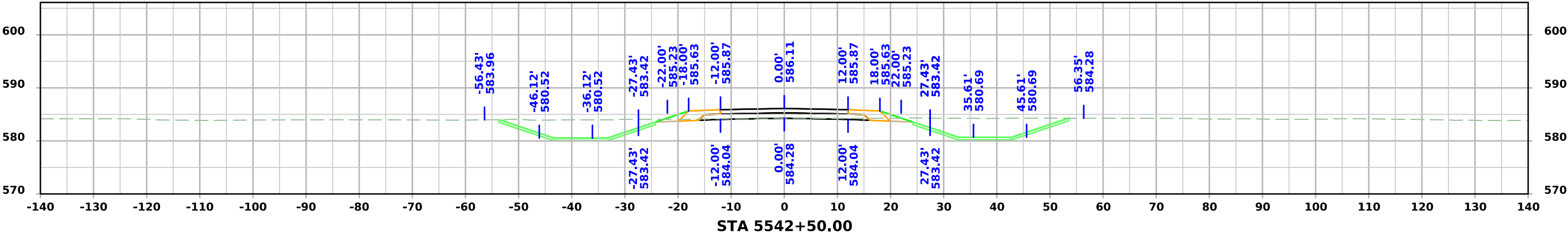
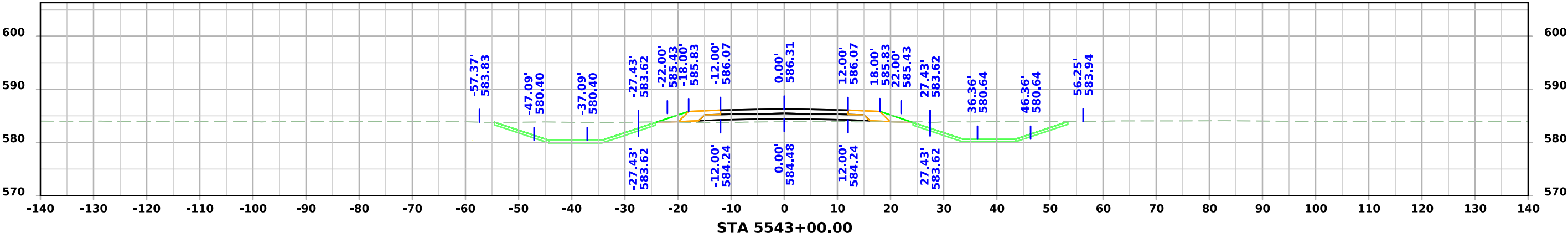
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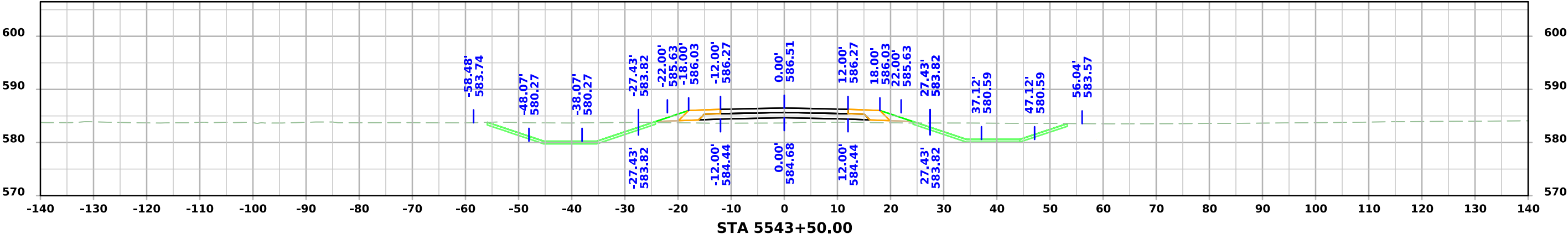
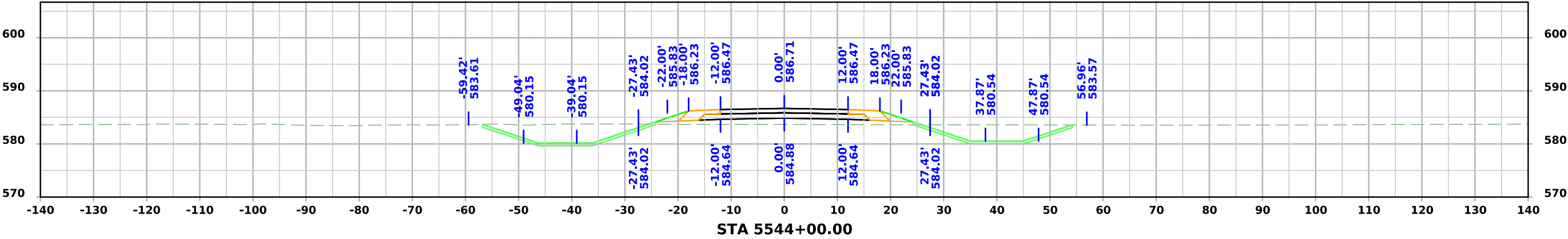
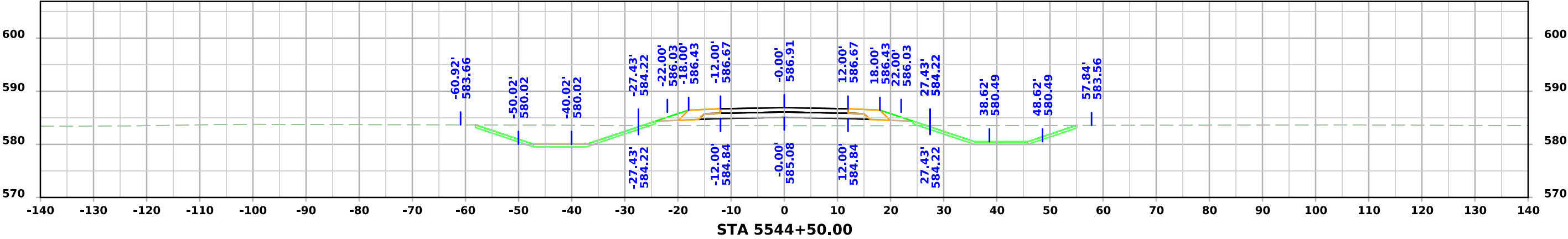
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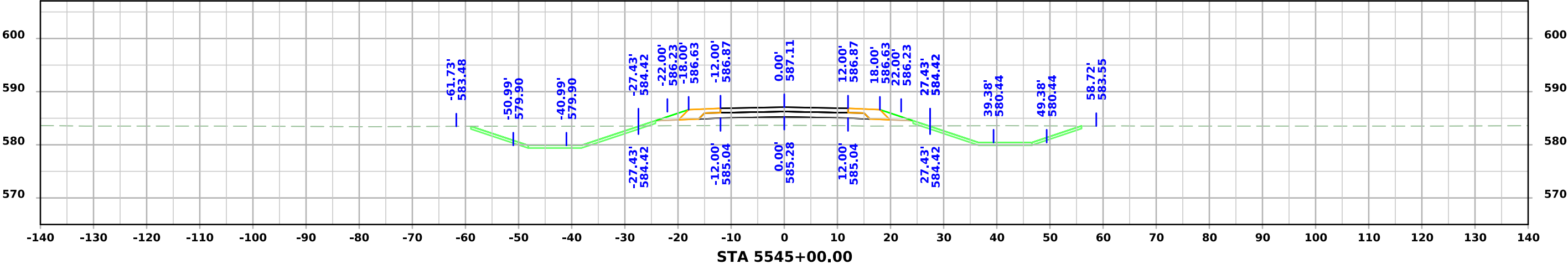
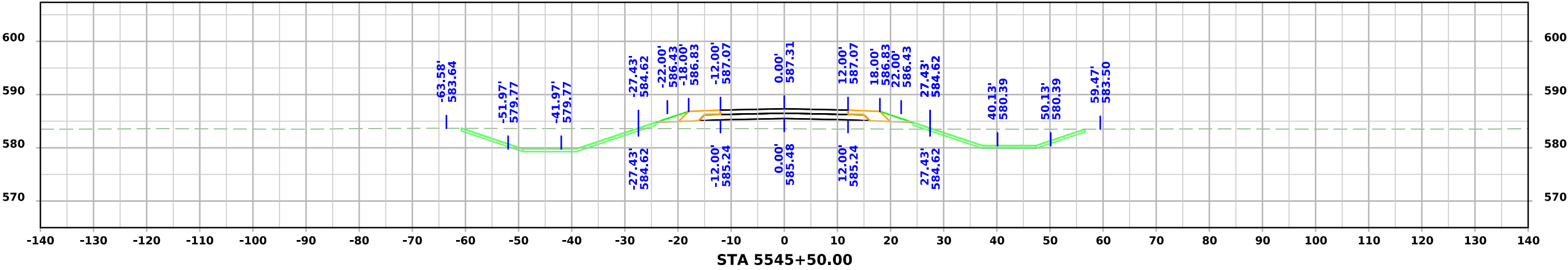
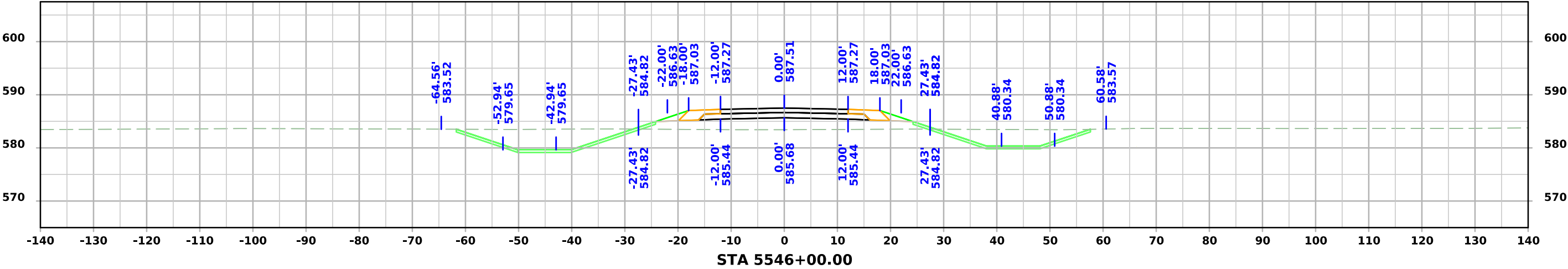
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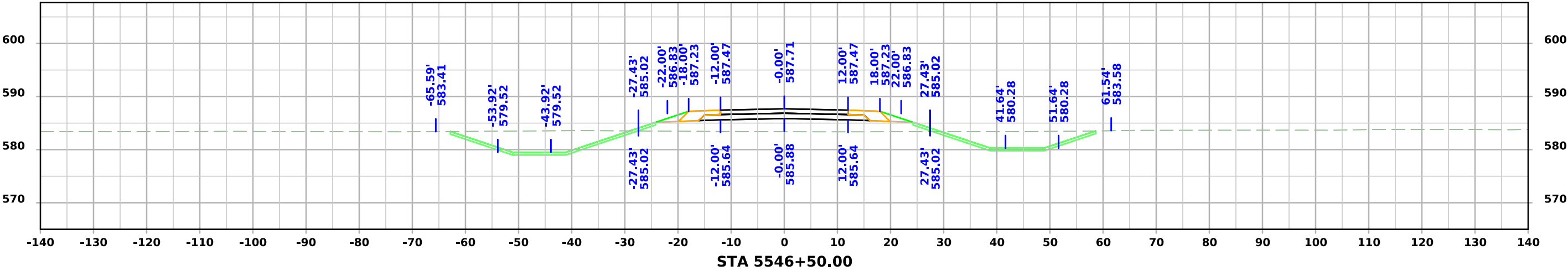
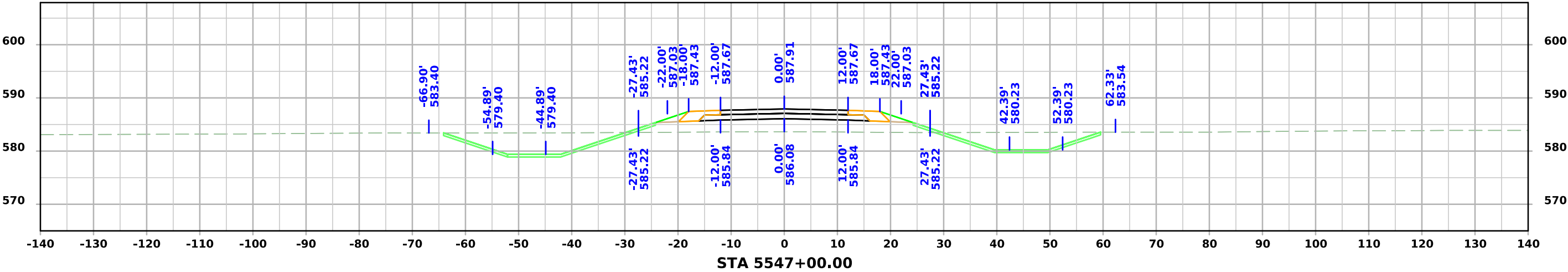
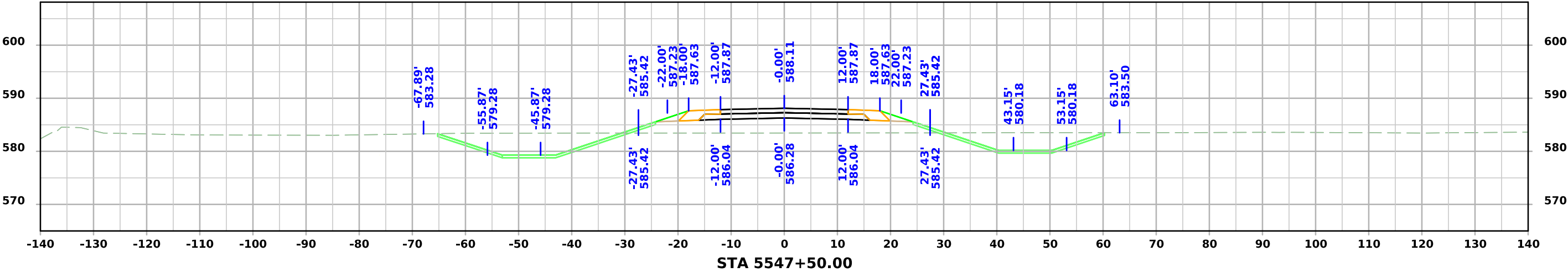
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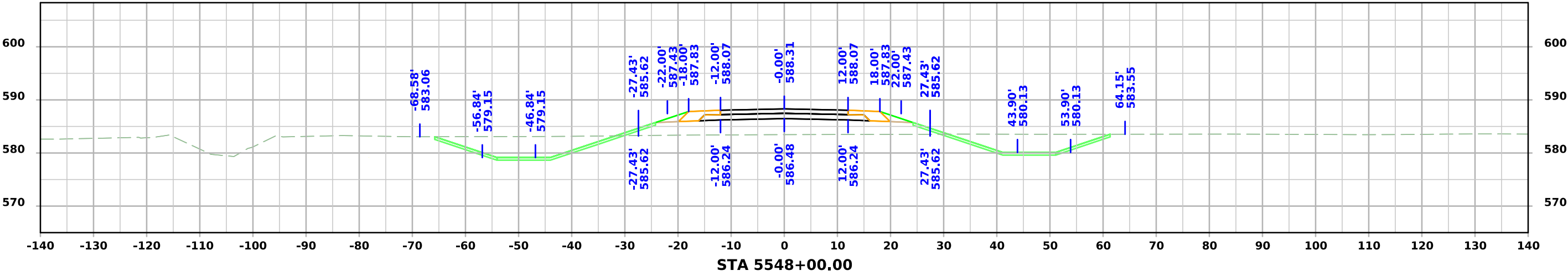
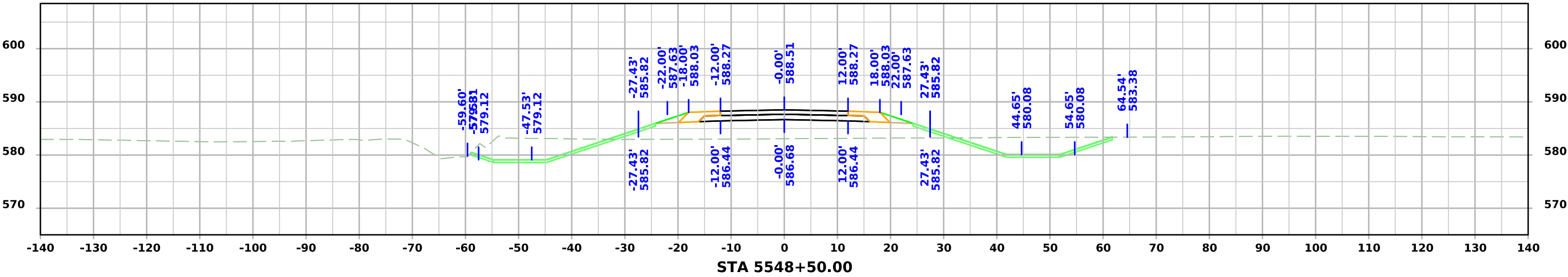
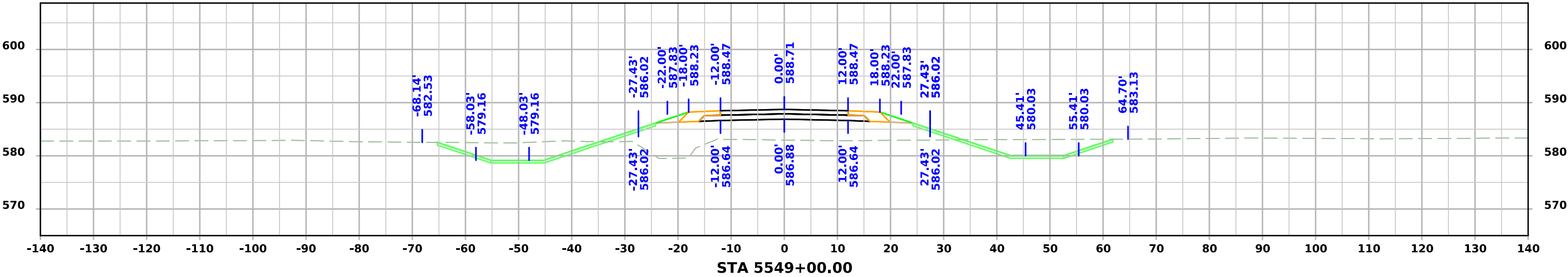
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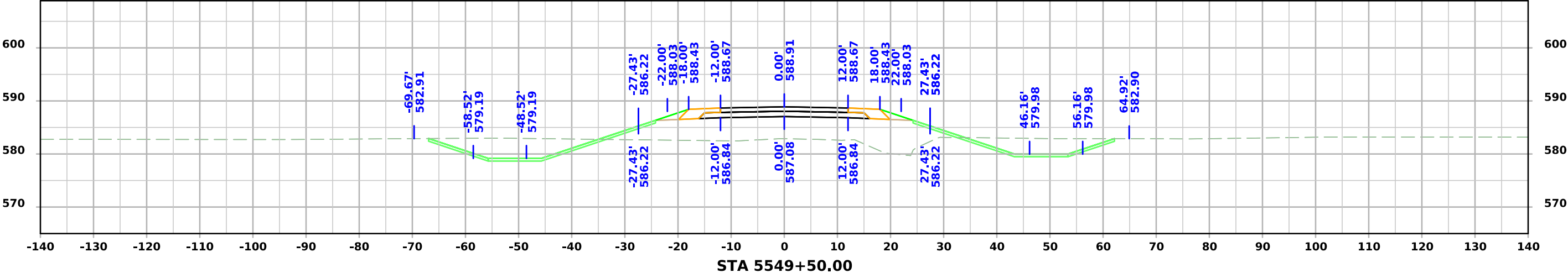
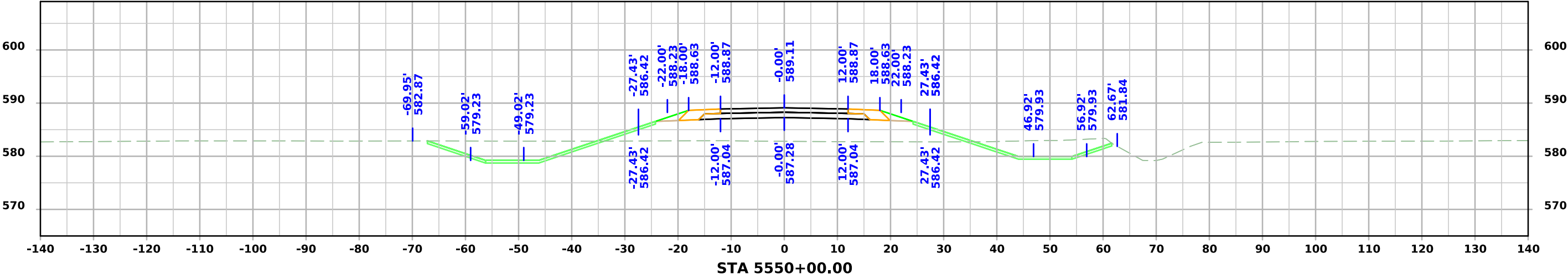
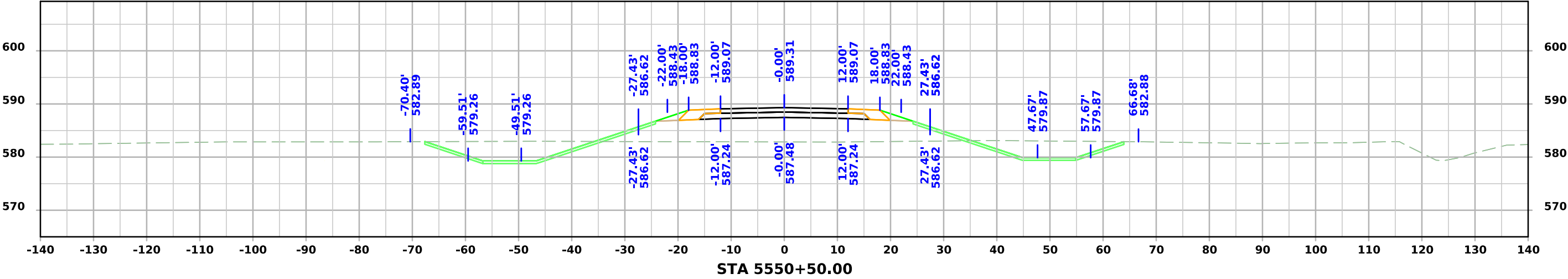
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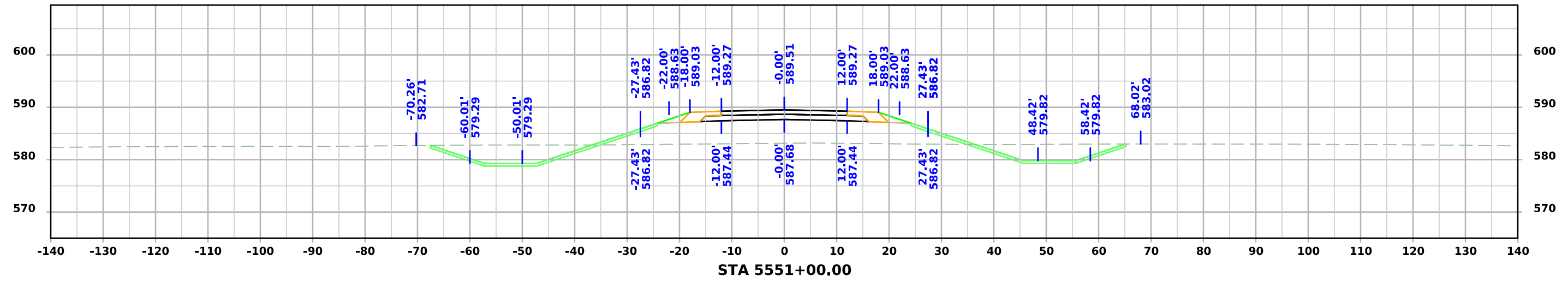
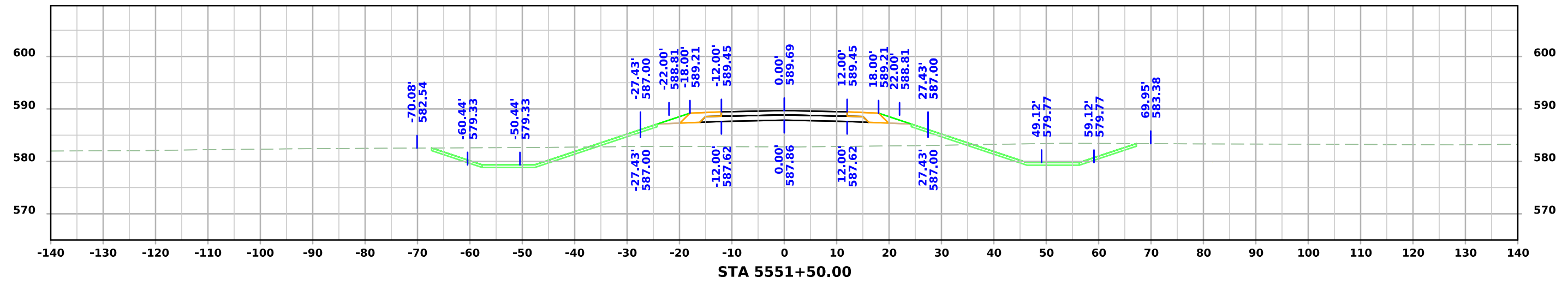
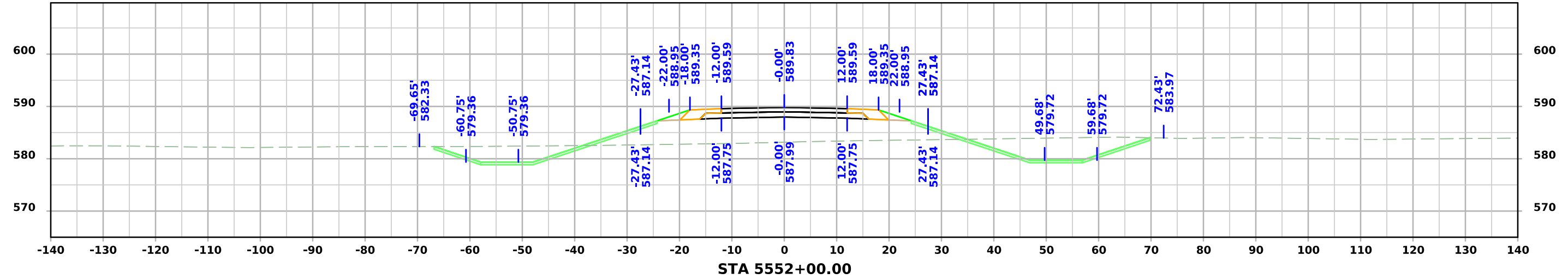
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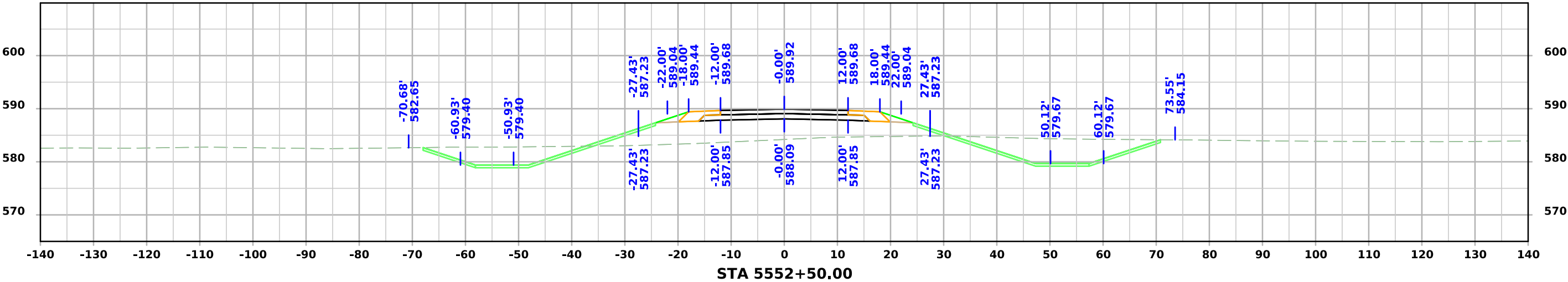
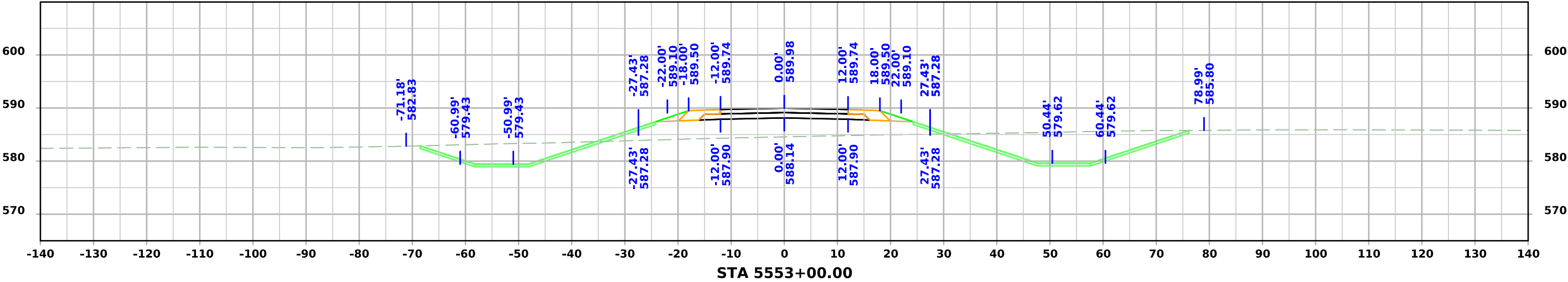
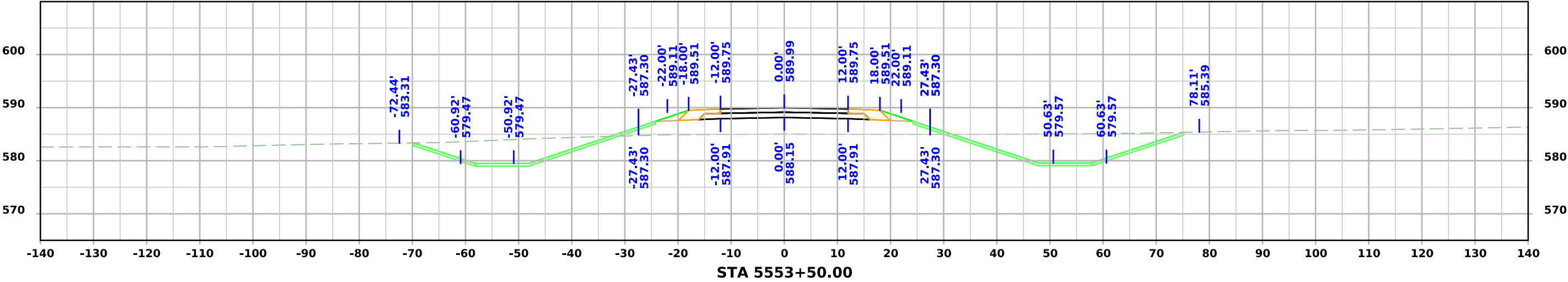
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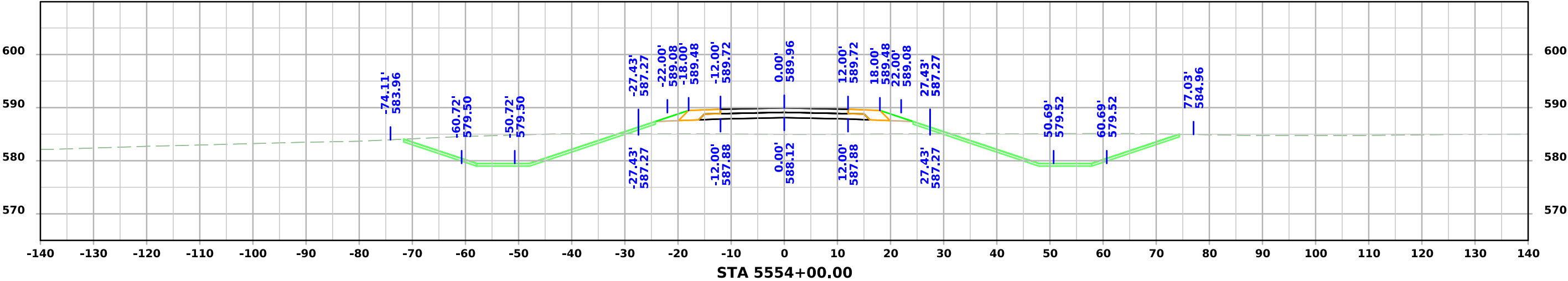
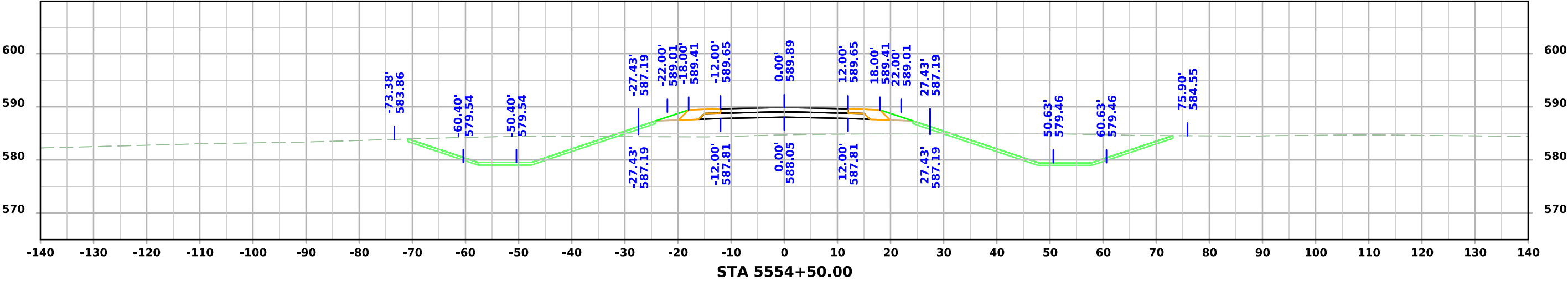
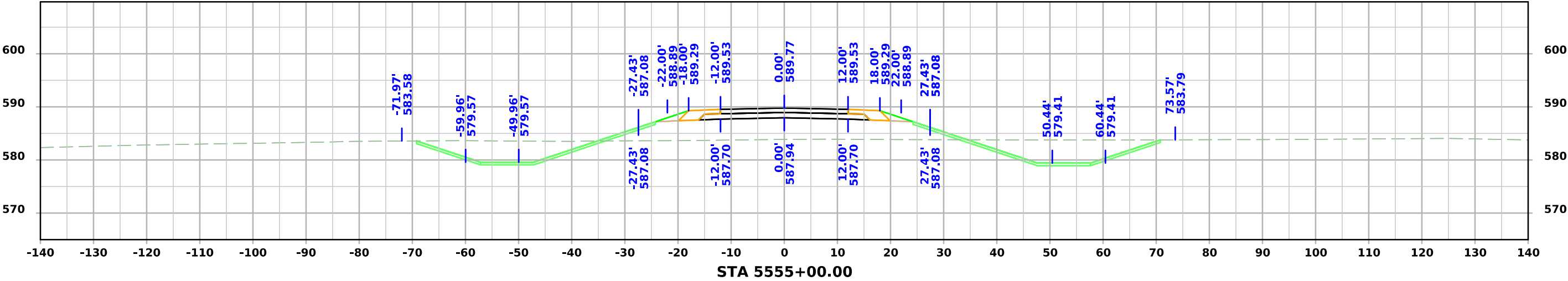
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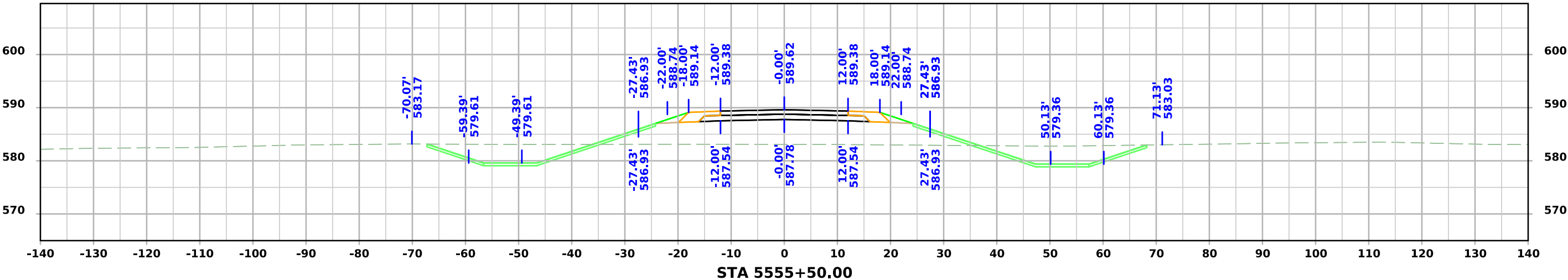
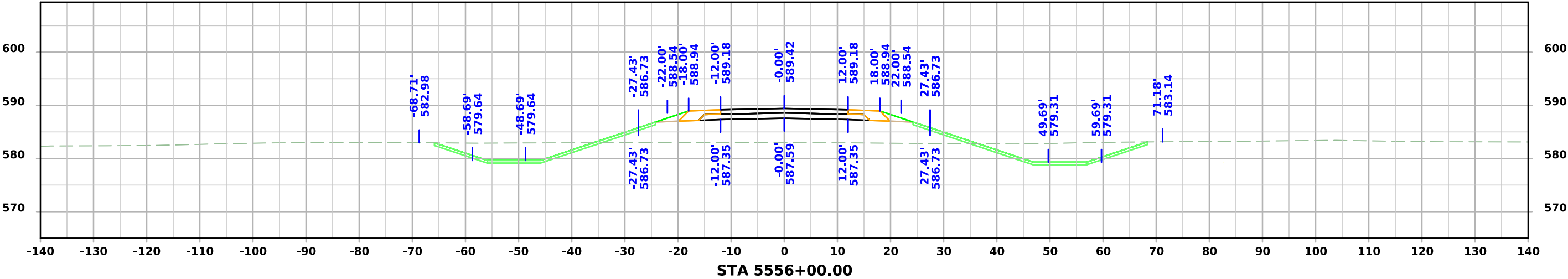
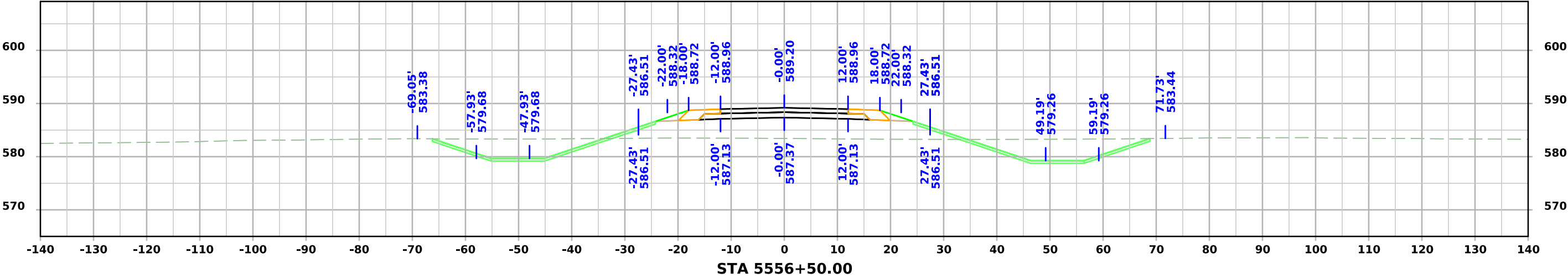
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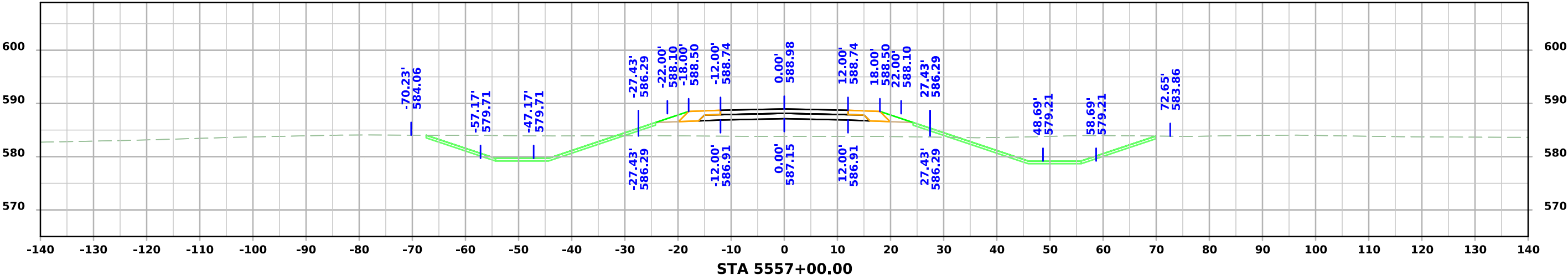
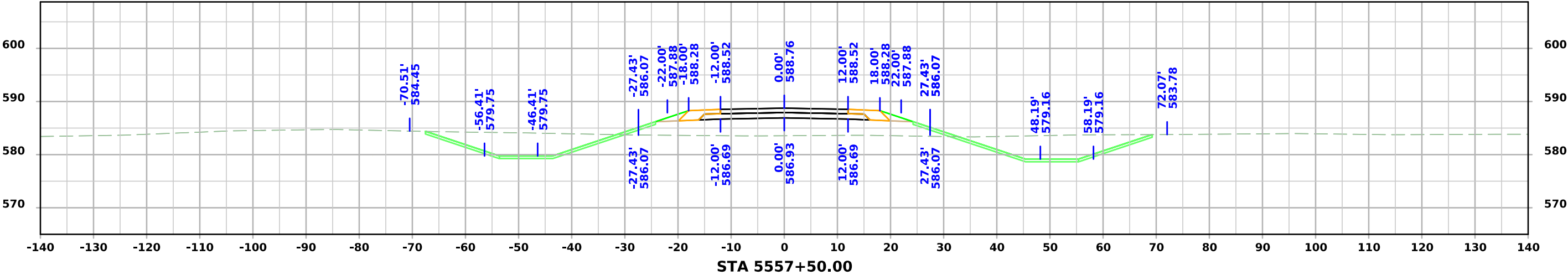
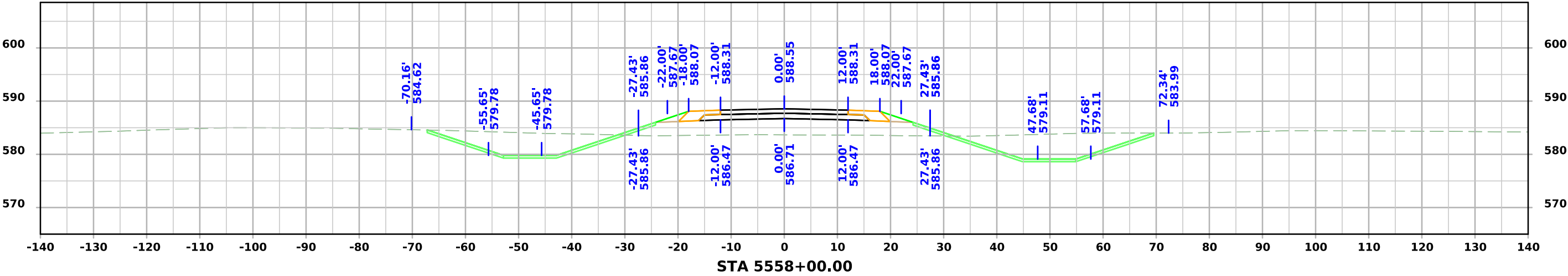
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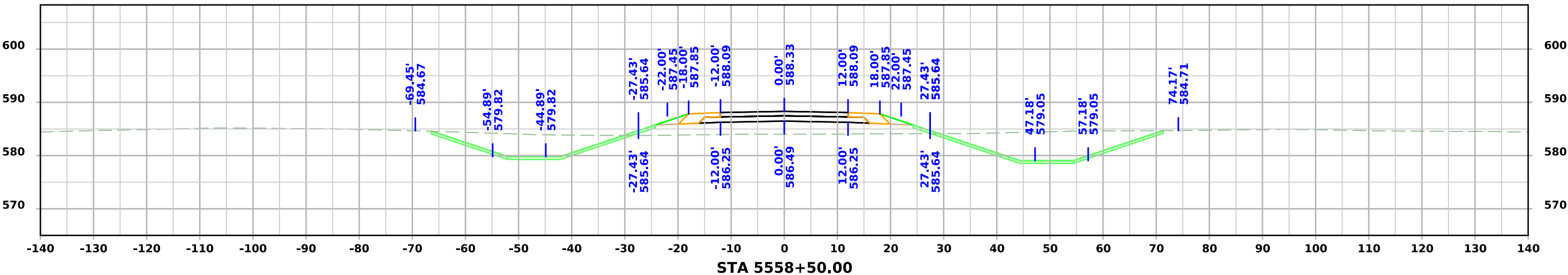
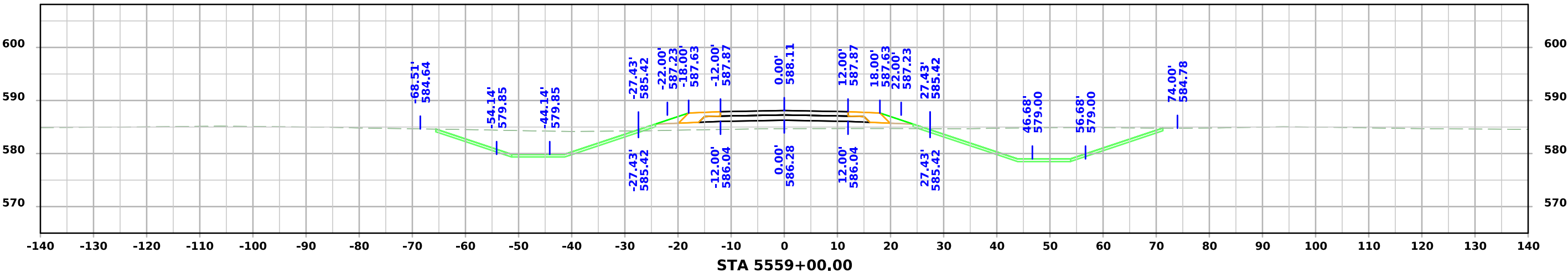
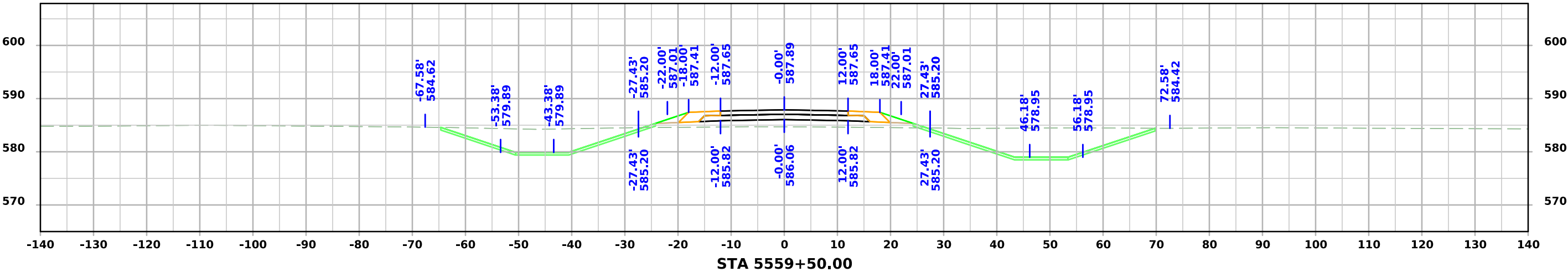
100th St W



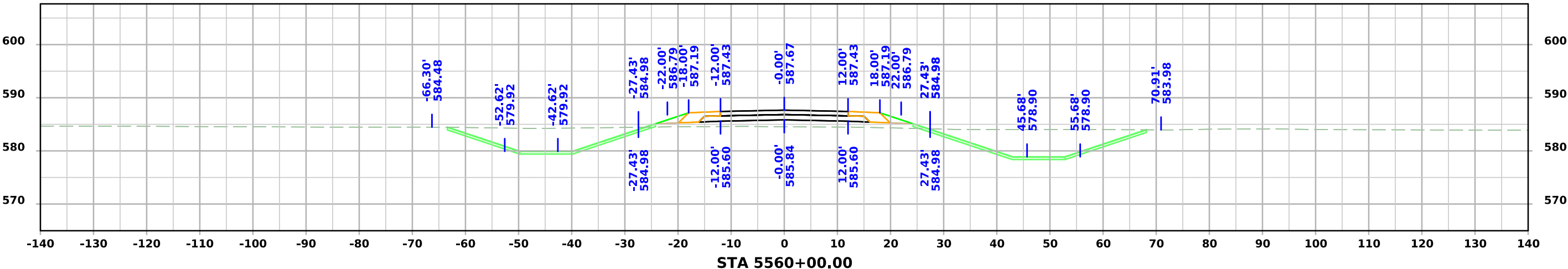
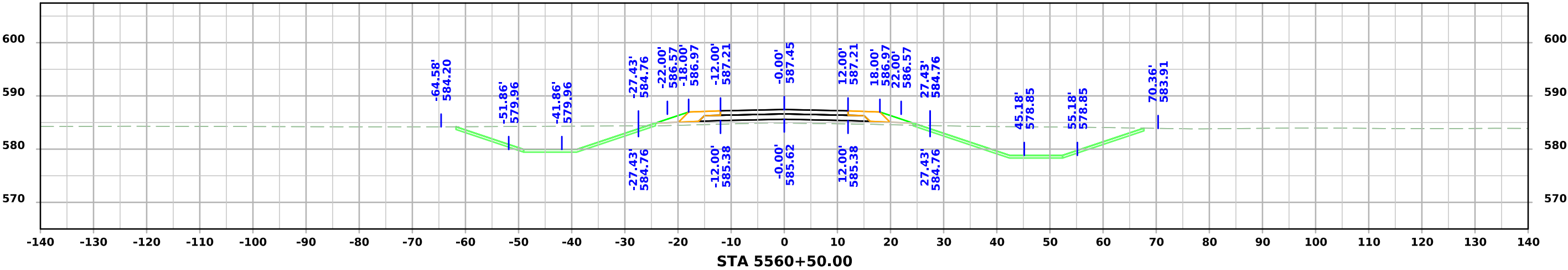
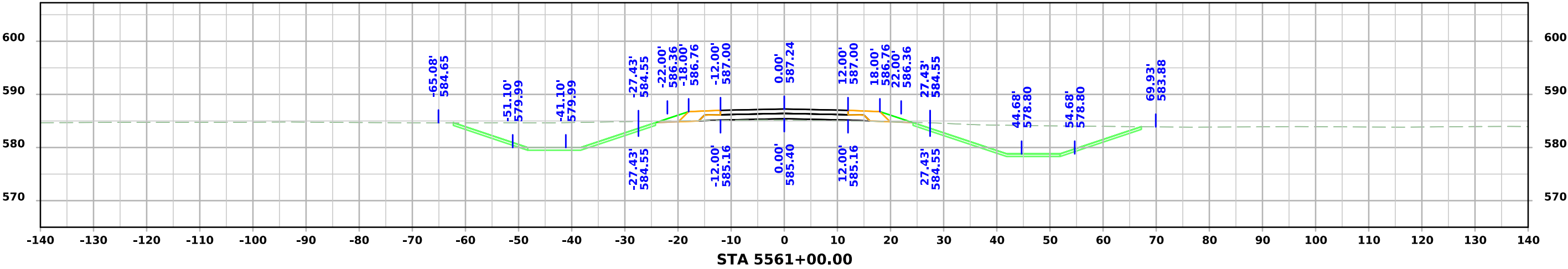
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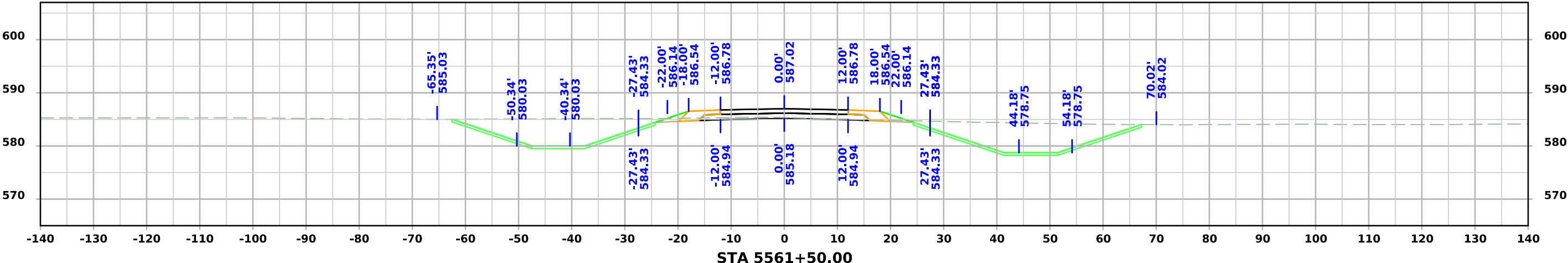
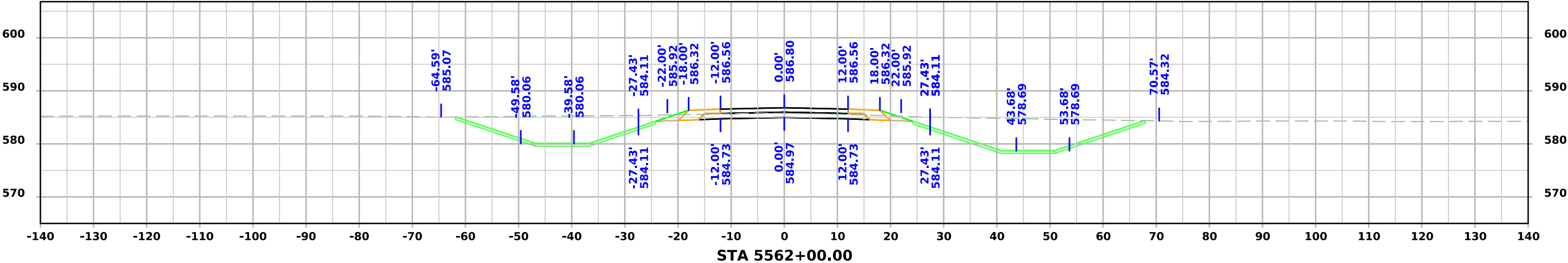
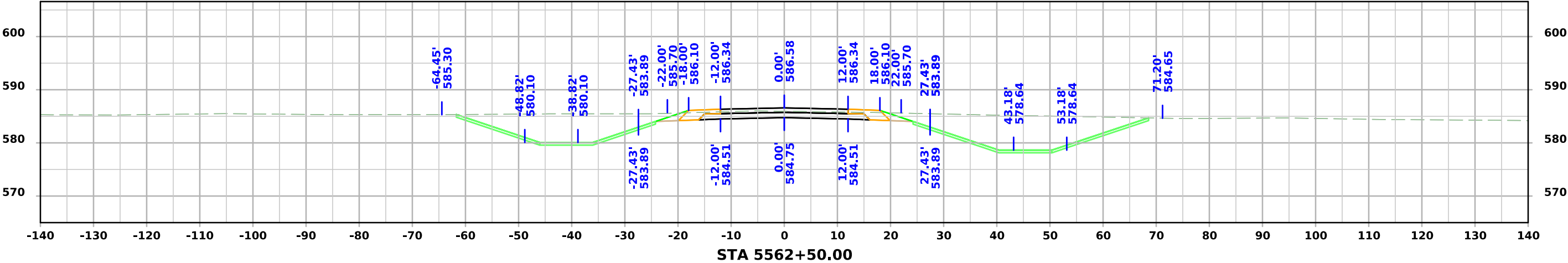
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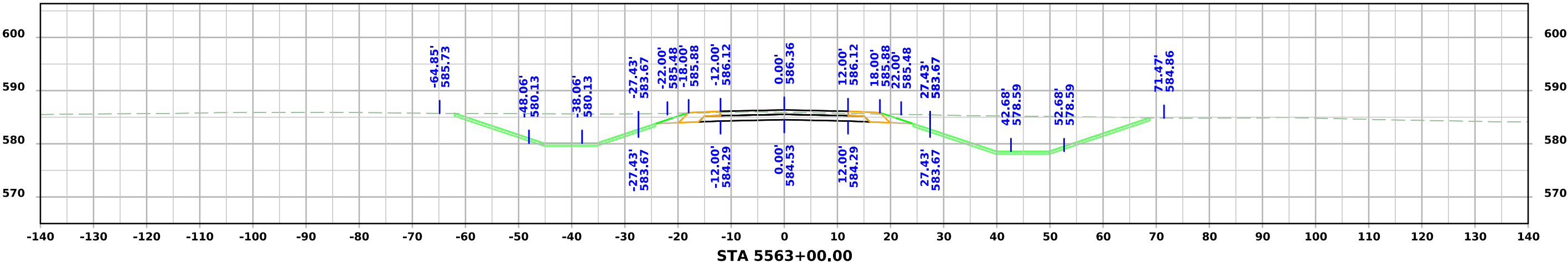
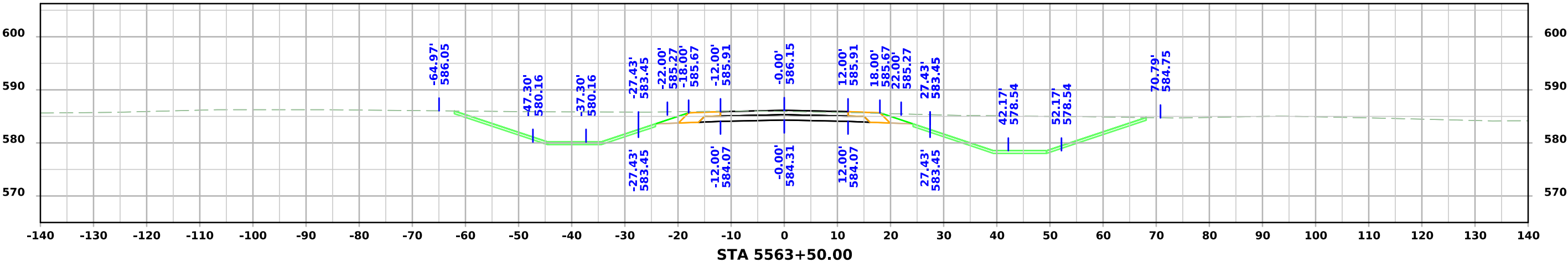
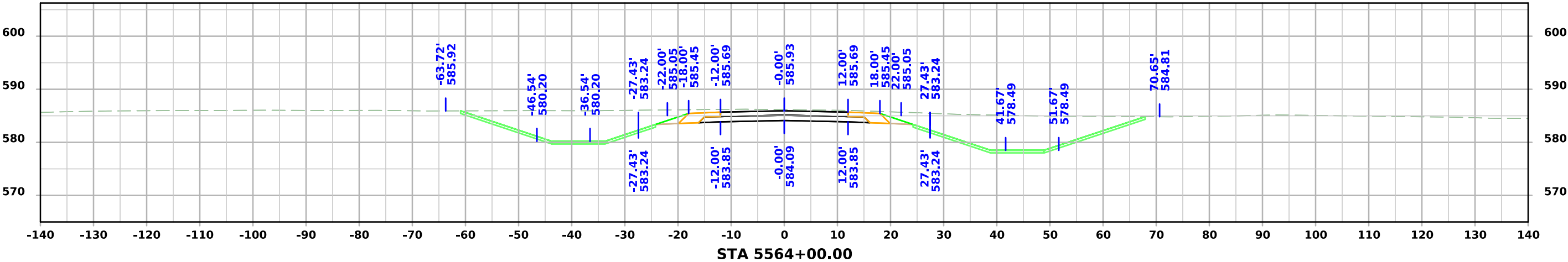
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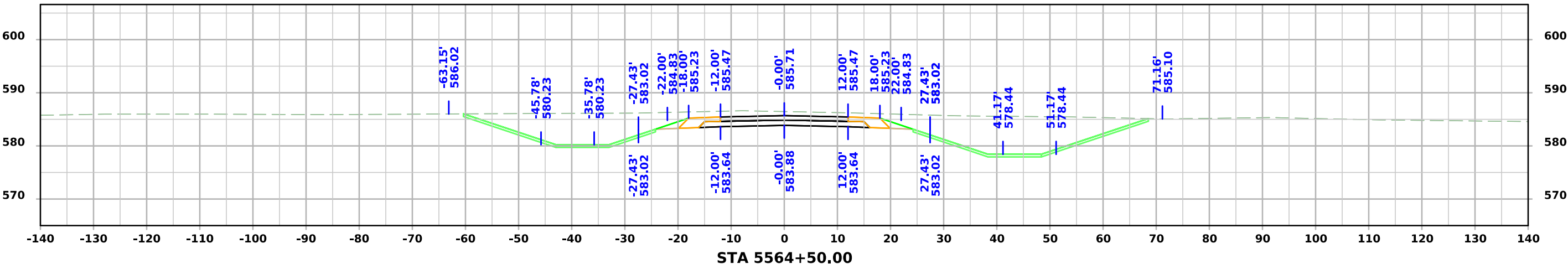
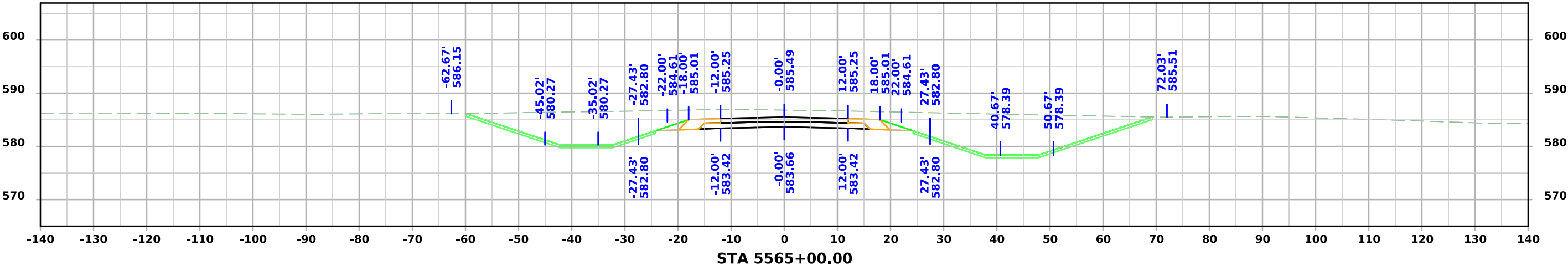
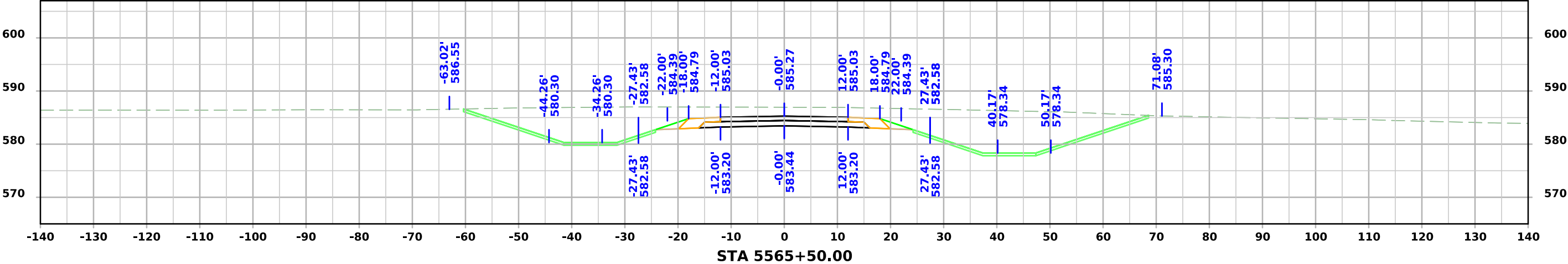
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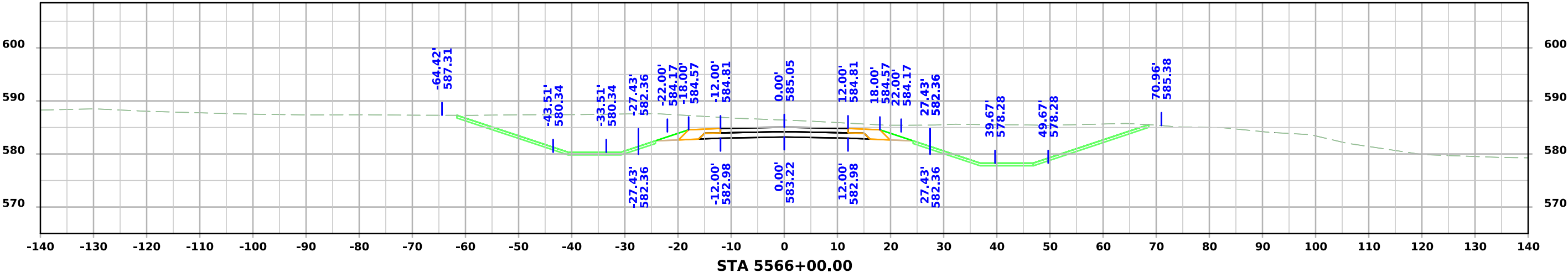
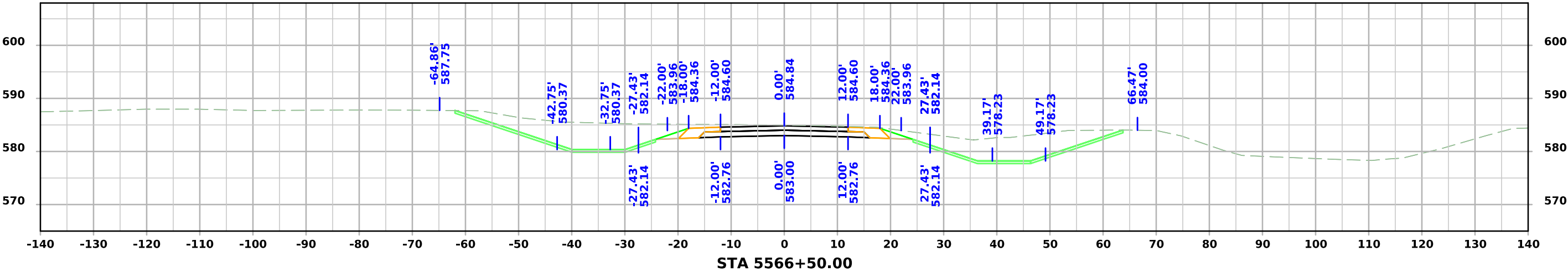
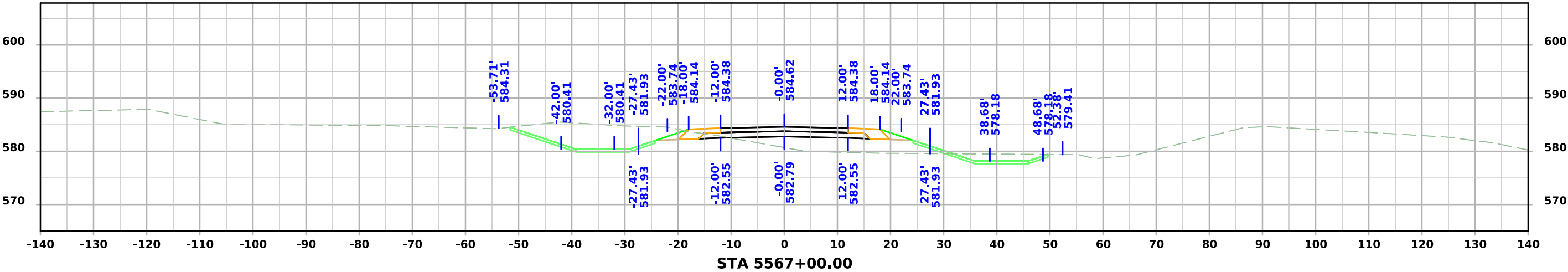
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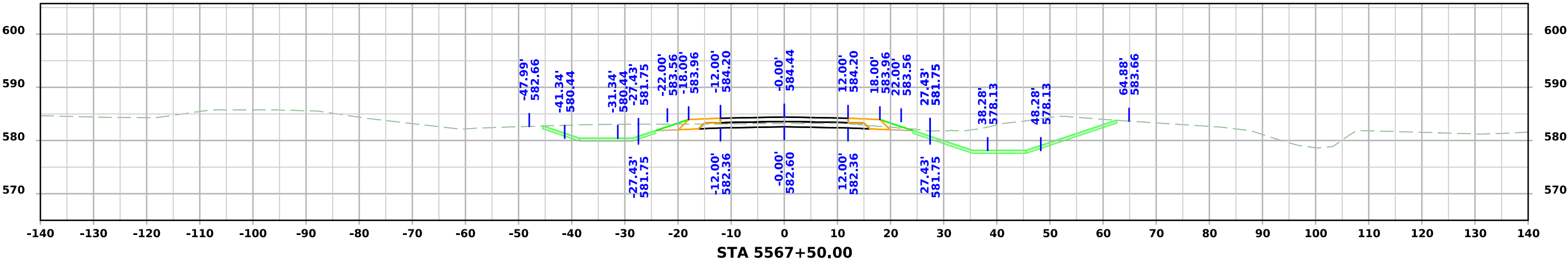
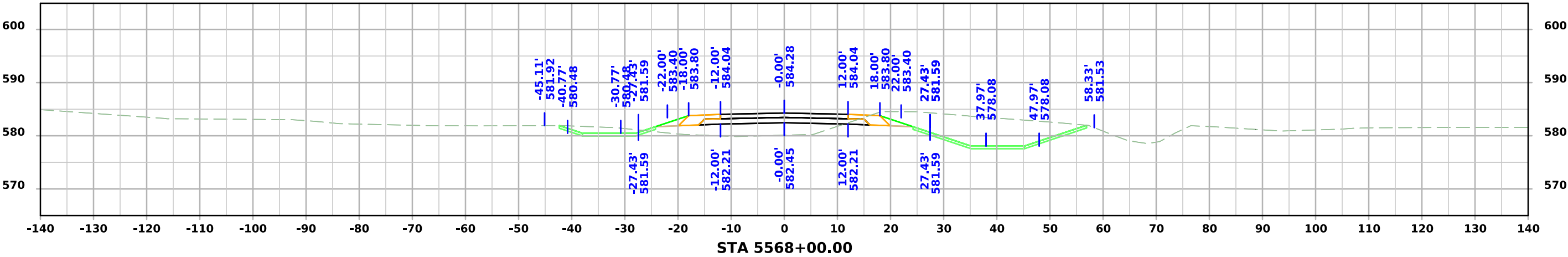
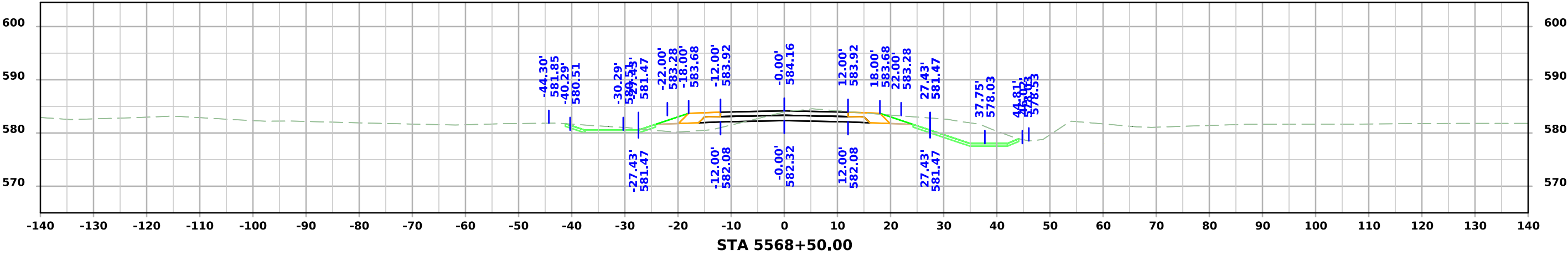
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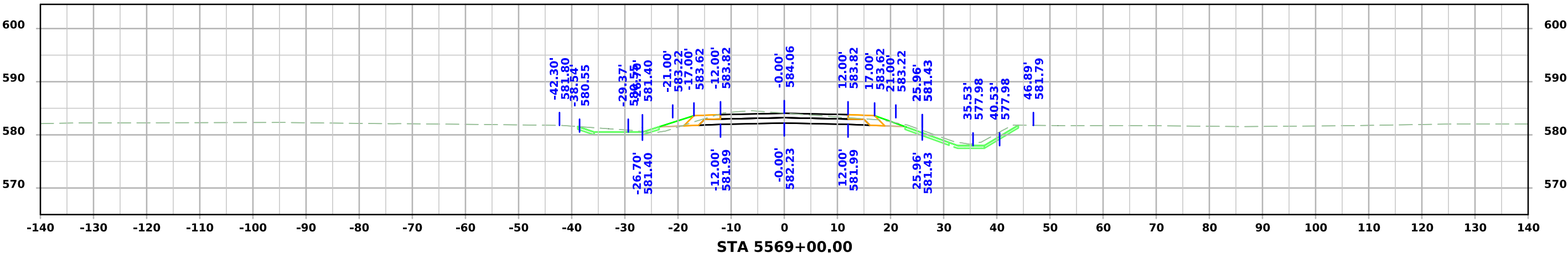
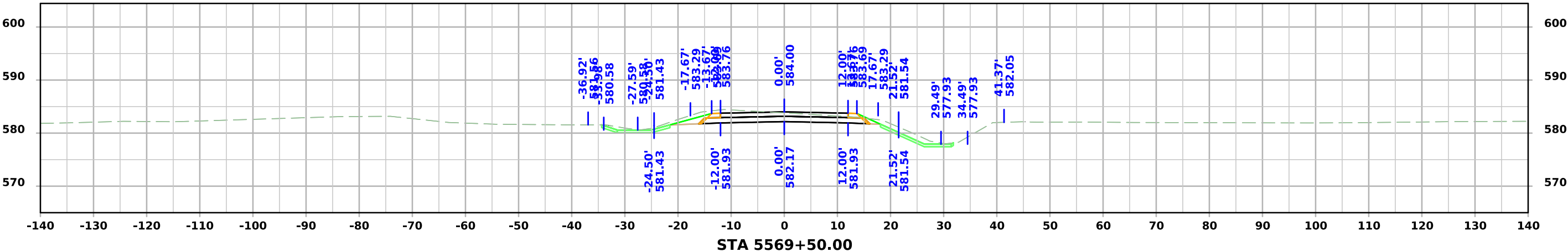
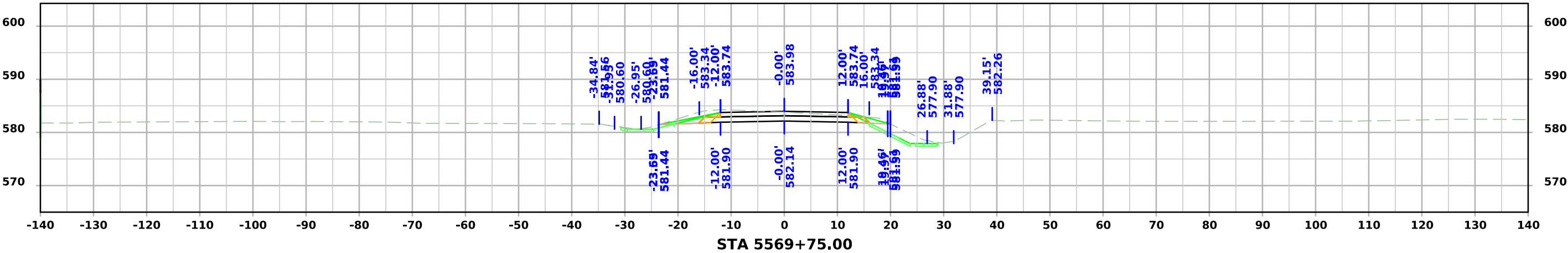
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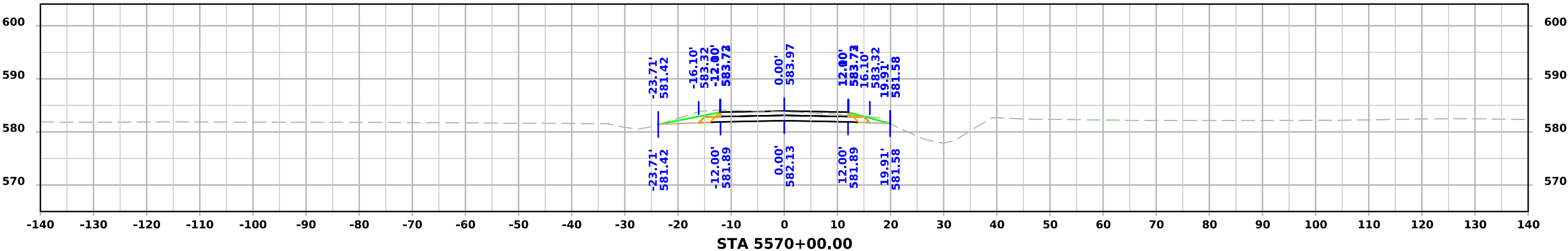
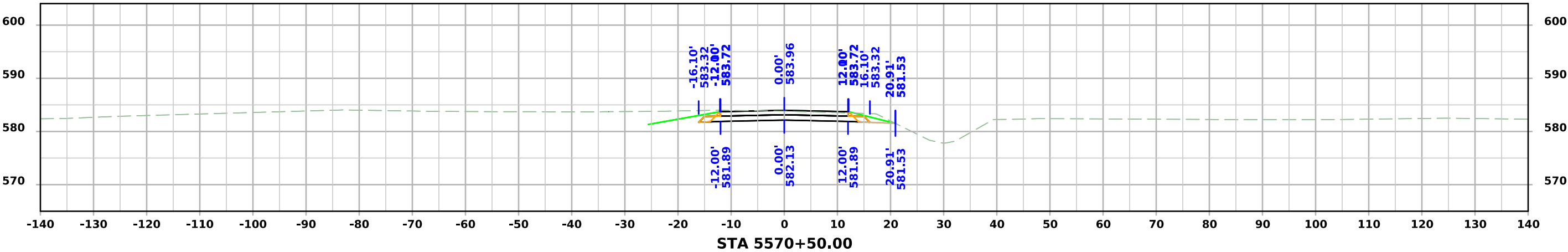
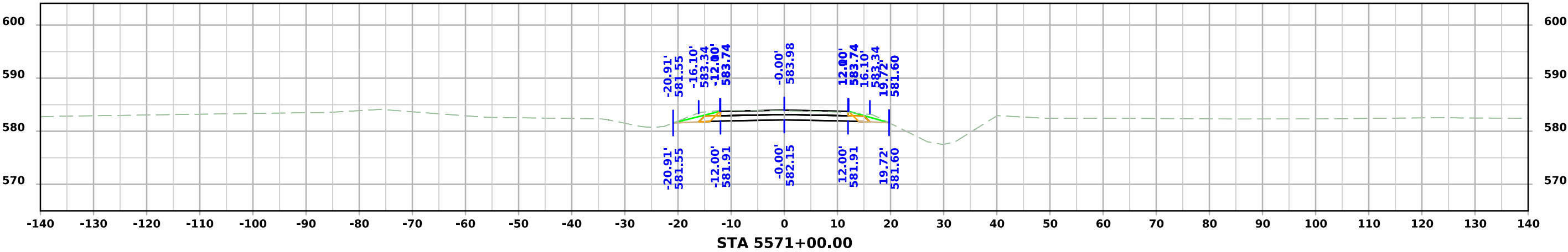
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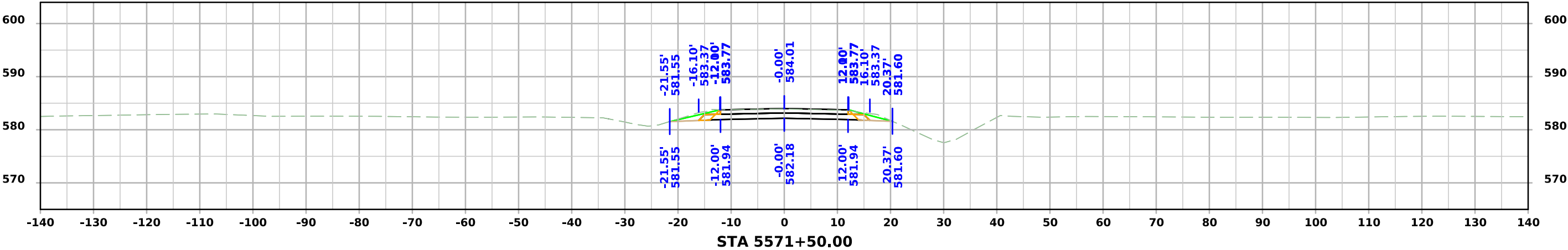
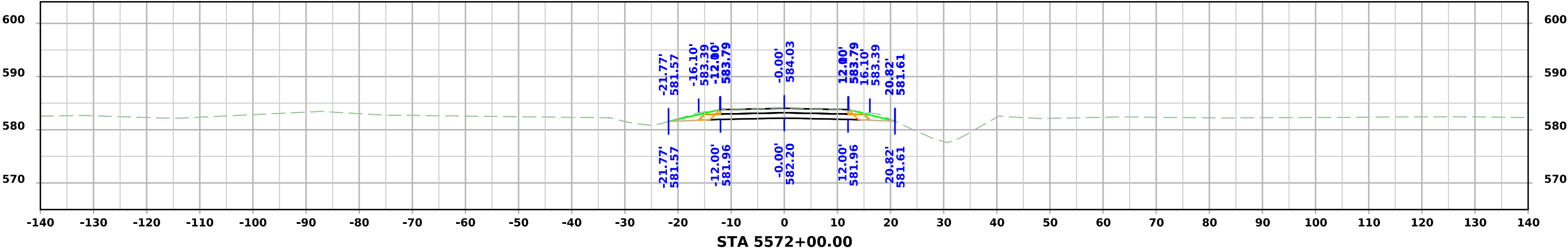
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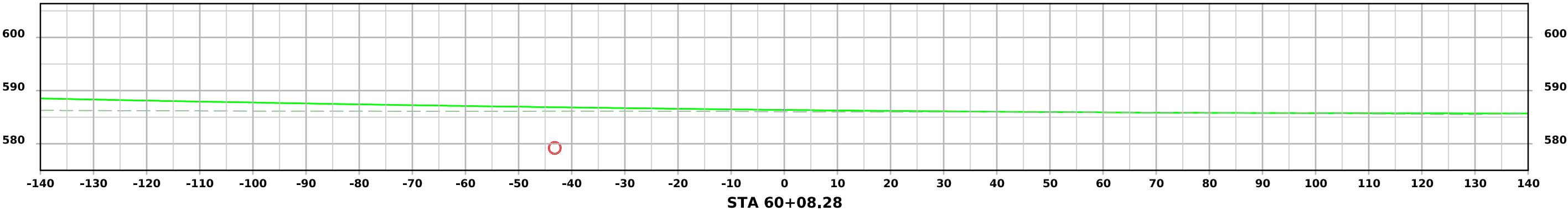
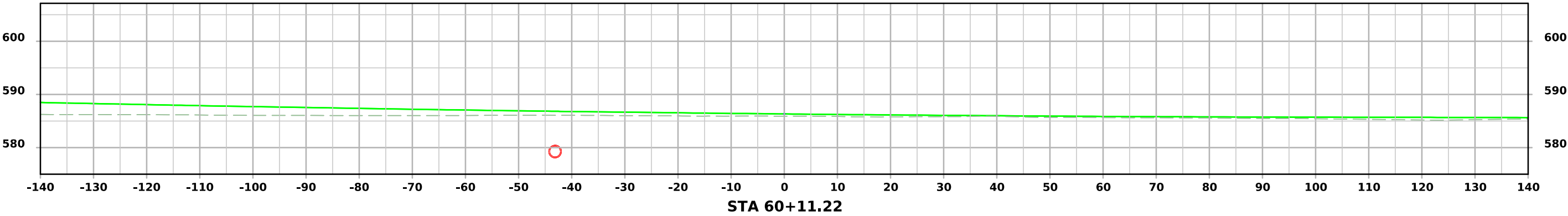
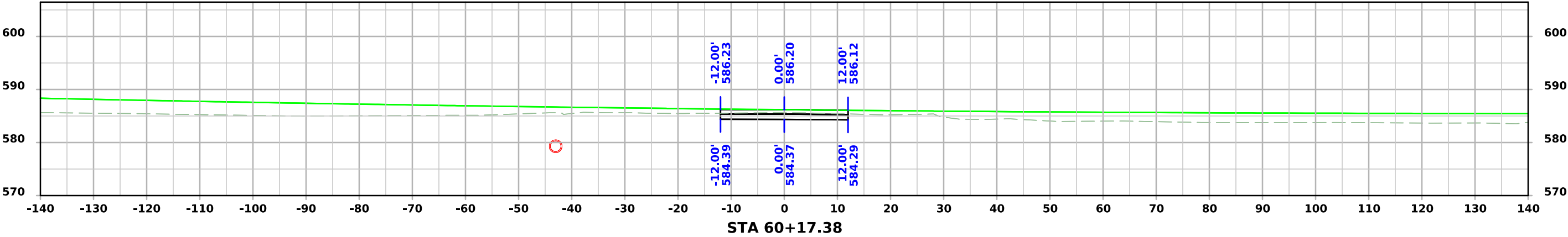
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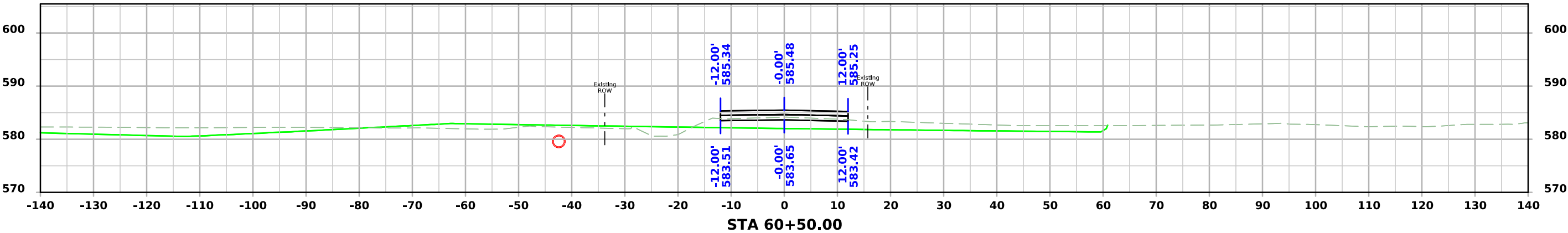
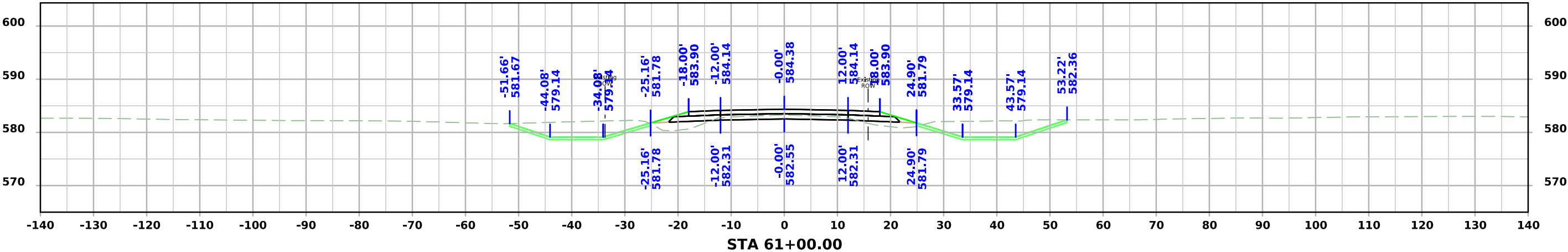
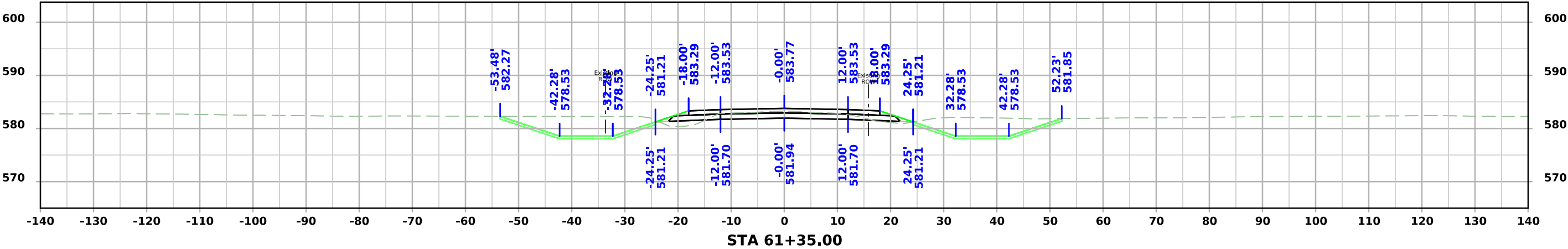
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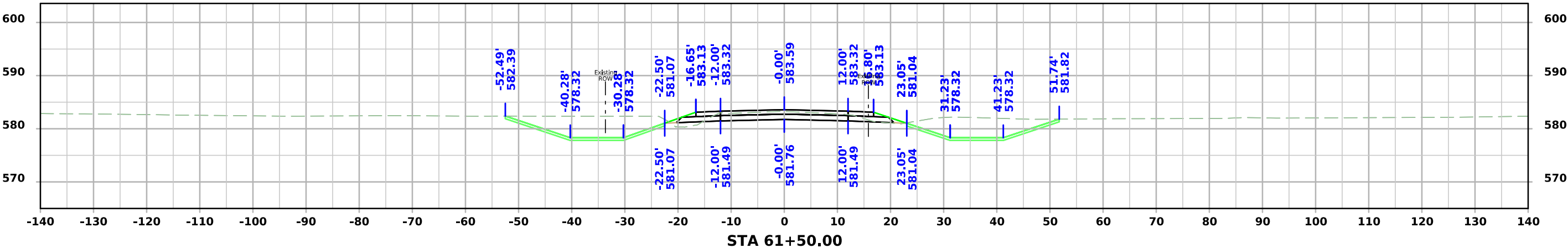
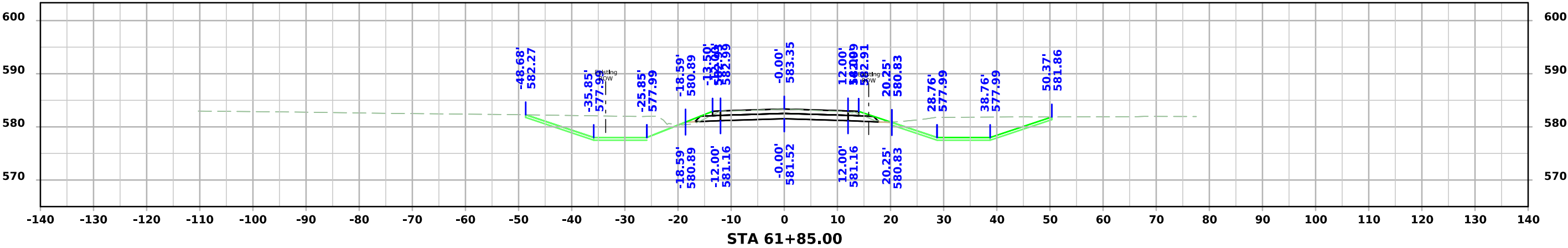
142nd Ave



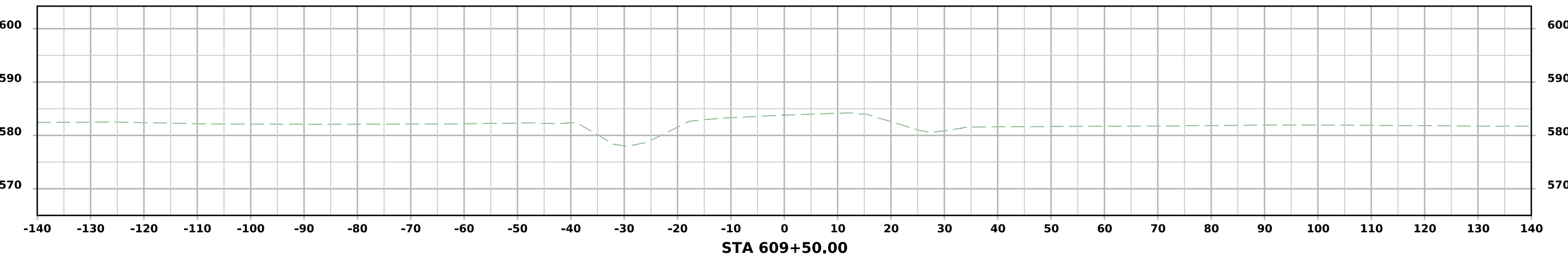
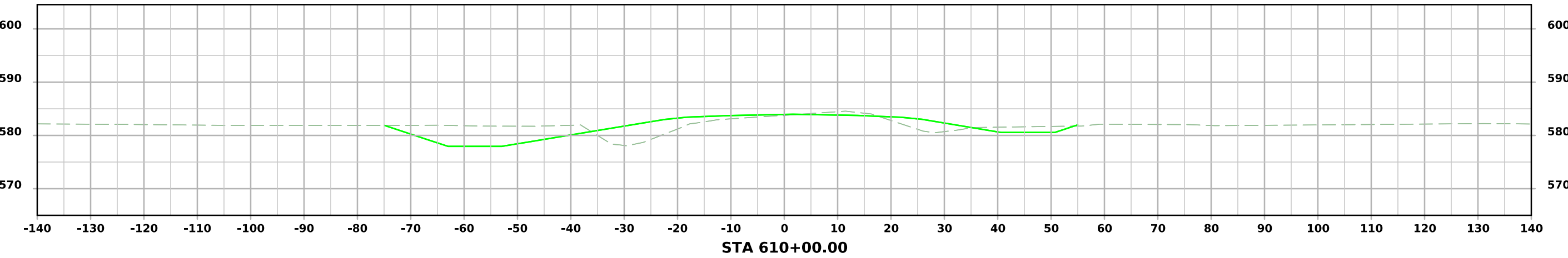
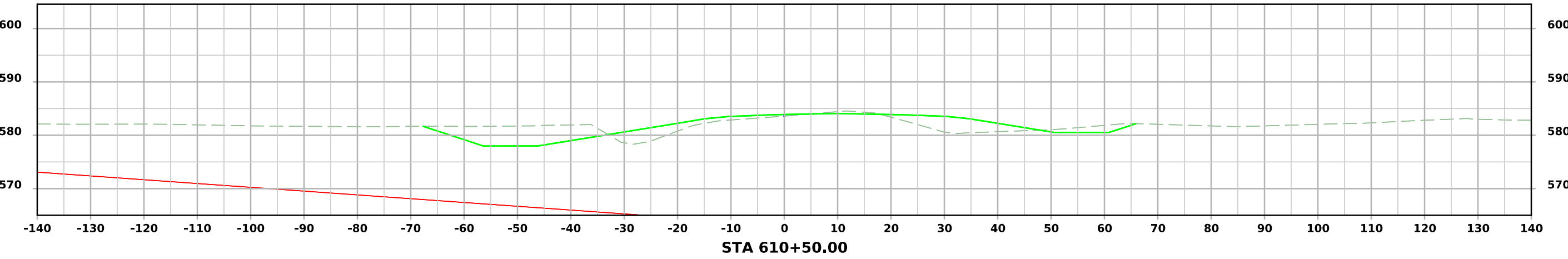
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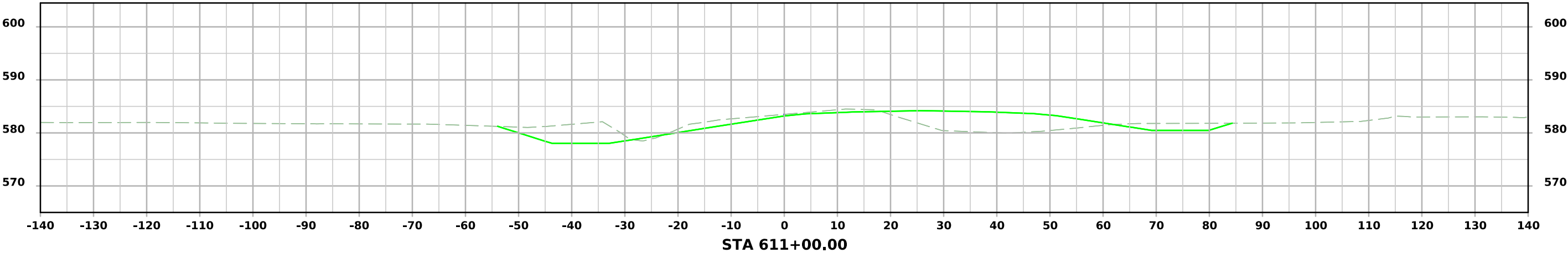
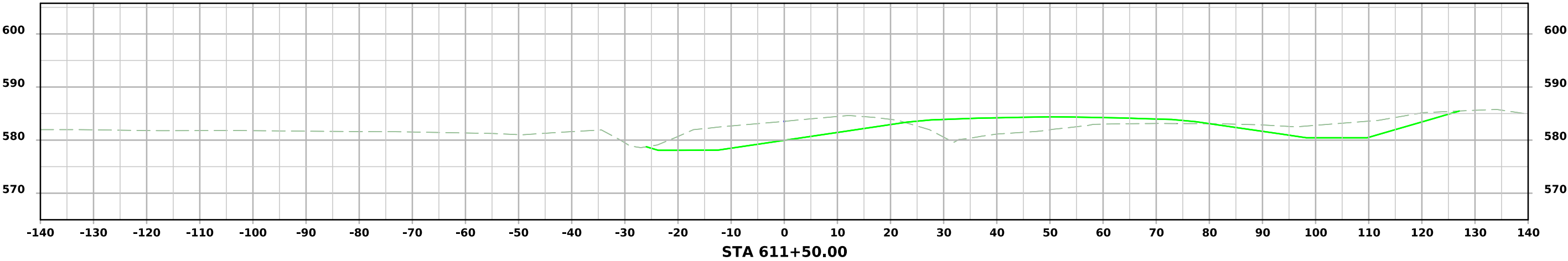
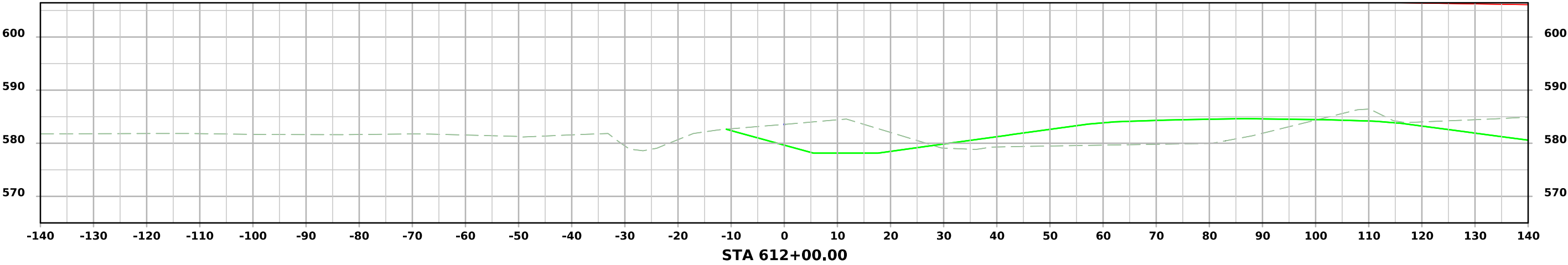
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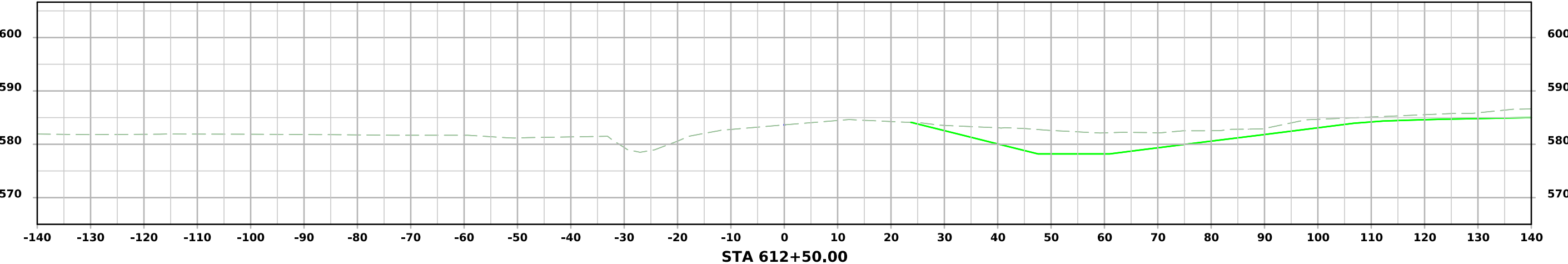
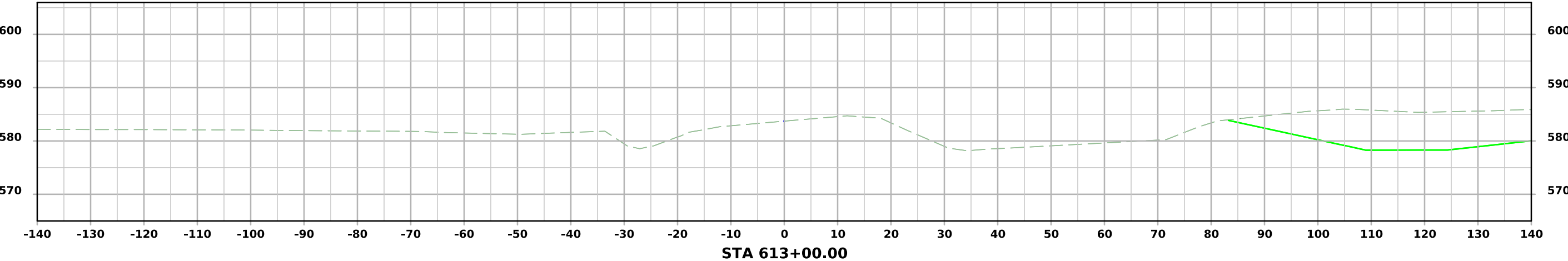
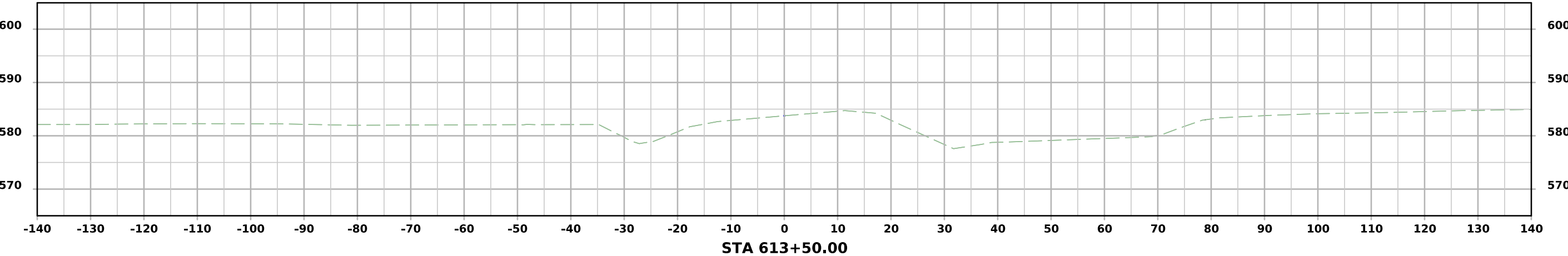
100th St (Close)



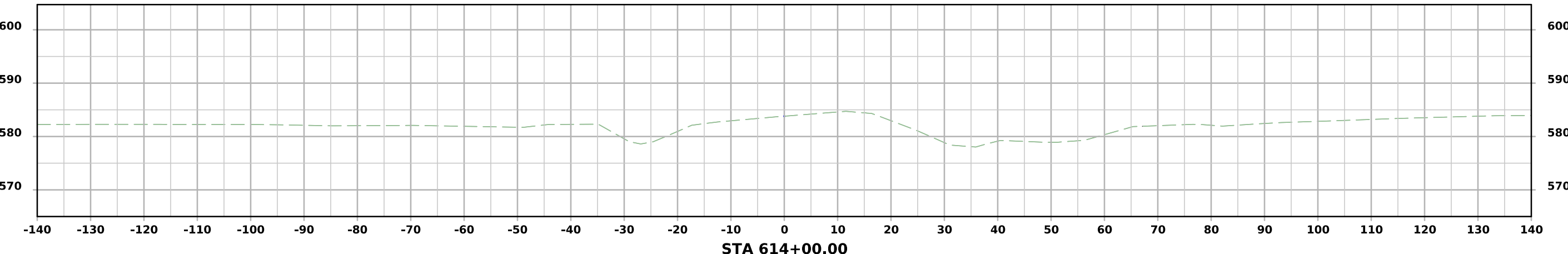
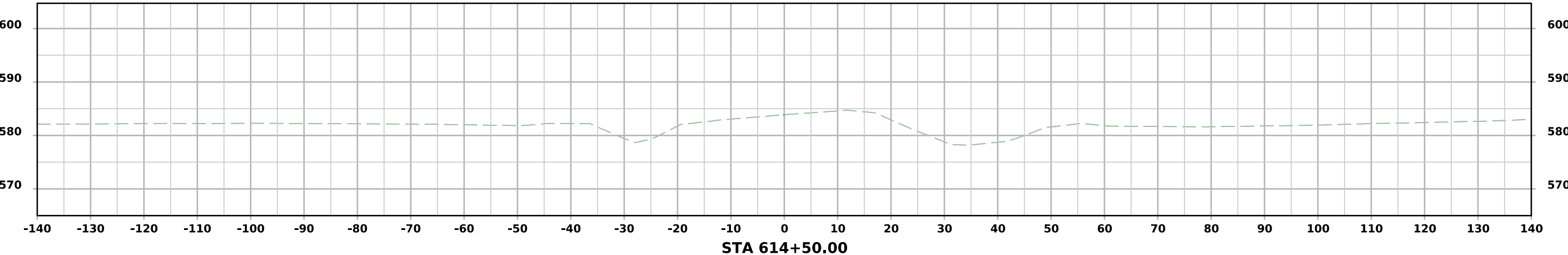
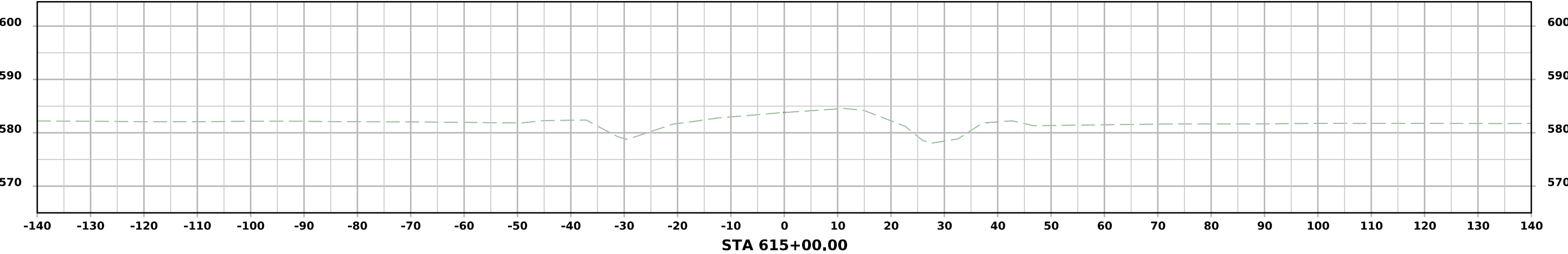
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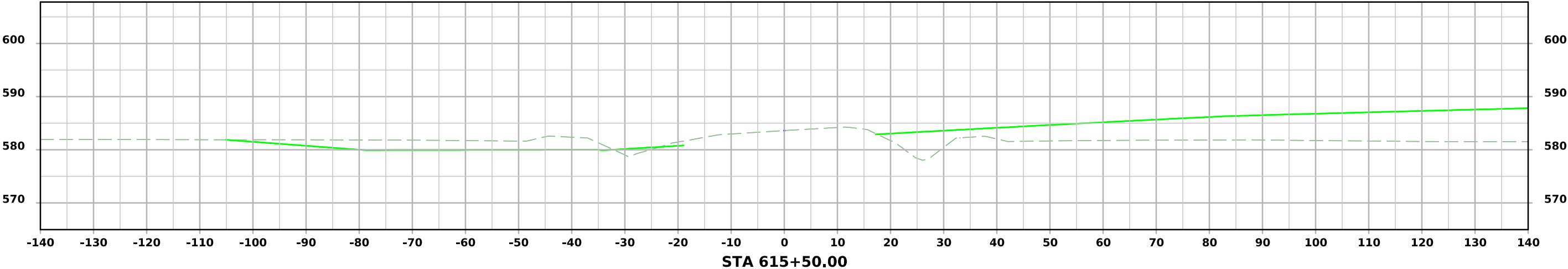
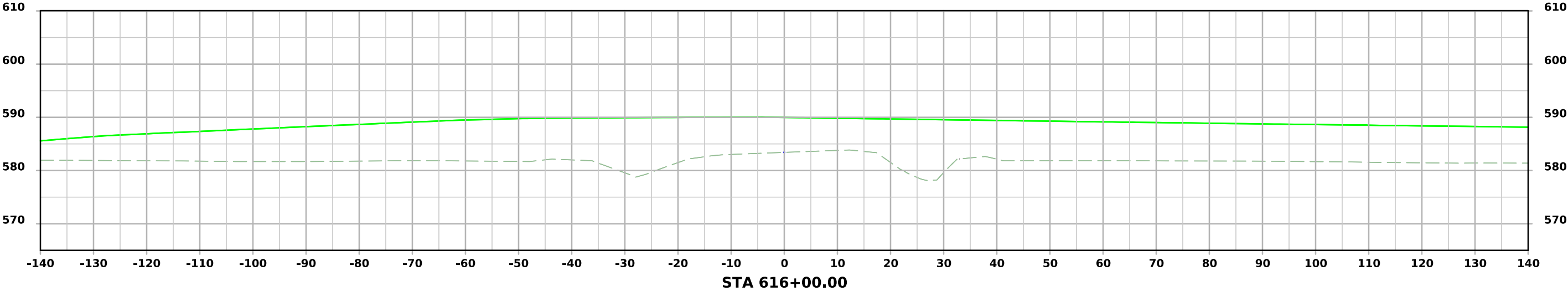
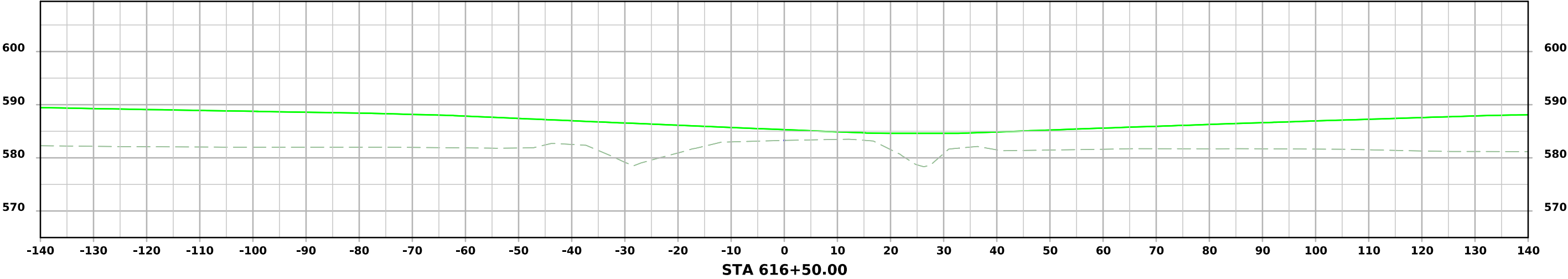
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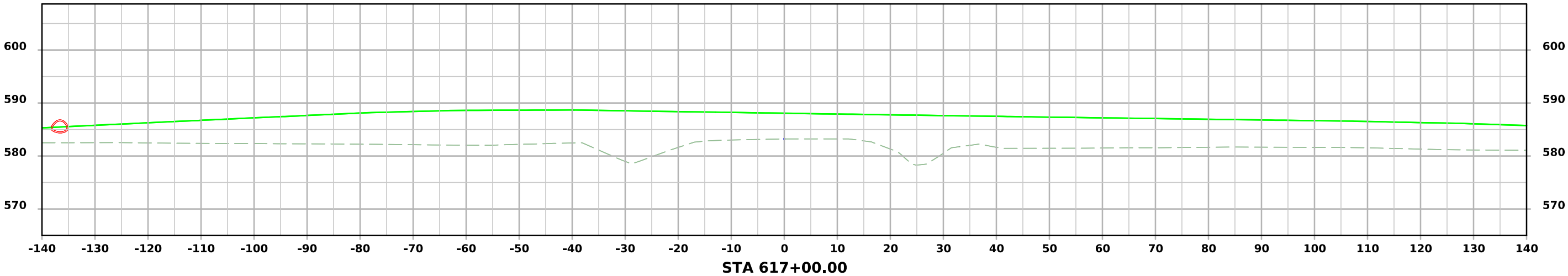
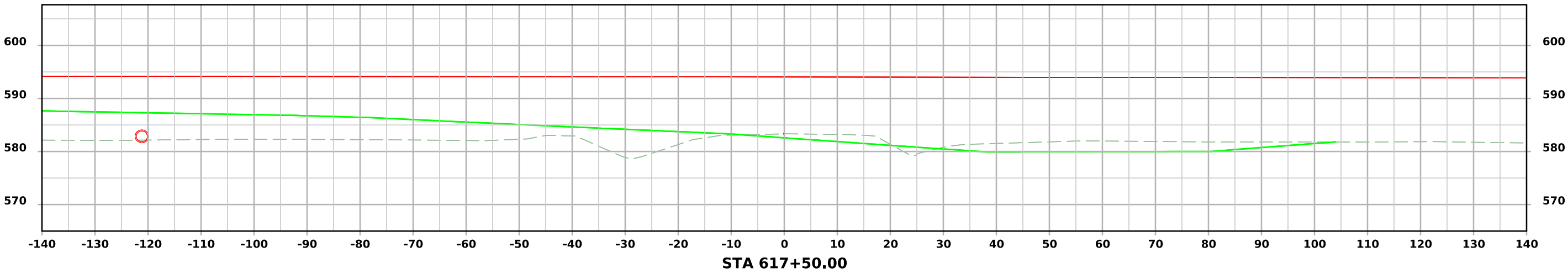
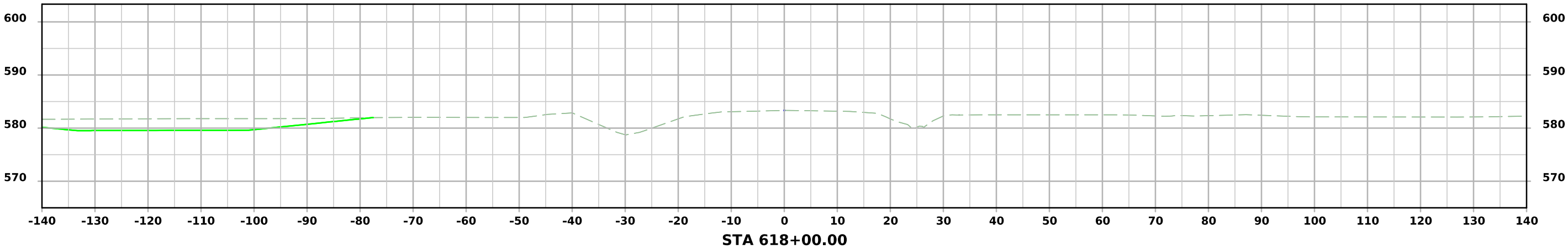
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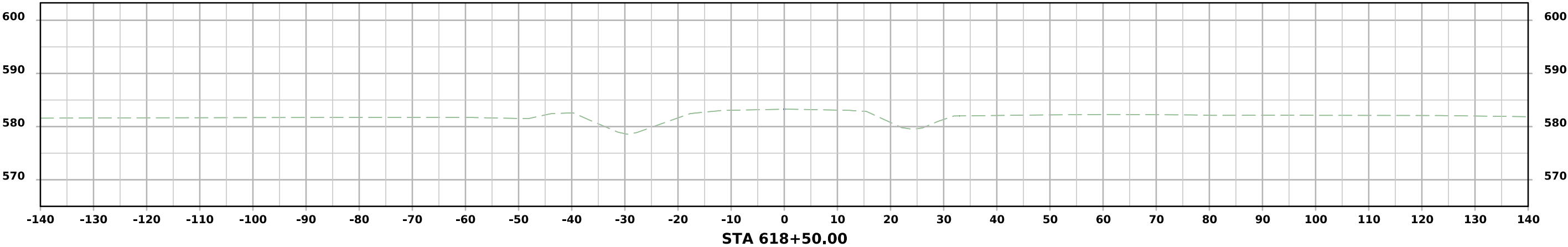
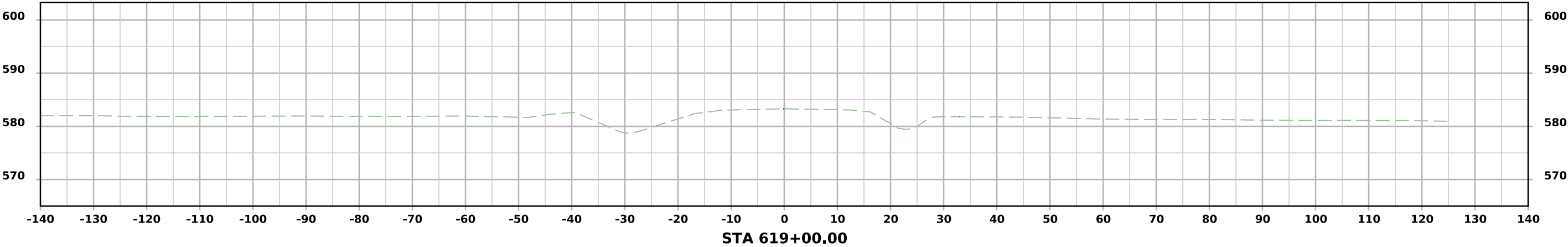
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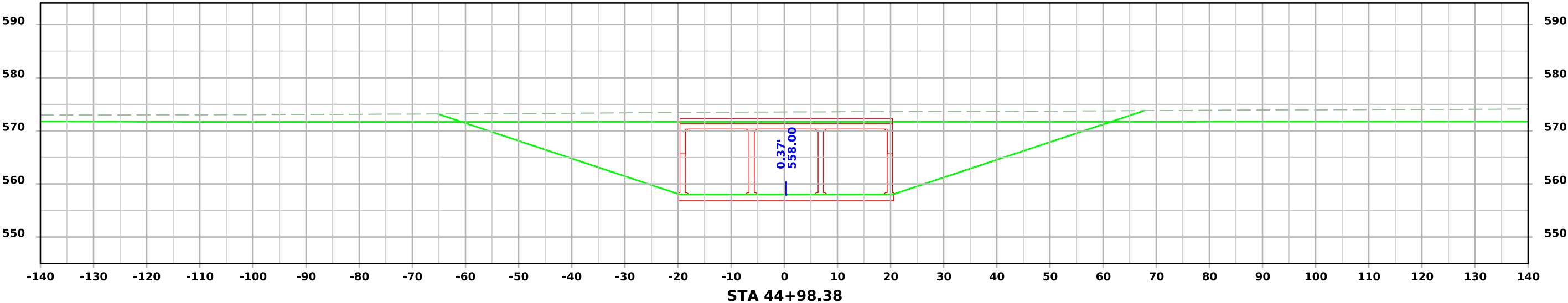
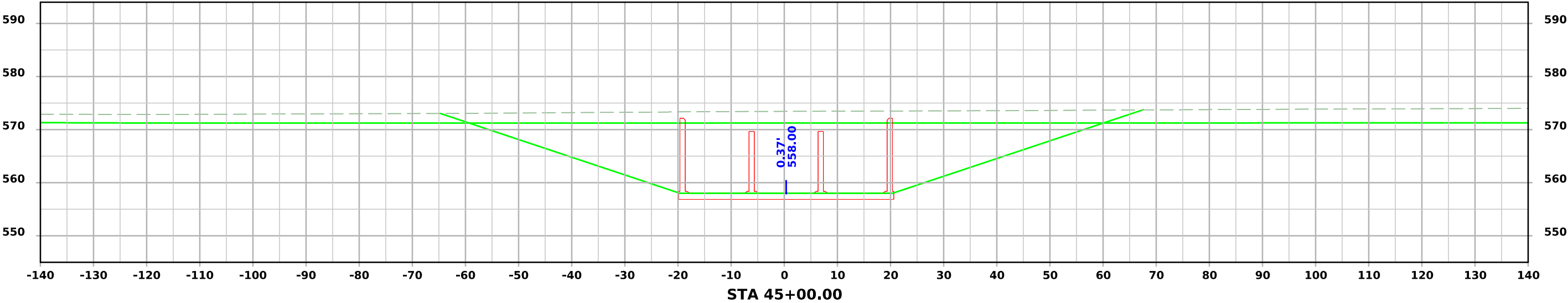
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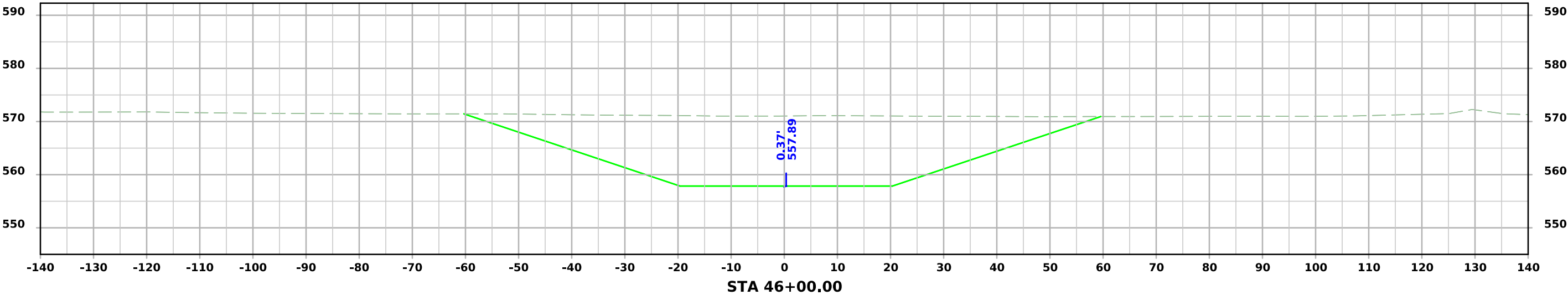
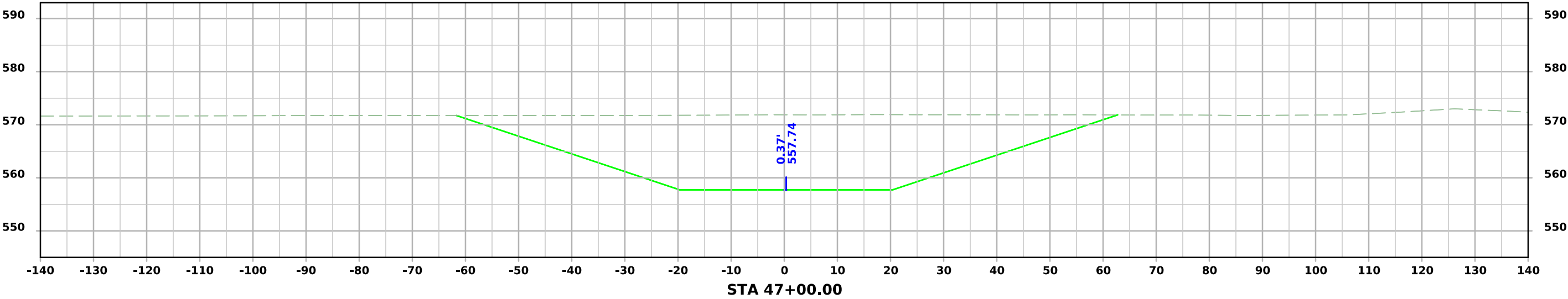
100th St (Close)



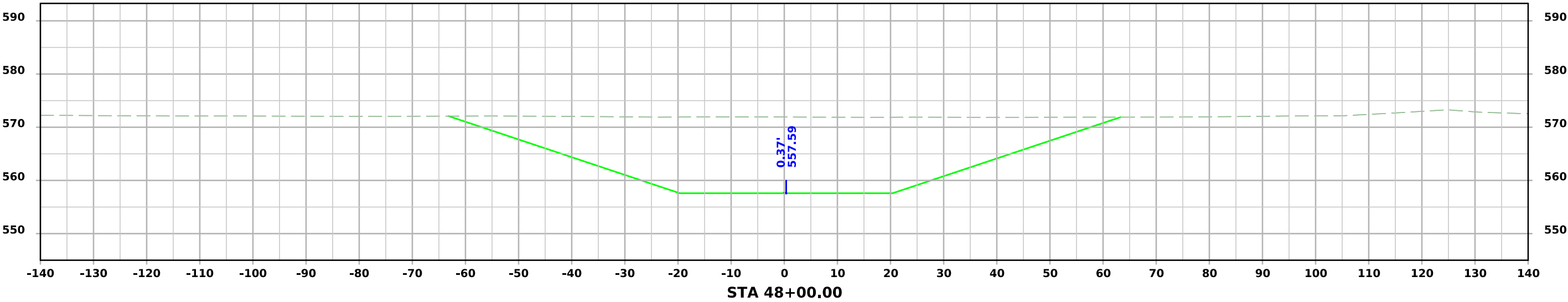
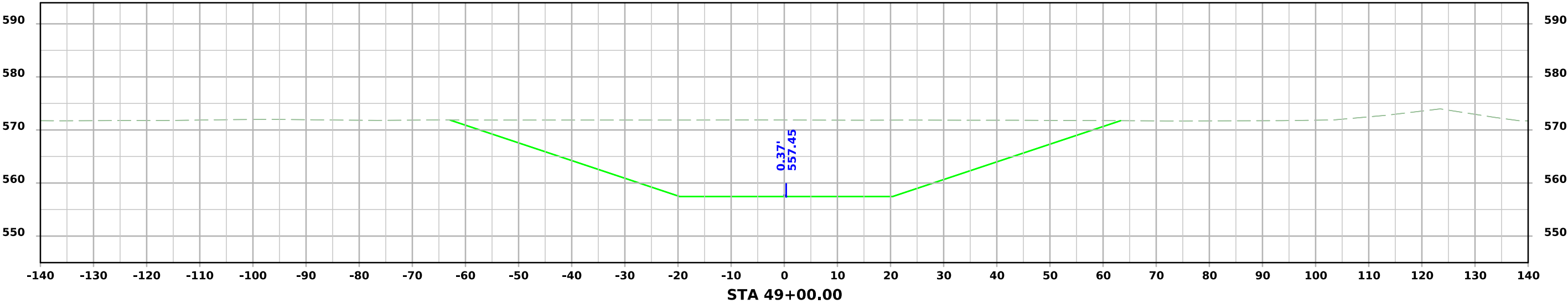
Channel 2244



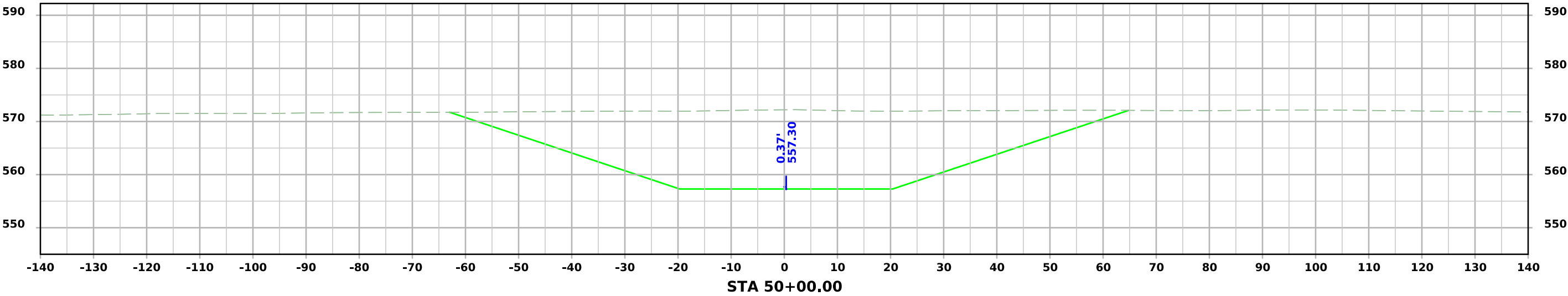
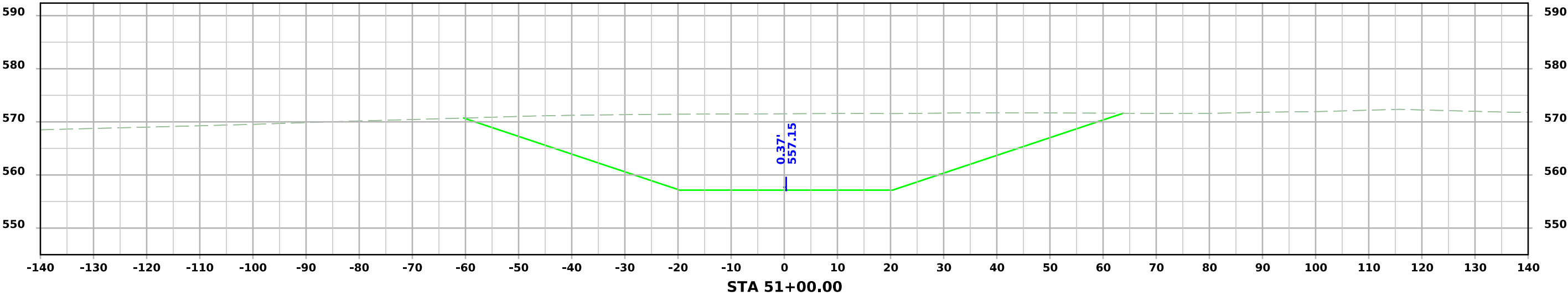
Channel 2244



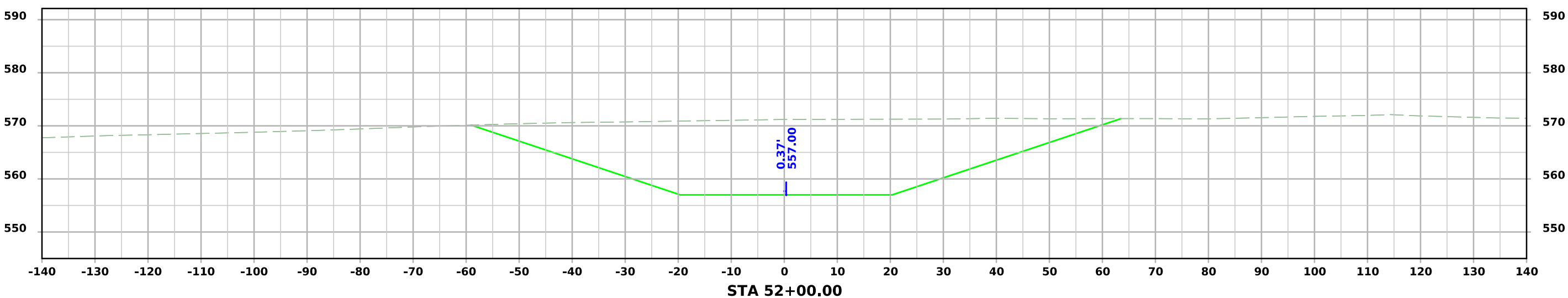
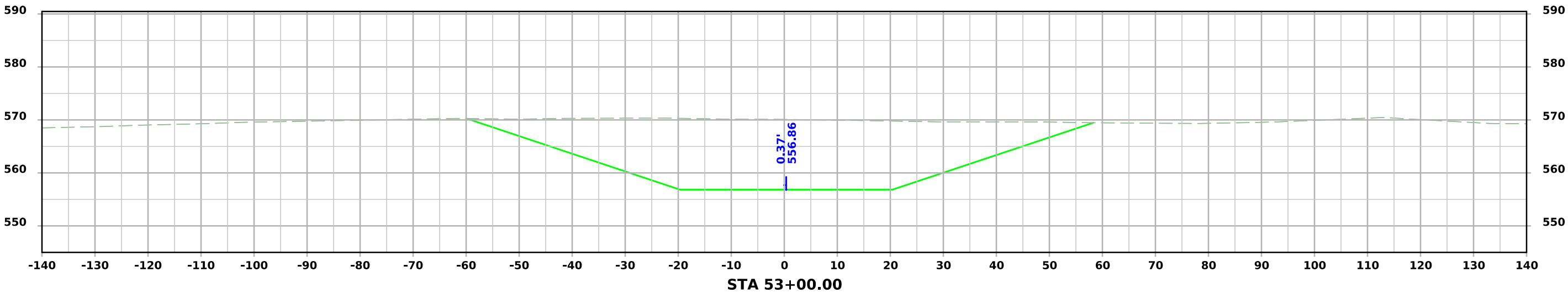
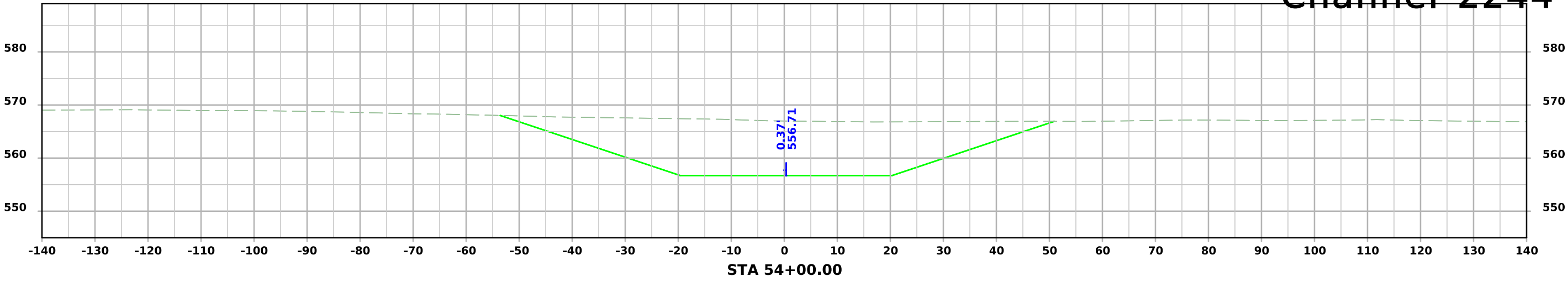
Channel 2244



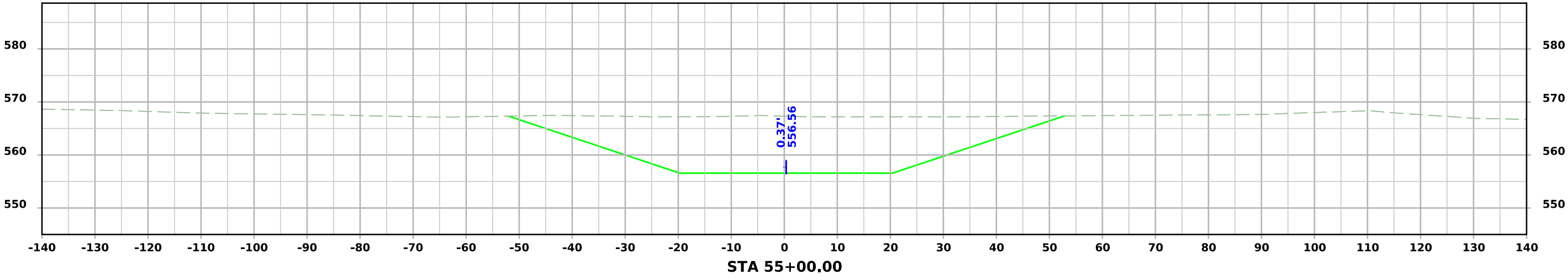
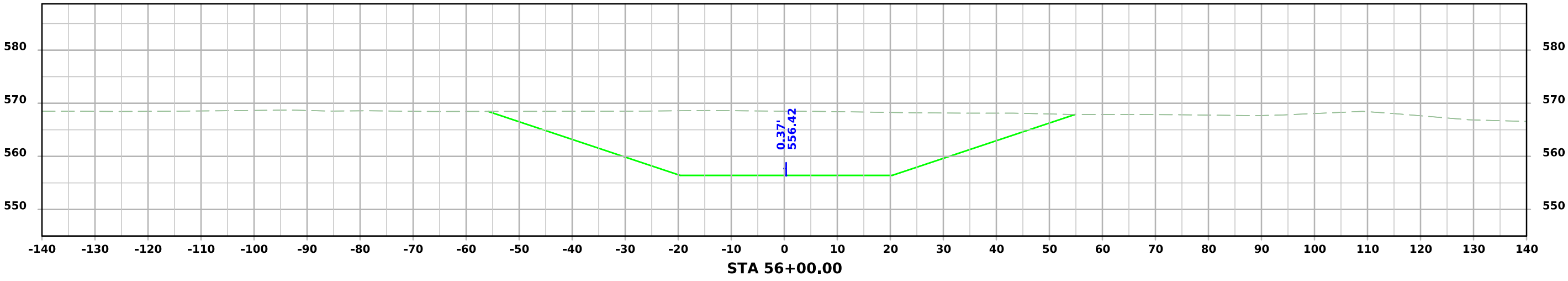
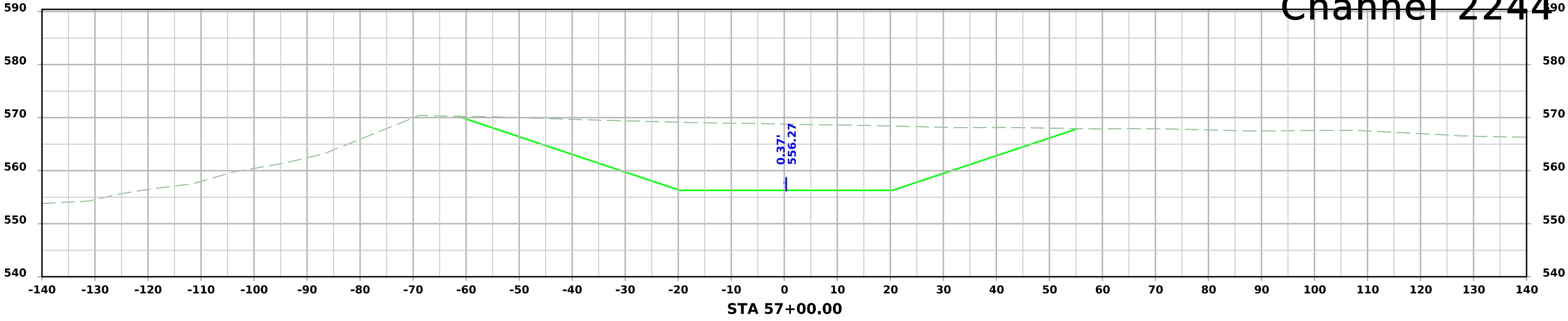
Channel 2244



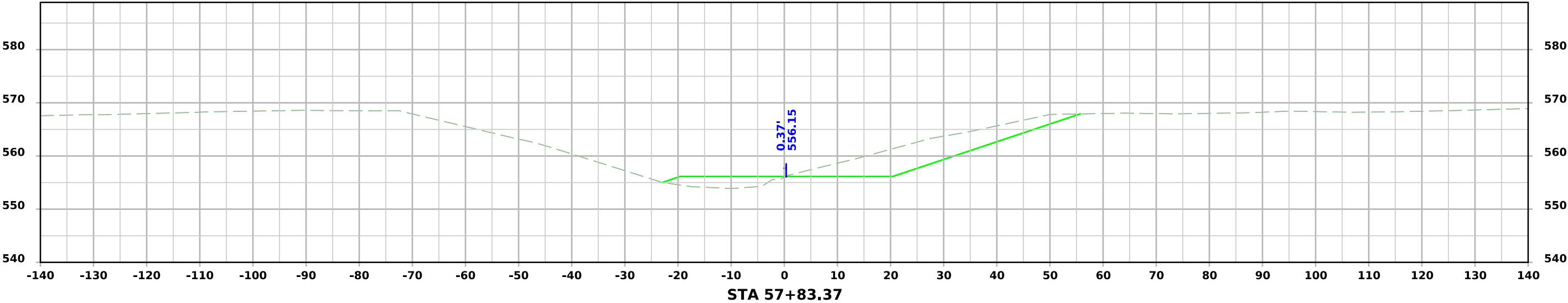
Channel 2244



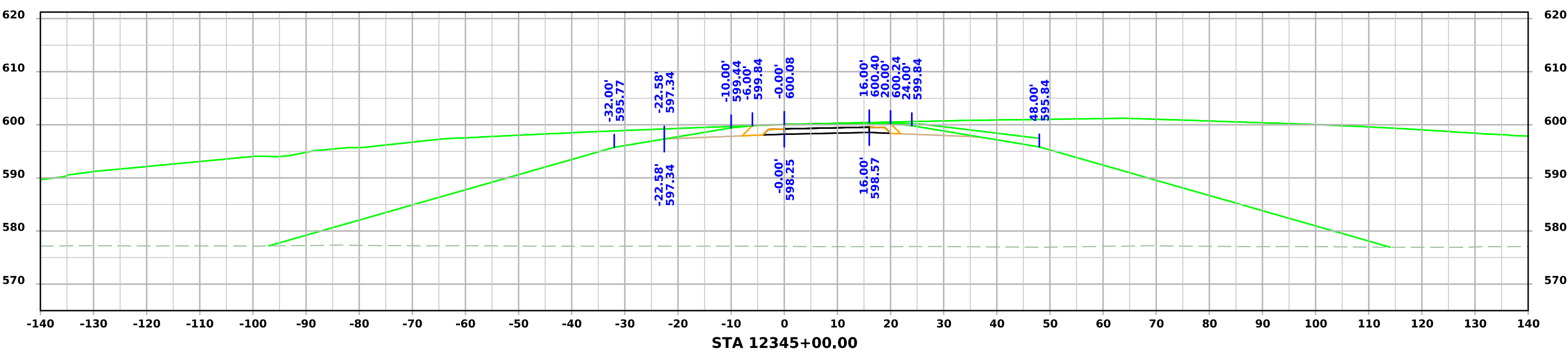
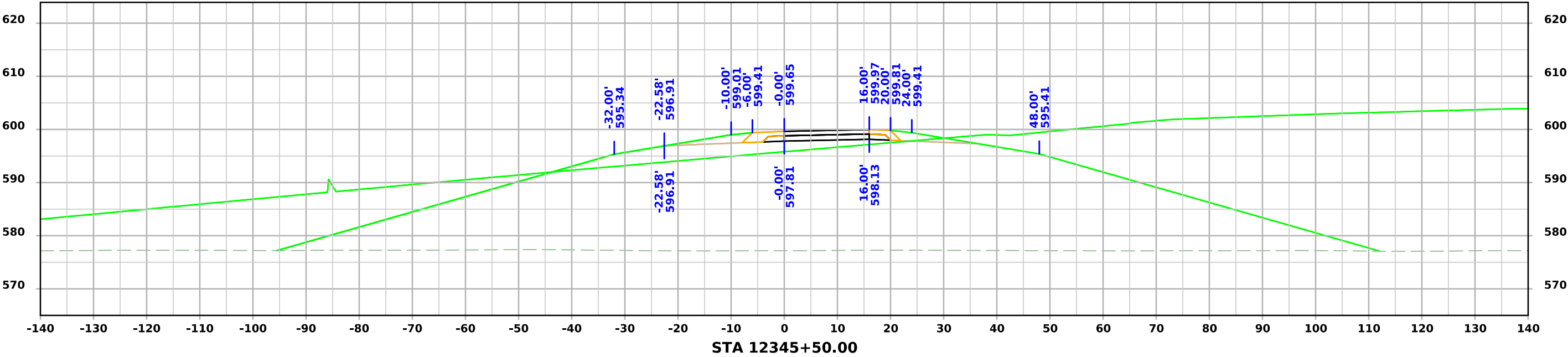
Channel 2244⁹⁰



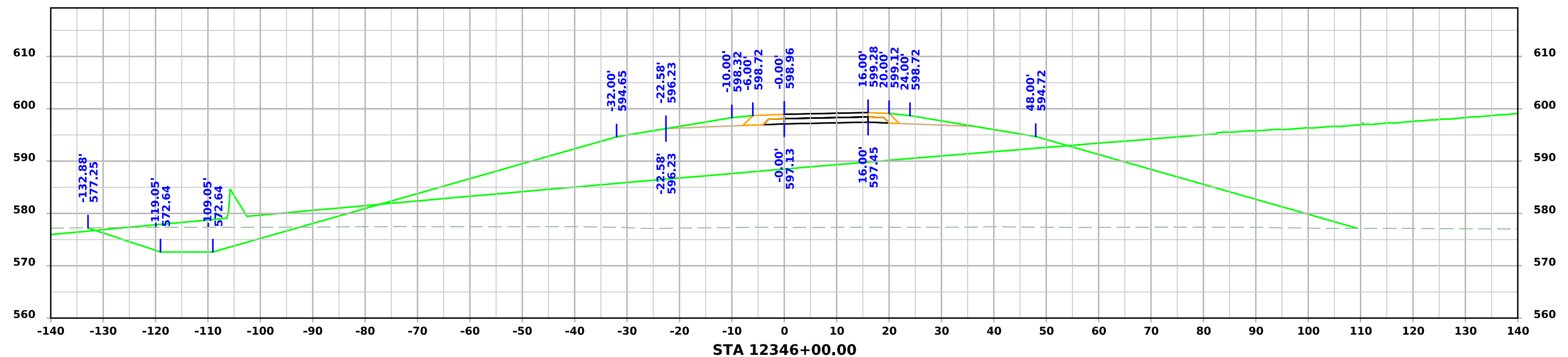
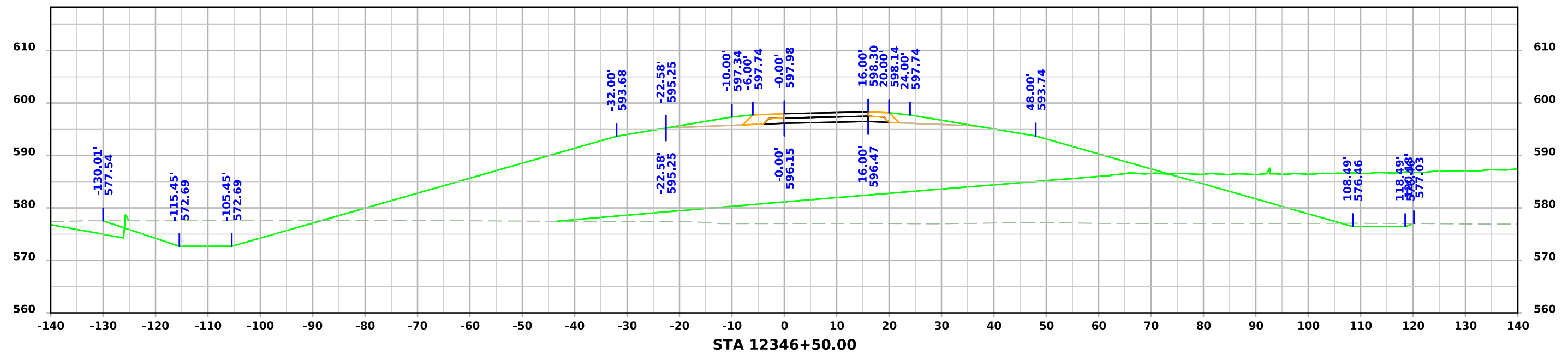
Channel 2244



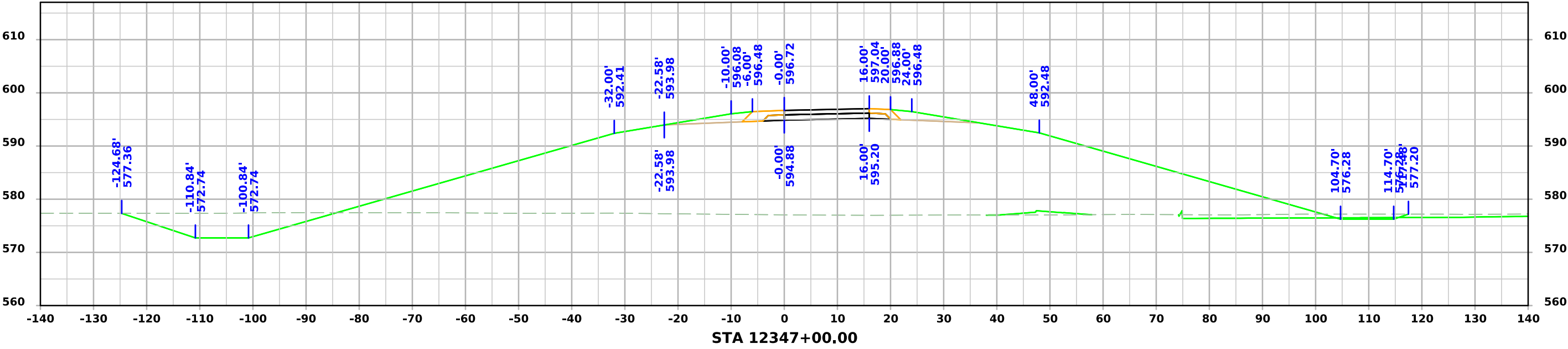
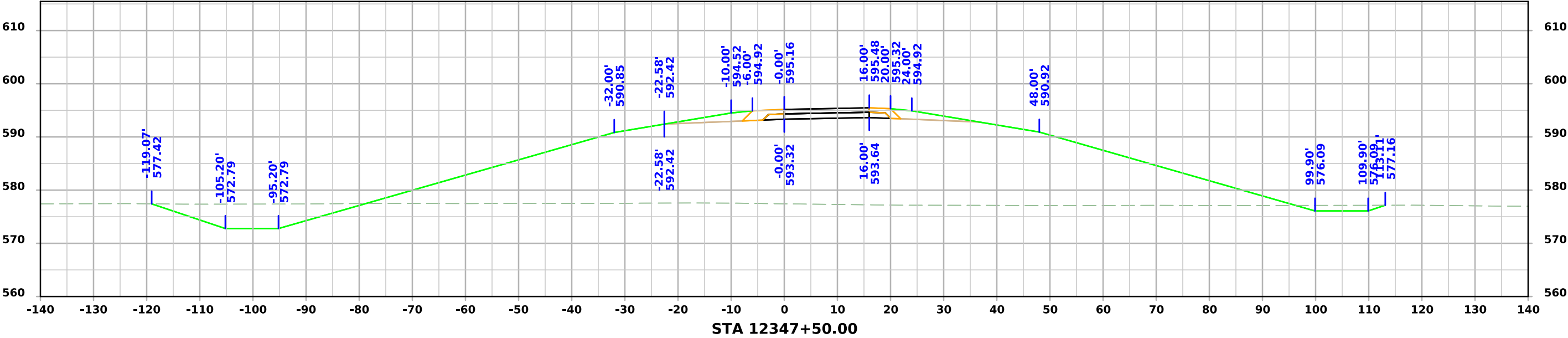
Ramp A BUS61



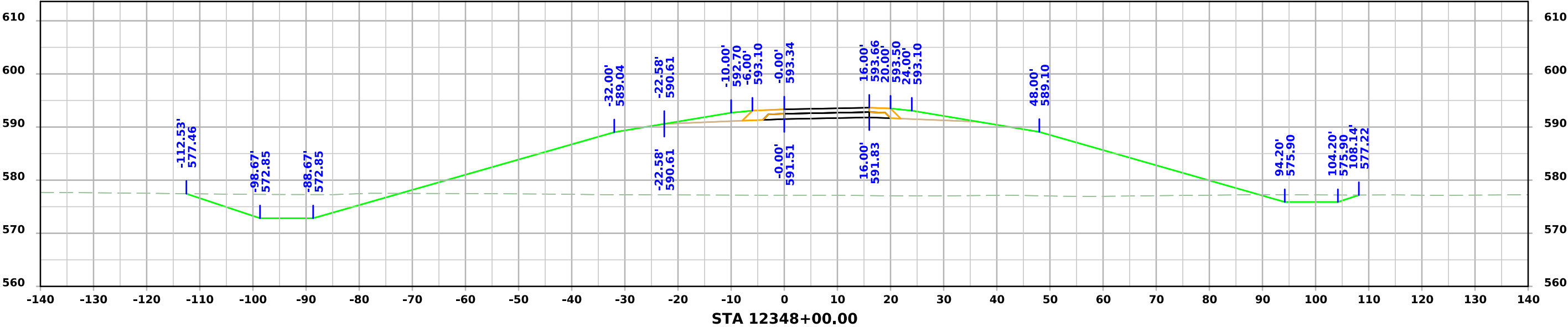
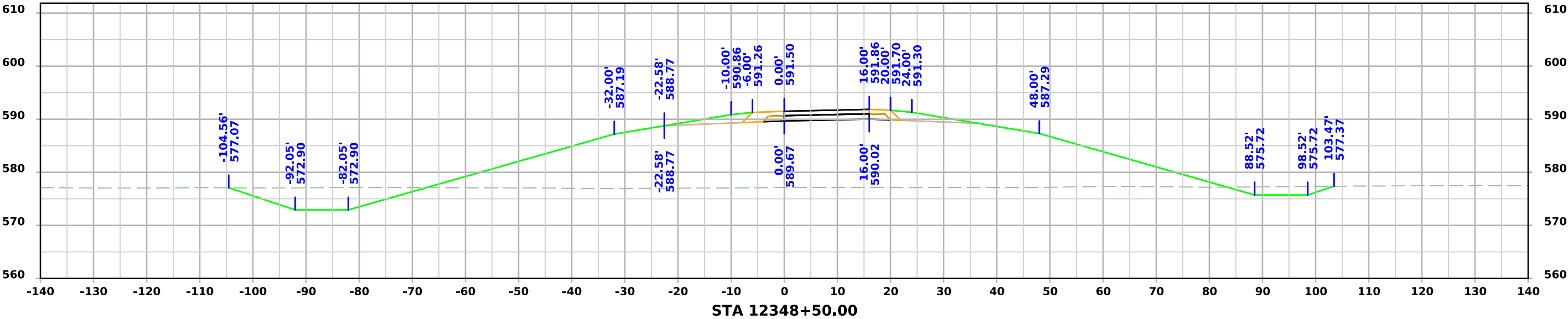
Ramp A BUS61



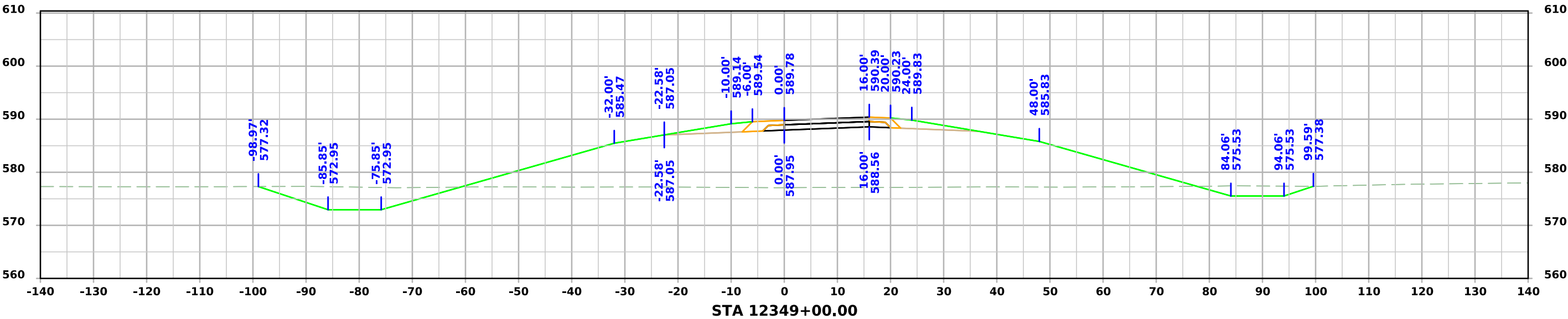
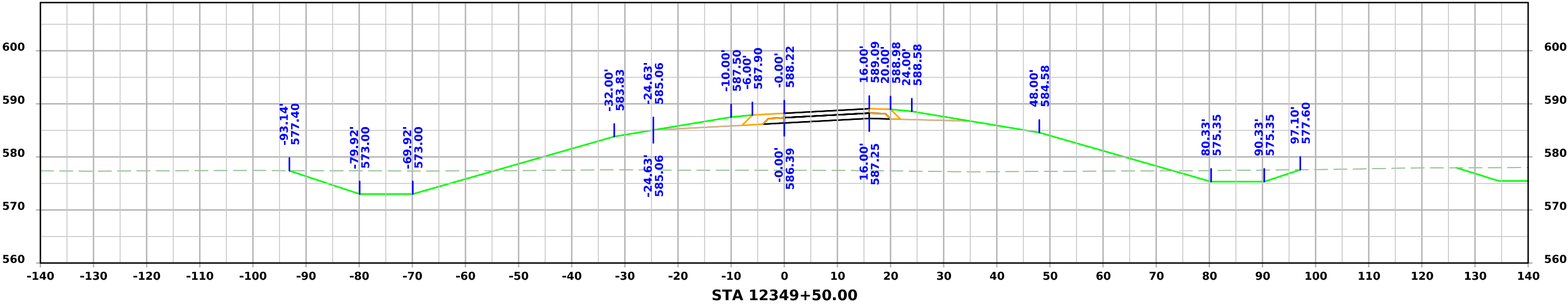
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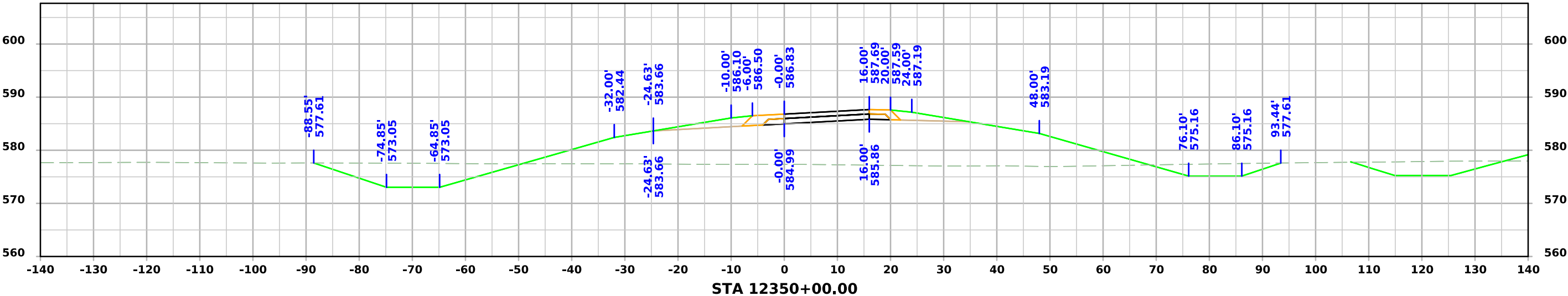
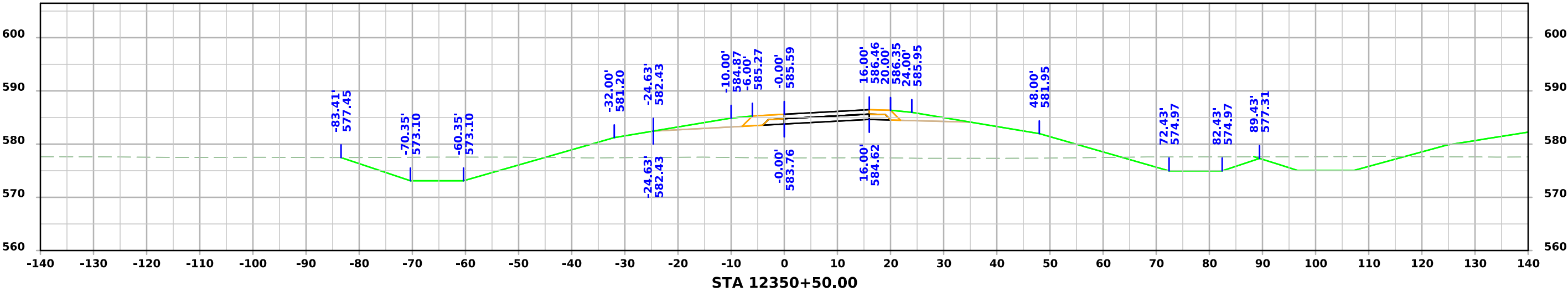
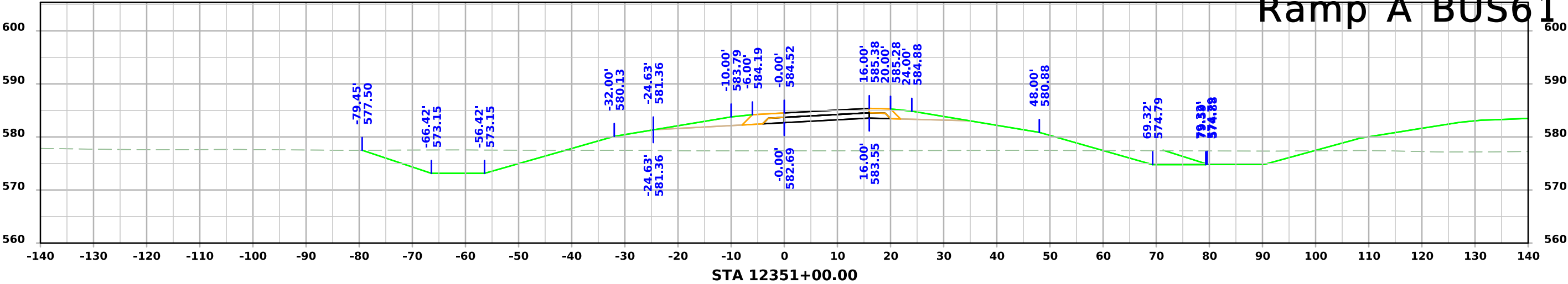
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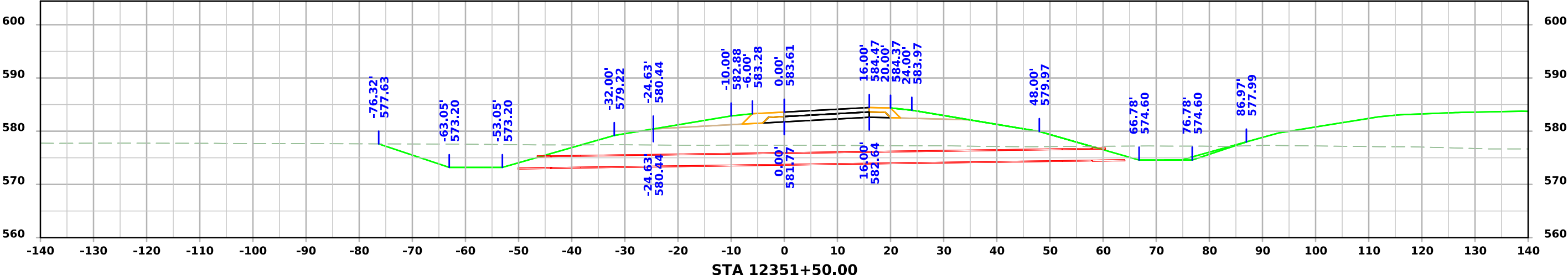
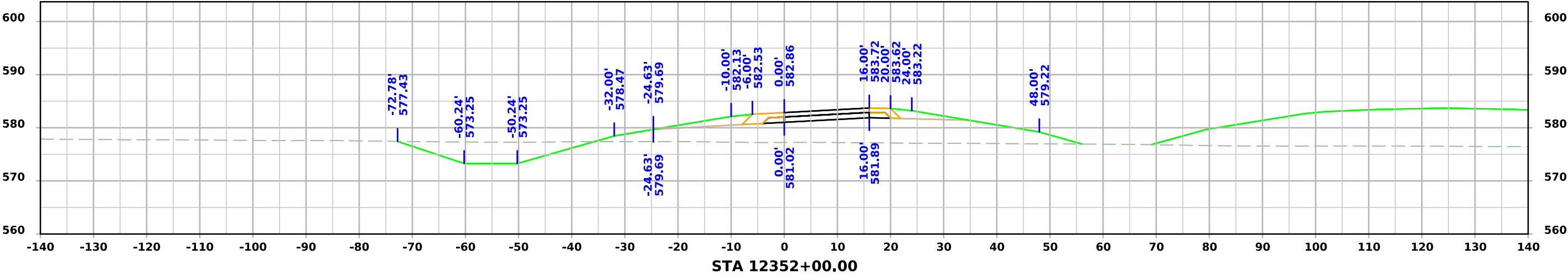
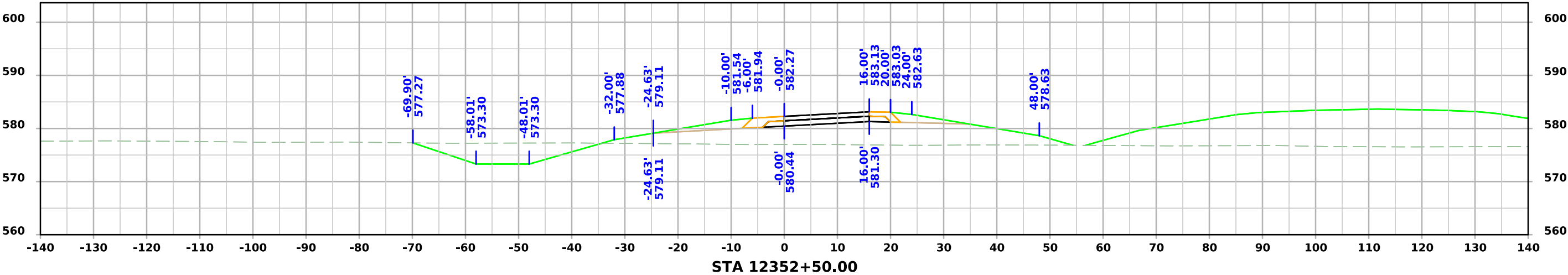
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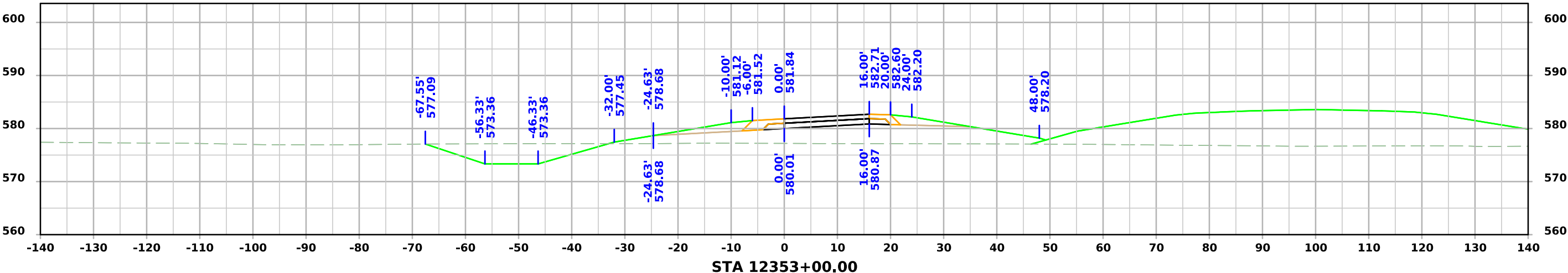
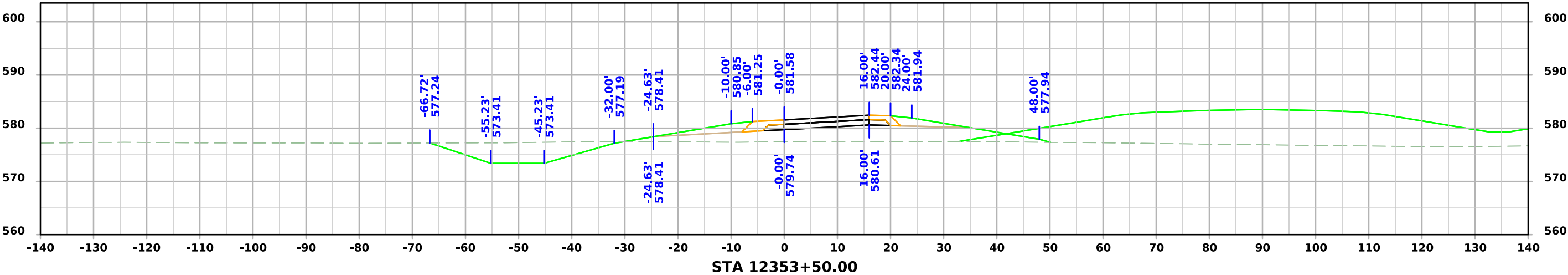
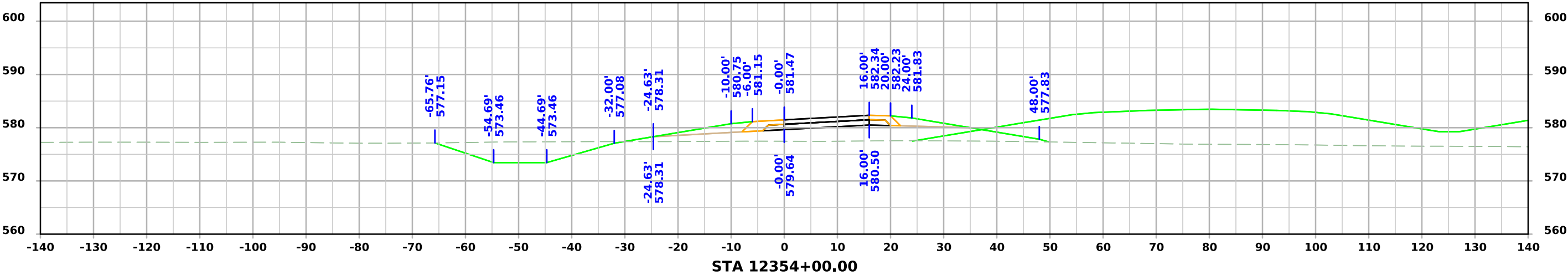
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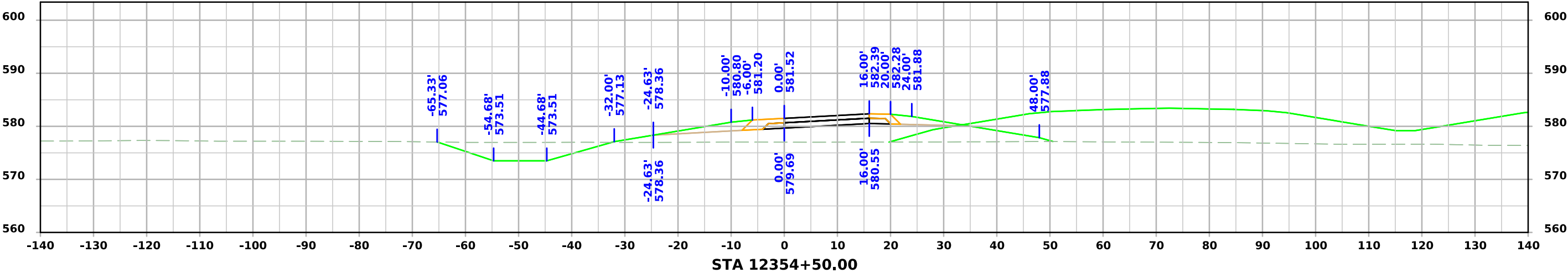
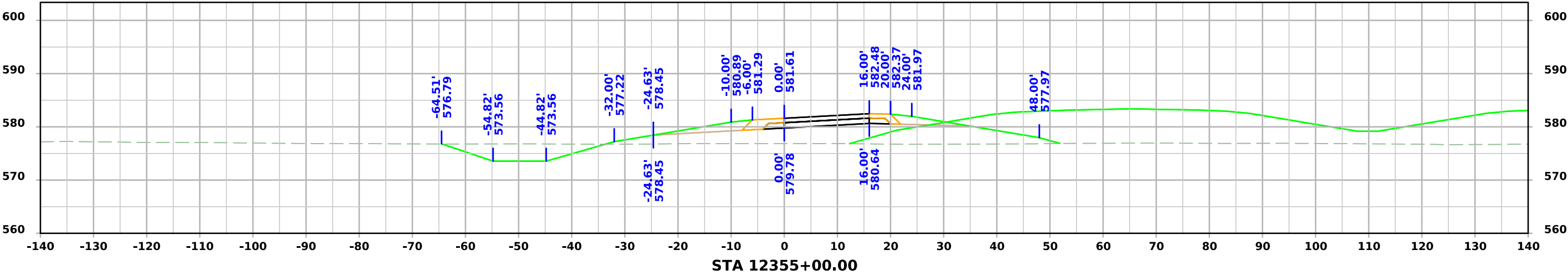
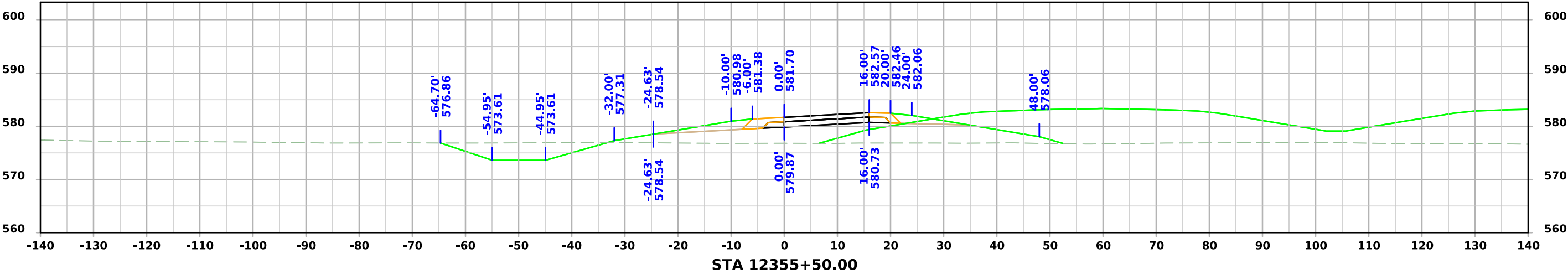
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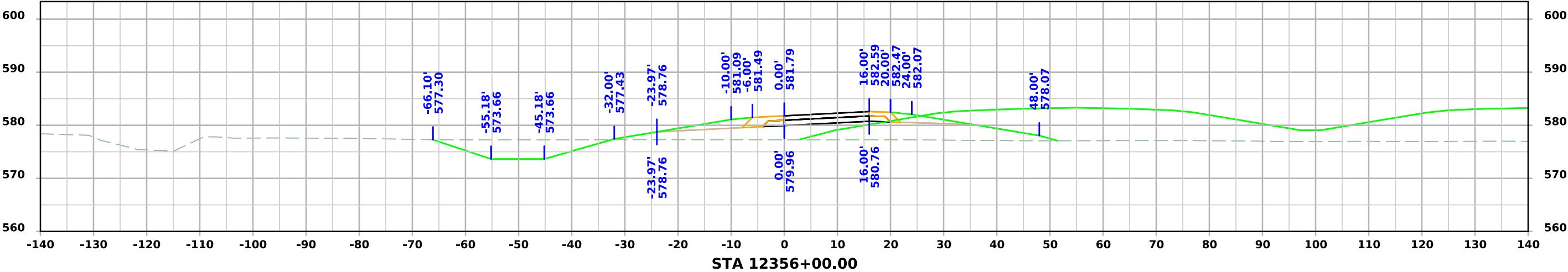
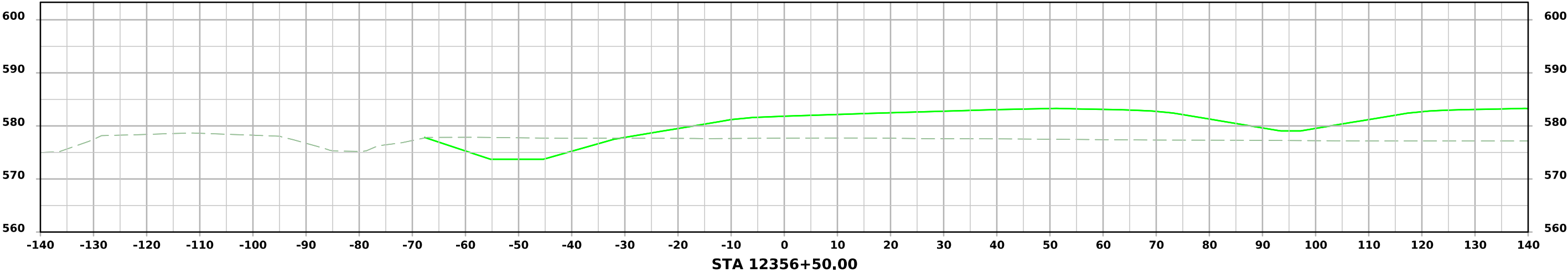
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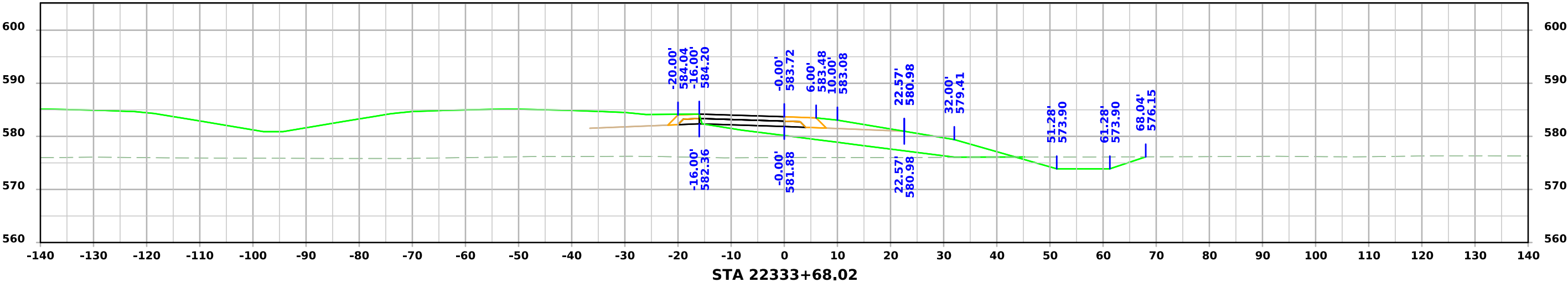
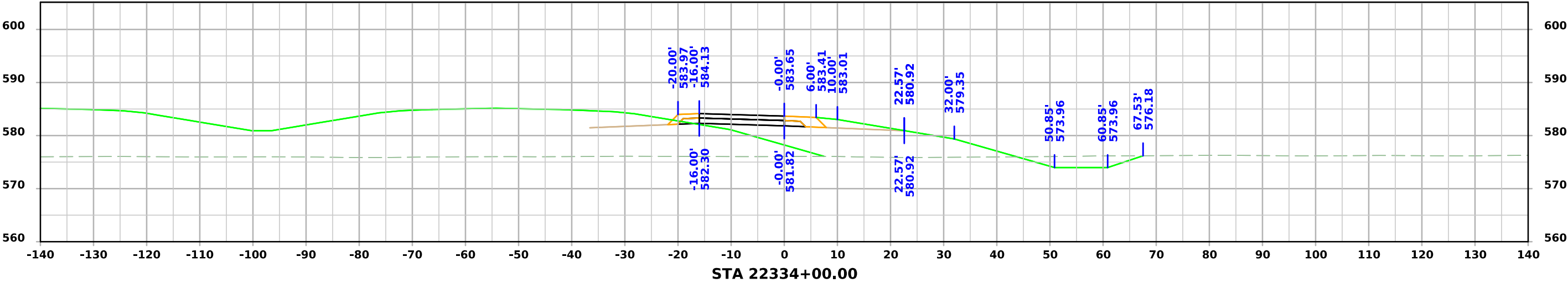
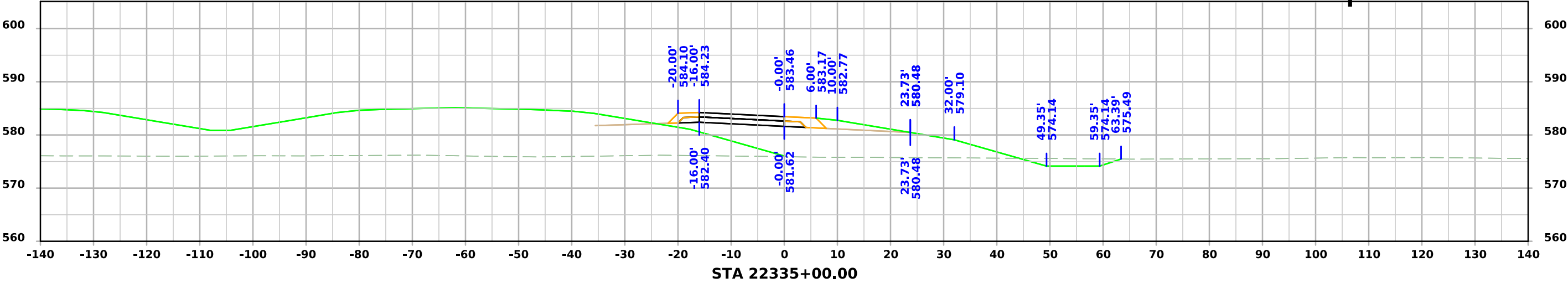
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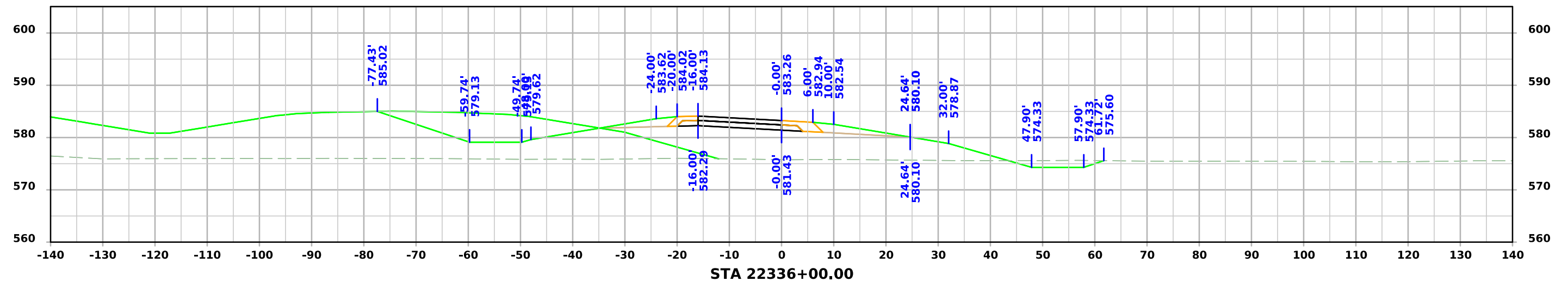
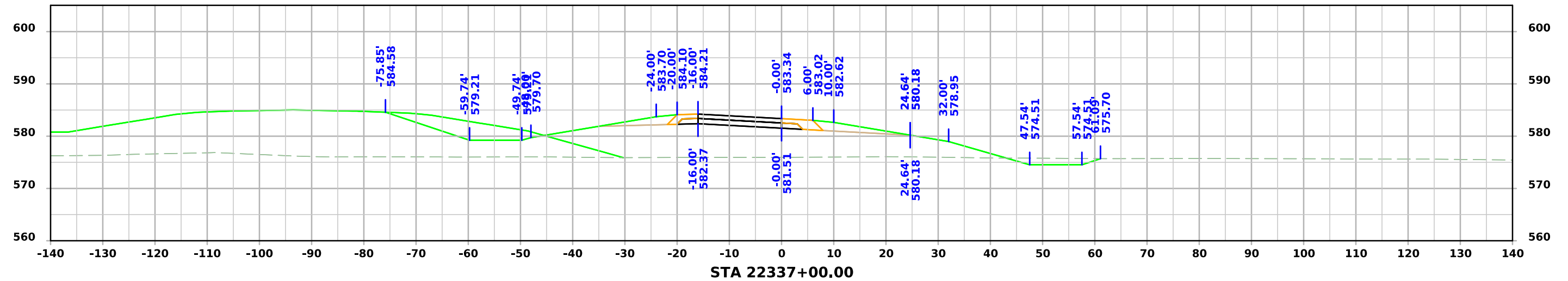
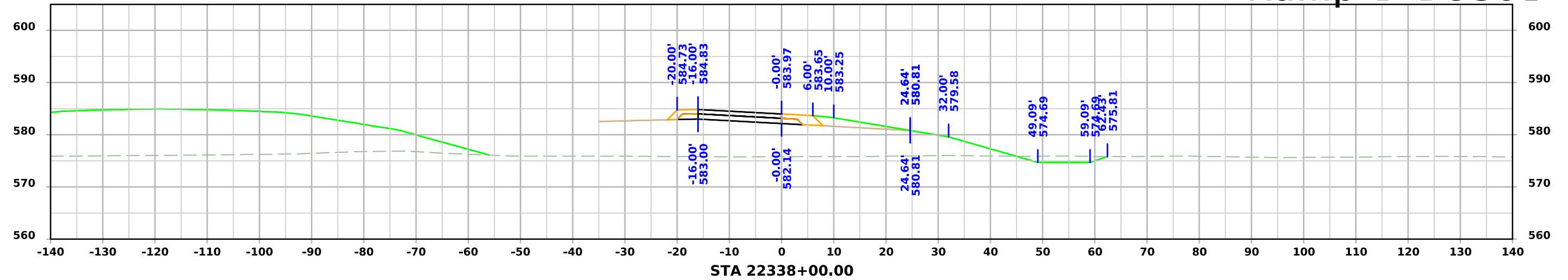
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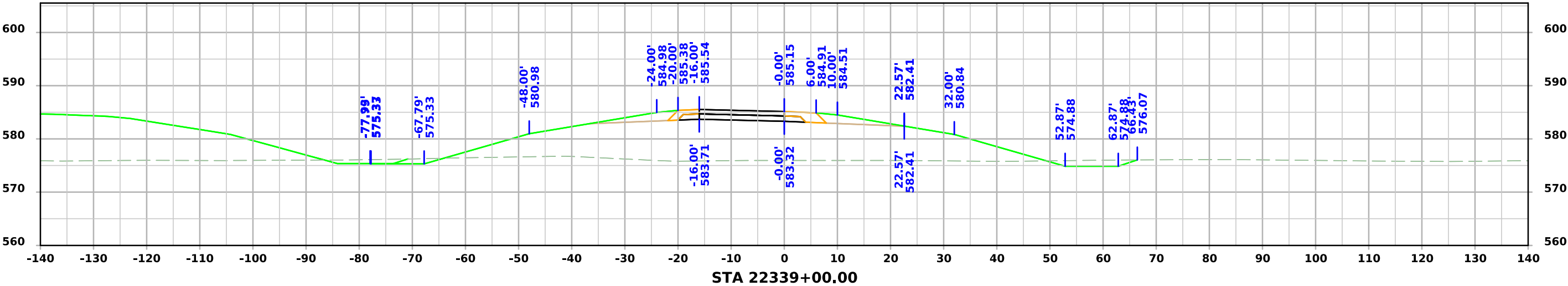
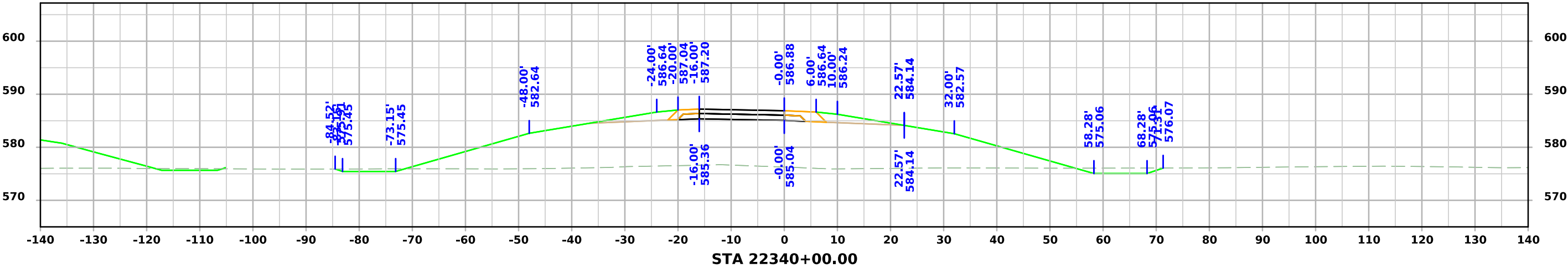
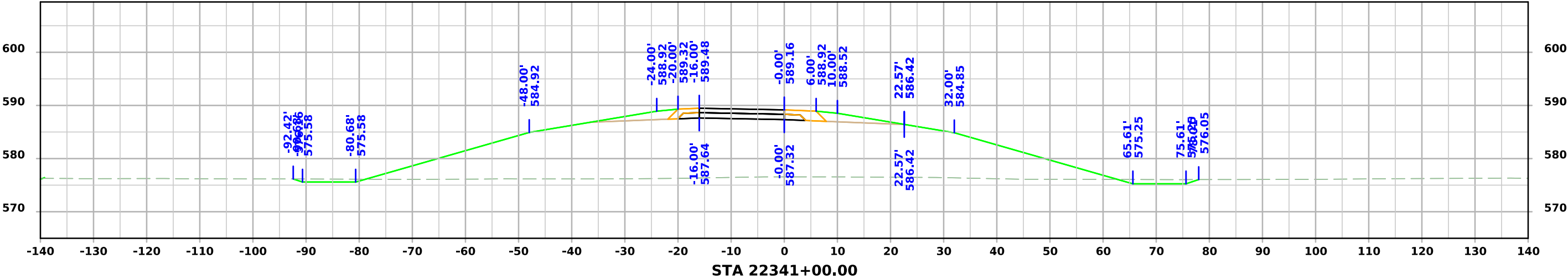
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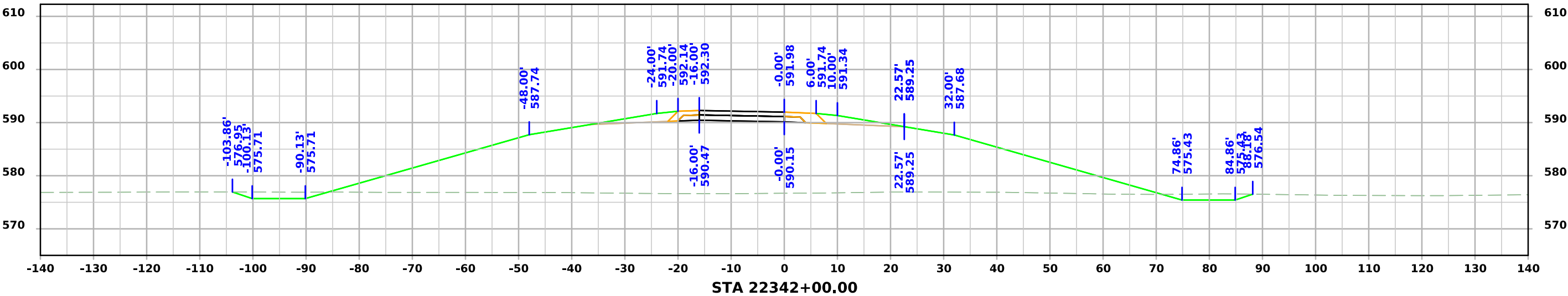
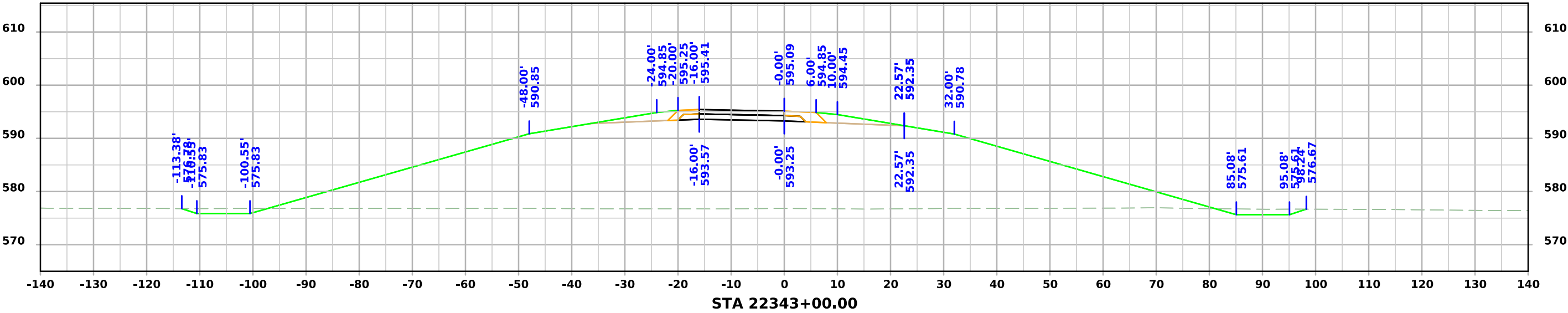
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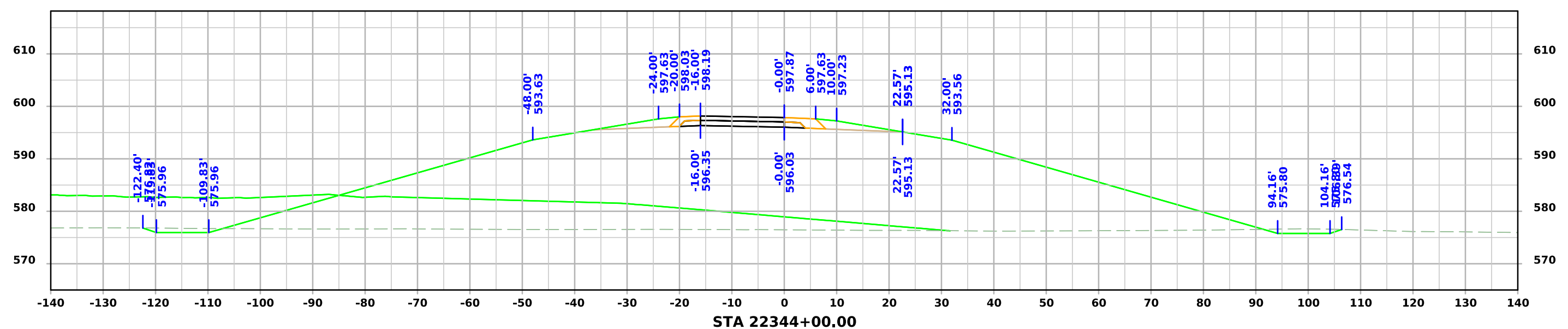
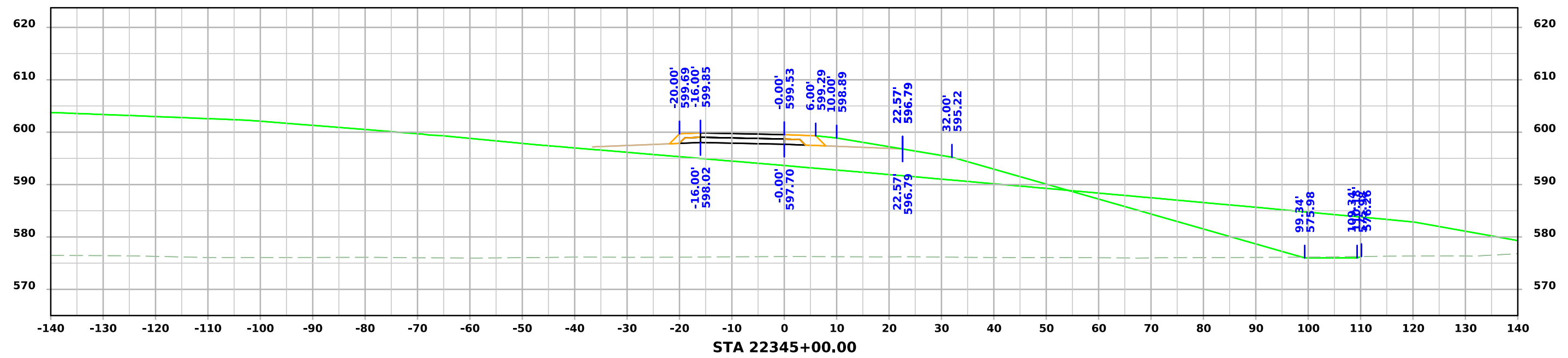
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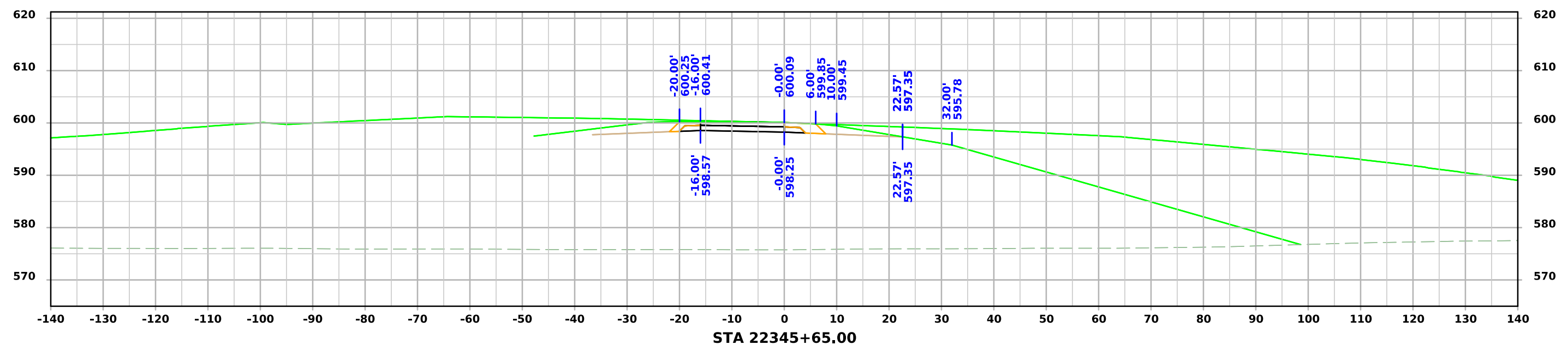
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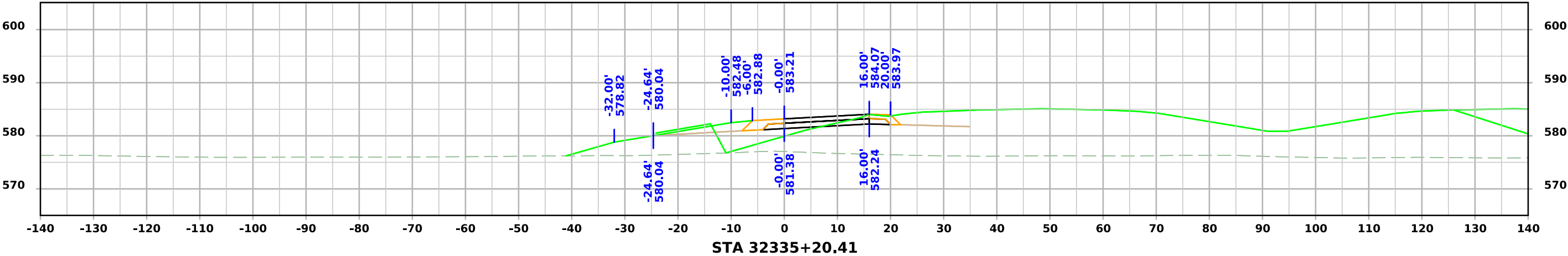
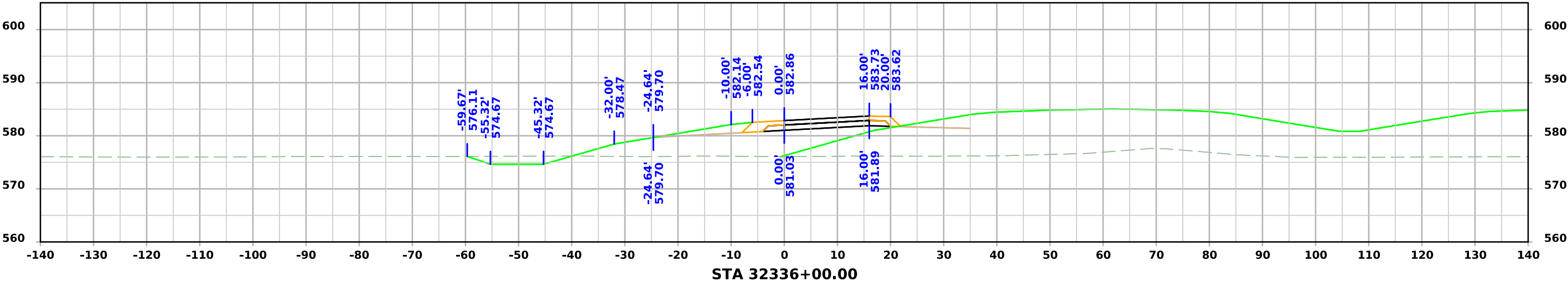
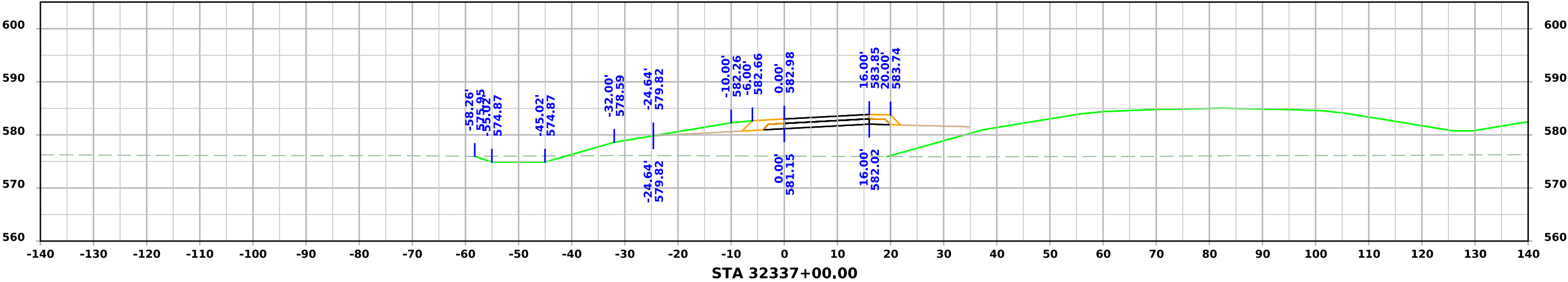
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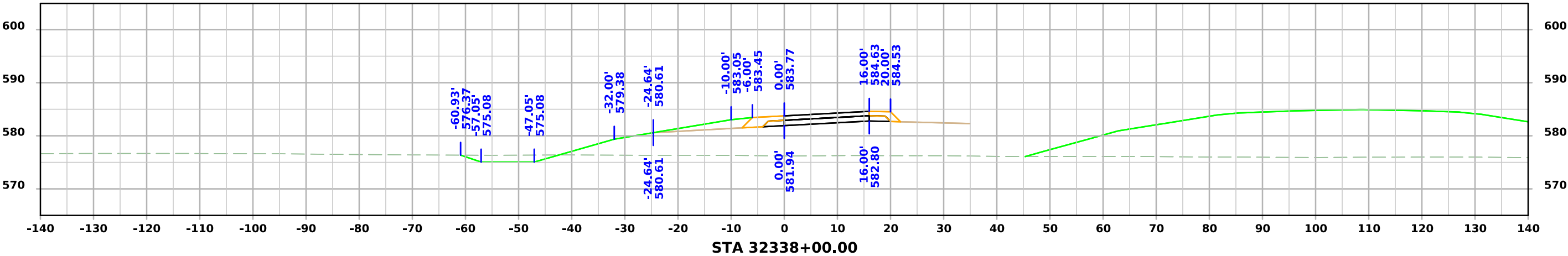
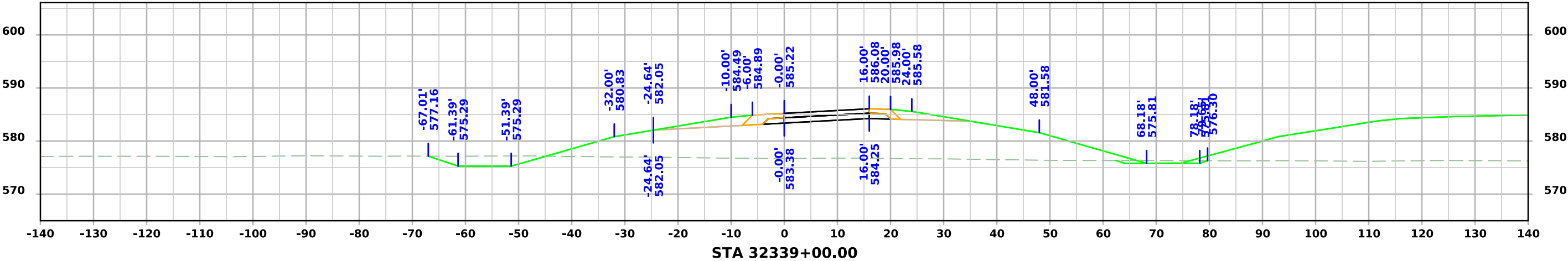
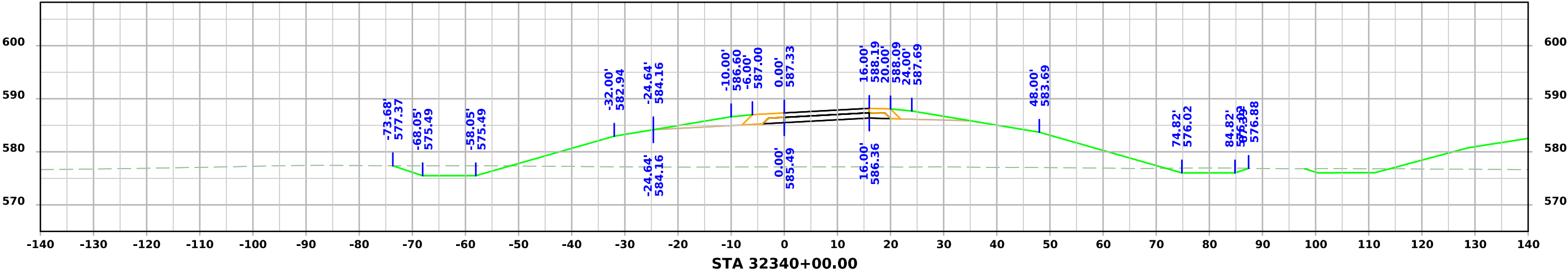
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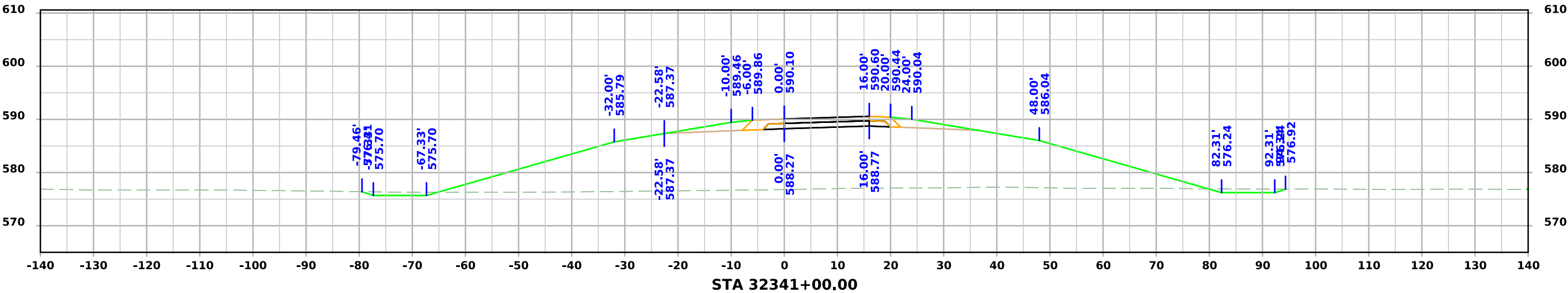
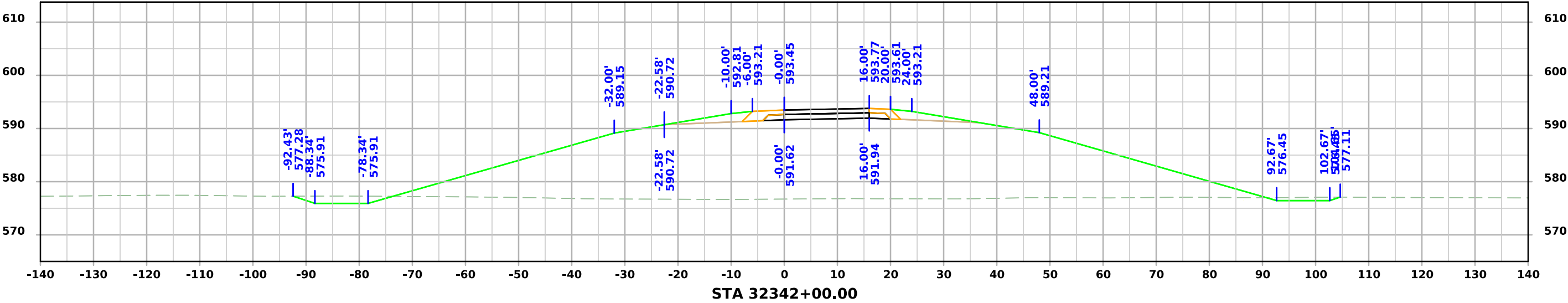
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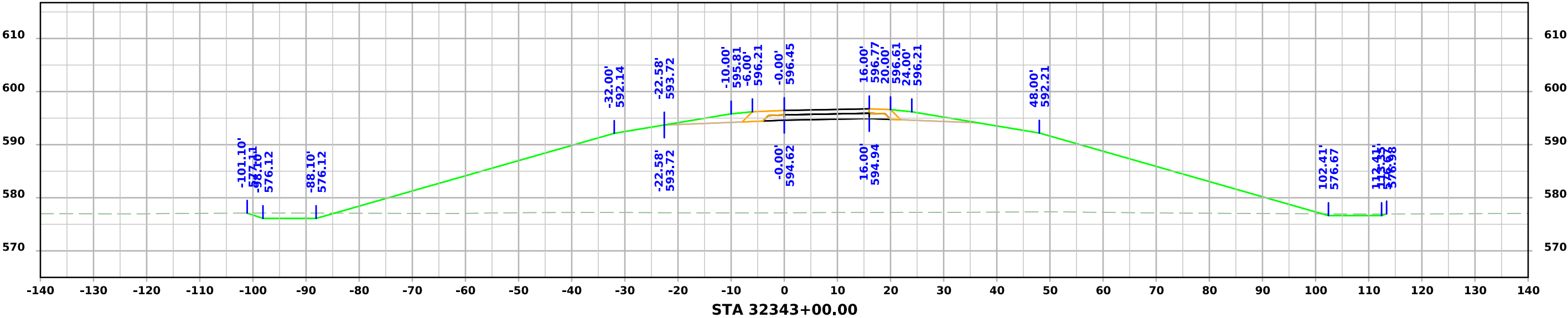
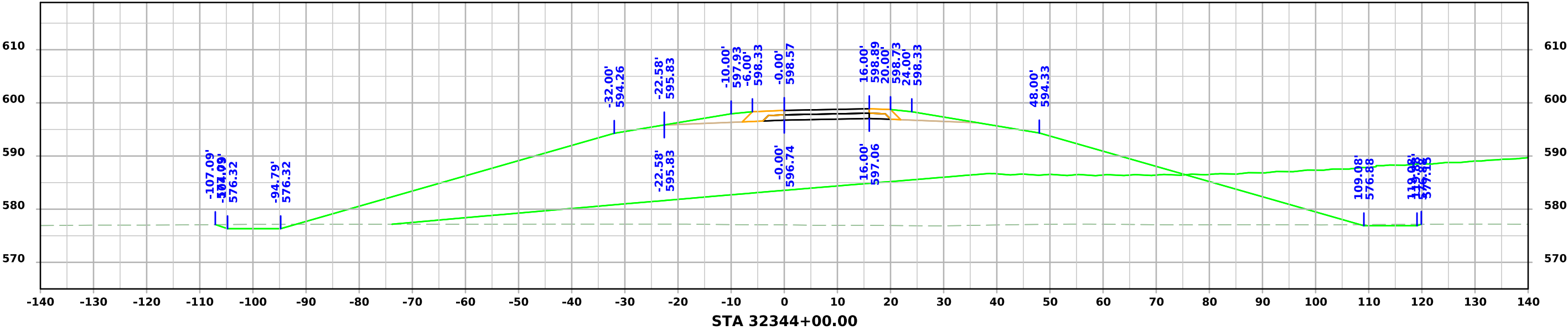
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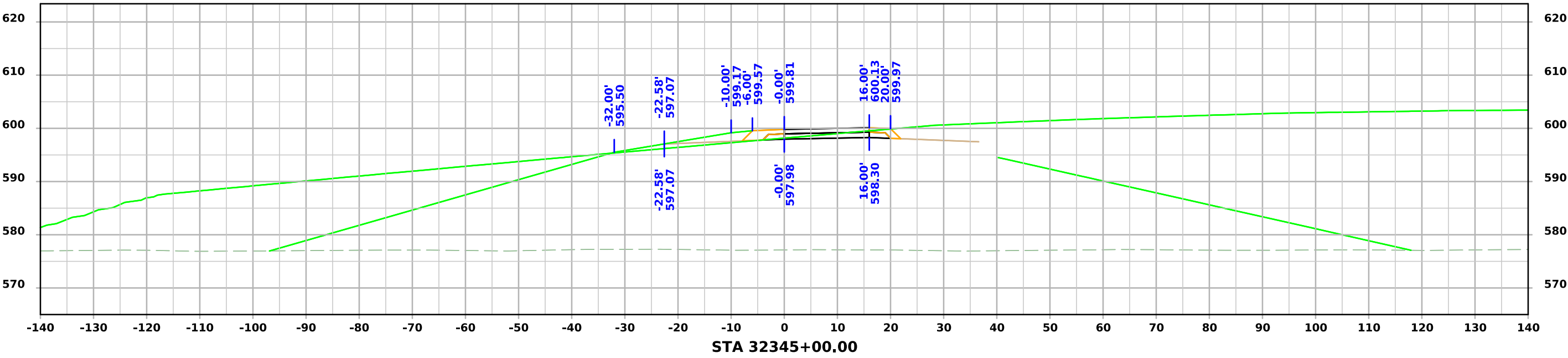
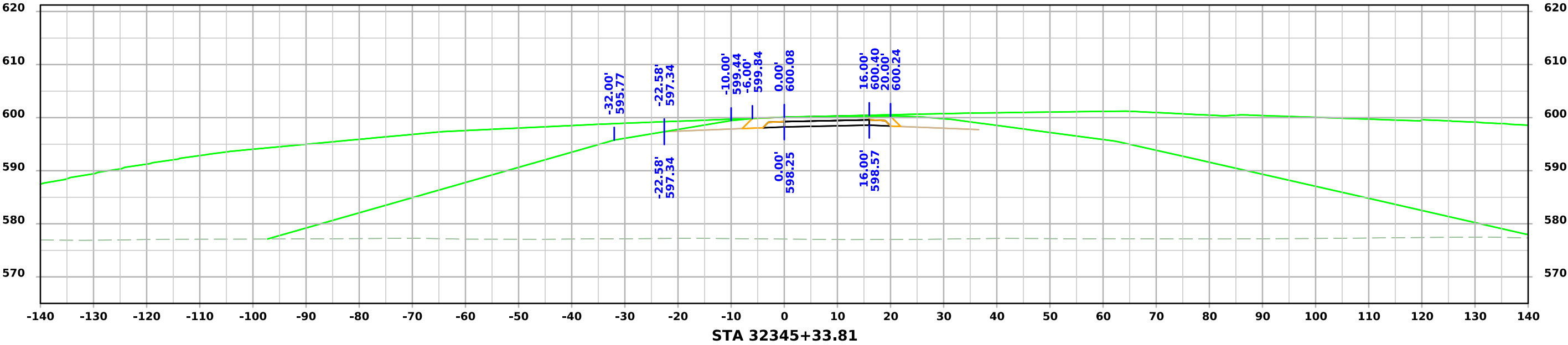
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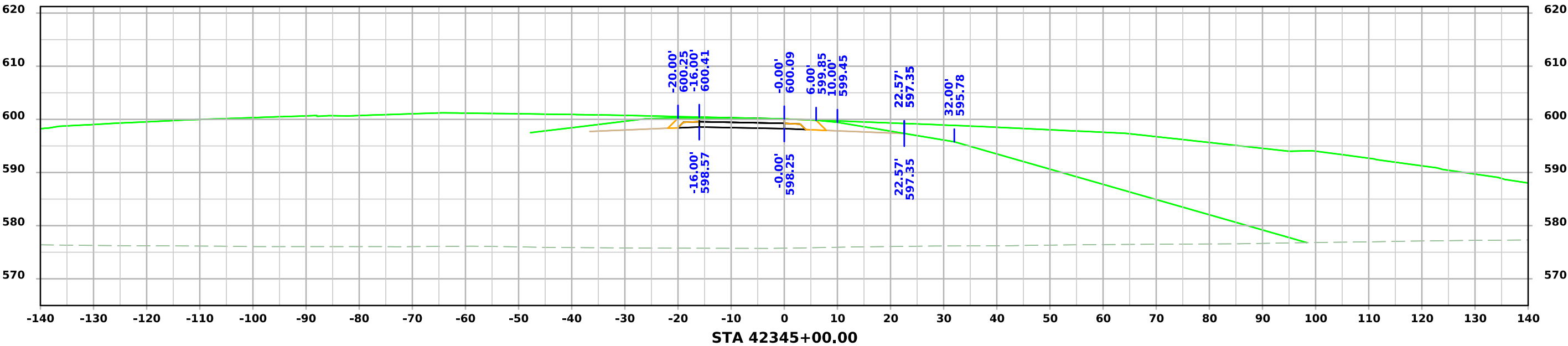
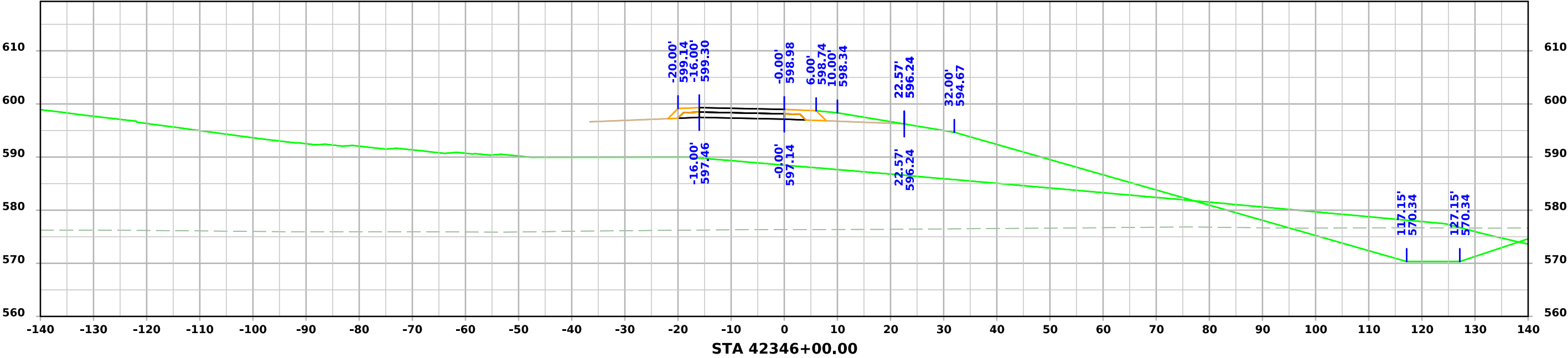
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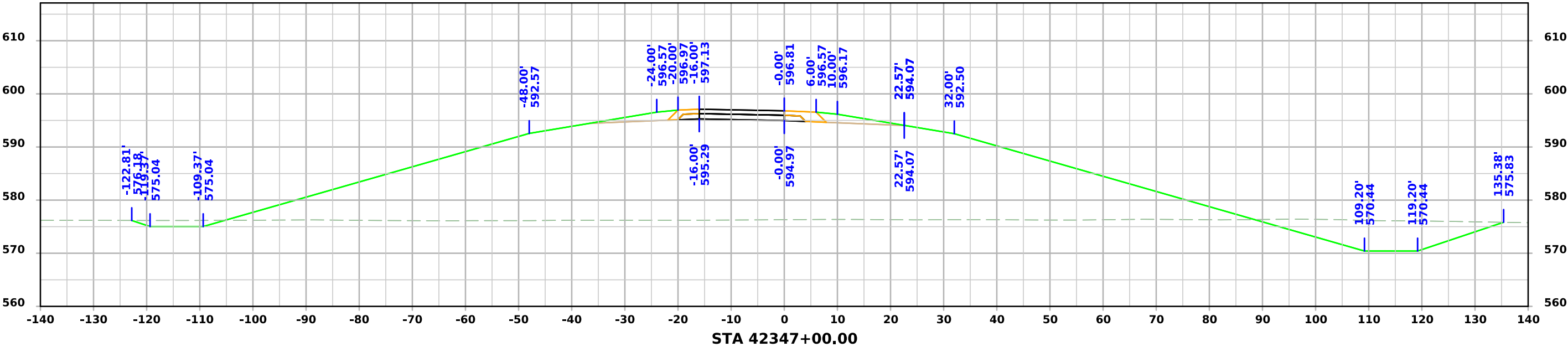
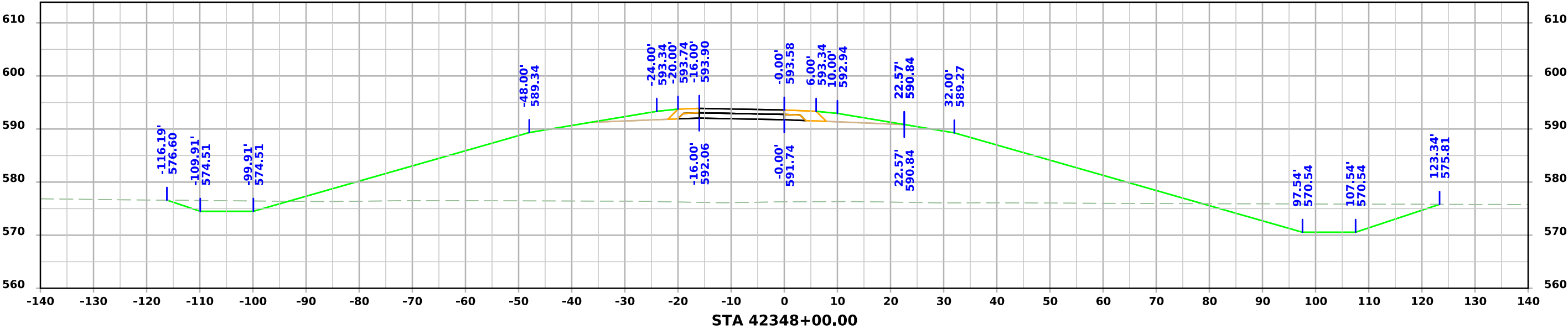
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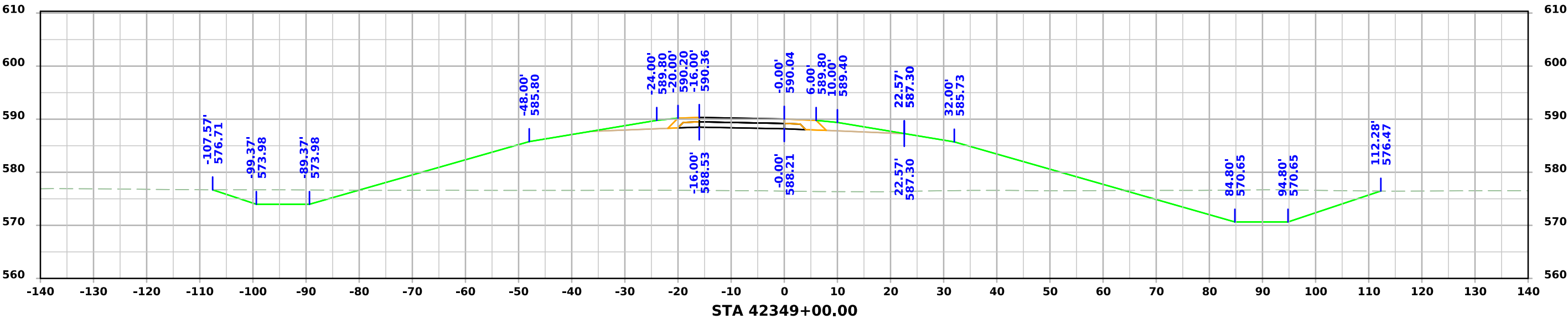
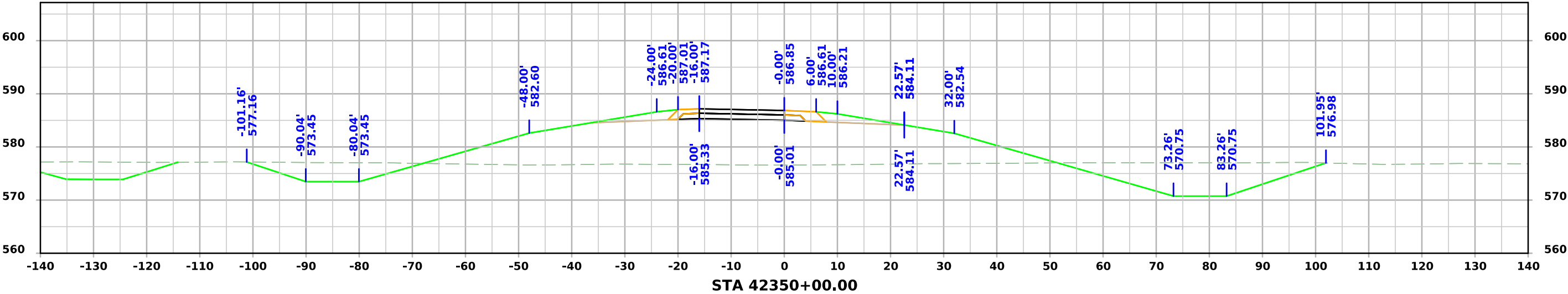
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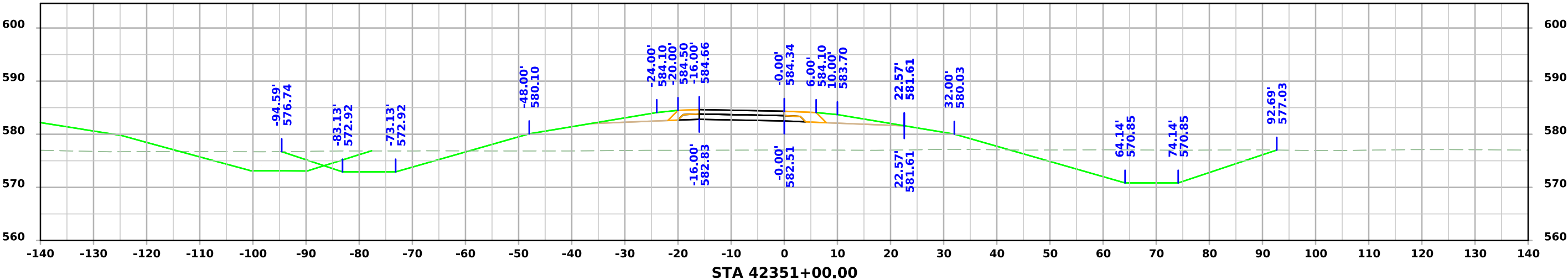
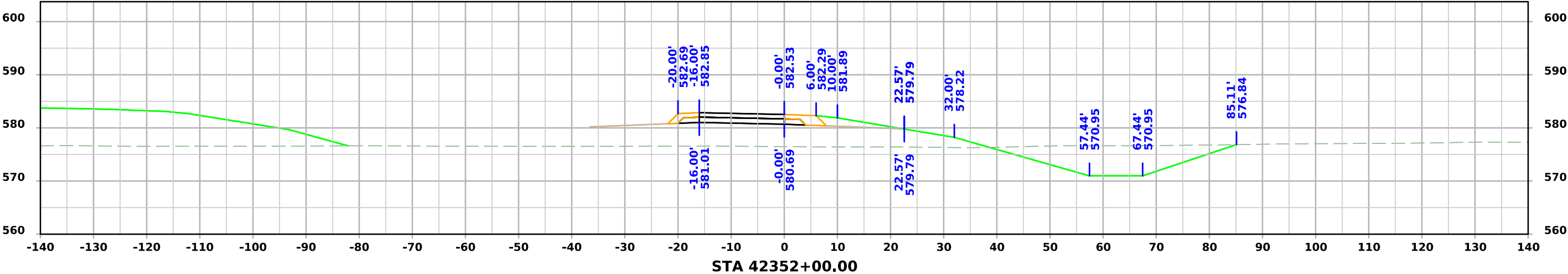
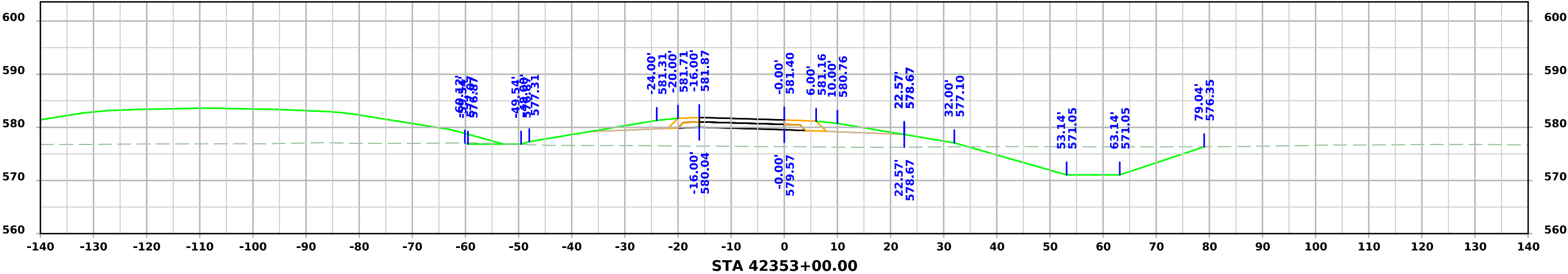
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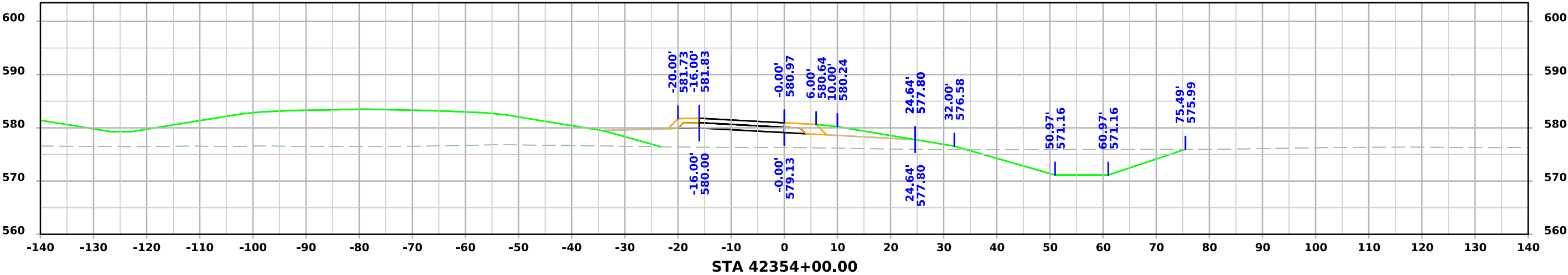
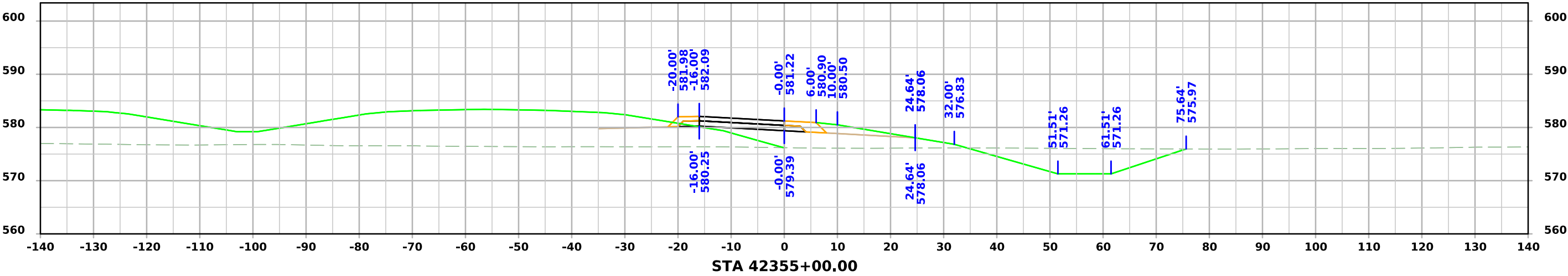
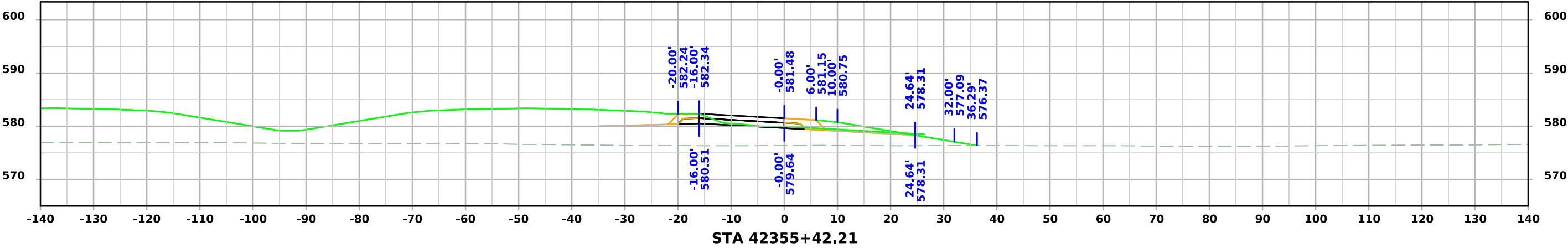
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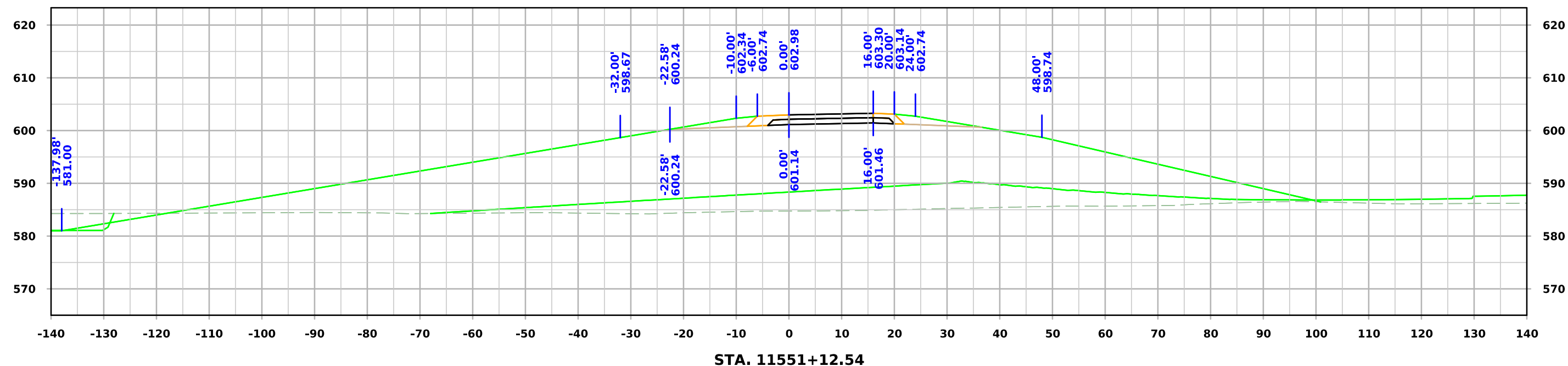
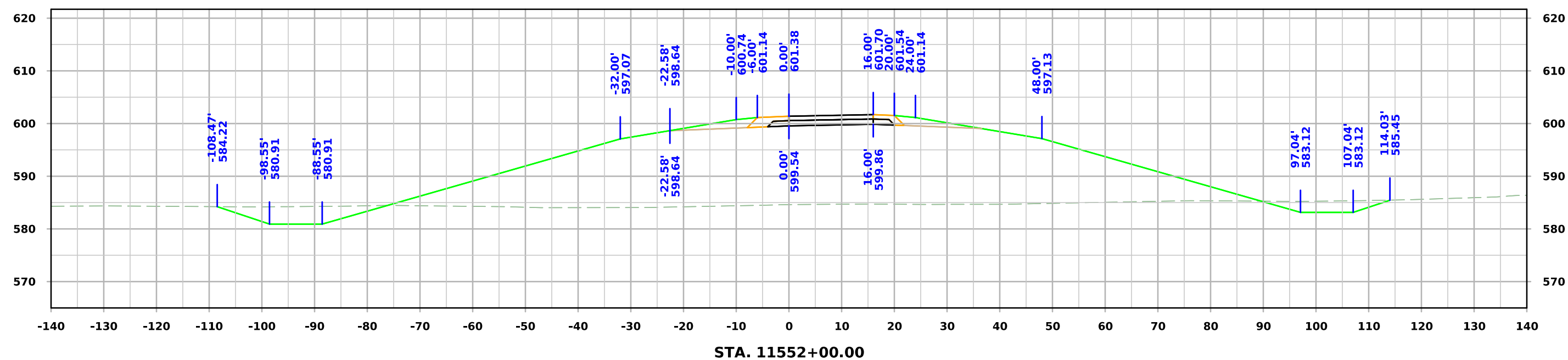
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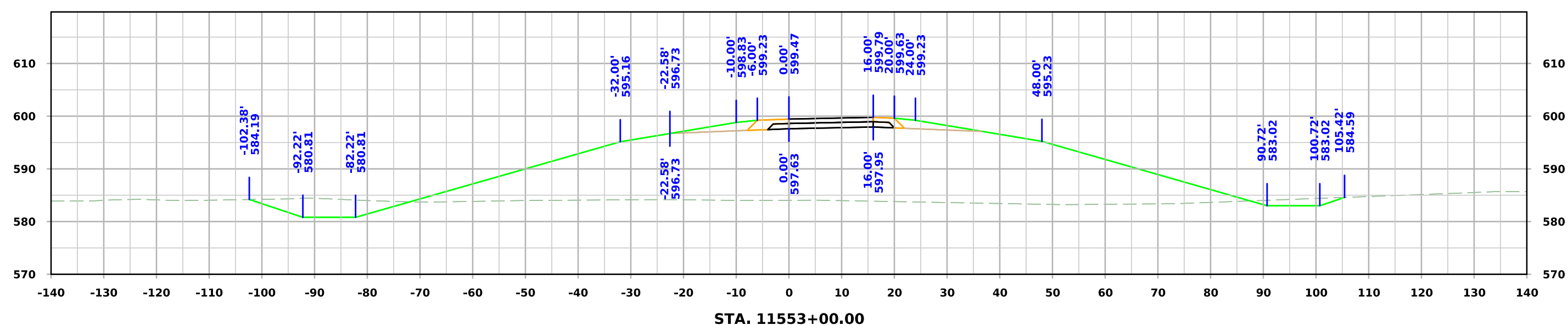
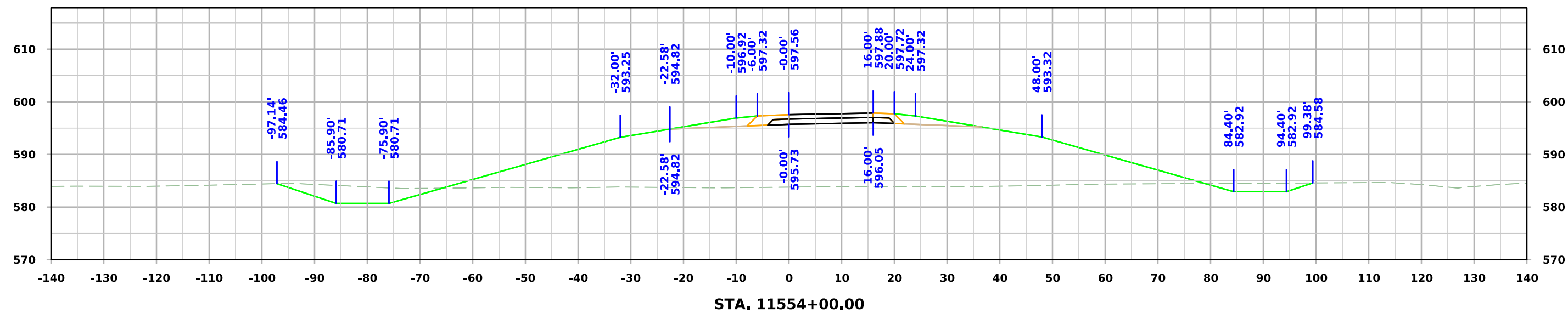
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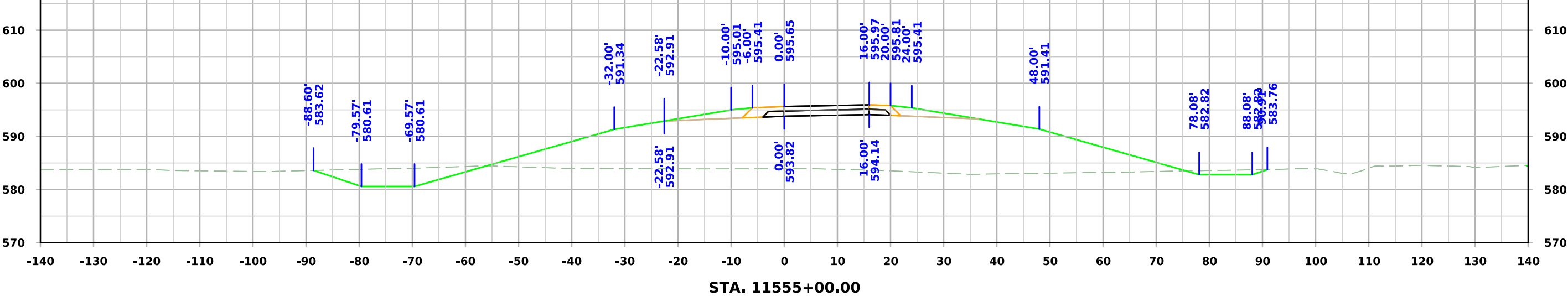
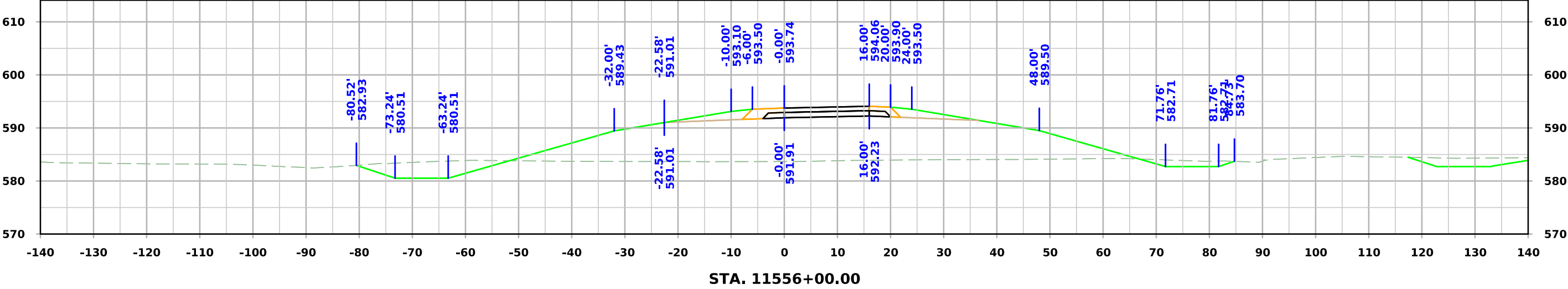
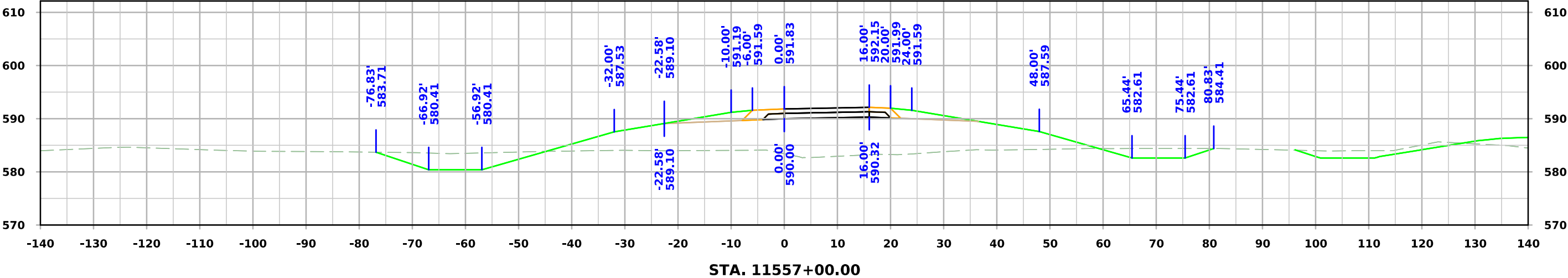
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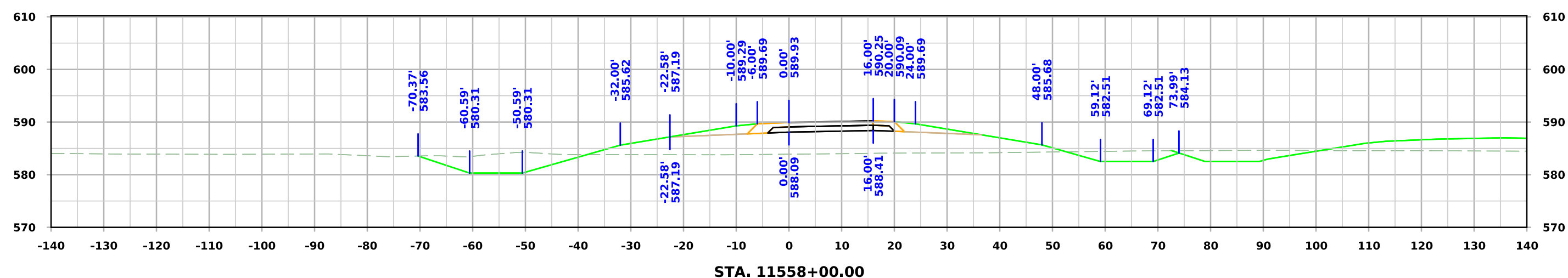
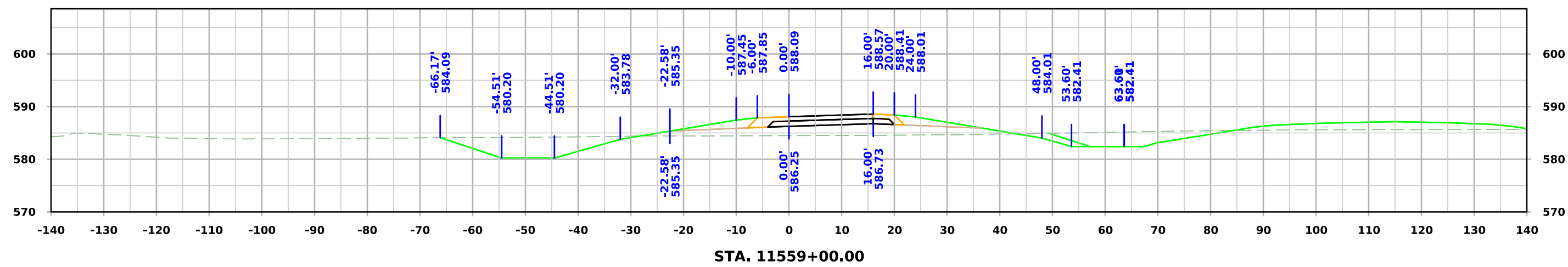
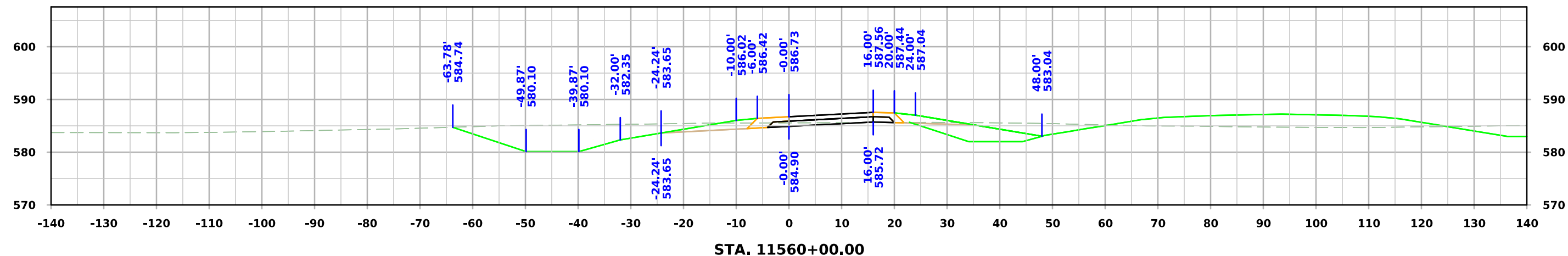
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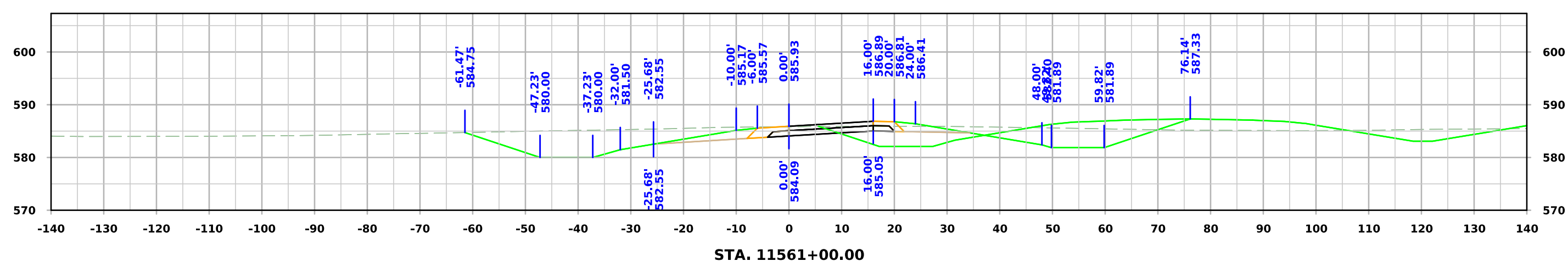
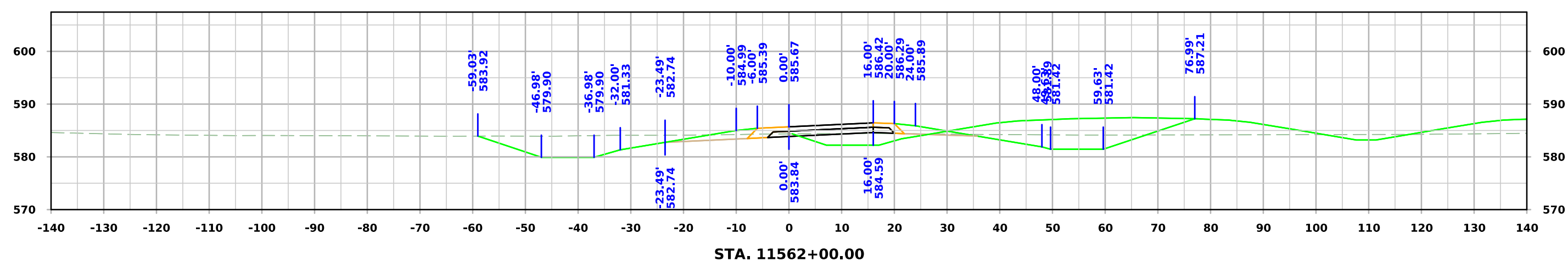
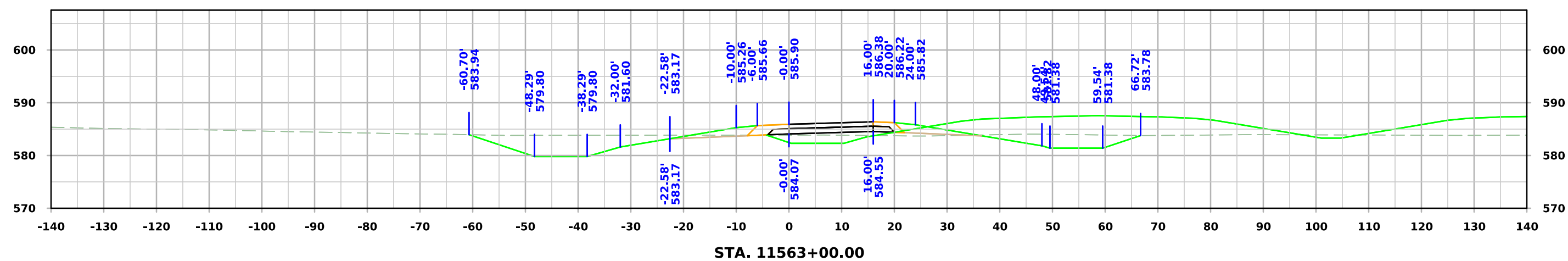
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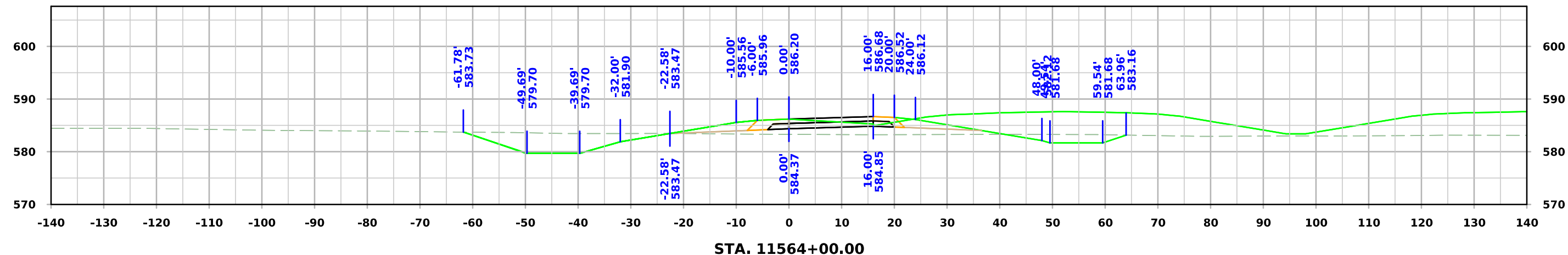
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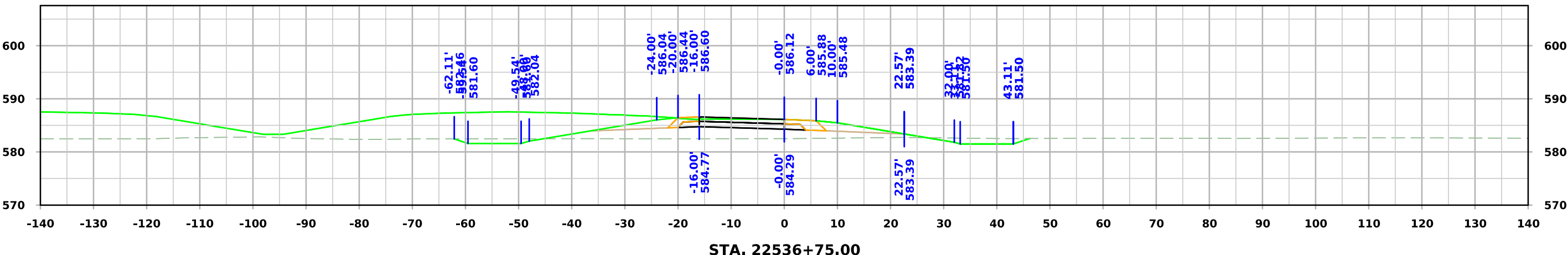
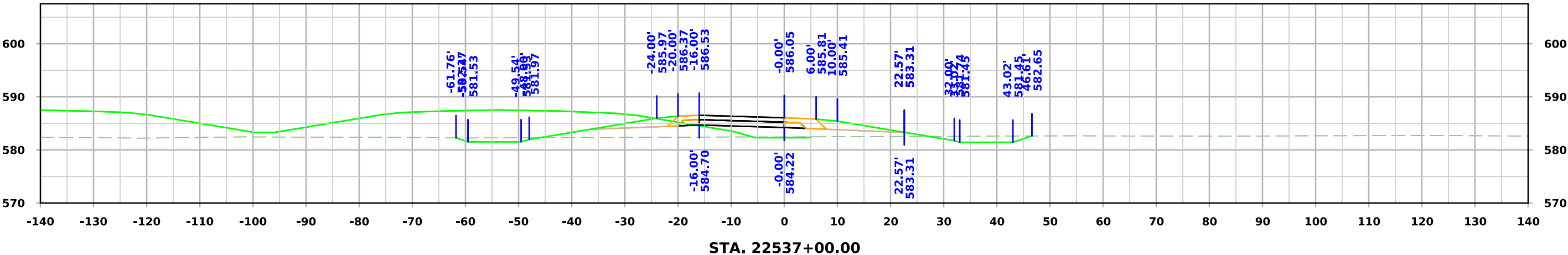
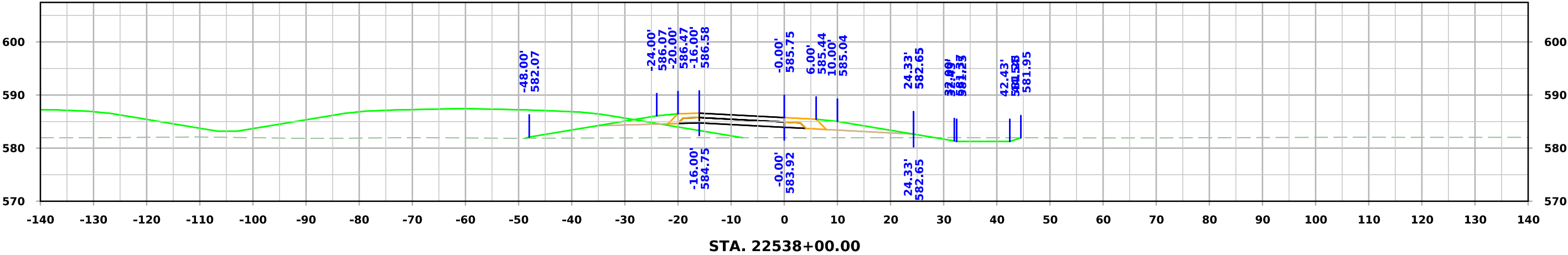
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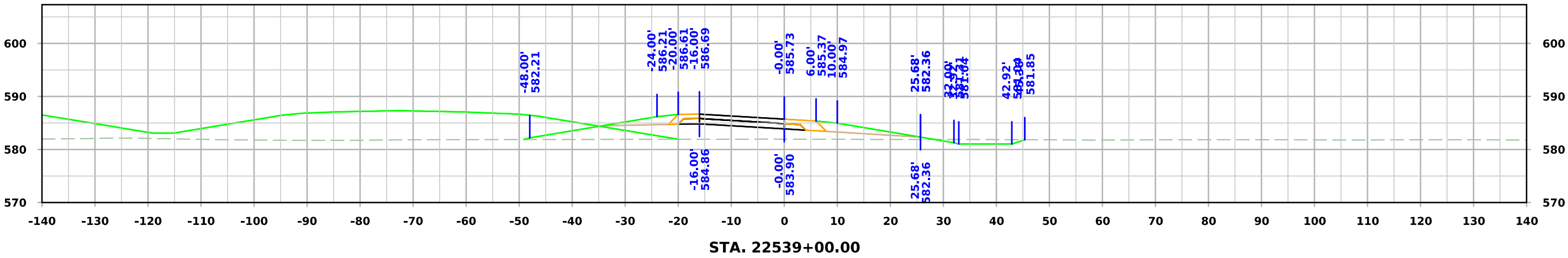
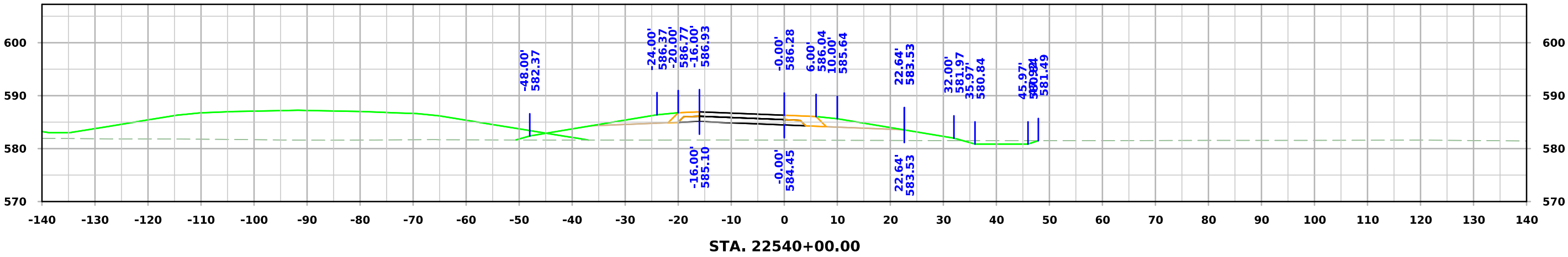
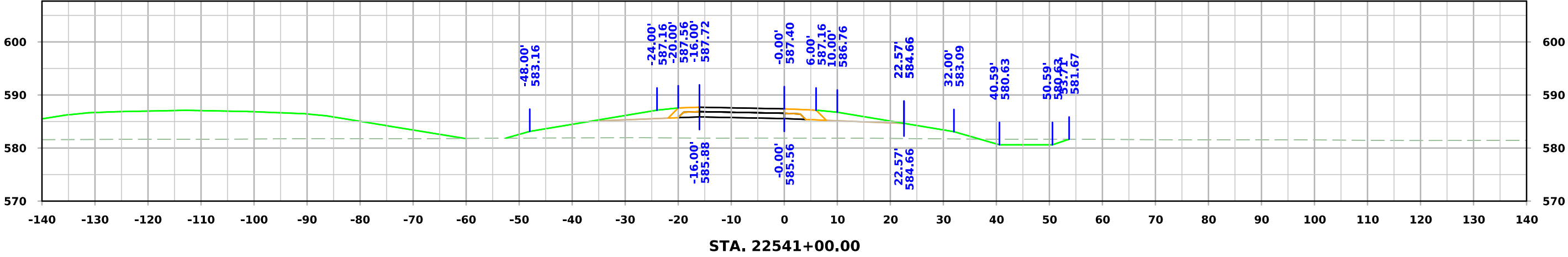
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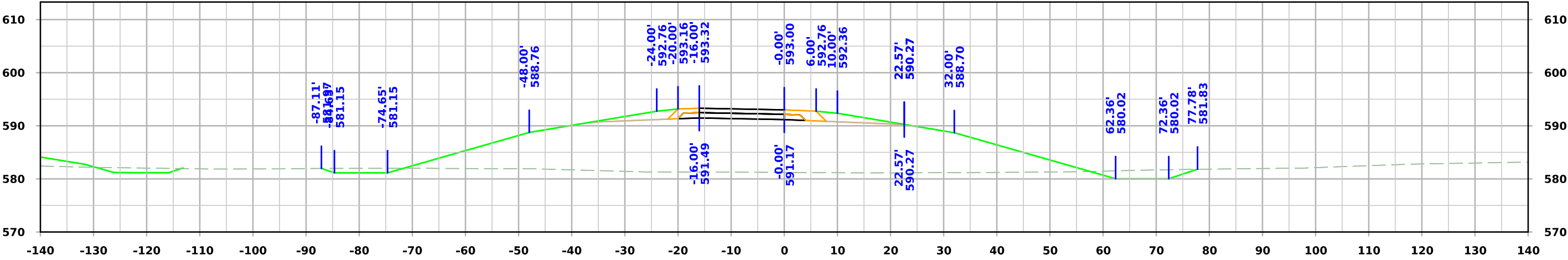
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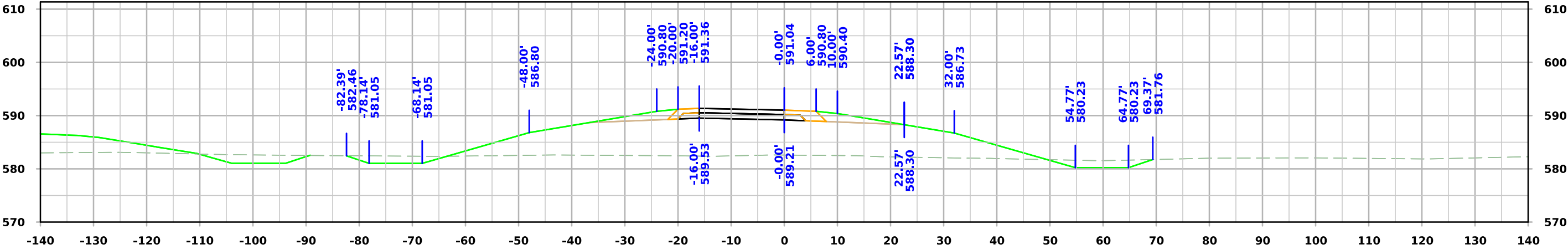
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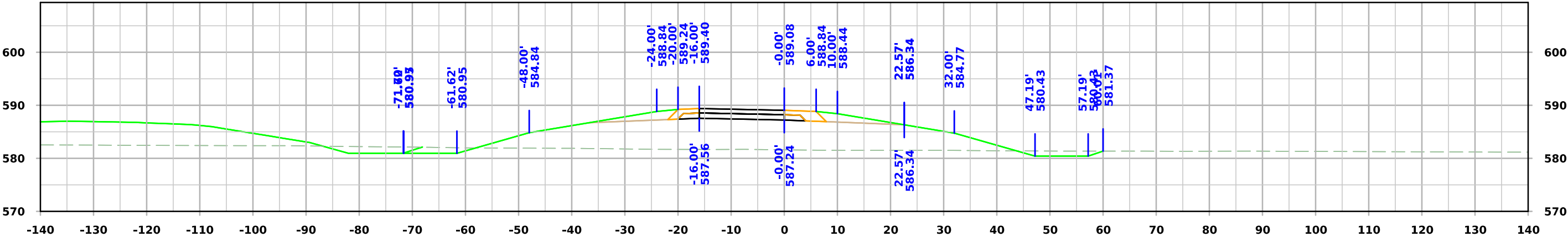
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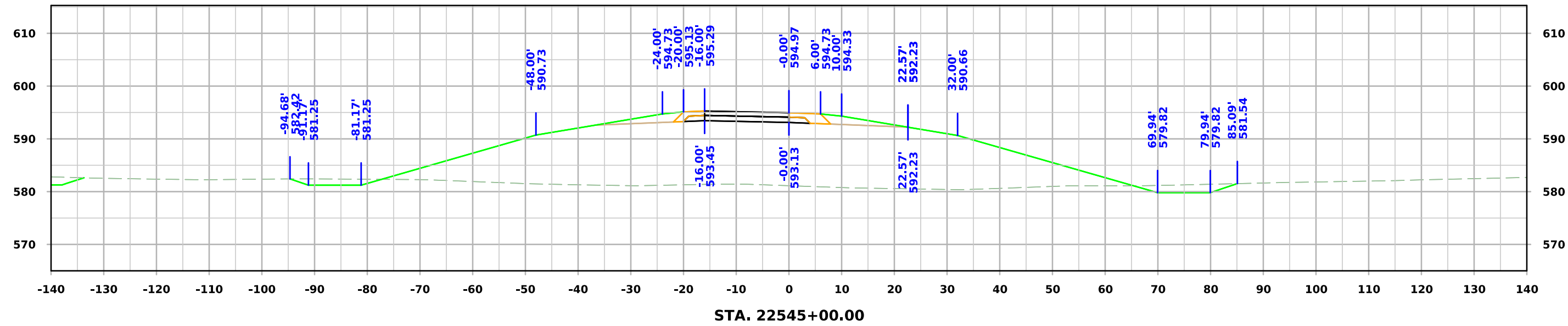
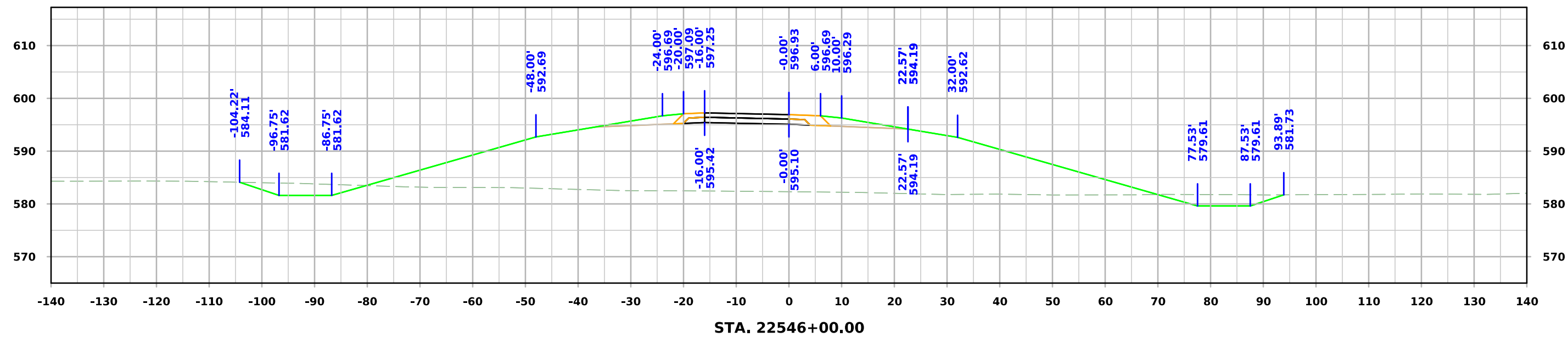


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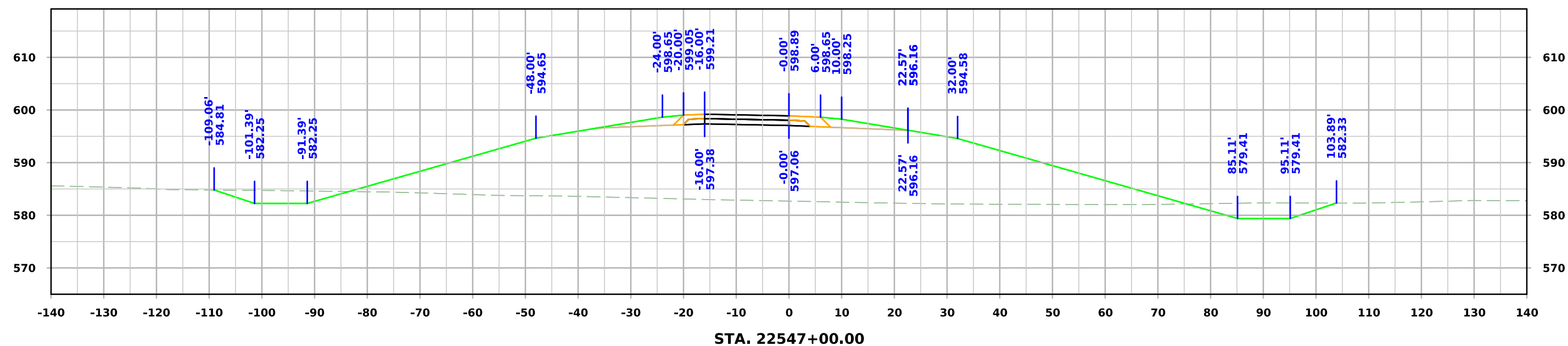
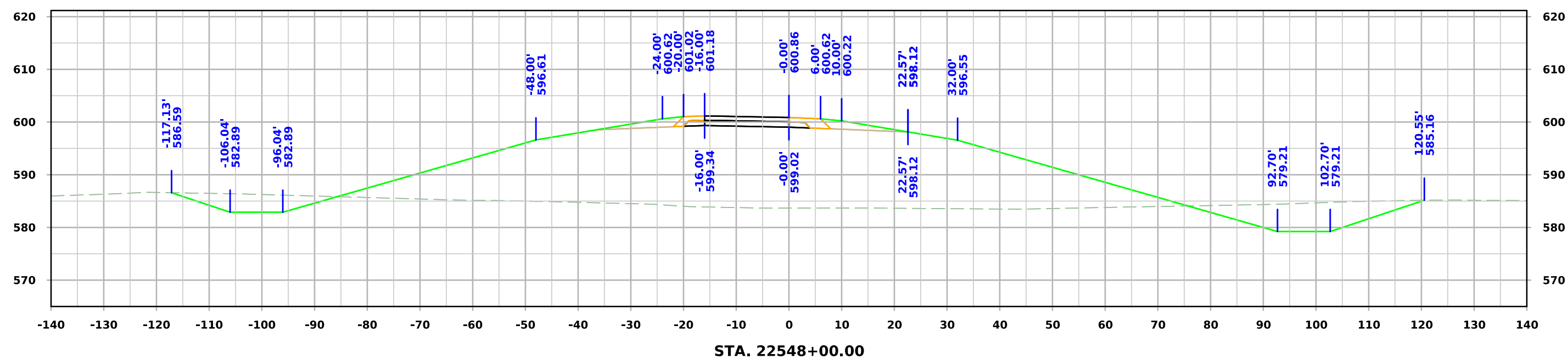


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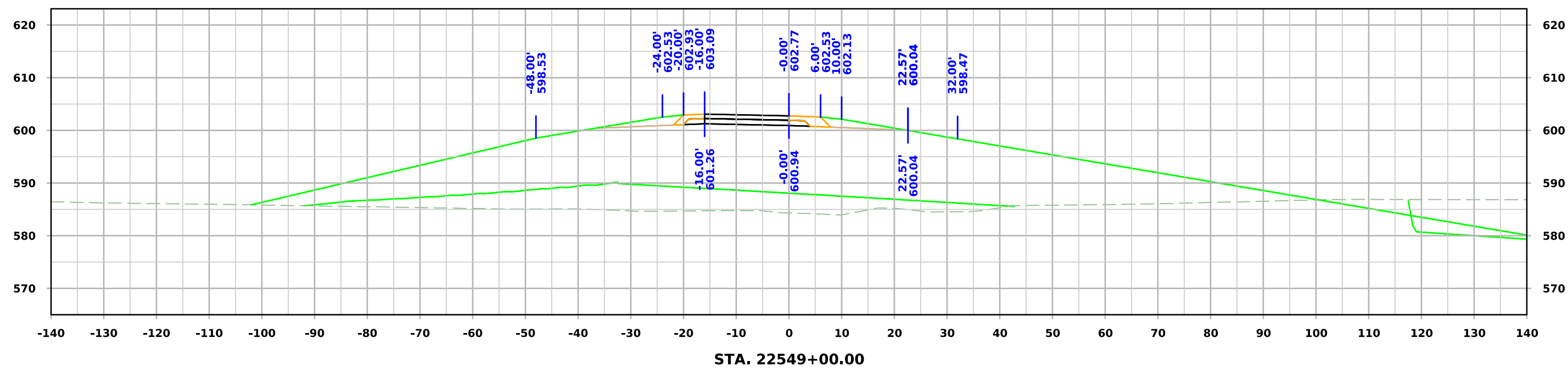
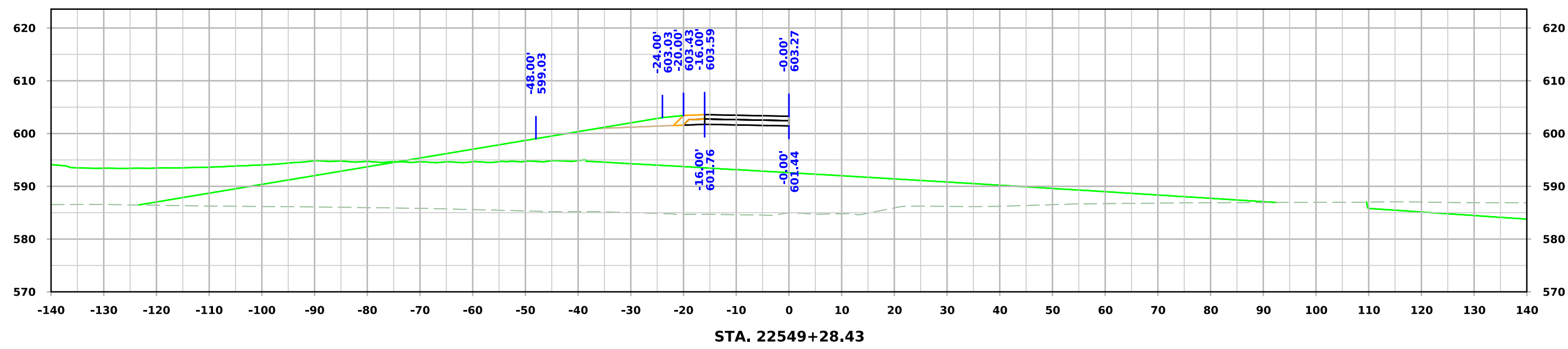
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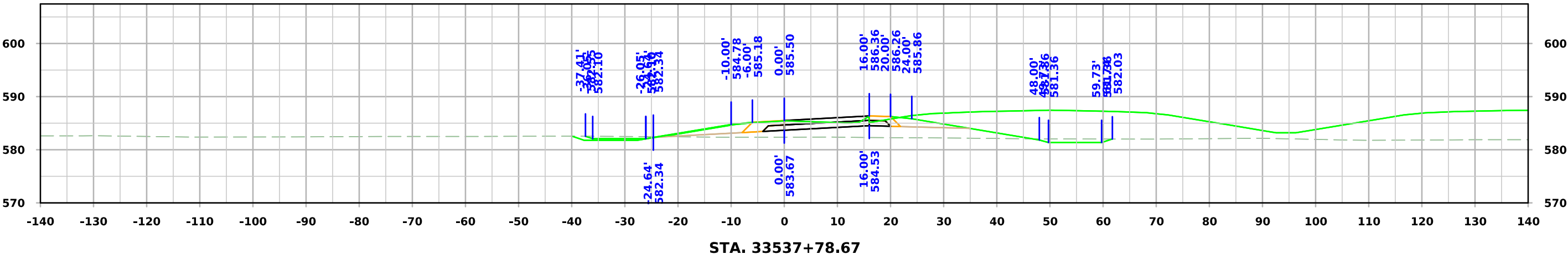
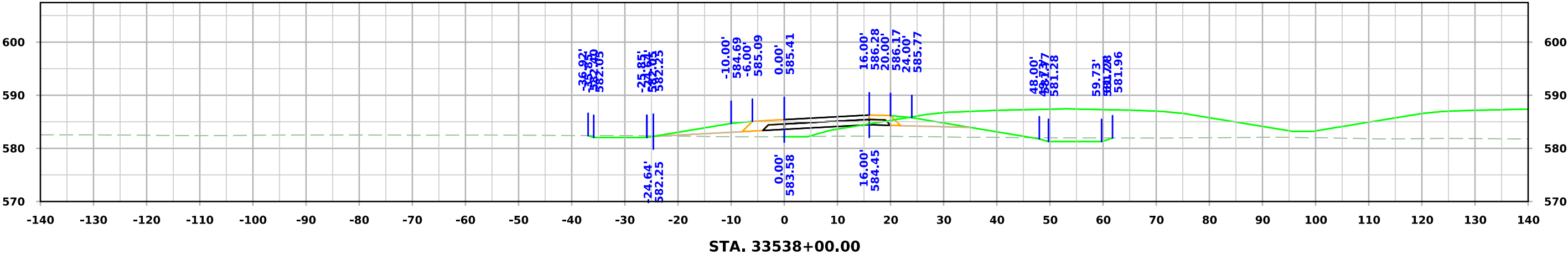
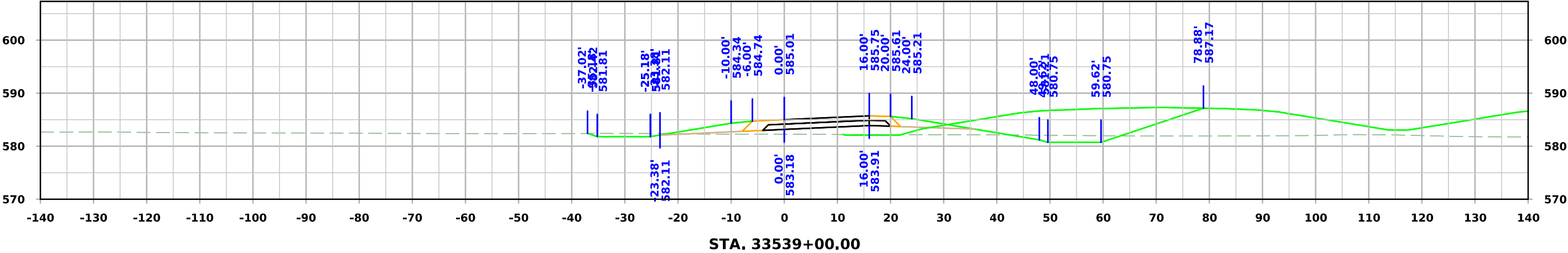
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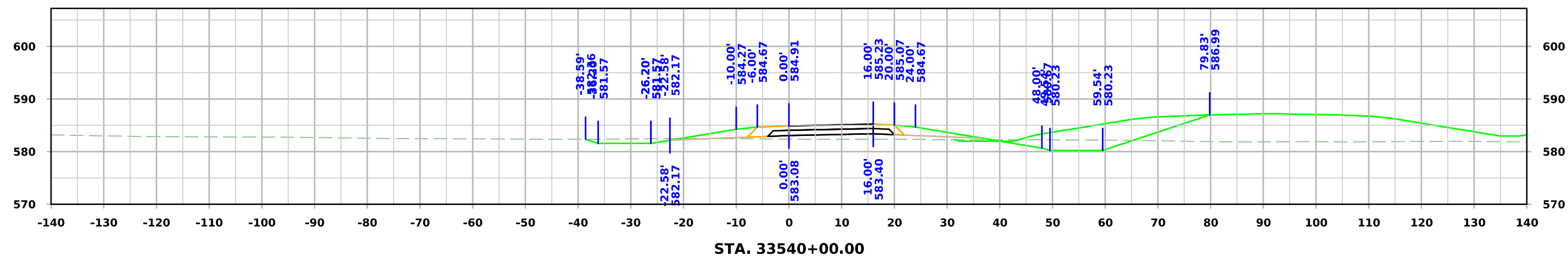
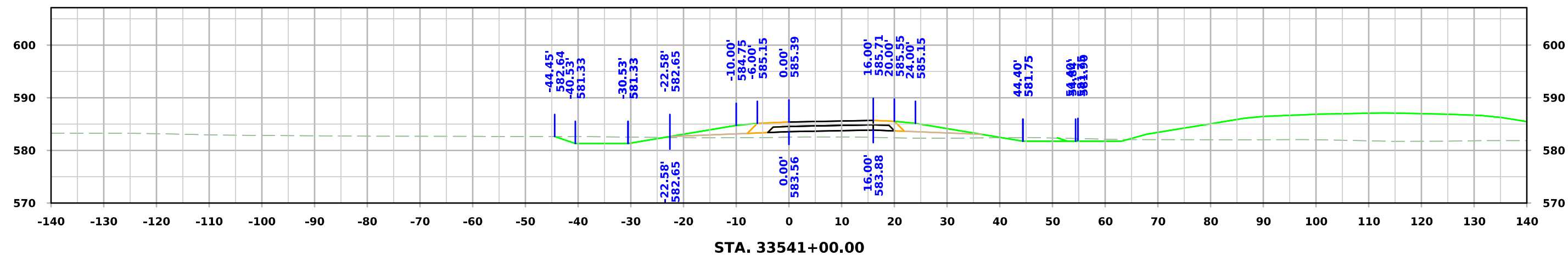
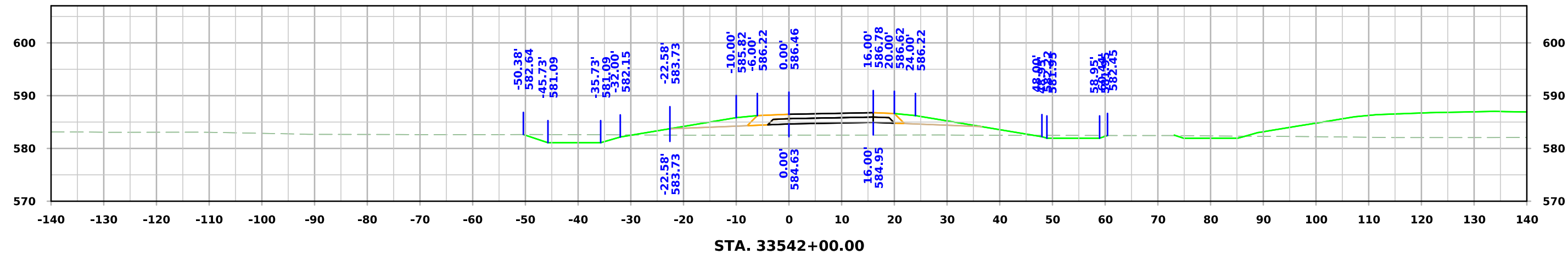
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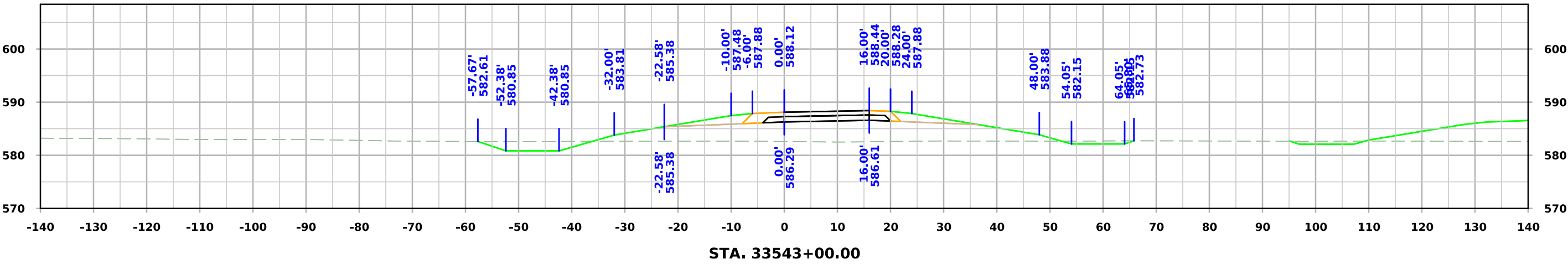
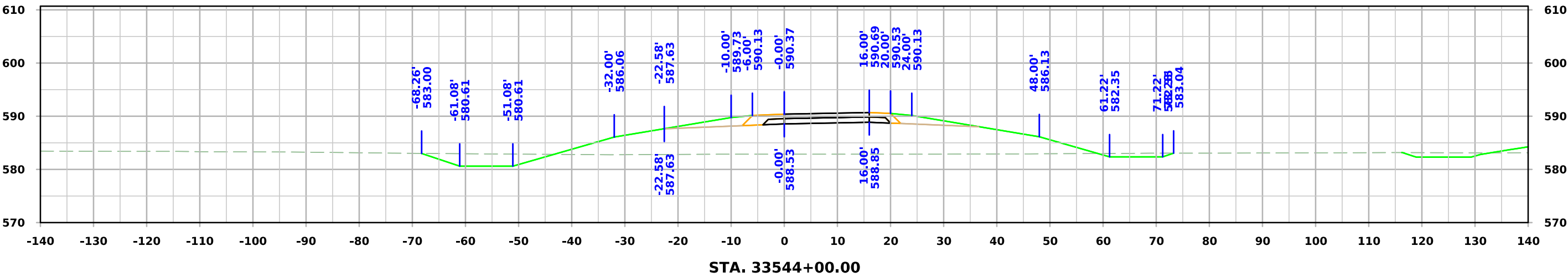
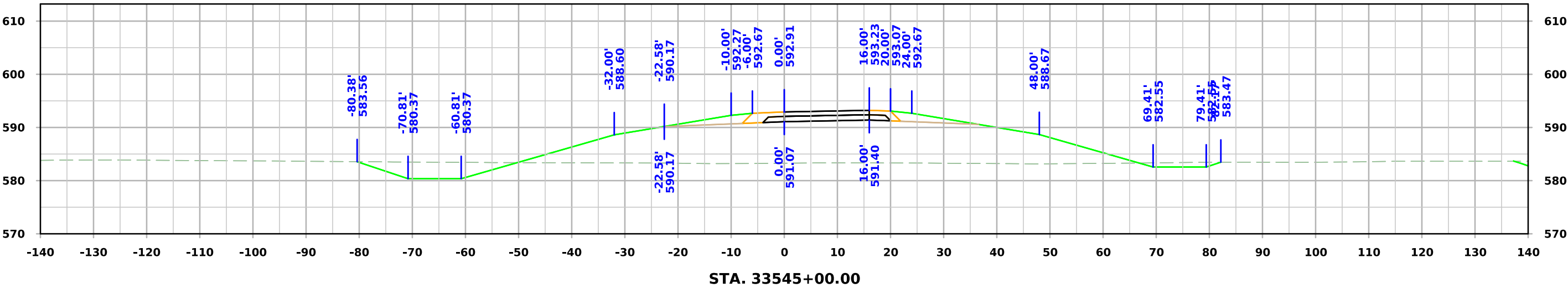
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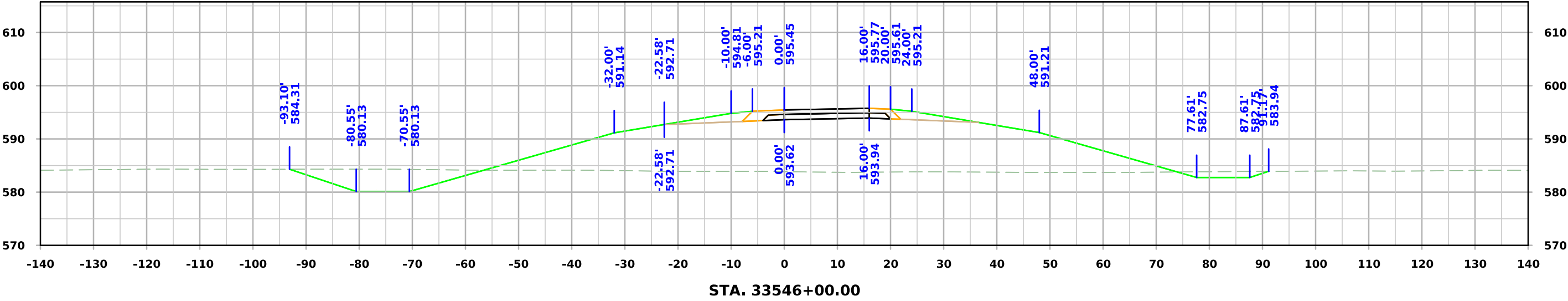
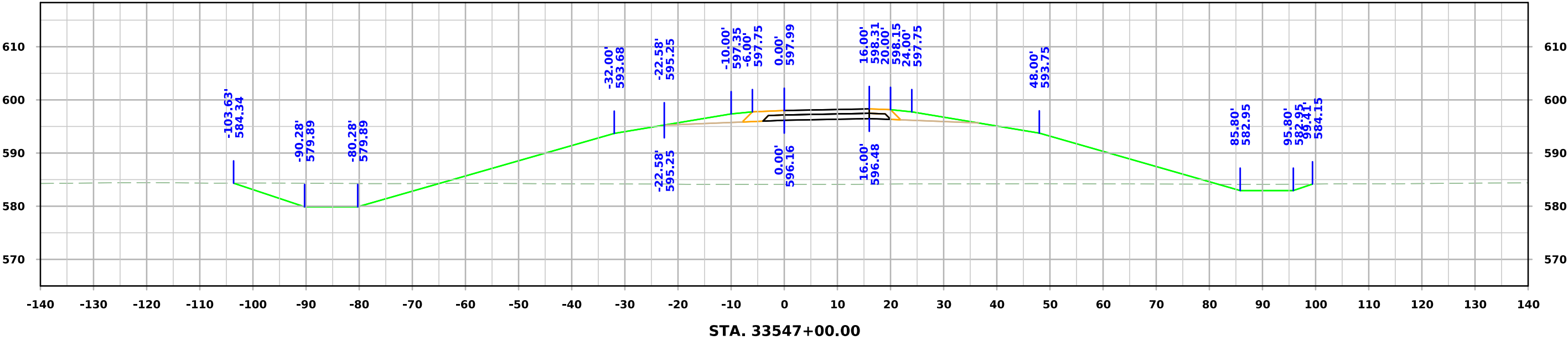
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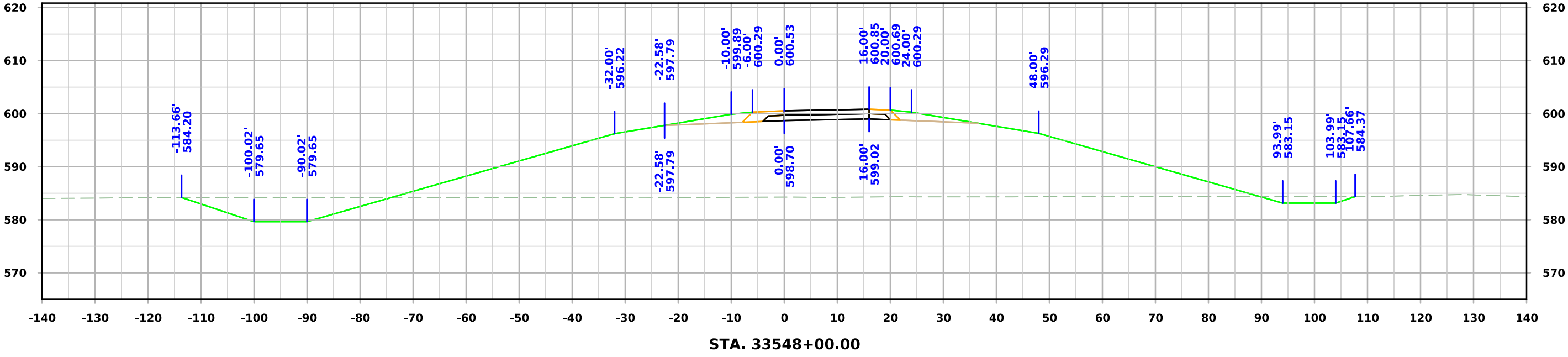
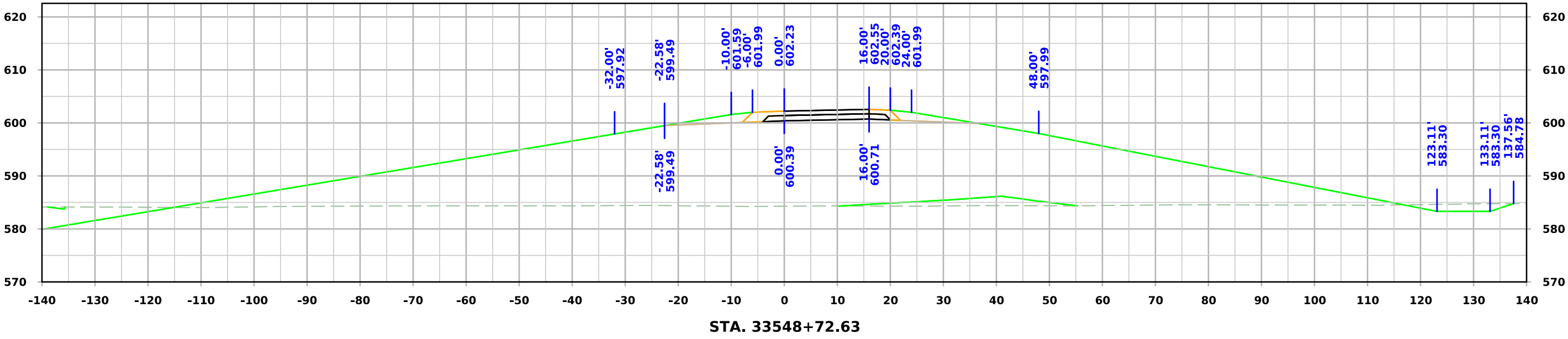
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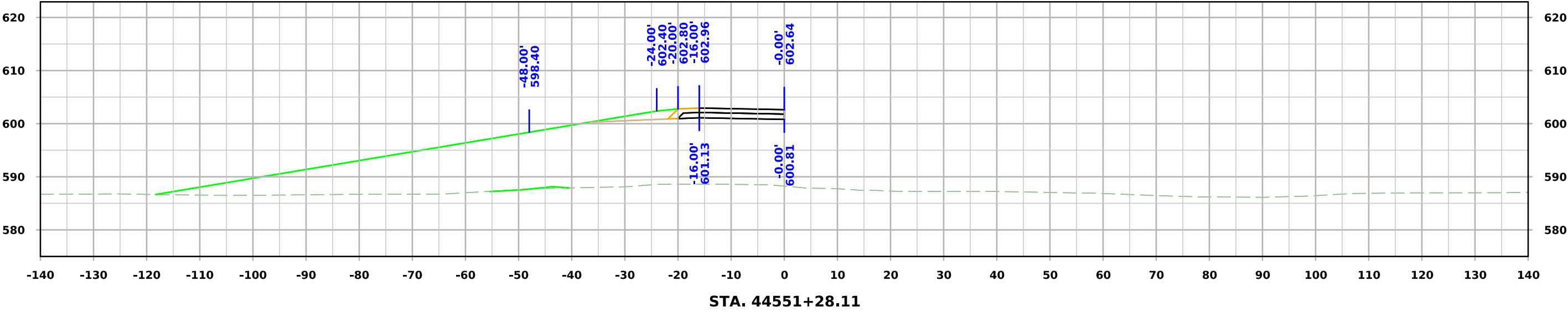
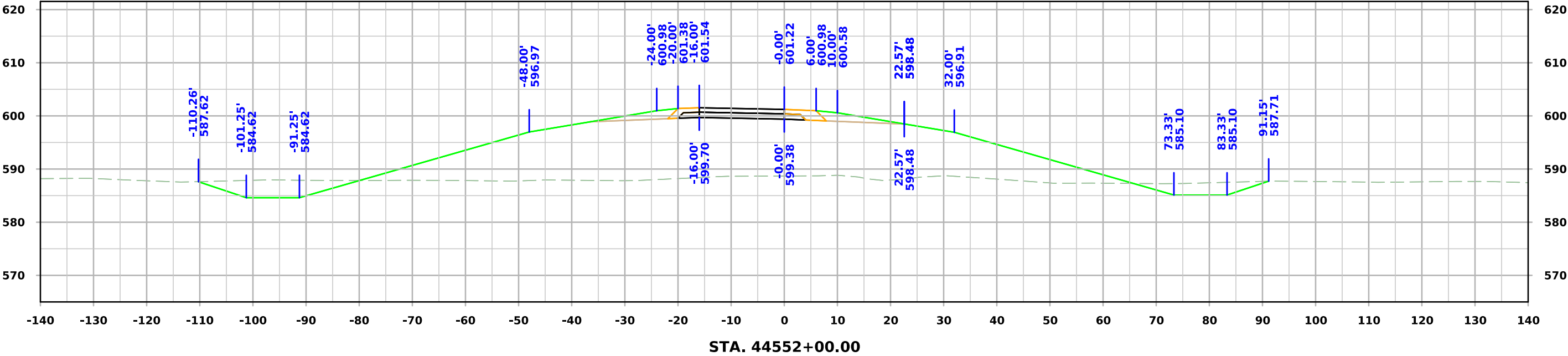
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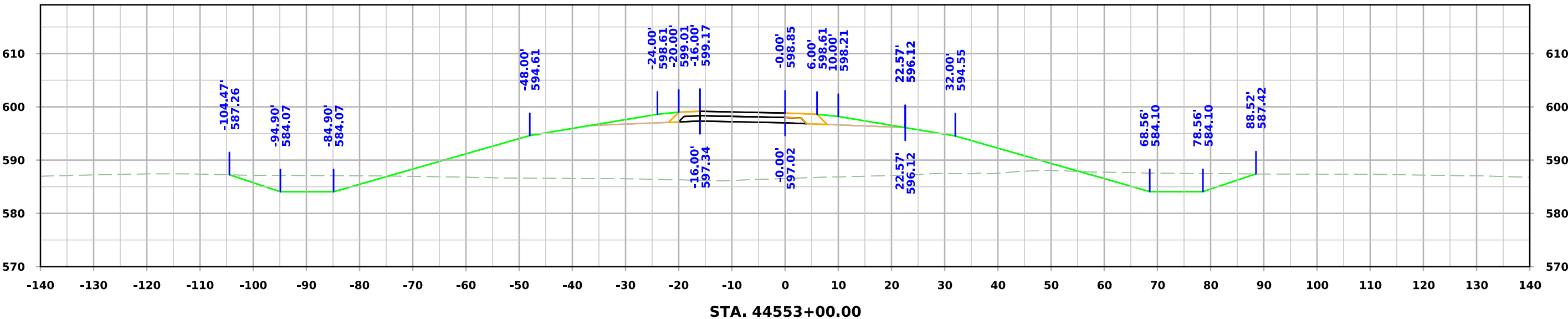
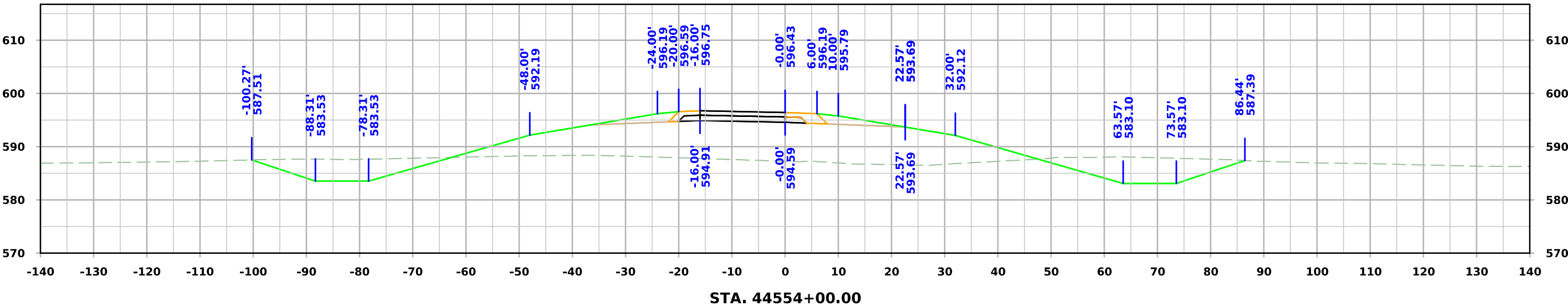
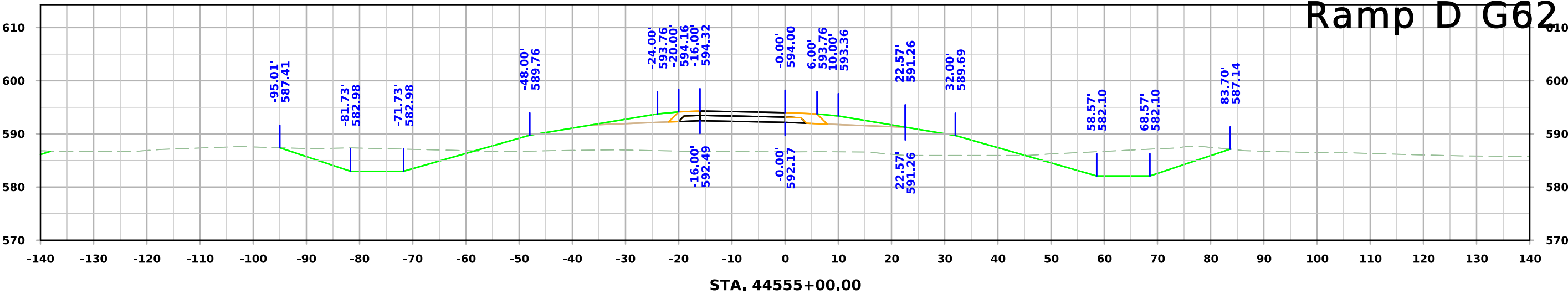
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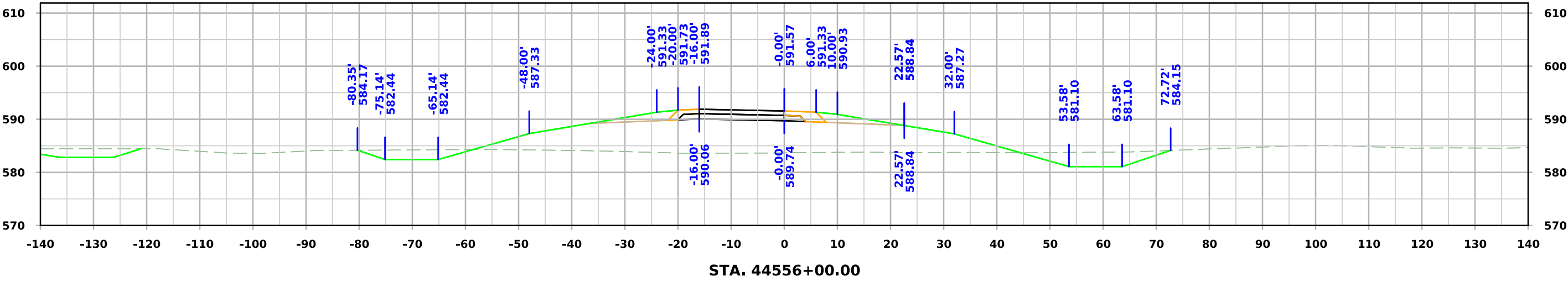
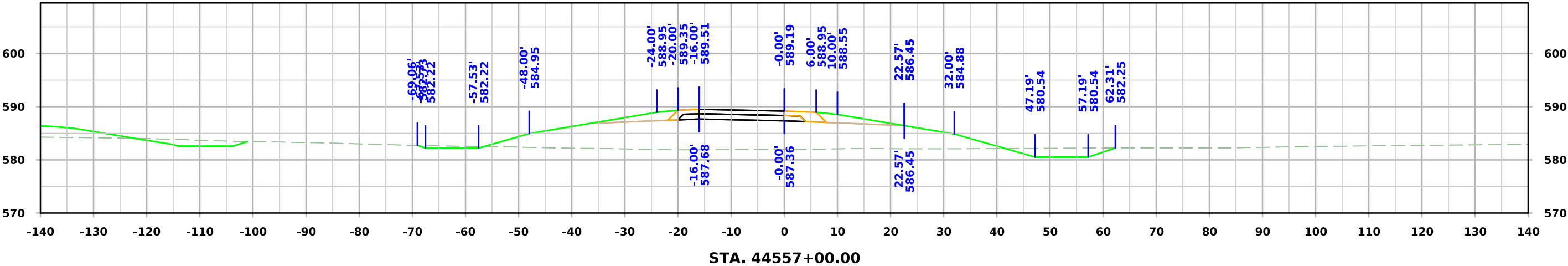
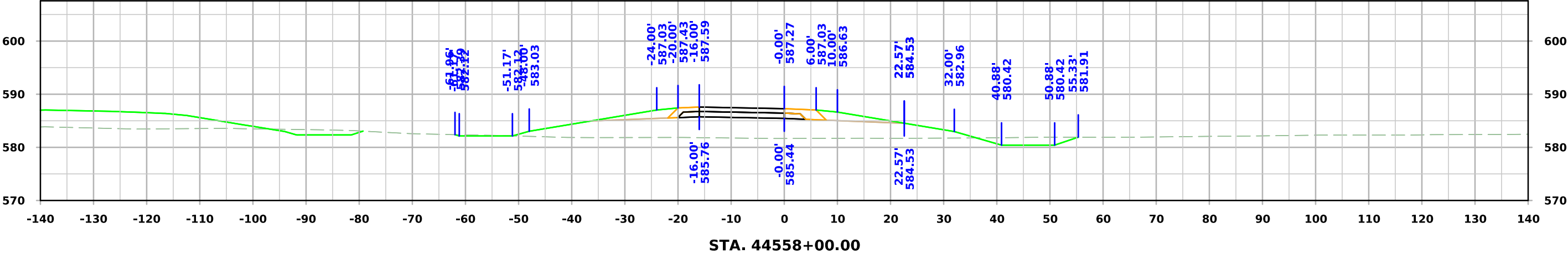
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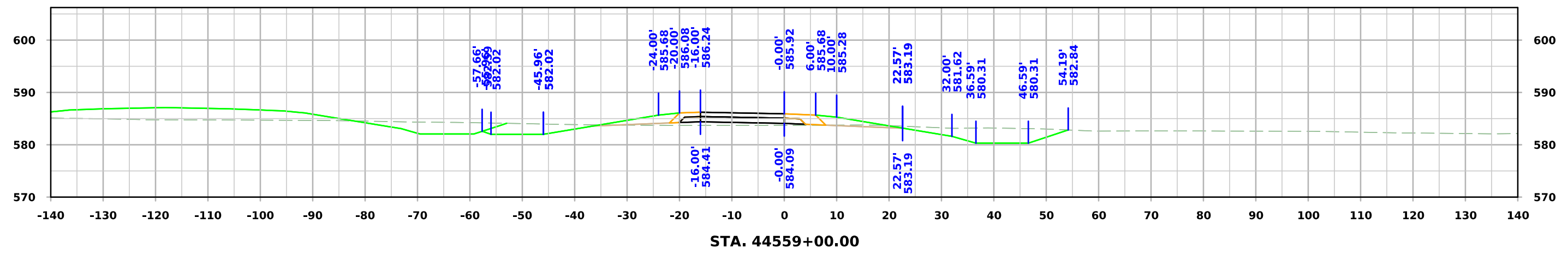
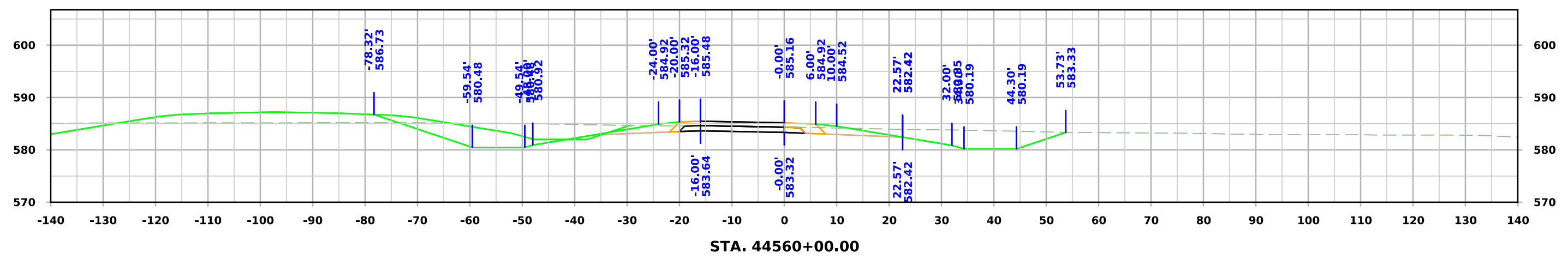
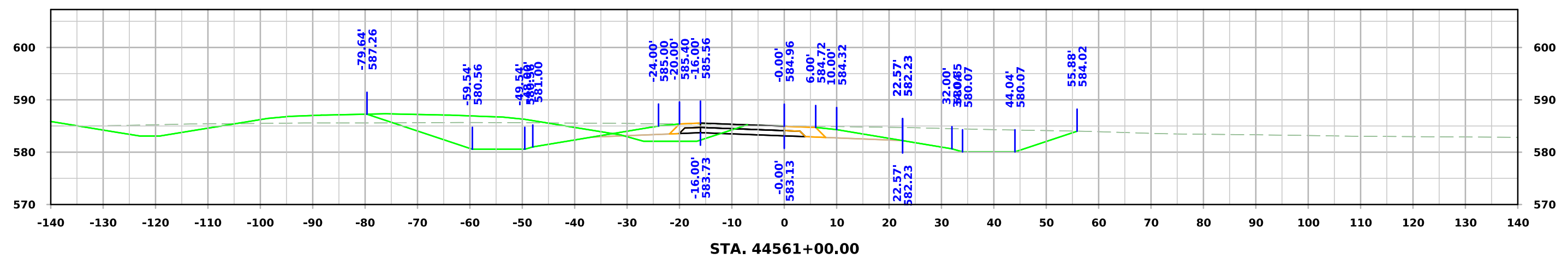
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Ramp D G62



Ramp D G62



Ramp D G62

