



PLANS OF PROPOSED IMPROVEMENT ON THE
**PRIMARY ROAD SYSTEM
MAHASKA COUNTY**
Preliminary Engineering
NW Bypass of Oskaloosa

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

285

PROJECT IDENTIFICATION NUMBER

13-62-063-020

PROJECT NUMBER

NHSX-063-3(93)--3H-62

R.O.W. PROJECT NUMBER

NHSN-063-3(94)--2R-62

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	Typical Cross Sections and Details
B.1 - 7	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
D.1	Legend & Symbol Information Sheet
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E.10	Independence Avenue
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F.2	Existing Independence Ave. Entrance Sta. 3004+38 Rt.
F.3	Old IA 163 Entrance Sta. 5023+00 Rt.
F.4	Old IA 163 Entrance Sta. 5033+50 Lt.
F.5	Kirby Ave. Entrance Sta. 6006+25 Rt.
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J Sheets	Traffic Control and Staging Sheets
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K Sheets	Interchange Sheets
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K.3	Ramp A Plan and Profile Sheets
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K.6	Ramp D Plan and Profile Sheets
W Sheets	Mainline Cross Sections
W.1 - 83	US 63
X Sheets	Side Road Cross Sections
X.100 - 113	North Shore Drive
X.200 - 217	Jewell Avenue
X.300 - 303	Independence Avenue
X.400 - 413	Old IA 163
X.500 - 512	Kirby Avenue
X.600 - 608	220th Street
X.700 - 704	210th Street
X.800 - 804	Old US 63
X.900	North 210th Street
X.1000 - 1015	Existing IA 163
X.1100 - 1102	Old IA 163 Gasline
X.1200	Existing IA 163 Gasline
Y Sheets	Ramp Cross Sections
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Z Sheets	Cross Sections at Entrance Locations

INDEX OF SHEETS	
No.	DESCRIPTION
Z.1	235th Street
Z.2	North Shore Drive
Z.3	Existing North Shore Drive
Z.4	Jewell Avenue
Z.5	Independence Avenue
Z.6 - 7	Old IA 163
Z.8	Kirby Avenue
Z.9	220th Street
Z.10	Old US 63
Z.11	Existing Independence Ave. Entrance Sta. 3004+38 Rt.
Z.12 - 13	US 63

Grading: NHSX-063-3(95)--3H-62

Letting Date: 4-15-25

Paving: NHSX-063-3(98)--3H-62

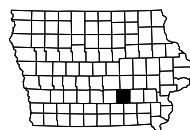
Letting Date: 12-15-26

Preliminary Earthwork:

Cut = 3,113,120 CY

Fill + 30% shrink = 988,962 CY

For Project Location Map
Refer to Sheet A.2



US 63 Through Oskaloosa			
DESIGN DATA RURAL			
2014	AADT	5,300-7,500	V.P.D.
2040	AADT	5,200-8,800	V.P.D.
20 --	DHV	--	V.P.H.
TRUCKS		8-13	%
Total			
Design	ESALs	--	

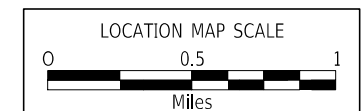
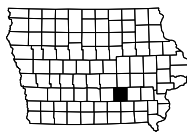
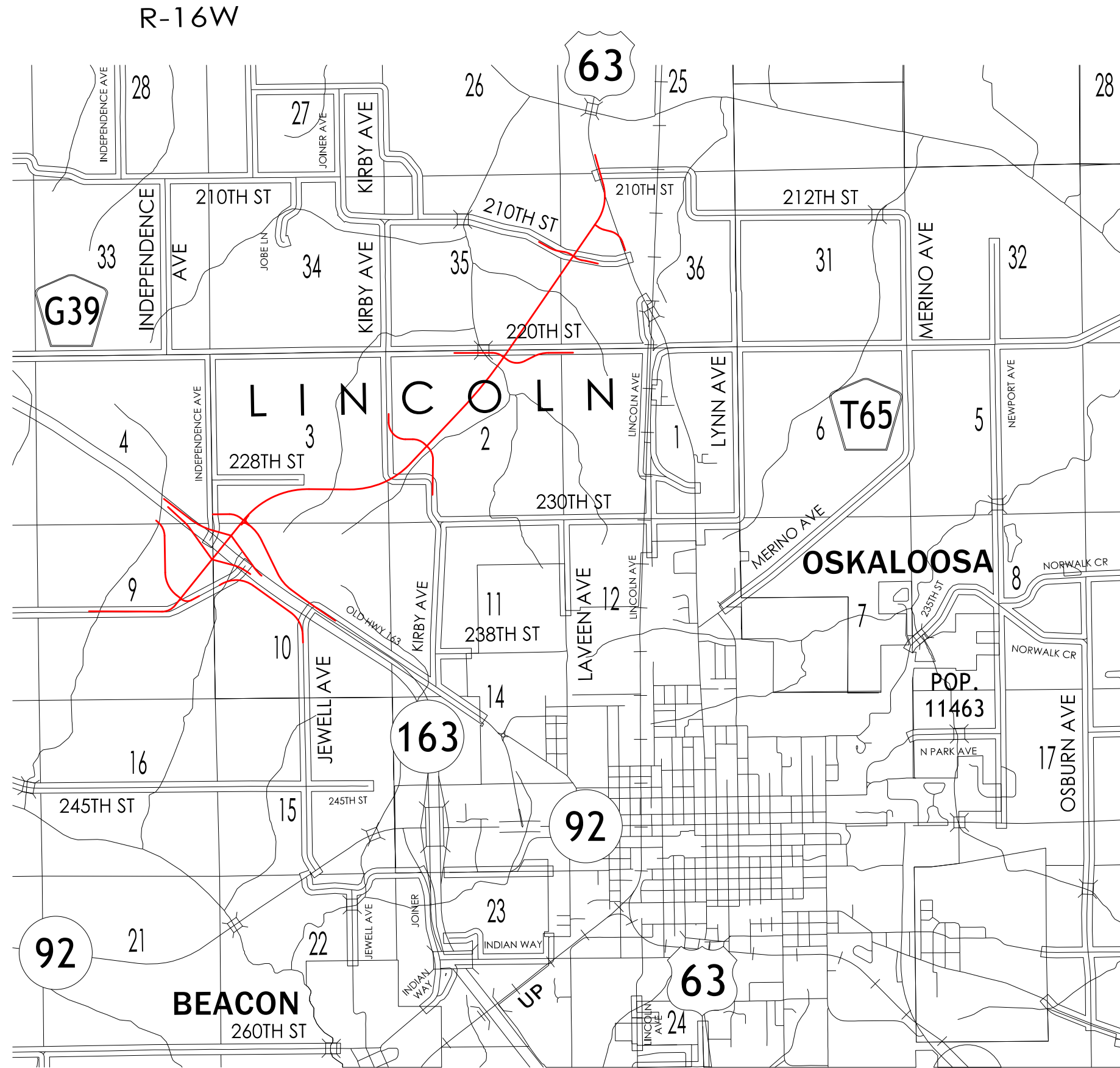
US 63 North of Oskaloosa			
DESIGN DATA RURAL			
2014	AADT	3,500-4,500	V.P.D.
2040	AADT	4,200-6,700	V.P.D.
20 --	DHV	--	V.P.H.
TRUCKS		12-20	%
Total			
Design	ESALs	--	

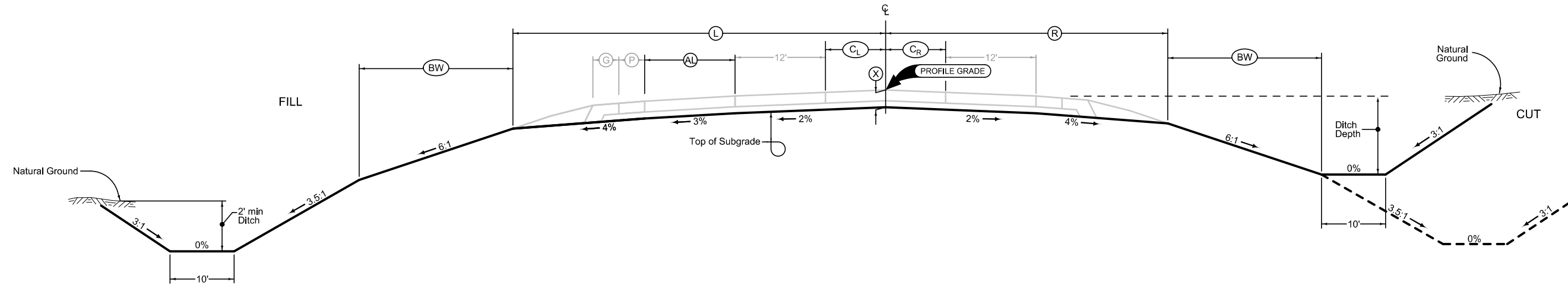
INDEX OF SEALS		
A.1	X	Primary Signature Block

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN REVISION -
Date: 12-22-2023





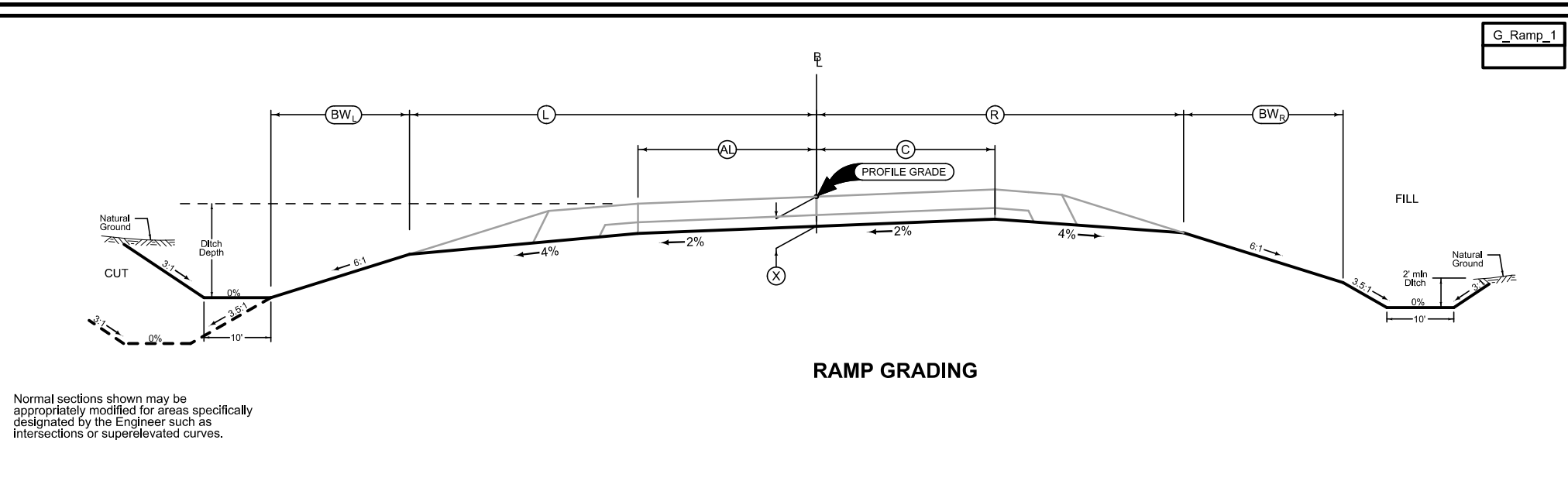
LOCATION		DIMENSIONS							
ROAD IDENTIFICATION	STATION TO STATION	(L) Feet	(R) Feet	(X) Inches	(C _L) Feet	(C _R) Feet	(AL) Feet	(BW) Feet	
US 63	129+00.00 - 138+00.00	34.63	34.63	16	0	0	0	16.57	
US 63	138+00.00 - 142+80.00	34.63-42.63	34.63-42.63	16	0-8	0-8	0	16.57	
US 63	142+80.00 - 162+25.00	42.63	42.63	16	8	8	0	16.57	
US 63	162+25.00 - 167+05.00	42.63-34.63	42.63-34.63	16	8-0	8-0	0	16.57	
US 63	167+05.00 - 282+80.00	34.63	34.63	16	0	0	0	16.57	
US 63	282+80.00 - 290+00.00	34.63-46.63	34.63	16	0	0	0-12	16.57	
US 63	290+00.00 - 295+15.00	46.63	34.63	16	0	0	12	16.57	
US 63	295+15.00 - 304+75.00	46.63-62.63	34.63	16	0-16	0	12	16.57	
US 63	304+75.00 - 308+85.00	62.63	34.63	16	16	0	12	16.57	
US 63	308+85.00 - 318+45.00	62.63-46.63	34.63	16	16-0	0	12	16.57	
US 63	318+45.00 - 322+00.00	46.63	34.63	16	0	0	12	16.57	

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

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

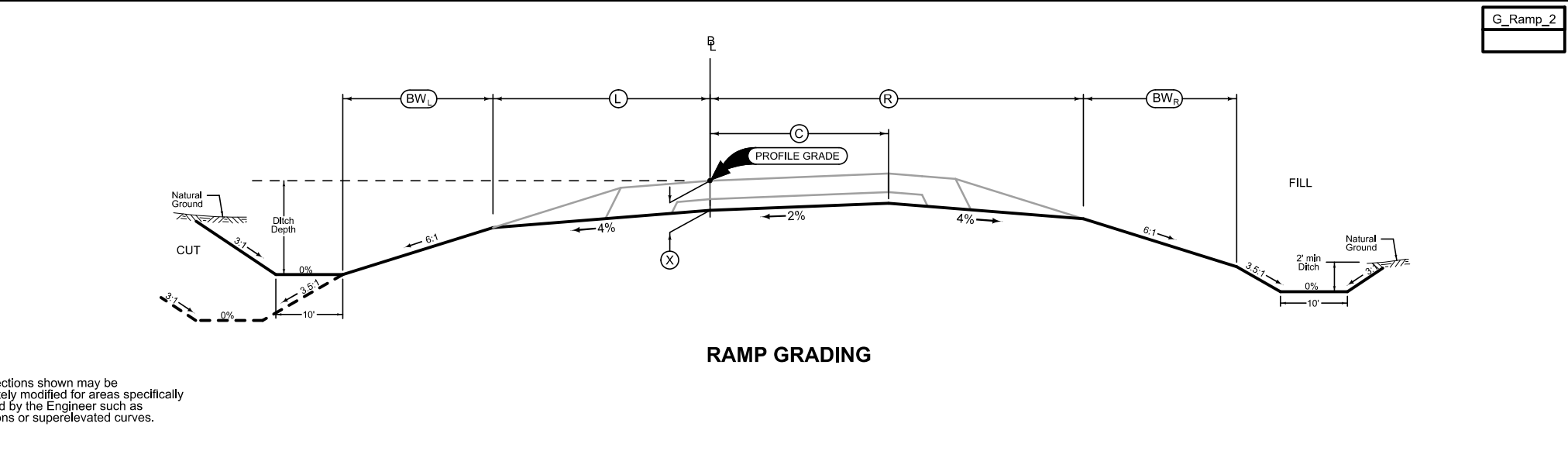
**2 LANE GRADING
(Barnroof Section)**

LOCATION				DIMENSIONS							
INTERCHANGE	RAMP	STATION TO STATION		(L) Feet	(R) Feet	(C) Feet	(AL) Feet	(X) Inches	(BW _L) Feet	(BW _R) Feet	
IA 163 / US 63	A	11255+99.20	11258+85.00	27.500	33.768	16	8	22	16.654	16.867	
IA 163 / US 63	A	11258+85.00	11259+65.00	27.5-19.5	33.768	16	8-0	22	16.654	16.867	
IA 163 / US 63	A	11259+65.00	11270+96.11	19.501	33.768	16	0	22	16.654	16.867	



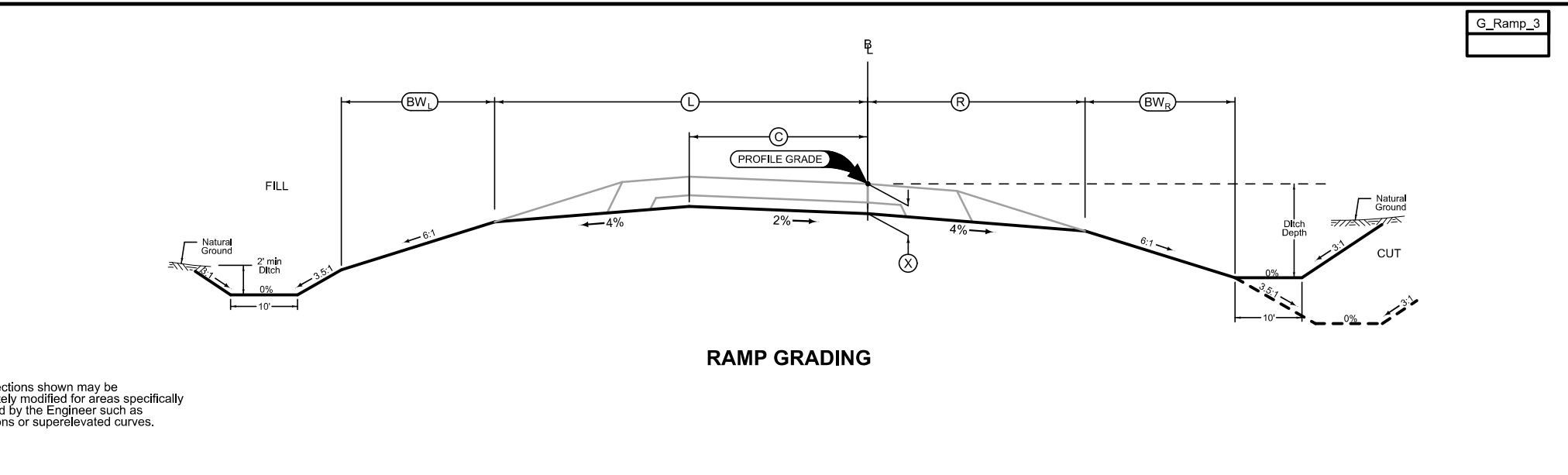
G_Ramp_1

LOCATION				DIMENSIONS							
INTERCHANGE	RAMP	STATION TO STATION		(L) Feet	(R) Feet	(C) Feet	(X) Inches	(BW _L) Feet	(BW _R) Feet		
IA 163 / US 63	C	31245+78.66	31256+72.58	19.501	33.768	16	22	16.654	16.867		



G_Ramp_2

LOCATION				DIMENSIONS							
INTERCHANGE	RAMP	STATION TO STATION		(L) Feet	(R) Feet	(C) Feet	(X) Inches	(BW _L) Feet	(BW _R) Feet		
IA 163 / US 63	B	21242+00.00	21256+53.19	33.771	19.496	16	22	16.864	16.659		
IA 163 / US 63	D	41255+76.01	41265+75.98	33.771	19.496	16	22	16.864	16.659		



G_Ramp_3

Full Depth PCC Combination Shoulder

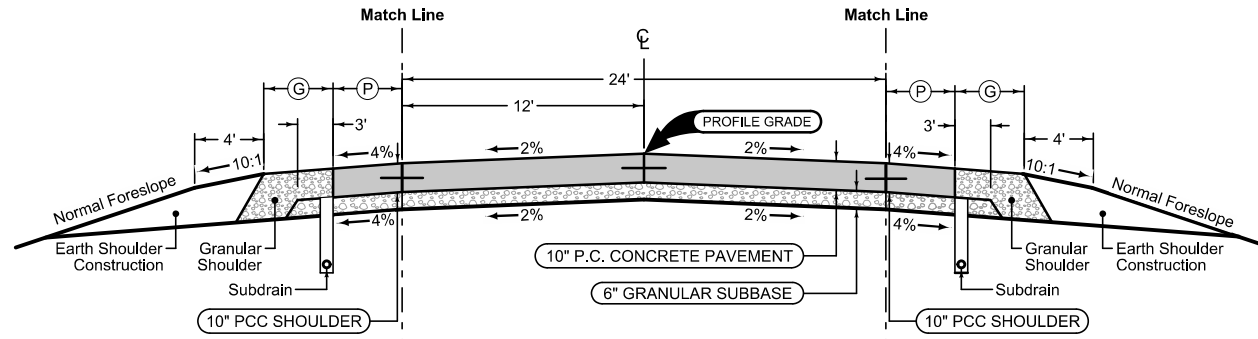
Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Mainline

2_C_FullPCC_04-21-20		(P)	(G)
STATION TO STATION		Feet	Feet
129+00.00	154+45.00	6	4
158+75.00	282+80.00	6	4

Full Depth PCC Combination Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Mainline

2_C_FullPCC_04-21-20		(P)	(G)
STATION TO STATION		Feet	Feet
129+00.00	155+30.00	6	4
158+00.00	301+80.00	6	4
304+70.00	322+00.00	6	4



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

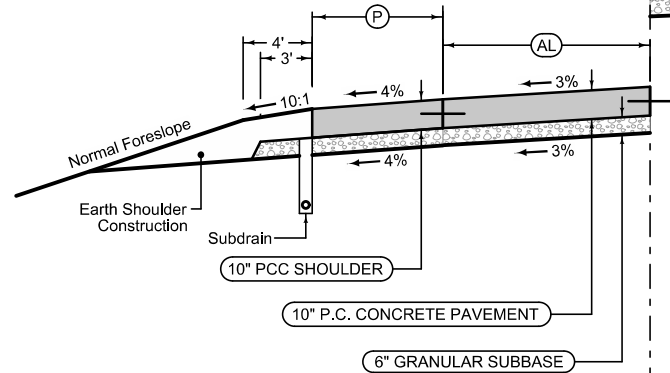
2P_04-21-20	
STATION TO STATION	
129+00.00	138+00.00
167+05.00	295+15.00
318+45.00	322+00.00

Auxiliary Lane Full Depth Shoulder

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Mainline

2_AuxLane_PCC_10-18-16		(AL)	(P)
STATION TO STATION		Feet	Feet
154+45.00	157+55.00	12	6
157+55.00	158+75.00	12-0	6



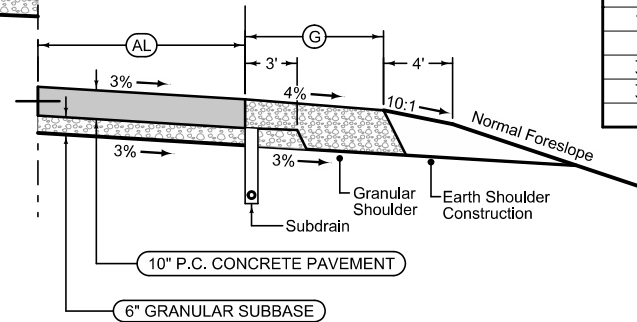
Mainline Jointing:
 Longitudinal joint: L-2
 Transverse joints: CD at 17' spacing

2P_TWLTL_10-19-10			
STATION TO STATION		(C _L)	(C _R)
		Feet	Feet
138+00.00	142+80.00	0-8	0-8
142+80.00	147+57.50	8	8
Gap for Bridge			
150+12.50	162+25.00	8	8
162+25.00	167+05.00	8-0	8-0
295+15.00	304+75.00	0-16	0
304+75.00	308+85.00	16	0
308+85.00	318+45.00	16-0	0

Auxiliary Lane Granular Shoulder

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

2_AuxLane_PCC_10-18-16		(AL)	(G)
STATION TO STATION		Feet	Feet
155+30.00	156+50.00	0-12	6
156+50.00	158+00.00	12	6
301+80.00	303+00.00	0-12	6
303+00.00	304+70.00	12	6

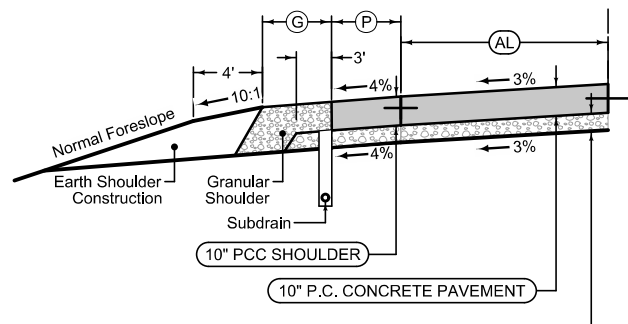


Auxiliary Lane Full Depth PCC Combination Shoulder

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Mainline

2_AuxLane_PCC_10-18-16		(AL)	(P)	(G)
STATION TO STATION		Feet	Feet	Feet
282+80.00	290+00.00	0-12	6	4
290+00.00	322+00.00	12	6	4

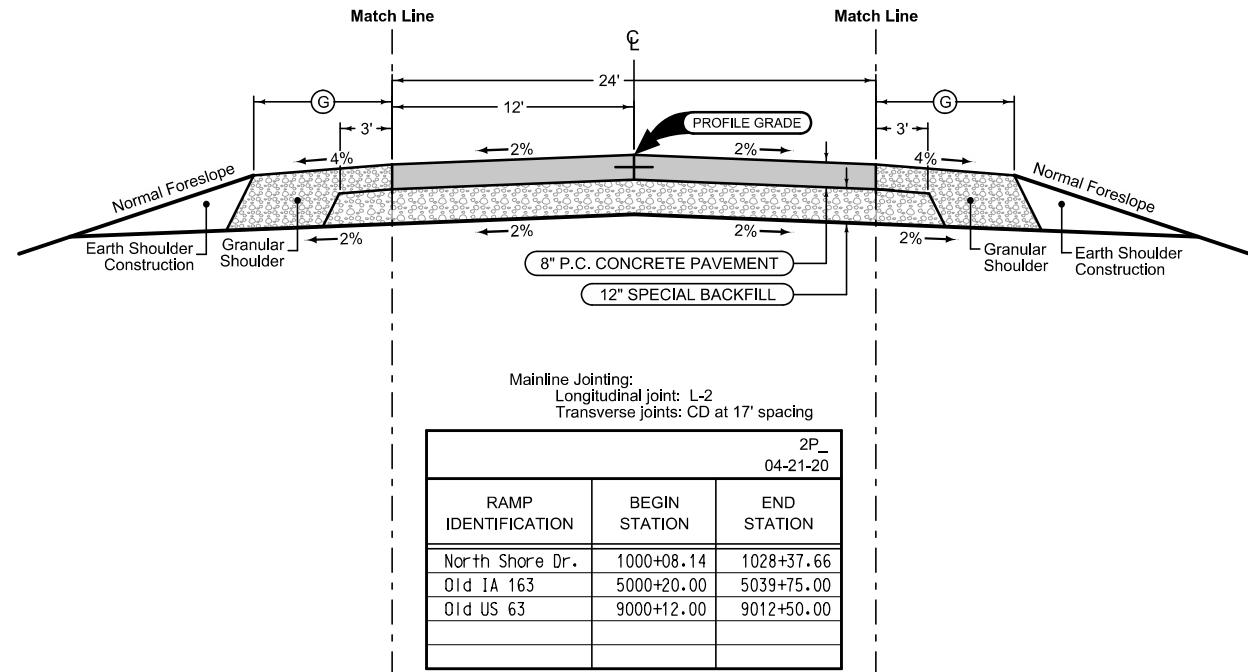


See Tab 100-24 or 100-25 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

US 63

Granular Shoulder

2_G_SR_04-21-20			
RAMP IDENTIFICATION	BEGIN STATION	END STATION	Ⓞ Feet
North Shore Dr.	1000+08.14	1028+37.66	6
Old IA 163	5000+20.00	5039+75.00	6
Old US 63	9000+12.00	9012+50.00	6



2P_04-21-20		
RAMP IDENTIFICATION	BEGIN STATION	END STATION
North Shore Dr.	1000+08.14	1028+37.66
Old IA 163	5000+20.00	5039+75.00
Old US 63	9000+12.00	9012+50.00

Granular Shoulder

2_G_SR_04-21-20			
RAMP IDENTIFICATION	BEGIN STATION	END STATION	Ⓞ Feet
North Shore Dr.	1000+08.14	1028+37.66	6
Old IA 163	5000+20.00	5039+75.00	6
Old US 63	9000+12.00	9012+50.00	6

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

Paved Side Roads

Full Depth PCC Shoulder

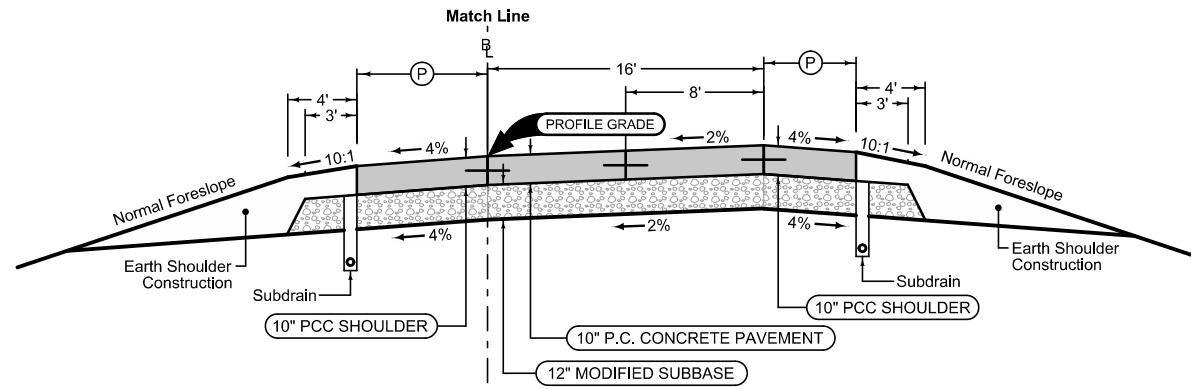
Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Ramp

2_P_FullPCC_10-19-10			
RAMP IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
Ramp A	11255+99.20	11270+96.11	6

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Ramp

2_P_FullPCC_10-19-10			
RAMP IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
Ramp A	11255+99.20	11270+96.11	4



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

1RP_10-17-17		
RAMP IDENTIFICATION	BEGIN STATION	END STATION
Ramp A	11255+99.20	11270+96.11

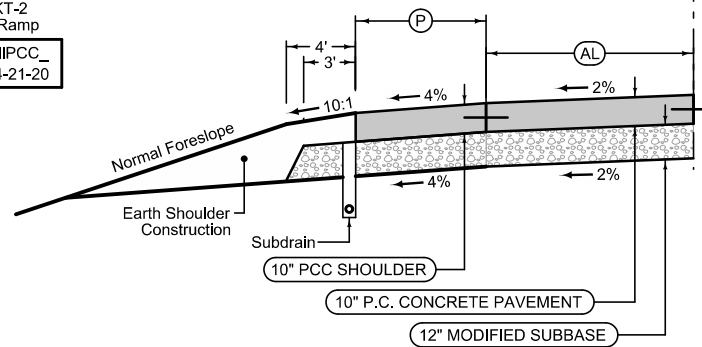
Auxiliary Lane Full Depth Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Ramp

Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Ramp

2_AuxLane_PCC_10-18-16		2_AL_Shldr_FullPCC_04-21-20	
STATION TO STATION	(AL) Feet	(P) Feet	
11255+99.20 - 11258+85.00	8	6	
11258+85.00 - 11259+65.00	8-0	6	



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

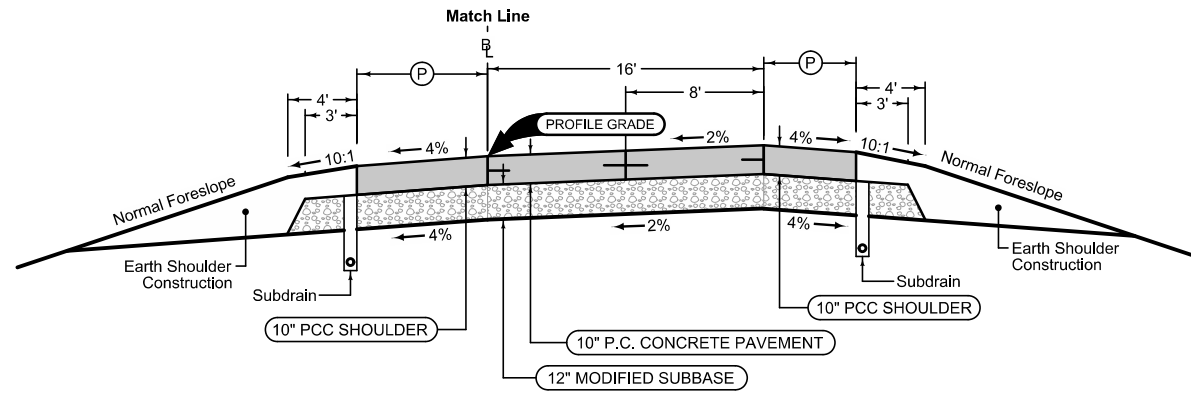
See Tab 112-9 for shoulder quantities.

**US 163/US 63
 Ramp A**

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Ramp

2_P_FullPCC_10-19-10			
RAMP IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
Ramp C	31245+78.66	31256+72.58	6



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

1RP_10-17-17		
RAMP IDENTIFICATION	BEGIN STATION	END STATION
Ramp C	31245+78.66	31256+72.58

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Ramp

2_P_FullPCC_10-19-10			
RAMP IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
Ramp C	31245+78.66	31256+72.58	4

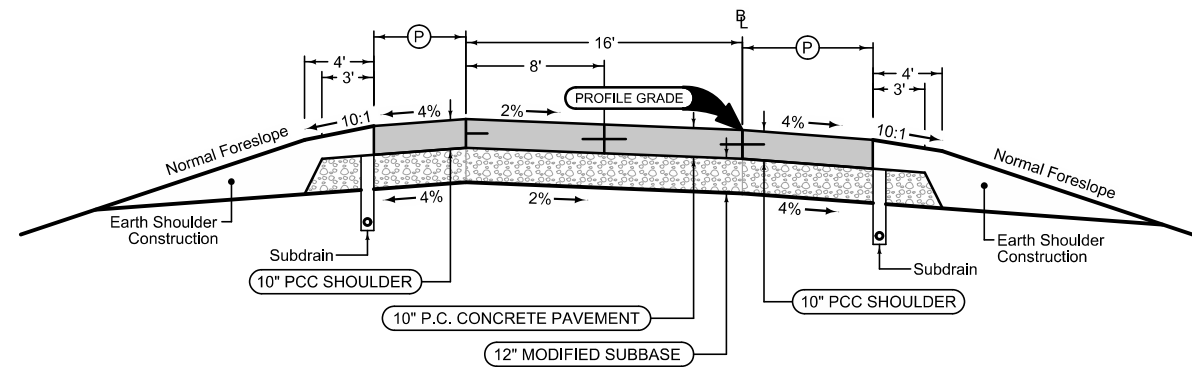
See Tab 100-24 or 100-25 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

US 163/US 63 Ramp C

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Ramp

2_P_FullPCC_10-19-10			
RAMP IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
Ramp B	21242+00.00	21256+53.19	4
Ramp D	41255+76.01	41265+75.98	4



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

1RP_10-17-17		
RAMP IDENTIFICATION	BEGIN STATION	END STATION
Ramp B	21242+00.00	21256+53.19
Ramp D	41255+76.01	41265+75.98

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: Match Ramp

2_P_FullPCC_10-19-10			
RAMP IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
Ramp B	21242+00.00	21256+53.19	6
Ramp D	41255+76.01	41265+75.98	6

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

US 163/US 63 Ramp B & D

SURVEY SYMBOLS

- CP Control Point
- WC Wild Card (Misc. Field Shot)
- BL Topo Breakline
- D Centerline Draw or Stream (Down)
- PPA Power Pole Co. 1
- PR Electric Riser Pole
- ENU Edge Unpaved Entrance & Parking
- WV Water Valve
- ENT Centerline BL of Entrance
- DU Centerline Draw or Stream (Up)
- EG Edge of Gravel Road
- C Centerline BL of Road (ML or SR)
- SIGN
- CON Concrete or A/C Slab
- TLNL Tree Line Left
- TP TPD Telephone Pedestal
- GP Guard Post (Less Than 4 Posts)
- FHD Fire Hydrants
- BLD Building or Foundation
- FW Wire Fence
- TLNR Tree Line Right
- LIN Miscellaneous Line
- RET Retaining Walls
- INB Storm Sewer Beehive Intake
- BNK Stream Bank
- MIS Miscellaneous
- W WL1D Water Line Co. 1 - Quality D
- G GL1D Gas Line Co. 1 - Quality D
- T1 TL1D Telephone Line Co. 1 - Quality D
- GR Ground Shot
- E1 EL1D Electric Line Co. 1 - Quality D
- EB Electrical Box
- UB Utility Box
- W2 WL2D Water Line Co. 2 - Quality D
- ENP Edge Paved Entrance & Park Lot
- FWD Wood Fence
- SNP Unpaved Shoulder
- FO FO1D Fiber Optic Co. 1 - Quality D
- SAN SA1D Sanitary Sewer Co. 1- Quality D
- MH Utility Access (Manhole)
- UV Underground Utility Vault
- F02 FO2D Fiber Optic Co. 2 - Quality D
- UPH Utility Pot Hole - Quality A
- PIP Pipe Culvert
- PRO Profile Shot
- PLG Location of General Photo
- CUL Culvert
- SH Paved Shoulder
- EP Edge of Paved Roads (ML or SR)
- GU Gutter In Front of Curb
- CU Back of Curb
- UE Utility Elevation

UTILITY LEGEND

- PPA Power Pole Co. 1
- PR Electric Riser Pole
- E1 MidAmerican Energy - Quality D
- G MidAmerican Energy - Quality D
- G2 Kinder Morgan - Quality D
- F0 Centurylink - Quality D
- F02 Iowa Communications Network - Quality D
- SAN Oskaloosa Municipal Utilities- Quality D
- T1 Centurylink - Quality D
- W Oskaloosa Municipal Utilities - Quality D
- W2 Mahaska Rural Water - Quality D

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
SHADING		
Design Color No.		
Lavender	(9)	Temporary Pavement Shading
Yellow	(4)	Proposed Pavement Shading
Orange	(6)	Proposed Granular Shading
Yellow	(68)	Proposed Shoulder, Paved Full Depth
Yellow	(132)	Proposed Shoulder, Paved Partial Depth
Orange	(70)	Proposed Shoulder, Granular
Yellow	(220)	Proposed Entrance, Paved
Orange	(134)	Proposed Entrance, Granular
Red	(3)	Proposed Structures
Red	(3)	Delineates Restricted Areas

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Ground Line Profile
Blue	(1)	Proposed Profile and Annotation
Magenta	(5)	Existing Utilities
Blue, Light	(230)	Proposed Ditch Grades, Left
Black	(0)	Proposed Ditch Grades, Median
Rust	(14)	Proposed Ditch Grades, Right

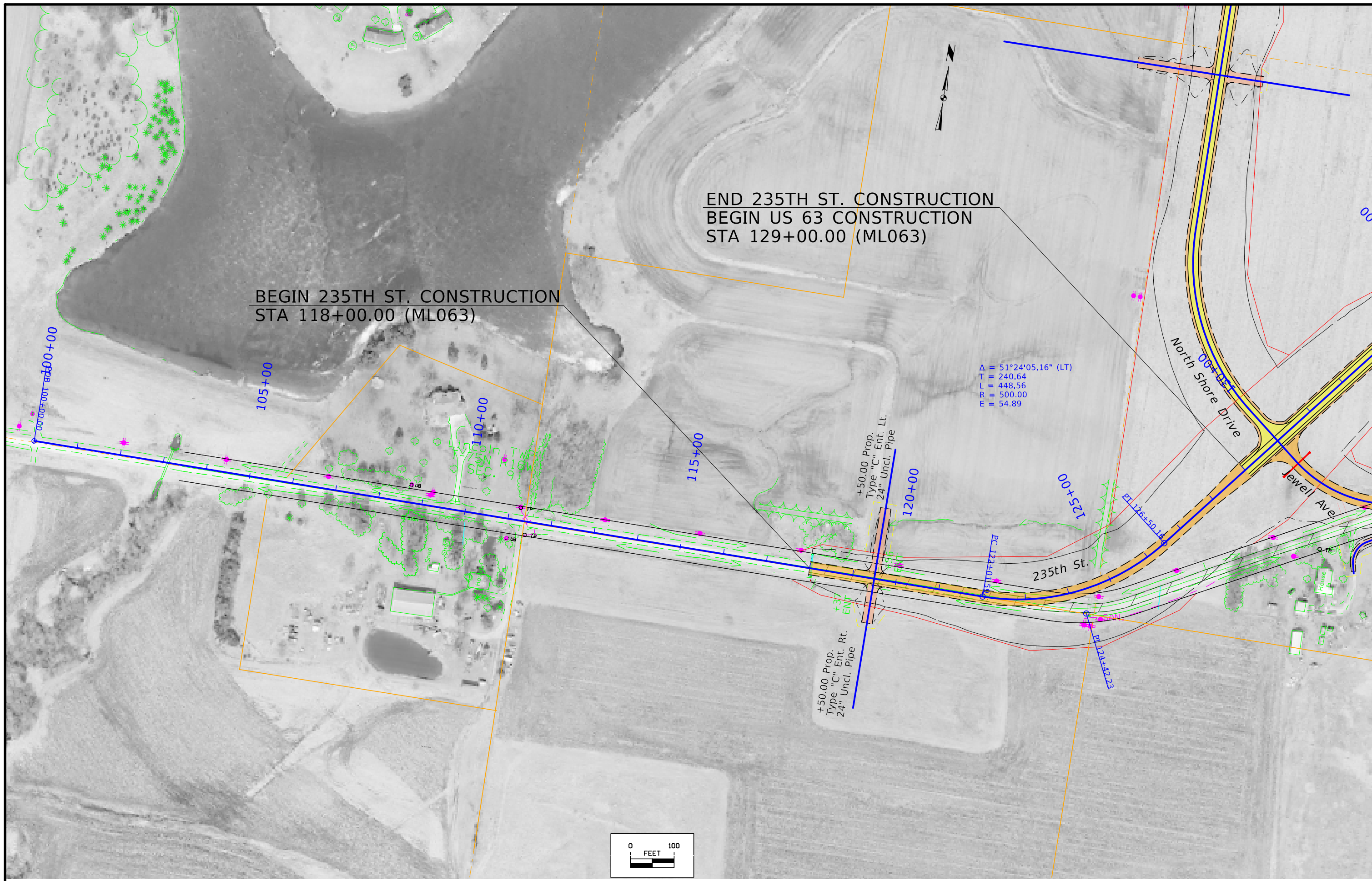
- Reference Point
- Station
- ▲ Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- ▨ Pavement Removal
- ▩ Clearing & Grubbing Area

RIGHT-OF-WAY LEGEND

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

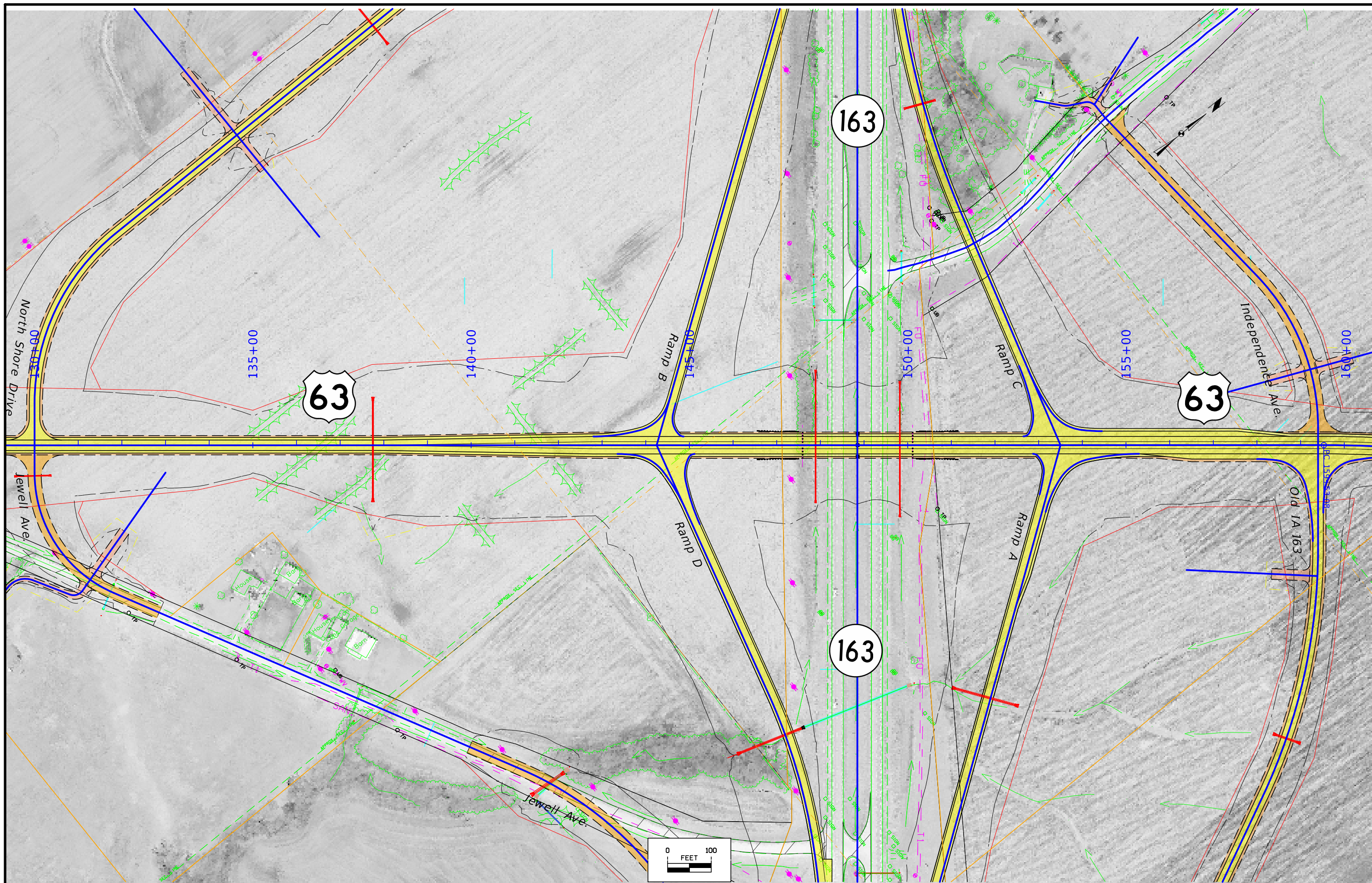
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

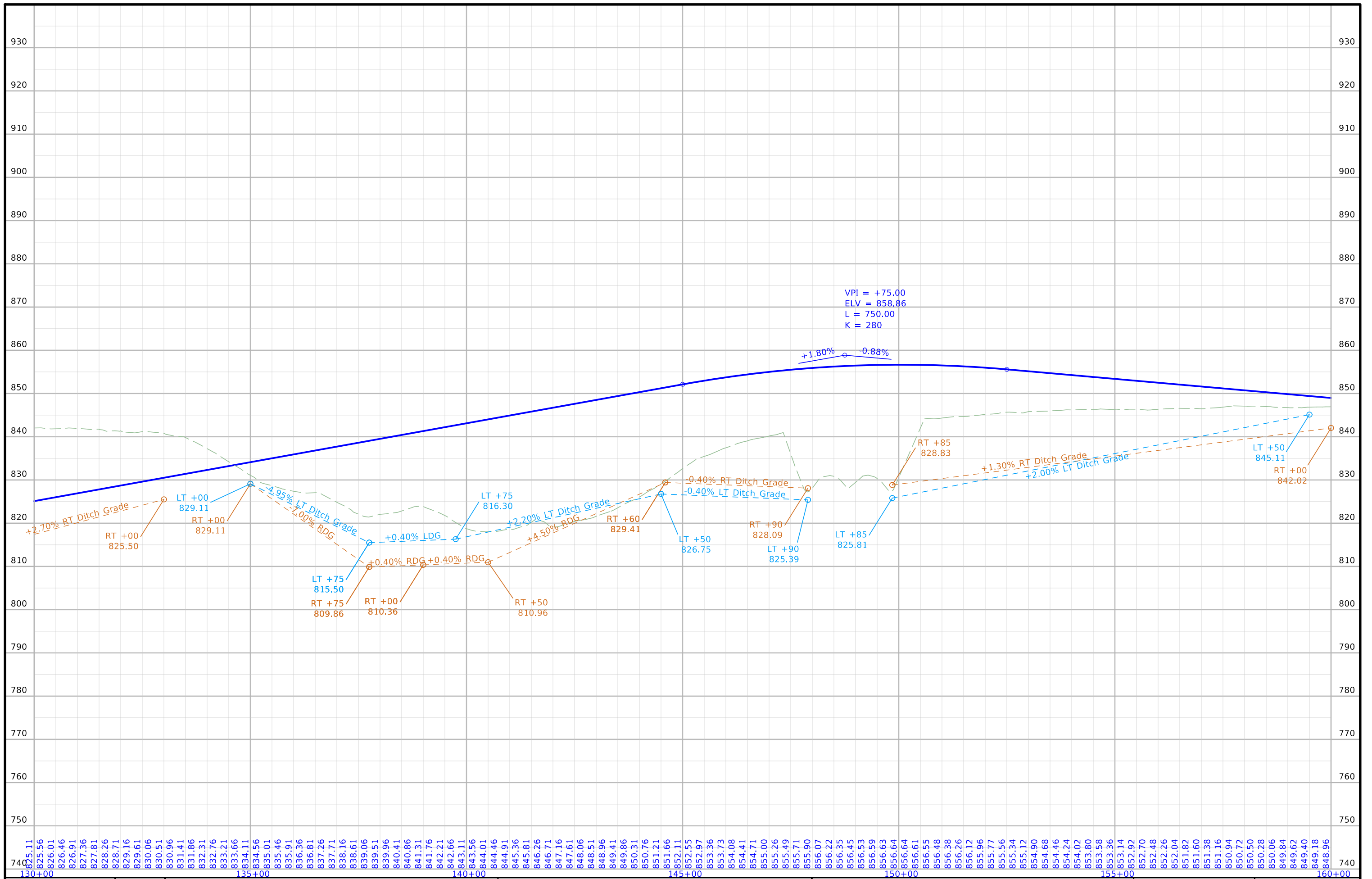
(COVERS SHEET SERIES D, E, F, & K)

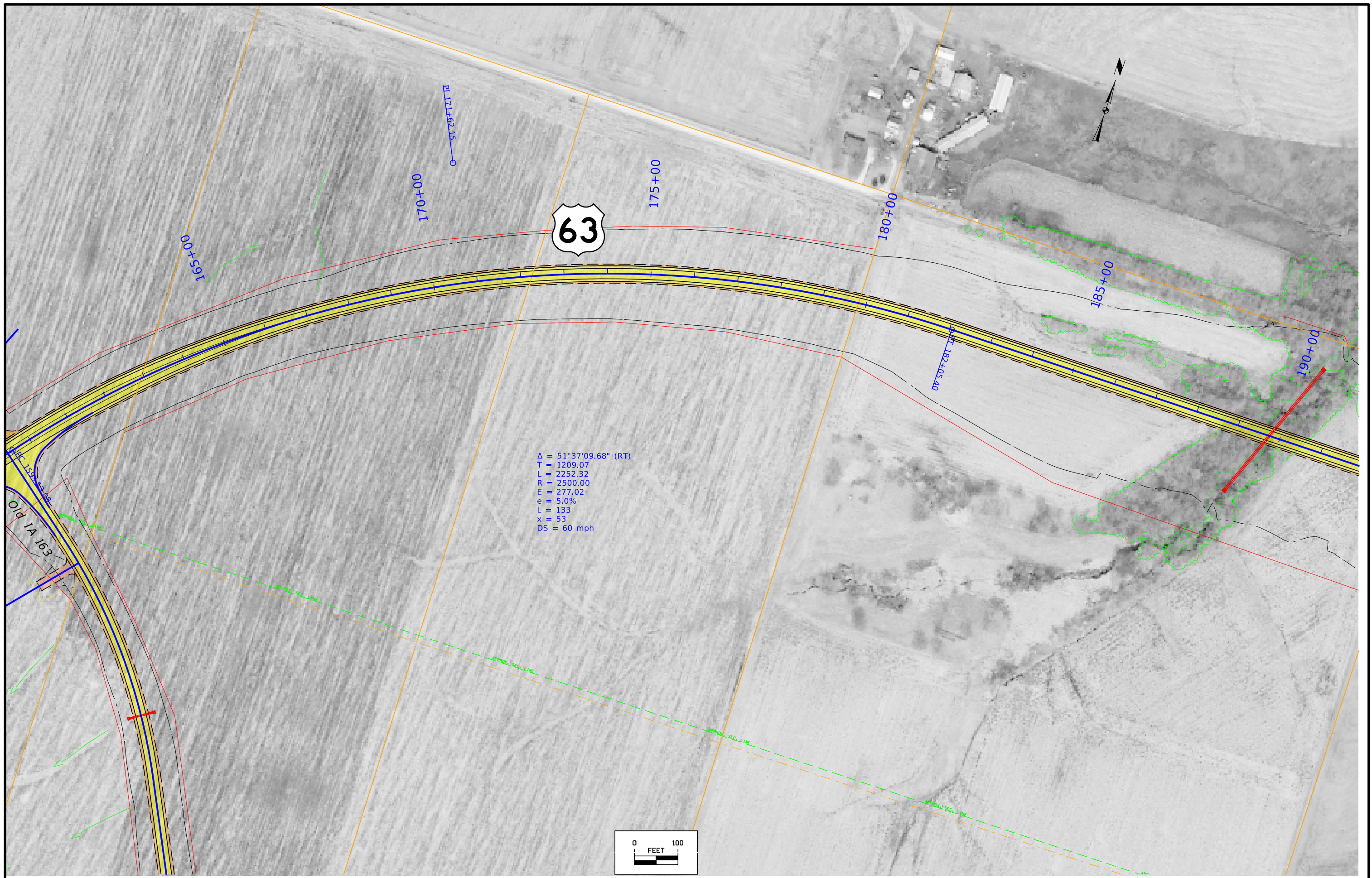


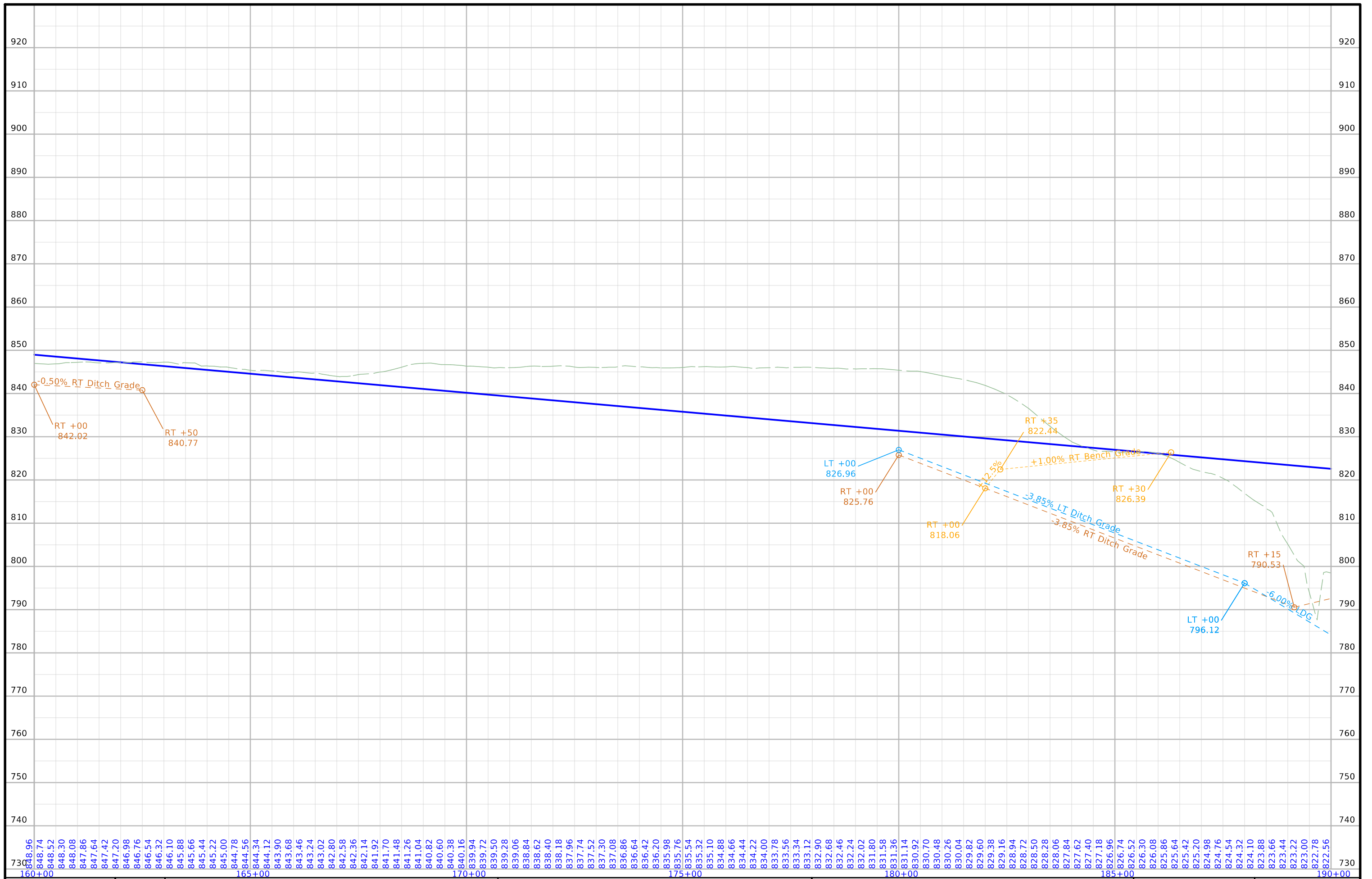


FILE NO.	ENGLISH	DESIGN TEAM Flattery \ Johnson	MAHASKA COUNTY	PROJECT NUMBER NHSX-063-3(93)--3H-62	SHEET NUMBER D.3
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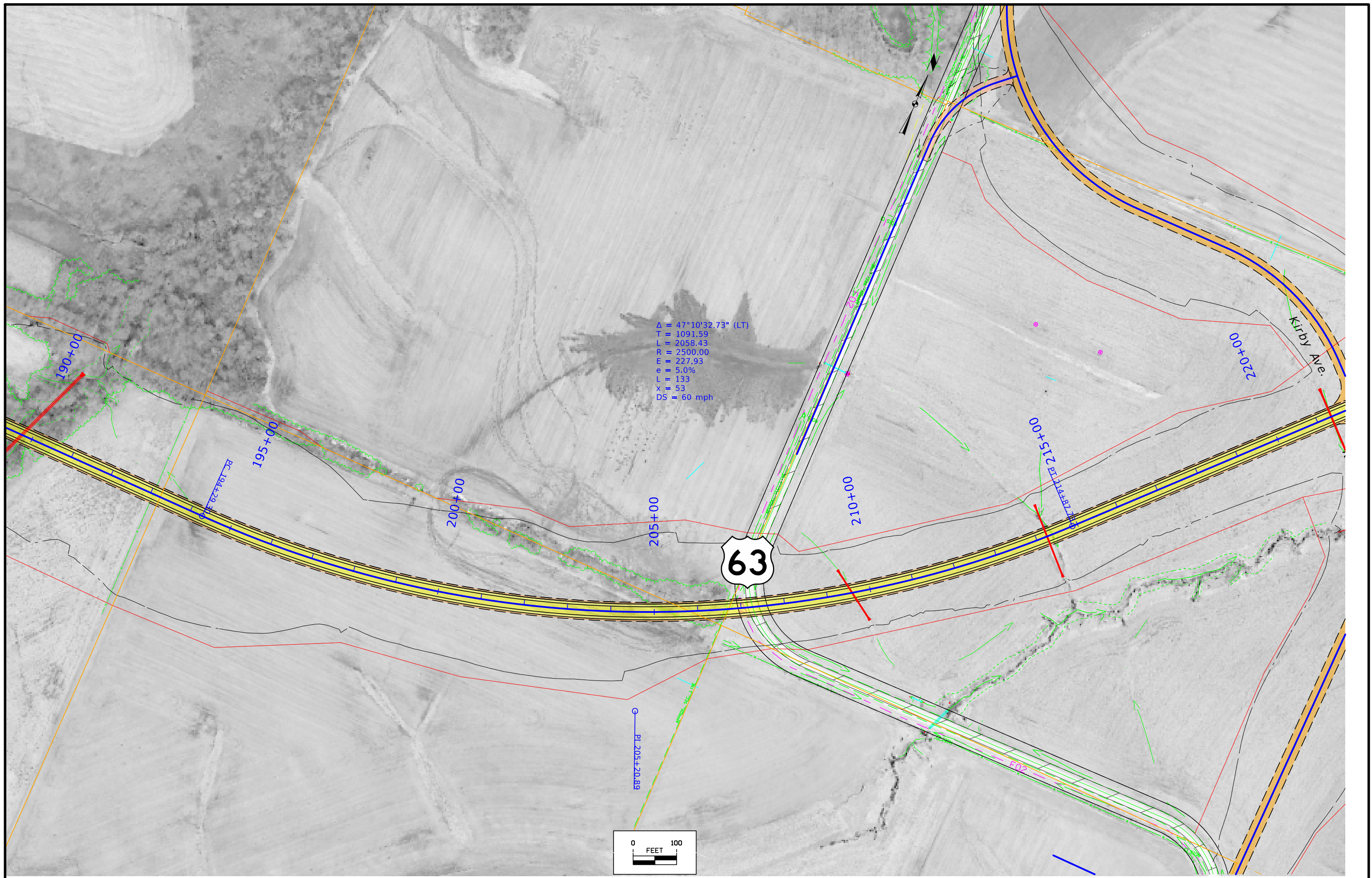




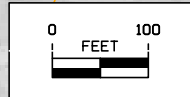


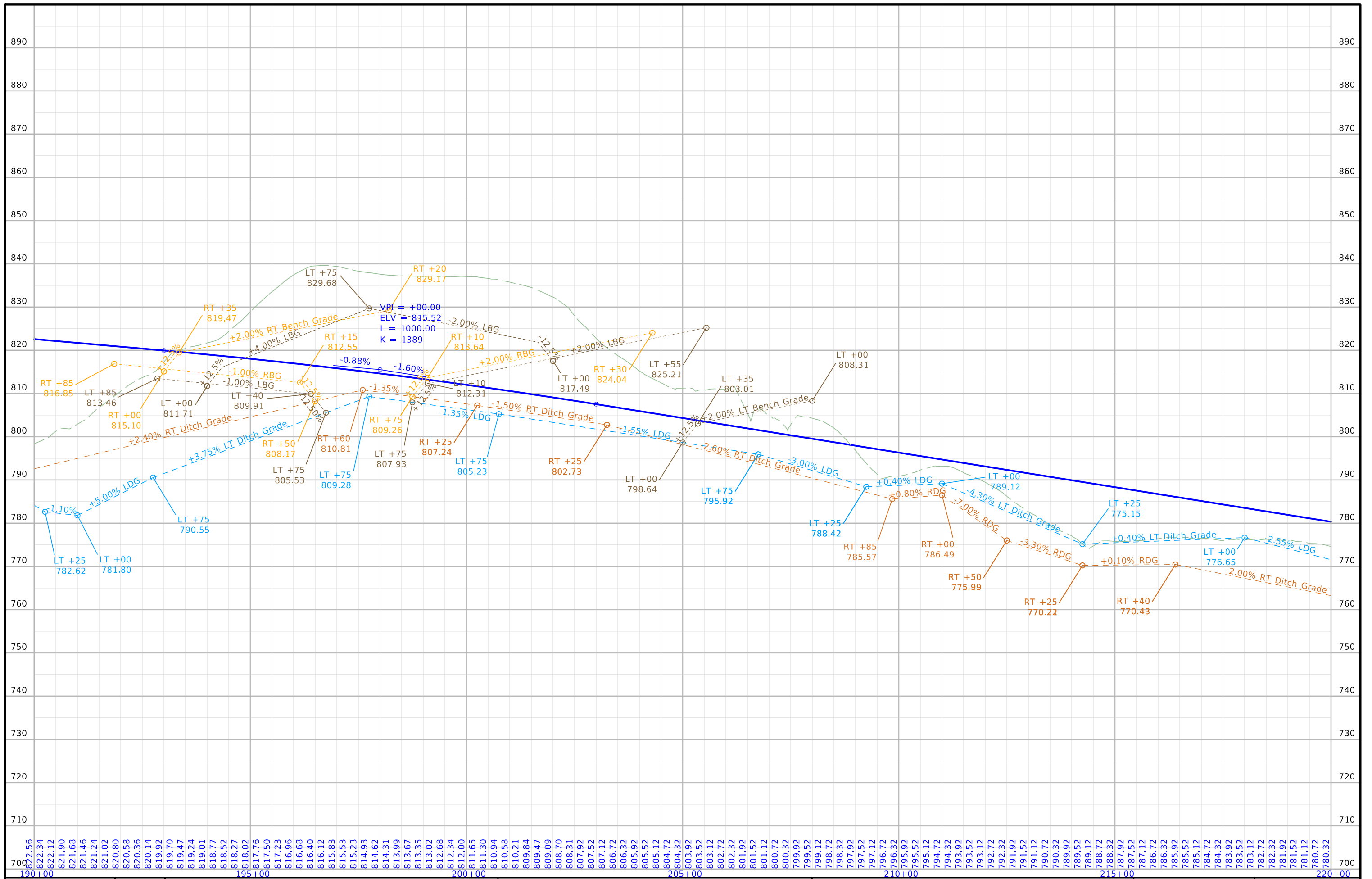


730	848.96	160+00	FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	MAHASKA COUNTY	PROJECT NUMBER	NHSX-063-3(93)--3H-62	SHEET NUMBER	D.7	730
848.74	848.52	165+00										
848.30	848.08	170+00										
847.86	847.64	175+00										
847.42	847.20	180+00										
846.98	846.76	185+00										
846.54	846.32	190+00										
846.10	845.88											
845.66	845.44											
845.22	845.00											
844.78	844.56											
844.34	844.12											
843.90	843.68											
843.46	843.24											
843.02	842.80											
842.58	842.36											
842.14	841.92											
841.70	841.48											
841.26	841.04											
840.82	840.60											
840.38	840.16											
839.94	839.72											
839.50	839.28											
839.06	838.84											
838.62	838.40											
838.18	837.96											
837.74	837.52											
837.30	837.08											
836.86	836.64											
836.42	836.20											
835.98	835.76											
835.54	835.32											
835.10	834.88											
834.66	834.44											
834.22	834.00											
833.78	833.56											
833.34	833.12											
832.90	832.68											
832.46	832.24											
832.02	831.80											
831.58	831.36											
831.14	830.92											
830.70	830.48											
830.26	830.04											
829.82	829.60											
829.38	829.16											
828.94	828.72											
828.50	828.28											
828.06	827.84											
827.62	827.40											
827.18	826.96											
826.74	826.52											
826.30	826.08											
825.86	825.64											
825.42	825.20											
824.98	824.76											
824.54	824.32											
824.10	823.88											
823.66	823.44											
823.22	823.00											
822.78	822.56											

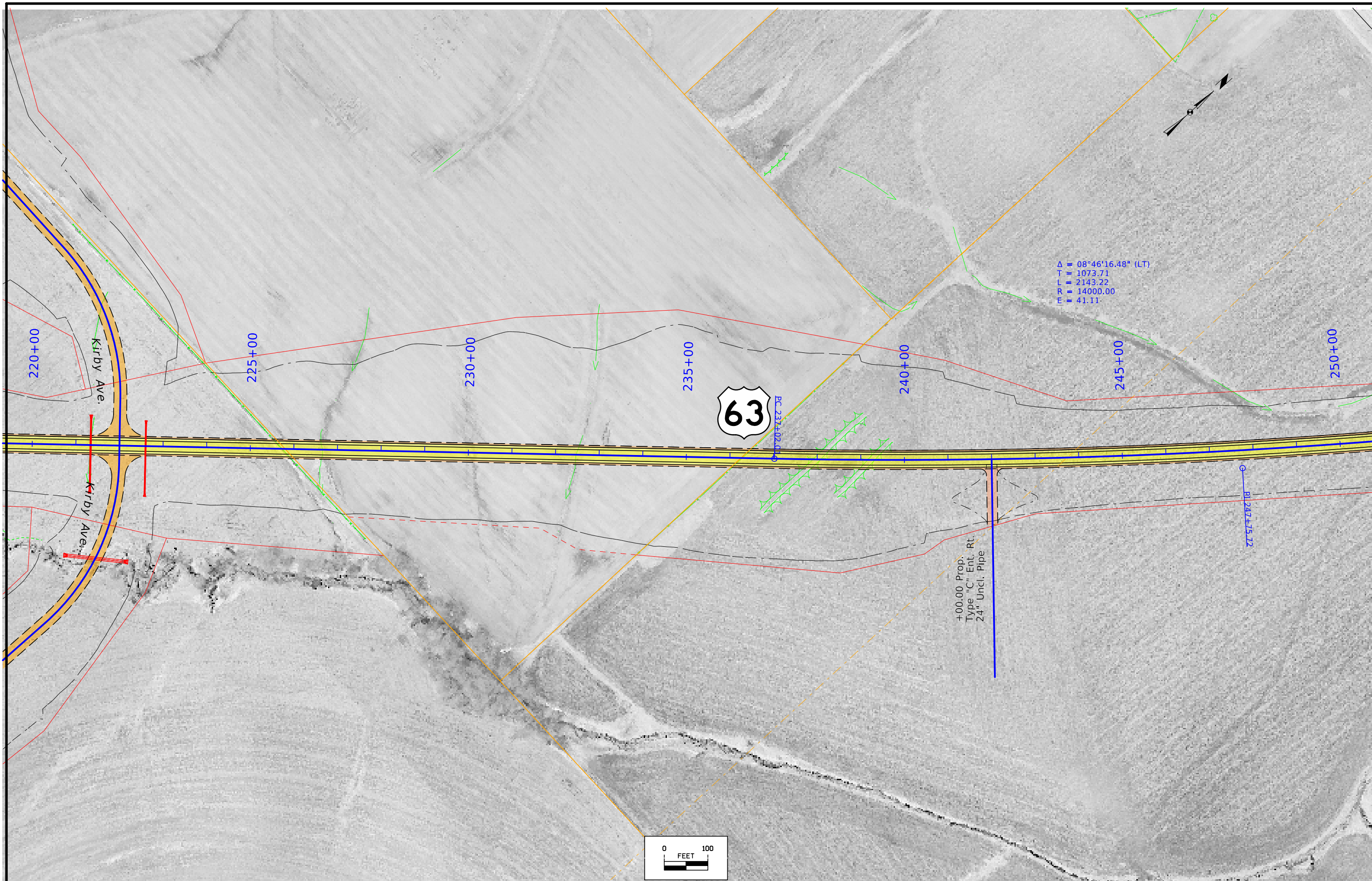


$\Delta = 47^{\circ}10'32.73"$ (LT)
 $T = 1091.59$
 $L = 2058.43$
 $R = 2500.00$
 $E = 227.93$
 $e = 5.0\%$
 $L = 133$
 $X = 53$
 $DS = 60 \text{ mph}$



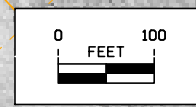


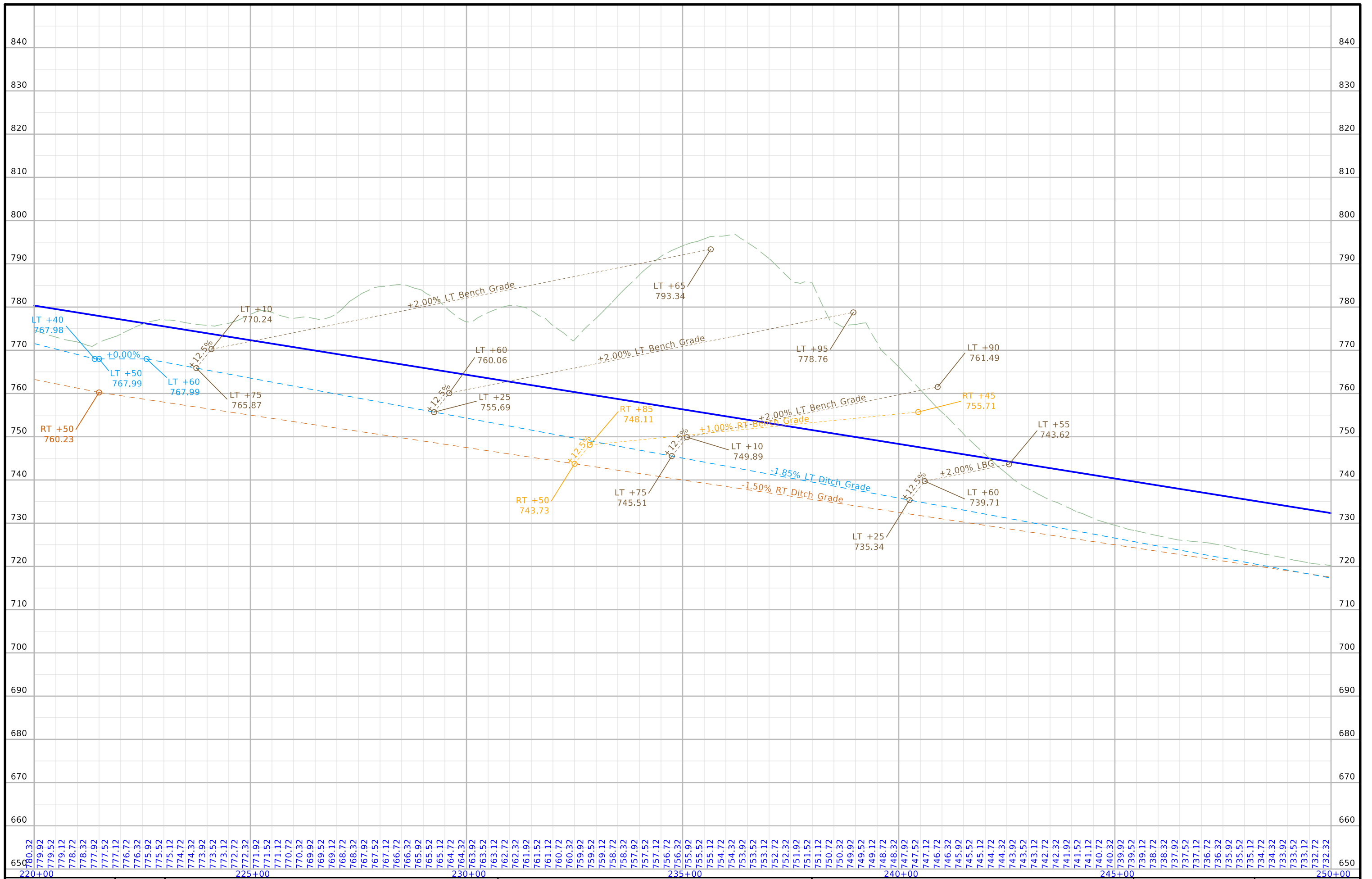
FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
190+00		Flattery \ Johnson		NHSX-063-3(93)--3H-62	D.9



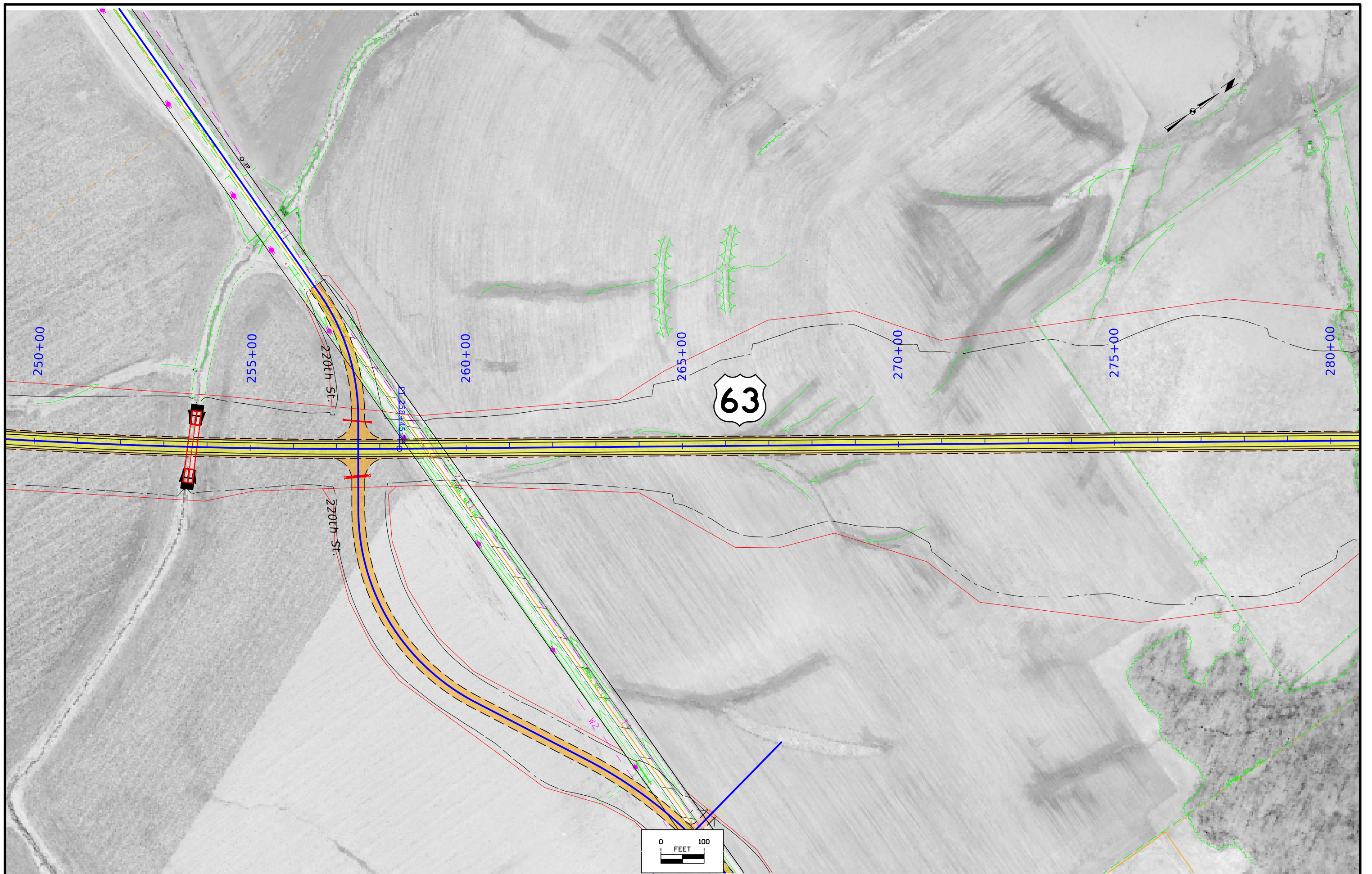
$\Delta = 08^{\circ}46'16.48"$ (LT)
 $T = 1073.71$
 $L = 2143.22$
 $R = 14000.00$
 $E = 41.11$

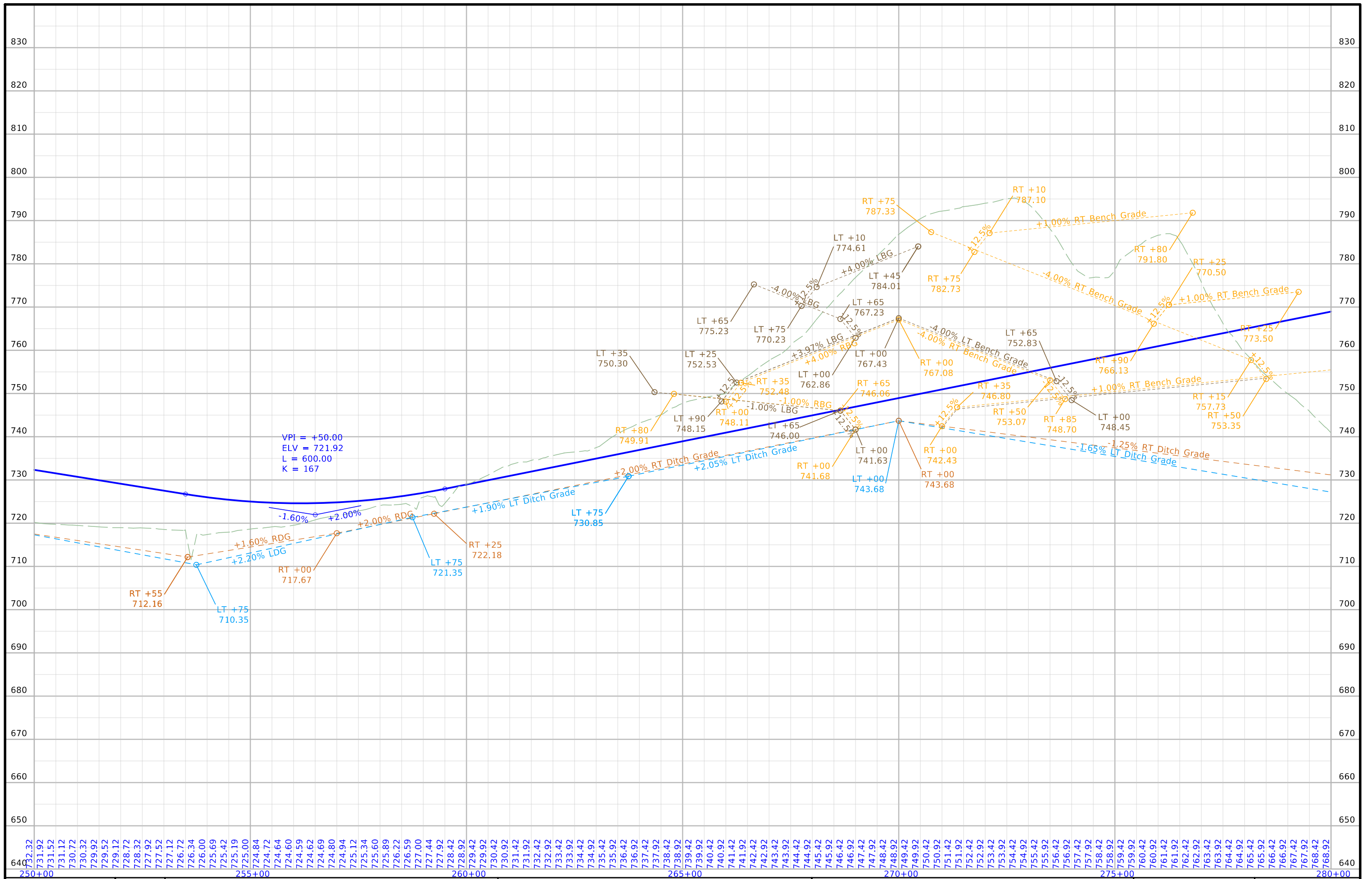
+00.00 Prop.
 Type "C" Ent. Rt.
 24" Uncl. Pipe



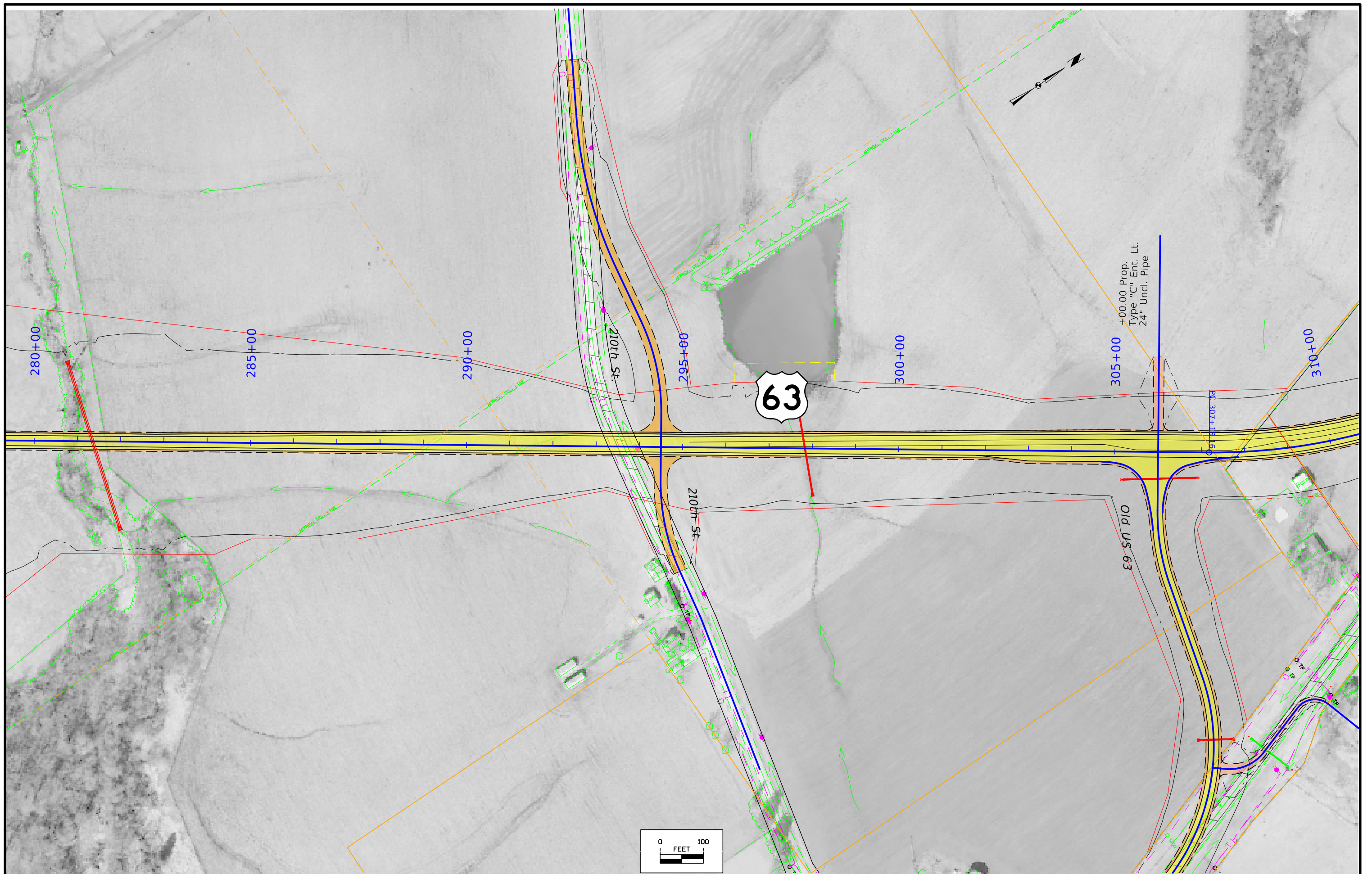


FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
Flattery \ Johnson			NHSX-063-3(93)--3H-62	D.11	





FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
Flattery \ Johnson			NHSX-063-3(93)--3H-62	D.13	





FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
280+00	Flattery \ Johnson		NHSX-063-3(93)--3H-62	D.15	

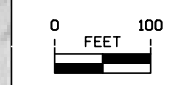


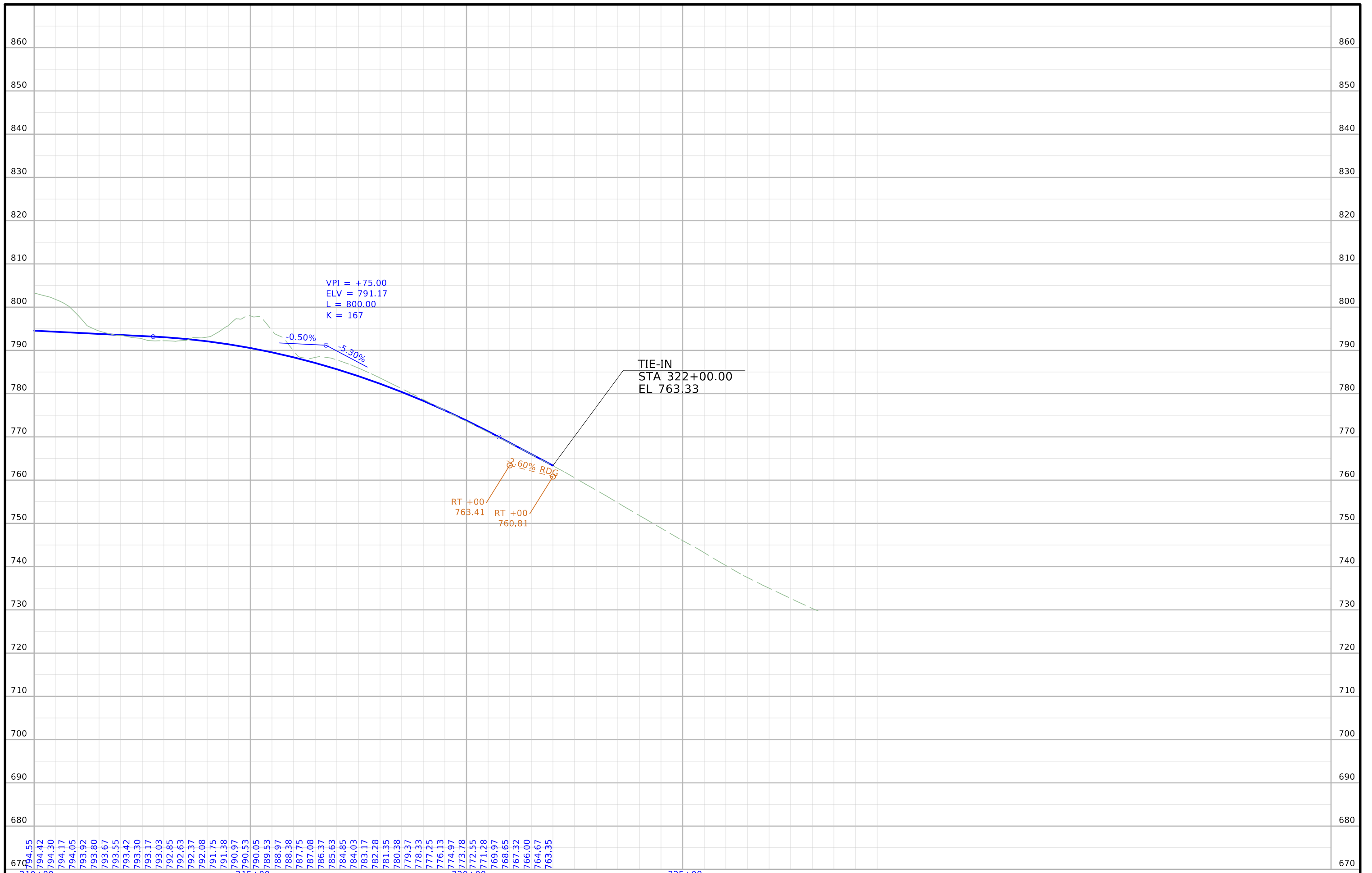
$\Delta = 49^\circ 59' 52.39''$ (LT)
 $T = 620.16$
 $L = 1160.59$
 $R = 1330.00$
 $E = 137.48$
 $e = 6.0\%$
 $L = 160$
 $x = 53$
 $DS = 60$ mph

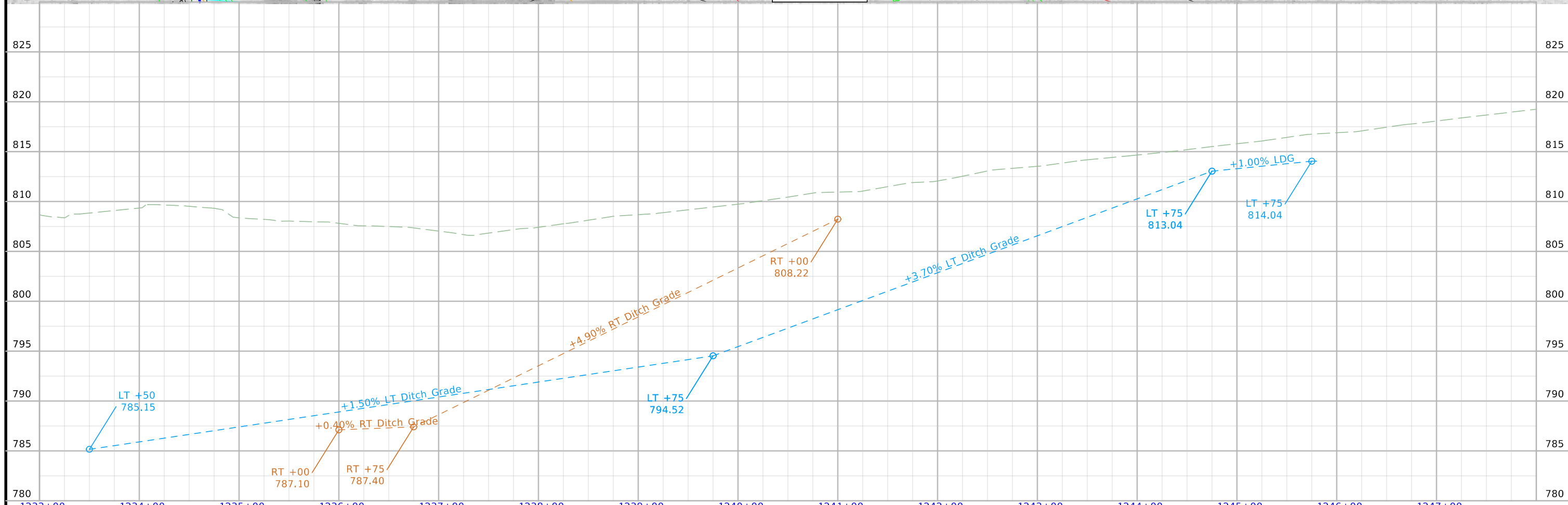
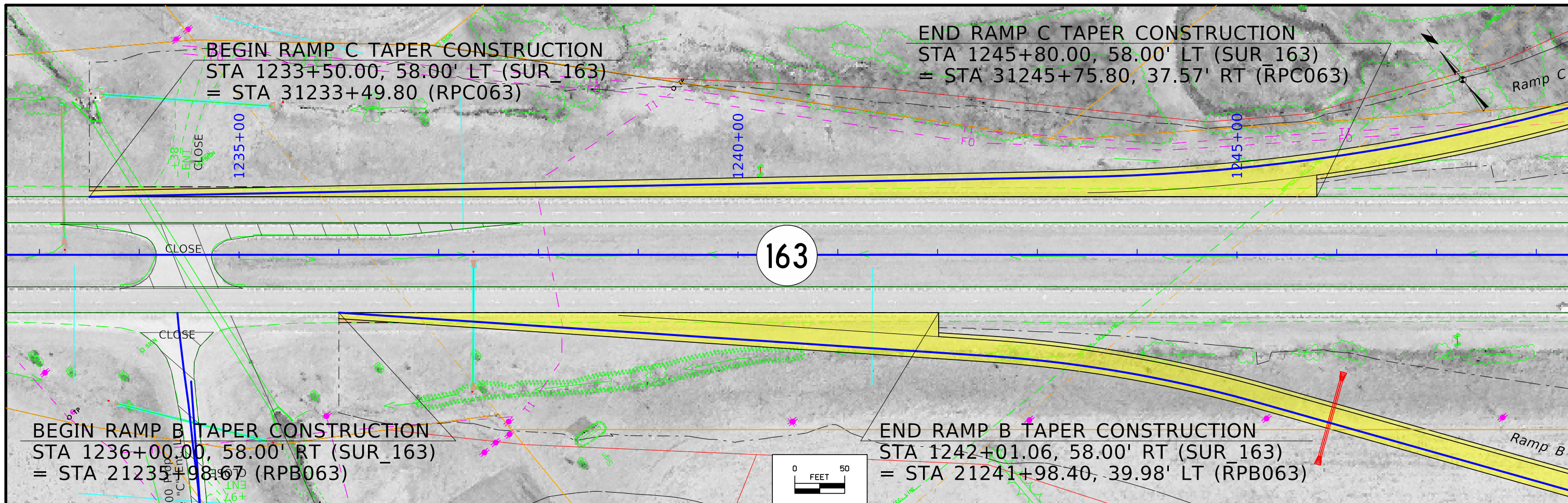
END US 63 CONSTRUCTION
 STA 322+00.00 (ML063)

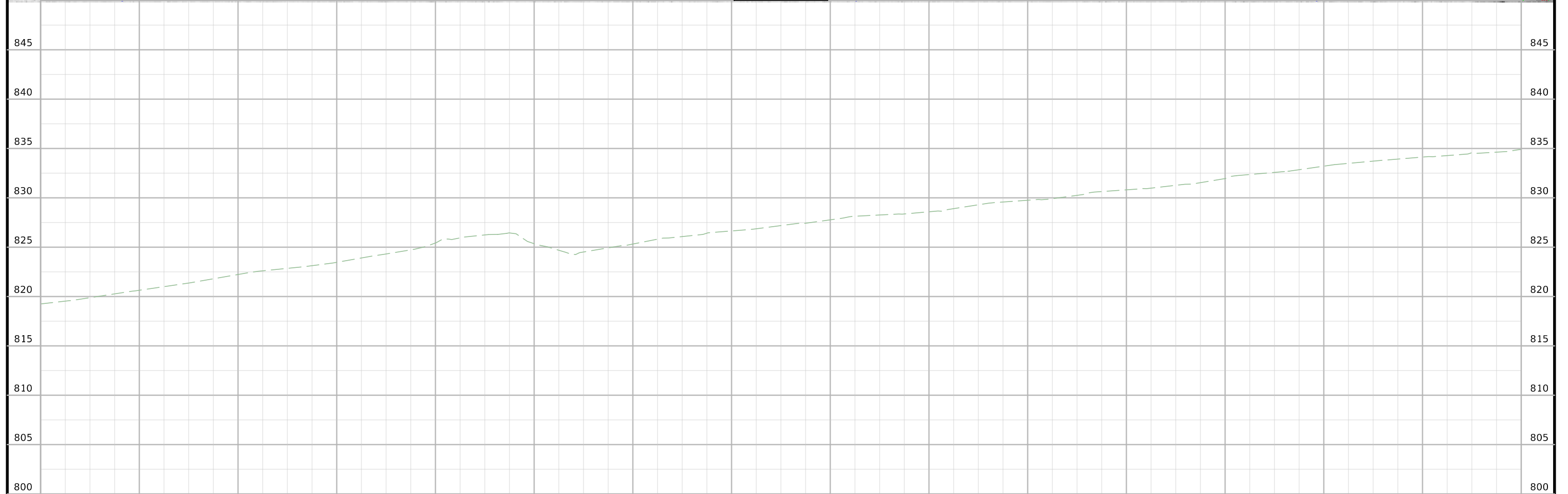
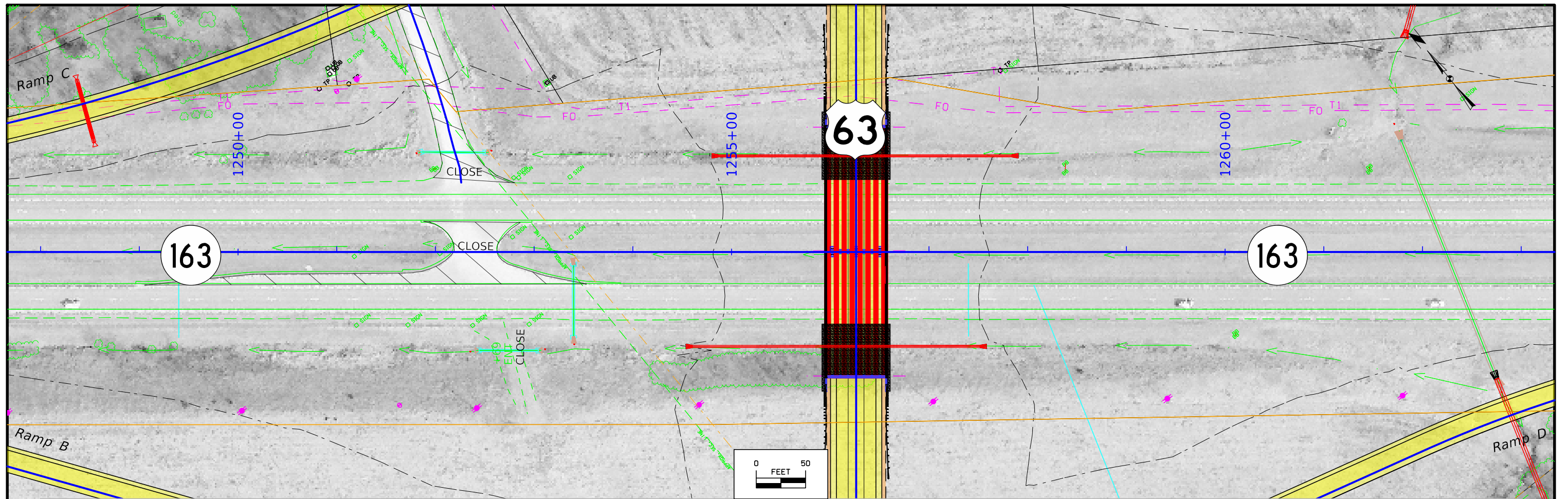
63

North 210th St.

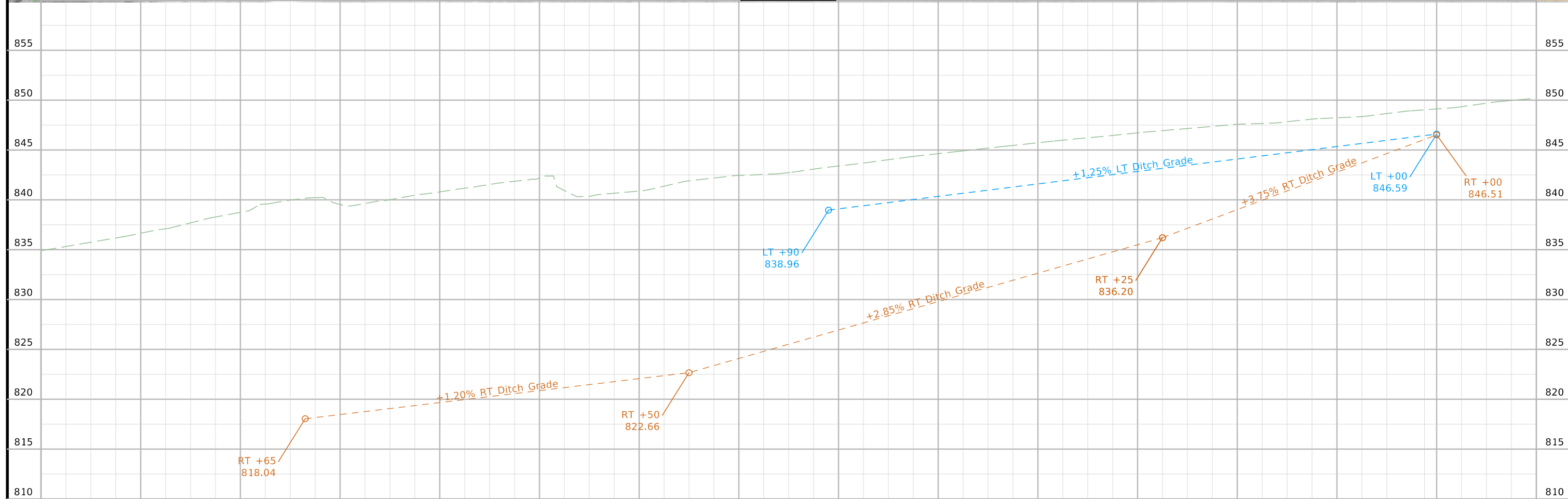
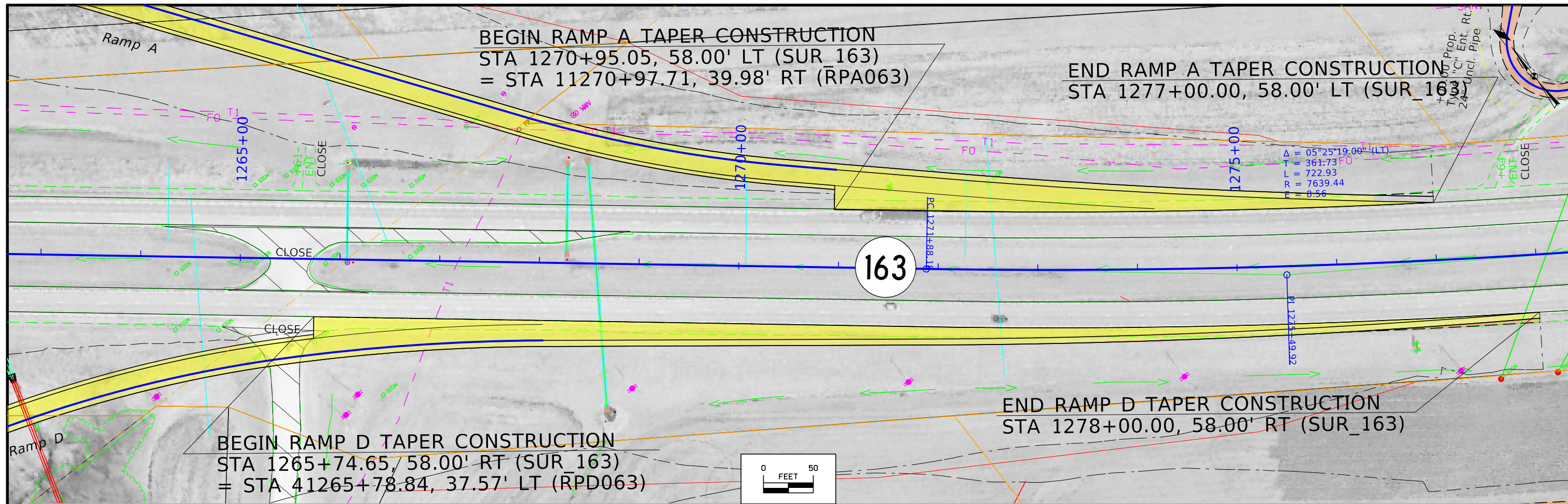




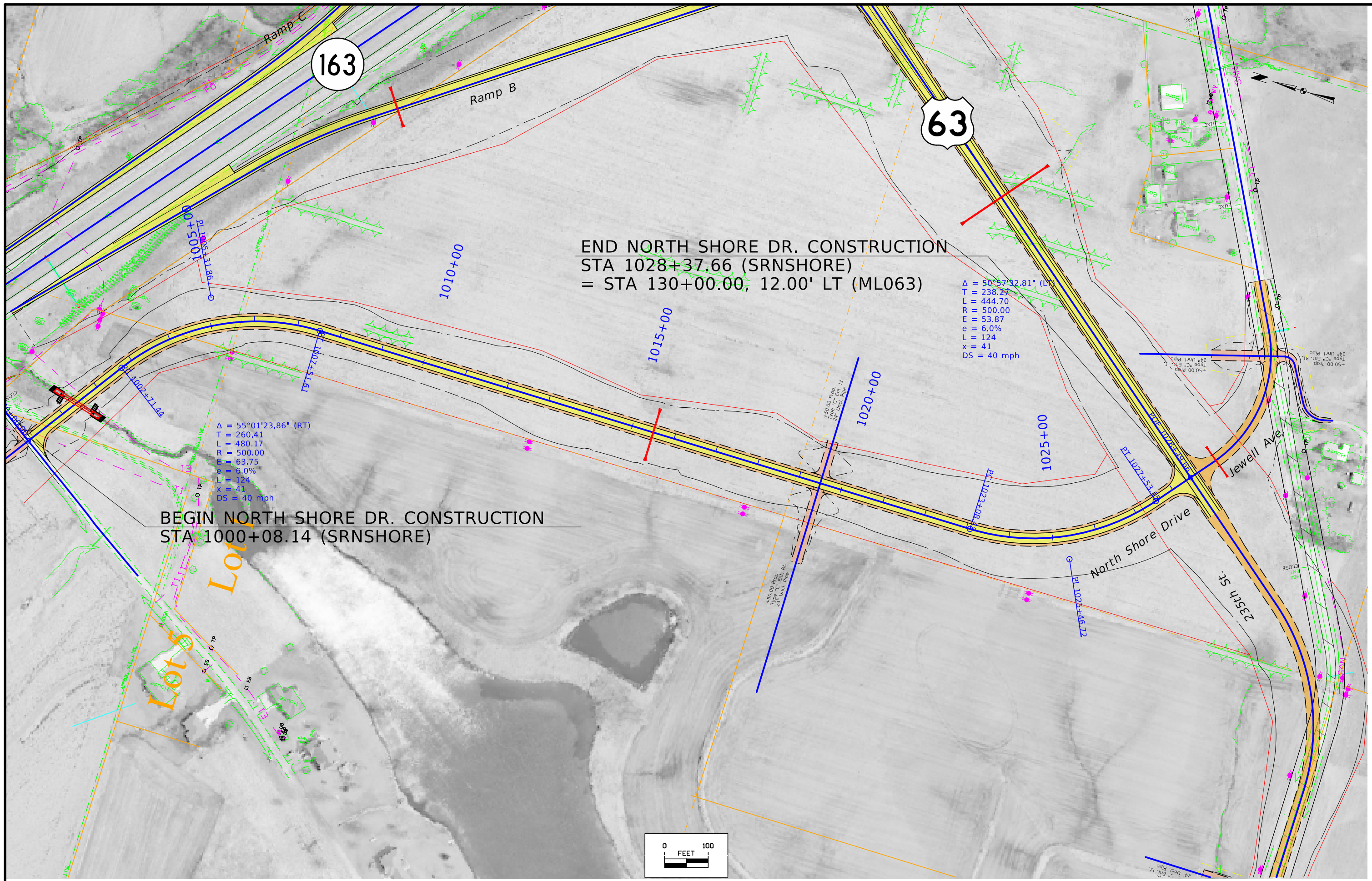




1248+00	1249+00	1250+00	1251+00	1252+00	1253+00	1254+00	1255+00	1256+00	1257+00	1258+00	1259+00	1260+00	1261+00	1262+00
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson			MAHASKA COUNTY			PROJECT NUMBER	NHSX-063-3(93)--3H-62			SHEET NUMBER	E.2

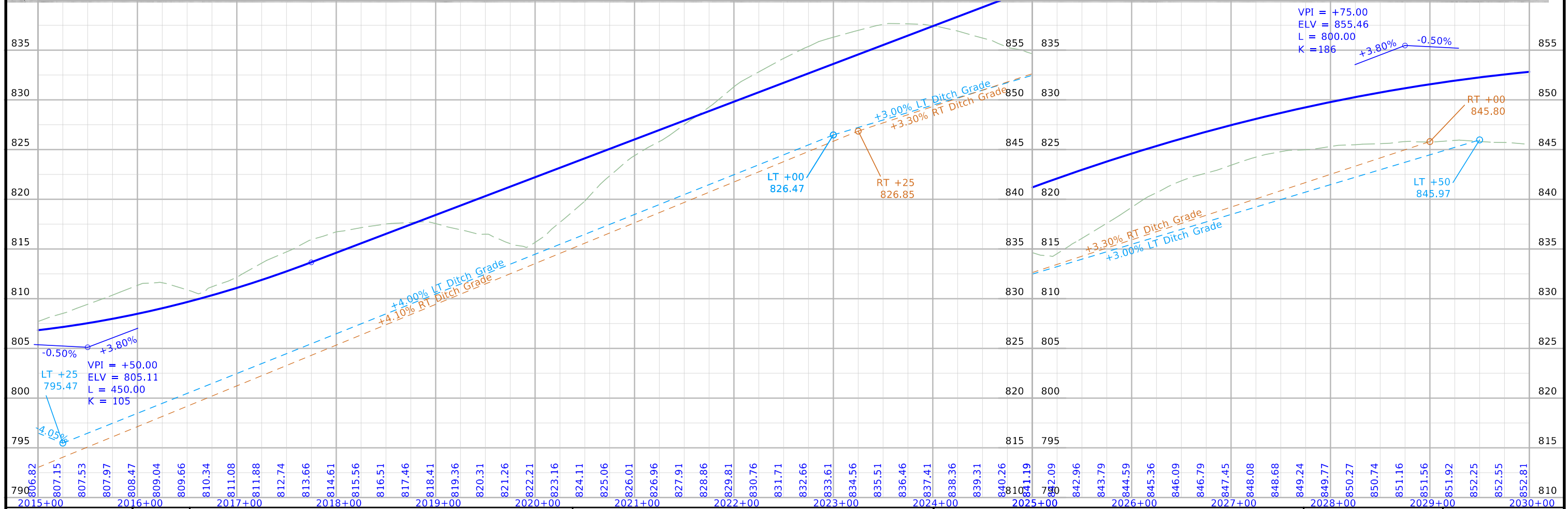
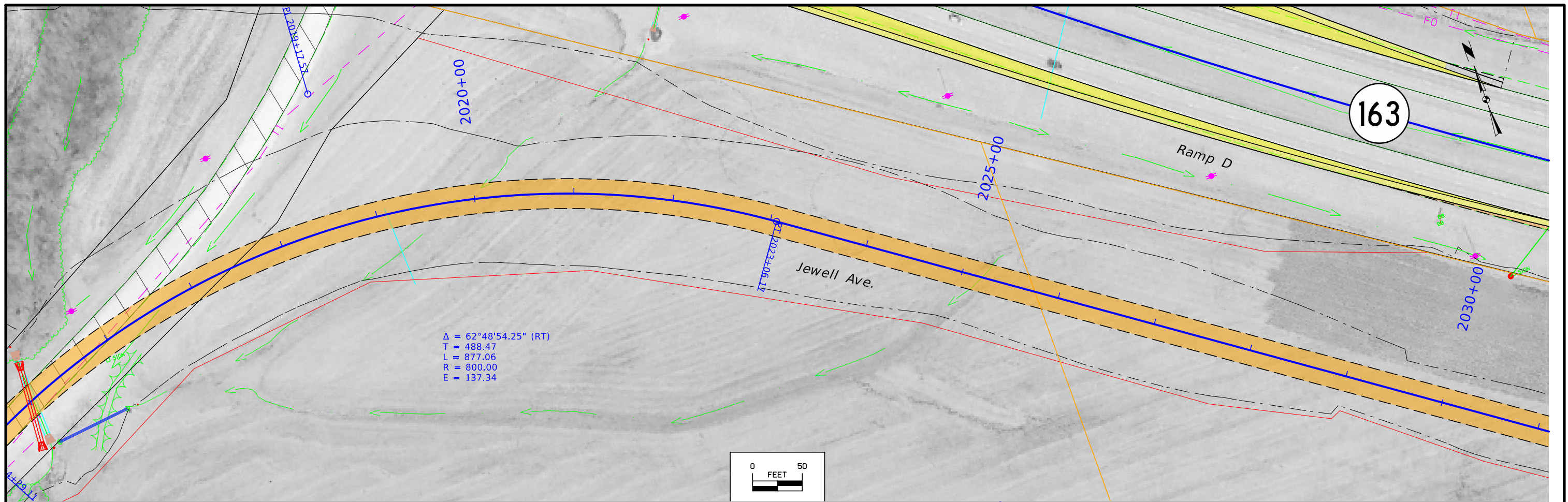


1263+00	1264+00	1265+00	1266+00	1267+00	1268+00	1269+00	1270+00	1271+00	1272+00	1273+00	1274+00	1275+00	1276+00	1277+00
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson				MAHASKA COUNTY	PROJECT NUMBER	NHSX-063-3(93)--3H-62				SHEET NUMBER	E.3

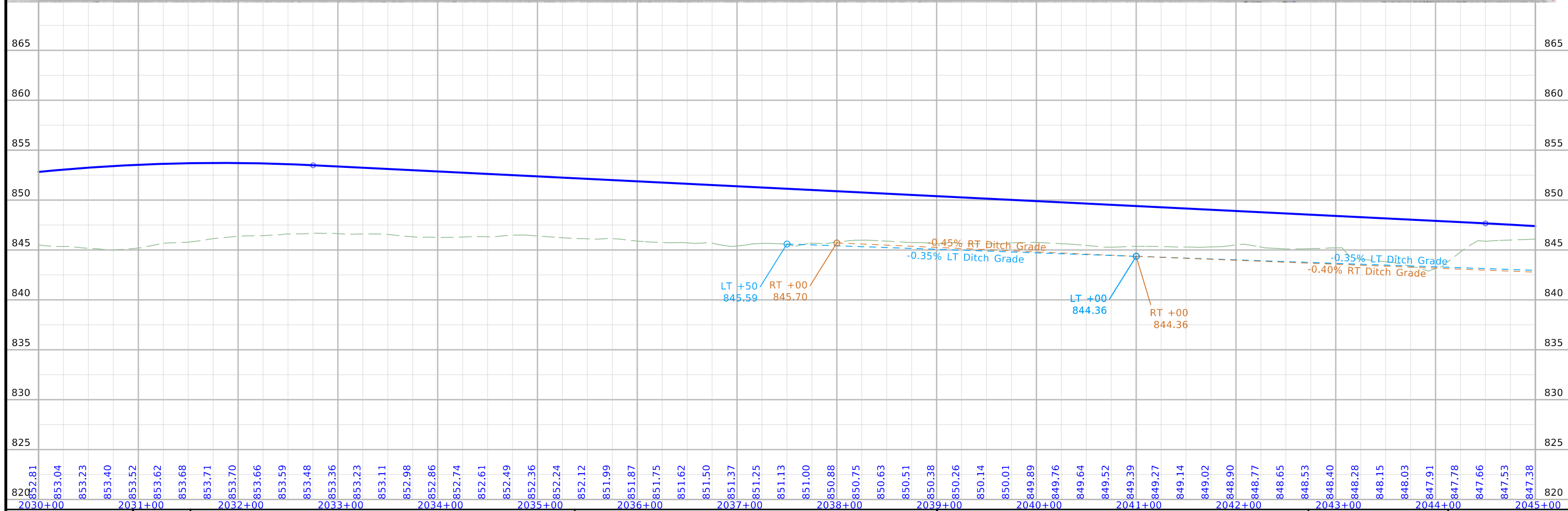
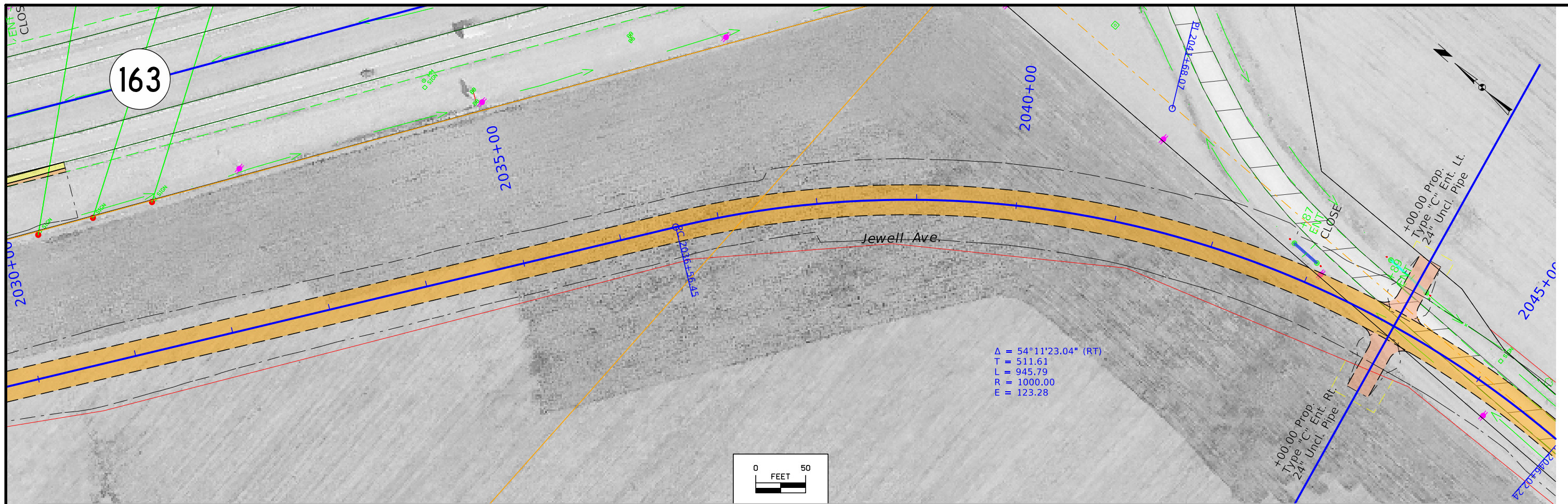




FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	MAHASKA COUNTY	PROJECT NUMBER	NHSX-063-3(93)--3H-62	SHEET NUMBER	E.5
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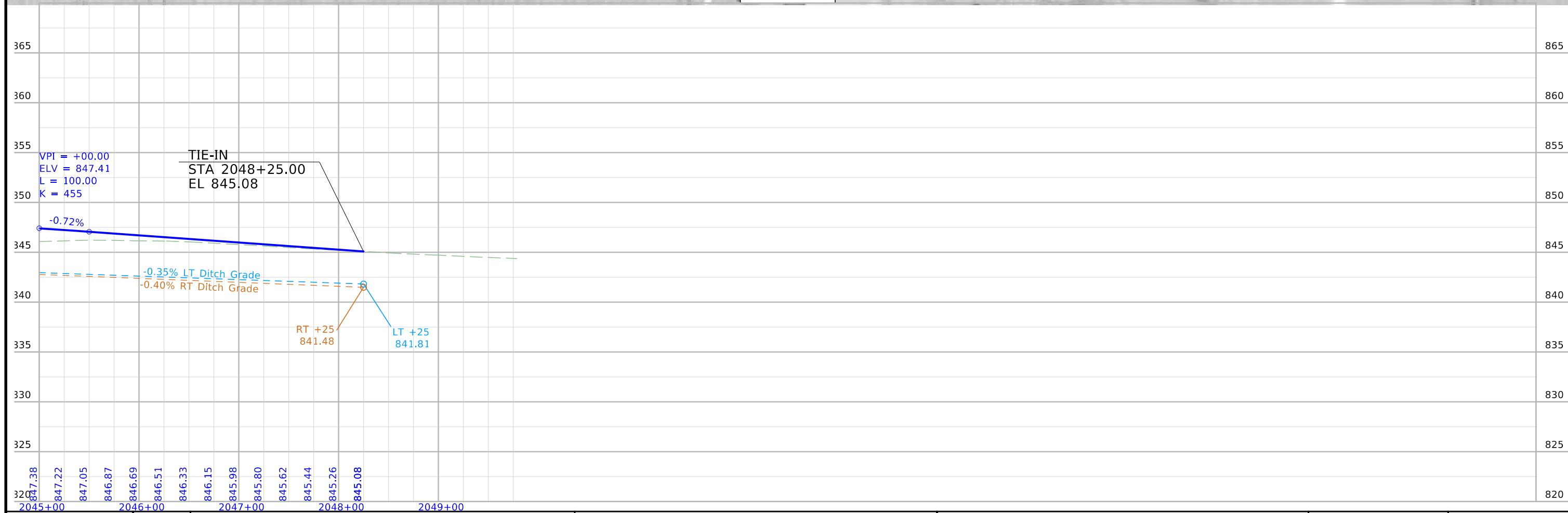
FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Johnson		NHSX-063-3(93)--3H-62	E.7

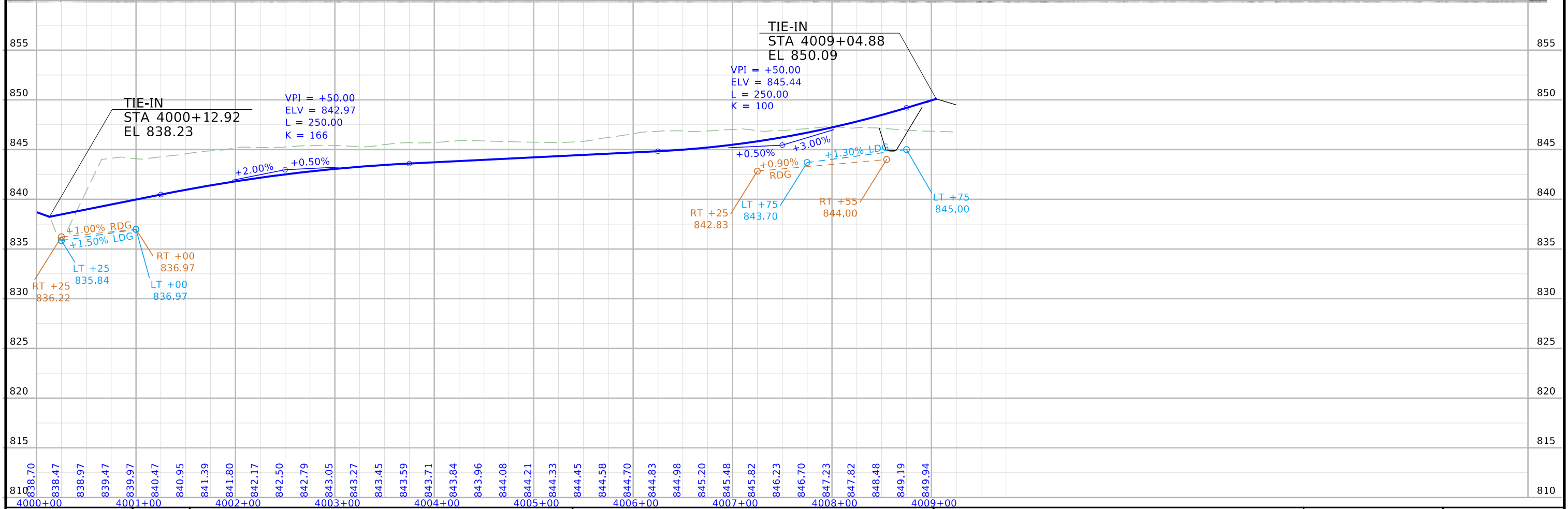
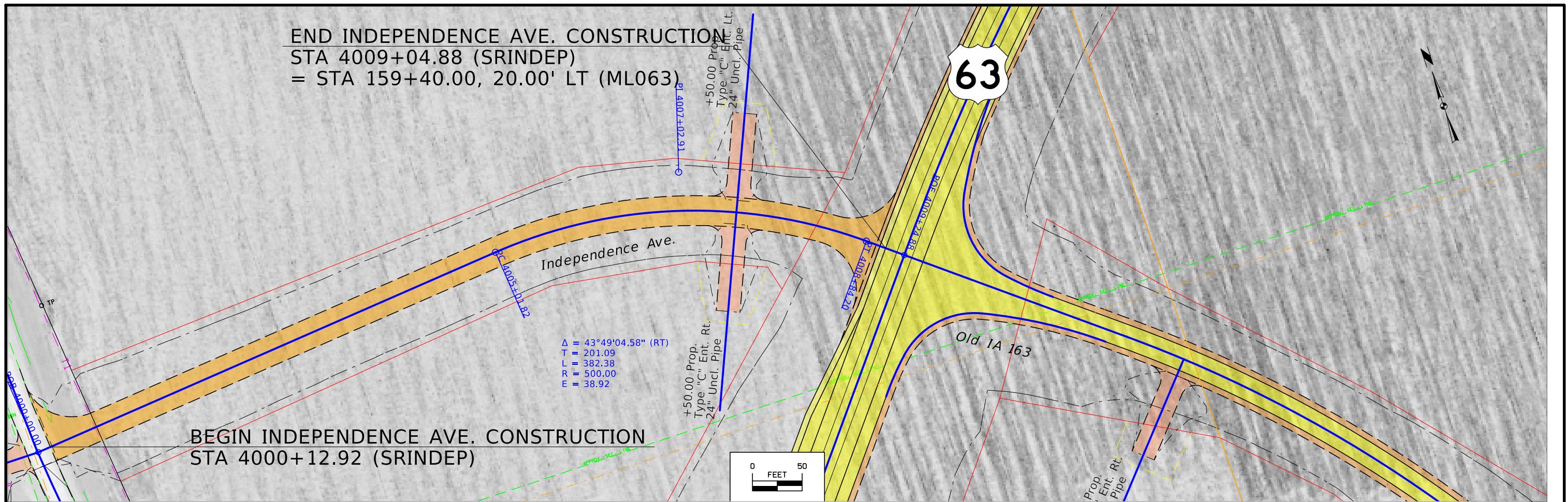


FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
2030+00	Flattery \ Johnson	NHSX-063-3(93)--3H-62	E.8		

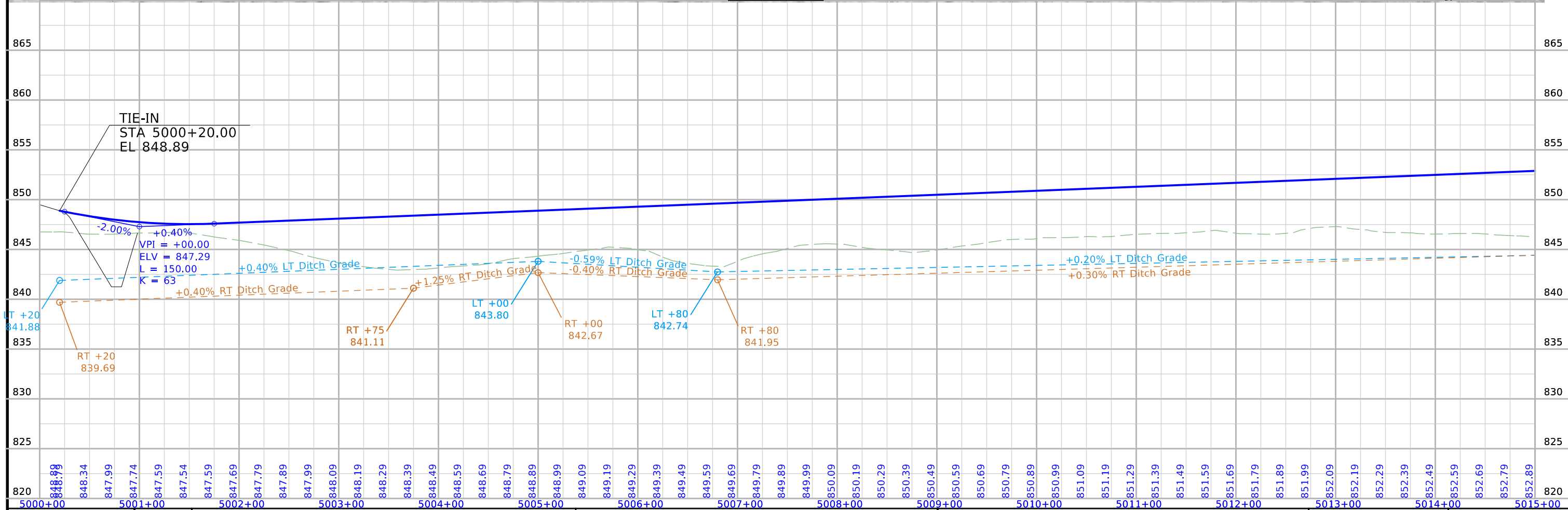
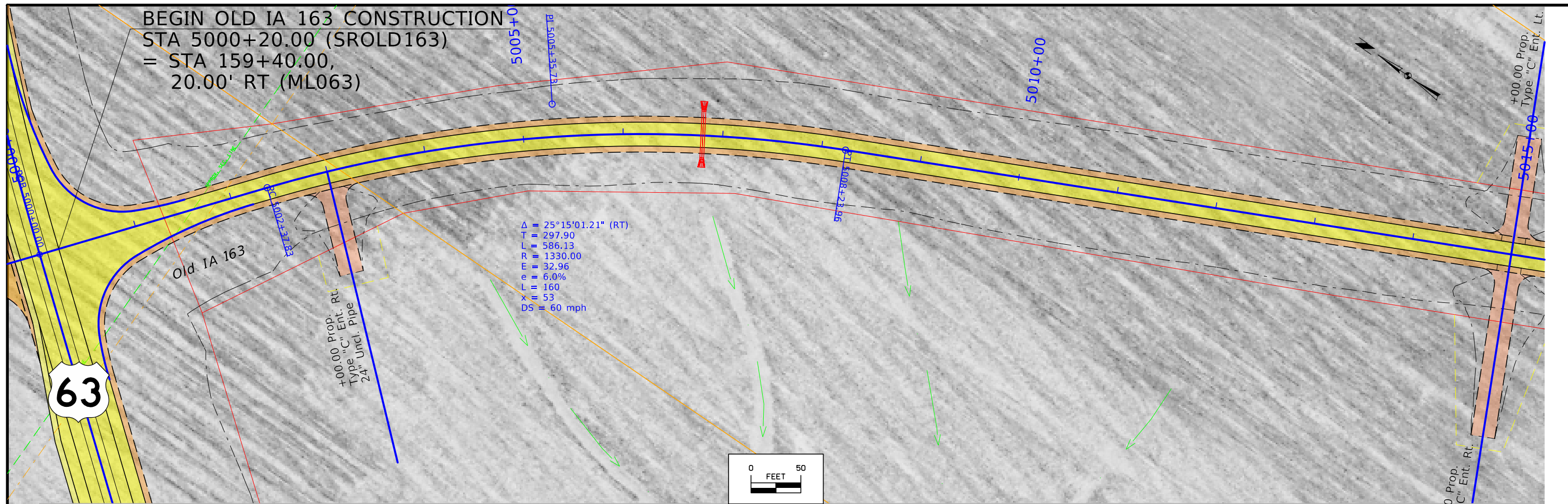


END JEWELL AVE. CONSTRUCTION
 STA 2048+25.00 (SRJEWELL)

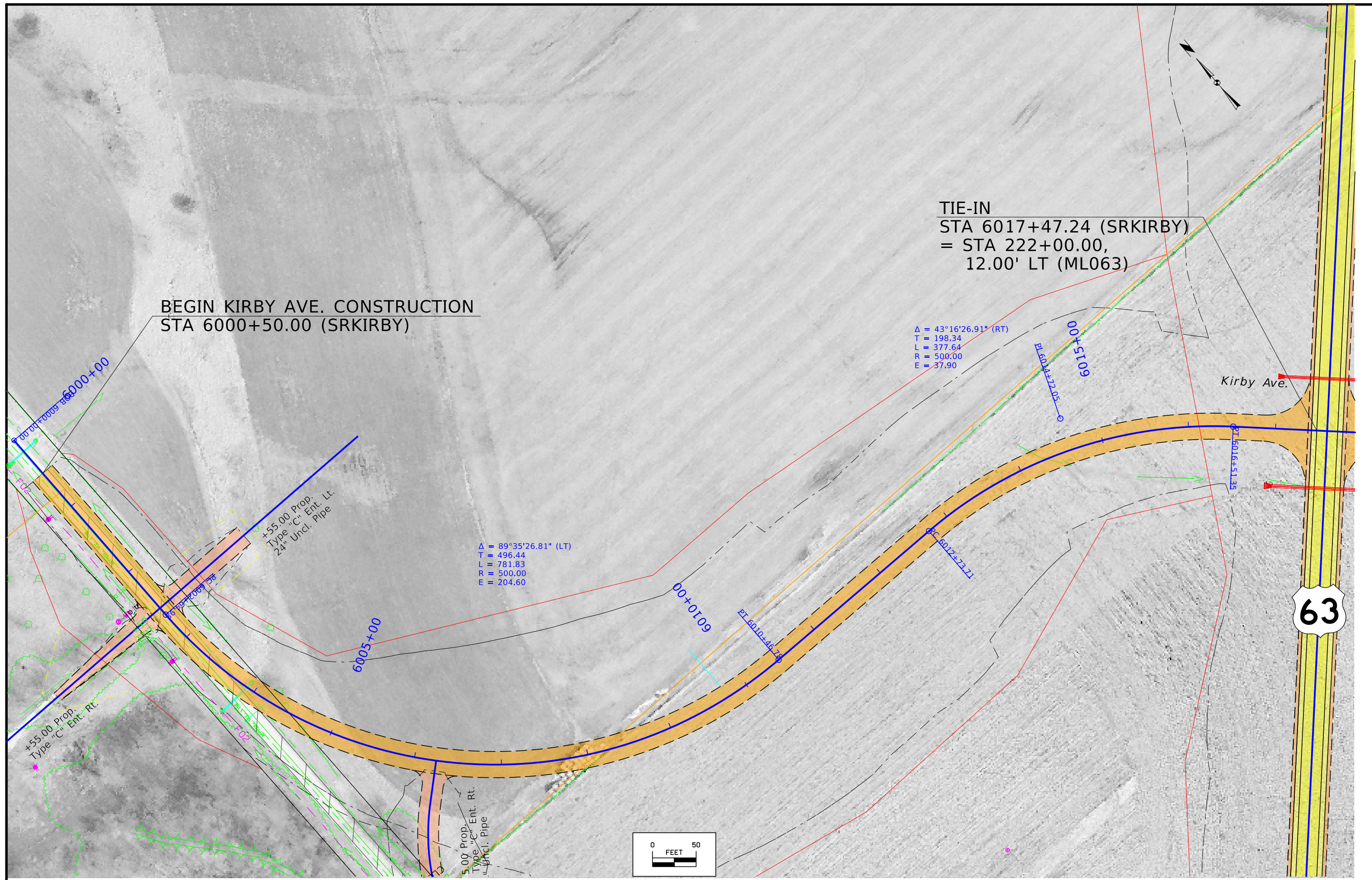


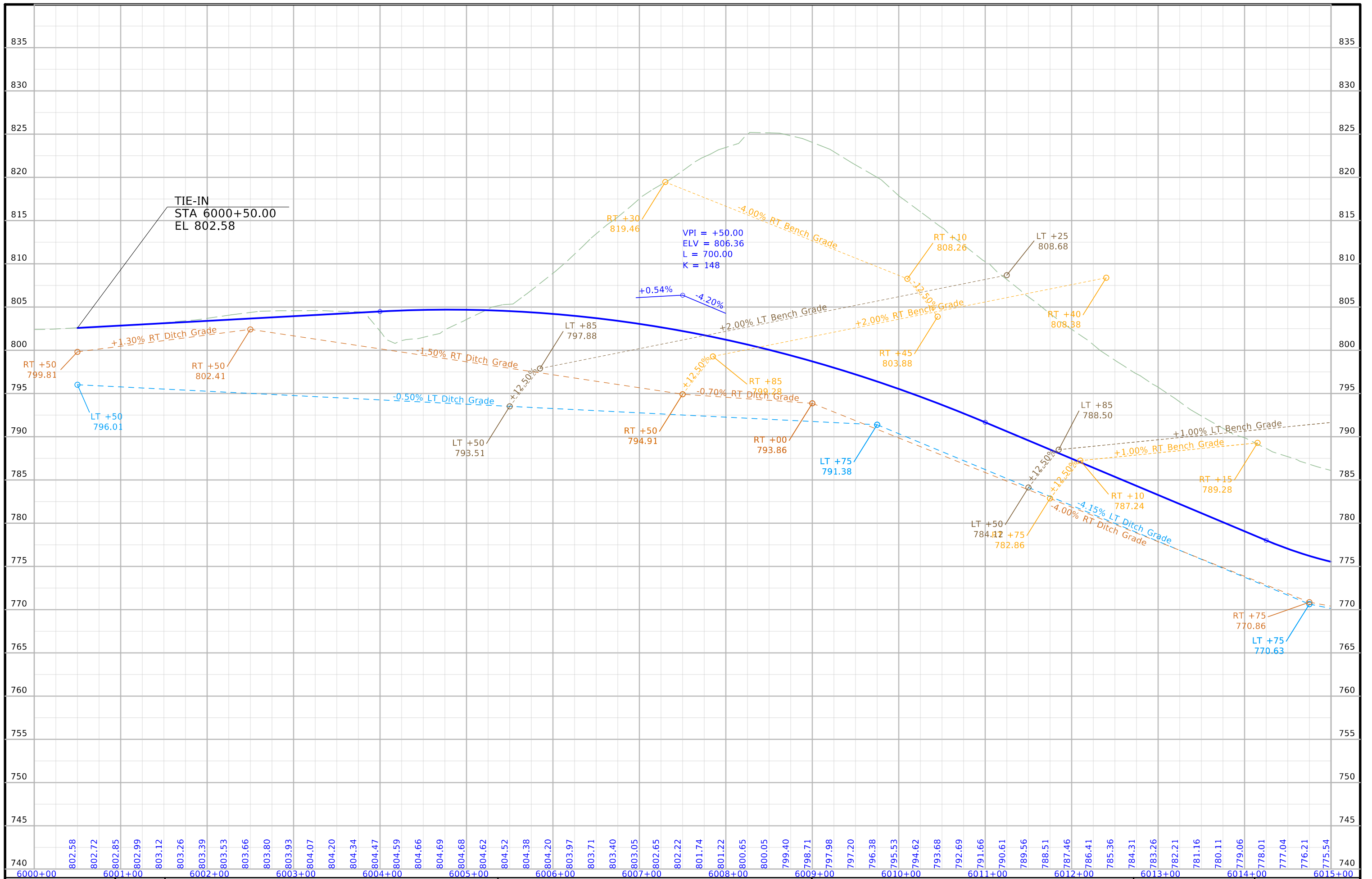


FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Johnson		NHSX-063-3(93)--3H-62	E.10

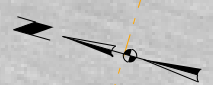
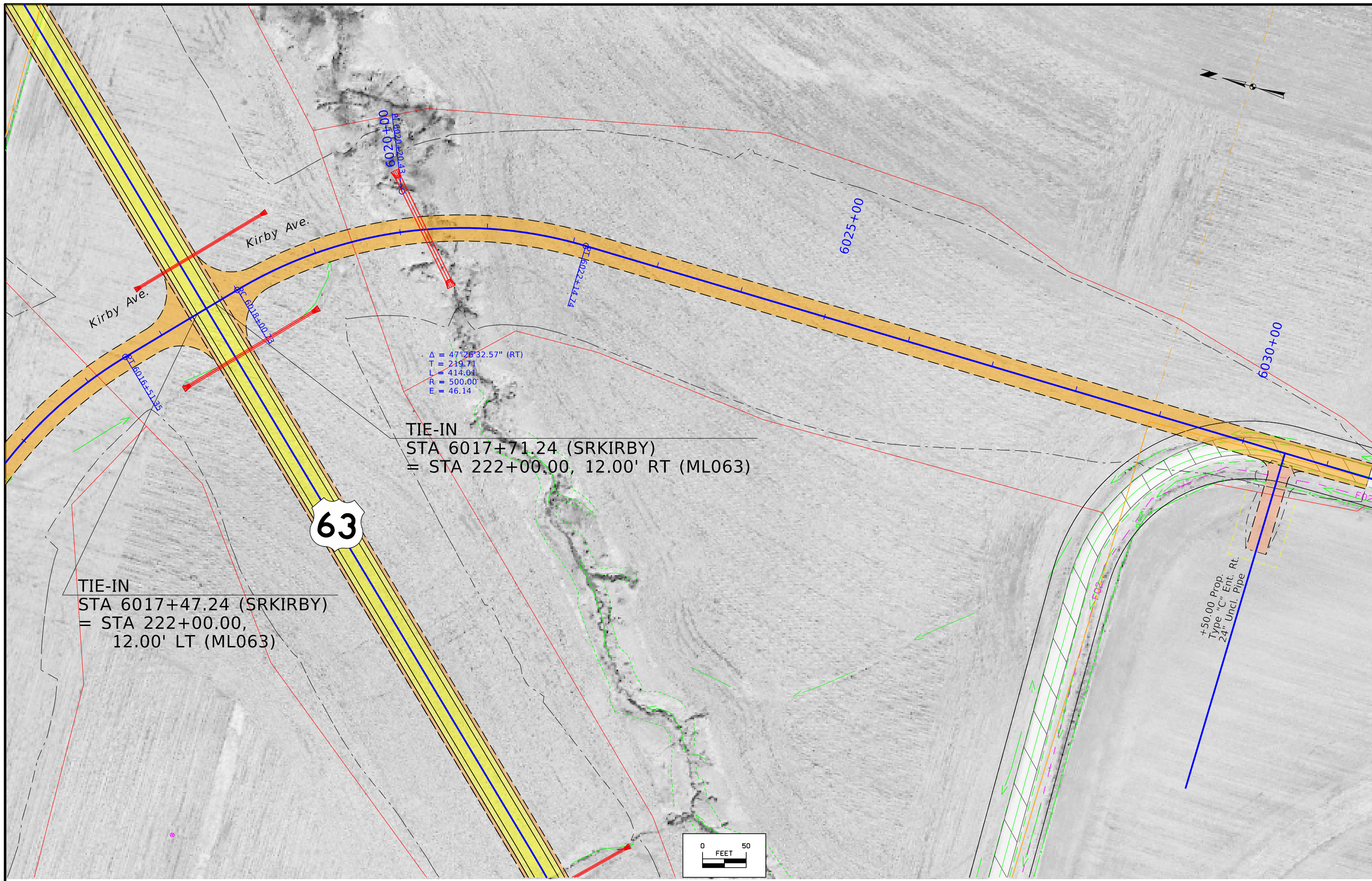


FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Johnson		NHSX-063-3(93)--3H-62	E.11





FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	MAHASKA COUNTY	PROJECT NUMBER	NHSX-063-3(93)--3H-62	SHEET NUMBER	E.15
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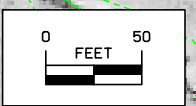
$\Delta = 47^{\circ}28'32.57''$ (RT)
 $T = 219.71$
 $L = 414.03$
 $R = 500.00$
 $E = 46.14$

TIE-IN
 STA 6017+71.24 (SRKIRBY)
 = STA 222+00.00, 12.00' RT (ML063)



TIE-IN
 STA 6017+47.24 (SRKIRBY)
 = STA 222+00.00,
 12.00' LT (ML063)

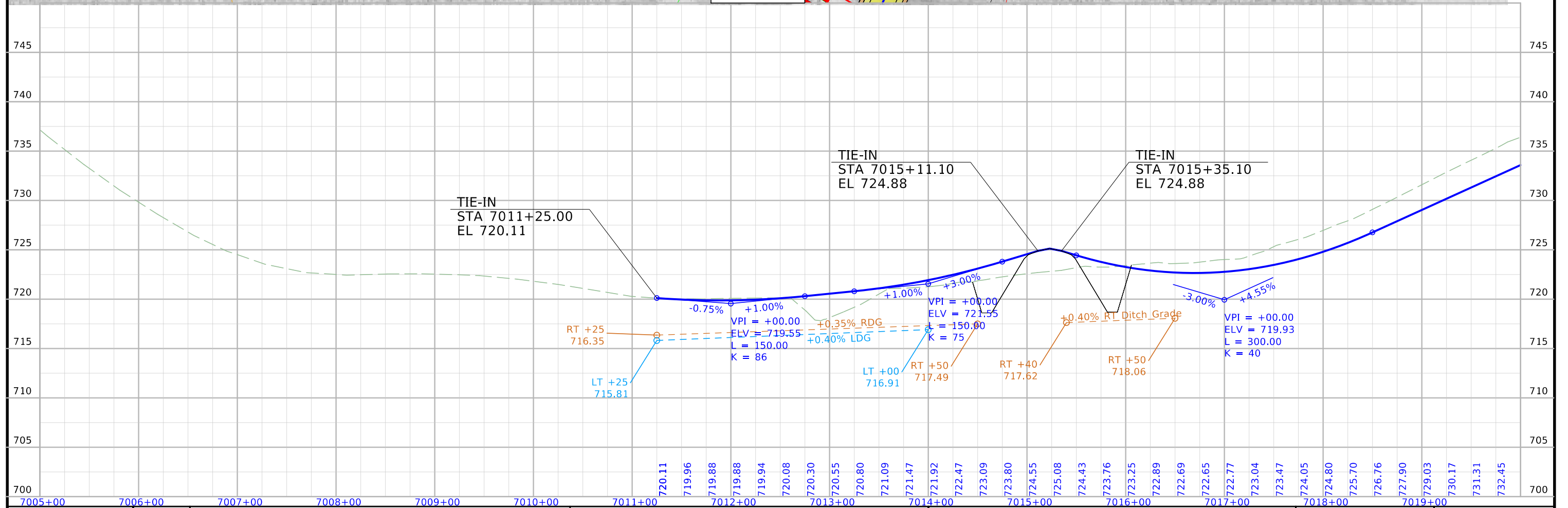
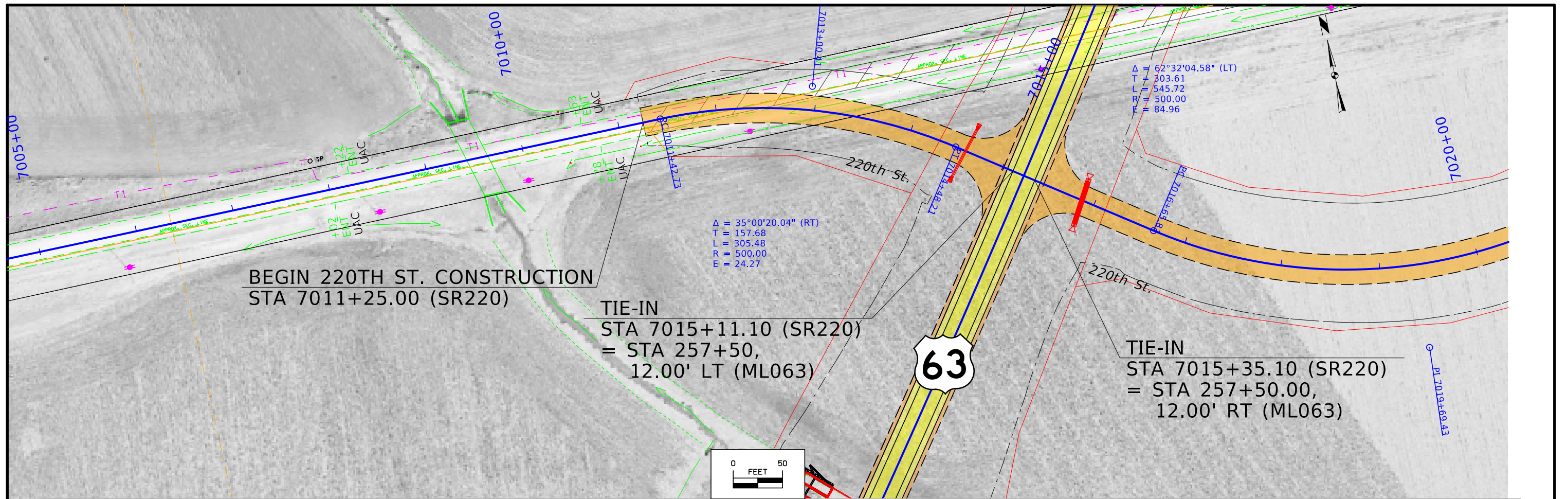
+50.00 Prop.
 Type "C" Ent. Rt.
 24" Uncl. Pipe

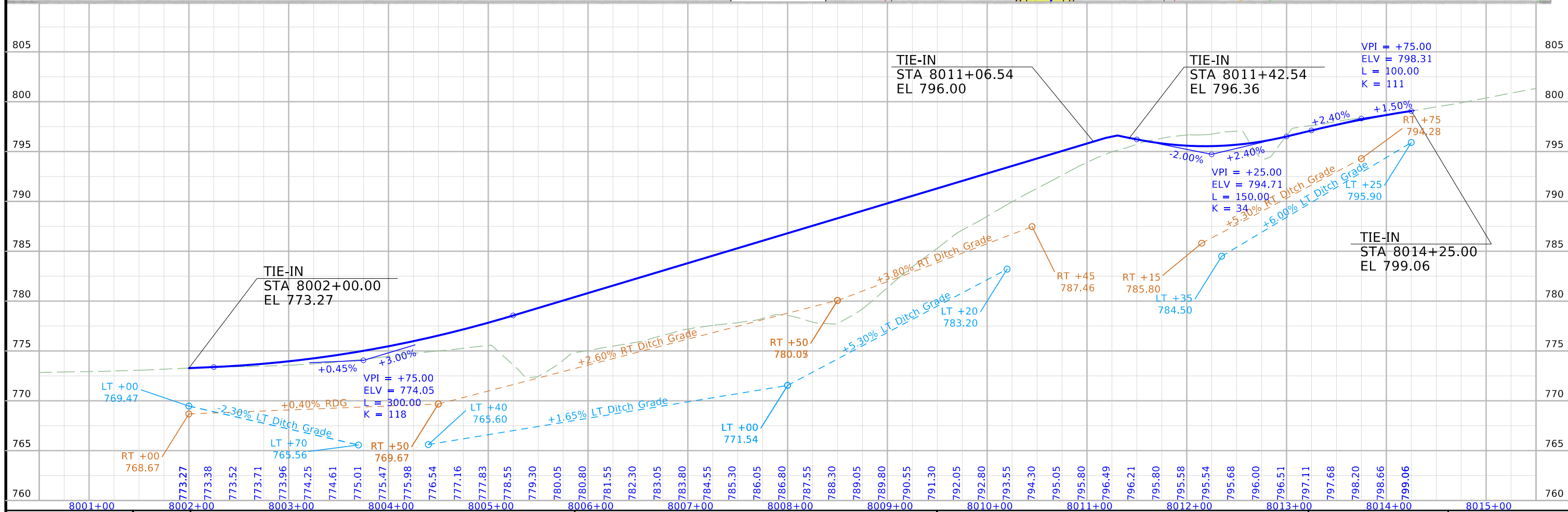
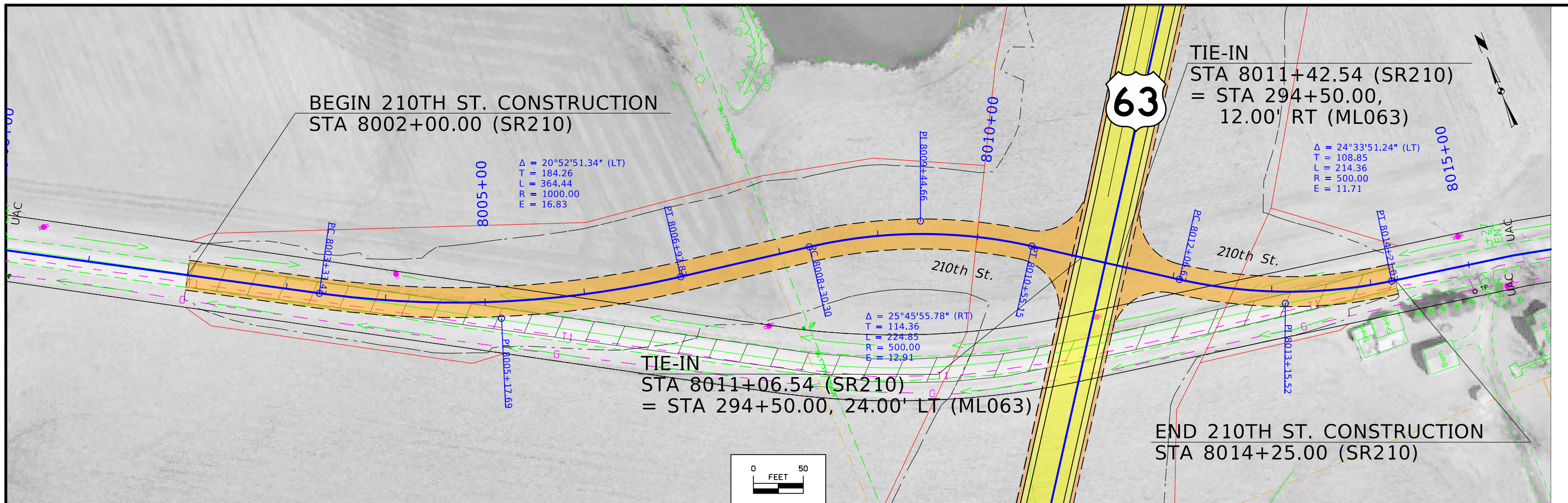


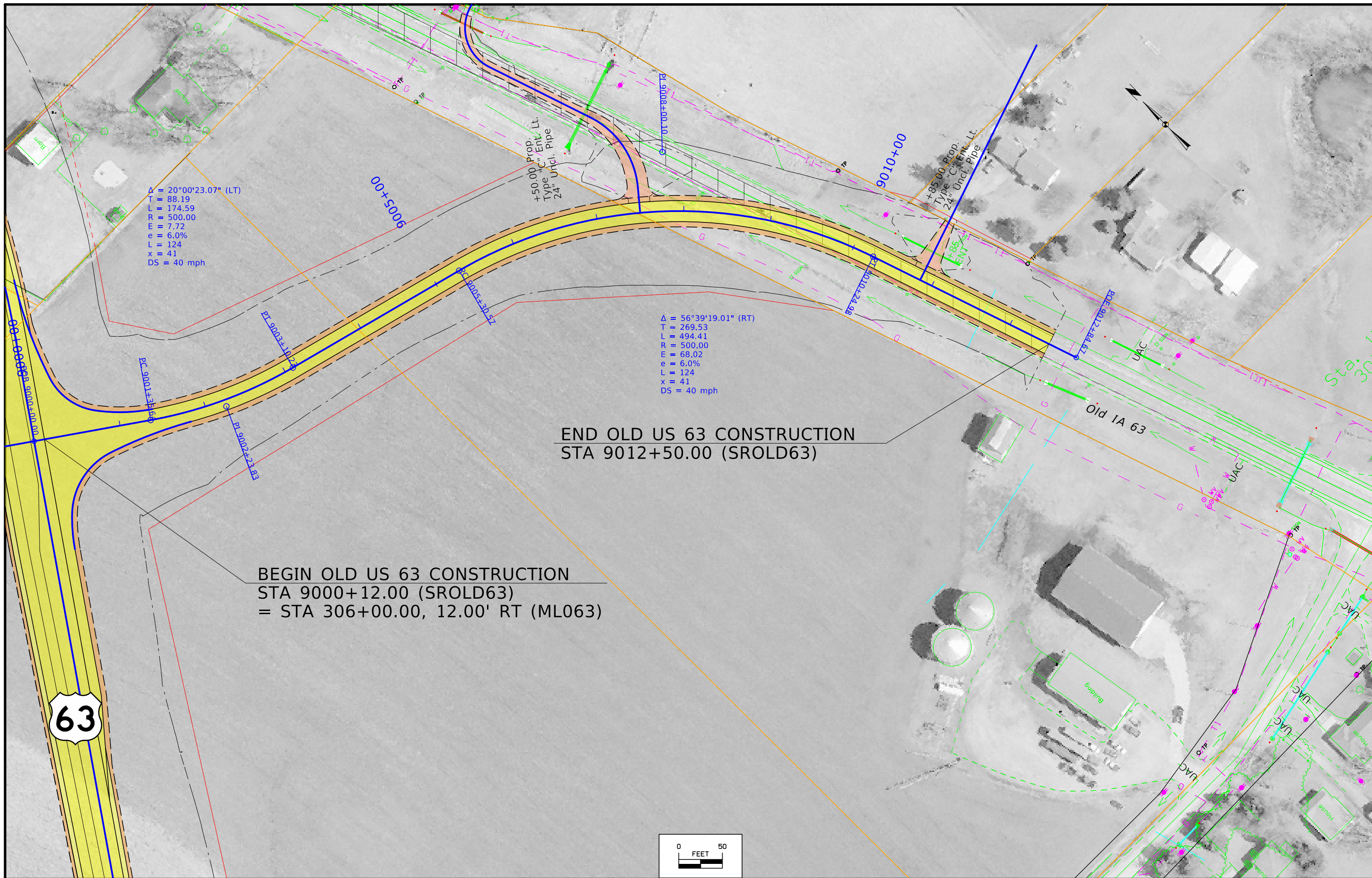


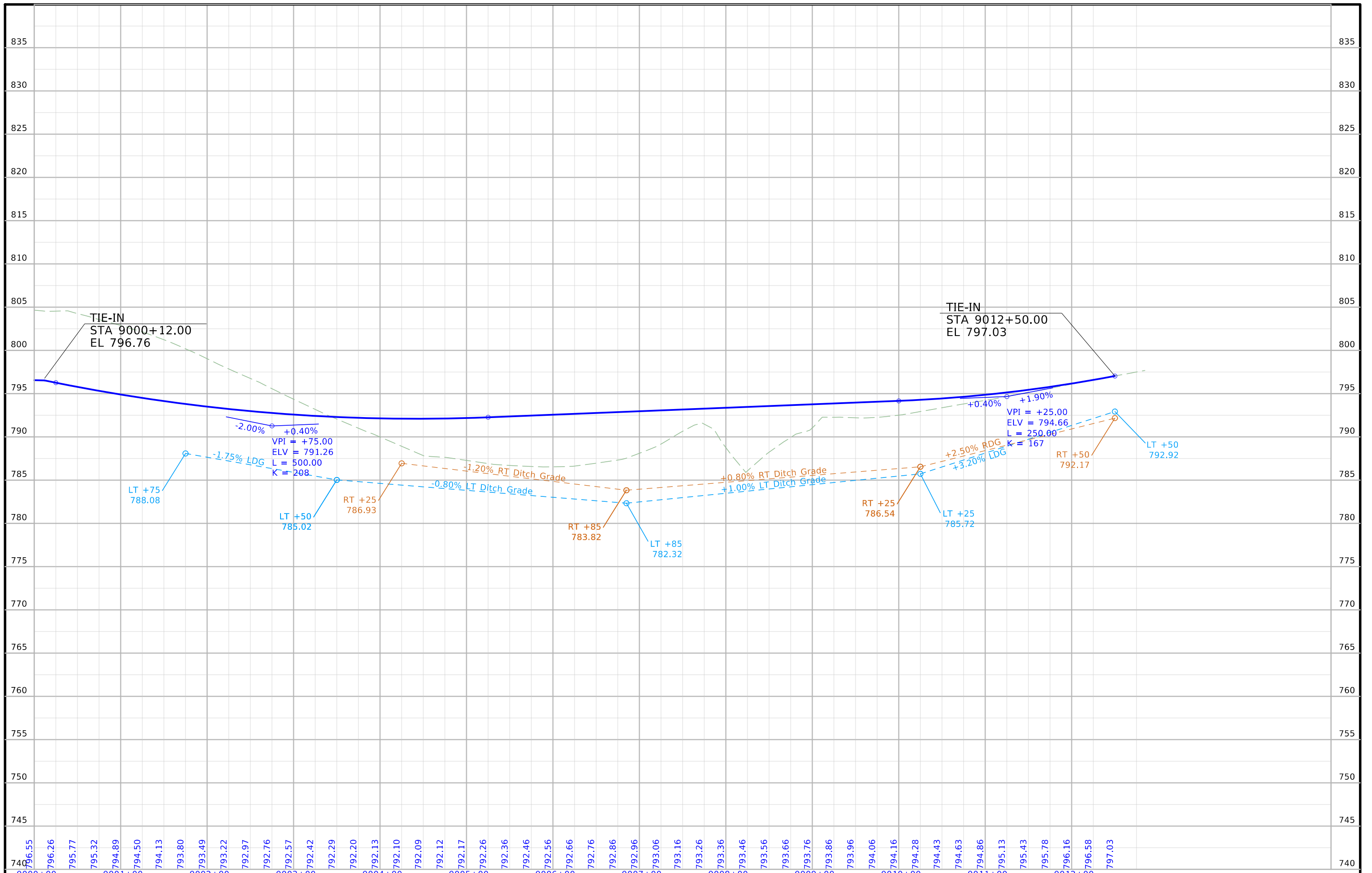
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	MAHASKA COUNTY	PROJECT NUMBER	NHSX-063-3(93)--3H-62	SHEET NUMBER	E.17
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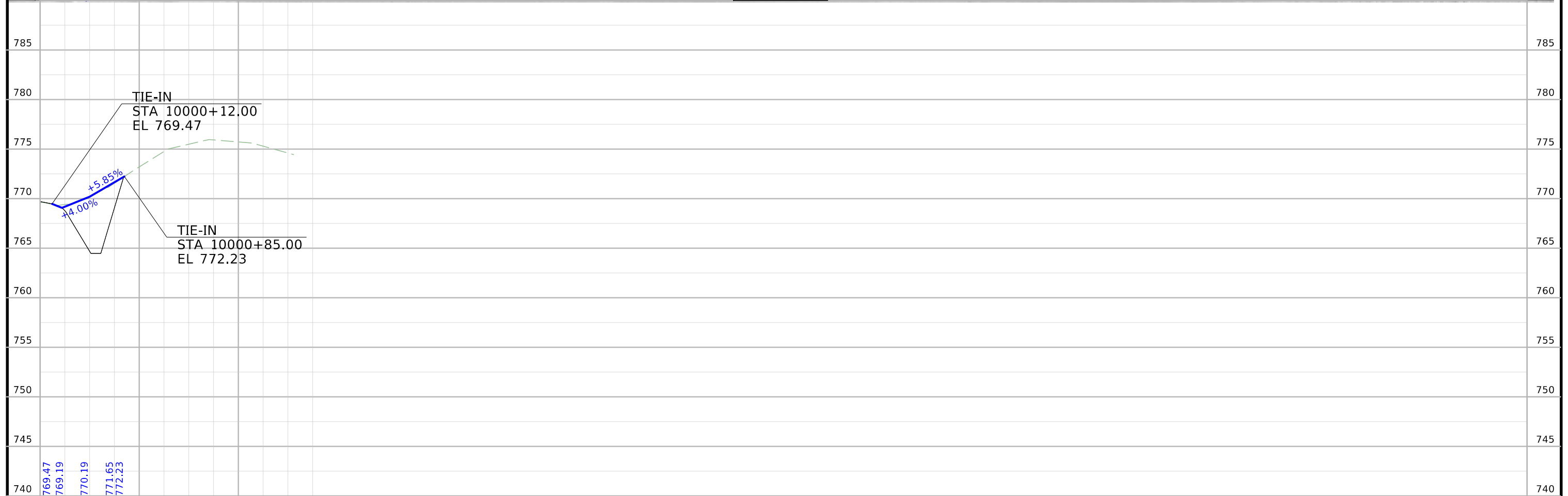


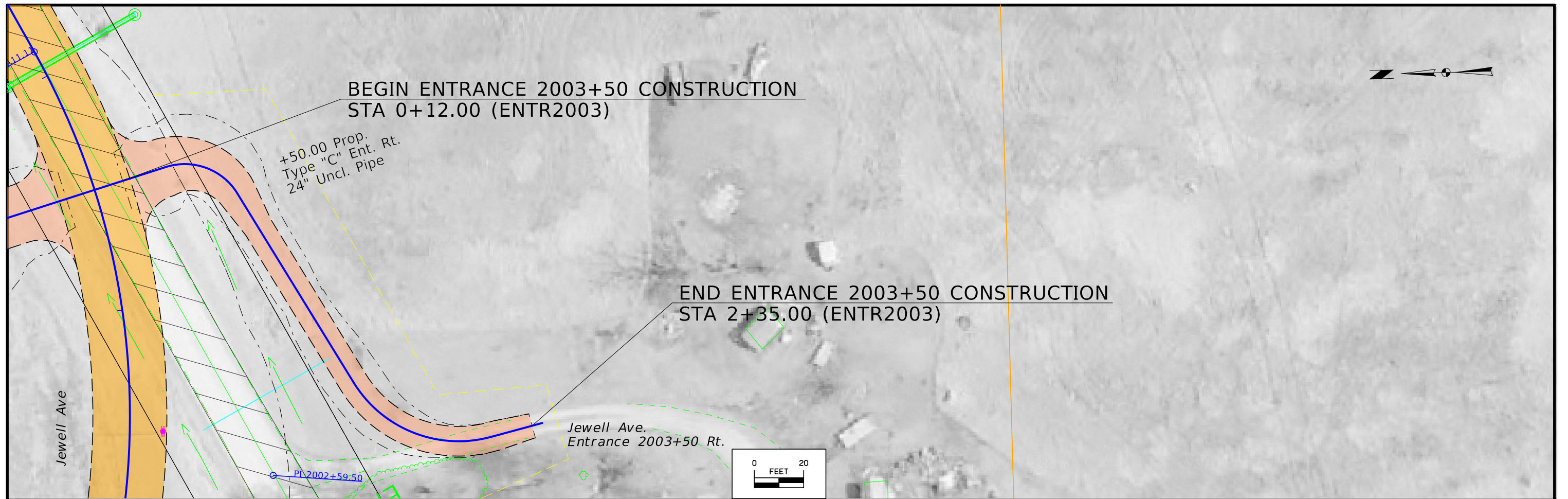


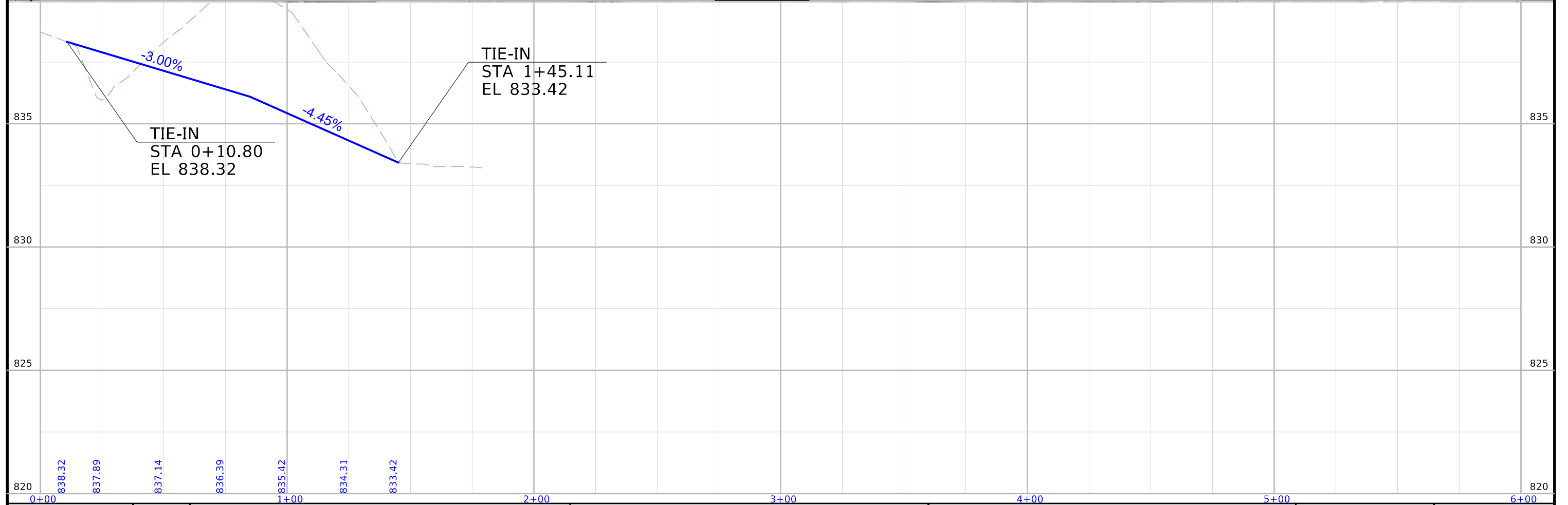
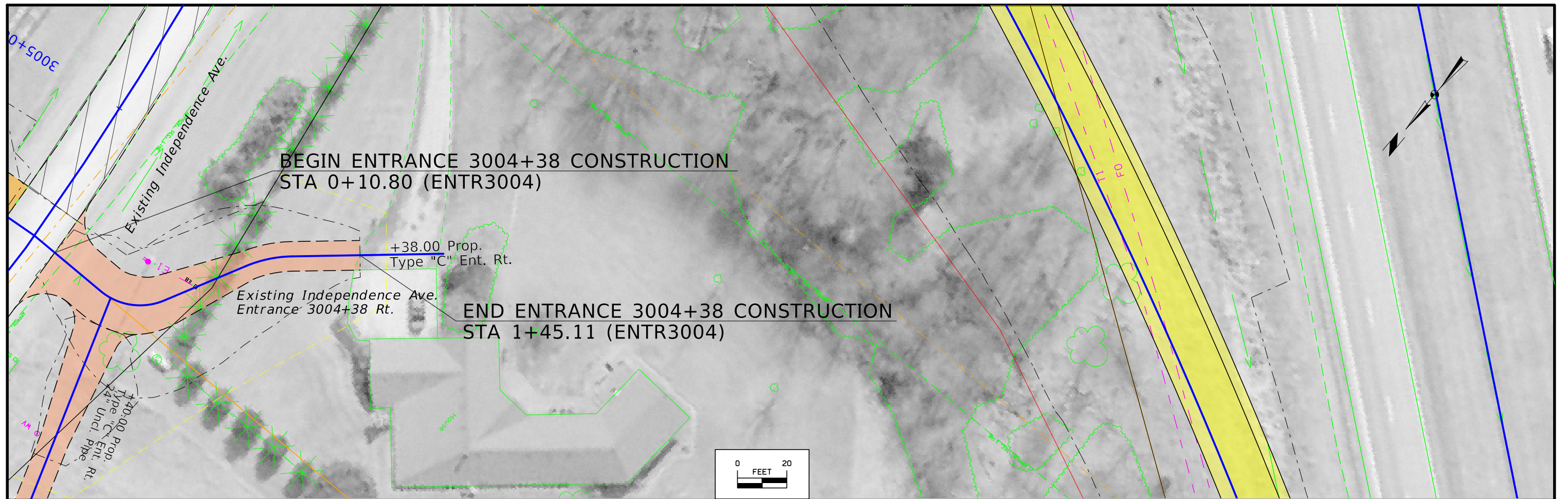


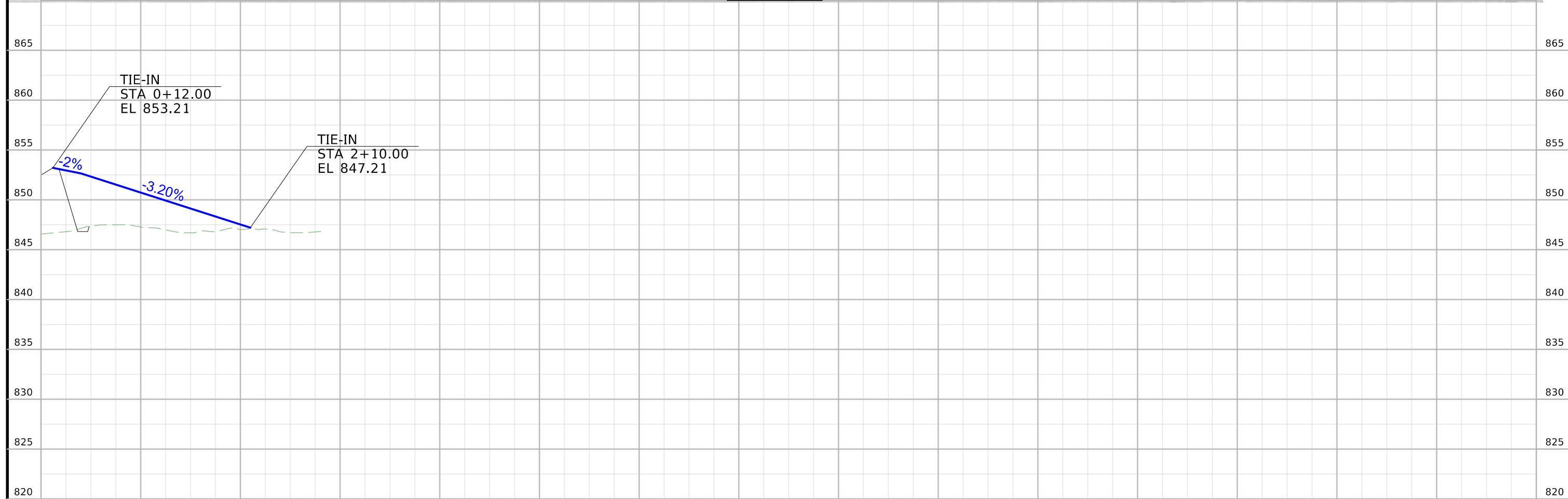
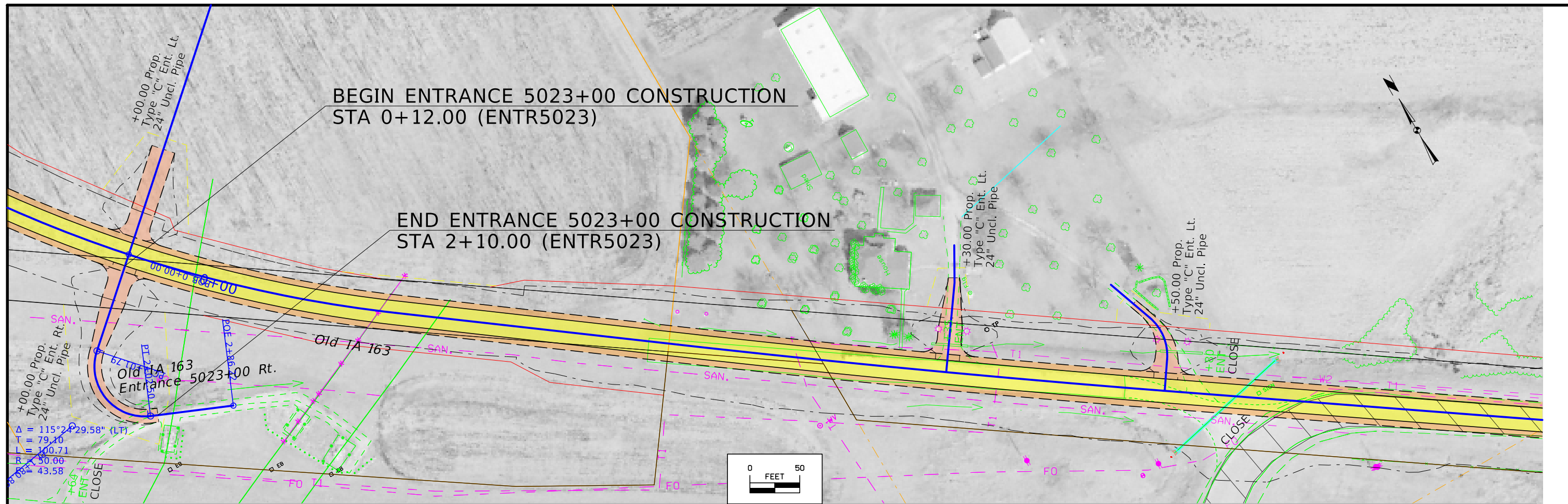


FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	MAHASKA COUNTY	PROJECT NUMBER	NHSX-063-3(93)--3H-62	SHEET NUMBER	E.24
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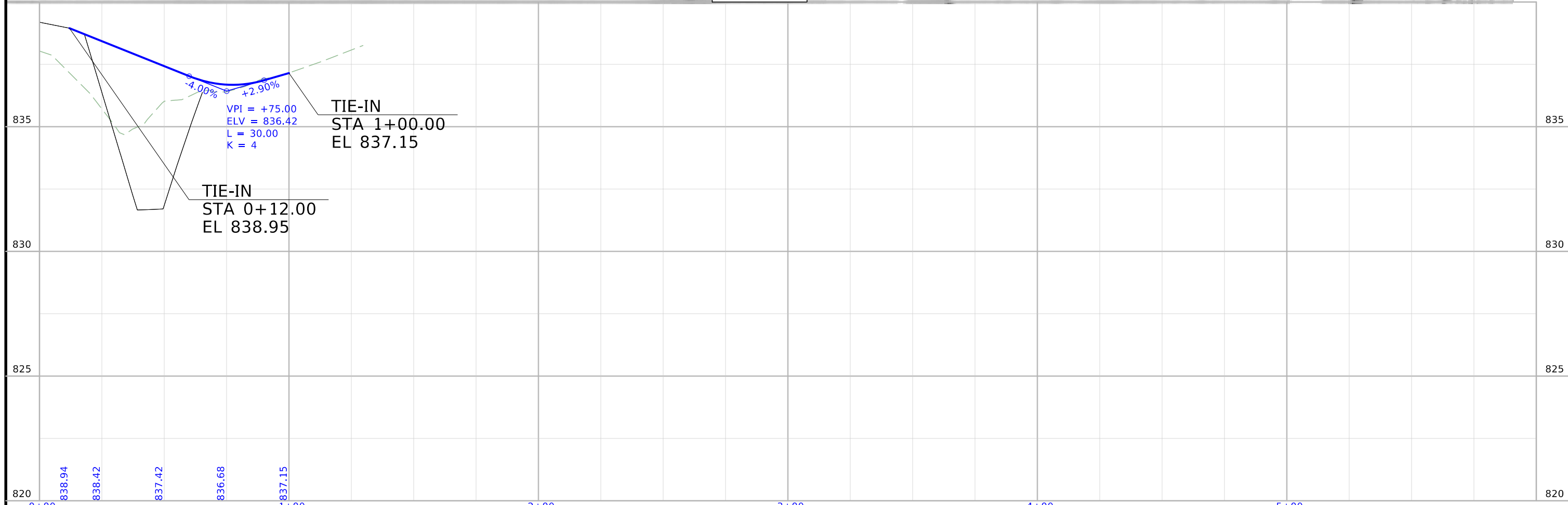


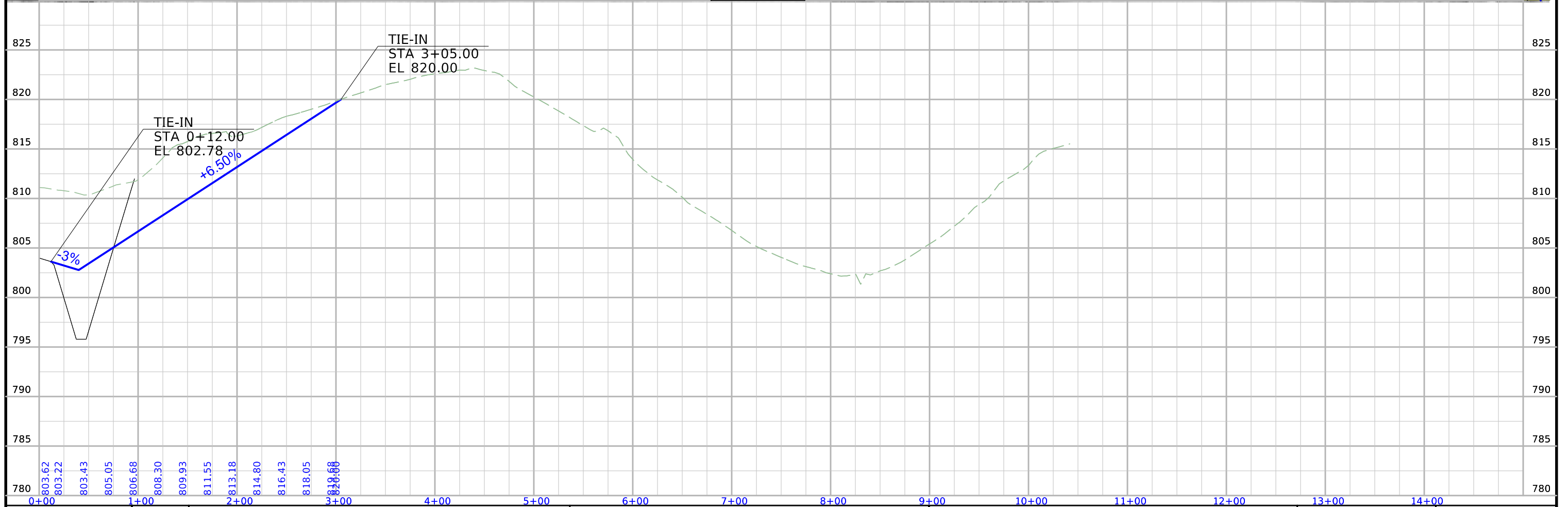
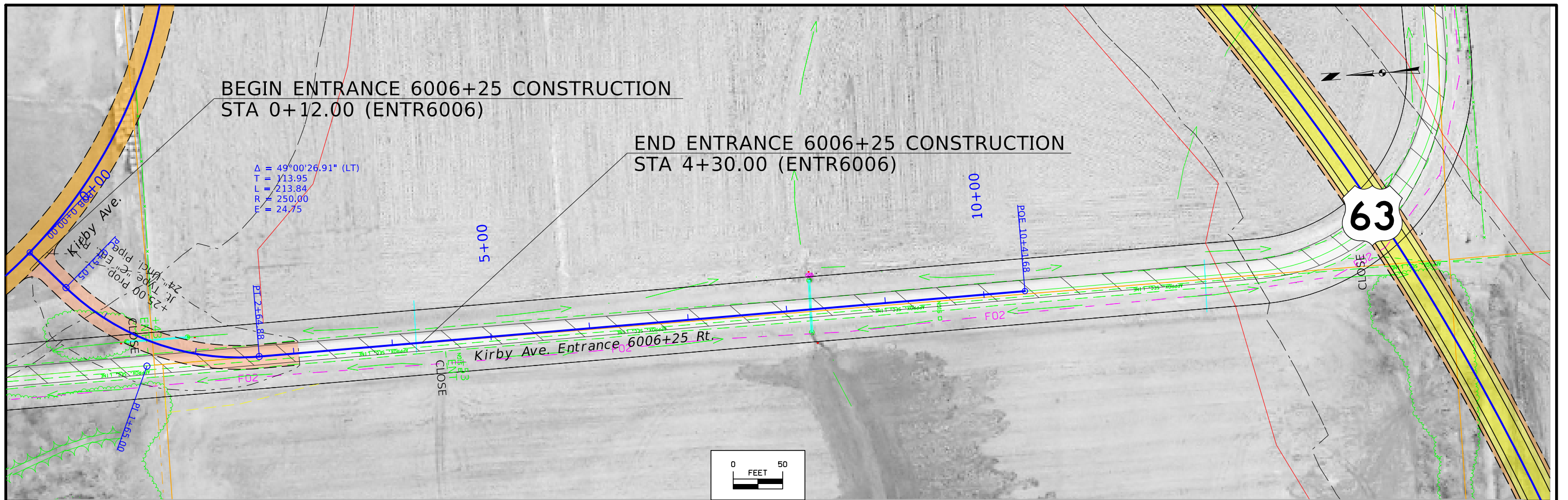




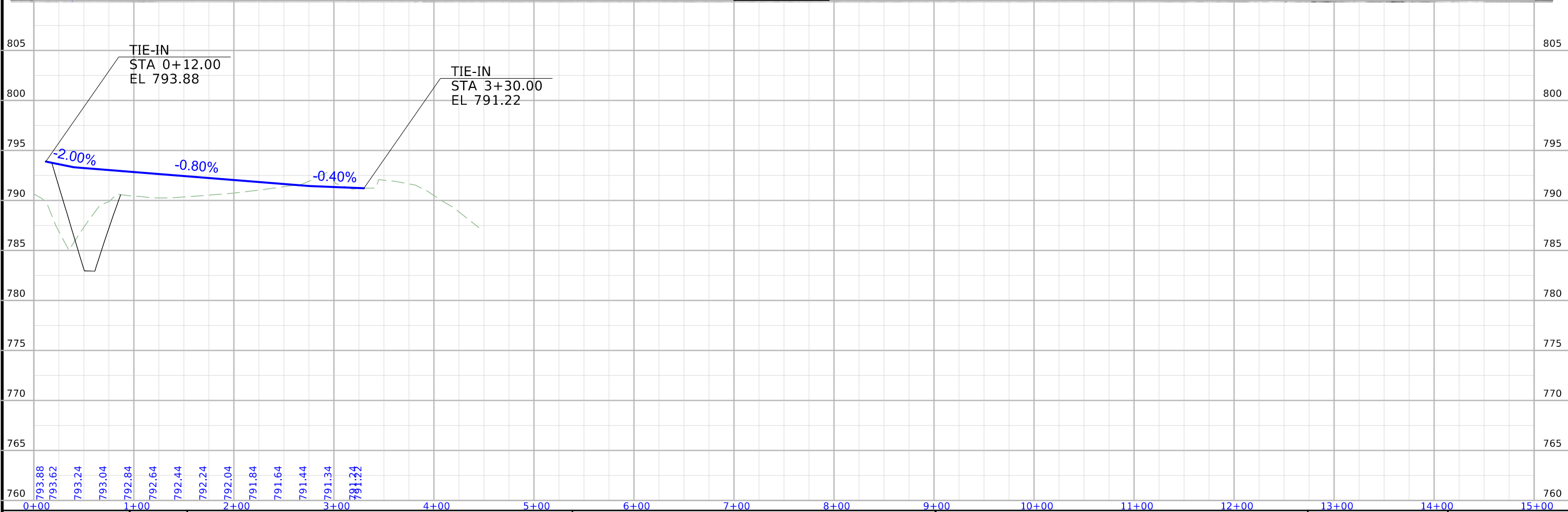
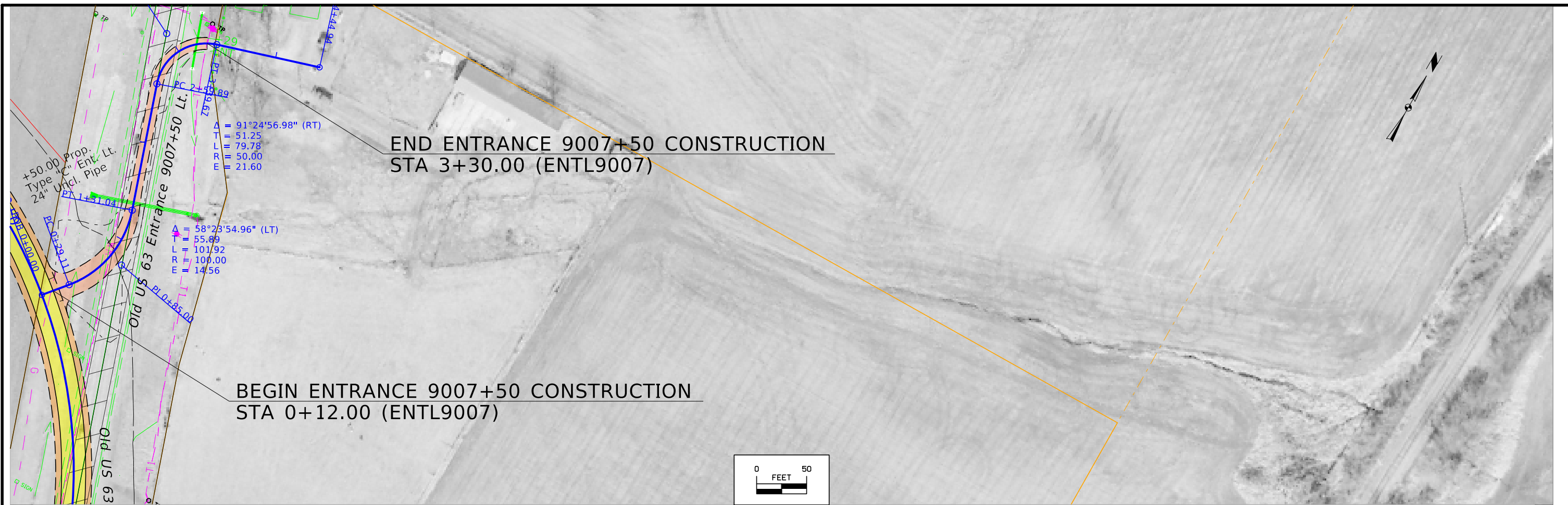


0+00	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00	11+00	12+00	13+00	14+00
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson			MAHASKA COUNTY			PROJECT NUMBER	NHSX-063-3(93)--3H-62			SHEET NUMBER	F.3





FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Johnson		NHSX-063-3(93)--3H-62	F.5



108-23A
08-01-08

TRAFFIC CONTROL PLAN

Traffic on US 63 and IA 163 will be maintained at all times.

108-26A
08-01-08

STAGING NOTES

108-25
10-21-14

511 TRAVEL RESTRICTIONS

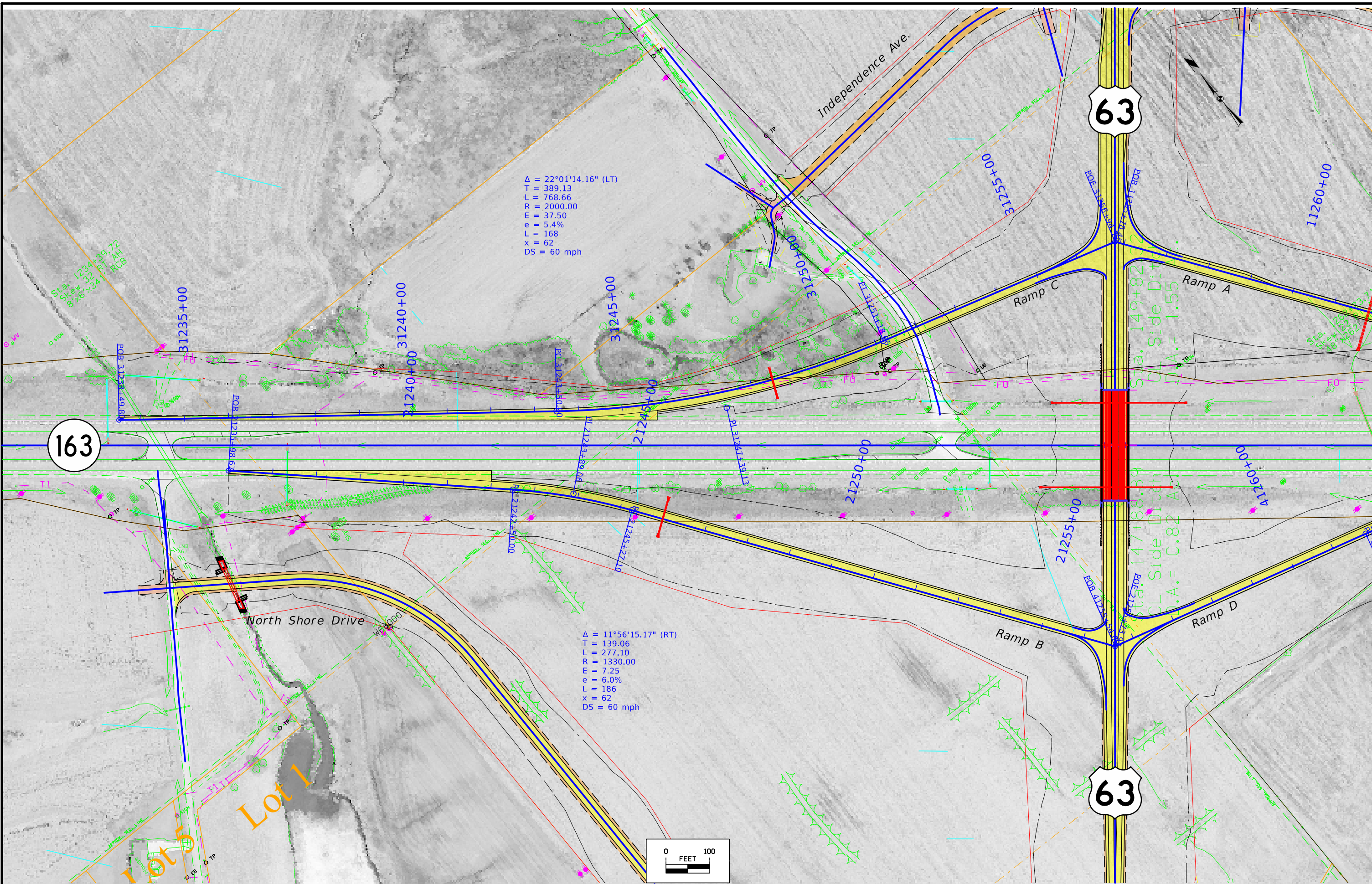
Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			No restrictions expected.									

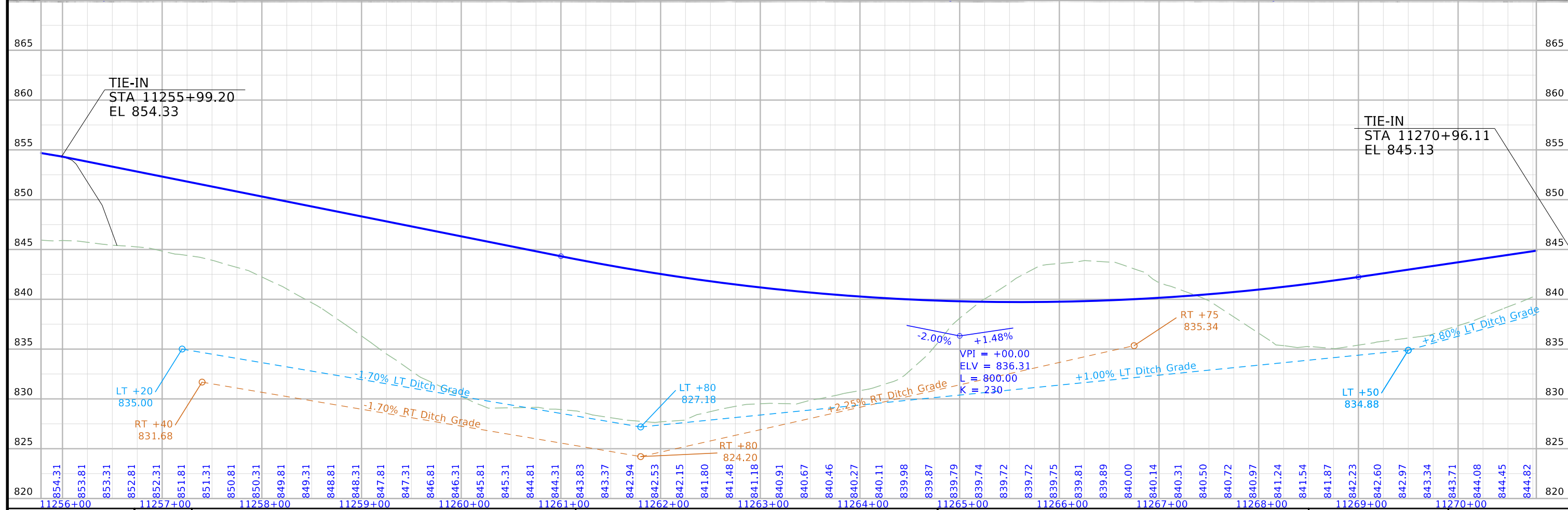
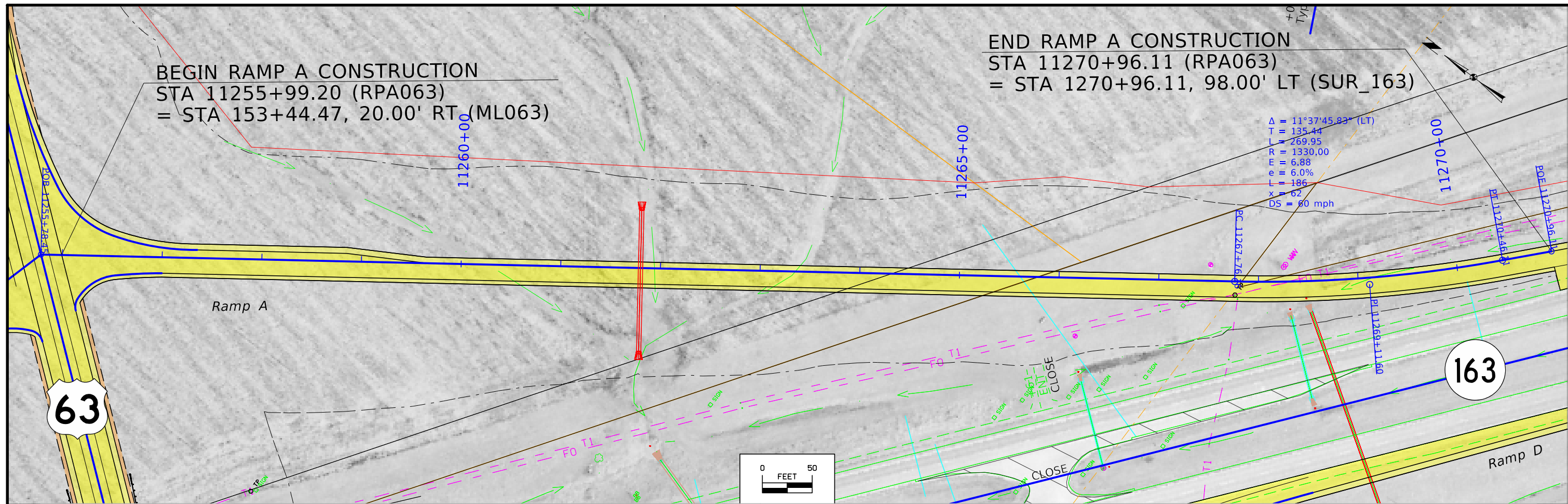
111-01
04-17-12

COORDINATED OPERATIONS

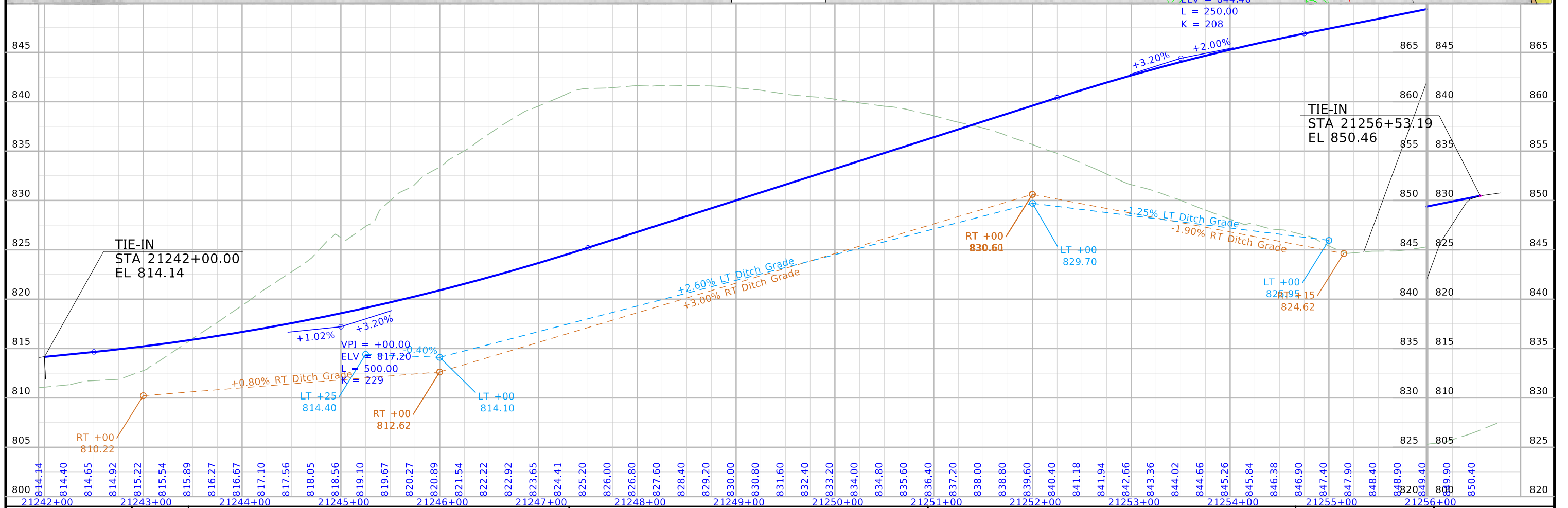
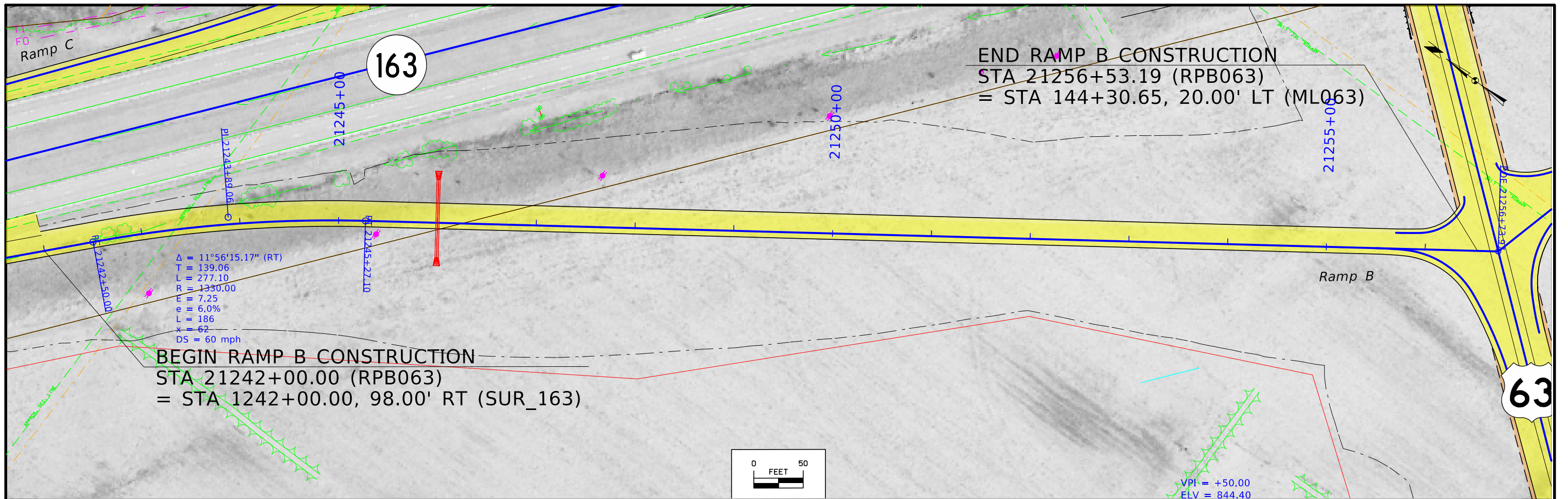
Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
None provided.	

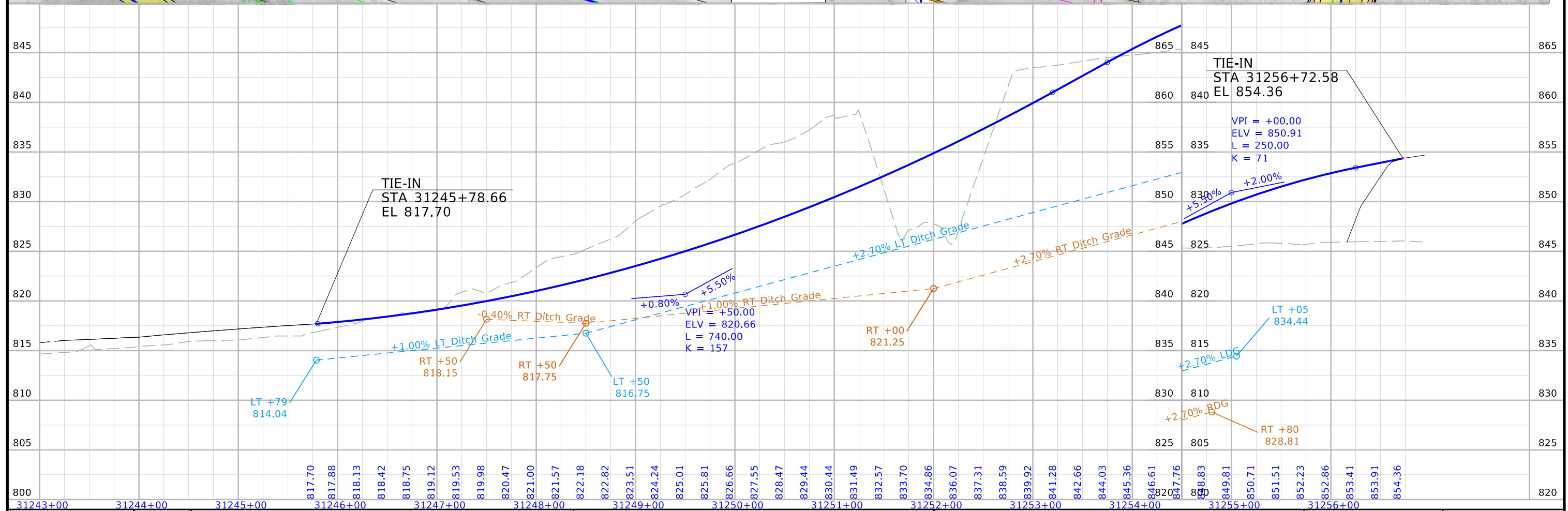
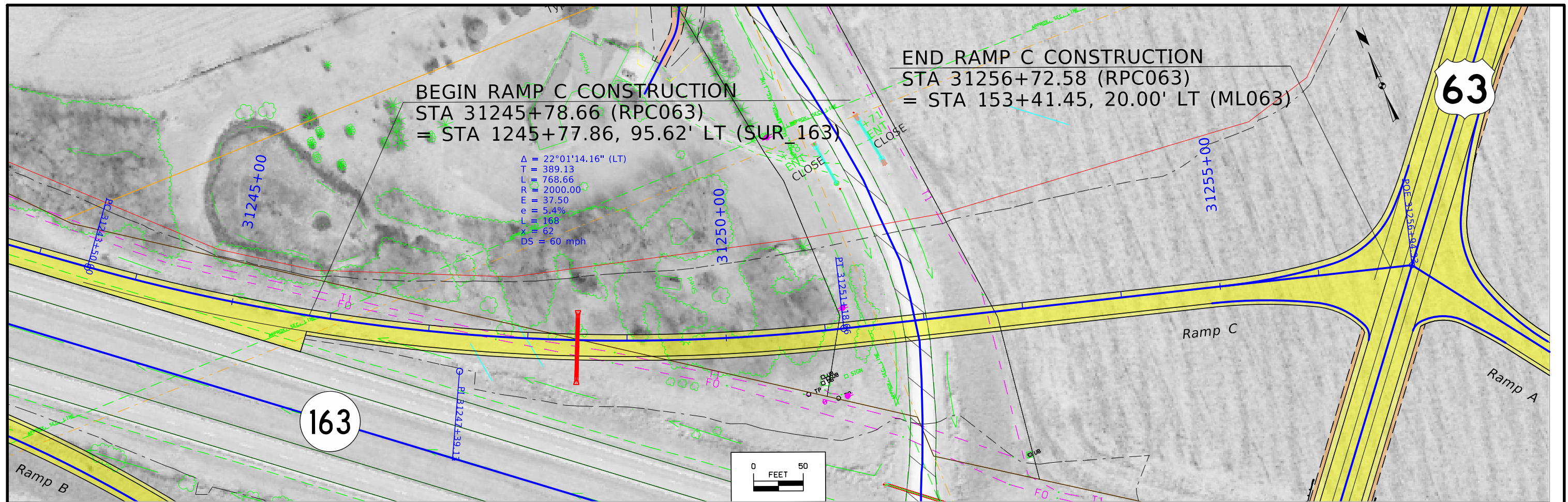




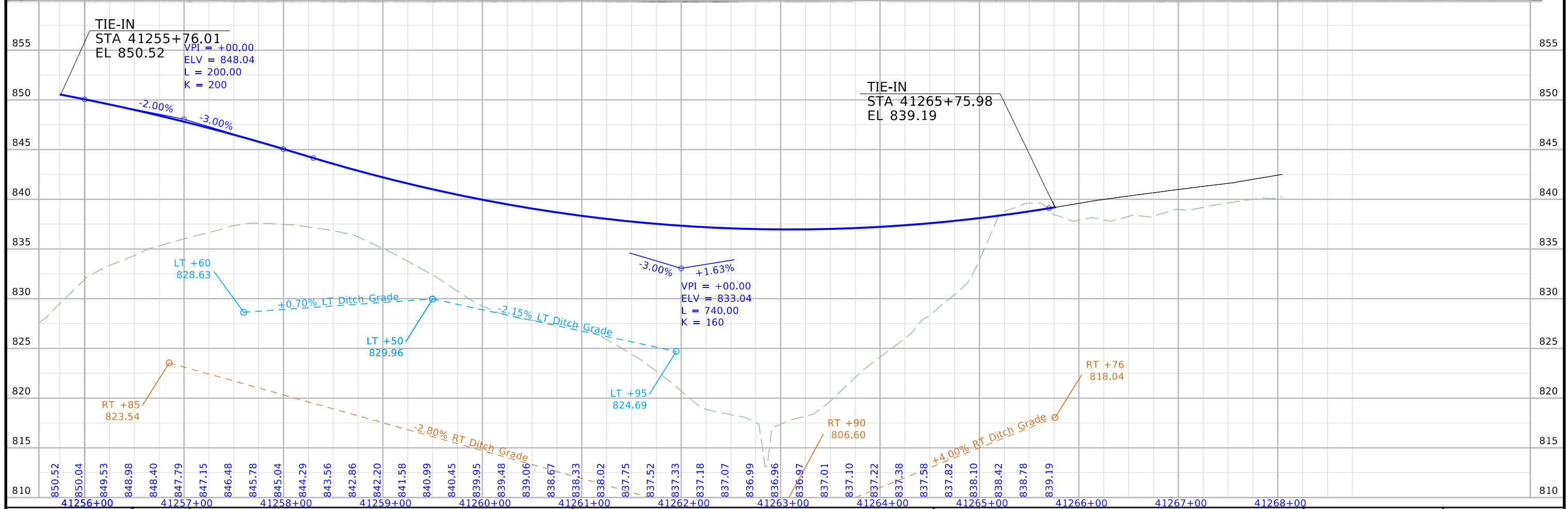
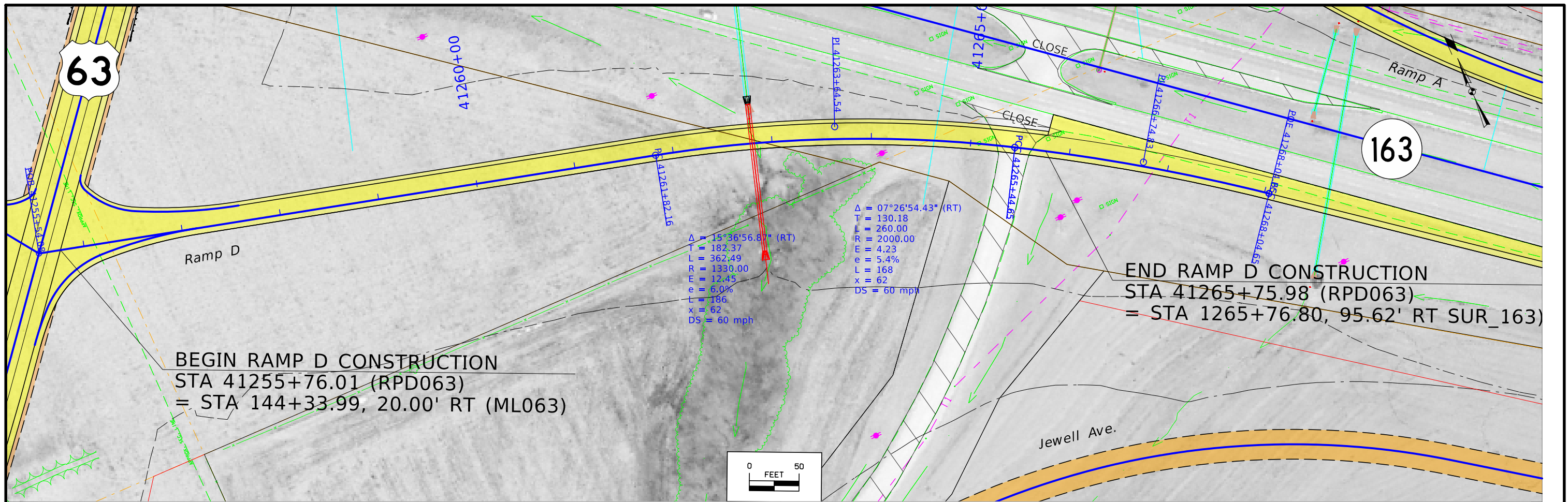
FILE NO.	ENGLISH	DESIGN TEAM	MAHASKA COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Johnson		NHSX-063-3(93)--3H-62	K.3



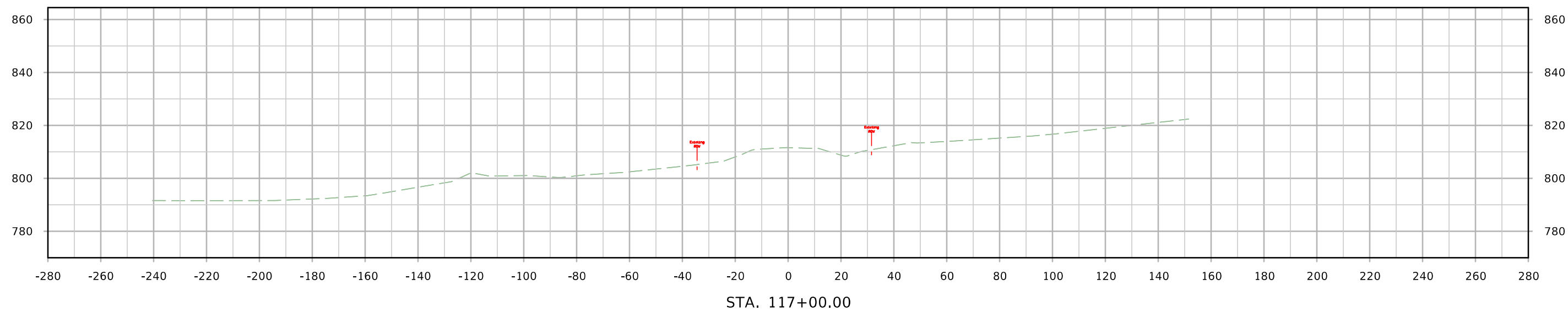
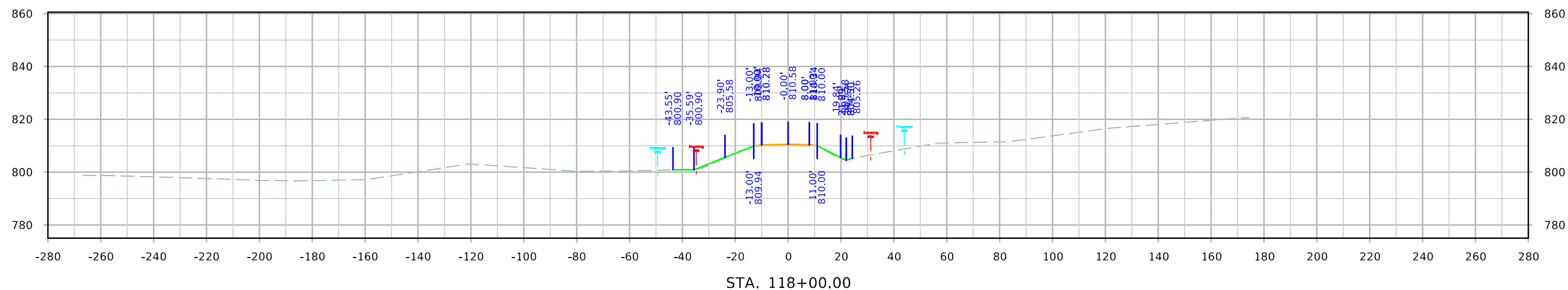
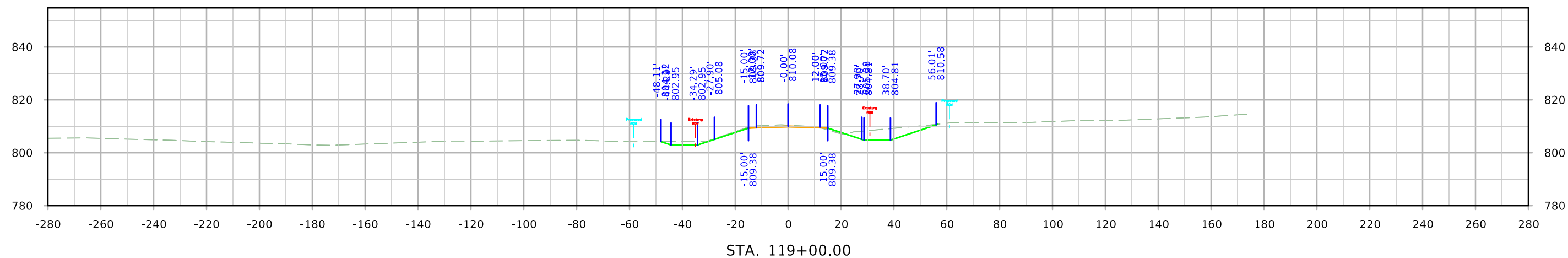
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson	MAHASKA COUNTY	PROJECT NUMBER	NHSX-063-3(93)--3H-62	SHEET NUMBER	K.4
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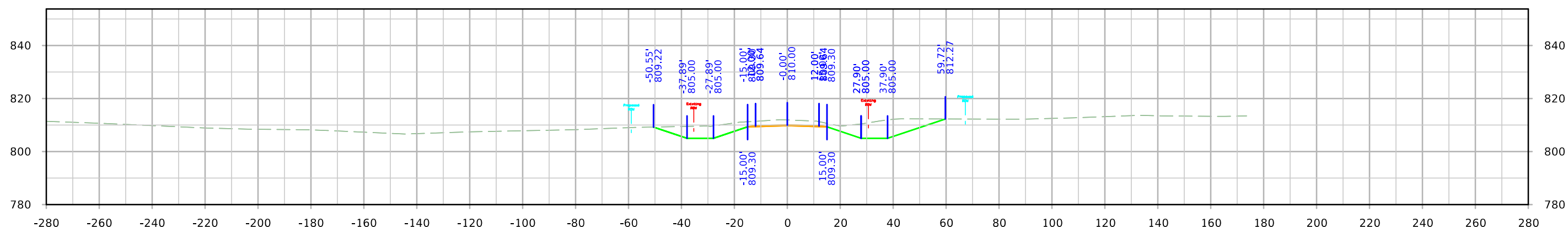
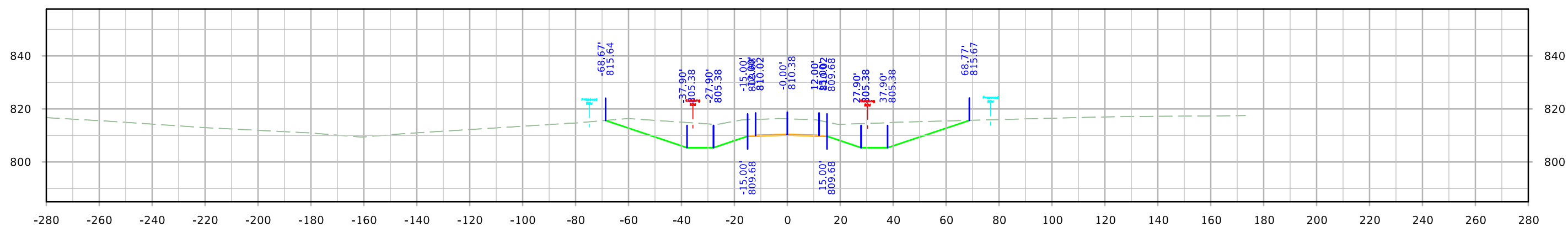
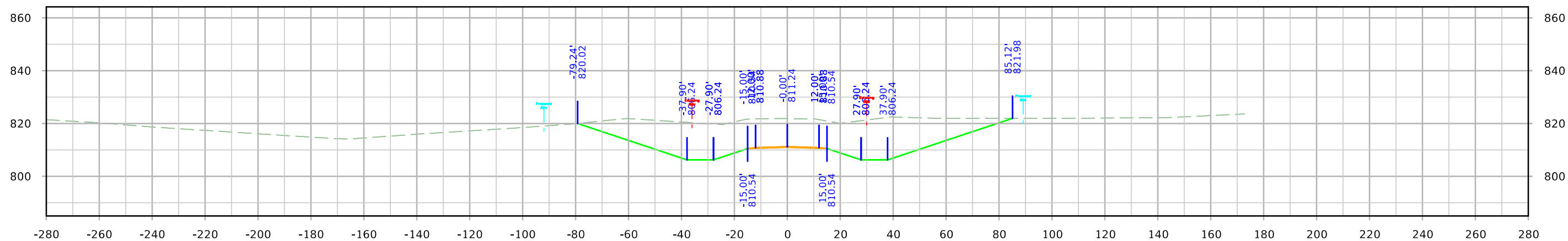
FILE NO.	ENGLISH	DESIGN TEAM Flattery \ Johnson	MAHASKA COUNTY	PROJECT NUMBER NHSX-063-3(93)--3H-62	SHEET NUMBER K.5
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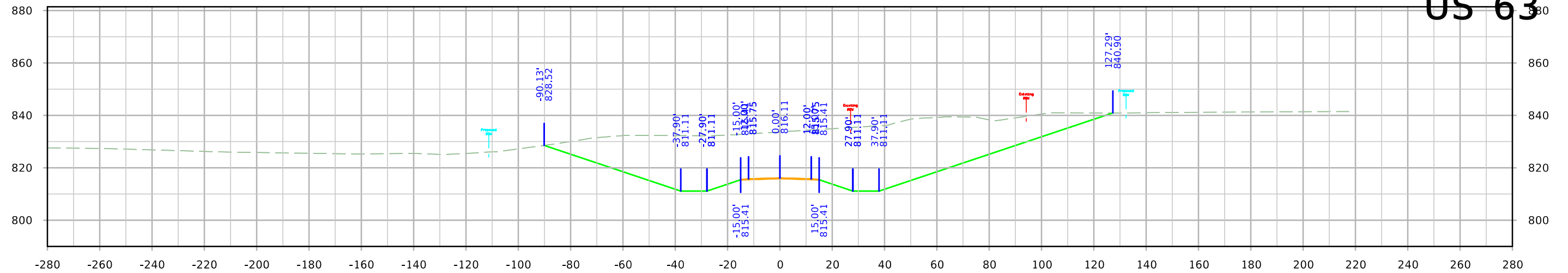


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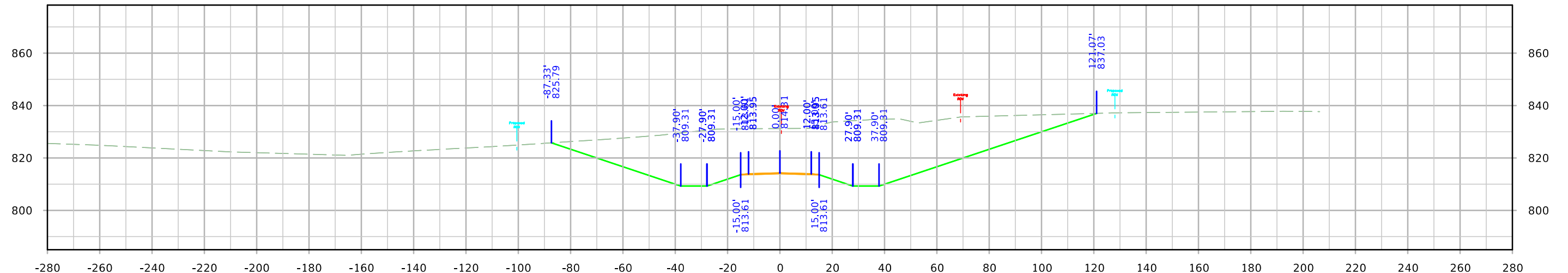


US 63

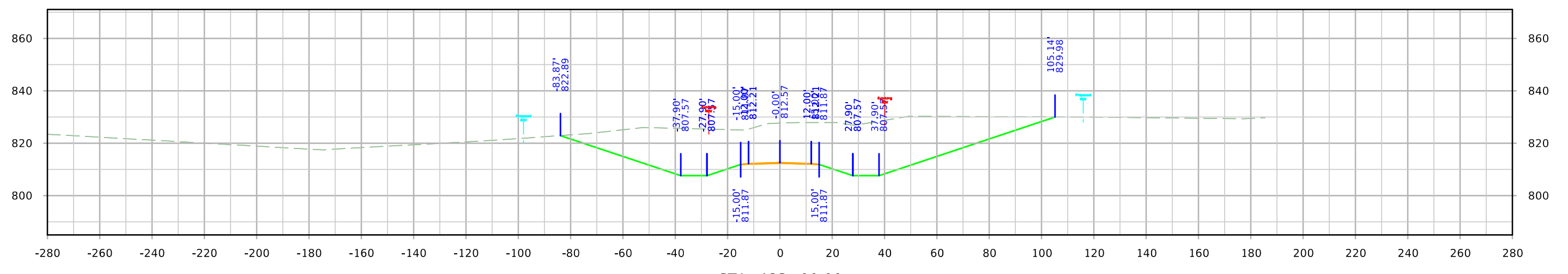




STA. 125+00.00

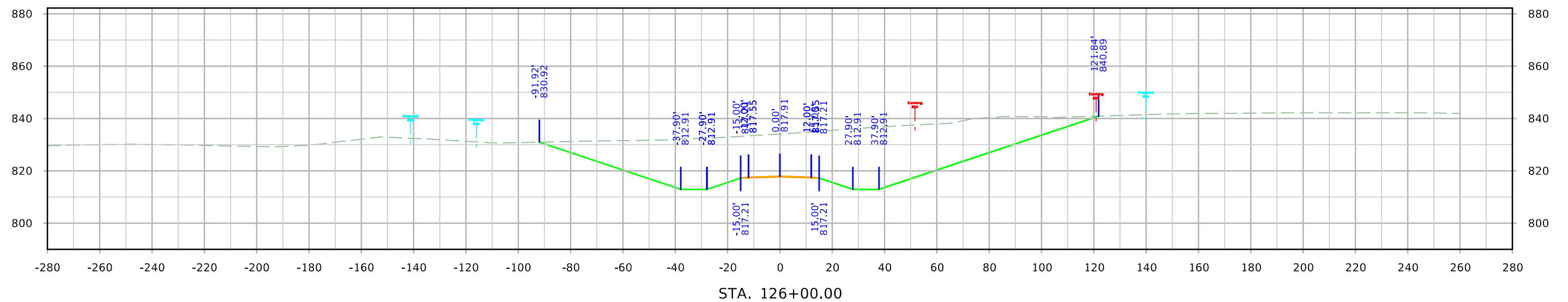
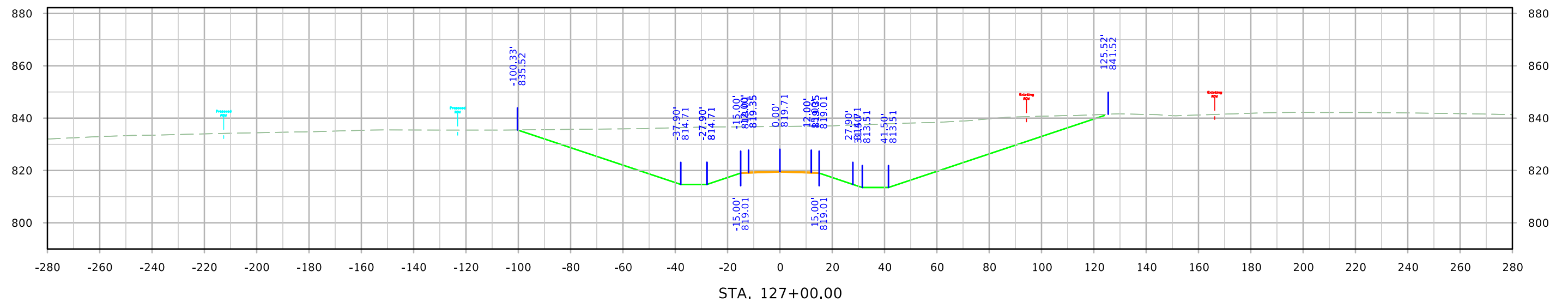
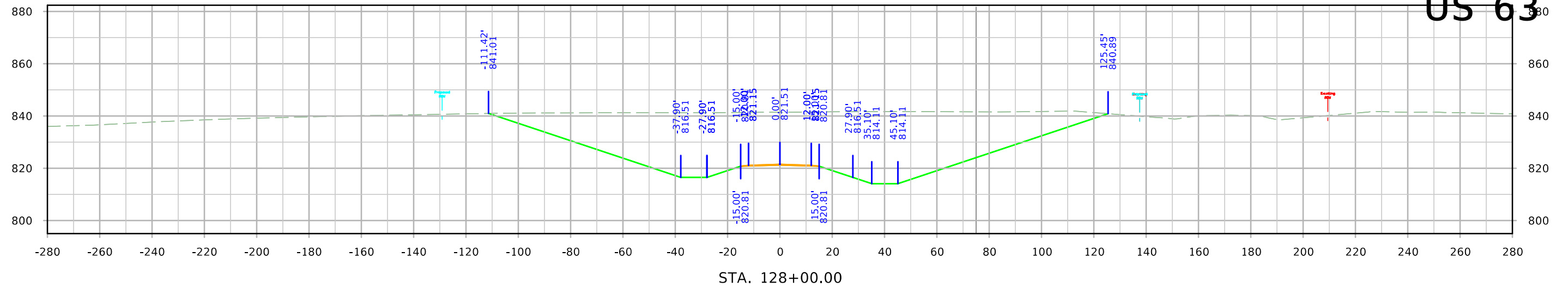


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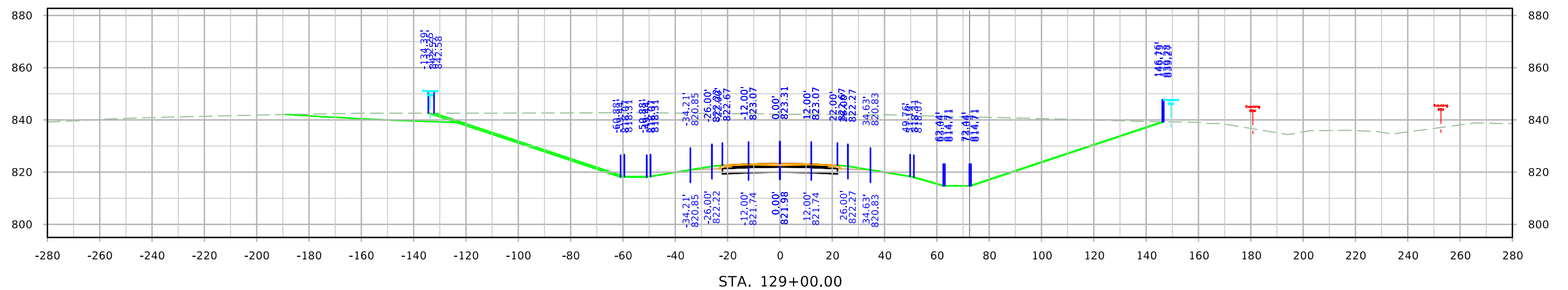
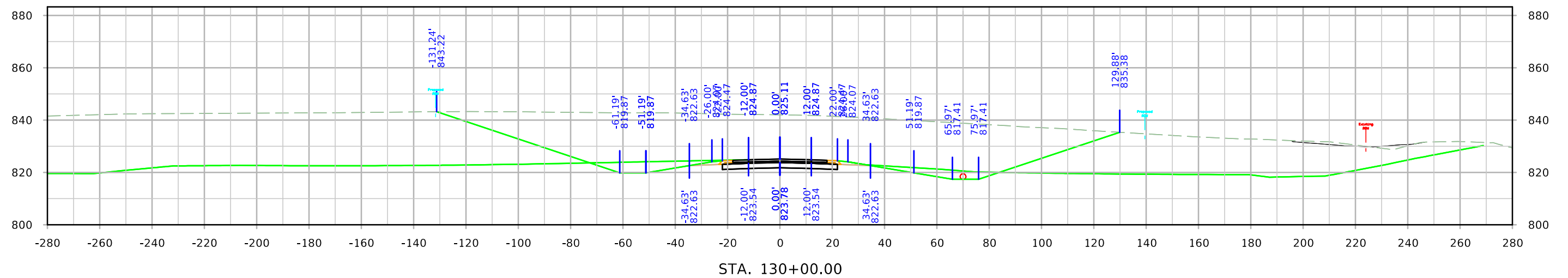
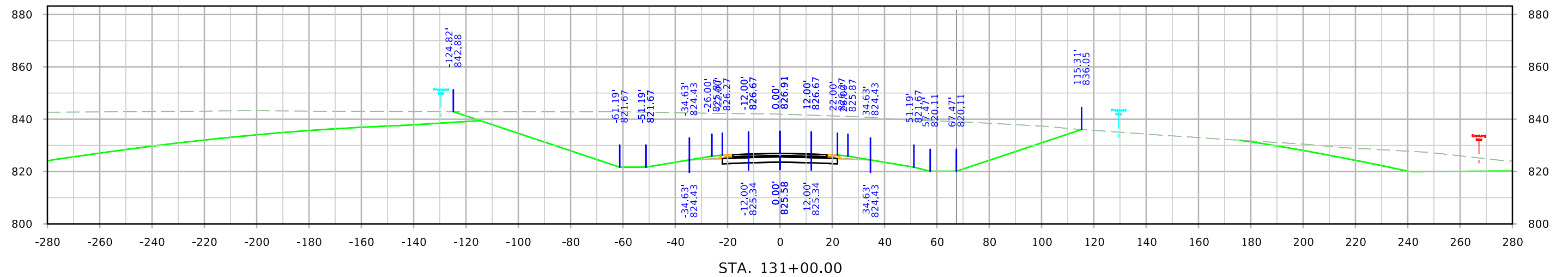


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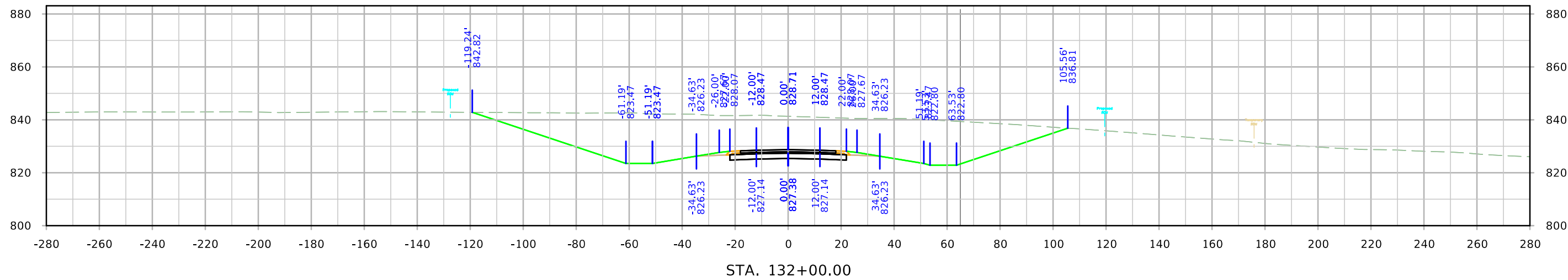
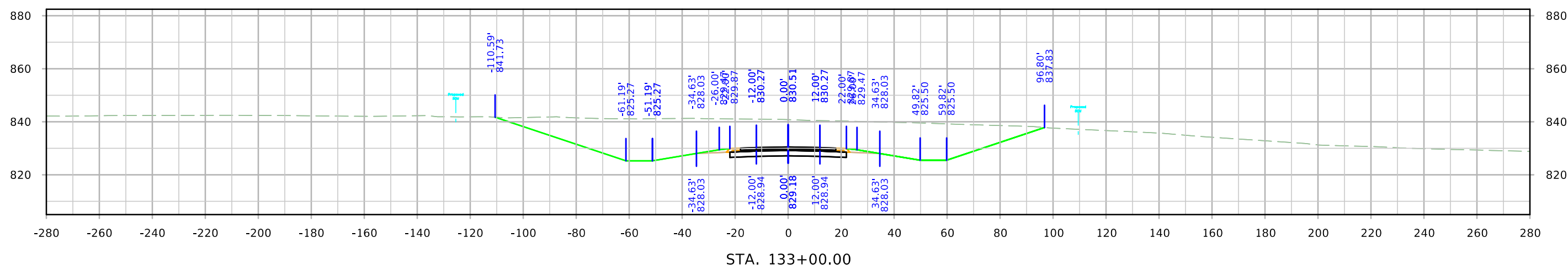
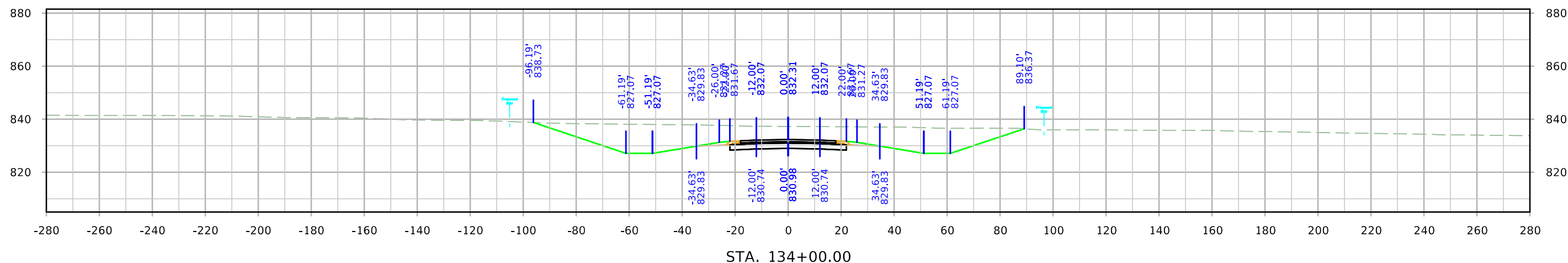
US 63



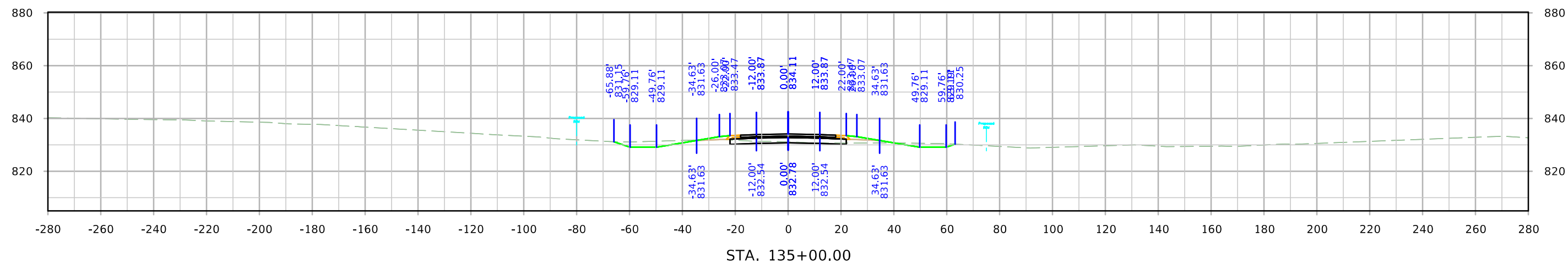
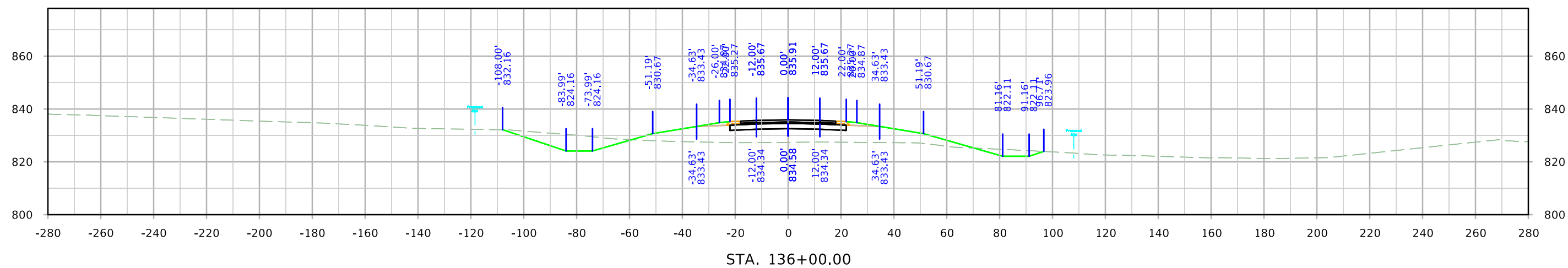
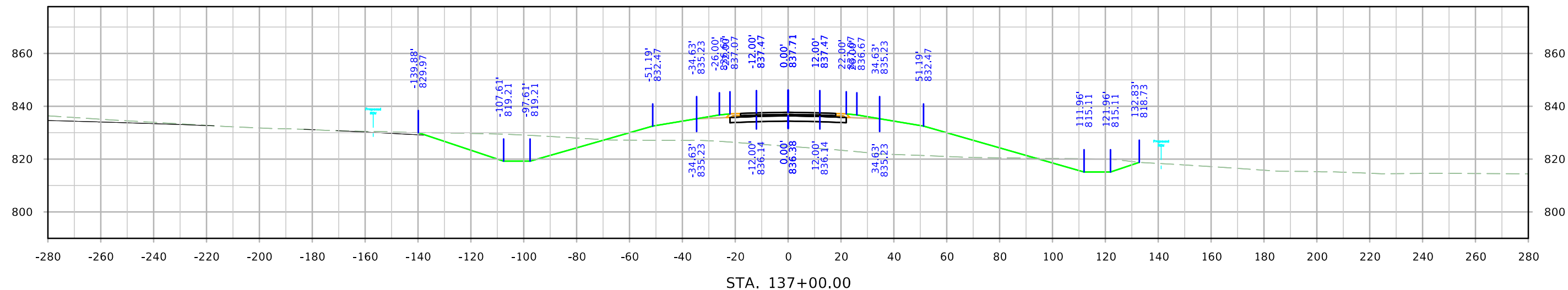
US 63



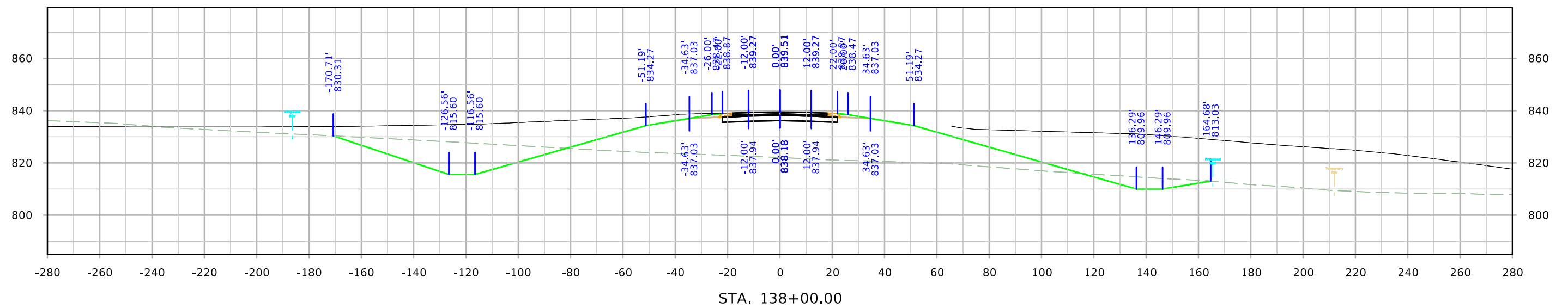
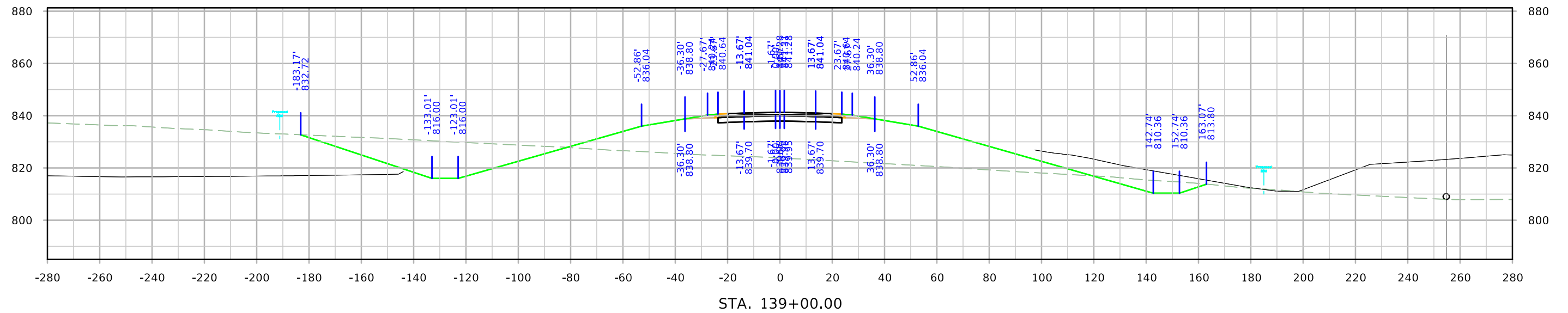
US 63



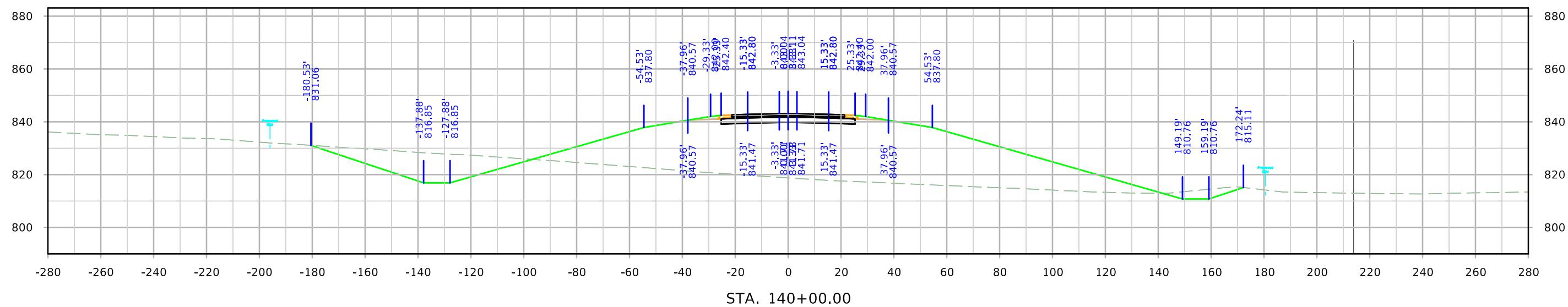
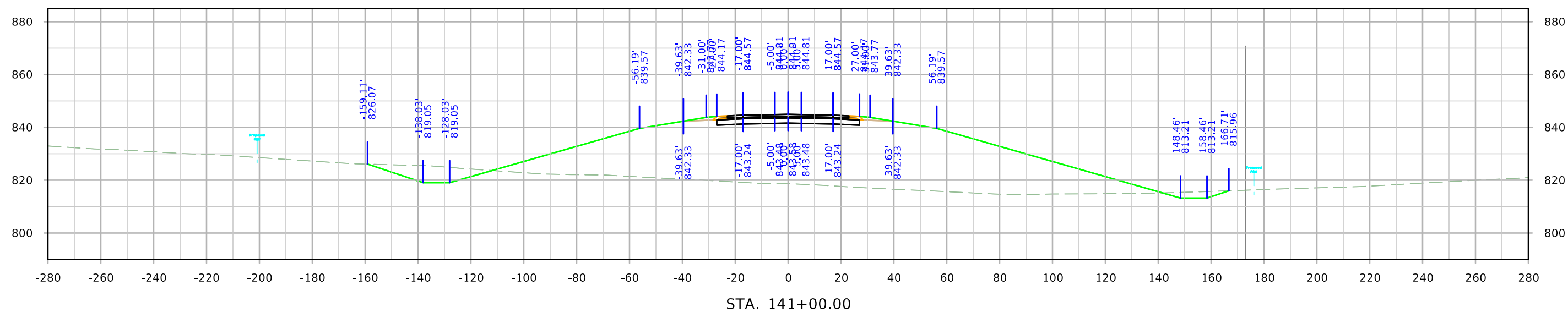
US 63



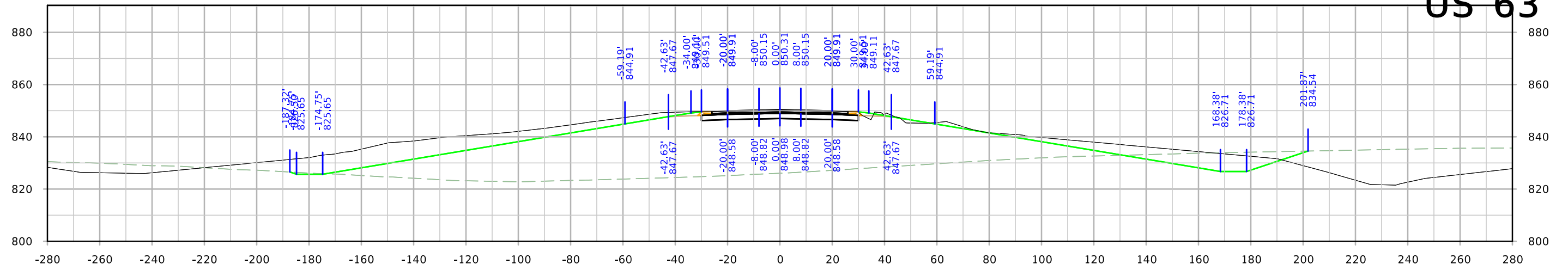
US 63



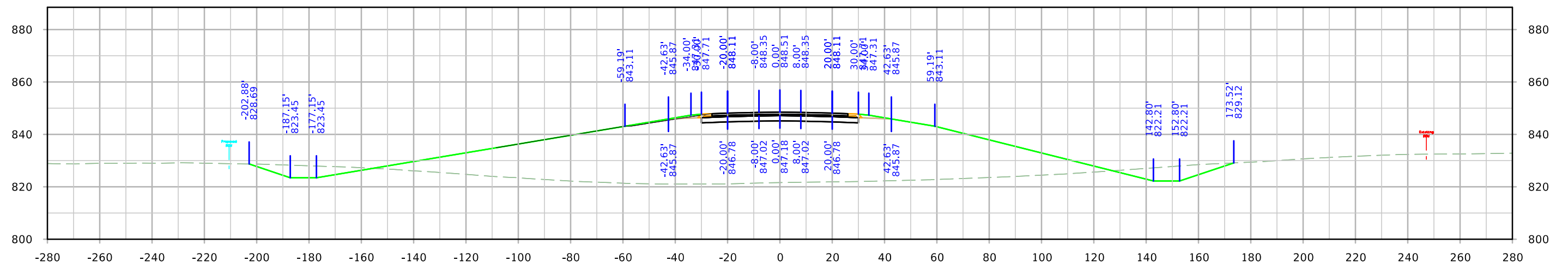
US 63



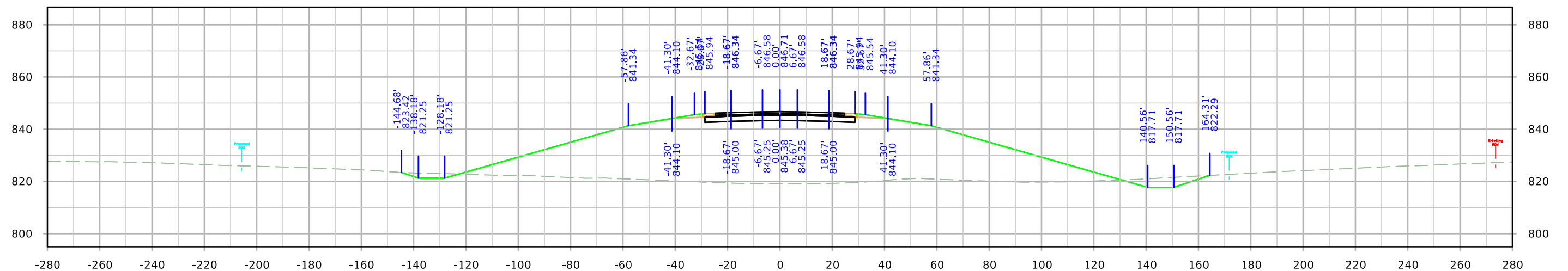
US 63



STA. 144+00.00

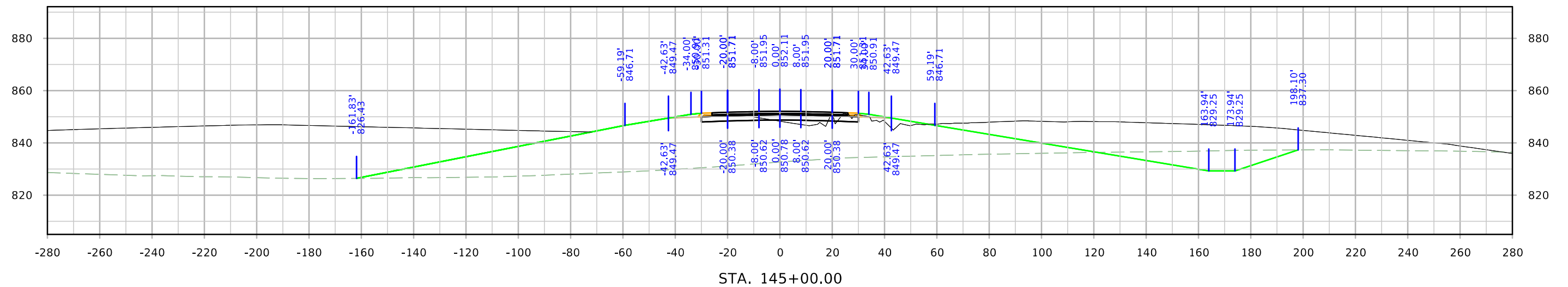
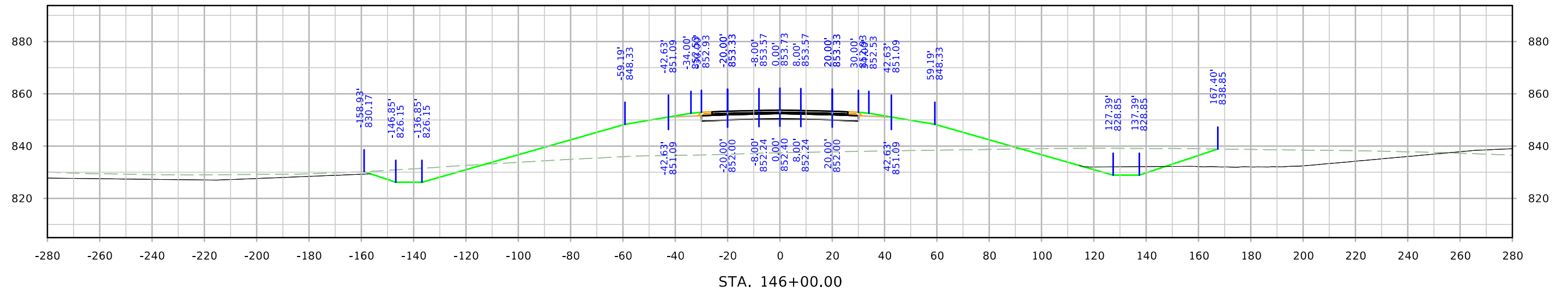
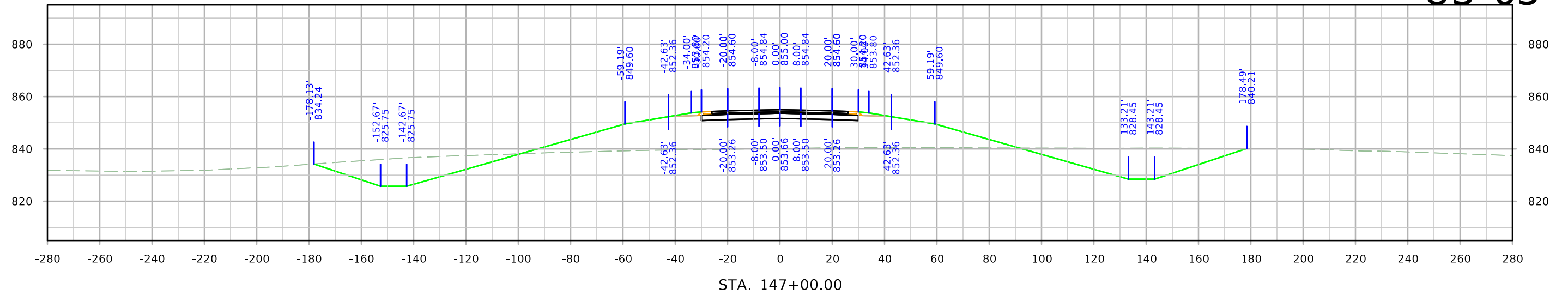


STA. 143+00.00

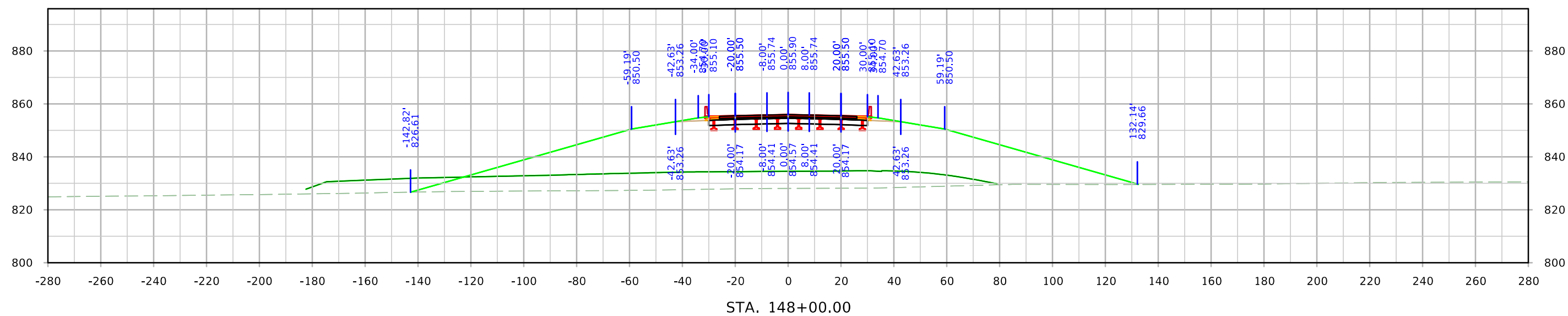
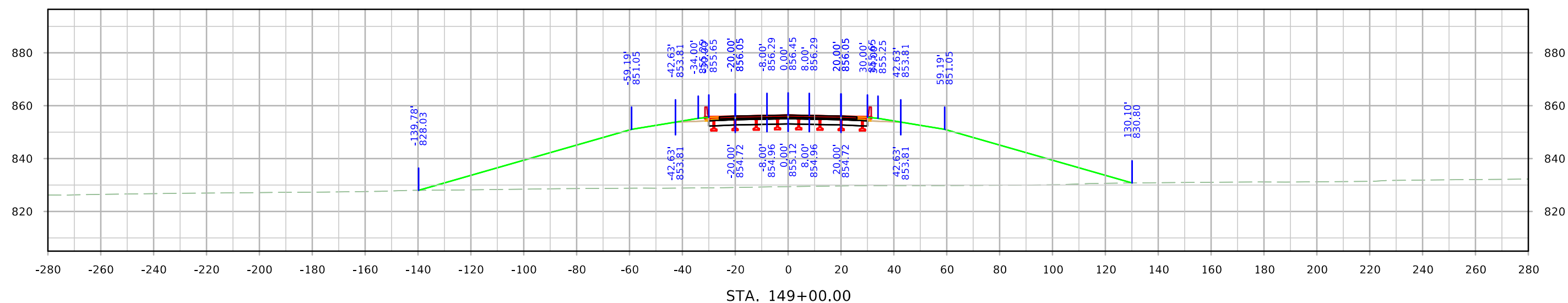


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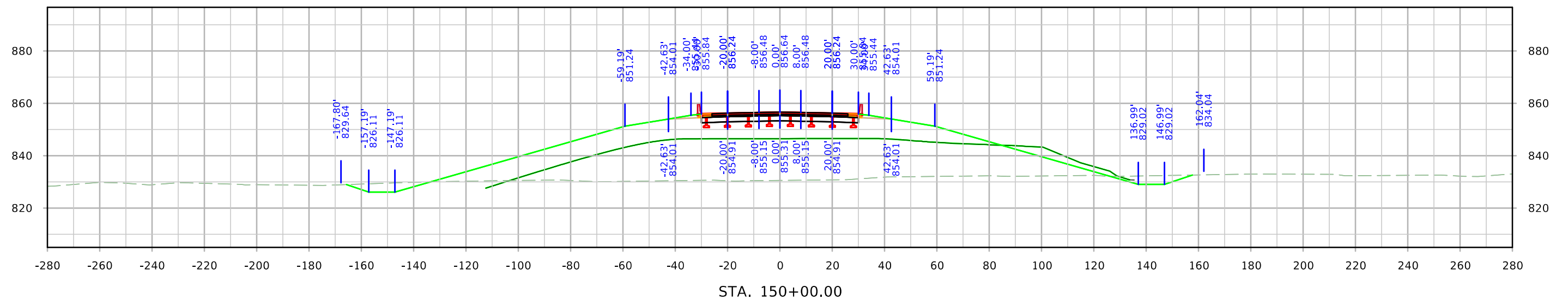
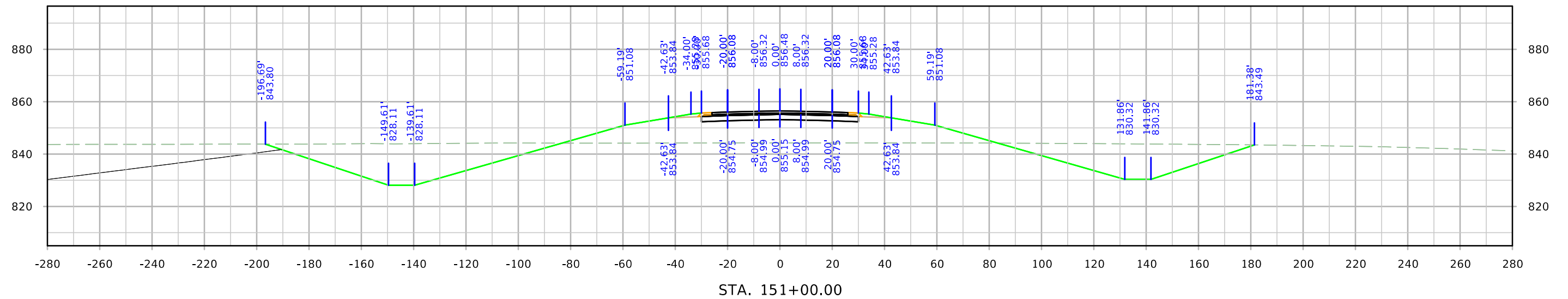
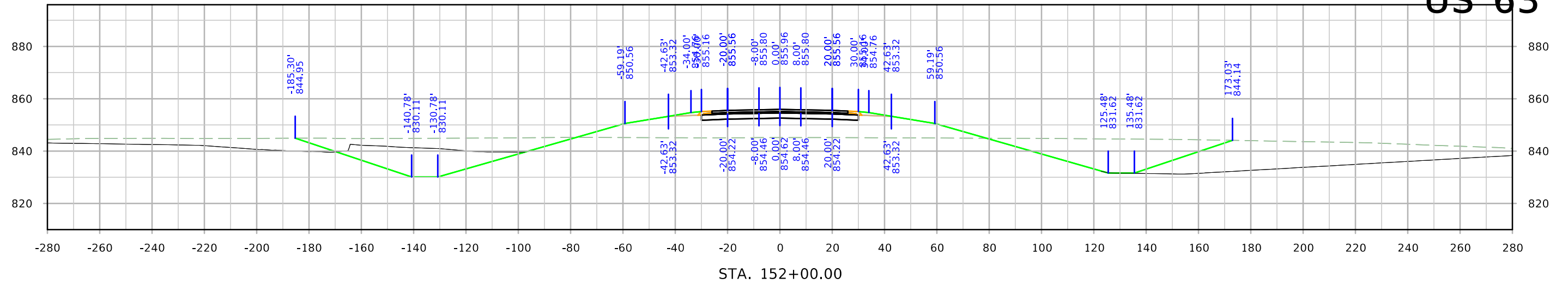
US 63



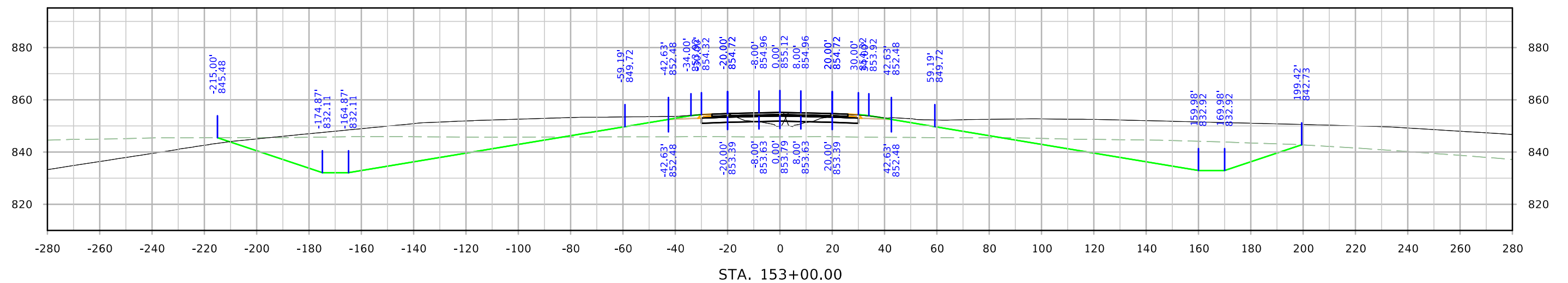
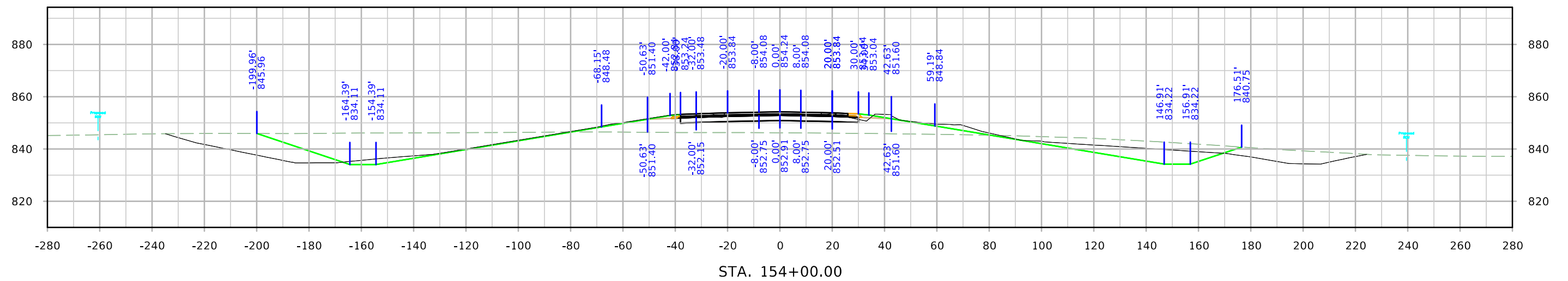
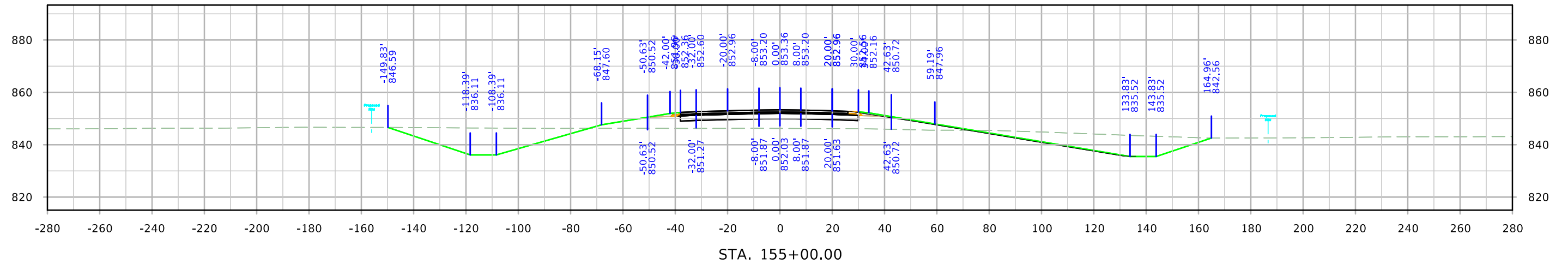
US 63



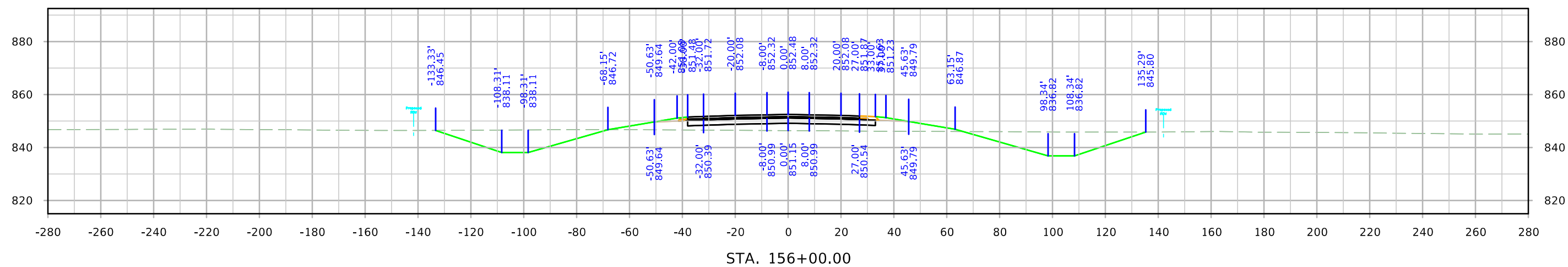
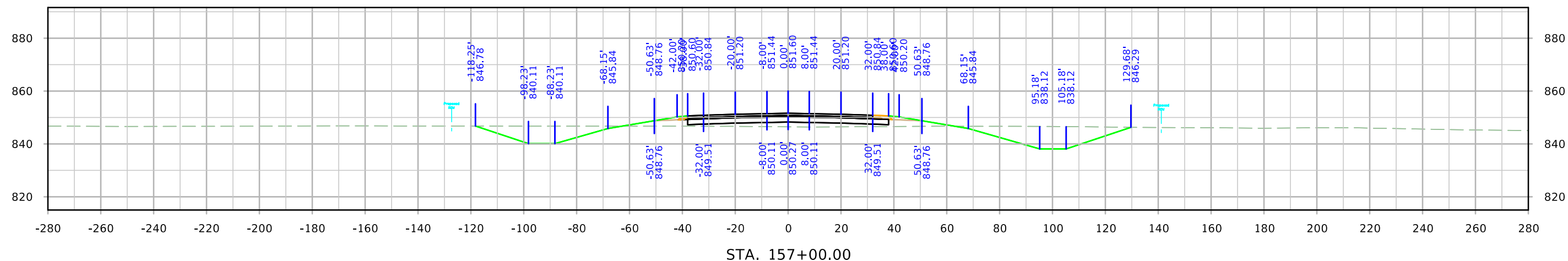
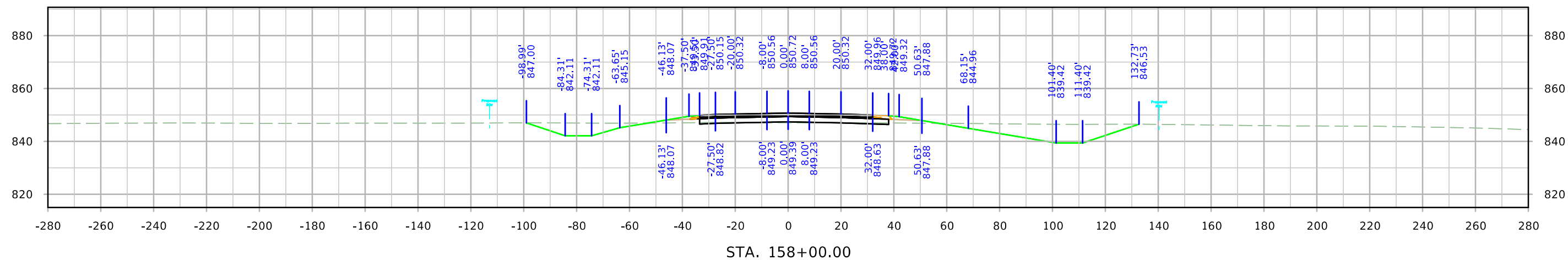
US 63



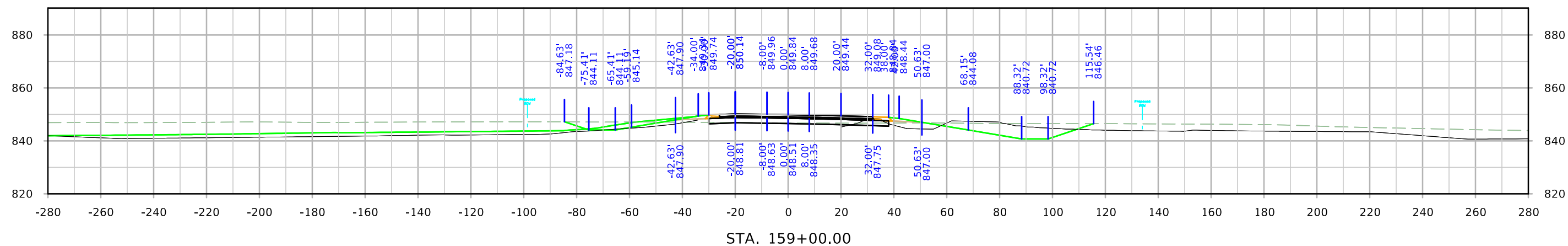
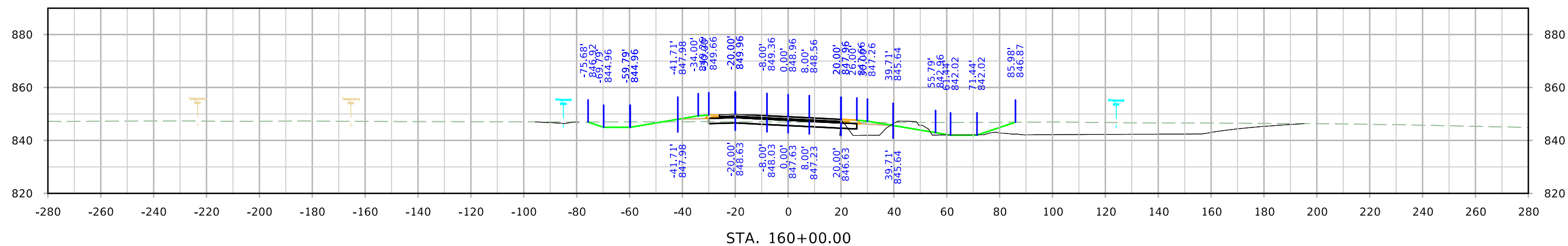
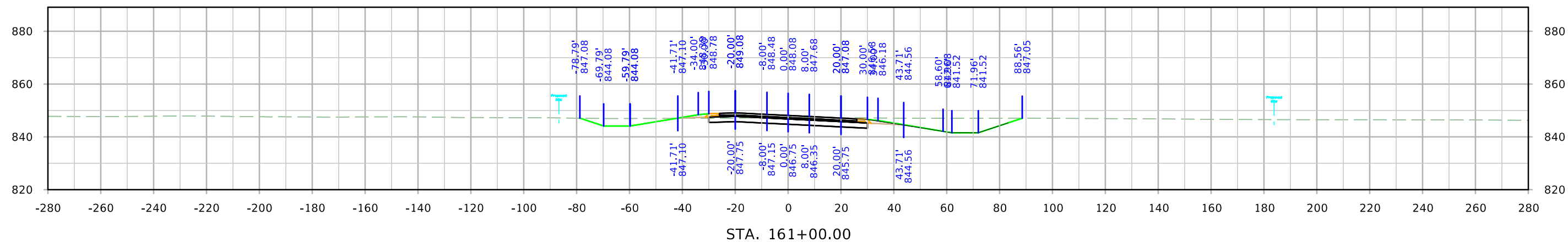
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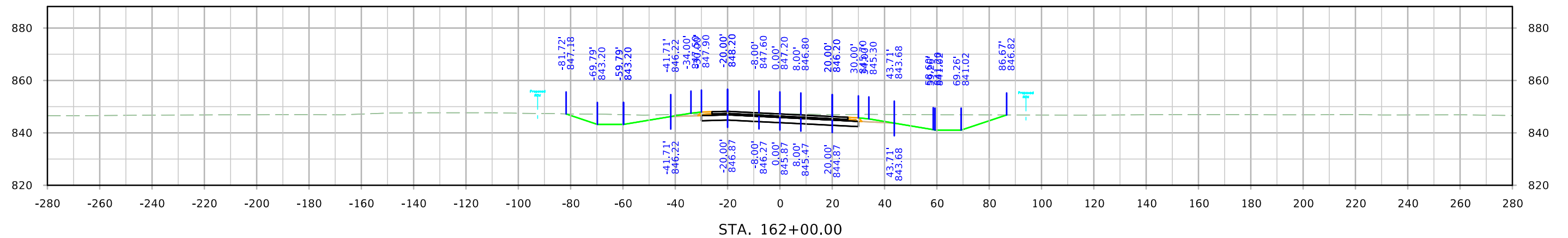
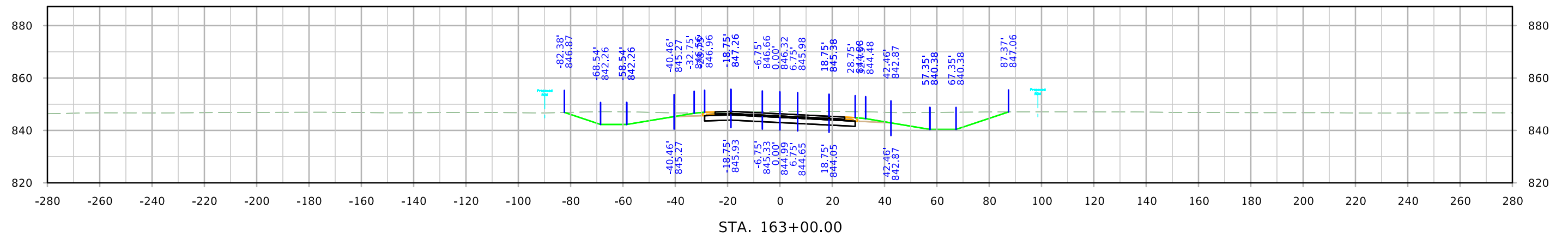
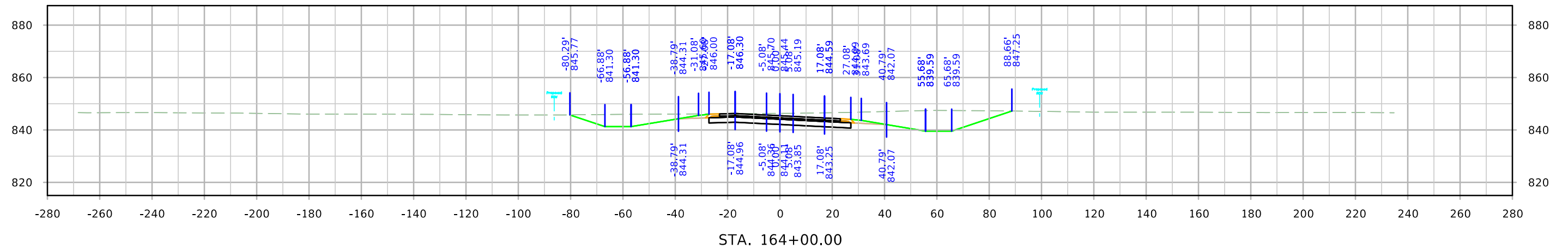
US 63



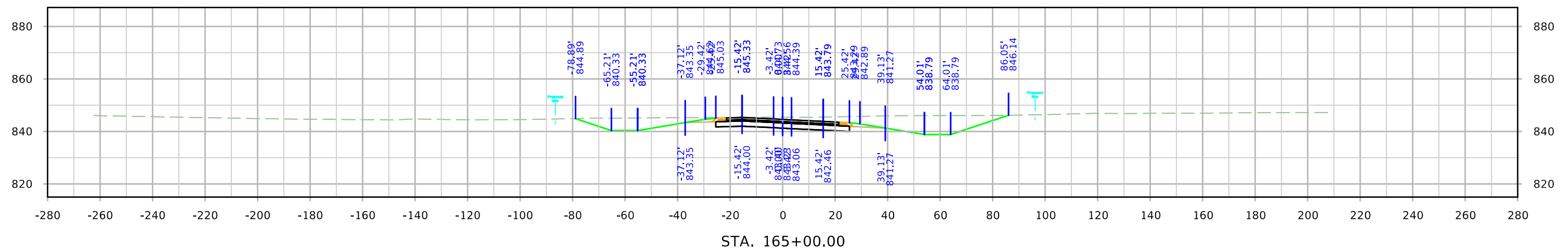
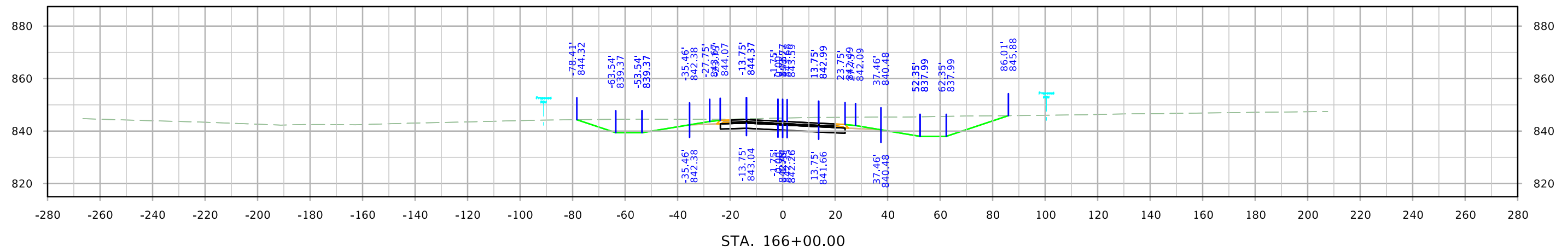
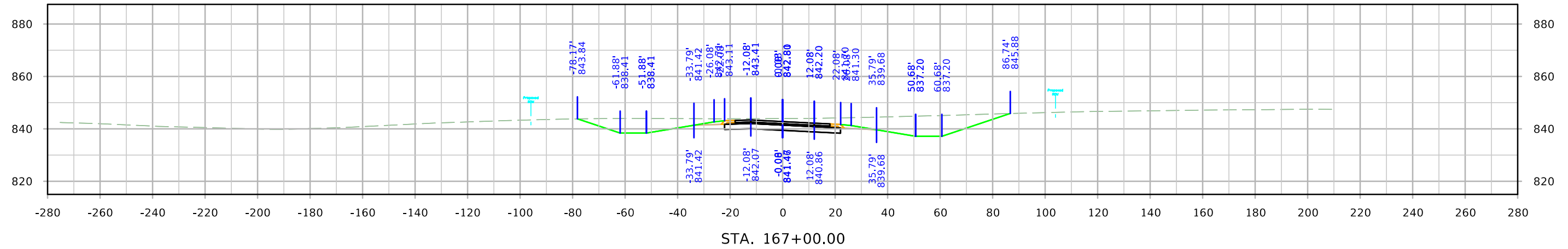
US 63



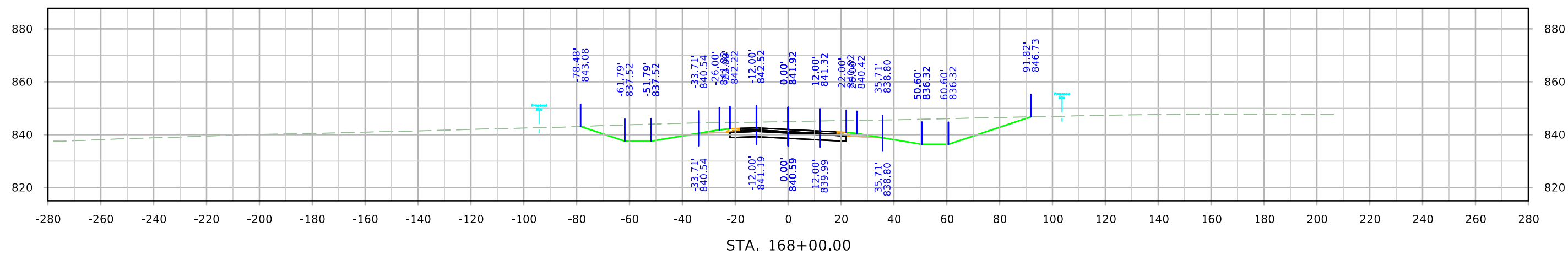
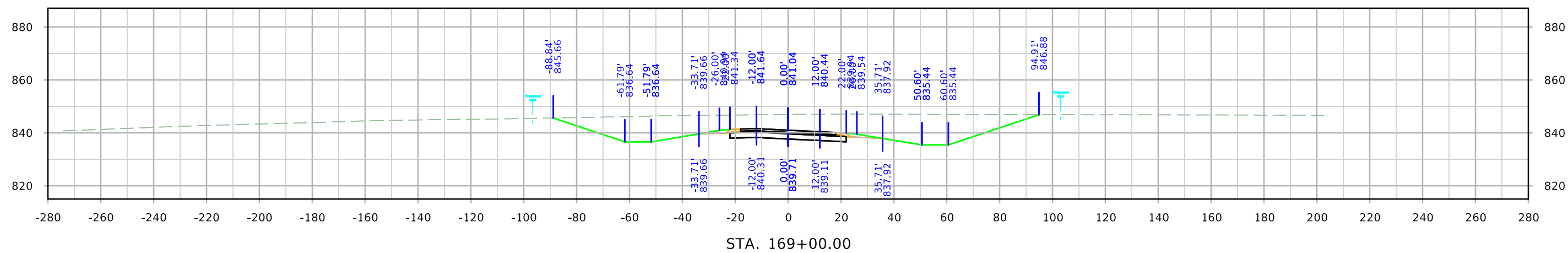
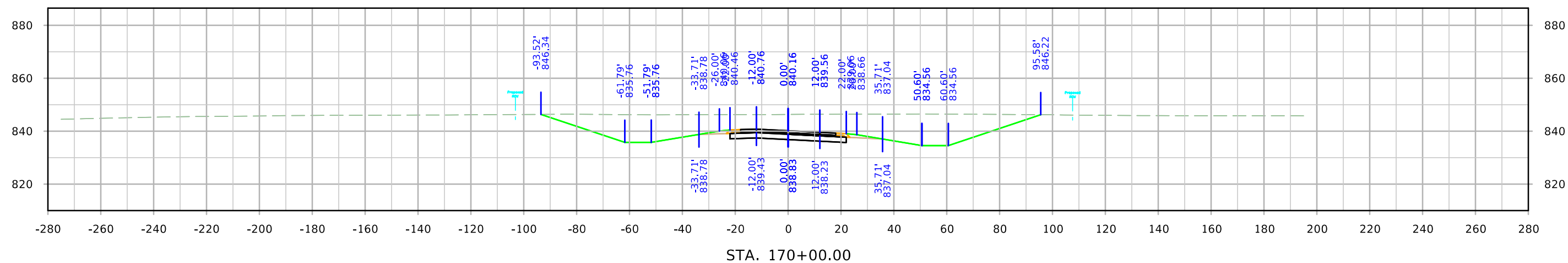
US 63



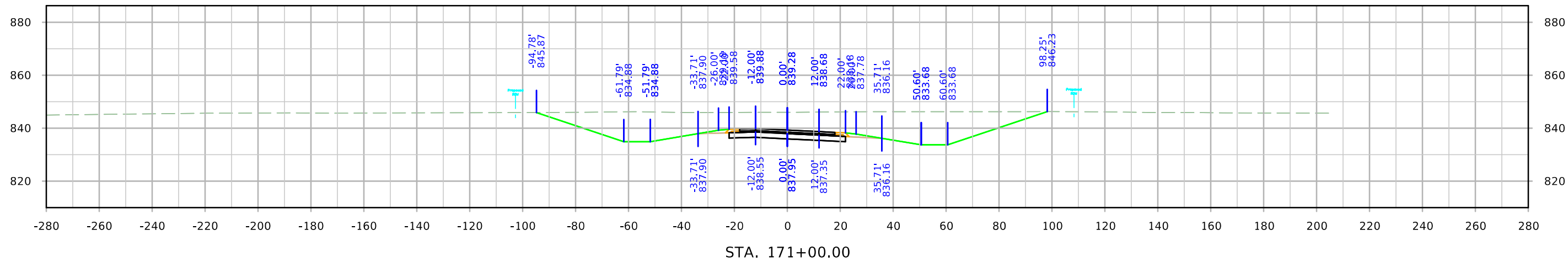
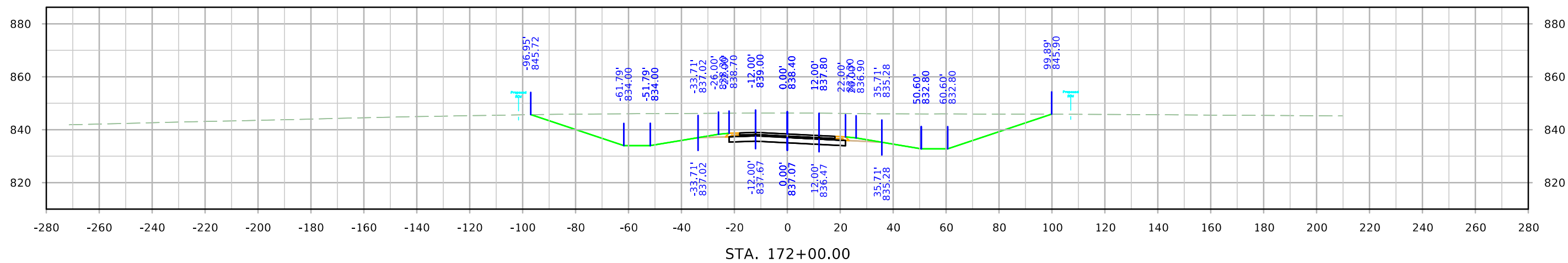
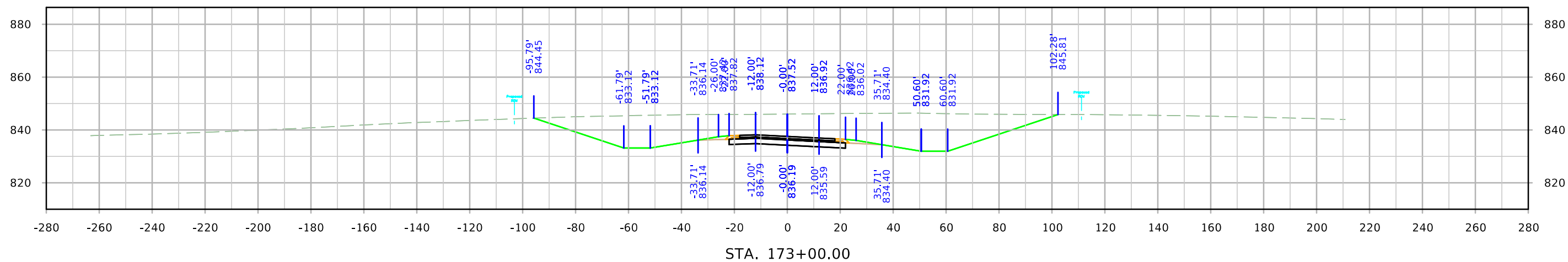
US 63



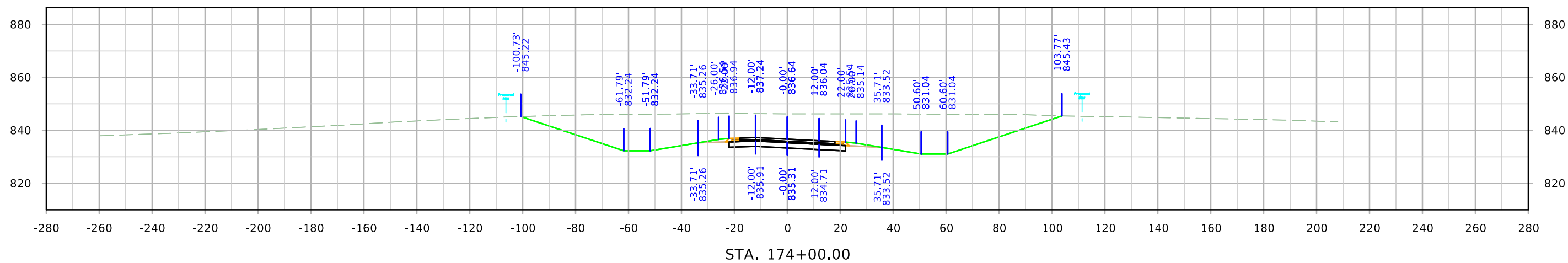
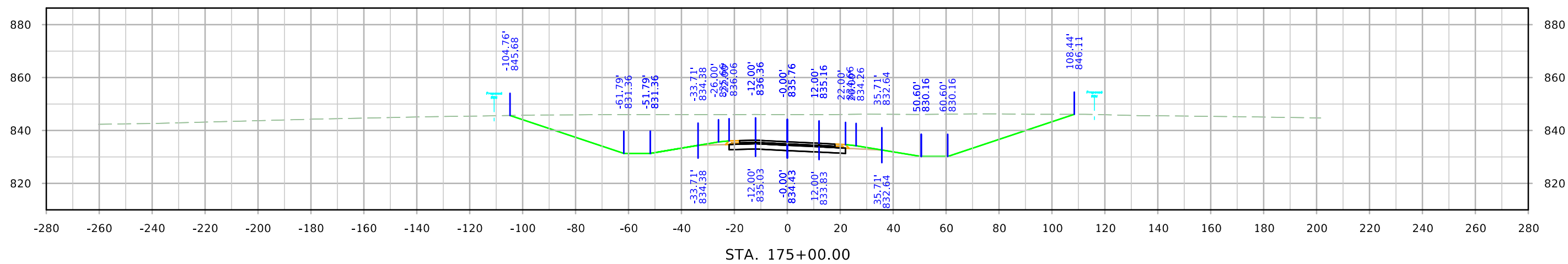
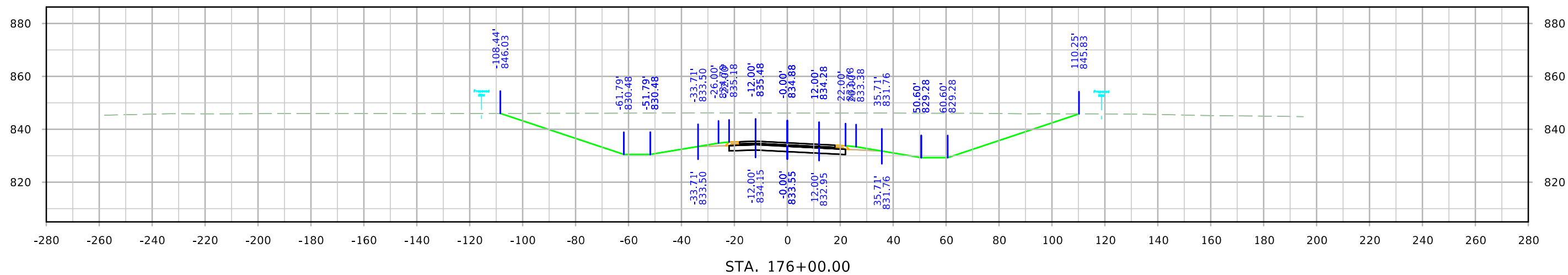
US 63



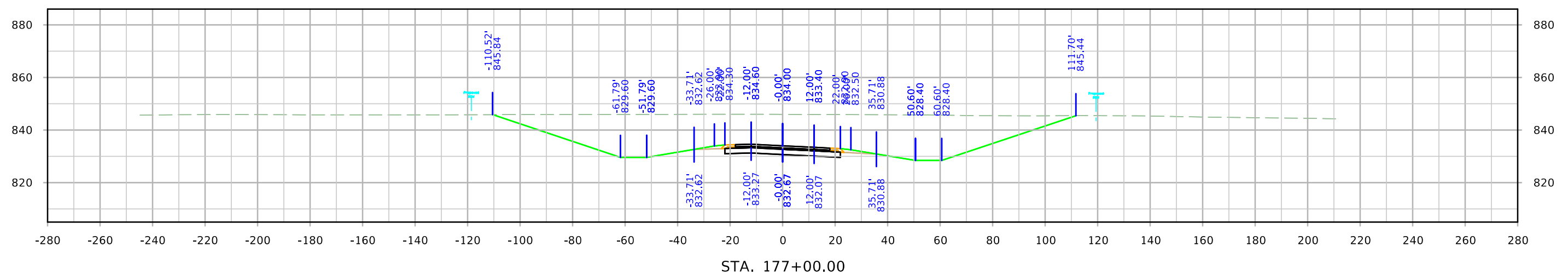
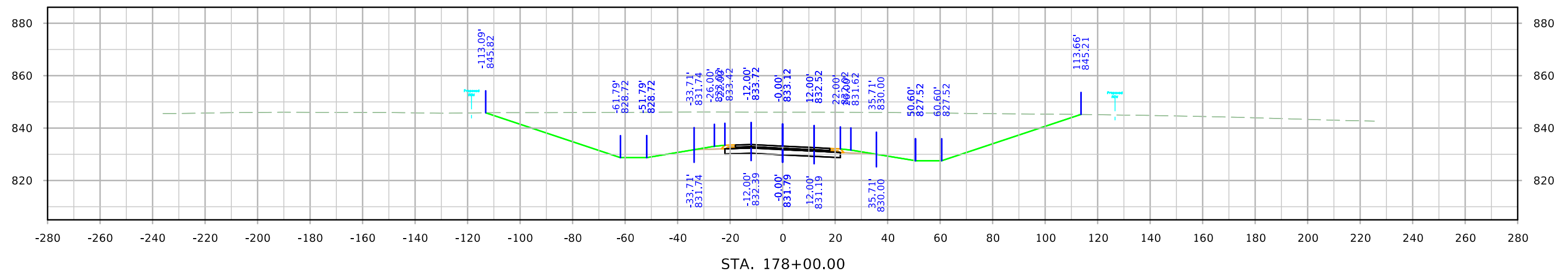
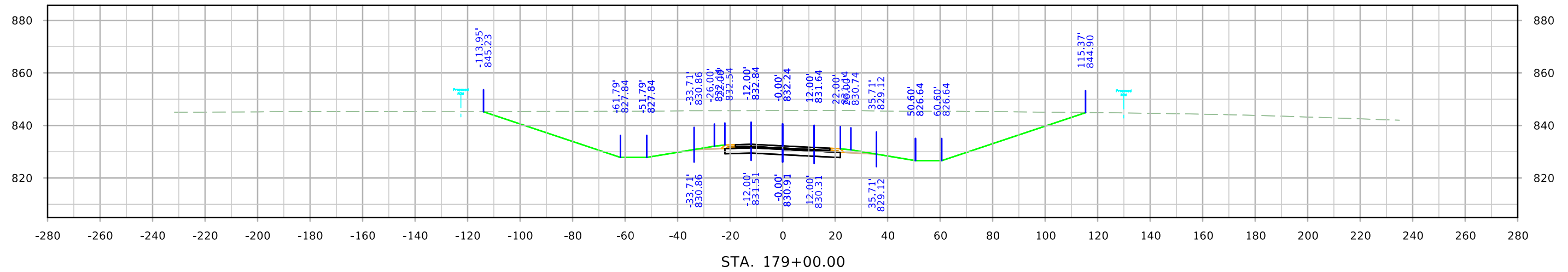
US 63



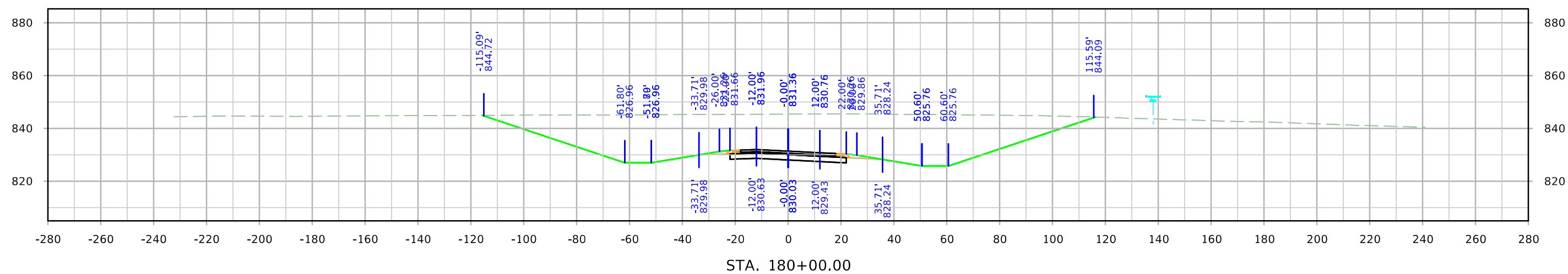
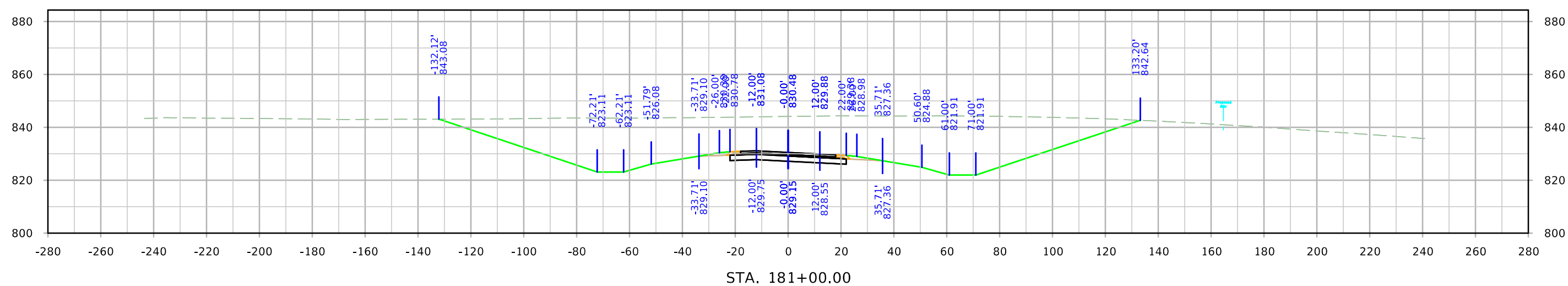
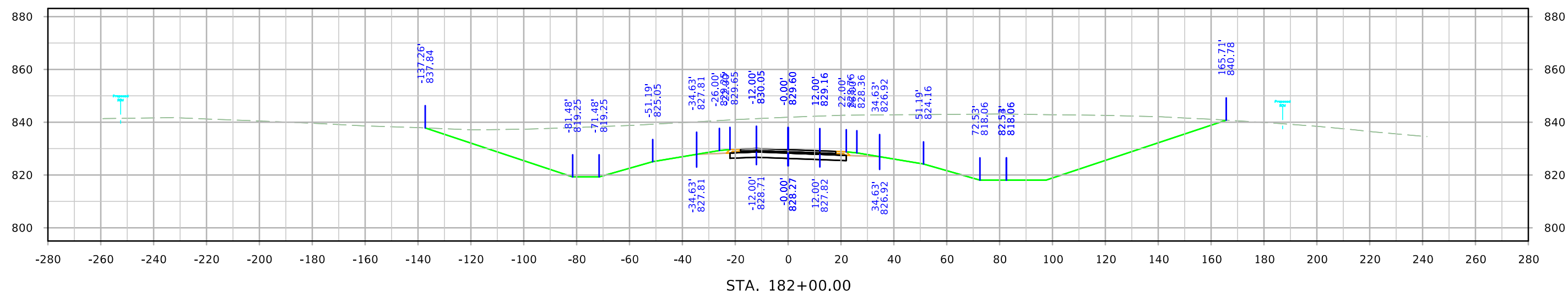
US 63



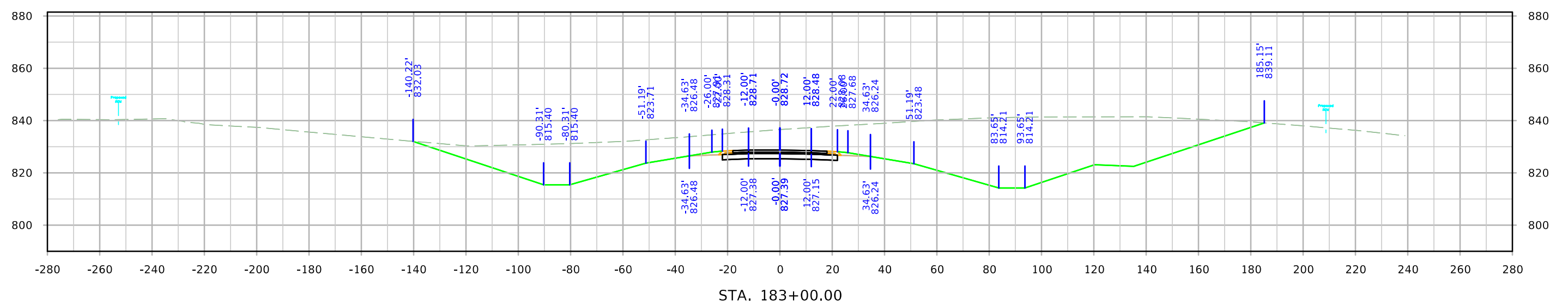
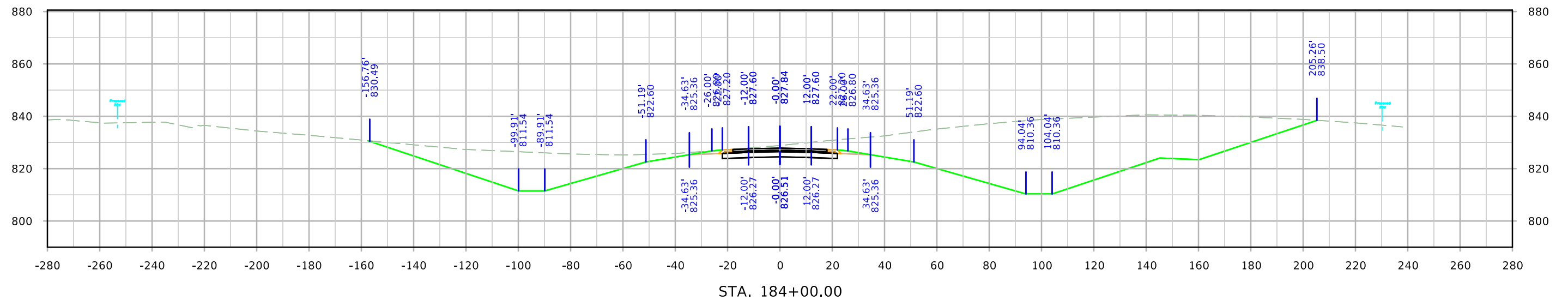
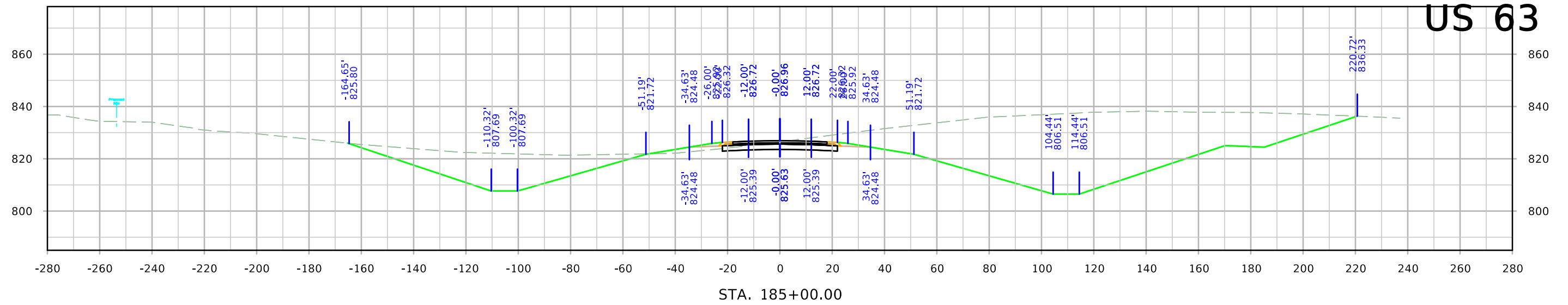
US 63



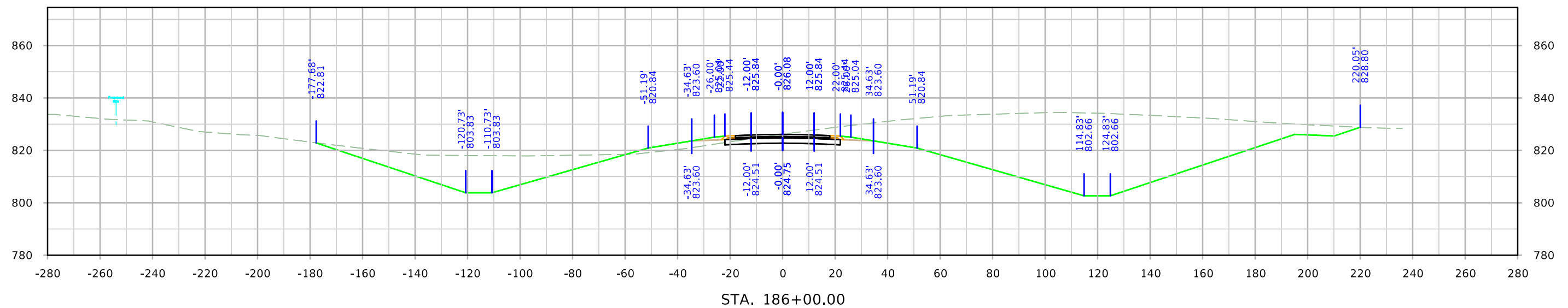
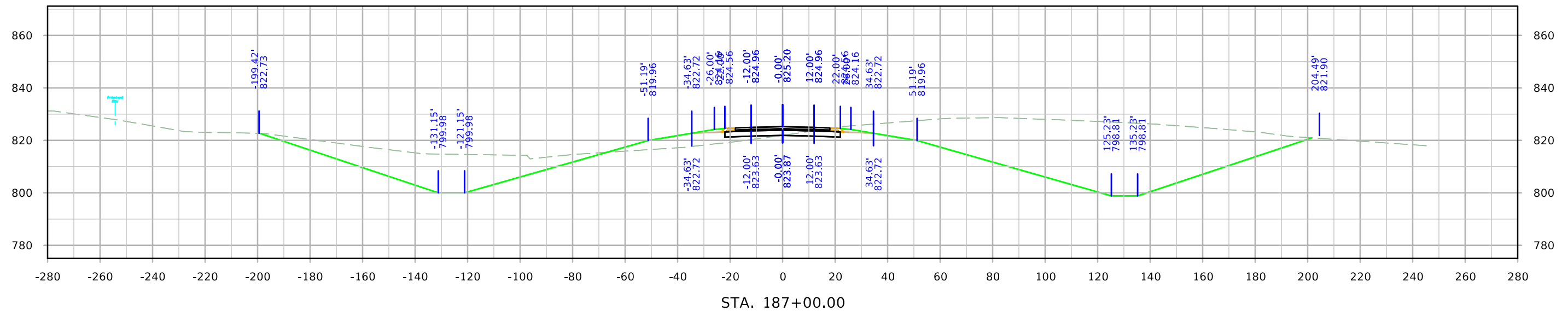
US 63



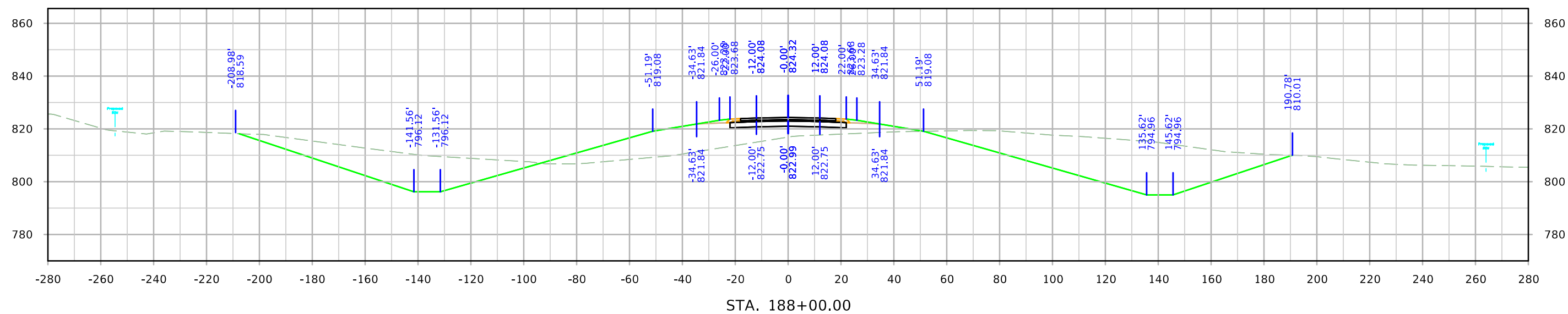
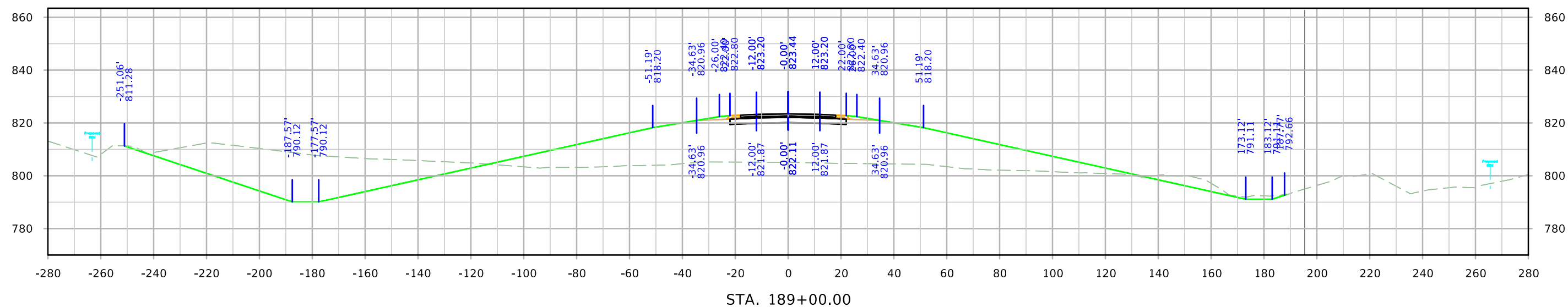
US 63



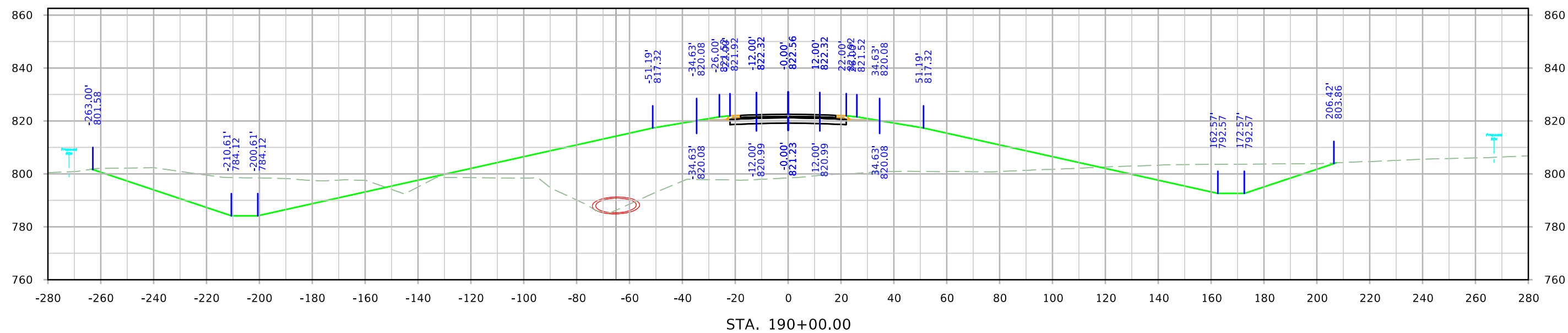
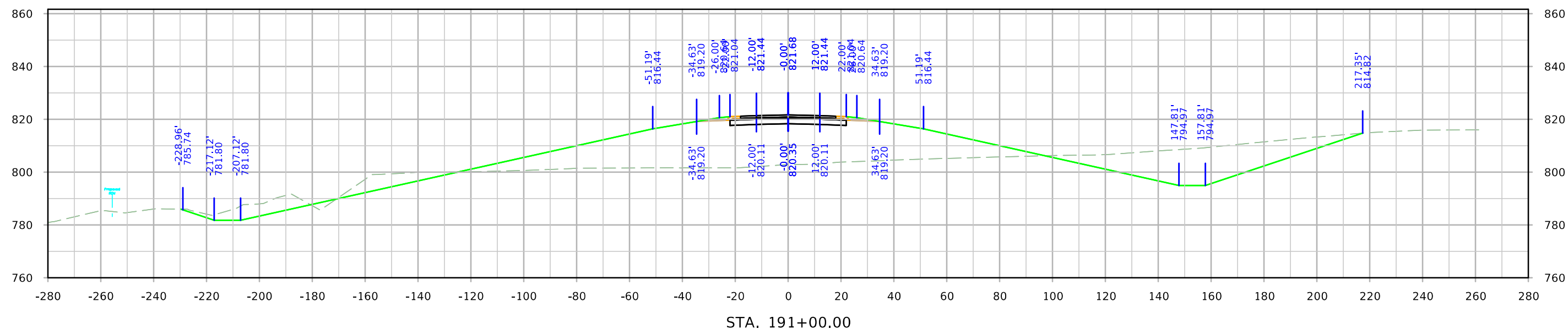
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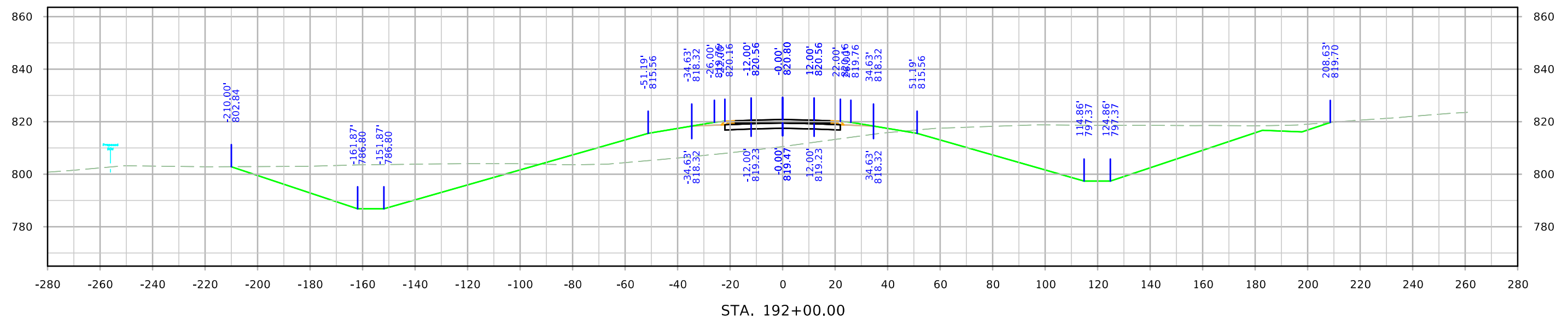
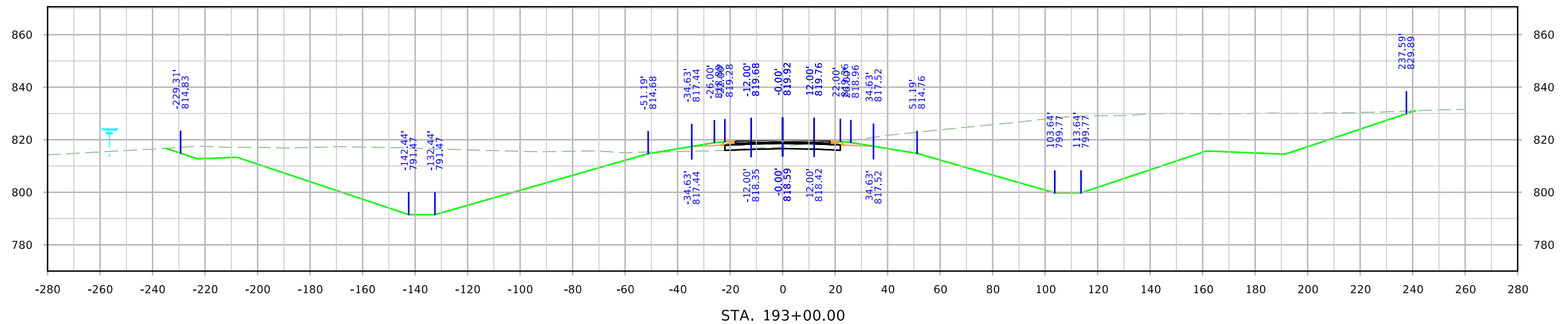
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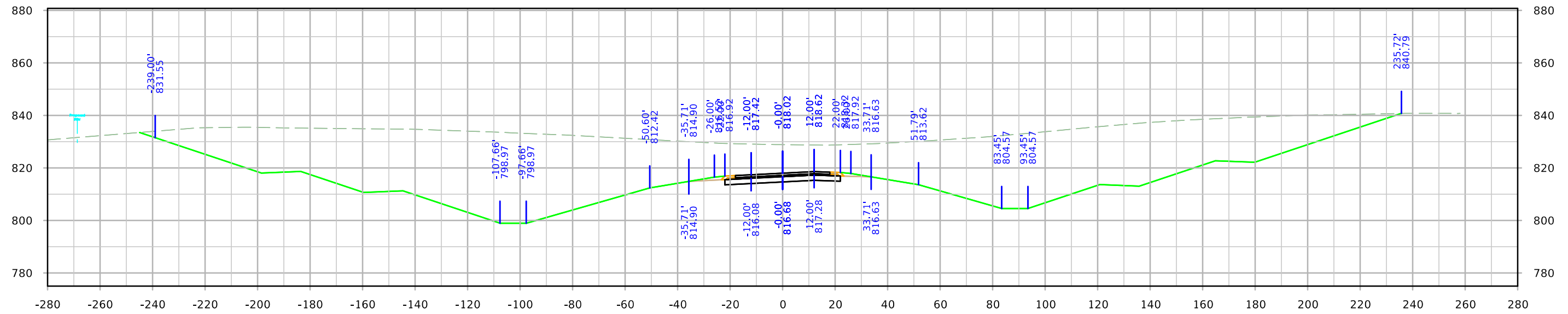
US 63



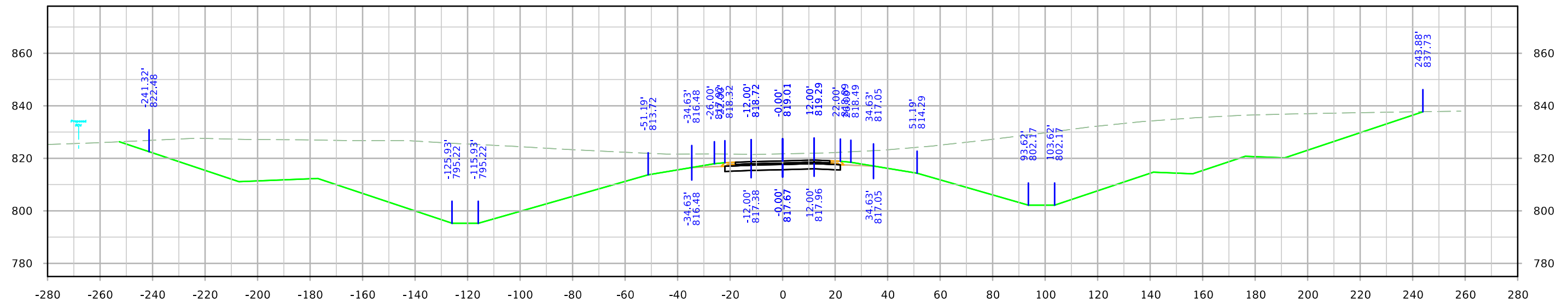
US 63



US 63

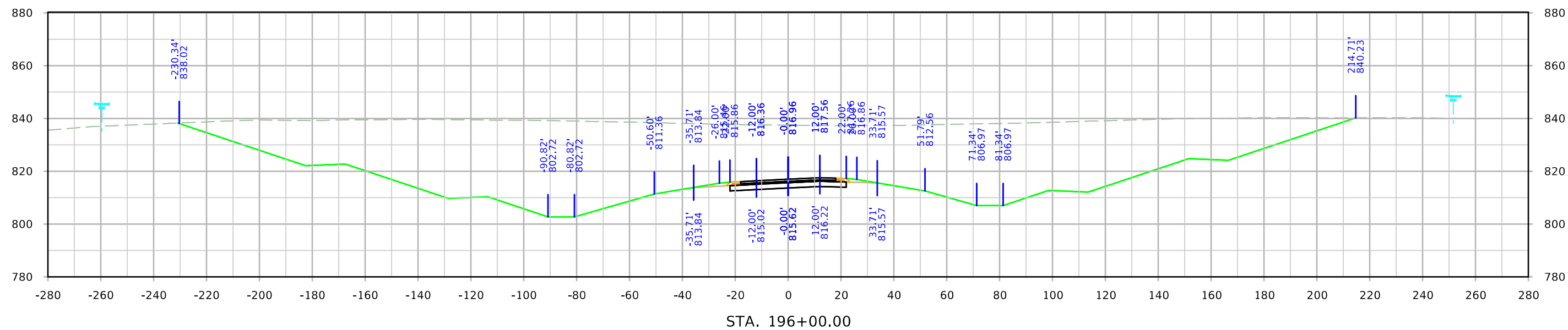
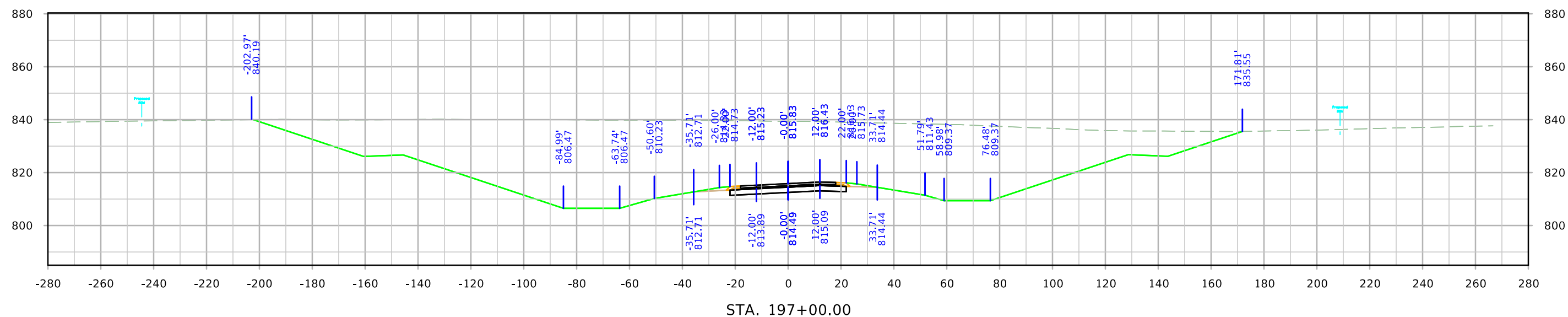


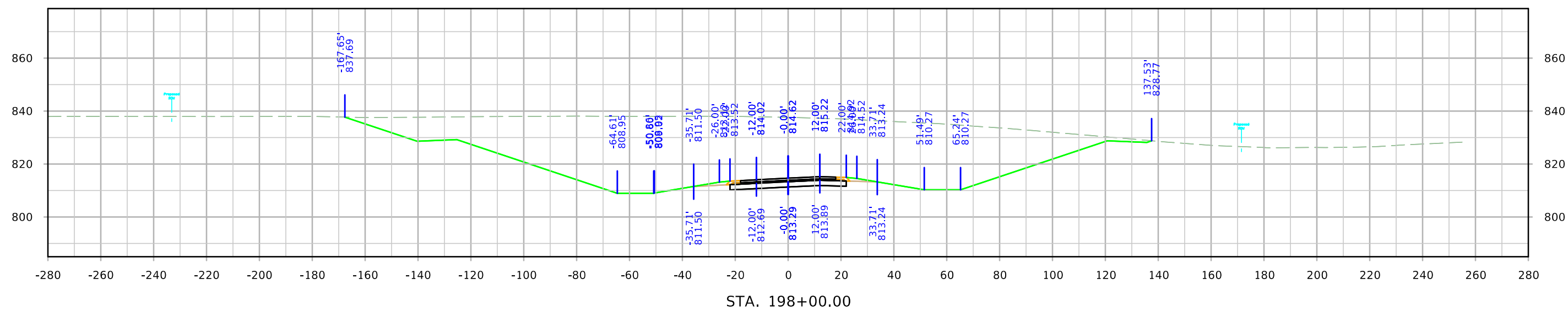
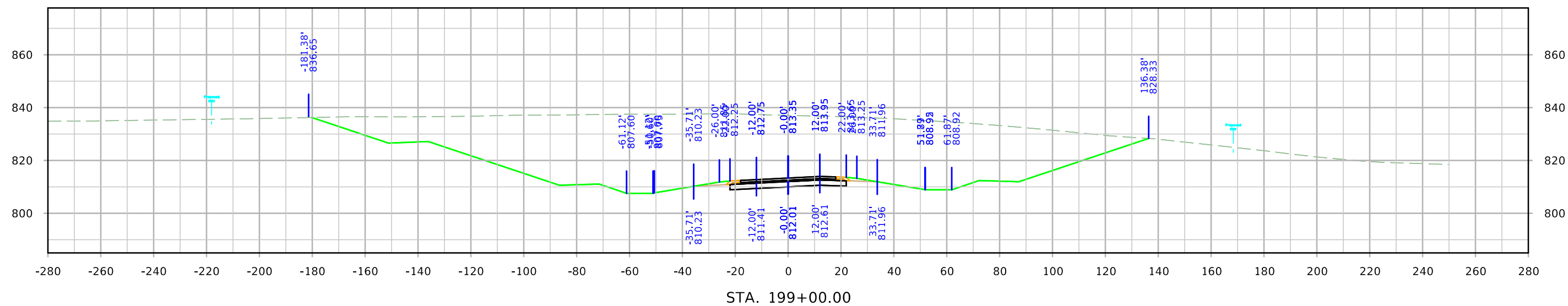
STA. 195+00.00



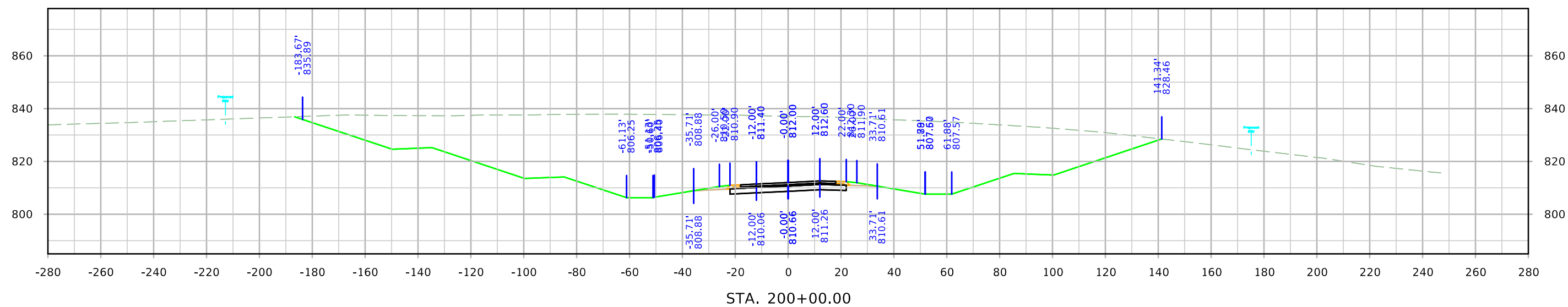
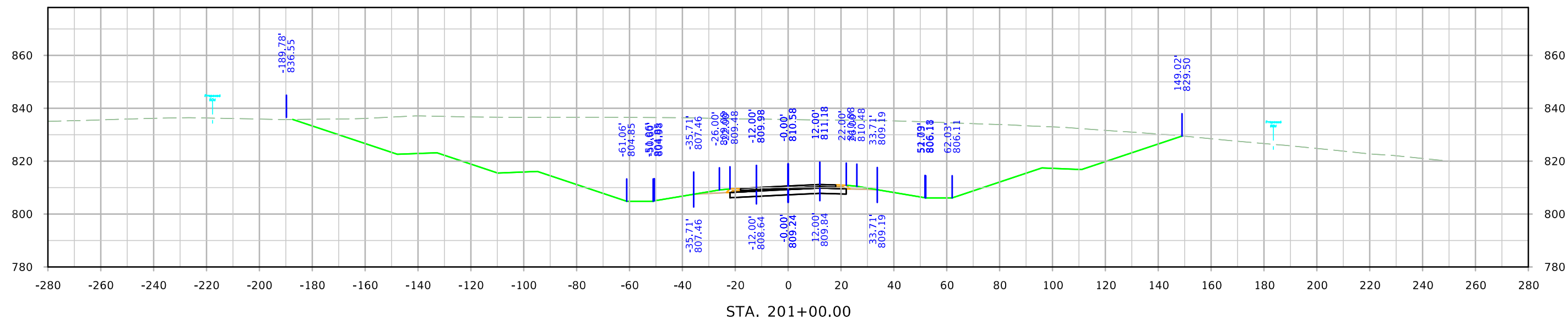
STA. 194+00.00

US 63

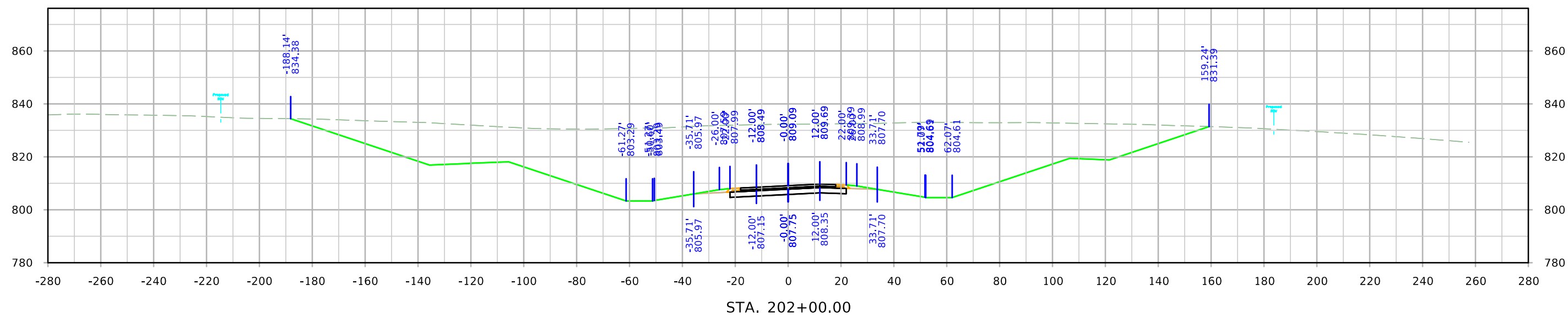
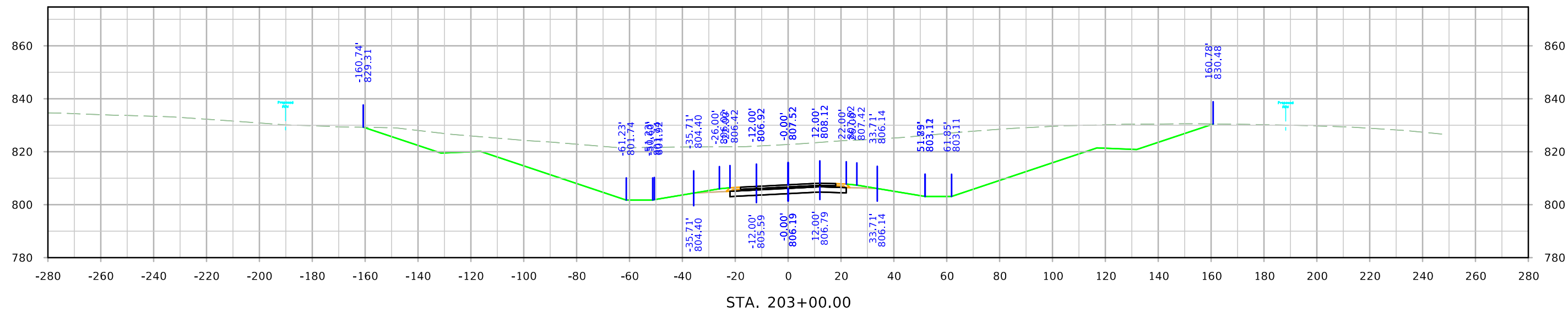




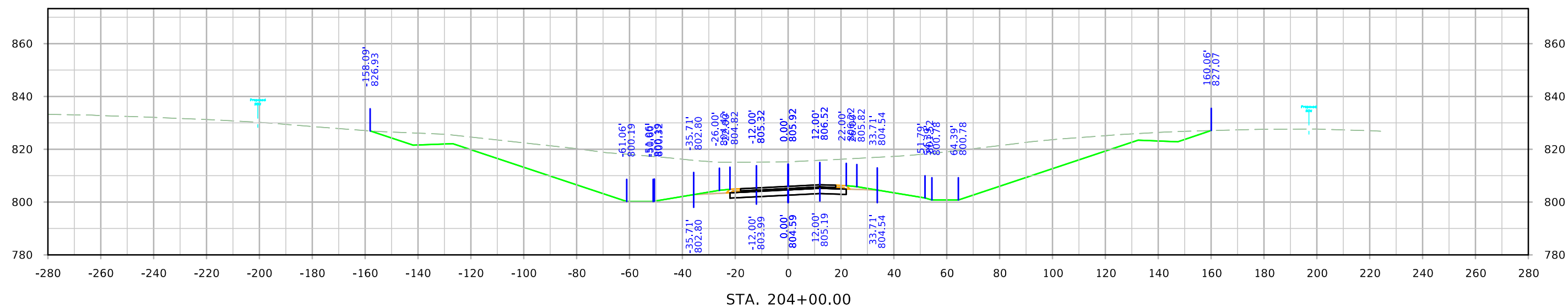
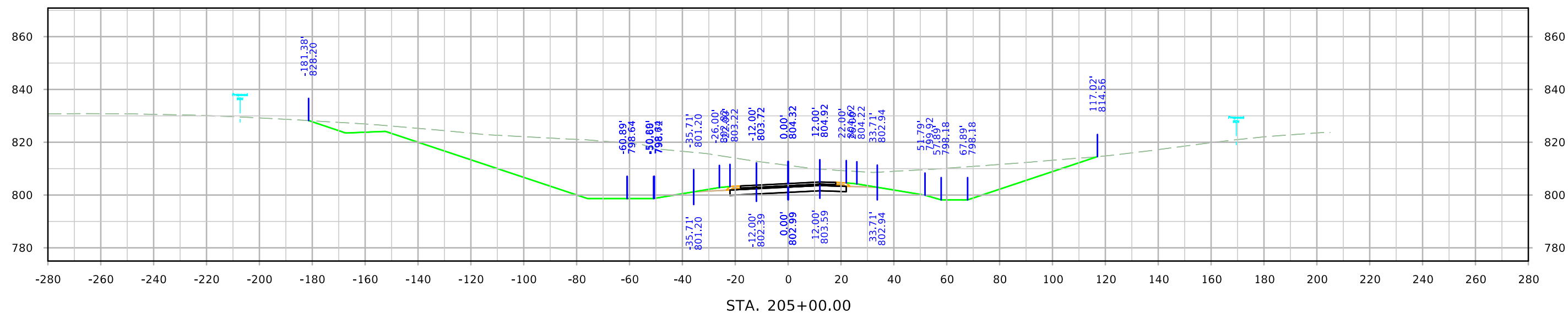
US 63



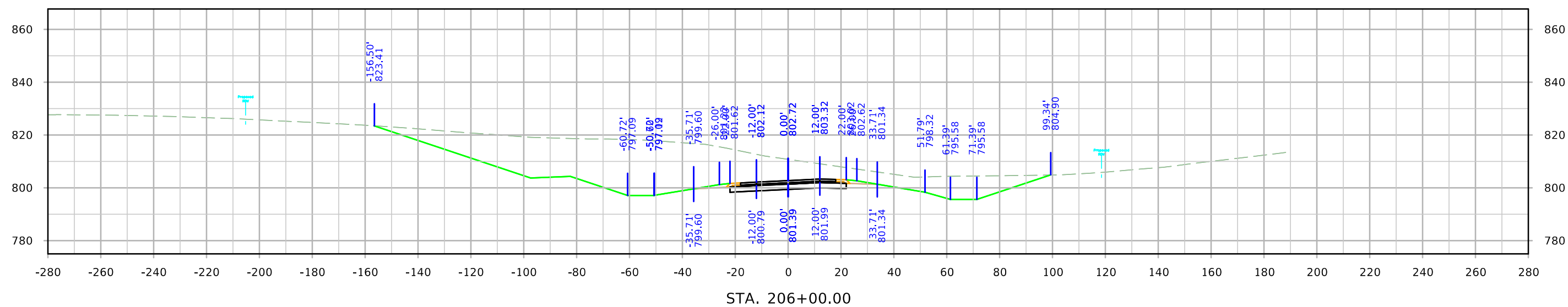
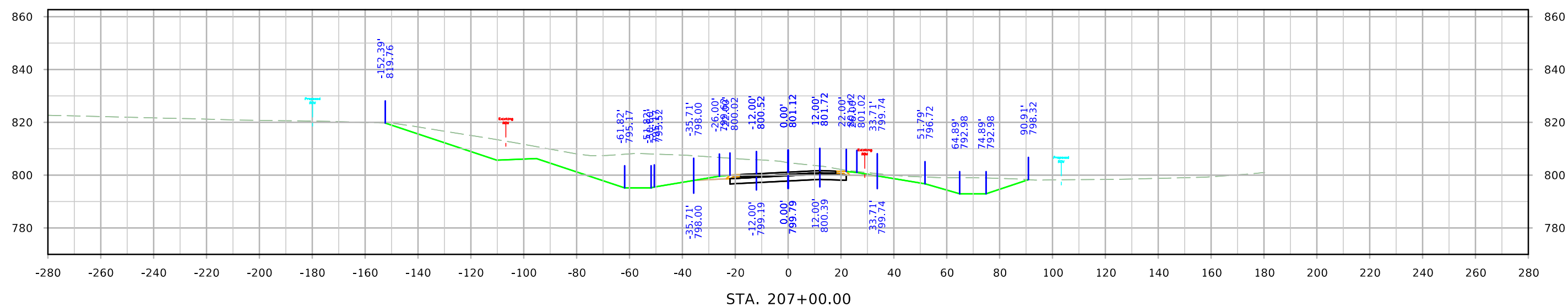
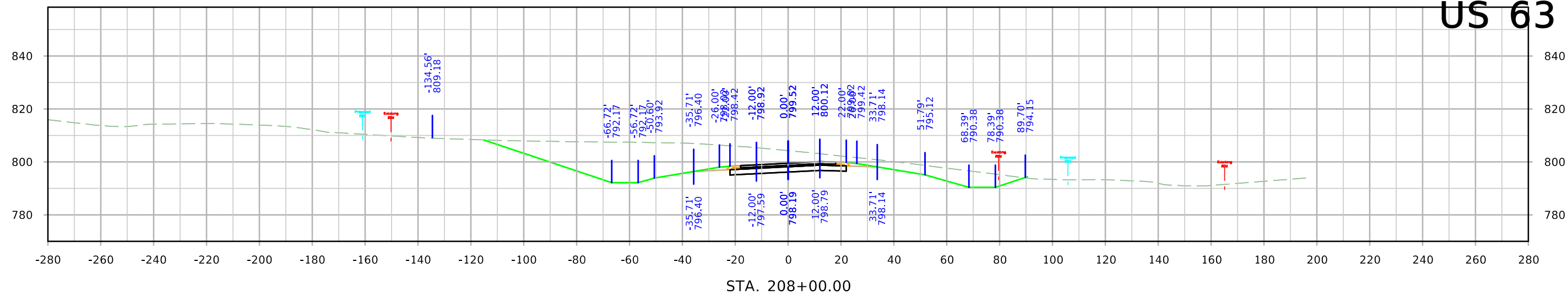
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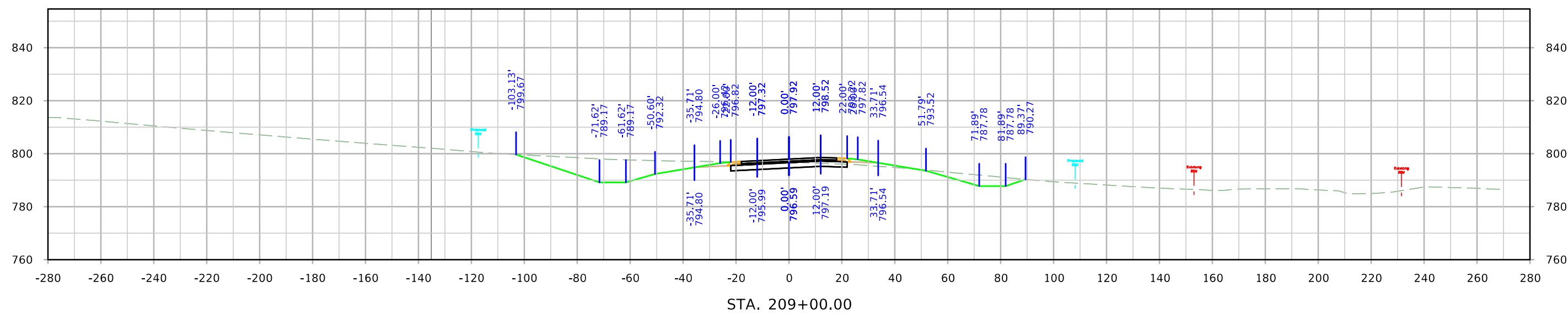
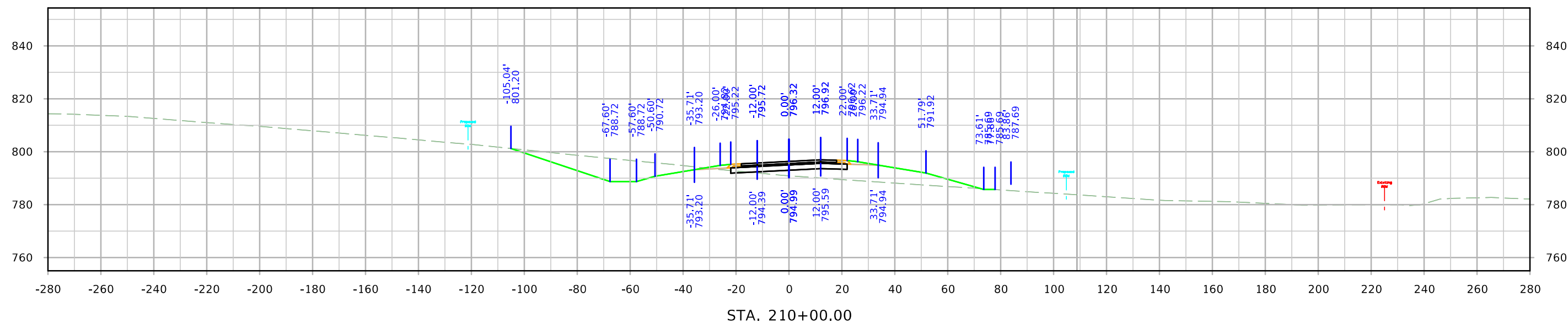
US 63



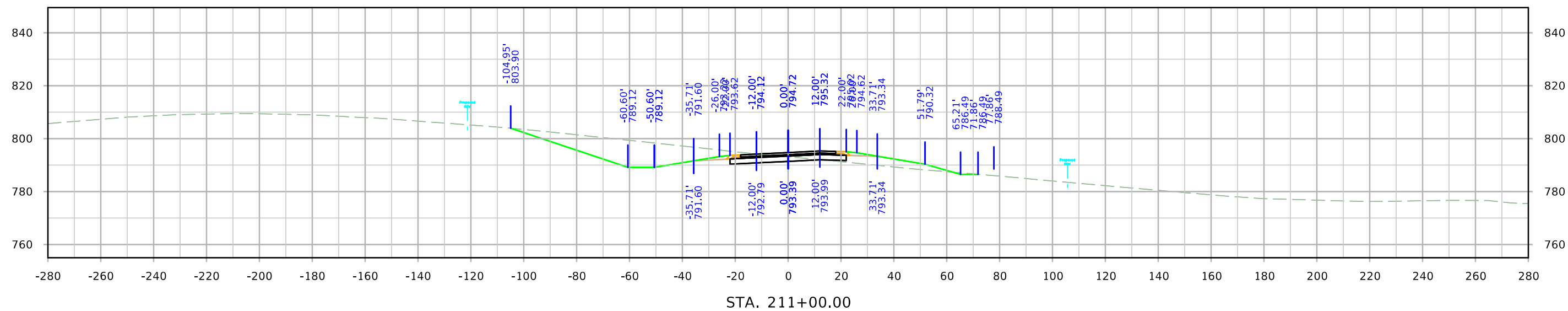
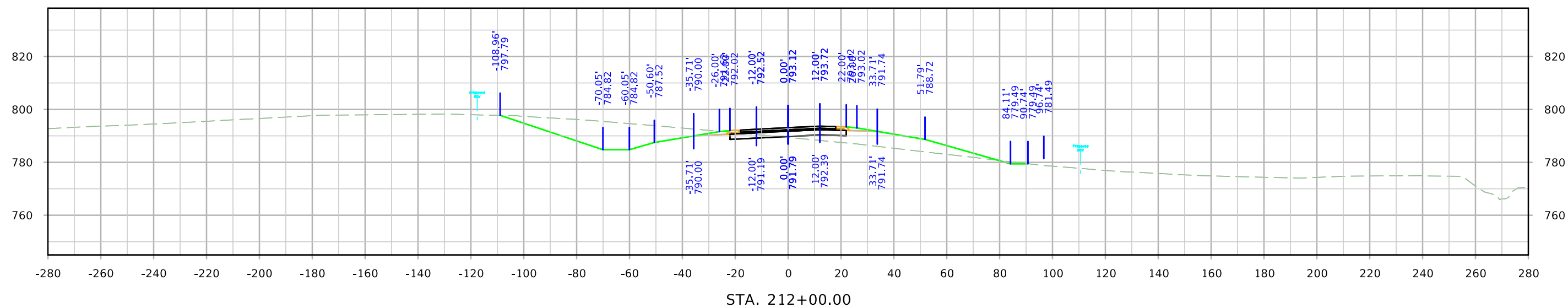
US 63



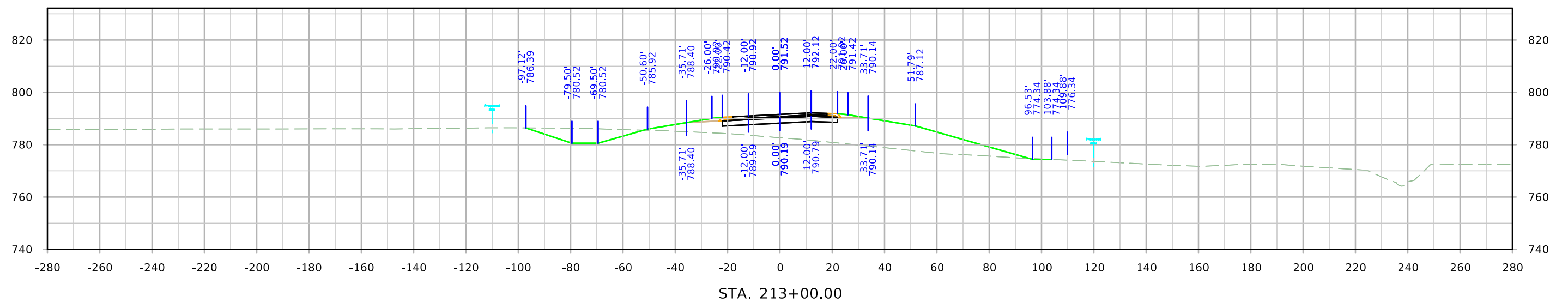
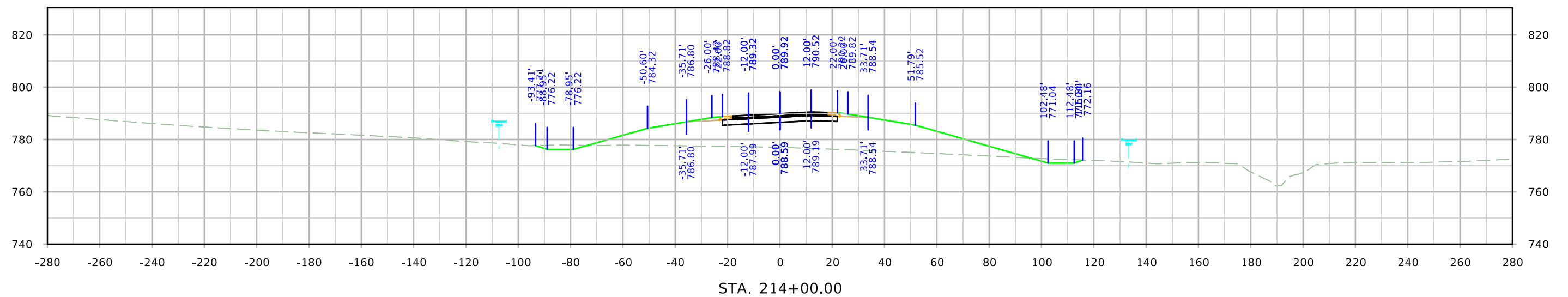
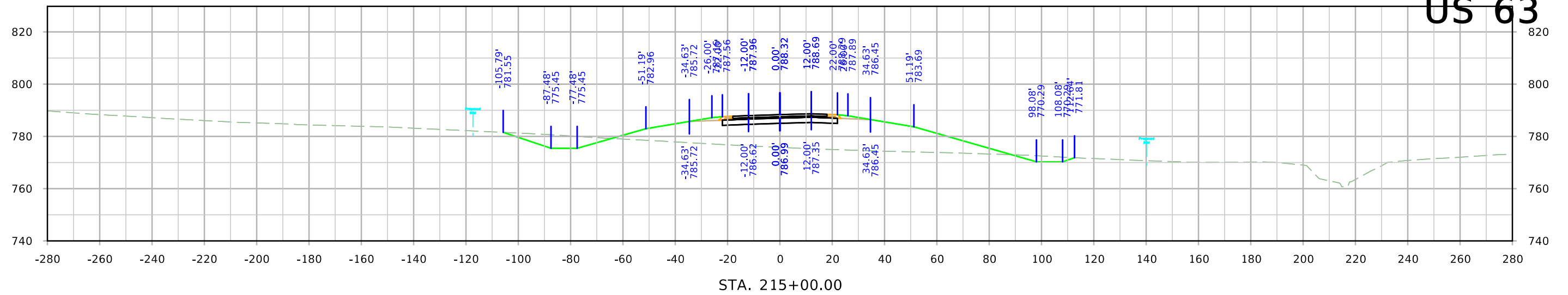
US 63



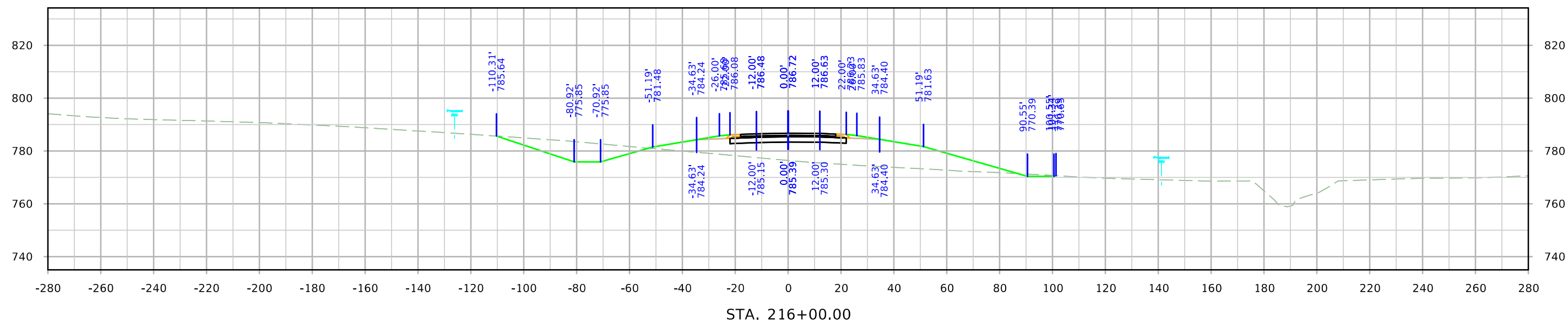
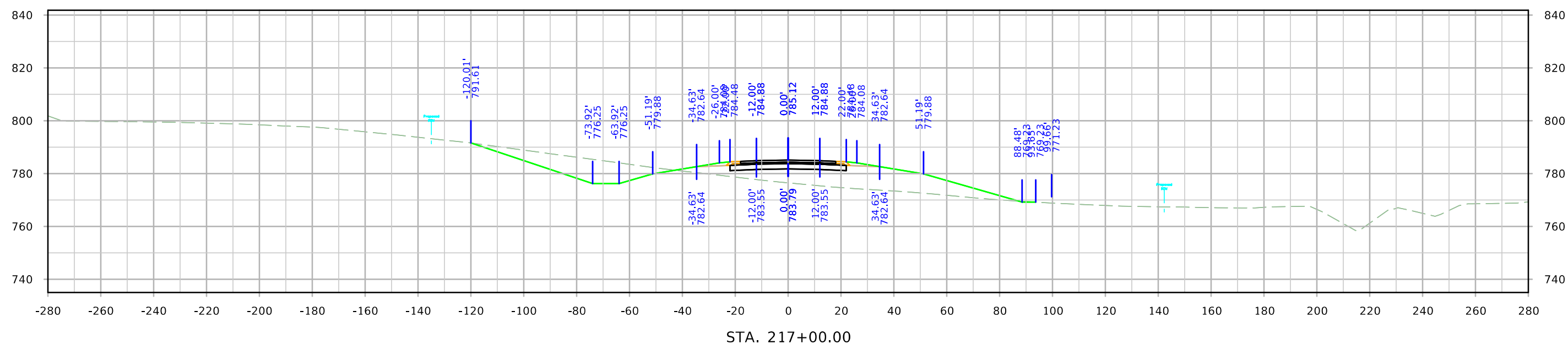
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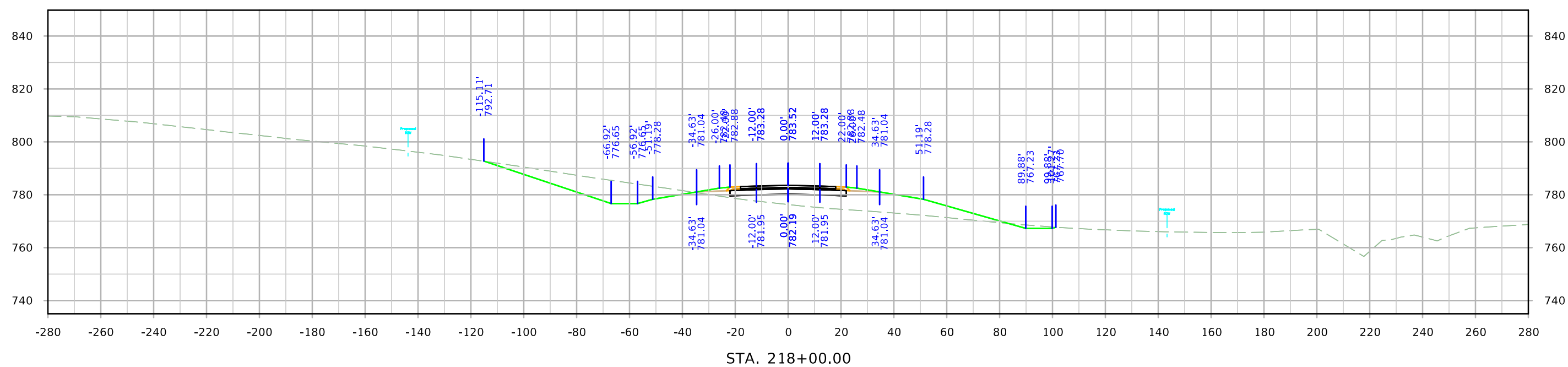
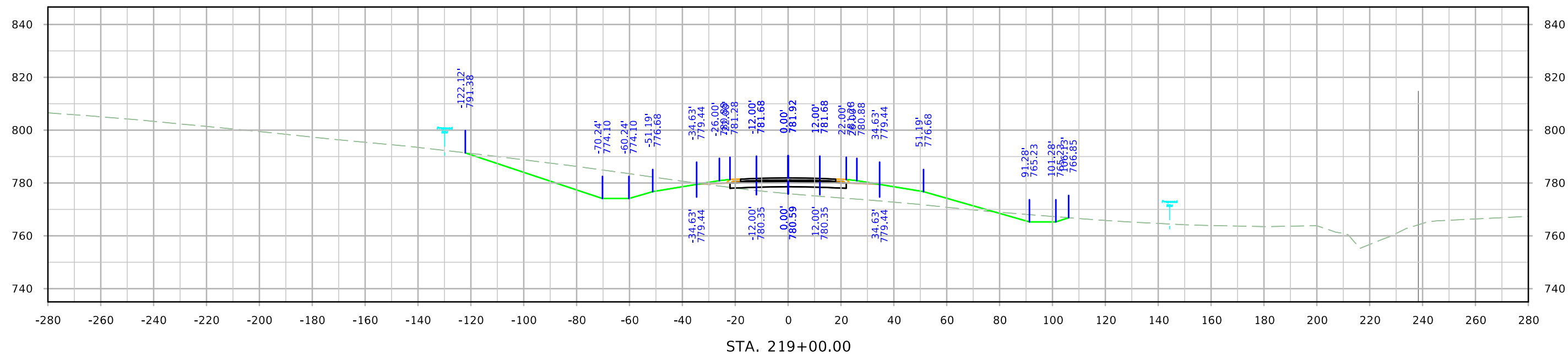
US 63



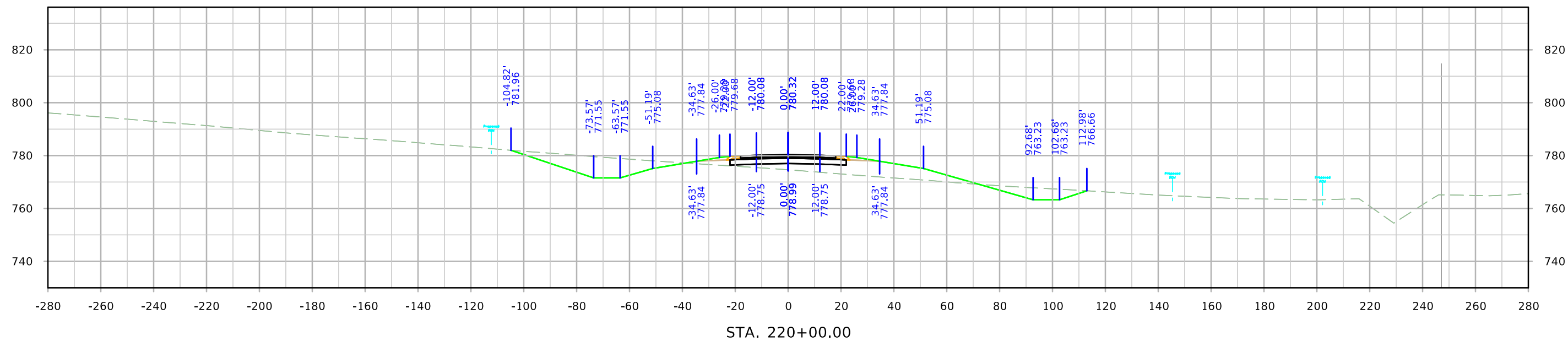
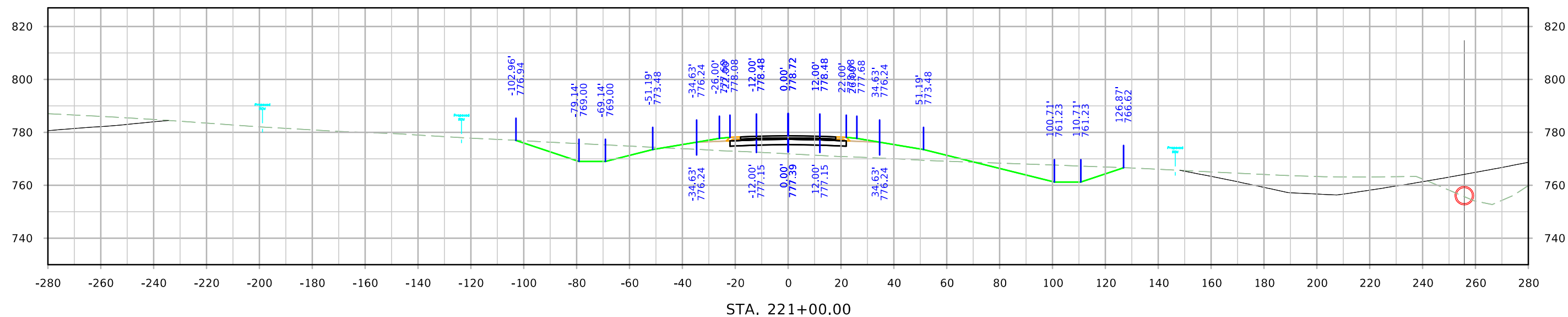
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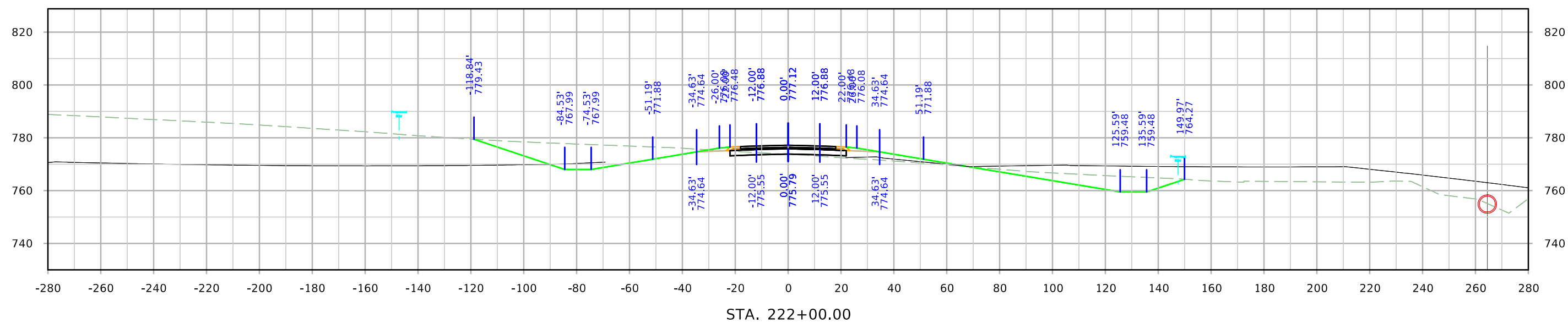
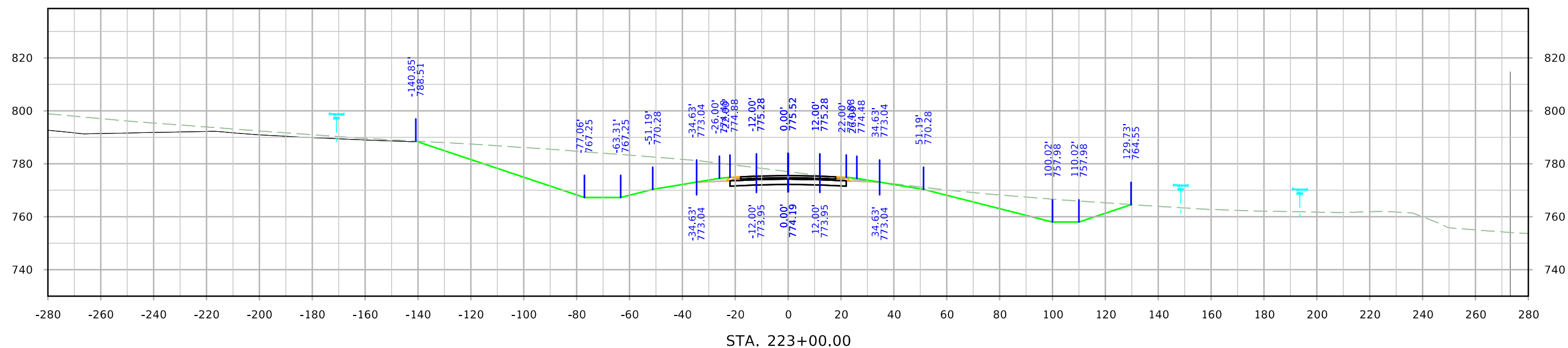
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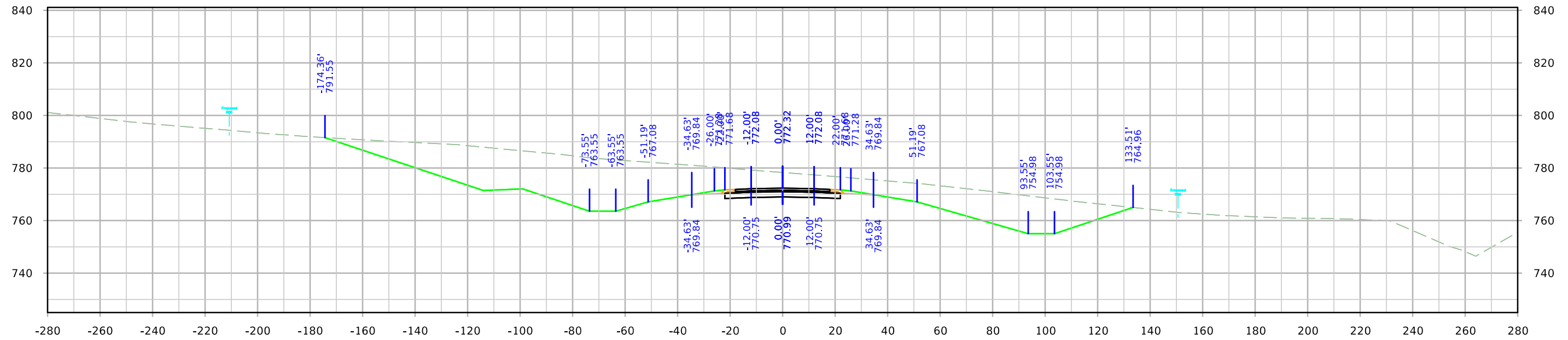
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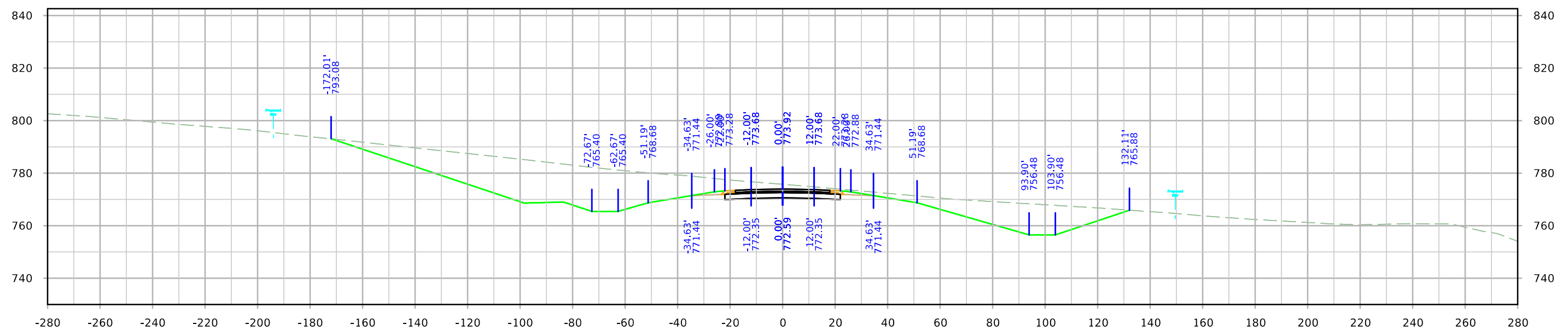
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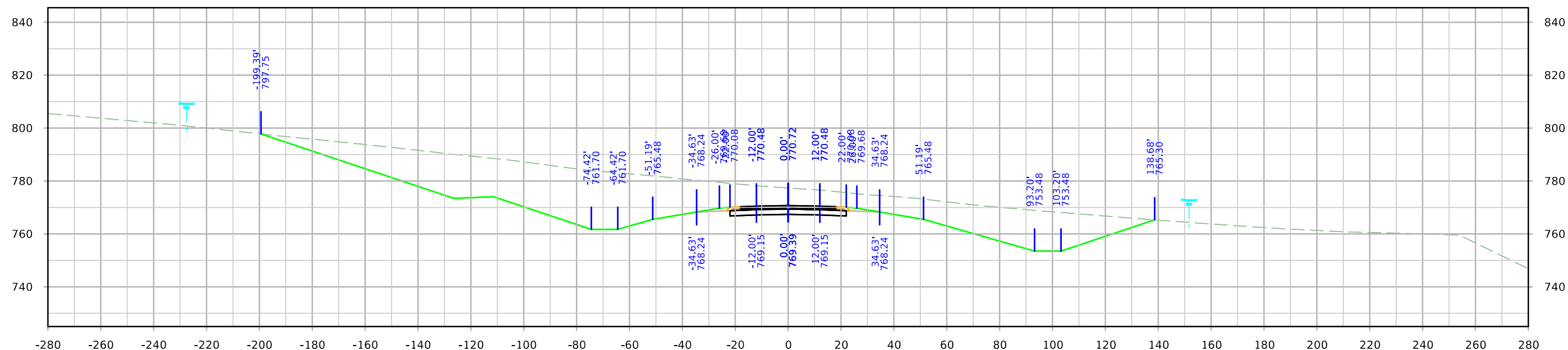
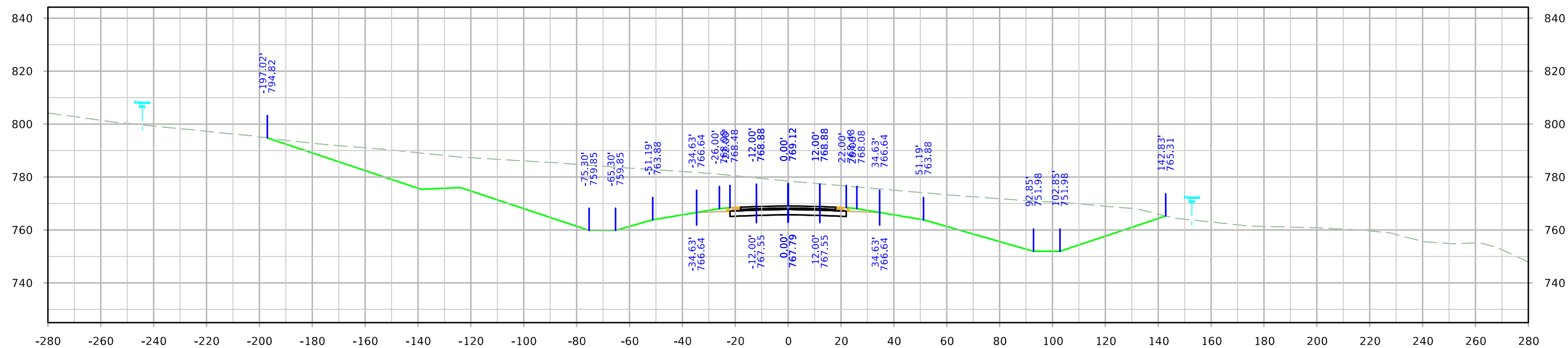


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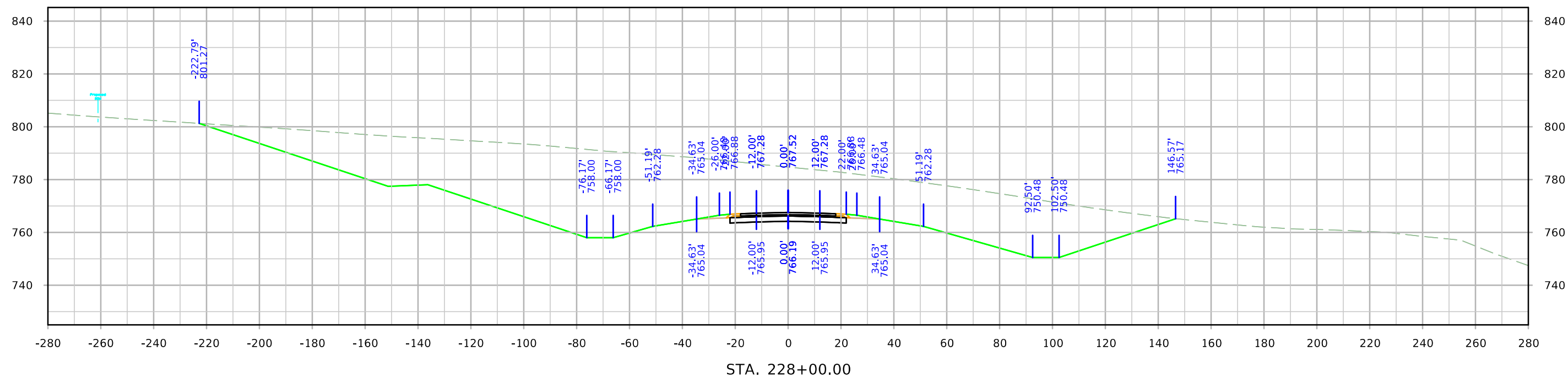
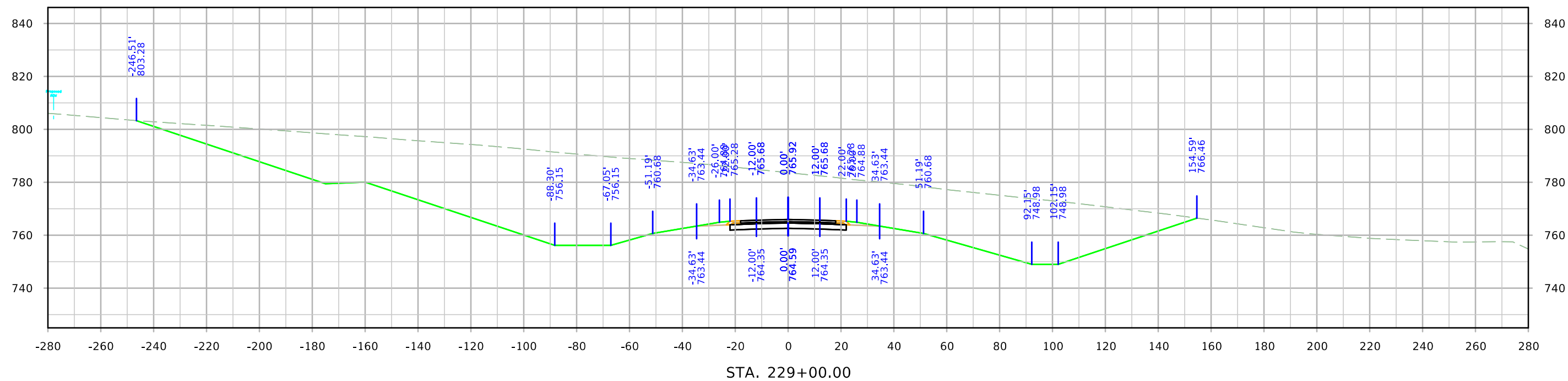


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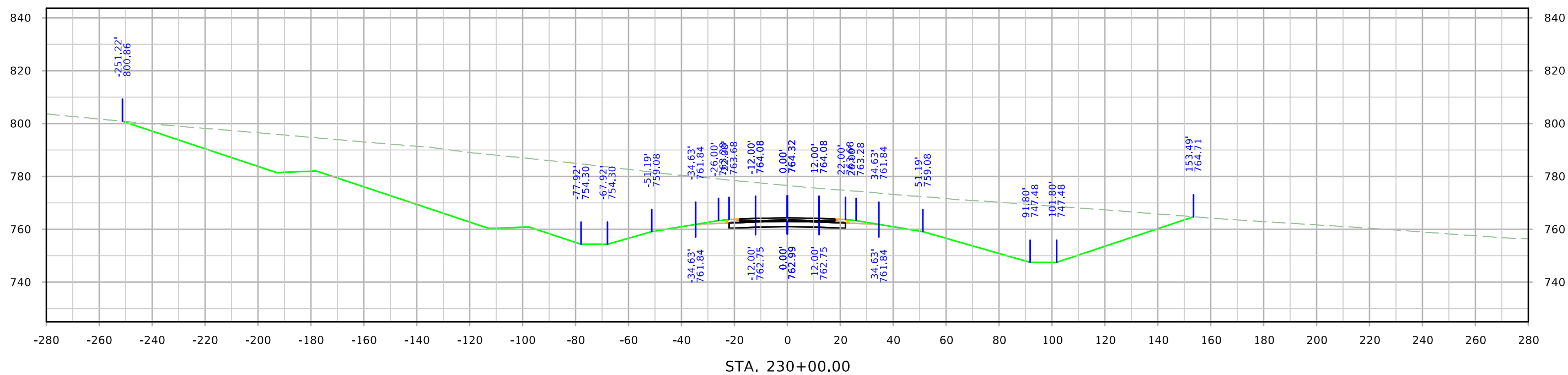
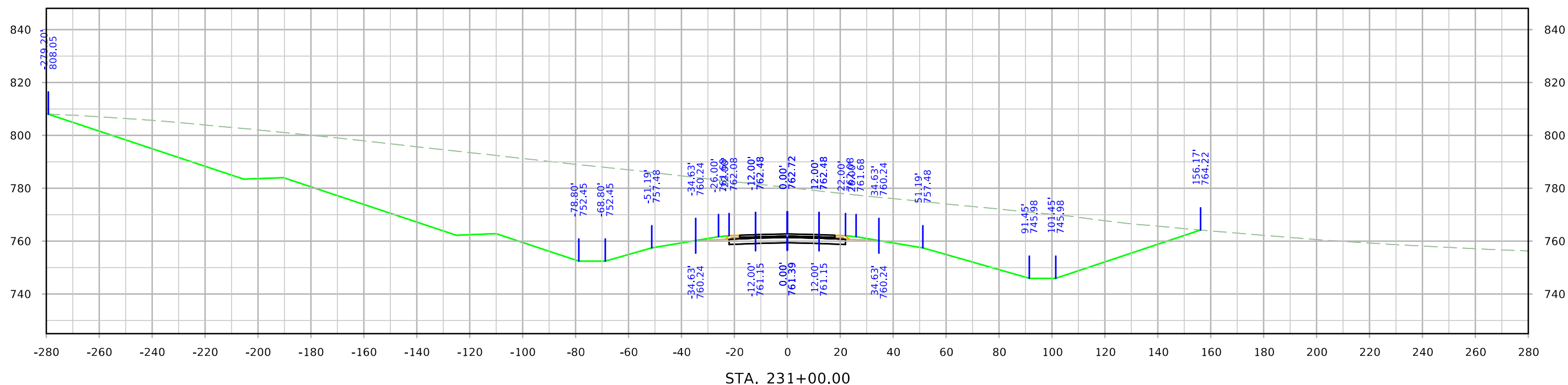
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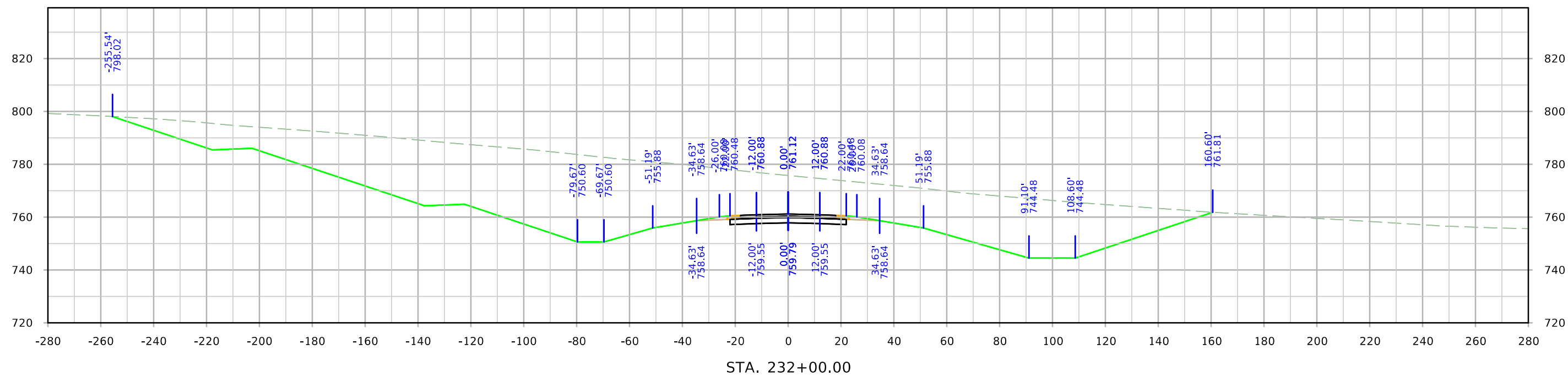
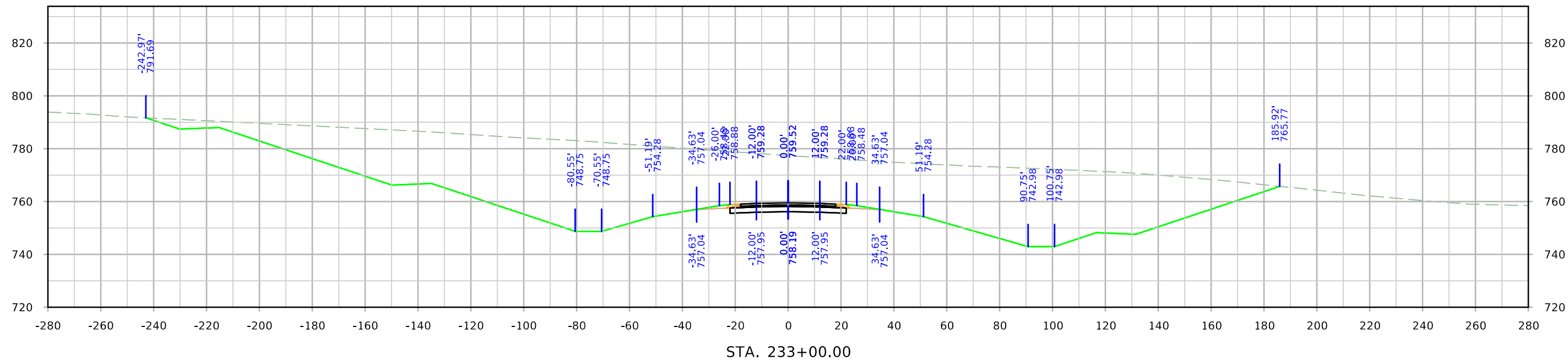
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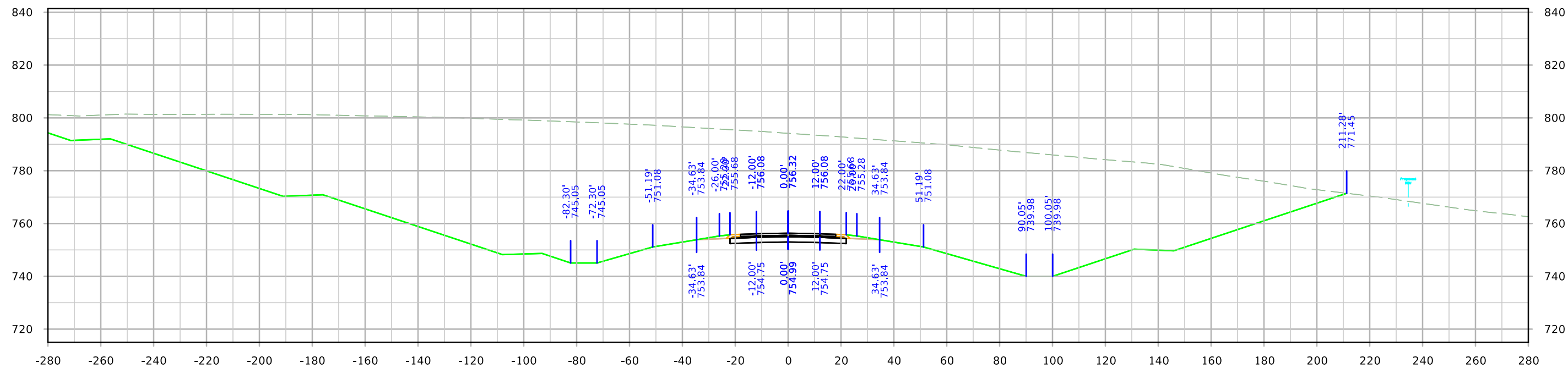
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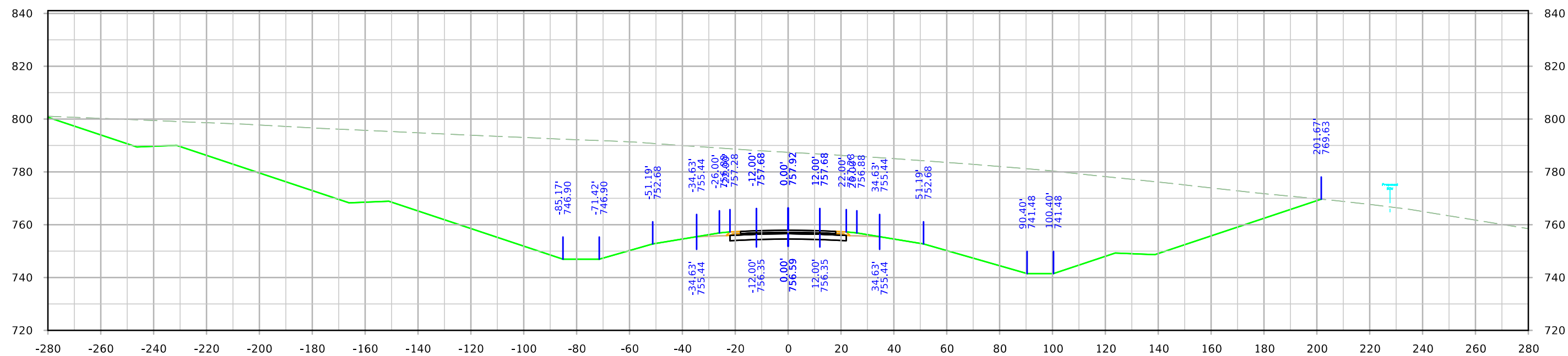
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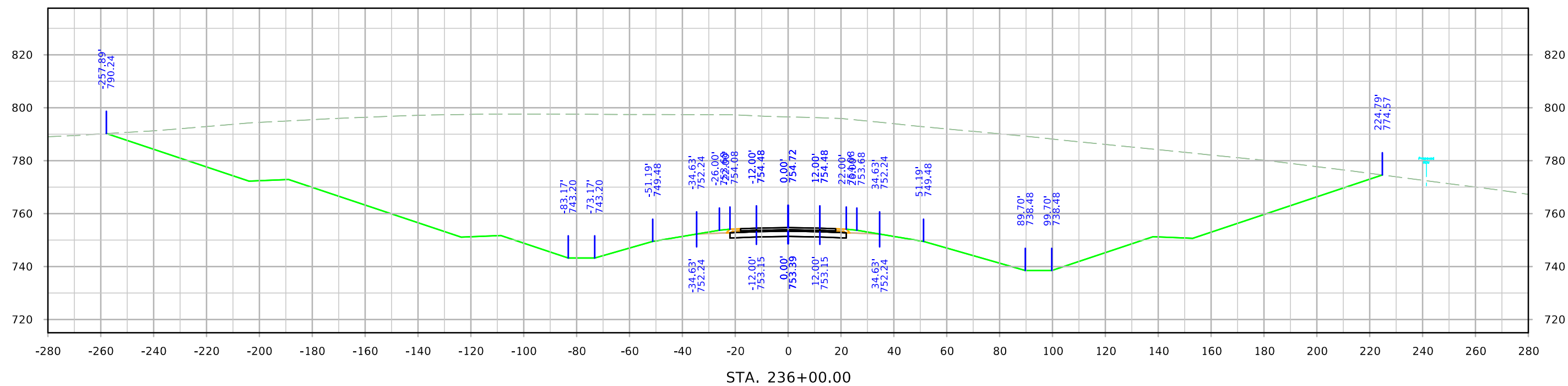
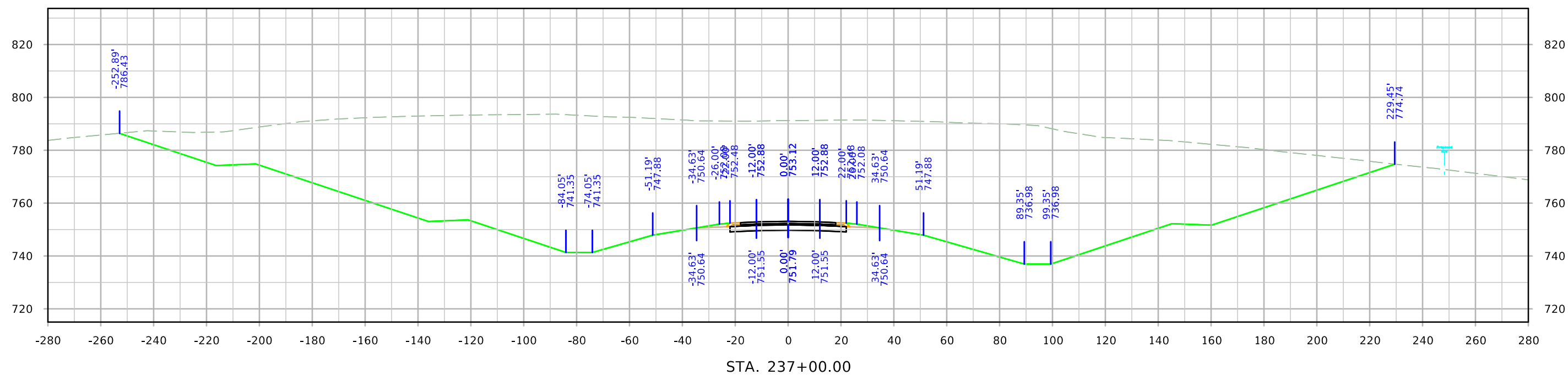


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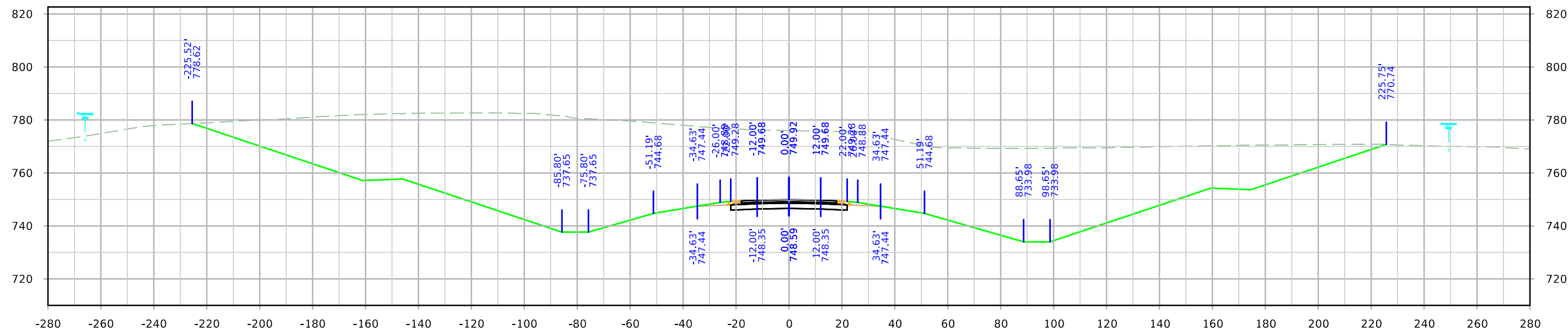


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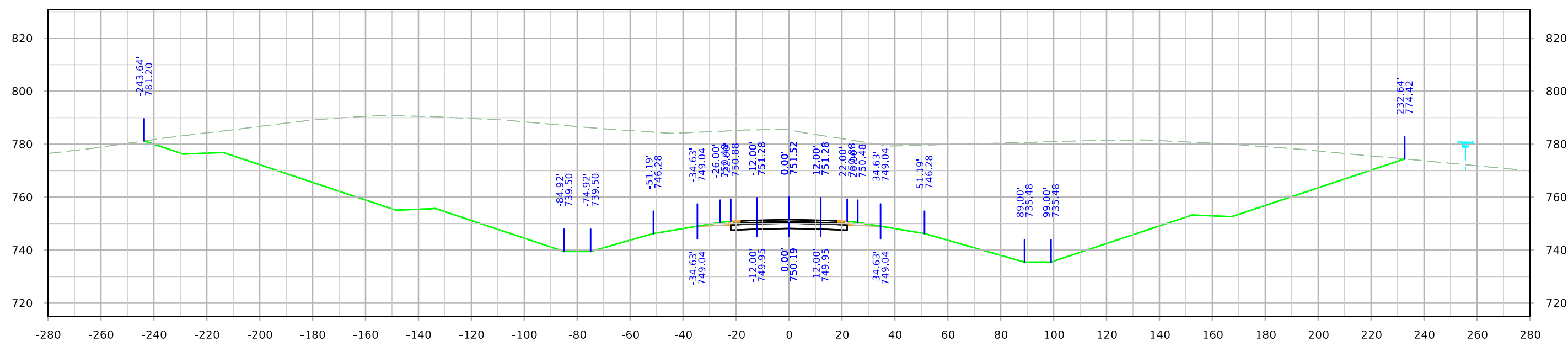
US 63



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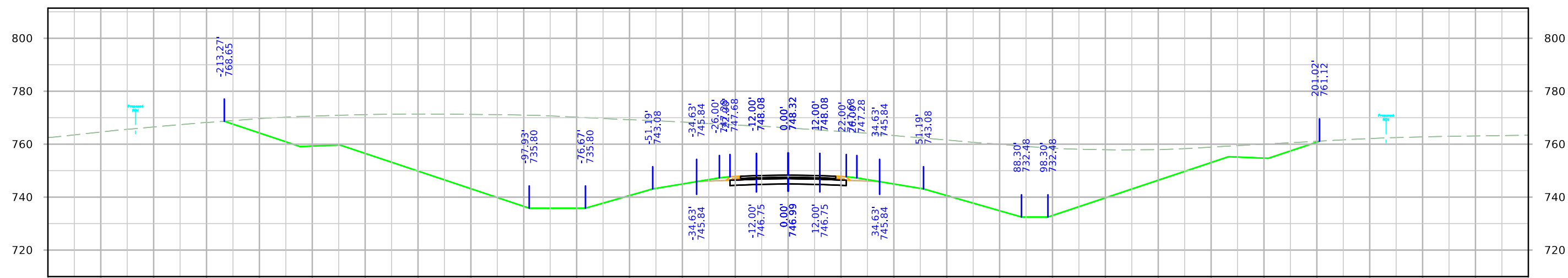
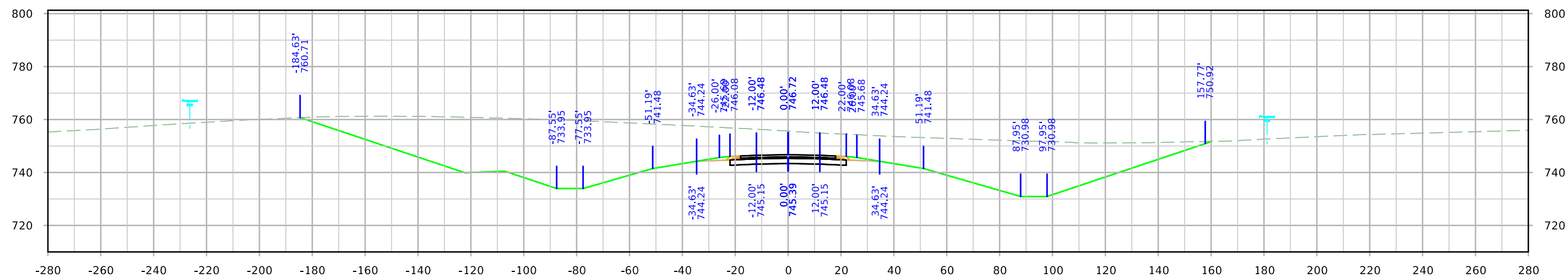


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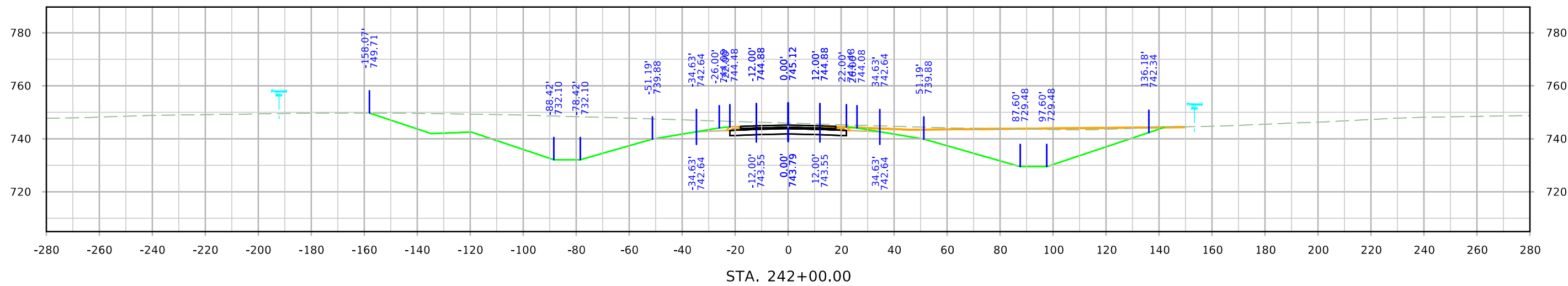
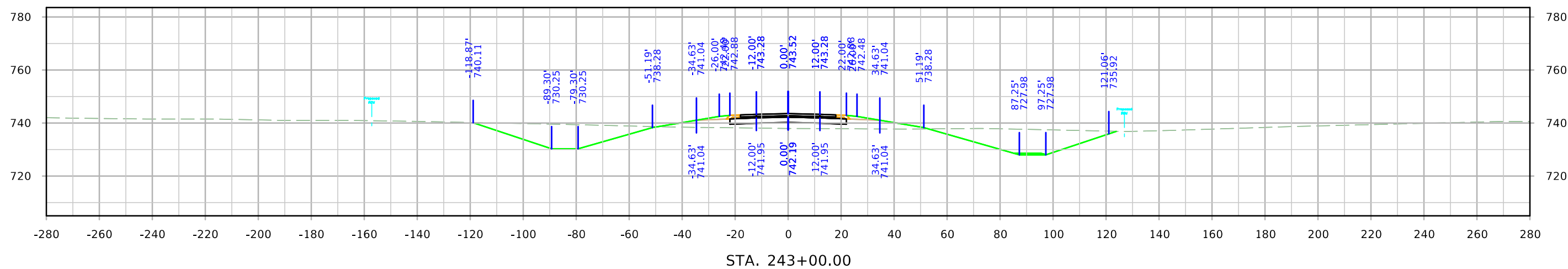
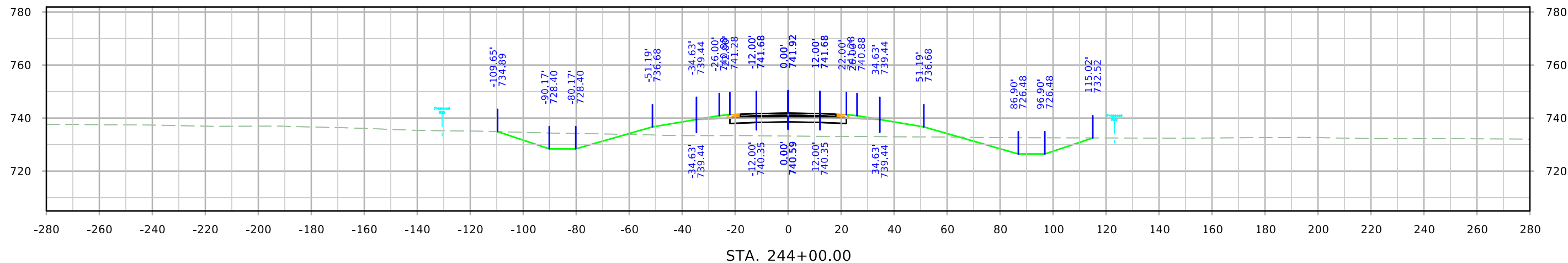


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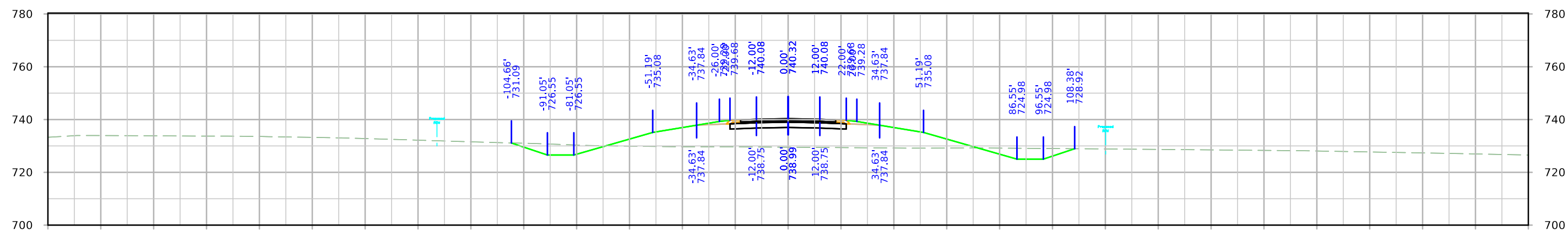
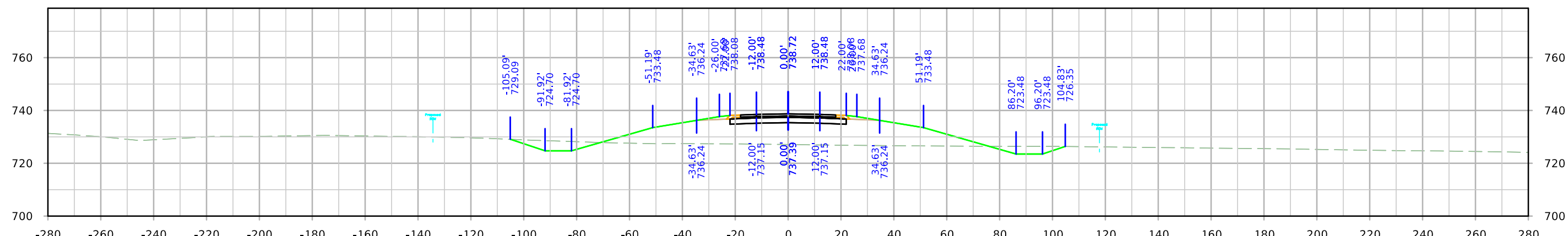
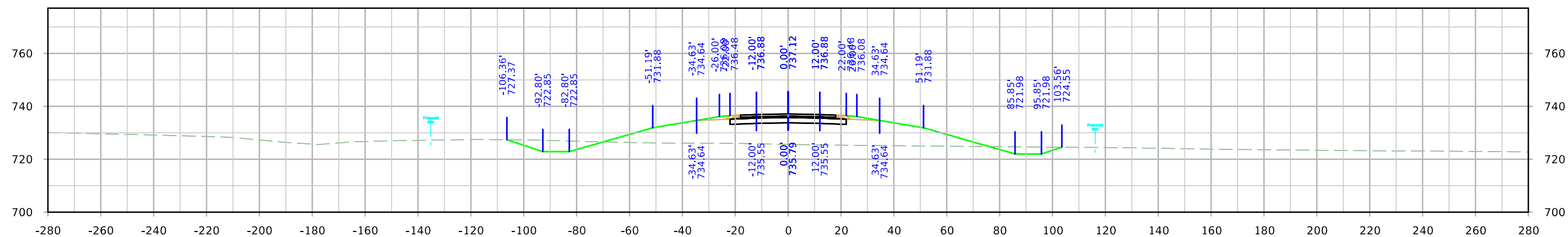
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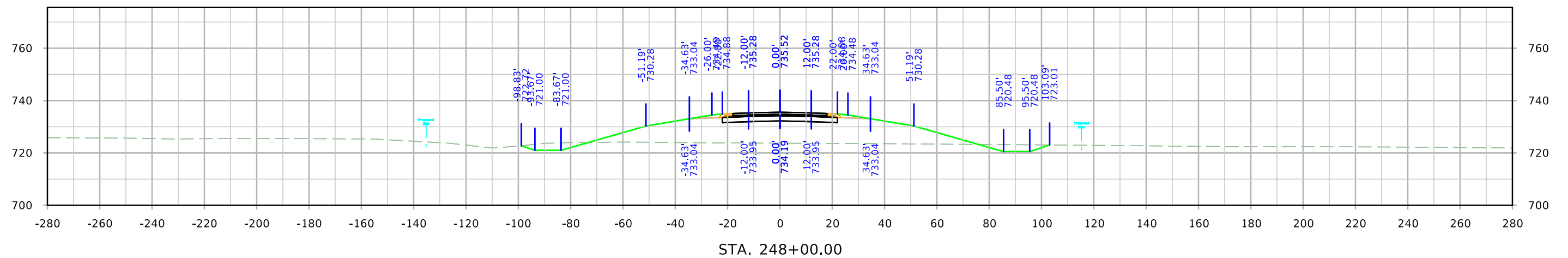
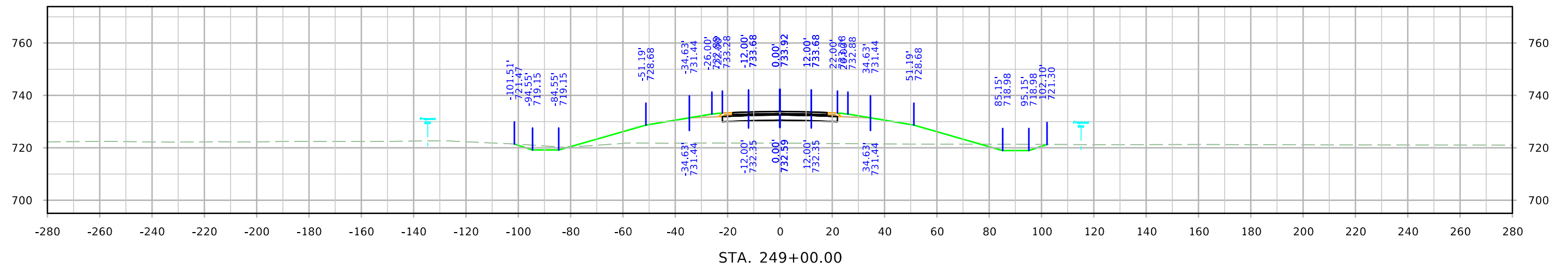
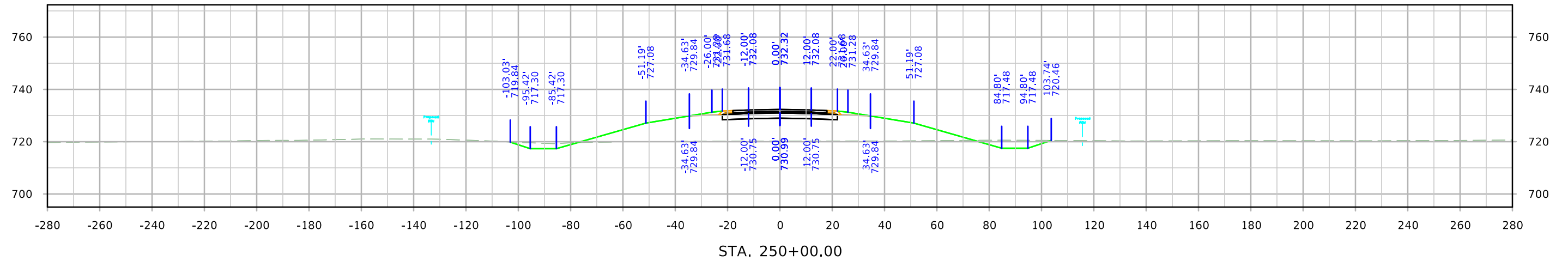
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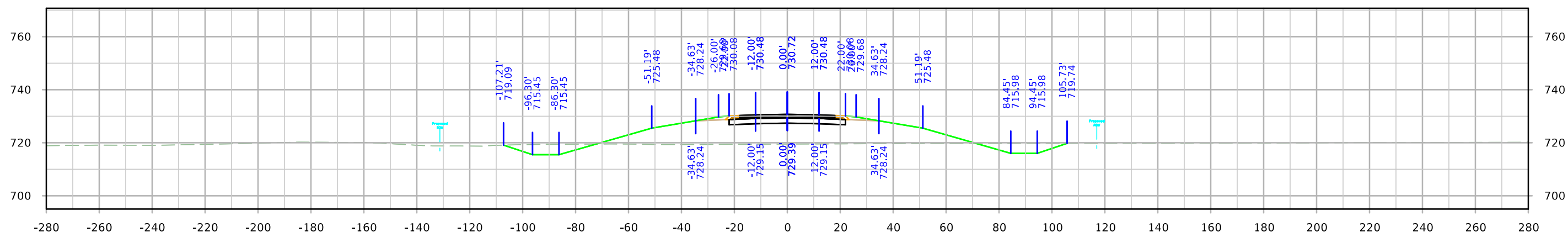
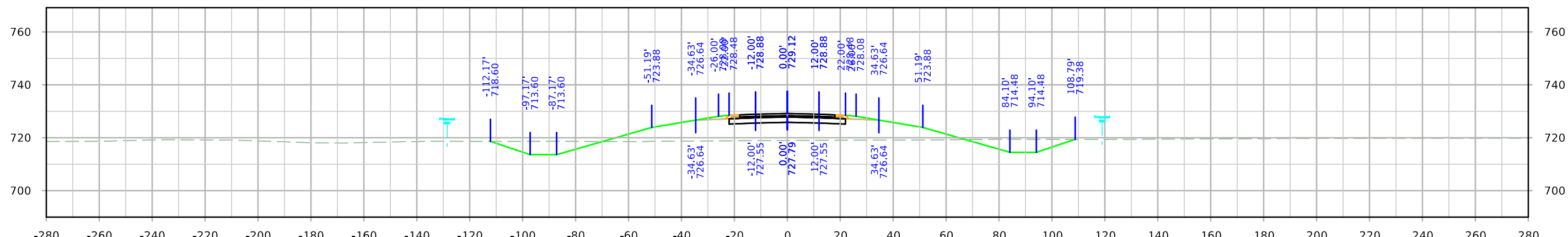
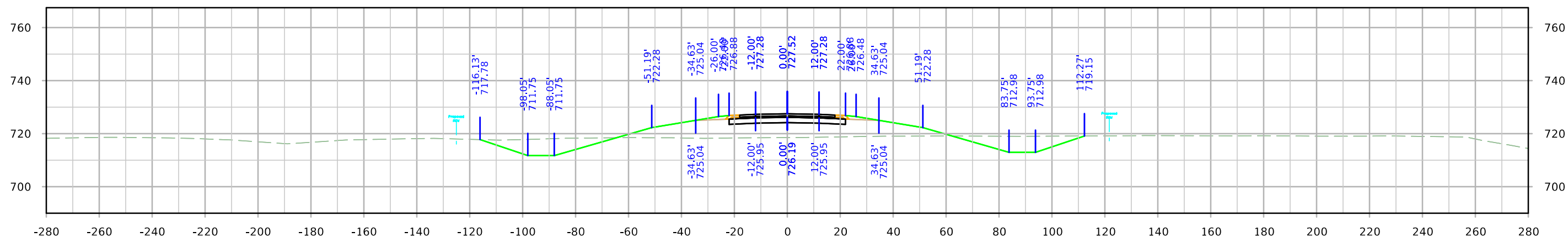
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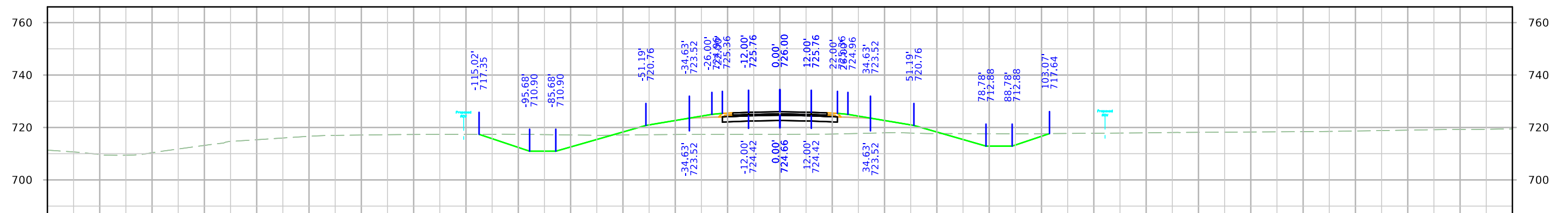
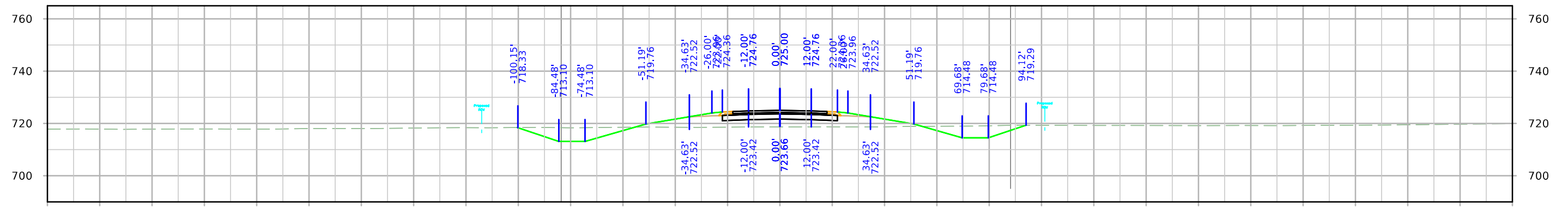
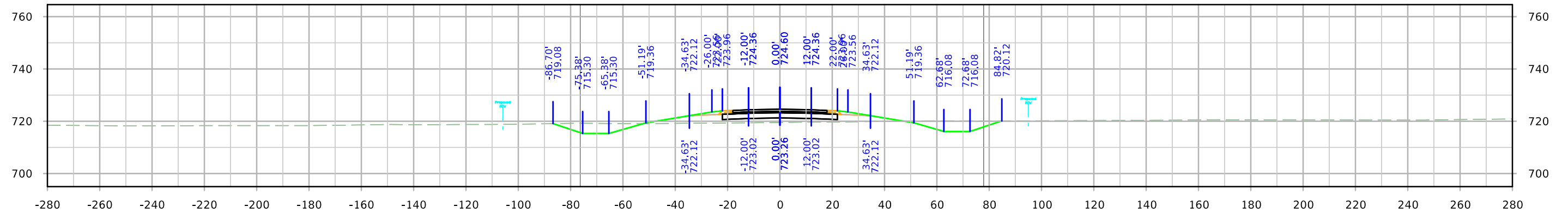
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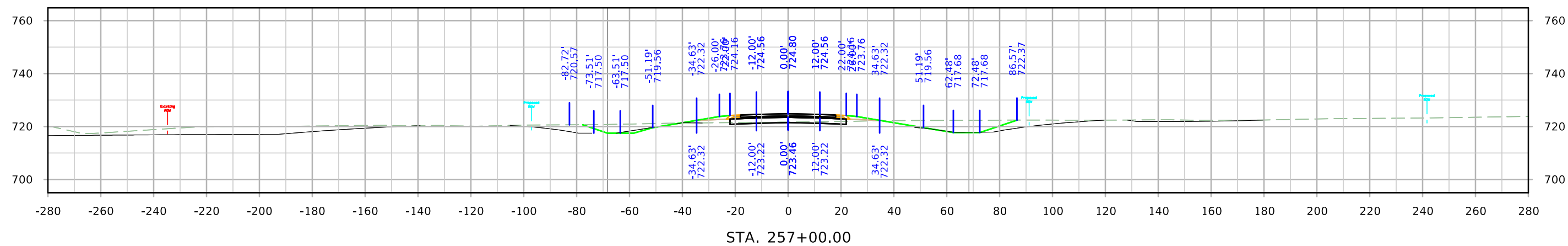
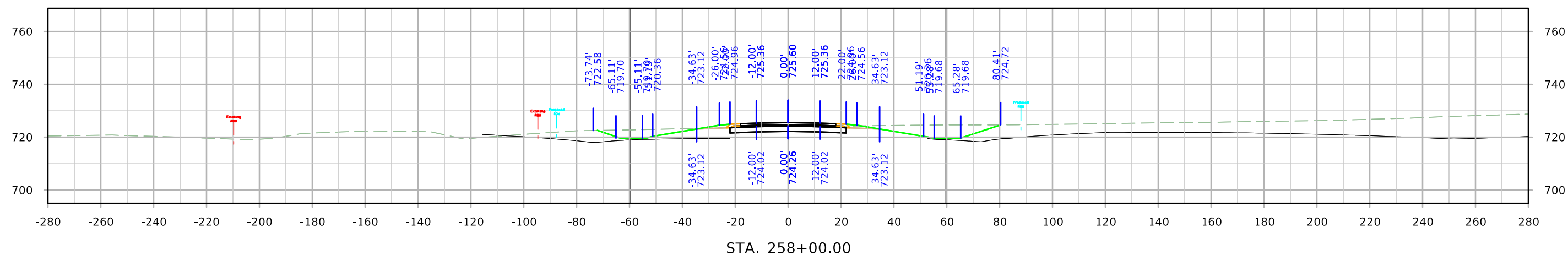
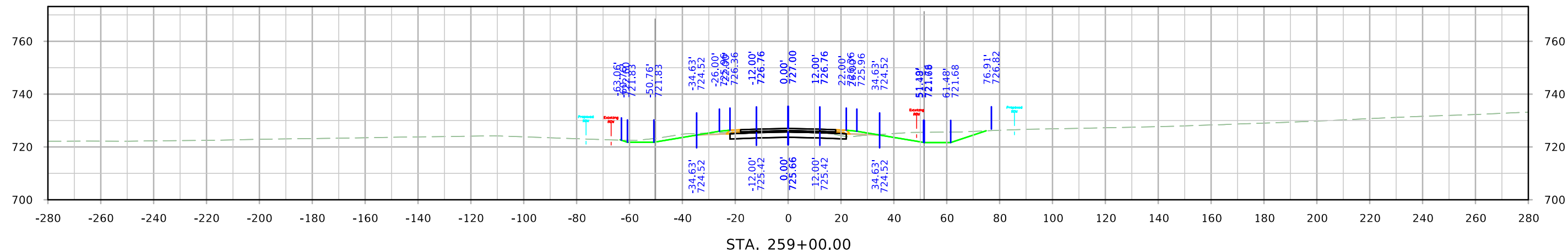
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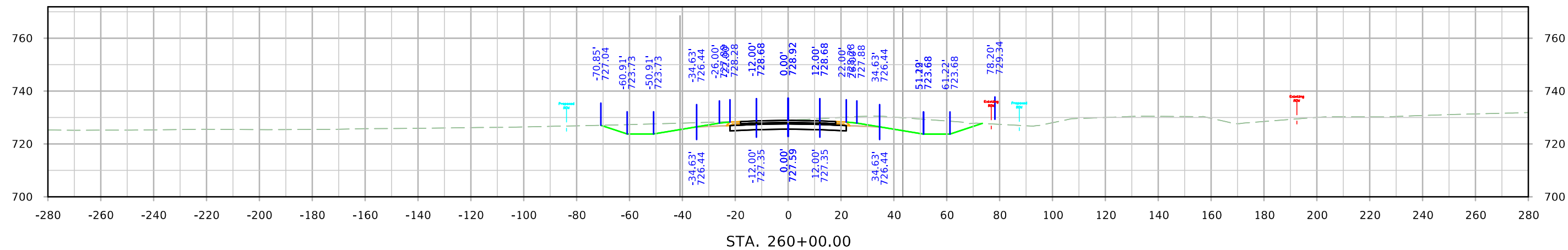
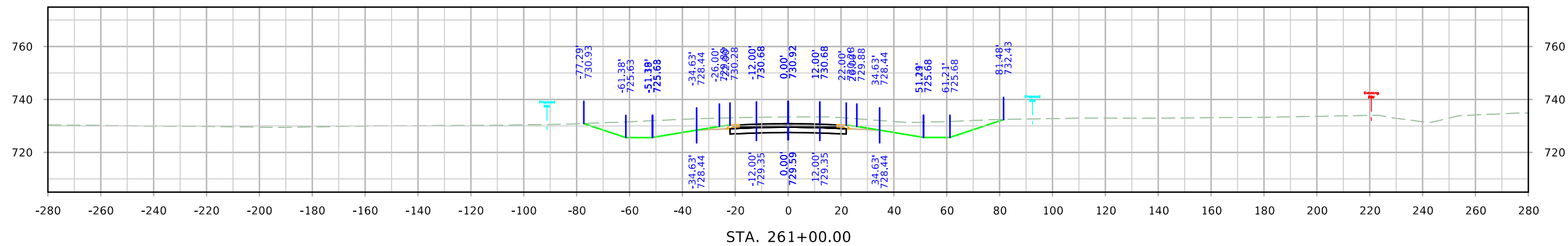
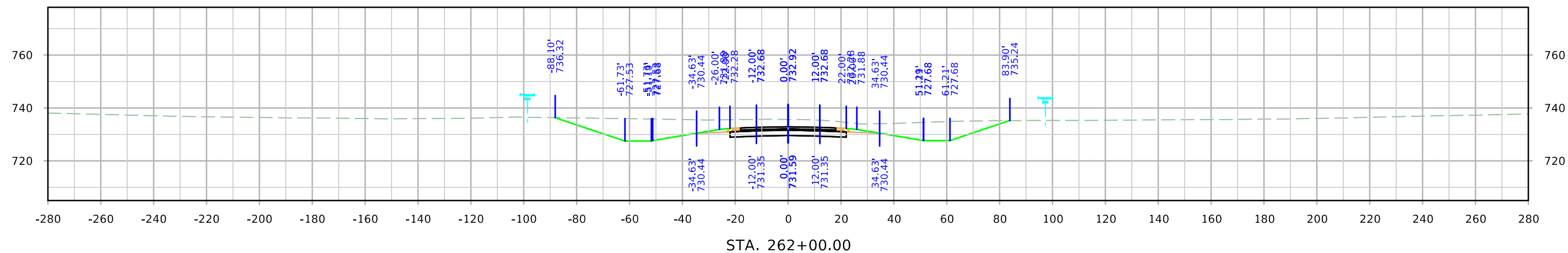
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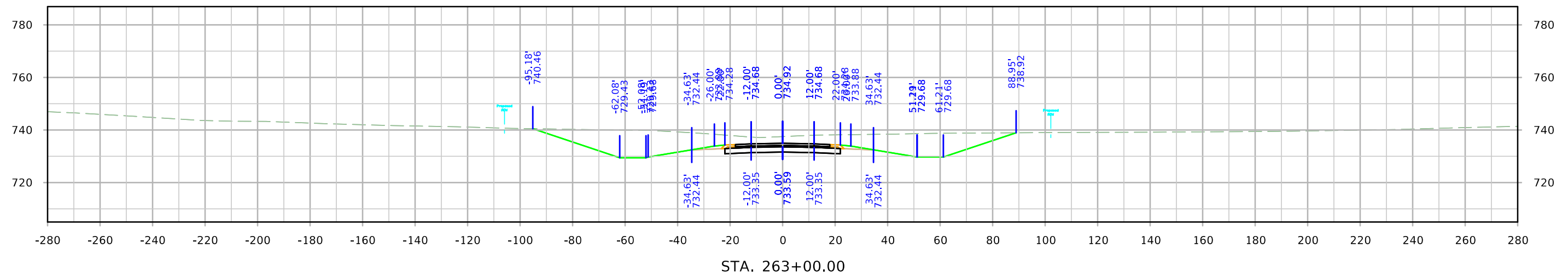
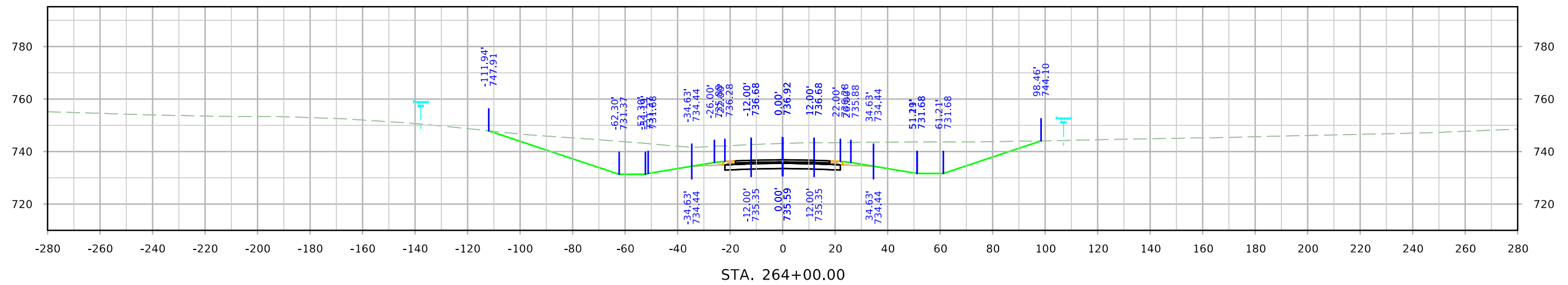
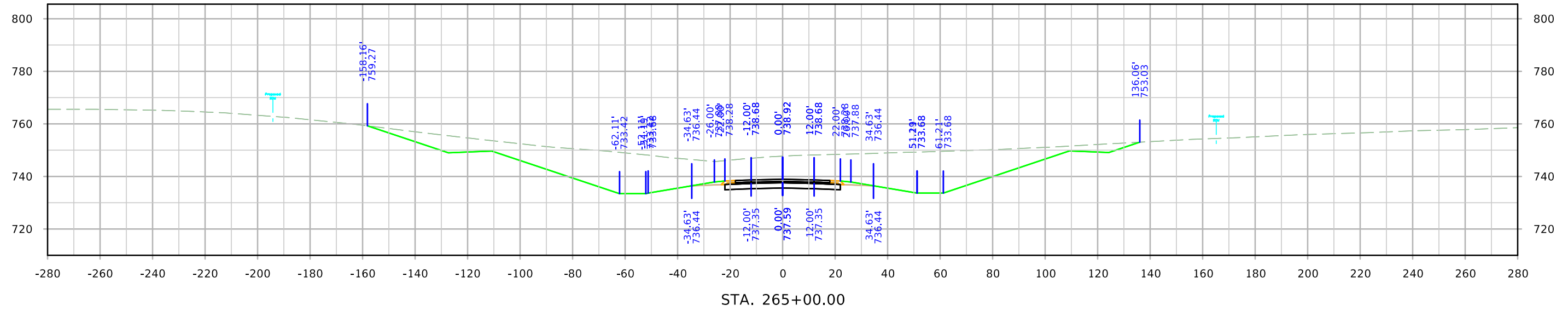
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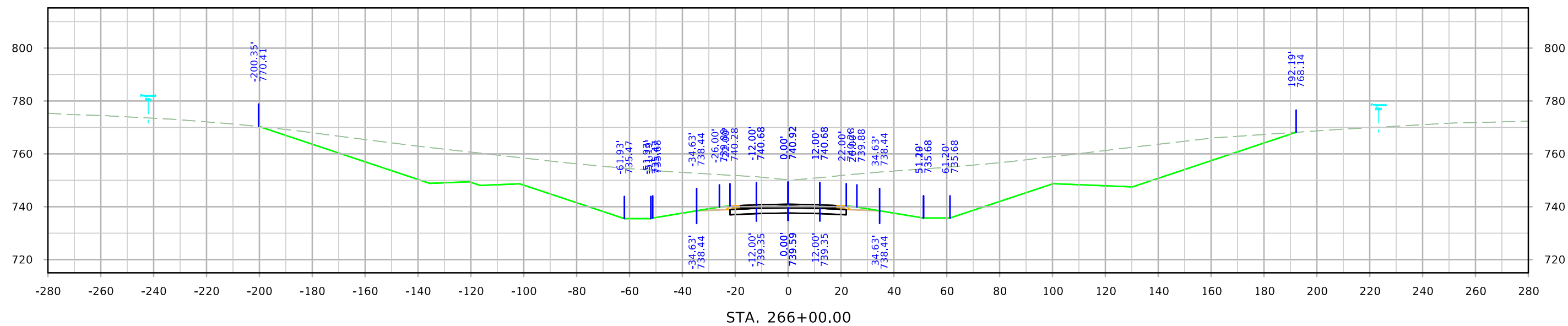
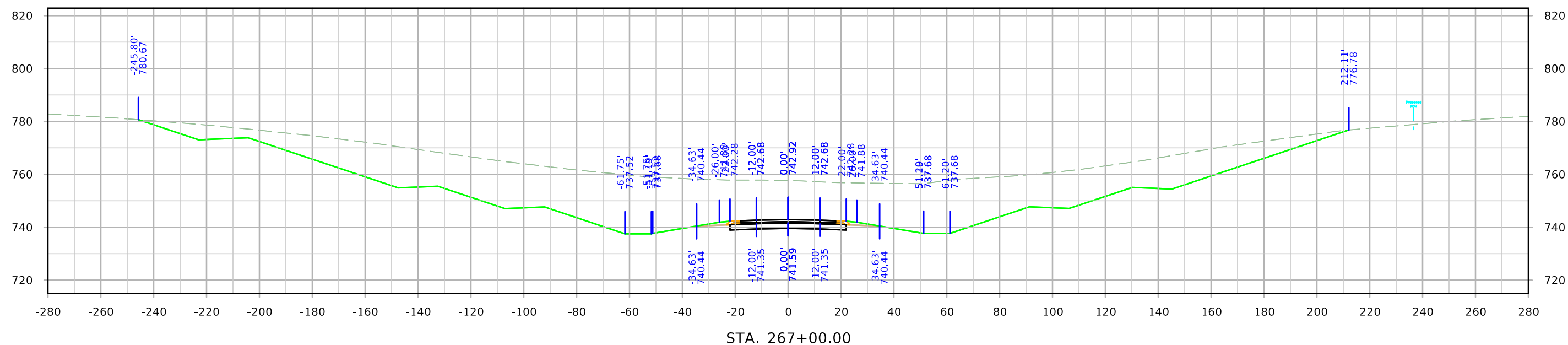
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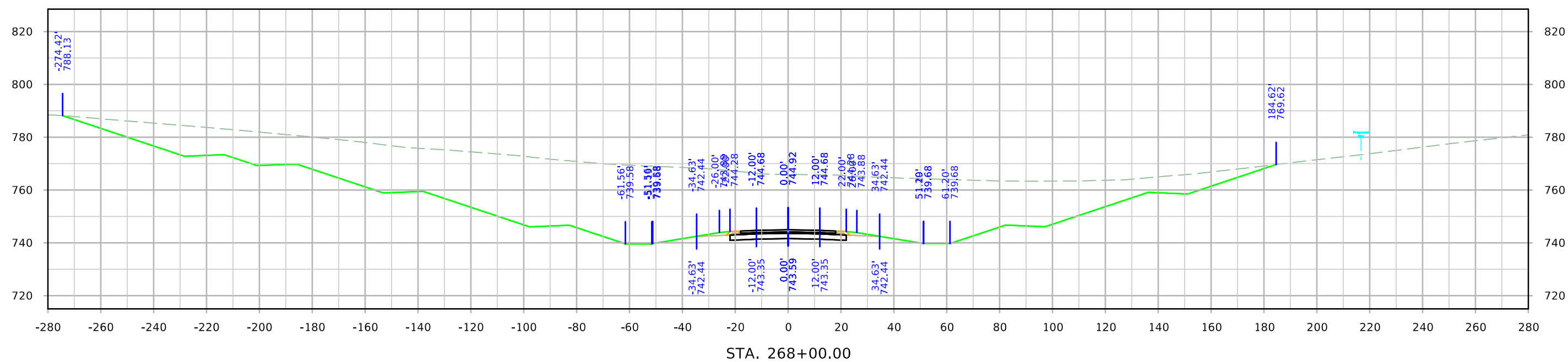
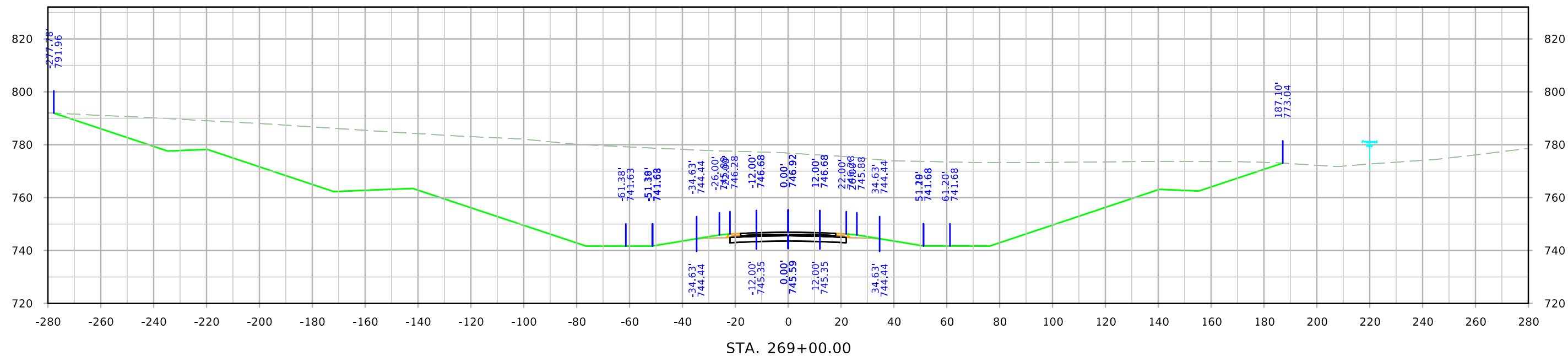
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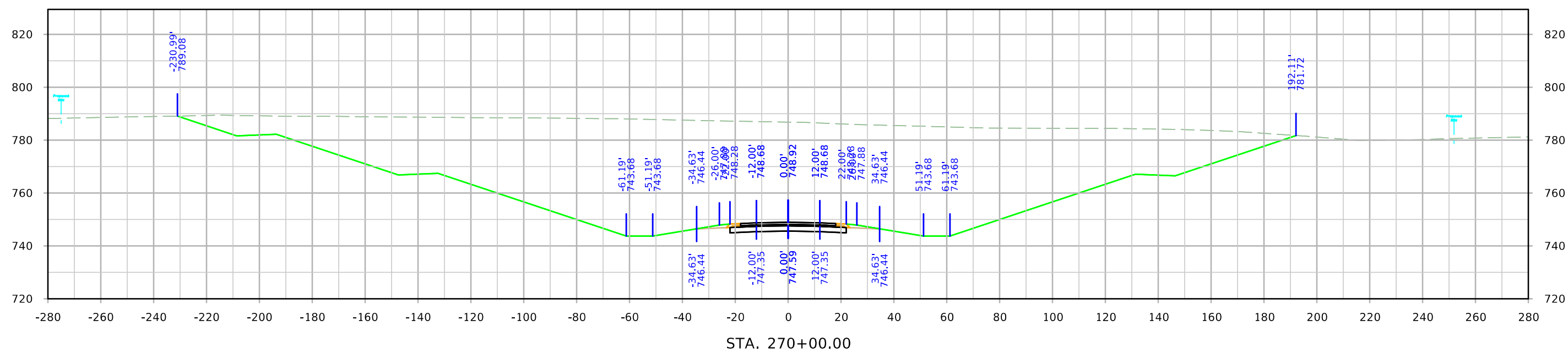
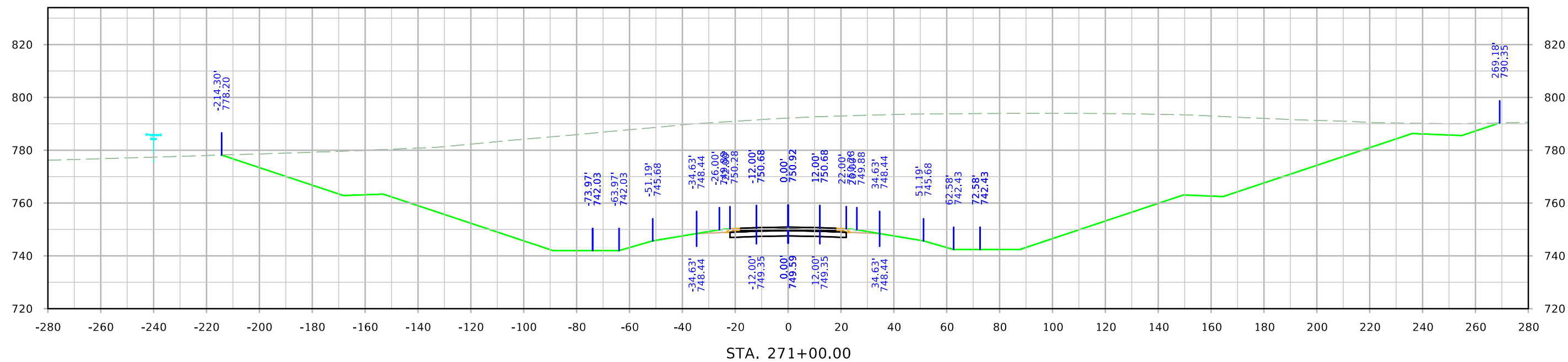
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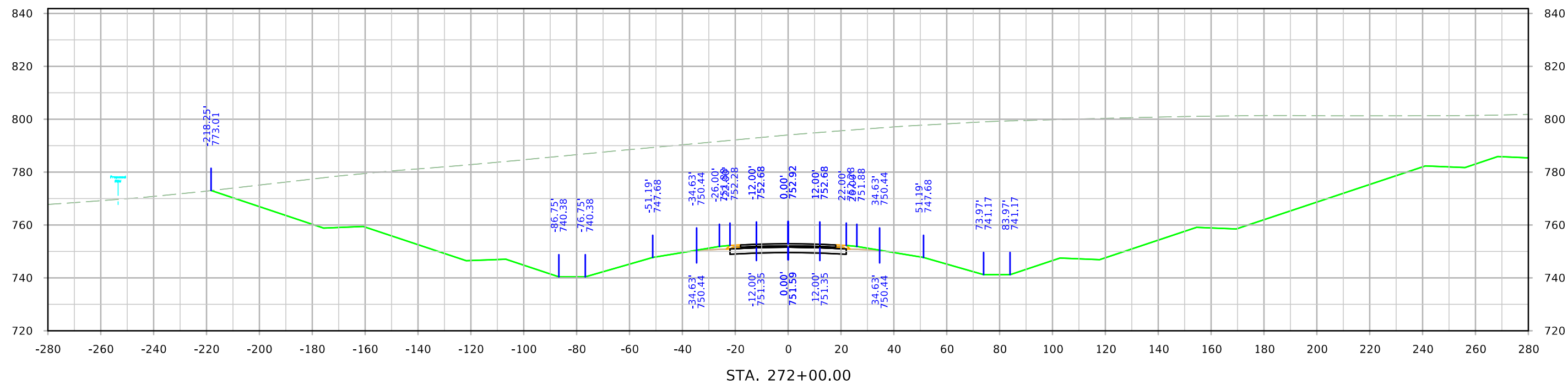
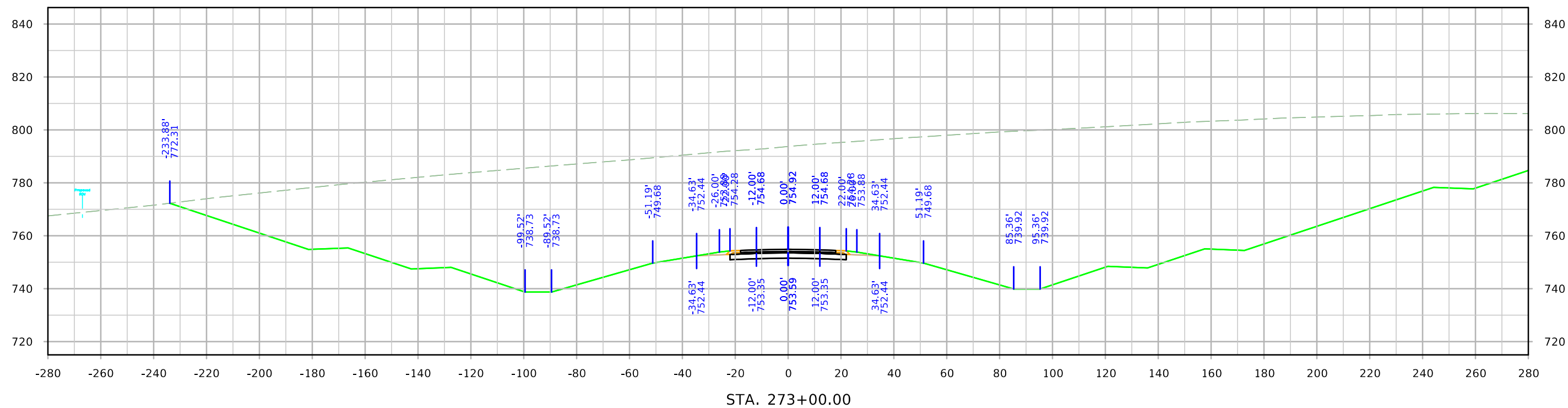
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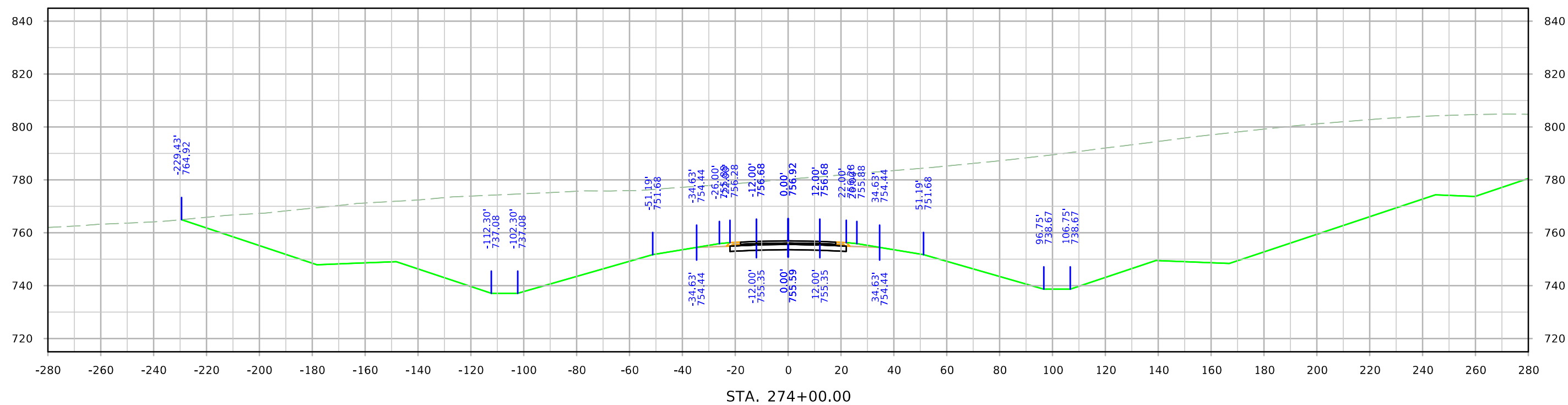
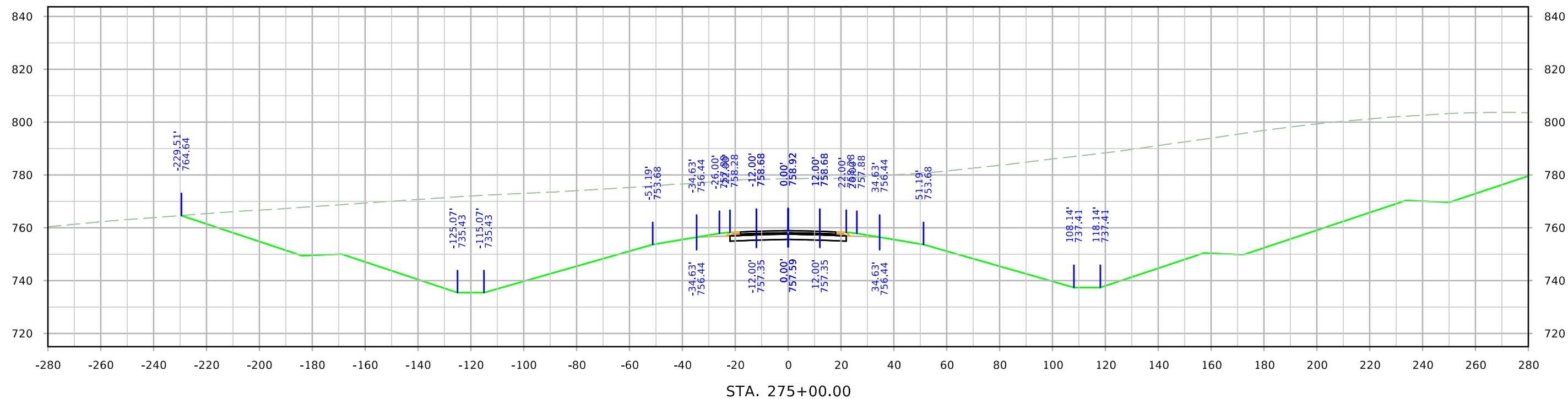
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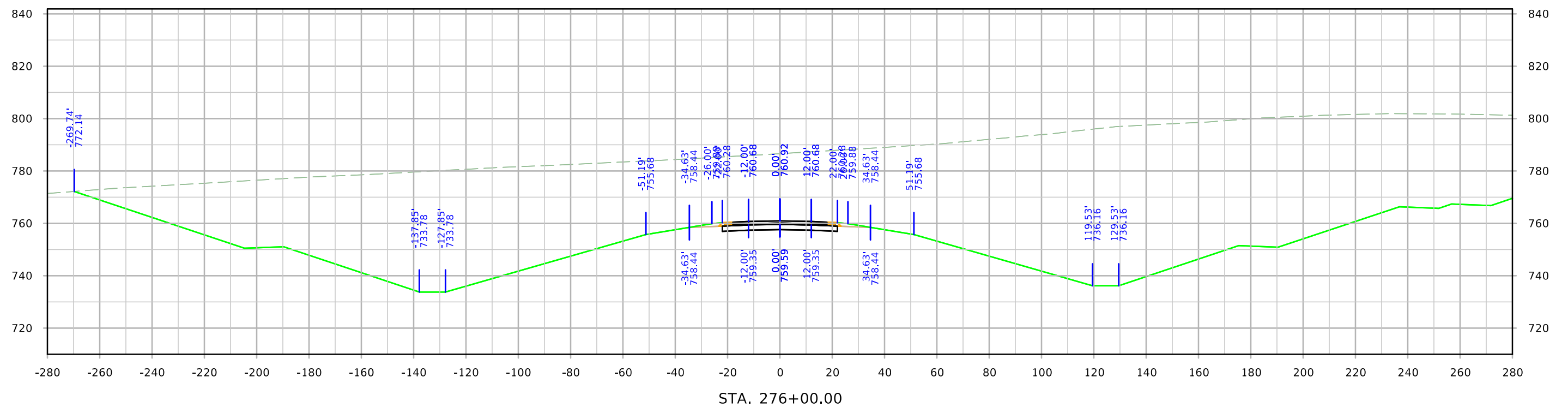
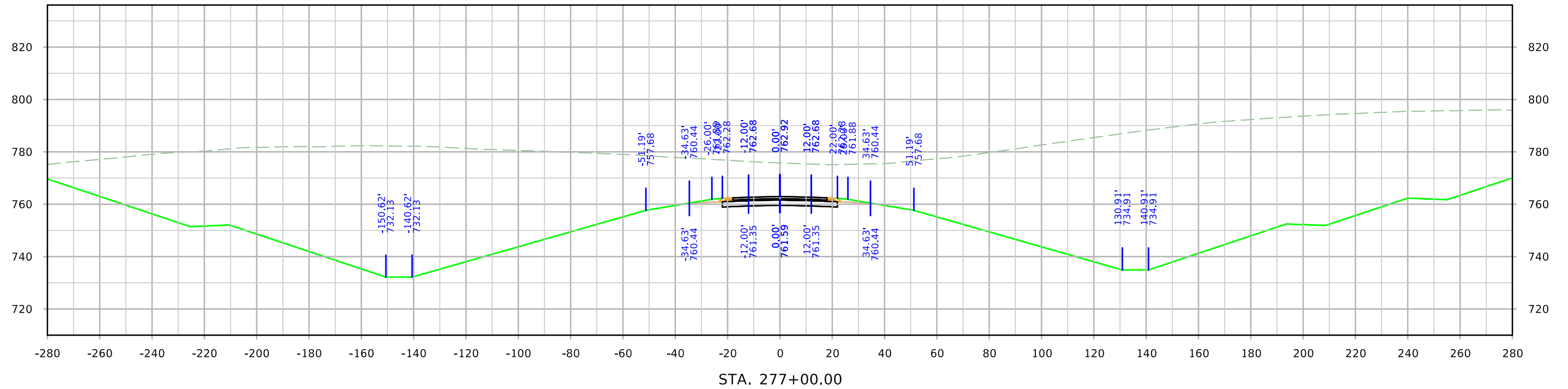
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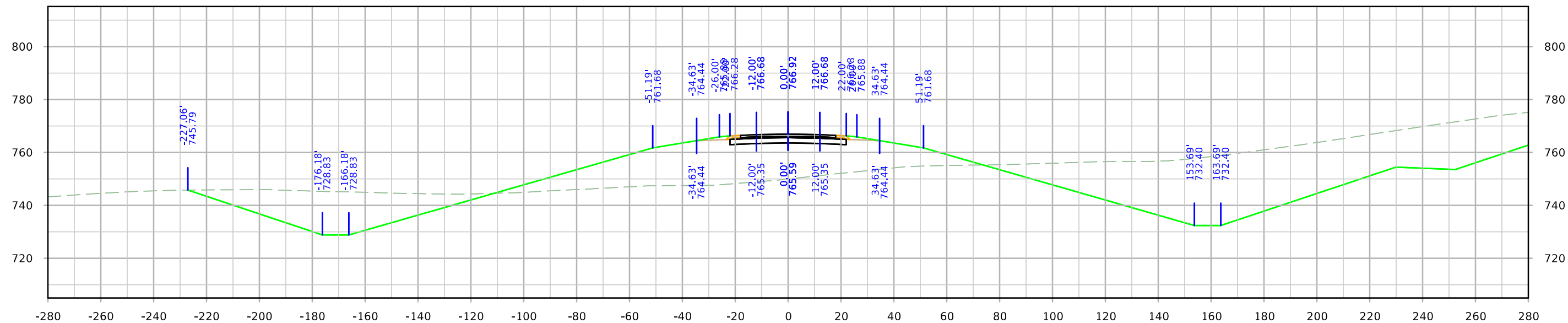
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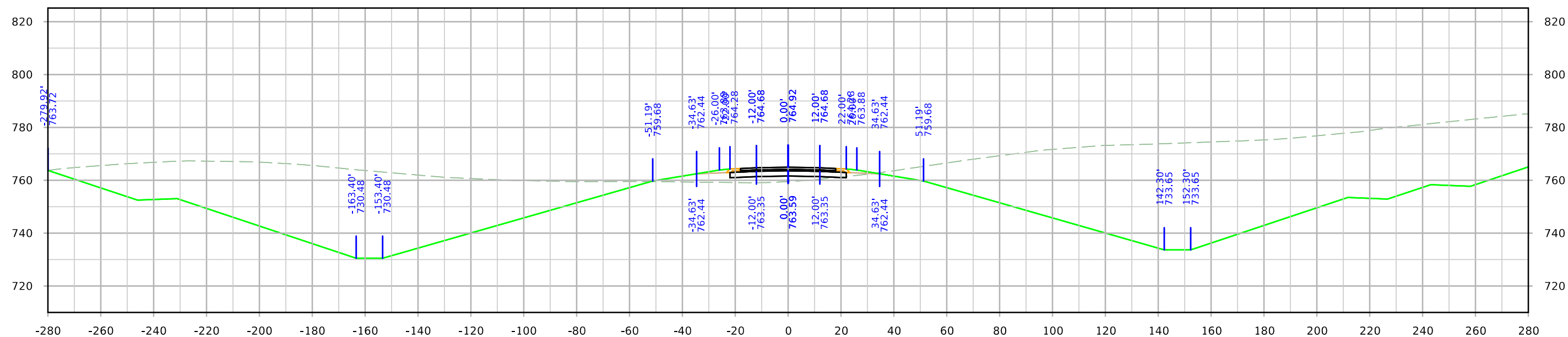
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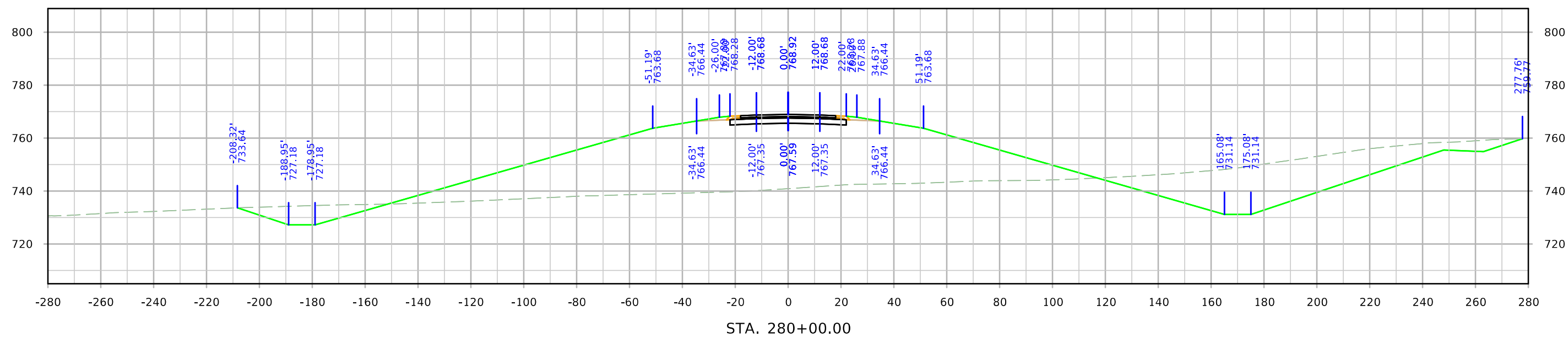
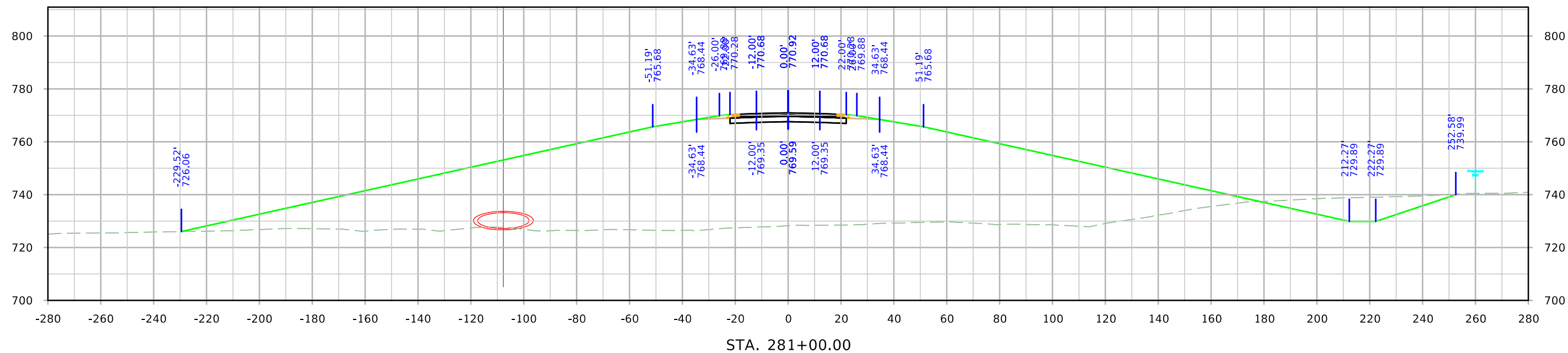


STA. 279+00.00

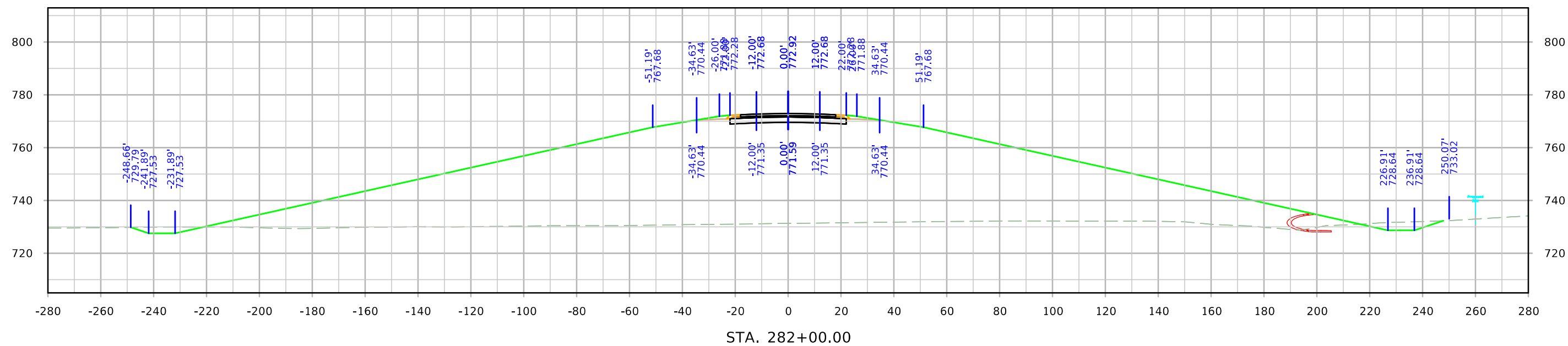
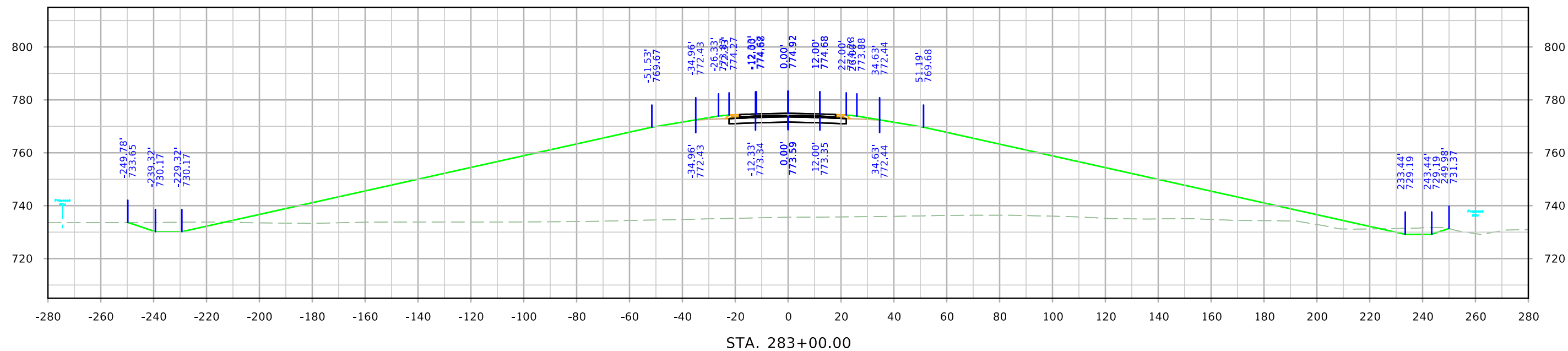


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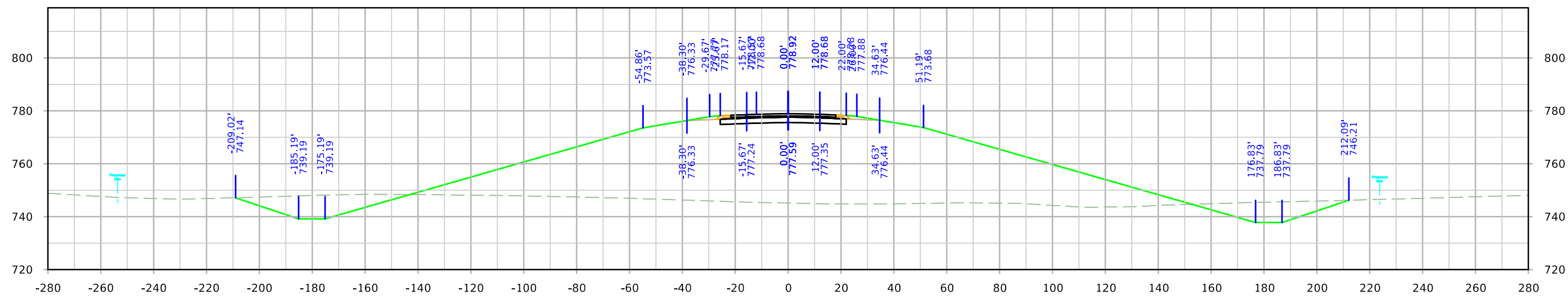
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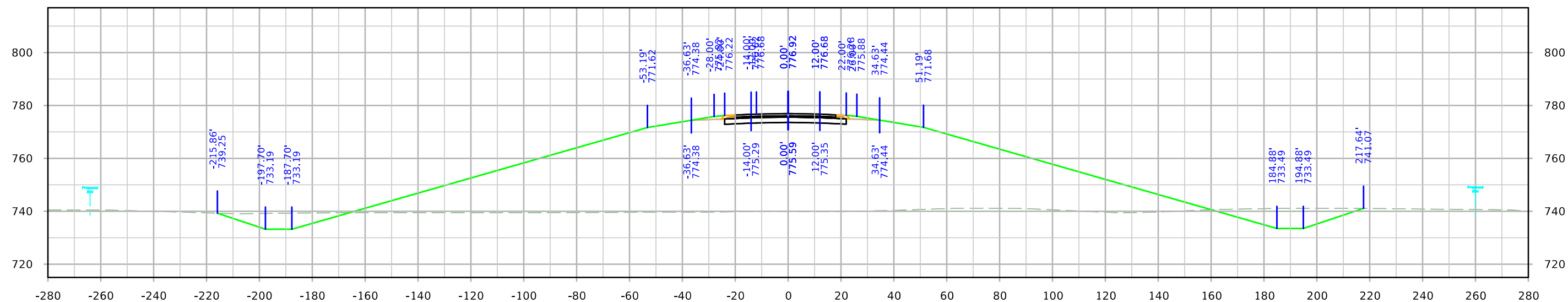
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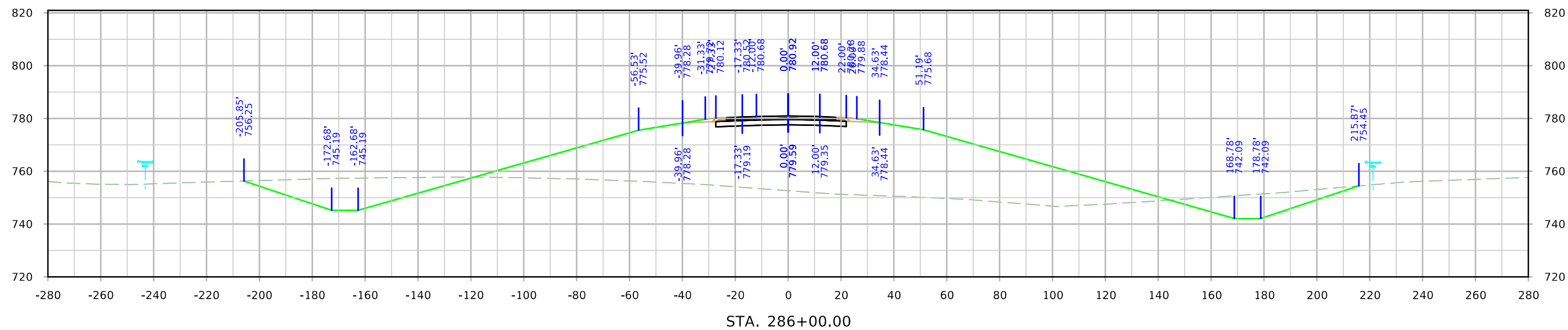
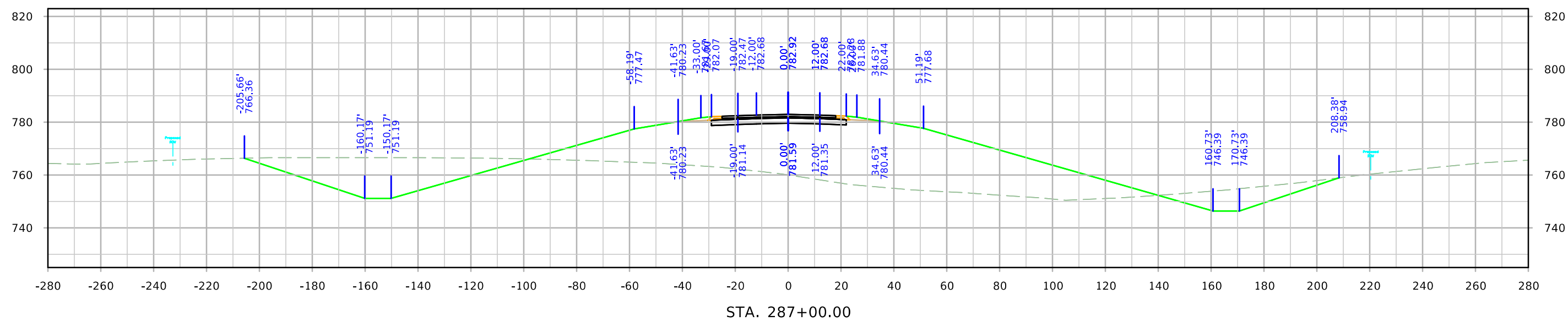


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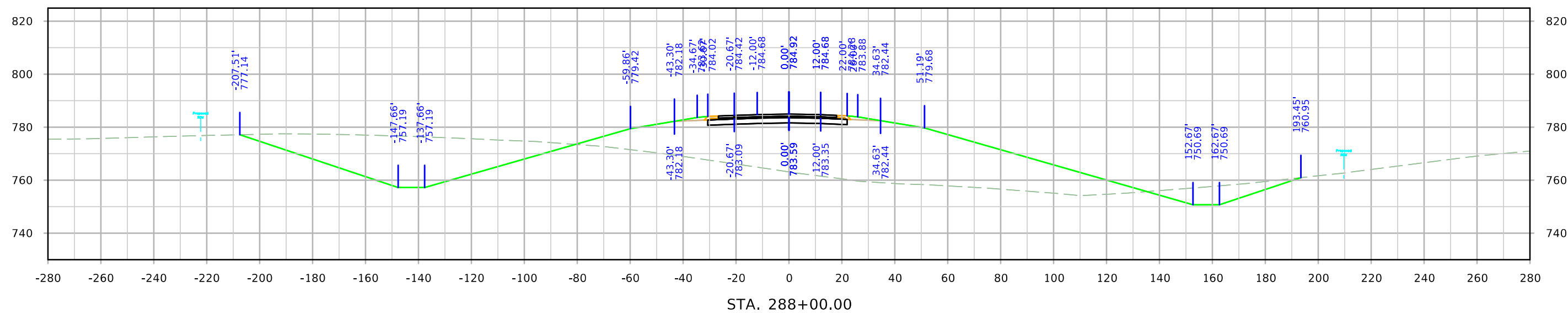
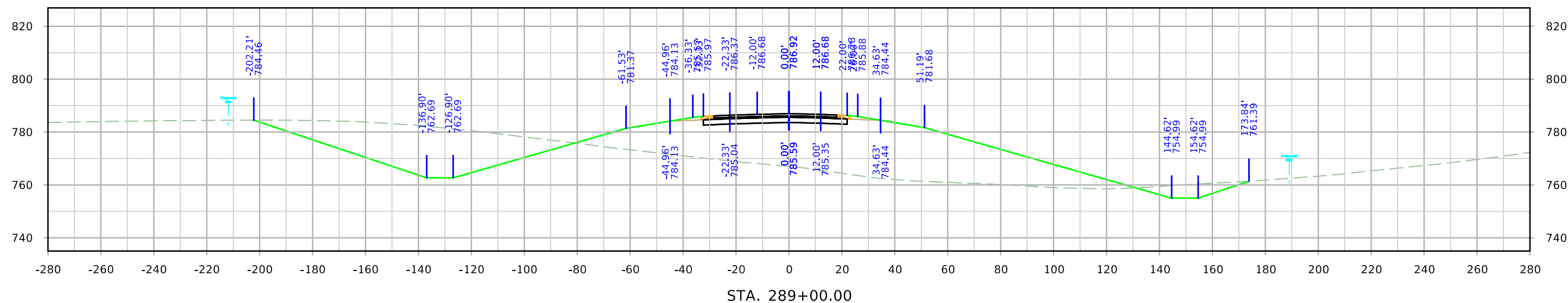


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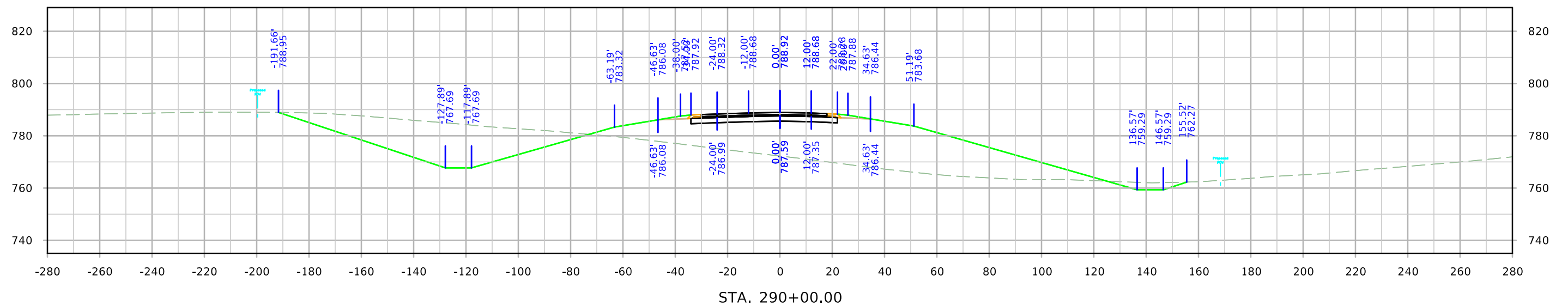
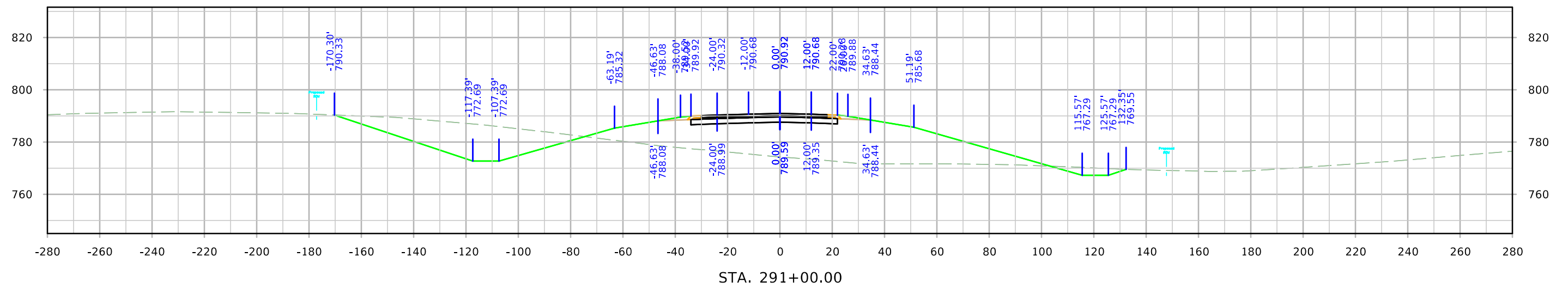
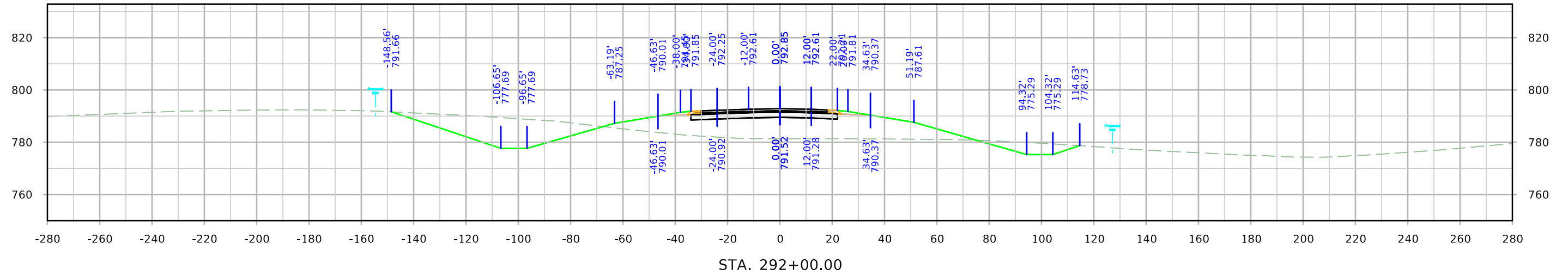
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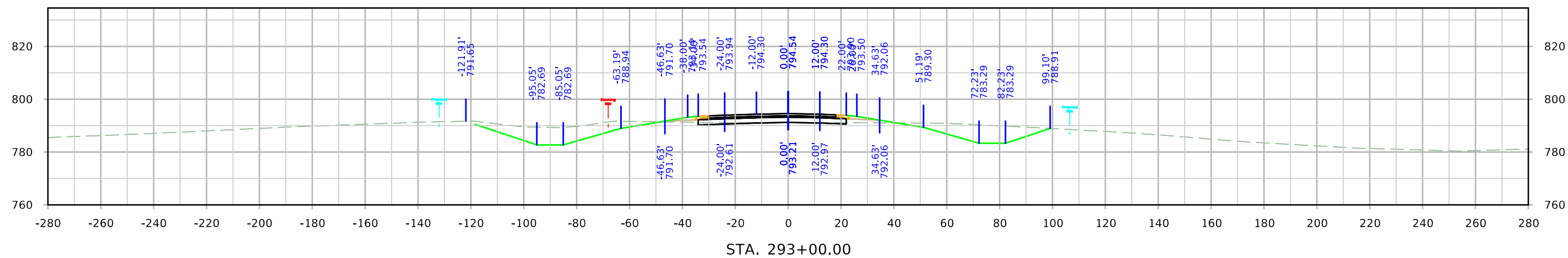
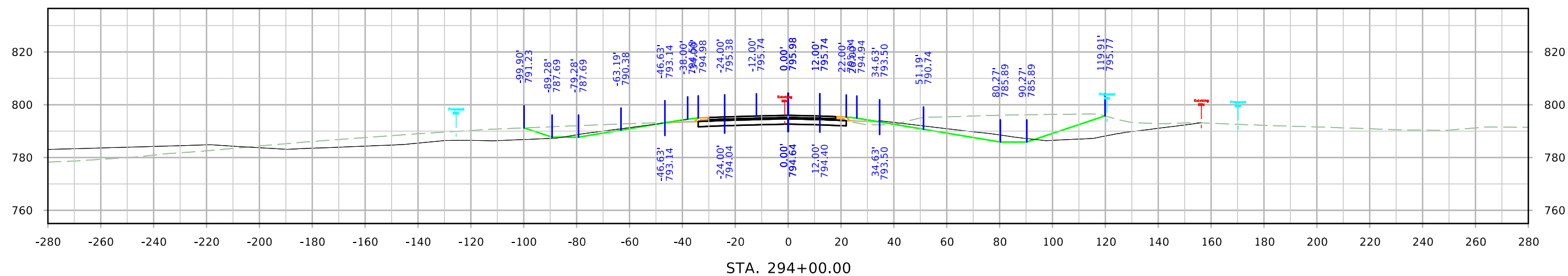
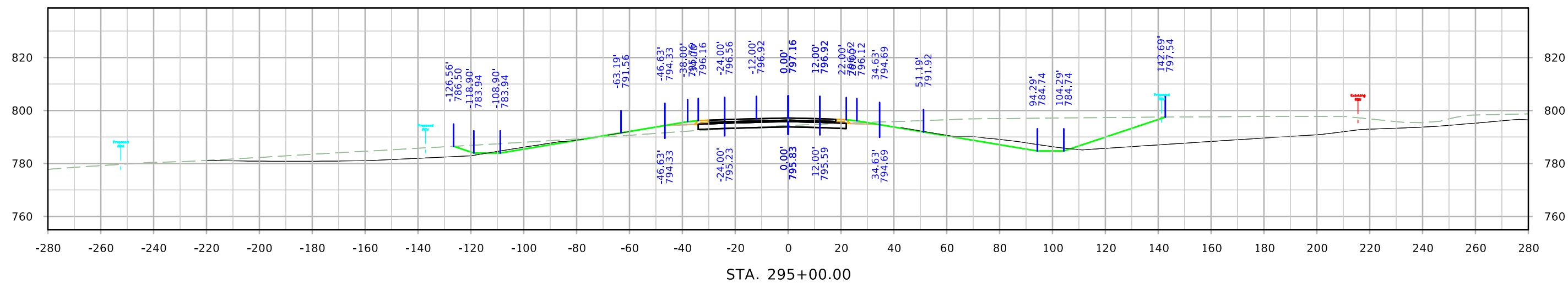
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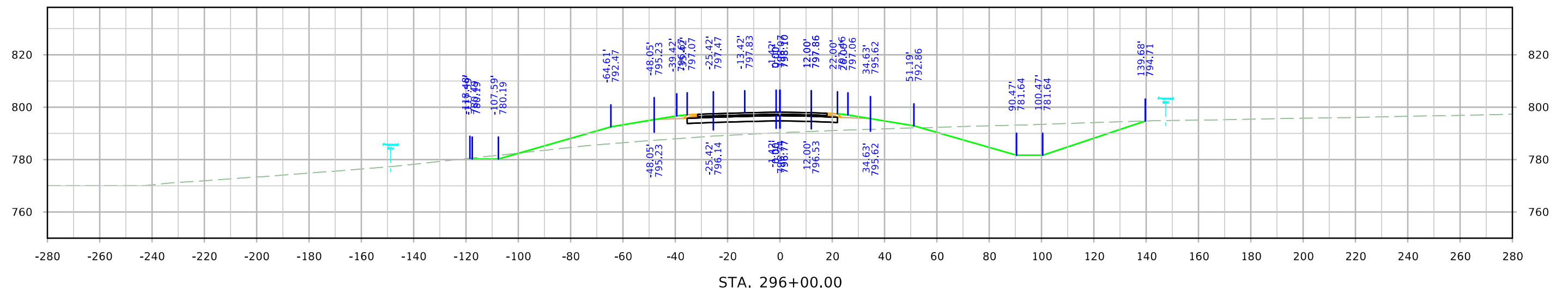
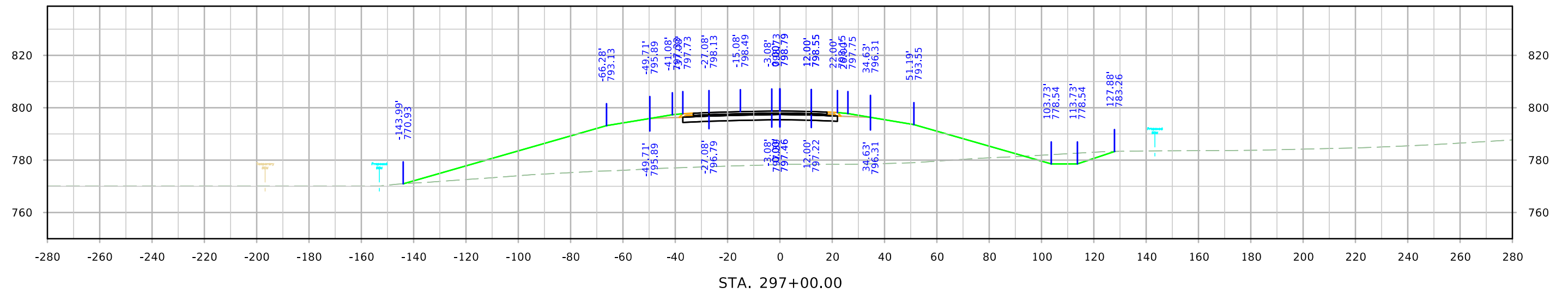
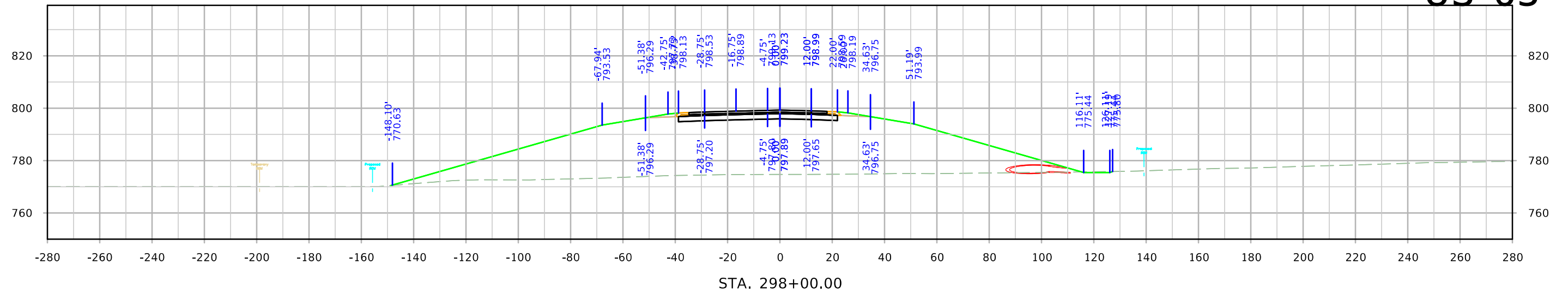
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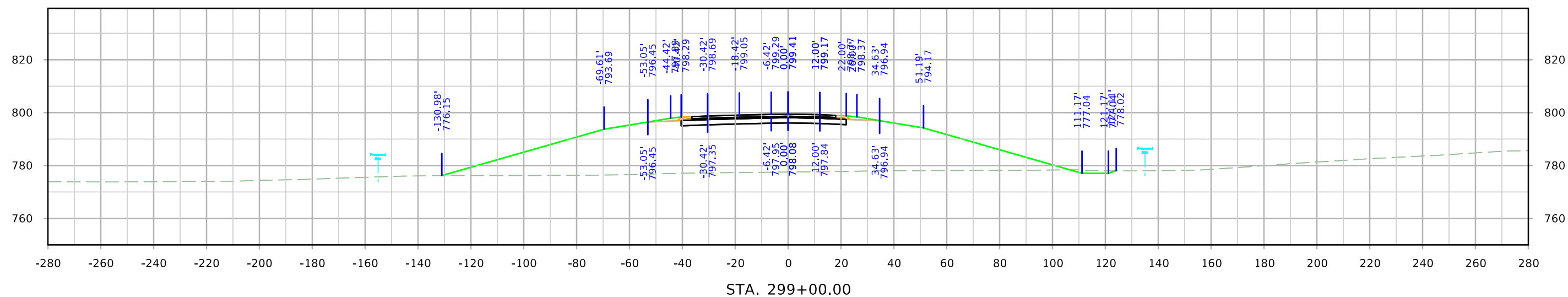
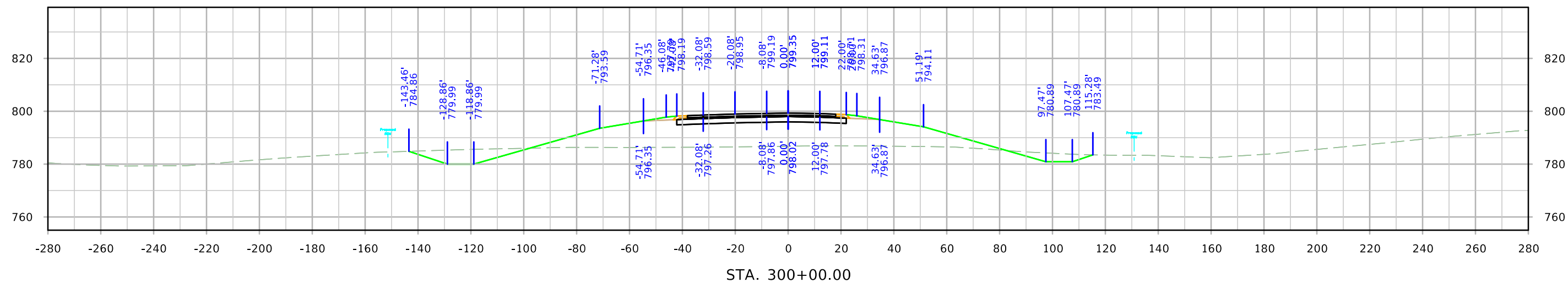
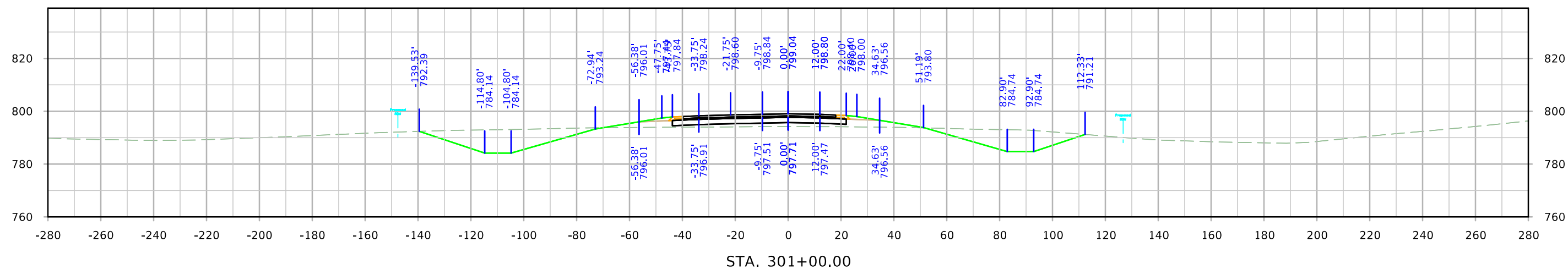
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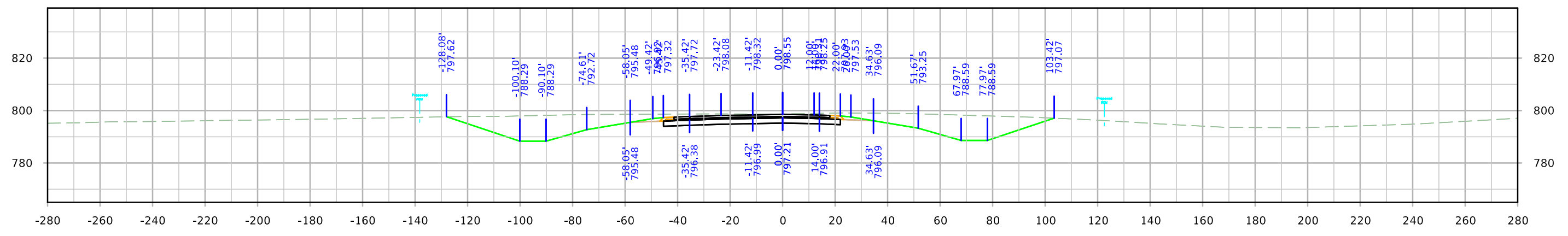
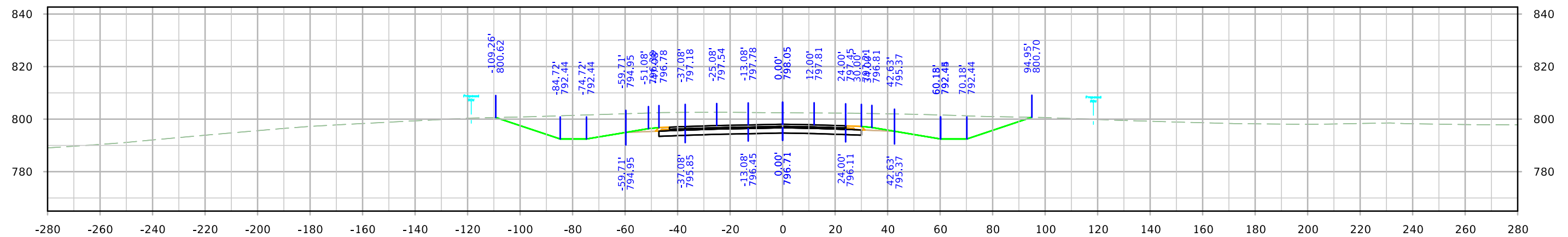
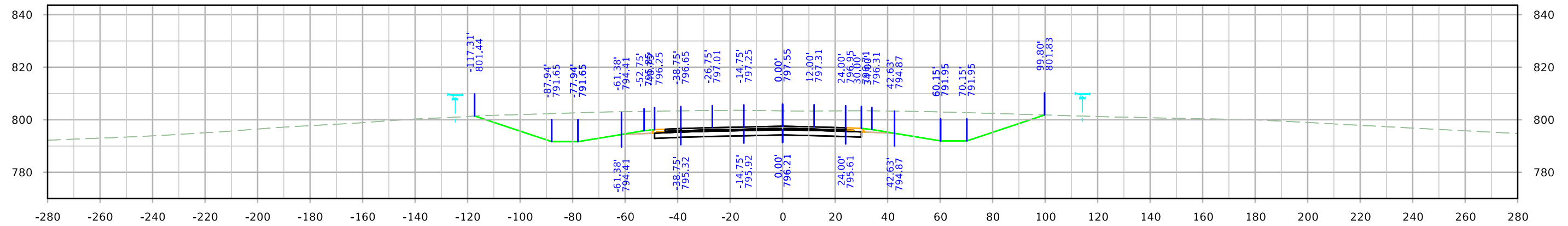
US 63



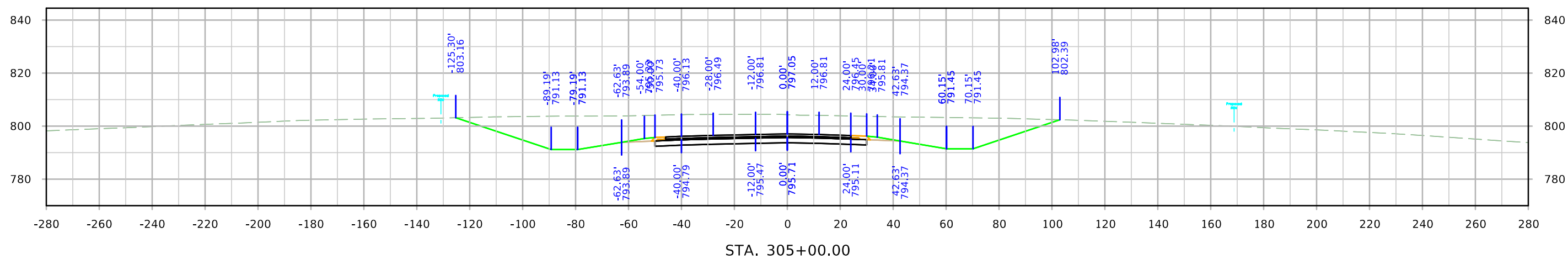
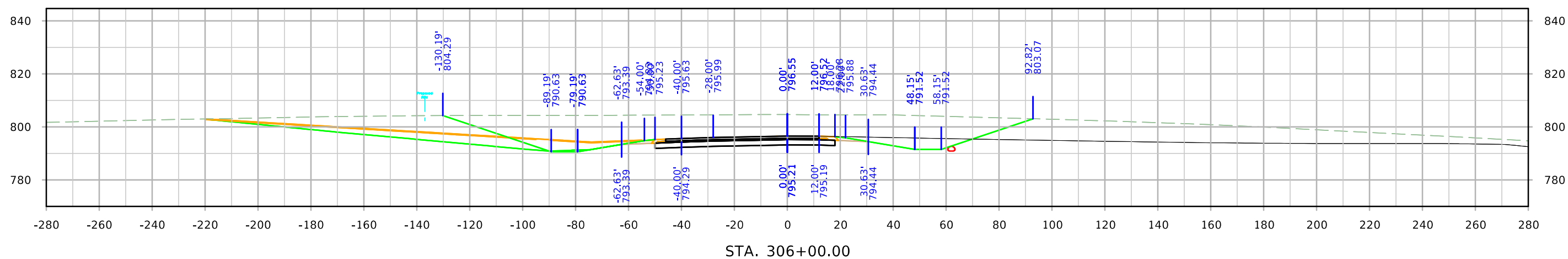
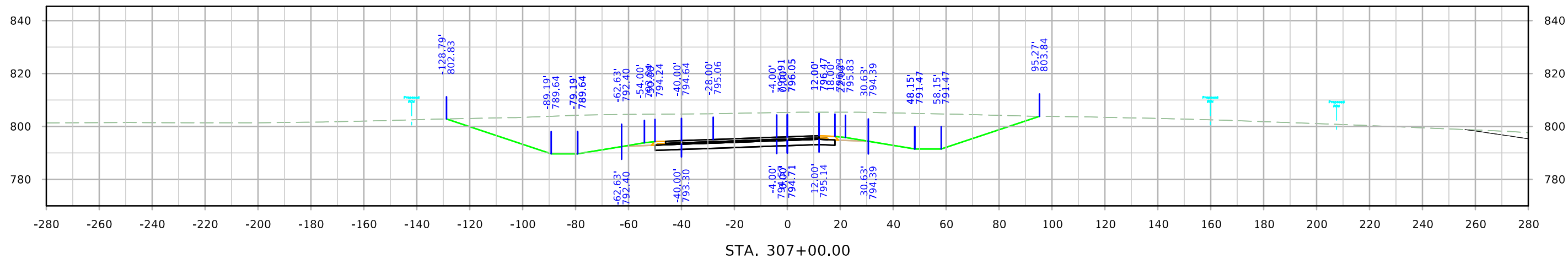
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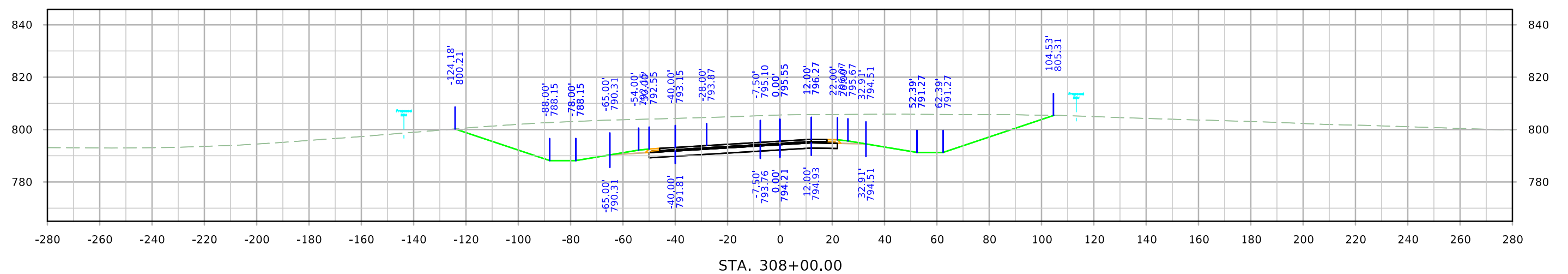
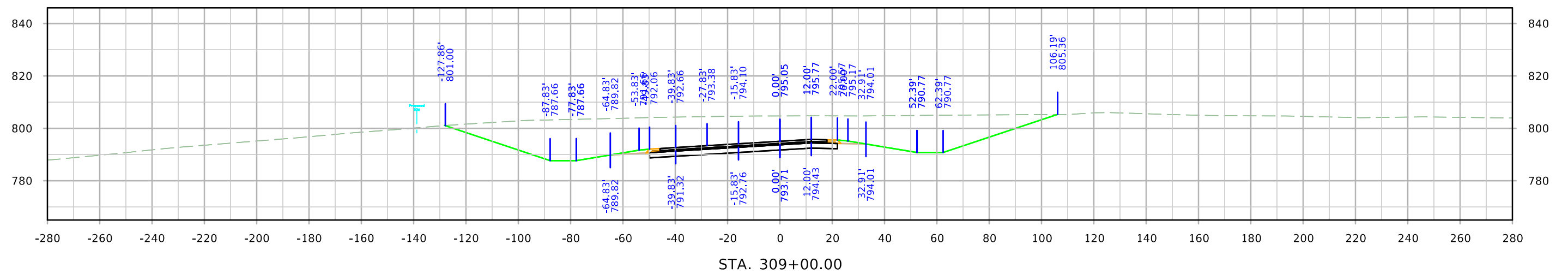
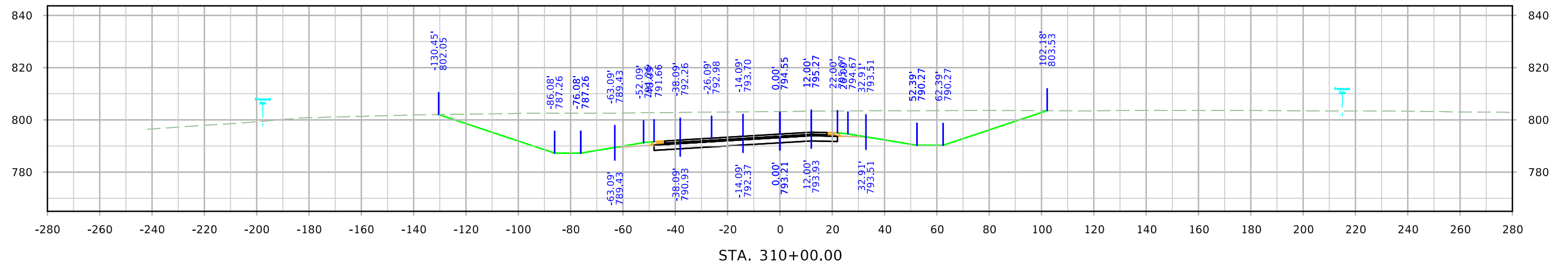
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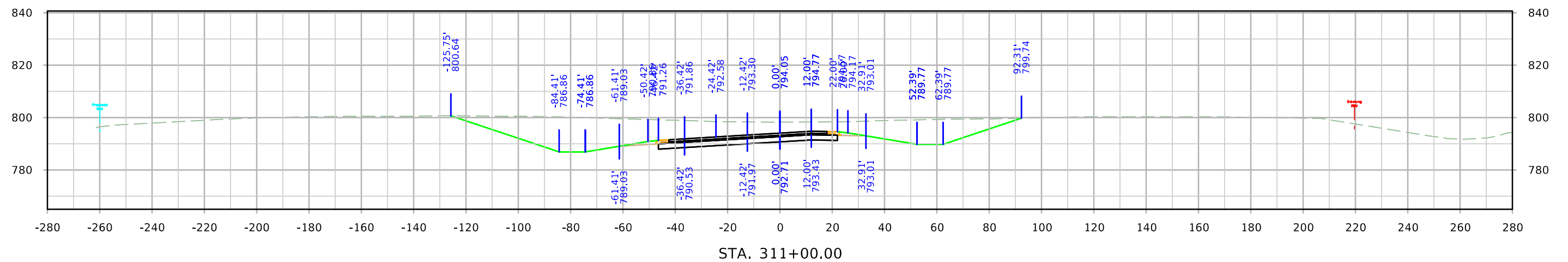
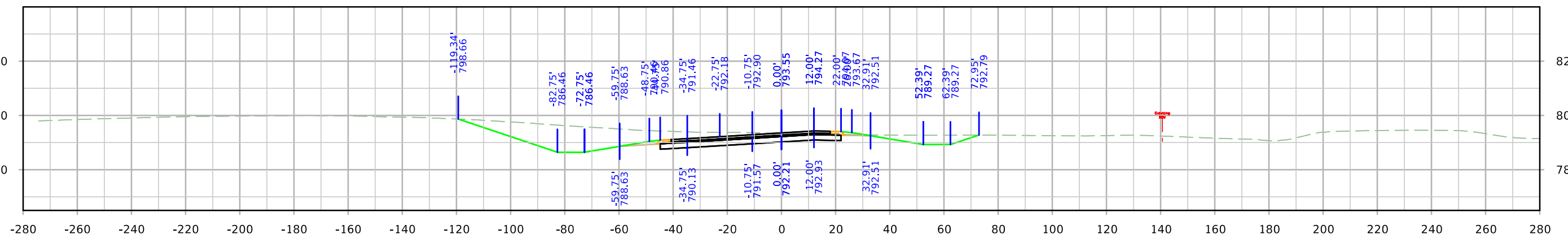
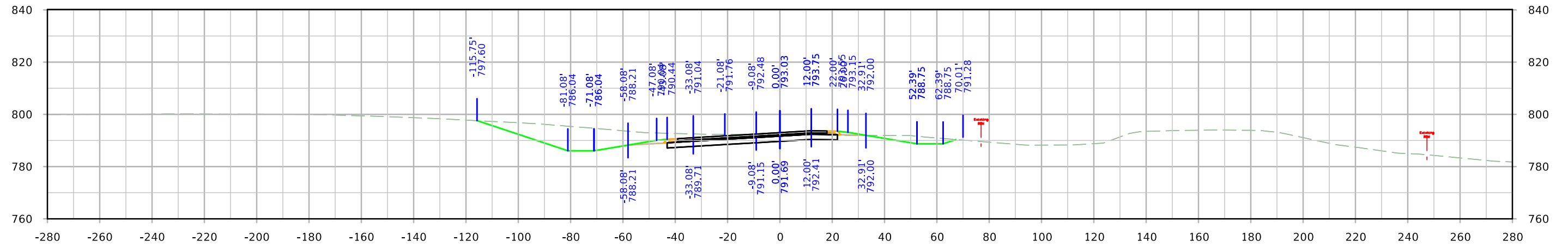
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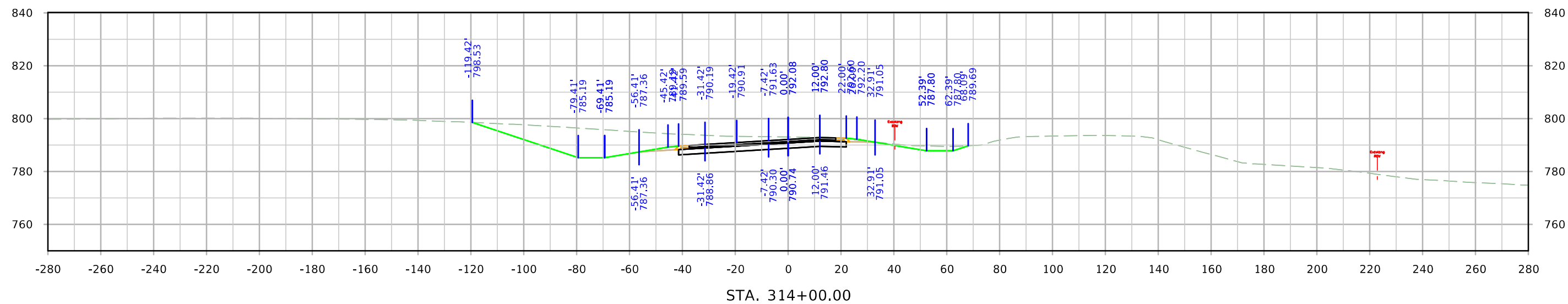
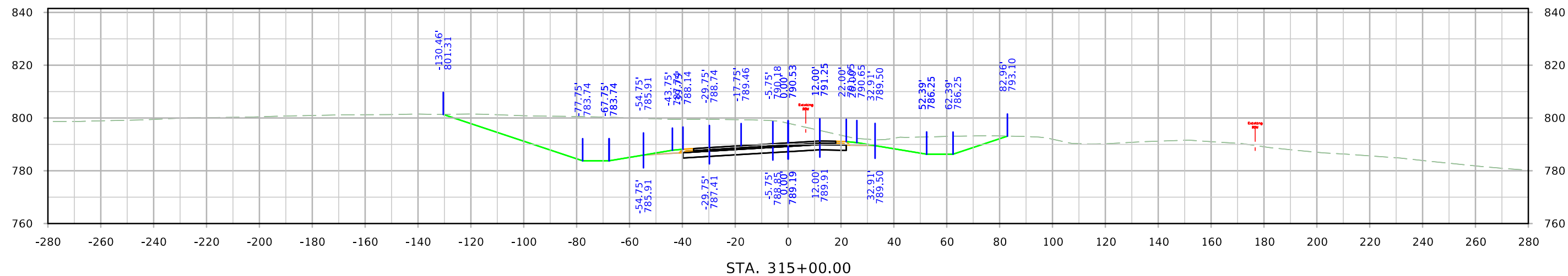
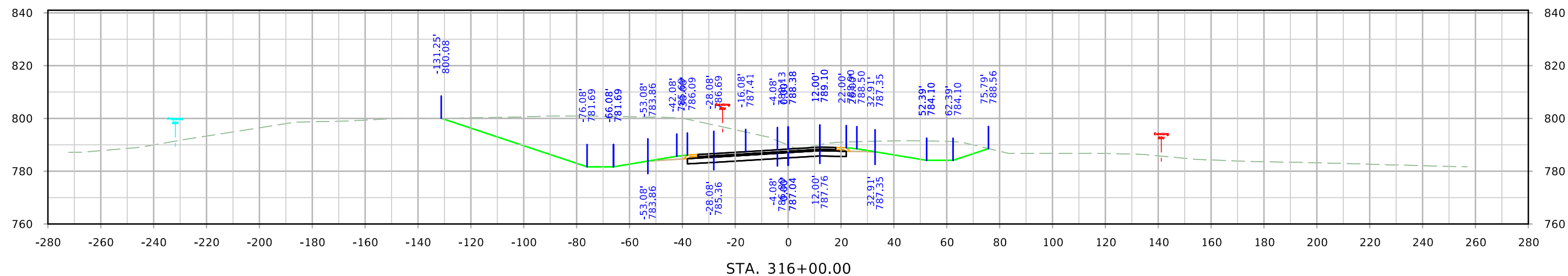
US 63



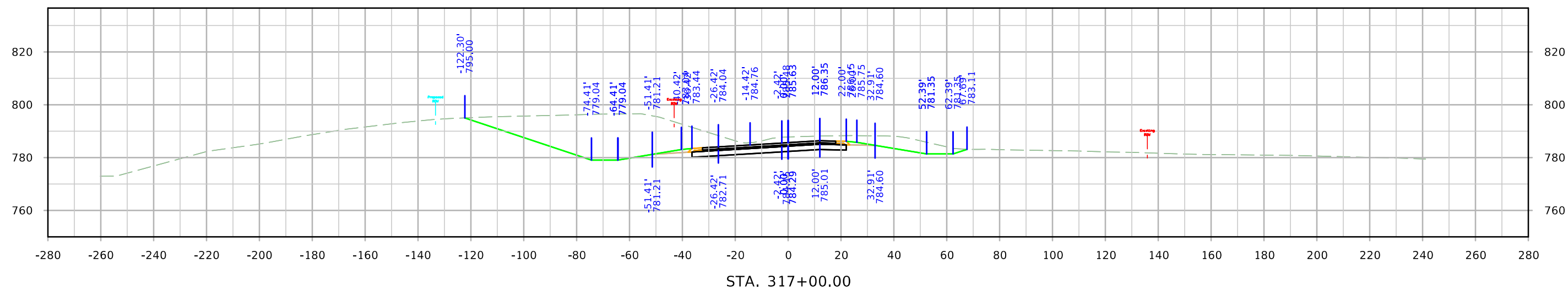
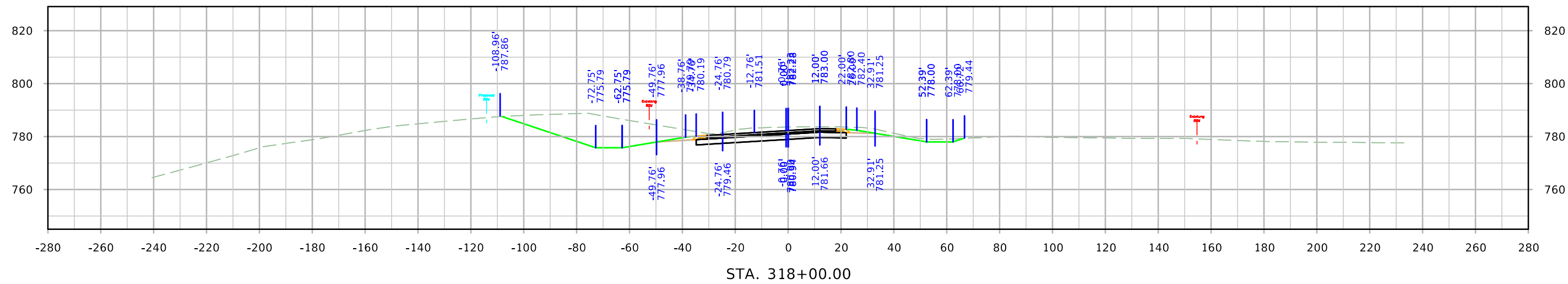
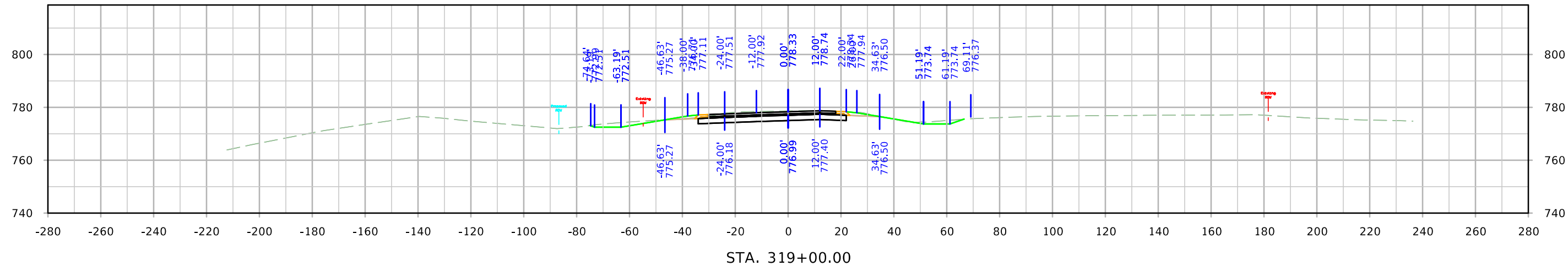
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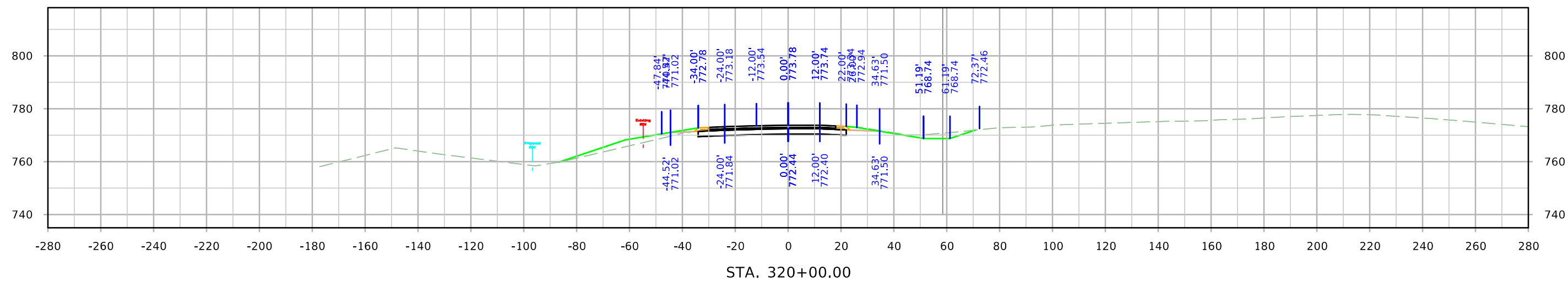
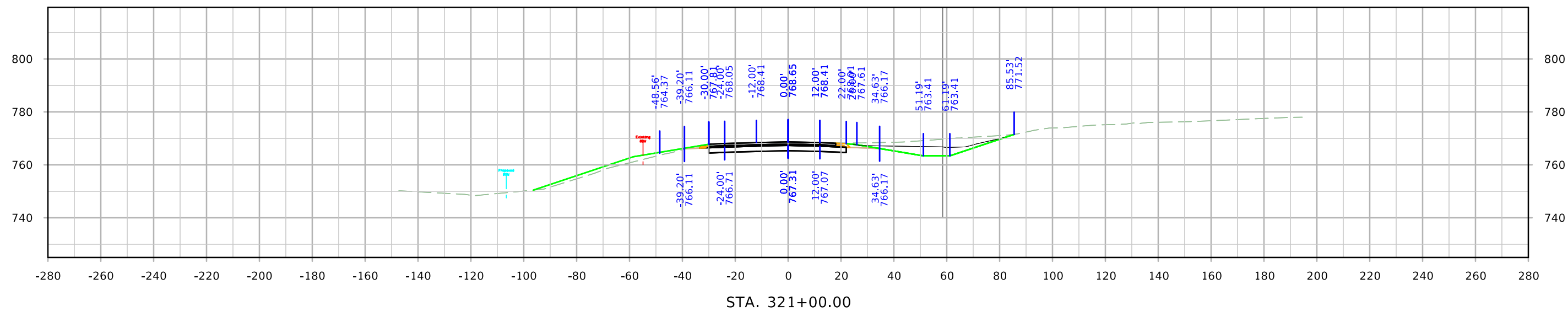
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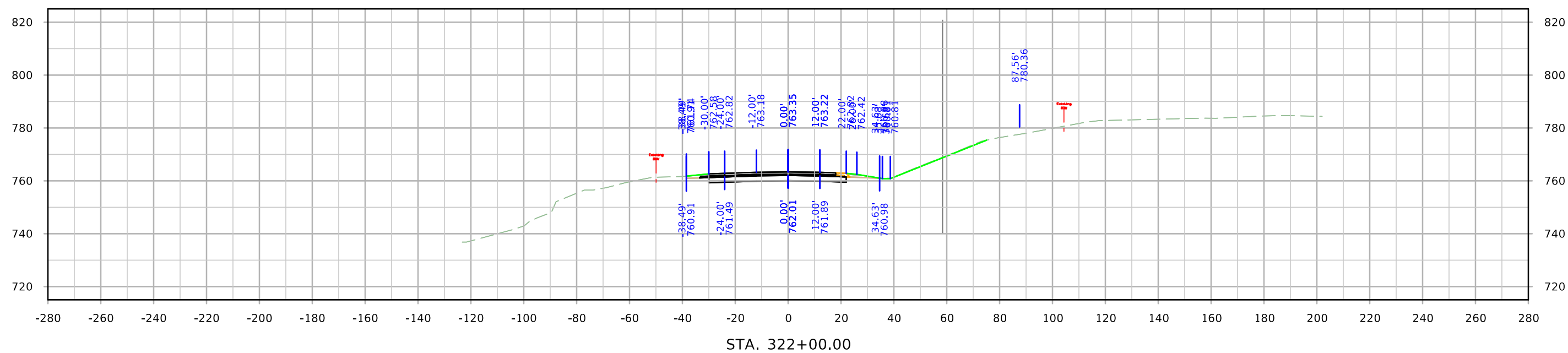


US 63

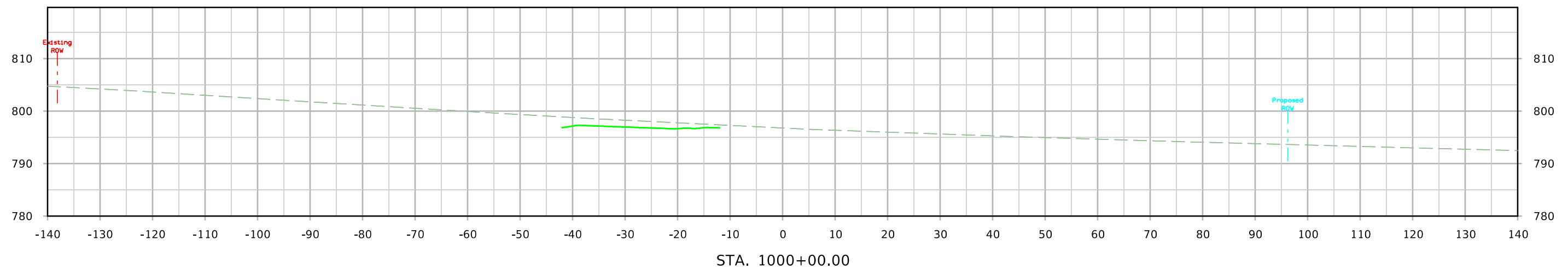
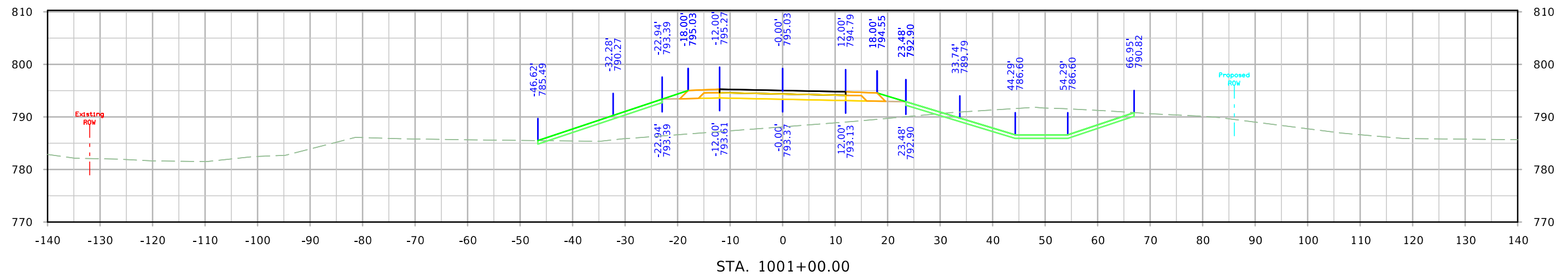
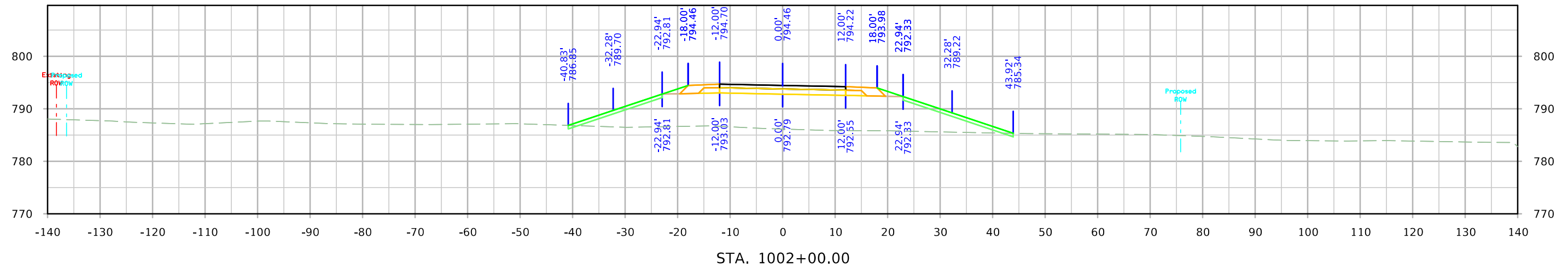


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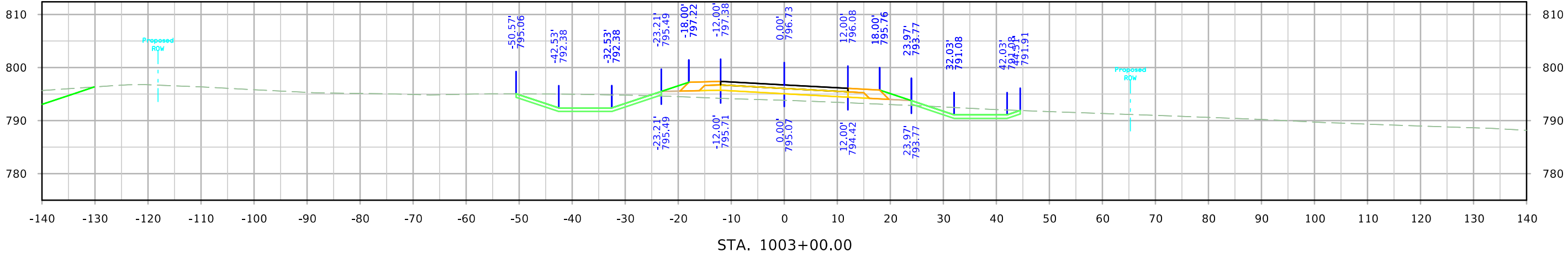
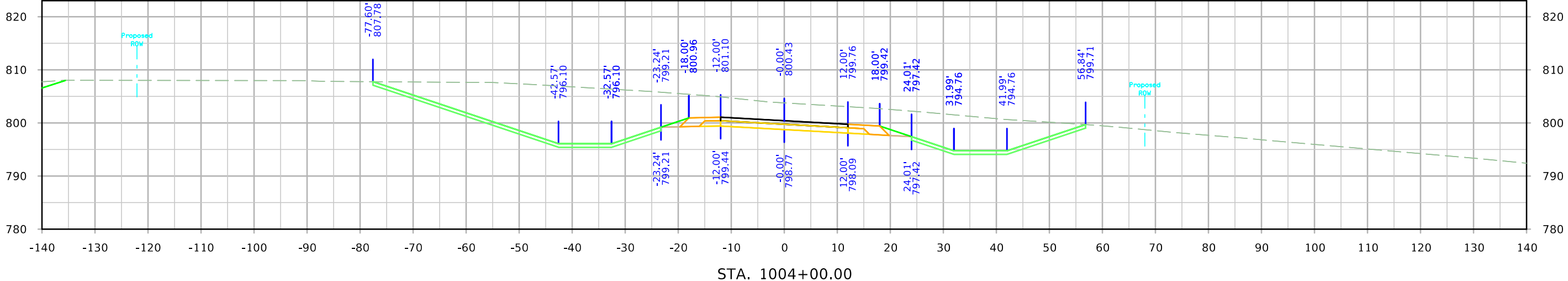
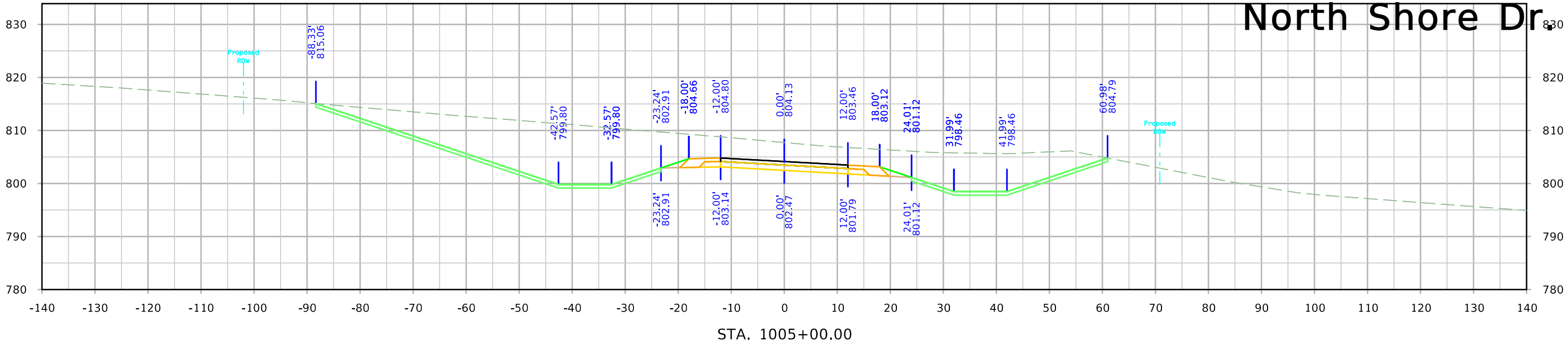




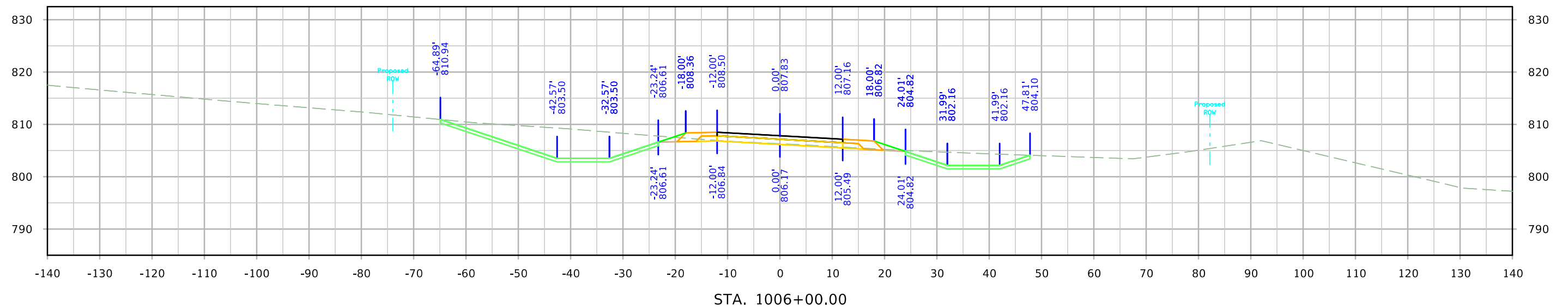
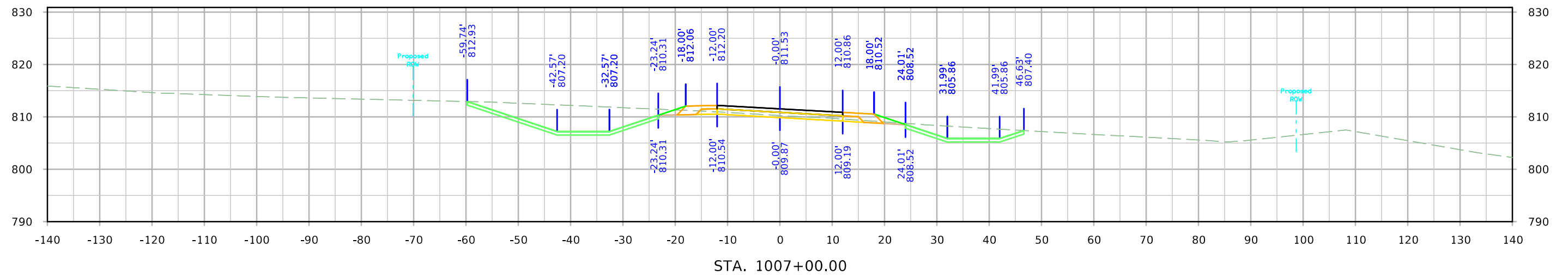
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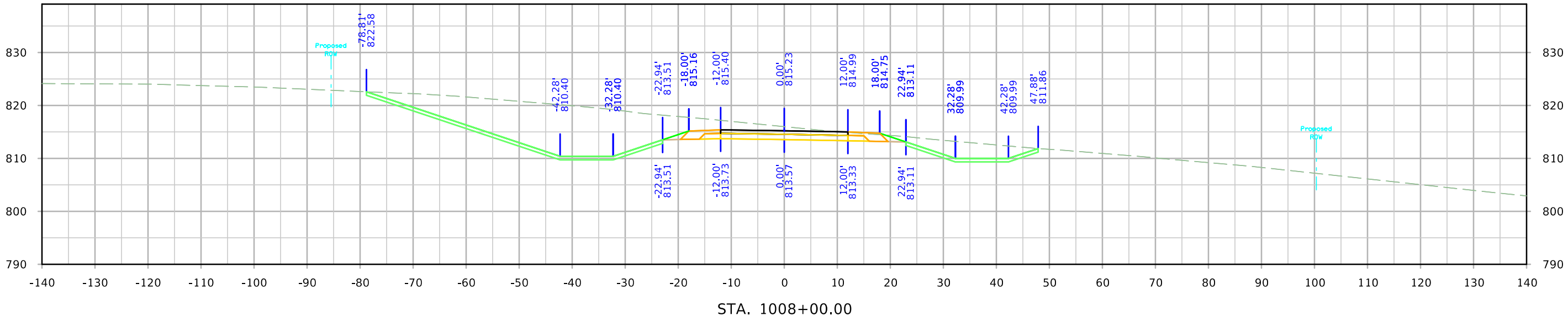
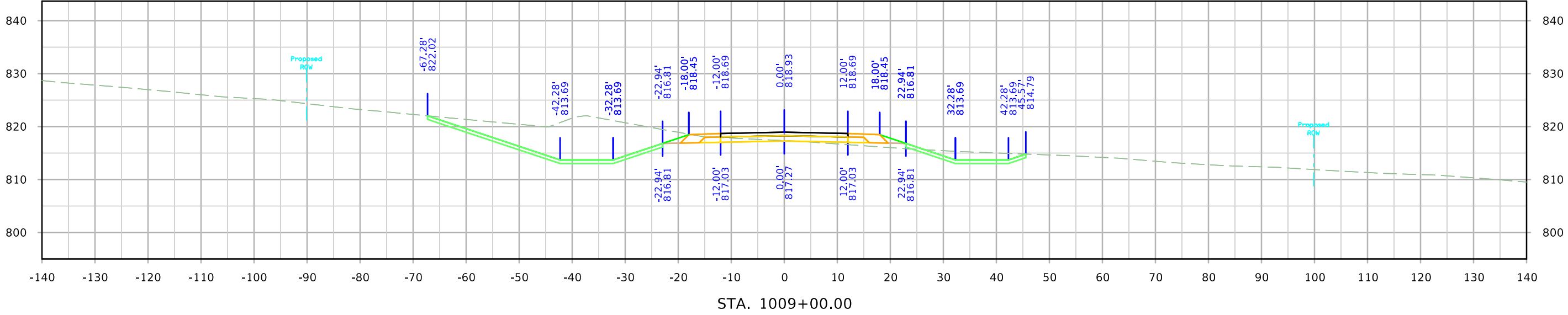
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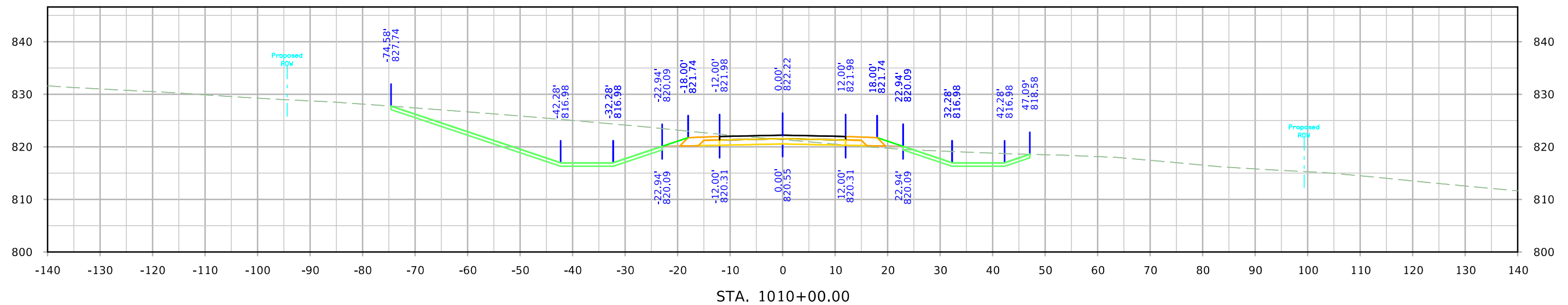
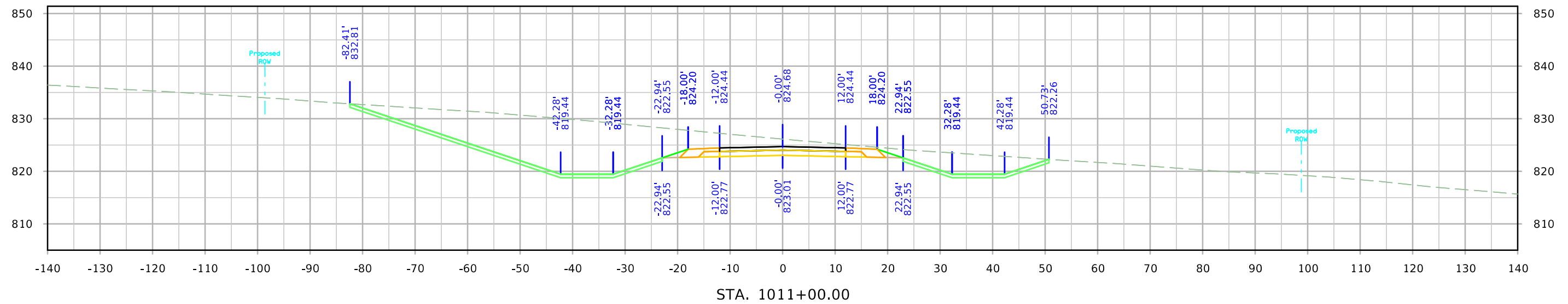
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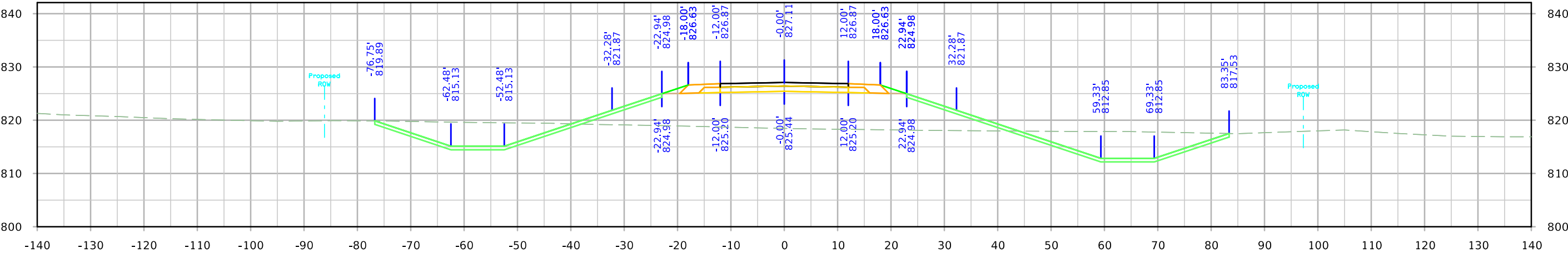
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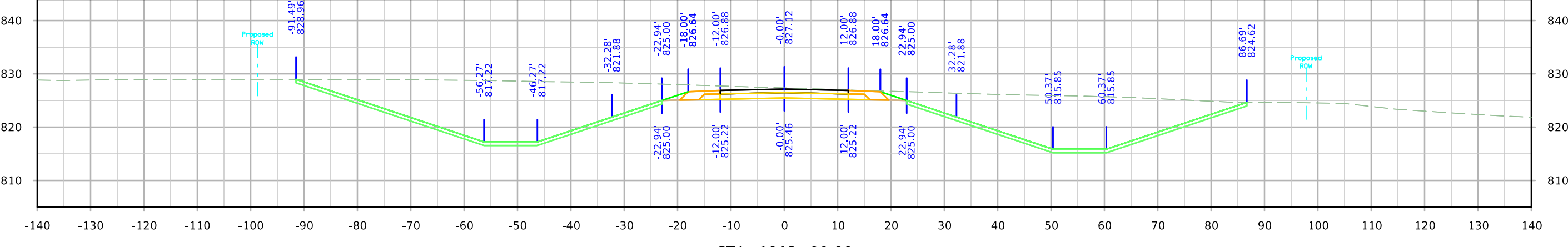
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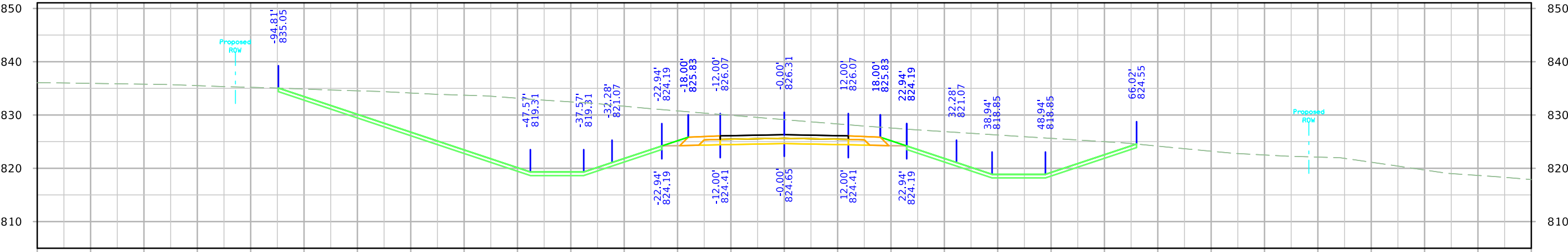
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STA. 1014+00.00

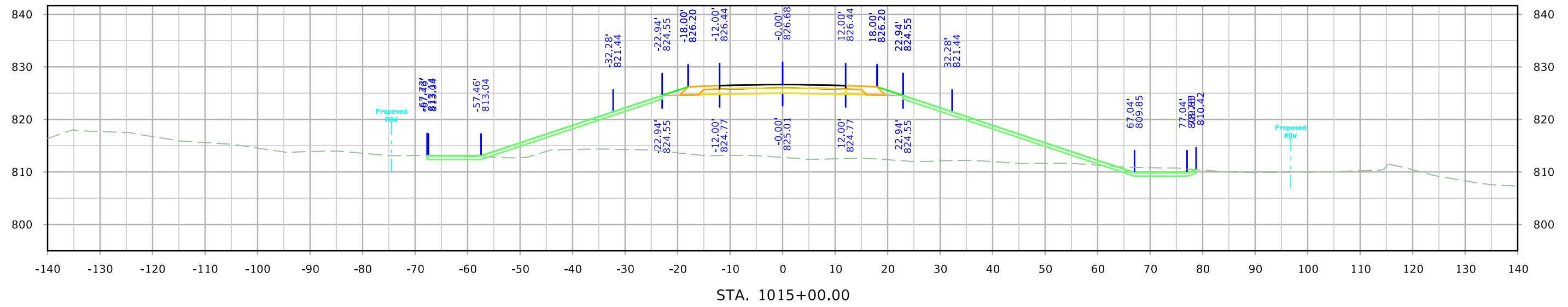
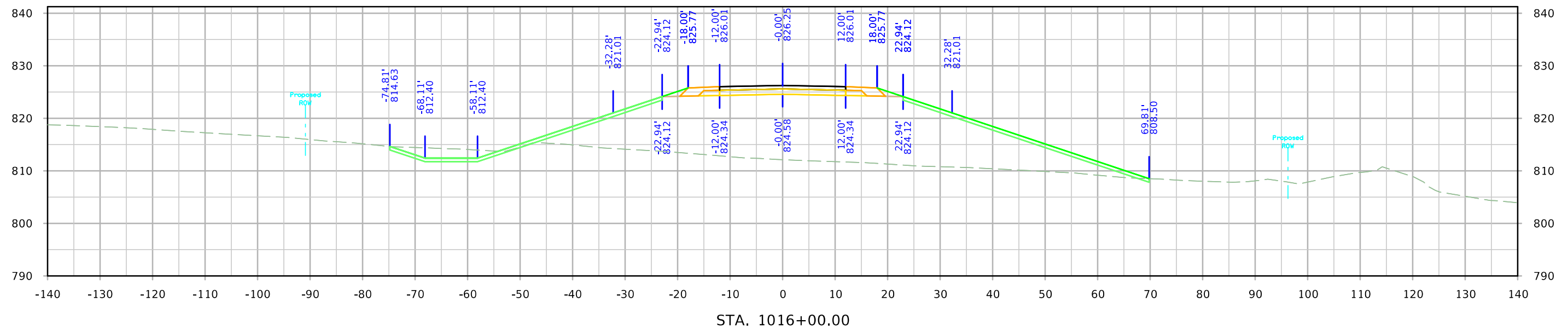


STA. 1013+00.00

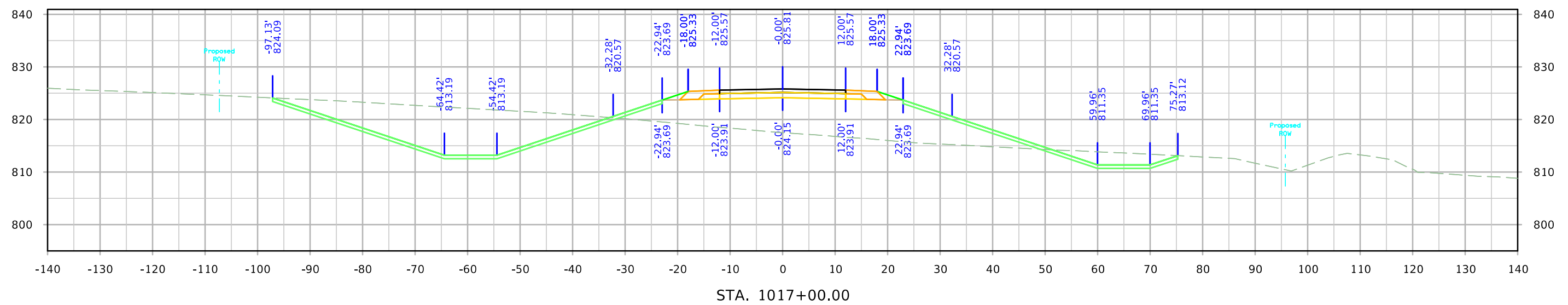
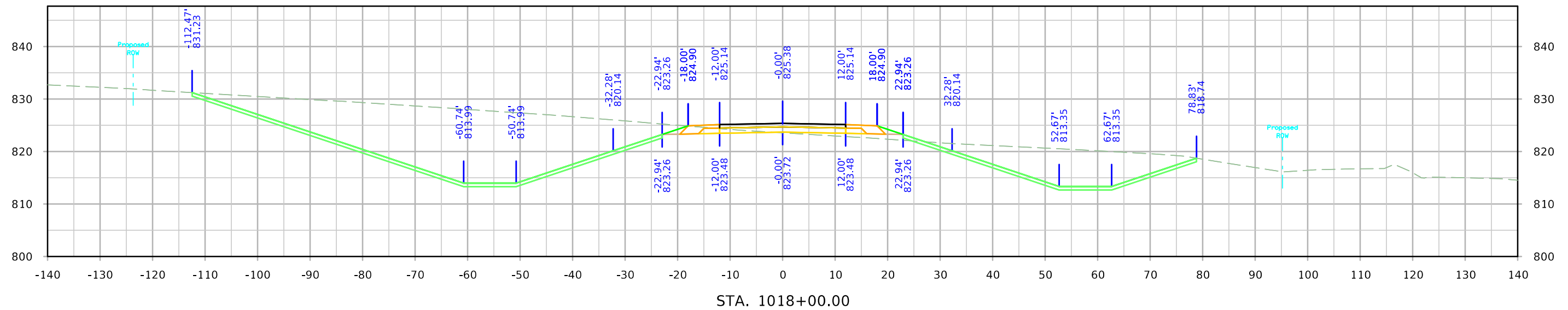


STA. 1012+00.00

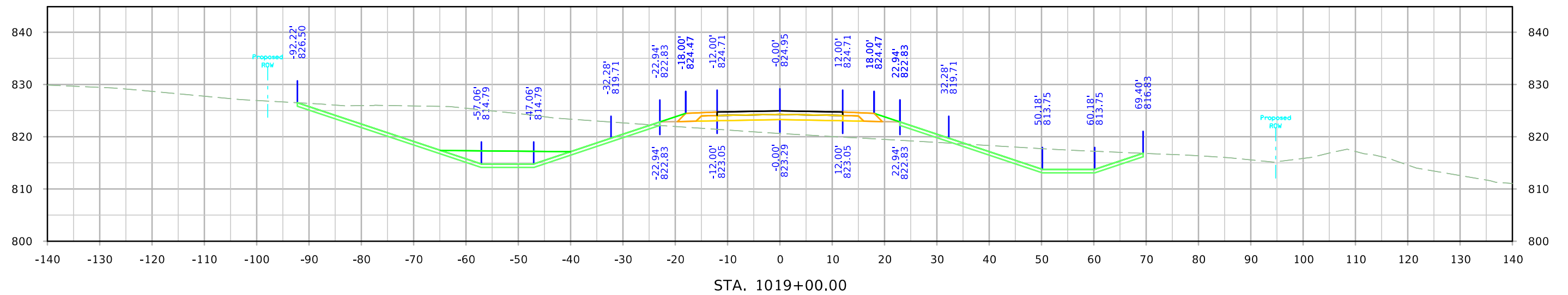
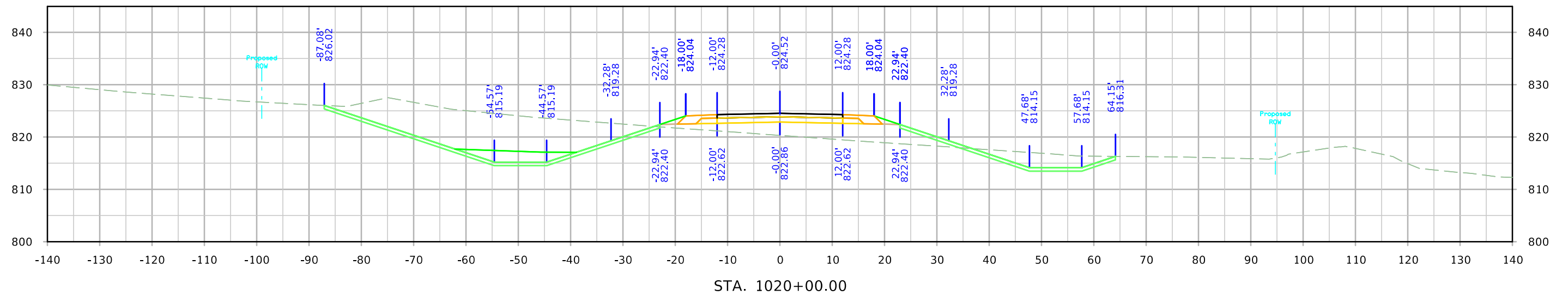
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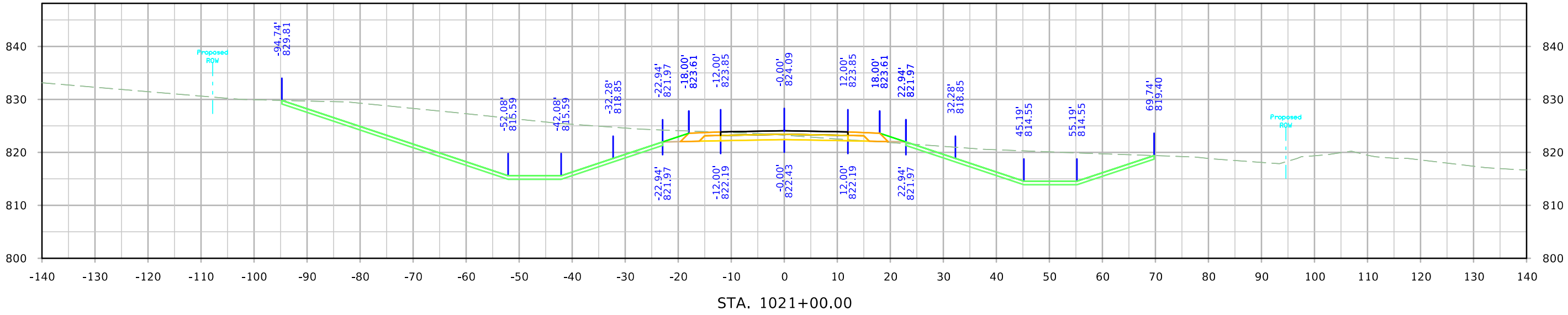
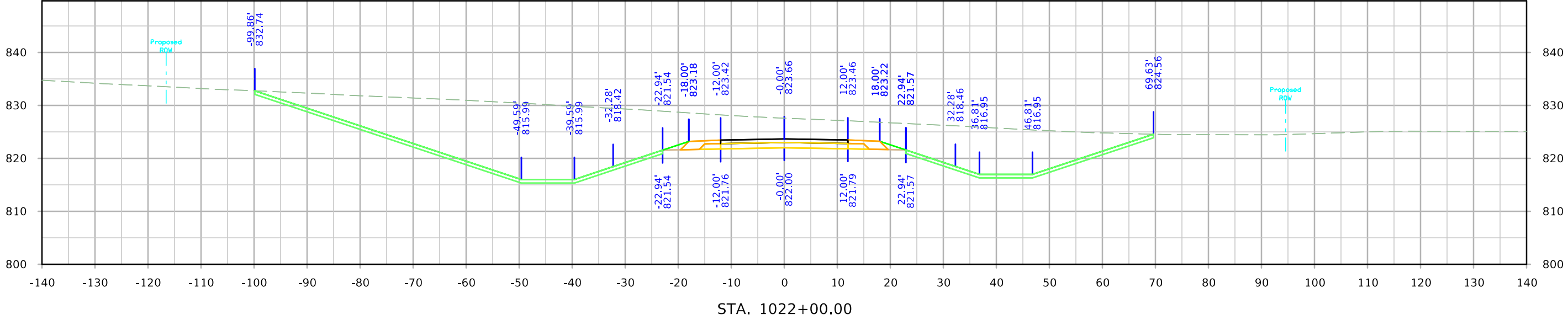
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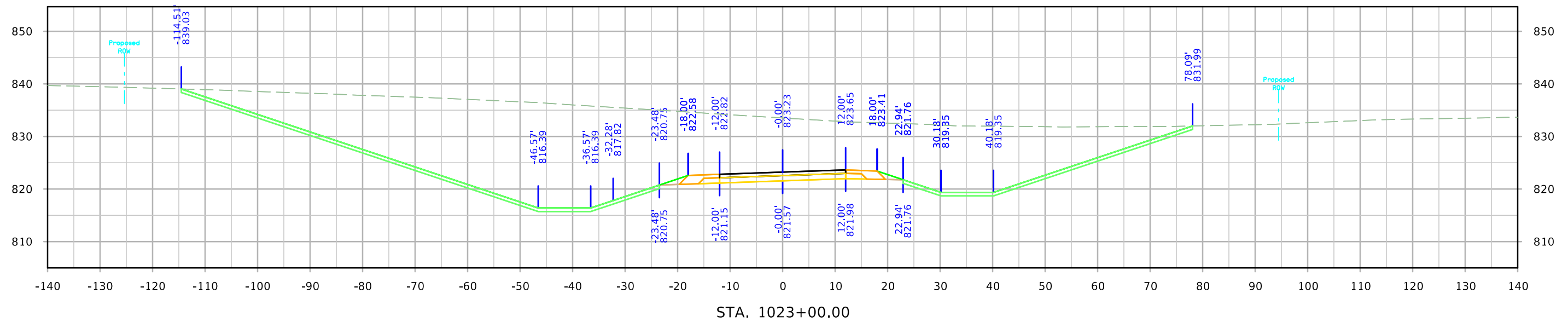
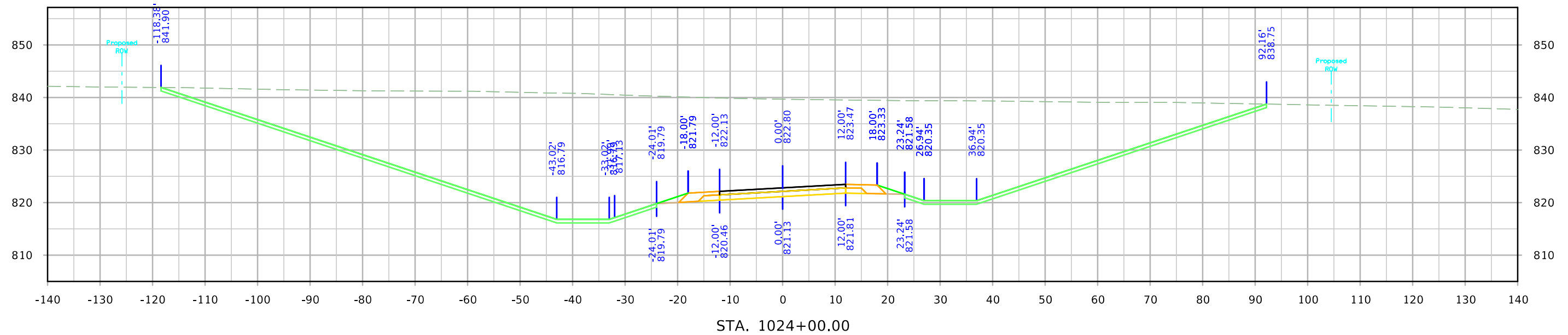
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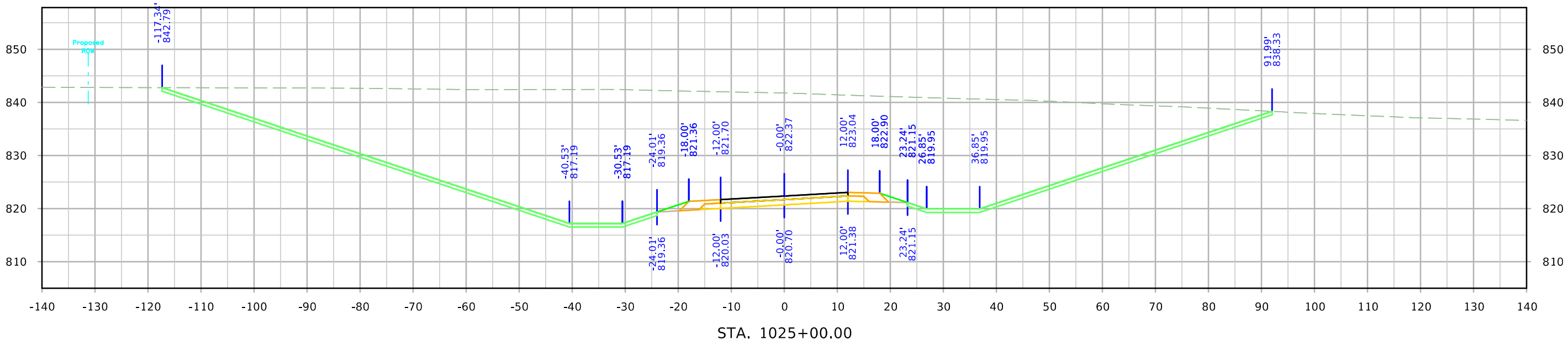
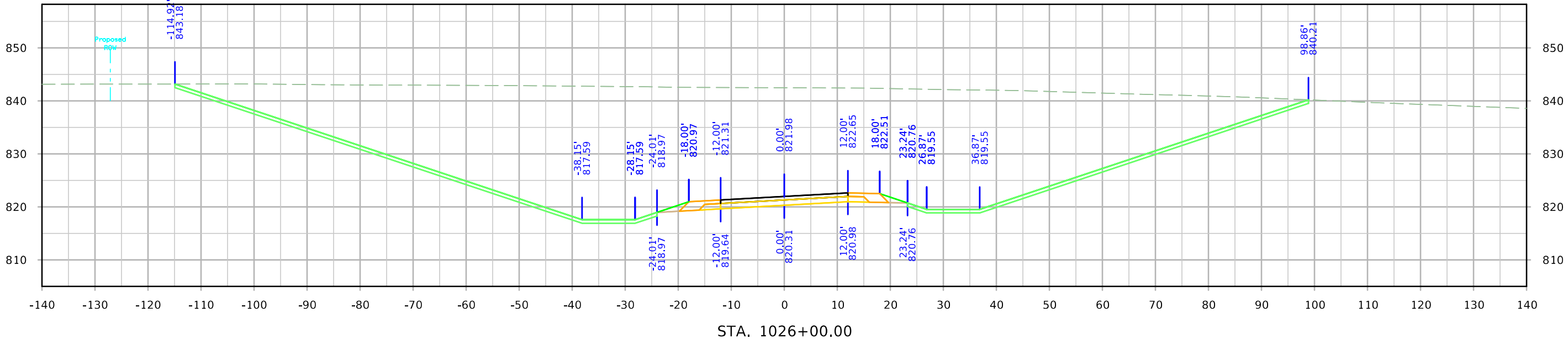
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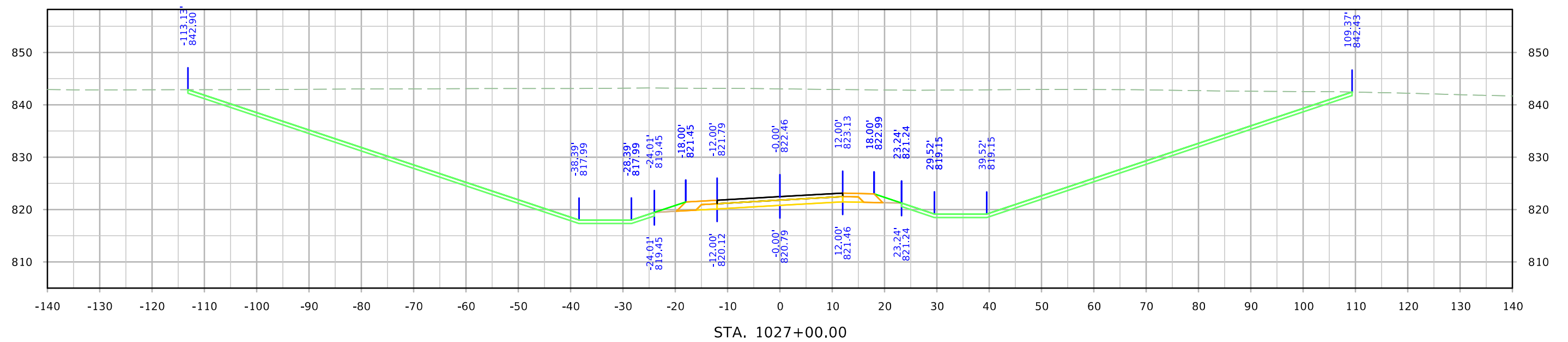
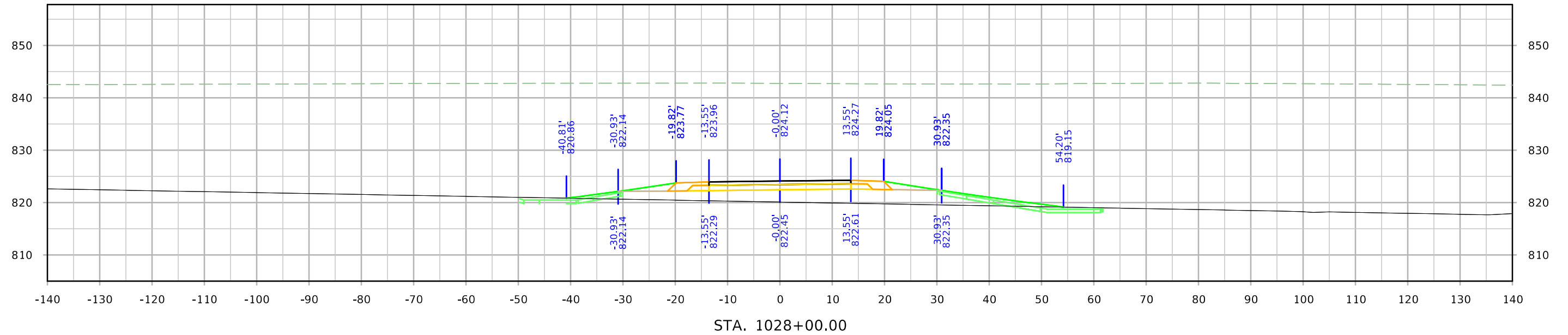
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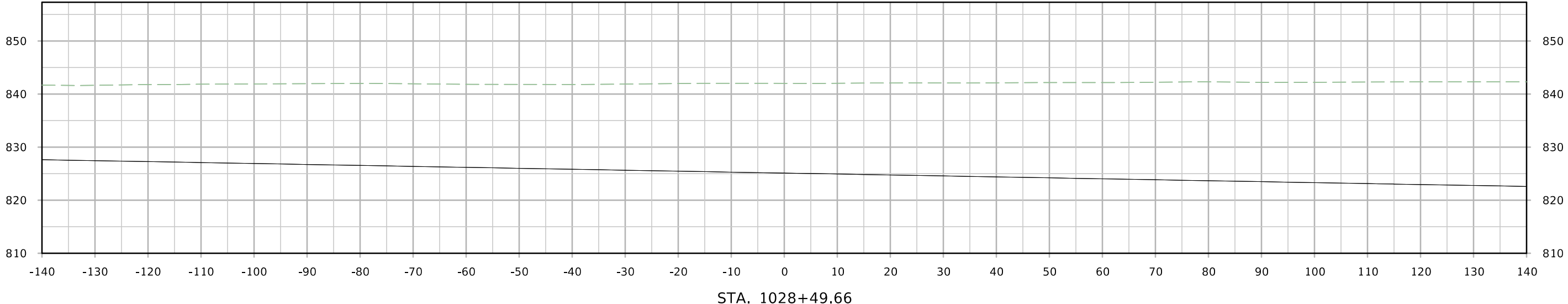
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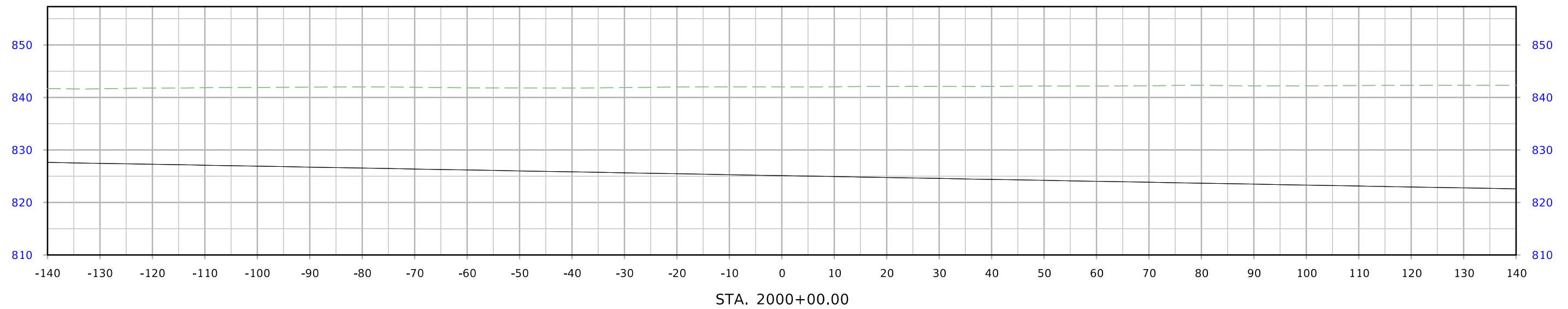
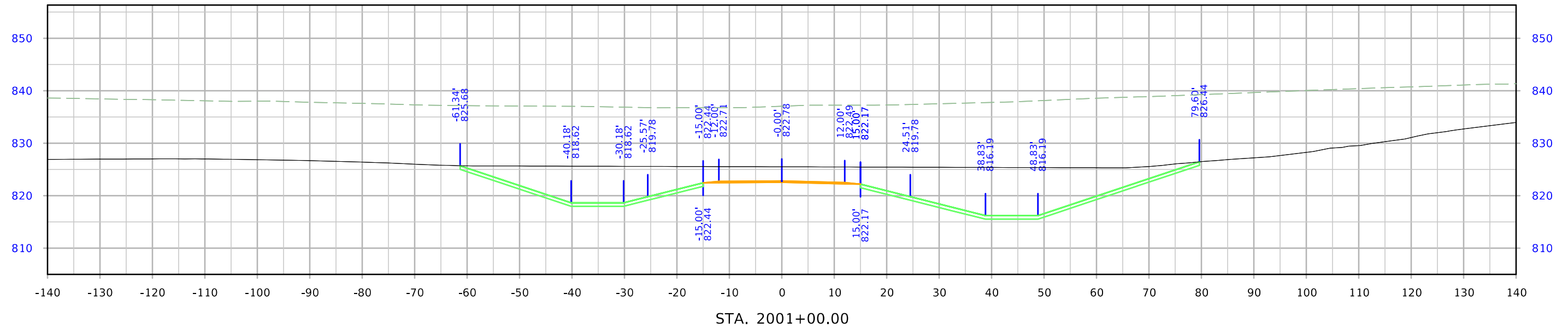


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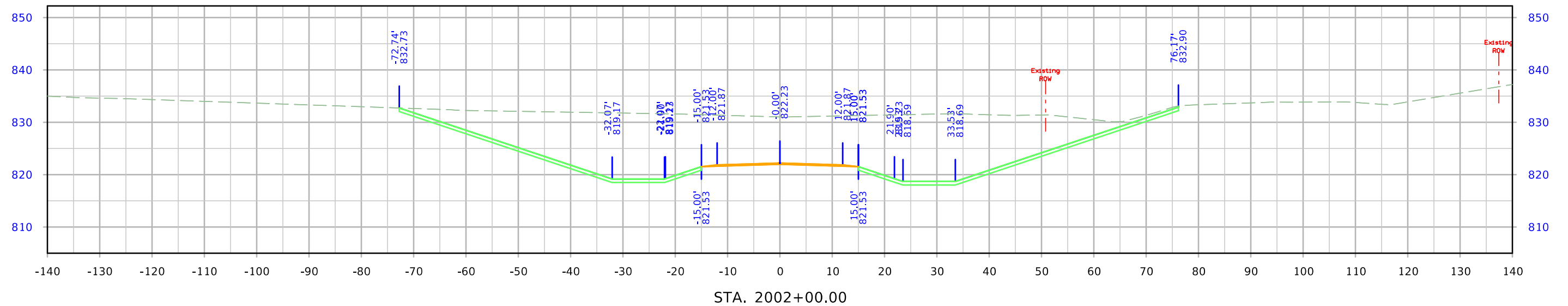
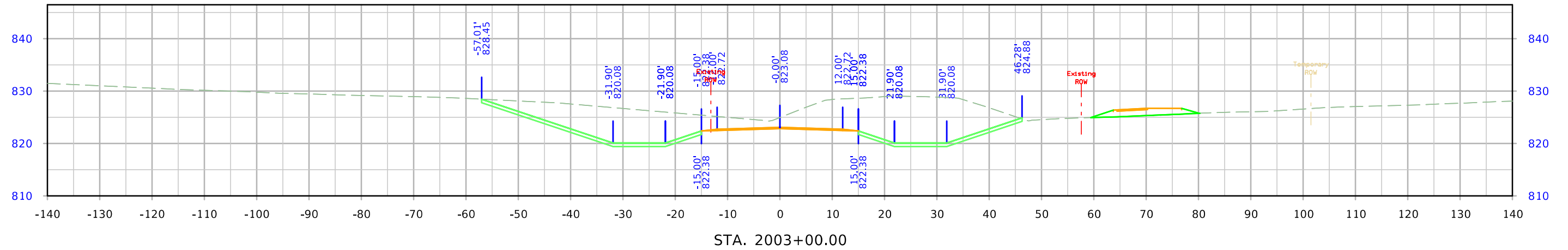
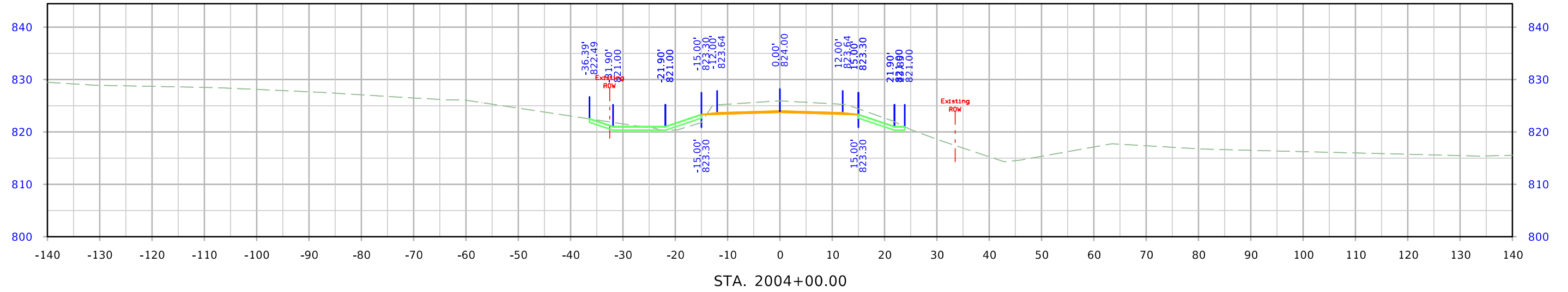


STA. 1028+49.66

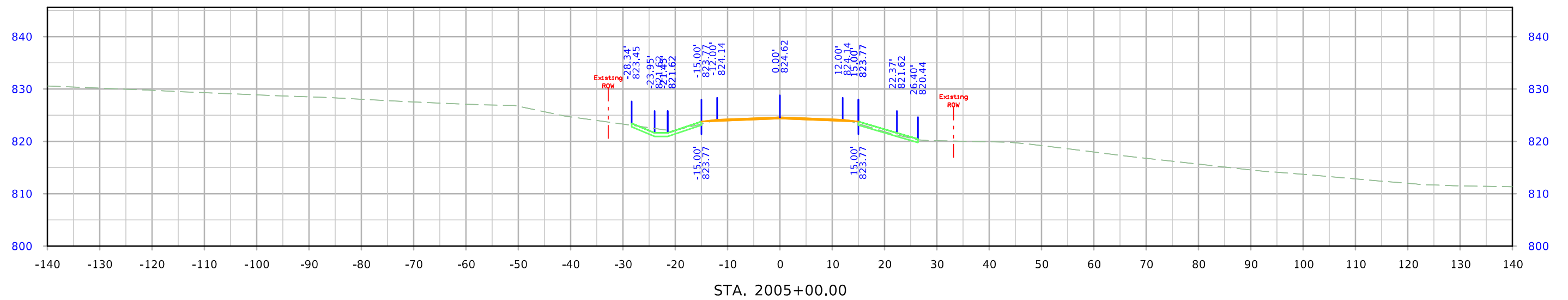
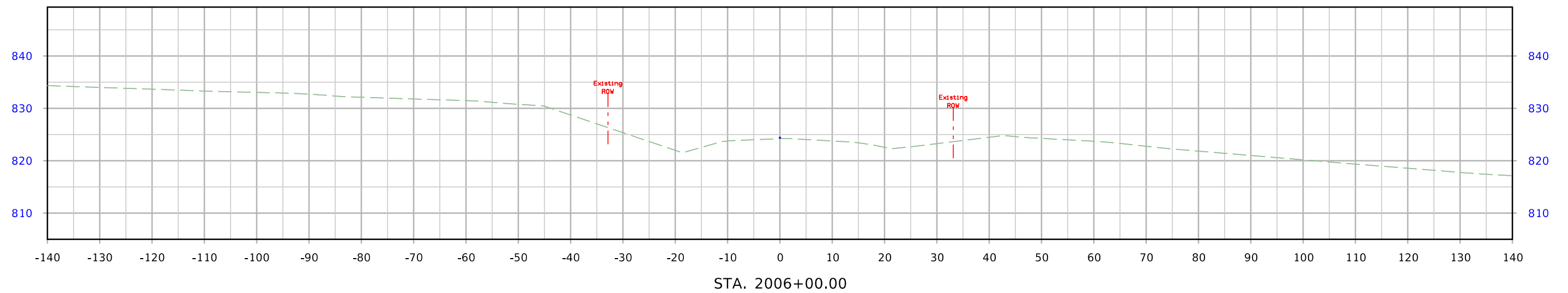
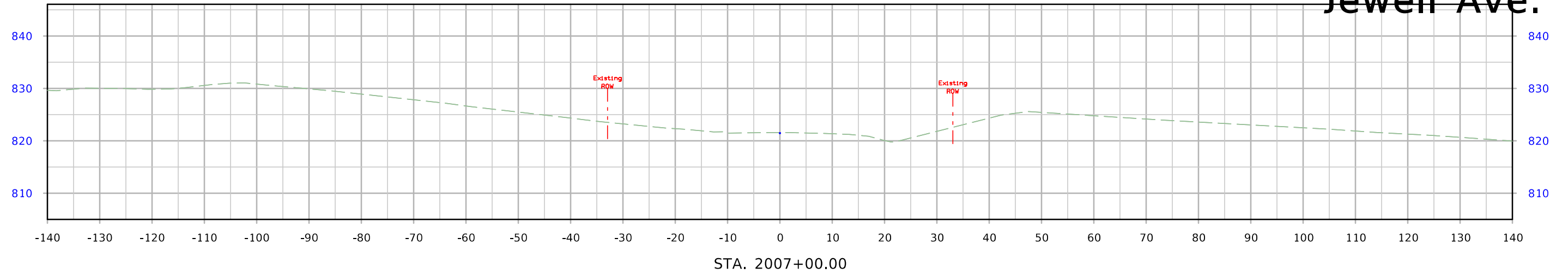
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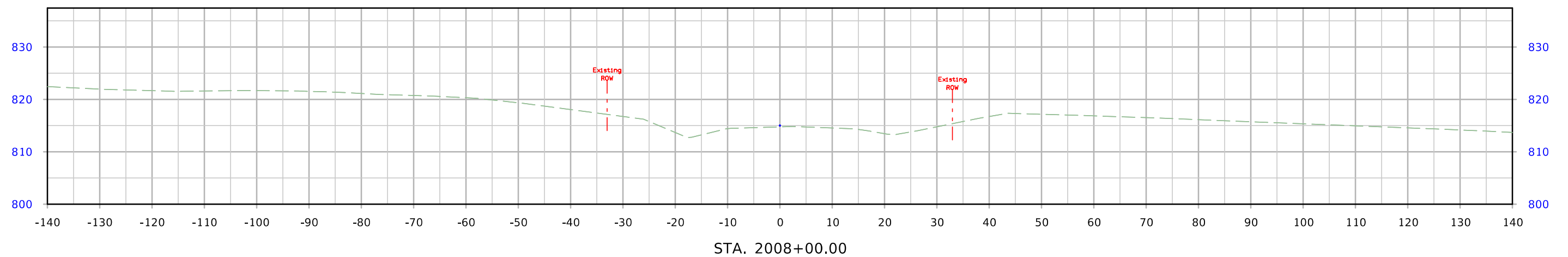
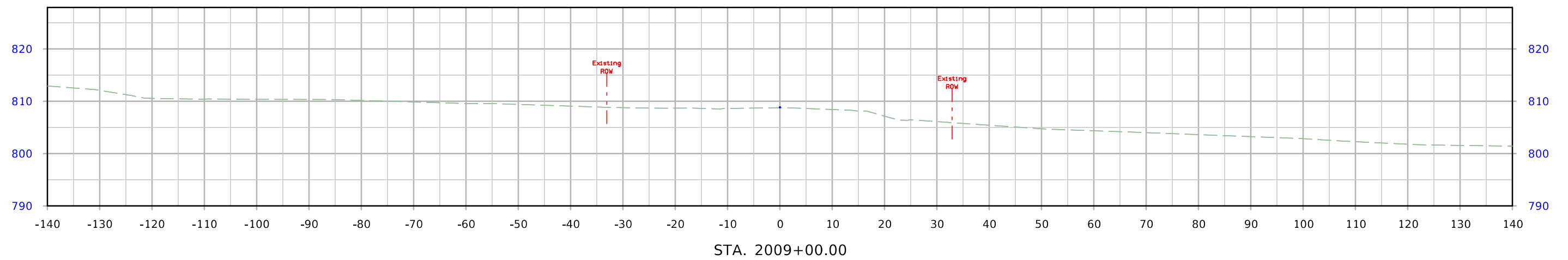
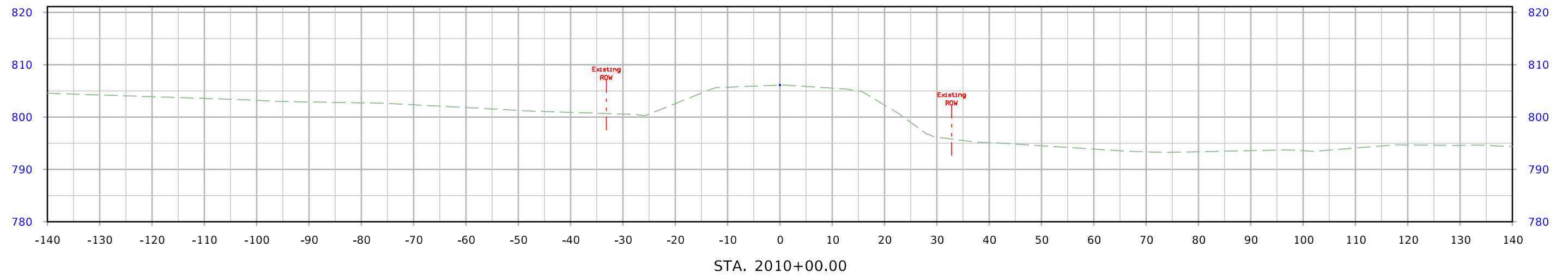
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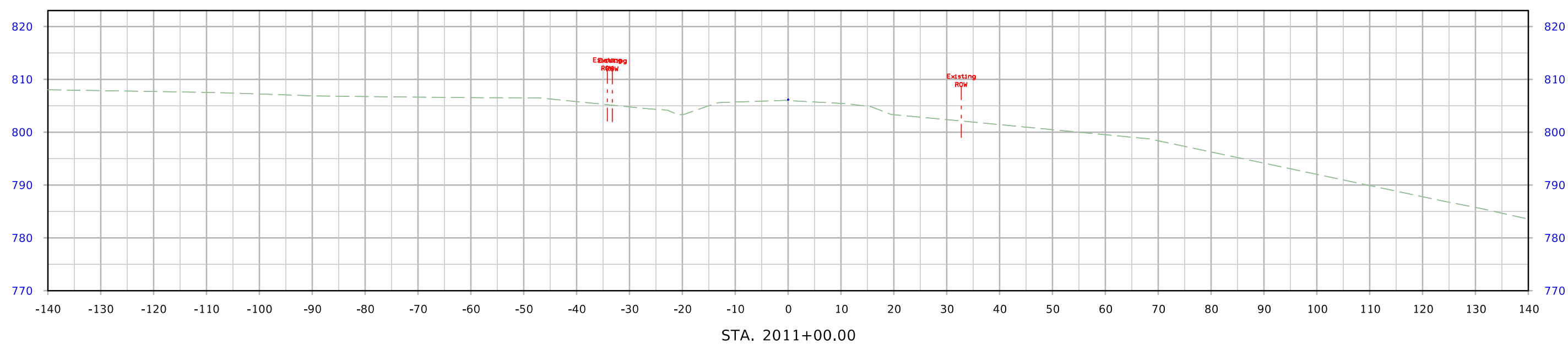
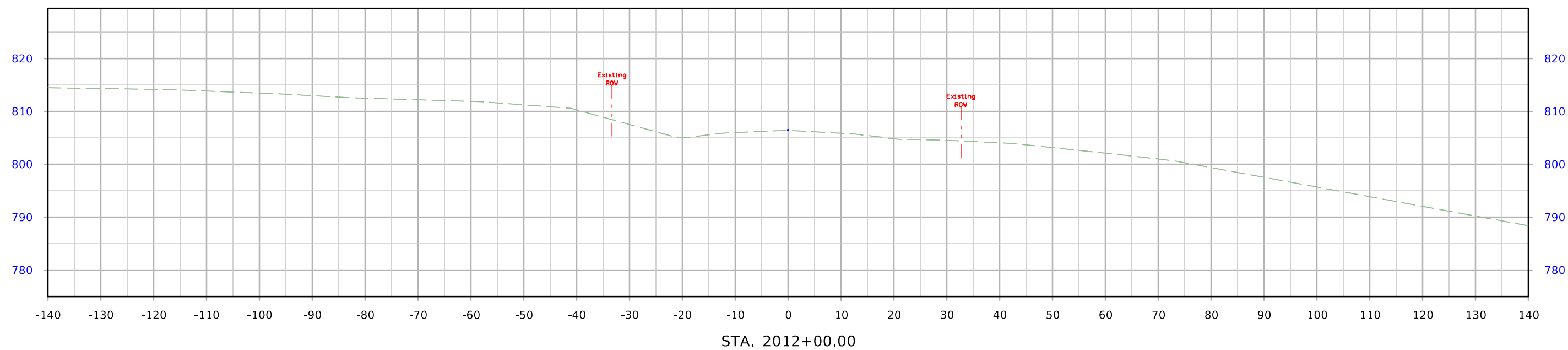
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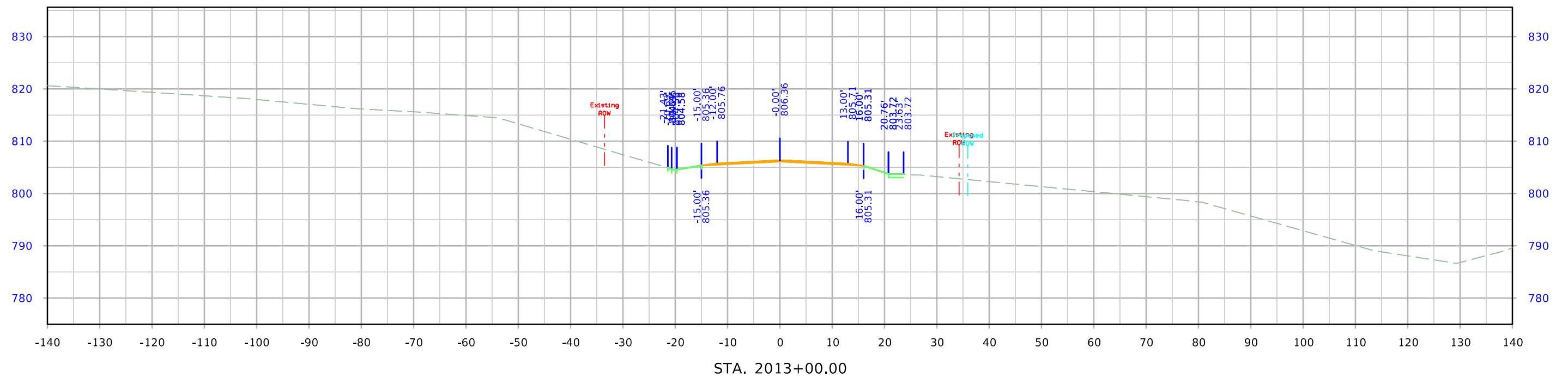
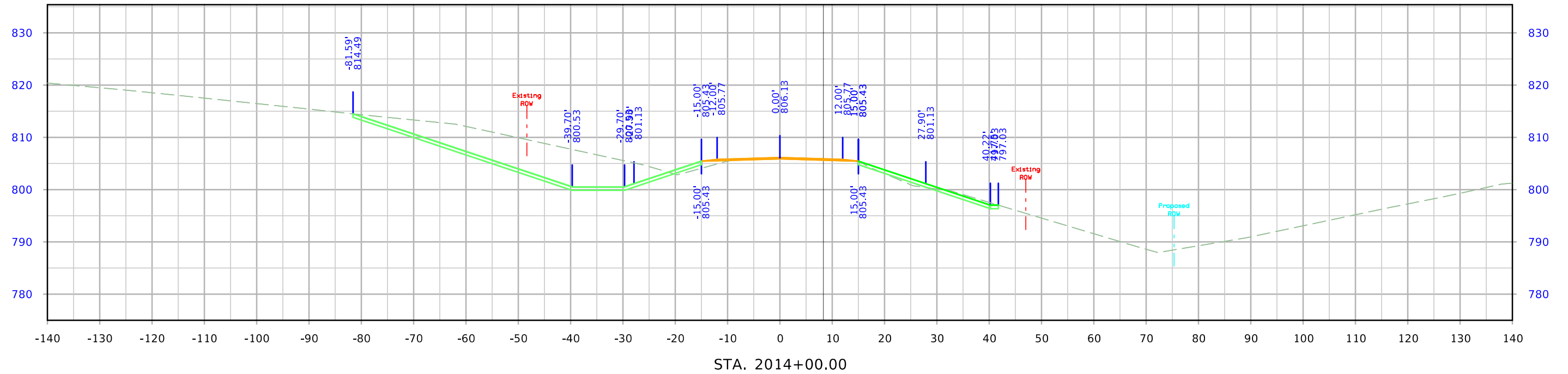
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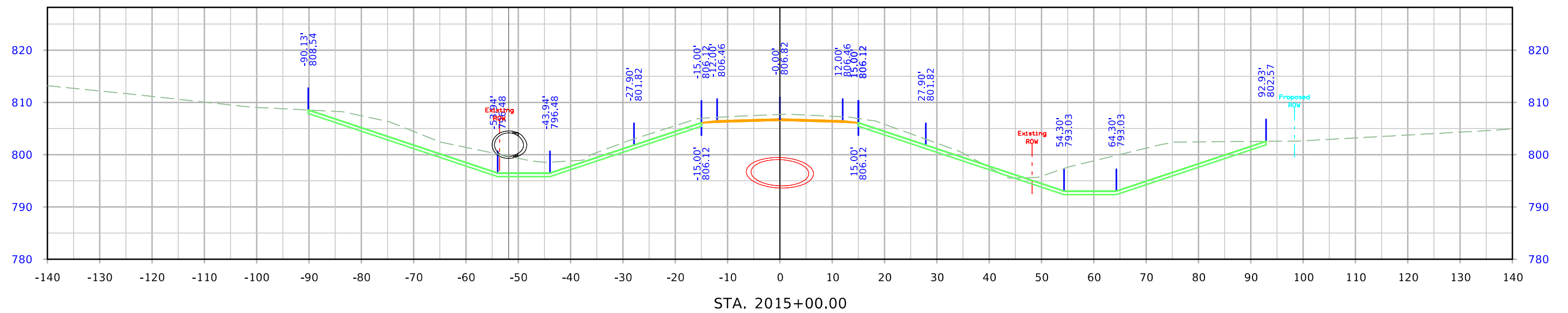
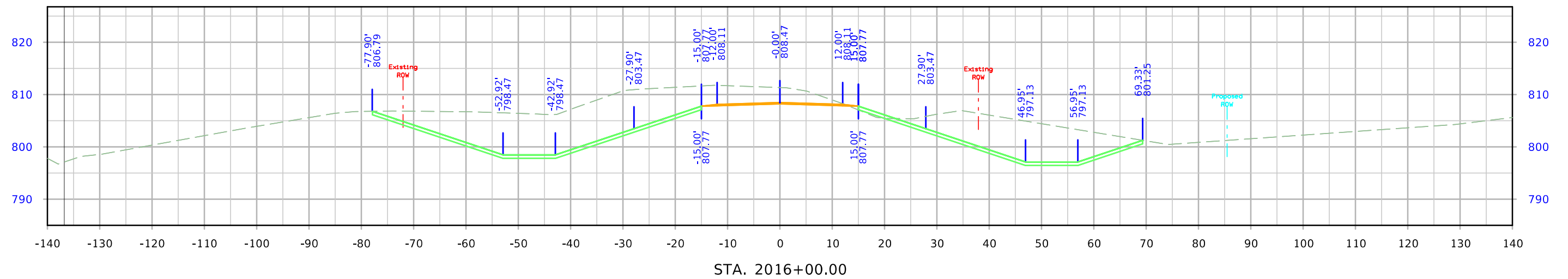
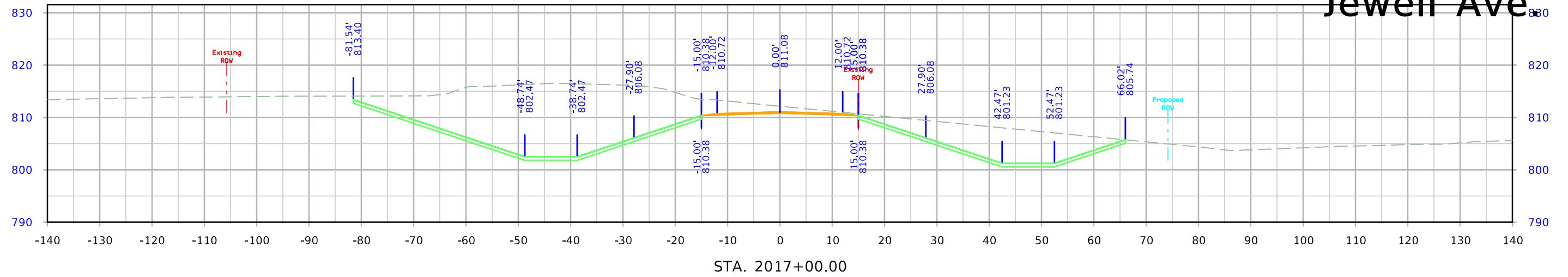
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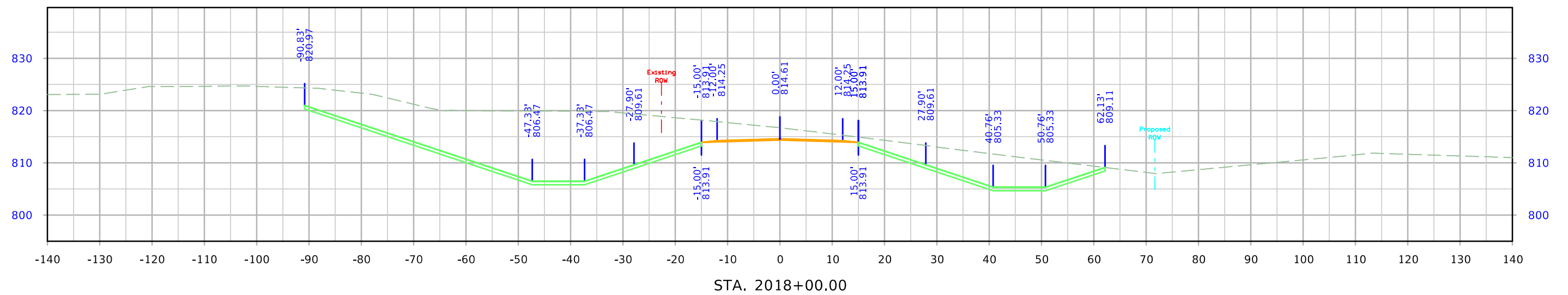
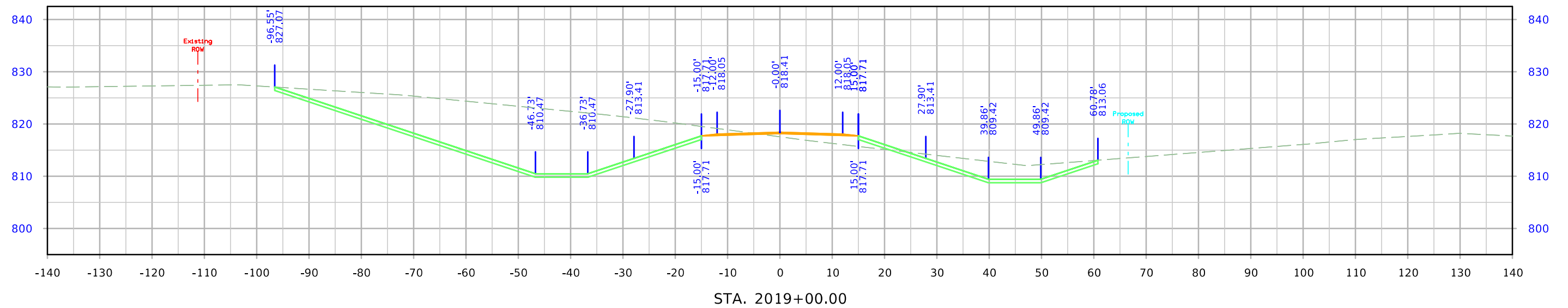
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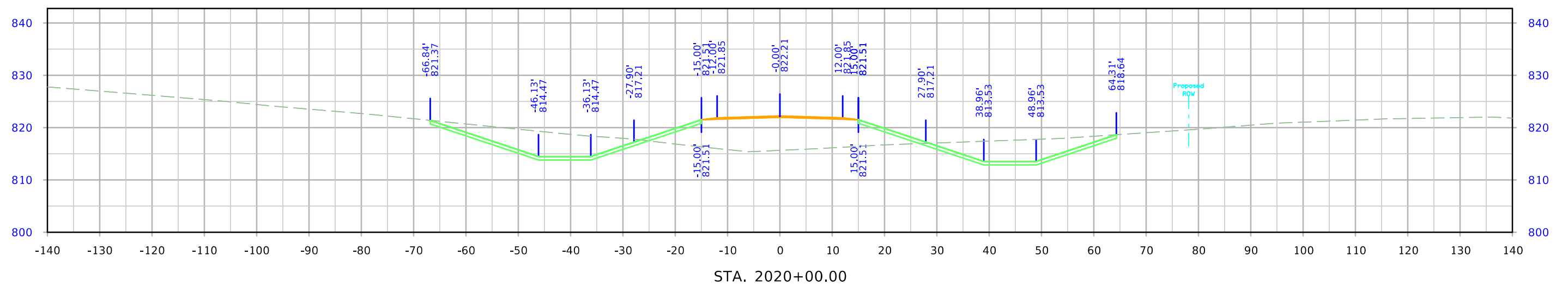
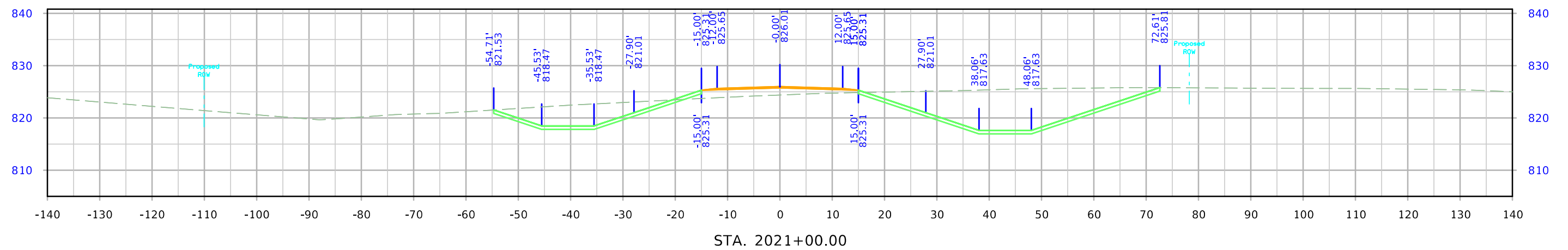
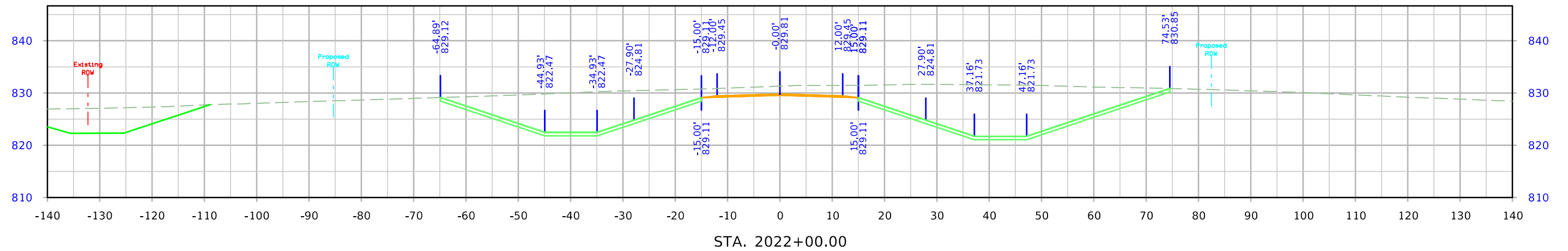
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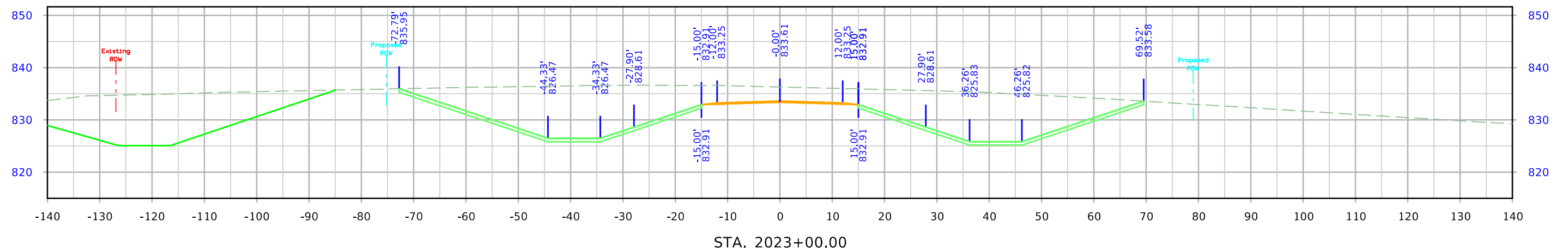
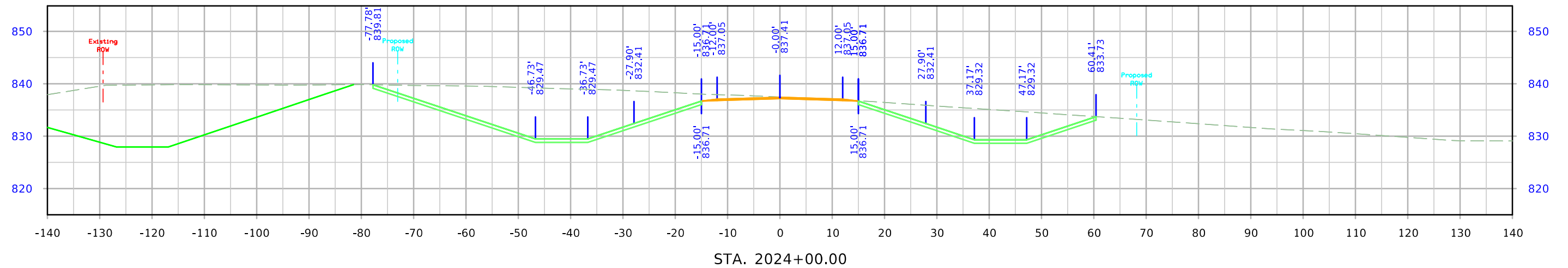
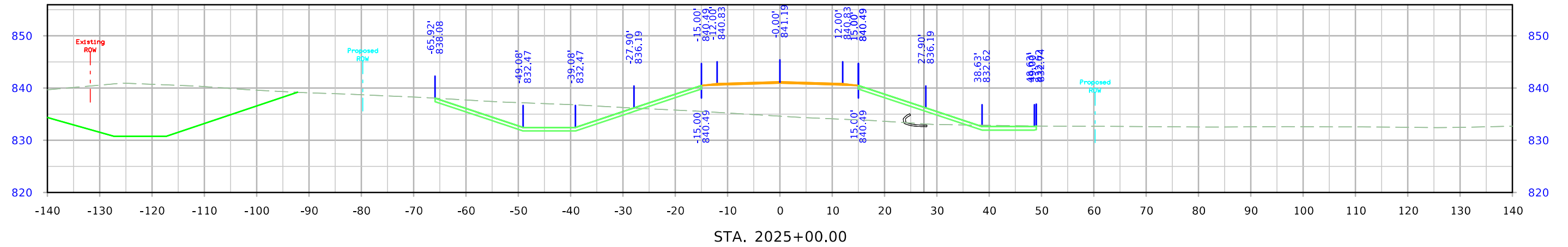
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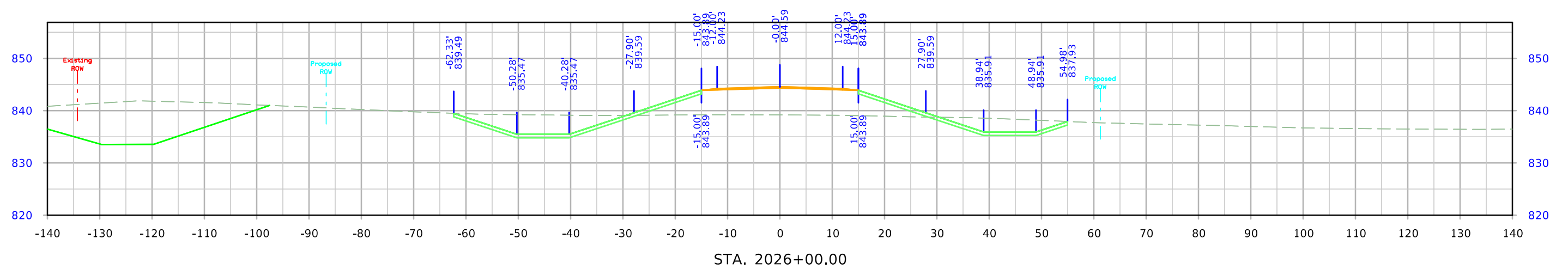
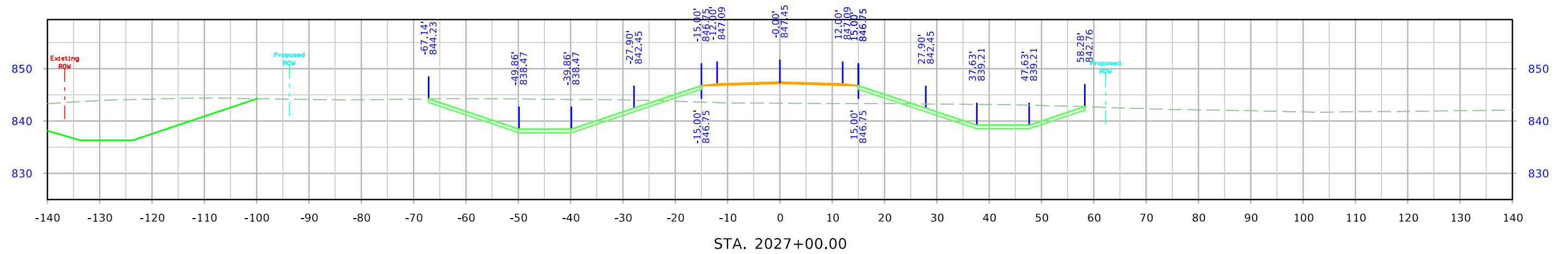
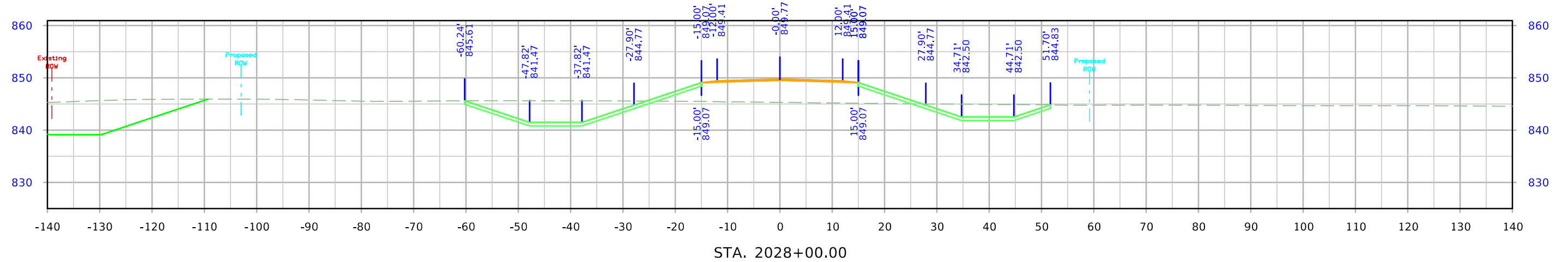
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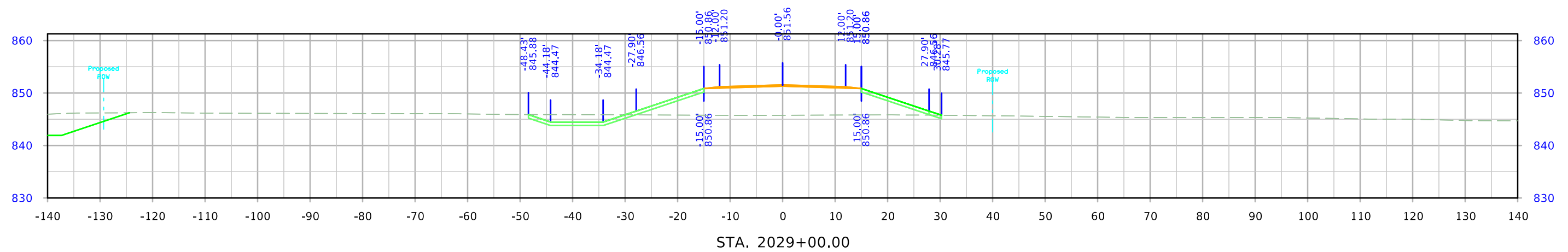
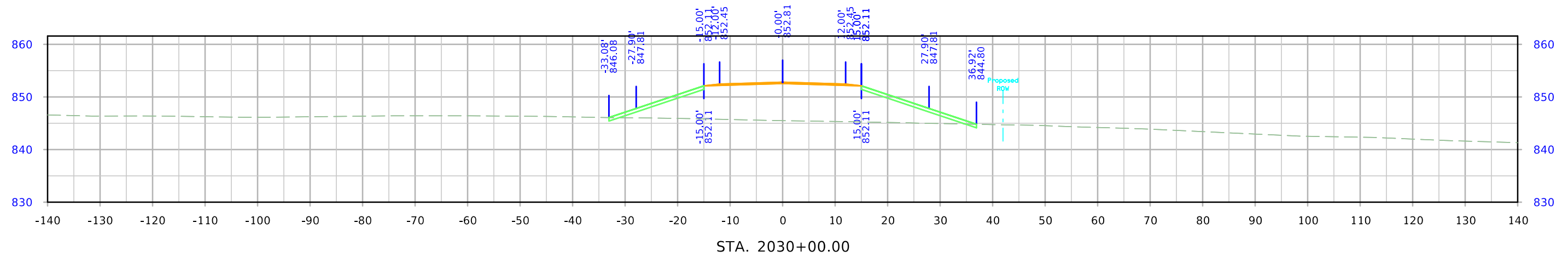
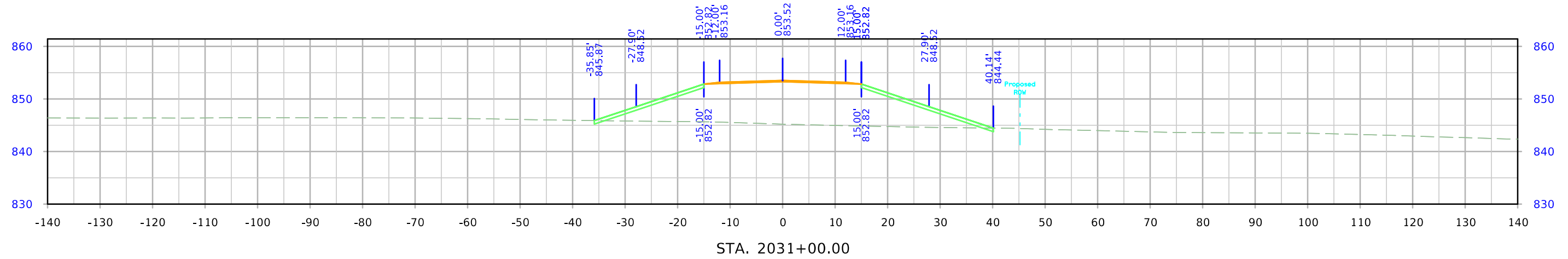
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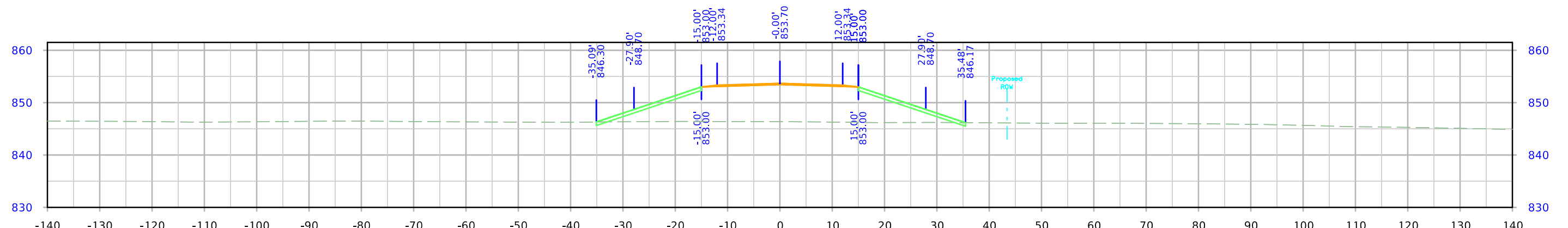
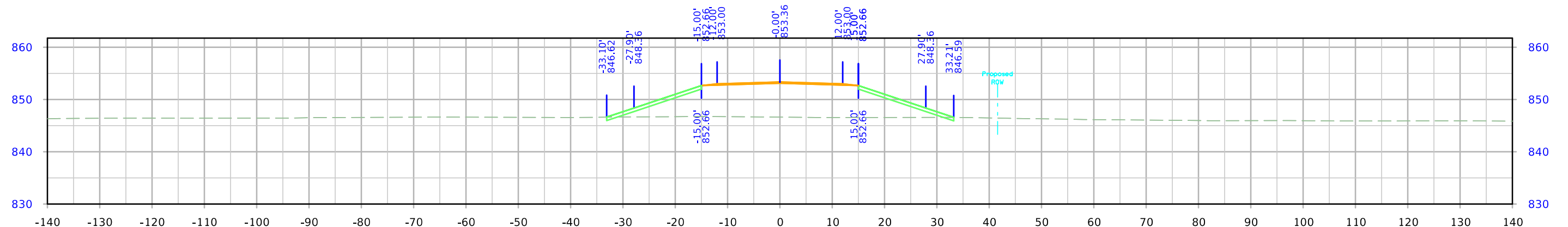
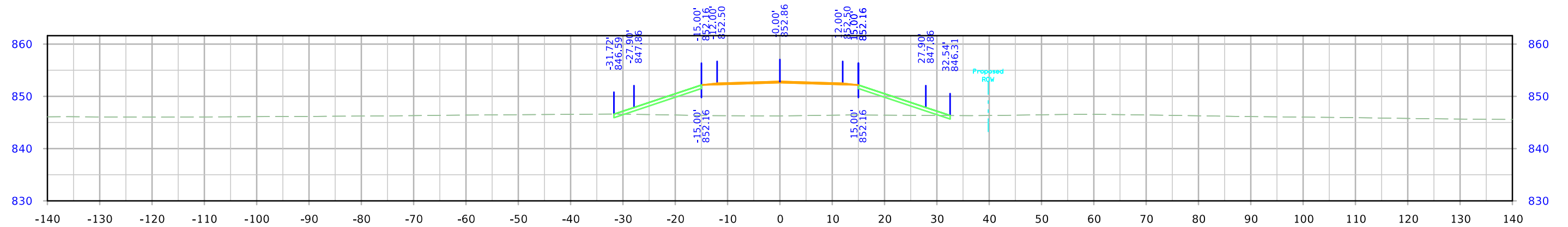
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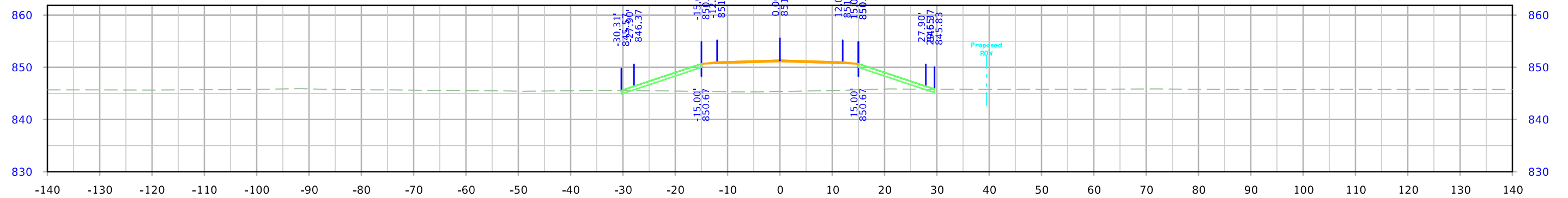
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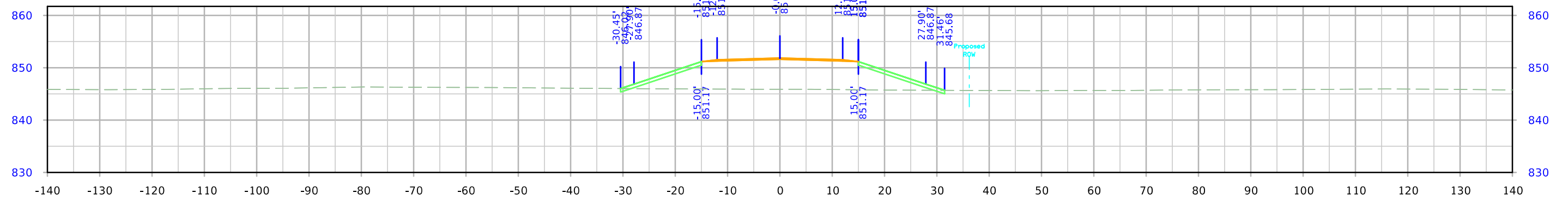
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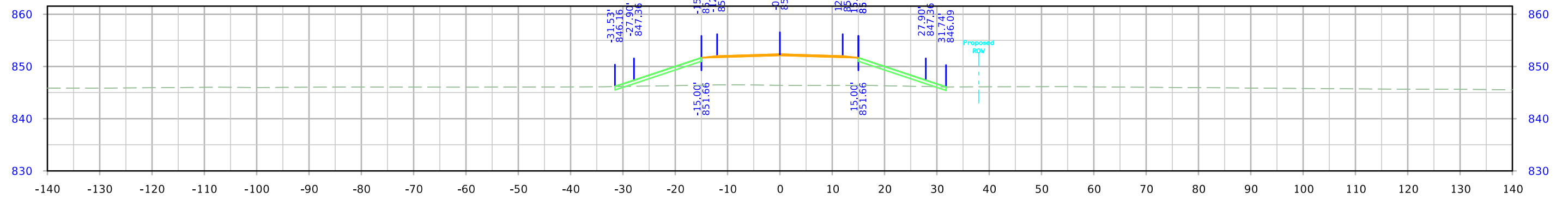
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STA. 2037+00.00

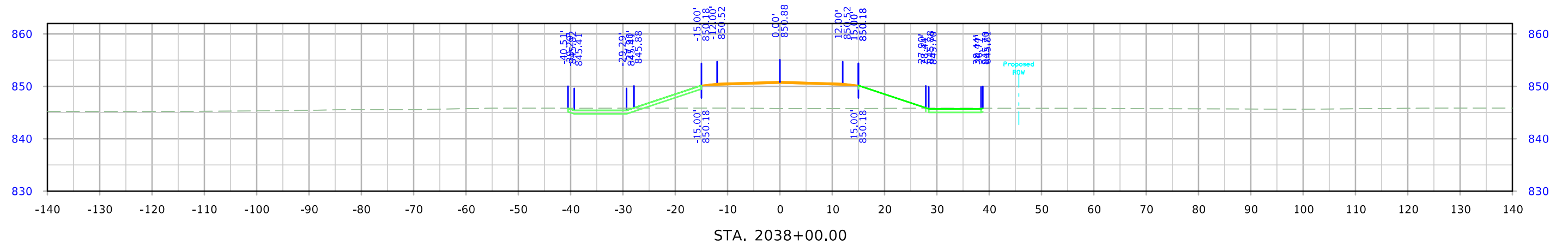
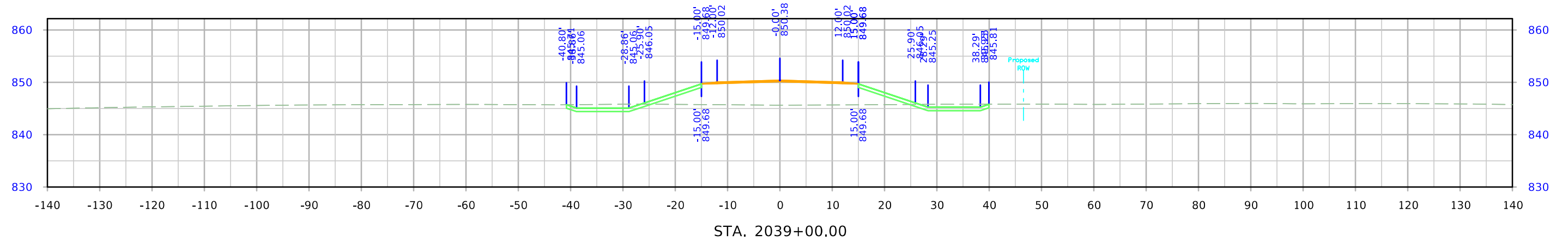
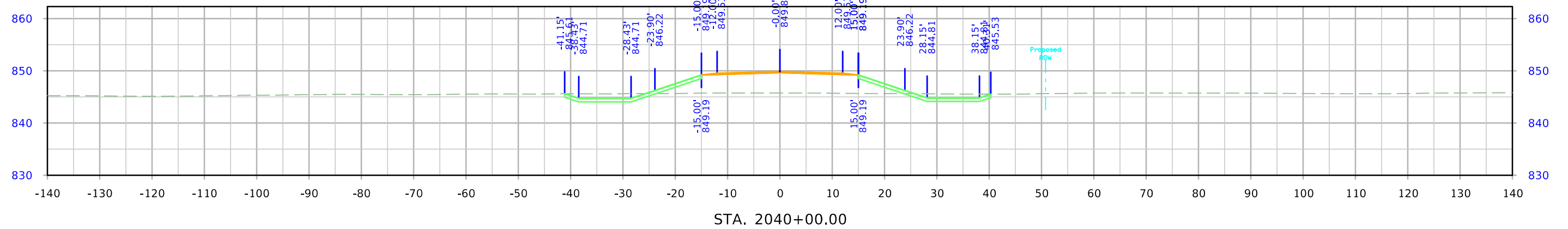


STA. 2036+00.00

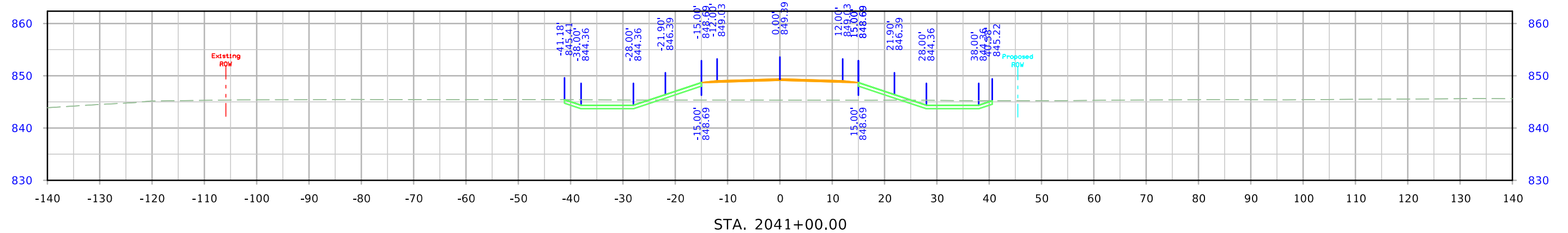
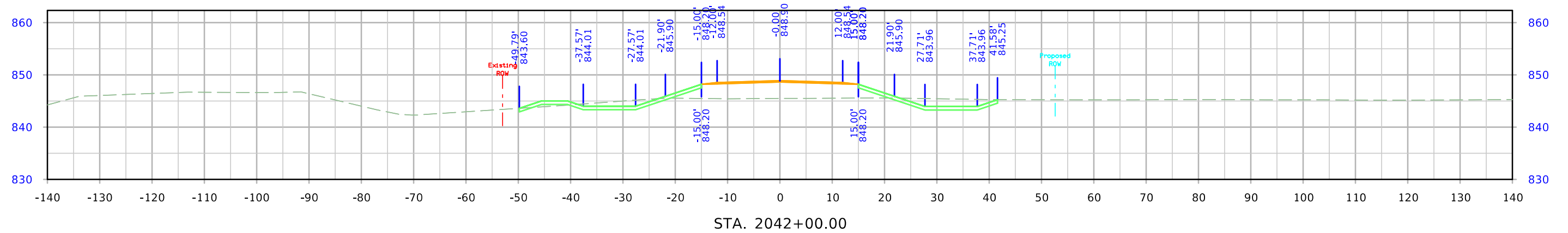
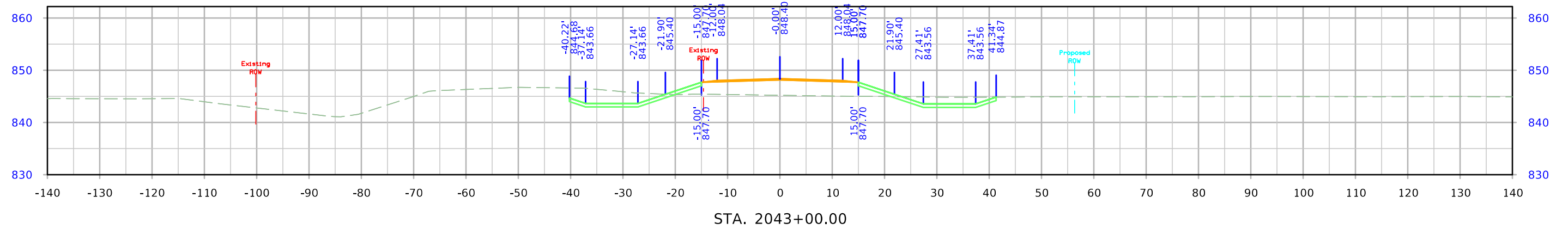


STA. 2035+00.00

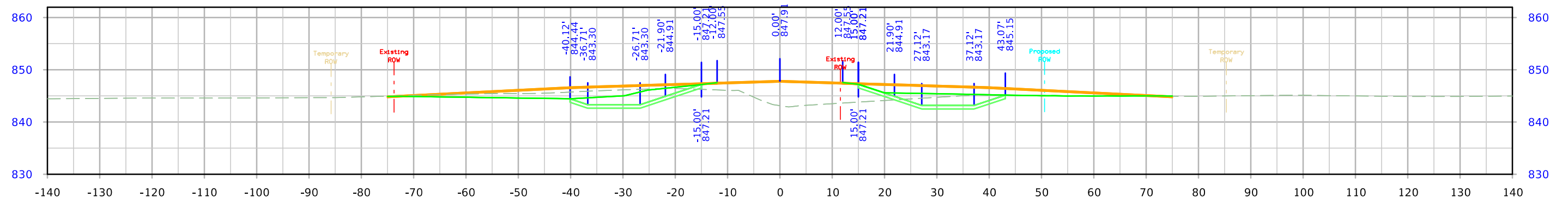
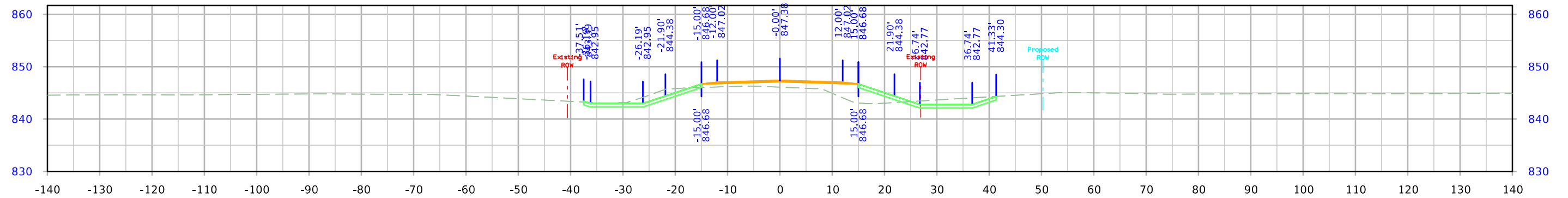
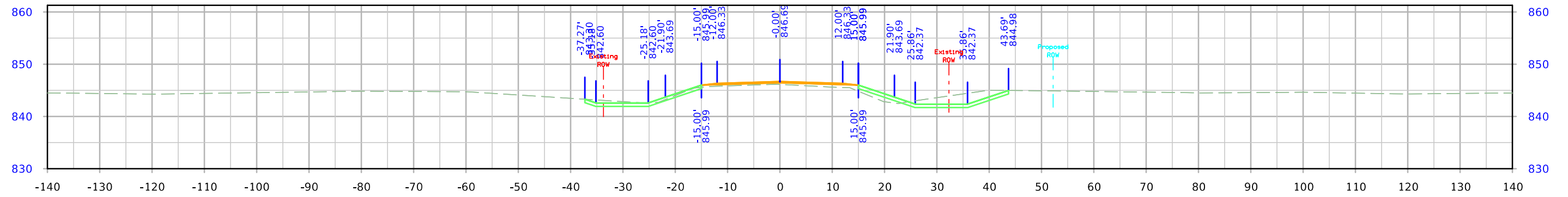
Jewell Ave.



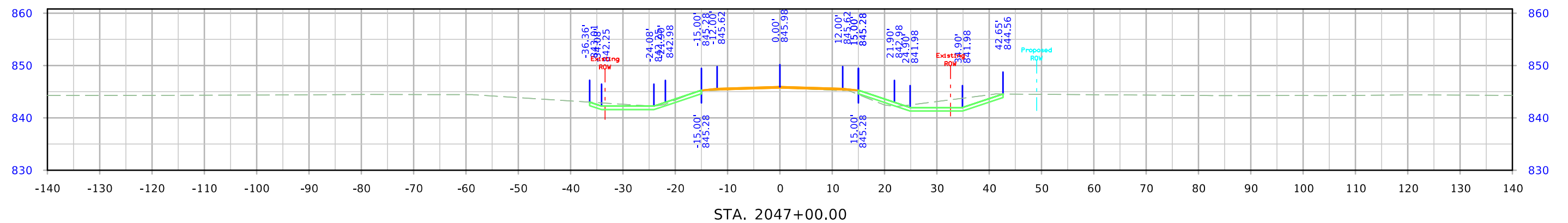
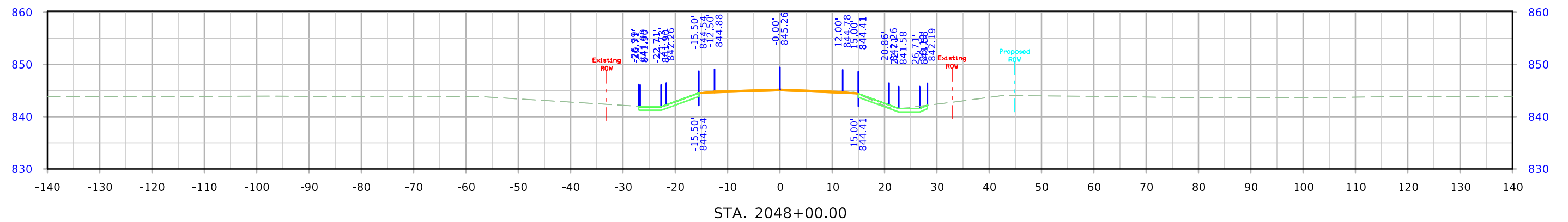
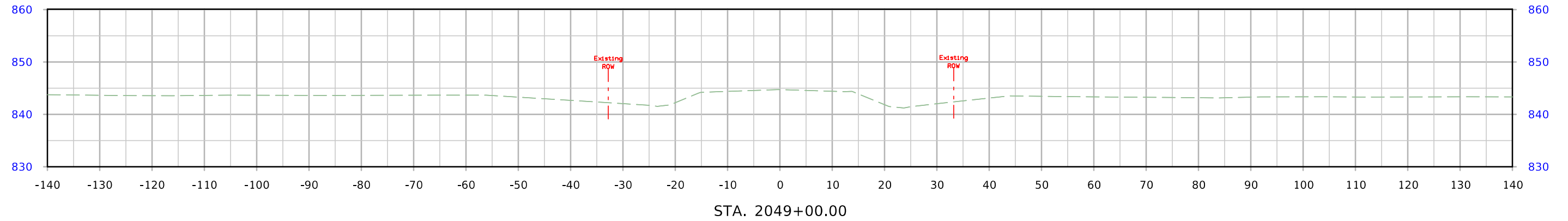
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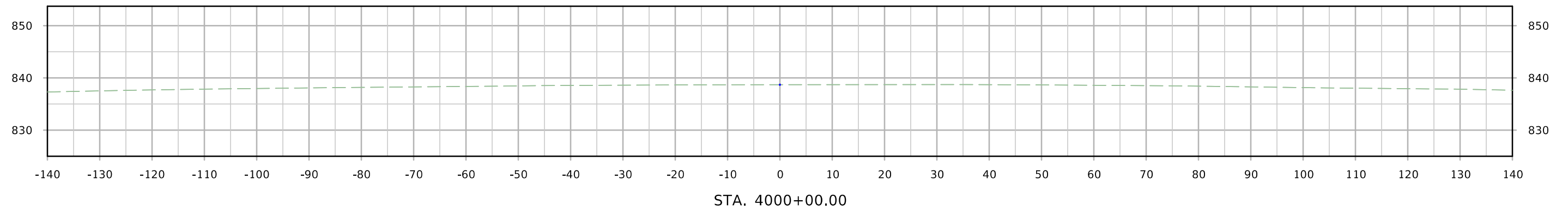
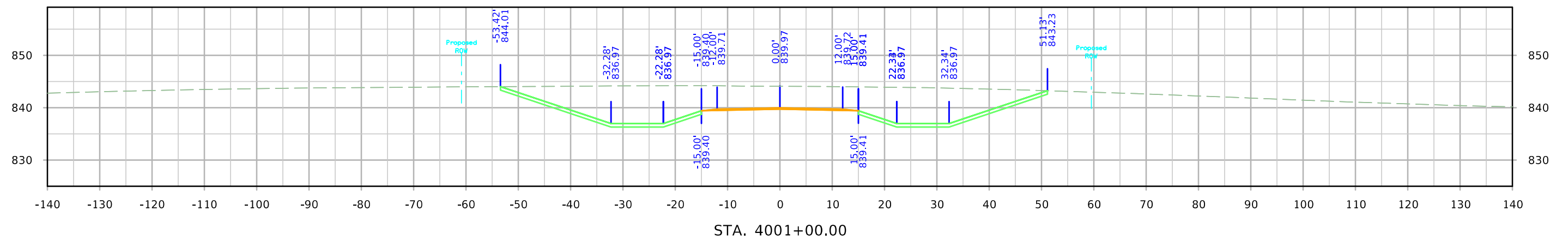
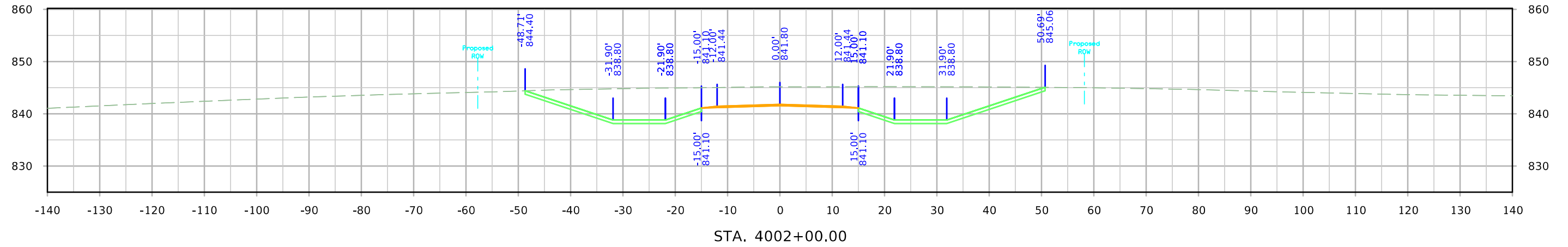
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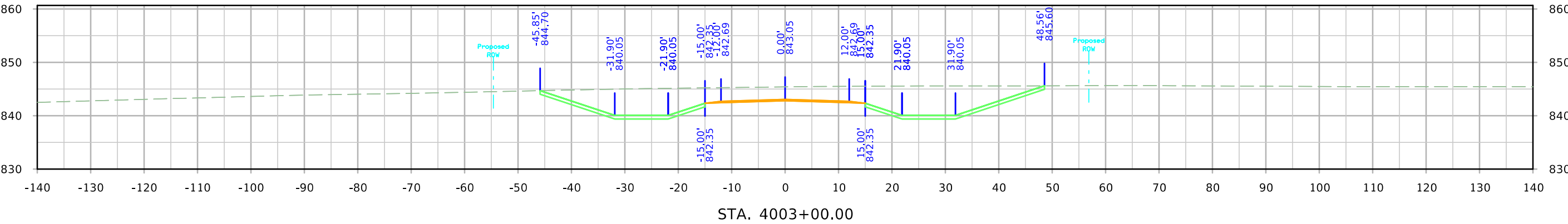
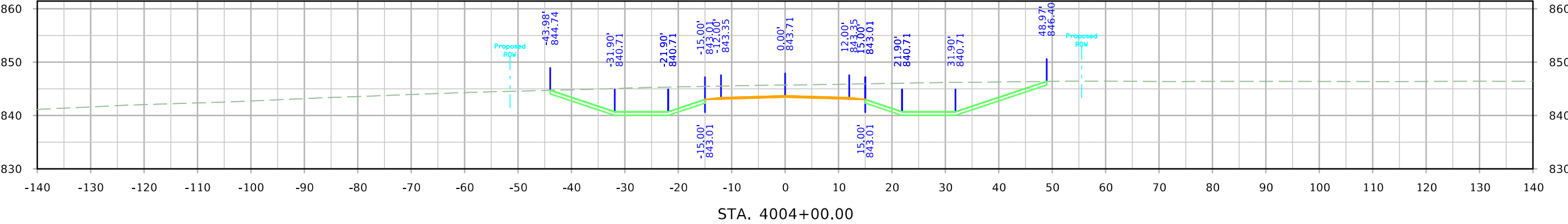
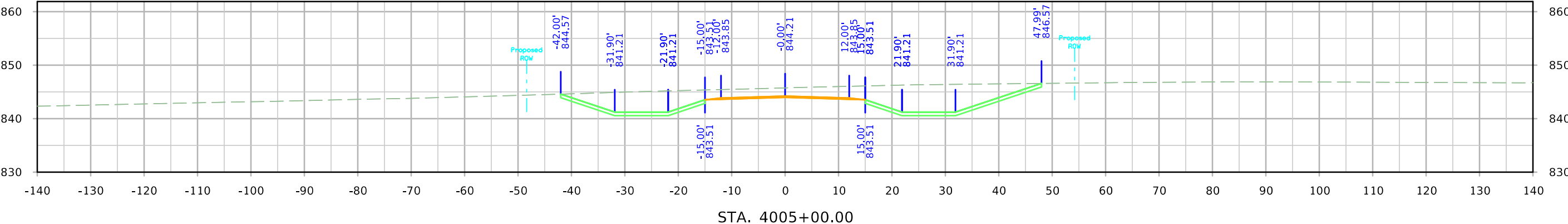
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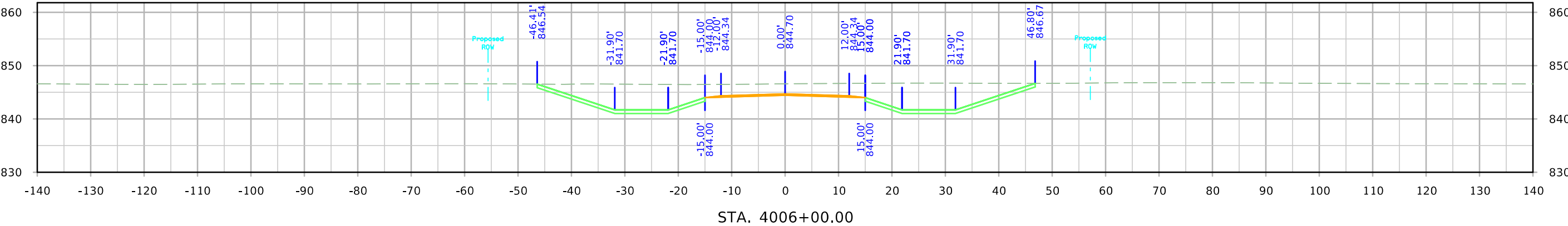
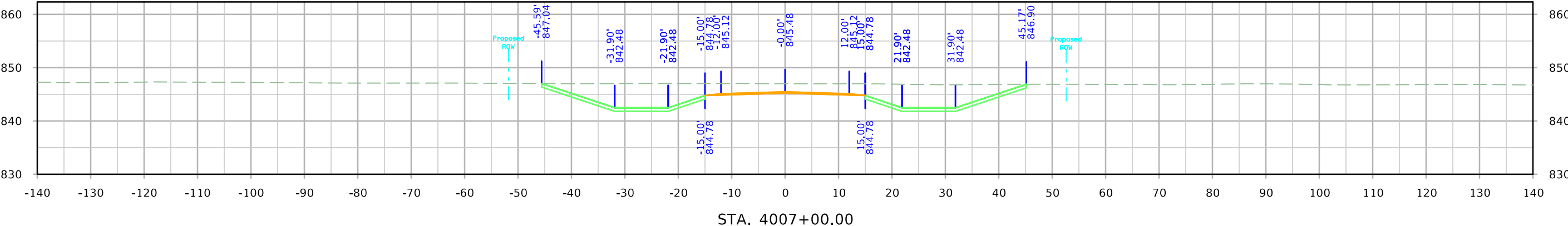
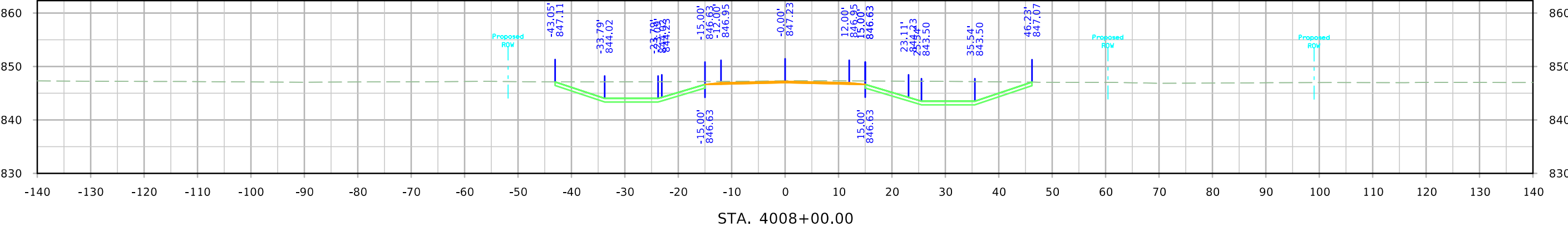
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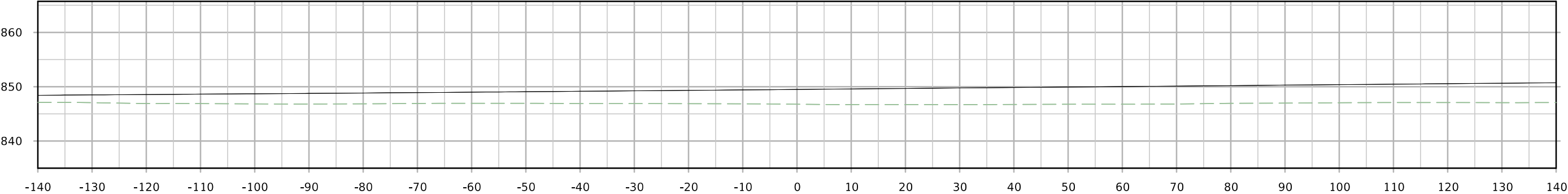
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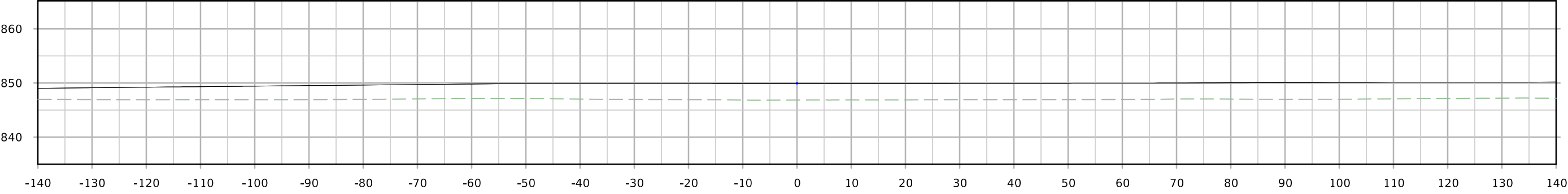
Independence Ave.



Independence Ave.

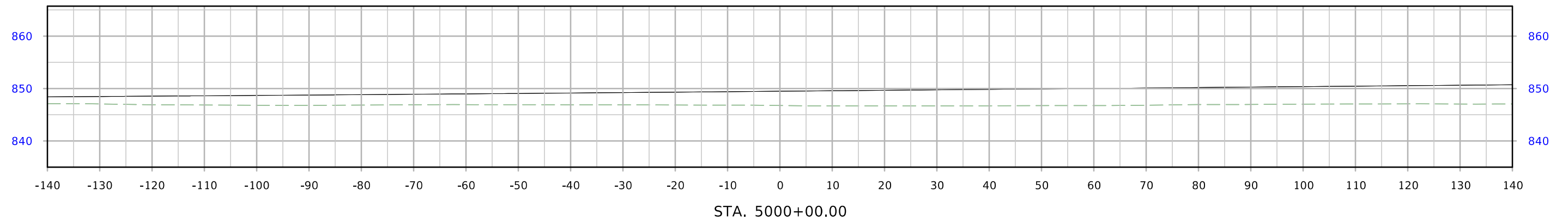
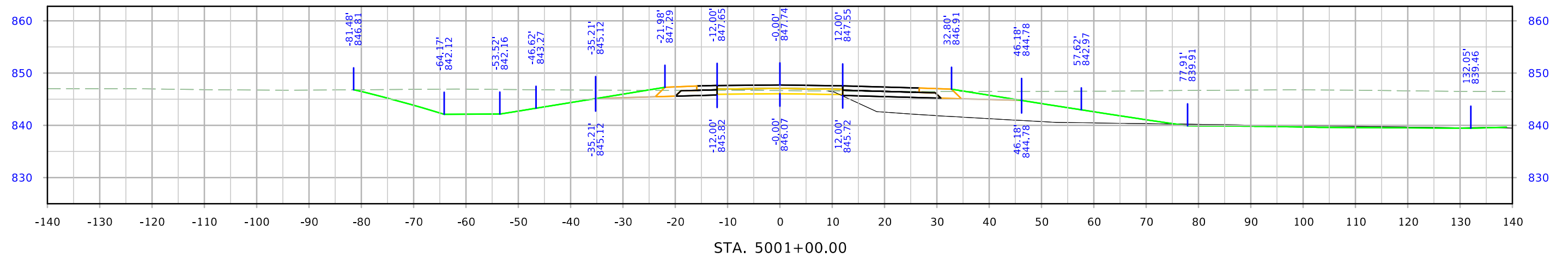
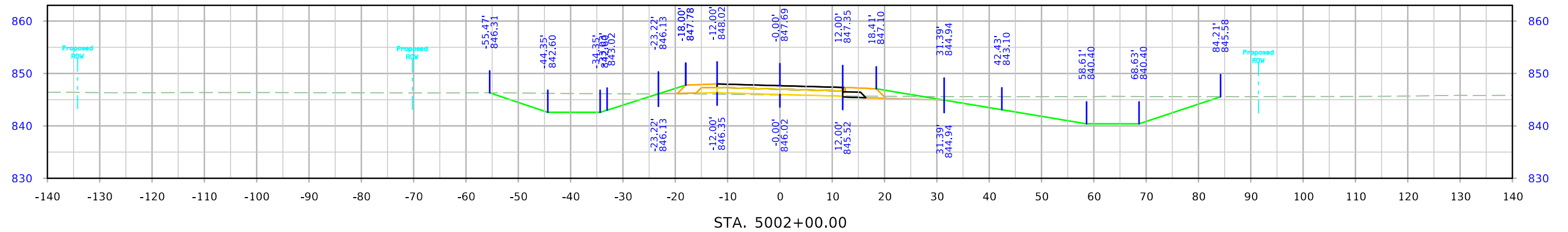


STA. 4009+24.88

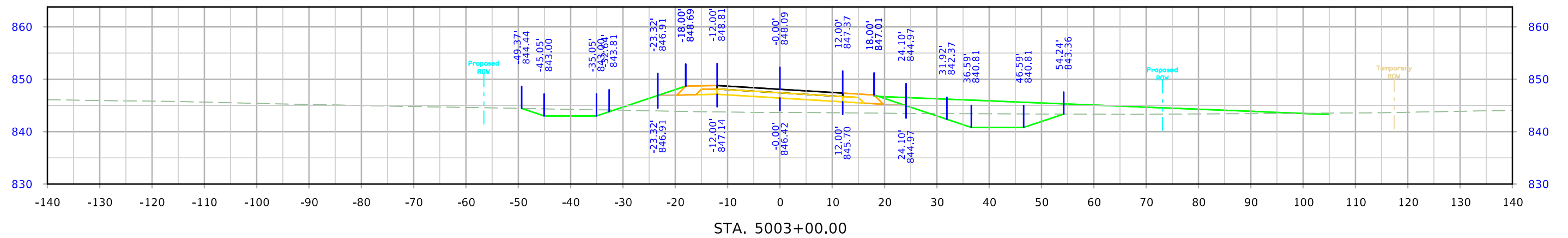
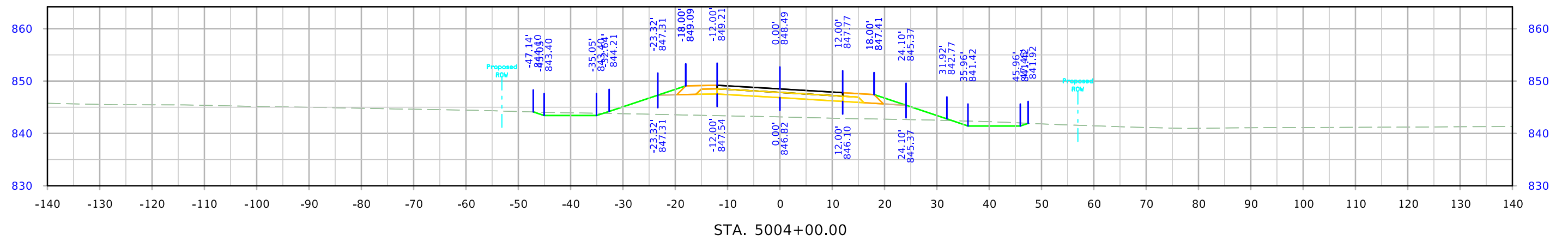
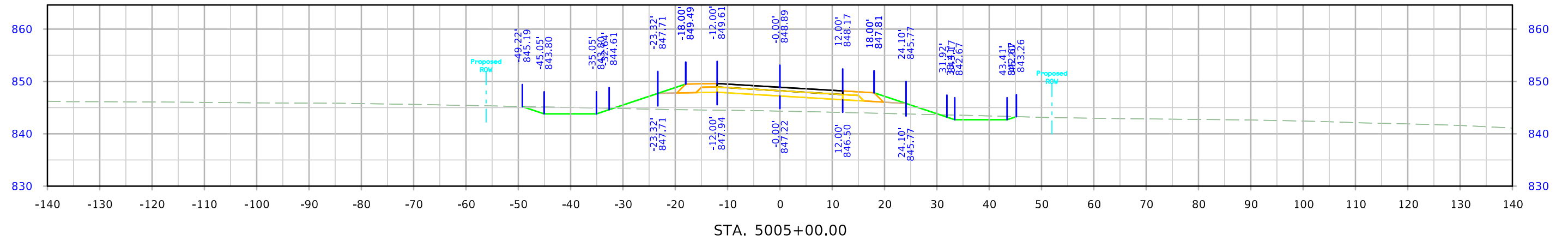


STA. 4009+00.00

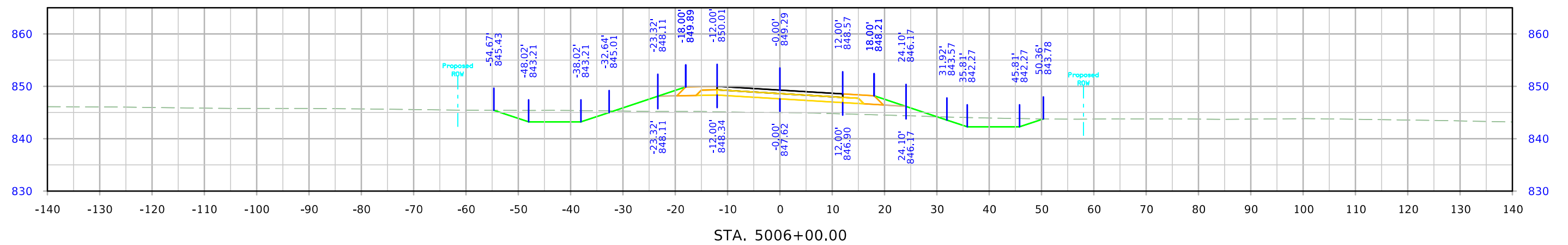
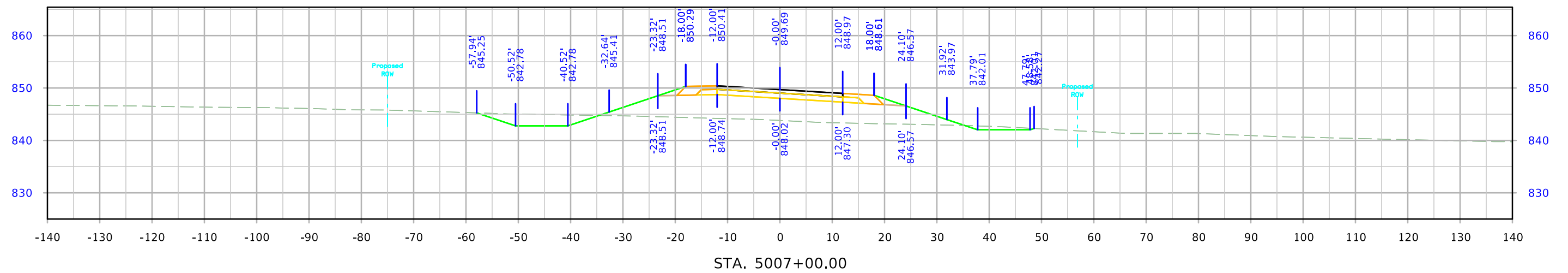
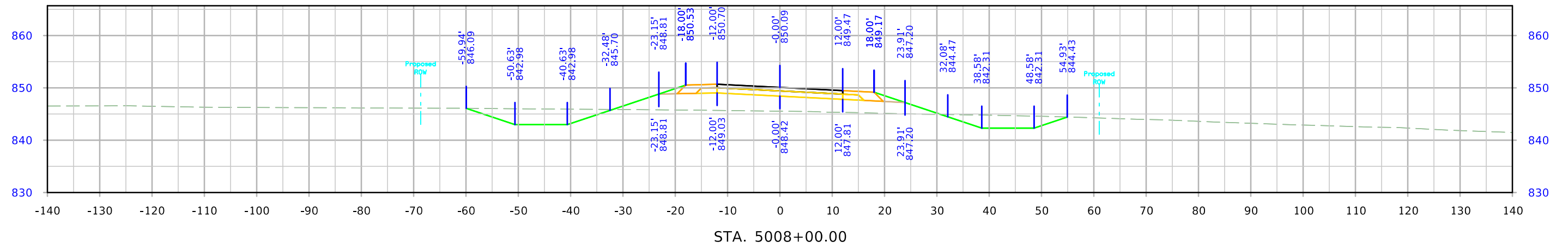
Old IA 163



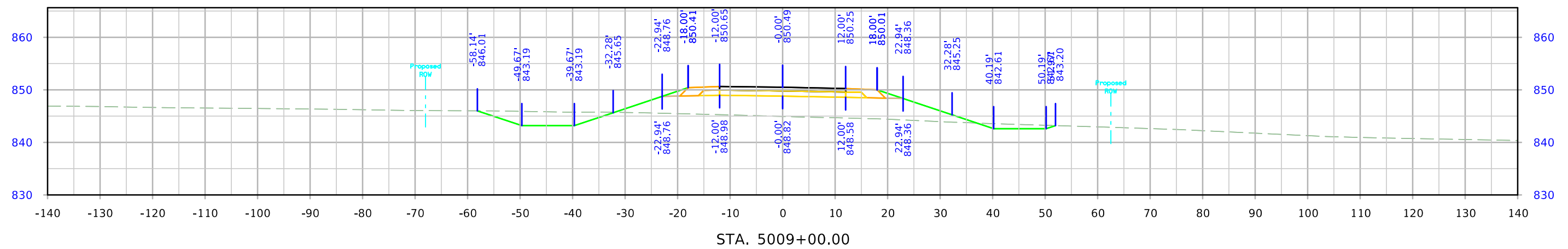
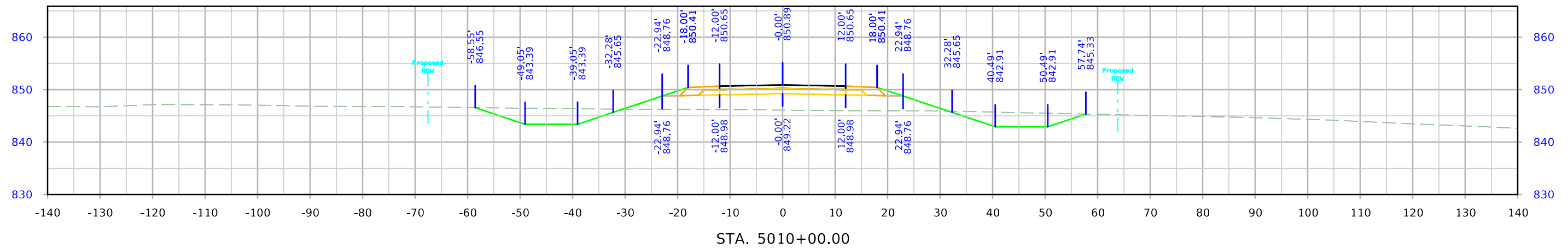
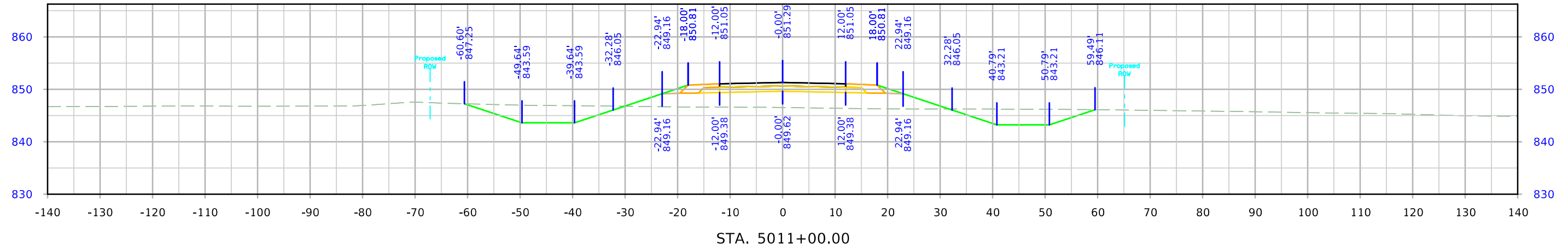
Old IA 163



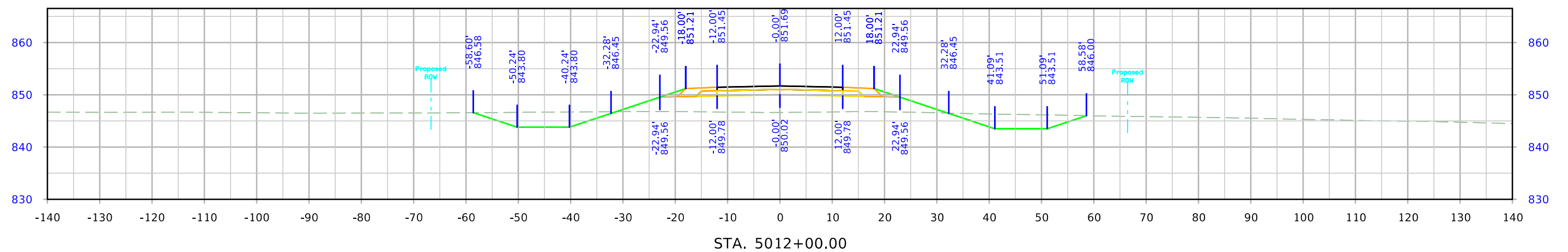
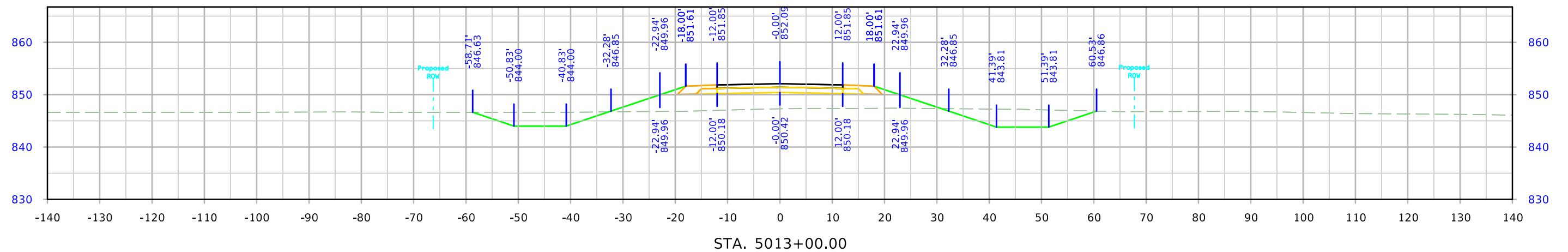
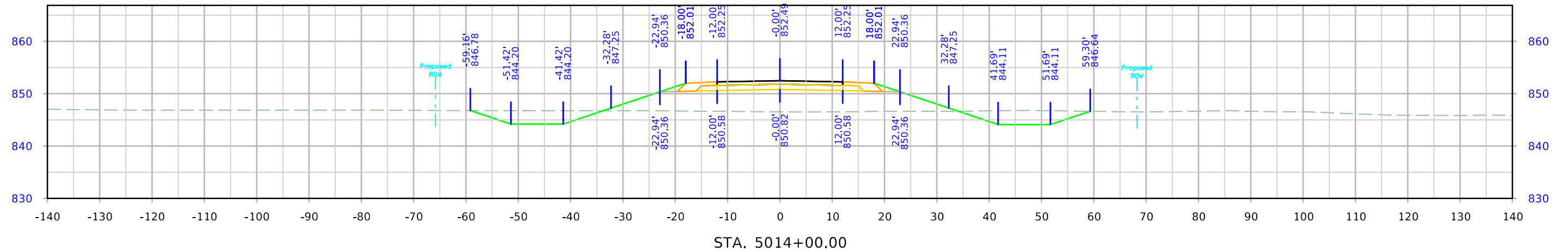
Old IA 163



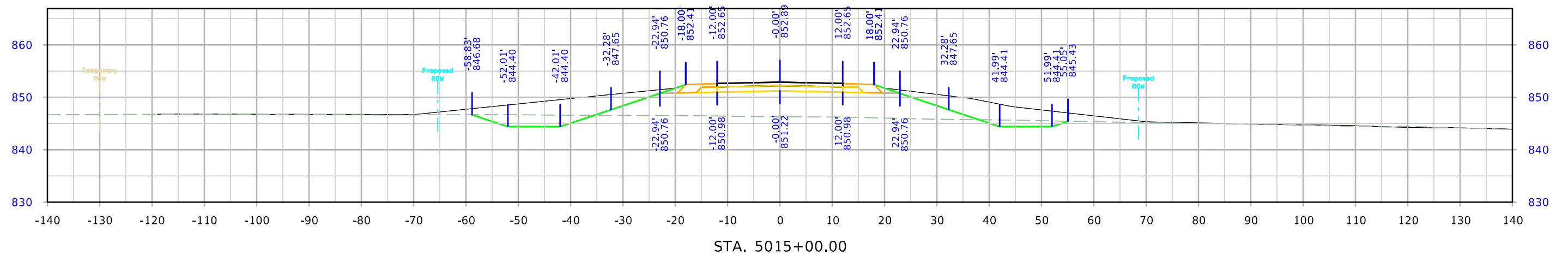
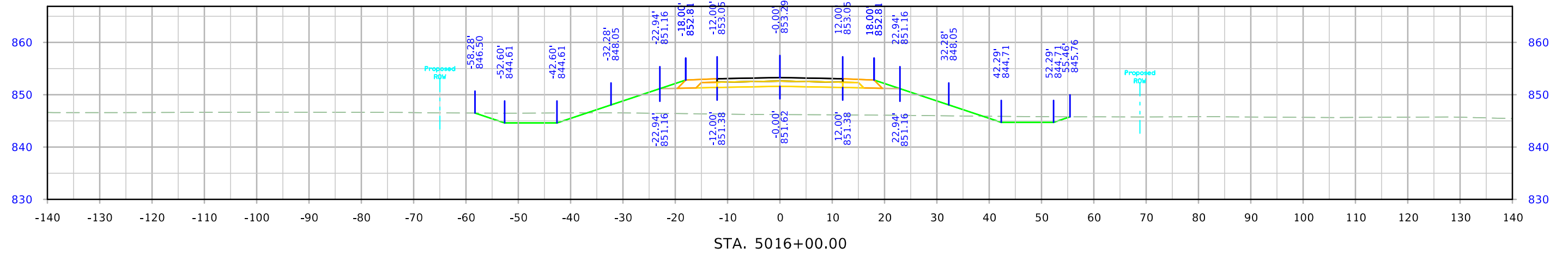
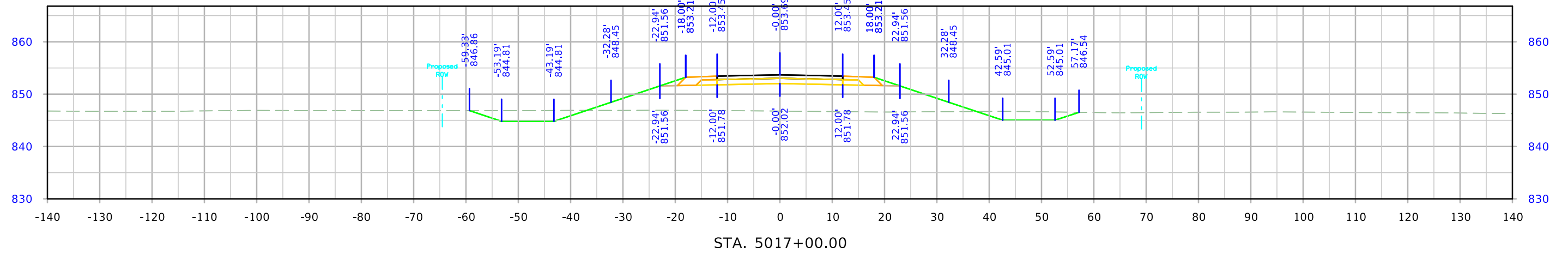
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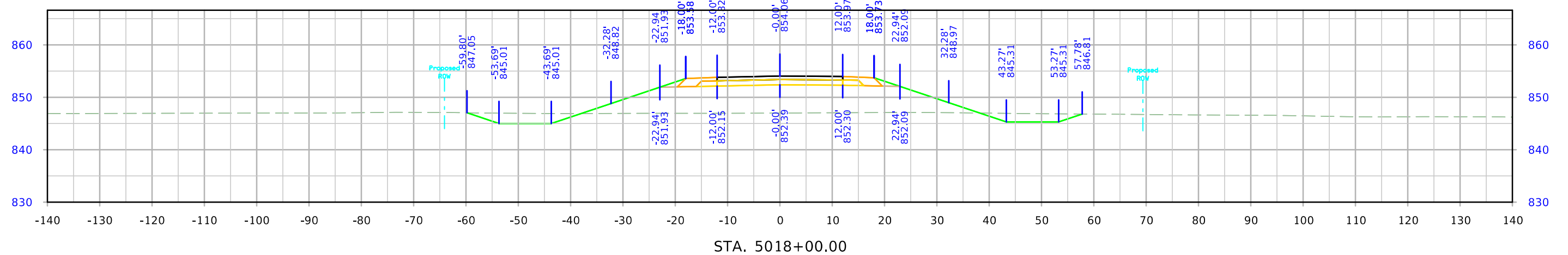
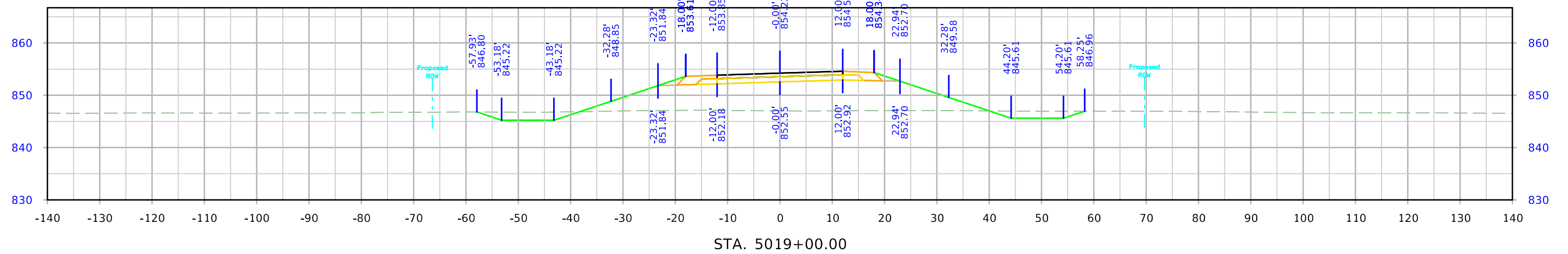
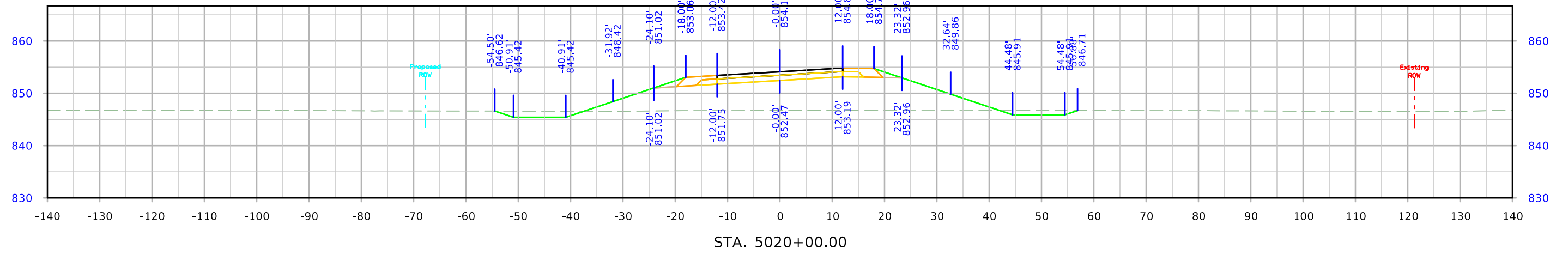
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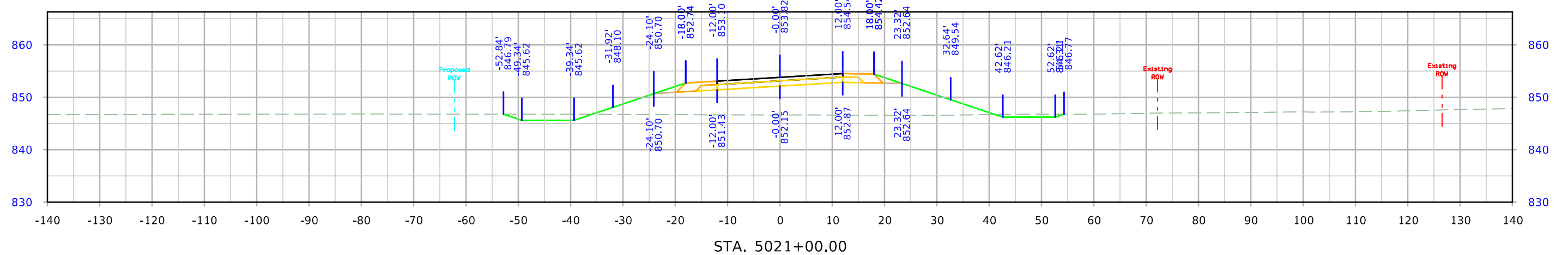
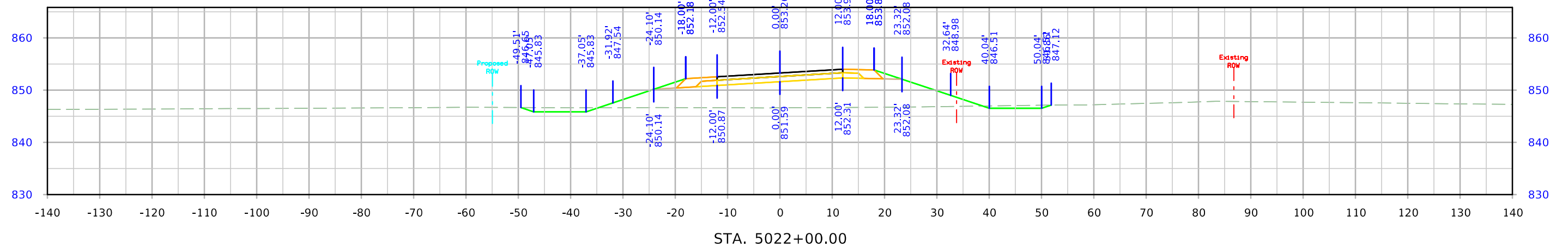
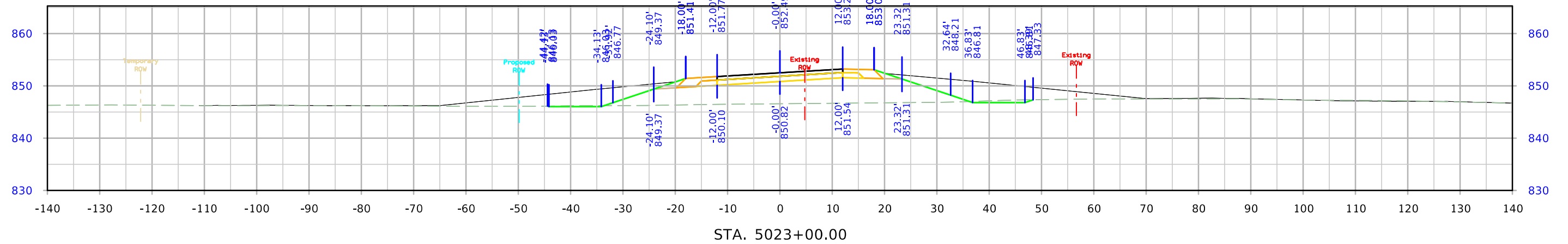
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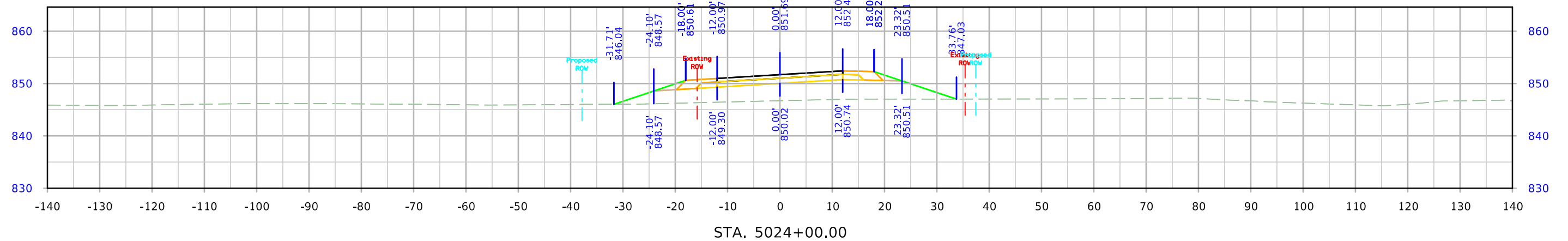
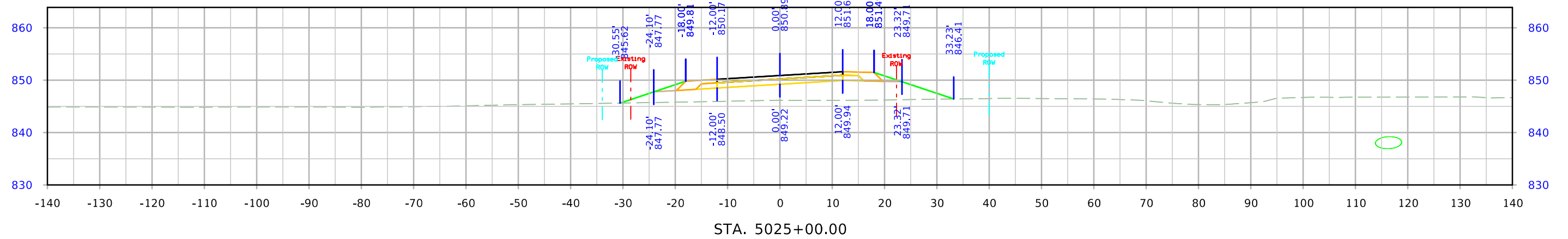
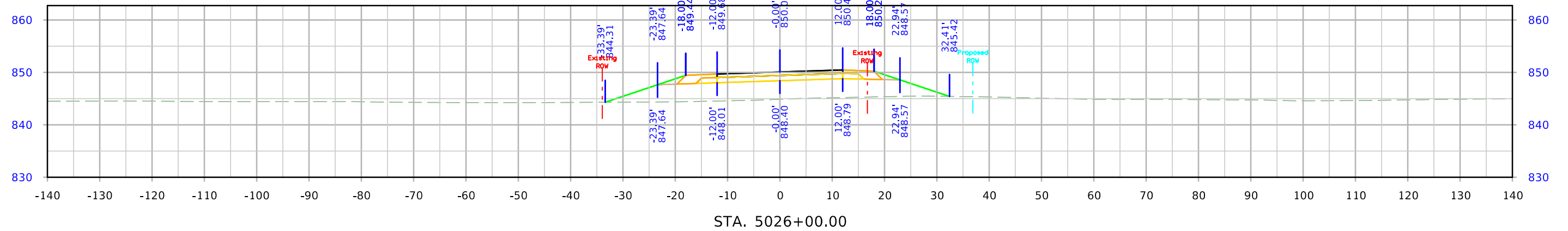
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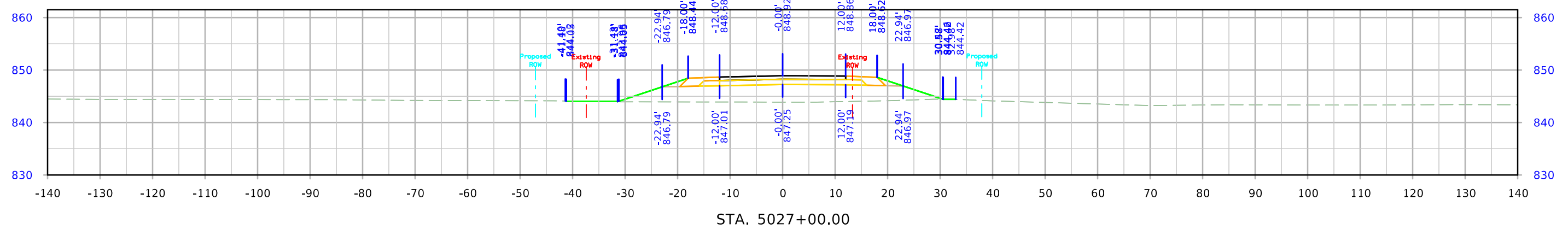
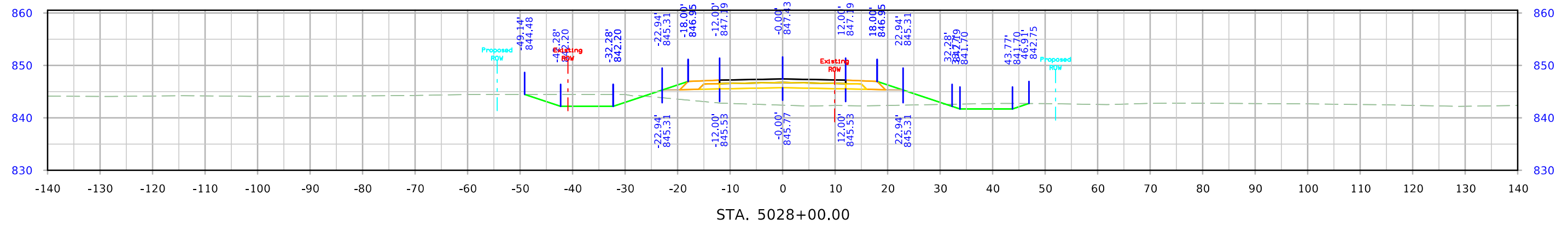
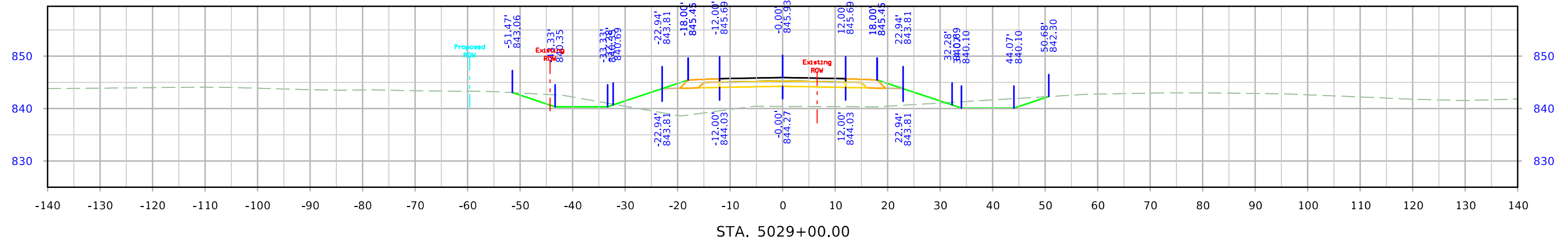
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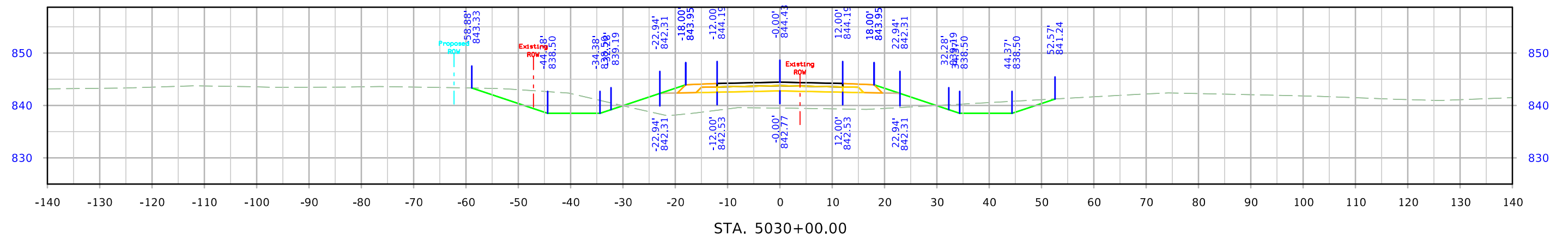
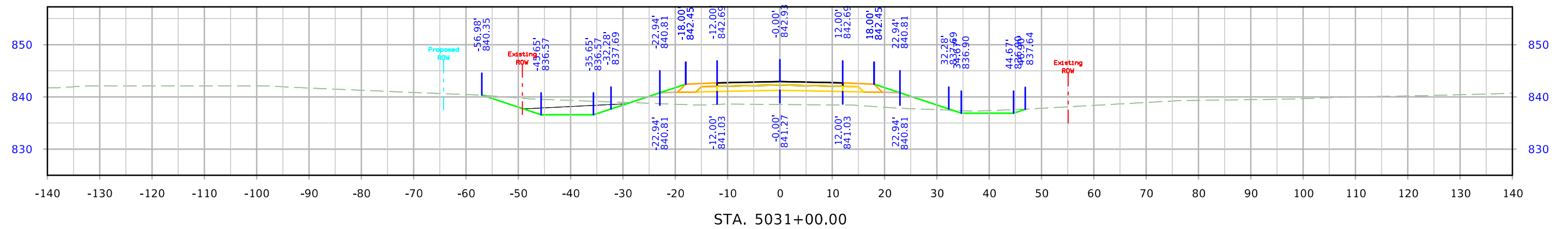
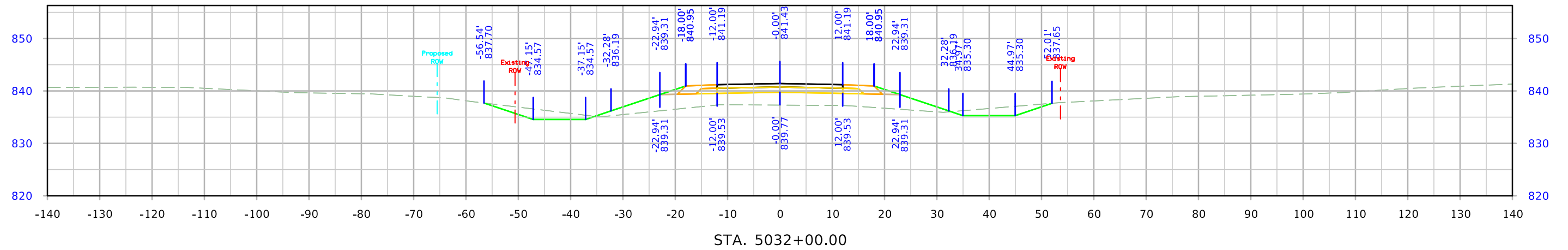
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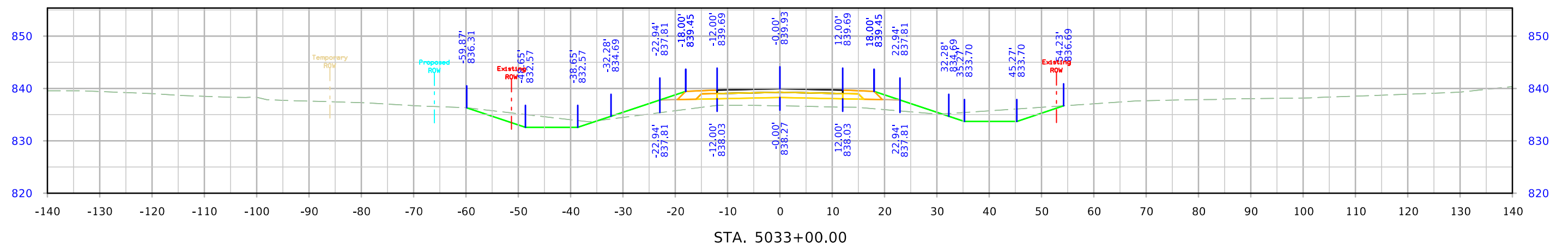
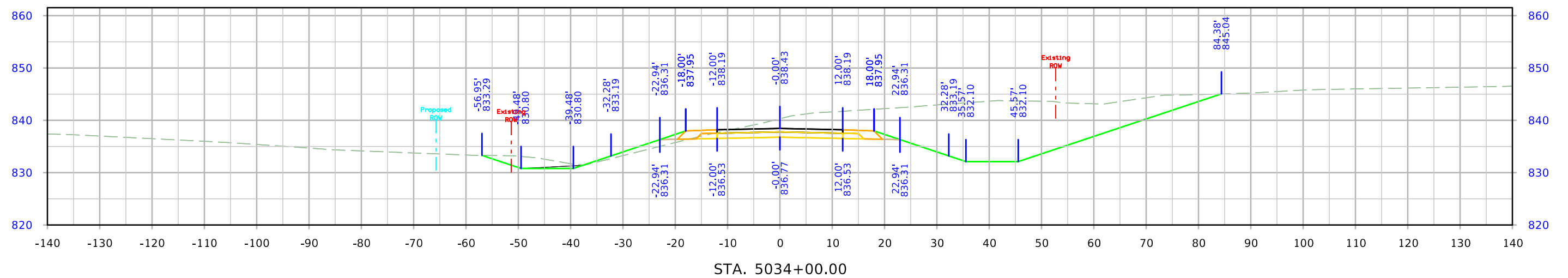
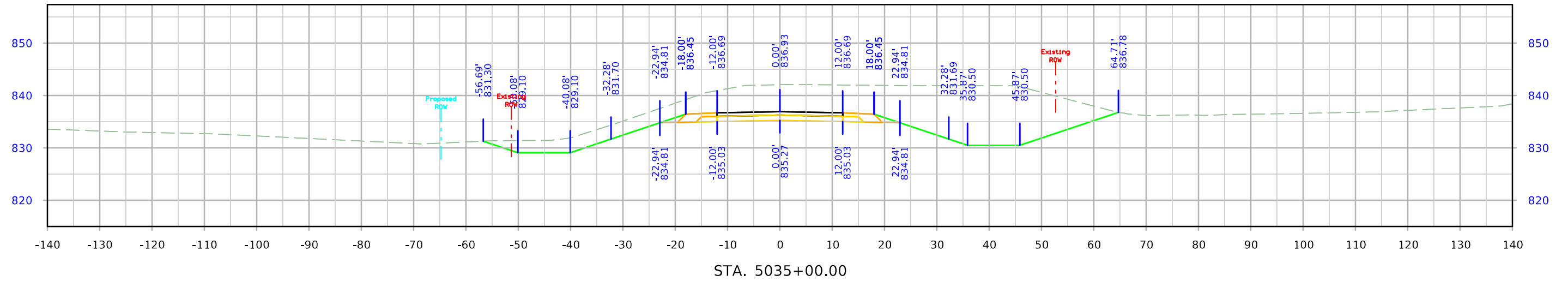
Old IA 163



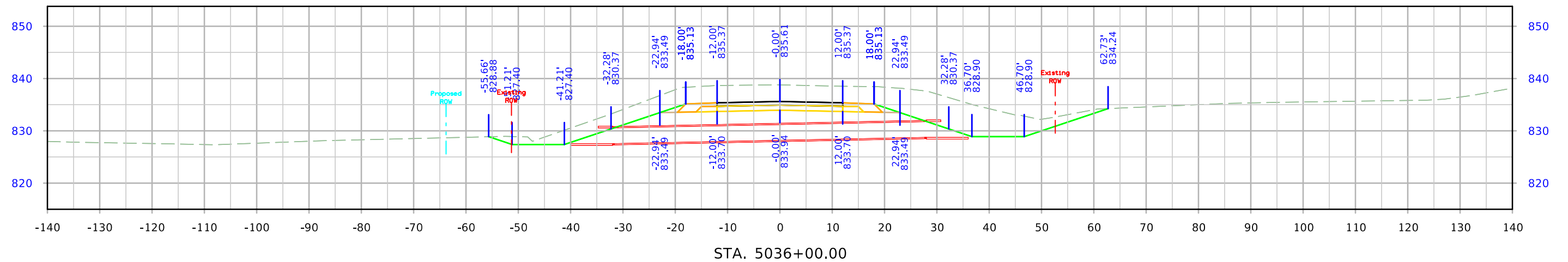
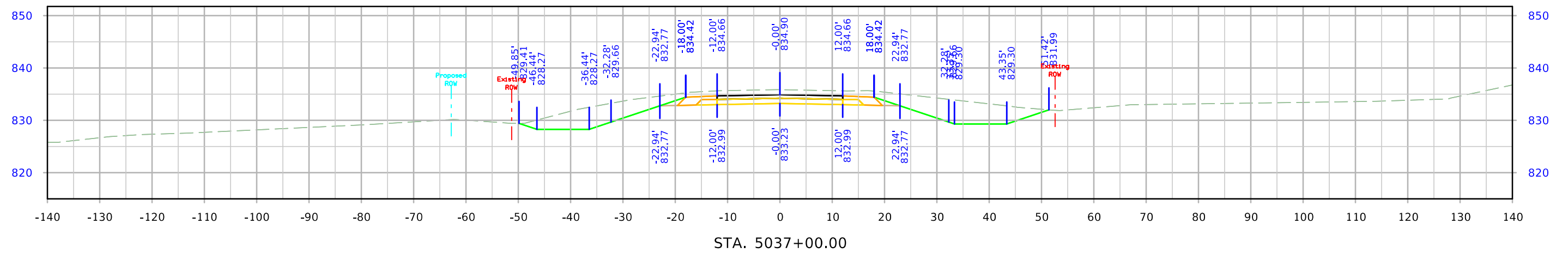
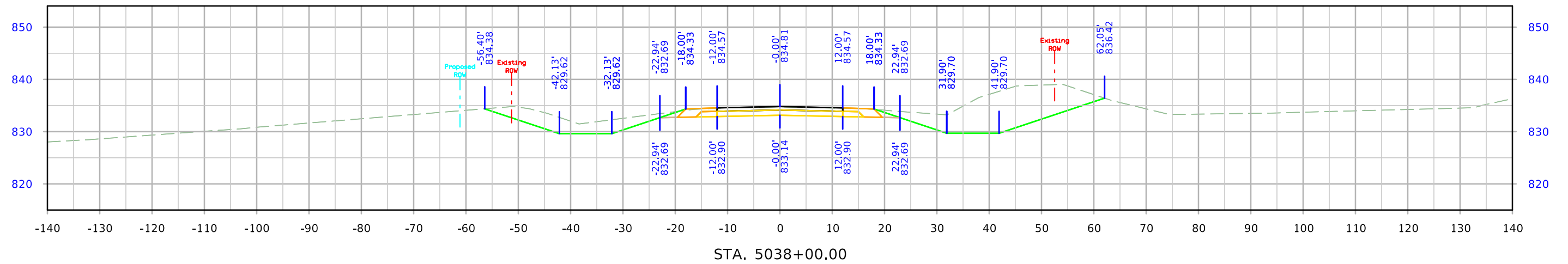
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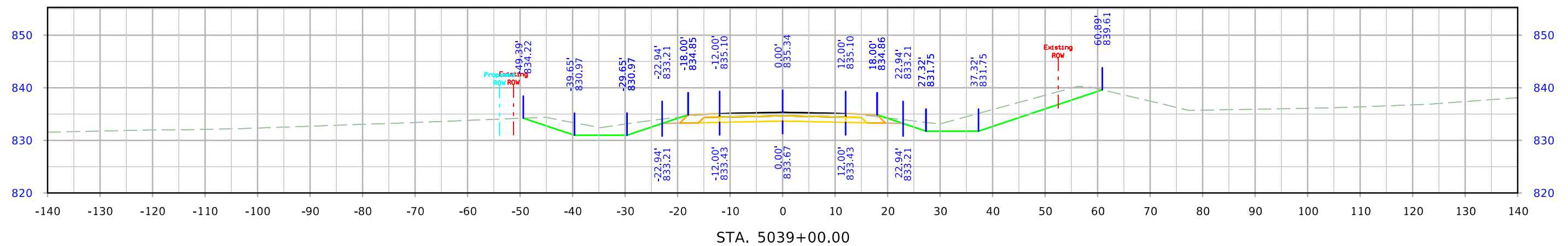
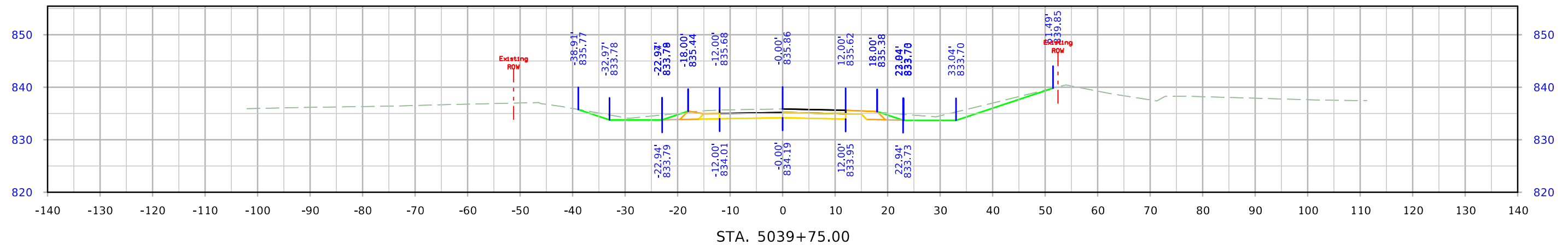
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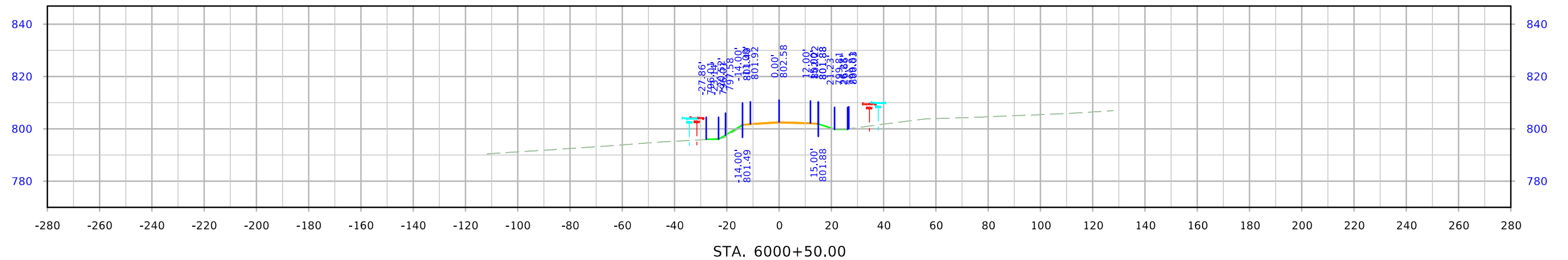
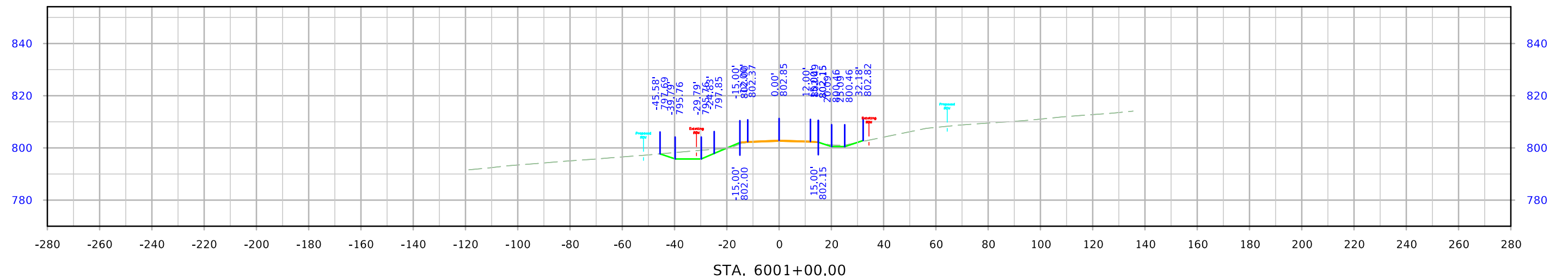
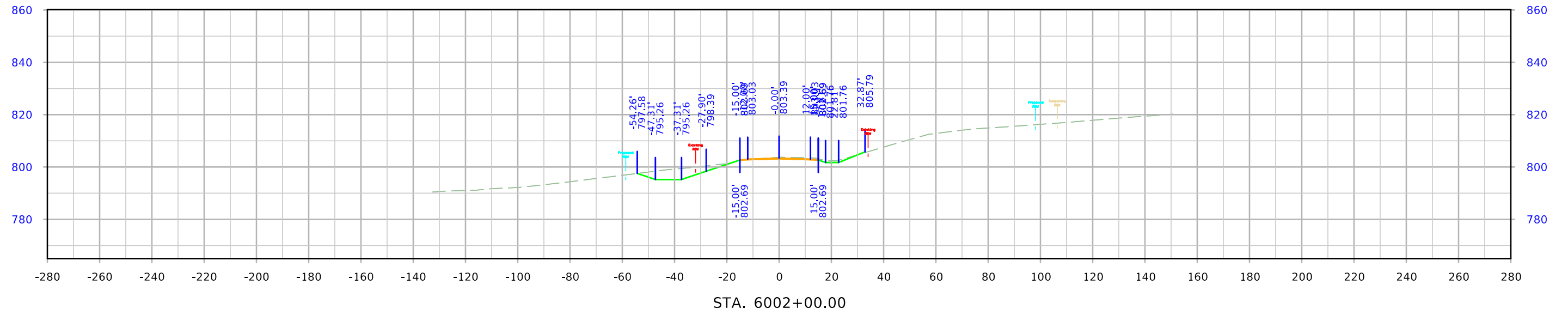
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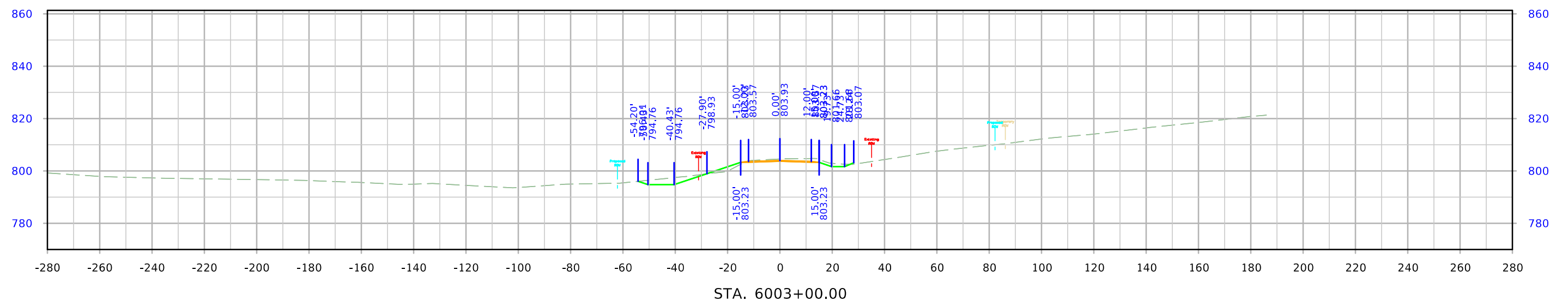
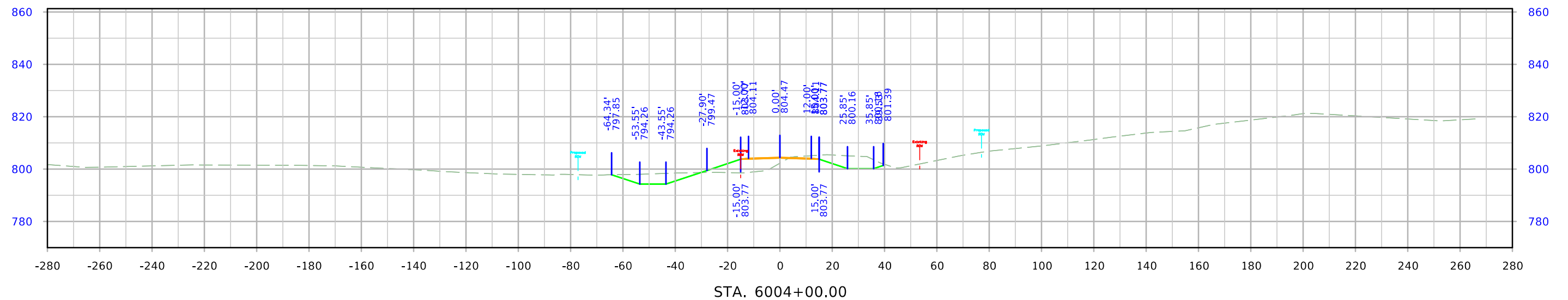
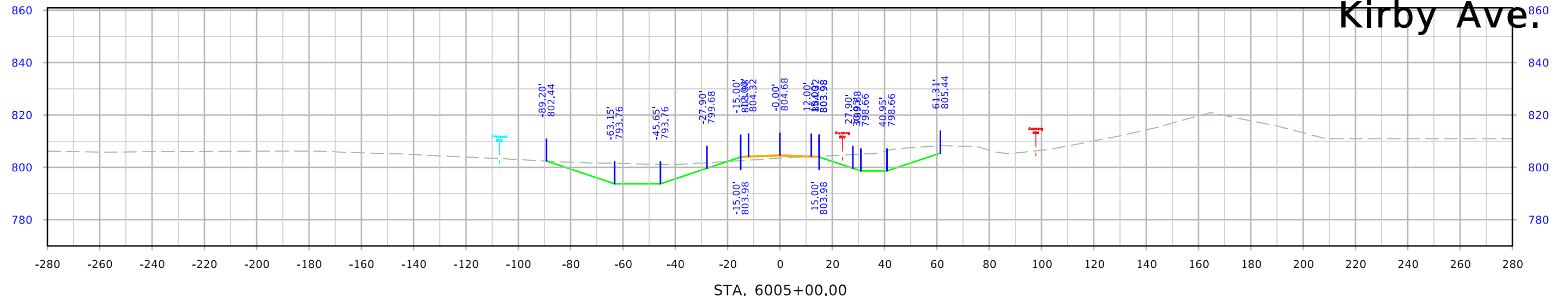
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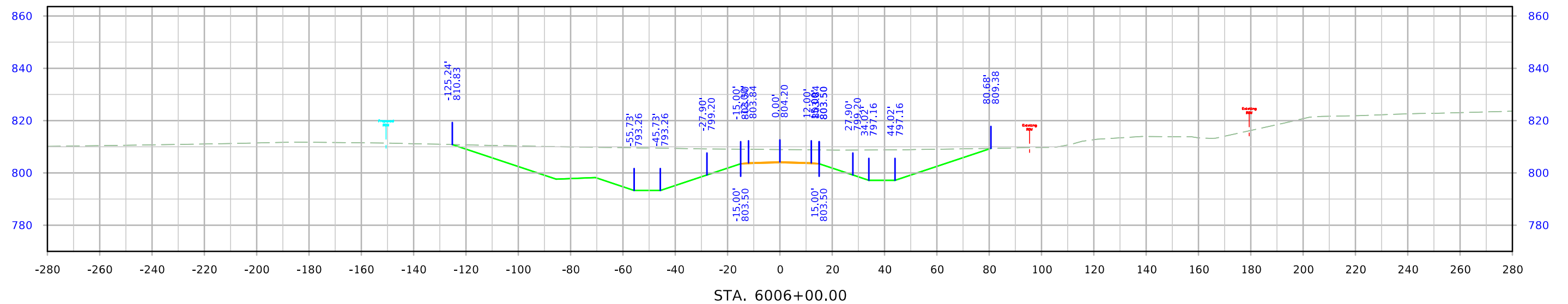
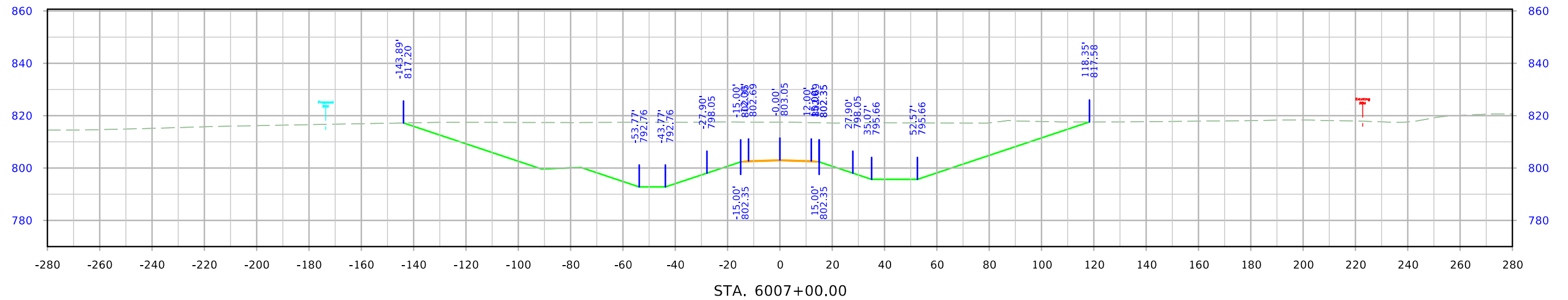
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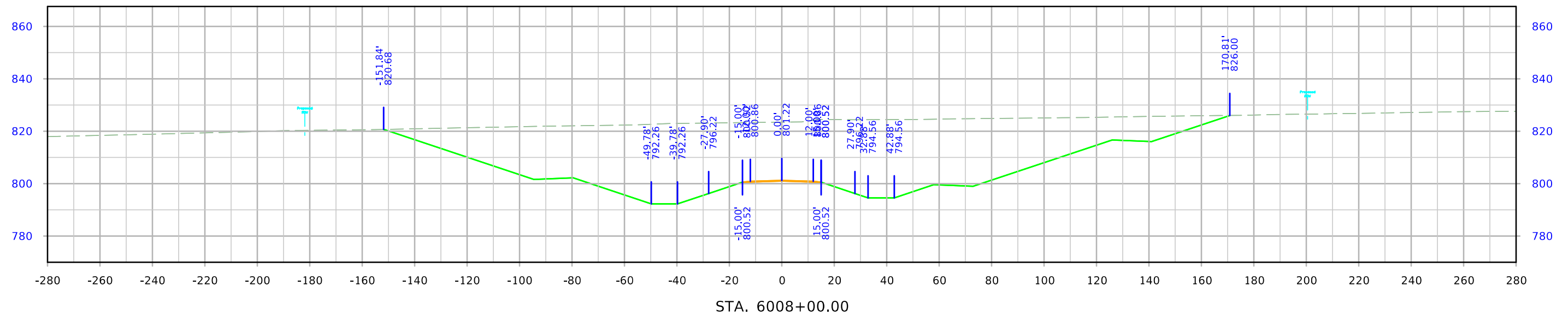
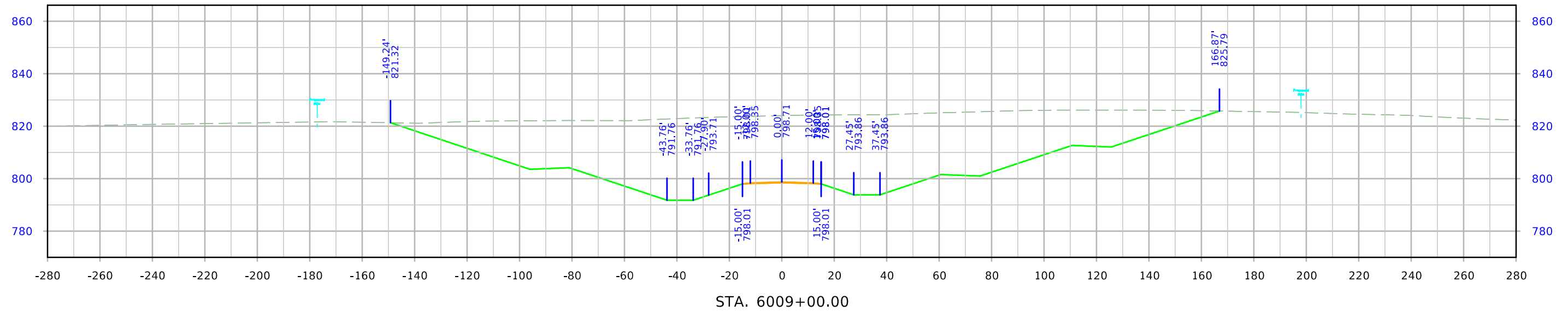
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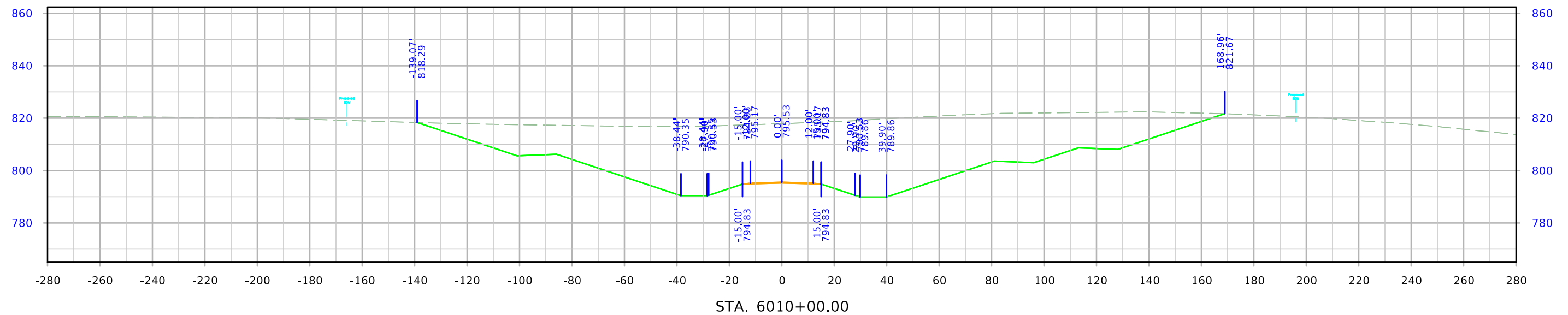
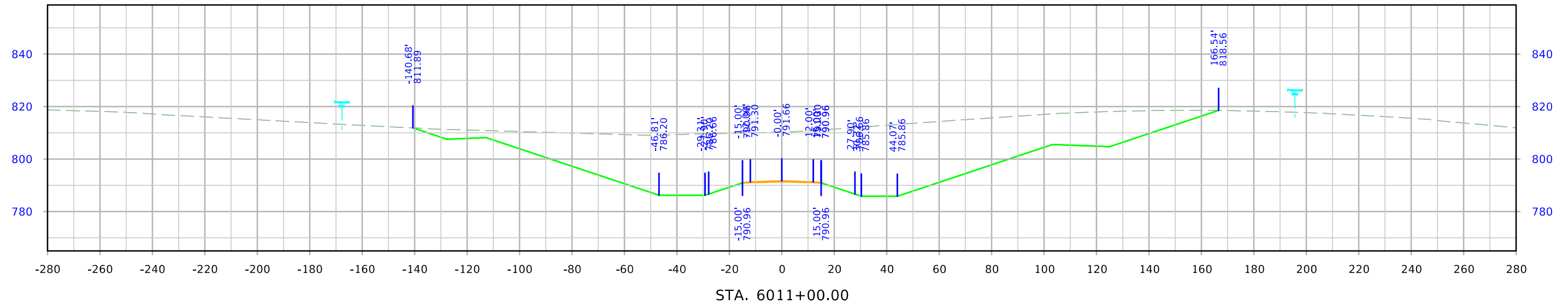
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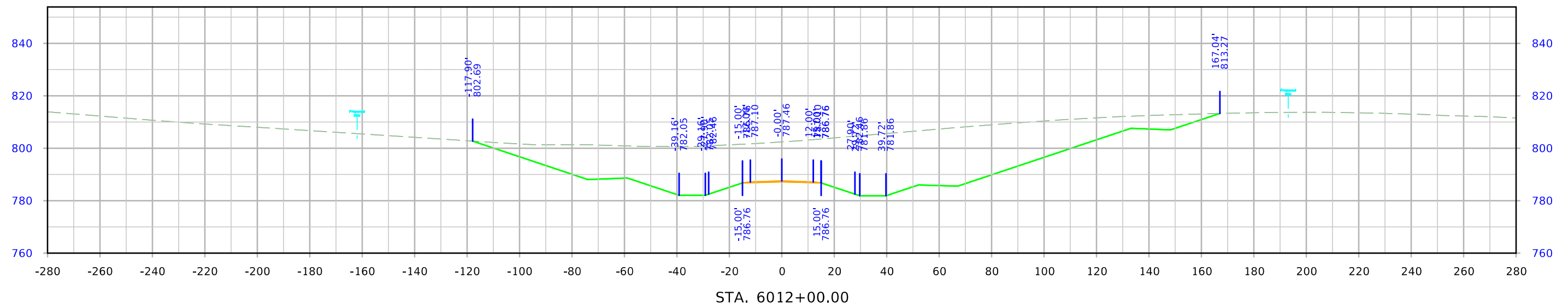
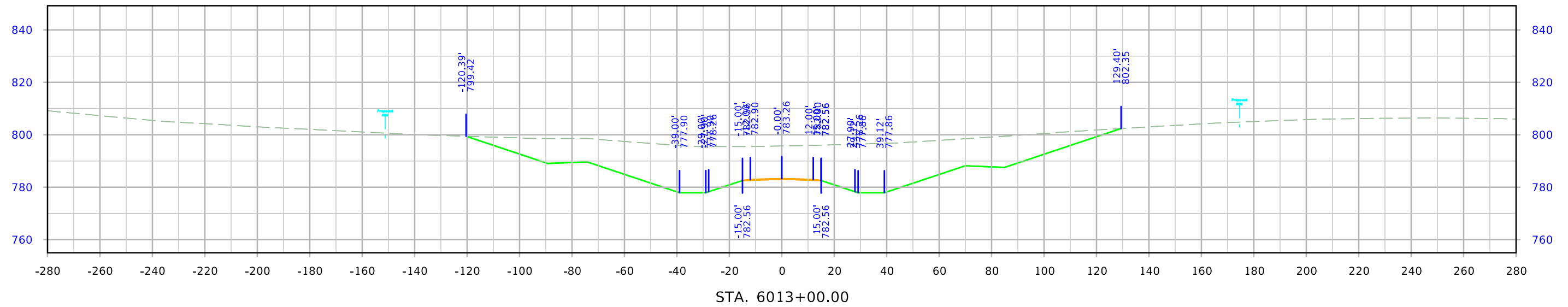
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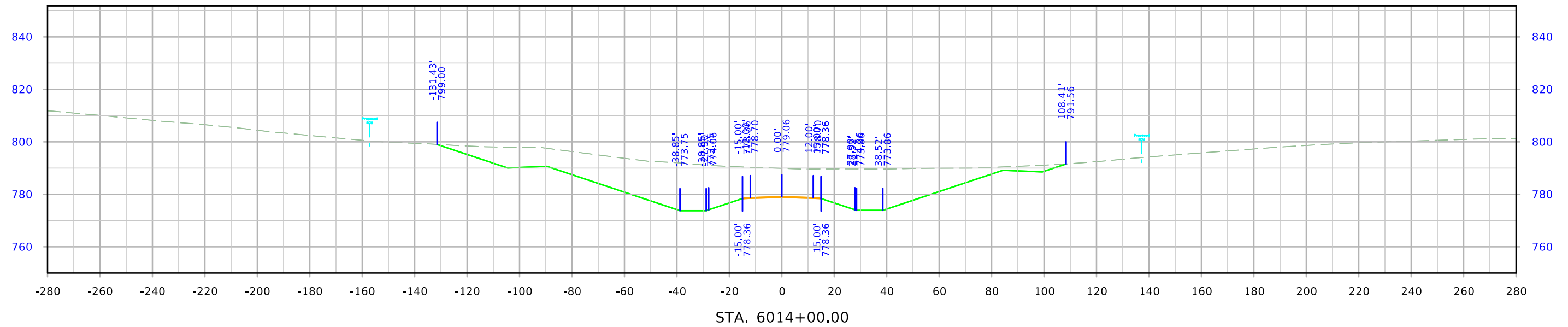
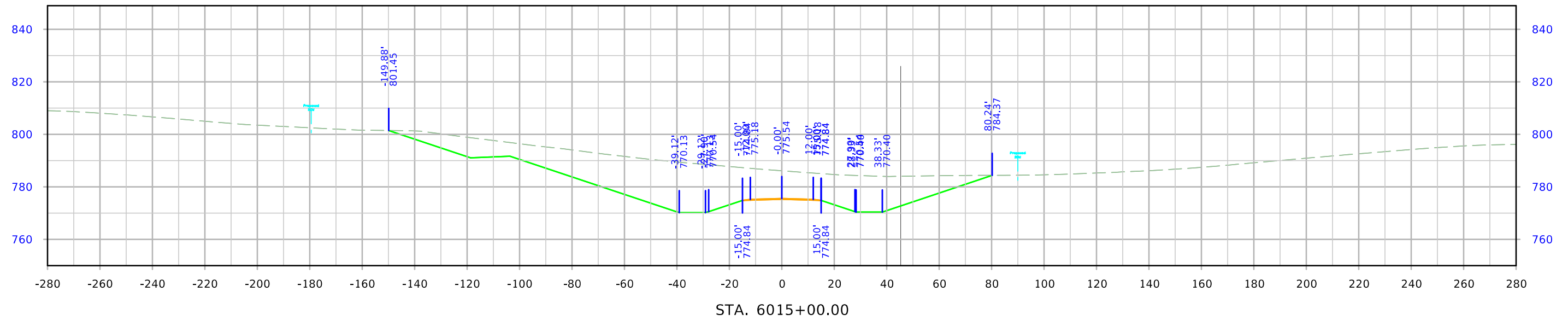
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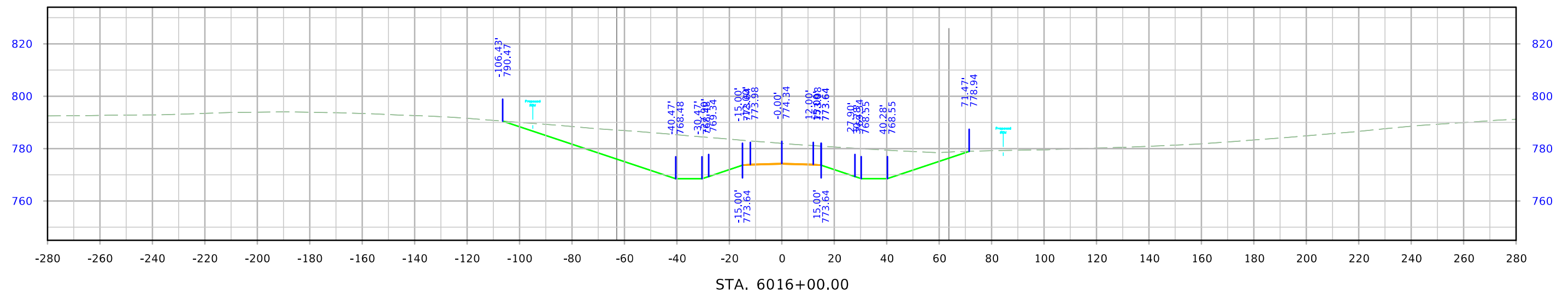
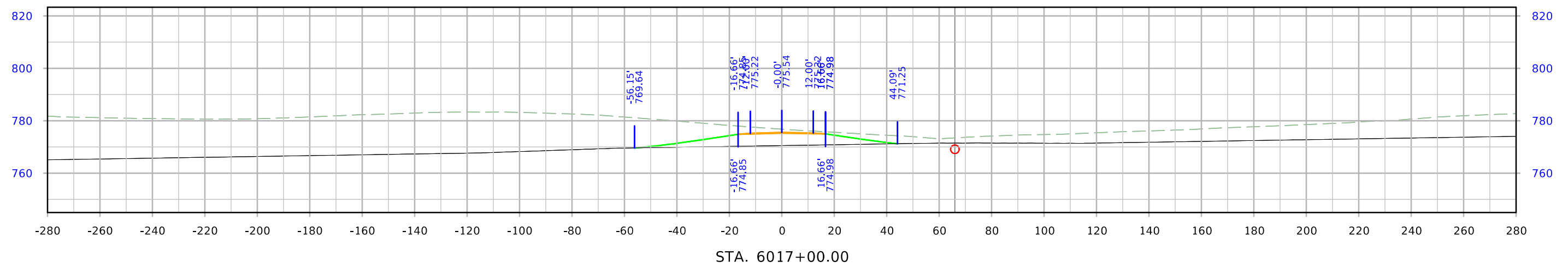
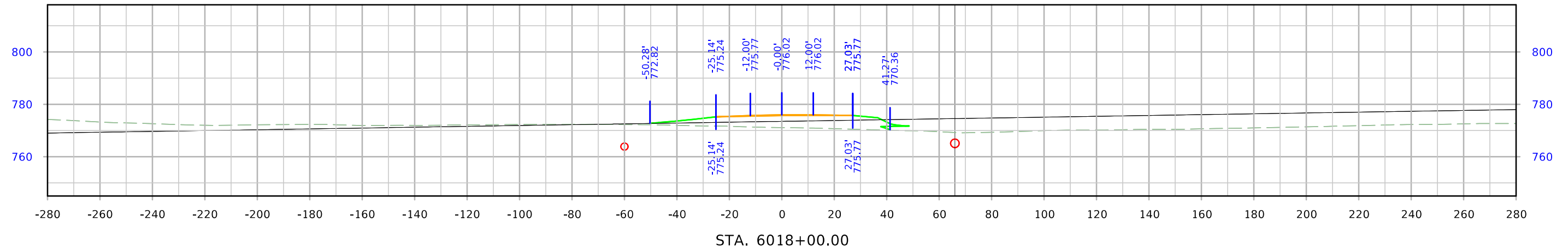
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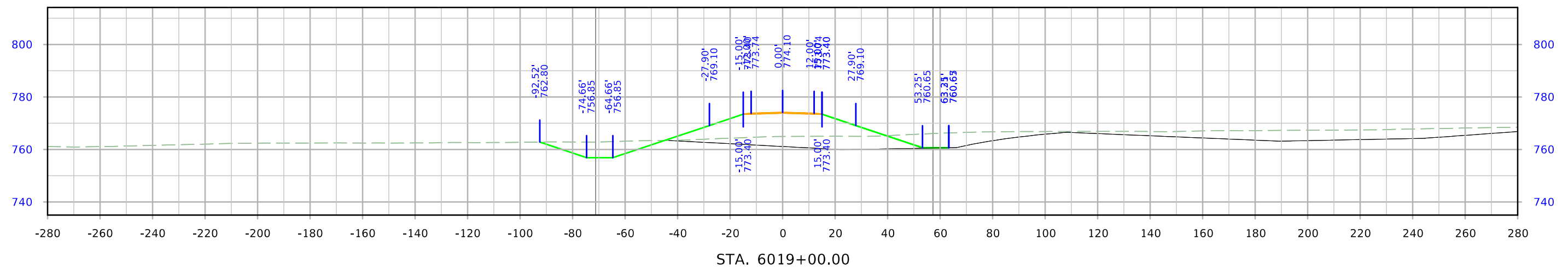
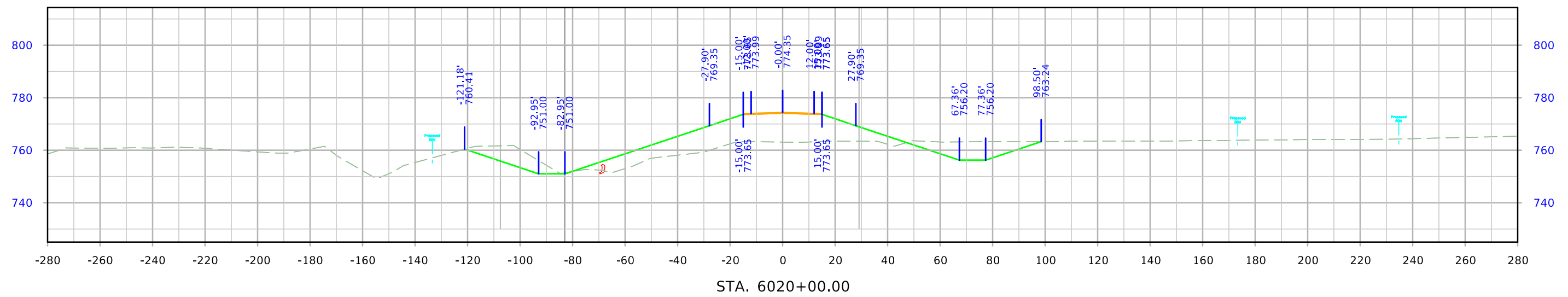
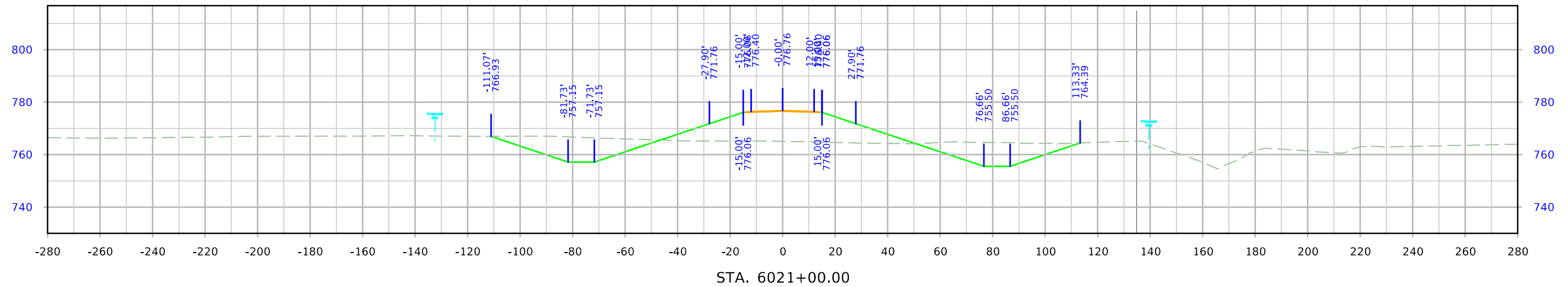
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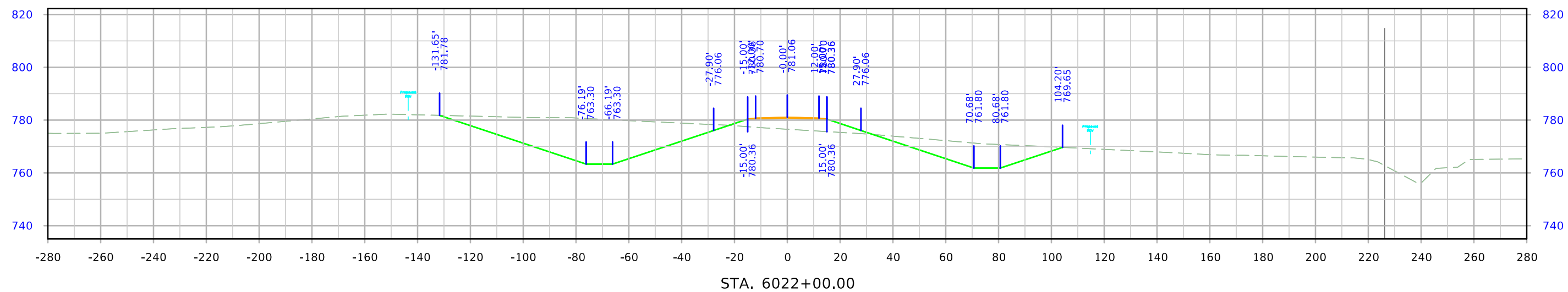
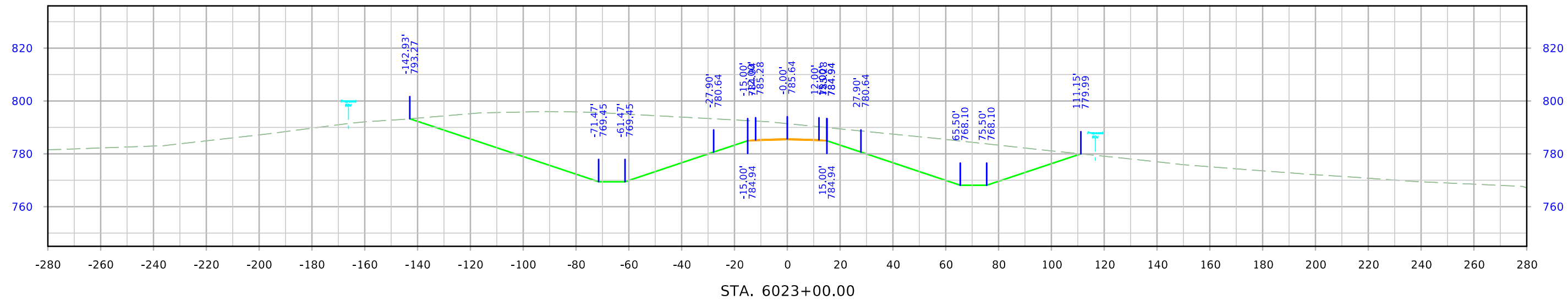
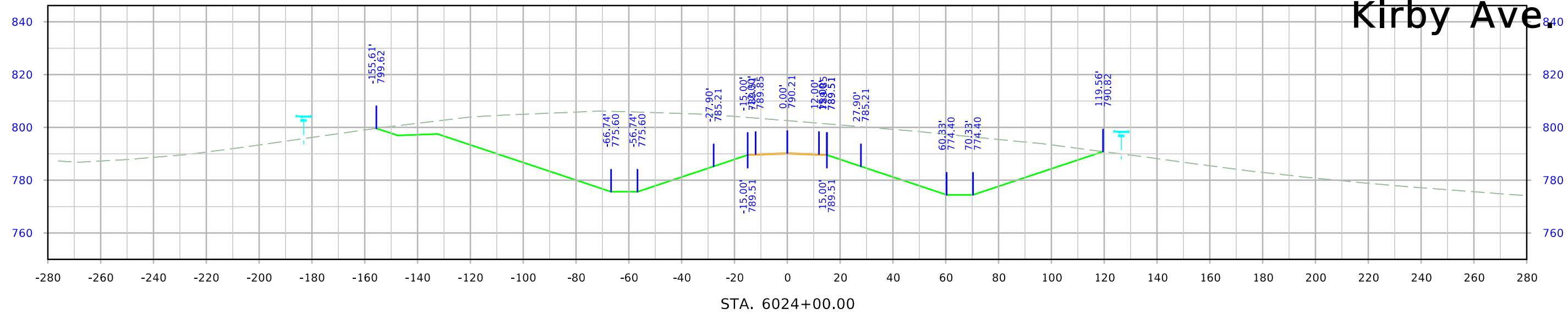
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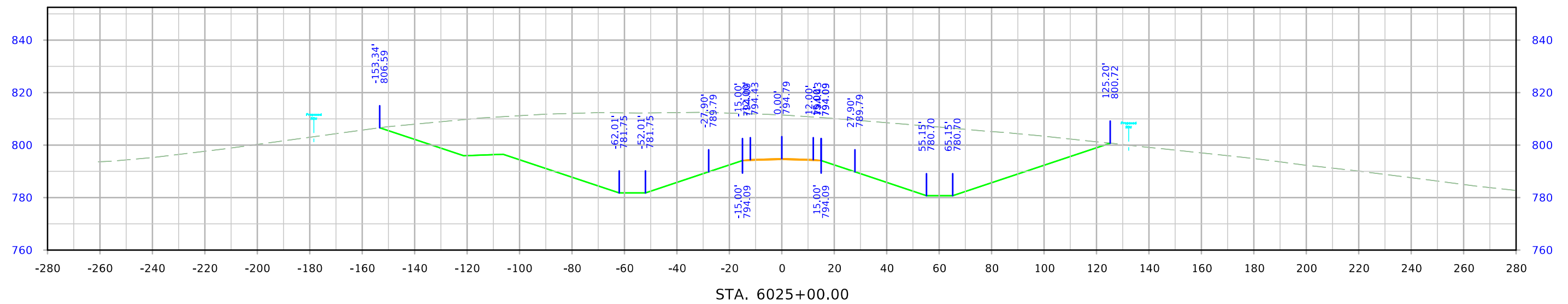
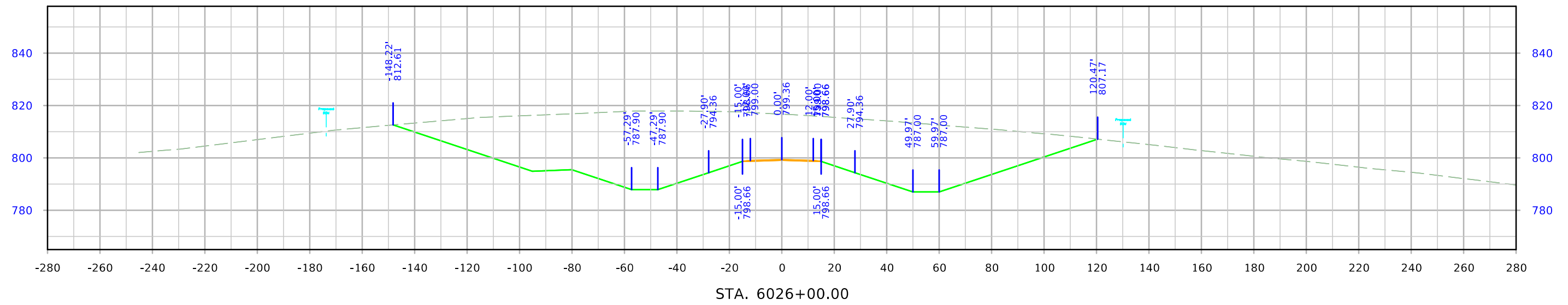
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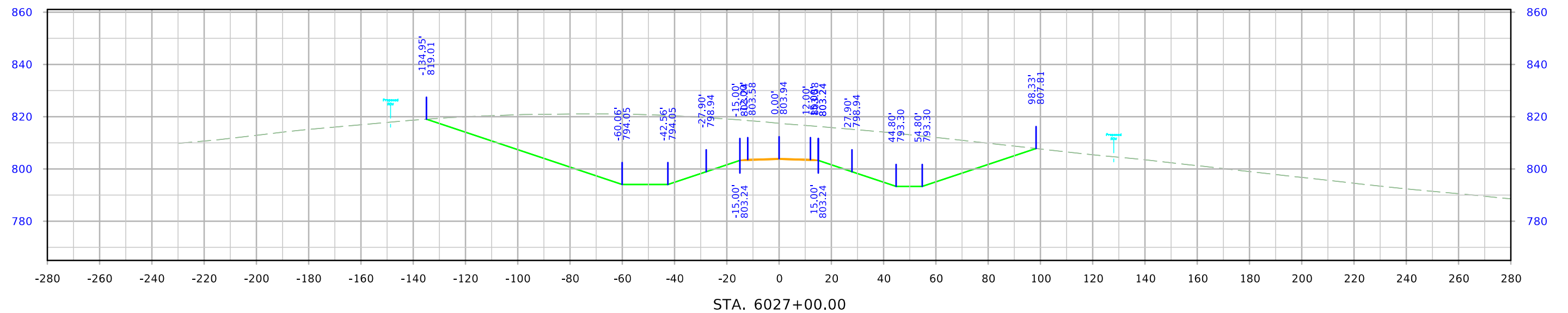
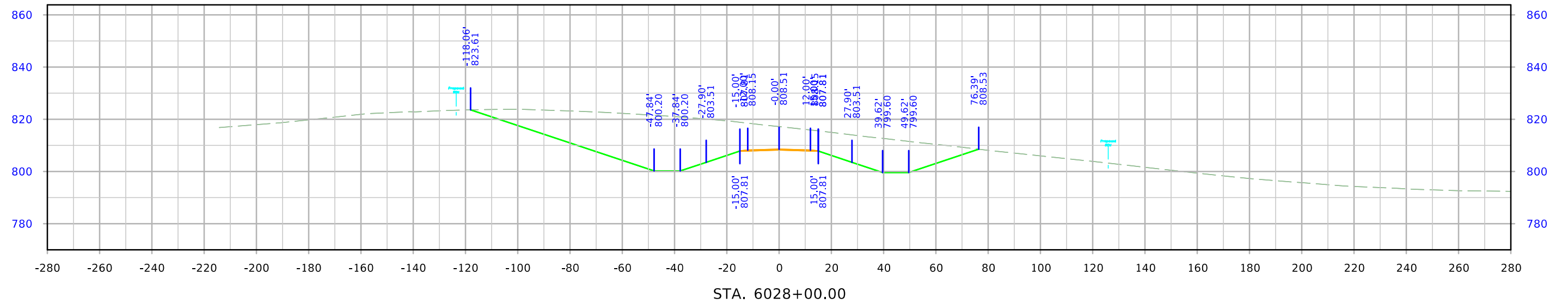
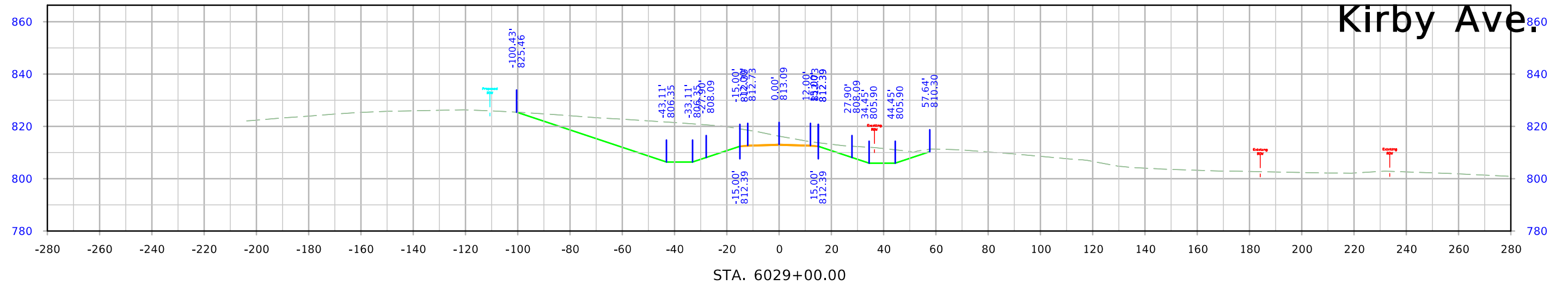
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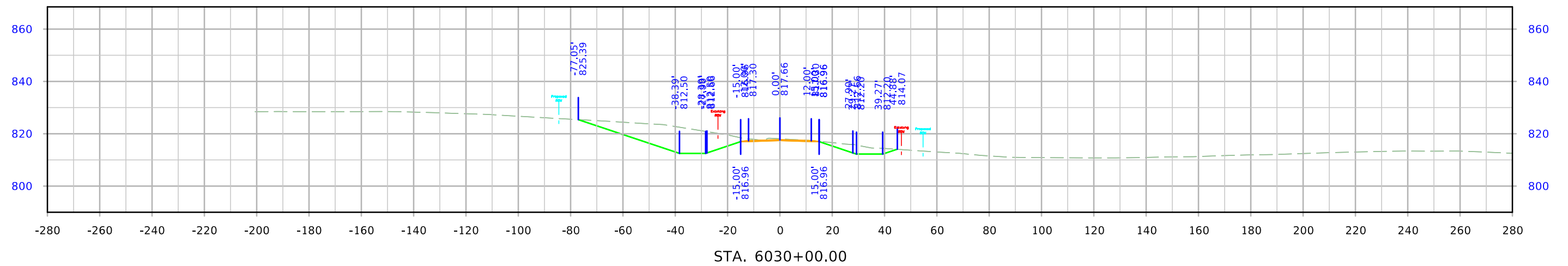
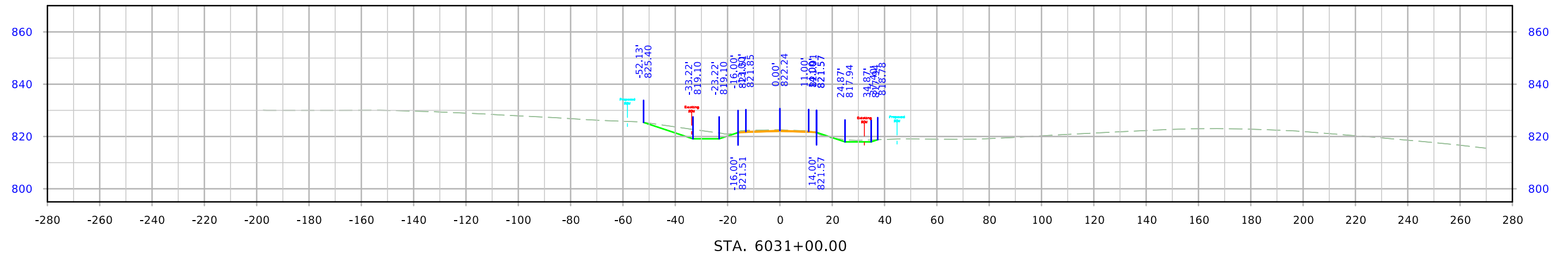
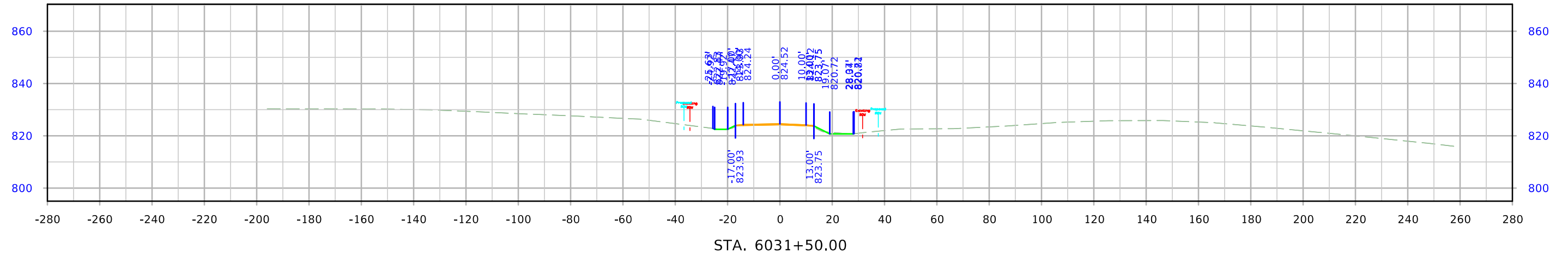
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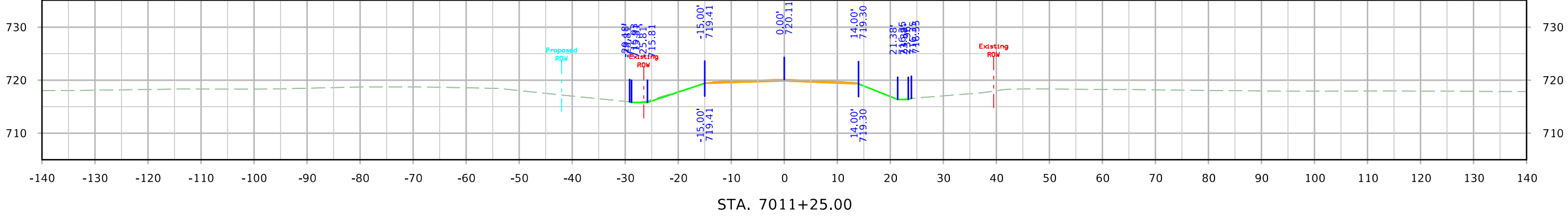
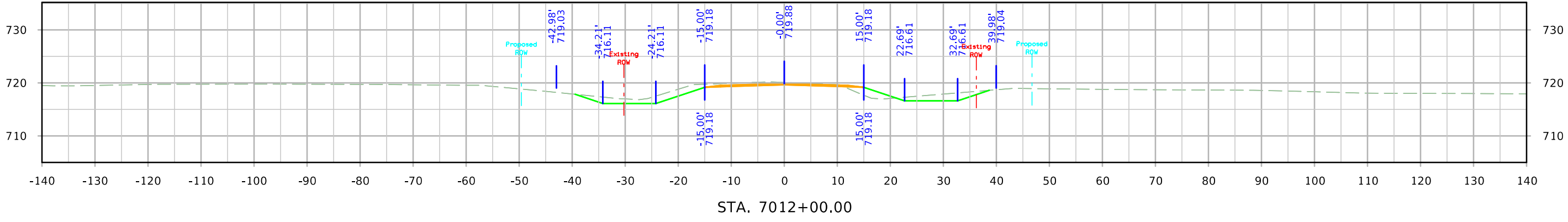
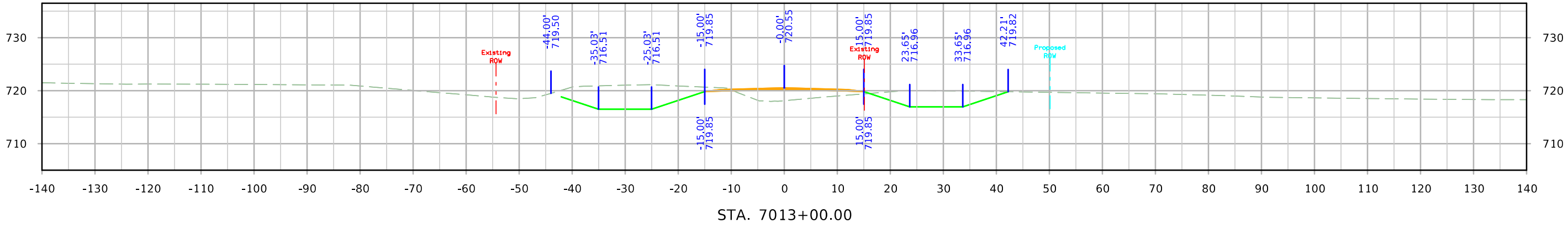
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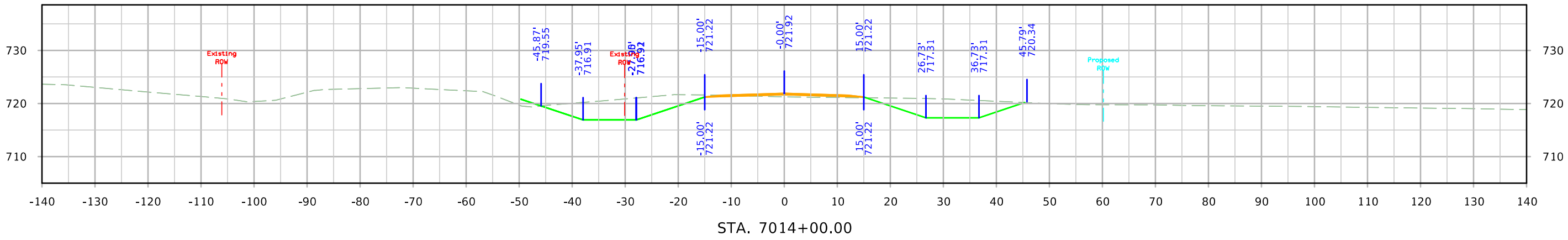
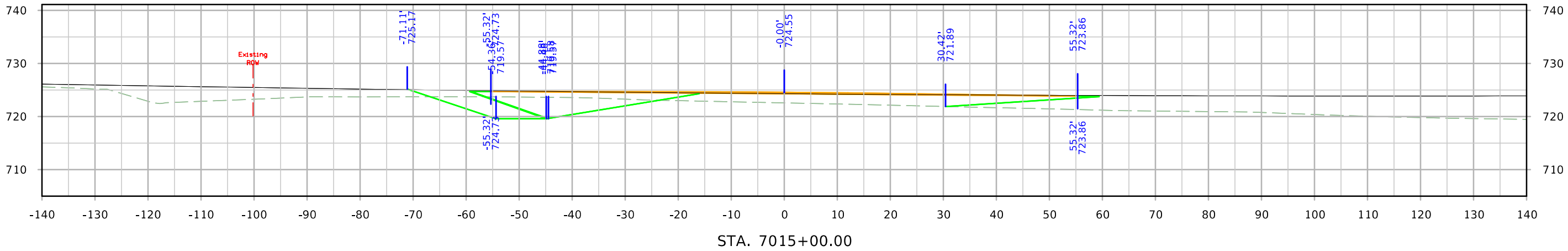
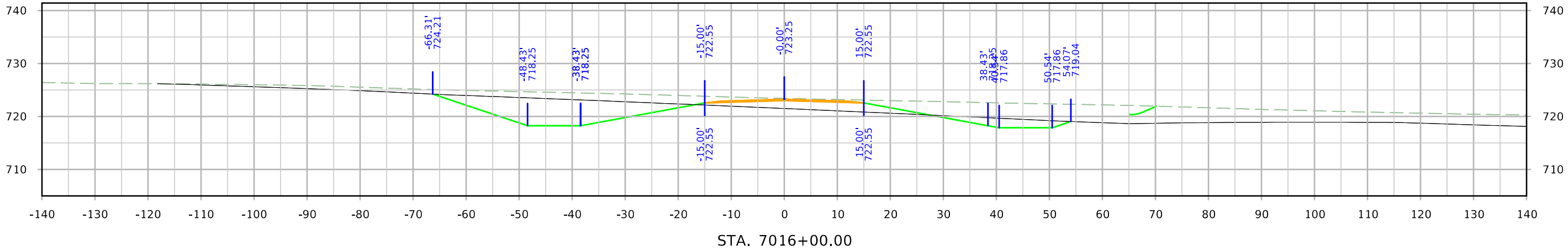
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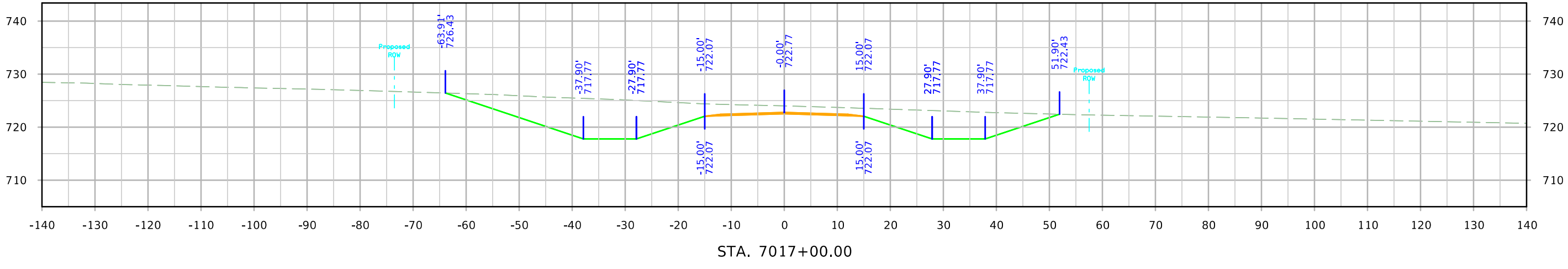
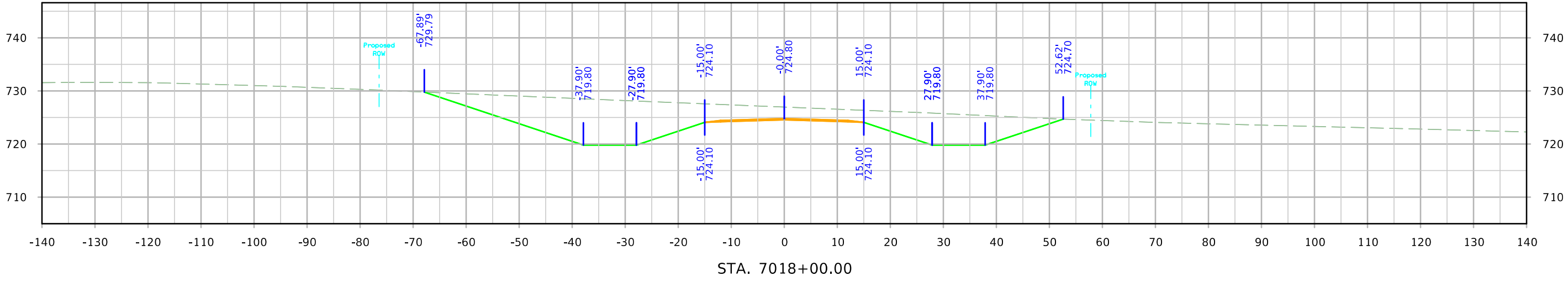
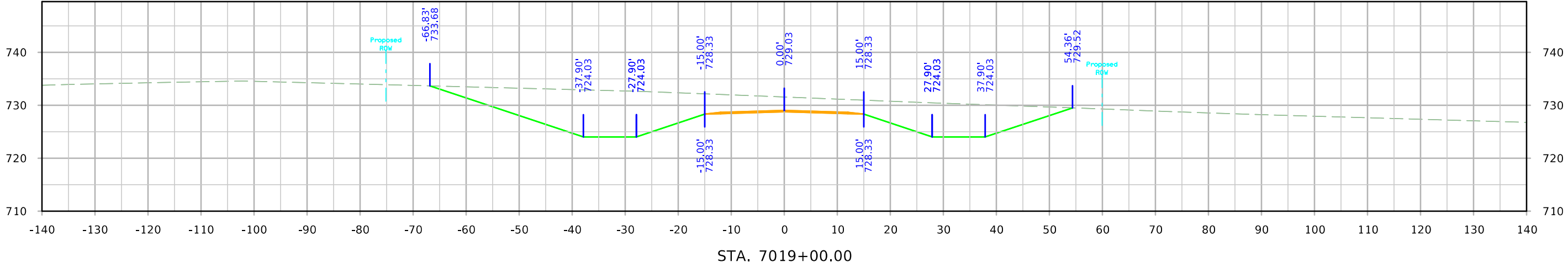
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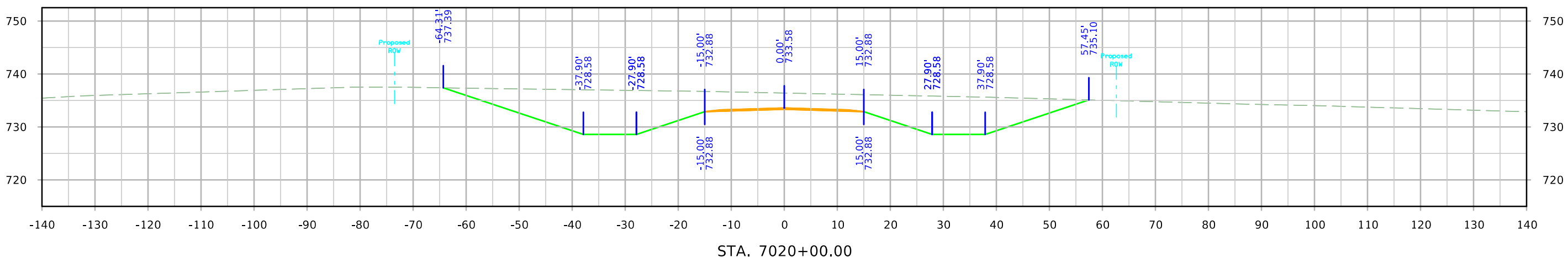
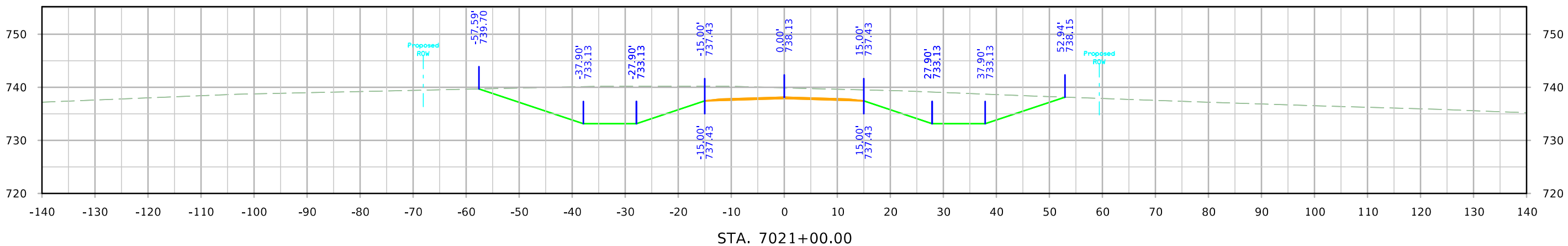
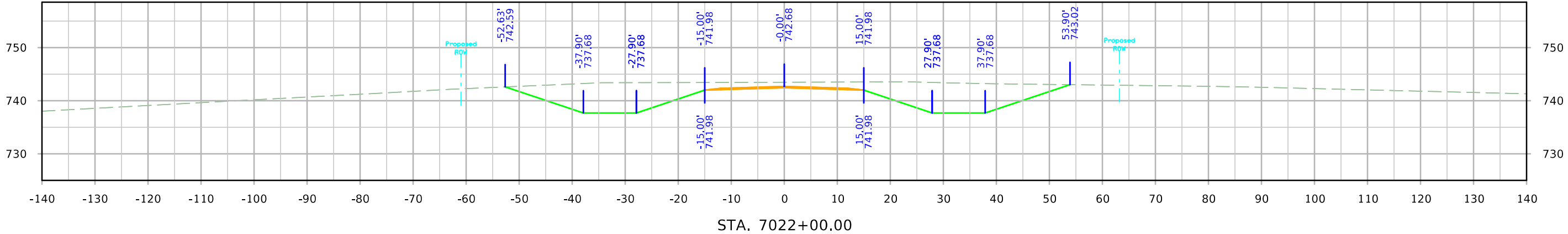
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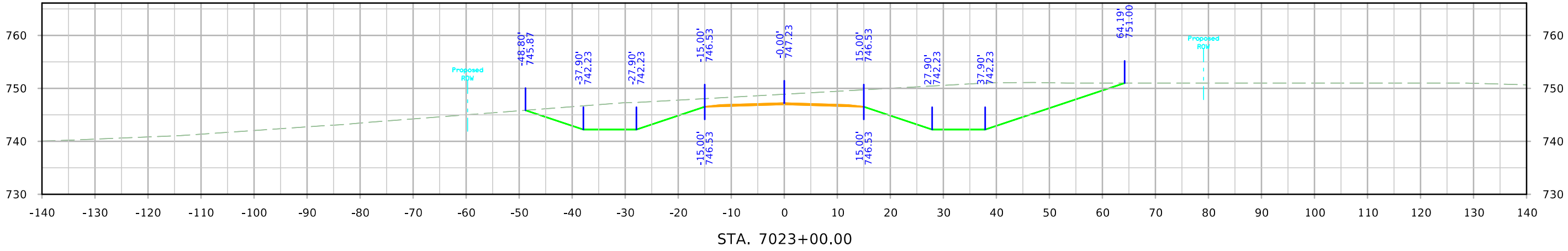
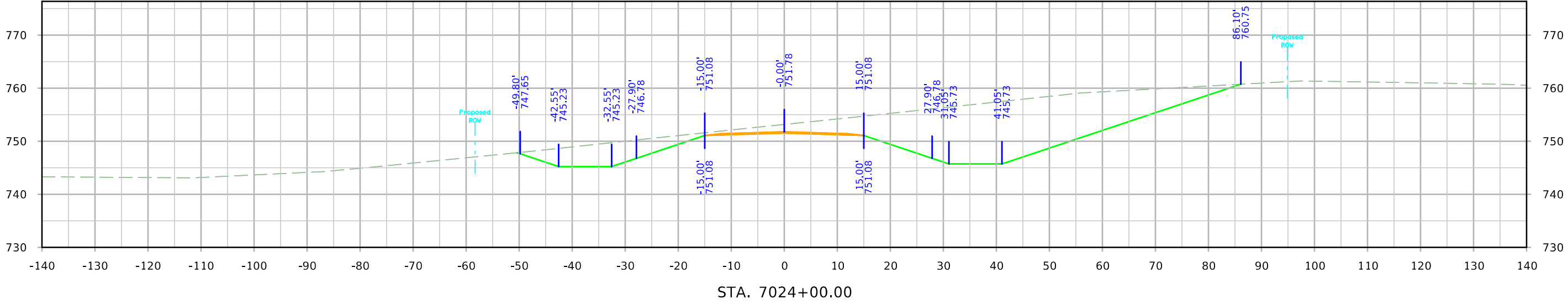
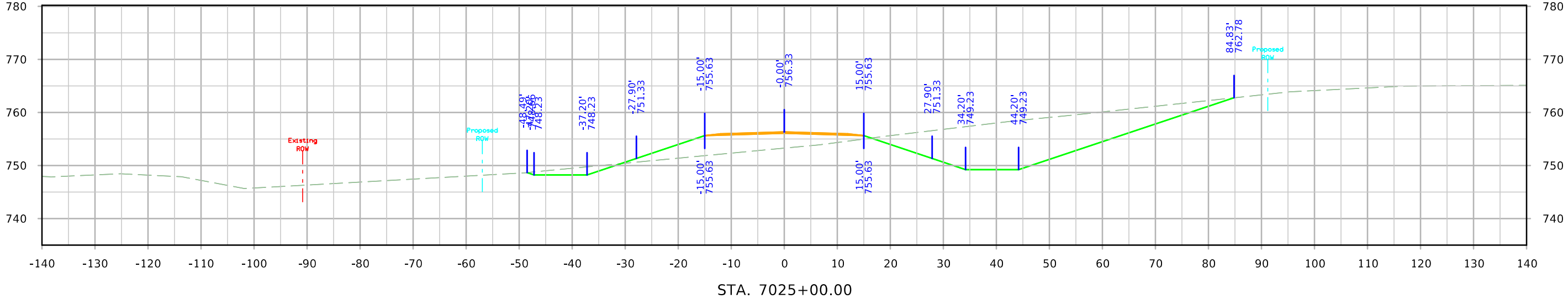
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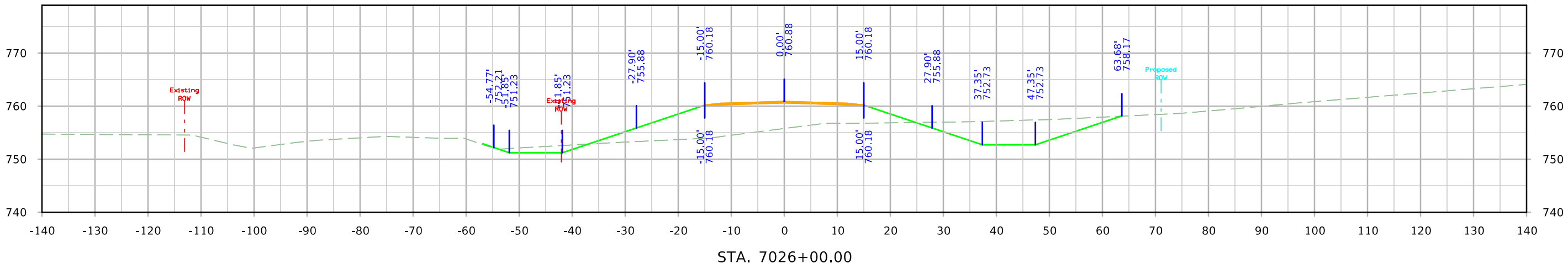
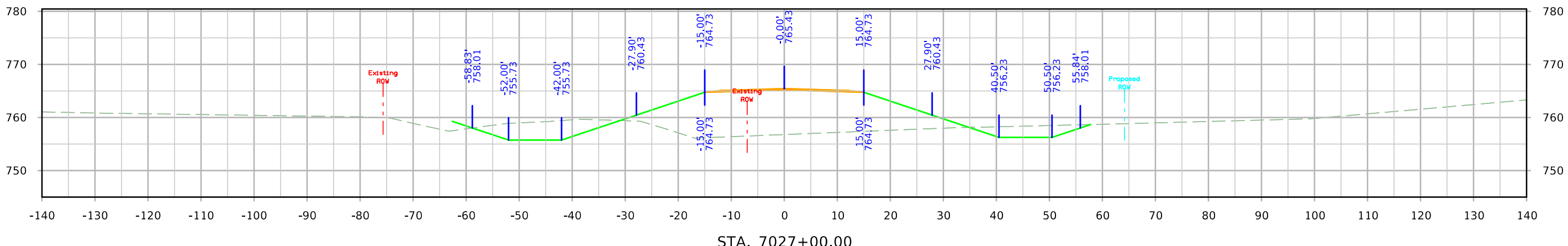
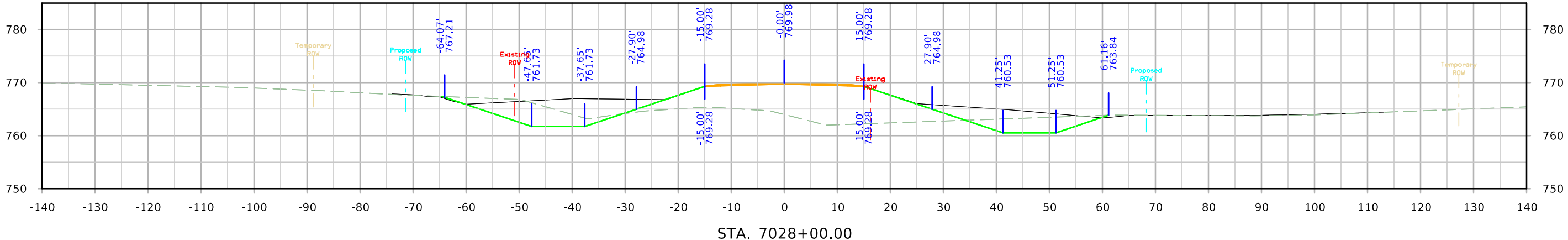
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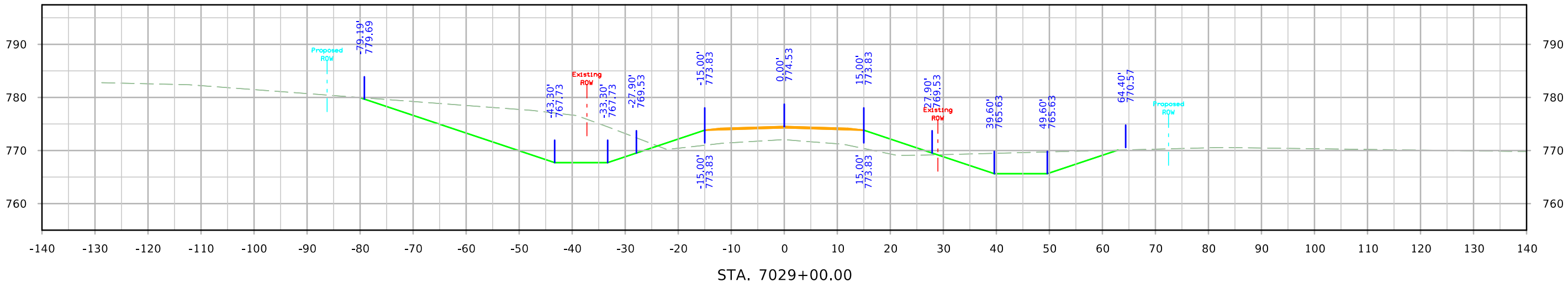
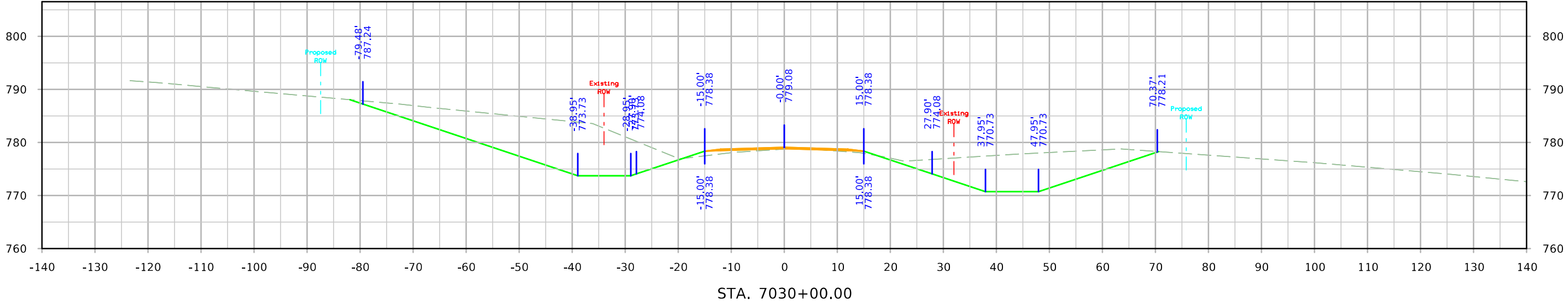
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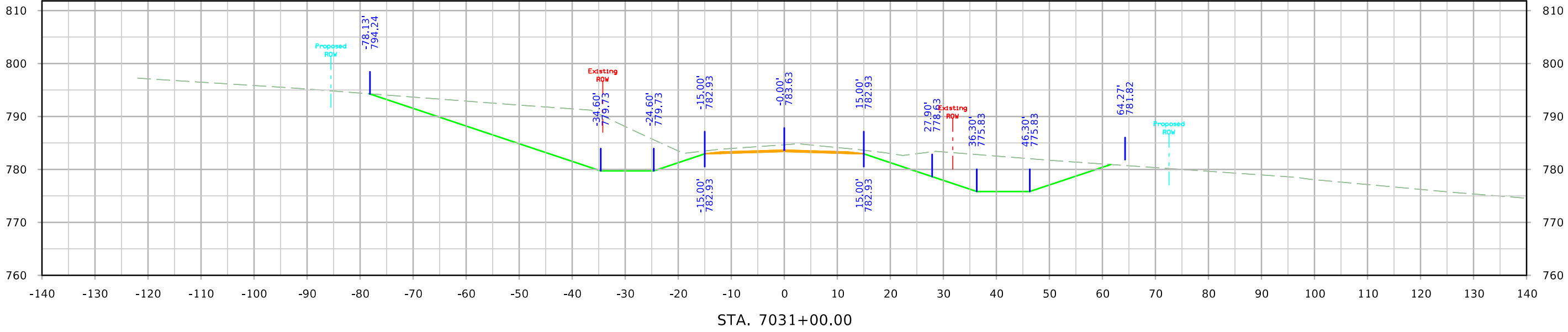
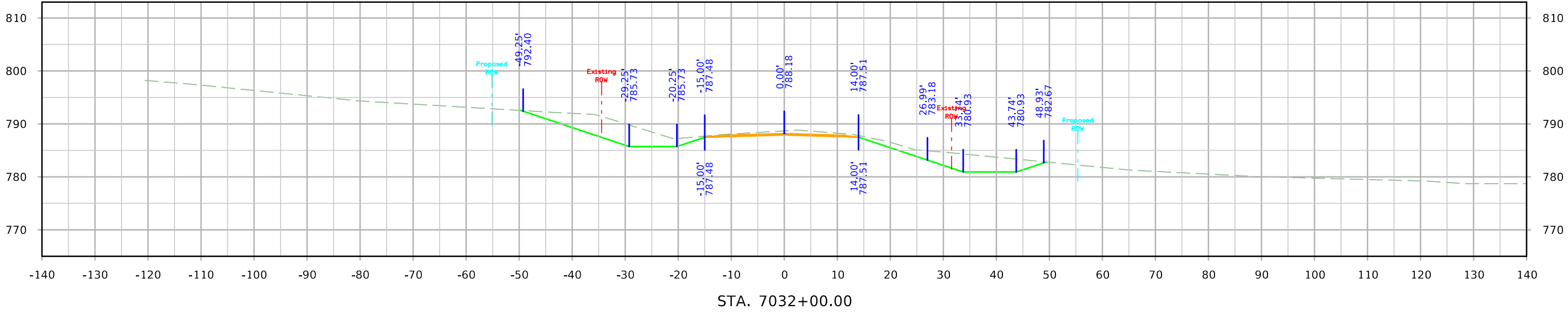
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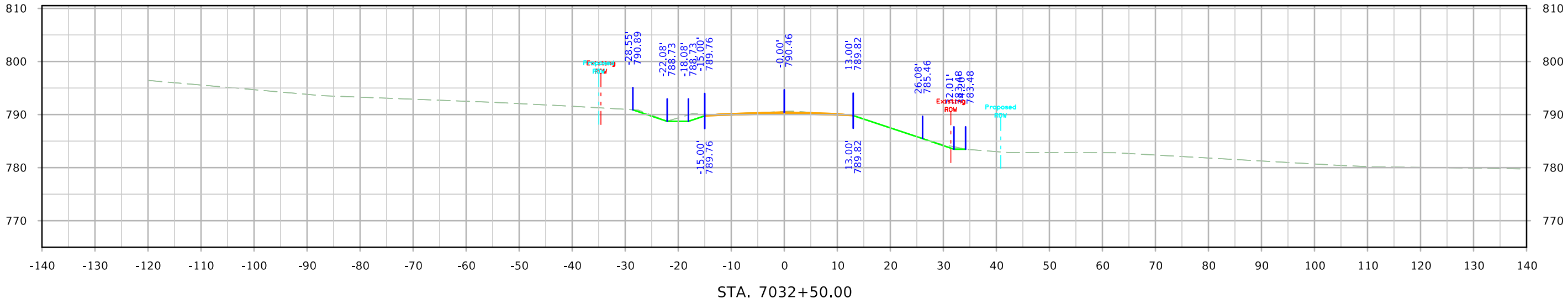
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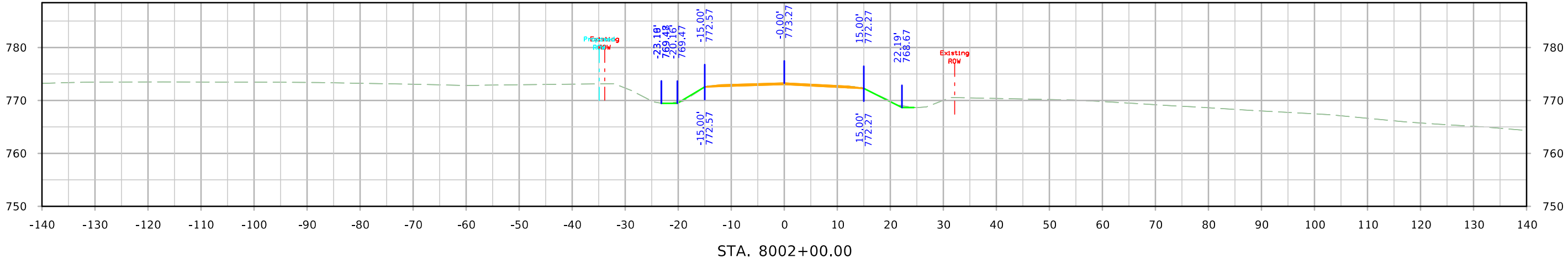
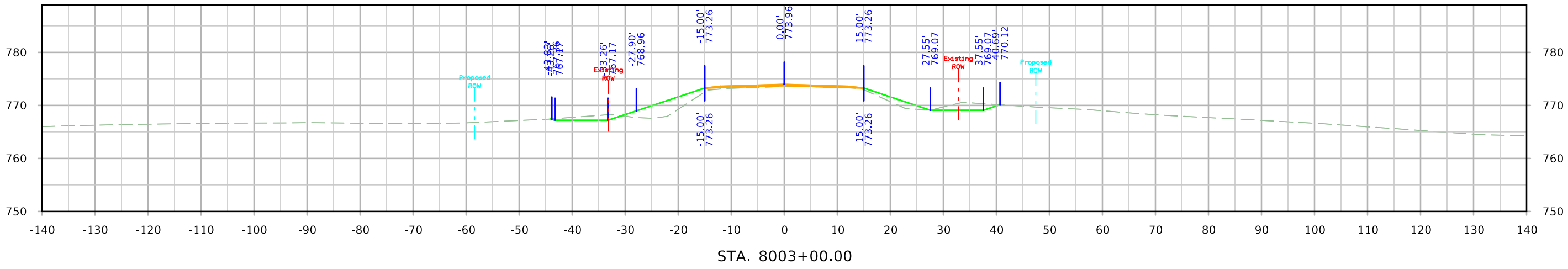
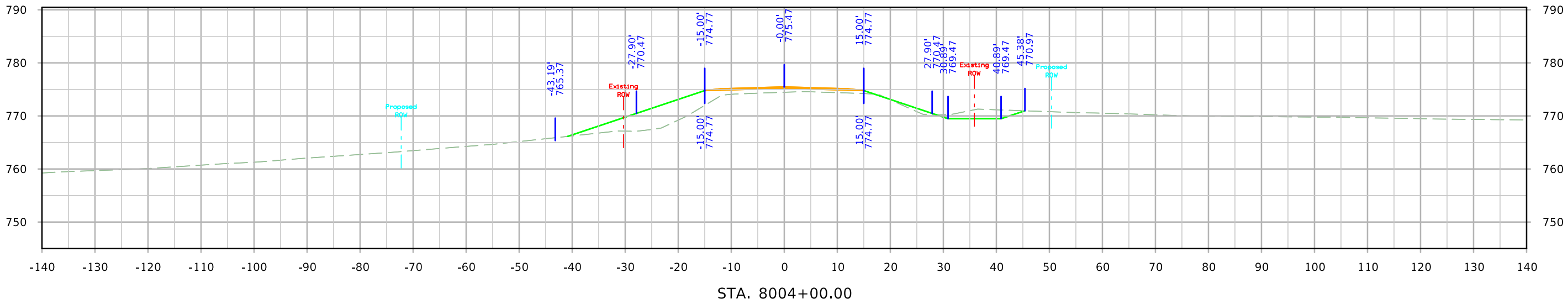
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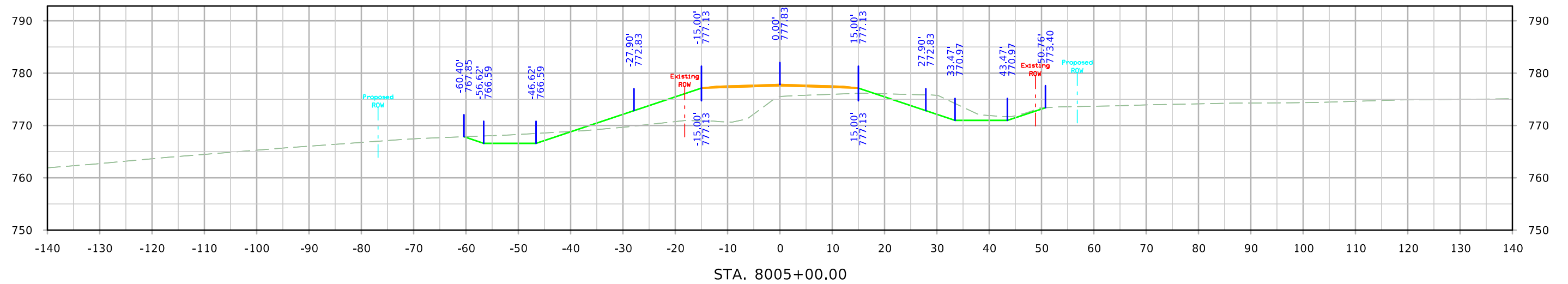
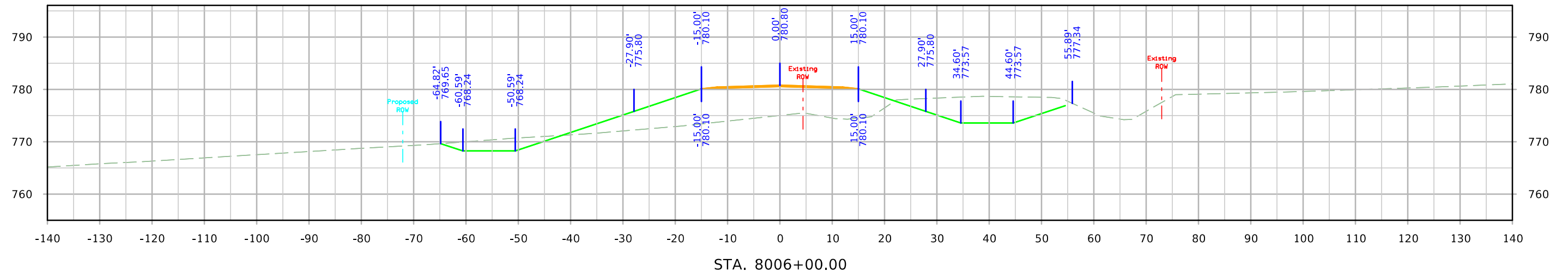
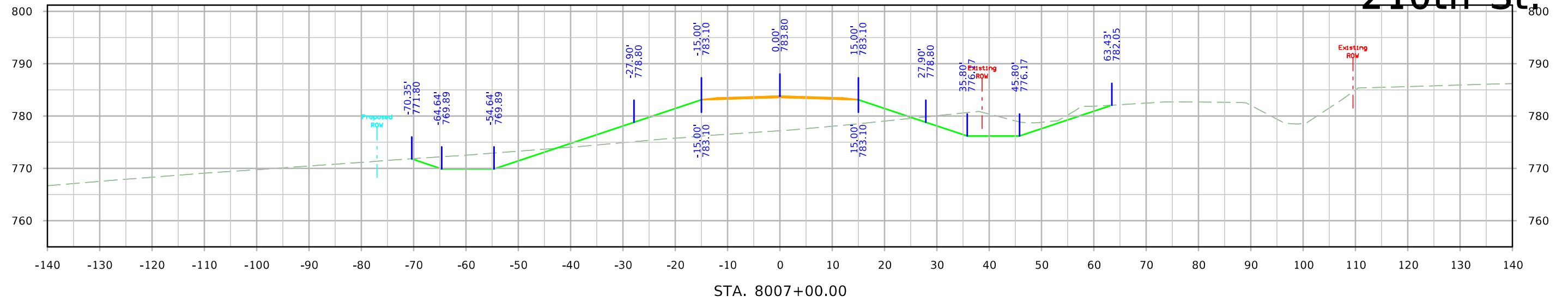
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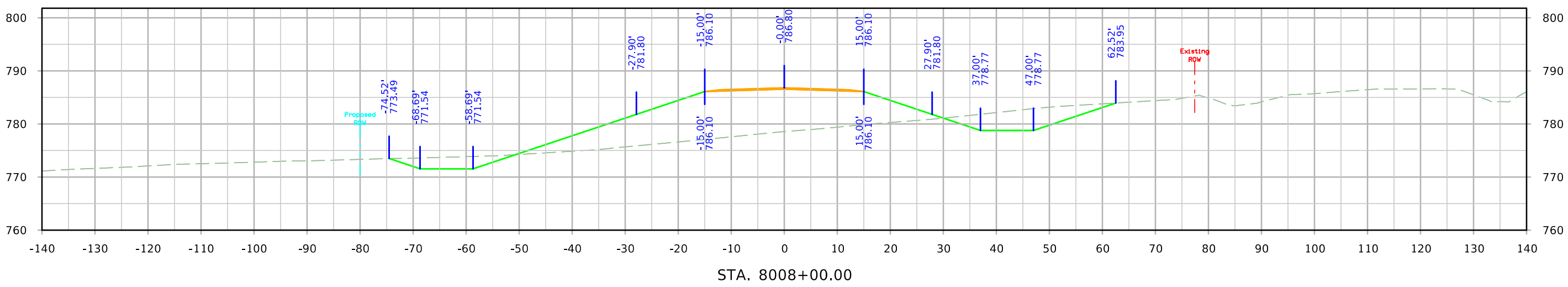
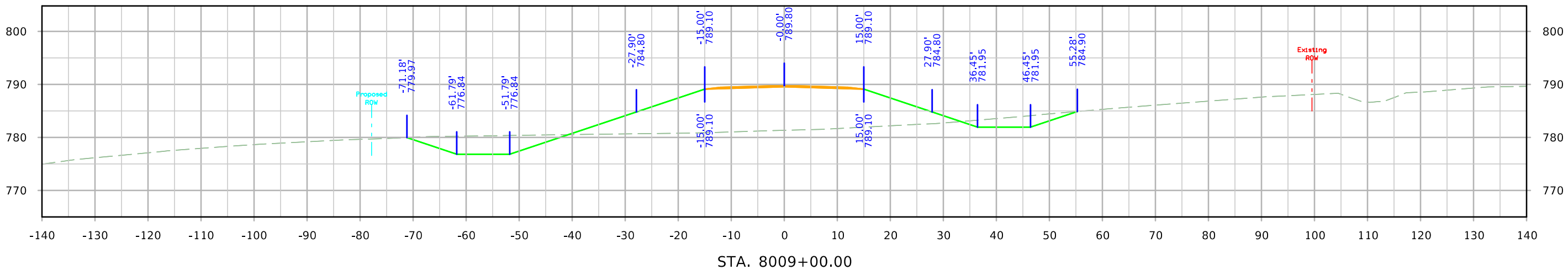
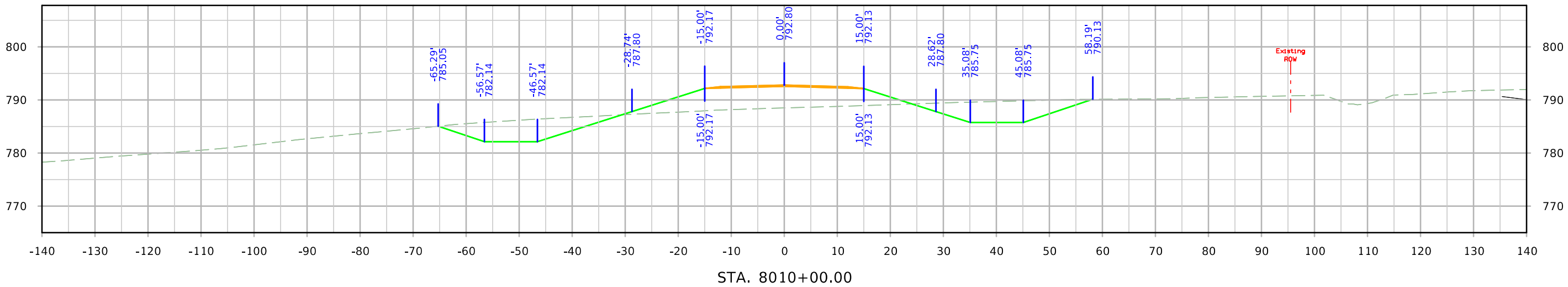
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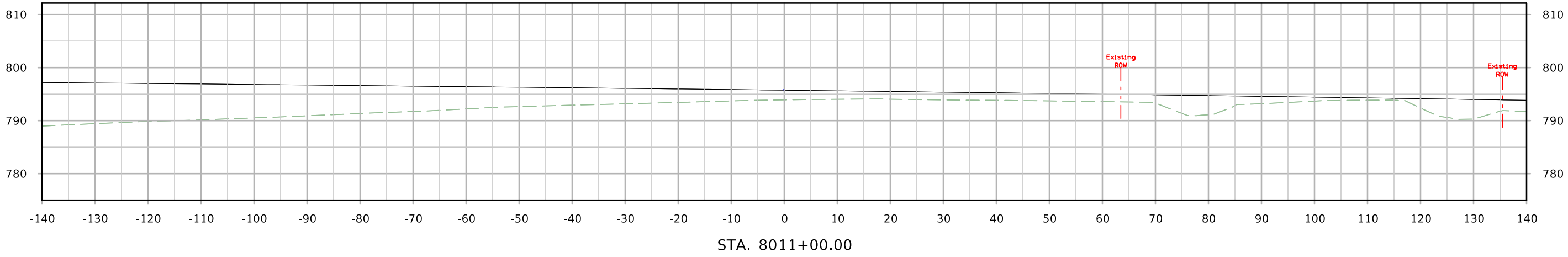
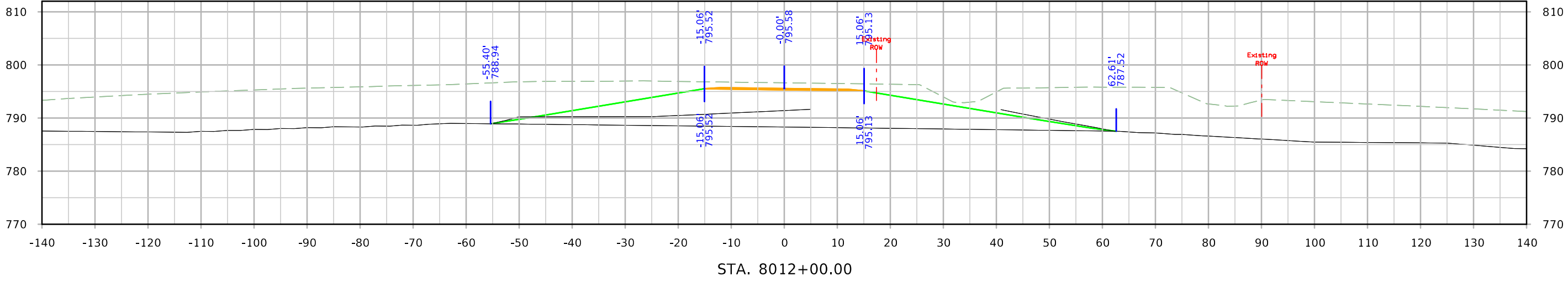
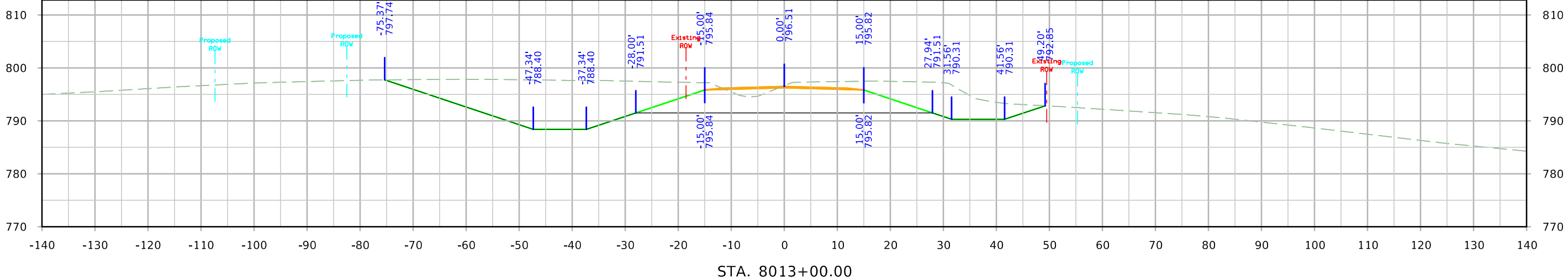
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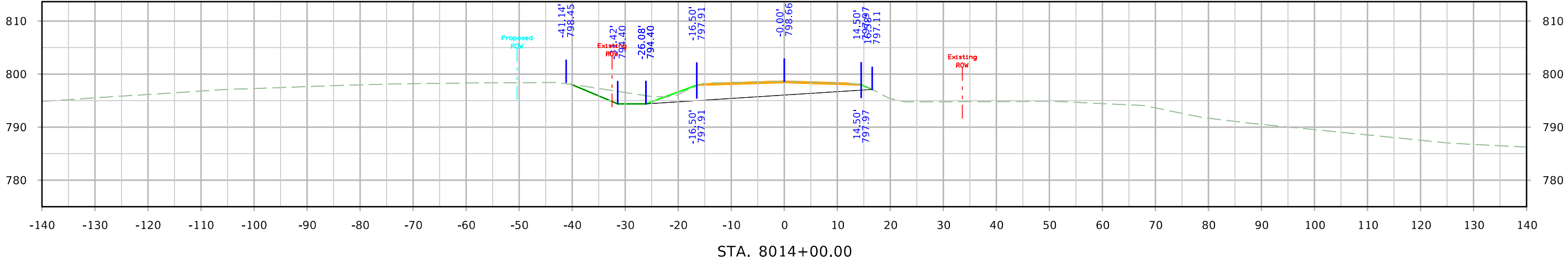
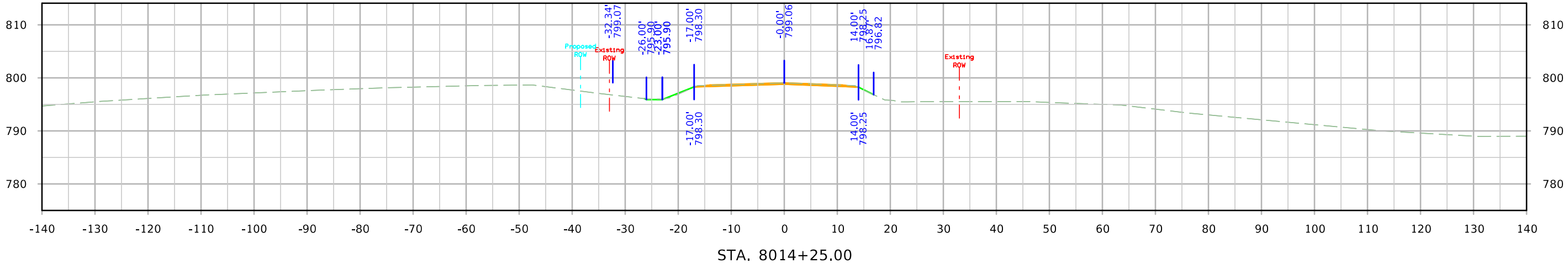
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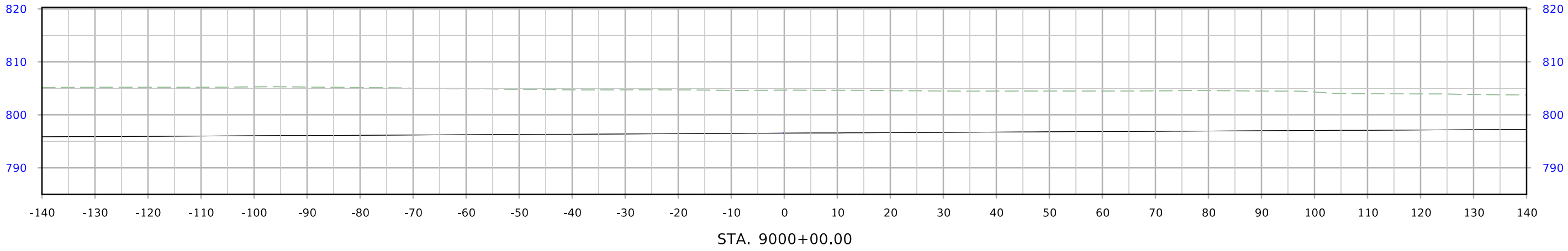
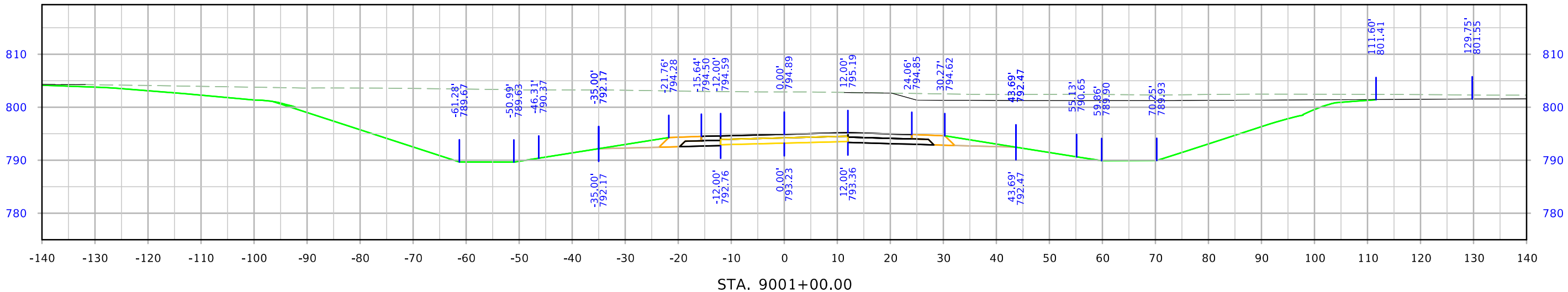
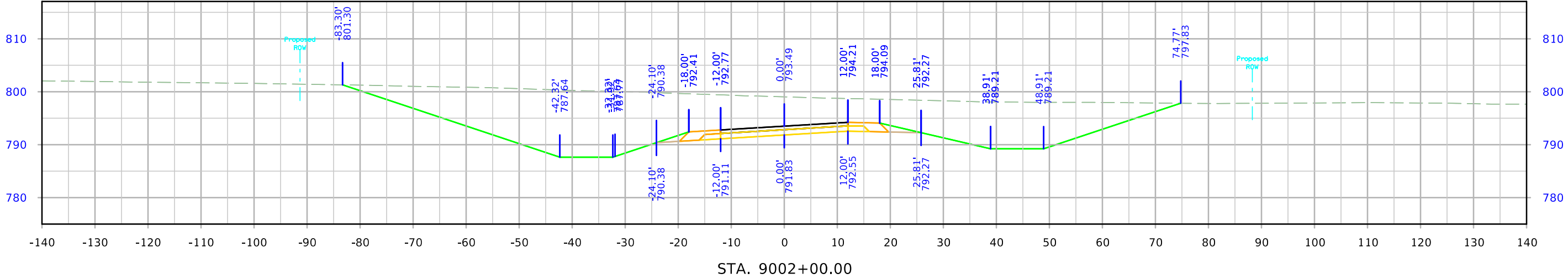
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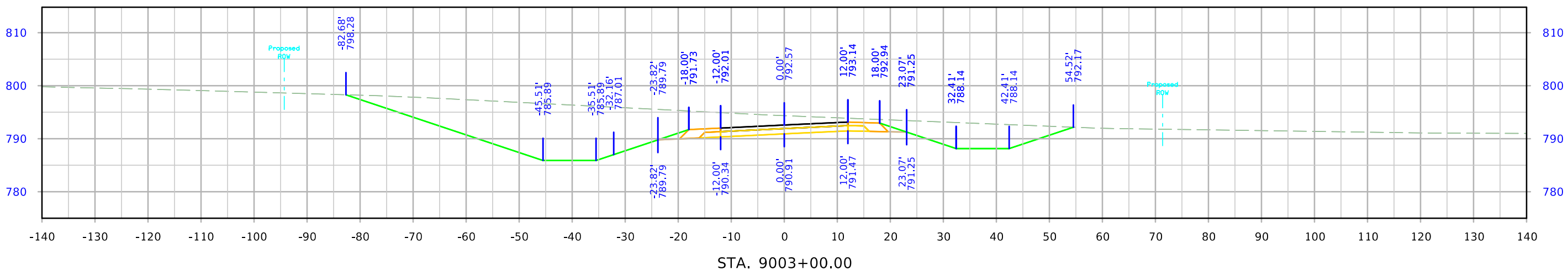
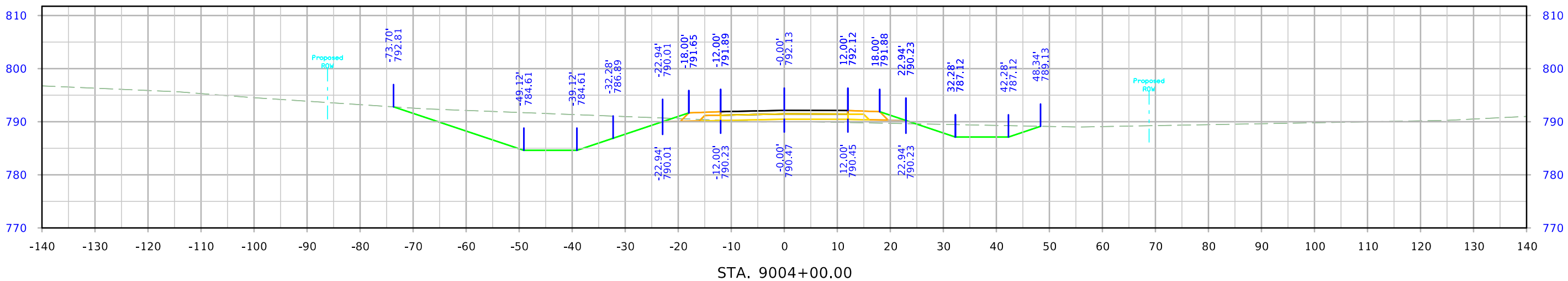
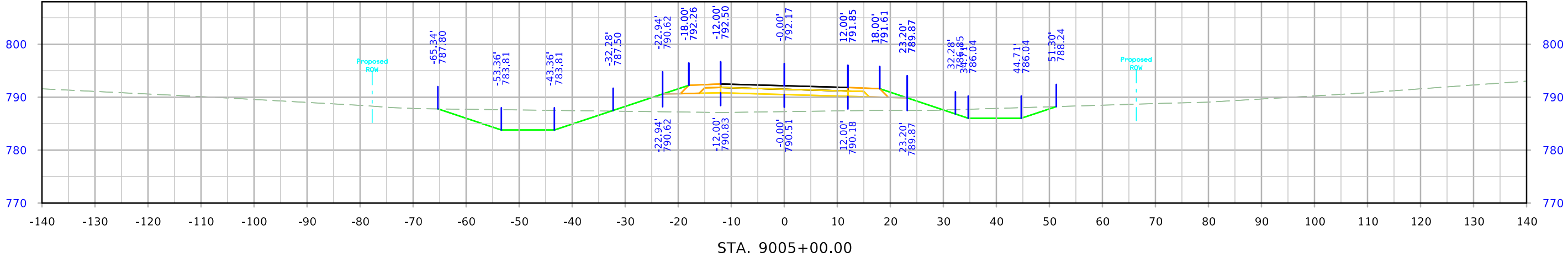
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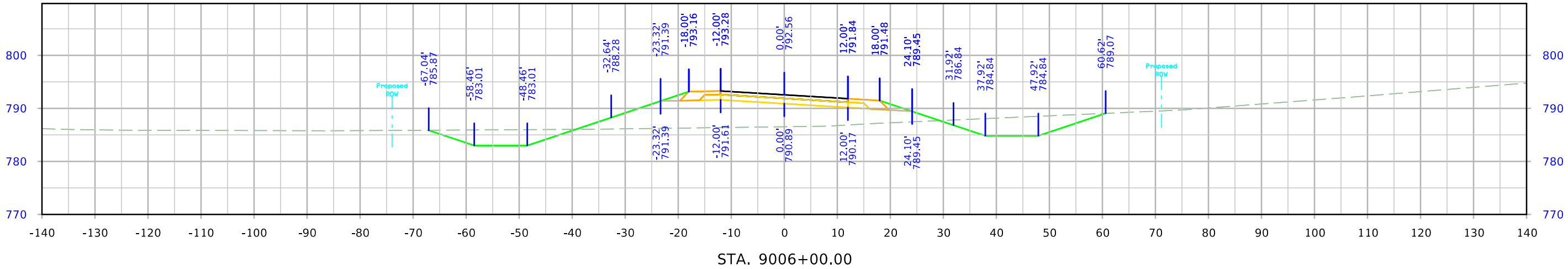
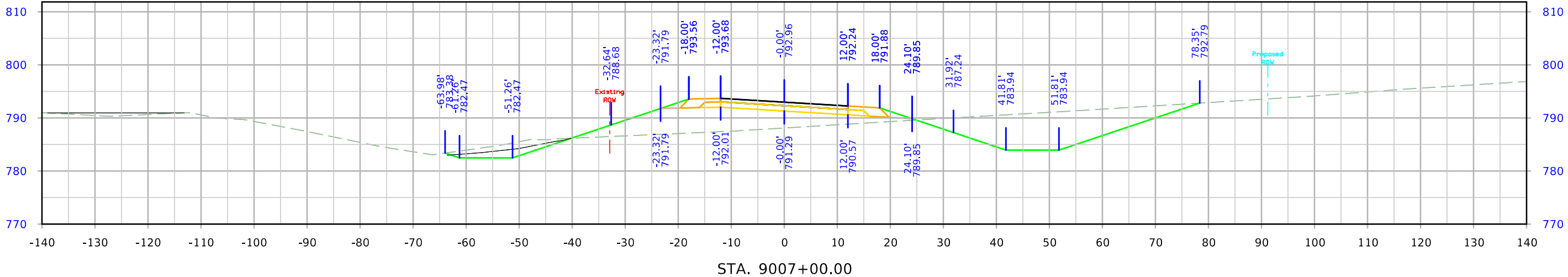
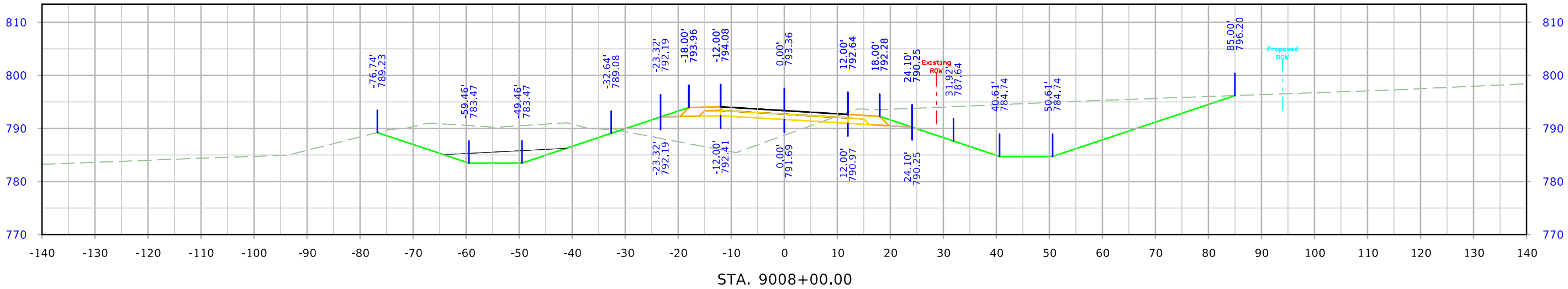
Old US 63



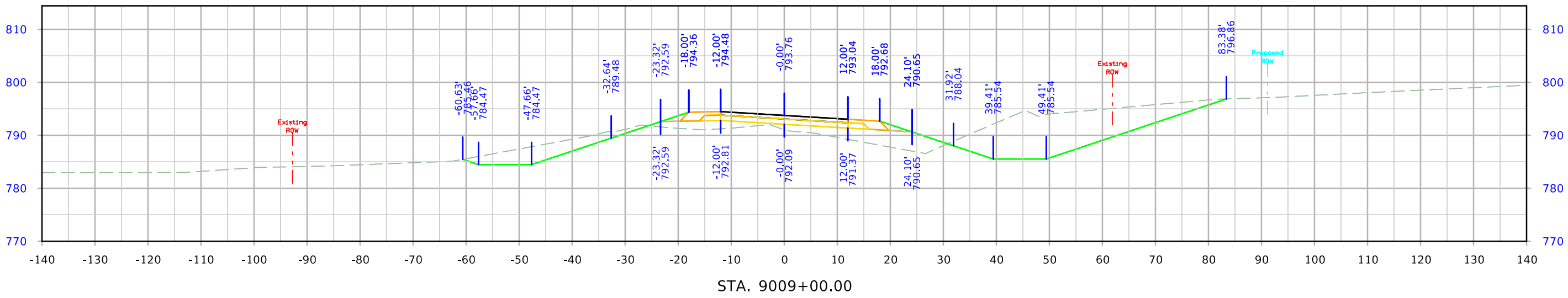
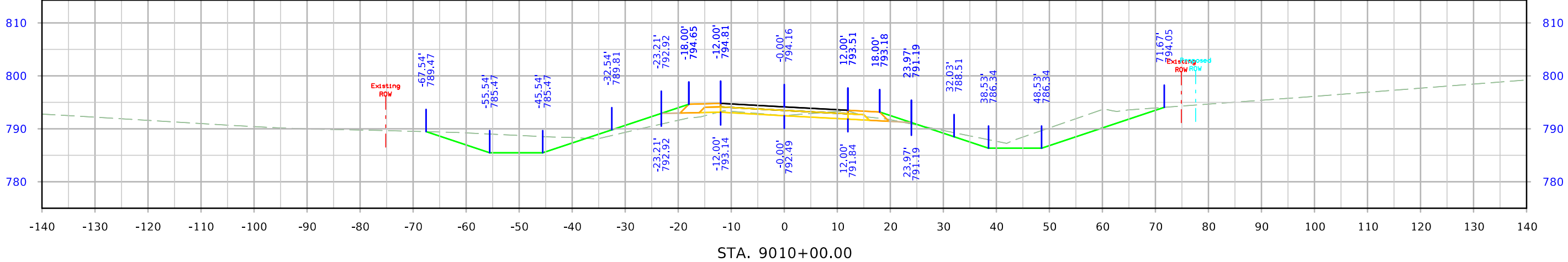
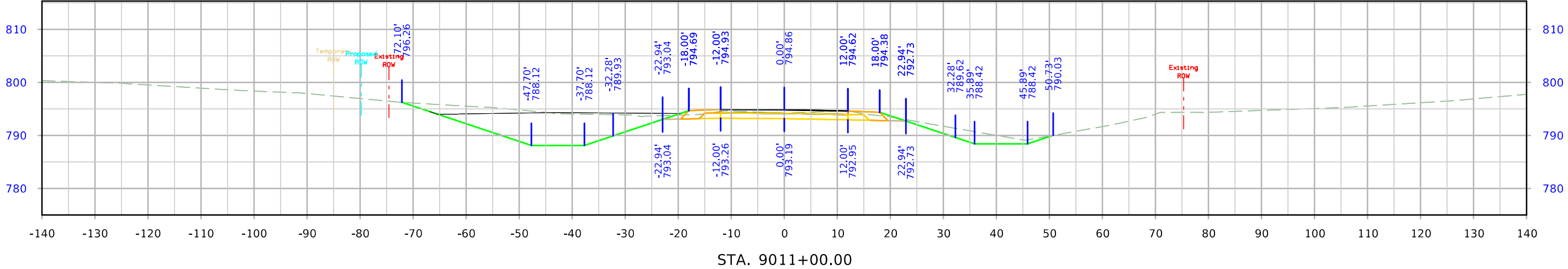
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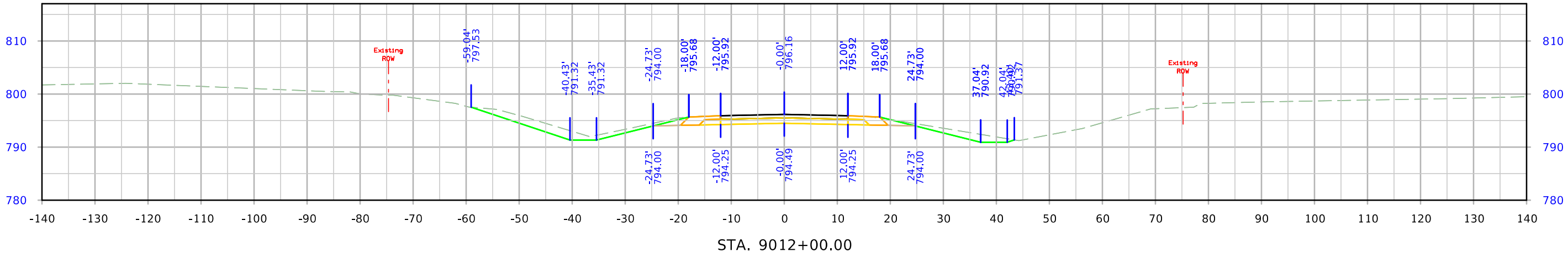
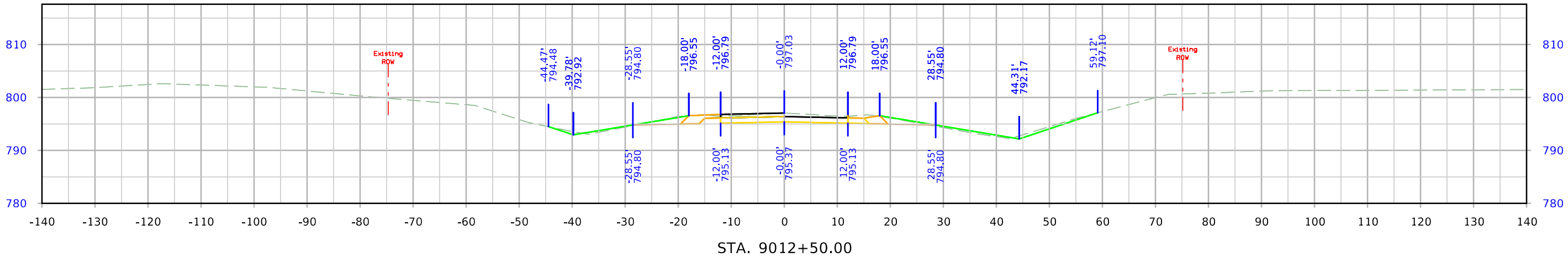
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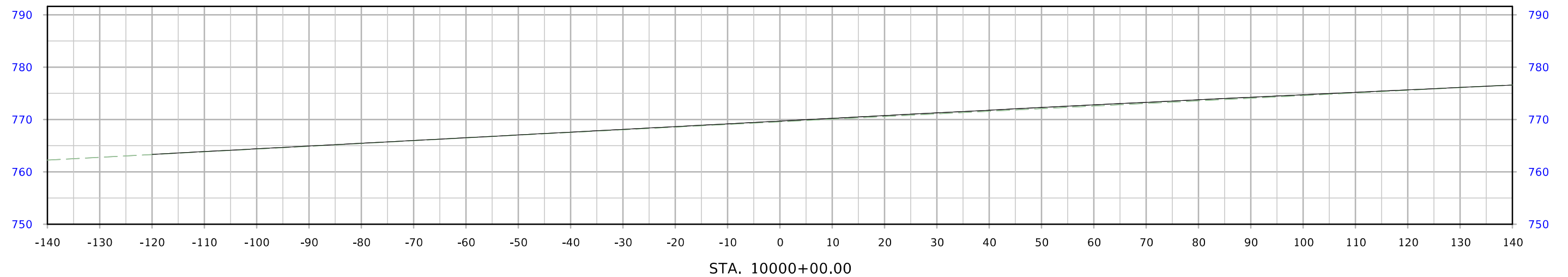
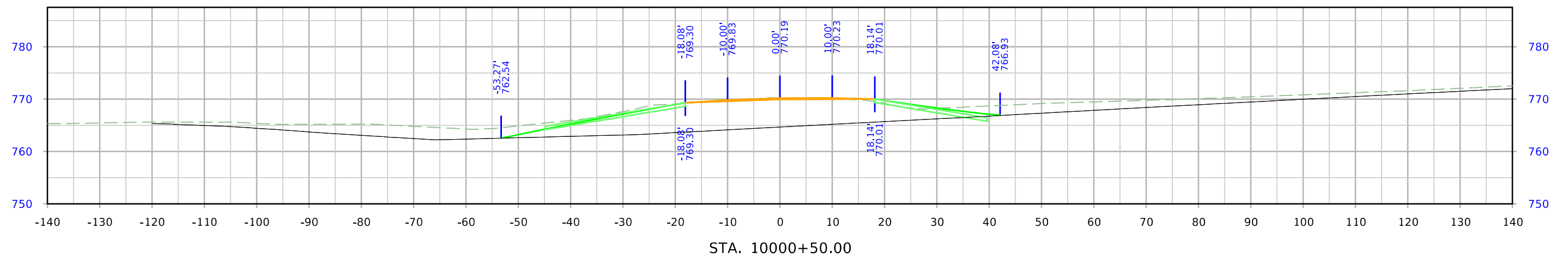
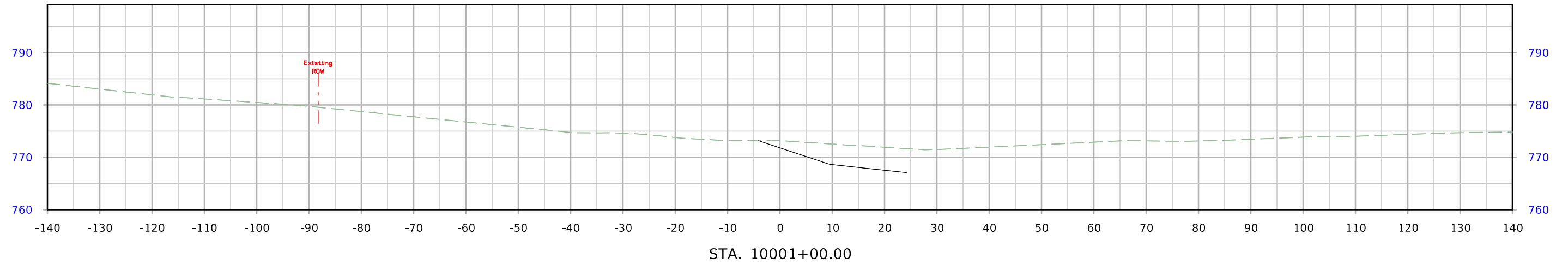
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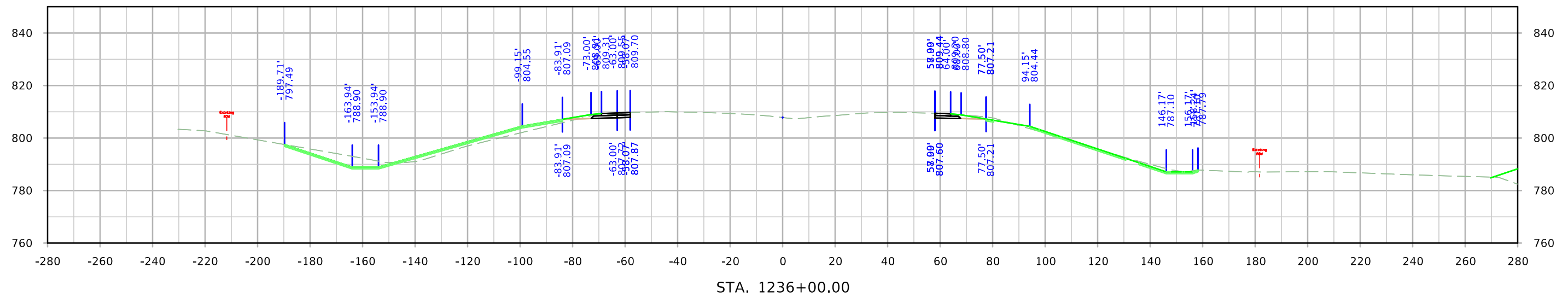
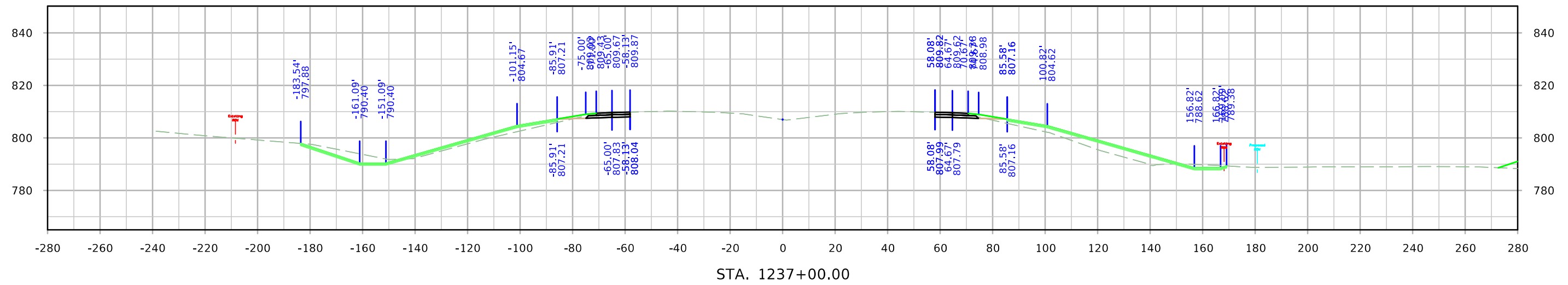
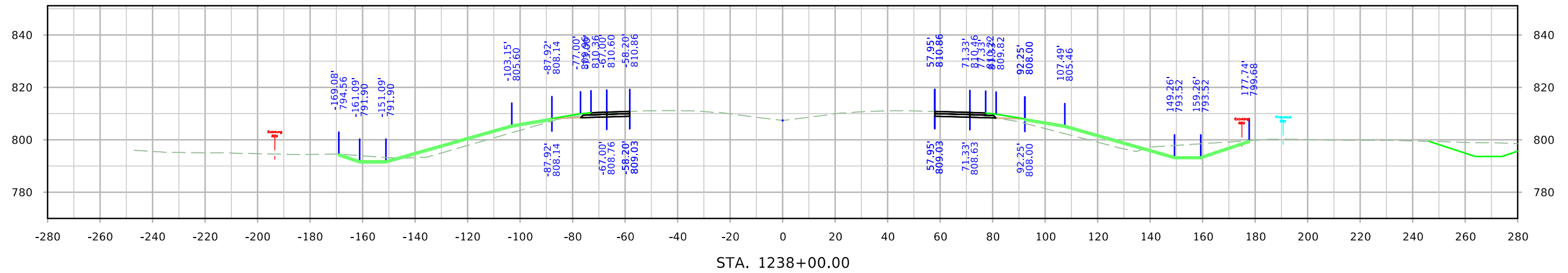
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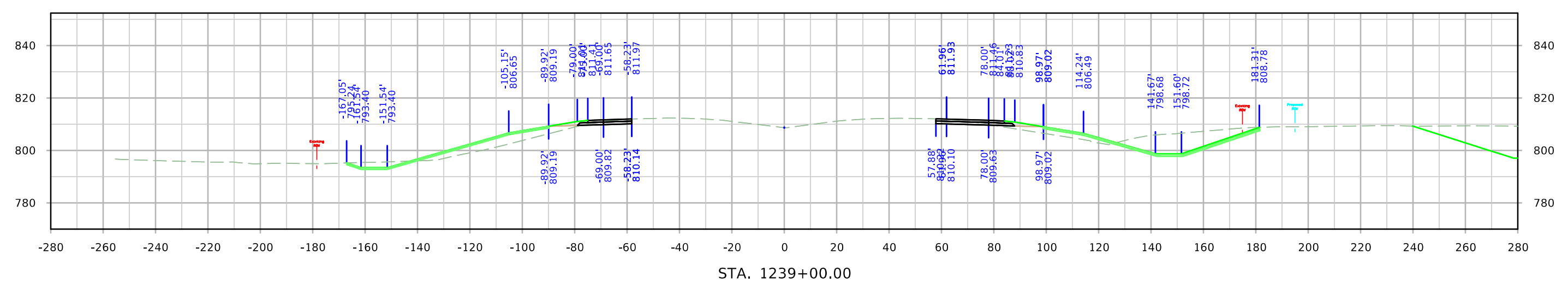
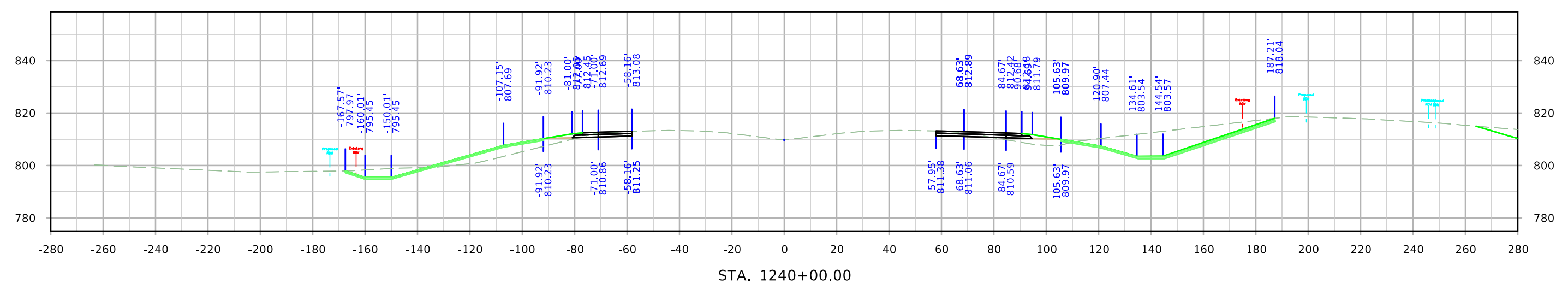
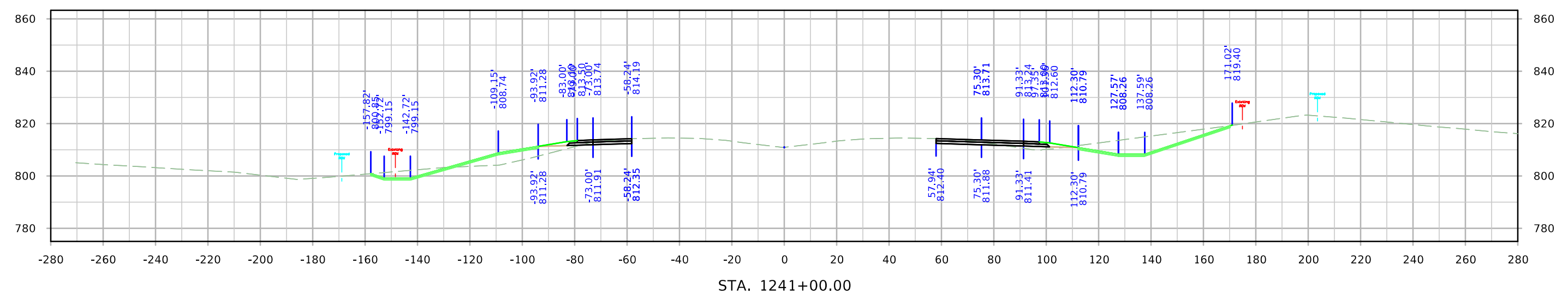
North 210th St.



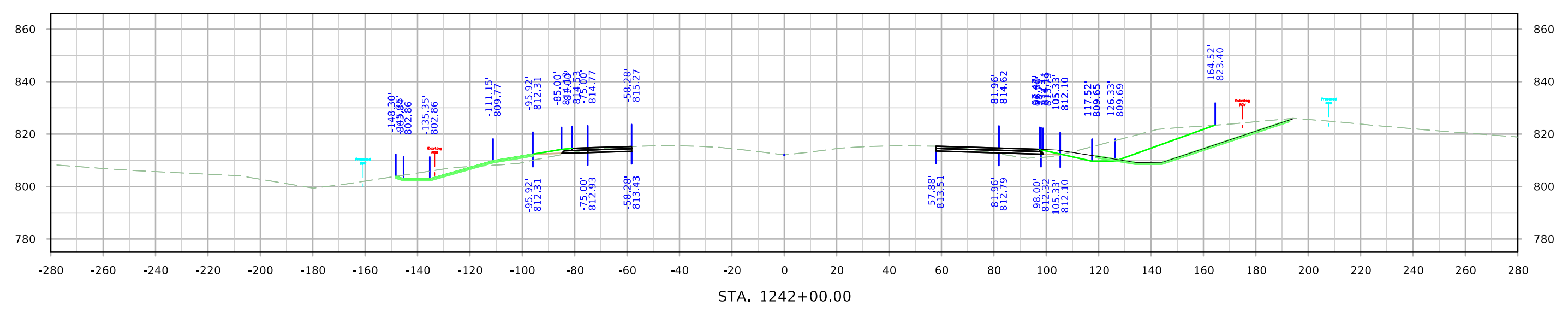
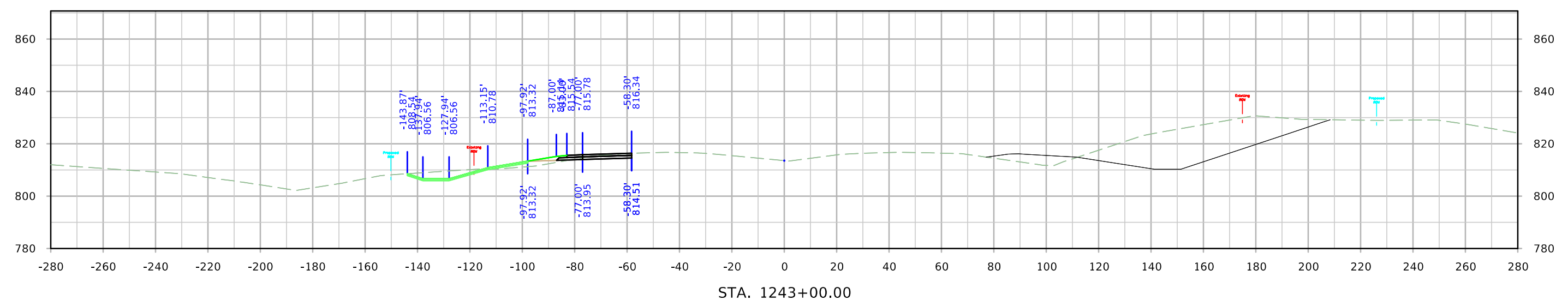
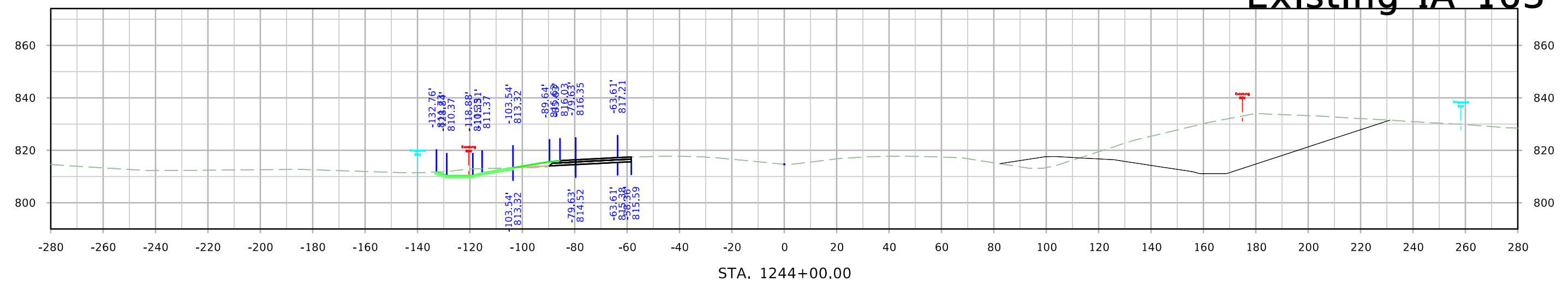
Existing IA 163



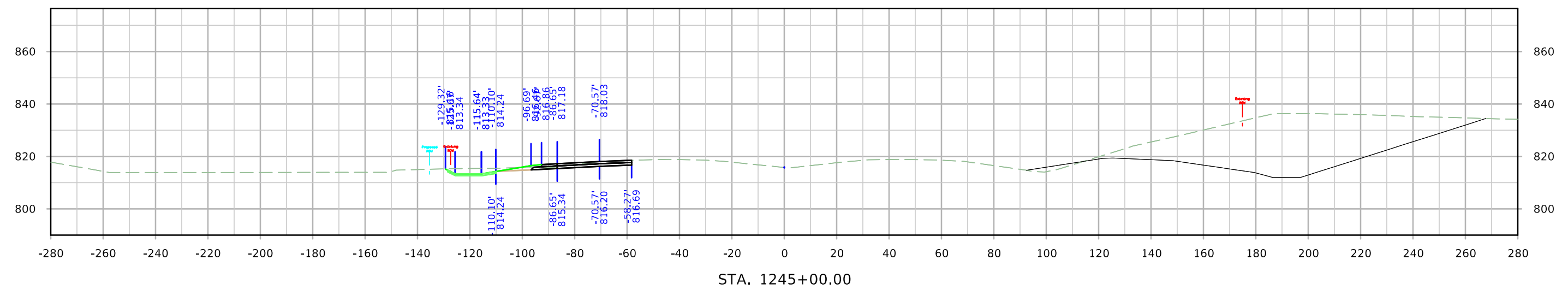
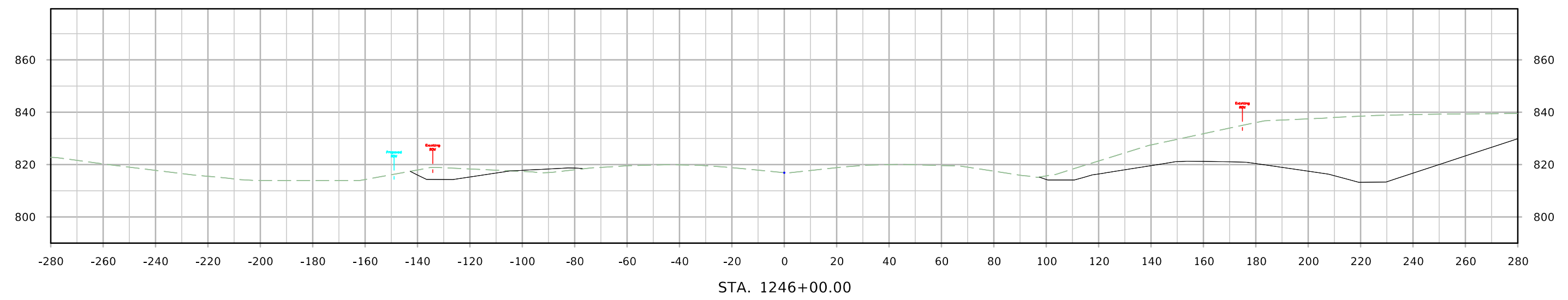
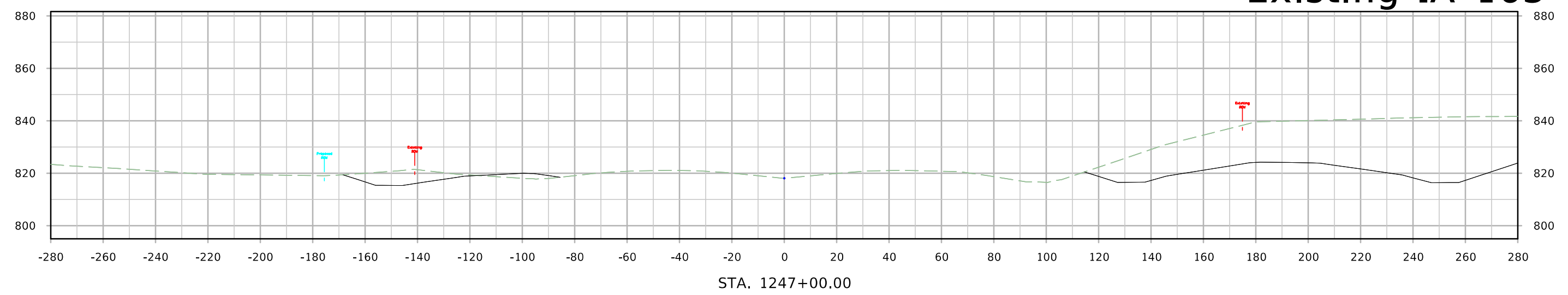
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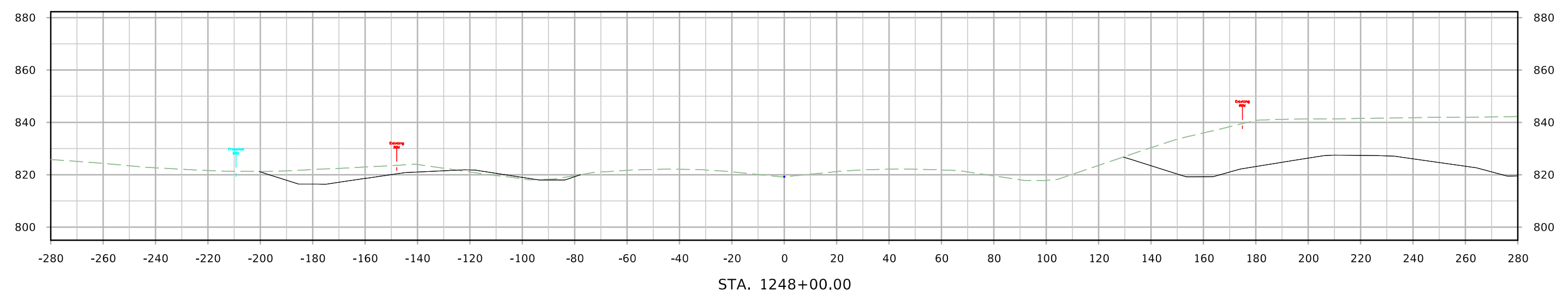
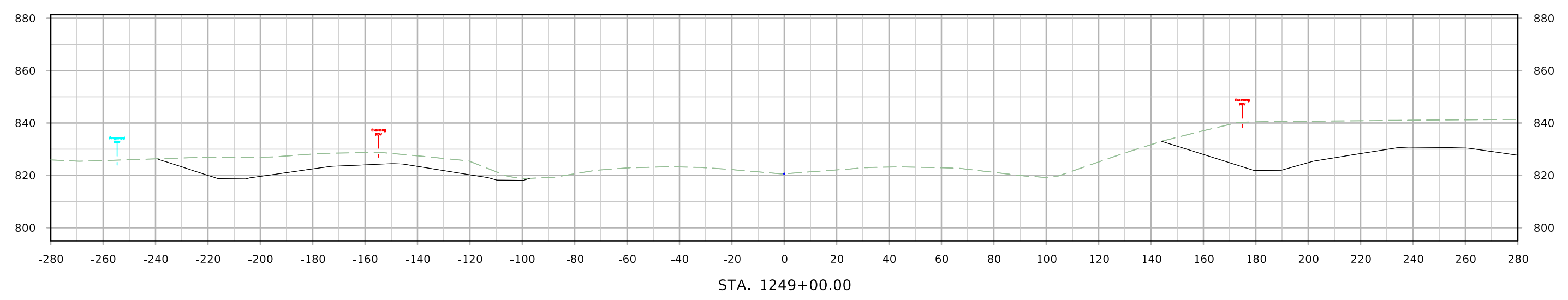
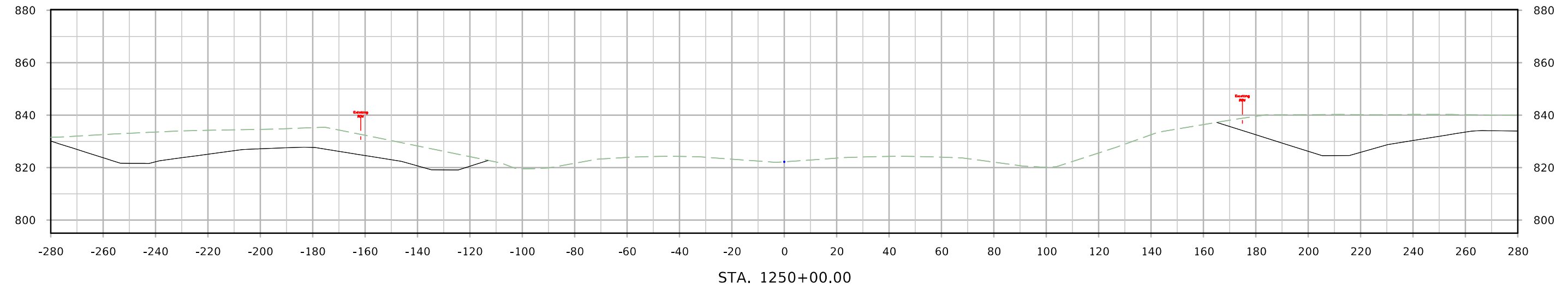
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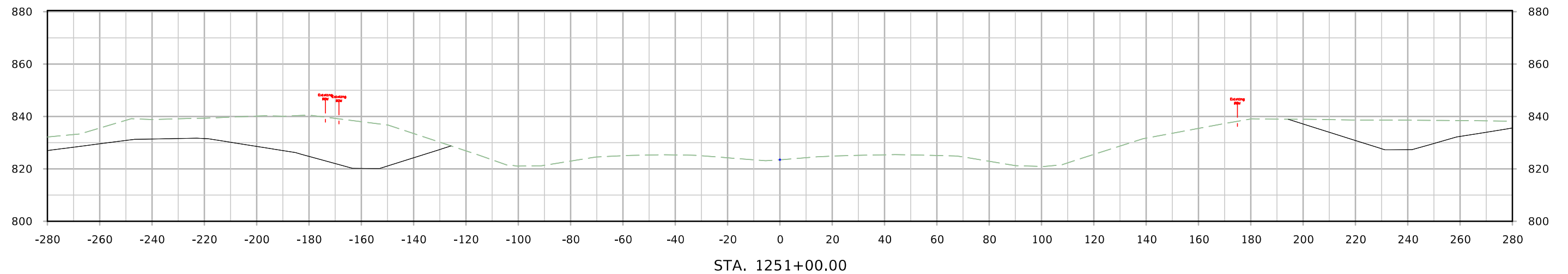
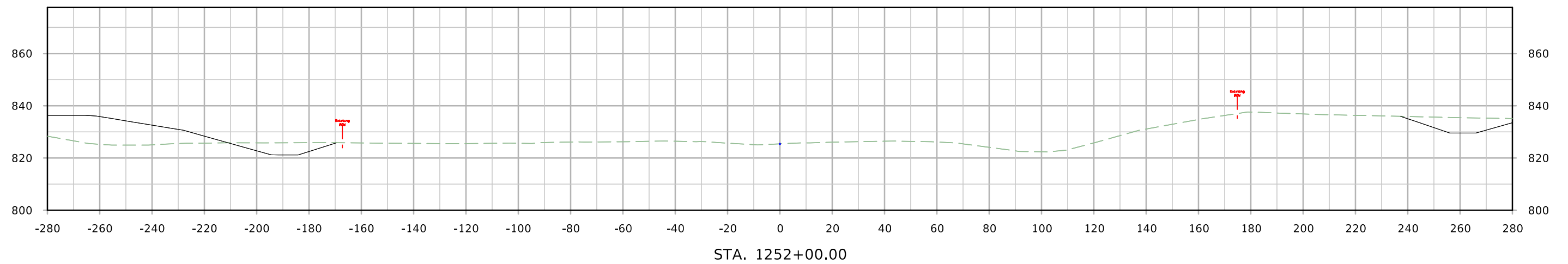
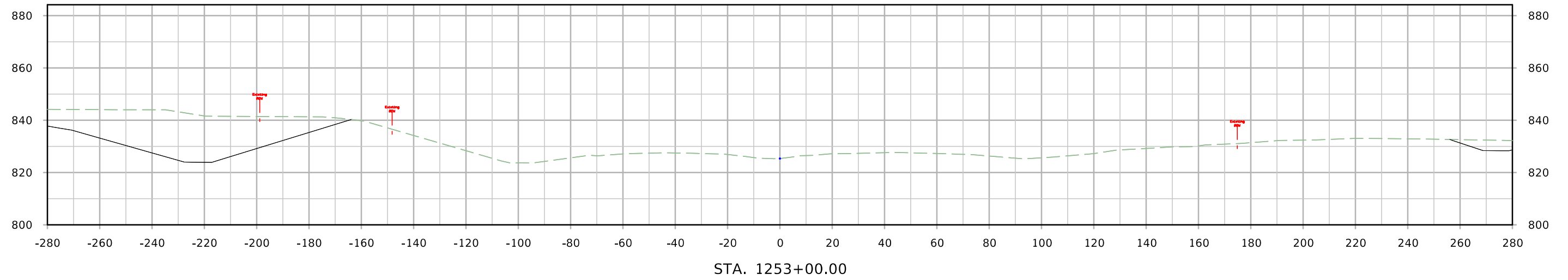
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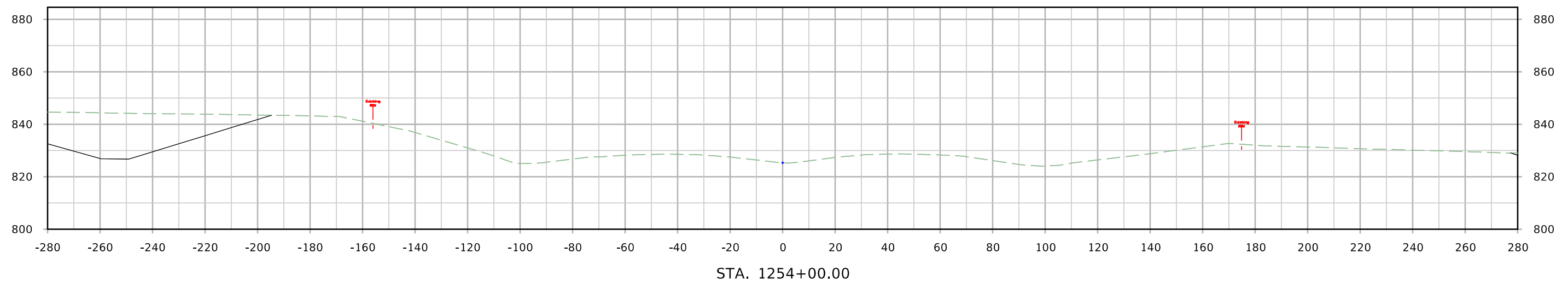
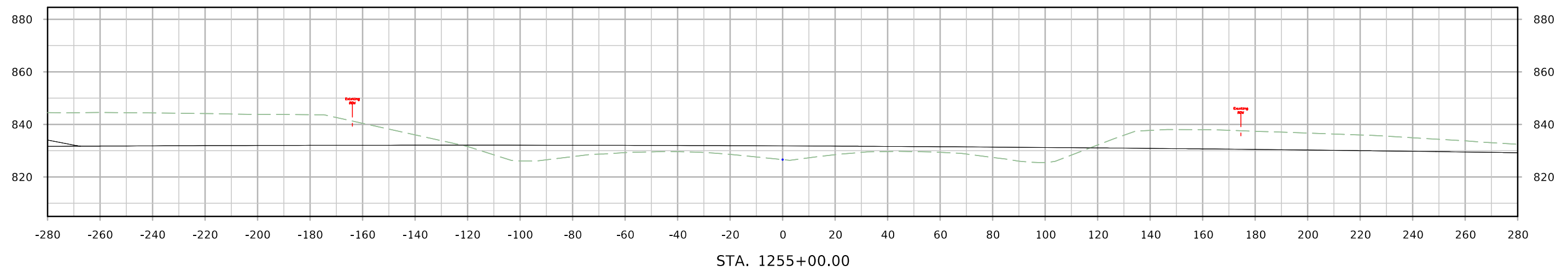
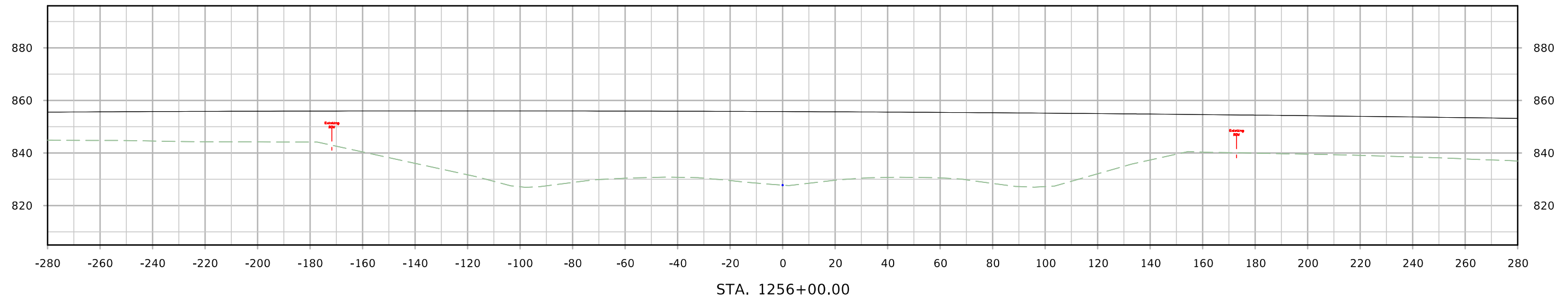
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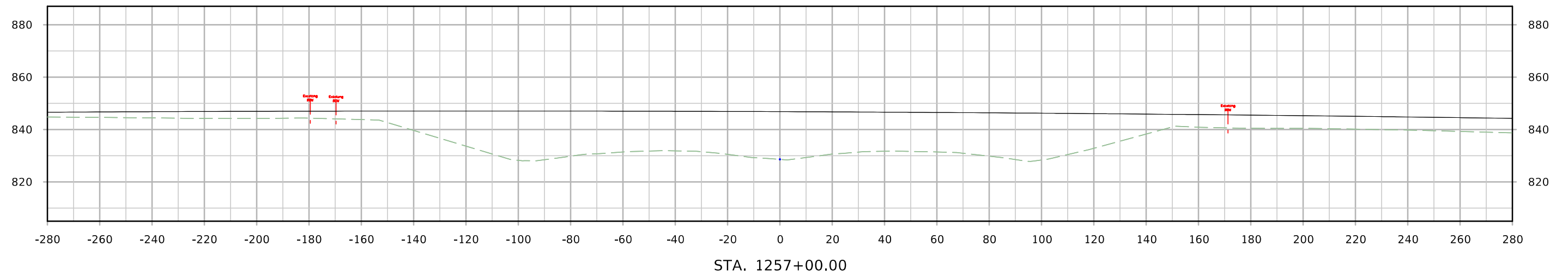
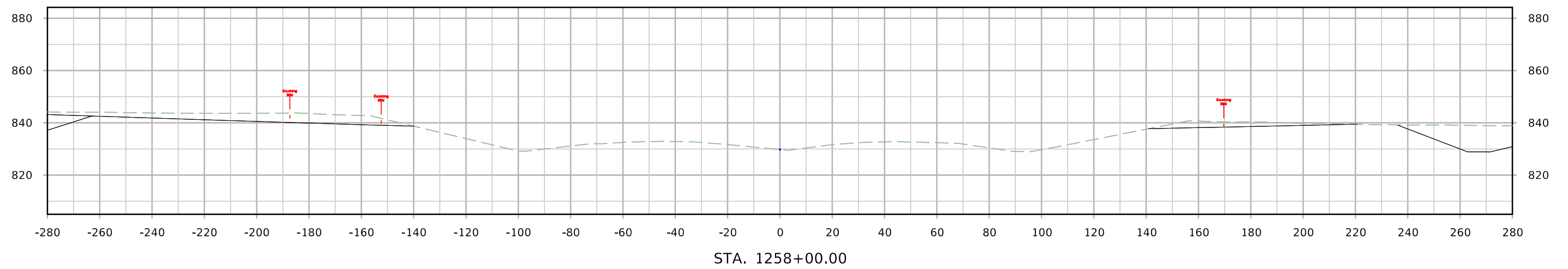
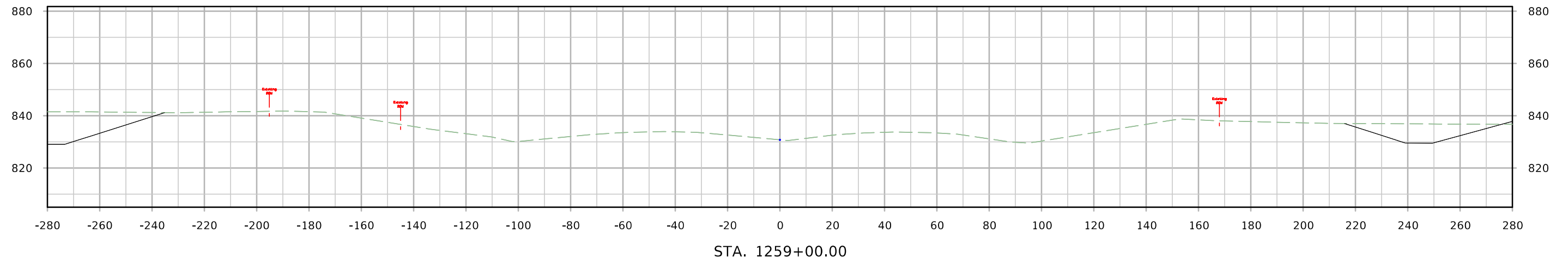
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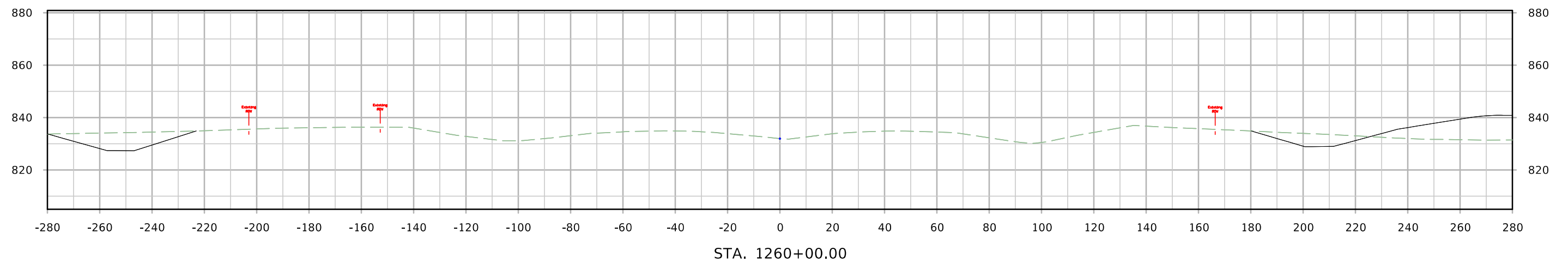
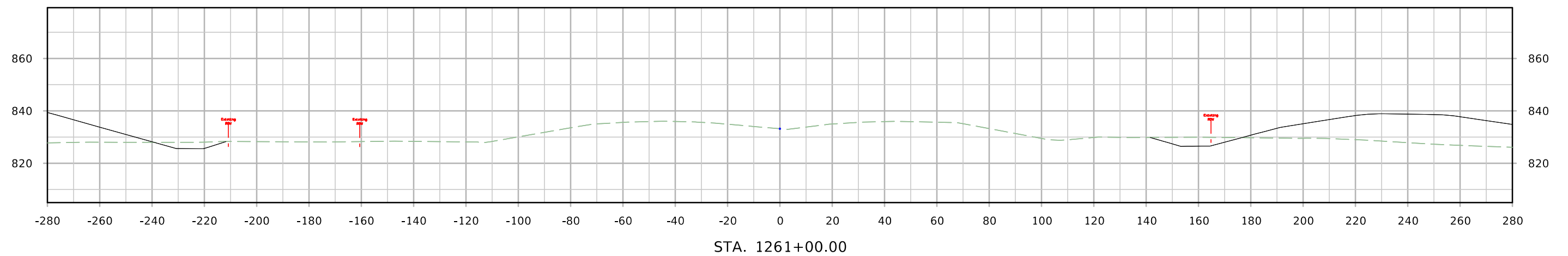
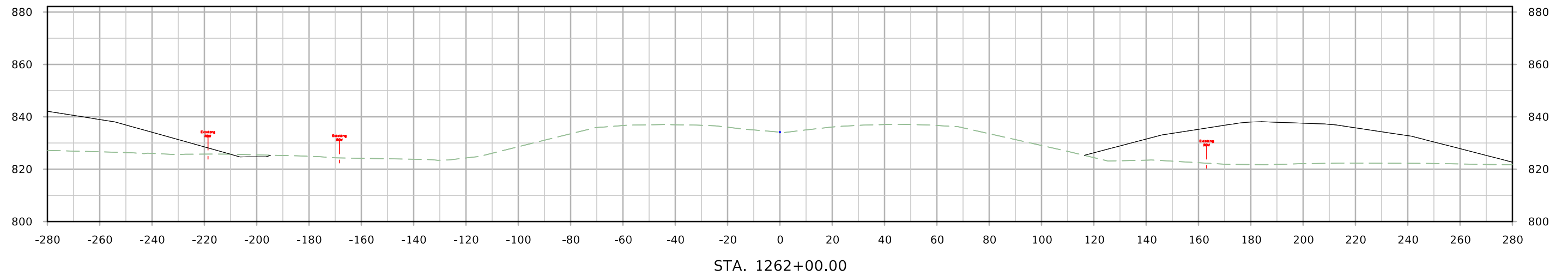
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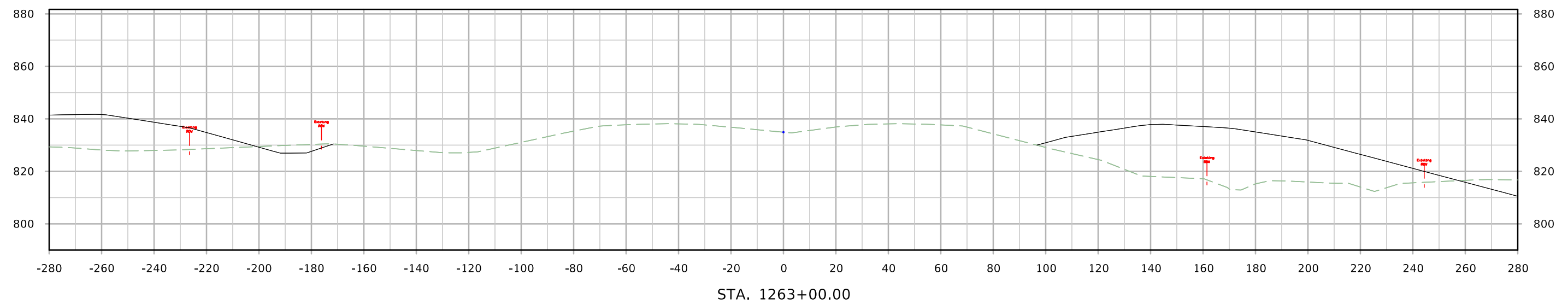
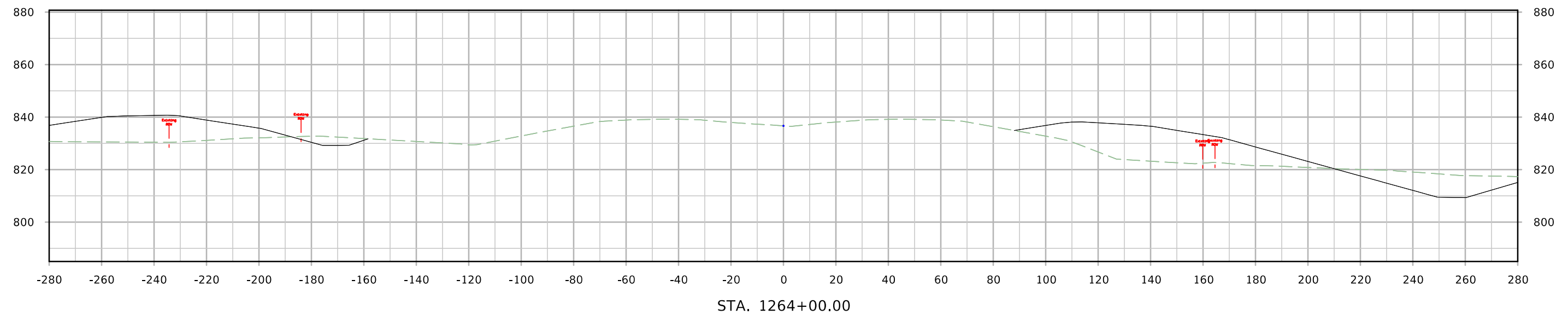
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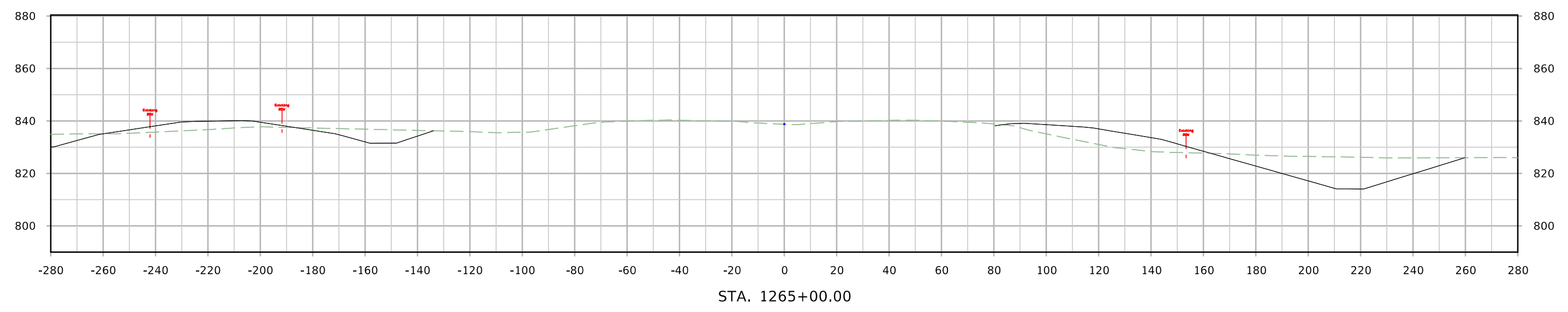
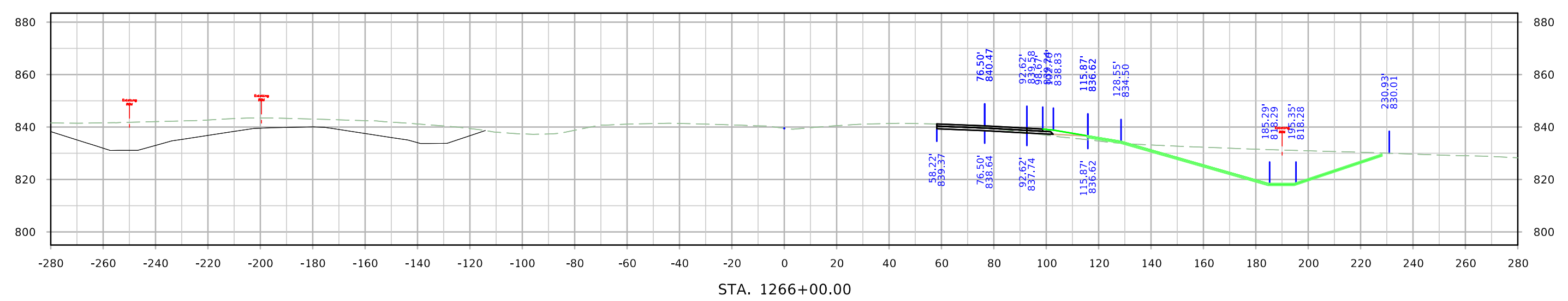
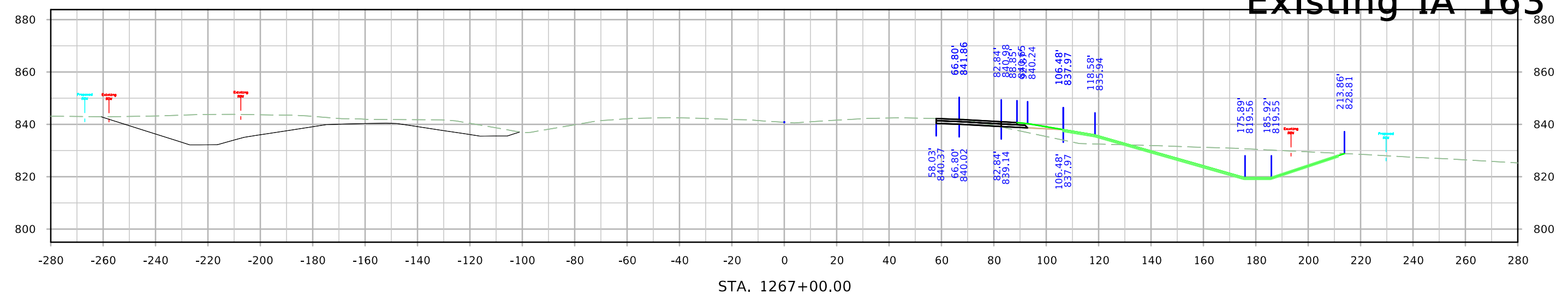
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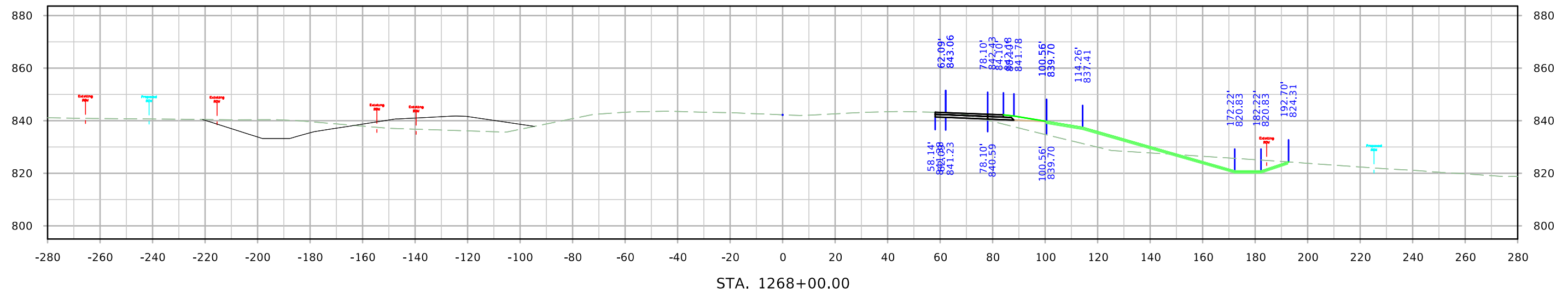
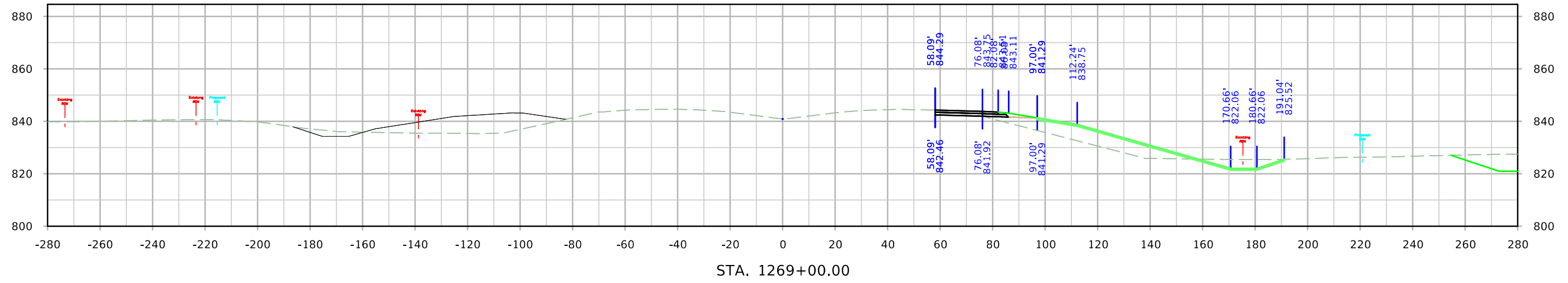
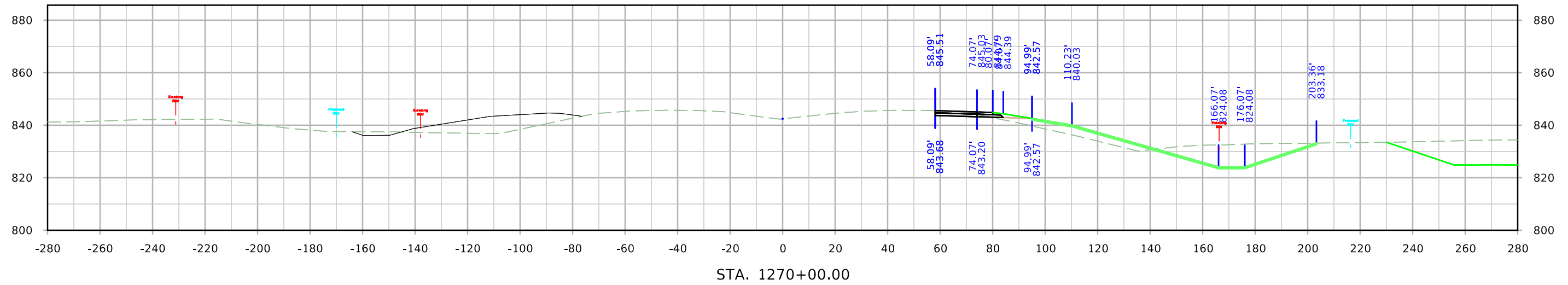
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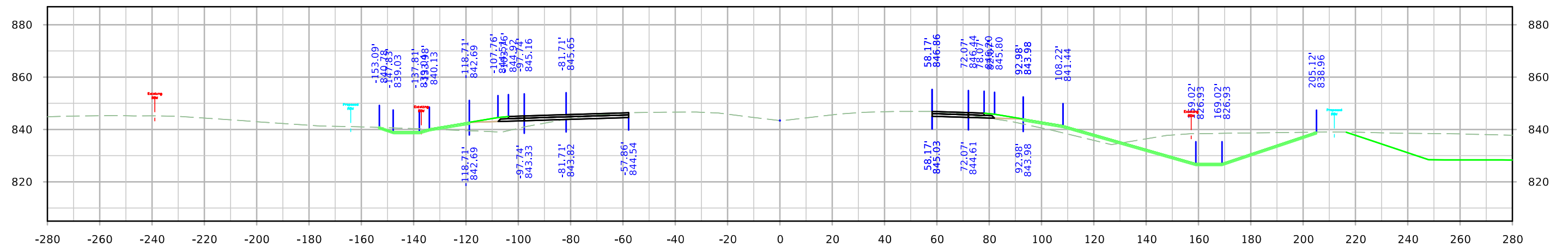
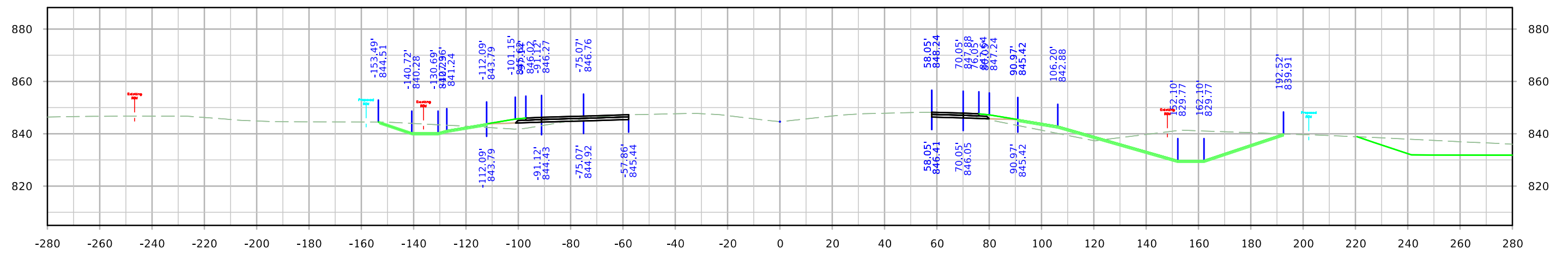
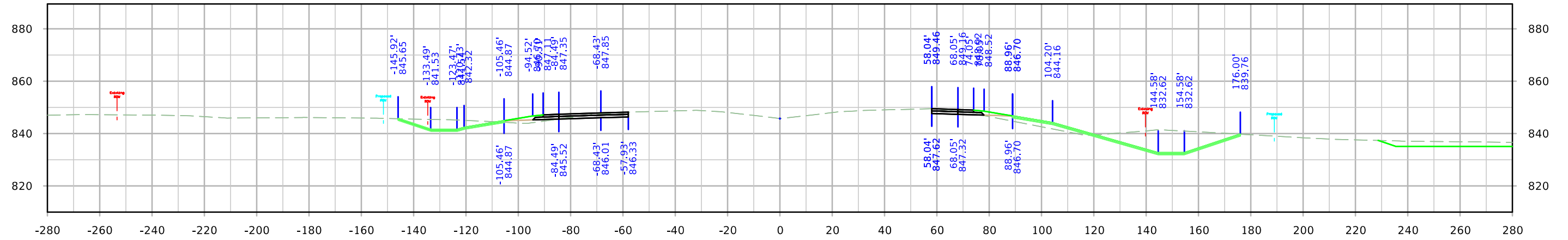
Existing IA 163



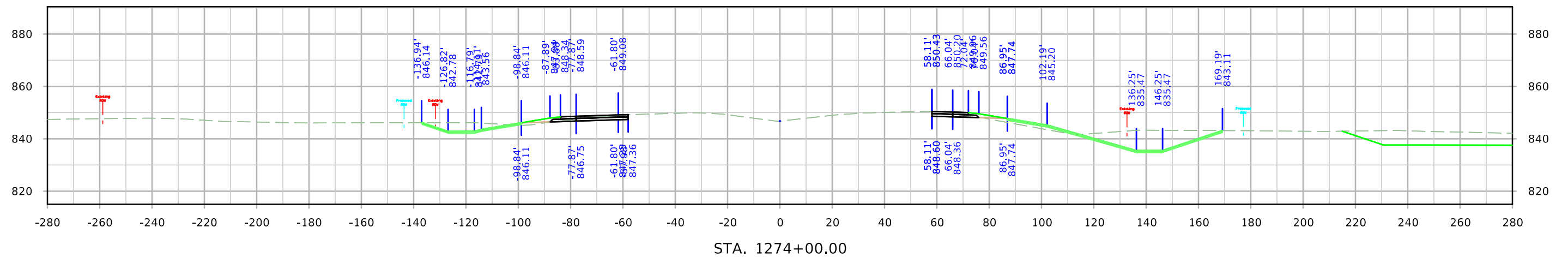
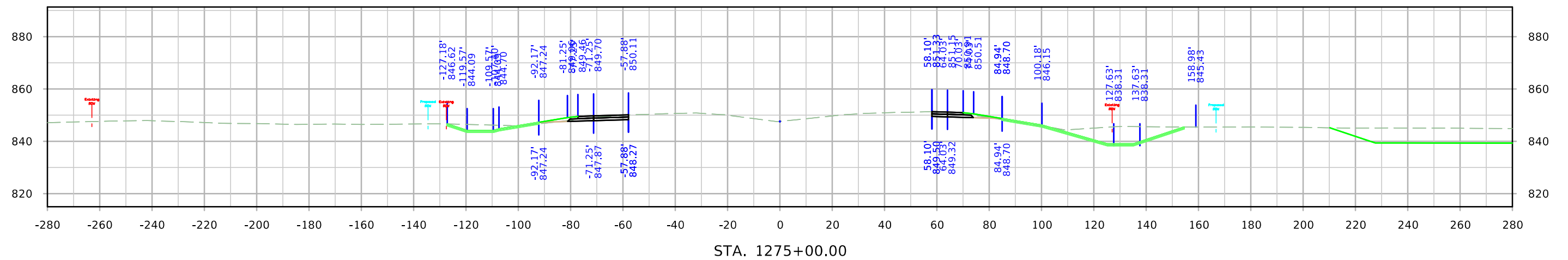
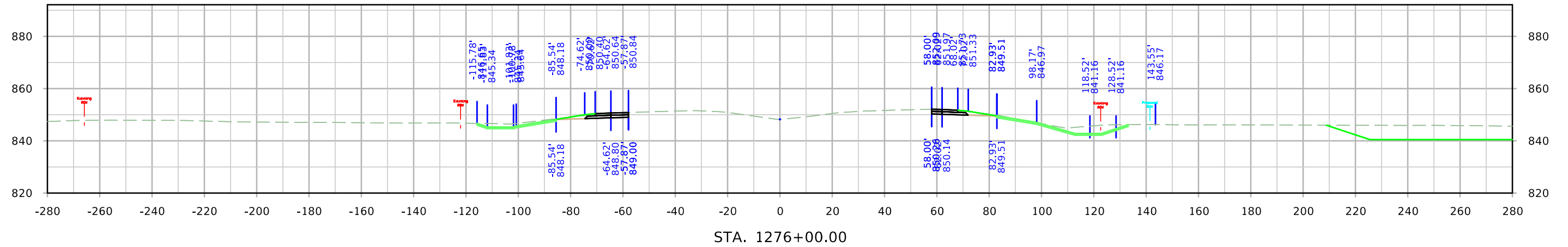
Existing IA 163



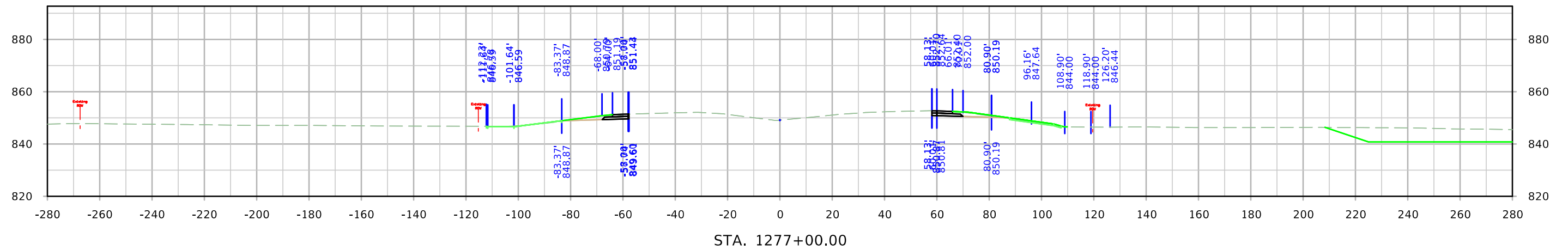
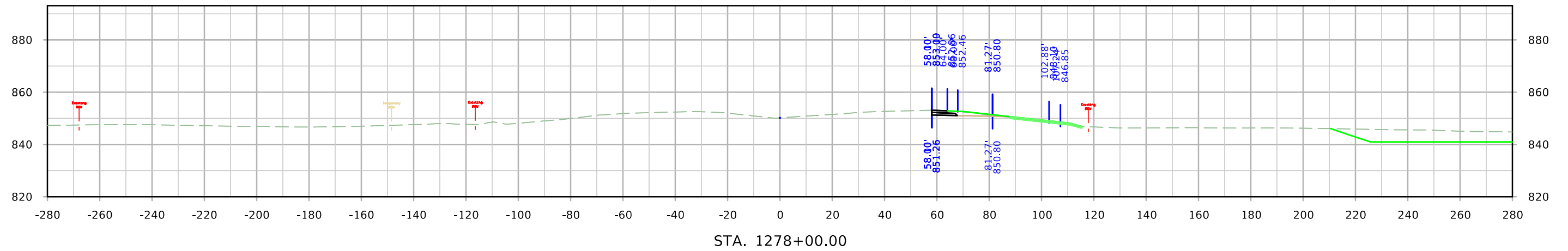
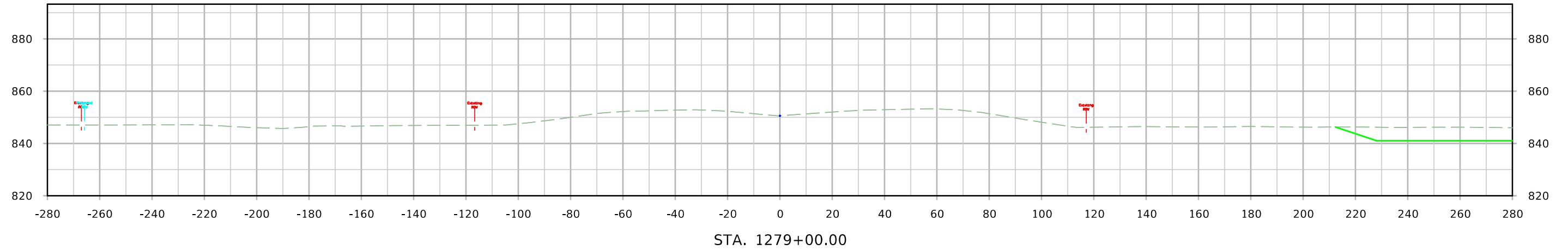
Existing IA 163



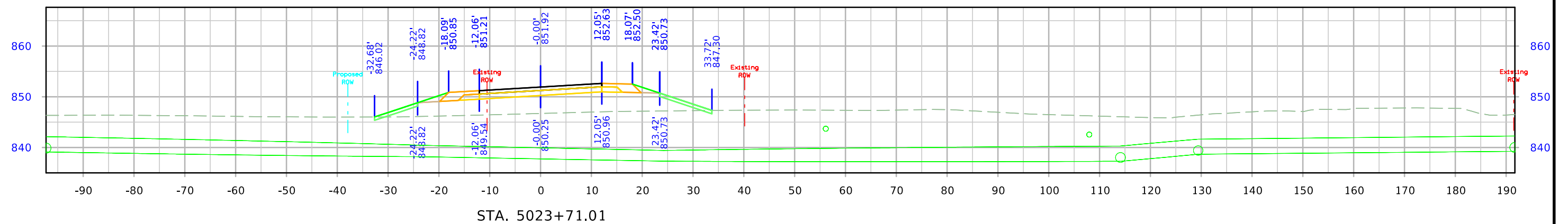
Existing IA 163



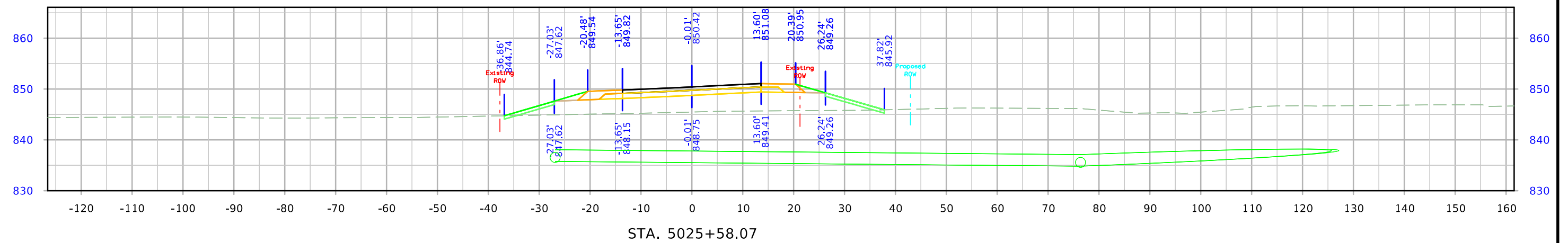
Existing IA 163



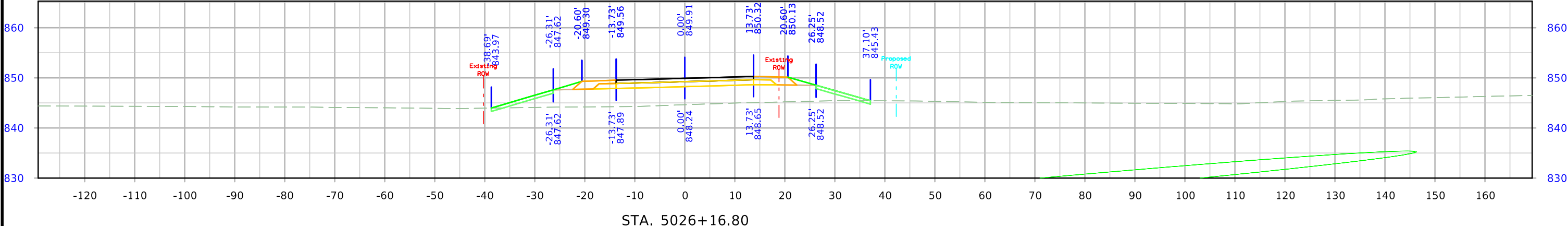
Old IA 163 Gasline



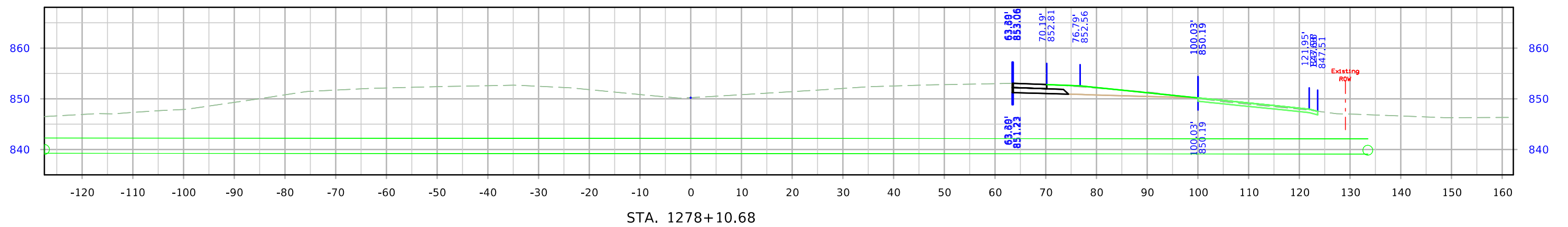
Old IA 163 Gasline



Old IA 163 Gasline

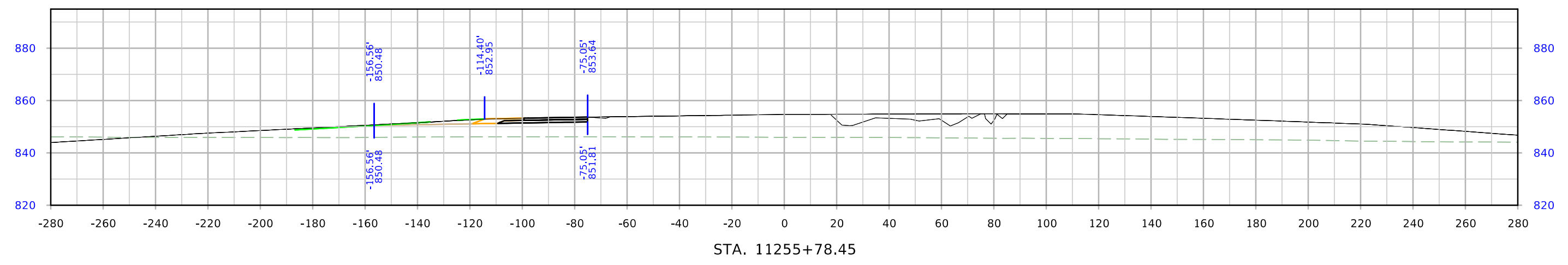
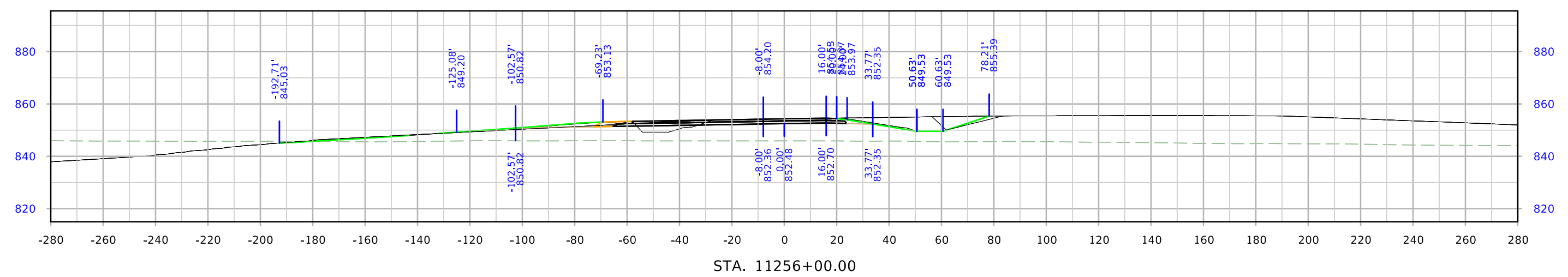
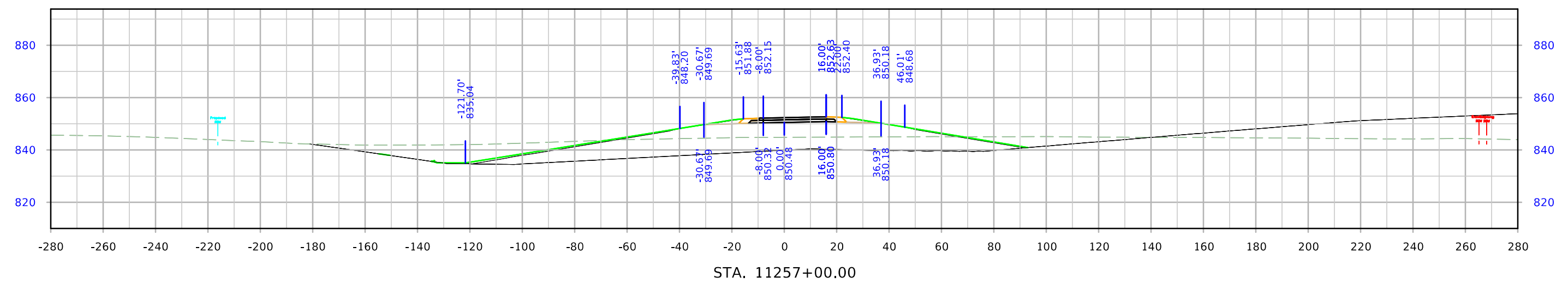


Existing IA 163 Gasline

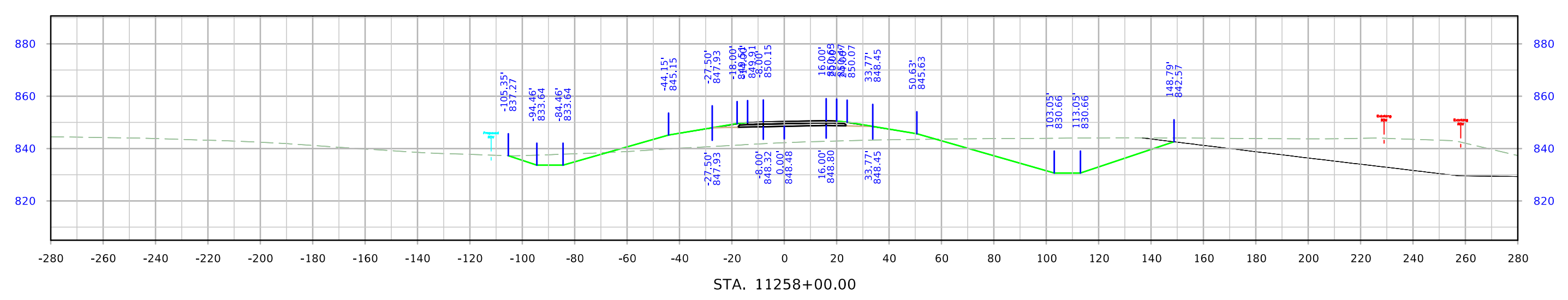
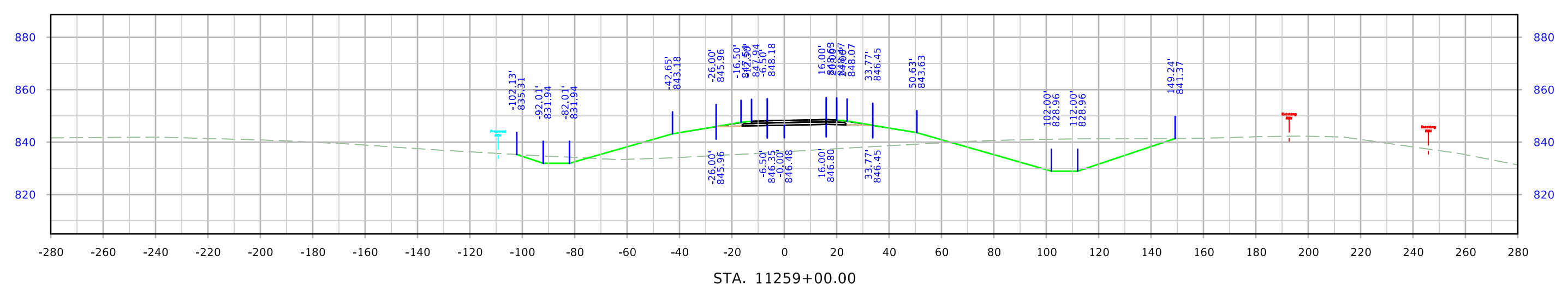
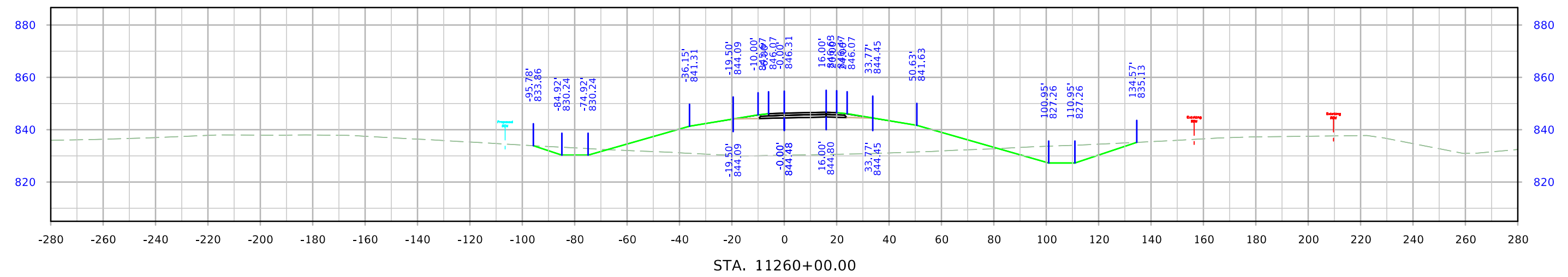


STA. 1278+10.68

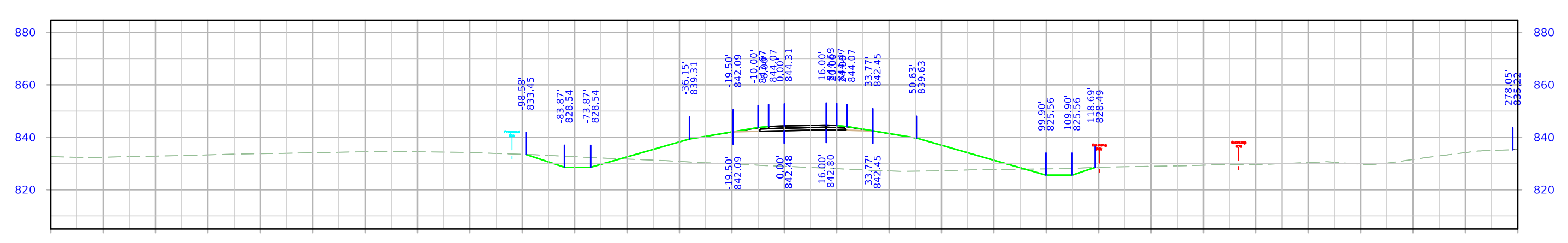
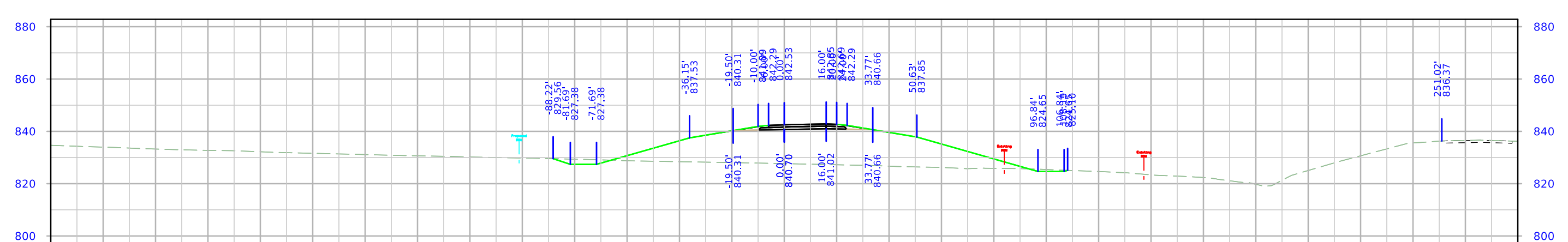
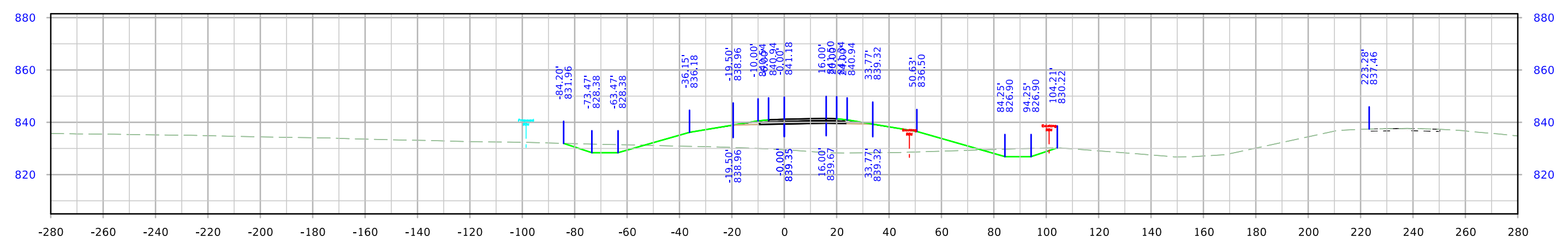
Ramp A



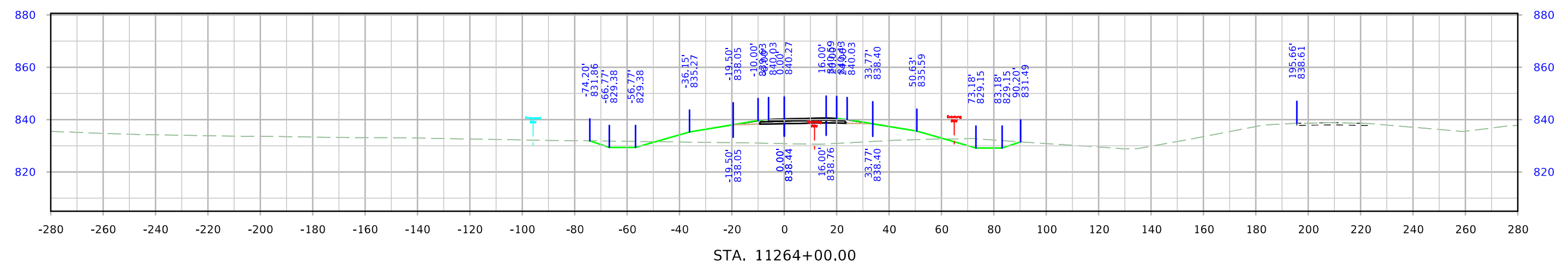
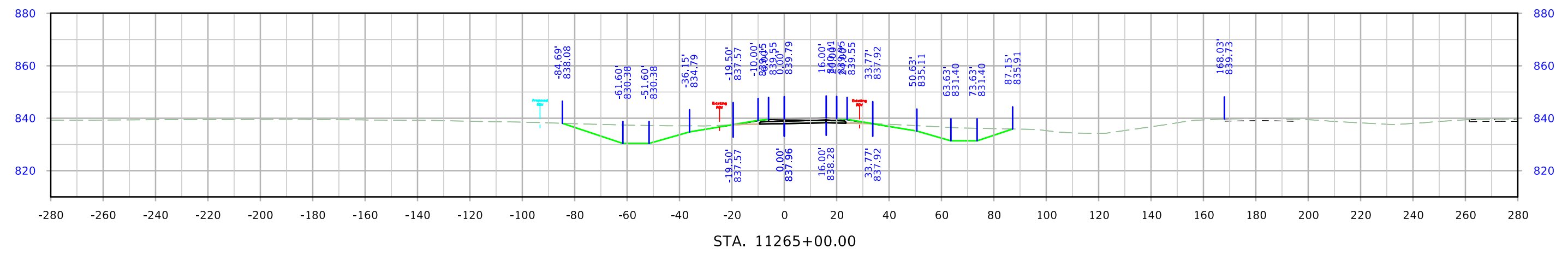
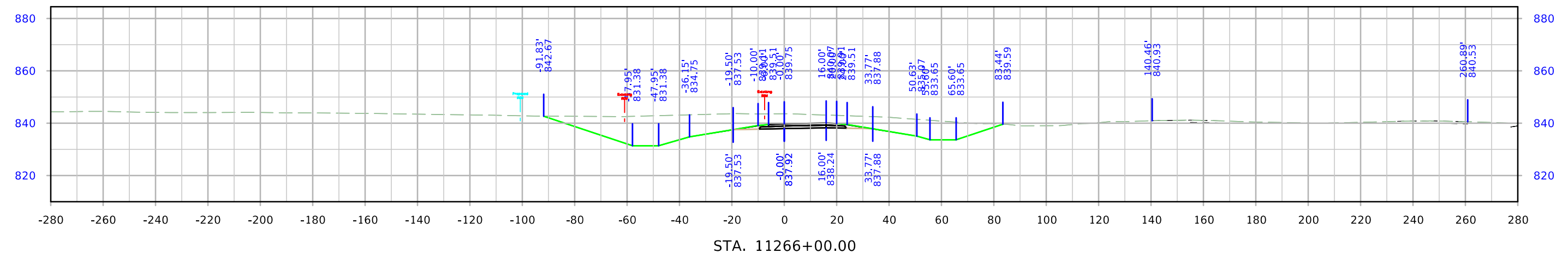
Ramp A



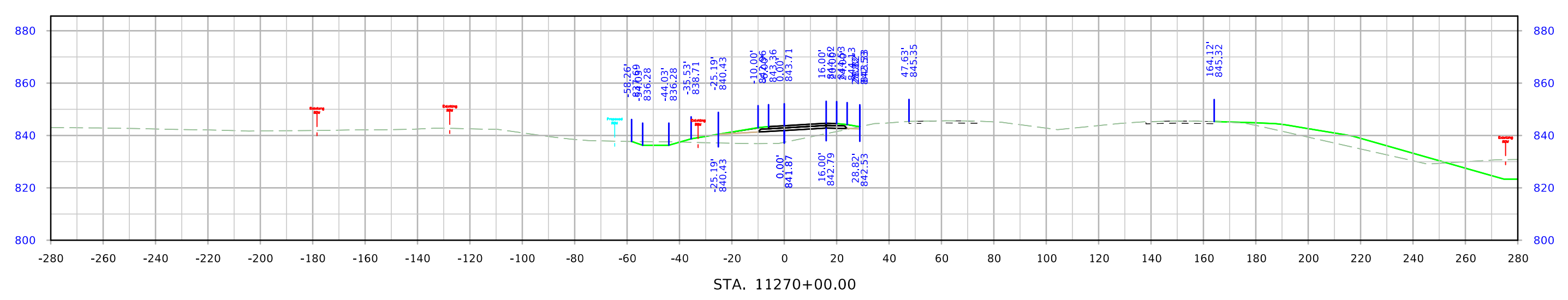
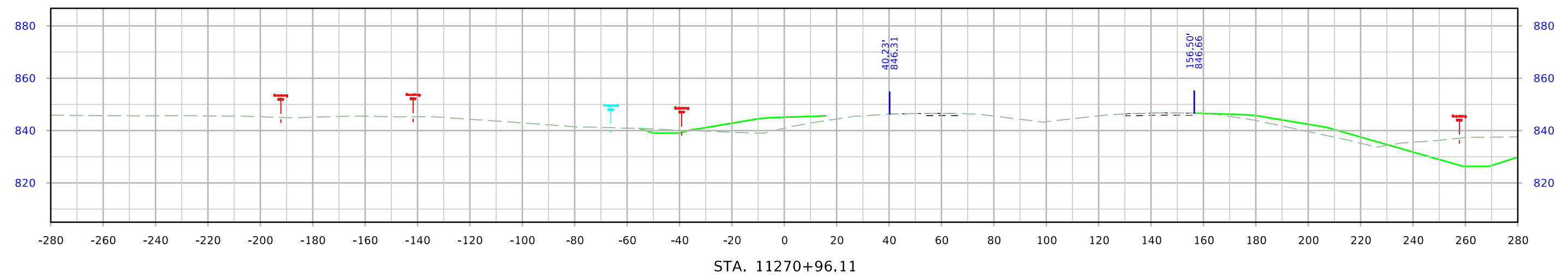
Ramp A



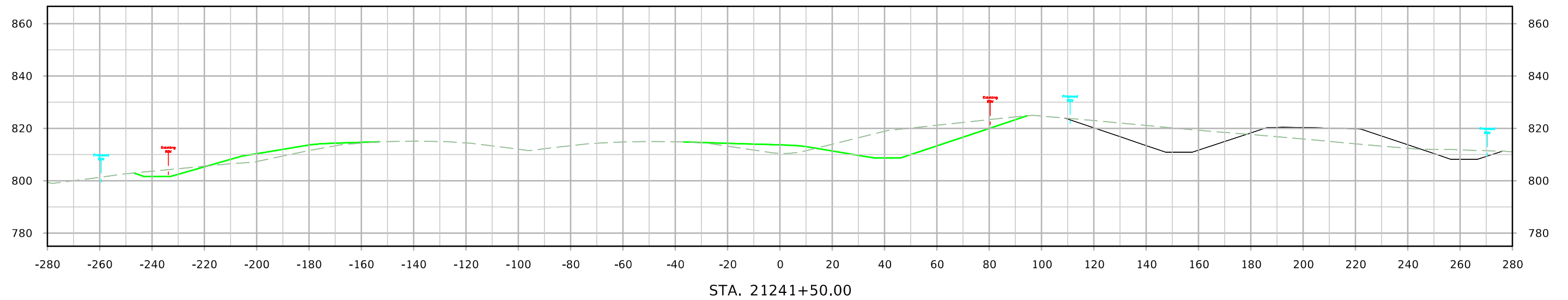
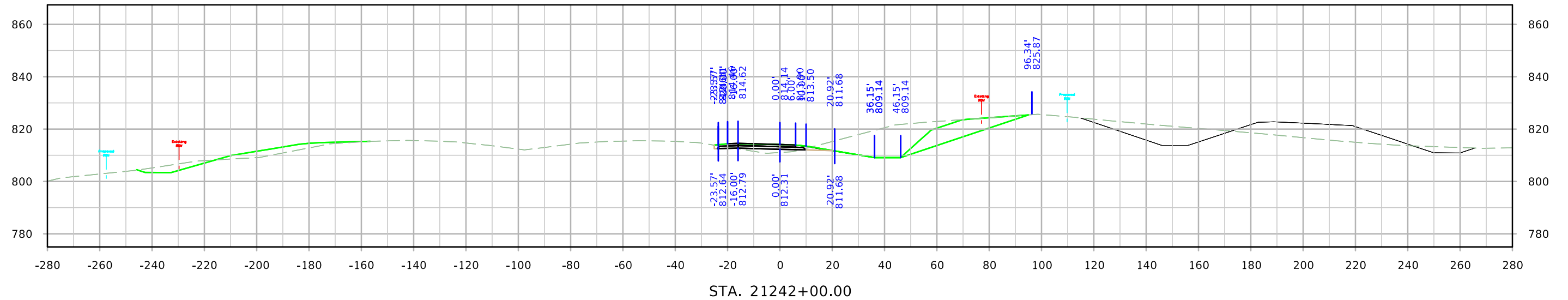
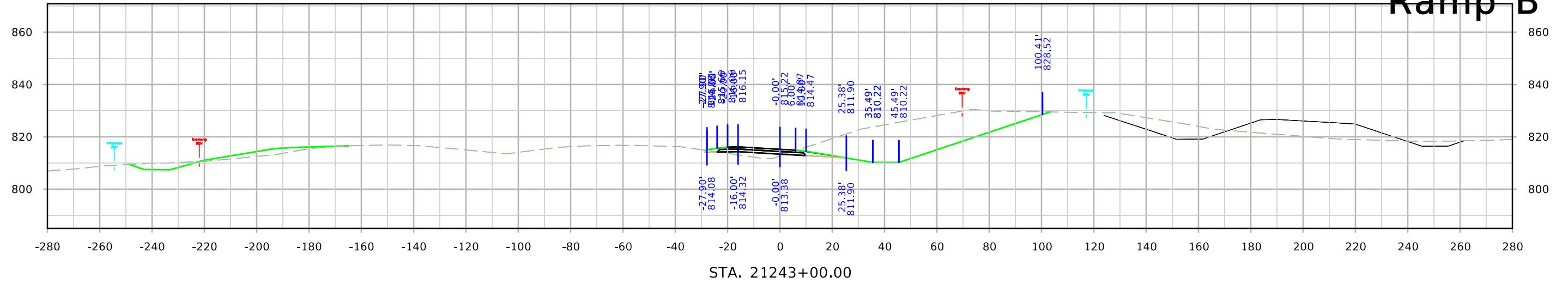
Ramp A



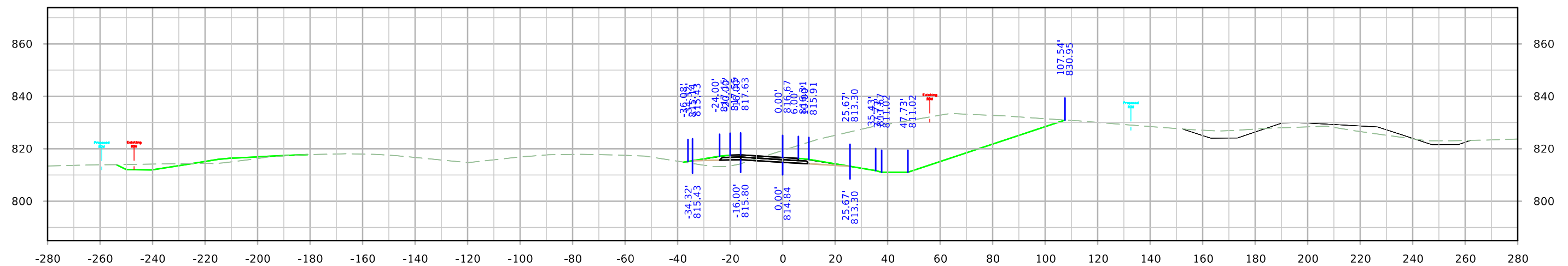
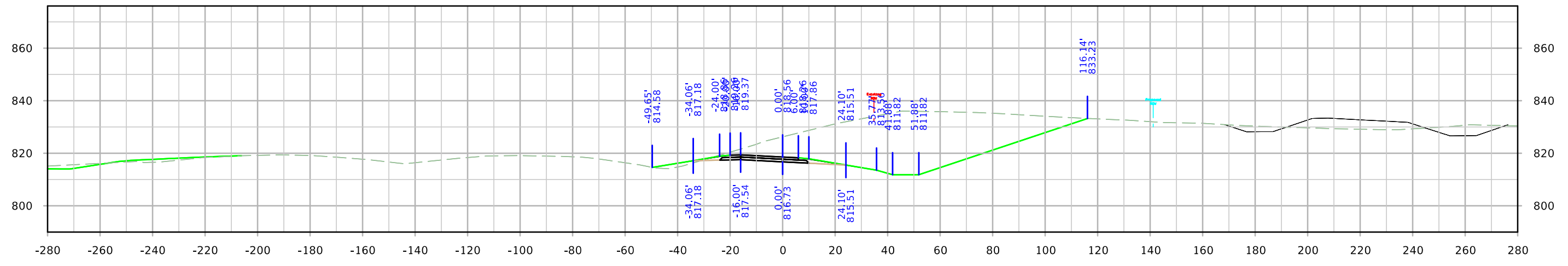
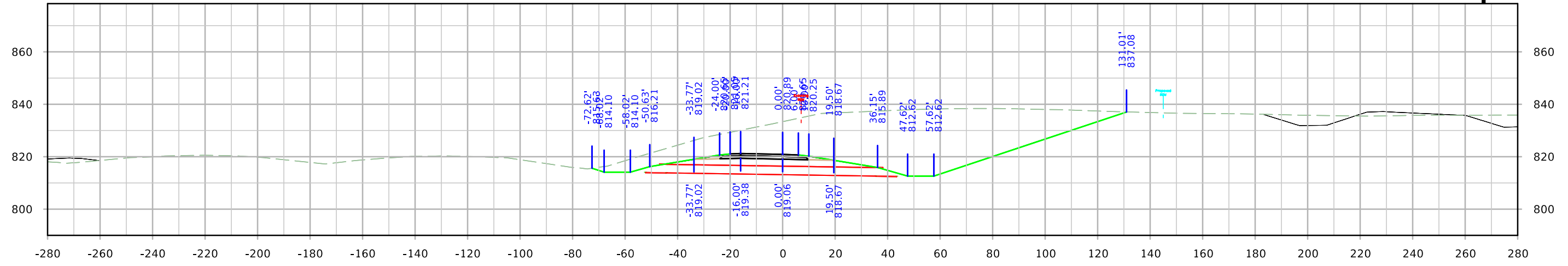
Ramp A



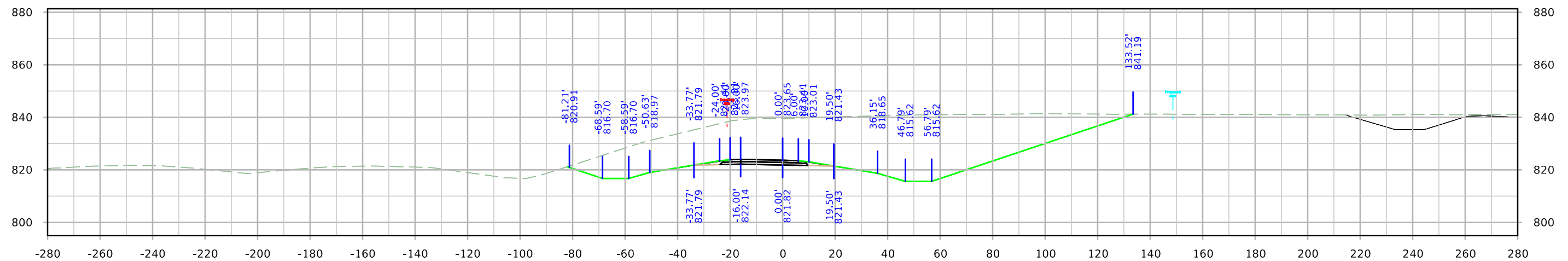
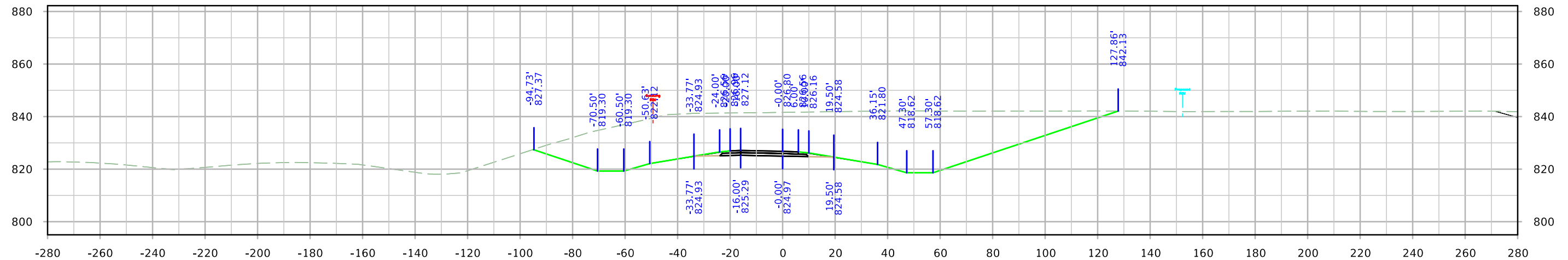
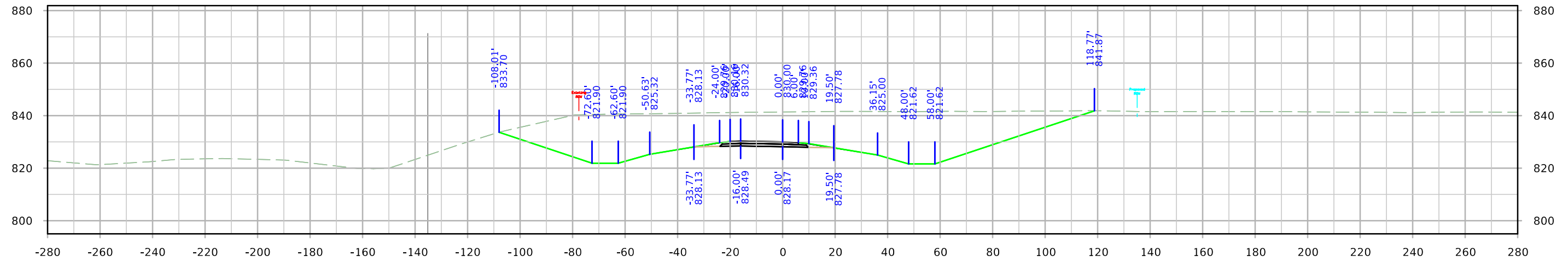
Ramp B



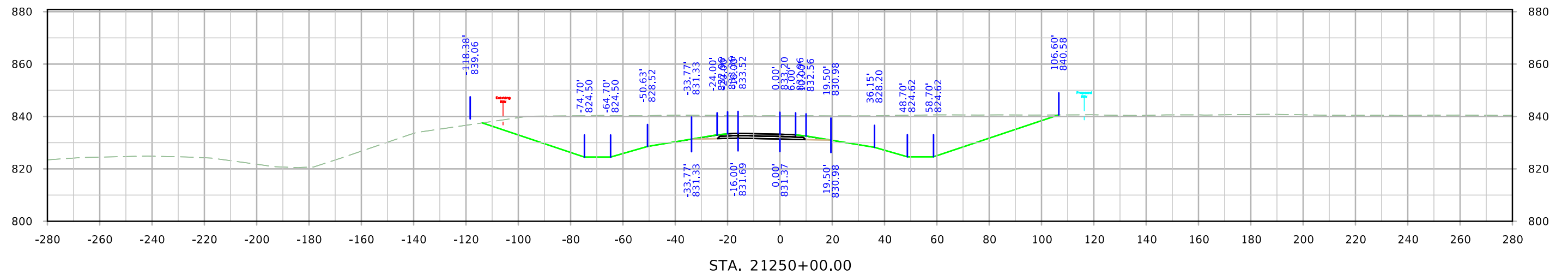
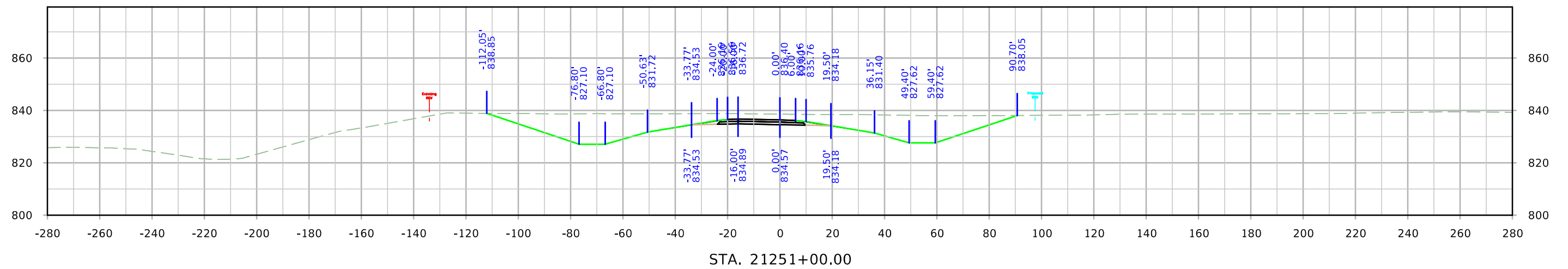
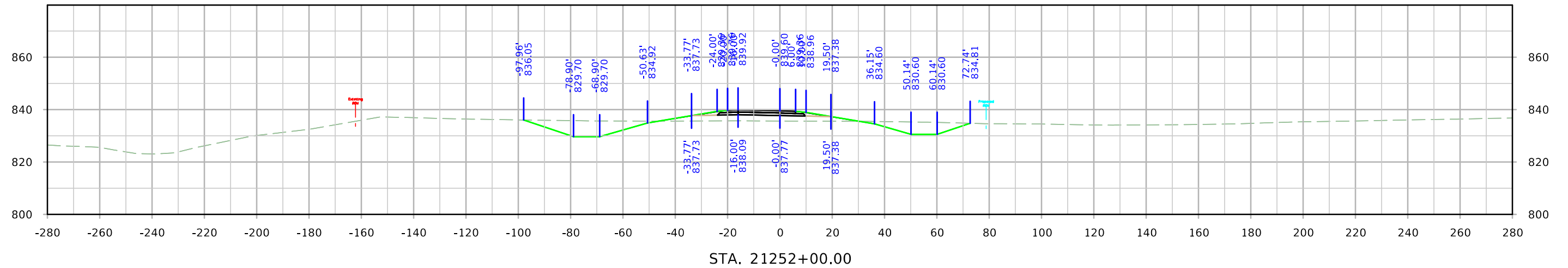
Ramp B



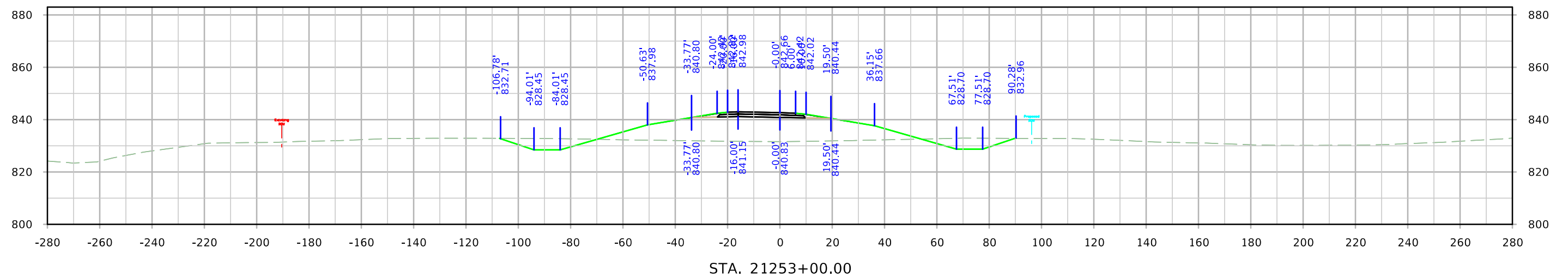
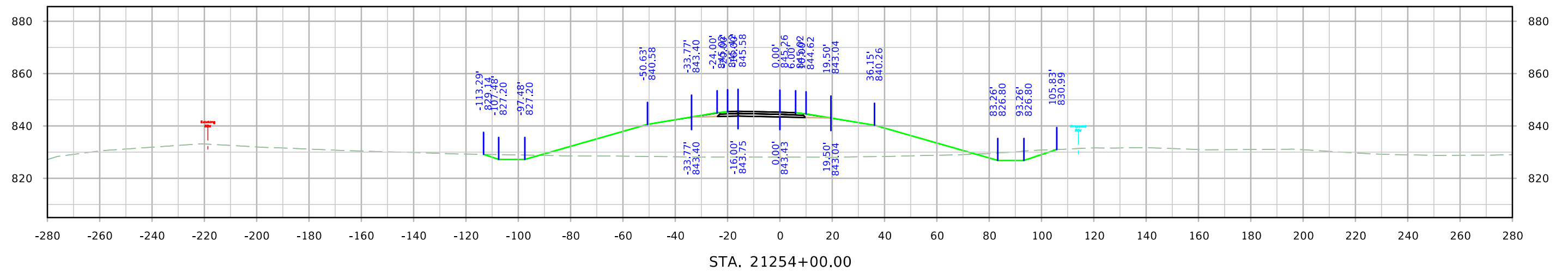
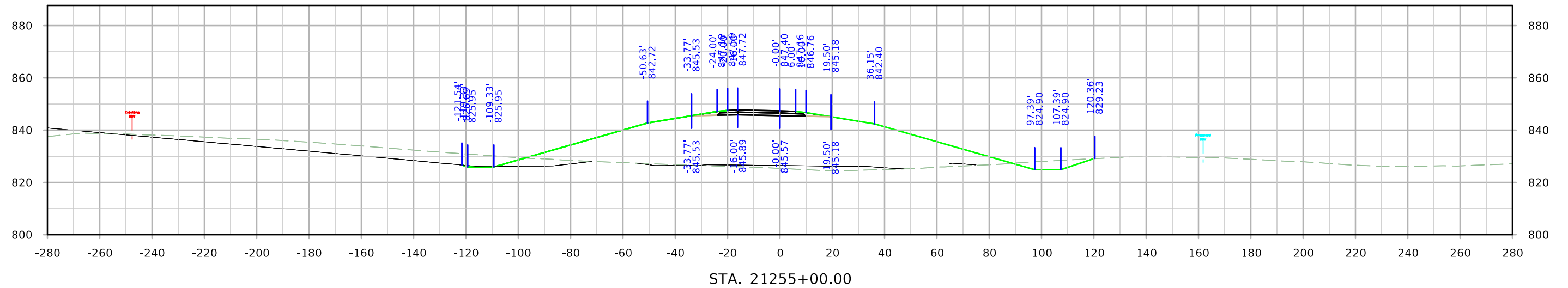
Ramp B



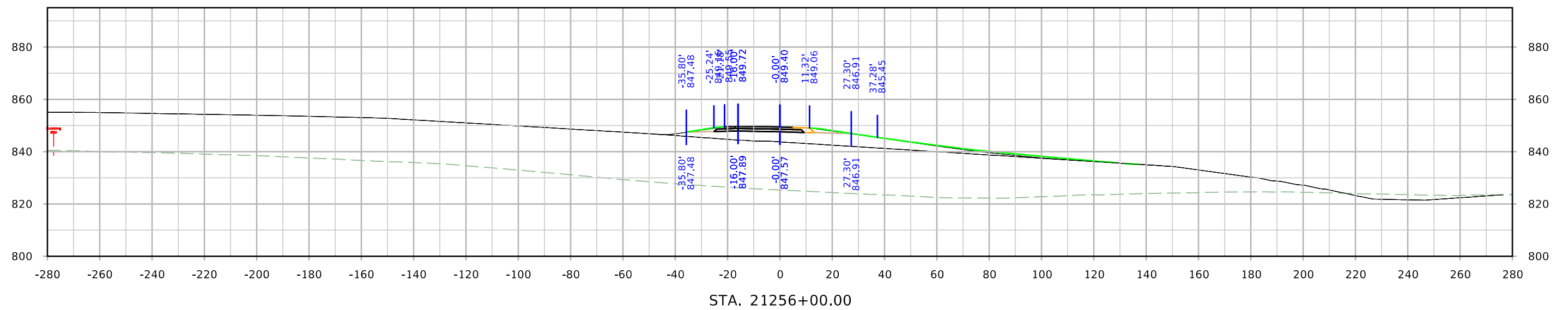
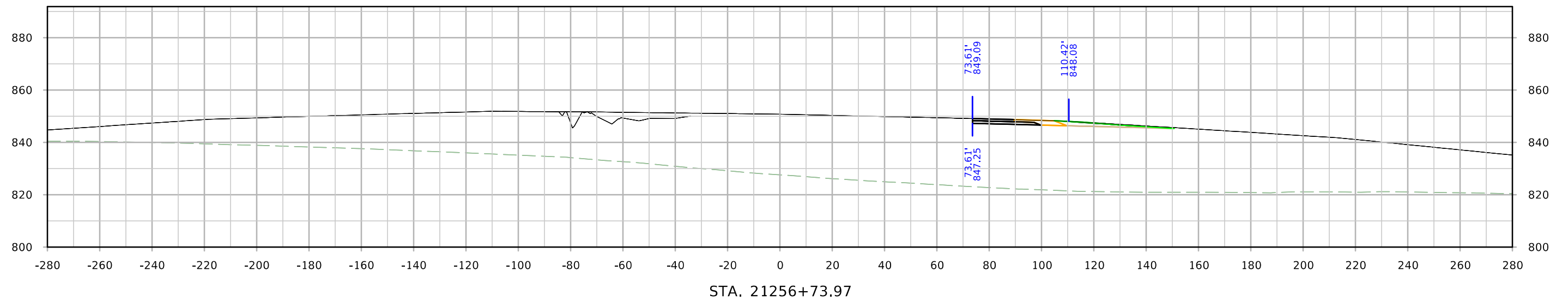
Ramp B



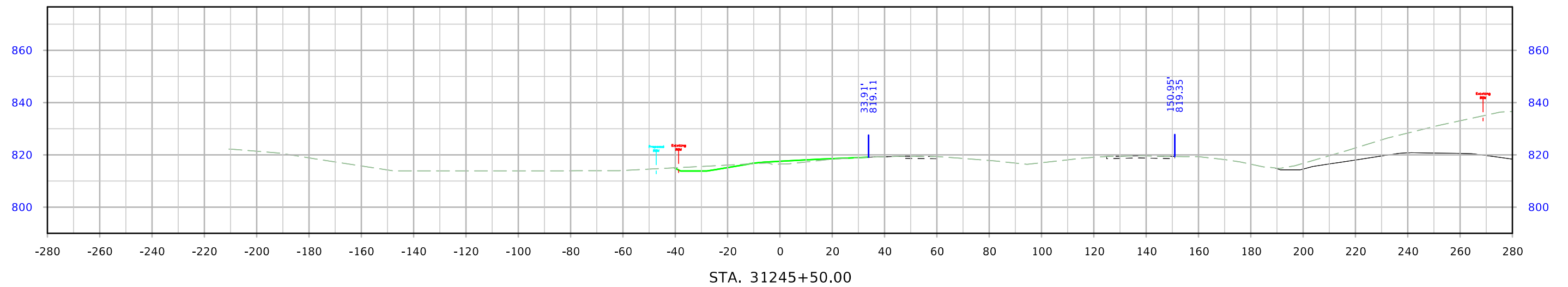
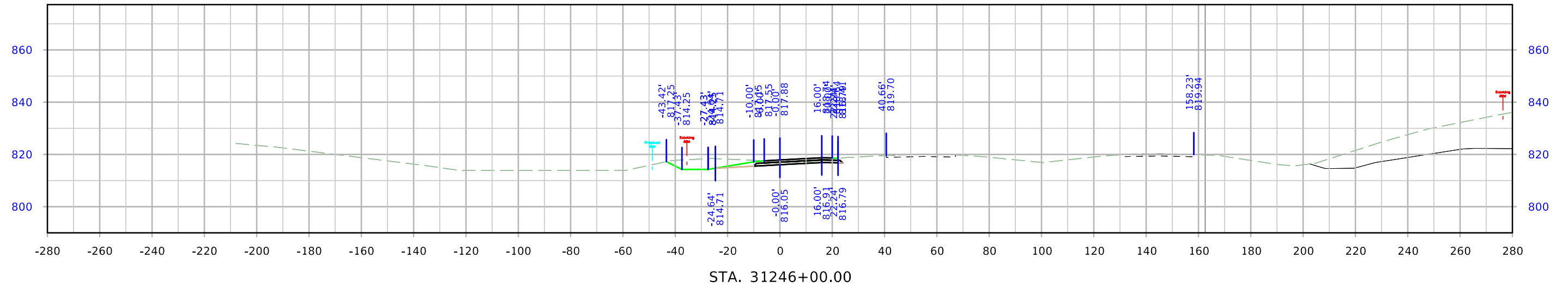
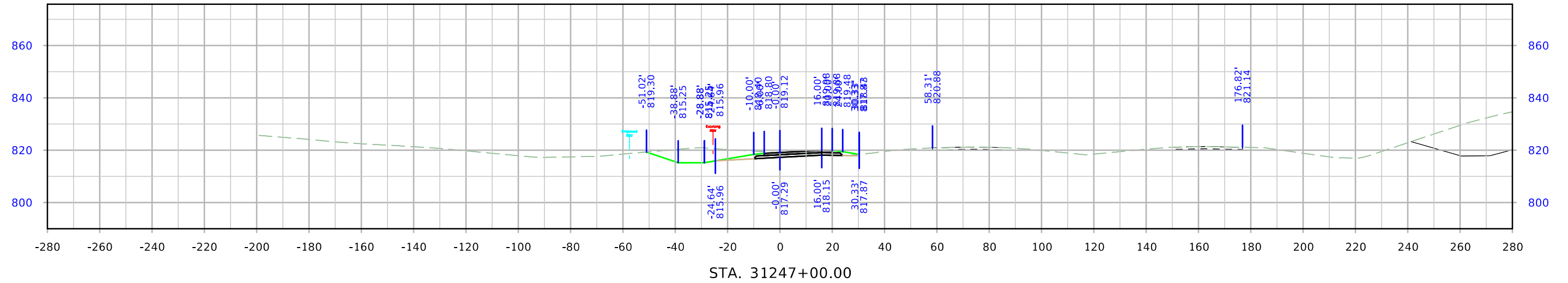
Ramp B



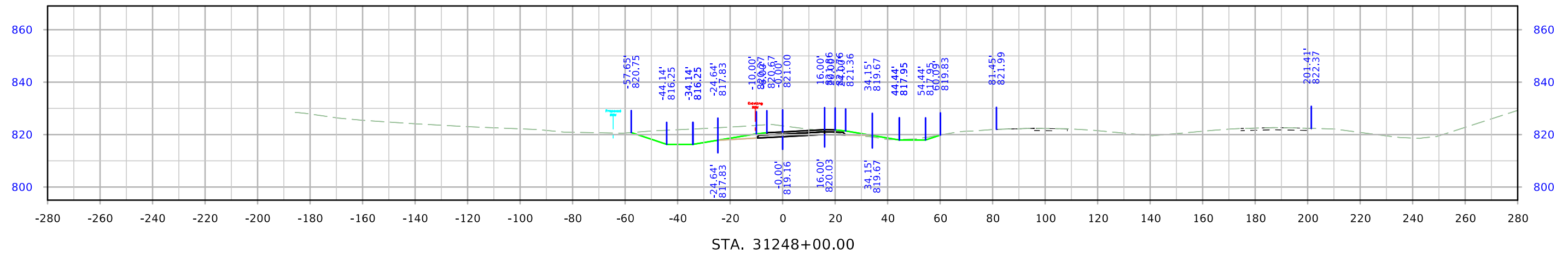
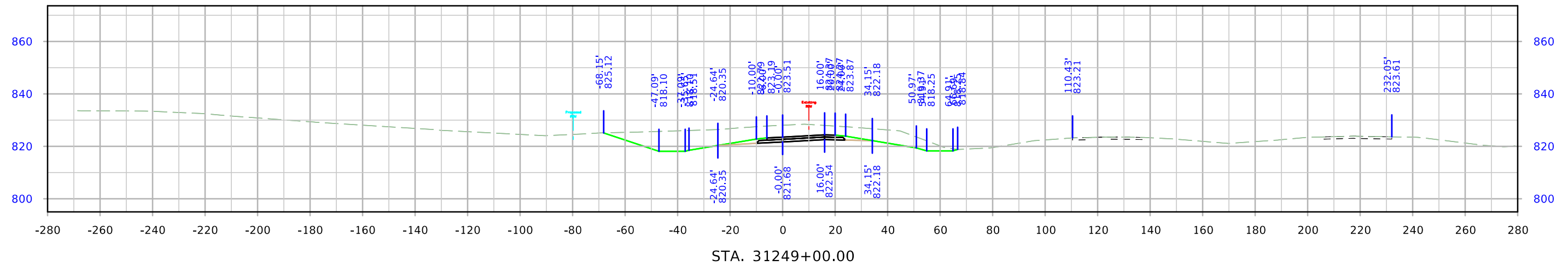
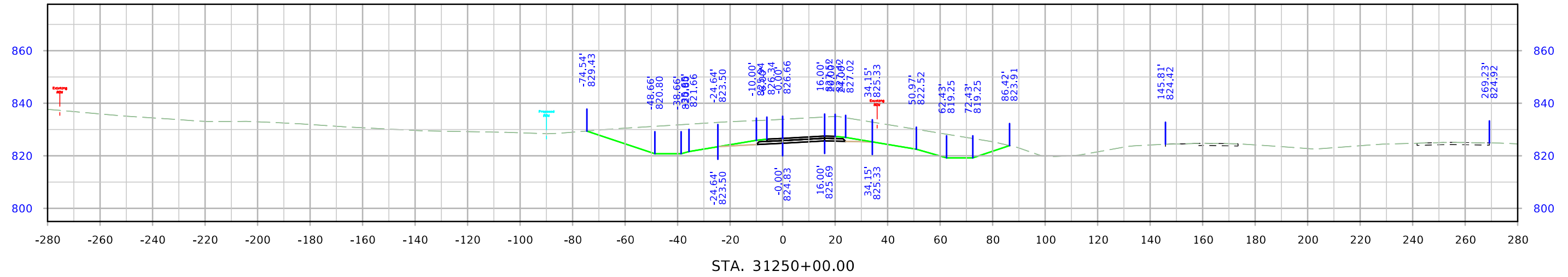
Ramp B



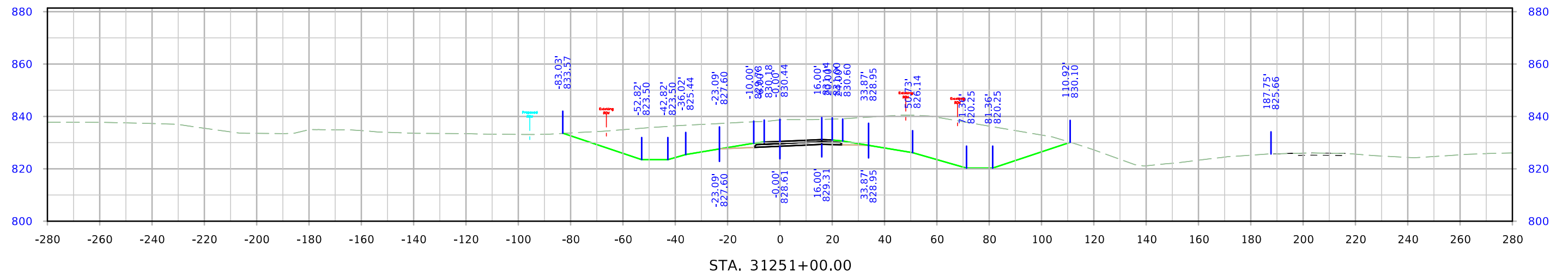
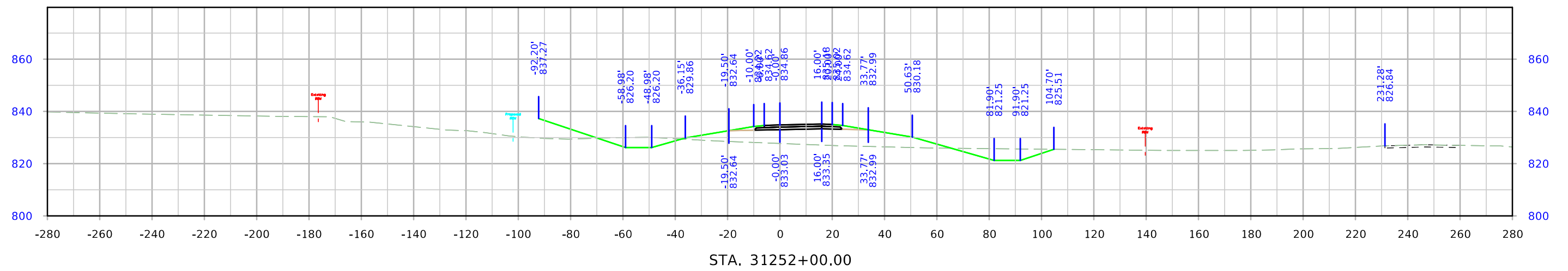
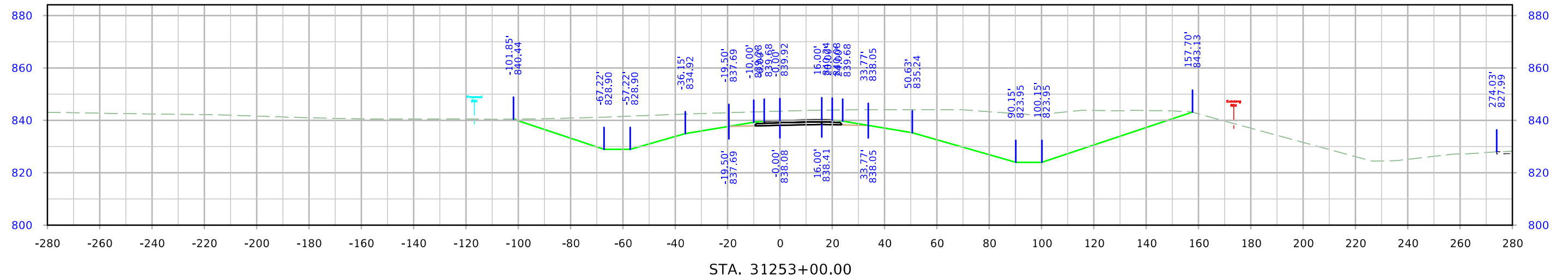
Ramp C



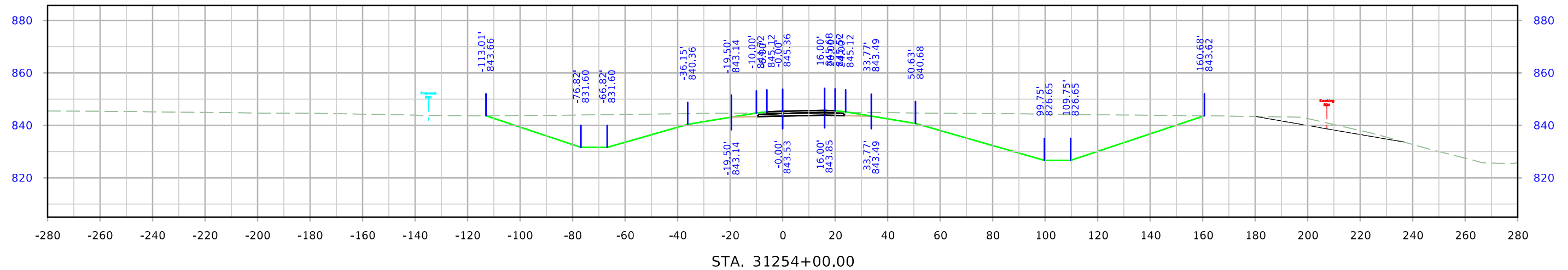
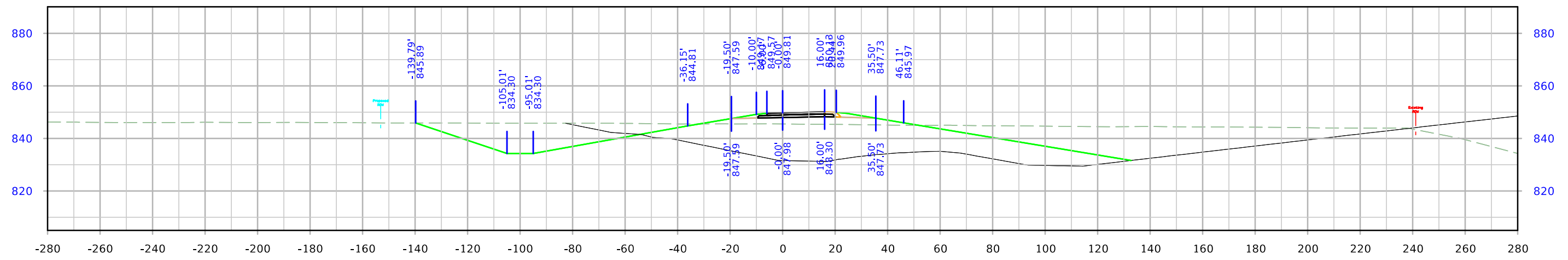
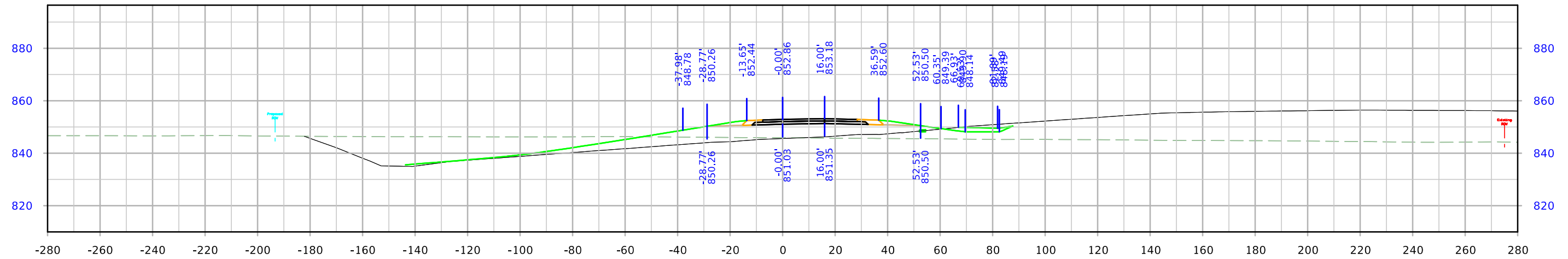
Ramp C



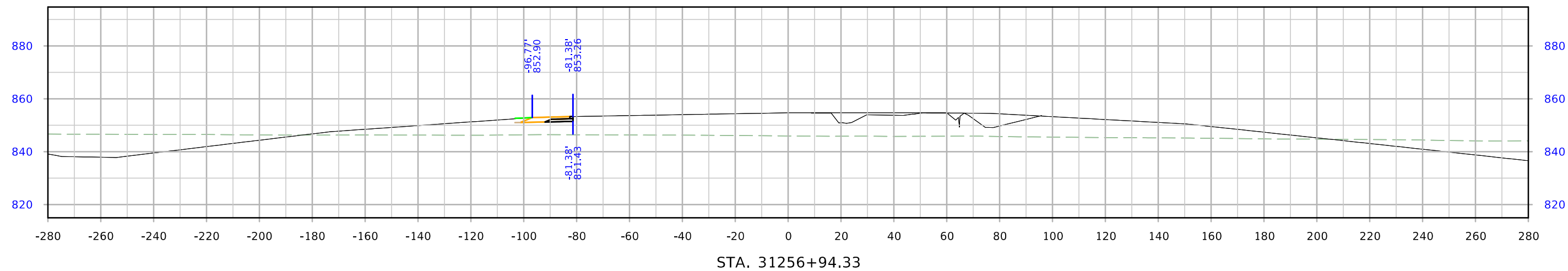
Ramp C



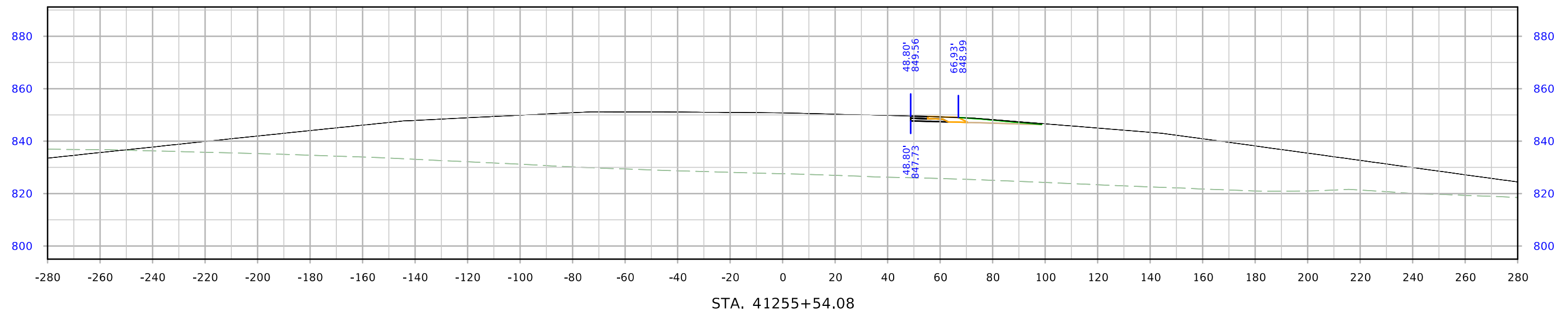
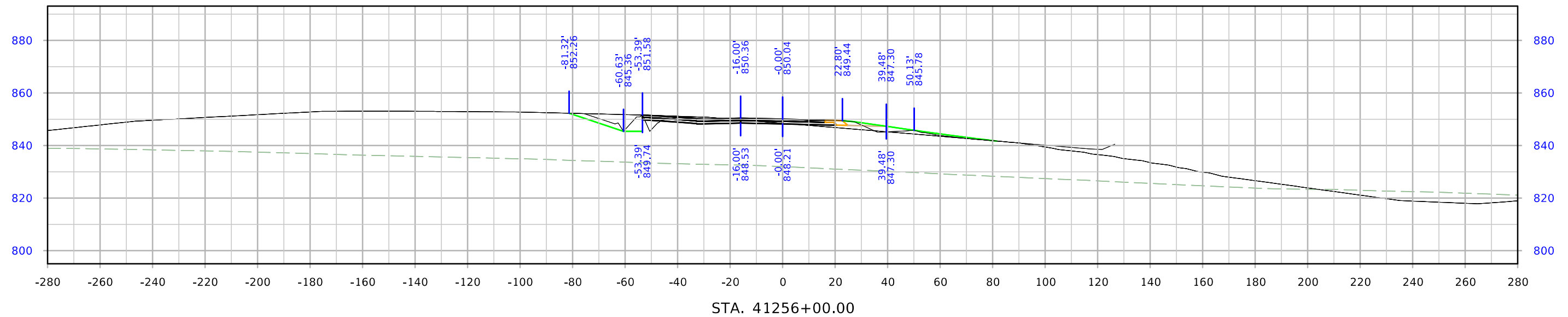
Ramp C



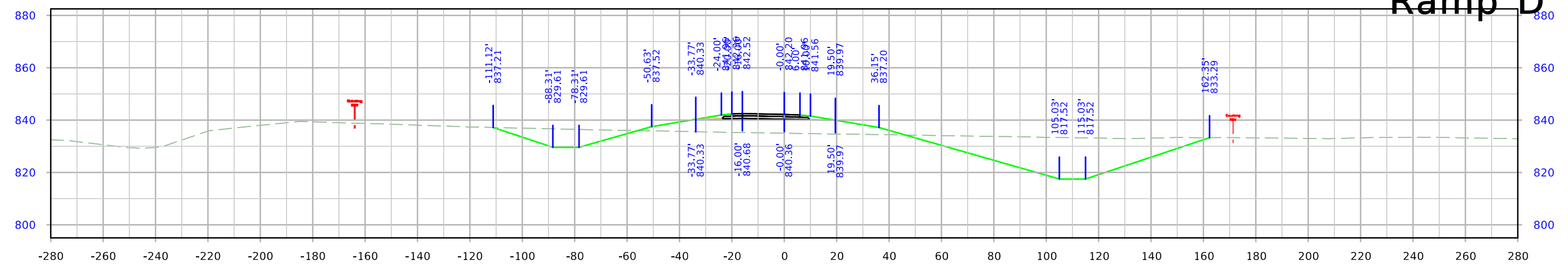
Ramp C



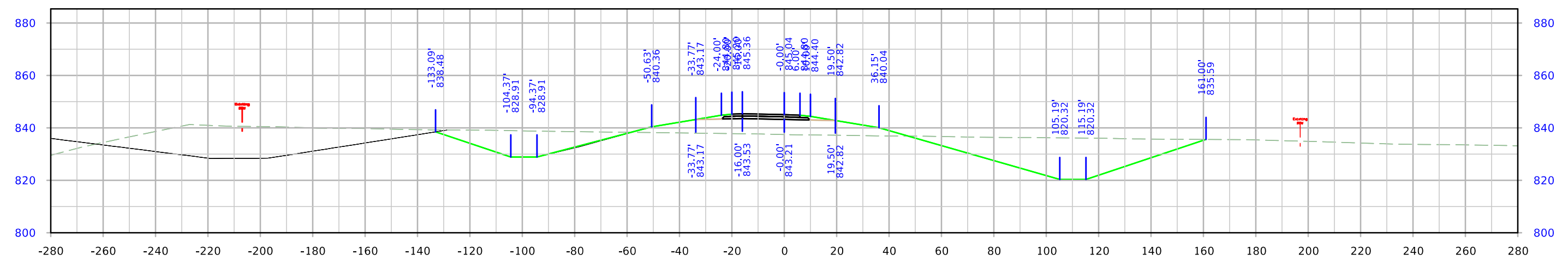
Ramp D



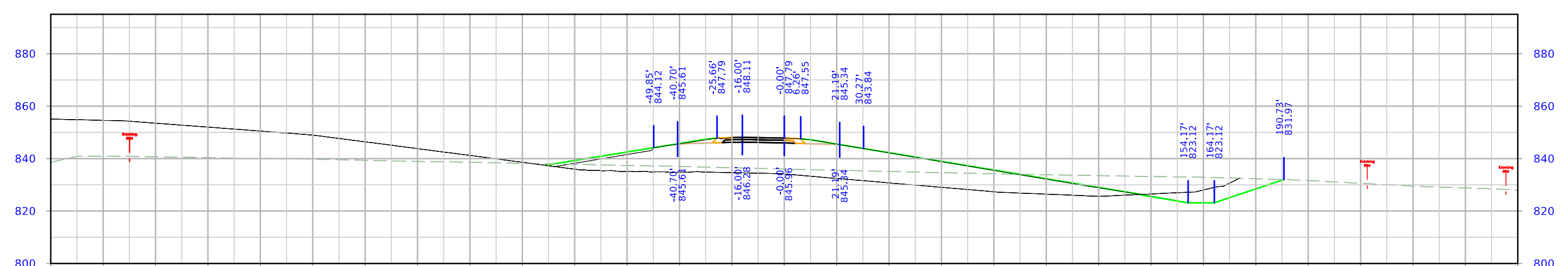
Ramp D



STA. 41259+00.00

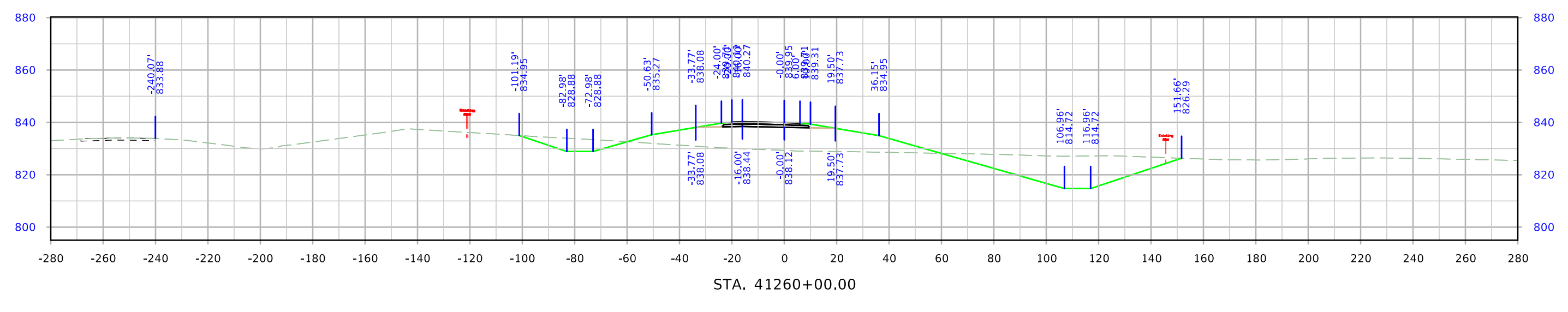
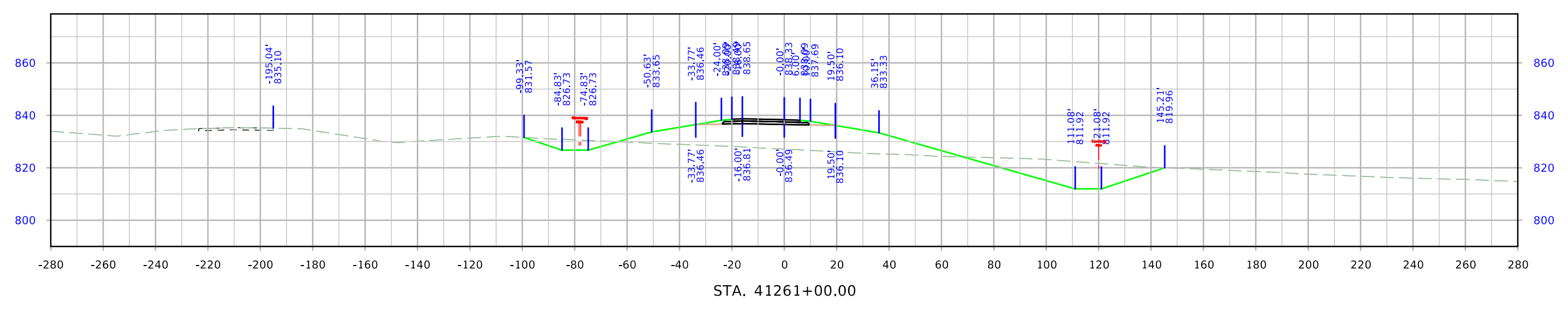
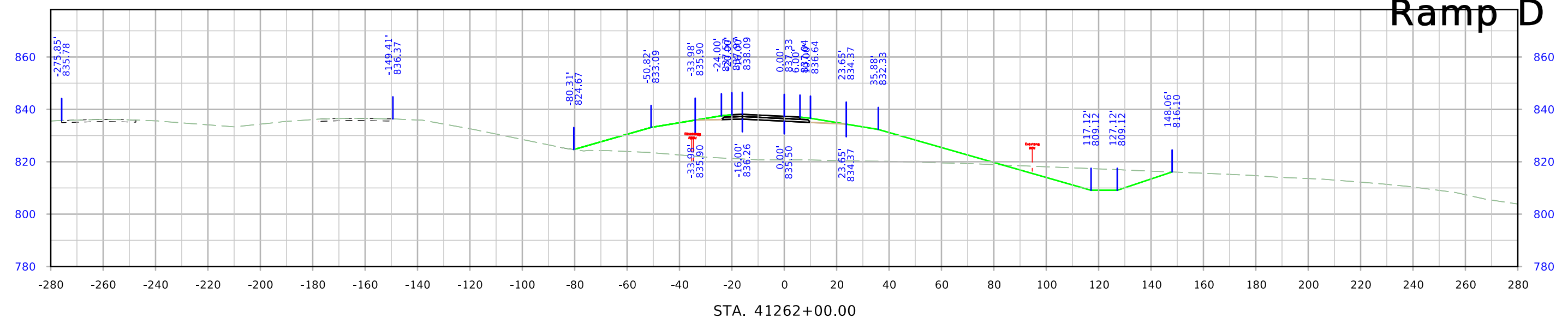


STA. 41258+00.00

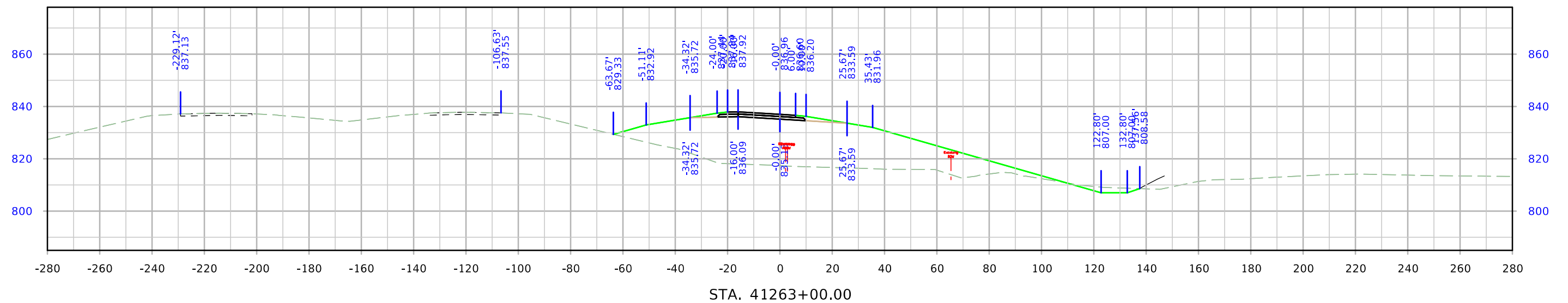
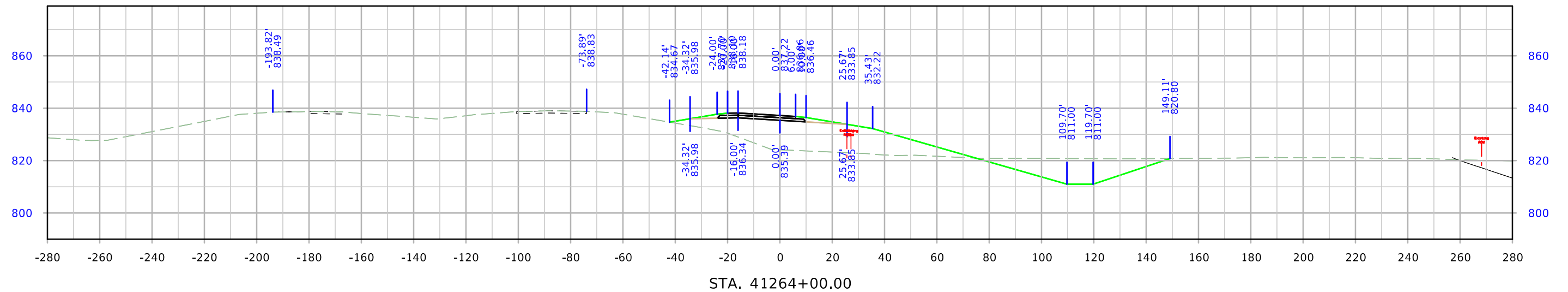


STA. 41257+00.00

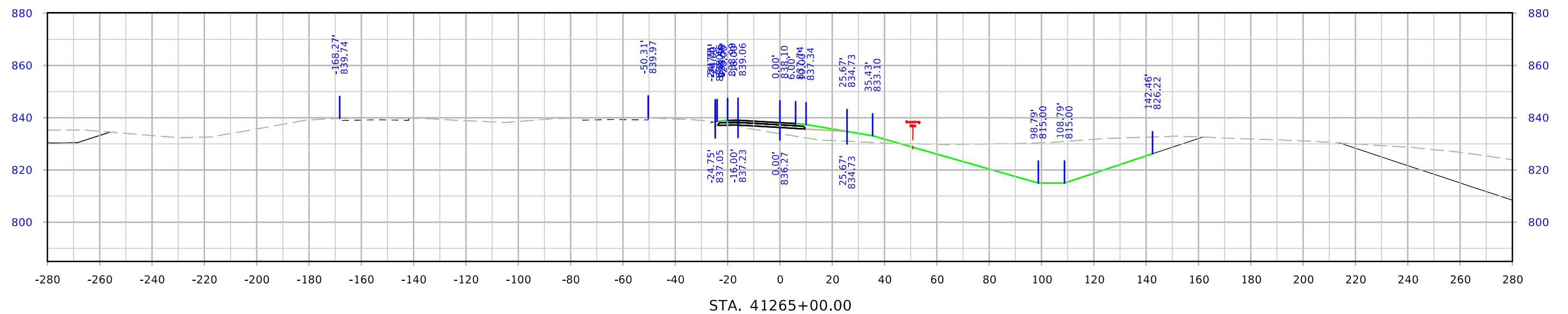
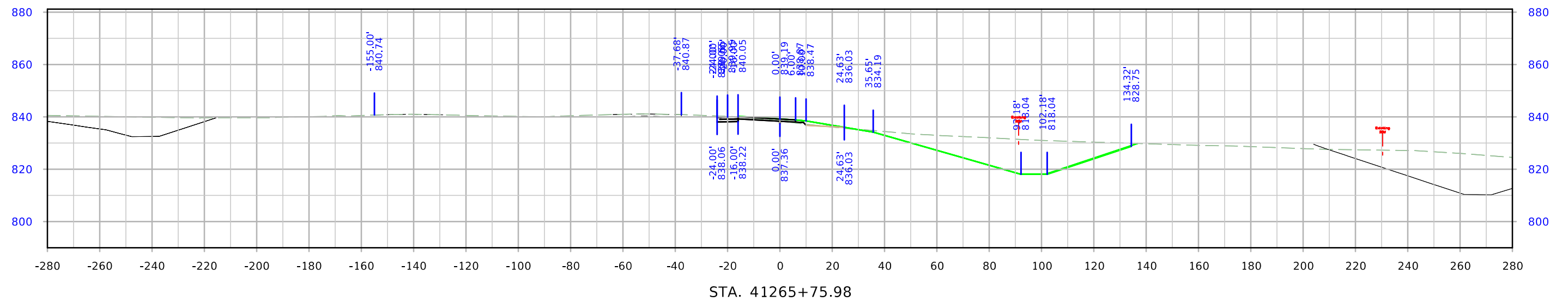
Ramp D



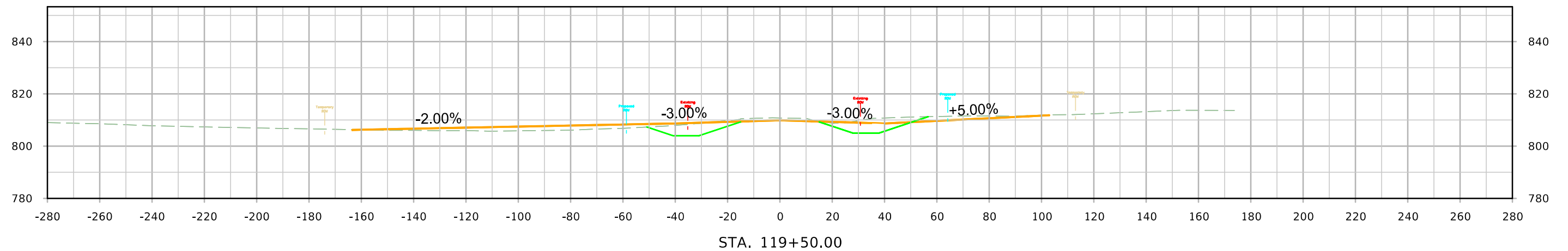
Ramp D



Ramp D

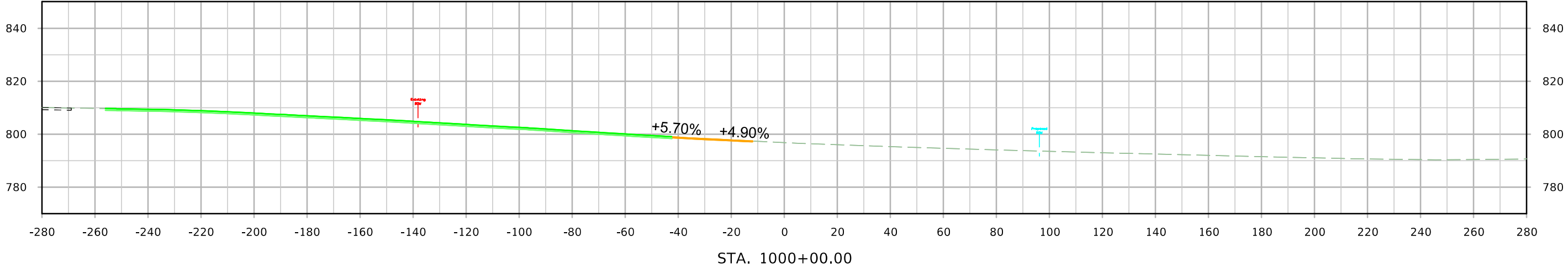
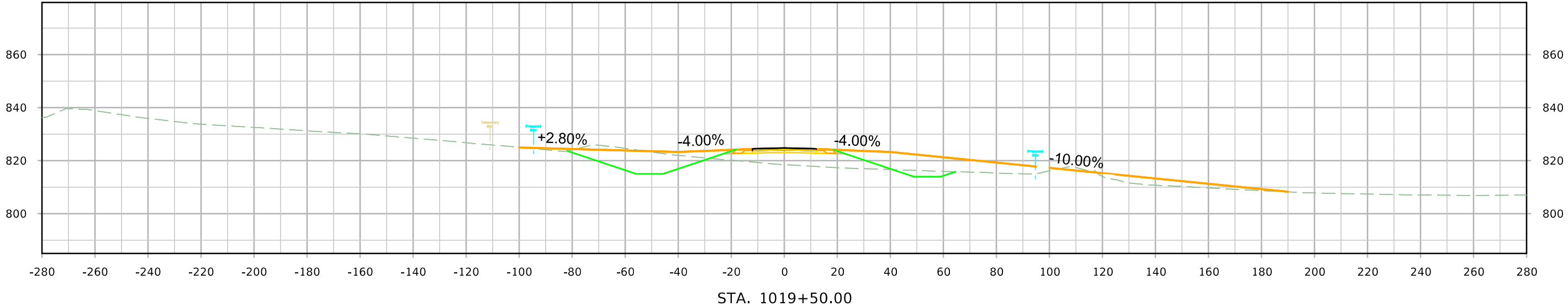


Entrances - 235th St.

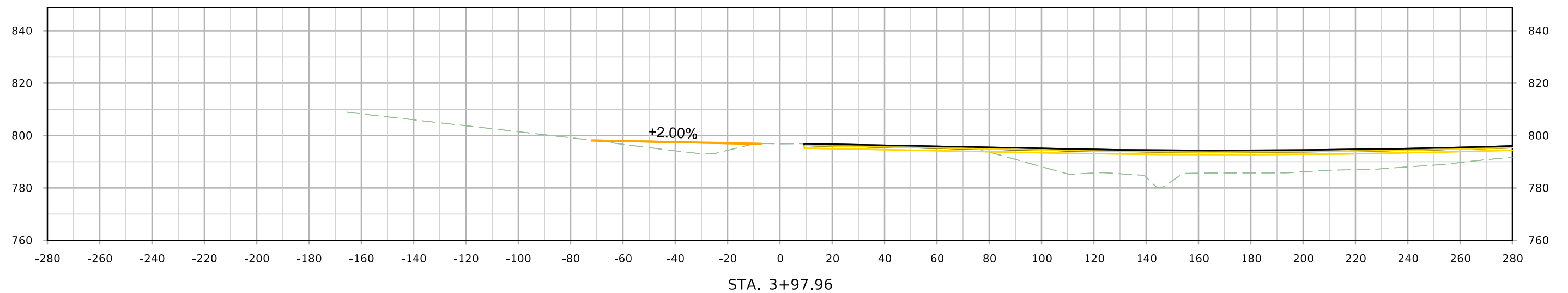


STA. 119+50.00

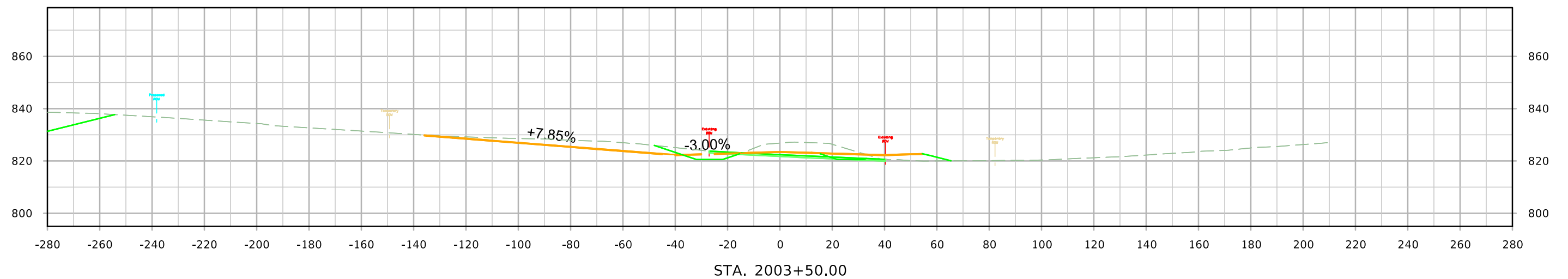
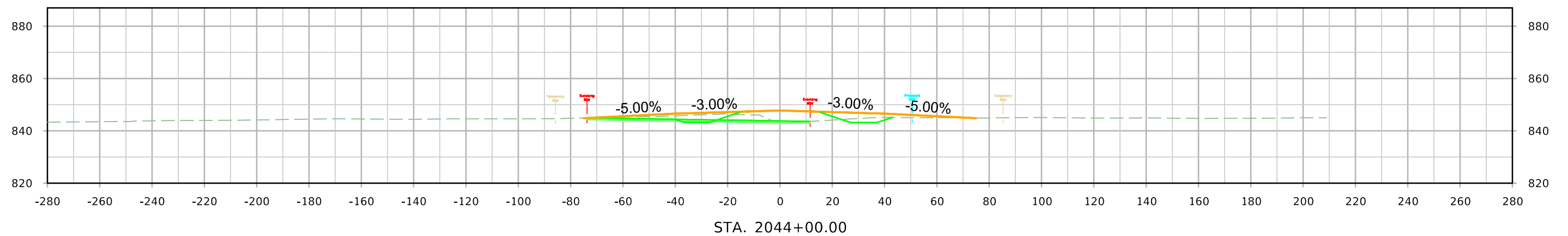
Entrances - N. Shore Dr.



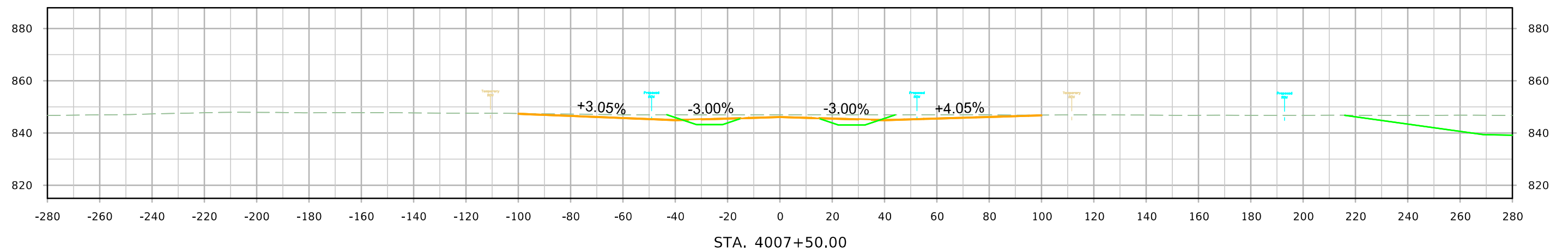
Entrances - Exist N. Shore Dr.



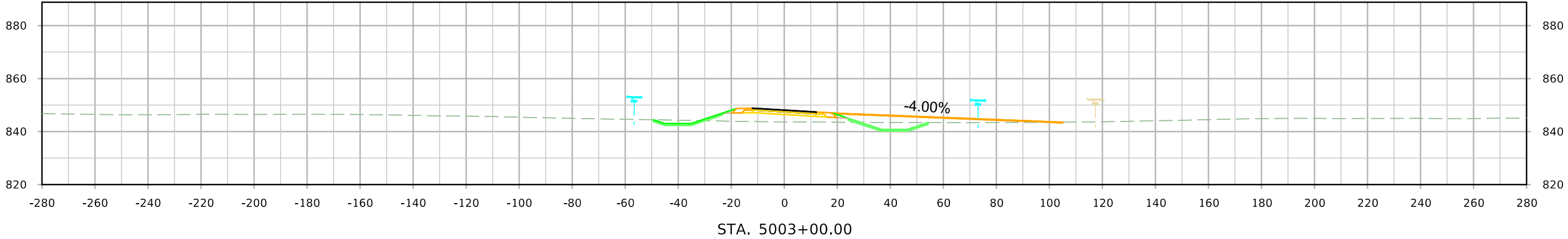
Entrances - Jewell Ave.



Entrances - Indep. Ave.

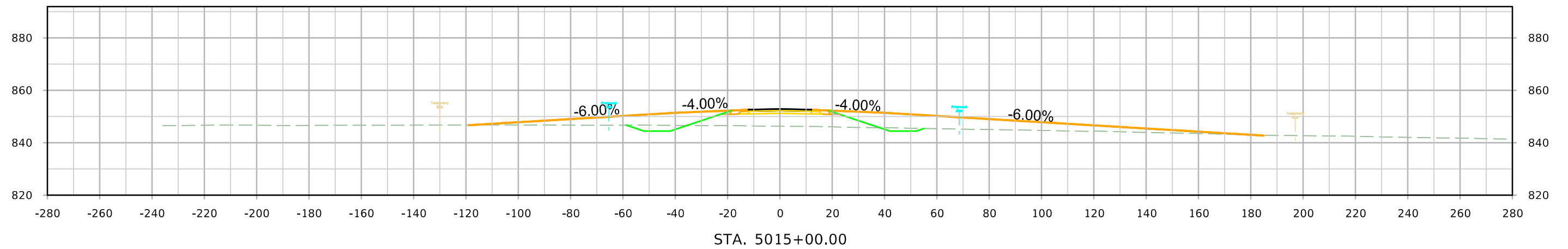
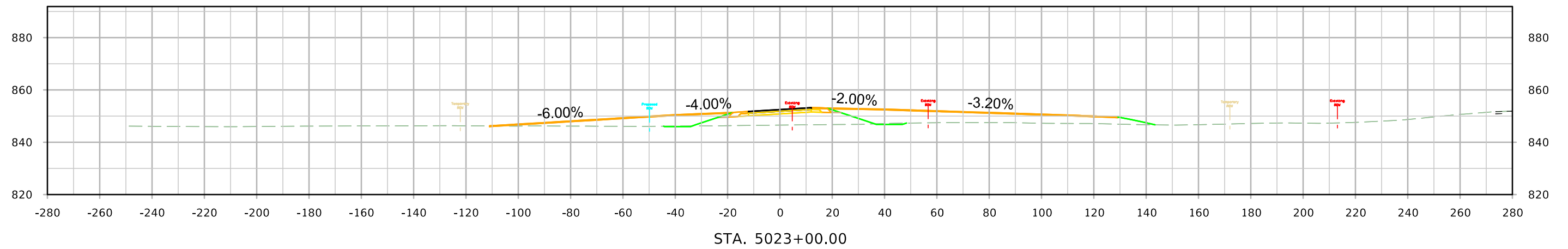
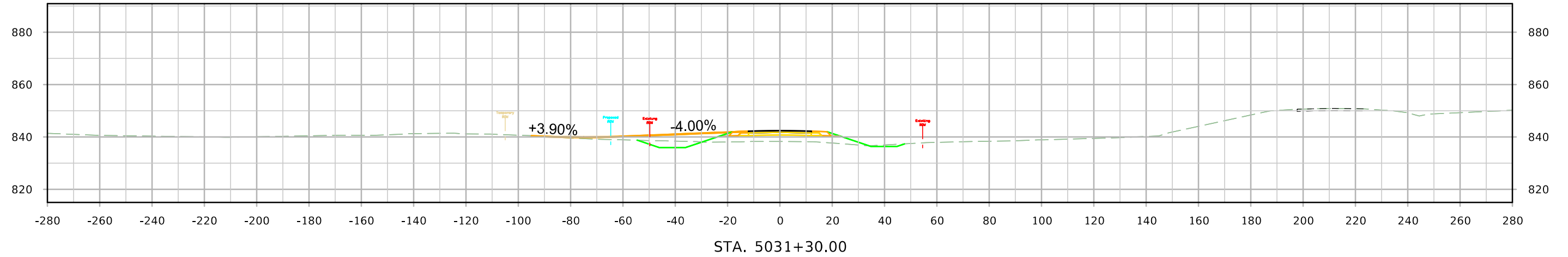


Entrances - Old IA 163

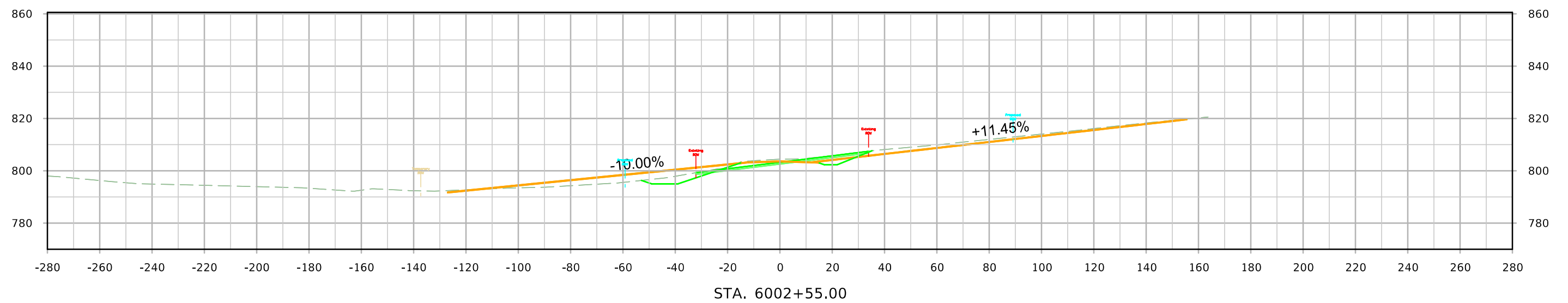
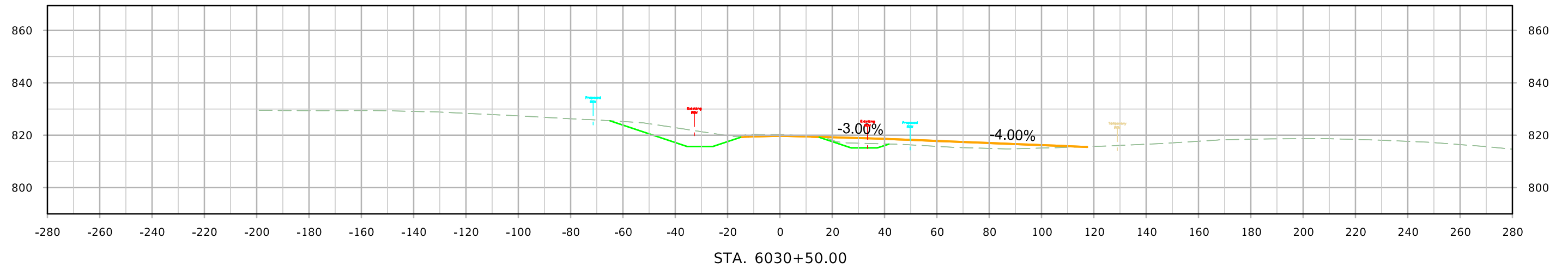


STA. 5003+00.00

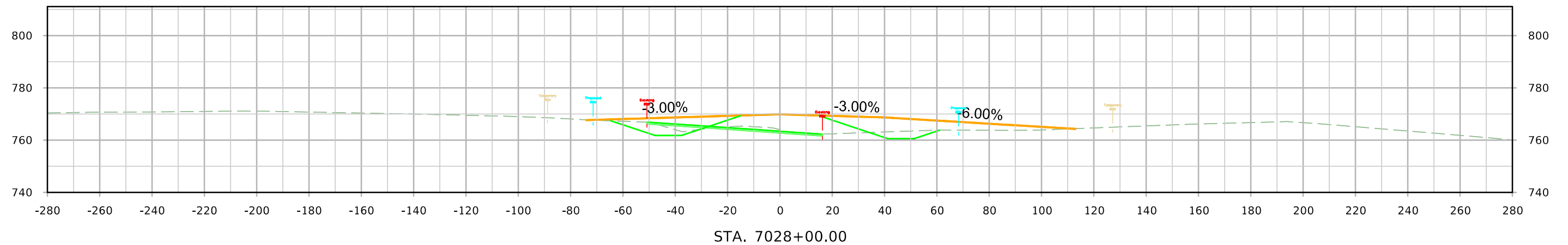
Entrances - Old IA 163



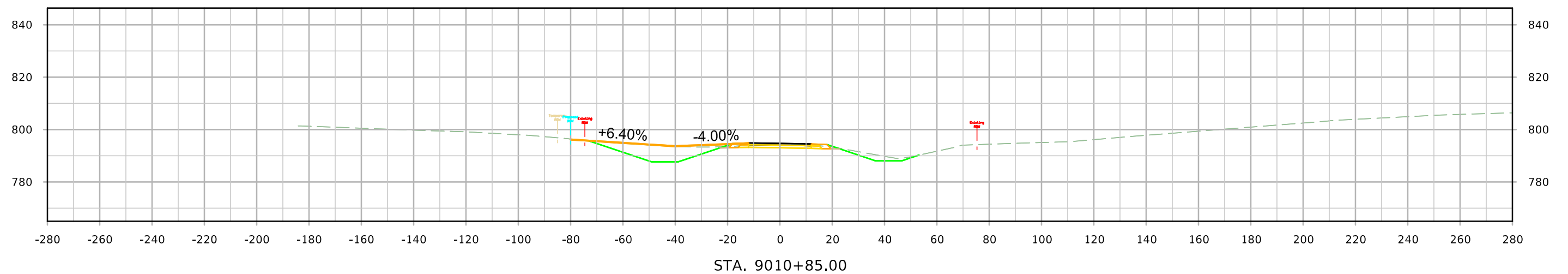
Entrances - Kirby Ave.



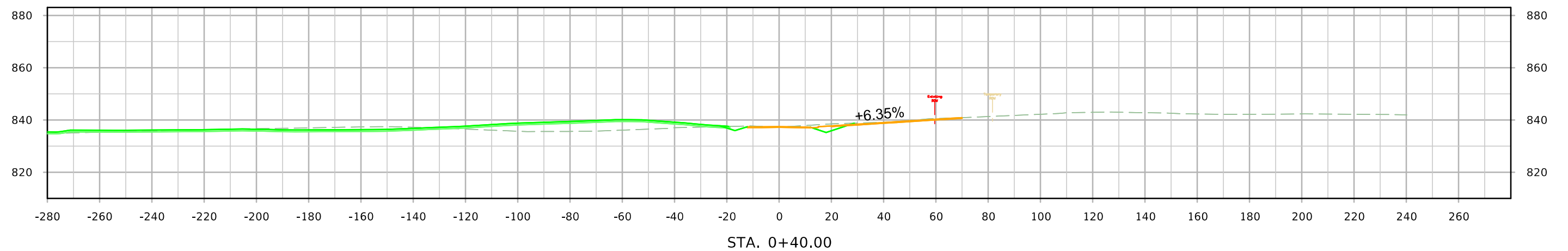
Entrances - 220th St.



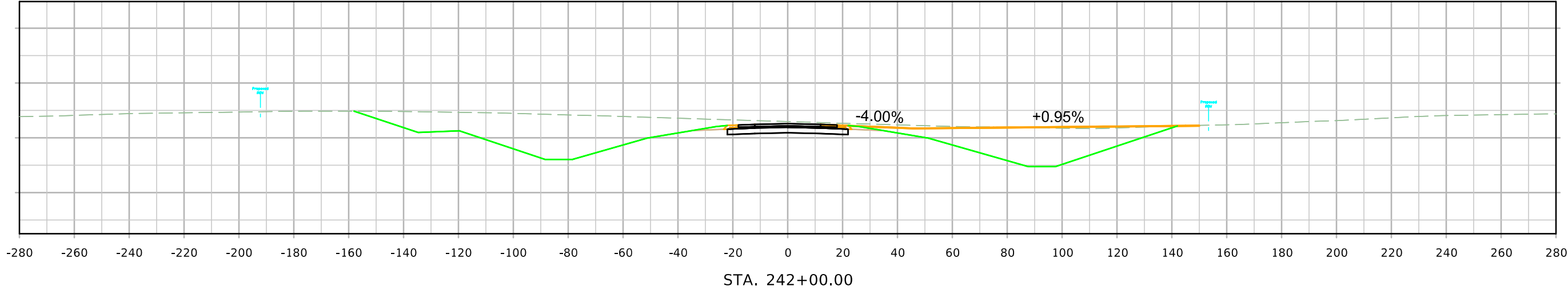
Entrances - Old US 63



Entrances - Exist Indep. Ent. 3004+38 Rt.



Entrances - US 63



Entrances - US 63

