

Unknown Pavement - Grade and New
NHSX-063-5(55)--3H-86

TAMA COUNTY

LETTING DATE
12-17-2024

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 - 2	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1 - 29	US 63
J Sheets	Traffic Control and Staging Sheets
* J.1	Traffic Control Plan
W Sheets	Mainline Cross Sections
W.1 - 127	Mainline Cross Sections
	* Color Plan Sheets



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
TAMA COUNTY
 Unknown Pavement - Grade and New
 NCL Toledo to 0.5 mi S of IA 96

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



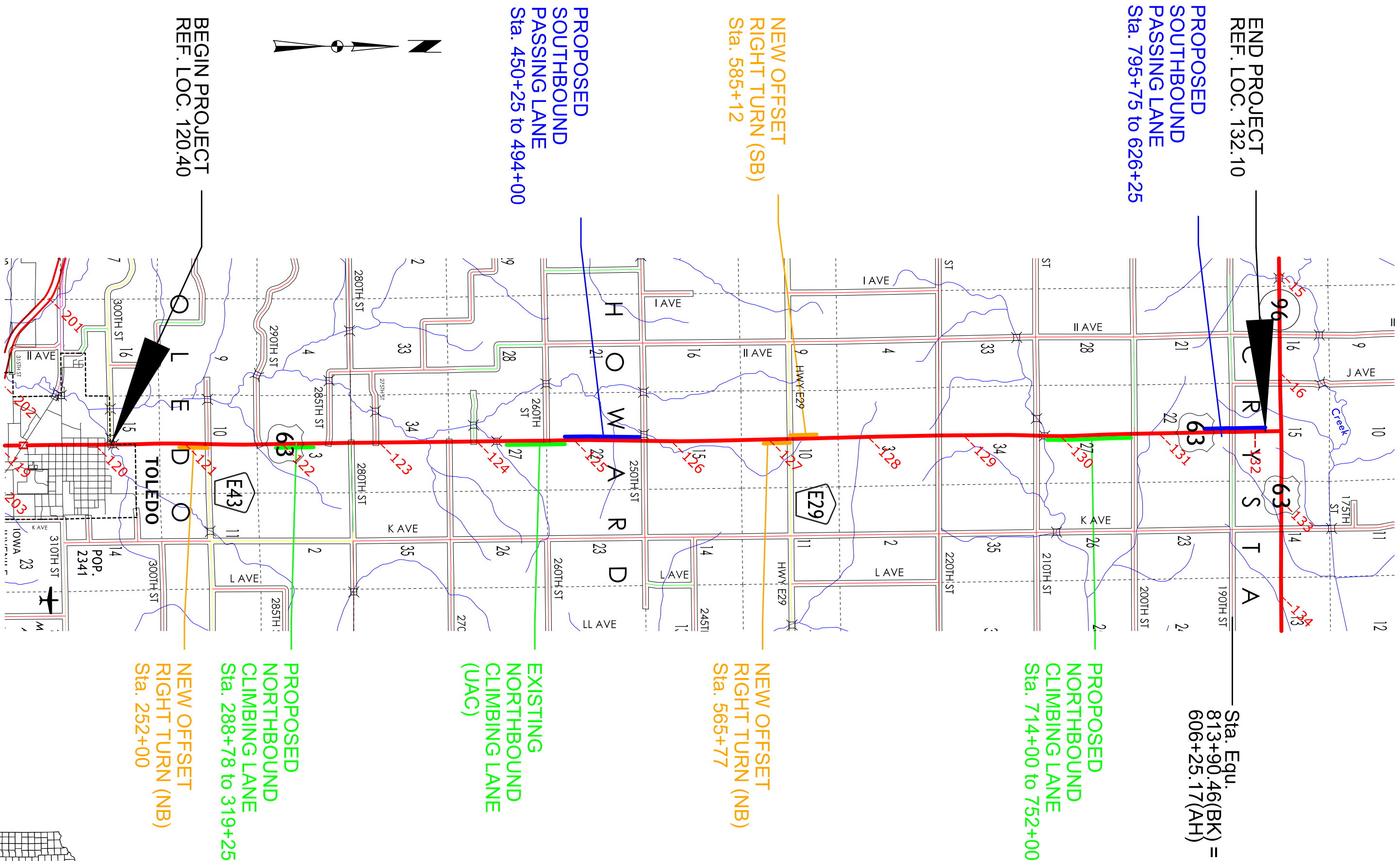
REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER	20-86-063-010
PROJECT NUMBER	NHSX-063-5(55)--3H-86
R.O.W. PROJECT NUMBER	NHSN-063-5(59)--2R-86

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

ROADWAY DESIGN	
	I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.
	Signature: _____ Date: <u>XX-XX-XXXX</u> Allison L. P. Smyth Printed or Typed Name My license renewal date is December 31, 2024
Pages or sheets covered by this seal: _____ A.1-A.2, B.1-B.2, D.1-D.29, J.1, & W.1-W.127	



END PROJECT
REF. LOC. 132.10

Sta. Equ.
813+90.46(BK) =
606+25.17(AH)

PROPOSED
SOUTHBOUND
PASSING LANE
Sta. 795+75 to 626+25

PROPOSED
NORTHBOUND
CLIMBING LANE
Sta. 714+00 to 752+00

NEW OFFSET
RIGHT TURN (SB)
Sta. 585+12

NEW OFFSET
RIGHT TURN (NB)
Sta. 565+77

PROPOSED
SOUTHBOUND
PASSING LANE
Sta. 450+25 to 494+00

EXISTING
NORTHBOUND
CLIMBING LANE
(UAC)

PROPOSED
NORTHBOUND
CLIMBING LANE
Sta. 288+78 to 319+25

NEW OFFSET
RIGHT TURN (NB)
Sta. 252+00

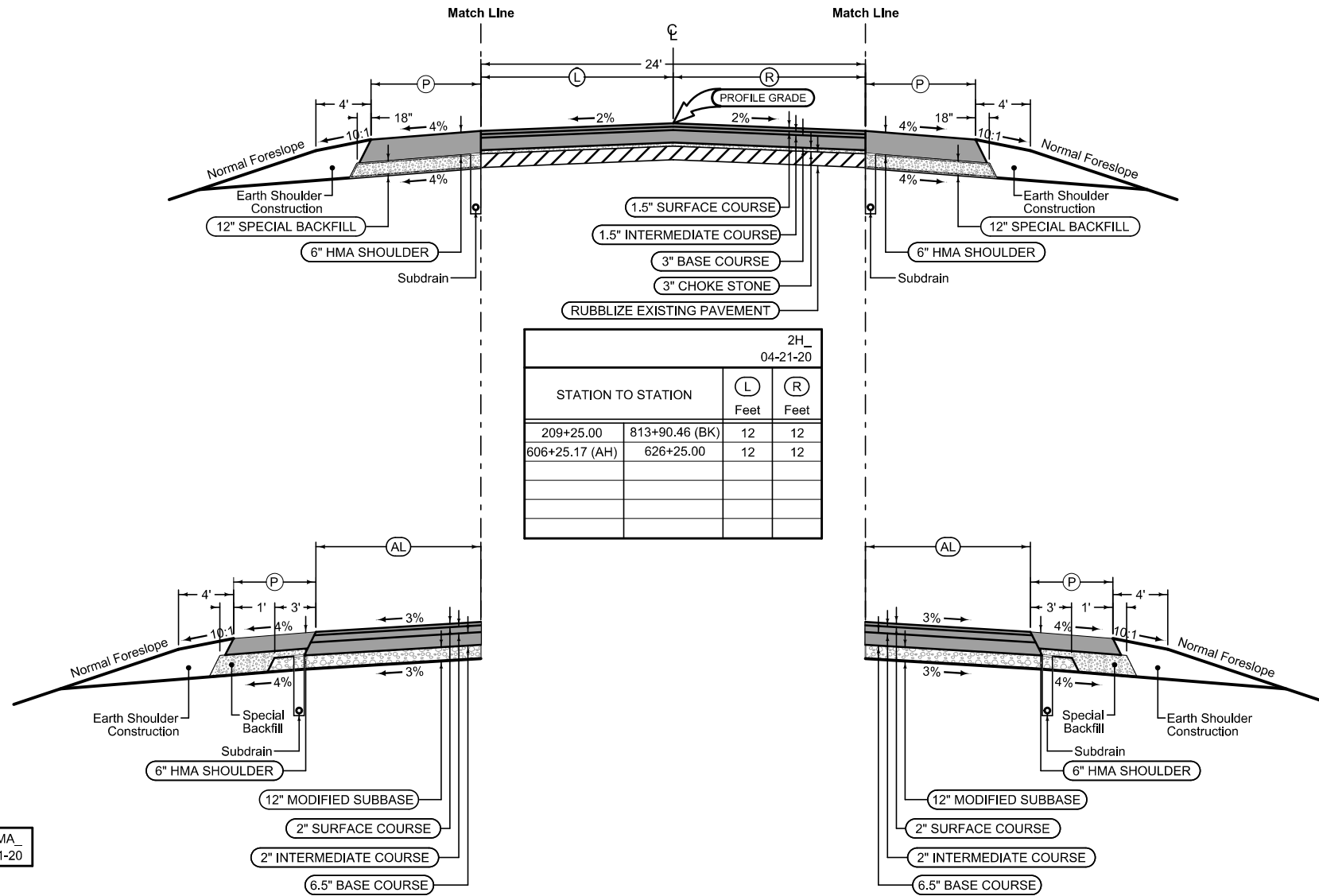
BEGIN PROJECT
REF. LOC. 120.40

Rubblization

Full Depth HMA Shoulder

Shoulder Jointing:
Longitudinal joint: B

2_P_FullHMA_04-21-20		
STATION TO STATION		(P) Feet
209+25.00	813+90.46 (BK)	10
606+25.17 (AH)	626+25.00	10



2H_04-21-20			
STATION TO STATION		(L) Feet	(R) Feet
209+25.00	813+90.46 (BK)	12	12
606+25.17 (AH)	626+25.00	12	12

Full Depth HMA Shoulder

Shoulder Jointing:
Longitudinal joint: B

2_P_FullHMA_04-21-20		
STATION TO STATION		(P) Feet
209+25.00	813+90.46 (BK)	10
606+25.17 (AH)	626+25.00	10

Auxiliary Lane

Longitudinal joint: B

2_AuxLane_HMA_10-18-16		
STATION TO STATION		(AL) Feet
450+25.00	454+31.00	0-12
454+31.00	492+21.00	12
492+21.00	494+00.00	12-0
574+74.00	582+12.00	Vari.
795+75.00	801+00.00	0-12
801+00.00	813+90.46(BK)	12
606+25.17(AH)	625+00.00	12
625+00.00	626+25.00	12-0

Auxiliary Lane HMA Shoulder

Shoulder Jointing:
Longitudinal joint: B

2_AL_Shldr_HMA_04-21-20		
STATION TO STATION		(P) Feet
450+25.00	454+31.00	0-12
454+31.00	492+21.00	12
492+21.00	494+00.00	12-0
574+74.00	582+12.00	Vari.
795+75.00	801+00.00	0-12
801+00.00	813+90.46(BK)	12
606+25.17(AH)	625+00.00	12
625+00.00	626+25.00	12-0

Auxiliary Lane

Longitudinal joint: B

2_AuxLane_HMA_10-18-16		
STATION TO STATION		(AL) Feet
252+00.00	258+25.00	Vari.
288+75.00	290+27.00	0-12
290+27.00	311+58.00	12
311+58.00	319+75.00	12-0
311+58.00	319+75.00	12-0
420+85.00	426+85.00	0-12
426+85.00	445+89.00	12
445+89.00	450+25.00	12-0
565+77.00	572+77.00	Vari.
714+00.00	715+80.00	0-12
715+80.00	742+72.00	12
742+72.00	752+00.00	12-0

Auxiliary Lane HMA Shoulder

Shoulder Jointing:
Longitudinal joint: B

2_AL_Shldr_HMA_04-21-20		
STATION TO STATION		(P) Feet
252+00.00	258+25.00	0-12
288+75.00	290+27.00	0-12
290+27.00	311+58.00	12
311+58.00	319+75.00	12-0
311+58.00	319+75.00	12-0
420+85.00	426+85.00	0-12
426+85.00	445+89.00	12
445+89.00	450+25.00	12-0
565+77.00	572+77.00	Vari.
714+00.00	715+80.00	0-12
715+80.00	742+72.00	12
742+72.00	752+00.00	12-0

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

**ROADWAY IDENTIFICATION
US 63 Tama County**

SURVEY SYMBOLS

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

UTILITY LEGEND

	PPA, Alliant Energy Mary Montgomery Real Estate and Right of Way Representative II Alliant Energy (Gas Distribution) PO Box 351 Cedar Rapids, IA 52406-9874 (319) 786-4768 MaryMontgomery@alliantenergy.com
	PPB, TIP Rural Electric Cole Calkins Staking Technician/Member Service T.I.P. Rural Electric Cooperative (Electric Distribution) 612 W Des Moines St PO Box 534 Brooklyn, IA 52211 (641) 522-9221 Cell: (641) 990-5402 ccalkins@tiprec.com
	GL1D, Alliant Energy - Quality D Mary Montgomery Real Estate and Right of Way Representative II Alliant Energy (Gas Distribution) PO Box 351 Cedar Rapids, IA 52406-9874 (319) 786-4768 MaryMontgomery@alliantenergy.com
	FO1D, Windstream Communications - Quality D Dan Hogan Engineering Manager - IA Windstream Communications (Fiber Transmission) (Fiber Distribution), (Cable TV), (Telephone) 1614 230th St Manchester, IA 52057 (563) 920-2428 Cell: (563) 920-2428 Dan.Hogan@windstream.com
	FO2D, Aureon Network - Quality D Jeff Klocko OSP Engineer Aureon Network Services (Fiber Distribution) 7760 Office Plaza Drive South West Des Moines, IA 50266 (515) 830-0445 jeff.klocko@aureon.com
	EL1D, TIP Rural Electric - Quality D Cole Calkins Staking Technician/Member Service T.I.P. Rural Electric Cooperative (Electric Distribution) 612 W Des Moines St PO Box 534 Brooklyn, IA 52211 (641) 522-9221 Cell: (641) 990-5402 ccalkins@tiprec.com
	TL1D, Windstream Communications - Quality D Dan Hogan Engineering Manager - IA Windstream Communications (Fiber Transmission) (Fiber Distribution), (Cable TV), (Telephone) 1614 230th St Manchester, IA 52057 (563) 920-2428 Cell: (563) 920-2428 Dan.Hogan@windstream.com
	WL1D, Poweshiek Water - Quality D Chad Coburn Executive Director Poweshiek Water Association (Water) 125 Industrial Drive Brooklyn, IA 52211 (641) 522-7416 chad@poweshiekwater.com

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

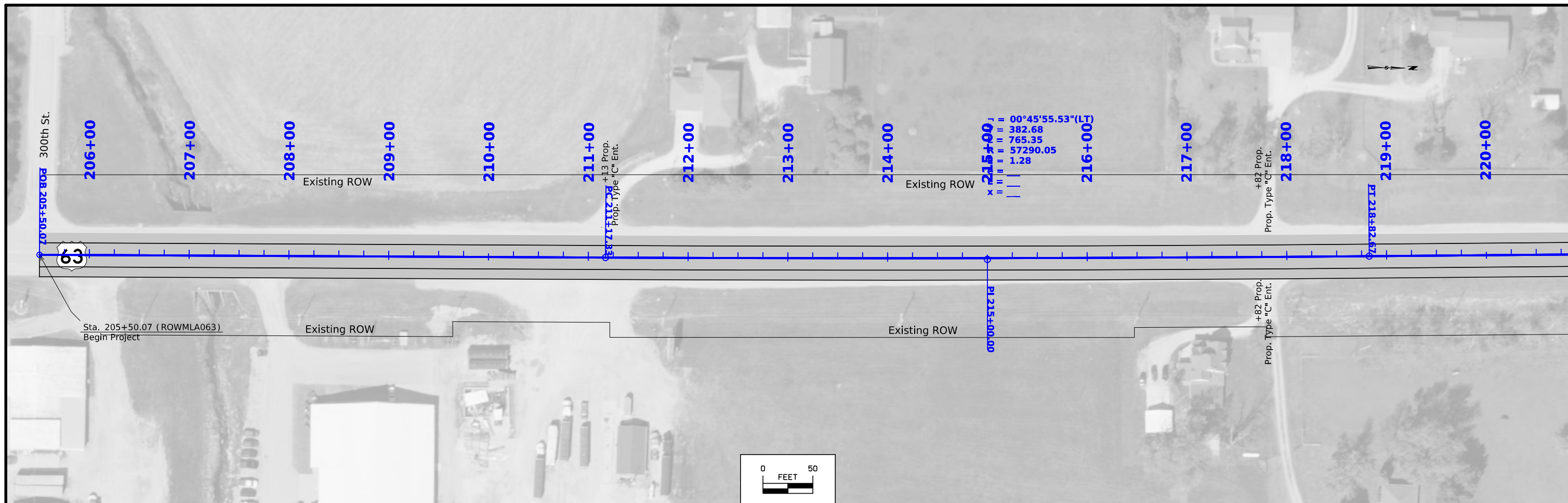
LINEWORK		Design Color No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

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

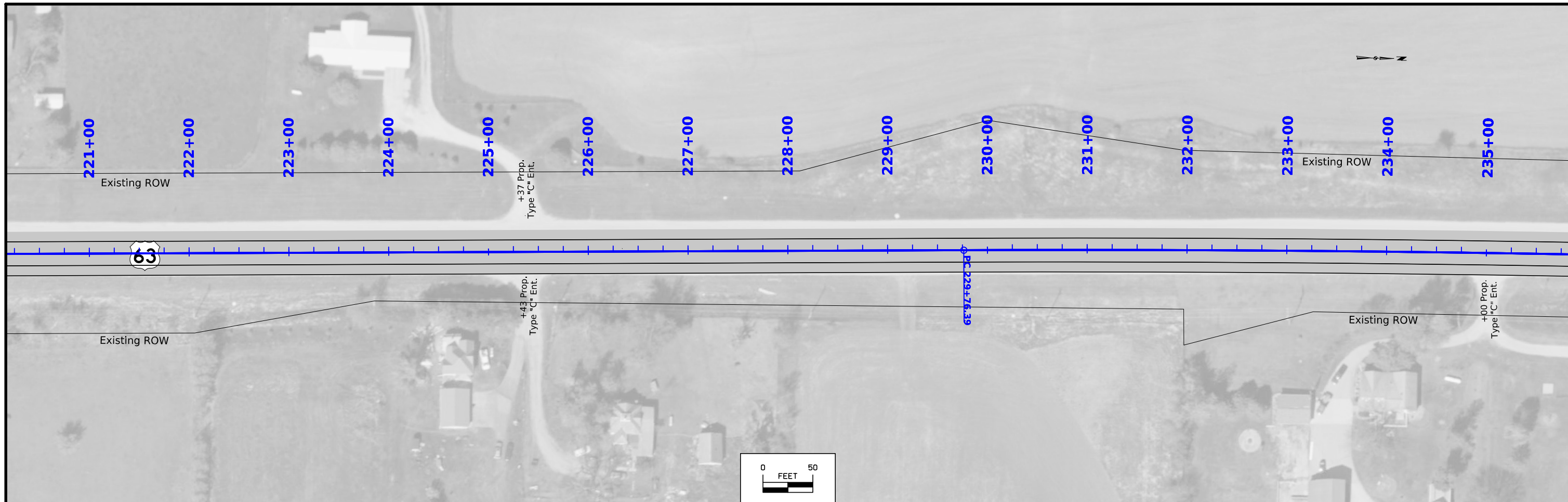
RIGHT-OF-WAY LEGEND	
	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary)
	Easement
	Access Control
	Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

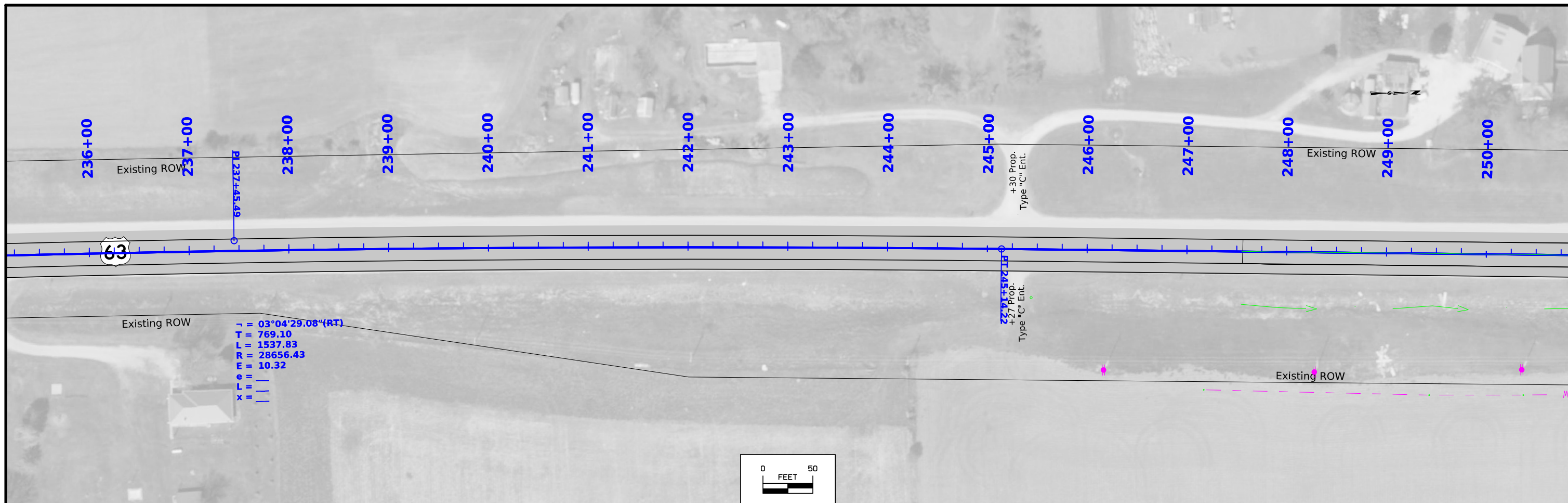
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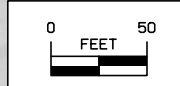
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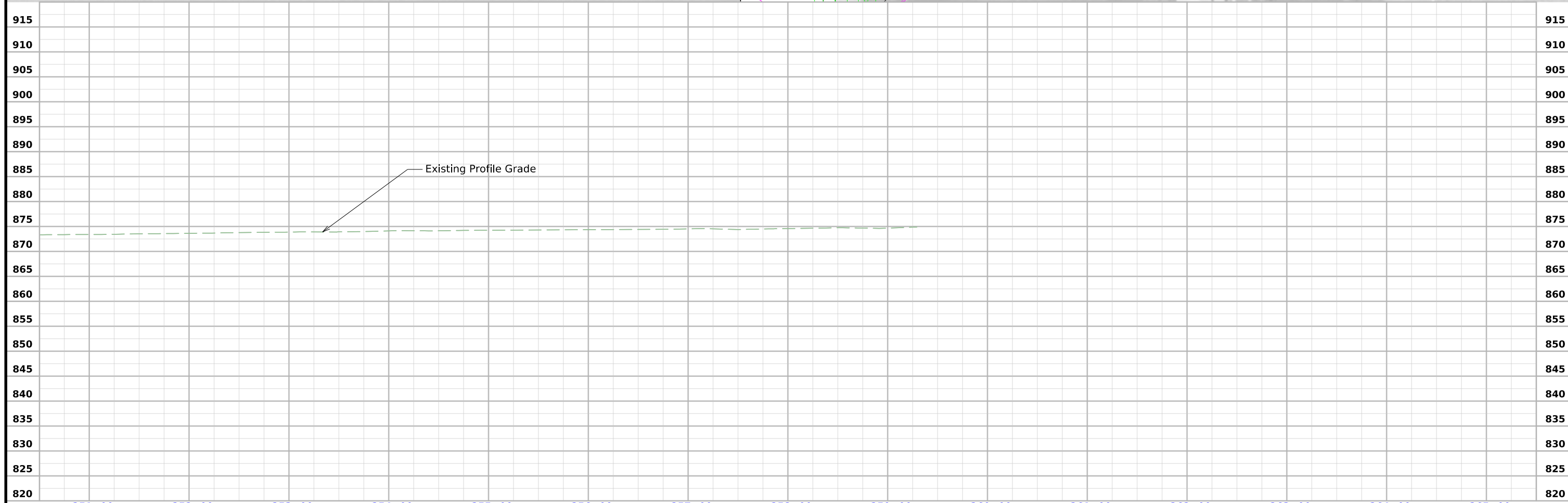
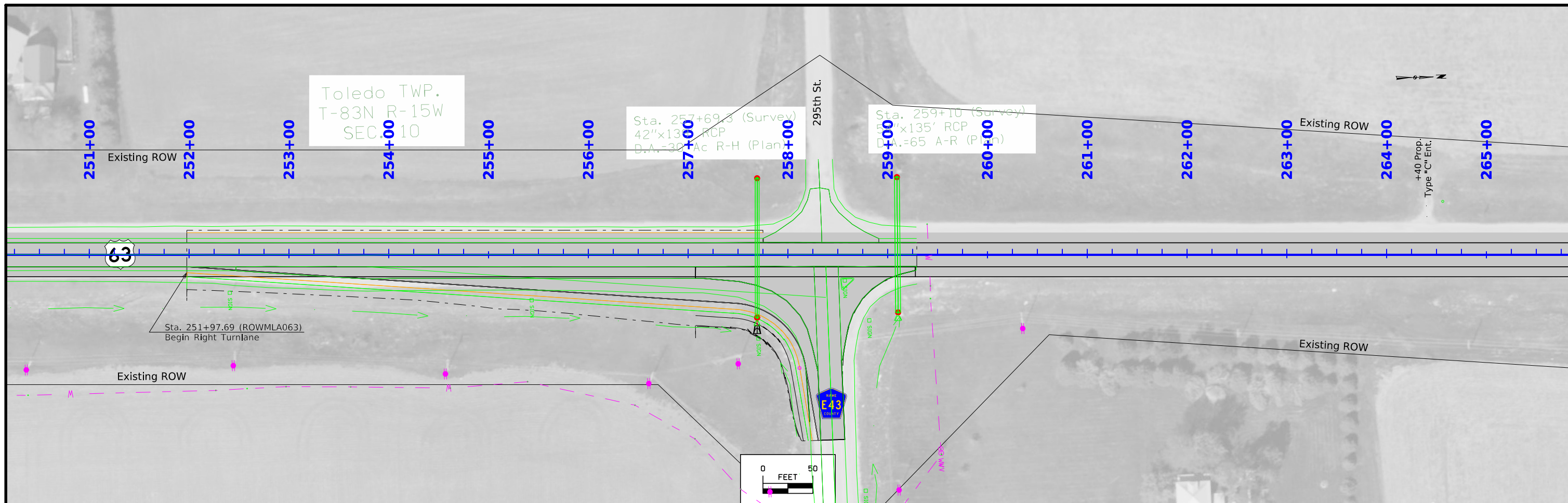
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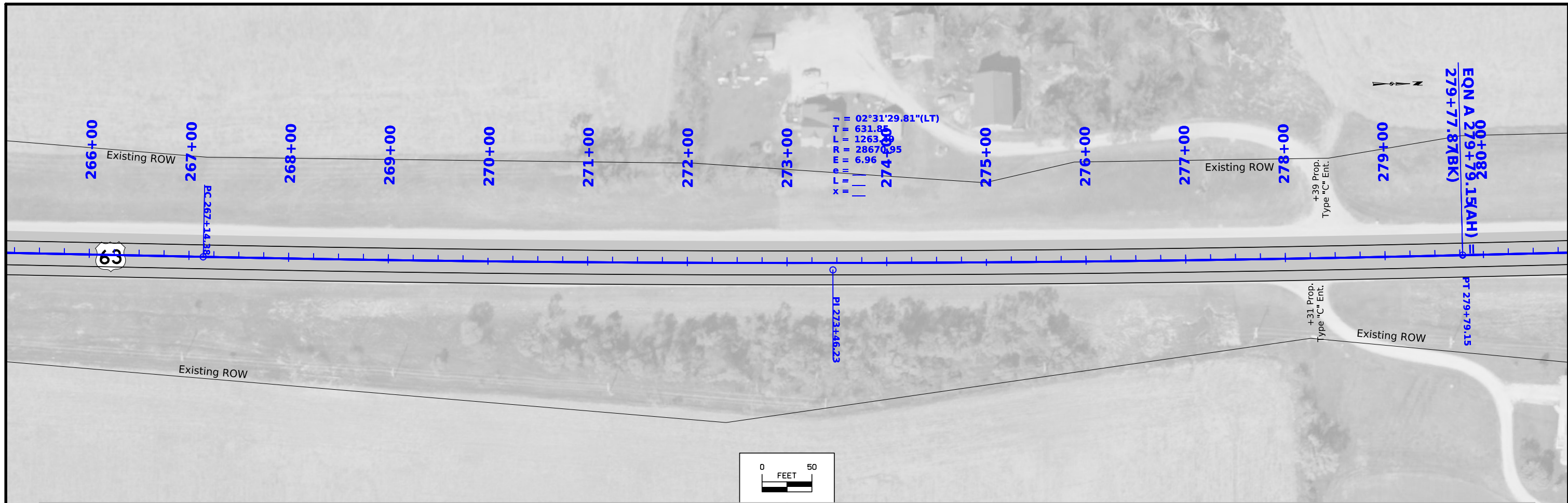
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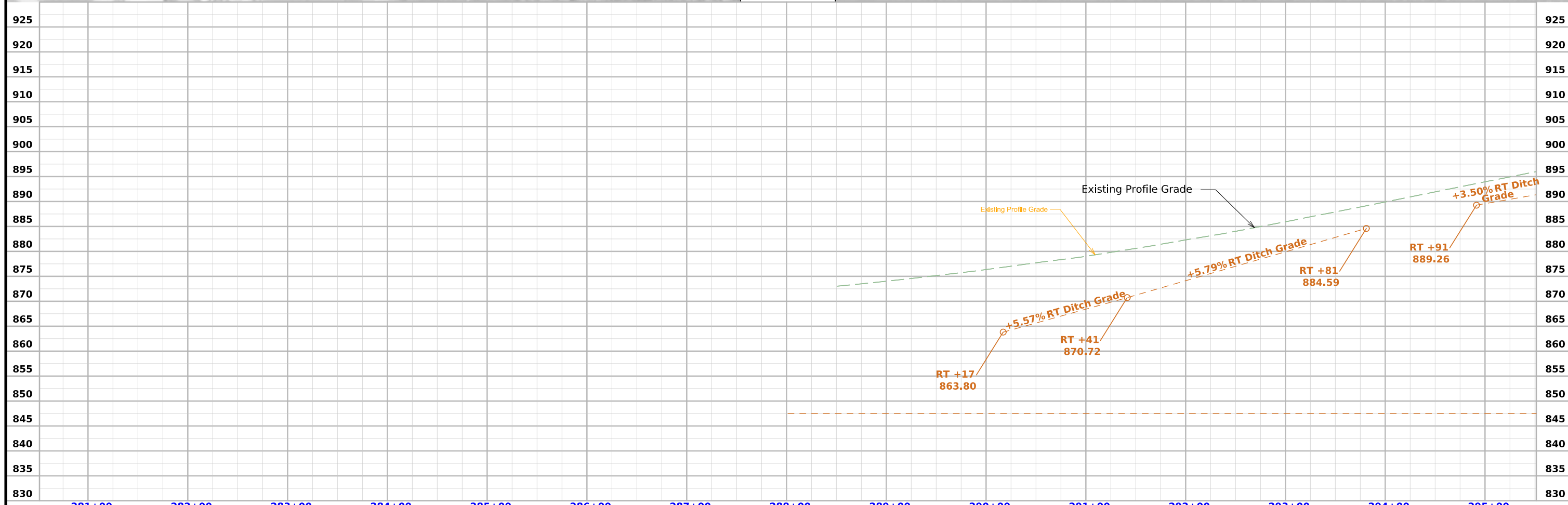
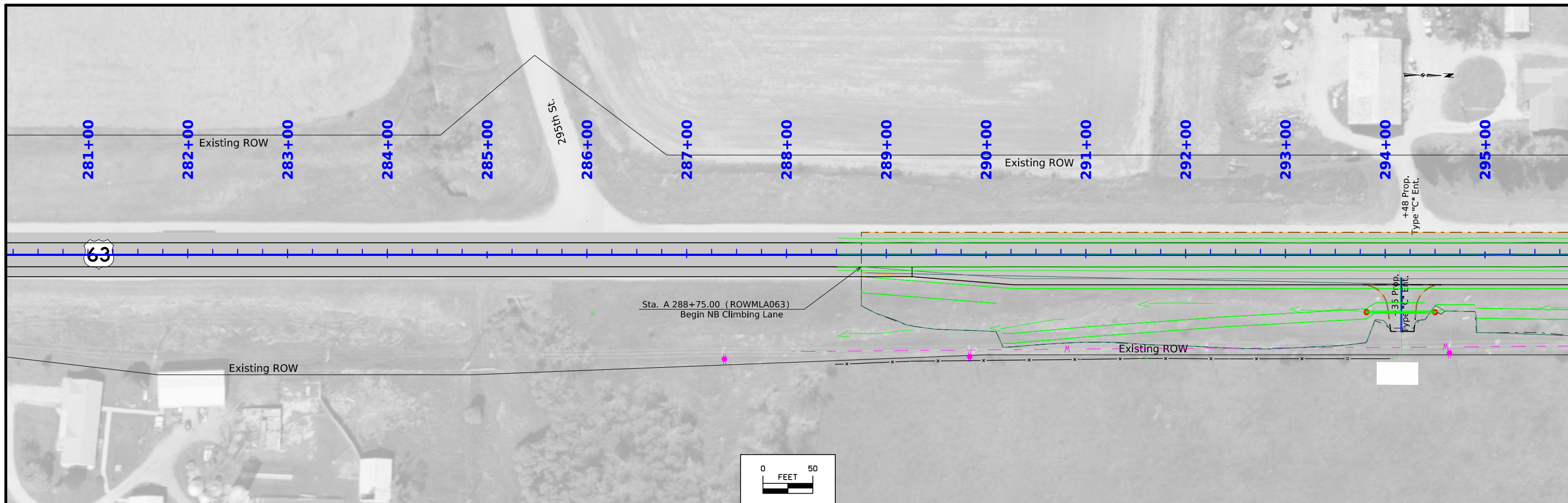
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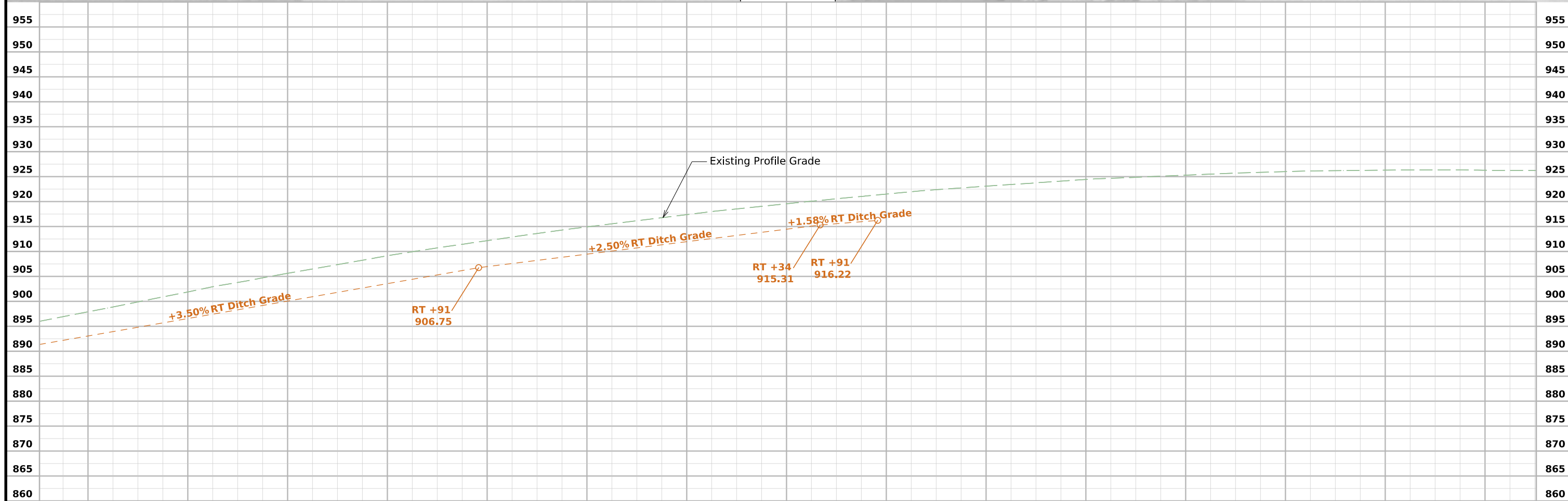
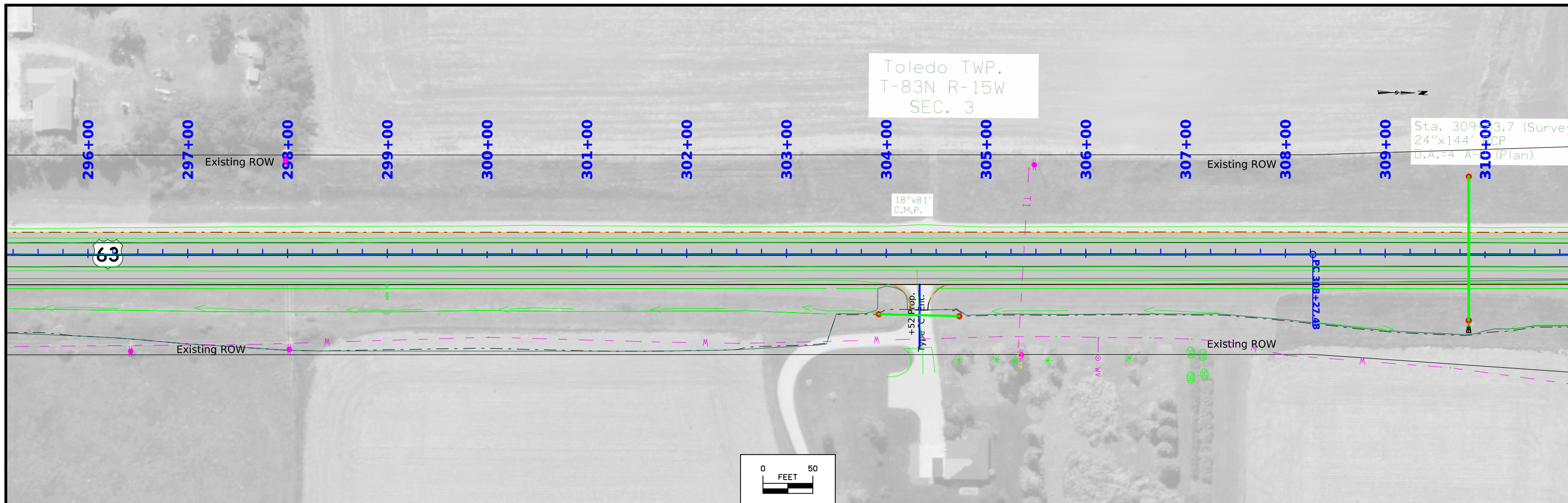
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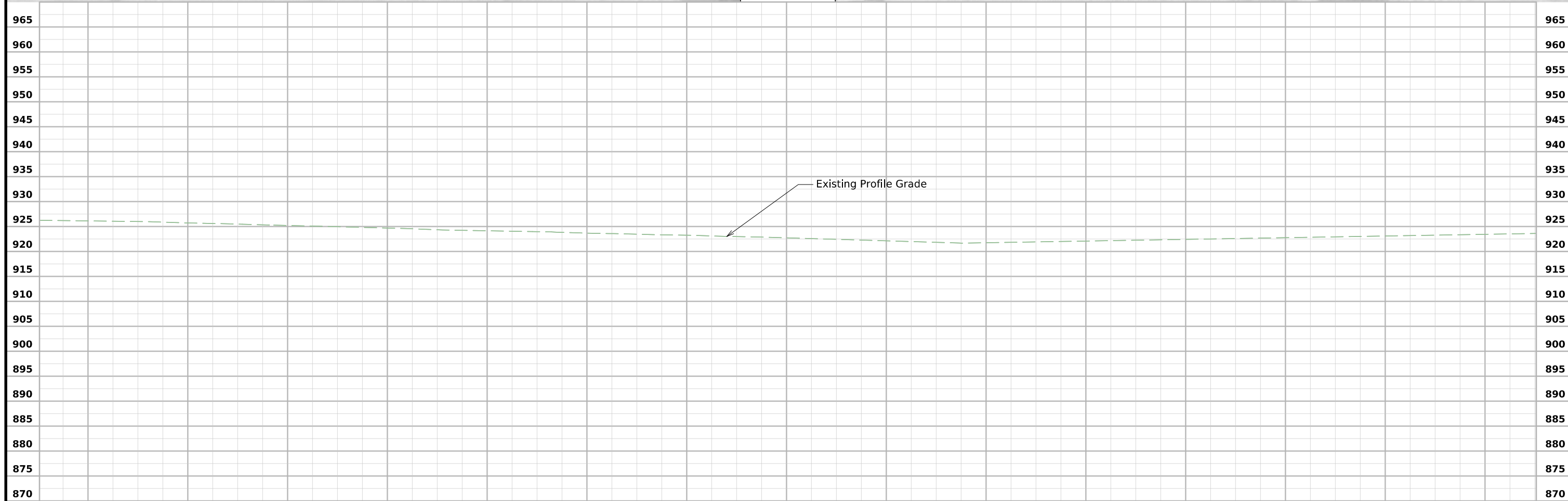
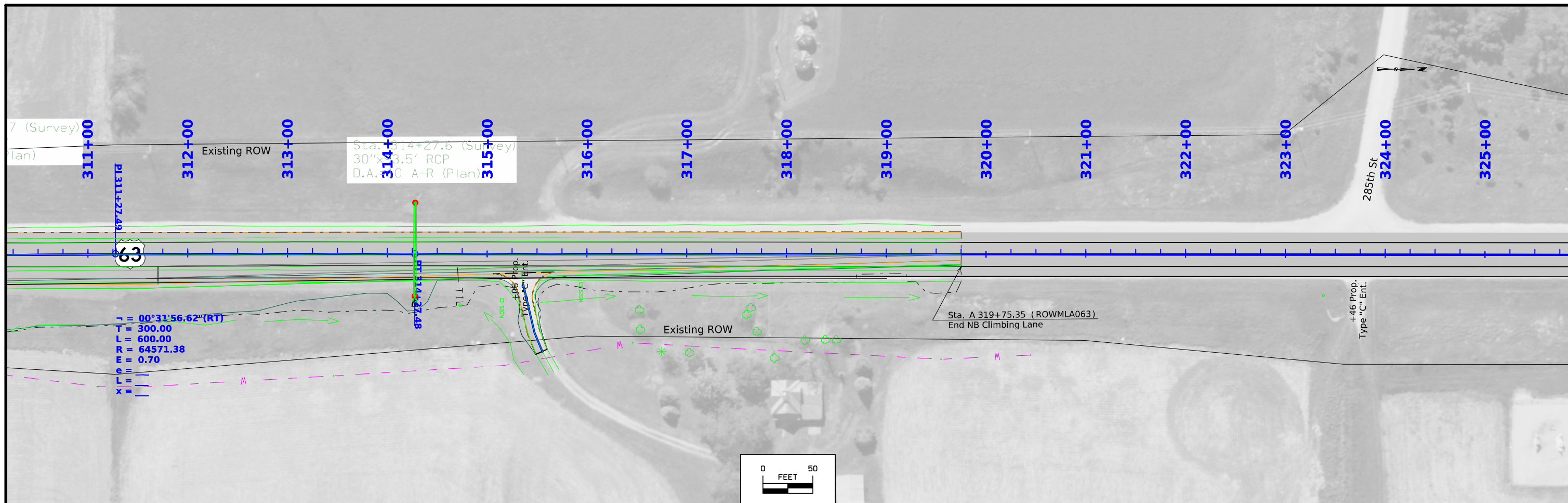
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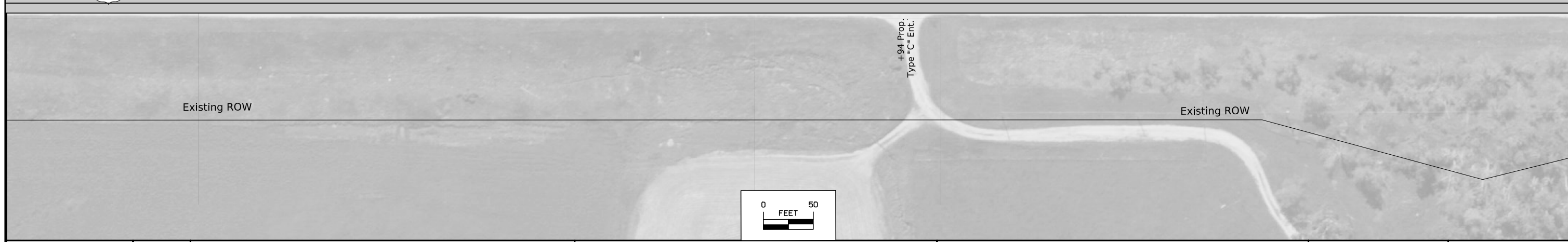
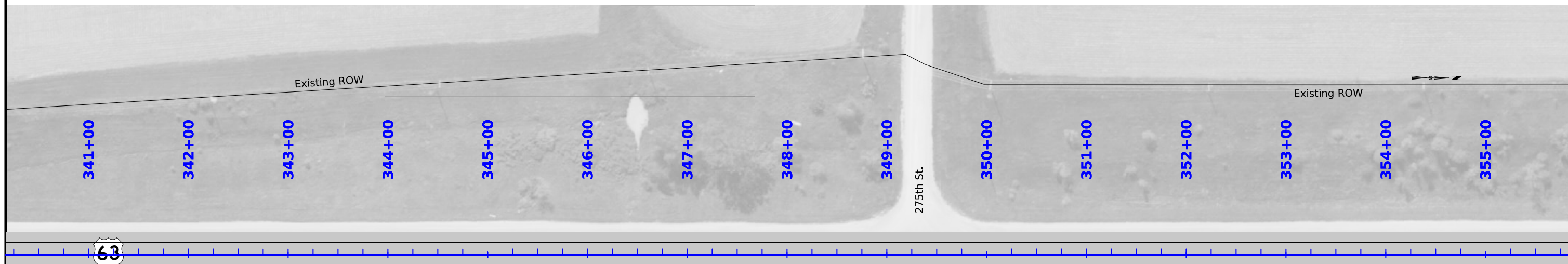
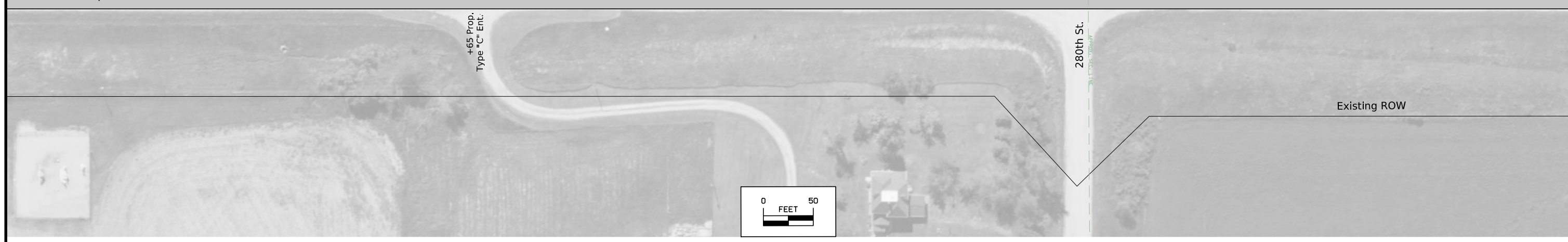
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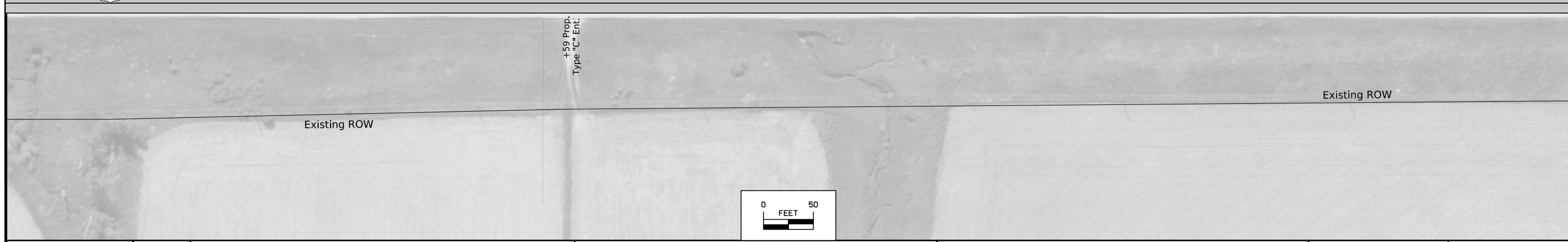
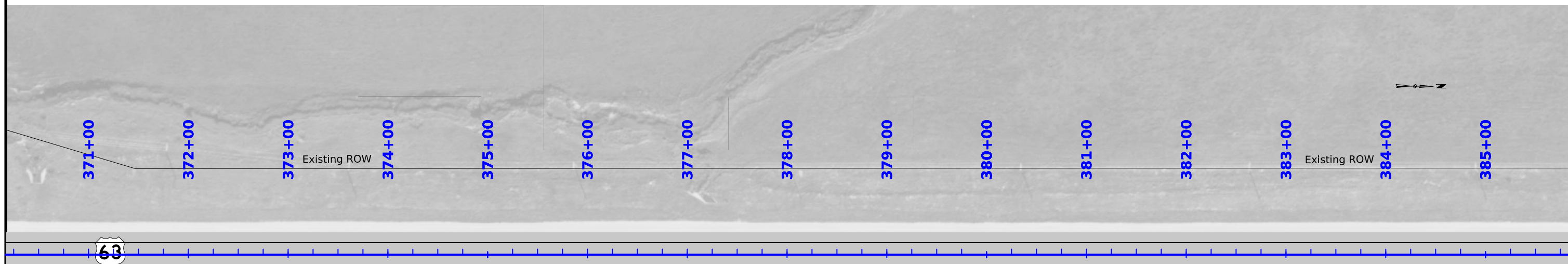
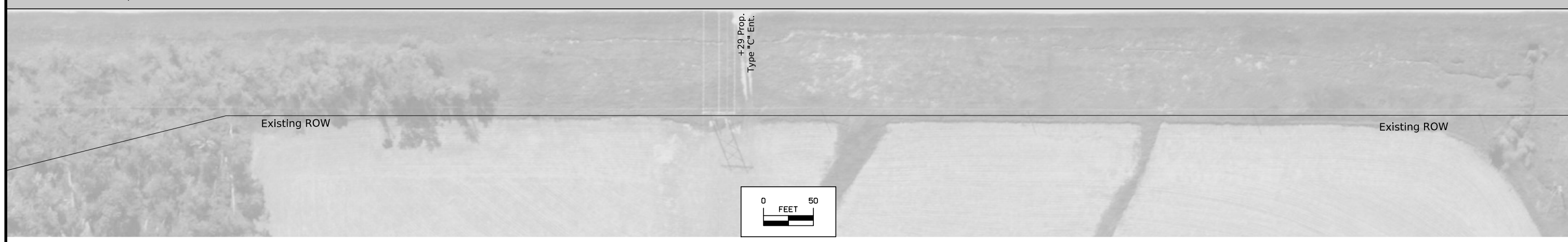
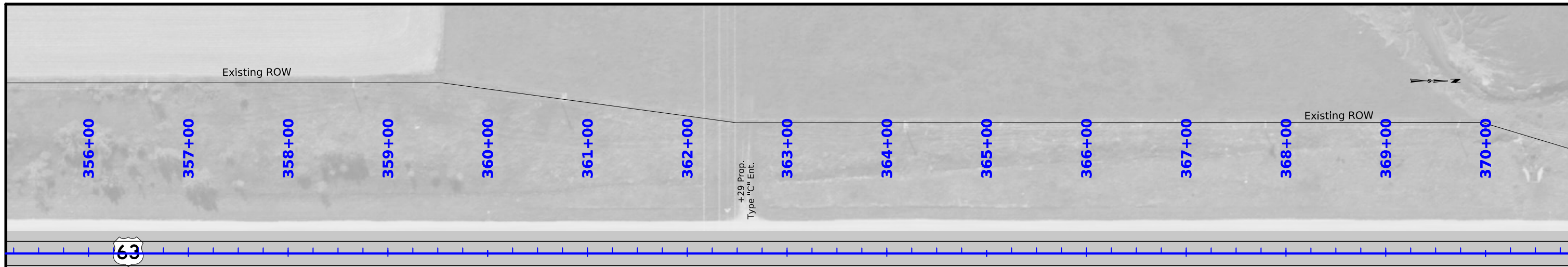


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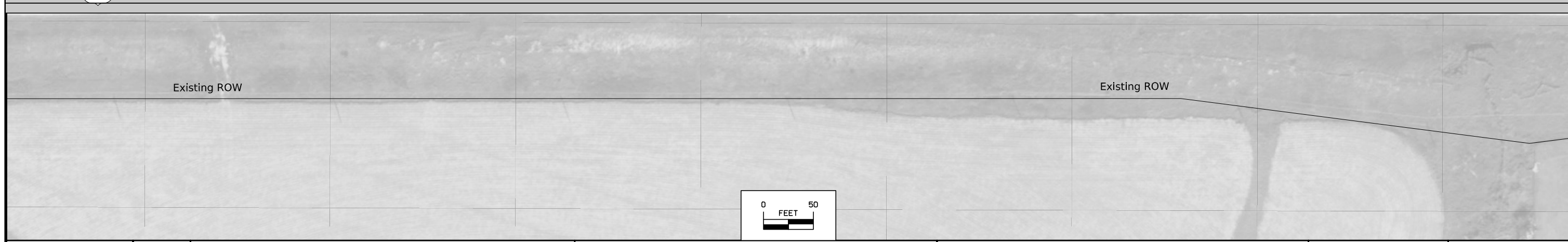
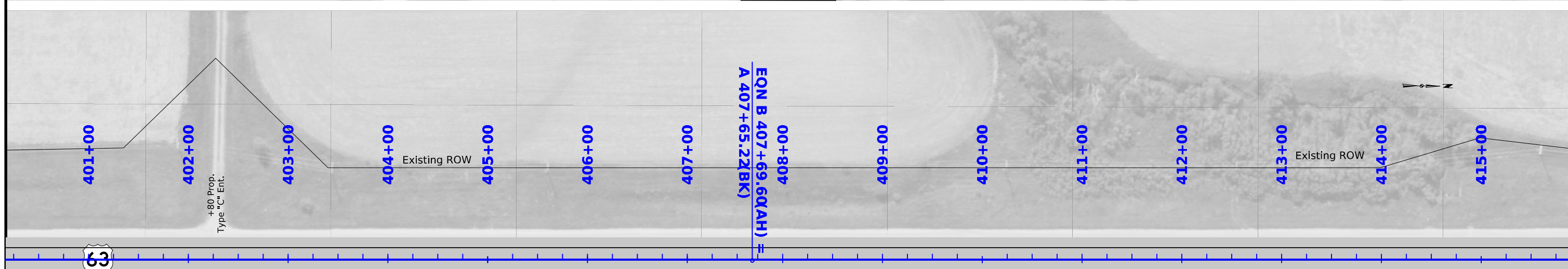
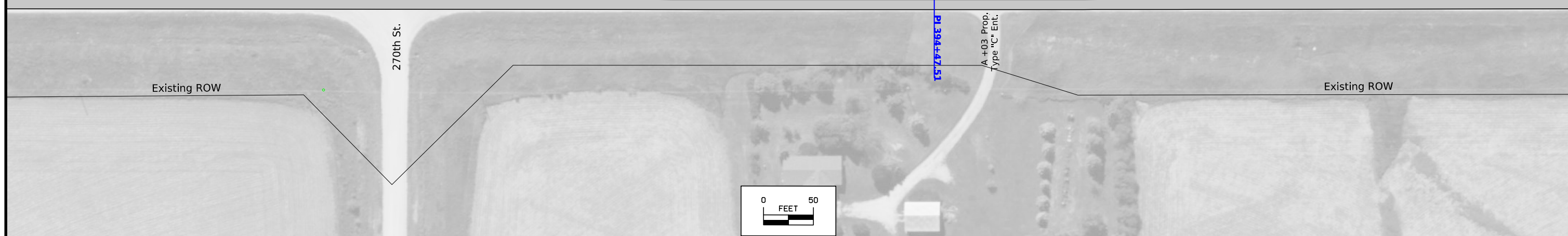
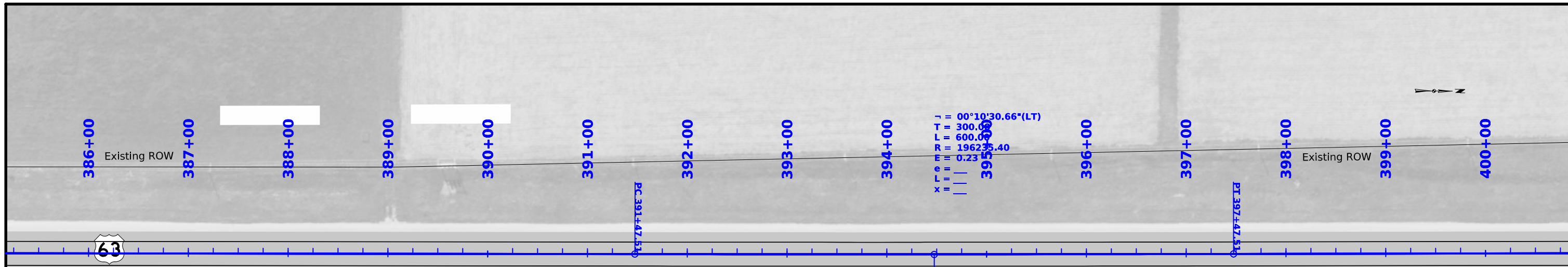


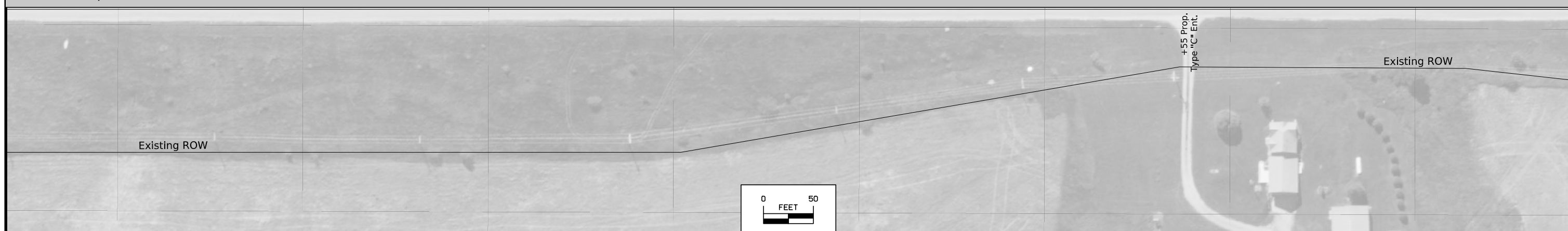
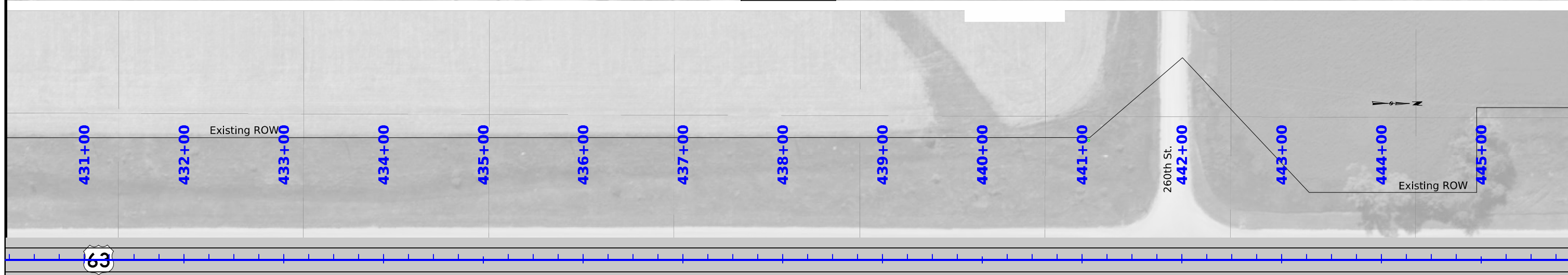
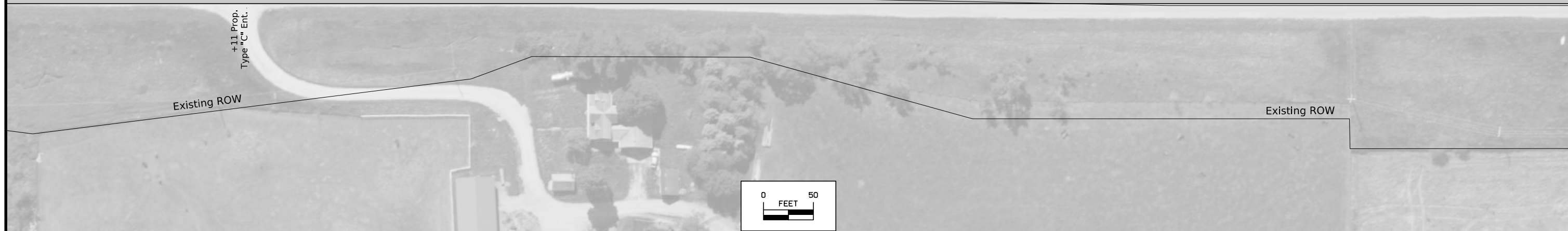
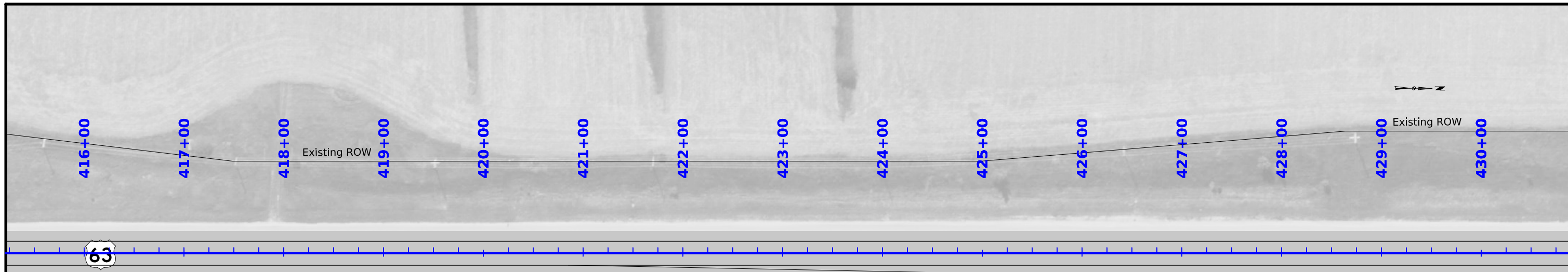
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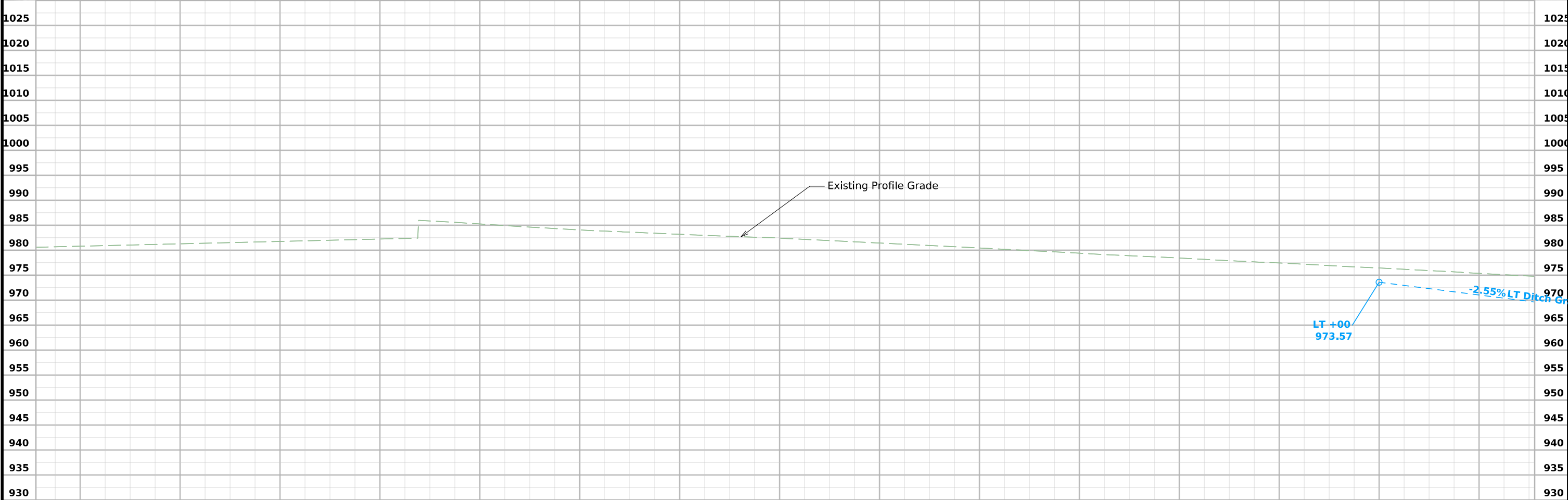
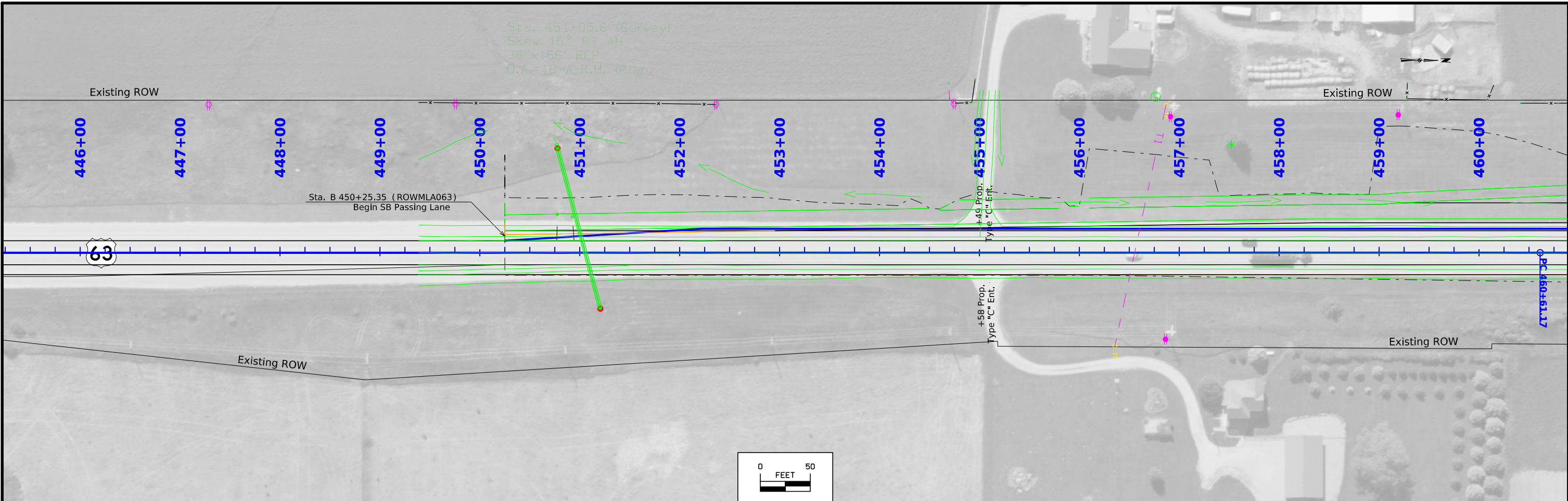


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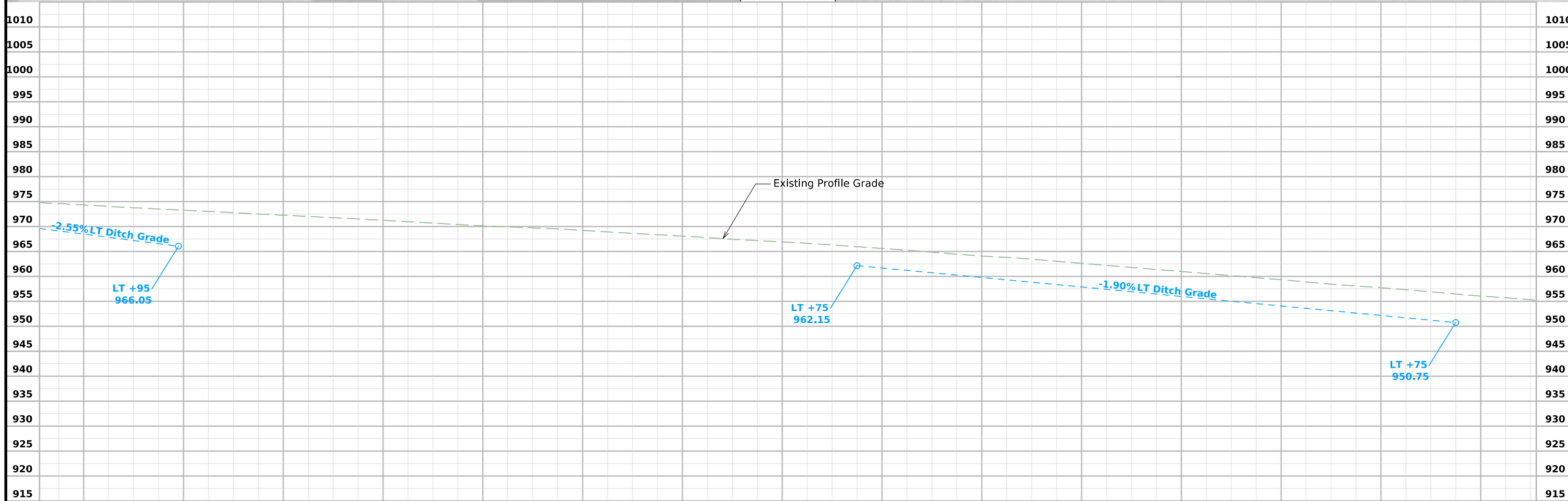
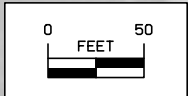
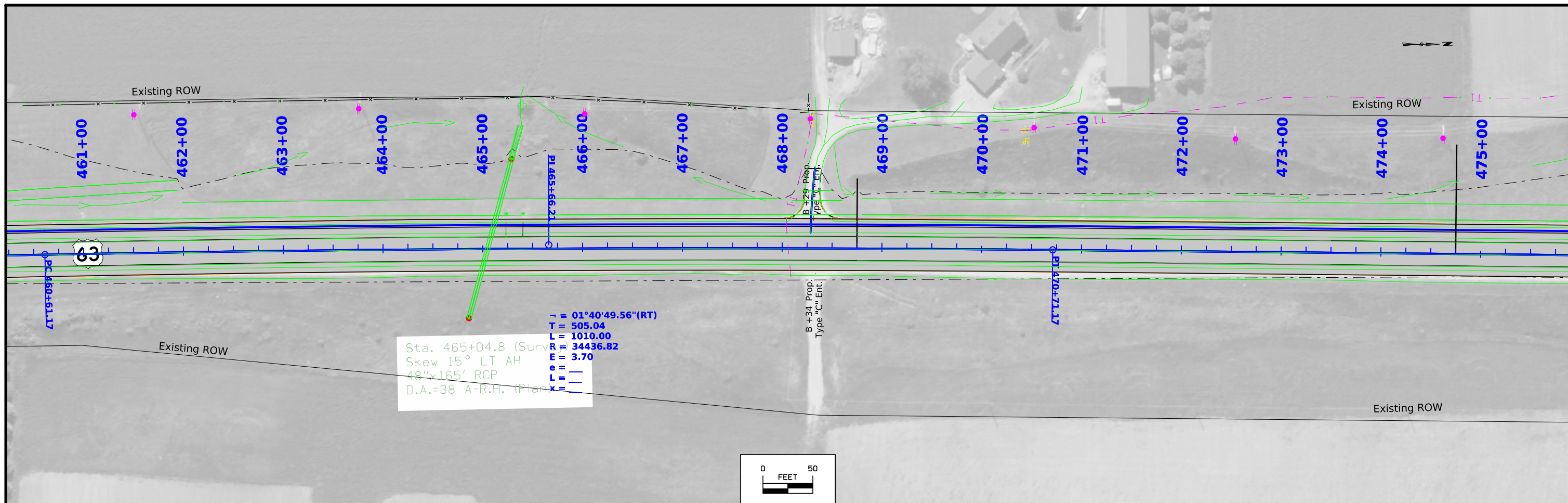




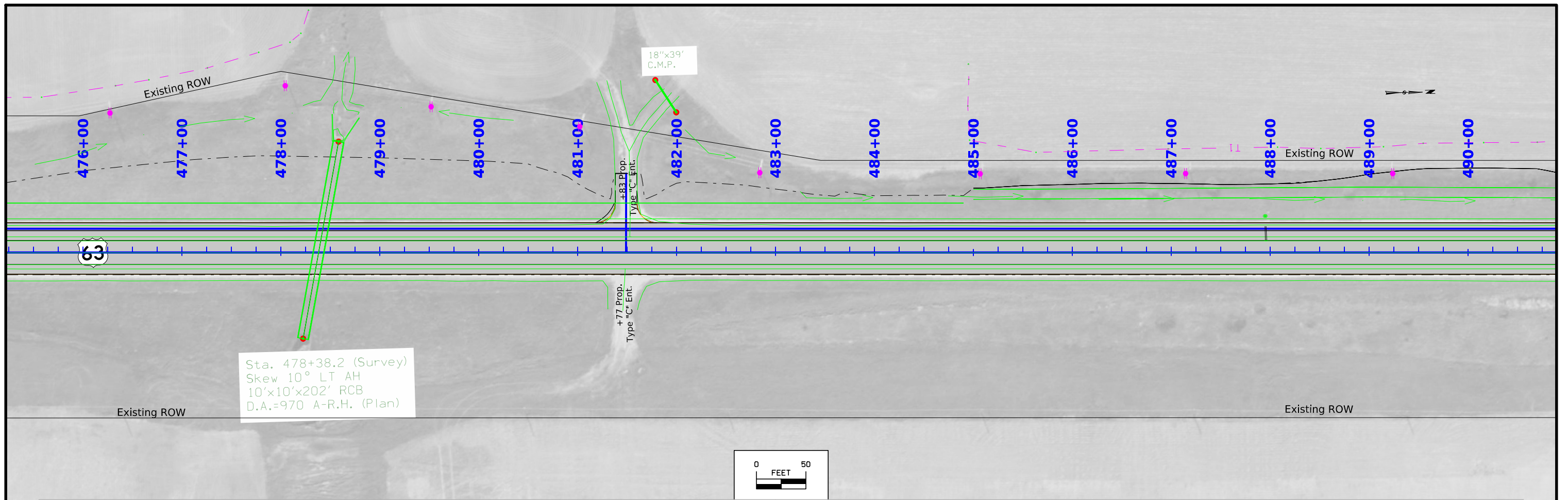
Sta. 451+05.6 (Survey)
Skew 15° RT AH
36"x166" RCP
D.A.=16 A-R.H. (Plan)



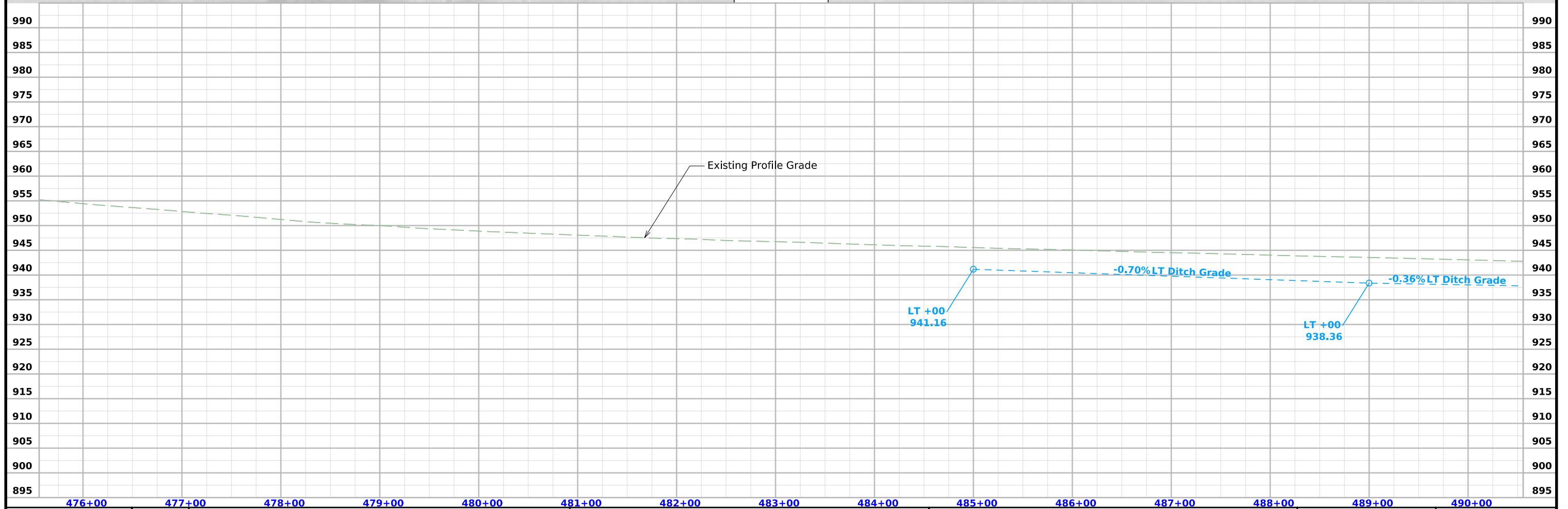
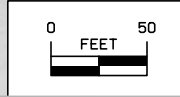
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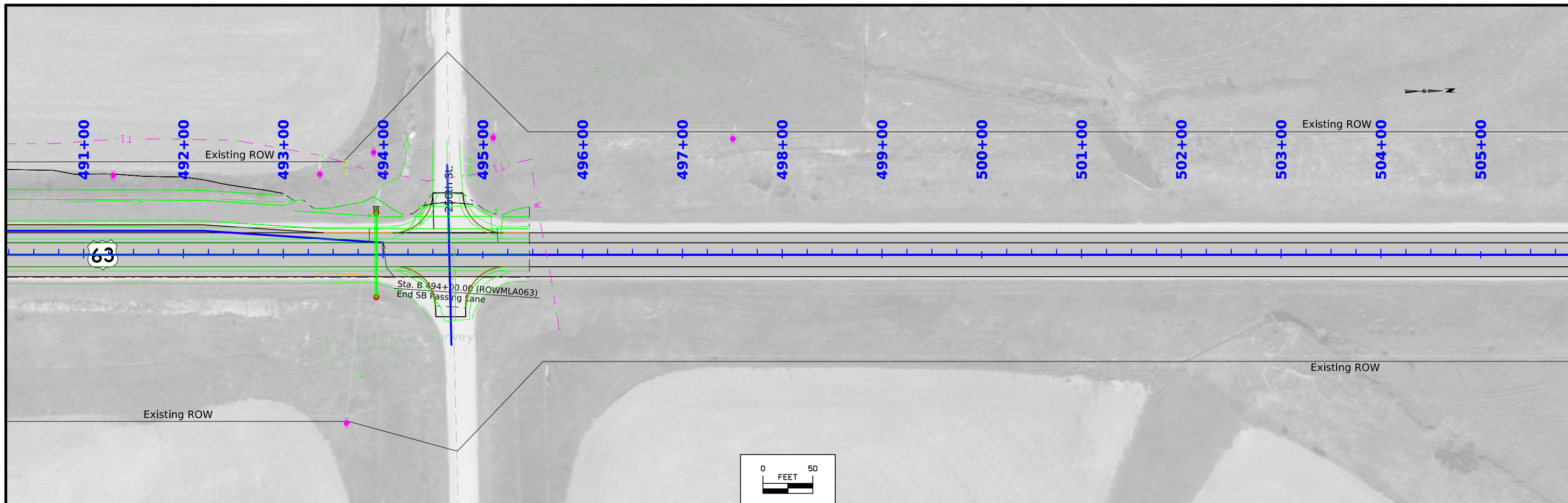
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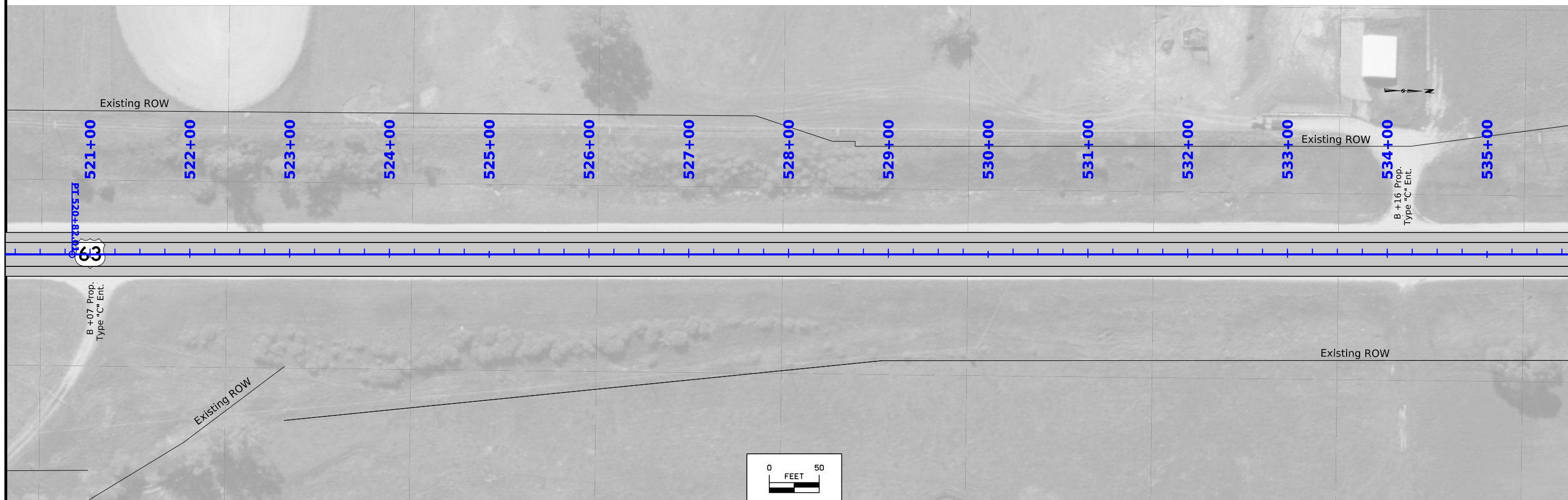
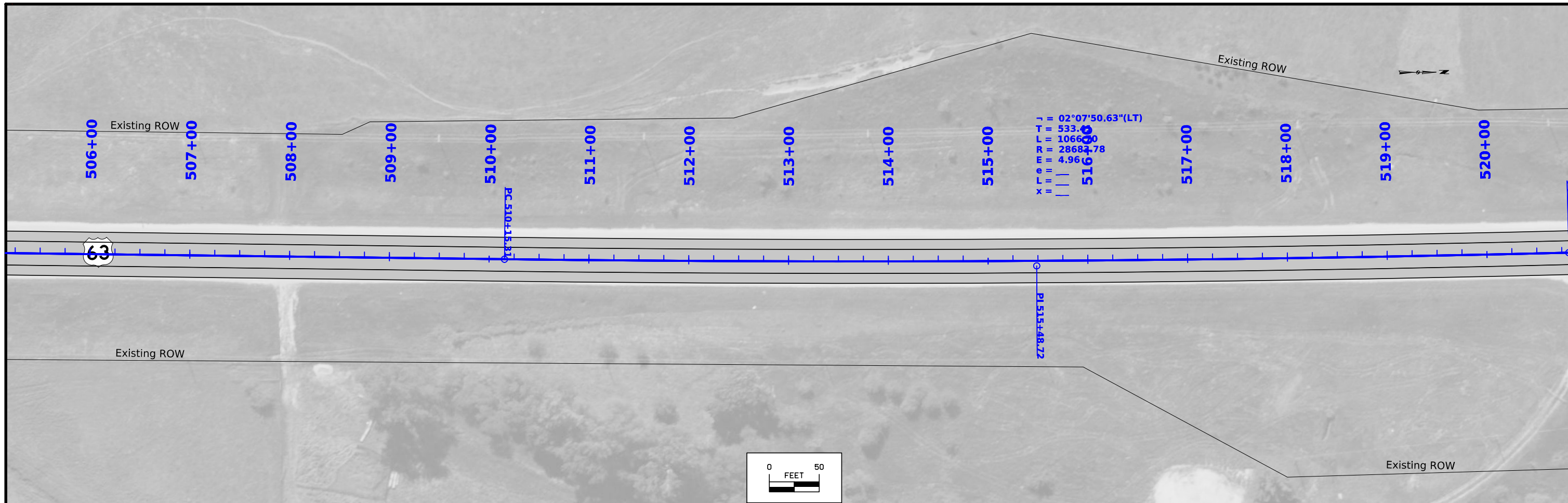
Sta. 478+38.2 (Survey)
 Skew 10° LT AH
 10'x10'x202' RCB
 D.A.=970 A-R.H. (Plan)

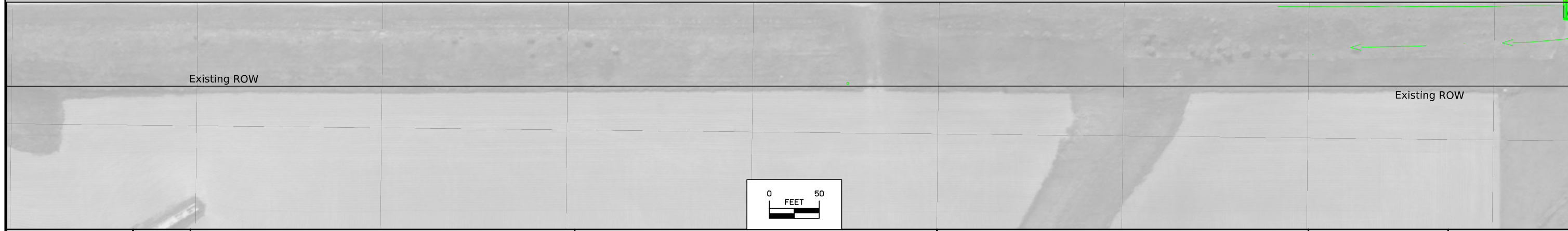
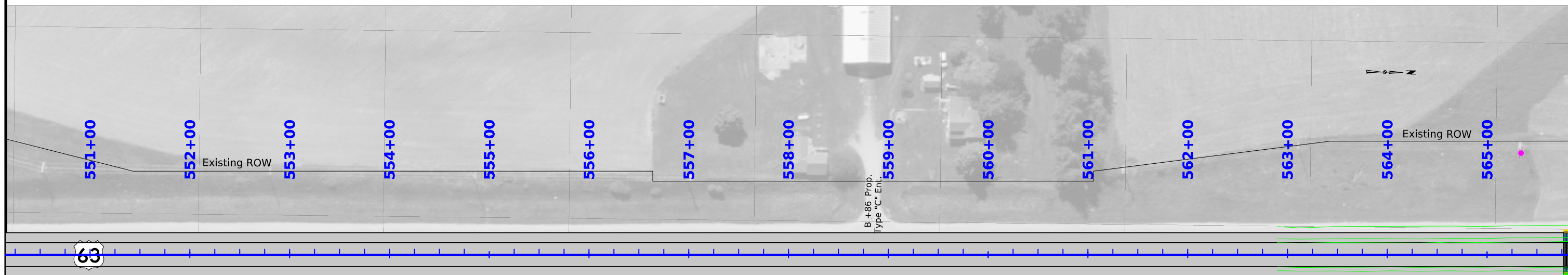
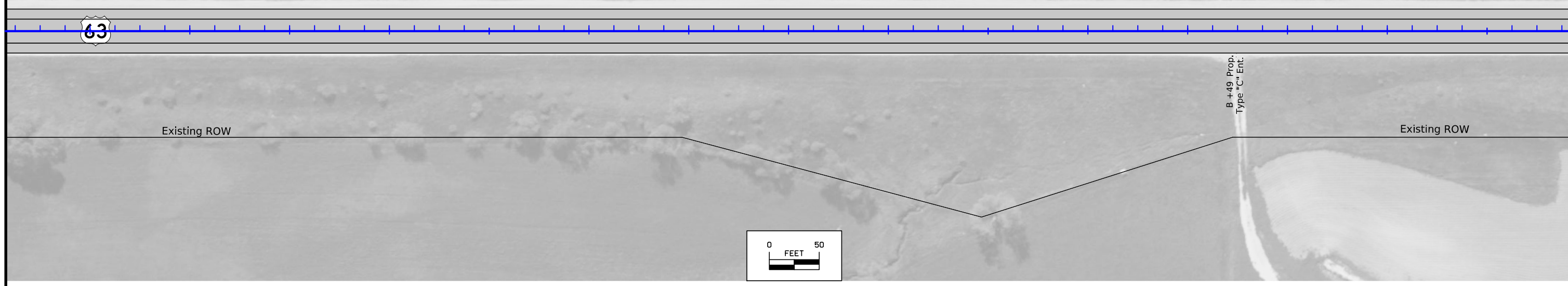
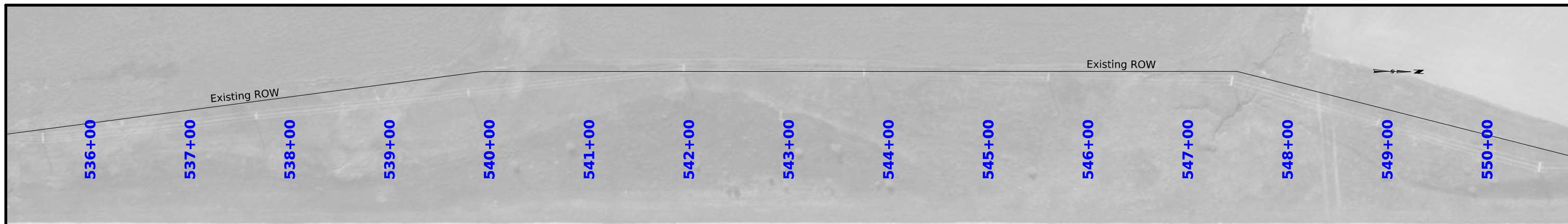


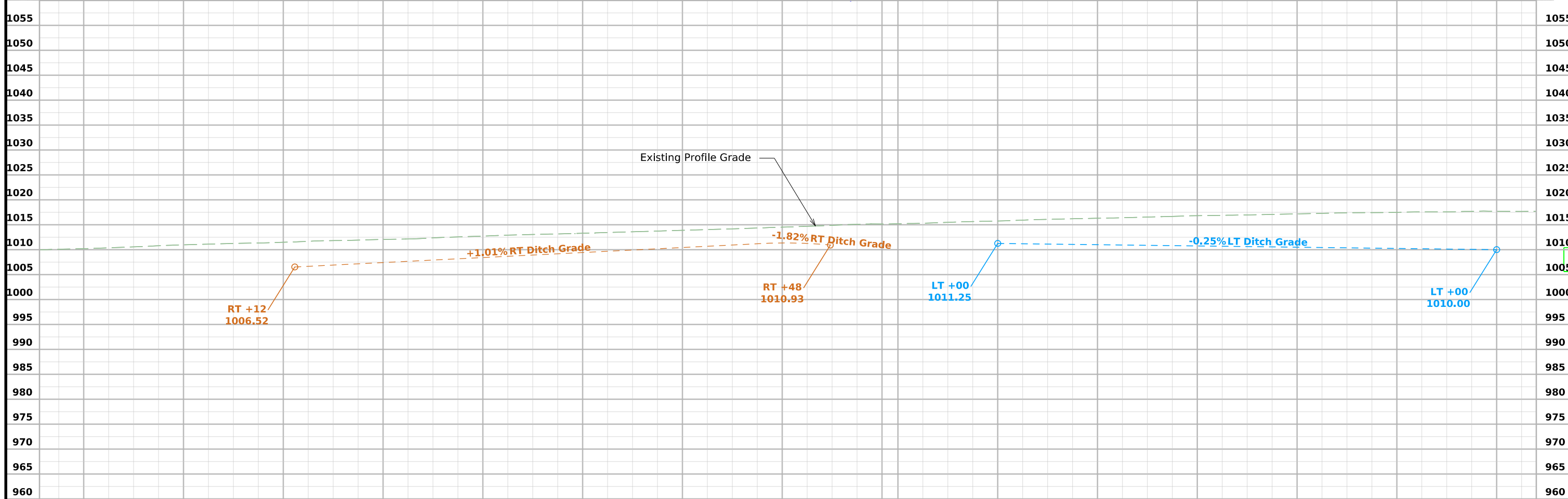
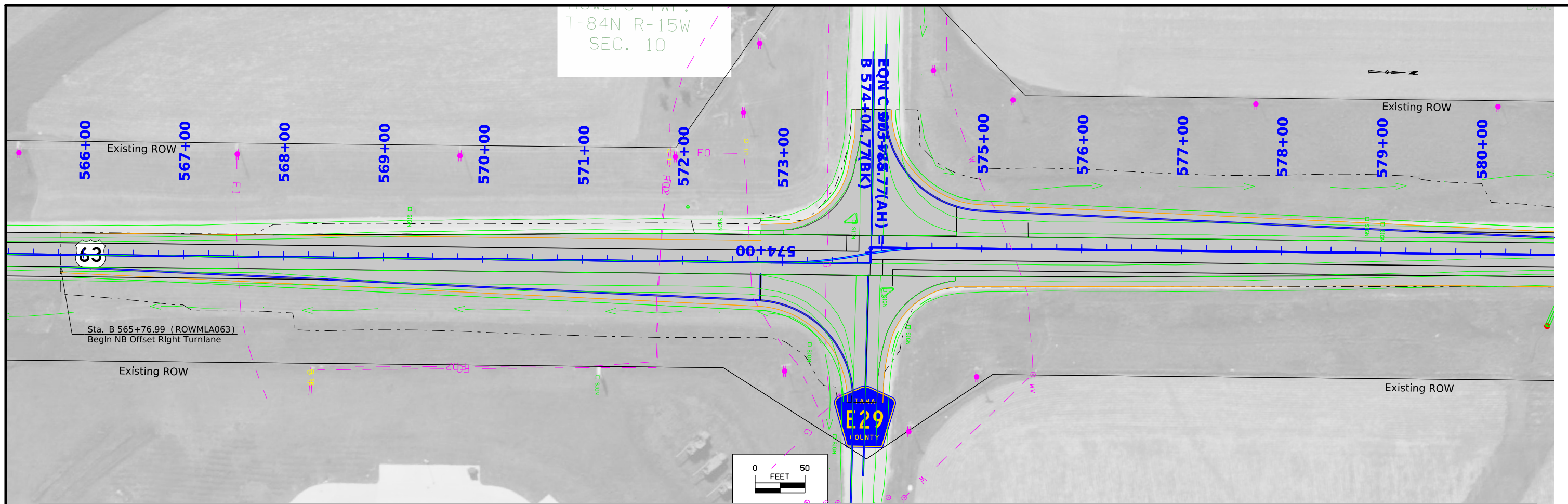
FILE NO.	ENGLISH	DESIGN TEAM	Smyth/Matulac/Ringgenberg	TAMA COUNTY	PROJECT NUMBER	NHSX-063-5(55)--3H-86	SHEET NUMBER	D.16
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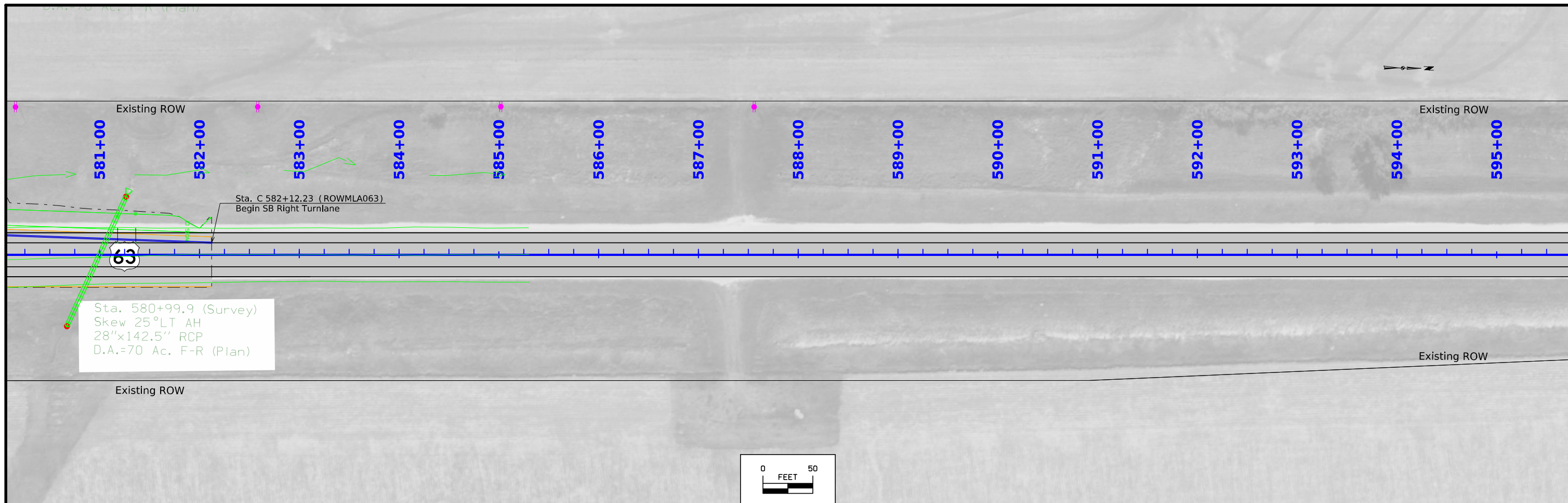
FILE NO.	ENGLISH	DESIGN TEAM	Smyth/Matulac/Ringgenberg										TAMA COUNTY	PROJECT NUMBER	NHSX-063-5(55)--3H-86	SHEET NUMBER	D.17
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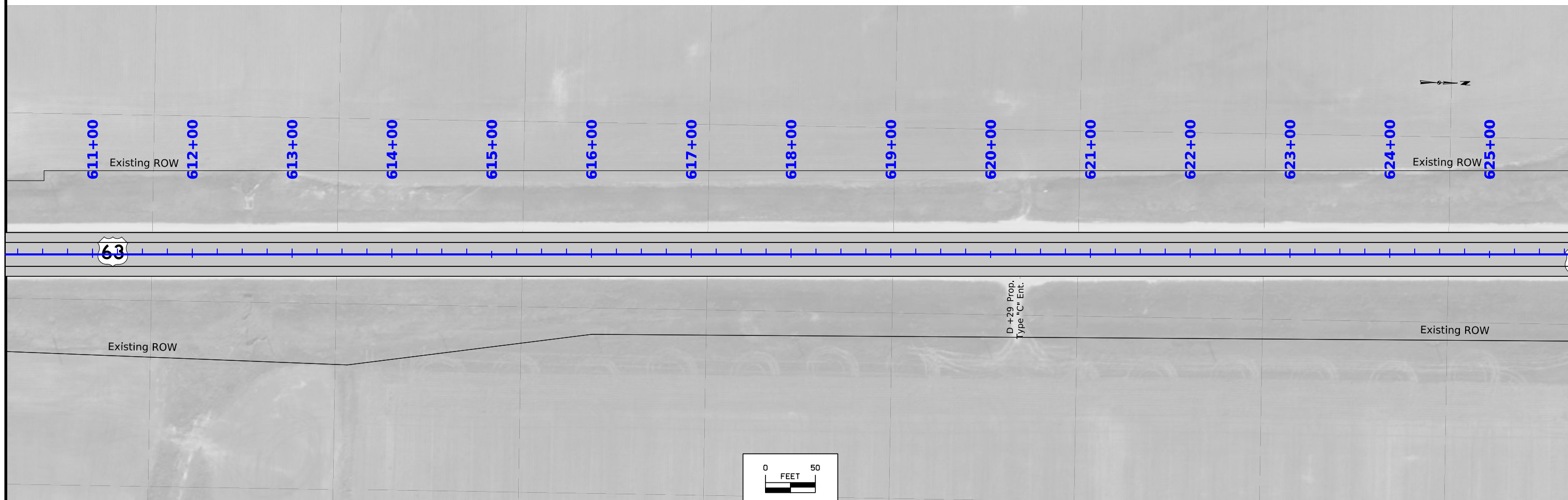
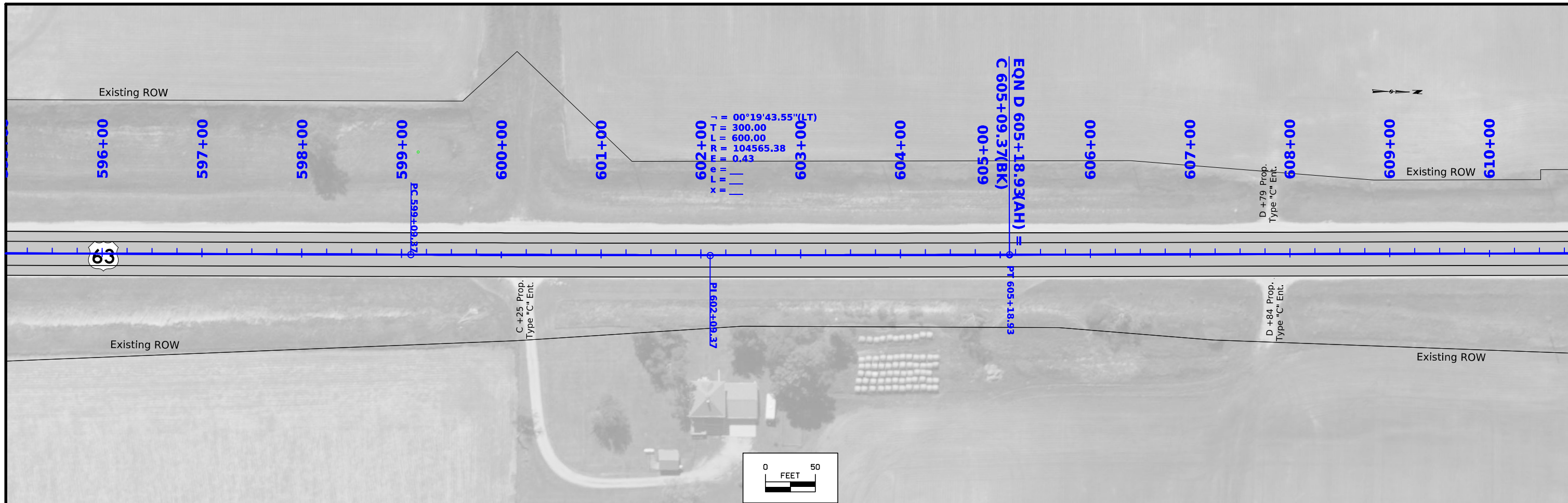


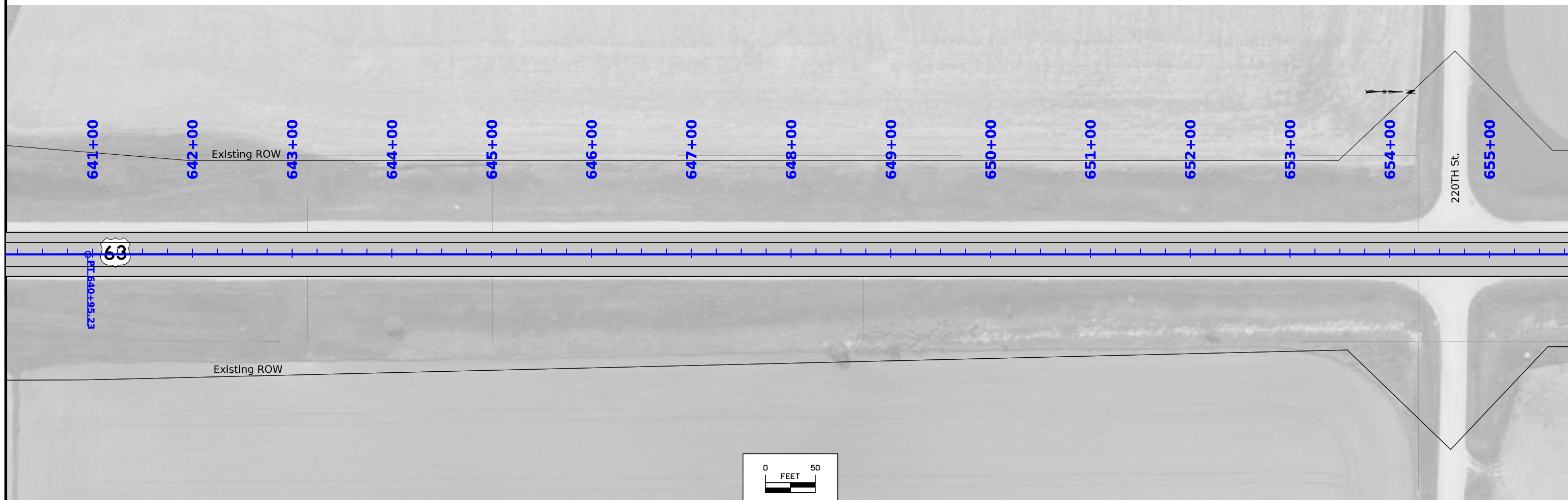
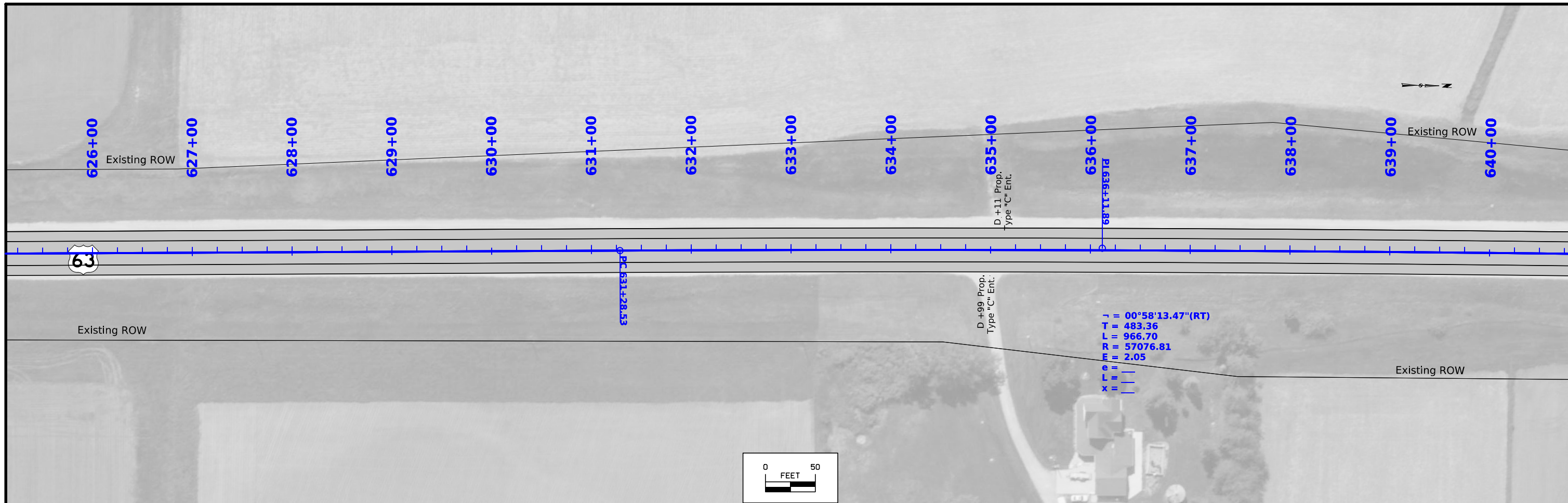


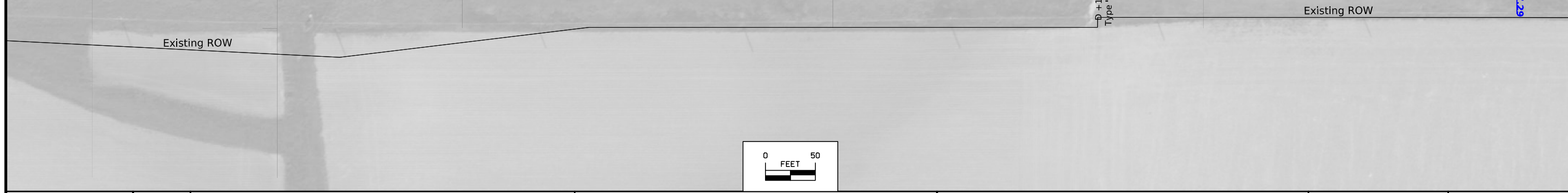
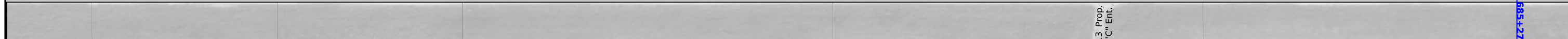
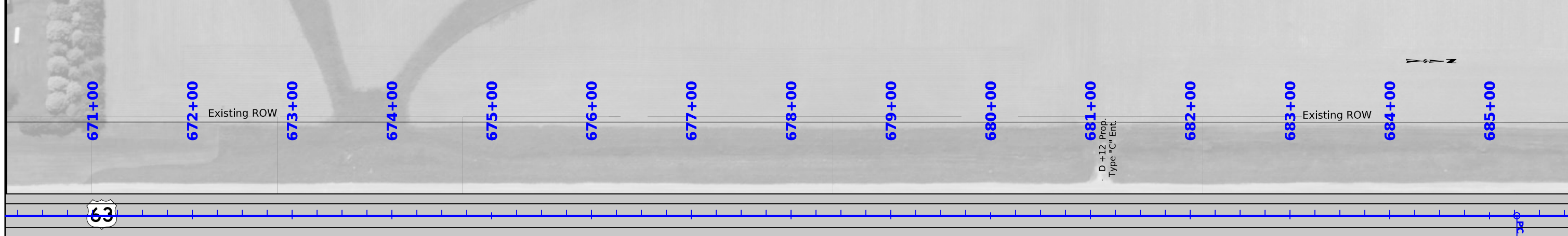
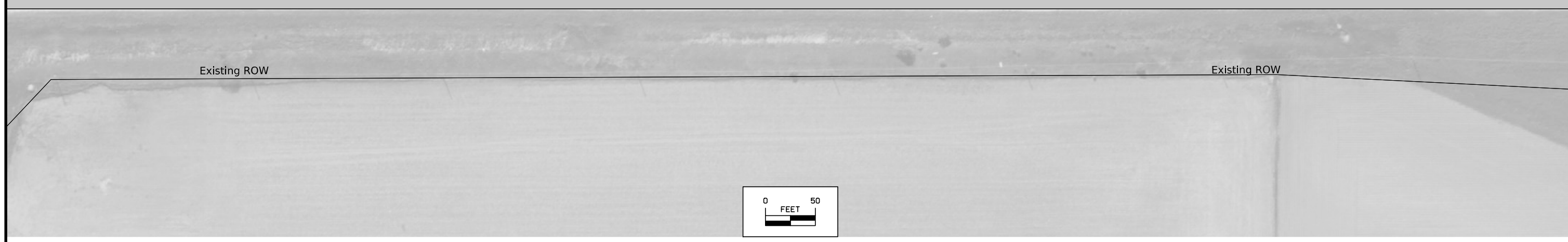
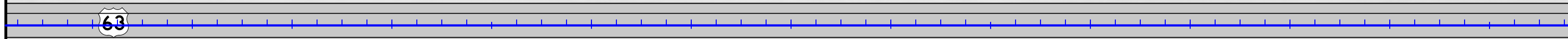
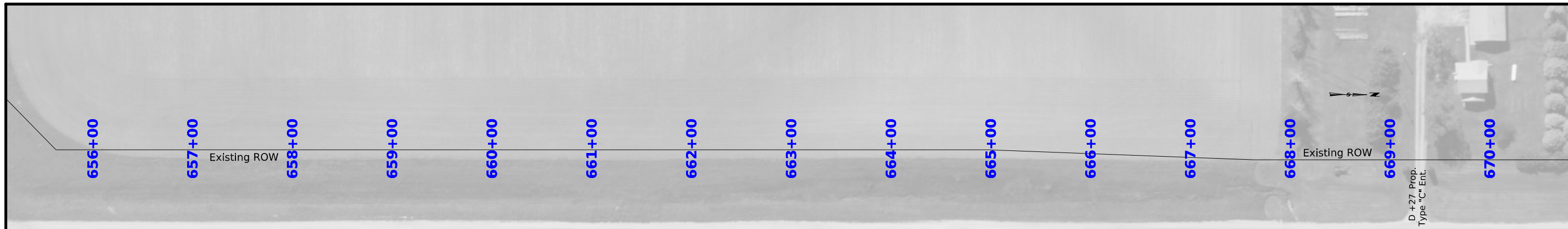
FILE NO.	ENGLISH	DESIGN TEAM	Smyth/Matulac/Ringgenberg	TAMA COUNTY	PROJECT NUMBER	NHSX-063-5(55)--3H-86	SHEET NUMBER	D.20
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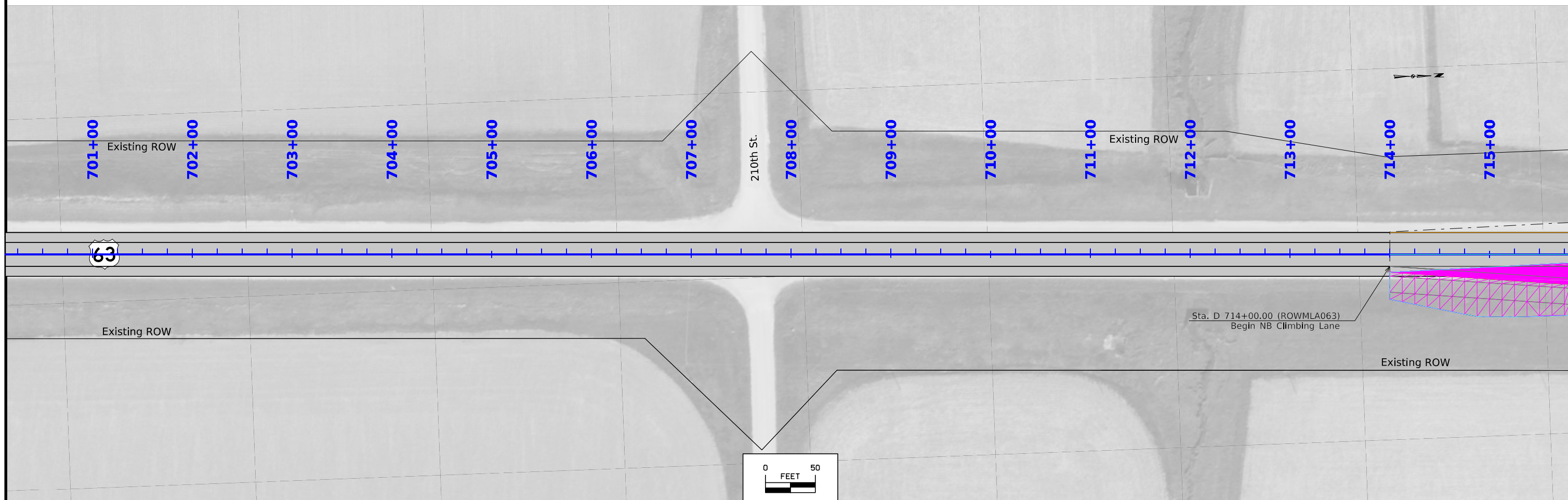
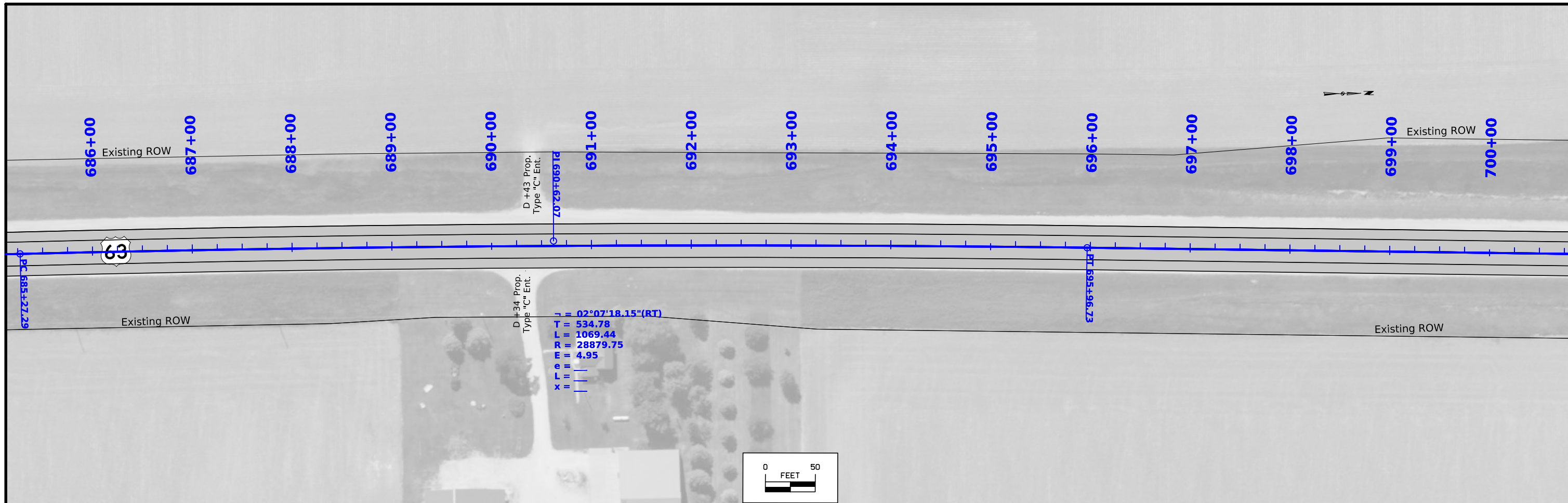
FILE NO.	ENGLISH	DESIGN TEAM	Smyth/Matulac/Ringgenberg	TAMA COUNTY	PROJECT NUMBER	NHSX-063-5(55)--3H-86	SHEET NUMBER	D.21
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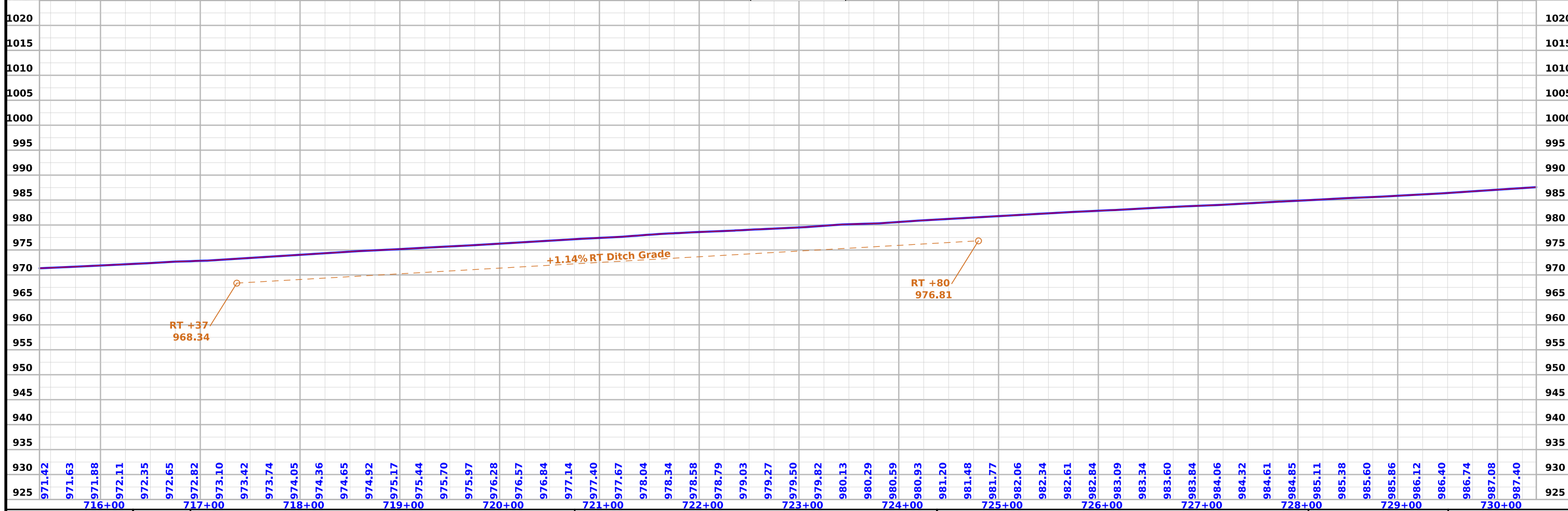
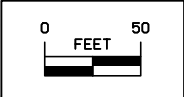
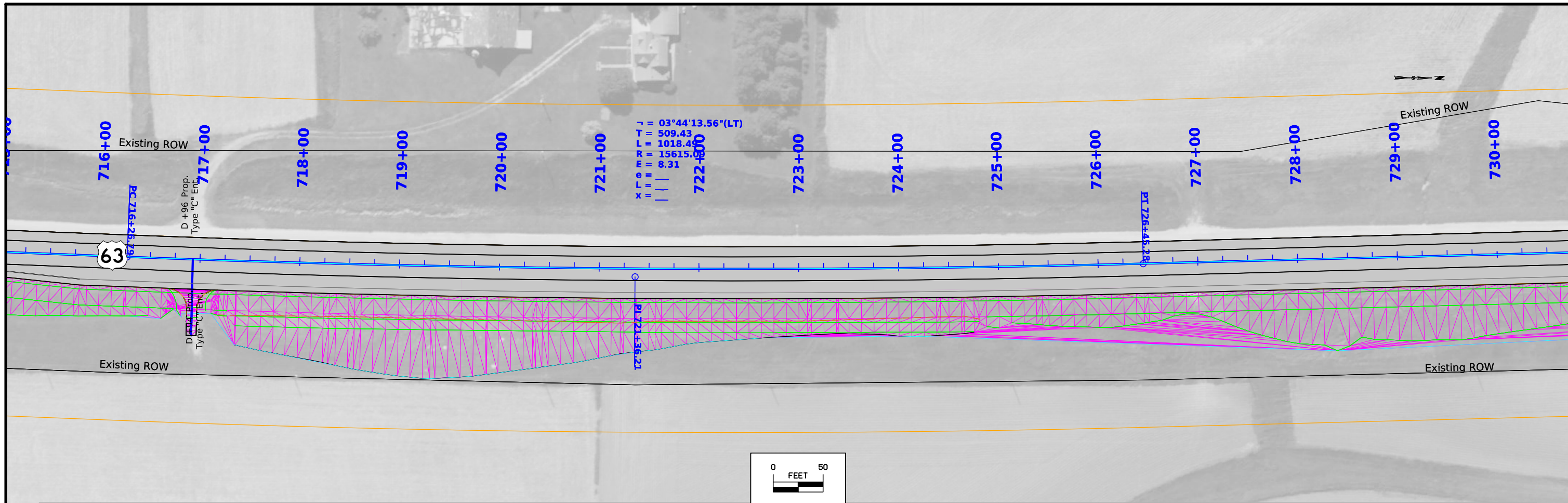




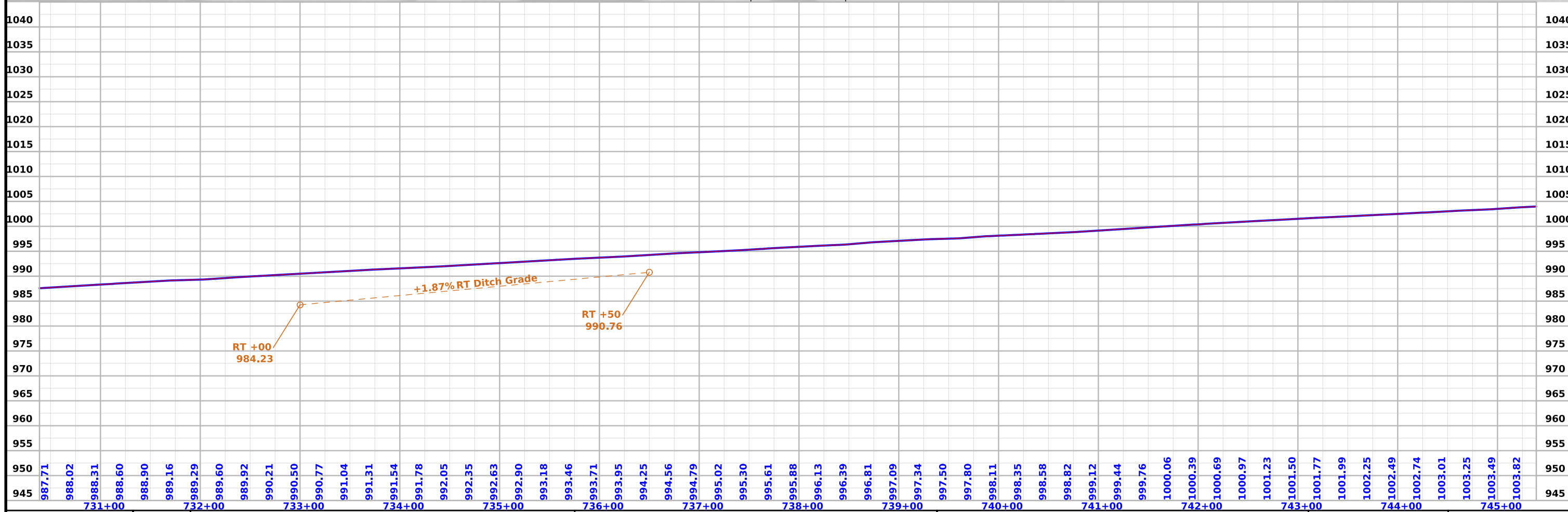
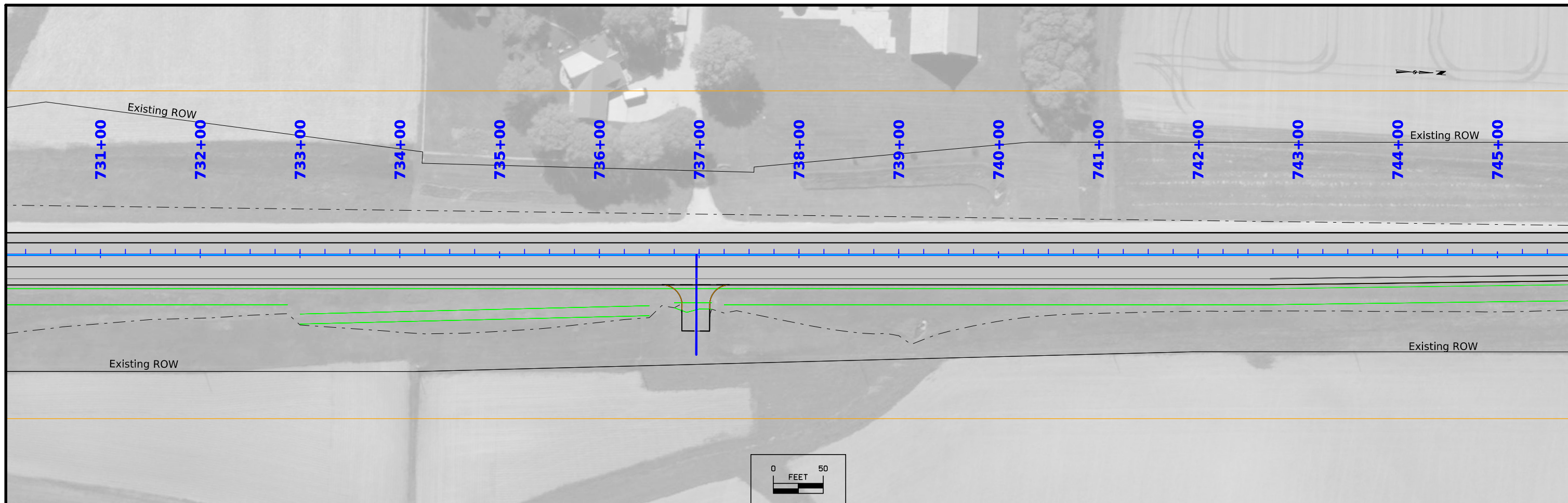


FILE NO.	ENGLISH	DESIGN TEAM Smyth/Matulac/Ringgenberg	TAMA COUNTY	PROJECT NUMBER NHSX-063-5(55)--3H-86	SHEET NUMBER D.24
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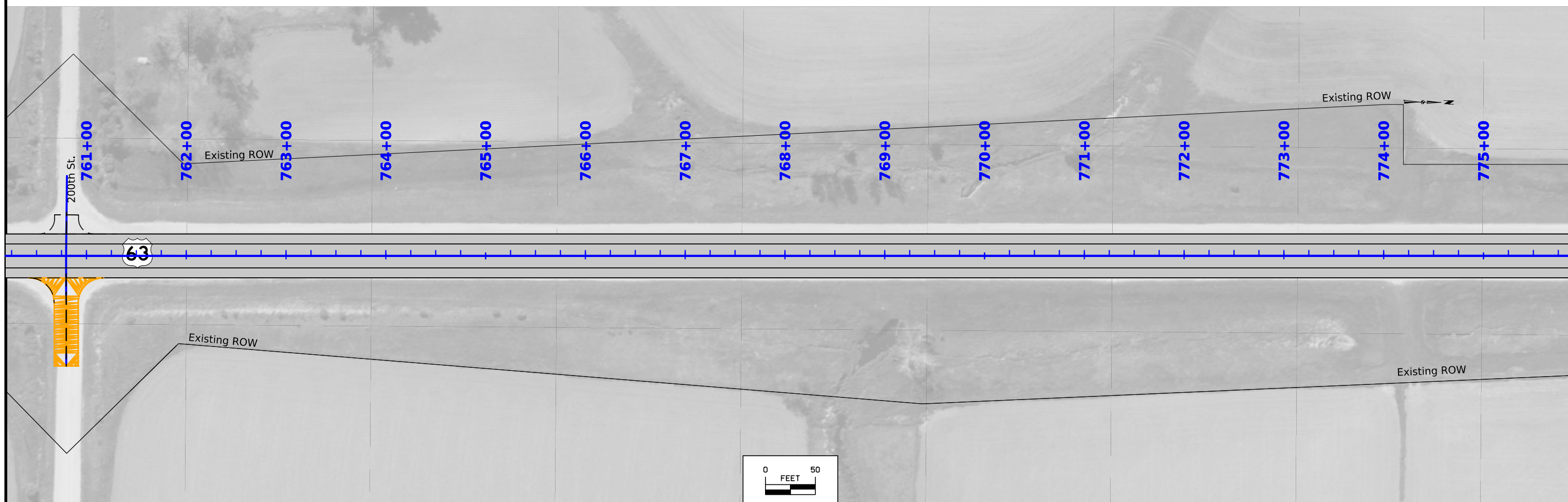
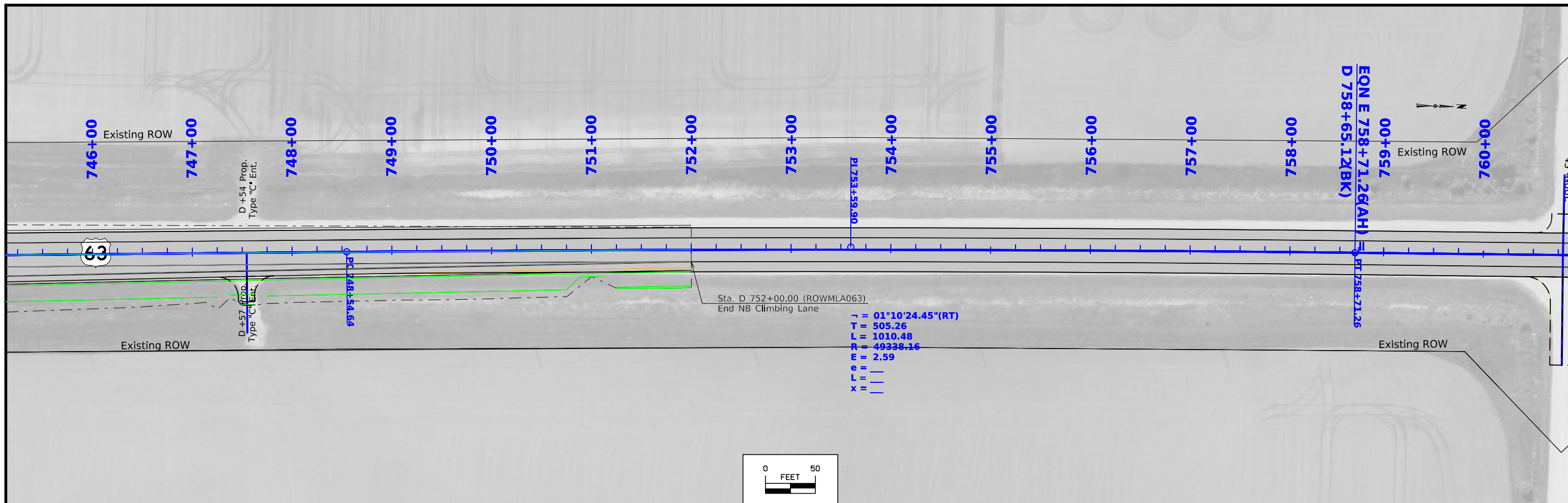


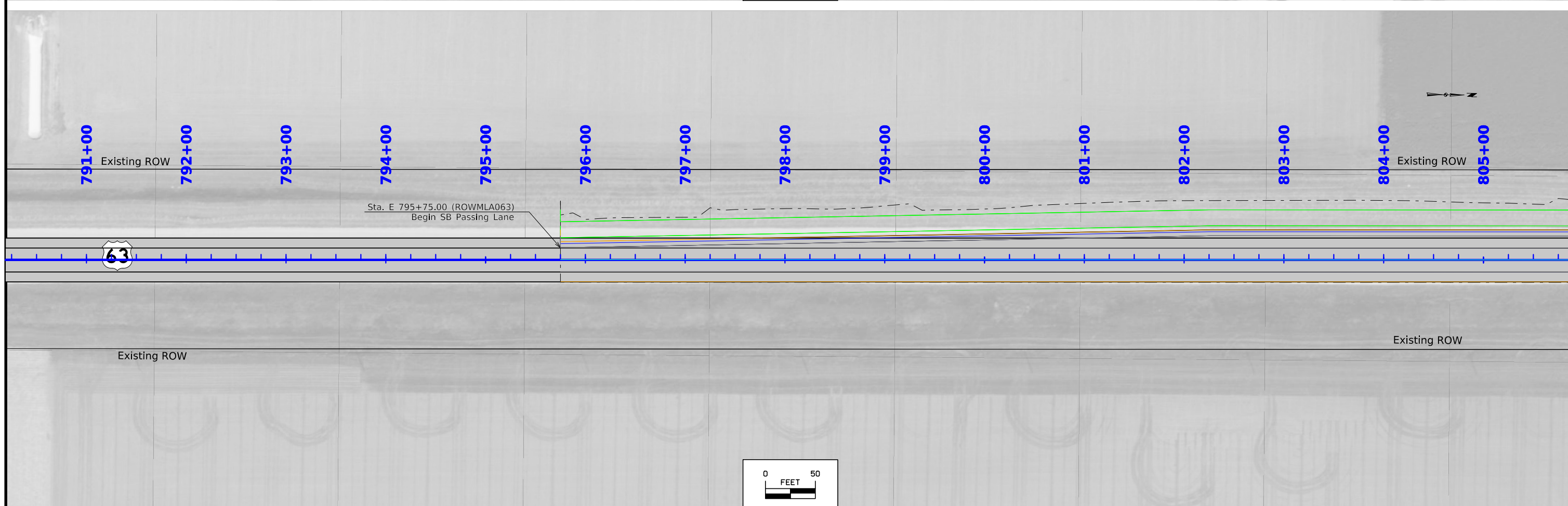
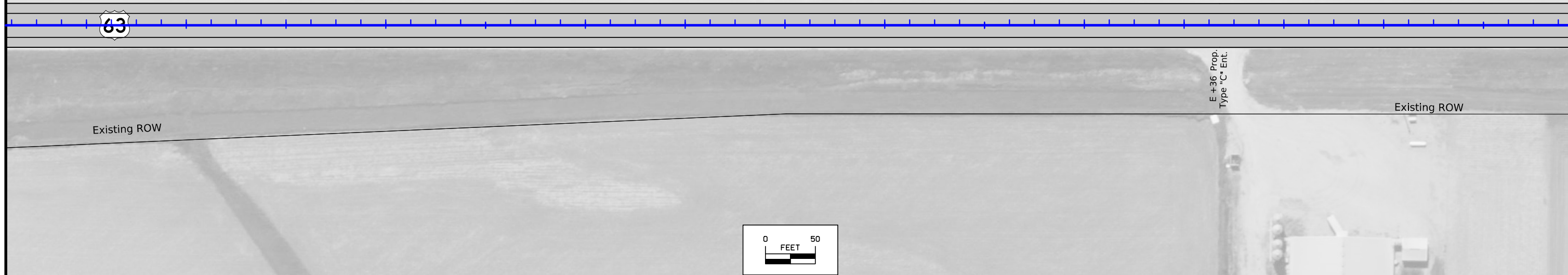
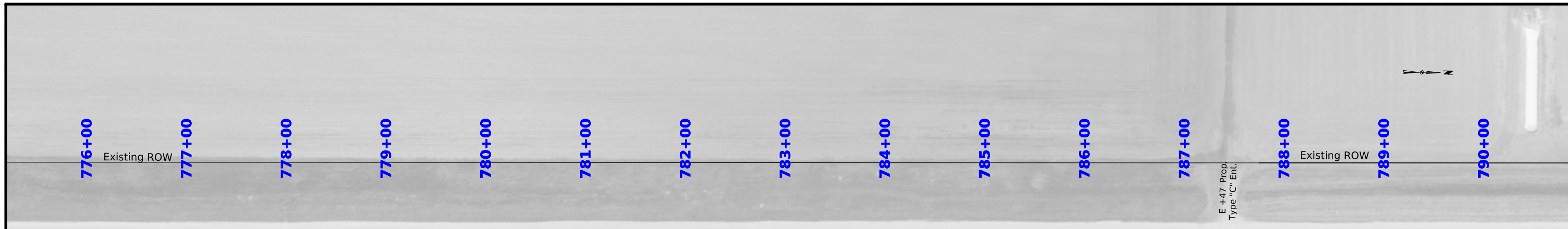


FILE NO.	ENGLISH	DESIGN TEAM	Smyth/Matulac/Ringgenberg	TAMA COUNTY	PROJECT NUMBER	NHSX-063-5(55)--3H-86	SHEET NUMBER	D.26
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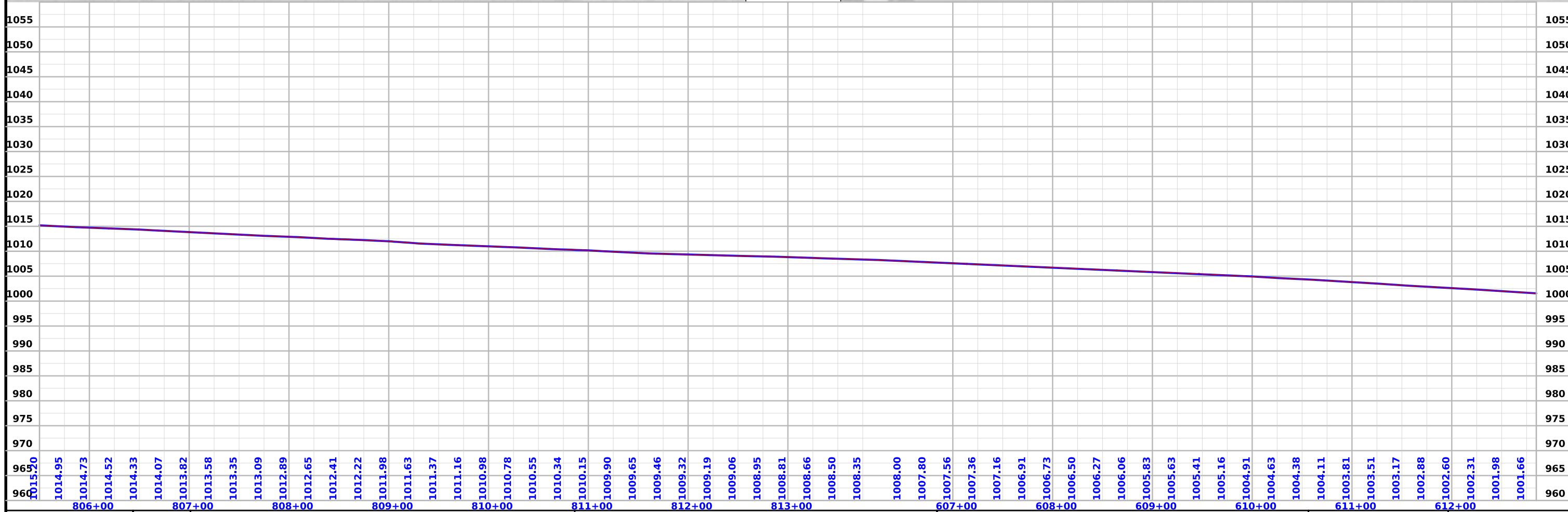
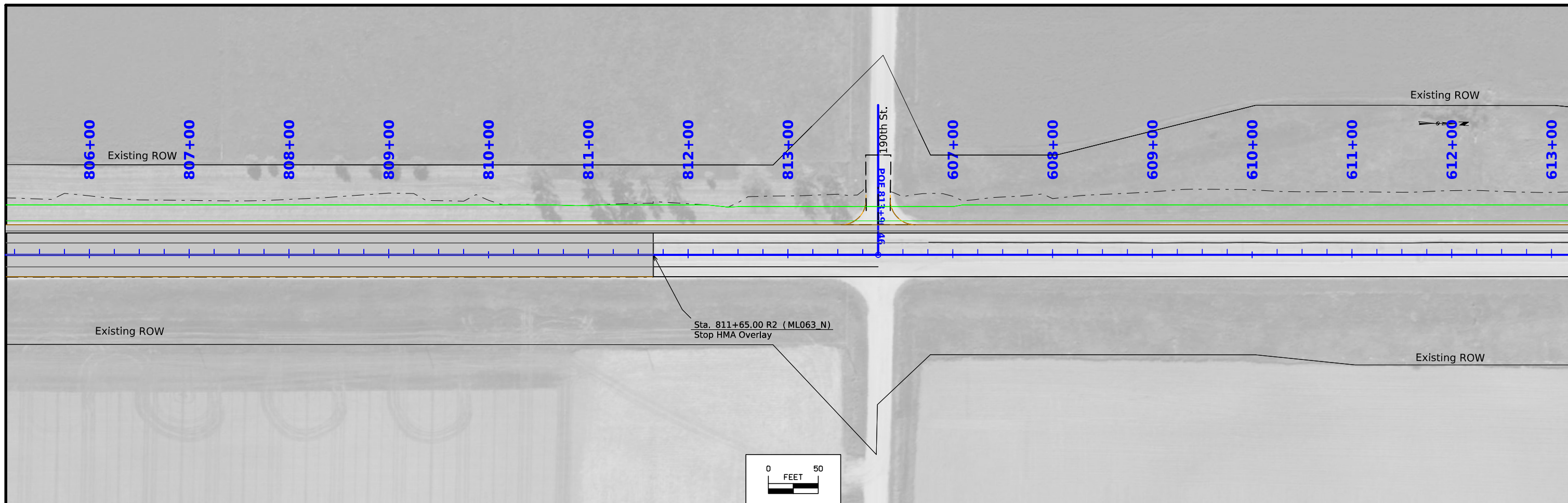


FILE NO.	ENGLISH	DESIGN TEAM	Smyth/Matulac/Ringgenberg	TAMA COUNTY	PROJECT NUMBER	NHSX-063-5(55)--3H-86	SHEET NUMBER	D.27
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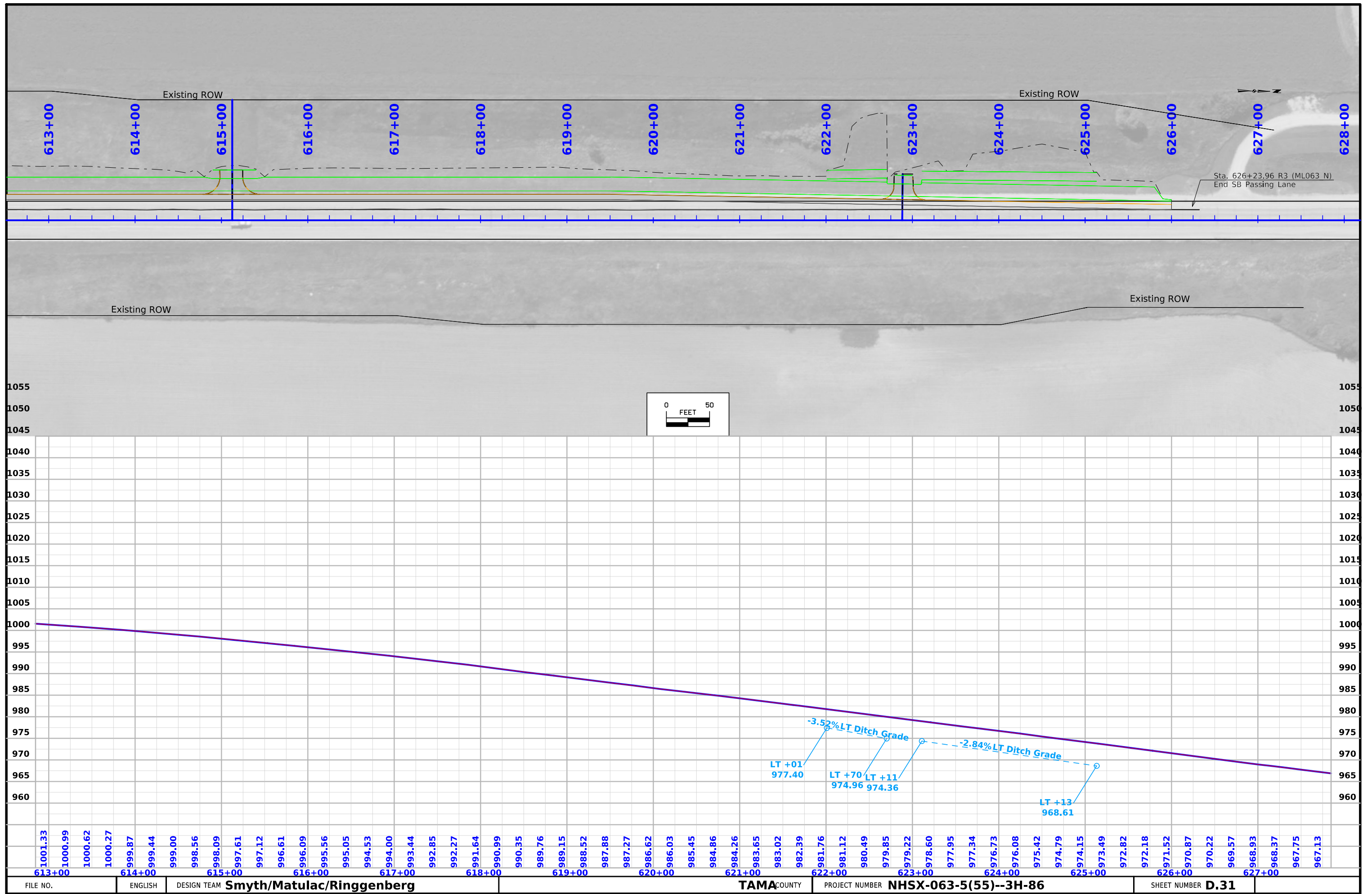




FILE NO.	ENGLISH	DESIGN TEAM Smyth/Matulac/Ringgenberg	TAMA COUNTY	PROJECT NUMBER NHSX-063-5(55)--3H-86	SHEET NUMBER D.28
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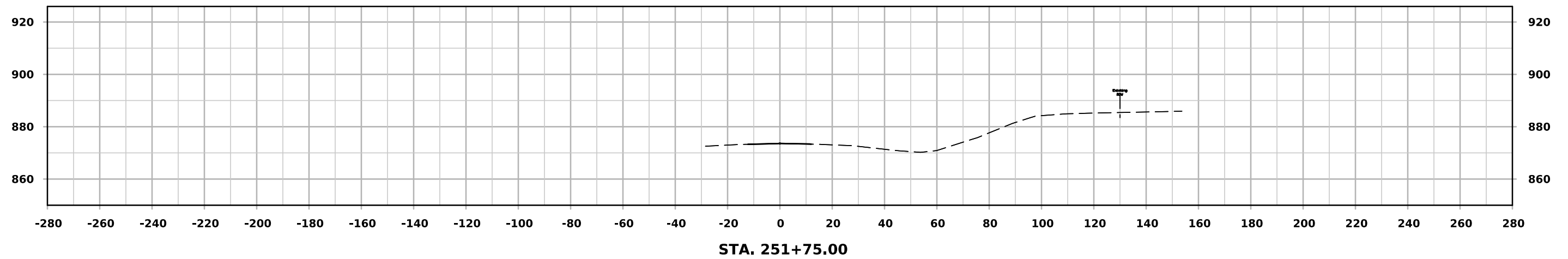
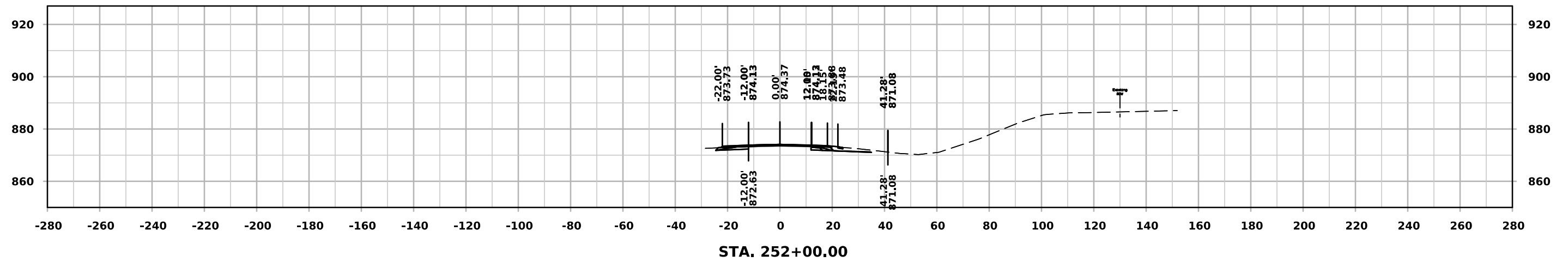
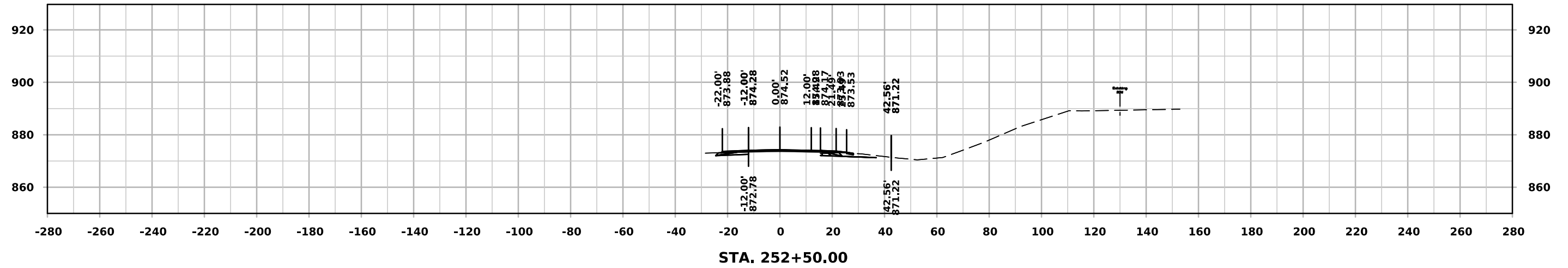


FILE NO.	ENGLISH	DESIGN TEAM	TAMA COUNTY	PROJECT NUMBER	SHEET NUMBER
		Smyth/Matulac/Ringgenberg		NHSX-063-5(55)--3H-86	D.30

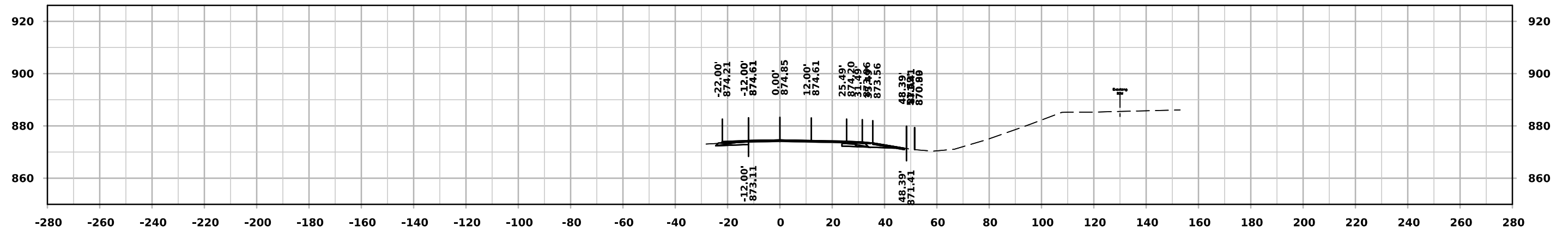


FILE NO.	ENGLISH	DESIGN TEAM	Smyth/Matulac/Ringgenberg	TAMA COUNTY	PROJECT NUMBER	NHSX-063-5(55)--3H-86	SHEET NUMBER	D.31
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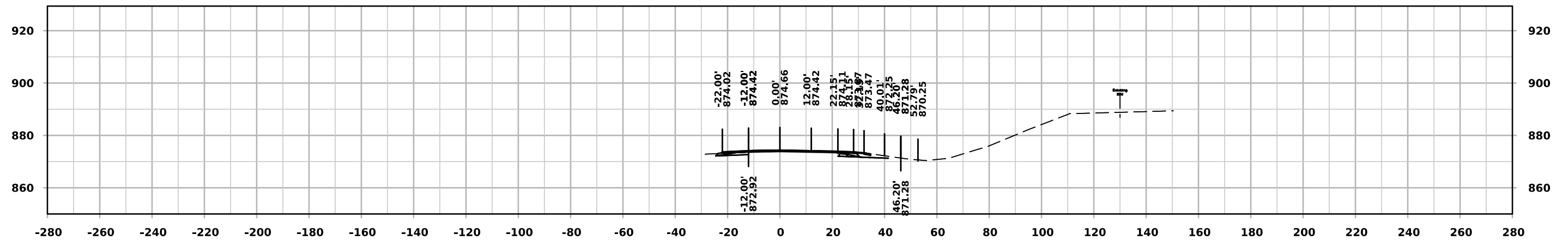
ML - US 63



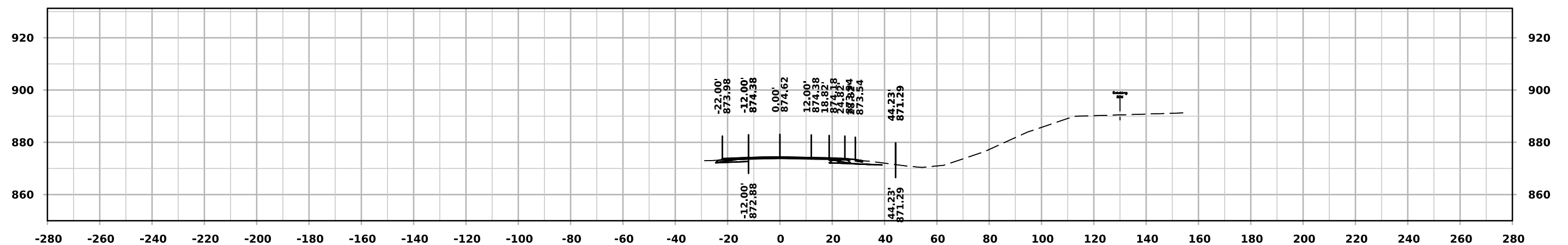
ML - US 63



STA. 254+00.00

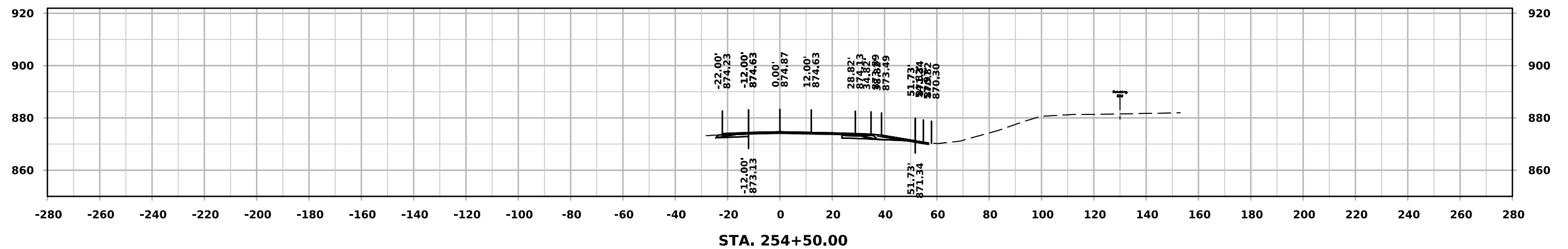
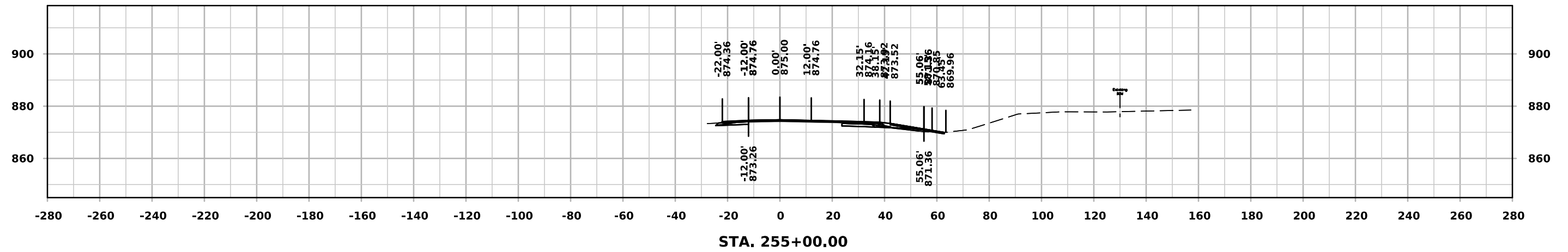
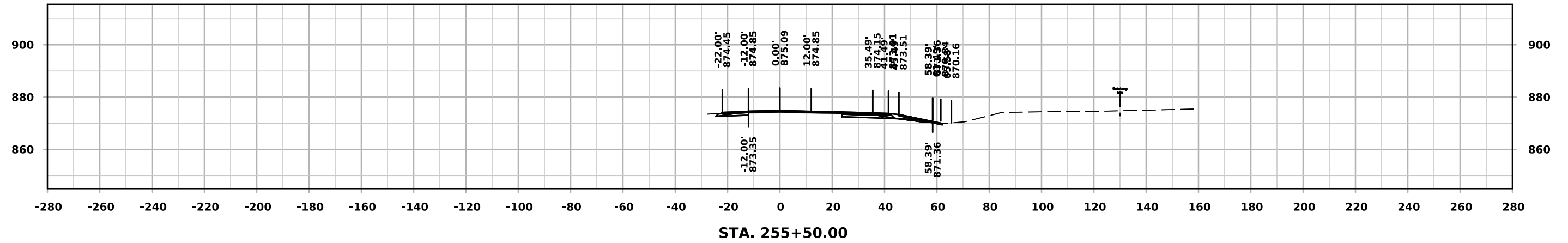


STA. 253+50.00

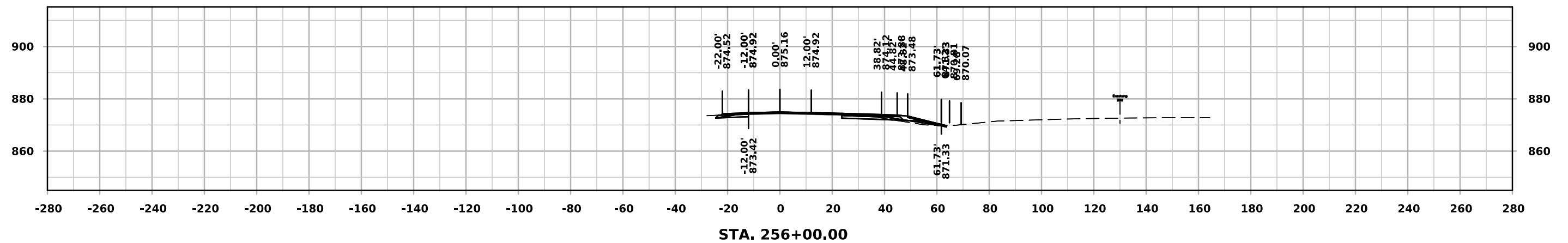
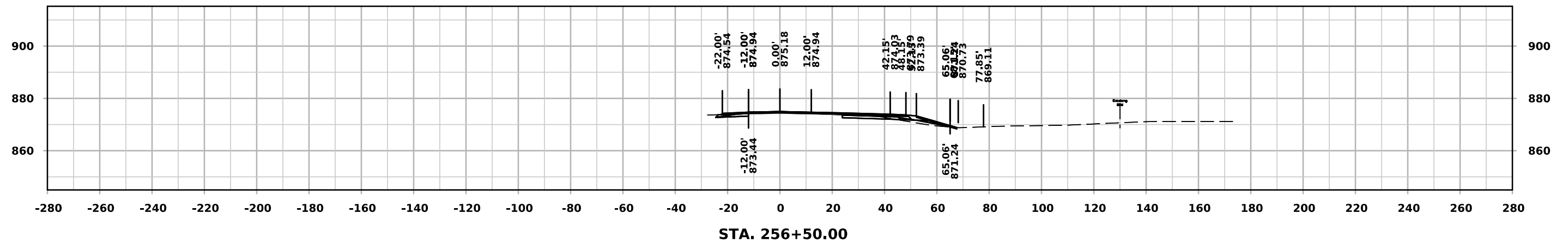
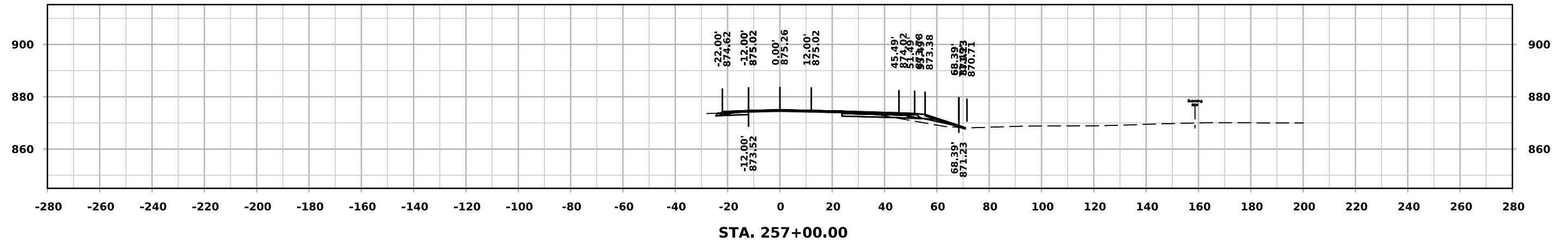


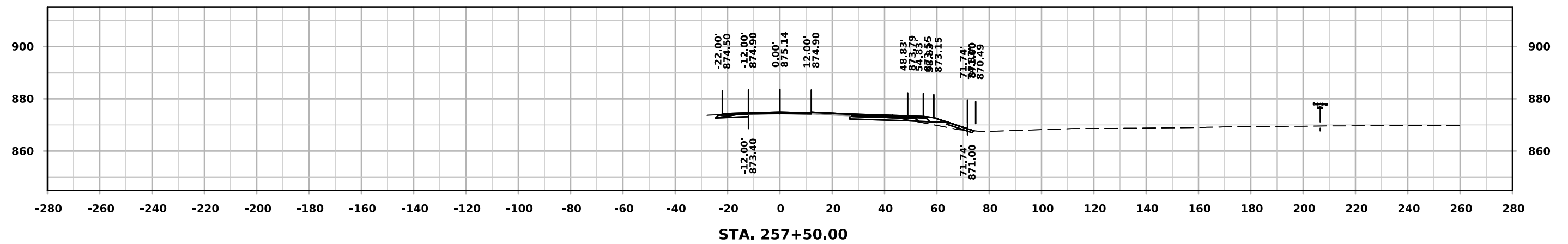
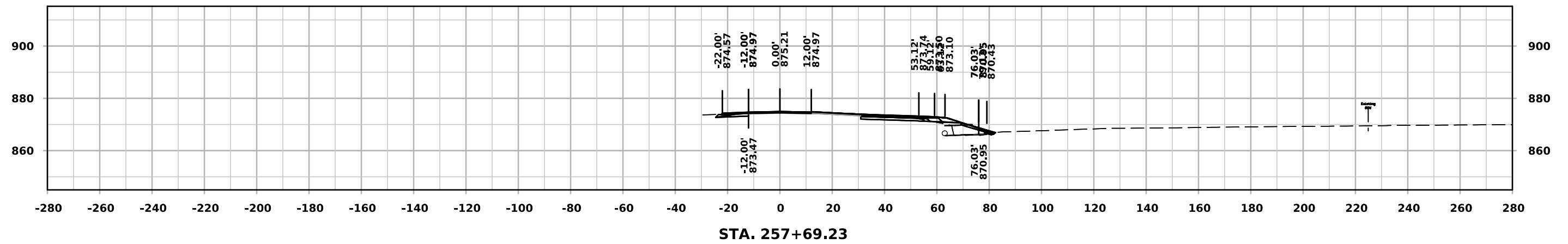
STA. 253+00.00

ML - US 63

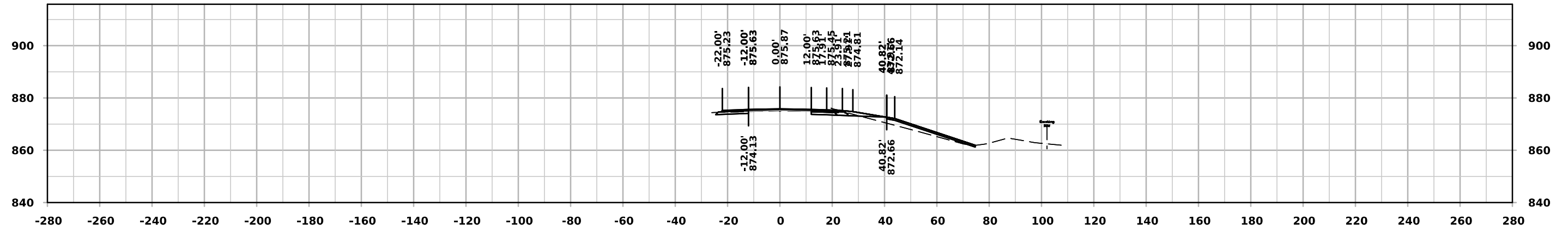


ML - US 63

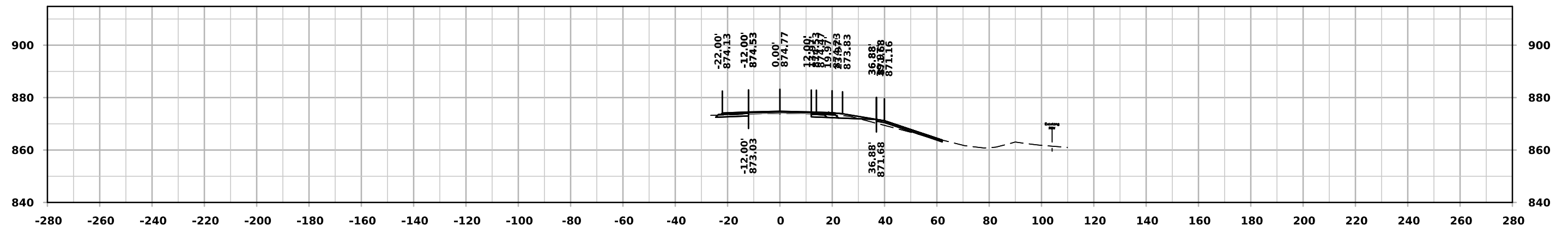




ML - US 63

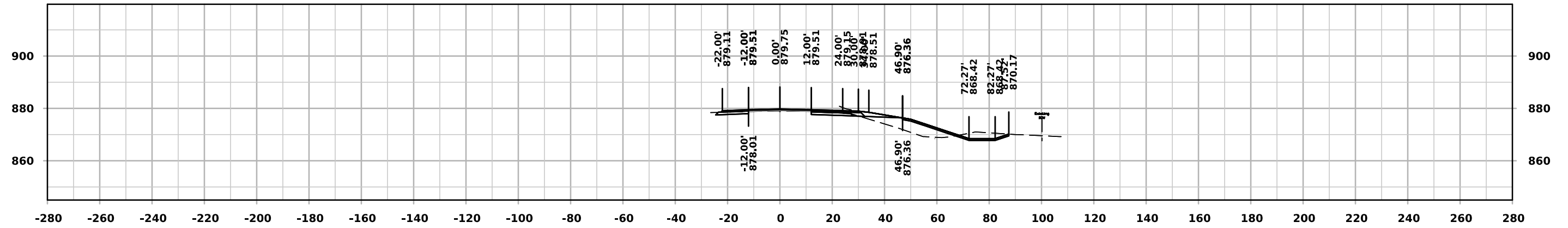


STA. 289+50.00

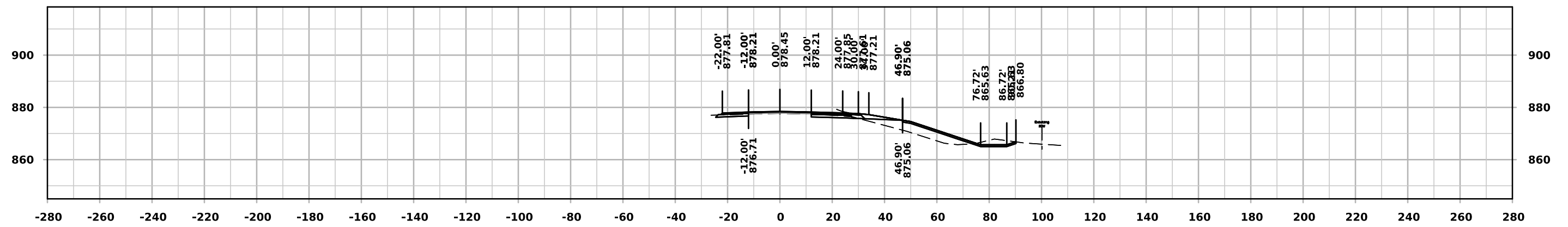


STA. 289+00.00

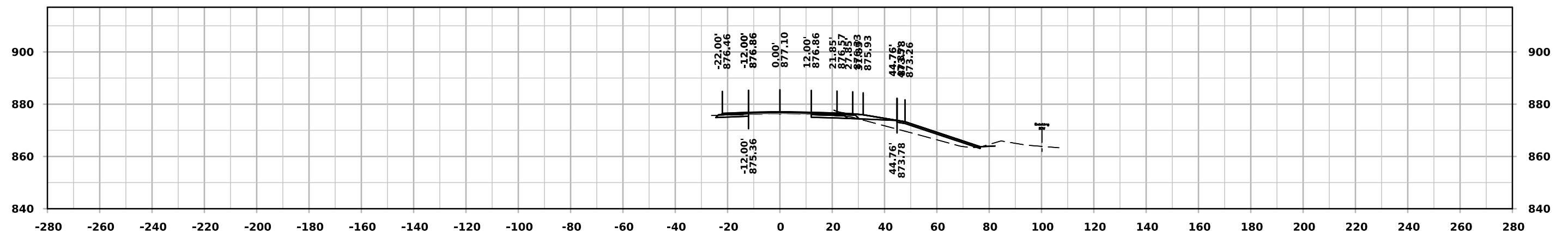
ML - US 63



STA. 291+00.00

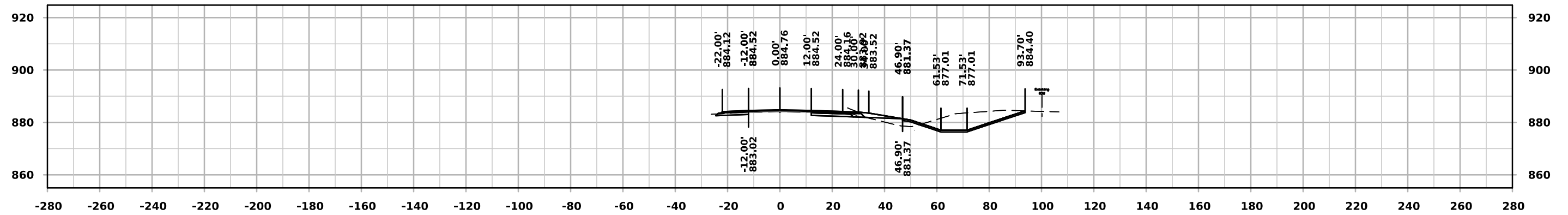


STA. 290+50.00

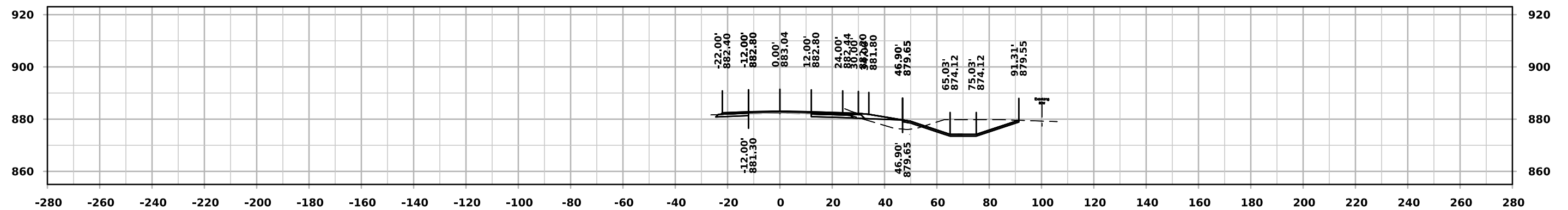


STA. 290+00.00

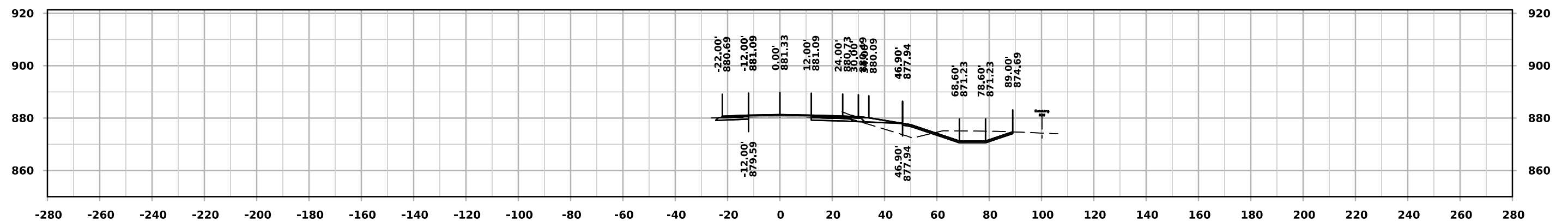
ML - US 63



STA. 292+50.00

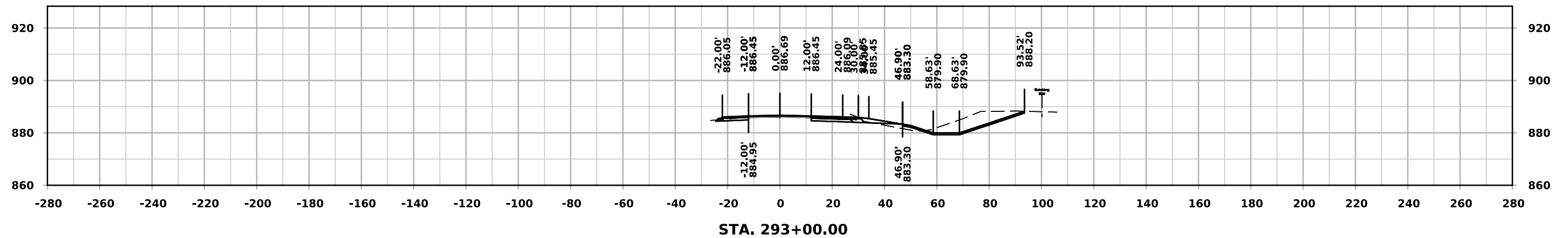
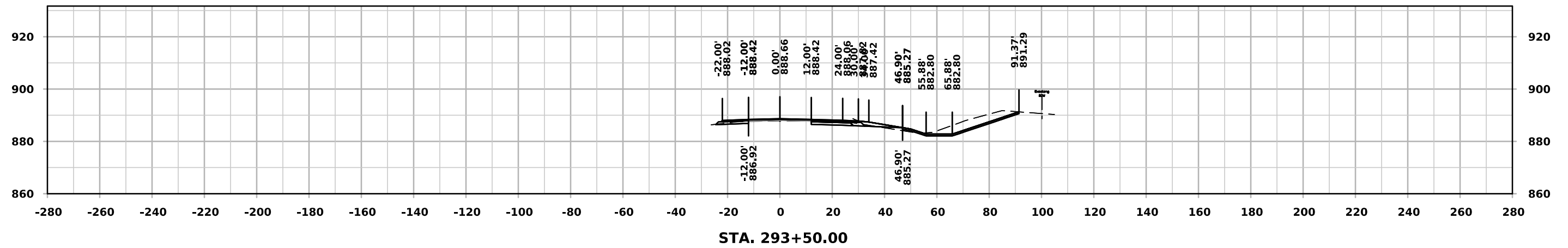
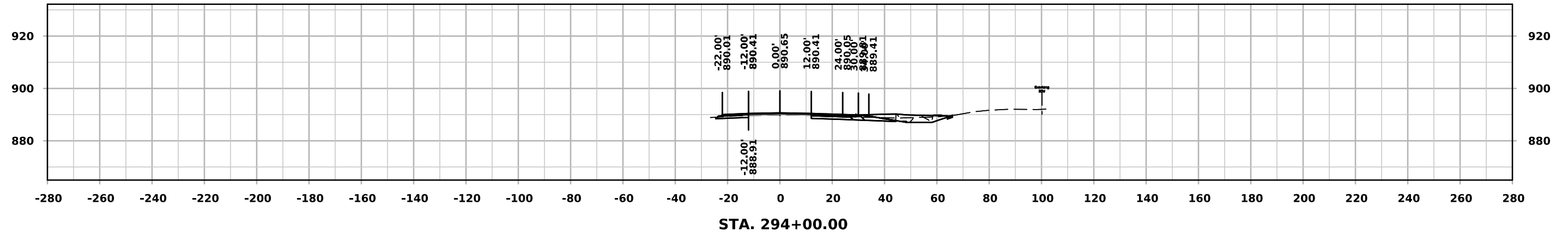


STA. 292+00.00

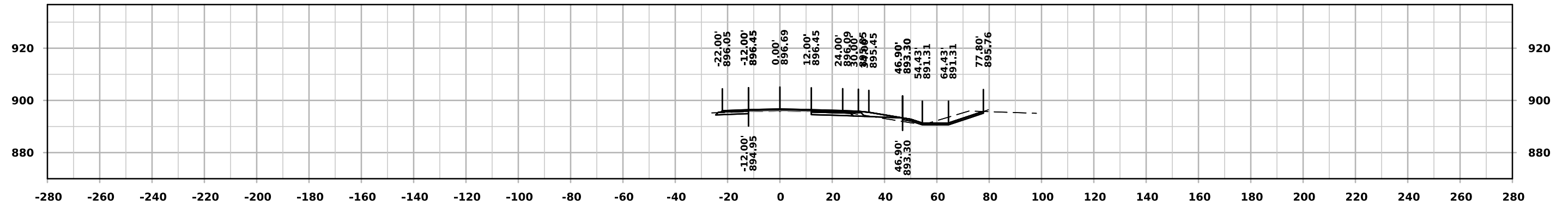


STA. 291+50.00

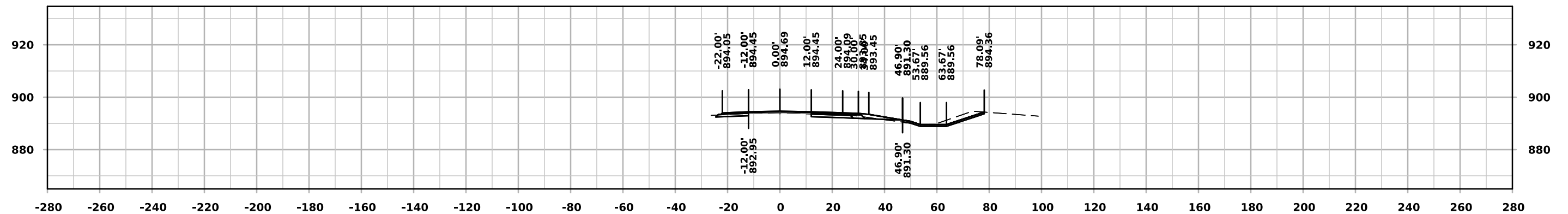
ML - US 63



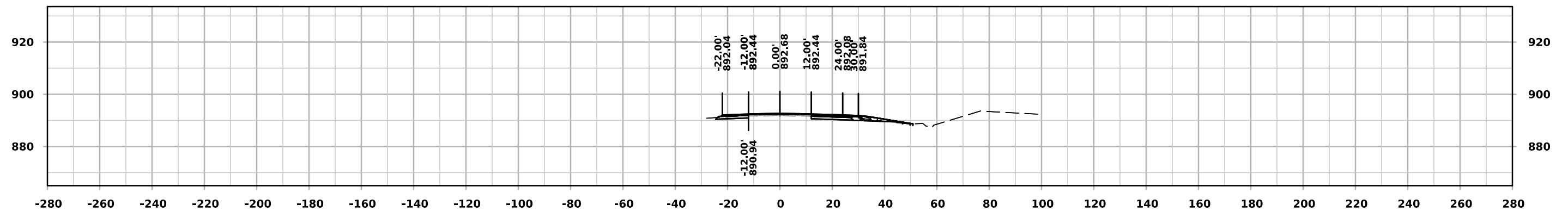
ML - US 63



STA. 295+50.00

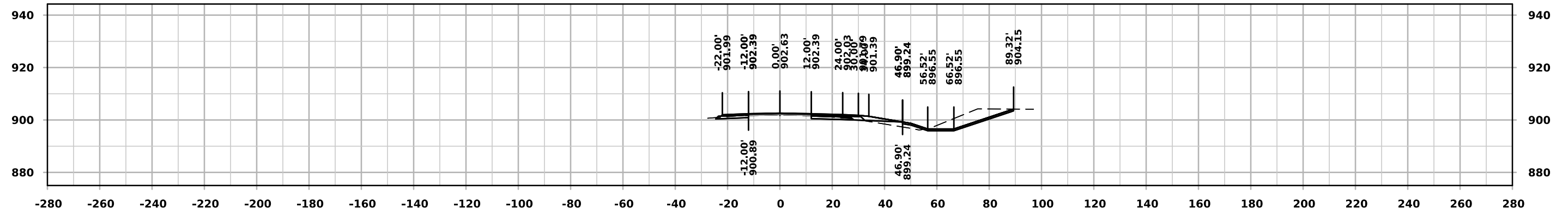


STA. 295+00.00

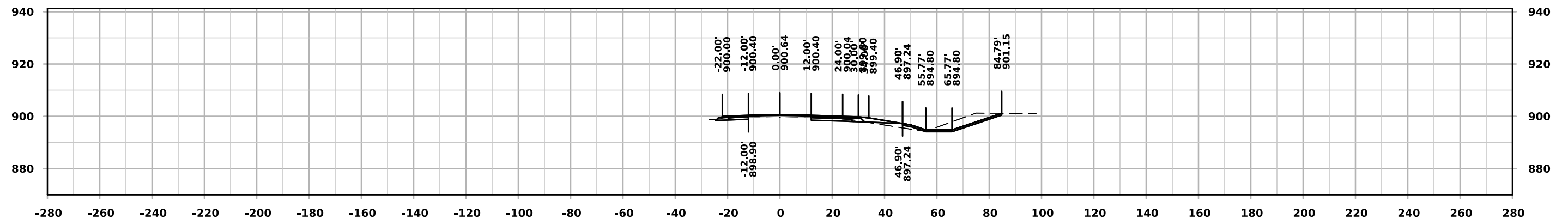


STA. 294+50.00

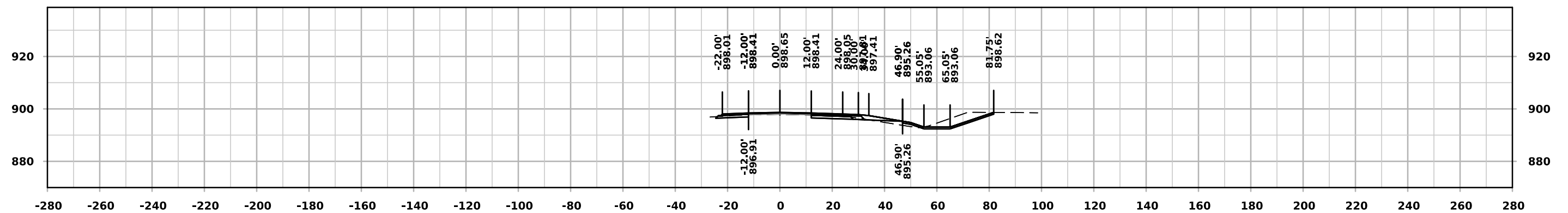
ML - US 63



STA. 297+00.00

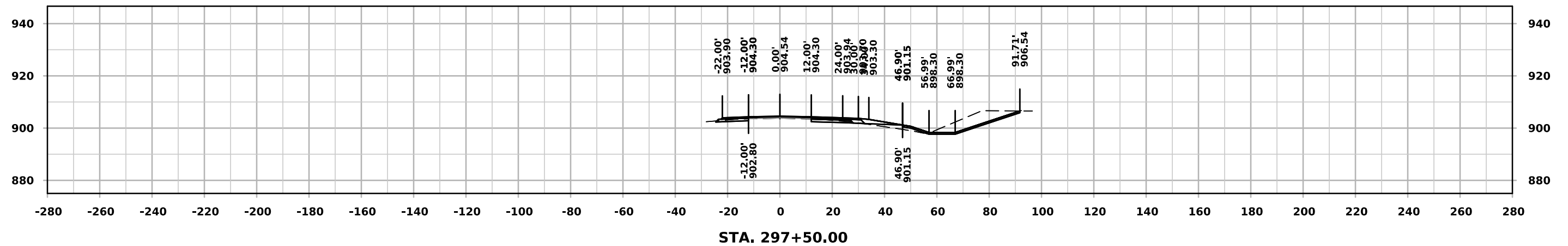
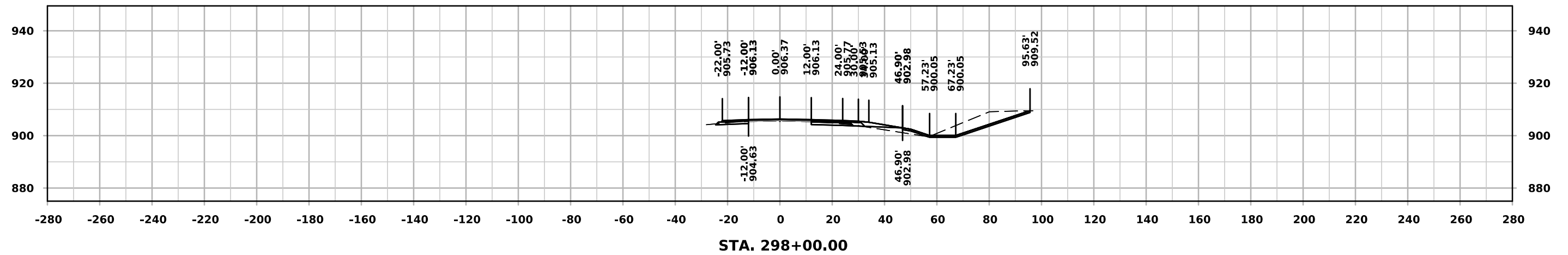
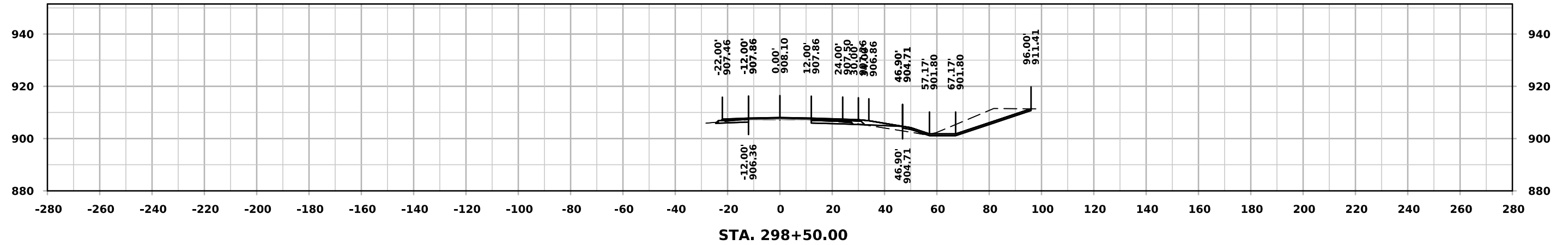


STA. 296+50.00

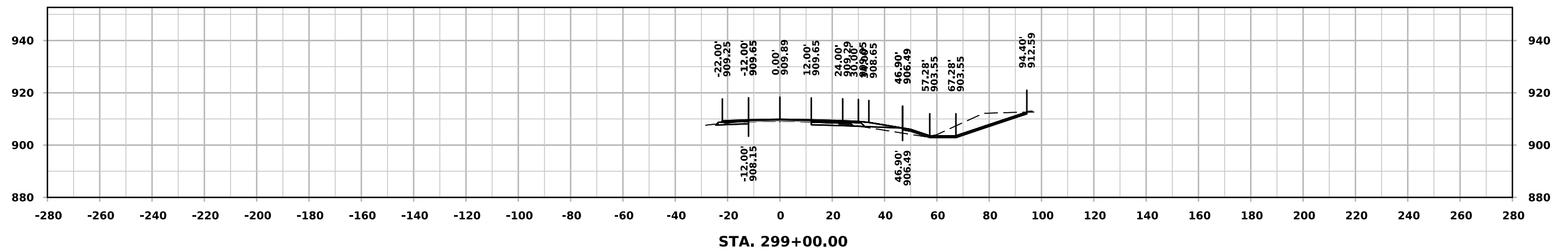
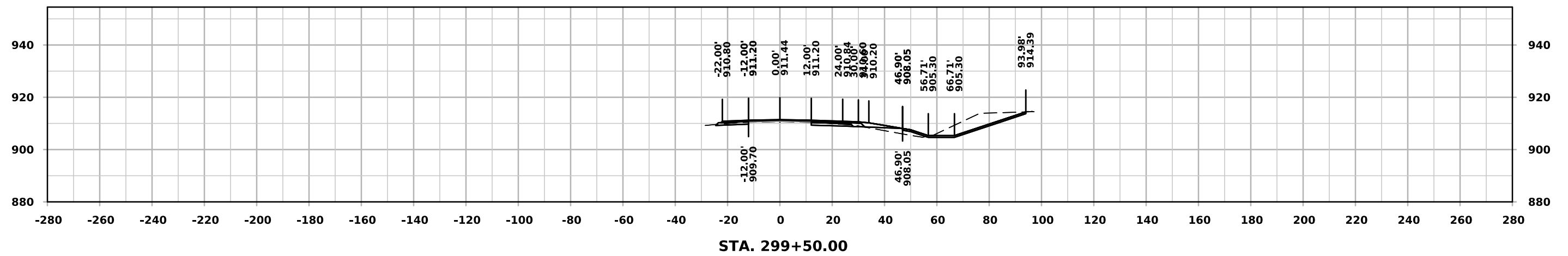
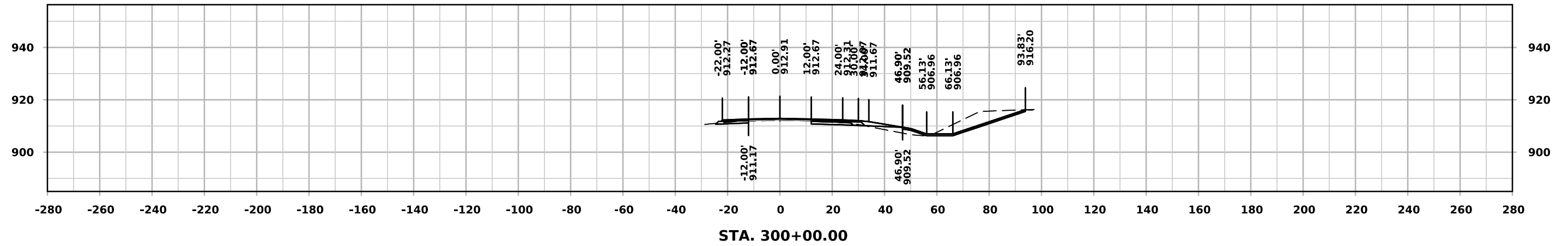


STA. 296+00.00

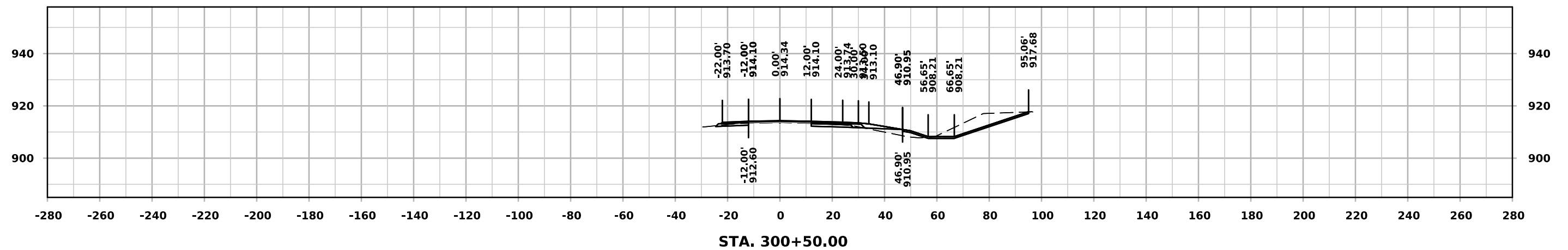
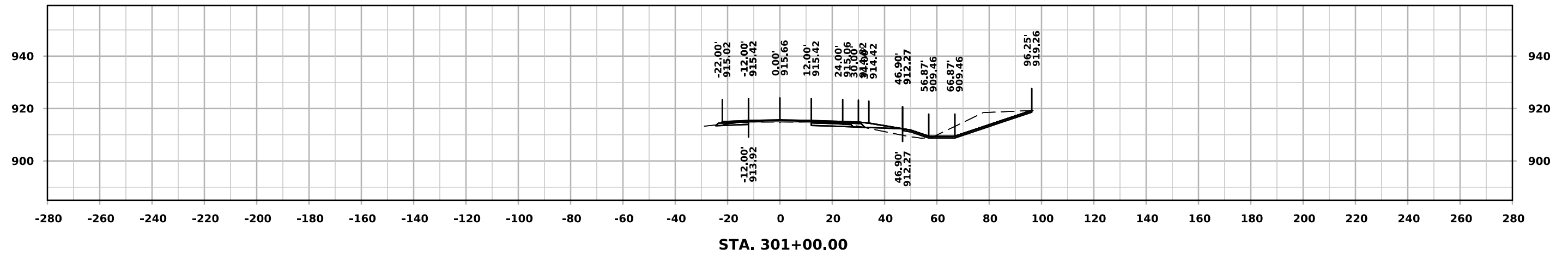
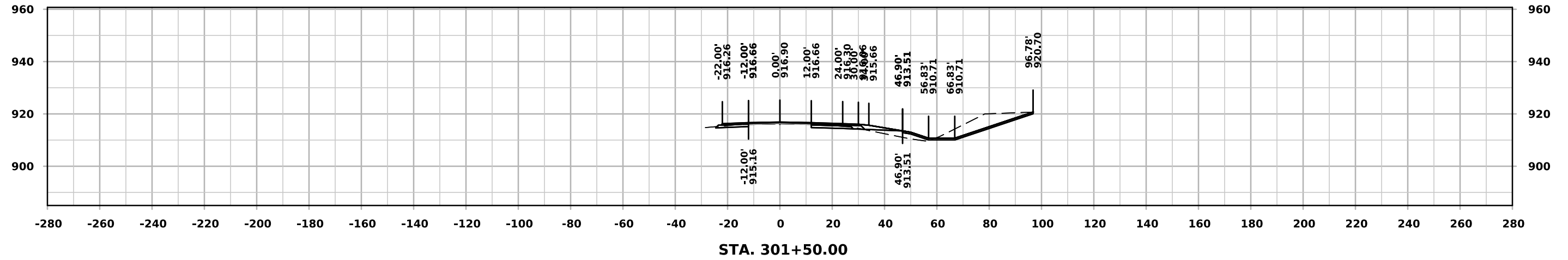
ML - US 63



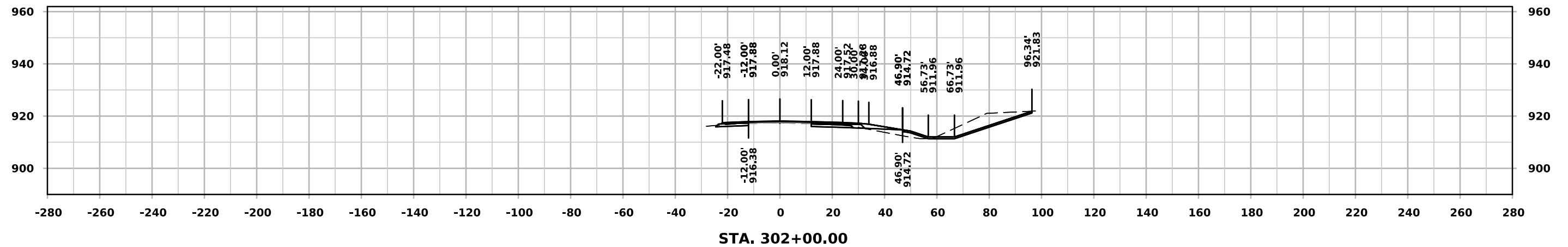
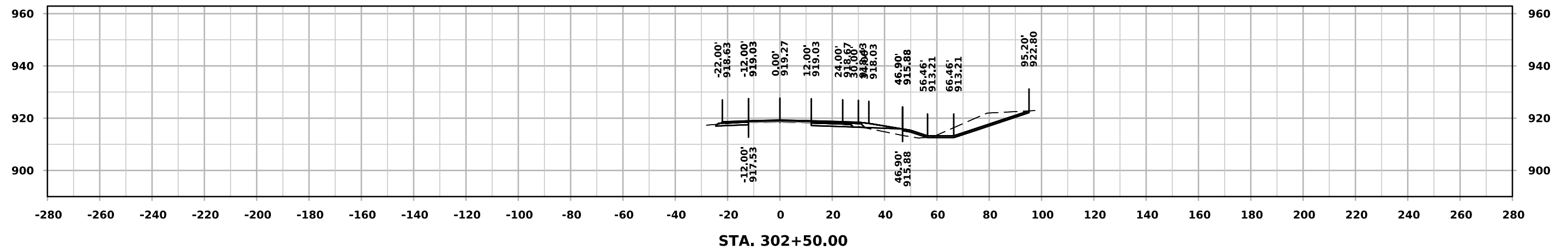
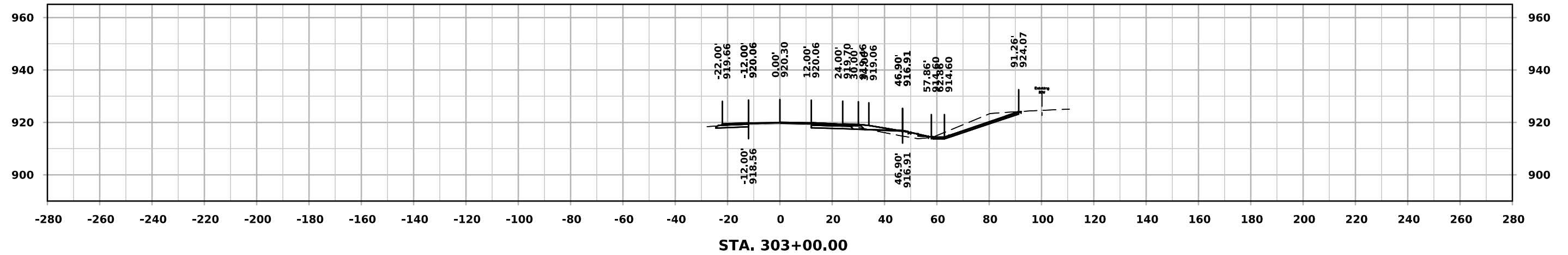
ML - US 63



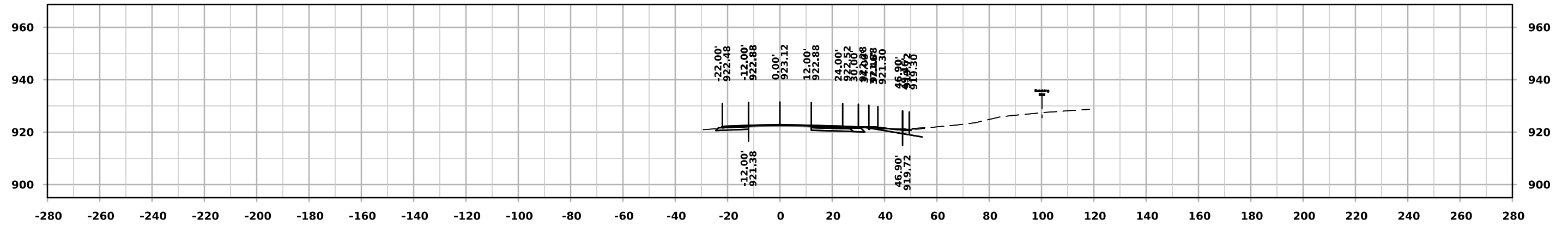
ML - US 63



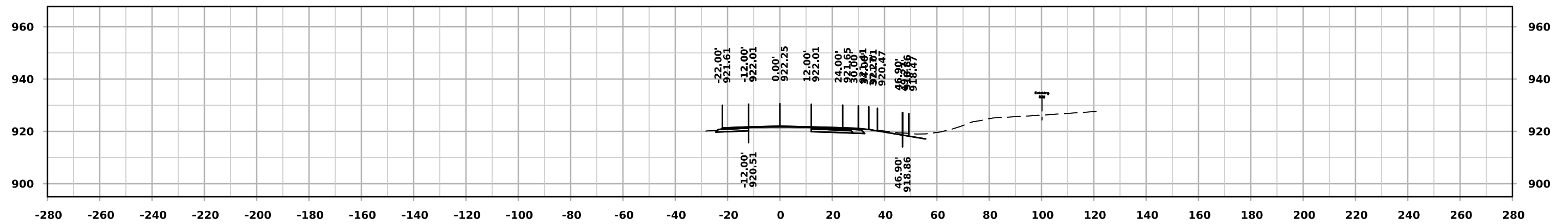
ML - US 63



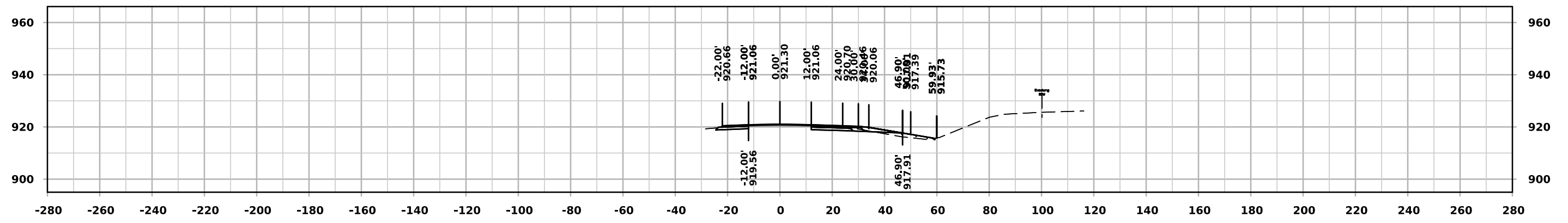
ML - US 63



STA. 304+50.00

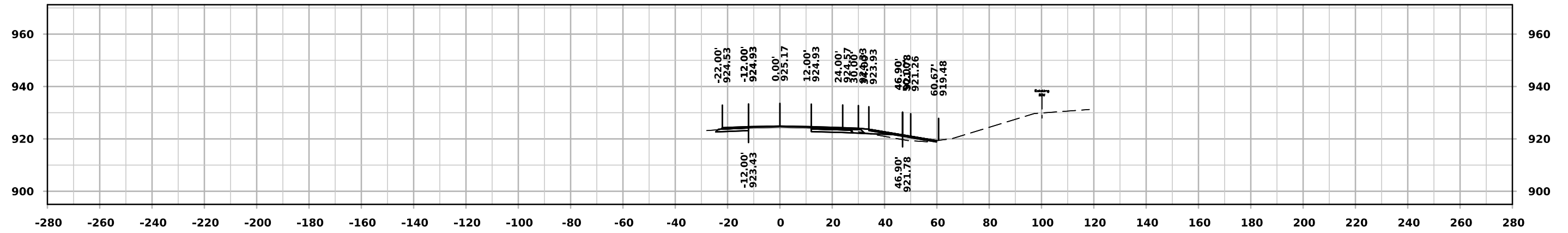


STA. 304+00.00

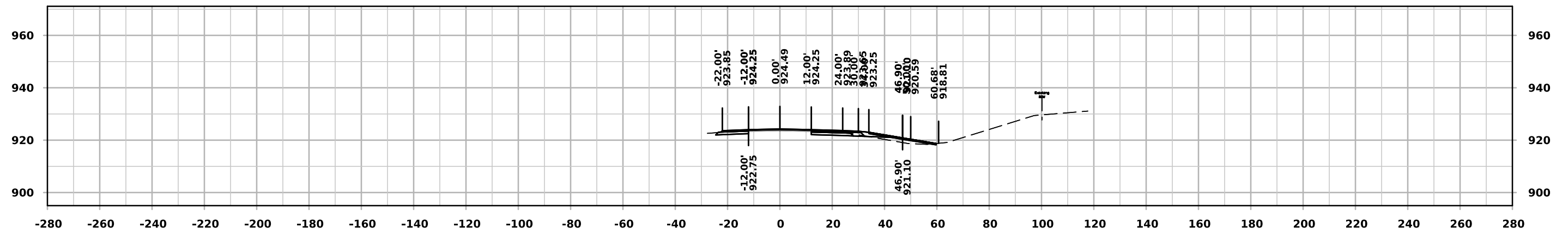


STA. 303+50.00

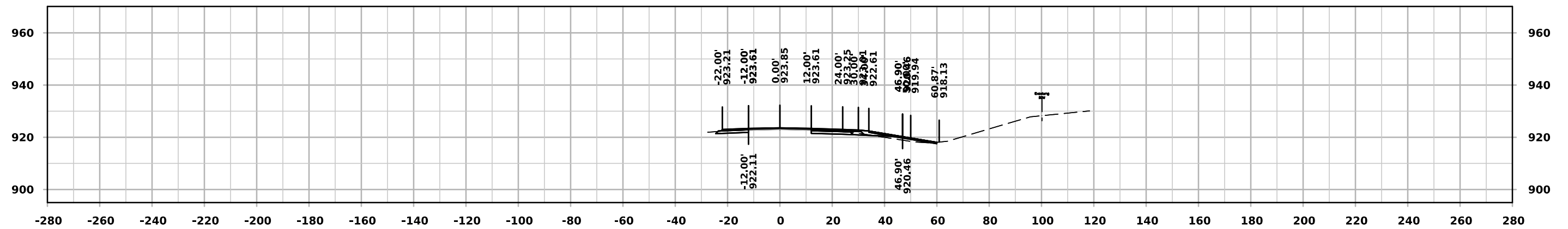
ML - US 63



STA. 306+00.00

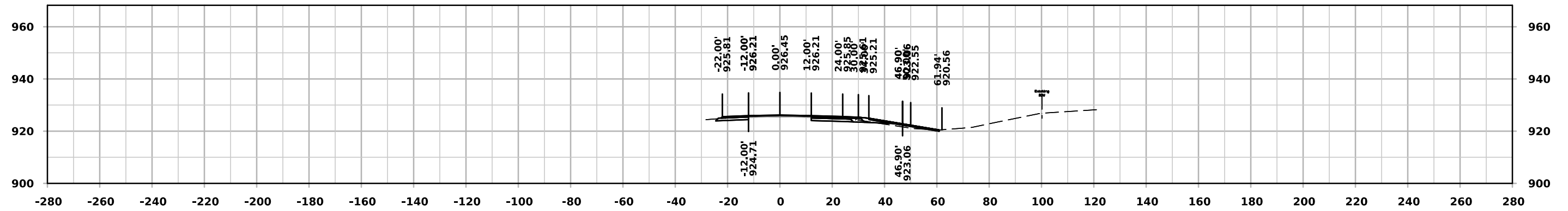


STA. 305+50.00

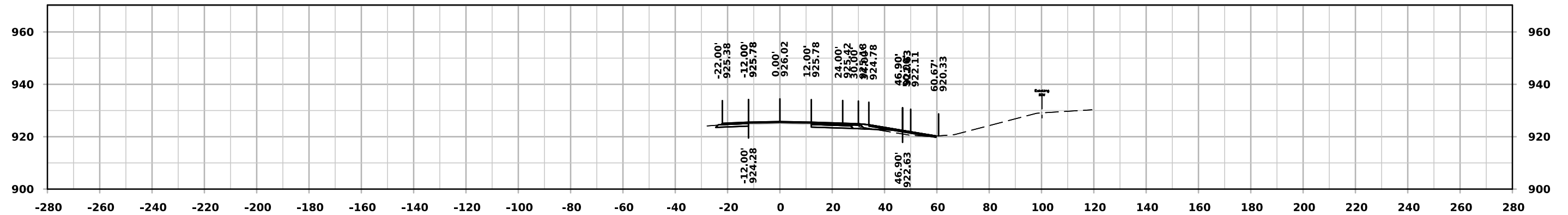


STA. 305+00.00

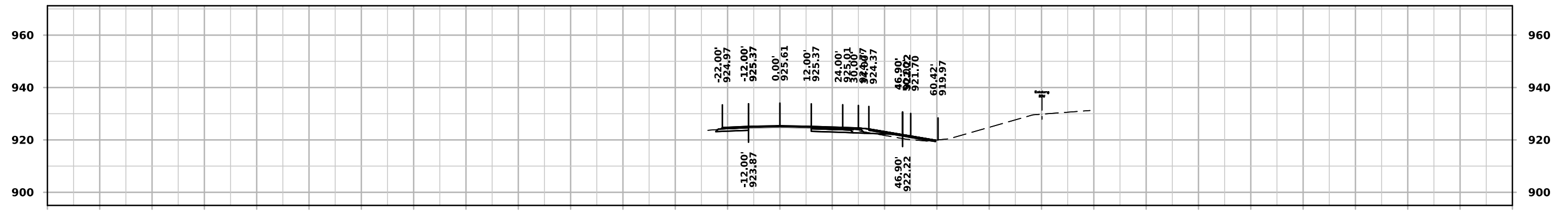
ML - US 63



STA. 307+50.00

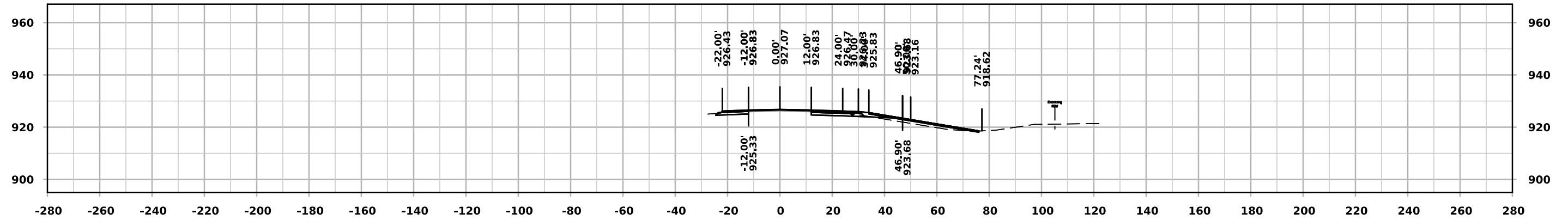


STA. 307+00.00

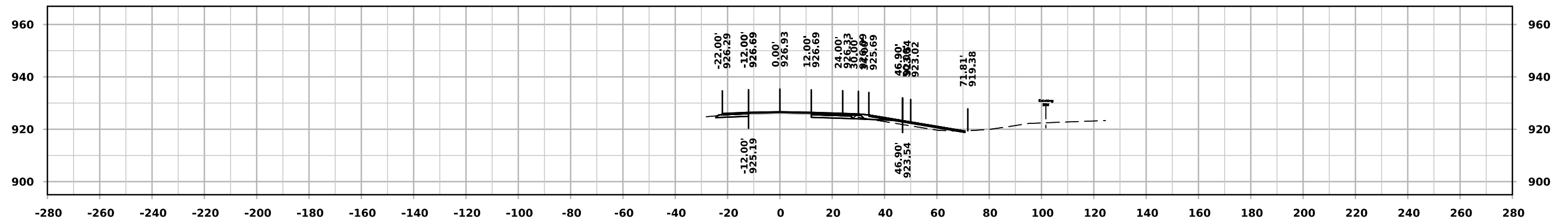


STA. 306+50.00

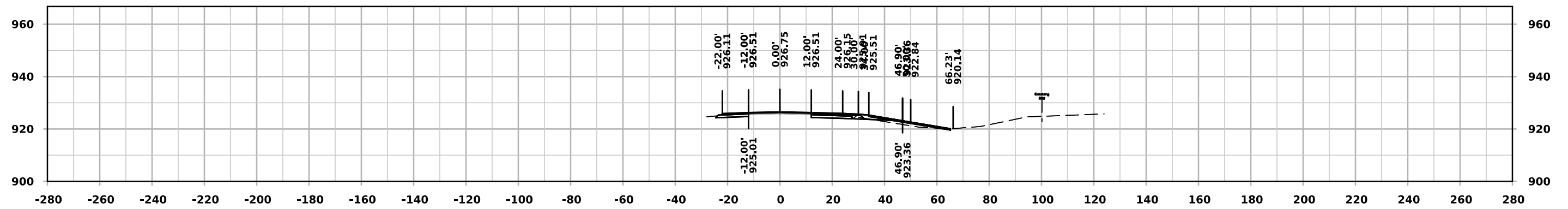
ML - US 63



STA. 309+00.00

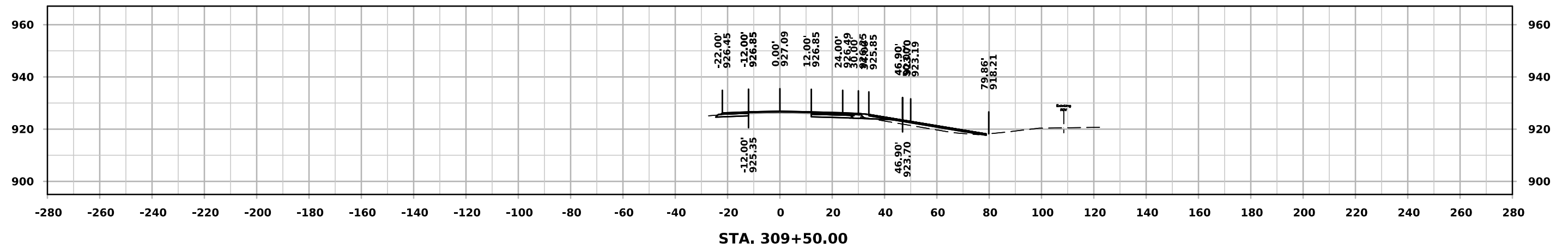
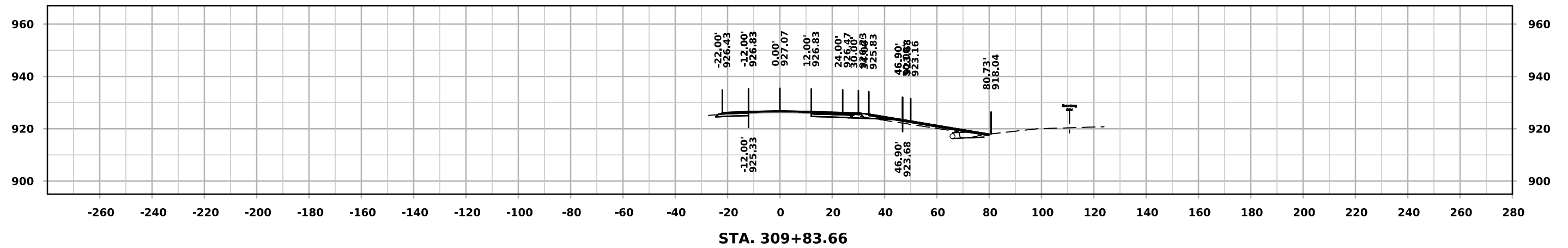
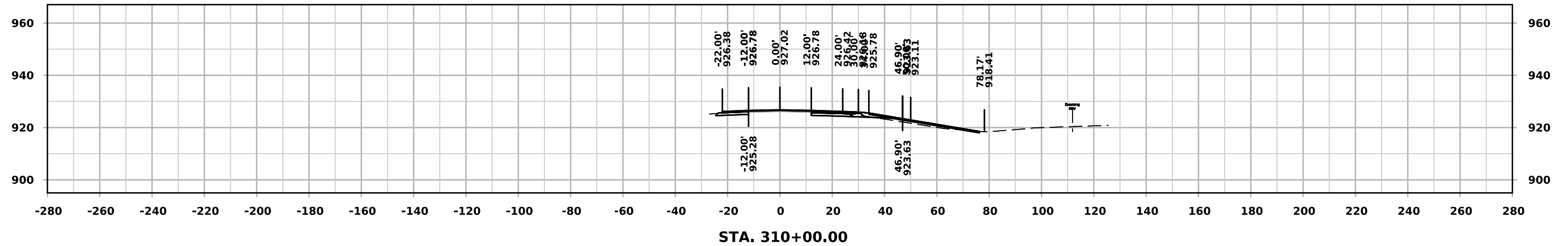


STA. 308+50.00

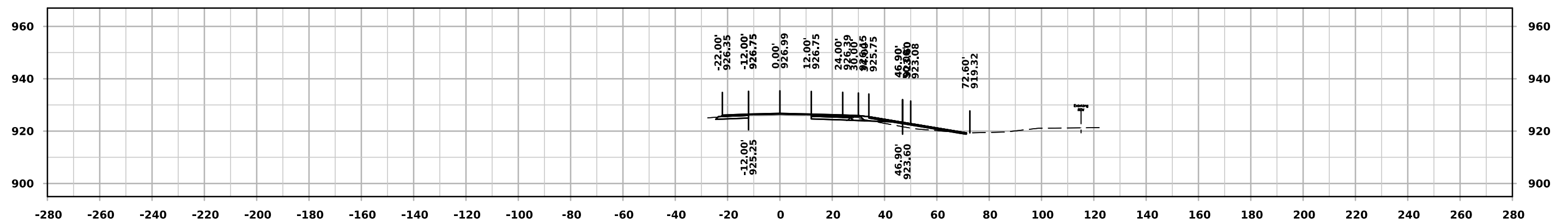
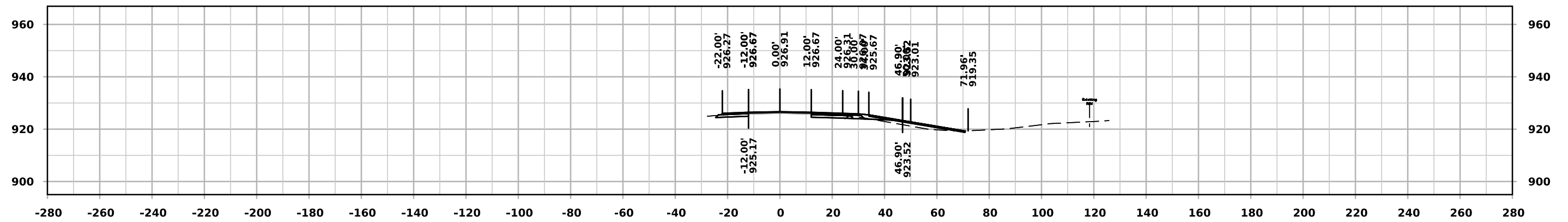
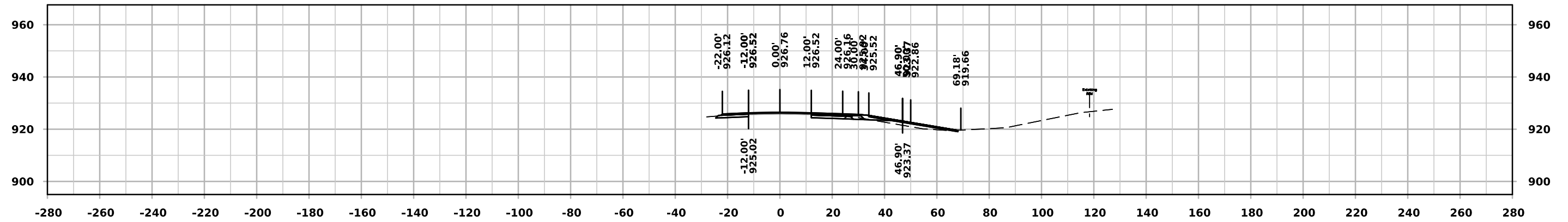


STA. 308+00.00

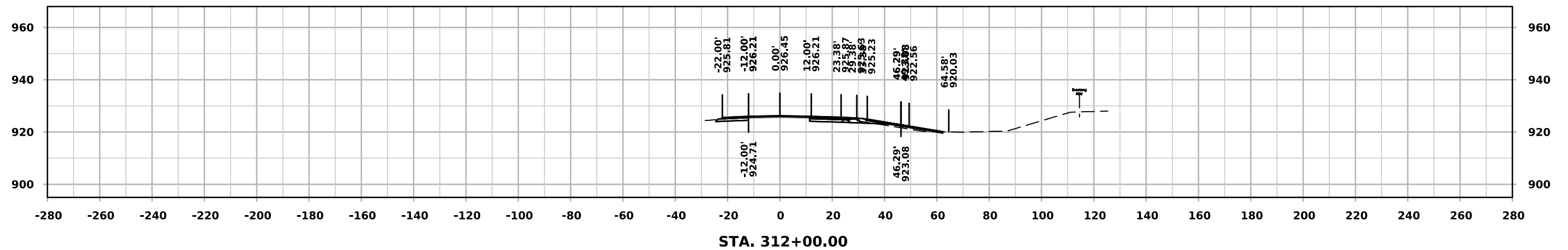
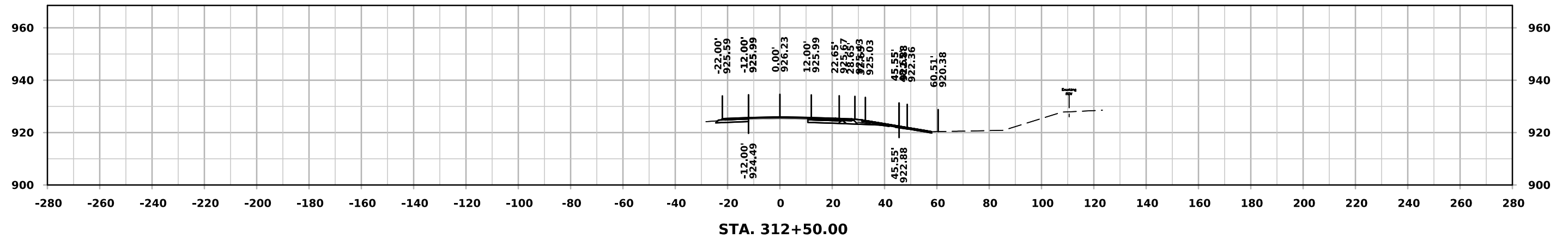
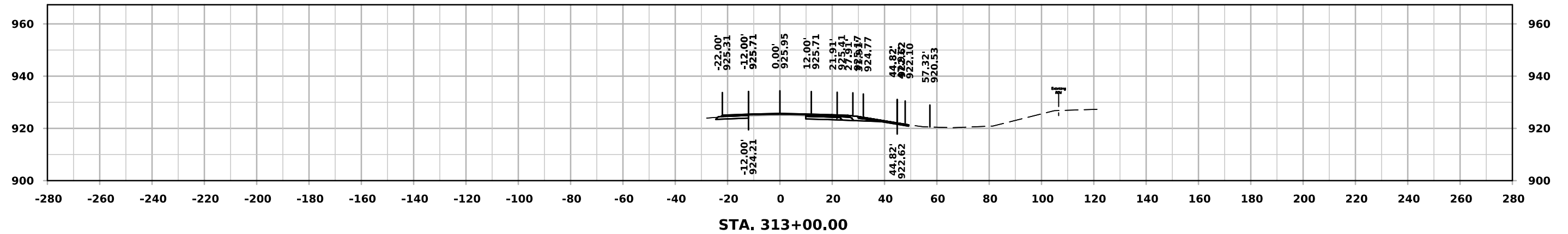
ML - US 63



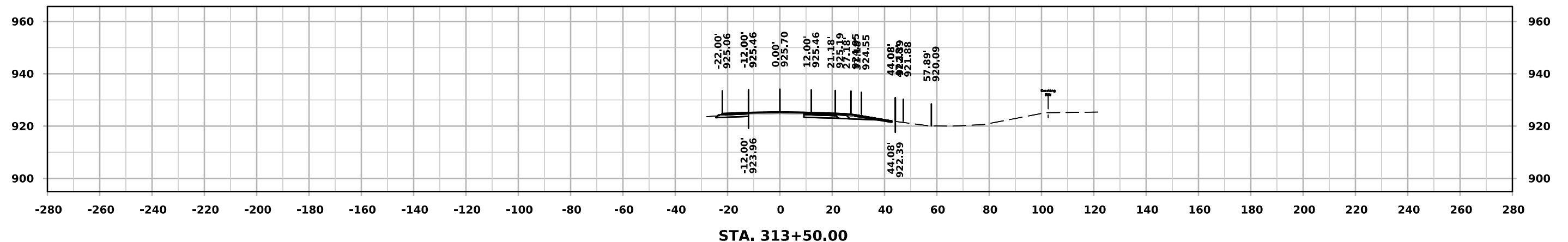
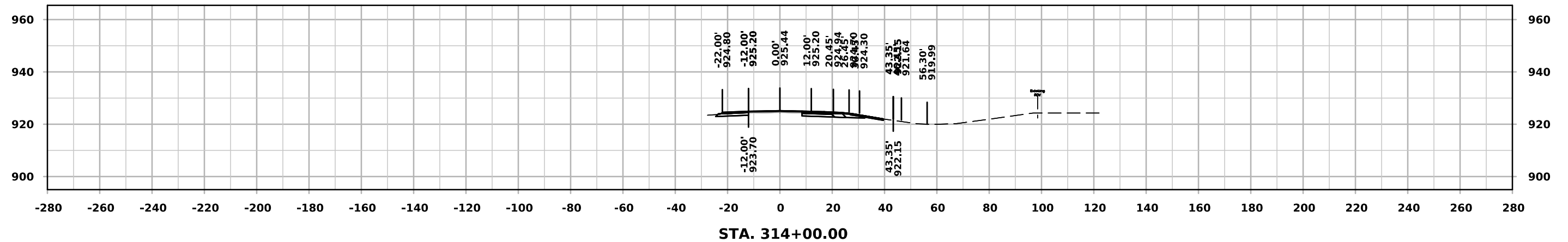
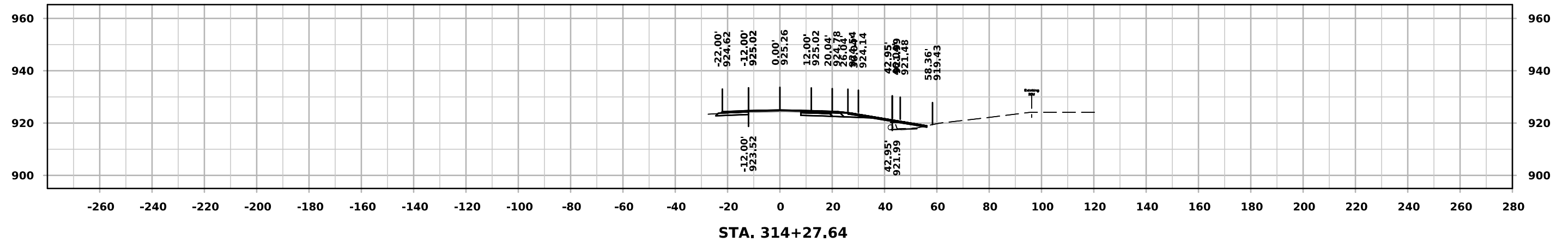
ML - US 63



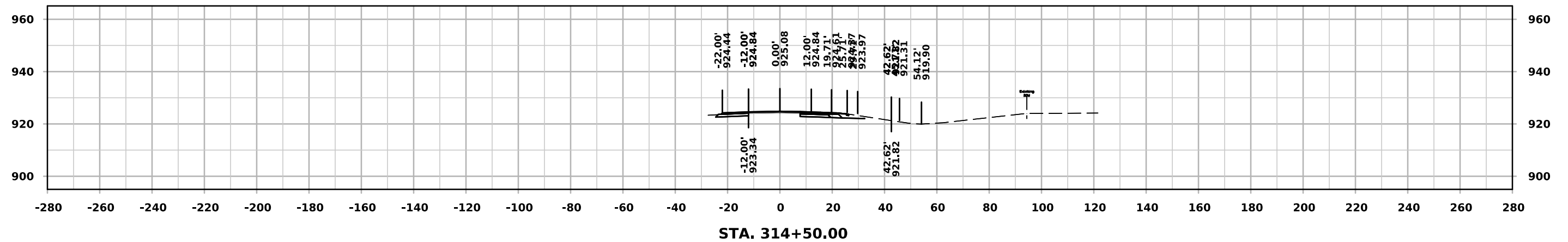
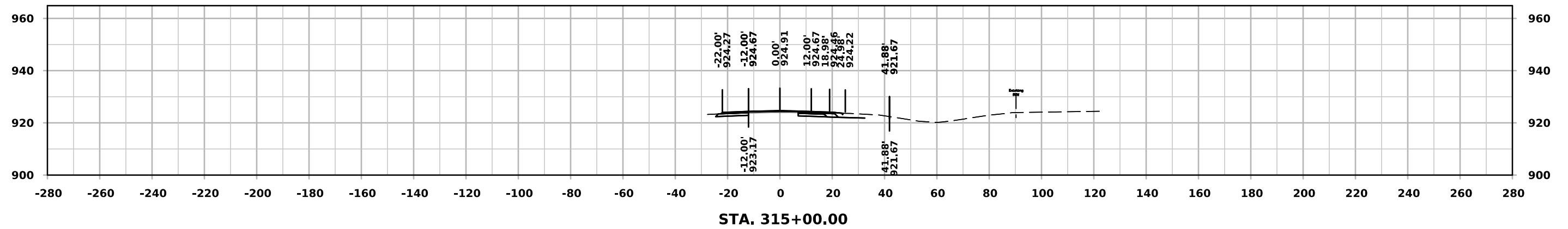
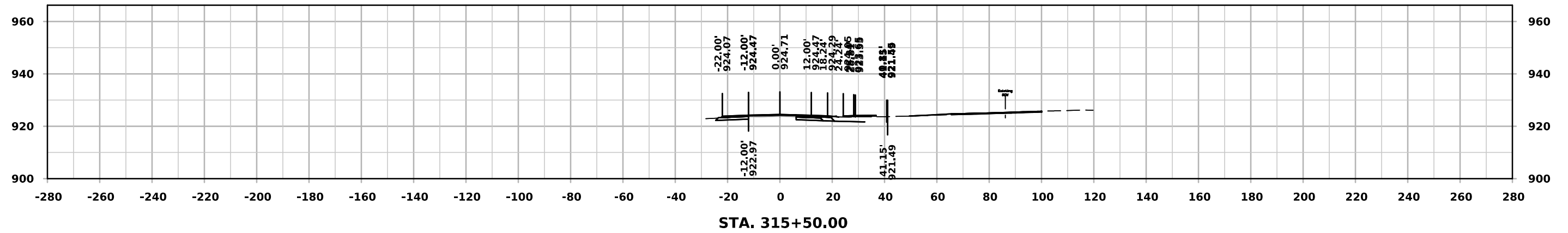
ML - US 63



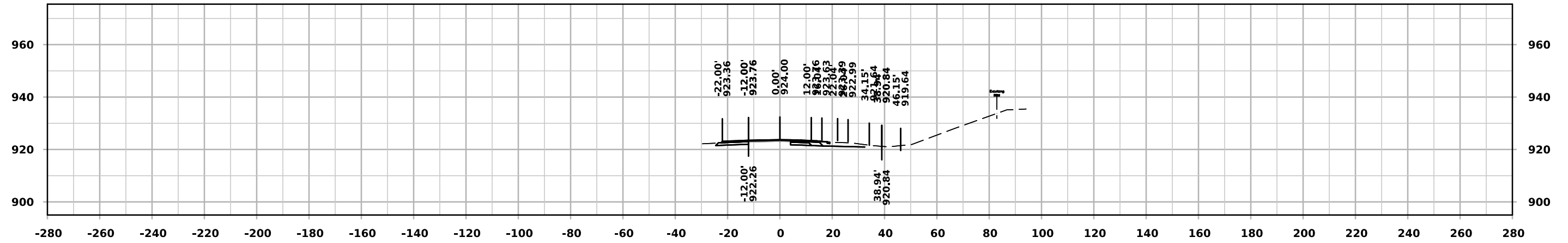
ML - US 63



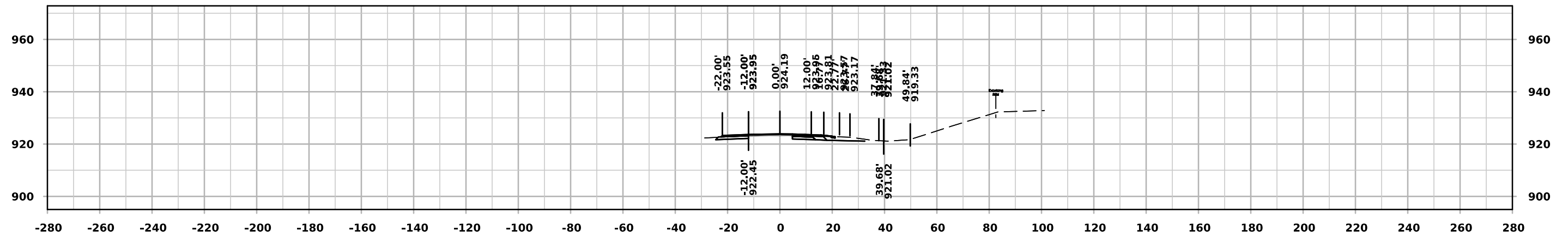
ML - US 63



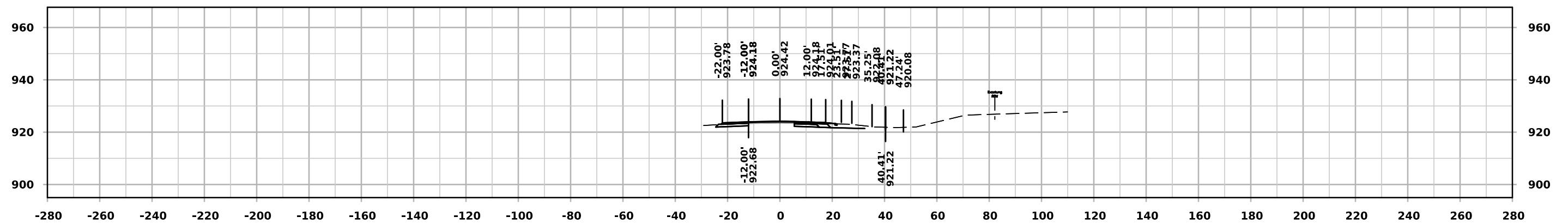
ML - US 63



STA. 317+00.00

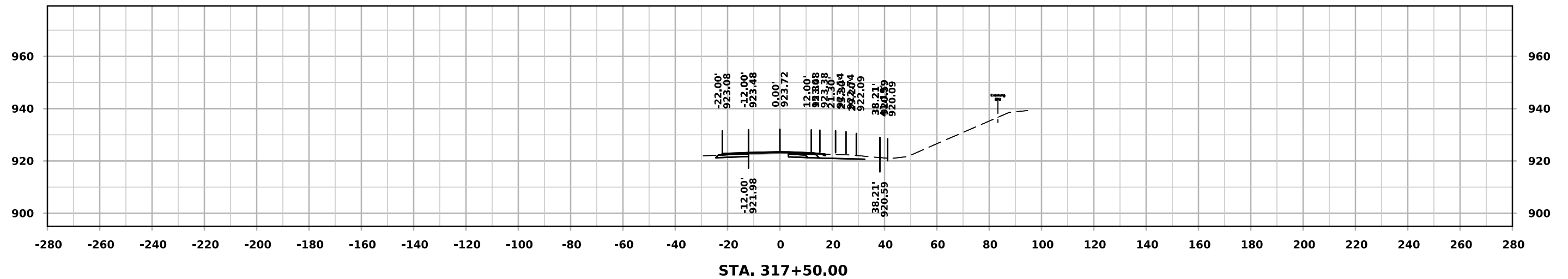
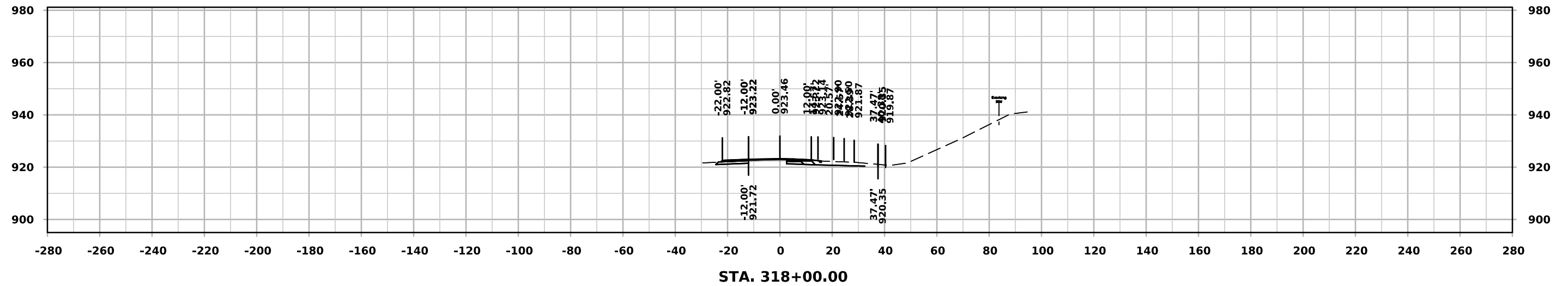
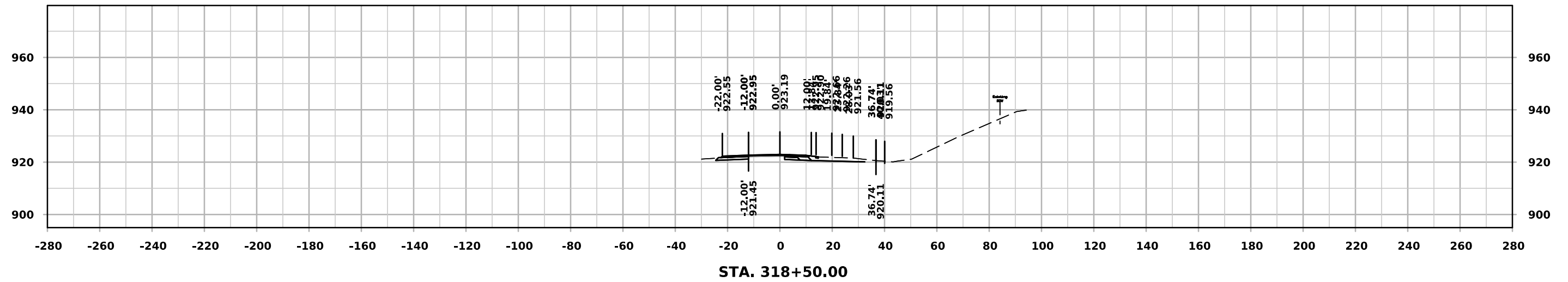


STA. 316+50.00

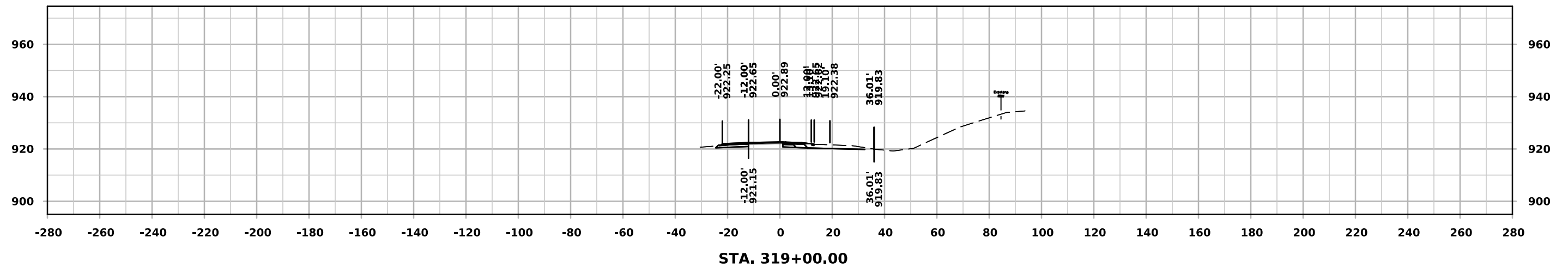
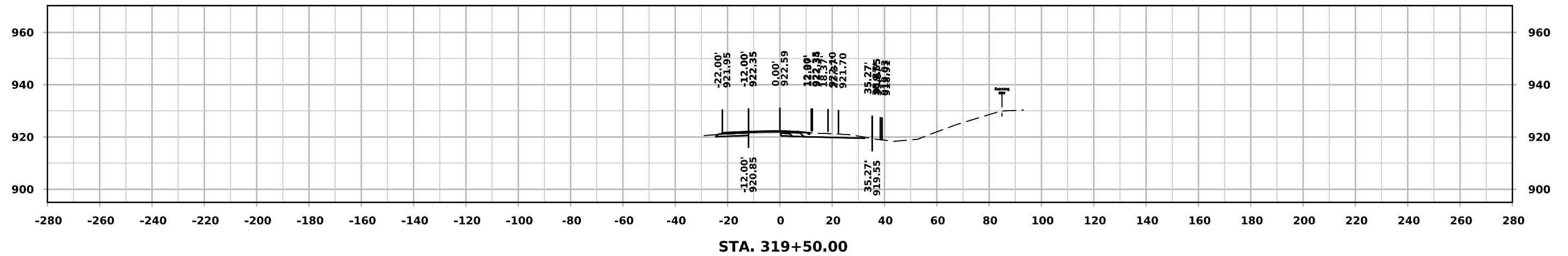
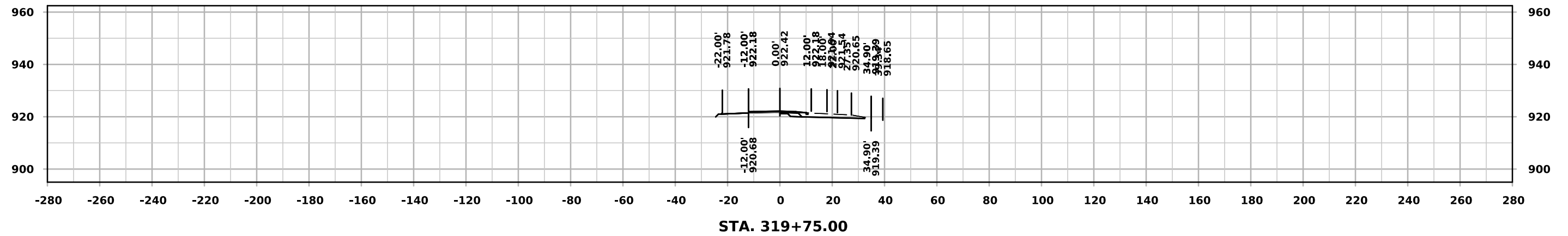


STA. 316+00.00

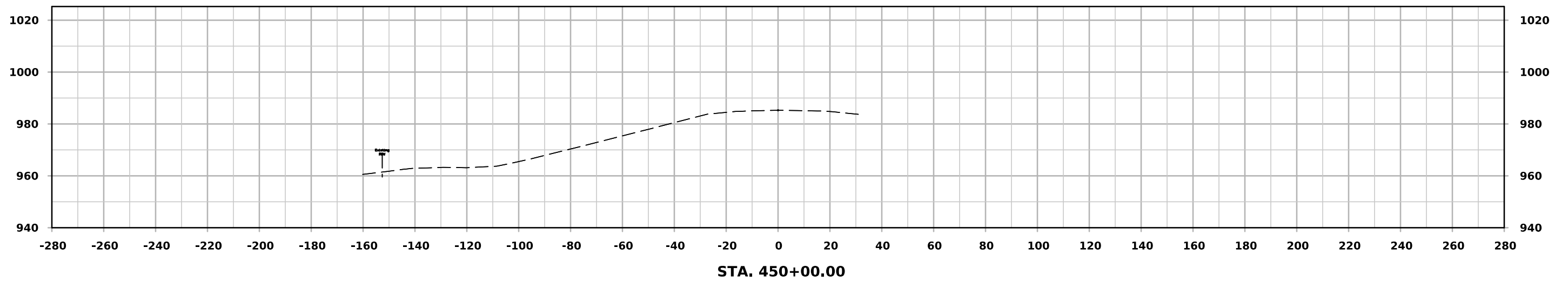
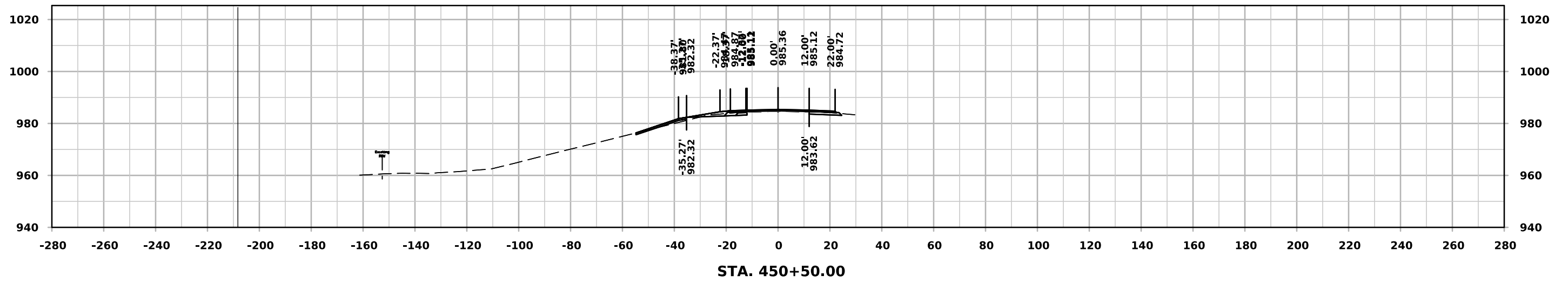
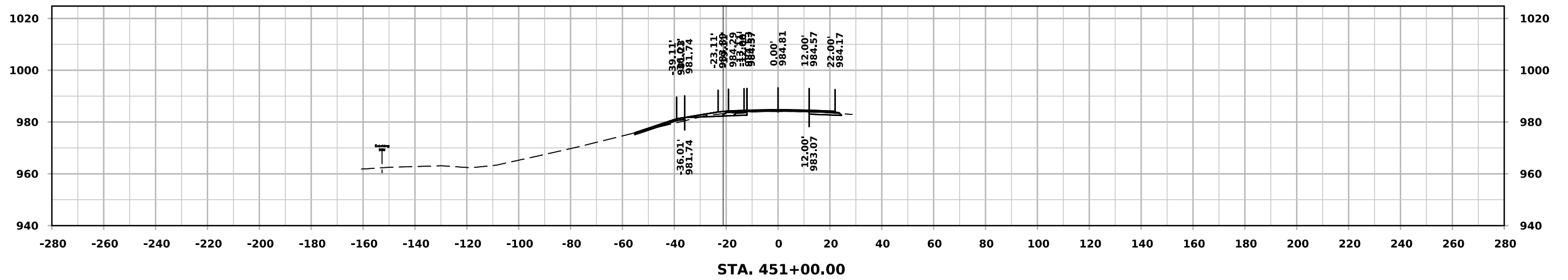
ML - US 63



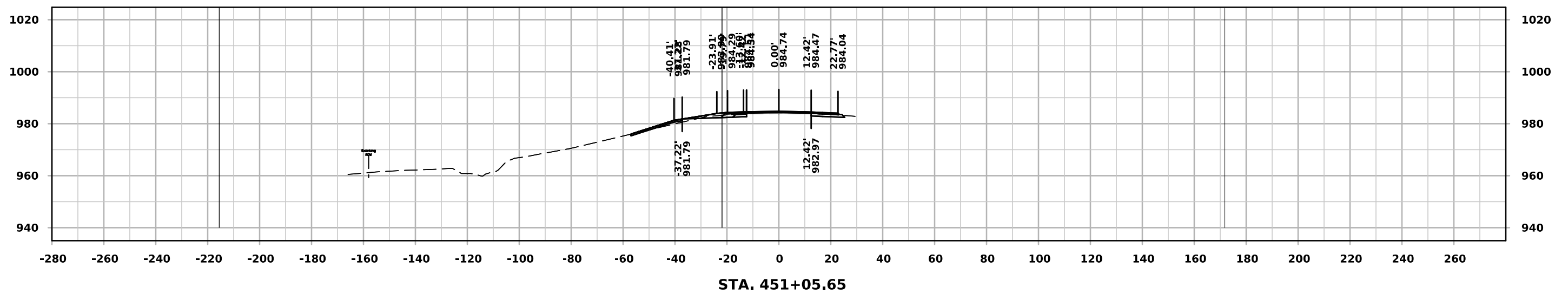
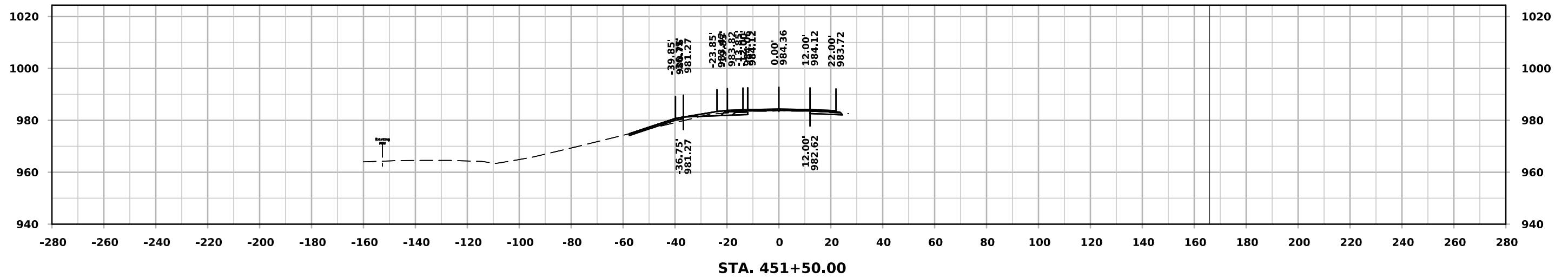
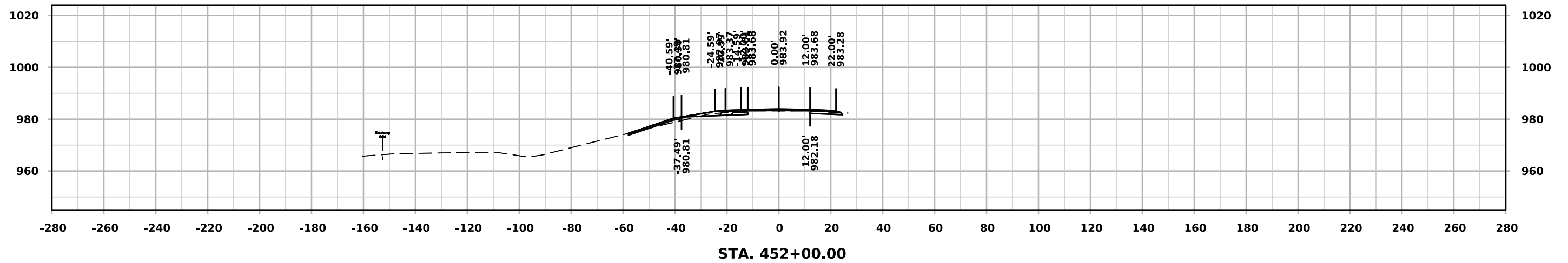
ML - US 63



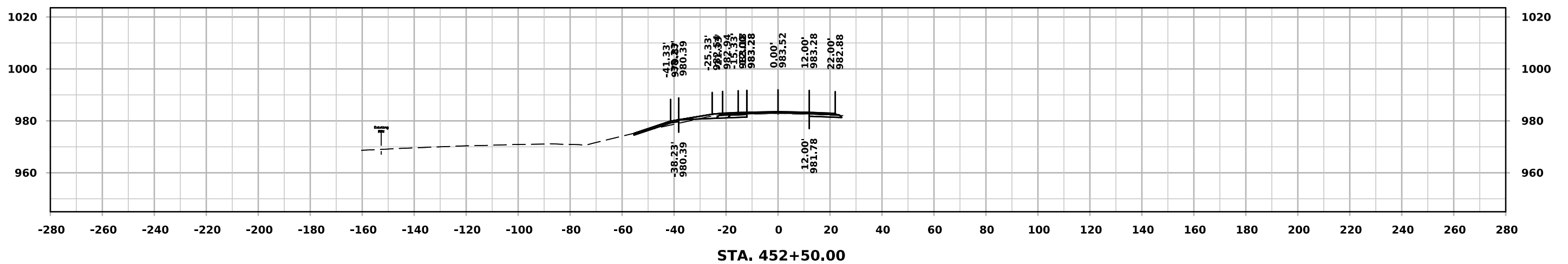
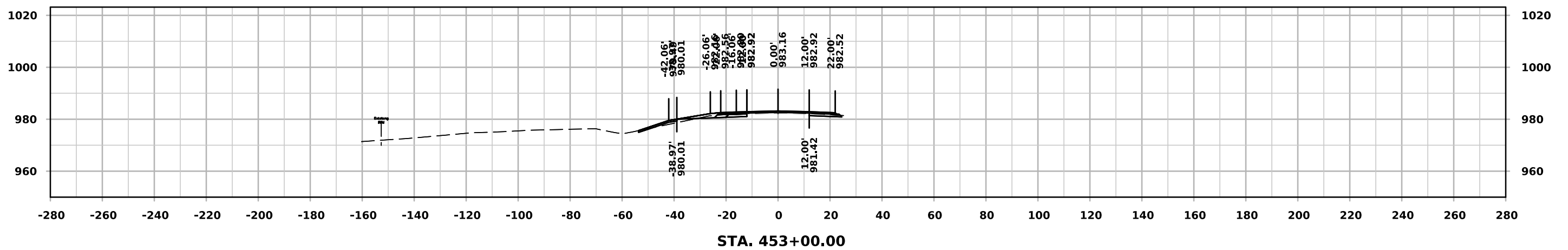
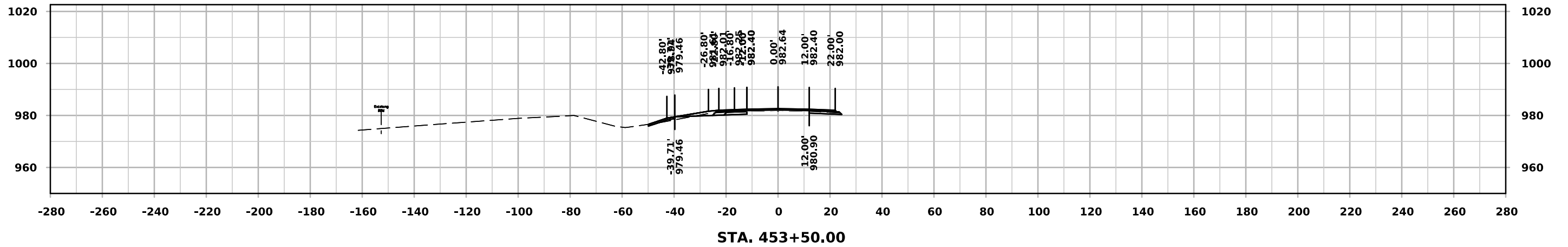
ML - US 63



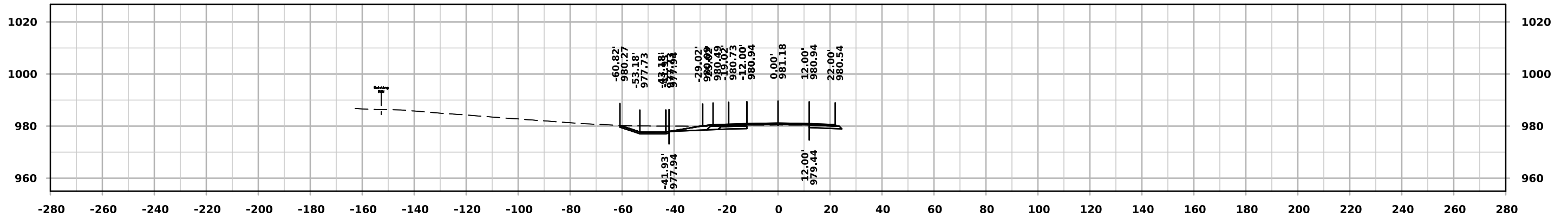
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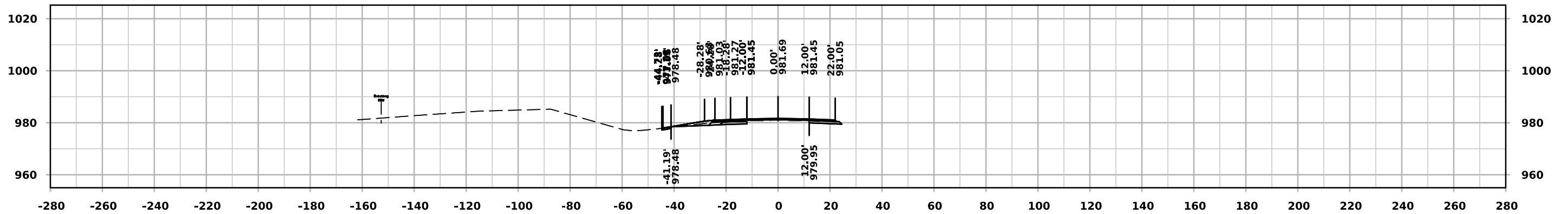
ML - US 63



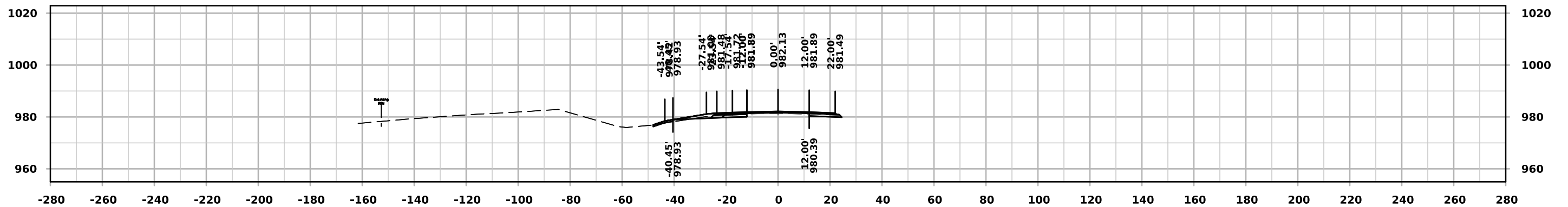
ML - US 63



STA. 455+00.00

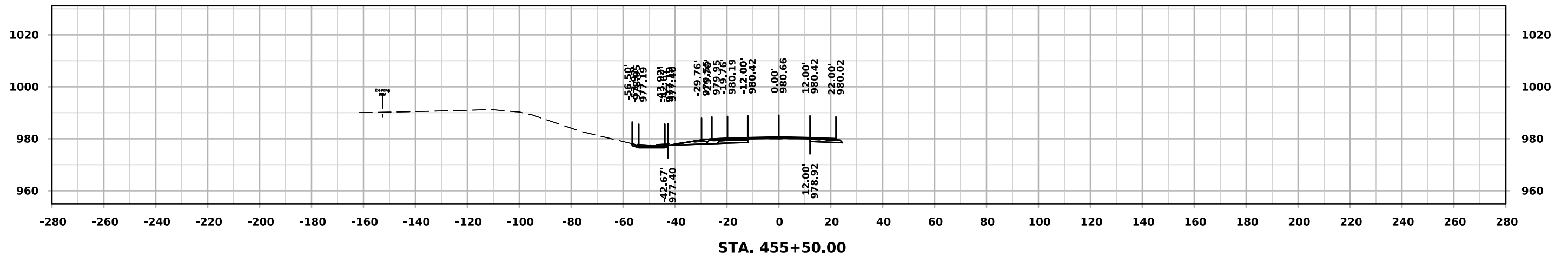
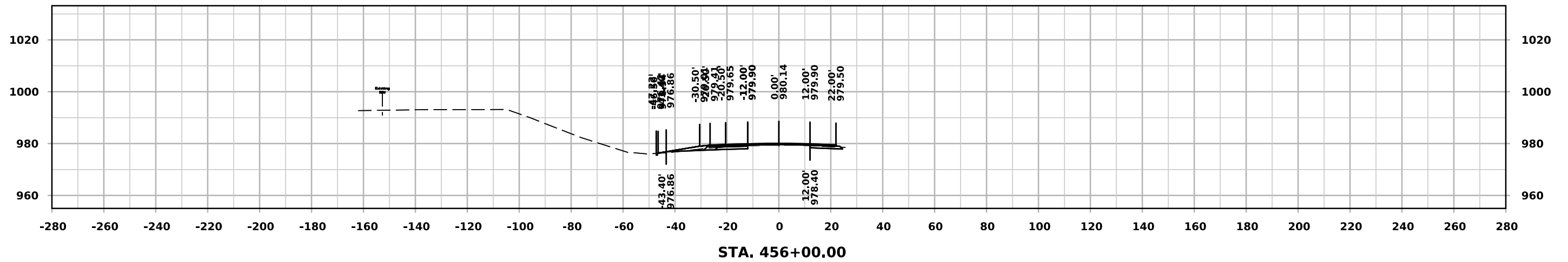
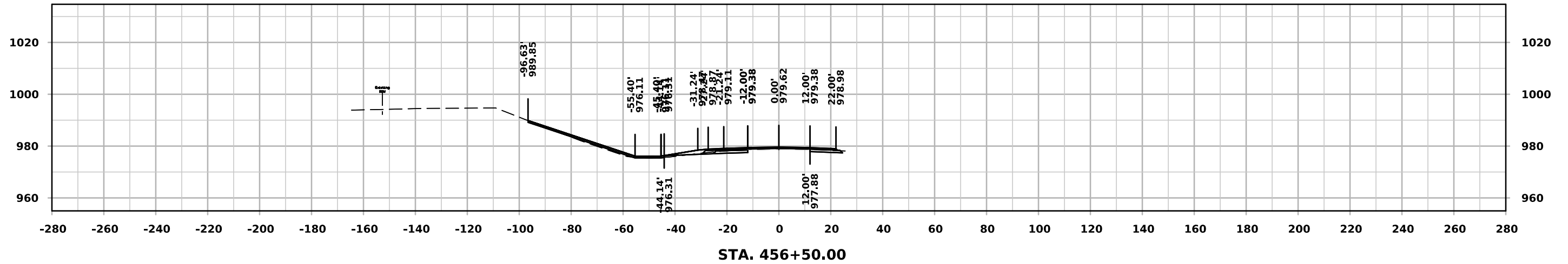


STA. 454+50.00

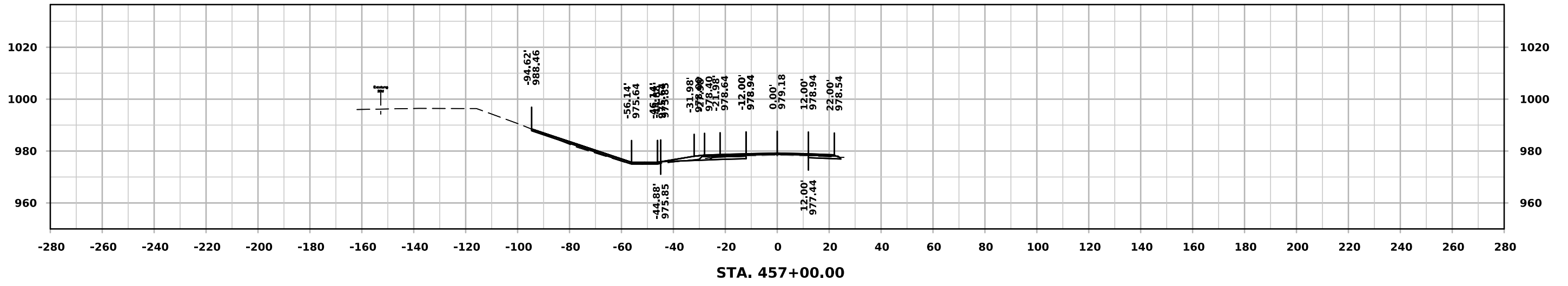
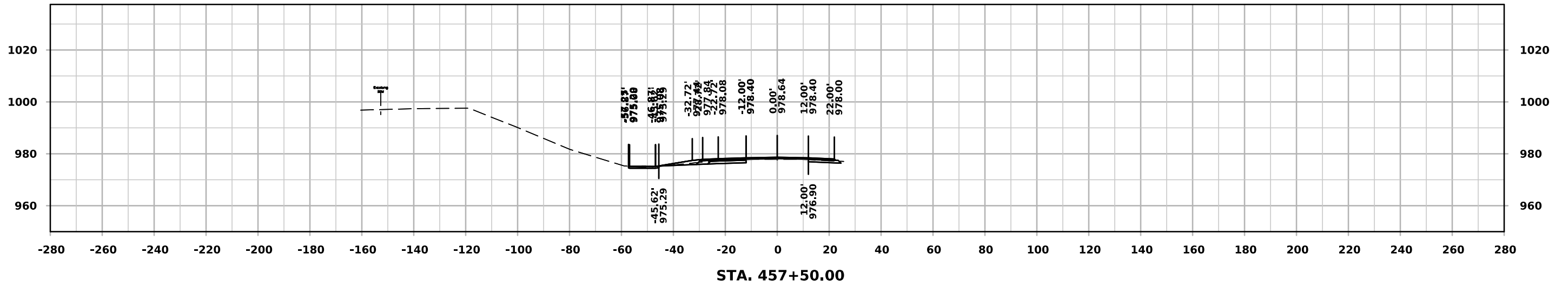
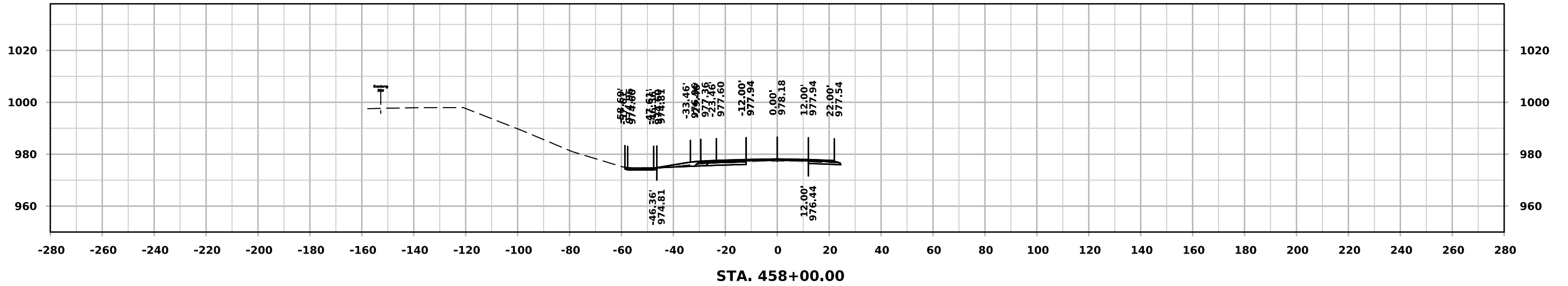


STA. 454+00.00

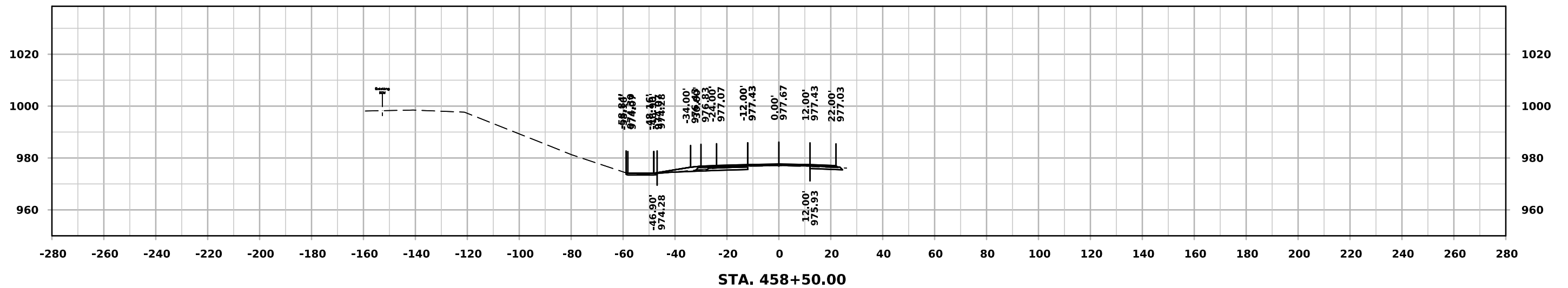
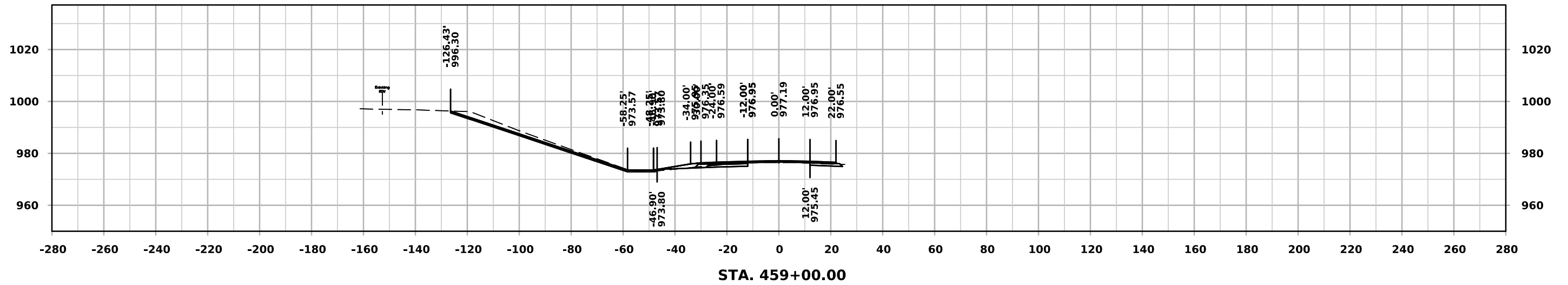
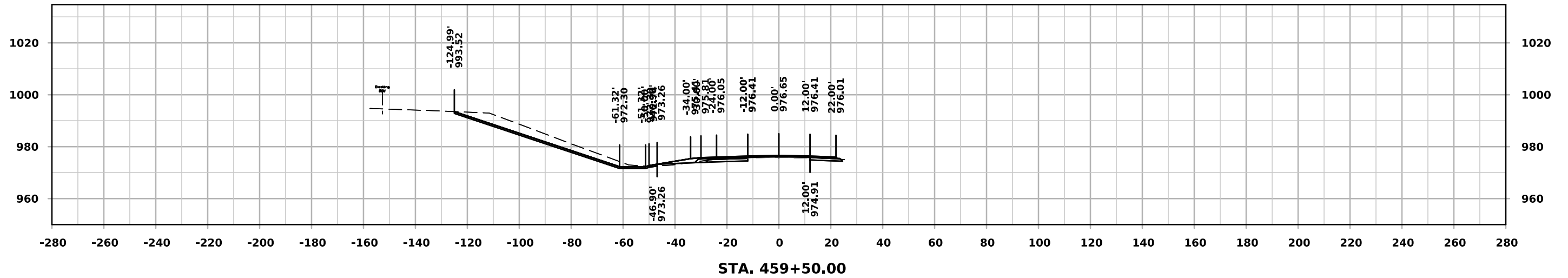
ML - US 63



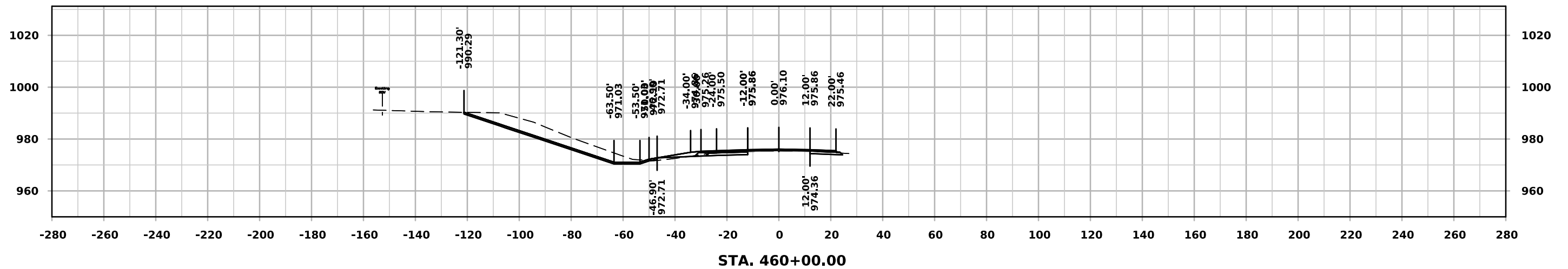
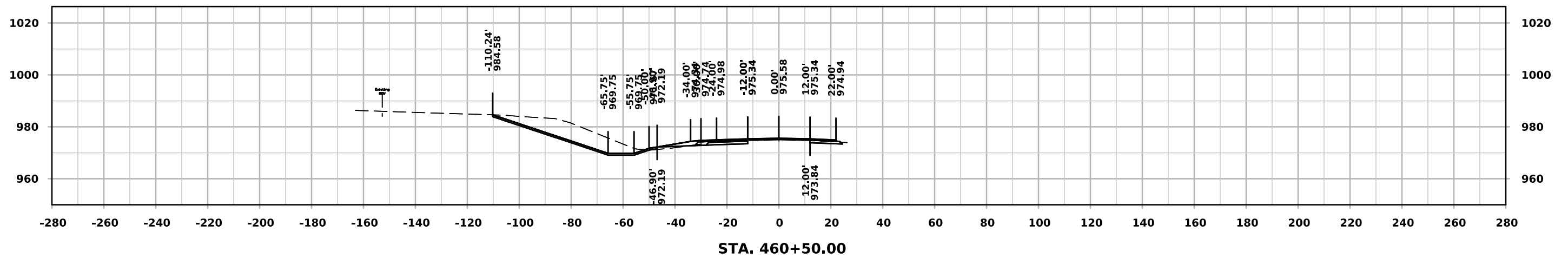
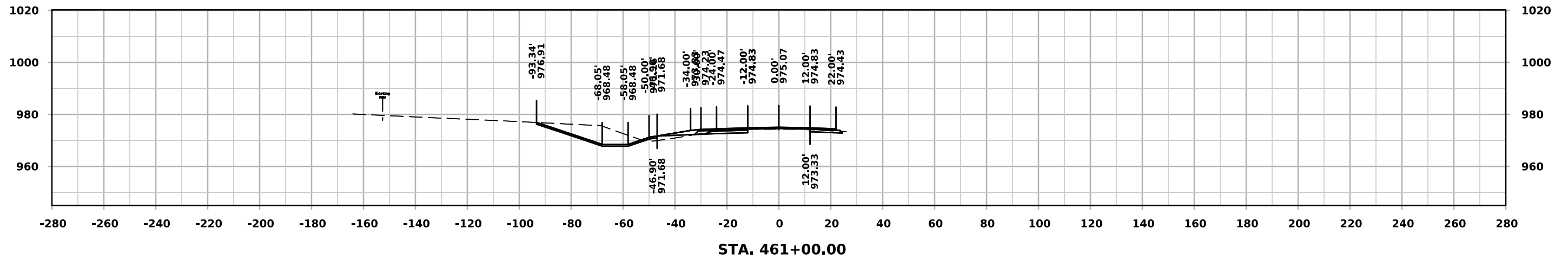
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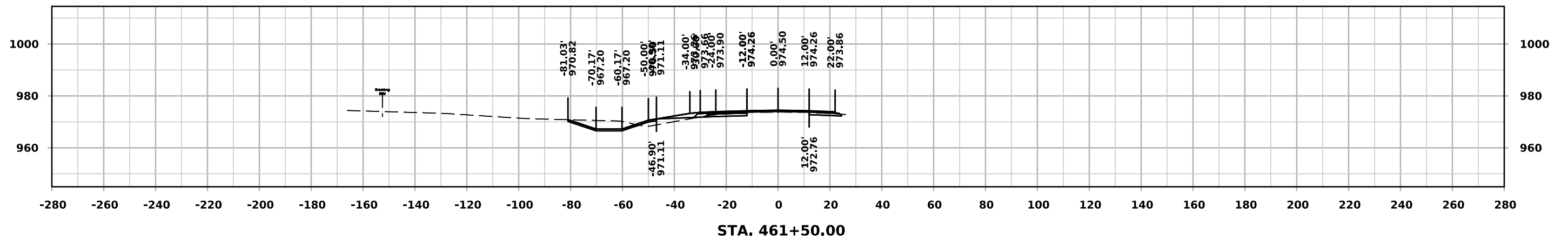
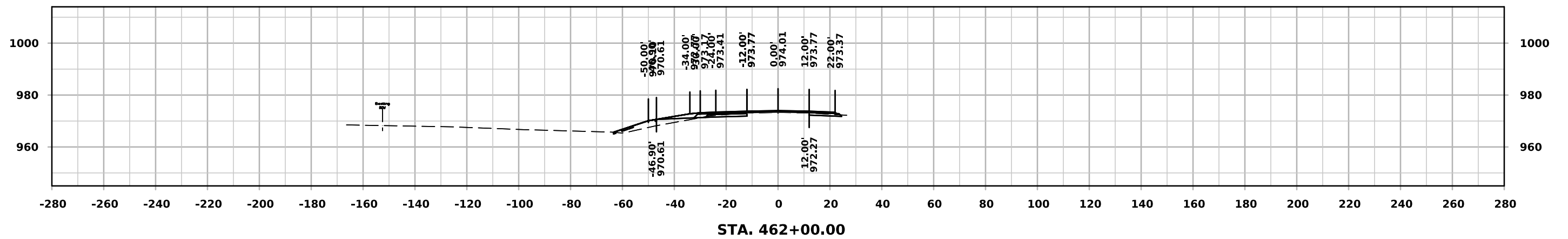
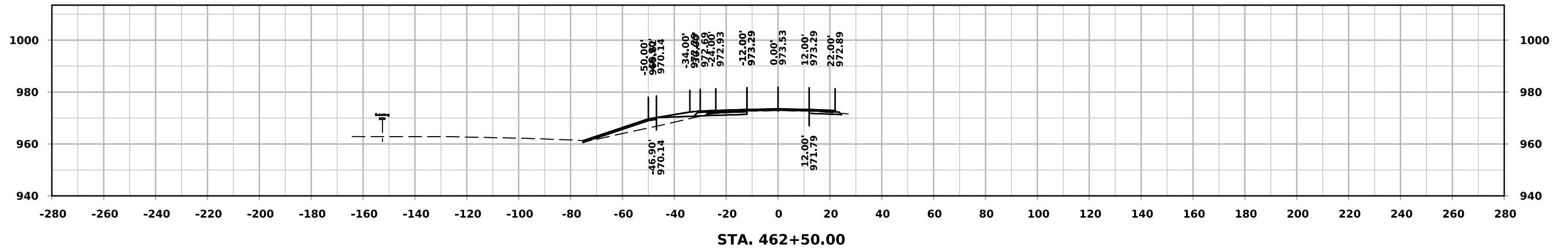
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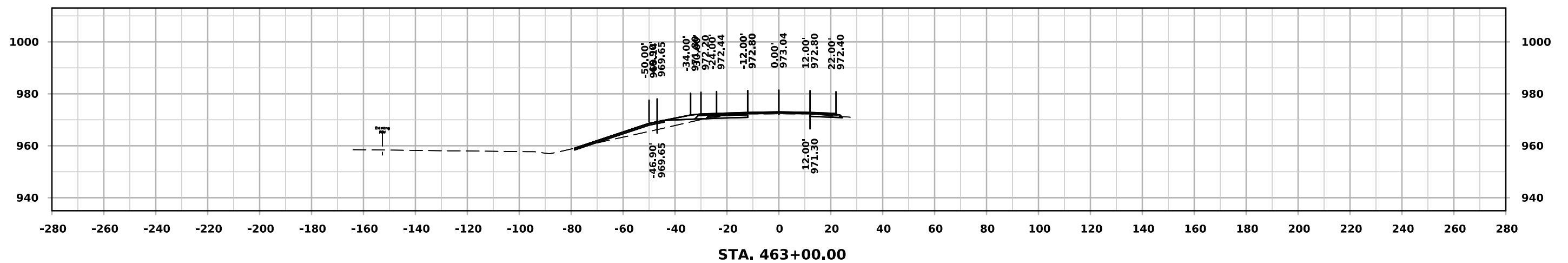
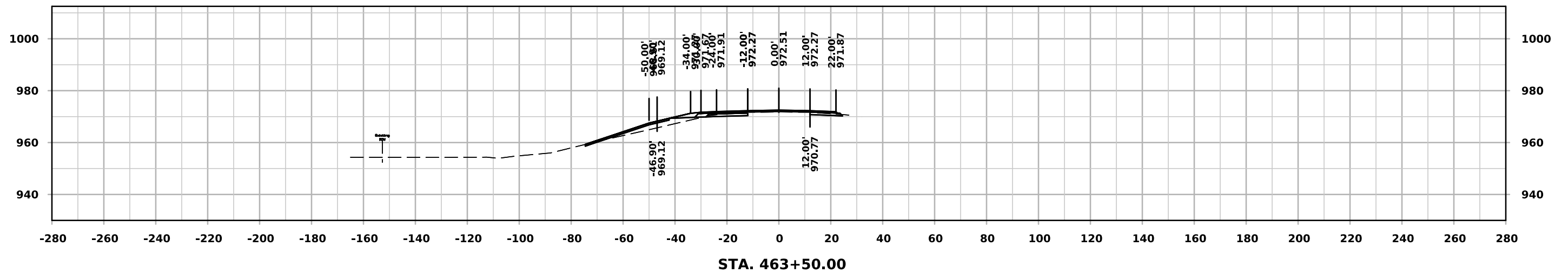
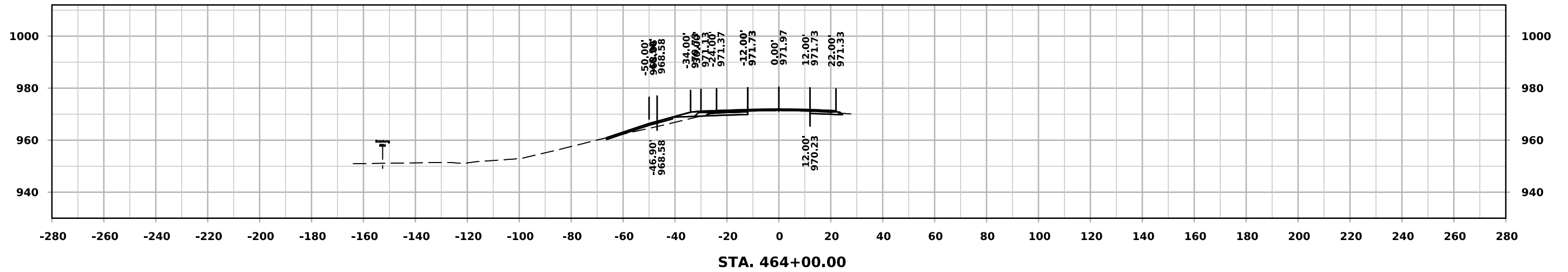
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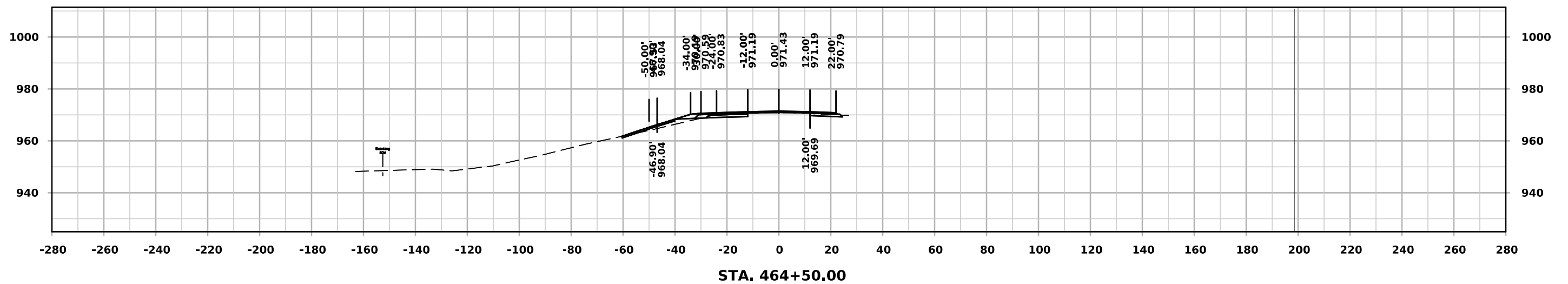
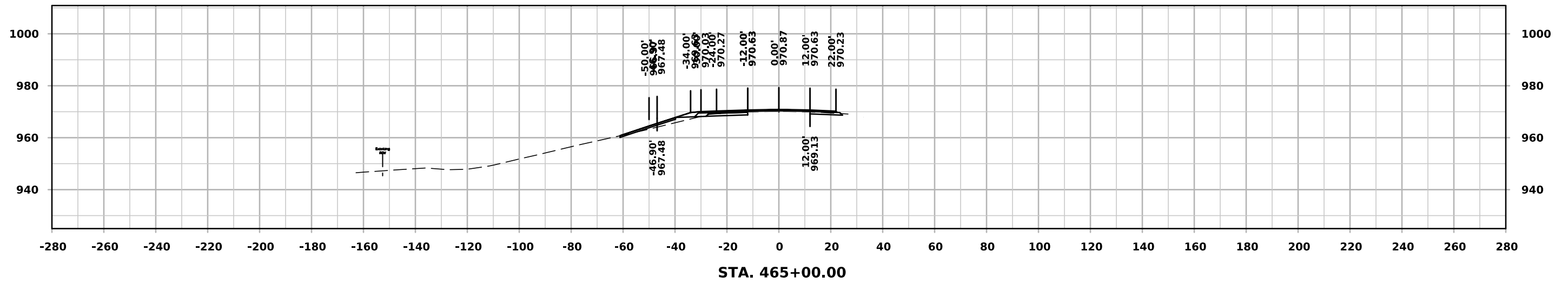
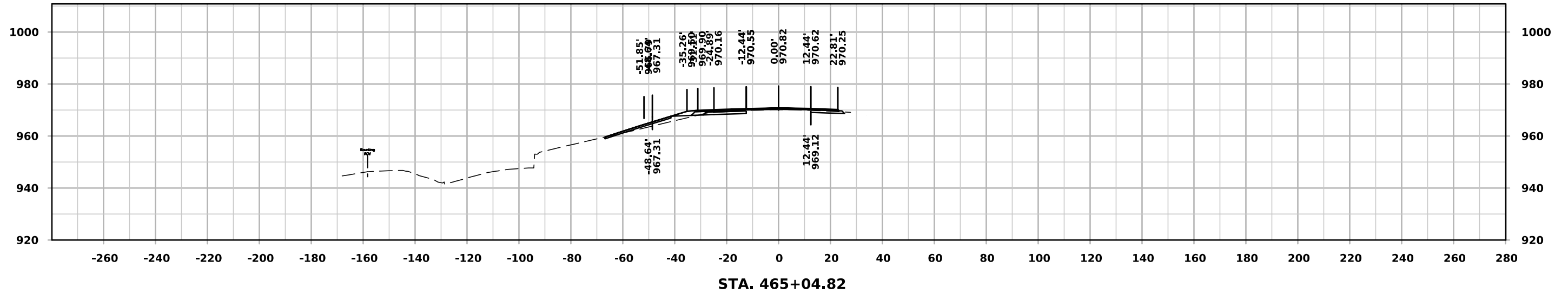
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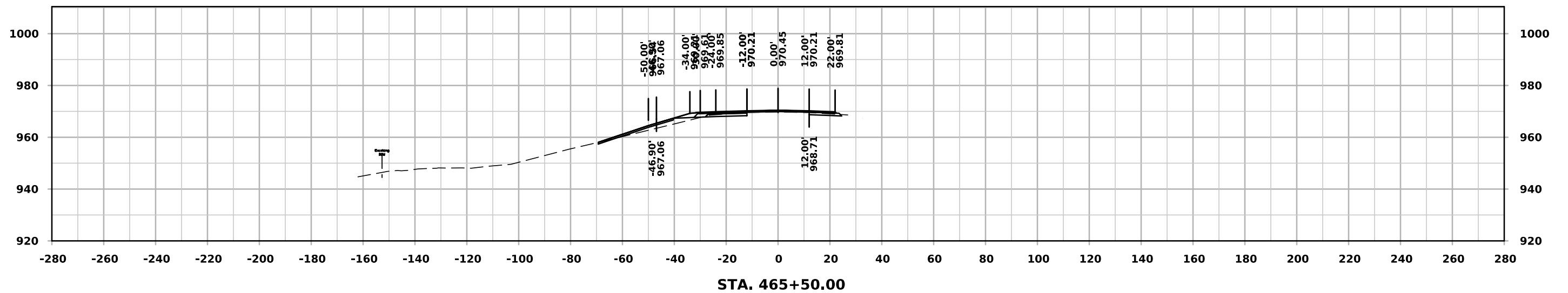
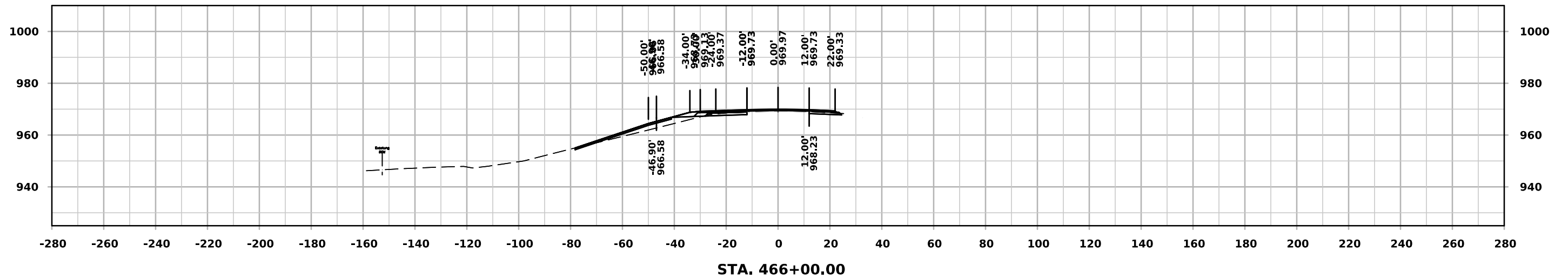
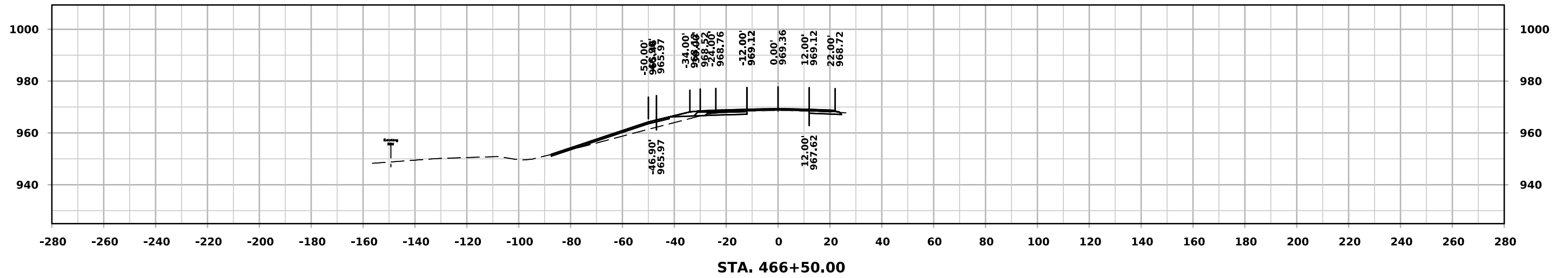
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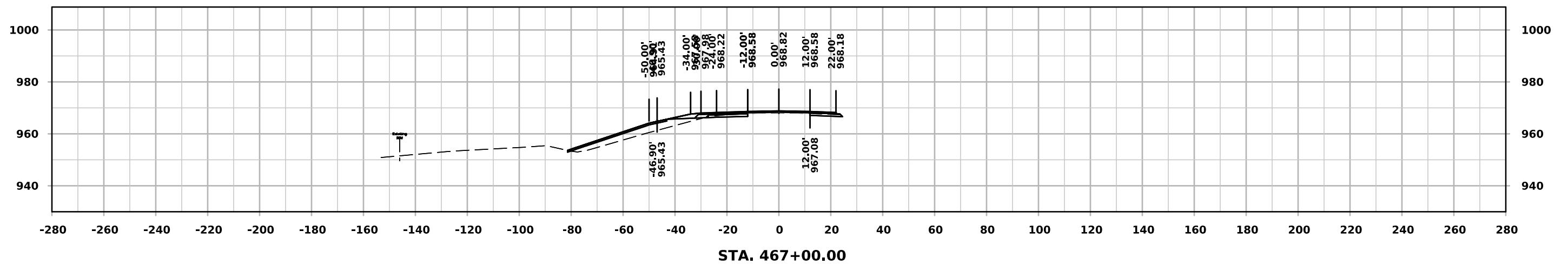
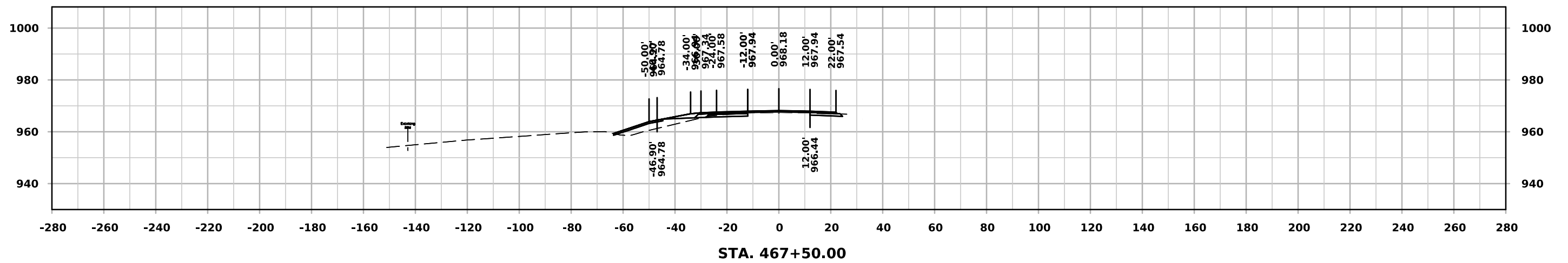
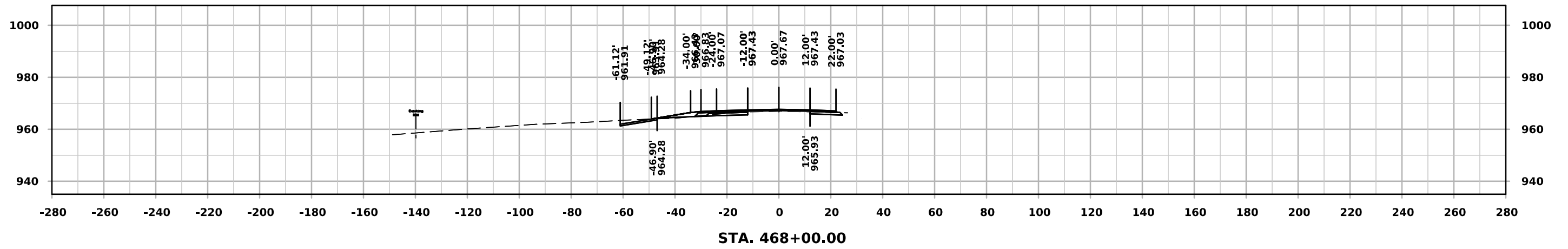
ML - US 63



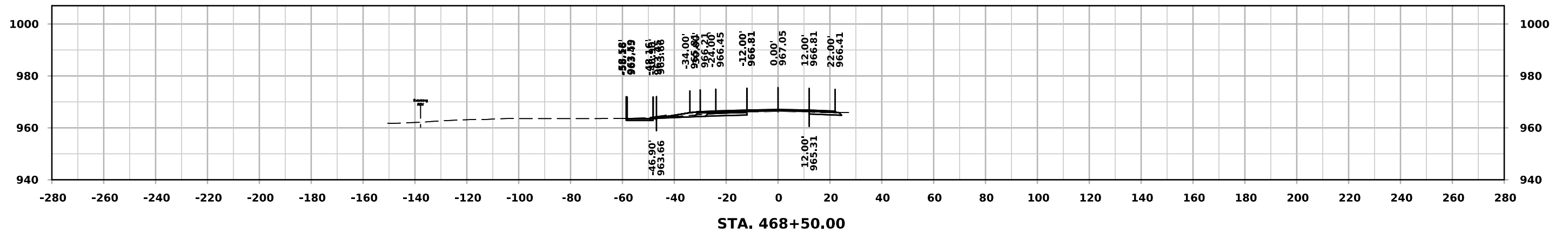
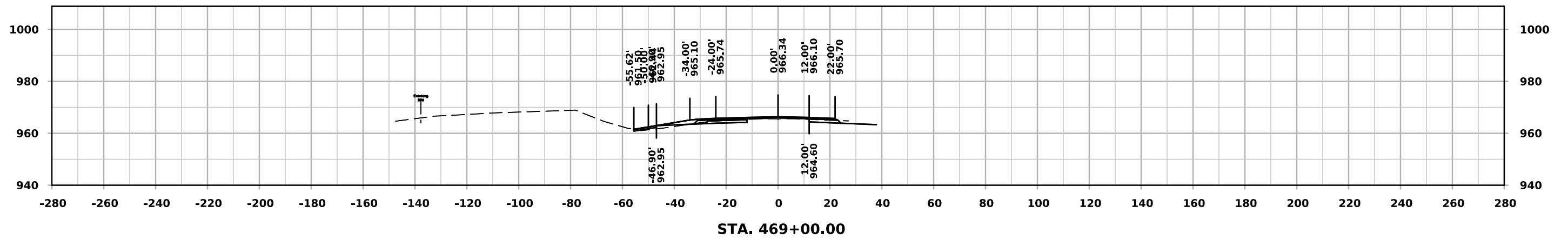
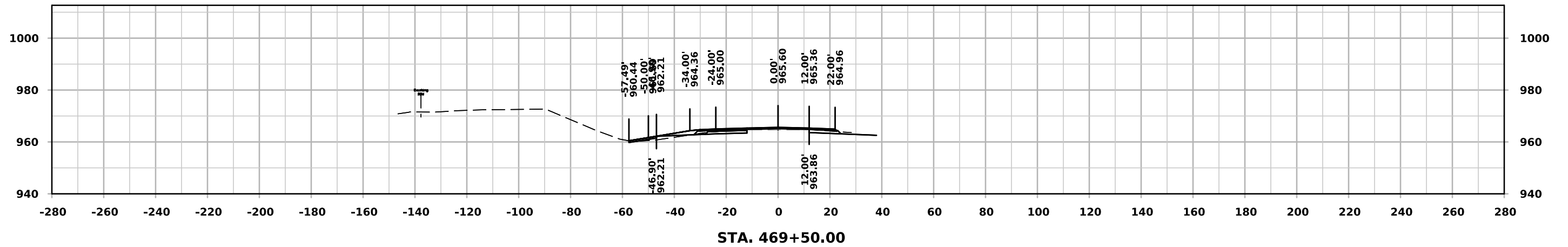
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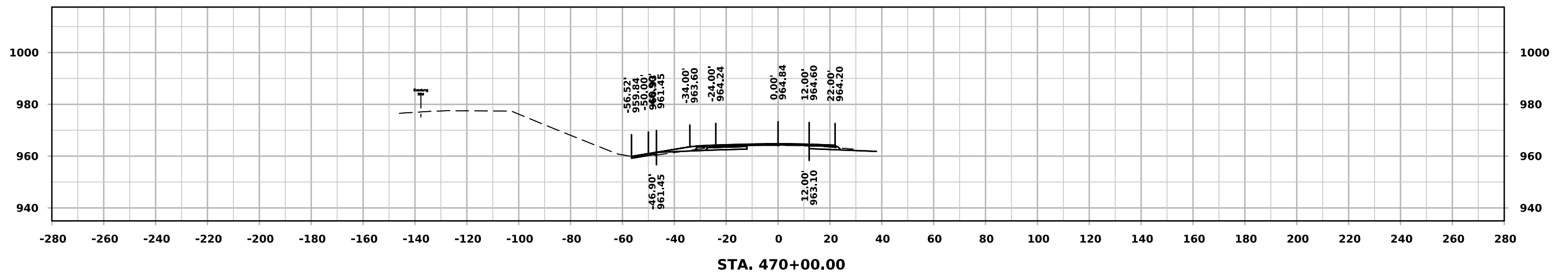
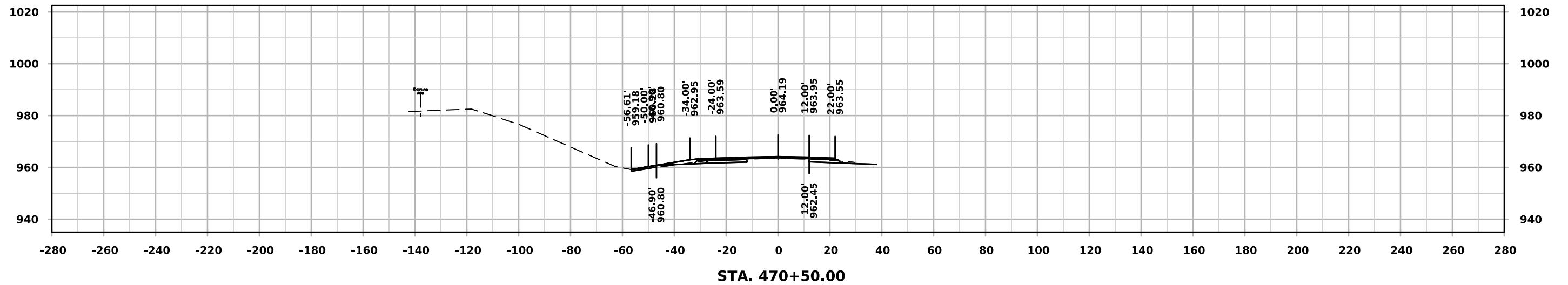
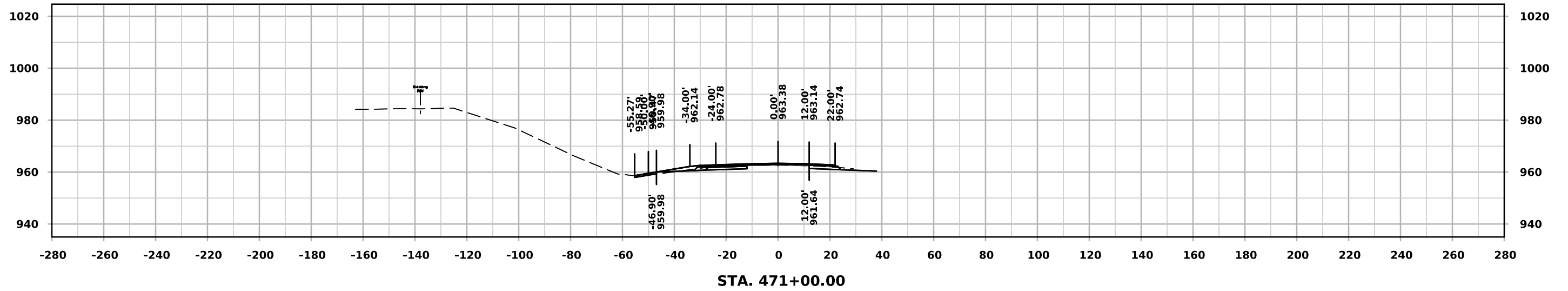
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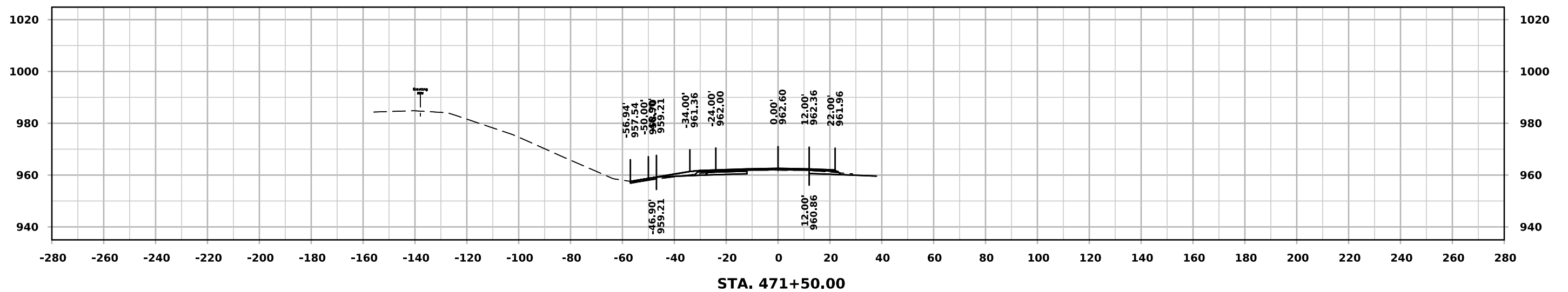
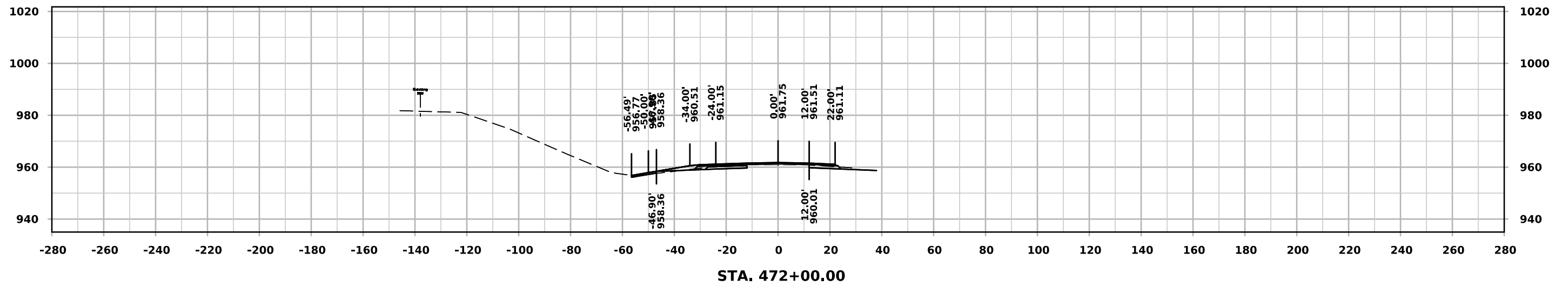
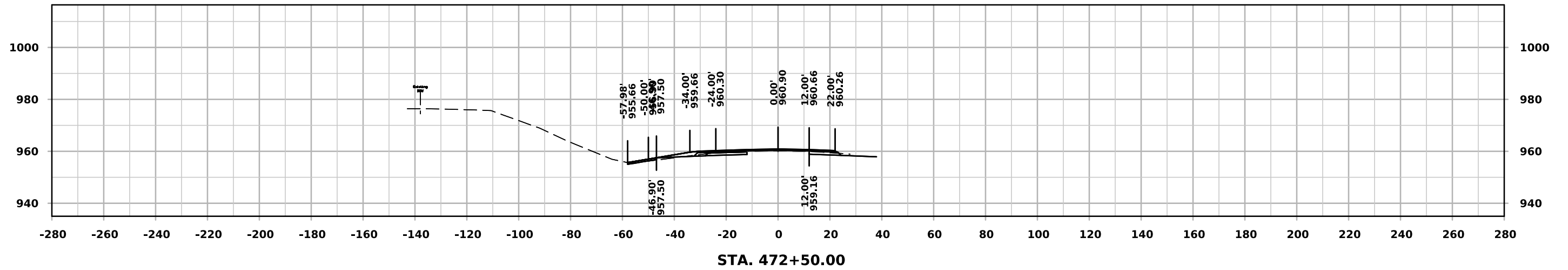
ML - US 63



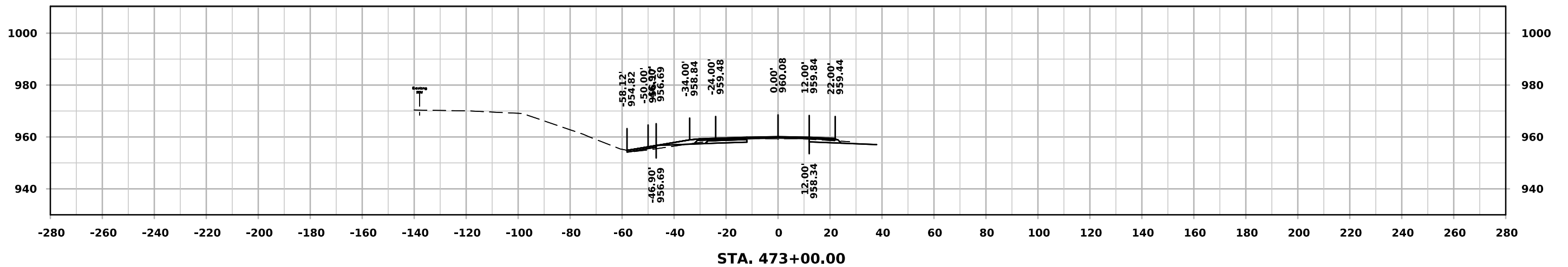
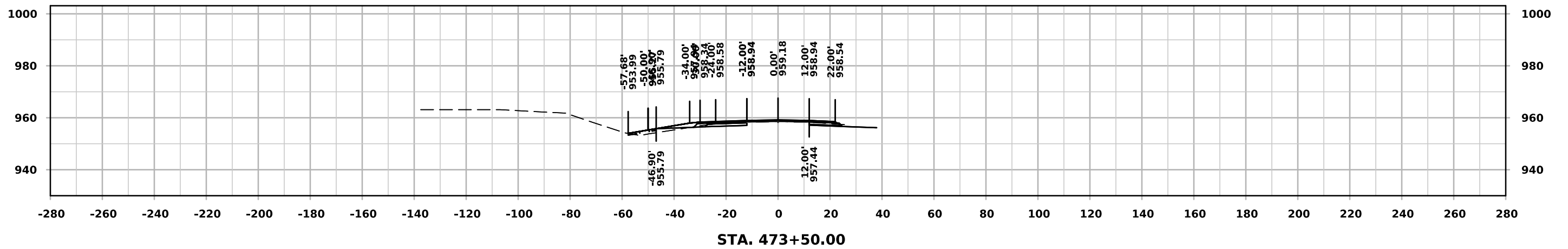
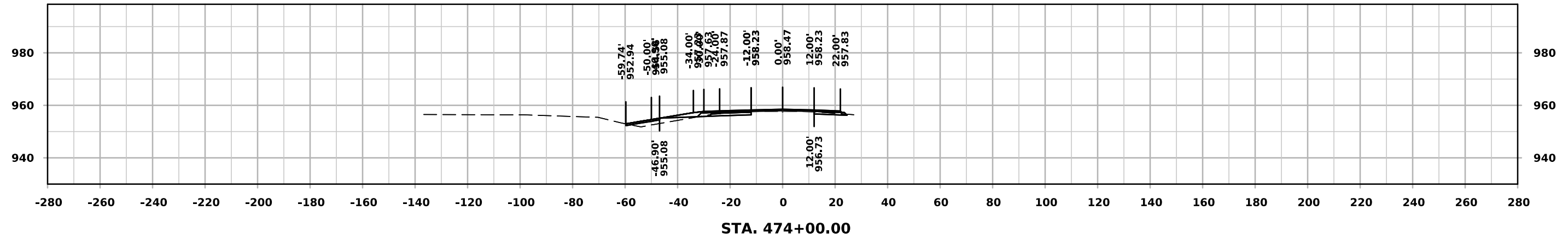
ML - US 63



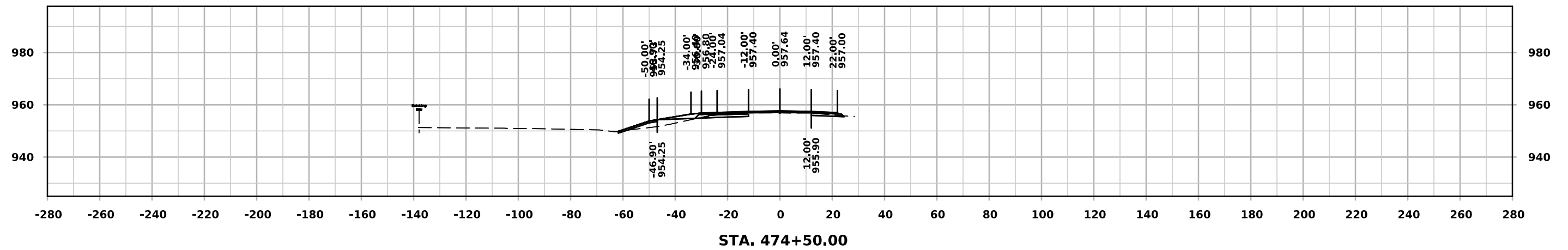
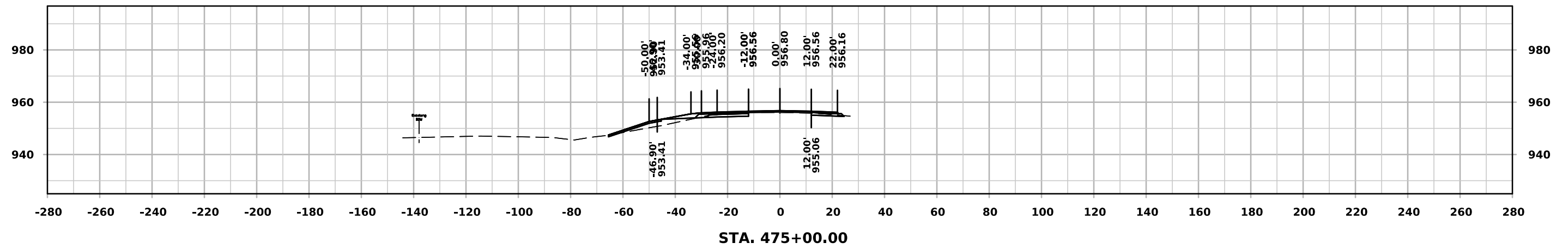
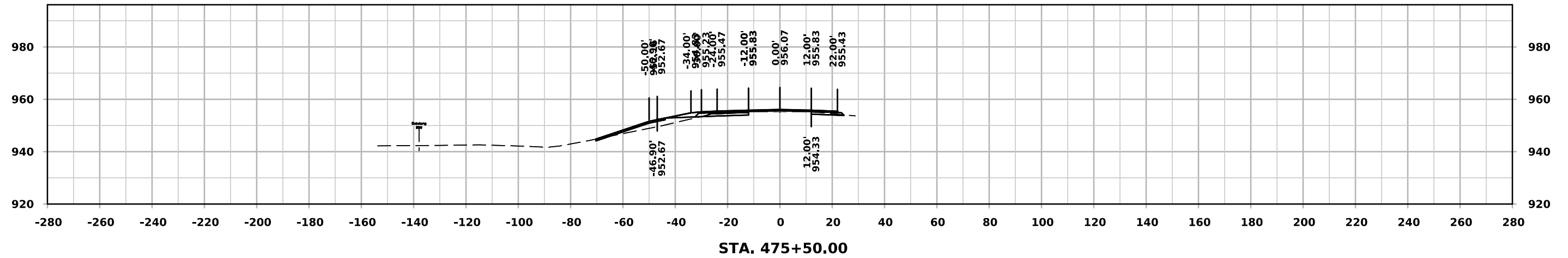
ML - US 63



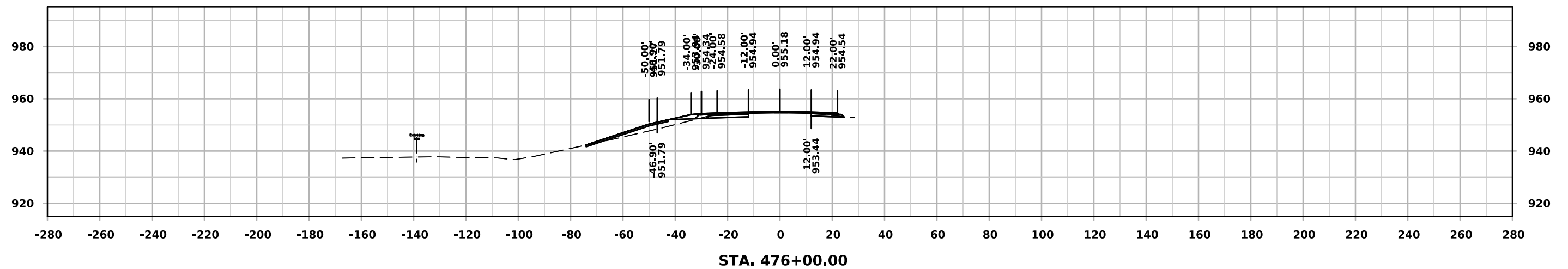
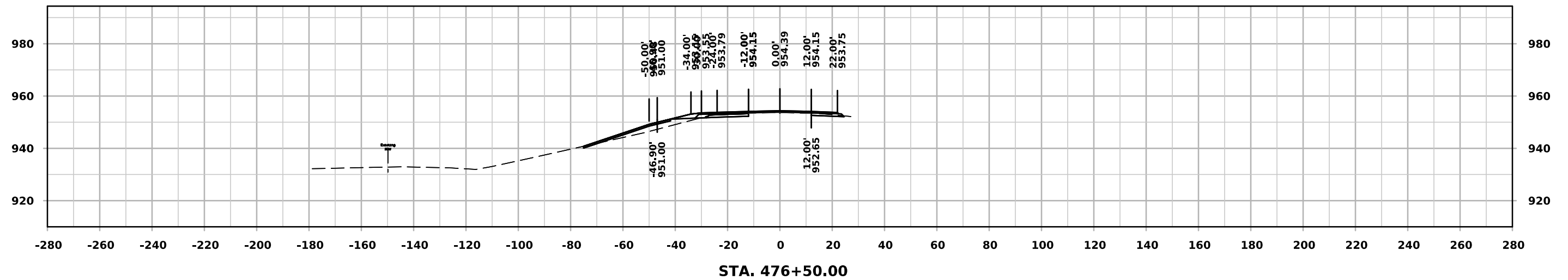
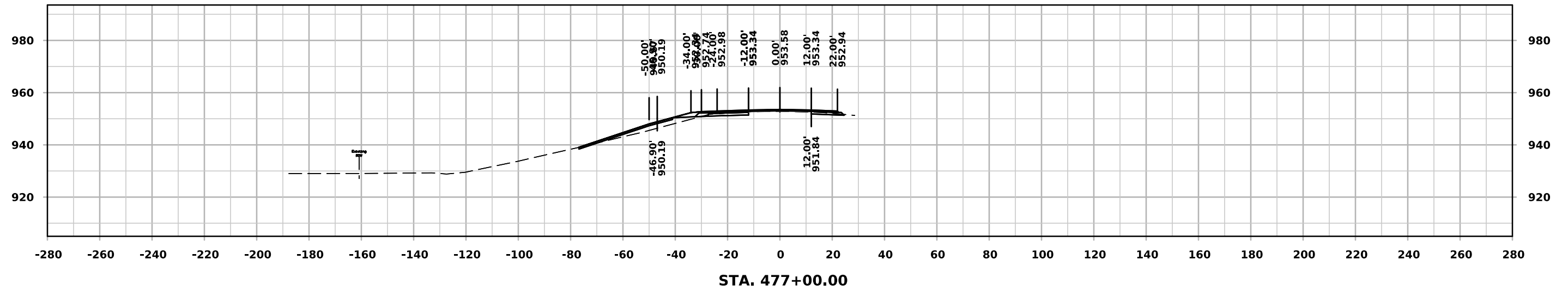
ML - US 63



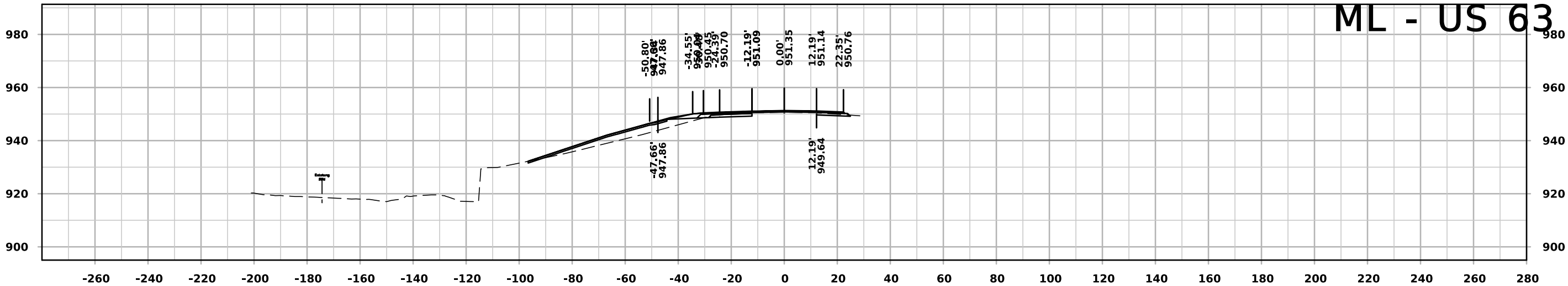
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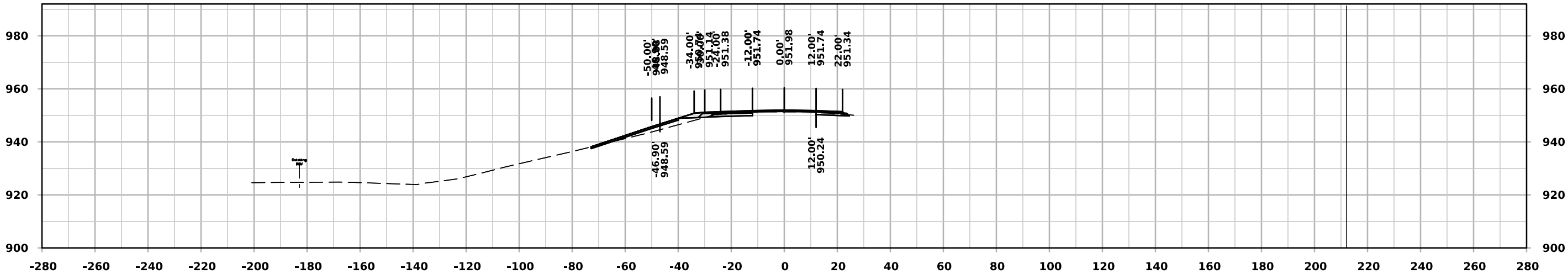
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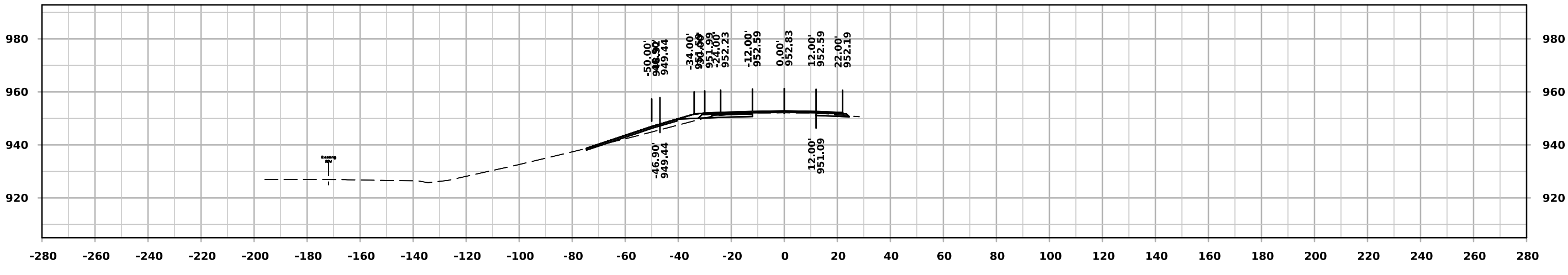
ML - US 63



STA. 478+38.16

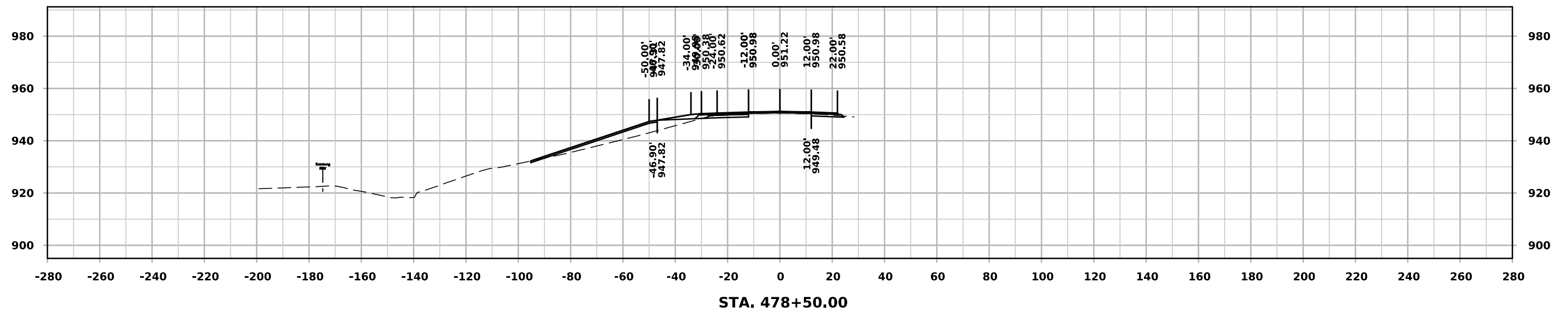
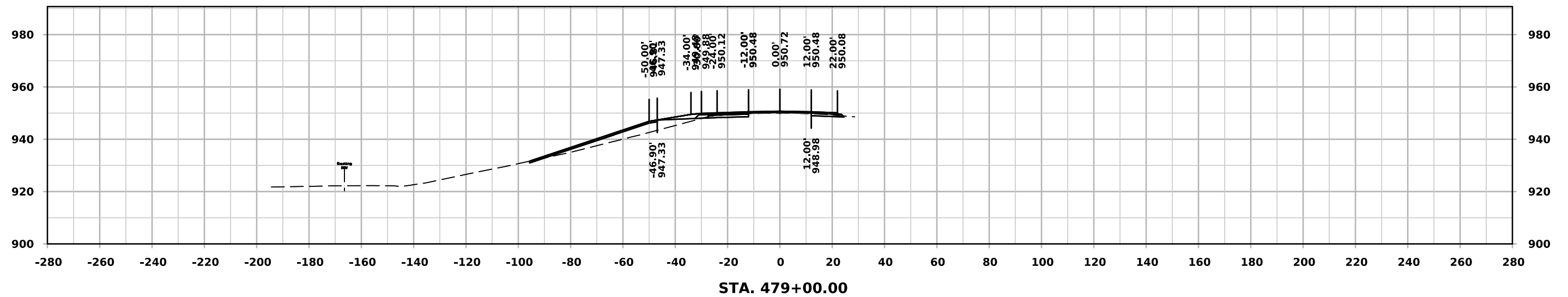


STA. 478+00.00

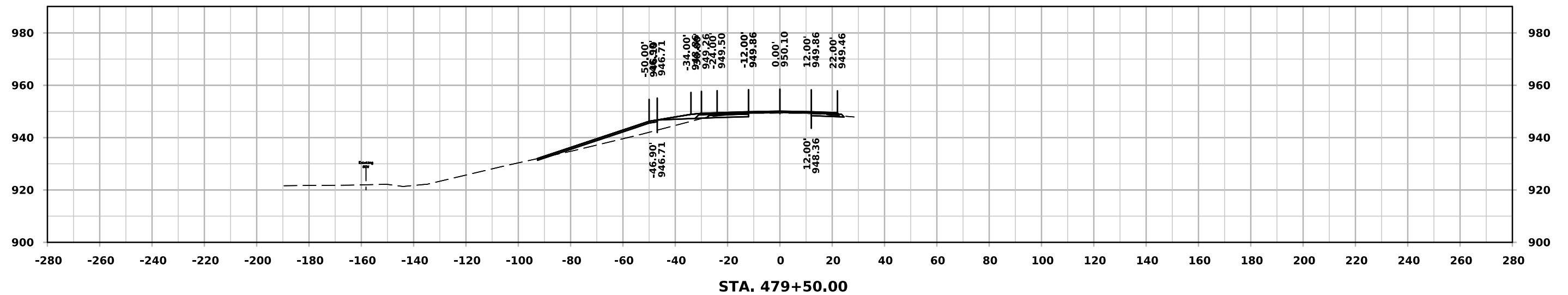
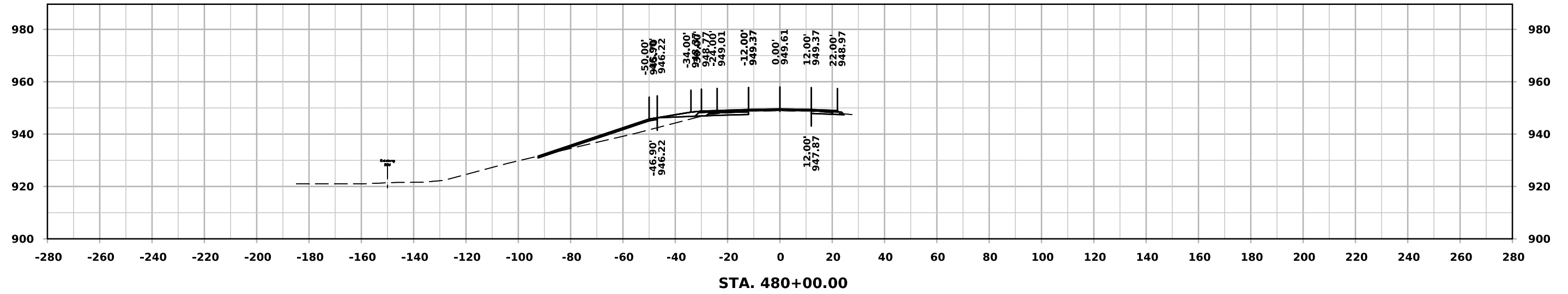
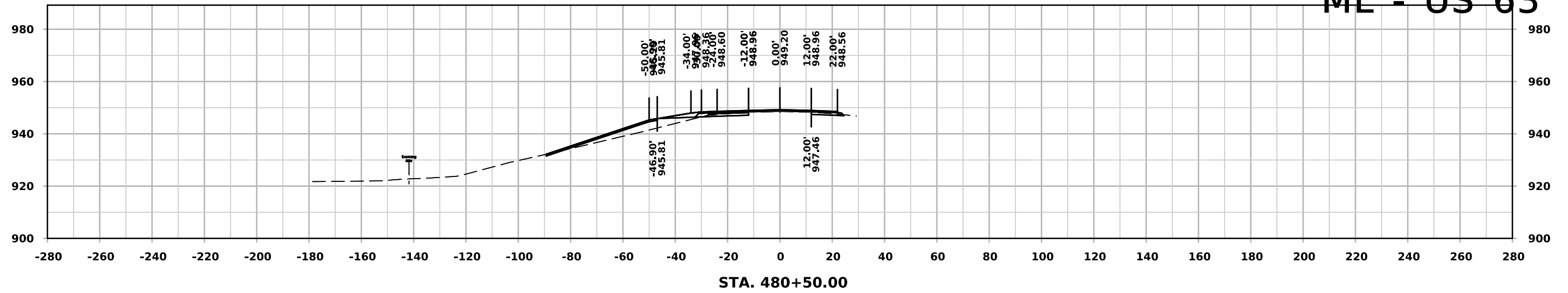


STA. 477+50.00

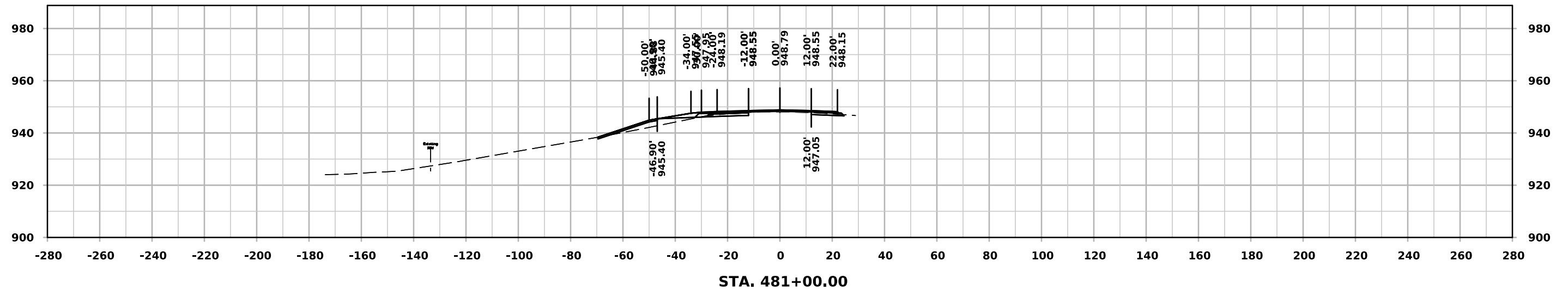
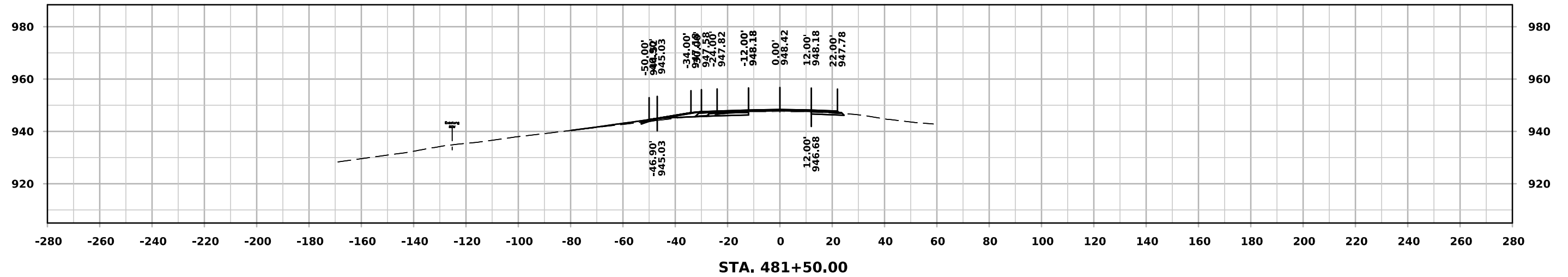
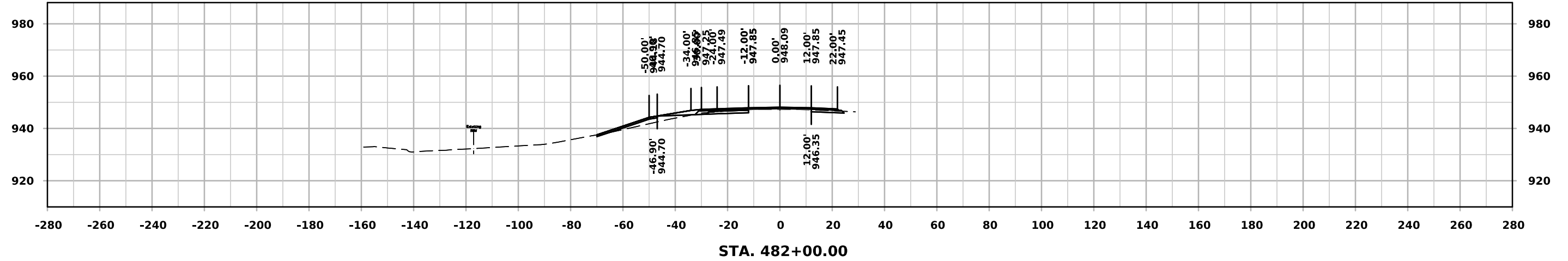
ML - US 63



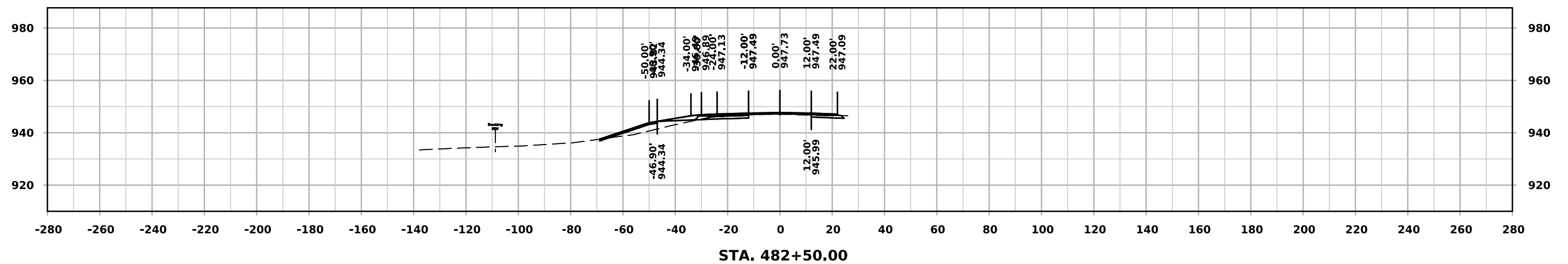
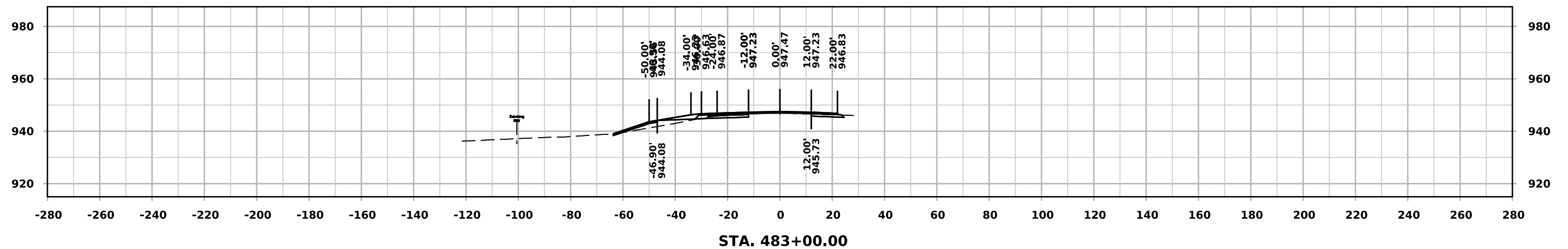
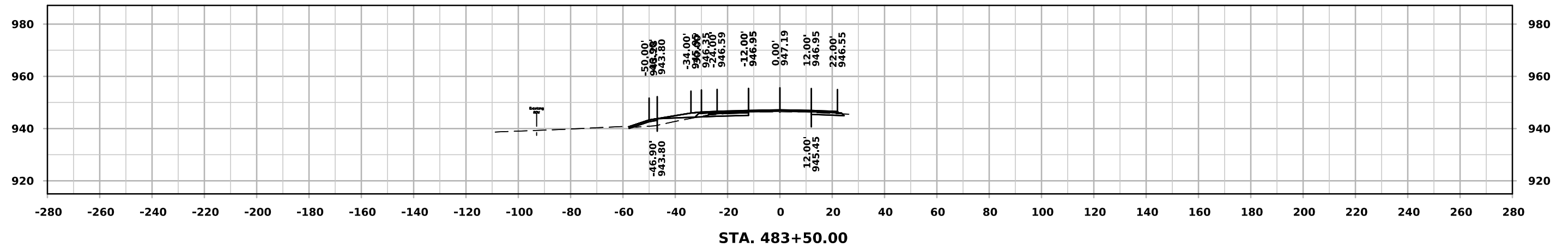
ML - US 63



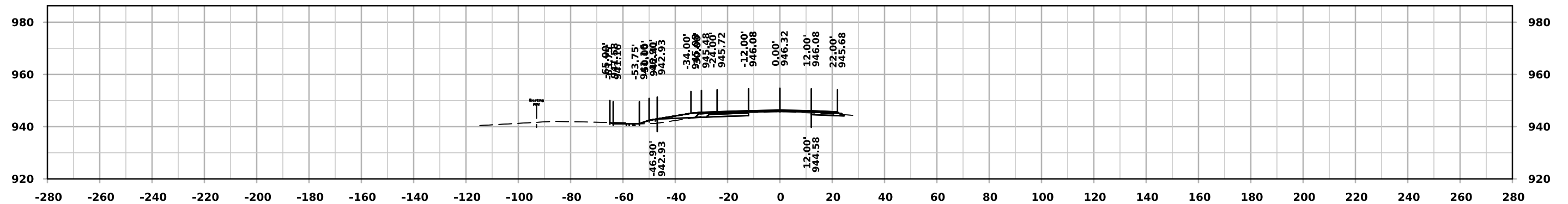
ML - US 63



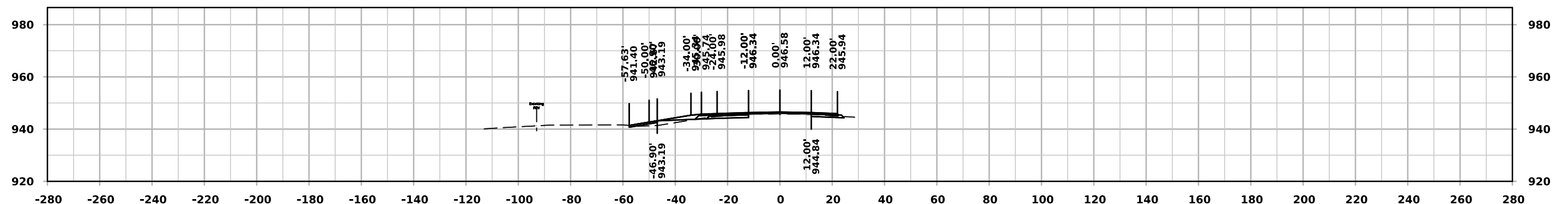
ML - US 63



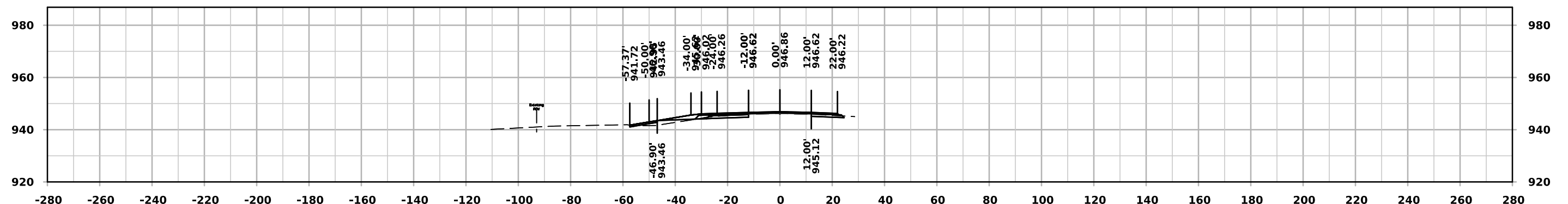
ML - US 63



STA. 485+00.00

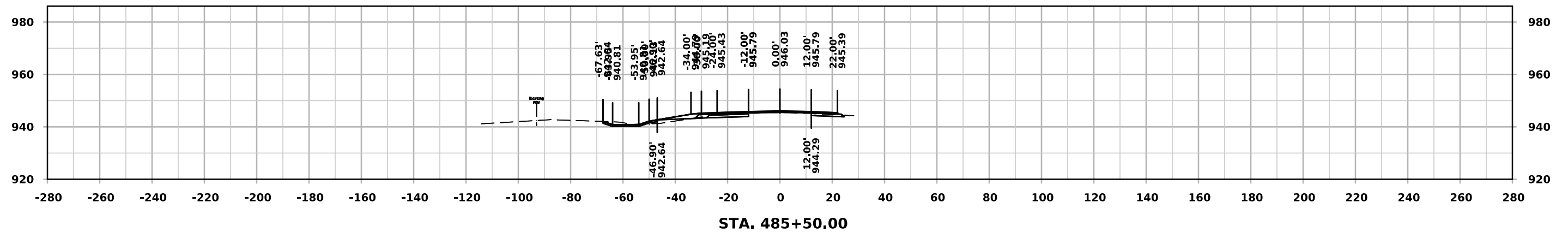
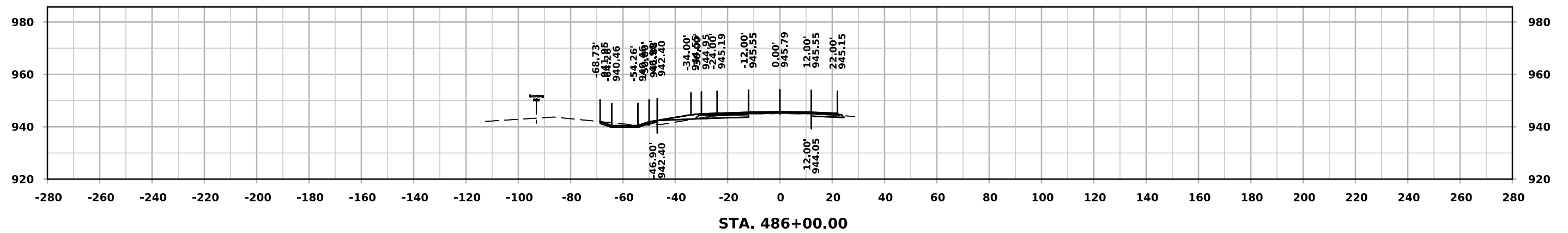
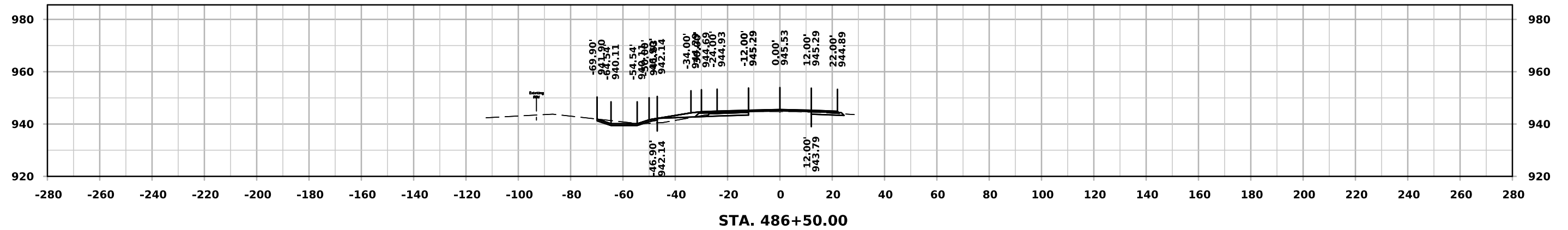


STA. 484+50.00

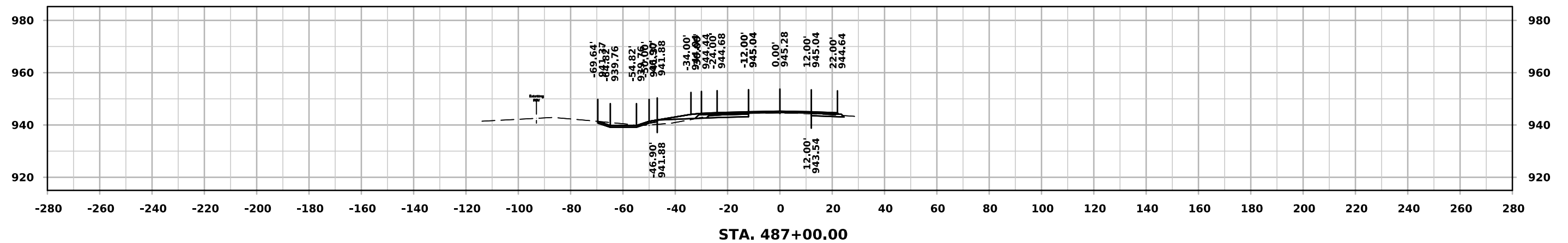
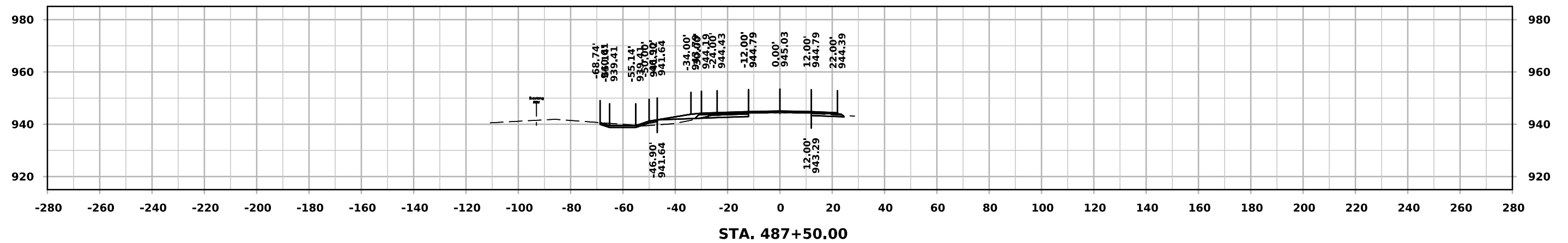
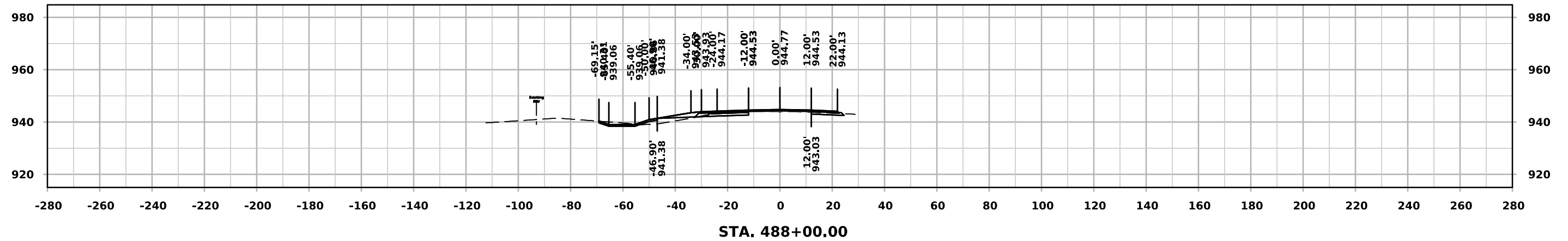


STA. 484+00.00

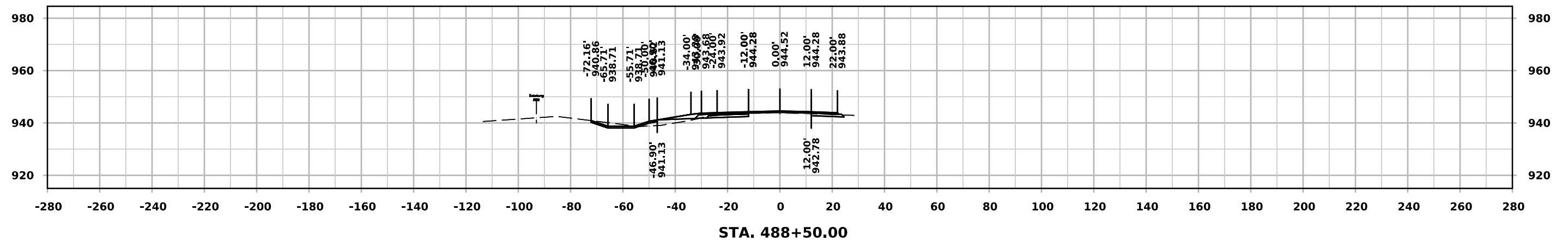
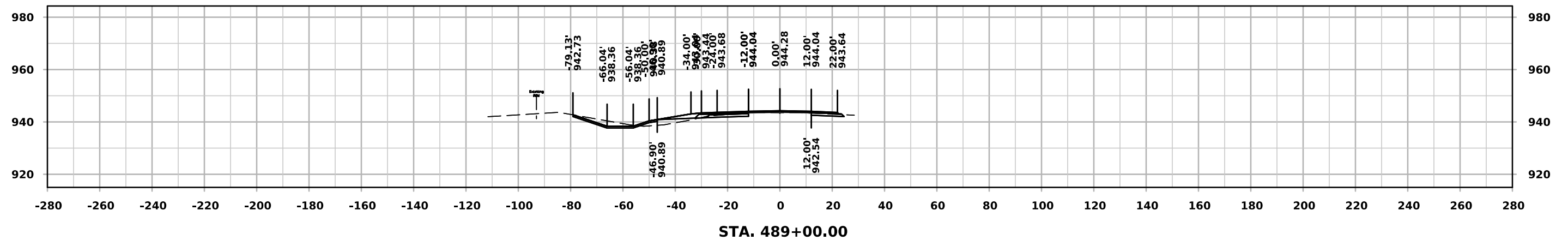
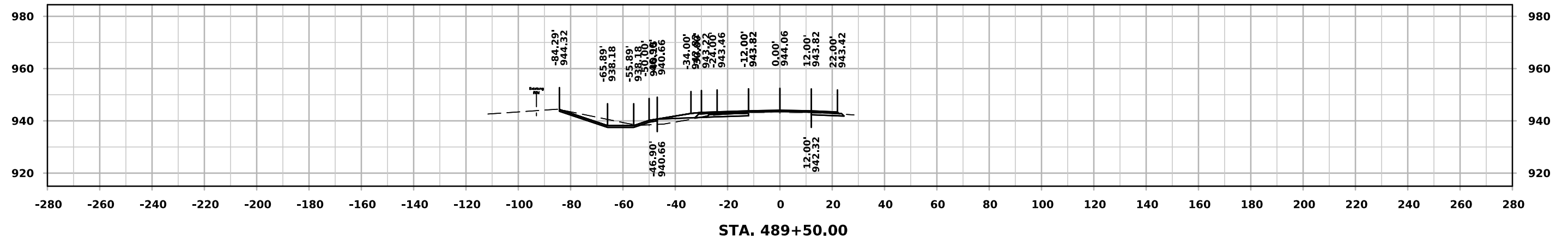
ML - US 63



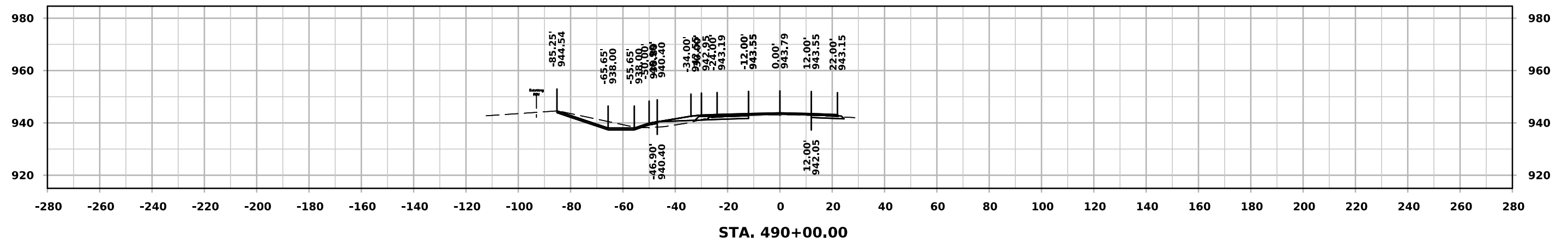
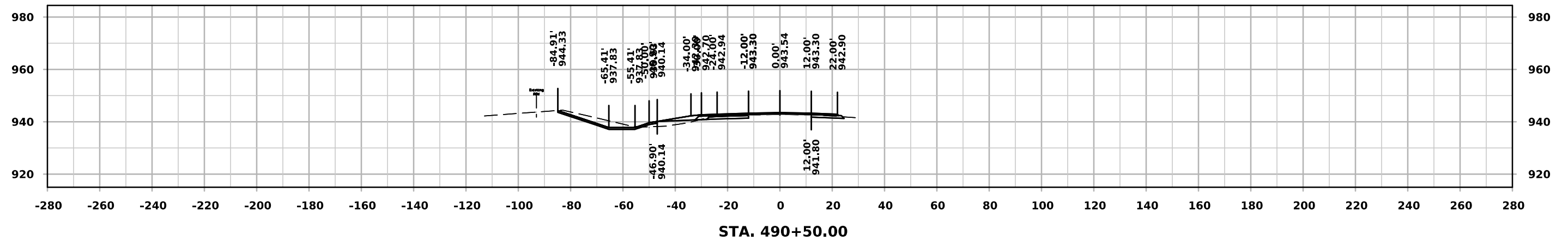
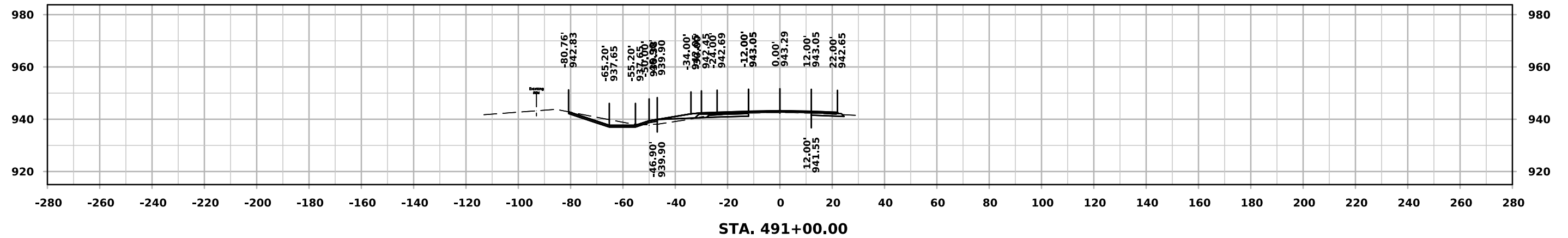
ML - US 63



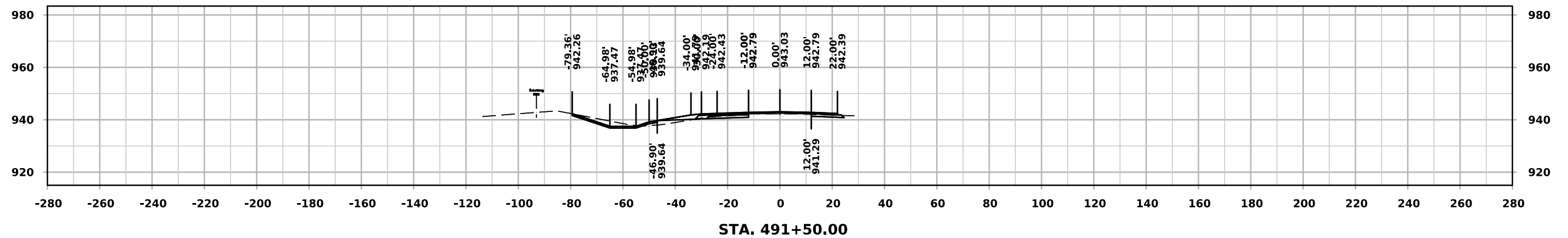
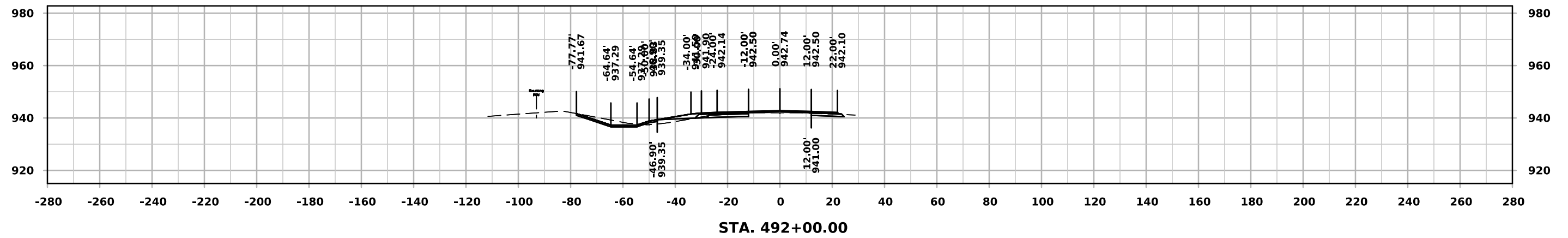
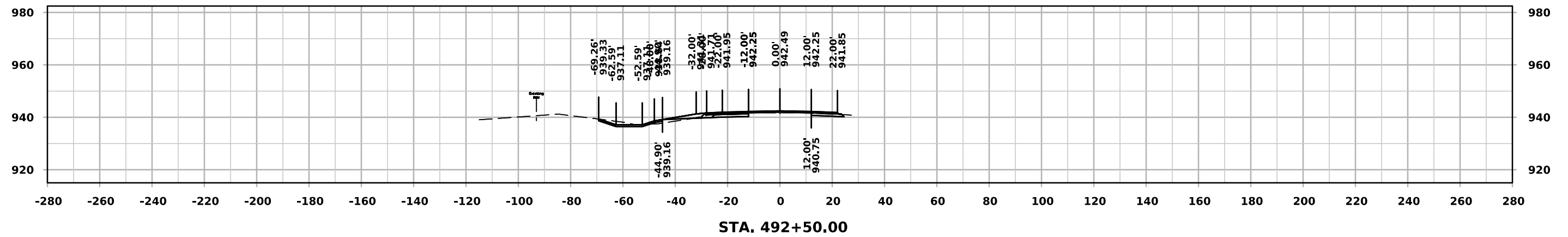
ML - US 63



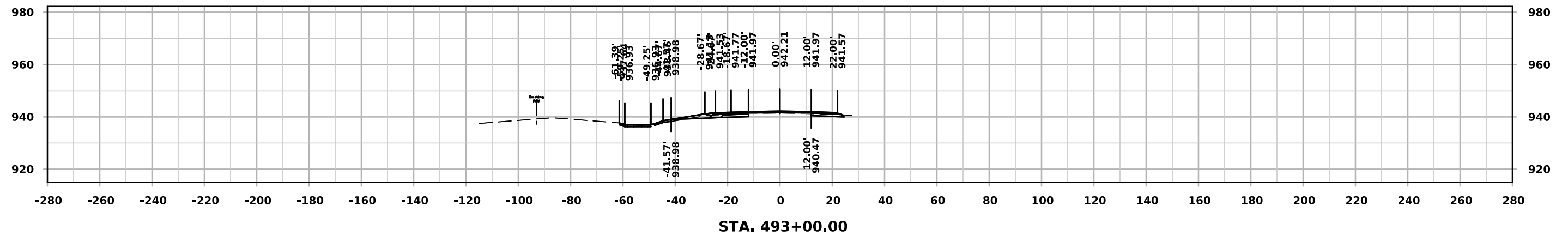
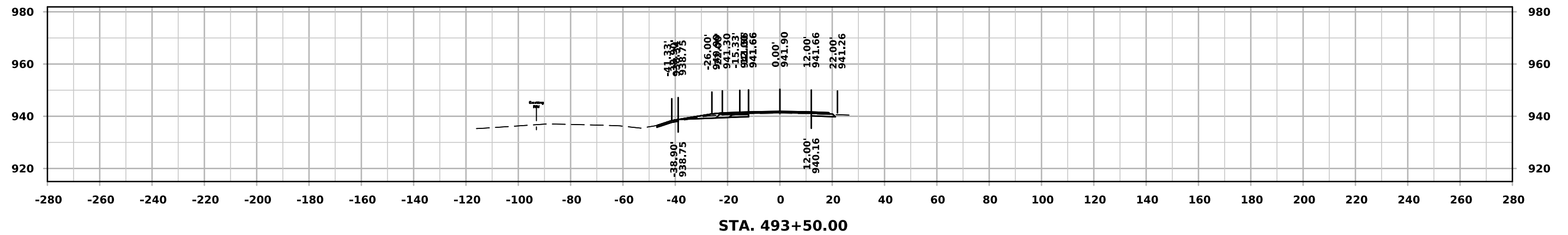
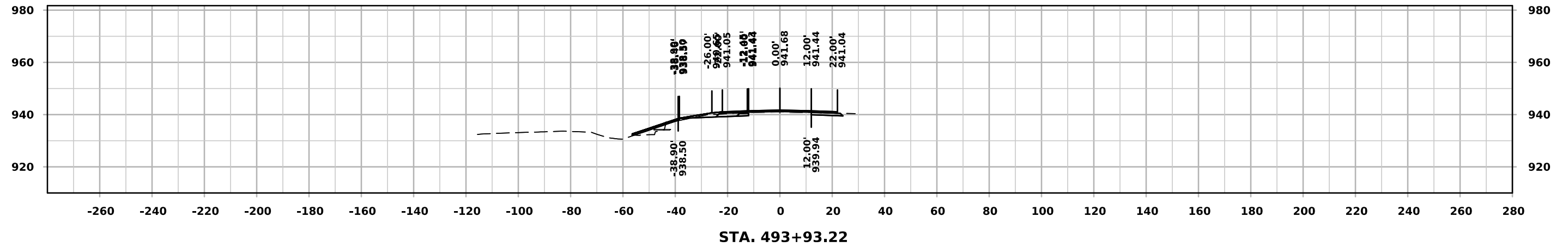
ML - US 63



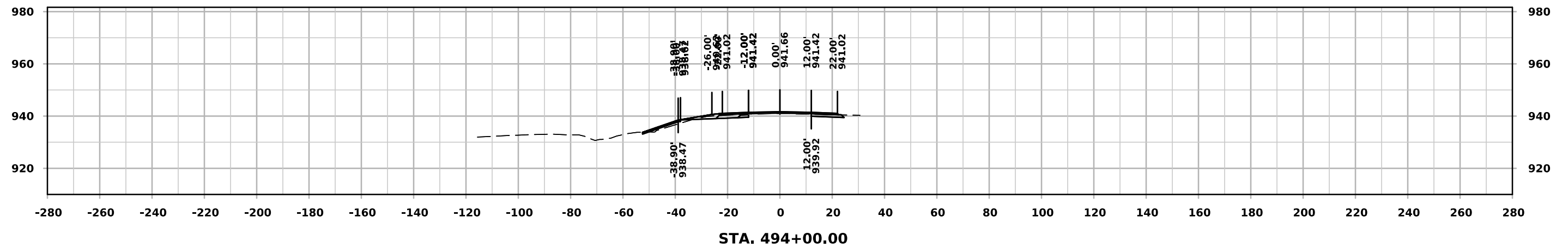
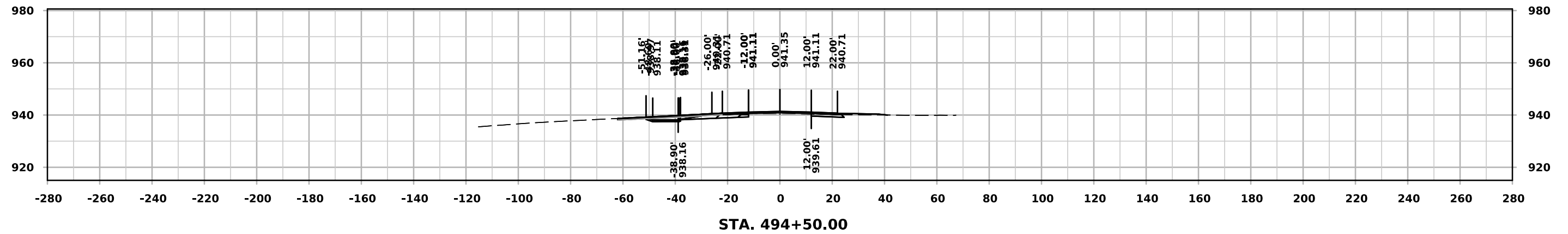
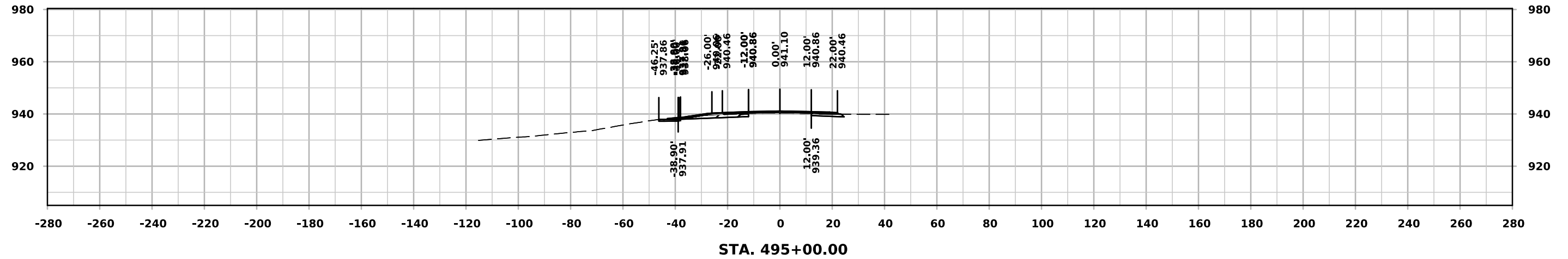
ML - US 63

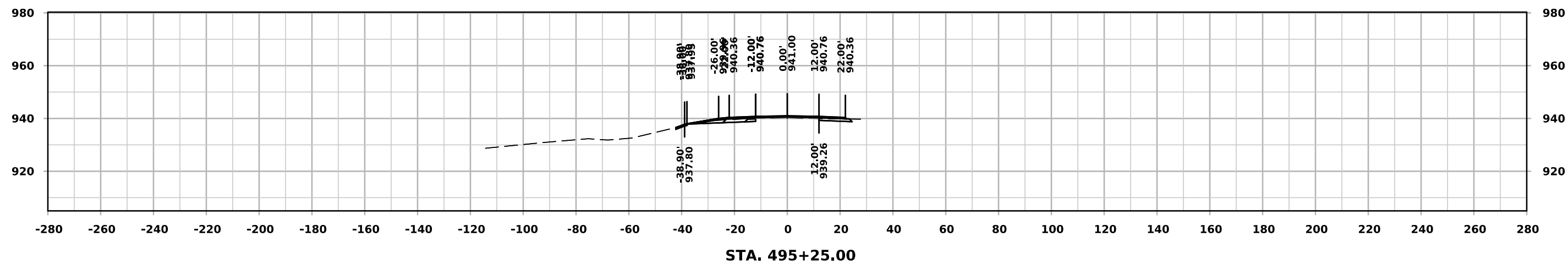


ML - US 63

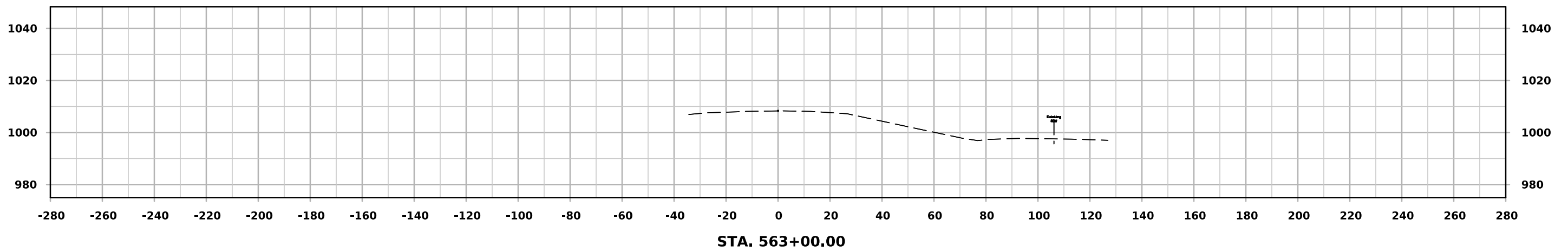
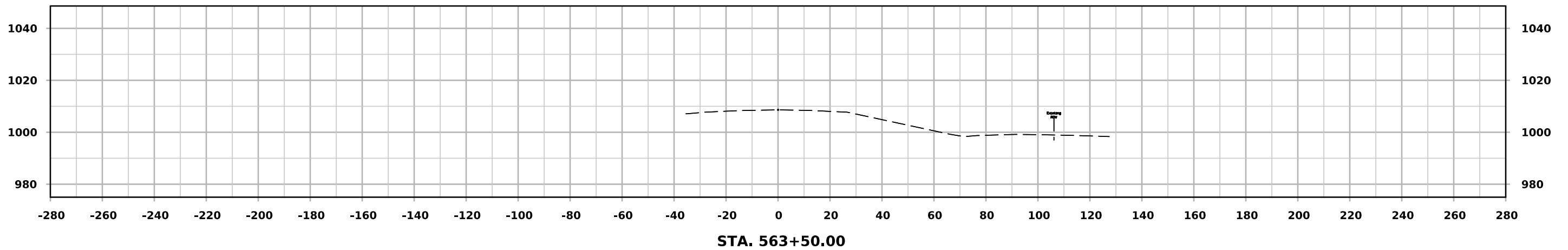
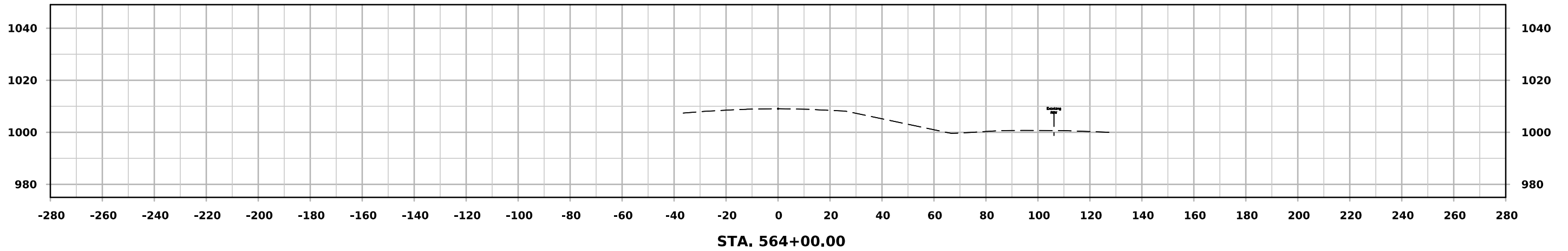


ML - US 63

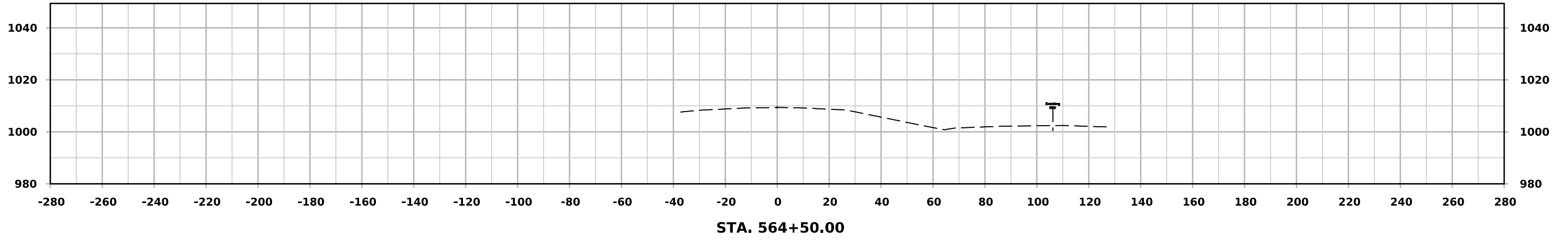
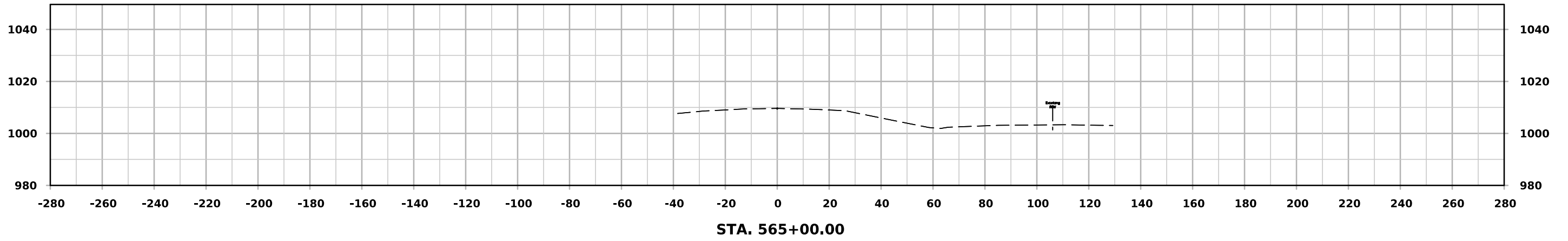
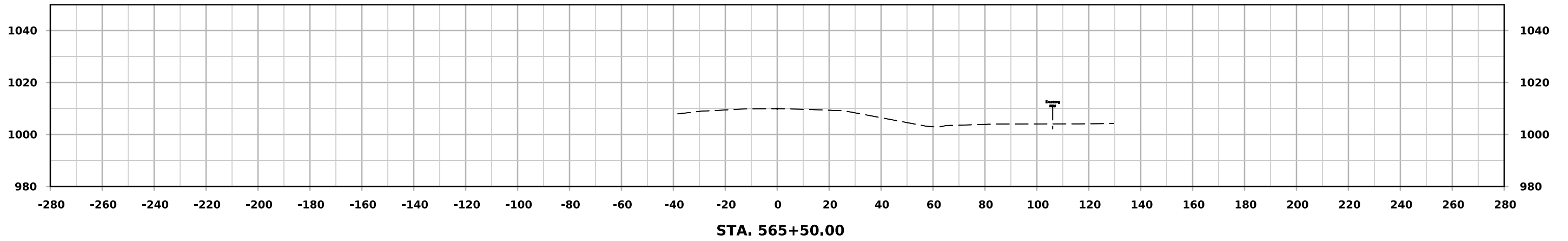




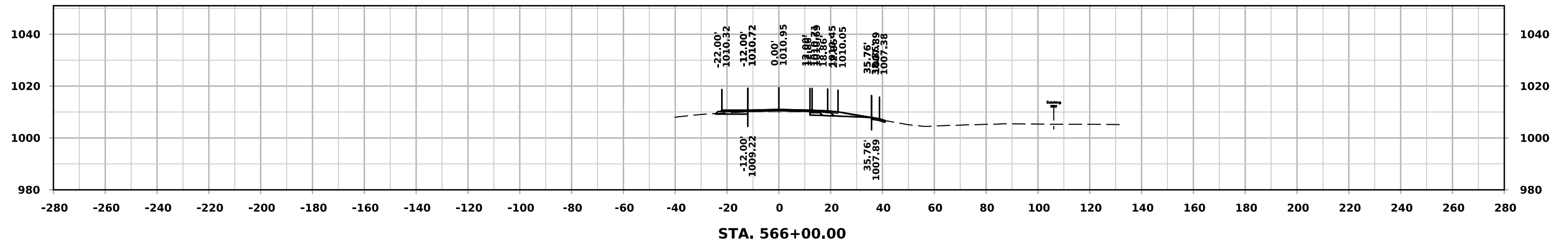
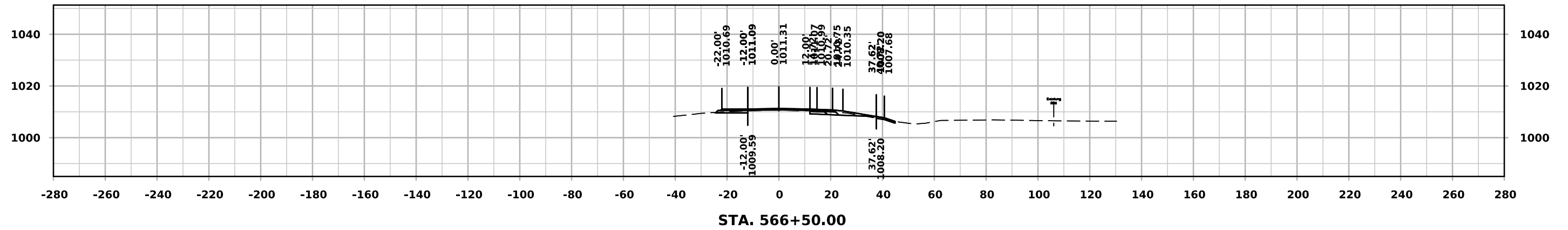
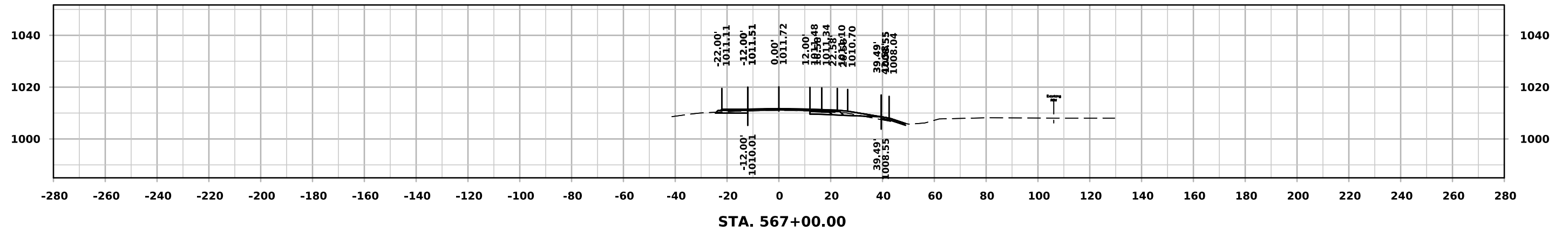
ML - US 63



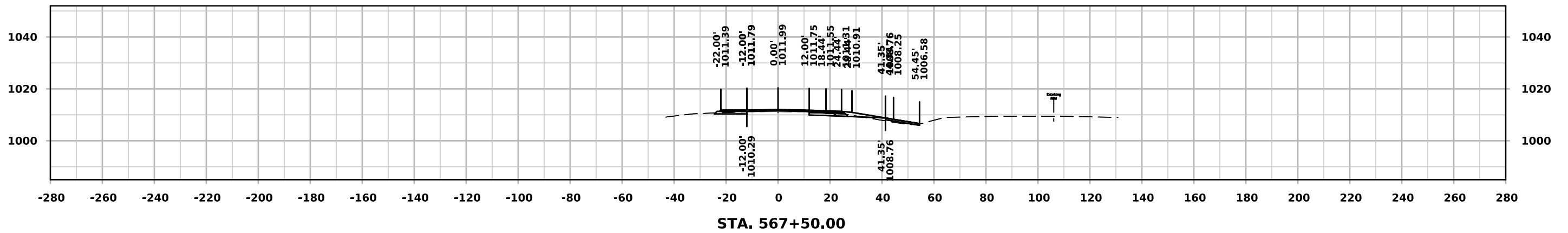
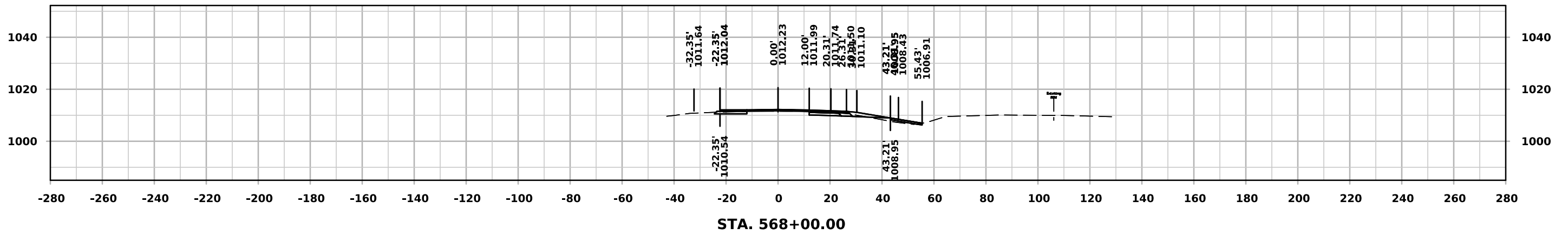
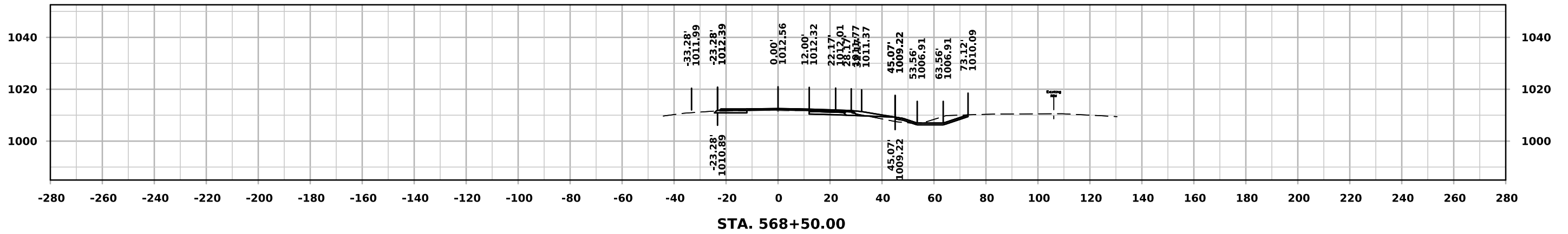
ML - US 63



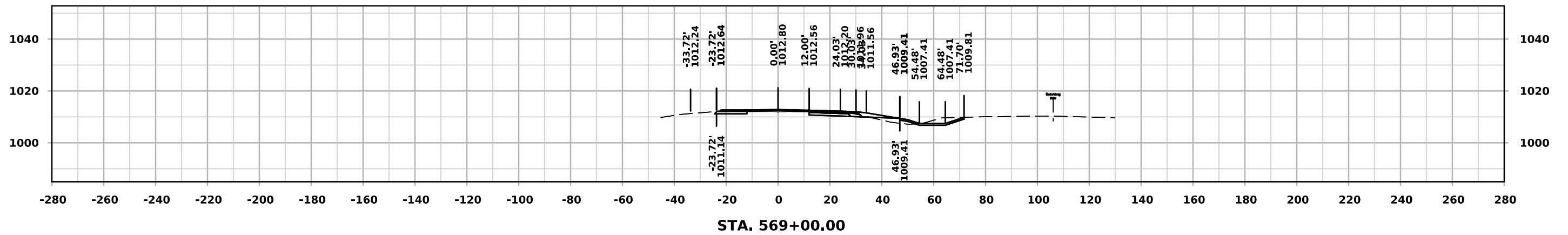
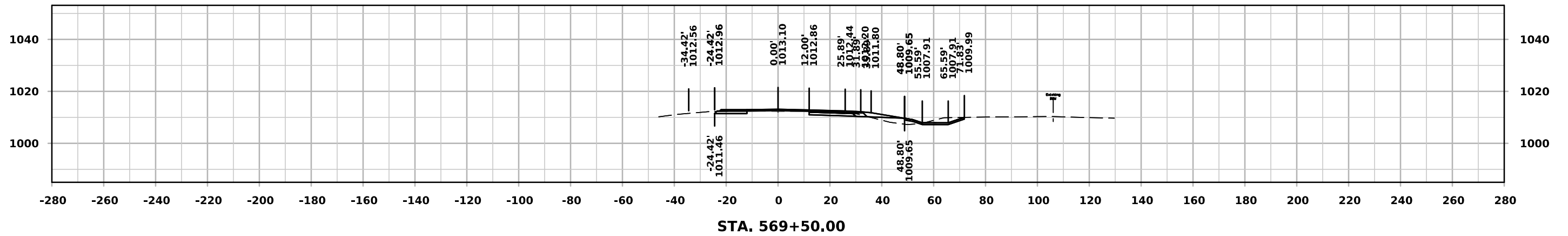
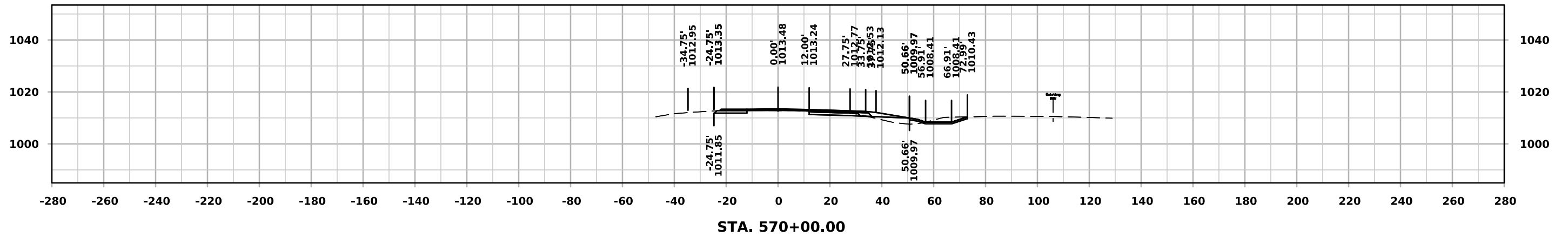
ML - US 63



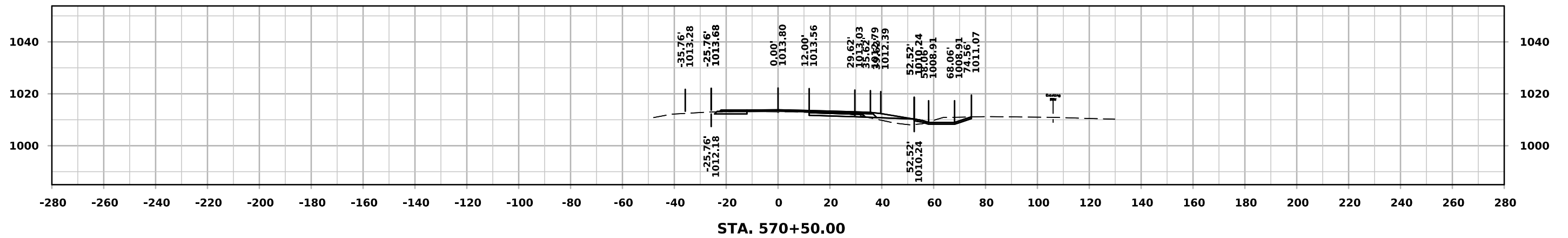
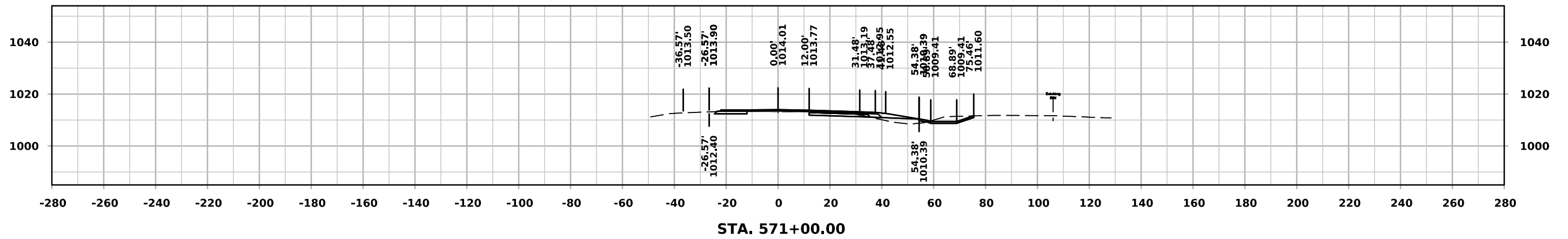
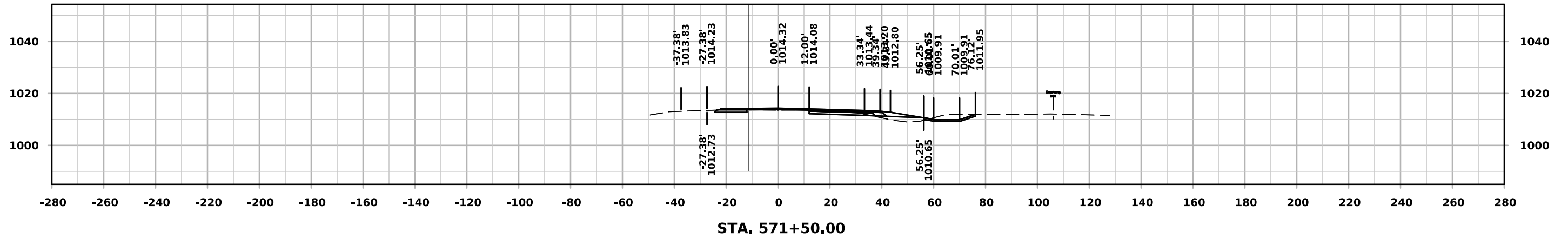
ML - US 63



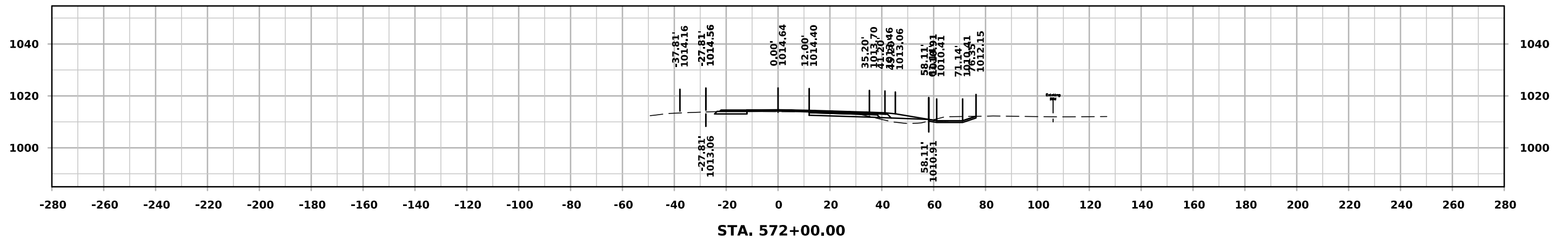
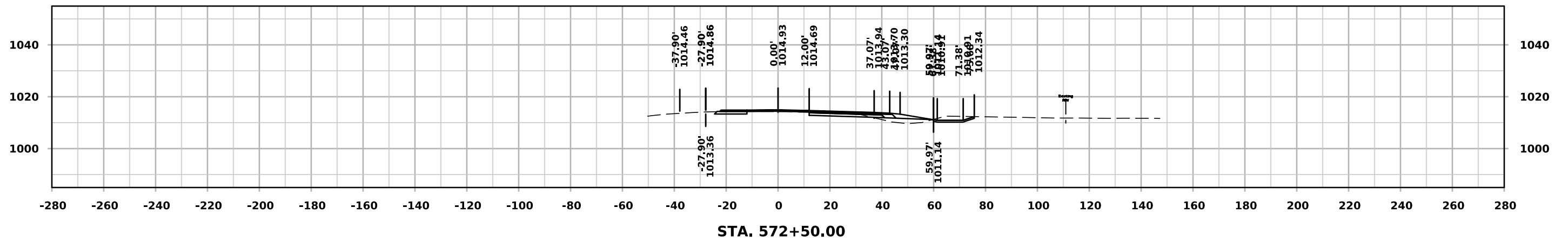
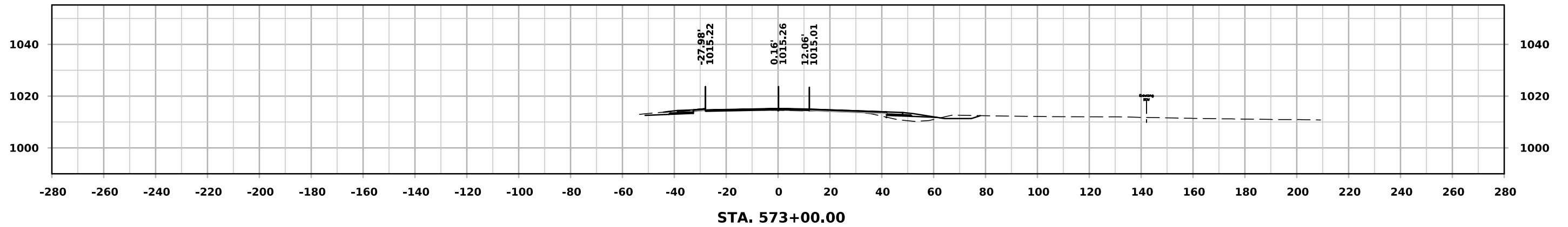
ML - US 63



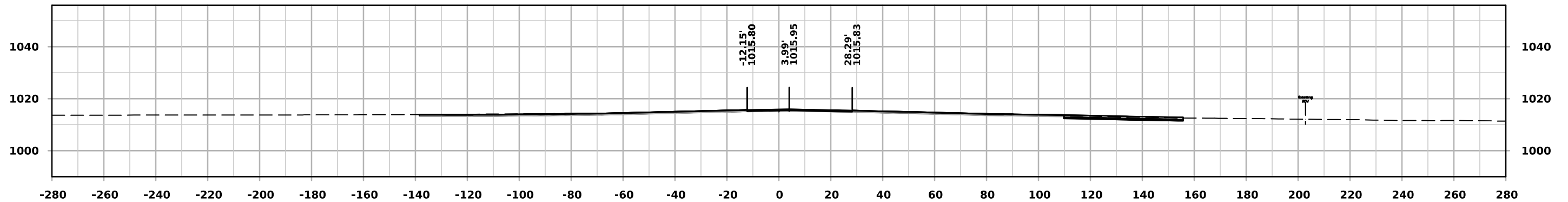
ML - US 63



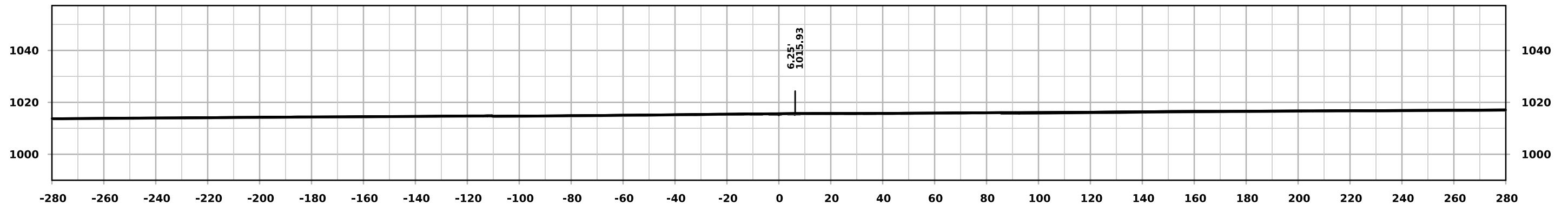
ML - US 63



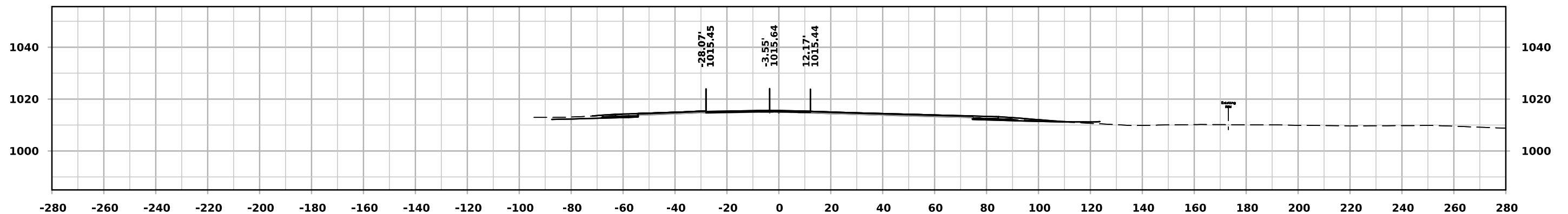
ML - US 63



STA. 574+00.00

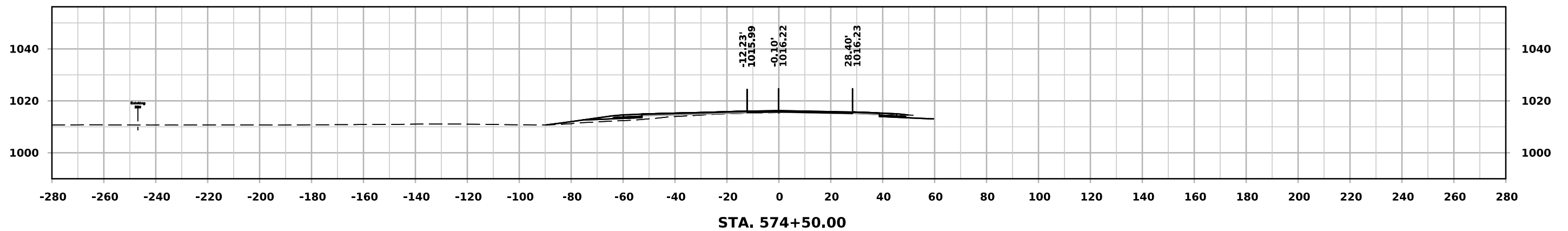
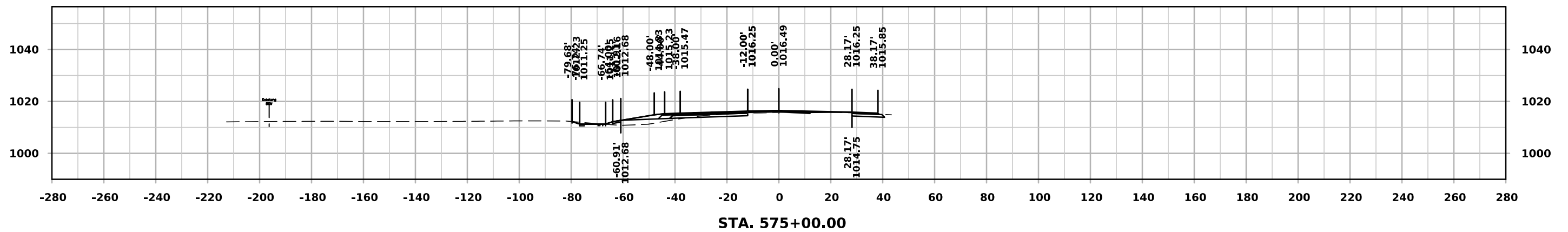
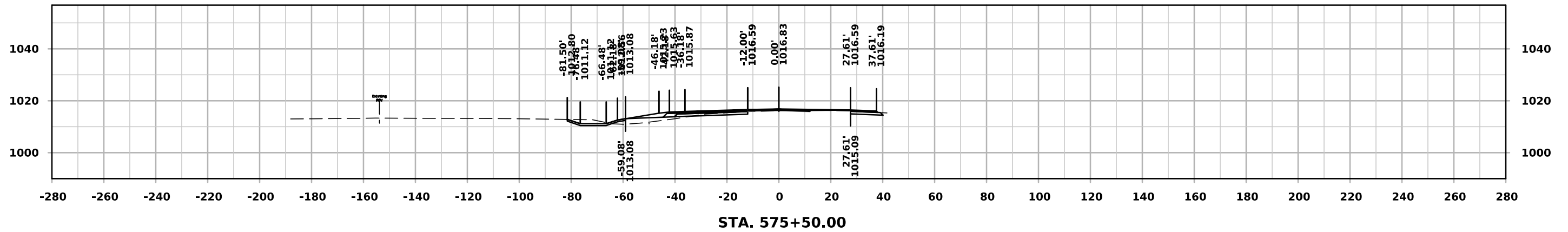


STA. 574+00.00

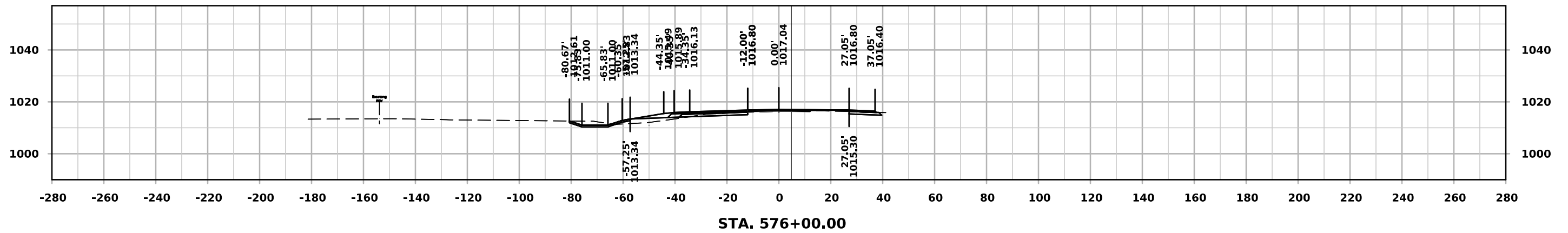
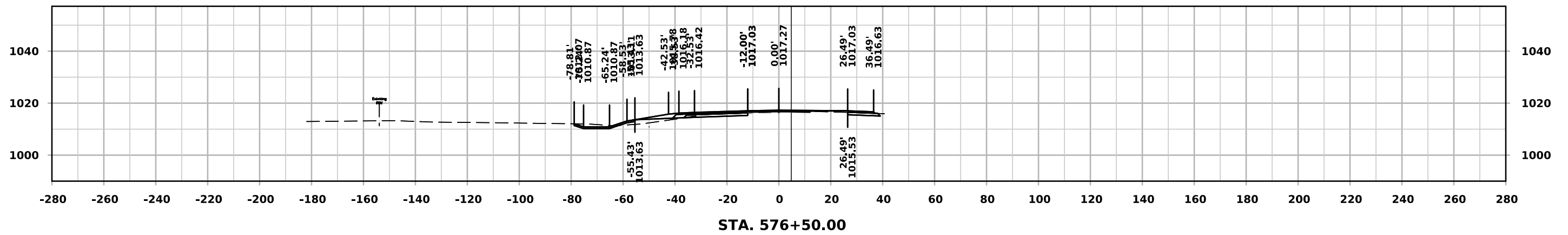
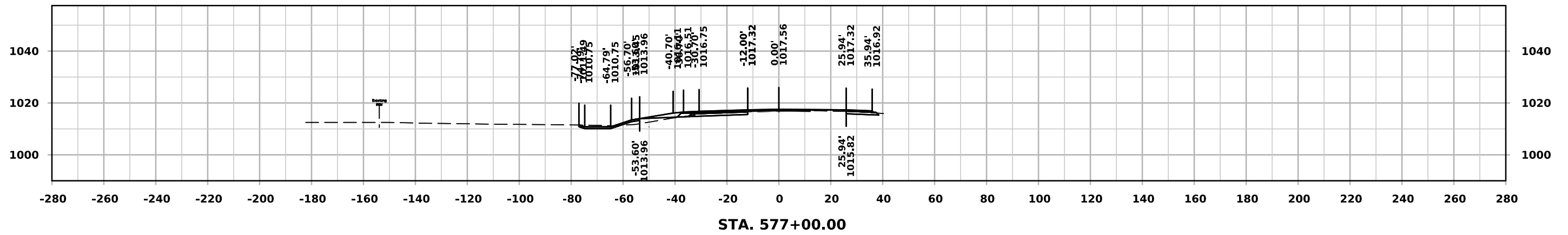


STA. 573+50.00

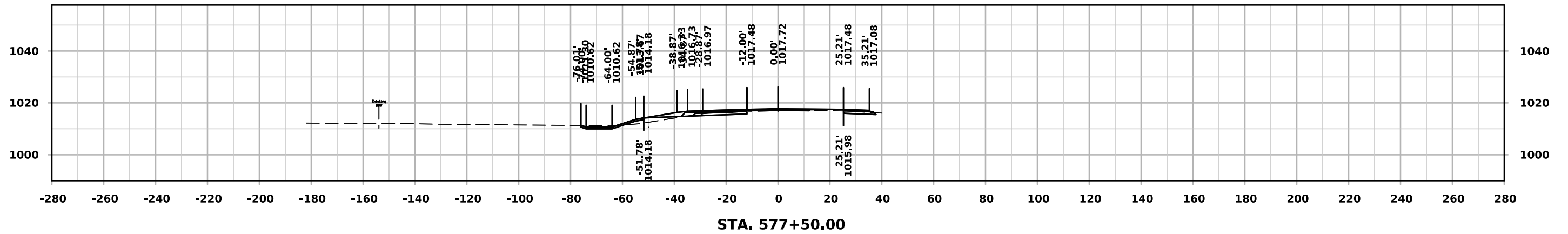
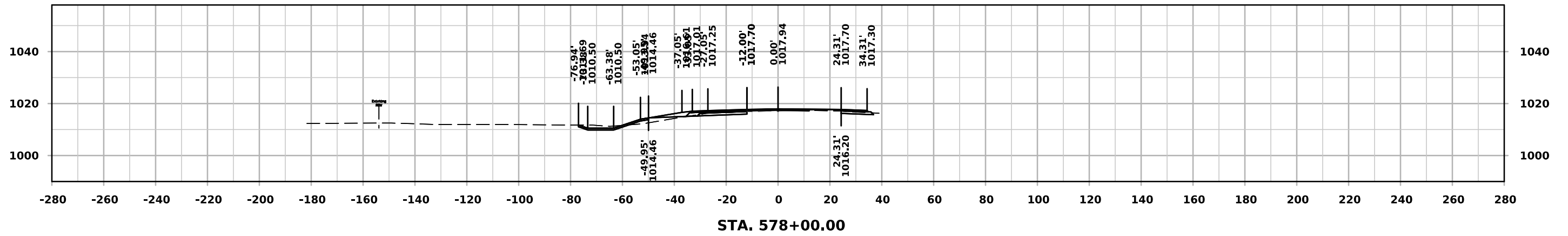
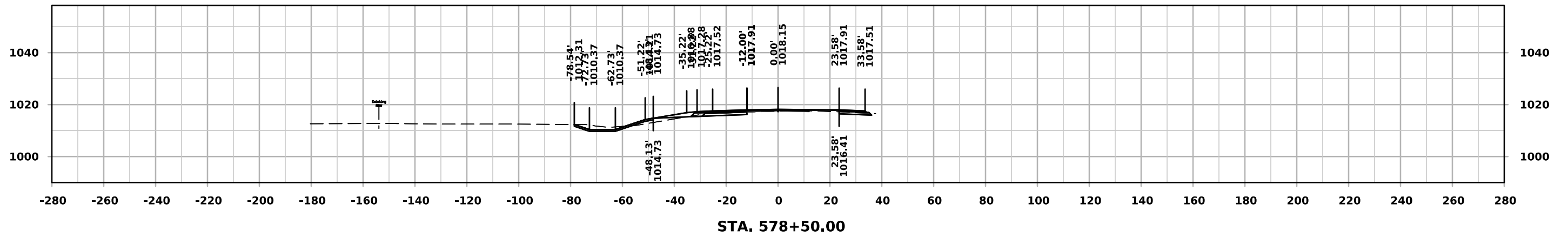
ML - US 63



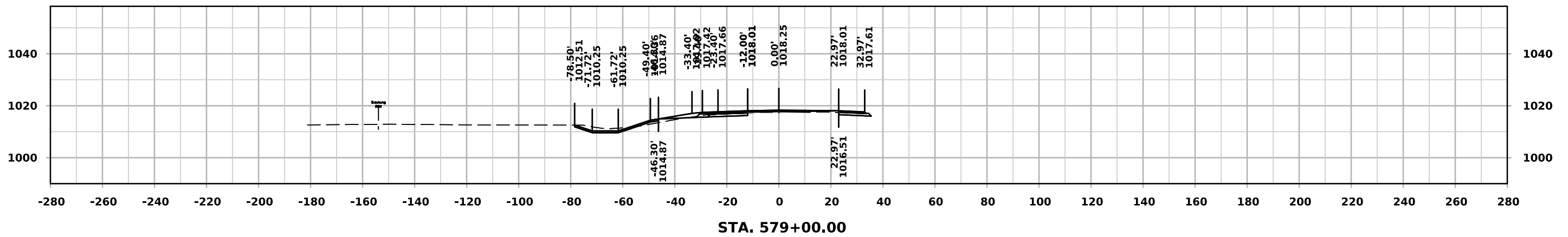
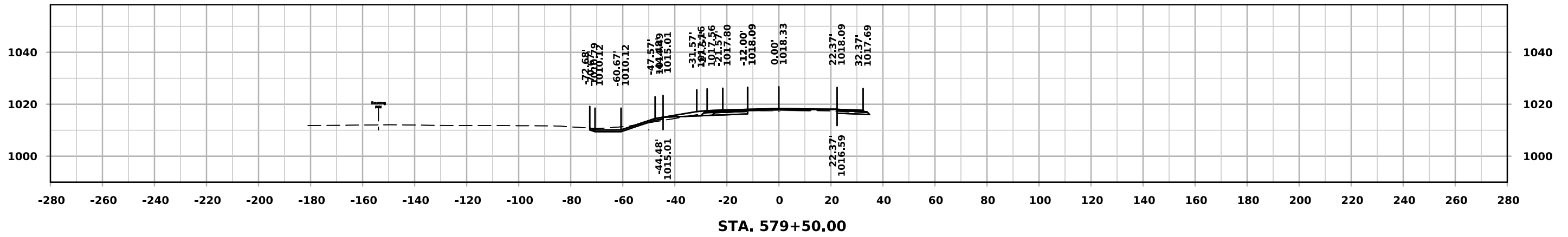
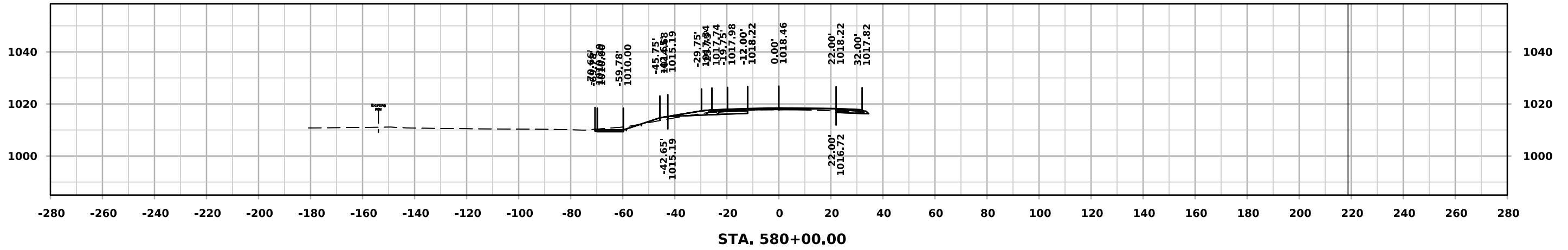
ML - US 63



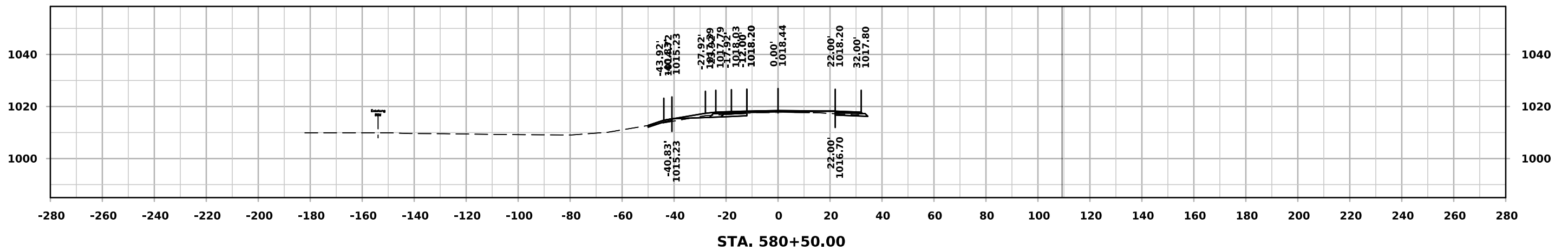
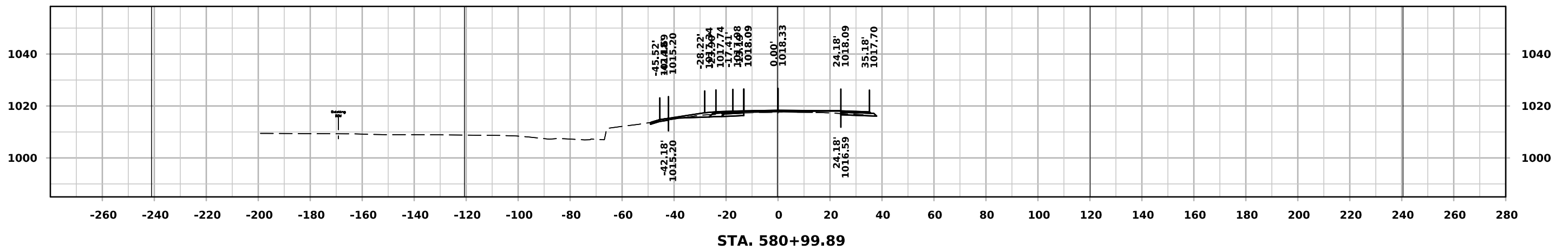
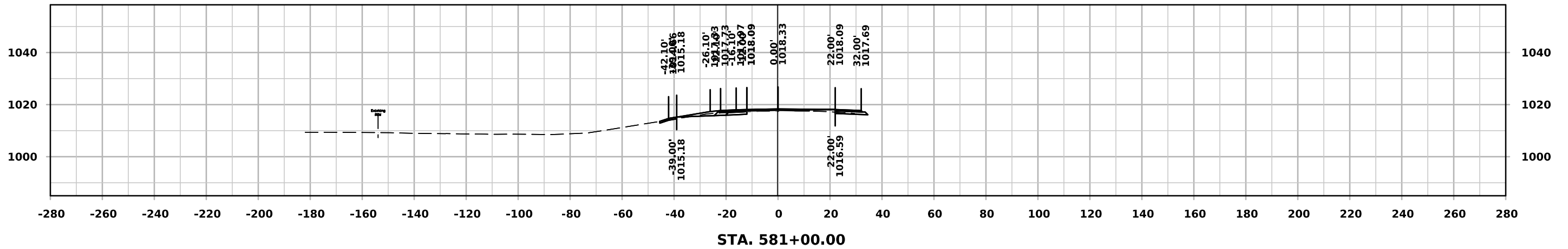
ML - US 63



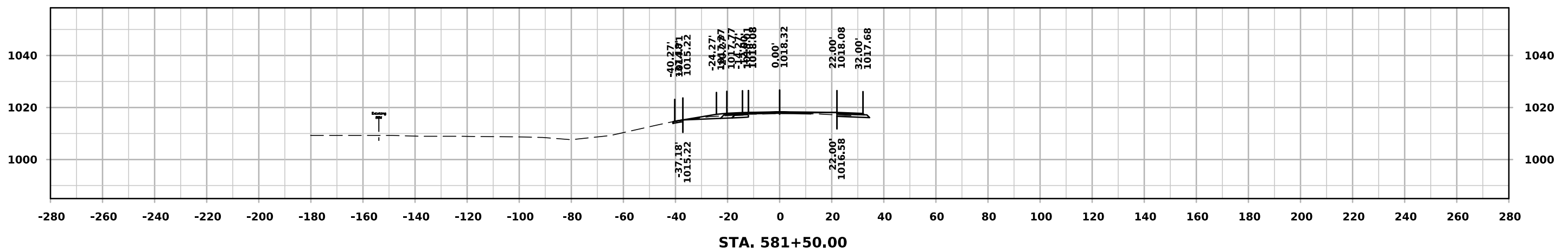
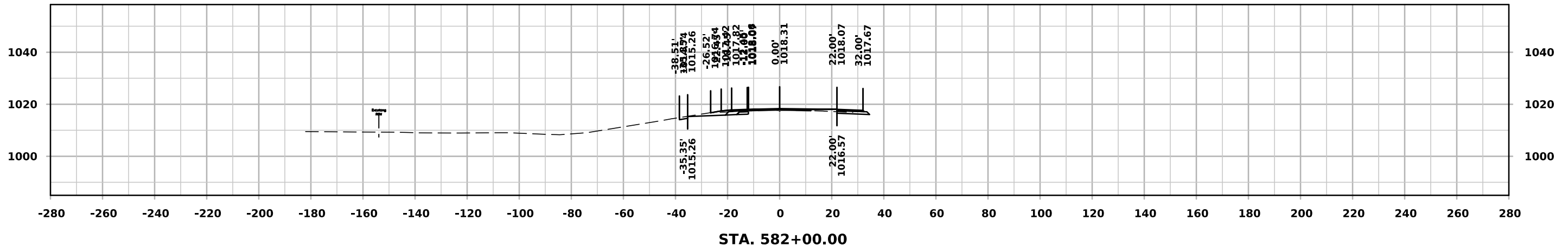
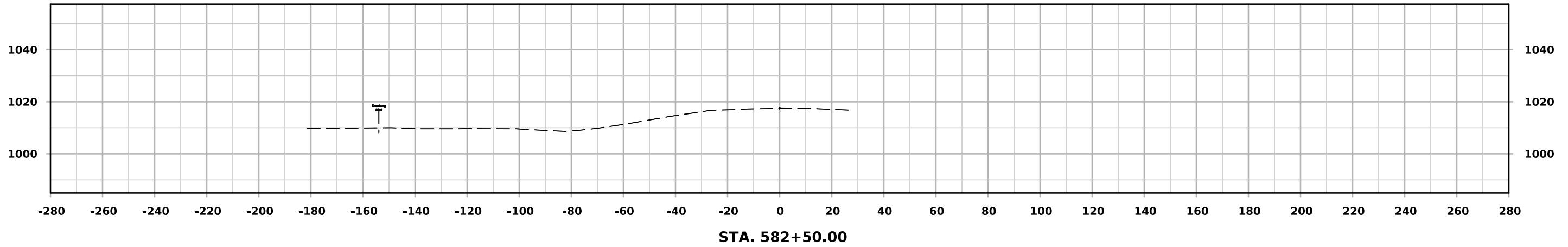
ML - US 63



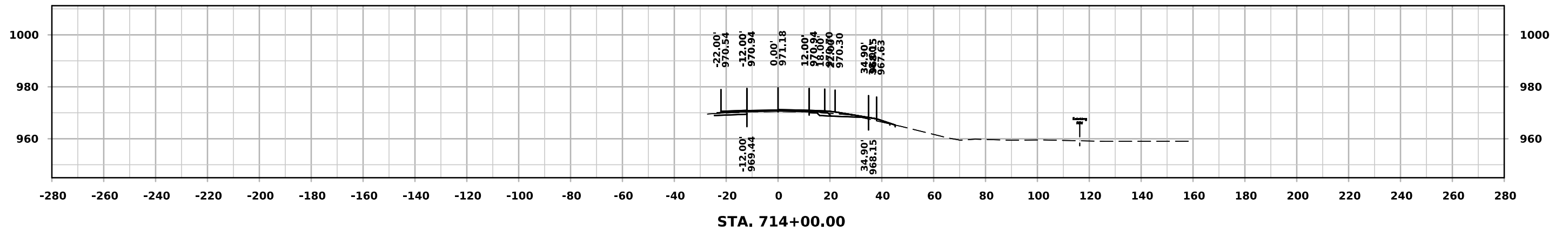
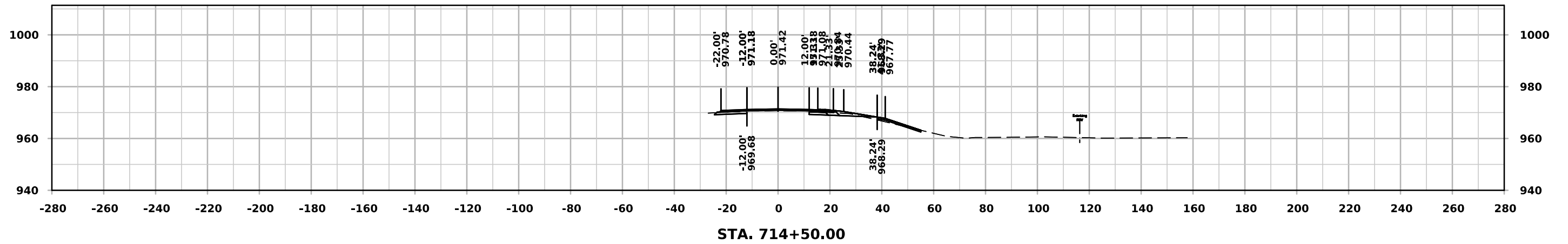
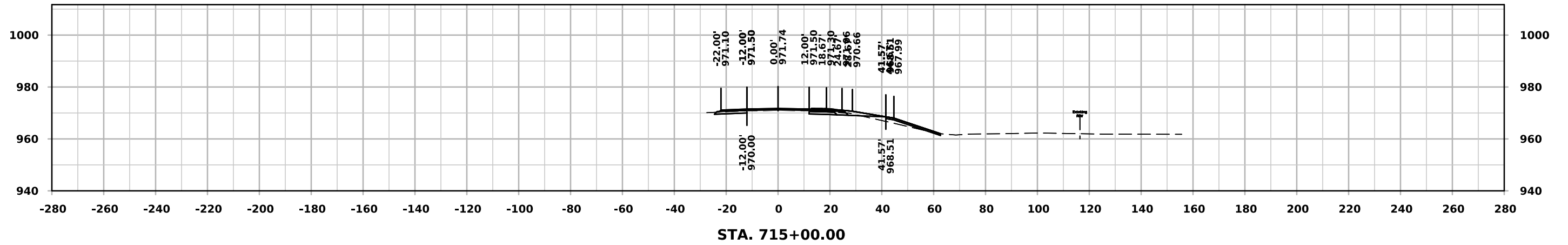
ML - US 63



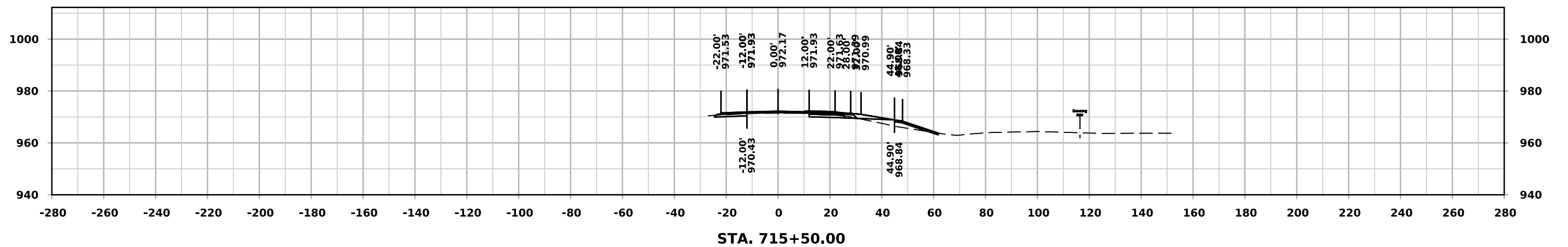
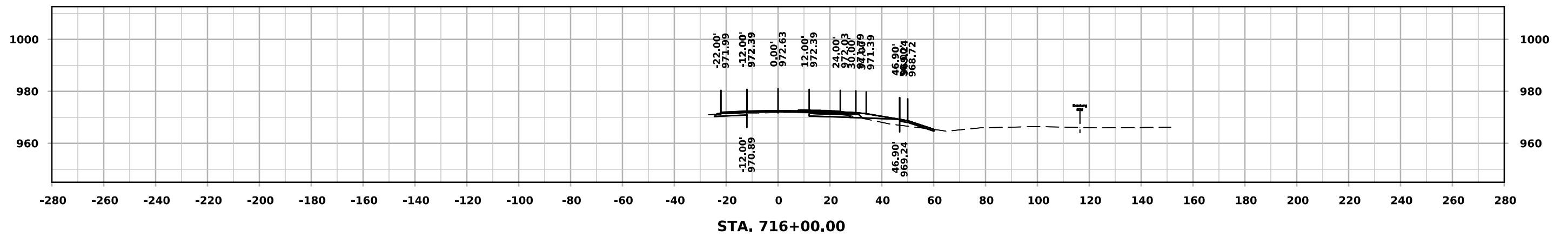
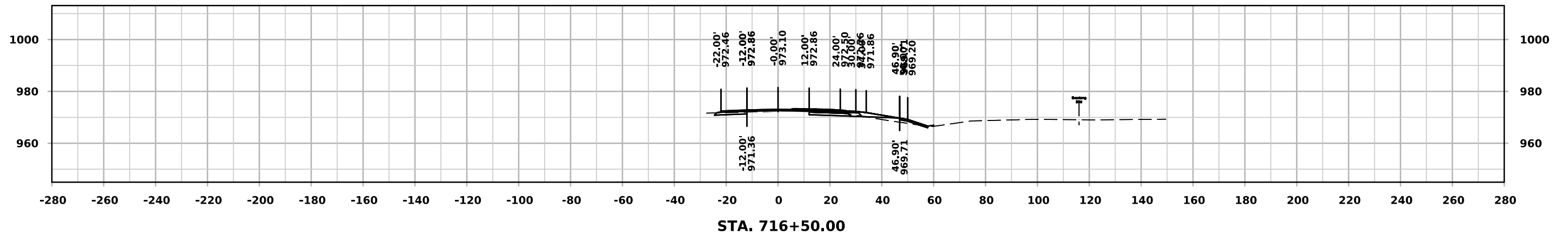
ML - US 63



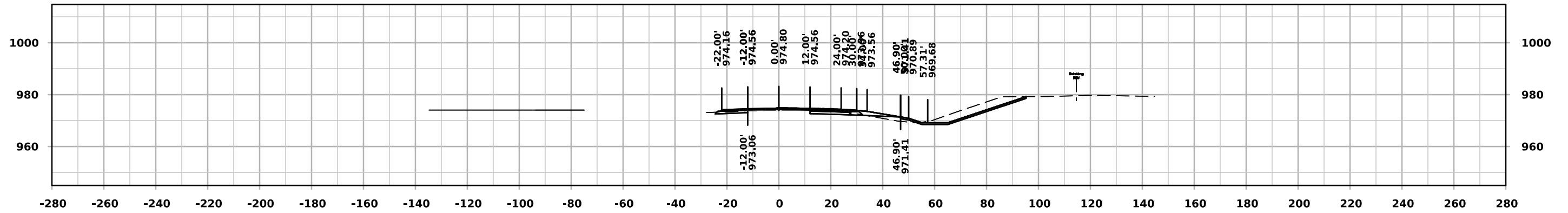
ML - US 63



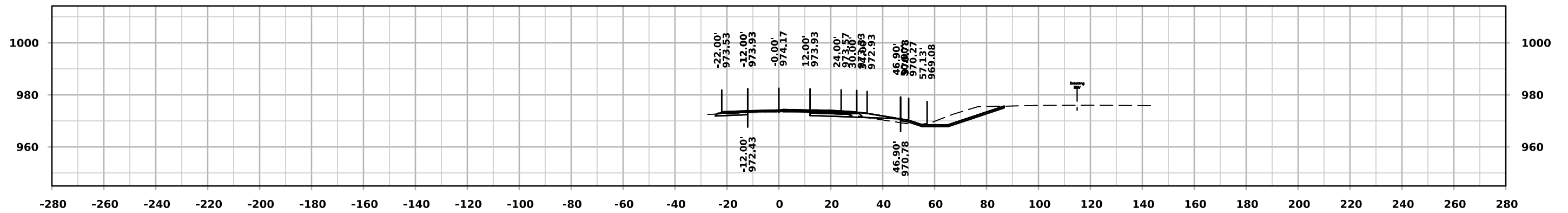
ML - US 63



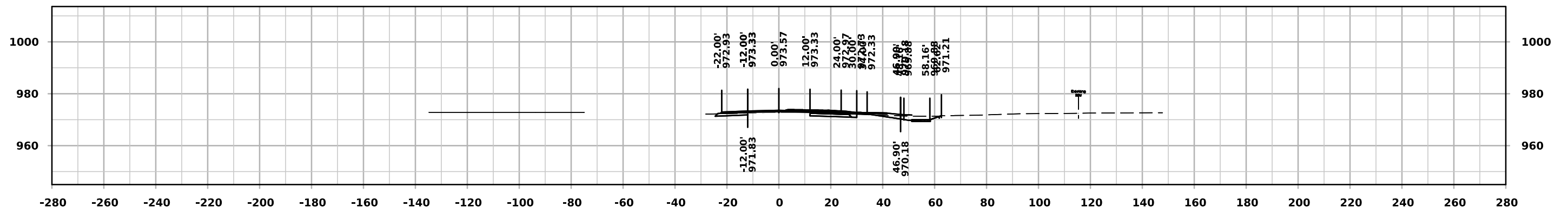
ML - US 63



STA. 718+00.00

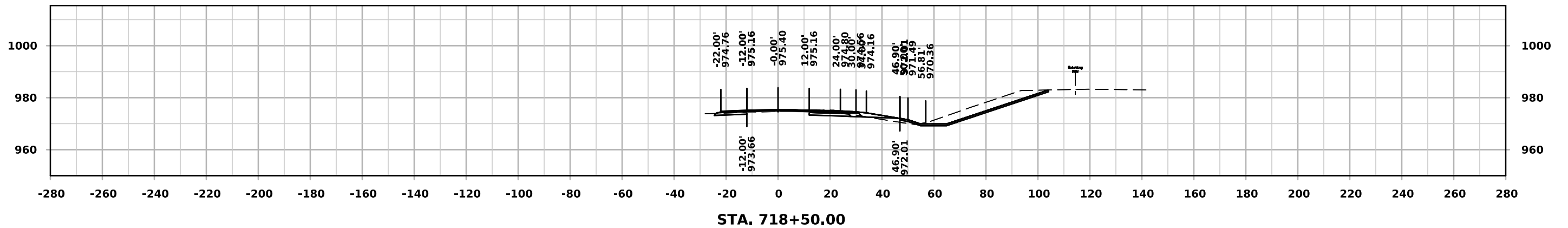
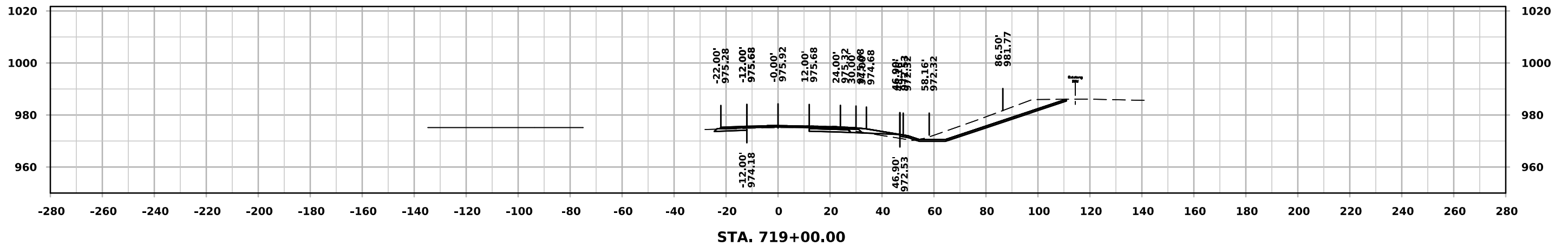
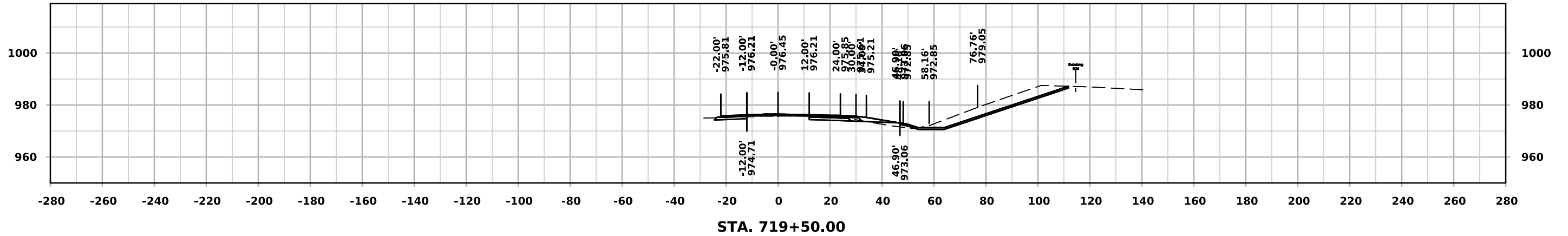


STA. 717+50.00

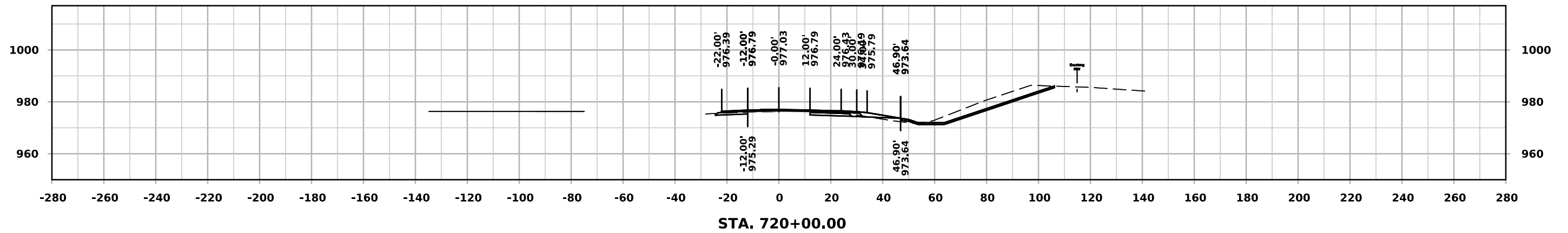
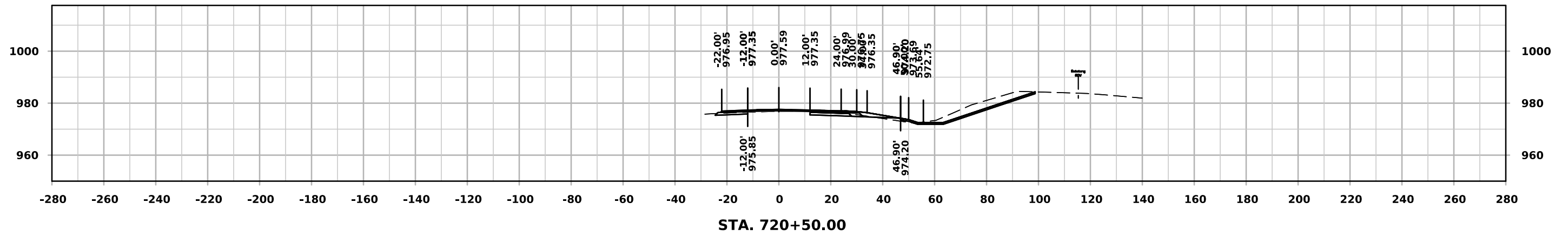
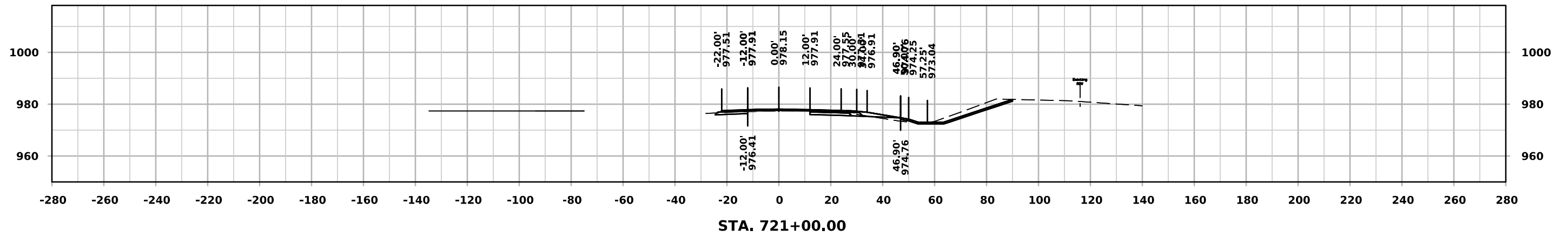


STA. 717+00.00

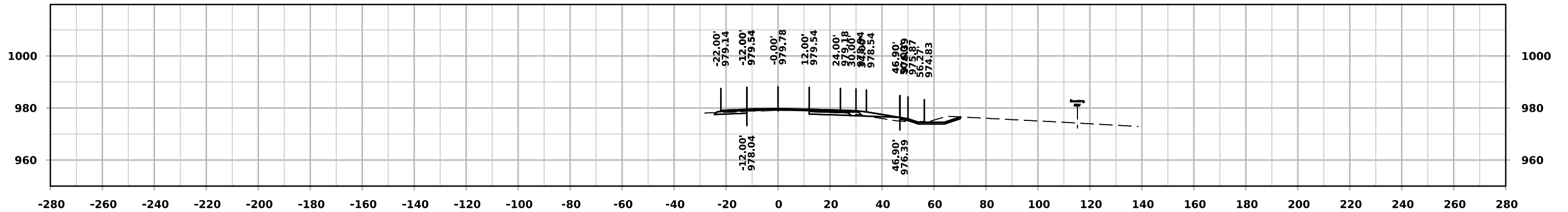
ML - US 63



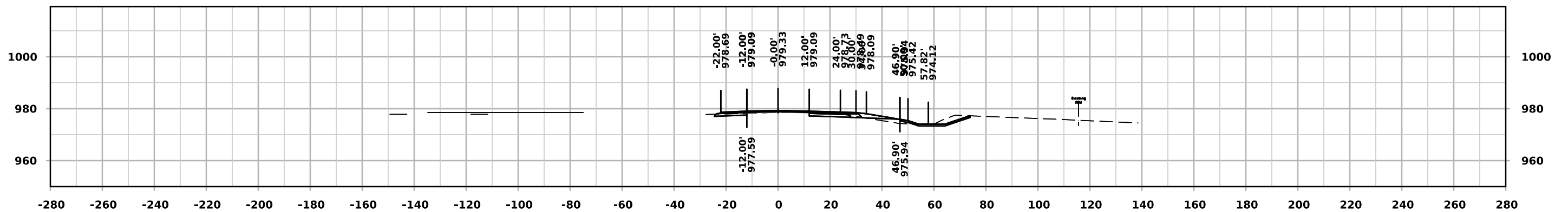
ML - US 63



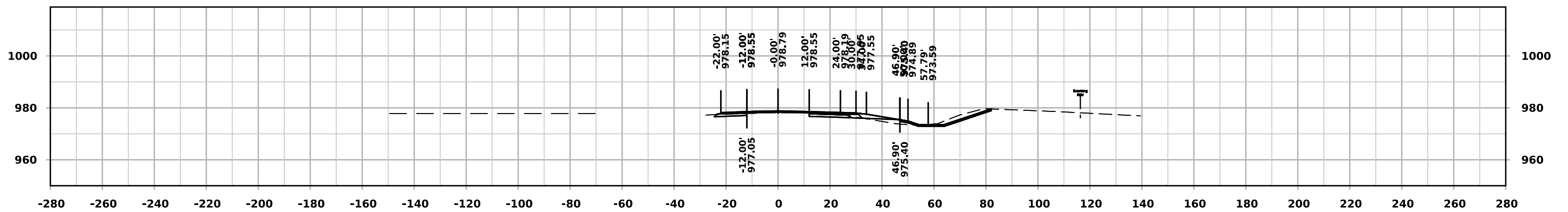
ML - US 63



STA. 722+50.00

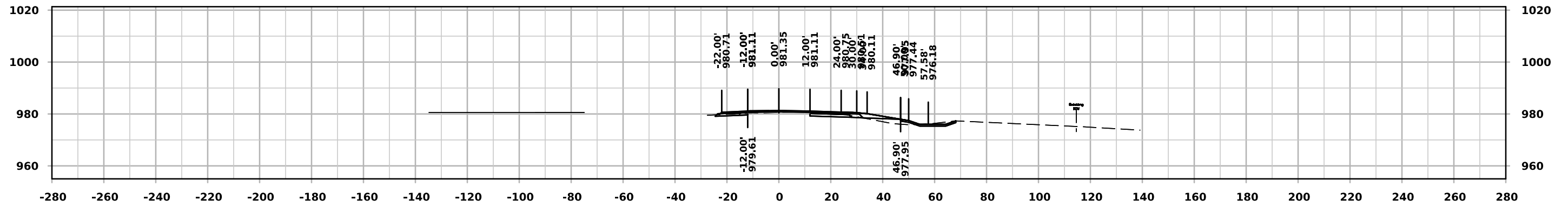


STA. 722+00.00

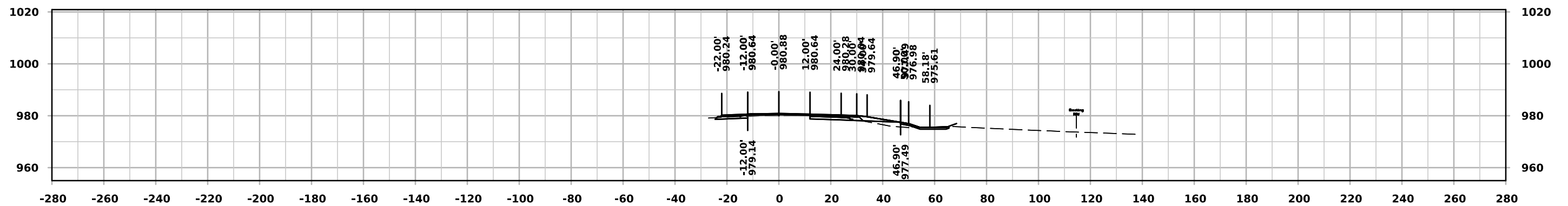


STA. 721+50.00

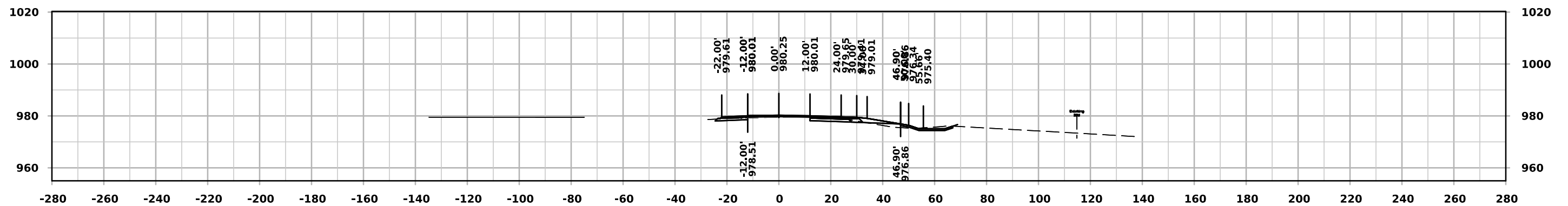
ML - US 63



STA. 724+00.00

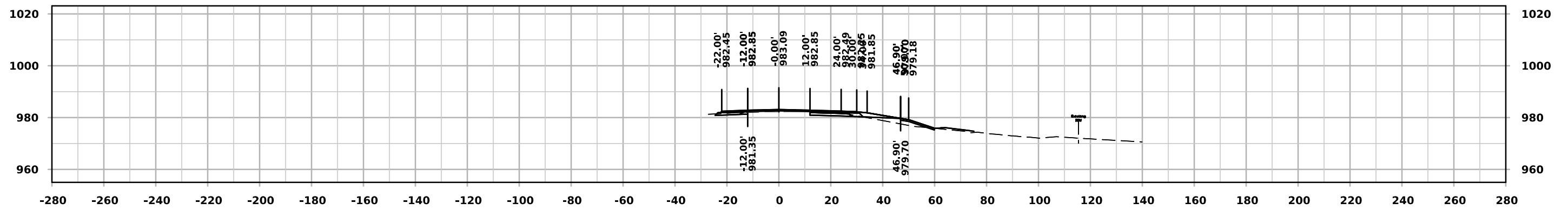


STA. 723+50.00

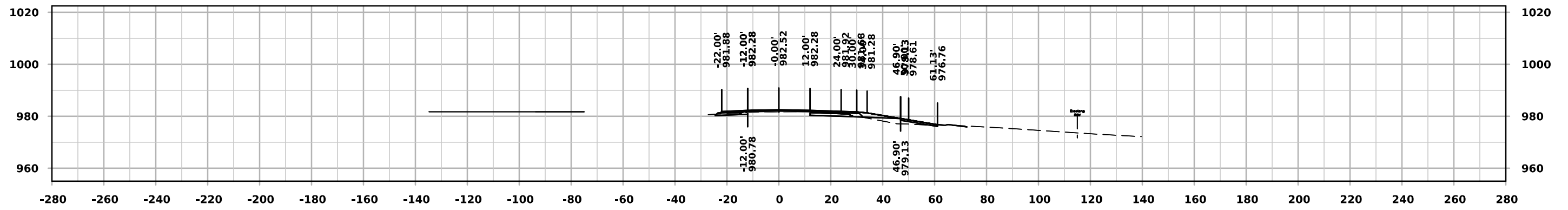


STA. 723+00.00

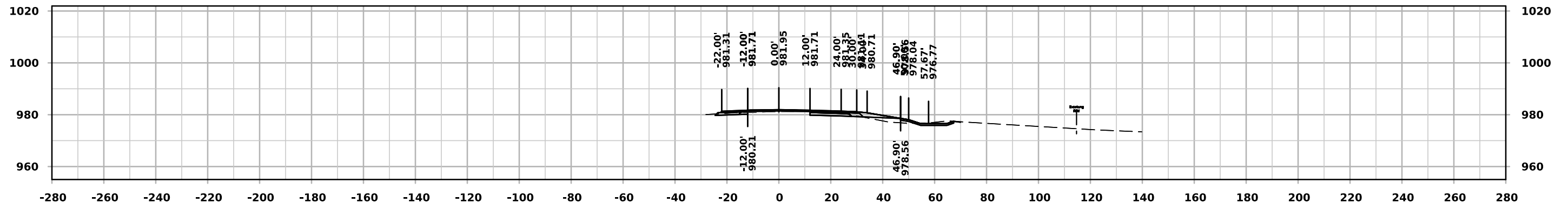
ML - US 63



STA. 725+50.00

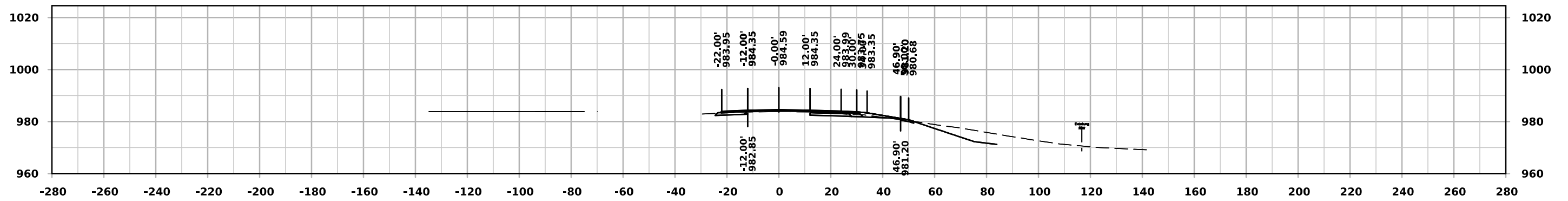


STA. 725+00.00

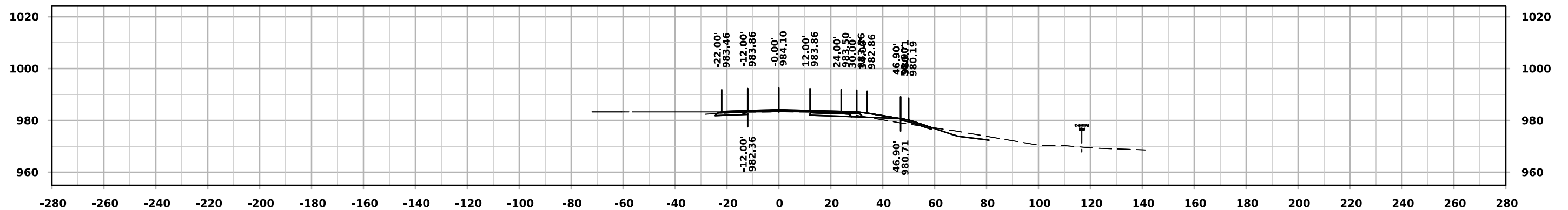


STA. 724+50.00

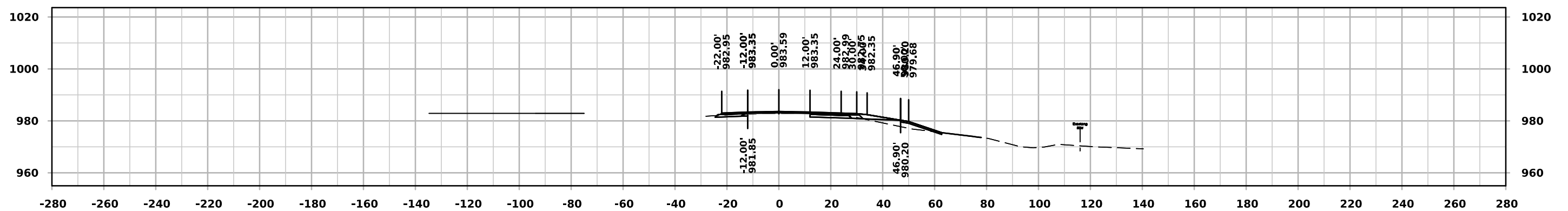
ML - US 63



STA. 727+00.00

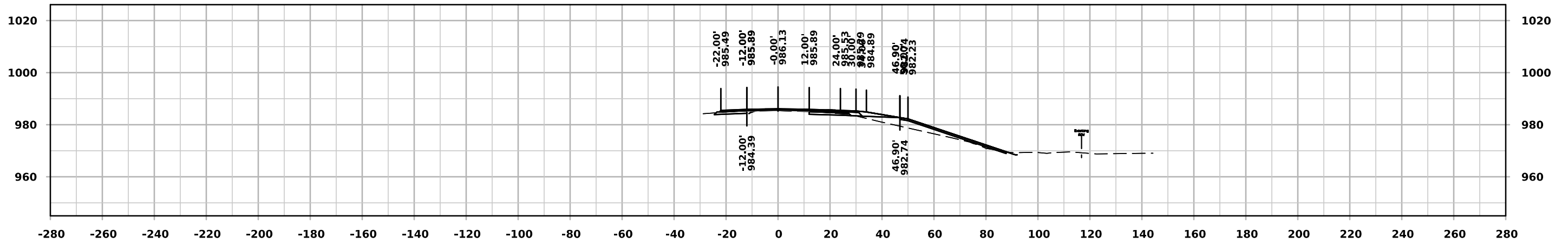


STA. 726+50.00

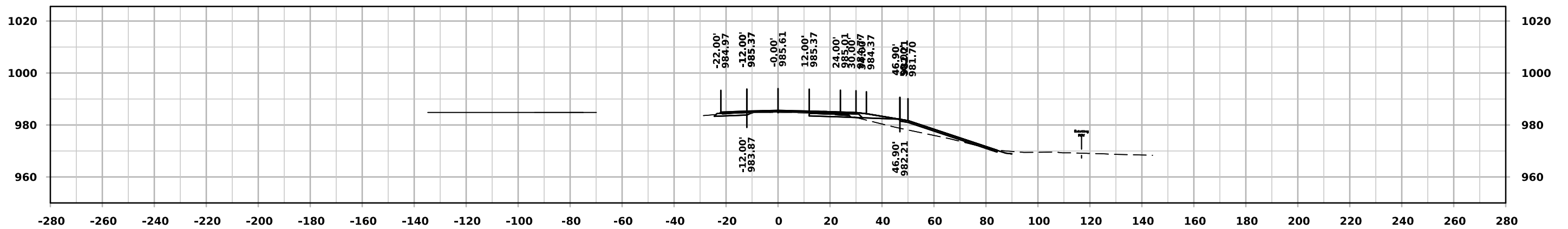


STA. 726+00.00

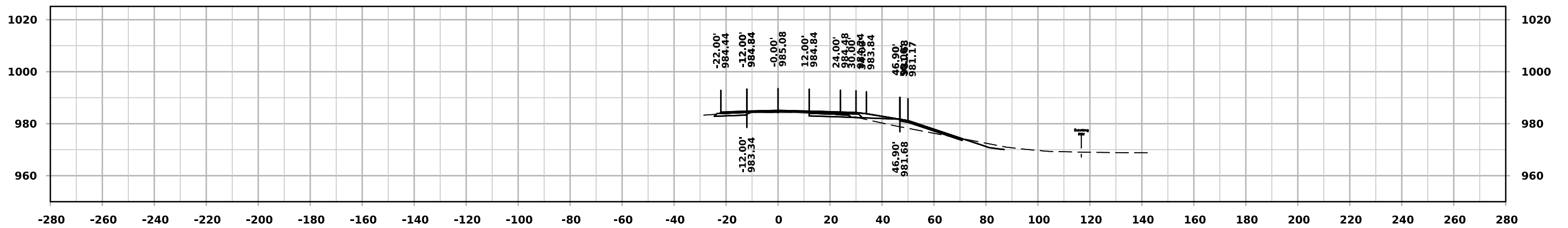
ML - US 63



STA. 728+50.00

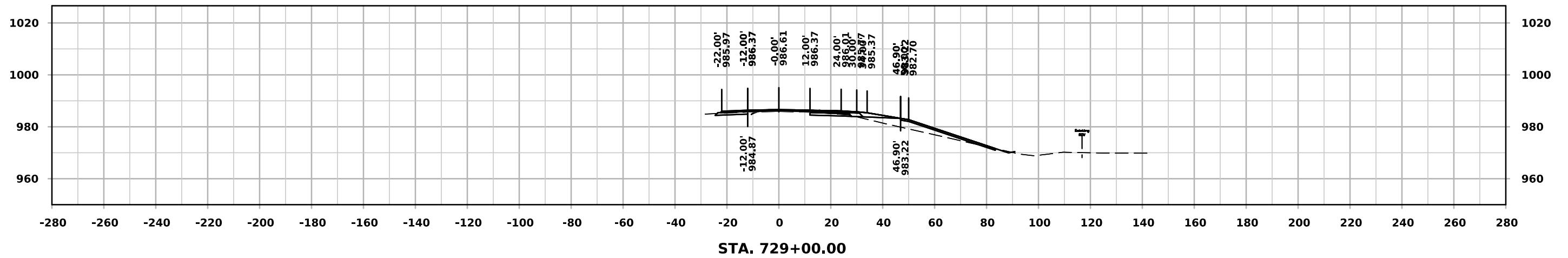
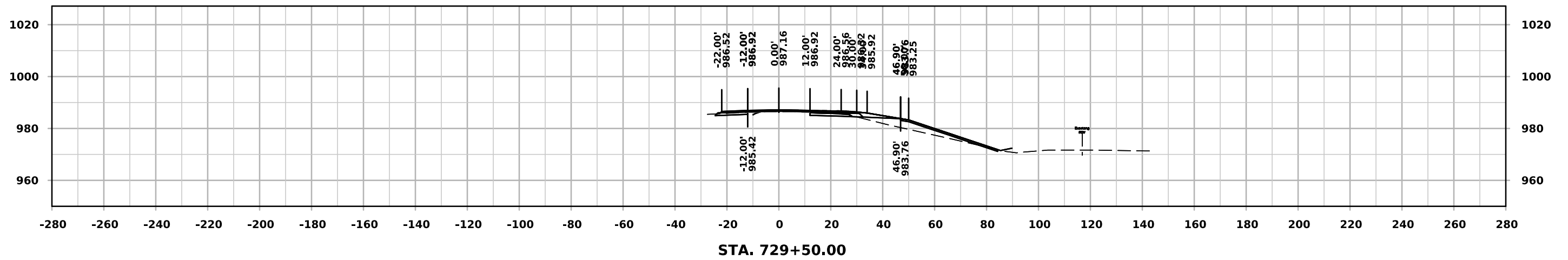
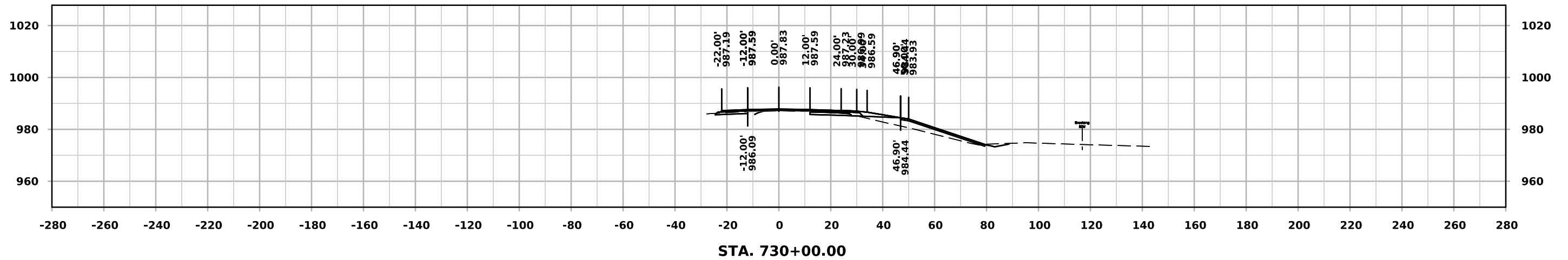


STA. 728+00.00

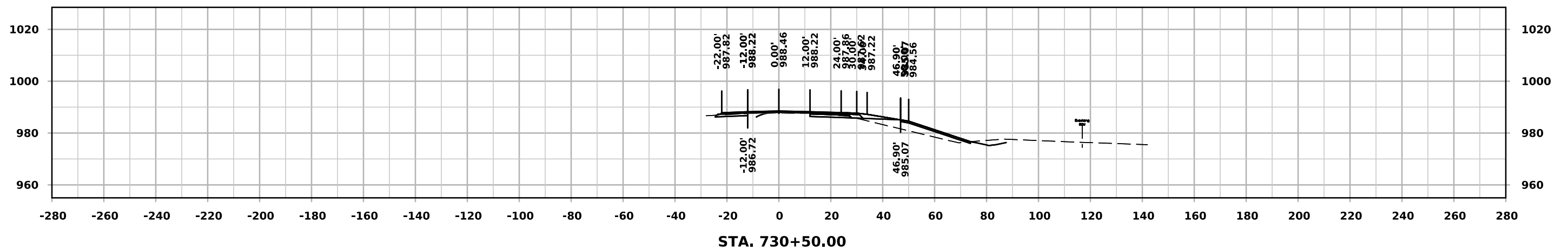
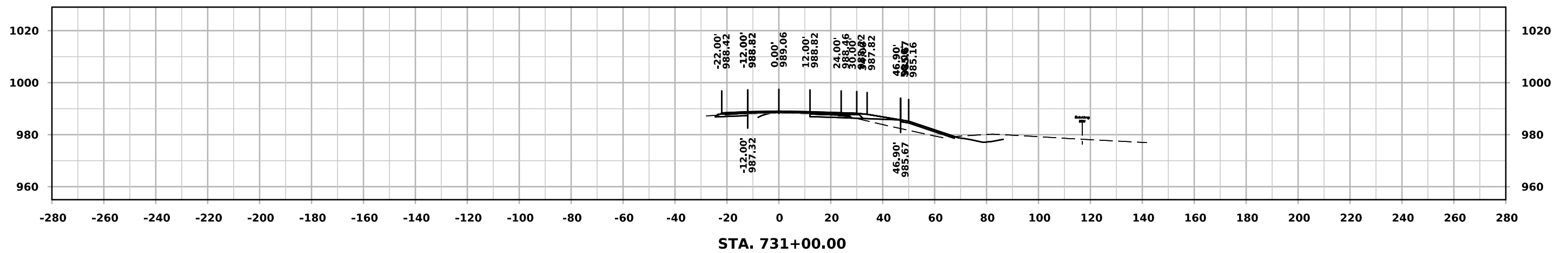
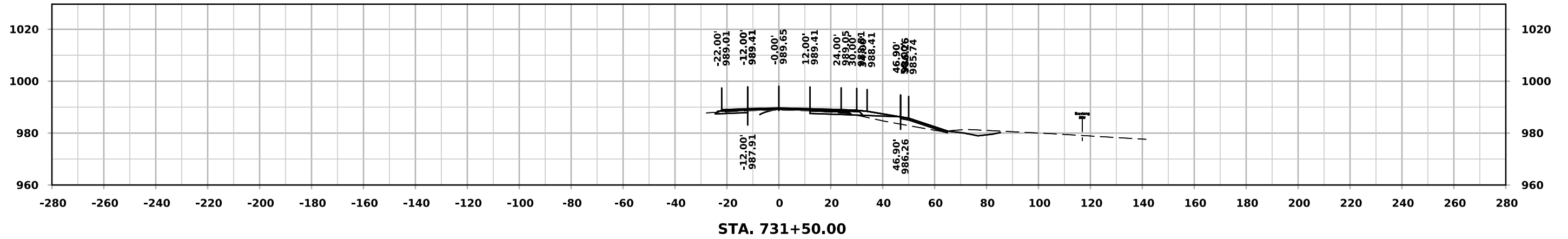


STA. 727+50.00

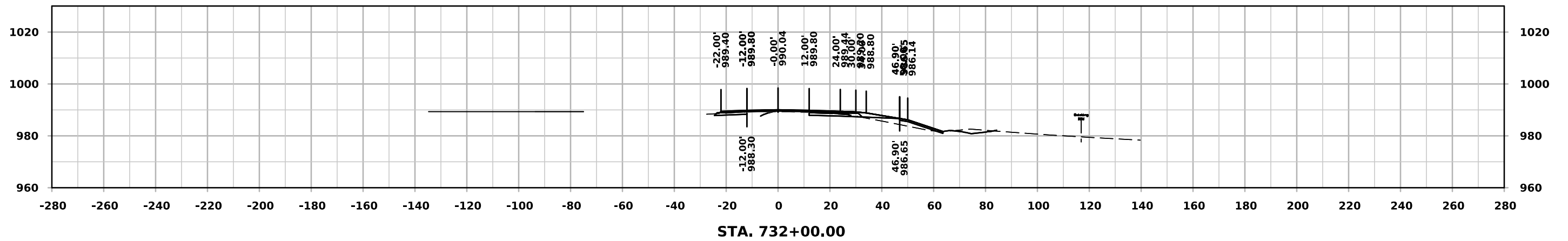
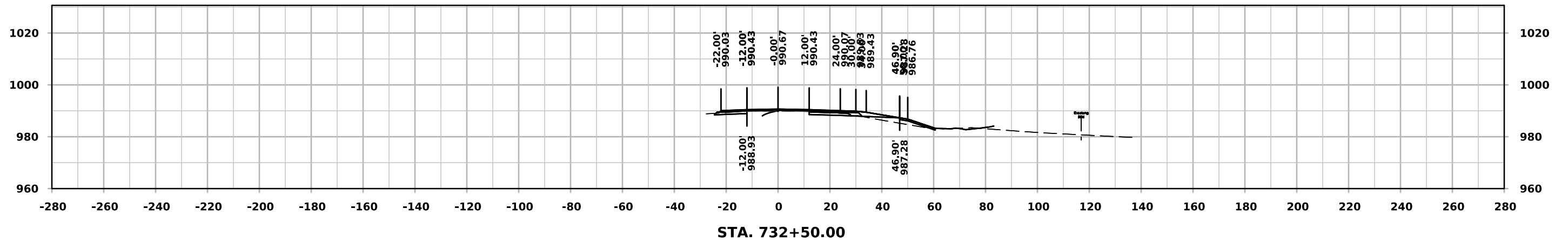
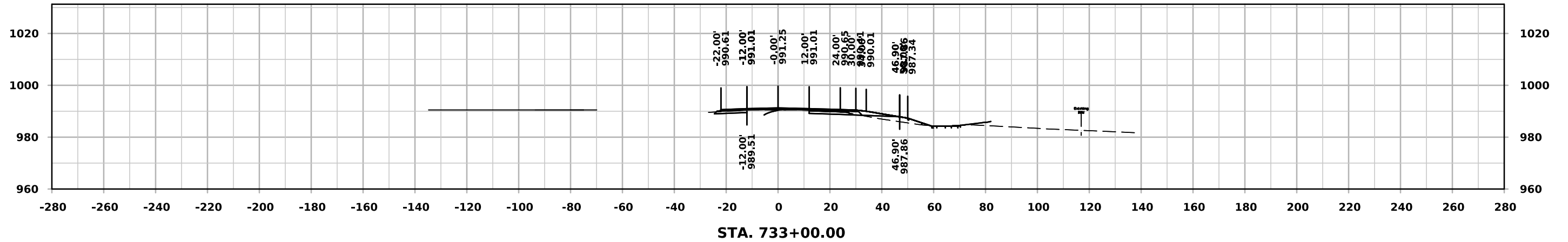
ML - US 63



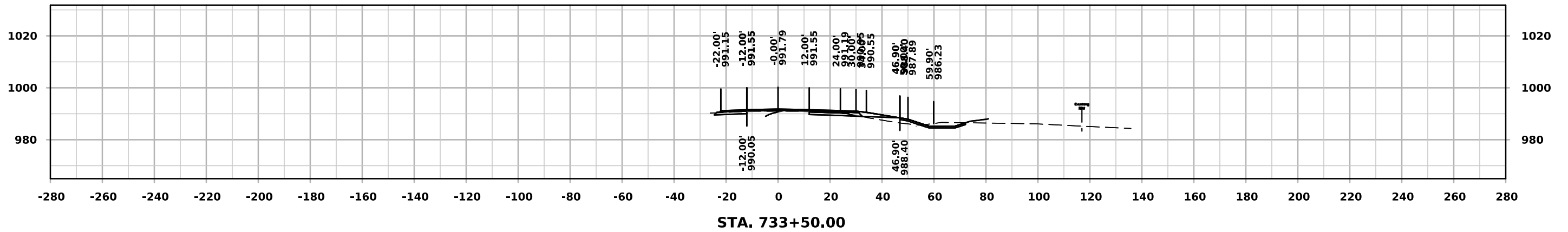
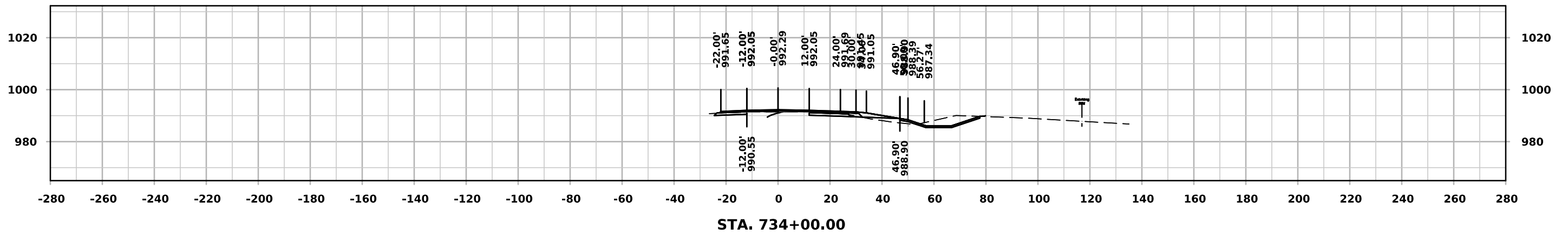
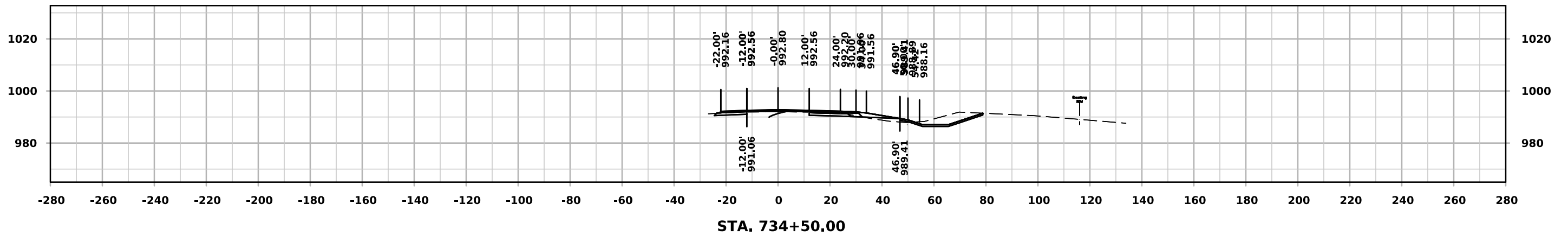
ML - US 63



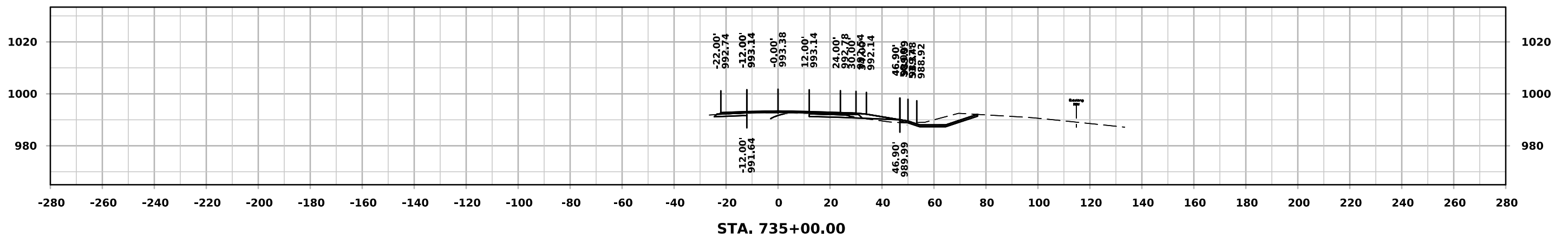
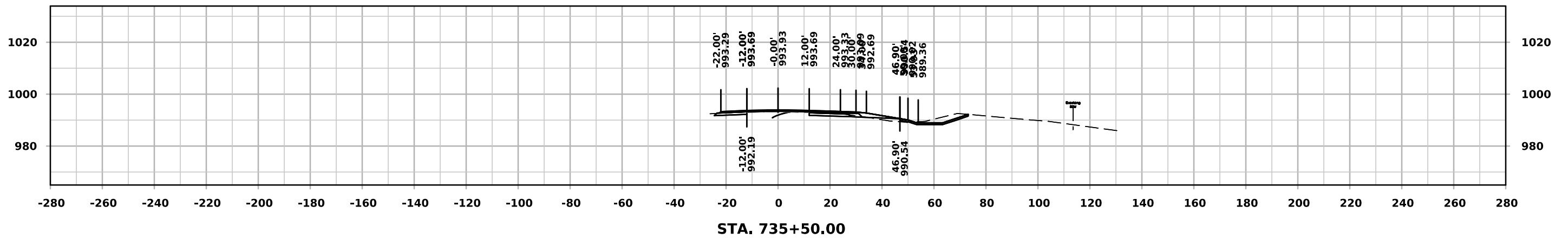
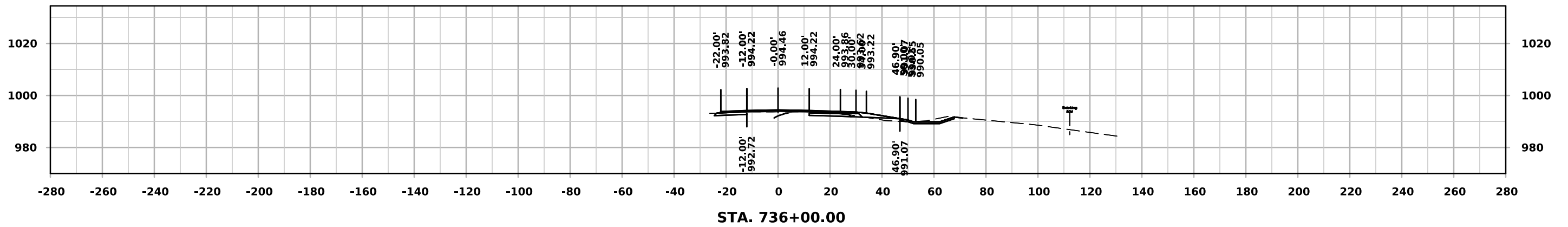
ML - US 63



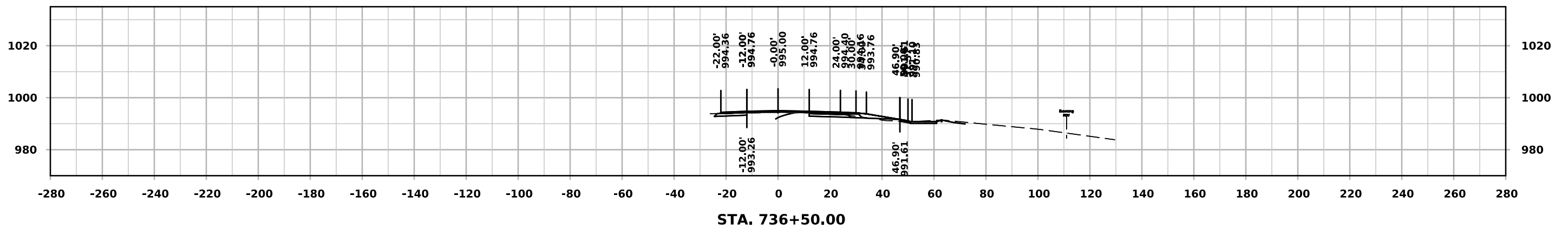
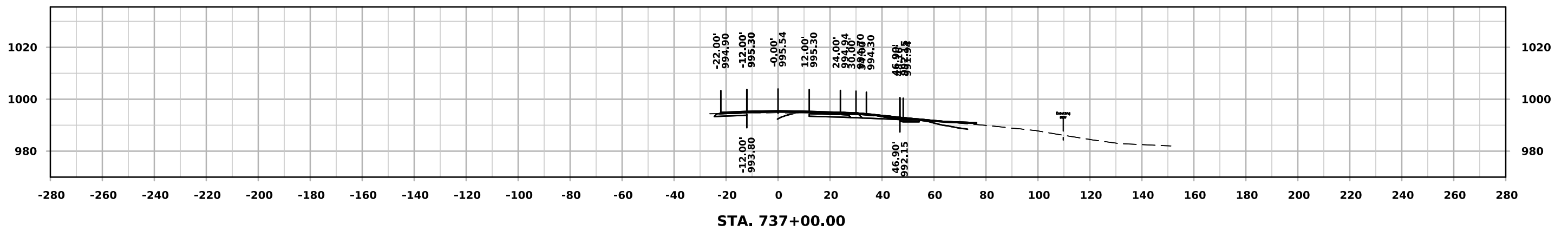
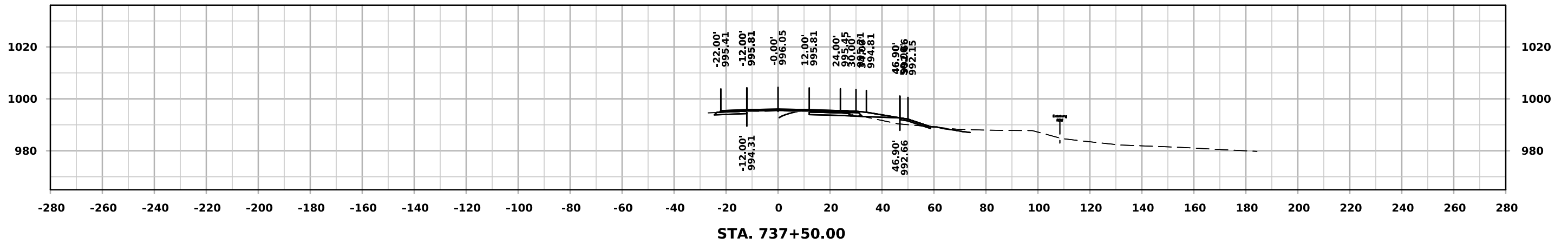
ML - US 63



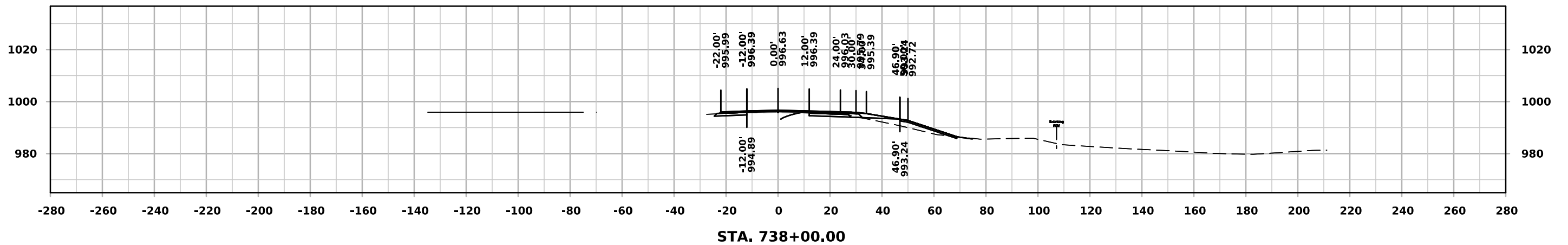
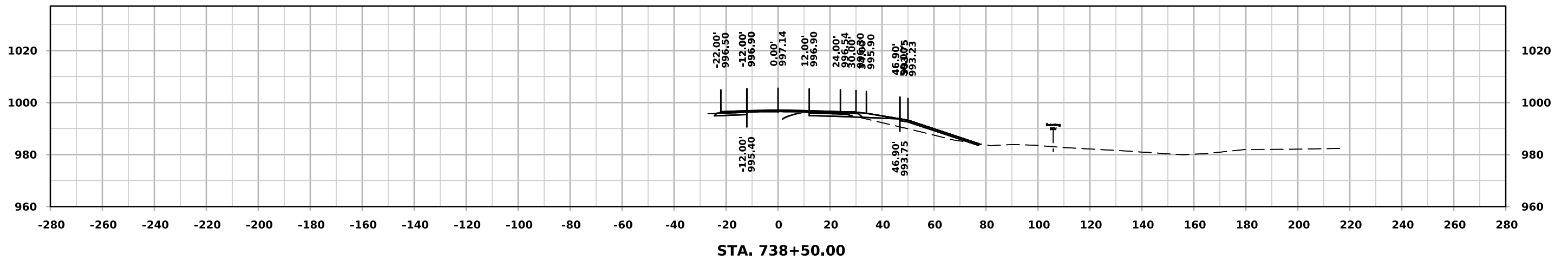
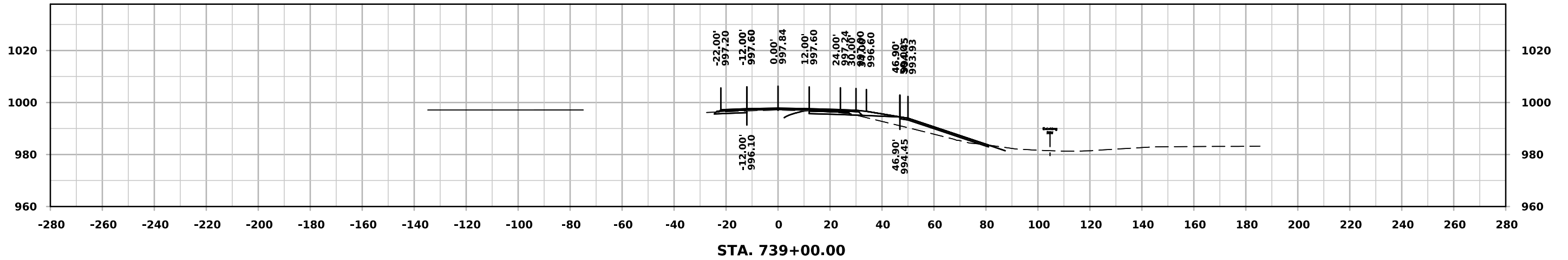
ML - US 63



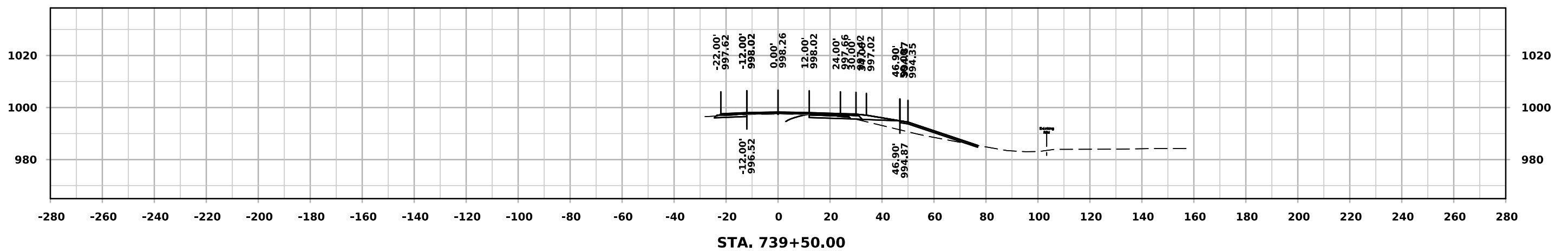
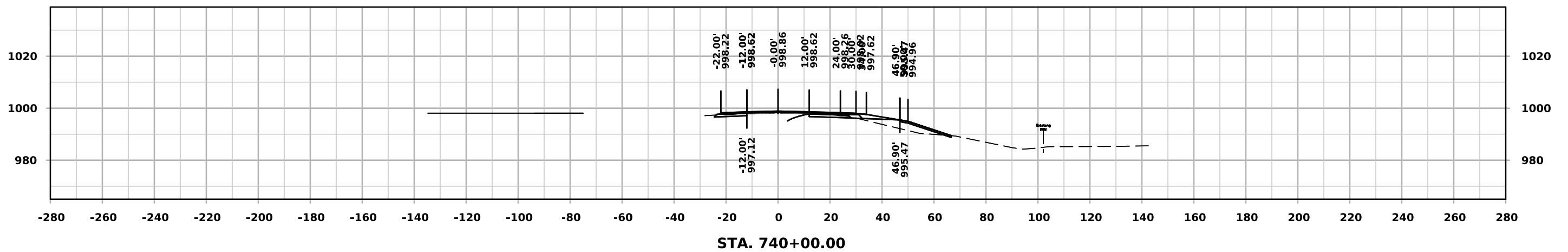
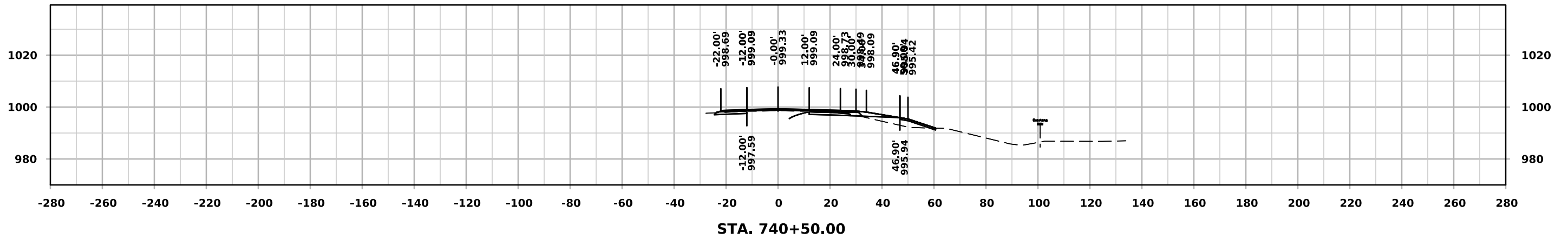
ML - US 63



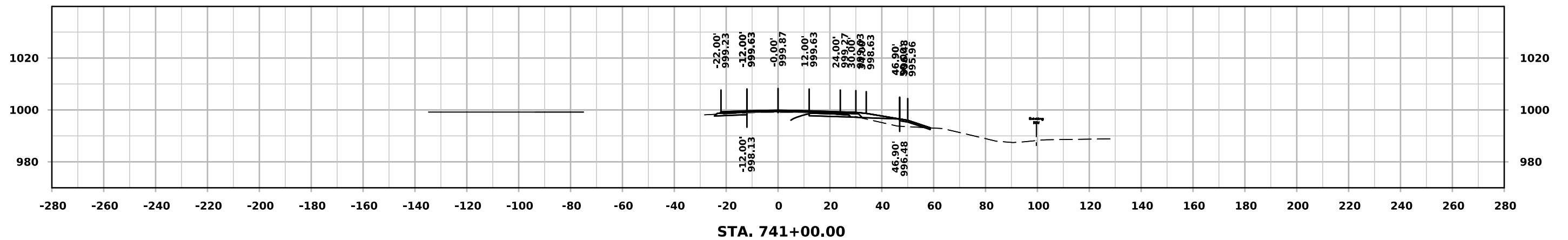
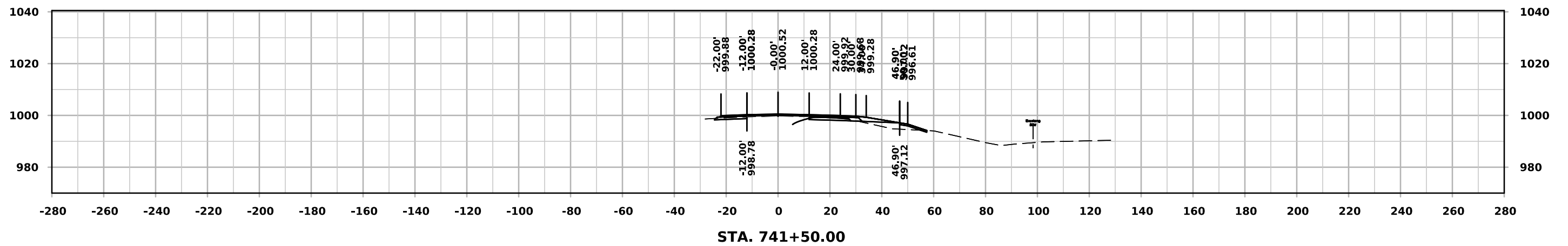
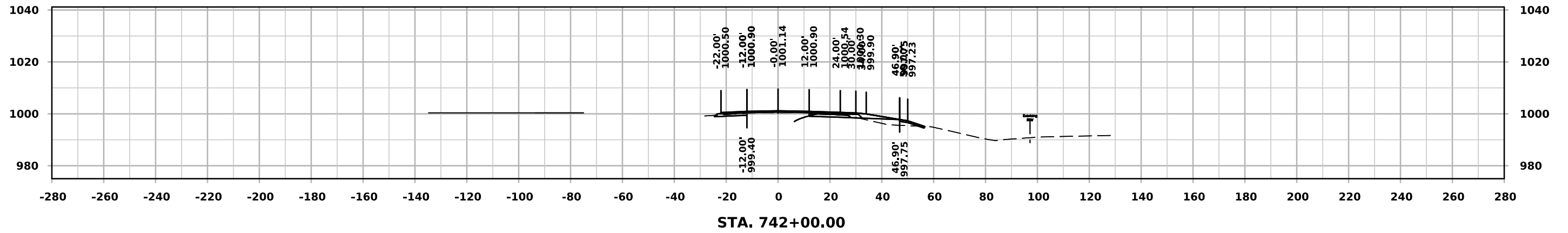
ML - US 63



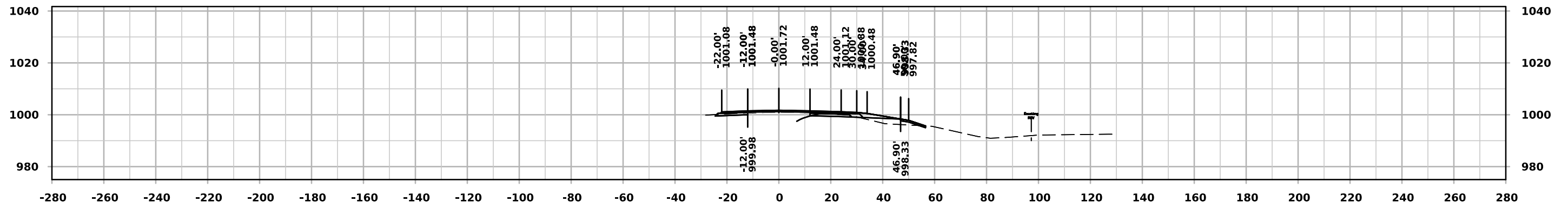
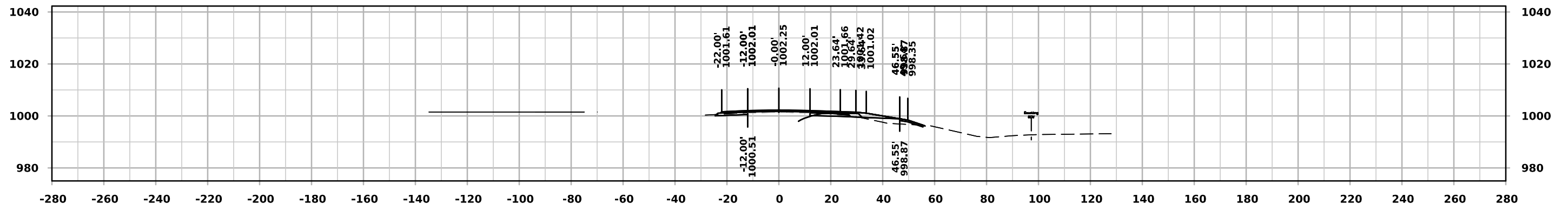
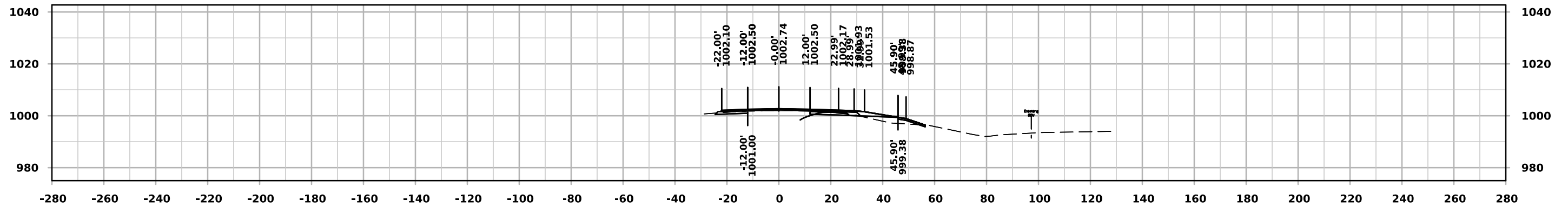
ML - US 63



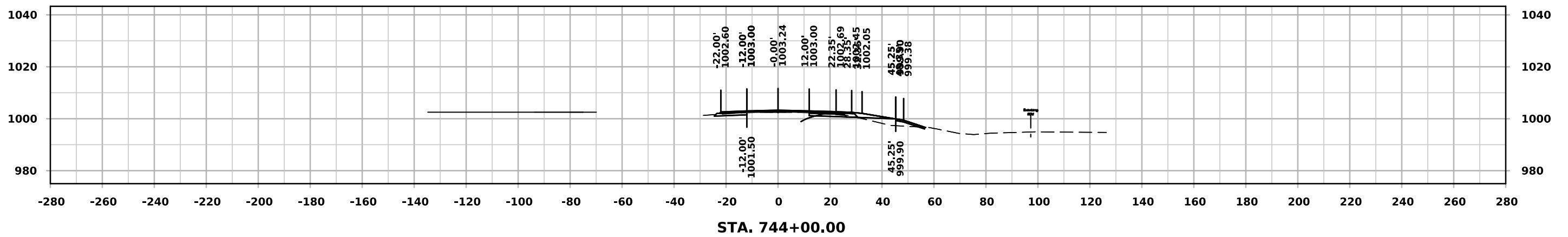
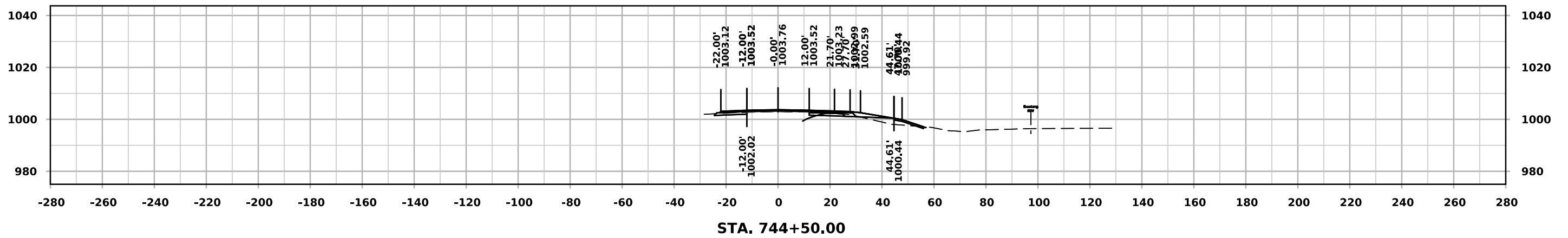
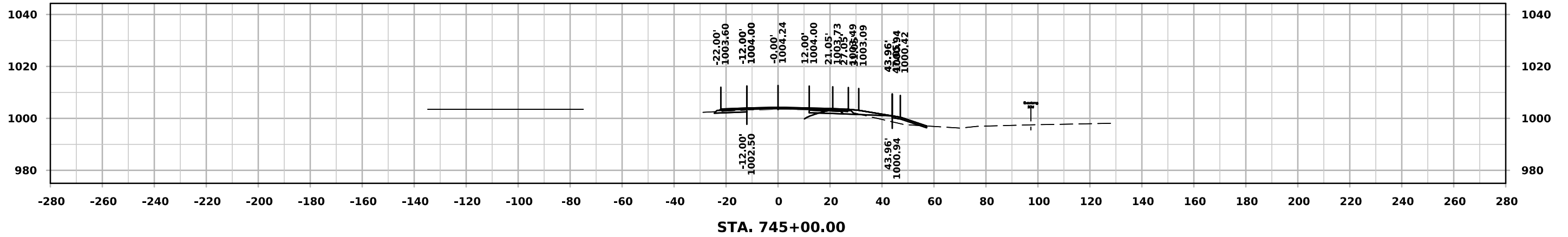
ML - US 63



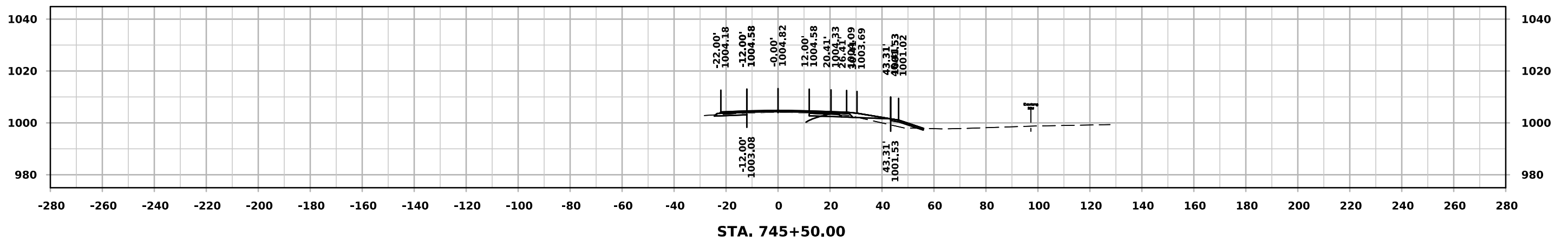
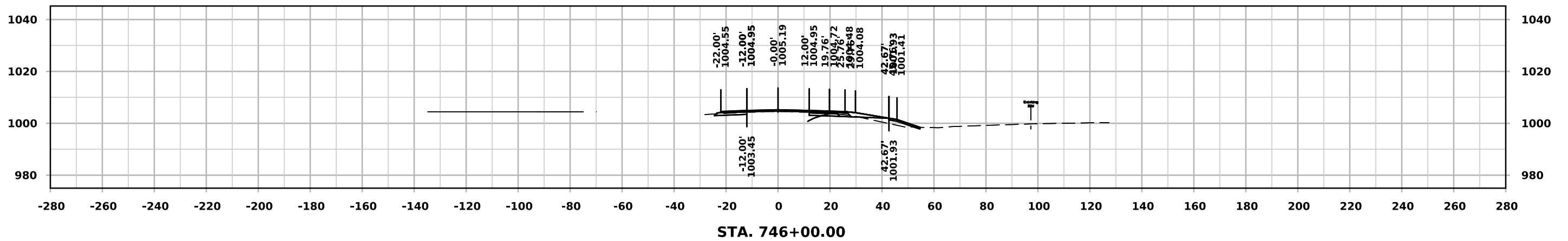
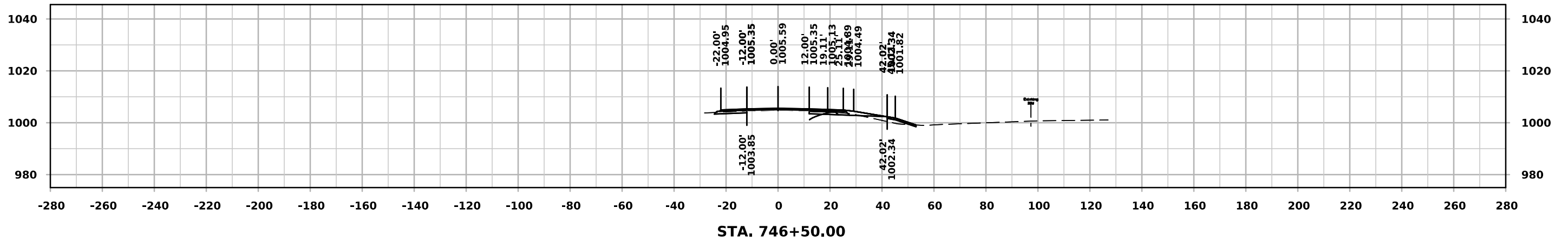
ML - US 63



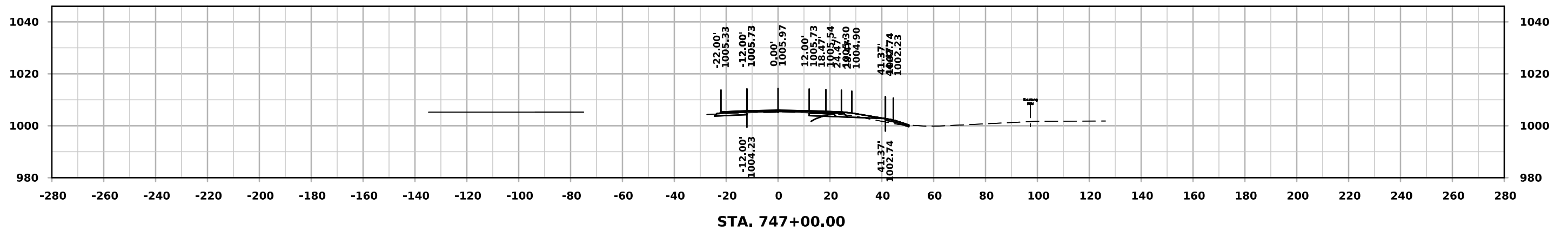
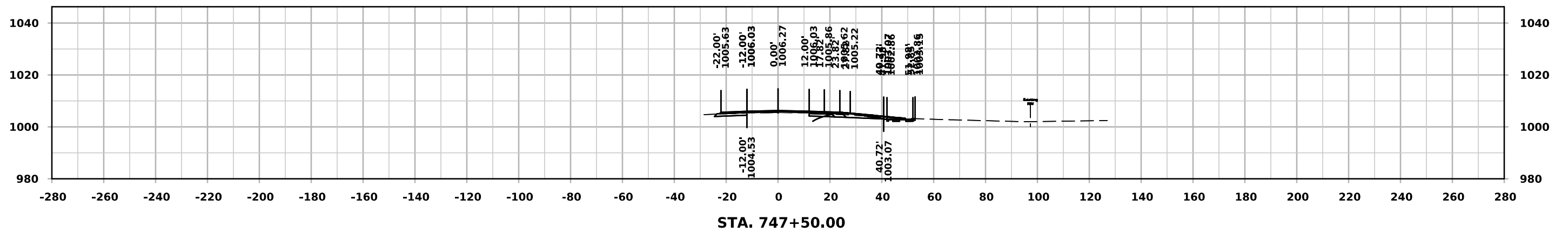
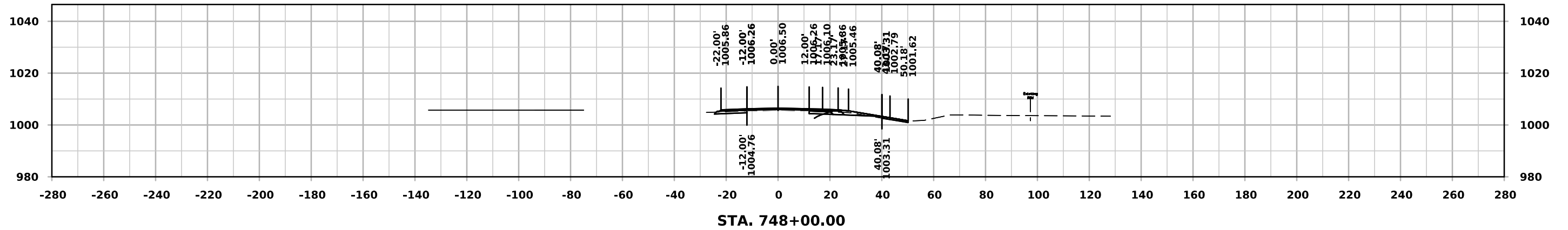
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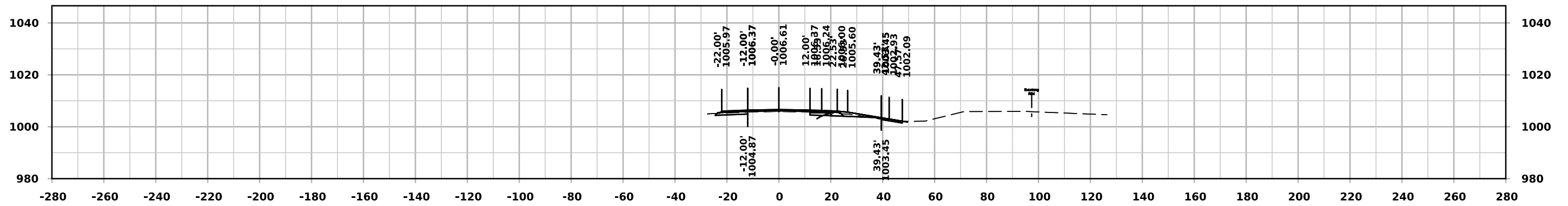
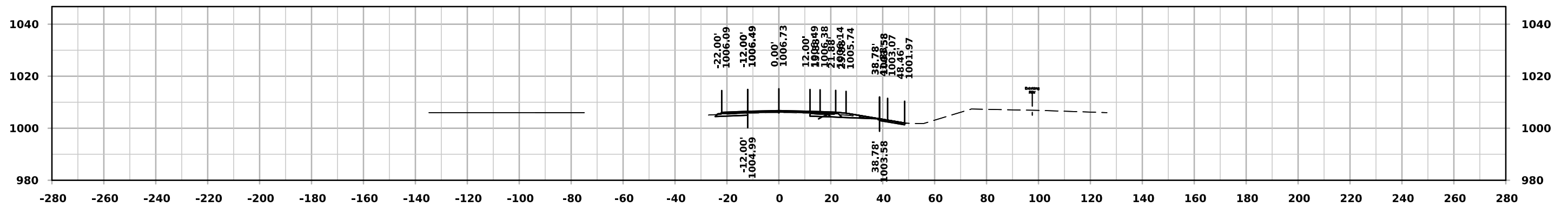
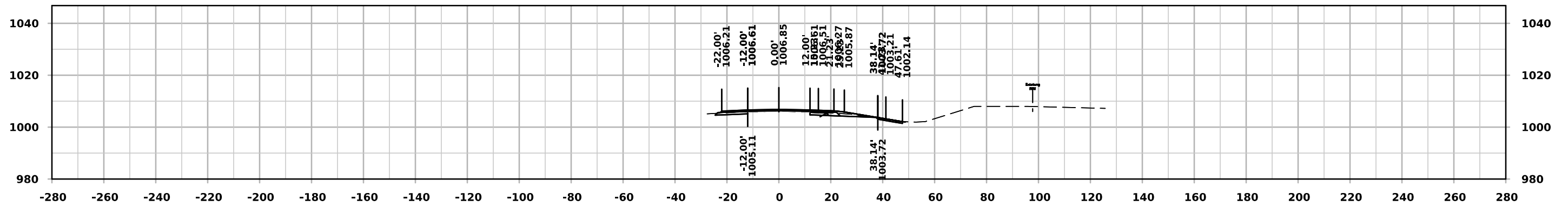
ML - US 63



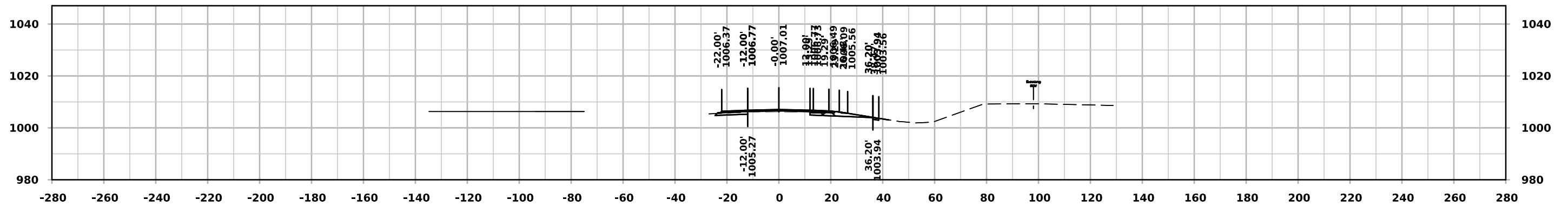
ML - US 63



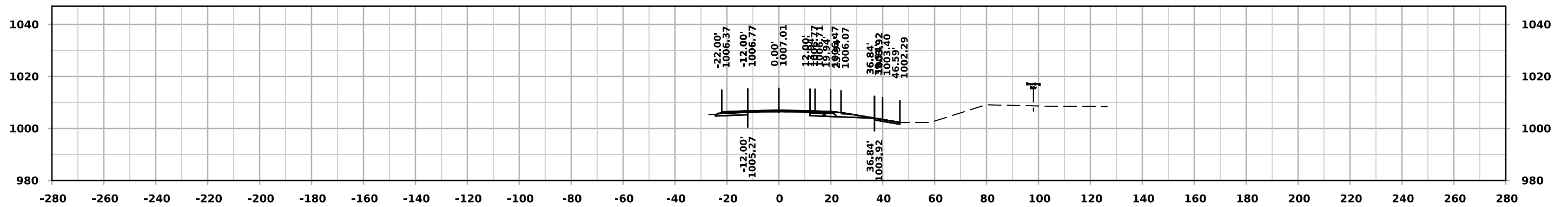
ML - US 63



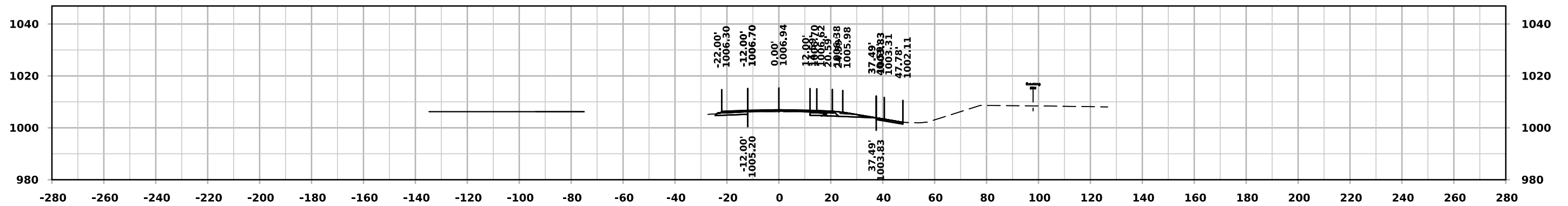
ML - US 63



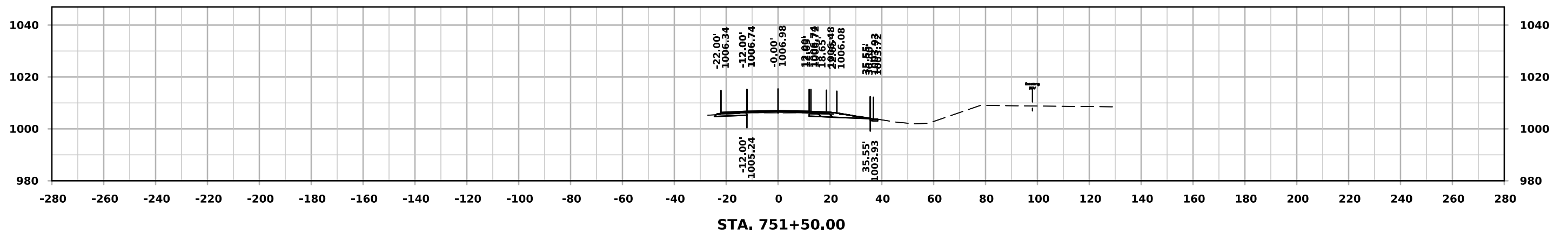
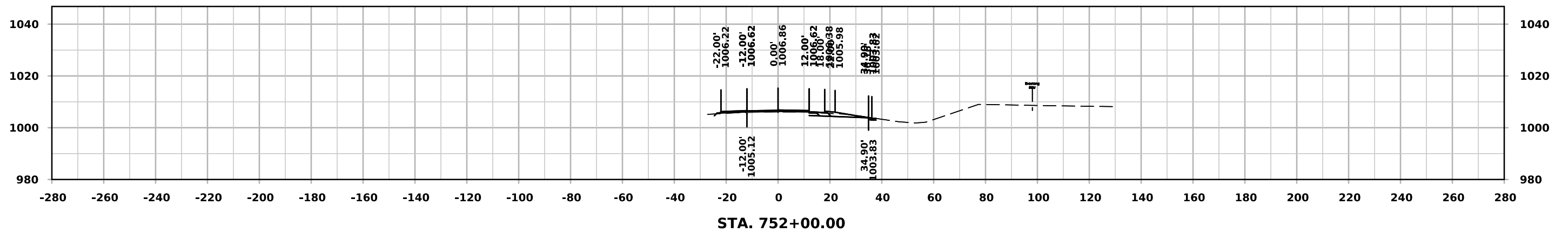
STA. 751+00.00



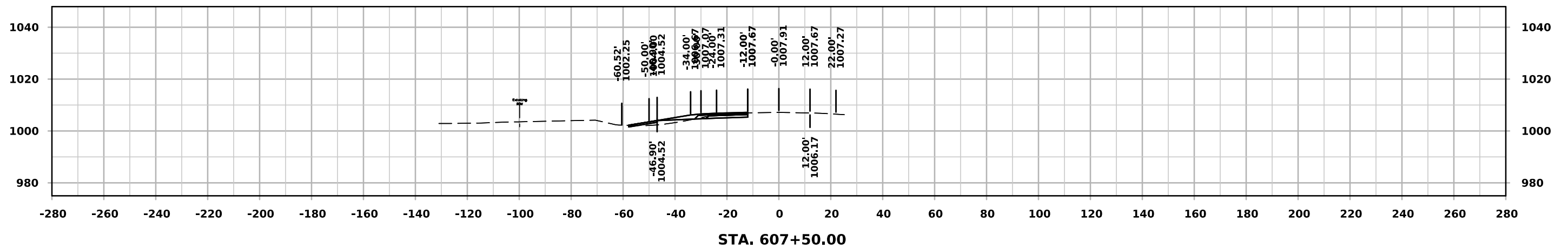
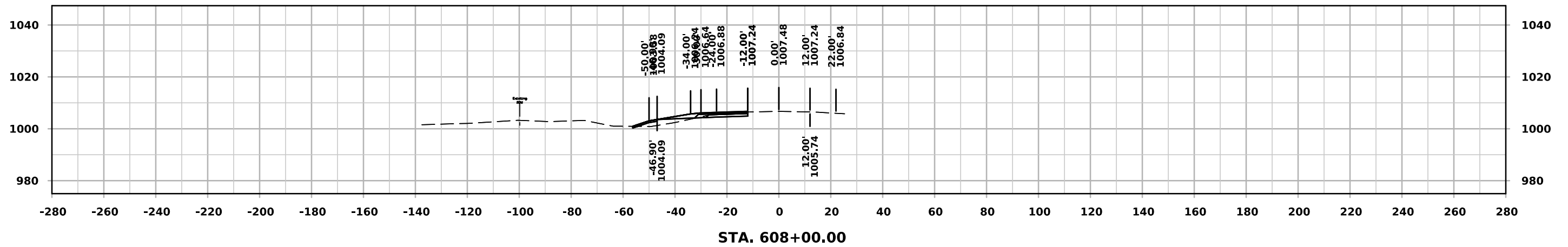
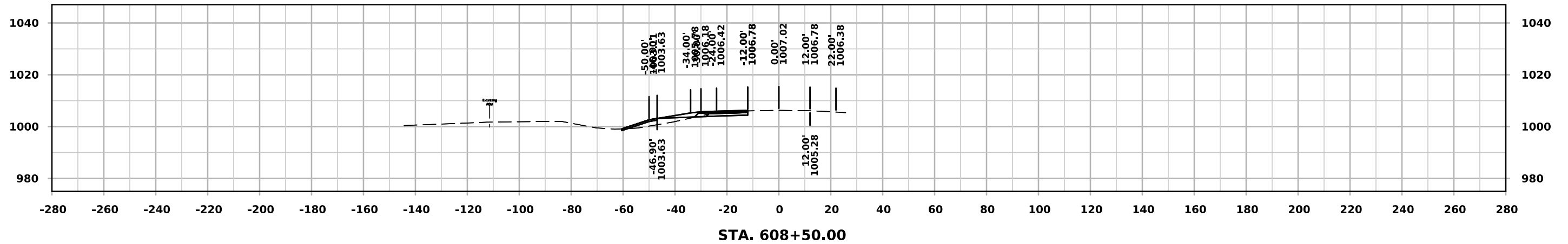
STA. 750+50.00



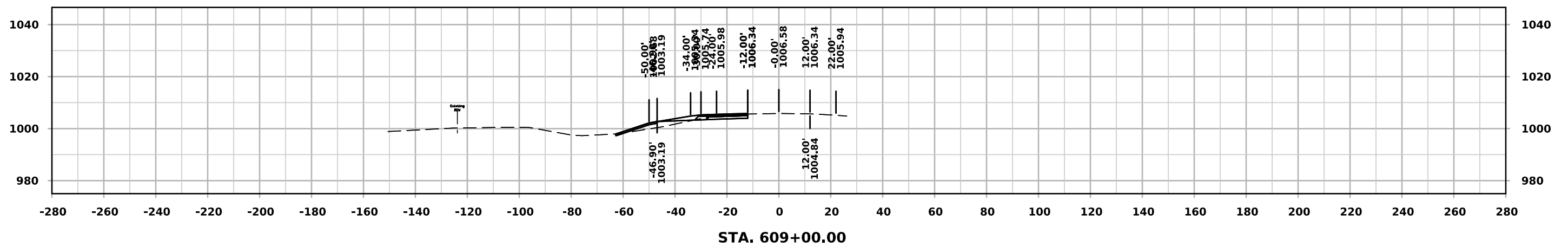
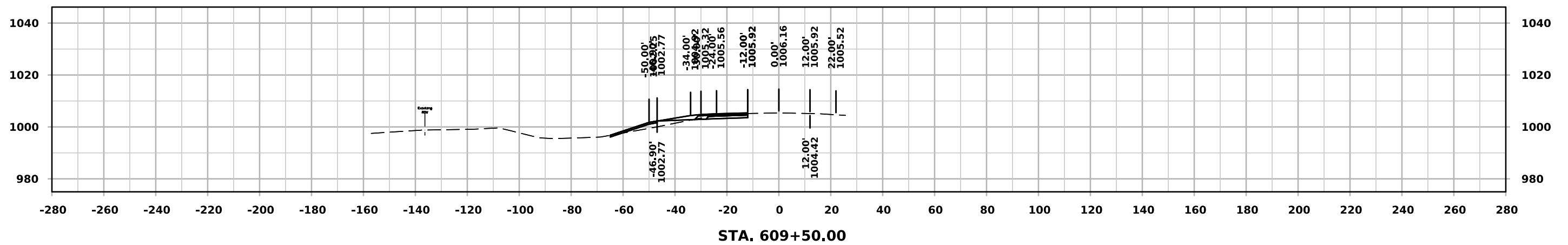
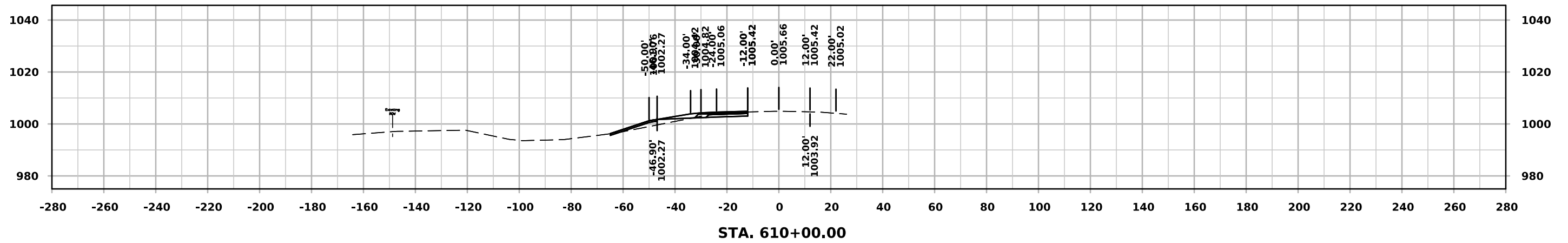
STA. 750+00.00



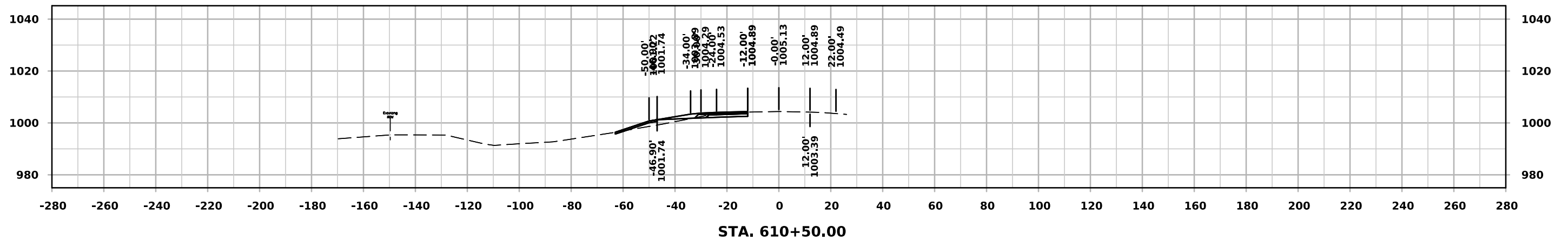
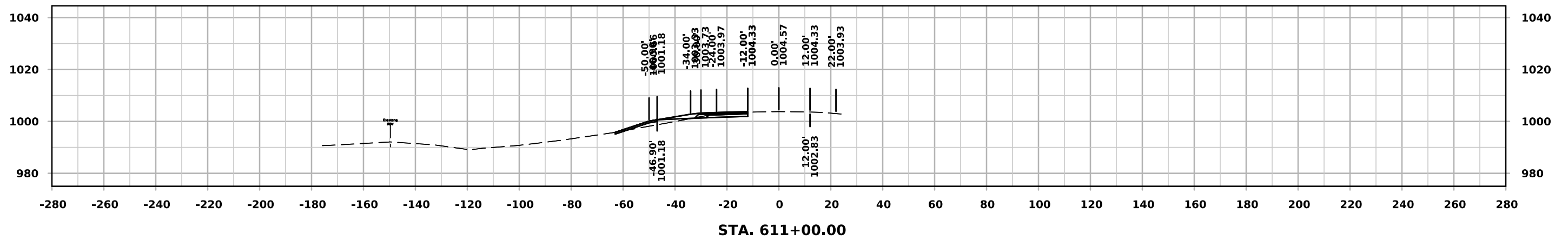
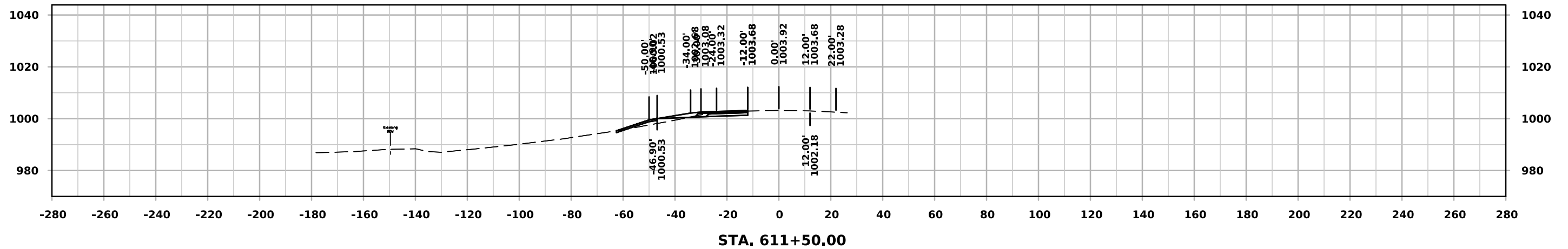
ML - US 63



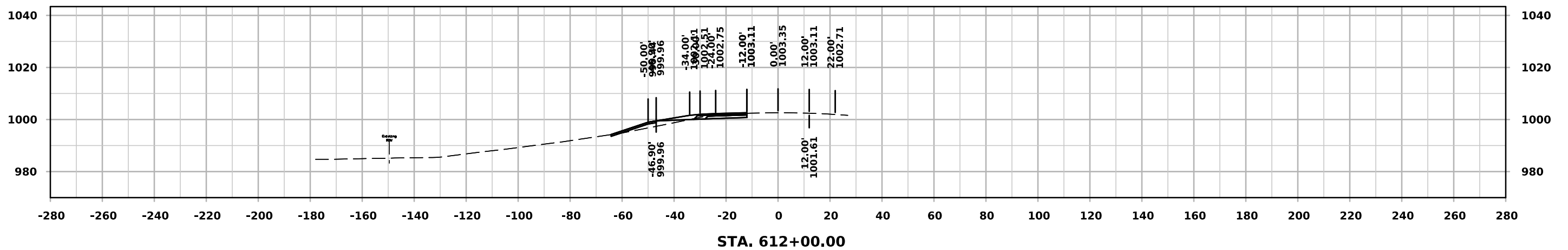
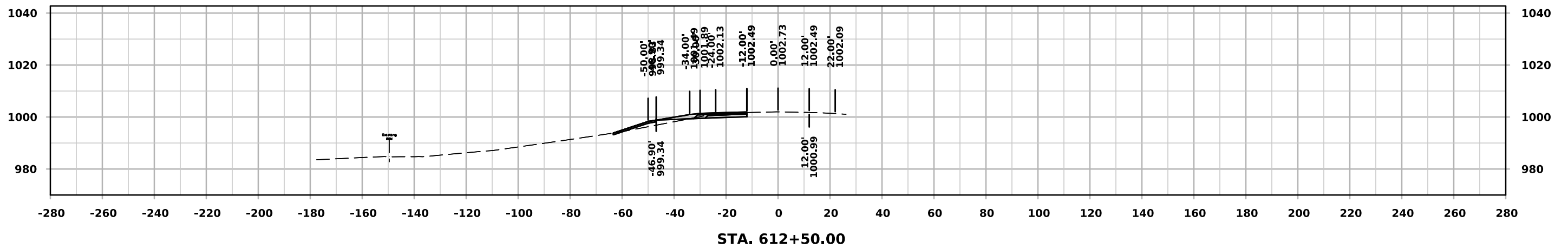
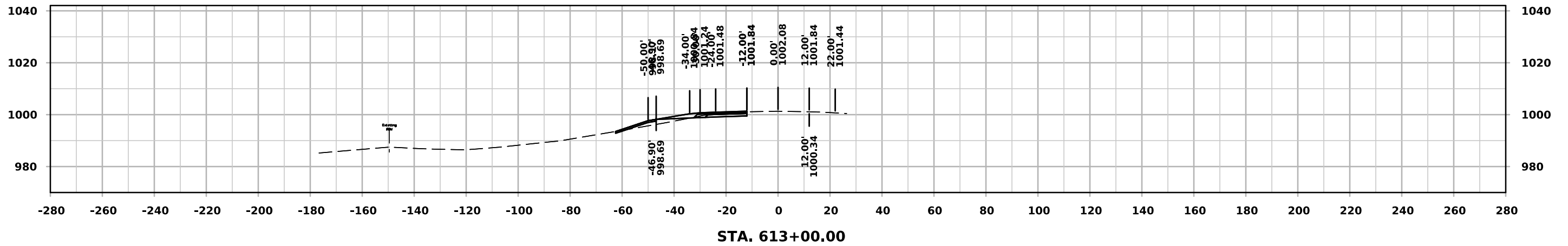
ML - US 63



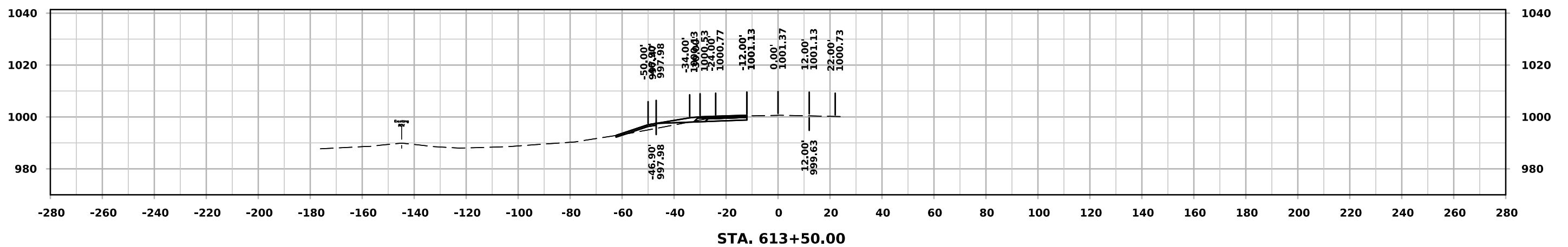
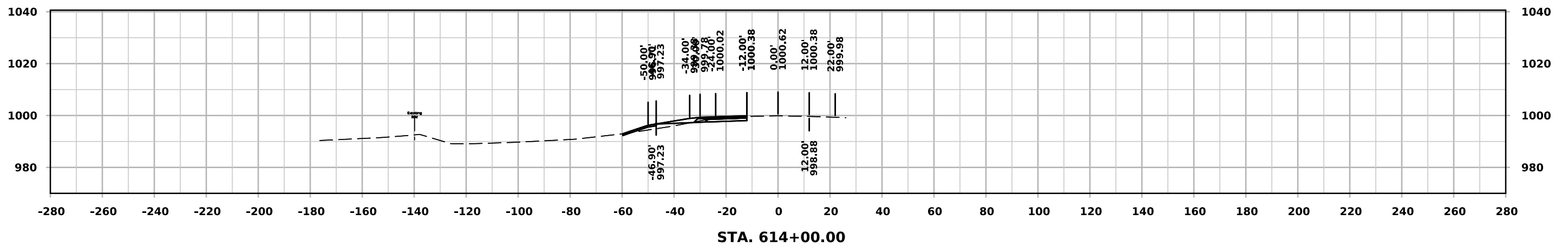
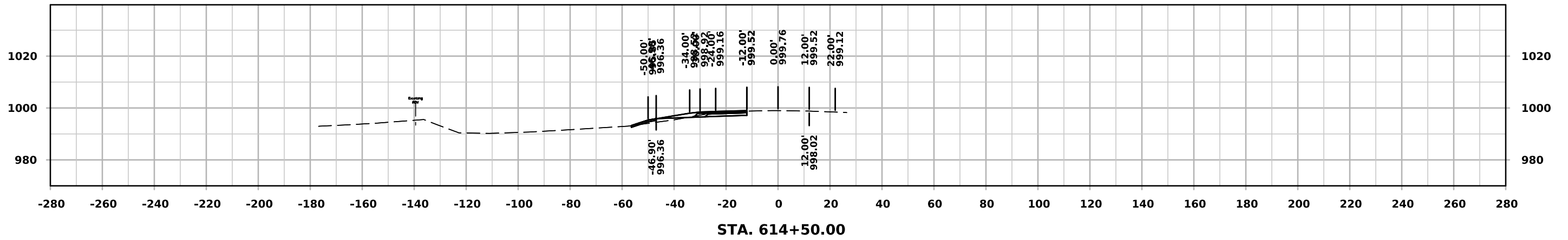
ML - US 63



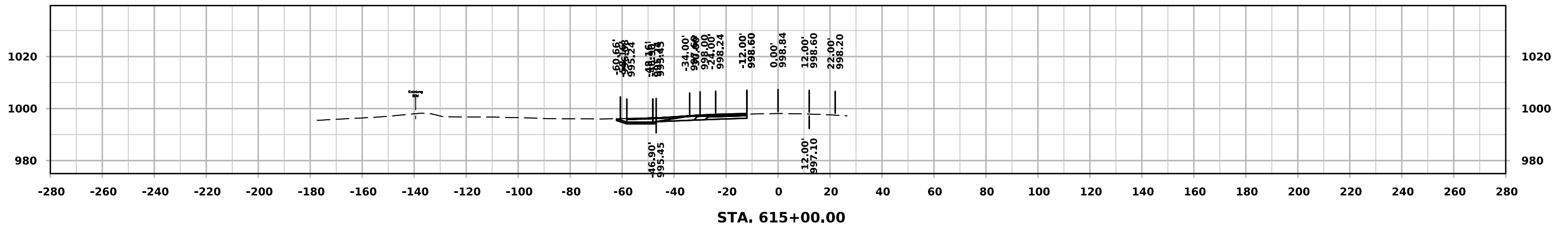
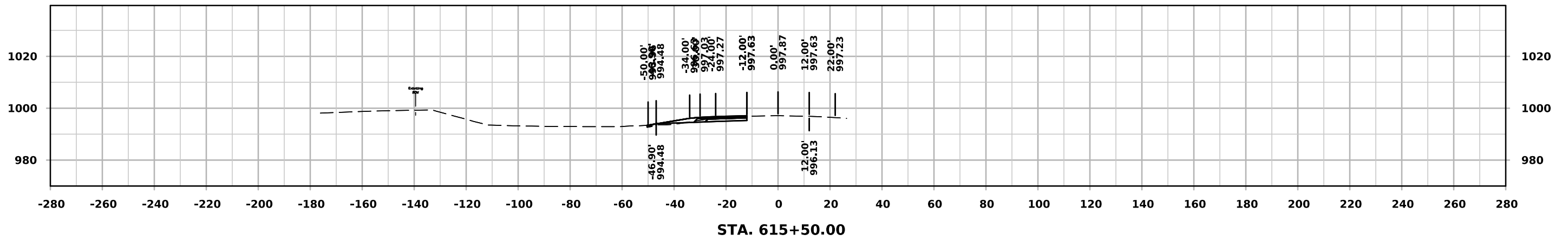
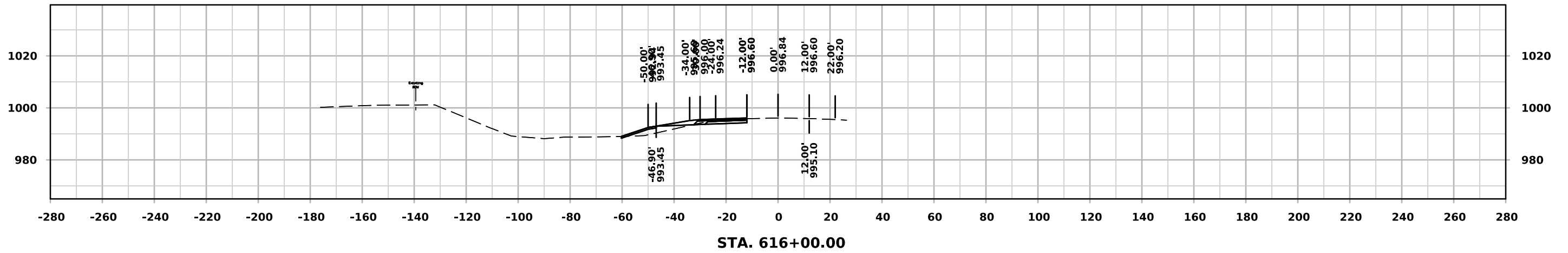
ML - US 63



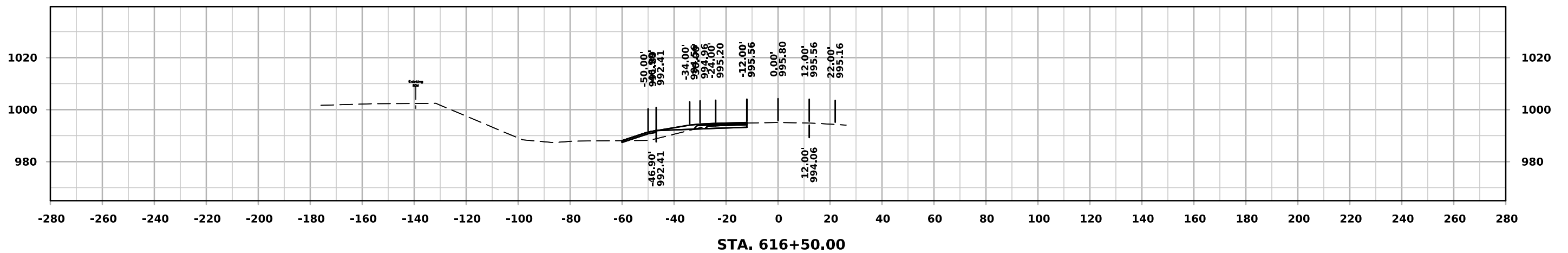
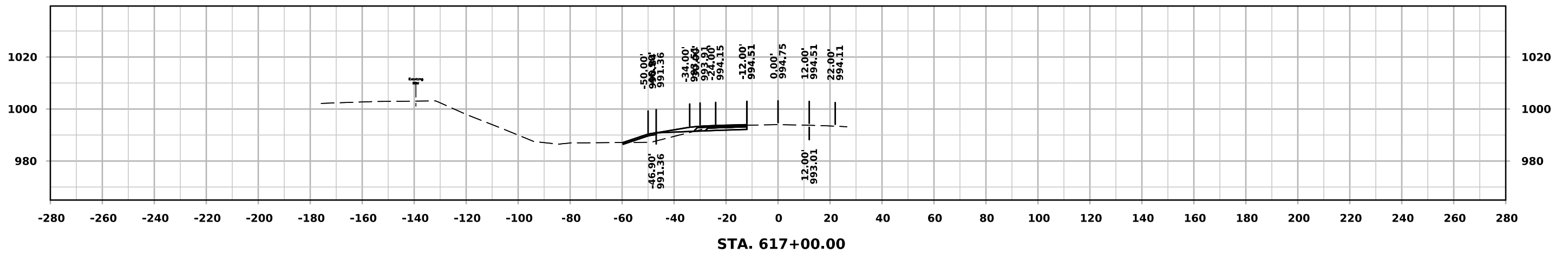
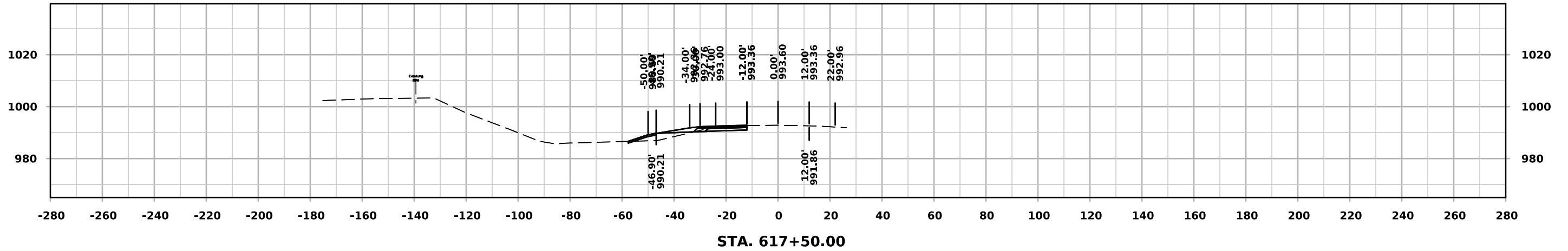
ML - US 63



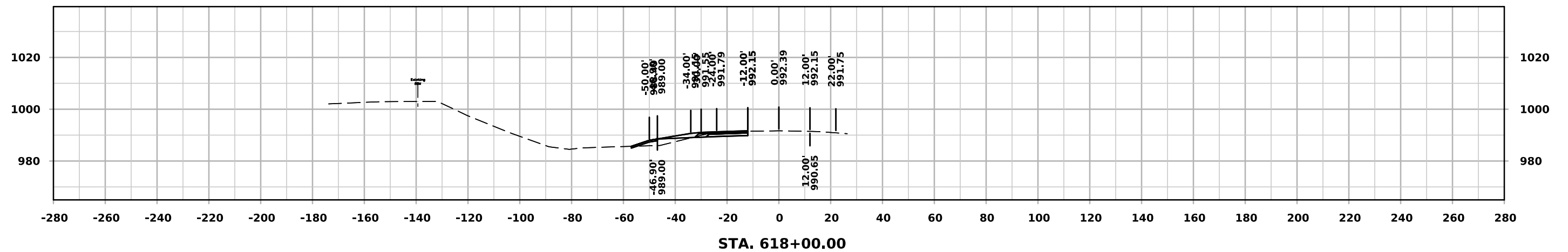
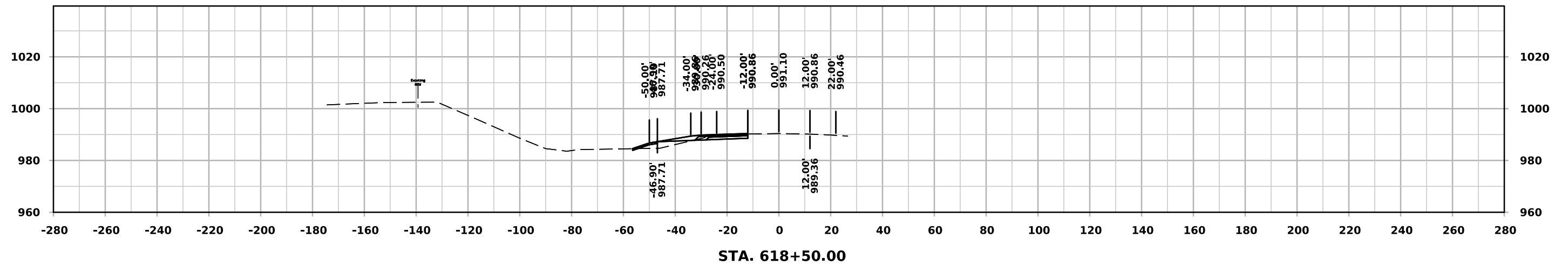
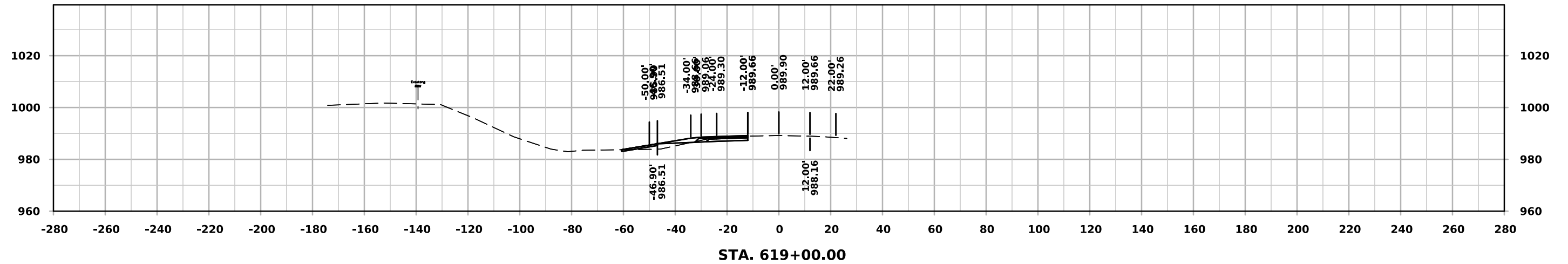
ML - US 63



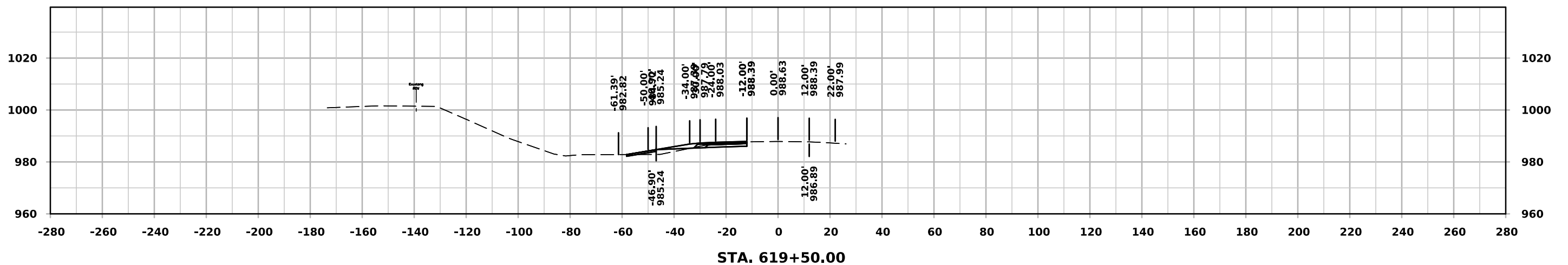
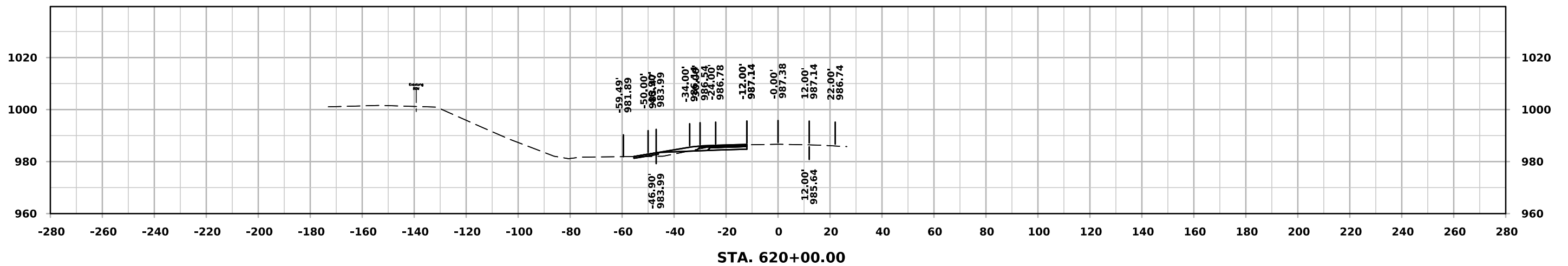
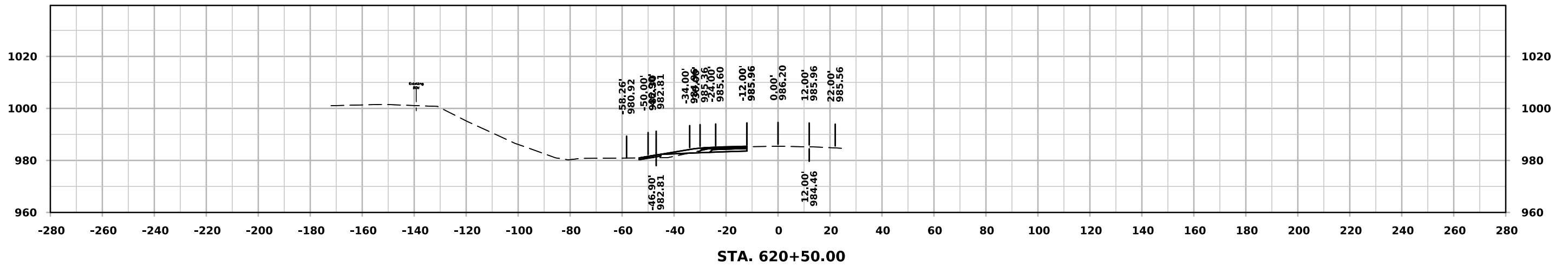
ML - US 63



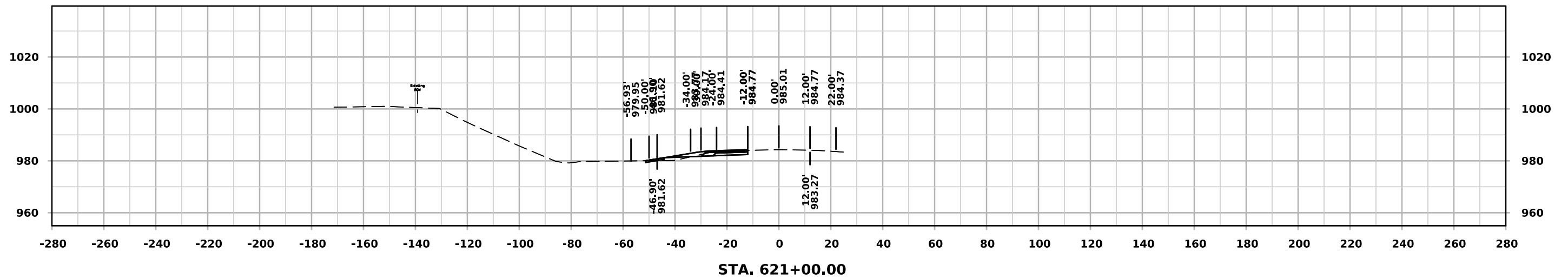
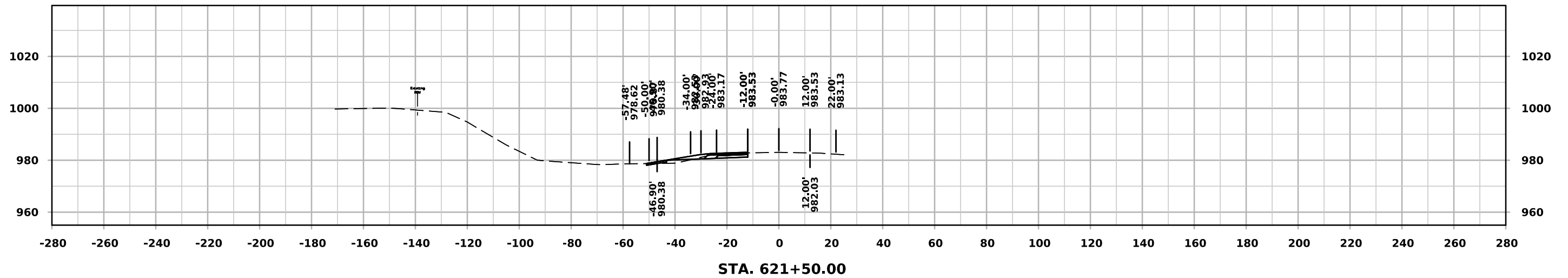
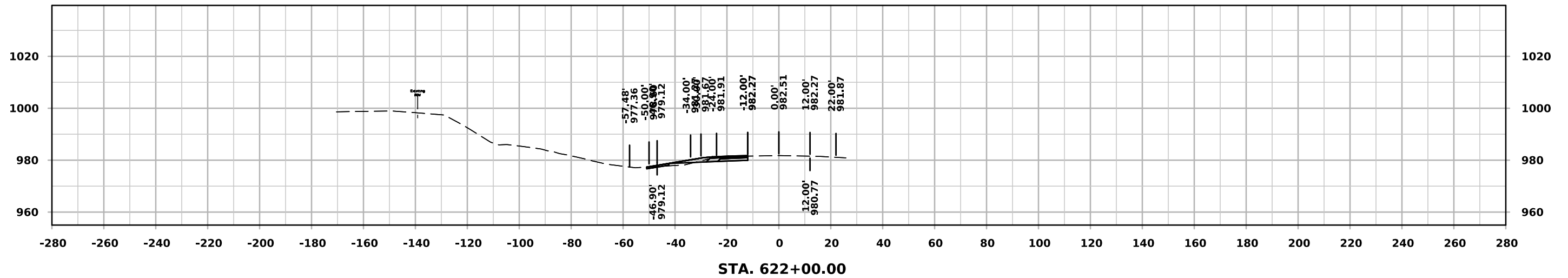
ML - US 63



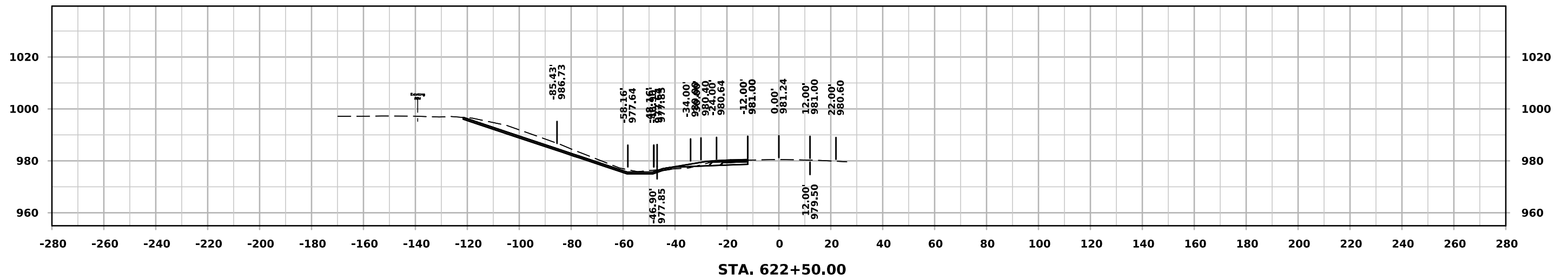
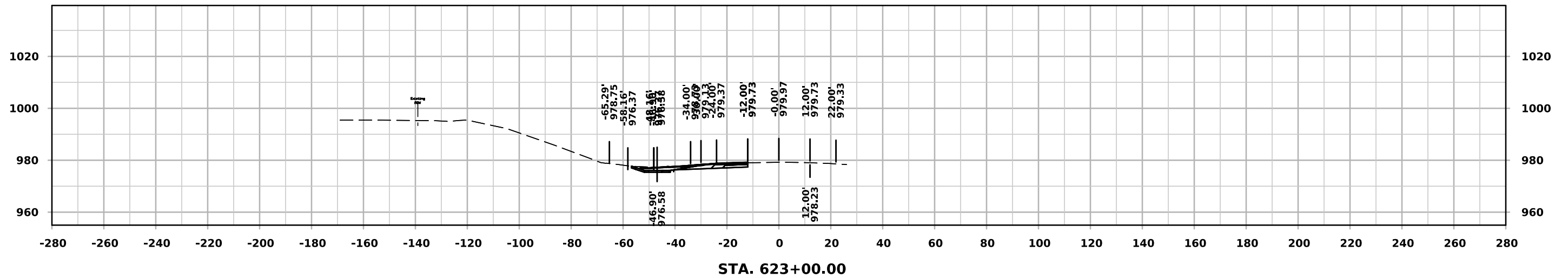
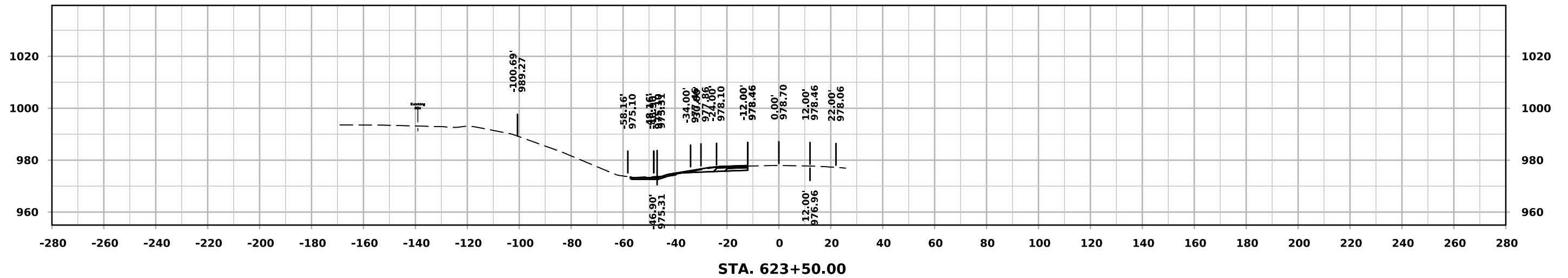
ML - US 63



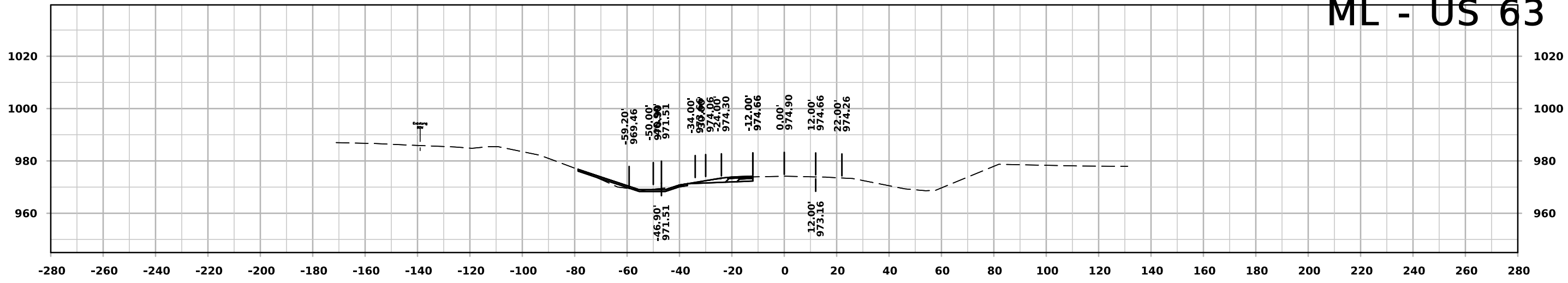
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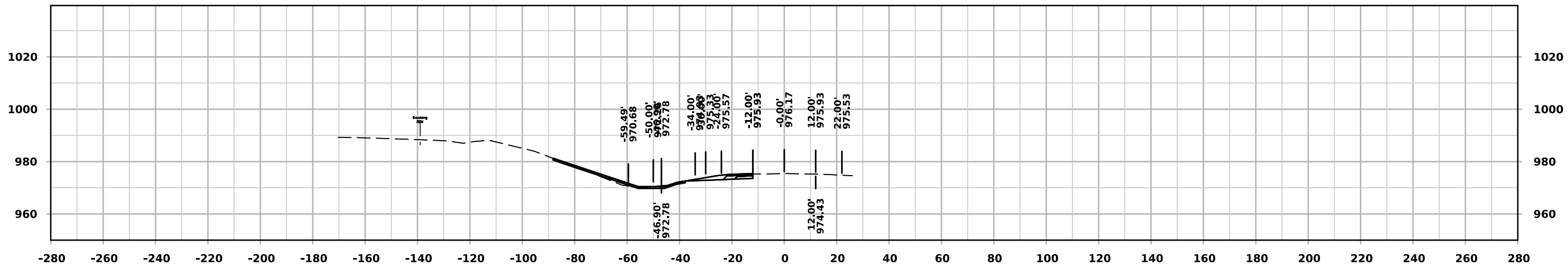
ML - US 63



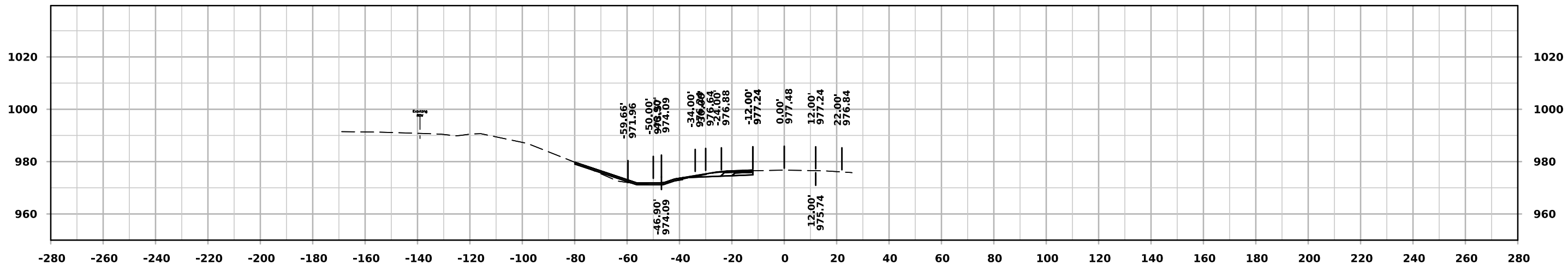
ML - US 63



STA. 625+00.00

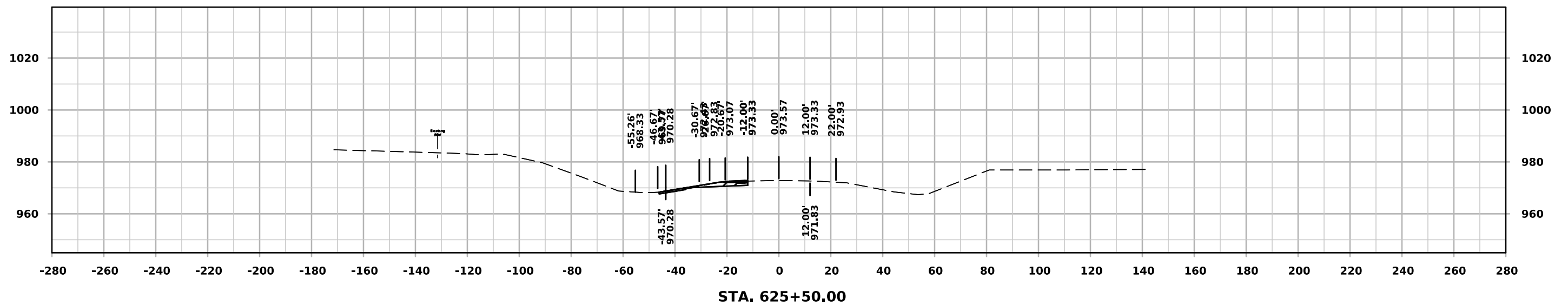
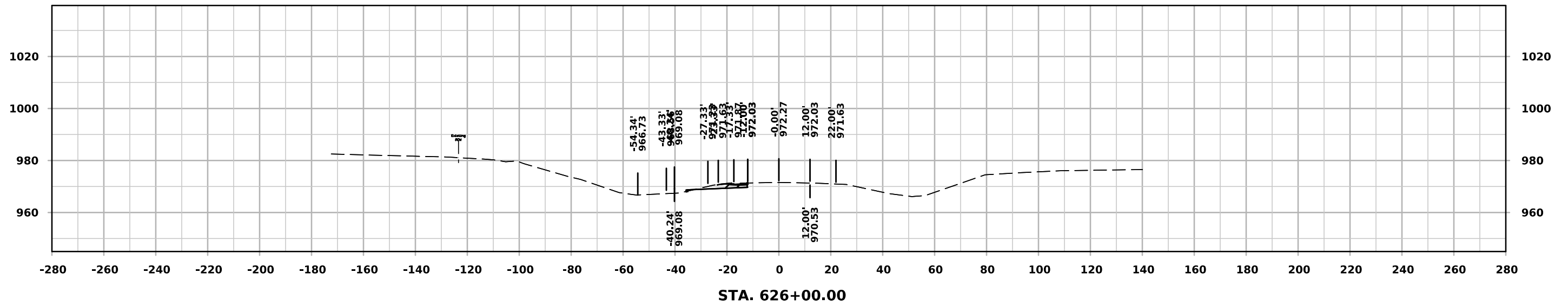


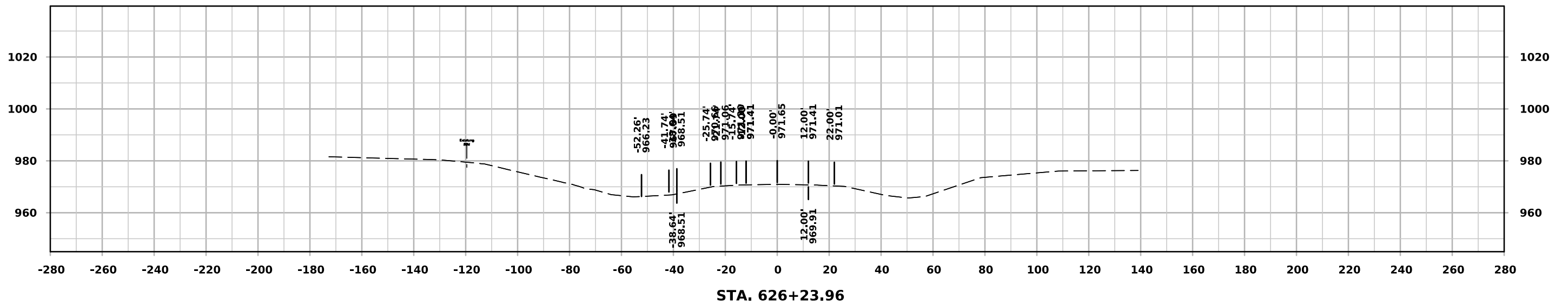
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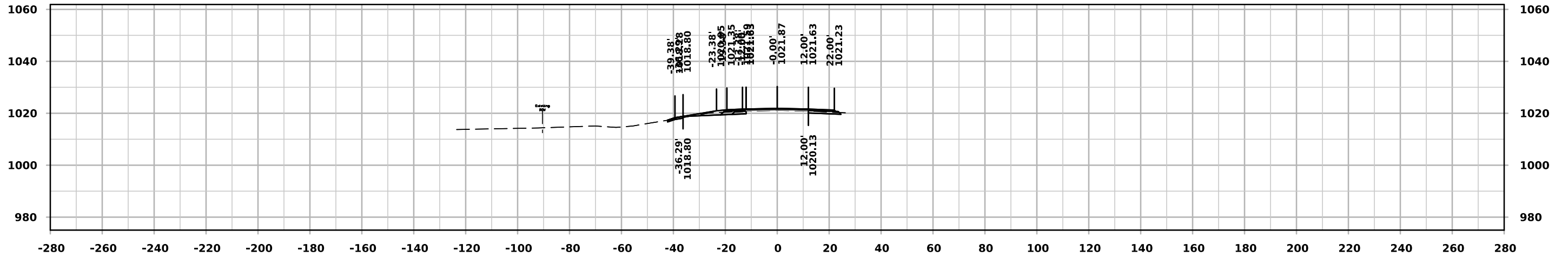
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ML - US 63

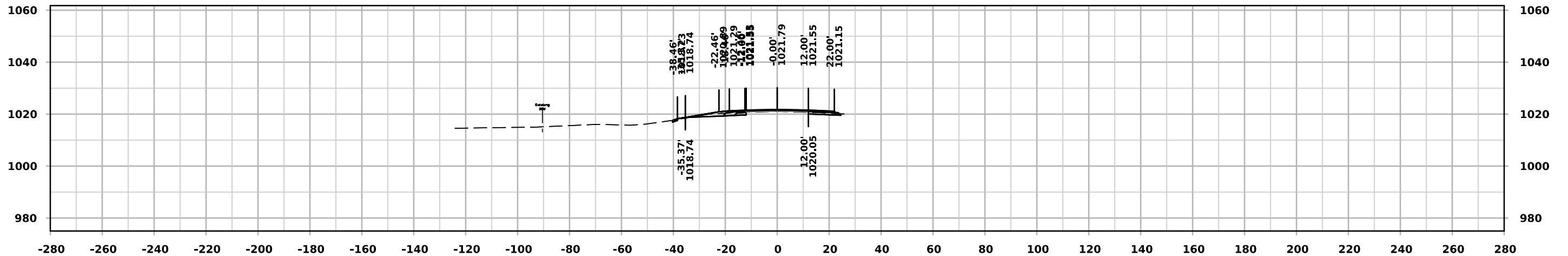




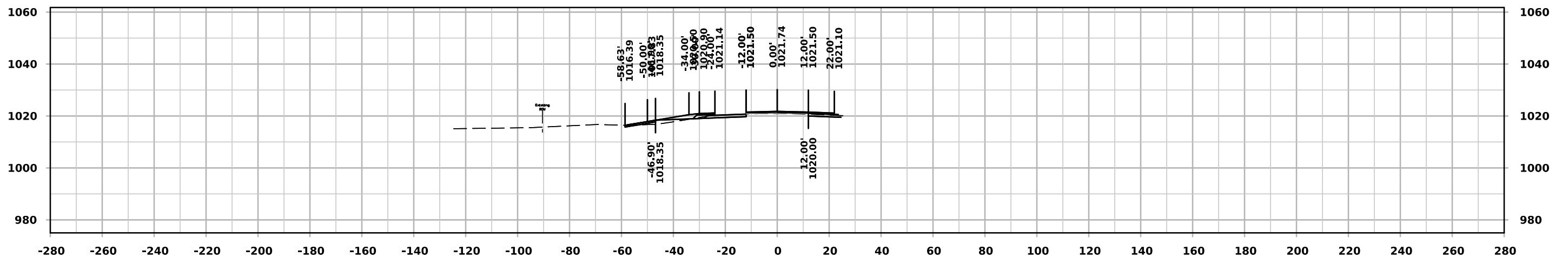
ML - US 63



STA. 796+50.00

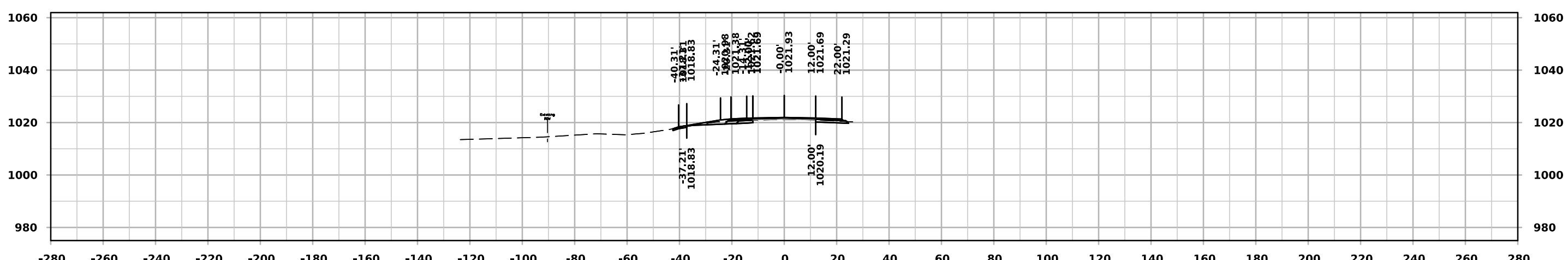
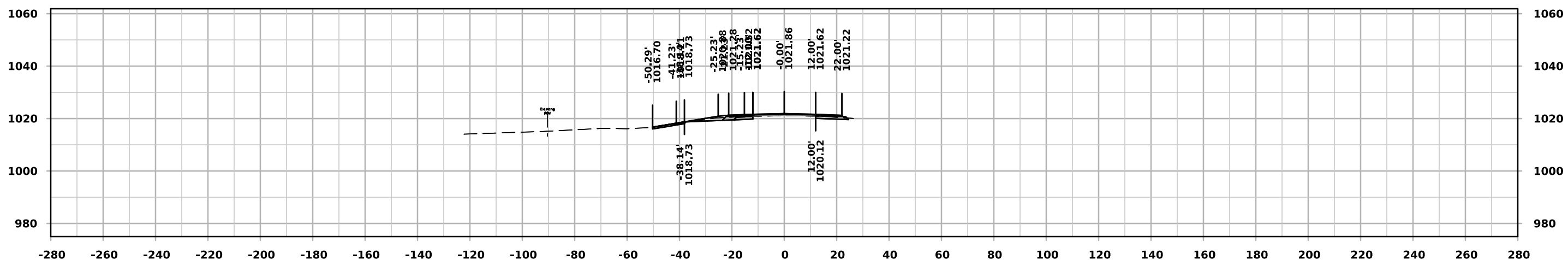
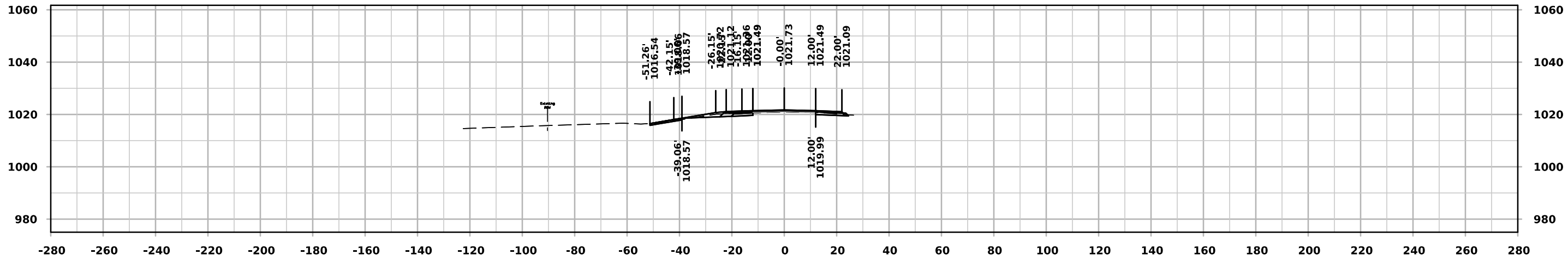


STA. 796+00.00

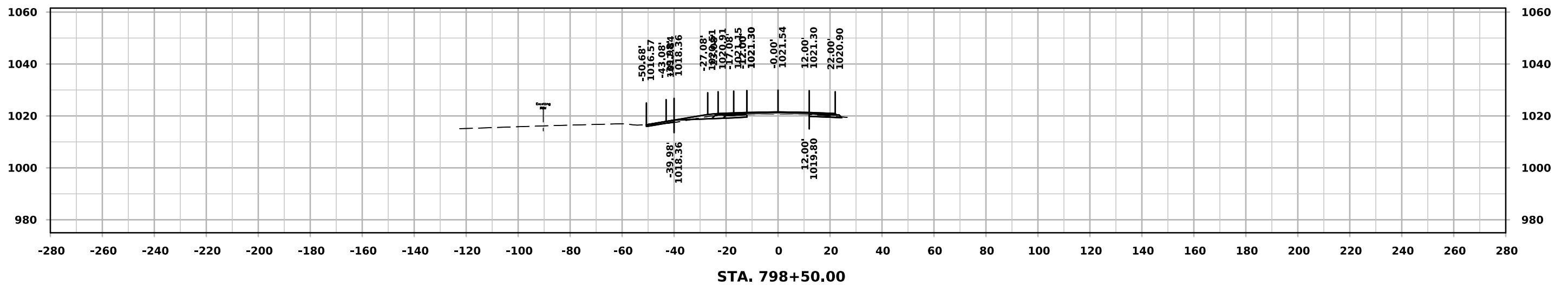
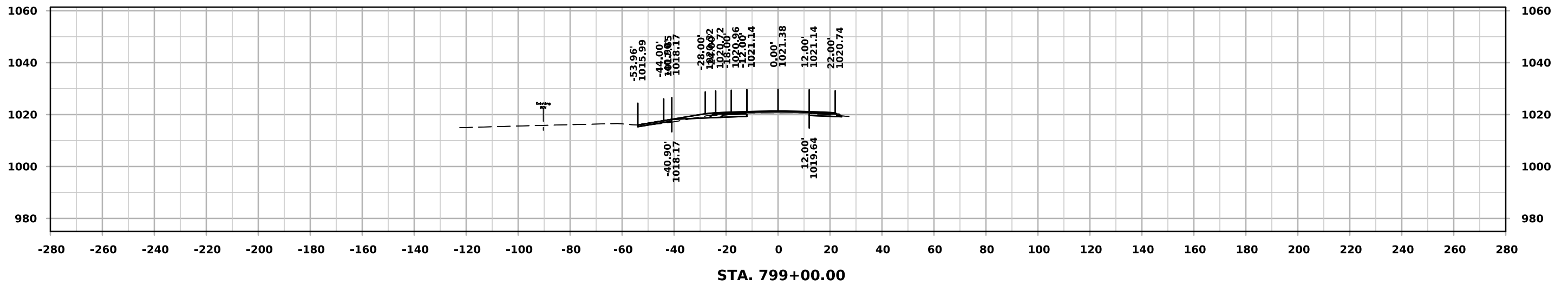
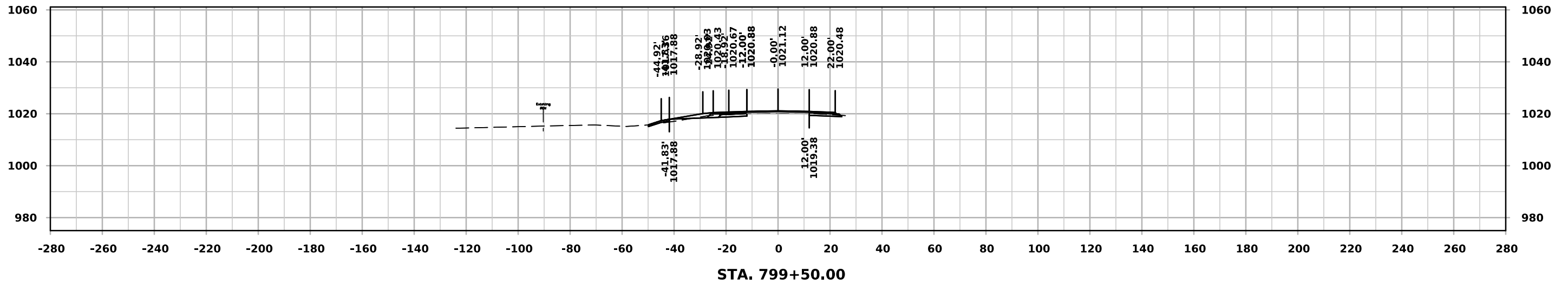


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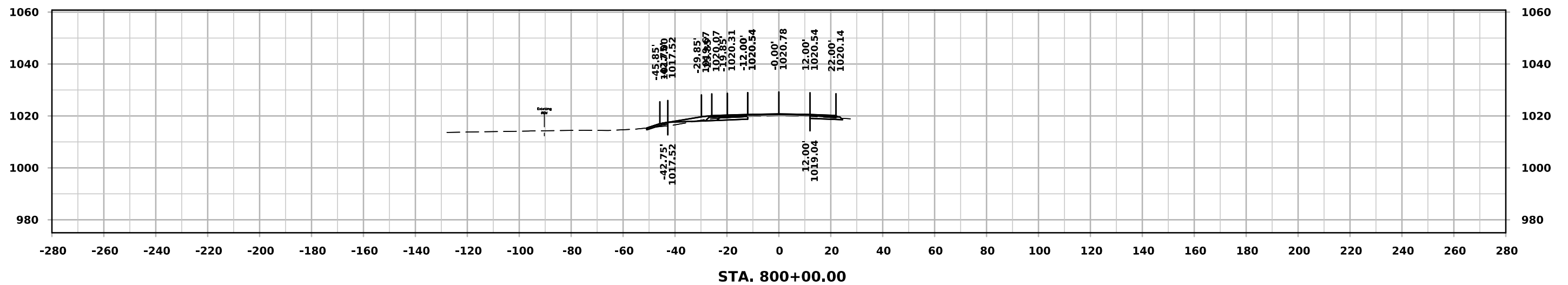
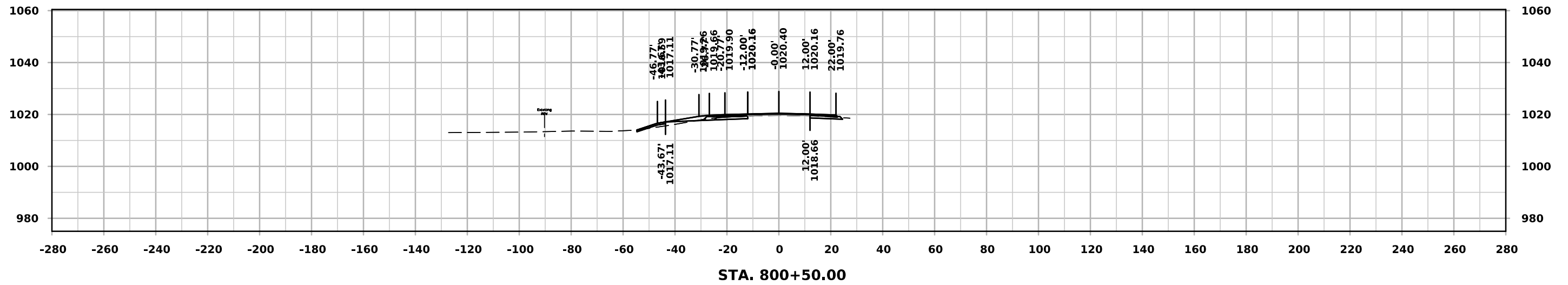
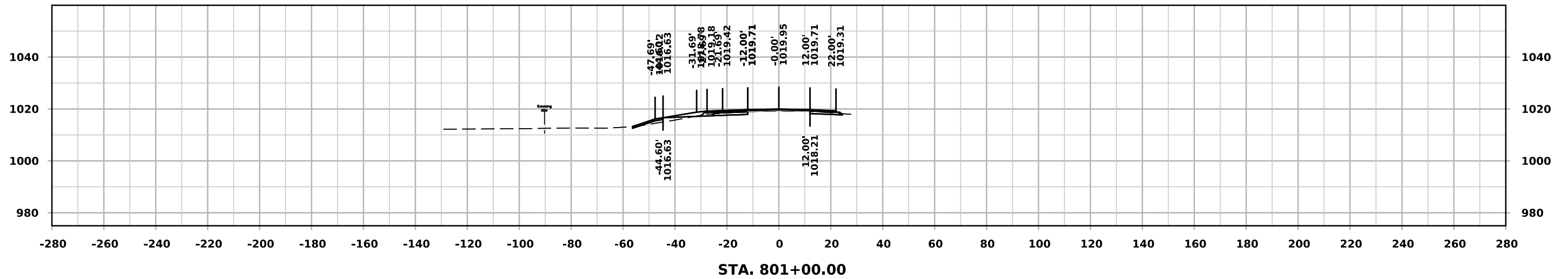
ML - US 63



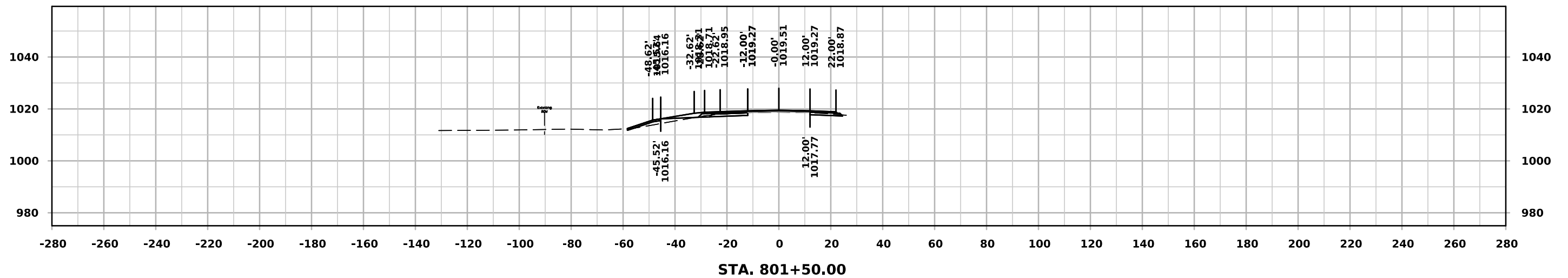
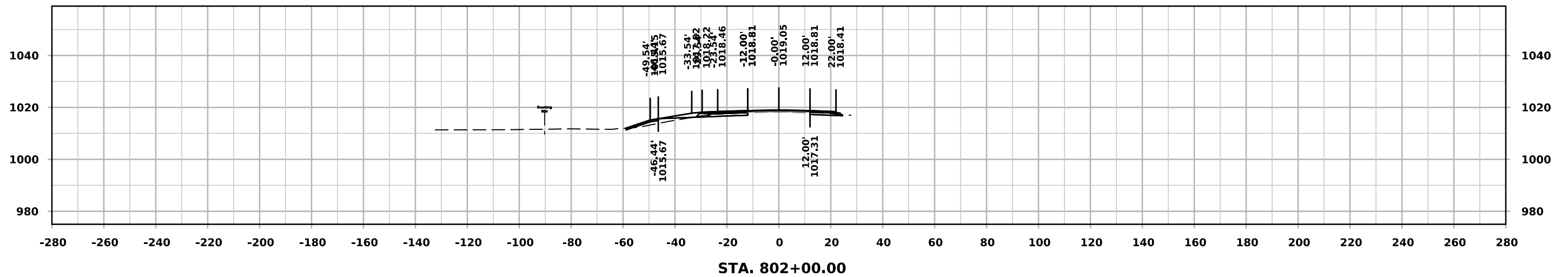
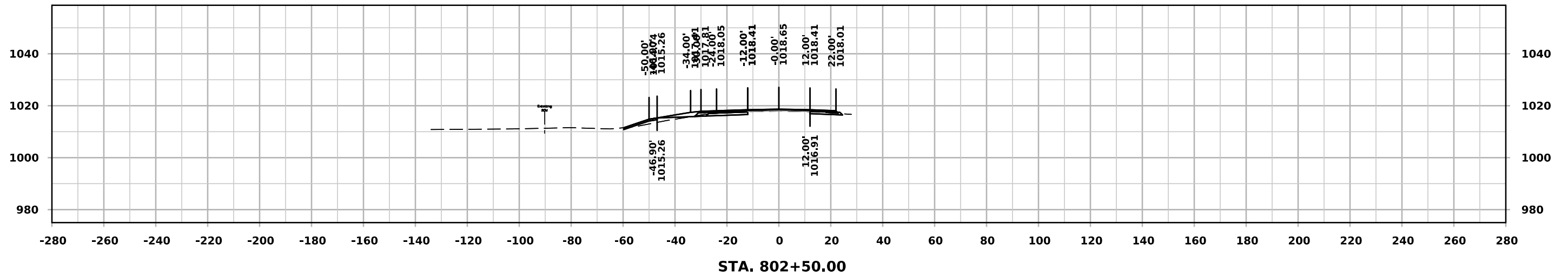
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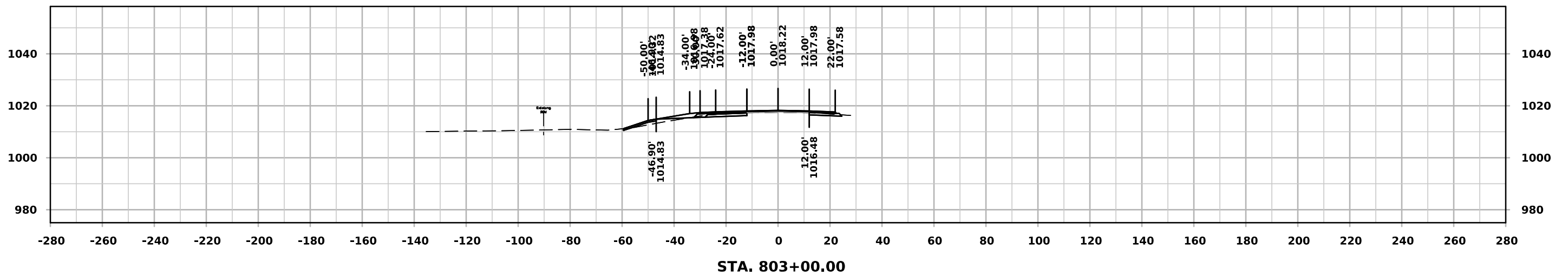
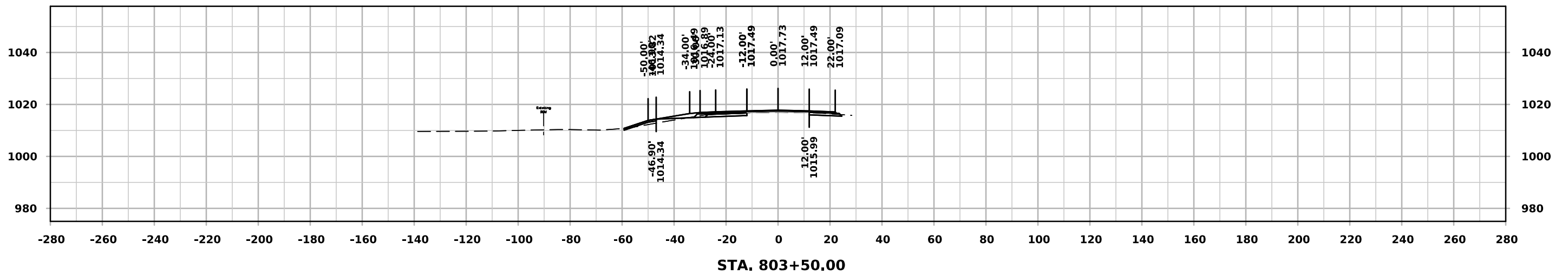
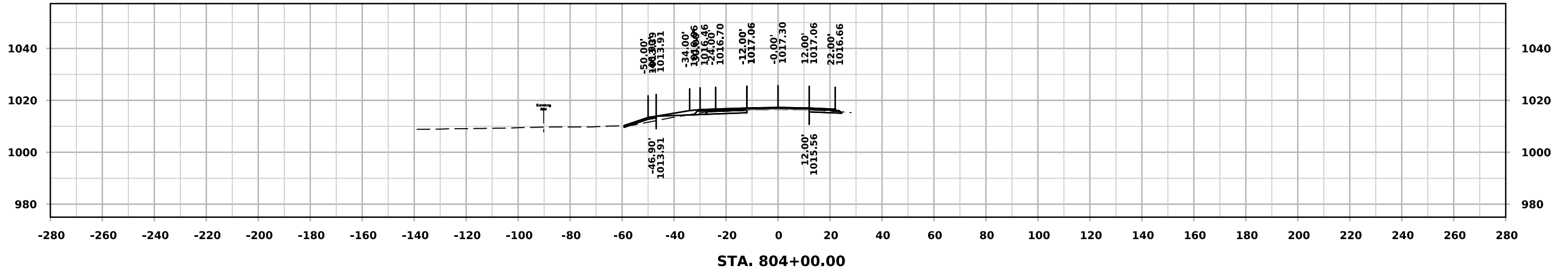
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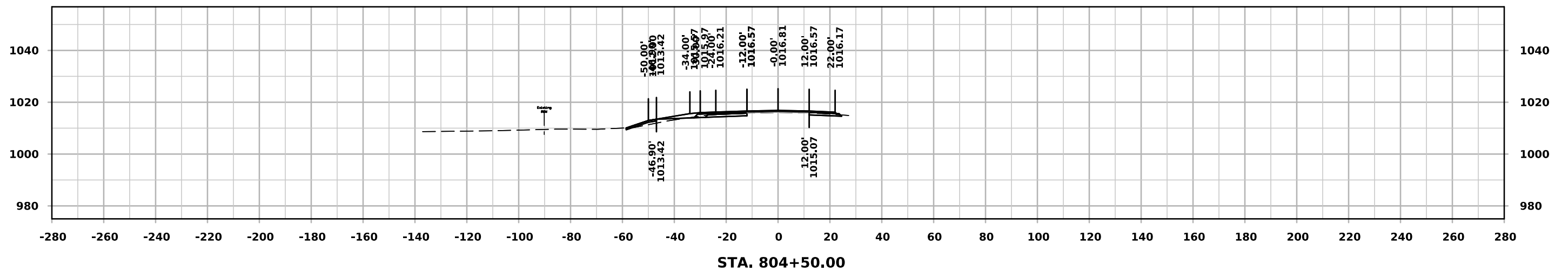
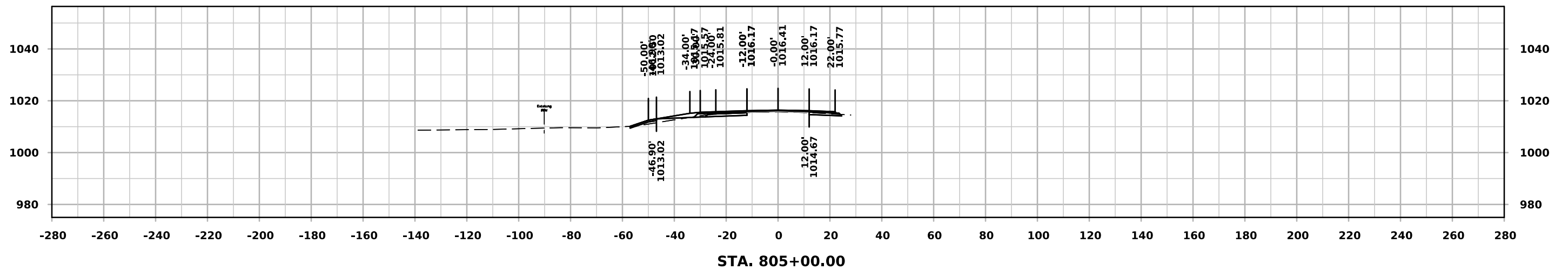
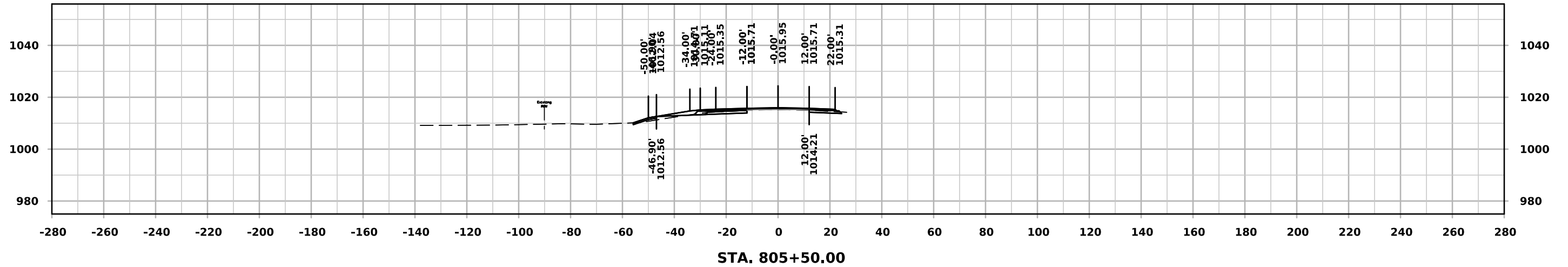
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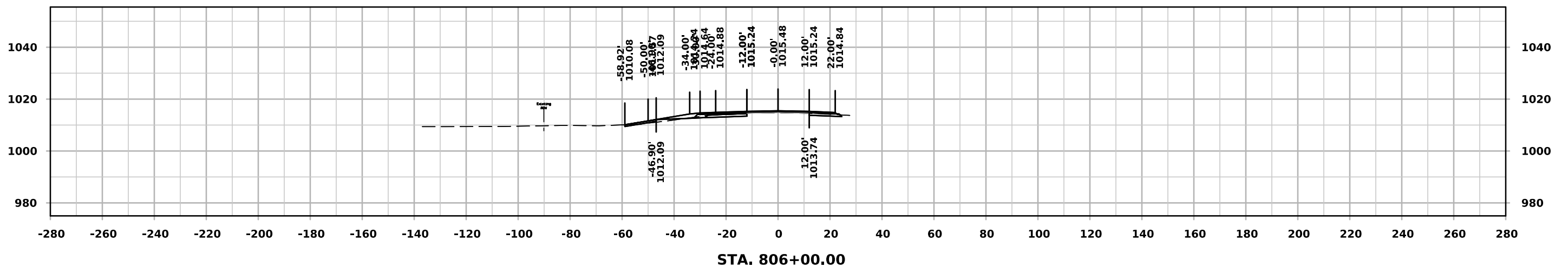
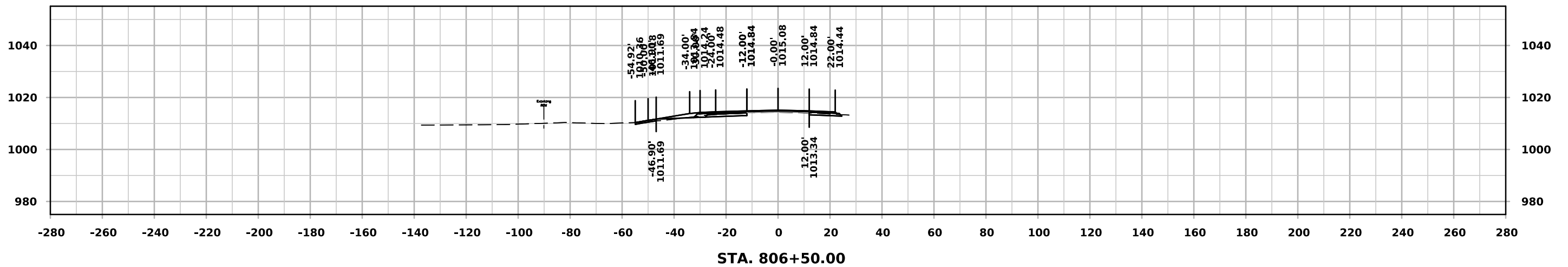
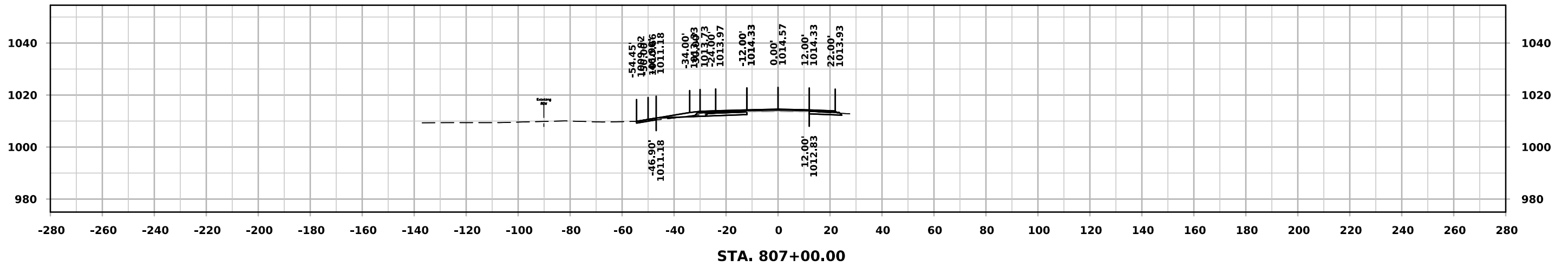
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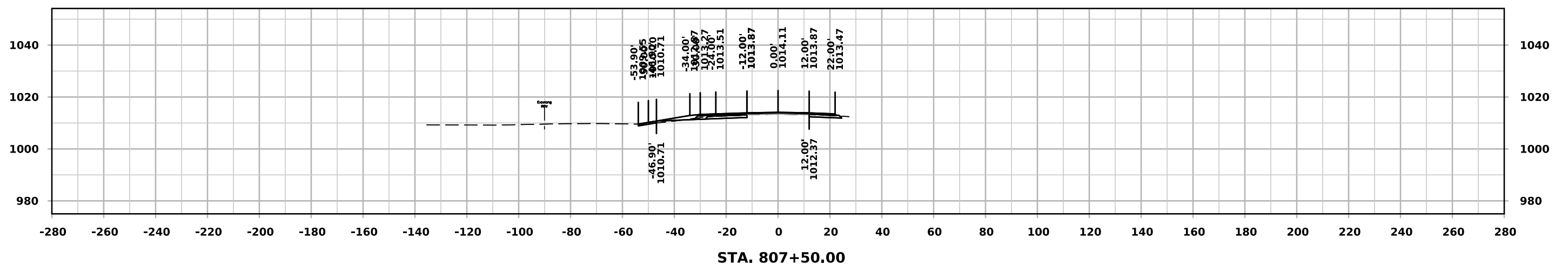
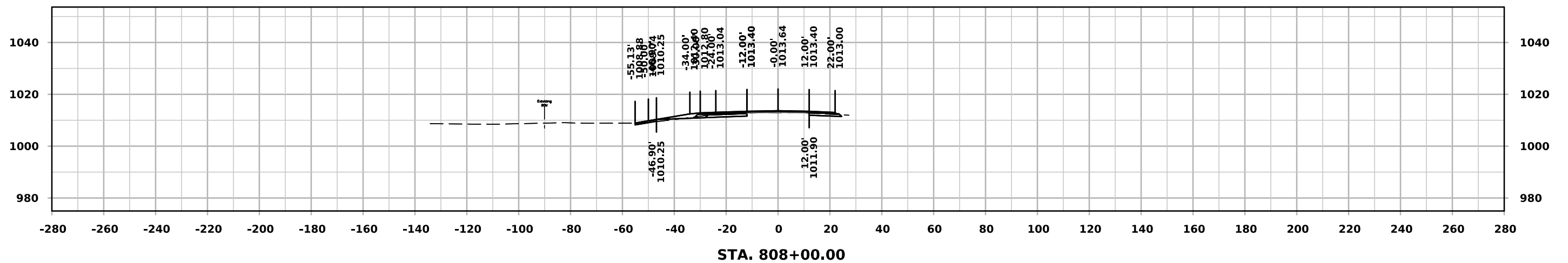
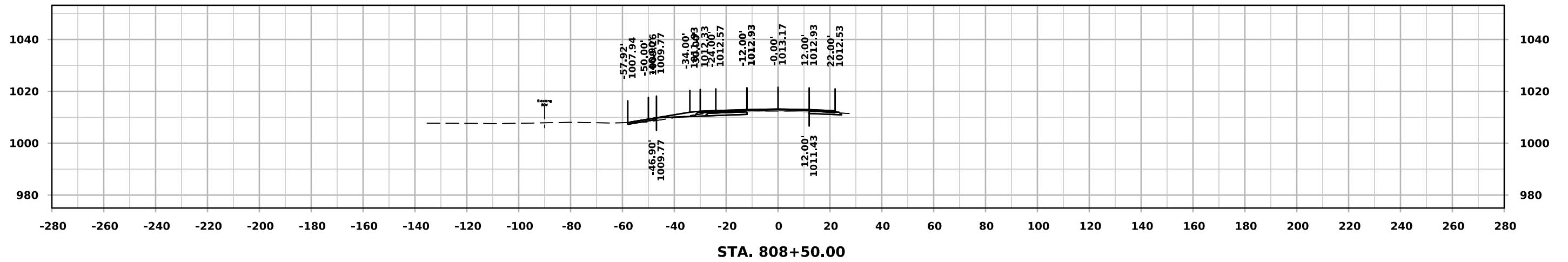
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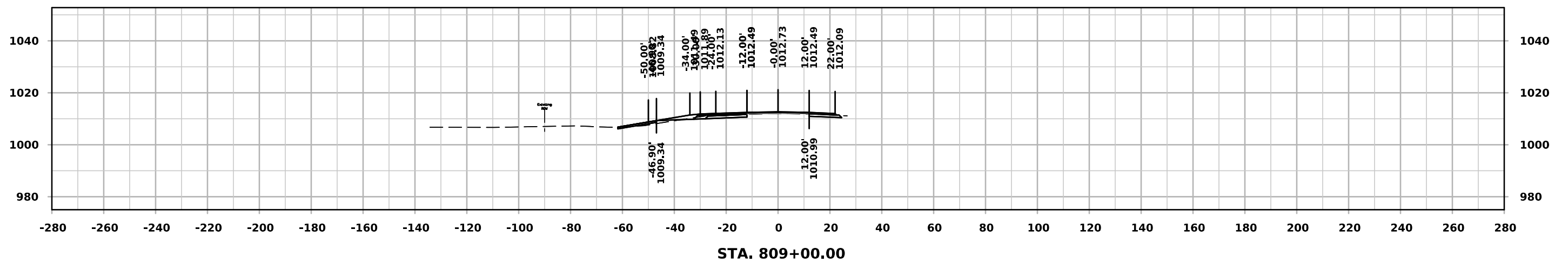
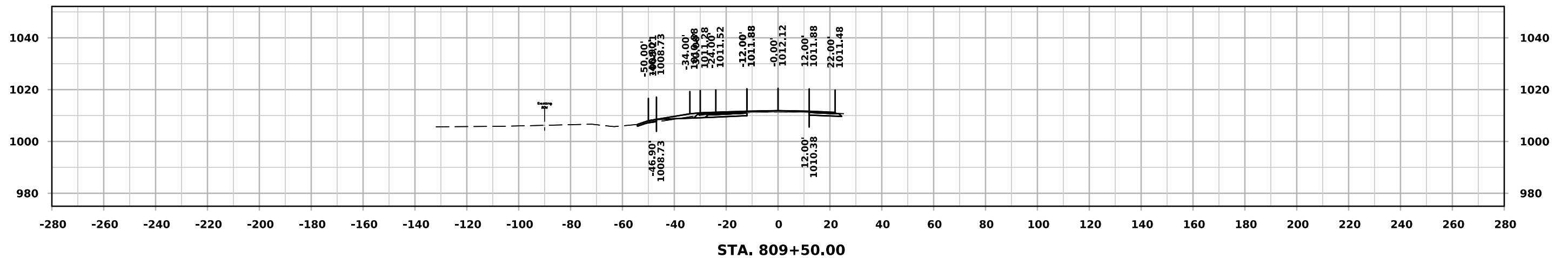
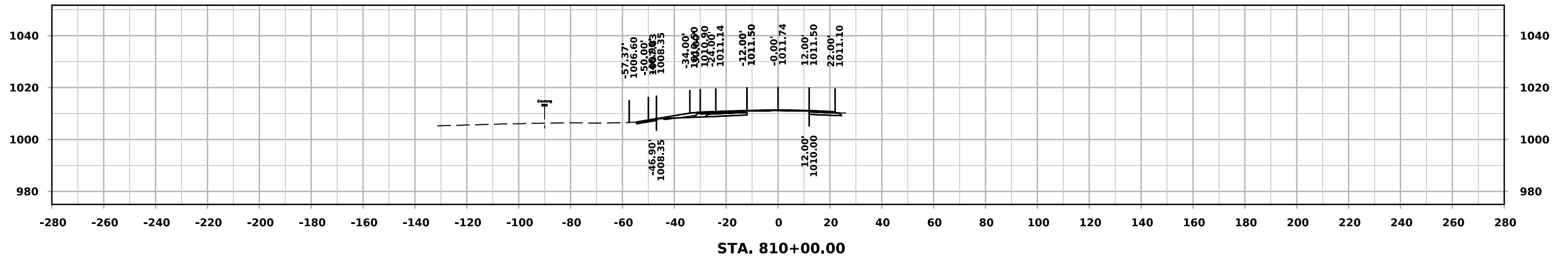
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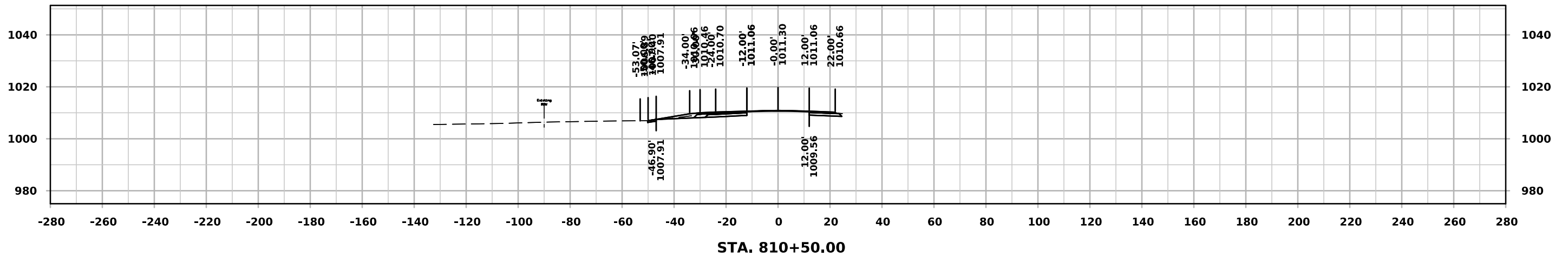
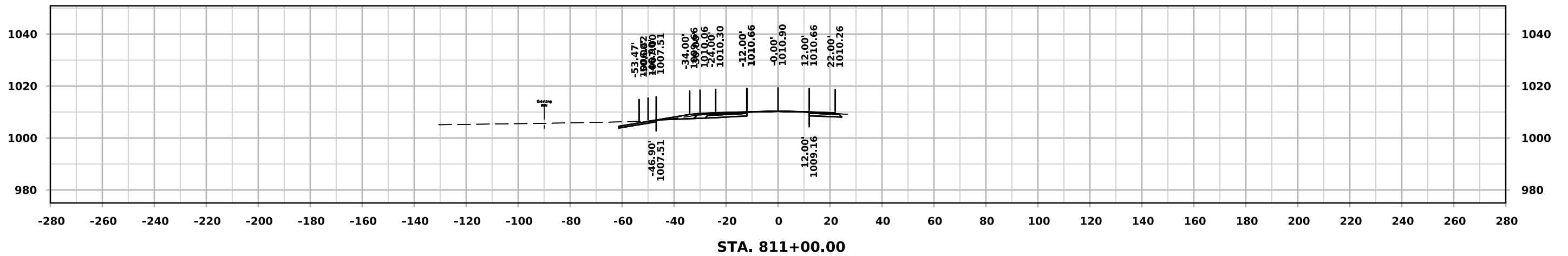
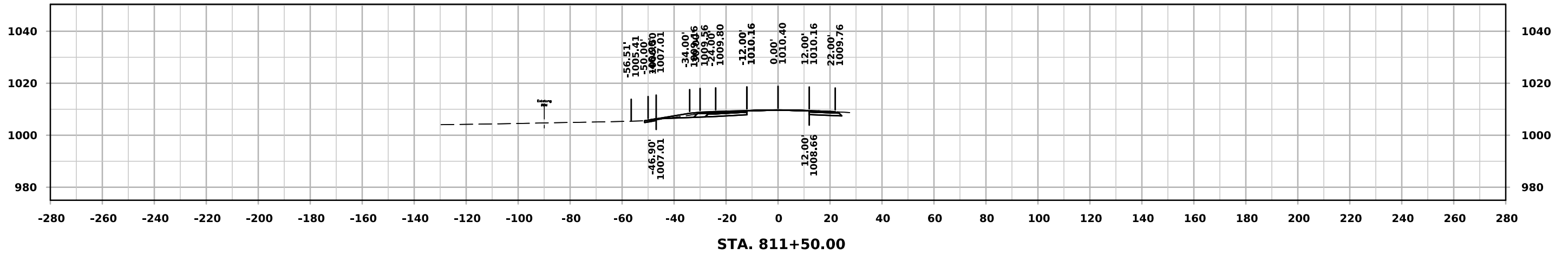
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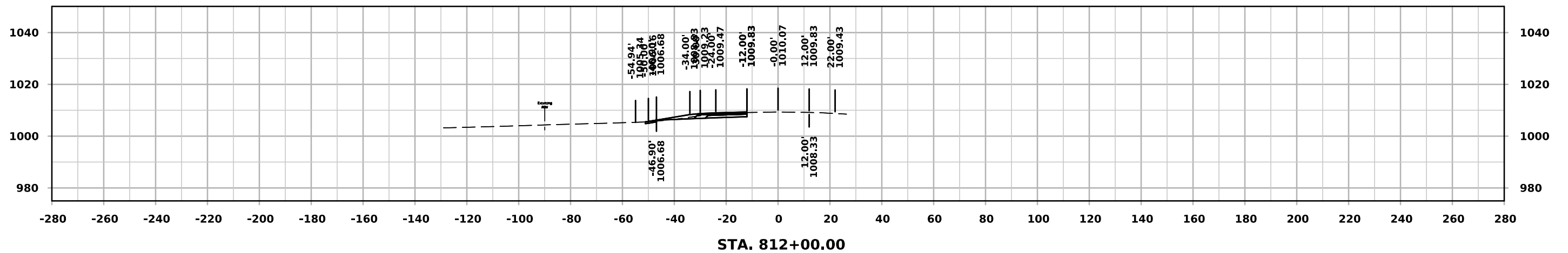
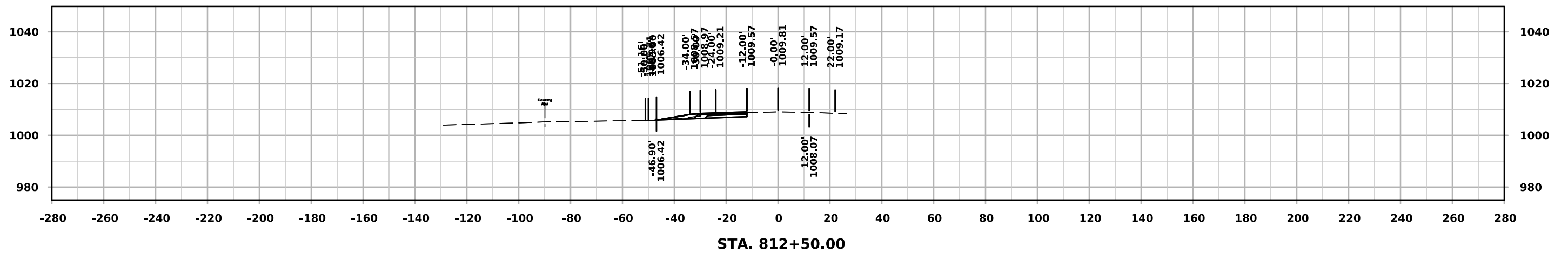
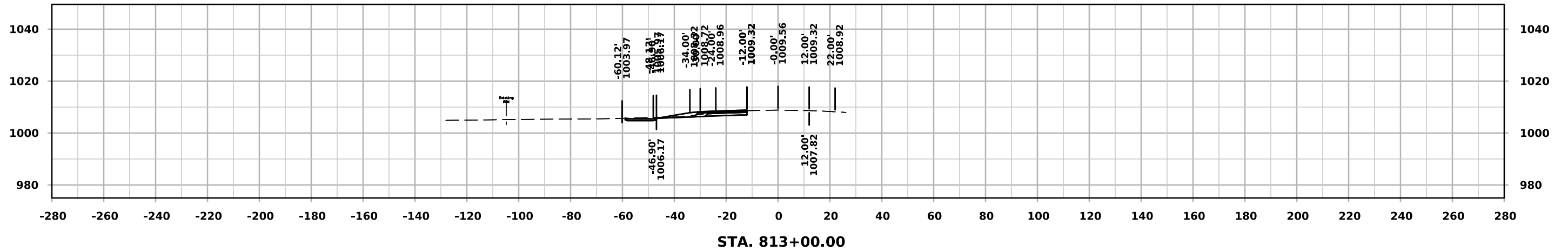
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