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X.400 - 405	5th St. S
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PLANS OF PROPOSED IMPROVEMENT ON THE  
**PRIMARY ROAD SYSTEM**  
**LINN COUNTY**  
Preliminary Engineering

Co Rd X20 Intersection in Springville

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

217

PROJECT IDENTIFICATION NUMBER

08-57-151-010

PROJECT NUMBER

NHSX-151-3(131)--3H-57

R.O.W. PROJECT NUMBER

NHSN-151-3(139)--2R-57

**PRELIMINARY EARTHWORK**

CUT 168,410 CY

FILL x 1.3 278,170 CY

D3 Submittal 11/17/2023

D5 Submittal 5/31/2024

Grade & Pave 7/21/2026

**PRELIMINARY PLANS**

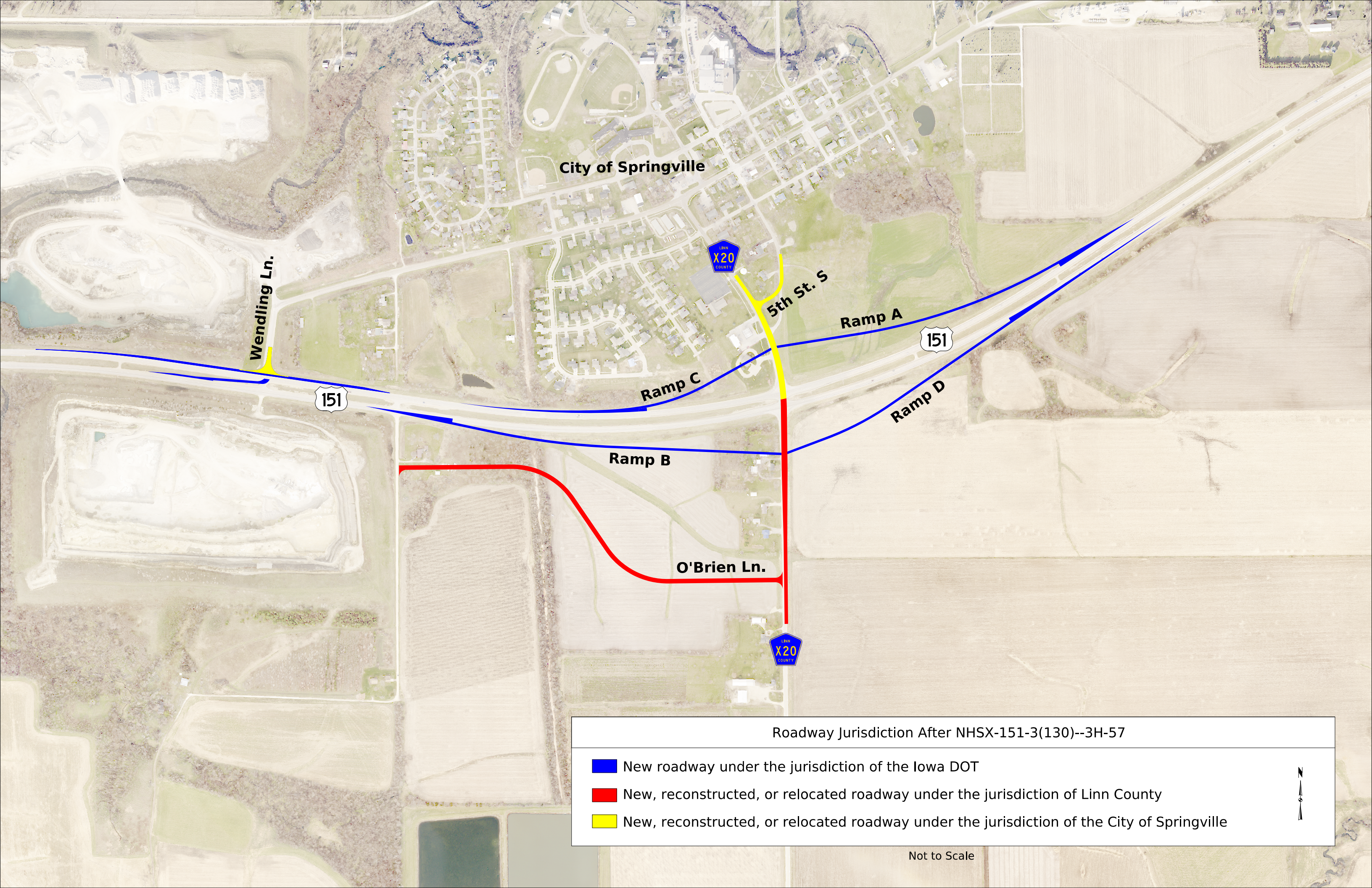
Subject to change by final design.

**D3 PLAN - 11/17/23**

Included in this submittal is the concept roadway alignment and connection from O'Brien Lane to Springville Road at U.S. Highway 151.

US 151			
DESIGN DATA RURAL			
2023	AADT	14,200	V.P.D.
2043	AADT	19,500	V.P.D.
2043	DHV	2,020	V.P.H.
TRUCKS		14	%
Total Design ESALs		-	

INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	Angela K. Johnson	Primary Signature Block	X



City of Springville

Wendling Ln.

5th St. S

Ramp A

151

Ramp C

Ramp D

151

Ramp B

O'Brien Ln.

X20

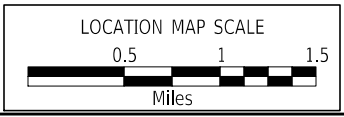
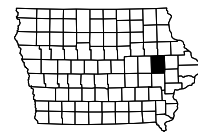
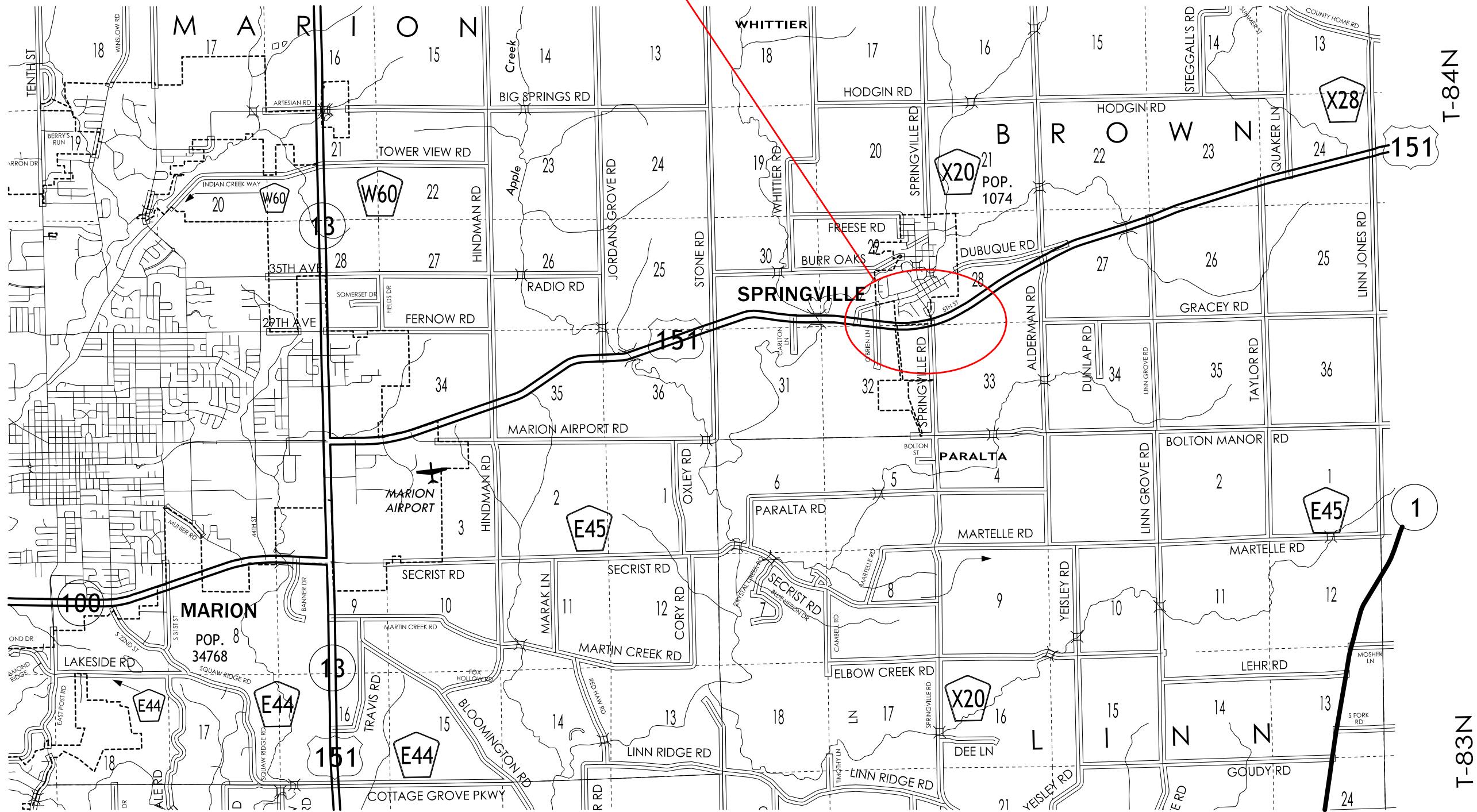
Roadway Jurisdiction After NHSX-151-3(130)--3H-57

- New roadway under the jurisdiction of the Iowa DOT
- New, reconstructed, or relocated roadway under the jurisdiction of Linn County
- New, reconstructed, or relocated roadway under the jurisdiction of the City of Springville

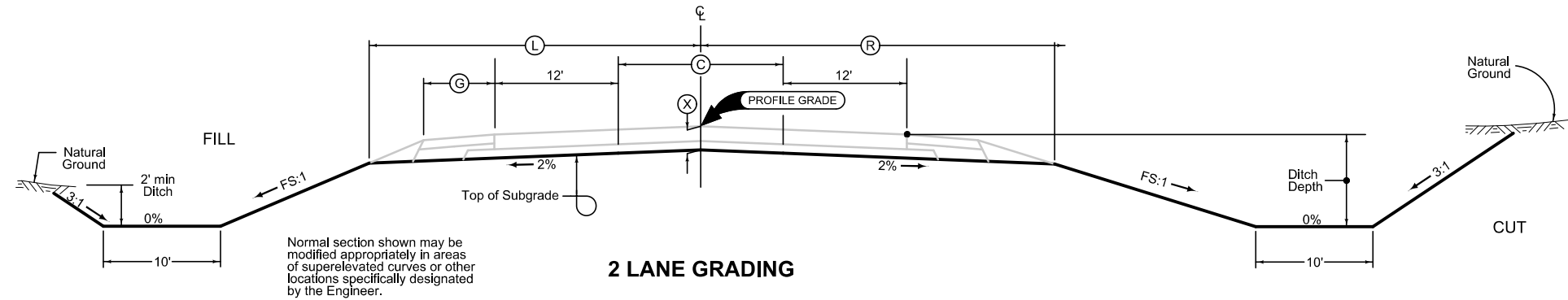


Not to Scale

# PROJECT LOCATION

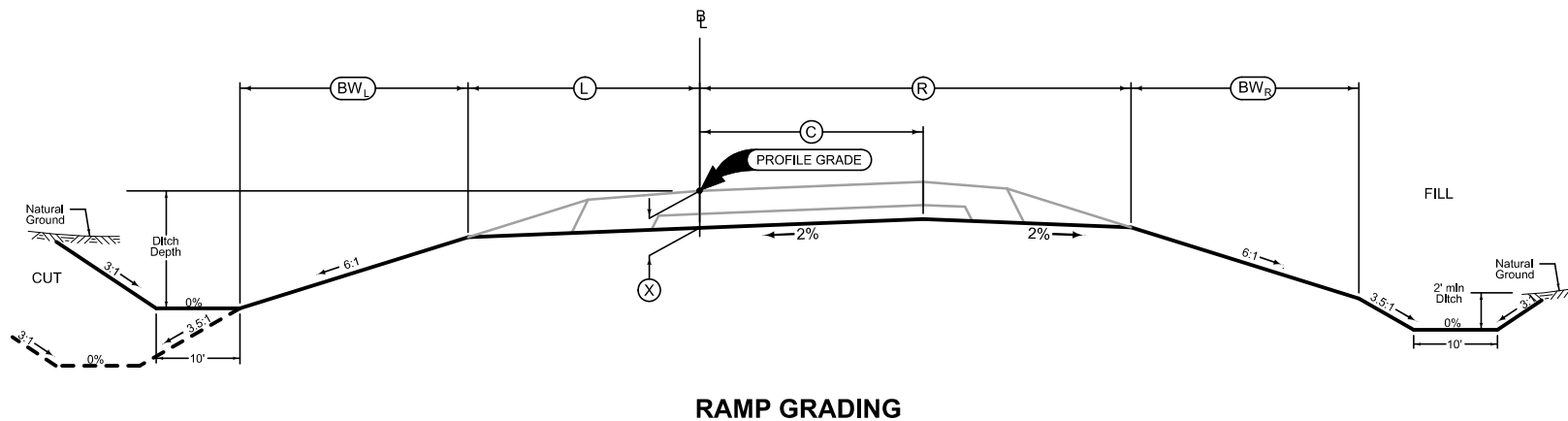


LOCATION			DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		Ⓛ Feet	Ⓡ Feet	ⓧ Inches	Ⓒ Feet	FS
Co. Rd. X20	114+00.00	119+70.00	26.93	26.93	16	0	4
Co. Rd. X20	119+70.00	124+50.00	26.93-34.93	26.93-34.93	16	0-16	4
Co. Rd. X20	124+50.00	128+04.84	34.93	34.93	16	16	4
Co. Rd. X20	Gap for Bridge						
Co. Rd. X20	130+70.69	133+00.00	34.93	34.93	16	16	4
Co. Rd. X20	133+00.00	134+00.00	31.28	31.28	16	16	4
Co. Rd. X20	134+00.00	137+20.00	31.28-23.28	31.28-23.28	16	16-0	4
Co. Rd. X20	137+20.00	138+50.00	23.28	23.28	16	0	4
Wendling Lane	200+56.00	202+50.00	25.62	25.62	16	0	3
5th St. S	400+16.79	407+50.00	21.87	21.87	16	0	3



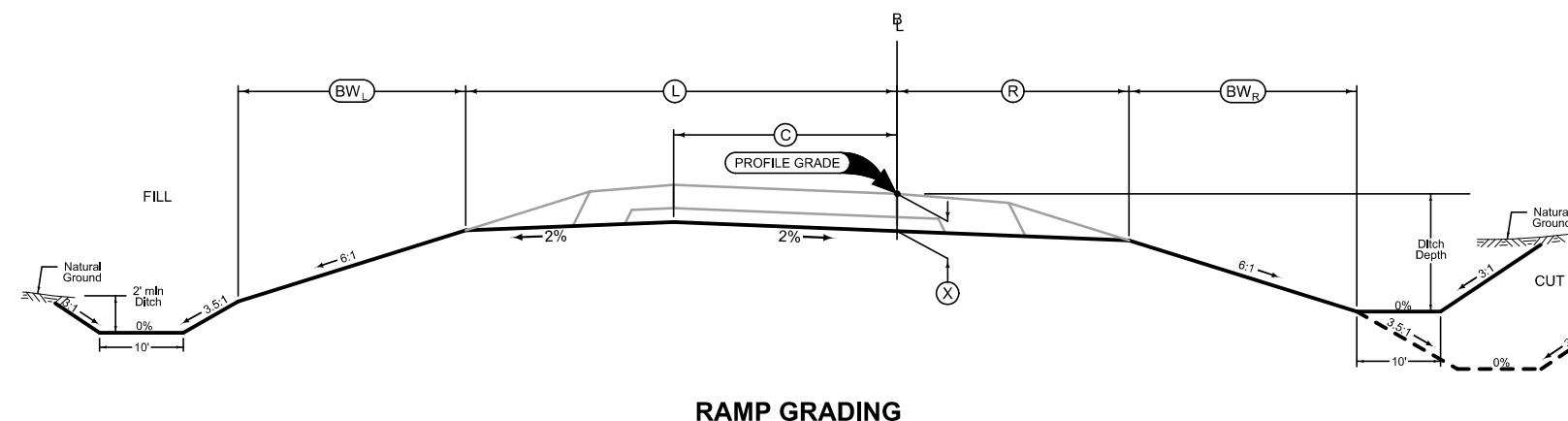
G\_2Lane

LOCATION			DIMENSIONS						
INTERCHANGE	RAMP/LOOP	STATION TO STATION	Ⓛ Feet	Ⓡ Feet	Ⓒ Feet	ⓧ Inches	Ⓛ <sub>1</sub> Feet	Ⓛ <sub>2</sub> Feet	
Co. Rd. X20	A	15416+34.69	15436+49.73	19.50	33.77	16	22	16.65	16.87
Co. Rd. X20	C	35405+78.46	35415+24.39	19.50	33.77	16	22	16.65	16.87

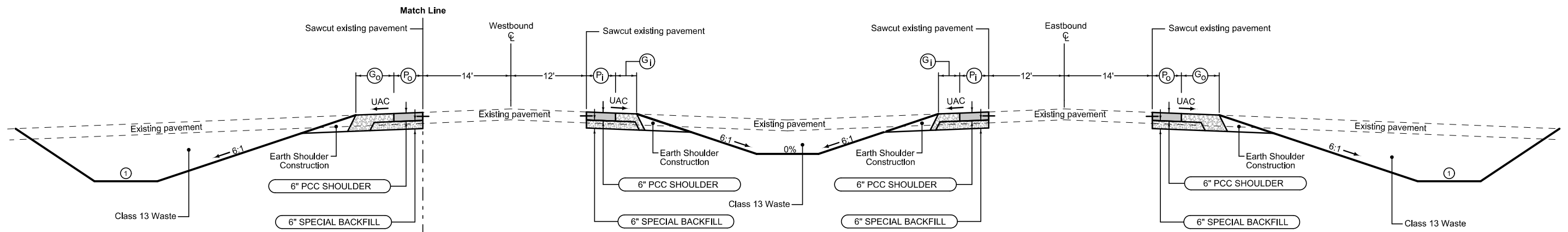


G\_Ramp\_1

LOCATION			DIMENSIONS						
INTERCHANGE	RAMP	STATION TO STATION	Ⓛ Feet	Ⓡ Feet	Ⓒ Feet	ⓧ Inches	Ⓛ <sub>1</sub> Feet	Ⓛ <sub>2</sub> Feet	
Co. Rd. X20	B	25392+75.27	25415+37.97	33.77	19.50	16	22	16.87	16.65
Co. Rd. X20	D	45413+80.09	45431+60.28	33.77	19.50	16	22	16.87	16.65



G\_Ramp\_2



**Combination Shoulder**

Longitudinal joint: BT-5  
 Transverse joint: Match Mainline

4_C_ 10-19-10				
Direction of Travel	BEGIN STATION	END STATION	P <sub>0</sub> Feet	G <sub>0</sub> Feet
WB	5411+75.00	5419+00.00	4	6

**Combination Shoulder**

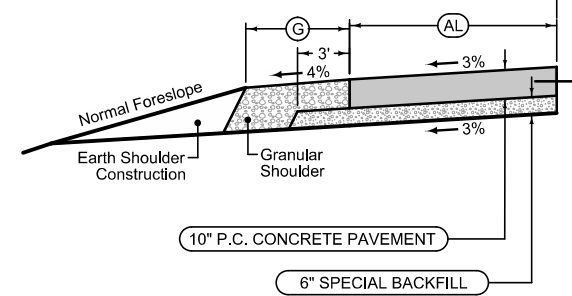
Longitudinal joint: BT-5  
 Transverse joint: Match Mainline

4_C_ 10-19-10				
Direction of Travel	BEGIN STATION	END STATION	P <sub>1</sub> Feet	G <sub>1</sub> Feet
EB	5411+75.00	5419+00.00	4	4
WB	5411+75.00	5419+00.00	4	4

**Combination Shoulder**

Longitudinal joint: BT-5  
 Transverse joint: Match Mainline

4_C_ 10-19-10				
Direction of Travel	BEGIN STATION	END STATION	P <sub>0</sub> Feet	G <sub>0</sub> Feet
EB	5411+75.00	5419+00.00	4	6



**Auxiliary Lane**

Longitudinal joint: BT-3  
 Transverse joint: Match Mainline

2_AuxLane_PCC_ 10-18-16		2_AL_Shldr_G_ 10-19-10	
STATION TO STATION	AL Feet	G Feet	
5364+00.00	5371+80.00	0-12	6
5371+80.00	5386+45.15	12	6
5386+45.15	5388+25.15	12-0	6

**Auxiliary Lane**

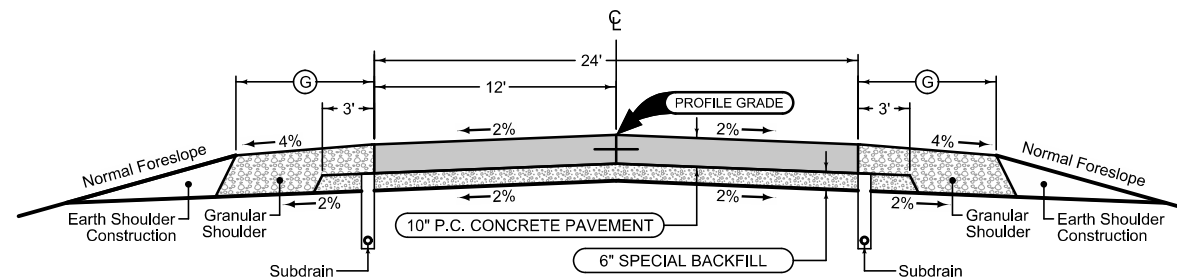
**Granular Shoulder**

See Tab 112-9 for shoulder quantities.

**US 151**

**Granular Shoulder**

2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
114+00.00	119+70.00	10
137+20.00	138+50.00	6



**Granular Shoulder**

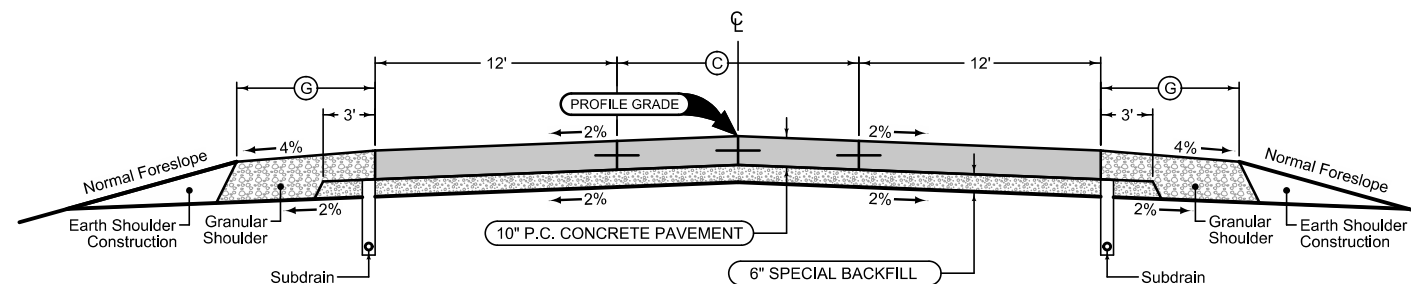
2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
114+00.00	119+70.00	10
137+20.00	138+50.00	6

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

2P_ 10-19-10		
STATION TO STATION		Ⓞ Feet
114+00.00	119+70.00	
137+20.00	137+50.00	

**Granular Shoulder**

2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
119+70.00	124+50.00	10
124+50.00	128+04.84	10
Gap for Bridge		
130+70.69	133+00.00	10
133+00.00	137+20.00	6



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

2P_TWLT_ 10-19-10		
STATION TO STATION		Ⓞ Feet
119+70.00	124+50.00	0-16
124+50.00	128+04.84	16
Gap for Bridge		
130+70.69	134+00.00	16
134+00.00	137+20.00	16-0

**Granular Shoulder**

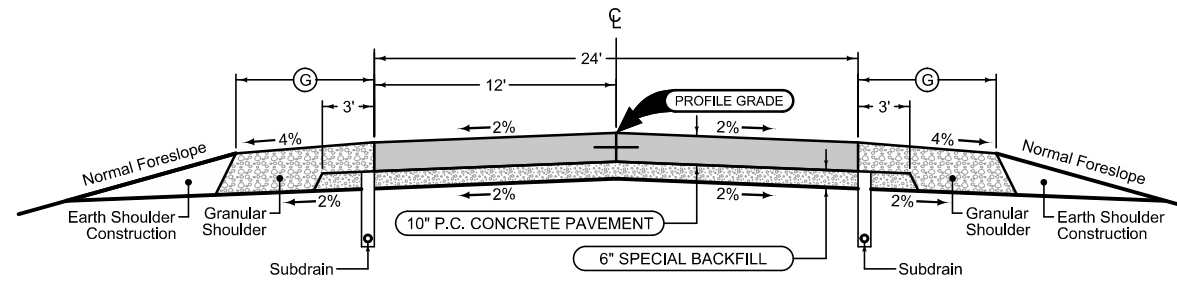
2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
119+70.00	124+50.00	10
124+50.00	128+04.84	10
Gap for Bridge		
130+70.69	133+00.00	10
133+00.00	137+20.00	6

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

**Co. Rd. X20**

**Granular Shoulder**

2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
200+56.00	202+50.00	10



**Granular Shoulder**

2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
200+56.00	202+50.00	10

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

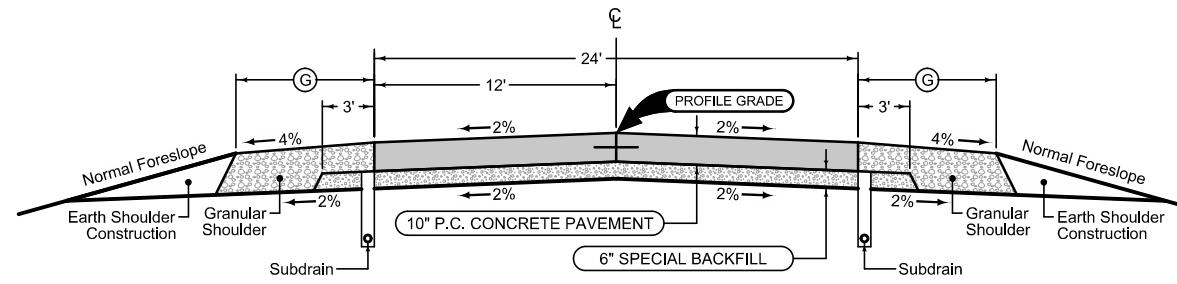
2P_ 10-19-10		
STATION TO STATION		
200+56.00	202+50.00	

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

**Wendling Ln.**

**Granular Shoulder**

2_G_		
10-21-14		
STATION TO STATION		Ⓞ
		Feet
400+16.79	407+50.00	6



**Granular Shoulder**

2_G_		
10-21-14		
STATION TO STATION		Ⓞ
		Feet
400+16.79	407+50.00	6

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

2P_		
10-19-10		
STATION TO STATION		
400+16.79	407+50.00	

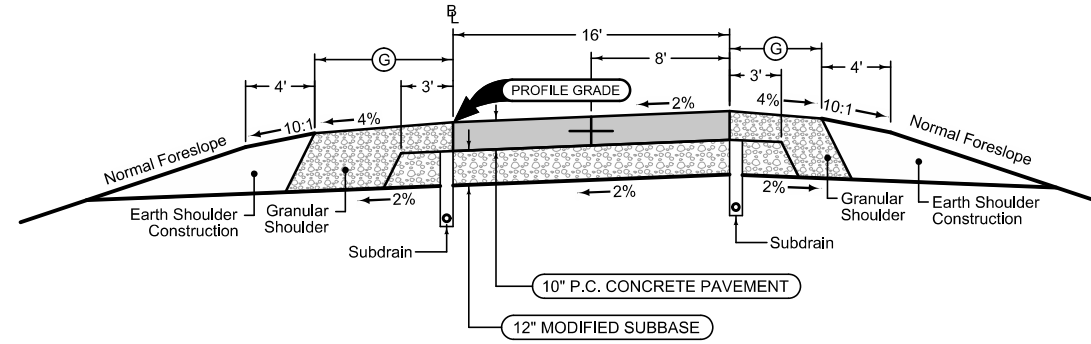
See Tab 100-24 or 100-25 for pavement quantities.  
 See Tab 112-9 for shoulder quantities.

**5th St. S**



**Granular Shoulder**

		2_G_
		10-21-14
STATION TO STATION		Ⓞ
		Feet
15416+34.69	15436+49.73	6



**Granular Shoulder**

		2_G_
		10-21-14
STATION TO STATION		Ⓞ
		Feet
15416+34.69	15436+49.73	4

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

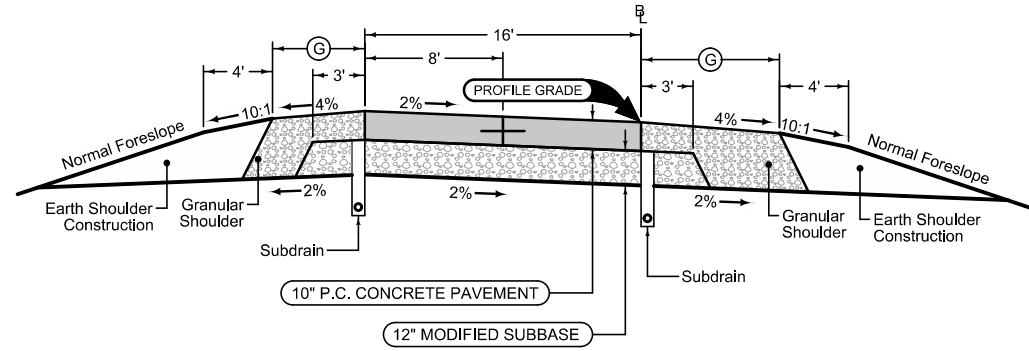
1RP_	
10-17-17	
BEGIN STATION	END STATION
15416+34.69	15436+49.73

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

**US 151/Co. Rd. X20  
 Ramp A**

**Granular Shoulder**

2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
25392+75.27	25415+37.97	4



**Granular Shoulder**

2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
25392+75.27	25415+37.97	6

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

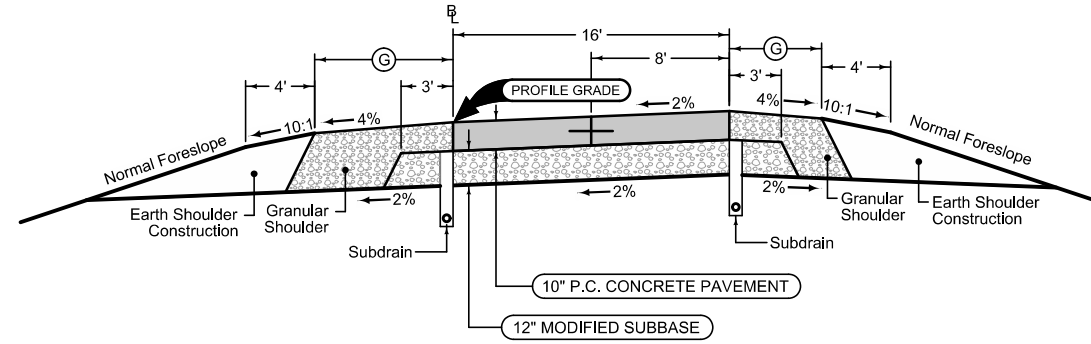
1RP_ 10-17-17	
BEGIN STATION	END STATION
25392+75.27	25415+37.97

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

**US 151/Co. Rd. X20  
 Ramp B**

**Granular Shoulder**

		2_G_
		10-21-14
STATION TO STATION		Ⓞ
		Feet
35405+78.46	35415+24.39	6



**Granular Shoulder**

		2_G_
		10-21-14
STATION TO STATION		Ⓞ
		Feet
35405+78.46	35415+24.39	4

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

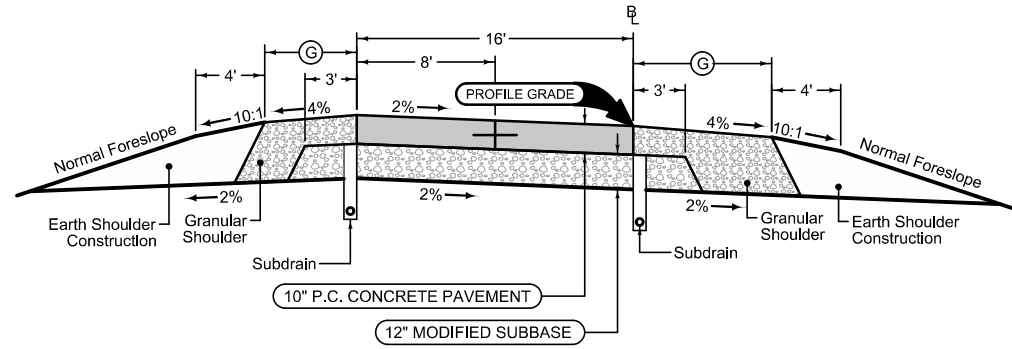
1RP_	
10-17-17	
BEGIN STATION	END STATION
35405+78.46	35415+24.39

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

**US 151/Co. Rd. X20  
 Ramp C**

**Granular Shoulder**

2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
45413+80.09	45431+60.28	4



**Granular Shoulder**

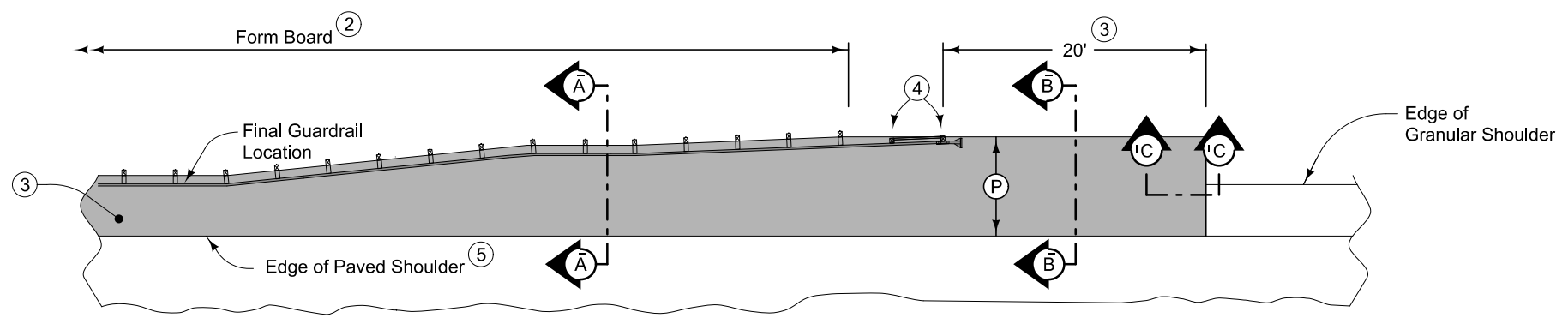
2_G_ 10-21-14		
STATION TO STATION		Ⓞ Feet
45413+80.09	45431+60.28	6

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

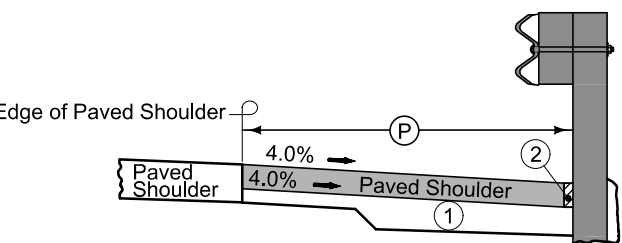
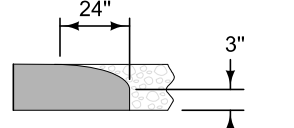
1RP_ 10-17-17	
BEGIN STATION	END STATION
45413+80.09	45431+60.28

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

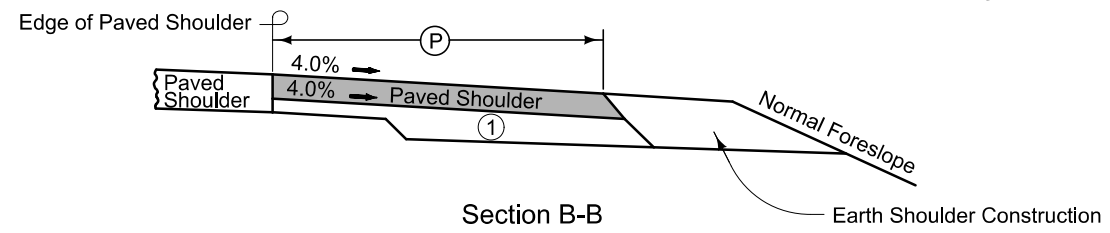
**US 151/Co. Rd. X20  
 Ramp D**



PLAN VIEW



Section A-A



Section B-B

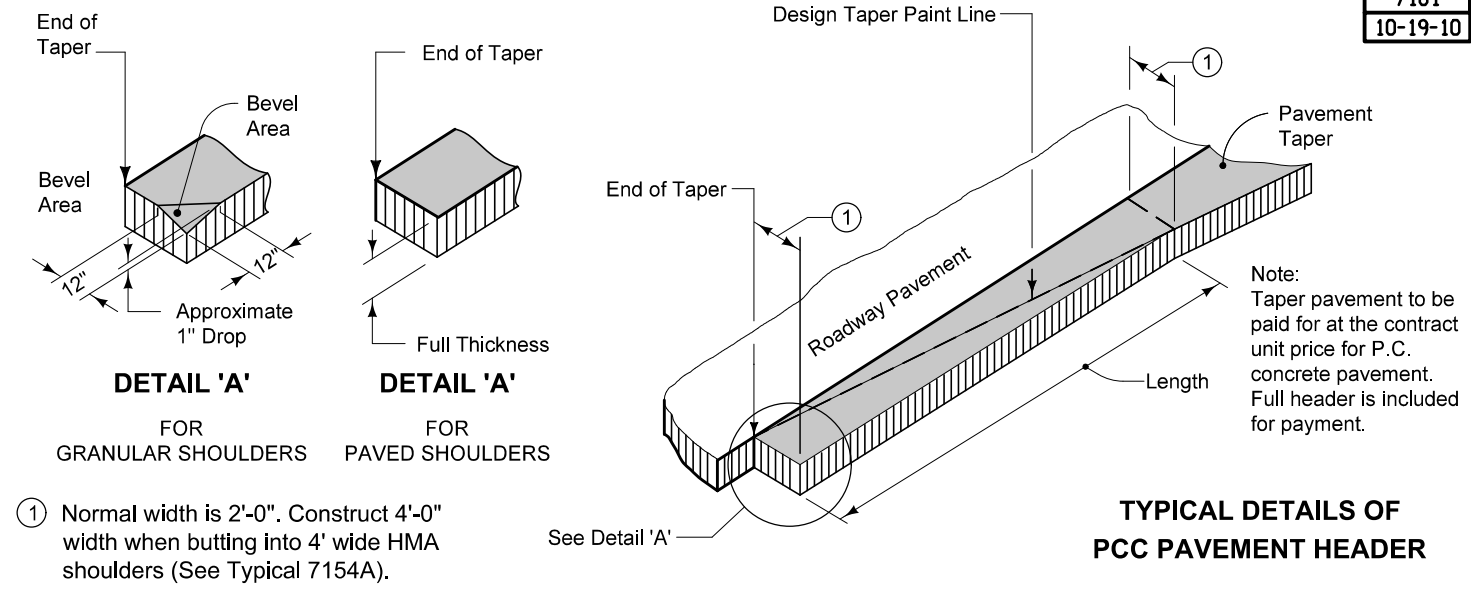
6" PCC Paved Shoulder at guardrail with the following jointing layout:  
Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge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

Refer to Tabulation 112-9M for shoulder quantities.

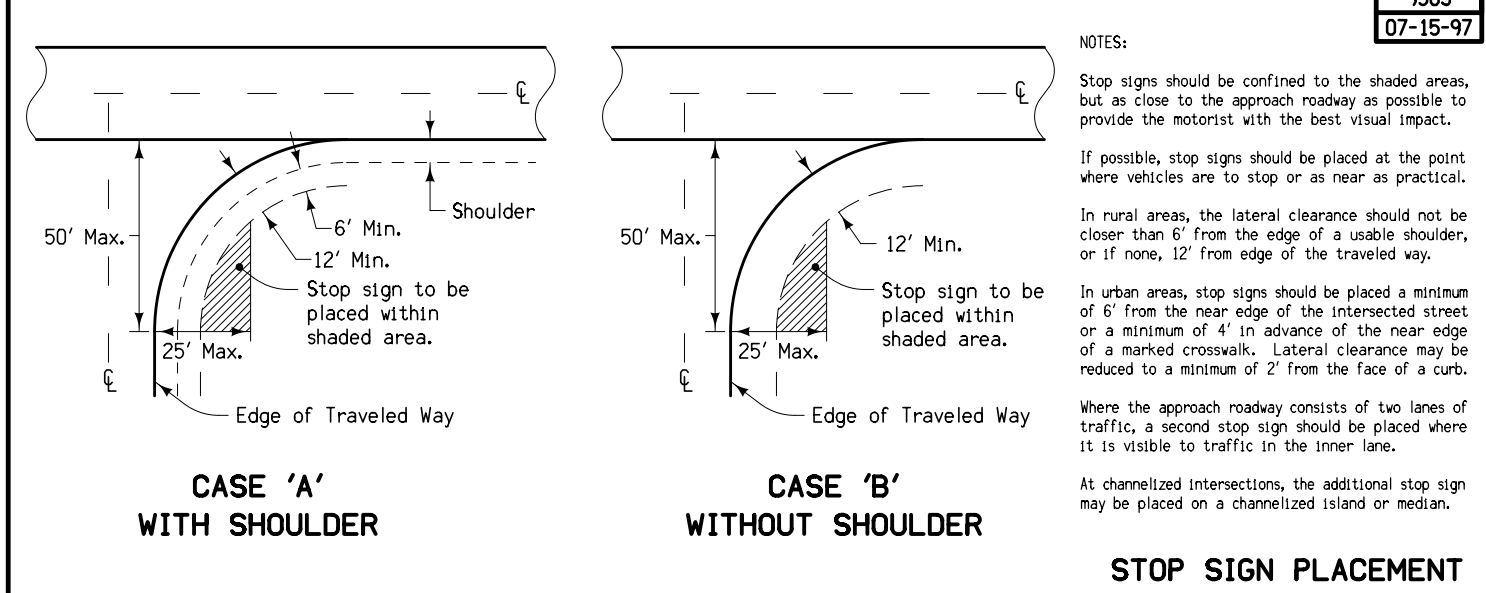
- ① Modified Subbase, refer to other details in the plan.
- ② PCC option only: When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown. Refer to note 4 for final 2 posts.
- ③ Continue paved shoulder to existing paved shoulder or 20 feet beyond the center of the first post.
- ④ Shoulder may be notched for final 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ⑤ 'KT-1 joint for PCC shoulder.

PAVED SHOULDER AT GUARDRAIL

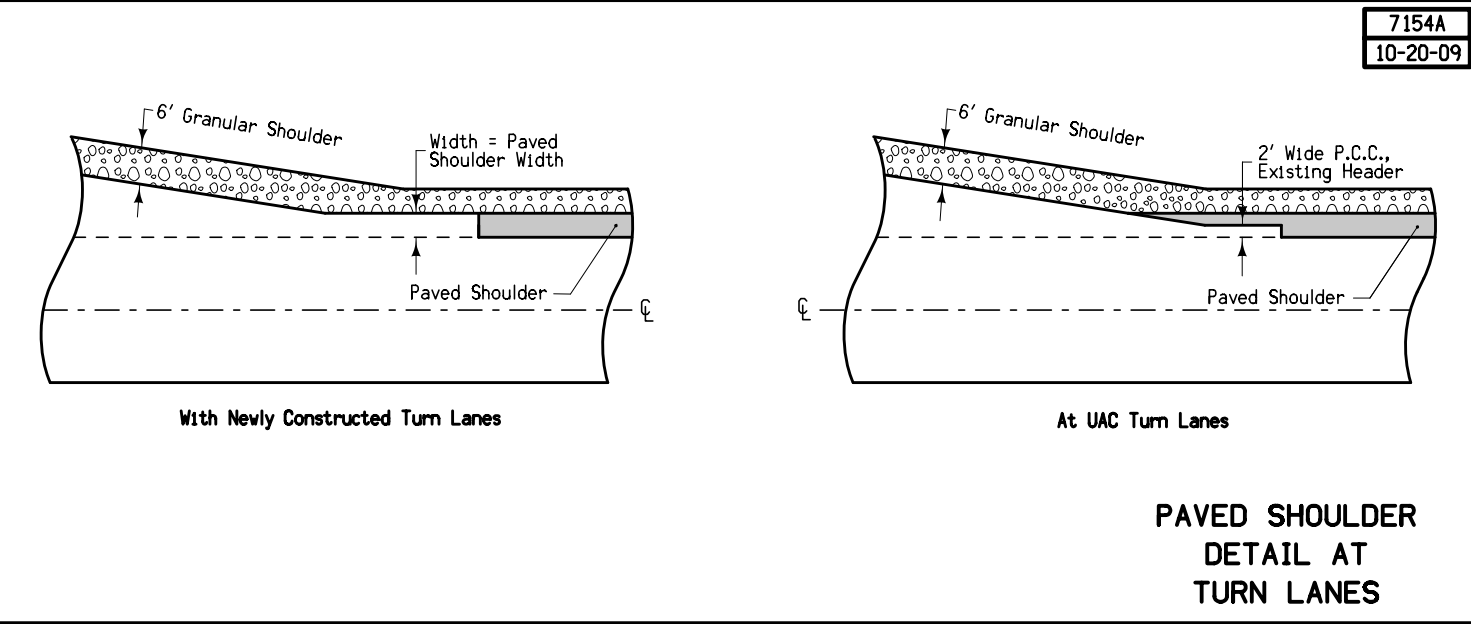
7101  
10-19-10



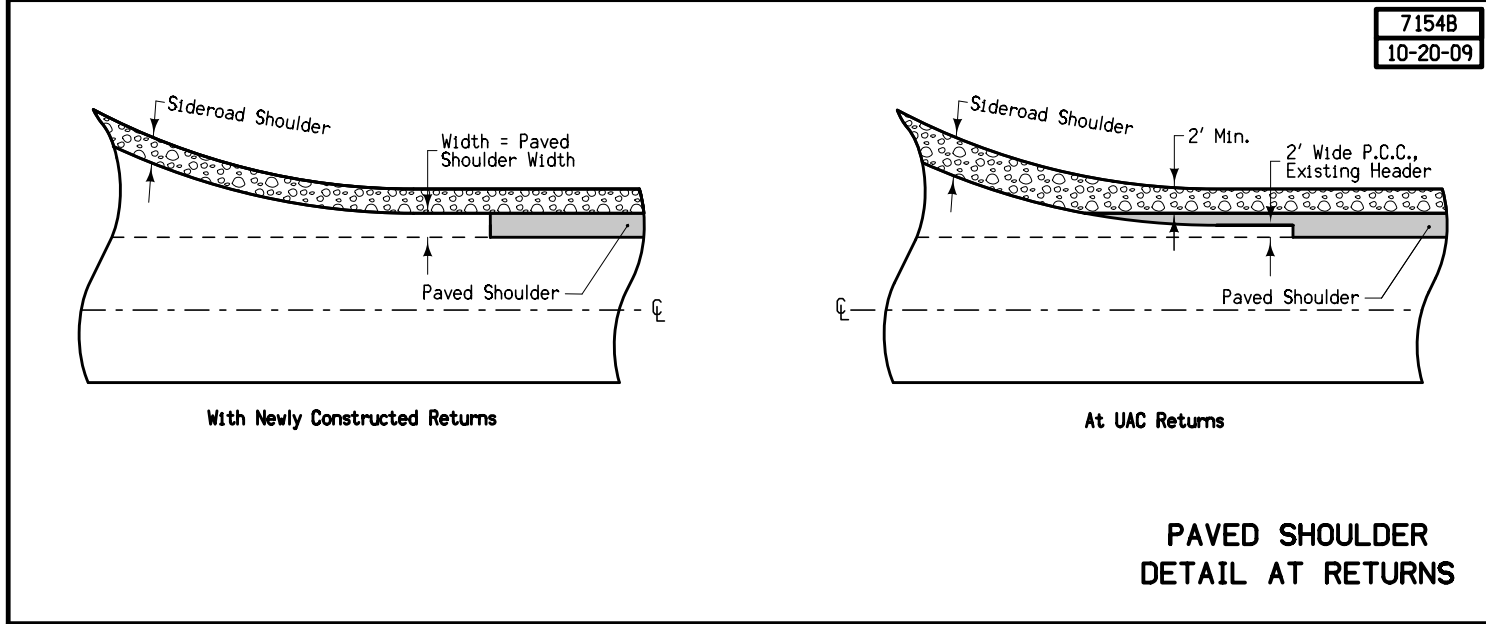
9503  
07-15-97



7154A  
10-20-09



7154B  
10-20-09



### SURVEY SYMBOLS

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

### UTILITY LEGEND

- E1 - EL1D, Electric Line Alliant Energy - Quality D
- E1(B) - EL1B, Electric Line Alliant Energy - Quality B
- G - GL1D, Gas Line Black Hills Energy - Quality D
- G(B) - GL1B, Gas Line Black Hills Energy - Quality C
- SAN. - SA1D, Sanitary Sewer City of Springville - Quality D
- SAN,2 - SA2D, Sanitary Sewer City of Springville Force Main - Quality D
- SAN,(B) - SA1B, Sanitary Sewer City of Springville - Quality B
- ST S(B) - ST1B, Storm Sewer City of Springville - Quality B
- T1 - TL1D, Telephone Line Springville COOP - Quality D
- T1(B) - TL1B, Telephone Line Springville COOP - Quality B
- TV(B) - TV1B, TV Cable Mediacom - Quality B
- W - WL1D, Water Line City of Springville - Quality D
- W(B) - WL1B, Water Line City of Springville - Quality B
- PPA, Power Pole Alliant Energy
- PPB, Power Pole Linn County Rec

### 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

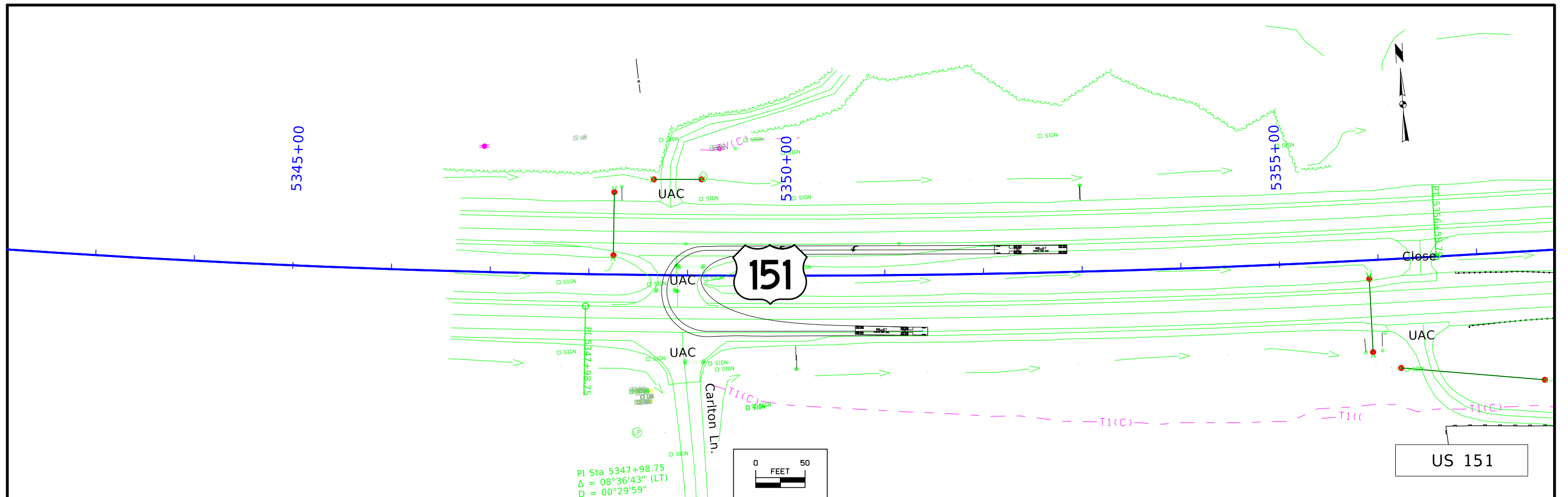
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

### RIGHT-OF-WAY LEGEND

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

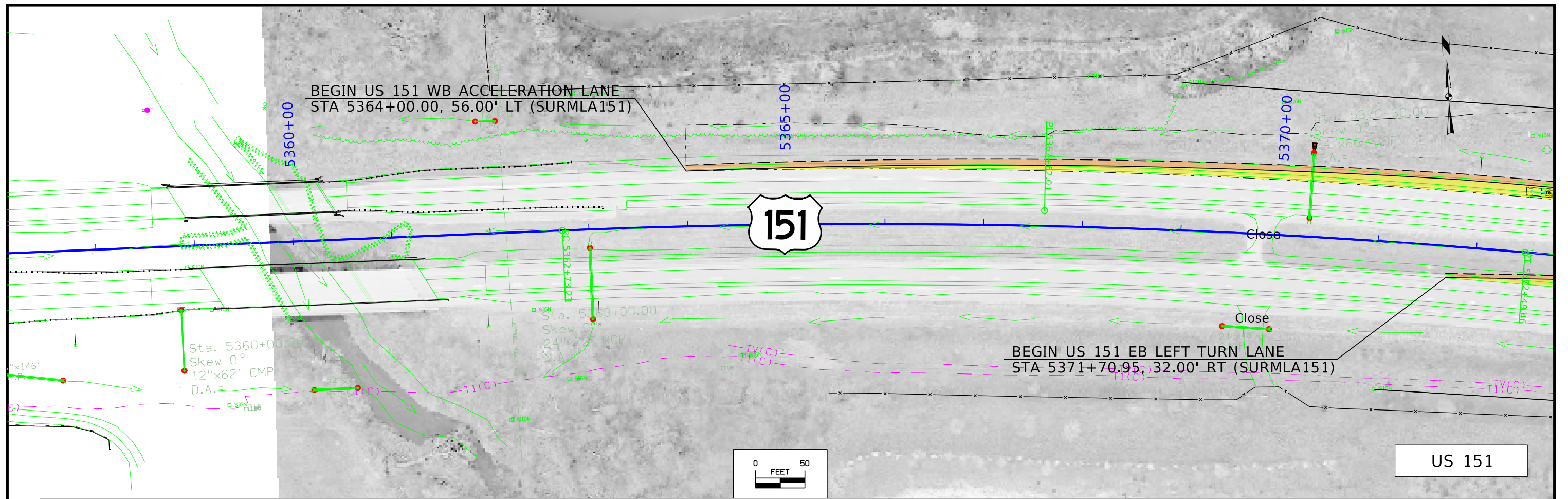
## PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

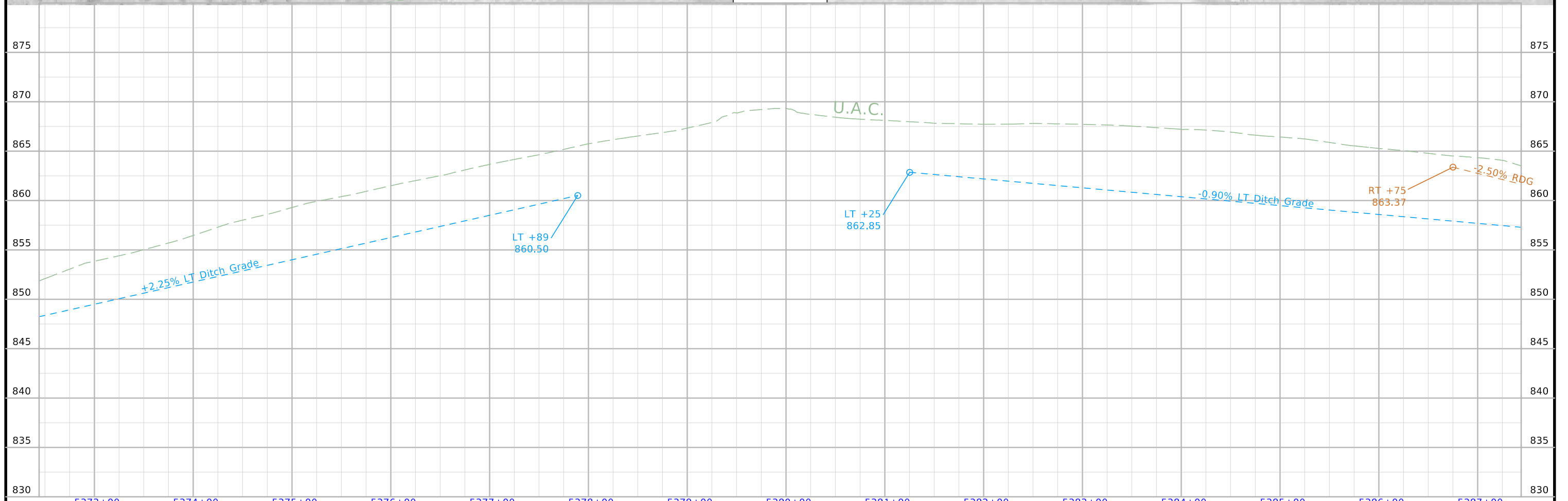
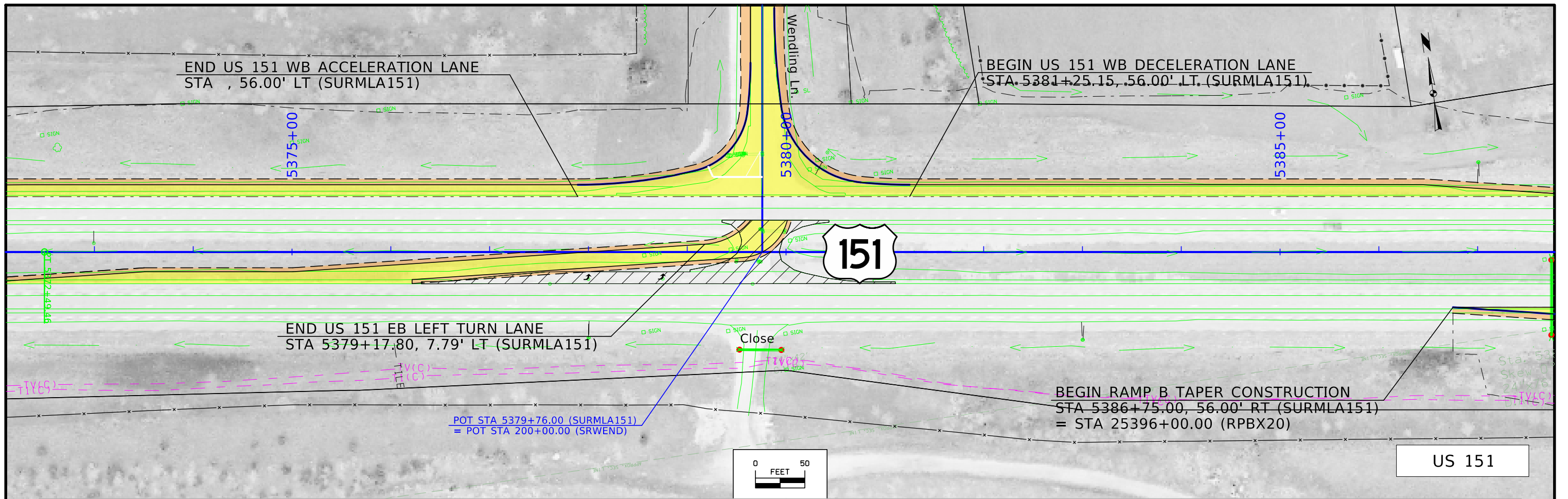


5343+00	5344+00	5345+00	5346+00	5347+00	5348+00	5349+00	5350+00	5351+00	5352+00	5353+00	5354+00	5355+00	5356+00	5357+00
FILE NO.	ENGLISH	DESIGN TEAM	Flattery \ Johnson			LINN COUNTY	PROJECT NUMBER	NHSX-151-3(131)--3H-57				SHEET NUMBER		D.2

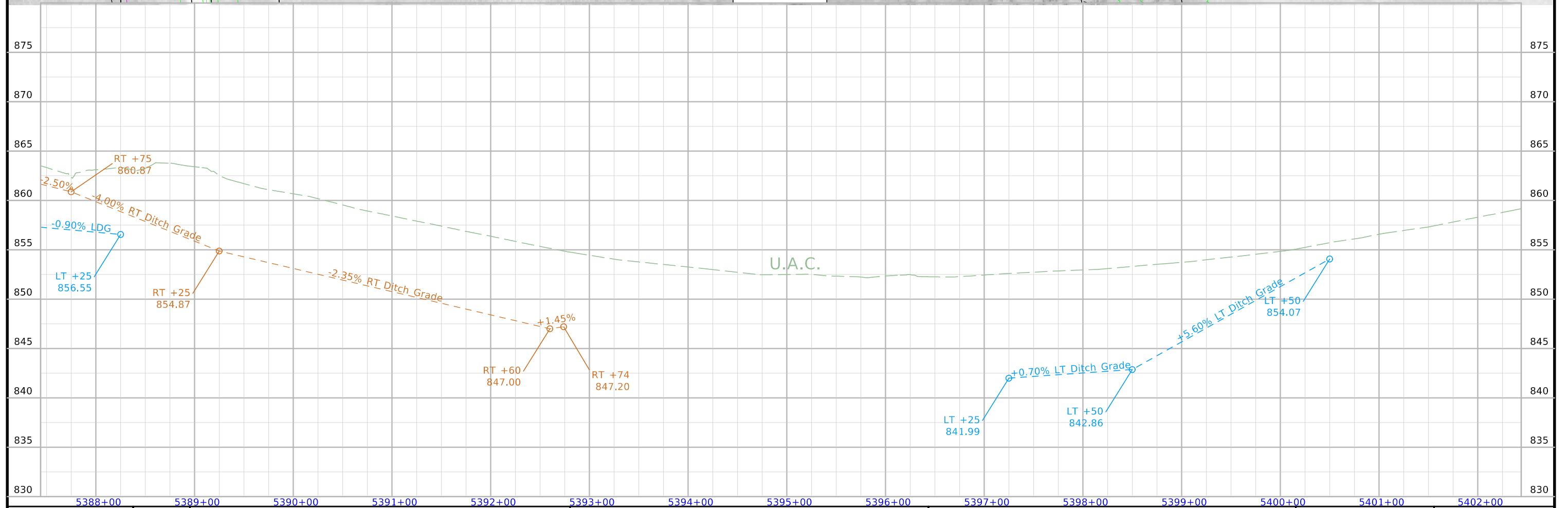
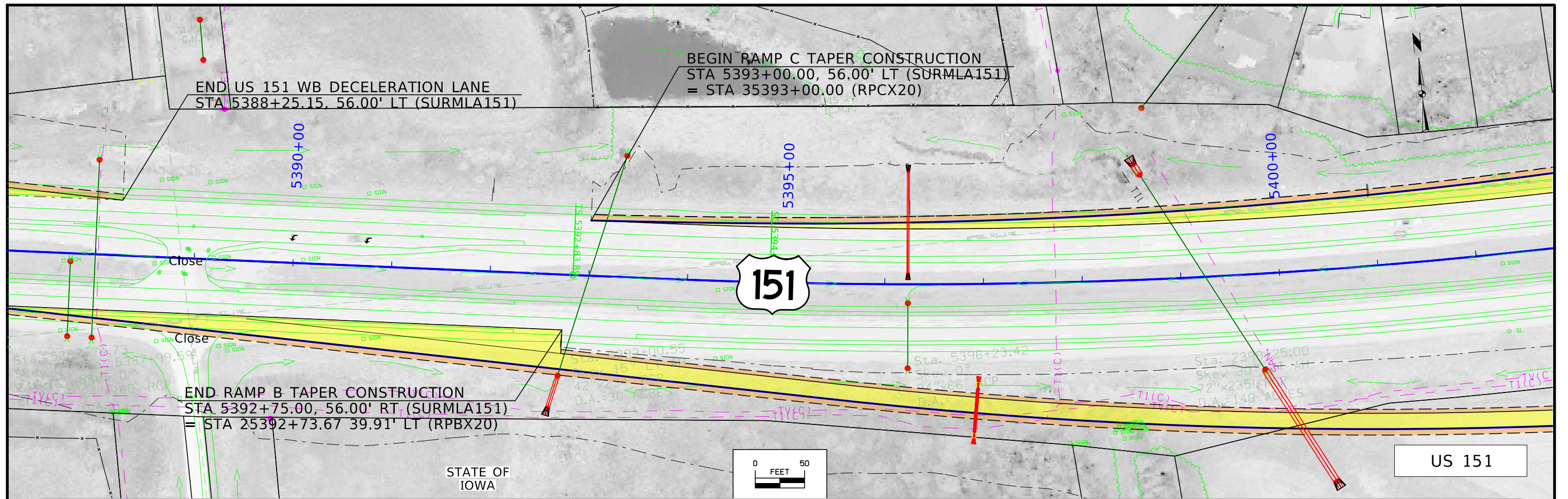




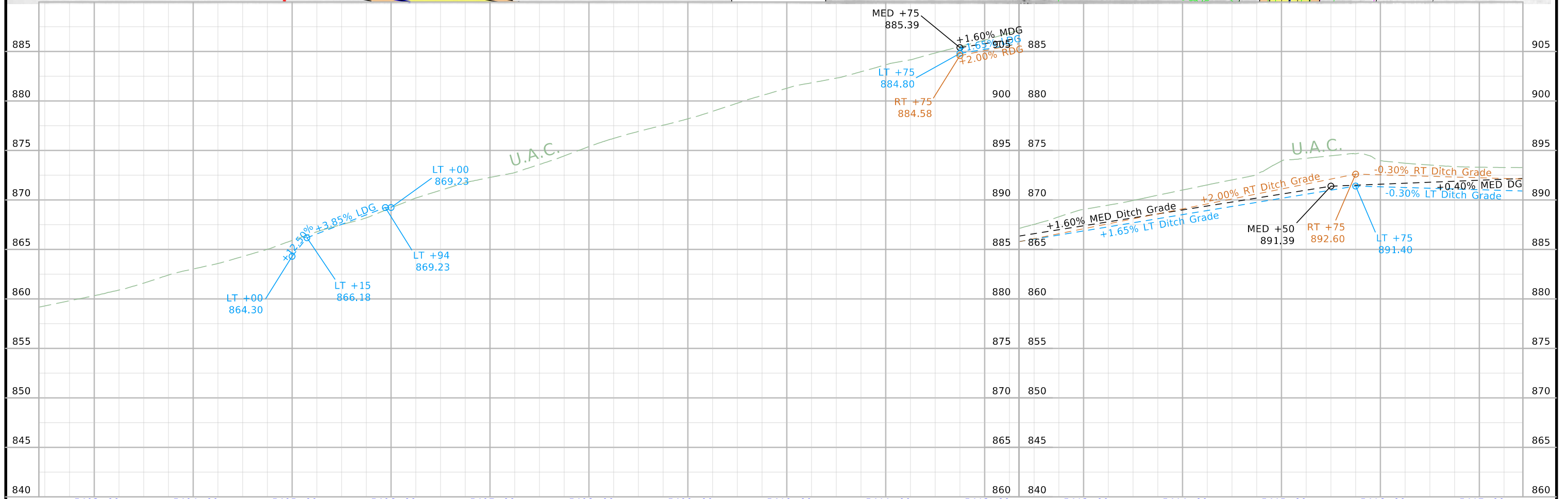
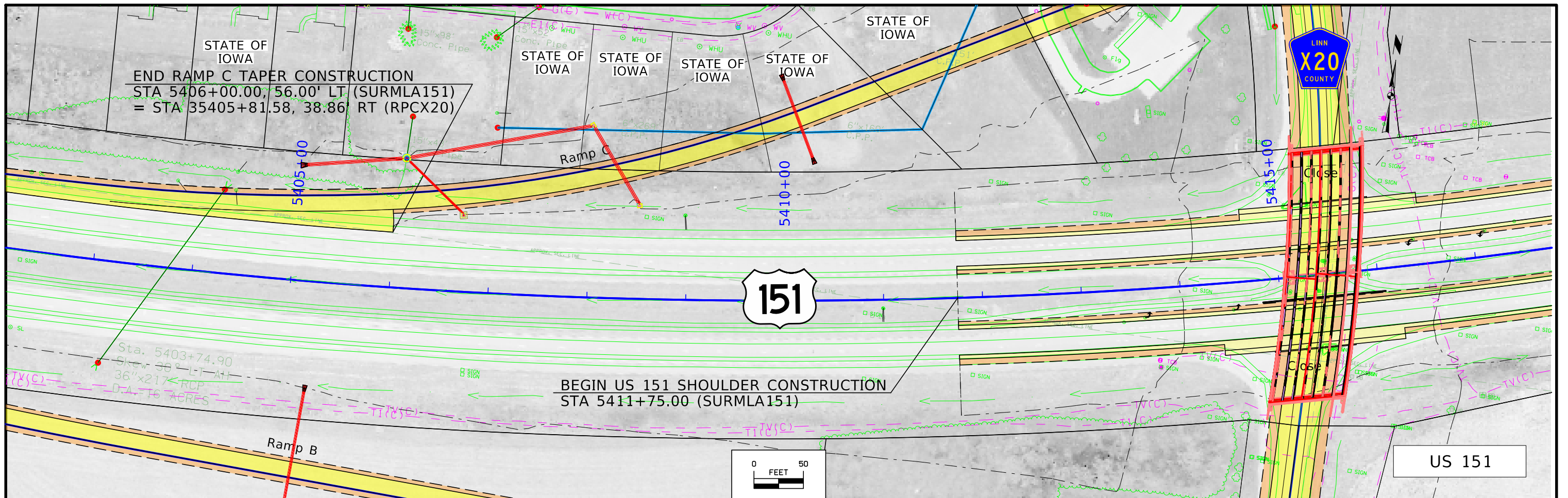
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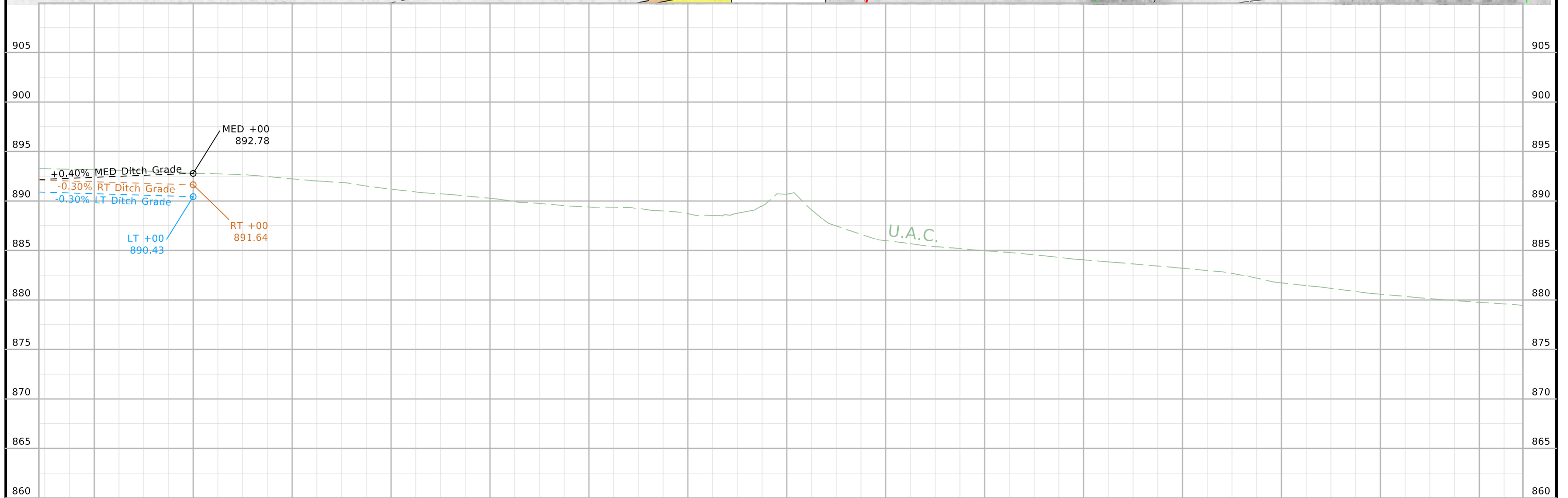
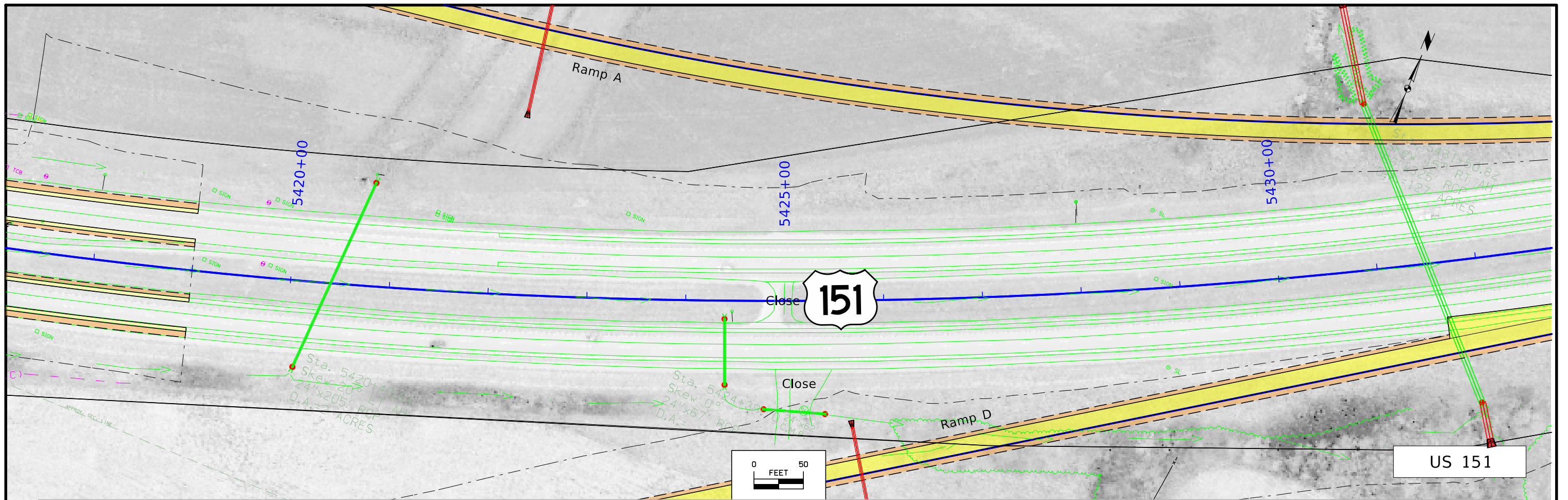


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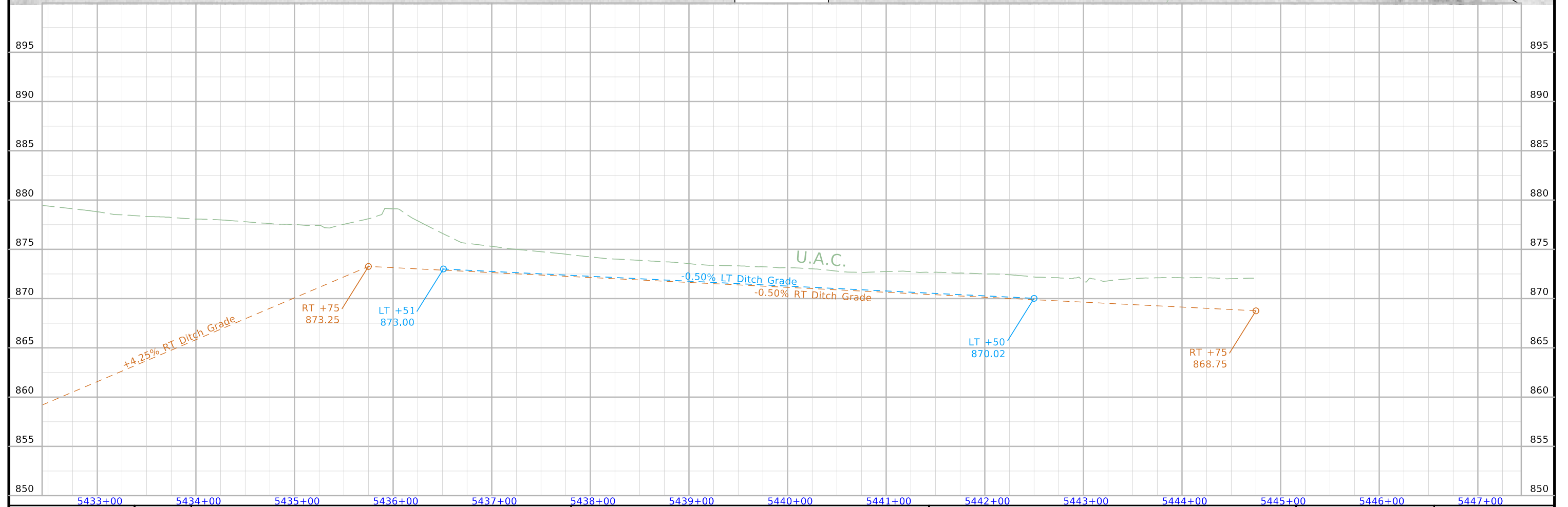
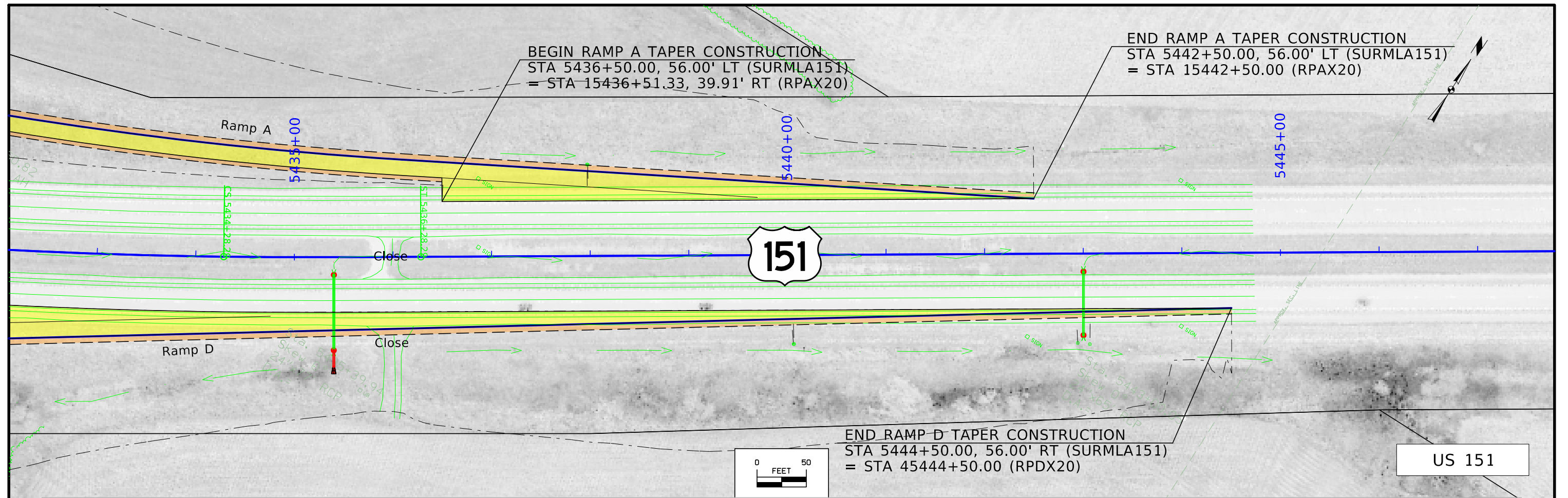


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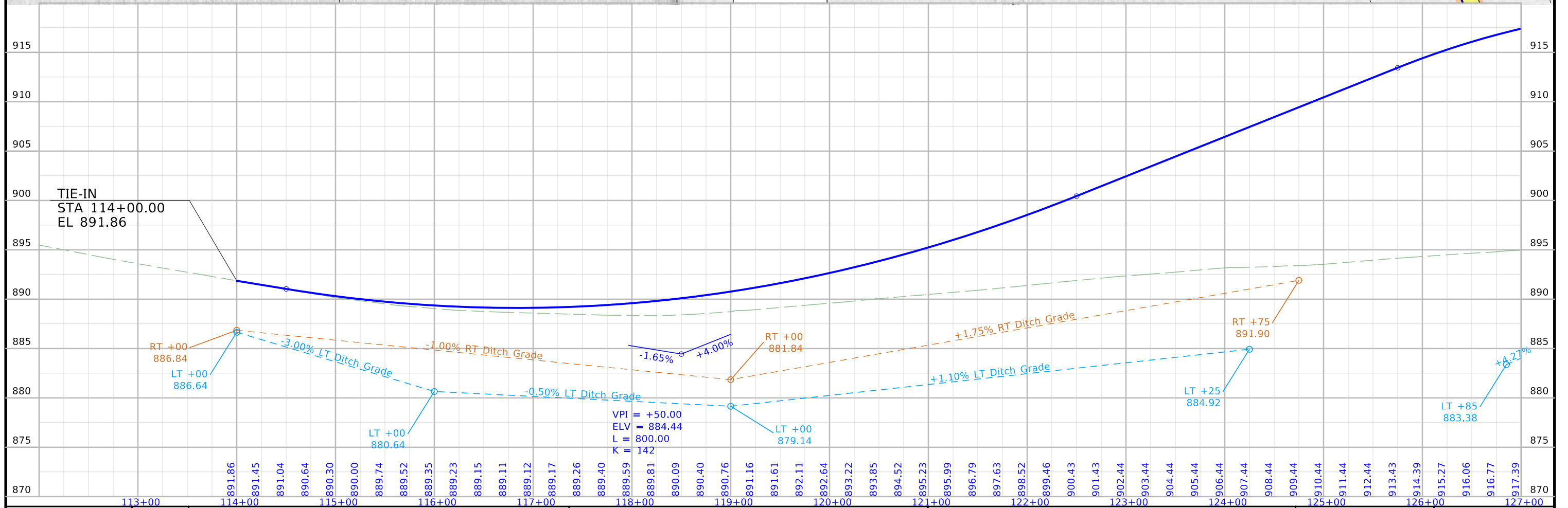
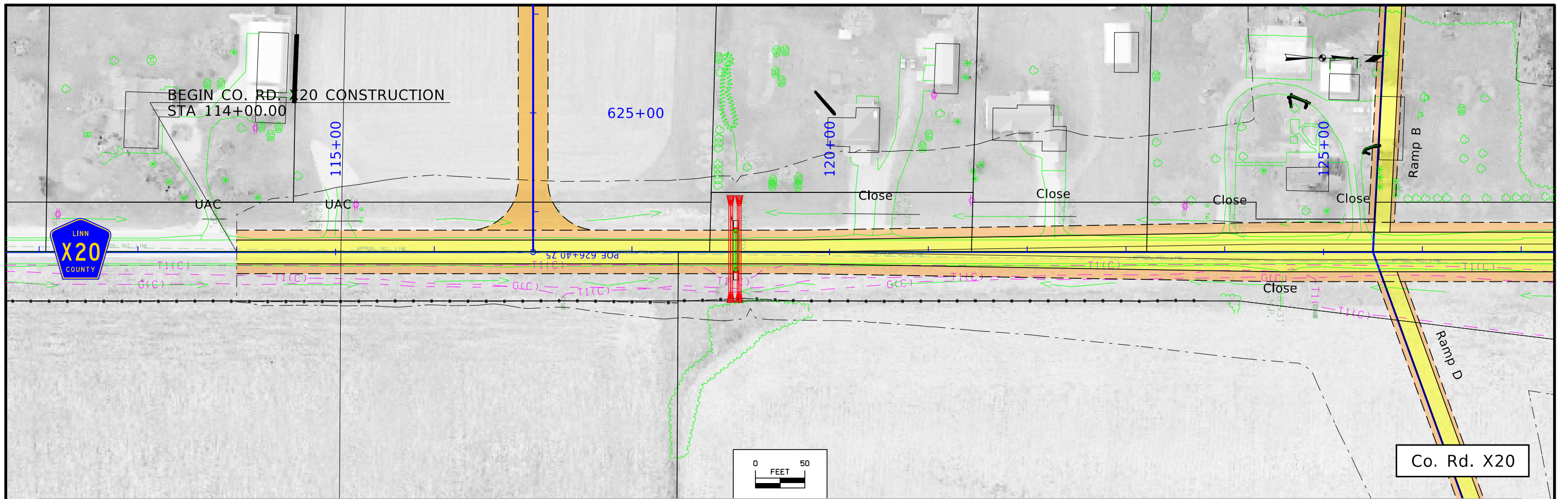




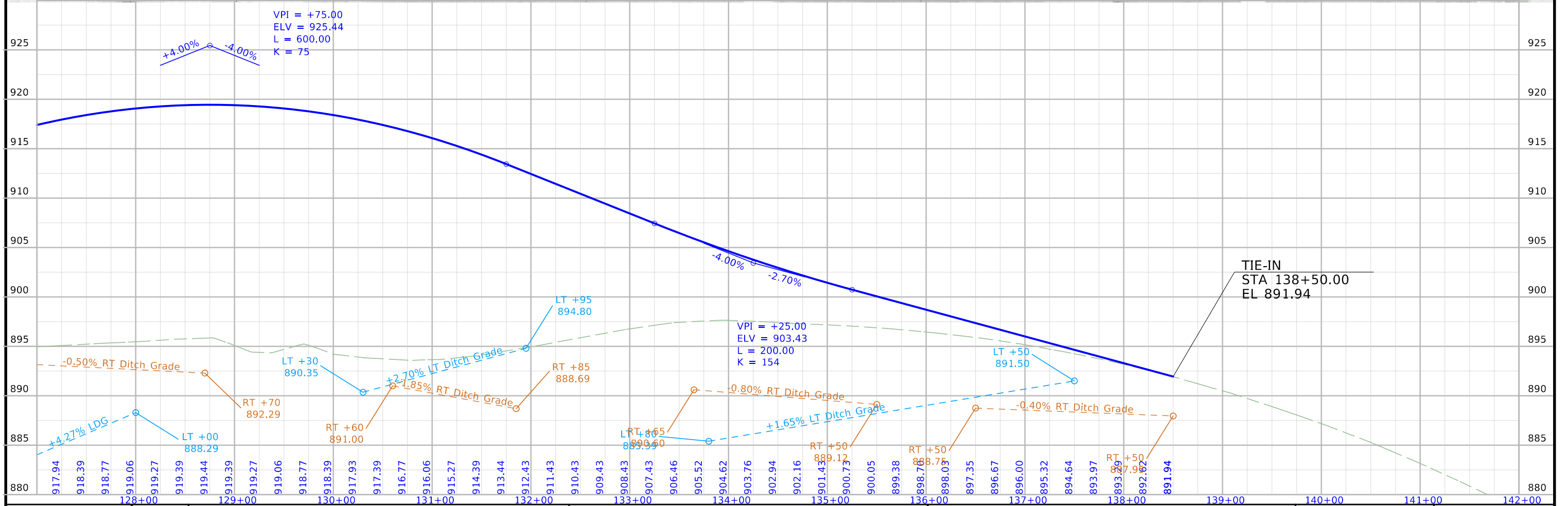
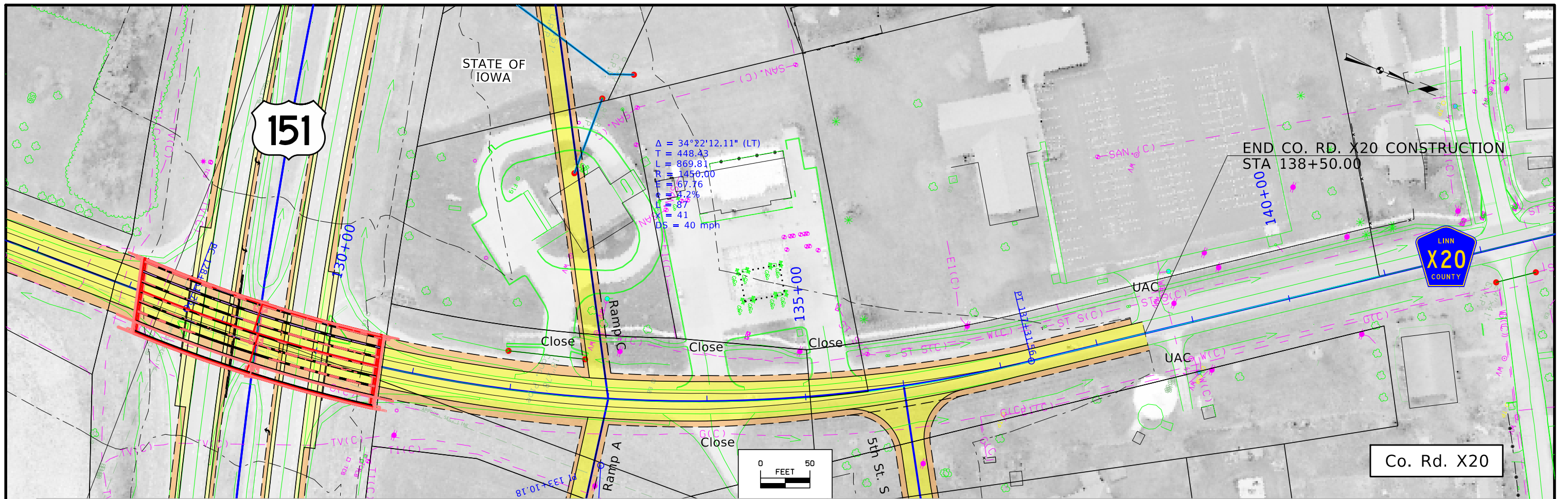
FILE NO.	ENGLISH	DESIGN TEAM Flattery \ Johnson	LINN COUNTY	PROJECT NUMBER NHSX-151-3(131)--3H-57	SHEET NUMBER D.7
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FILE NO.	ENGLISH	DESIGN TEAM	FLATTERY \ JOHNSON	LINN COUNTY	PROJECT NUMBER	NHSX-151-3(131)--3H-57	SHEET NUMBER	D.8
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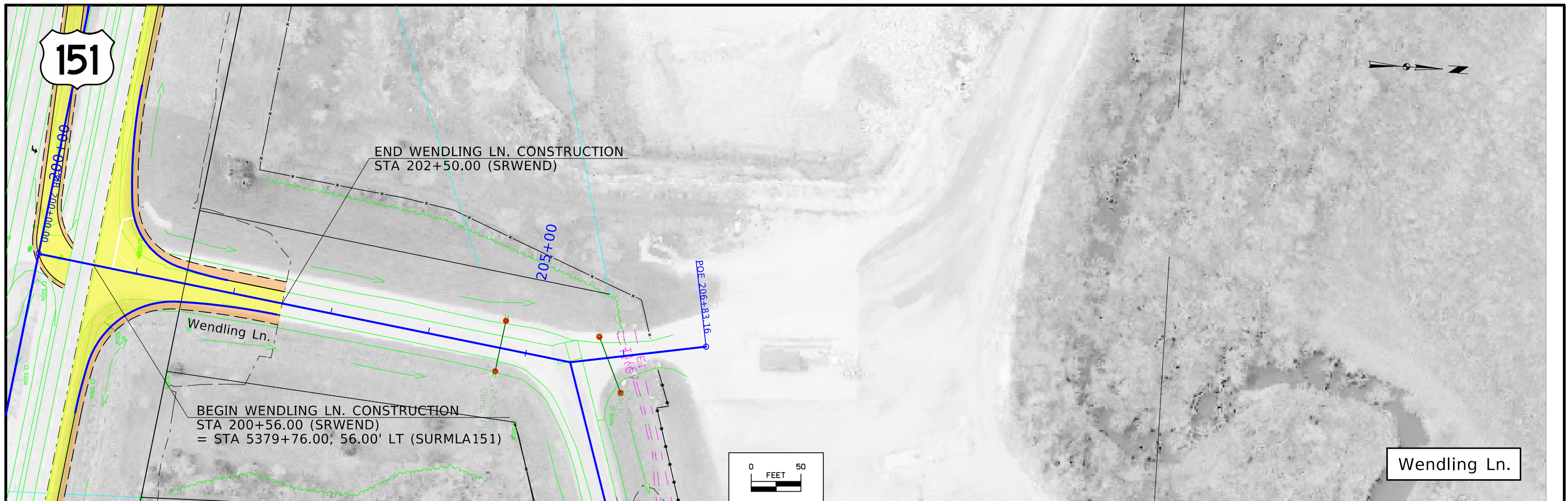


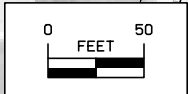
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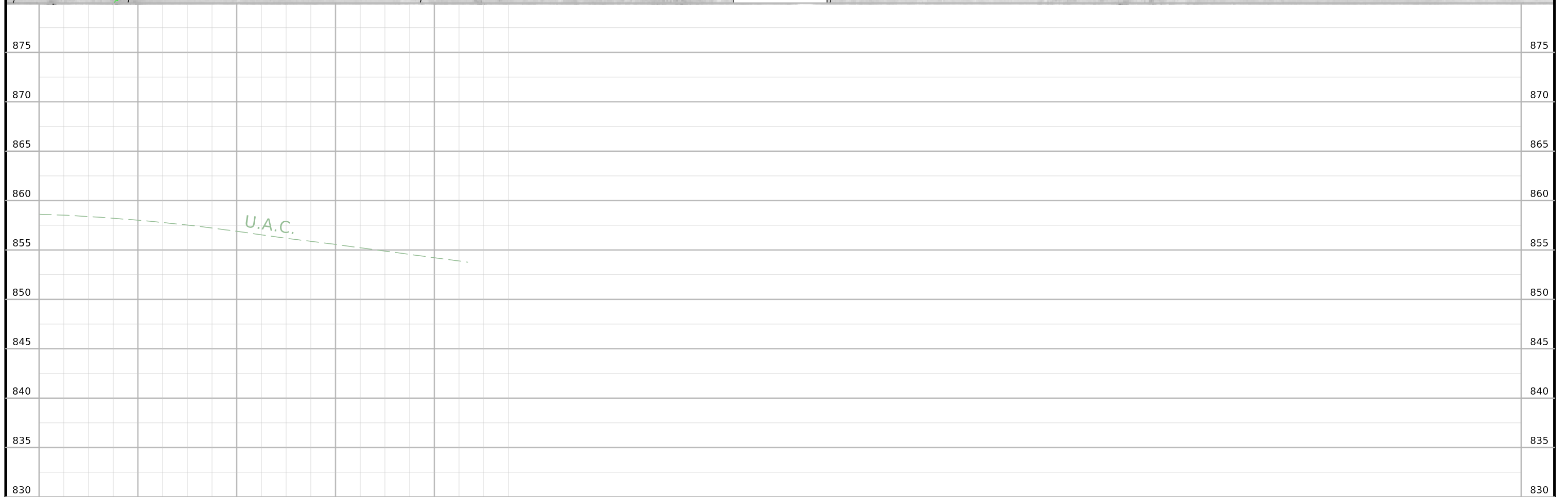
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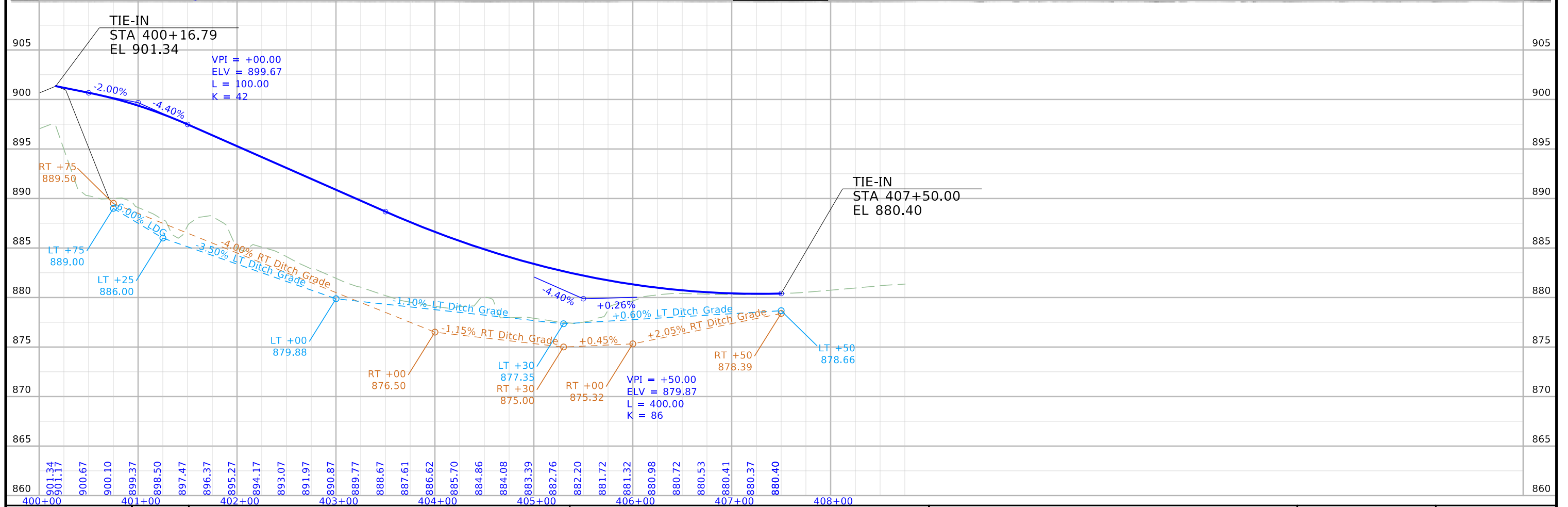






1st Ave.





FILE NO.	ENGLISH	DESIGN TEAM	FLATTERY \ JOHNSON	LINN COUNTY	PROJECT NUMBER	NHSX-151-3(131)--3H-57	SHEET NUMBER	E.5
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108-23A  
08-01-08

### TRAFFIC CONTROL PLAN

US 151 traffic shall be maintained at all times.  
Co. Rd. X20 traffic to be detoured.

108-26A  
08-01-08

### STAGING NOTES

108-25  
10-21-14

### 511 TRAVEL RESTRICTIONS

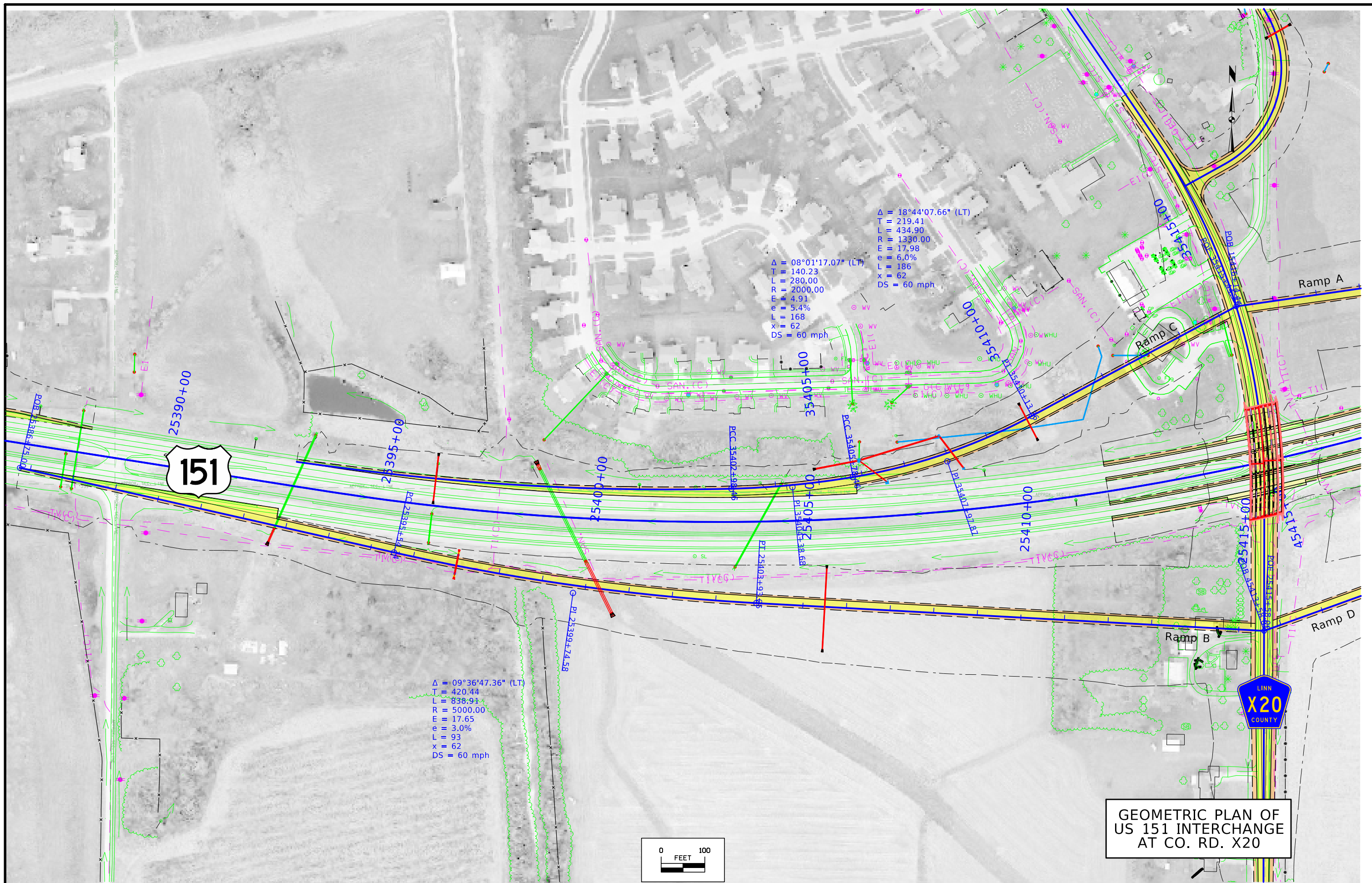
Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			No restrictions expected.									

111-01  
04-17-12

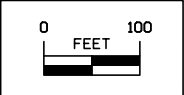
### COORDINATED OPERATIONS

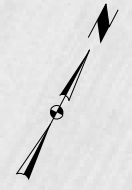
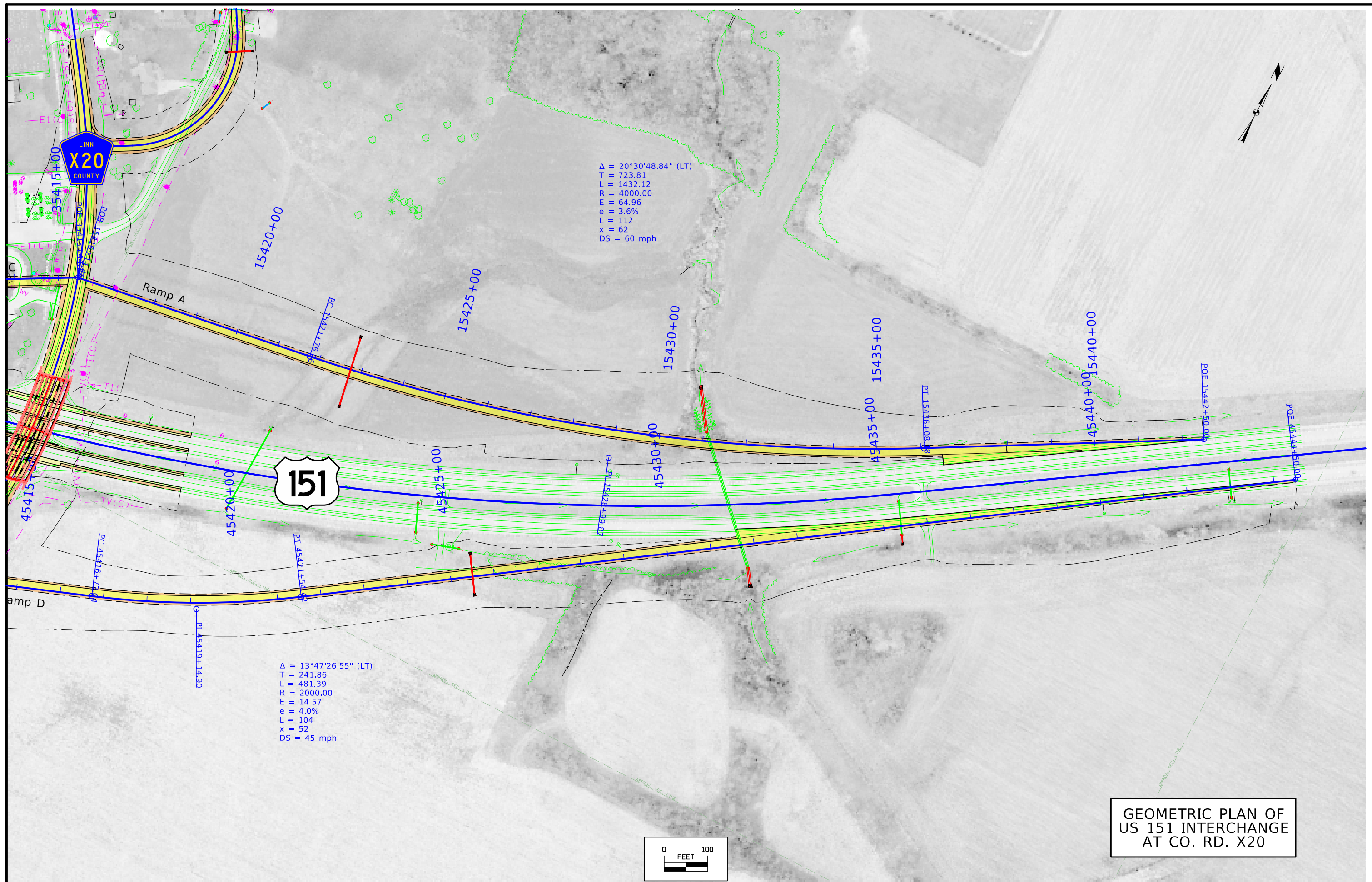
Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work



GEOMETRIC PLAN OF  
US 151 INTERCHANGE  
AT CO. RD. X20

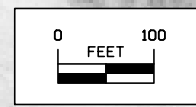




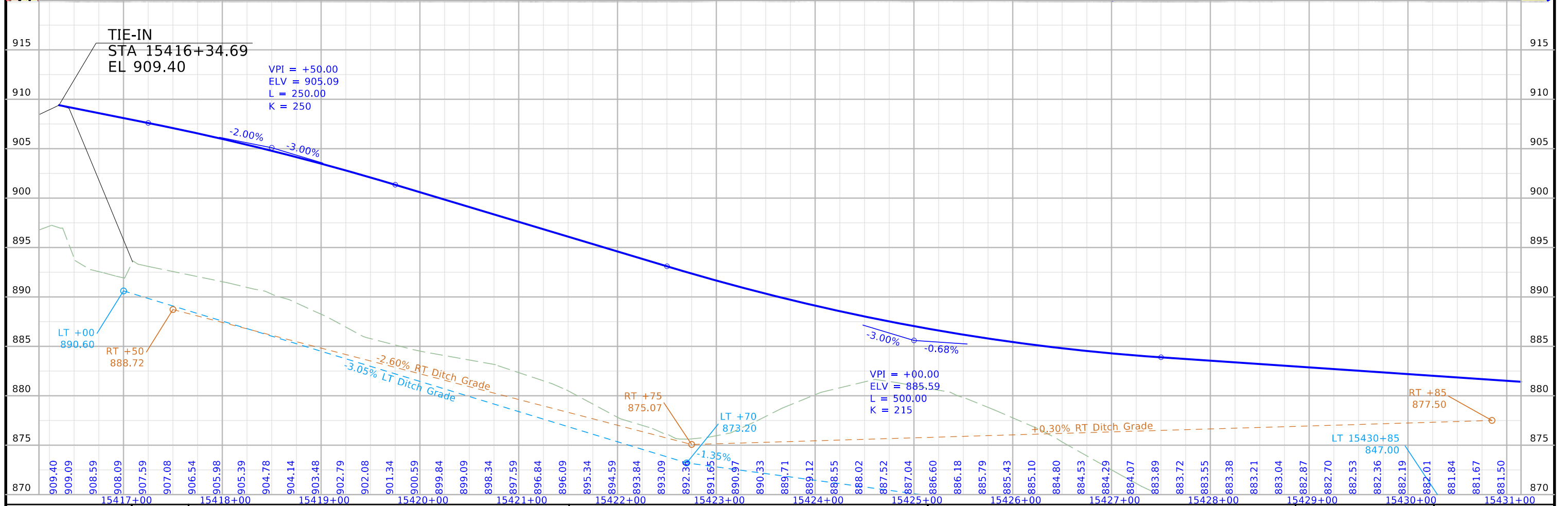
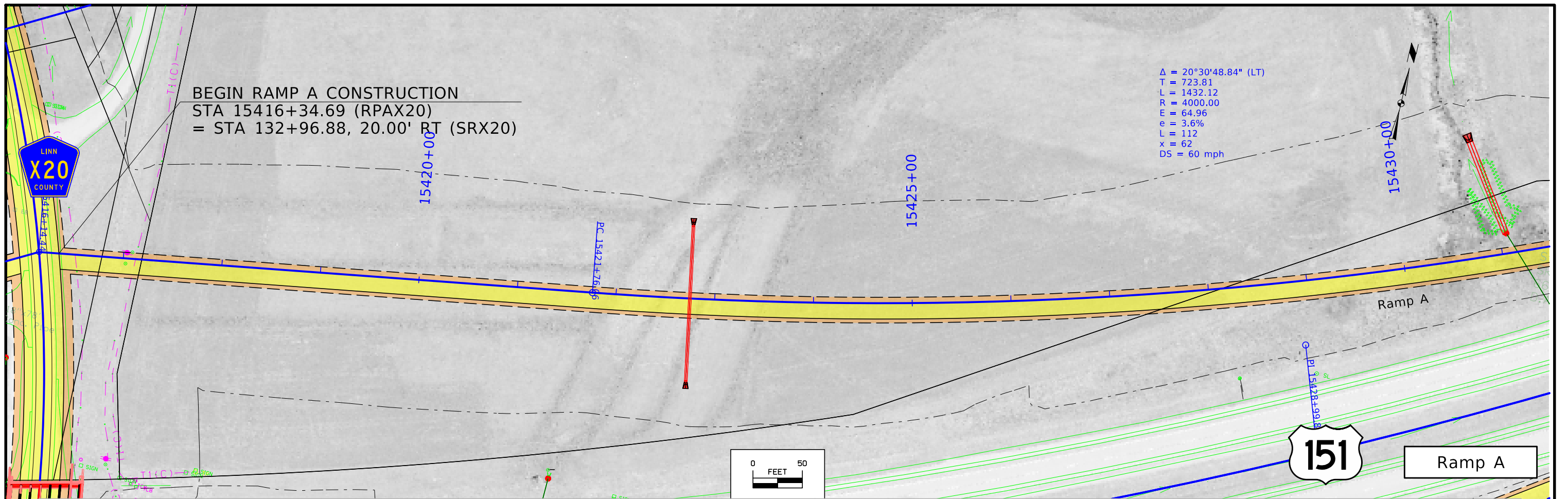
$\Delta = 20^{\circ}30'48.84''$  (LT)  
 T = 723.81  
 L = 1432.12  
 R = 4000.00  
 E = 64.96  
 e = 3.6%  
 L = 112  
 x = 62  
 DS = 60 mph

151

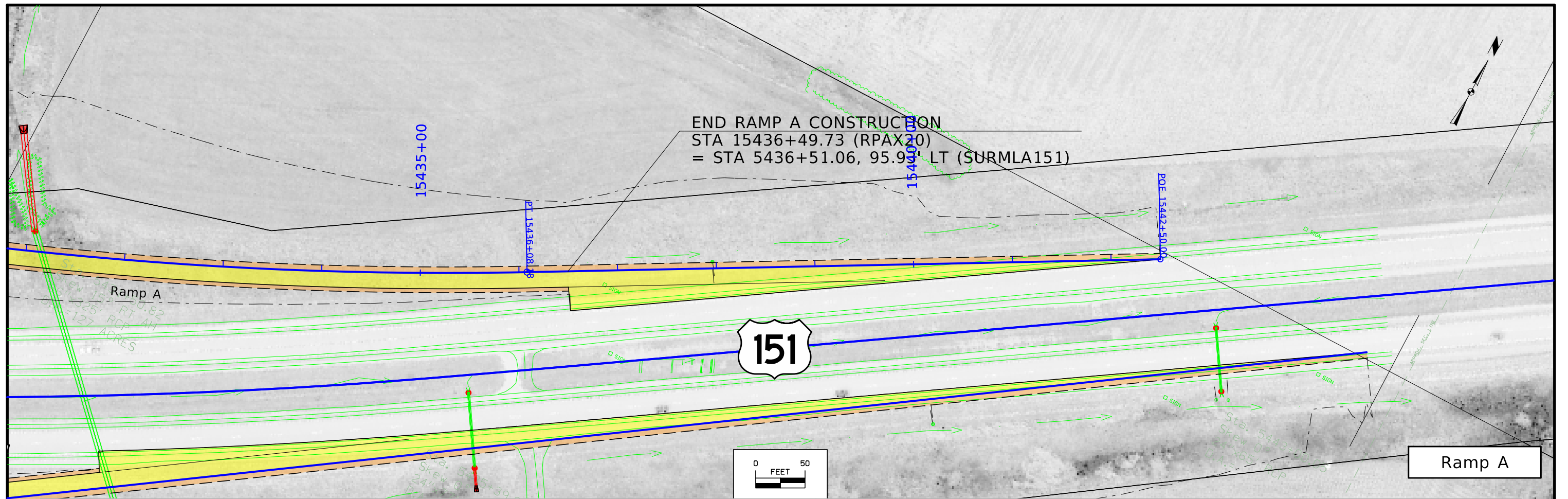
$\Delta = 13^{\circ}47'26.55''$  (LT)  
 T = 241.86  
 L = 481.39  
 R = 2000.00  
 E = 14.57  
 e = 4.0%  
 L = 104  
 x = 52  
 DS = 45 mph



GEOMETRIC PLAN OF  
 US 151 INTERCHANGE  
 AT CO. RD. X20

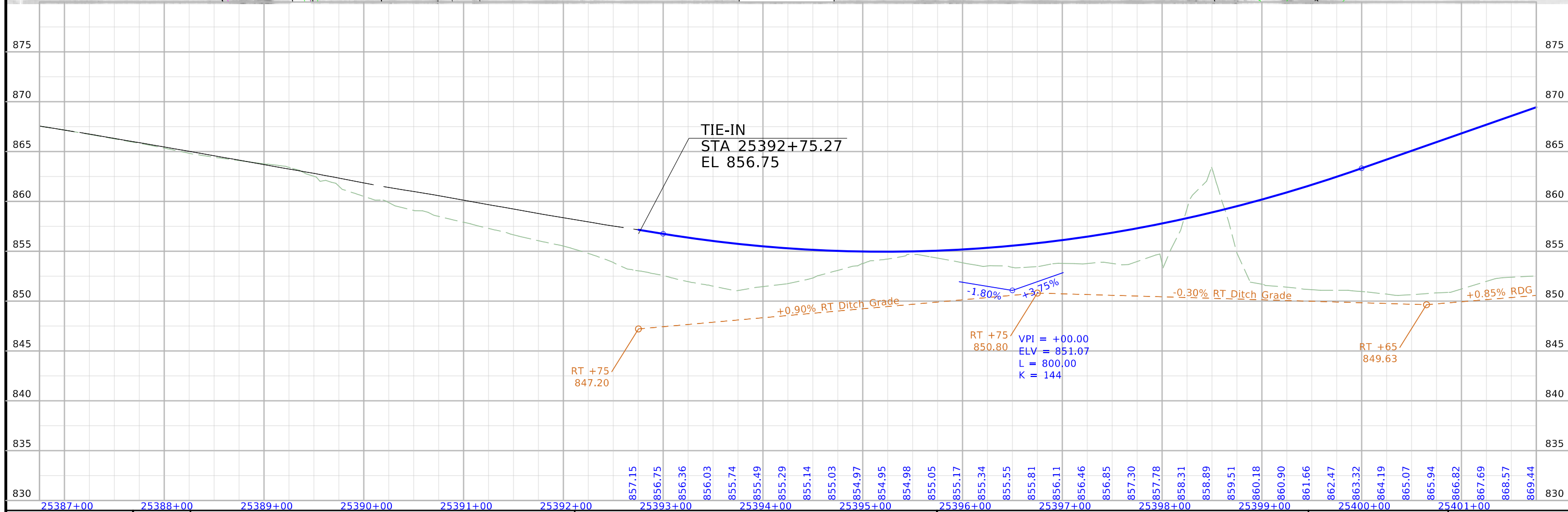
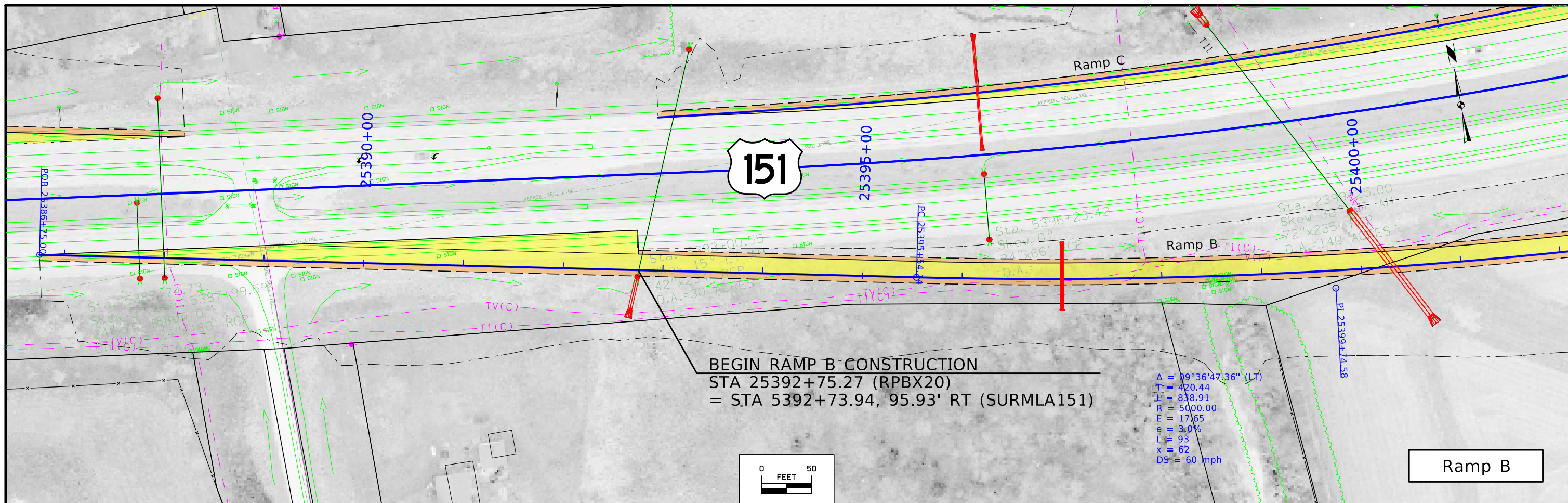


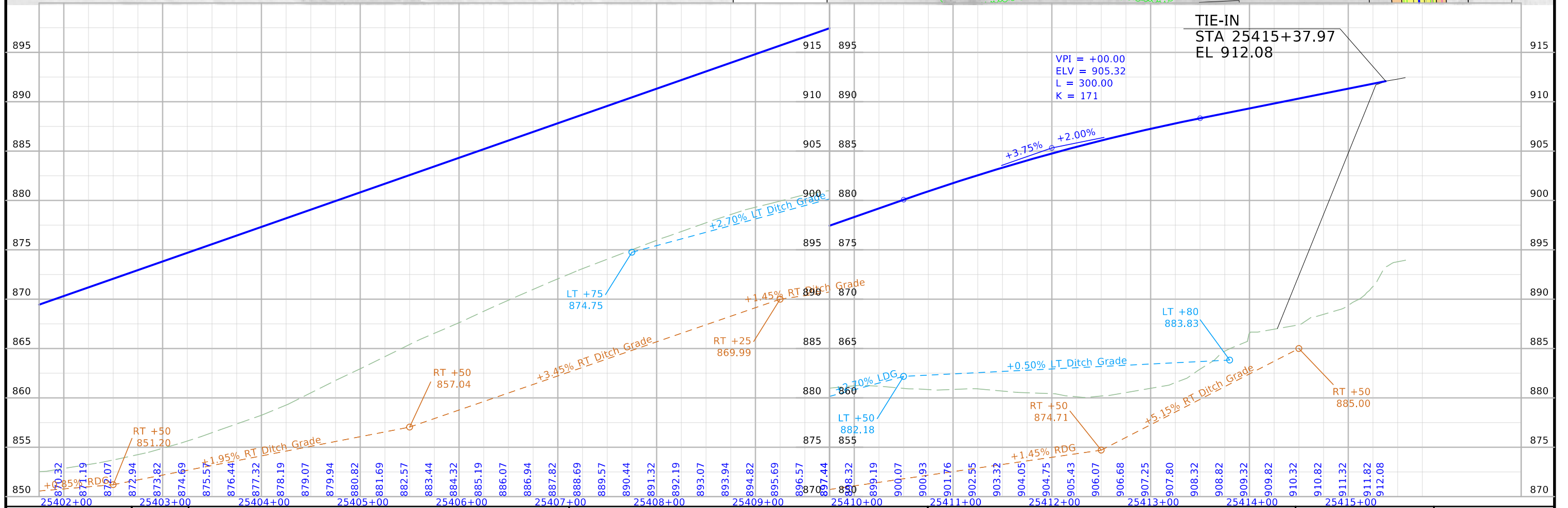
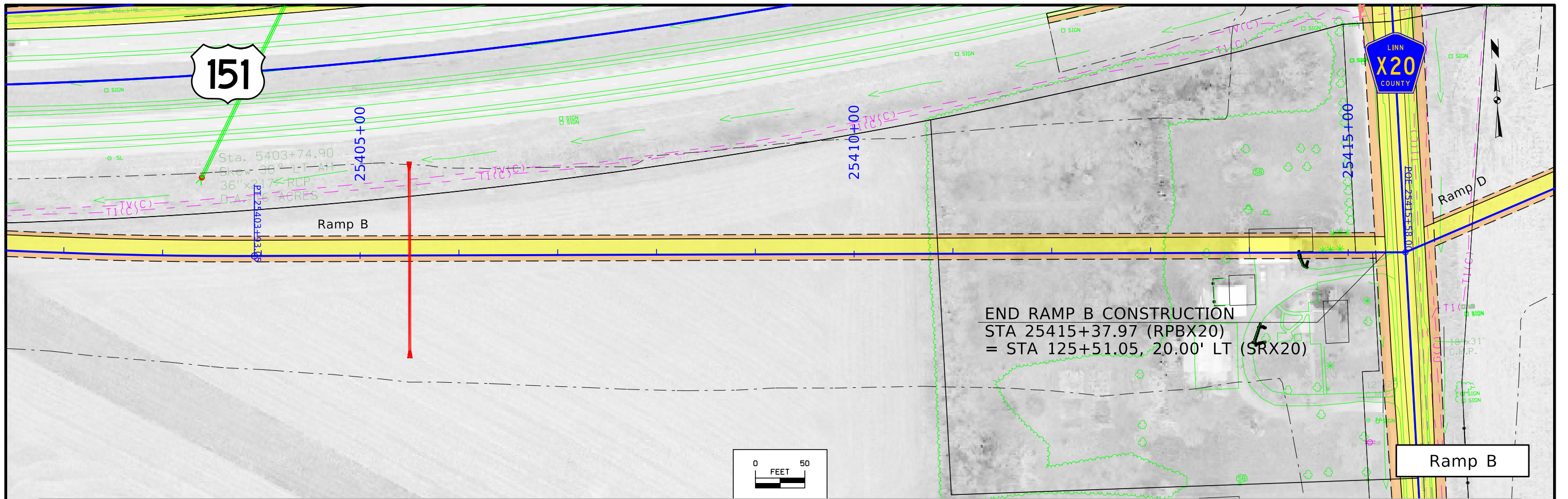
FILE NO.	ENGLISH	DESIGN TEAM Flattery \ Johnson	LINN COUNTY	PROJECT NUMBER NHSX-151-3(131)--3H-57	SHEET NUMBER K.3
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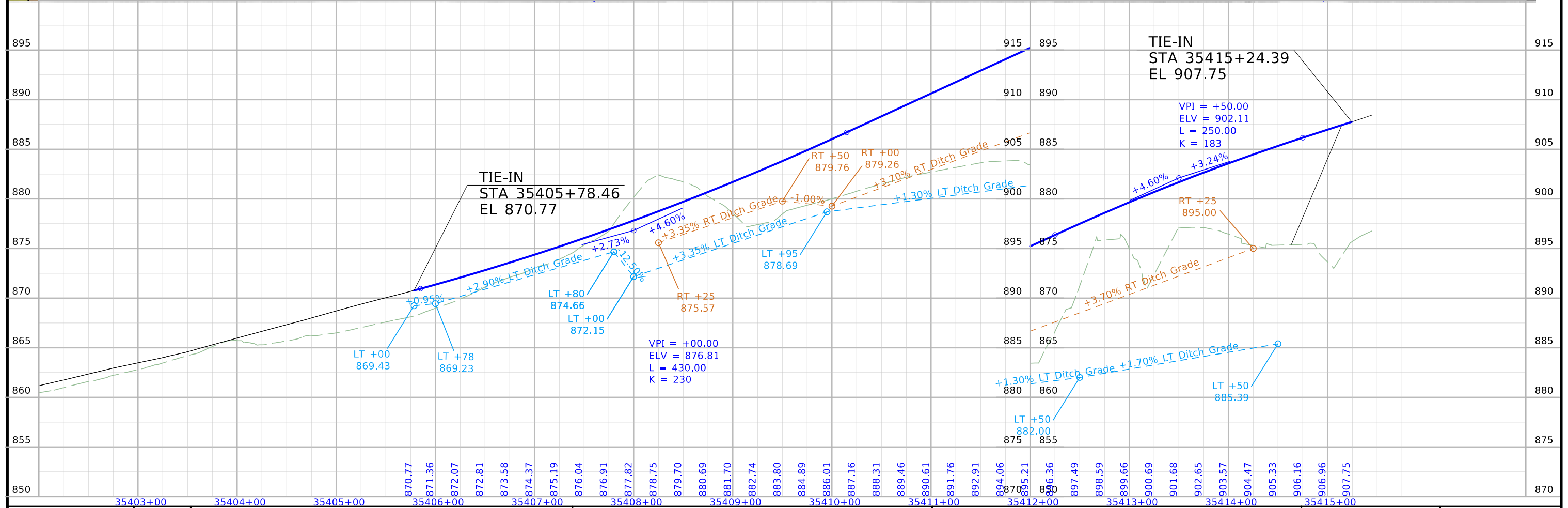
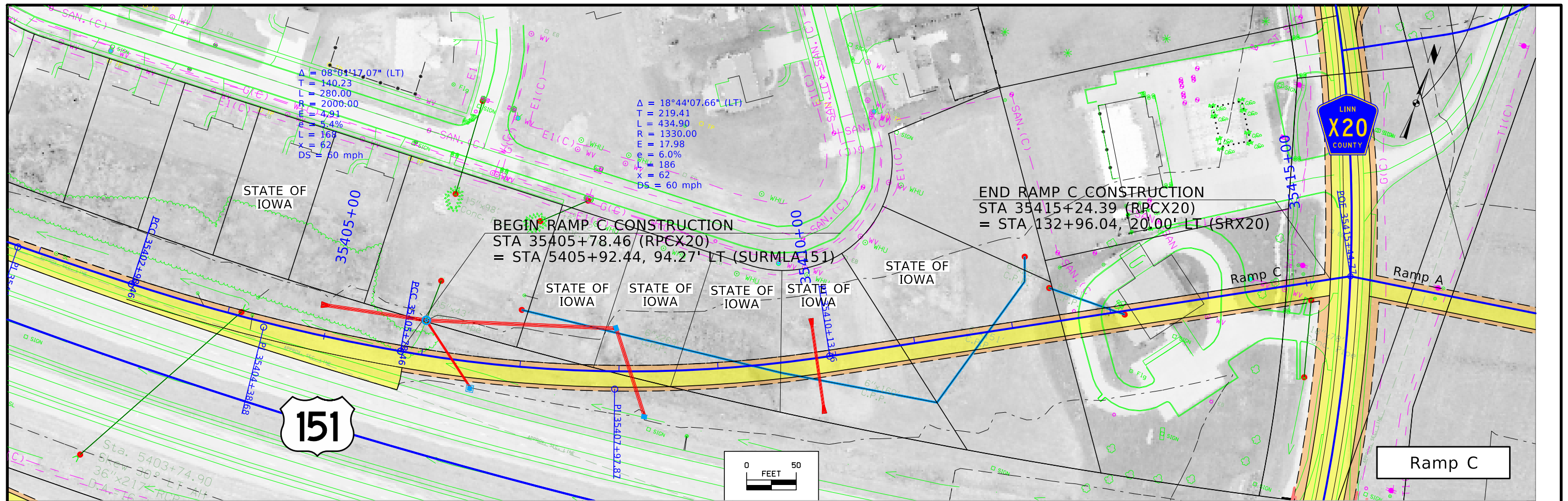
FILE NO.	ENGLISH	DESIGN TEAM	FLATTERY \ JOHNSON	LINN COUNTY	PROJECT NUMBER	NHSX-151-3(131)--3H-57	SHEET NUMBER	K.4
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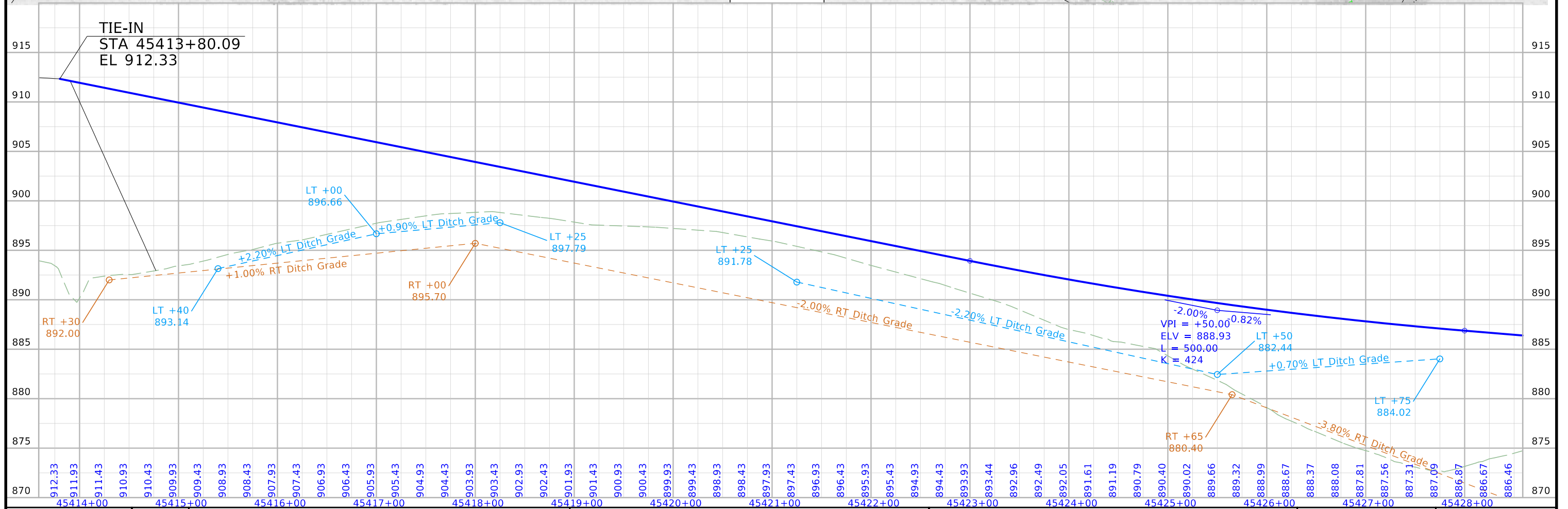
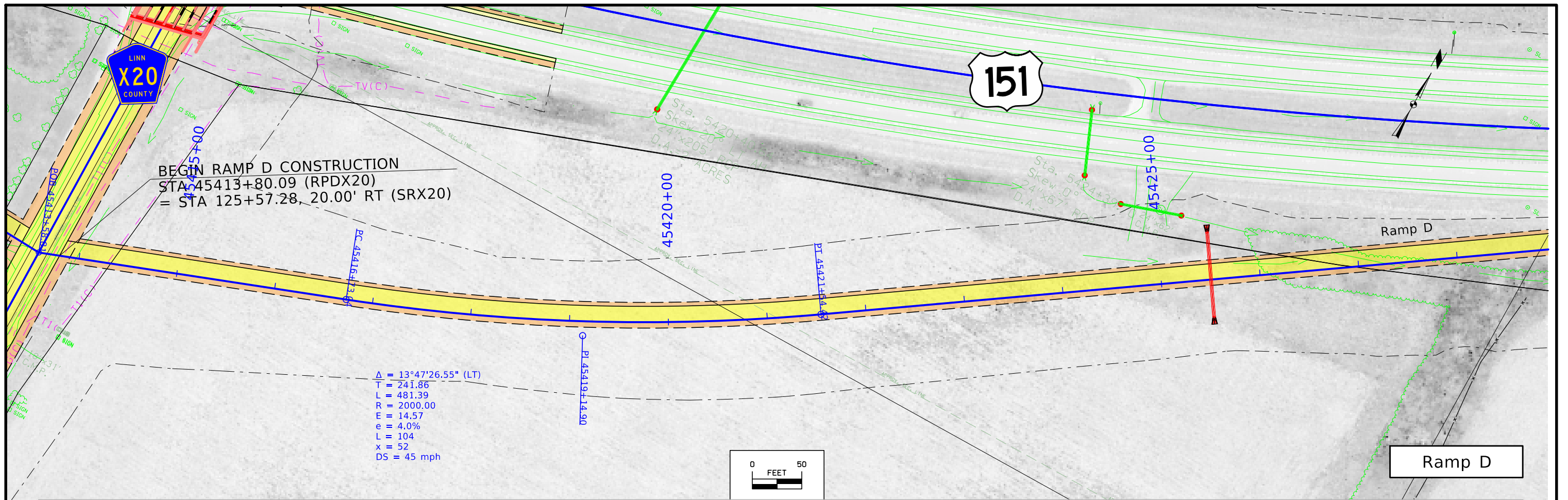




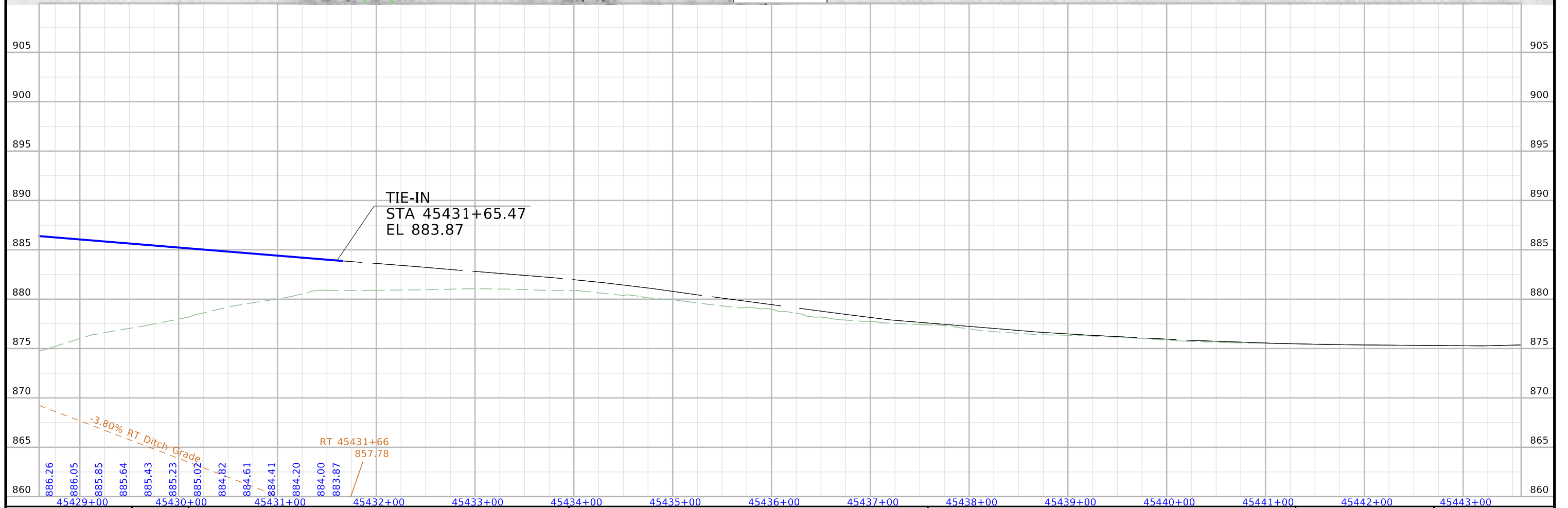
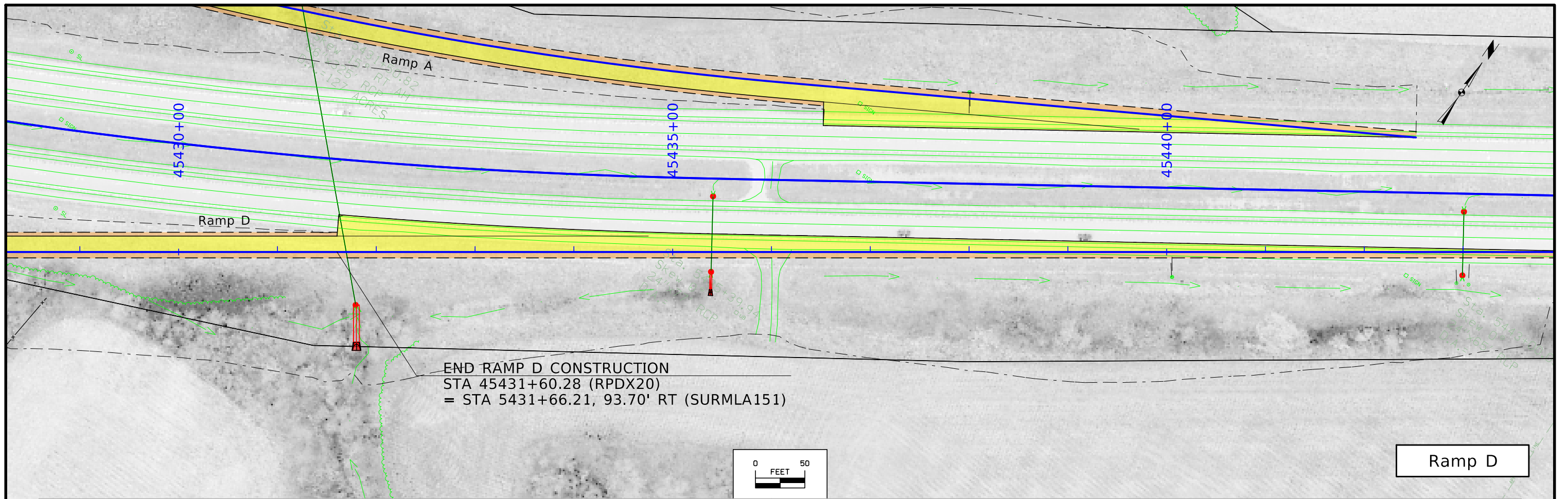
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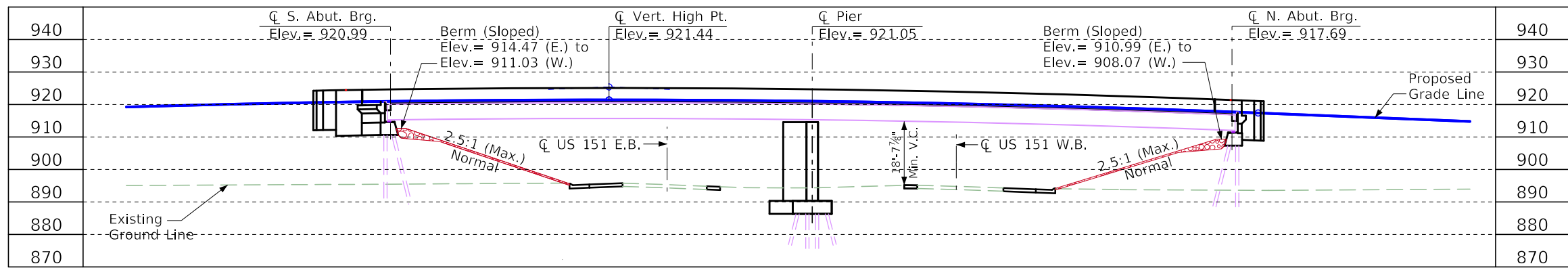
FILE NO.	ENGLISH	DESIGN TEAM Flattery \ Johnson	LINN COUNTY	PROJECT NUMBER NHSX-151-3(131)--3H-57	SHEET NUMBER K.7
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FILE NO.	ENGLISH	DESIGN TEAM	LINN COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Johnson		NHSX-151-3(131)--3H-57	K.8

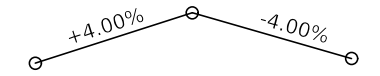


FILE NO.	ENGLISH	DESIGN TEAM	LINN COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Johnson		NHSX-151-3(131)--3H-57	K.9



Longitudinal Section Along Co. Rd. X20

VPI Sta. = 128+75.00  
 VPI Elev. = 925.44  
 L = 400.00  
 K = 50



VPC Sta. = 126+75.00  
 VPC Elev. = 917.44  
 VPT Sta. = 130+75.00  
 VPT Elev. = 917.44

Proposed Profile  
 Grade Sd. Rd. X20

Minimum Vertical Clearance

Overhead Station = 129+61.69, Offset 28.50' Lt.  
 Overhead Elevation = 919.48  
 Depth of Superstructure = 5'-10 1/2"  
 Underpass Station = 5415+13.70, Offset 28.00' Lt.  
 Underpass Elevation = 894.95  
 Minimum Vertical Clearance = 18'-7 7/8"

Utilities Note:

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

General Utility Symbols:

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

Location

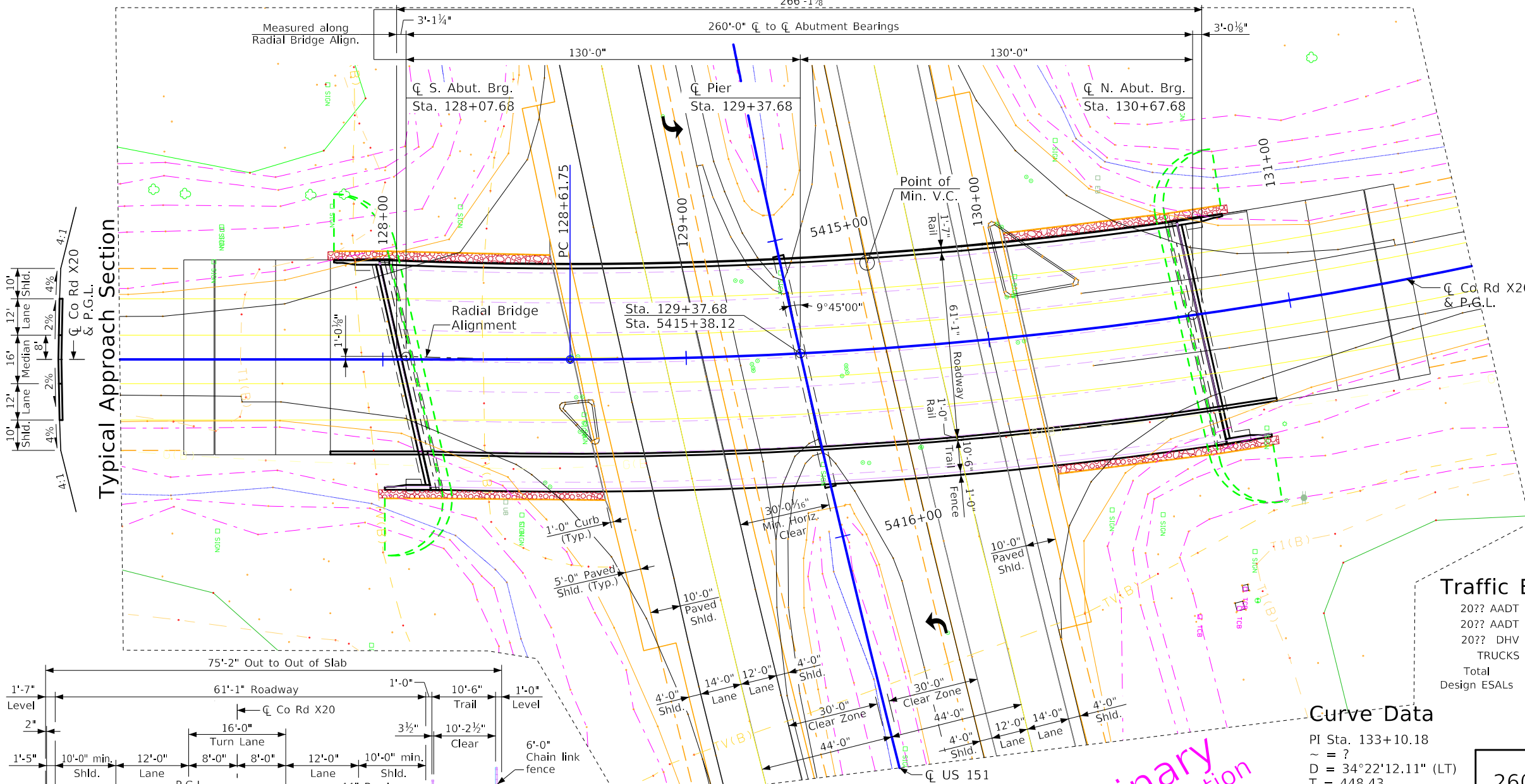
County Road X20 over US 151  
 In City of Springville  
 T-84N R-5W  
 Sections 28 & 29  
 Brown Township  
 Linn County  
 Linn County  
 FHWA No. ?? (if applicable)  
 Bridge Maint. No. ?? (if applicable)  
 Asset ID No. ?? (if applicable)  
 FRA No. (if applicable)  
 Latitude 42.049439°  
 Longitude -91.443436°

Traffic Estimate

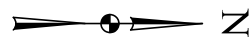
20?? AADT	???	V.P.D.
20?? AADT	???	V.P.D.
20?? DHV	???	V.P.H.
TRUCKS	?? %	
Total Design ESALS	???	

Curve Data

PI Sta. 133+10.18  
 ~ = ?  
 D = 34°22'12.11" (LT)  
 T = 448.43  
 L = 869.81  
 E = 67.76  
 R = 1450.00  
 e = 4.2%  
 I = 87  
 x = 41  
 PC Sta. 128+61.75  
 PT Sta. 137+31.56  
 DS = 40 mph

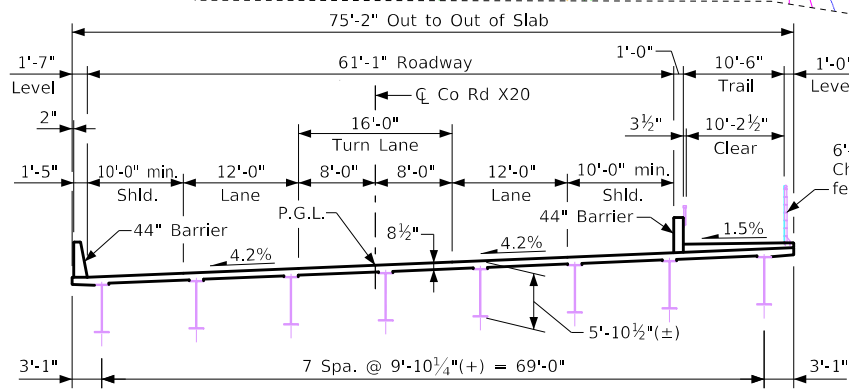


Situation Plan



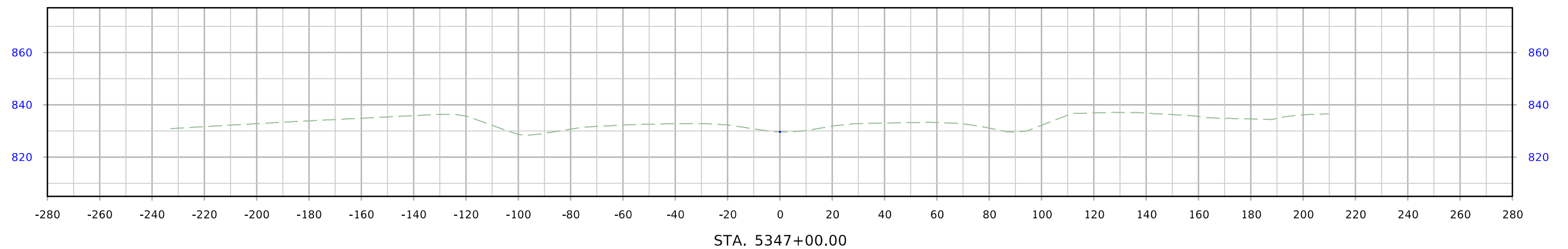
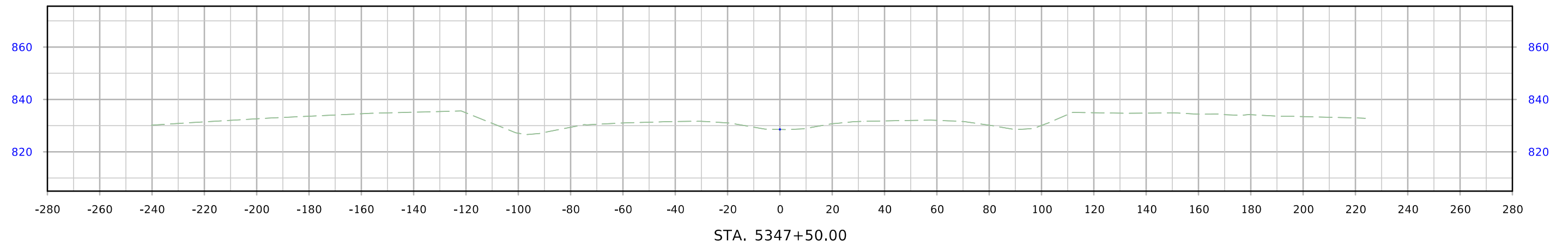
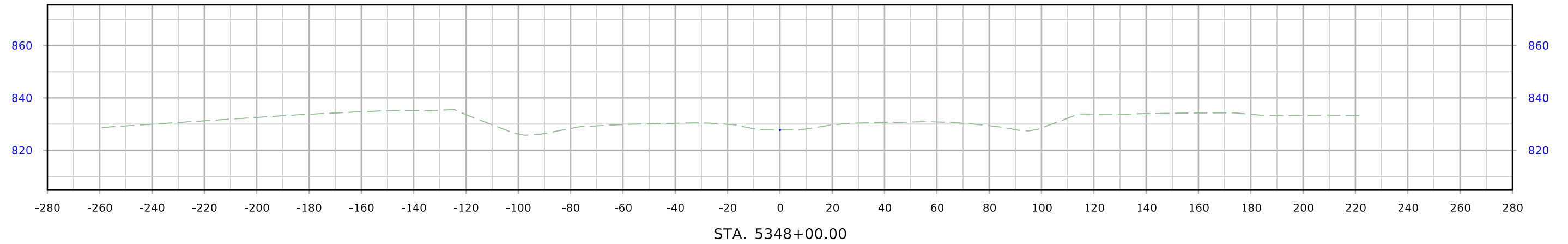
Preliminary  
 Not For Construction

Proposed Bridge Cross Section

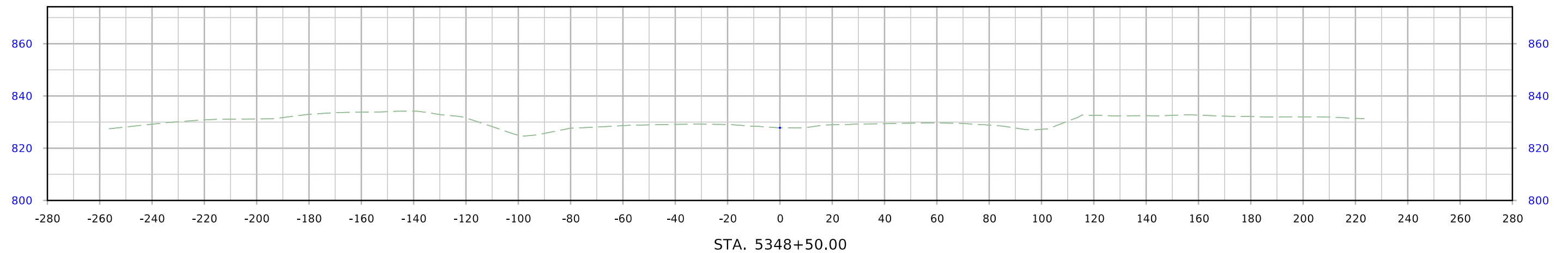
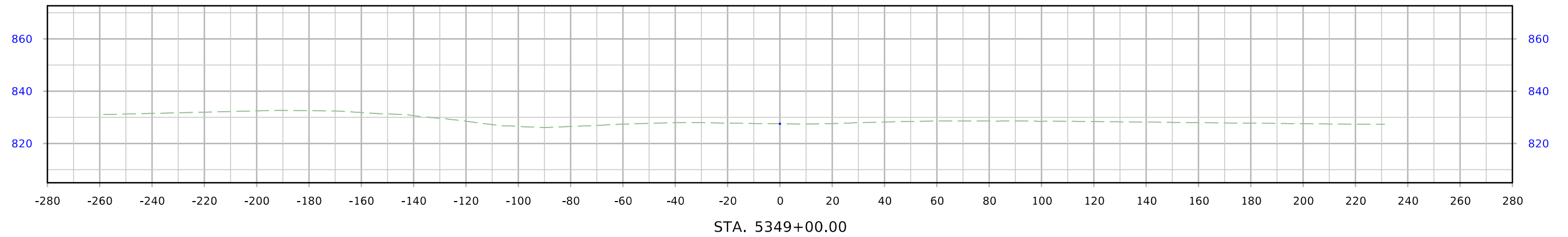
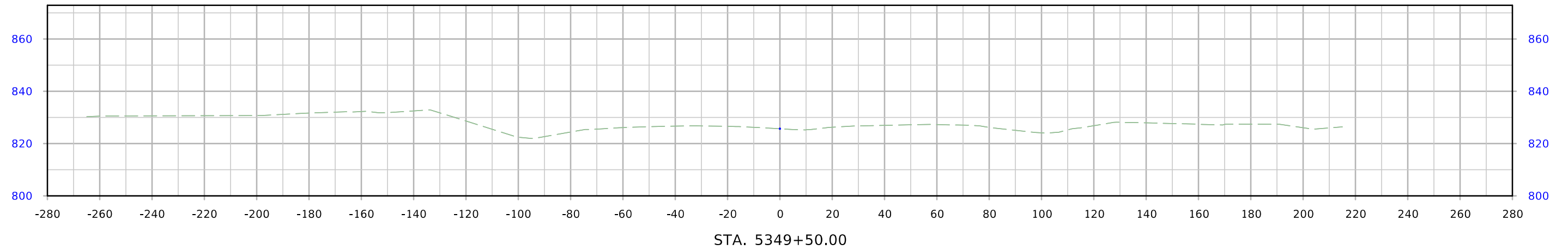


Design For 9 Degree 45' RA  
**260'-0" X 61'-1" Continuous Welded Plate Girder Bridge with 10'-6" Trail**  
 130'-0" End Spans Interior Span  
 Situation Plan  
 STA. 129+37.68 (Co Rd X20) Turn-In Date:  
 Linn County  
 IOWA DEPARTMENT OF TRANSPORTATION  
 Design No. ? Design Sheet No. 1 of 1 FHWA No.

# ML - US151

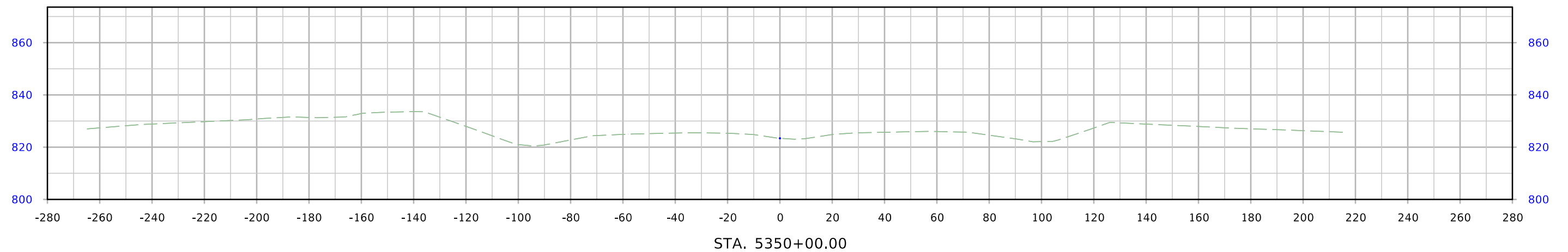
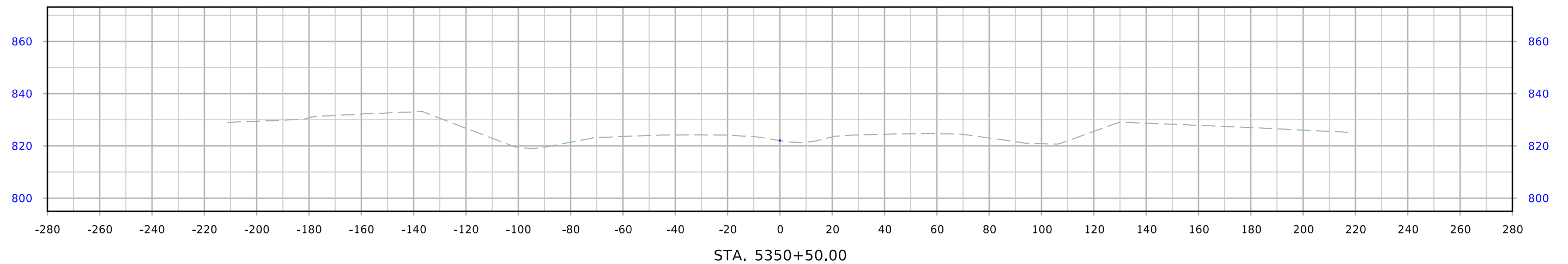
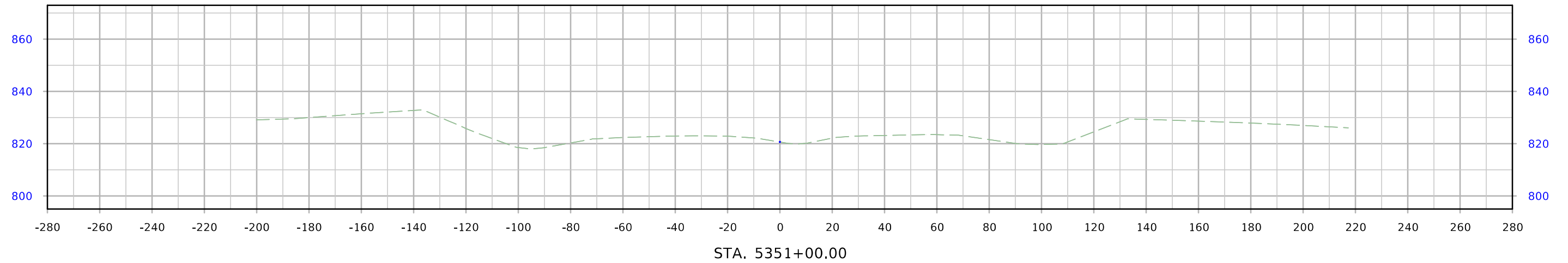


# ML - US151

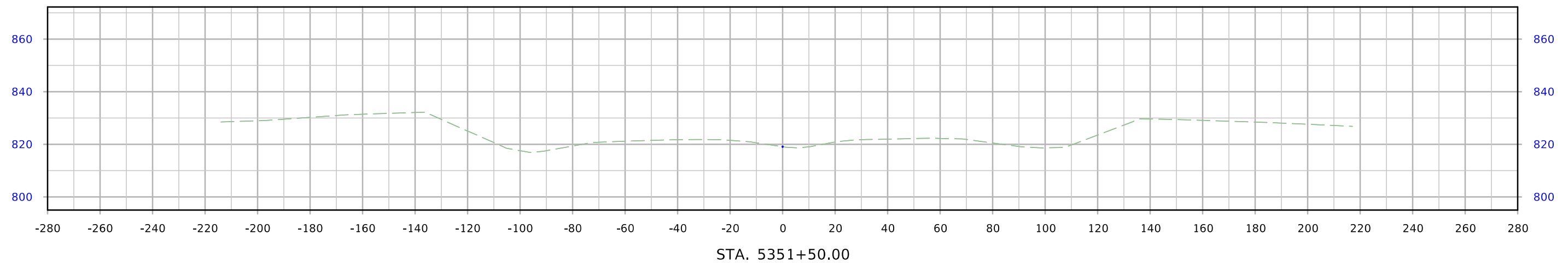
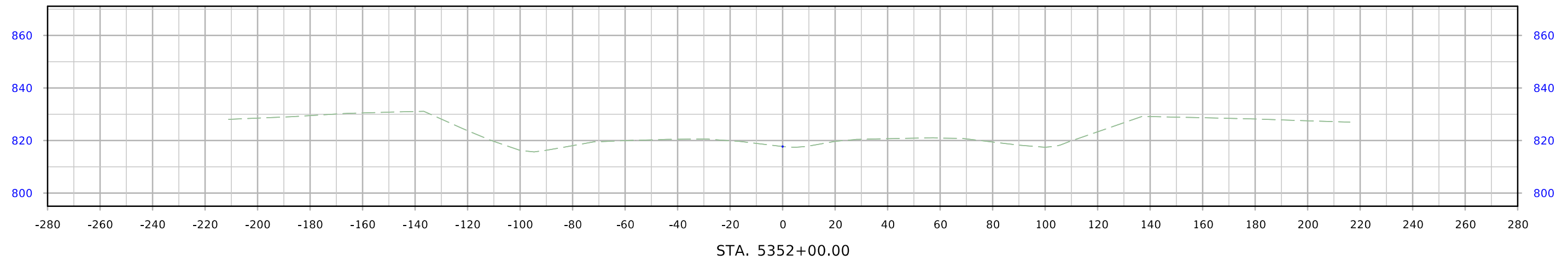
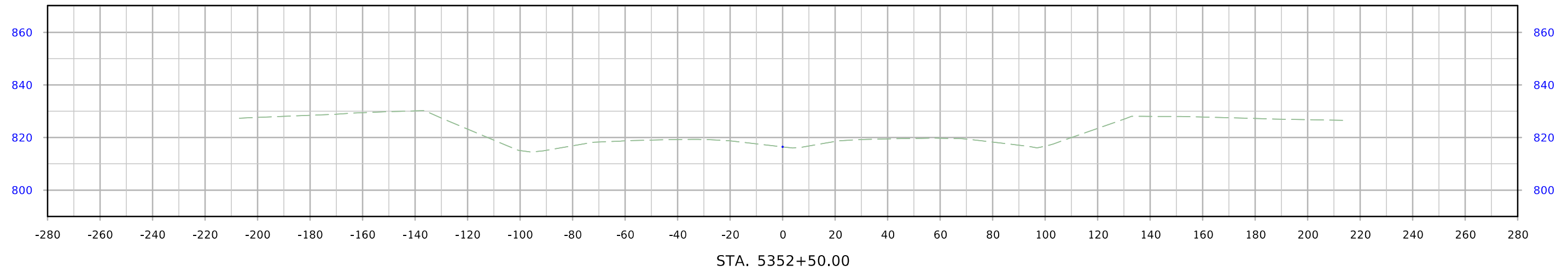




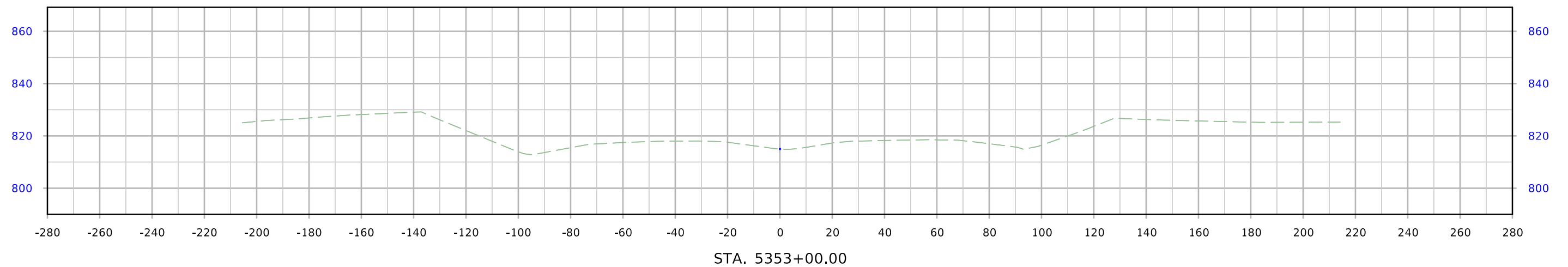
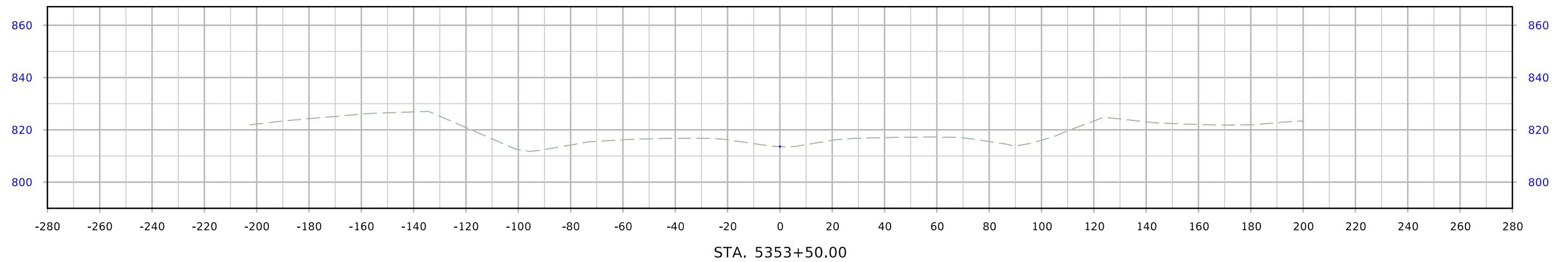
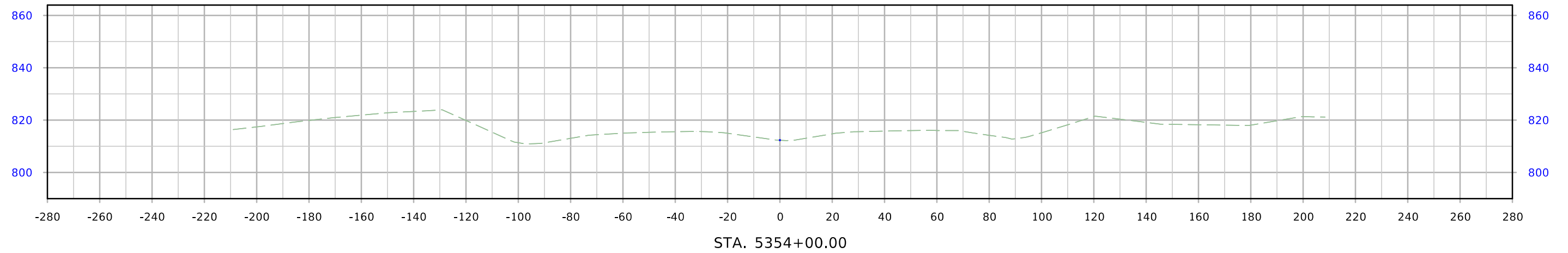
# ML - US151



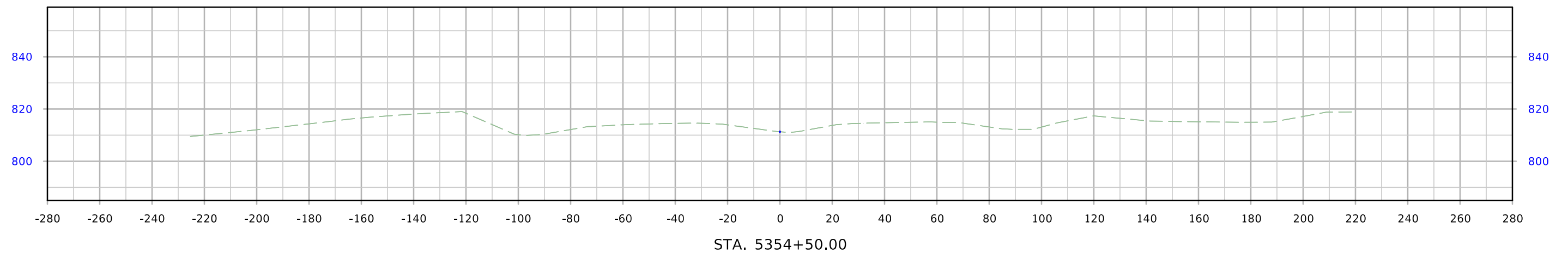
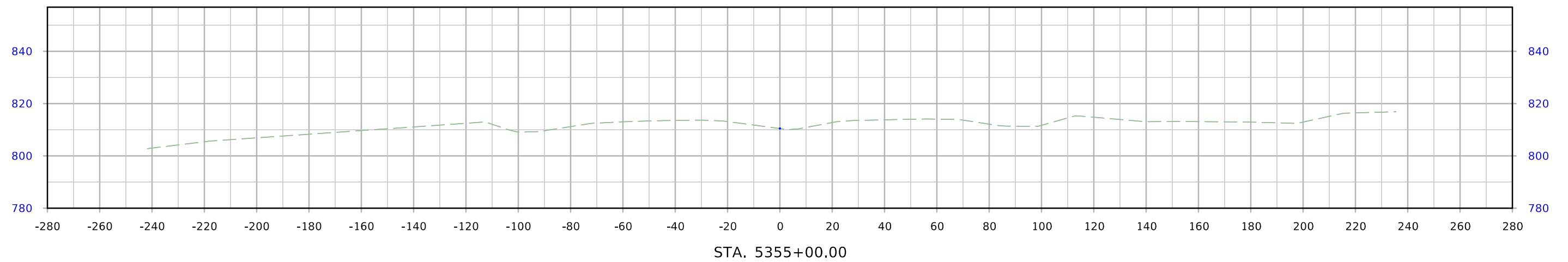
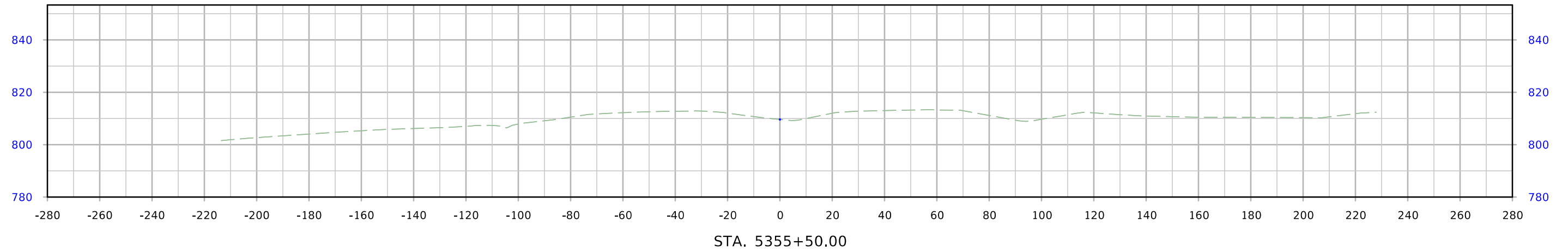
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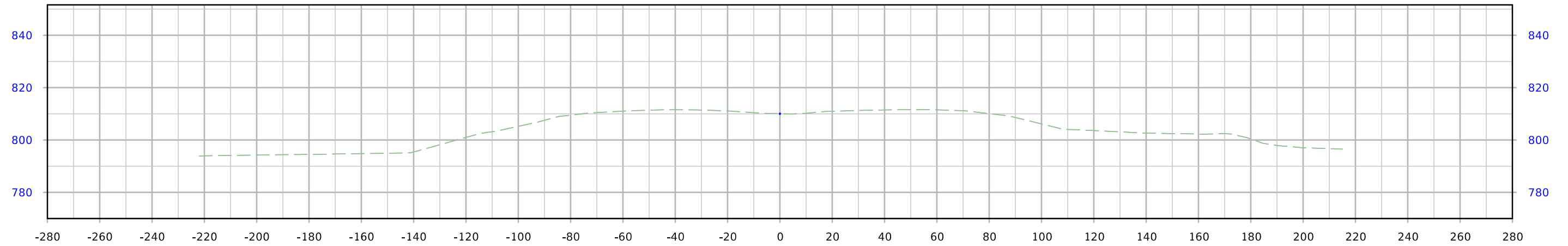
# ML - US151



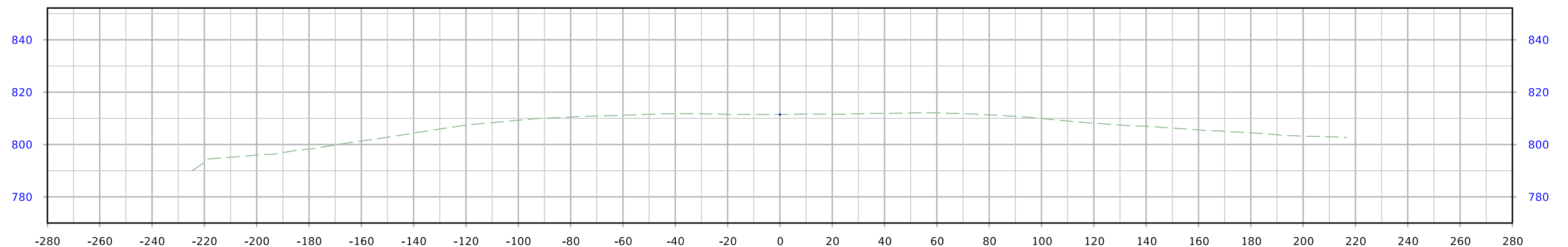
# ML - US151



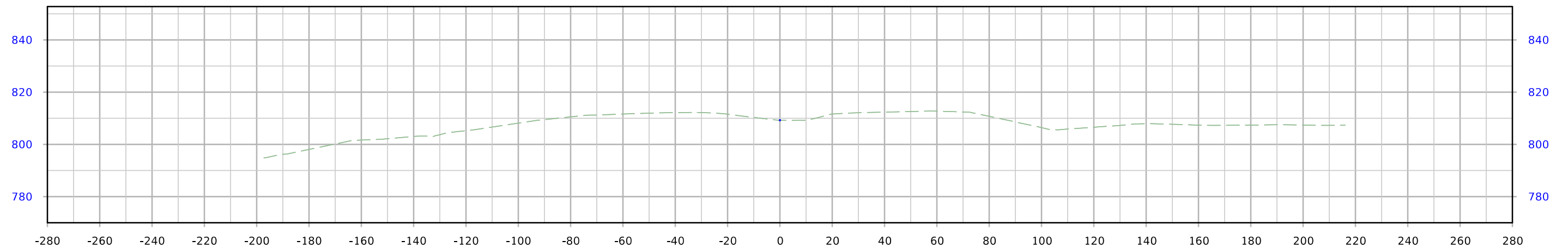
# ML - US151



STA. 5357+00.00

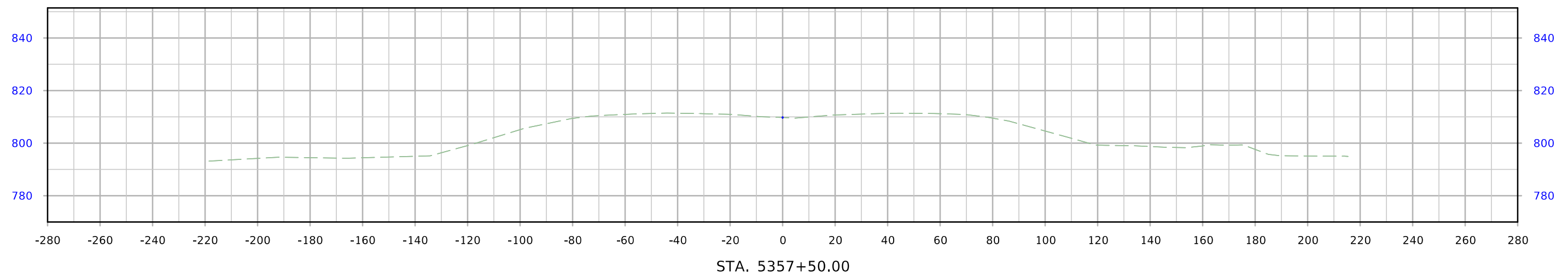
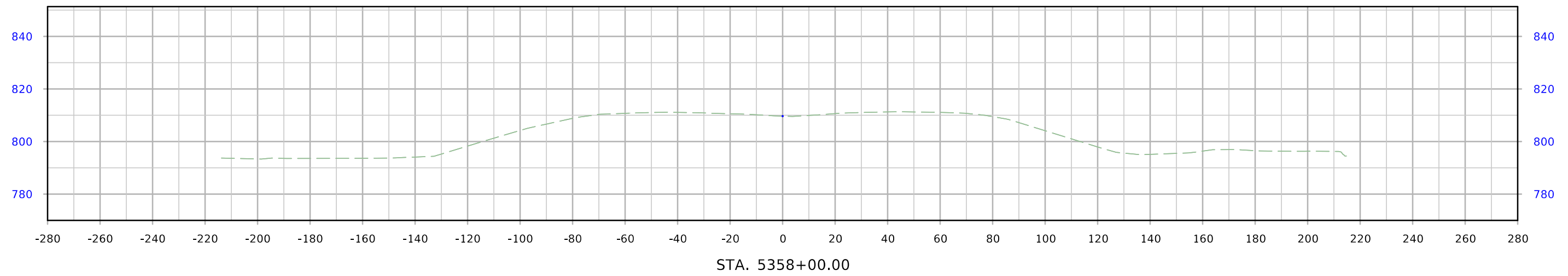
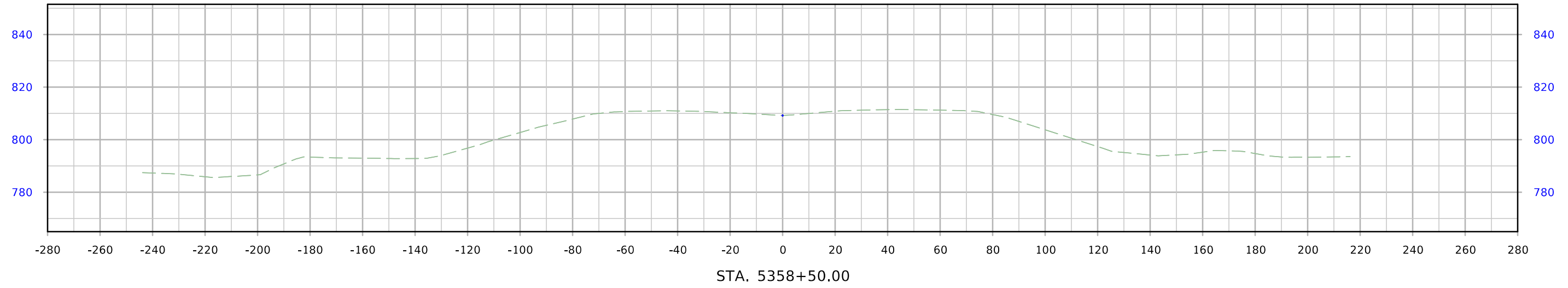


STA. 5356+50.00

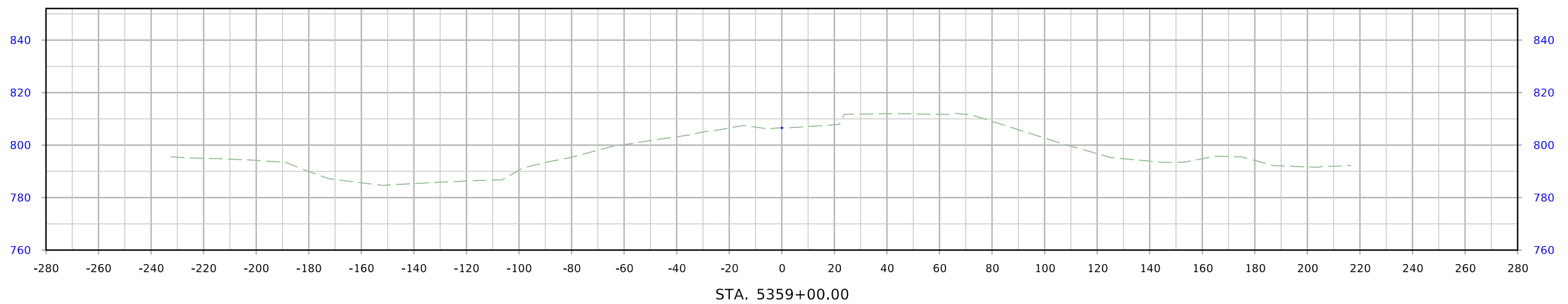
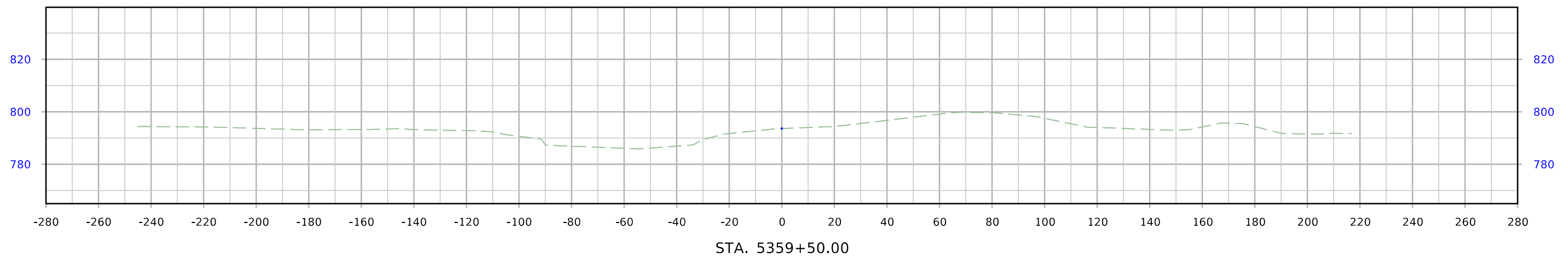
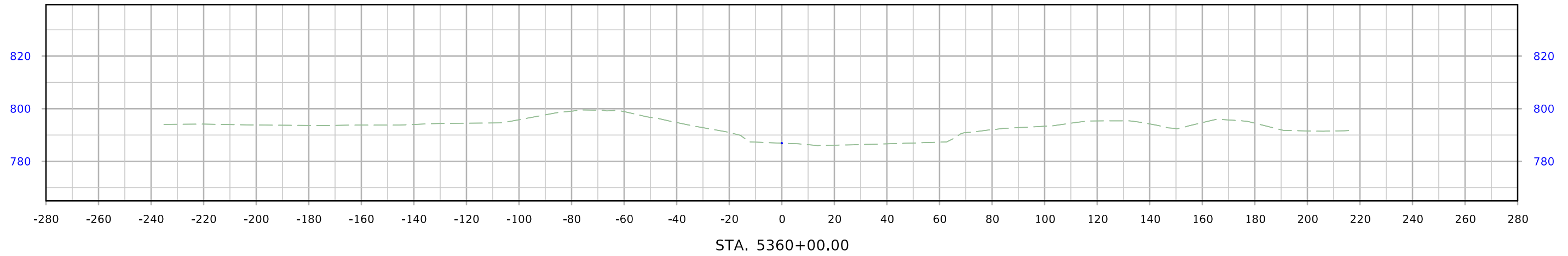


STA. 5356+00.00

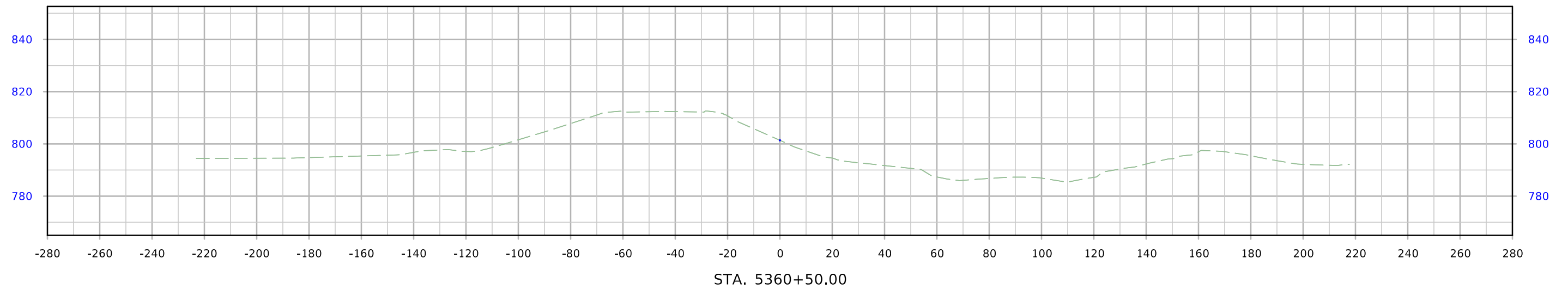
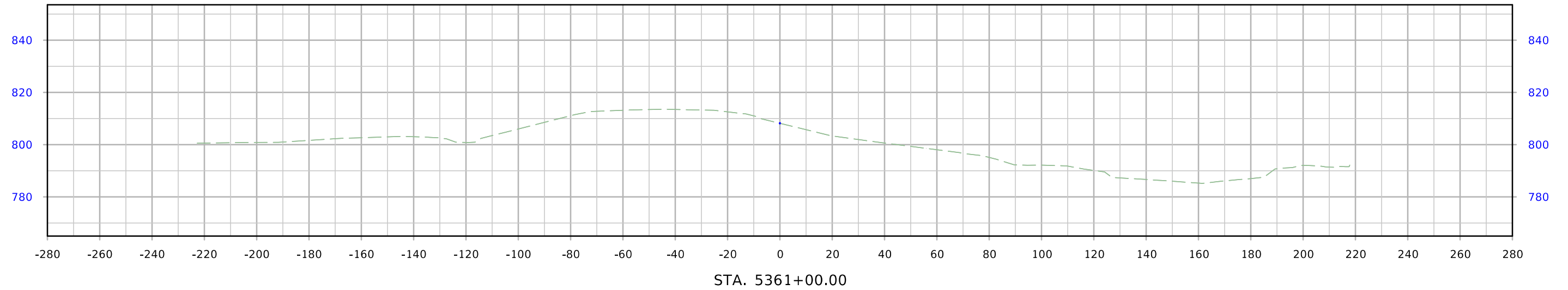
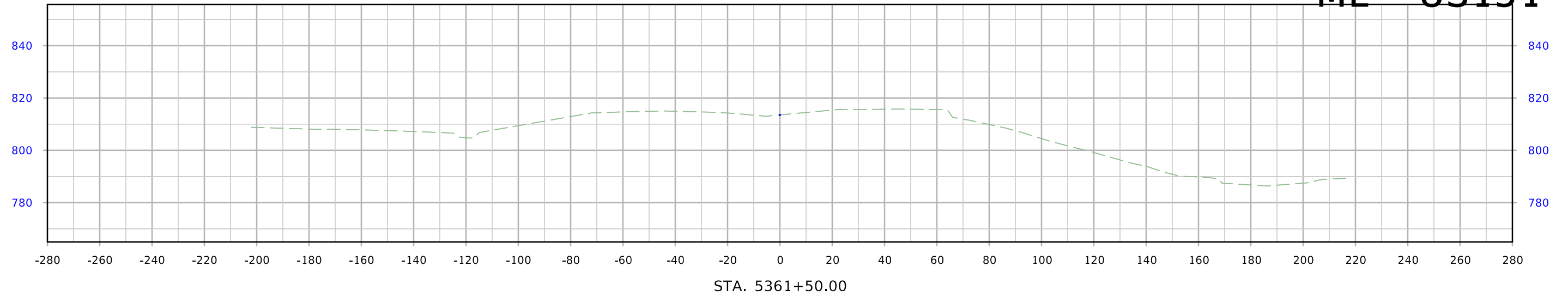
# ML - US151



# ML - US151

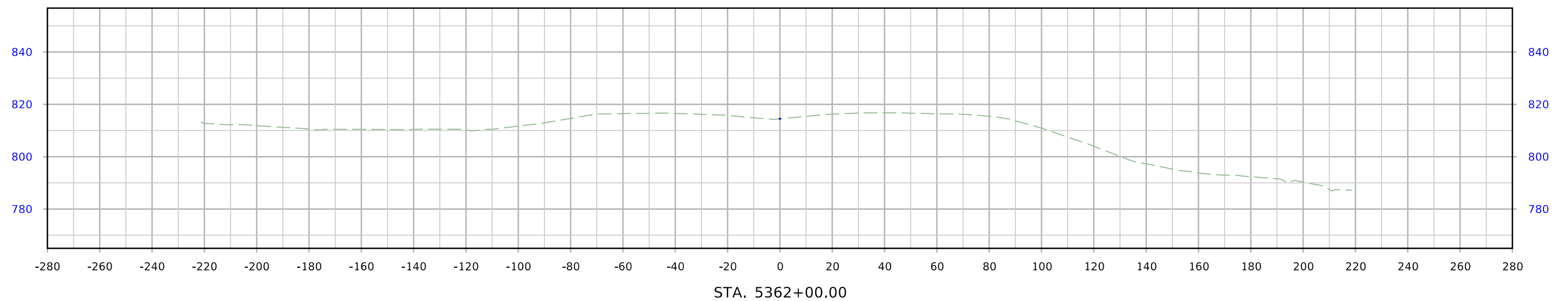
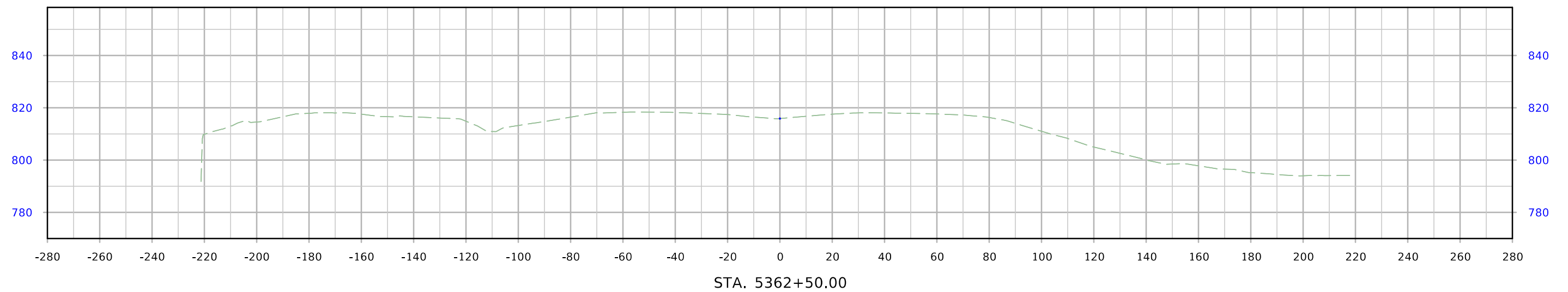


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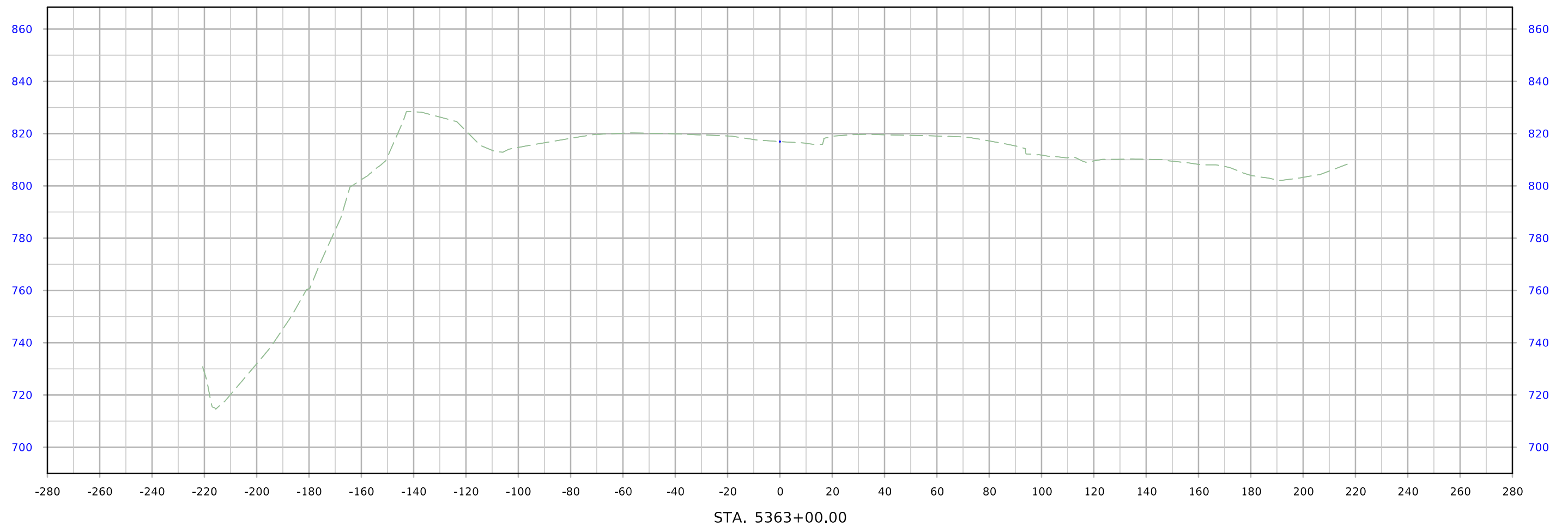




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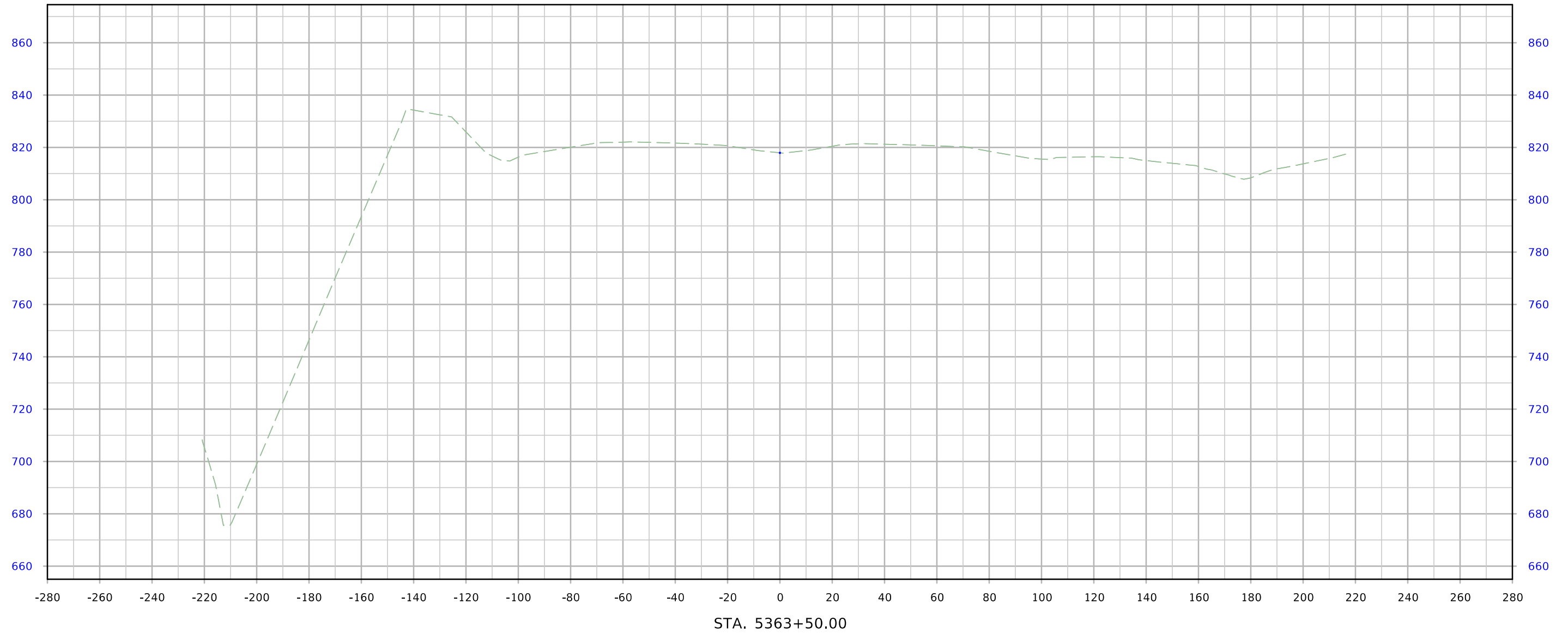


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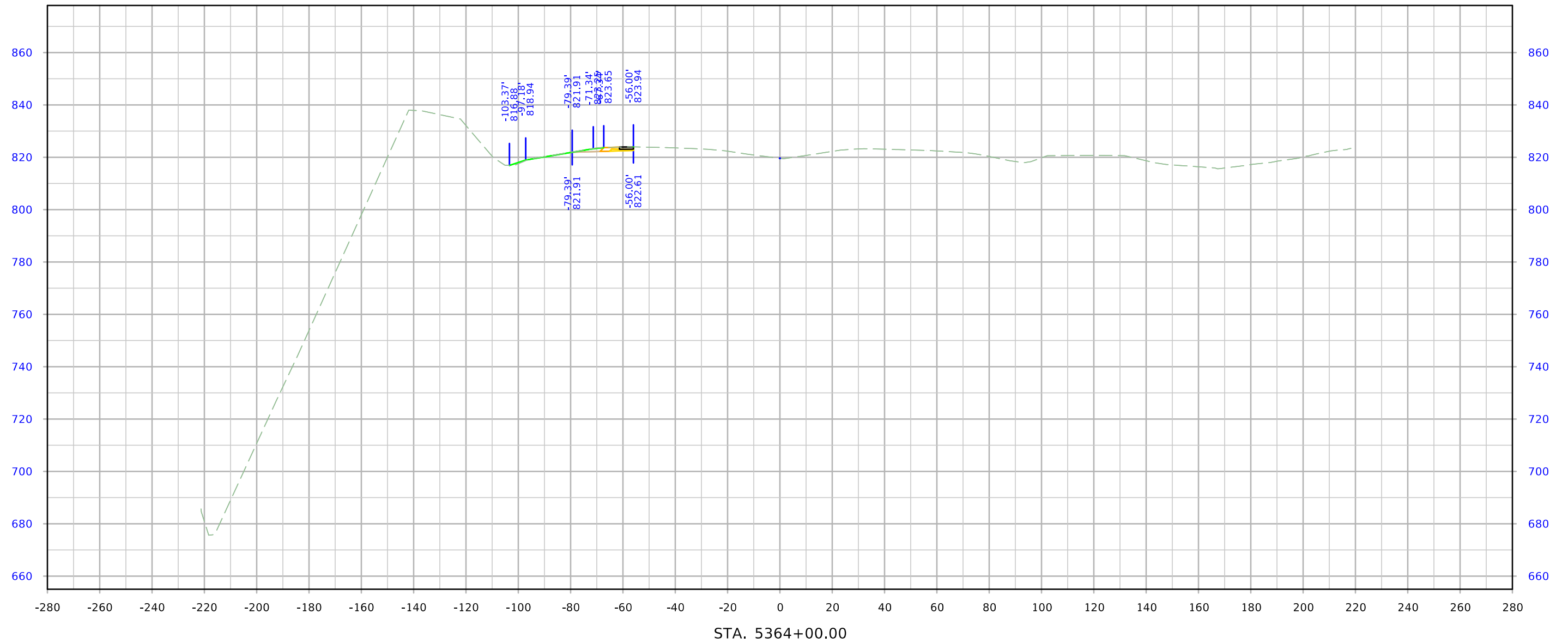


STA. 5363+00.00

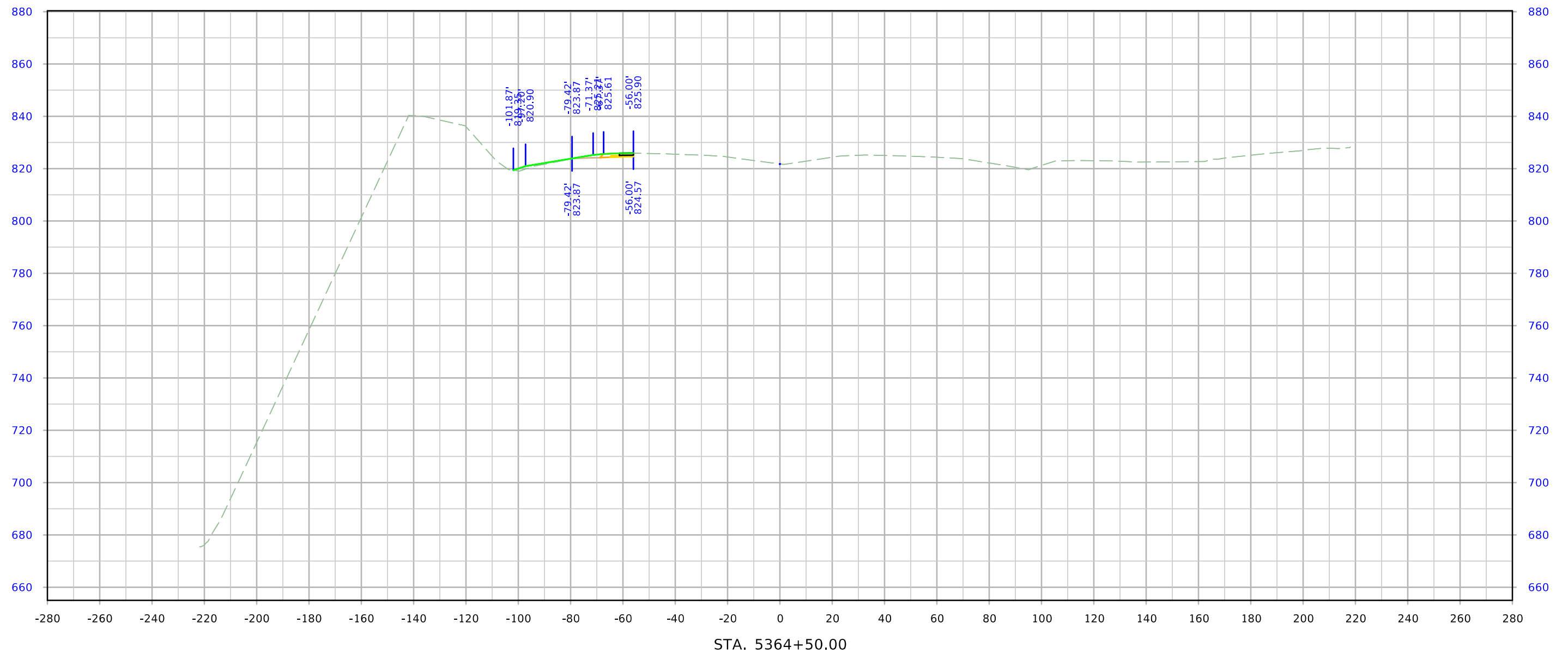
# ML - US151



# ML - US151

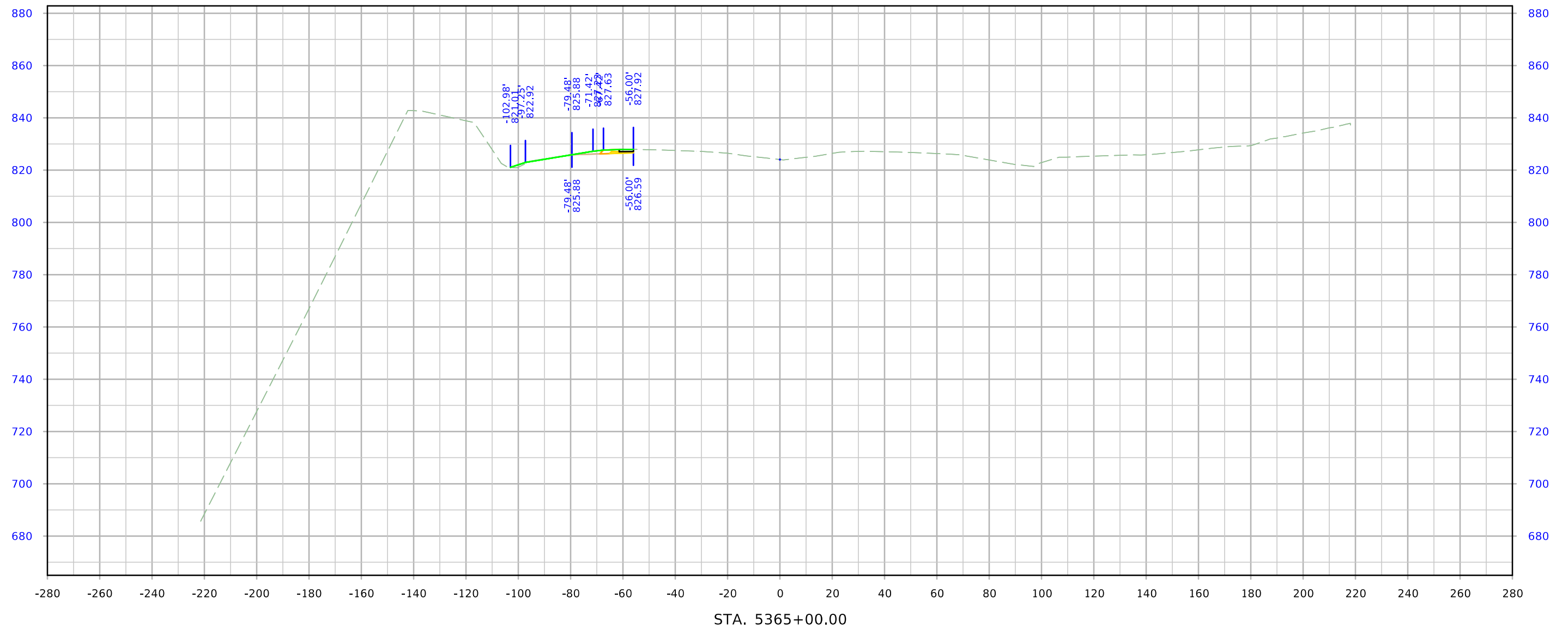


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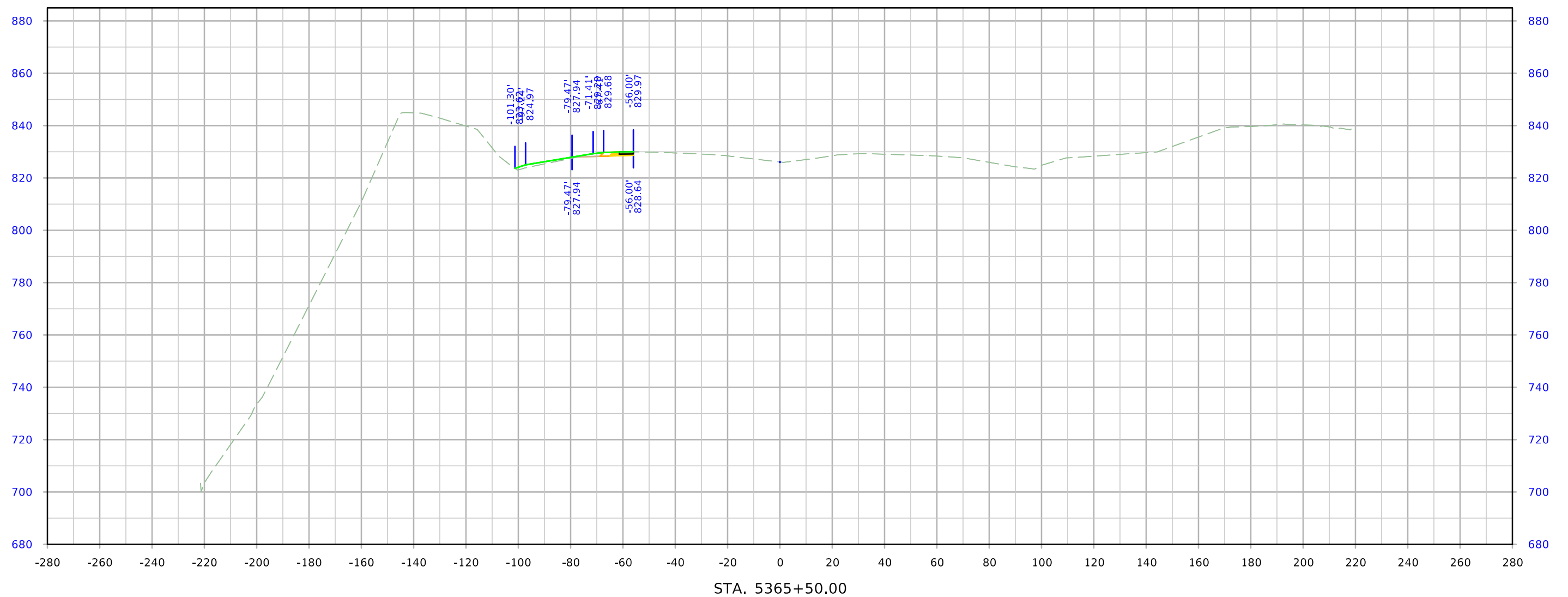


STA. 5364+50.00

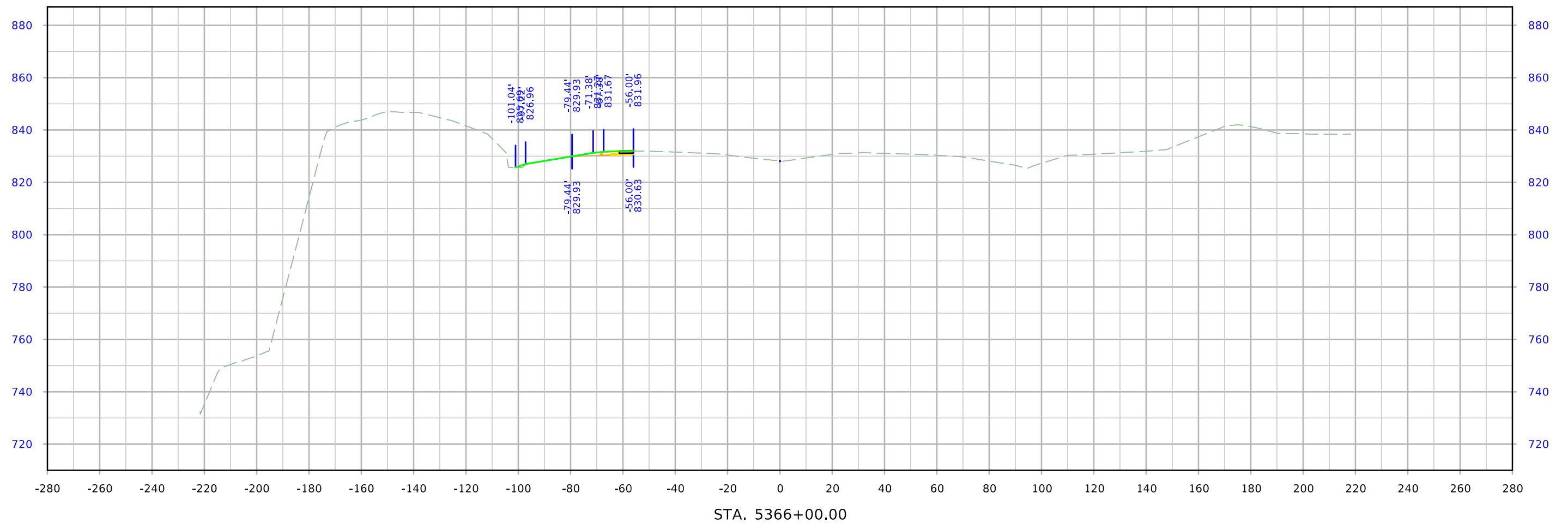
# ML - US151



# ML - US151

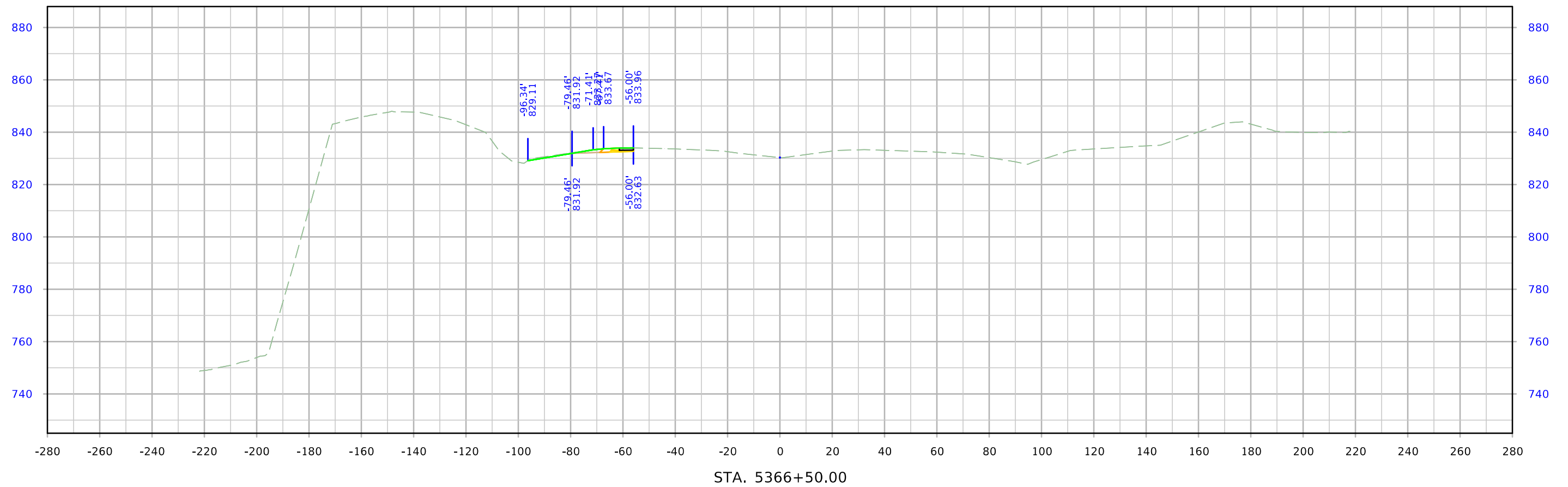


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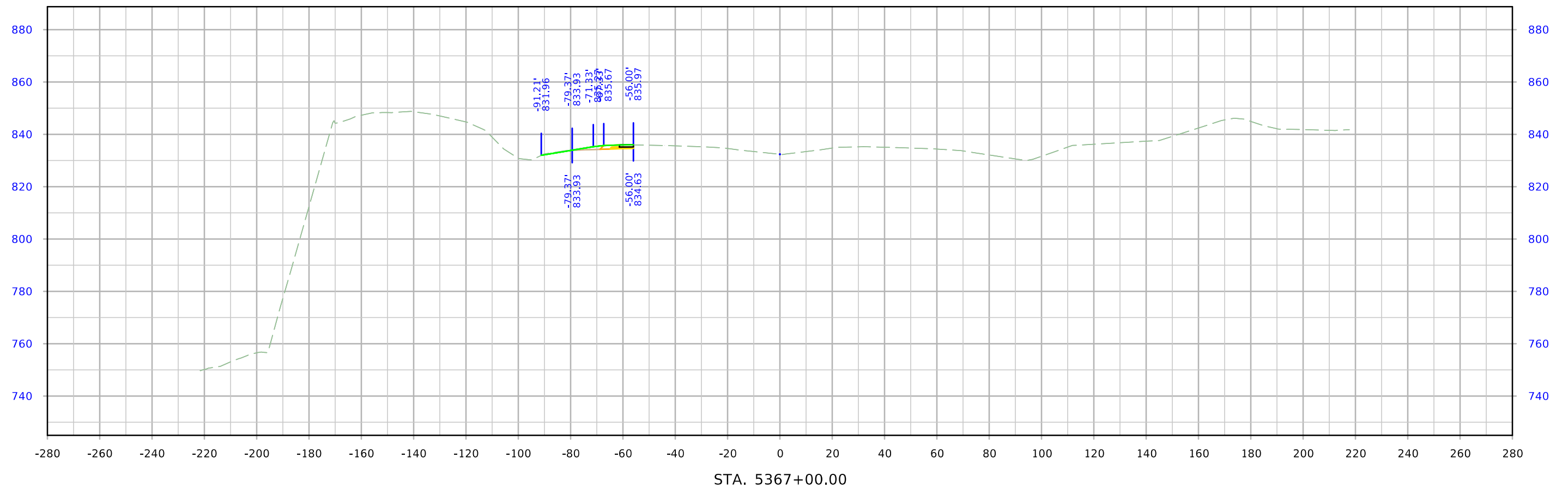




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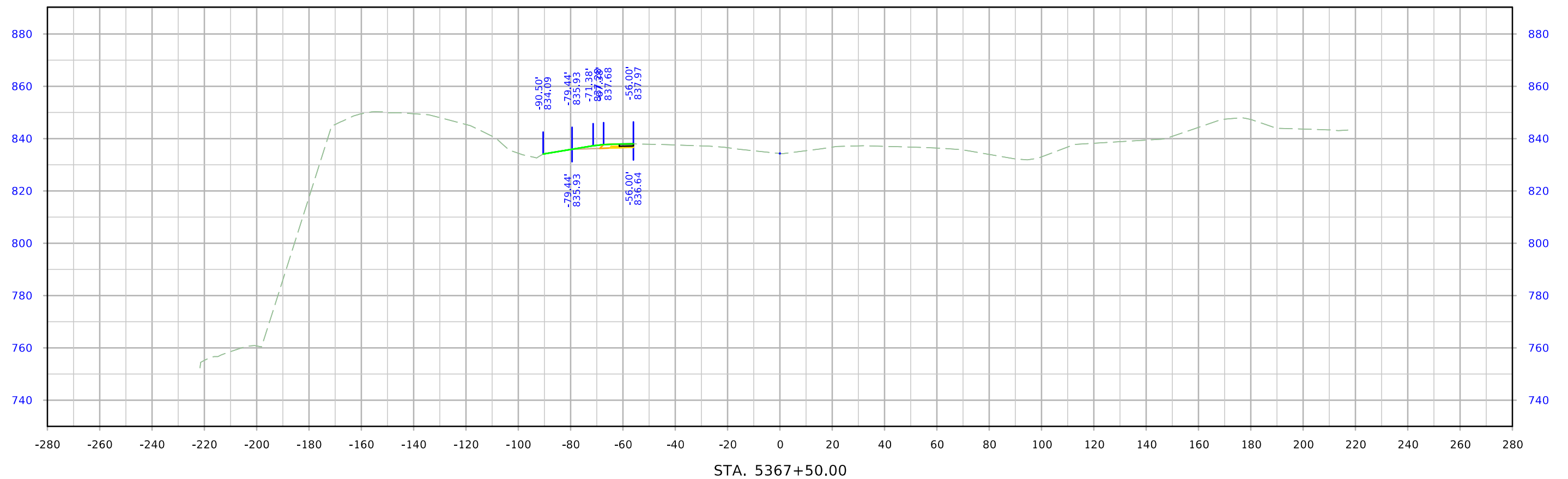


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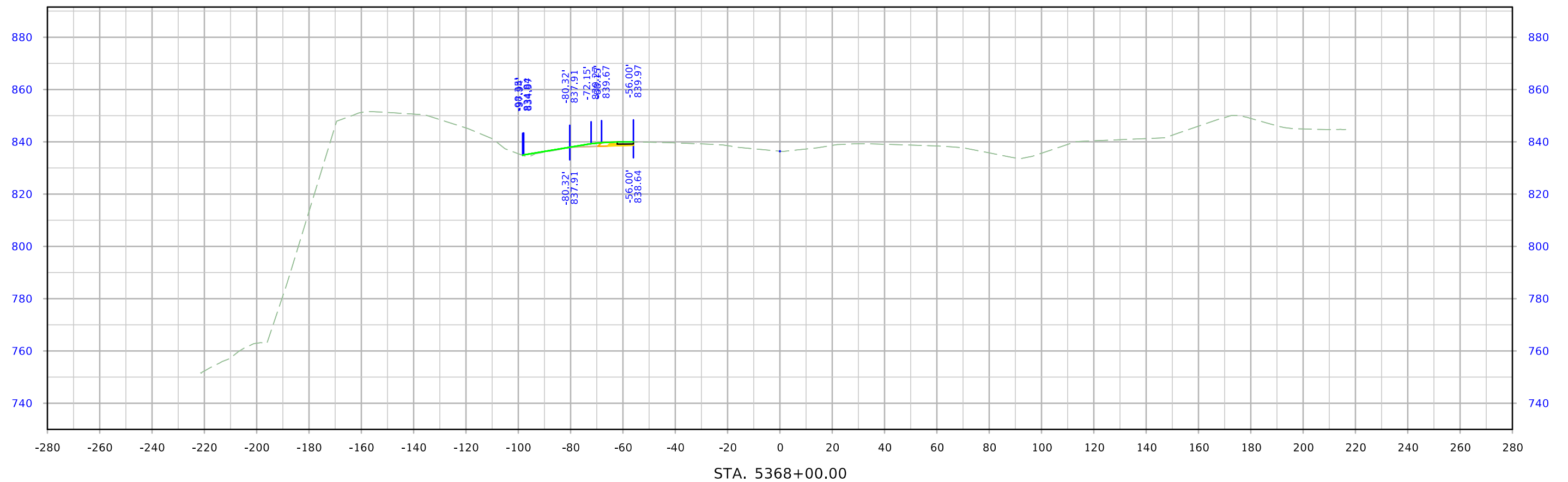


STA. 5367+00.00

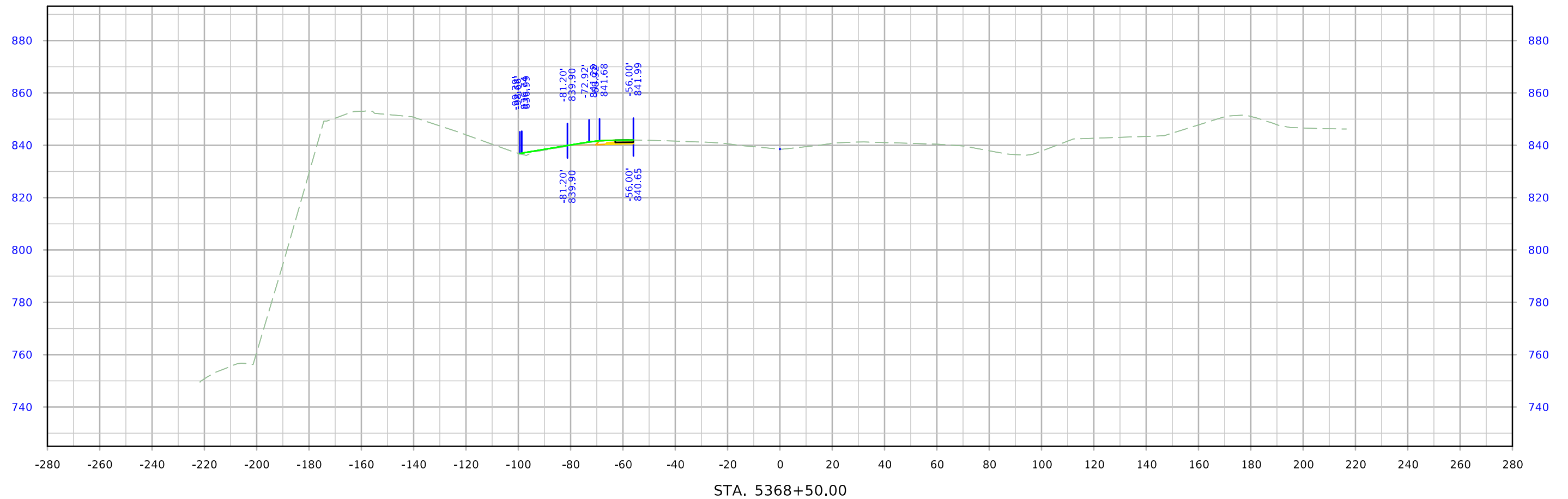
# ML - US151



# ML - US151

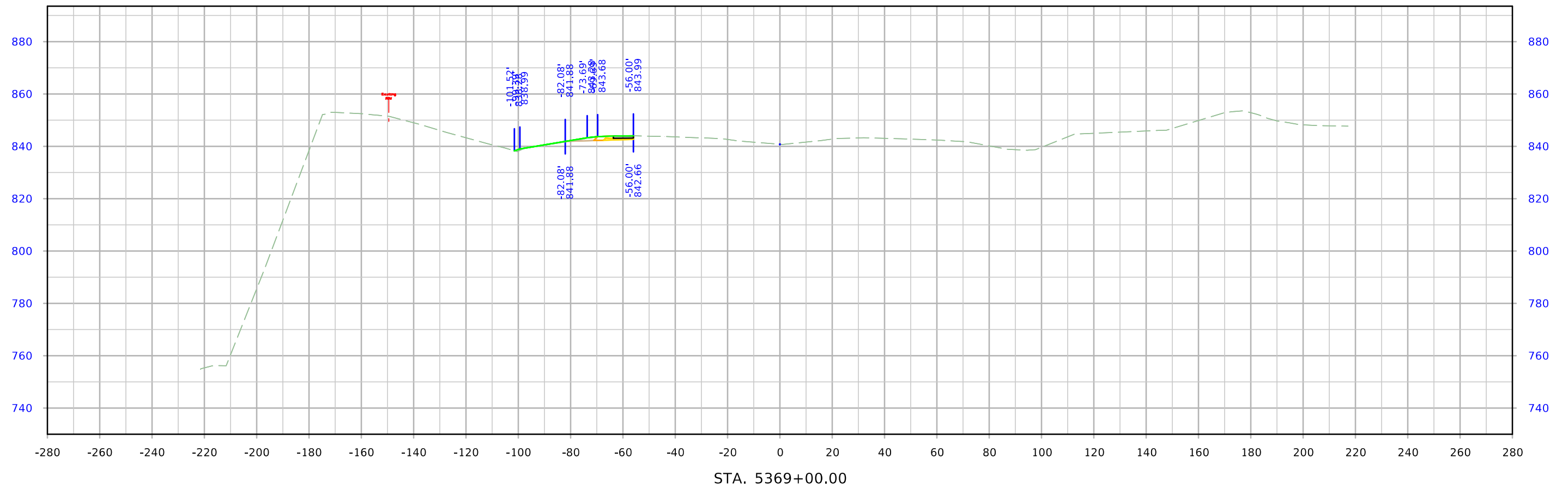
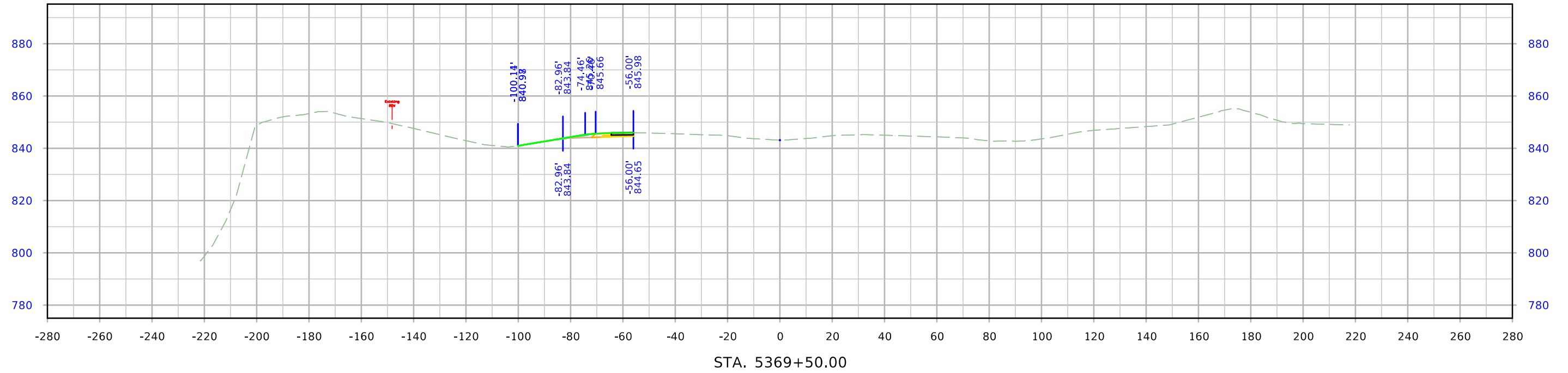


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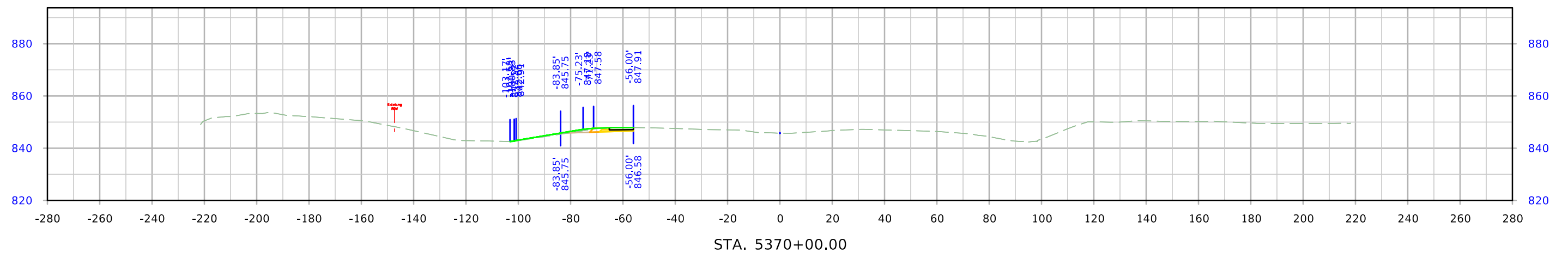
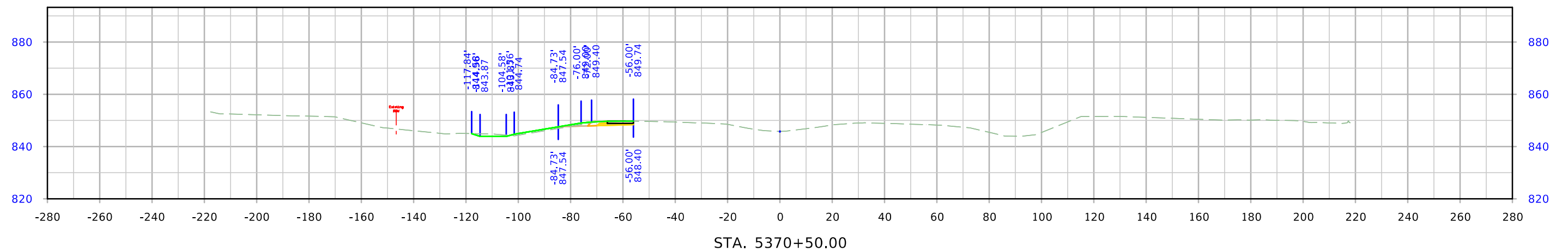
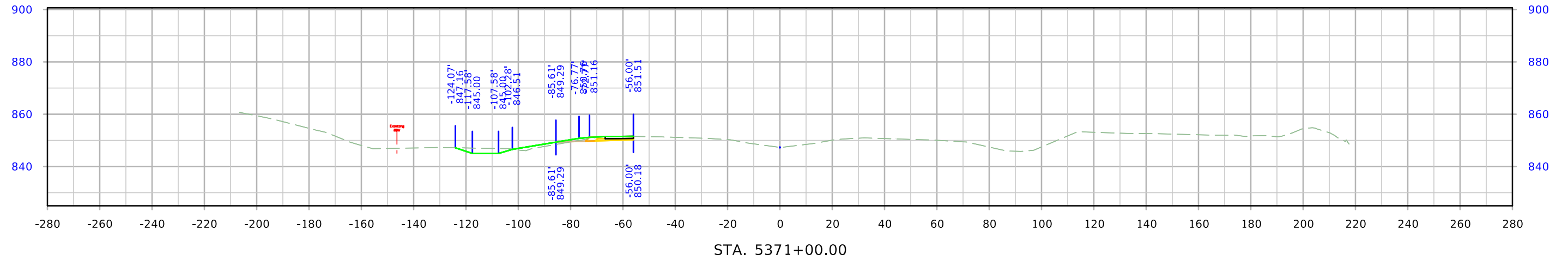


STA. 5368+50.00

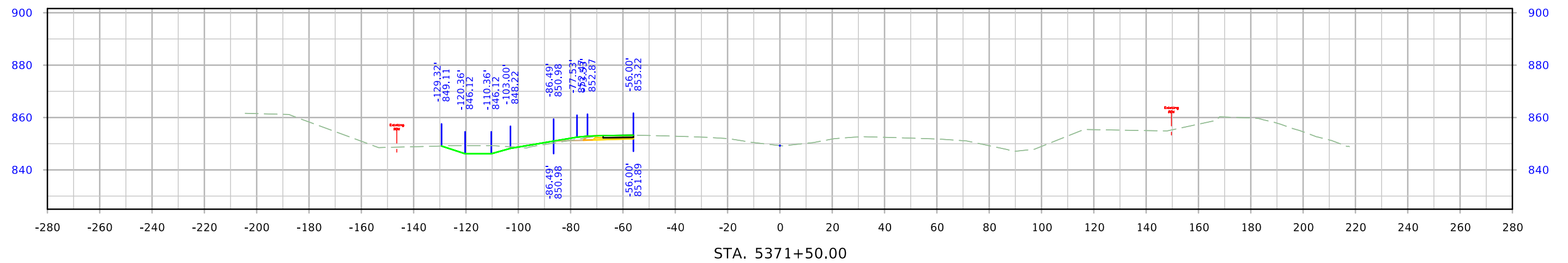
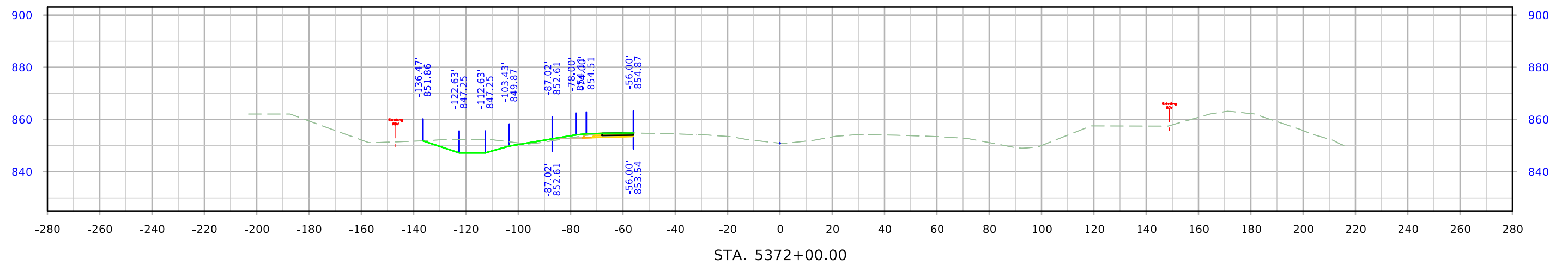
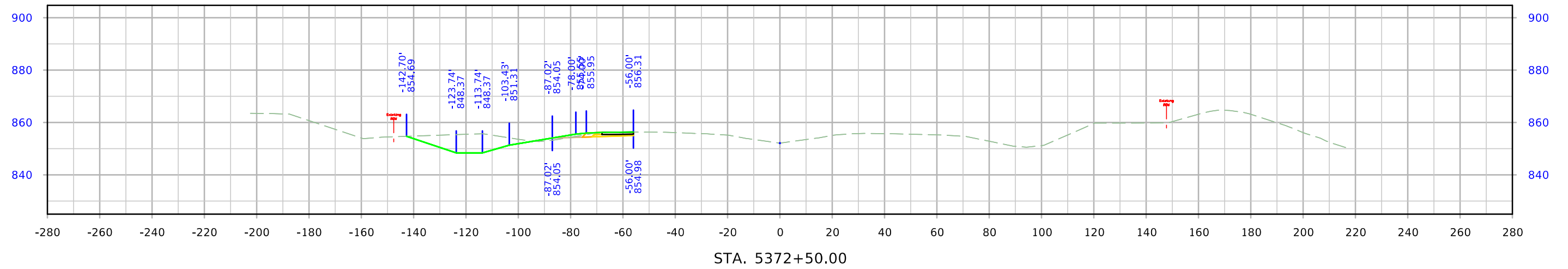
# ML - US151



# ML - US151

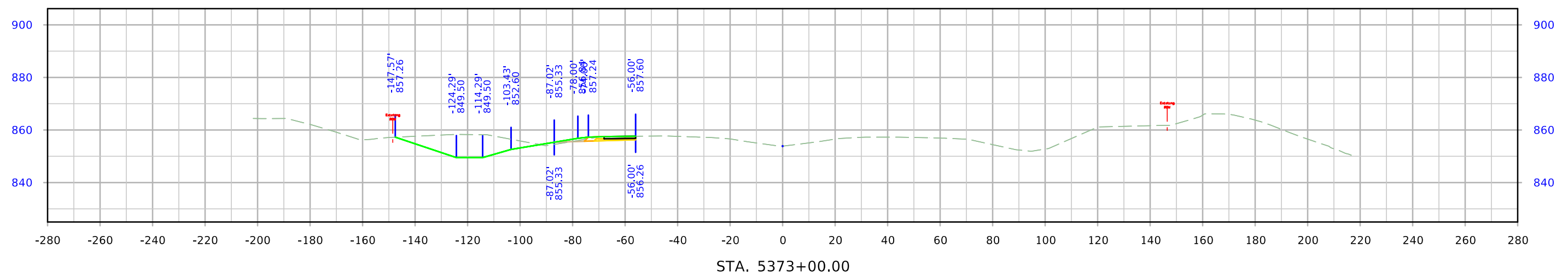
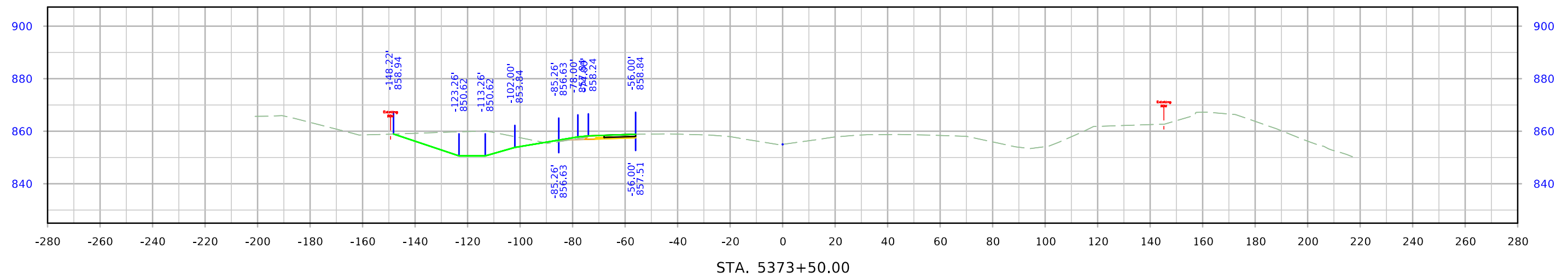
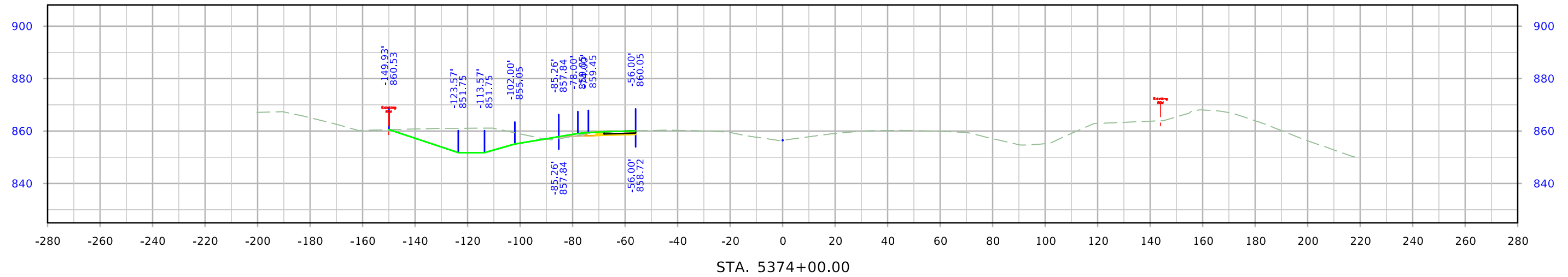


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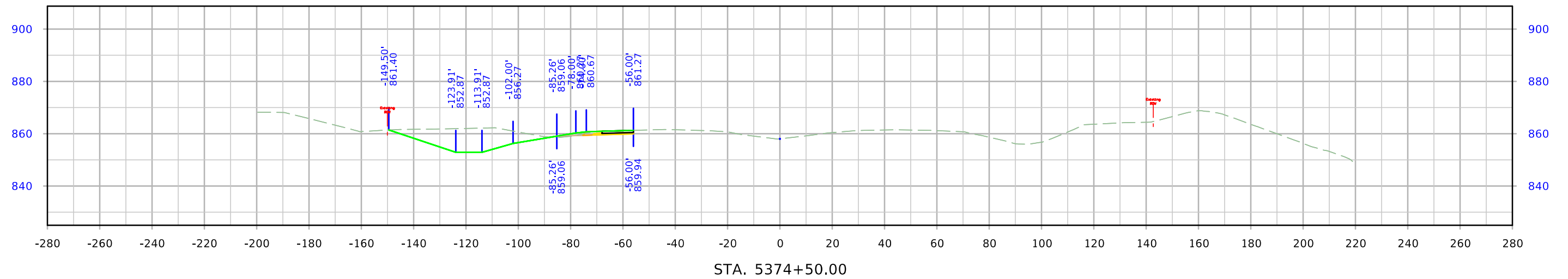
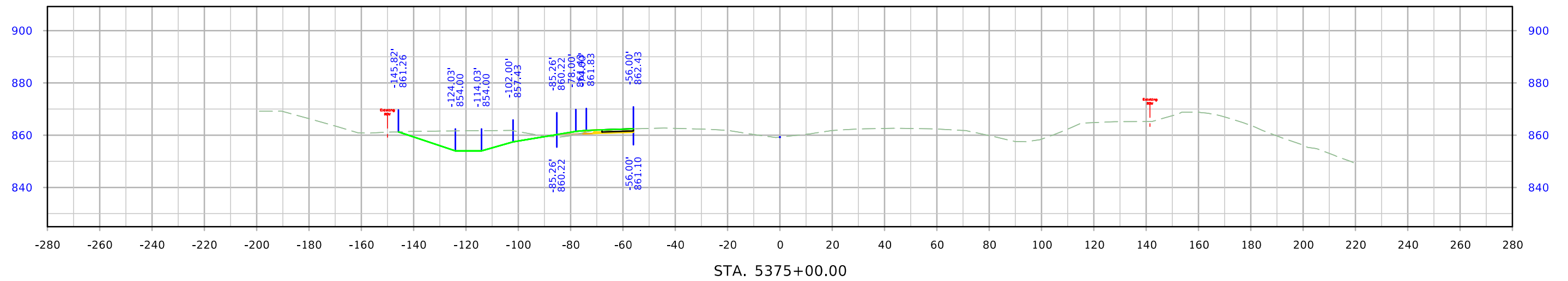
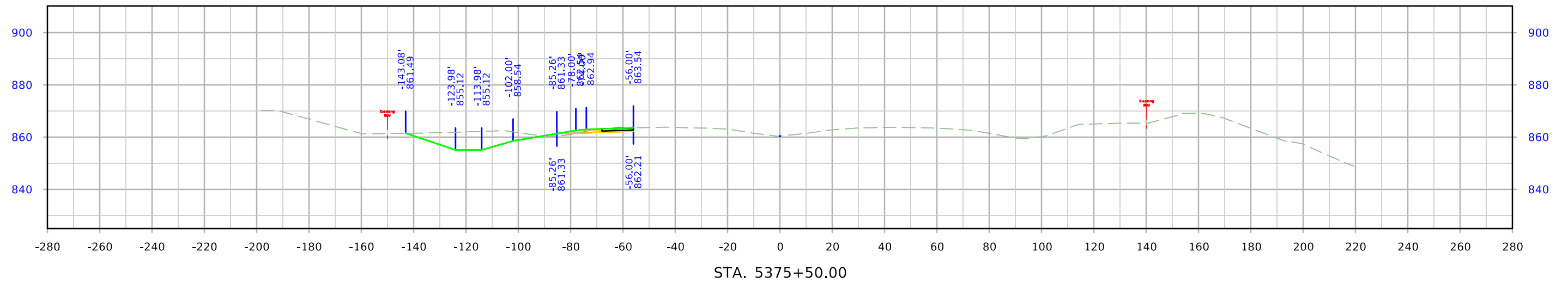




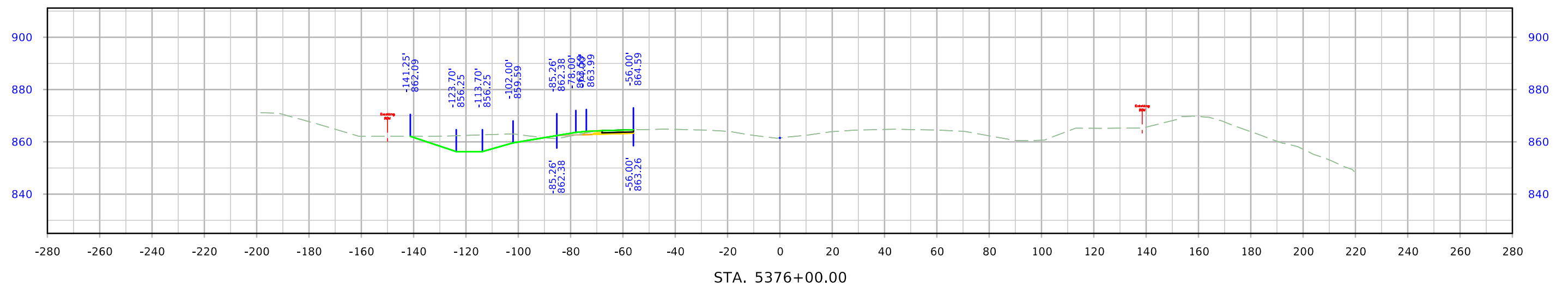
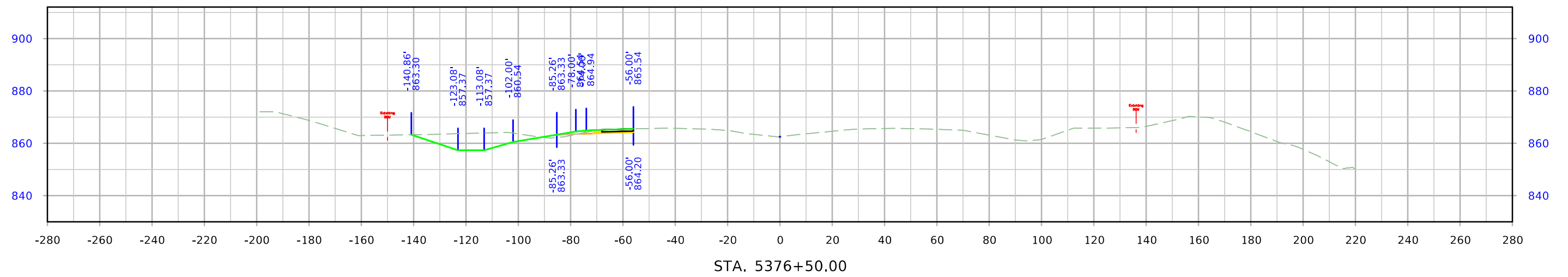
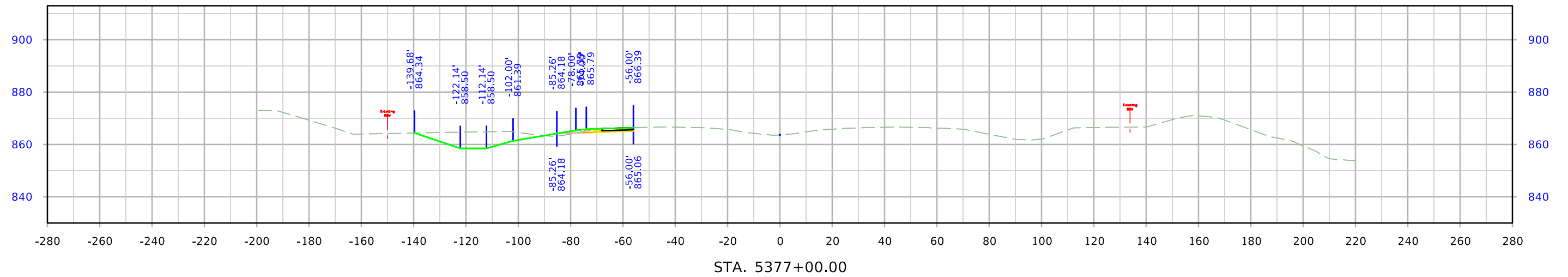
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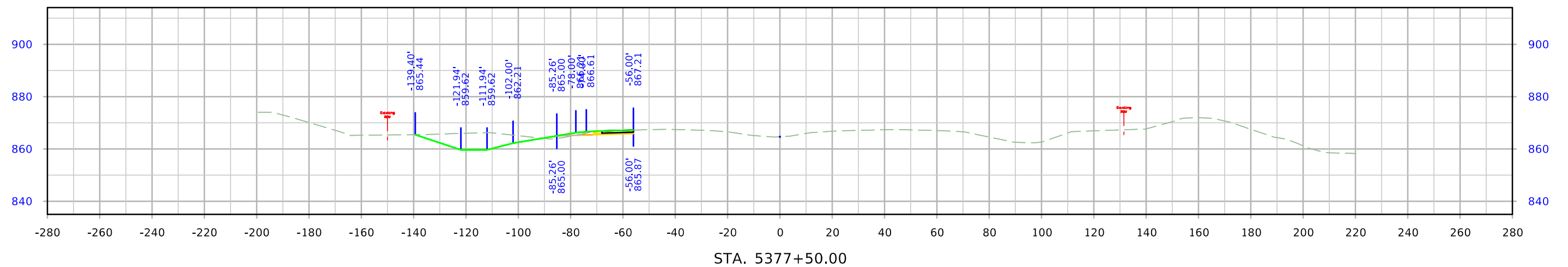
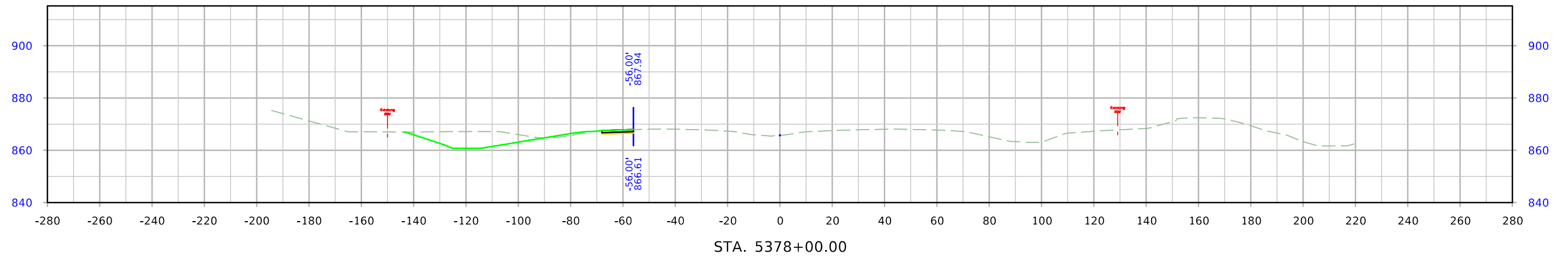
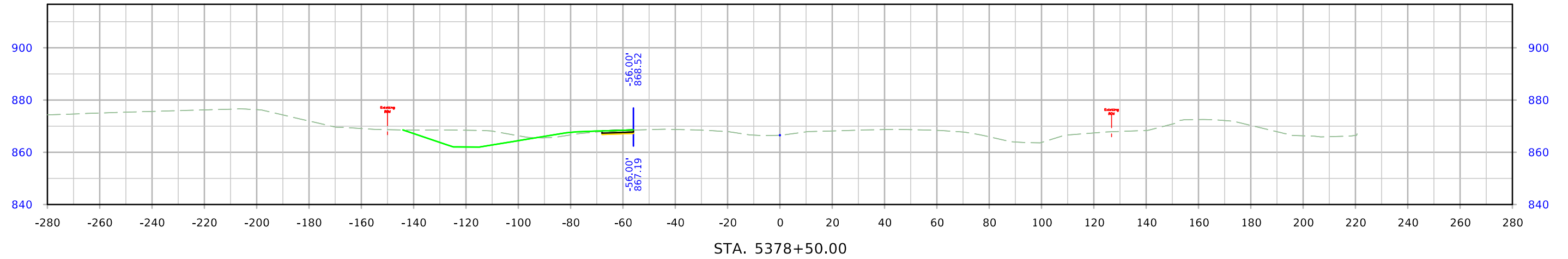
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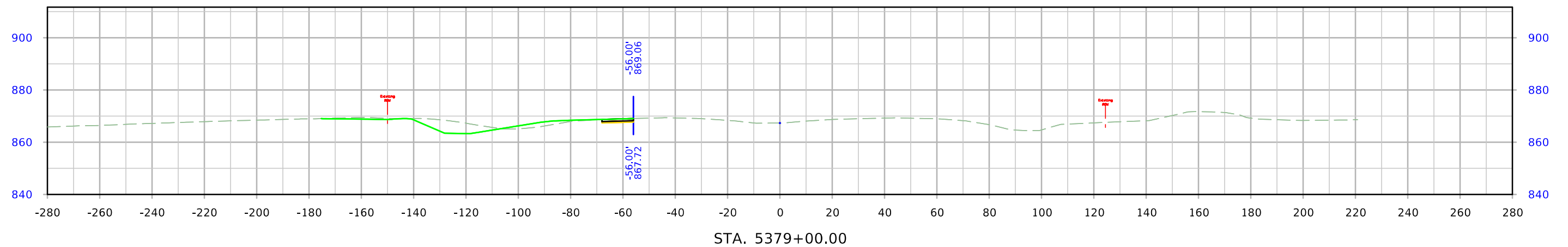
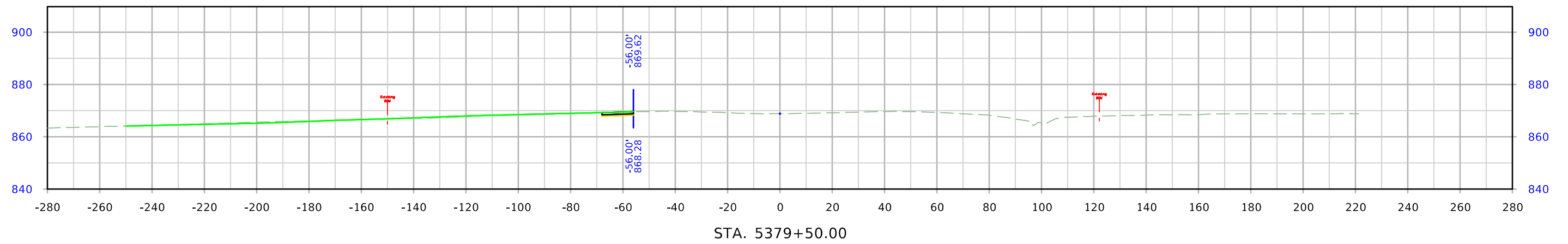
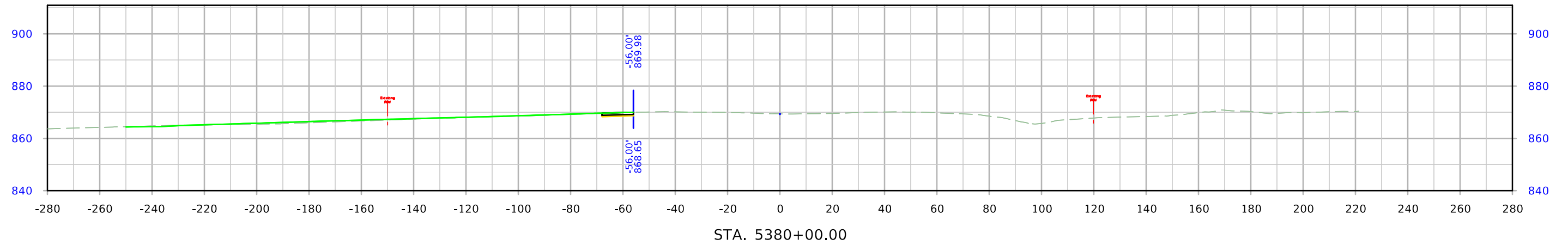
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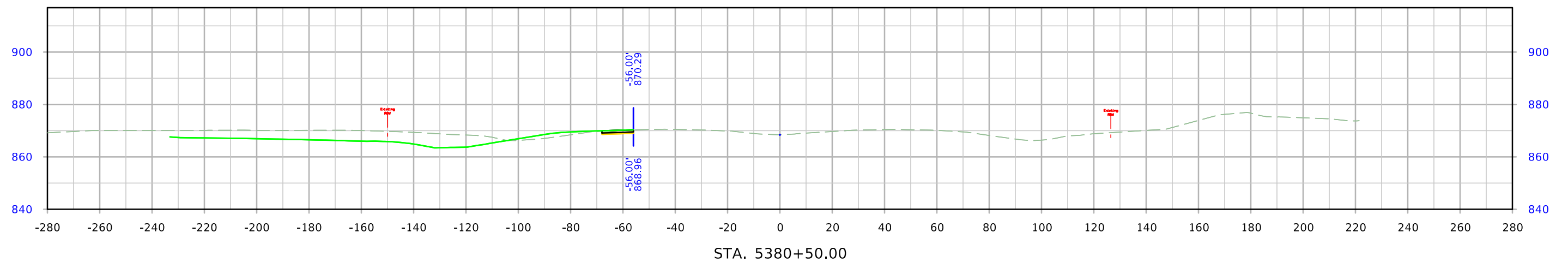
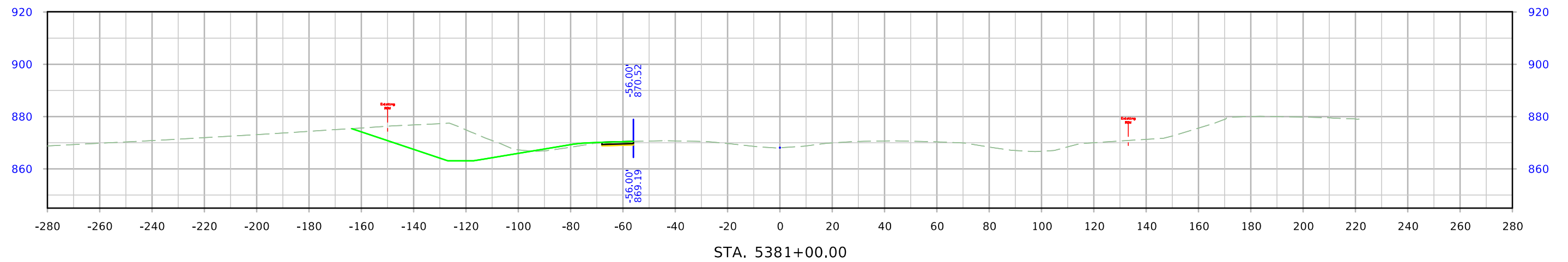
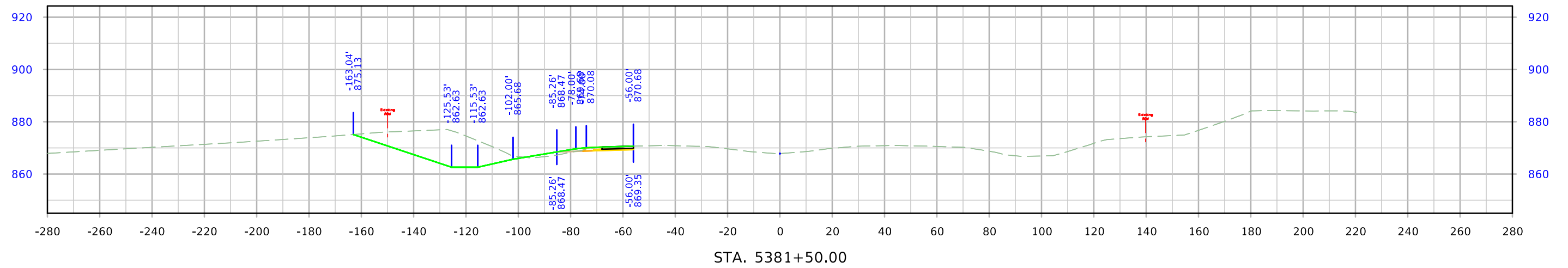
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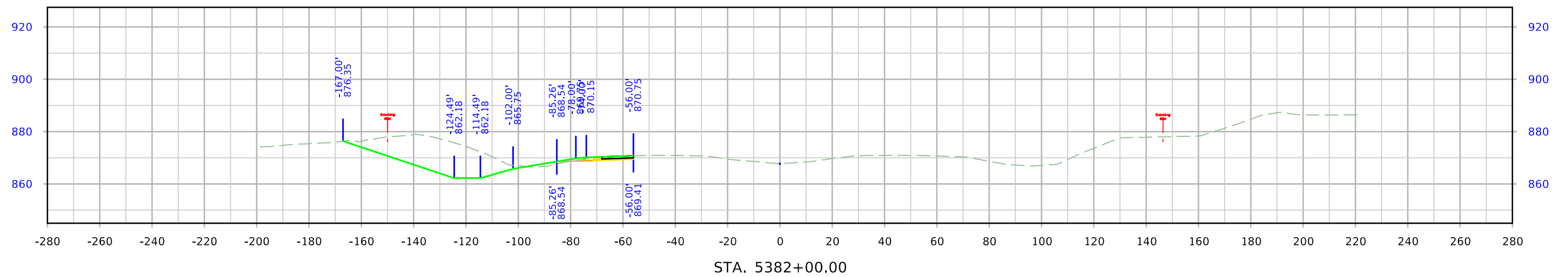
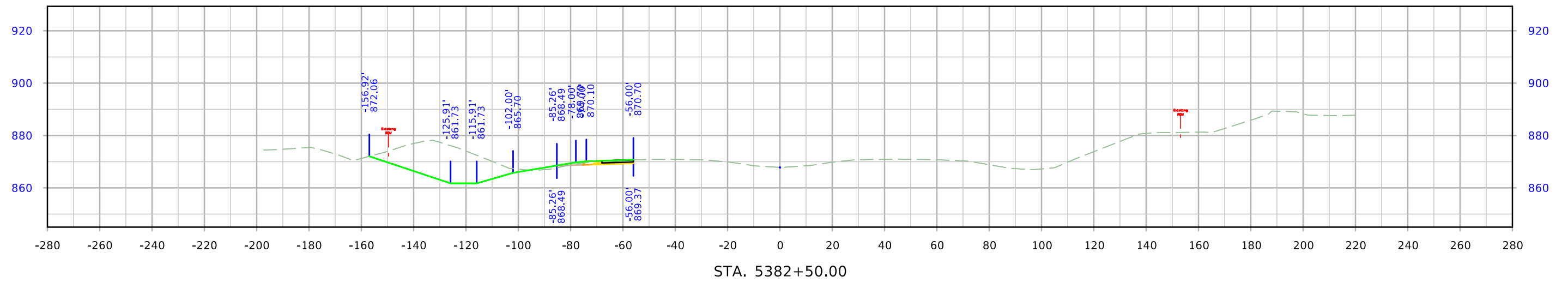
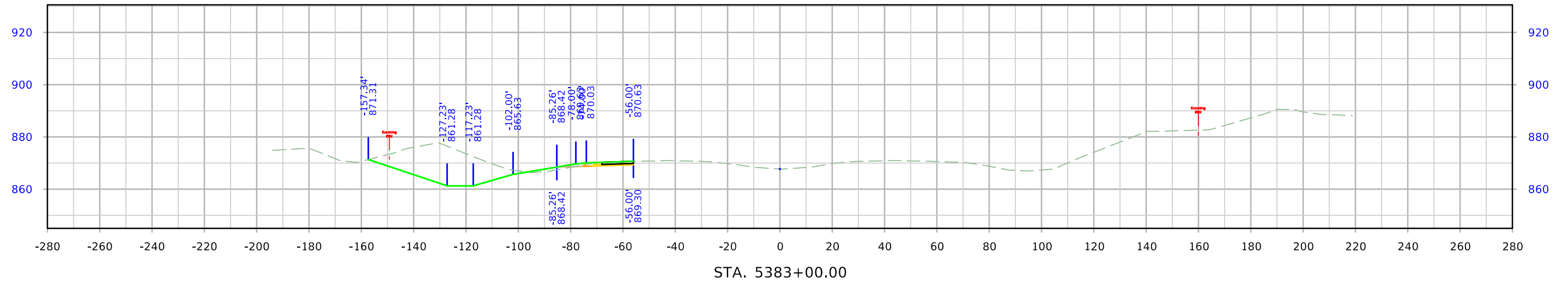
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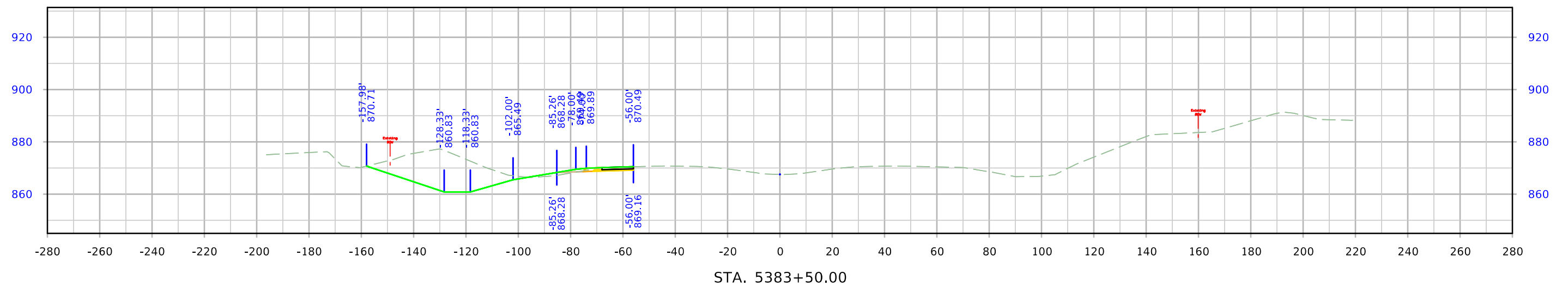
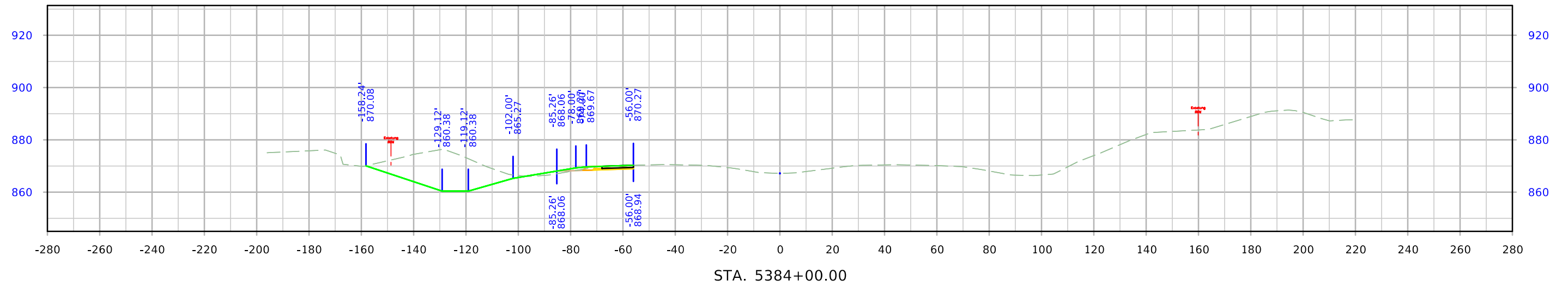
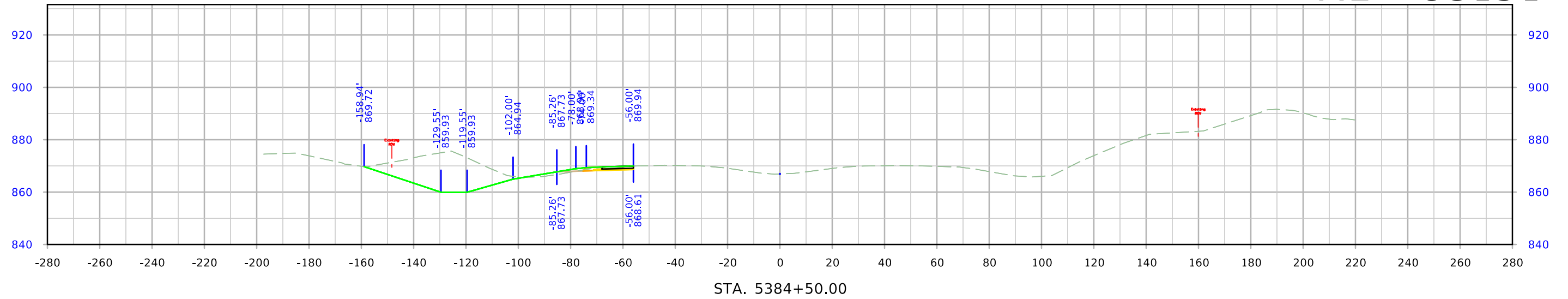
# ML - US151



# ML - US151

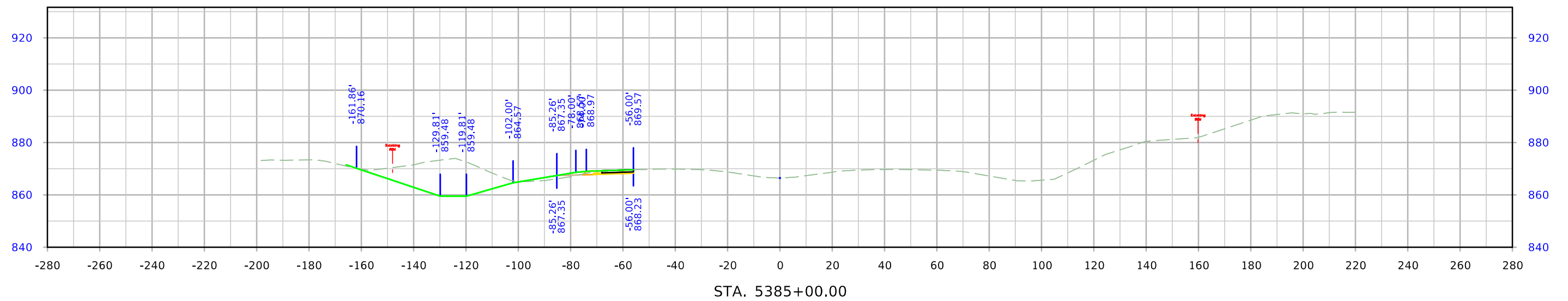
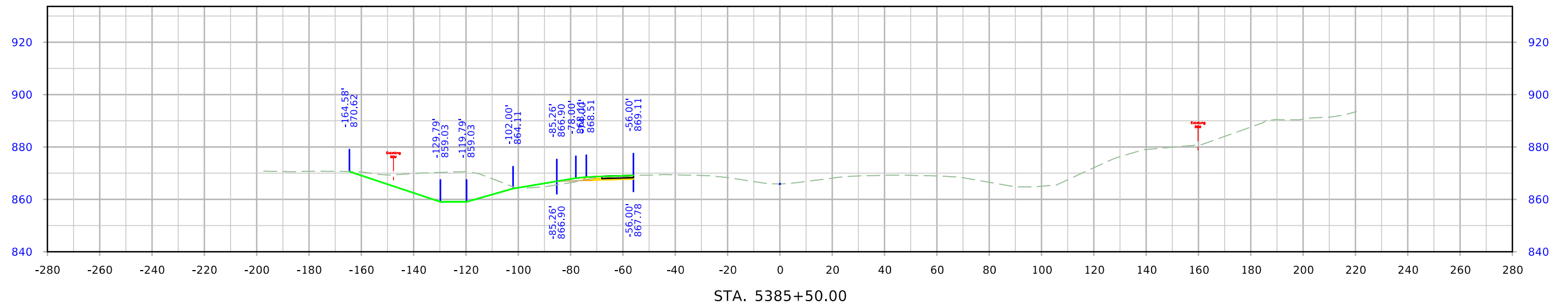


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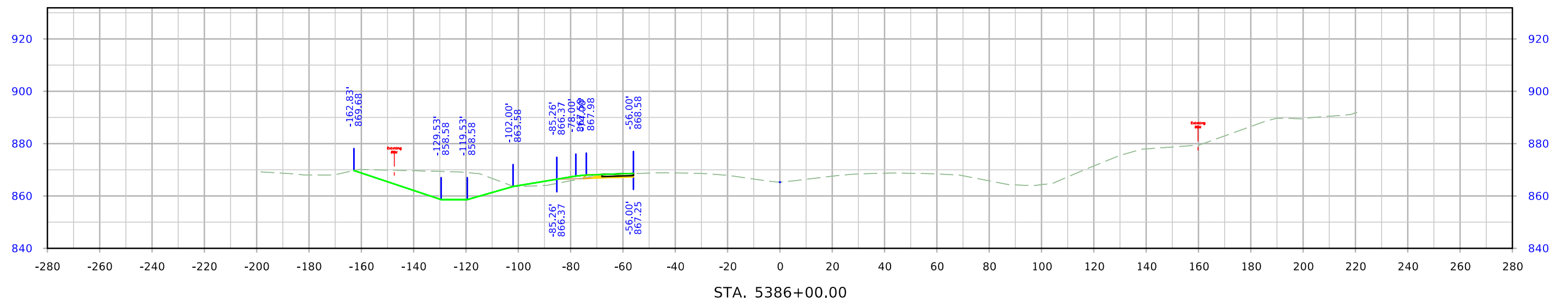
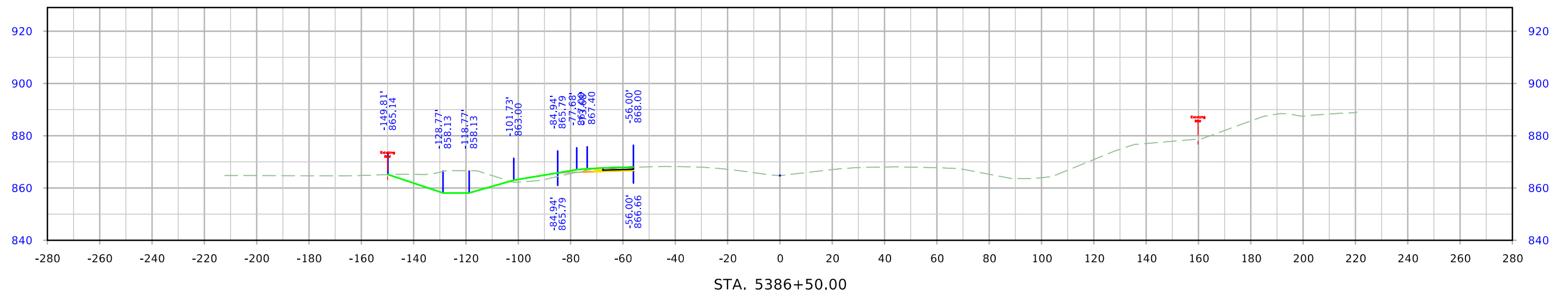
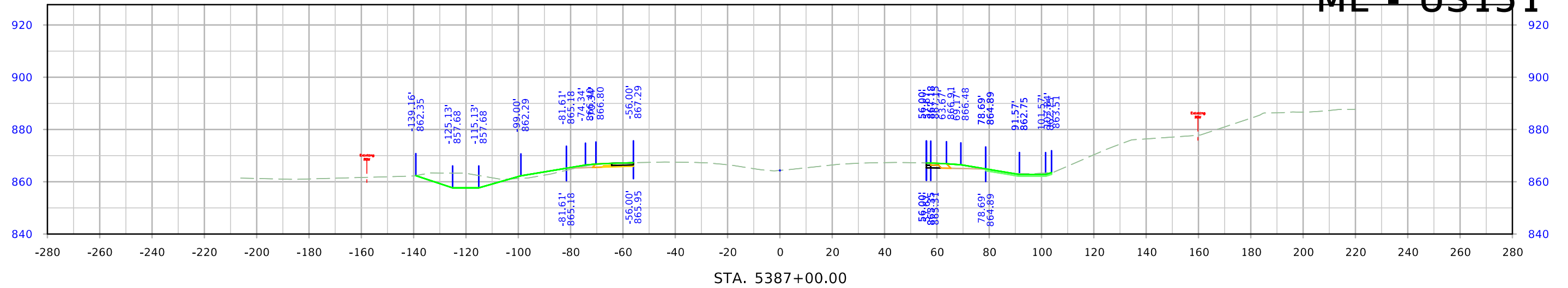




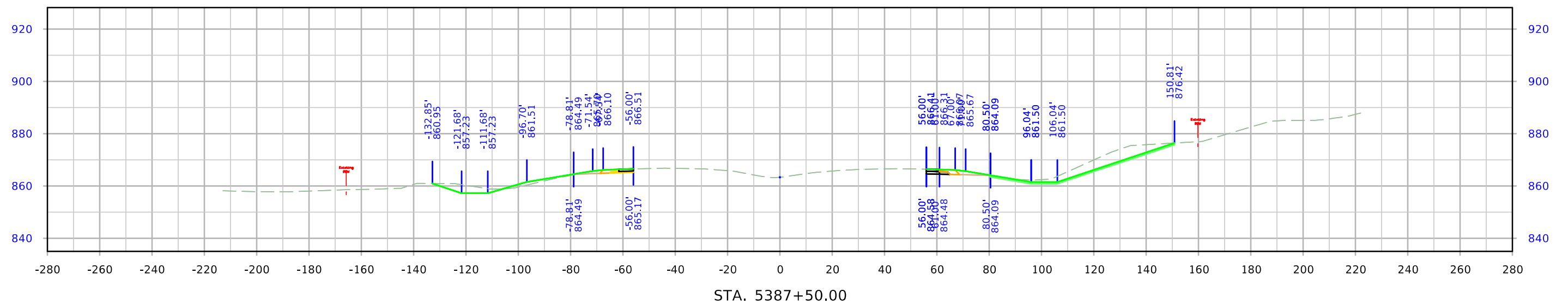
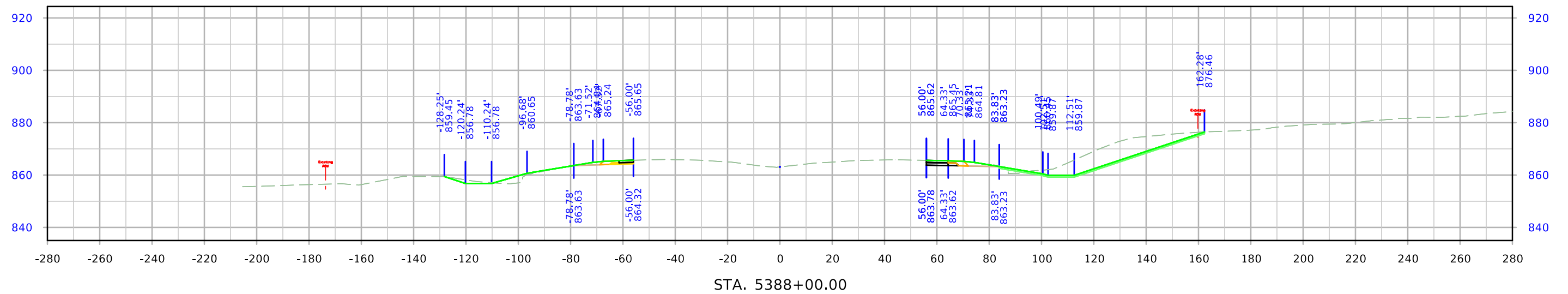
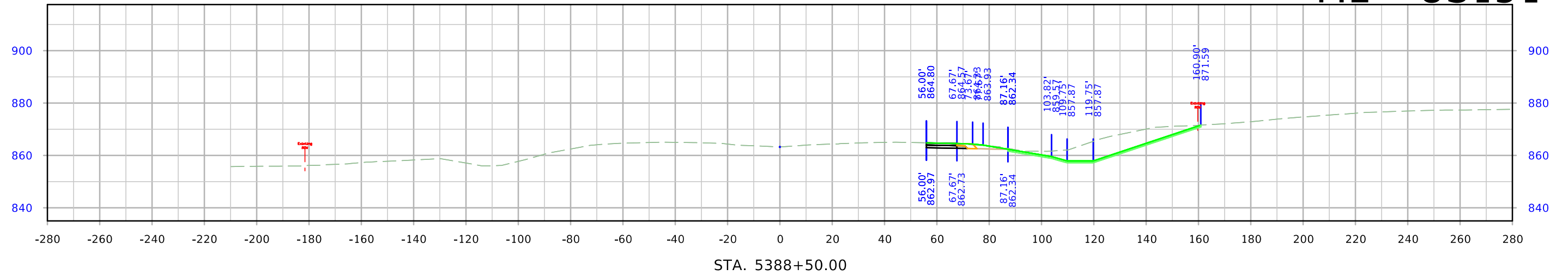
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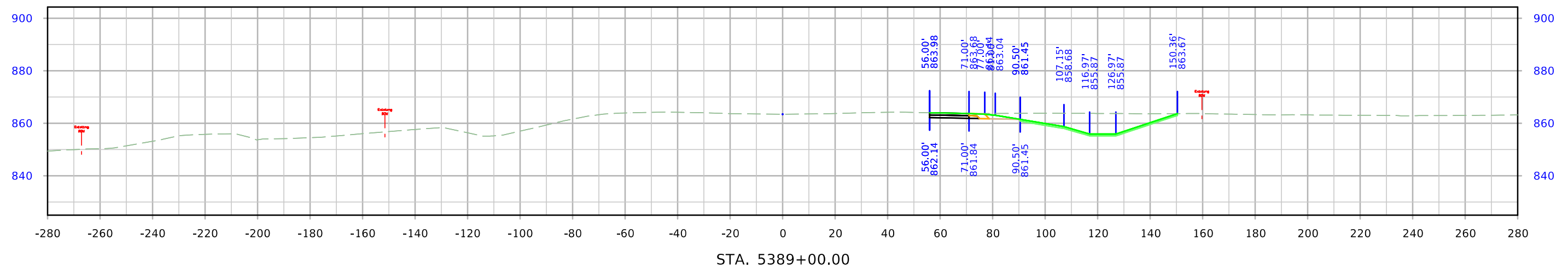
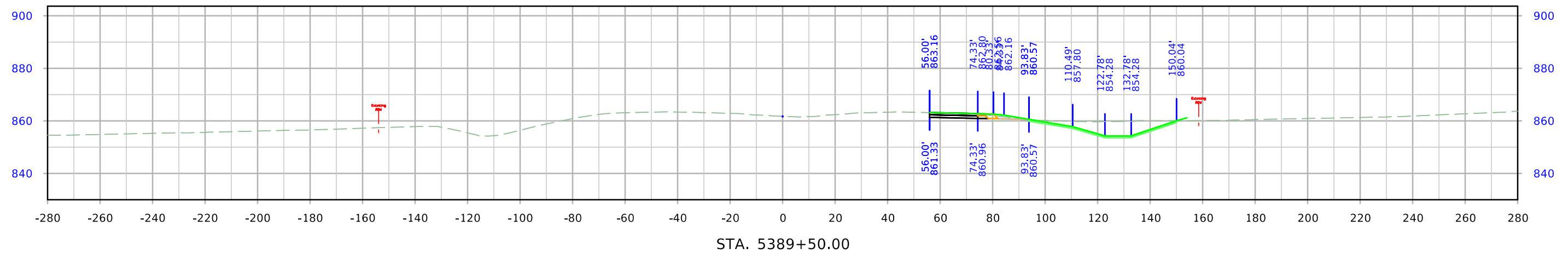
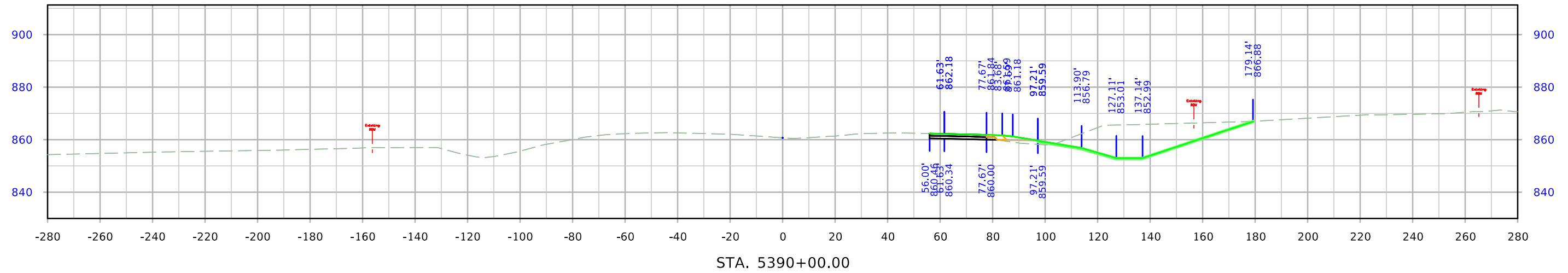
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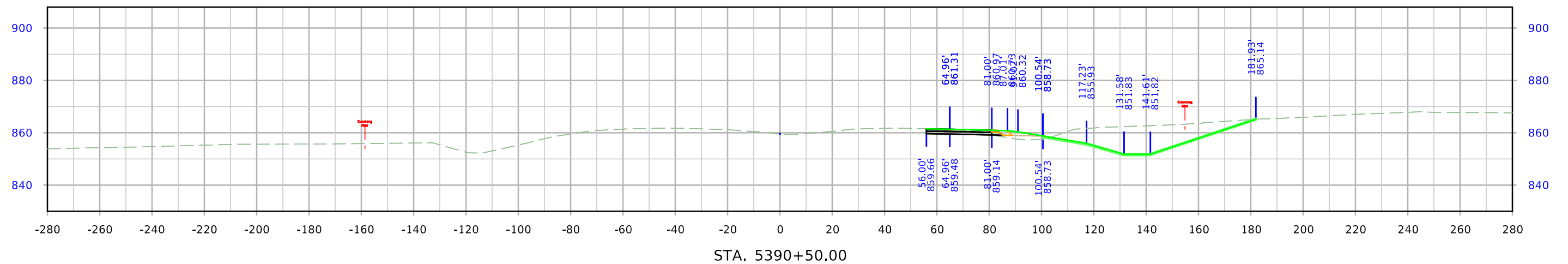
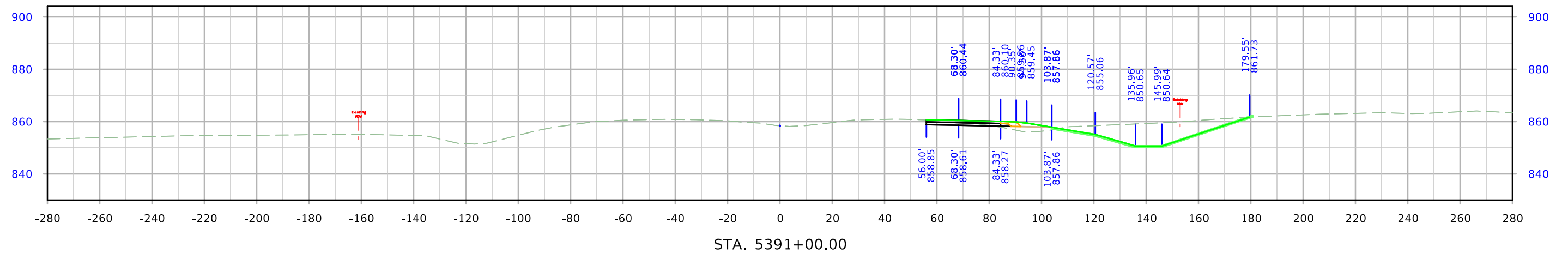
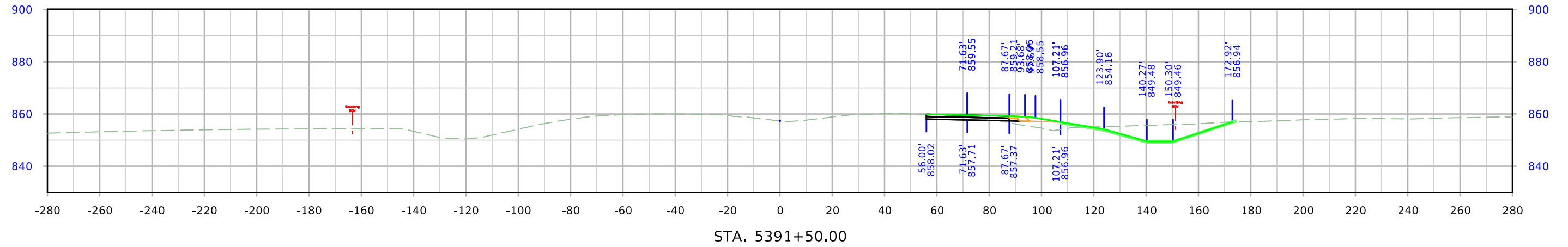
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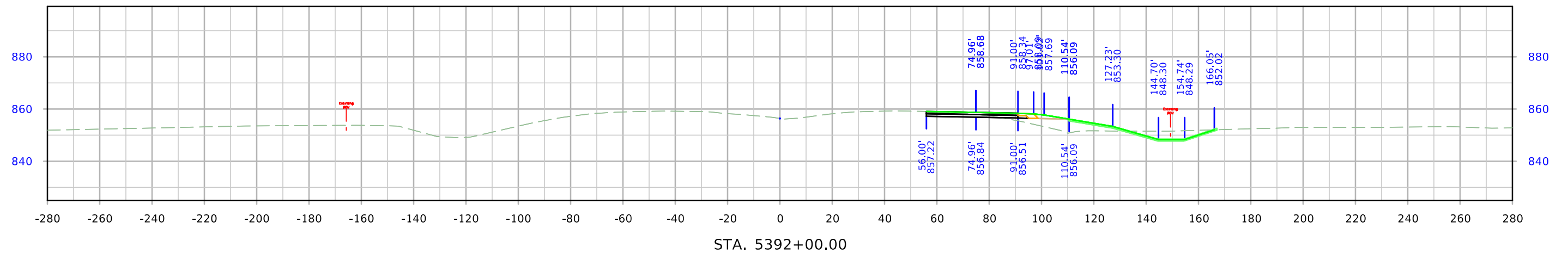
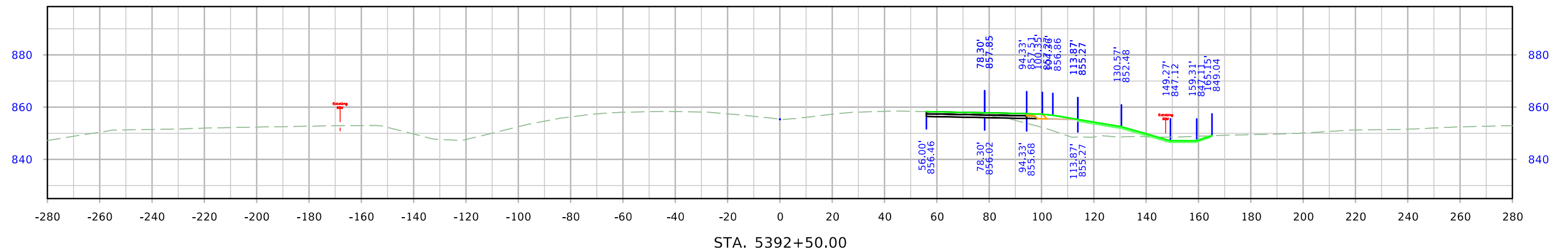
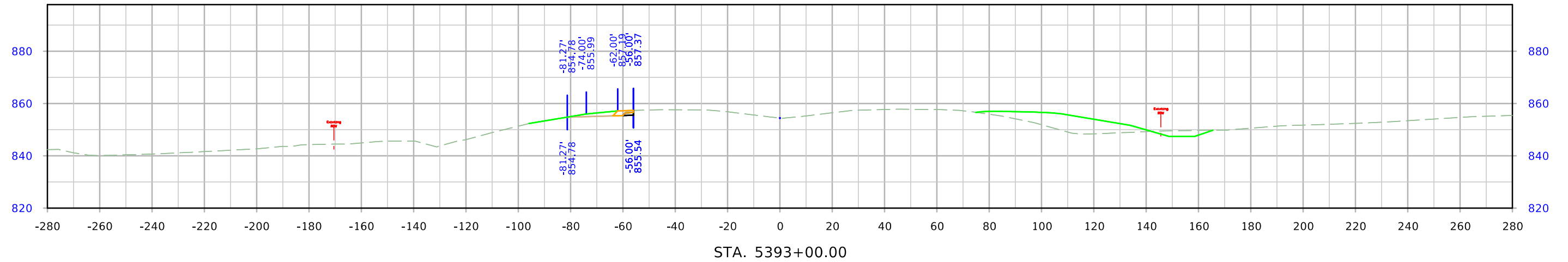
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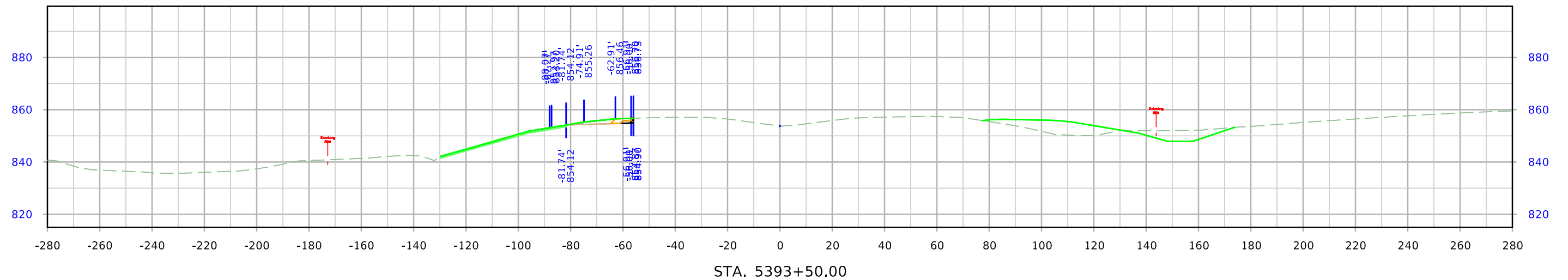
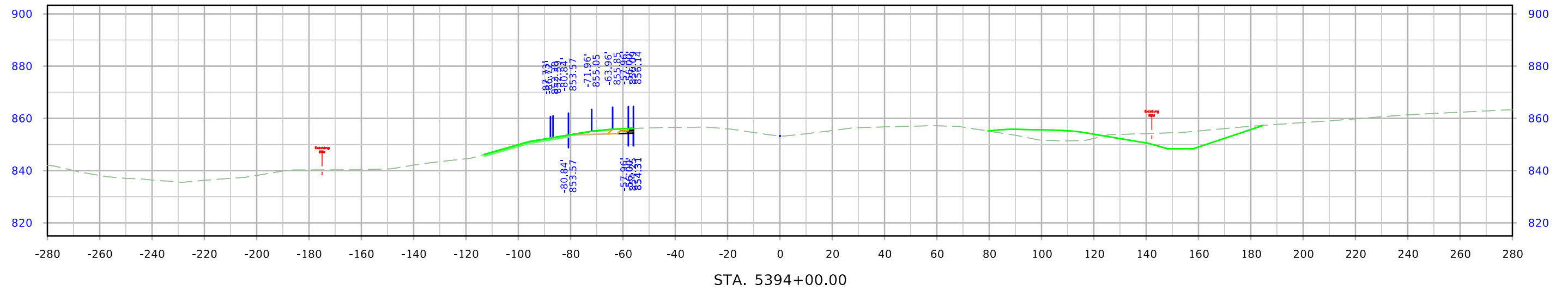
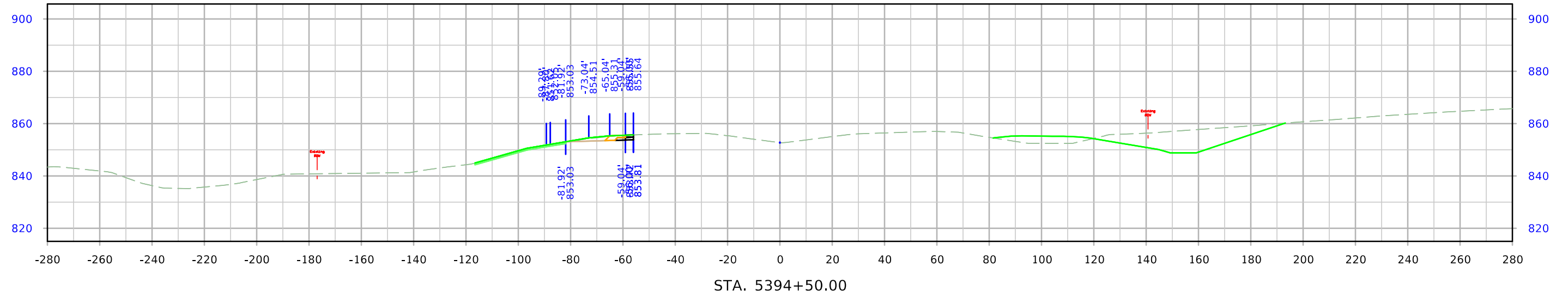
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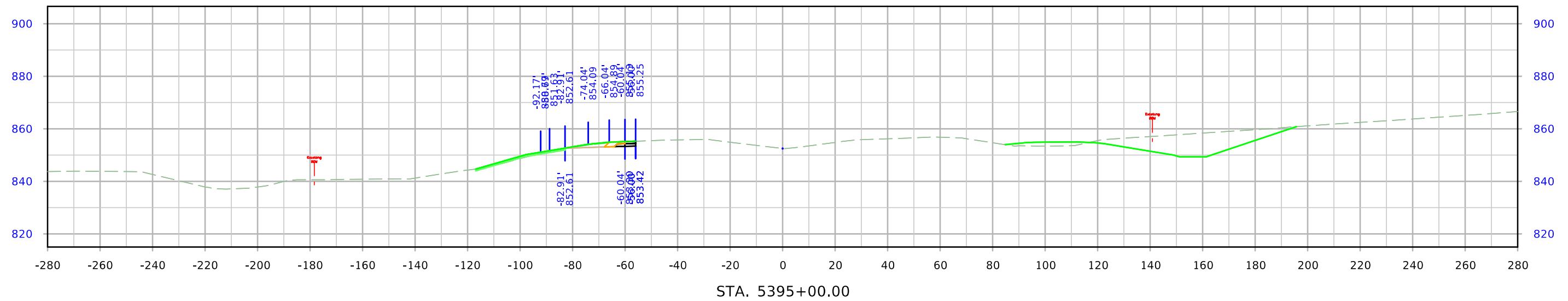
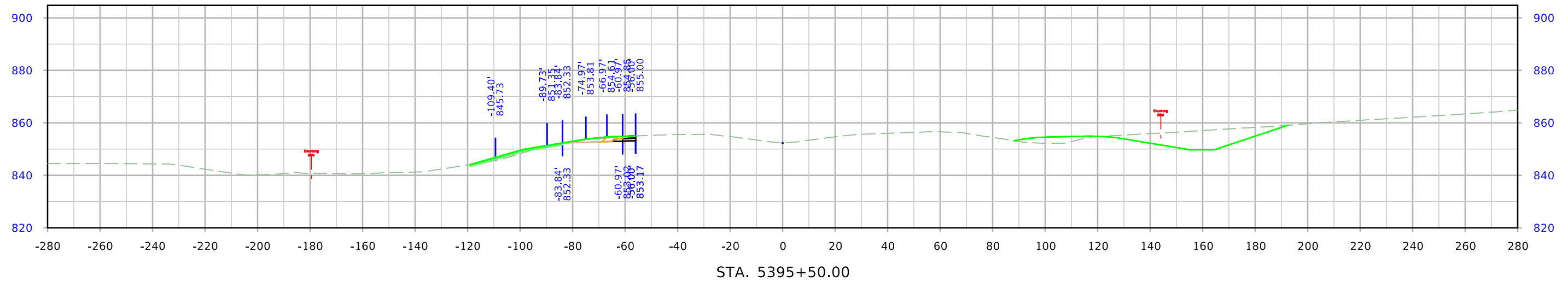
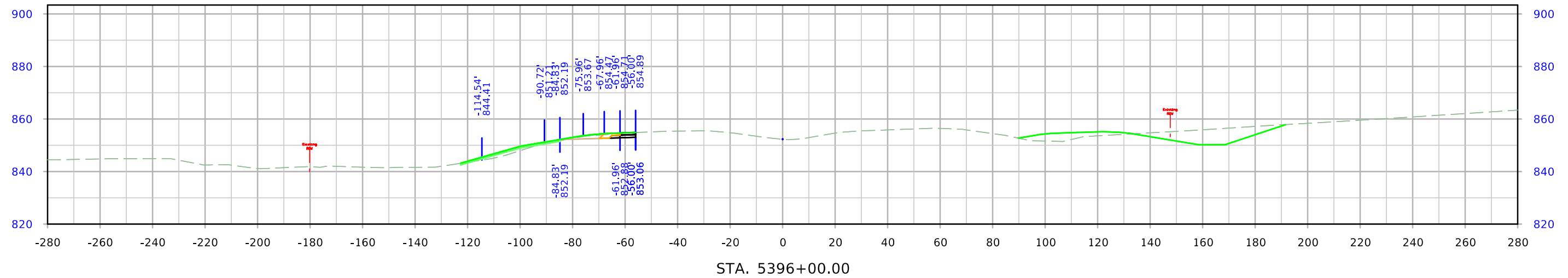


# ML - US151



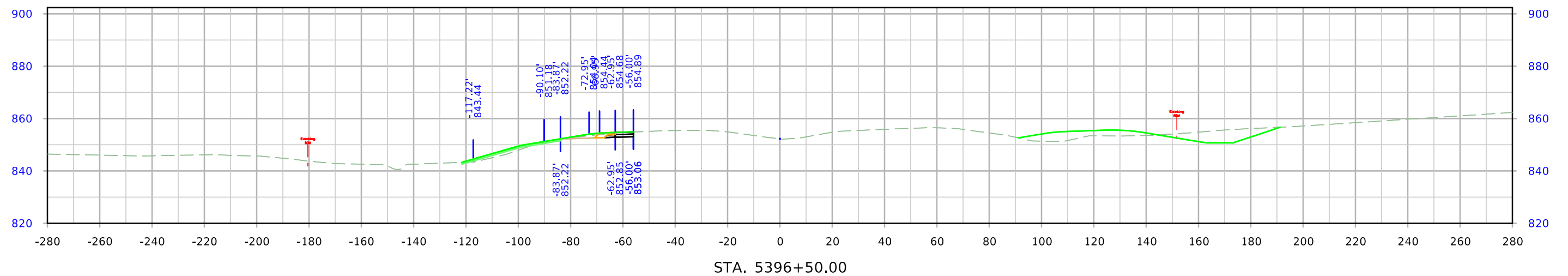
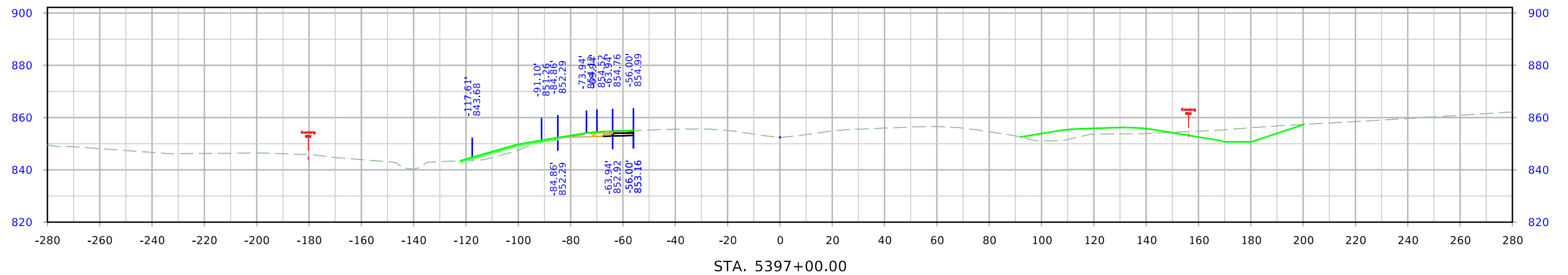
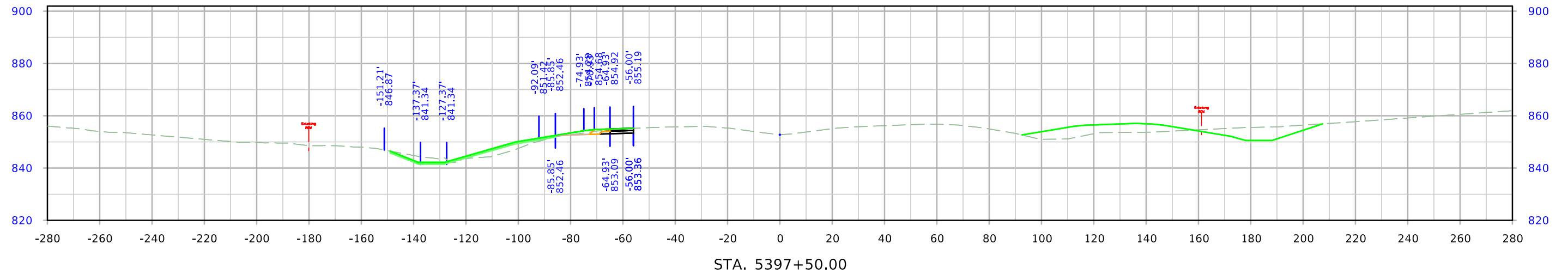
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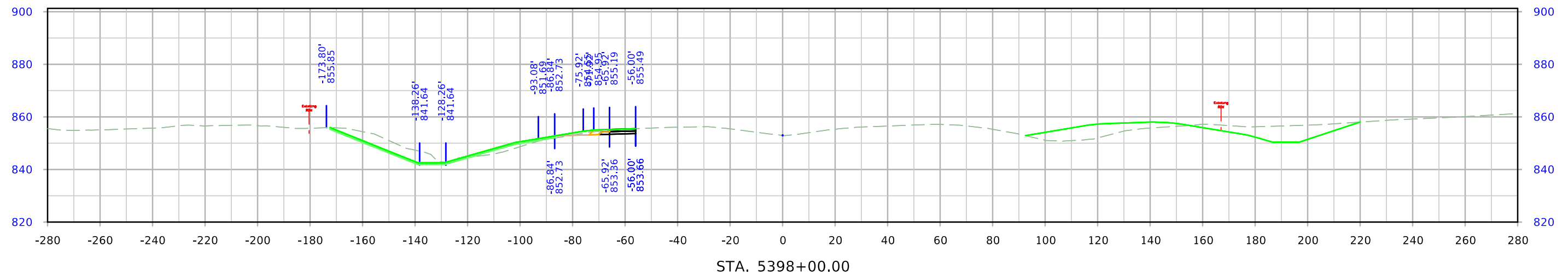
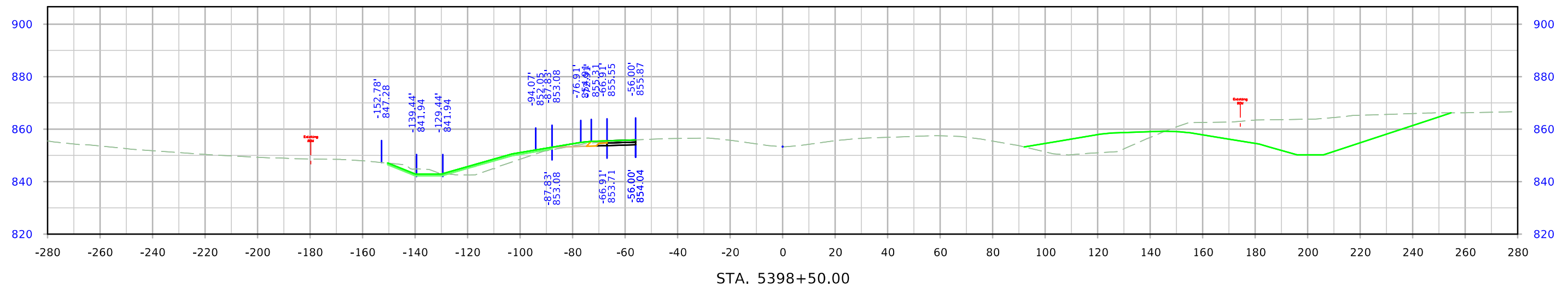
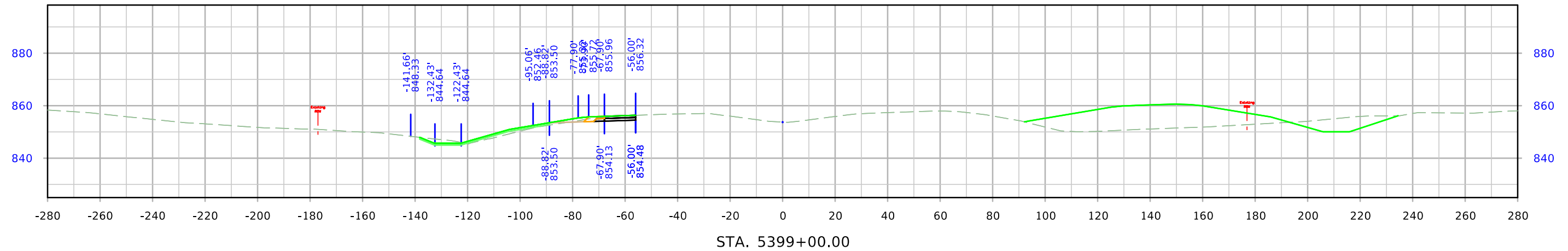




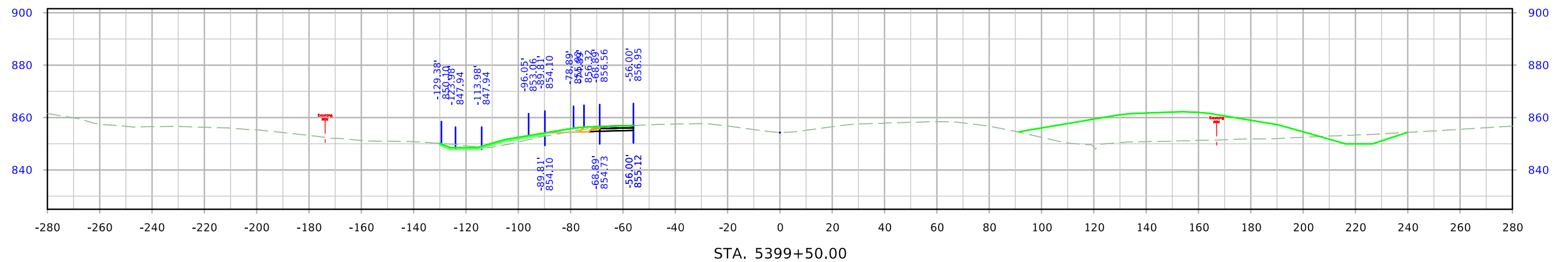
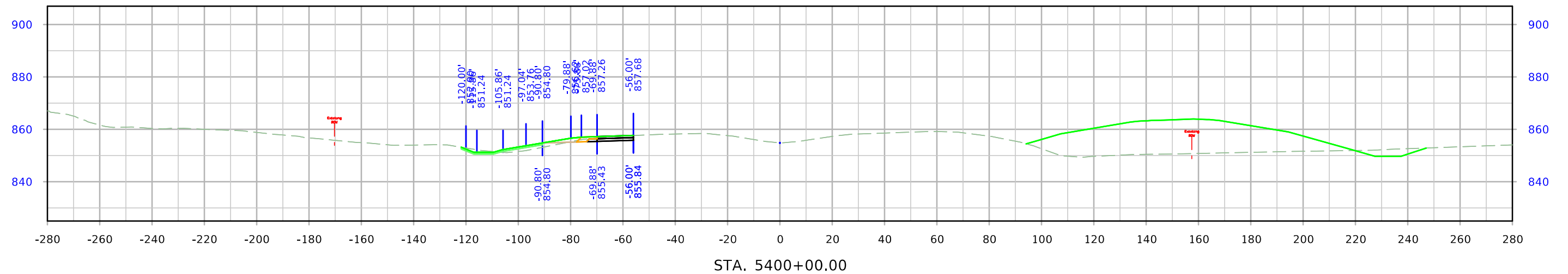
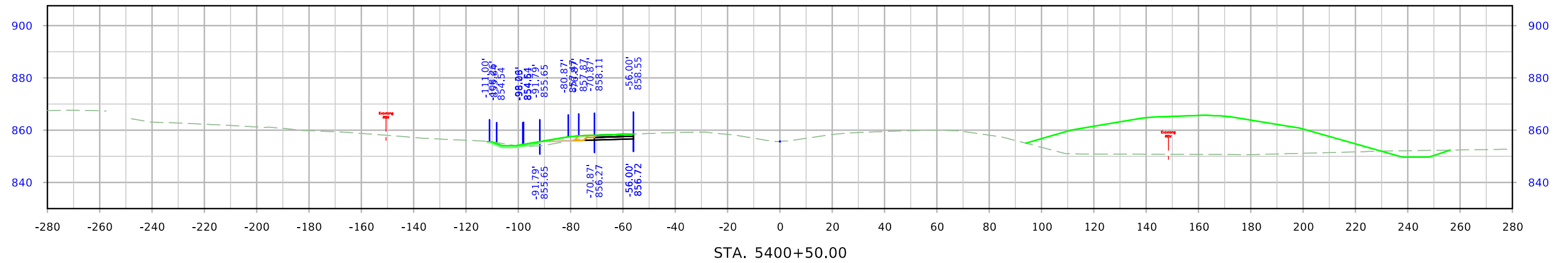
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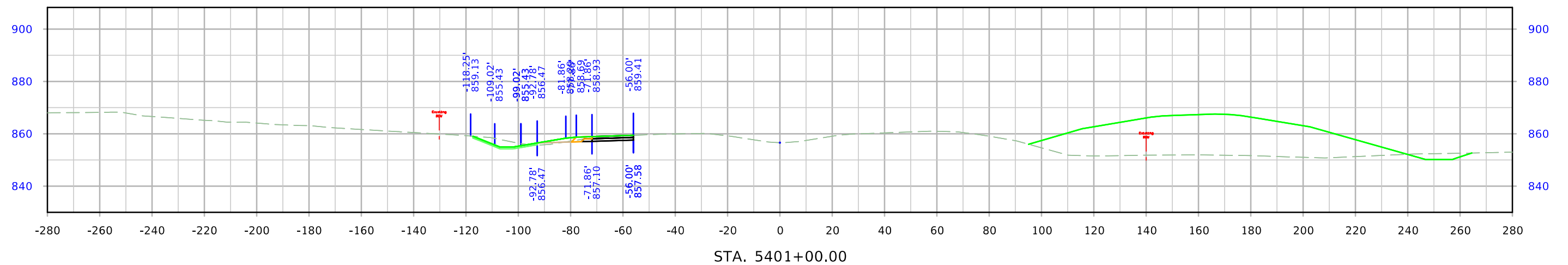
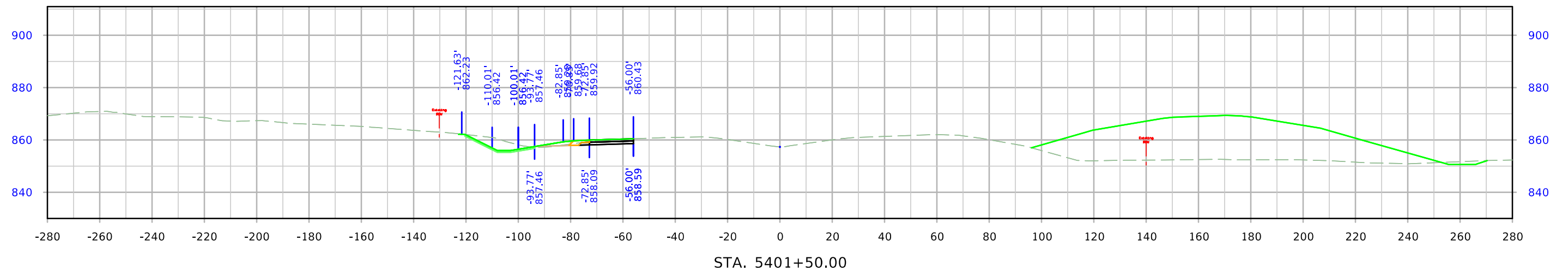
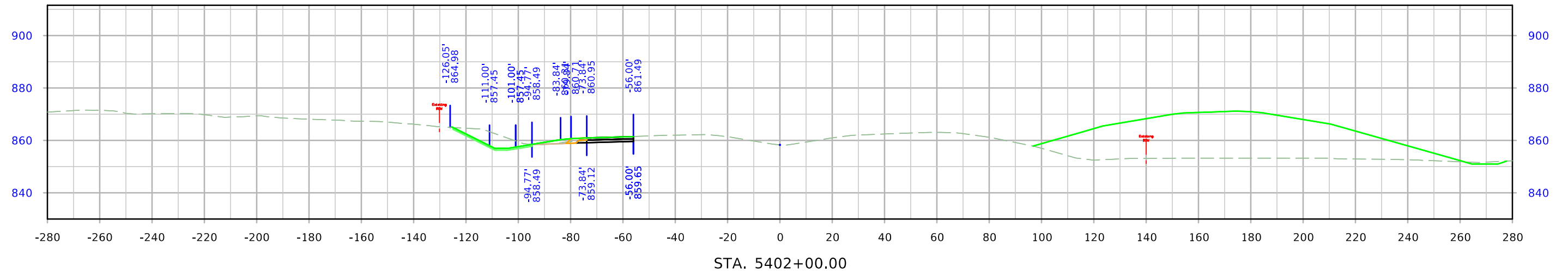
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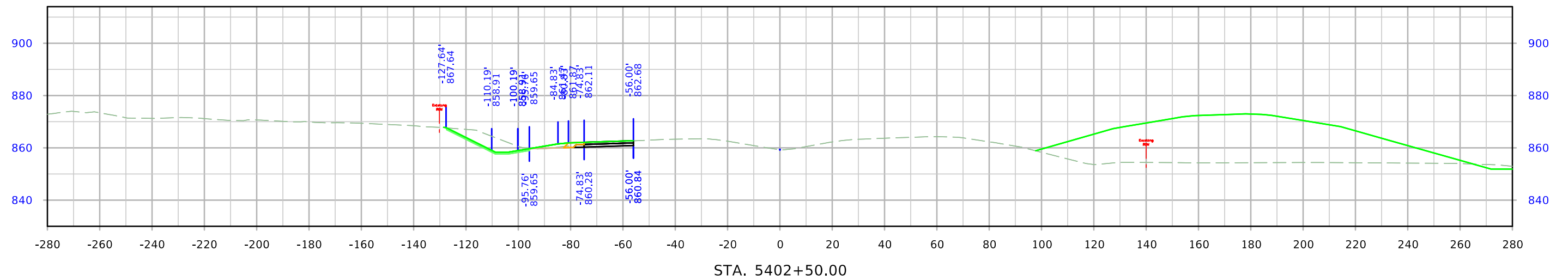
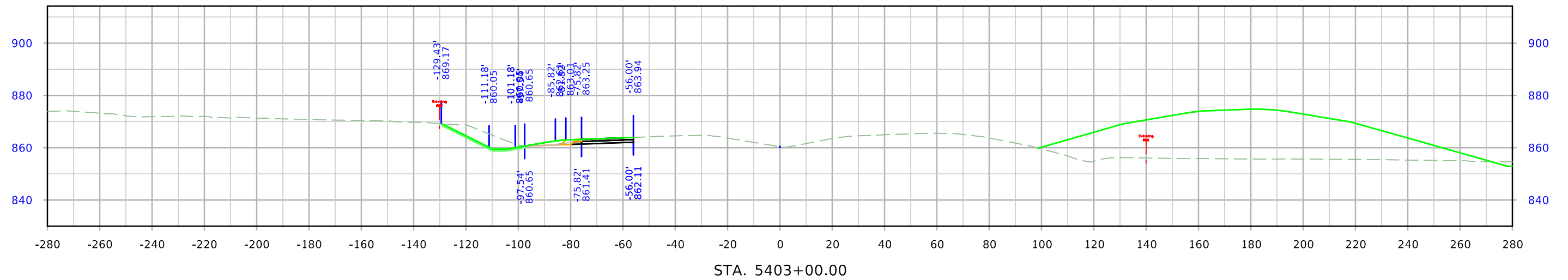
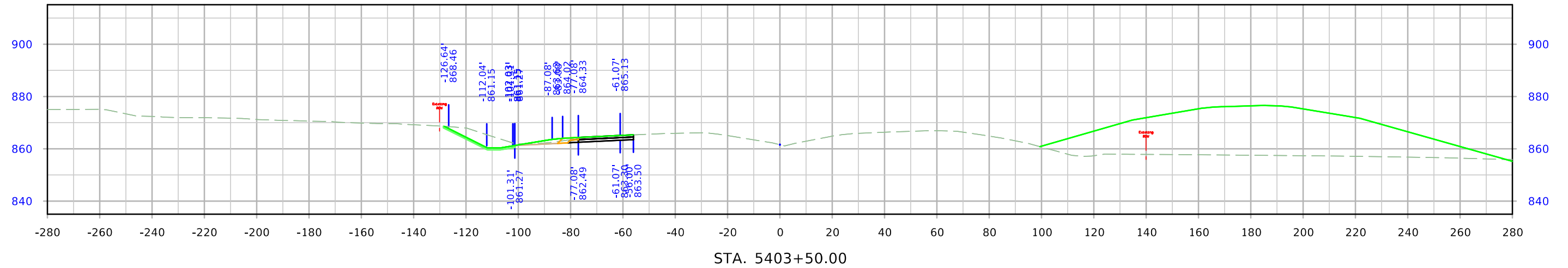
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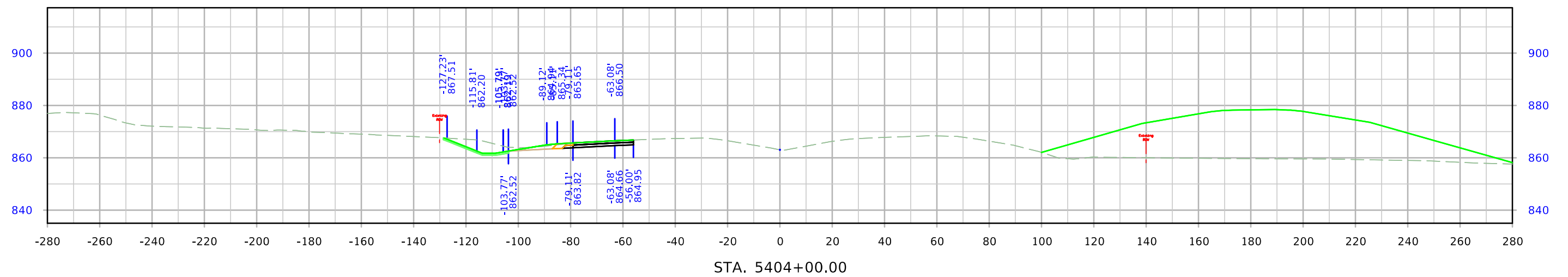
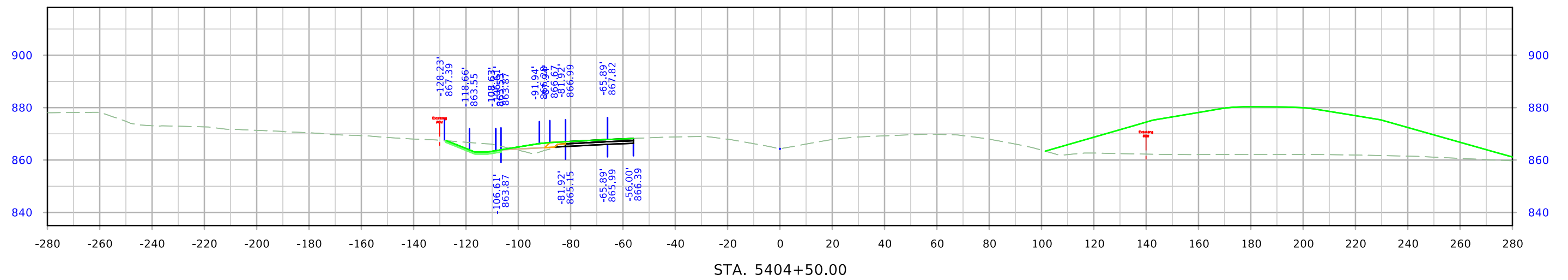
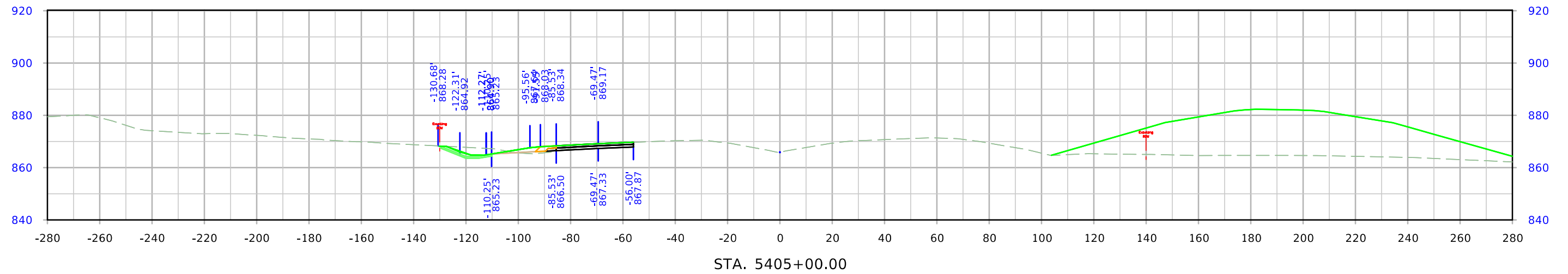
# ML - US151



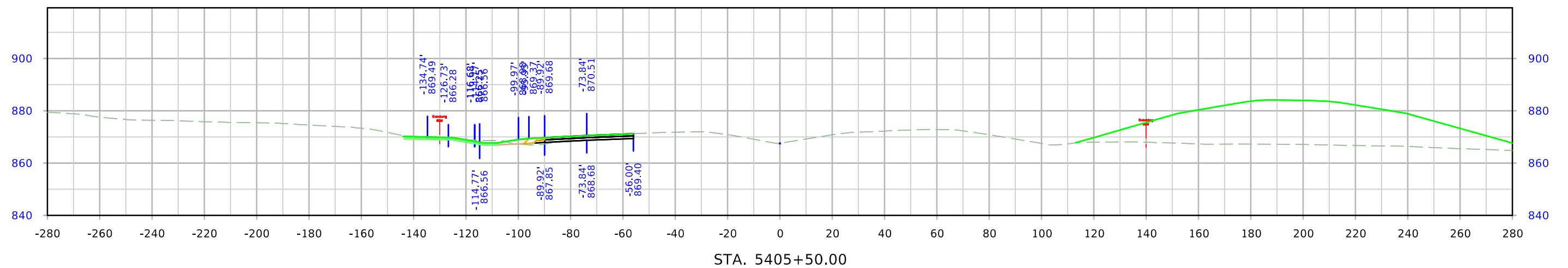
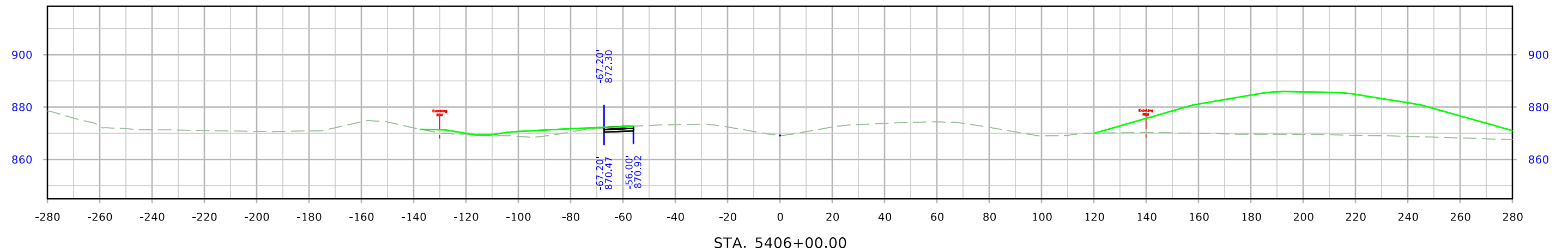
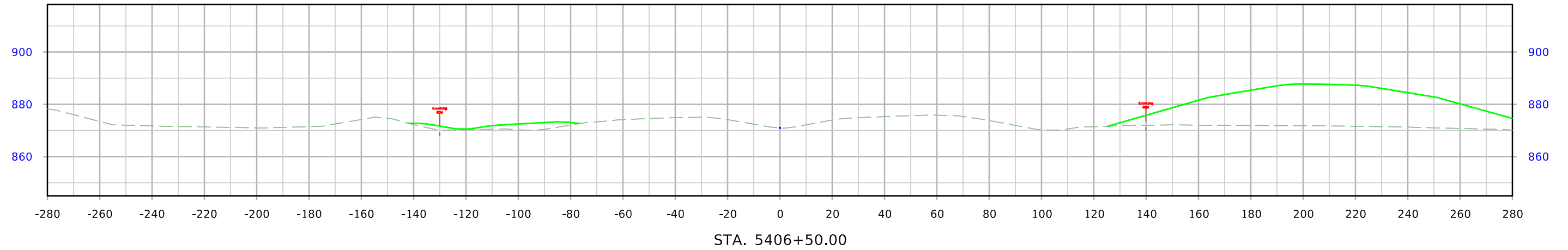
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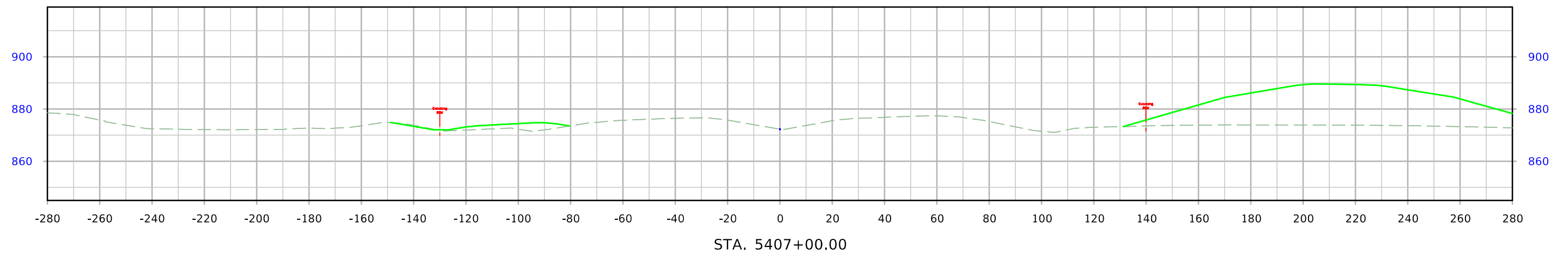
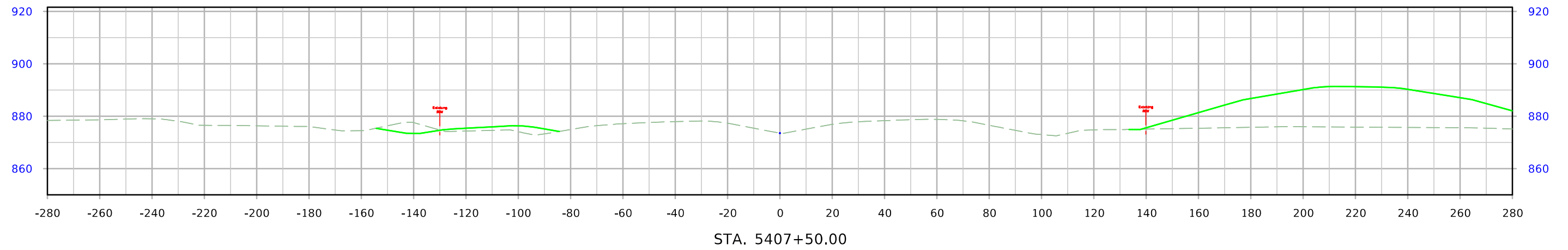
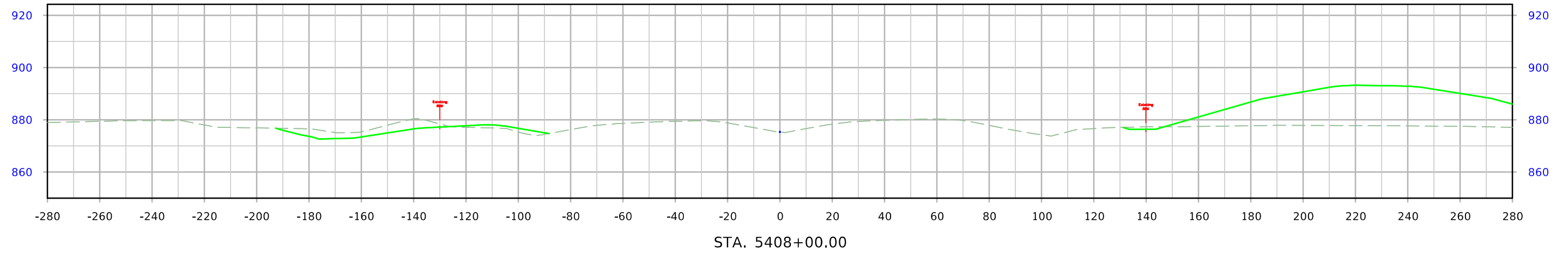
# ML - US151



# ML - US151

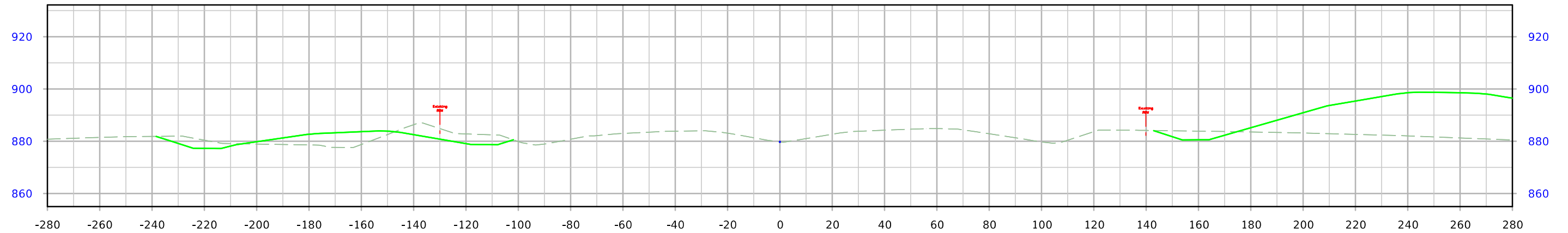


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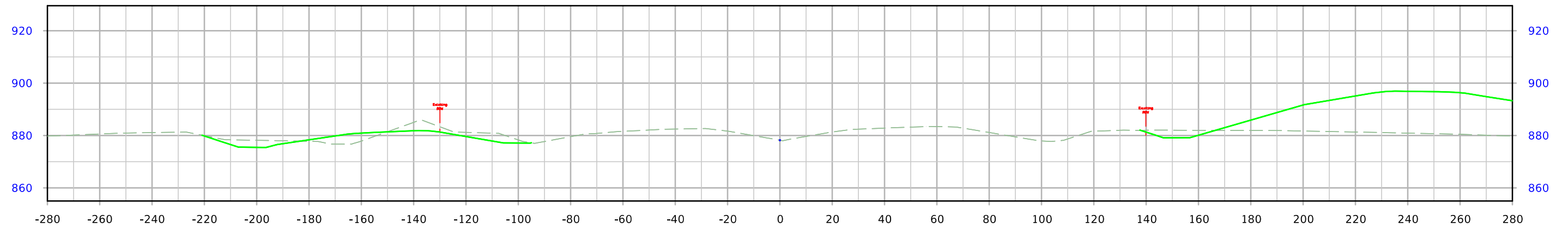




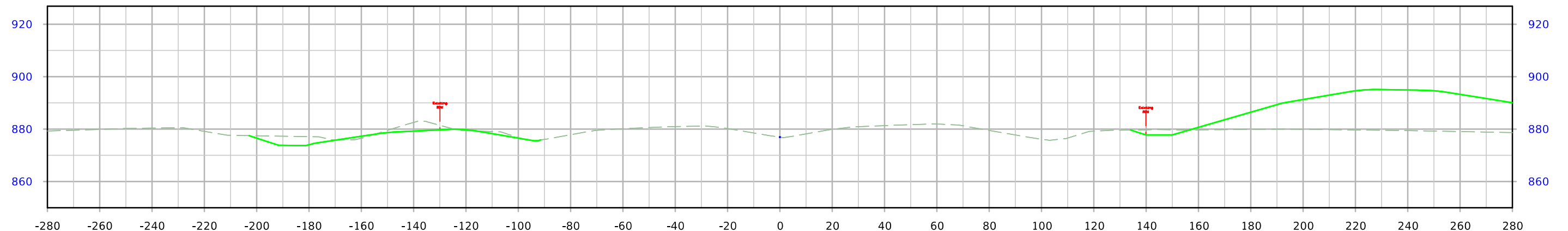
# ML - US151



STA. 5409+50.00

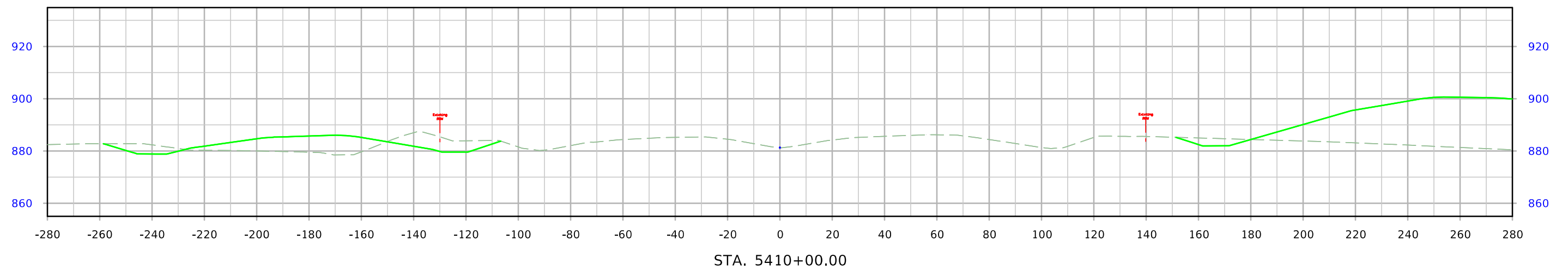
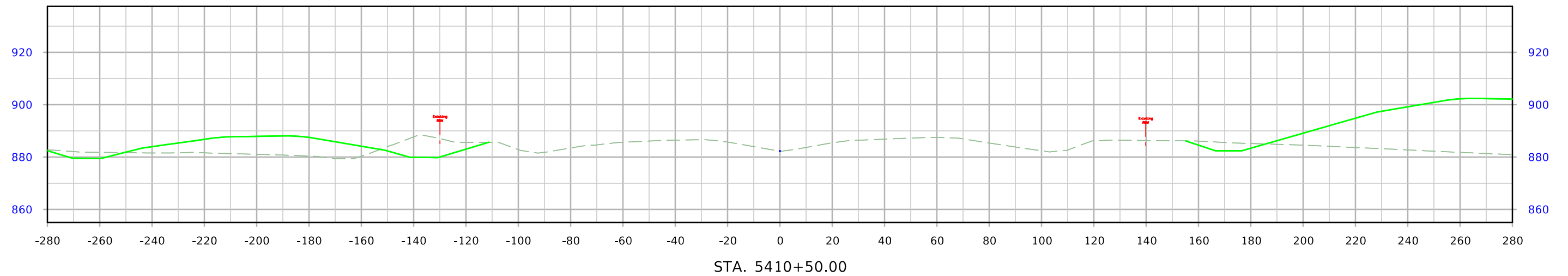
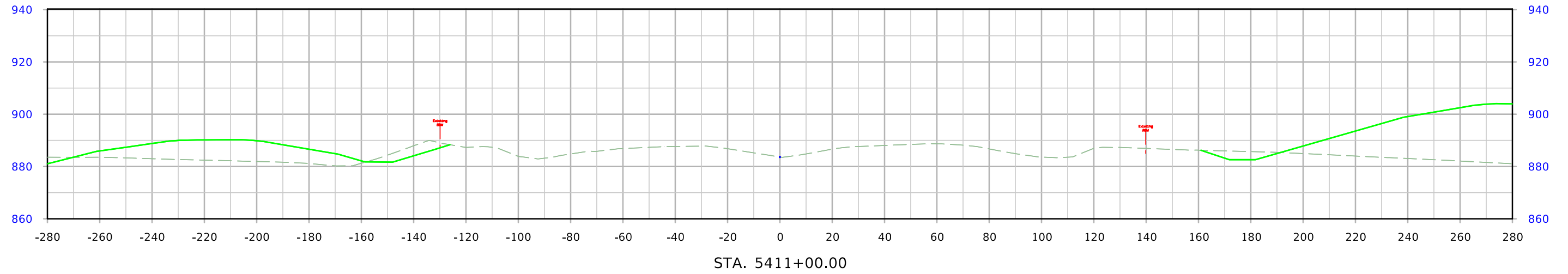


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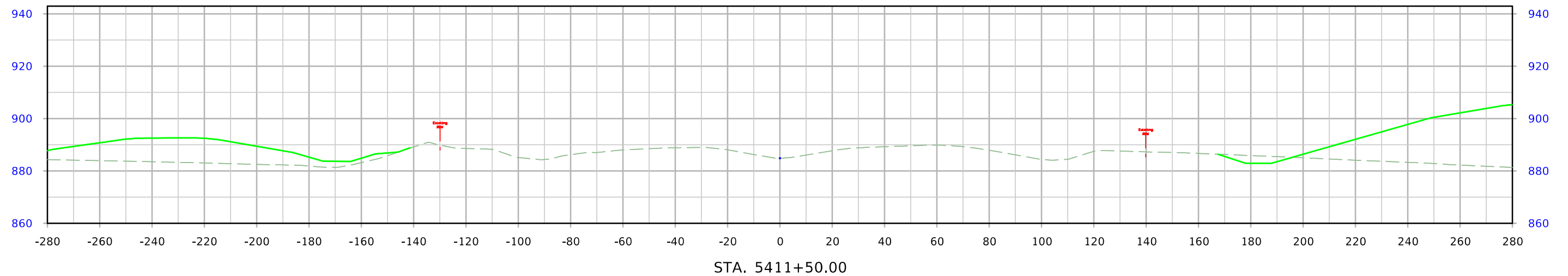
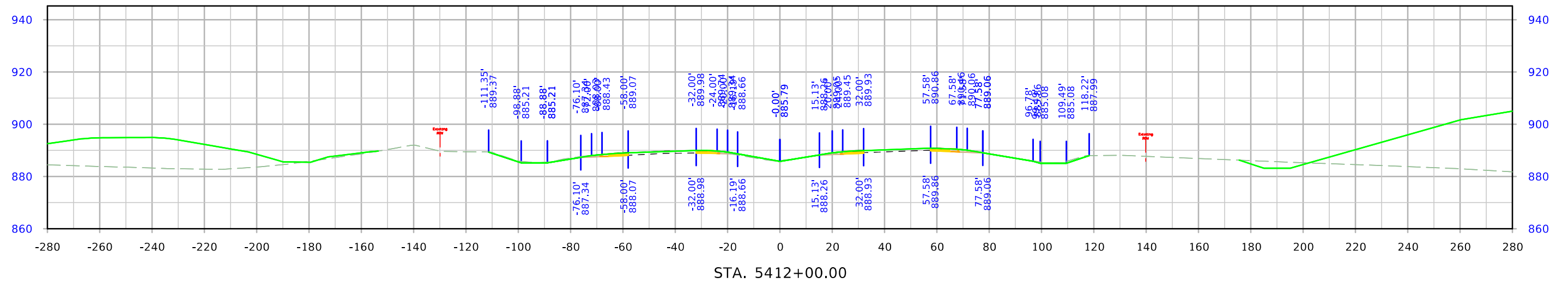
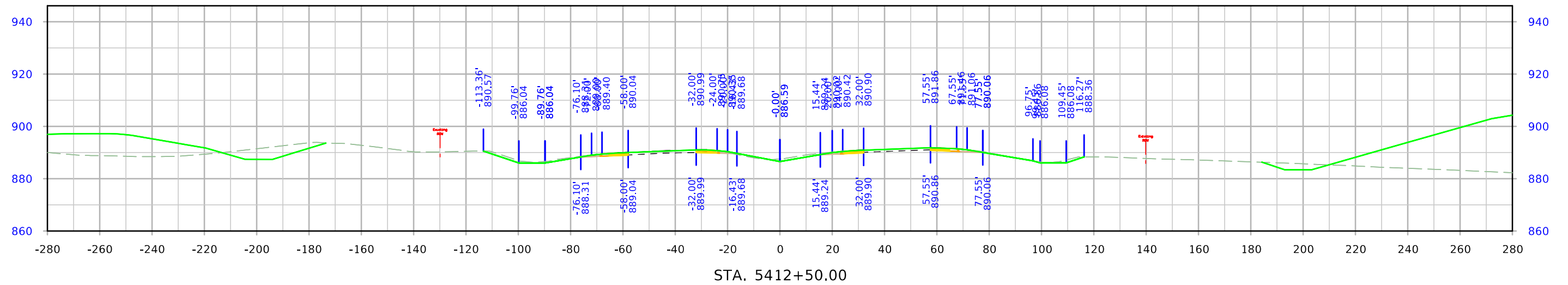


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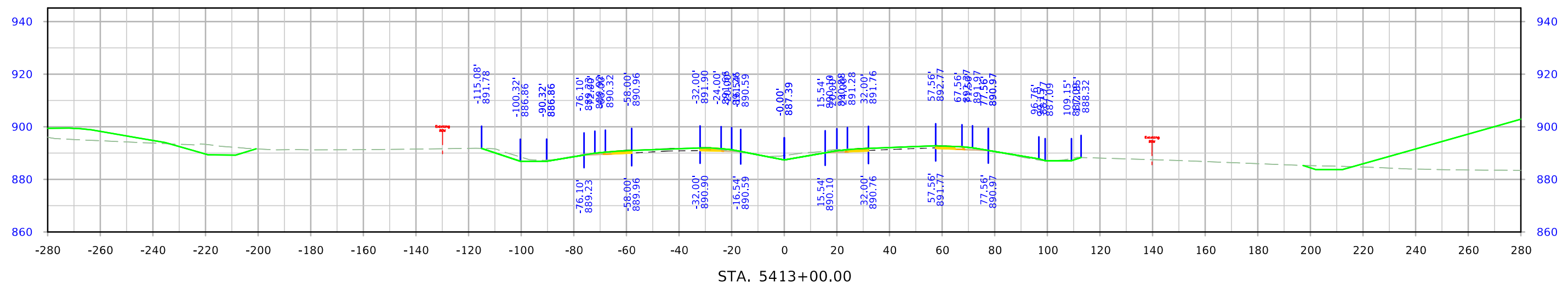
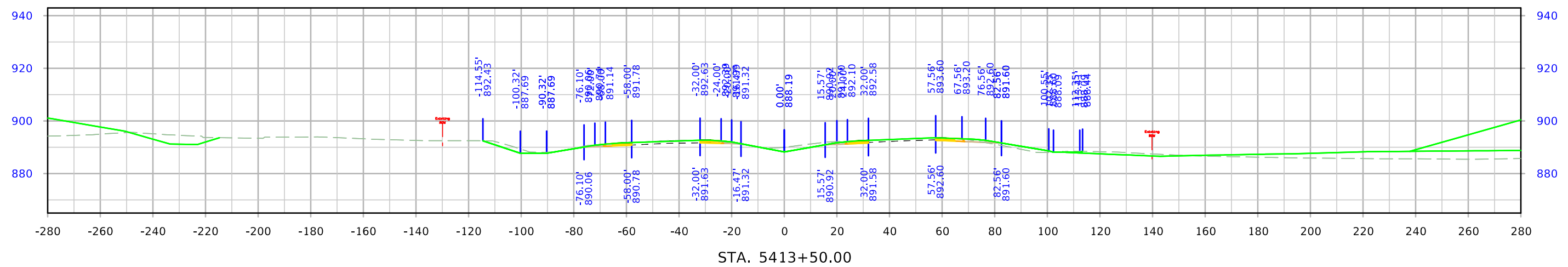
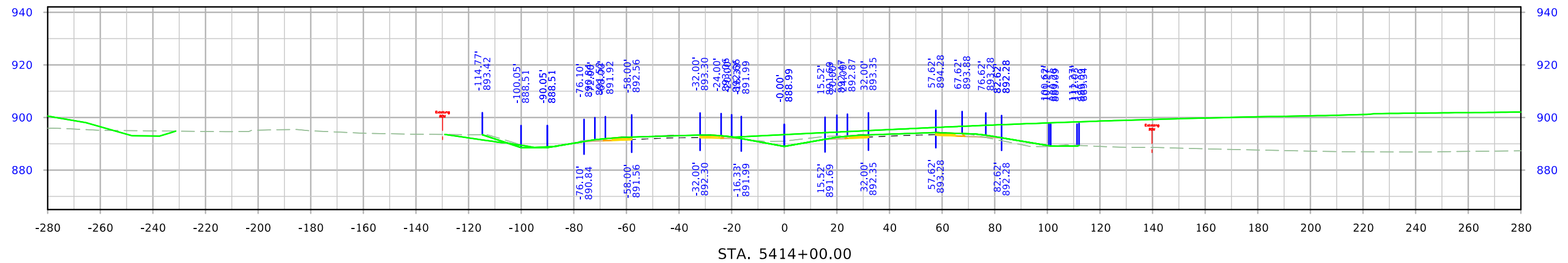
# ML - US151



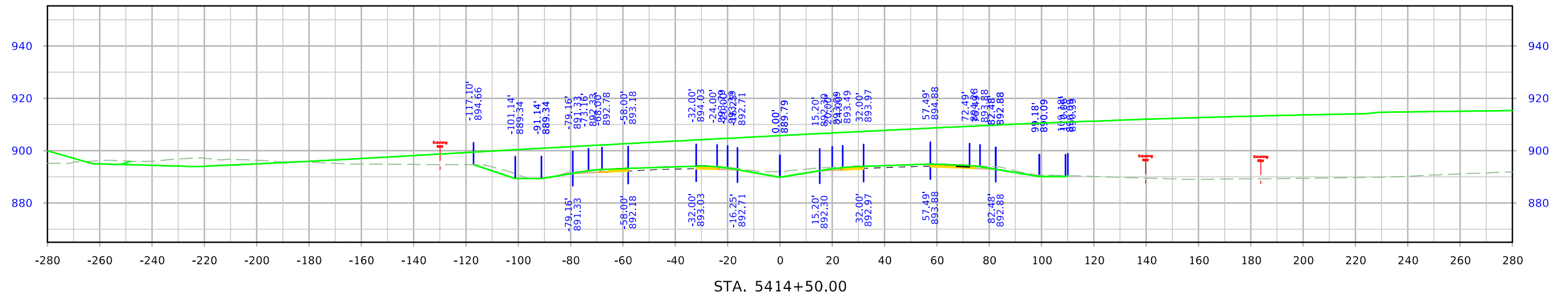
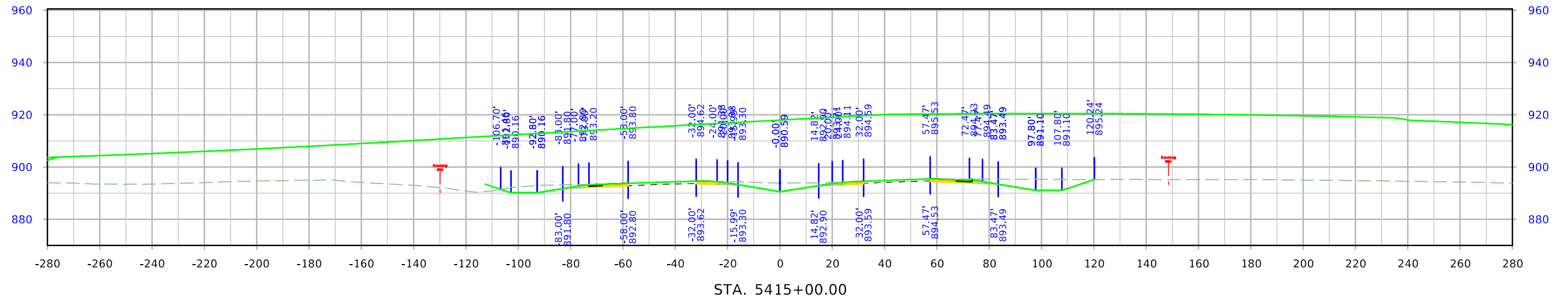
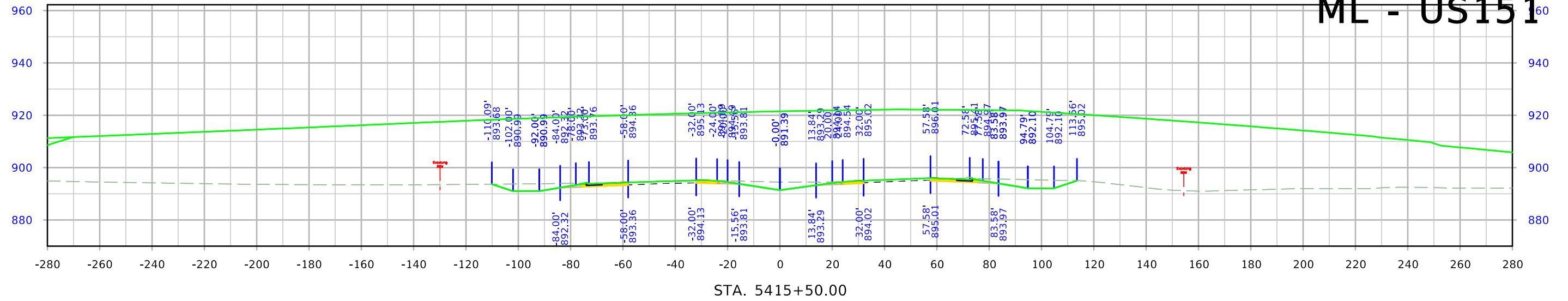
# ML - US151



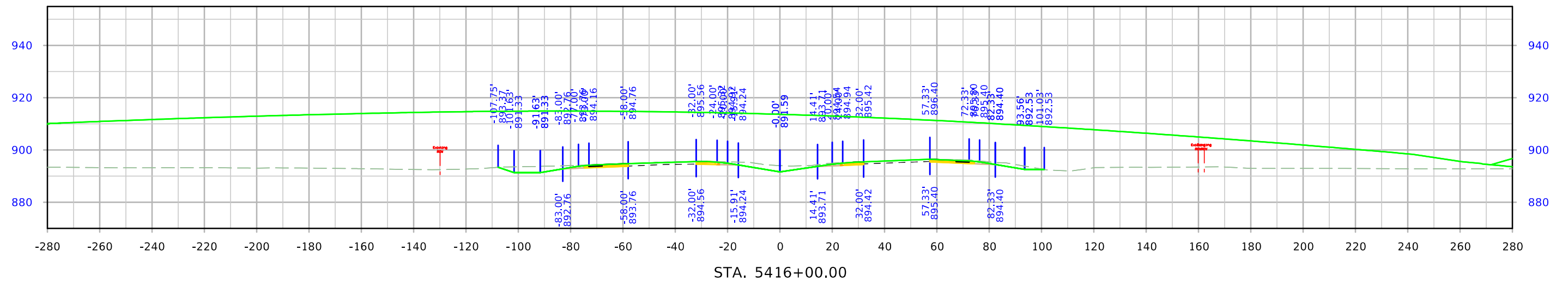
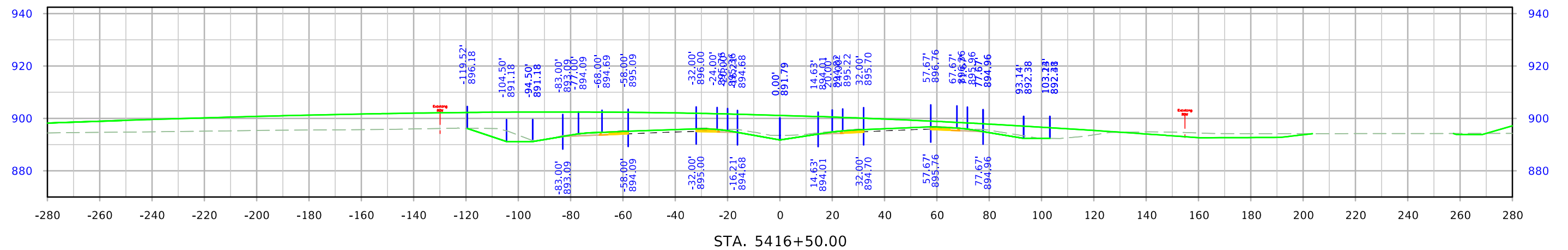
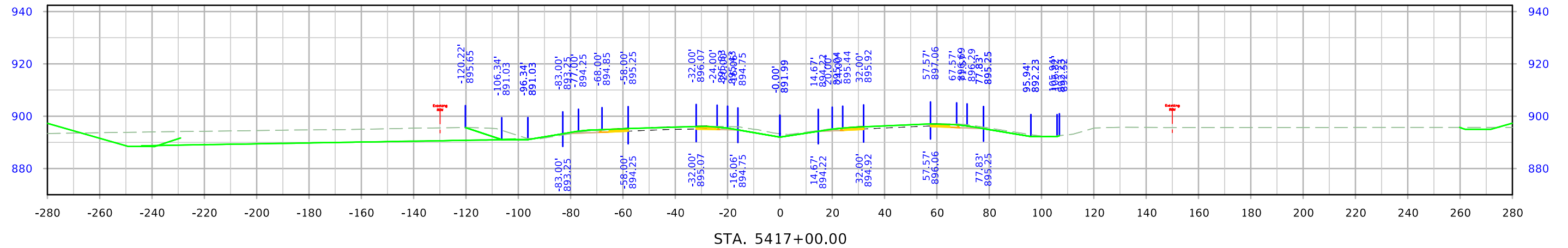
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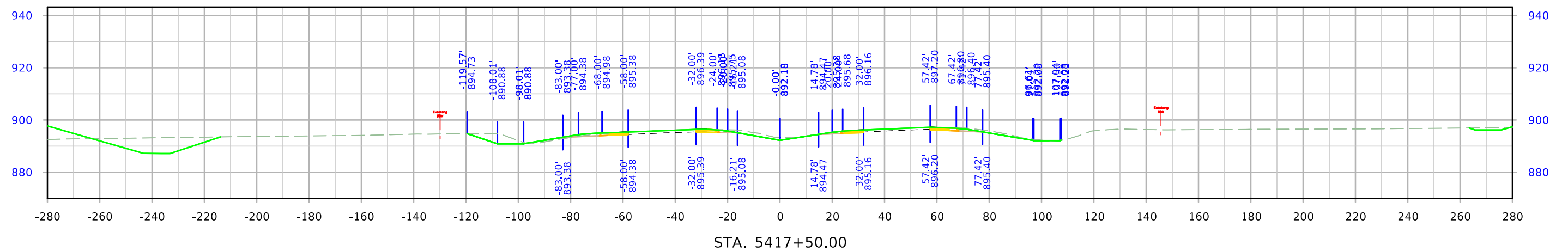
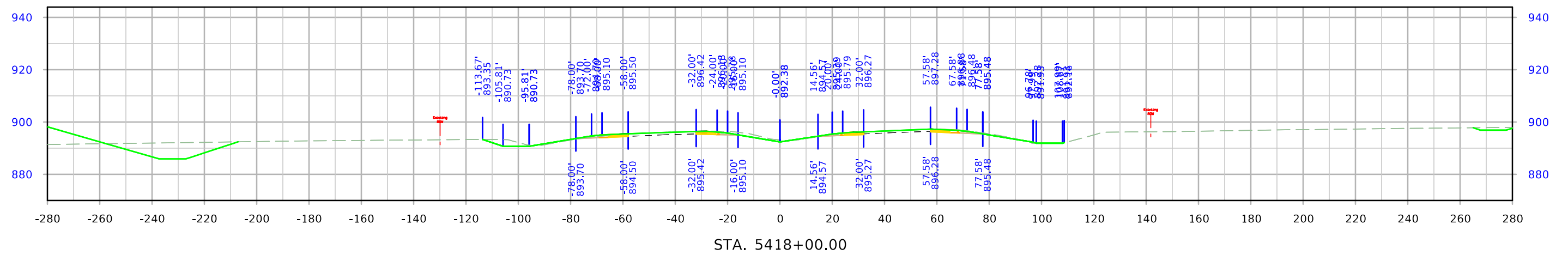
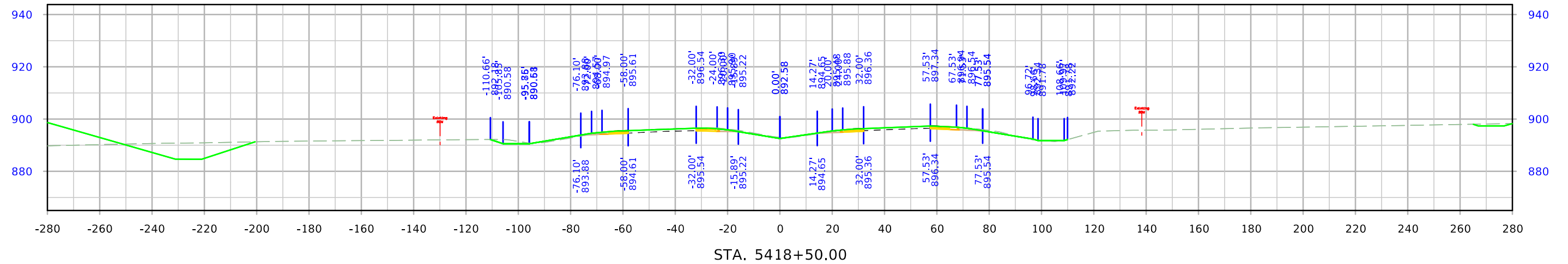
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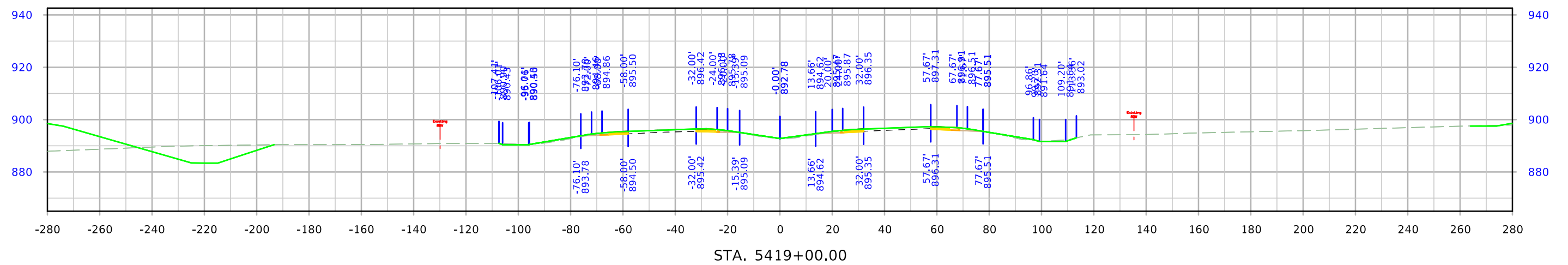
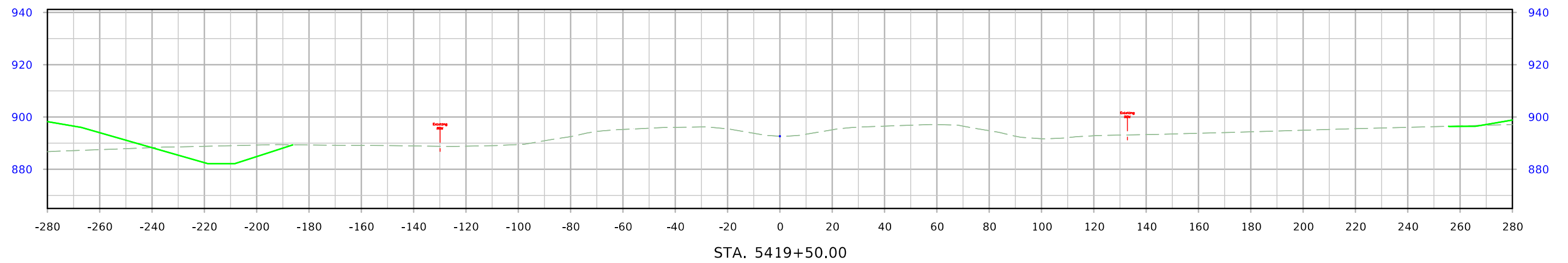
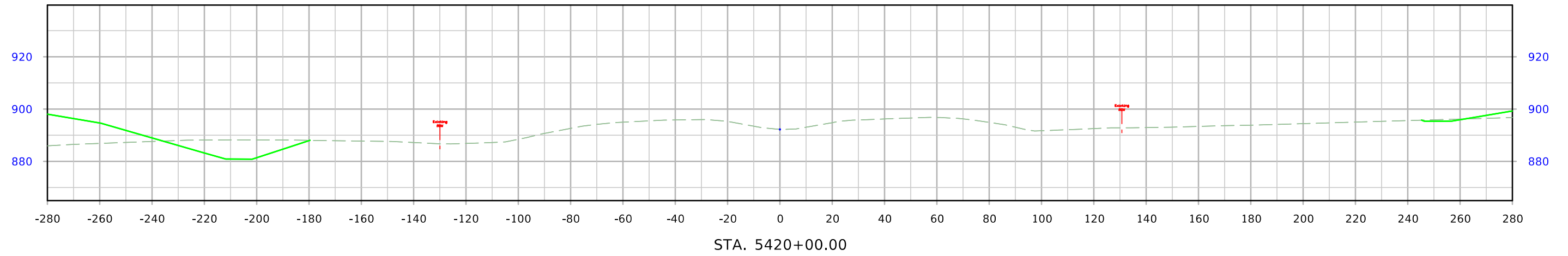
# ML - US151



# ML - US151

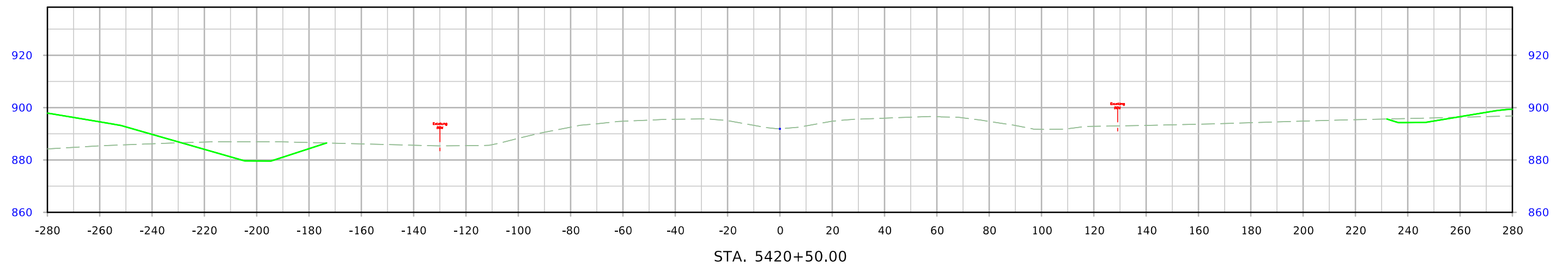
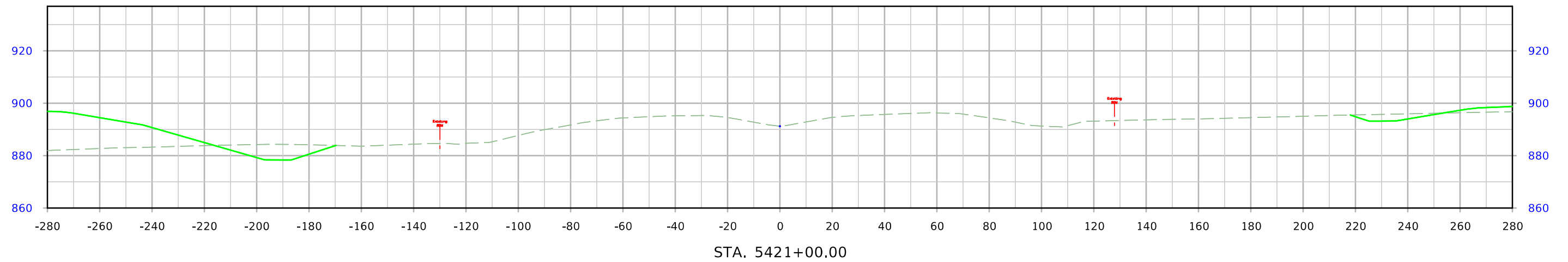
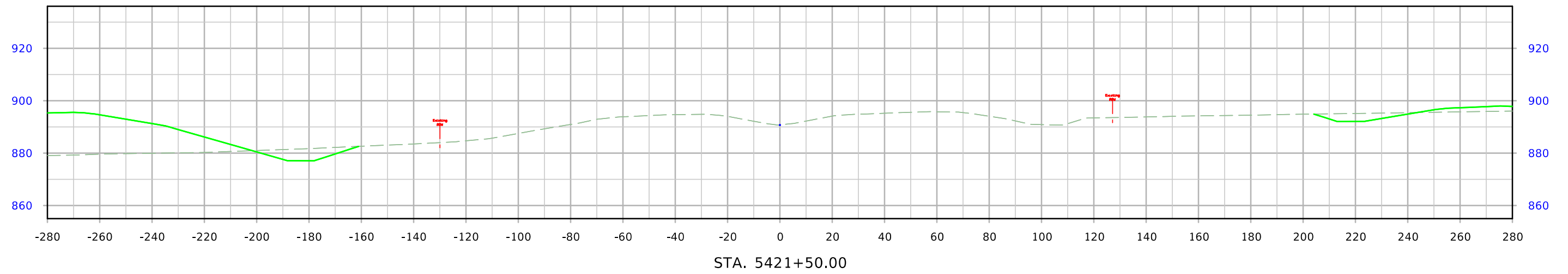


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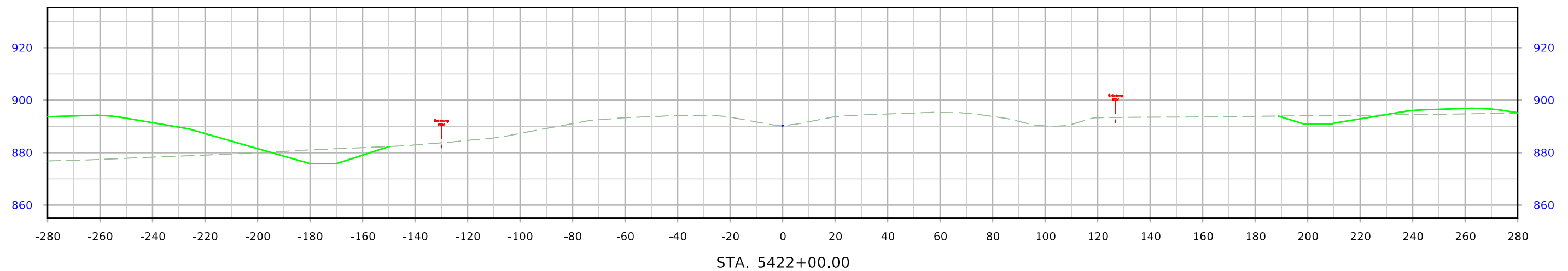
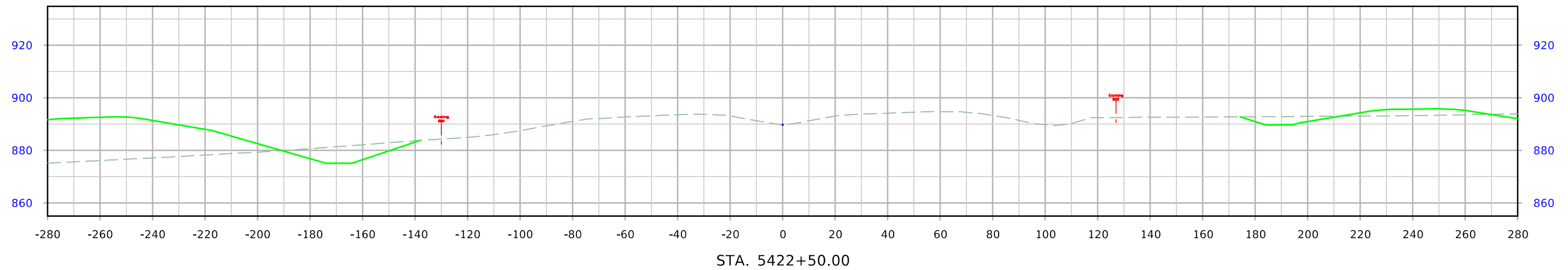
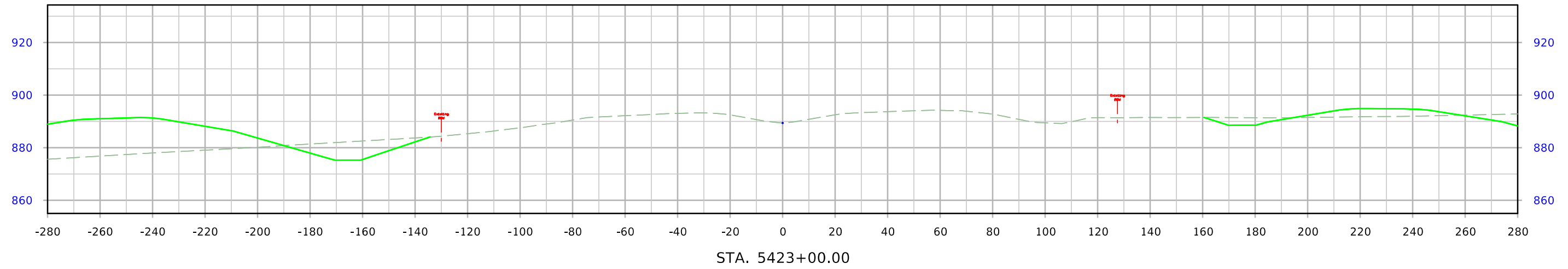




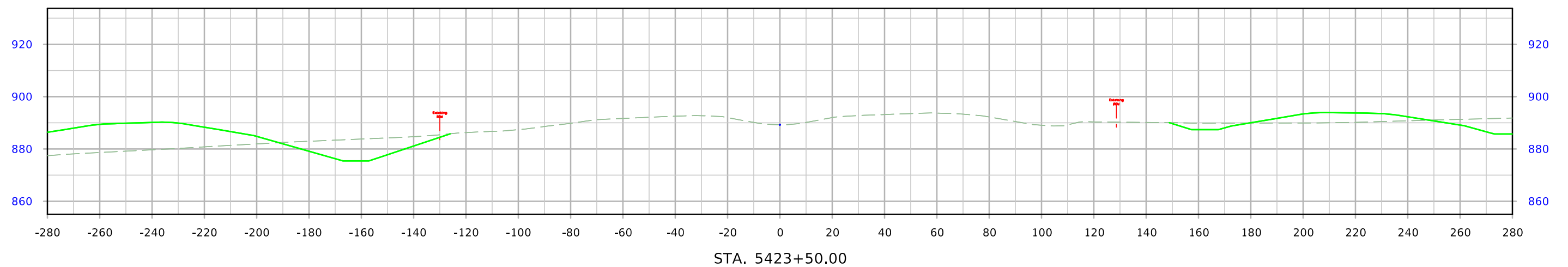
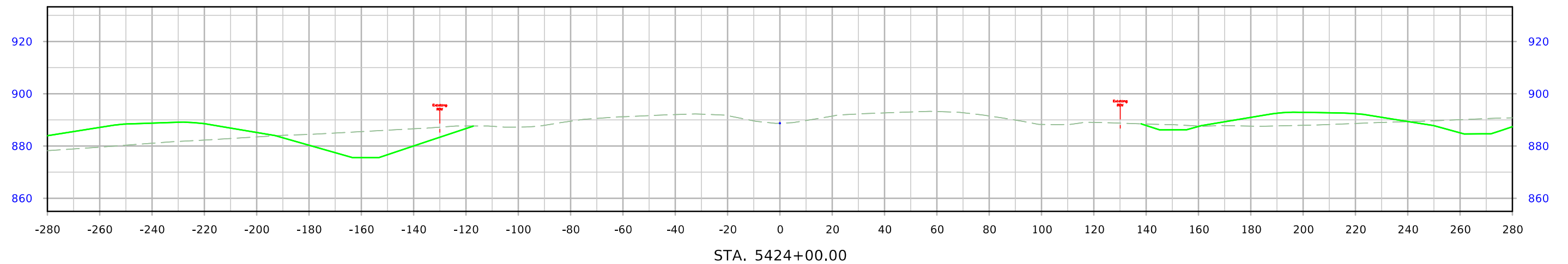
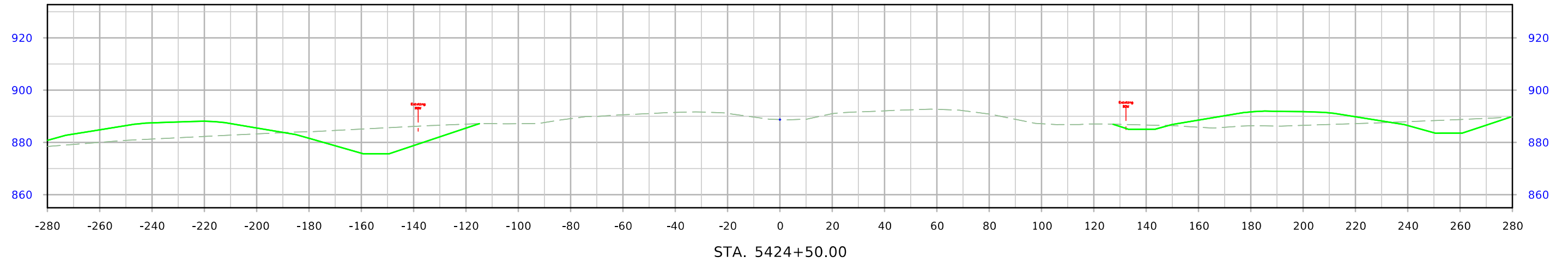
# ML - US151



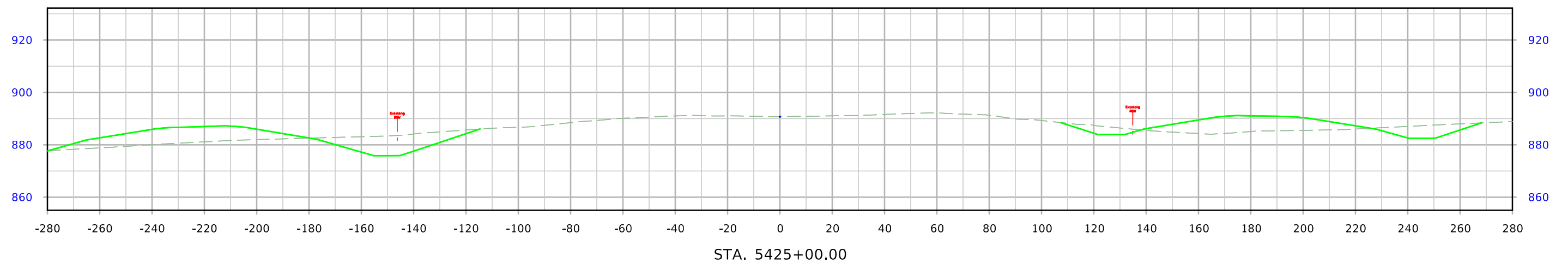
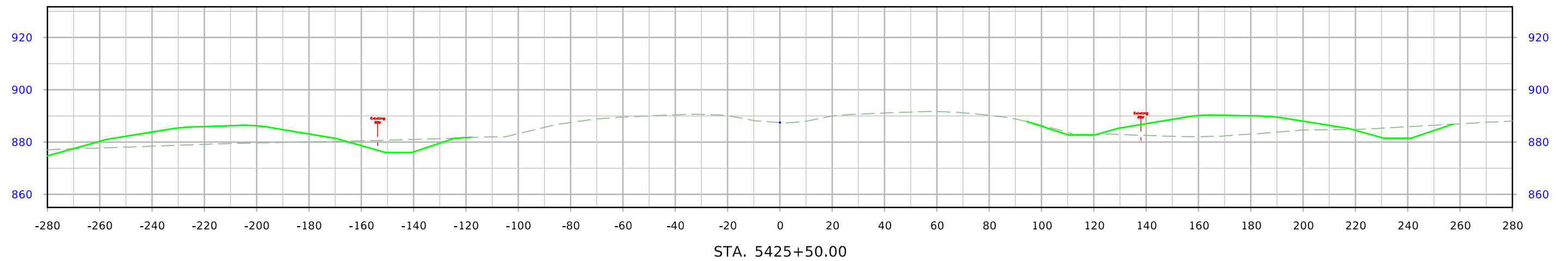
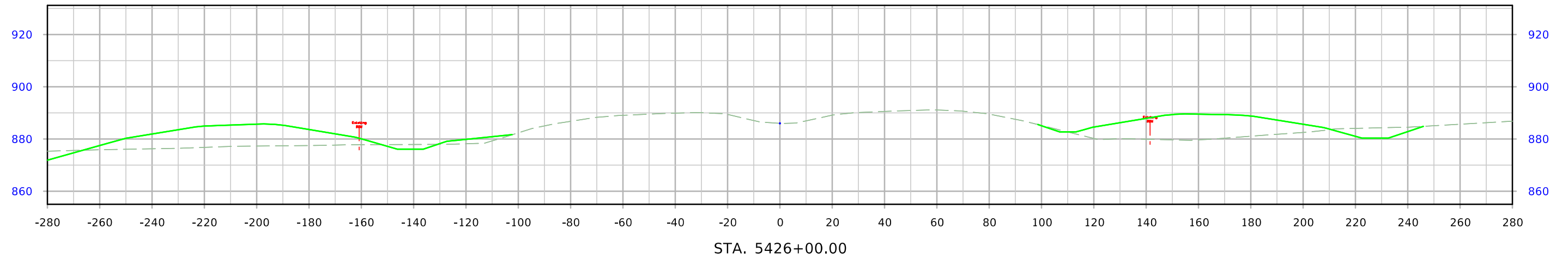
# ML - US151



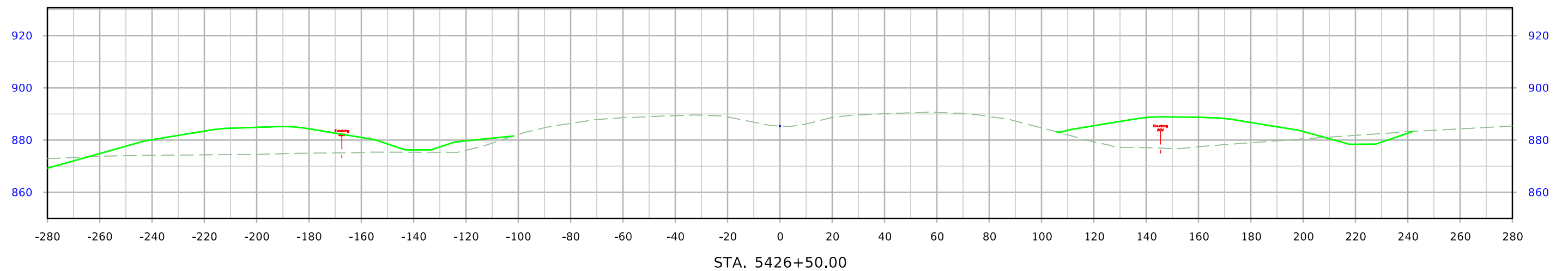
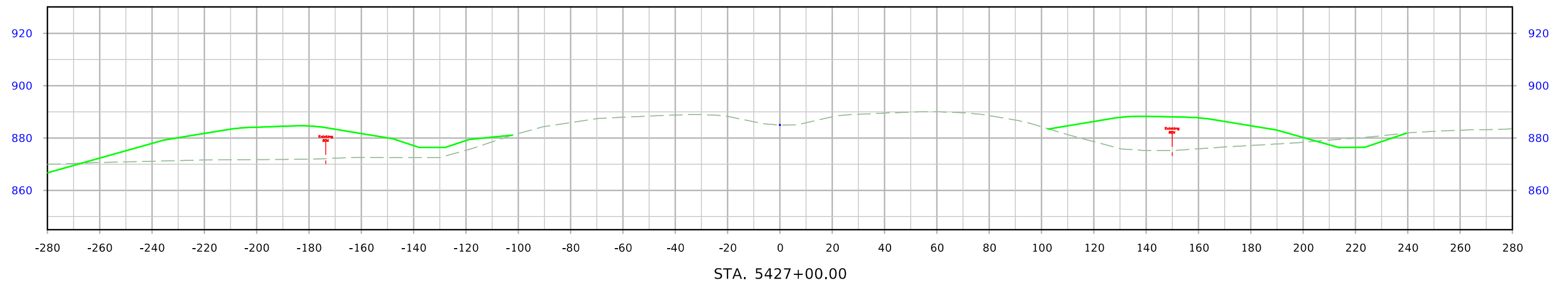
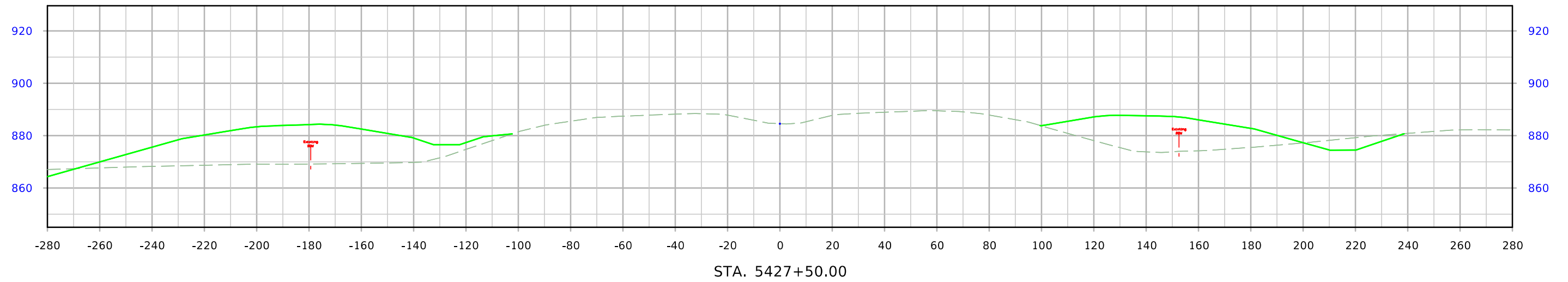
# ML - US151



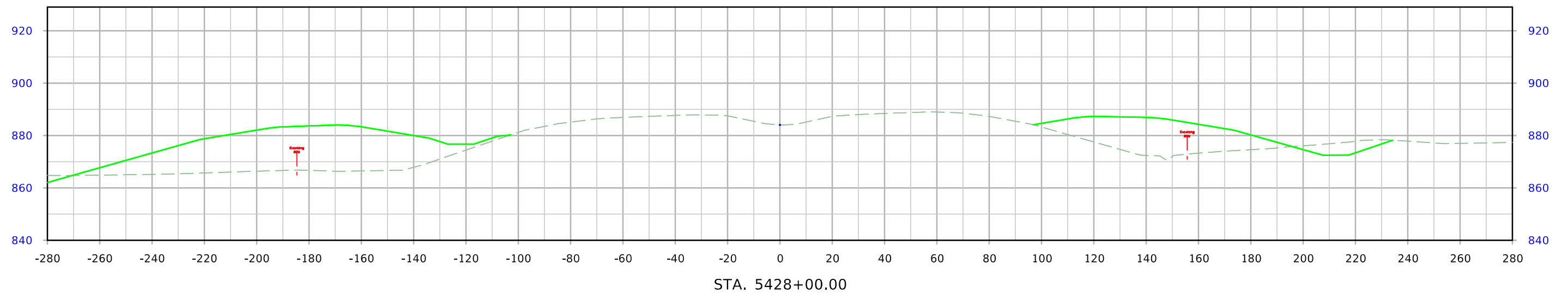
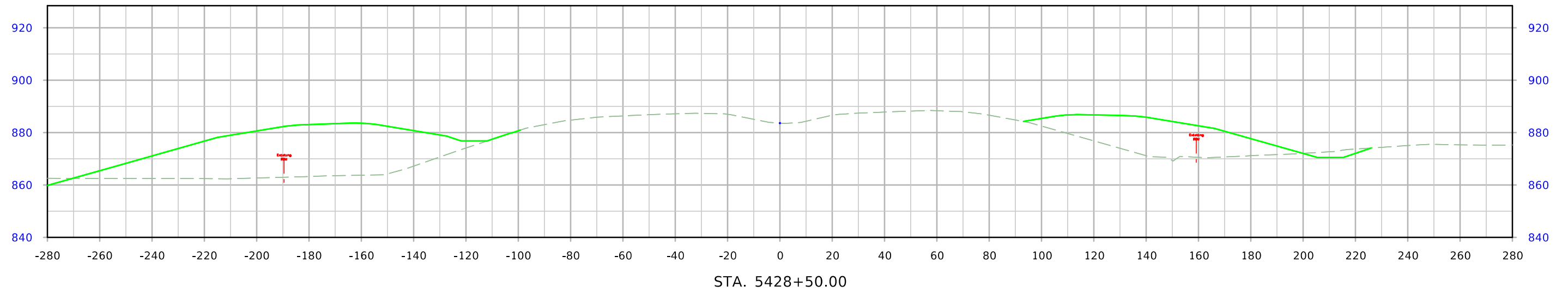
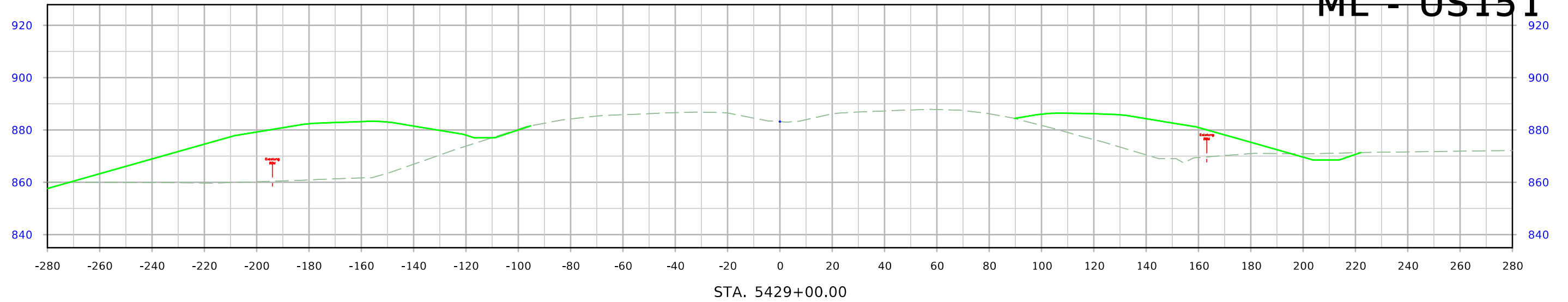
# ML - US151



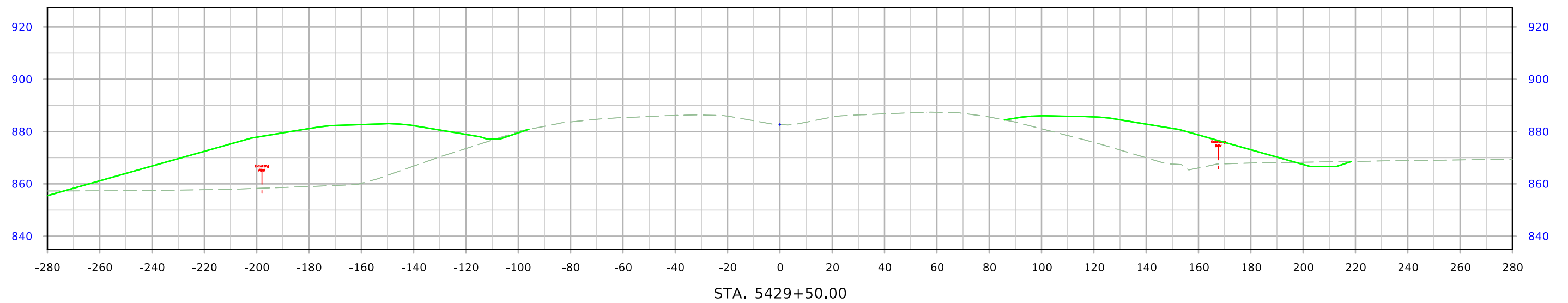
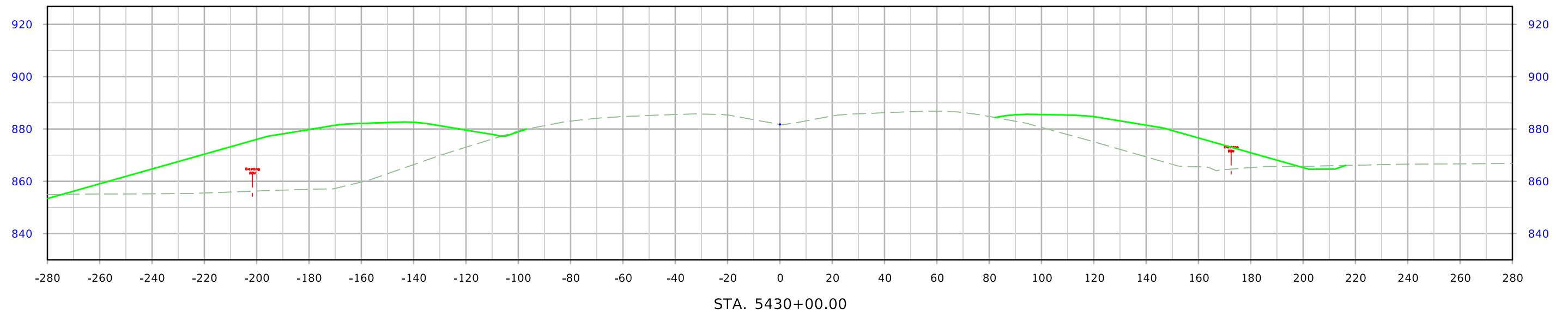
# ML - US151



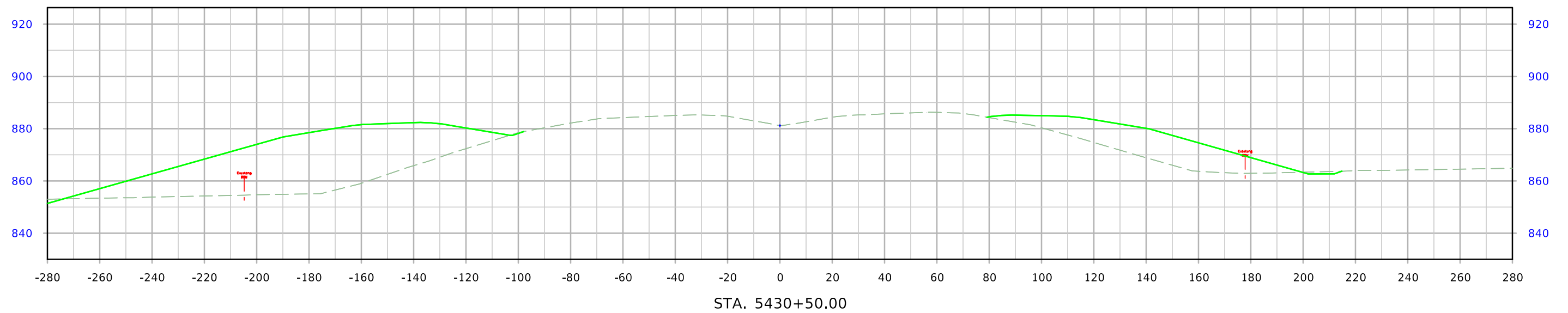
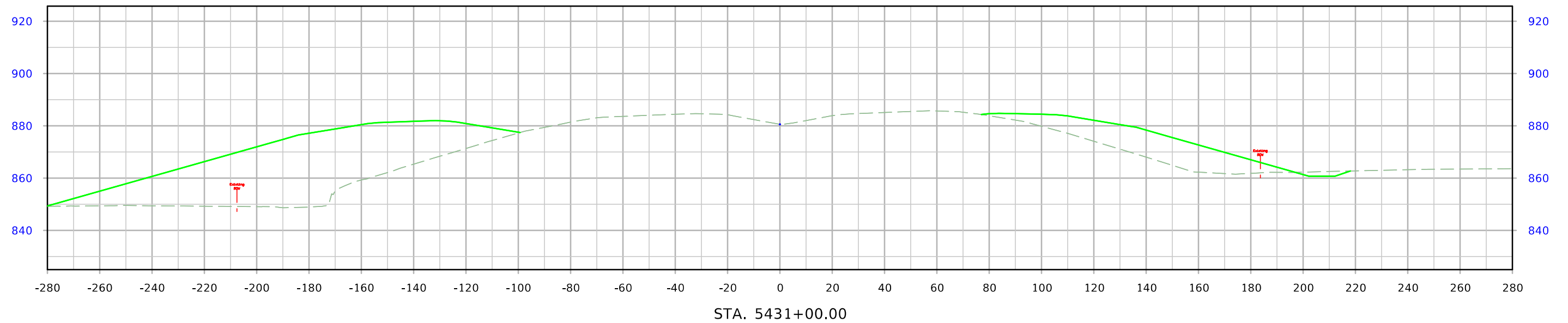
# ML - US151



# ML - US151

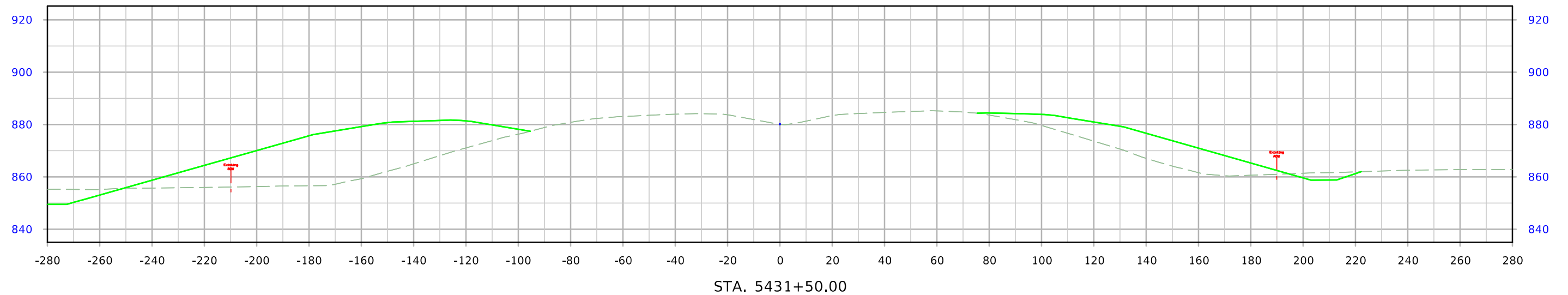
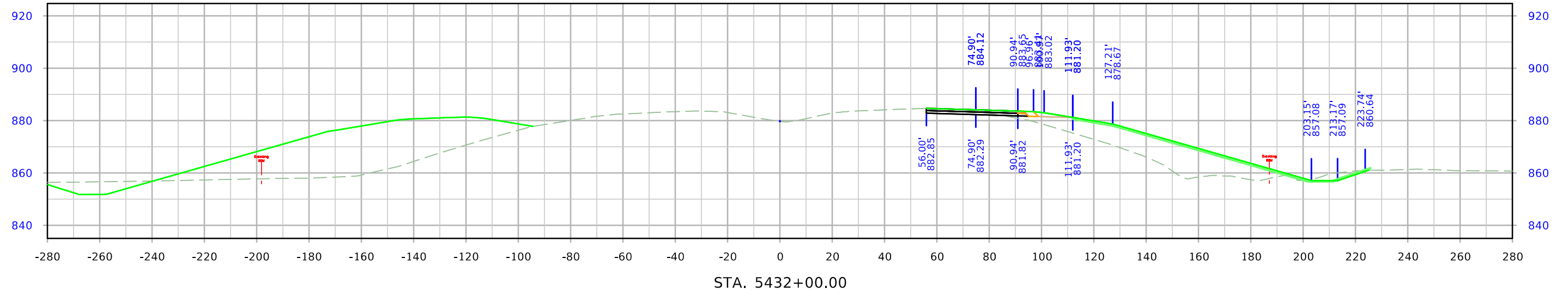
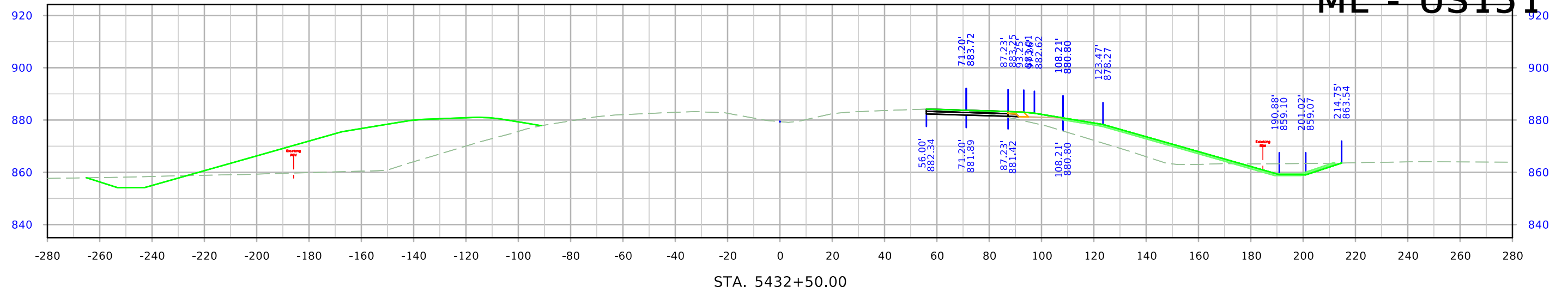


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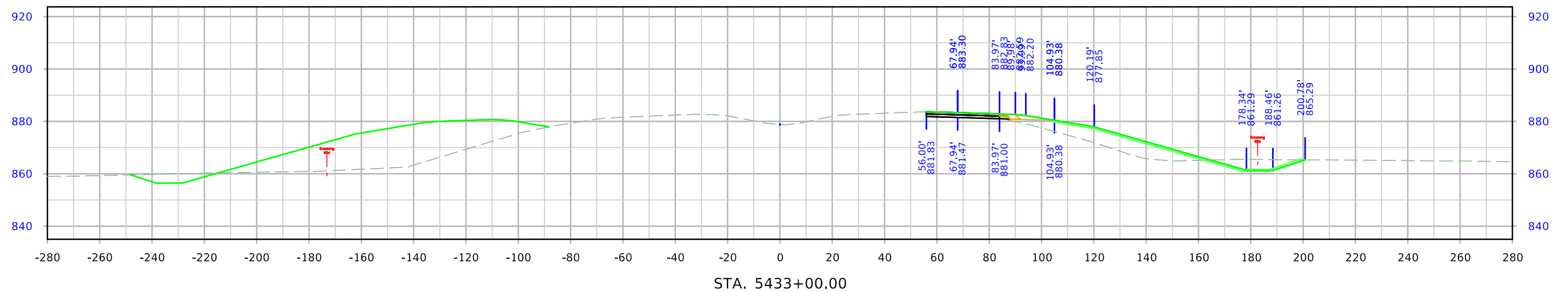
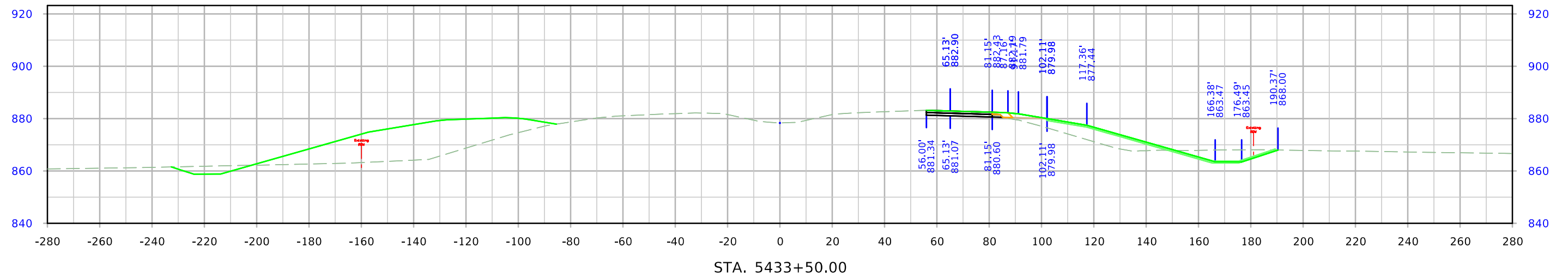
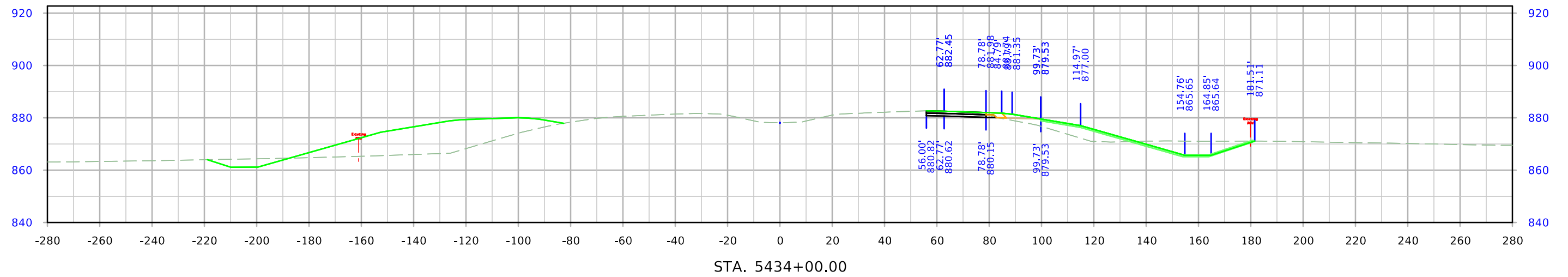




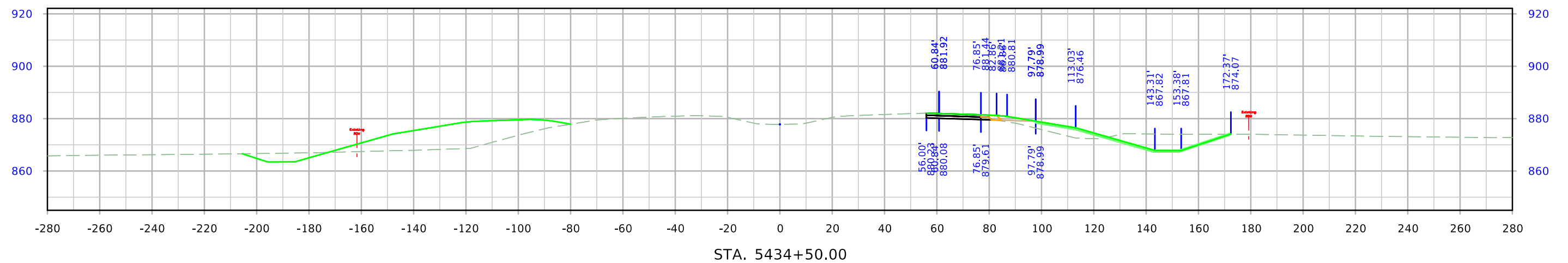
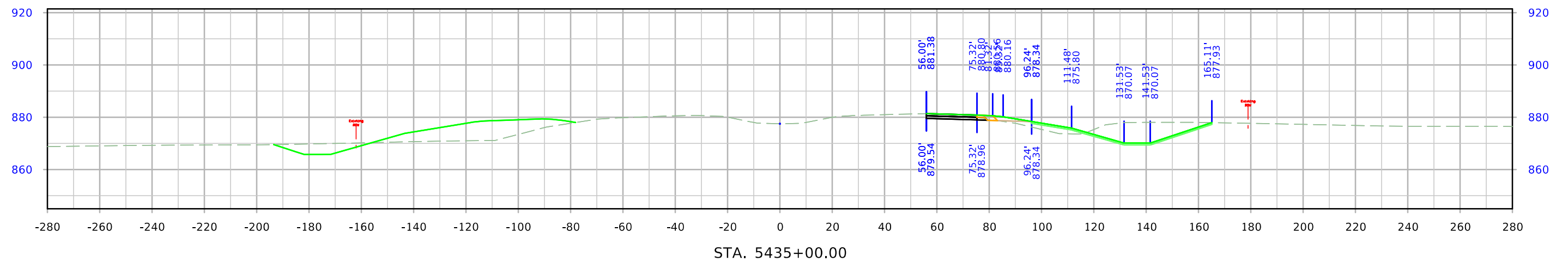
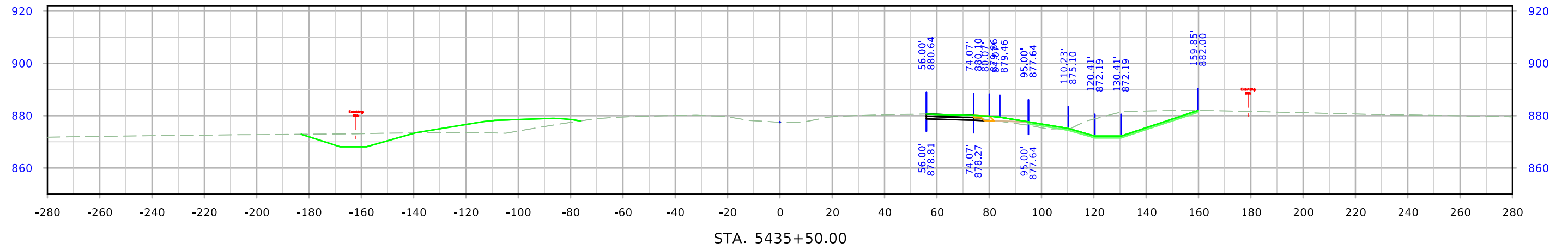
# ML - US151



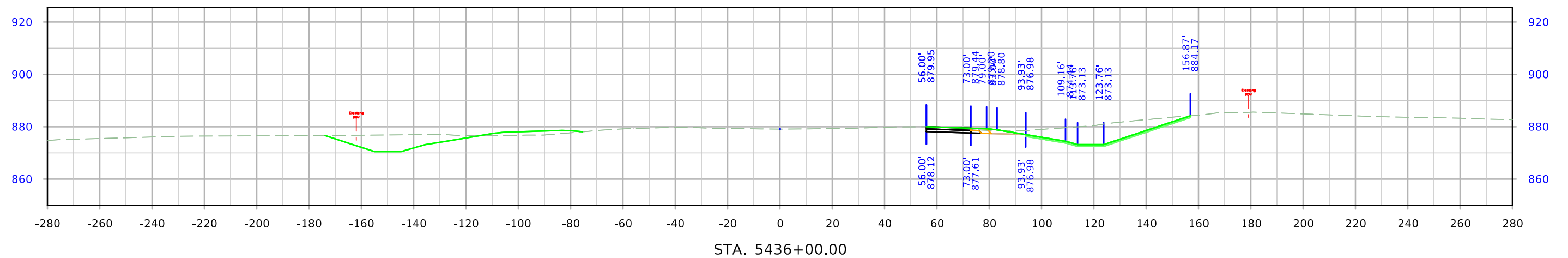
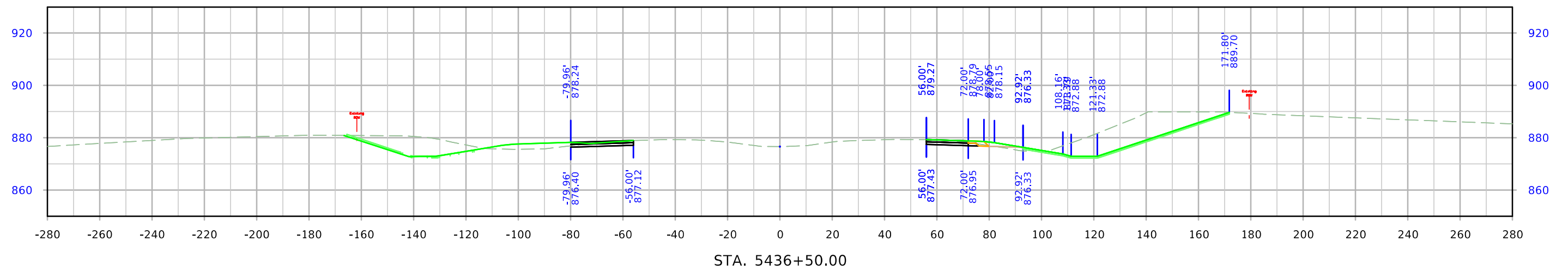
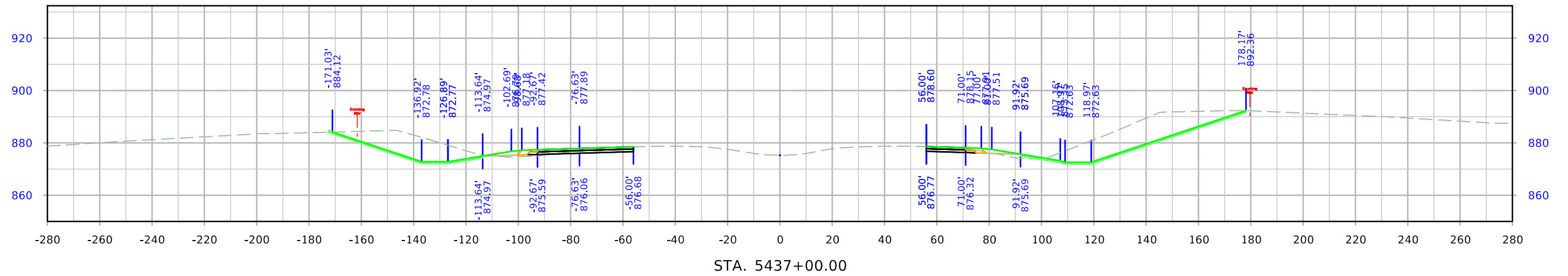
# ML - US151



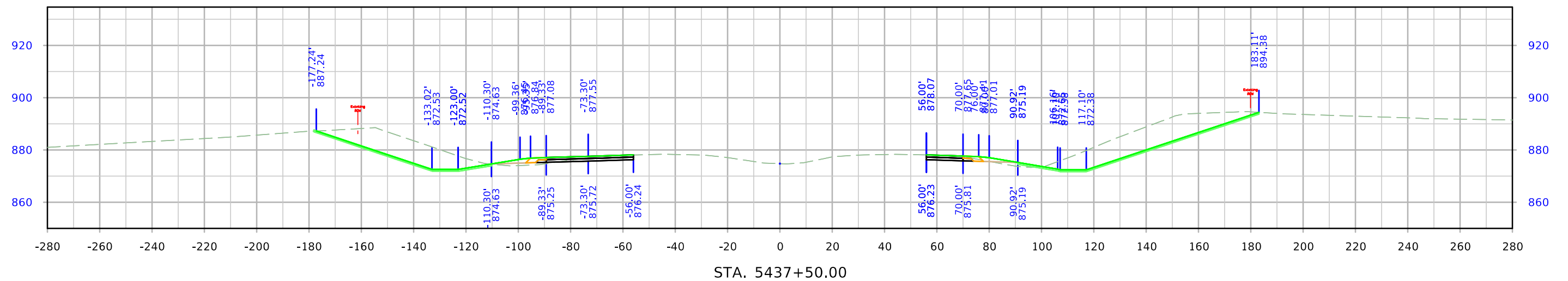
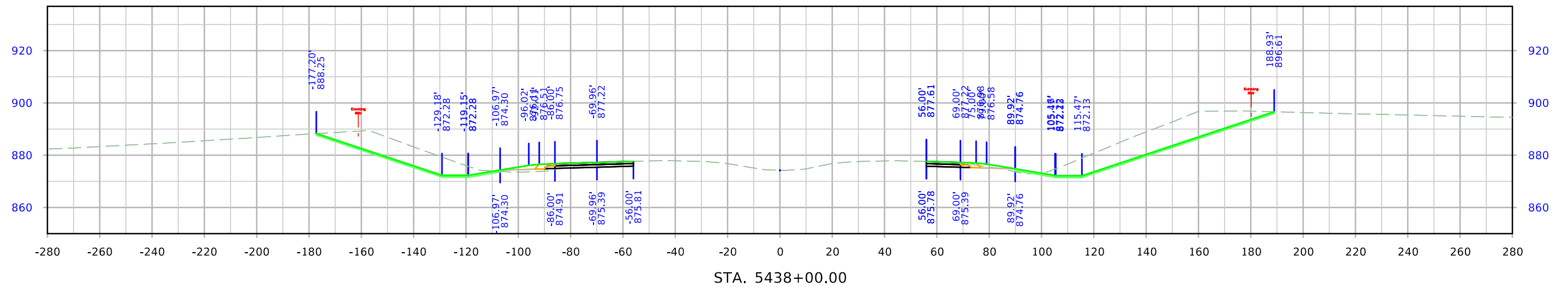
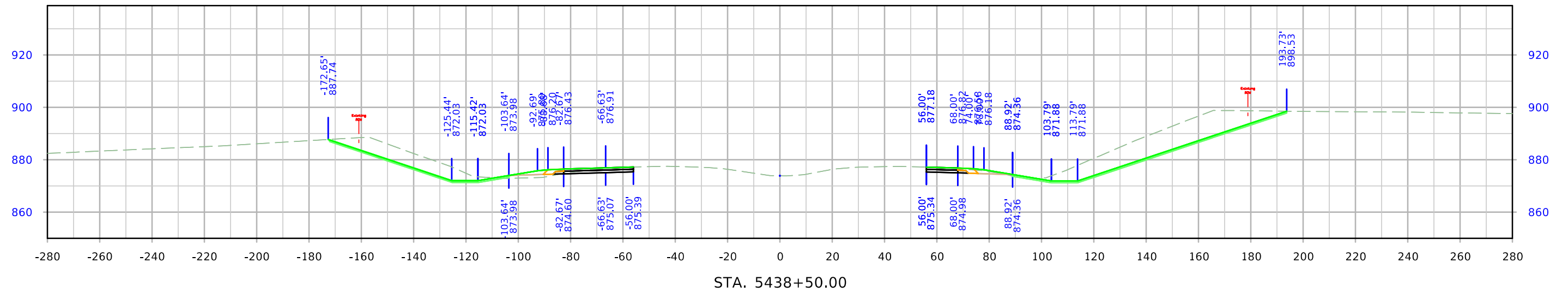
# ML - US151



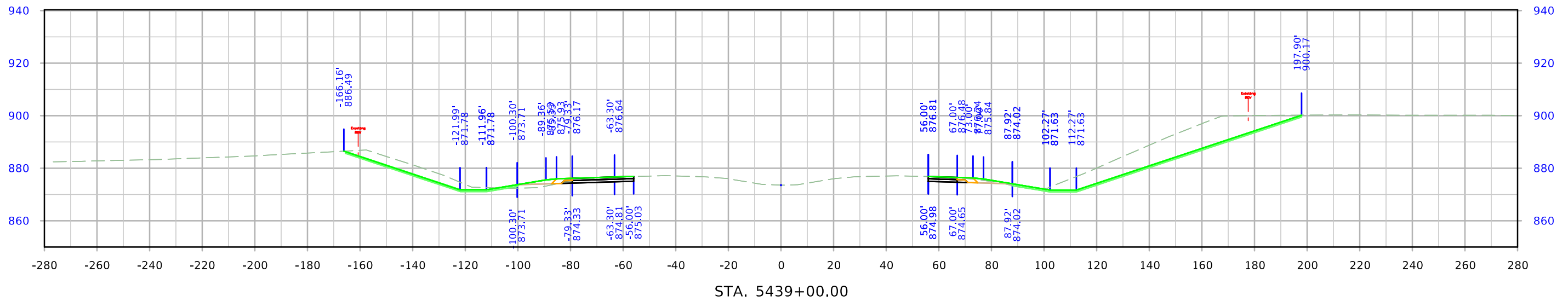
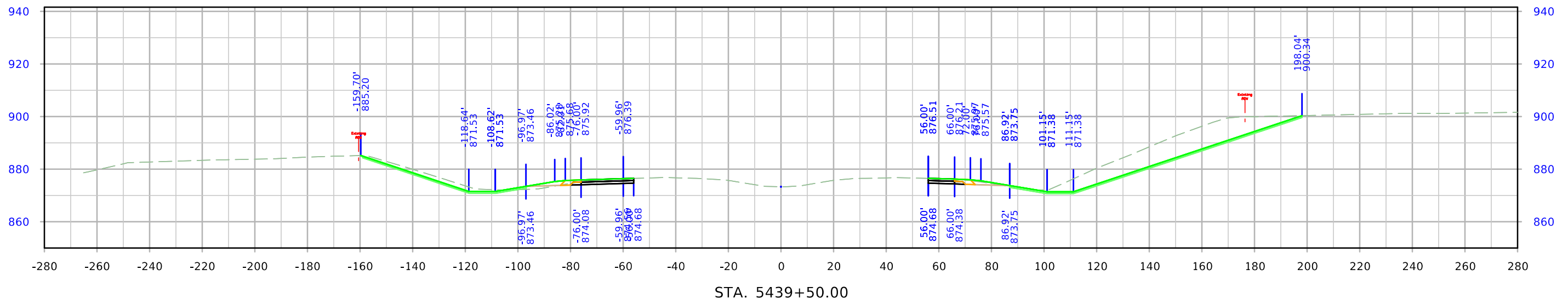
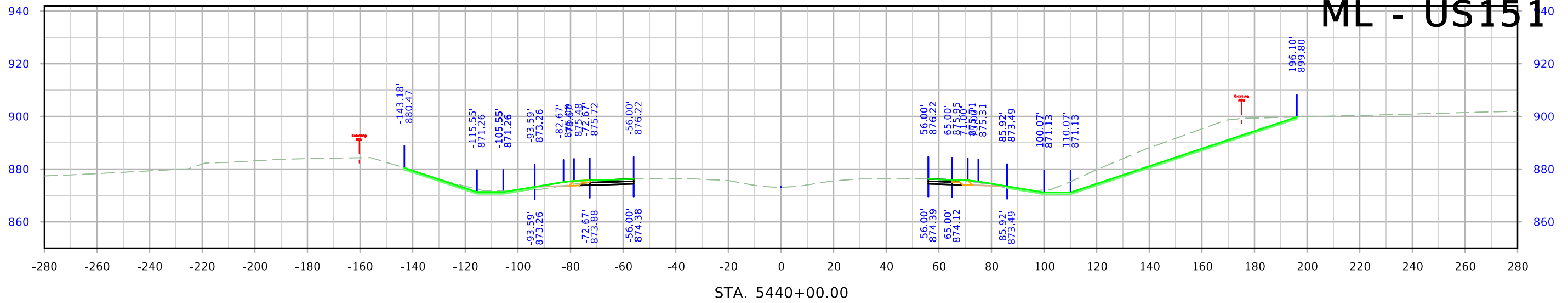
# ML - US151



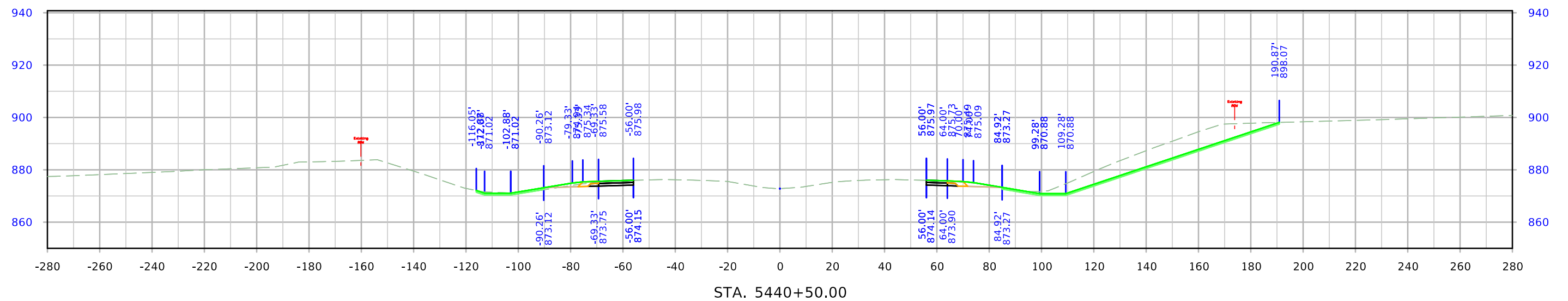
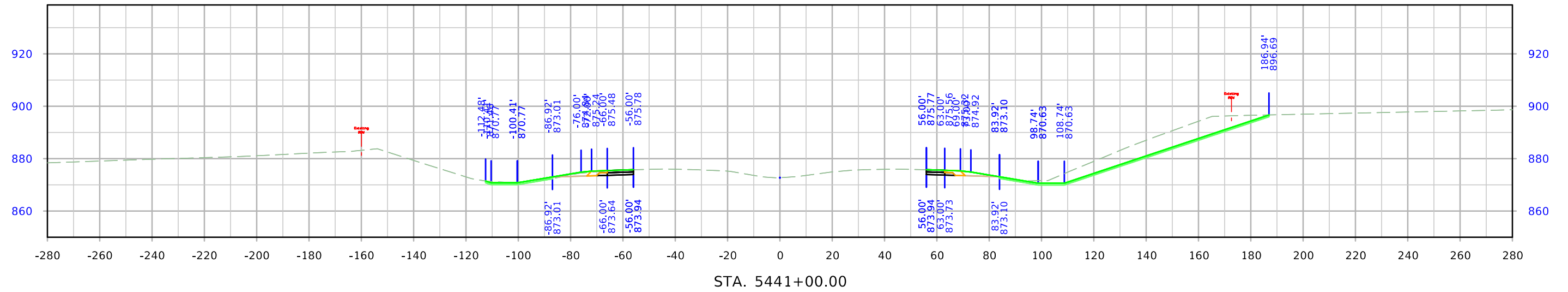
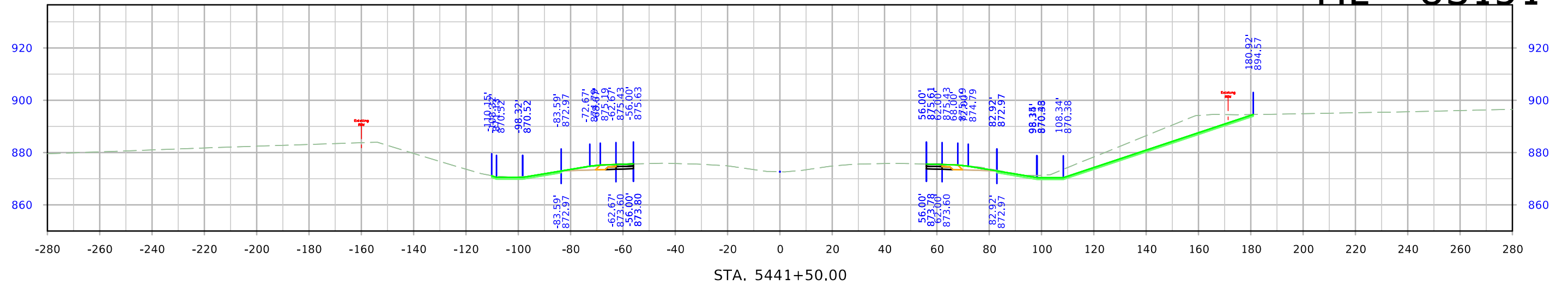
# ML - US151



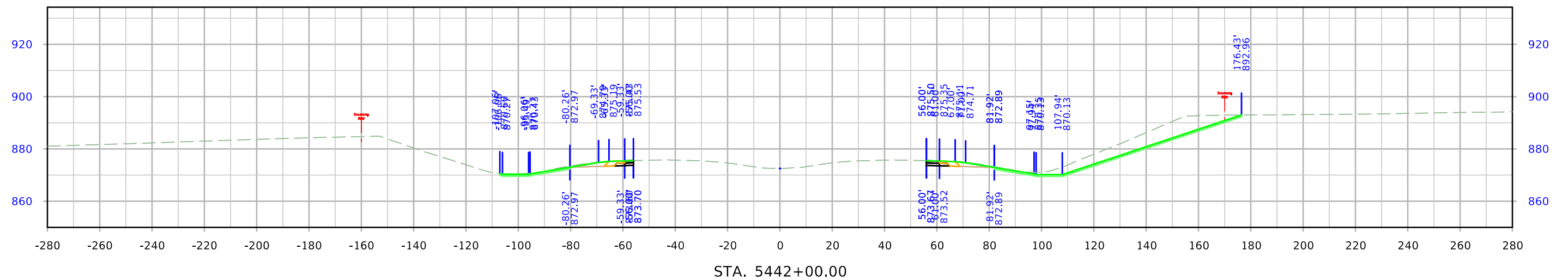
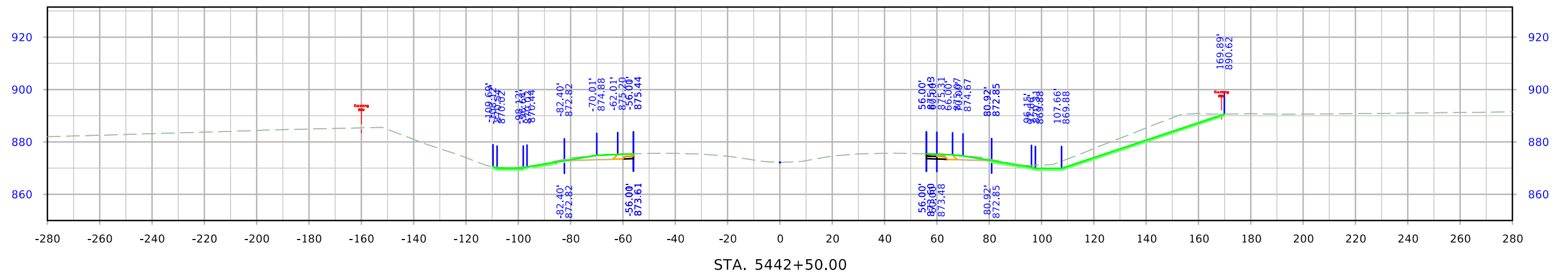
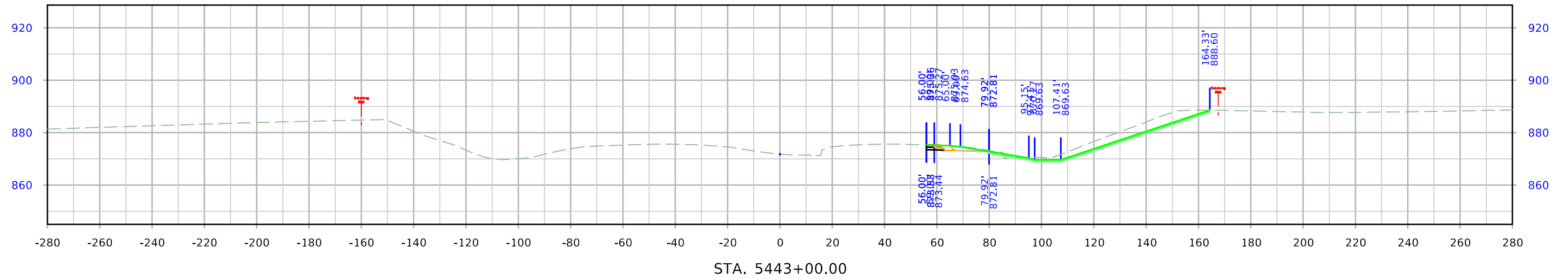
# ML - US15 140



# ML - US151

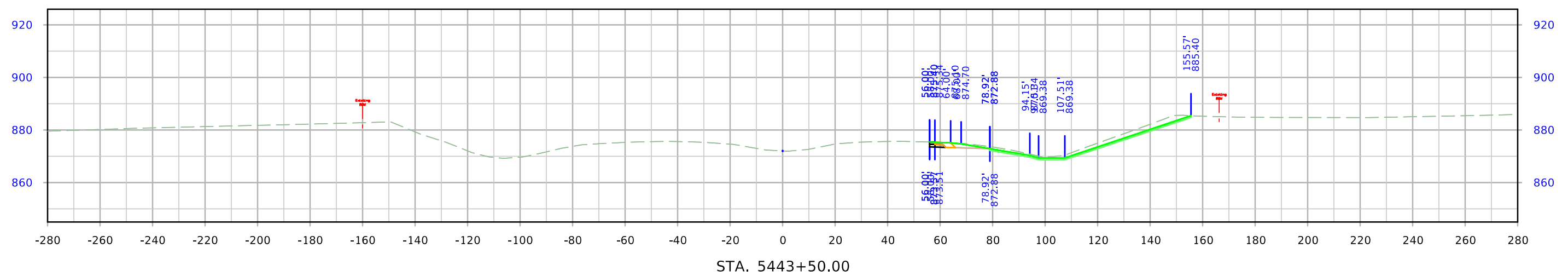
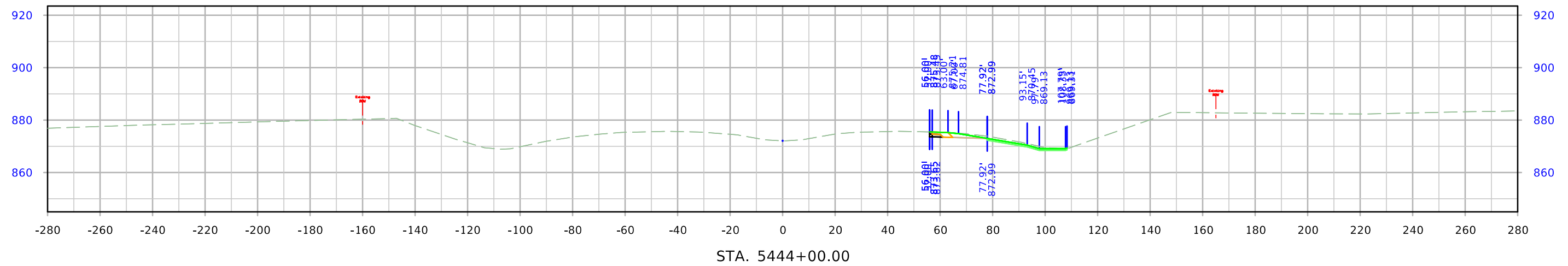


# ML - US151

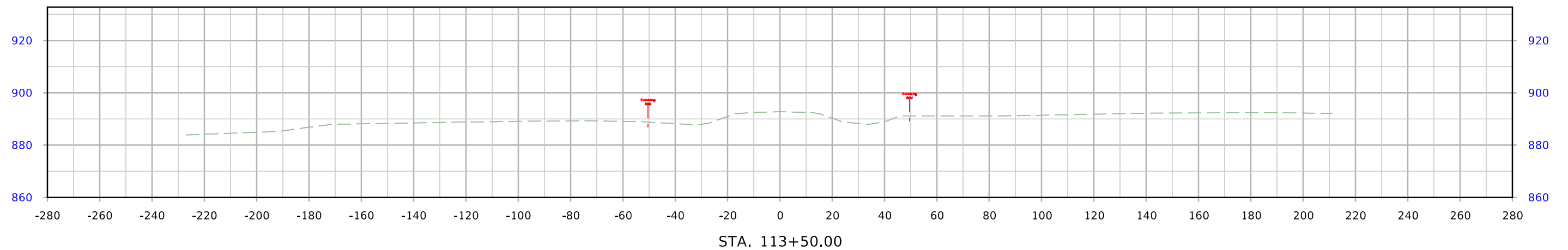
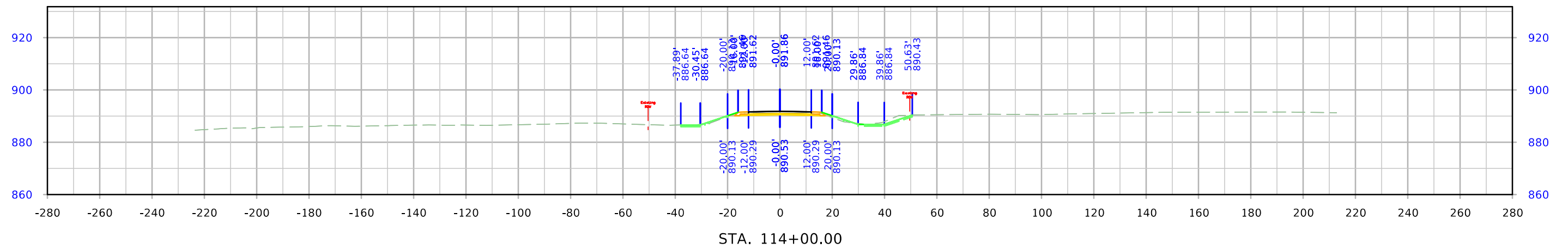
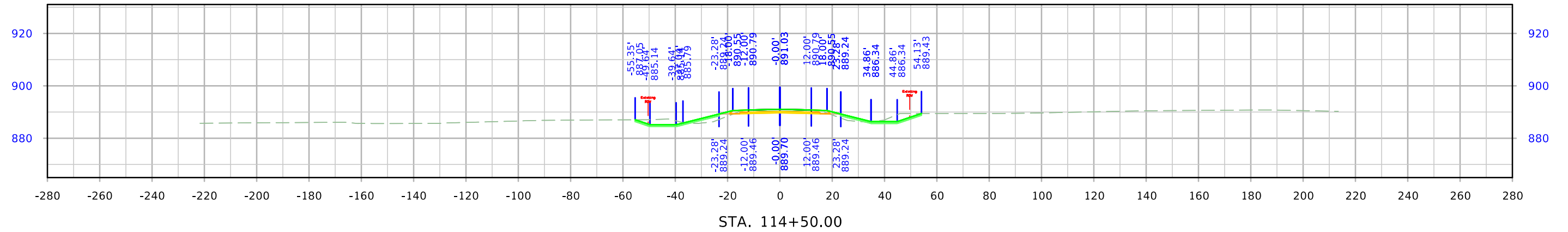




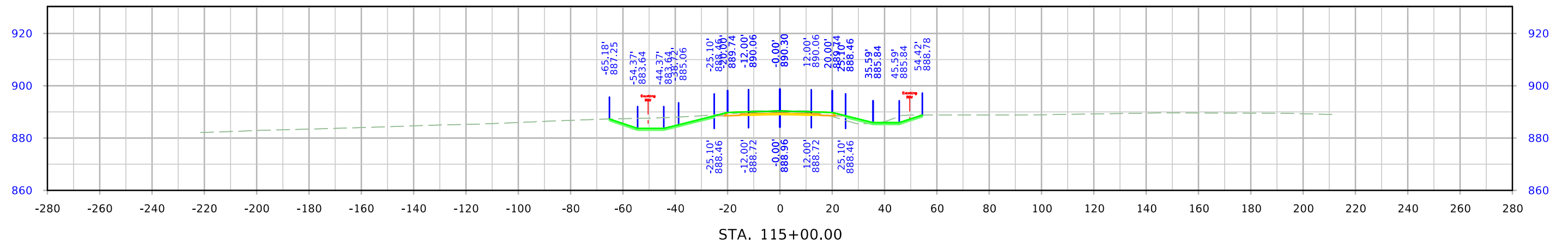
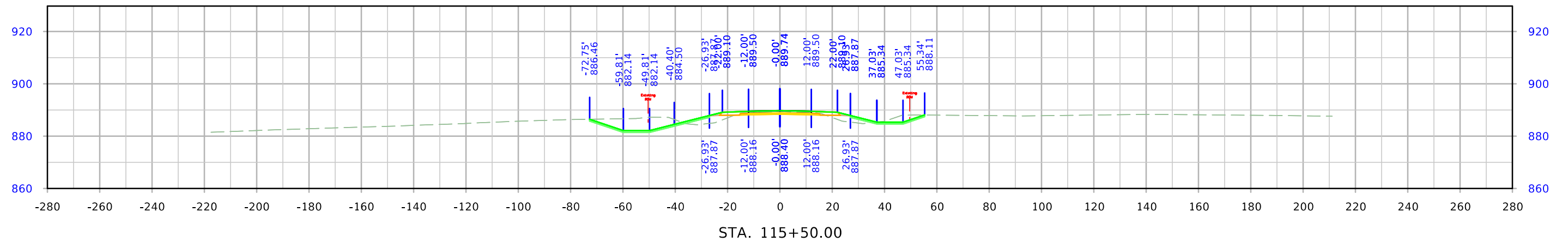
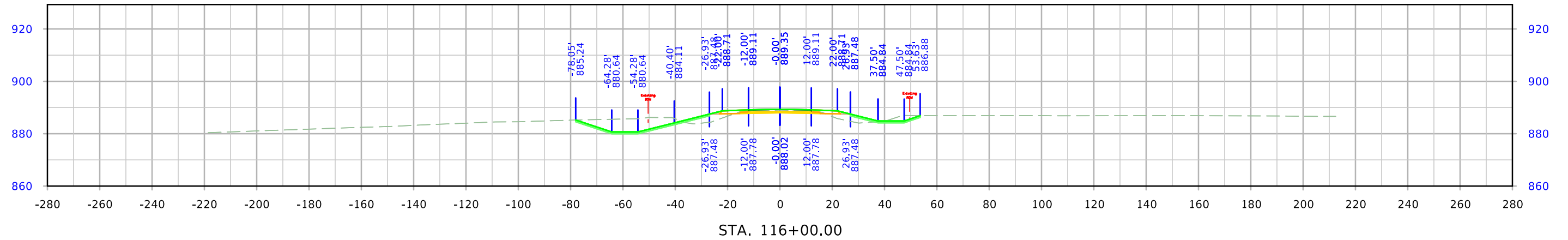
# ML - US151



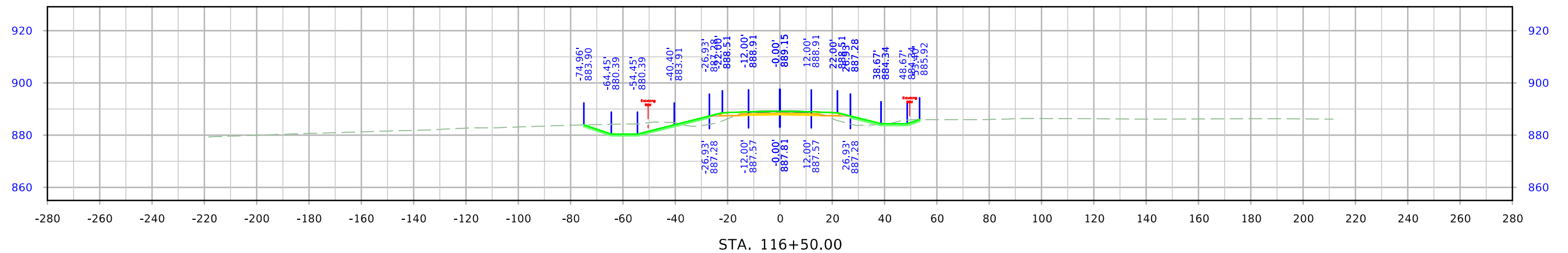
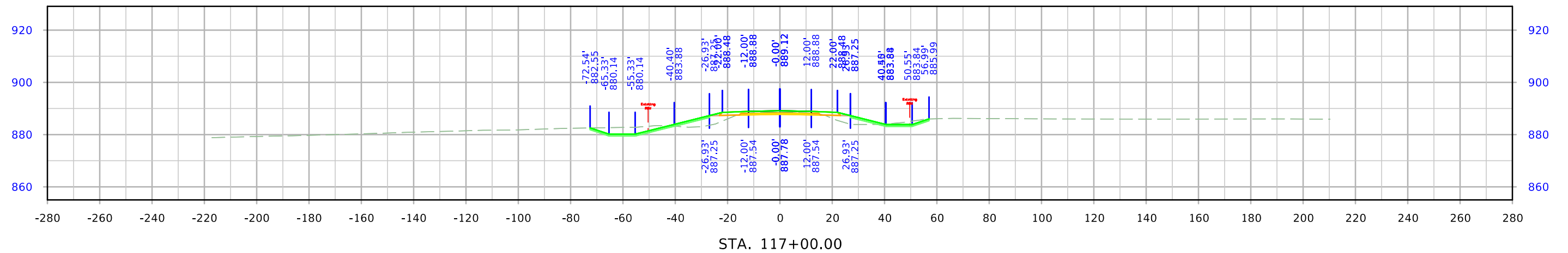
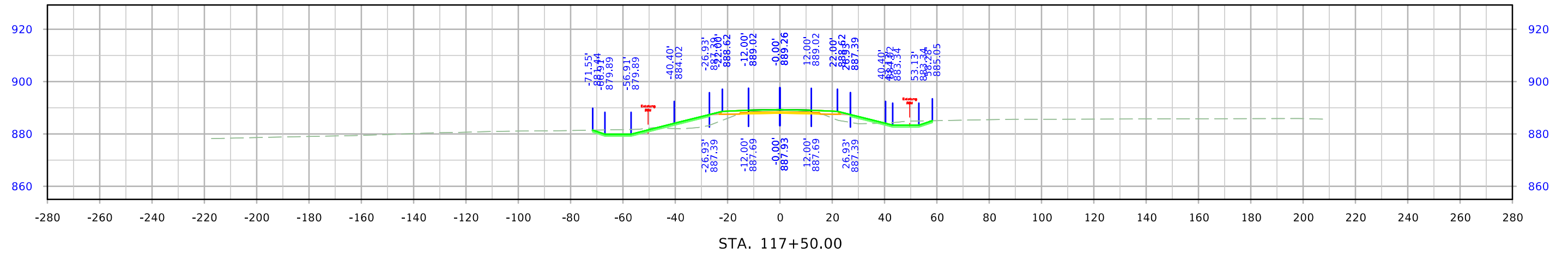
# Co. Rd. X20



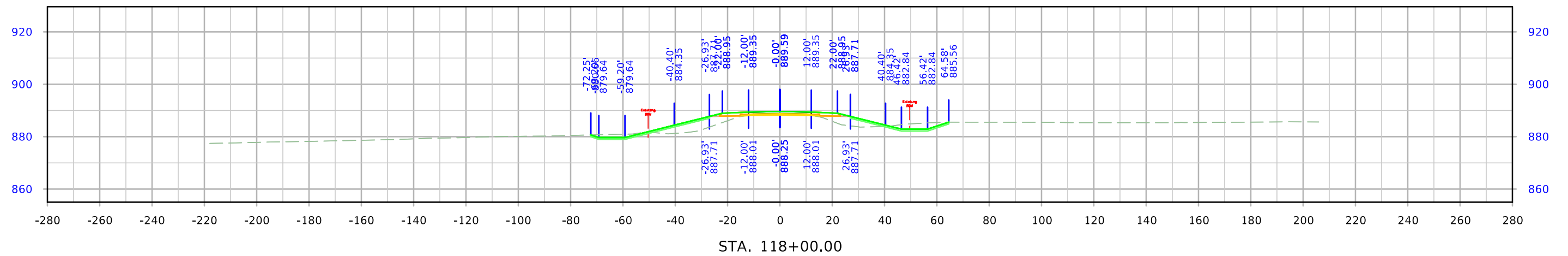
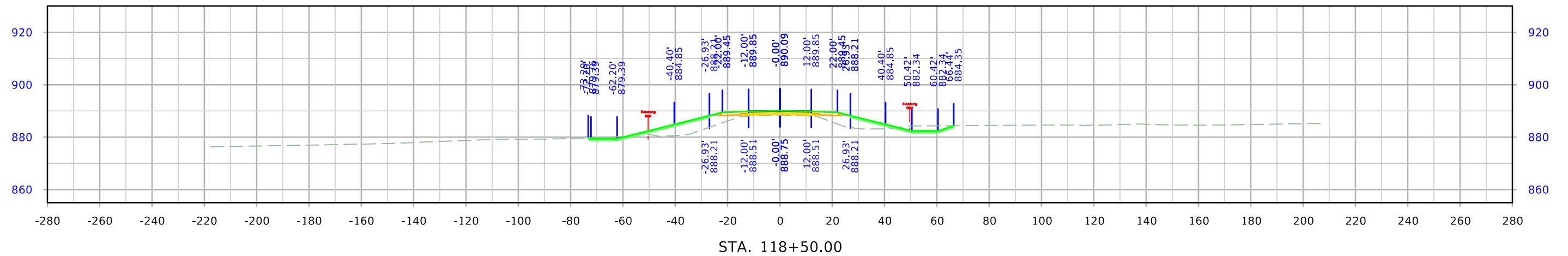
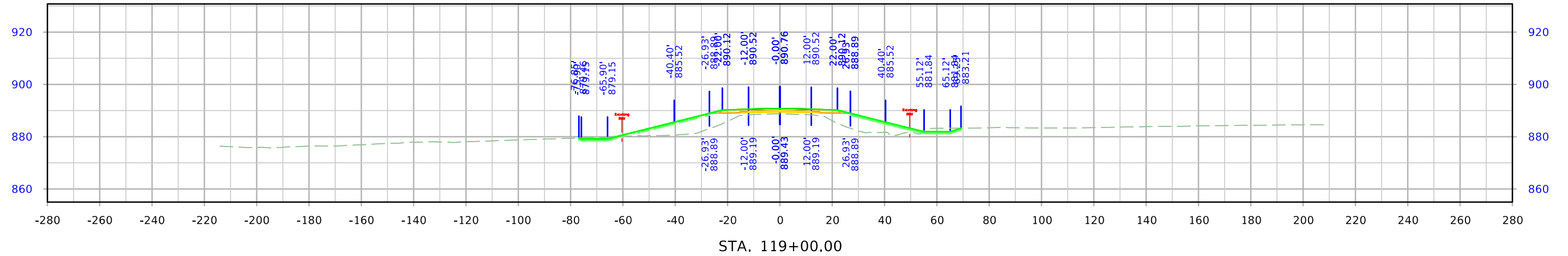
# Co. Rd. X20



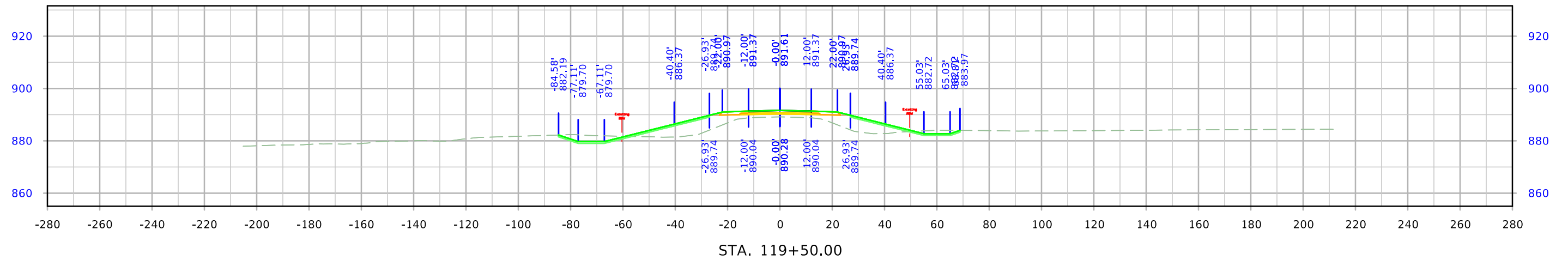
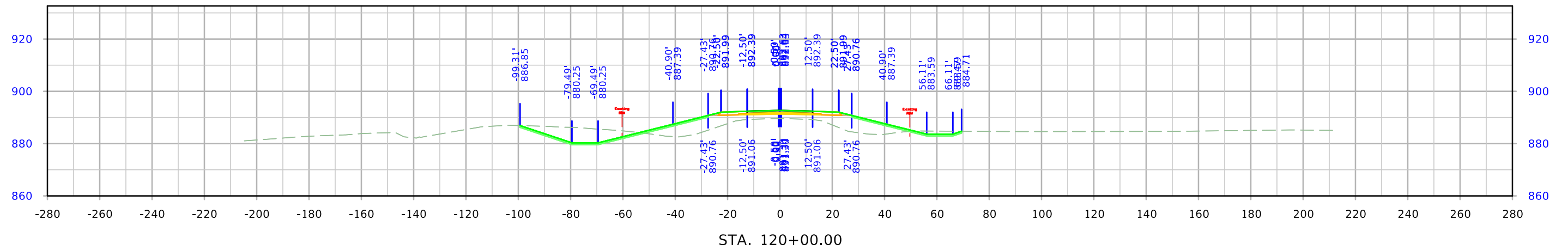
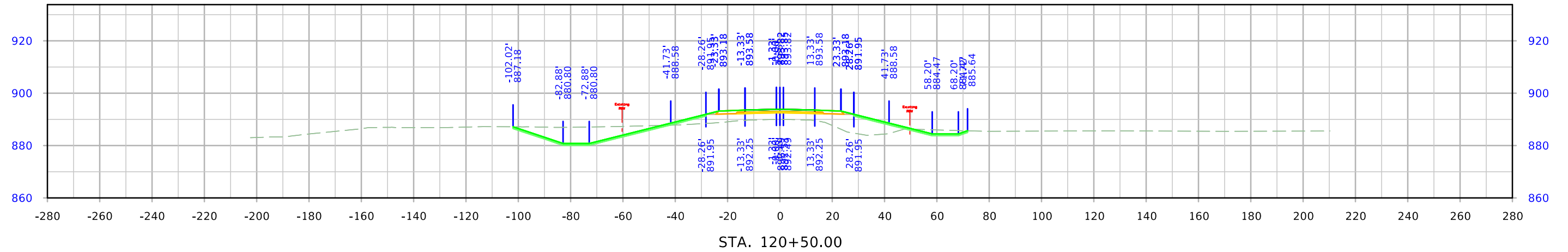
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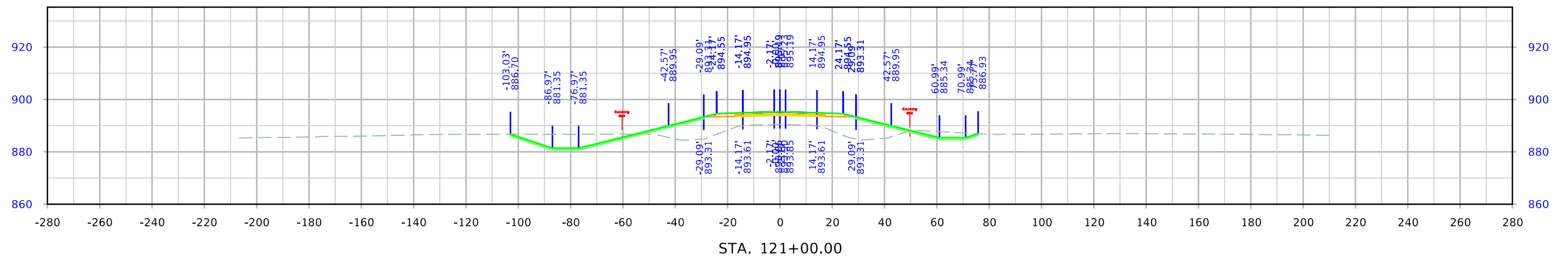
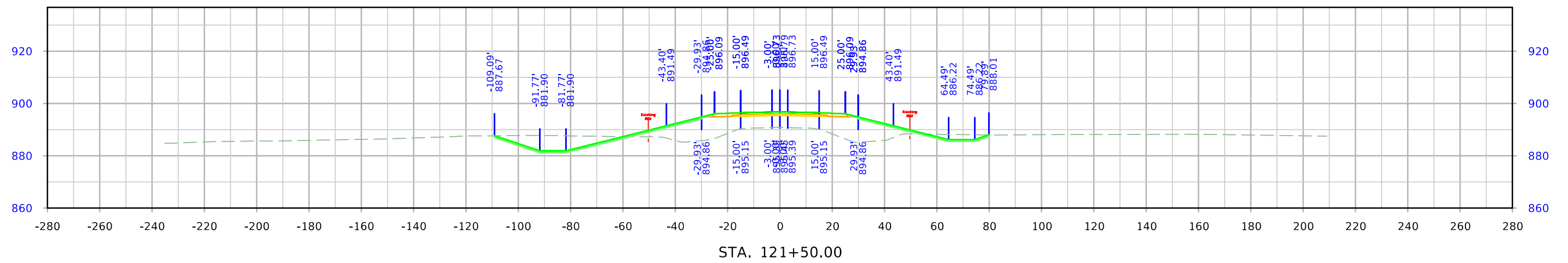
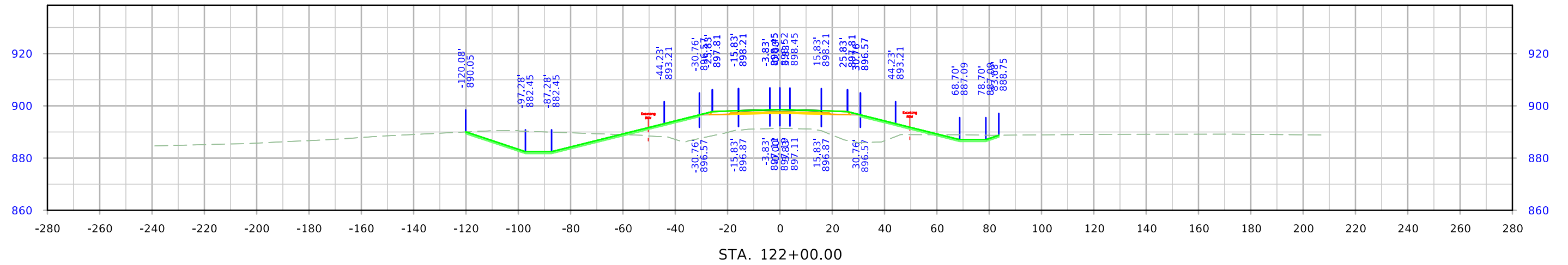
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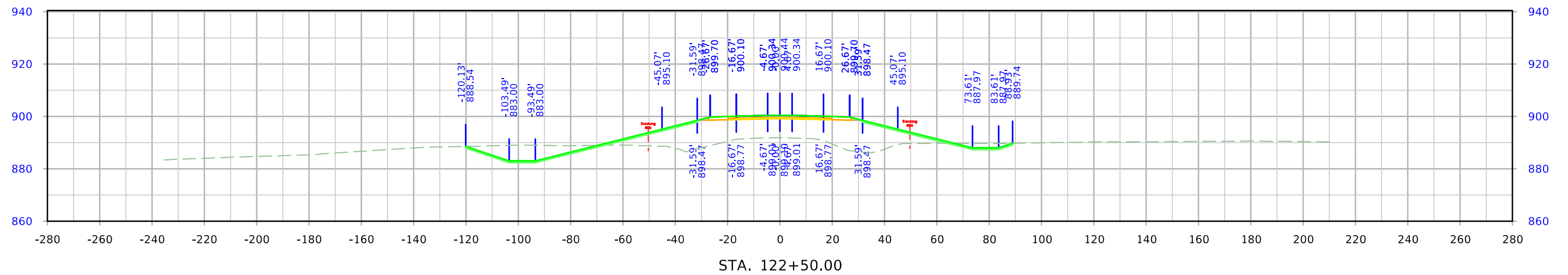
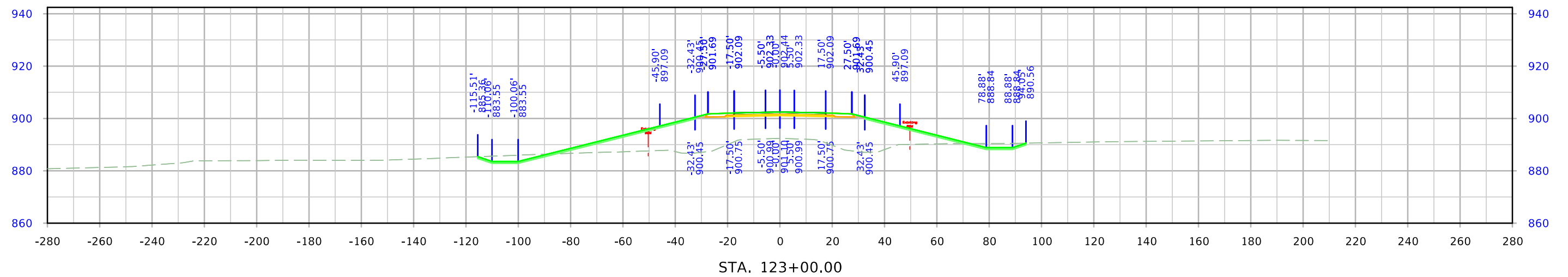
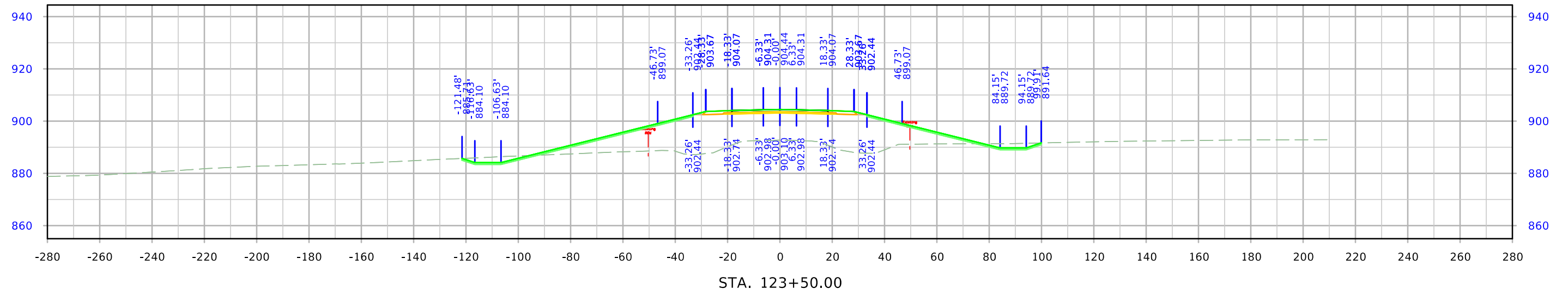
# Co. Rd. X20



# Co. Rd. X20

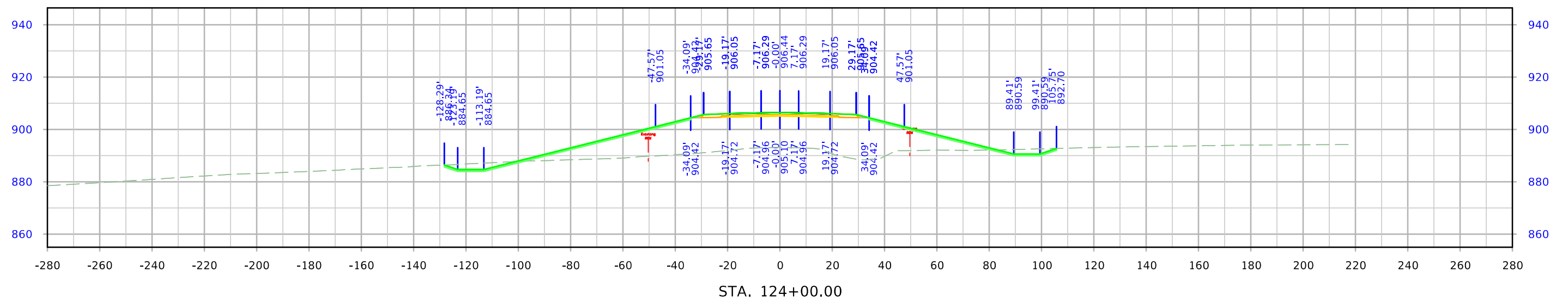
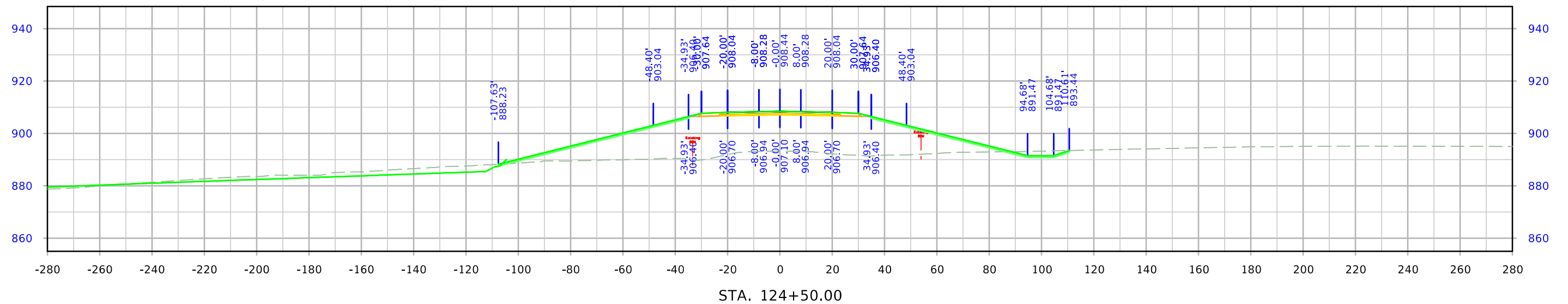


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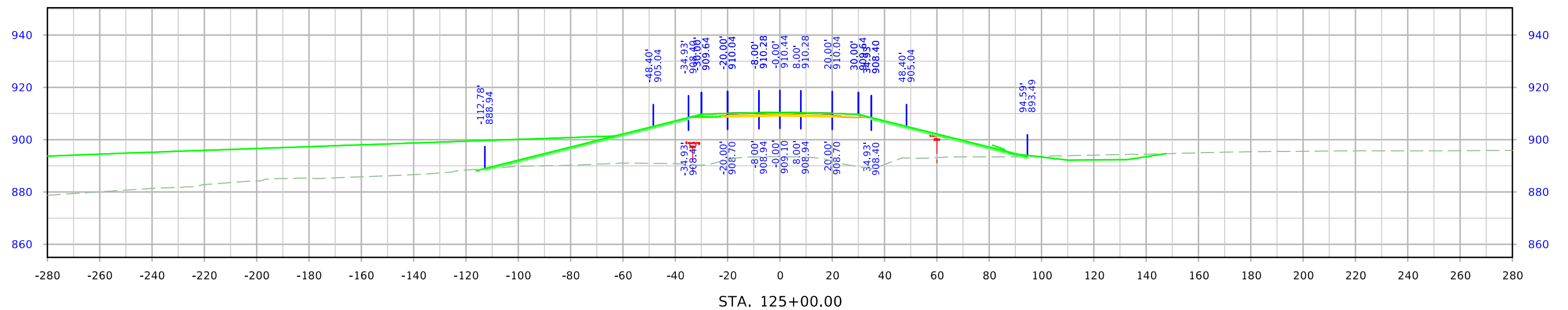
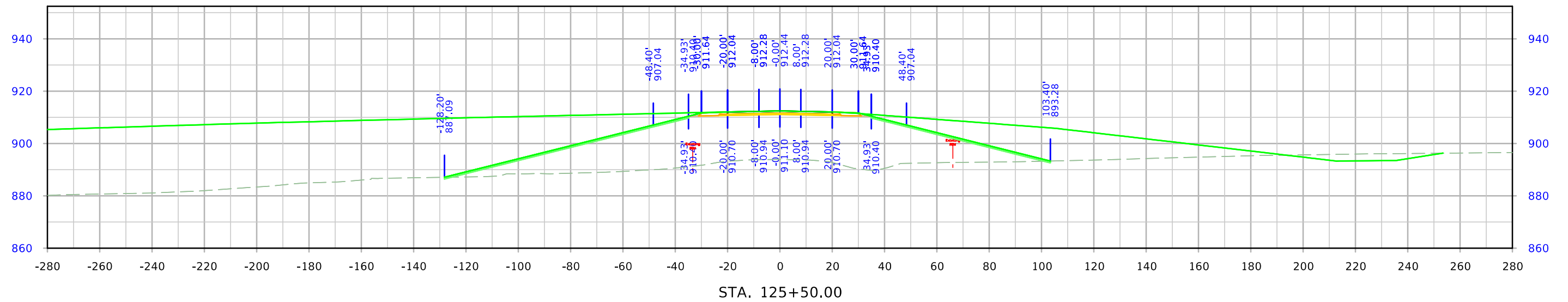




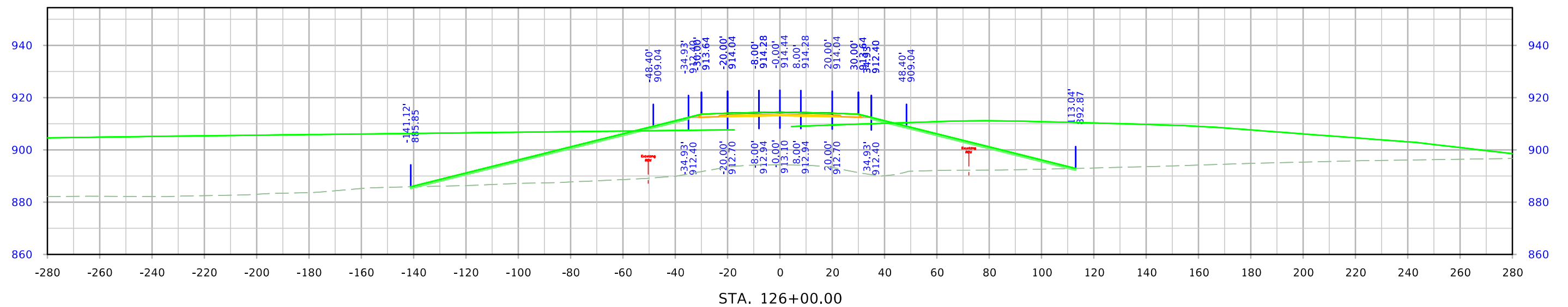
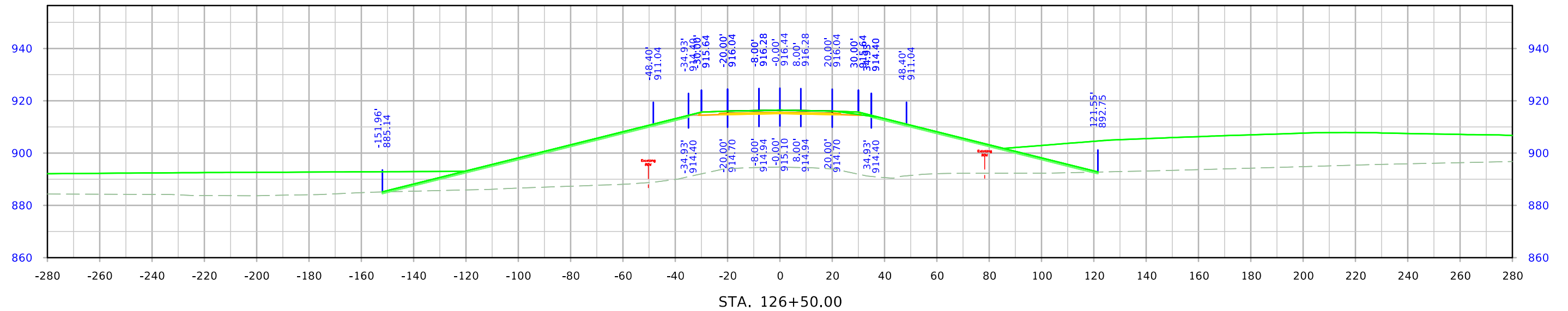
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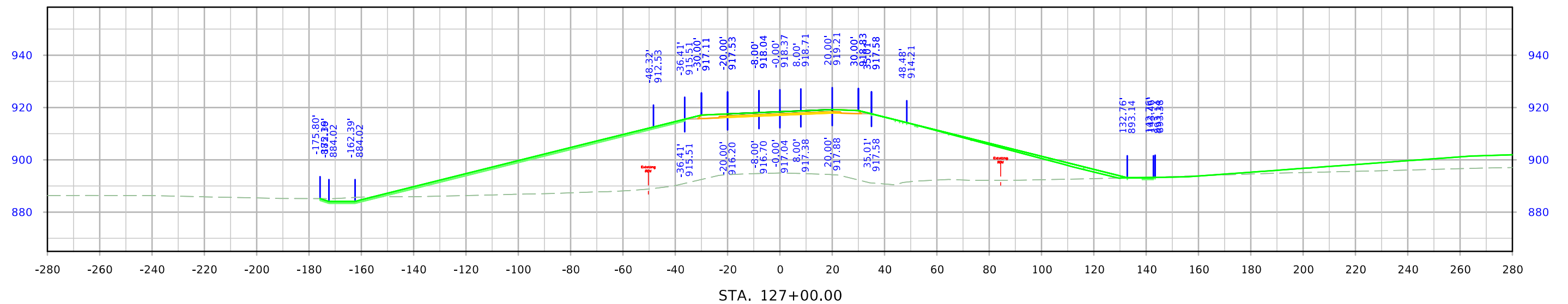
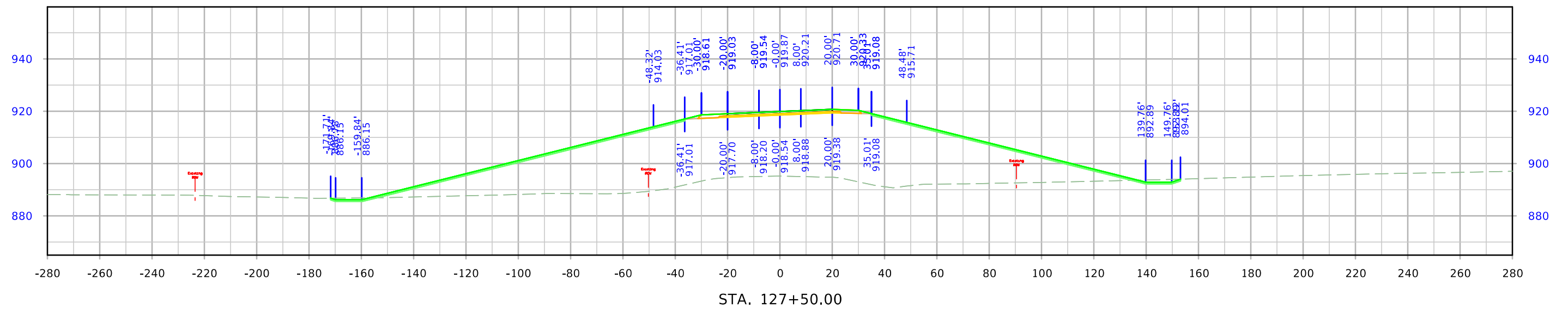
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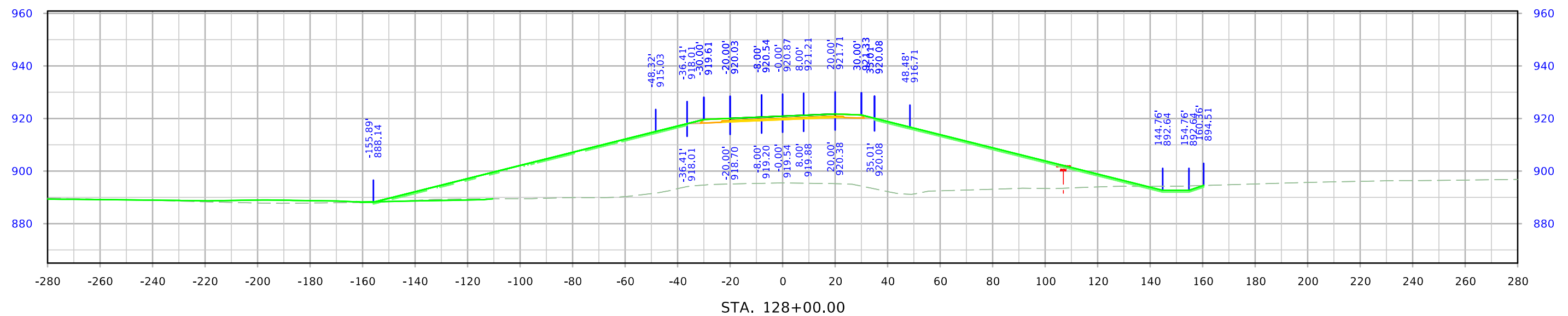
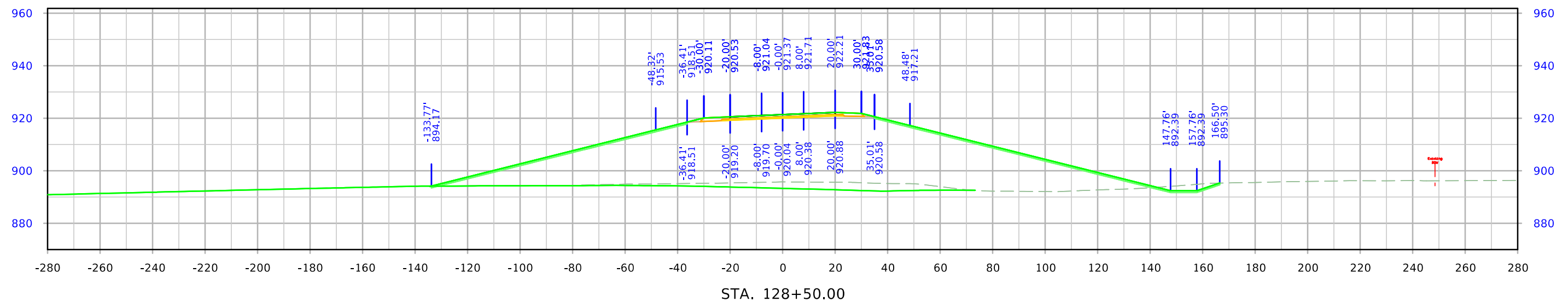
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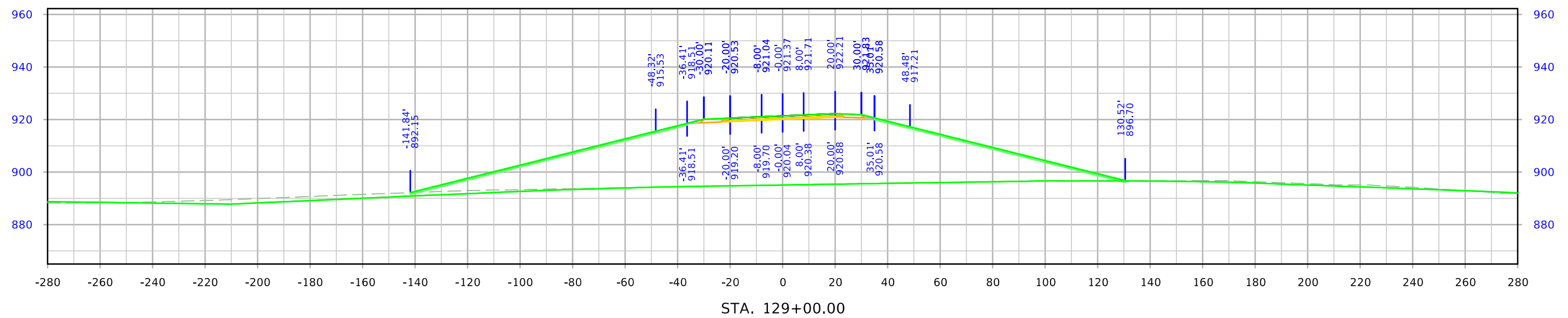
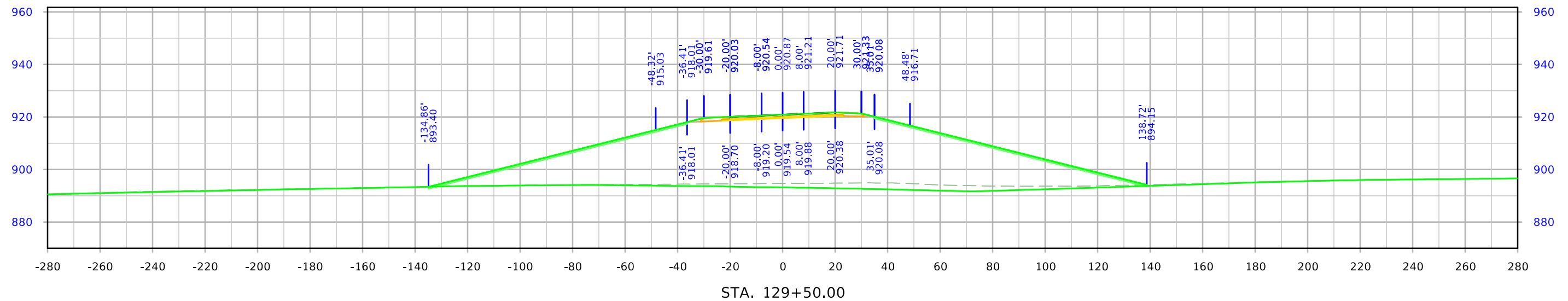
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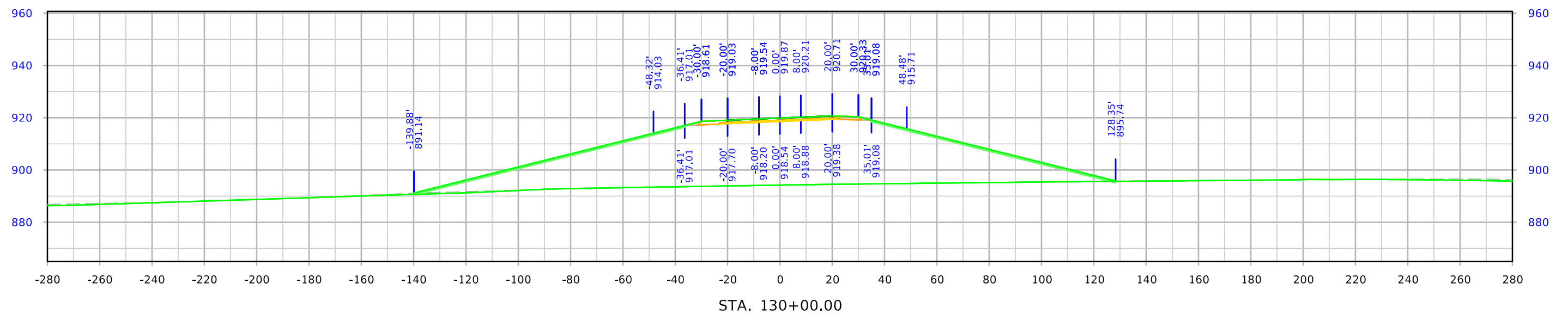
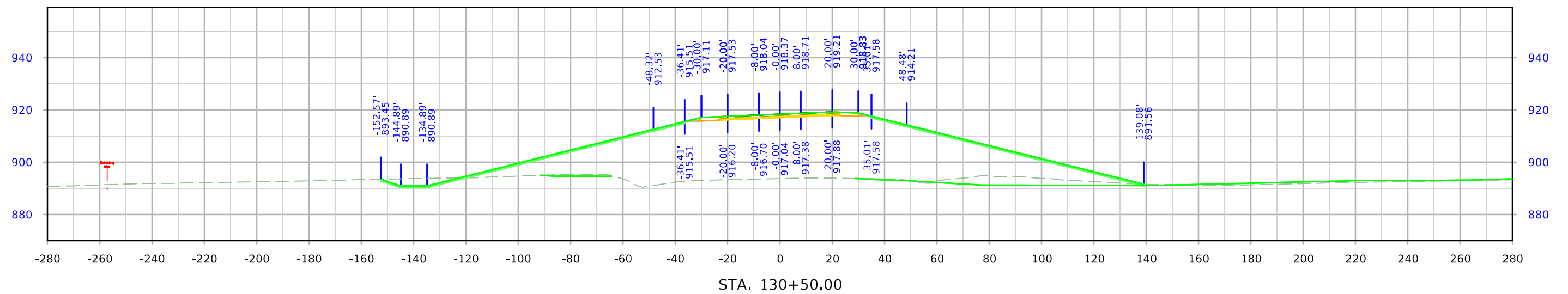
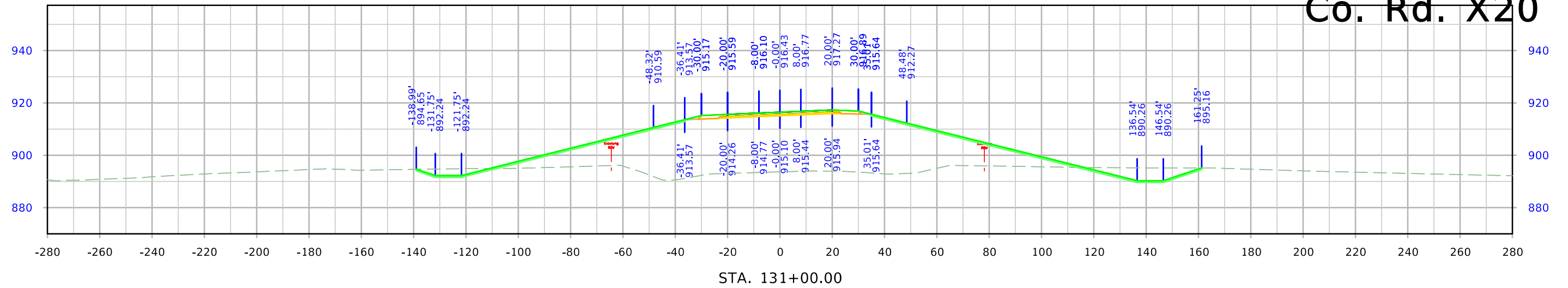
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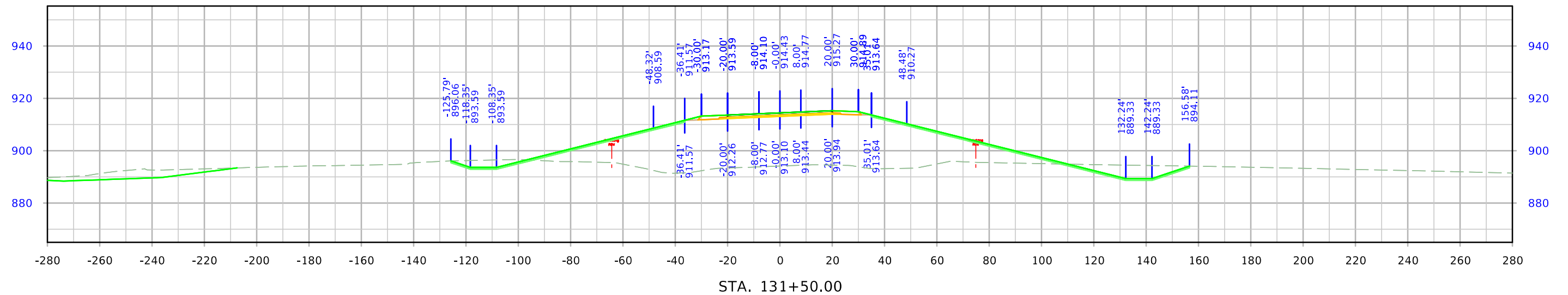
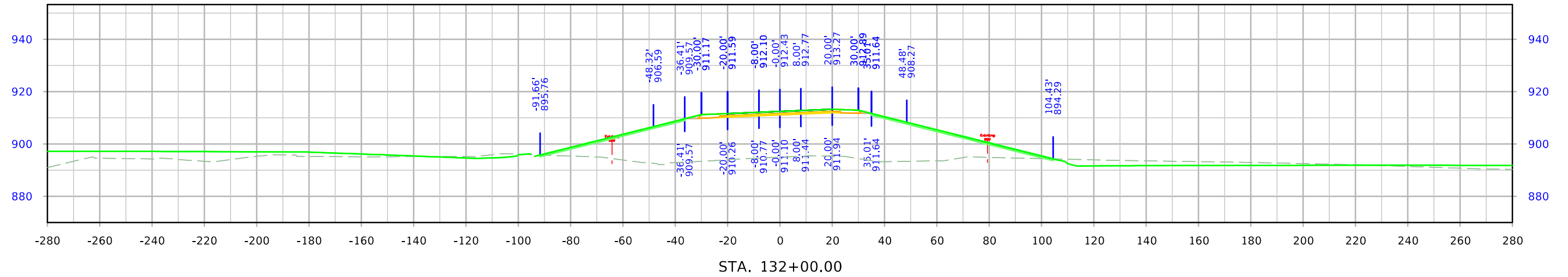
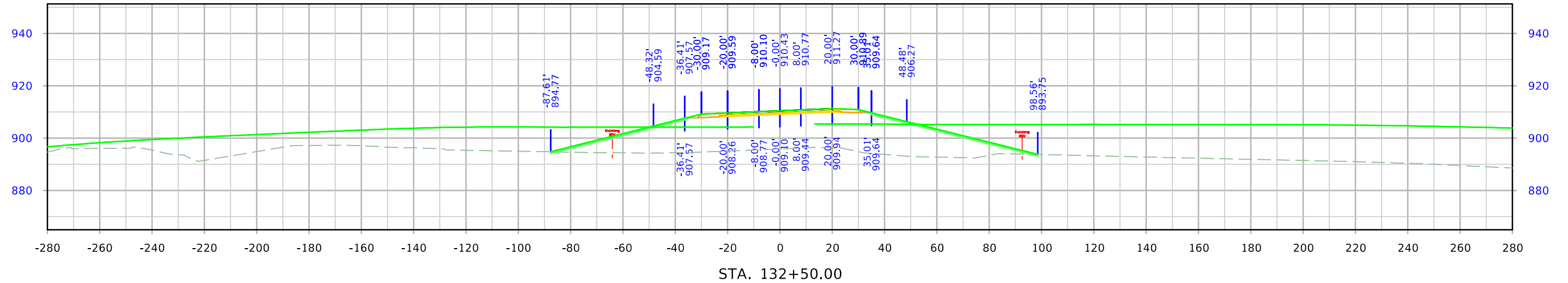
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# Co. Rd. X20

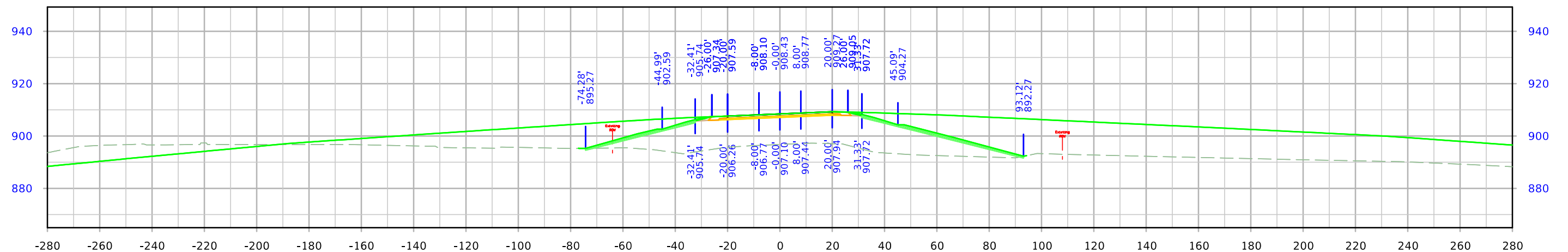
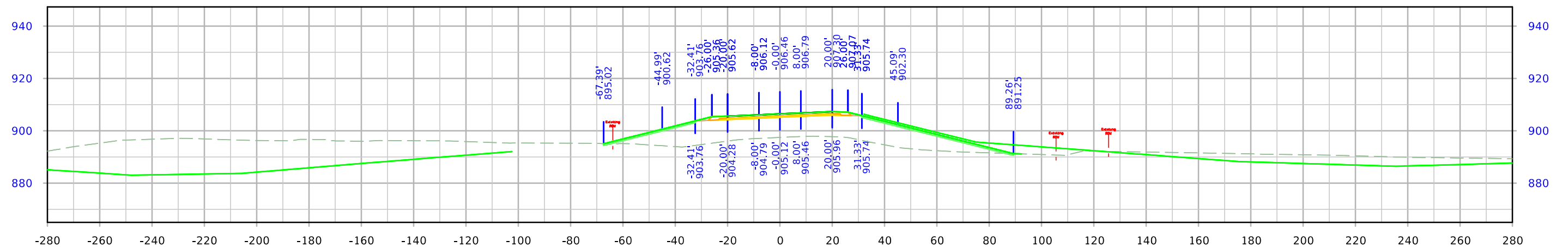
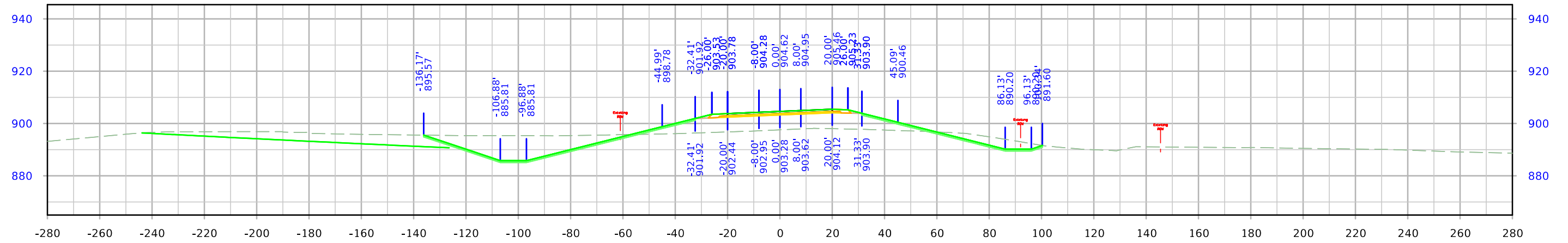


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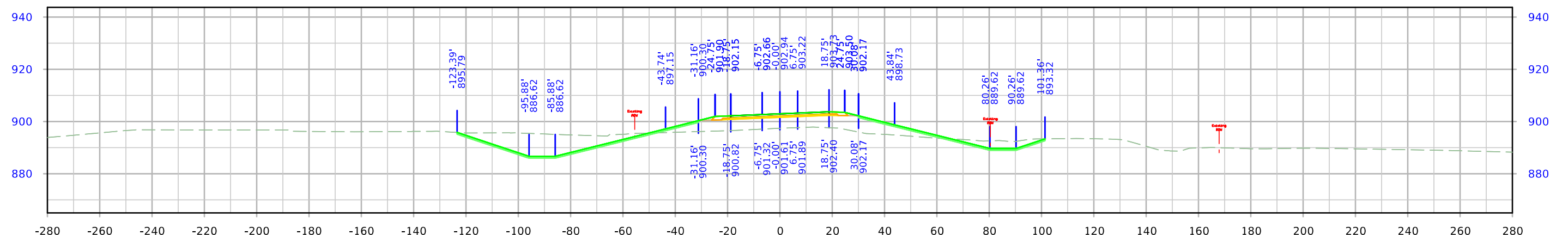
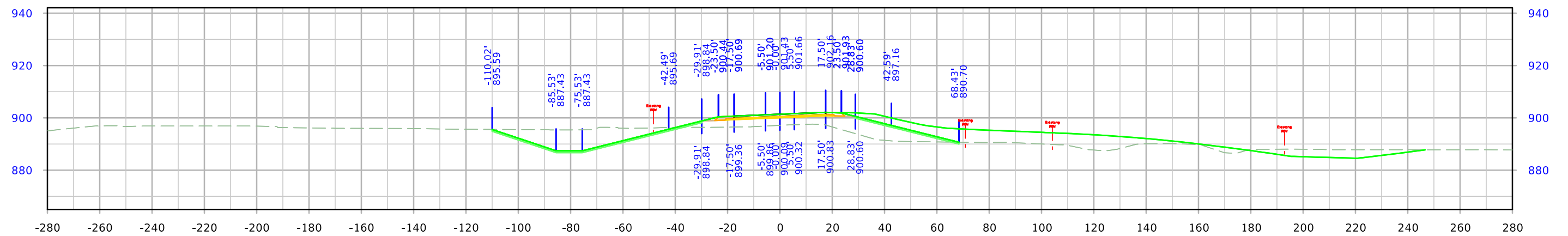
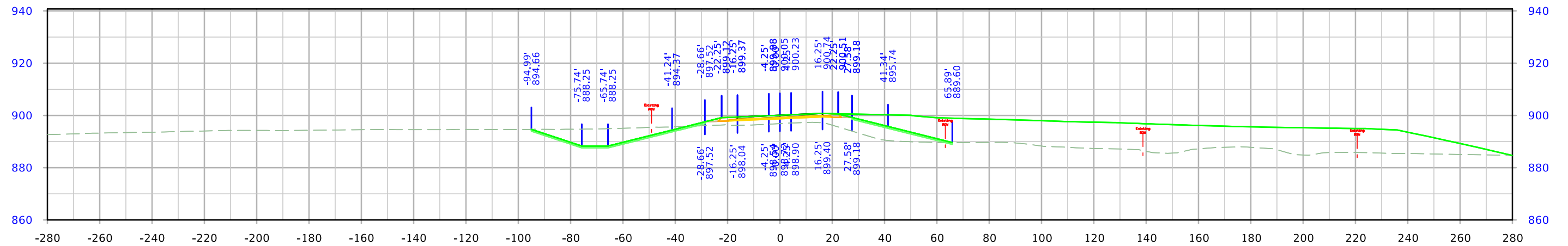




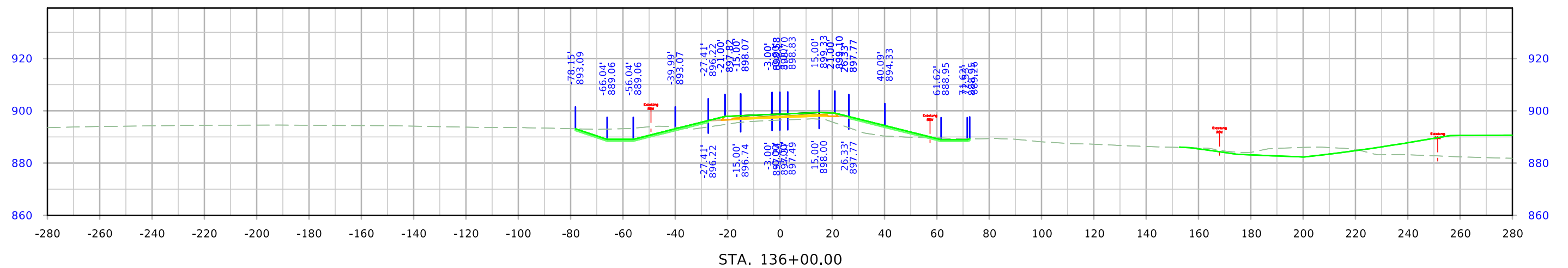
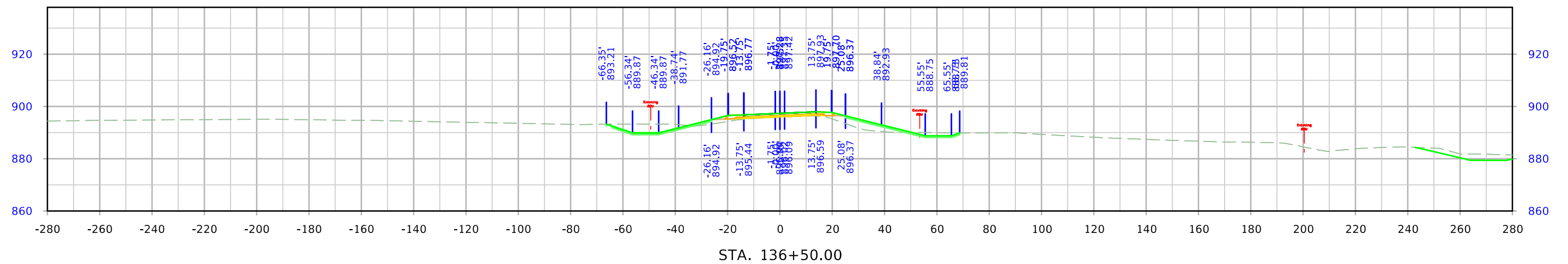
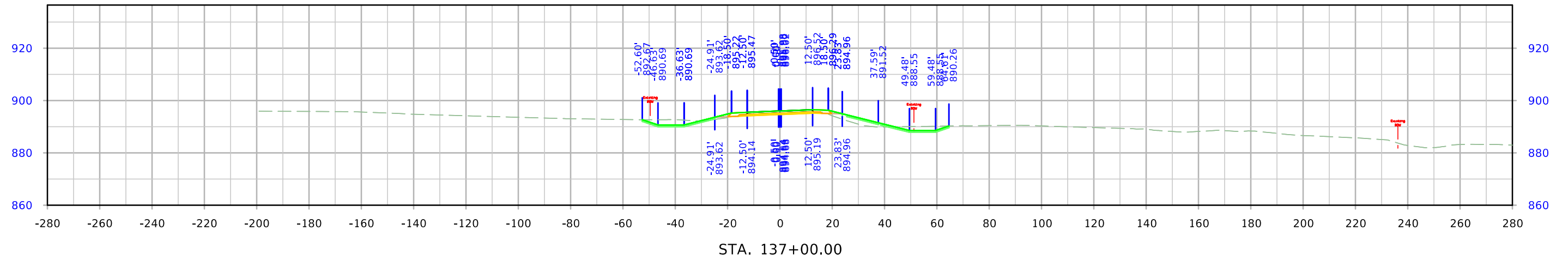
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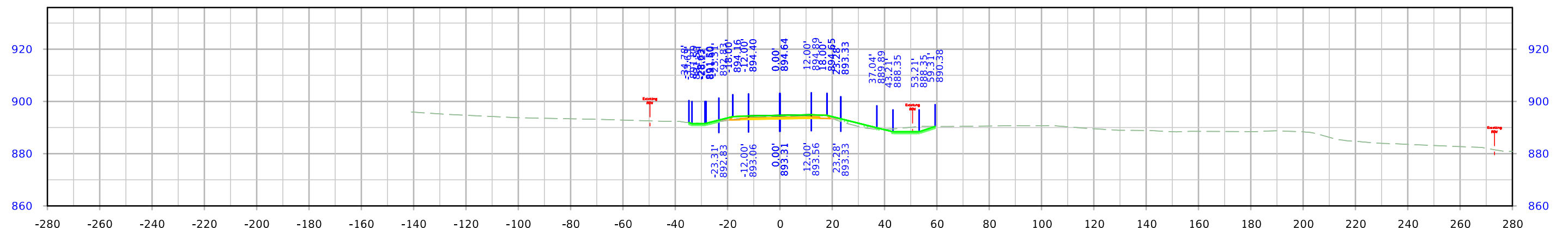
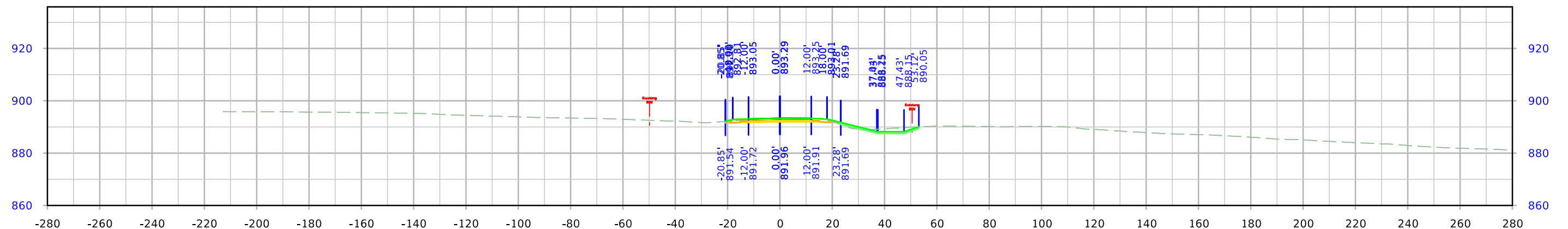
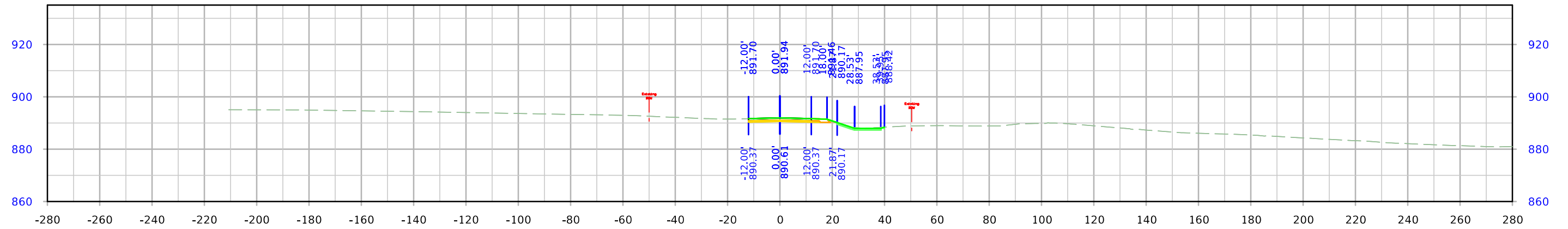
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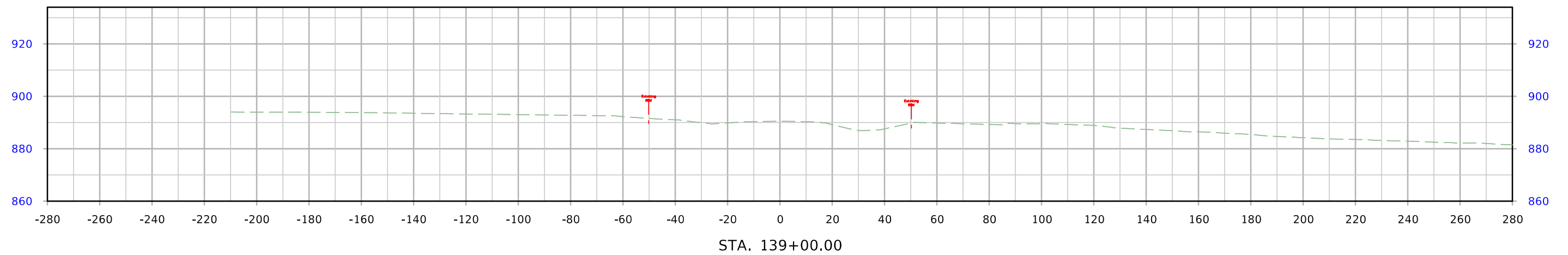
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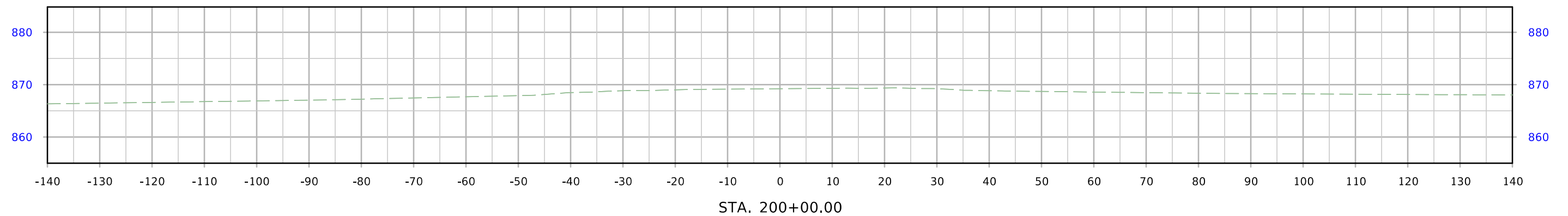
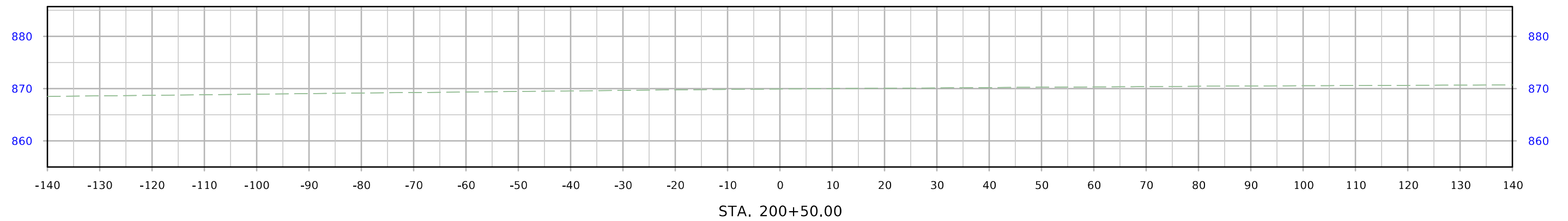
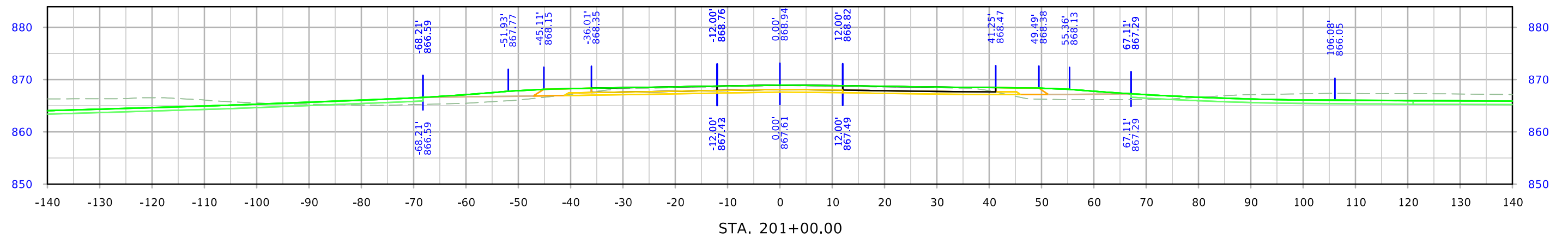
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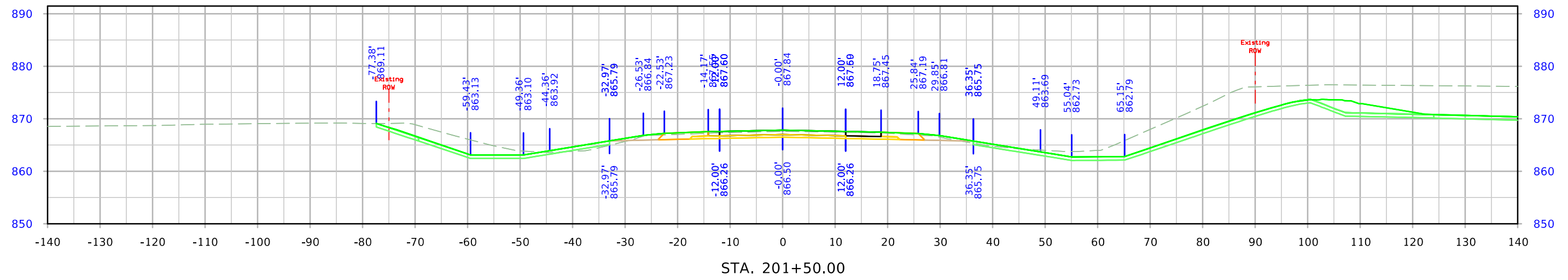
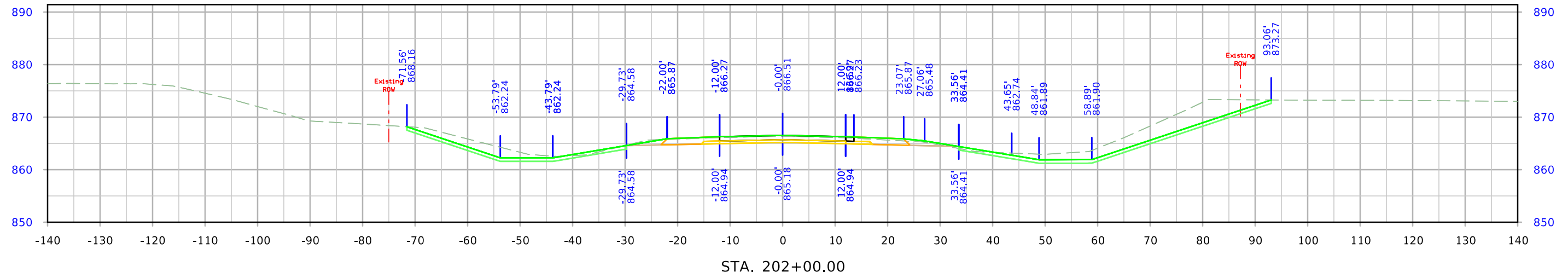
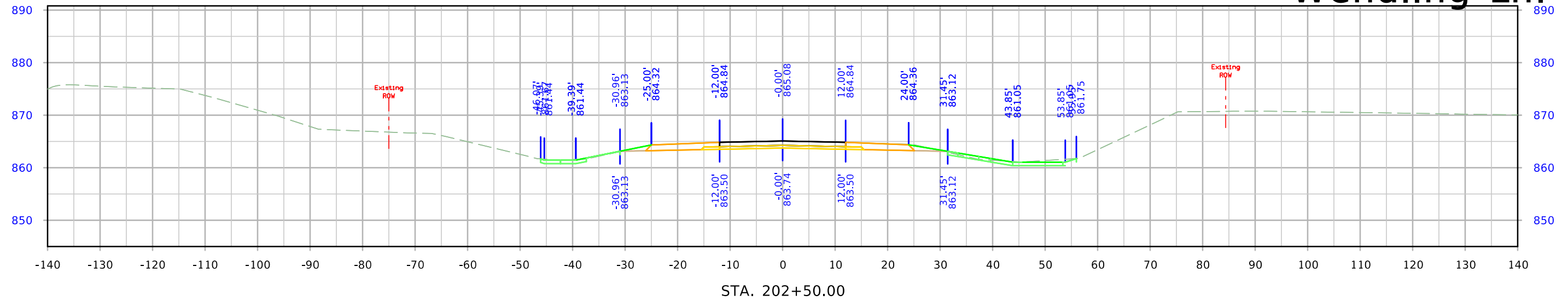
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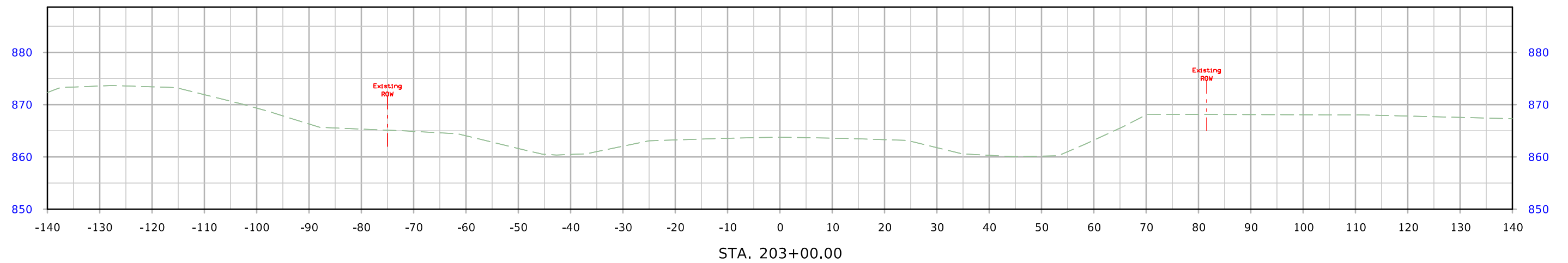
# Wendling Ln.



# Wendling Ln.

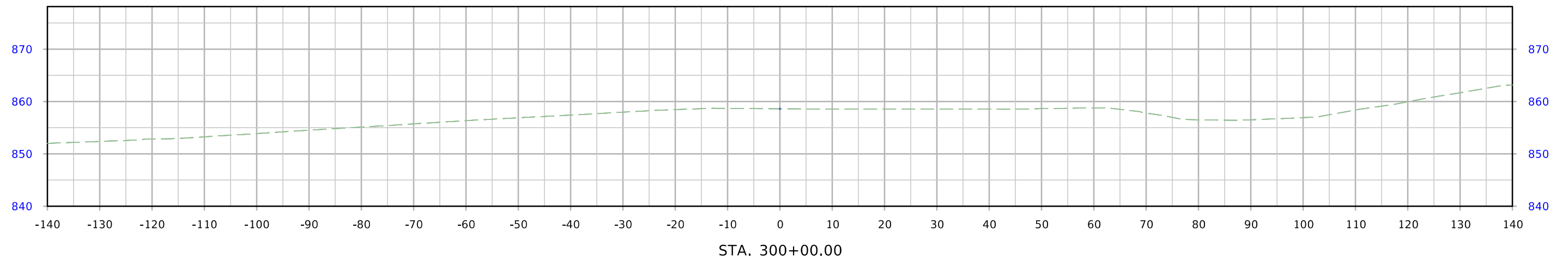
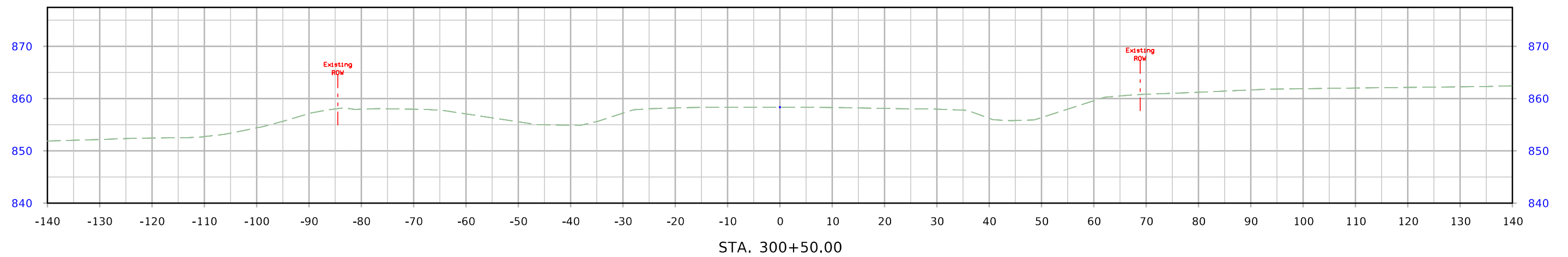
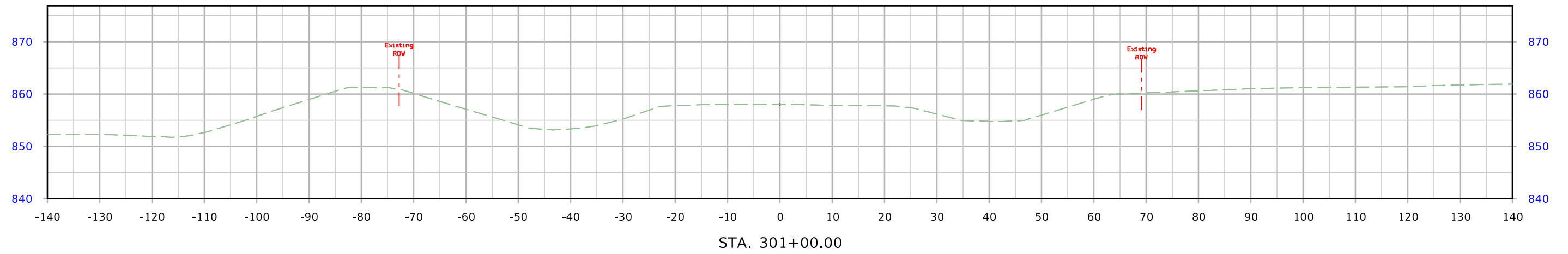


# Wendling Ln.

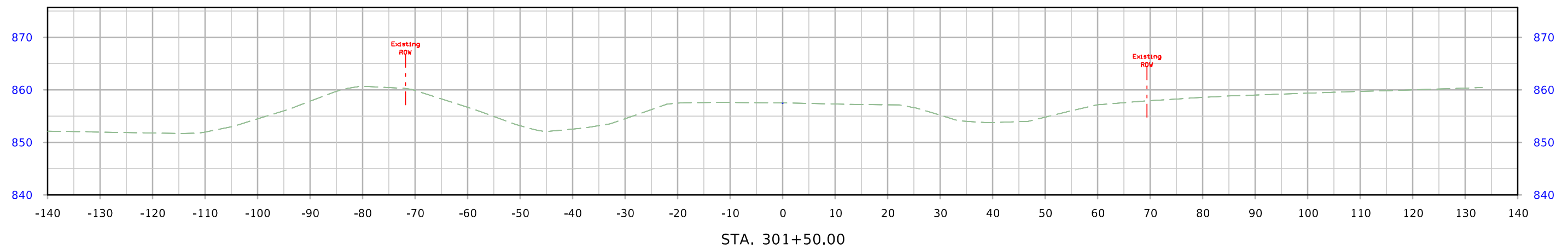
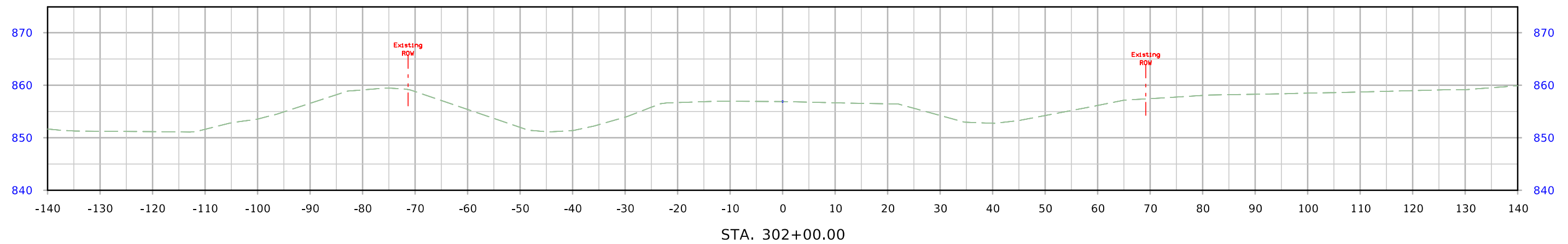
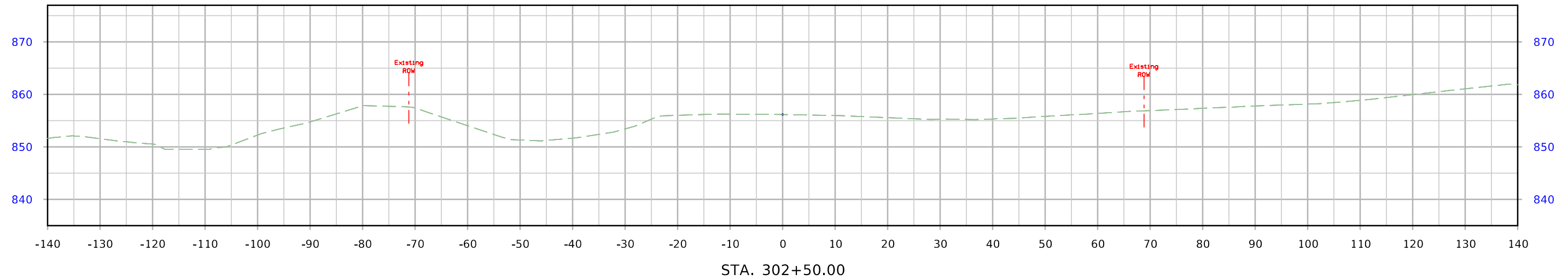




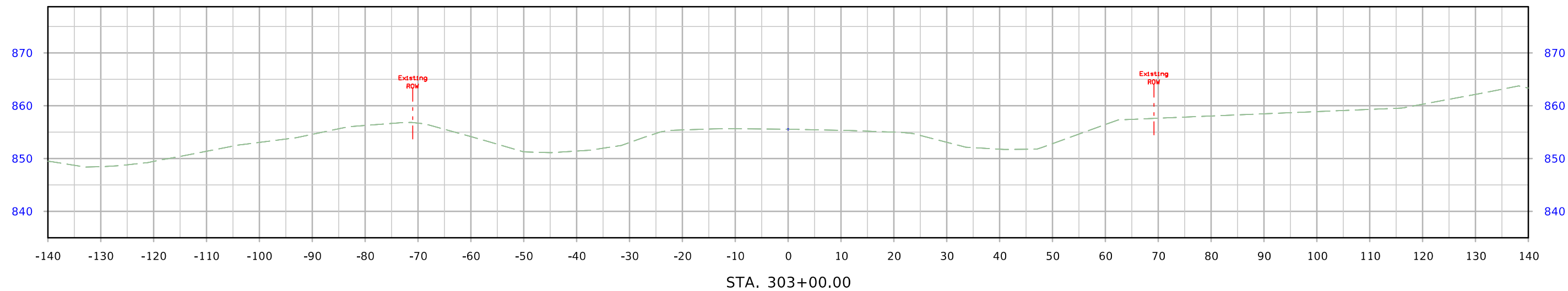
# 1st Ave.



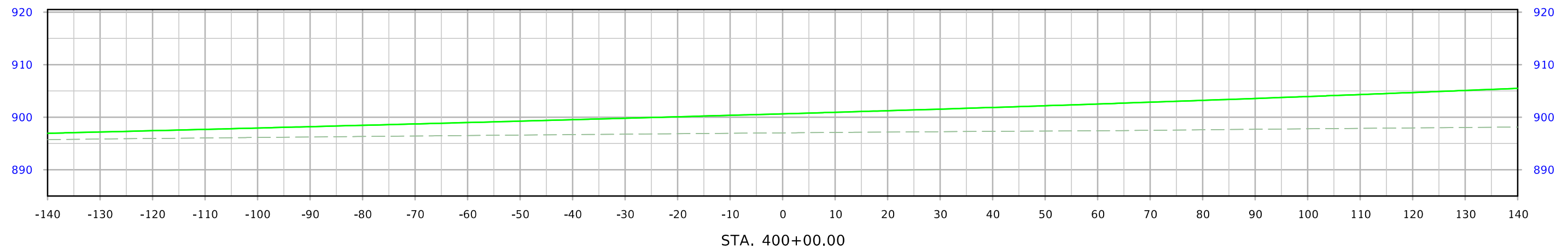
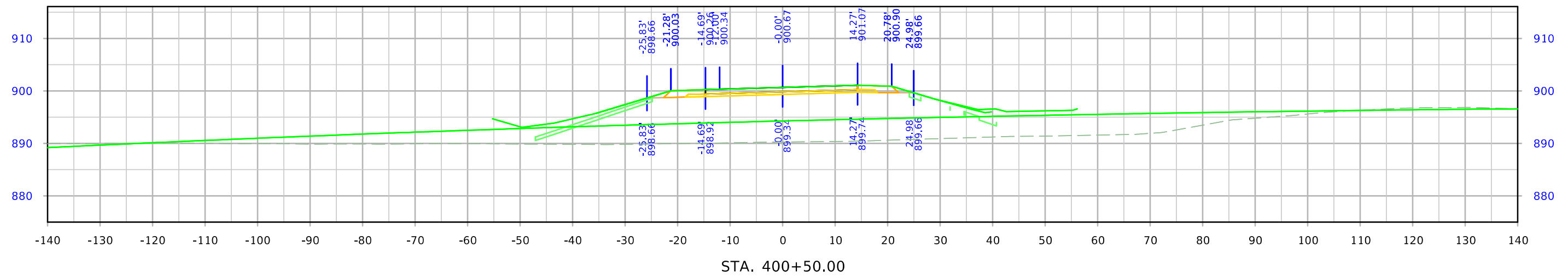
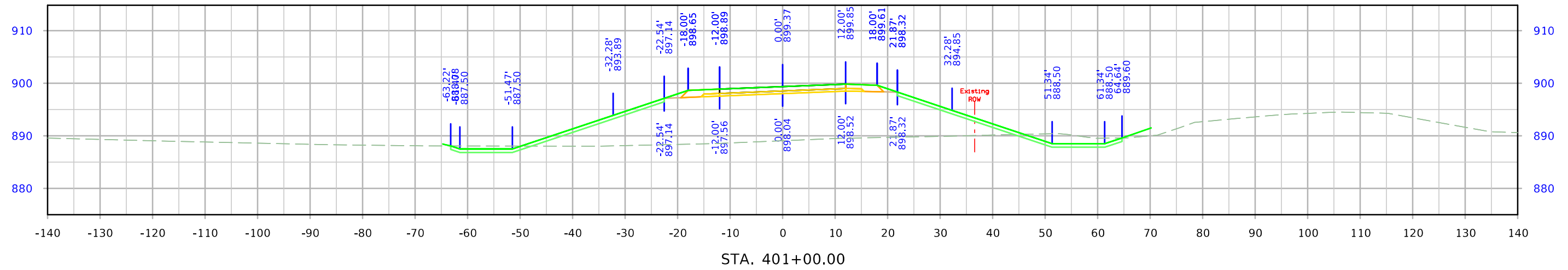
# 1st Ave.



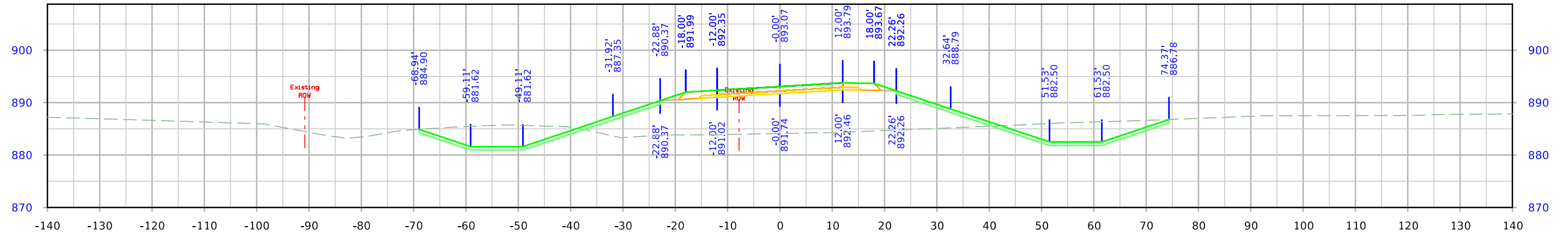
# 1st Ave.



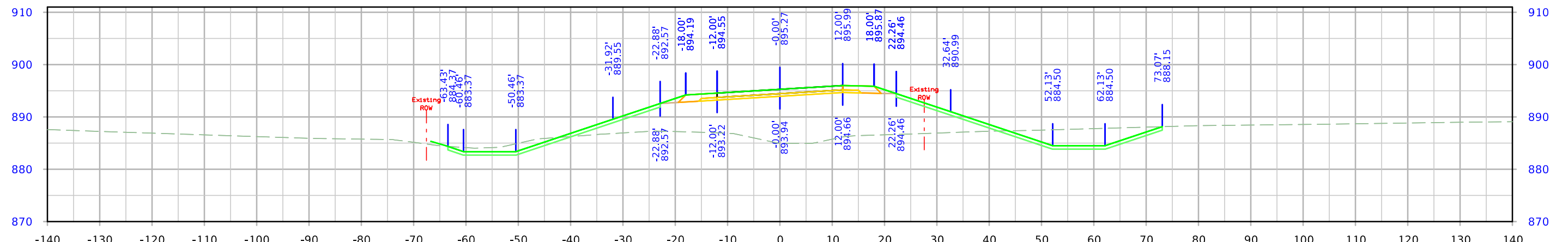
# 5th St. S



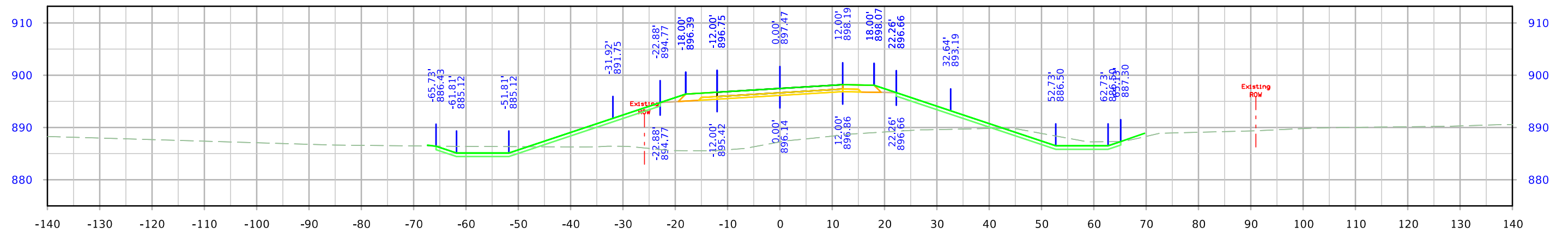
# 5th St. S



STA. 402+50.00

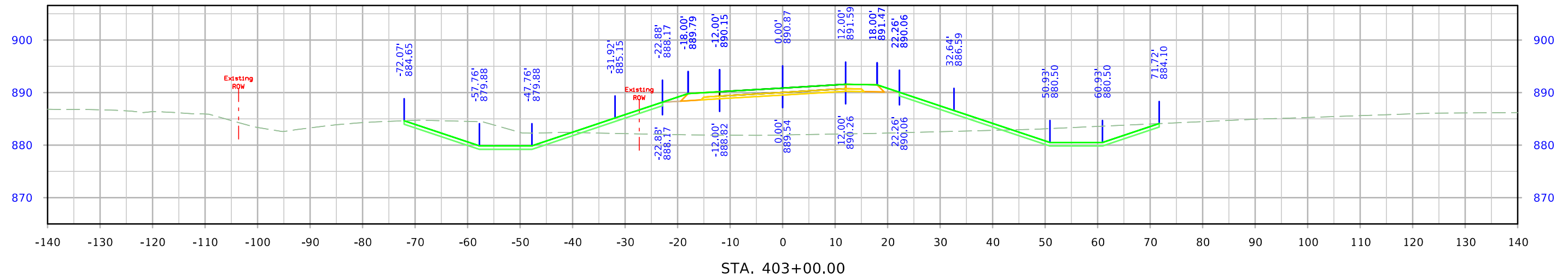
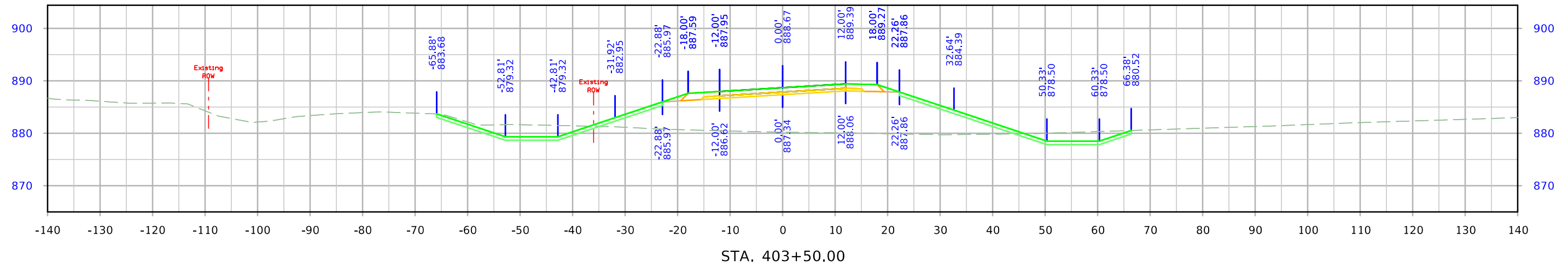
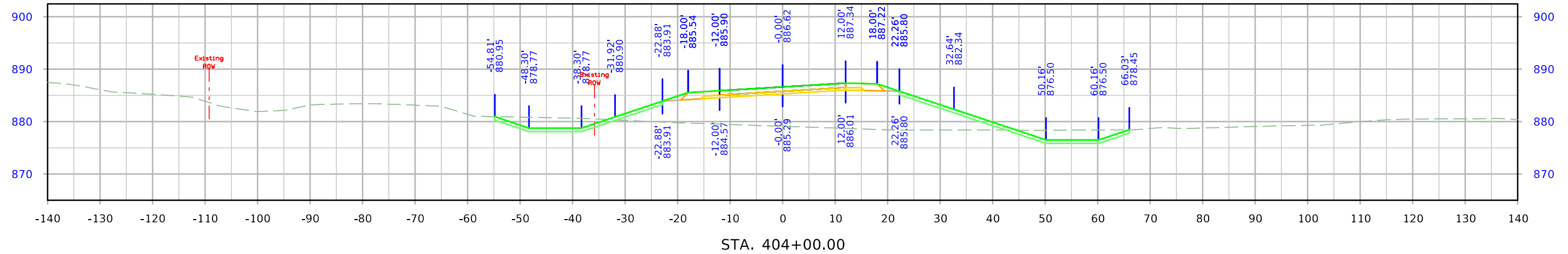


STA. 402+00.00

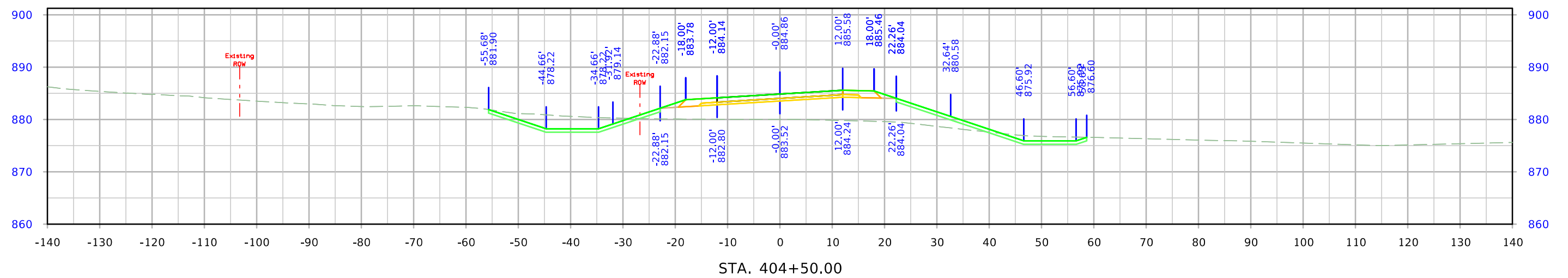
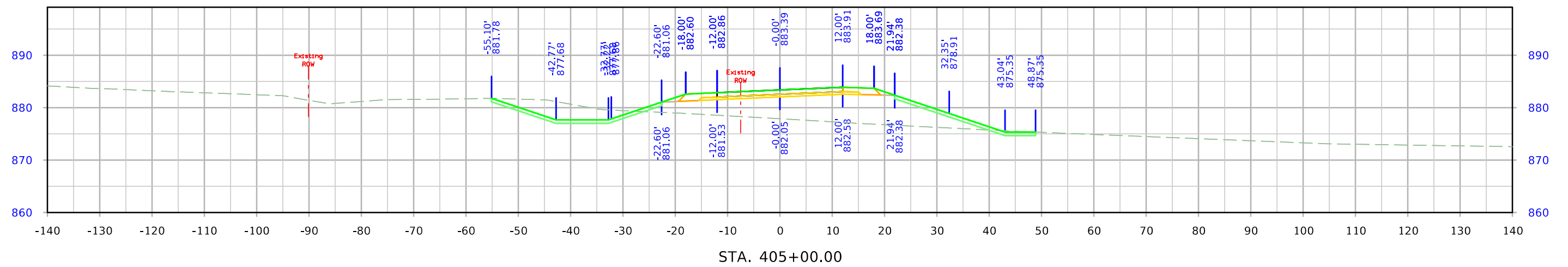
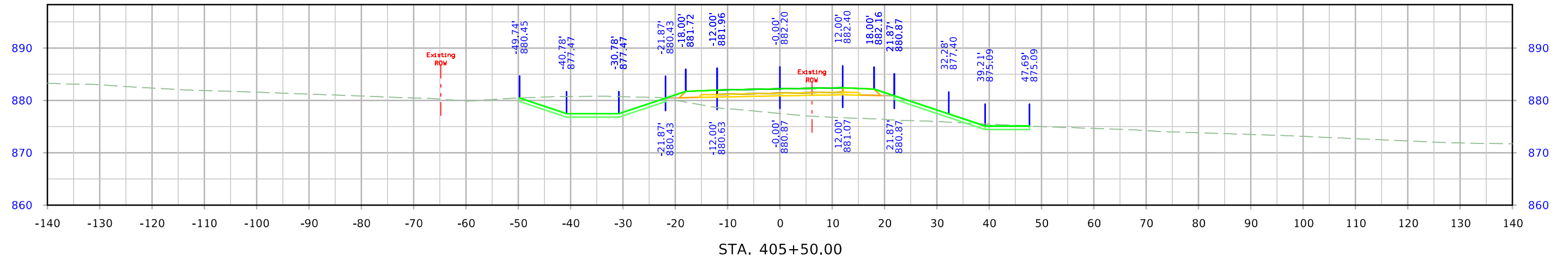


STA. 401+50.00

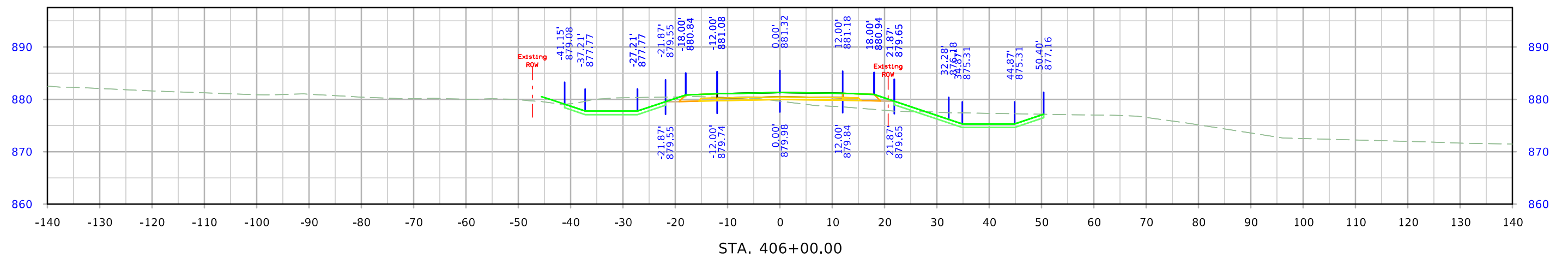
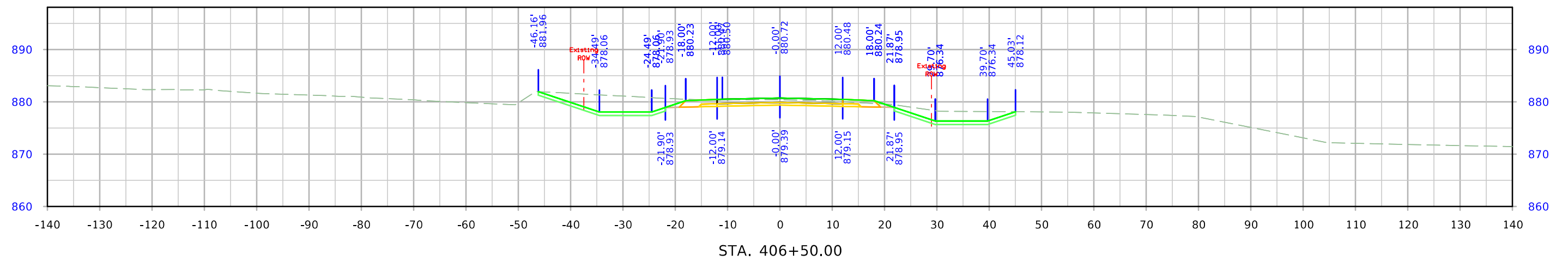
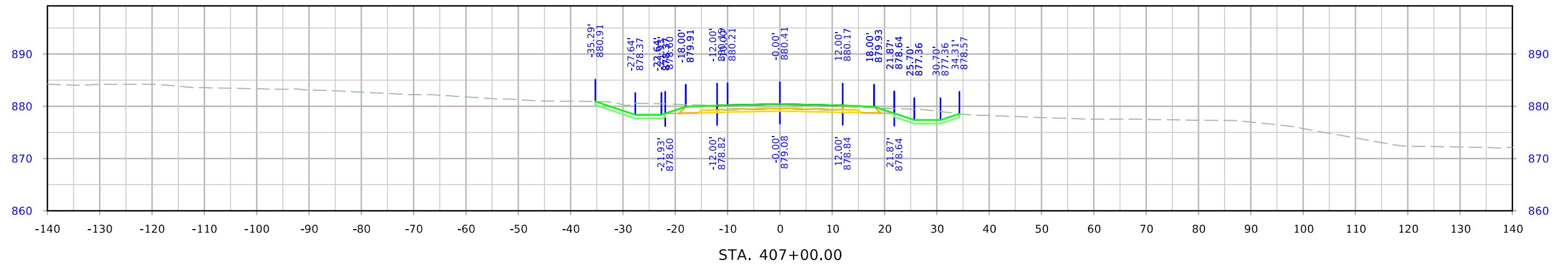
# 5th St. S



# 5th St. S

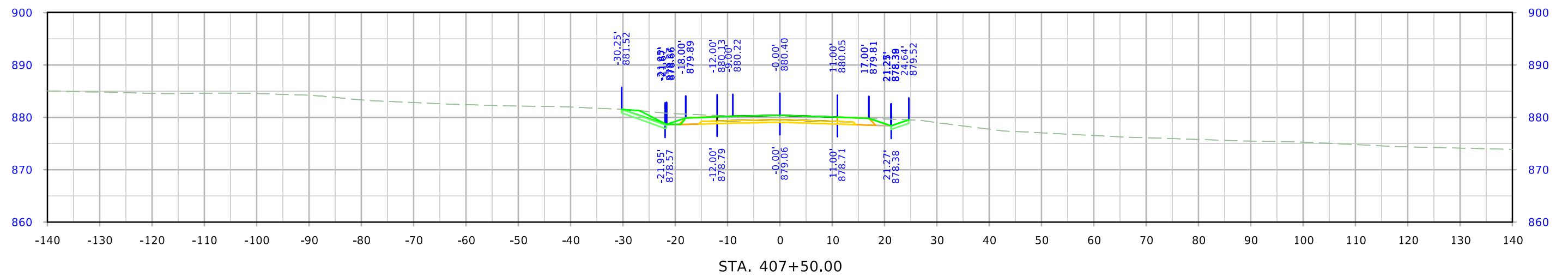
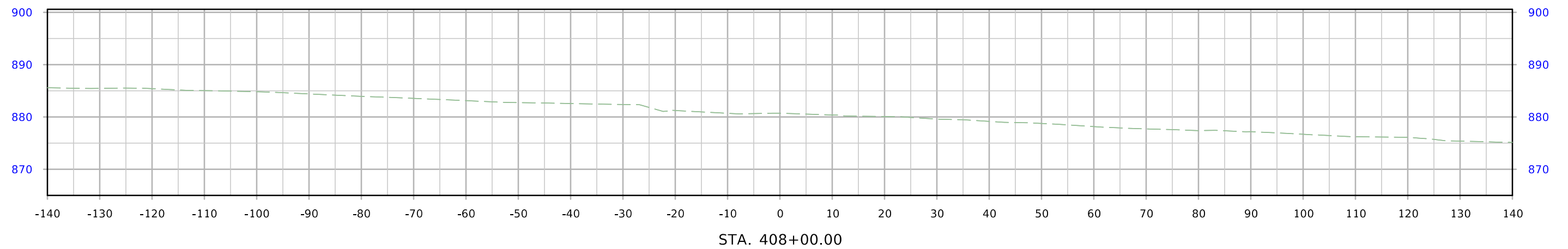


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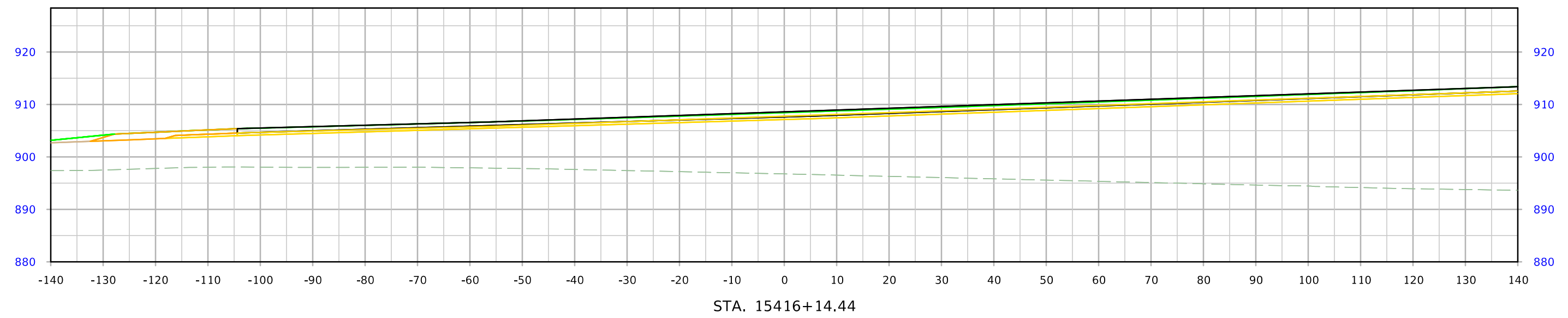
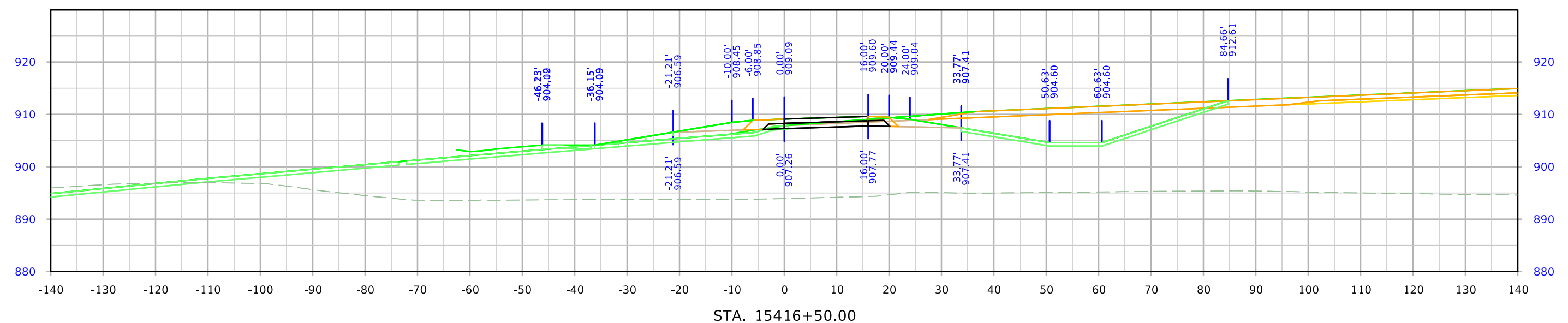




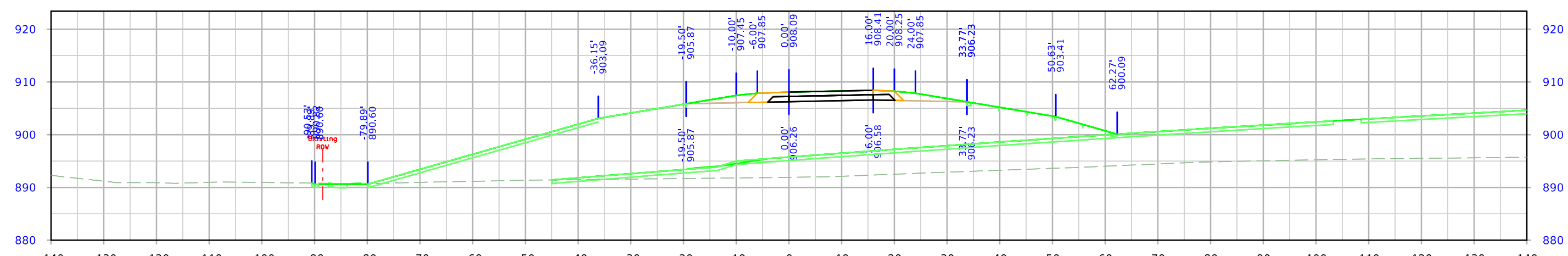
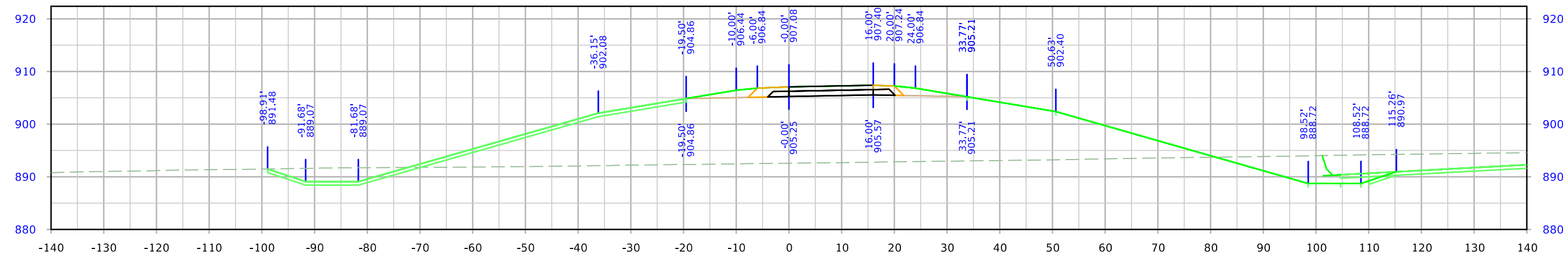
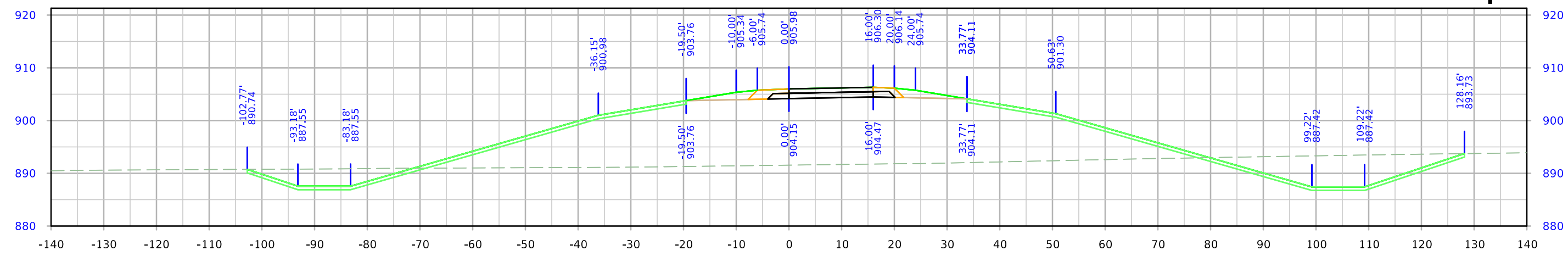
# 5th St. S



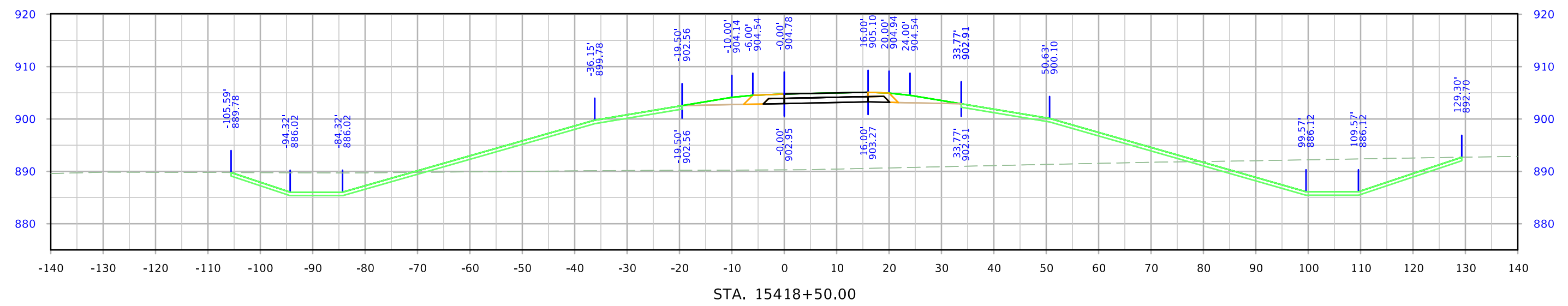
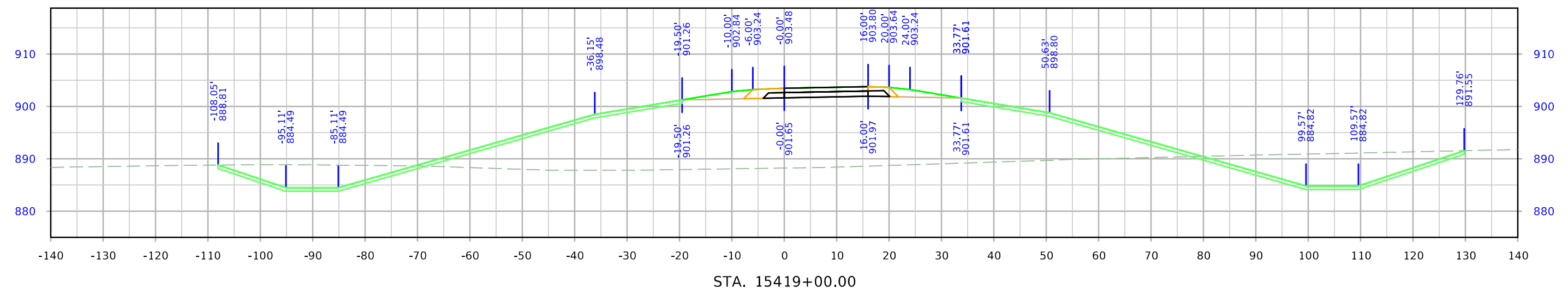
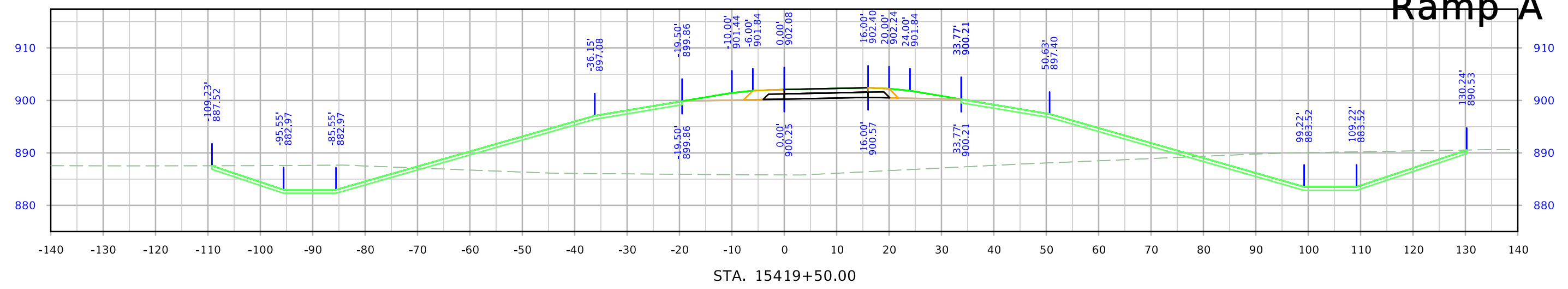
# Ramp A



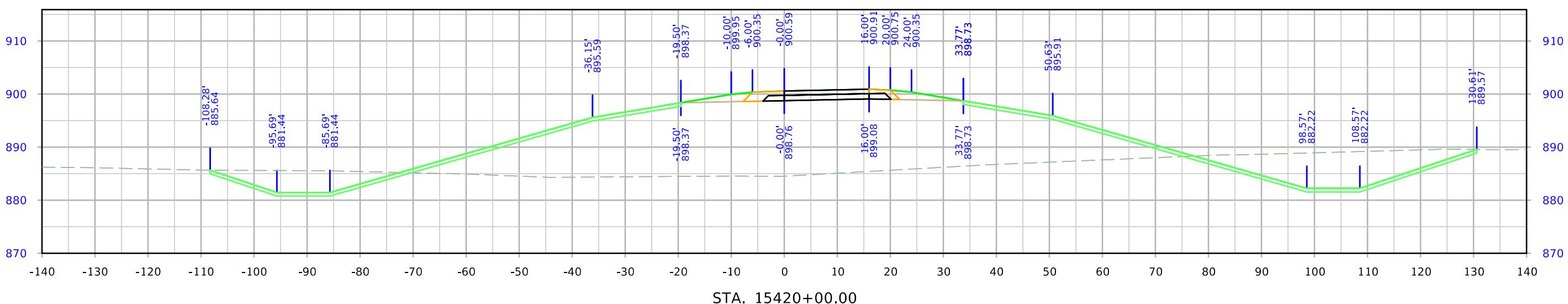
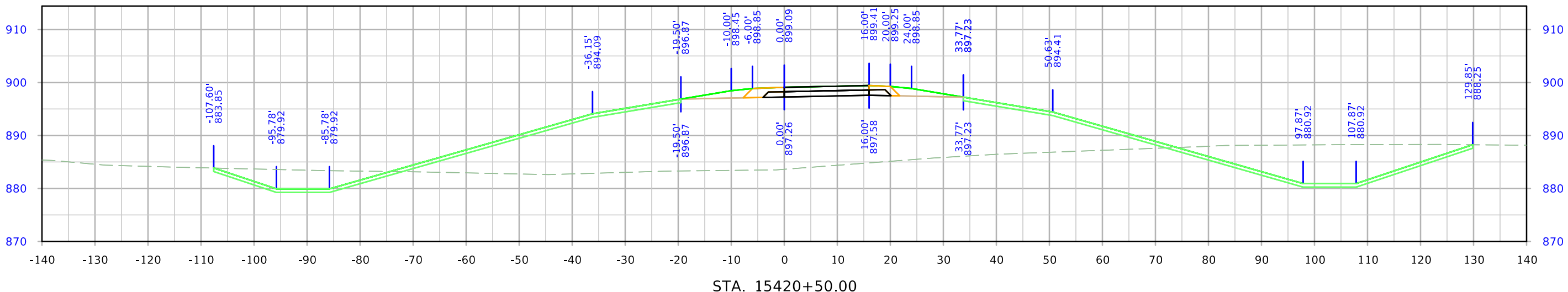
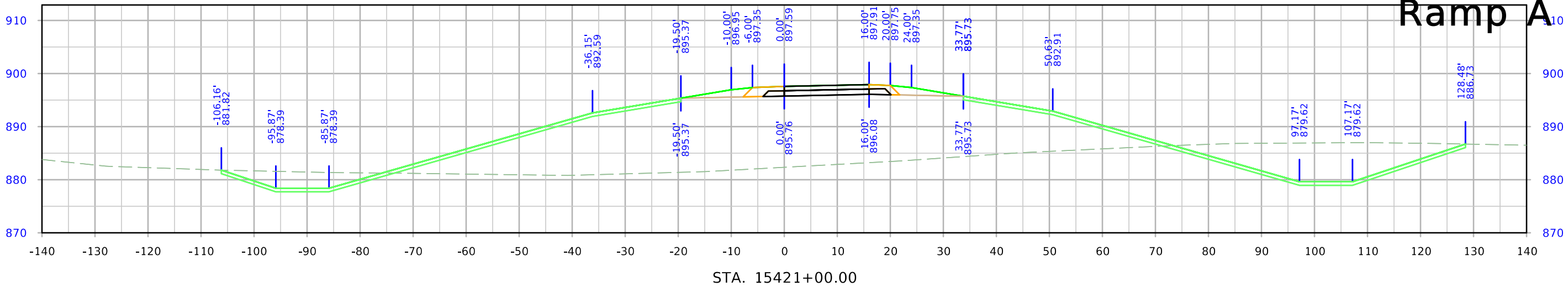
# Ramp A

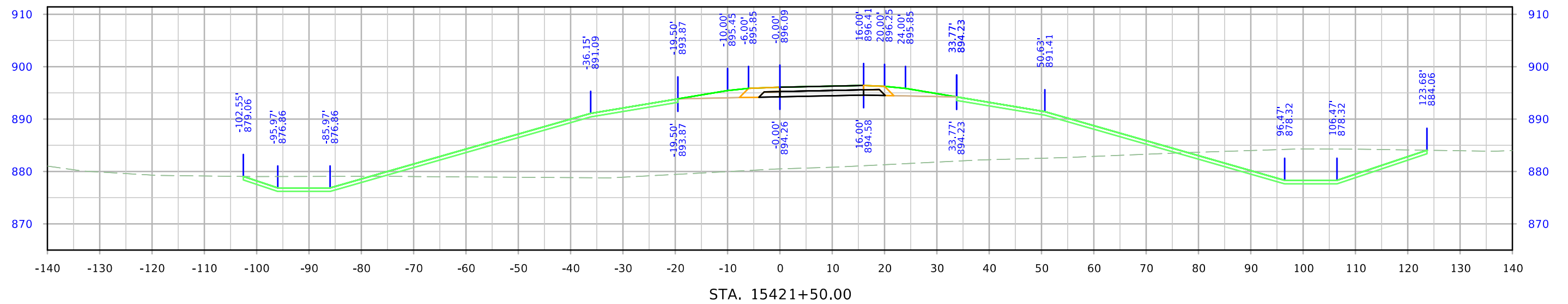
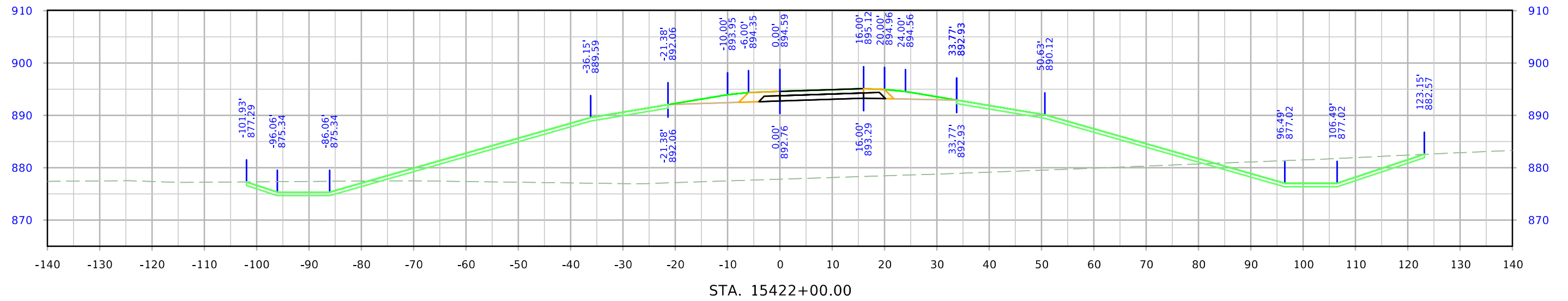


# Ramp A

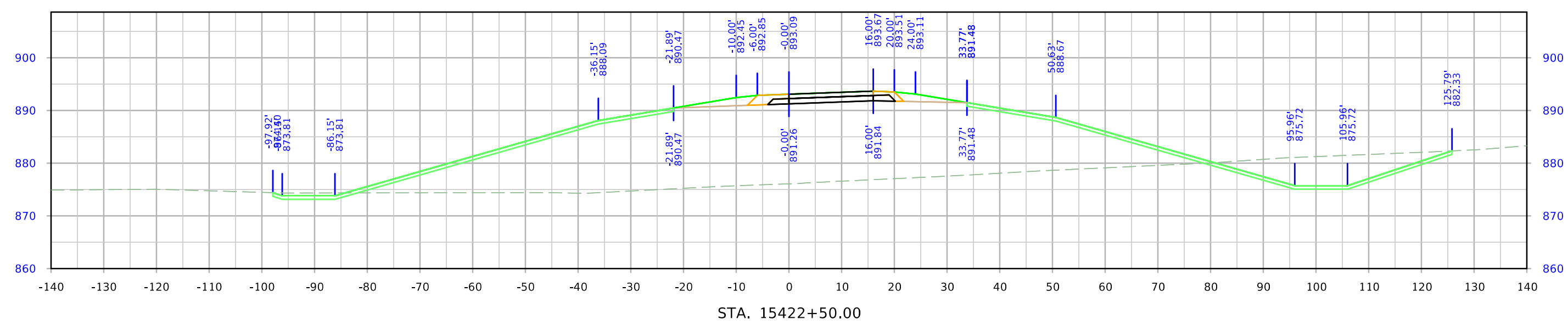
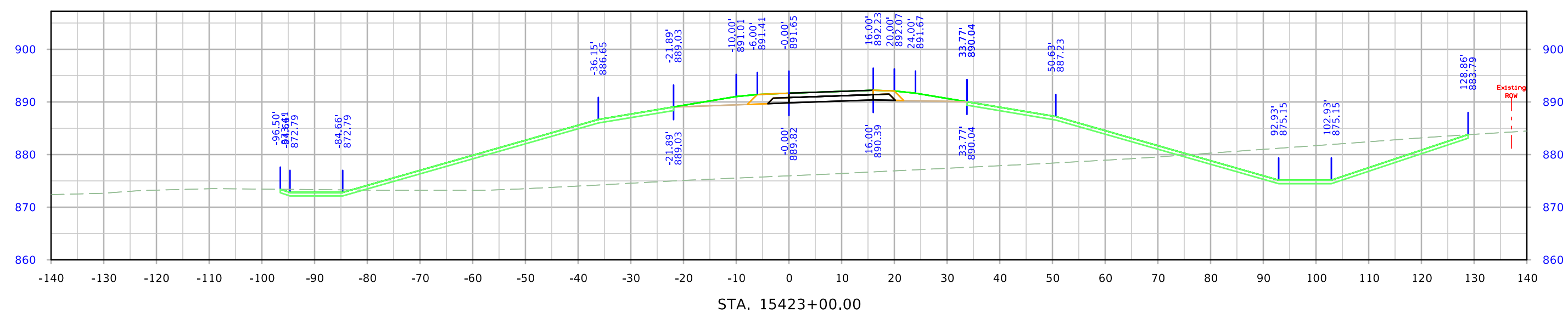


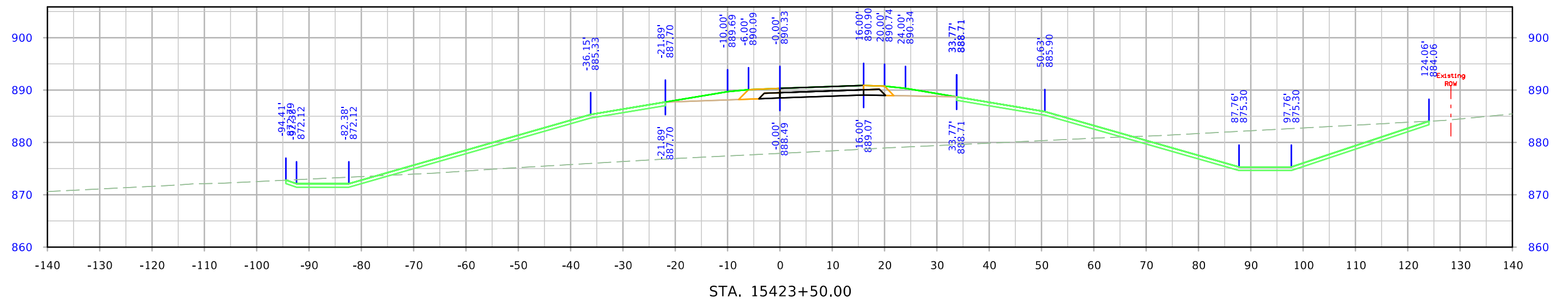
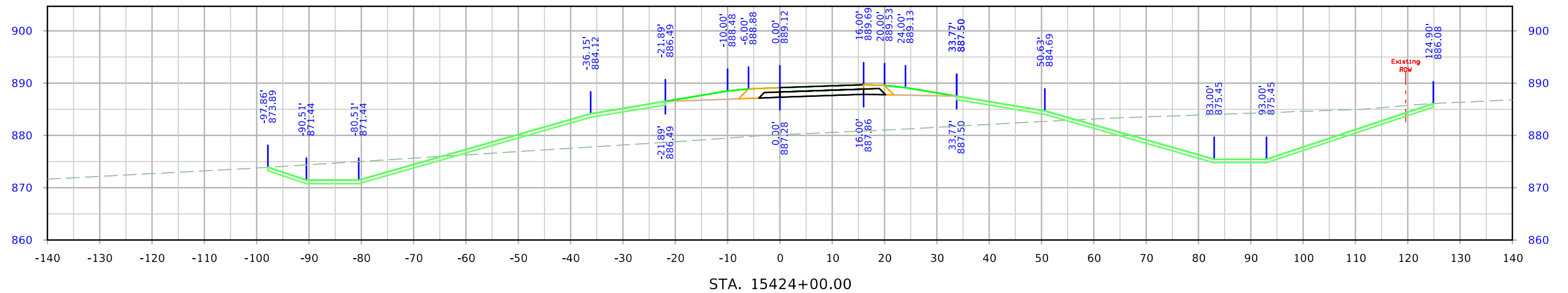
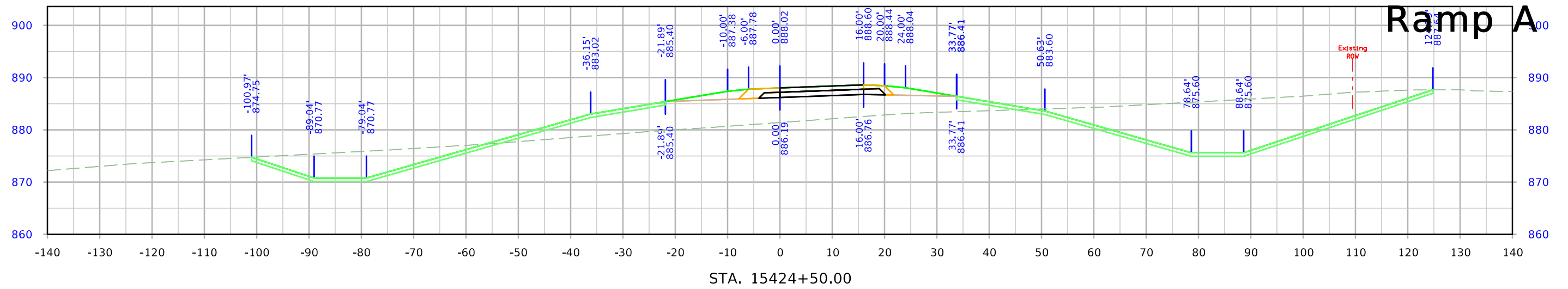
# Ramp A





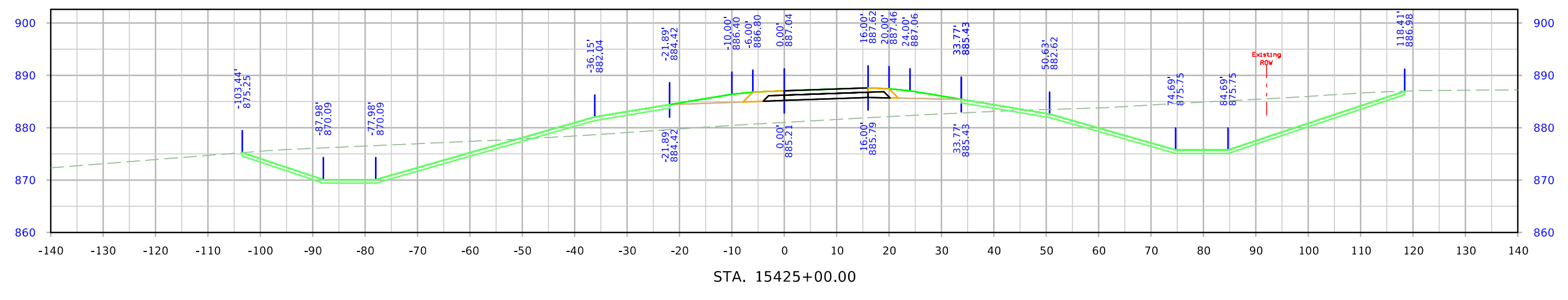
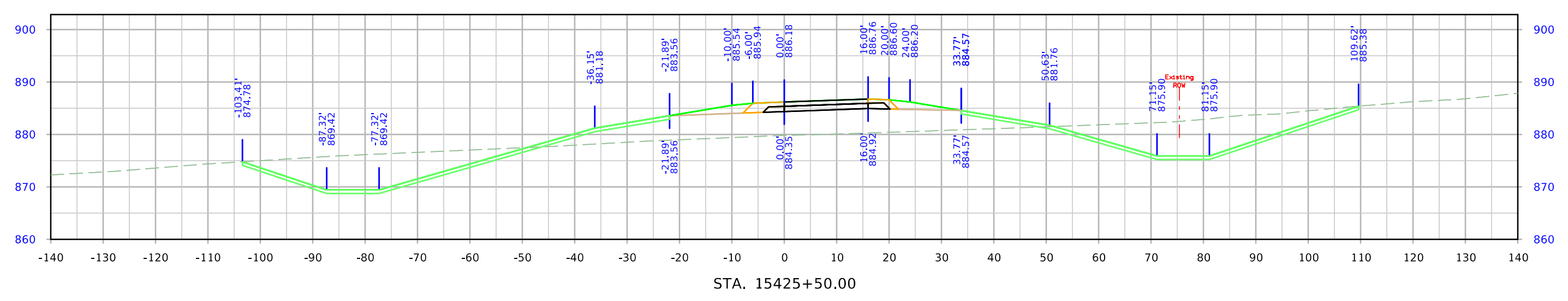
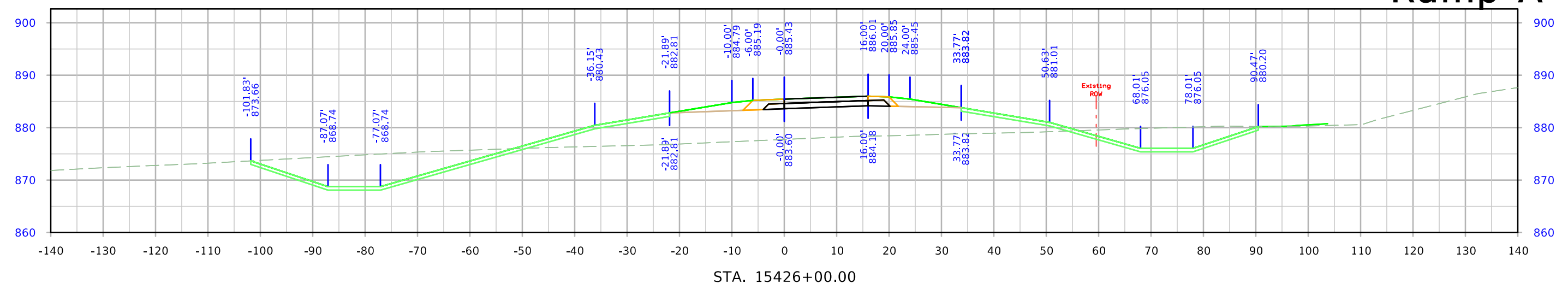
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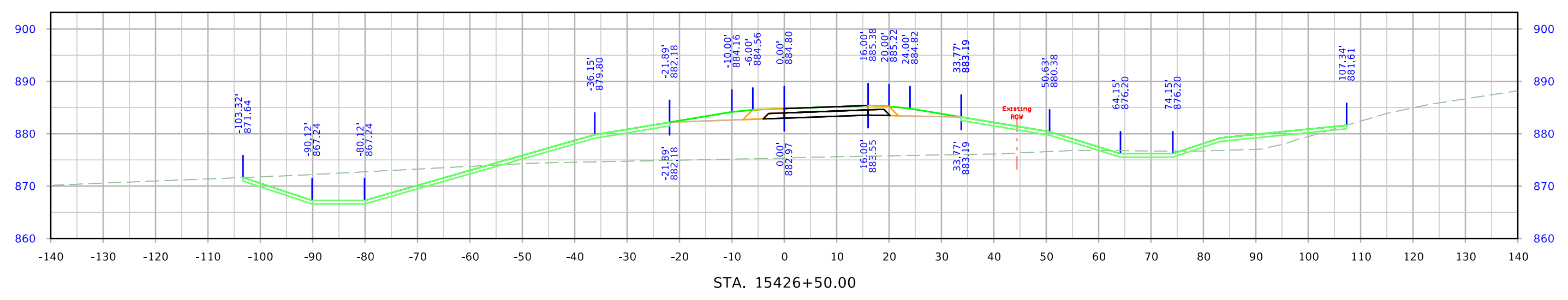
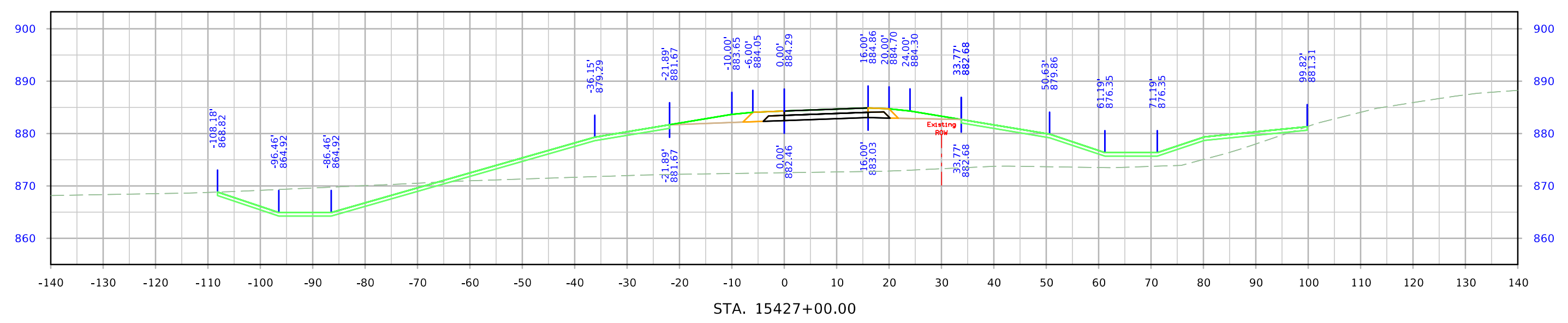




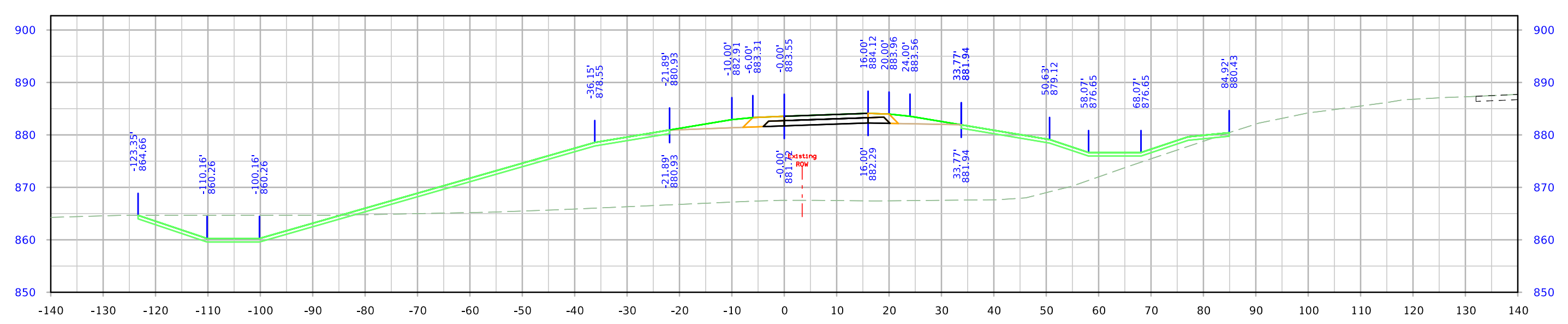
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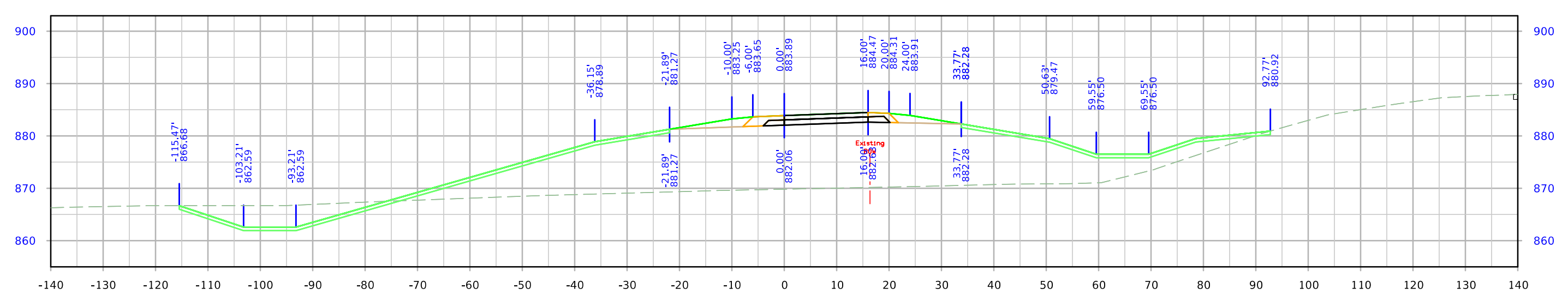
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# Ramp A

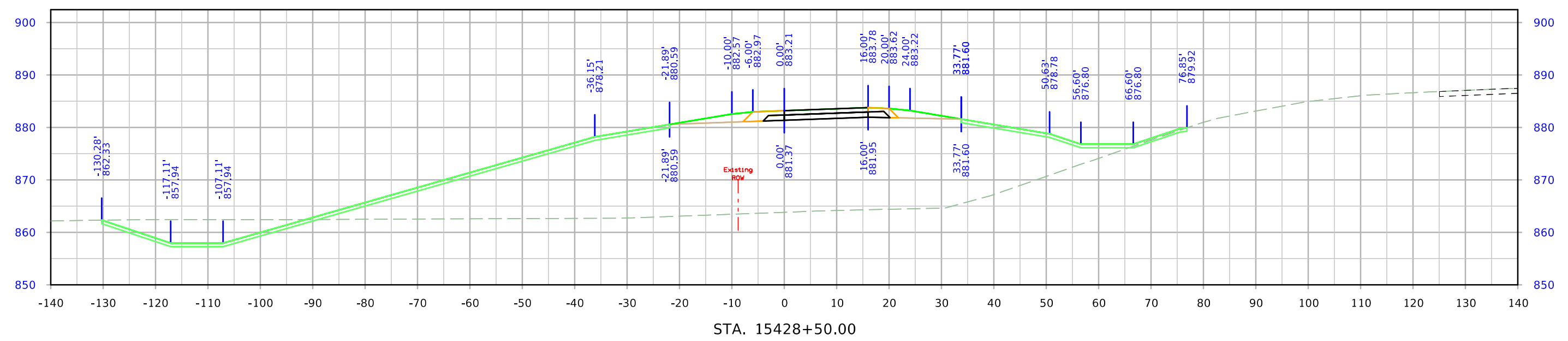
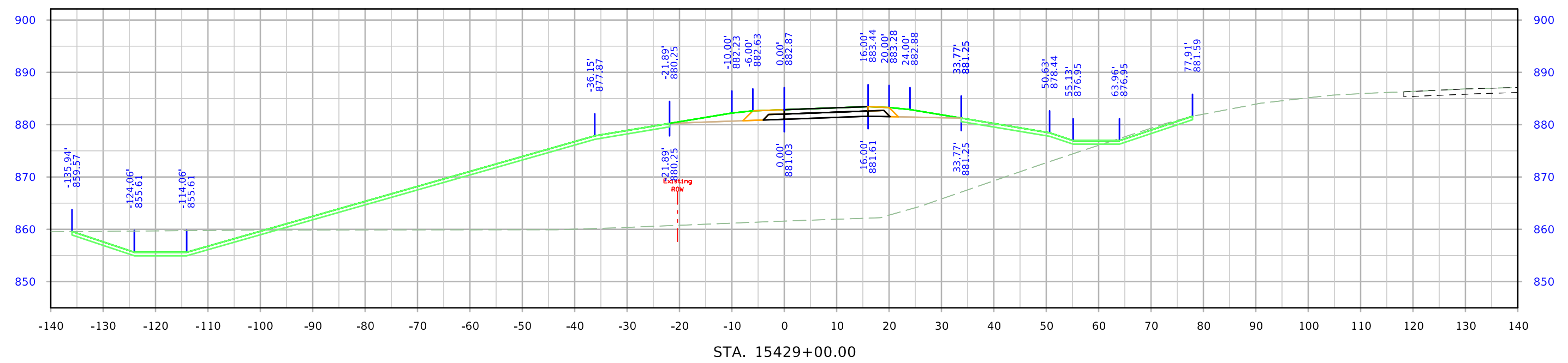


STA. 15428+00.00

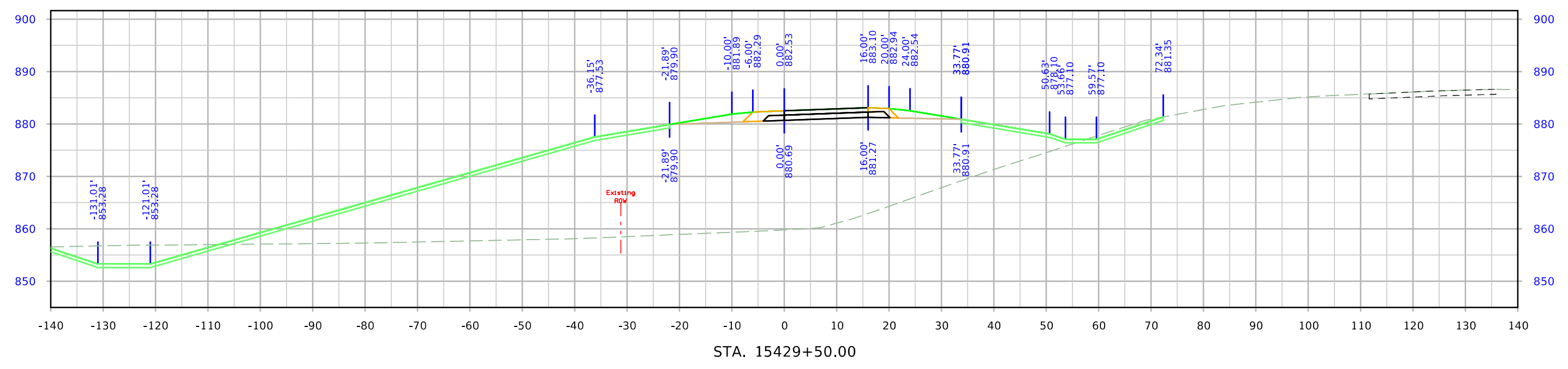
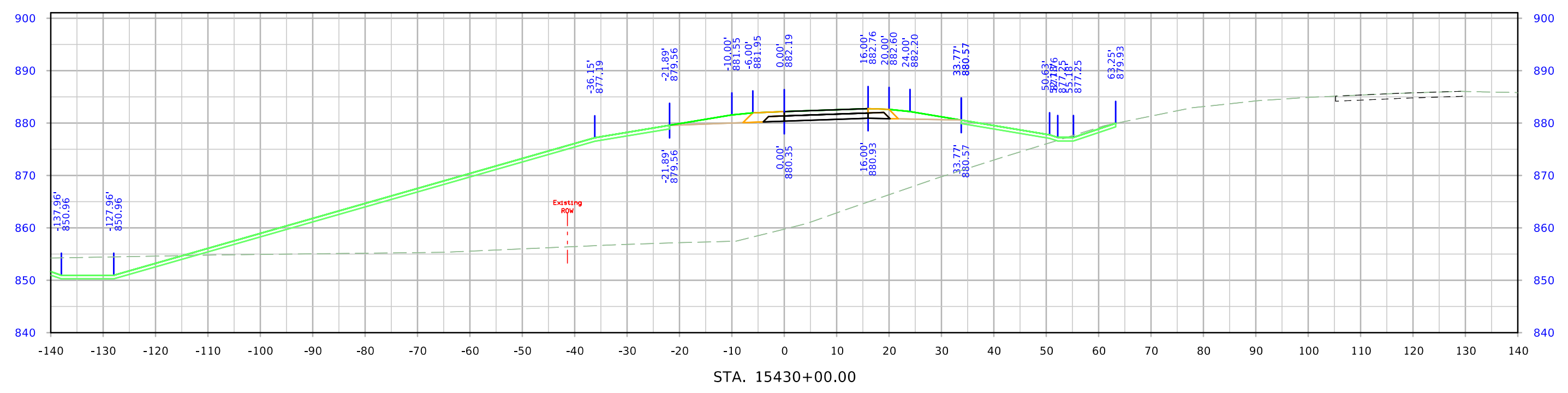


STA. 15427+50.00

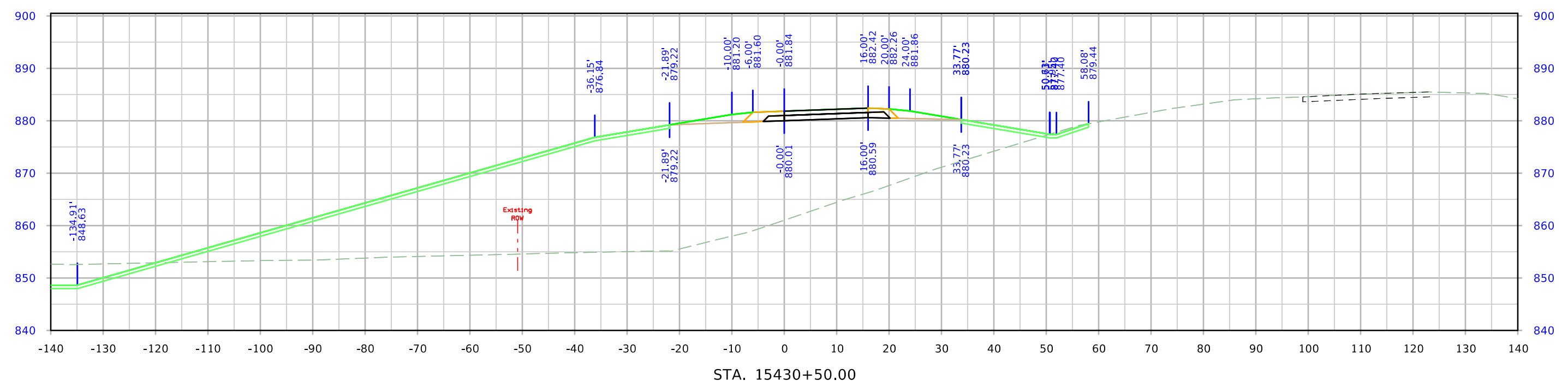
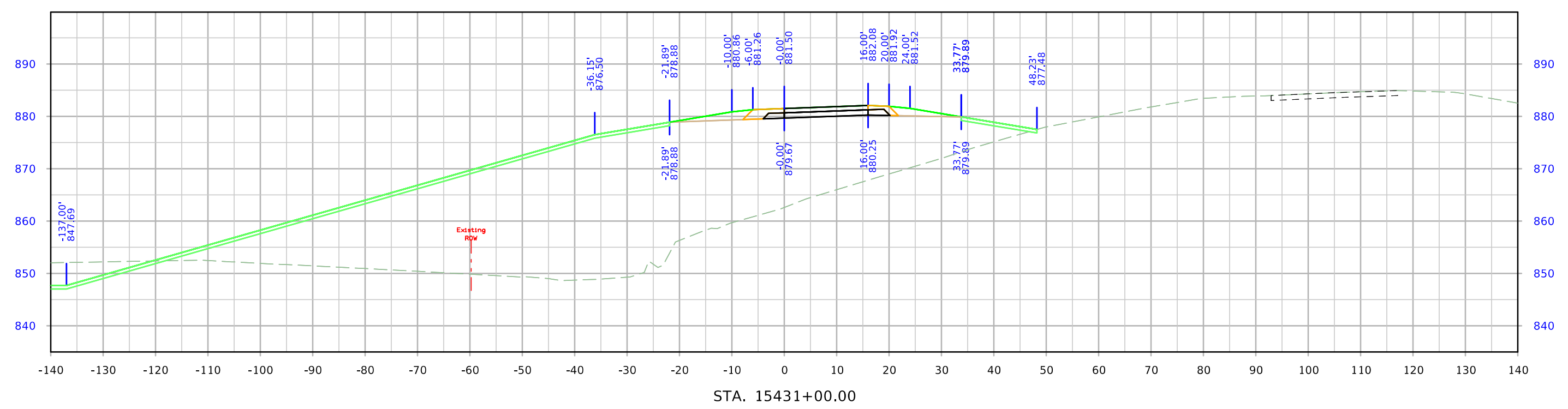
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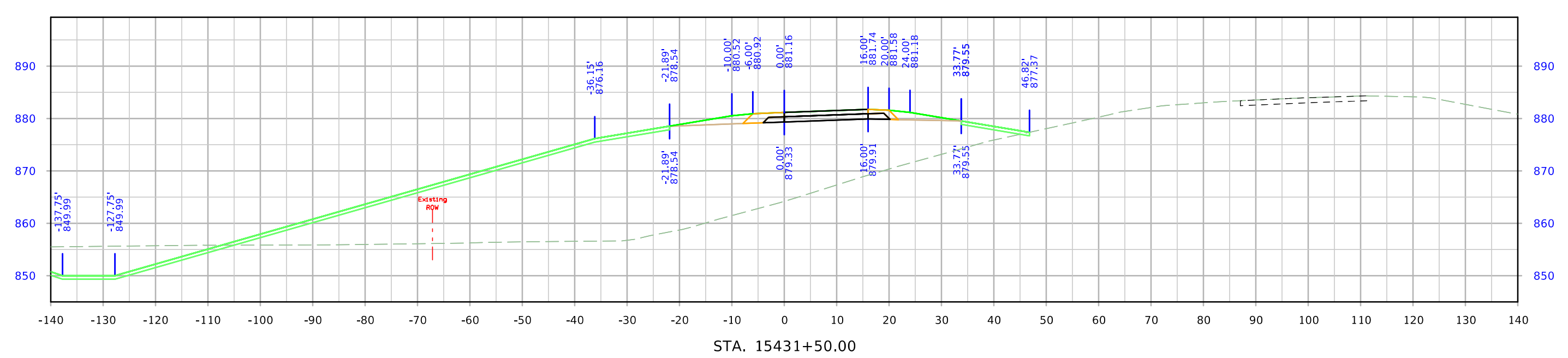
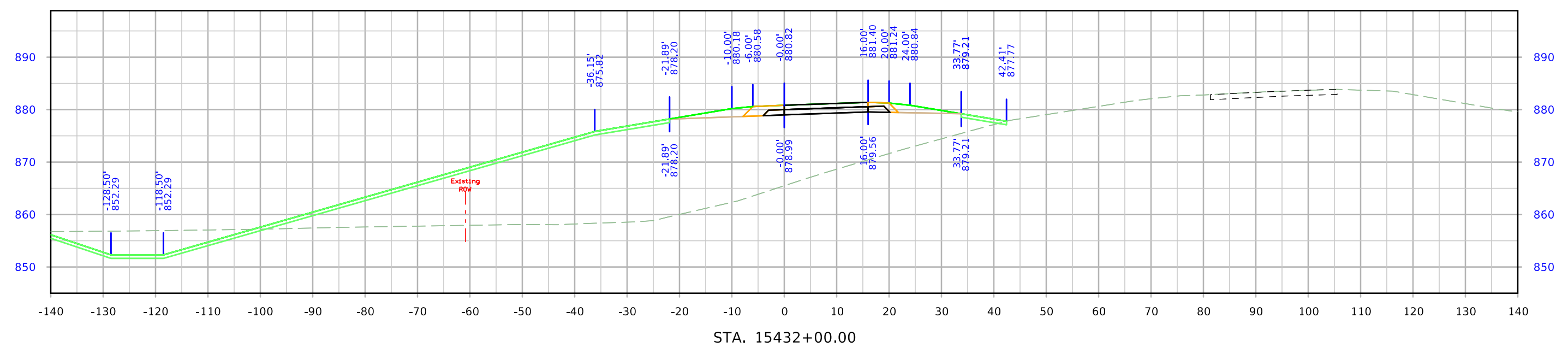
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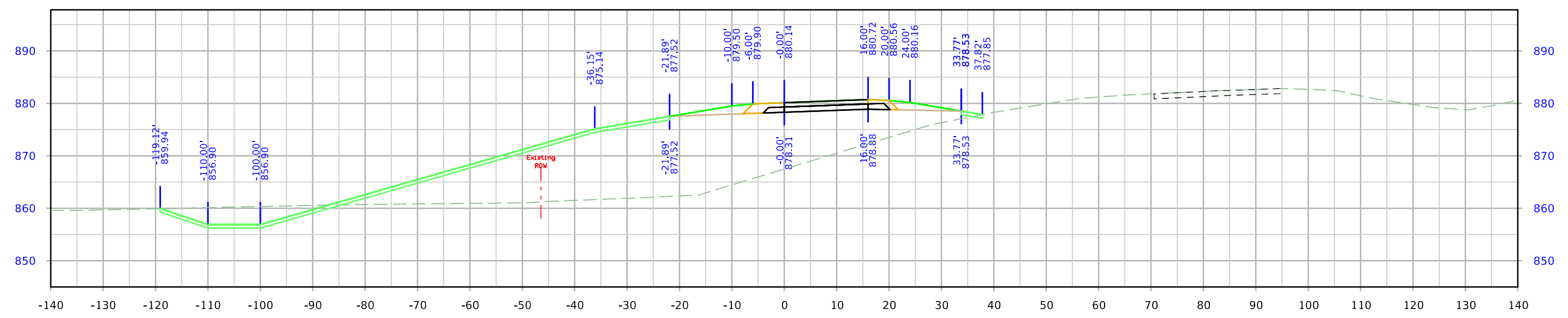
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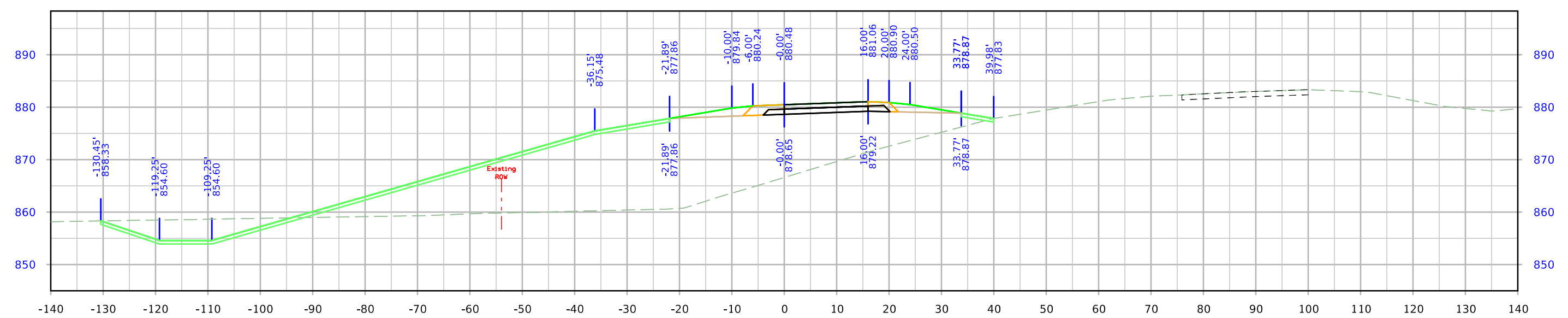
# Ramp A



# Ramp A



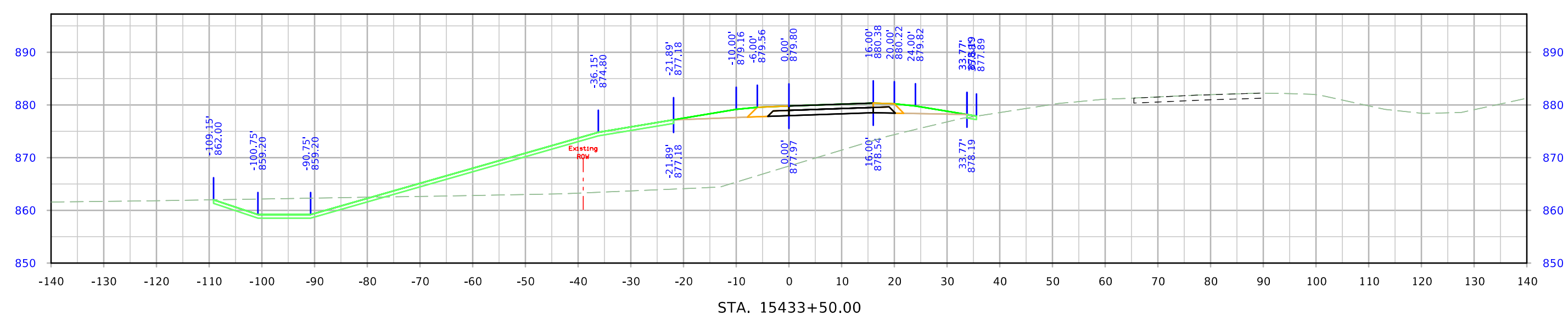
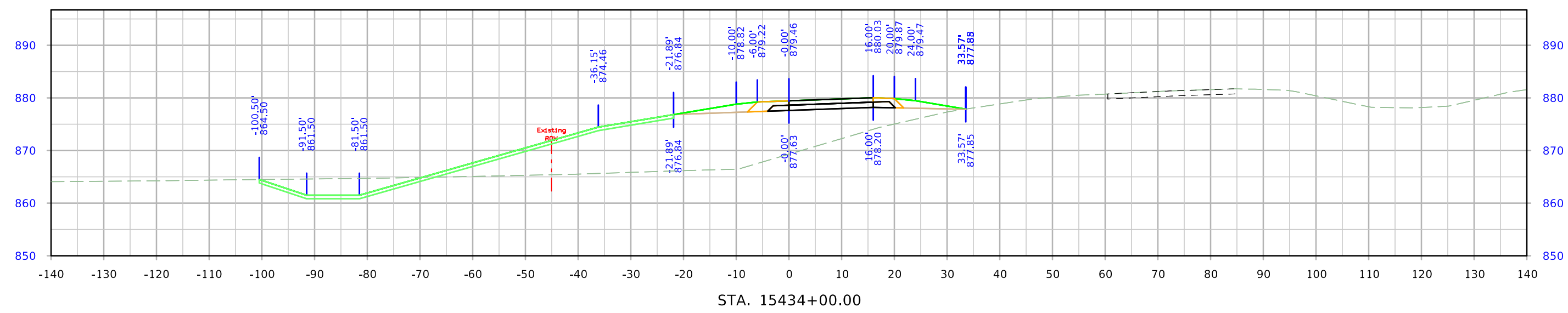
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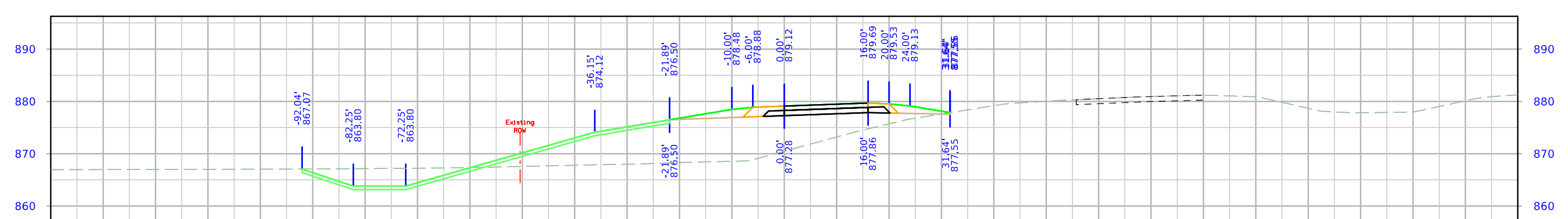
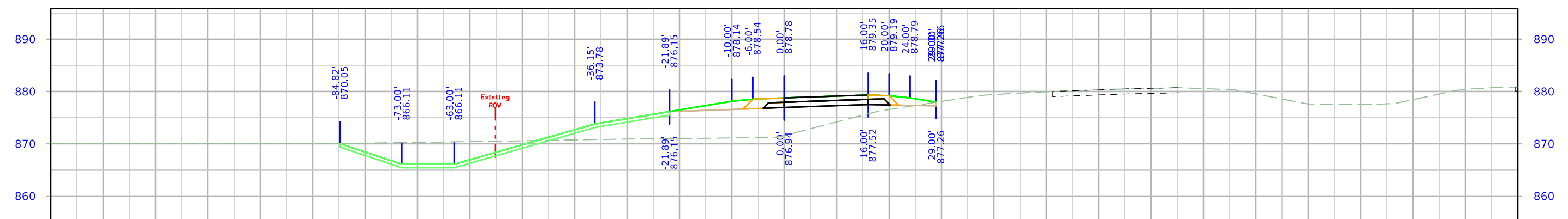
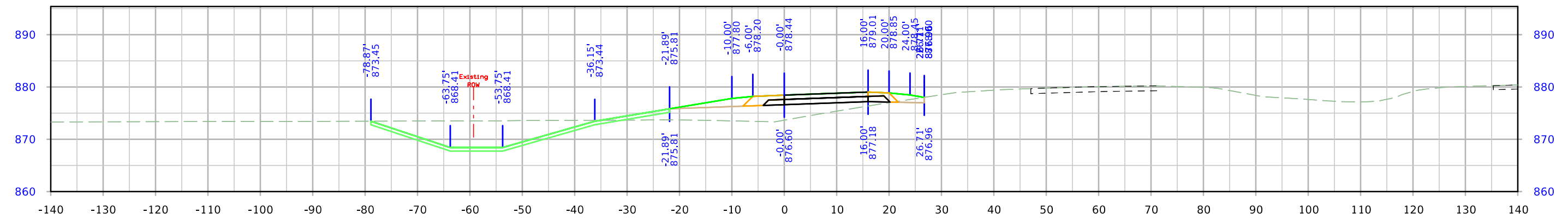
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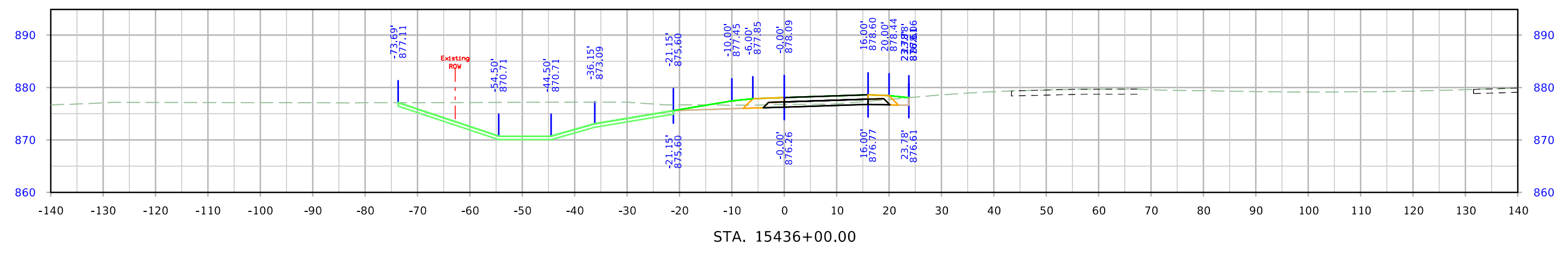
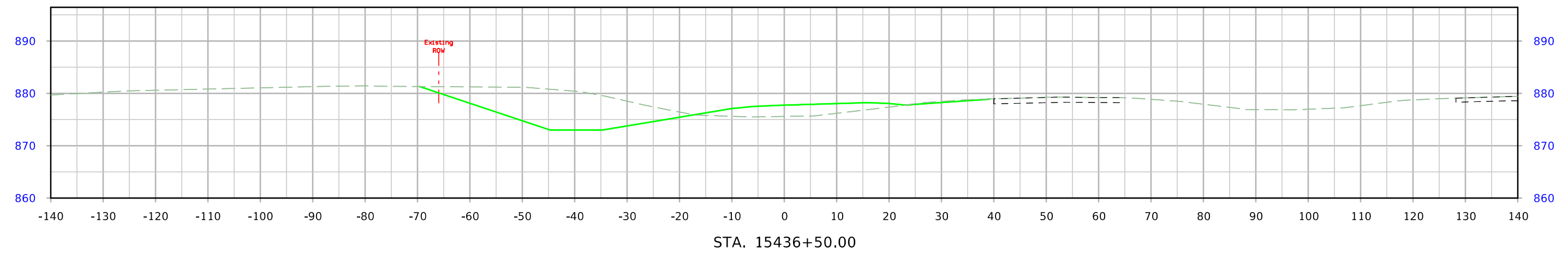
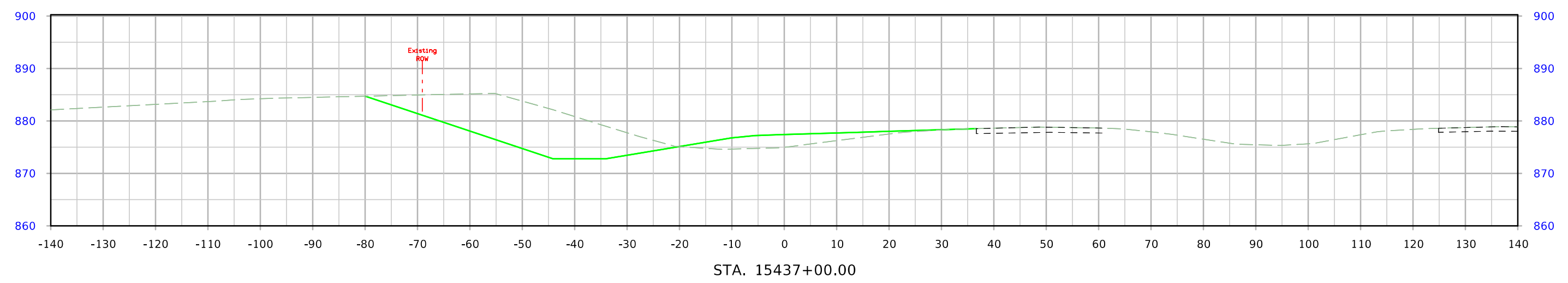
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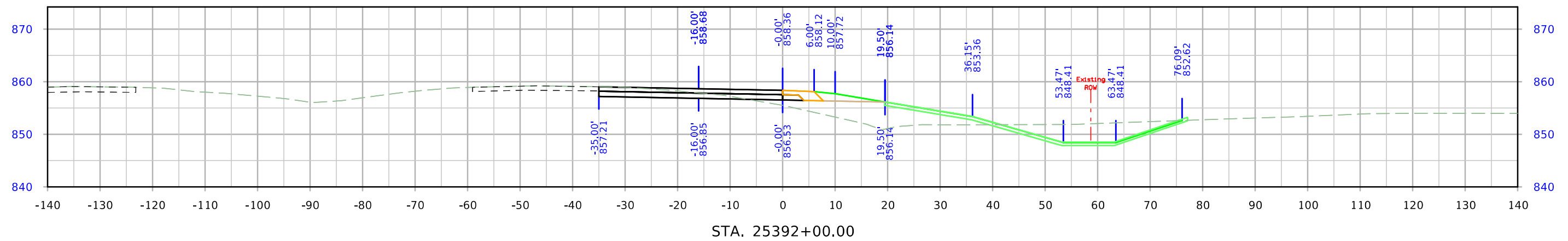
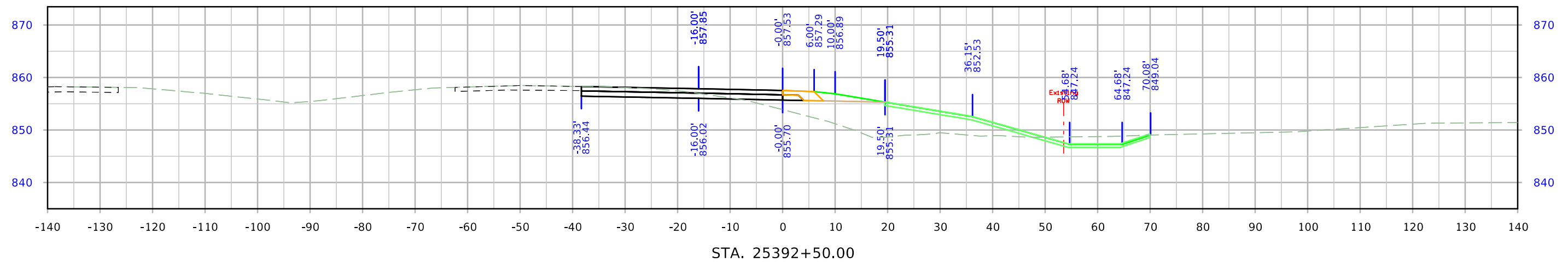
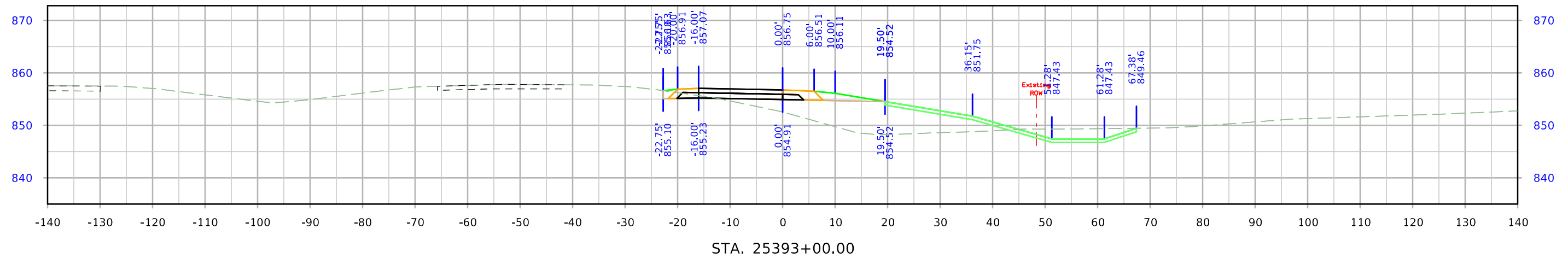
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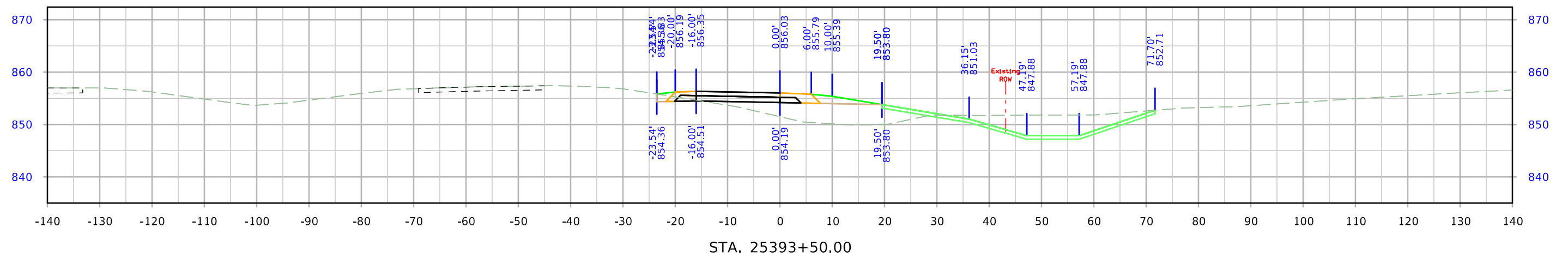
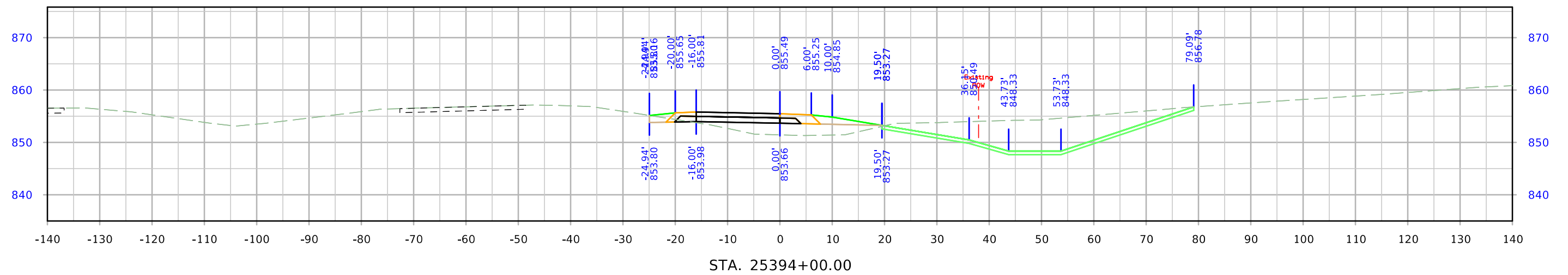
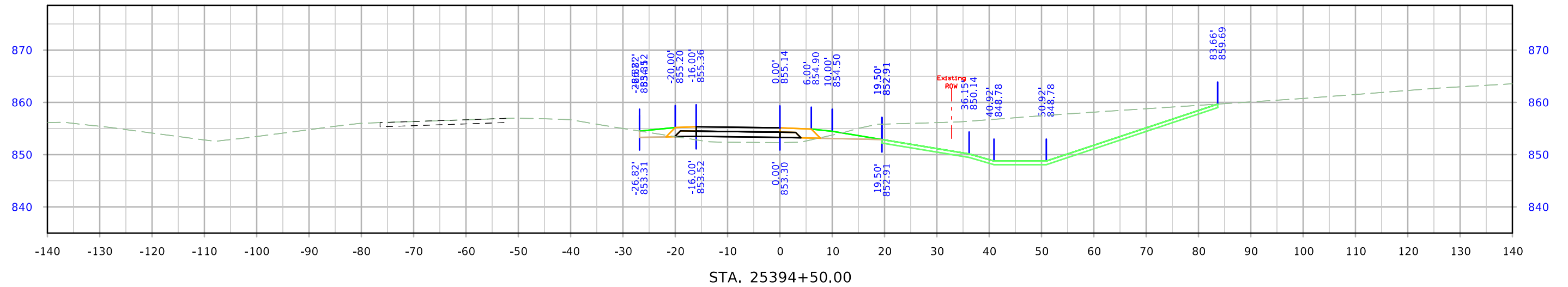
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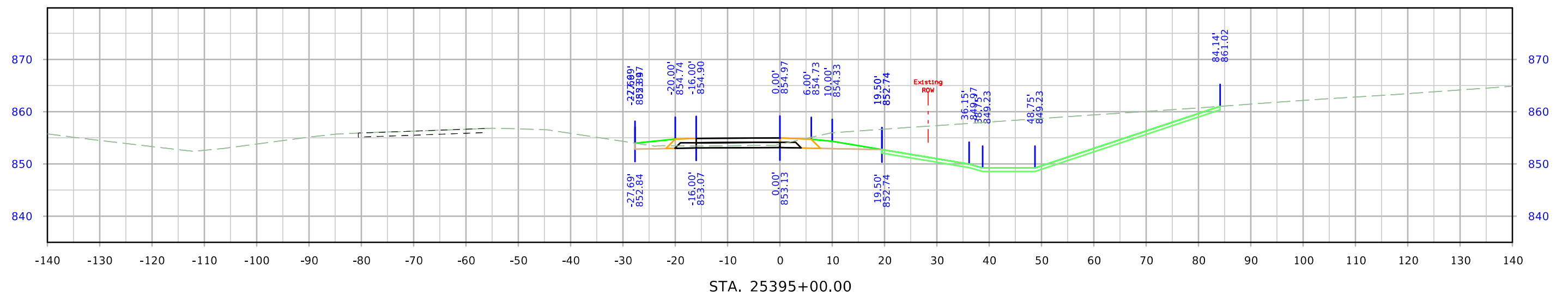
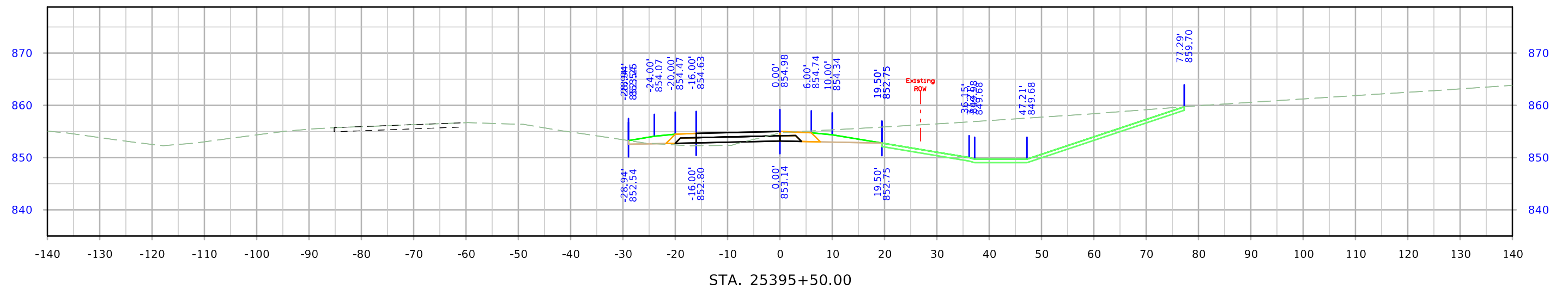
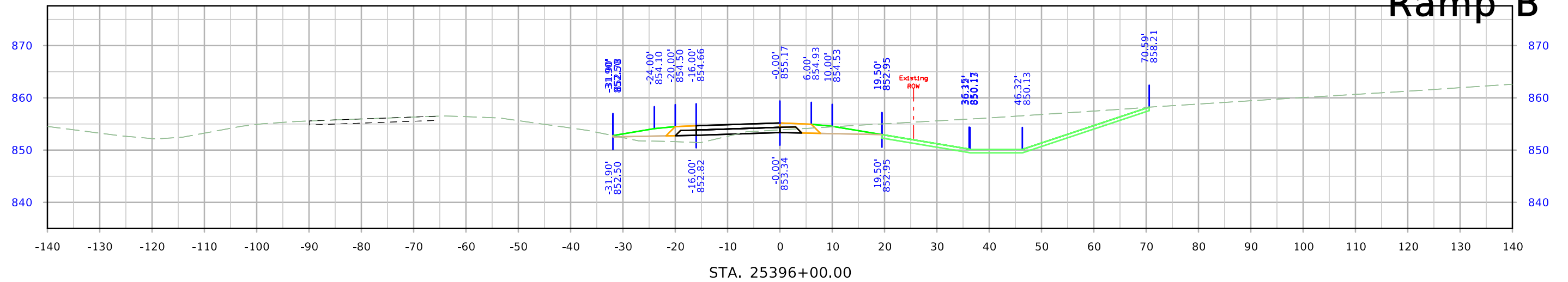
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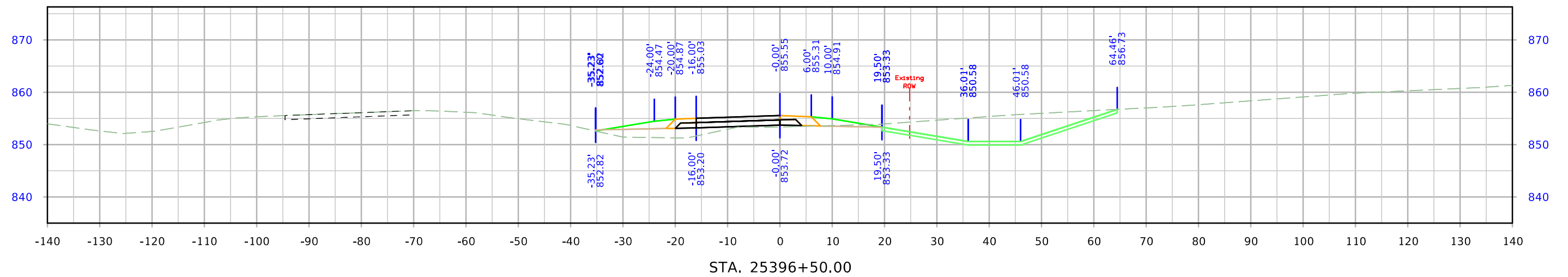
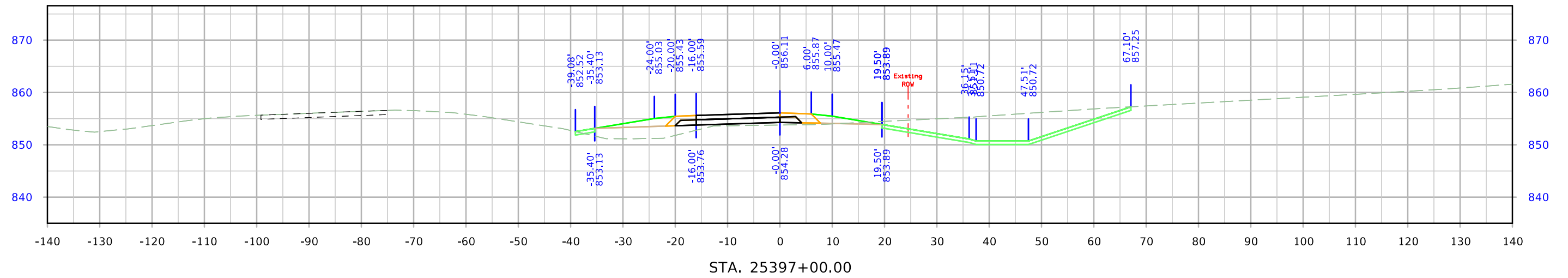
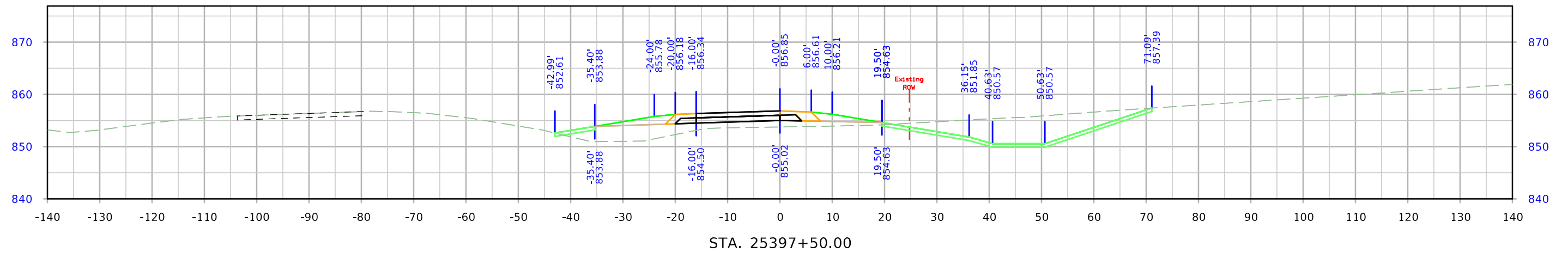
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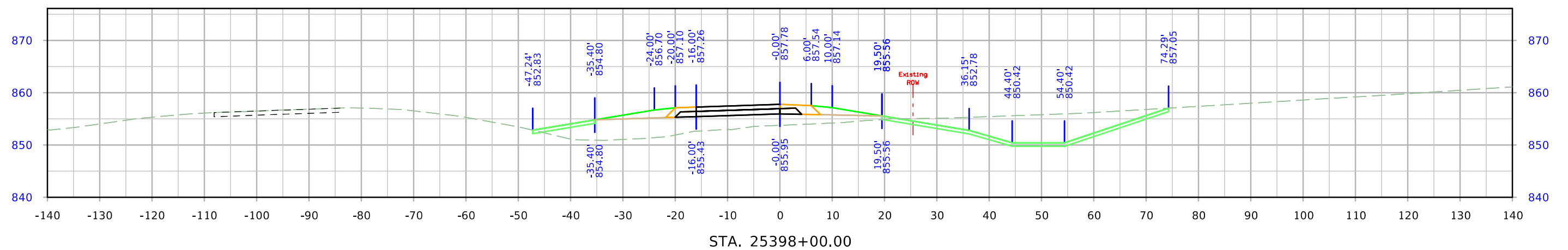
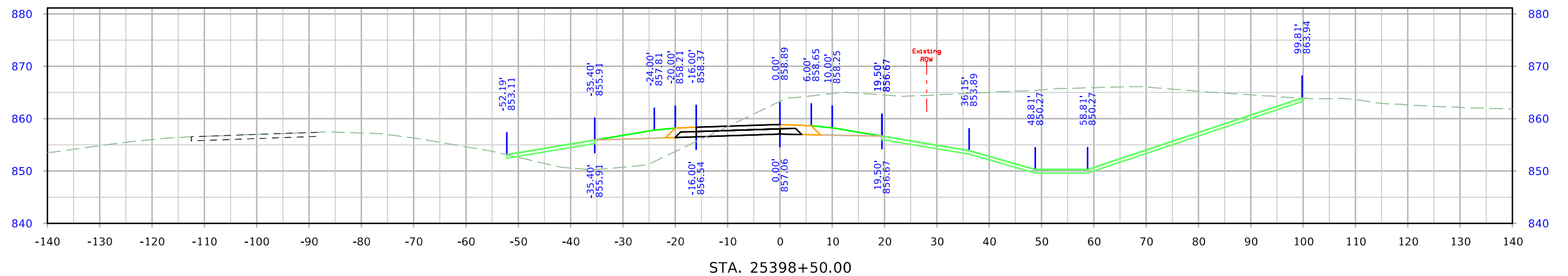
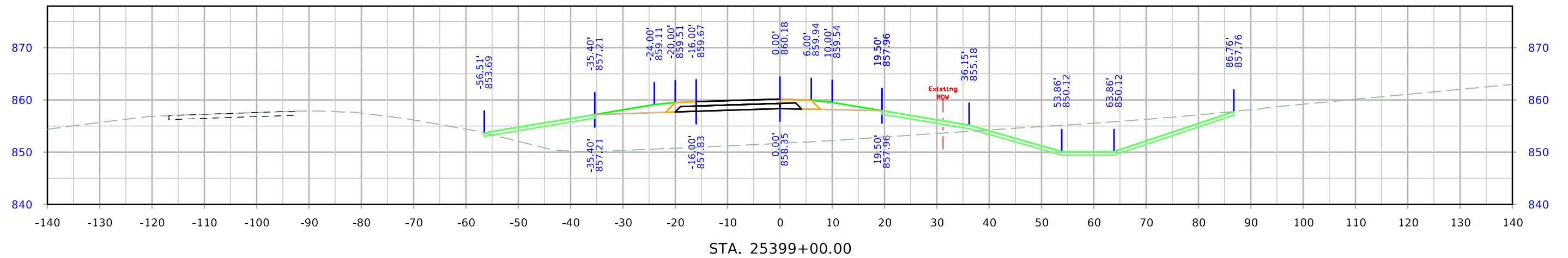
# Ramp B



# Ramp B

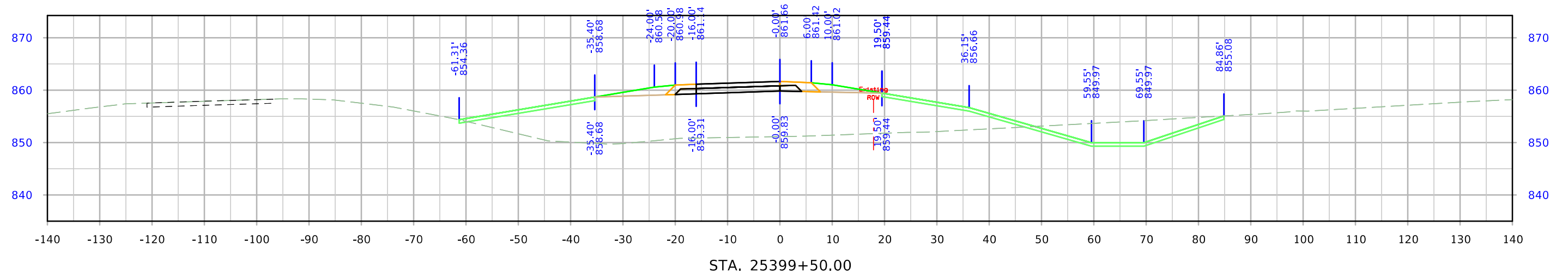
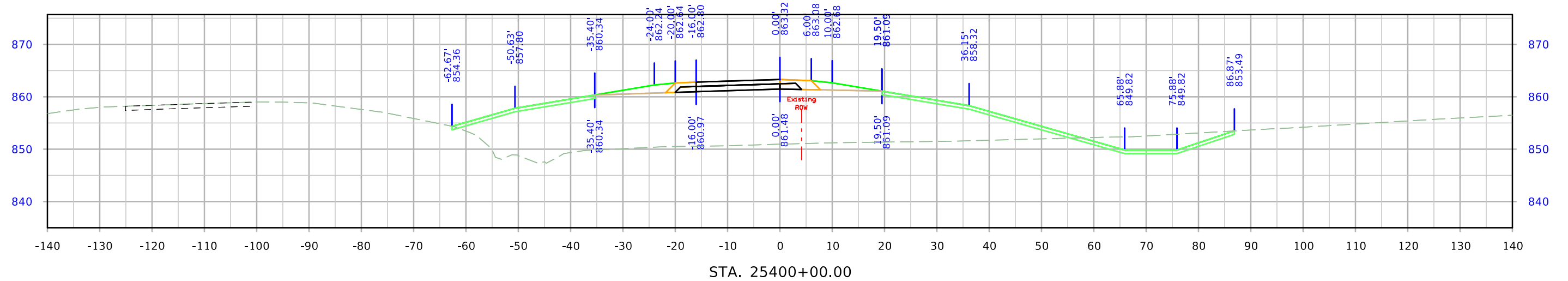
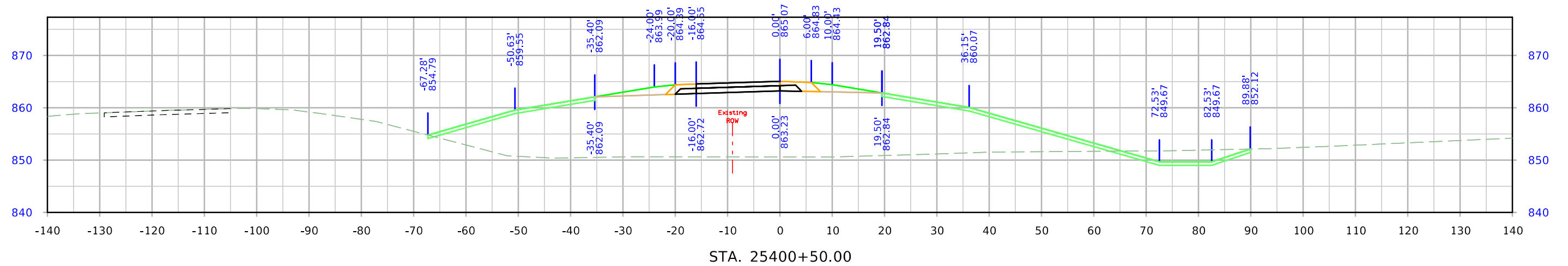


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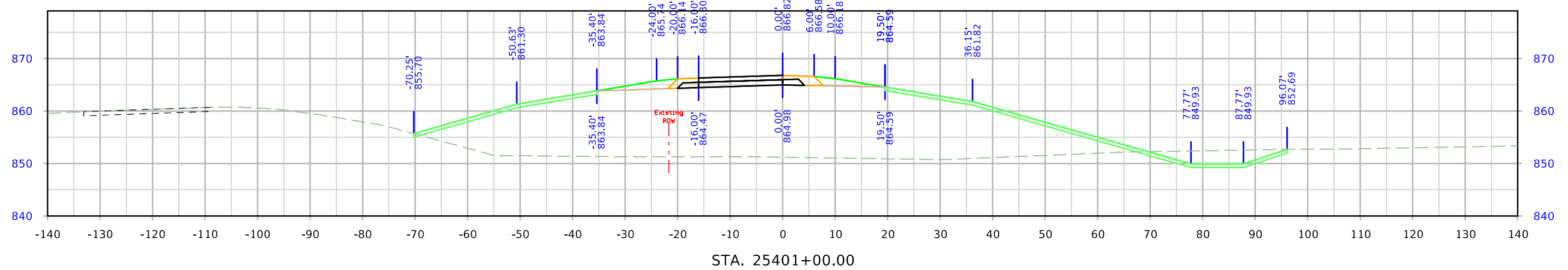
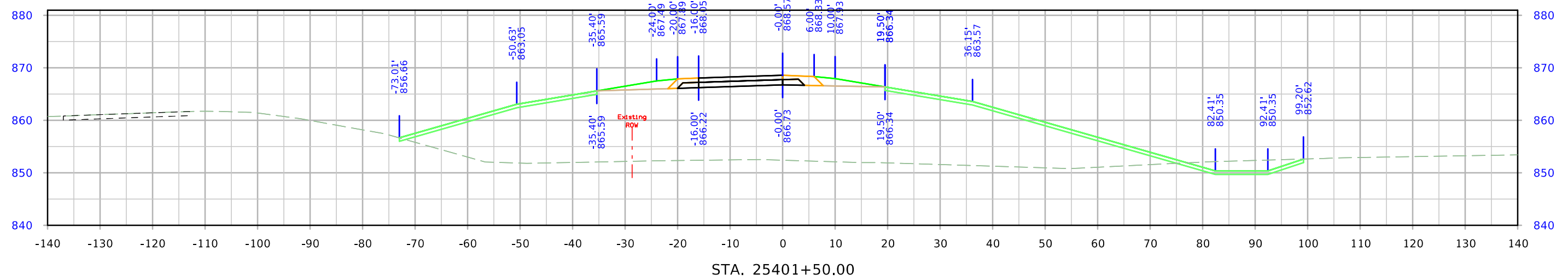
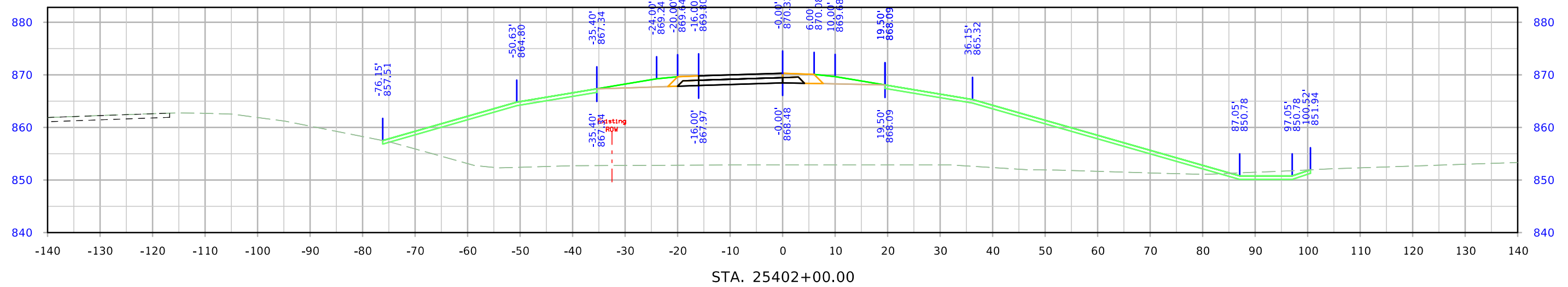




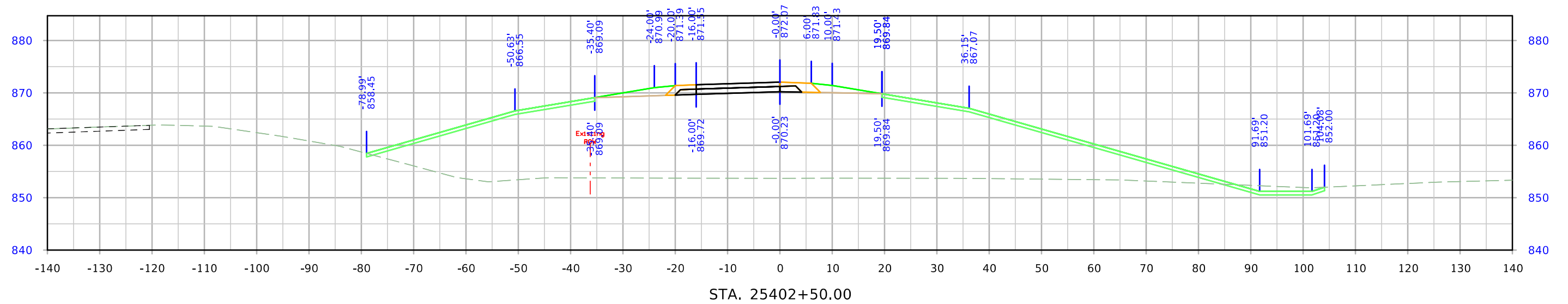
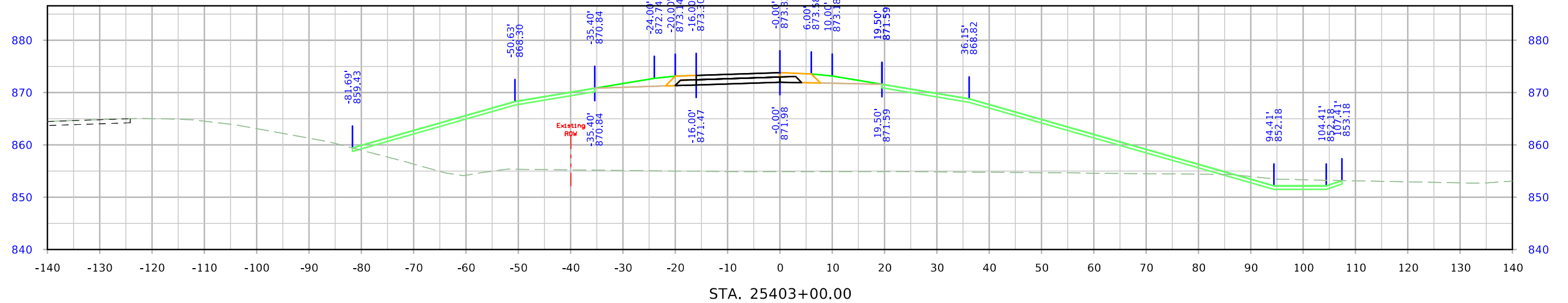
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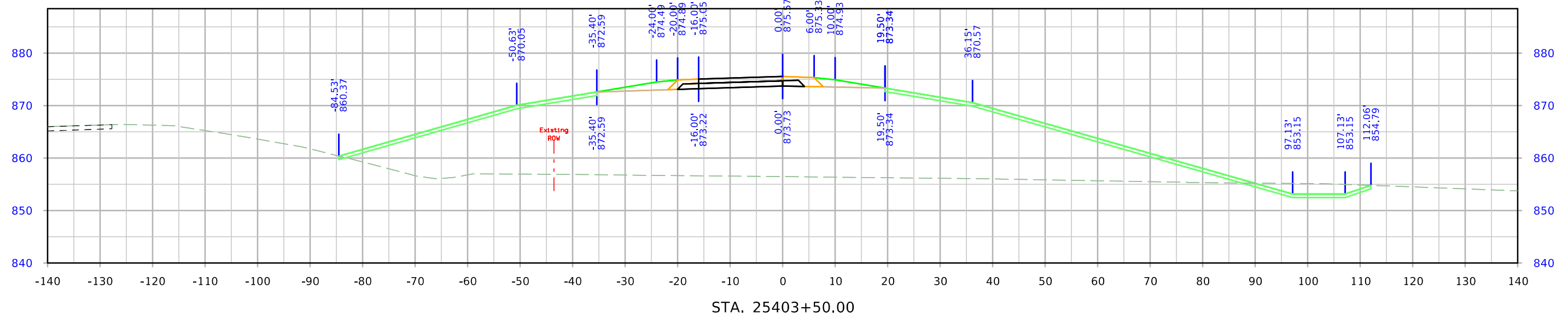
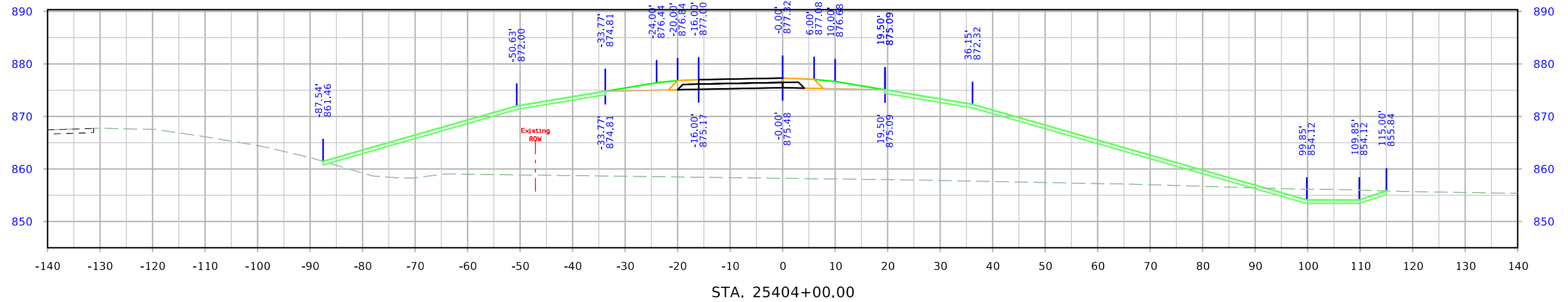
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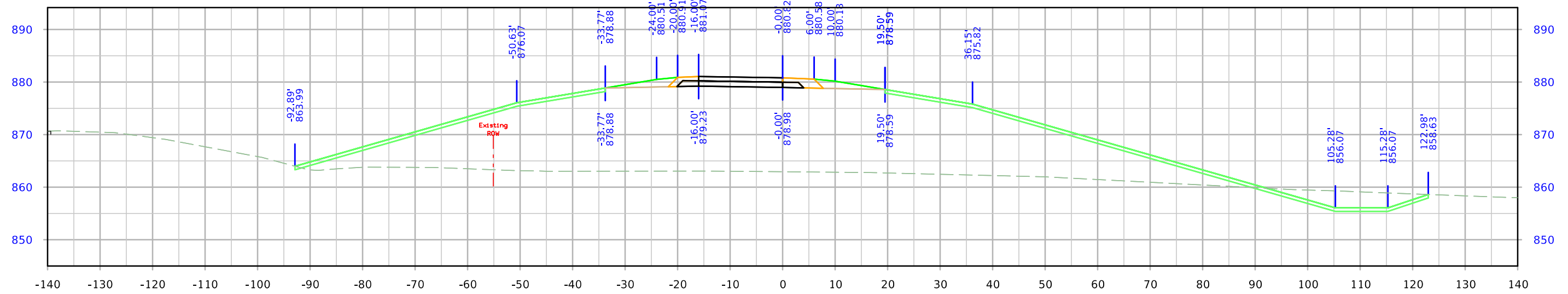
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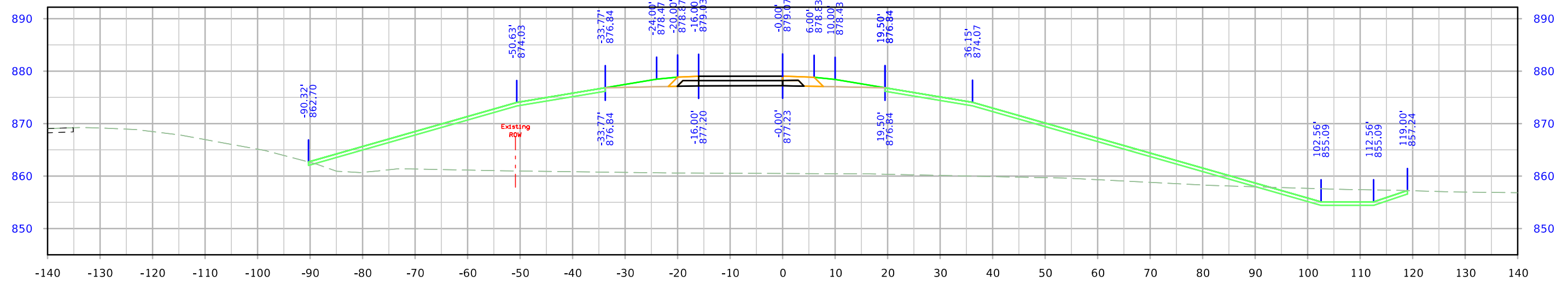
# Ramp B



# Ramp B

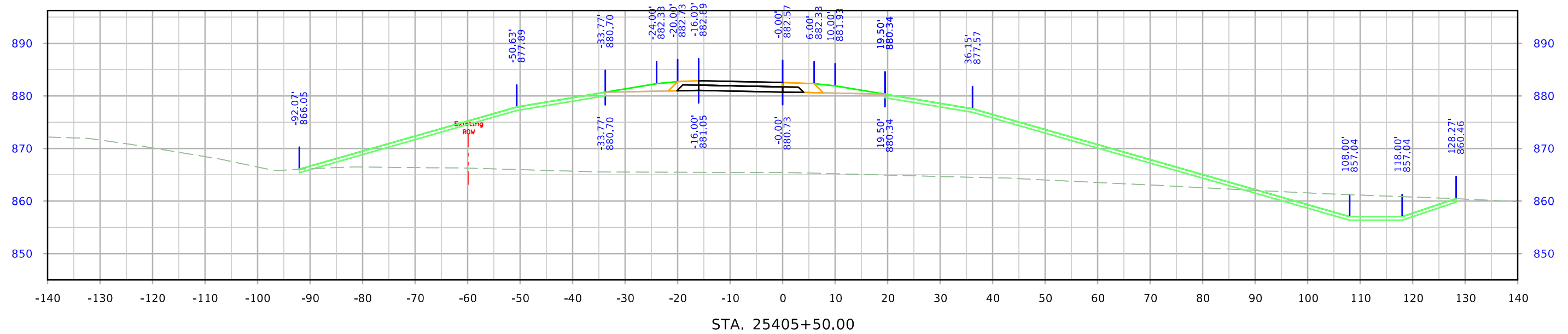
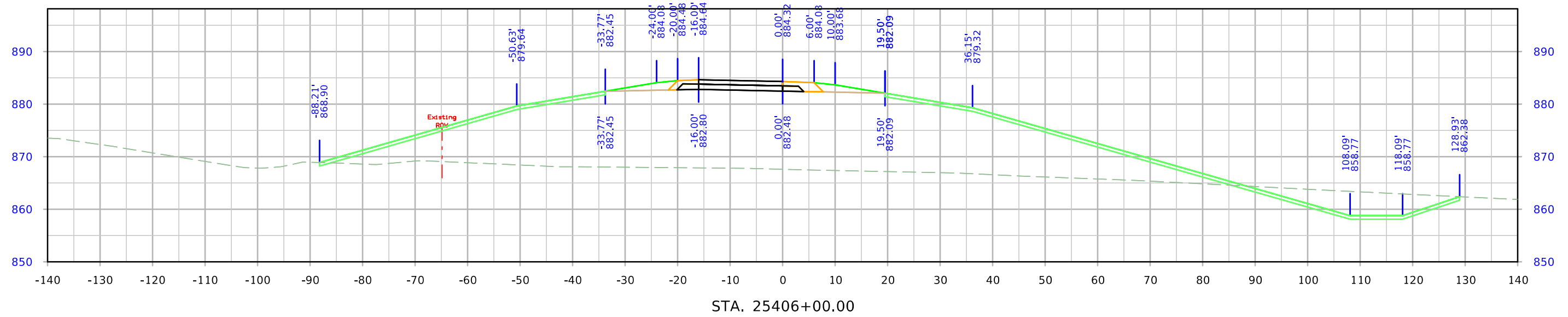


STA. 25405+00.00

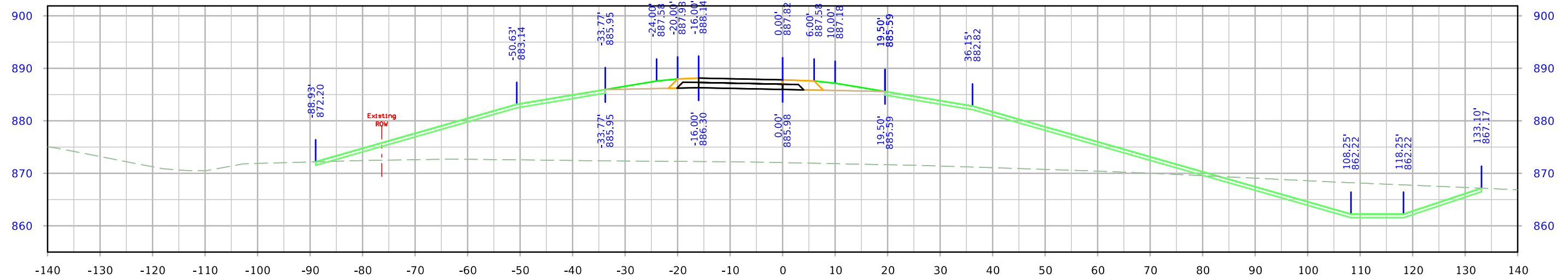


STA. 25404+50.00

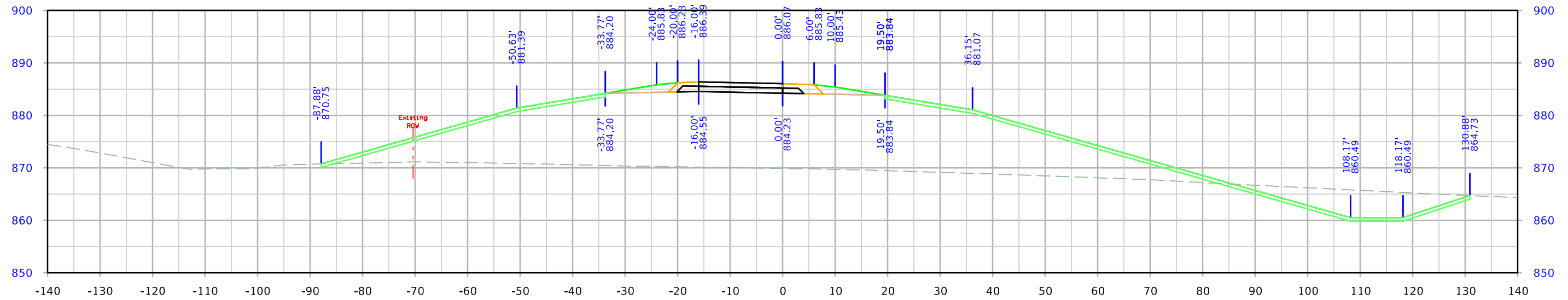
# Ramp B



# Ramp B

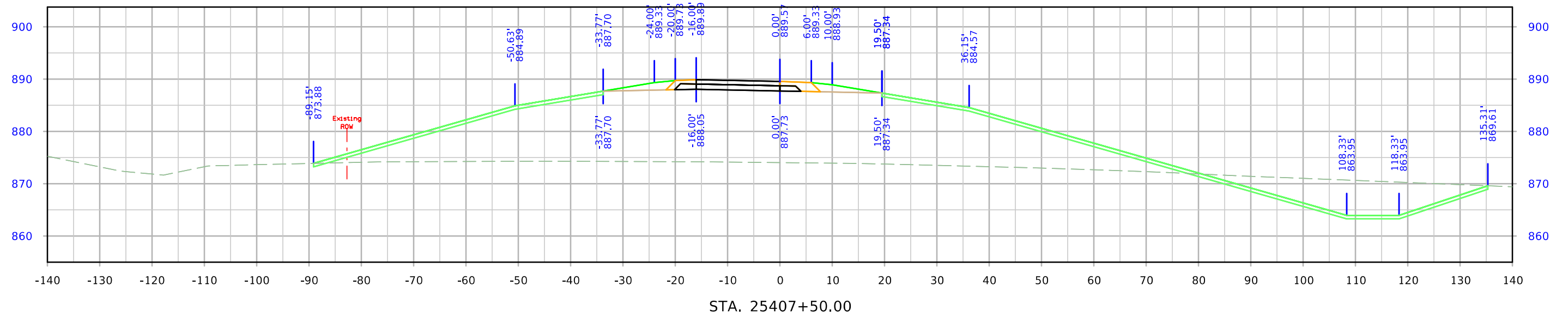
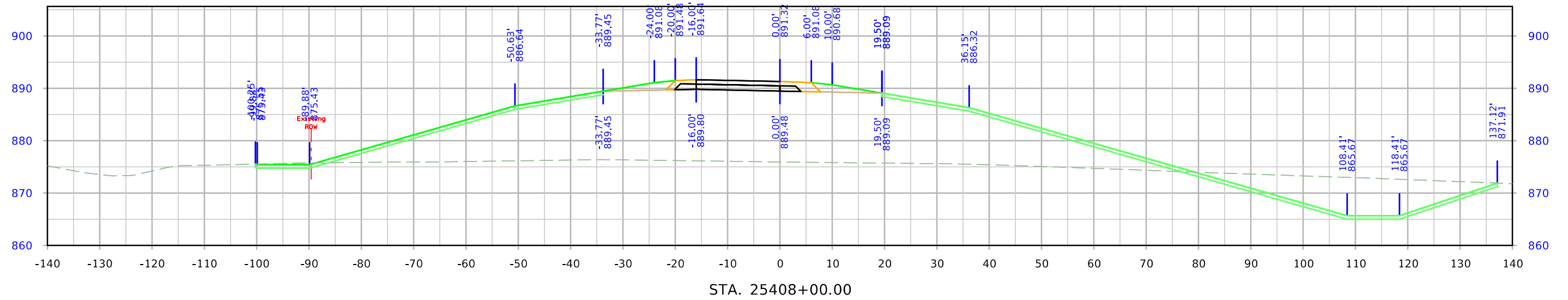


STA. 25407+00.00



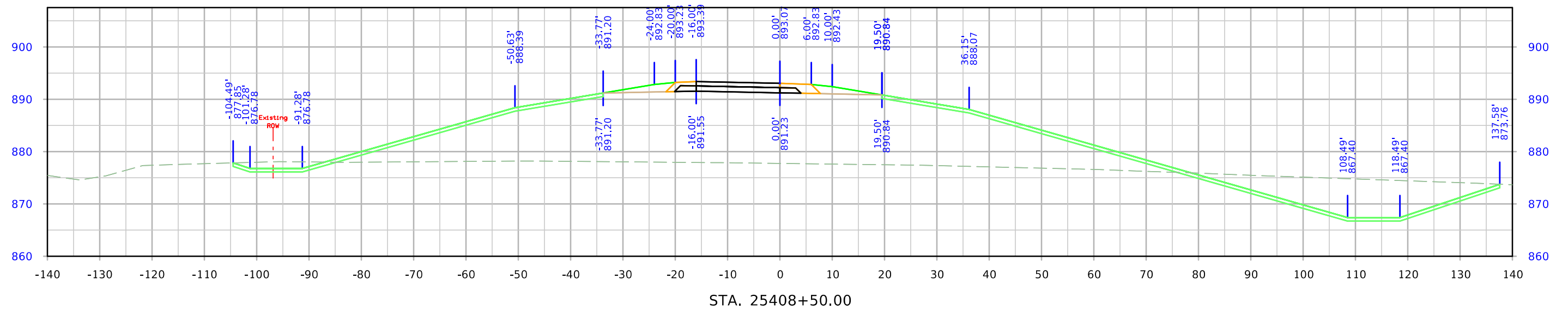
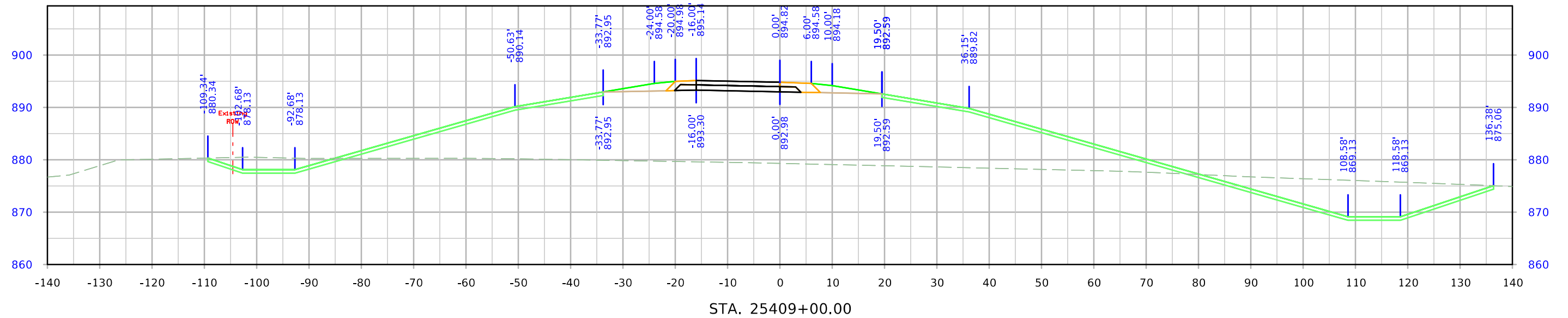
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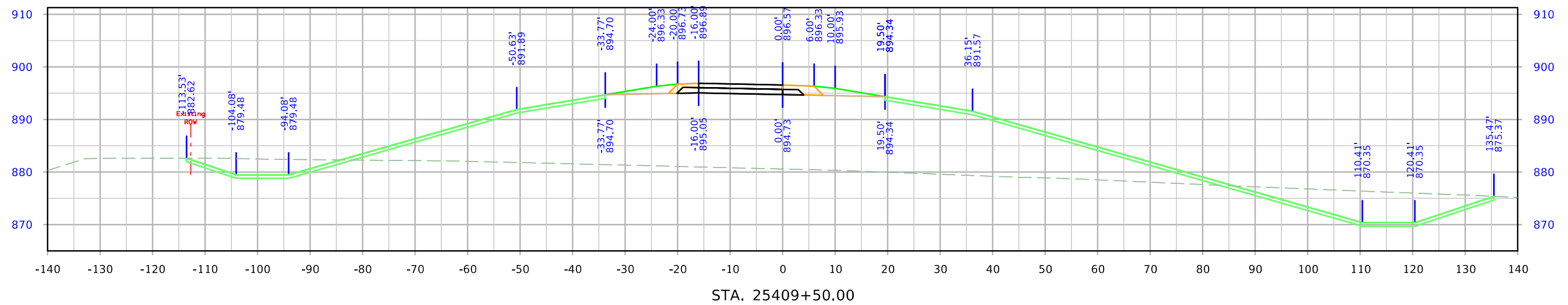
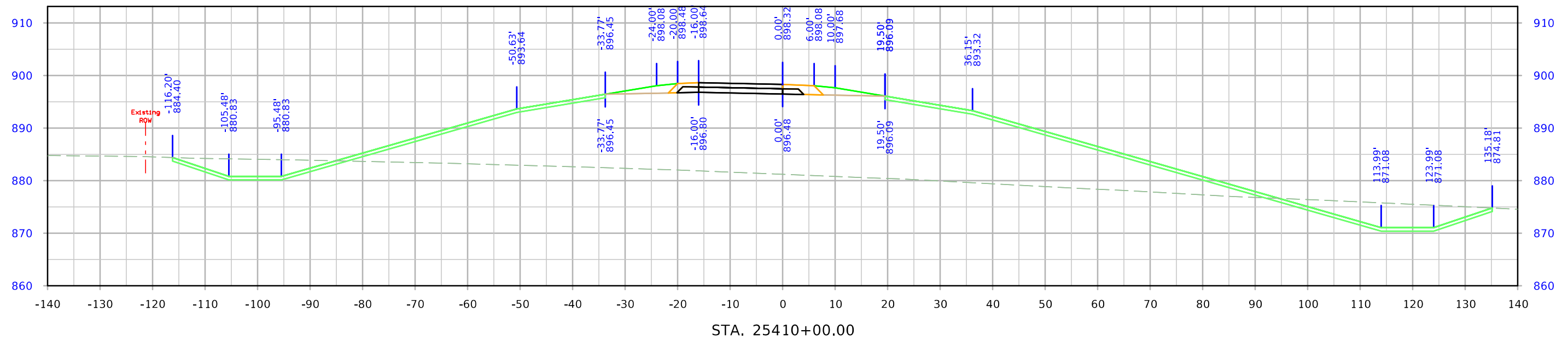




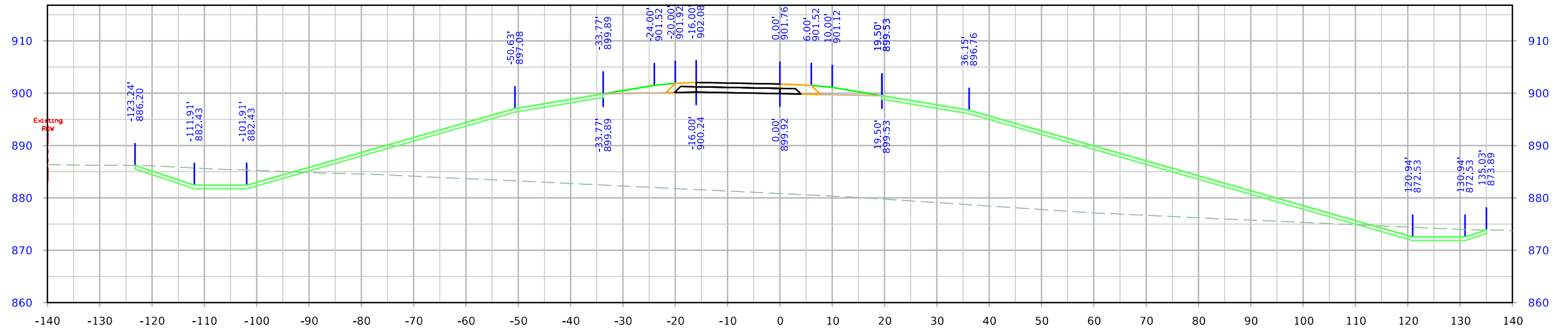
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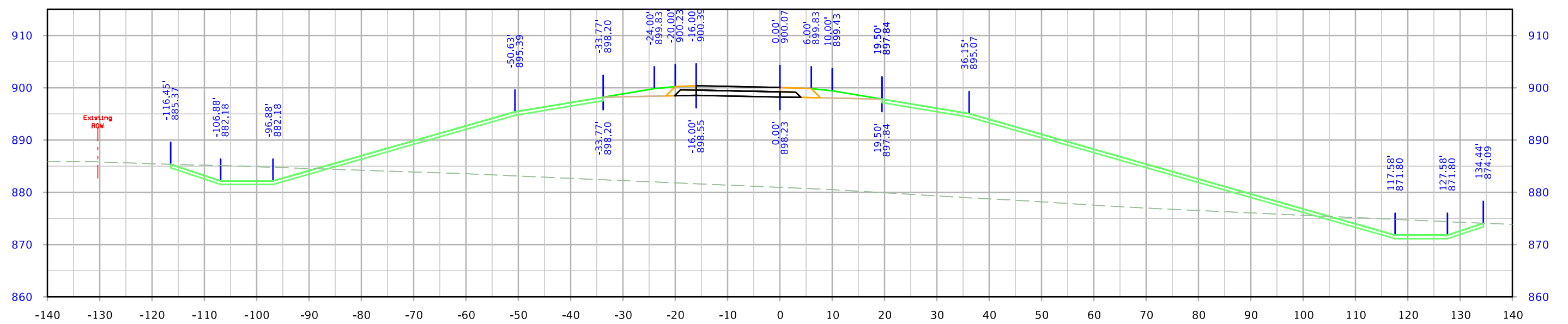
# Ramp B



# Ramp B

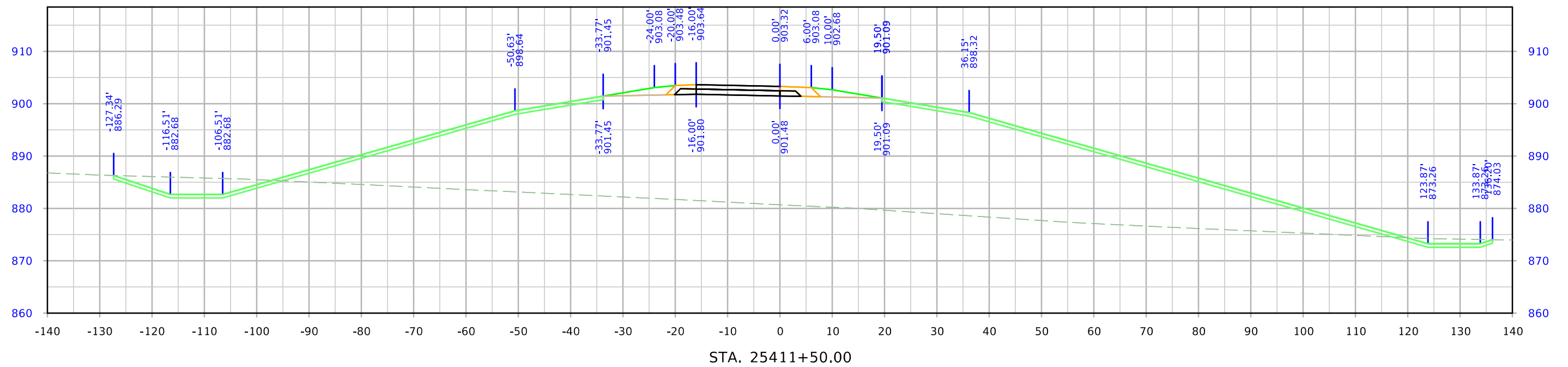
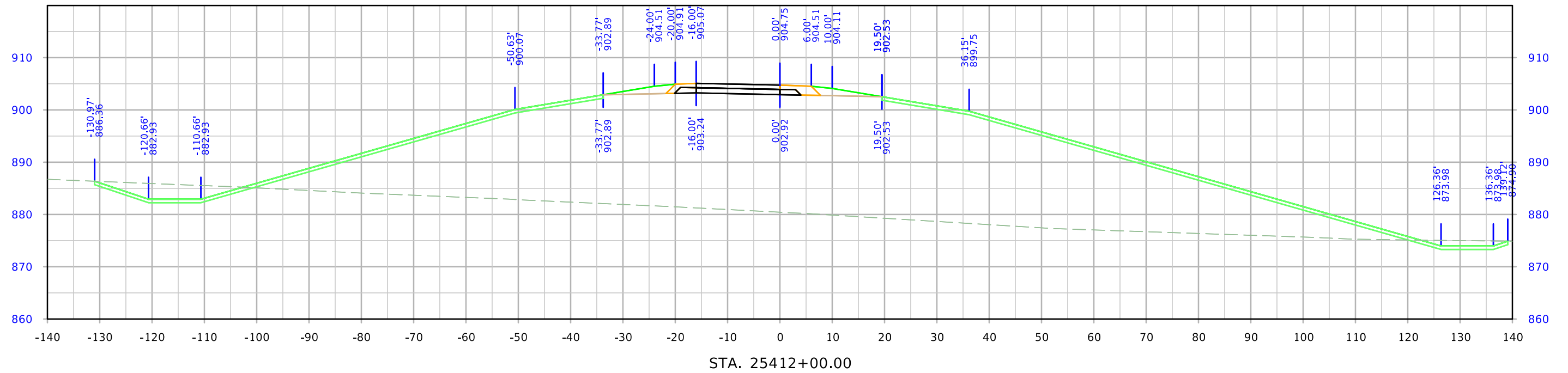


STA. 25411+00.00

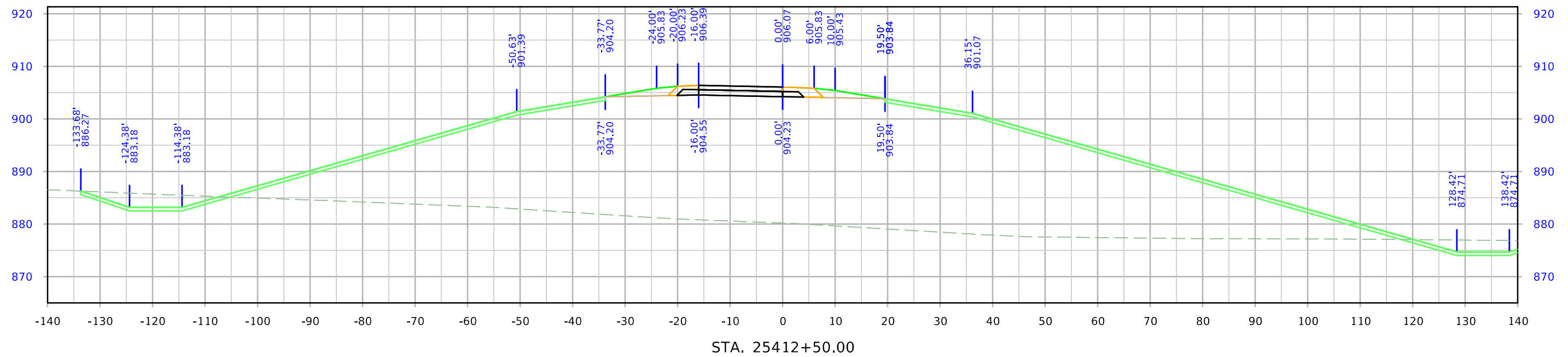
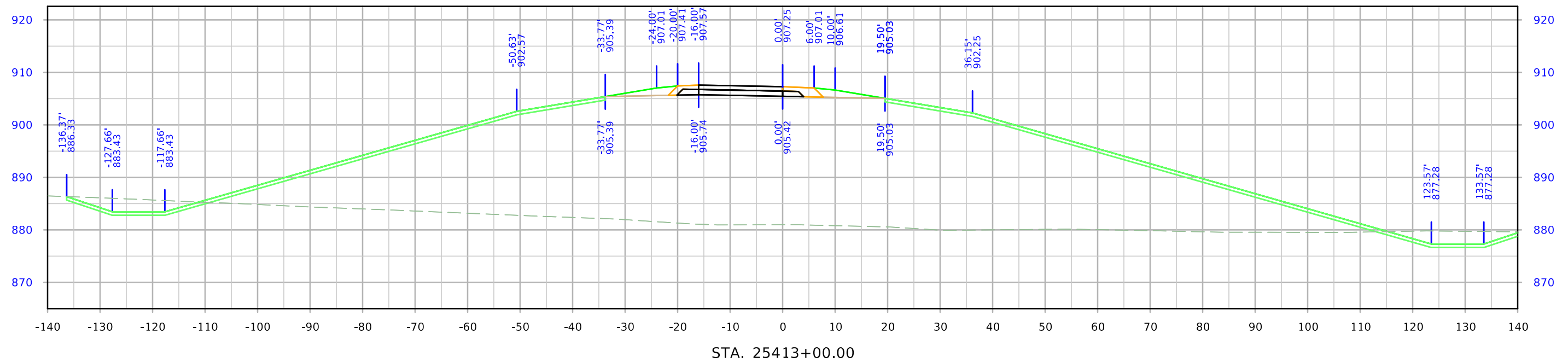


STA. 25410+50.00

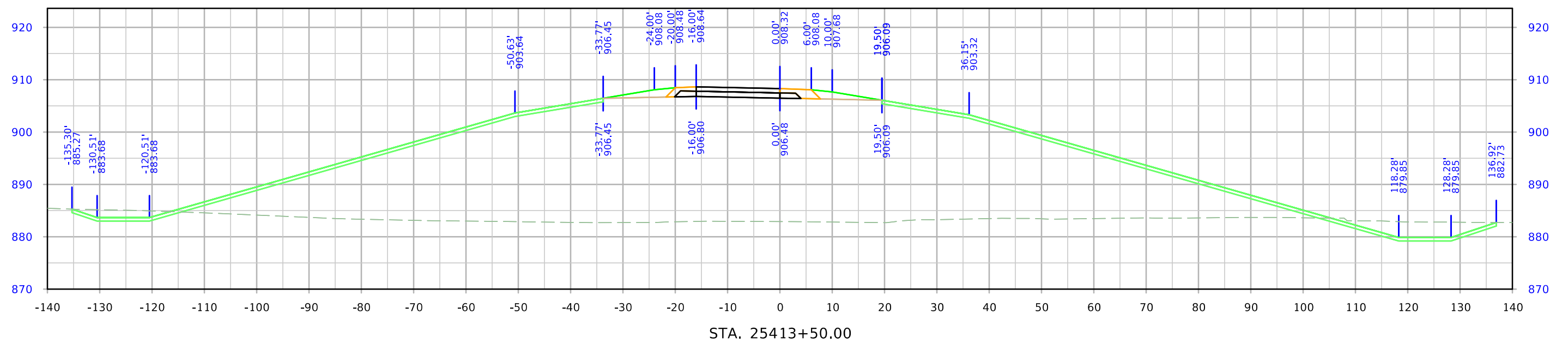
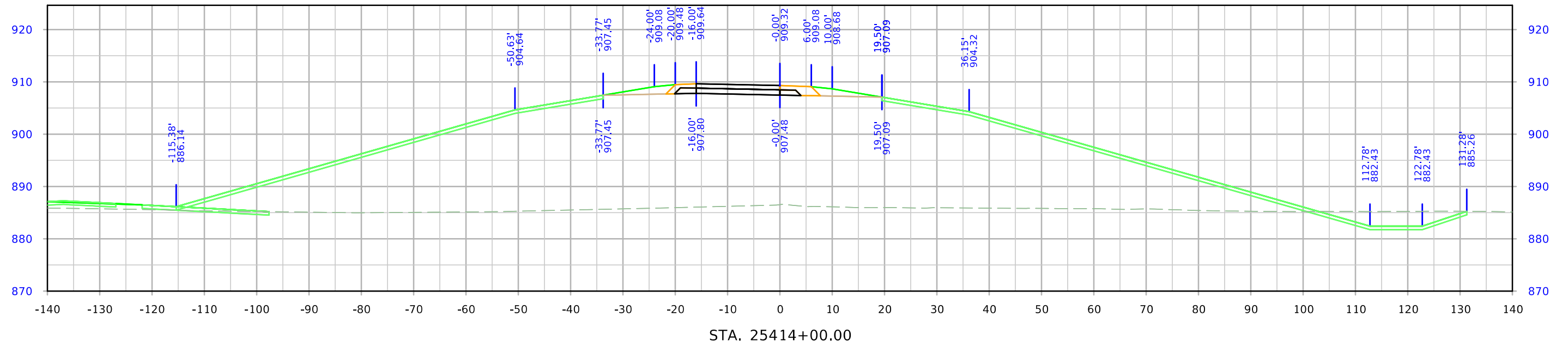
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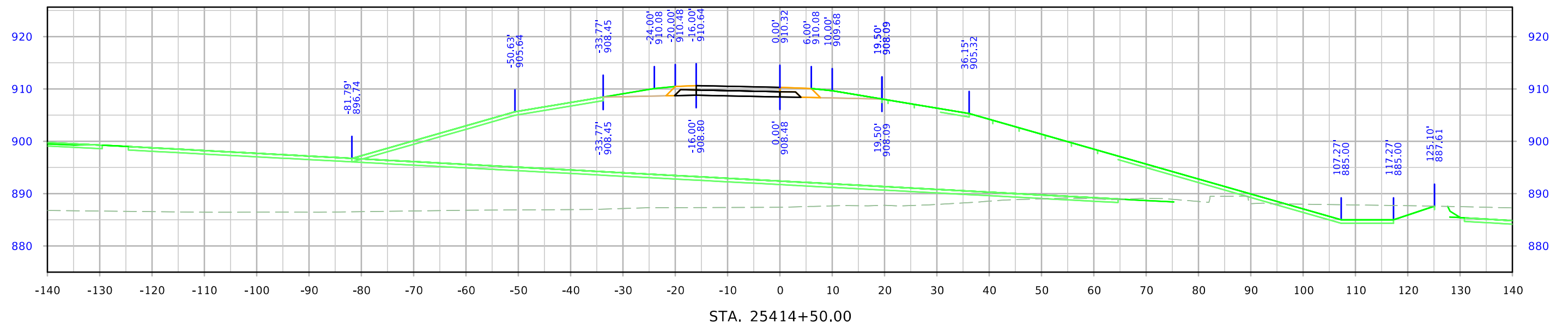
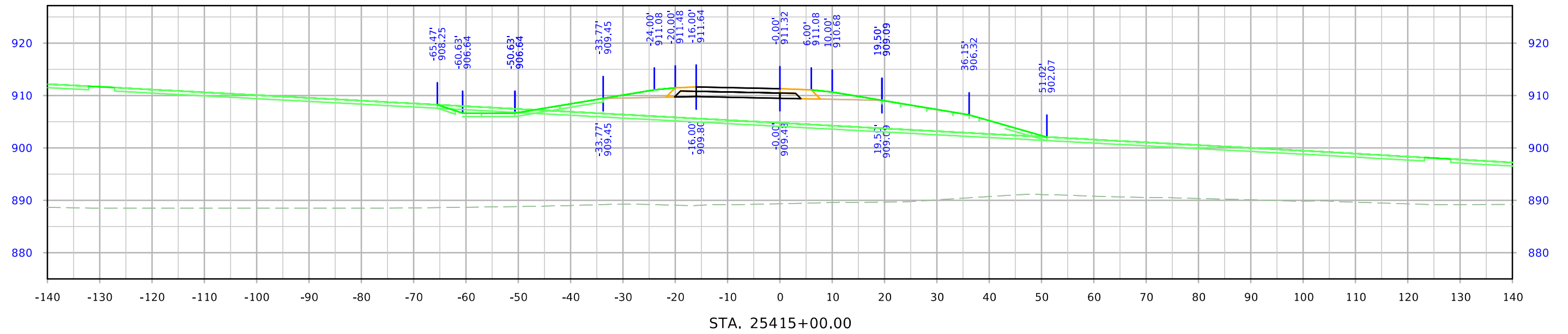
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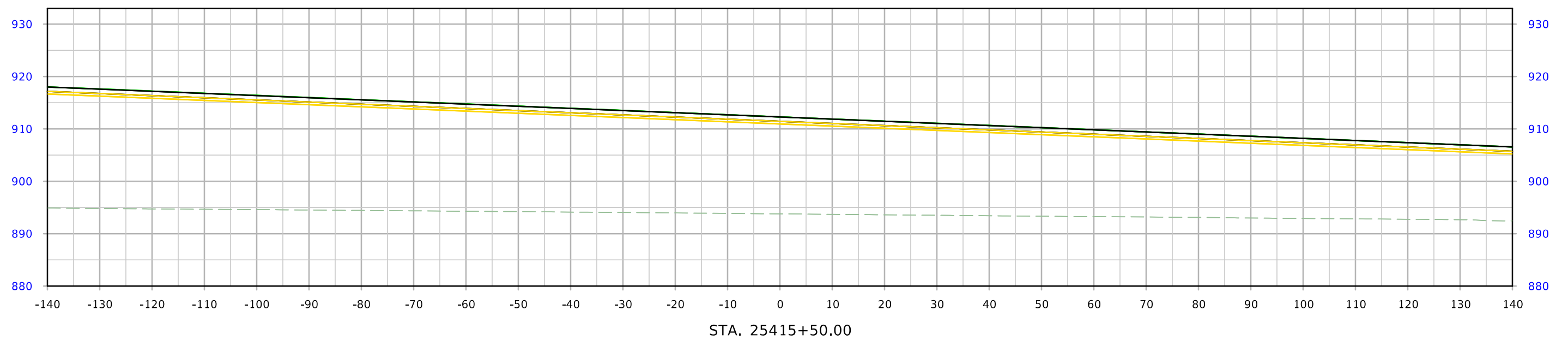
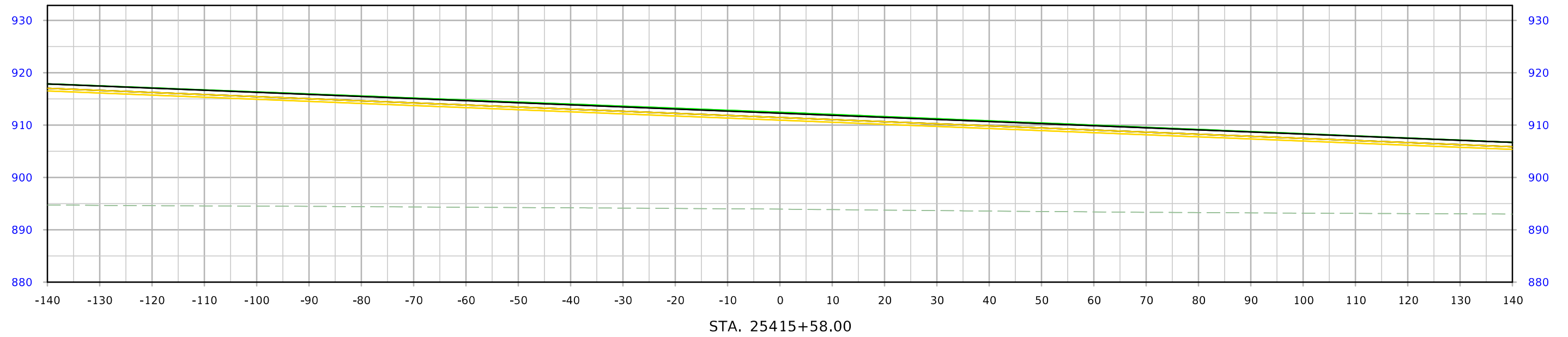
# Ramp B



# Ramp B

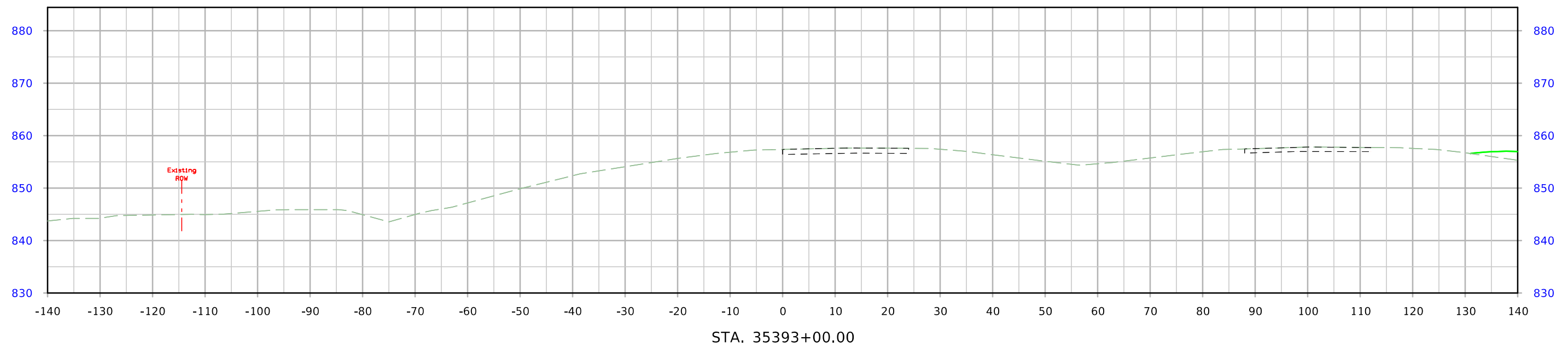
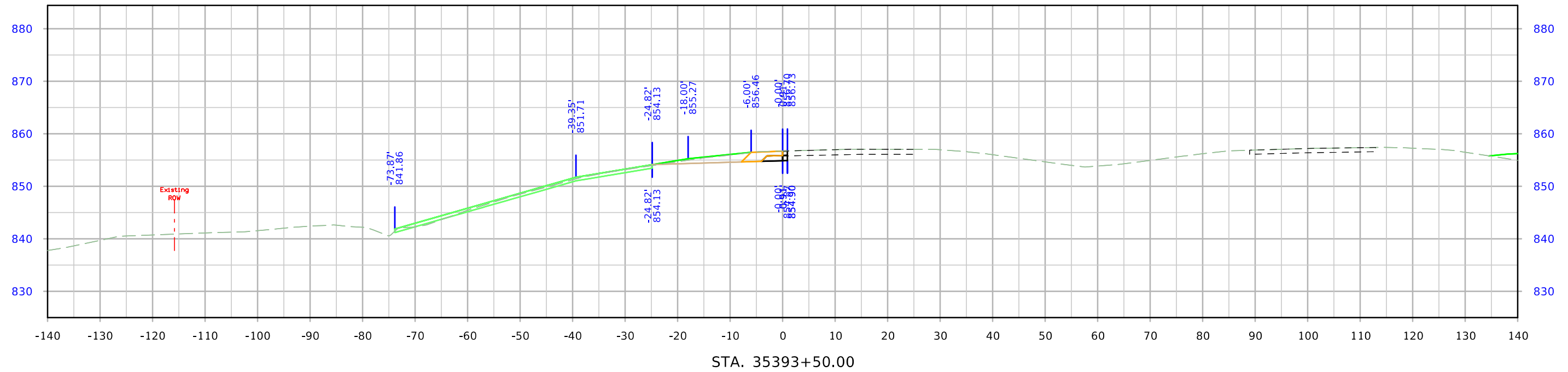


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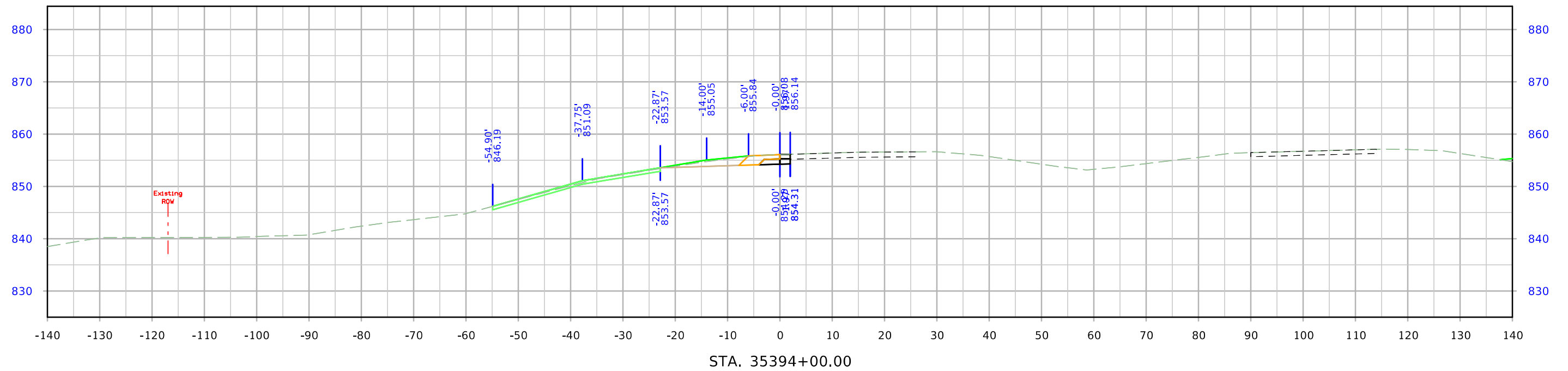
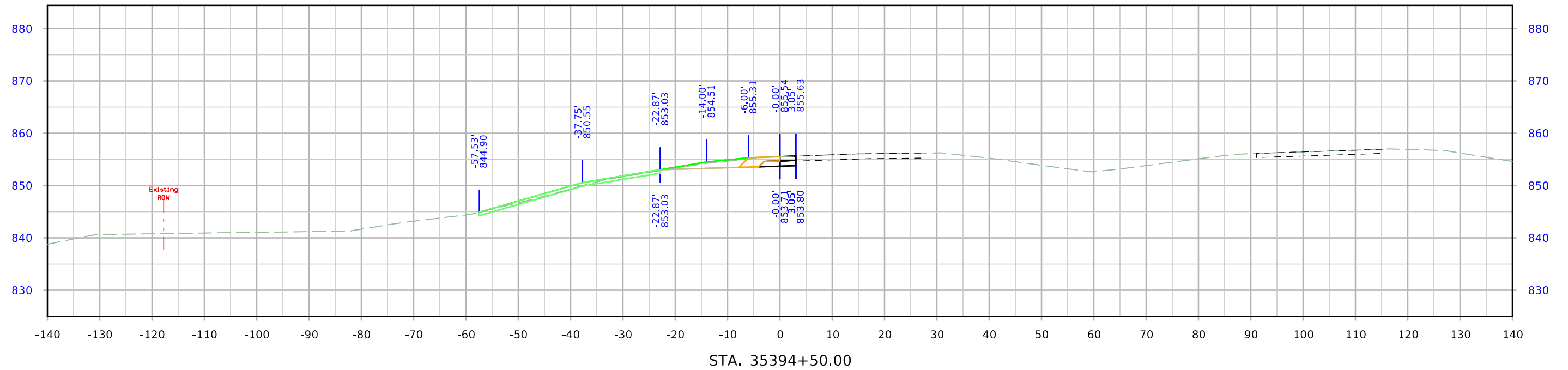




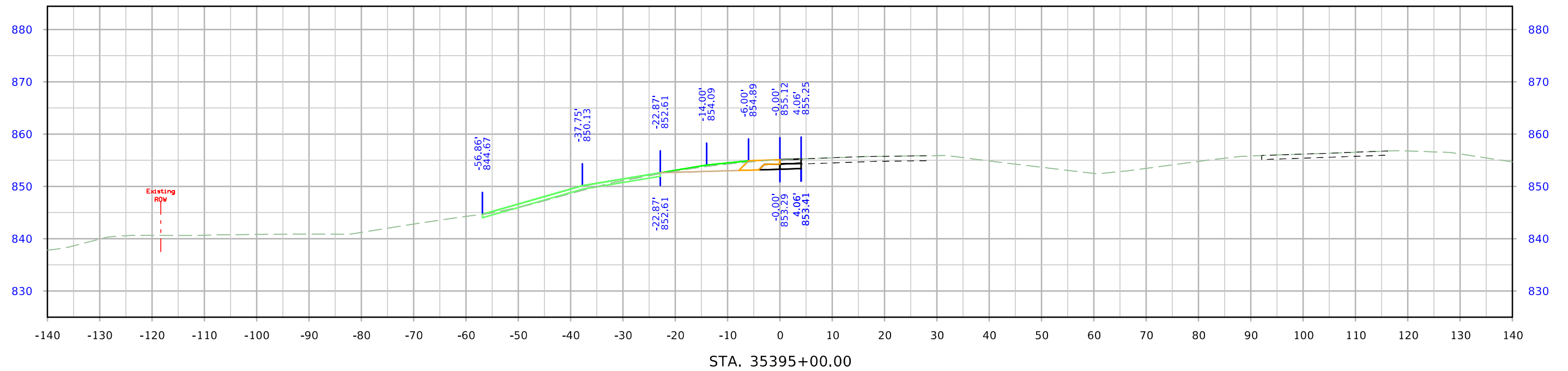
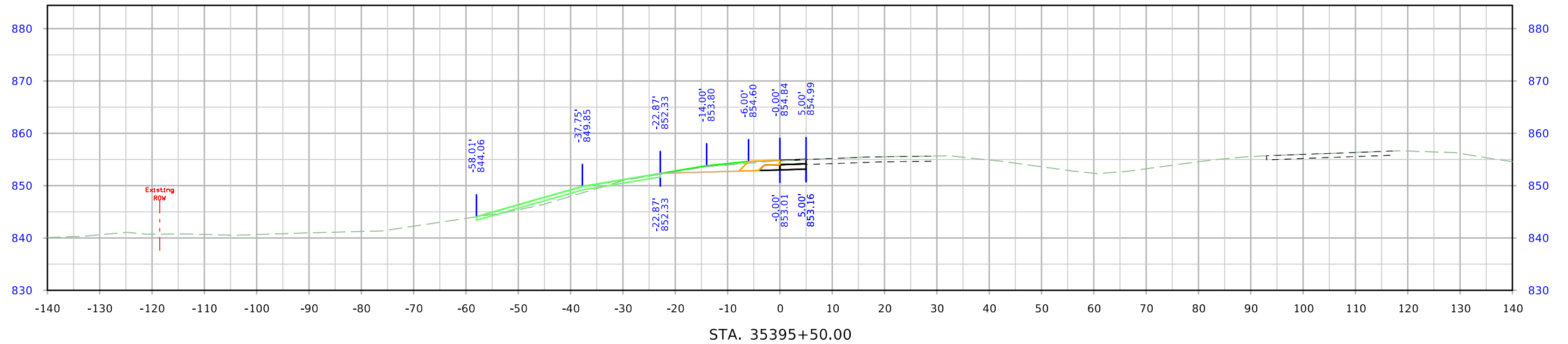
# Ramp C



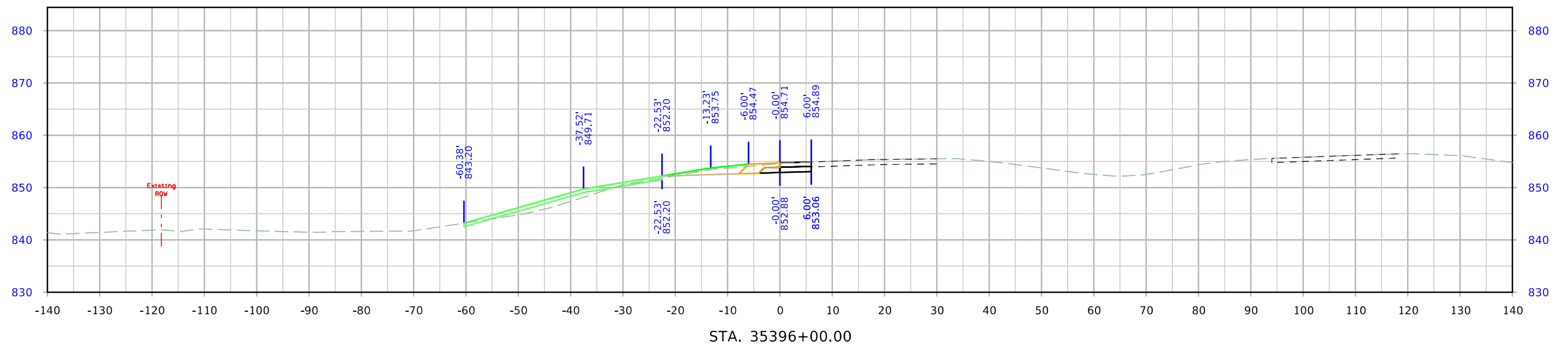
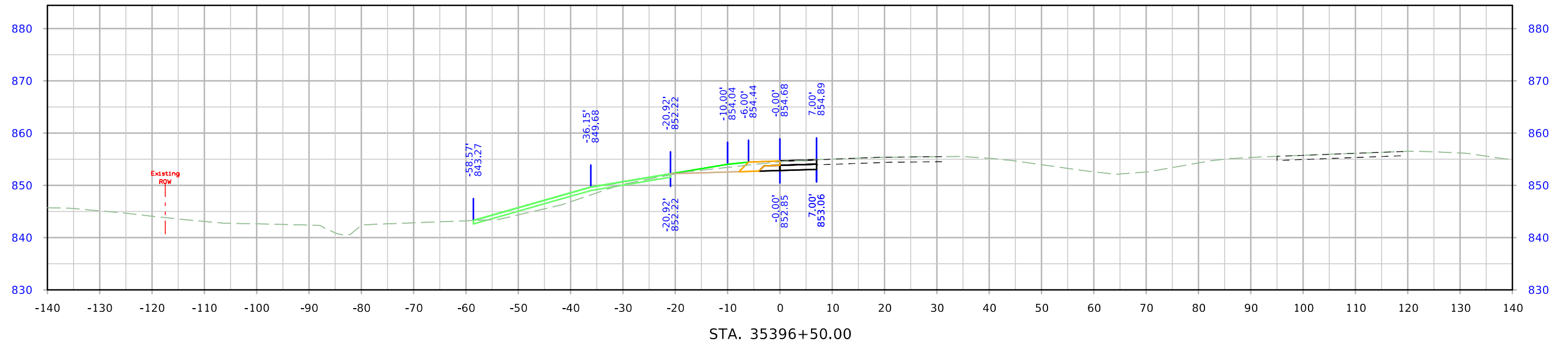
# Ramp C



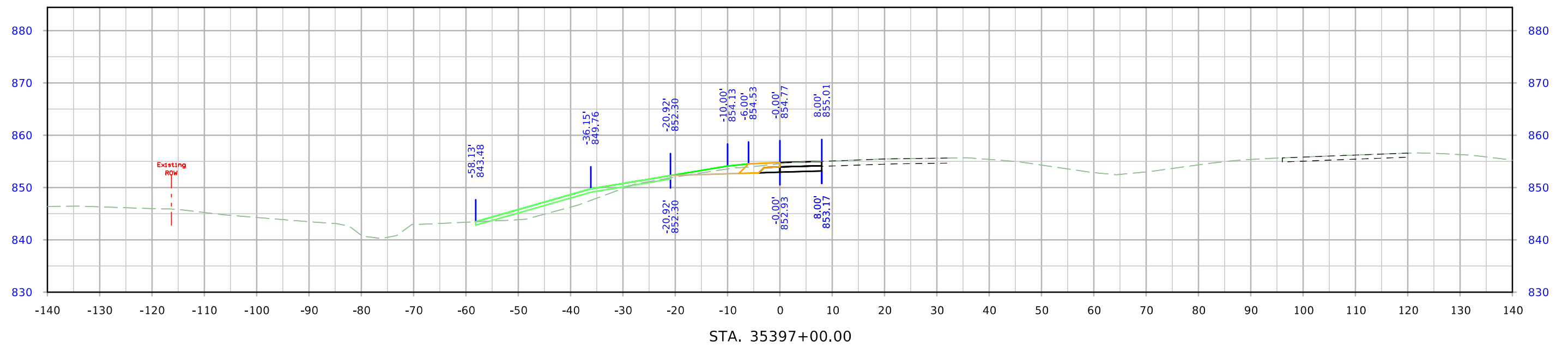
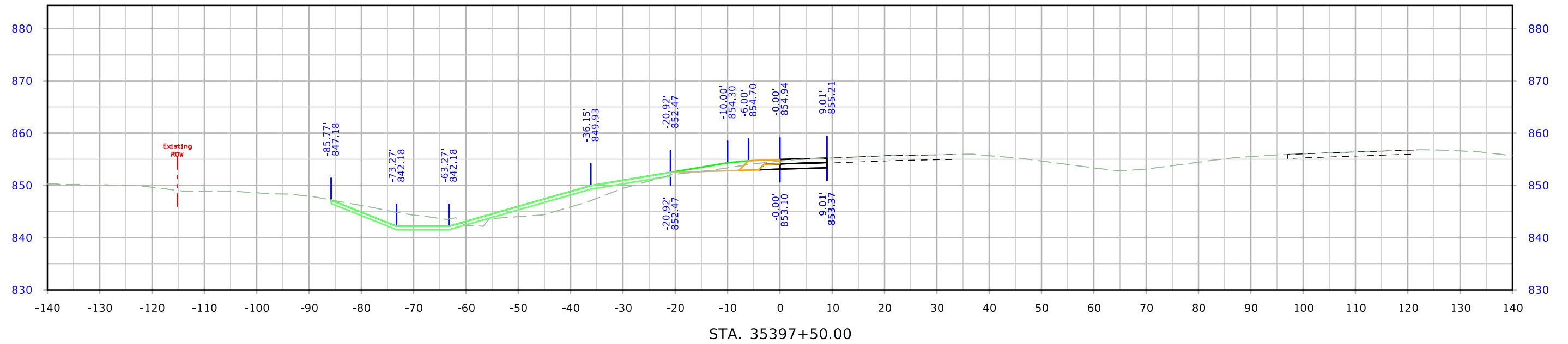
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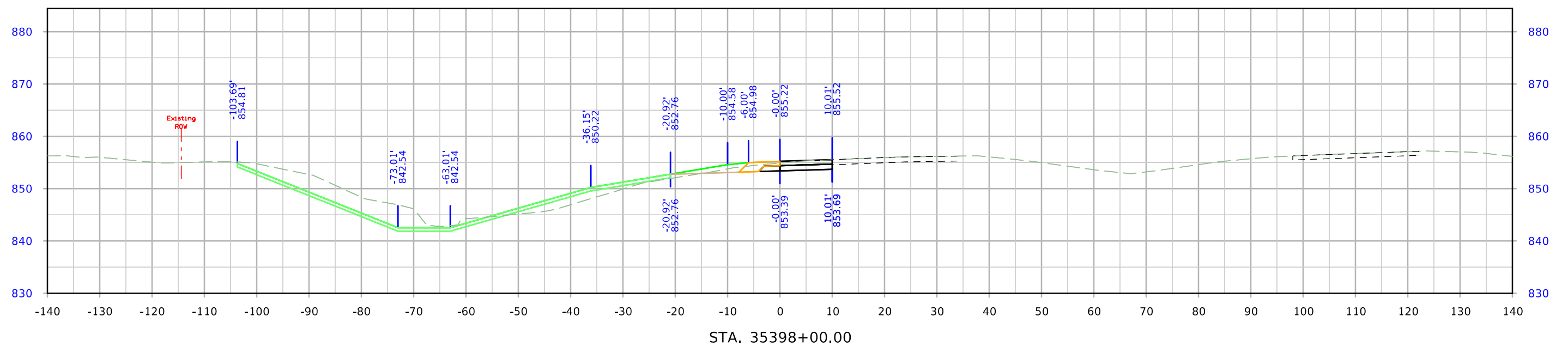
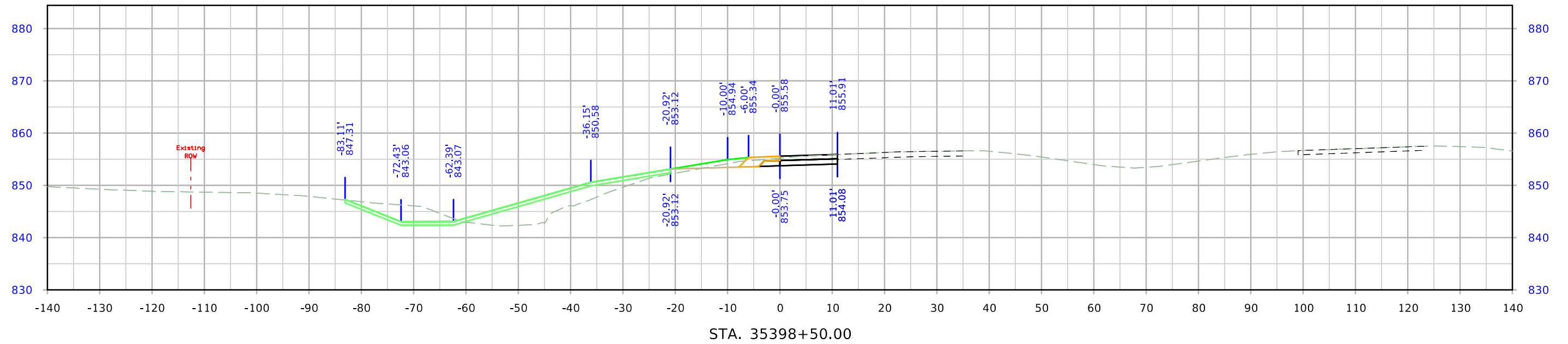
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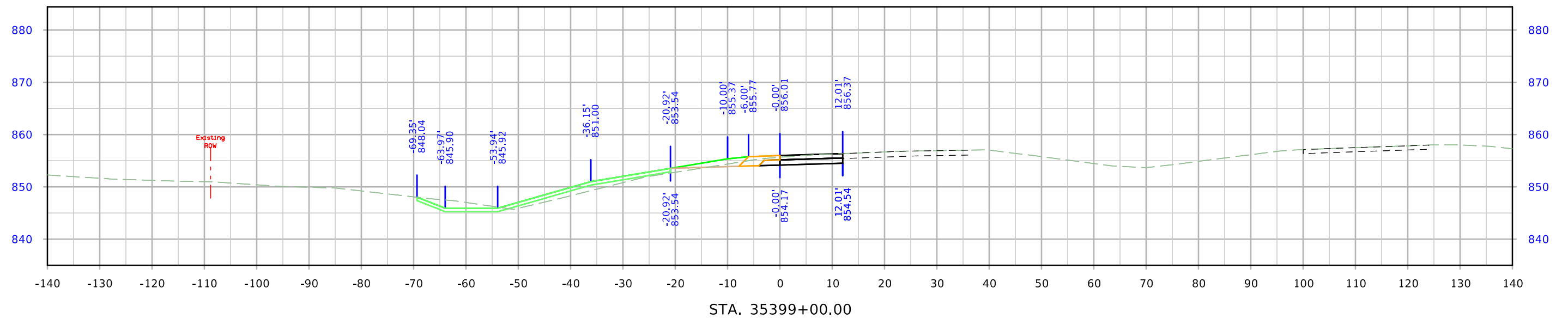
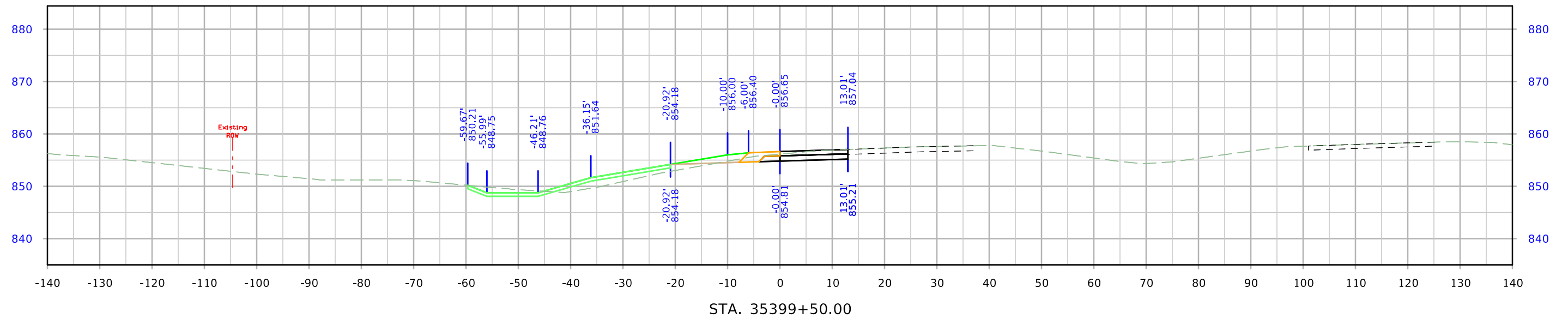
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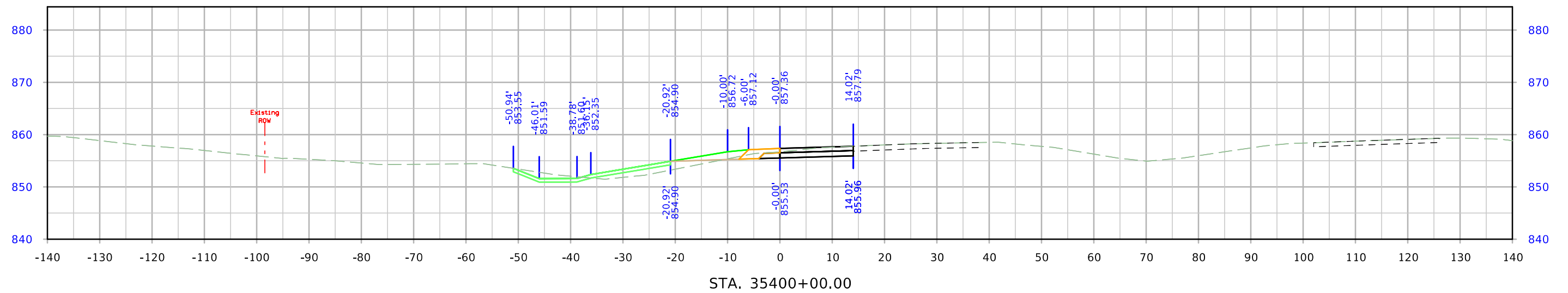
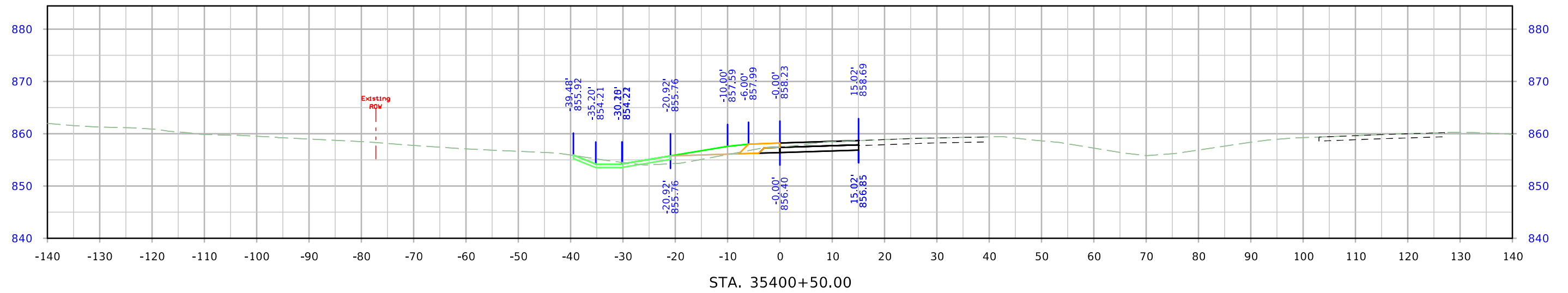
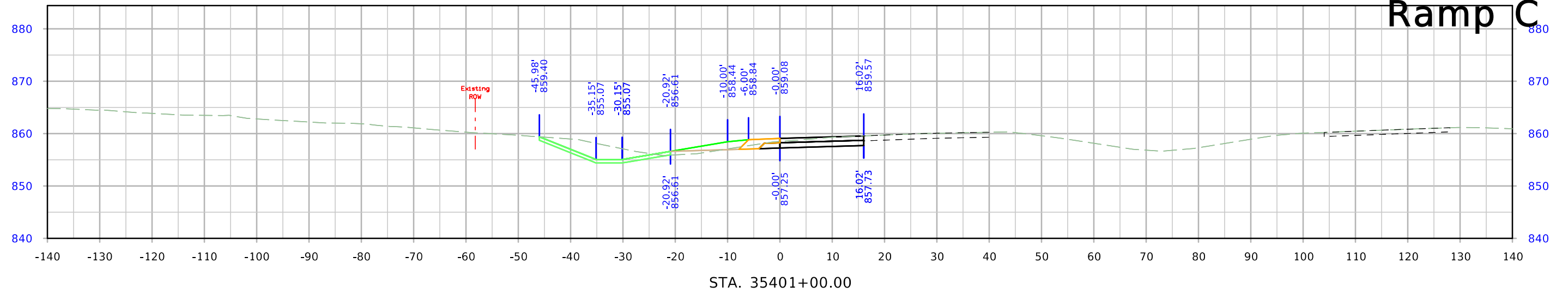
# Ramp C



# Ramp C

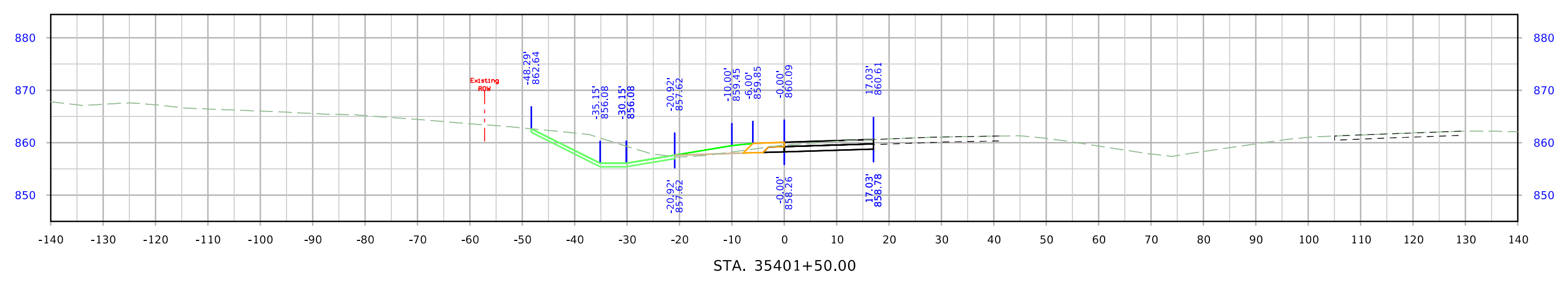
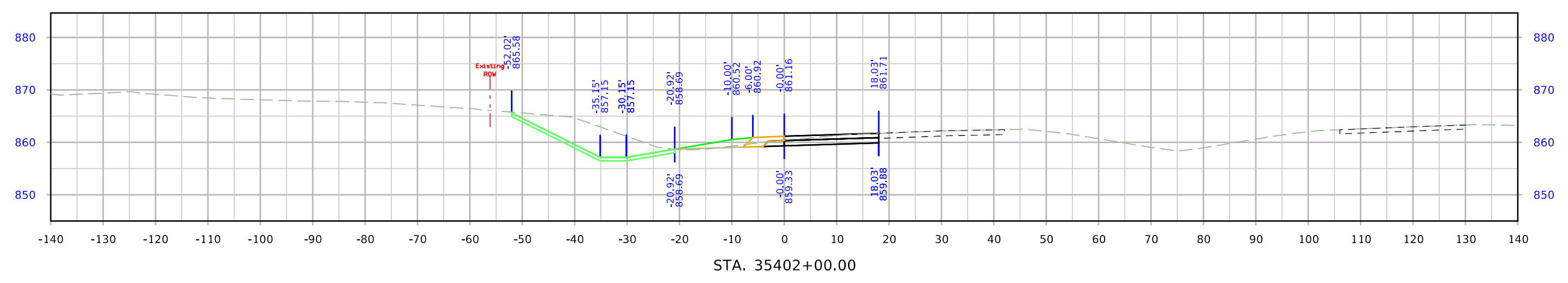
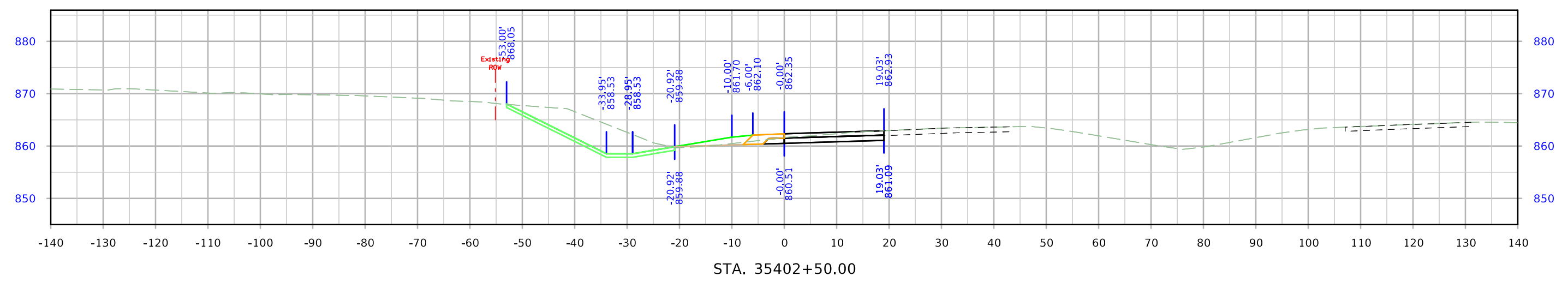


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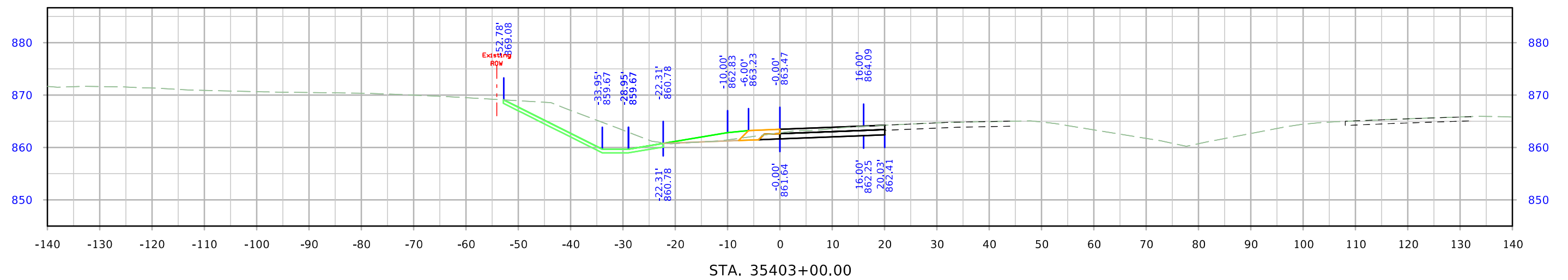
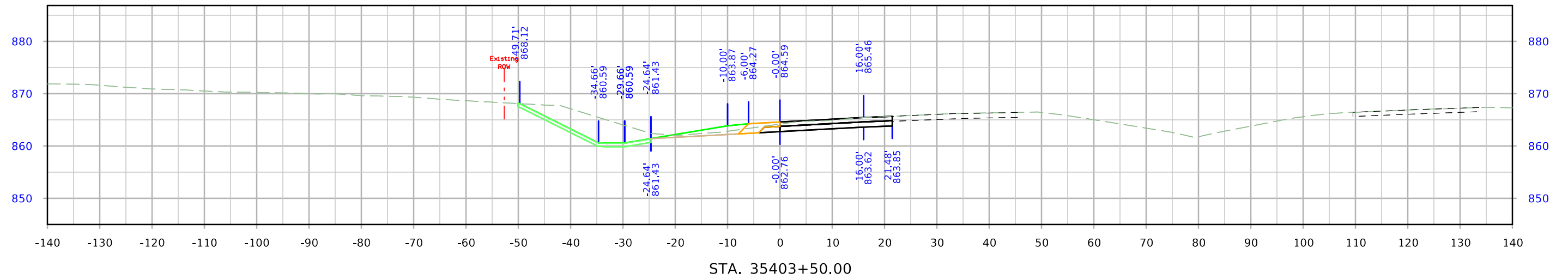
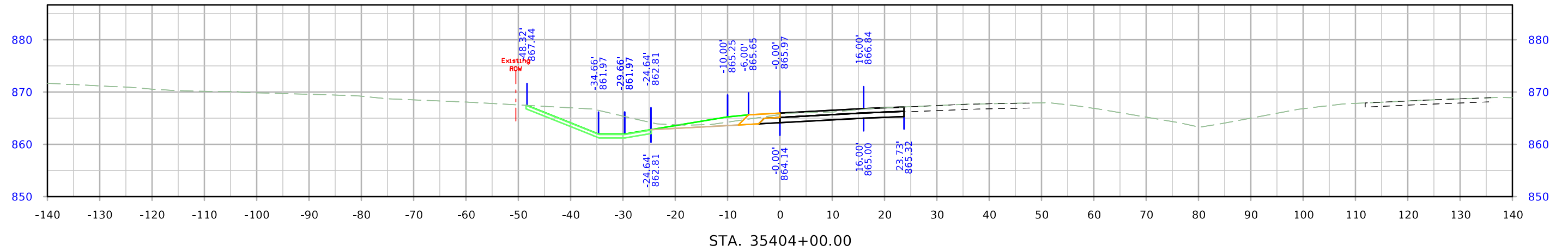




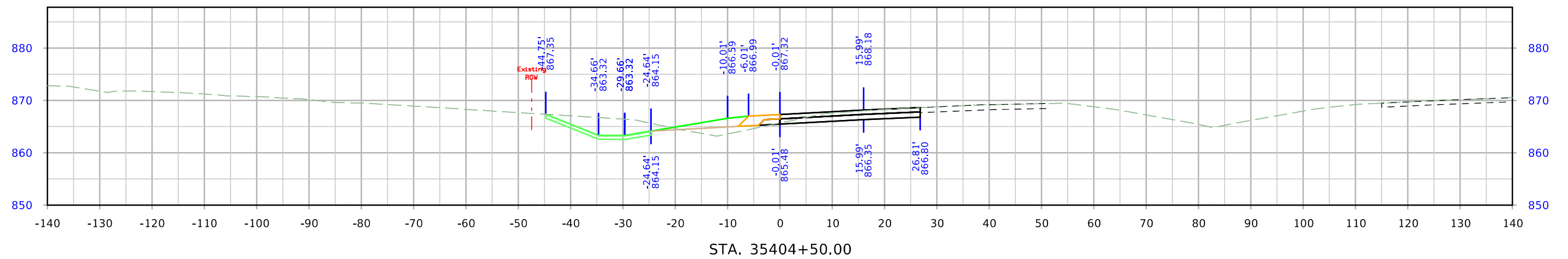
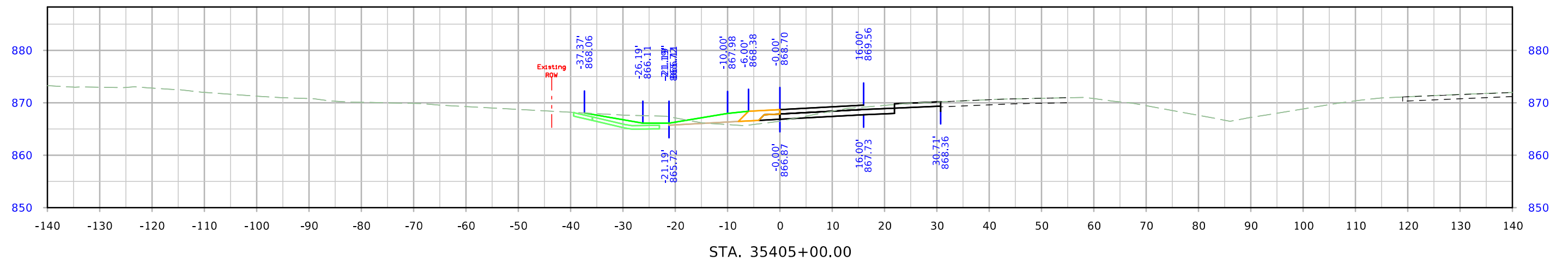
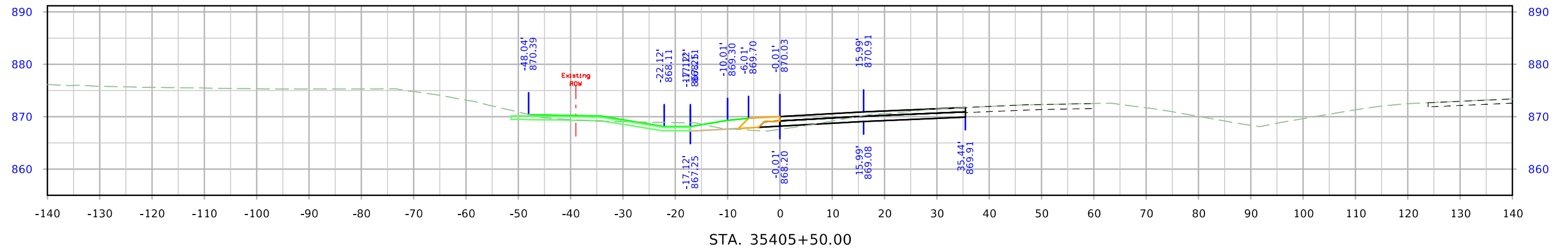
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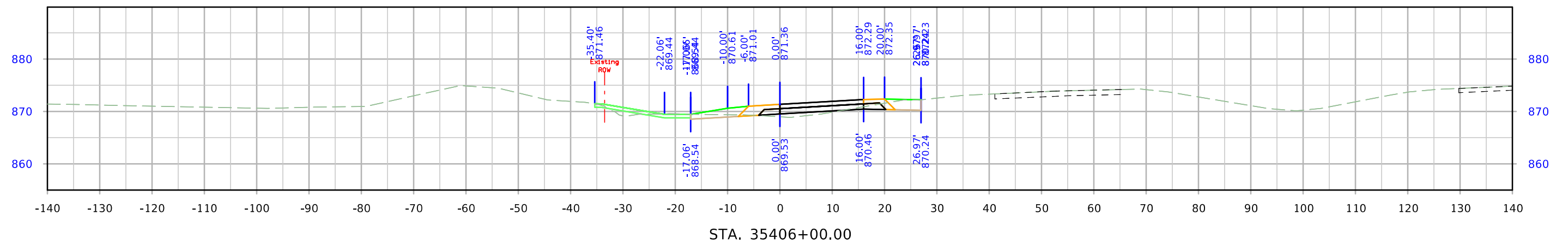
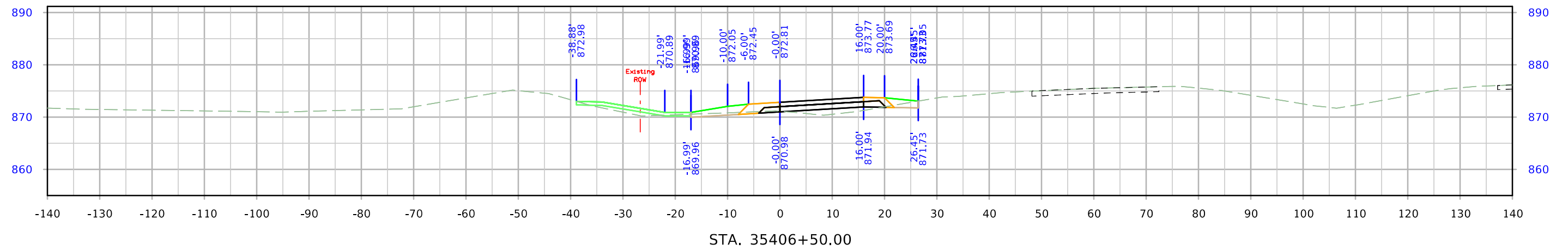
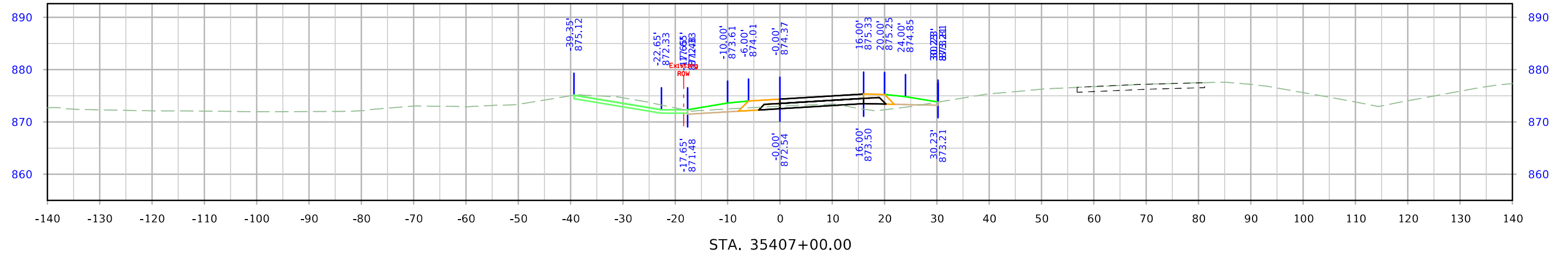
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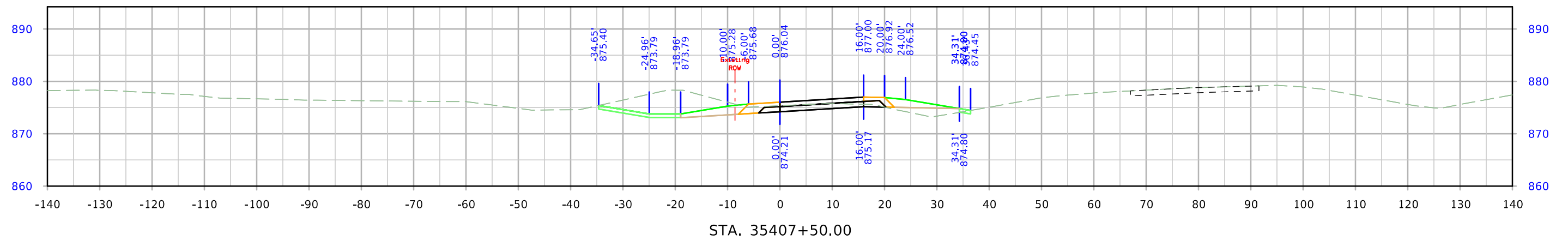
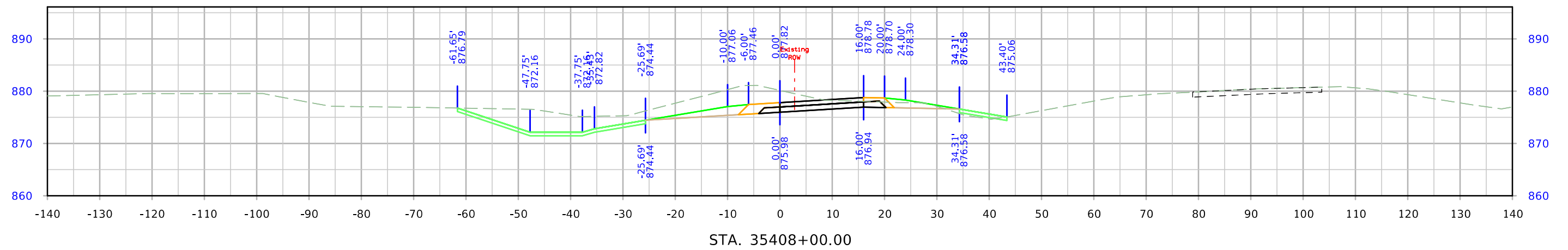
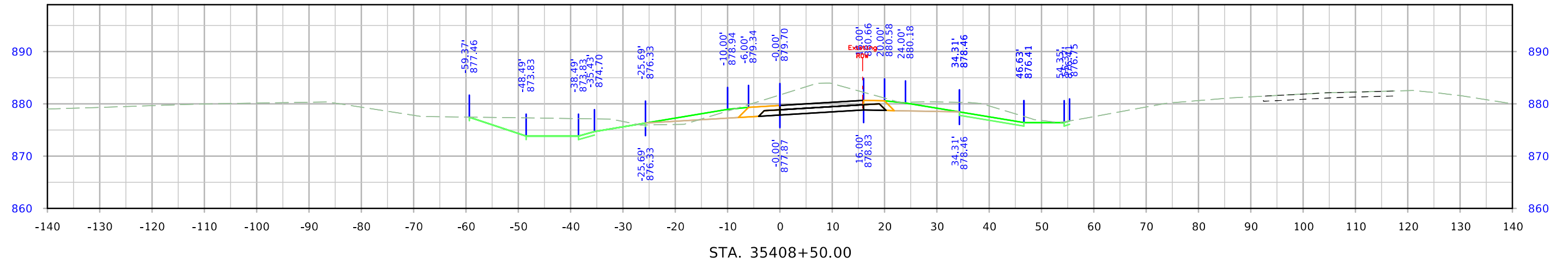
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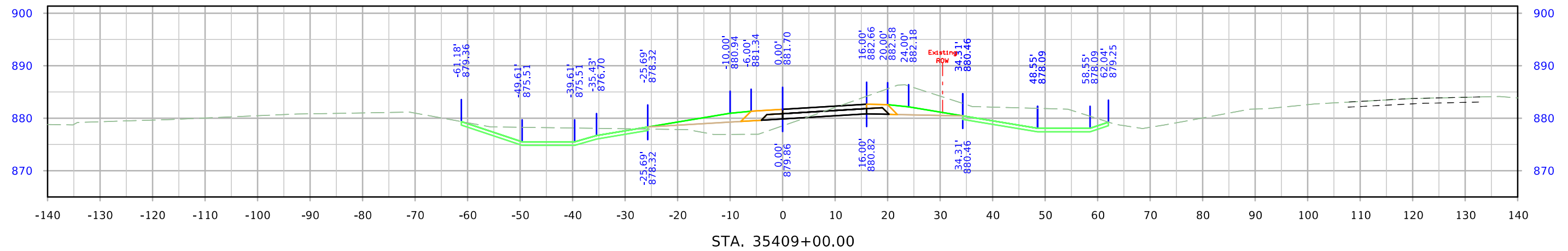
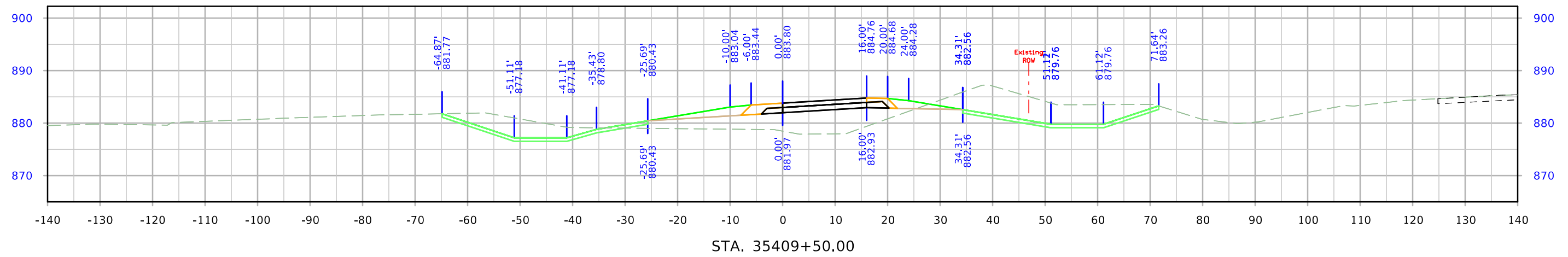
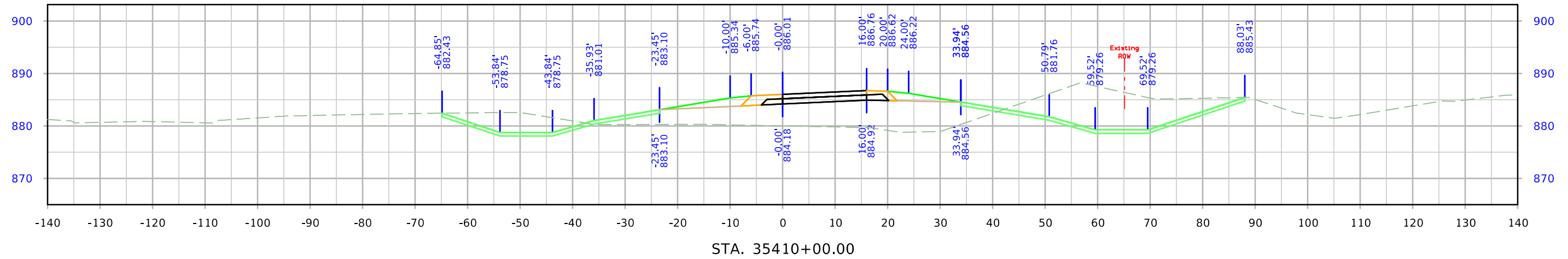
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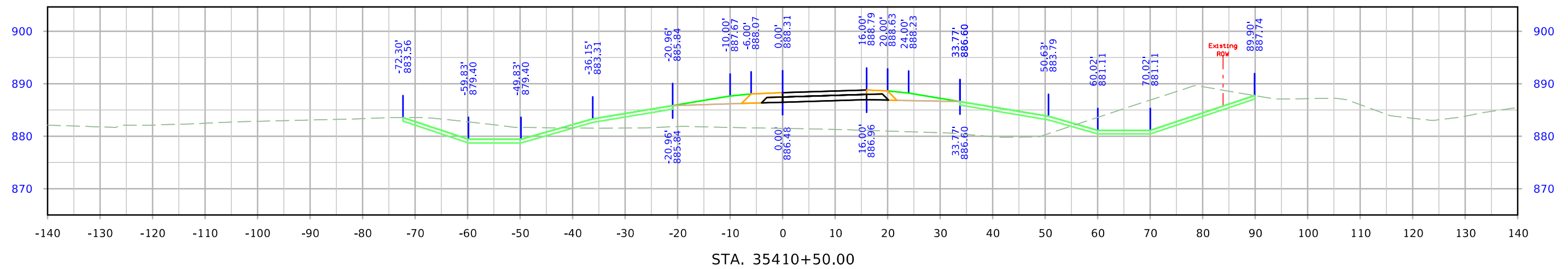
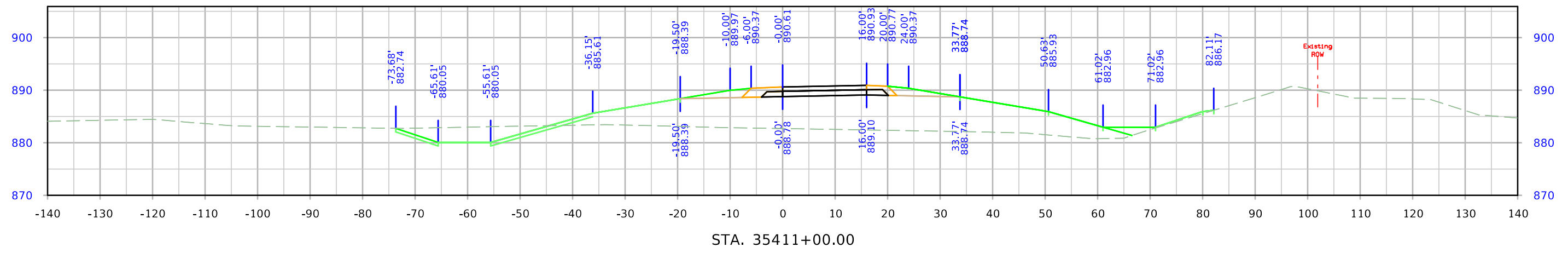
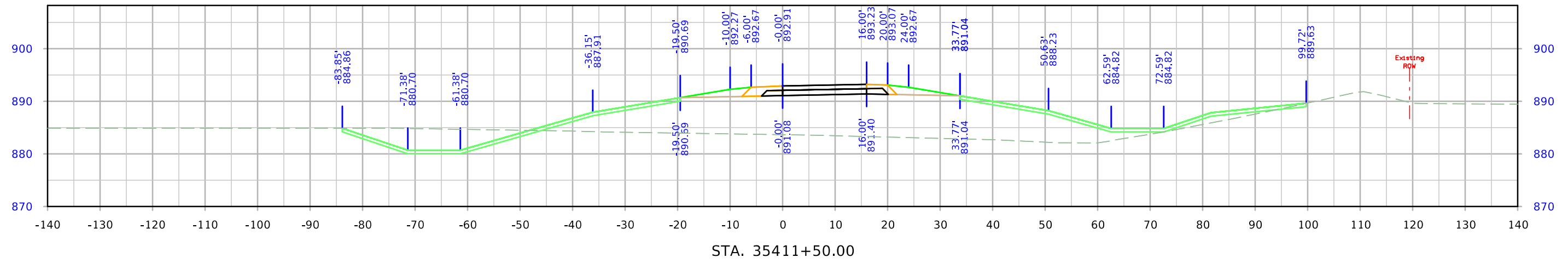
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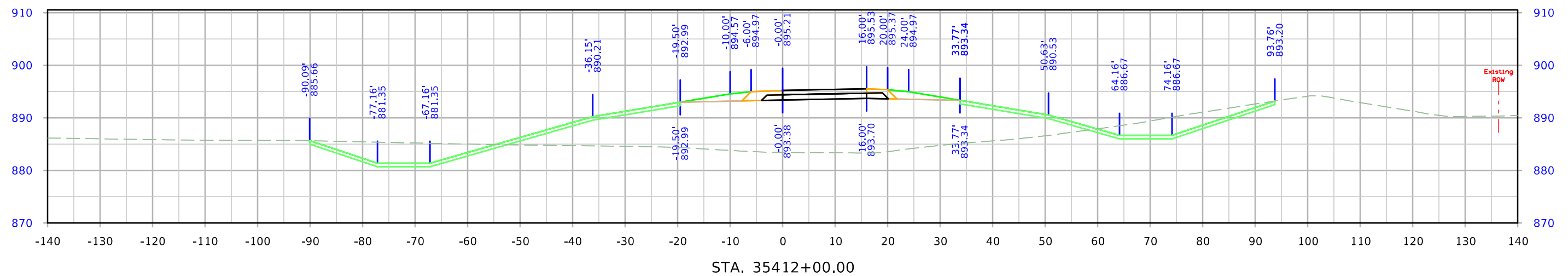
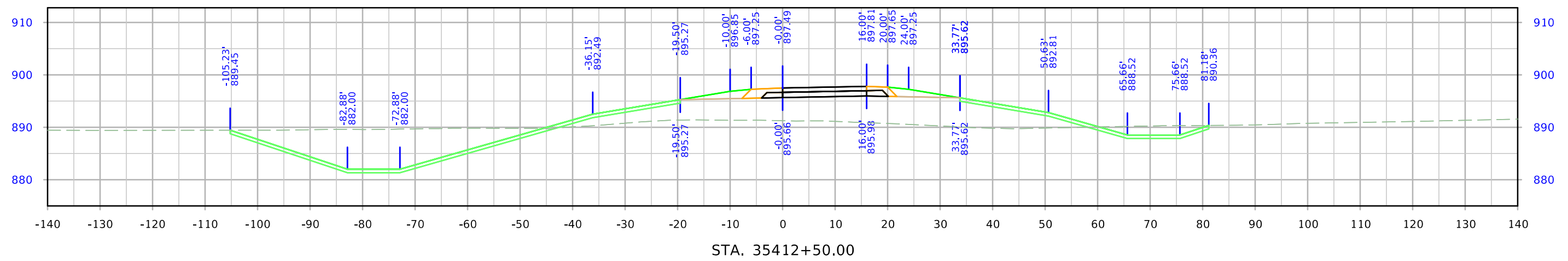
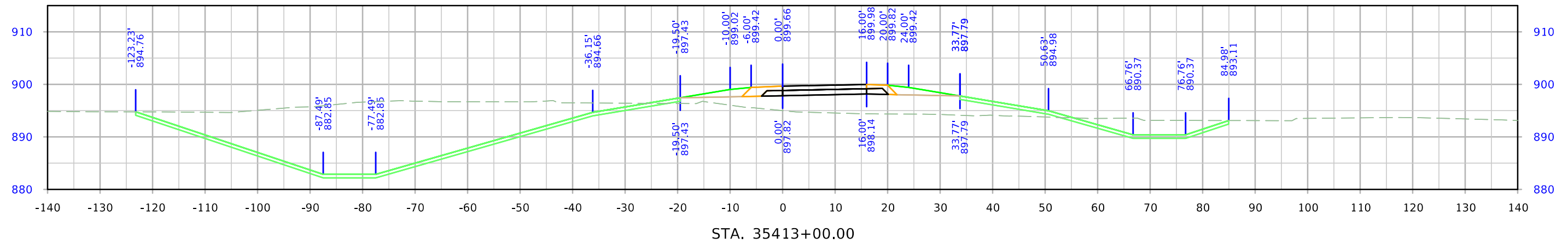
# Ramp C



# Ramp C

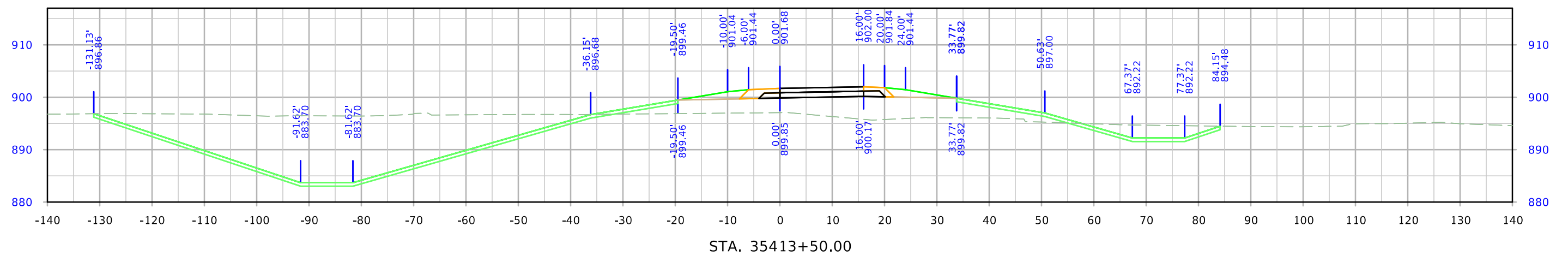
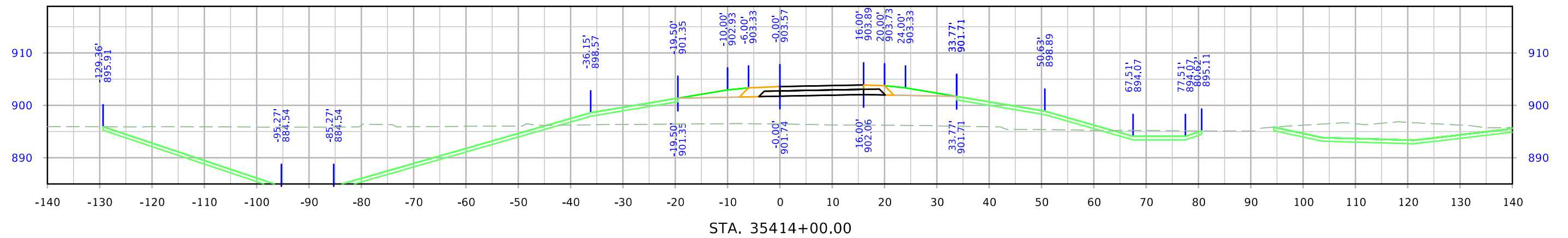
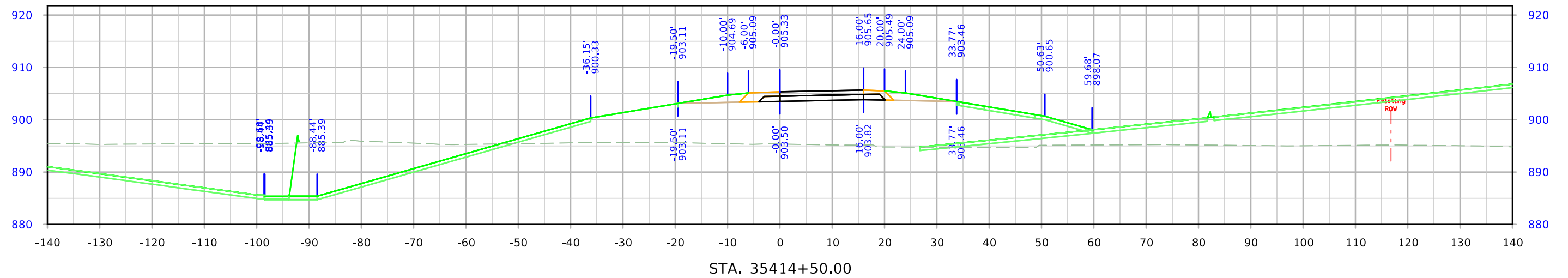


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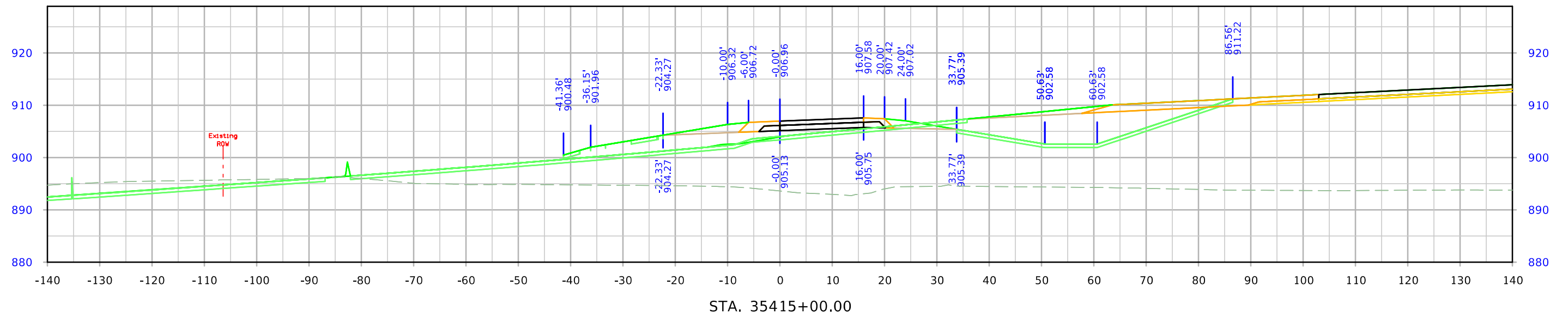
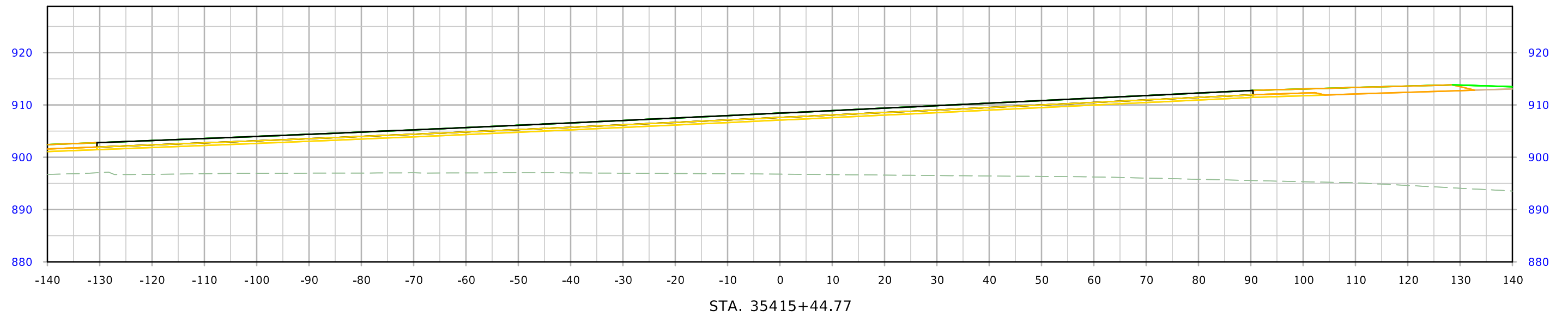




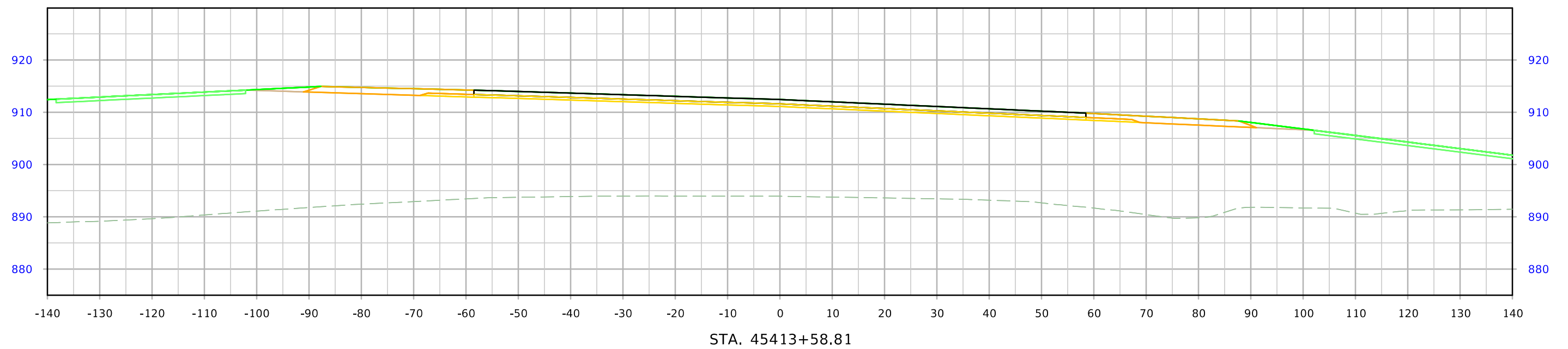
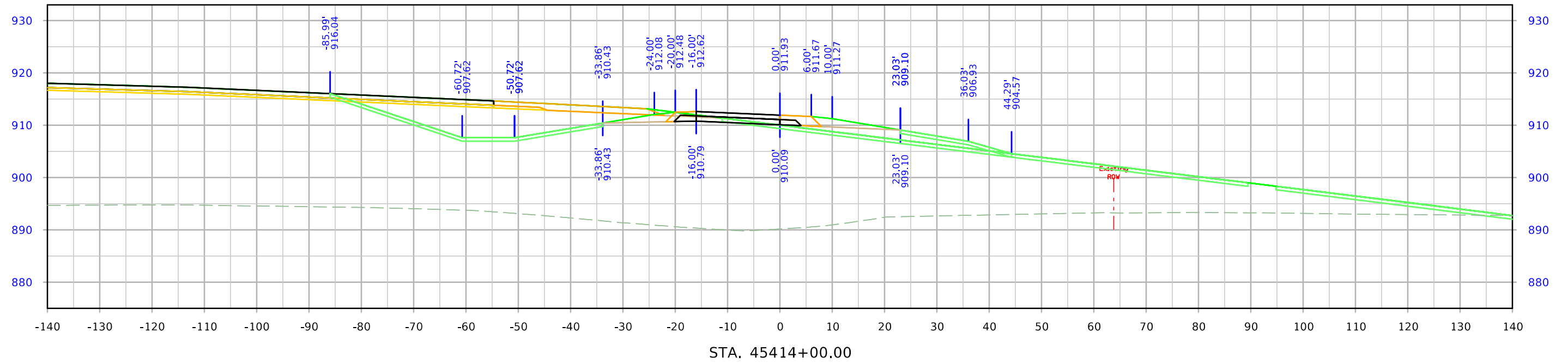
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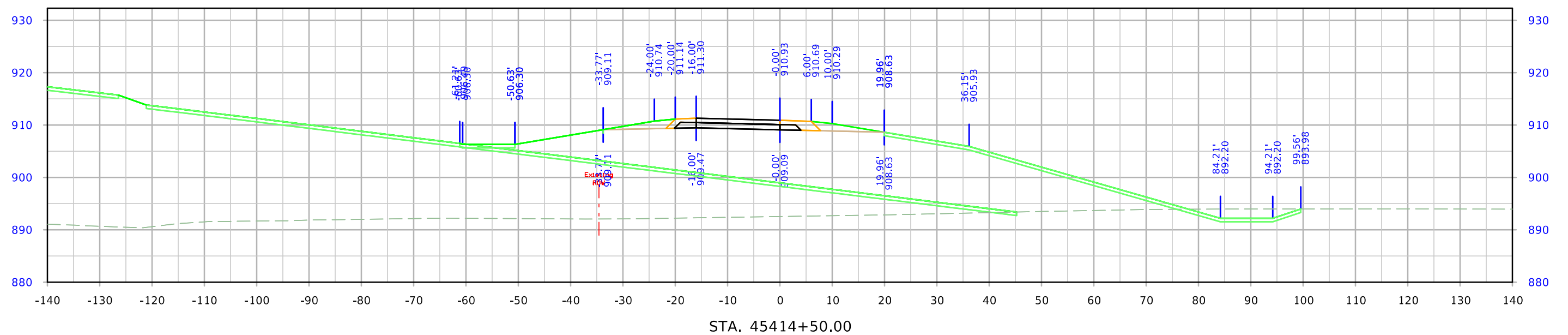
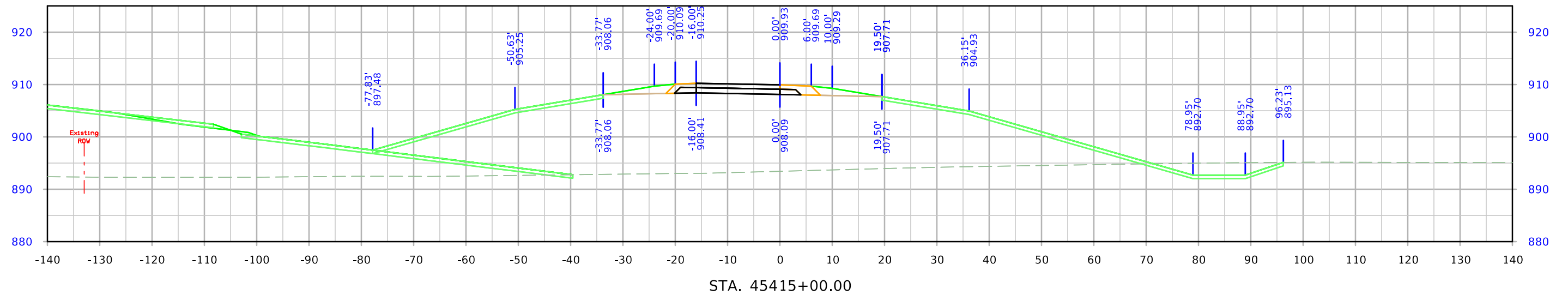
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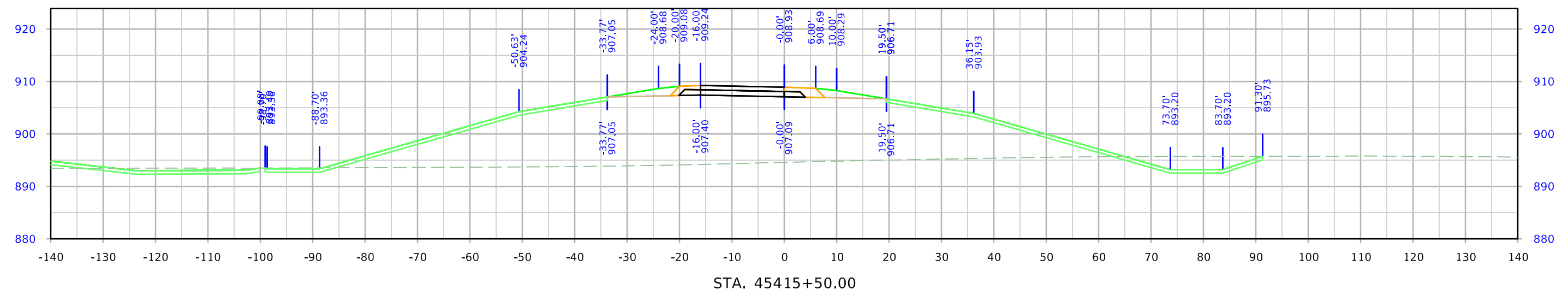
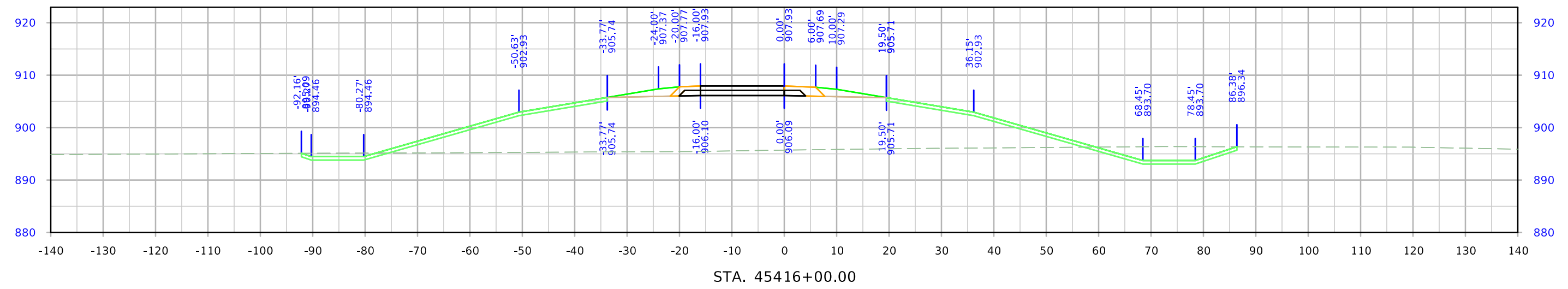
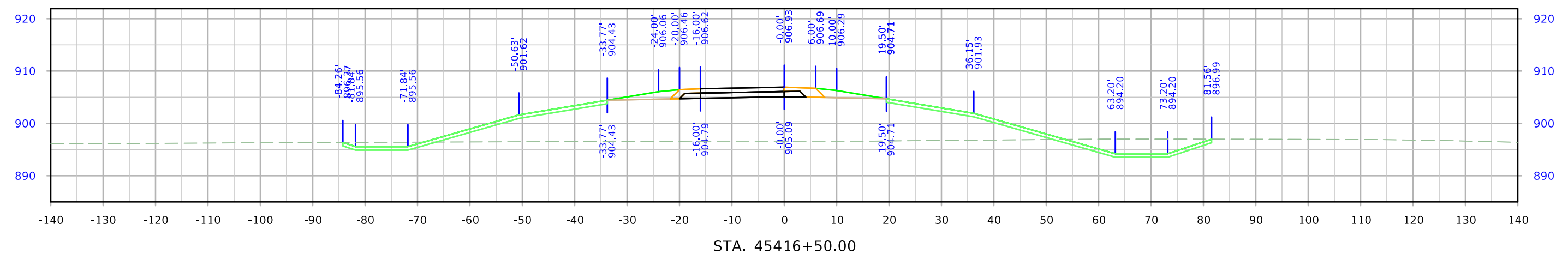
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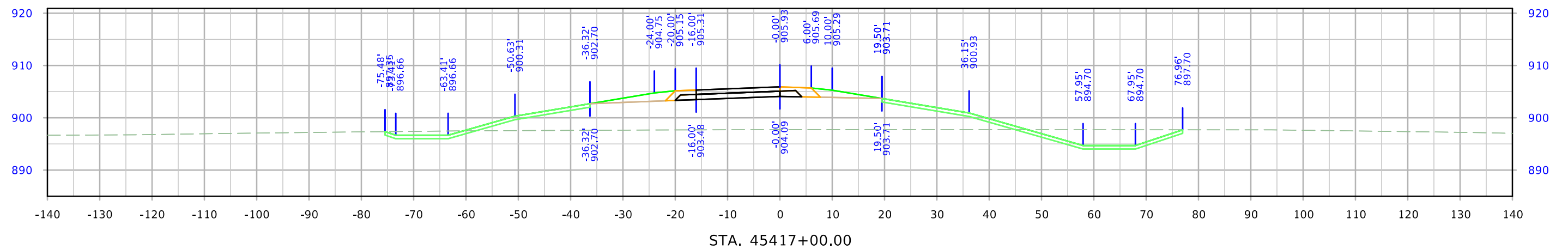
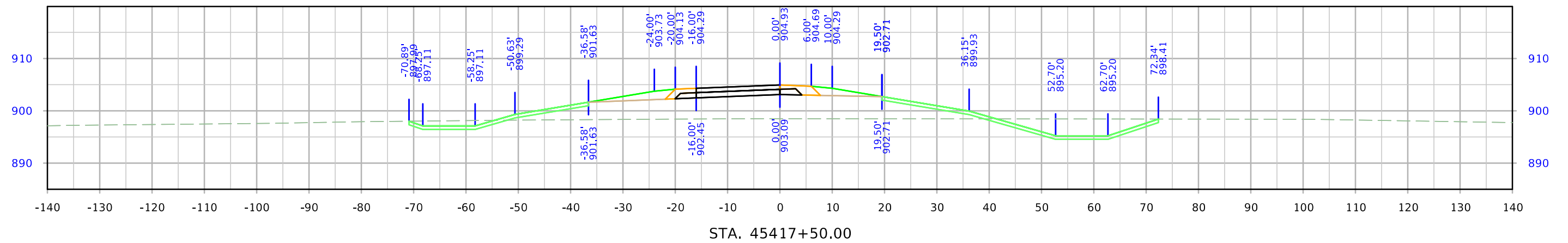
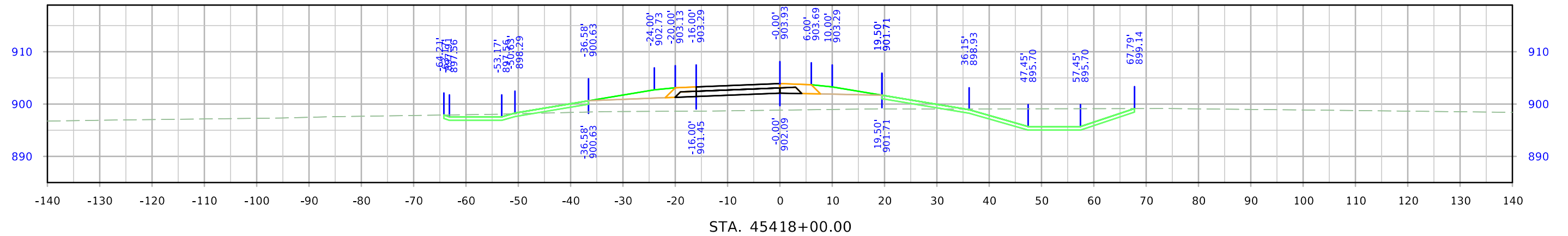
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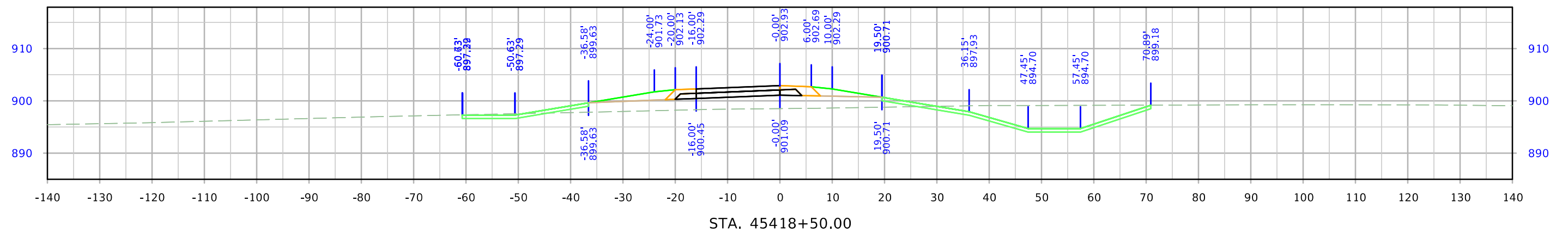
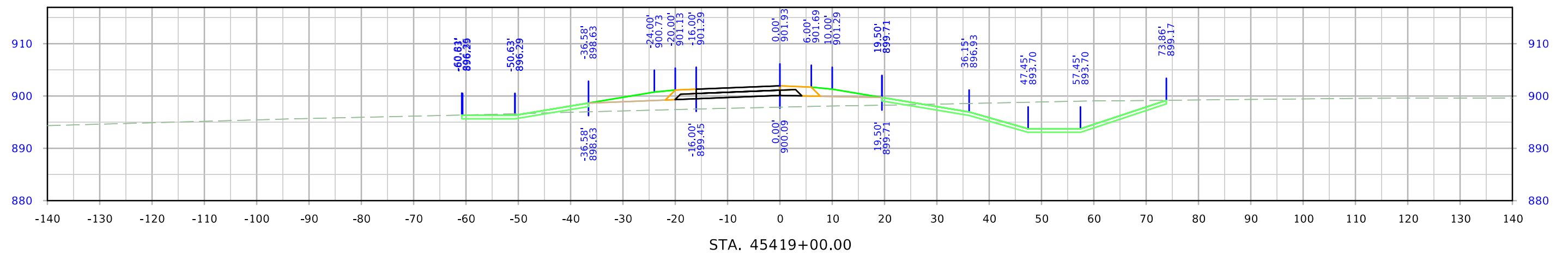
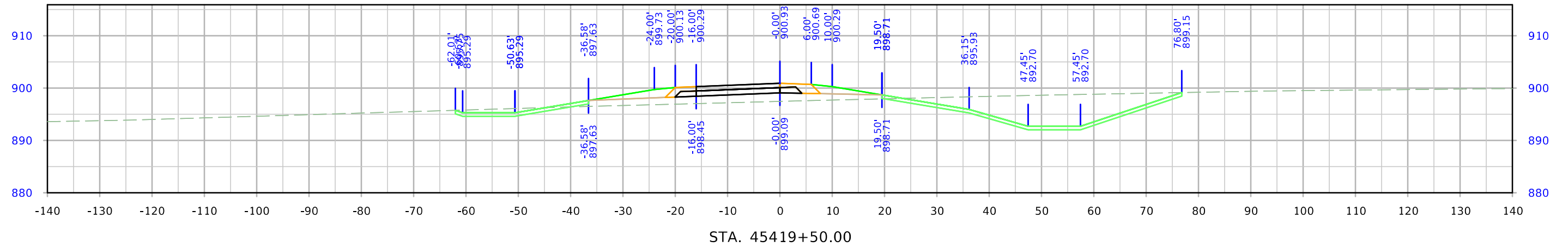
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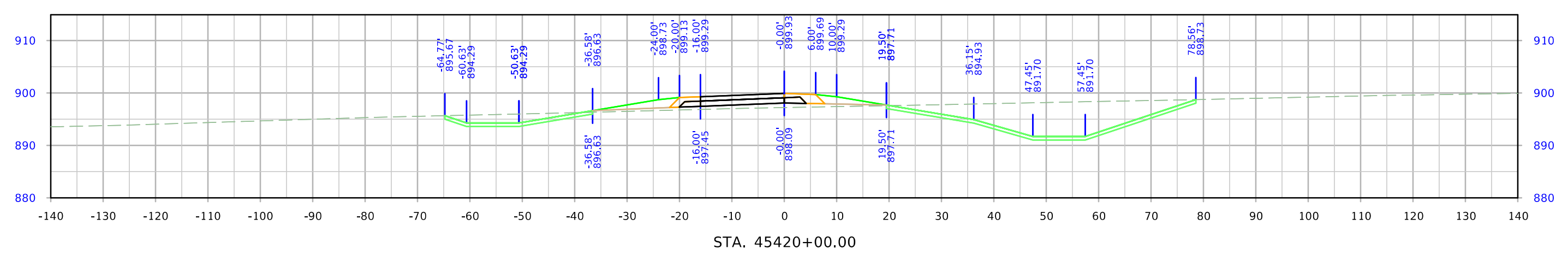
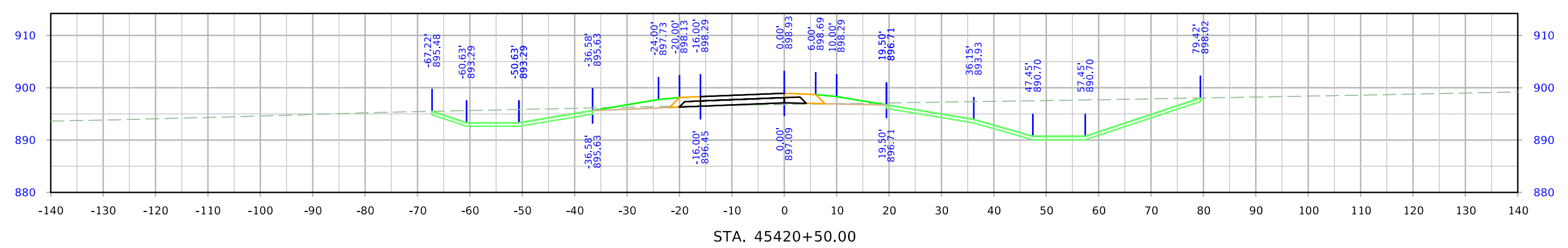
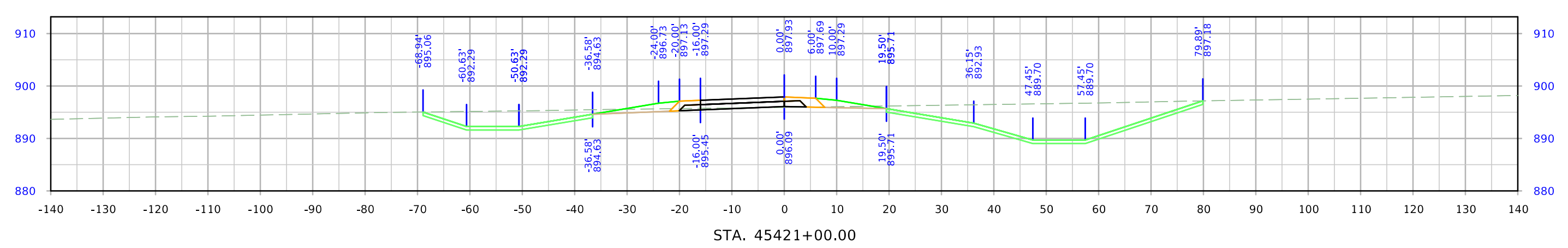
# Ramp D



# Ramp D

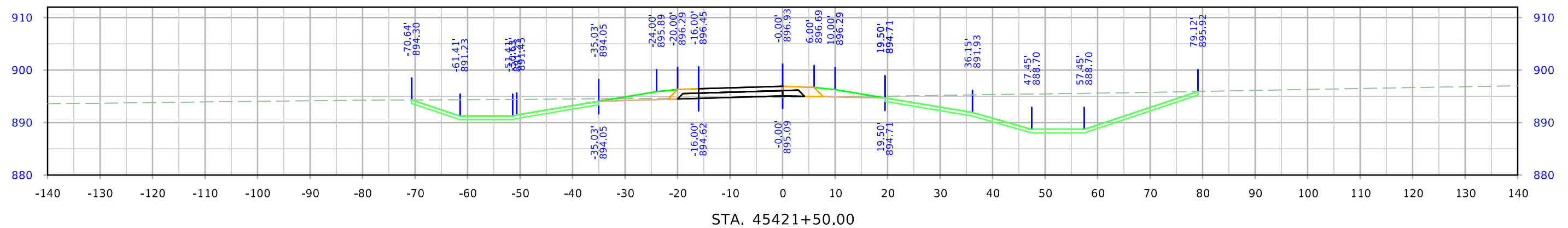
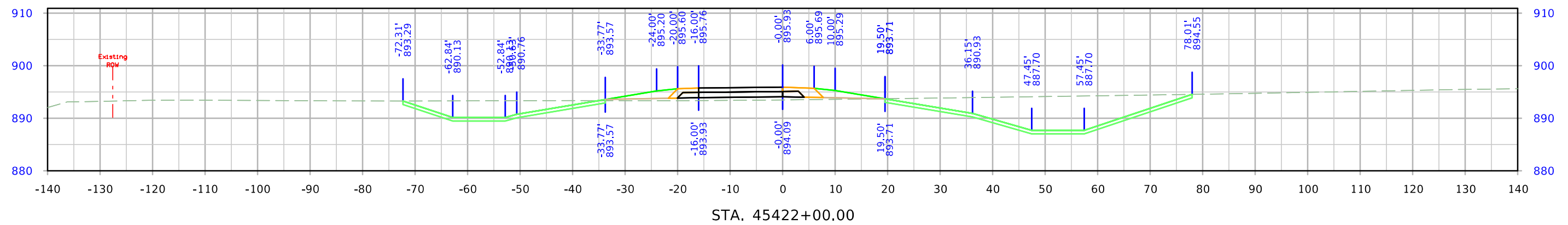
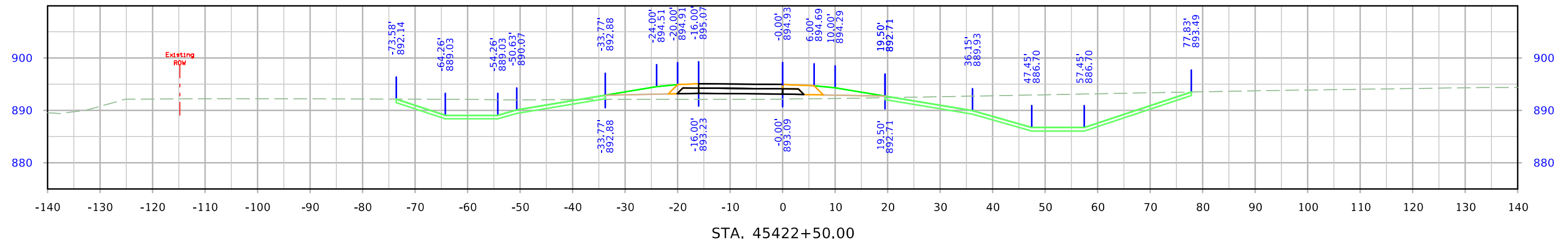


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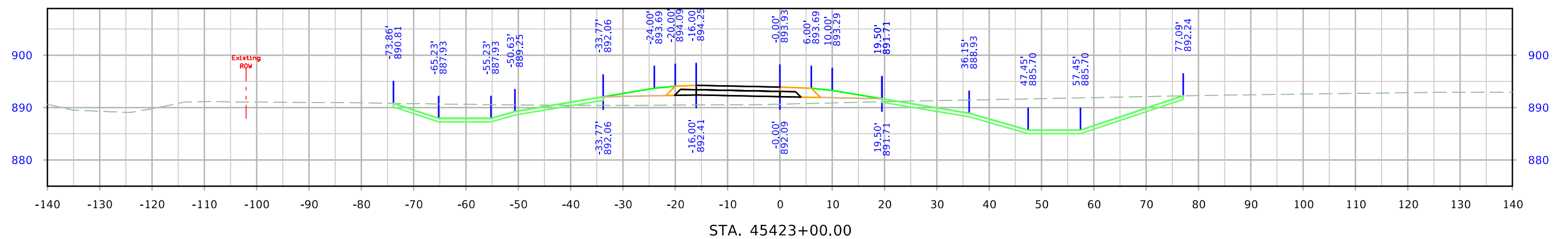
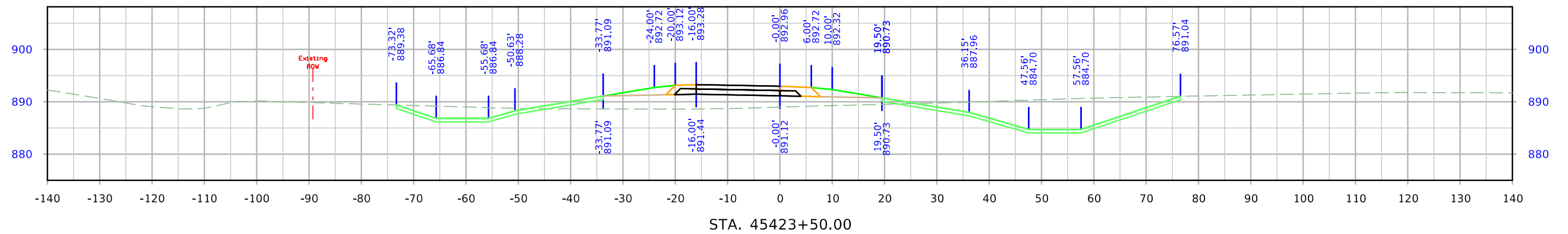
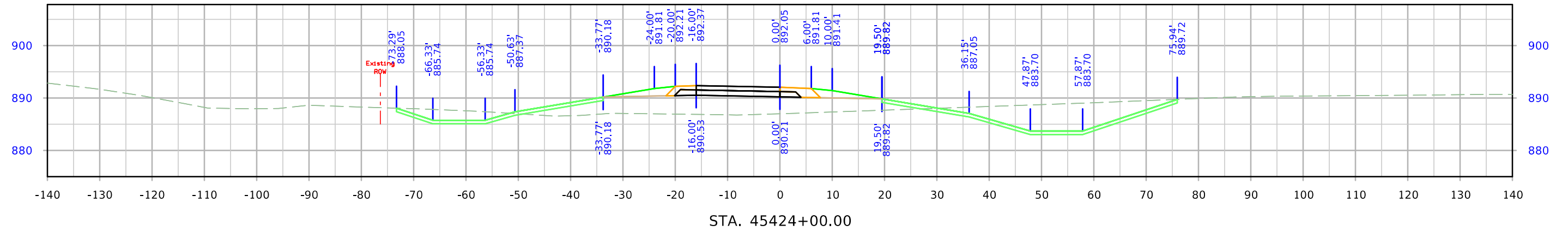




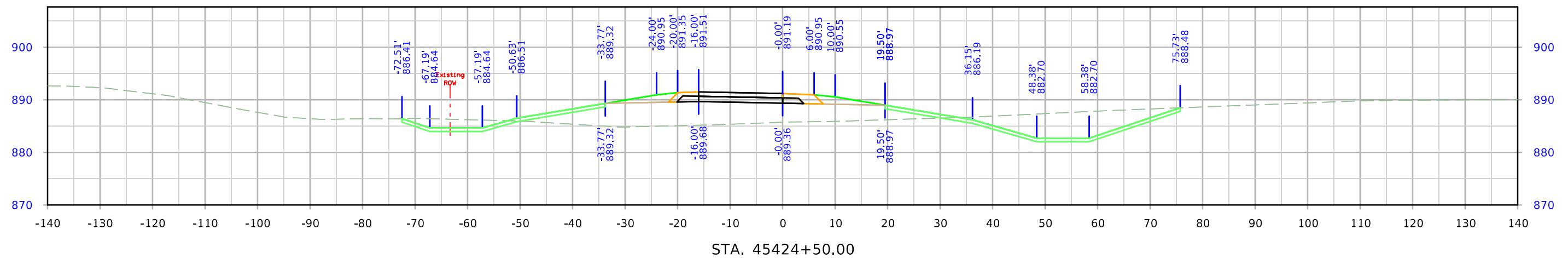
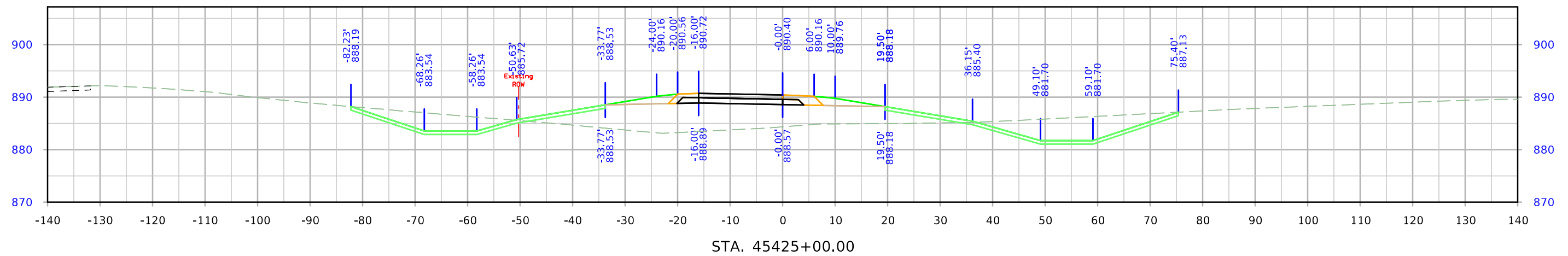
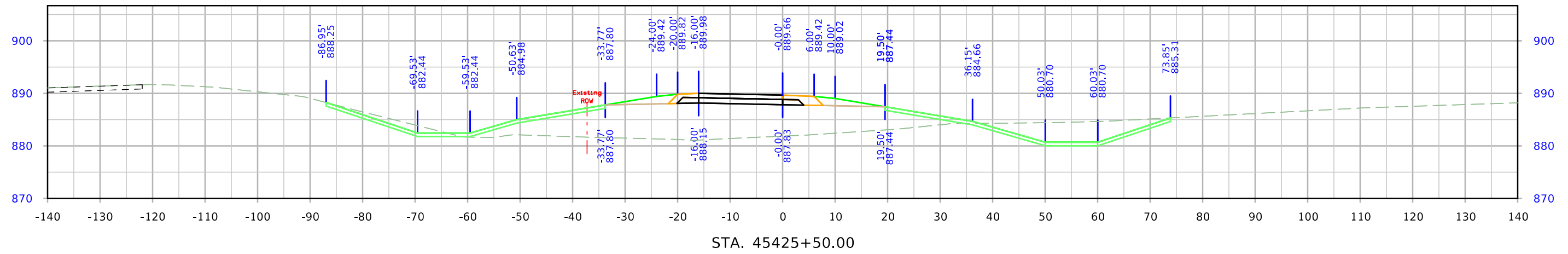
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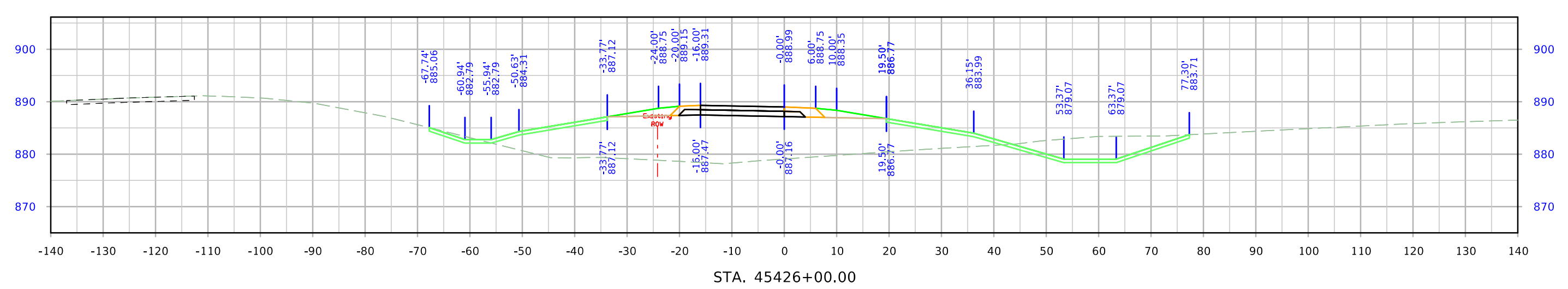
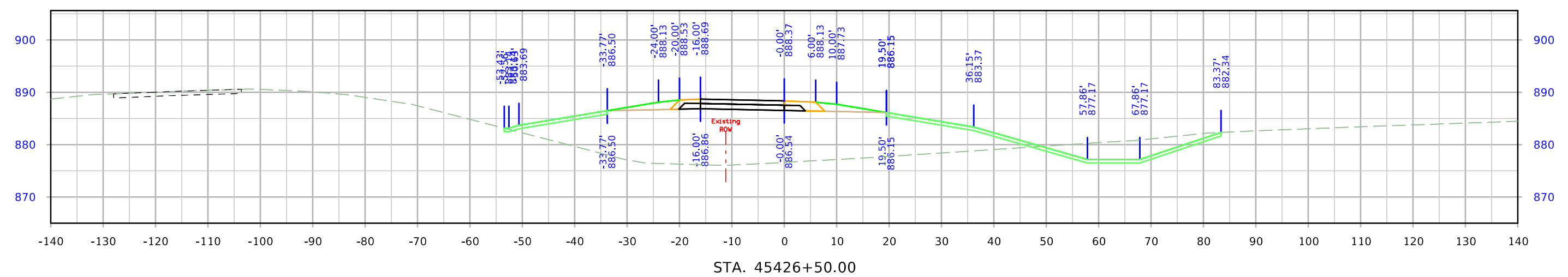
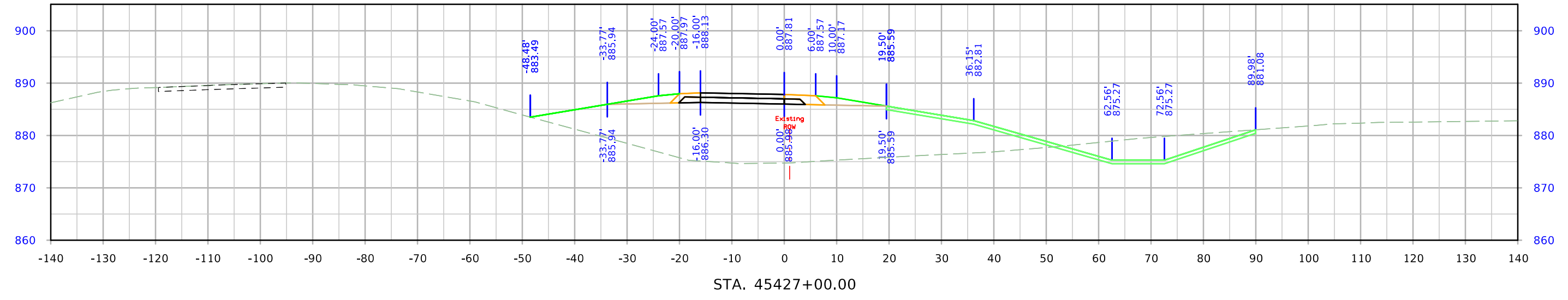
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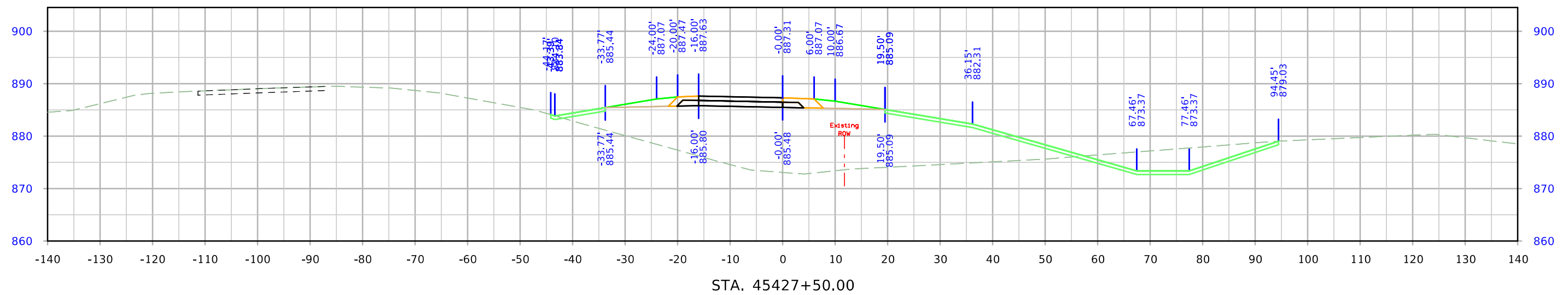
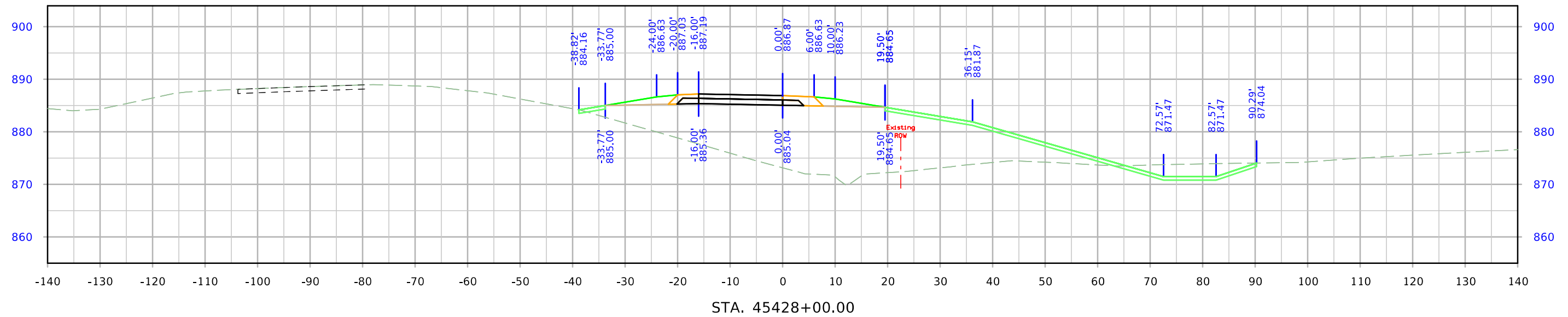
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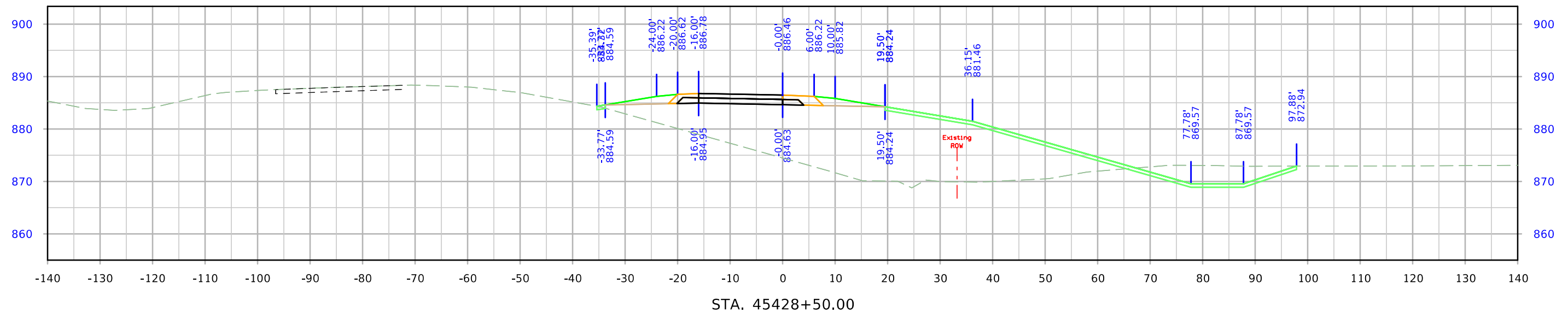
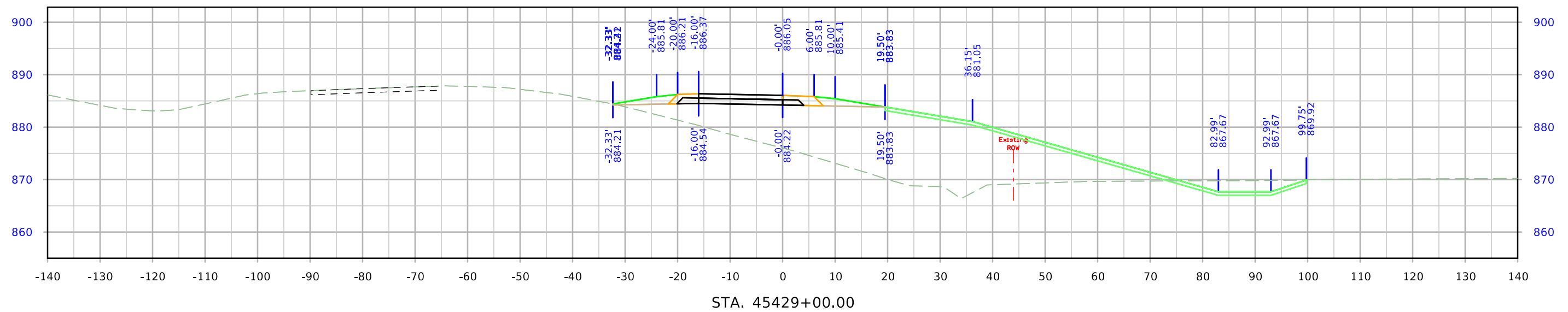
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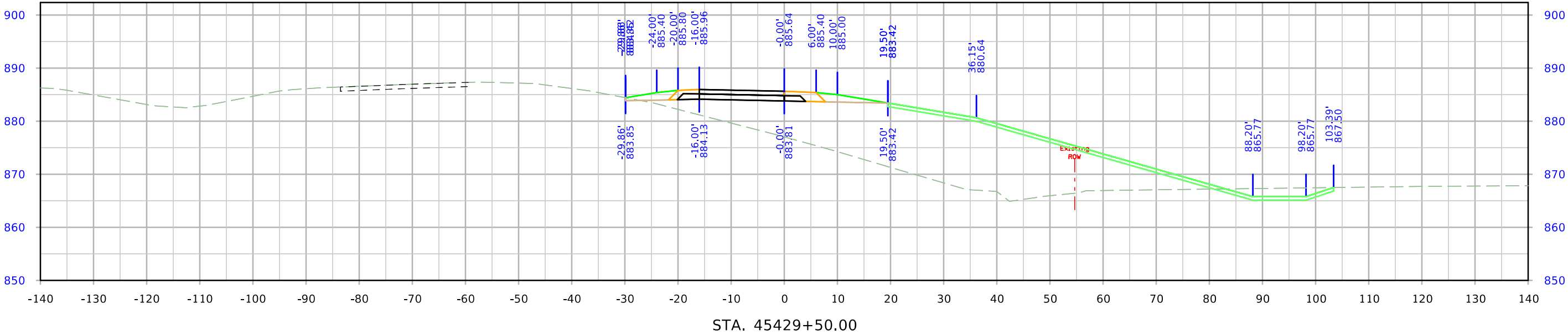
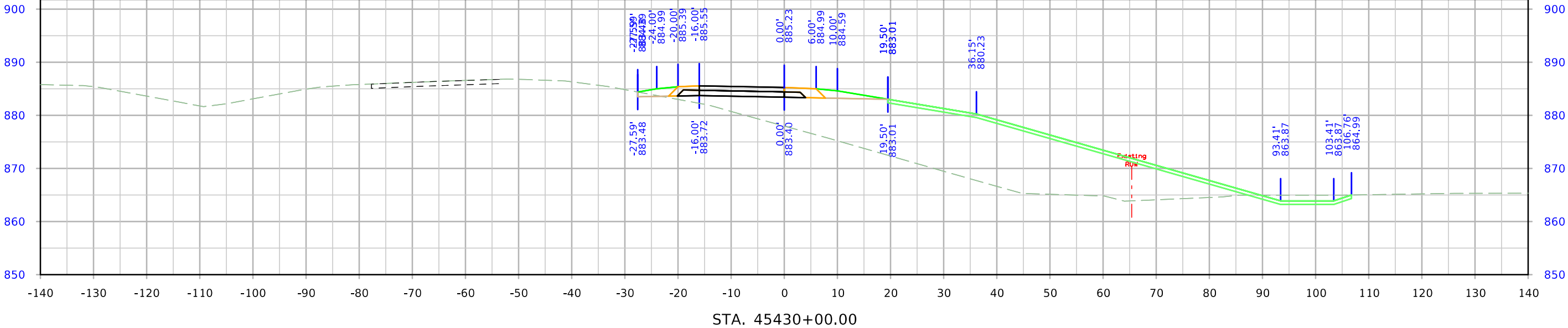
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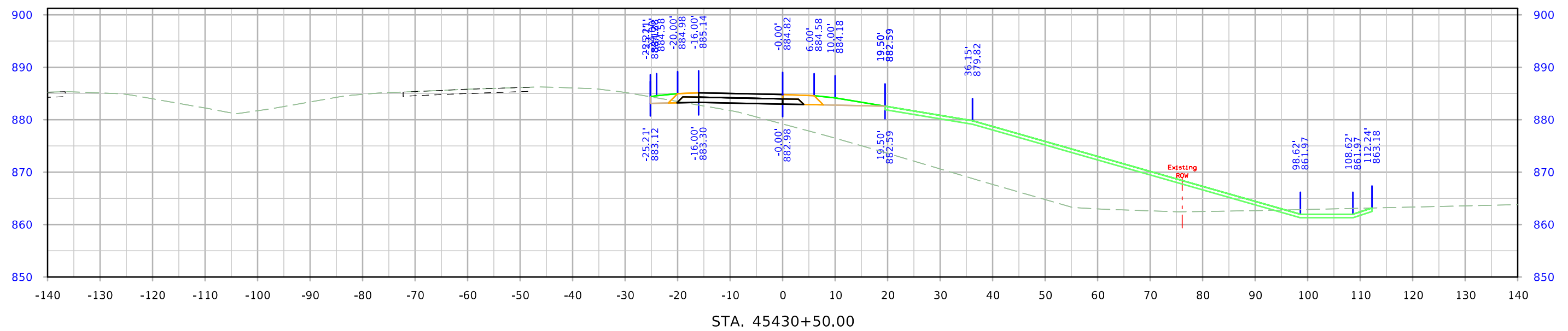
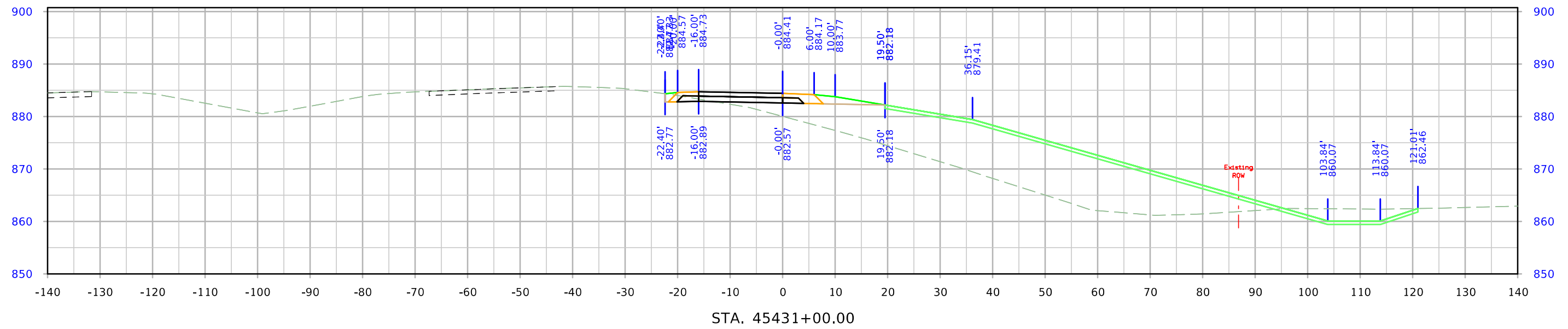
# Ramp D



# Ramp D

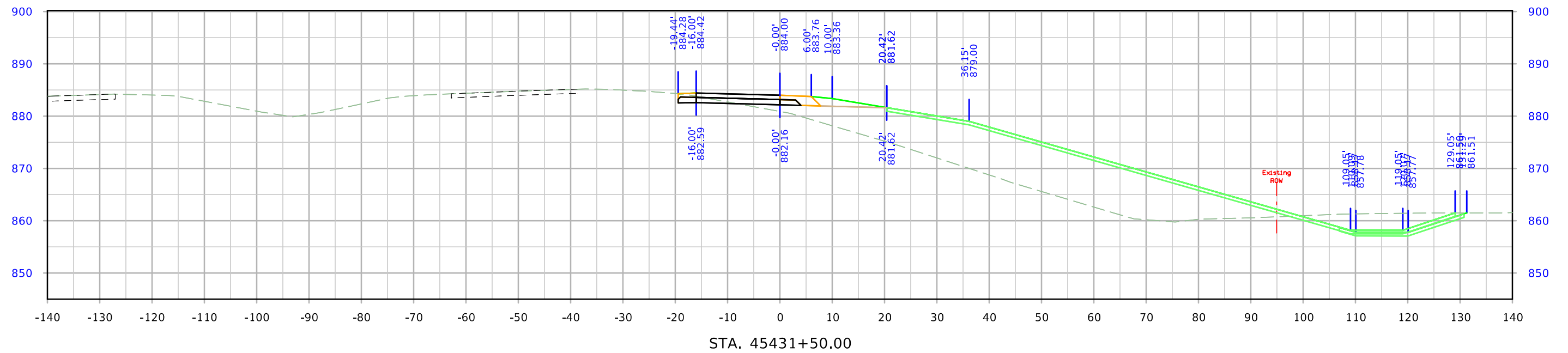
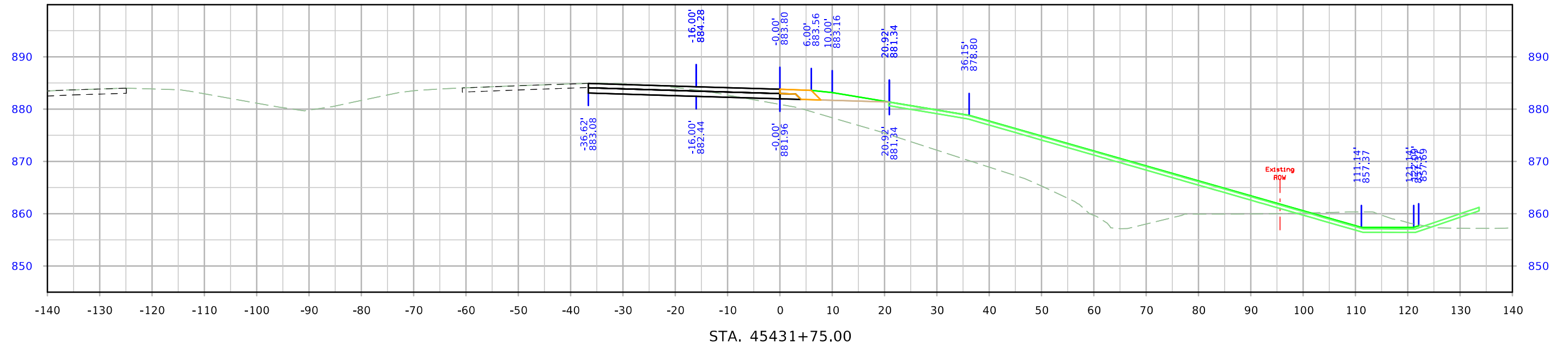


# Ramp D





# Ramp D



# Turnaround - 1st Ave.

