

TRAFFIC DESIGN

PROJECT ENGINEER: J. SHORT
SQUAD SUPERVISOR: A. TECHNICIAN

ROADWAY DESIGN

ENGINEERING MANAGER: M. SHARKNESS, PE
SQUAD SUPERVISOR: B. RAPSON
SQUAD MEMBERS: J. ANDREWS, R. BLACKWELL, R. GLOVER, L. LAYTON,
D. MOTES, A. NGUYEN, J. ROGERS, A. WILSON

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT NO. J3-1011(005)
RECONSTRUCT - ADDED LANES
INTERSTATE HIGHWAY I-40
OKLAHOMA COUNTY

CONTROL SECTION NO. 40-55-68
STATE JOB NO. 31011(05)

BRIDGE "A" LOCATION NO. 5568-0955X
BRIDGE "B" LOCATION NO. 5568-1117X
EXISTING NBIS NO. 15524; NEW NBI NO. XXXXX
EXISTING NBIS NO. 15563; NEW NBI NO. XXXXX

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.
02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**FINAL FIELD
MEETING**
02-21-20

FOR INDEX OF SHEETS
AND STANDARDS

1	TITLE SHEET
2-7	TYPICALS
D1	WESTMINSTER RD. DETAILS
D2-D6	RAMP DETAILS
R001-R011	GEOMETRIC DETAILS
P1-P17	PLAN AND PROFILE SHEETS
S1-S16	SURVEY DATA SHEETS
X1-X122	CROSS SECTION SHEETS

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS

DESIGN DATA I-40

ADT 2021	= 49,000
ADT 2041	= 63,700
DHV (ONE-WAY)	= 6,370
K (DHV/ADT)	= 10%
D	= 68%
T (% DHV)	= 17%
T (% ADT)	= 19%
T ³ (% ADT)	= 15%
V	= 70MPH
20 YR FLEXESALS	= 34.41M

DESIGN DATA POST RD.

ADT 2021	= 3,900
ADT 2041	= 5,500
DHV (ONE-WAY)	= 605
K (DHV/ADT)	= 11%
D	= 55%
T (% DHV)	= 1%
T (% ADT)	= 2%
T ³ (% ADT)	= 1%
V	= 45MPH
20 YR FLEXESALS	= 1.86M

DESIGN DATA
WESTMINSTER RD.

ADT 2021	= 2,550
ADT 2041	= 3,600
DHV (ONE-WAY)	= 396
K (DHV/ADT)	= 11%
D	= 55%
T (% DHV)	= 1%
T (% ADT)	= 2%
T ³ (% ADT)	= 1%
V	= 45MPH
20 YR FLEXESALS	= 2.56XM

DESIGN DATA I-40 RAMP A

ADT 2021	= 5,450
ADT 2041	= 7,650
DHV (ONE-WAY)	= 842
K (DHV/ADT)	= 11%
D	= 70%
T (% DHV)	= 6%
T (% ADT)	= 4%
T ³ (% ADT)	= 2%
V	= 55MPH
20 YR FLEXESALS	= X.XXM

DESIGN DATA I-40 RAMP B

ADT 2021	= 700
ADT 2041	= 1,000
DHV (ONE-WAY)	= 110
K (DHV/ADT)	= 11%
D	= 70%
T (% DHV)	= 9%
T (% ADT)	= 13%
T ³ (% ADT)	= 5%
V	= 55MPH
20 YR FLEXESALS	= X.XXM

DESIGN DATA I-40 RAMP C

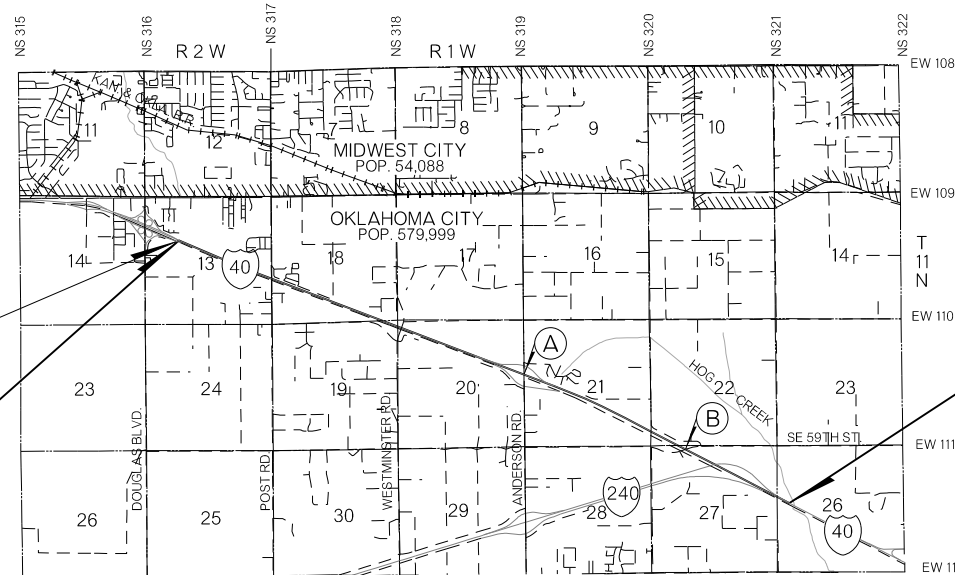
ADT 2021	= 5,450
ADT 2041	= 7,650
DHV (ONE-WAY)	= 842
K (DHV/ADT)	= 11%
D	= 70%
T (% DHV)	= 6%
T (% ADT)	= 4%
T ³ (% ADT)	= 2%
V	= 55MPH
20 YR FLEXESALS	= X.XXM

DESIGN DATA I-40 RAMP D

ADT 2021	= 700
ADT 2041	= 1,000
DHV (ONE-WAY)	= 110
K (DHV/ADT)	= 11%
D	= 70%
T (% DHV)	= 9%
T (% ADT)	= 13%
T ³ (% ADT)	= 5%
V	= 55MPH
20 YR FLEXESALS	= X.XXM



CONTROL SUB-SECTION NO. 4.91
STA. 370+10.76
BEGIN PROJECT



STA. 608+25.00
END PROJECT

BEGIN STA. 510+07.06
LENGTH = 203'-7"
END STA. 512+10.65

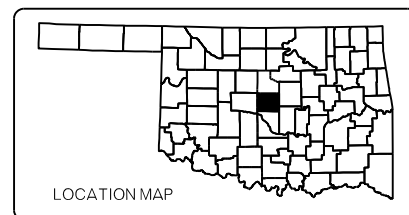
BRIDGE "A"

BEGIN STA. 597+51.40
LENGTH = 217'-0 ³/₄"
END STA. 599+68.46

BRIDGE "B"

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- EXISTING FENCE
- PROPOSED FENCE
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OIL WELL
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- RIGHT-OF-WAY LINES - EXISTING
- RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE



NOTE: PROJECT LENGTH BASED ON C SURVEY STATIONING

ROADWAY LENGTH	23,393.60	FT.	4.430	MI.
BRIDGE LENGTH	420.64	FT.	0.079	MI.
PROJECT LENGTH			4.509	MI.

EQUATIONS : NONE
EXCEPTIONS : NONE

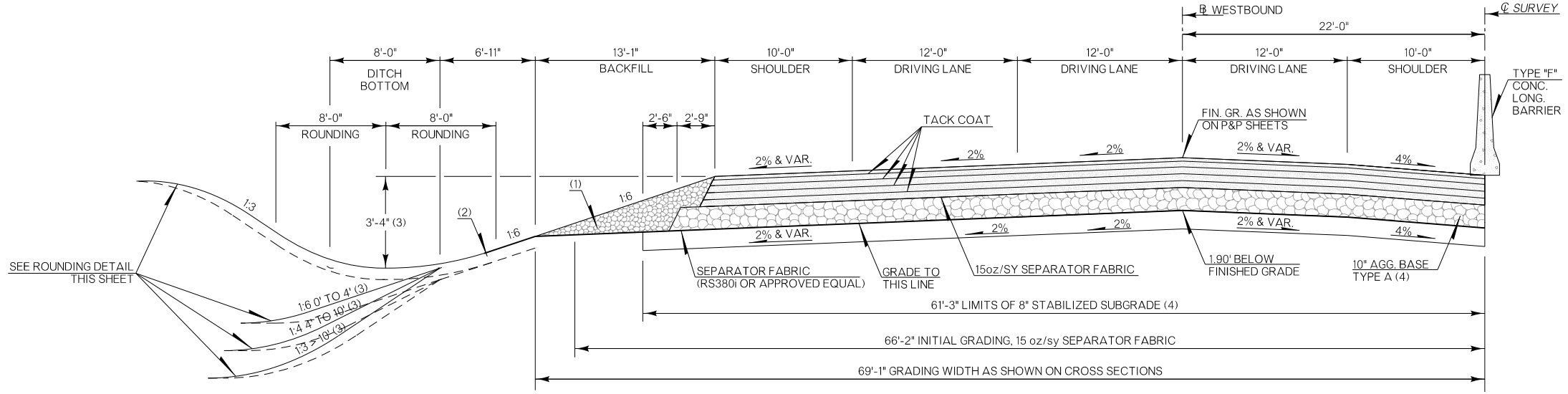
PREPARED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
DESIGN DIVISION
MICHAEL SHARKNESS, P.E.
OKLA. LIC. NO. 28478

DATE _____

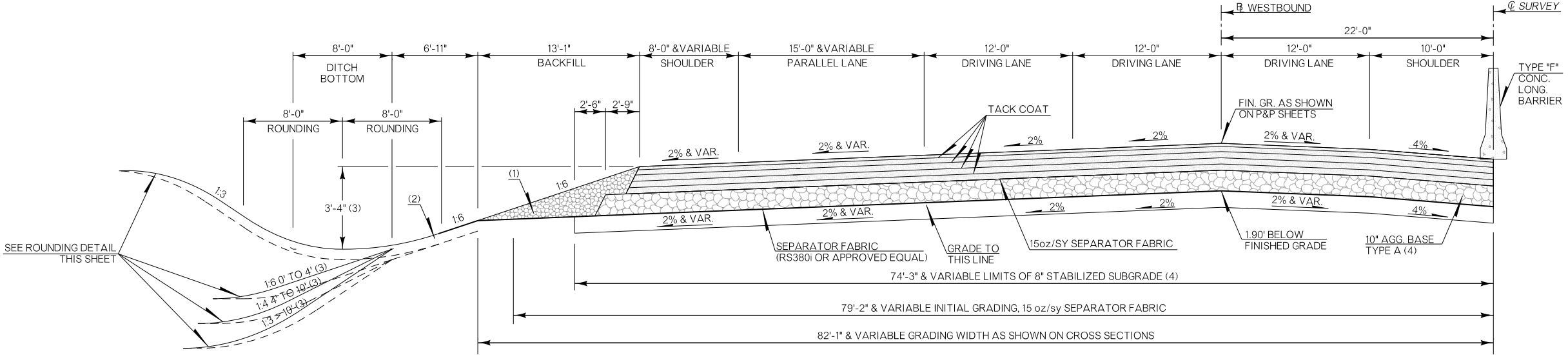
OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED _____	DATE APPROVED _____
BY _____ CHIEF ENGINEER	BY _____ DIVISION ADMINISTRATOR
SWO 5224(1)	PROJECT NO. J3-1011(005)
COUNTY OKLAHOMA	HIGHWAY I-40 SHEET NO. 1

2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY
THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, JANUARY 4, 2010.

P.E. NO. : 31011(05)



TYPICAL NO. 1
 I-40 WESTBOUND
 STA. 370+10.76 TO STA. 489+37.87
 STA. 500+21.89 TO STA. 519+47.80
 STA. 527+61.47 TO STA. 596+49.02



TYPICAL NO. 2
 I-40 WESTBOUND
 STA. 489+37.87 TO STA. 500+21.89
 STA. 519+47.80 TO STA. 527+61.47

(1) BACKFILL NOTE:
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.
 QUANTITY IS MEASURED IN TBSC TYPE E.

(2) TOPSOIL NOTE:
 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,
 AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE
 STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE
 COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED
 FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL
 ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE
 PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO
 THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR
 SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

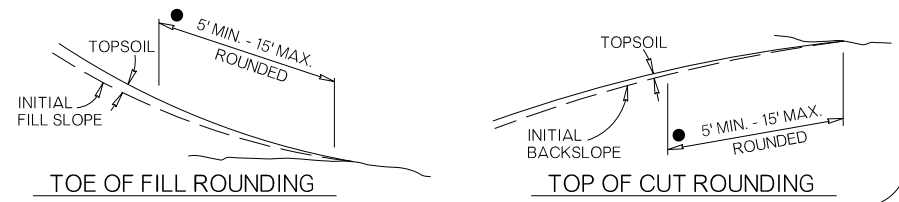
PAVEMENT REQUIREMENT - TYPICALS NO.1 & NO.2		
16" PAVT. STRUCTURE	12'-0" DRIVING LANES	10'-0" PAVED SHOULDERS
SURFACE COURSE	1.5" PERMEABLE FRICTION COURSE	1.5" PERMEABLE FRICTION COURSE
	2.5" STONE MATRIX ASPHALT	2.5" STONE MATRIX ASPHALT
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)
	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)
	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

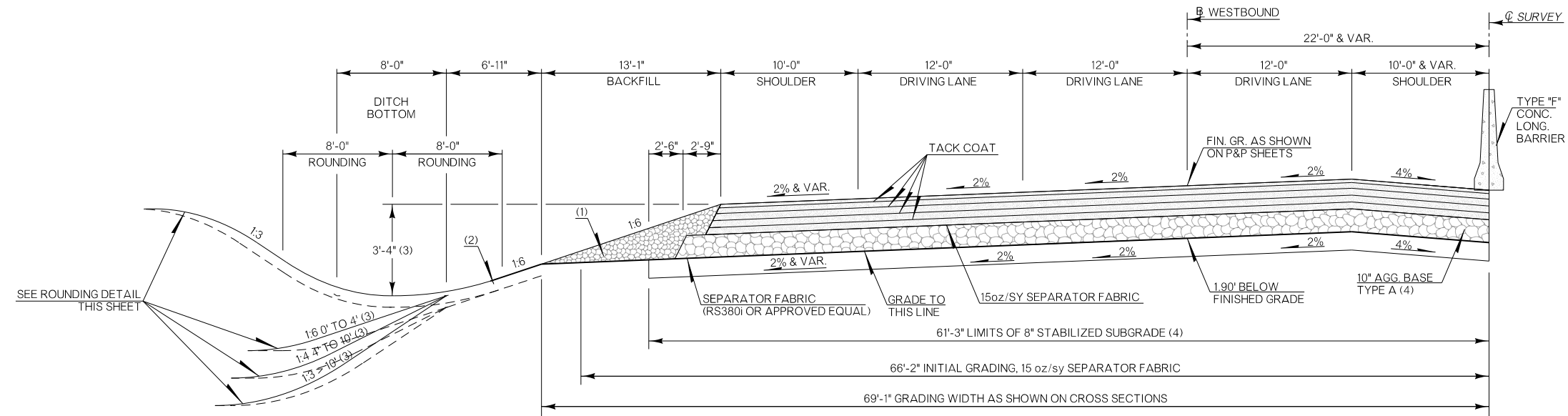
(4) SUBGRADE IS TO BE COMPACTED IN ACCORDANCE WITH THE OKLAHOMA
 DEPARTMENT OF TRANSPORTATION 2009 STANDARD SPECIFICATIONS FOR
 HIGHWAY CONSTRUCTION SECTION 202.04(5)(B)(2), EARTH FILL

ROUNDING DETAIL

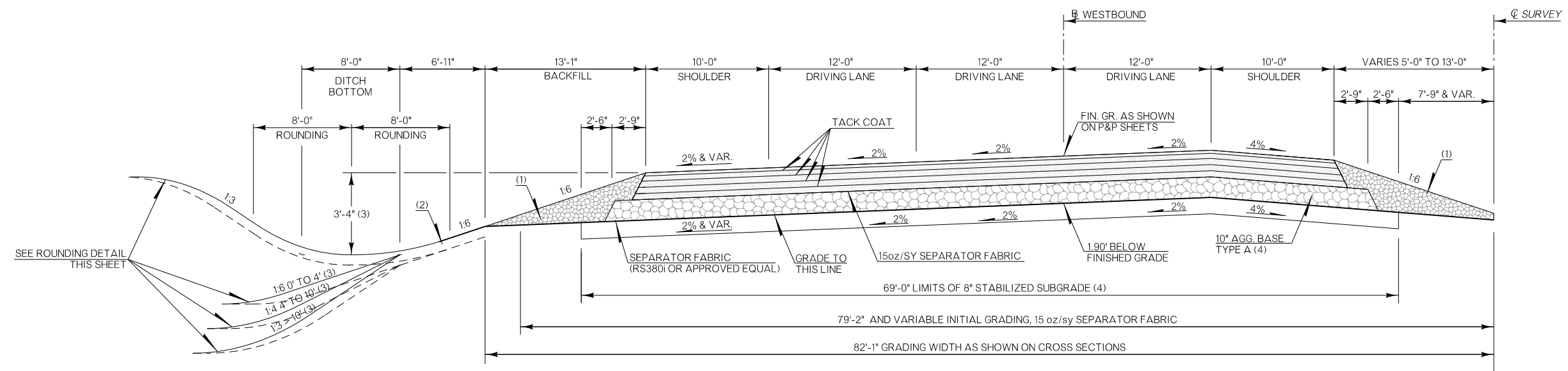
- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	0003



TYPICAL NO. 3
 I-40 WESTBOUND
 STA. 600+75.00 TO STA. 603+65.00



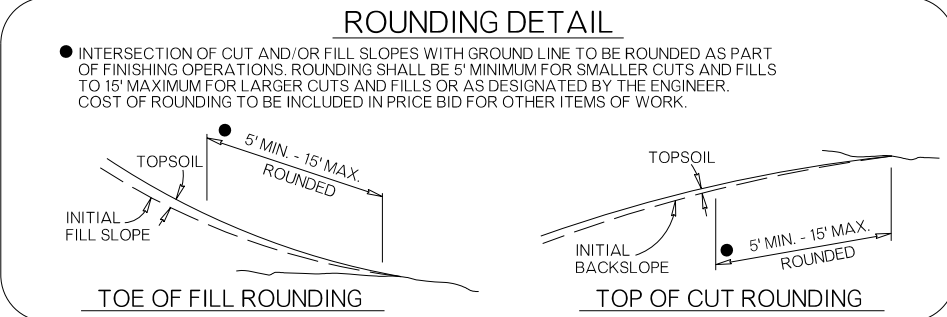
TYPICAL NO. 4
 I-40 WESTBOUND
 STA. 603+65.00 TO STA. 608+25.00

(1) BACKFILL NOTE:
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.
 QUANTITY IS MEASURED IN TBSC TYPE E.

(2) TOPSOIL NOTE:
 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,
 AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE
 STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE
 COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED
 FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL
 ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE
 PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO
 THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR
 SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

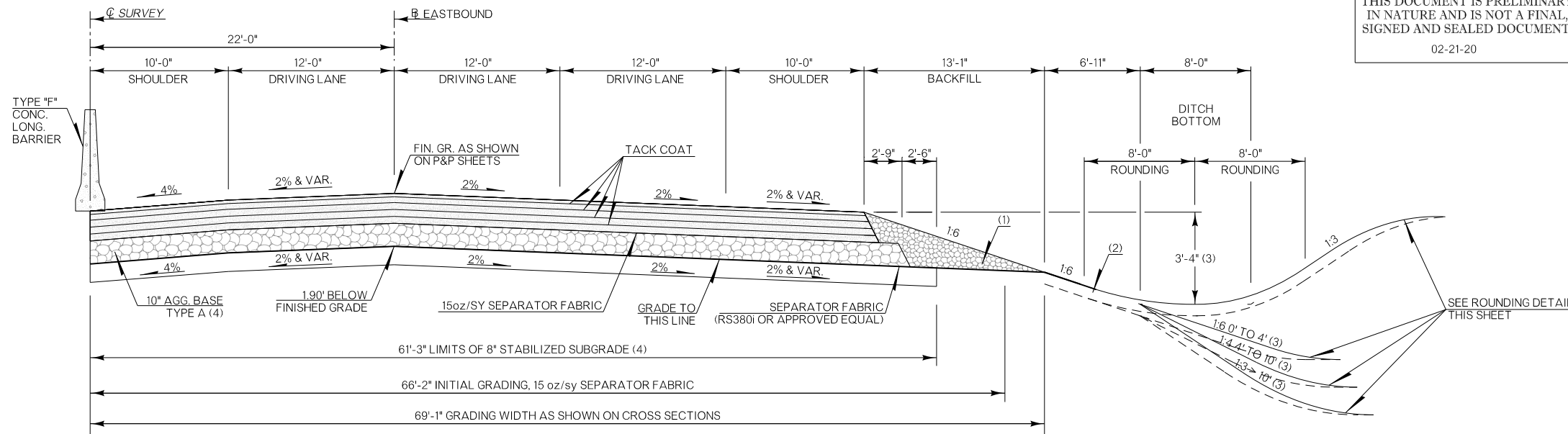
PAVEMENT REQUIREMENT - TYPICALS NO.3 & NO.4		
16" PAVT. STRUCTURE	12'-0" DRIVING LANES	10'-0" PAVED SHOULDERS
SURFACE COURSE	1.5" PERMEABLE FRICTION COURSE	1.5" PERMEABLE FRICTION COURSE
	2.5" STONE MATRIX ASPHALT	2.5" STONE MATRIX ASPHALT
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)
	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)
	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)



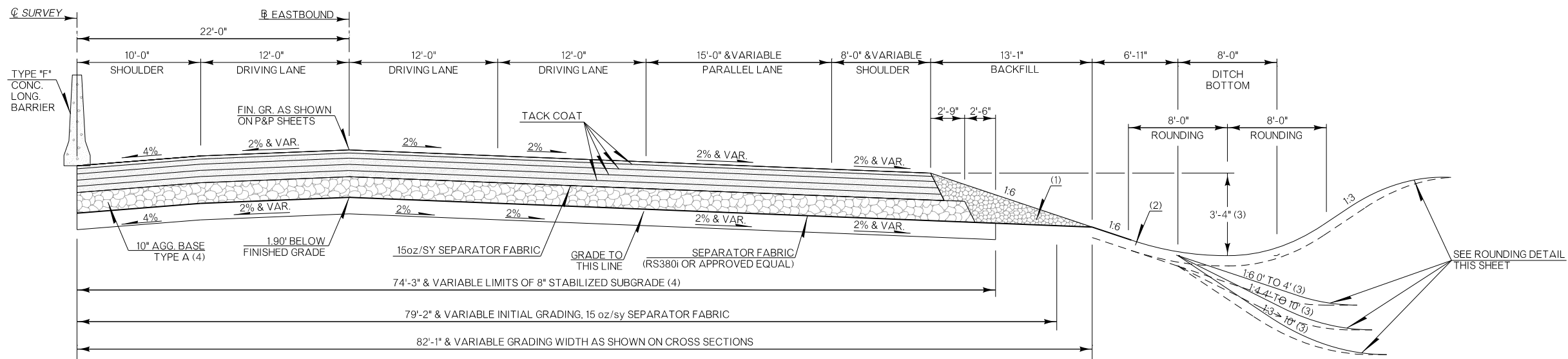
(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

(4) SUBGRADE IS TO BE COMPACTED IN ACCORDANCE WITH THE OKLAHOMA DEPARTMENT OF TRANSPORTATION 2009 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION SECTION 202.04(5)(B)(2), EARTH FILL

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	0004



TYPICAL NO. 5
 I-40 EASTBOUND
 STA. 370+10.76 TO STA. 493+87.82
 STA. 502+01.49 TO STA. 521+97.18
 STA. 532+43.92 TO STA. 596+49.09



TYPICAL NO. 6
 I-40 EASTBOUND
 STA. 493+87.82 TO STA. 502+01.49
 STA. 521+97.18 TO STA. 532+43.92

(1) BACKFILL NOTE:
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.
 QUANTITY IS MEASURED IN TBSC TYPE E.

(2) TOPSOIL NOTE:
 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,
 AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE
 STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE
 COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED
 FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL
 ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE
 PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO
 THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR
 SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

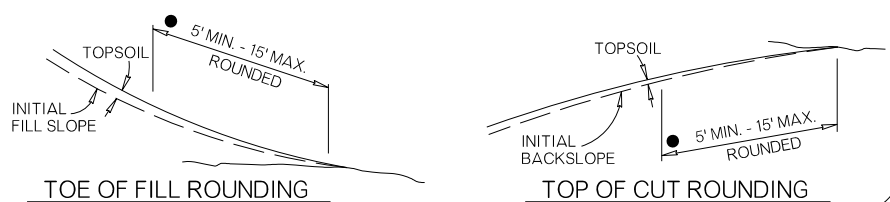
PAVEMENT REQUIREMENT - TYPICALS NO.5 & NO.6		
16" PAVT. STRUCTURE	12'-0" DRIVING LANES	10'-0" PAVED SHOULDERS
SURFACE COURSE	1.5" PERMEABLE FRICTION COURSE	1.5" PERMEABLE FRICTION COURSE
BASE COURSE	2.5" STONE MATRIX ASPHALT	2.5" STONE MATRIX ASPHALT
	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)
	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

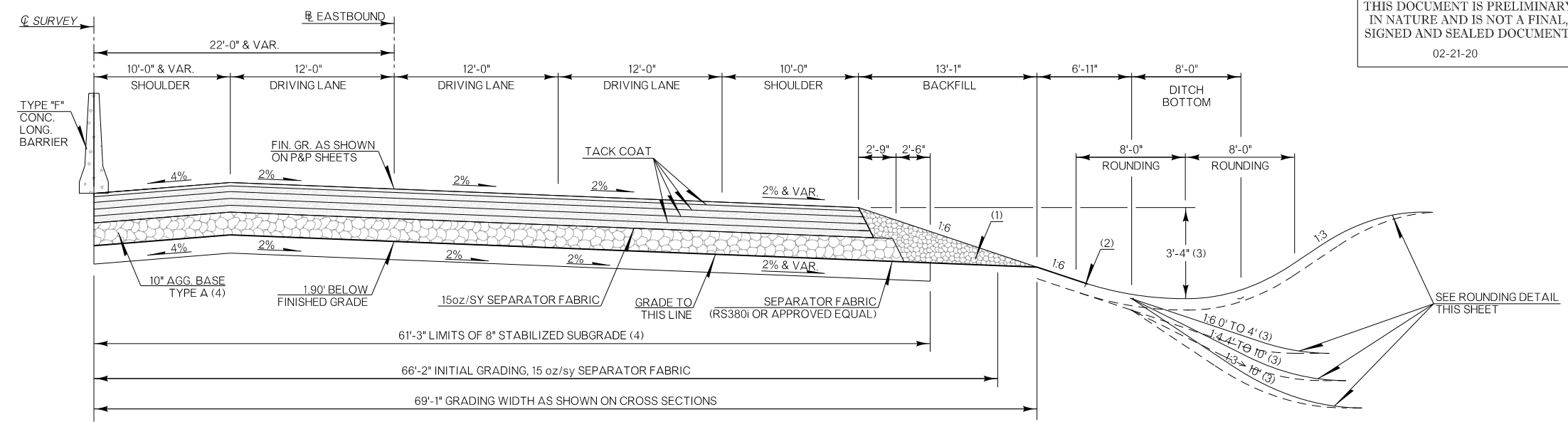
(4) SUBGRADE IS TO BE COMPACTED IN ACCORDANCE WITH THE OKLAHOMA
 DEPARTMENT OF TRANSPORTATION 2009 STANDARD SPECIFICATIONS FOR
 HIGHWAY CONSTRUCTION SECTION 202.04(5)(B)(2), EARTHFILL

ROUNDING DETAIL

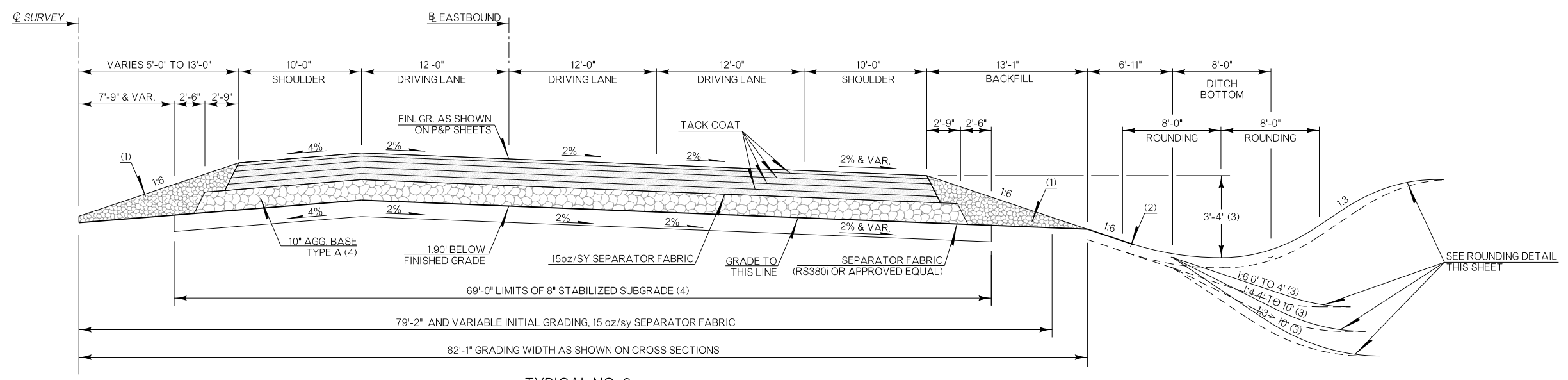
- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	0005



TYPICAL NO. 7
 I-40 EASTBOUND
 STA. 600+75.00 TO STA. 603+65.00



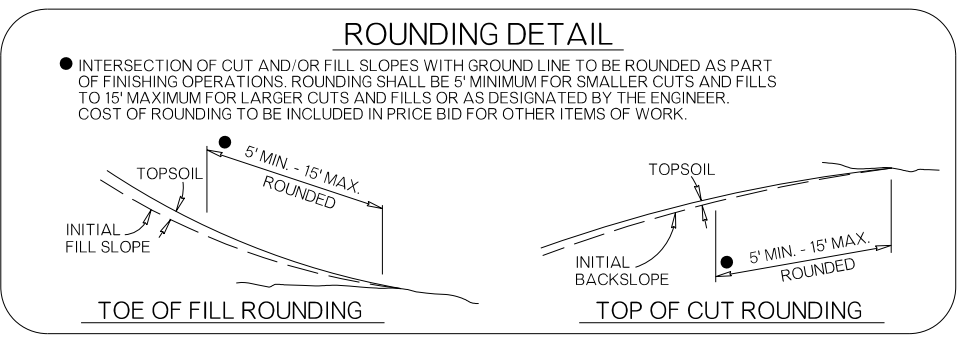
TYPICAL NO. 8
 I-40 EASTBOUND
 STA. 603+65.00 TO STA. 608+25.00

PAVEMENT REQUIREMENT - TYPICALS NO.7 & NO.8		
16" PAVT. STRUCTURE	12'-0" DRIVING LANES	10'-0" PAVED SHOULDERS
SURFACE COURSE	1.5" PERMEABLE FRICTION COURSE	1.5" PERMEABLE FRICTION COURSE
	2.5" STONE MATRIX ASPHALT	2.5" STONE MATRIX ASPHALT
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)
	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)
	3" SUPERPAVE TYPE S3 (PG 76-28OK)	3" SUPERPAVE TYPE S3 (PG 76-28OK)

(1) BACKFILL NOTE:
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.
 QUANTITY IS MEASURED IN TBSC TYPE E.

(2) TOPSOIL NOTE:
 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,
 AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE
 STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE
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 PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

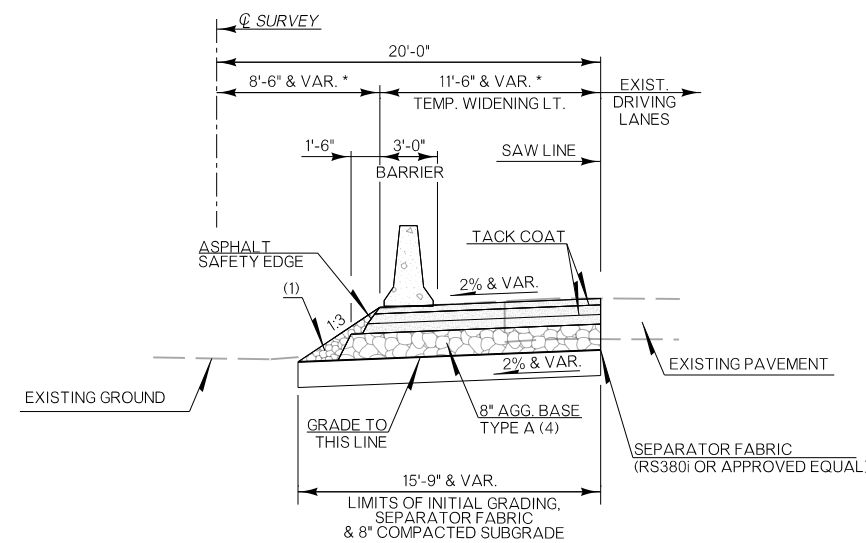
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO
 THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR
 SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.



(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

(4) SUBGRADE IS TO BE COMPACTED IN ACCORDANCE WITH THE OKLAHOMA
 DEPARTMENT OF TRANSPORTATION 2009 STANDARD SPECIFICATIONS FOR
 HIGHWAY CONSTRUCTION SECTION 202.04(5)(B)(2), EARTH FILL

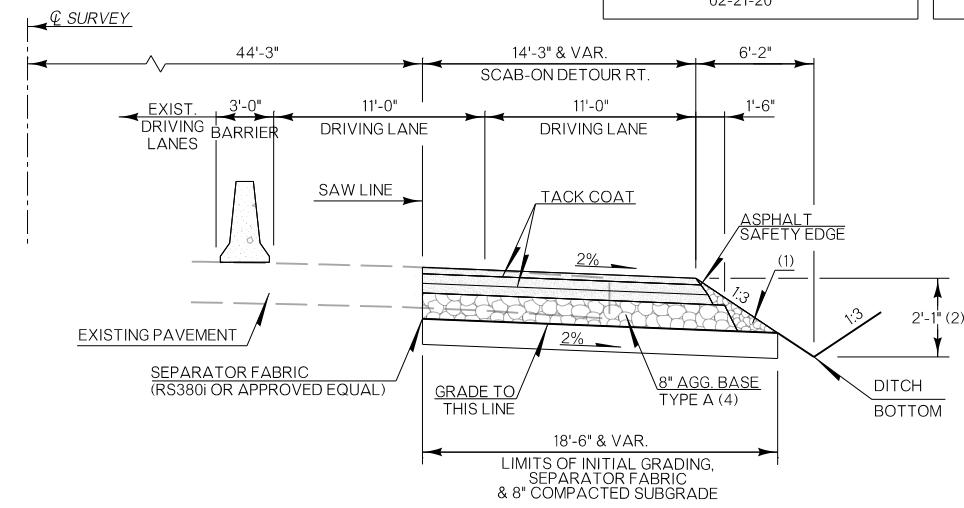
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	0006



PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	11'-0" DRIVING LANES	3'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28 OK)	3" SUPERPAVE TYPE S3 (PG 76-28 OK)

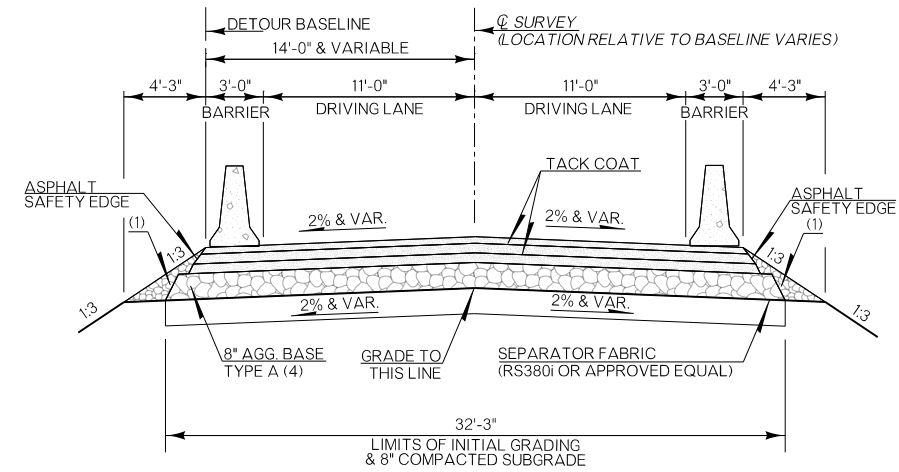
EASTBOUND TEMP. WIDENING LT.
 Q SURVEY STA. 370+10.76 TO STA. 506+66.00
 Q SURVEY STA. 515+34.01 TO STA. 593+14.01
 Q SURVEY STA. 603+68.07 TO STA. 608+25.00

*NOTE: SEE GEOMETRIC DETAIL SHEETS FOR WIDENING WIDTH INFORMATION AT POST RD., WESTMINSTER RD. AND 59TH ST.



PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	11'-0" DRIVING LANES	3'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28 OK)	3" SUPERPAVE TYPE S3 (PG 76-28 OK)

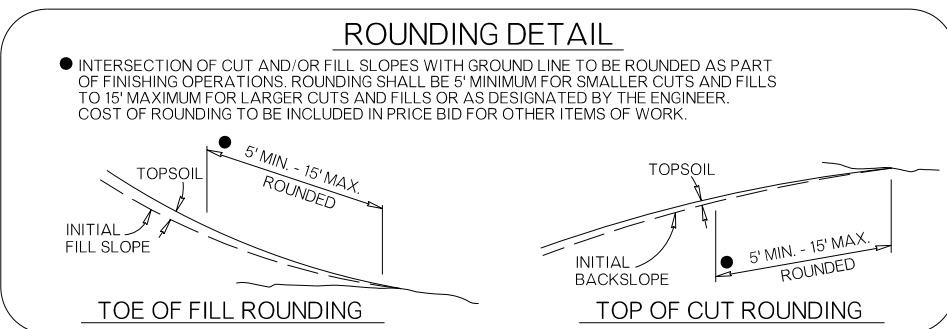
EASTBOUND SCAB-ON DETOUR RT.
 Q SURVEY STA. 370+10.76 TO STA. 506+66.00
 Q SURVEY STA. 515+34.01 TO STA. 593+14.01
 Q SURVEY STA. 603+68.07 TO STA. 608+25.00



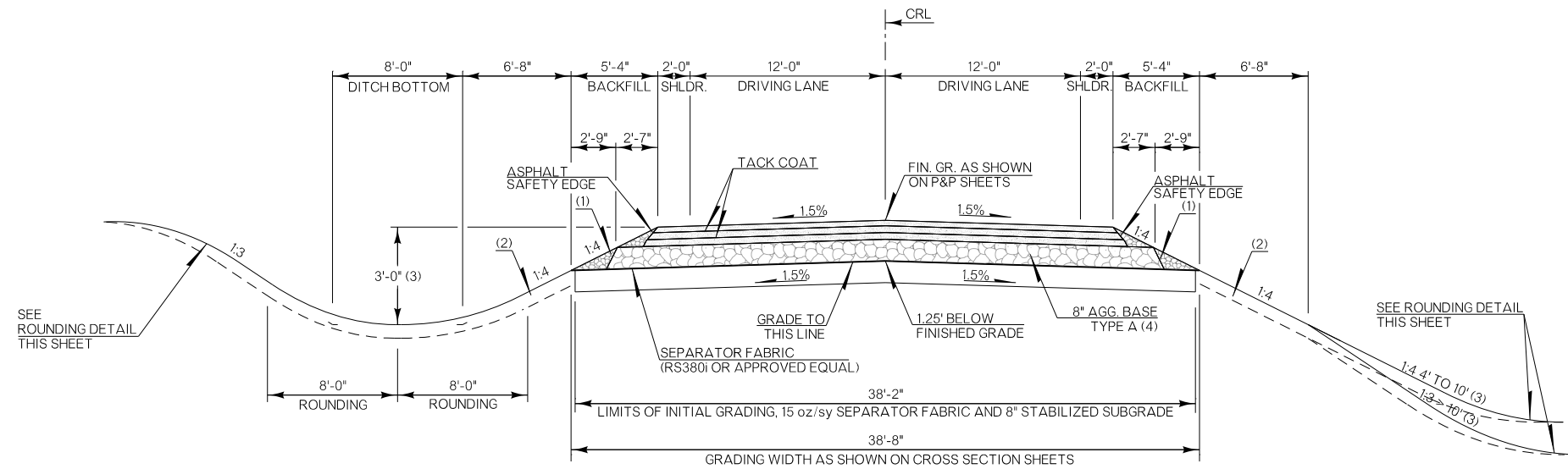
PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	11'-0" DRIVING LANES	3'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28 OK)	3" SUPERPAVE TYPE S3 (PG 76-28 OK)

EASTBOUND DETOUR
 Q SURVEY STA. 506+66.00 TO STA. 515+34.01 AT ANDERSON RD.
 Q SURVEY STA. 593+14.01 TO 603+68.07 AT I-240

- (1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSO TYPE E.
- (2) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.
- (3) SUBGRADE IS TO BE COMPACTED IN ACCORDANCE WITH THE OKLAHOMA DEPARTMENT OF TRANSPORTATION 2009 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION SECTION 202.04(5)(b)(2), EARTH FILL



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	0002



PAVEMENT REQUIREMENT		
7" PAVT. STRUCTURE	12'-0" DRIVING LANES	2'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL WESTMINSTER ROAD

STA. 45+00.00 TO STA. 49+37.79
STA. 51+08.96 TO STA. 54+75.00

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE E.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

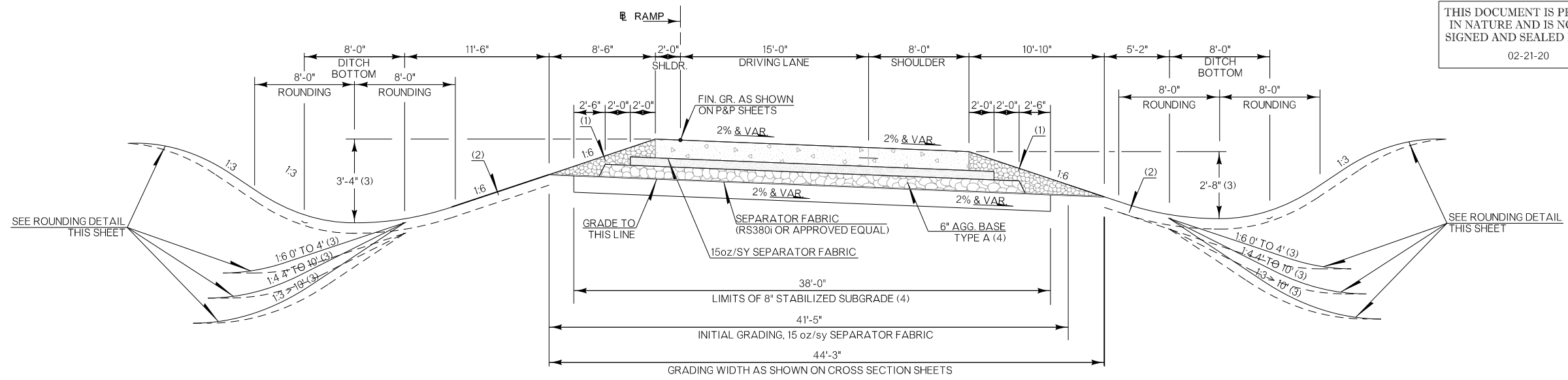
(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

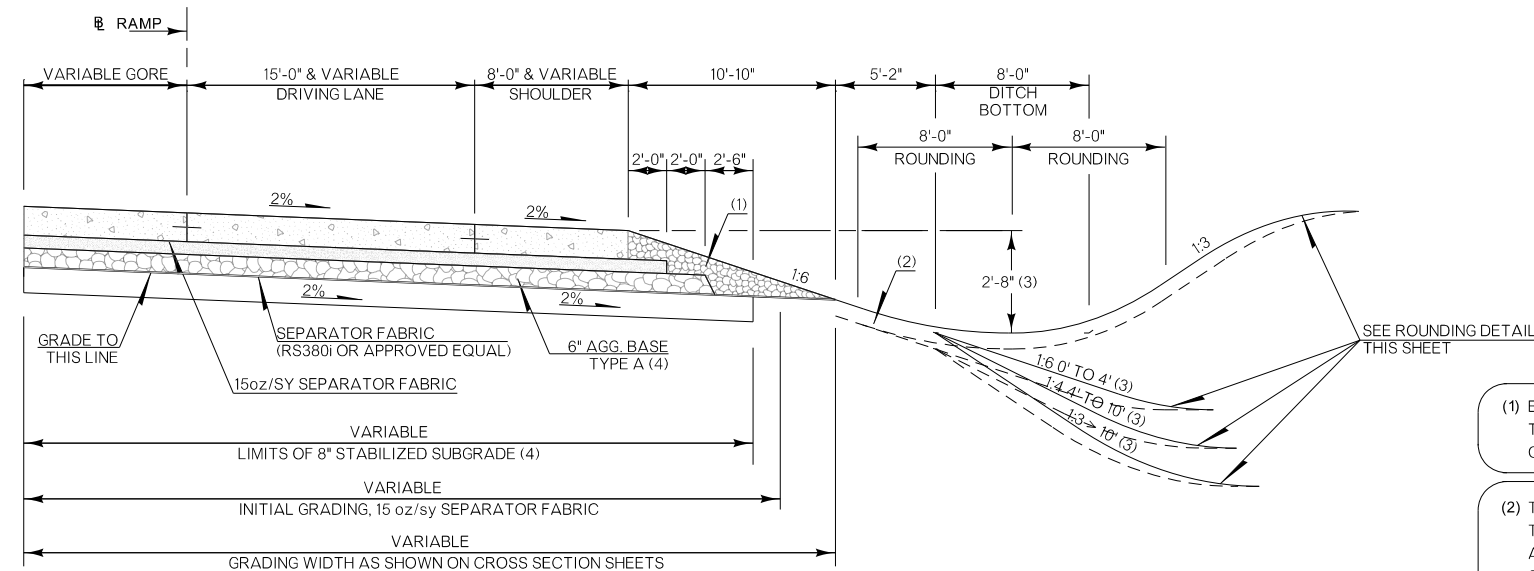


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		ROADWAY DESIGN DIVISION
CHECKED		TYPICAL SECTION
APPROVED		
SQUAD	RAPSON	
COUNTY	OKLAHOMA	
HIGHWAY		I-40
STATE JOB NO.		31011(05)
SHEET NO.		0009



PAVEMENT REQUIREMENT		
13" PAVT. STRUCTURE	15'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	9" DJPC PAVT.	9" P.C. CONC. PAVT.
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

EASTBOUND RAMP TYPICAL
 RAMP C STA. 502+02.55 TO STA. 513+31.14
 RAMP D STA. 513+64.86 TO STA. 523+46.68



PAVEMENT REQUIREMENT		
13" PAVT. STRUCTURE	15'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	9" DJPC PAVT.	9" P.C. CONC. PAVT.
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

EASTBOUND RAMP TYPICAL PARALLEL LANE
 SURVEY STA. 493+87.82 TO STA. 502+01.49
 SURVEY STA. 521+97.18 TO STA. 523+43.92

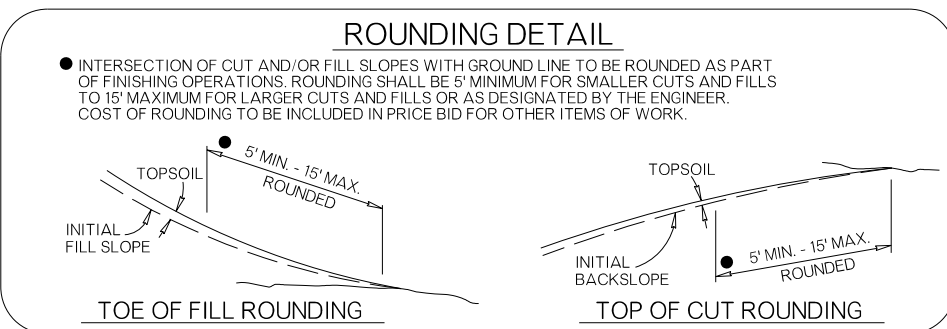
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 QUANTITY IS MEASURED IN TBSC TYPE E.

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 AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE
 STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE
 COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED
 FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL
 ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE
 PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO
 THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR
 SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

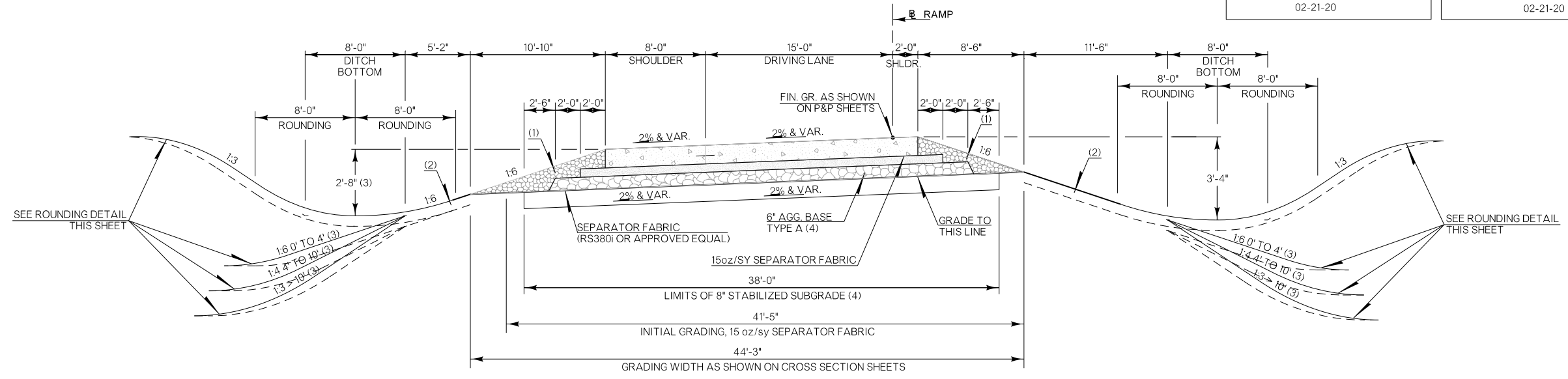
(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

(4) SUBGRADE IS TO BE COMPACTED IN ACCORDANCE WITH THE OKLAHOMA
 DEPARTMENT OF TRANSPORTATION 2009 STANDARD SPECIFICATIONS FOR
 HIGHWAY CONSTRUCTION SECTION 202.04(5)(B)(2), EARTH FILL



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	5

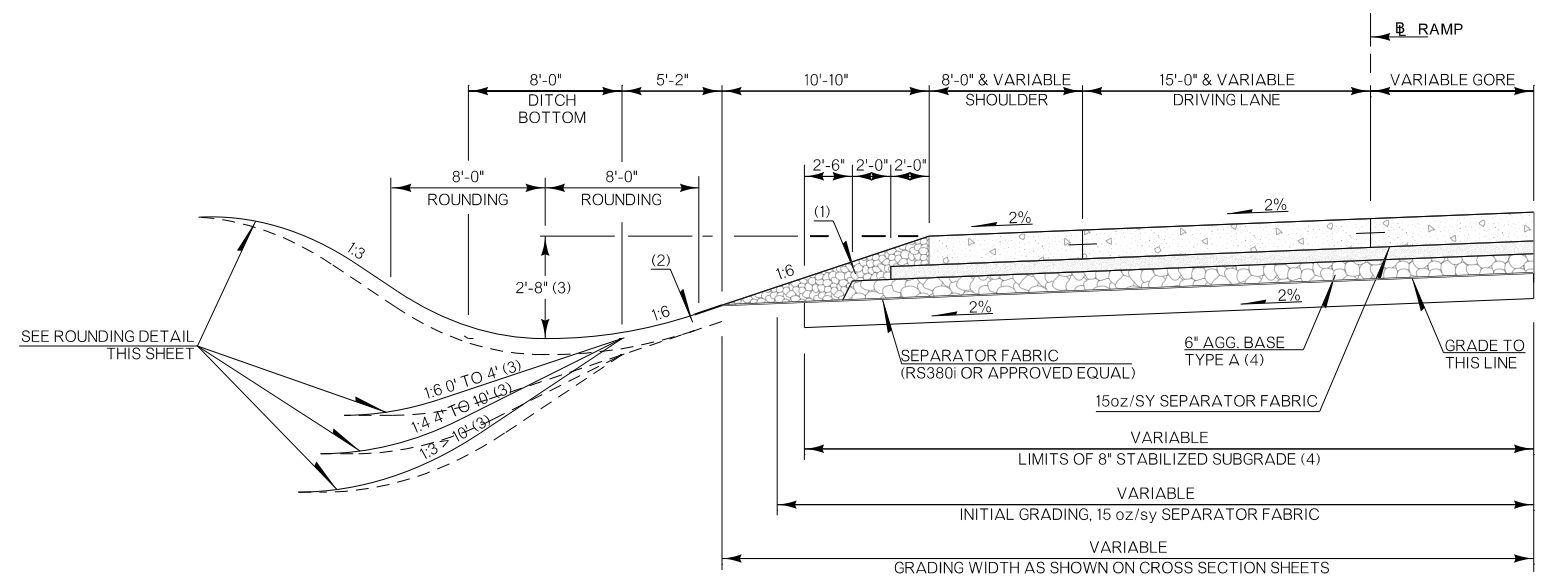
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PAVEMENT REQUIREMENT		
13" PAVT. STRUCTURE	15'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	9" DJPC PAVT.	9" P.C. CONC. PAVT.
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

WESTBOUND RAMP TYPICAL

Ⓡ RAMP A STA. 500+23.03 TO STA. 510+04.32
Ⓡ RAMP B STA. 510+38.03 TO STA. 520+60.23



PAVEMENT REQUIREMENT		
13" PAVT. STRUCTURE	15'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	9" DJPC PAVT.	9" P.C. CONC. PAVT.
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

WESTBOUND RAMP TYPICAL PARALLEL LANE

Ⓡ SURVEY STA. 489+37.87 TO STA. 500+21.89
Ⓡ SURVEY STA. 519+47.80 TO STA. 527+16.47

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.
QUANTITY IS MEASURED IN TBSC TYPE E.

(2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,
AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE
STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE
COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED
FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL
ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE
PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

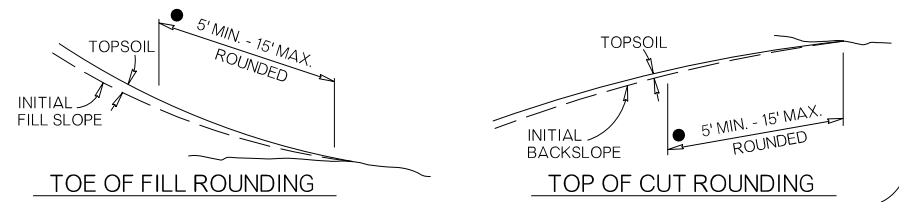
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SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

(4) SUBGRADE IS TO BE COMPACTED IN ACCORDANCE WITH THE OKLAHOMA
DEPARTMENT OF TRANSPORTATION 2009 STANDARD SPECIFICATIONS FOR
HIGHWAY CONSTRUCTION SECTION 202.04(5)(B)(2), EARTH FILL

ROUNDING DETAIL

● INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART
OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS
TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER.
COST OF ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		TYPICAL SECTION					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	6

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SUMMARY OF SURFACING

LOCATION	STATION TO STATION	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	SEPARATOR FABRIC 325	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E)	PERMEABLE FRICTION COURSE (PG 76-28 OK) 405	TACK COAT 407(B)	SUPERPAVE TYPE S3 (PG 76-28 OK) 411(B)	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 76-28 OK) 411(C)	SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)	STONE MATRIX ASPHALT (PG 76-28 OK) 411(F)	2'-8" COMB. CURB & GUTTER (8' BARRIER) 609(B)	REMOVAL OF ASPH. PAVE. 619(B)	REMOVAL OF GUARD RAIL 619(B)	SAWING PAVEMENT 619(C)
		CY	SY	SY	TON	TON	GAL.	TON	TON	TON	TON	TON	LF	SY	LF	LF
TEMP. WIDENING INSIDE EASTBOUND	370+00.00 TO 506+66.00	4,501.39		23,915.50	906.22		2,738.51	3,009.69	3,074.77	1,984.77				18,080.13		
"	515+34.01 TO 593+14.01	2,562.62		13,615.00	515.91		1,713.41	1,713.41	1,750.45	1,129.92				12,054.96		
"	603+68.07 TO 608+25.00	150.51		799.63	30.30		100.63	100.63	102.81	66.36				828.42		
TEMP. SCABON EASTBOUND	370+00.00 TO 506+66.00	5,429.33		28,091.22	906.22		3,364.87	3,711.24	3,776.32	2,452.47				21,434.81		
"	515+34.01 TO 593+14.01	3,170.35		16,403.33	529.17		1,964.85	2,167.11	2,205.11	1,432.07				12,225.52		
"	603+68.07 TO 608+25.00	181.53		939.25	30.30		112.51	124.09	126.26	82.00				723.47		
DETOUR ANDERSON RD.	506+66.00 TO 515+34.01	725.27		3,110.37	57.56		420.21	463.35	471.61	304.30				3,334.39		
DETOUR I-240	593+14.01 TO 603+68.07	880.73		3,777.05	69.90		510.28	562.66	572.70	369.53				3,783.94		
MAINLINE WESTBOUND	370+00.00 TO 509+42.88	25,887.16	96,408.14	104,030.25	9,430.59	6,185.27	26,694.86	14,953.96	30,107.12			12,410.92		58,684.66	320.00	28,134.19
"	512+71.74 TO 596+49.09	15,627.03	58,188.60	62,768.22	5,666.21	3,734.76	16,118.17	9,030.29	18,180.26			7,494.77		36,293.54	320.00	17,256.27
"	600+69.35 TO 608+25.00	1,380.11	5,142.62	5,555.71	511.10	329.45	1,422.06	796.24	1,603.27			660.78		3,336.68		1,629.00
MAINLINE EASTBOUND	370+00.00 TO 509+42.88	25,792.80	96,068.43	103,690.54	9,430.59	6,161.49	26,592.95	14,895.33	29,989.87			12,362.06		58,999.95	320.00	28,161.14
"	512+71.74 TO 596+49.09	15,709.42	58,485.20	63,064.83	5,666.21	3,755.52	16,207.15	9,081.48	18,282.63			7,537.42		37,926.34		17,047.41
"	600+69.35 TO 608+25.00	1,380.11	5,142.62	5,555.71	511.10	329.45	1,422.06	796.24	1,603.27			660.78		3,828.16		1,800.00
WESTMINSTER RD.	45+00.00 TO 49+37.79	371.09	1,864.50	1,913.14	93.18		1,097.20		445.45			150.08		1,167.44	257.00	24.00
"	51+08.96 TO 54+75.00	310.28	1,558.92	1,599.59	77.91		917.38		372.45			125.48		976.11	156.00	24.00
	TOTALS=	104,059.76	322,859.04	438,829.33	34,432.47	20,495.95	101,397.92	61,405.72	112,664.36	7,821.41	275.56	41,126.74		273,678.52	1,053.00	94,076.01

SUMMARY OF RAMPS

LOCATION	STATION TO STATION	AGGREGATE BASE TYPE A 303(A)	STABILIZED SUBGRADE 307(K)	SEPARATOR FABRIC 325	TRAFFIC BOUND SURFACE COURSE TYPE E 402(E)	PERMEABLE FRICTION COURSE (PG 76-28 OK) 405	TACK COAT 407(B)	SUPERPAVE TYPE S3 (PG 76-28 OK) 411(B)	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 76-28 OK) 411(C)	SUPERPAVE TYPE S4 (PG 64-22 OK) 411(C)	STONE MATRIX ASPHALT (PG 76-28 OK) 411(F)	2'-8" COMB. CURB & GUTTER (8' BARRIER) 609(B)	REMOVAL OF ASPH. PAVE. 619(B)	REMOVAL OF GUARD RAIL 619(B)	SAWING PAVEMENT 619(C)
		CY	SY	SY	TON	TON	GAL.	TON	TON	TON	TON	TON	LF	SY	LF	LF
RAMP "A" - WESTBOUND ON RAMP	500+23.03 TO 510+04.32	783.54	4,014.41	4,184.03	563.49		431.99	568.26	581.46	318.80				2,185.28		68.34
RAMP "B" - WESTBOUND OFF RAMP	510+38.03 TO 520+60.23	871.90	4,441.51	4,629.18	623.44		477.95	628.72	643.32	352.72			54.00	2,393.55		92.79
RAMP "C" - EASTBOUND OFF RAMP	502+02.55 TO 513+31.14	954.12	4,859.36	5,064.69	682.09		522.092	687.87	703.84	385.90			71.00	2,583.24		103.54
RAMP "D" - EASTBOUND ON RAMP	513+65.86 TO 523+46.68	793.93	4,067.67	4,239.55	570.97		437.72	575.80	589.17	323.03				2,196.80		91.49
	TOTALS=	3,403.49	17,382.95	18,117.45	2,439.99		1,869.75	2,460.65	2,517.79	1,380.45			125.00	9,358.87		356.16

SURFACING

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			ROADWAY SUMMARY SHEET
CHECKED			
APPROVED			
SQUAD	RAPSON		
COUNTY	OKLAHOMA	HIGHWAY	I-40
STATE JOB NO.	31011(05)	SHEET NO.	XXX

SUMMARY OF GUARDRAIL

LOCATION		SUPERPAVE TYPE S4 PATCH (PG 64-22) 411(I)	*REMOVAL OF GUARD RAIL 619(B)	(PL) GUARDRAIL CURBING 623	BEAM GUARDRAIL W-BEAM SINGLE 623(A)	GUARDRAIL END TREATMENT (31") 623(G)	GUARDRAIL BRIDGE CONN-THRIE BEAM (31") 623(I)	GUARDRAIL TRAIL END TURNDOWN (31") 623(F)	GUARDRAIL DELINEATORS (TYPE 1, CODE 1) 853	GUARDRAIL DELINEATORS (TYPE 2, CODE 1) 853	TOTAL PANEL LENGTH INCLUDING ANCHOR UNITS										
STATION TO STATION	LANE											TON	LF	EA.	LF	EA.	EA.	EA.	EA.	LF	
	WESTBOUND											EASTBOUND									
I-40 & POST RD.																					
396+15.55 TO 398+68.67		X	37.65	166.00	1	187.50	1	1		6	253.12										
398+35.74 TO 400+76.36	X		34.73	166.00	1	175.00	1	1		6	240.62										
I-40 WESTBOUND																					
449+83.32 TO 453+80.20	X					350	1		1												
I-40 & WESTMINSTER RD.																					
453+58.01 TO 456+36.14		X	37.38	165.00	1	212.50	1	1		7	278.12										
456+43.99 TO 458+84.62	X		37.11	165.00	1	175.00	1	1		6	240.62										
I-40 & ANDERSON INTERCHANGE																					
507+31.83 TO 509+59.96		X	35.17	321.00	1	162.50	1	1		6	228.13										
512+62.76 TO 514+90.88	X		35.17	321.00	1	162.50	1	1		6	228.13										
524+35.00 TO 528+62.00	X			427.00		362.50	1		1		434.38										
I-40 & 59TH ST.																					
580+92.73 TO 584+20.86		X	40.04	162.00	1	262.50	1	1		8	328.12										
585+52.92 TO 588+81.04	X		39.01	160.00	1	262.50	1	1		8	328.12										
I-40 & I-240 INTERCHANGE																					
594+24.01 TO 596+52.13		X	35.20	300.00	1	162.50	1	1		6	228.13										
600+67.72 TO 602+95.84	X		35.16	301.00	1	162.50	1	1		6	228.13										
WESTMINSTER ROAD																					
48+10.27 TO 49+38.39 (NORTHBOUND)		X	22.62	129.00	1	62.50	1	1		4	128.13										
48+47.77 TO 49+38.39 (SOUTHBOUND)	X		18.12	129.00	1	25.00	1	1		3	90.63										
51+08.98 TO 51+98.36 (NORTHBOUND)		X	18.33	78.00	1	25.00	1	1		3	90.63										
51+08.36 TO 52+36.48 (SOUTHBOUND)	X		22.37	78.00	1	62.50	1	1		4	128.13										
TOTALS=			448.06	3,068.00	14	2,812.50	16	14	2	65	14	3,453.14									

*REMOVAL OF GUARDRAIL QUANTITY IS ESTIMATED. LOCATION IS RELATIVE TO THE EXISTING STRUCTURE OR OBSTACLE.

GUARDRAIL

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN			ROADWAY SUMMARY SHEET				
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	XXX

SUMMARY OF DITCH TREATMENT									
LOCATION			LENGTH	CONCRETE LINER					DITCH LINER PROTECTION 229
STATION TO STATION	LT.	RT.		BOTTOM WIDTH	CURTAIN WALLS	CLASS C CONCRETE 509(D)	DESIGN NO.	LF	
MAINLINE									
381+00 TO 387+60		X	660.00	8	7	118.42	2A	660.00	
391+00 TO 396+00	X		500.00	8	6	89.77	2A	500.00	
393+50 TO 396+00		X	250.00	8	4	45.00	2A	250.00	
399+50 TO 401+00		X	150.00	8	3	27.09	2A	150.00	
412+00 TO 418+00		X	600.00	8	7	107.68	2A	600.00	
415+75 TO 416+50	X		75.00	8	2	13.66	2A	75.00	
434+00 TO 437+25		X	325.00	8	5	58.43	2A	325.00	
436+00 TO 439+00	X		300.00	8	4	53.95	2A	300.00	
447+00 TO 451+20	X		420.00	8	6	75.44	2A	420.00	
450+00 TO 453+25		X	325.00	8	5	58.43	2A	325.00	
465+00 TO 467+75		X	275.00	8	4	49.48	2A	275.00	
467+50 TO 468+00	X		50.00	8	2	9.18	2A	50.00	
469+50 TO 479+60	X		1,010.00	8	11	181.10	2A	1,010.00	
471+50 TO 476+50		X	500.00	8	6	89.77	2A	500.00	
483+00 TO 485+00		X	200.00	8	3	36.04	2A	200.00	
501+70 TO 508+50	X		680.00	8	7	122.00	2A	680.00	
508+00 TO 510+00		X	200.00	8	3	36.04	2A	200.00	
520+00 TO 523+00	X		300.00	8	4	53.95	2A	300.00	
530+75 TO 538+50	X		775.00	8	8	139.02	2A	775.00	
531+50 TO 542+50		X	1,100.00	8	12	197.22	2A	1,100.00	
540+00 TO 556+00	X		1,600.00	8	17	286.76	2A	1,600.00	
545+25 TO 555+10		X	985.00	8	10	176.62	2A	985.00	
568+00 TO 571+40		X	340.00	8	4	61.12	2A	340.00	
585+00 TO 593+00		X	800.00	8	9	143.49	2A	800.00	
586+75 TO 596+25	X		950.00	8	10	170.36	2A	950.00	
599+70 TO 608+25		X	855.00	8	9	153.34	2A	855.00	
605+00 TO 608+25	X		325.00	8	4	58.43	2A	325.00	
TOTALS=									
						2,936.79		16,352.00	
WESTMINSTER RD									
45+00 TO 45+60		X	60.00	8	2	10.97	2A	60.00	
45+00 TO 45+45	X		45.00	8	2	8.29	2A	45.00	
53+00 TO 54+75		X	175.00	8	3	31.57	2A	175.00	
53+00 TO 54+20	X		120.00	8	3	21.72	2A	120.00	
RAMP A									
508+50 TO 509+50		X	100.00	8	3	18.14	2A	100.00	
508+50 TO 509+50	X		100.00	8	3	18.14	2A	100.00	
RAMP C									
501+80 TO 504+30		X	250.00	8	4	45.00	2A	250.00	
503+50 TO 505+10	X		160.00	8	3	28.88	2A	160.00	
507+80 TO 513+33		X	553.00	8	7	99.26	2A	553.00	
510+47 TO 512+86	X		239.00	8	4	43.03	2A	239.00	
TOTALS=									
						2,936.79		16,352.00	

SUMMARY OF FENCE				
LOCATION			FENCE-STYLE SWF (5-BARBED WIRE) 624(C)	
STATION TO STATION	LT.	RT.		LF
MAINLINE WESTBOUND				
370+11 TO 397+09	X		2,691.00	
398+75 TO 416+20	X		1,765.00	
416+34 TO 435+93	X		1,985.00	
436+06 TO 450+59	X		1,487.00	
450+80 TO 456+21	X		692.00	
456+59 TO 467+55	X		1,197.00	
467+71 TO 483+60	X		1,618.00	
483+73 TO 508+81	X		2,569.00	
511+23 TO 524+38	X		1,390.00	
524+84 TO 557+14	X		3,298.00	
557+23 TO 585+42	X		2,872.00	
586+16 TO 598+12	X		1,212.00	
MAINLINE EASTBOUND				
371+35 TO 398+68		X	2,779.00	
399+07 TO 415+14		X	1,645.00	
415+29 TO 435+93		X	2,104.00	
436+07 TO 451+12		X	1,538.00	
451+33 TO 456+20		X	537.00	
456+60 TO 467+54		X	1,139.00	
467+71 TO 483+60		X	1,604.00	
483+77 TO 512+67		X	3,023.00	
516+52 TO 557+15		X	4,124.00	
557+23 TO 571+35		X	1,445.00	
571+44 TO 583+69		X	1,257.00	
584+34 TO 594+37		X	1,048.00	
TOTALS=			45,019.00	

FENCE

DITCH

Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011(05)\Plan Sheets\31011(05)-ROADWAY SUMMARIES.dgn 02-21-20

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		ROADWAY SUMMARY SHEET	
CHECKED			
APPROVED			
SQUAD	RAPSON		
COUNTY	OKLAHOMA	HIGHWAY	I-40
		STATE JOB NO.	31011(05)
		SHEET NO.	XXX

STRUCTURAL INSTALLATION

SUMMARY OF DRAINAGE STRUCTURES

STR. NO.	P&P SHT. NO.	STATION	DESCRIPTION	DESIGN	STRUCTURAL INSTALLATION				CLASS A CONCRETE 509(B)	REINF. STEEL 511(A)	INLET SMD-TYPE 2 611(G)	INLET ADDL. DEPTH 611(H)	REINF. CONCRETE PIPE 613(A)	PREFAB. CULV. END SECTION 613(L) ROUND	REM. OF HDWL. 619(B)
					FILL HEIGHT	STRUCT. EXCAV. 501(A)	TRENCH EXCAV. 613(V)	STD. BED. MAT'L. CLASS B 613(S)							
					FT.	CY	CY	CY							
1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
3	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
4	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
5	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
6	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
7	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
8	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
11	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
12	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
13	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
14	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
15	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
16	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
17	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
18	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
19	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
20	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
21	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

DRAINAGE STRUCTURES

Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011(05)\Plan Sheets\31011(05)-ROADWAY SUMMARIES.dgn

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		ROADWAY SUMMARY SHEET	
CHECKED			
APPROVED			
SQUAD	RAPSON	COUNTY	OKLAHOMA
		HIGHWAY	I-40
		STATE JOB NO.	31011(05)
		SHEET NO.	XXX

SUMMARY OF EARTHWORK

LOCATION	STATION TO STATION	EMBANKMENT + -%	EXCESS EXCAVATION	UNCLASSIFIED EXCAVATION 202(A)	UNCLASSIFIED BORROW 202(D)	WASTE
		CY	CY	CY	CY	CY
TEMP. WIDENING INSIDE EASTBOUND	370+00.00 TO 506+66.00	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
"	515+34.01 TO 593+14.01	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
"	603+68.07 TO 608+25.00	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
TEMP. SCABON EASTBOUND	370+00.00 TO 506+66.00	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
"	515+34.01 TO 593+14.01	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
"	603+68.07 TO 608+25.00	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
DETOUR ANDERSON RD.	506+66.00 TO 515+34.01	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
DETOUR I-240	593+14.01 TO 603+68.07	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
MAINLINE WESTBOUND	370+00.00 TO 509+42.88	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
"	512+71.74 TO 596+49.09	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
"	600+69.35 TO 608+25.00	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
MAINLINE EASTBOUND	370+00.00 TO 509+42.88	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
"	512+71.74 TO 596+49.09	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
"	600+69.35 TO 608+25.00	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
RAMP "A" - WESTBOUND ON RAMP	500+23.03 TO 510+04.32	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
RAMP "B" - WESTBOUND OFF RAMP	510+38.03 TO 520+60.23	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
RAMP "C" - EASTBOUND OFF RAMP	502+02.55 TO 513+31.14	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
RAMP "D" - EASTBOUND ON RAMP	513+65.86 TO 523+46.68	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
WESTMINSTER RD.	45+00.00 TO 49+37.79	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
	51+08.96 TO 54+75.00	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX
	TOTALS=	XX.XX	XX.XX	XX.XX	XX.XX	XX.XX

EARTHWORK

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN			ROADWAY SUMMARY SHEET				
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	XXX

SUMMARY OF TEMPORARY SEDIMENT CONTROLS									
STATION TO STATION	LOCATION		DESCRIPTION	TEMPORARY SILT FENCE 221(C)	TEMPORARY SEDIMENT FILTER 221(D)	TEMPORARY SEDIMENT BASIN 221(E)	TEMPORARY SILT DIKE 221(F)	TEMPORARY ROCK FILTER DAM, TYPE 1 221(G)	TEMPORARY FIBER LOG 221(K)
	LT.	RT.		LF	EA.	EA.	LF	CY	LF
	XX+XX.XX TO XX+XX.XX	X		X	XXX XXX XXX XXX	XX.XX	XX	XX	XX.XX
			TOTALS=						

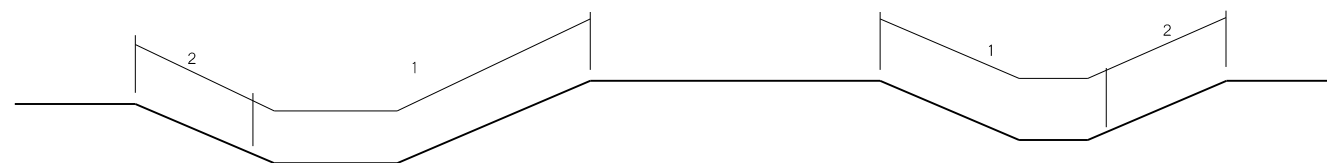
TEMPORARY SEDIMENT CONTROLS

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			ROADWAY DESIGN DIVISION
CHECKED			ROADWAY SUMMARY SHEET
APPROVED			
SQUAD	RAPSON		
COUNTY	OKLAHOMA	HIGHWAY	I-40 STATE JOB NO. 31011(05) SHEET NO. XXX

SUMMARY OF EROSION CONTROL						
LOCATION			SOLID SLAB SODDING 230(A)		SEEDING METHOD B 232(B)	
STATION TO STATION	LT.	RT.	WORK AREA	SY	WORK AREA	WITH VEGETATIVE MULCH PROTECTION
						AC.
XX+XX.XX TO XX+XX.XX	X	X	X	XX.XX	X	XX.XX
TOTALS=						

SUMMARY OF EROSION CONTROL						
LOCATION			SOLID SLAB SODDING 230(A)		SEEDING METHOD B 232(B)	
STATION TO STATION	LT.	RT.	WORK AREA	SY	WORK AREA	WITH VEGETATIVE MULCH PROTECTION
						AC.
XX+XX.XX TO XX+XX.XX	X	X	X	XX.XX	X	XX.XX
TOTALS=						

PERMANENT EROSION CONTROL

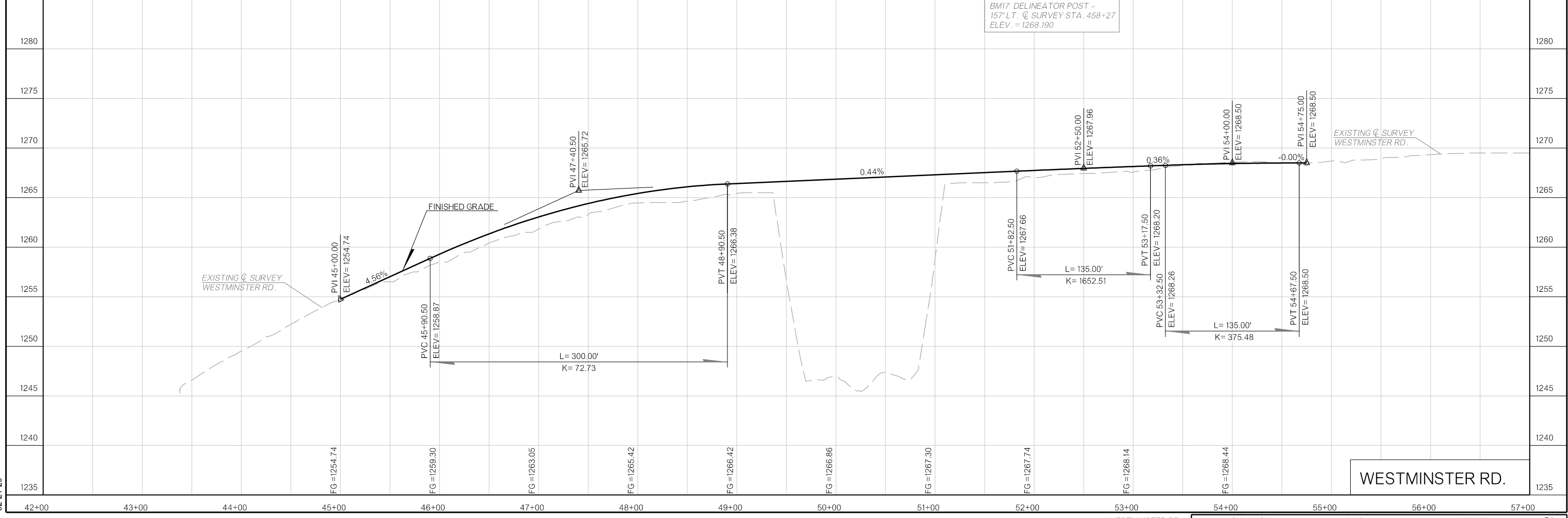
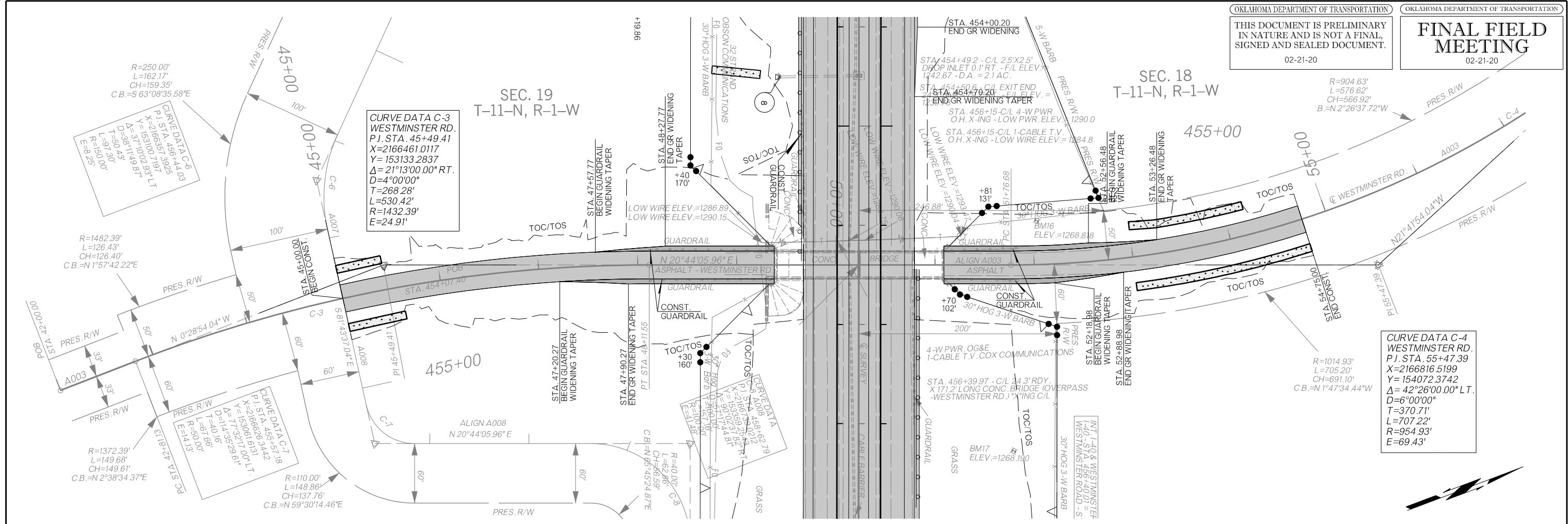


PERMANENT EROSION CONTROL TYPICAL SECTION

- 1 - SOLID SLAB SODDING
- 2 - SEEDING METHOD B

TEMPORARY SEEDING AND VEGETATIVE MULCH SHALL BE USED FOR TEMPORARY EROSION CONTROL
 VEGETATIVE MULCH WILL ALSO BE USED AS PROTECTION OVER THE PERMANENT SEEDING.

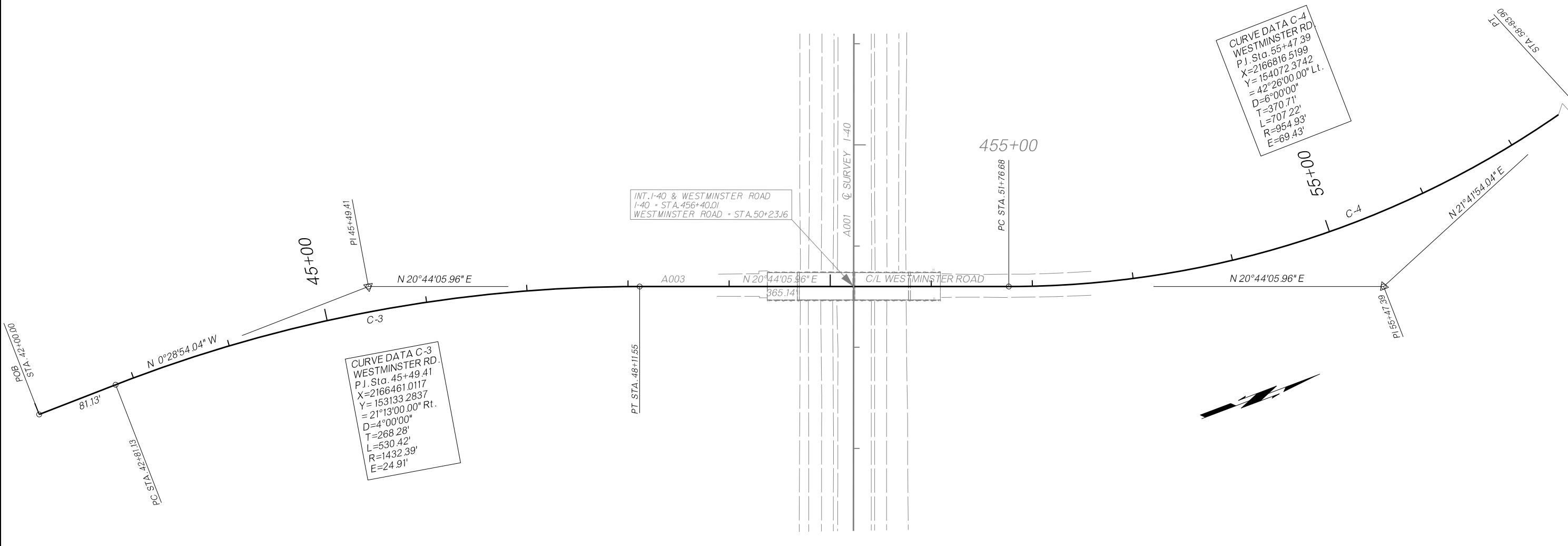
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN			ROADWAY SUMMARY SHEET				
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	XXX



WESTMINSTER RD.

02-21-20

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CURVE DATA C-3
WESTMINSTER RD.
P.I. Sta. 45+49.41
X=2166461.0117
Y=153133.2837
= 21°13'00.00" Rt.
D=4°00'00"
T=268.28'
L=530.42'
R=1432.39'
E=24.91'

CURVE DATA C-4
WESTMINSTER RD
P.I. Sta. 55+47.39
X=2166816.5199
Y=154072.3742
= 42°26'00.00" Lt.
D=6°00'00"
T=370.71'
L=954.93'
R=69.43'

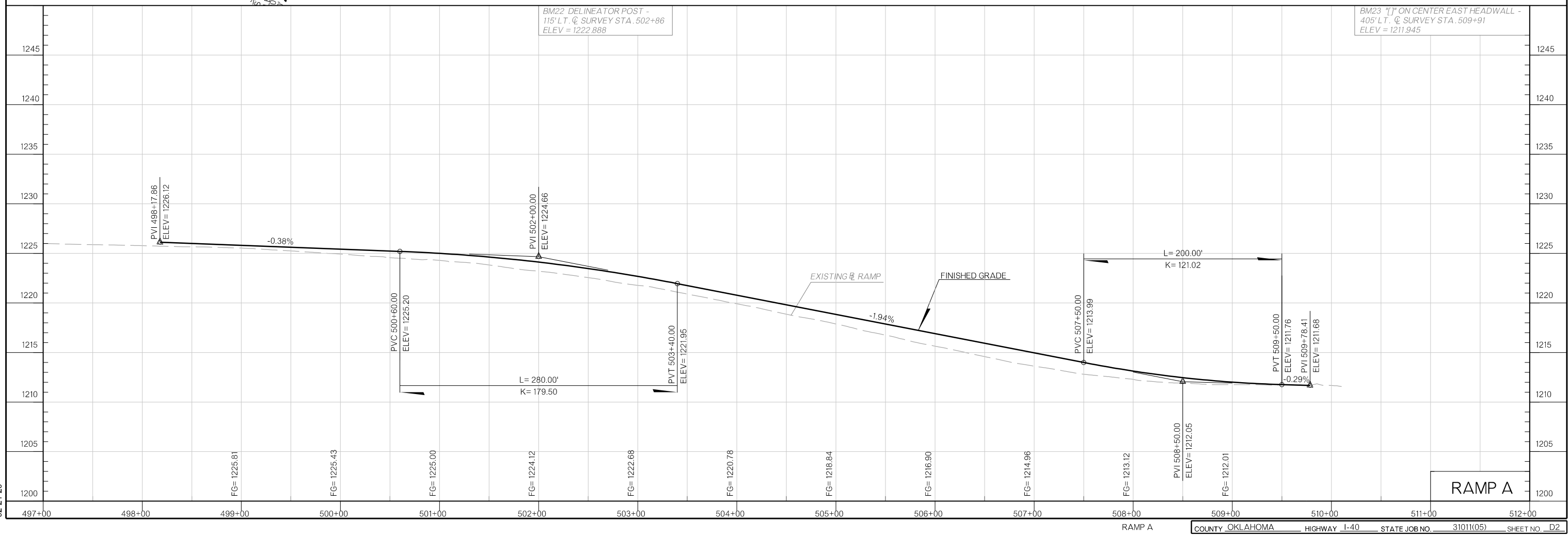
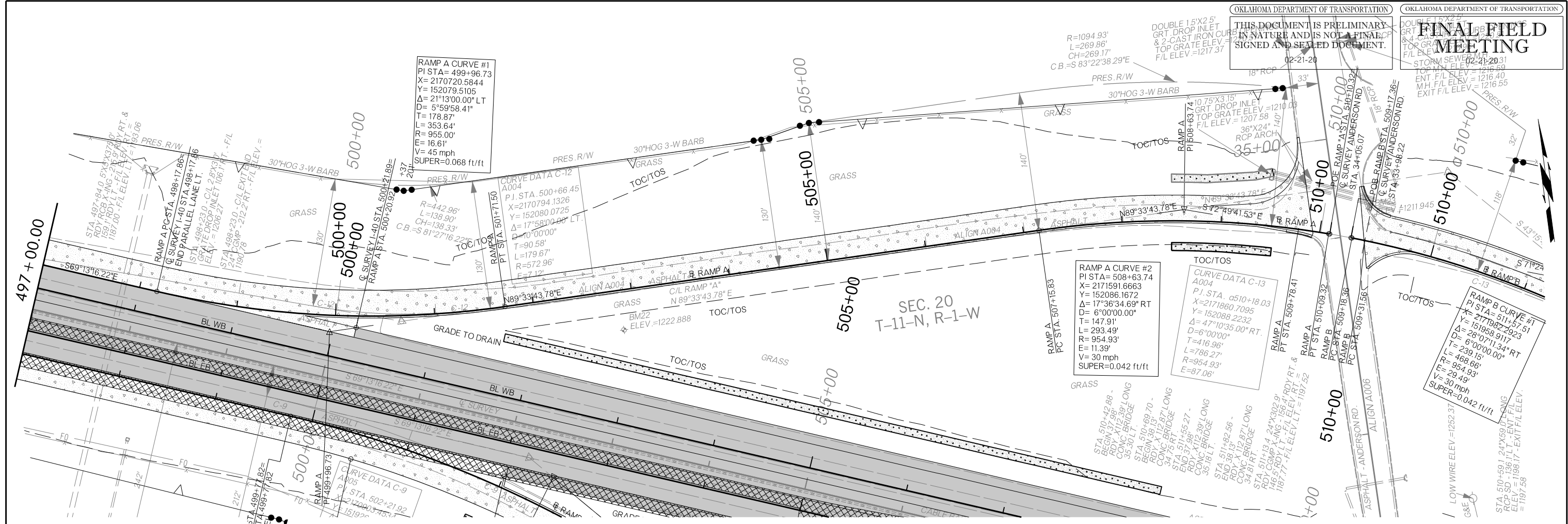


NOTE: FOR ADDITIONAL INFORMATION, INCLUDING UTILITIES, SEE WESTMINSTER RD. DETAIL SHEET.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		GEOMETRIC DETAIL WESTMINSTER RD.					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	R011

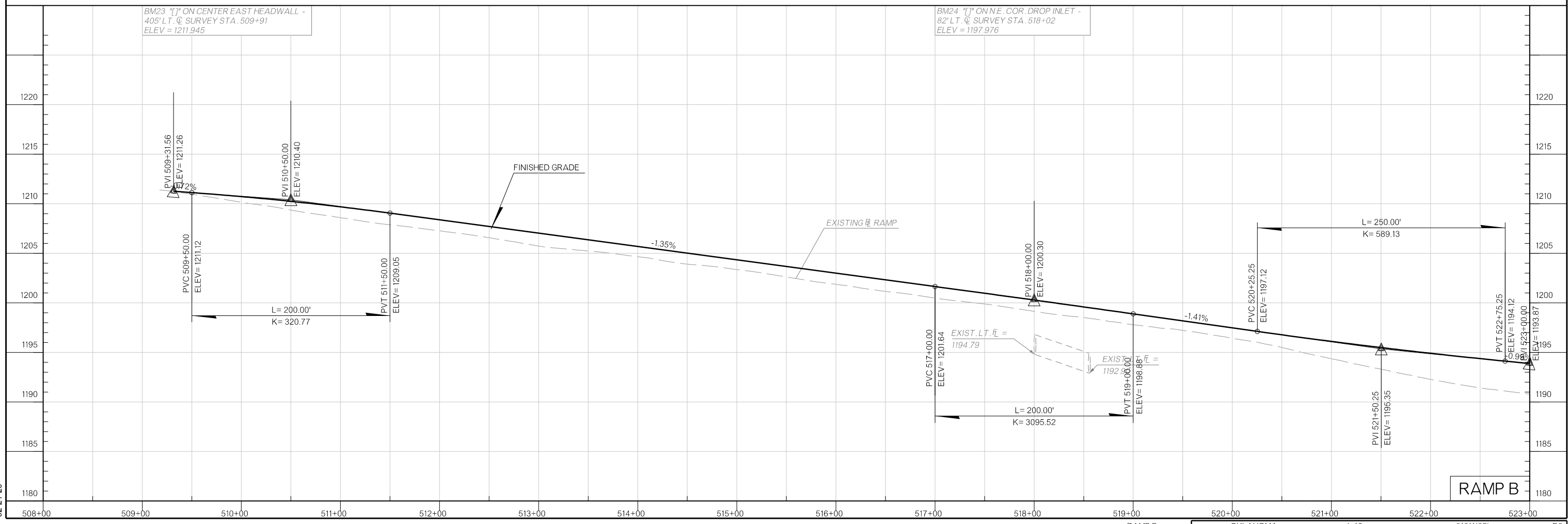
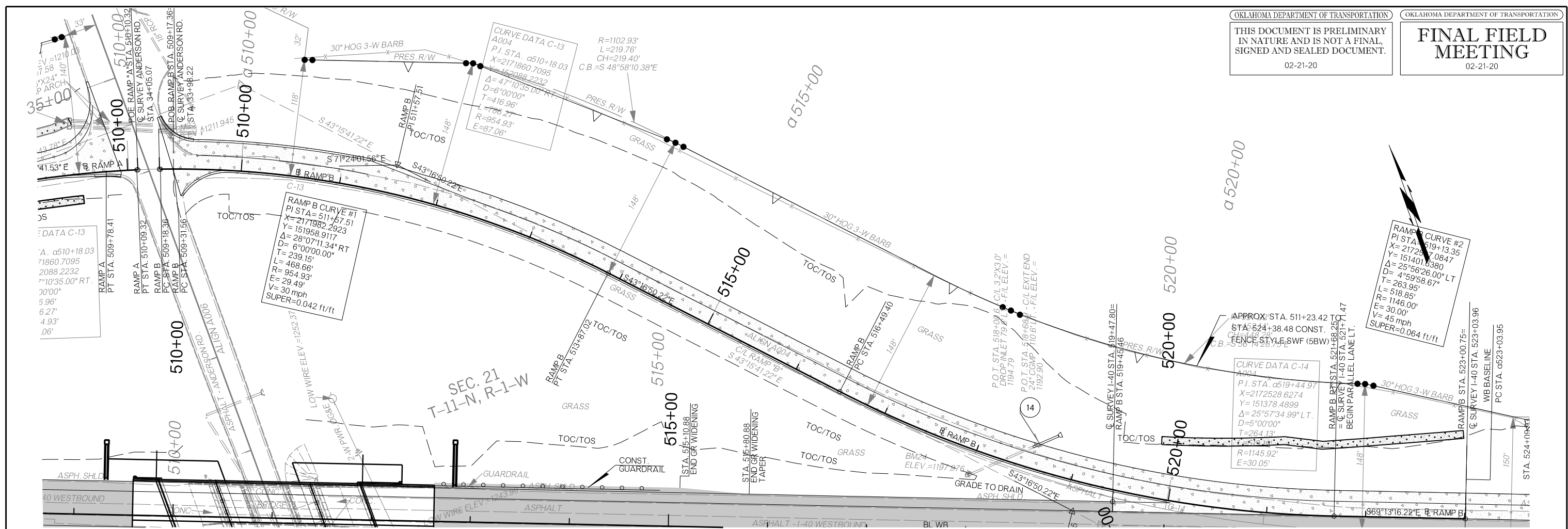
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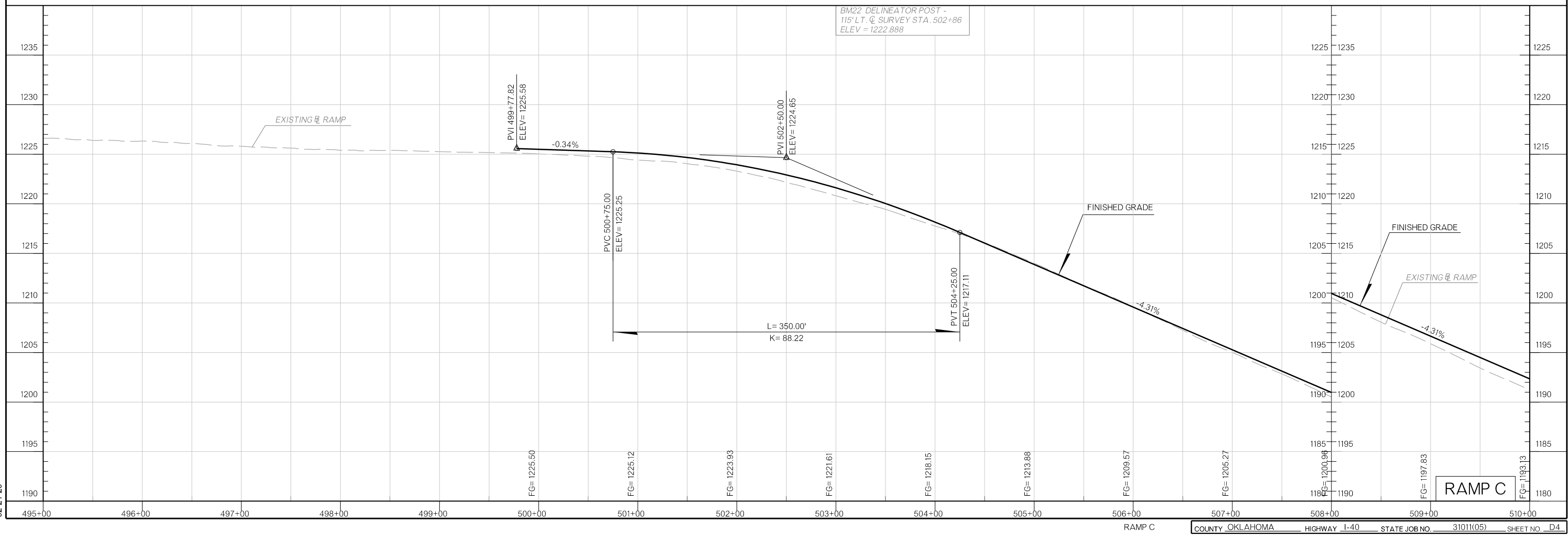
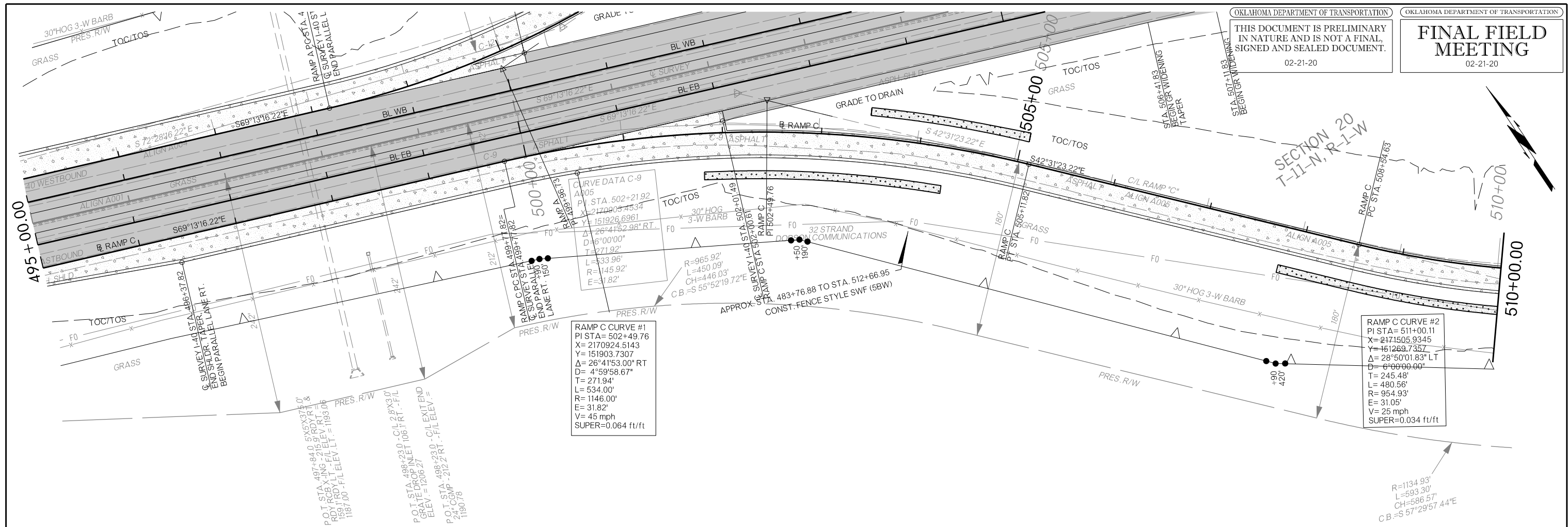
FINAL FIELD MEETING



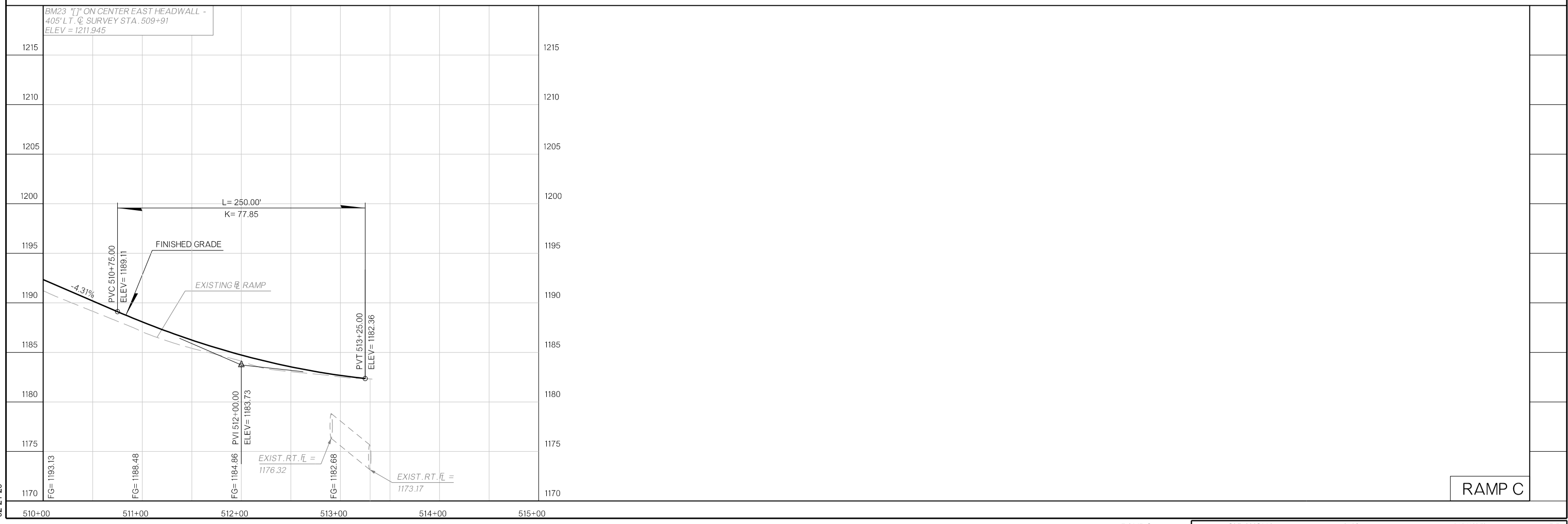
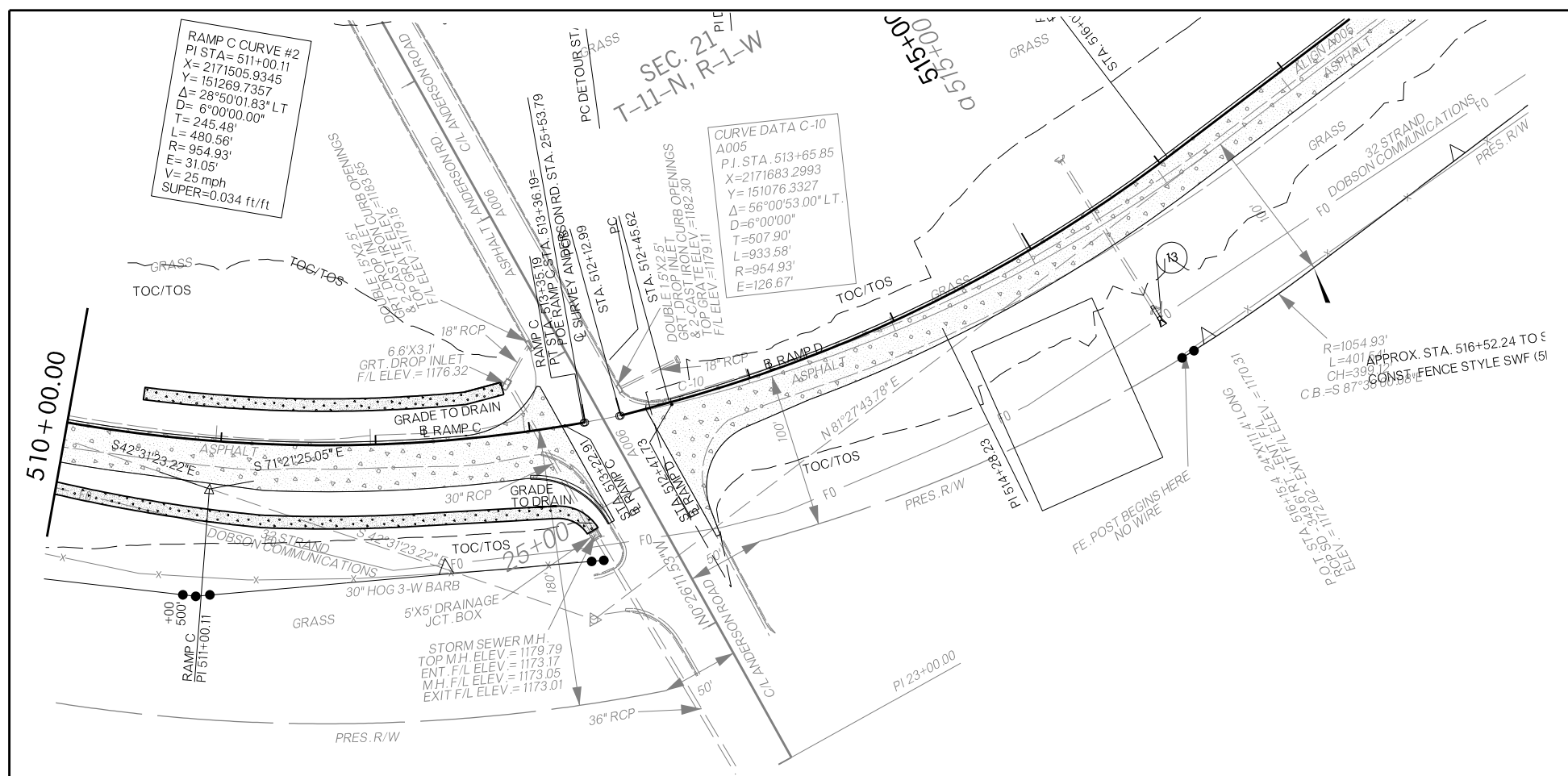
02-21-20

RAMP A



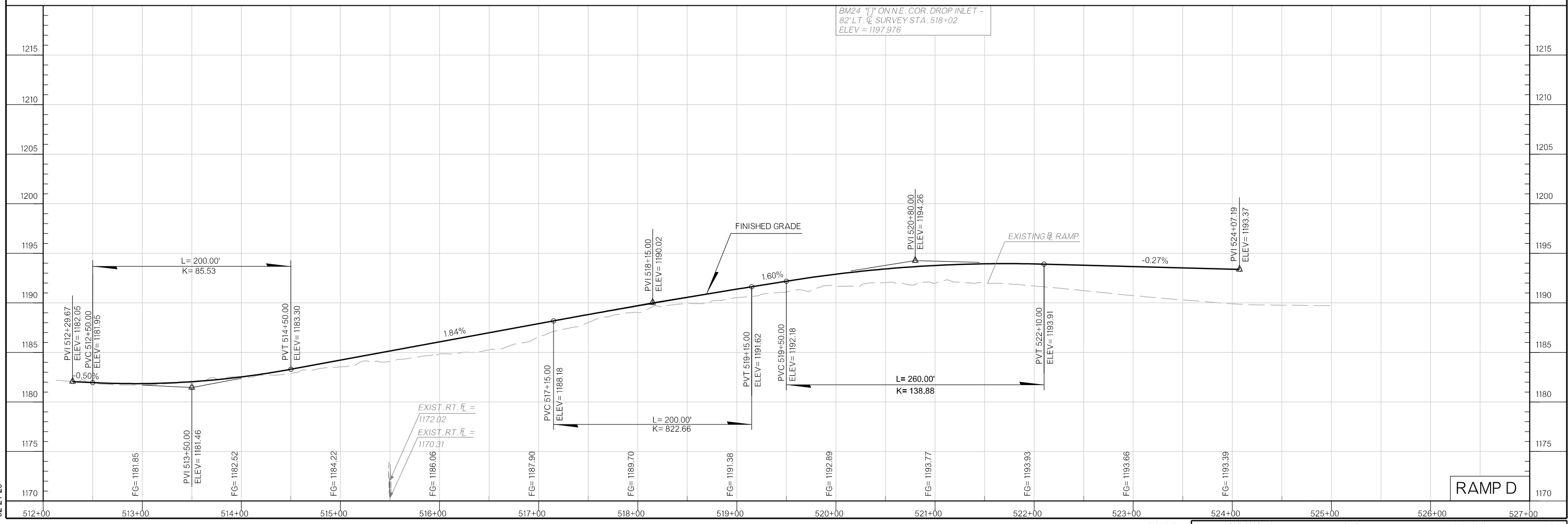
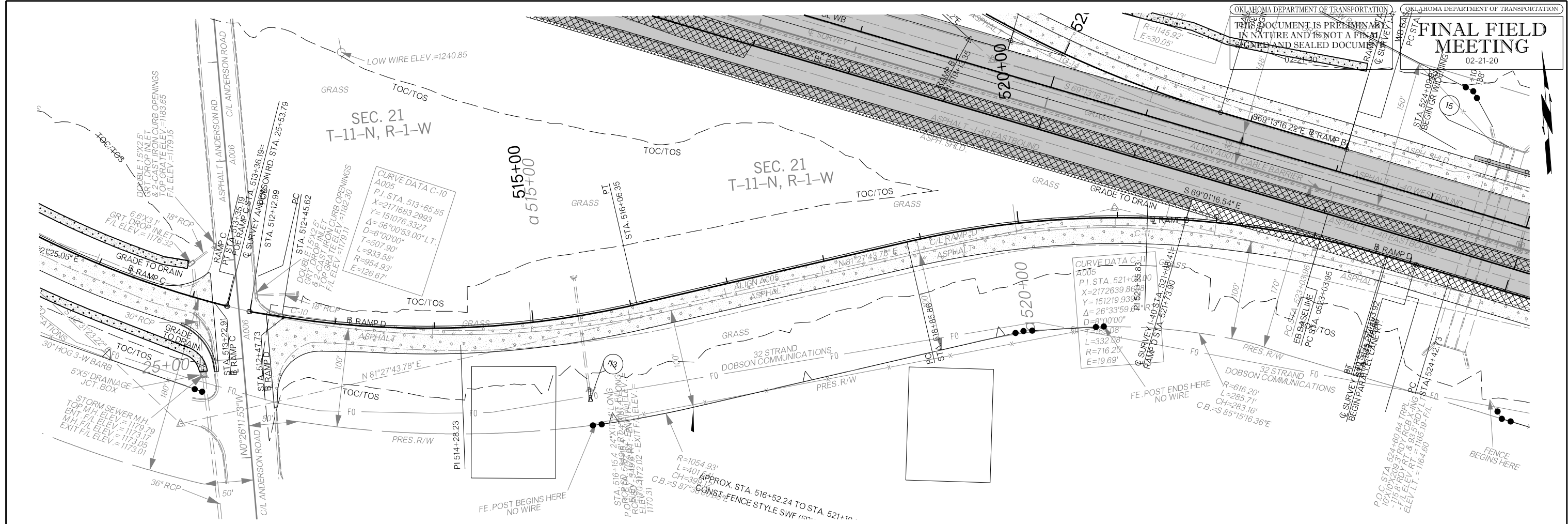


02-21-20

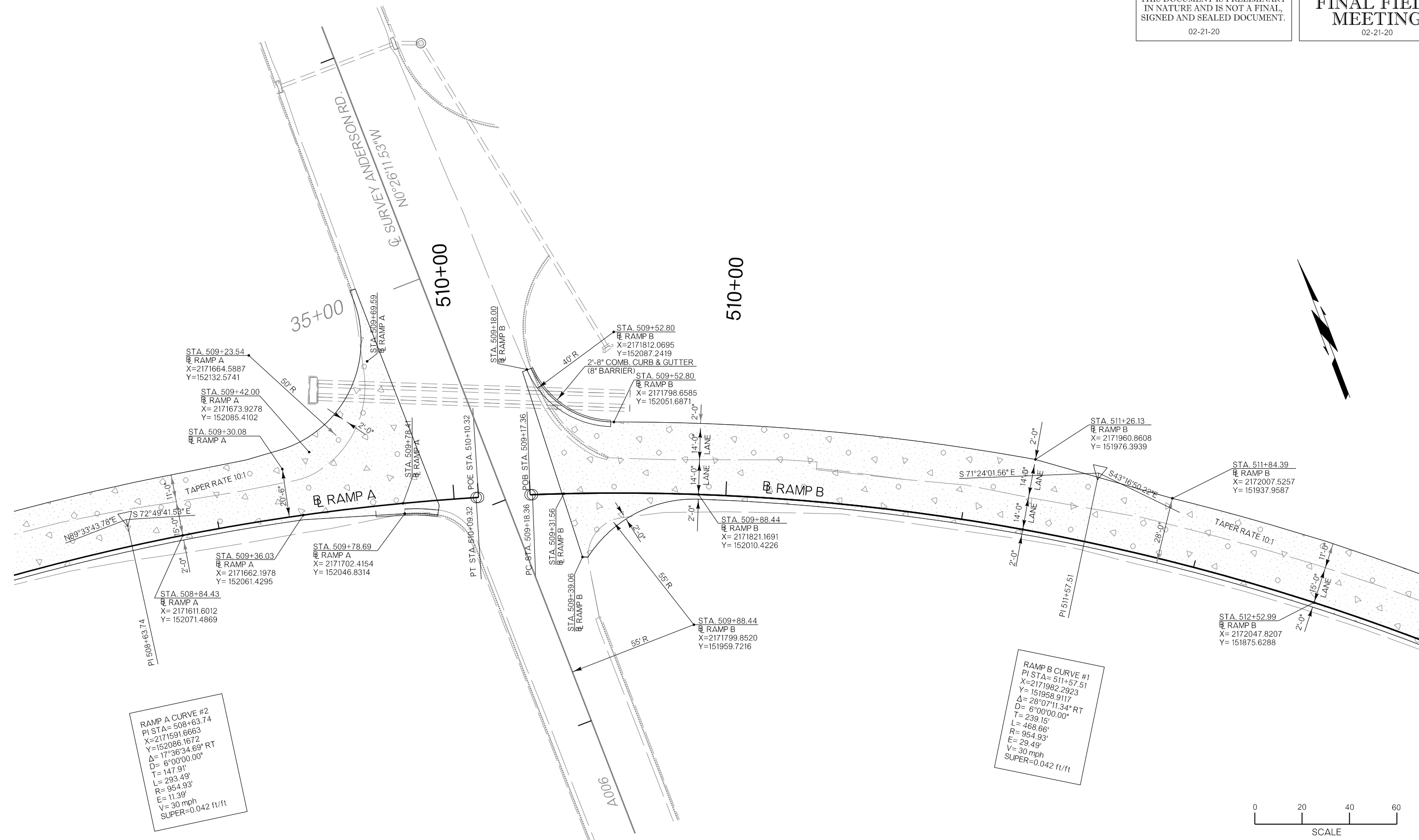


RAMP C

02-21-20



RAMP D



RAMP A CURVE #2
 PI STA= 508+63.74
 X=2171591.6663
 Y=152086.1672
 $\Delta = 17^{\circ}36'34.69''$ RT
 $D = 6^{\circ}00'00.00''$
 $T = 147.91'$
 $L = 293.49'$
 $R = 954.93'$
 $E = 11.39'$
 $V = 30$ mph
 $SUPER = 0.042$ ft/ft

RAMP B CURVE #1
 PI STA= 511+57.51
 X=2171982.2923
 Y= 151958.9117
 $\Delta = 28^{\circ}07'11.34''$ RT
 $D = 6^{\circ}00'00.00''$
 $T = 239.15'$
 $L = 468.66'$
 $R = 954.93'$
 $E = 29.49'$
 $V = 30$ mph
 $SUPER = 0.042$ ft/ft



NOTE: FOR ADDITIONAL INFORMATION, INCLUDING UTILITIES, SEE PNP SHEETS.

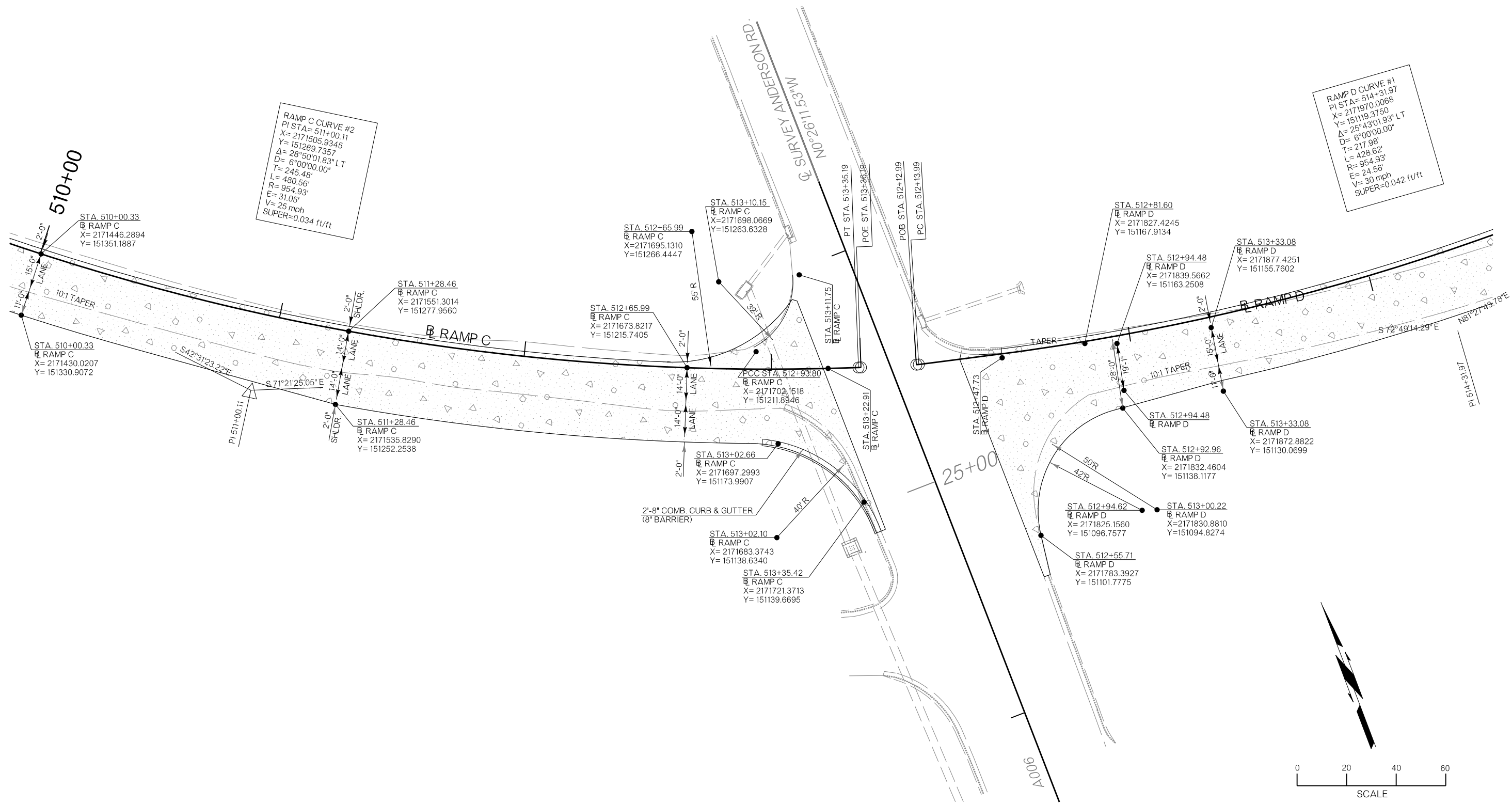
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		GEOMETRIC DETAIL RAMP TERMINALS A&B					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	R004

Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011(05)\Plan Sheets\31011(05)\GEOMETRIC DETAIL RAMP TERMINALS A&B.dgn
02-21-20

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02-21-20

**FINAL FIELD
MEETING**
02-21-20

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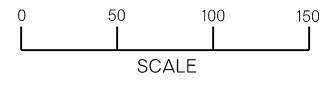


NOTE: FOR ADDITIONAL INFORMATION, INCLUDING UTILITIES, SEE PNP SHEETS.

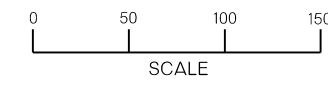
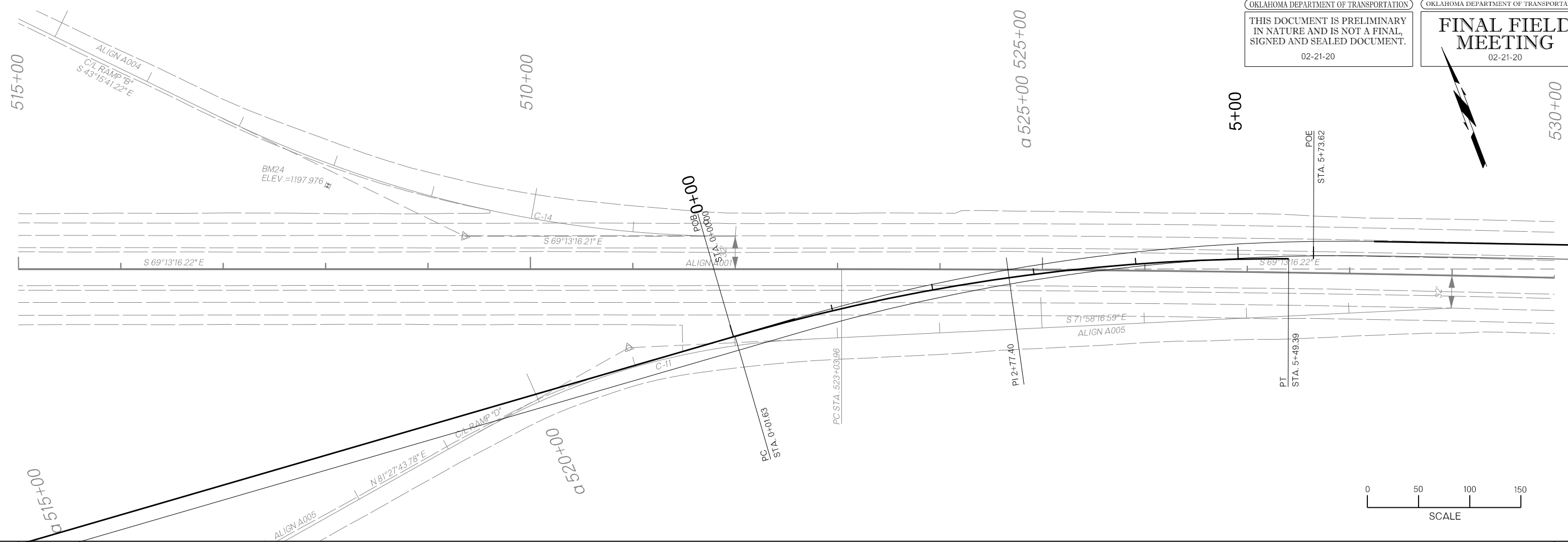
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		GEOMETRIC DETAIL RAMP TERMINALS D&C	
CHECKED			
APPROVED			
SQUAD	RAPSON		
COUNTY	OKLAHOMA	HIGHWAY	I-40
STATE JOB NO.	31011(05)	SHEET NO.	R005

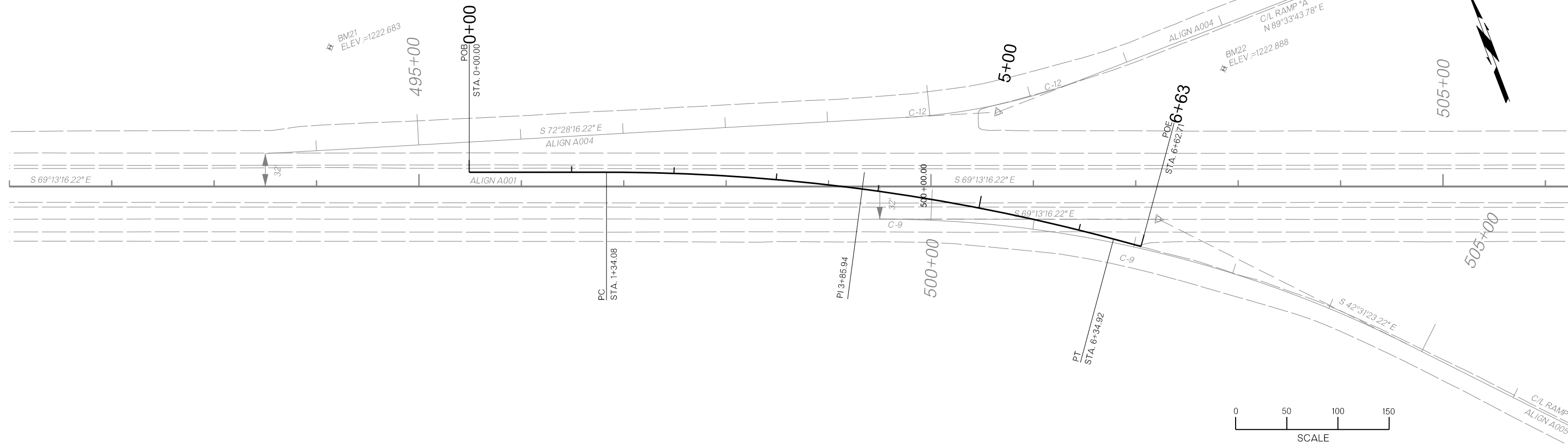
OKLAHOMA DEPARTMENT OF TRANSPORTATION
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02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
02-21-20



02-21-20



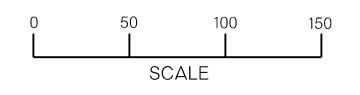
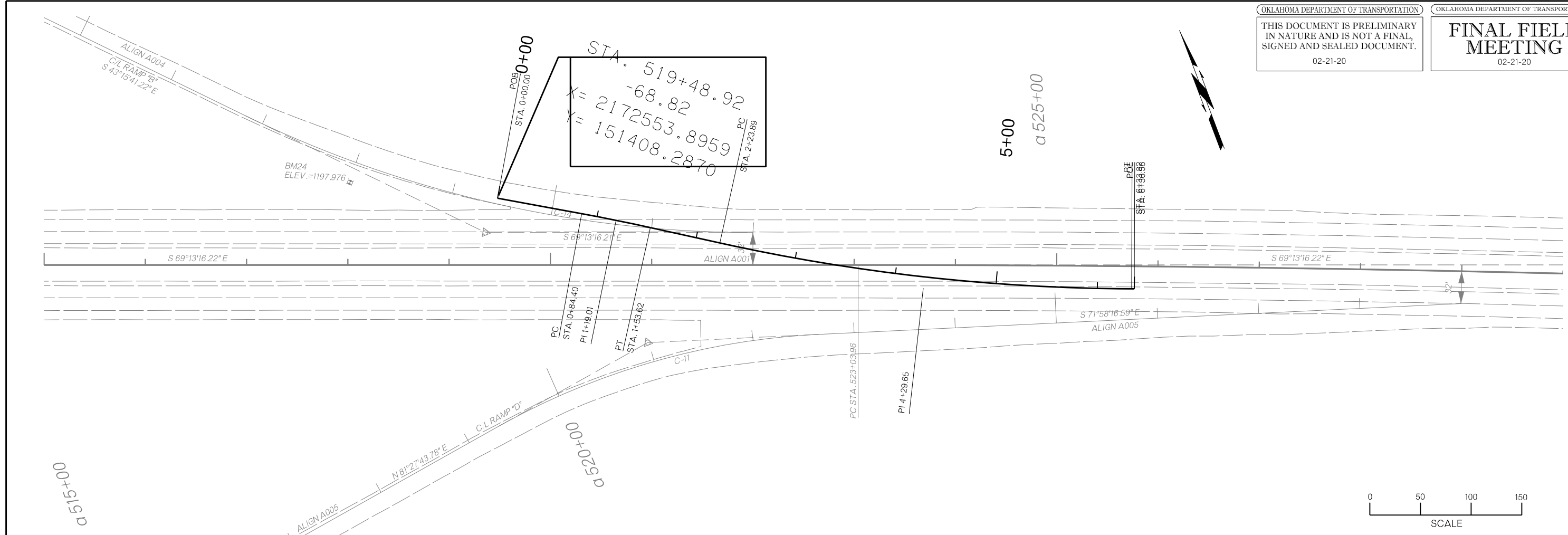


THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.

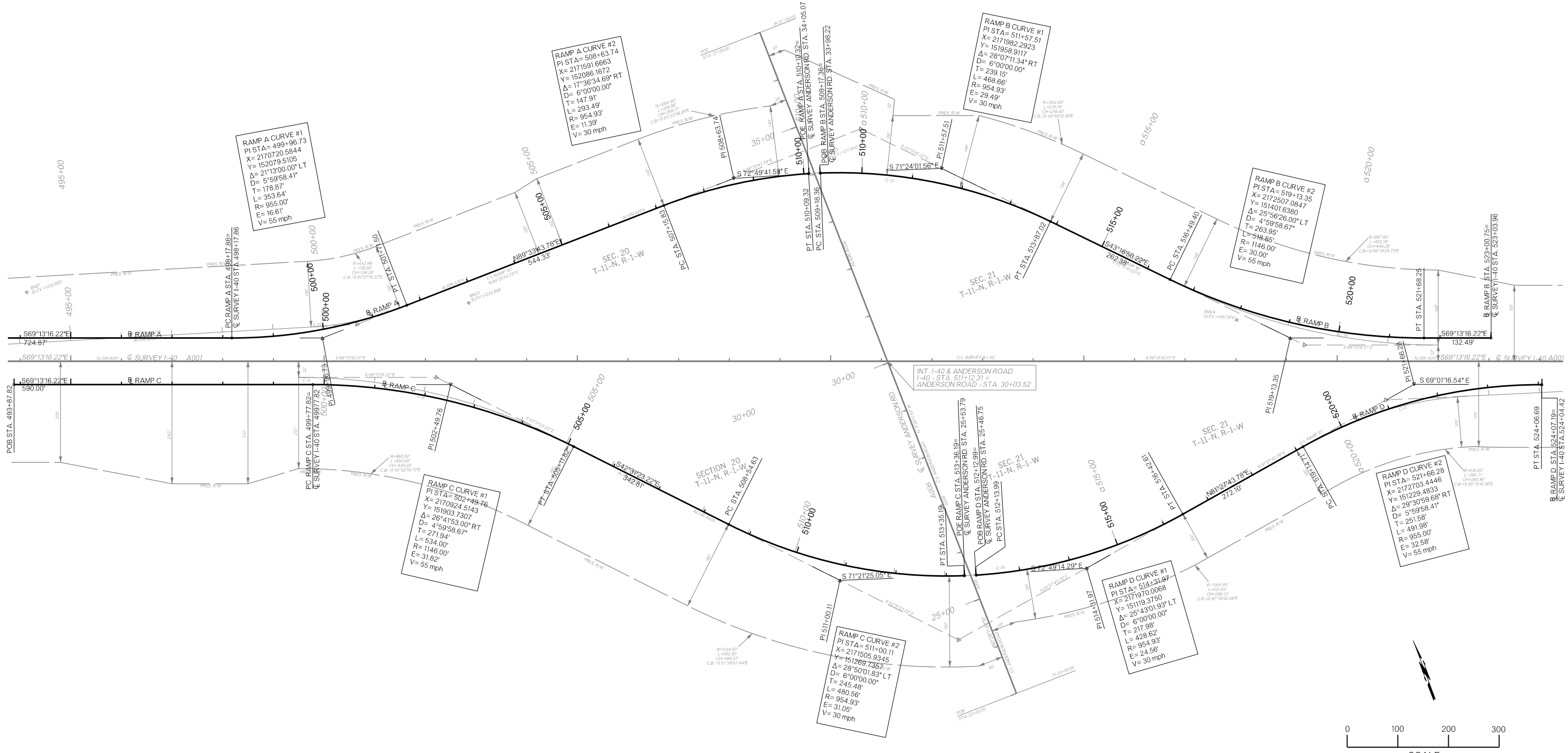
02-21-20

**FINAL FIELD
MEETING**

02-21-20



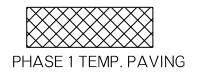
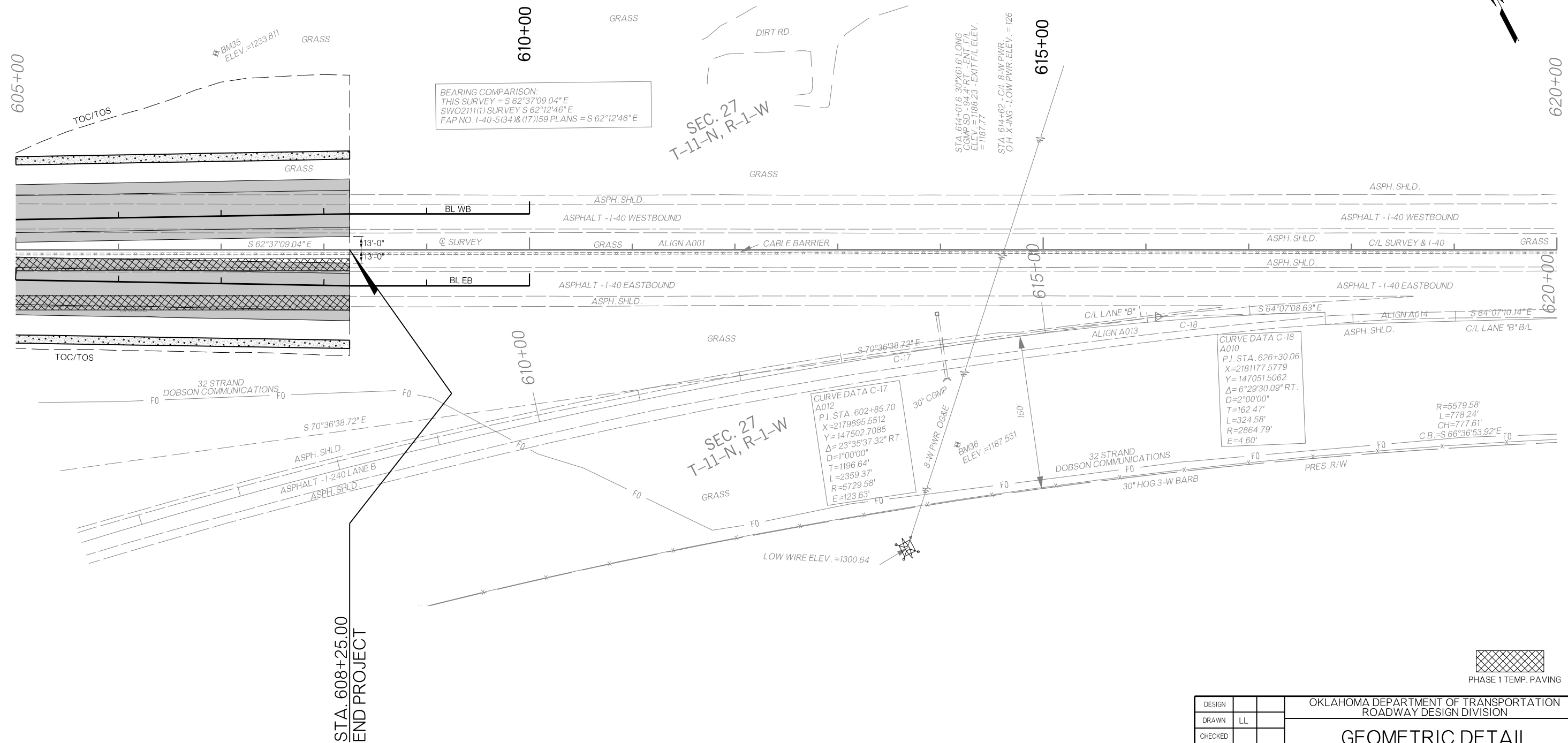
Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011(05)\Plan Sheets\31011(05)-GEOMETRIC DETAIL ANDERSON RAMPS.dgn



NOTE: FOR ADDITIONAL INFORMATION, INCLUDING UTILITIES, SEE PNP SHEETS.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		GEOMETRIC DETAIL ANDERSON RAMPS					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	R001

Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011 (05) \Plan Sheets\31011 (05) -GEOMETRIC DETAIL CROSSOVER I240.dgn



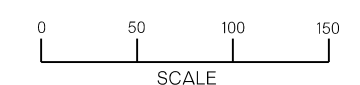
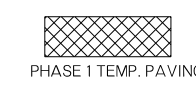
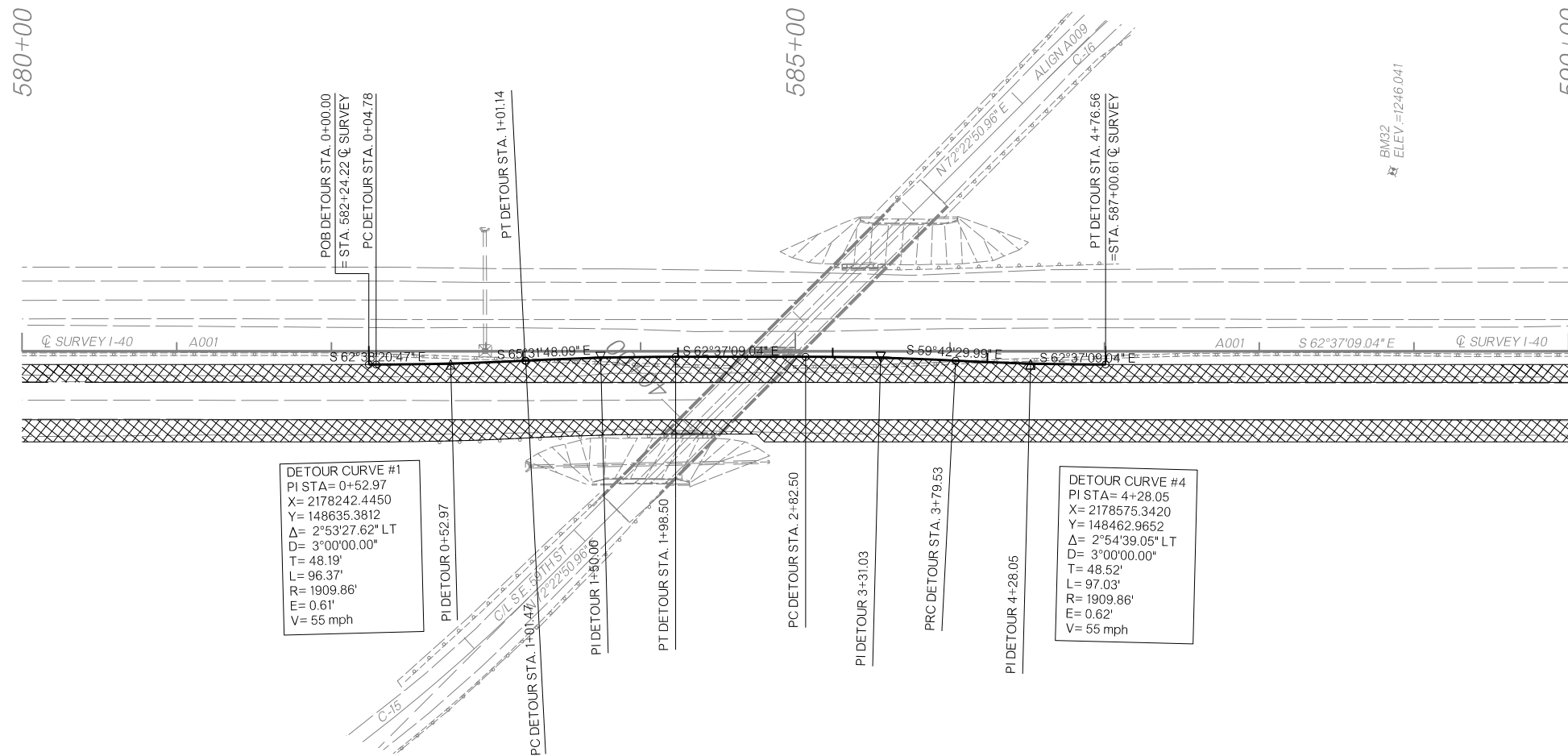
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN	LL	GEOMETRIC DETAIL EOP CROSSOVER
CHECKED		
APPROVED		
SQUAD	RAPSON	
COUNTY	OKLAHOMA	HIGHWAY I-40 STATE JOB NO. 31011(05) SHEET NO.

DETOUR CURVE #2
PI STA= 1+50.00
X= 2178330.7770
Y= 148595.1819
Δ= 2°54'39.05" RT
D= 3°00'00.00"
T= 48.52'
L= 97.03'
R= 1909.86'
E= 0.62'
V= 55 mph

DETOUR CURVE #3
PI STA= 3+31.03
X= 2178491.5431
Y= 148511.9170
Δ= 2°54'39.05" RT
D= 3°00'00.00"
T= 48.52'
L= 97.03'
R= 1909.86'
E= 0.62'
V= 55 mph

DETOUR CURVE #1
PI STA= 0+52.97
X= 2178242.4450
Y= 148635.3812
Δ= 2°53'27.62" LT
D= 3°00'00.00"
T= 48.19'
L= 96.37'
R= 1909.86'
E= 0.61'
V= 55 mph

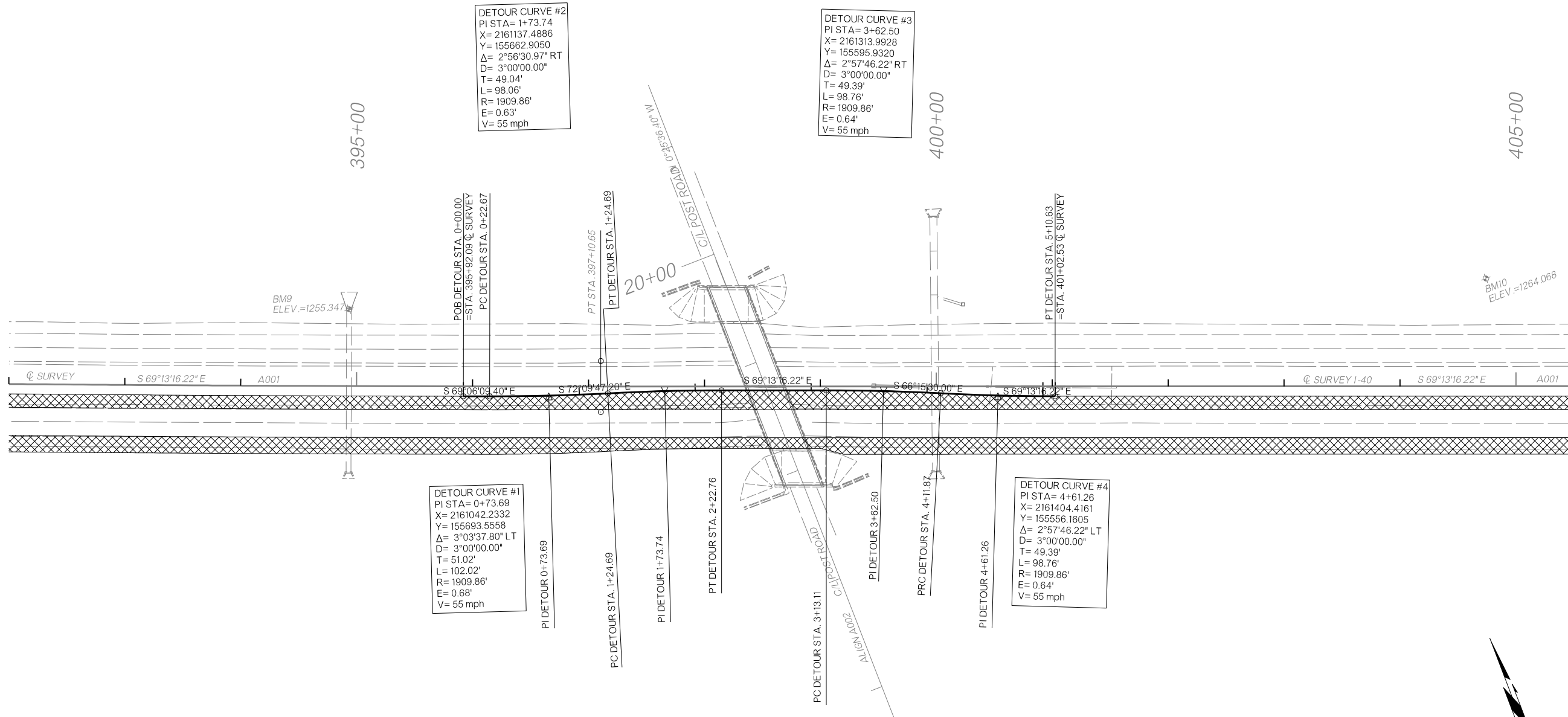
DETOUR CURVE #4
PI STA= 4+28.05
X= 2178575.3420
Y= 148462.9652
Δ= 2°54'39.05" LT
D= 3°00'00.00"
T= 48.52'
L= 97.03'
R= 1909.86'
E= 0.62'
V= 55 mph



NOTE: FOR ADDITIONAL INFORMATION, INCLUDING UTILITIES, SEE PNP SHEETS.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN		<p style="text-align: center;">GEOMETRIC DETAIL I-40 AT 59th ST.</p>					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	R009

Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011 (05) \Plan Sheets\31011 (05) -GEOMETRIC DETAIL LANE SHIFT POST RD.dgn

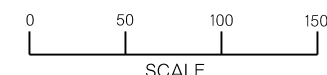


DETOUR CURVE #2
 PI STA= 1+73.74
 X= 2161137.4886
 Y= 155662.9050
 Δ= 2°56'30.97" RT
 D= 3°00'00.00"
 T= 49.04'
 L= 98.06'
 R= 1909.86'
 E= 0.63'
 V= 55 mph

DETOUR CURVE #3
 PI STA= 3+62.50
 X= 2161313.9928
 Y= 155595.9320
 Δ= 2°57'46.22" RT
 D= 3°00'00.00"
 T= 49.39'
 L= 98.76'
 R= 1909.86'
 E= 0.64'
 V= 55 mph

DETOUR CURVE #1
 PI STA= 0+73.69
 X= 2161042.2332
 Y= 155693.5558
 Δ= 3°03'37.80" LT
 D= 3°00'00.00"
 T= 51.02'
 L= 102.02'
 R= 1909.86'
 E= 0.68'
 V= 55 mph

DETOUR CURVE #4
 PI STA= 4+61.26
 X= 2161404.4161
 Y= 155556.1605
 Δ= 2°57'46.22" LT
 D= 3°00'00.00"
 T= 49.39'
 L= 98.76'
 R= 1909.86'
 E= 0.64'
 V= 55 mph



NOTE: FOR ADDITIONAL INFORMATION, INCLUDING UTILITIES, SEE PNP SHEETS.

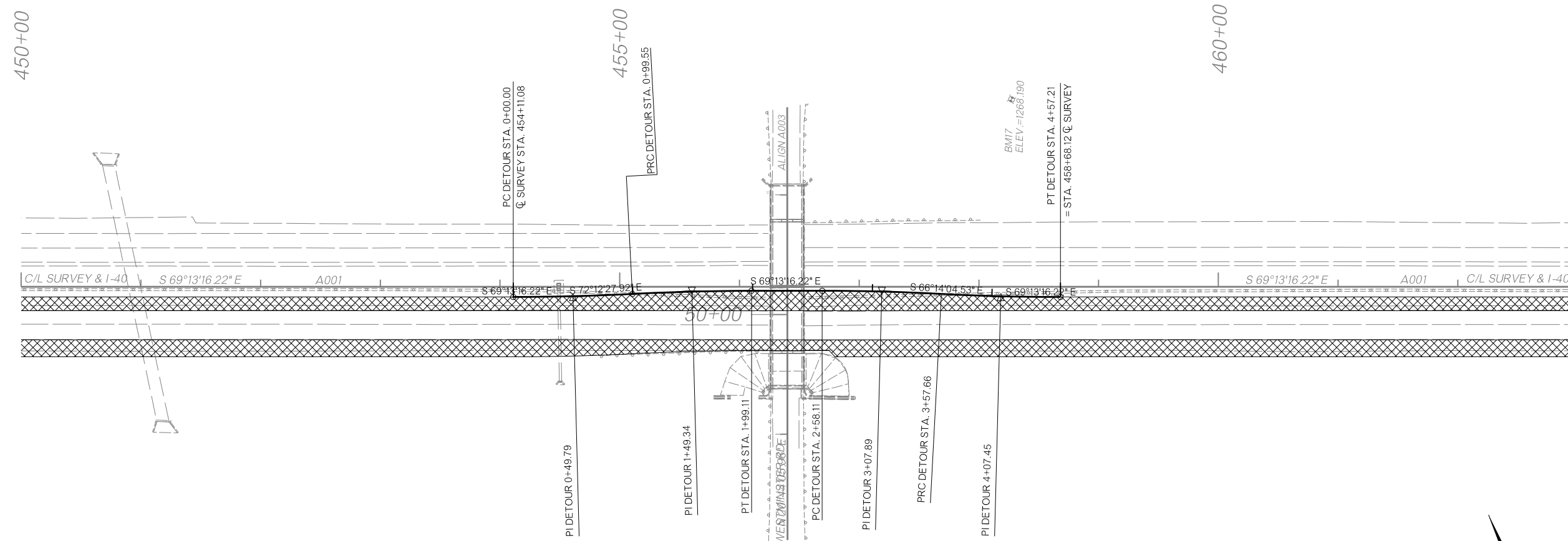
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
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CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	R006

DETOUR CURVE #2
PI STA= 1+49.34
X= 216655.2290
Y= 153607.2770
 Δ = 2°59'11.69" RT
D= 3°00'00.00"
T= 49.79'
L= 99.55'
R= 1909.86'
E= 0.65'
V= 55 mph

DETOUR CURVE #3
PI STA= 3+07.89
X= 2166703.4900
Y= 153551.0206
 Δ = 2°59'11.69" RT
D= 3°00'00.00"
T= 49.79'
L= 99.55'
R= 1909.86'
E= 0.65'
V= 55 mph

DETOUR CURVE #1
PI STA= 0+49.79
X= 2166460.4163
Y= 153637.7038
 Δ = 2°59'11.69" LT
D= 3°00'00.00"
T= 49.79'
L= 99.55'
R= 1909.86'
E= 0.65'
V= 55 mph

DETOUR CURVE #4
PI STA= 4+07.45
X= 2166794.6216
Y= 153510.8925
 Δ = 2°59'11.69" LT
D= 3°00'00.00"
T= 49.79'
L= 99.55'
R= 1909.86'
E= 0.65'
V= 55 mph



PHASE 1 TEMP. PAVING



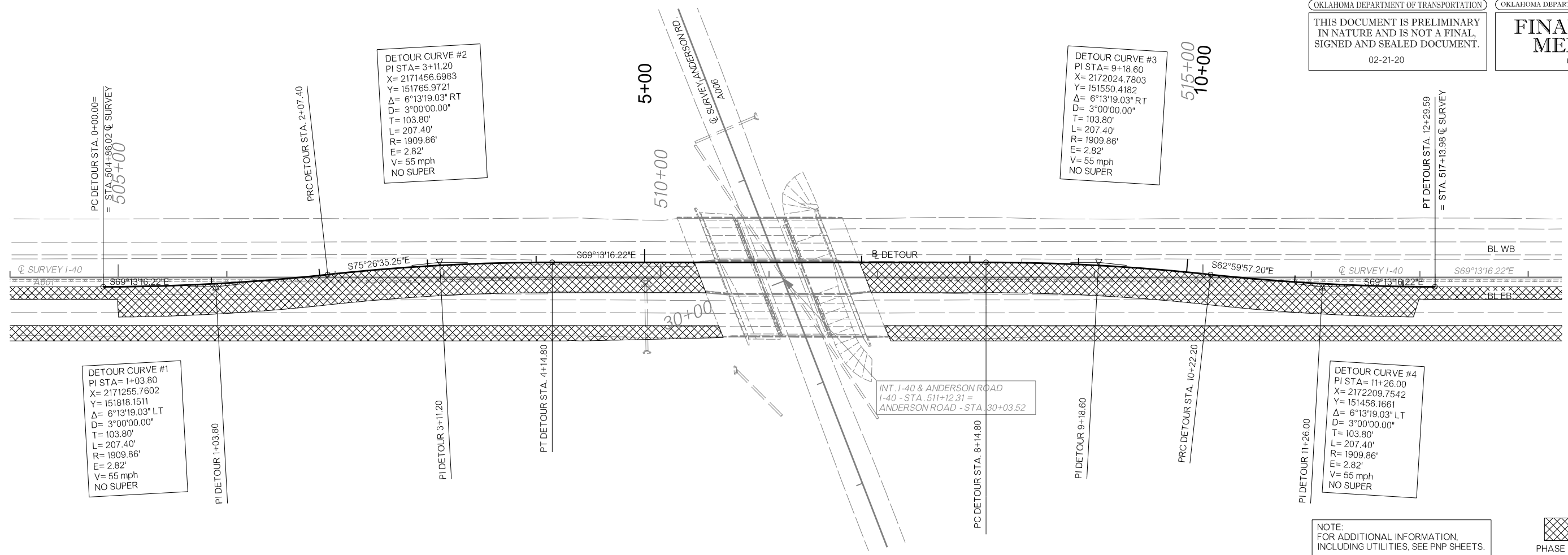
NOTE: FOR ADDITIONAL INFORMATION, INCLUDING UTILITIES, SEE PNP SHEETS.

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DRAWN		
CHECKED		
APPROVED		
SQUAD	RAPSON	
COUNTY OKLAHOMA HIGHWAY I-40 STATE JOB NO. 31011(05) SHEET NO. R007		GEOMETRIC DETAIL I-40 AT WESTMINSTER RD.

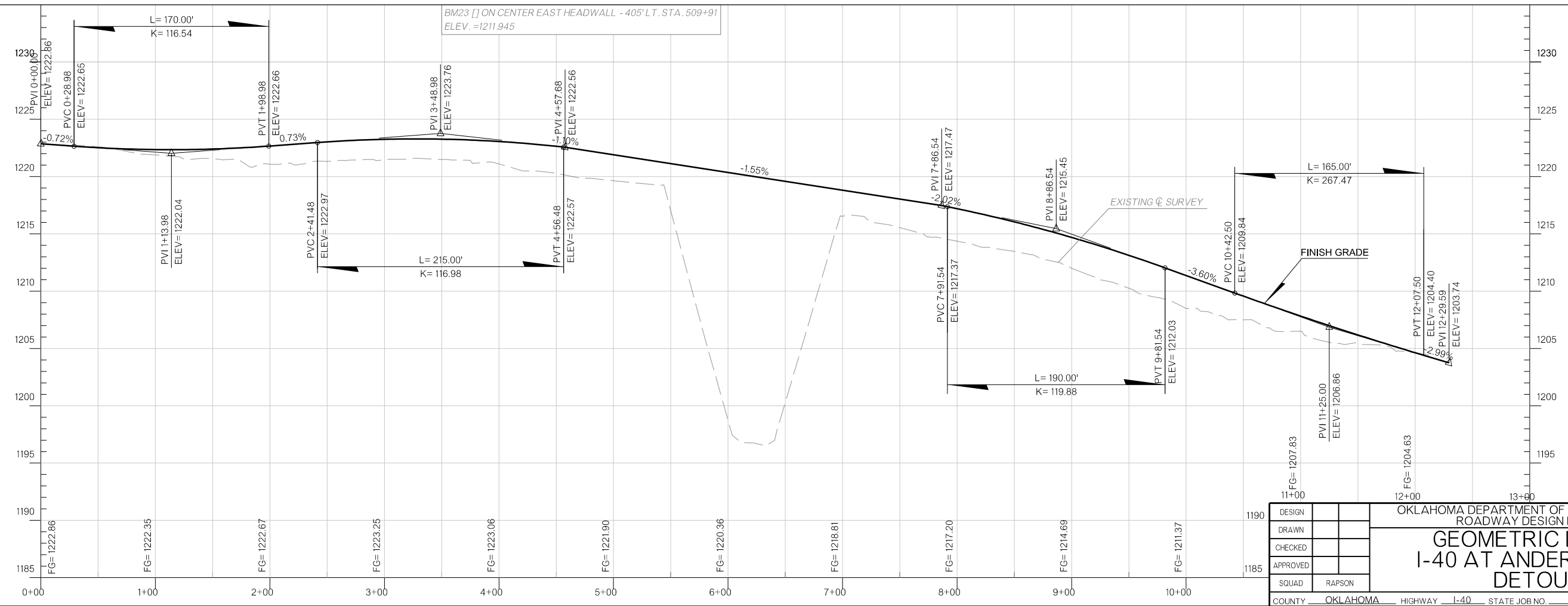
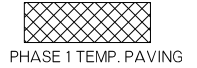
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02-21-20

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02-21-20

FINAL FIELD MEETING
02-21-20



NOTE:
FOR ADDITIONAL INFORMATION,
INCLUDING UTILITIES, SEE PNP SHEETS.



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	RAPSON

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

GEOMETRIC DETAIL
I-40 AT ANDERSON RD.
DETOUR

COUNTY OKLAHOMA HIGHWAY I-40 STATE JOB NO. 31011(05) SHEET NO. R008

N:
7°09.04'E
62°12'46"E
7159 PLANS = S 62°12'46"E

SEC. 27
T-11-N, R-1-W

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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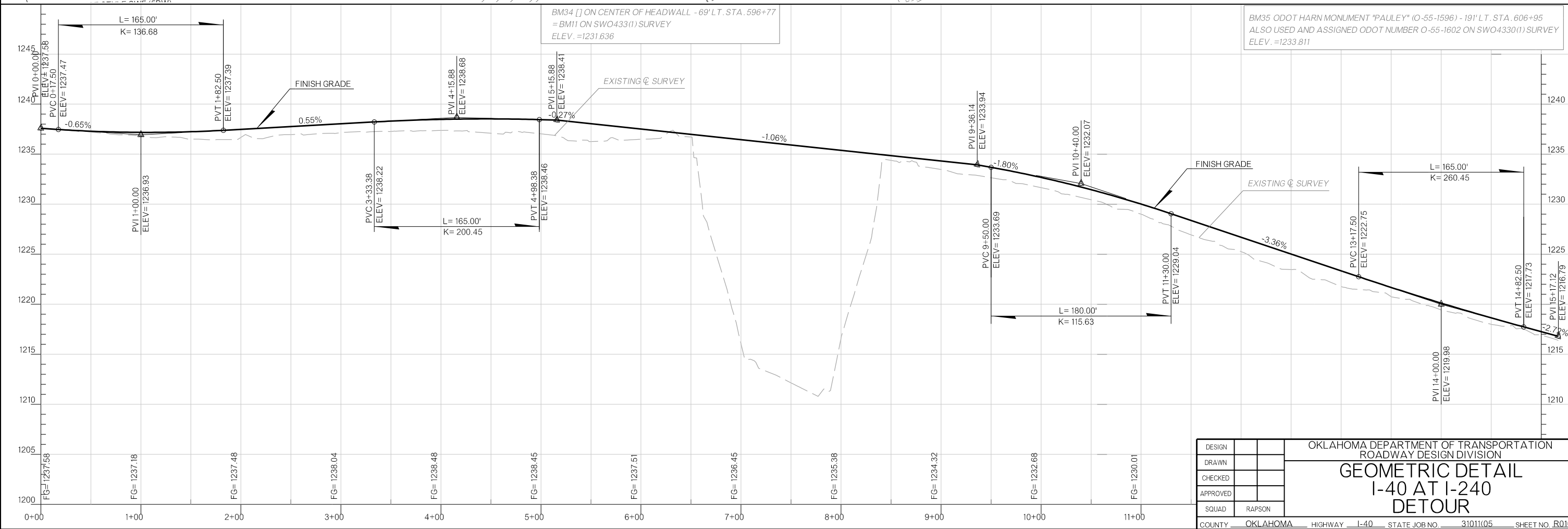
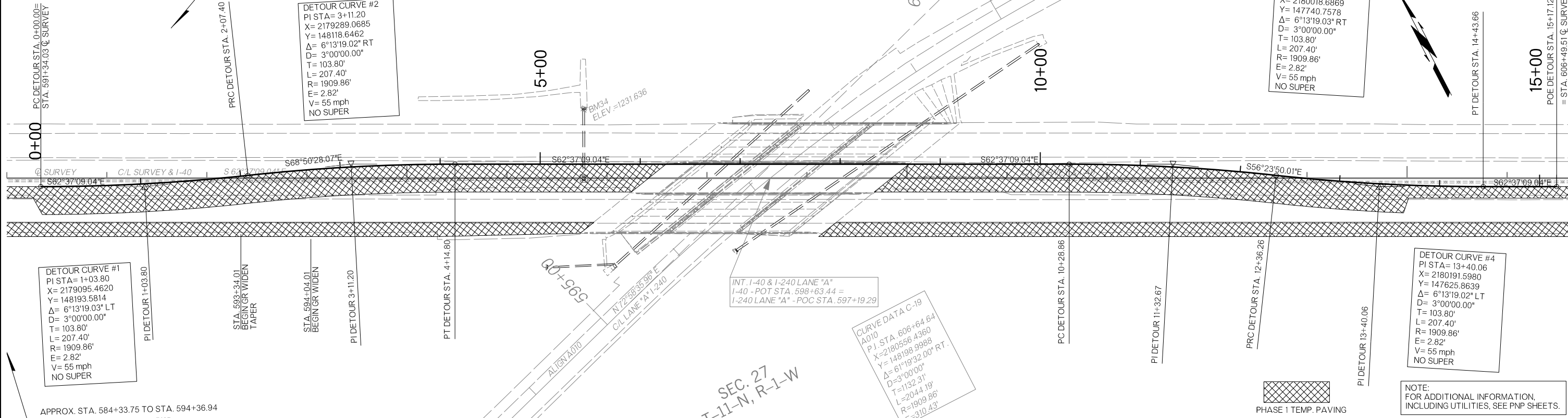
OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
02-21-20

DETOUR CURVE #3
PI STA= 11+32.67
X= 2180018.6869
Y= 147740.7578
Δ= 6°13'19.03" RT
D= 3°00'00.00"
T= 103.80'
L= 207.40'
R= 1909.86'
E= 2.82'
V= 55 mph
NO SUPER

DETOUR CURVE #4
PI STA= 13+40.06
X= 2180191.5980
Y= 147625.8639
Δ= 6°13'19.02" LT
D= 3°00'00.00"
T= 103.80'
L= 207.40'
R= 1909.86'
E= 2.82'
V= 55 mph
NO SUPER

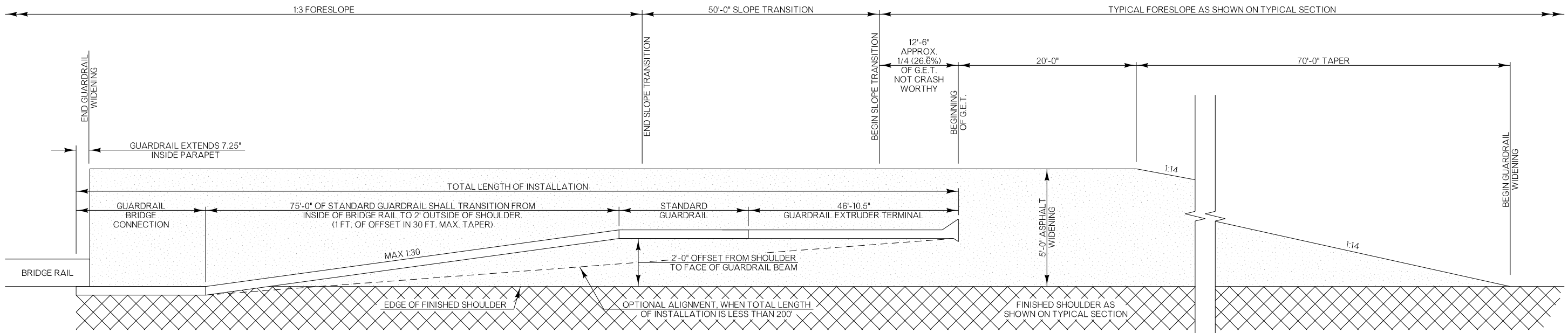
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A010
P.I. STA. 606+64.64
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Y= 148198.9988
Δ= 6°19'32.00" RT.
D=3°00'00"
T=1132.31'
L=2044.19'
R=1909.86'
E=310.43'

NOTE:
FOR ADDITIONAL INFORMATION,
INCLUDING UTILITIES, SEE PNP SHEETS.



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		GEOMETRIC DETAIL I-40 AT I-240 DETOUR	
CHECKED		COUNTY	OKLAHOMA
APPROVED		HIGHWAY	I-40
SQUAD	RAPSON	STATE JOB NO.	31011(05)
		SHEET NO.	R010

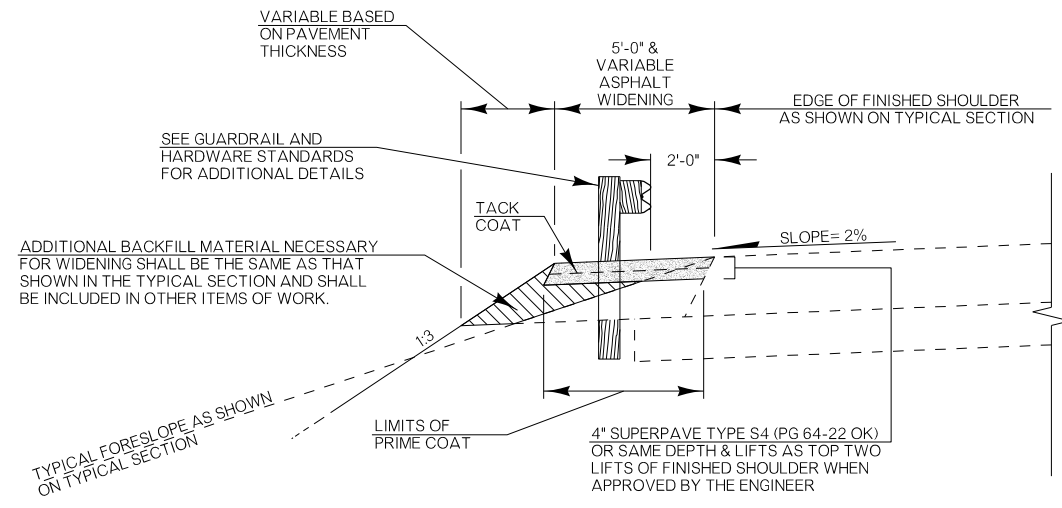
02-21-20 Y:\Division 4\Urban\In House Projects\Oklahoma 31011(05)\Plan Sheets\31011(05)-GEOMETRIC DETAIL DETOUR I240 1.dgn



GUARDRAIL FORESLOPE TRANSITION AND GUARDRAIL WIDENING TAPER DETAIL

GUARDRAIL WIDENING LOCATIONS

- I-40 & POST RD.
 396+15.55 TO 398+68.67
 398+35.74 TO 400+76.36
- I-40 WESTBOUND
 449+83.32 TO 453+80.20
- I-40 & WESTMINSTER RD.
 453+58.01 TO 456+36.14
 456+43.99 TO 458+84.62
- I-40 & ANDERSON INTERCHANGE
 507+31.83 TO 509+59.96
 512+62.76 TO 514+90.88
 524+35.00 TO 528+62.00
- I-40 & 59TH ST.
 580+92.73 TO 584+20.86
 585+52.92 TO 588+81.04
- I-40 & I-240 INTERCHANGE
 594+24.01 TO 596+52.13
 600+67.72 TO 602+95.84
- WESTMINSTER ROAD
 48+10.27 TO 49+38.39 (NORTHBOUND)
 48+47.77 TO 49+38.39 (SOUTHBOUND)
 51+08.98 TO 51+98.36 (NORTHBOUND)
 51+08.36 TO 52+36.48 (SOUTHBOUND)



GUARDRAIL WIDENING TYPICAL DETAIL

NOT TO SCALE

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION					
DRAWN	LL	GUARDRAIL WIDENING DETAIL SHEET					
CHECKED							
APPROVED							
SQUAD	RAPSON						
COUNTY	OKLAHOMA	HIGHWAY	I-40	STATE JOB NO.	31011(05)	SHEET NO.	R0

Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011 (05) \Plan Sheets\31011 (05) - GUARDRAIL WIDENING DETAIL.dgn

STORM WATER MANAGEMENT PLAN

REVISIONS	
DESCRIPTION	DATE

SITE DESCRIPTION

EROSION AND SEDIMENT CONTROLS

PROJECT LIMITS: STA.370+10.76 TO STA.608+25.00

PROJECT DESCRIPTION: I-40: PAVEMENT RECONSTRUCTION FROM THE DOUGLAS INTERCHANGE, EXTEND EAST 5.0 MILES

SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES: REPLACE THIS TEXT WITH PROJECT SPECIFIC SEQUENCE.

SOIL TYPE: REPLACE WITH SOIL TYPE

TOTAL AREA OF THE CONSTRUCTION SITE: _____

ESTIMATED AREA TO BE DISTURBED: REPLACE WITH NUMBER OF ACRES TO BE DISTURBED

OFFSITE AREA TO BE DISTURBED: _____
(FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: _____

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: _____

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: _____

LATITUDE & LONGITUDE OF CENTER OF PROJECT: _____

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: REPLACE WITH RECEIVING WATERS

SENSITIVE WATERS OR WATERSHEDS: YES NO

303(d) IMPAIRED WATERS: YES NO

IF YES, LIST IMPAIRMENT: _____

LOCATED IN A TMDL: YES NO

LAKE THUNDERBIRD TMDL: YES NO

MS4 ENTITY YES NO

IF YES, LOCATION: _____

NOTE:
THIS SHEET SHOULD BE USED IN CONJUNCTION WITH A DRAINAGE MAP THAT ILLUSTRATES THE DRAINAGE PATTERNS/PATHWAYS AND RECEIVING WATERS FOR THIS PROJECT. THIS SHEET SHOULD ALSO BE USED WITH THE EROSION CONTROL SUMMARIES, PAY ITEMS, & NOTES.

SOIL STABILIZATION PRACTICES:

- TEMPORARY SEEDING
- PERMANENT SODDING, SPRIGGING OR SEEDING
- VEGETATIVE MULCHING
- SOIL RETENTION BLANKET
- PRESERVATION OF EXISTING VEGETATION

NOTE: TEMPORARY EROSION CONTROL METHODS MUST BE USED ON ALL DISTURBED AREAS WHERE CONSTRUCTION ACTIVITIES HAVE CEASED FOR OVER 14 DAYS. METHODS USED WILL BE AS SHOWN ON PLANS, OR AS DIRECTED BY THE ENGINEER.

STRUCTURAL PRACTICES:

- STABILIZED CONSTRUCTION EXIT
- TEMPORARY SILT FENCE
- TEMPORARY SILT DIKES
- TEMPORARY FIBER LOG
- DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- ROCK FILTER DAMS
- TEMPORARY SLOPE DRAIN
- PAVED DITCH W/ DITCH LINER PROTECTION
- TEMPORARY DIVERSION CHANNELS
- TEMPORARY SEDIMENT BASINS
- TEMPORARY SEDIMENT TRAPS
- TEMPORARY SEDIMENT FILTERS
- TEMPORARY SEDIMENT REMOVAL
- RIP RAP
- INLET SEDIMENT FILTER
- TEMPORARY BRUSH SEDIMENT BARRIERS
- SANDBAG BERMS
- TEMPORARY STREAM CROSSINGS

OFFSITE VEHICLE TRACKING:

- HAUL ROADS DAMPENED FOR DUST CONTROL
- LOADED HAUL TRUCKS TO BE COVERED WITH TARPULIN
- EXCESS DIRT ON ROAD REMOVED DAILY

NOTES:

REPLACE WITH ANY NOTES

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER FROM THE BEGINNING OF CONSTRUCTION UNTIL AN ACCEPTABLE VEGETATIVE COVER IS ESTABLISHED. INSPECTION BY THE CONTRACTOR AND ANY NECESSARY REPAIRS SHALL BE PERFORMED ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS AFTER ANY STORM EVENT GREATER THAN 0.5 INCH AS RECORDED BY A NON-FREEZING RAIN GAUGE TO BE LOCATED ON SITE. POTENTIALLY ERODIBLE AREAS, DRAINAGEWAYS, MATERIAL STORAGE, STRUCTURAL DEVICES, CONSTRUCTION ENTRANCES AND EXITS ALONG WITH EROSION AND SEDIMENT CONTROL LOCATIONS ARE EXAMPLES OF SITES THAT NEED TO BE INSPECTED.

WASTE MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF CONSTRUCTION WASTE MATERIAL IS REQUIRED BY THE CONTRACTOR. MATERIALS INCLUDE STOCKPILES, SURPLUS, DEBRIS AND ALL OTHER BY-PRODUCTS FROM THE CONSTRUCTION PROCESS. PRACTICES INCLUDE DISPOSAL, PROPER MATERIALS HANDLING, SPILL PREVENTION AND CLEANUP MEASURES. CONTROLS AND PRACTICES SHALL MEET THE REQUIREMENTS OF ALL FEDERAL, STATE AND LOCAL AGENCIES.

HAZARDOUS MATERIALS:

PROPER MANAGEMENT AND DISPOSAL OF HAZARDOUS WASTE MATERIALS IS REQUIRED. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING MANUFACTURER'S RECOMMENDATIONS, STATE AND FEDERAL REGULATIONS TO ENSURE CORRECT HANDLING, DISPOSAL, SPILL PREVENTION AND CLEANUP MEASURES. EXAMPLES INCLUDE BUT ARE NOT LIMITED TO: PAINTS, ACIDS, CLEANING SOLVENTS, CHEMICAL ADDITIVES, CONCRETE CURING COMPOUNDS AND CONTAMINATED SOILS.

GENERAL NOTES:

A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED TO COMPLY WITH THE OKLAHOMA POLLUTION DISCHARGE ELIMINATION SYSTEM (OPDES) REGULATIONS. THIS PLAN IS INITIATED DURING THE DESIGN PHASE, CONFIRMED IN THE PRE-WORK MEETINGS AND AVAILABLE ON THE JOB SITE ALONG WITH COPIES OF THE NOTICE OF INTENT (NOI) FORM AND PERMIT CERTIFICATE THAT HAVE BEEN FILED WITH THE OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY (ODEQ). THE PLAN MUST BE KEPT CURRENT WITH UP-TO-DATE AMENDMENTS DURING THE PROGRESSION OF THE PROJECT. ALL CONTRACTOR OFF-SITE OPERATIONS ASSOCIATED WITH THE PROJECT MUST BE DOCUMENTED IN THE SWPPP, I.E., BORROW PITS, WORK ROADS, DISPOSAL SITES, ASPHALT/CONCRETE PLANTS, ETC. THE BASIC GOAL OF STORM WATER MANAGEMENT IS TO IMPROVE WATER QUALITY BY REDUCING POLLUTANTS IN STORM WATER DISCHARGES. RUNOFF FROM CONSTRUCTION SITES HAS A POTENTIAL FOR POLLUTION DUE TO EXPOSED SOILS AND THE PRESENCE OF HAZARDOUS MATERIALS USED IN THE CONSTRUCTION PROCESS. THE PREVENTION OF SOIL EROSION, CONTAINMENT OF HAZARDOUS MATERIALS AND/OR THE INTERCEPTION OF THESE POLLUTANTS BEFORE LEAVING THE CONSTRUCTION SITE ARE THE BEST PRACTICES FOR CONTROLLING STORM WATER POLLUTION.

THE FOLLOWING SECTIONS OF THE 2009 ODOT STANDARD SPECIFICATIONS SHOULD BE NOTED:

- 103.05 BONDING REQUIREMENTS
- 104.10 FINAL CLEANING UP
- 104.12 CONTRACTOR'S RESPONSIBILITY FOR WORK
- 104.13 ENVIRONMENTAL PROTECTION
- 106.08 STORAGE AND HANDLING OF MATERIAL
- 107.01 LAWS, RULES AND REGULATIONS TO BE OBSERVED
- 107.20 STORM WATER MANAGEMENT
- 220 MANAGEMENT OF EROSION, SEDIMENTATION AND STORM WATER POLLUTION PREVENTION AND CONTROL
- 221 TEMPORARY SEDIMENT CONTROL

IN ADDITION:

ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA. ODEQ, WATER QUALITY DIVISION, SEPTEMBER 13, 2017.

Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011(05)\Plan Sheets\31011(05)-STORM WATER MANAGEMENT PLAN.dgn

02-21-20

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN			<h2 style="margin: 0;">STORM WATER MANAGEMENT PLAN</h2>	
CHECKED				
APPROVED				
SQUAD	RAPSON			
COUNTY - OKLAHOMA			HIGHWAY - I-40	STATE JOB NO. - 31011(05) SHEET NO. - XXX

BEARING COMPARISON:
 THIS SURVEY = S 66°42'03.50" E
 SWO4834(1) SURVEY = S 66°42'03.50" E
 SWO1748(4) SURVEY = S 66°20'05" E
 SWO2111(1) SURVEY = S 66°20'05" E
 FAP NO. I-40-5(3)156 PLANS = S 66°20'05" E
 FAP NO. I-40-5(34)&(17)159 PLANS = S 66°20'05" E

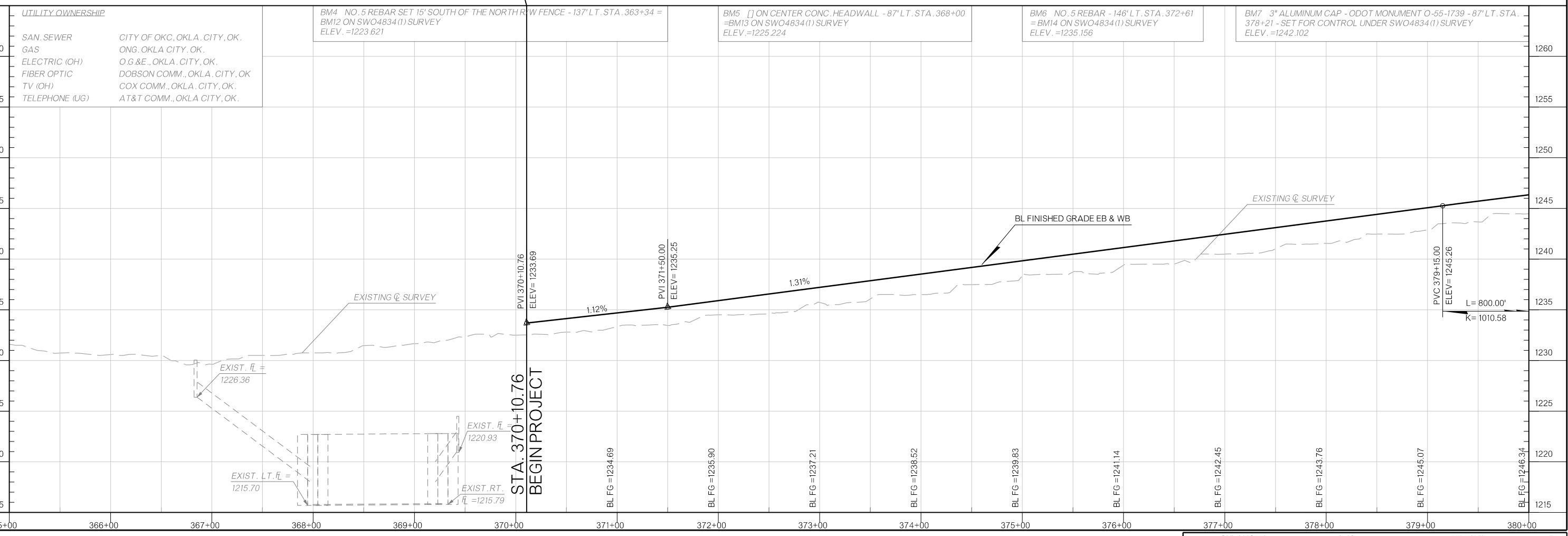
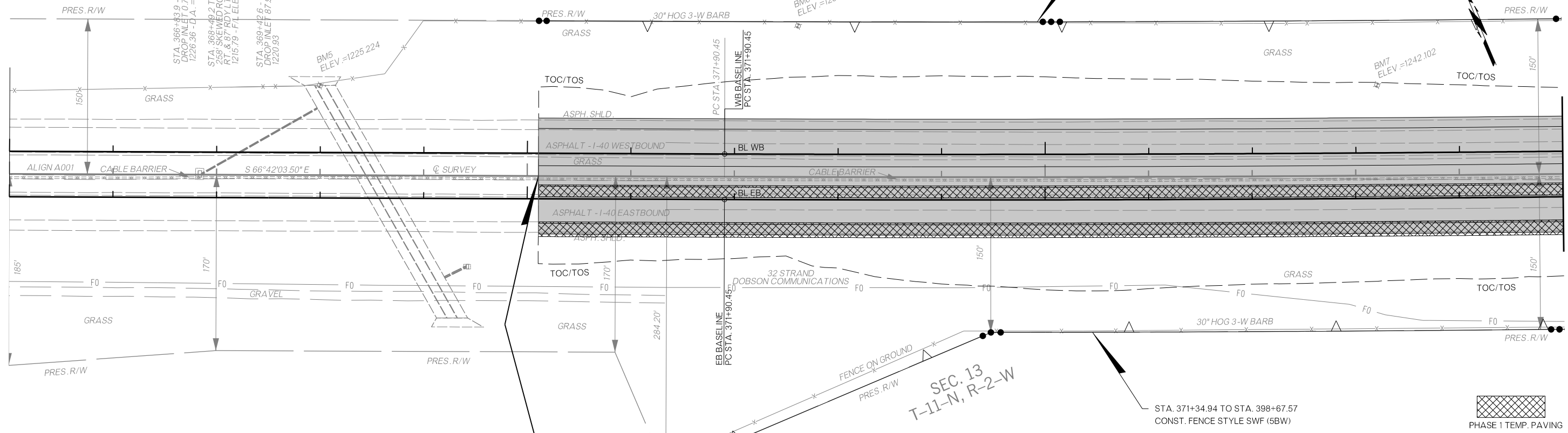
SEC. 13
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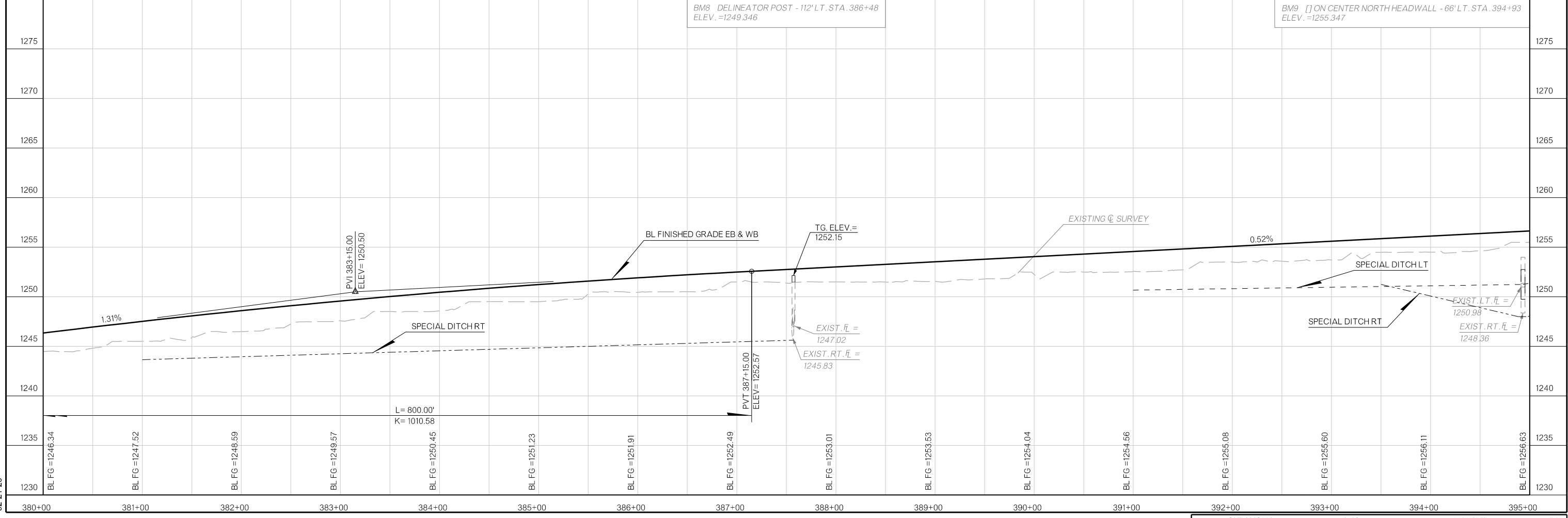
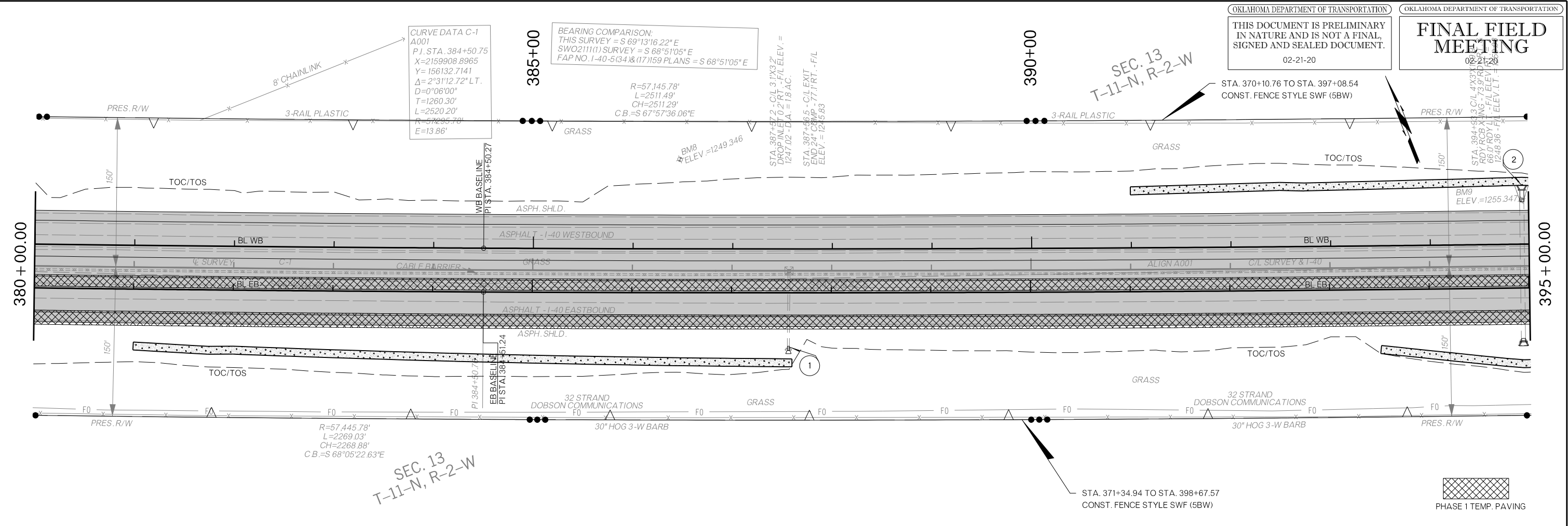
365+00

370+00

375+00

380+00.00



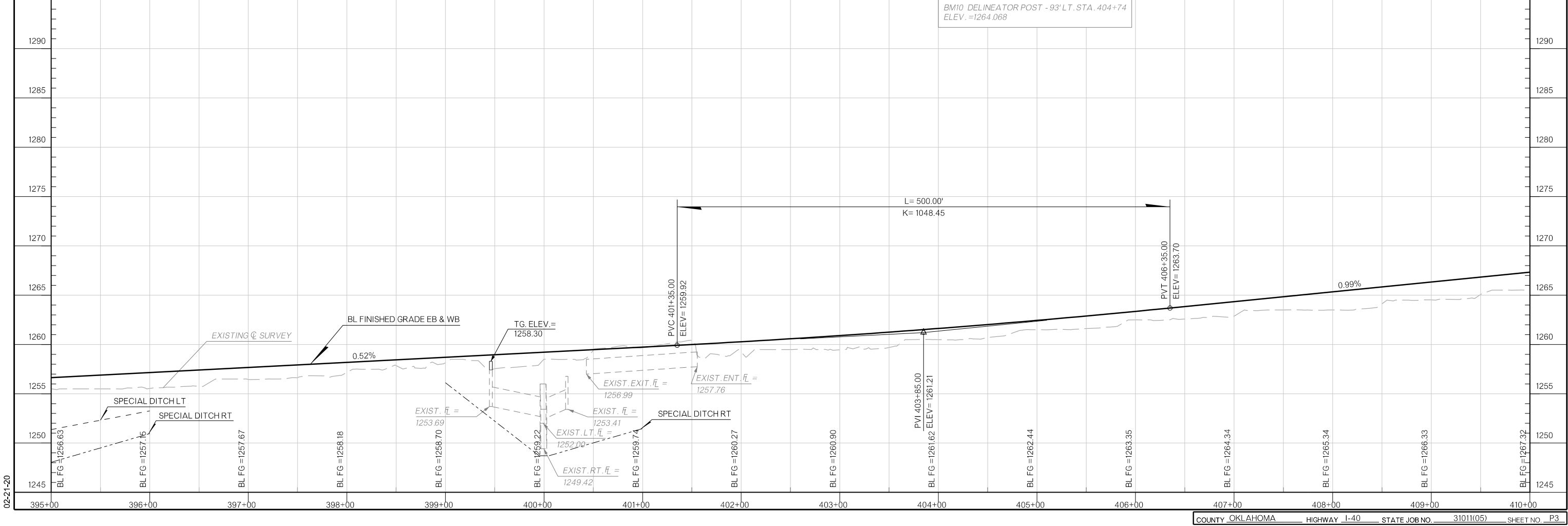
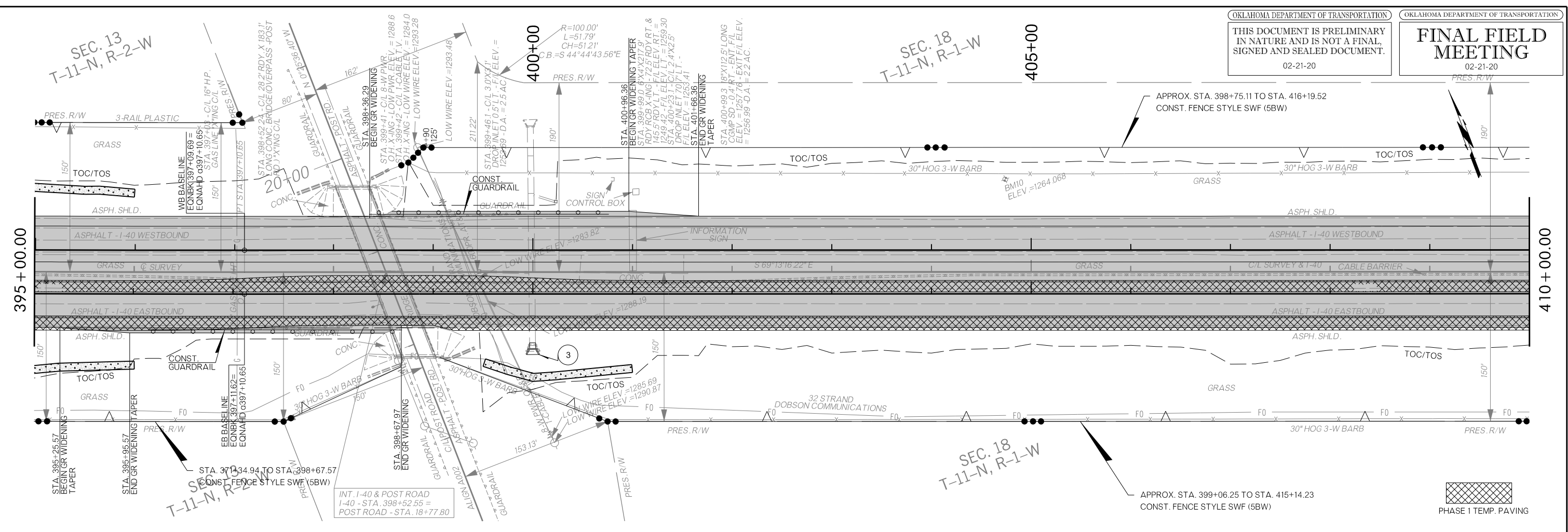


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T-11-N, R-2-W

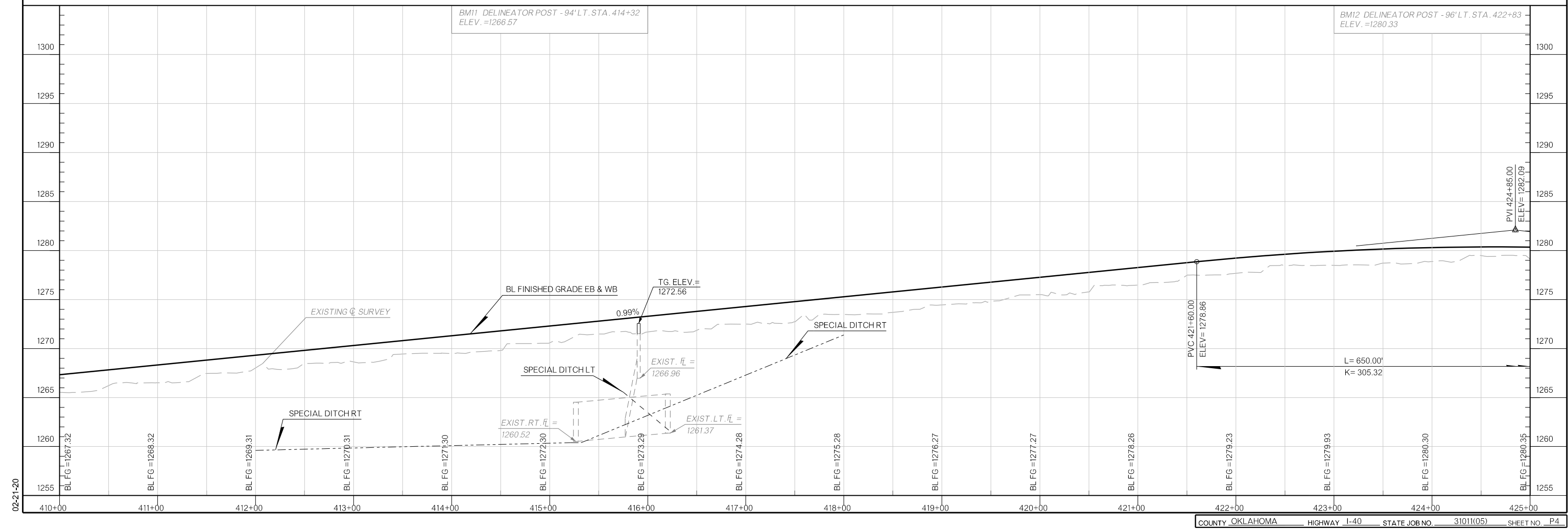
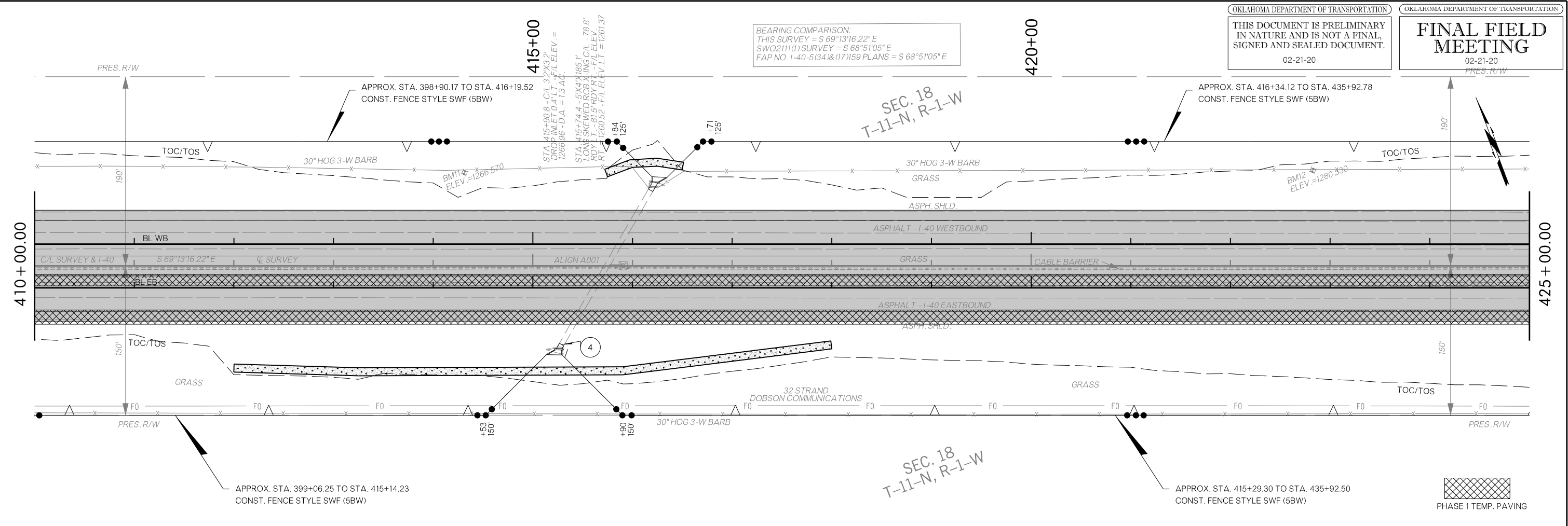
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T-11-N, R-1-W

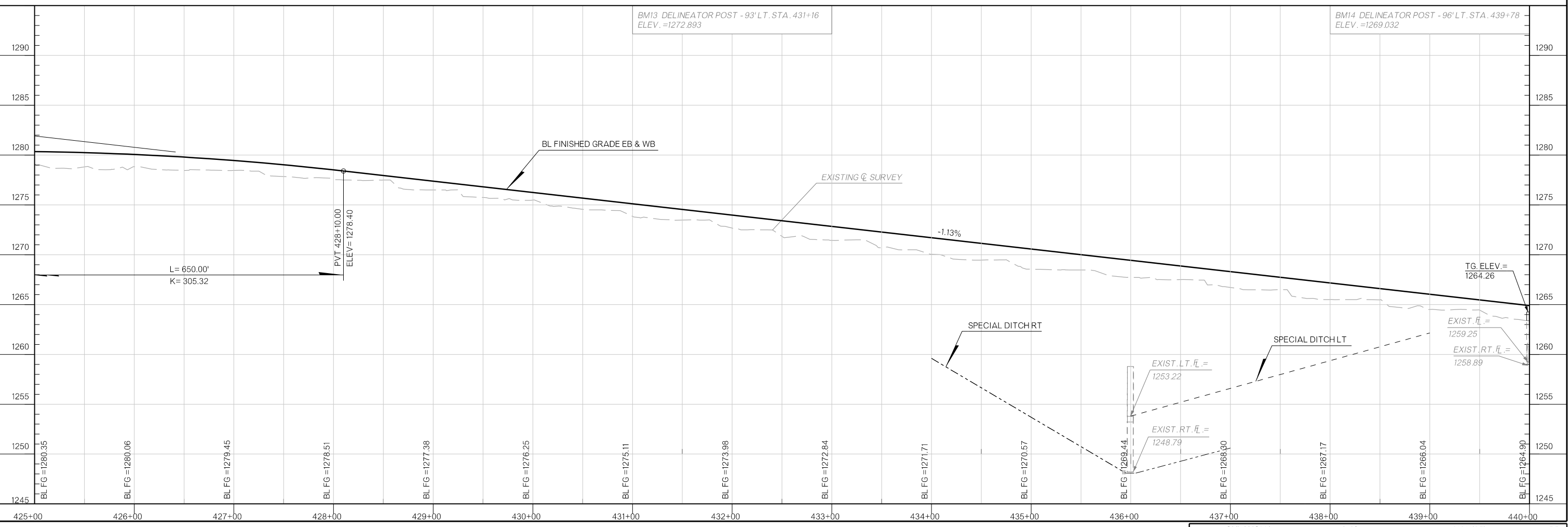
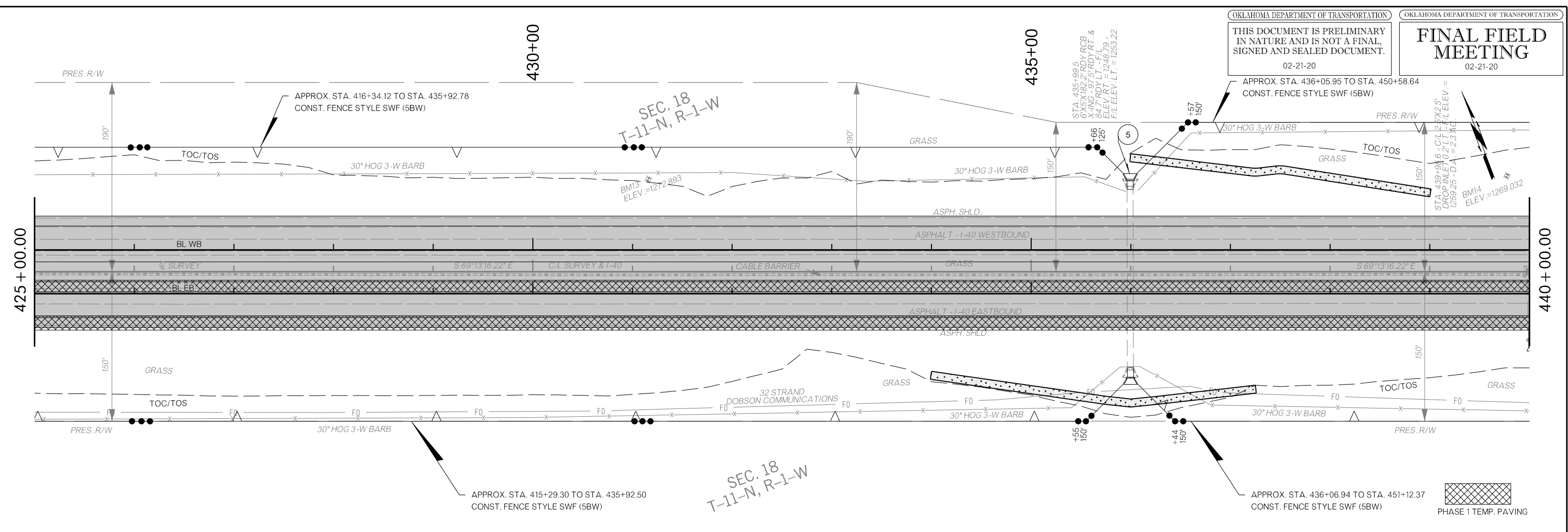
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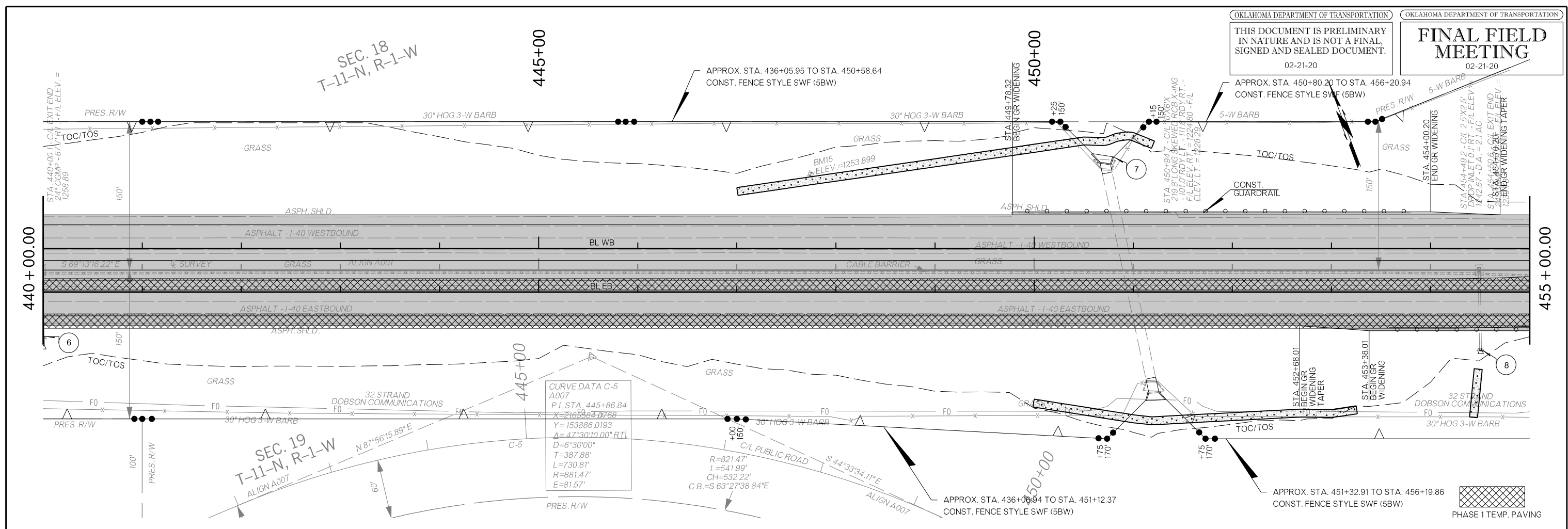
OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
MEETING**
02-21-20



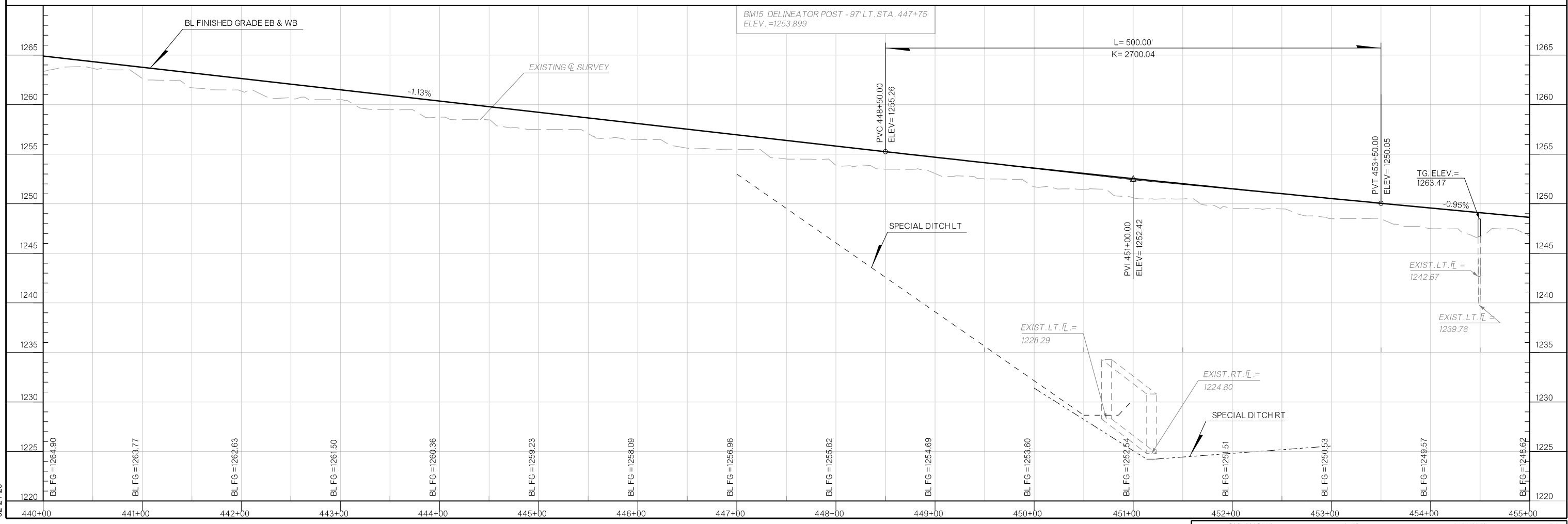
BEARING COMPARISON:
 THIS SURVEY = S 69°13'16.22" E
 SWO2111(1) SURVEY = S 68°51'05" E
 FAP NO. I-40-5(34)&(17)159 PLANS = S 68°51'05" E

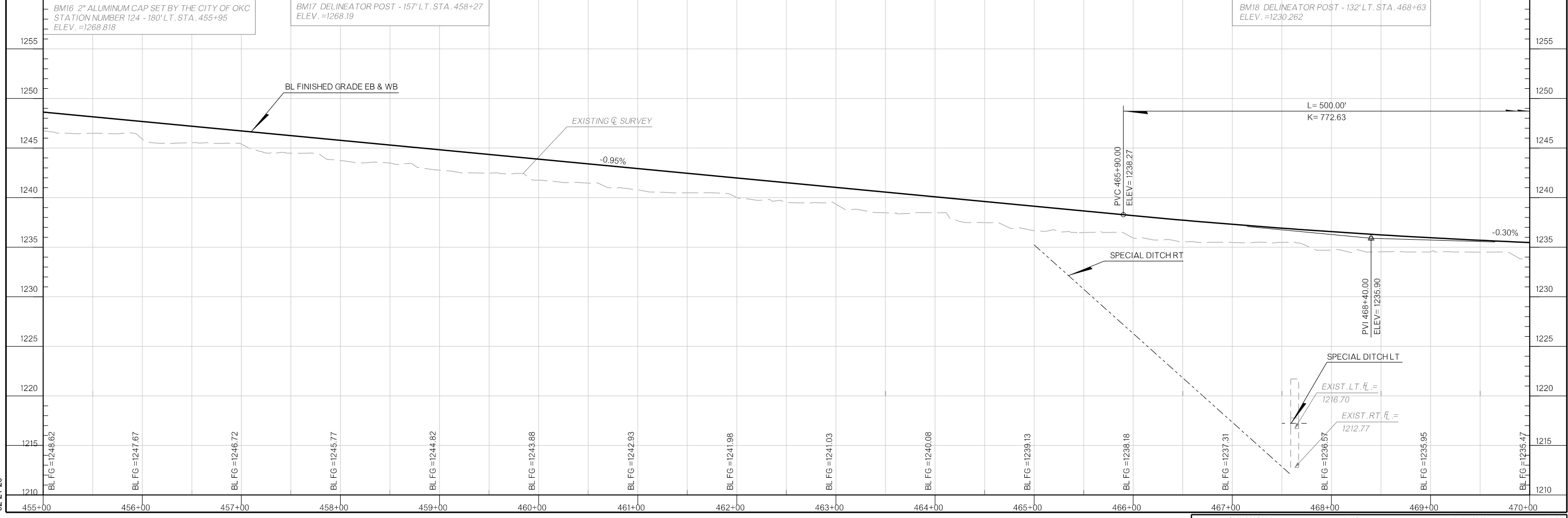
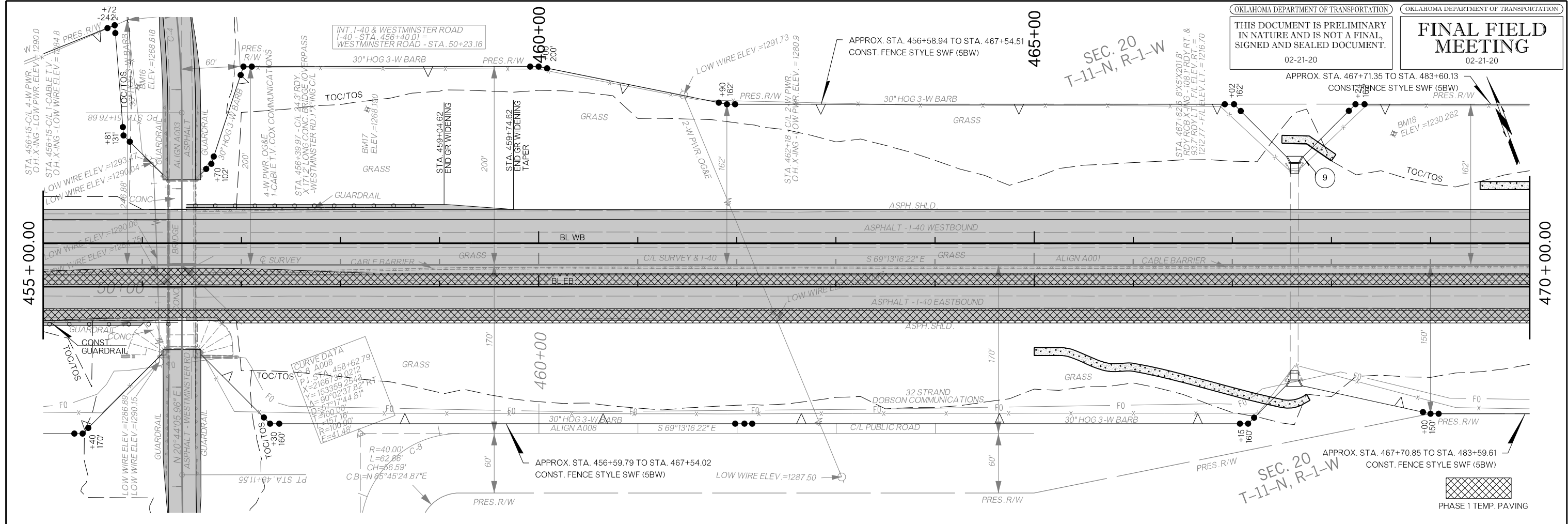




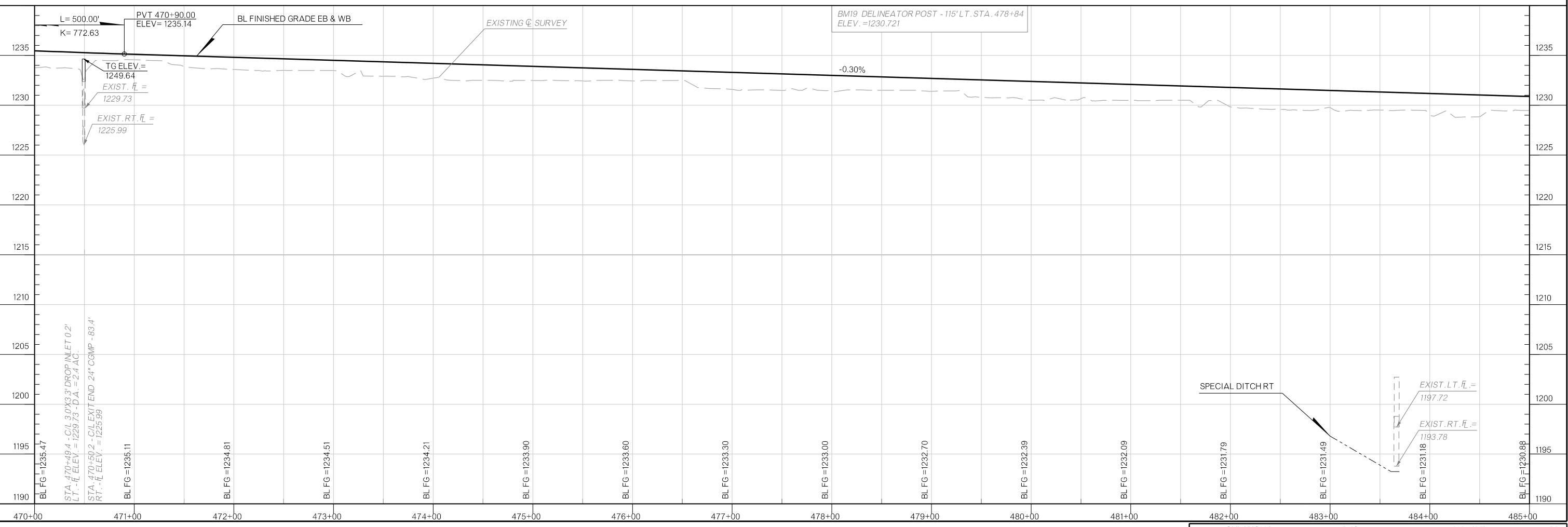
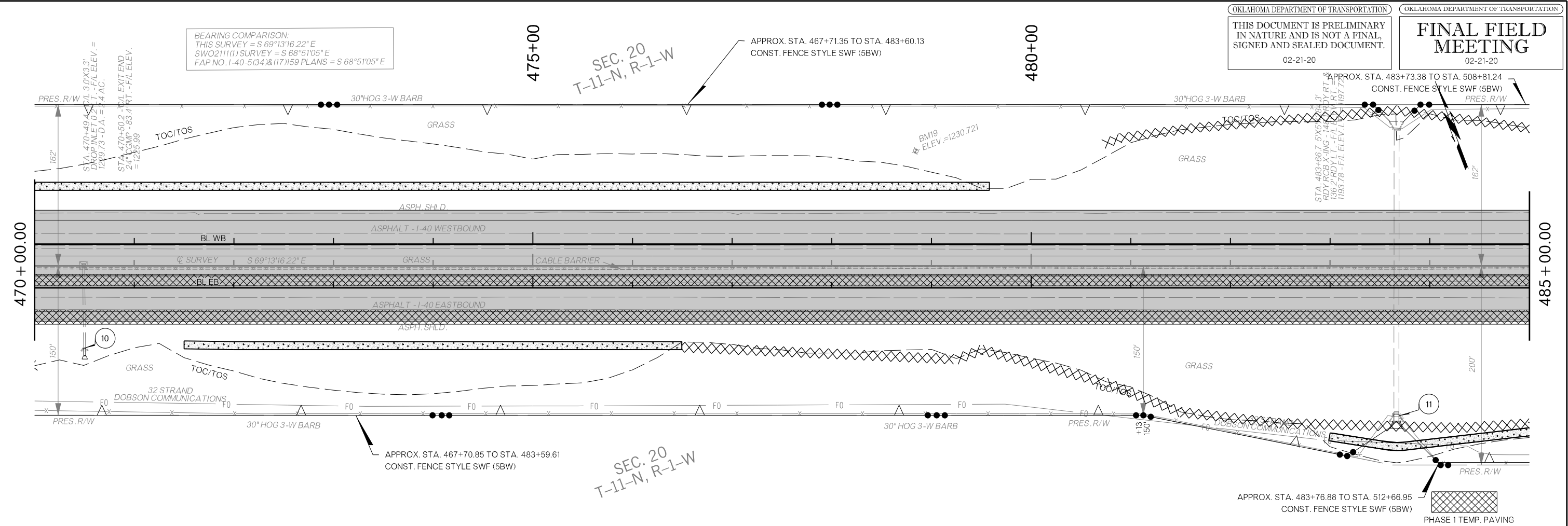


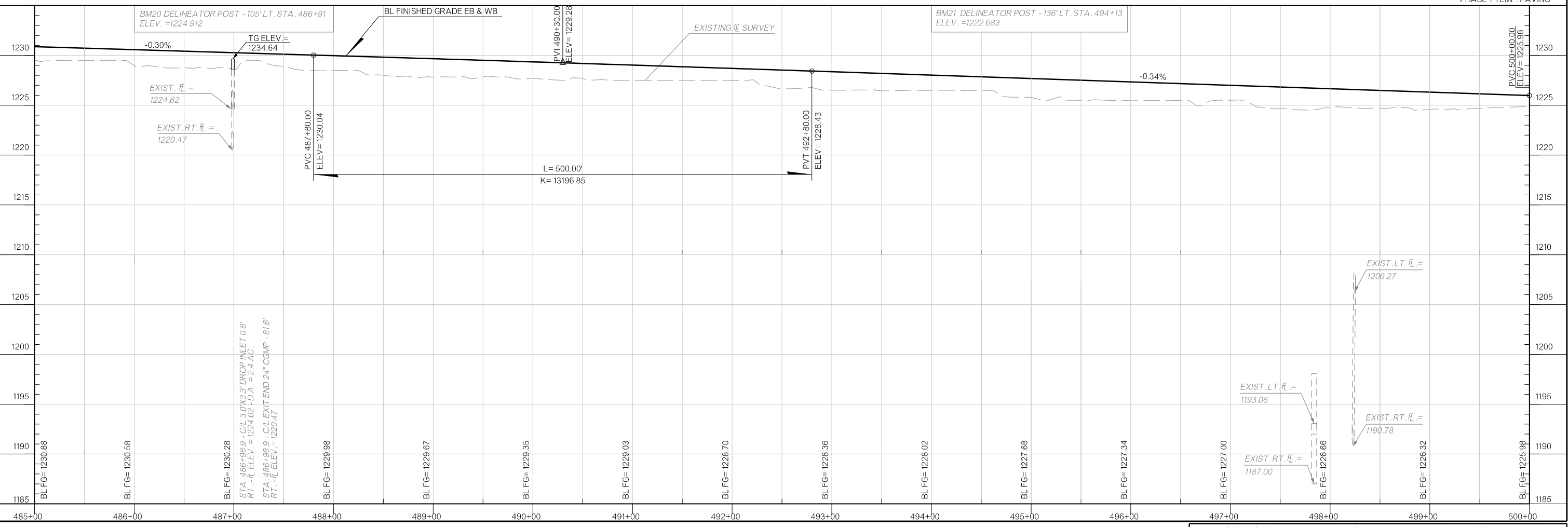
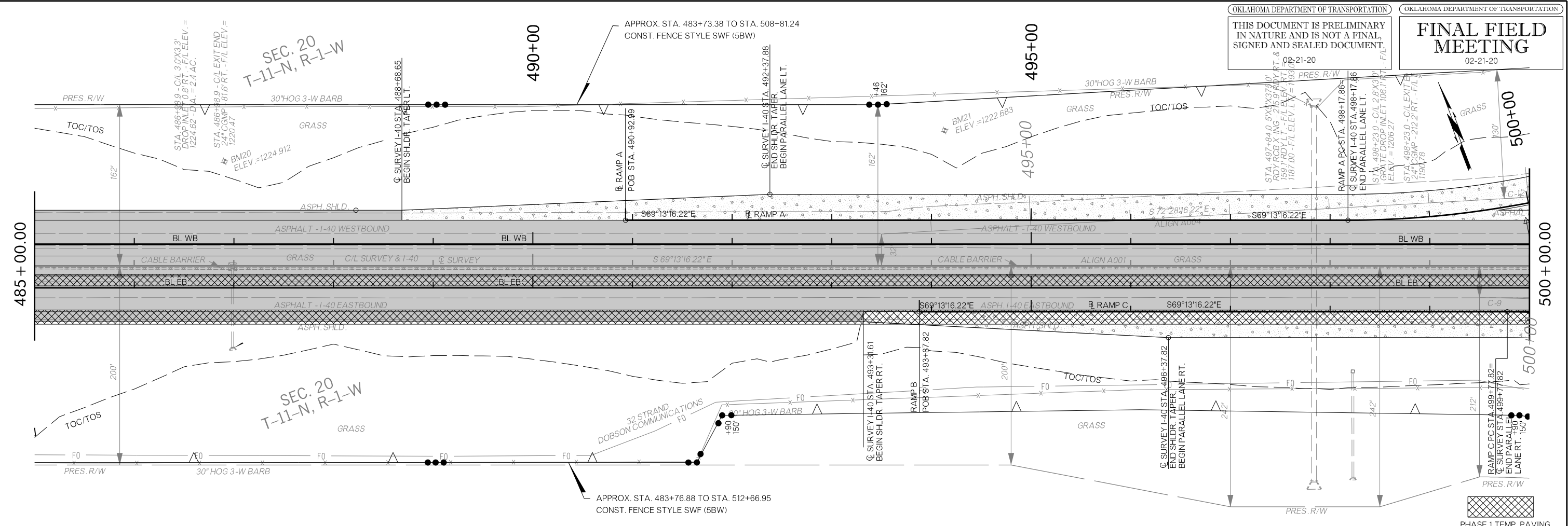
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 A007**
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 Y=153886.0193
 Δ=47°30'10.00" RT
 D=6°30'00"
 T=387.88'
 L=730.81'
 R=881.47'
 E=81.57'

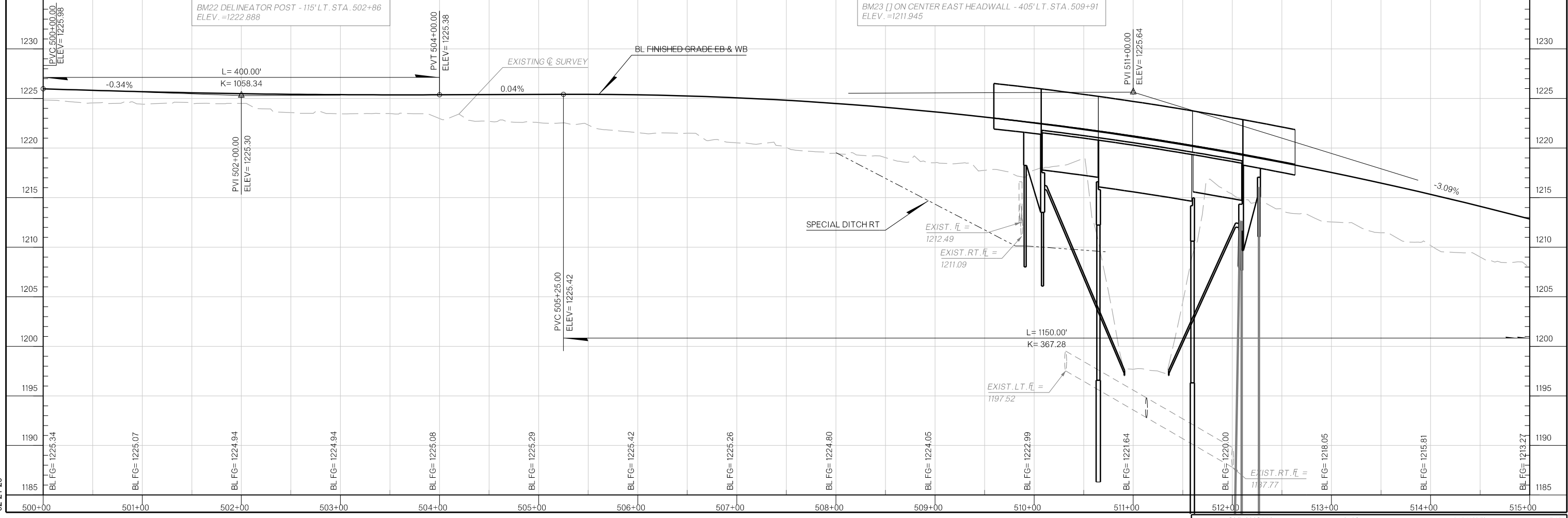
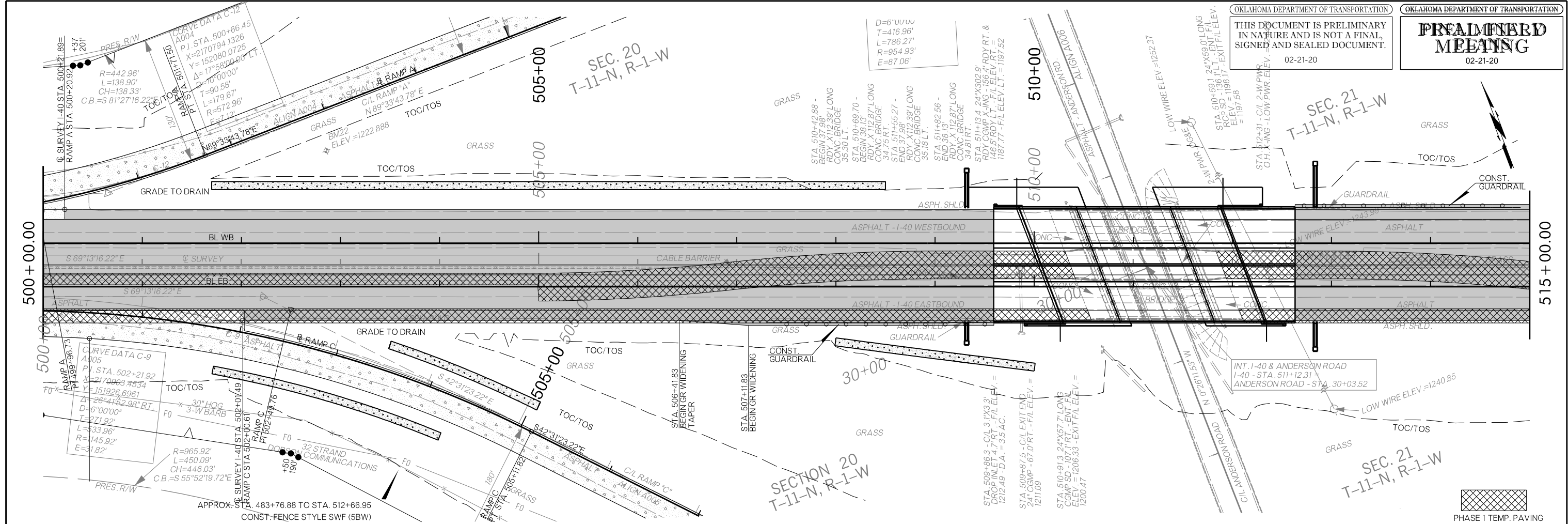




BEARING COMPARISON:
 THIS SURVEY = S 69°13'16.22" E
 SWO2111(1) SURVEY = S 68°51'05" E
 FAP NO. 1-40-5(34) & (17)159 PLANS = S 68°51'05" E



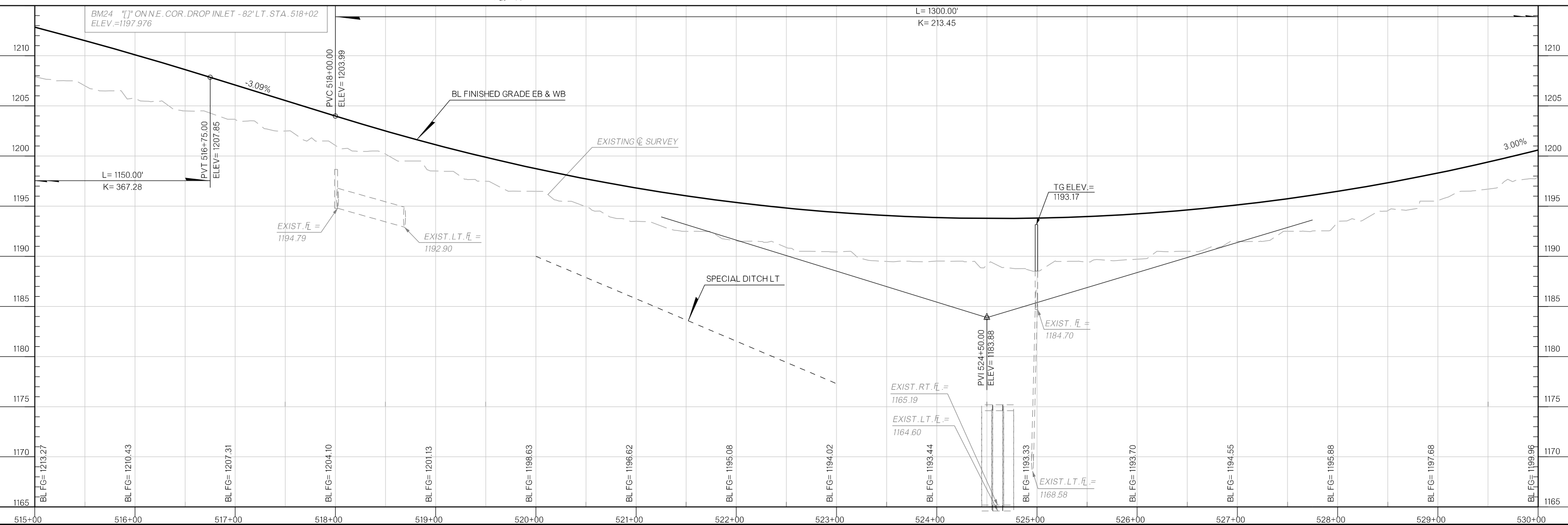
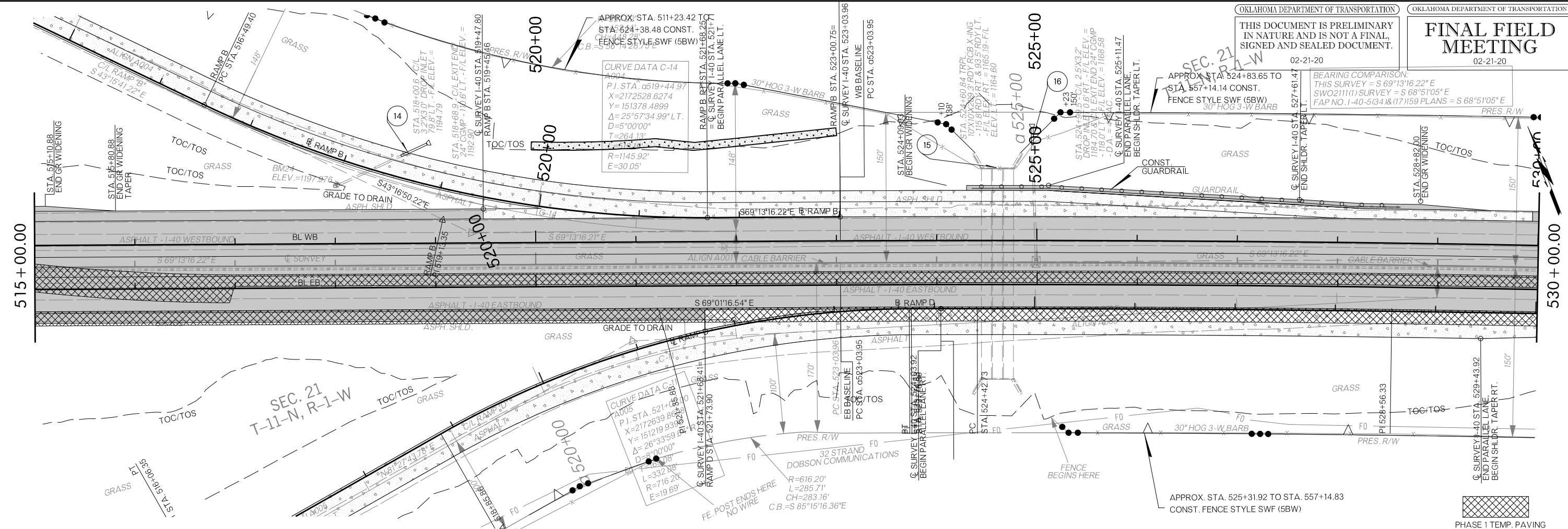




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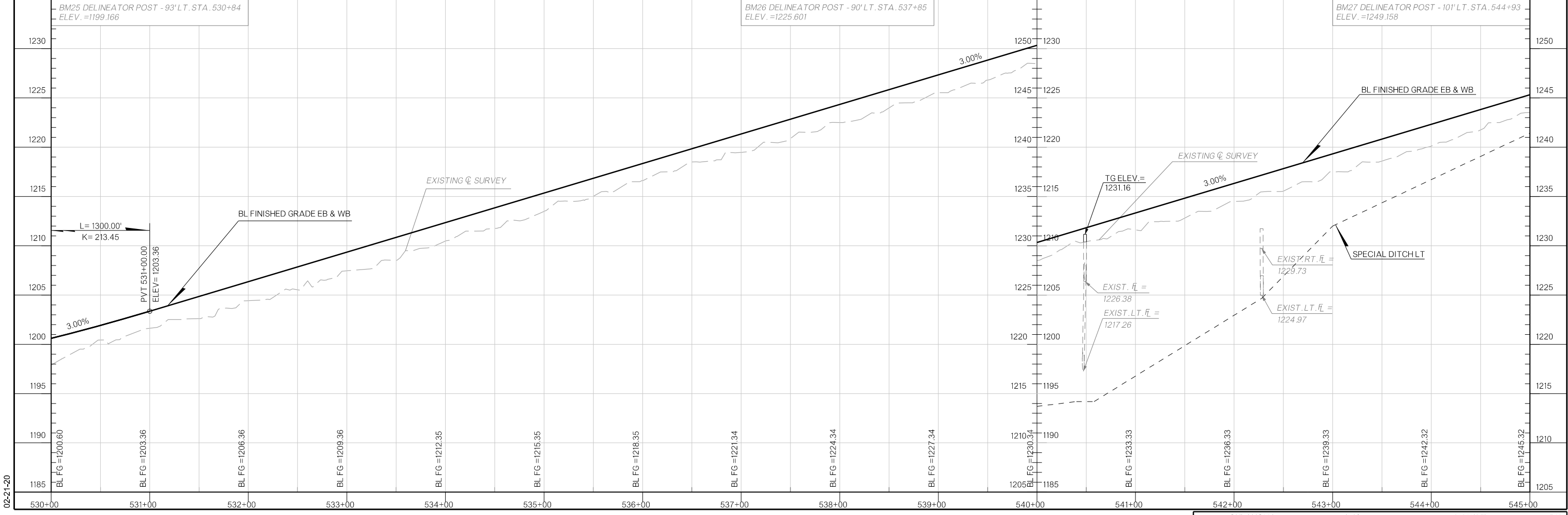
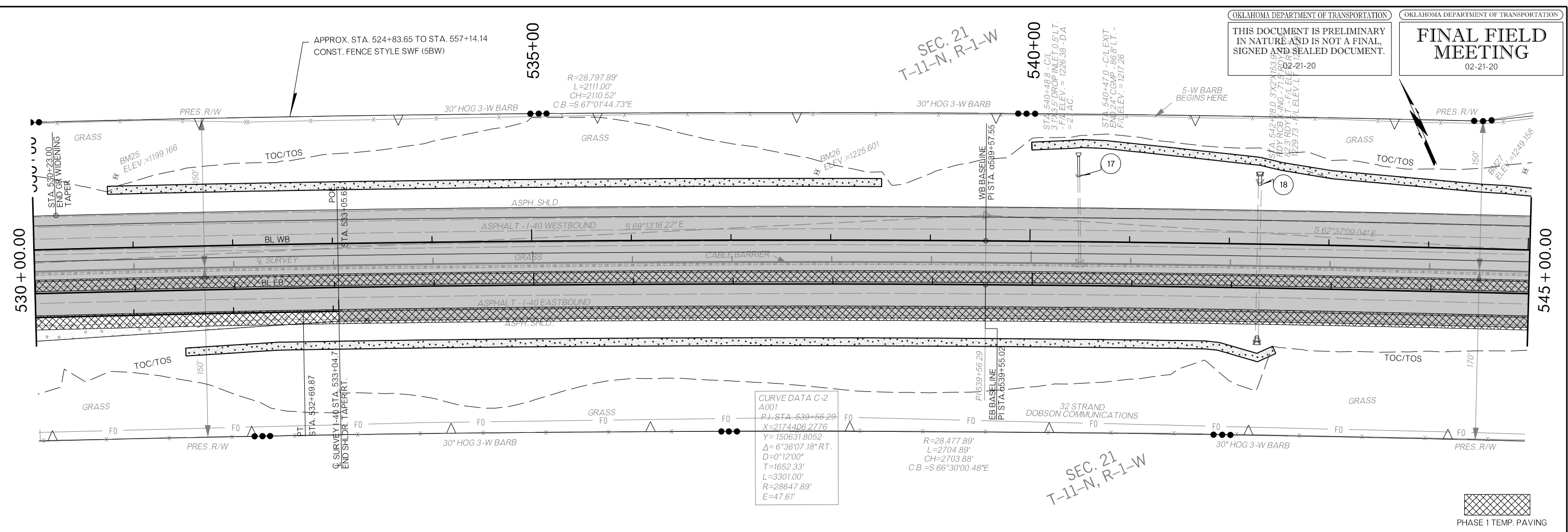
FINAL FIELD MEETING

02-21-20

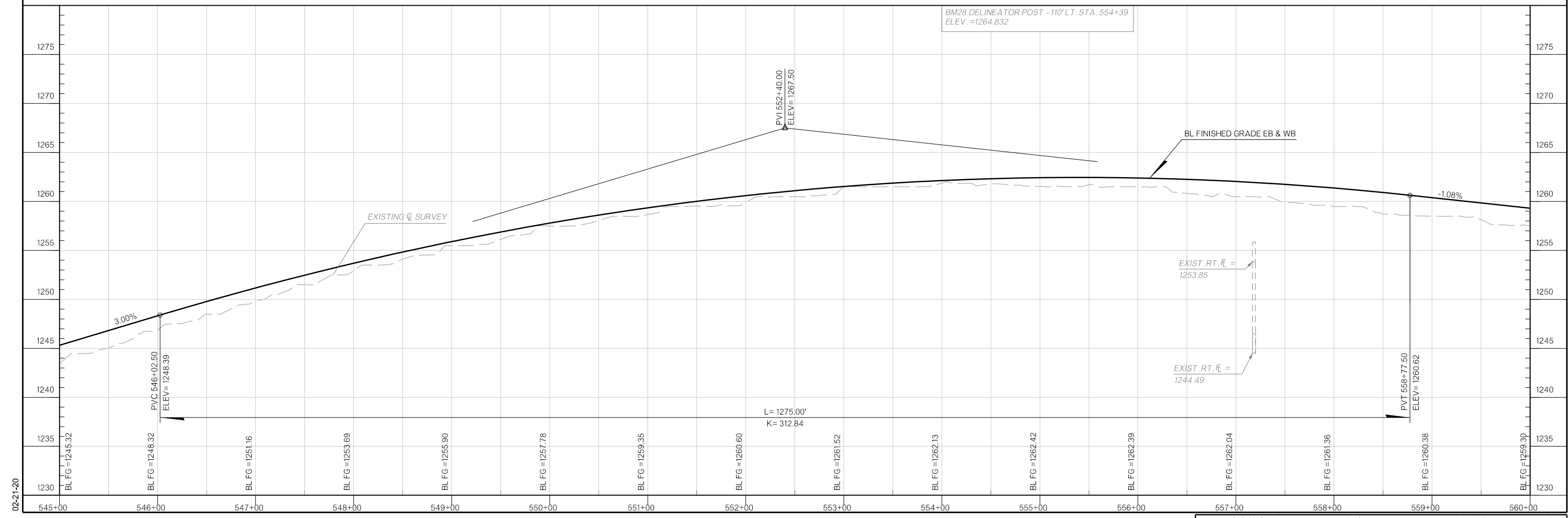
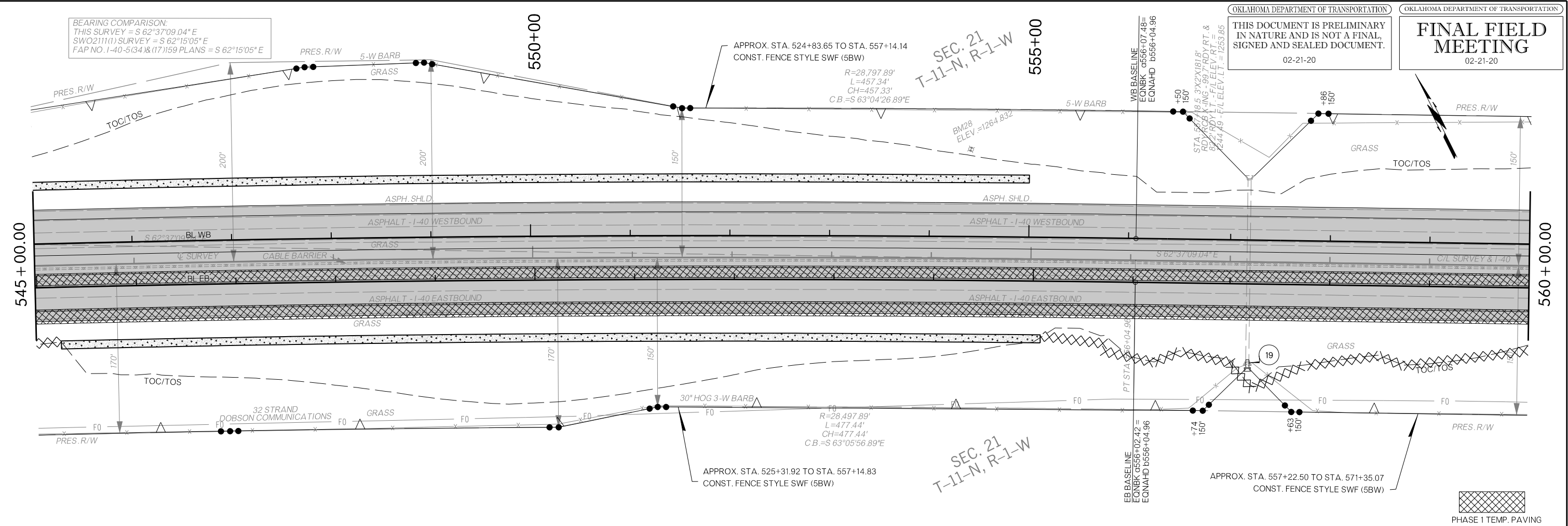


SEC. 21
 T-11-N, R-1-W

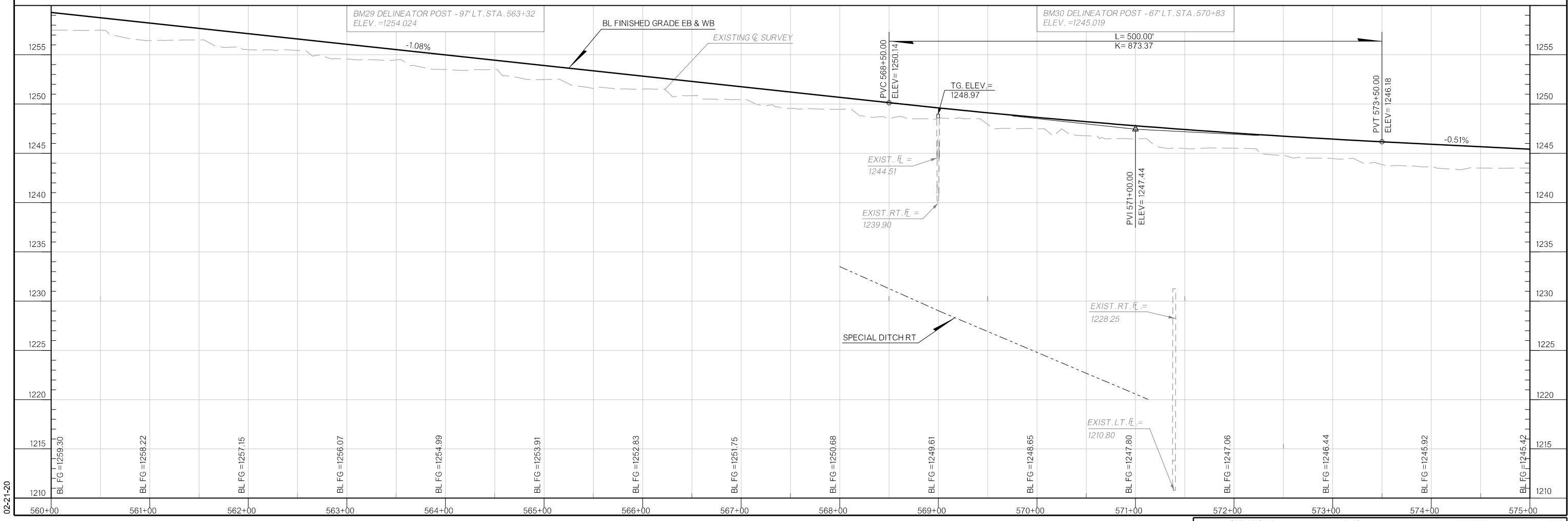
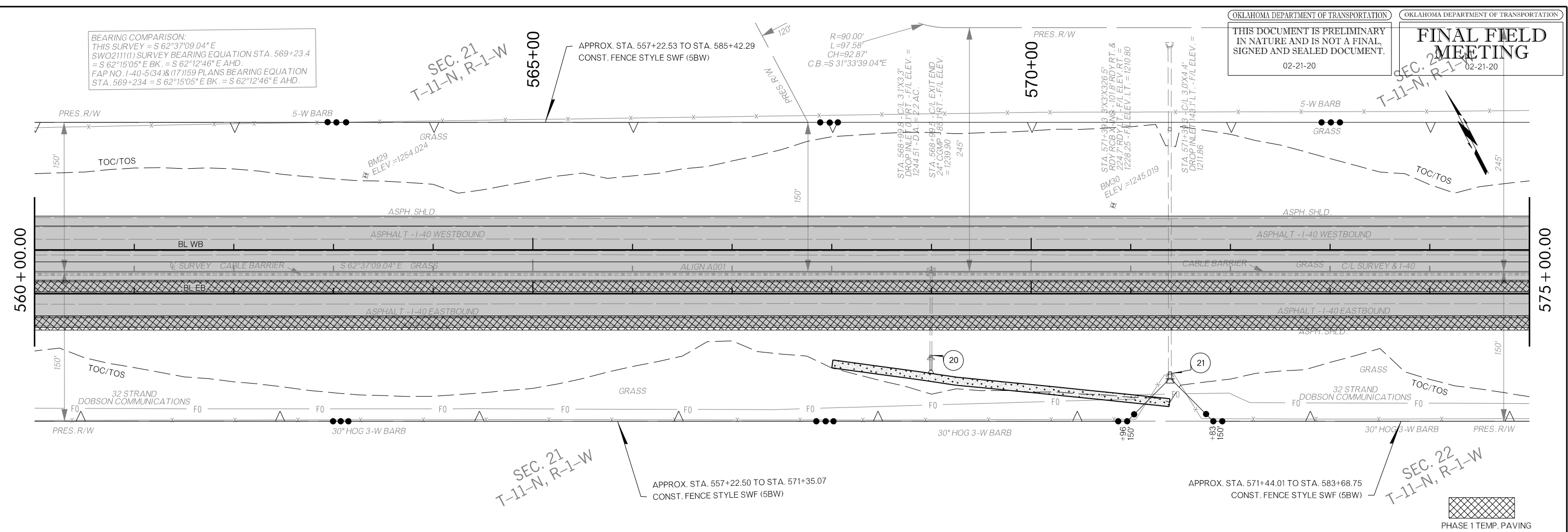
SEC. 21
 T-11-N, R-1-W

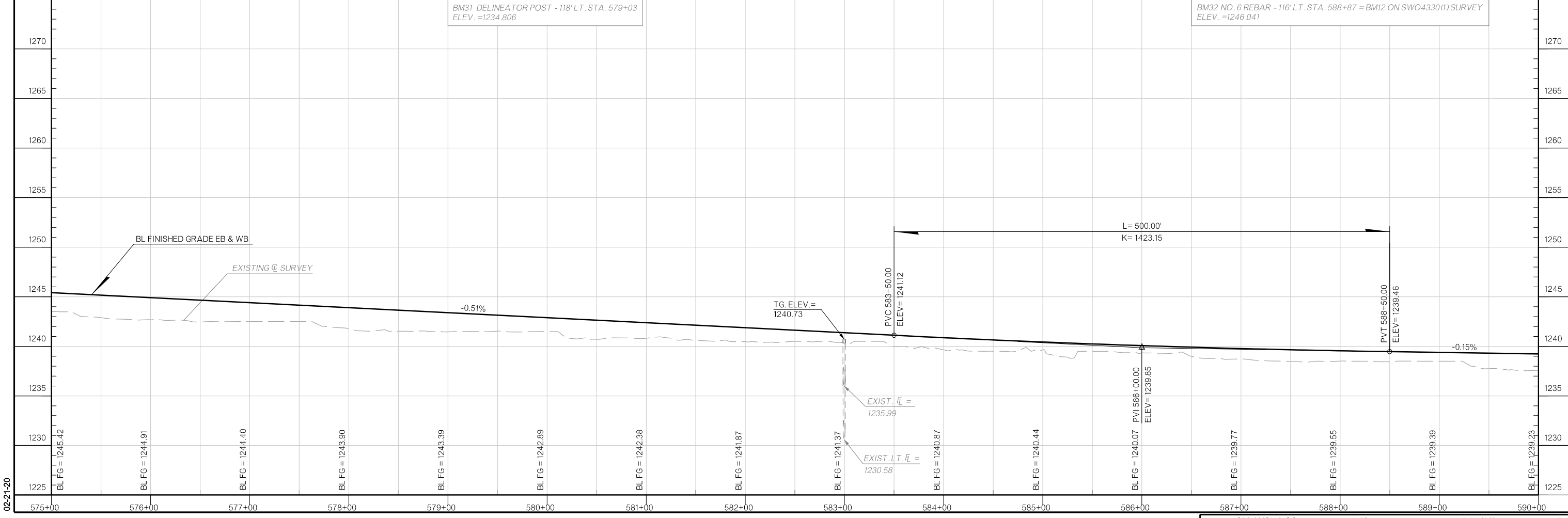
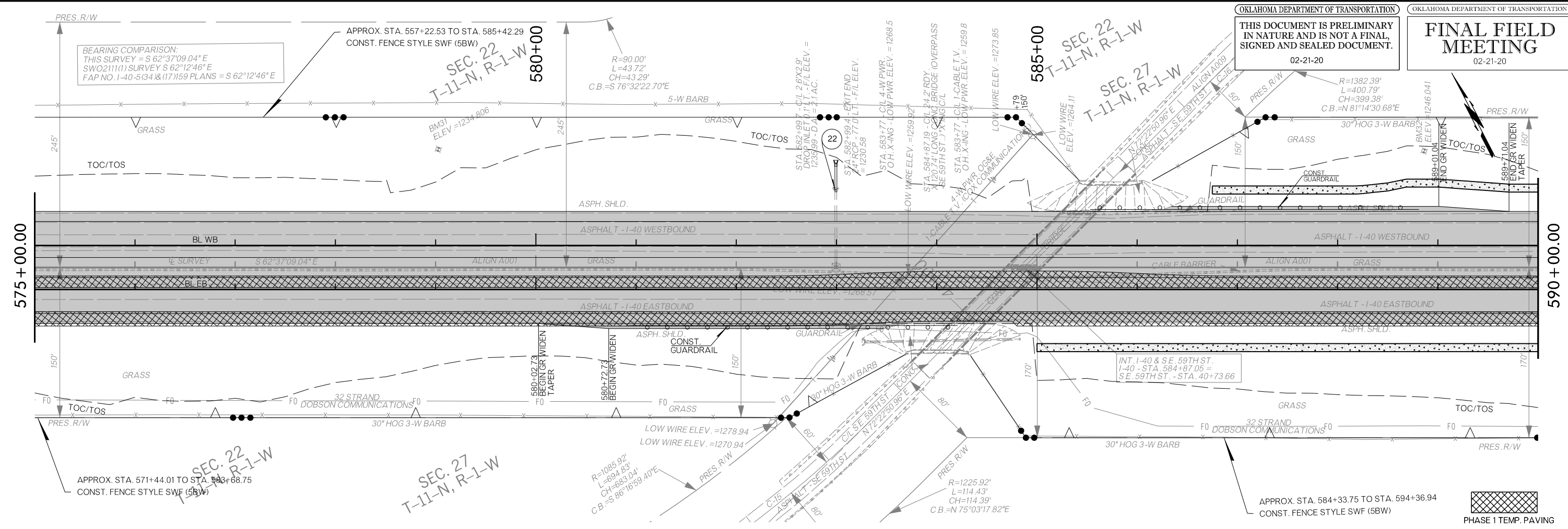


BEARING COMPARISON:
 THIS SURVEY = S 62°37'09.04" E
 SWO2111(1) SURVEY = S 62°15'05" E
 FAP NO. I-40-5(34) & (17) 159 PLANS = S 62°15'05" E



BEARING COMPARISON:
 THIS SURVEY = S 62°37'09.04" E
 SWO2111(1) SURVEY BEARING EQUATION STA. 569+23.4
 = S 62°15'05" E BK. = S 62°12'46" E AHD.
 FAP NO. I-40-5(34) & (17)159 PLANS BEARING EQUATION
 STA. 569+234 = S 62°15'05" E BK. = S 62°12'46" E AHD.



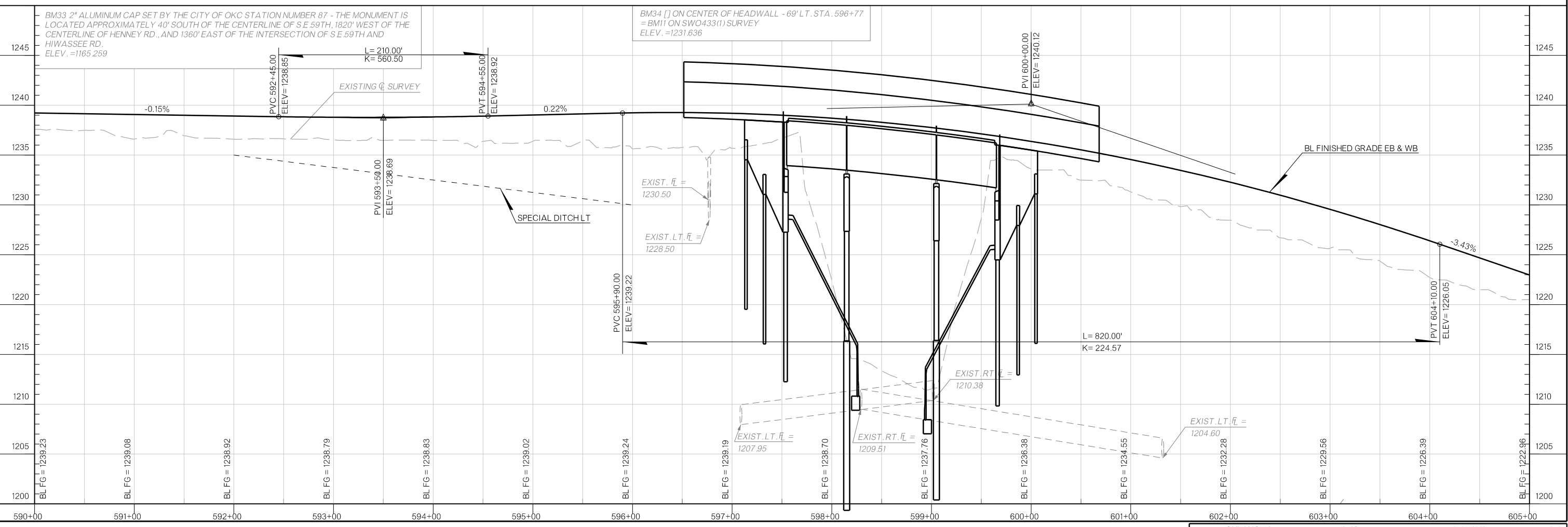
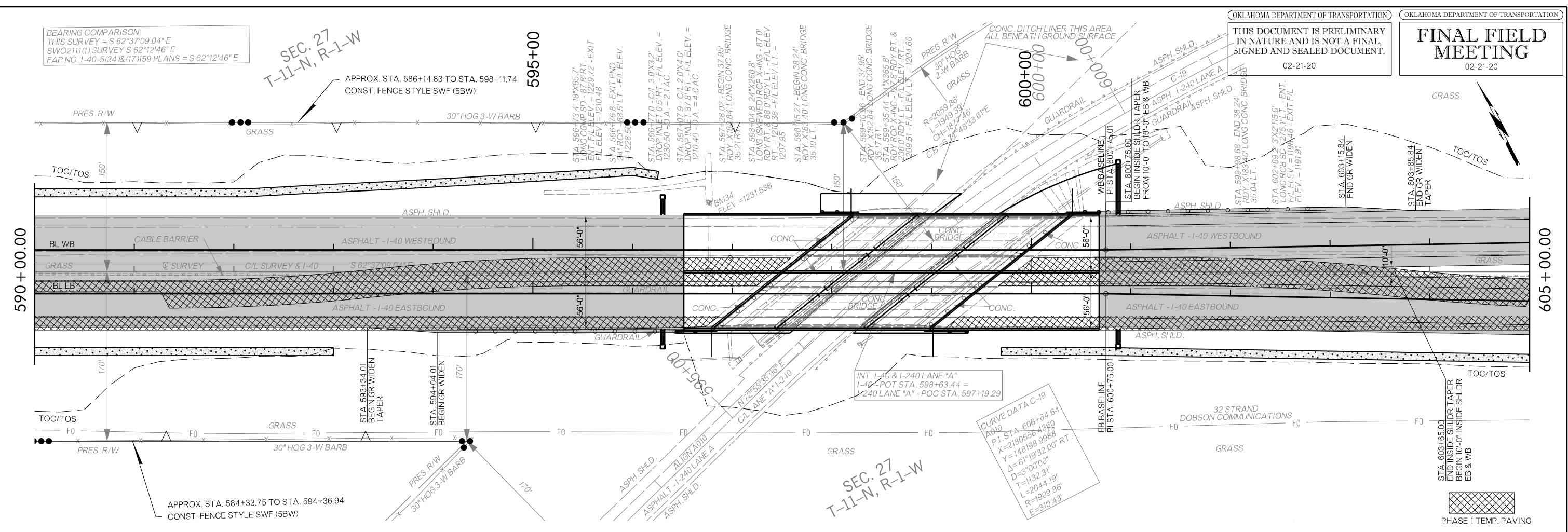


BEARING COMPARISON:
 THIS SURVEY = S 62°37'09.04"E
 SWO211(1) SURVEY S 62°12'46"E
 FAP NO. 1-40-5(34)&(17)159 PLANS = S 62°12'46"E

SEC. 27
 T-11-N, R-1-W

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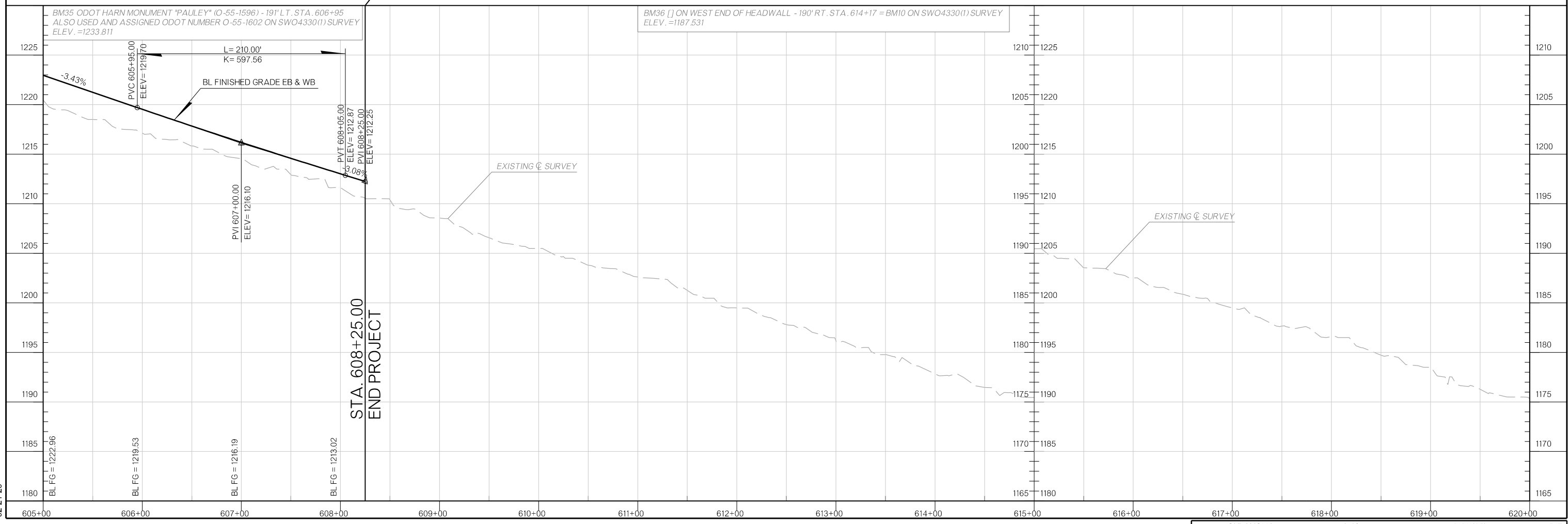
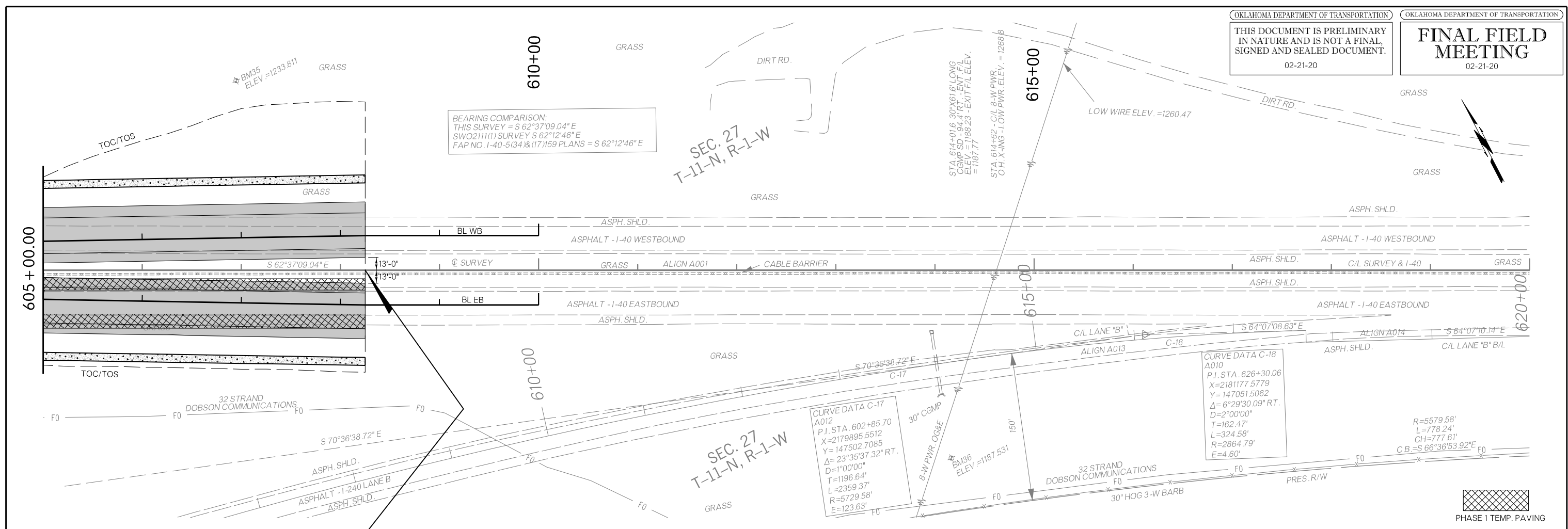
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
 02-21-20



BM33 2" ALUMINUM CAP SET BY THE CITY OF OKC STATION NUMBER 87 - THE MONUMENT IS LOCATED APPROXIMATELY 40' SOUTH OF THE CENTERLINE OF S E 59TH, 1820' WEST OF THE CENTERLINE OF HENNEY RD., AND 1360' EAST OF THE INTERSECTION OF S E 59TH AND HIWASSEE RD. ELEV. = 1165.259

BM34 [] ON CENTER OF HEADWALL - 69' LT. STA. 596+77 = BM11 ON SWO433(1) SURVEY ELEV. = 1231.636

CURVE DATA C-19
 AB10
 P.I. STA. 606+64.64
 X=2180.556+4360
 Y=148198.9988
 Δ=61°19'32.00" RT.
 D=3°00'00"
 T=1132.31'
 L=2044.19'
 R=1909.86'
 E=310.43'



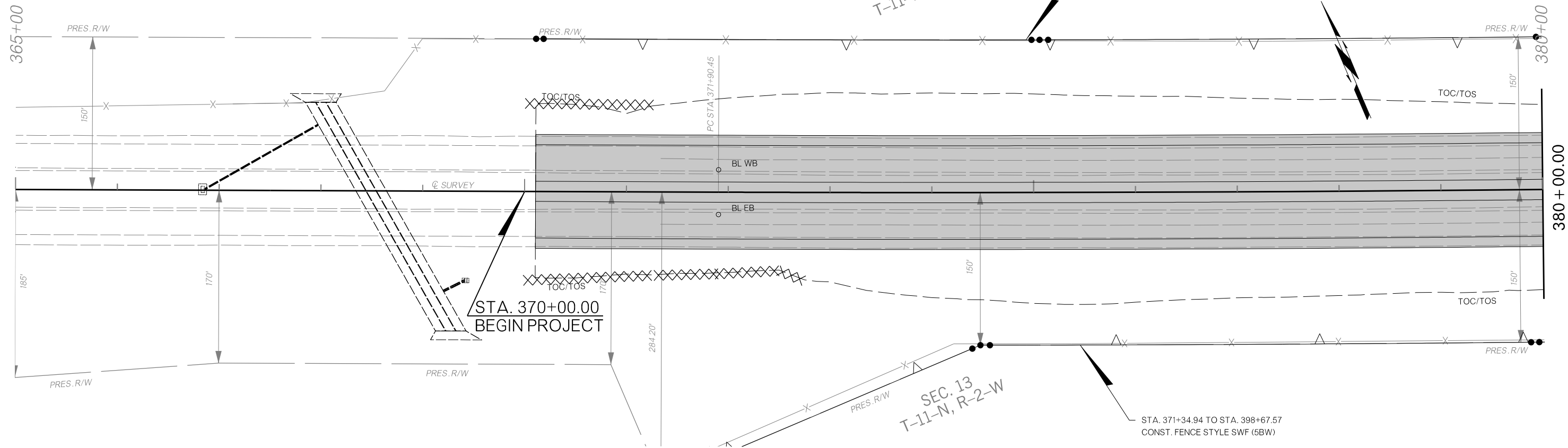
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 02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
 MEETING**
 02-21-20

SEC. 13
 T-11-N, R-2-W

STA. 370+10.76 TO STA. 397+08.54
 CONST. FENCE STYLE SWF (5BW)

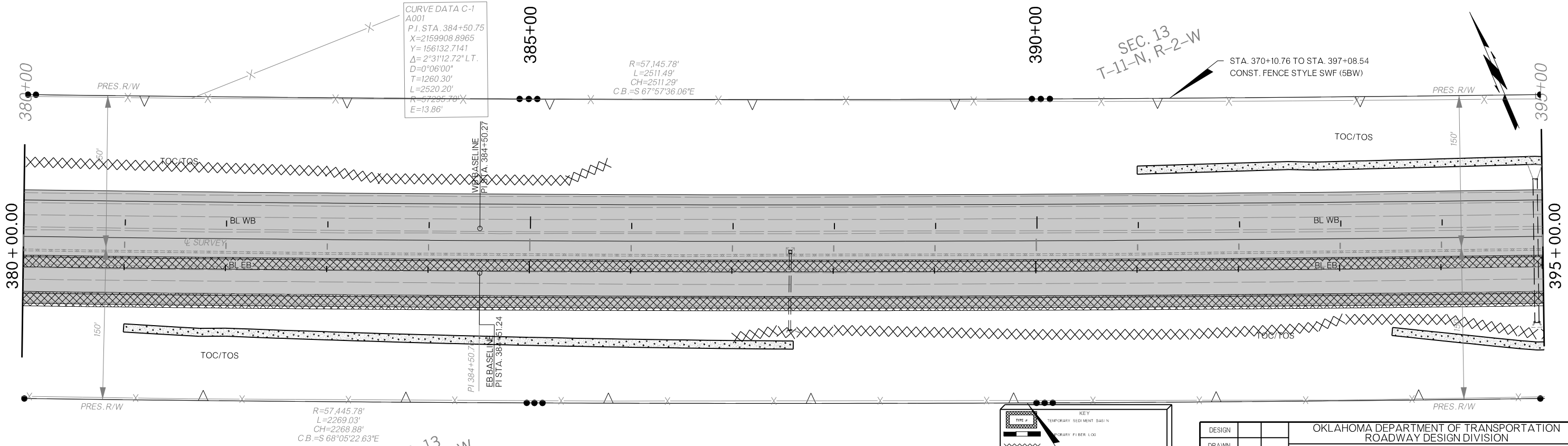


CURVE DATA C-1
 A001
 P.I. STA. 384+50.75
 X=2159908.8965
 Y=156132.7141
 $\Delta=2^{\circ}31'12.72''$ L.T.
 D=0^{\circ}06'00''
 T=1260.30'
 L=2520.20'
 R=57295.70'
 E=13.86'

R=57,145.78'
 L=2511.49'
 CH=2511.29'
 C.B.=S 67^{\circ}57'36.06''E

SEC. 13
 T-11-N, R-2-W

STA. 370+10.76 TO STA. 397+08.54
 CONST. FENCE STYLE SWF (5BW)



R=57,445.78'
 L=2269.03'
 CH=2268.88'
 C.B.=S 68^{\circ}05'22.63''E

SEC. 13
 T-11-N, R-2-W

KEY

	TEMPORARY SEDIMENT BASIN
	TEMPORARY FIBER LOG
	TEMPORARY SILT FENCE
	TEMPORARY SILT DIKE
	TEMPORARY SEDIMENT FILTER
	HOOK FILTER

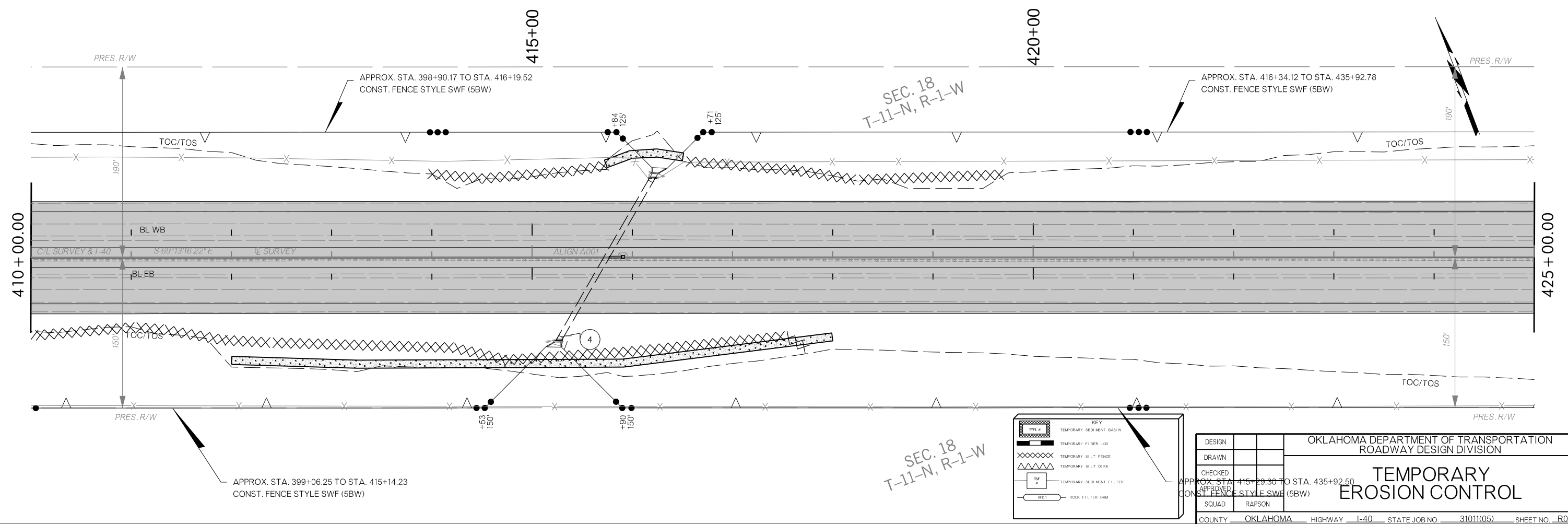
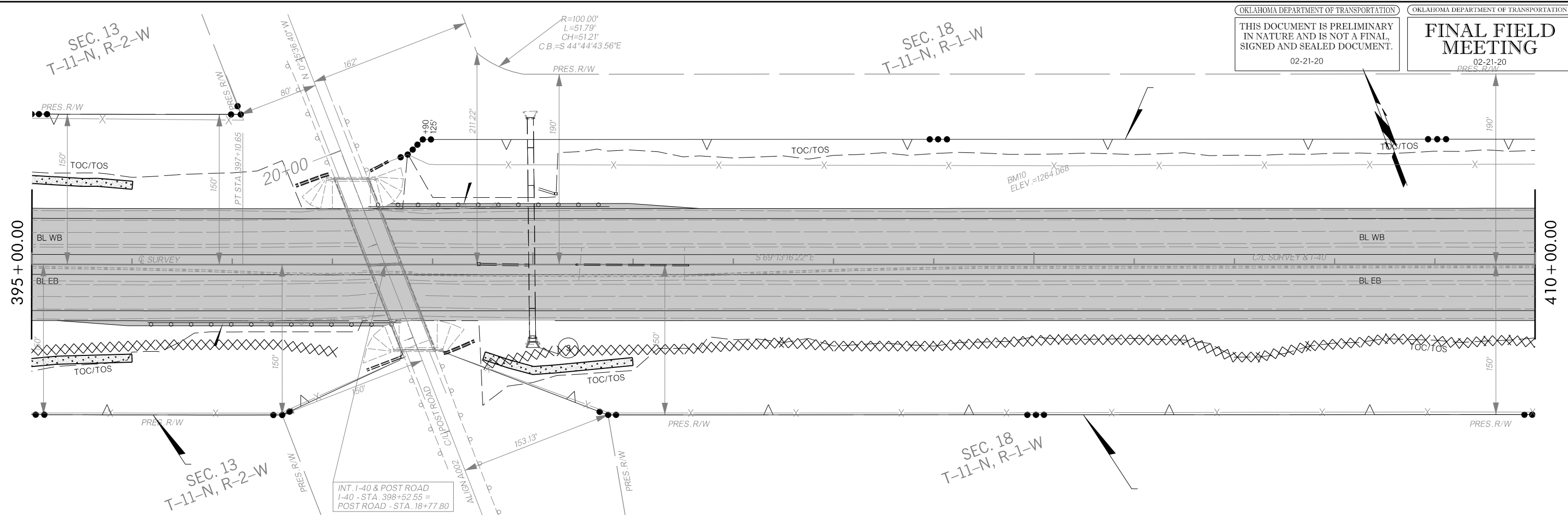
DESIGN	
DRAWN	
CHECKED	
APPROVED	
BY	RAPSON

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
**TEMPORARY
 EROSION CONTROL**

Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011(05)\Plan Sheets\31011(05) - TEMPORARY EROSION CONTROL SHEET 1.dgn
 02-21-20

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
 MEETING**
 02-21-20



KEY

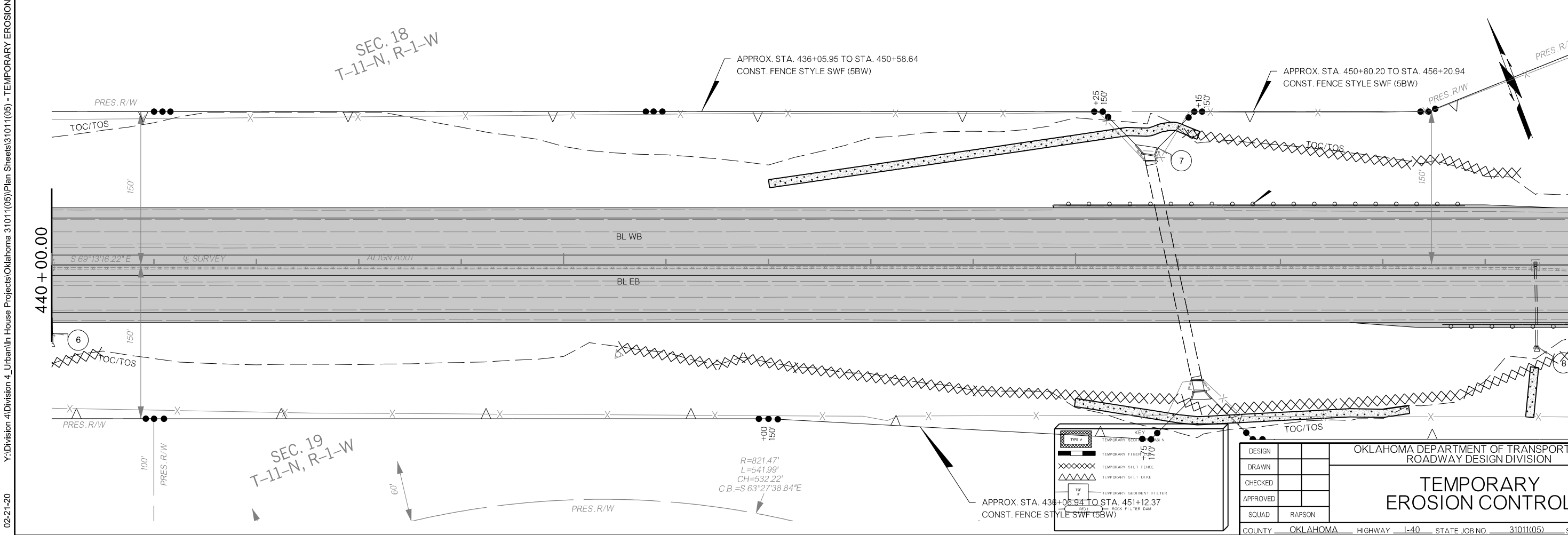
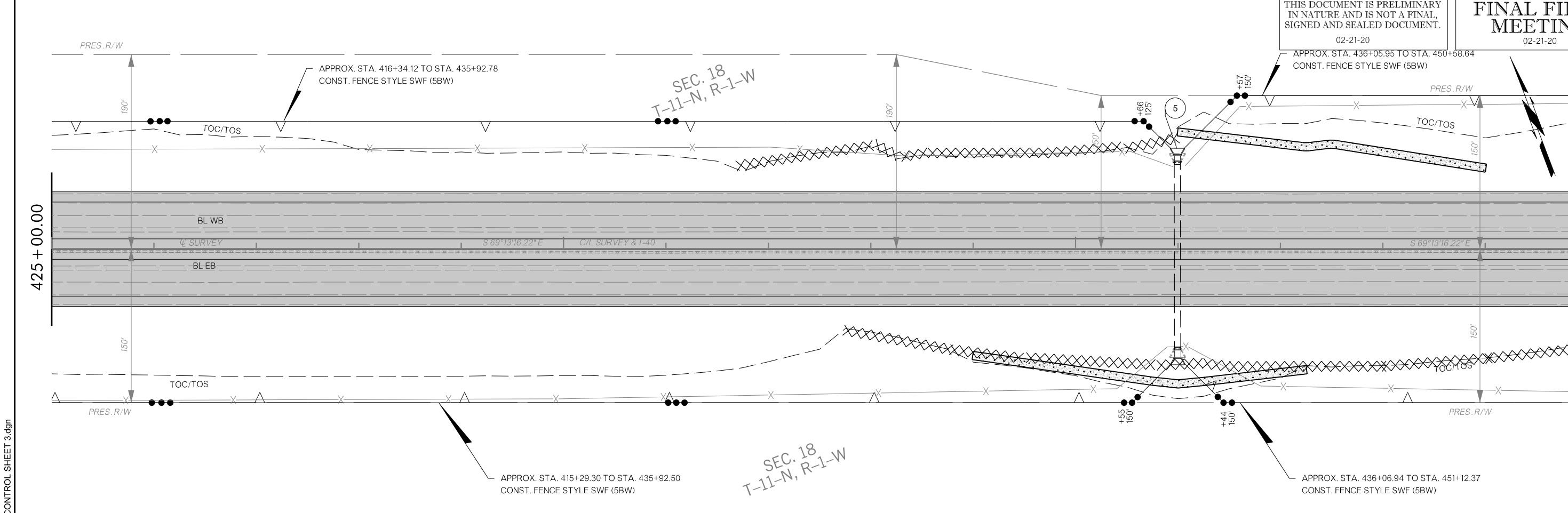
- TEMPORARY SEGMENT BERM
- TEMPORARY FIBER LOG
- TEMPORARY SILT FENCE
- TEMPORARY SILT DIKE
- TEMPORARY SEGMENT FILTER
- ROCK FILTER DAM

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN		TEMPORARY EROSION CONTROL	
CHECKED			
APPROVED			
SQUAD	RAPSON		
COUNTY OKLAHOMA		HIGHWAY I-40	STATE JOB NO. 31011(05)
			SHEET NO. R0

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
02-21-20



02-21-20 Y:\Division 4\Division 4_Urban\In House Projects\Oklahoma 31011(05) - TEMPORARY EROSION CONTROL SHEET 3.dgn

KEY

[Symbol]	TEMPORARY EROSION CONTROL
[Symbol]	TEMPORARY FILTER
[Symbol]	TEMPORARY SILT FENCE
[Symbol]	TEMPORARY SILT DIKE
[Symbol]	TEMPORARY SEDIMENT FILTER

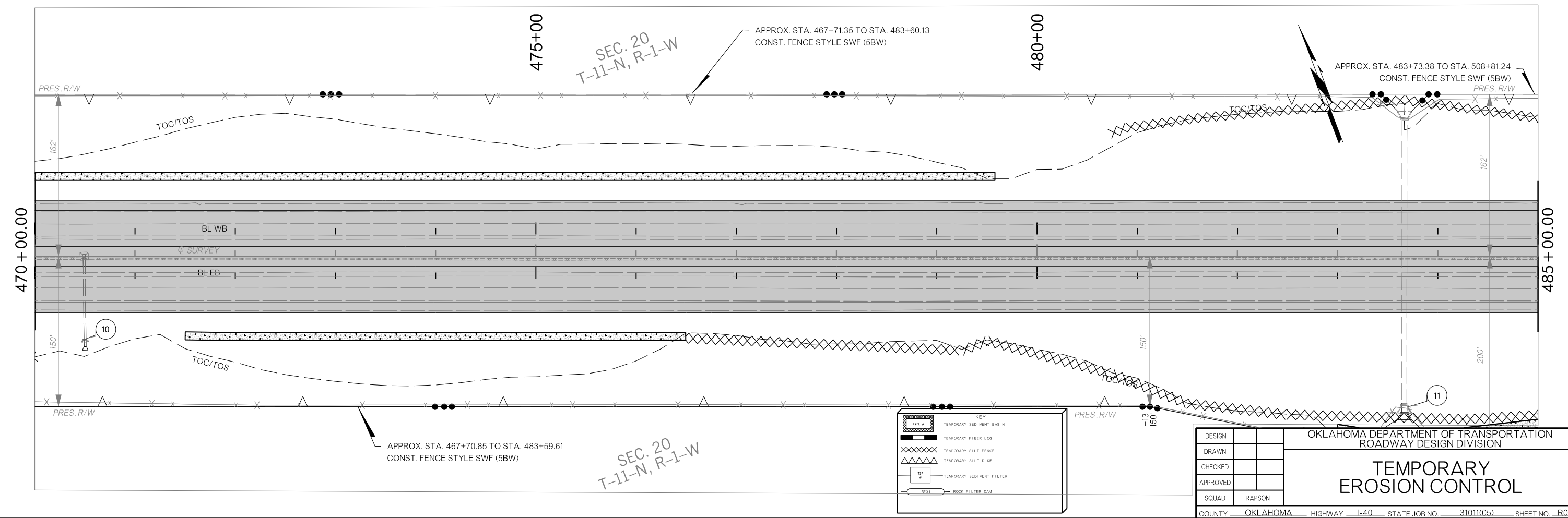
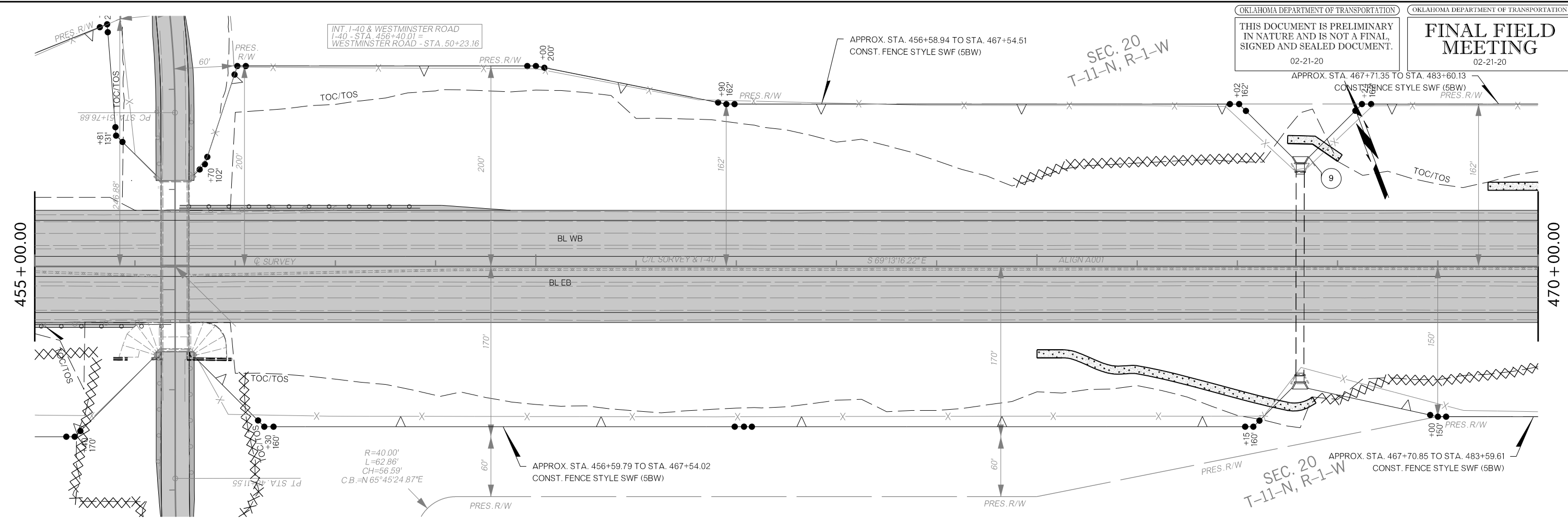
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	RAPSON

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

TEMPORARY EROSION CONTROL

COUNTY OKLAHOMA HIGHWAY I-40 STATE JOB NO 31011(05) SHEET NO R0

SEC. 20
 T-11-N, R-1-W

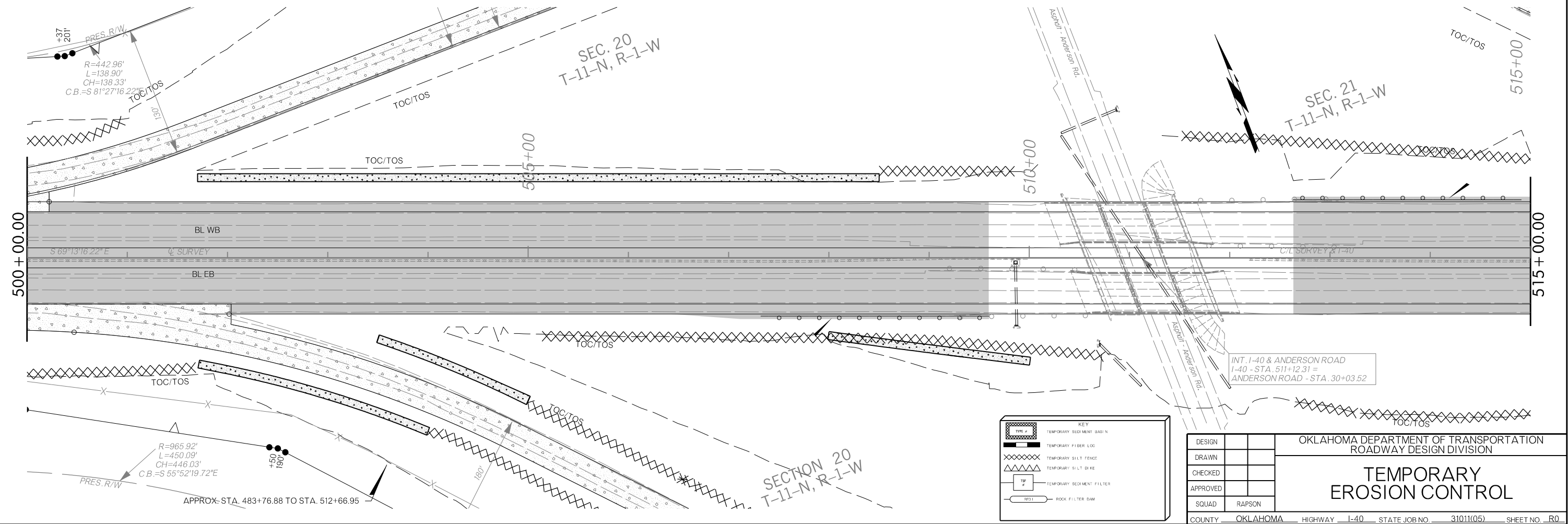
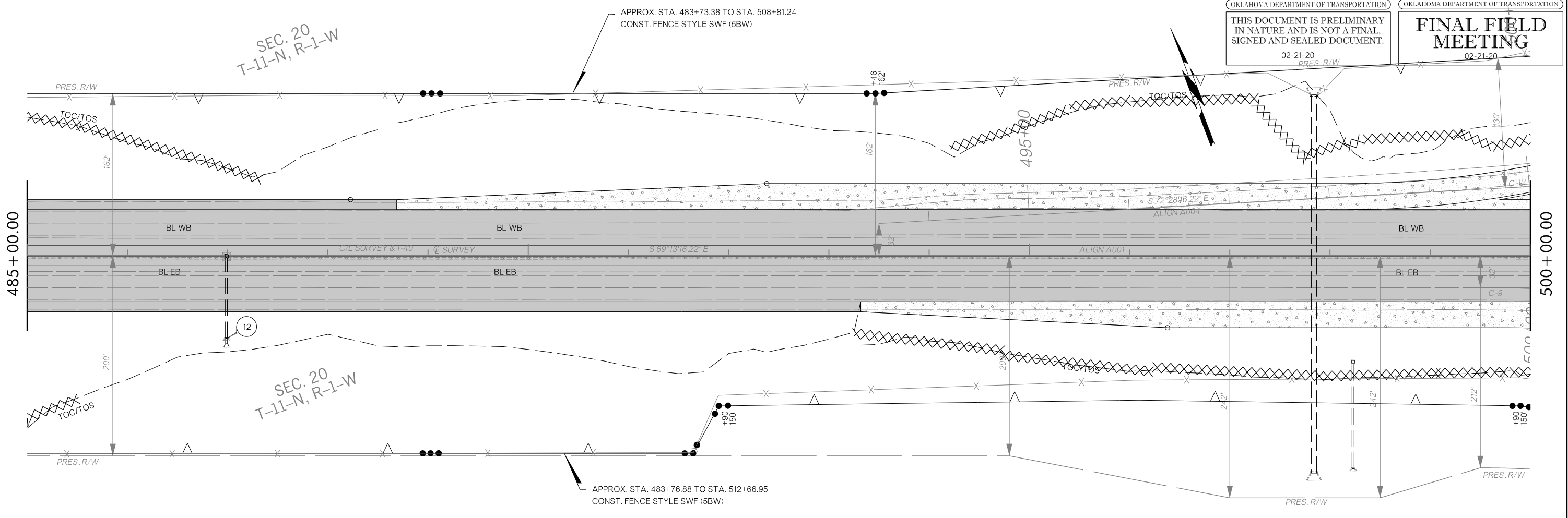


KEY

	TEMPORARY SEDIMENT BASIN
	TEMPORARY FIBER LOG
	TEMPORARY SILT FENCE
	TEMPORARY SILT DIKE
	TEMPORARY SEDIMENT FILTER
	ROCK FILTER DAM

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	RAPSON

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
TEMPORARY EROSION CONTROL
 COUNTY OKLAHOMA HIGHWAY I-40 STATE JOB NO. 31011(05) SHEET NO. R0



KEY

	TEMPORARY SEDIMENT BASIN
	TEMPORARY SILT FENCE LOG
	TEMPORARY SILT FENCE
	TEMPORARY SILT DIKE
	TEMPORARY SEDIMENT FILTER
	ROCK FILTER DAM

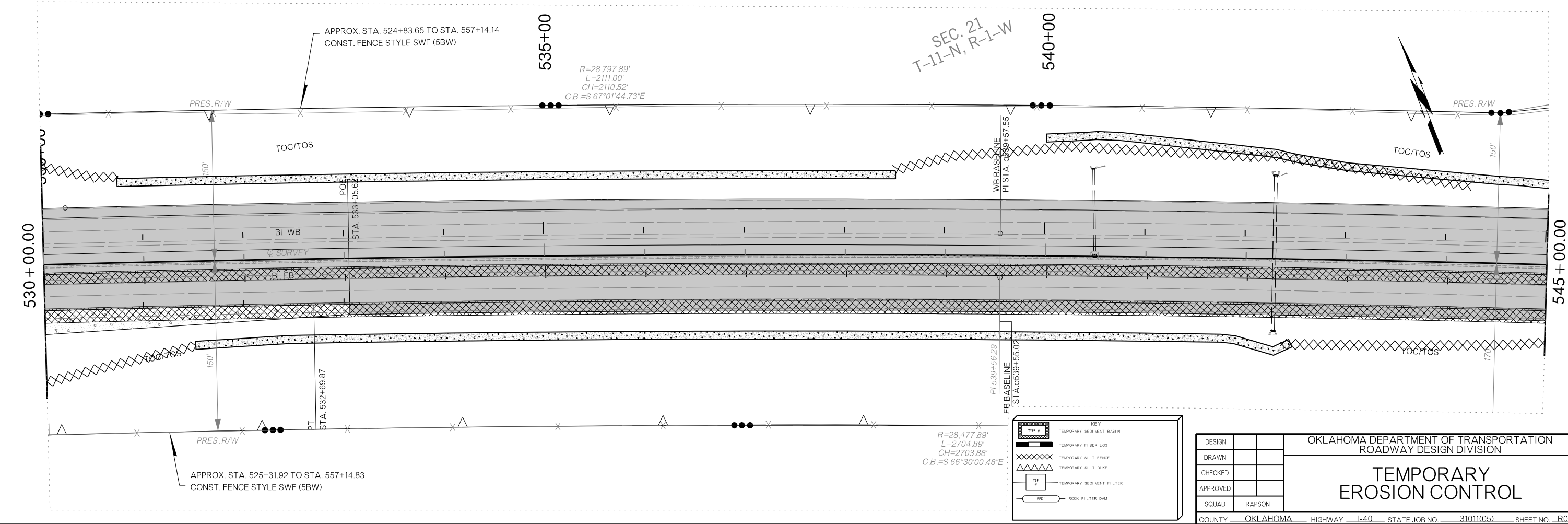
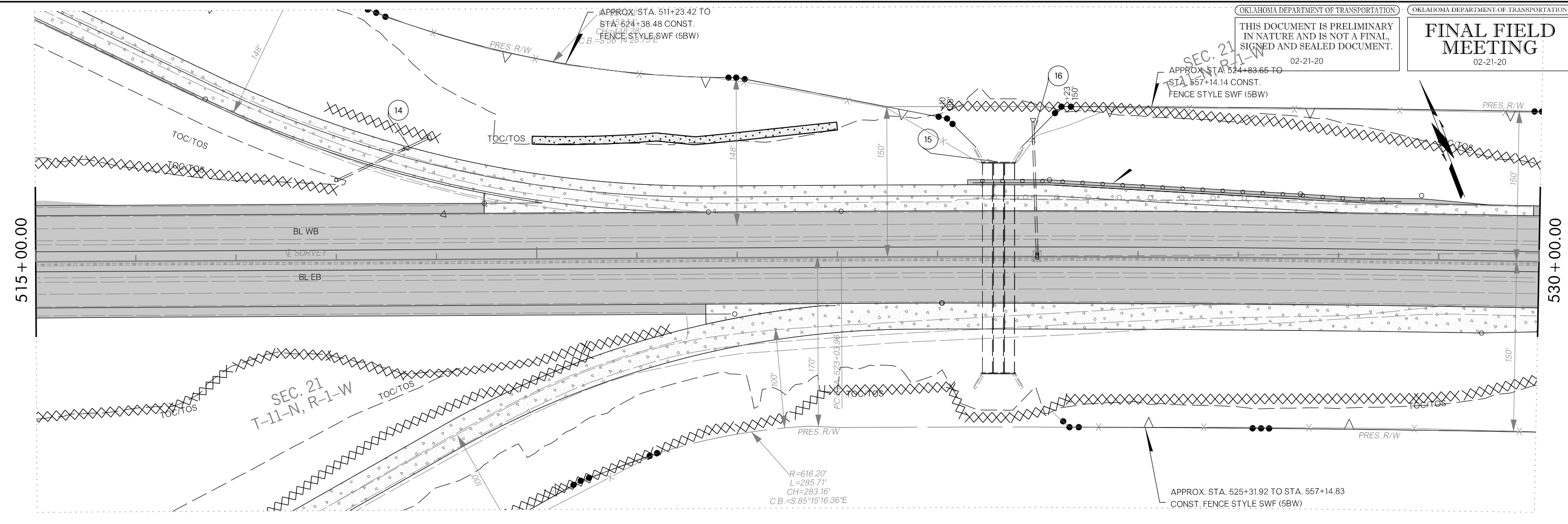
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	RAPSON

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION
TEMPORARY EROSION CONTROL
 COUNTY OKLAHOMA HIGHWAY I-40 STATE JOB NO. 31011(05) SHEET NO. R0

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**FINAL FIELD
MEETING**
02-21-20



KEY

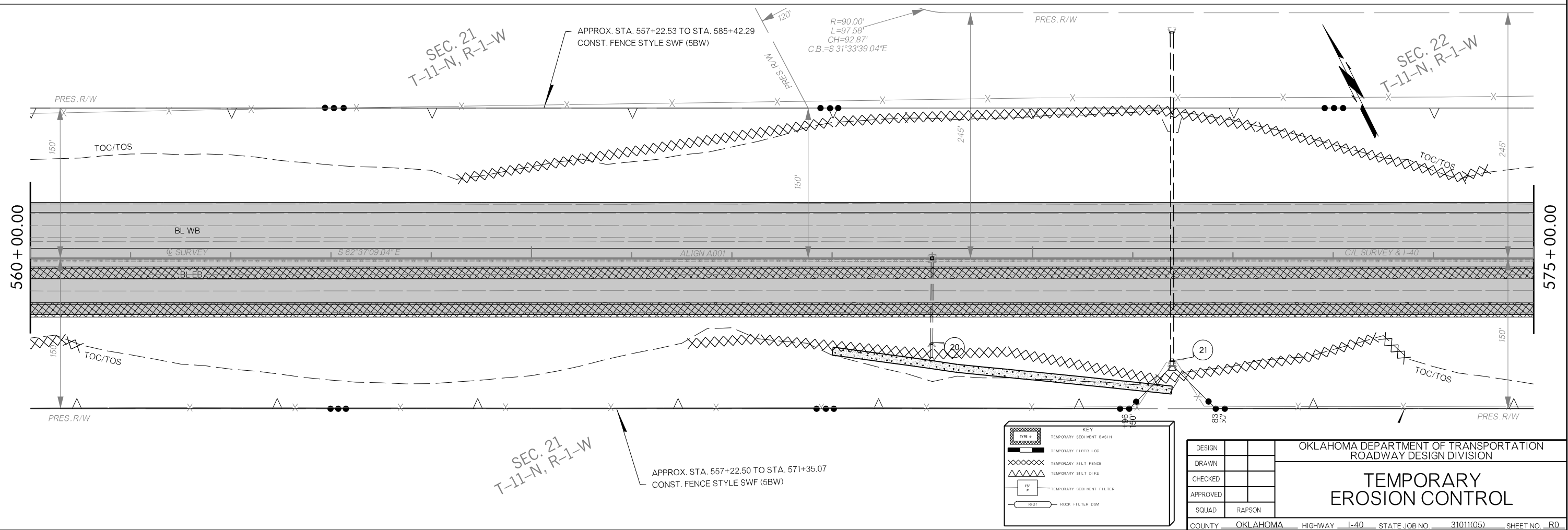
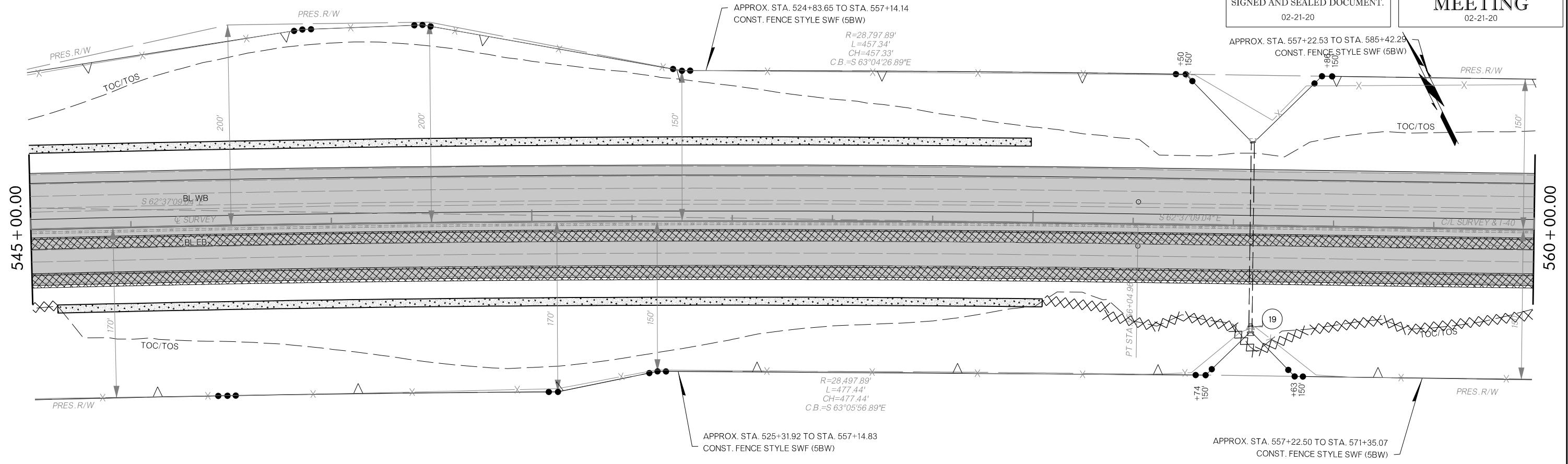
- TEMPORARY SEDIMENT BASIN
- TEMPORARY FIBER LOG
- TEMPORARY SILT FENCE
- TEMPORARY SILT DIKE
- TEMPORARY SEDIMENT FILTER
- ROCK FILTER DAM

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	RAPSON

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION

**TEMPORARY
EROSION CONTROL**

COUNTY OKLAHOMA HIGHWAY I-40 STATE JOB NO. 31011(05) SHEET NO. R0



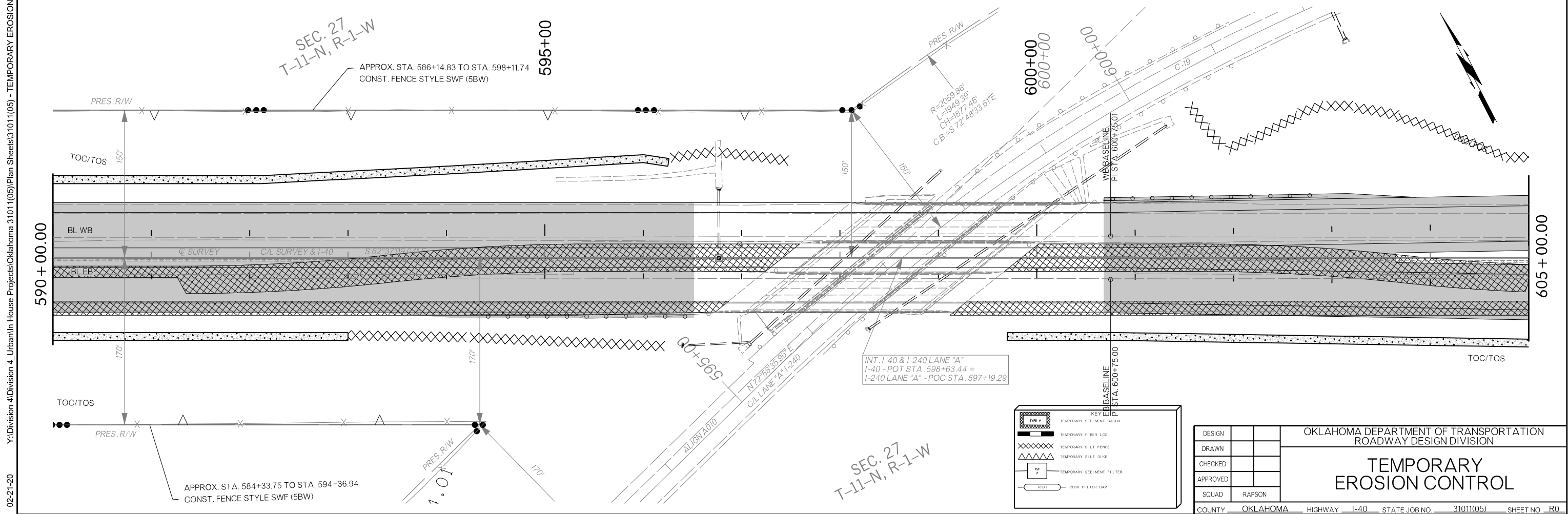
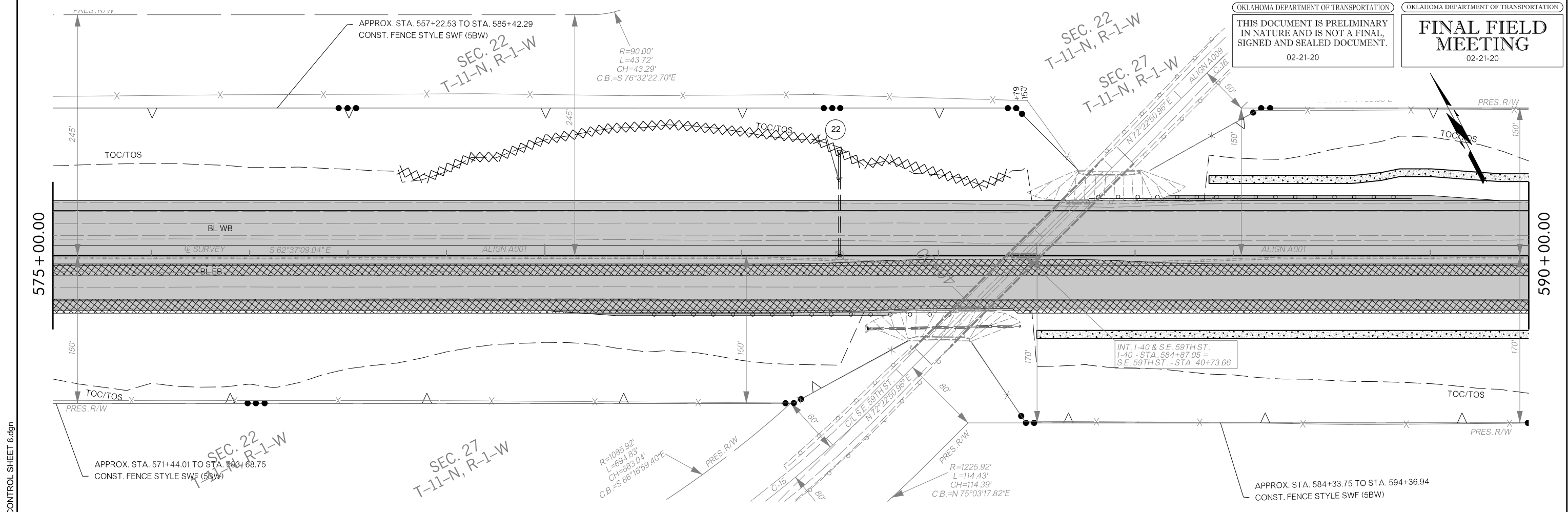
KEY

	TEMPORARY SEDIMENT RASH
	TEMPORARY FIBER LOG
	TEMPORARY SILT FENCE
	TEMPORARY SILT DIKE
	TEMPORARY SEDIMENT FILTER
	ROCK FILTER DAM

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	RAPSON

OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
TEMPORARY EROSION CONTROL	
COUNTY	OKLAHOMA
HIGHWAY	I-40
STATE JOB NO.	31011(05)
SHEET NO.	R0

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 02-21-20



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02-21-20

KEY

	TEMPORARY SEDIMENT BASIN
	TEMPORARY FIBER LOG
	TEMPORARY SILT FENCE
	TEMPORARY SILT DIKE
	TEMPORARY SEDIMENT FILTER
	ROCK FILTER DAM

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	RAPSON

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 ROADWAY DESIGN DIVISION

**TEMPORARY
 EROSION CONTROL**

COUNTY OKLAHOMA HIGHWAY I-40 STATE JOB NO. 31011(05) SHEET NO. R0

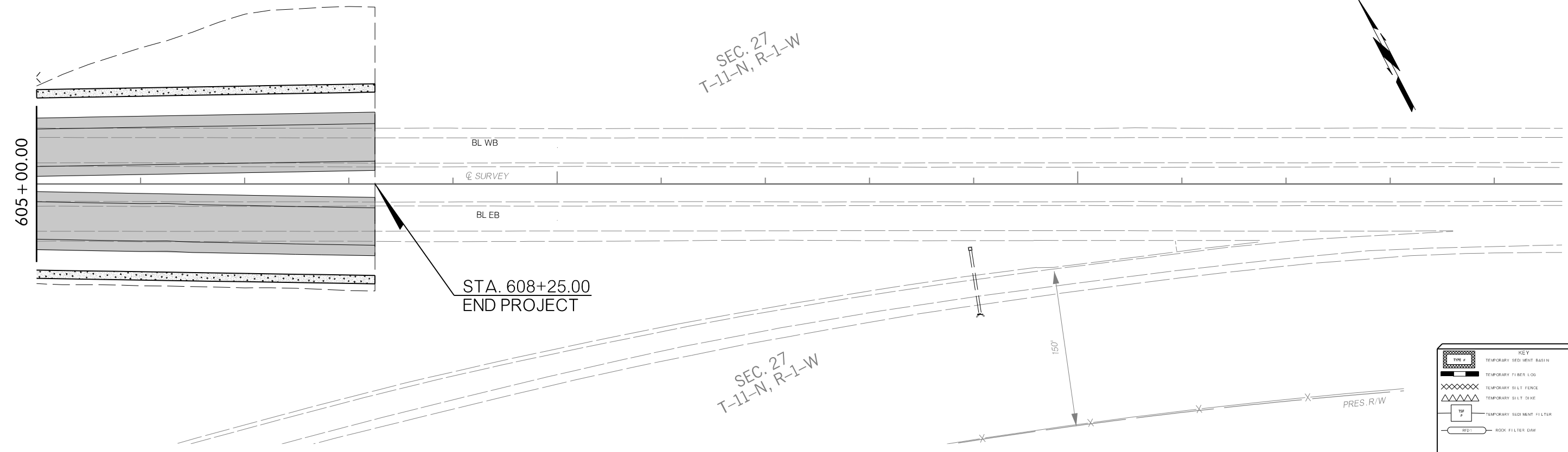
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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
 02-21-20



SEC. 27
 T-11-N, R-1-W

SEC. 27
 T-11-N, R-1-W



KEY	
	TYPE 2 TEMPORARY SEDIMENT BASIN
	TEMPORARY FIBER LOG
	TEMPORARY SILT FENCE
	TEMPORARY SILT DIKE
	TEMPORARY SEDIMENT FILTER
	ROCK FILTER DAM

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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION TEMPORARY EROSION CONTROL
DRAWN		
CHECKED		
APPROVED		
SQUAD	RAPSON	
COUNTY	OKLAHOMA	HIGHWAY I-40 STATE JOB NO. 31011(05) SHEET NO. R0

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SURVEY OF
INTERSTATE 40

SWO 5224(1)
J/P NO. 31011(05)

OKLAHOMA COUNTY

PAVEMENT RECONSTRUCTION - FROM DOUGLAS BLVD. TO I-240 INTERCHANGE.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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FINAL FIELD
MEETING

02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION		REVISIONS		DATE	

INDEX OF SURVEY SHEETS

- Title Sheet & Surveyors Certification
- Historical Letter & Written Report
- Benchmark List, Cogo Point List, Alignment Report
- Survey Data Sheet

SURVEY BEGAN: December 7, 2015.
SURVEY COMPLETED: March 3, 2016.

Derrick E. Anderson, Professional Land Surveyor Level II
Charles W. Pauley, Transportation Specialist Level V
Brandon C. Burnett, Transportation Specialist Level IV
Jimmie R. Wallace, Jr., Transportation Specialist Level IV
Lloyd R. Teeter, Transportation Specialist Level IV

EQUIPMENT:

Leica TCRA1203 Total Station W/Algebra Data Collector
Leica Viva GPS Sensors With Data Collector
Leica GPS1200 GPS Sensor
Wild NA-2 Automatic Level
Leica DNA-10 Electronic Level

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SWO 5224(1) J/P 31011(05) I-40 CO. Oklahoma

HORIZONTAL CONTROL:

- () Oklahoma Coordinate System of 1927 Zone.
(X) Oklahoma Coordinate System of 1983 North Zone.
() Oklahoma Dept. of Transportation Plane Coordinate System of 1927 Zone.
() Oklahoma Dept. of Transportation Plane Coordinate System of 1983 Zone.
() Arbitrary Coordinate System

HORIZONTAL PLANE DATUM DEFINITION:

Oklahoma Department of Transportation coordinates were derived by multiplying the Oklahoma Coordinate Systems of 1927 or 1983 by the combined adjustment factor of 1.00010. The ODOT Coordinate System is 2350 feet above sea level.

- Primary Control adjusted to NGS HARNS (B) Order
Stations Used Controls established under SWO4834(1) & SWO4330(1) Surveys.
A) Closure before adjustment X Y Angles
Trav. Length No. Angles : 1:
B) Method of Distance Measurement: () Electronic (X) GPS () Triangulation () chained
C) Instrument used for angles
D) Secondary Control adjusted to Primary Control (B) Order
Stations ODOT Monument O-55-1596 (PAULEY) & O-55-1739 est. under SWO4834(1) Survey
A) Closure before adjustment X 0.000 Y 0.00 Angles 0
B) Secondary Control : is (B) Order; Tied to NGS & ODOT
C) of Distance Measurement: () Electronic (X) GPS () Triangulation () chained
D) Instrument used for angles

VERTICAL CONTROL 3rd order Level Line Taken From O-55-1739 on SWO4834(1)
(3rd) order and tied to OKC Sta. 87 (3rd) order
() NGVD 29 datum
(X) NAVD 88 datum

ACCURACY DEFINITION:

- (1) HORIZONTAL: (3rd Order = Class I = 1 : 10,000'
(3rd Order = Class II = 1 : 5,000')
(2) VERTICAL: (1st Order = 0.017 Ft. x sqrt. of Mi.) (2nd Order = 0.035 Ft. x sqrt. of Mi.)
(3rd Order = 0.050 Ft. x sqrt. of Mi.)

Distribution:

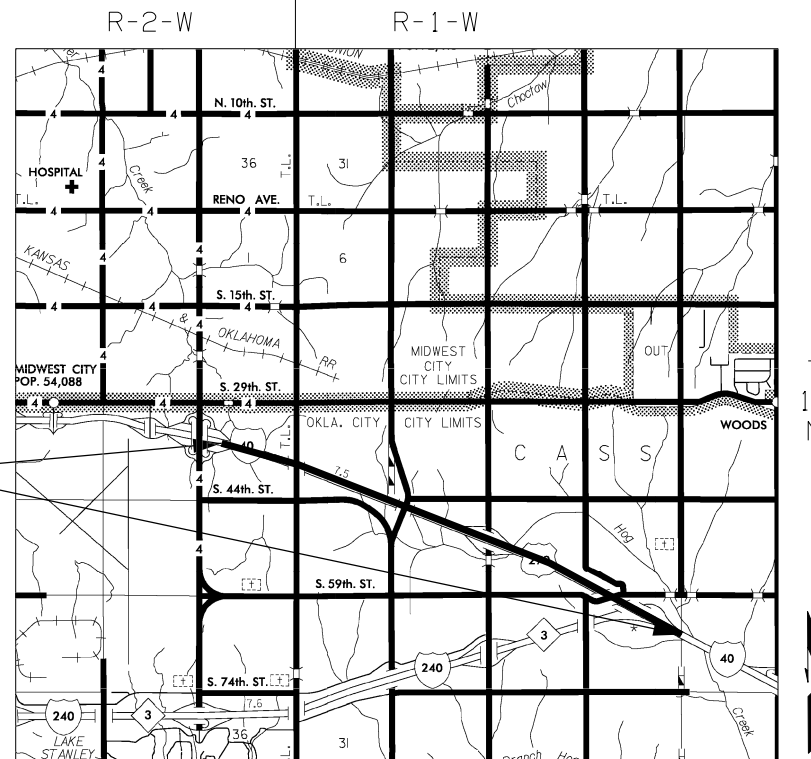
Copy w/survey reports
Copy in each Alignment
and level book

Derrick E. Anderson
Professional Land Surveyor

March 3, 2016
Date

(FORM SD #20)
Rev. 11/03

SURVEY EXTENTS



PROJECT LENGTH 27,761.84 Ft. 5.26 MI.

BEGINNING STATION : 351+00.00
ENDING STATION : 628+61.84

SCALES 1" = 100'

SURVEY DATA SHEETS 1" = 100'

GEOMETRIC DATA SHEETS 1" = 500'

Utility Companies:

A.T.&T. Communications - Tulsa, Ok. - 800-845-5359
Cox Communication - Oklahoma City, Ok. - 866-731-1832
O.G.&E. - Oklahoma City, Ok. - 405-553-4288
ONG - Oklahoma City, Ok. - 405-618-0307
City of OKC - Oklahoma City, Ok. - 405-297-2510
Dobson Communication - Oklahoma City, Ok. - 405-232-5700

"CALL BEFORE YOU DIG"
THE NEW NATIONAL LOCATE NUMBER

811

THIS SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, JUNE 11, 2001.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED SEPTEMBER 11, 2001 GOVERN.

SDS 1 OF 16

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STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO 5224(1) Job/Piece 31011(05) Engr. Contract No. _____

LAND SURVEYOR'S CERTIFICATION

I hereby certify that all land and property sub-division distances, angles, corners and monumentation made or used in conjunction with this survey and depicted or recorded herein or hereon were recovered, established or re-established in substantial conformity with:

- applicable instructions contained in the U.S. Government Bureau of Land Management publication "Manual of Surveying Instructions";
- its supplement, "Restoration of Lost or Obliterated Corners and Subdivision of Sections";
- "Oklahoma Minimum Standards for the Practice of Land Surveying" as adopted by the State Board of Registration for Professional Engineers and Land Surveyors; and
- sound land surveying practices;

Including a thorough search, study, analysis and consideration of all existing records and field evidence.

I further certify that all survey monuments depicted exist and that all land survey work was done by me or under my direct supervision and that it is true, accurate and correct to the best of my knowledge and belief.

Dated this 3rd day of March, 2016.

Land Surveyor *Derrick E. Anderson* (seal)
Signature
Derrick E. Anderson
Printed Name

Oklahoma Registered Land Surveyor No. _____
Certificate of Authorization No. _____ Exp. Date _____

Scale:
1" = 100'

PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA	SURVEY DATA SHEET
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	

SWO 5224 (1) PROJECT NO. 31011(05) SHEET NO. S1

Date: March 3, 2016

To Mr. William L. Tackett, Chief of Surveys
 From Derrick E. Anderson, Professional Land Surveyor
 Subject SW05224(1) - J/P No.31011(05) - I-40 - Oklahoma County,
 Pavement Reconstruction from Douglas Blvd. to I-240 Interchange.

HISTORICAL LETTER AND WRITTEN REPORT

GENERAL:
 Survey Began: December 7, 2015
 Survey Completed: March 3, 2016

Personnel on this survey:

Derrick E. Anderson Professional Land Surveyor Lv.II
 Charles W. Pauley Transportation Specialist Lv.V
 Brandon C. Burnett Transportation Specialist Lv.IV
 Jimmy R. Wallace, Jr. Transportation Specialist Lv.IV
 Lloyd R. Teeter Transportation Specialist Lv.IV

Previous Surveys & Projects relevant to this project:

SW02111(1) - I-40 Survey - From 1/2 mile east of Douglas Blvd., southeasterly & easterly to the Oklahoma/Pottawatomie County Line. Truett McCarthy, Chief of Party, Oklahoma Highway Department, dated January 9, 1958.

SW01748(4) - I-40 Survey - From the N-S 1/4 Section Line 1/2 mile west of Air Depot Blvd. at Midwest City & Tinker Field to 1/2 mile east of Douglas Blvd. Treat Engineering Company, dated April 28, 1956.

SW04834(1) - I-40 & Douglas Blvd. Interchange Survey - Interchange survey at the intersection of I-40 & Douglas Blvd. Edward Seaton, PLS, Heartland Surveying and Mapping, LLC, dated February 28, 2013.

SW04330(1) - I-40 & Choctaw Road Interchange Survey - Interchange survey at the intersection of I-40 & Choctaw Road. Robby Johnson, PLS, Lemke Land Surveying, Inc., dated March 10, 2008.

F.A.P. No. I-40-5(3)156 - I-40 Plans - From the N-S 1/4 Section Line 1/2 mile west of Air Depot Blvd. at Midwest City & Tinker Field to 1/2 mile east of Douglas Blvd. Oklahoma Highway Department, dated 1960.

F.A.P. No. I-40-5(34)(17)159 - I-40 Plans - From east of Douglas Blvd. east to the east side of the I-240 Interchange. Oklahoma Highway Department, dated 1963.

F.A.P. No. I-240-4(88)(89)162 - I-240 Plans - From just west Midwest Blvd., east to I-40. Higgins, Thompson, Ball and Associates, dated September 4, 1968.

ASSIGNMENT:
 Authorization for this survey came from an email dated November 24, 2015, from Mr. Danny R. Dees, Land Surveyor Manager.

PURPOSE: The purpose of this project is to obtain and provide adequate data to design construction plans for the pavement reconstruction of I-40 from Douglas Blvd. to I-240 Interchange.

SURVEY LIMITS:
 This survey begins at P.O.T. Sta. 351+00.00 as shown on SW04834(1) survey and F.A.P. No. I-40-5(3)156 I-40 Plans and extends easterly to ending Sta. 628+61.84. The width of the survey is within the existing Right of Way of I-40. This entire project is within the Corporate Limits of the City of Oklahoma City.

Work on this project was performed by the Tecumseh Survey Crew.

SURVEY METHOD:
 This survey was performed using a combination of conventional field methods and Lidar.

ALIGNMENT:
 The alignment for this survey is along and identical to the centerline as depicted on SW04834(1) I-40 & Douglas Blvd. Interchange Survey, F.A.P. No. I-40-5(3) I-40 Plans and F.A.P. No. I-40-5(34)(17) I-40 Plans. The alignment was established back by using POT's found in place as shown on SW04834(1) I-40 & Douglas Blvd. Interchange Survey on the west end of this project and bridges, drainage structures and Right of Markers if found were used to establish the remaining centerline. It should be noted that on the east end of this project I did not agree with the location of SW04330(1) Survey centerline, therefore, I did not use it, but did show it on my survey. The alignments shown on Post Road, Westminster Road, Anderson Road and S.E. 59th Street was computed from F.A.P. No. I-40-5(34)(17) I-40 Plans. The alignments shown on I-240 Lanes A & B was computed from F.A.P. No. I-240-4(88)(89) I-240 Plans.

STATIONING:
 The stationing for this survey was derived from SW04834(1) I-40 & Douglas Blvd. Interchange Survey and F.A.P. No. I-40-5(3)156 I-40 Plans, using P.O.T. Sta. 351+00.00 as the beginning station for this survey and extending easterly to ending Sta. 628+61.84, without equation, except with existing surveys.

HORIZONTAL CONTROL:
 Horizontal Control for this survey is NGS NAD83(CORS1996 & 2011) established under SW04834(1) I-40 & Douglas Blvd. Interchange Survey and SW03793(1) HARN Densification Survey:
 ODOT Control Monument 0-55-1596R (Pauley) established under SW03793(1) HARN Densification Project and used and assigned ODOT Monument Number 0-55-1602 under SW04330(1) Survey.
 ODOT Control Monument 0-55-1738R established under SW04834(1) Survey).
 ODOT Control Monument 0-55-1739R established under SW04834(1) Survey).
 (See submitted SD Form #20 for complete control information).

COORDINATES:
 Coordinates shown on this survey are the National Geodetic Survey (NGS) Oklahoma State Plane Coordinate System of 1983(2011), North Zone, established under SW04834(1) I-40 & Douglas Blvd. Interchange Survey & NAD83(CORS96) established under SW03793(1) HARN Densification Survey and used under SW04330(1) Survey.

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02-21-20

**FINAL FIELD
 MEETING**

02-21-20

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS	DATE	

VERTICAL CONTROL:

Vertical control datum for this survey is NGS NAVD 1988. Vertical control on this survey was taken from SW04834(1) Survey control monument 0-55-1739 and tied and adjusted to the City of OKC Monument Sta. 87. Bench Marks established or used this survey are within the requirements of NGS 3rd order standards as a minimum.

MEASUREMENT UNITS:

The distances, coordinates, and elevations shown on this survey are in U.S. Survey Feet. All angles and bearings shown are in degrees, minutes, and seconds.

TOPOGRAPHY:

The following topography information was obtained by this crew during the course of this survey:

- All overhead & underground utilities within the Right of Way limits of I-40.
 - Bridges & Drainage Structures within the Right of Way of I-40.
- All other topography information was provided by the ODOT Aerial Survey Branch.

POTENTIAL ENVIRONMENTAL CONCERNS:

No environmental concerns encountered this survey.

UTILITIES:

All utility companies that have services within the limits of this project was contacted during the course of this survey. Utilities depicted on the Microstation Design file is shown in the locations which the locator from each utility company marked their lines in the field. No Depth information on utilities was given by any of the owning utility companies.

RIGHT OF WAY:

Right of Way shown on this survey was taken from SW04834(1) Survey & F.A.P. I-40-5(34)(17)159 I-40 Plans.

PROPERTY OWNERS:

No property ownership needed this survey.

LAND TIES:

No land ties needed this survey.

SUBMISSION OF SURVEY DATA:

- A. Historical Letter & Written Report
- B. Form SD-1, Transmittal Letter.
- C. Form SD-7, Public and Privately Owned Utilities List.
- D. Form SD-9, Final Cost Report of Survey.
- E. Form SD-11, Position and Description of Survey Control Monuments.
- F. Form SD-20, Survey Control Data Statement.
- G. Form SD-41, Surveyor's Certificate.
- H. Cogo Data (coordinate list with alignments).
- I. Benchmarks & Check Level List.

Derrick E. Anderson

Derrick E. Anderson, PLS
 ODOT Survey Division
 Tecumseh Survey Office

Scale:
 1"=100'

PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION				
DRAWN	DEA	SURVEY DATA SHEET				
CHECKED						
APPROVED	DRD					
CREW	Tecumseh					
		SW0	5224	(1)	PROJECT NO. 31011(05)	SHEET NO. 52

Table with 3 columns: PT NO., X-COORD., Y-COORD. containing survey data points 300-7620.

Table with 3 columns: PT NO., X-COORD., Y-COORD. containing survey data points 7621-11726.

Table with 3 columns: PT NO., X-COORD., Y-COORD. containing survey data points 7727-10131.

Table with 4 columns: PT NO., X-COORD., Y-COORD., ELEV. containing Bench Marks data points BM1-BM37.

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
02-21-20

Table with 5 columns: FED. ROAD DIST. NO., STATE, PROJ. NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS. Includes Oklahoma Department of Transportation logo.

Project Name: SW05224 I V1
Description: I-40 from Douglas Blvd. east to I-240 Interchange
Horizontal Alignment Name: A001
Description: C/L I-40 From Douglas Blvd. east to I-240 Interchange
Style: Centerline
Table with columns: STATION, X-COORD., Y-COORD.
Element: Linear, Circular, Linear
Includes curve data and stationing details.

Project Name: SW05224 I V1
Description: I-40 from Douglas Blvd. east to I-240 Interchange
Horizontal Alignment Name: A002
Description: C/L Post Road
Style: Centerline
Table with columns: STATION, X-COORD., Y-COORD.
Element: Linear
Includes curve data and stationing details.

Scale: 1"=100'

Table with 2 columns: PLS, DEFA, APPROVED, CREW. Includes Oklahoma Department of Transportation logo and project details: SW05224 (1) PROJECT NO. 3101105 SHEET NO. S3

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

FINAL FIELD MEETING

Table with columns: FED. ROAD DIST. NO., STATE, PROJ. NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS

Project Name: SW05224 I V1 Description: I-40 from Douglas Blvd. east to I-240 Interchange

Project Name: SW05224 I V1 Description: I-40 from Douglas Blvd. east to I-240 Interchange

Element: Linear POB (504) 441+00.00 2165097.5521 153868.5002

Element: Circular PC (32) 441+98.96 2165196.4448 153872.0612

Element: Linear PT (34) 449+29.77 2165856.2347 153609.6438

Element: Circular PC (35) 455+93.59 2166322.0061 153136.6545

Element: Linear POE (503) 457+62.46 2166478.1229 153083.1651

Element: Linear POB (800) 499+50.00 2170649.2199 152023.1628

Element: Circular PC (9) 499+50.00 2170649.2214 152023.1623

Element: Linear PT (11) 504+83.96 2171087.2397 151726.2908

Element: Circular PC (12) 508+57.95 2171340.0143 151450.6592

Element: Linear PT (14) 516+42.61 2172185.5732 151151.7372

Element: Circular PC (15) 519+32.92 2172472.6623 151194.8368

Element: Linear PT (17) 522+65.00 2172800.6494 151167.6094

Element: Circular PC (18) 522+00.03 2172775.5786 151284.7863

Element: Linear POE (804) 529+00.01 2173404.4828 150971.0773

Element: Linear PT (23) 513+87.34 2172146.4670 151784.5756

Element: Circular PC (24) 516+80.84 2172347.6107 151570.8392

Element: Linear POE (810) 523+00.00 2171752.6408 150937.2395

Element: Linear POE (812) 37+00.00 2171741.9744 152337.1988

Project Name: SW05224 I V1 Description: I-40 from Douglas Blvd. east to I-240 Interchange

Element: Linear POB (805) 493+50.00 2170110.9505 152295.8569

Element: Circular PC (18) 499+75.87 2170707.7617 152107.3529

Element: Linear PT (20) 501+55.54 2170884.7067 152080.7647

Element: Linear PT (21) 507+14.61 2171443.7575 152085.0369

Element: Linear PT (22) 510+19.91 2171744.2468 152038.9415

Element: Linear PT (23) 513+87.34 2172146.4670 151784.5756

Element: Linear PT (24) 516+80.84 2172347.6107 151570.8392

Element: Linear PT (25) 519+44.97 2173182.1054 152356.1679

Element: Linear POE (808) 522+00.03 2172775.5786 151284.7863

Element: Linear POE (812) 37+00.00 2171741.9744 152337.1988

Project Name: SW05224 I V1 Description: I-40 from Douglas Blvd. east to I-240 Interchange

Element: Linear POB (500) 42+00.00 2166463.9491 152783.8861

Element: Circular PC (3) 42+81.13 2166463.2670 152865.0122

Element: Linear PT (5) 48+11.55 2166555.9955 153384.1876

Element: Linear PT (6) 51+76.68 2166685.2706 153725.6736

Element: Circular PC (6) 51+76.68 2166685.2706 153725.6736

Element: Linear PT (8) 58+83.90 2166679.4601 154416.8191

Element: Linear POE (502) 61+99.99 2166562.5962 154710.5098

Table with columns: PLS, DE, DRAWN, CHECKED, APPROVED, CREW, OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION, SURVEY DATA SHEET

Project Name: SW05224 I V1
 Description: I-40 from Douglas Blvd. east to I-240 Interchange
 Horizontal Alignment Name: A008
 Description: Frontage Road South of I-40 and East of Westminster Road
 Style: Centerline

STATION	X-COORD.	Y-COORD.
Element: Linear		
POB (503)	454+07.40	2166478.1229 153083.1651
PC (26)	455+17.02	2166586.6056 153067.3913
Tangent Direction:	S 81°43'37.04" E	
Tangent Length:	109.623'	
Element: Circular		
PC (26)	455+17.02	2166586.6056 153067.3913
PI (10051)	455+57.18	2166626.3442 153061.6131
CC (27)	455+93.22	2166593.8001 153116.8710
PT (28)	455+84.69	2166640.5615 153099.1687
Radius:	50.000'	
Delta:	77°32'17.00" Left	
Degree of Curvature(Arc):	114°35'29.61"	
Length:	67.665'	
Tangent:	40.157'	
Chord:	62.618'	
Middle Ordinate:	11.016'	
External:	14.129'	
Tangent Direction:	S 81°43'37.04" E	
Radial Direction:	S 8°16'22.96" W	
Chord Direction:	N 59°30'14.46" E	
Radial Direction:	S 69°15'54.04" E	
Tangent Direction:	N 20°44'05.96" E	

Element: Linear		
PT (28)	455+84.69	2166640.5615 153099.1687
PC (29)	457+62.71	2166703.5895 153265.6599
Tangent Direction:	N 20°44'05.96" E	
Tangent Length:	178.022'	

Element: Circular		
PC (29)	457+62.71	2166703.5895 153265.6599
PI (10061)	458+62.79	2166739.0212 153359.2543
CC (30)	459+19.87	2166797.1123 153230.2553
PT (31)	459+19.87	2166832.5885 153323.7510
Radius:	100.000'	
Delta:	90°02'37.82" Right	
Degree of Curvature(Arc):	57°17'44.81"	
Length:	157.156'	
Tangent:	100.077'	
Chord:	141.475'	
Middle Ordinate:	29.316'	
External:	41.475'	
Tangent Direction:	N 20°44'05.96" E	
Radial Direction:	S 69°15'54.04" E	
Chord Direction:	N 65°45'24.87" E	
Radial Direction:	S 20°46'43.78" W	
Tangent Direction:	S 69°13'16.22" E	

Element: Linear		
PT (31)	459+19.87	2166832.5885 153323.7510
POE (505)	464+99.65	2167374.6617 153118.0659
Tangent Direction:	S 69°13'16.22" E	
Tangent Length:	579.784'	

Project Name: SW05224 I V1
 Description: I-40 from Douglas Blvd. east to I-240 Interchange
 Horizontal Alignment Name: A012
 Description: C/L Lane "B" I-240
 Style: Centerline

STATION	X-COORD.	Y-COORD.
Element: Circular		
PC (914)	590+89.06	2178702.1291 147414.9758
PI (10121)	602+85.70	2179895.5512 147502.7086
CC (52)	614+48.43	2179122.1976 141700.8174
PT (915)	614+48.43	2181024.3261 147105.4423
Radius:	5729.578'	
Delta:	23°35'37.32" Right	
Degree of Curvature(Arc):	1°00'00.00"	
Length:	2359.370'	
Tangent:	1196.643'	
Chord:	2342.736'	
Middle Ordinate:	121.017'	
External:	123.628'	
Tangent Direction:	N 85°47'43.96" E	
Radial Direction:	S 4°12'16.04" E	
Chord Direction:	S 82°24'27.38" E	
Radial Direction:	S 19°23'21.28" W	
Tangent Direction:	S 70°36'38.72" E	

Project Name: SW05224 I V1
 Description: I-40 from Douglas Blvd. east to I-240 Interchange
 Horizontal Alignment Name: A009
 Description: C/L S.E.59th Street
 Style: Centerline

STATION	X-COORD.	Y-COORD.
Element: Linear		
POB (330)	30+00.00	2177390.1948 148534.7508
PC (38)	30+63.63	2177449.1734 148510.8651
Tangent Direction:	S 67°57'09.04" E	
Tangent Length:	63.632'	
Element: Circular		
PC (38)	30+63.63	2177449.1734 148510.8651
PI (10091)	34+76.94	2177832.2576 148355.7195
CC (39)	38+56.97	2177879.3213 149572.9834
PT (40)	38+56.97	2178226.1773 148480.8234
Radius:	1145.916'	
Delta:	39°40'00.00" Left	
Degree of Curvature(Arc):	5°00'00.00"	
Length:	793.333'	
Tangent:	413.308'	
Chord:	777.585'	
Middle Ordinate:	67.972'	
External:	72.258'	
Tangent Direction:	S 67°57'09.04" E	
Radial Direction:	S 22°02'50.96" W	
Chord Direction:	S 87°47'09.04" E	
Radial Direction:	S 17°37'09.04" E	
Tangent Direction:	N 72°22'50.96" E	

Element: Linear		
PT (40)	38+56.97	2178226.1773 148480.8234
PC (41)	43+22.45	2178669.8296 148621.7216
Tangent Direction:	N 72°22'50.96" E	
Tangent Length:	465.489'	

Element: Circular		
PC (41)	43+22.45	2178669.8296 148621.7216
PI (10101)	45+38.66	2178875.8905 148687.1639
CC (42)	47+51.62	2179103.3996 147256.5216
PT (43)	47+51.62	2179092.0869 148688.8714
Radius:	1432.394'	
Delta:	17°10'00.00" Right	
Degree of Curvature(Arc):	4°00'00.00"	
Length:	429.167'	
Tangent:	216.203'	
Chord:	427.563'	
Middle Ordinate:	16.043'	
External:	16.225'	
Tangent Direction:	N 72°22'50.96" E	
Radial Direction:	S 17°37'09.04" E	
Chord Direction:	N 80°57'50.96" E	
Radial Direction:	S 0°27'09.04" E	
Tangent Direction:	N 89°32'50.96" E	

Element: Linear		
PT (43)	47+51.62	2179092.0869 148688.8714
POE (328)	48+00.00	2179140.4623 148689.2535
Tangent Direction:	N 89°32'50.96" E	
Tangent Length:	48.377'	

Project Name: SW05224 I V1
 Description: I-40 from Douglas Blvd. east to I-240 Interchange
 Horizontal Alignment Name: A013
 Description: C/L Lane "B" I-240 east end
 Style: Centerline

STATION	X-COORD.	Y-COORD.
Element: Circular		
PC (915)	614+48.43	2181024.3261 147105.4423
PI (10131)	616+10.90	2181177.5779 147051.5062
CC (53)	617+73.01	2180073.2618 144403.1299
PT (916)	617+73.01	2181323.7492 146980.5893
Radius:	2864.789'	
Delta:	6°29'30.09" Right	
Degree of Curvature(Arc):	2°00'00.00"	
Length:	324.585'	
Tangent:	162.466'	
Chord:	324.411'	
Middle Ordinate:	4.596'	
External:	4.603'	
Tangent Direction:	S 70°36'38.72" E	
Radial Direction:	S 19°23'21.28" W	
Chord Direction:	S 67°21'53.68" E	
Radial Direction:	S 25°52'51.36" W	
Tangent Direction:	S 64°07'08.64" E	

Project Name: SW05224 I V1
 Description: I-40 from Douglas Blvd. east to I-240 Interchange
 Horizontal Alignment Name: A010
 Description: C/L Lane "A" I-240
 Style: Centerline

STATION	X-COORD.	Y-COORD.
Element: Linear		
POB (903)	588+00.00	2178773.4942 147653.1043
PC (44)	595+32.33	2179473.7338 147867.5010
Tangent Direction:	N 72°58'35.96" E	
Tangent Length:	732.326'	
Element: Circular		
PC (44)	595+32.33	2179473.7338 147867.5010
PI (902)	606+64.64	2180556.4360 148198.9988
CC (45)	615+76.51	2180032.8667 146041.3212
PT (46)	615+76.51	2181366.7944 147408.1421
Radius:	1909.859'	
Delta:	61°19'32.00" Right	
Degree of Curvature(Arc):	3°00'00.00"	
Length:	2044.185'	
Tangent:	1132.314'	
Chord:	1947.996'	
Middle Ordinate:	267.029'	
External:	310.433'	
Tangent Direction:	N 72°58'35.96" E	
Radial Direction:	S 17°01'24.04" E	
Chord Direction:	S 76°21'38.04" E	
Radial Direction:	S 44°18'07.96" W	
Tangent Direction:	S 45°41'52.04" E	

Element: Linear		
PT (46)	615+76.51	2181366.7944 147408.1421
PC (47)	622+03.92	2181815.8127 146969.9297
Tangent Direction:	S 45°41'52.04" E	
Tangent Length:	627.413'	

Element: Circular		
PC (47)	622+03.92	2181815.8127 146969.9297
PI (901)	626+30.06	2182120.7841 146672.2976
CC (48)	630+49.99	2183816.7042 149020.1611
PT (49)	630+49.99	2182499.1804 146476.3163
Radius:	2864.789'	
Delta:	16°55'17.00" Left	
Degree of Curvature(Arc):	2°00'00.00"	
Length:	846.069'	
Tangent:	426.137'	
Chord:	842.998'	
Middle Ordinate:	31.177'	
External:	31.520'	
Tangent Direction:	S 45°41'52.04" E	
Radial Direction:	S 44°18'07.96" W	
Chord Direction:	S 54°09'30.54" E	
Radial Direction:	S 27°22'50.96" W	
Tangent Direction:	S 62°37'09.04" E	

Element: Linear		
PT (49)	630+49.99	2182499.1804 146476.3163
POE (900)	630+49.99	2182499.1807 146476.3161
Tangent Direction:	S 62°37'09.04" E	
Tangent Length:	0.000'	

Project Name: SW05224 I V1
 Description: I-40 from Douglas Blvd. east to I-240 Interchange
 Horizontal Alignment Name: A014
 Description: C/L Lane "B" I-240 B/L East End
 Style: Centerline

STATION	X-COORD.	Y-COORD.
Element: Linear		
POB (911)	617+73.01	2181318.5071 146969.7949
POE (910)	628+73.02	2182308.1941 146489.6445
Tangent Direction:	S 64°07'10.14" E	
Tangent Length:	1100.011'	

Project Name: SW05224 I V1
 Description: I-40 from Douglas Blvd. east to I-240 Interchange
 Horizontal Alignment Name: A015
 Description: C/L SW04330 Survey
 Style: Centerline

STATION	X-COORD.	Y-COORD.
Element: Linear		
POB (403)	581+88.81	2178168.1616 148681.4491
POE (404)	628+60.61	2182317.7709 146535.1736
Tangent Direction:	S 62°39'03.35" E	
Tangent Length:	4671.804'	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

FINAL FIELD MEETING
 02-21-20

Scale:
 1"=100'

PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
<input type="checkbox"/>	<input type="checkbox"/>	SURVEY DATA SHEET
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
CREW	Tecumseh	SWO 5224 (1) PROJECT NO. 3101105 SHEET NO. 55

Check Levels					SW05224(1)		Bench Mark List		Page 1 of 3
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Unadjusted Elev.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM1					1238.396	"I" on S.E. Cor. drop inlet - 121' Lt. Sta. 348+59 = BM9 on SW04834(1) survey	(Level Source)		
to	-13.875	-13.867	-13.871	-13.877					
BM2					1224.525	1224.519	"I" on N.E. Cor. headwall - 102' Lt. Sta. 354+09		
to	+13.149	+13.161	+13.155	+13.148					
BM3					1237.680	1237.667	No. 5 Rebar set 10' south of the north R/W fence - 139' Lt. Sta. 358+30 = BM11 on SW04834(1) survey	(Level Source)	
to	-14.050	-14.038	-14.044	-14.046					
BM4					1223.623	1223.621	No. 5 Rebar set 15' south of the north R/W fence - 137' Lt. Sta. 363+34 = BM12 on SW04834(1) survey	(Level Source)	
to	+1.598	+1.605	+1.602	+1.603					
BM5					1225.223	1225.224	"I" on center conc. headwall - 87' Lt. Sta. 368+00 = BM13 on SW04834(1) survey	(Level Source)	
to	+9.920	+9.929	+9.925	+9.932					
BM6					1235.149	1235.156	No. 5 Rebar - 146' Lt. Sta. 372+61 = BM14 on SW04834(1) survey	(Level Source)	
to	+6.949	+6.948	+6.949	+6.946					
BM7					1242.105	1242.102	3" Aluminum Cap - ODOT Monument 0-55-1739 - 87' Lt. Sta. 378+21 - set for control under SW04834(1) survey	(Level Source)	
to	+7.239	+7.248	+7.244	+7.244					
BM8					1249.346	1249.346	Delineator Post - 112' Lt. Sta. 386+48		
to	+5.995	+6.008	+6.002	+6.001					
BM9					1255.348	1255.347	"I" on center north headwall - 66' Lt. Sta. 394+93		
to	+8.717	+8.725	+8.721	+8.721					
BM10					1264.069	1264.068	Delineator Post - 93' Lt. Sta. 404+74		
to	+2.492	+2.513	+2.503	+2.502					
BM11					1266.572	1266.570	Delineator Post - 94' Lt. Sta. 414+32		
to	+13.750	+13.770	+13.760	+13.760					
BM12					1280.332	1280.330	Delineator Post - 96' Lt. Sta. 422+83		
to	-7.443	-7.428	-7.436	-7.437					
BM13					1272.896	1272.893	Delineator Post - 93' Lt. Sta. 431+16		
to	-3.863	-3.858	-3.861	-3.861					
BM14					1269.035	1269.032	Delineator Post - 96' Lt. Sta. 439+78		

Check Levels					SW05224(1)		Bench Mark List		Page 2 of 3
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Unadjusted Elev.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM14					1269.035	1269.032	Delineator Post - 96' Lt. Sta. 439+78		
to	-15.131	-15.135	-15.133	-15.133					
BM15					1253.902	1253.899	Delineator Post - 97' Lt. Sta. 447+75		
to	+14.919	+14.918	+14.919	+14.919					
BM16					1268.821	1268.818	2" Aluminum Cap set by The City of OKC Station Number 124 - 180' Lt. Sta. 455+95		
to	-0.626	-0.627	-0.627	-0.628					
BM17					1268.194	1268.190	Delineator Post - 157' Lt. Sta. 458+27		
to	-37.932	-37.923	-37.928	-37.928					
BM18					1230.266	1230.262	Delineator Post - 132' Lt. Sta. 468+63		
to	+0.452	+0.467	+0.460	+0.459					
BM19					1230.726	1230.721	Delineator Post - 115' Lt. Sta. 478+84		
to	-5.810	-5.807	-5.809	-5.809					
BM20					1224.917	1224.912	Delineator Post - 105' Lt. Sta. 486+91		
to	-2.234	-2.223	-2.229	-2.229					
BM21					1222.688	1222.683	Delineator Post - 136' Lt. Sta. 494+13		
to	+0.209	+0.203	+0.206	+0.205					
BM22					1222.894	1222.888	Delineator Post - 115' Lt. Sta. 502+86		
to	-10.946	-10.940	-10.943	-10.943					
BM23					1211.951	1211.945	"I" on center east headwall - 405' Lt. Sta. 509+91		
to	-13.959	-13.979	-13.969	-13.969					
BM24					1197.982	1197.976	"I" on N.E. cor. drop inlet - 82' Lt. Sta. 518+02		
to	+1.192	+1.190	+1.191	+1.190					
BM25					1199.173	1199.166	Delineator Post - 93' Lt. Sta. 530+84		
to	+26.437	+26.433	+26.435	+26.435					
BM26					1225.608	1225.601	Delineator Post - 90' Lt. Sta. 537+85		
to	+23.562	+23.553	+23.558	+23.557					
BM27					1249.166	1249.158	Delineator Post - 101' Lt. Sta. 544+93		

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

Check Levels					SW05224(1)		Bench Mark List		Page 3 of 3
BM No.	Run 1	Run 2	Mean	Adjusted Diff.	Unadjusted Elev.	Adjusted Elev.	BM Description	NAVD 1988 Datum	
BM27					1249.166	1249.158	Delineator Post - 101' Lt. Sta. 544+93		
to	+15.677	+15.680	+15.679	+15.674					
BM28					1264.845	1264.832	Delineator Post - 110' Lt. Sta. 554+39		
to	-10.805	-10.808	-10.807	-10.808					
BM29					1254.038	1254.024	Delineator Post - 97' Lt. Sta. 563+32		
to	-8.995	-9.010	-9.003	-9.005					
BM30					1245.035	1245.019	Delineator Post - 67' Lt. Sta. 570+83		
to	-10.217	-10.206	-10.212	-10.213					
BM31					1234.823	1234.806	Delineator Post - 118' Lt. Sta. 579+03		
to	+11.236	+11.238	+11.237	+11.235					
BM32					1246.060	1246.041	No. 6 Rebar - 116' Lt. Sta. 588+87 = BM12 on SW04330(1) survey	(Level Equation)	
to	-80.800	-80.783	-80.792	-80.783					
BM33					1165.268	1165.259	2" Aluminum Cap set by The City of OKC Station Number 87 - the monument is located approximately 40' south of the centerline of S.E. 59th, 1820' west of the centerline of Henney Rd., and 1360' east of the intersection of S.E. 59th and Hiwassee Rd.	(Level Source)	
to									
BM32					1246.041	1246.041	No. 6 Rebar - 116' Lt. Sta. 588+87 = BM12 on SW04330(1) survey	(Level Source)	
to	-14.400	-14.410	-14.405	-14.405					
BM34					1231.636	1231.636	"I" on center of headwall - 69' Lt. Sta. 596+77 = BM11 on SW0433(1) survey	(Level Equation)	
to	+2.180	+2.170	+2.175	+2.175					
BM35					1233.811	1233.811	ODOT HARN Monument "Pauley" (0-55-1596) - 191' Lt. Sta. 606+95 also used and assigned ODOT Number 0-55-1602 on SW04330(1) survey	(Level Equation)	
to	-46.280	-46.280	-46.280	-46.280					
BM36					1187.531	1187.531	"I" on west end of headwall - 190' Rt. Sta. 614+17 = BM10 on SW04330(1) survey	(Level Equation)	
to	-29.630	-29.640	-29.635	-29.635					
BM37					1157.896	1157.896	"X" on base of KOA sign - 91' Rt. Sta. 624+09 = BM9 on SW04330(1) survey	(Level Equation)	

Scale:
1"=100'

PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		
SWO 5224 (1)			PROJECT NO. 3101105 SHEET NO. S6

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
 MEETING**
 02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

Angle Of Variance
 At P0T Sta. 351+00.00
 X = 2156831.3833
 Y = 157458.0387
 Lat. = 35°25'51.12277"
 Long. = 97°22'04.31288"
 θ = 0°22'22.99"

**SECTION 13
 T-11-N, R-2-W**

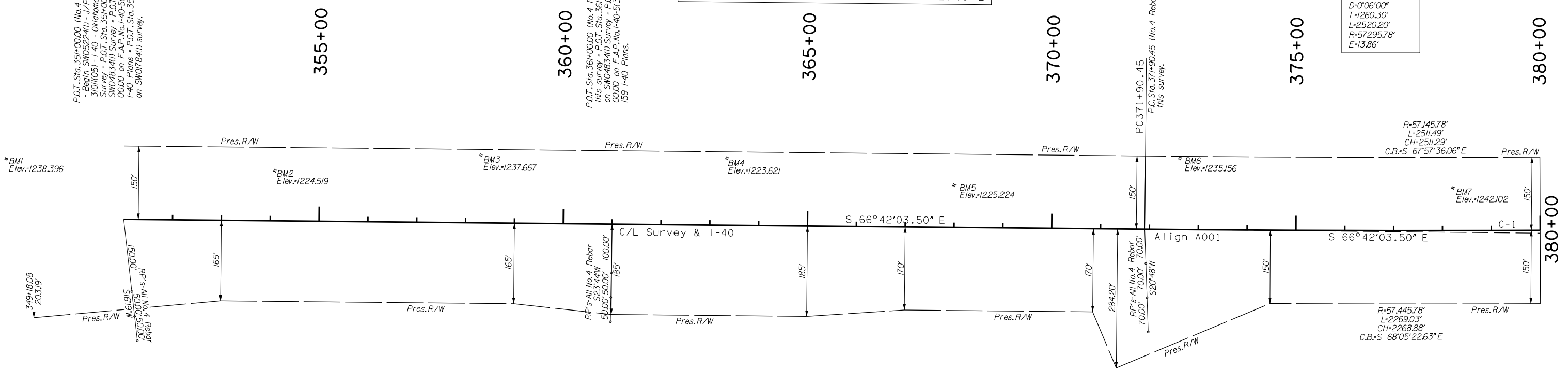
Corporate Limits City of Oklahoma City

Bearing Comparison: C/L I-40
 This Survey = S 66°42'03.50" E
 SW04834(1) Survey = S 66°42'03.50" E
 SW01748(4) Survey = S 66°20'05" E
 SW02111(1) Survey = S 66°20'05" E
 FAP No. I-40-5(3)156 Plans = S 66°20'05" E
 FAP No. I-40-5(34)&(17)159 Plans = S 66°20'05" E

CURVE DATA C-1
 P.I. Sta. 384+50.75
 X=2159908.8965
 Y= 156132.7141
 Δ = 2°31'12.72" Lt.
 D=0°06'00"
 T=1260.30'
 L=2520.20'
 R=57295.78'
 E=13.86'

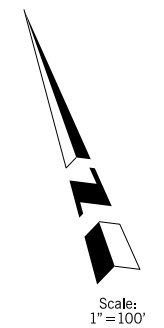
P.O.T. Sta. 351+00.00 (No. 4 Rebar)
 - Begin SW05224(1) - J/P No. 3101(05) - I-40 - Oklahoma County Survey - P.O.T. Sta. 351+00.00 on SW04834(1) Survey - P.O.T. 351+00.00 on F.A.P. No. I-40-5(3)156 I-40 Plans - P.O.T. Sta. 351+00.00 on SW01748(1) survey.

P.O.T. Sta. 361+00.00 (No. 4 Rebar)
 this survey - P.O.T. Sta. 361+00.00 on SW04834(1) Survey - P.O.T. 361+00.00 on F.A.P. No. I-40-5(34)159 I-40 Plans.



Corporate Limits City of Oklahoma City

**SECTION 13
 T-11-N, R-2-W**



PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	
SWO 5224 (1) PROJECT NO. 3101(05) SHEET NO. 57		

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
 MEETING**
 02-21-20

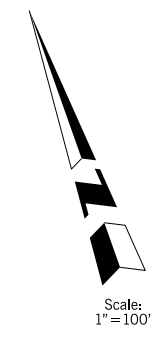
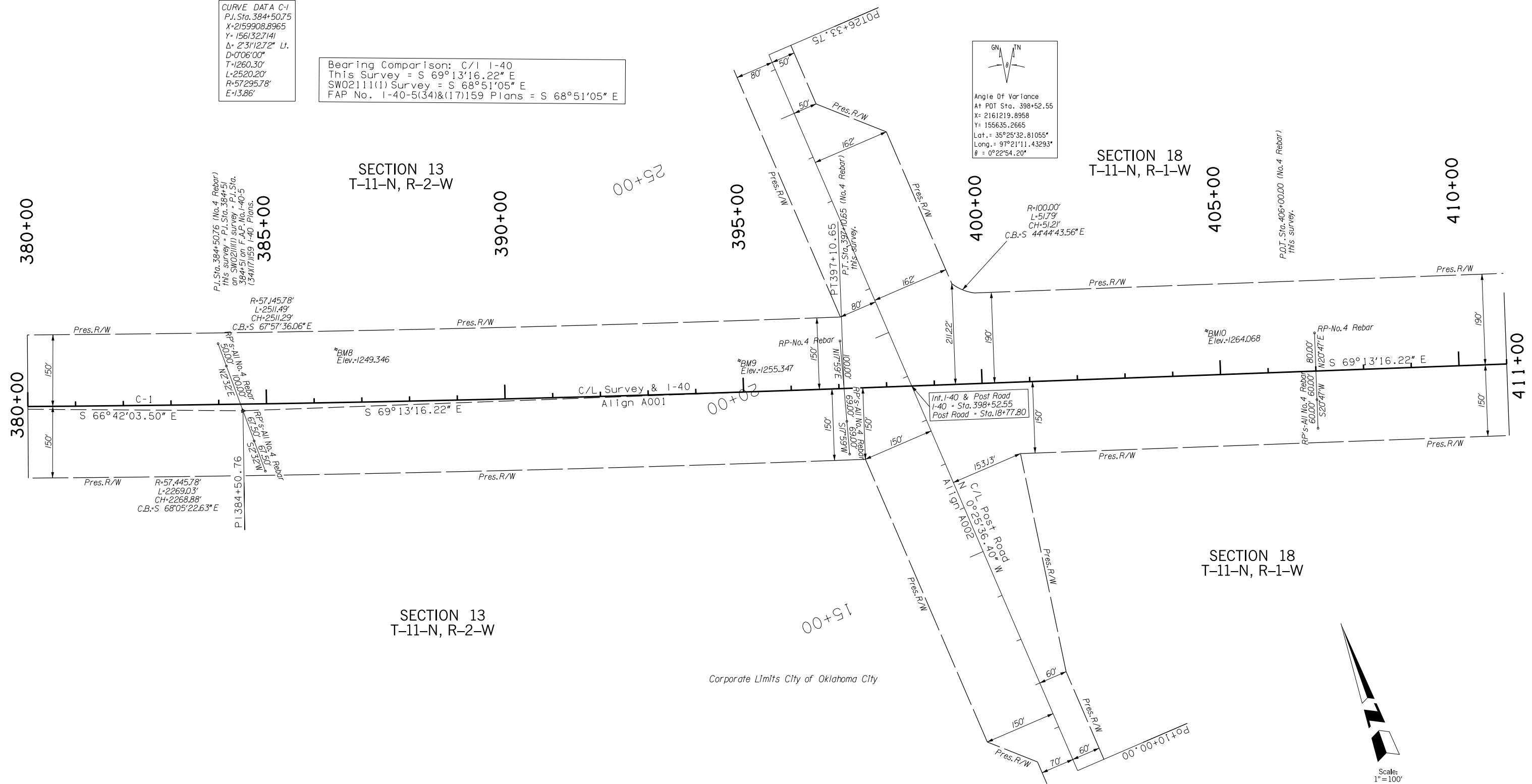
OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

Corporate Limits City of Oklahoma City

CURVE DATA C-1
 P.I. Sta. 384+50.75
 X=2159908.8965
 Y=156132.7141
 Δ=2°31'12.72" Lt.
 D=0°06'00"
 T=1260.30'
 L=2520.20'
 R=57295.78'
 E=13.86'

Bearing Comparison: C/I I-40
 This Survey = S 69°13'16.22" E
 SW02111(1) Survey = S 68°51'05" E
 FAP No. I-40-5(34)&(17)159 Plans = S 68°51'05" E

Angle Of Variance
 At POT Sta. 398+52.55
 X= 2161219.8958
 Y= 155635.2665
 Lat. = 35°25'32.81055"
 Long. = 97°21'11.43293"
 θ = 0°22'54.20"



PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	
		SURVEY DATA SHEET
		SWO <u>5224</u> (1) PROJECT NO. <u>3101105</u> SHEET NO. <u>S8</u>

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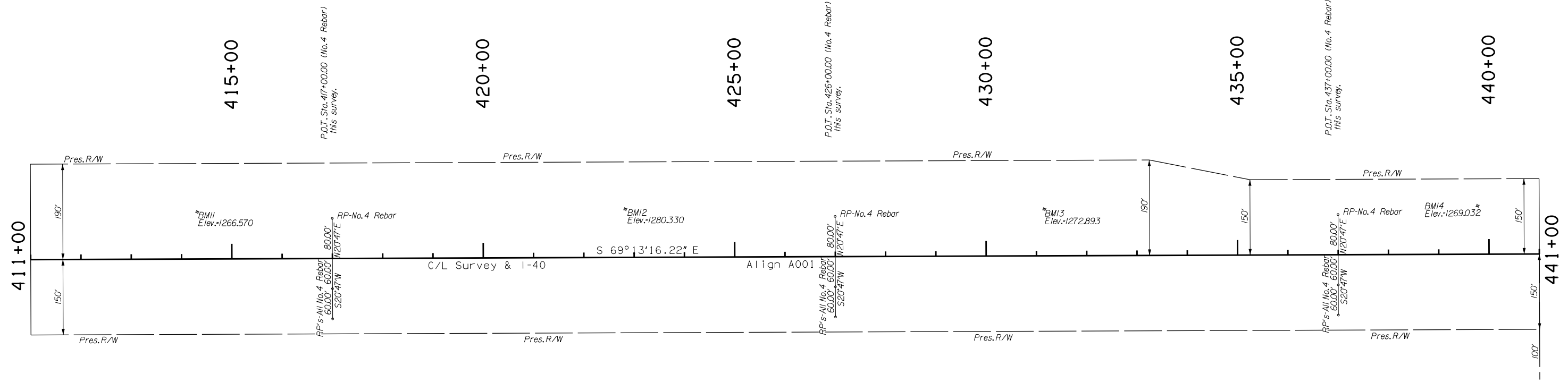
OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
 02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

Corporate Limits City of Oklahoma City

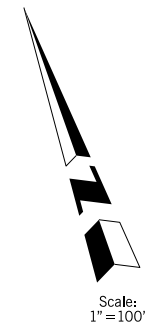
SECTION 18
T-11-N, R-1-W

Bearing Comparison: C/L I-40
 This Survey = S 69°13'16.22" E
 SW02111(1) Survey = S 68°51'05" E
 FAP No. I-40-5(34)&(17)159 Plans = S 68°51'05" E



SECTION 18
T-11-N, R-1-W

Corporate Limits City of Oklahoma City



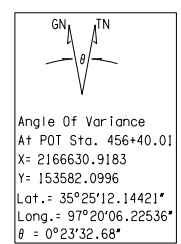
PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN	DEA		SURVEY DIVISION	
CHECKED			SURVEY DATA SHEET	
APPROVED	DRD			
CREW	Tecumseh			
			SWO 5224 (1)	PROJECT NO. 3101105
			SHEET NO. S9	

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OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
 MEETING**
 02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

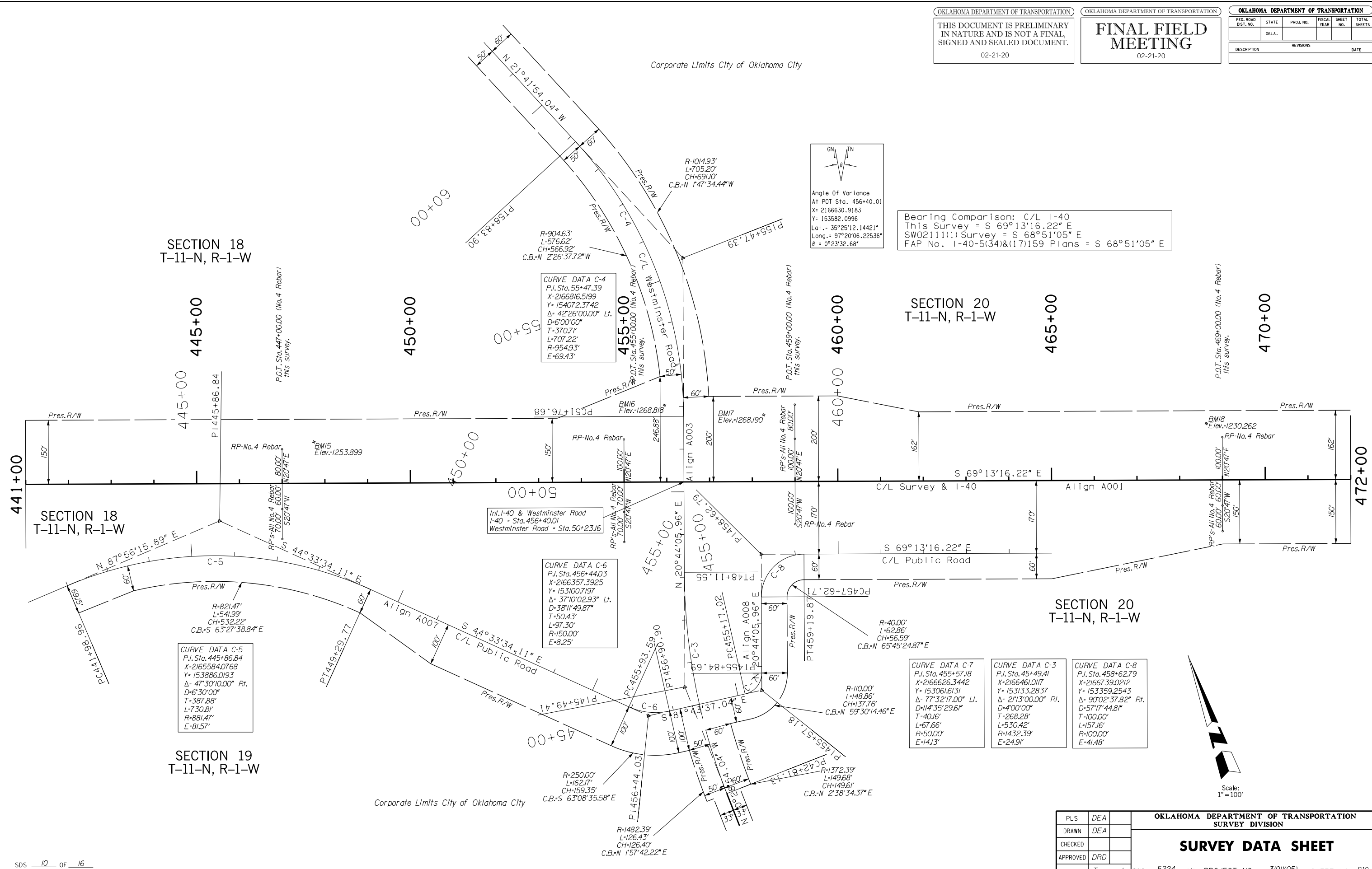
Corporate Limits City of Oklahoma City



Bearing Comparison: C/L I-40
 This Survey = S 69°13'16.22" E
 SW02111(1) Survey = S 68°51'05" E
 FAP No. 1-40-5(34)&(17)159 Plans = S 68°51'05" E

SECTION 18
 T-11-N, R-1-W

SECTION 20
 T-11-N, R-1-W



CURVE DATA C-4
 P.I. Sta. 55+47.39
 X= 2166816.5199
 Y= 154072.3742
 Δ= 42°26'00.00" Lt.
 D= 6'00'00"
 T= 370.71'
 L= 707.22'
 R= 954.93'
 E= 69.43'

Int. I-40 & Westminster Road
 I-40 = Sta. 456+40.01
 Westminster Road = Sta. 50+23.16

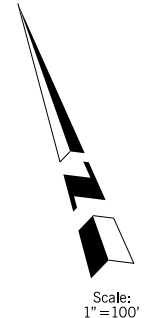
CURVE DATA C-6
 P.I. Sta. 456+44.03
 X= 2166357.3925
 Y= 153100.7197
 Δ= 37°10'02.93" Lt.
 D= 38'11"49.87"
 T= 50.43'
 L= 97.30'
 R= 150.00'
 E= 8.25'

CURVE DATA C-5
 P.I. Sta. 445+86.84
 X= 2165584.0768
 Y= 153886.0193
 Δ= 47°30'10.00" Rt.
 D= 6'30'00"
 T= 387.88'
 L= 730.81'
 R= 881.47'
 E= 81.57'

CURVE DATA C-7
 P.I. Sta. 455+57.18
 X= 2166626.3442
 Y= 153061.6131
 Δ= 77°32'17.00" Lt.
 D= 11'4'35"29.61"
 T= 40.16'
 L= 67.66'
 R= 50.00'
 E= 14.13'

CURVE DATA C-3
 P.I. Sta. 45+49.41
 X= 2166461.0117
 Y= 153133.2837
 Δ= 77°32'17.00" Rt.
 D= 4'00'00"
 T= 268.28'
 L= 530.42'
 R= 1432.39'
 E= 24.91'

CURVE DATA C-8
 P.I. Sta. 458+62.79
 X= 2166739.0212
 Y= 153359.2543
 Δ= 90°02'37.82" Rt.
 D= 57'17"44.81"
 T= 100.00'
 L= 157.16'
 R= 100.00'
 E= 41.48'



OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
PLS	DEA
DRAWN	DEA
CHECKED	
APPROVED	DRD
CREW	Tecumseh

SURVEY DATA SHEET

SWO 5224 (1) PROJECT NO. 3101105 SHEET NO. 10

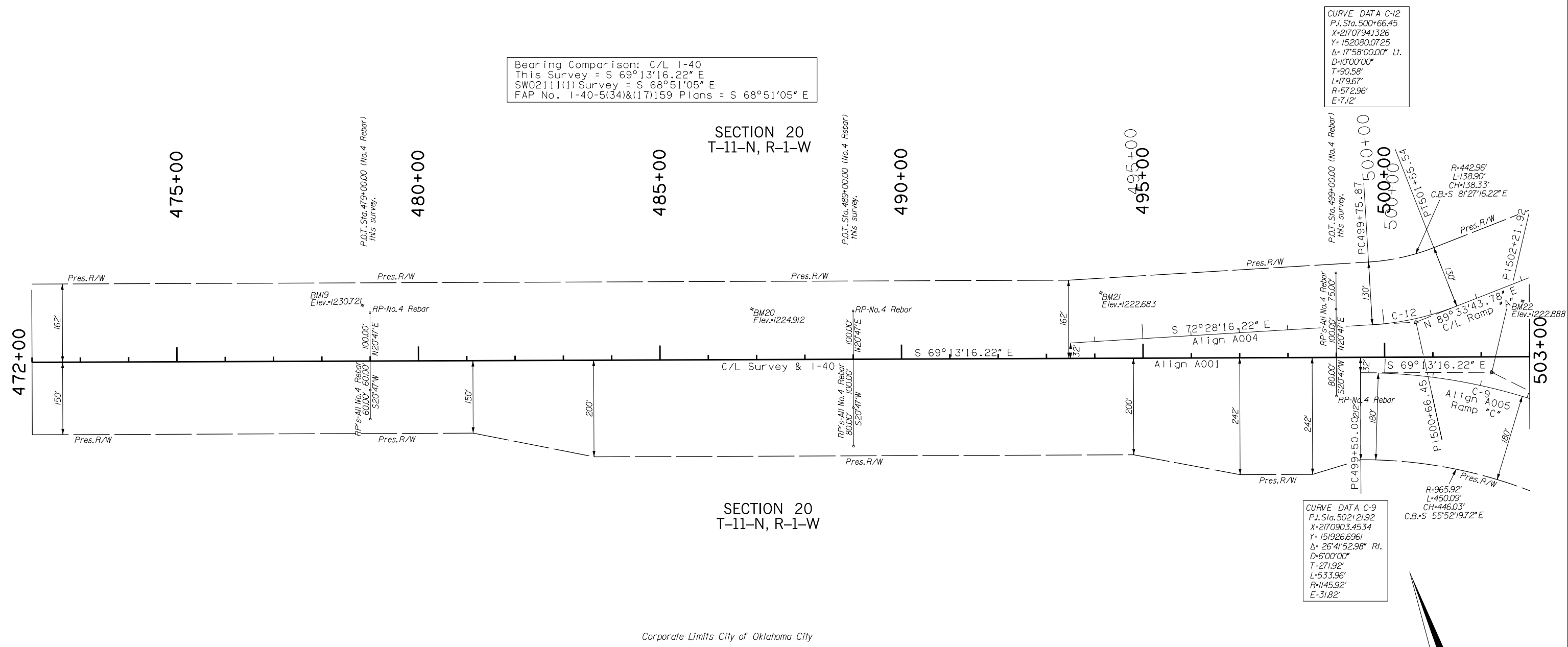
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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
 02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

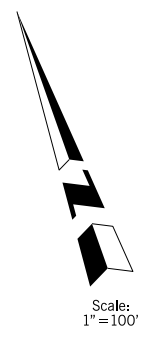
Corporate Limits City of Oklahoma City

Bearing Comparison: C/L I-40
 This Survey = S 69°13'16.22" E
 SW02111(1) Survey = S 68°51'05" E
 FAP No. 1-40-5(34)&(17)159 Plans = S 68°51'05" E



CURVE DATA C-12
 P.I. Sta. 500+66.45
 X=2170794.326
 Y=152080.0725
 Δ= 17°58'00.00" Lt.
 D=10°00'00"
 T=90.58'
 L=179.67'
 R=572.96'
 E=7.12'

CURVE DATA C-9
 P.I. Sta. 502+21.92
 X=2170903.4534
 Y=151926.6961
 Δ= 26°41'52.98" Rt.
 D=6°00'00"
 T=271.92'
 L=533.96'
 R=1145.92'
 E=31.82'



Corporate Limits City of Oklahoma City

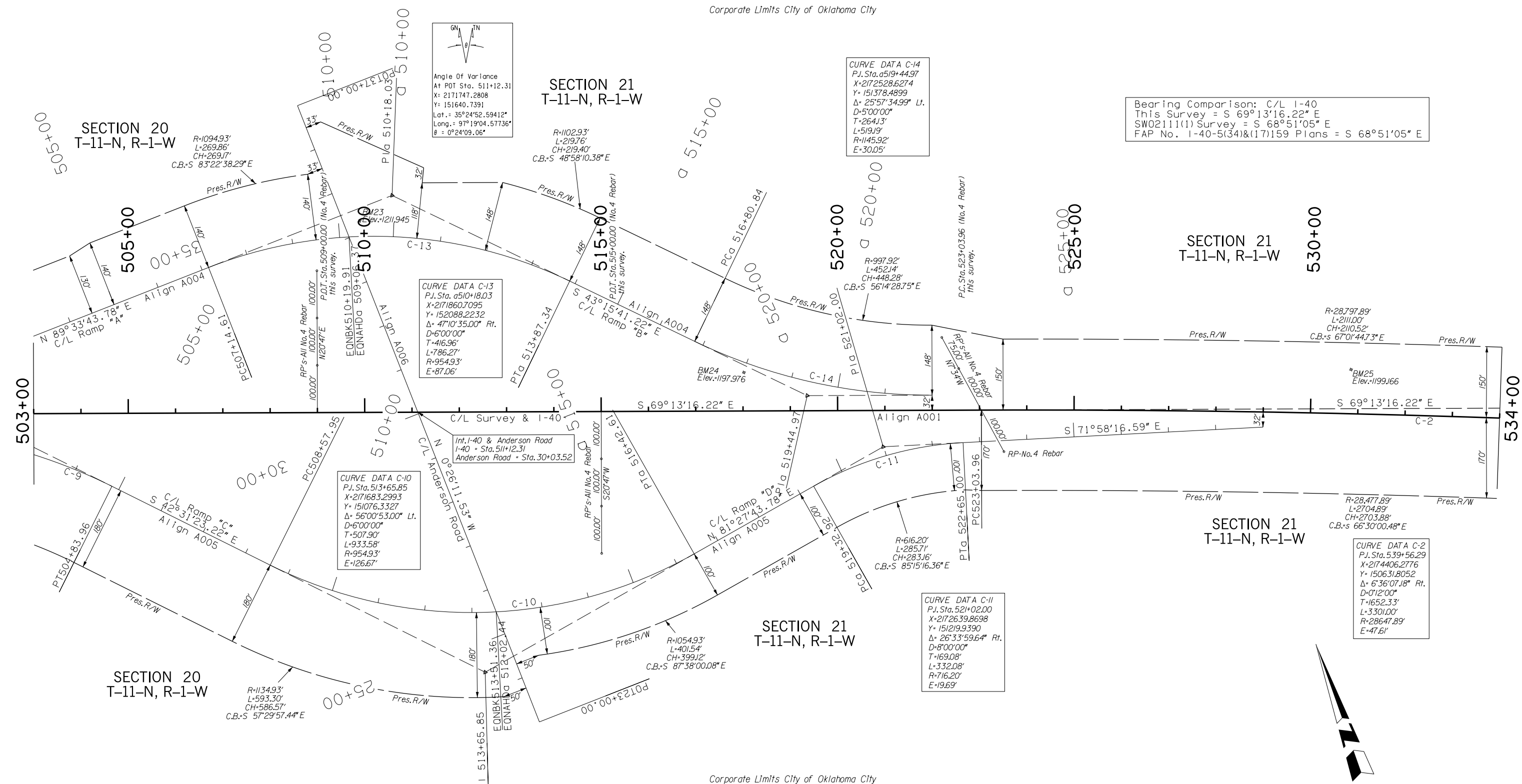
PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET SWO 5224 (1) PROJECT NO. 3101105 SHEET NO. 11
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION	REVISIONS	DATE

Corporate Limits City of Oklahoma City

Corporate Limits City of Oklahoma City



Angle of Variance
 At POT Sta. 511+12.31
 X= 2171747.2808
 Y= 151640.7391
 Lat. = 35°24'52.59412"
 Long. = 97°19'04.57736"
 θ = 0°24'09.06"

CURVE DATA C-14
 P.I. Sta. 519+44.97
 X=2172528.6274
 Y= 151378.4899
 Δ= 25°57'34.99" Lt.
 D=5°00'00"
 T=264.13'
 L=519.19'
 R=1145.92'
 E=30.05'

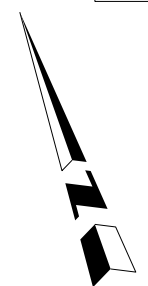
Bearing Comparison: C/L I-40
 This Survey = S 69°13'16.22" E
 SW02111(1) Survey = S 68°51'05" E
 FAP No. I-40-5(34)&(17)159 Plans = S 68°51'05" E

CURVE DATA C-13
 P.I. Sta. 510+18.03
 X=2171860.7095
 Y= 152088.2232
 Δ= 47°10'35.00" Rt.
 D=6°00'00"
 T=416.96'
 L=786.27'
 R=954.93'
 E=87.06'

CURVE DATA C-10
 P.I. Sta. 513+65.85
 X=2171683.2993
 Y= 151076.3327
 Δ= 56°00'53.00" Lt.
 D=6°00'00"
 T=507.90'
 L=933.58'
 R=954.93'
 E=126.67'

CURVE DATA C-11
 P.I. Sta. 521+02.00
 X=2172639.8698
 Y= 151219.9390
 Δ= 26°33'59.64" Rt.
 D=8°00'00"
 T=169.08'
 L=332.08'
 R=716.20'
 E=19.69'

CURVE DATA C-2
 P.I. Sta. 539+56.29
 X=2174406.2776
 Y= 150631.8052
 Δ= 6°36'07.8" Rt.
 D=0°12'00"
 T=1652.33'
 L=3301.00'
 R=28647.89'
 E=47.61'



PLS	DEA		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh		

SWO 5224 (1) PROJECT NO. 3101105 SHEET NO. S12

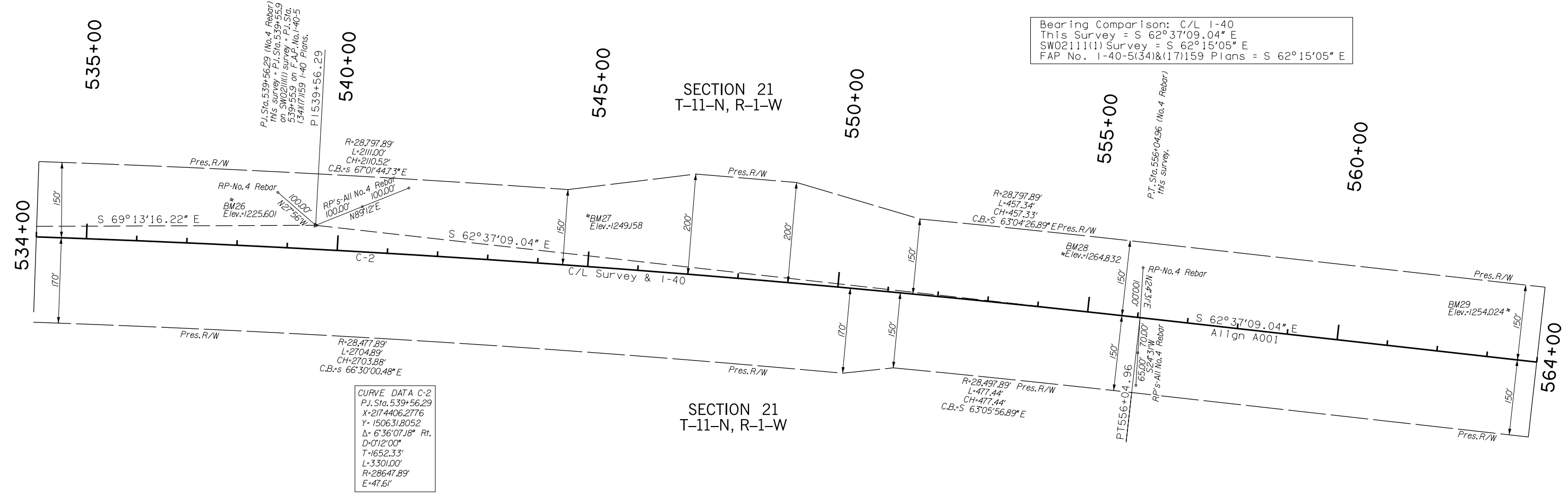
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OKLAHOMA DEPARTMENT OF TRANSPORTATION
FINAL FIELD MEETING
 02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS	DATE	

Bearing Comparison: C/L I-40
 This Survey = S 69°13'16.22" E
 SW02111(1) Survey = S 68°51'05" E
 FAP No. I-40-5(34)&(17)159 Plans = S 68°51'05" E

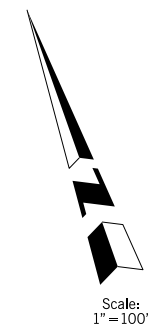
Bearing Comparison: C/L I-40
 This Survey = S 62°37'09.04" E
 SW02111(1) Survey = S 62°15'05" E
 FAP No. I-40-5(34)&(17)159 Plans = S 62°15'05" E



CURVE DATA C-2
 P.I. Sta. 539+56.29
 X=2174406.2776
 Y=150631.8052
 Δ= 6°36'07.18" Rt.
 D=0°12'00"
 T=1652.33'
 L=3301.00'
 R=28647.89'
 E=47.61'

Corporate Limits City of Oklahoma City

Corporate Limits City of Oklahoma City



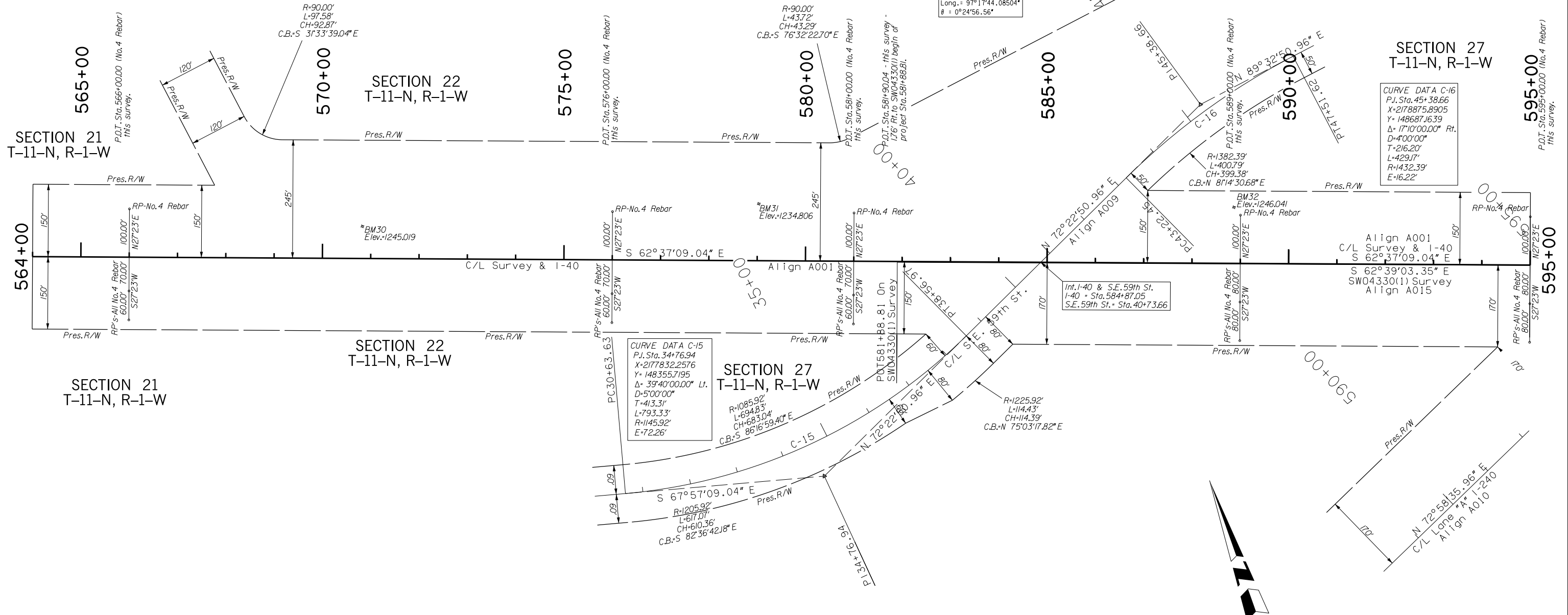
PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	
		SURVEY DATA SHEET
		SWO 5224 (1) PROJECT NO. 3101105 SHEET NO. S13

Corporate Limits City of Oklahoma City

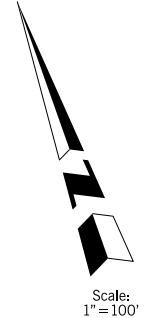
Bearing Comparison: C/L I-40
 This Survey = S 62°37'09.04" E
 SW02111(1) Survey Bearing Equation Sta. 569+23.4
 = S 62°15'05" E Bk. = S 62°12'46" E Ahd.
 FAP No. 1-40-5(34)&(17)159 Plans Bearing Equation
 Sta. 569+234 = S 62°15'05" E Bk. = S 62°12'46" E Ahd.

Bearing Comparison: C/L I-40
 This Survey = S 62°37'09.04" E
 SW02111(1) Survey S 62°12'46" E
 FAP No. 1-40-5(34)&(17)159 Plans = S 62°12'46" E

Angle of Variance
 At POT Sta. 584+87.05
 X = 2178432.7039
 Y = 148546.4136
 Lat. = 35°24'21.52076"
 Long. = 97°17'44.08504"
 θ = 0°24'56.56"



Corporate Limits City of Oklahoma City



PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET SWO 5224 (1) PROJECT NO. 3101105 SHEET NO. S14
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
 THIS DOCUMENT IS PRELIMINARY
 IN NATURE AND IS NOT A FINAL,
 SIGNED AND SEALED DOCUMENT.
 02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION
**FINAL FIELD
 MEETING**
 02-21-20

OKLAHOMA DEPARTMENT OF TRANSPORTATION				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
	OKLA.			
DESCRIPTION		REVISIONS		DATE

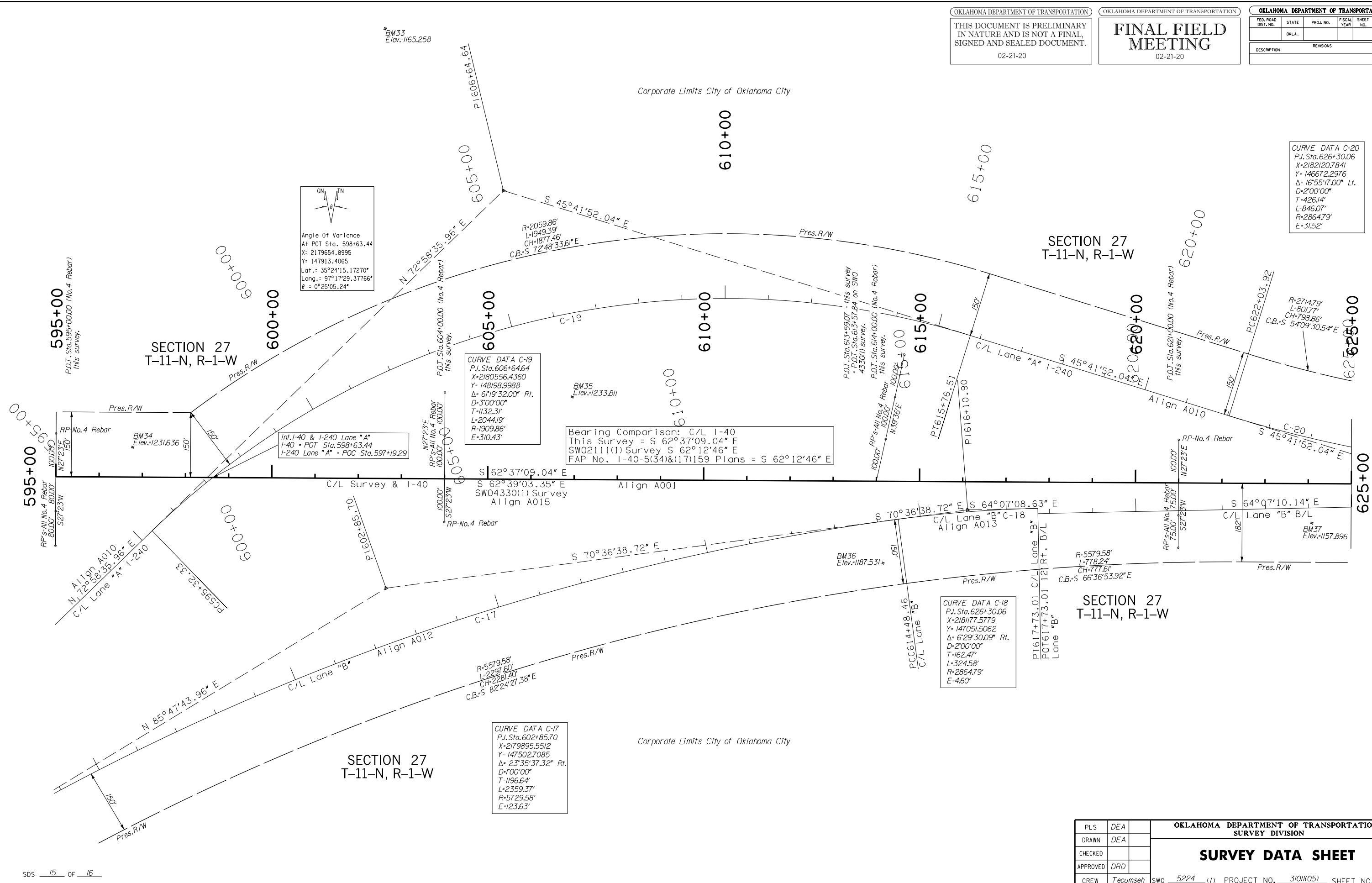
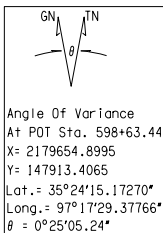
CURVE DATA C-20
 P.I. Sta. 626+30.06
 X=2182120.7841
 Y= 146672.2976
 $\Delta = 16^{\circ}55'17.00''$ Lt.
 D=2'00'00"
 T=426.14'
 L=846.07'
 R=2864.79'
 E=31.52'

CURVE DATA C-19
 P.I. Sta. 606+64.64
 X=2180556.4360
 Y= 148198.9988
 $\Delta = 6^{\circ}19'32.00''$ Rt.
 D=3'00'00"
 T=1132.31'
 L=2044.19'
 R=1909.86'
 E=310.43'

CURVE DATA C-18
 P.I. Sta. 626+30.06
 X=2181177.5779
 Y= 147051.5062
 $\Delta = 6^{\circ}29'30.09''$ Rt.
 D=2'00'00"
 T=162.47'
 L=324.58'
 R=2864.79'
 E=4.60'

CURVE DATA C-17
 P.I. Sta. 602+85.70
 X=2179895.5512
 Y= 147502.7085
 $\Delta = 23^{\circ}35'37.32''$ Rt.
 D=1'00'00"
 T=1196.64'
 L=2359.37'
 R=5729.58'
 E=123.63'

Bearing Comparison: C/L I-40
 This Survey = S 62°37'09.04" E
 SW02111(1) Survey S 62°12'46" E
 FAP No. I-40-5(34)&(17)159 Plans = S 62°12'46" E

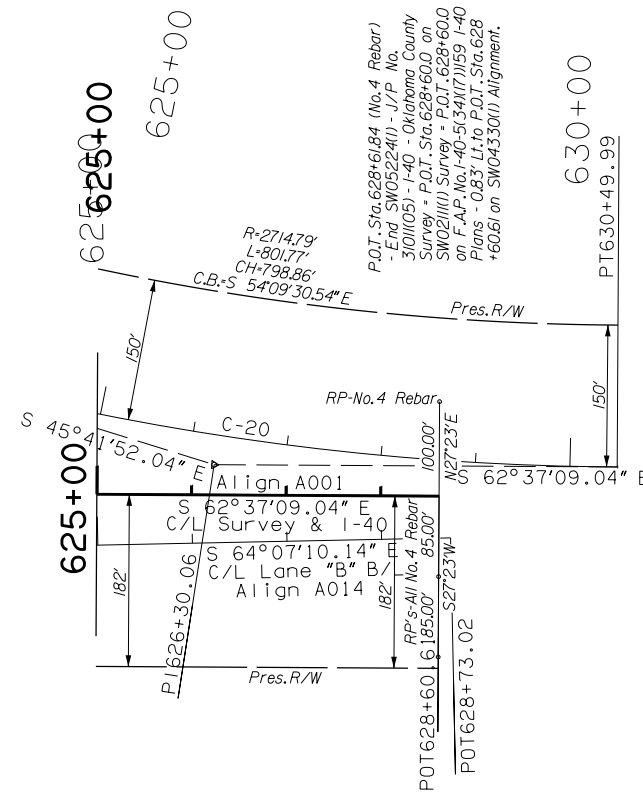


OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION			
PLS	DEA		
DRAWN	DEA		
CHECKED			
APPROVED	DRD		
CREW	Tecumseh	SWO 5224 (1)	PROJECT NO. 3101105 SHEET NO. 15

Corporate Limits City of Oklahoma City

**SECTION 27
 T-11-N, R-1-W**

CURVE DATA C-20
 P.I. Sta. 626+30.06
 X=2182120.7841
 Y= 146672.2976
 $\Delta = 16^{\circ}55'17.00''$ Lt.
 D=2'00'00"
 T=426.14'
 L=846.07'
 R=2864.79'
 E=31.52'

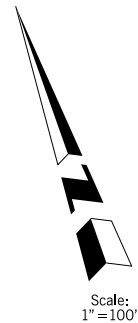


Bearing Comparison: C/L I-40
 This Survey = S 62°37'09.04" E
 SW02111(1) Survey = S 62°12'46" E
 FAP No. 1-40-5(34)&(17)159 Plans = S 62°12'46" E

**SECTION 27
 T-11-N, R-1-W**

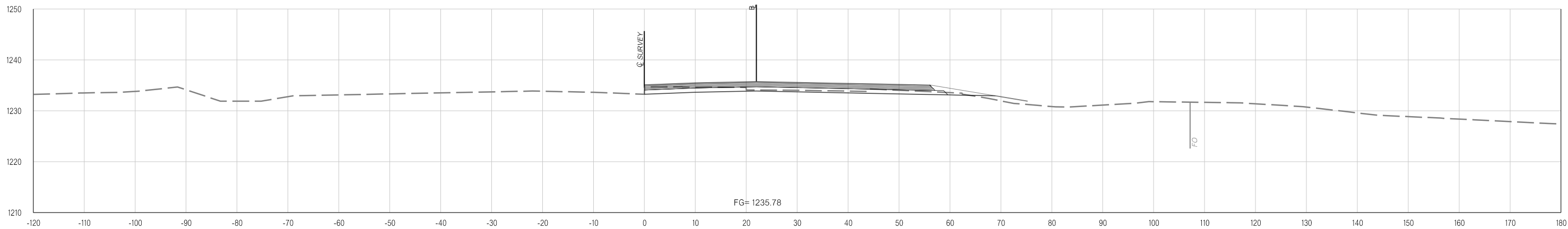
Corporate Limits City of Oklahoma City

Angle Of Variance
 At POT Sta. 628+61.84
 X= 2182317.3879
 Y= 146534.4341
 Lat. = 35°24'01.34205"
 Long. = 97°16'57.34067"
 $\theta = 0^{\circ}25'24.15''$

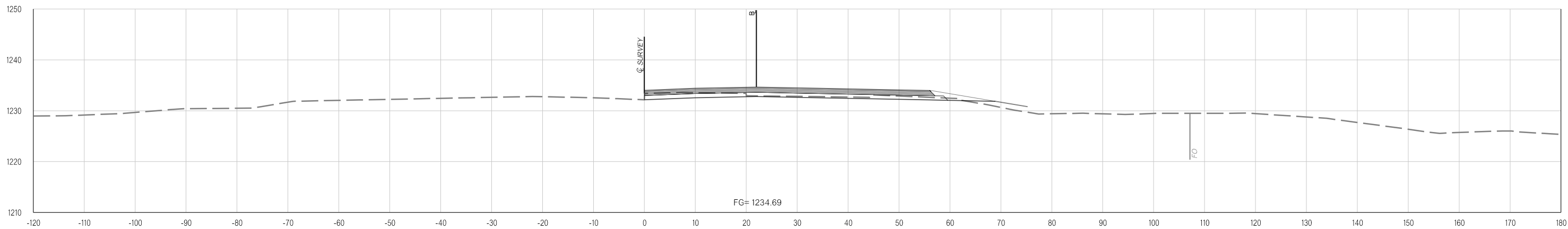


Scale:
 1" = 100'

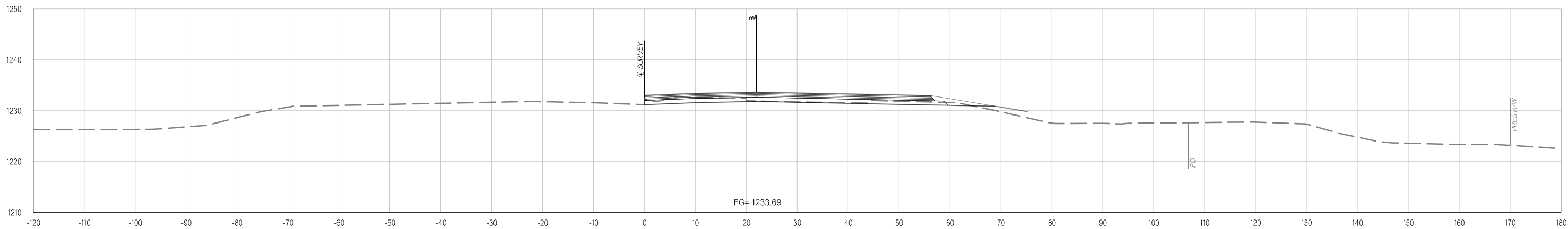
PLS	DEA	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET
DRAWN	DEA	
CHECKED		
APPROVED	DRD	
CREW	Tecumseh	
SWO 5224 (1) PROJECT NO. 3101105 SHEET NO. S16		



371+90.44

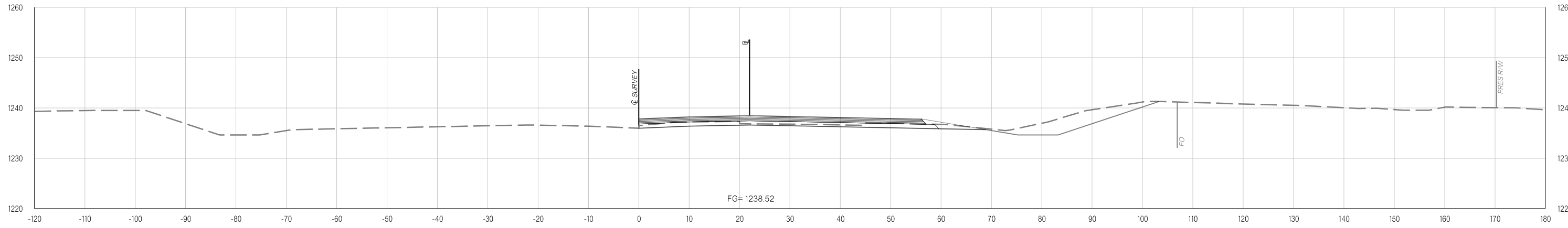


371+00.00

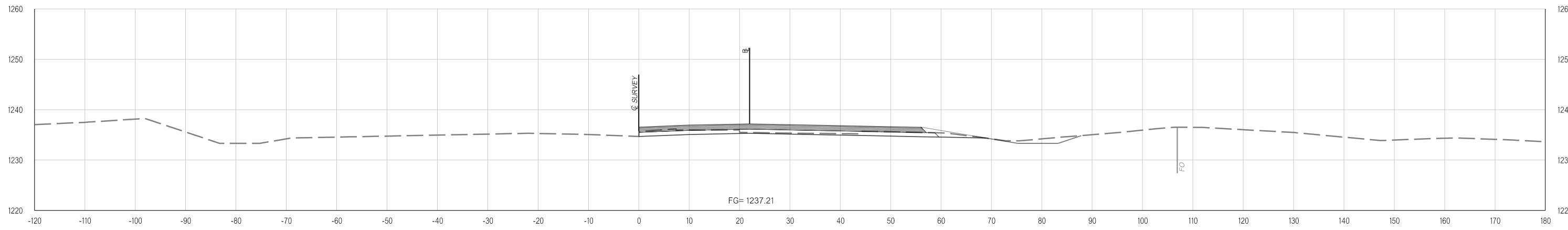


**BEGIN PROJECT
370+10.76**

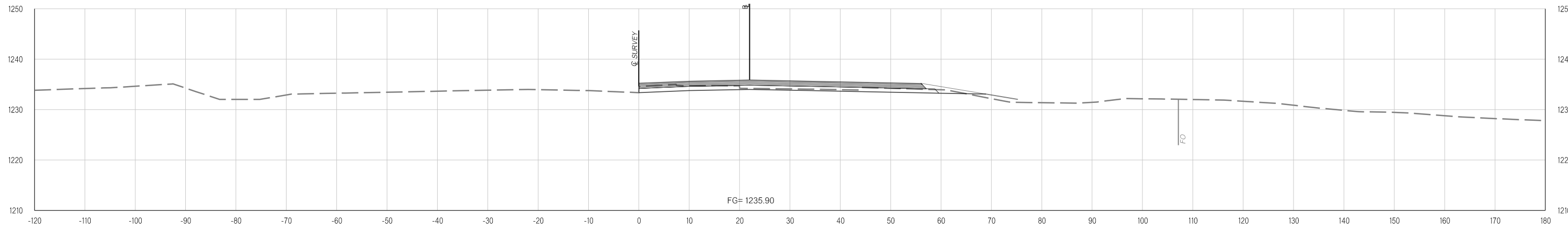
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02-21-20



374+00.00

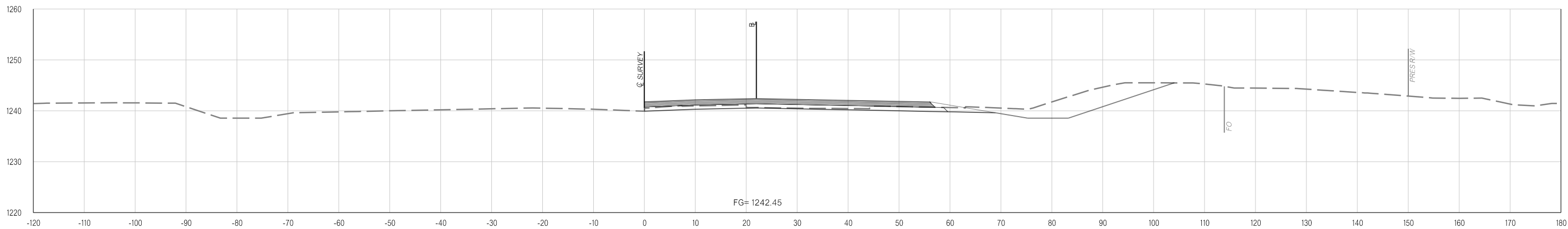


373+00.00

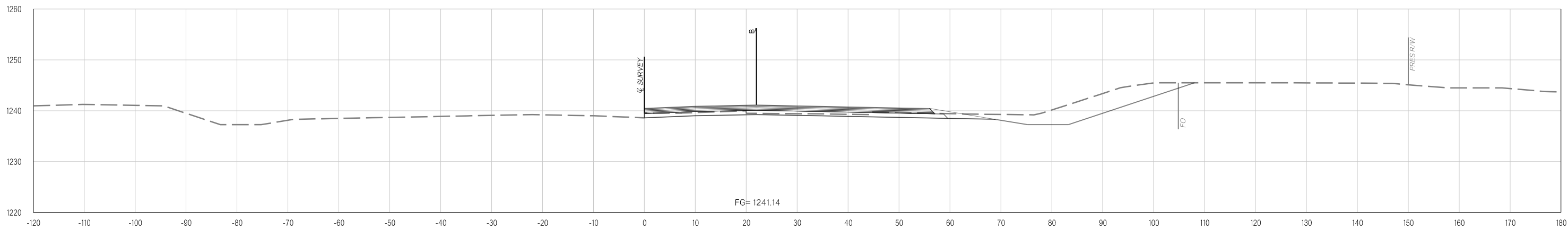


372+00.00

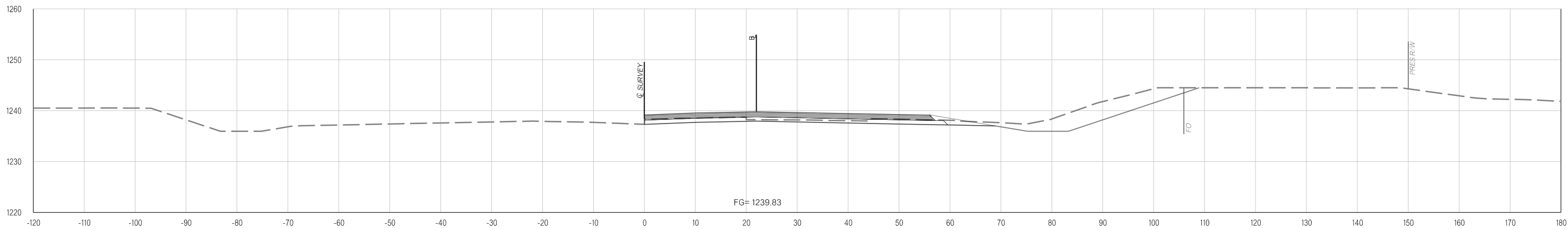
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02-21-20



377+00.00

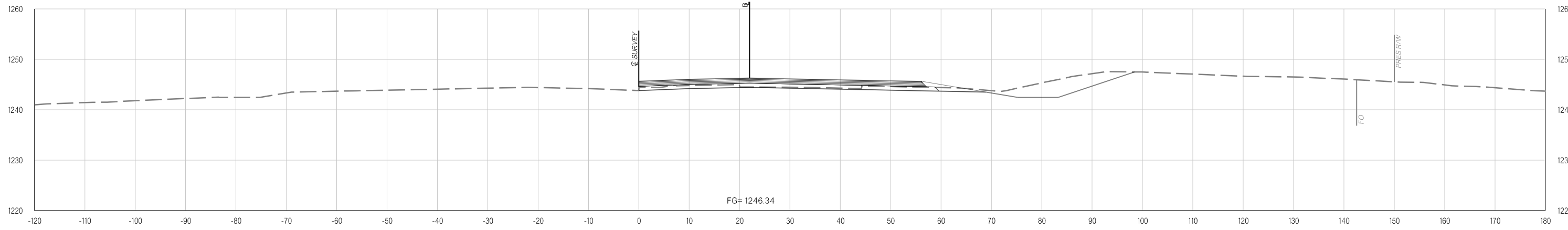


376+00.00

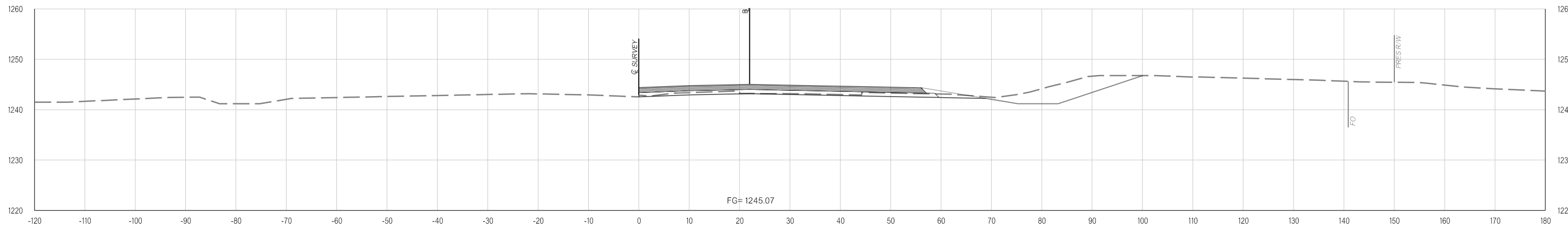


375+00.00

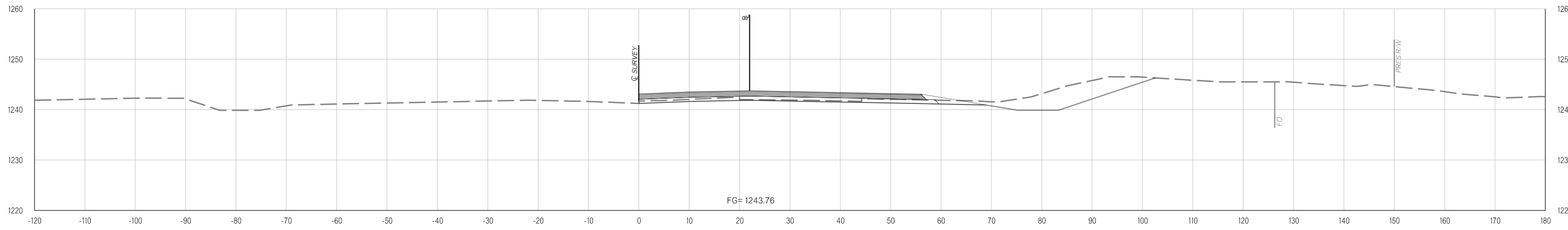
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380+00.00

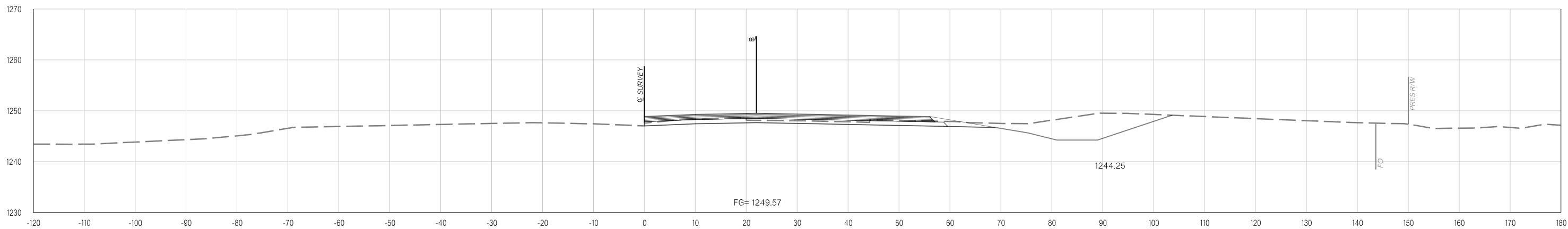


379+00.00

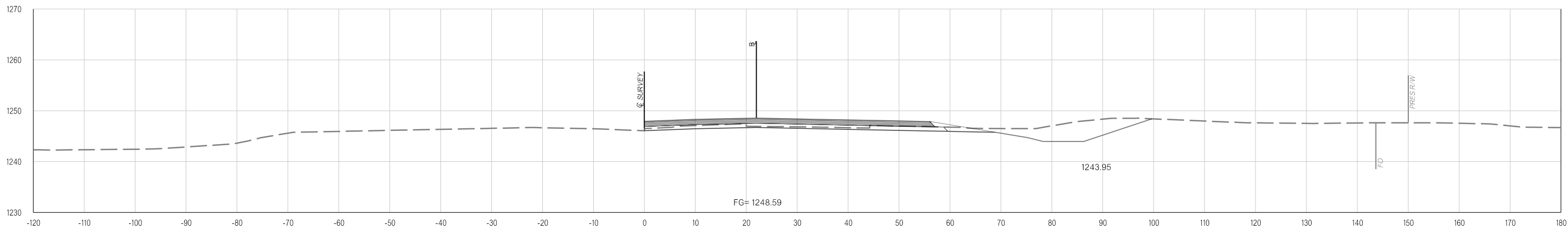


378+00.00

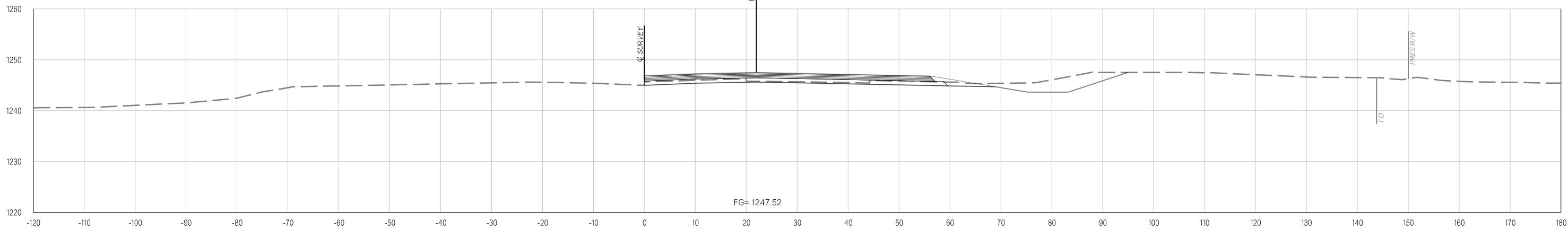
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383+00.00

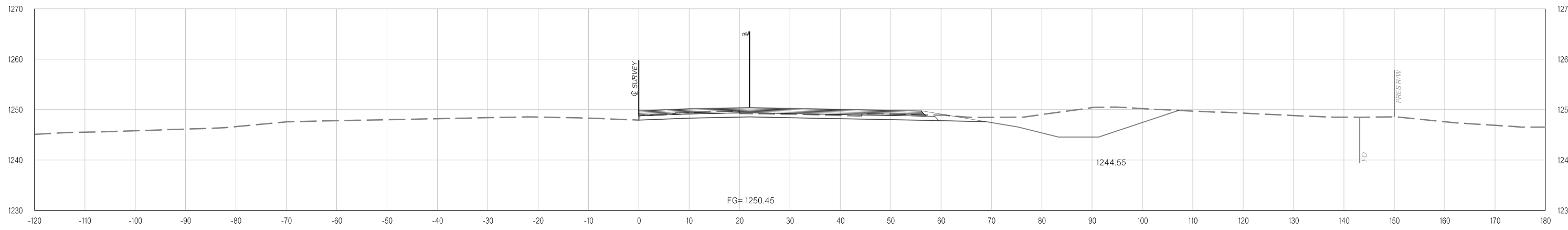
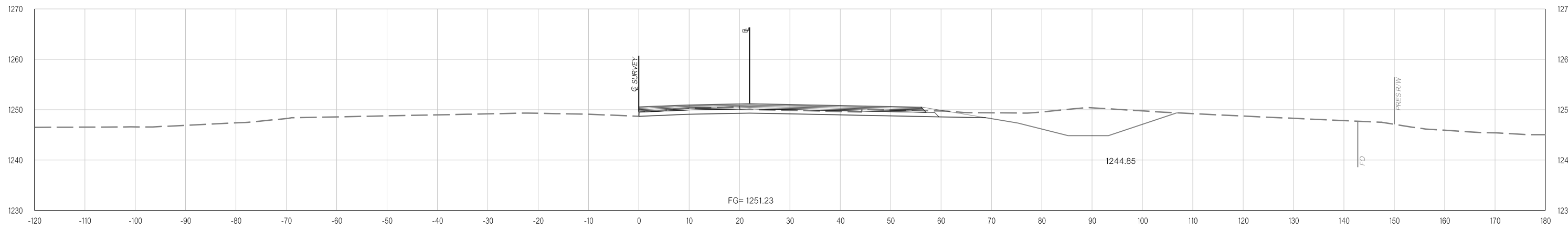
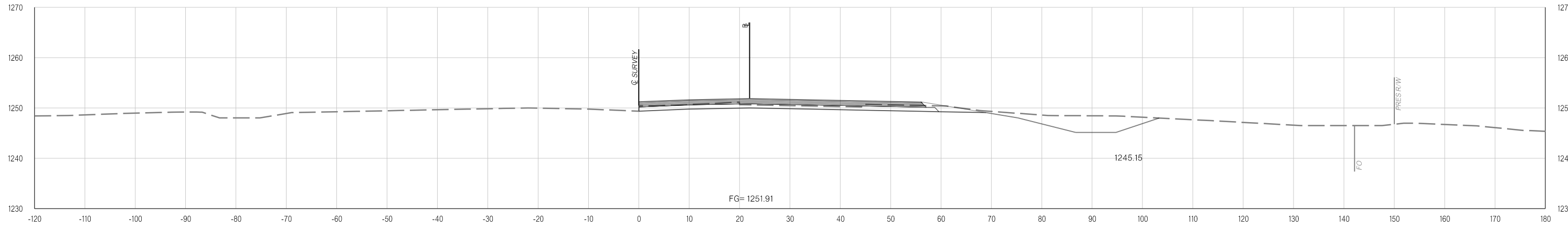


382+00.00



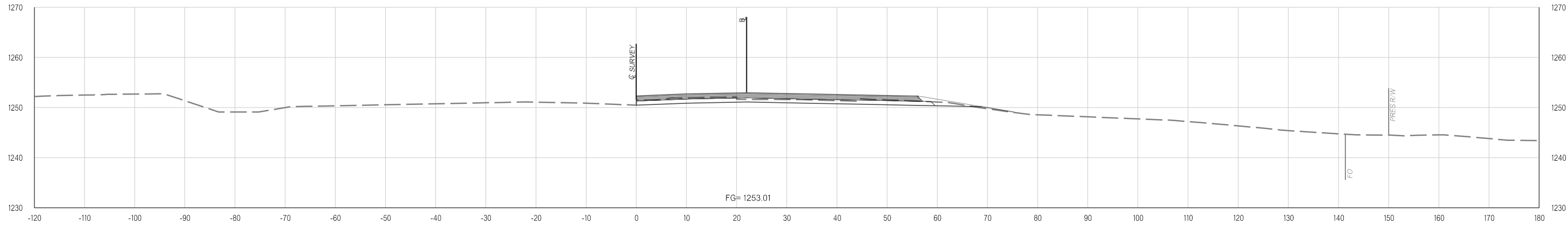
381+00.00

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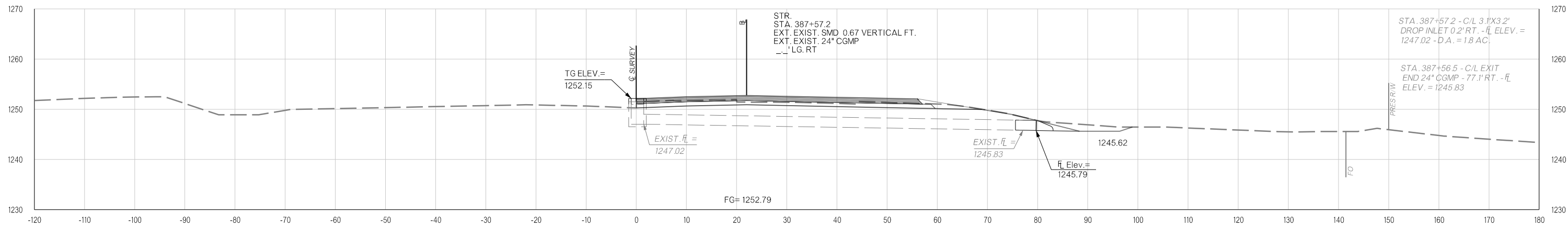


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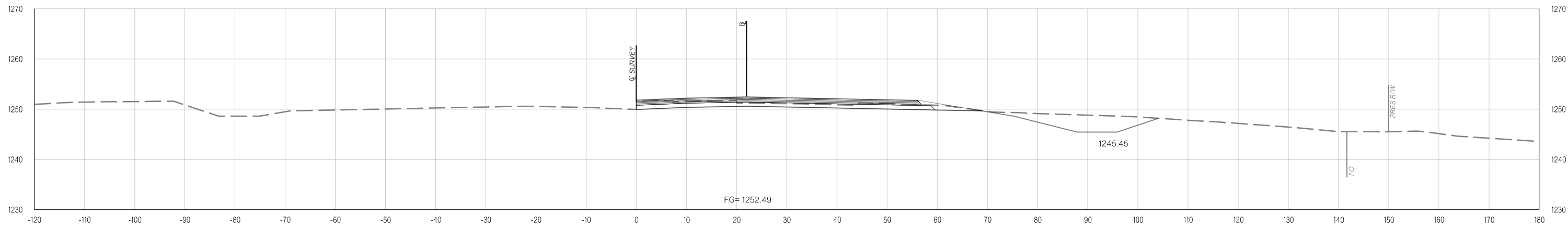
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388+00.00



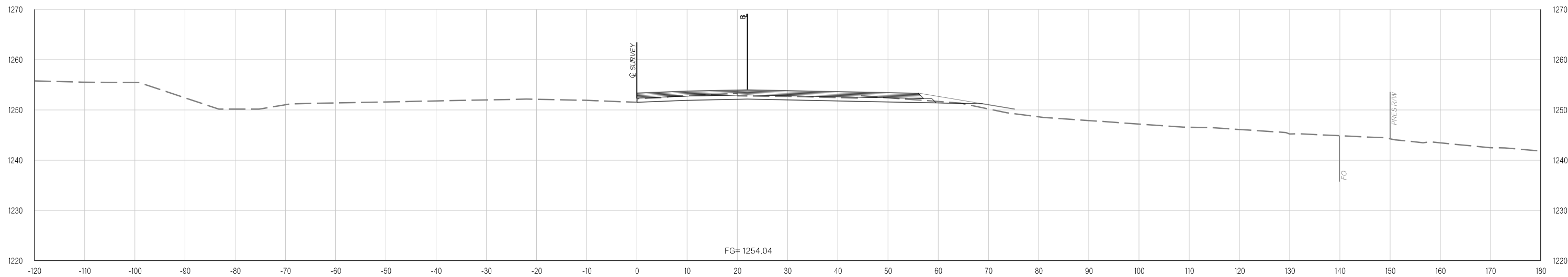
387+57.20



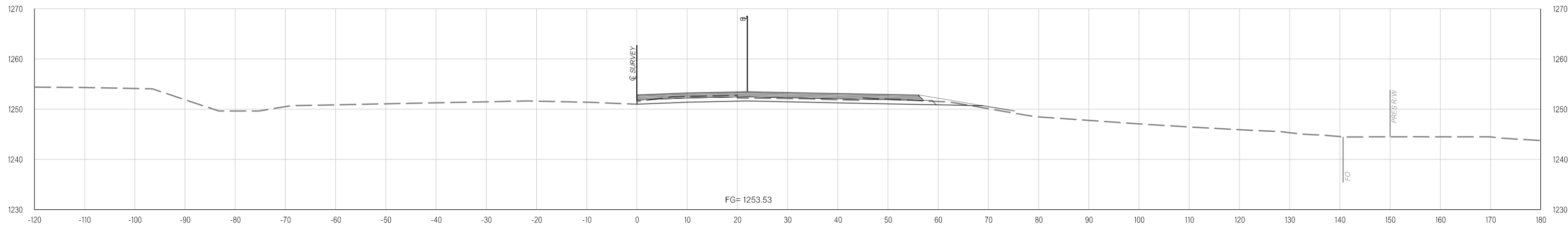
387+00.00

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02-21-20

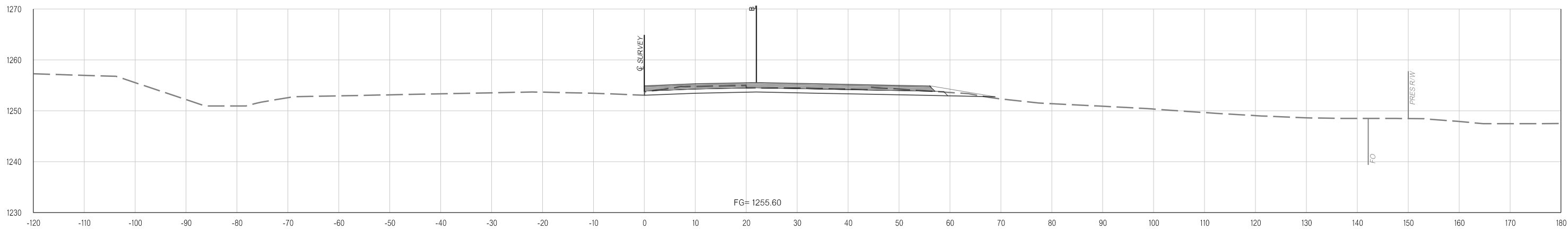
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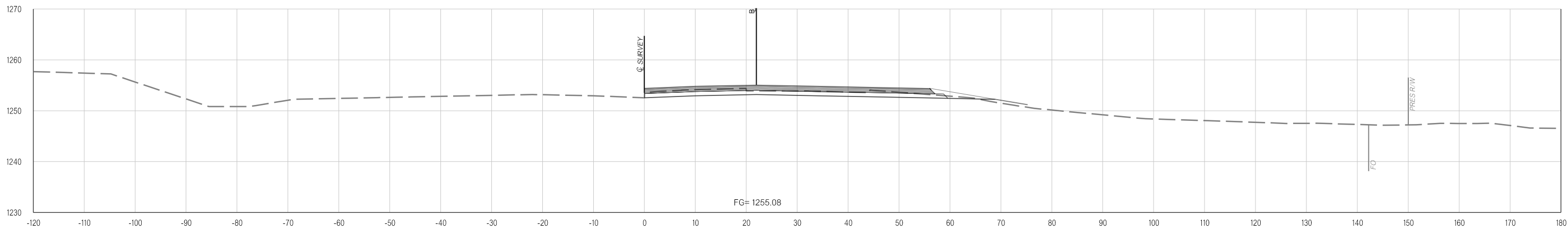
390+00.00



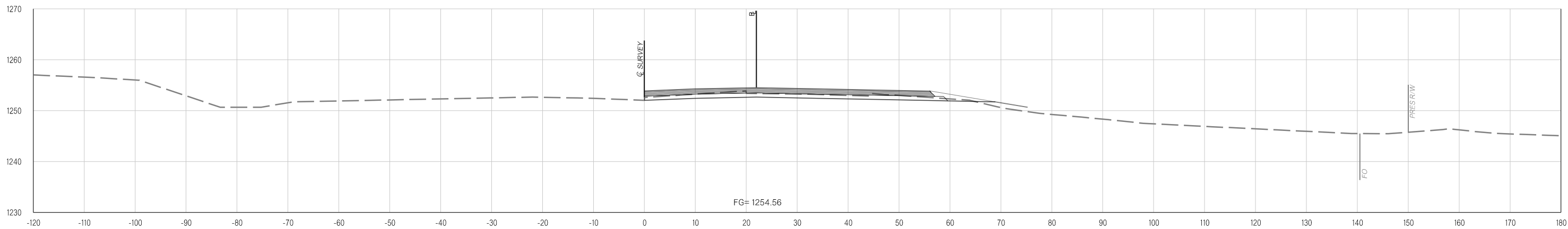
389+00.00



393+00.00



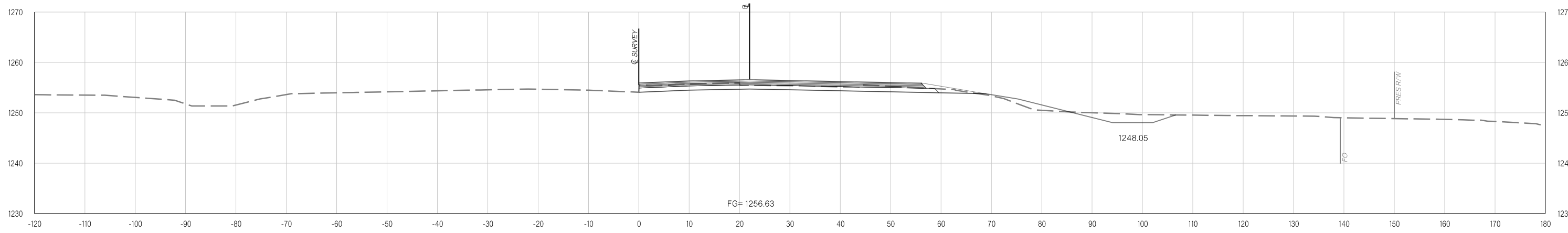
392+00.00



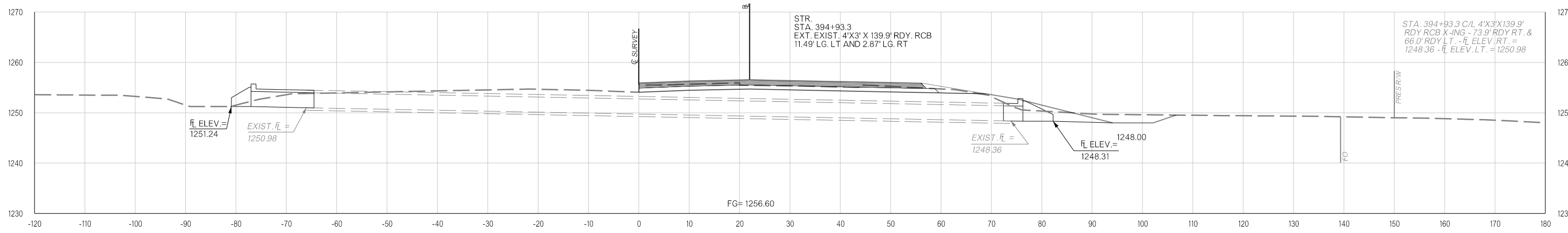
391+00.00

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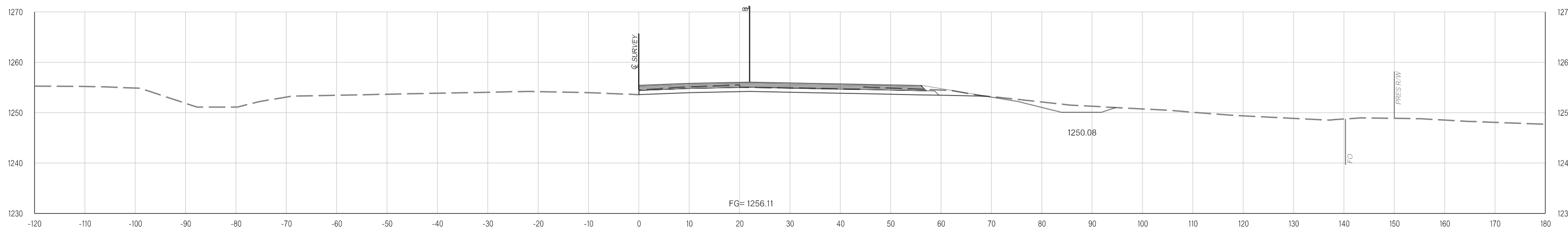
02-21-20



395+00.00

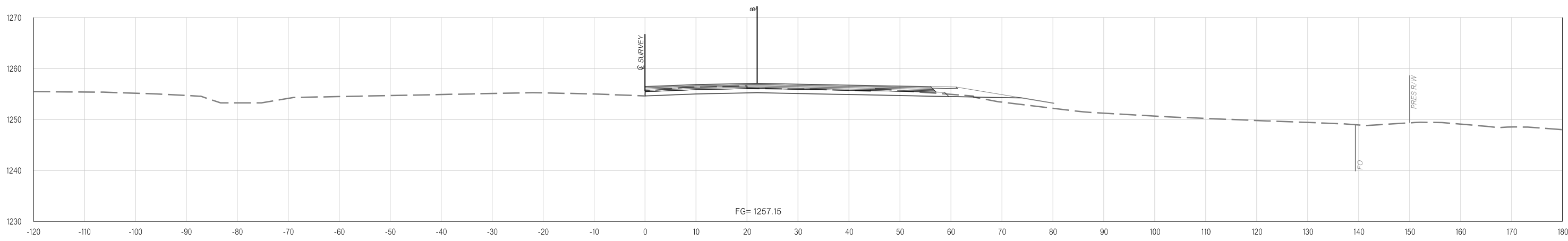


394+93.30

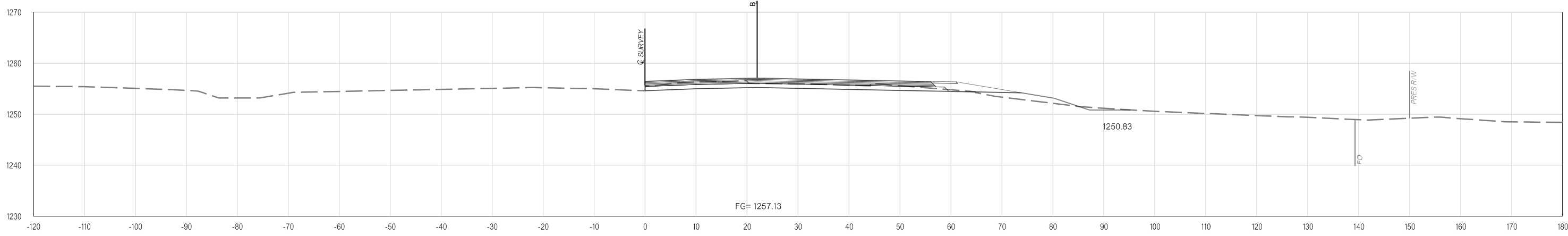


394+00.00

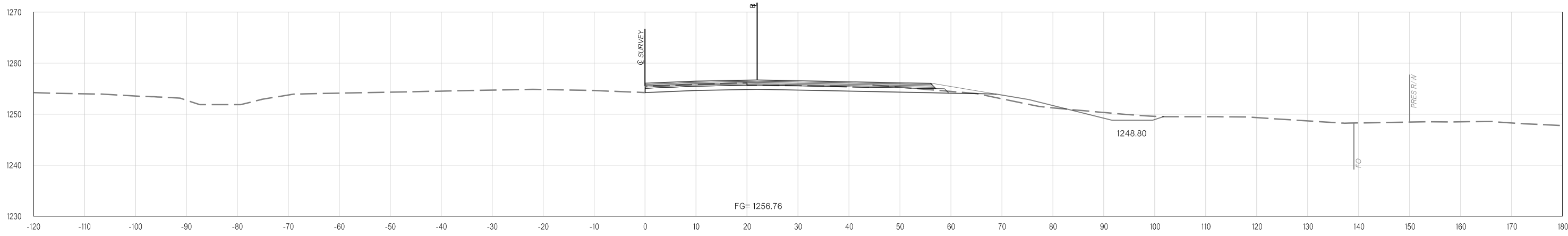
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02-21-20



396+00.00

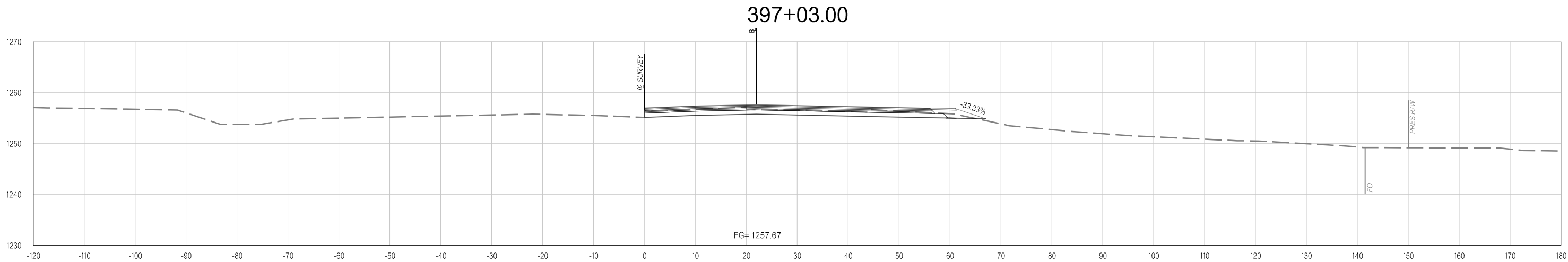
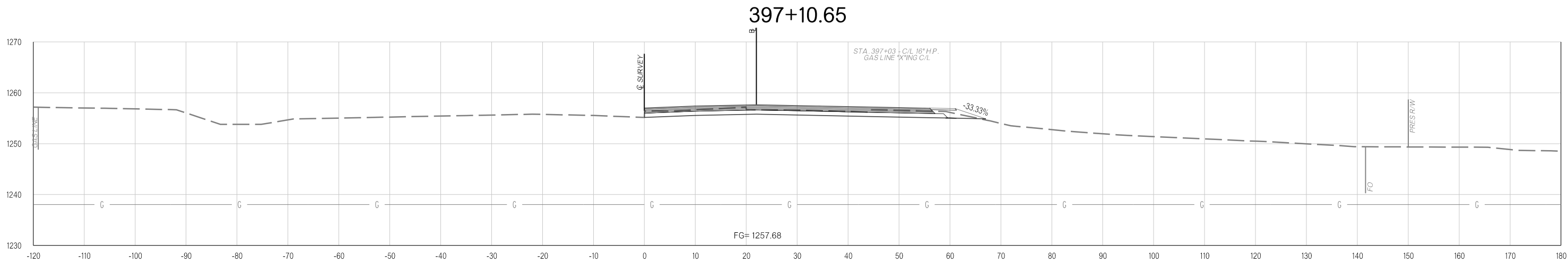
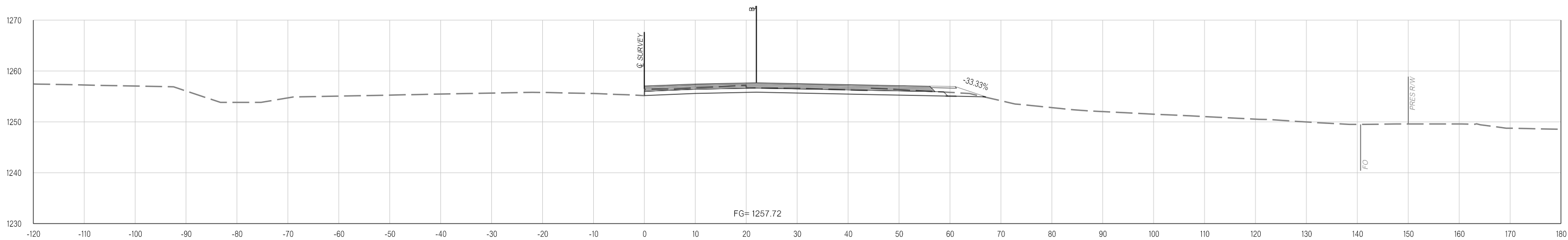


END GR WIDEN TAPER / BEGIN GR WIDEN RT.
395+95.57



BEGIN GR WIDEN TAPER RT.
395+25.64

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02-21-20

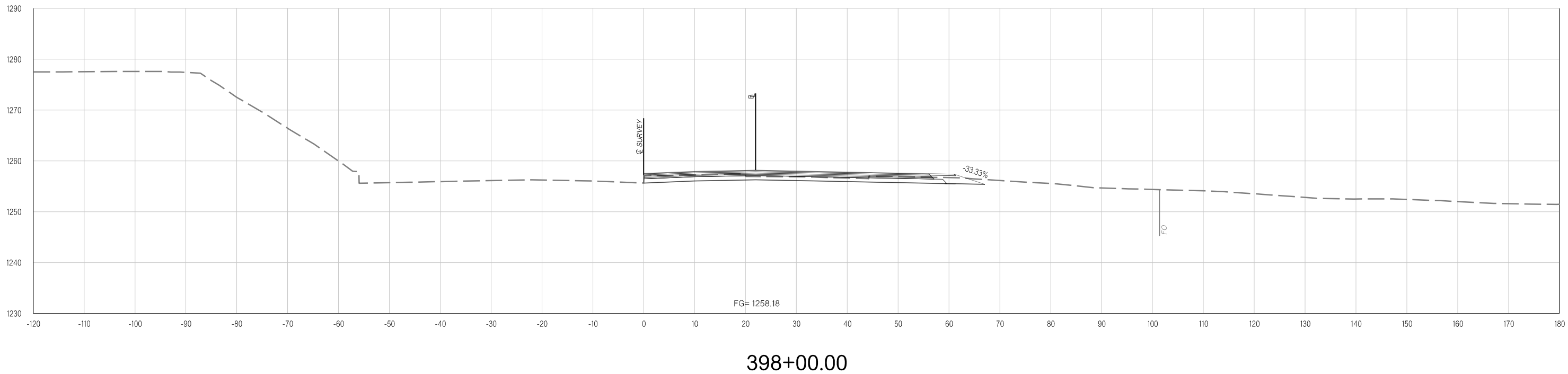
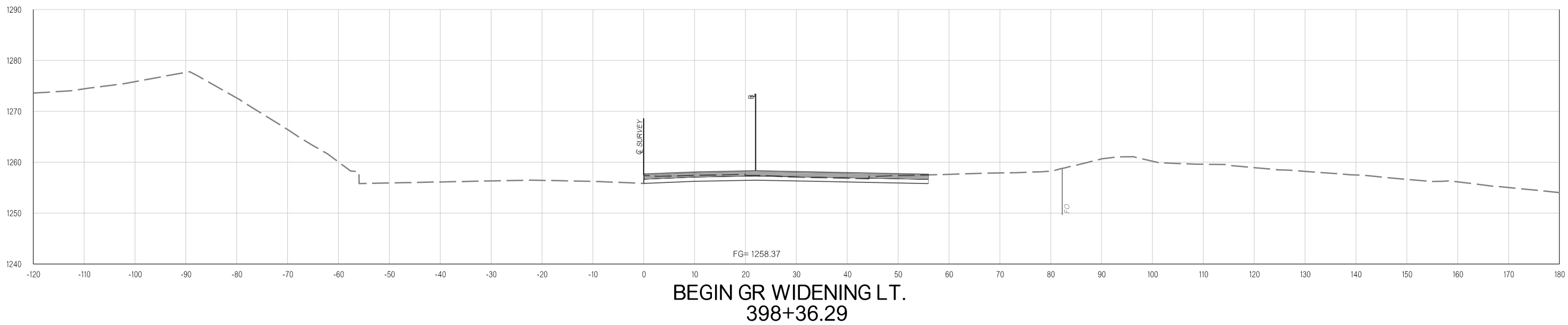


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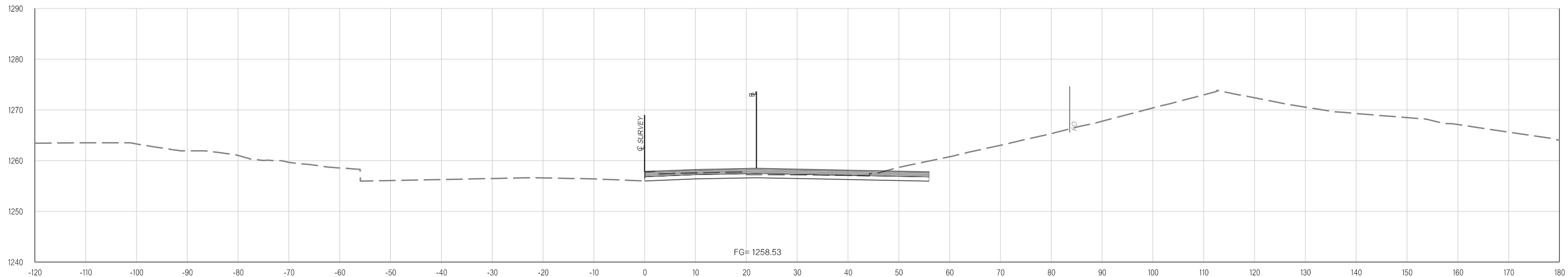
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02-21-20

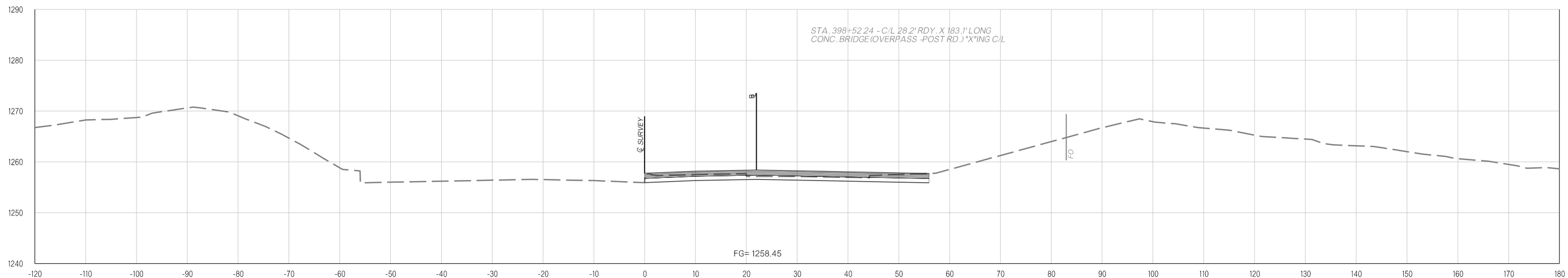
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02-21-20



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02-21-20

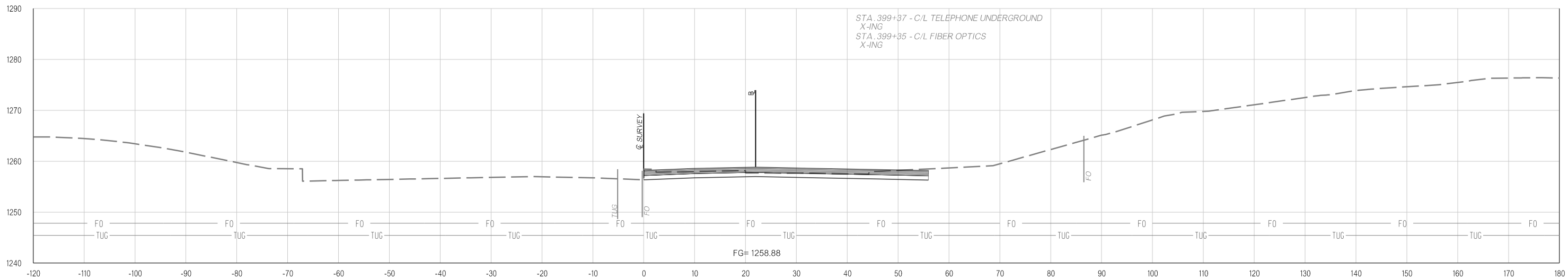


**END GR WIDENING RT.
398+67.97**

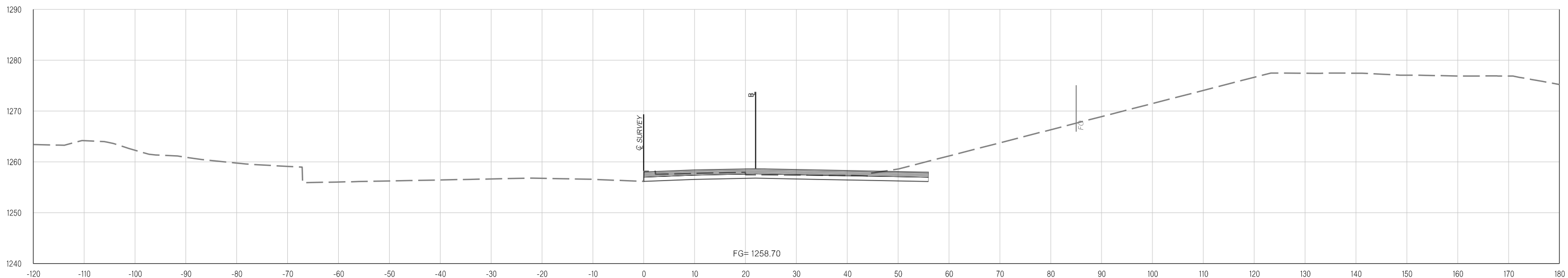


398+52.24

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02-21-20

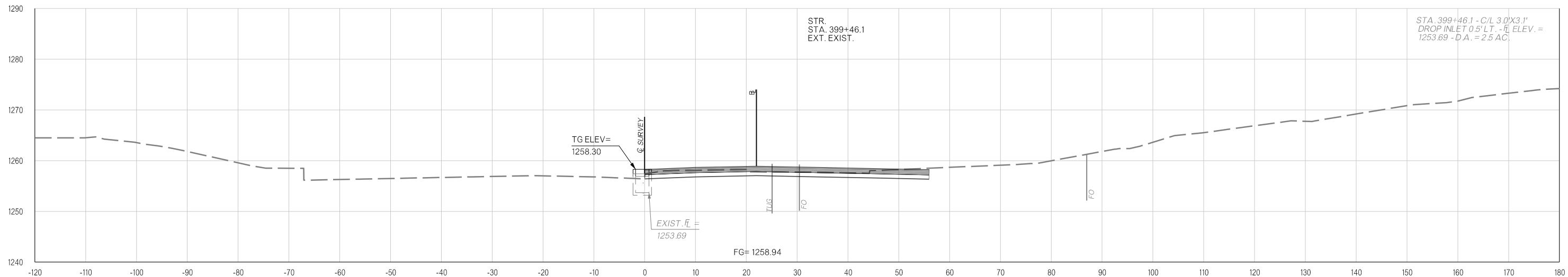


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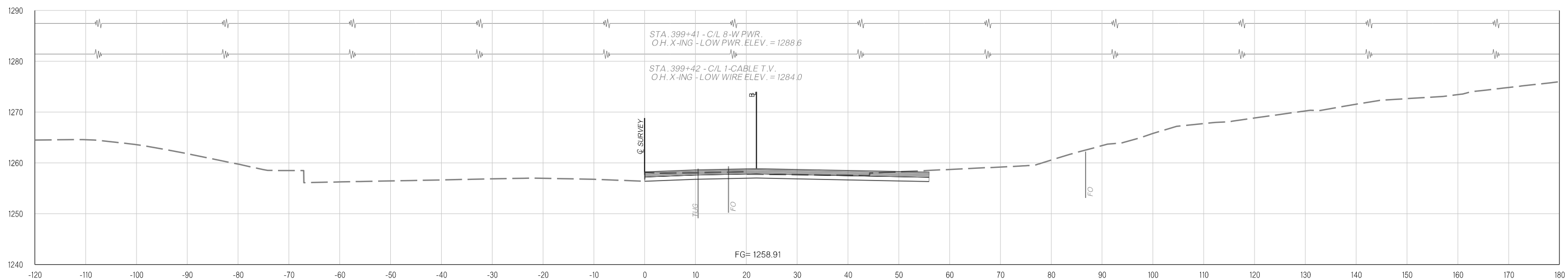


399+00.00

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02-21-20

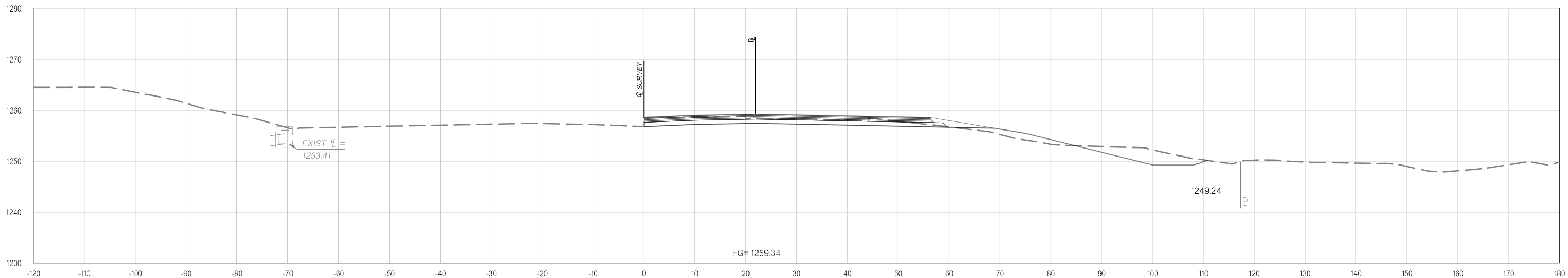


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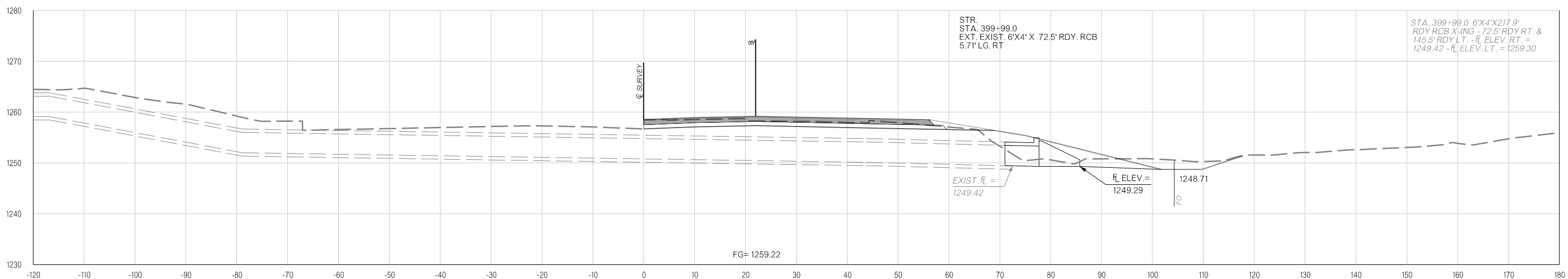


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02-21-20

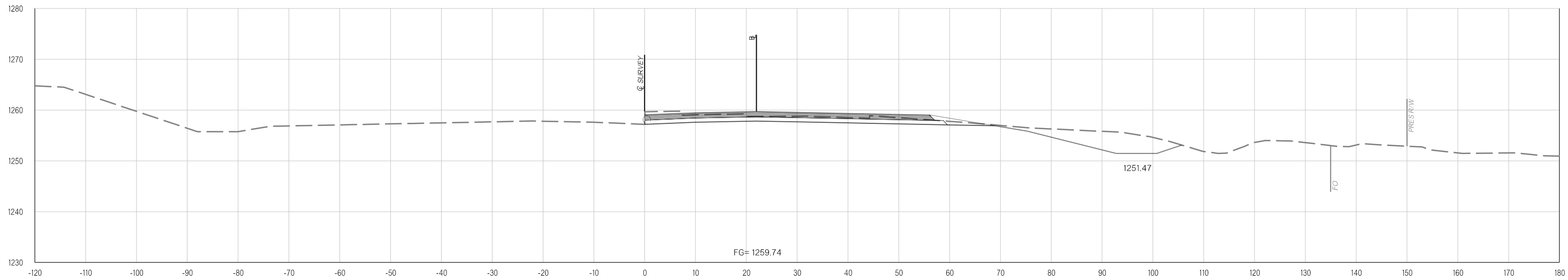


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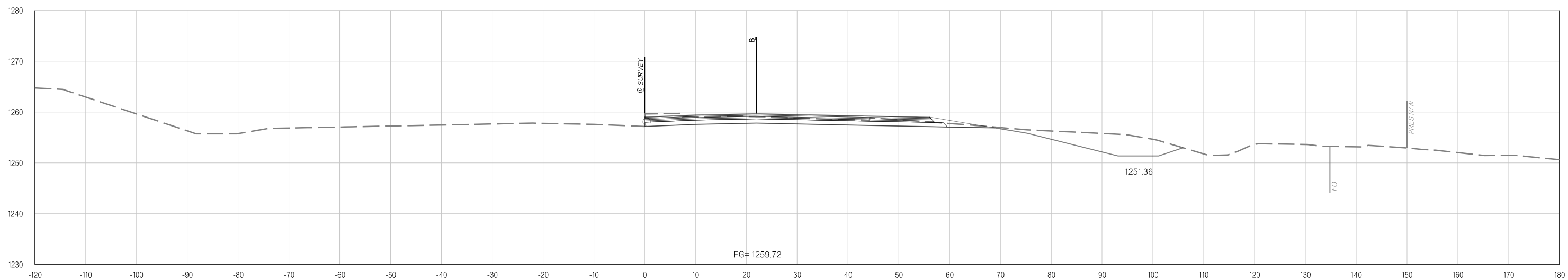


400+00.00

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02-21-20

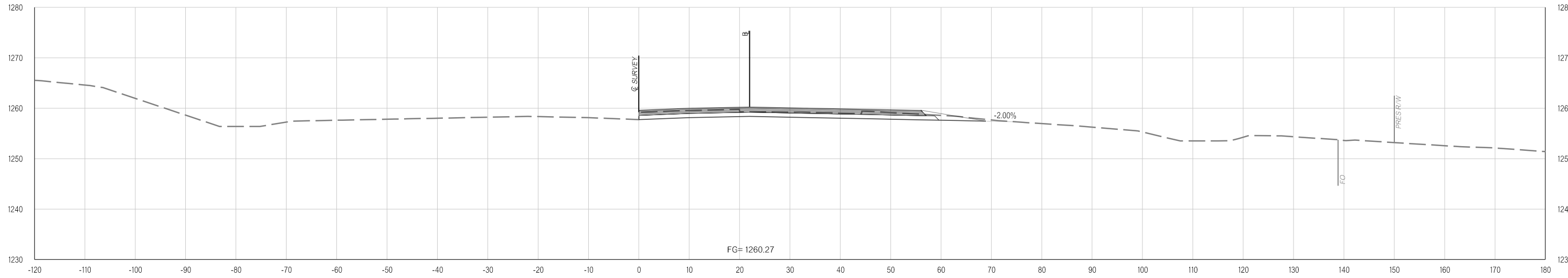


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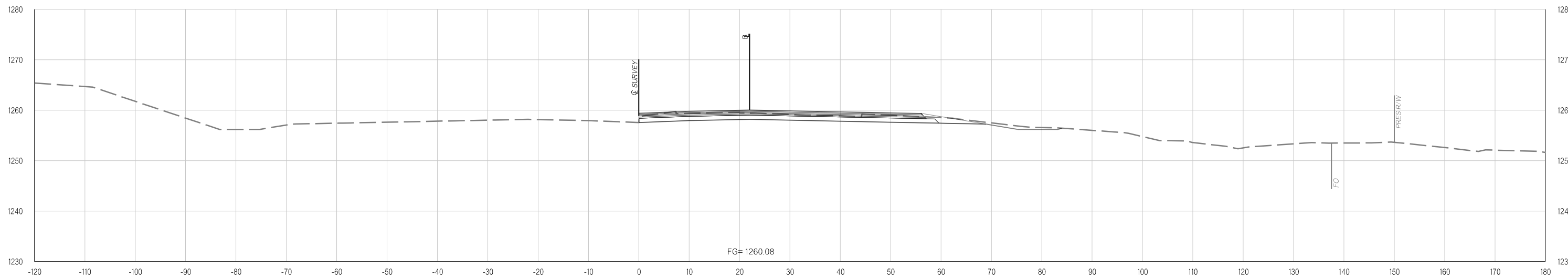


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02-21-20

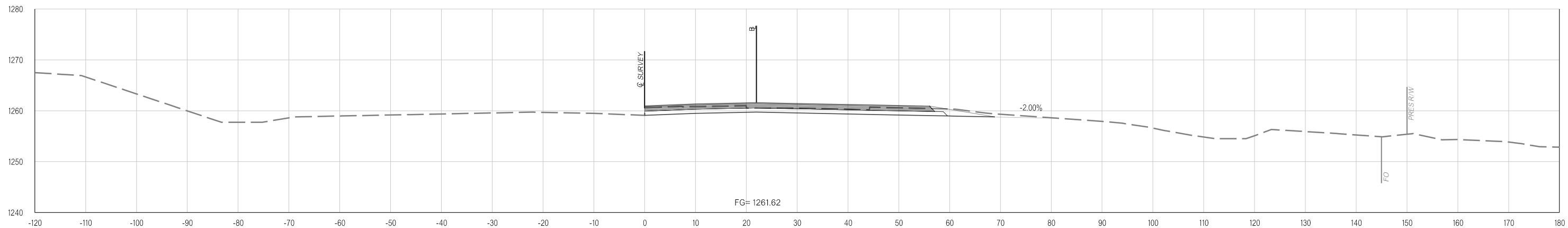


402+00.00

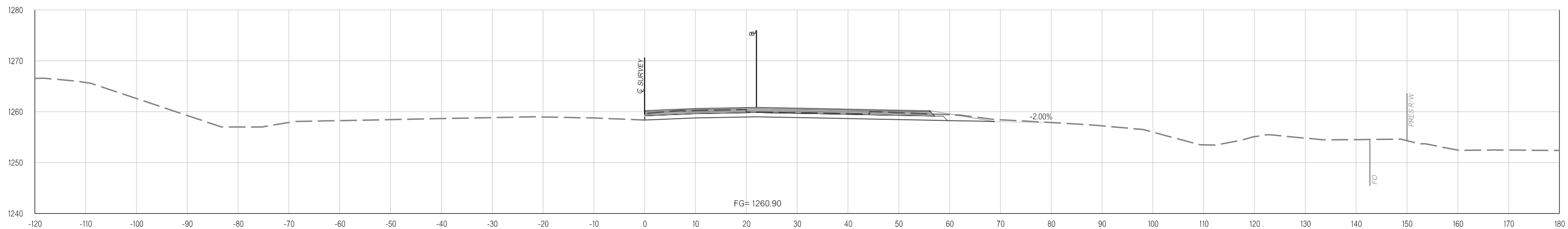


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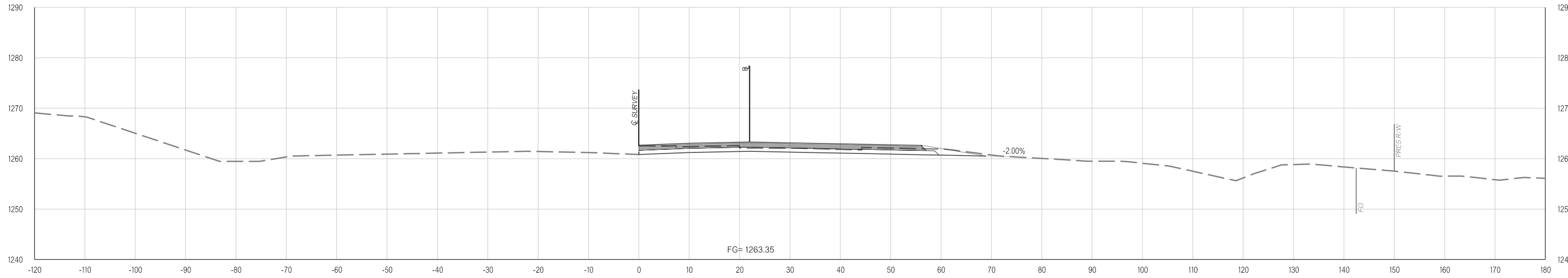


404+00.00

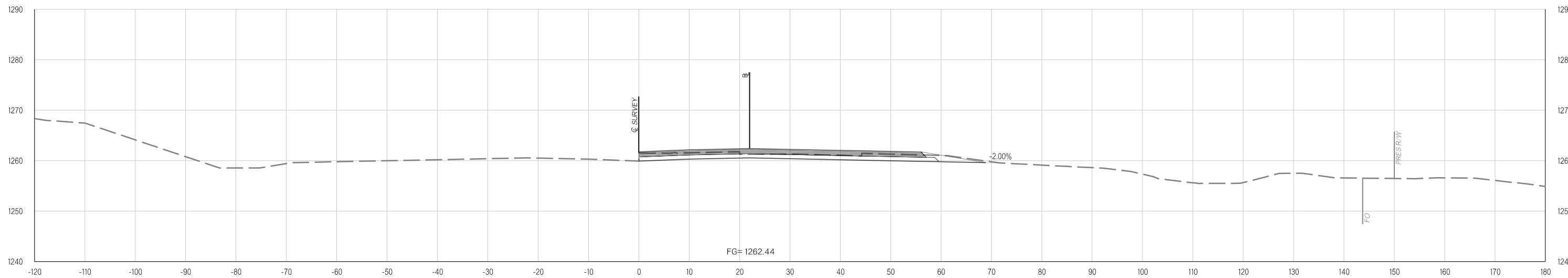


403+00.00

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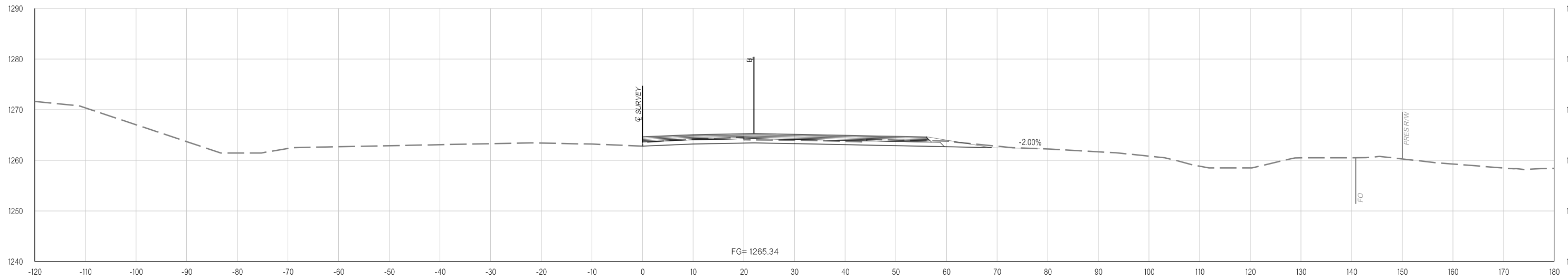


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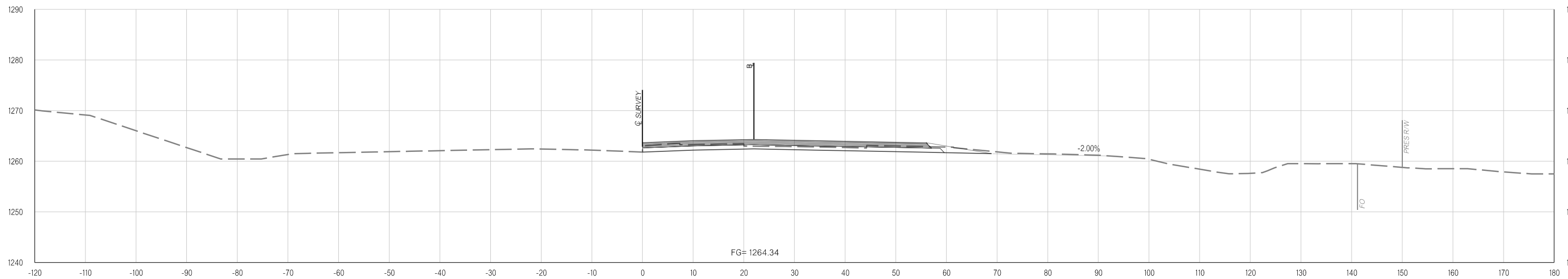


405+00.00

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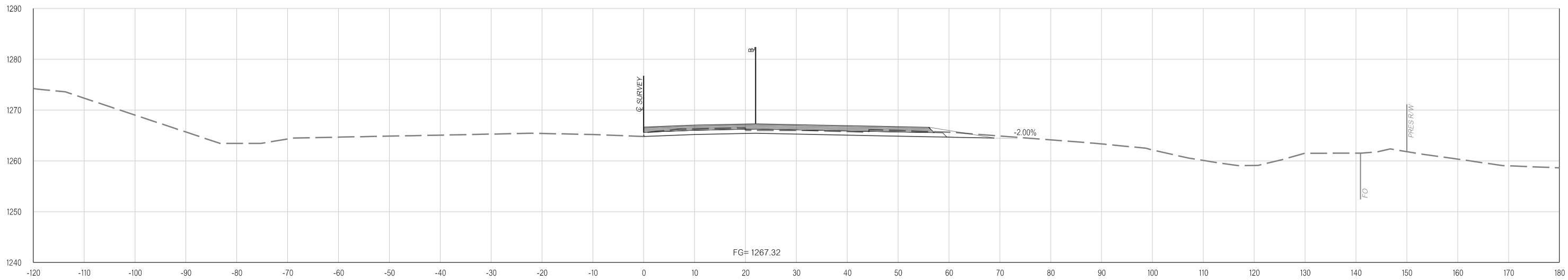


408+00.00

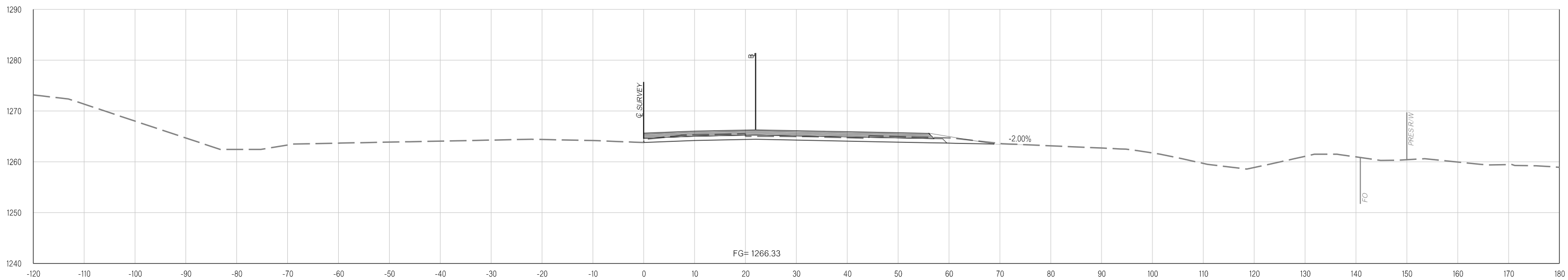


407+00.00

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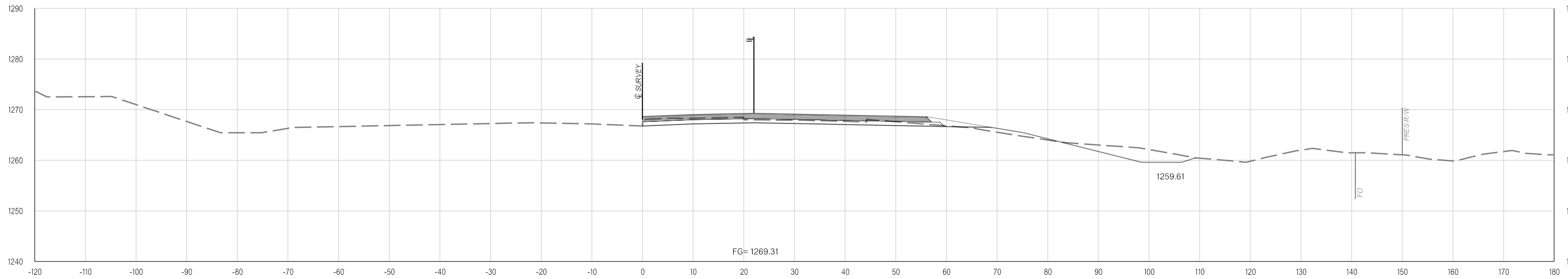


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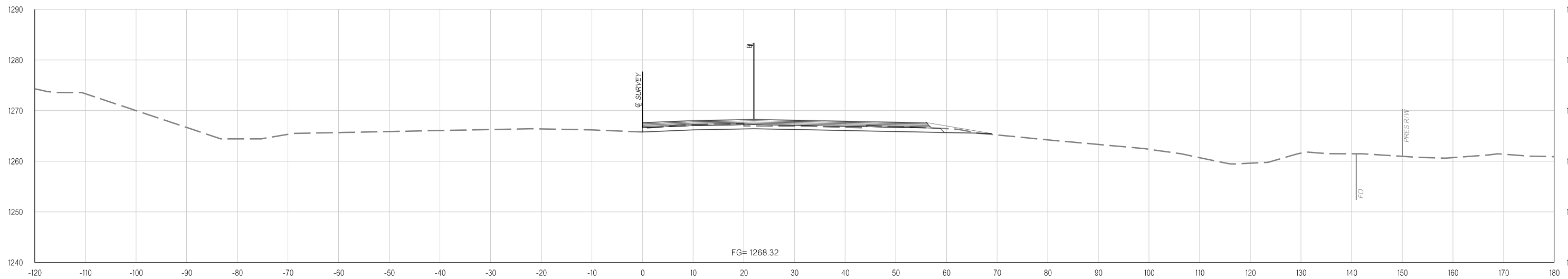


409+00.00

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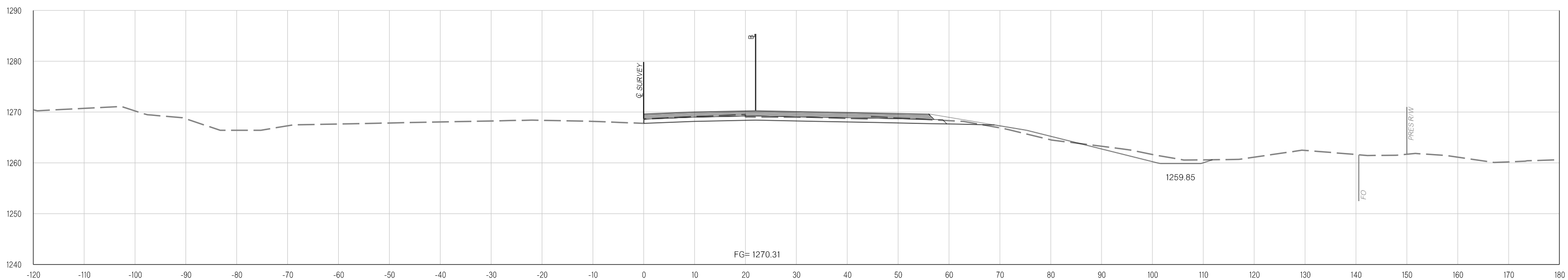
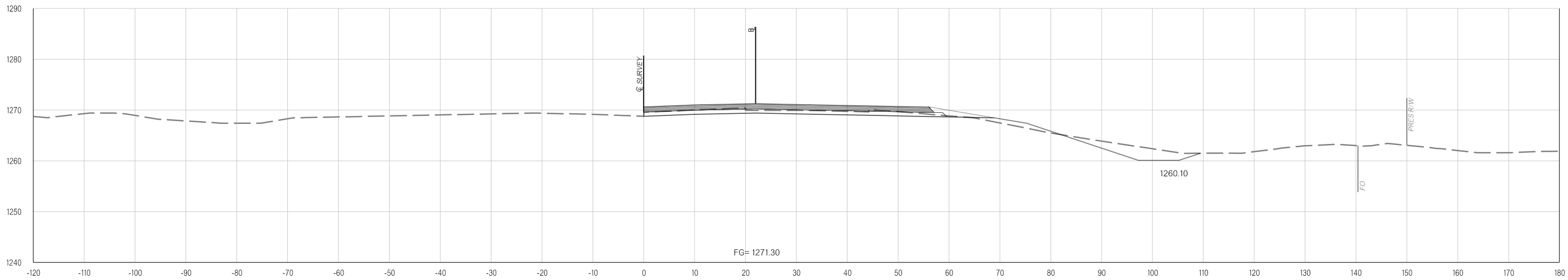


412+00.00

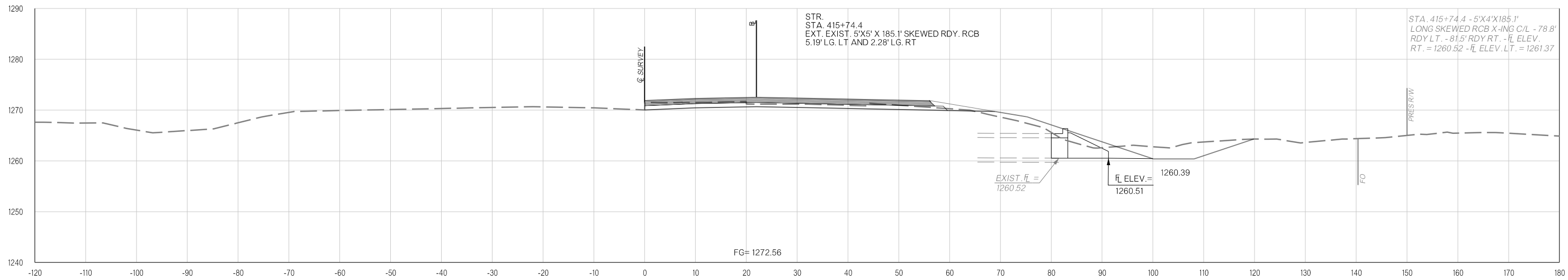


411+00.00

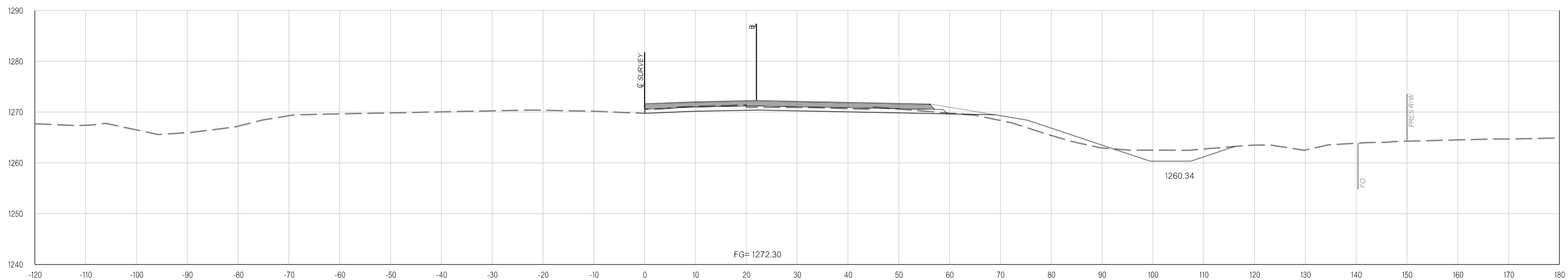
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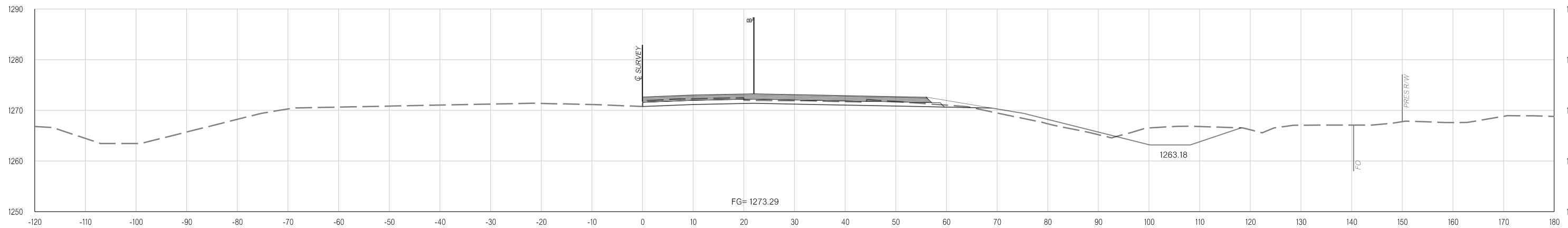
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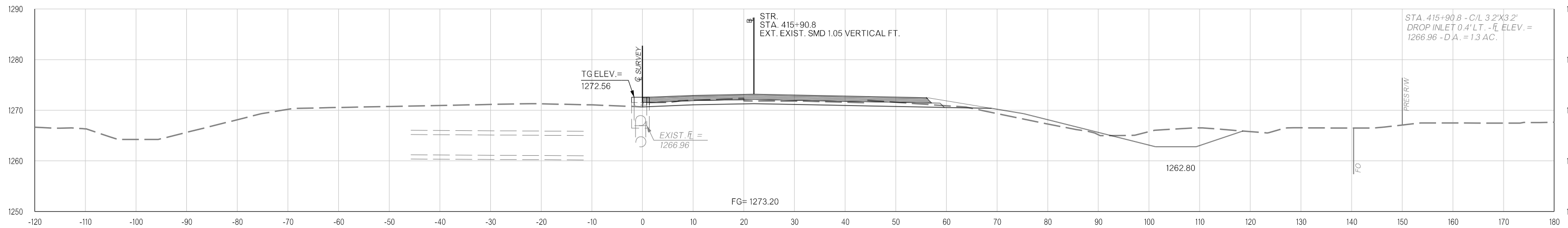
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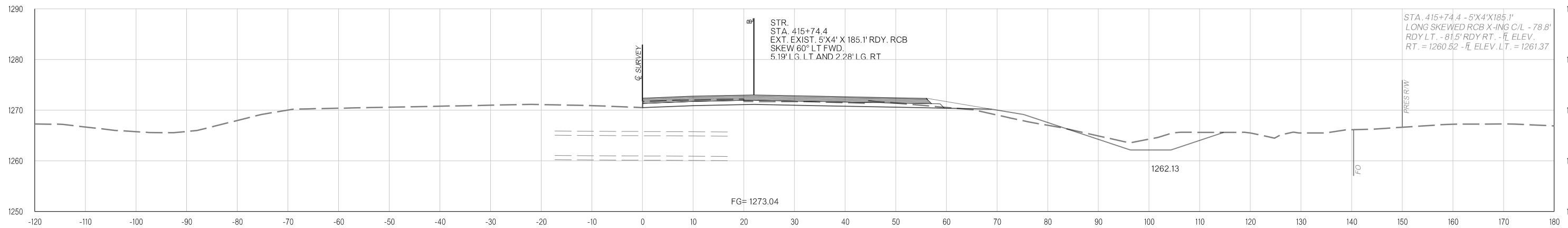
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416+00.00

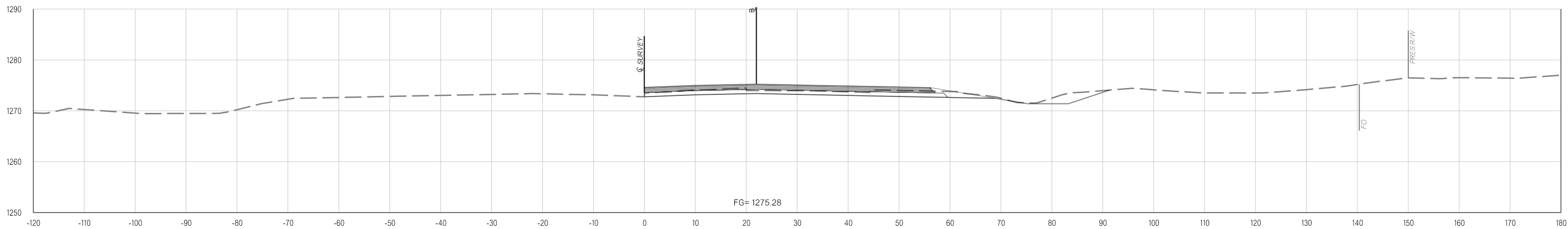


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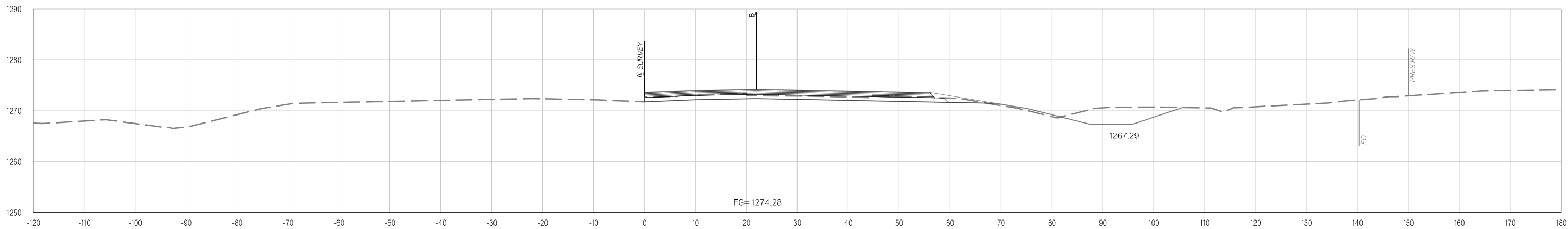


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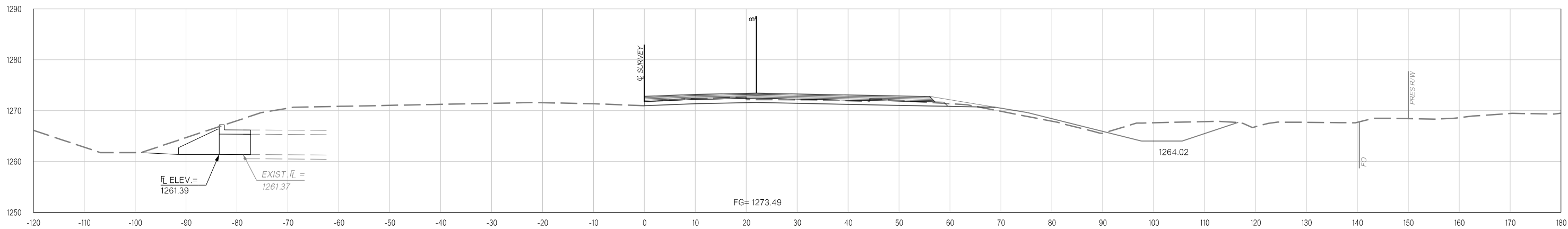
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418+00.00



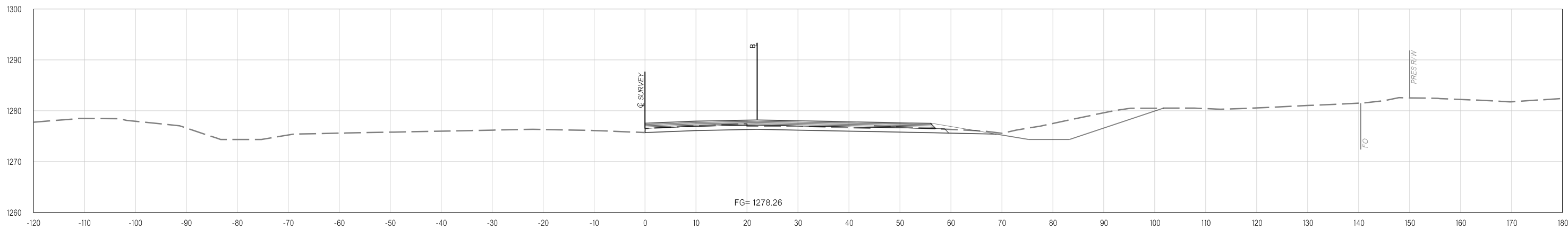
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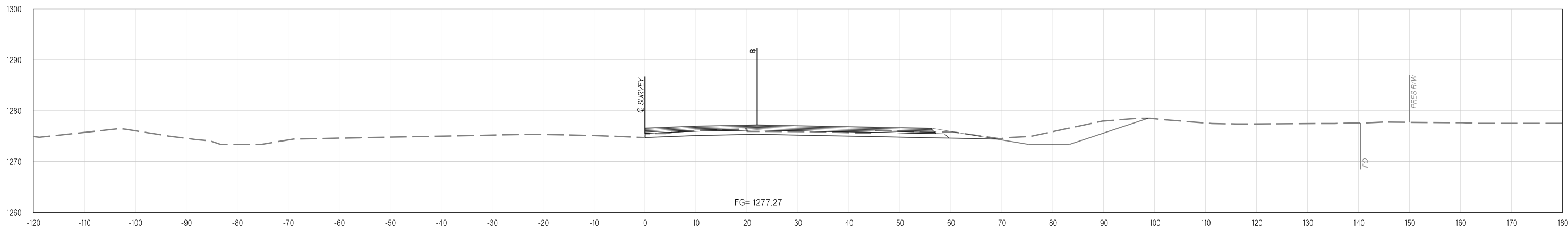
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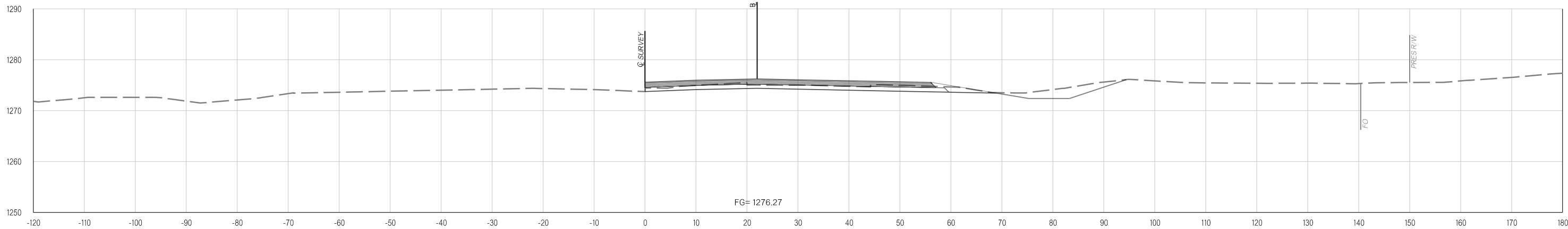
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421+00.00



420+00.00

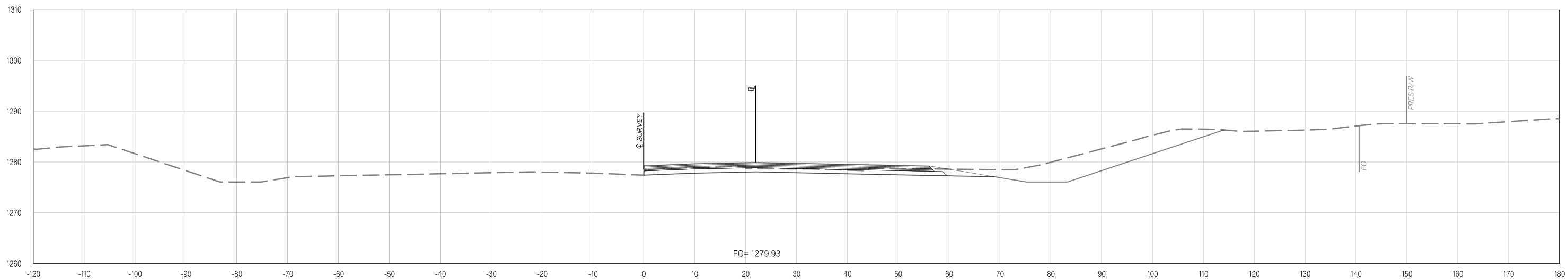


419+00.00

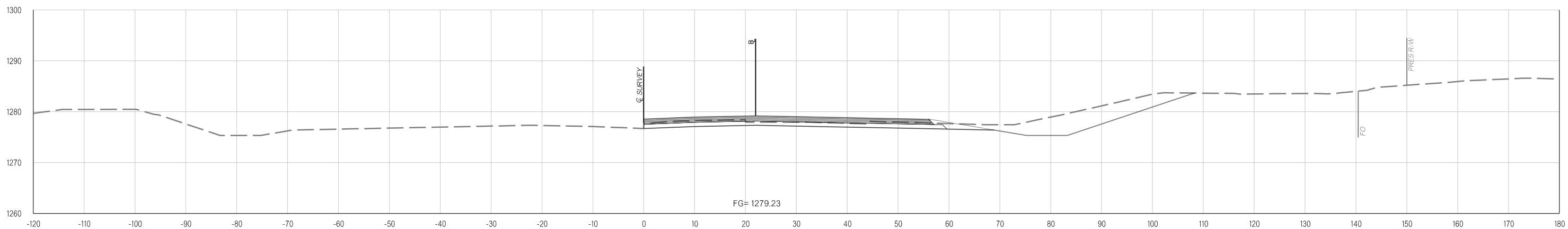
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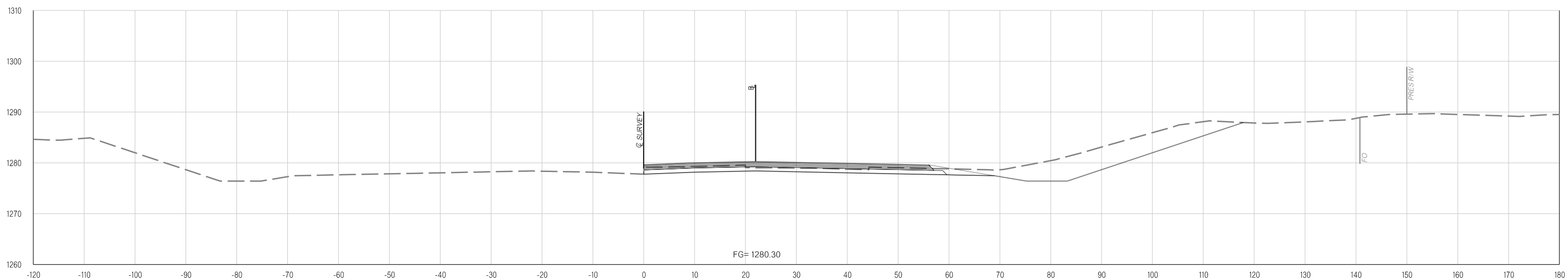
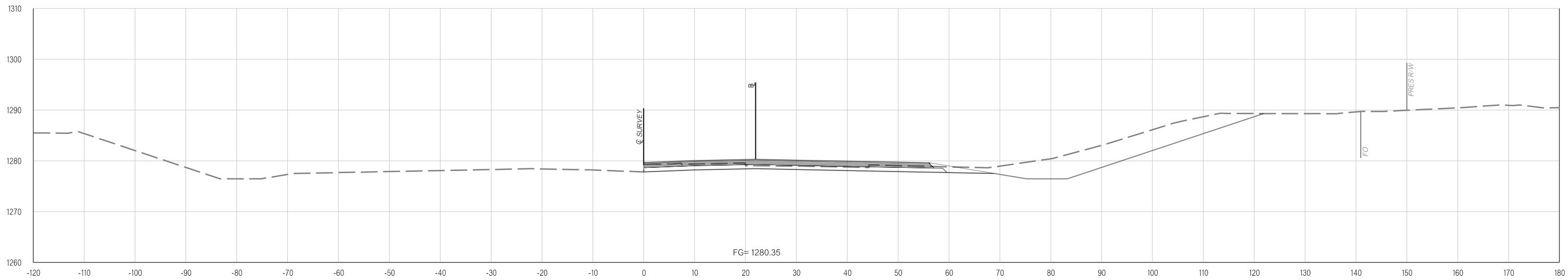


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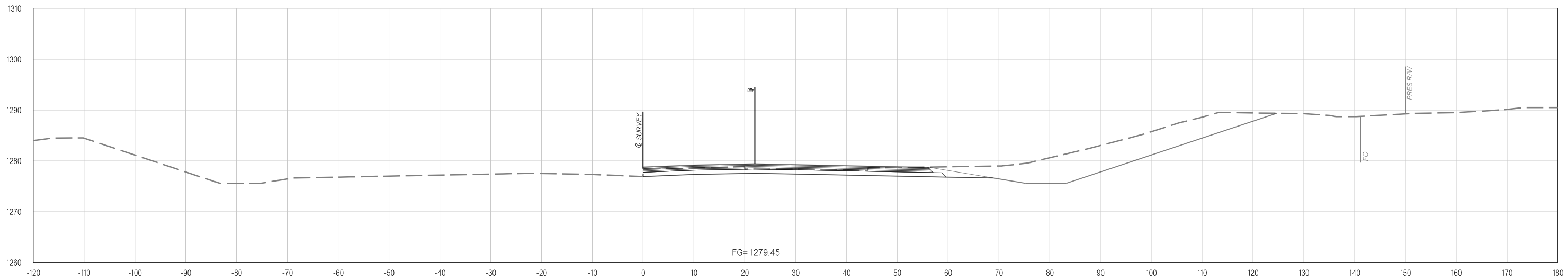
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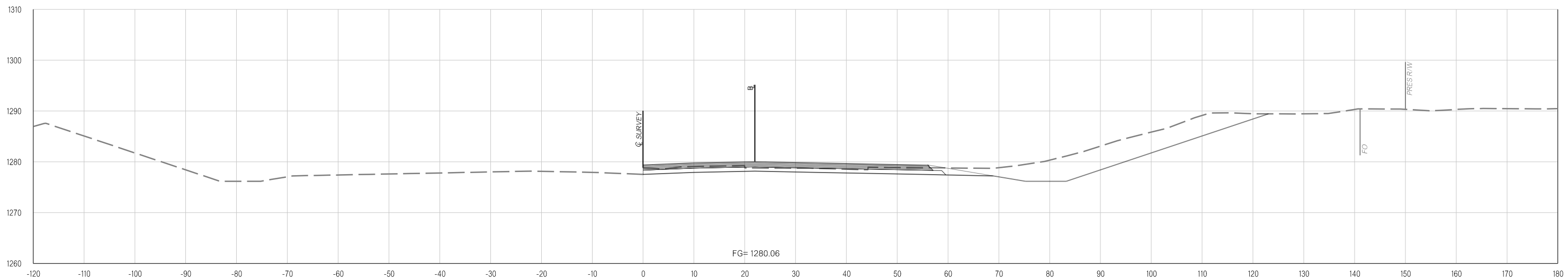


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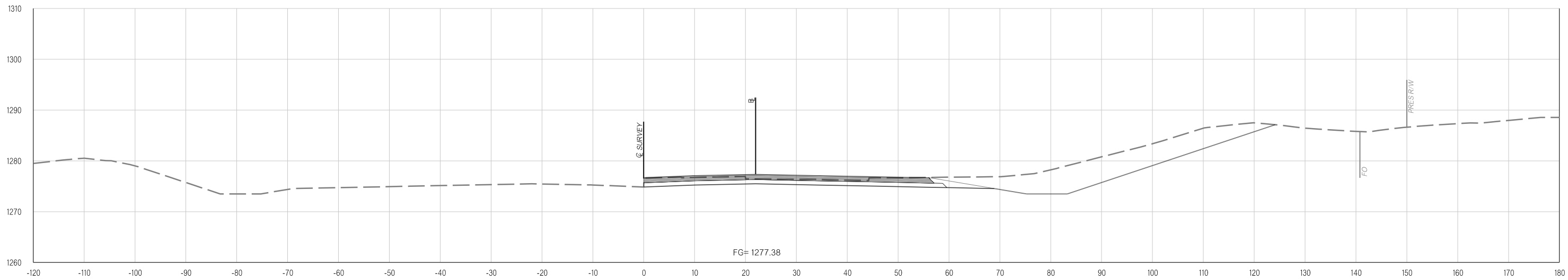


427+00.00

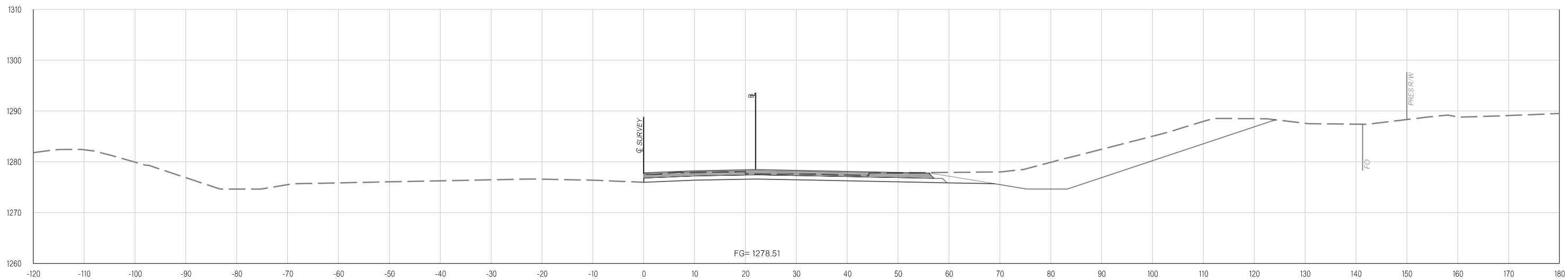


426+00.00

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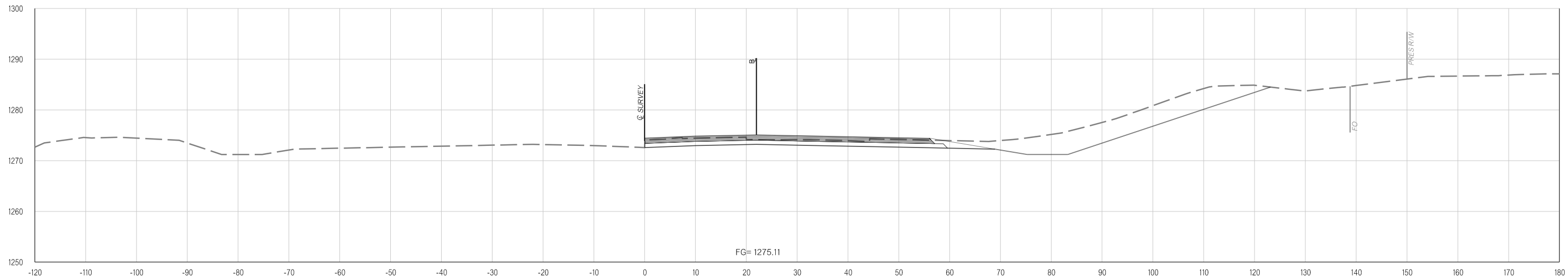


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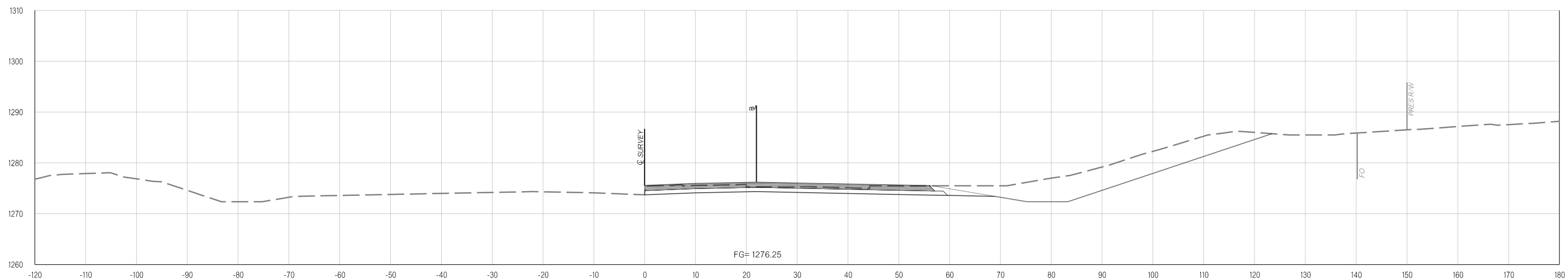


428+00.00

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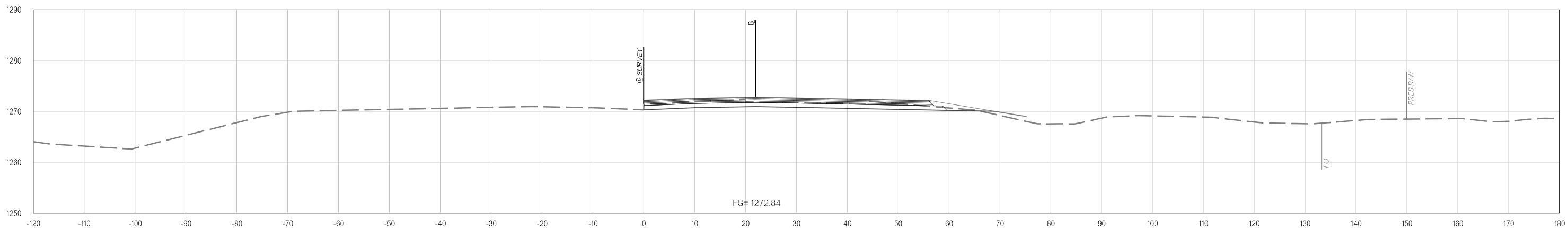


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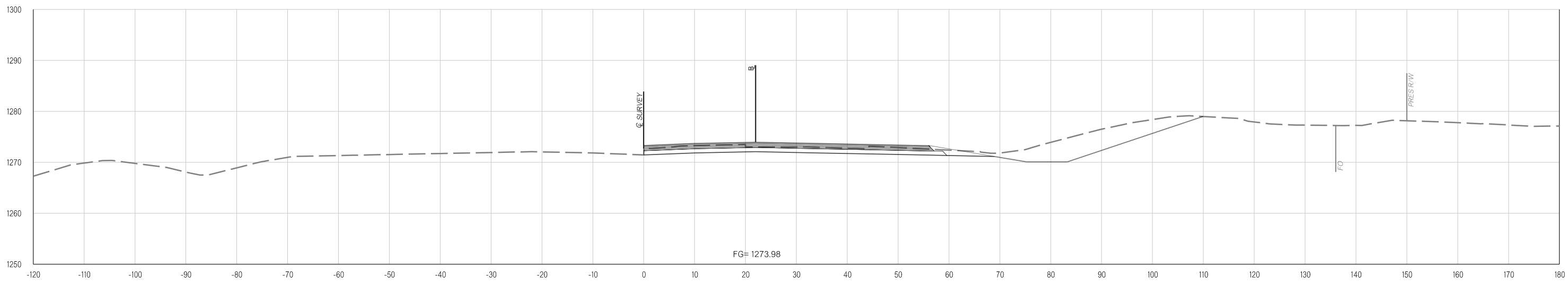


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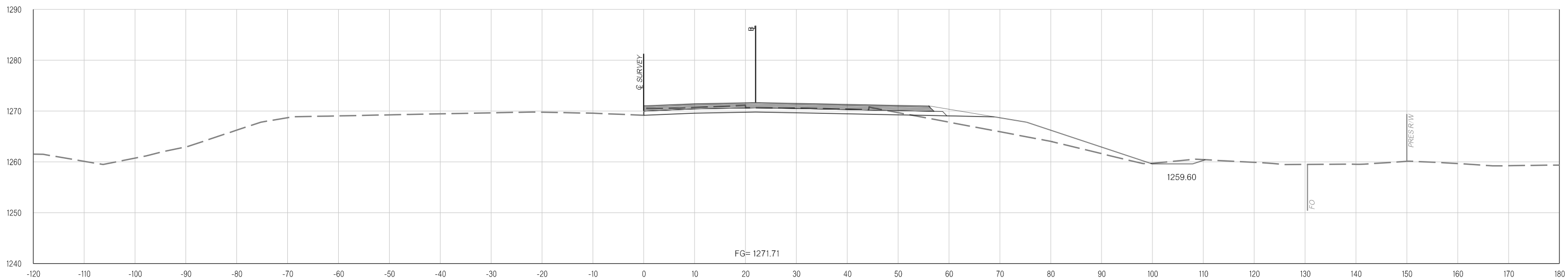
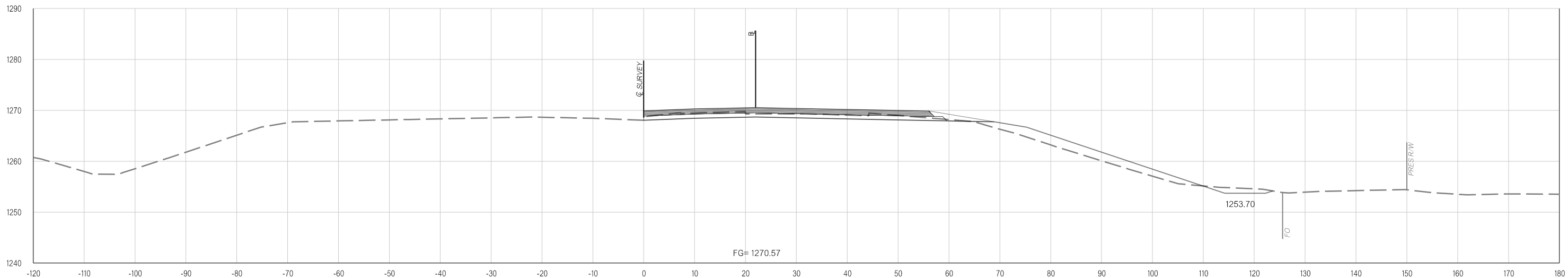


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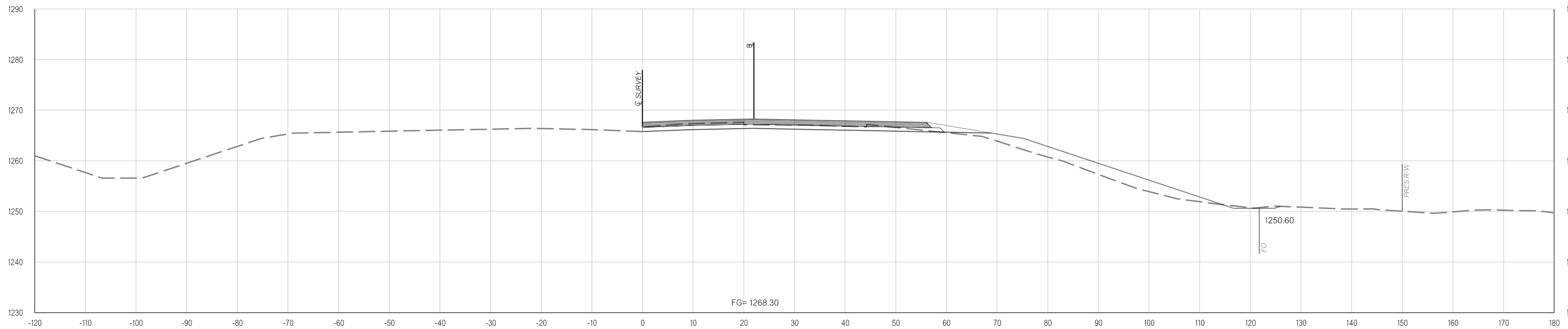


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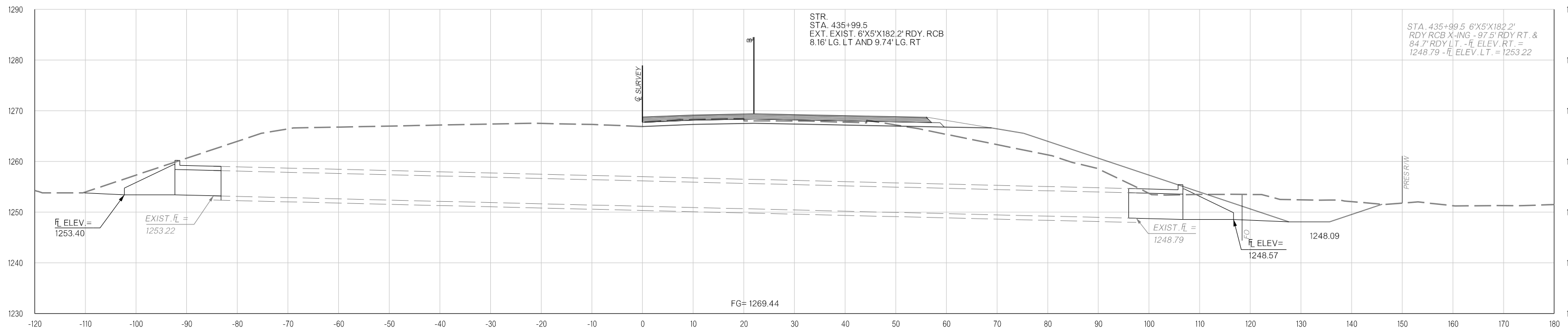
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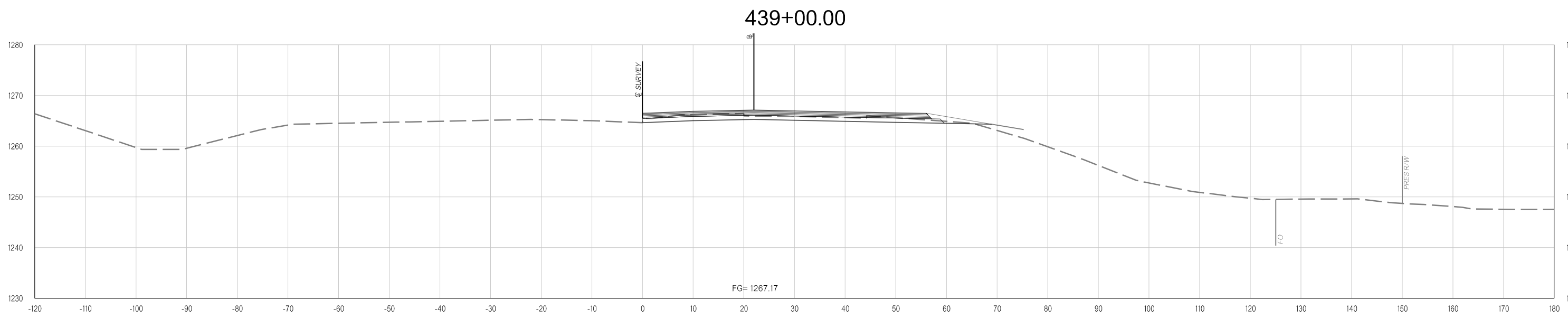
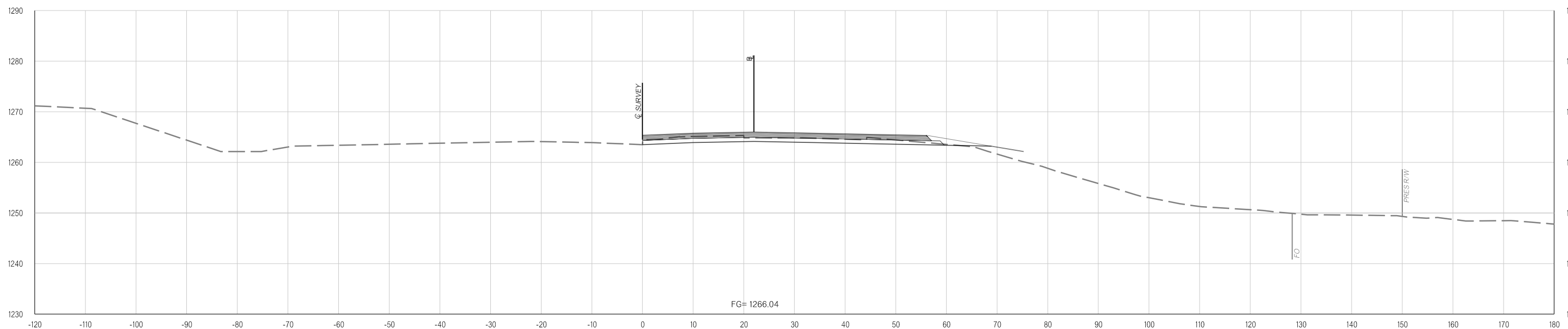


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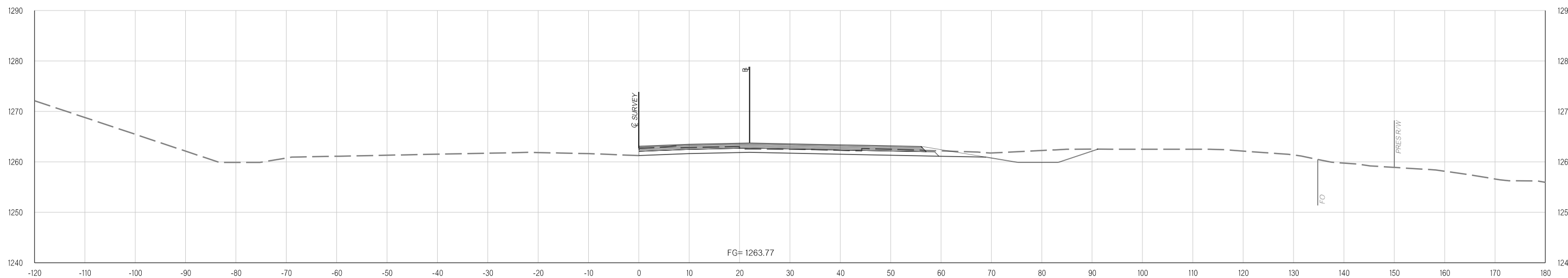


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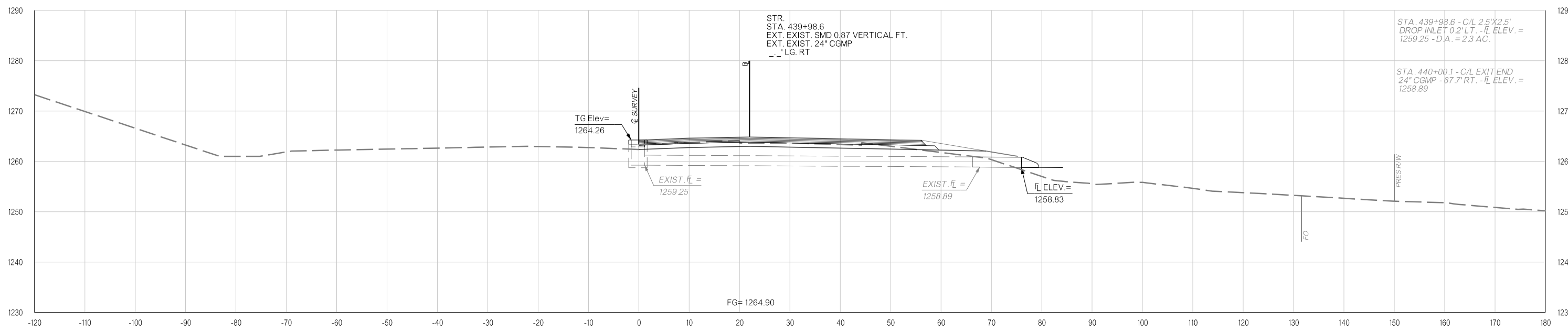
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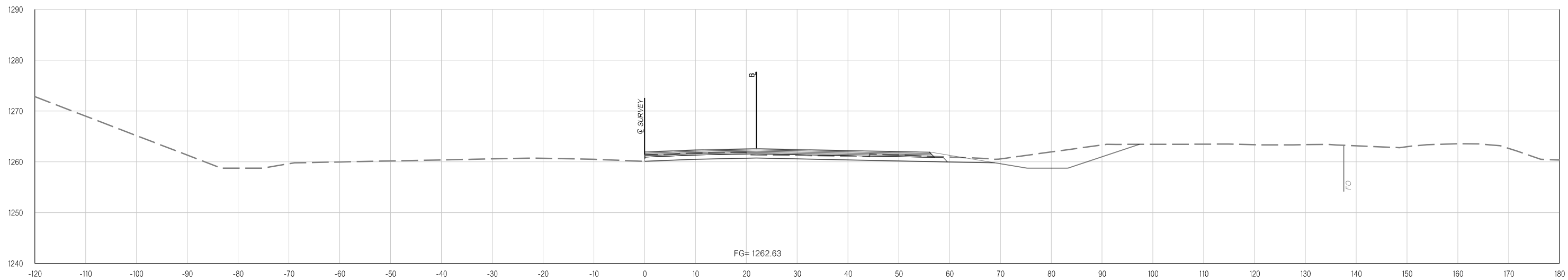
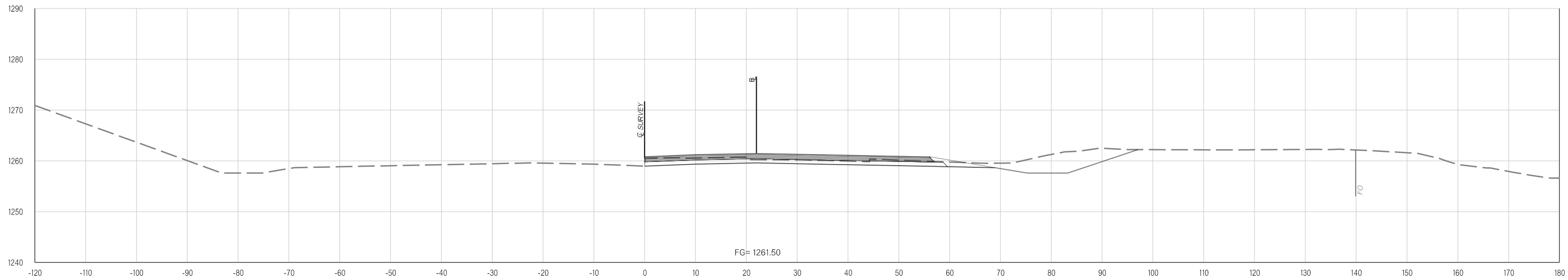
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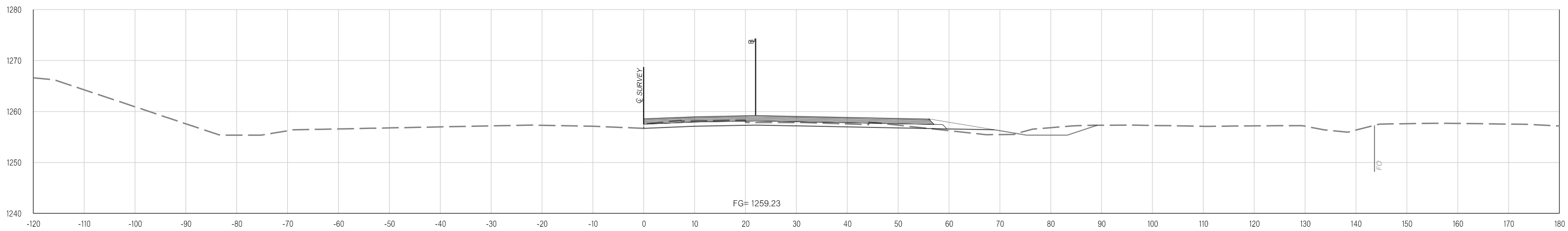
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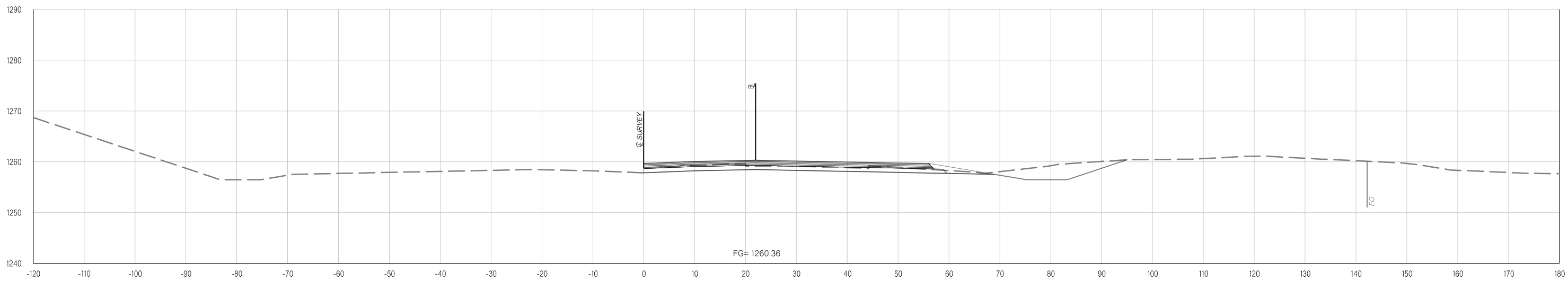
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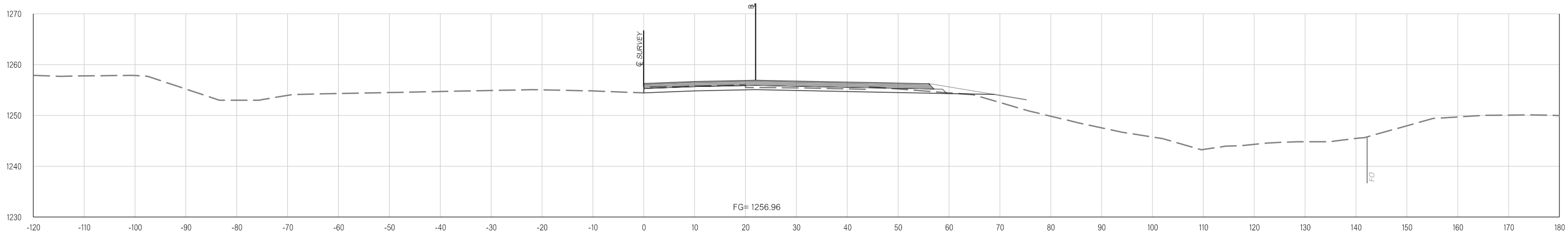


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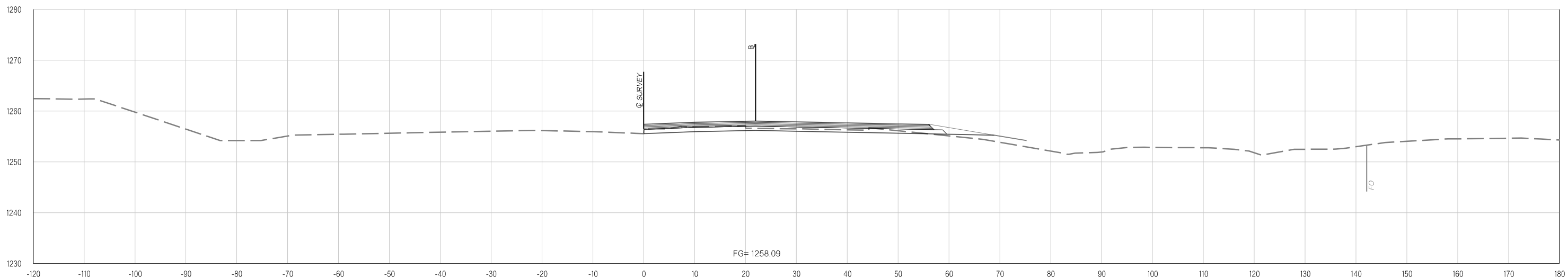


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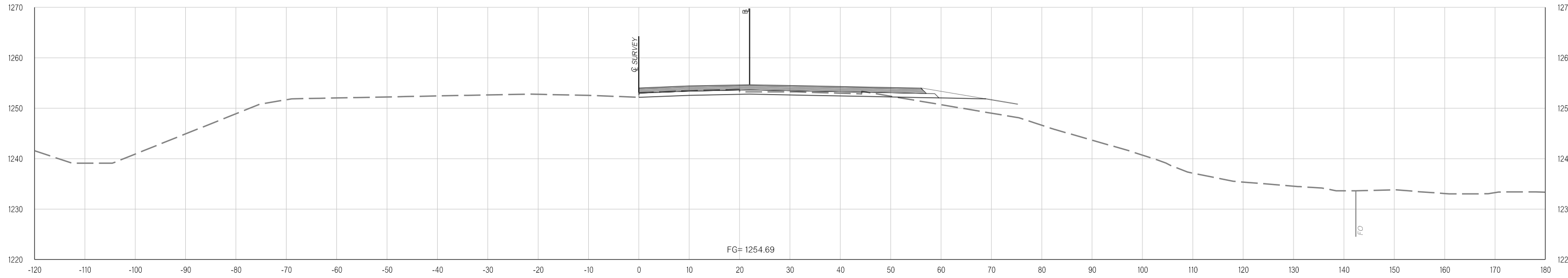


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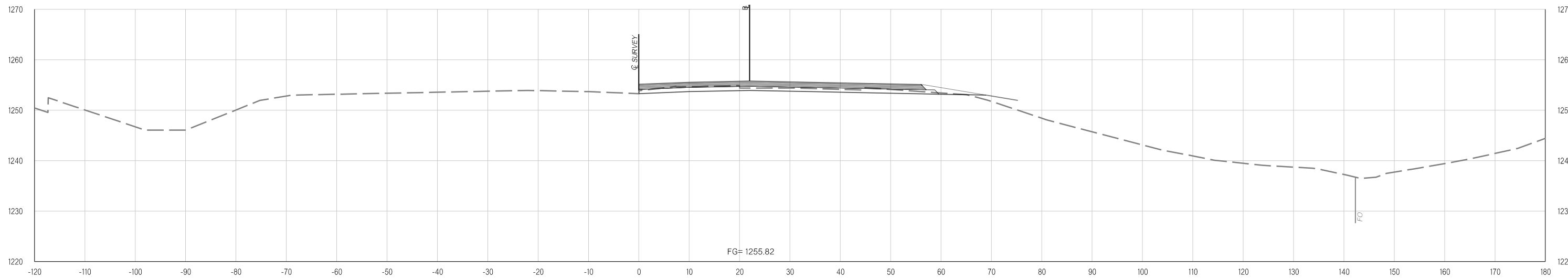


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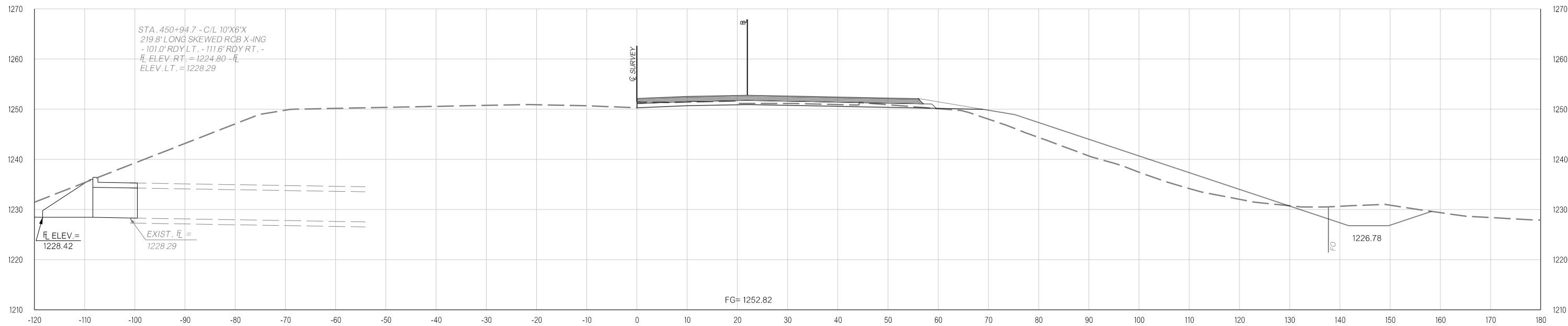


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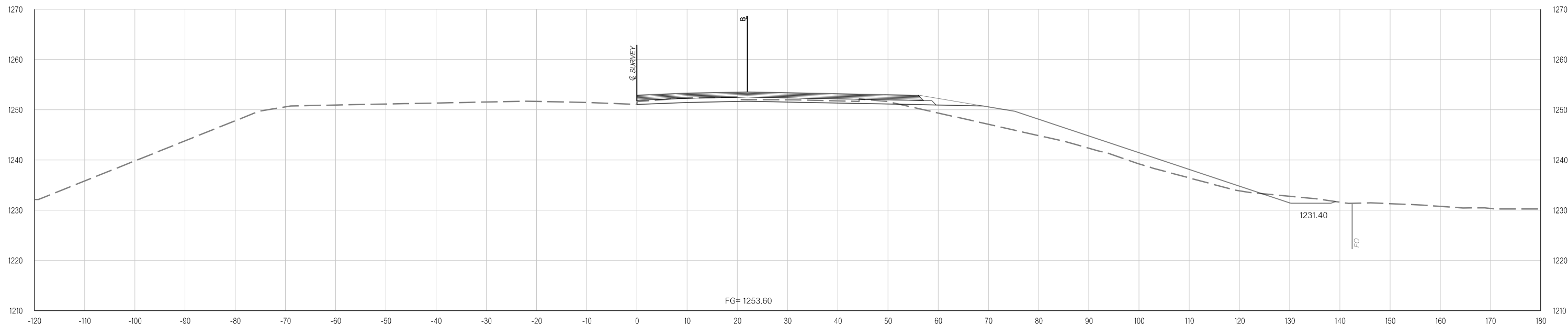


448+00.00

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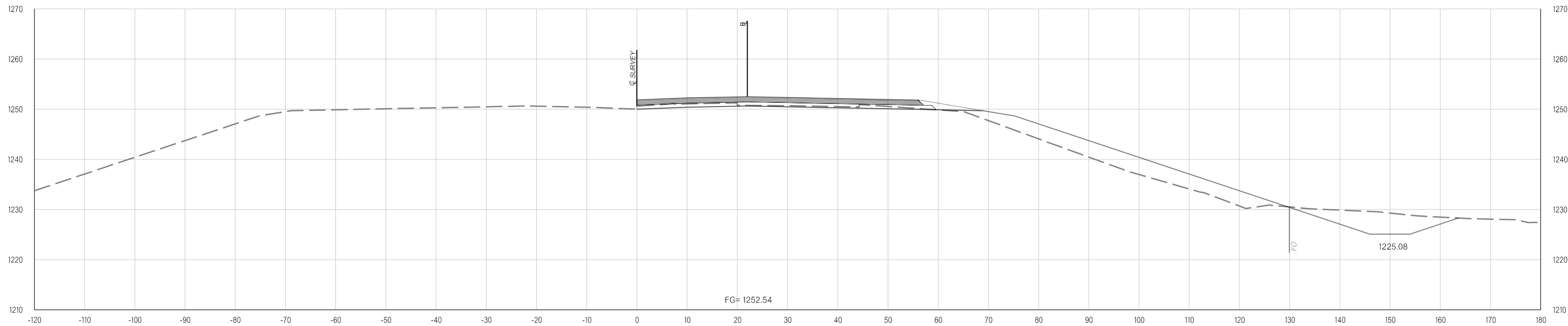


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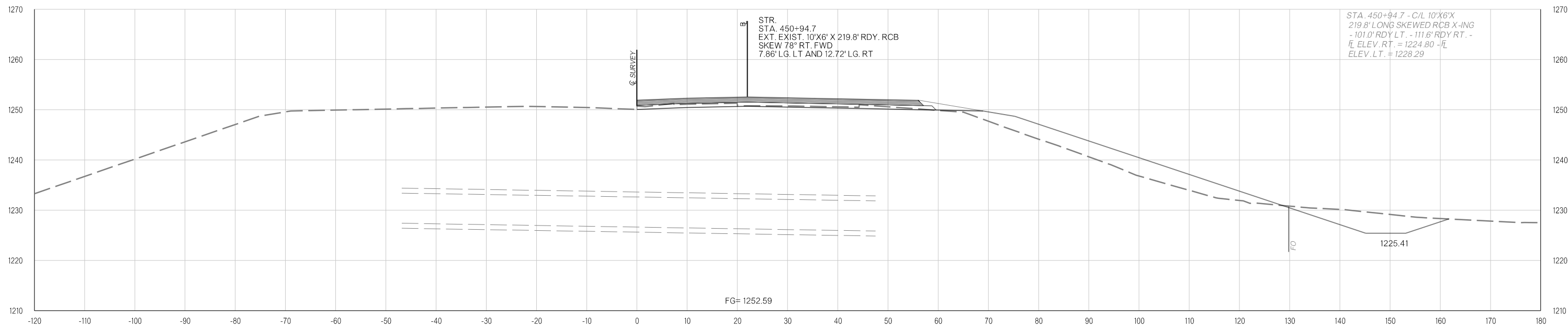


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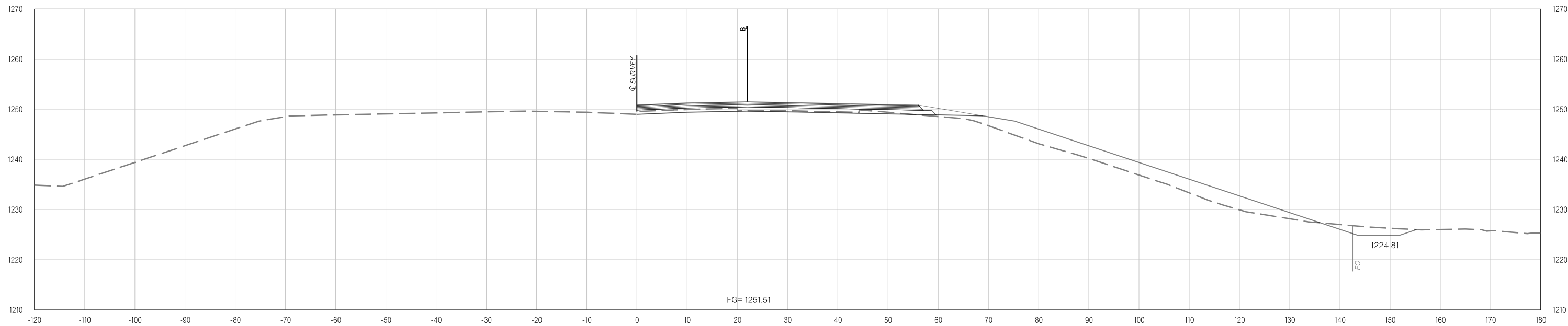


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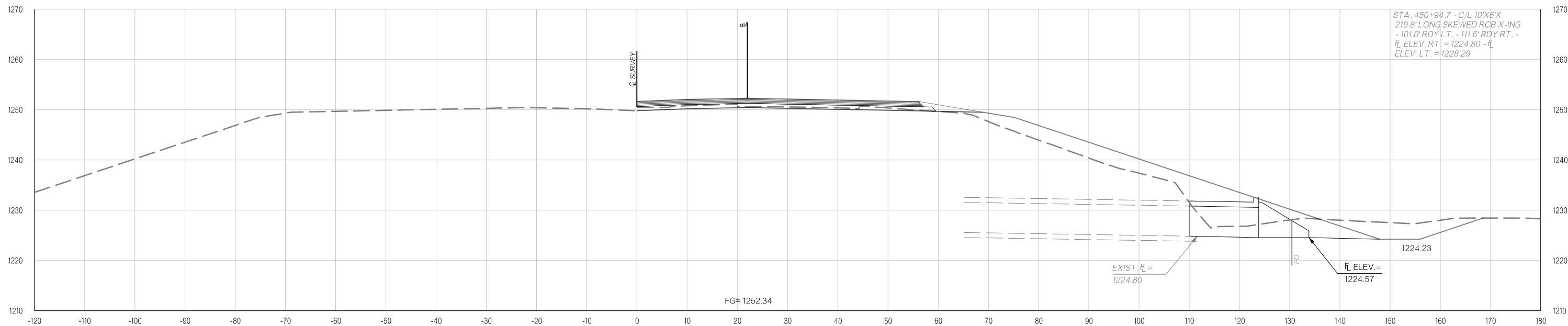


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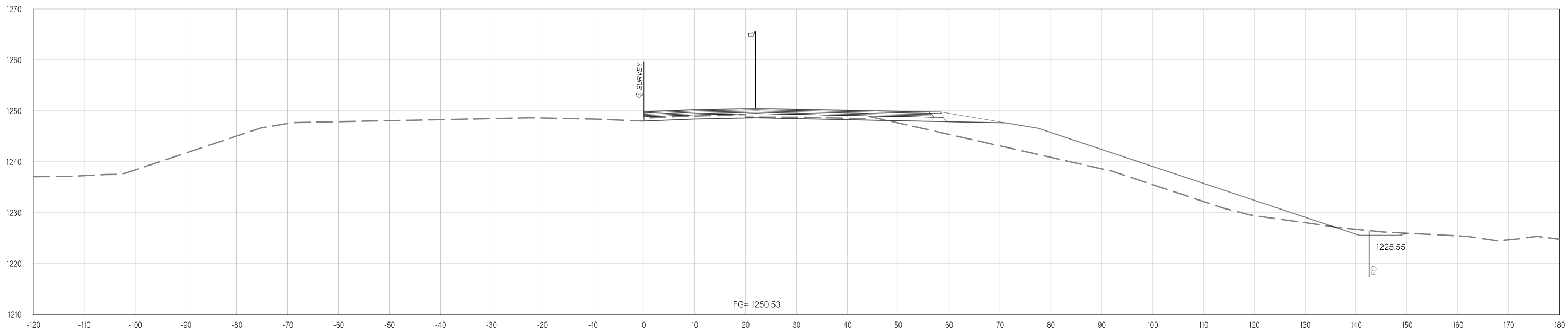


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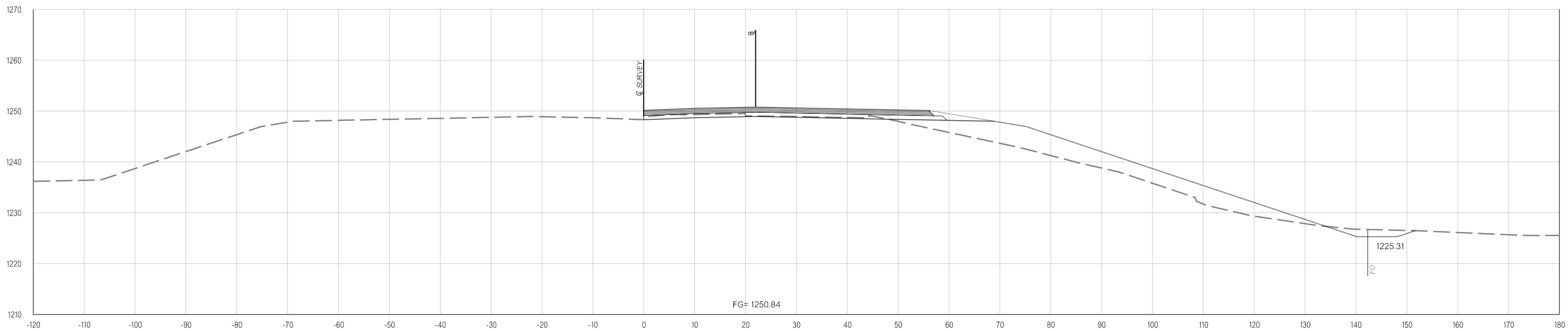


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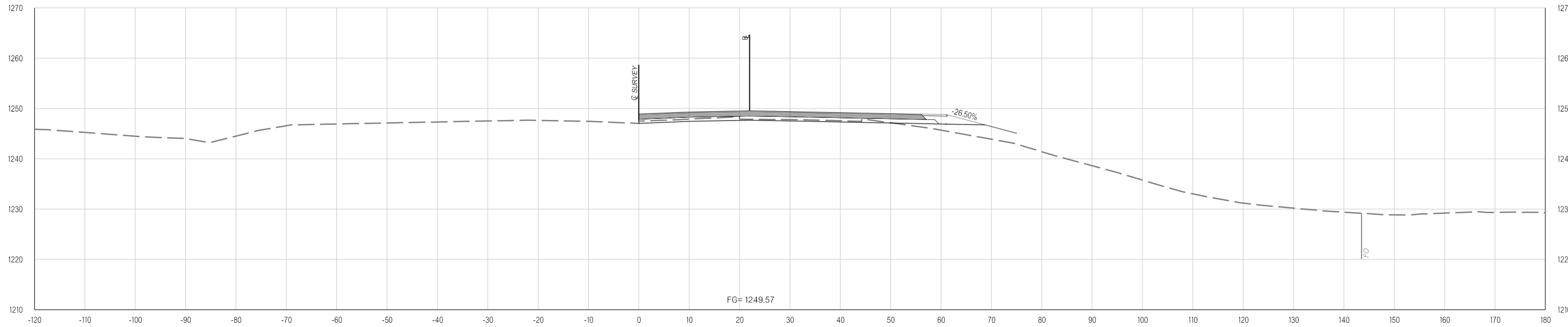


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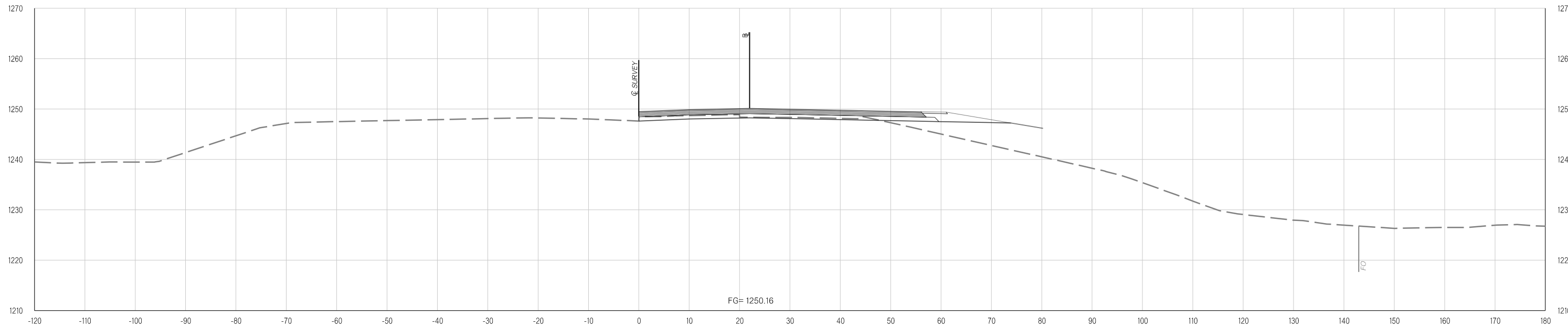


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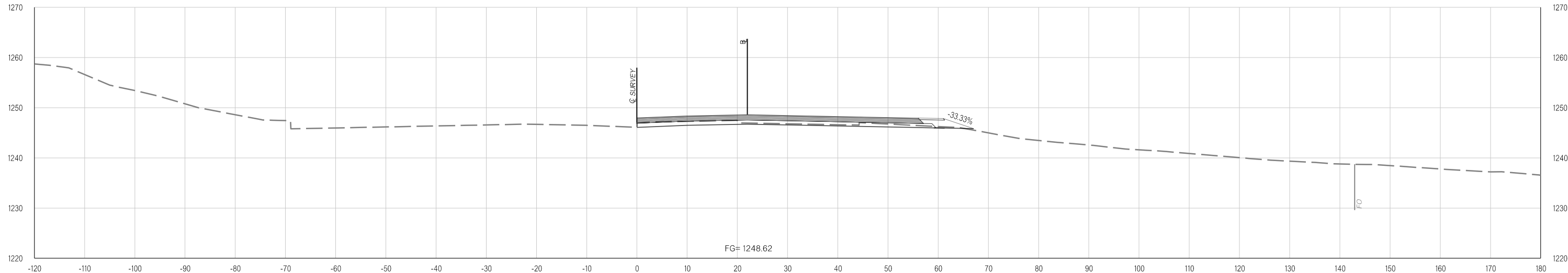


454+00.00

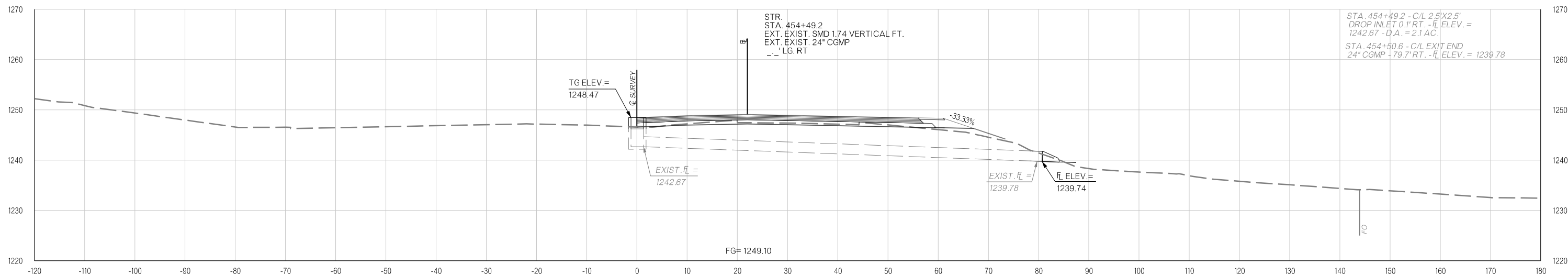


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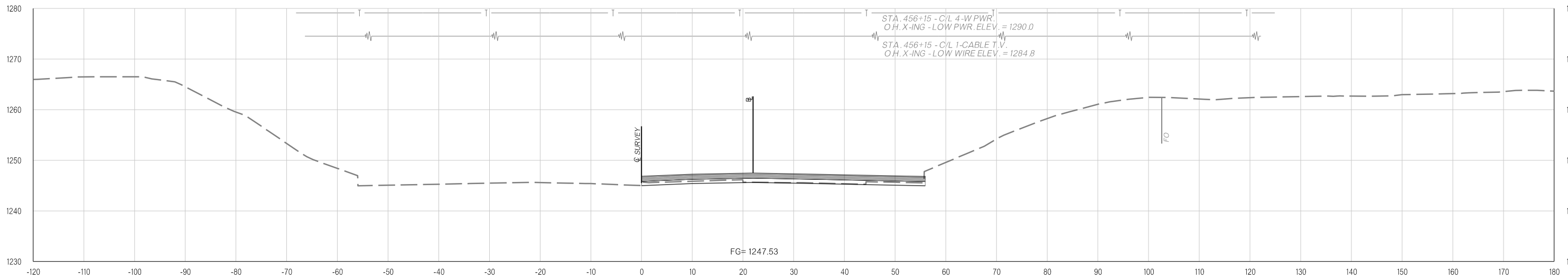


455+00.00

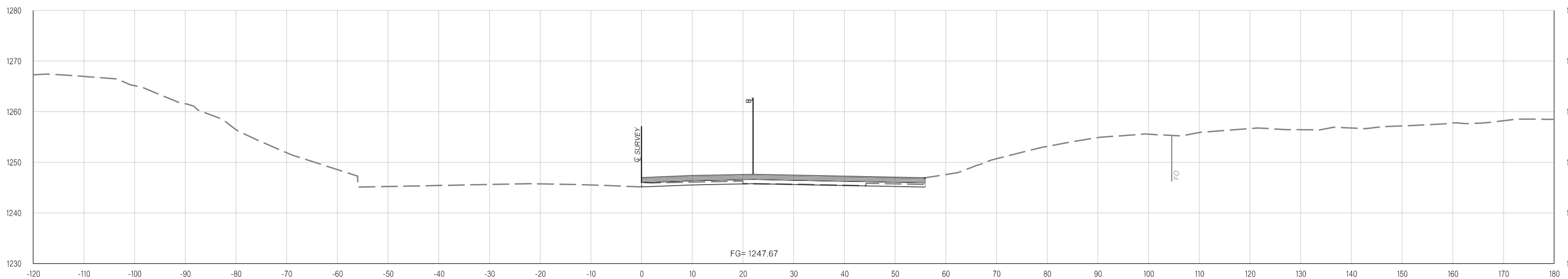


454+49.20

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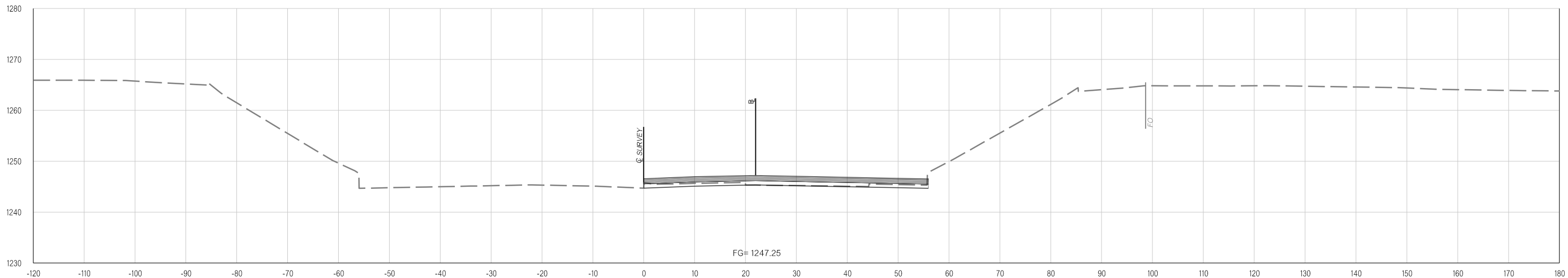


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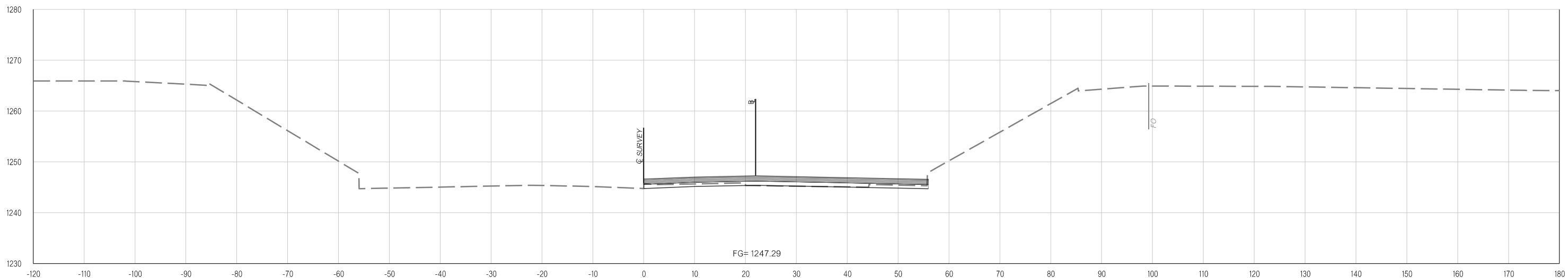


456+00.00

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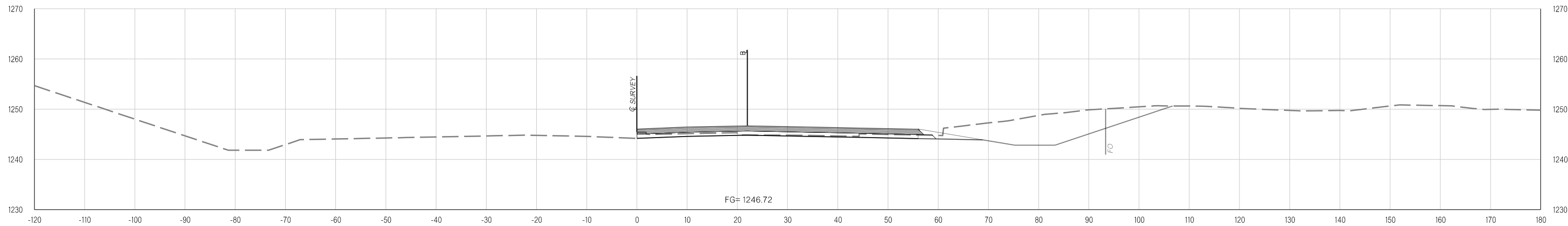
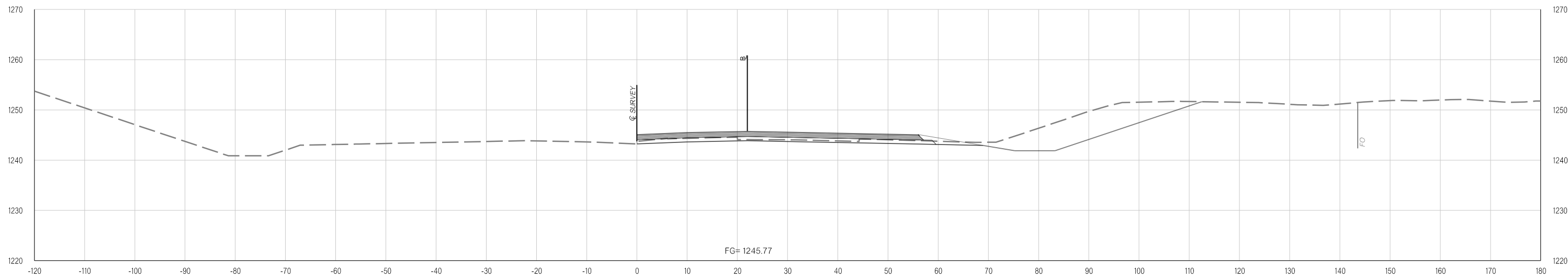


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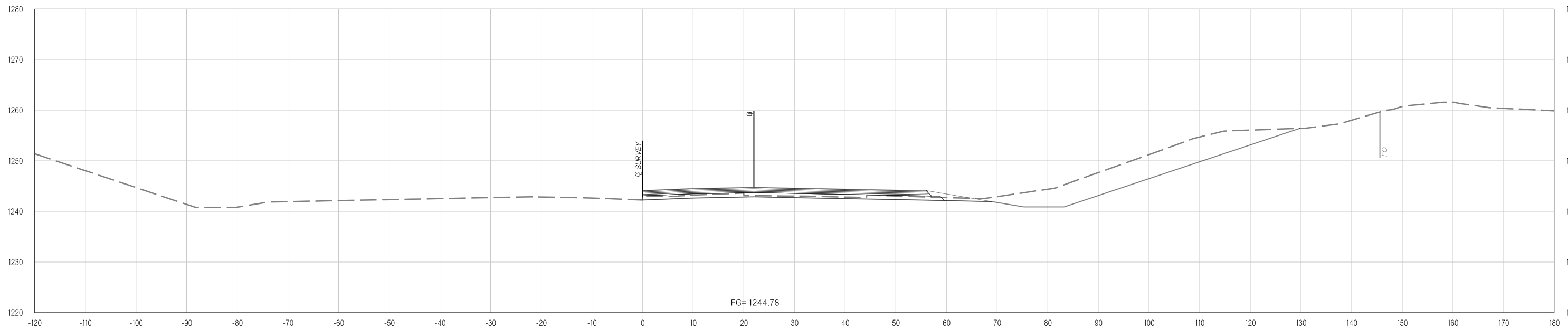


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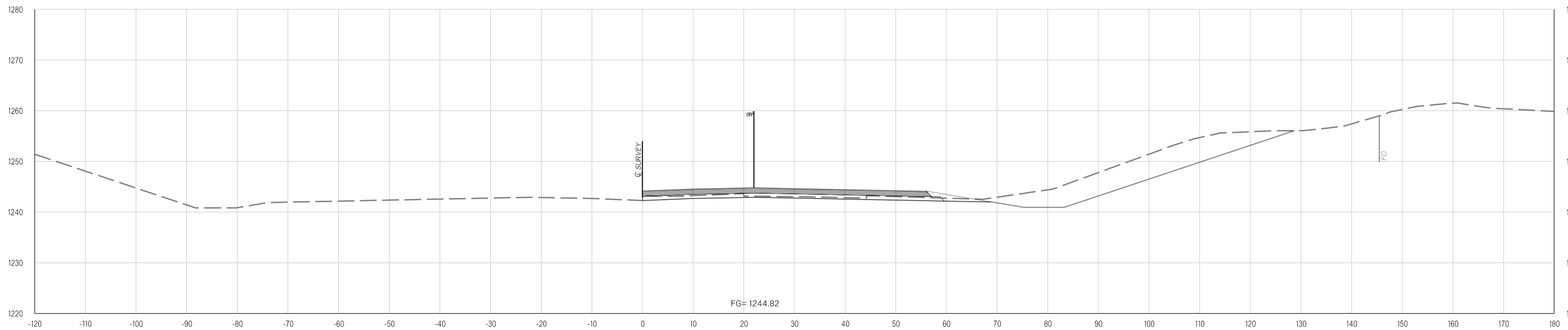
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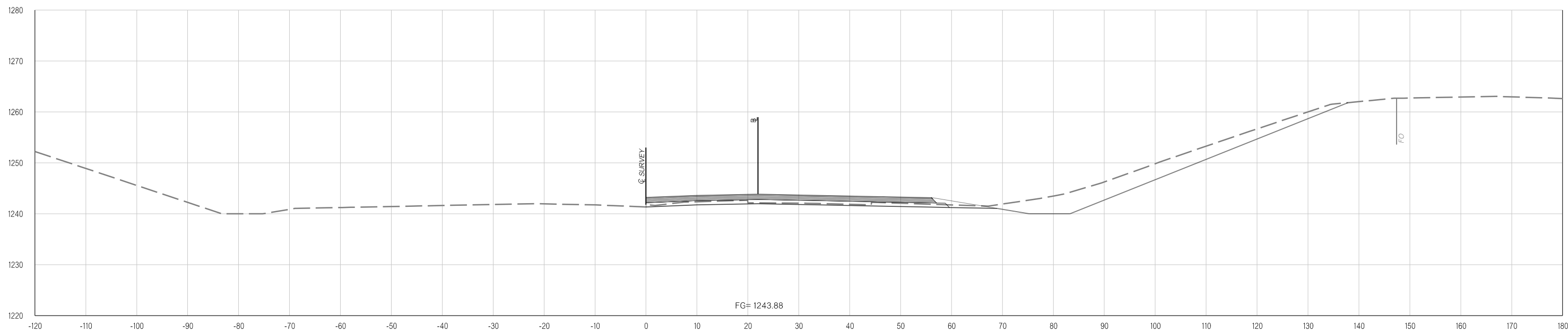


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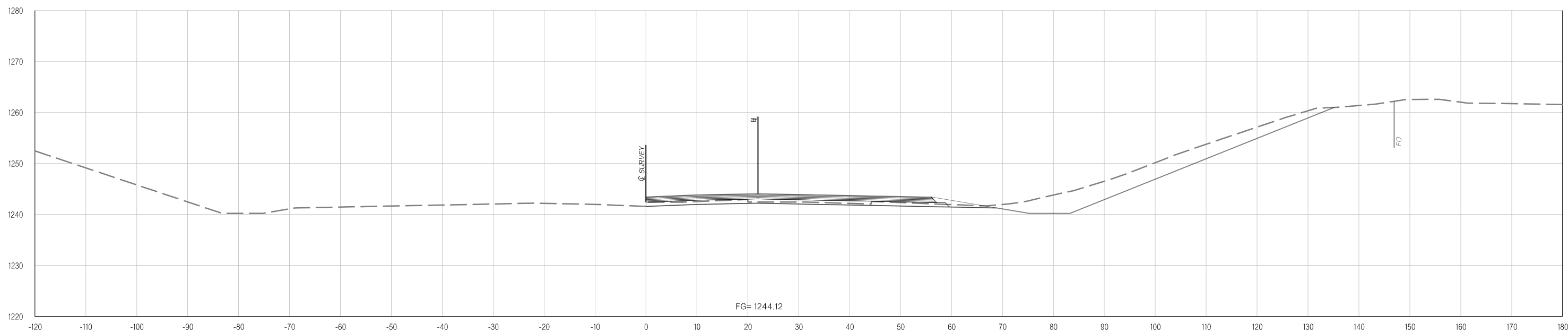


459+00.00

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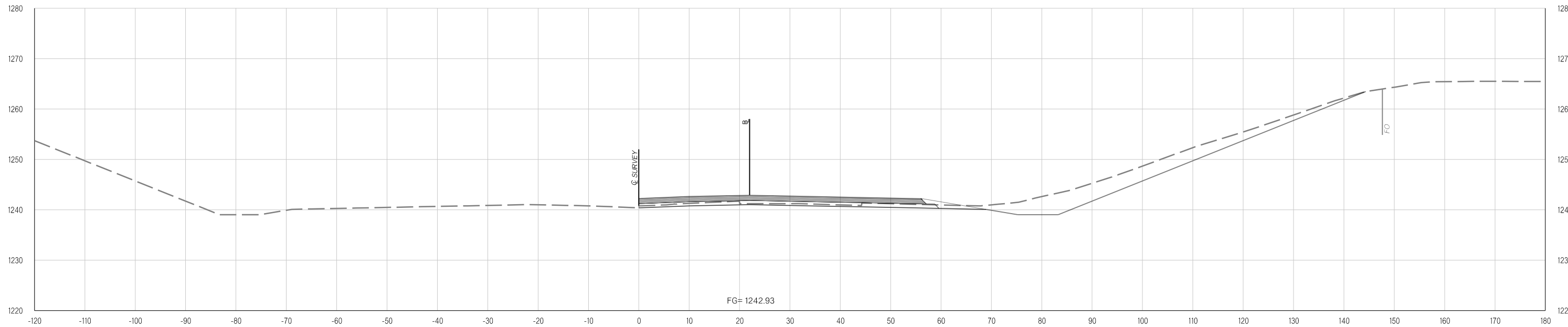
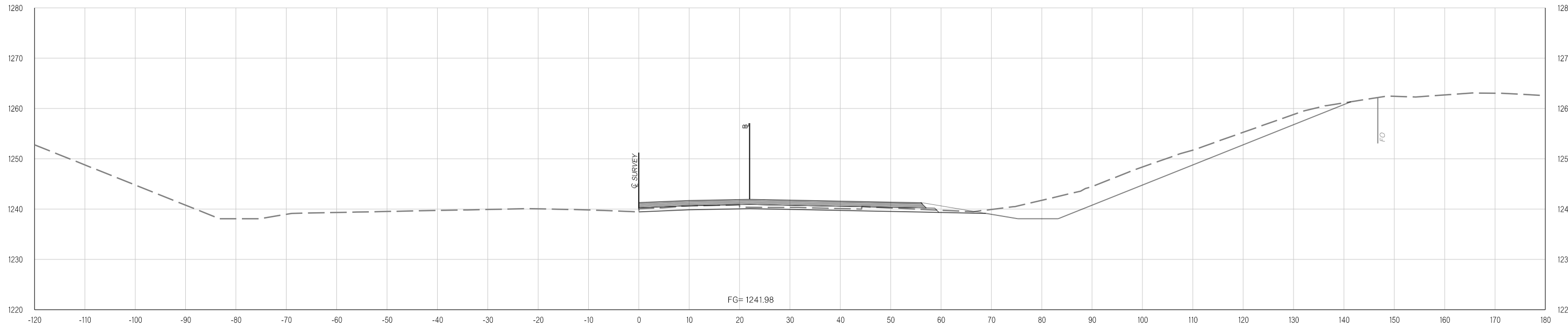


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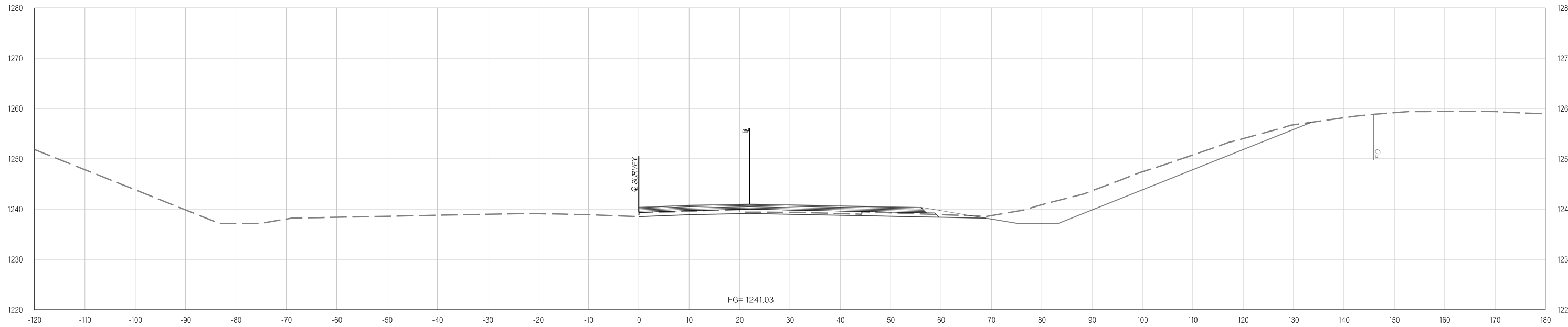


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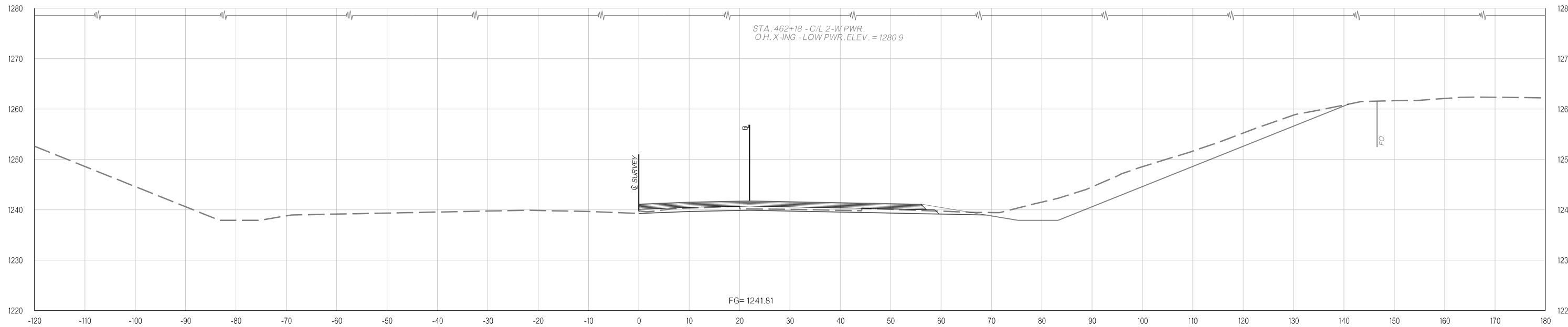
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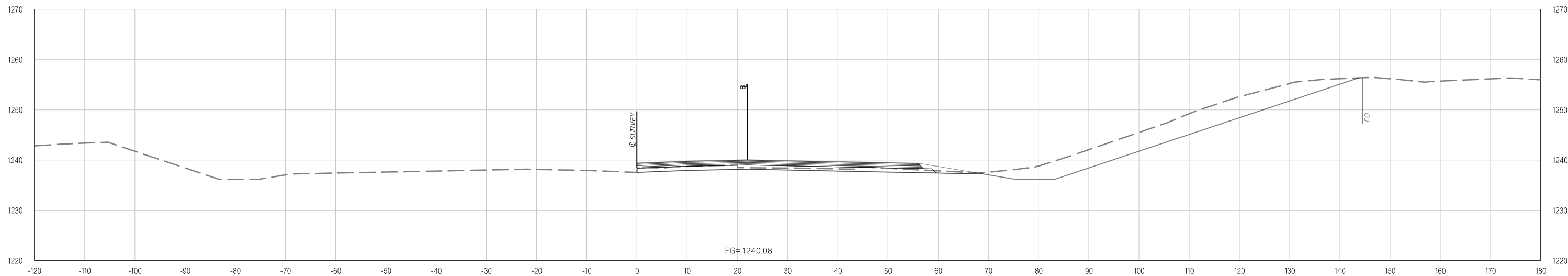
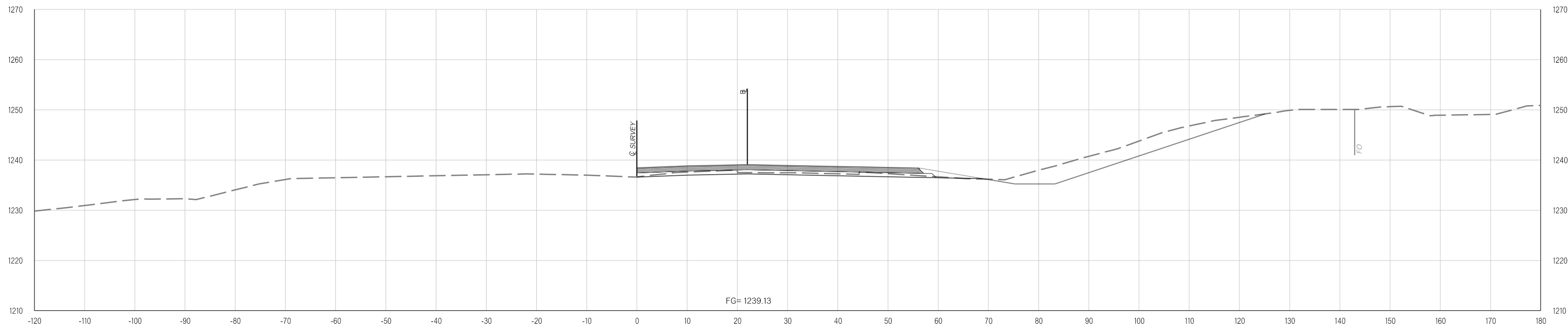


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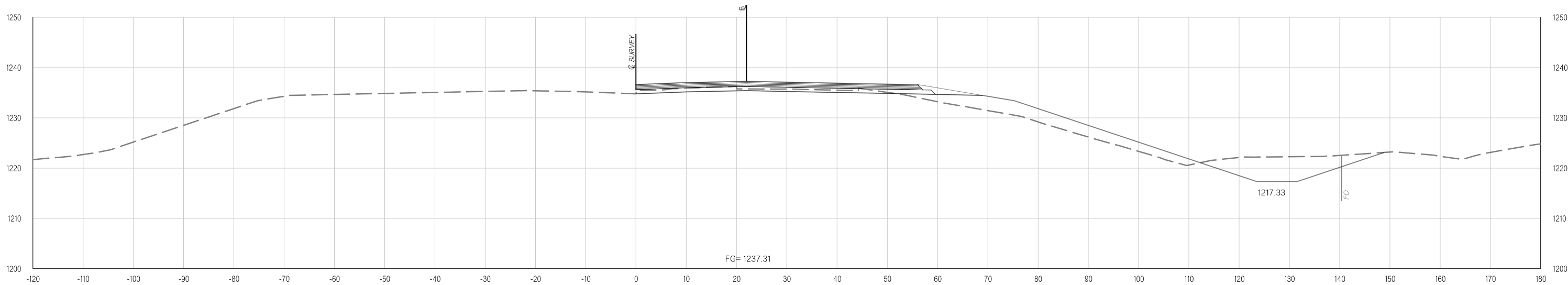


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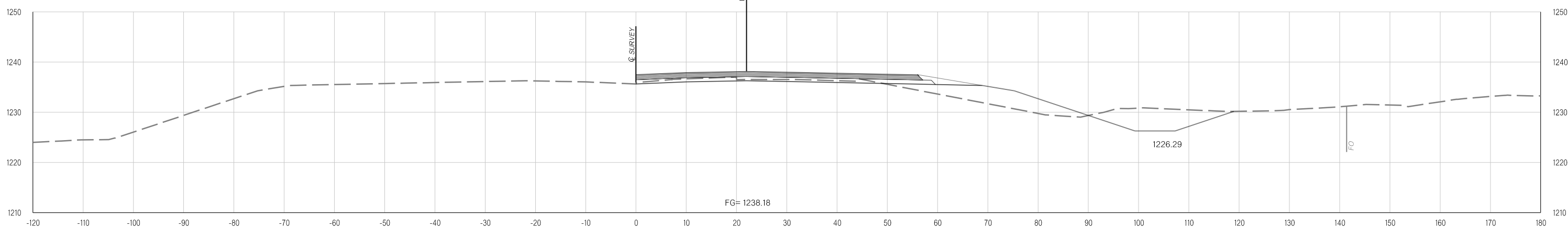
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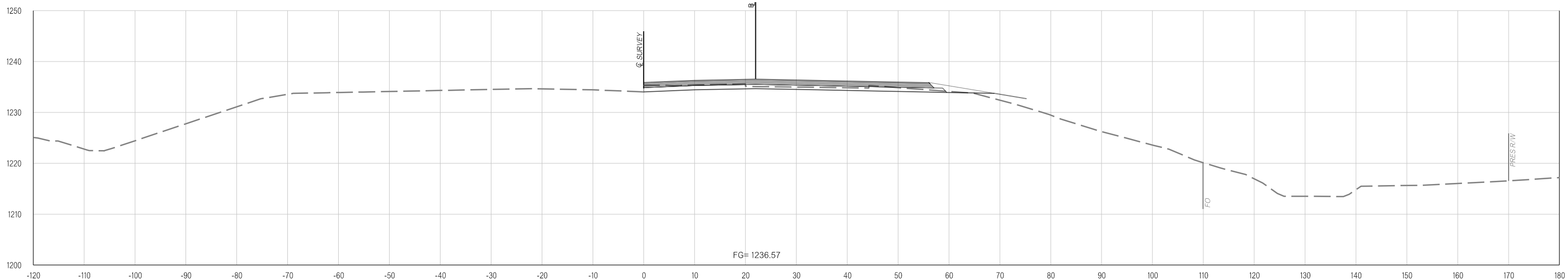


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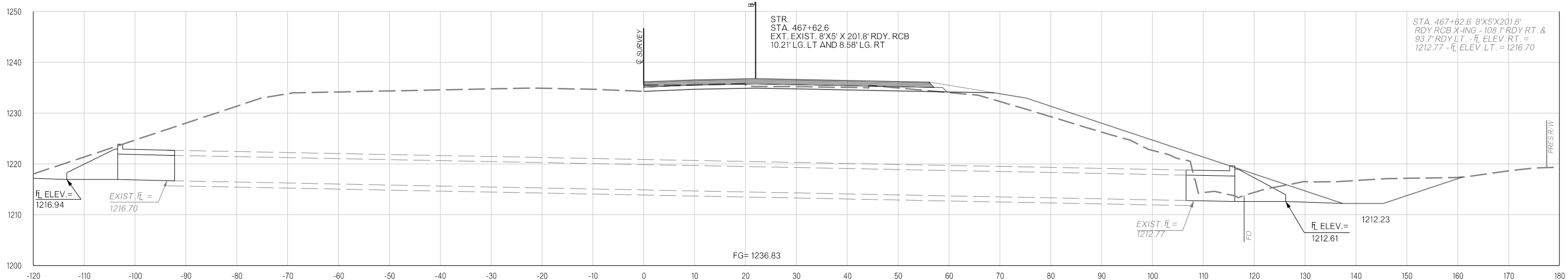


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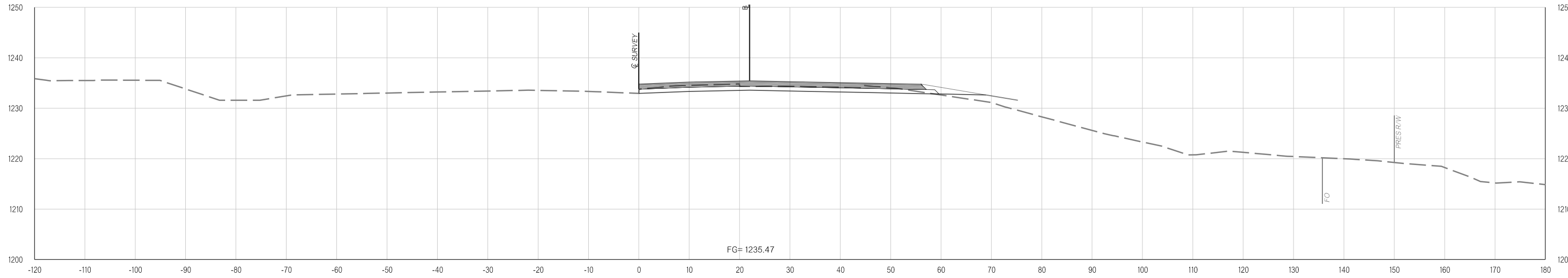


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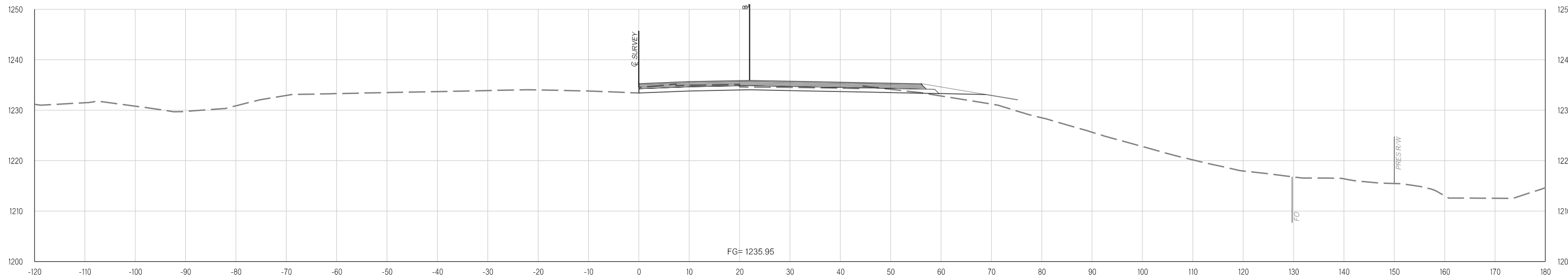


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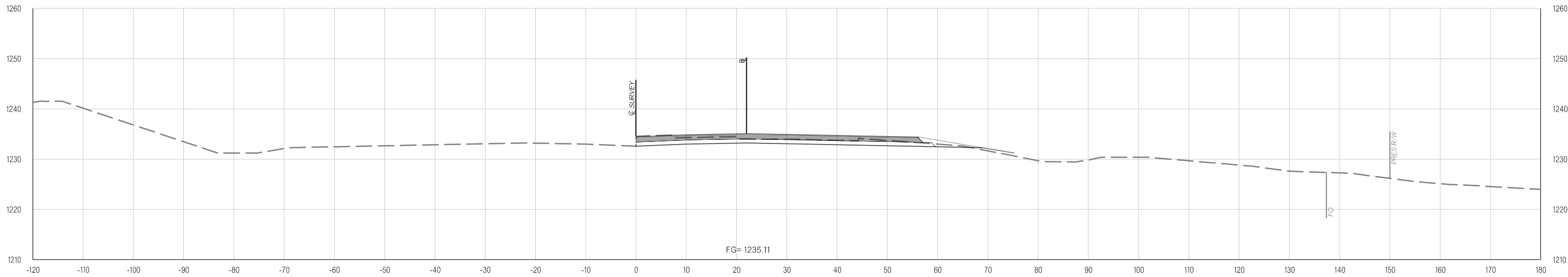


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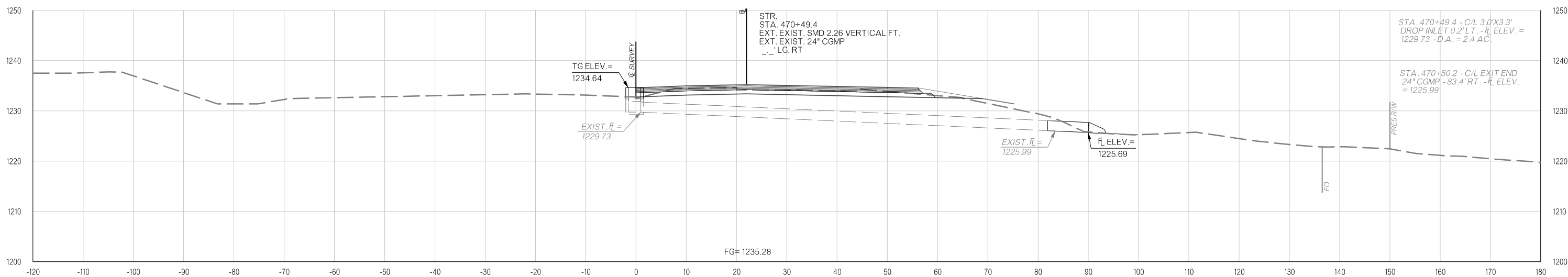


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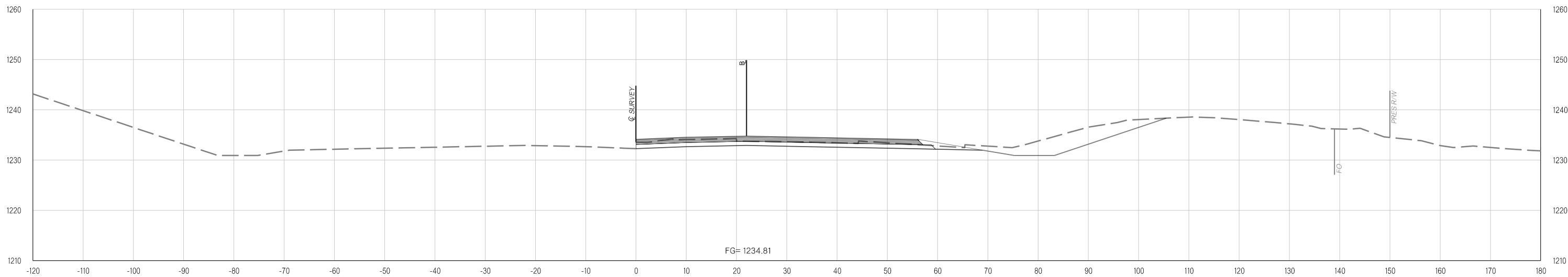
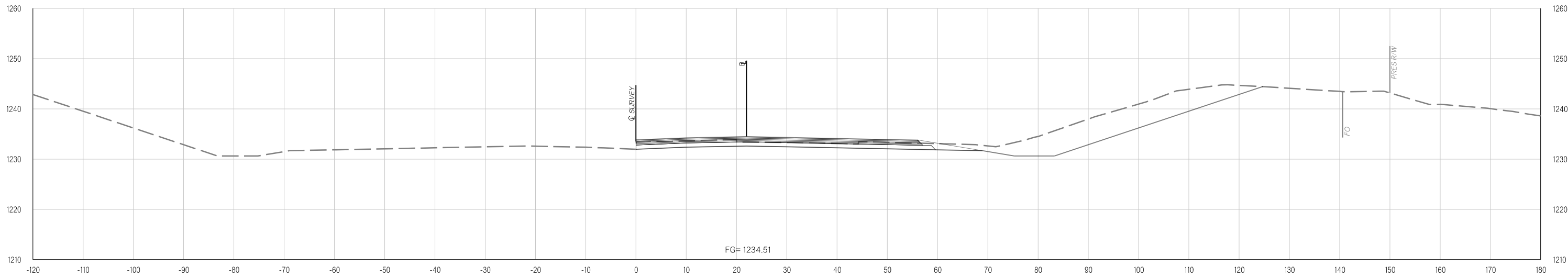


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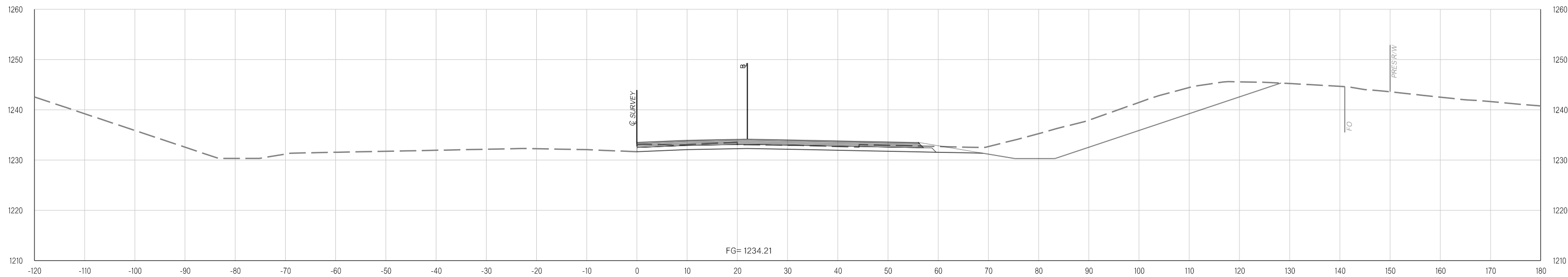
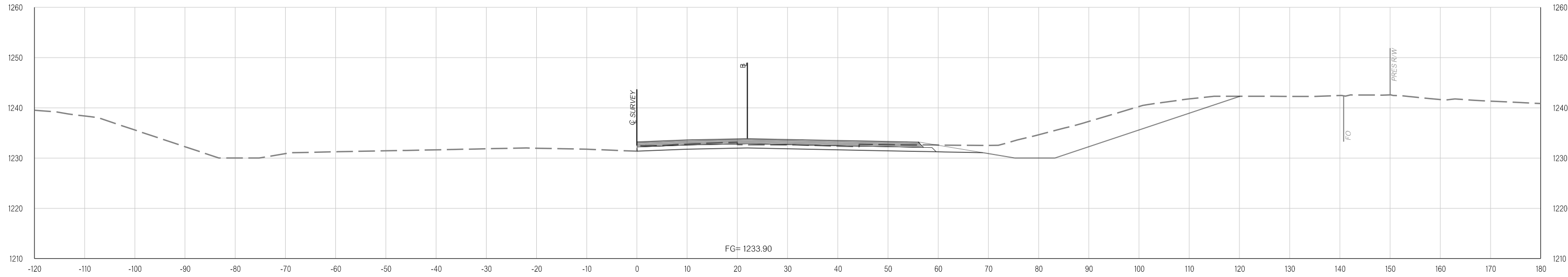


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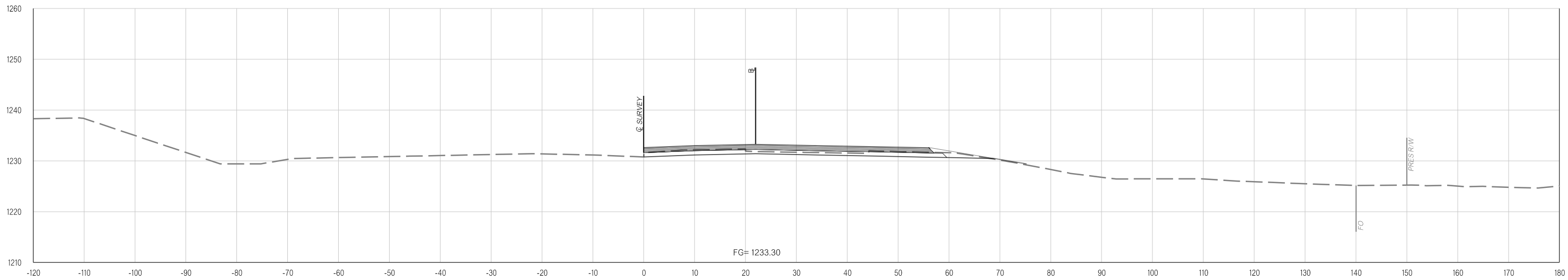
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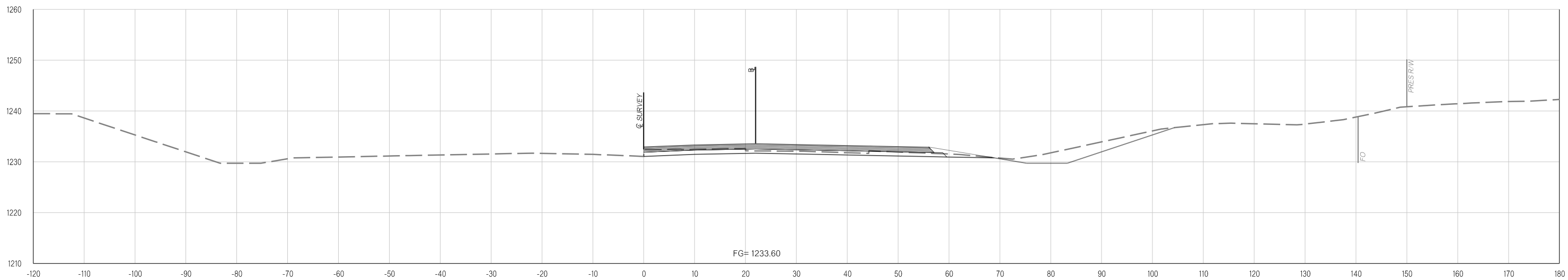
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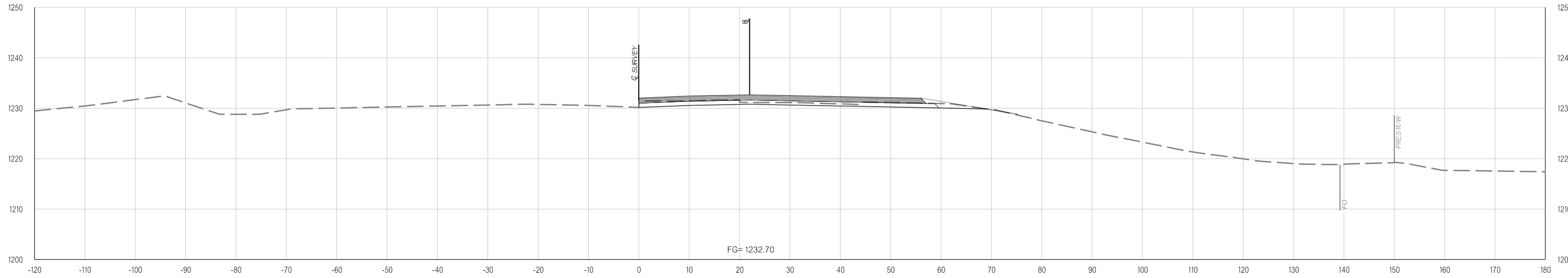


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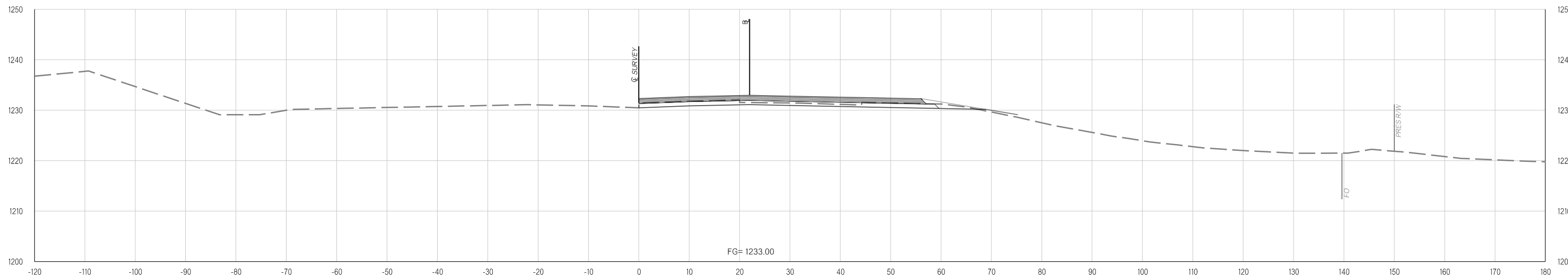


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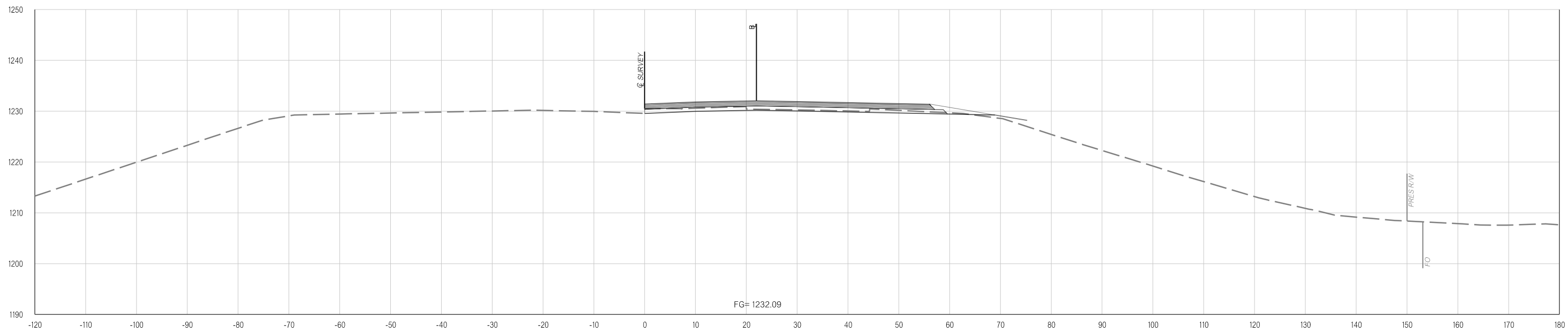
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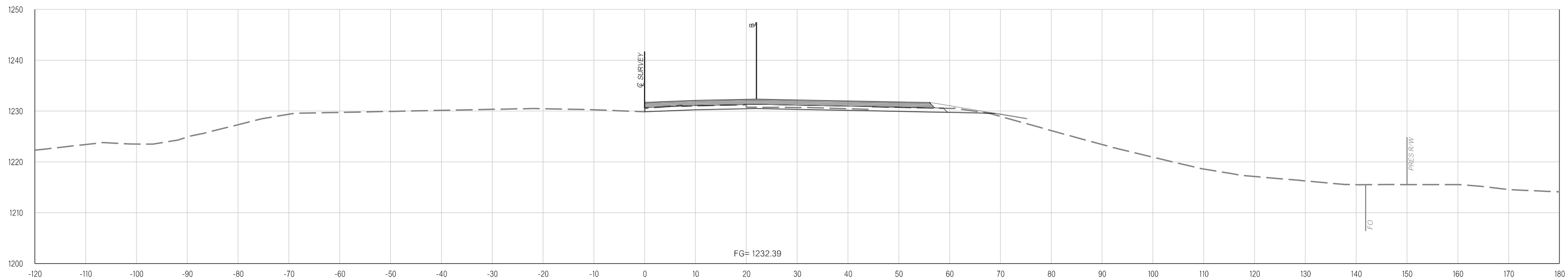
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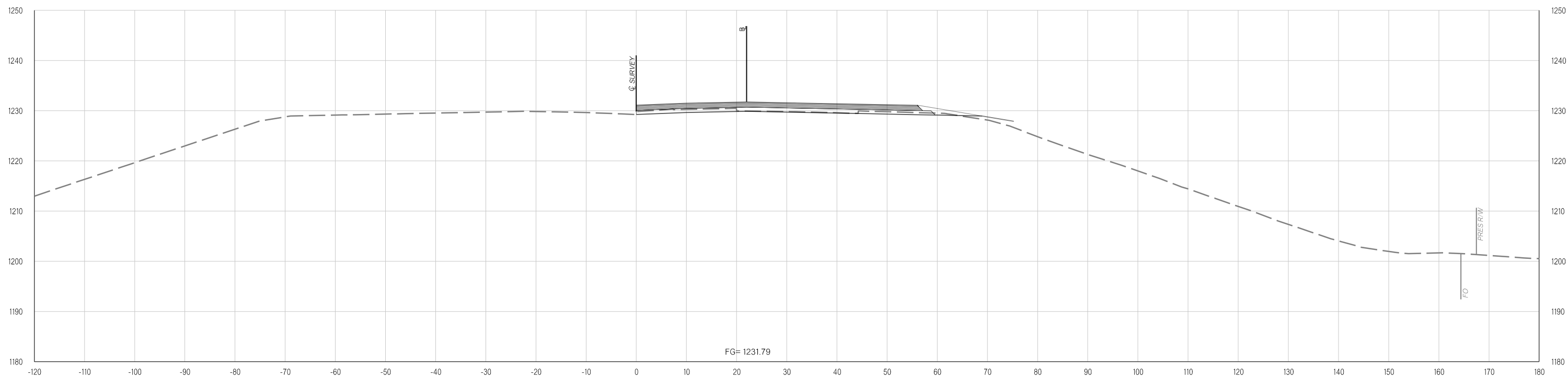
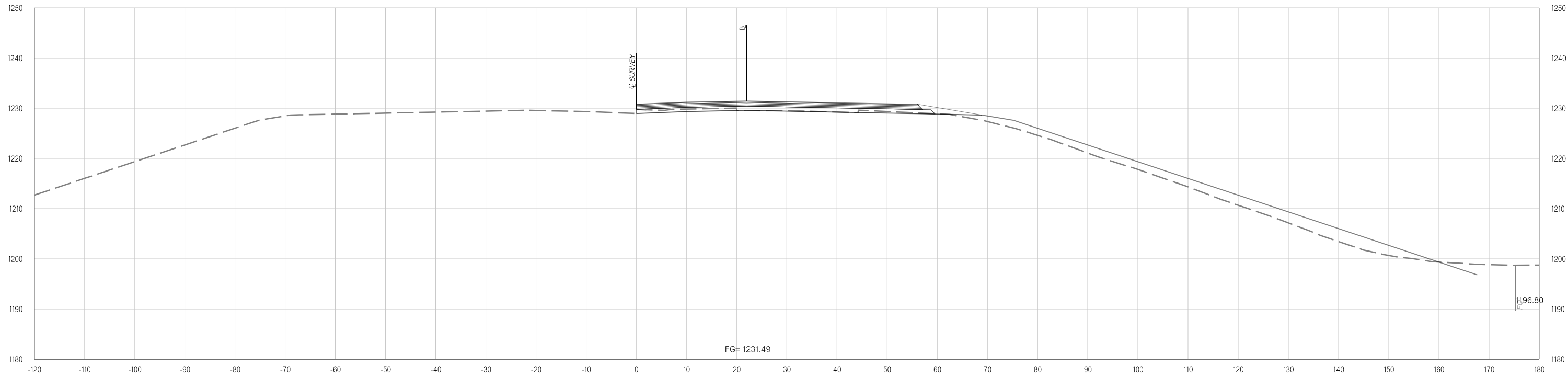


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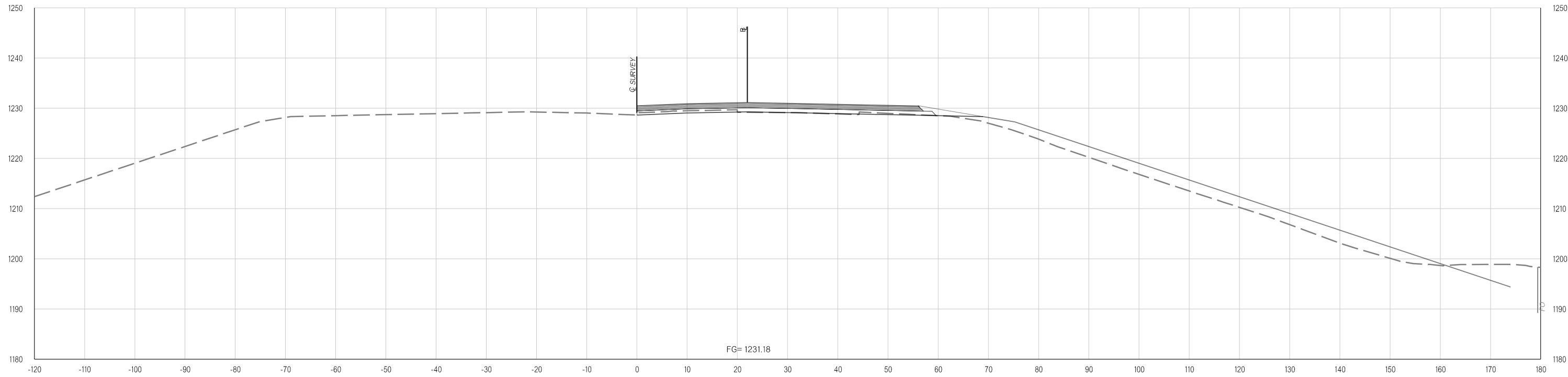


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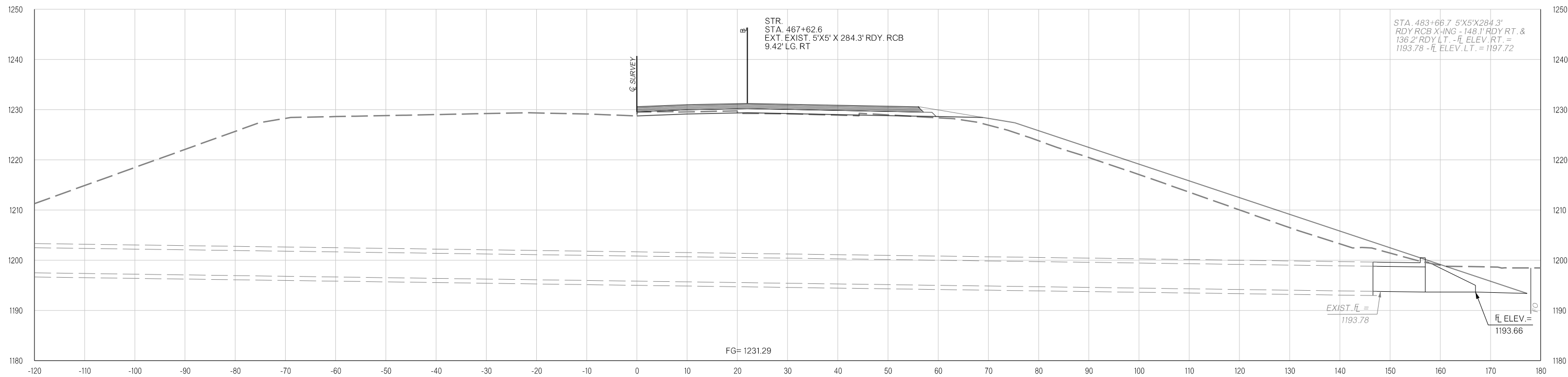
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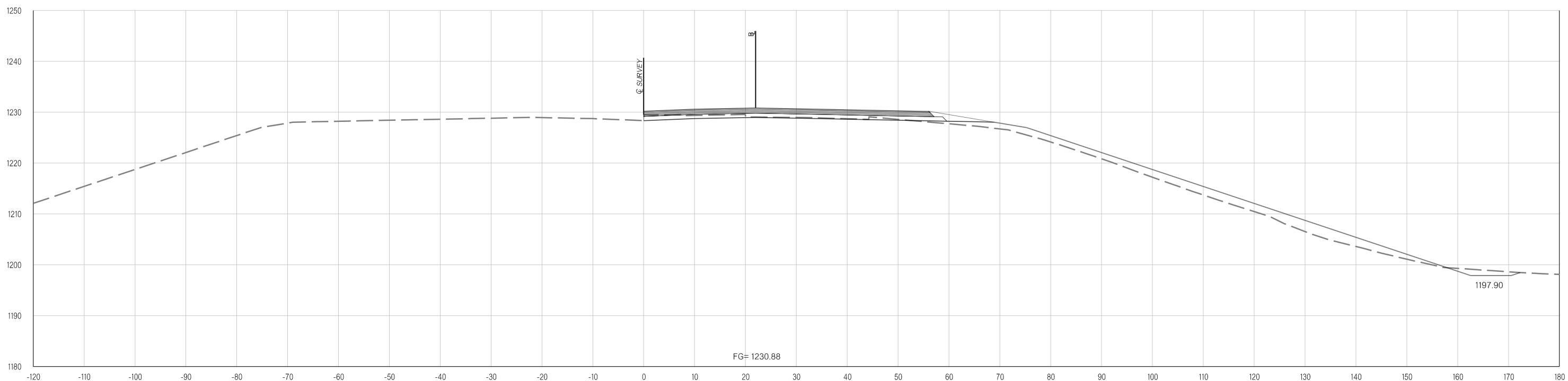
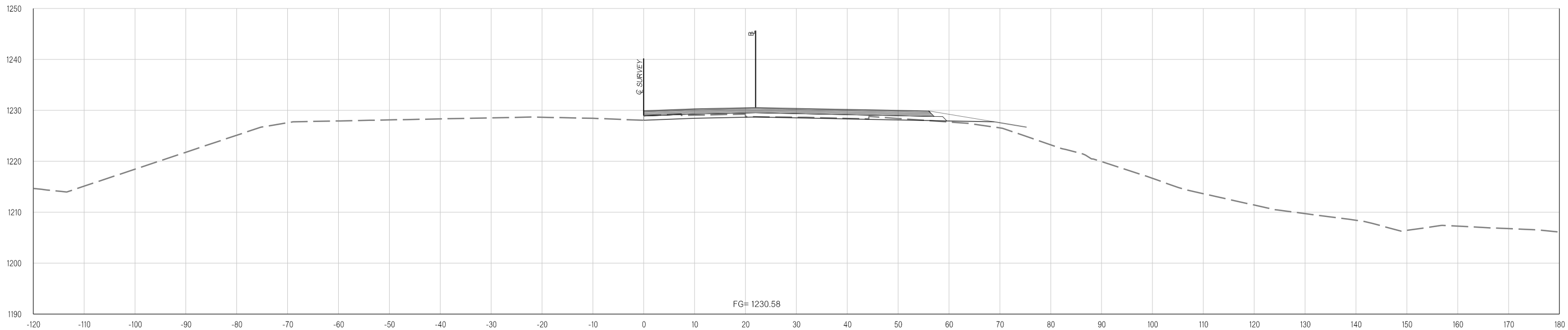


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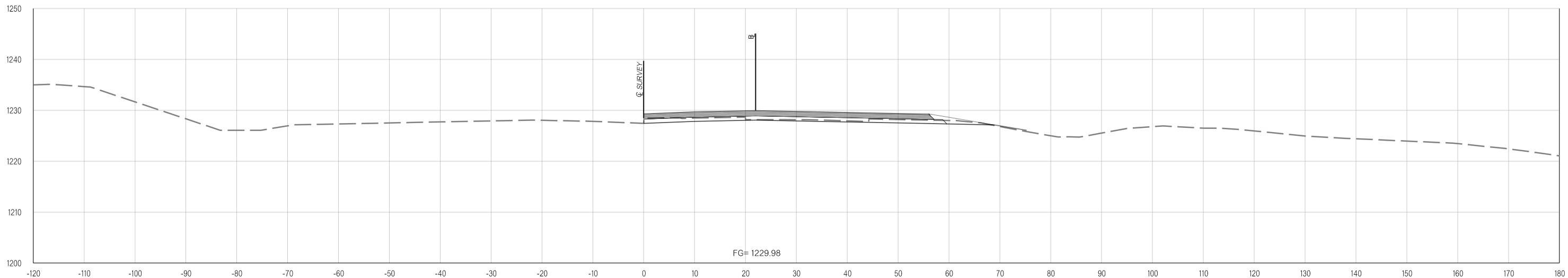
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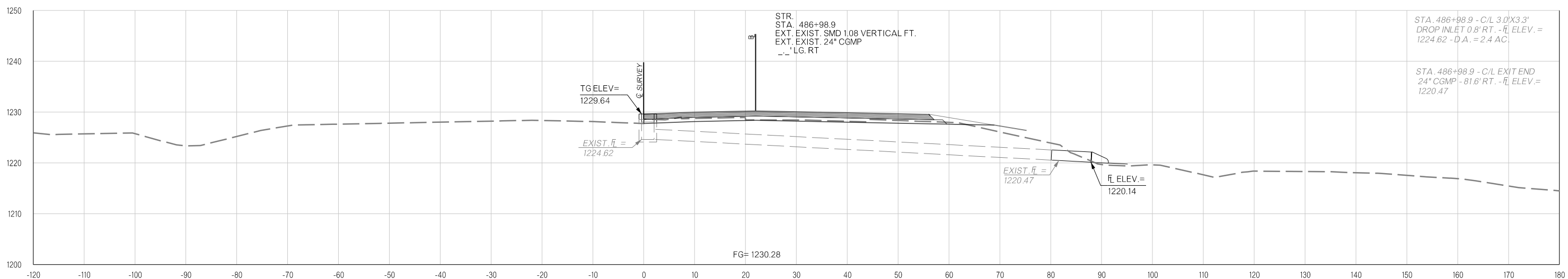


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488+00.00

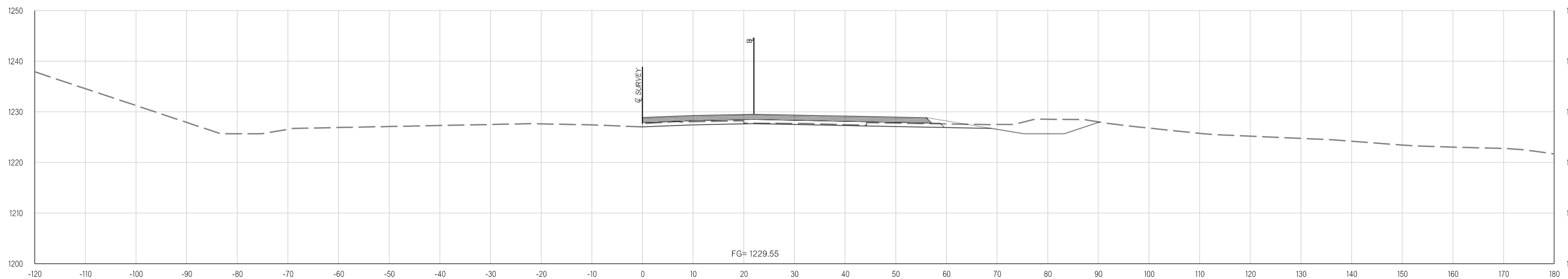


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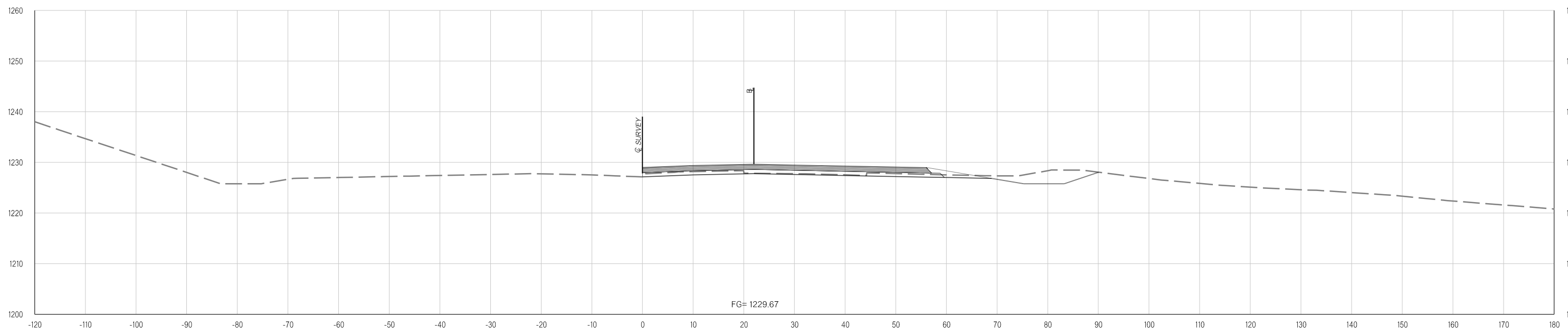
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MEETING**
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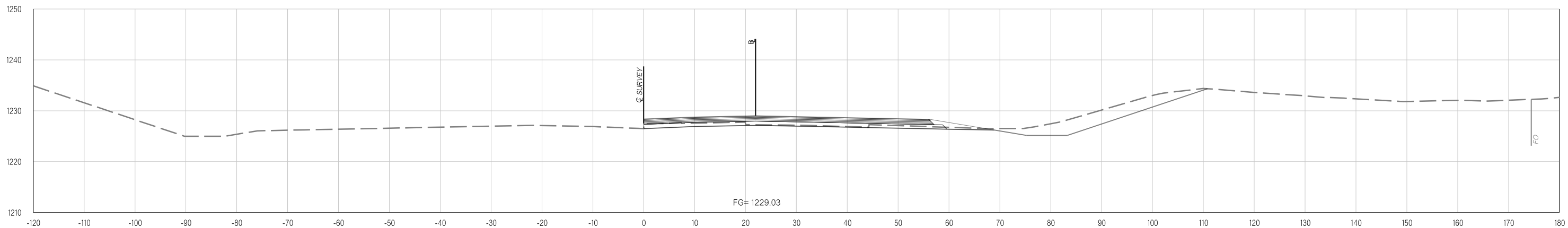


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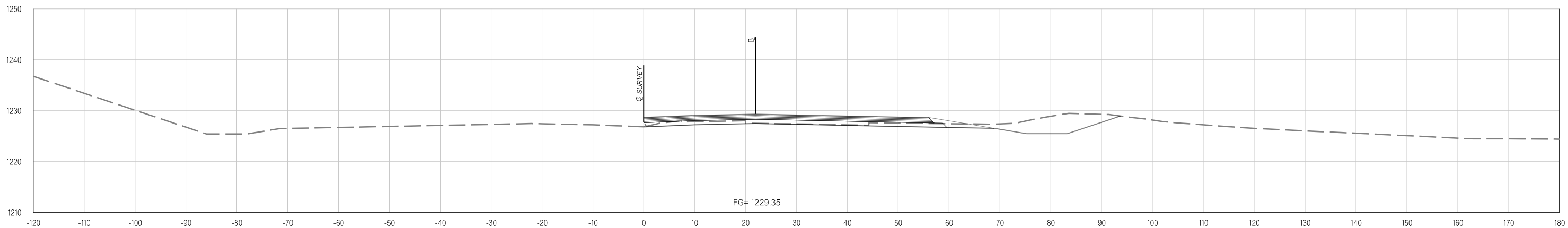


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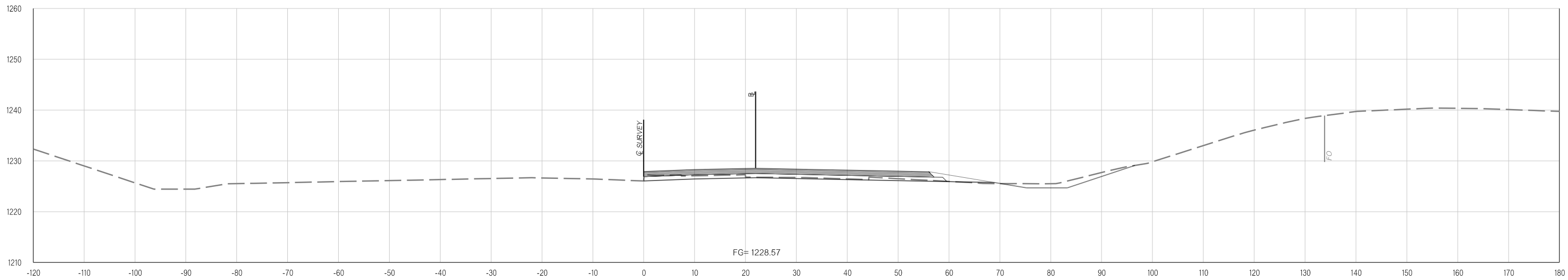
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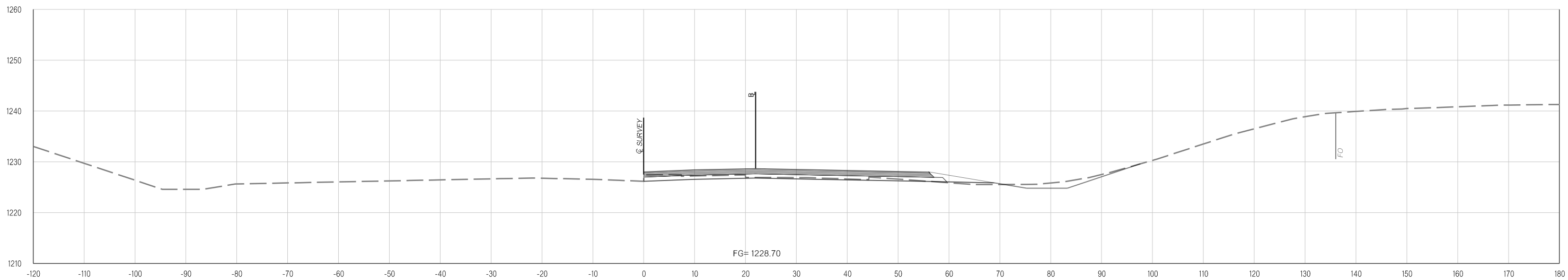
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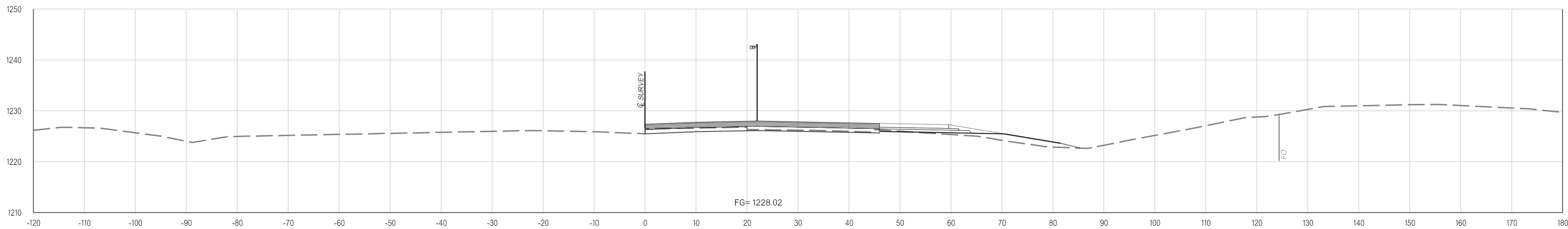
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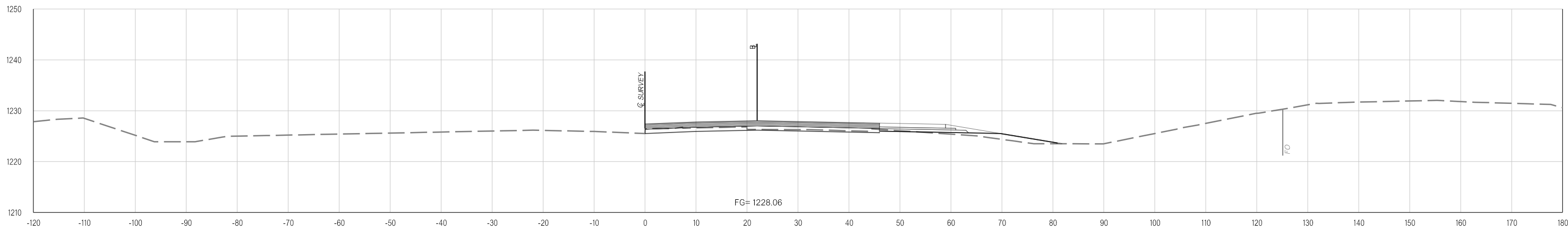
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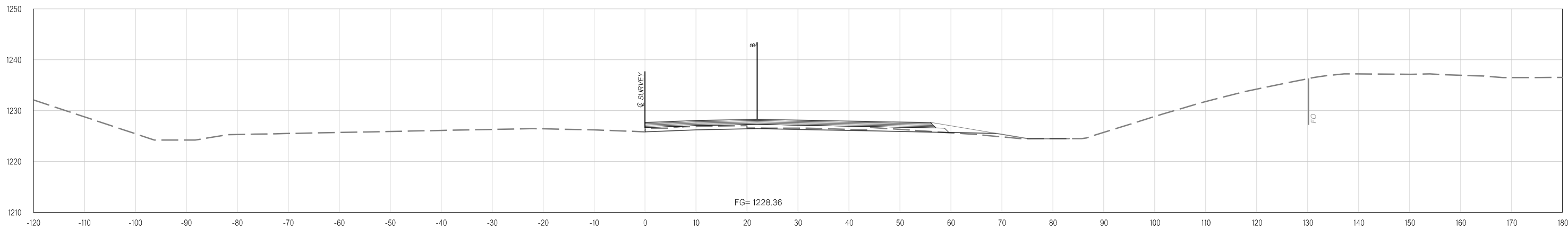
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494+00.00



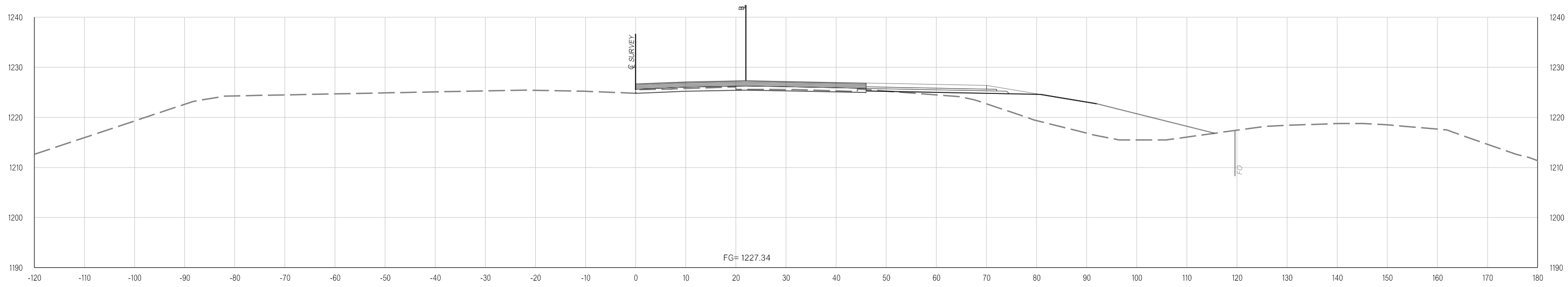
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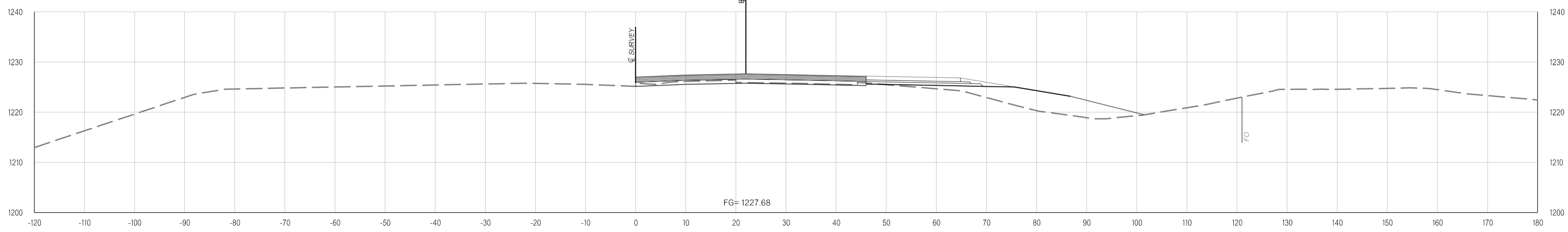
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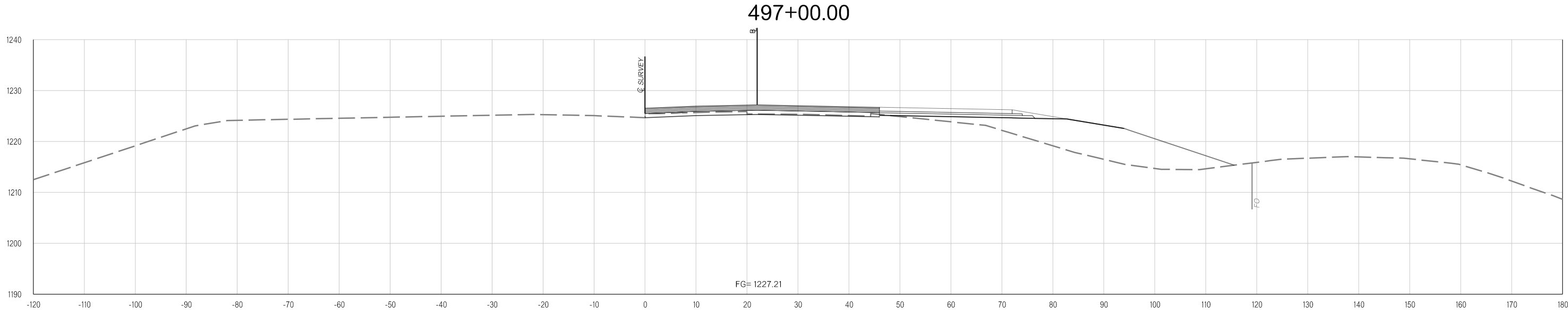
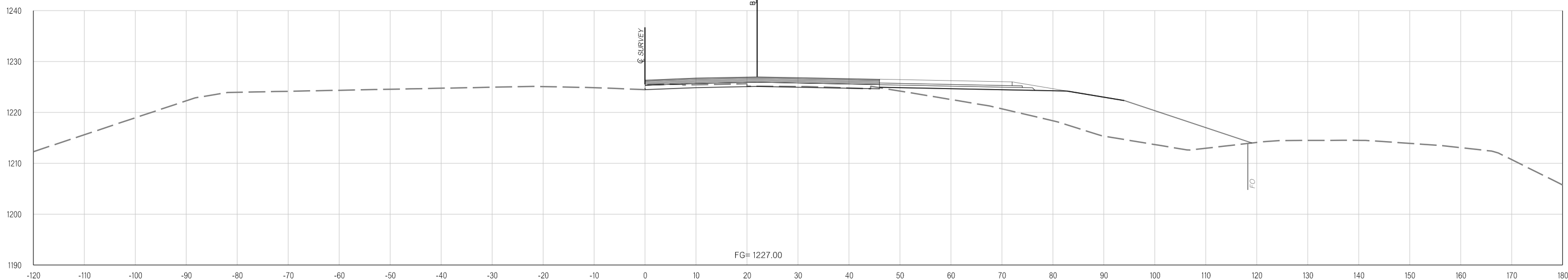
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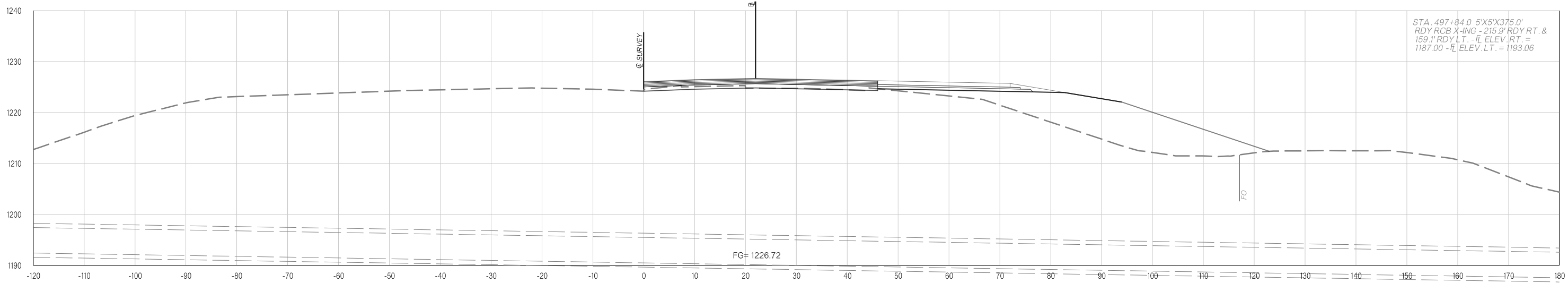
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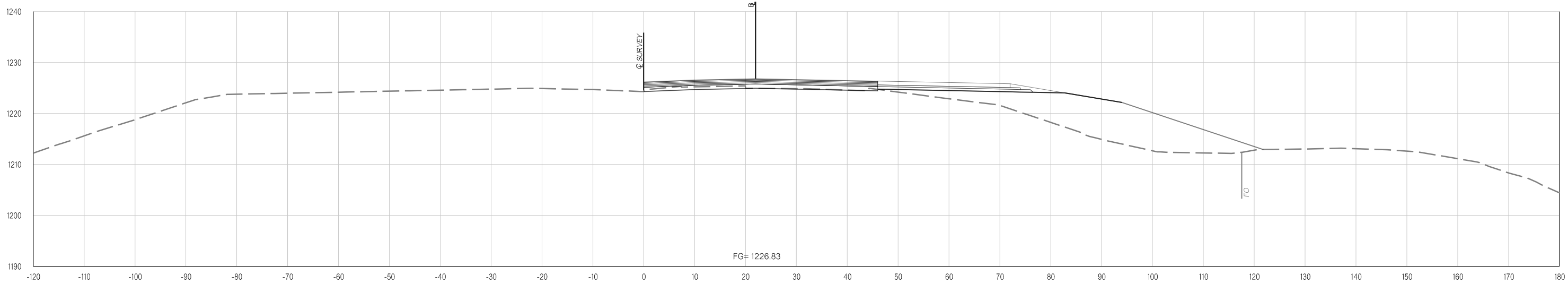
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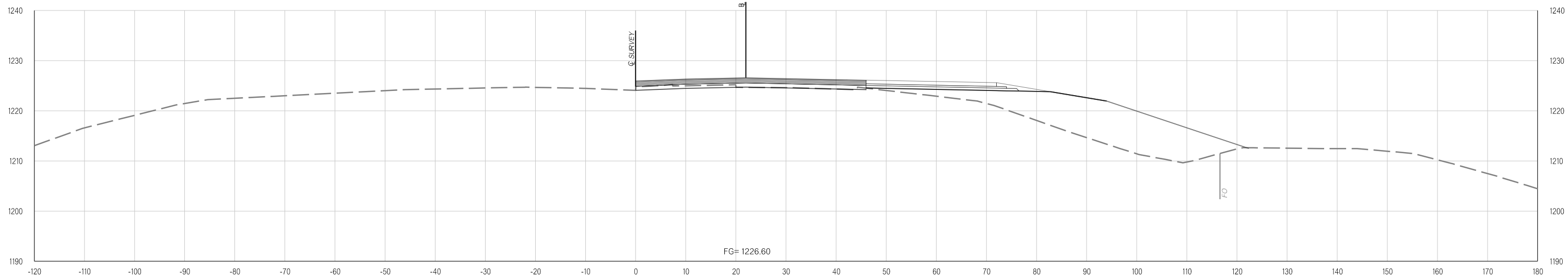


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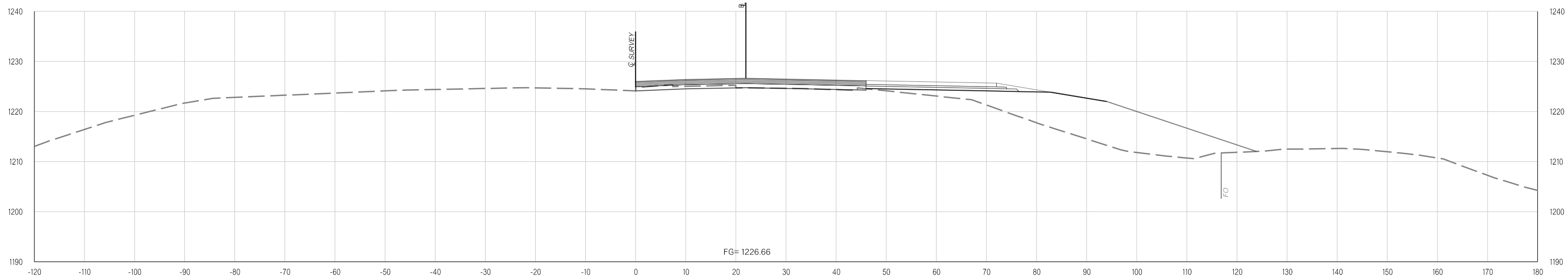


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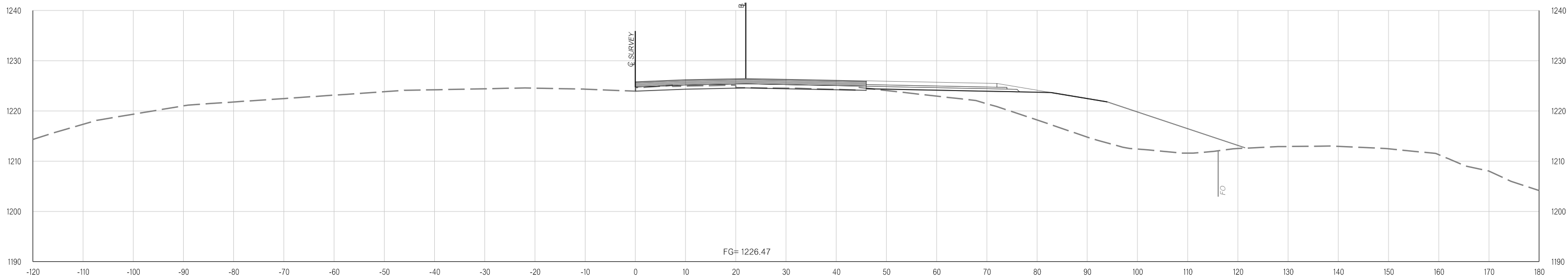


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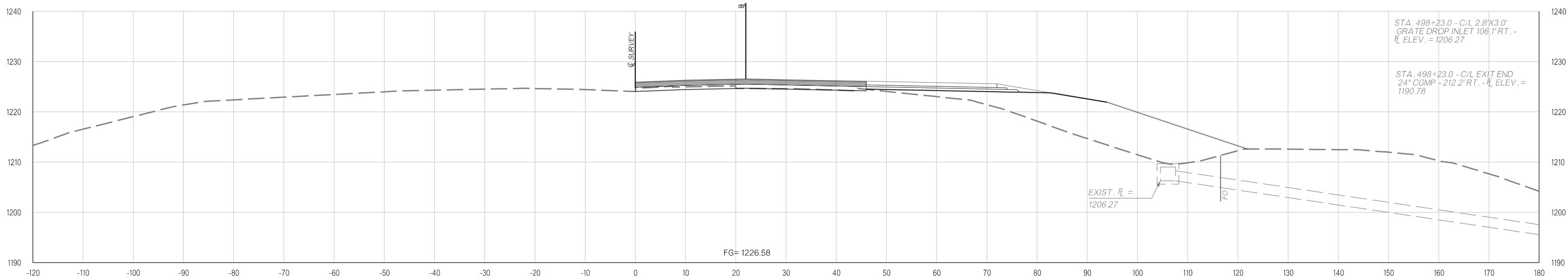


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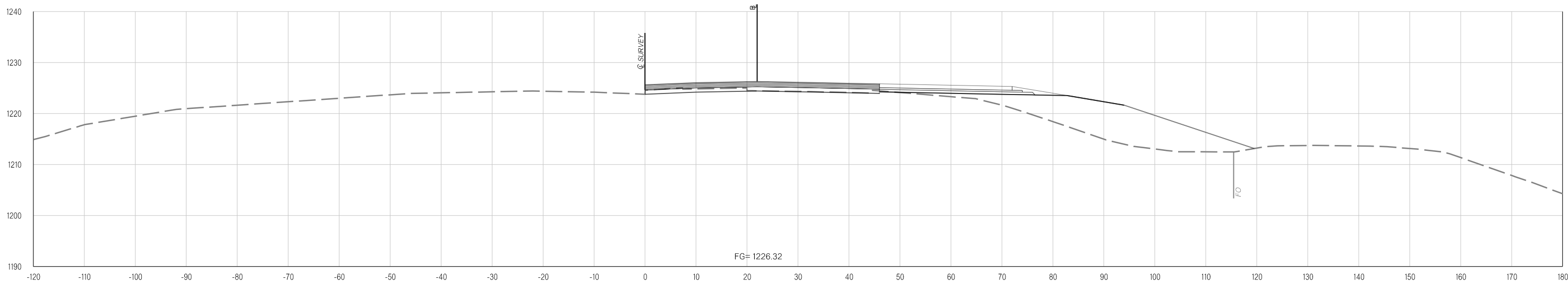
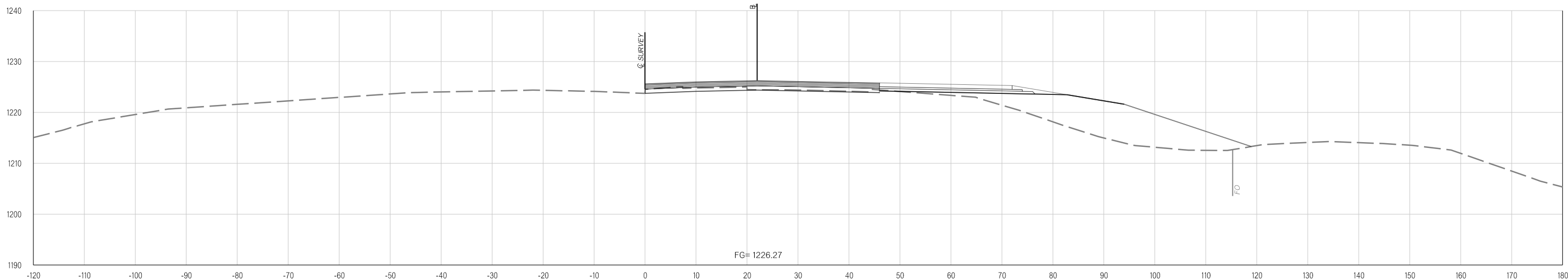


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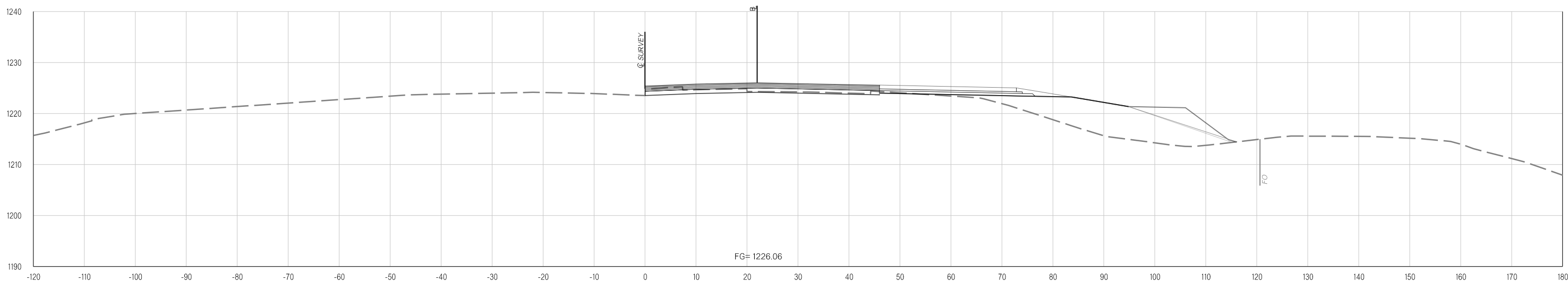
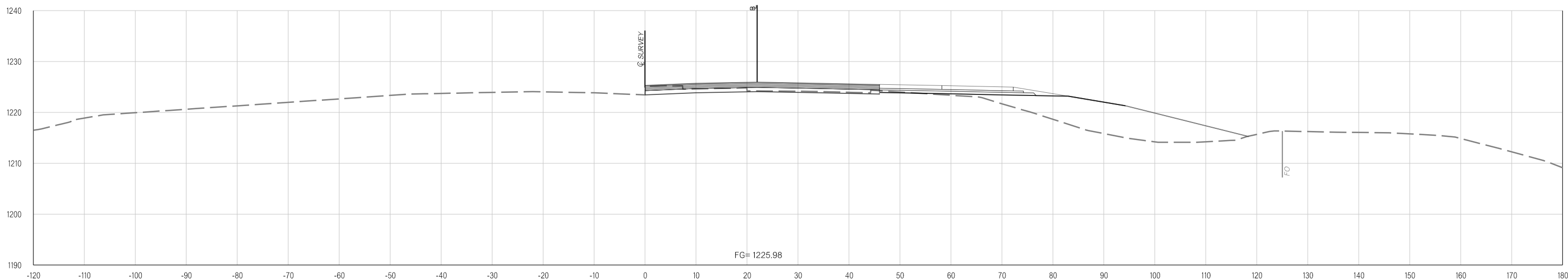


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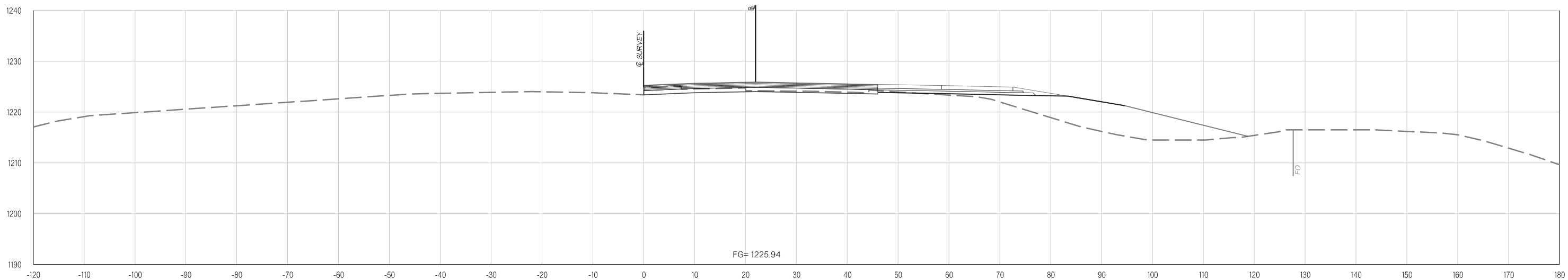
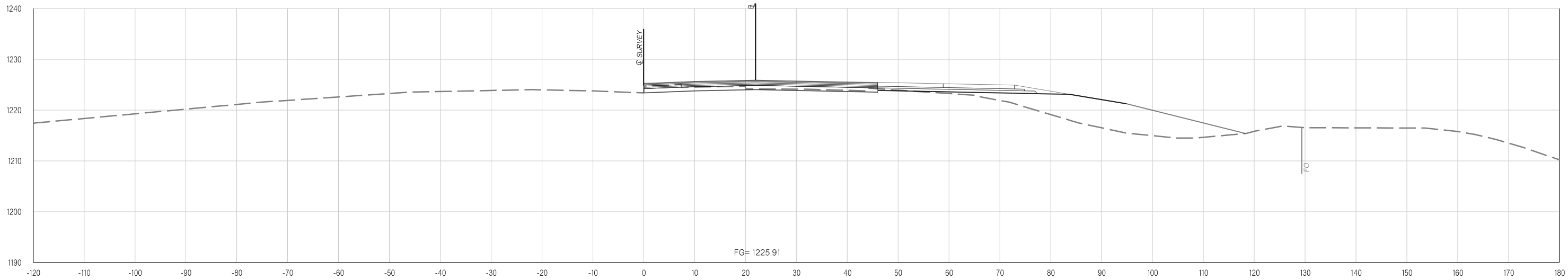
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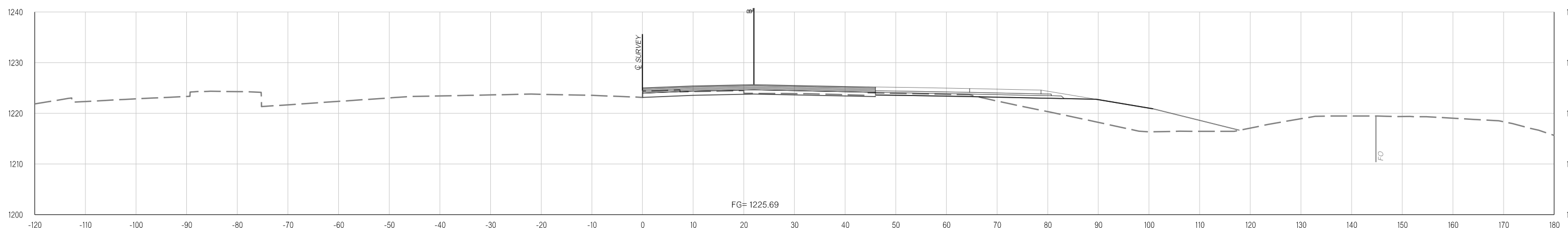
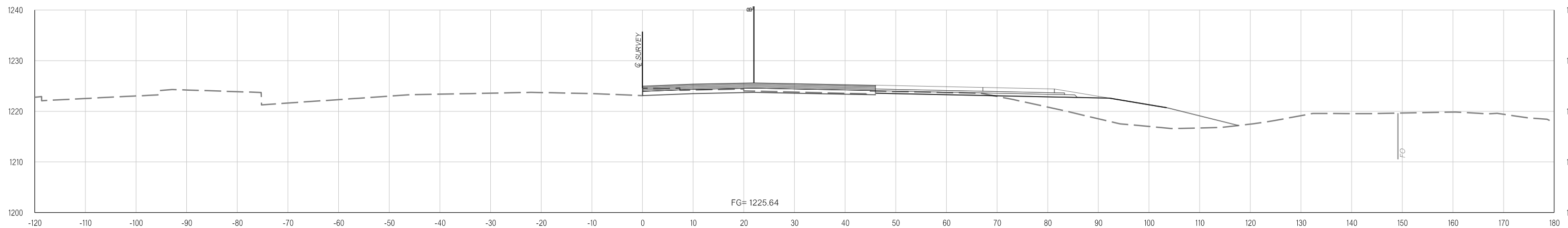
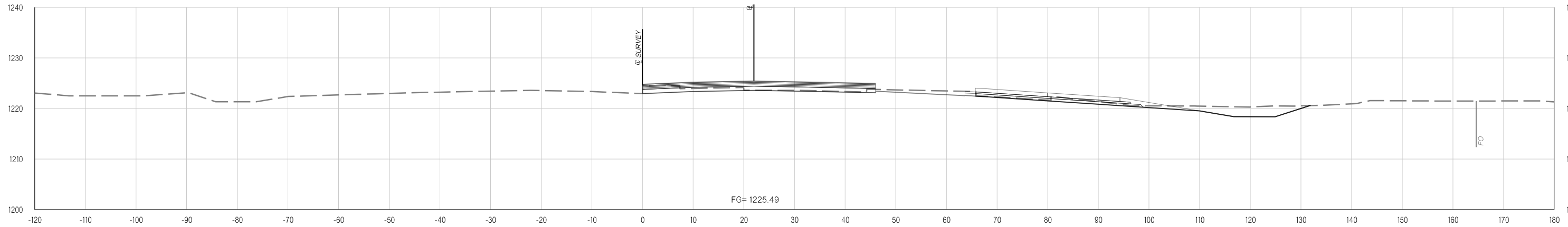


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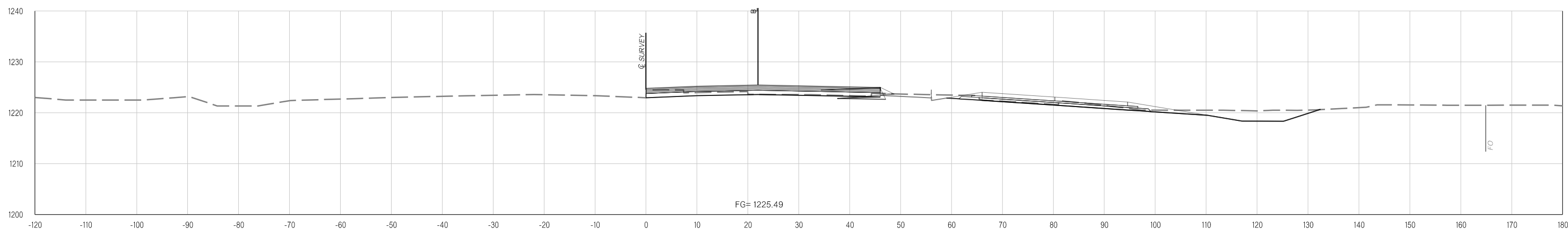
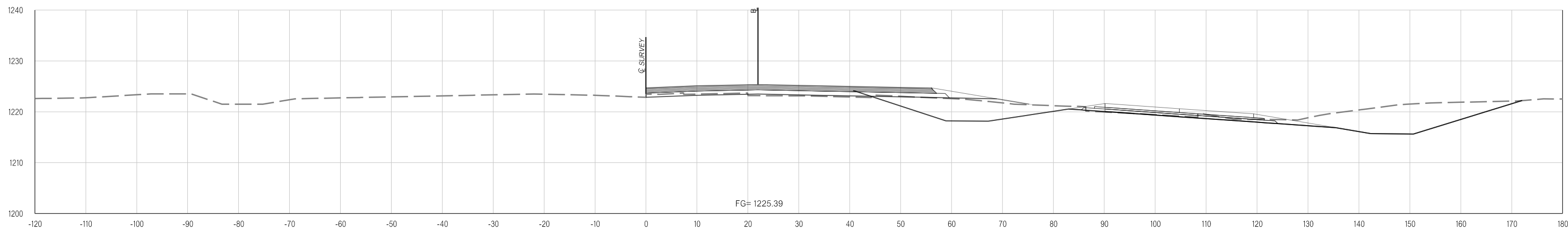
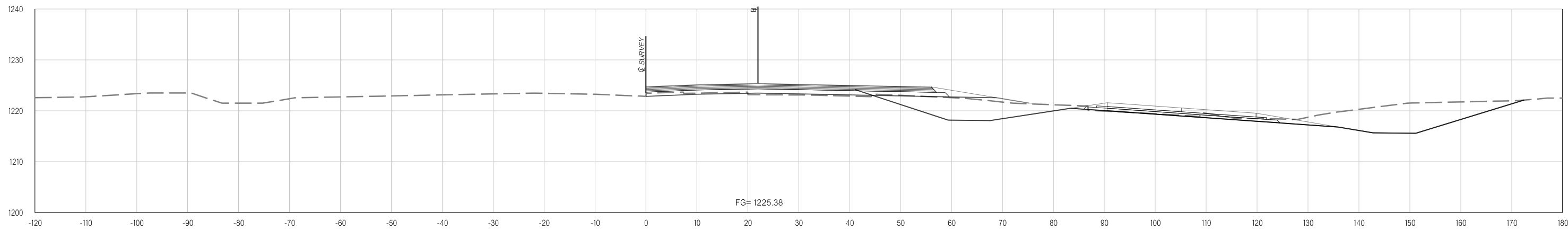


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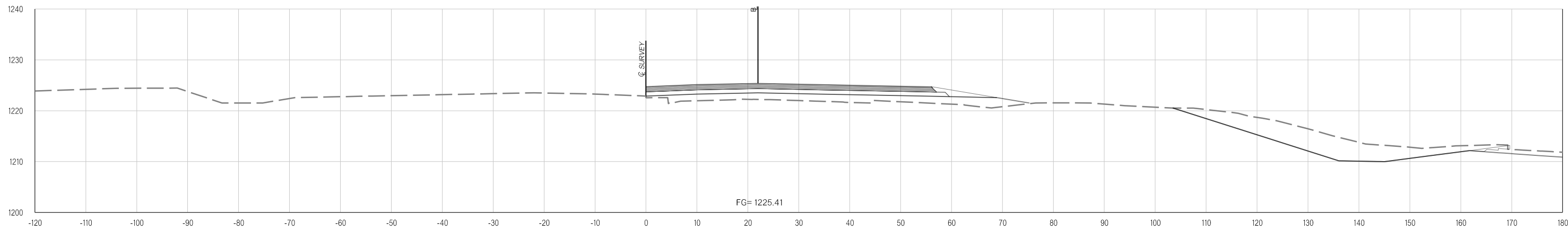
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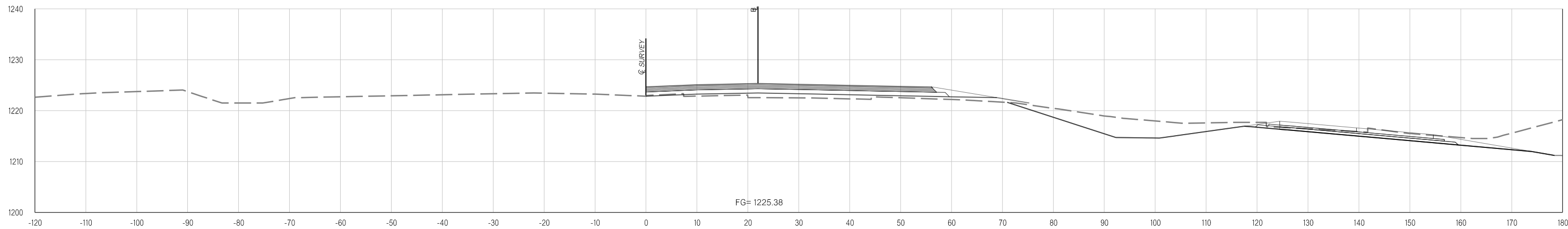
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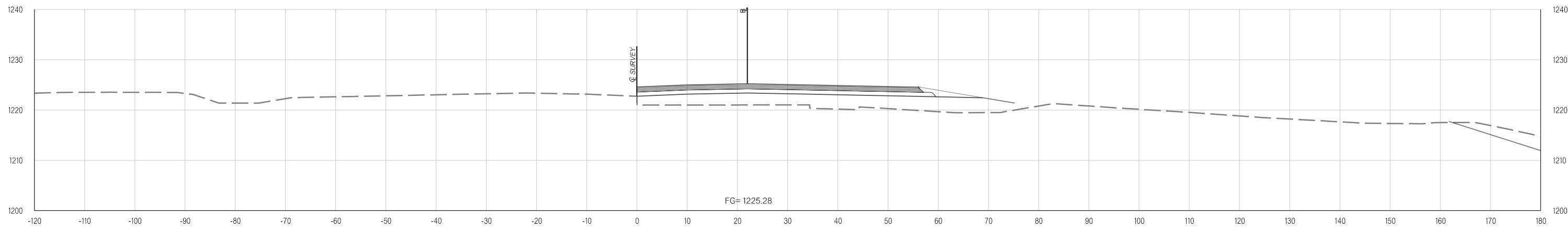


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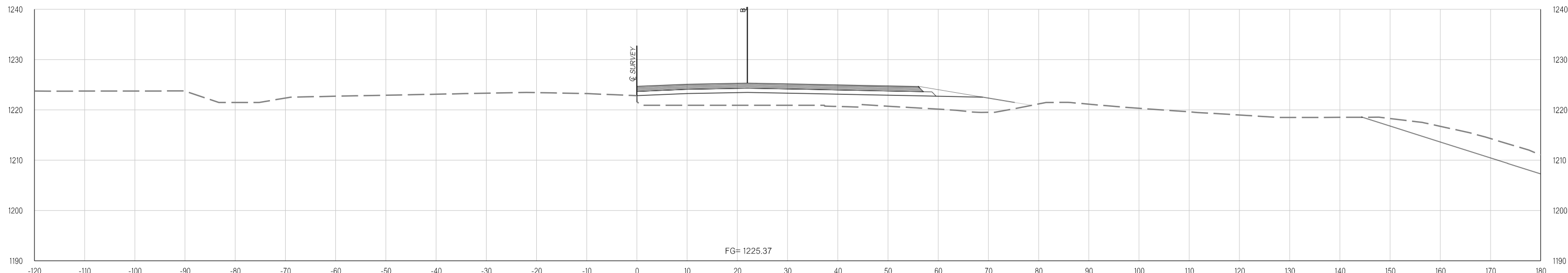


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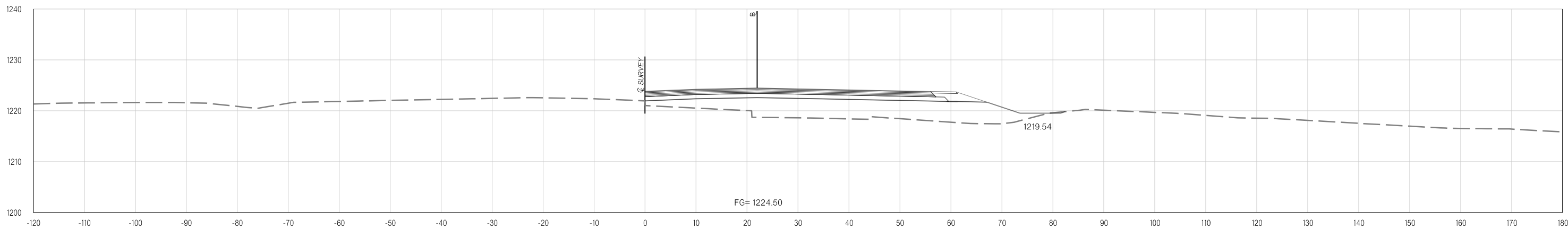
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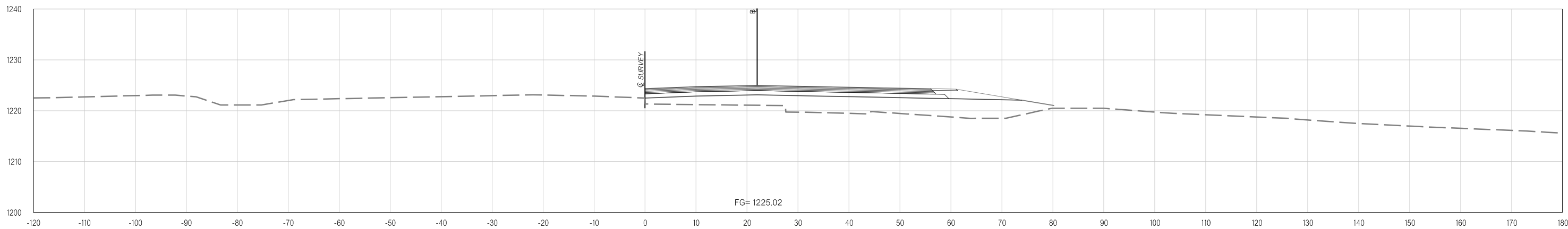
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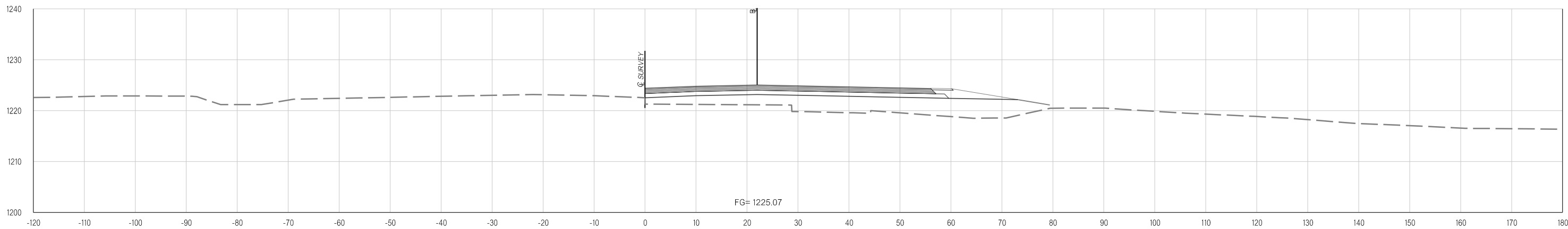
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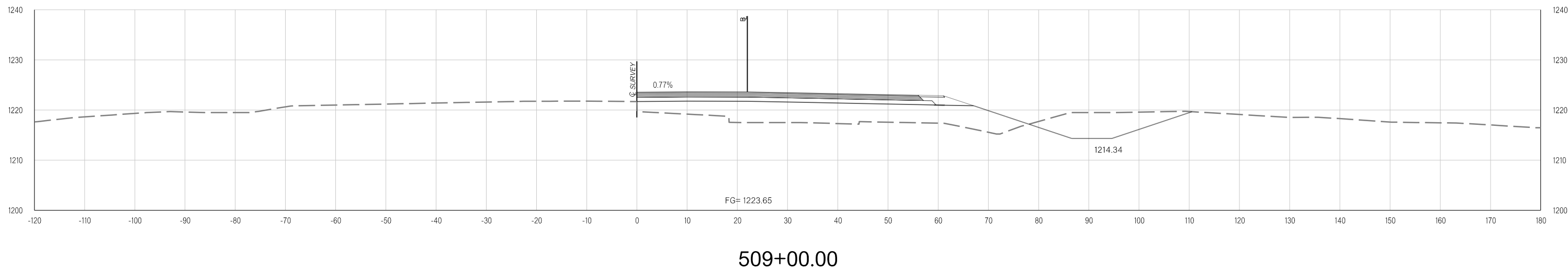
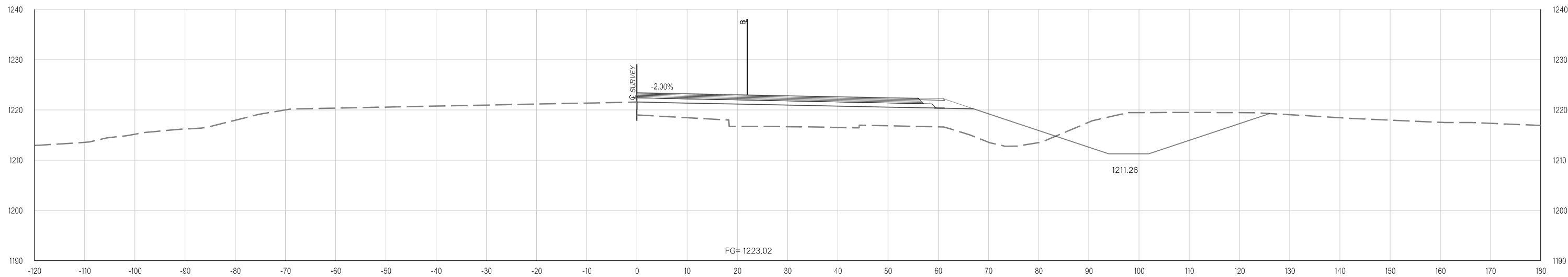
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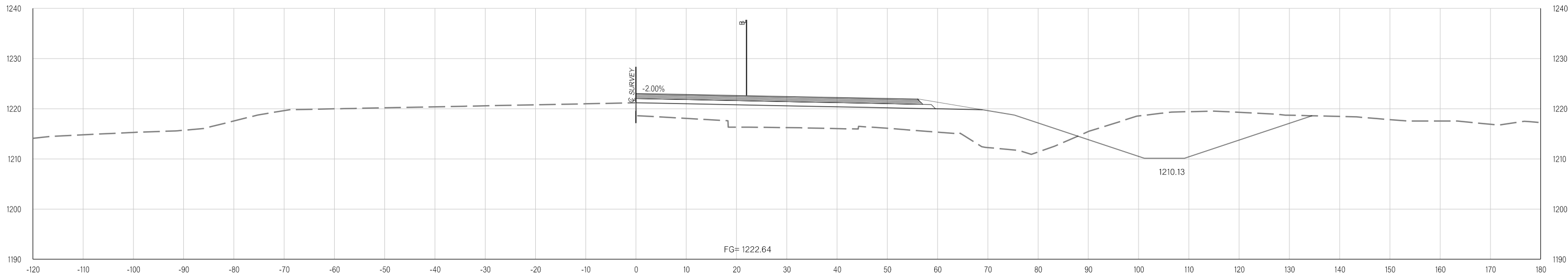
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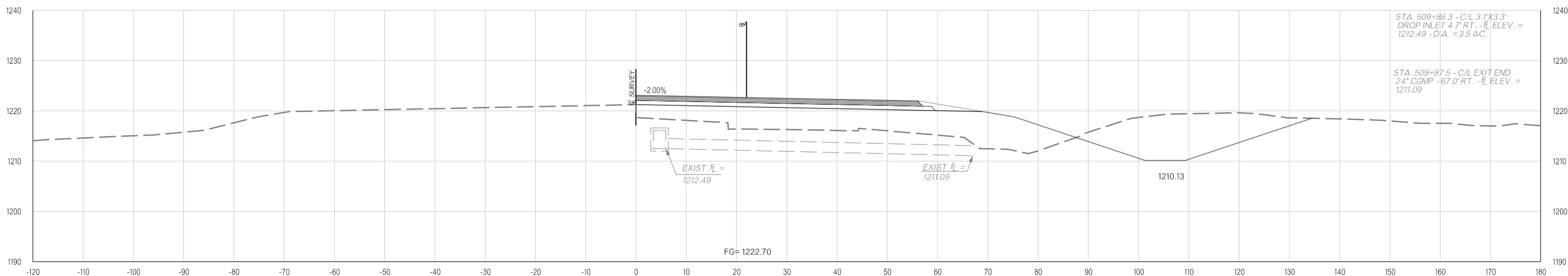
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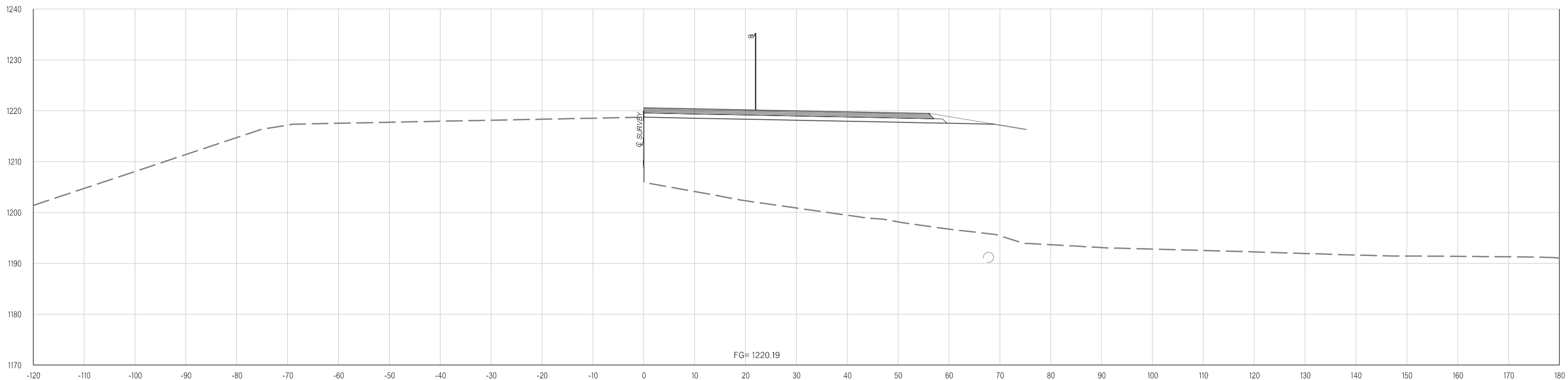


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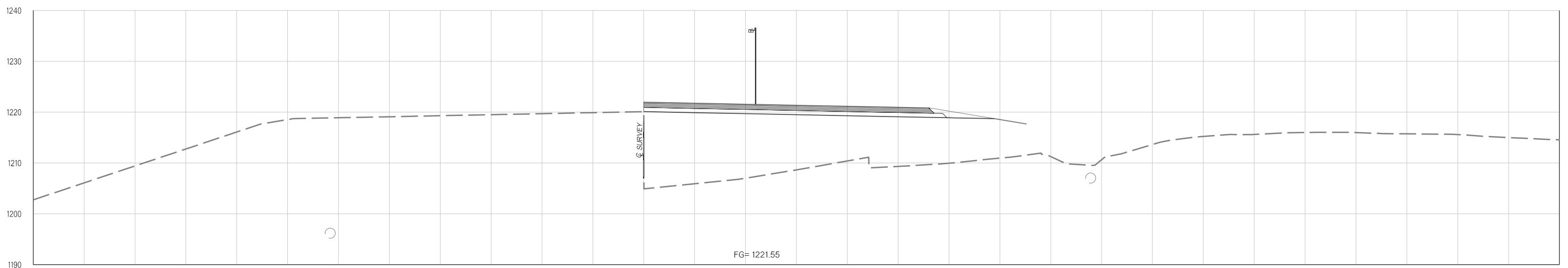


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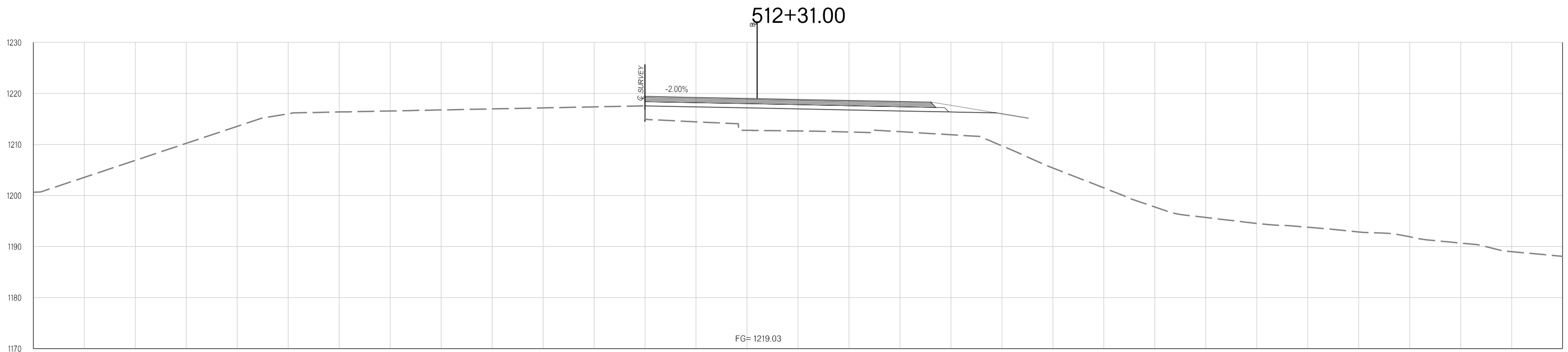
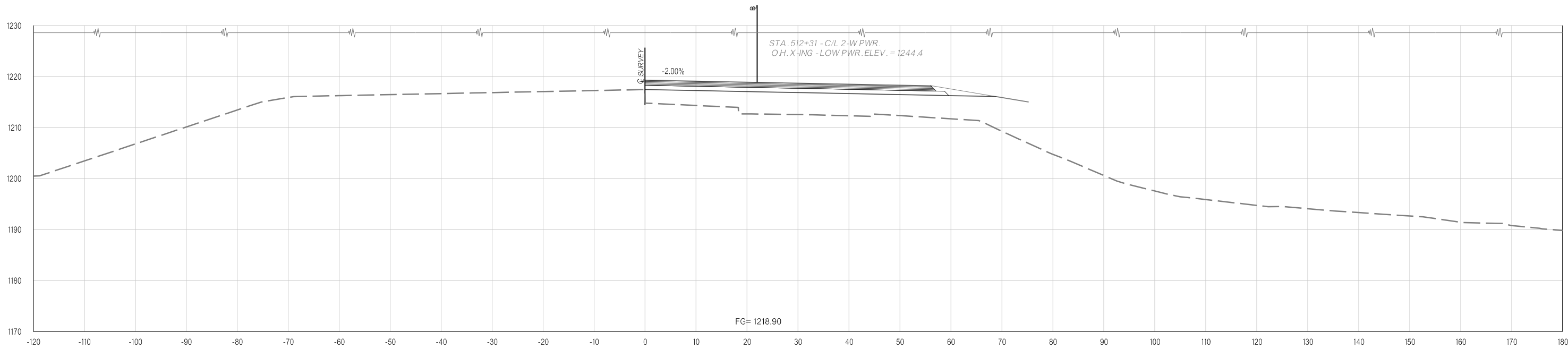


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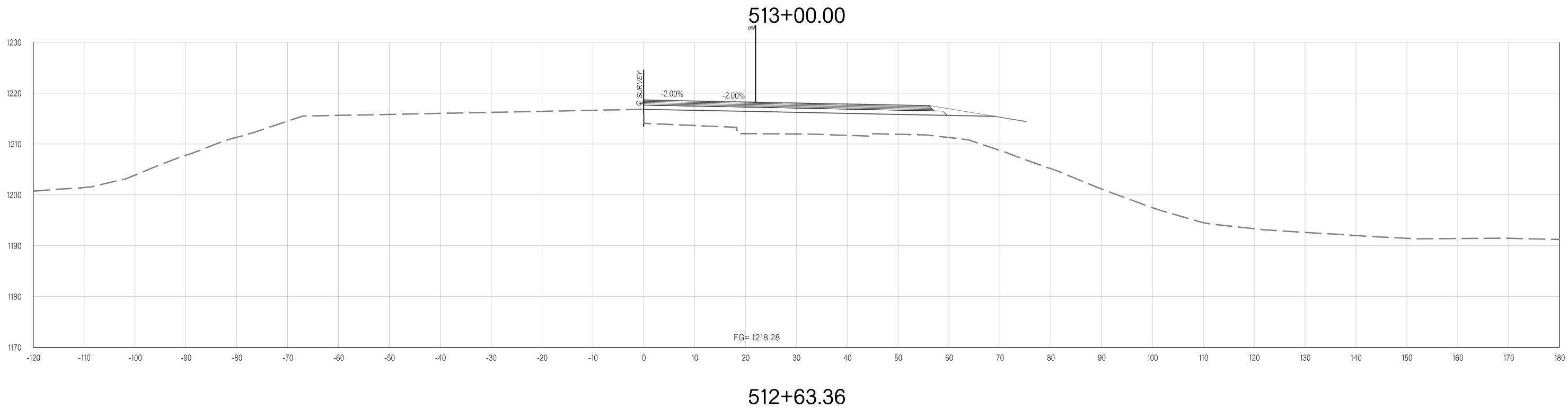
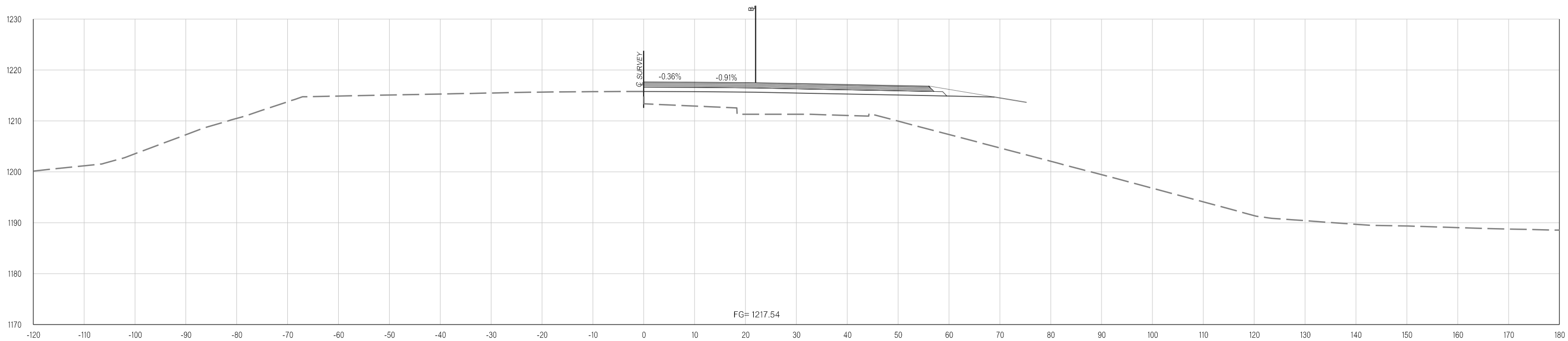
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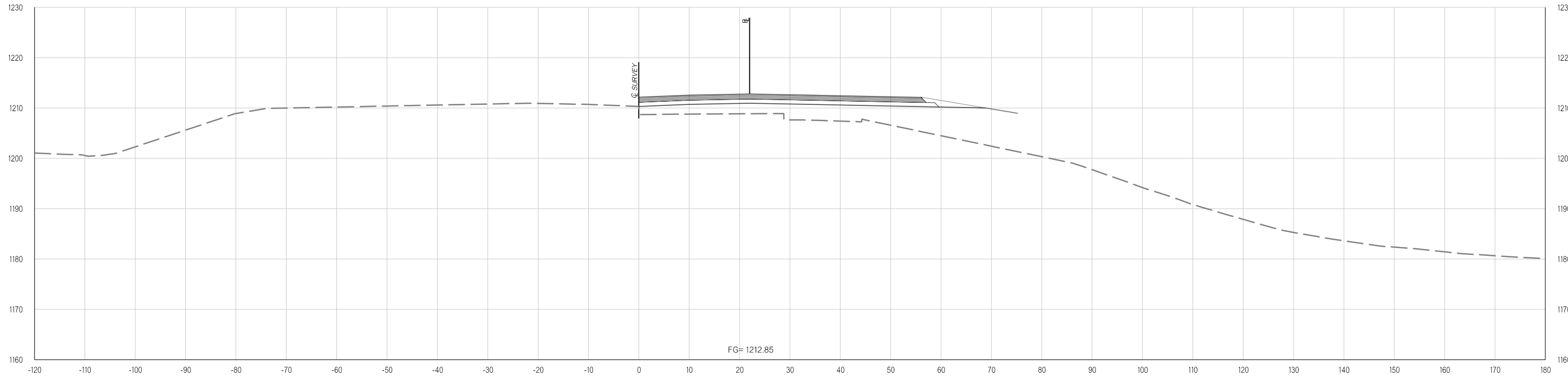


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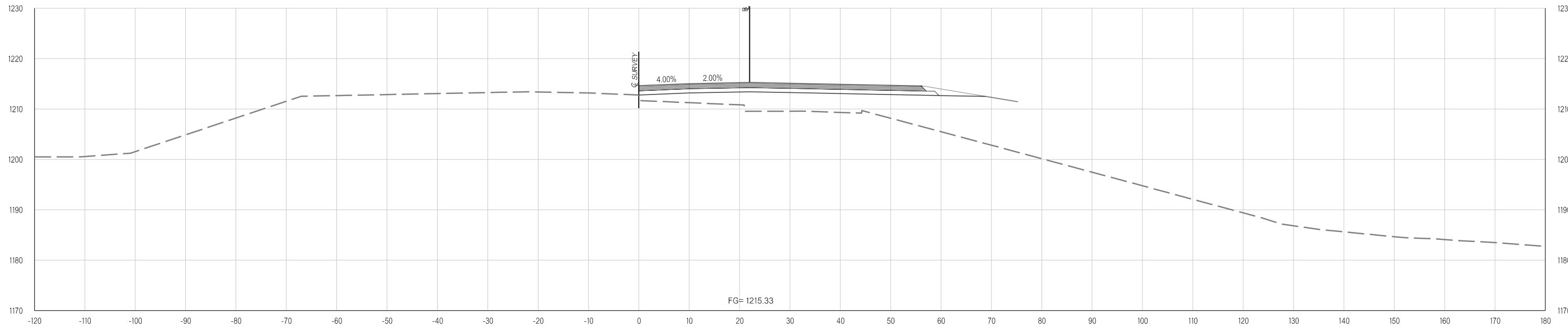
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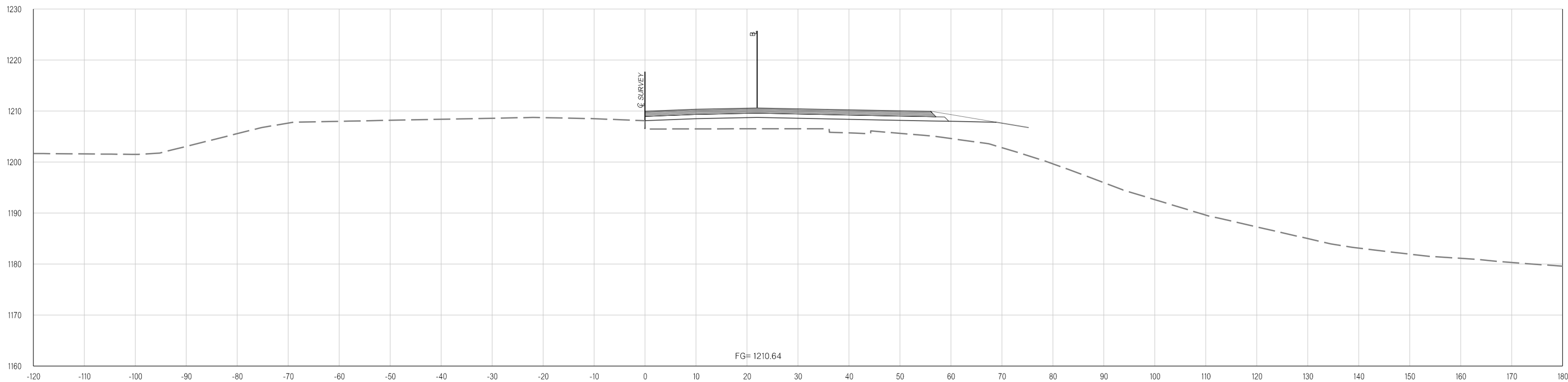
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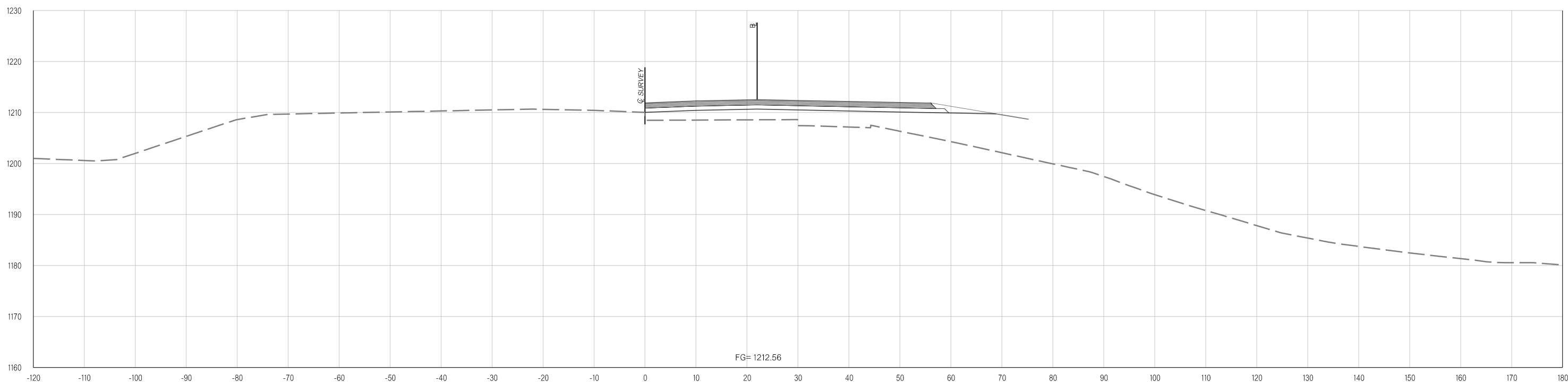
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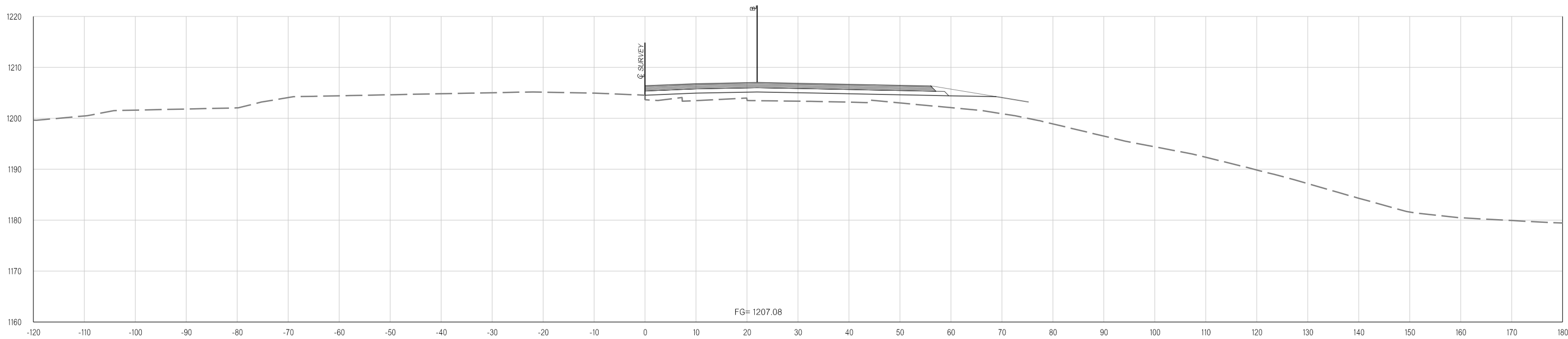


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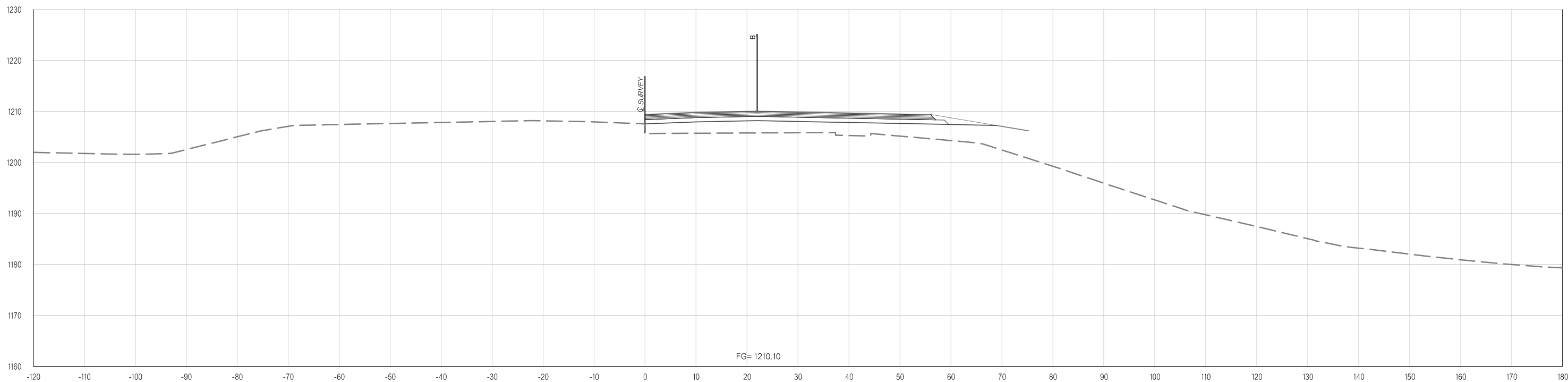


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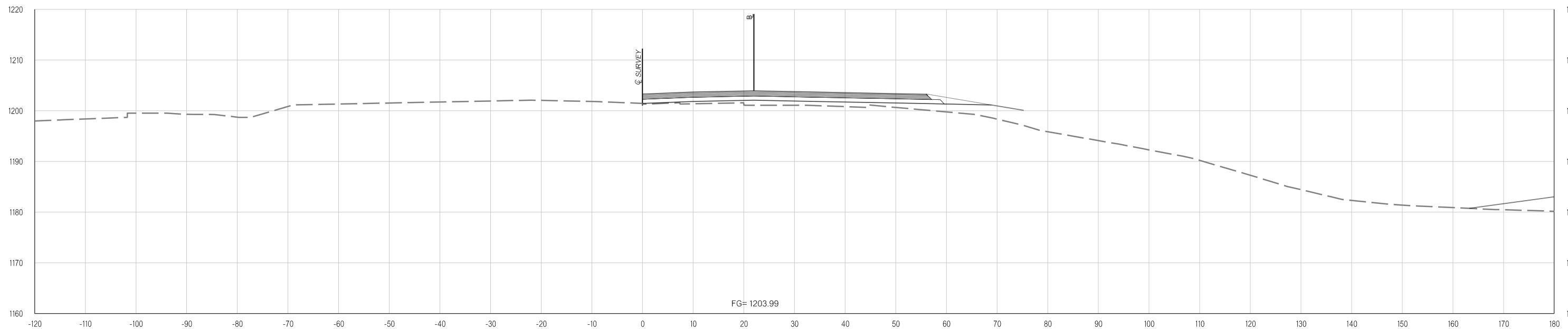
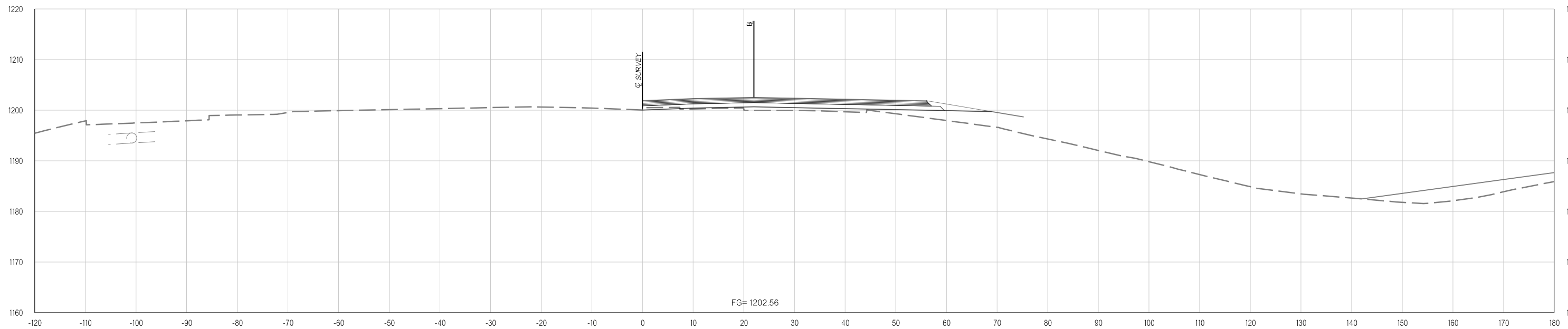


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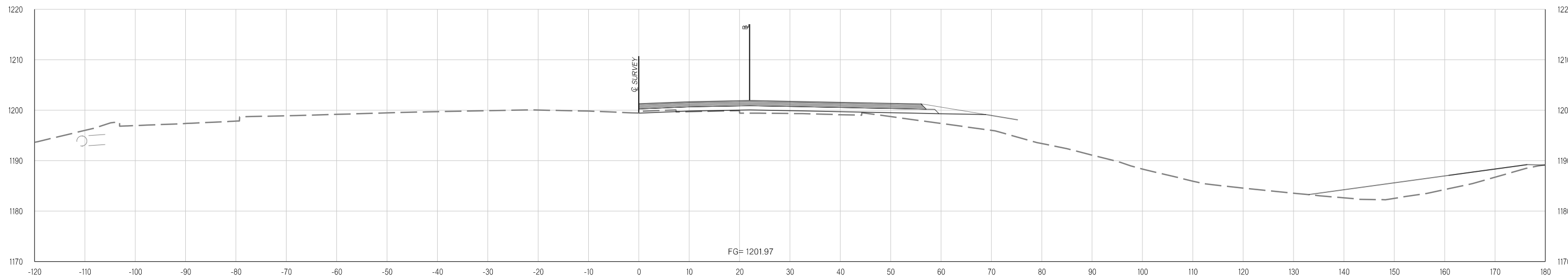
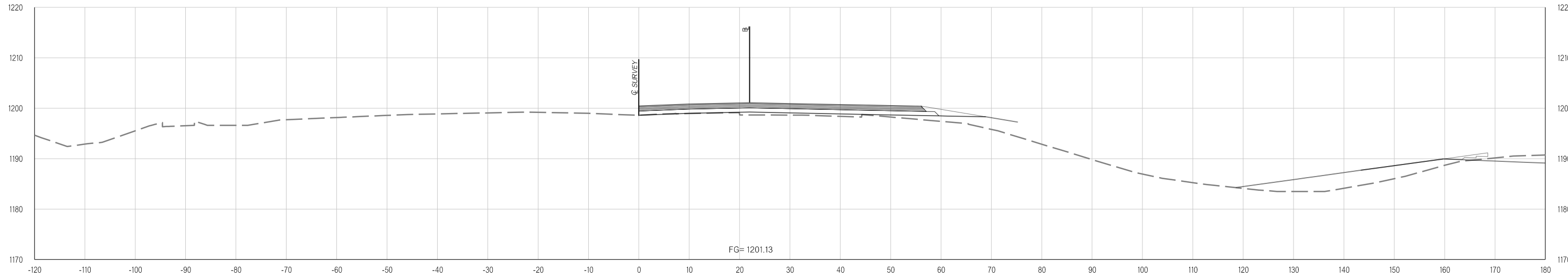
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**FINAL FIELD
MEETING**
02-21-20

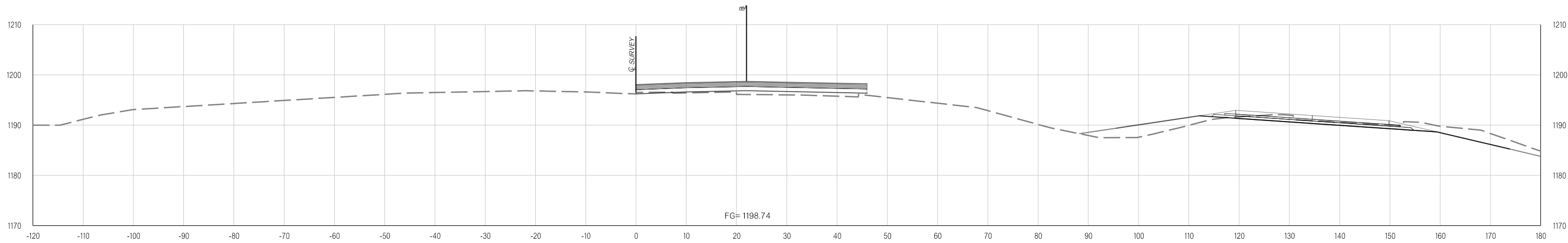
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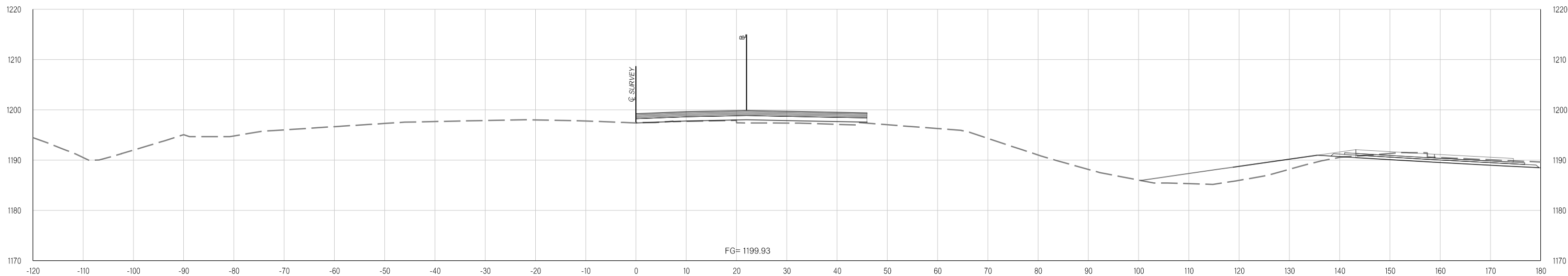
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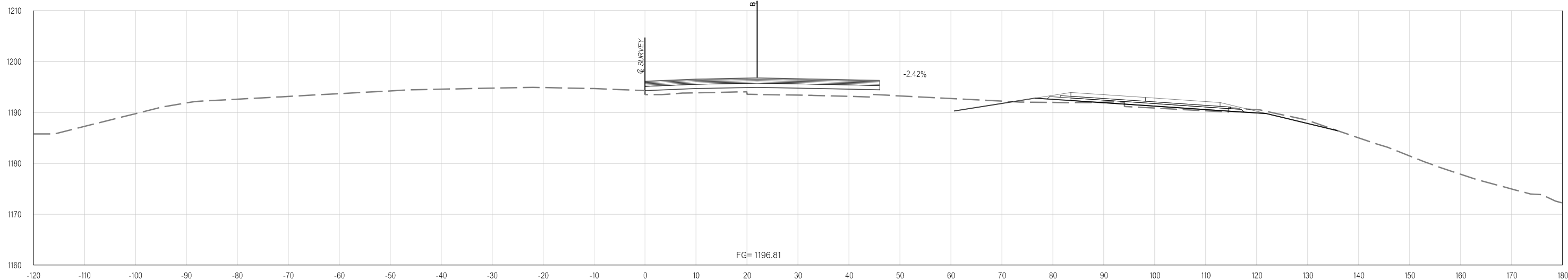


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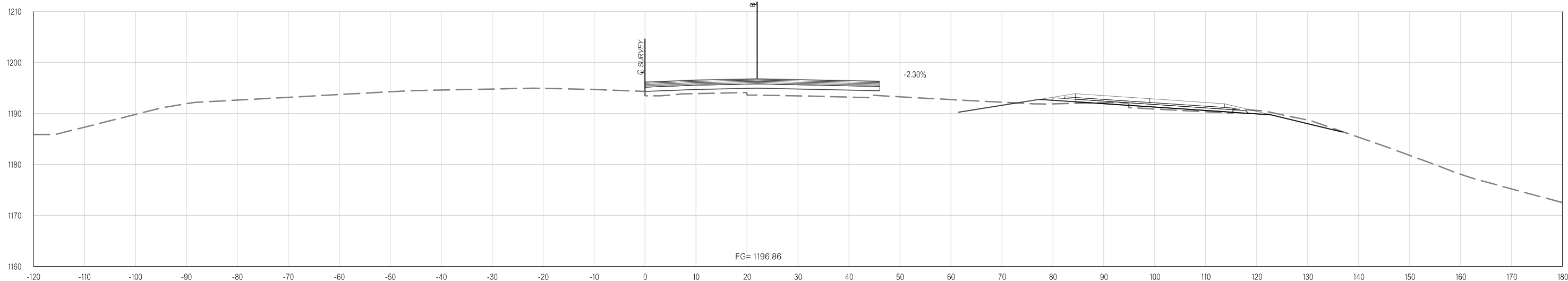


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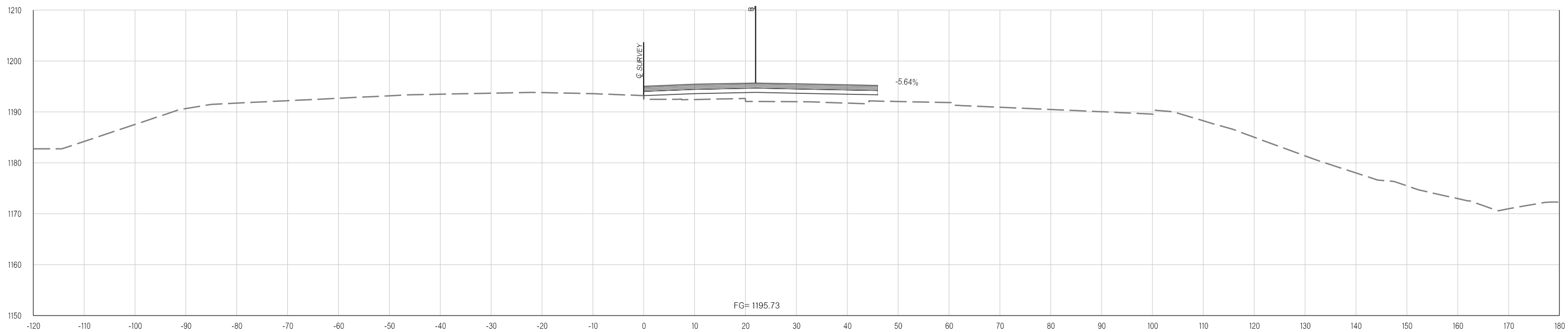


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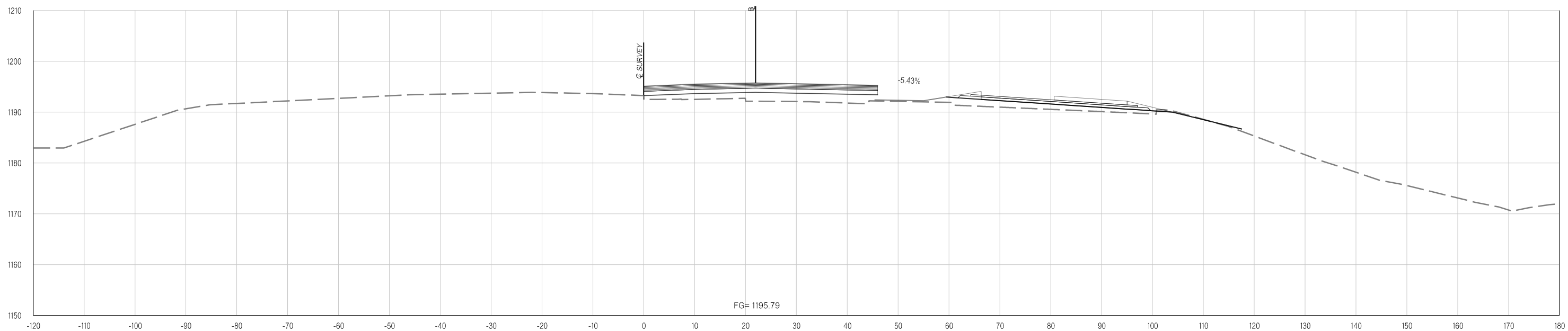


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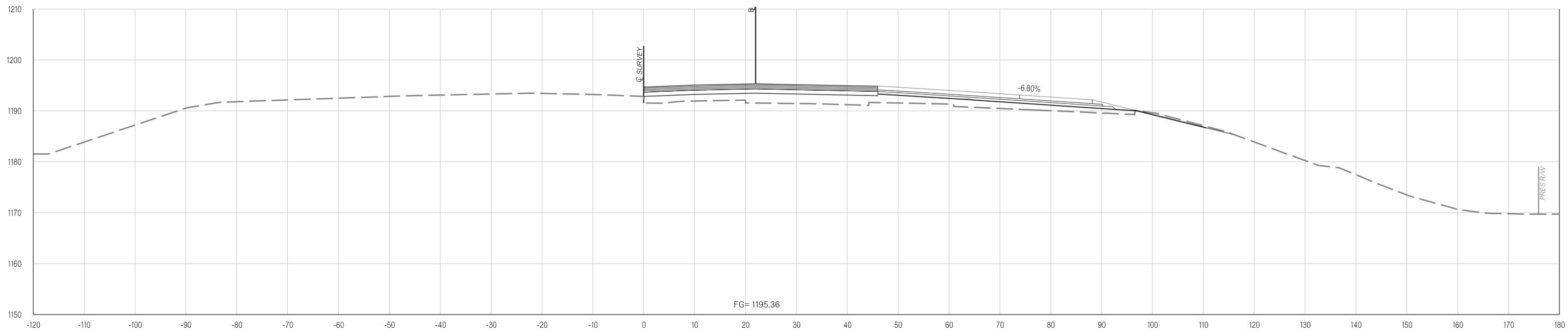


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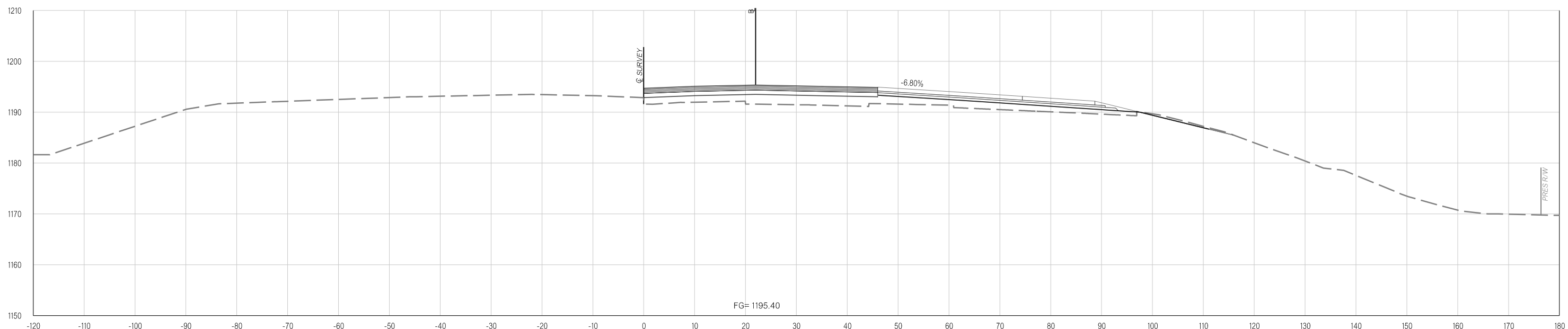


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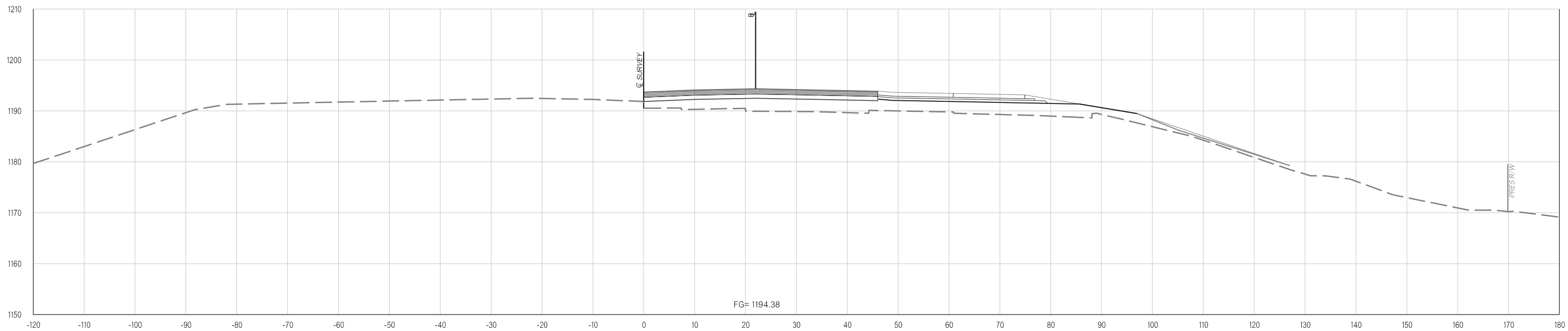
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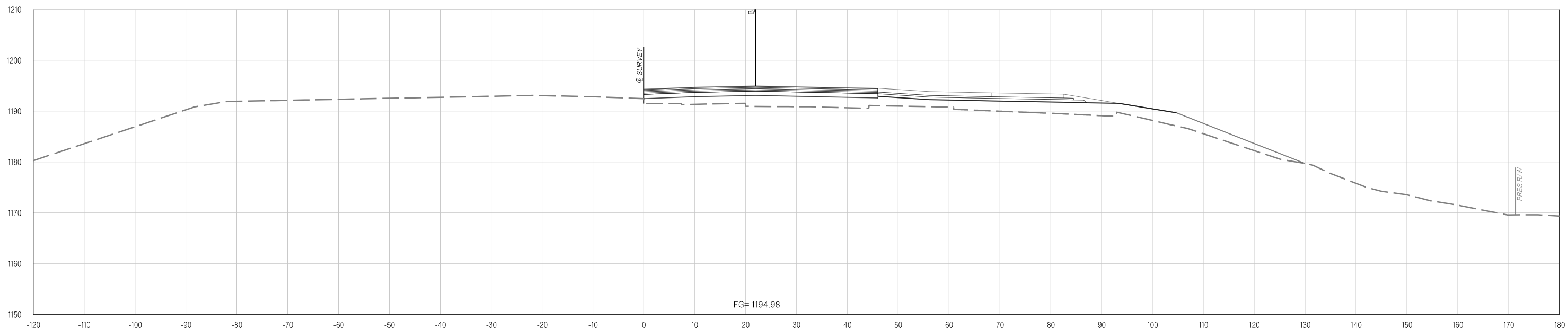
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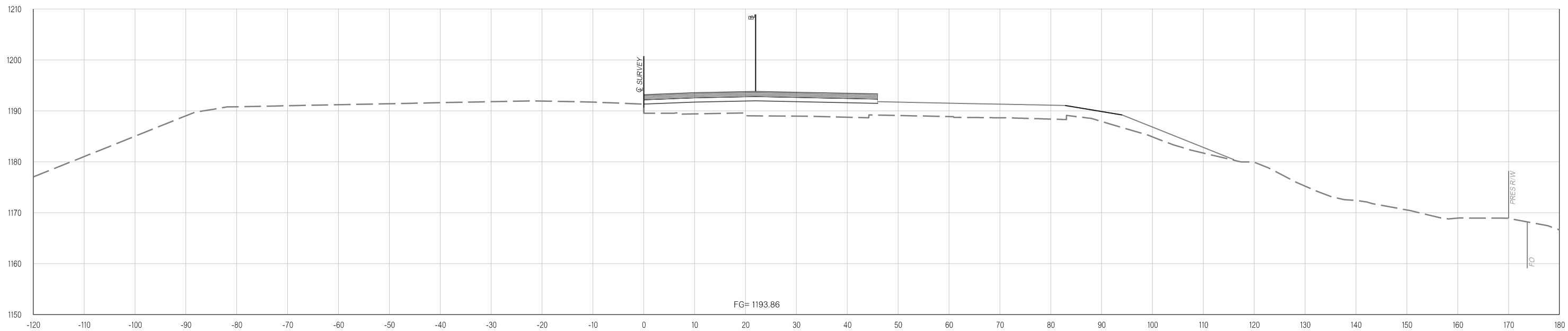
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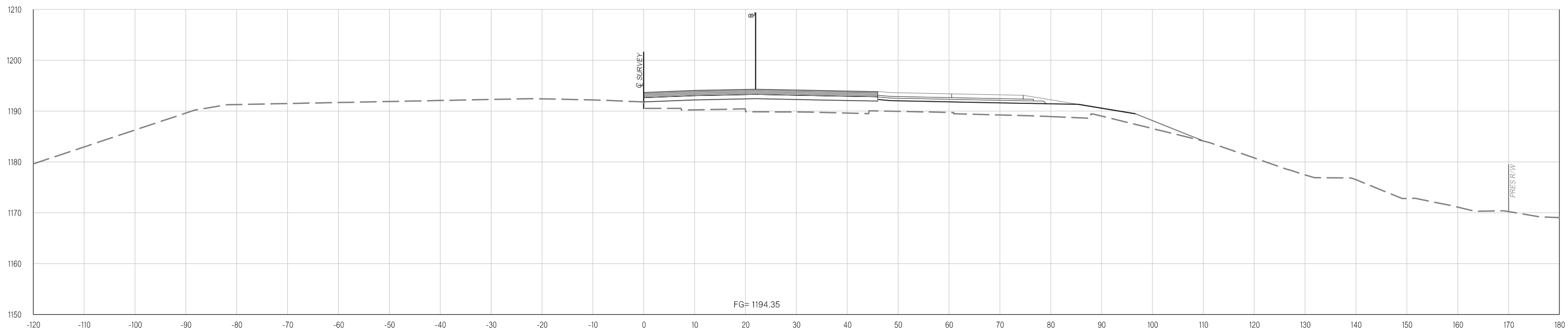
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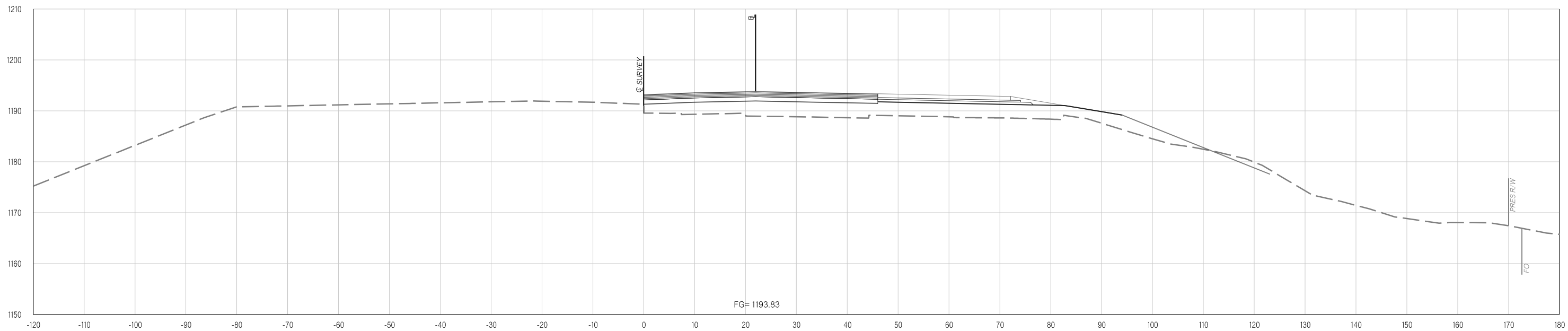
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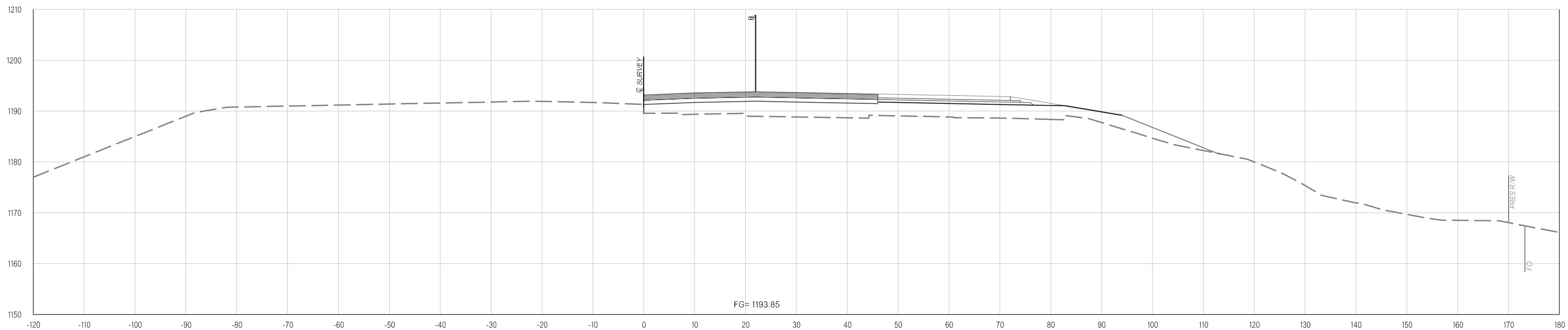
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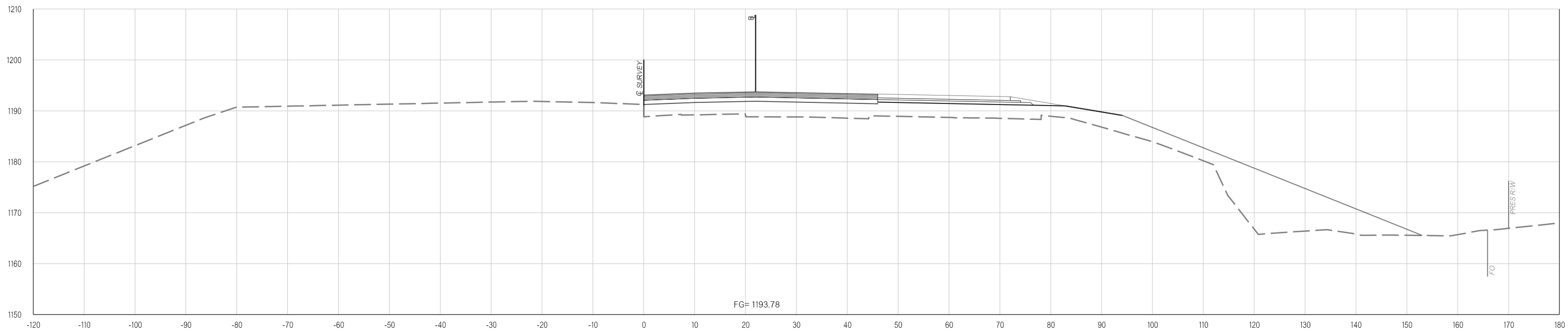


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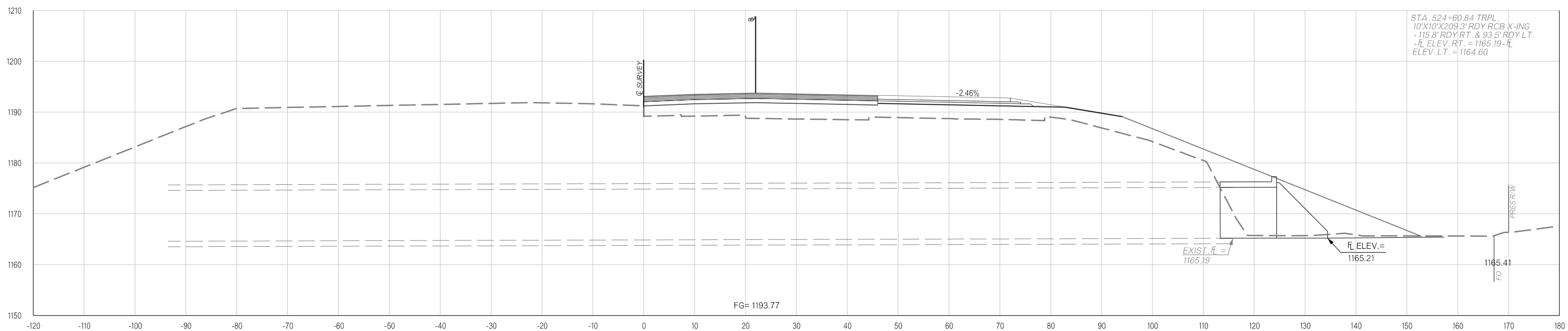


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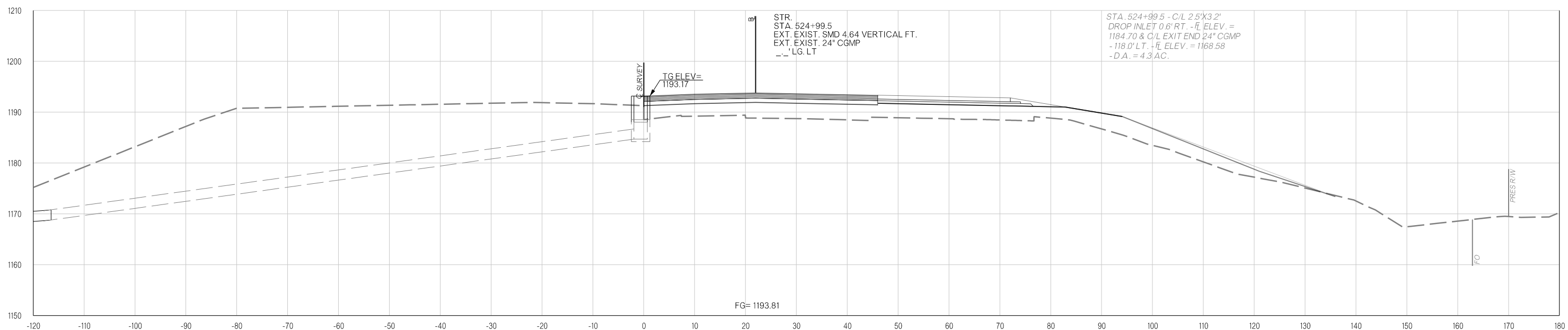
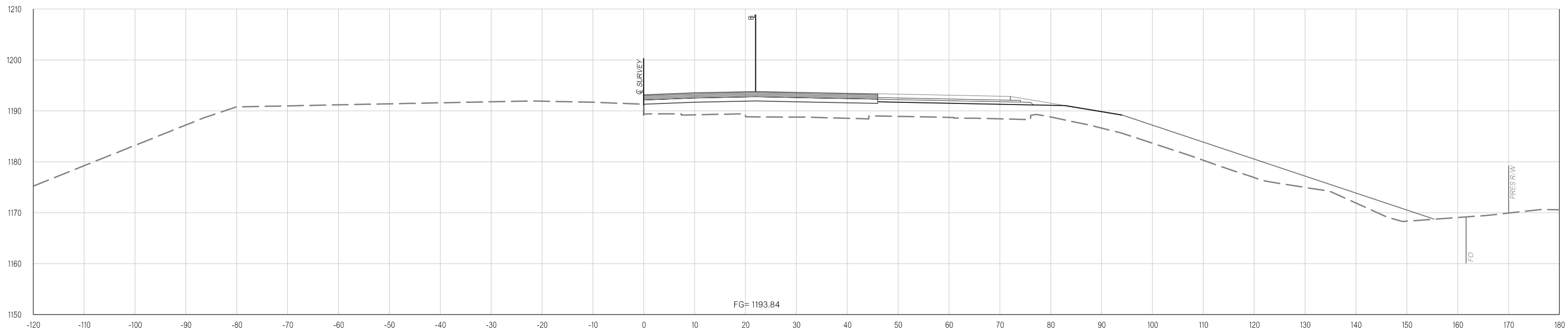
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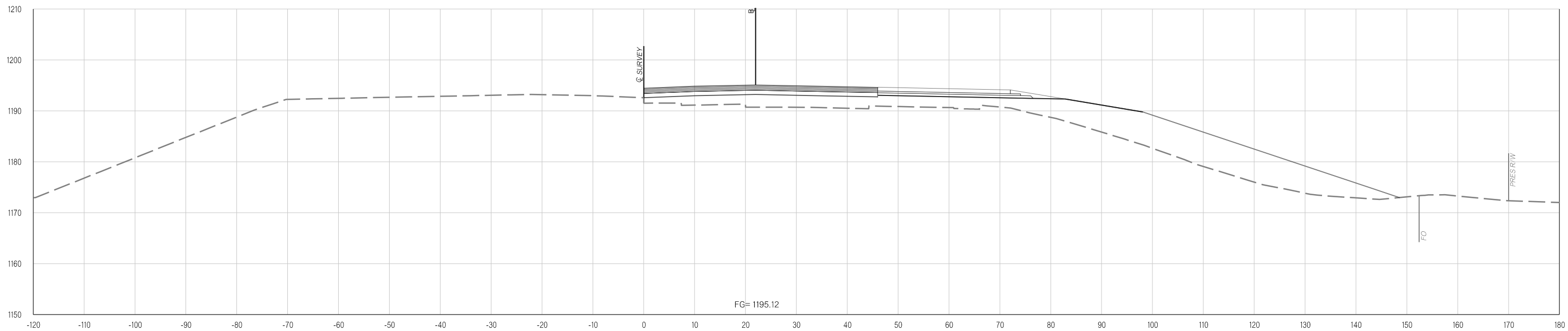
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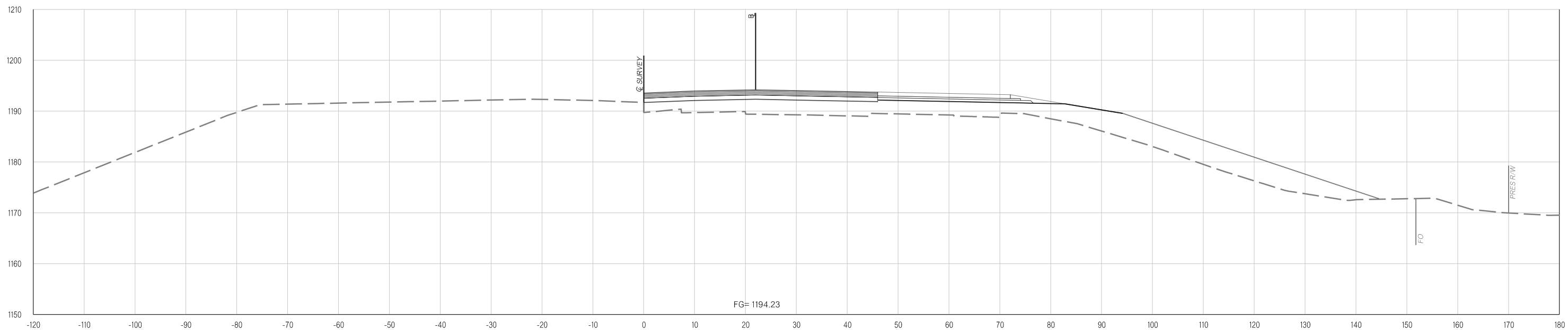


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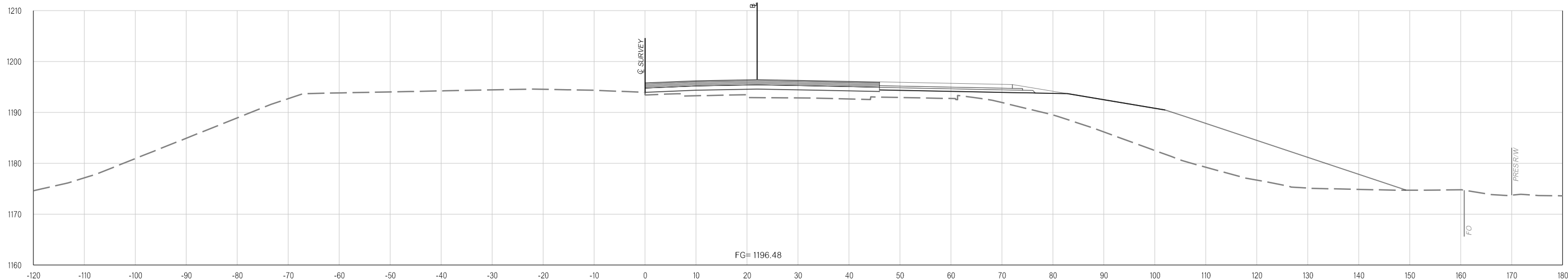
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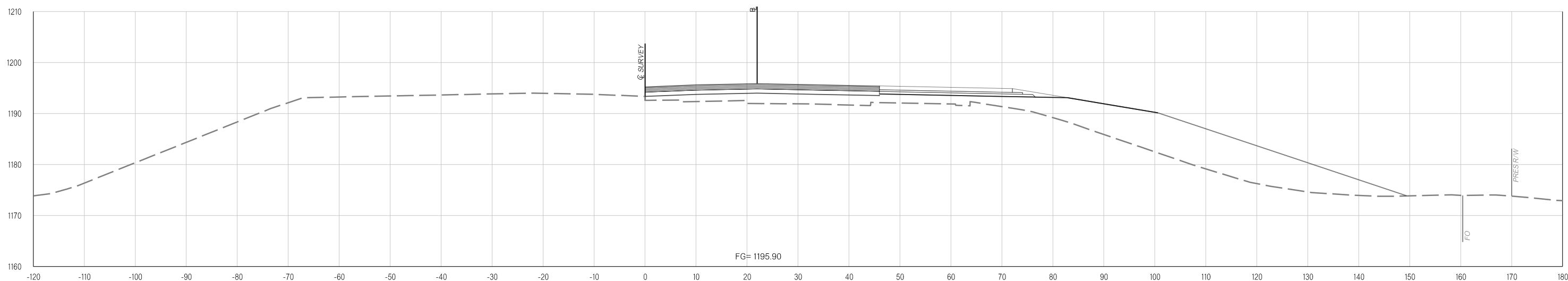
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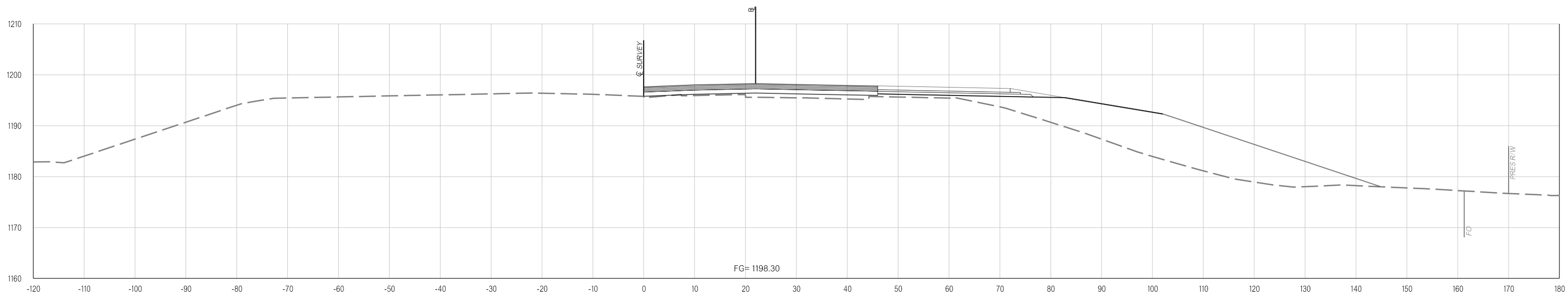
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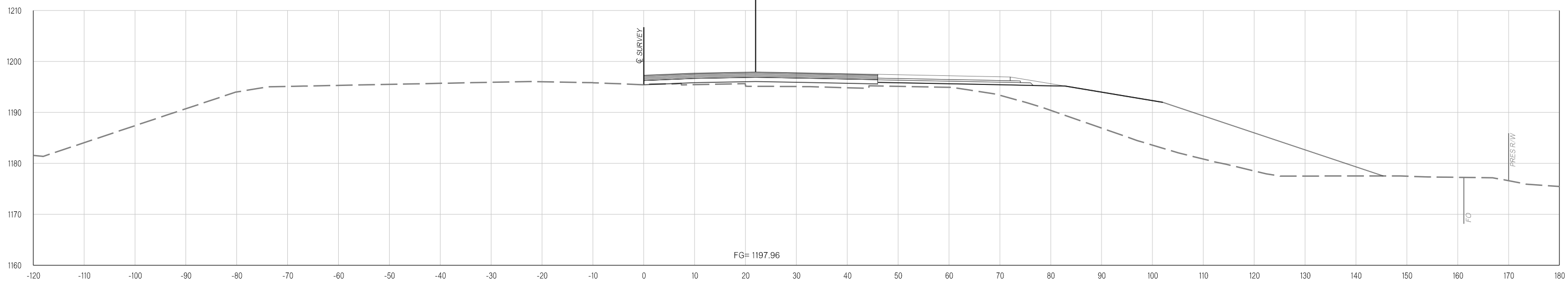
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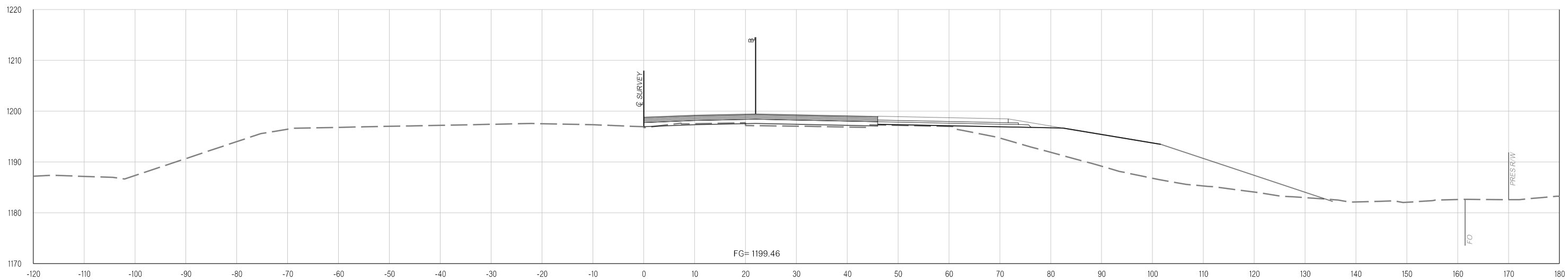


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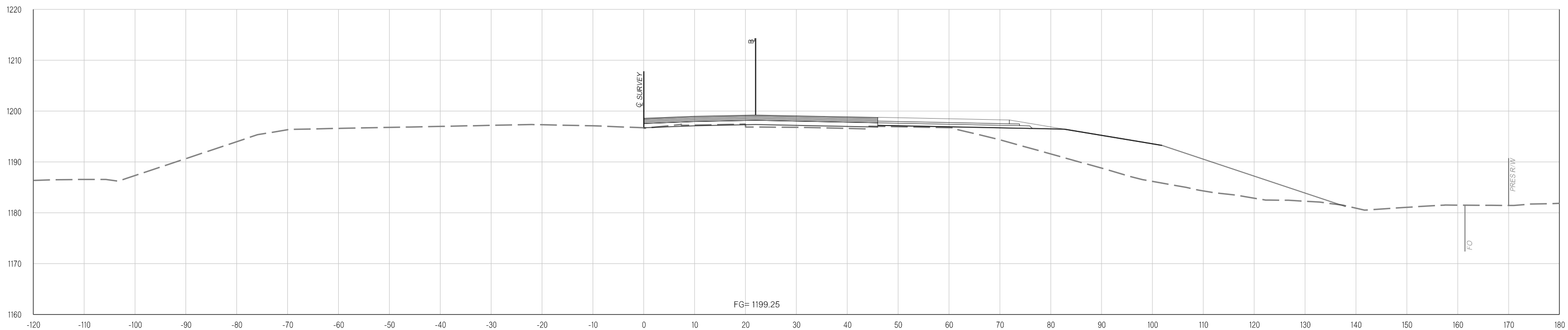


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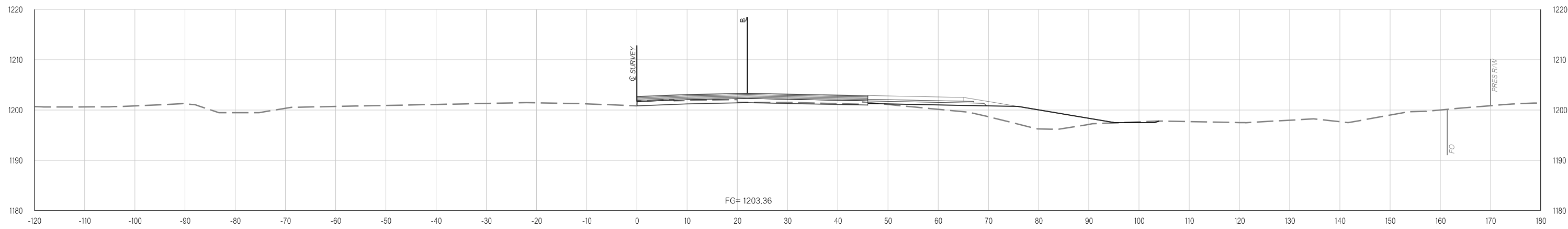


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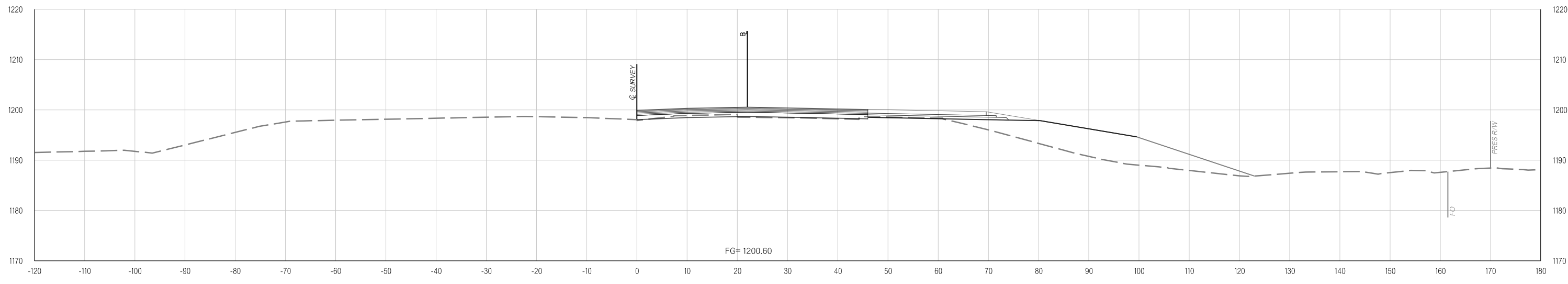


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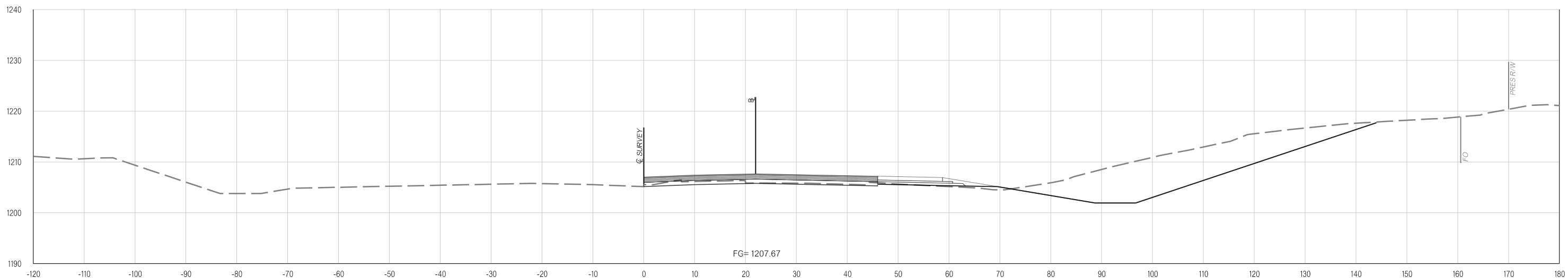


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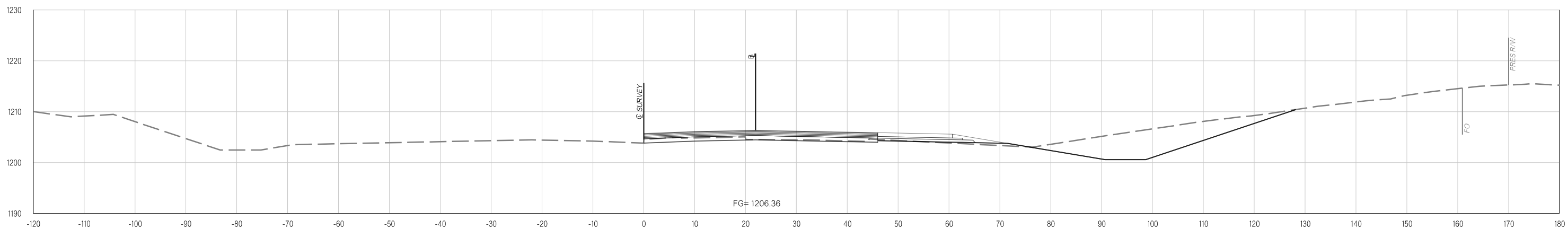


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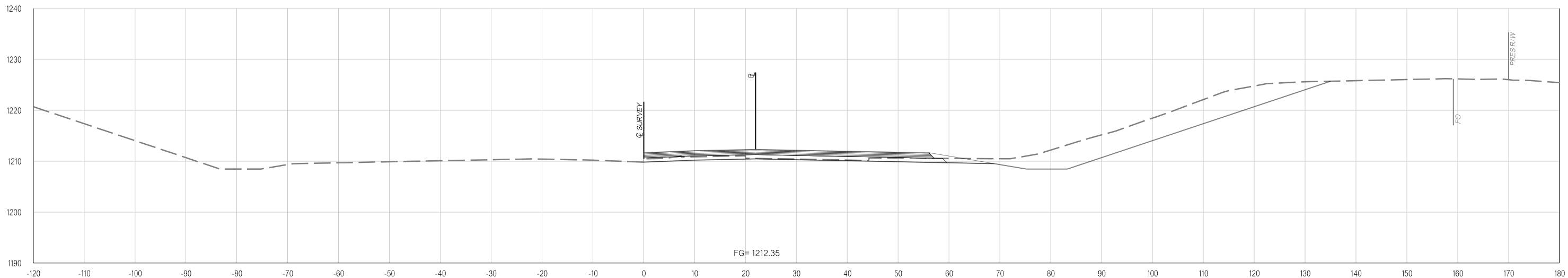


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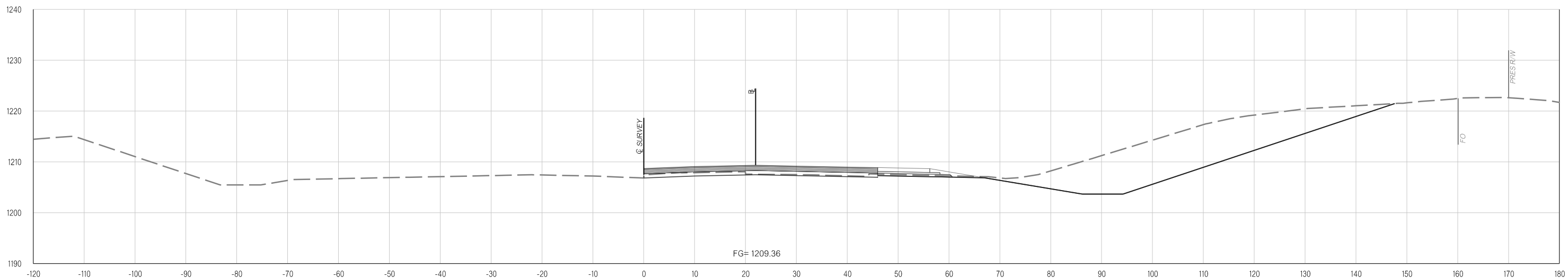


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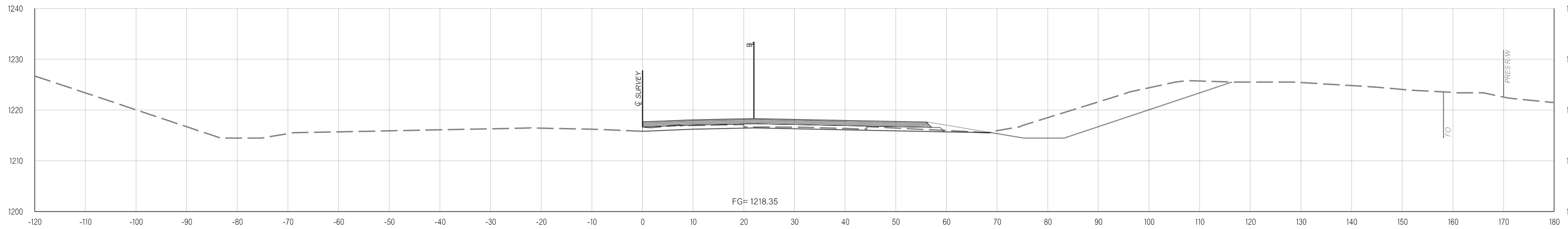


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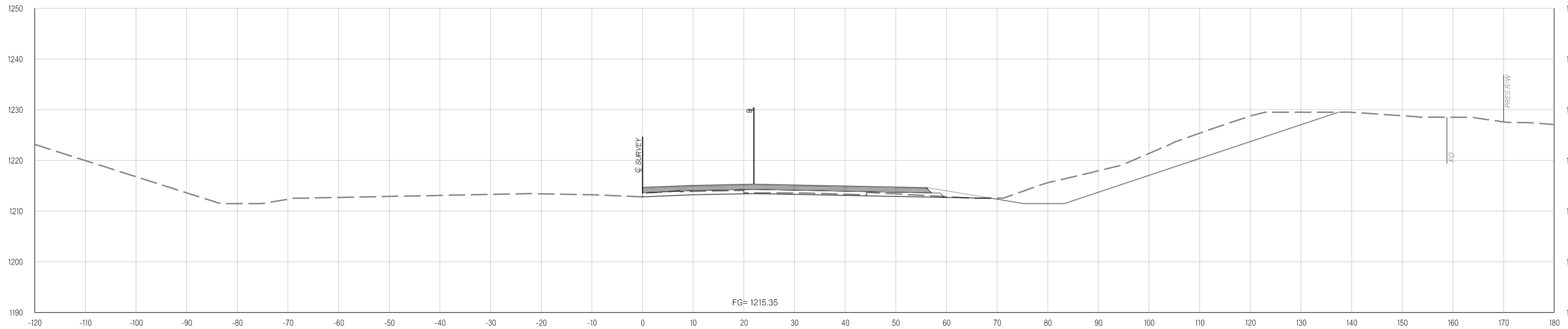


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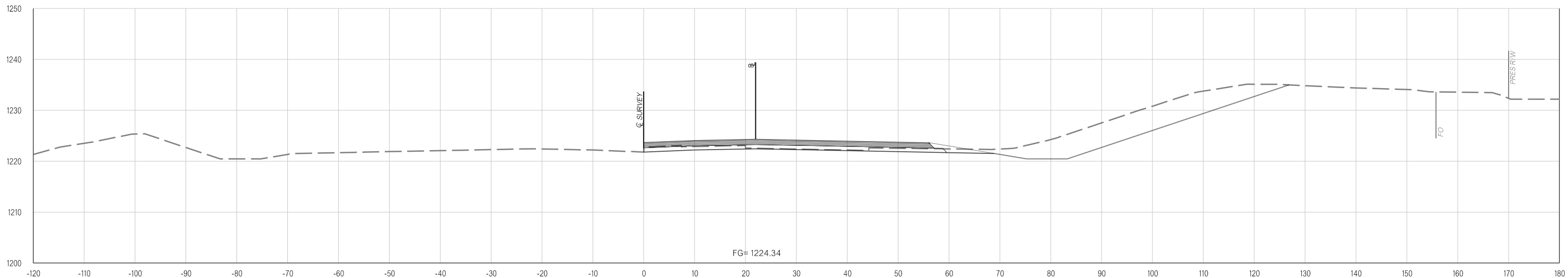


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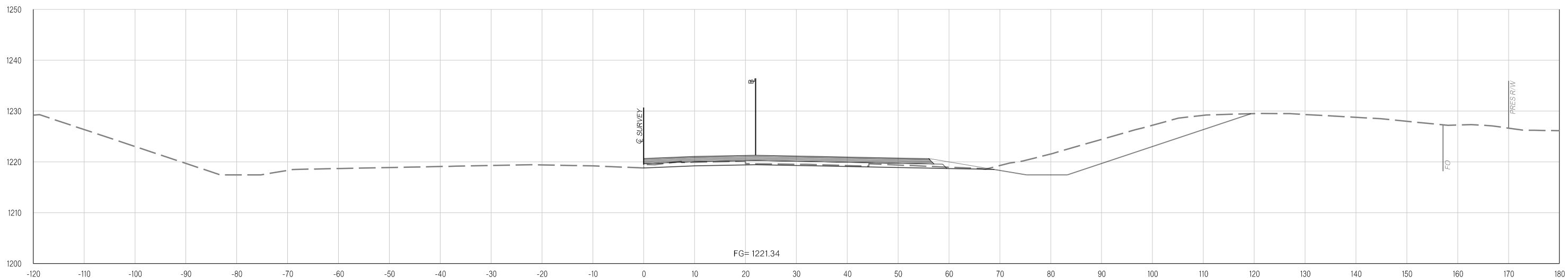


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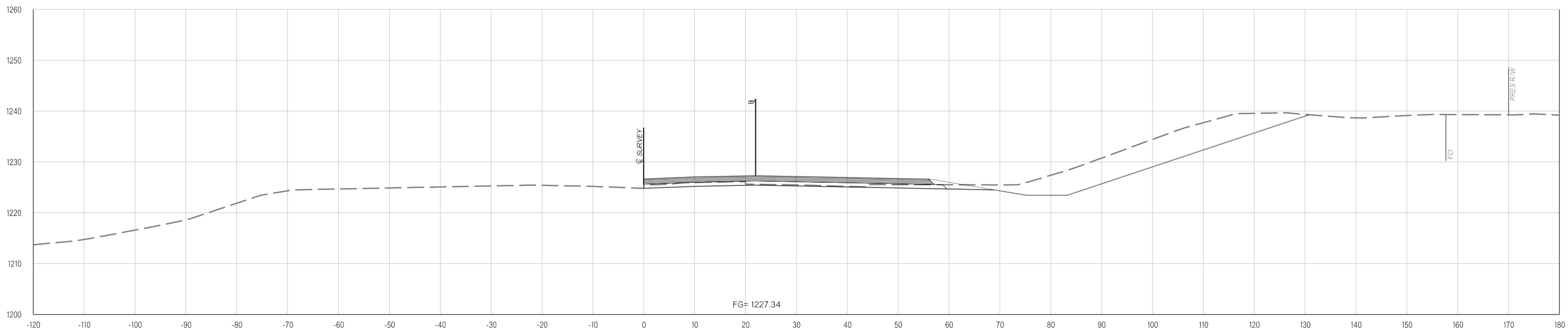
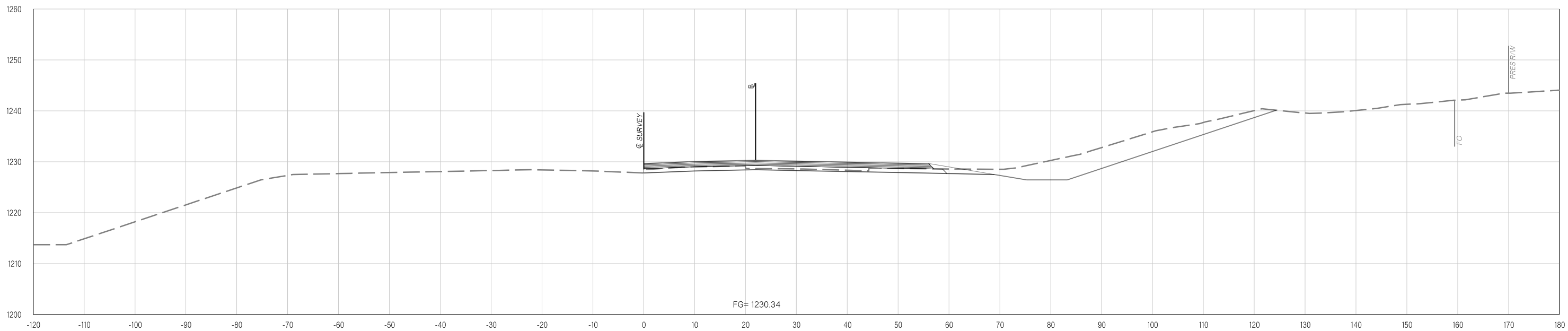


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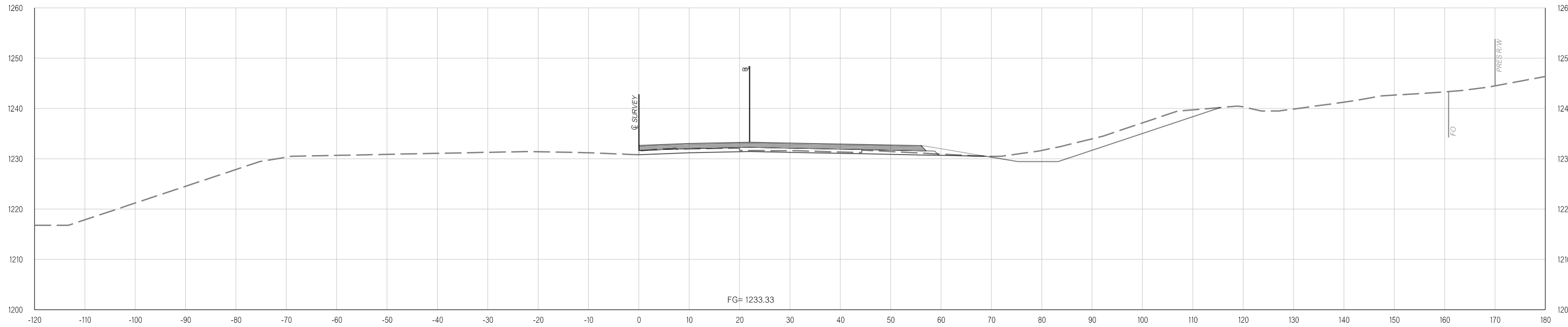


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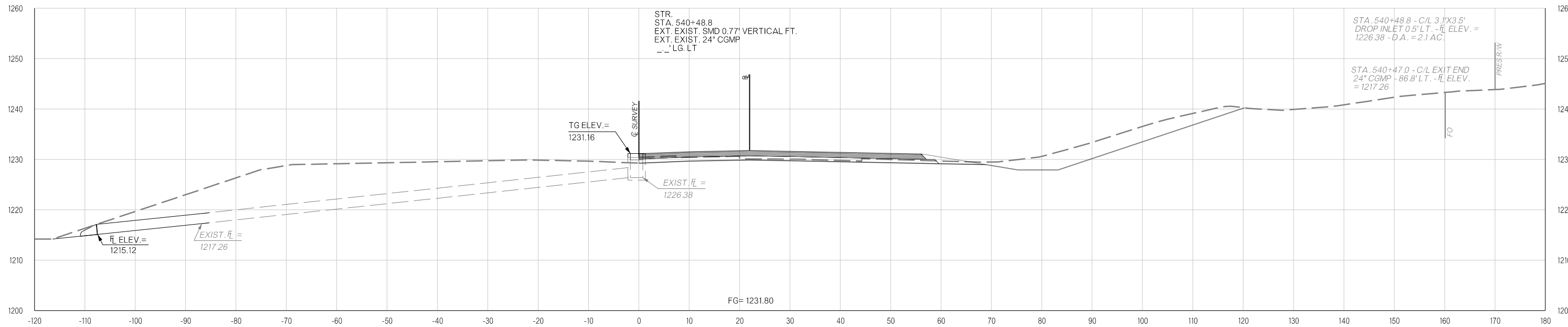
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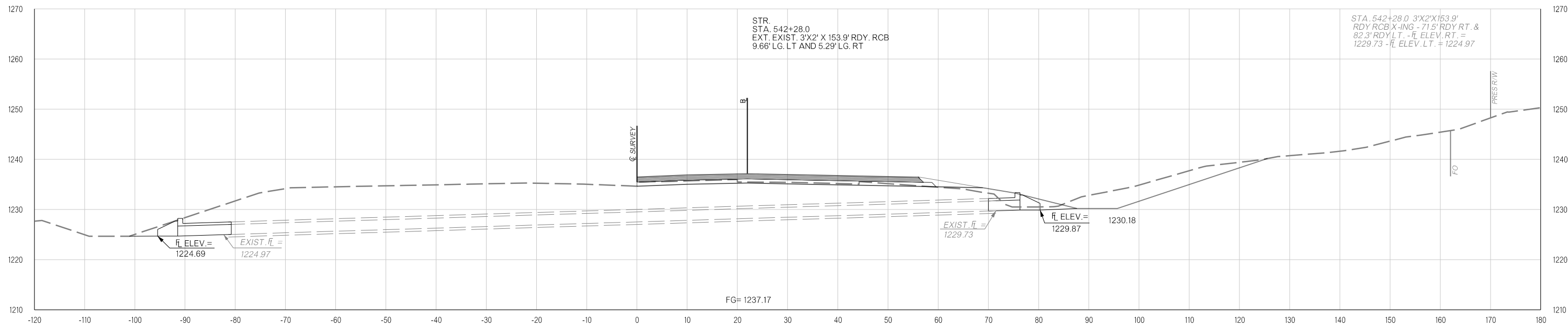


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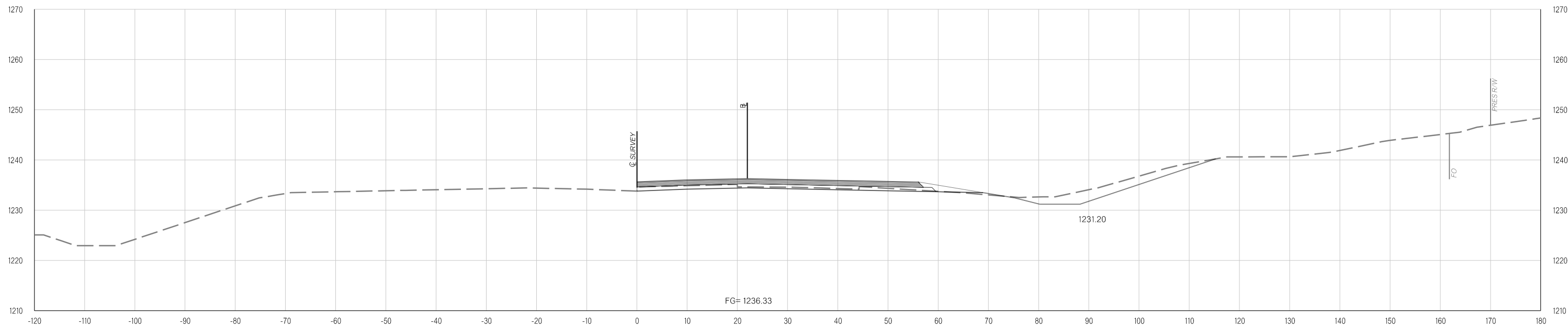


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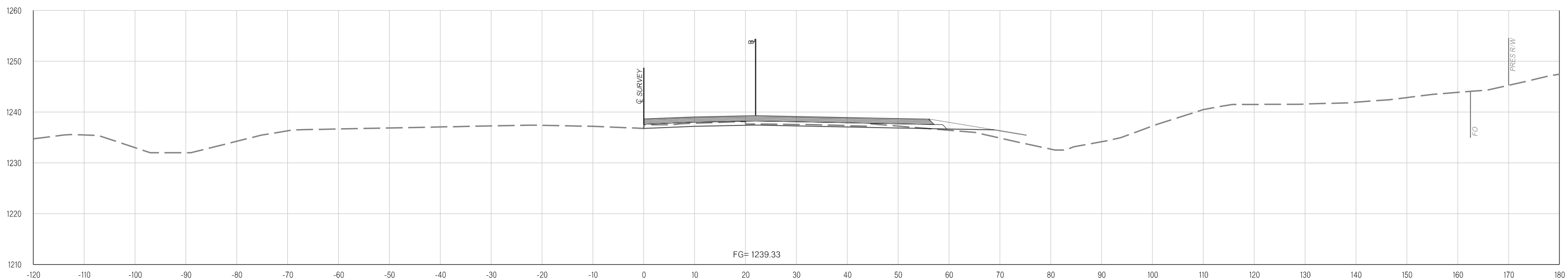
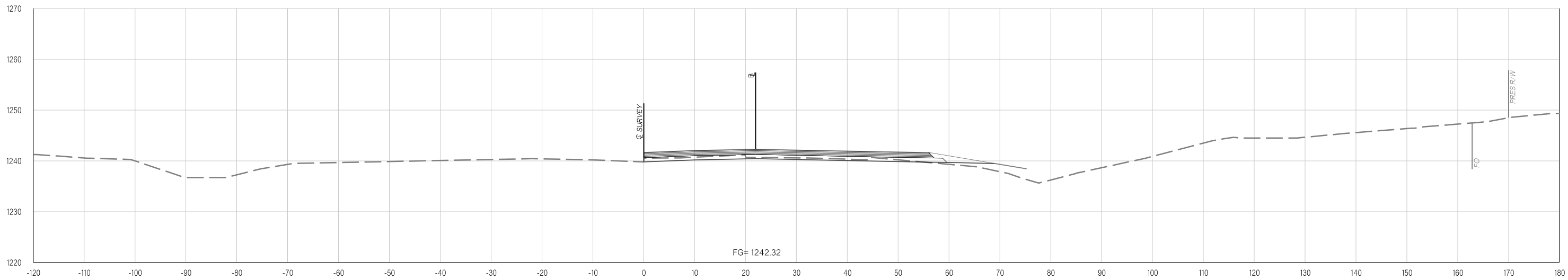


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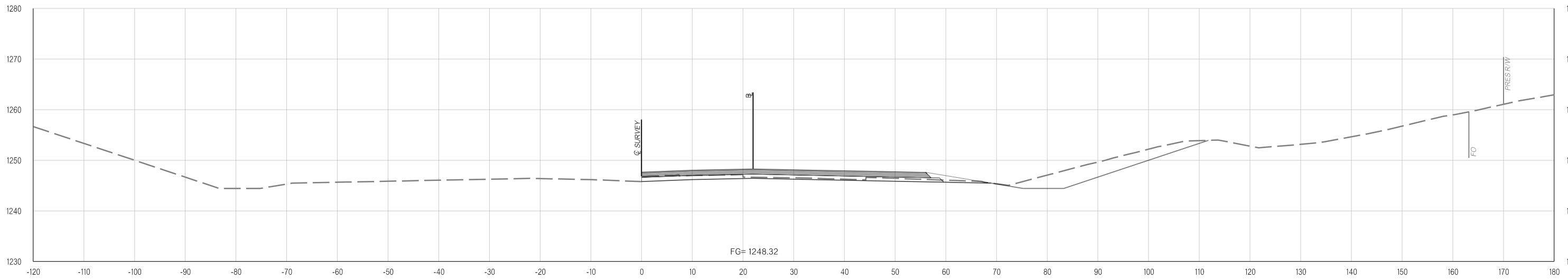


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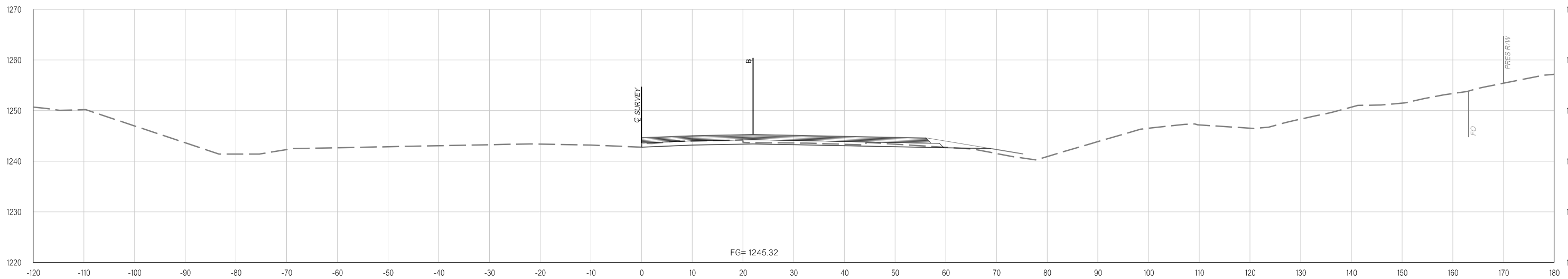
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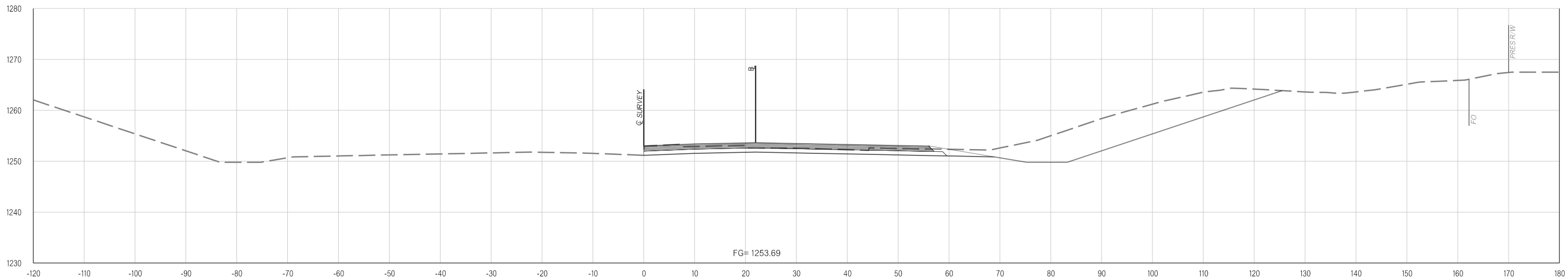


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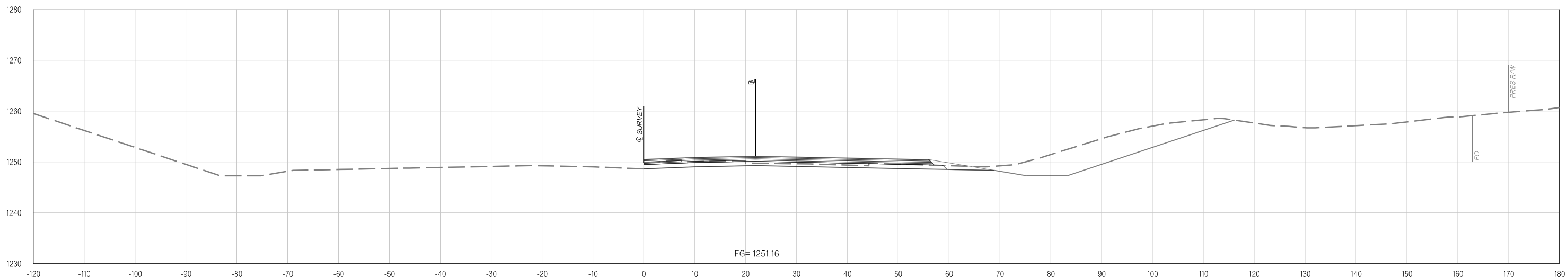


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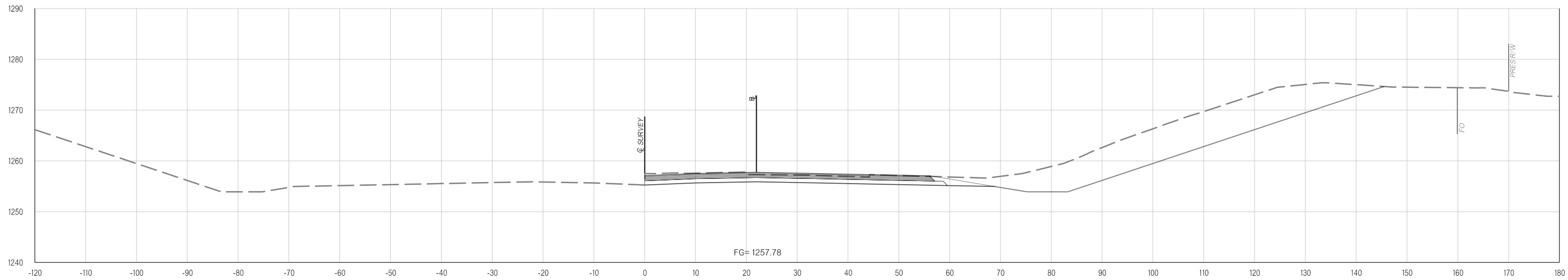
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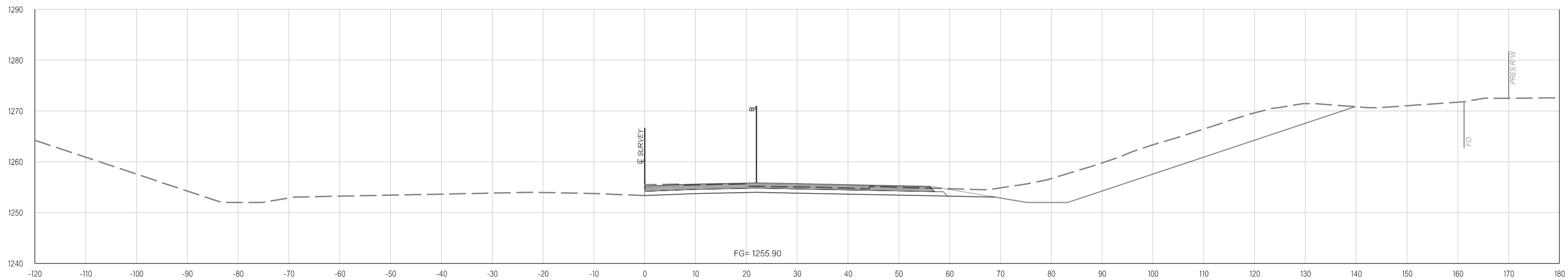
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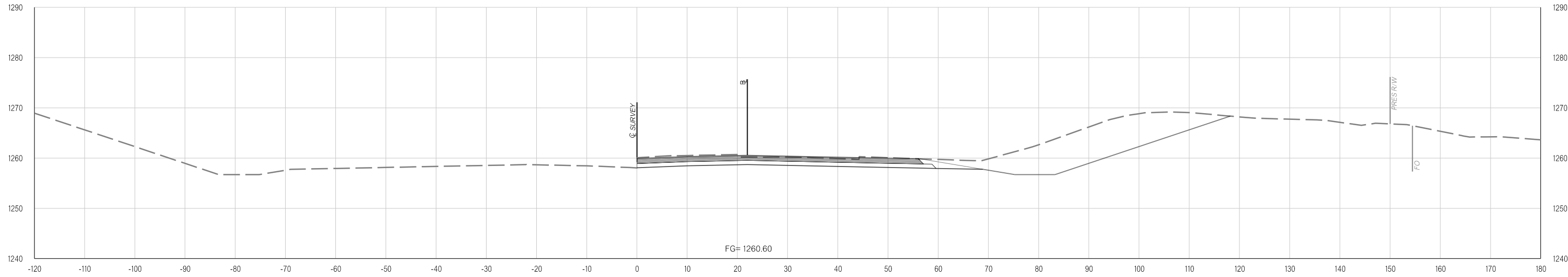
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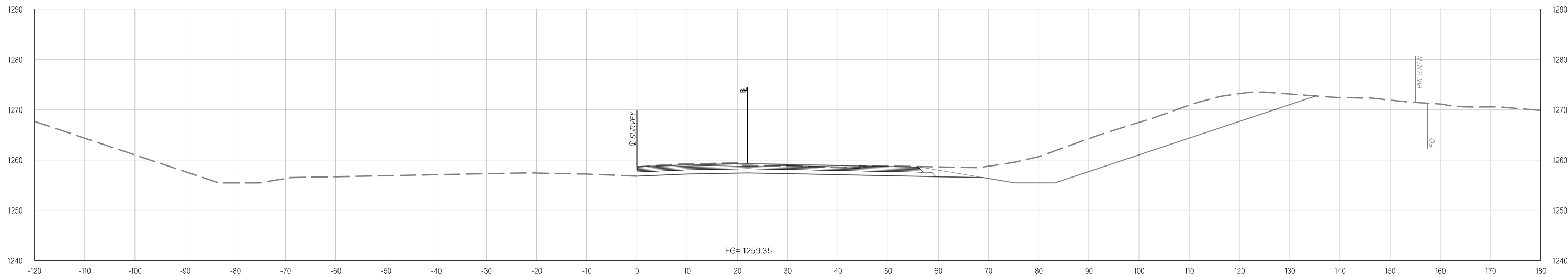
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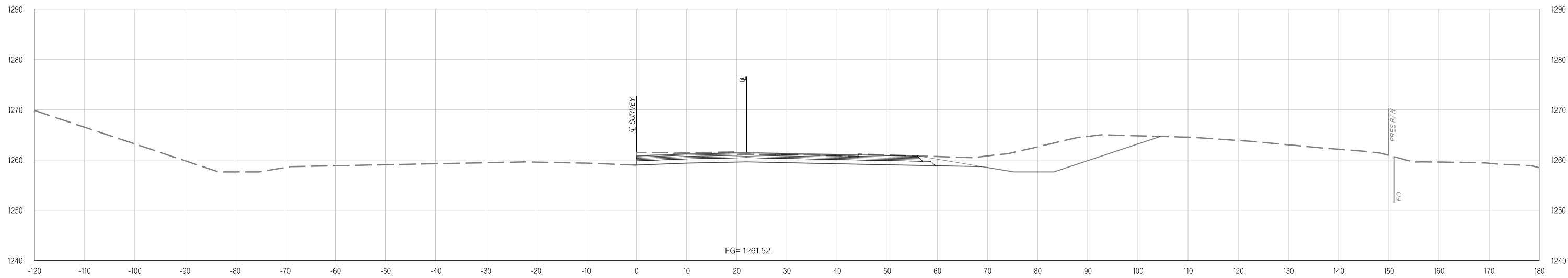
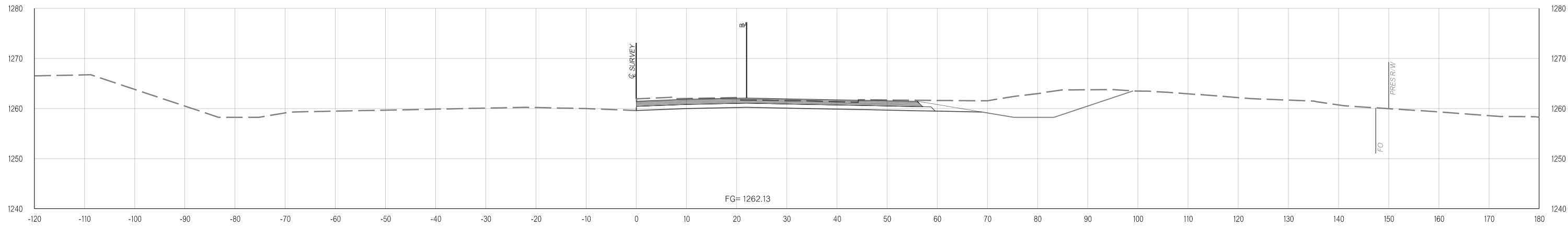


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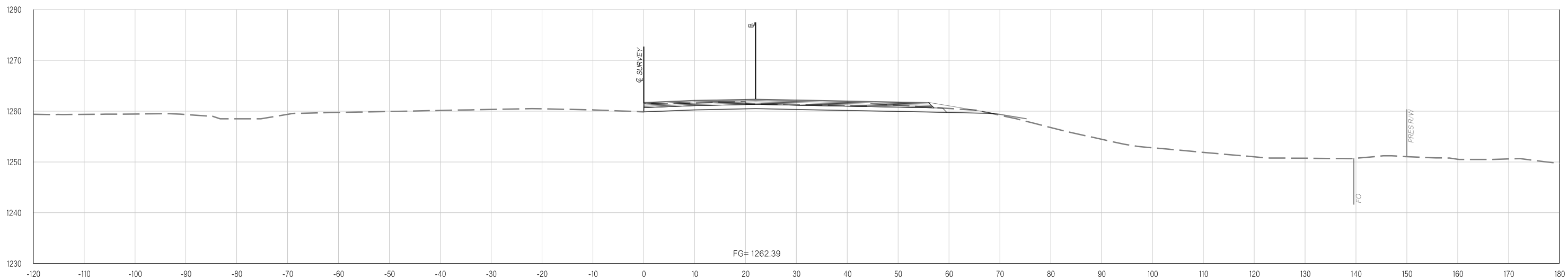


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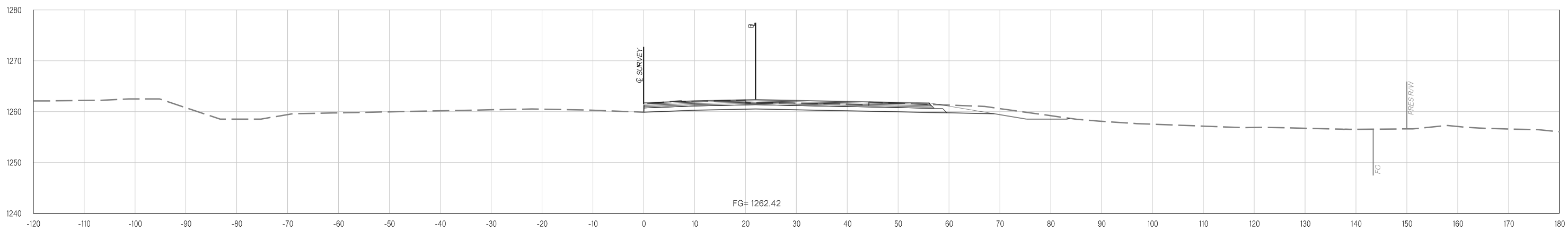
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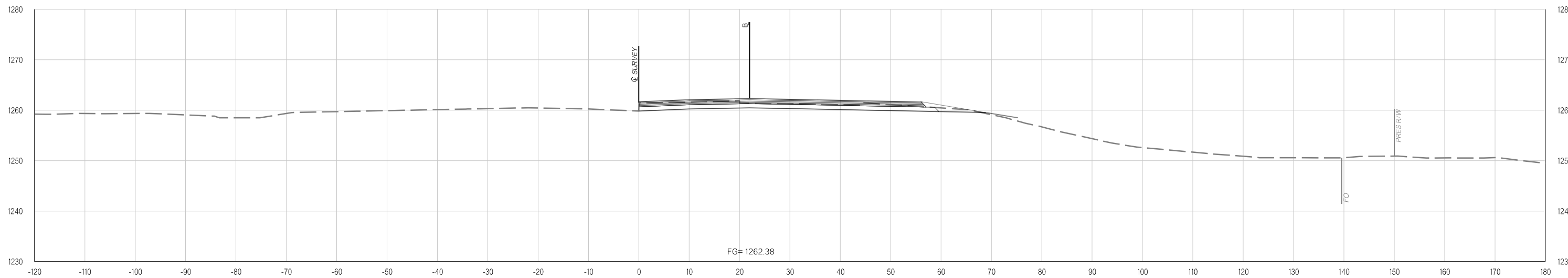
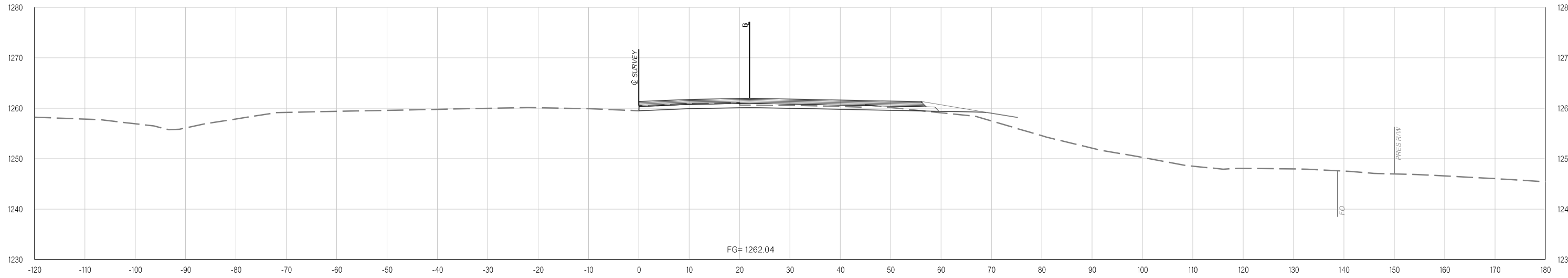


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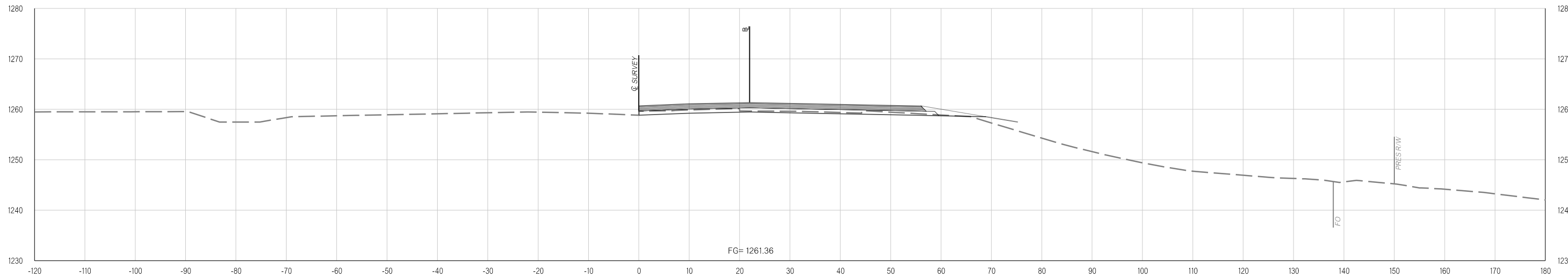


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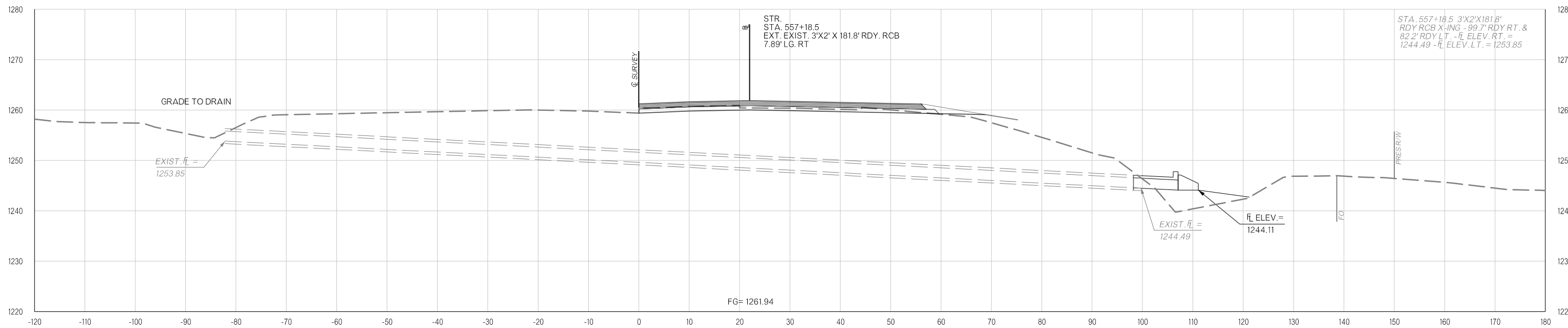
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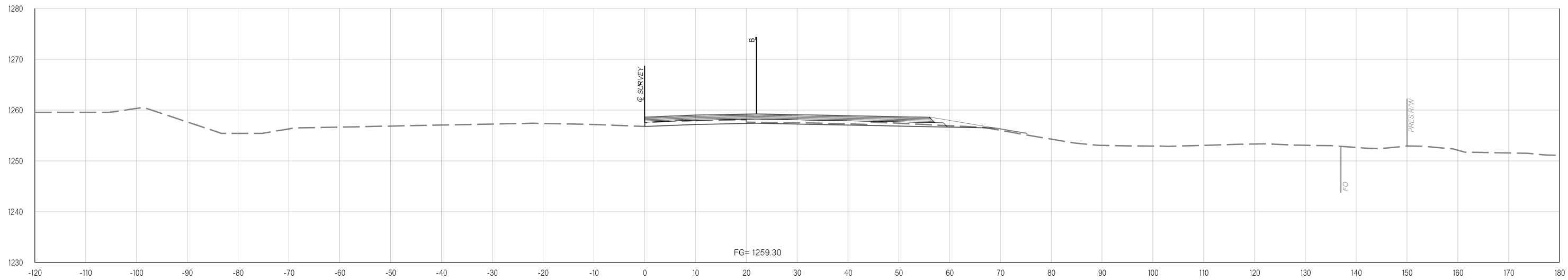
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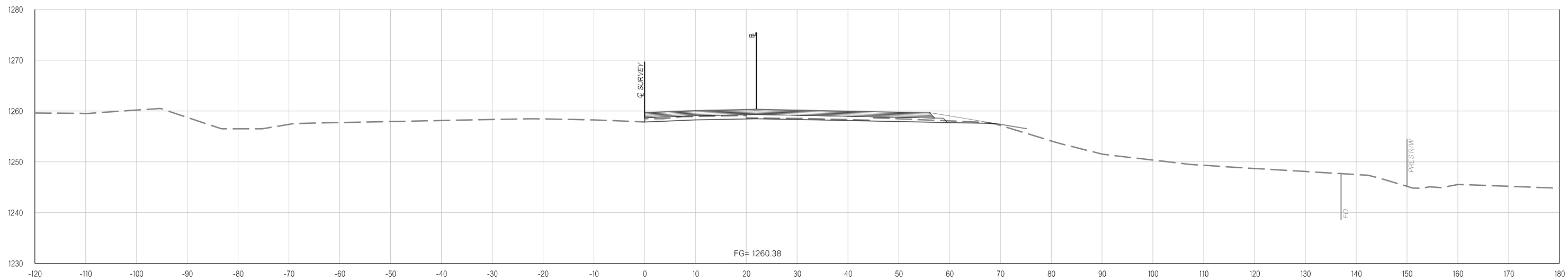
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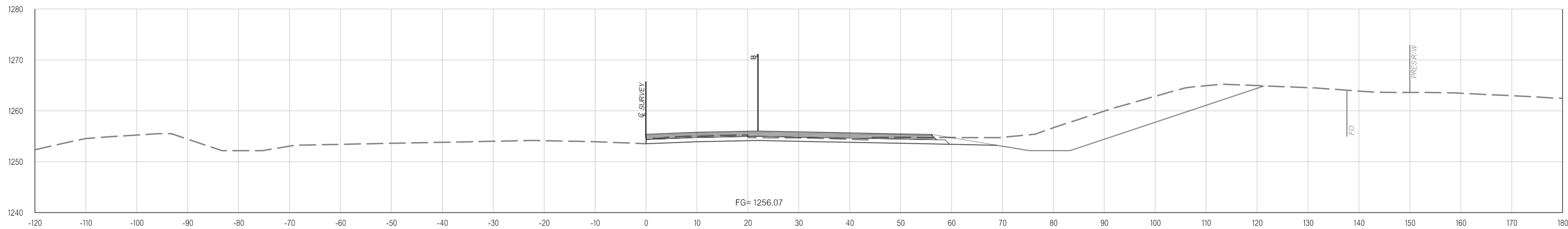
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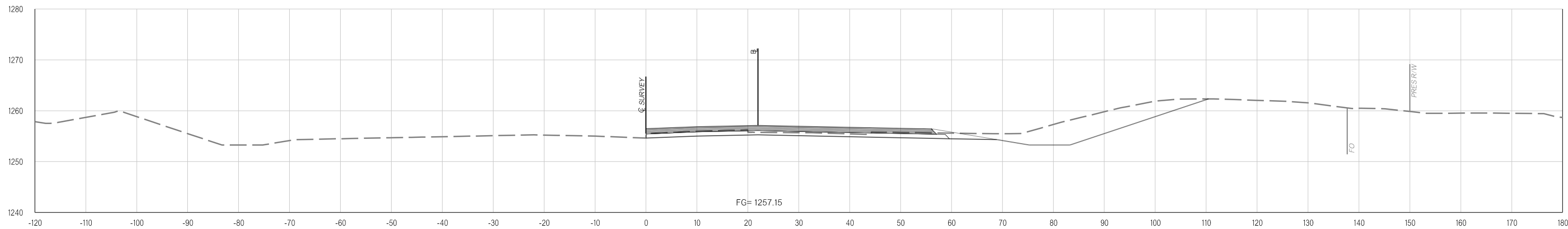
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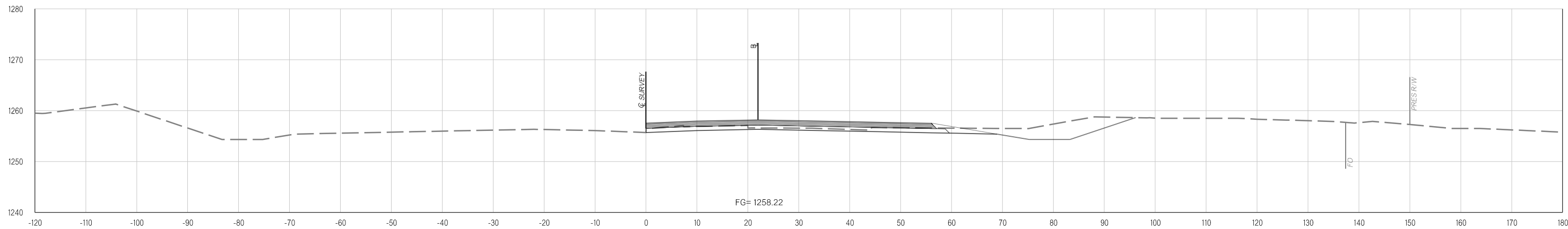
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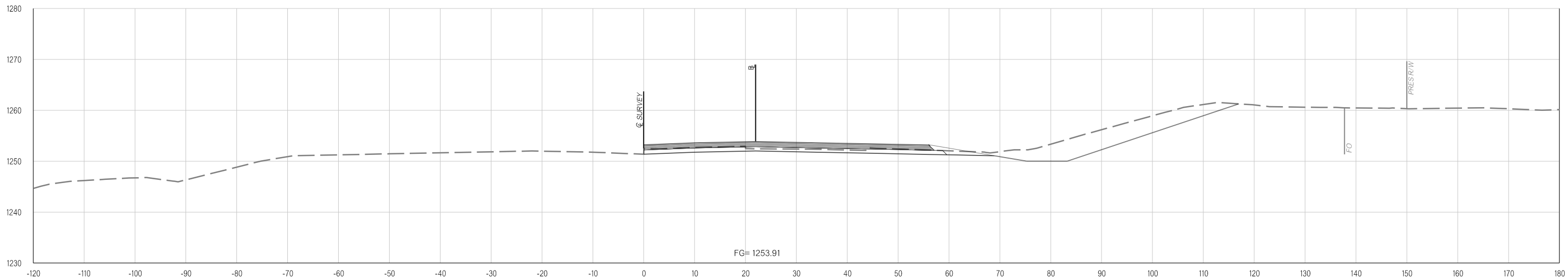


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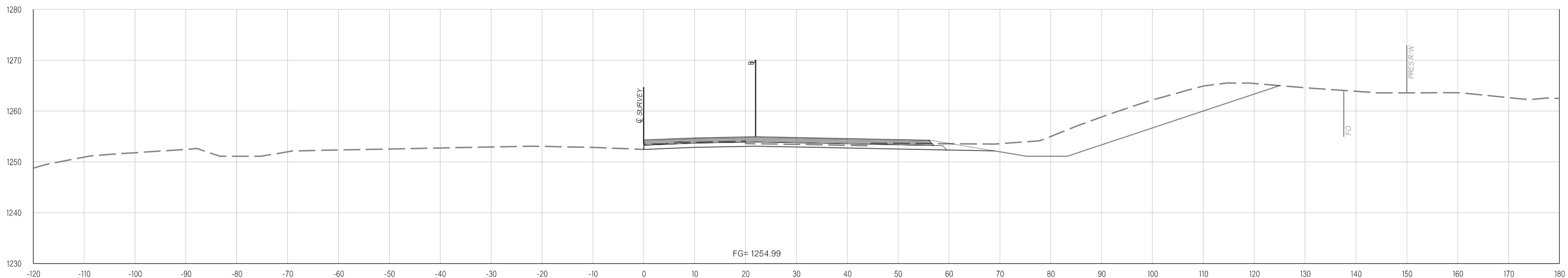
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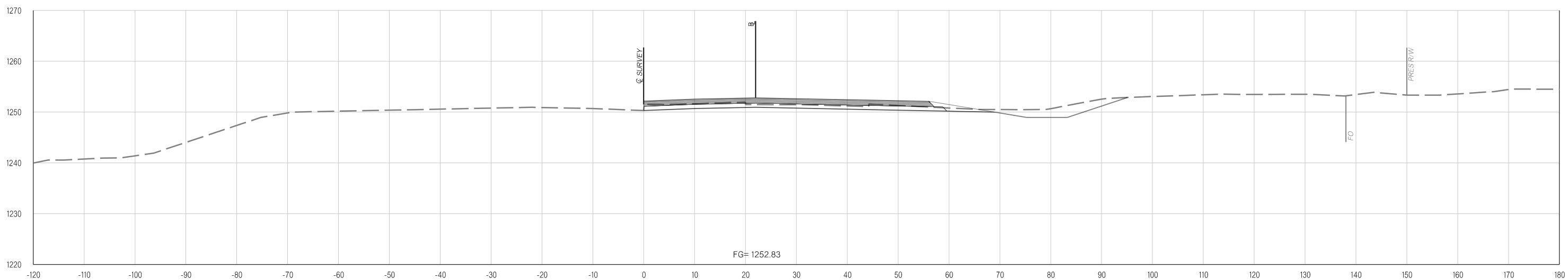
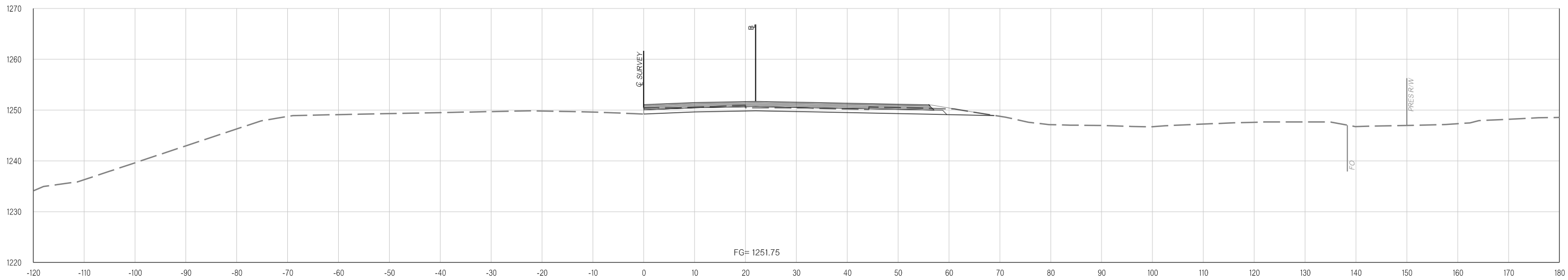


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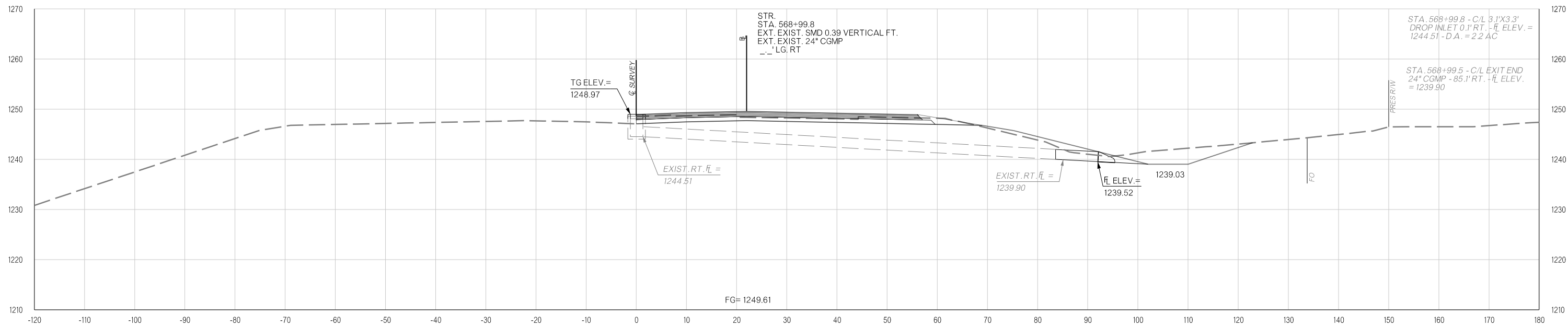
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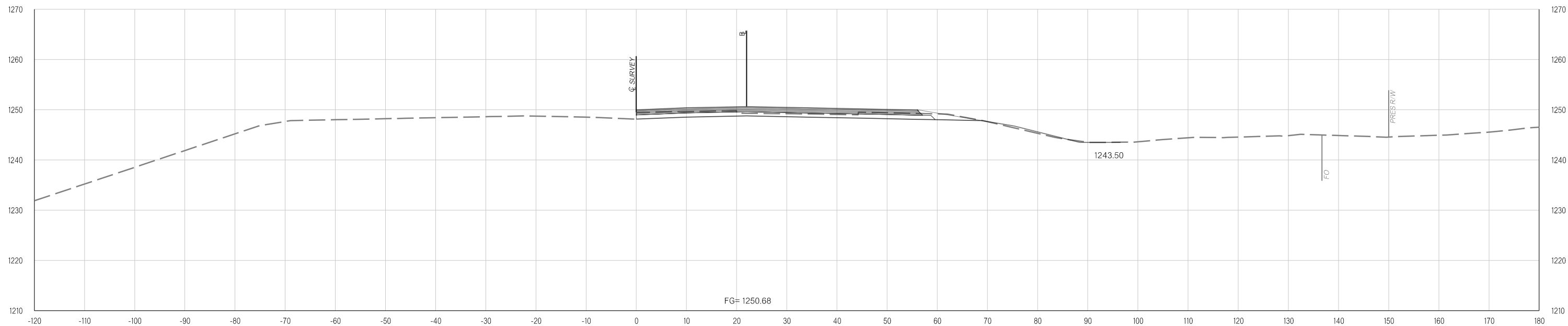
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IN NATURE AND IS NOT A FINAL,
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**FINAL FIELD
MEETING**
02-21-20

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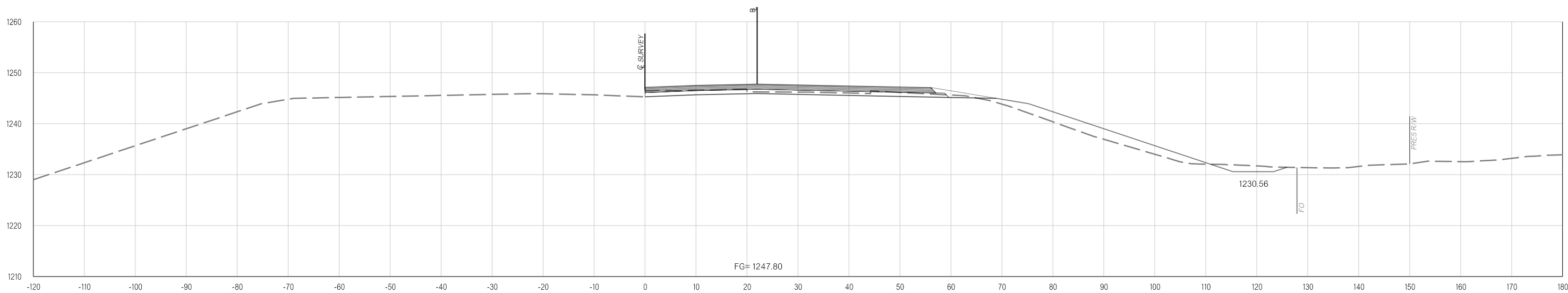


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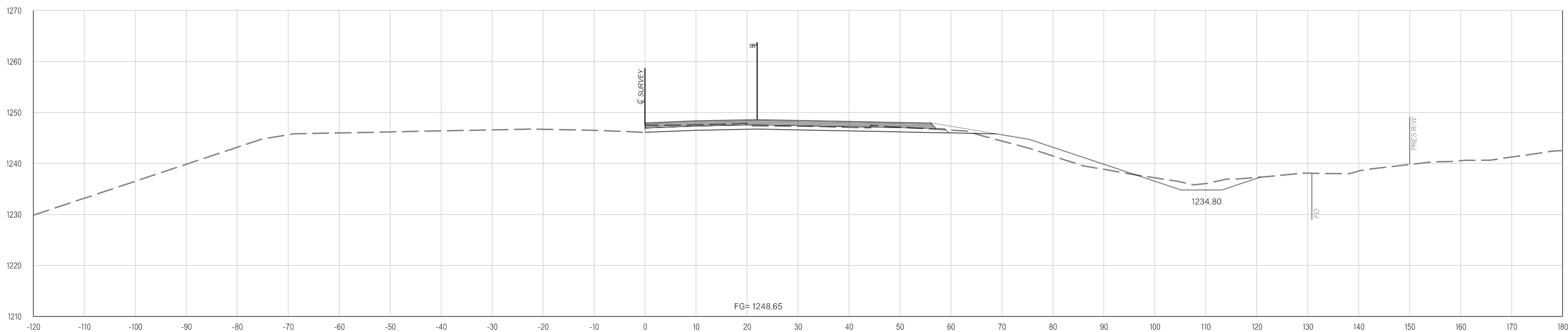


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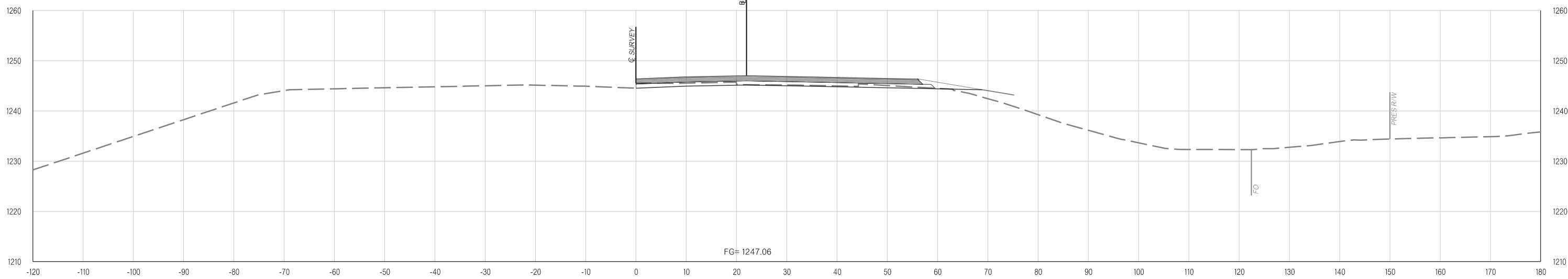
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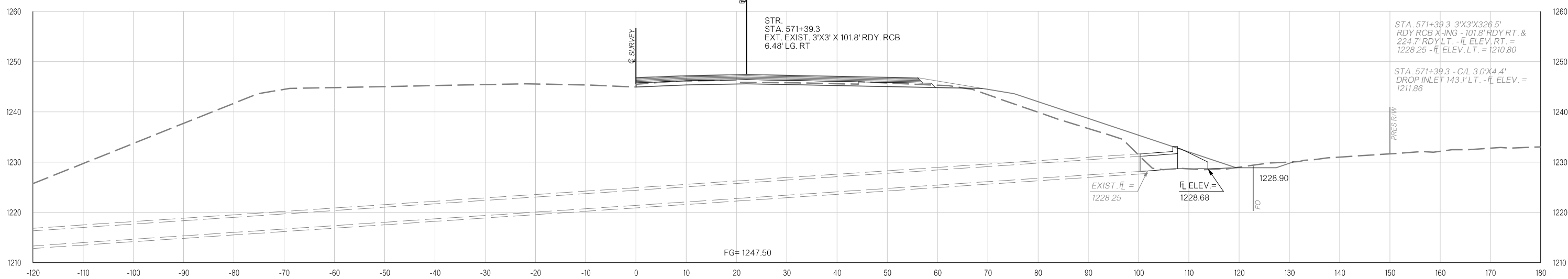
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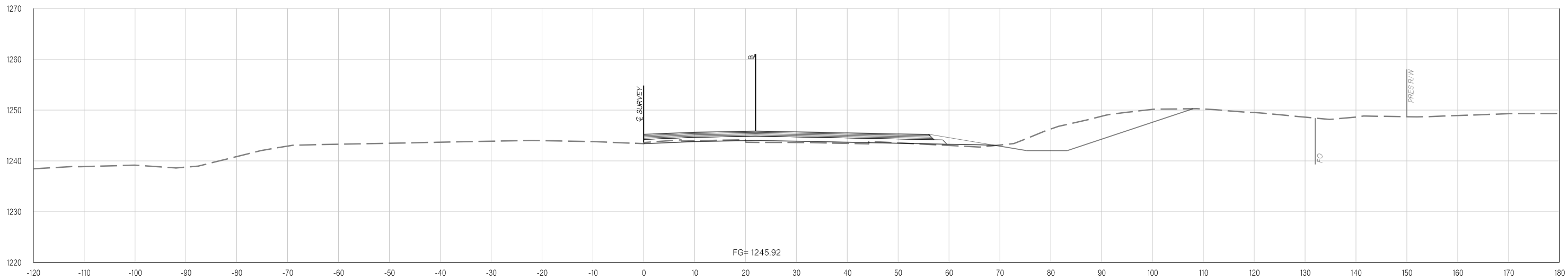


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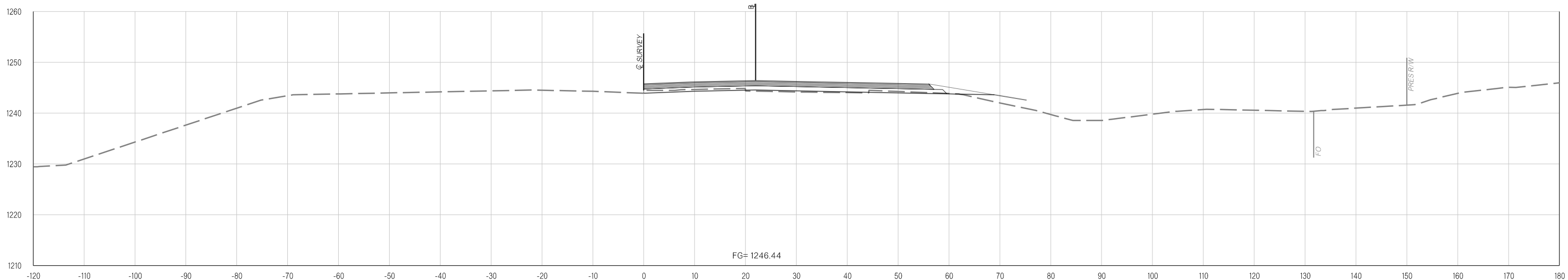


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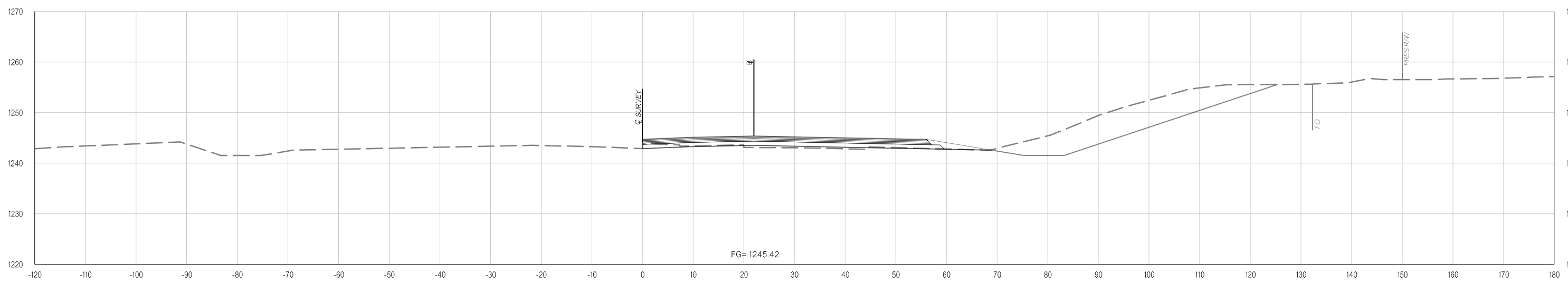
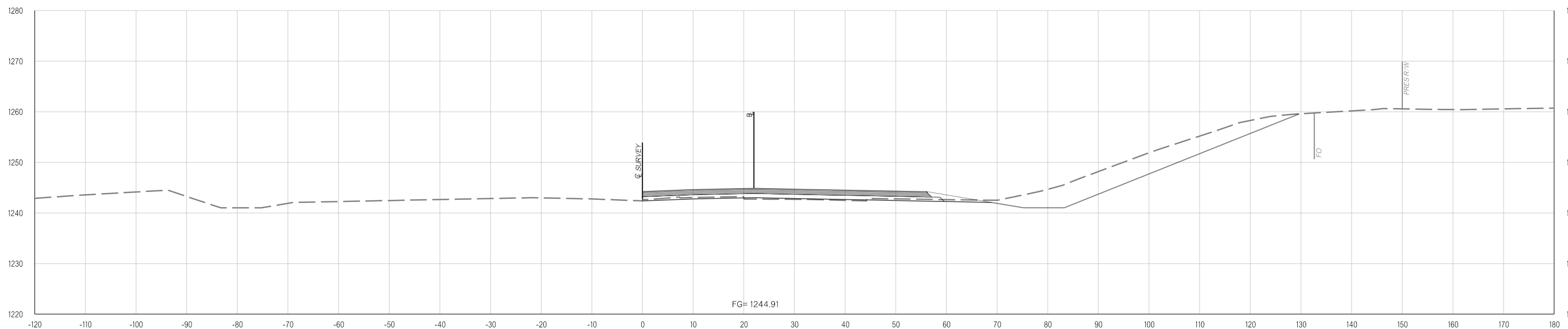
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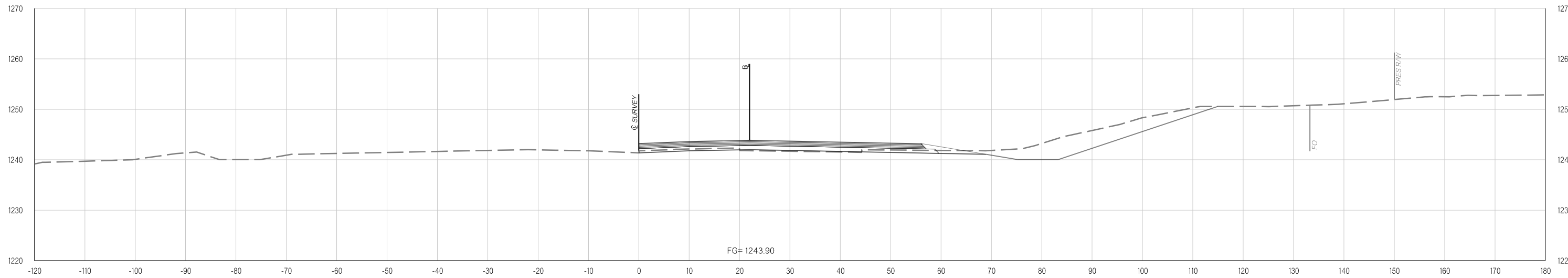
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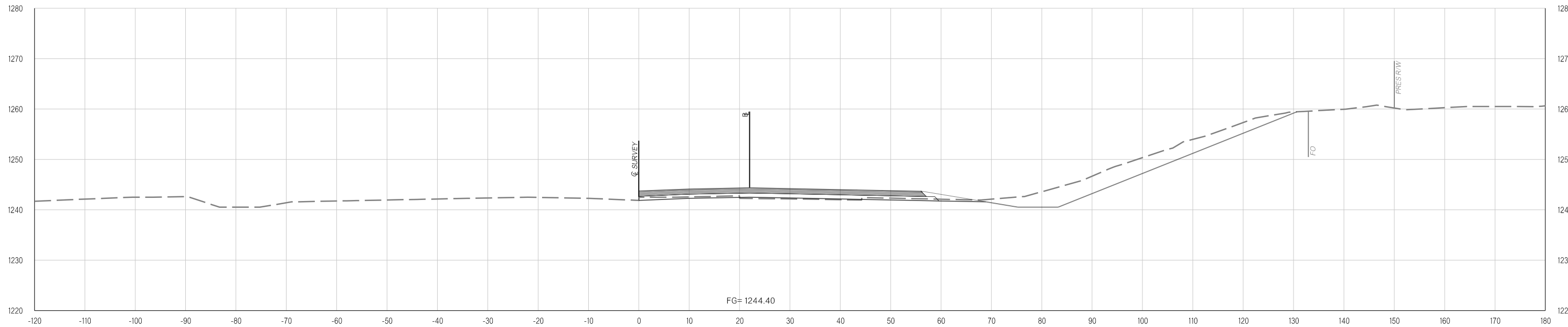
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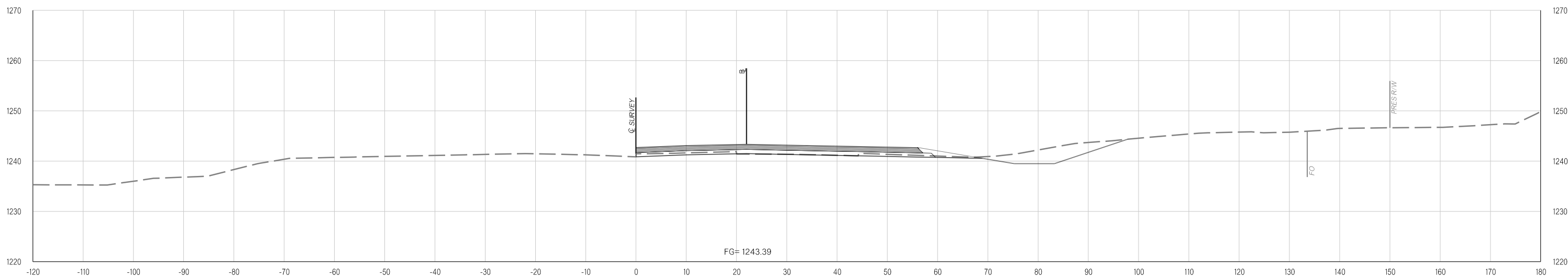
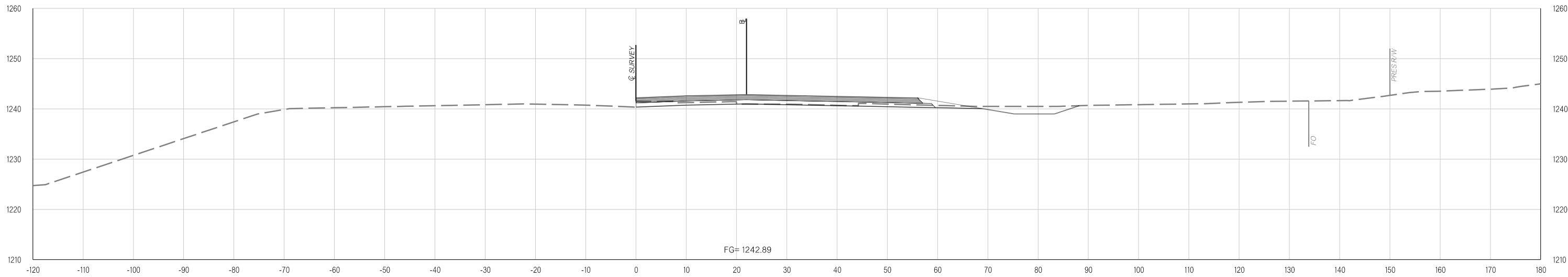


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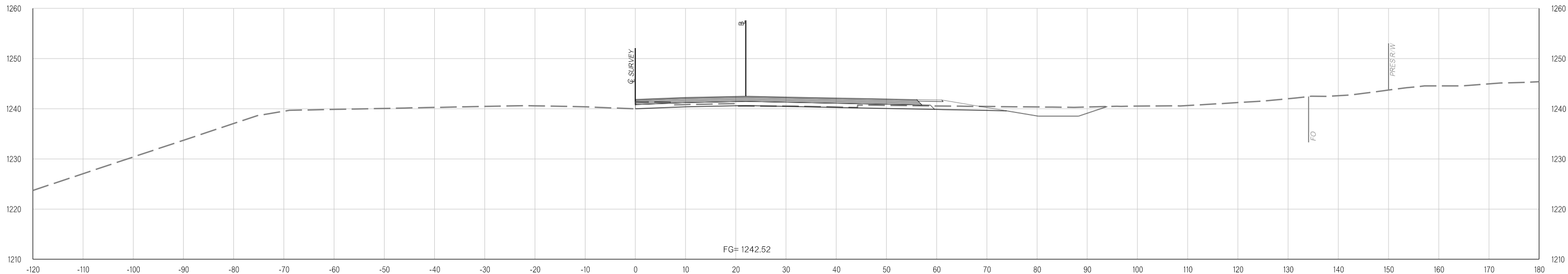


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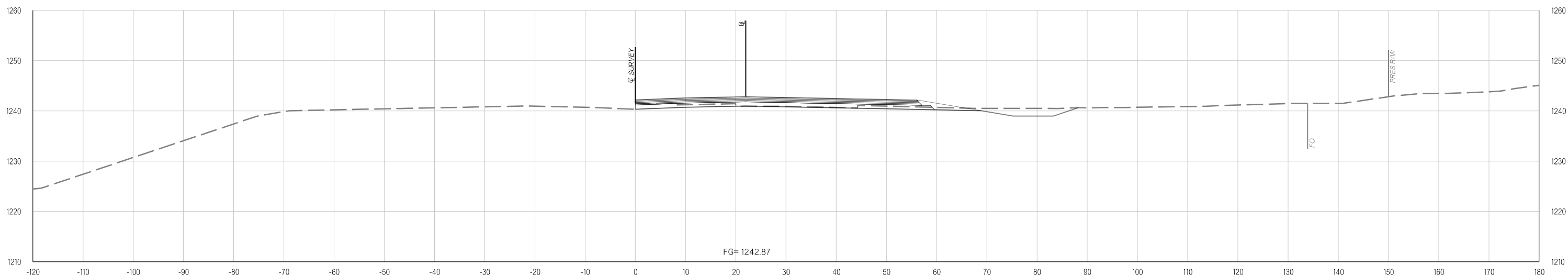
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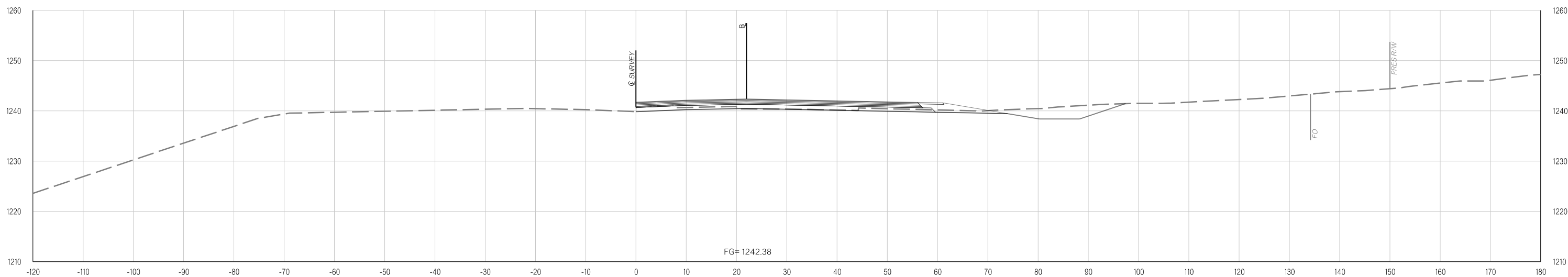
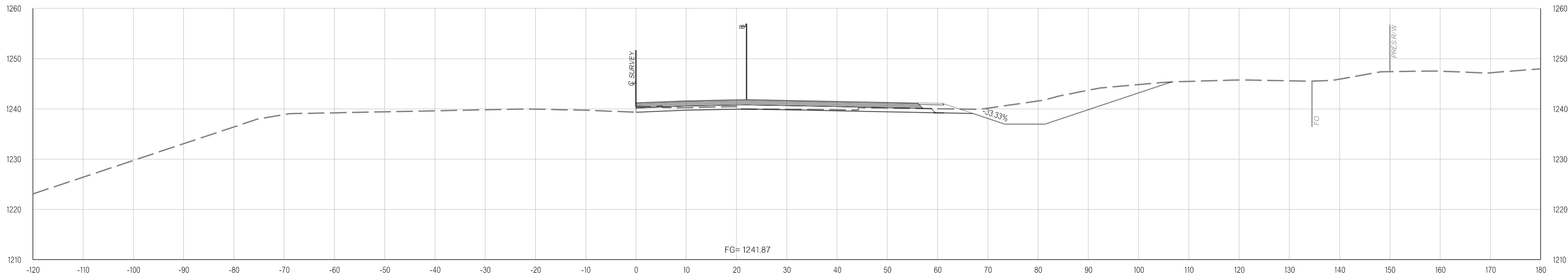


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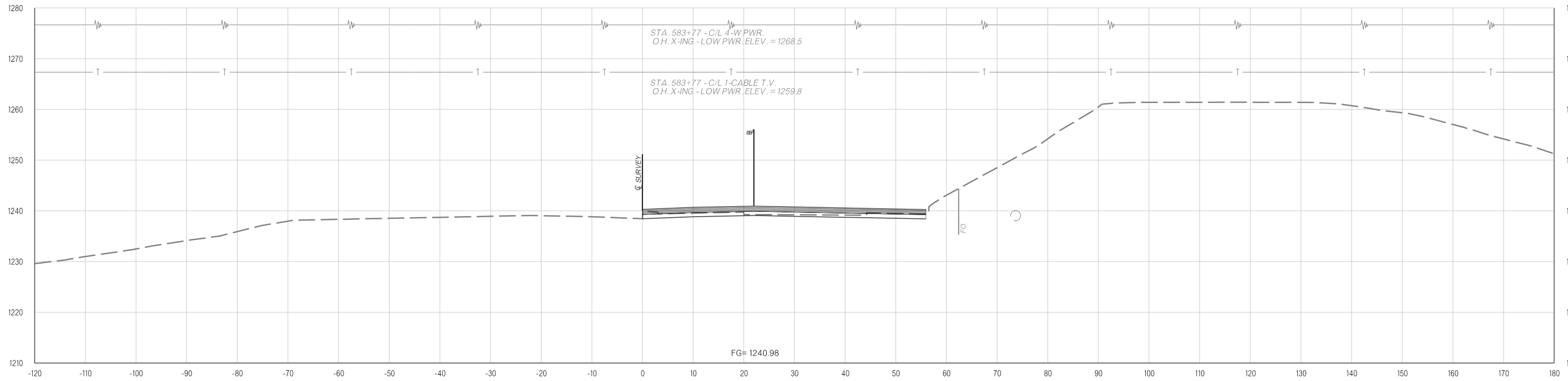


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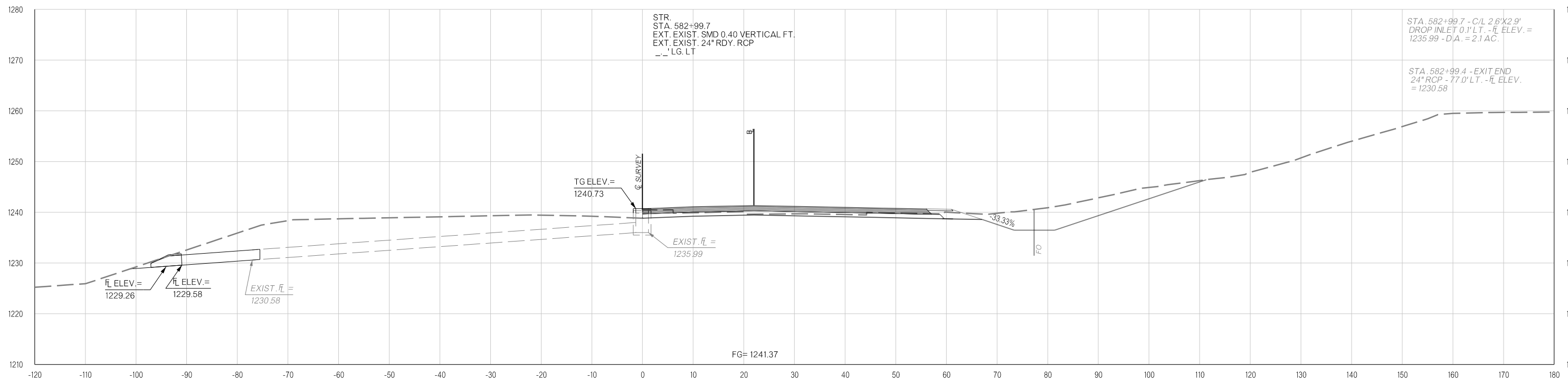
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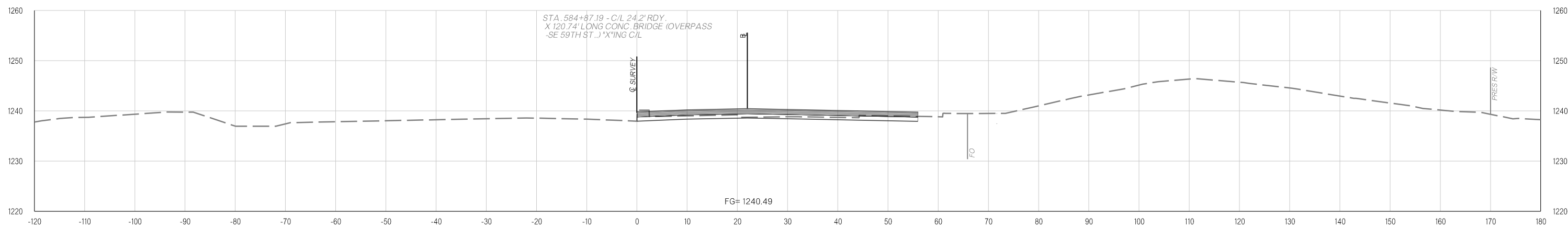


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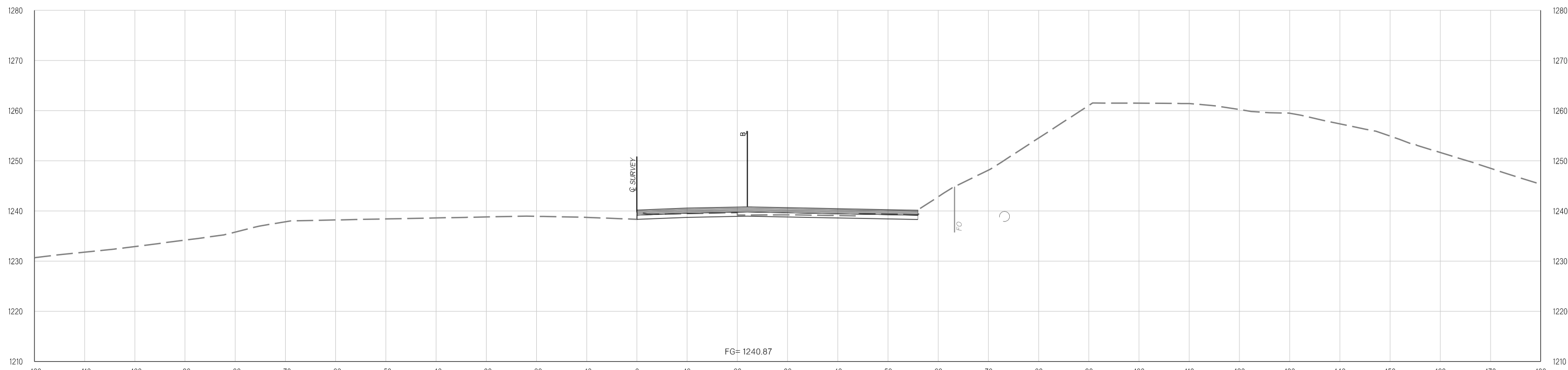


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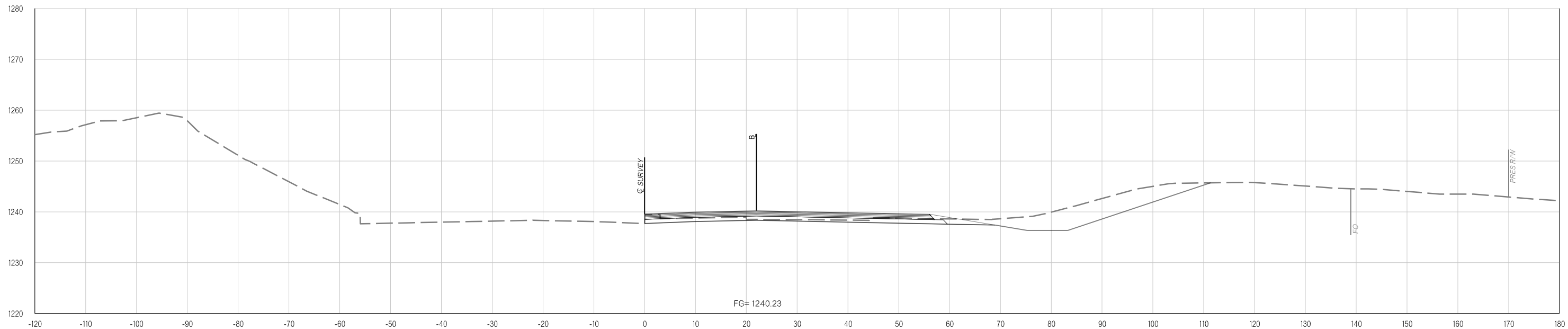
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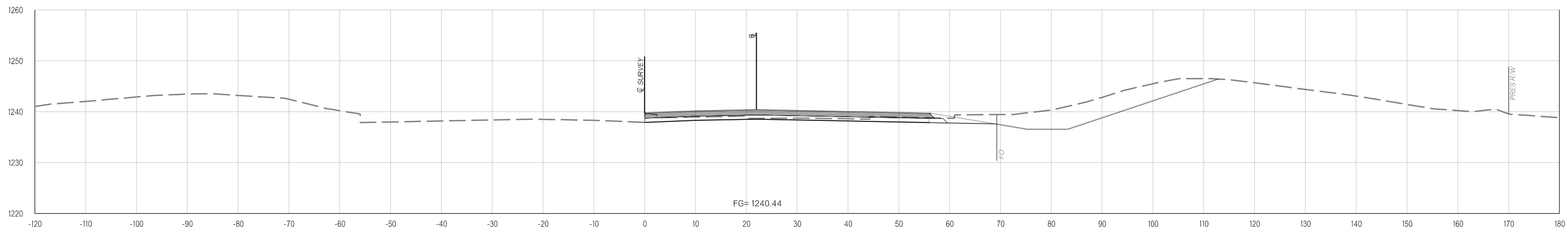
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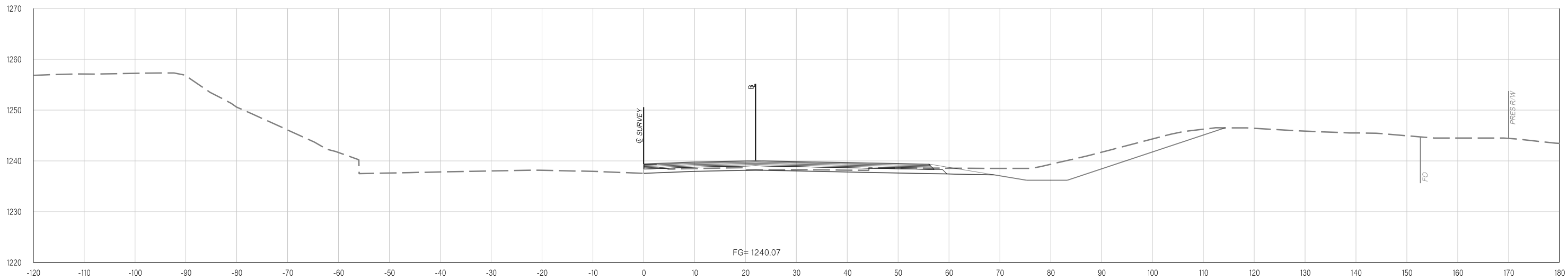
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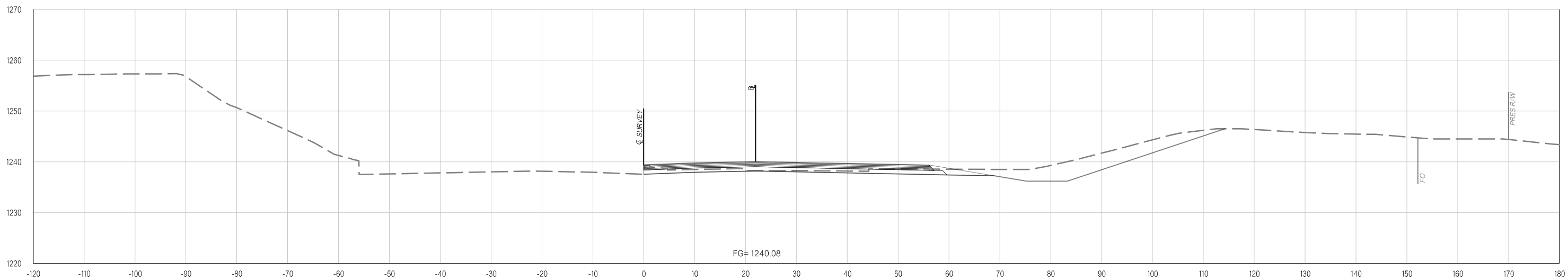
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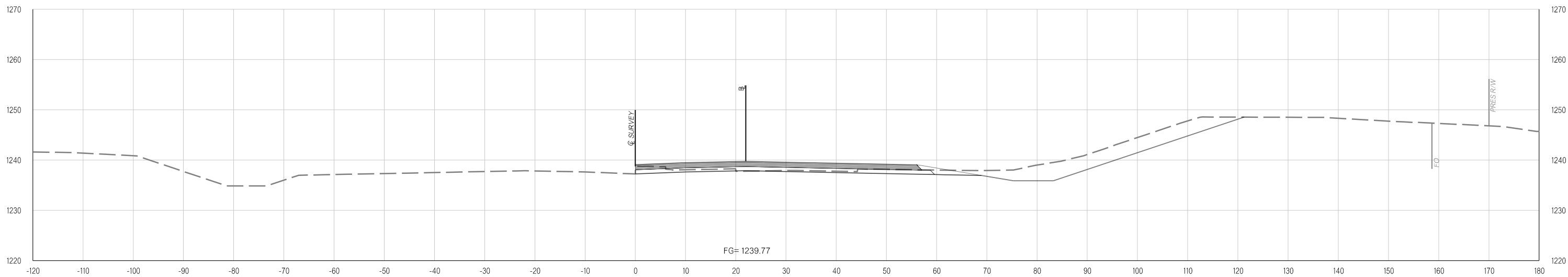
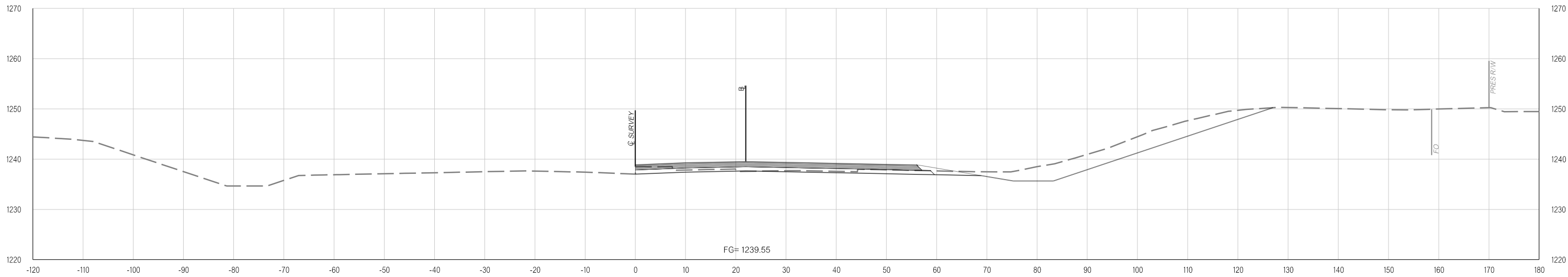


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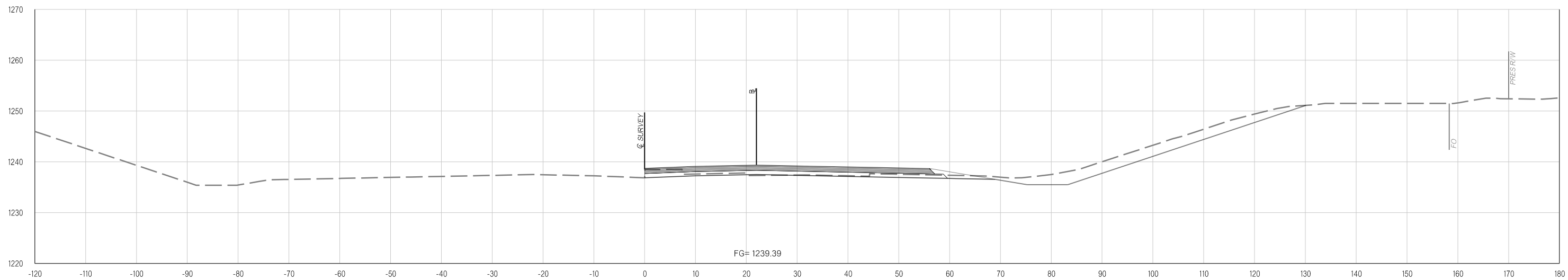
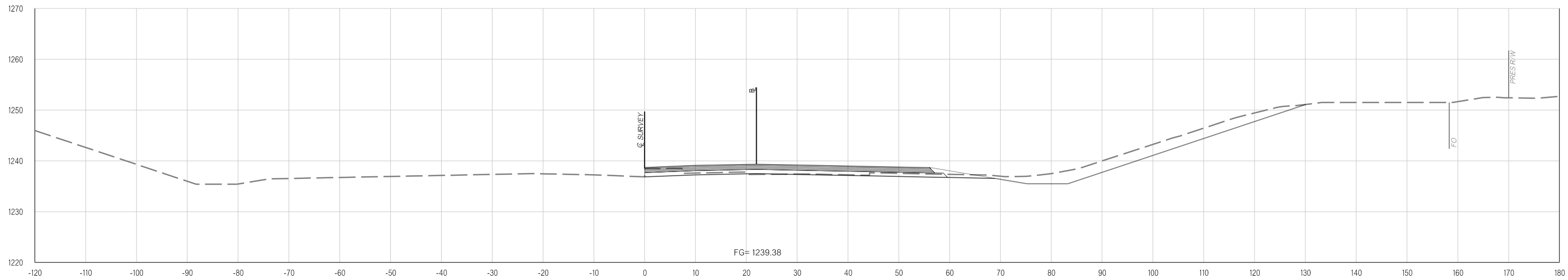
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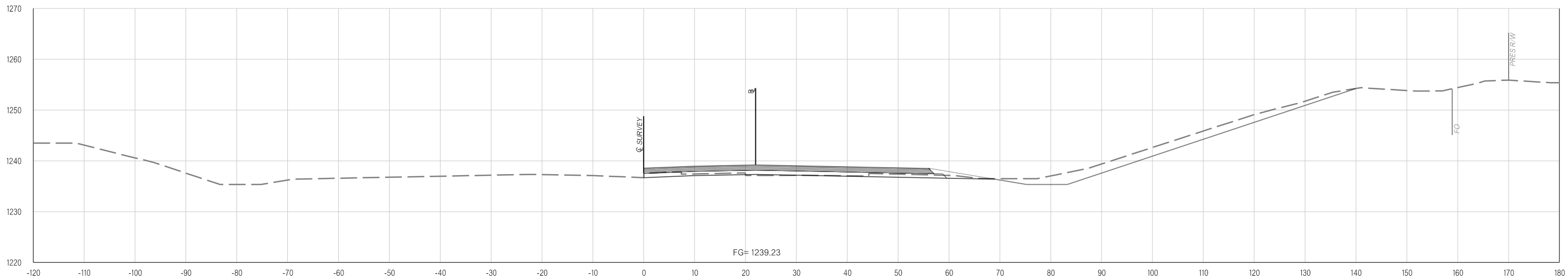
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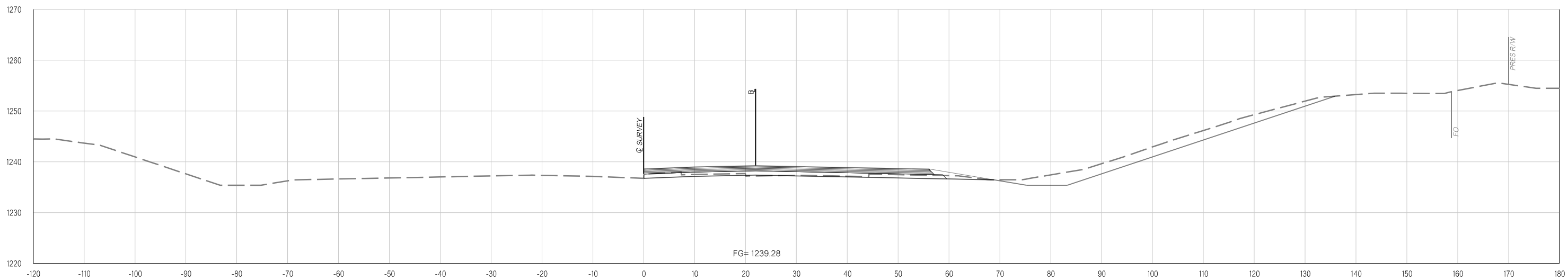


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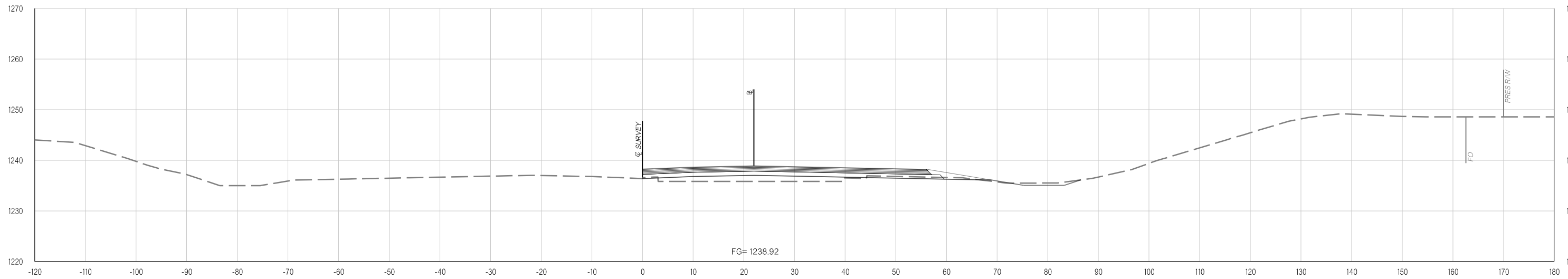


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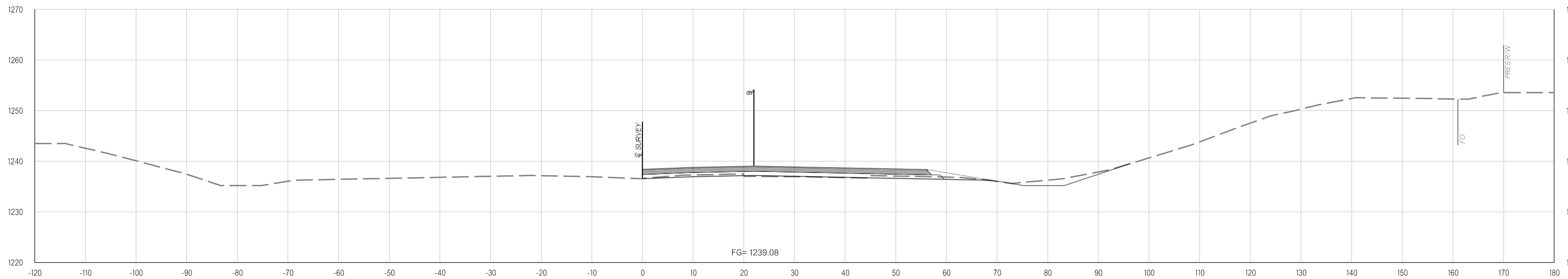


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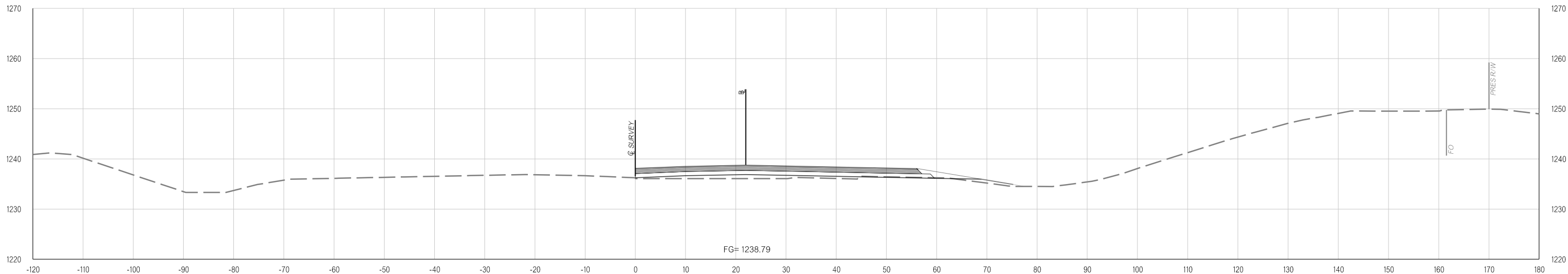


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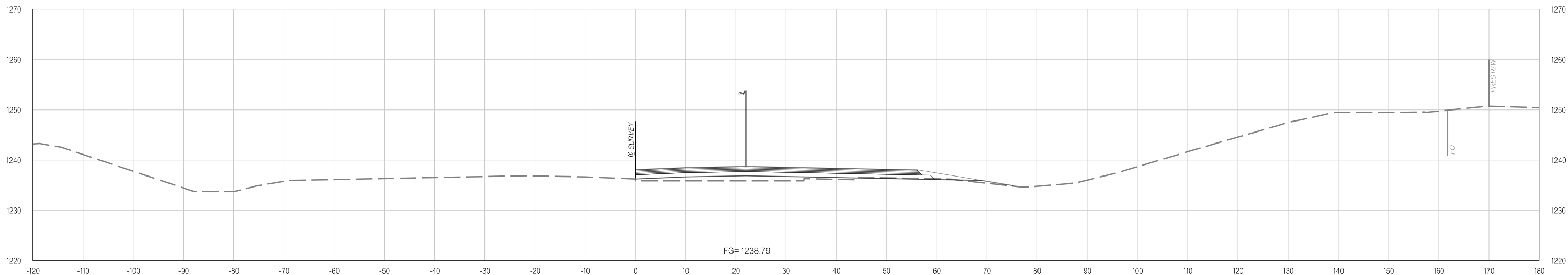


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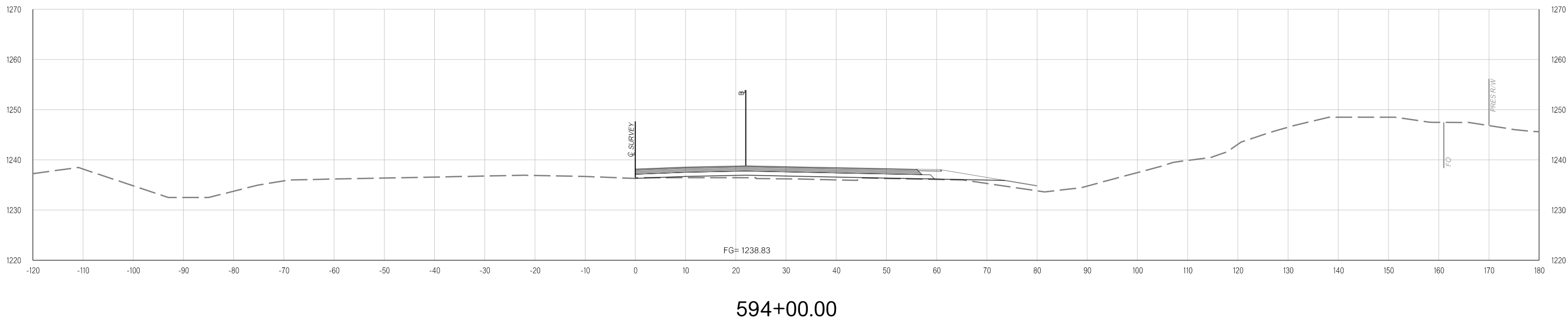
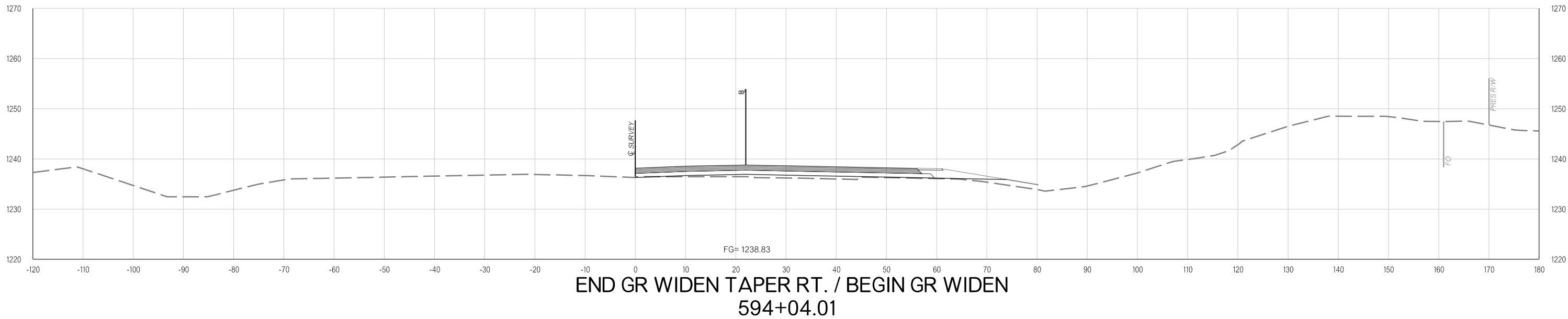


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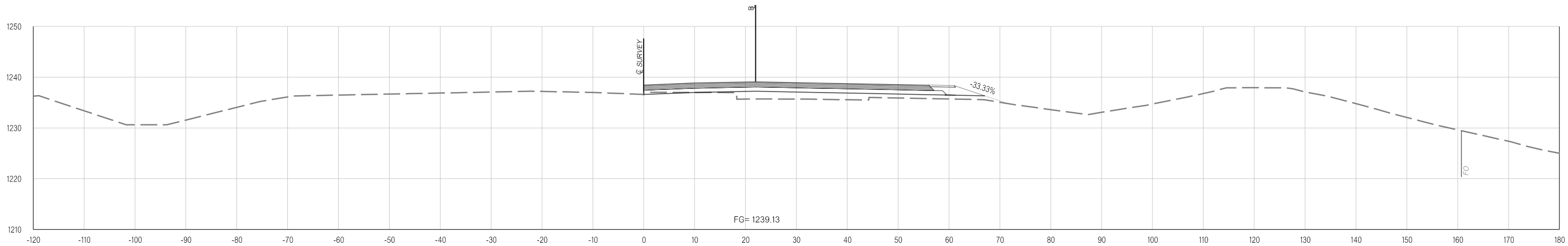


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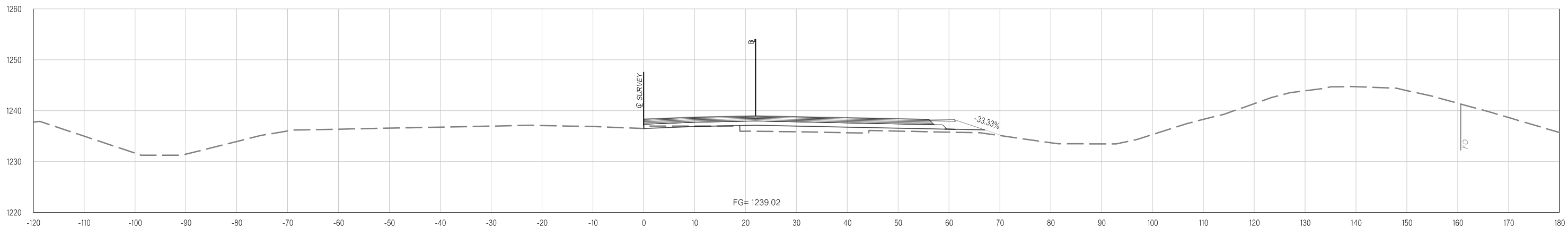
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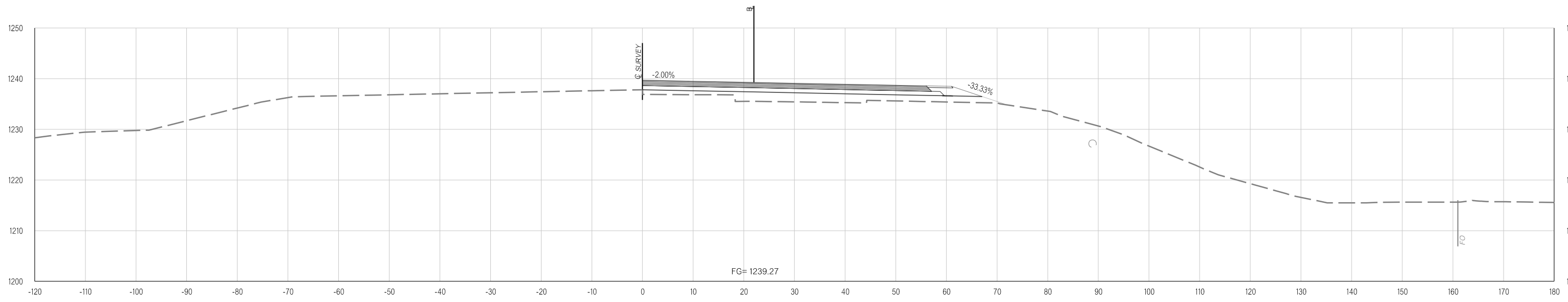
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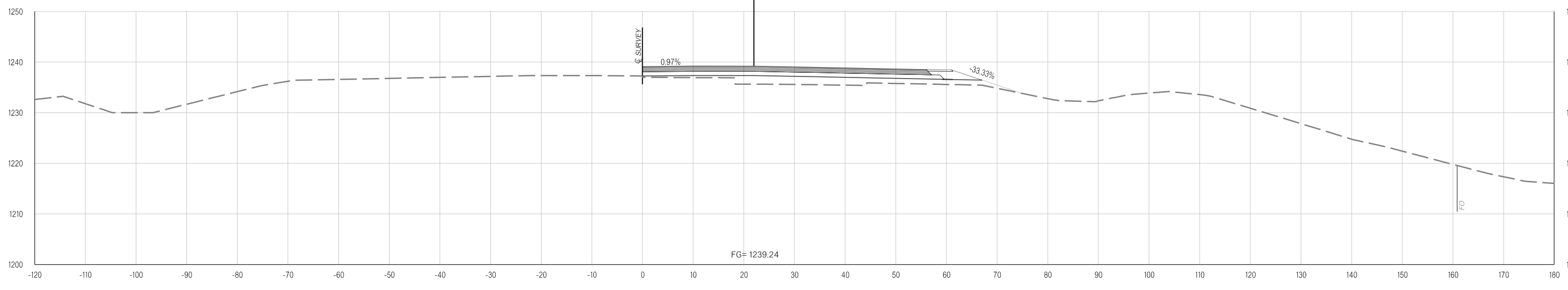
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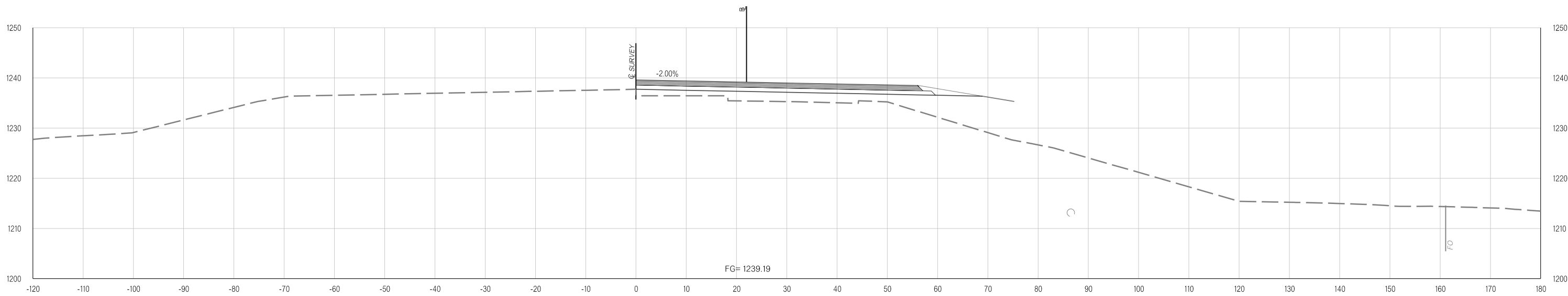


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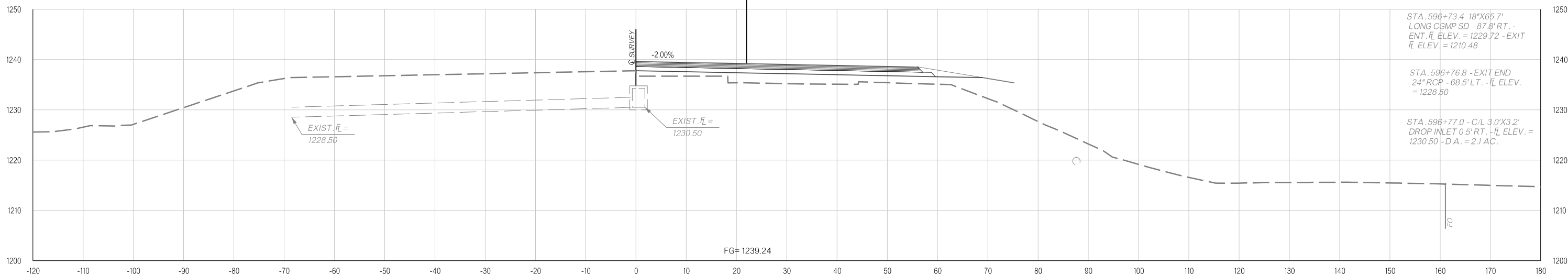


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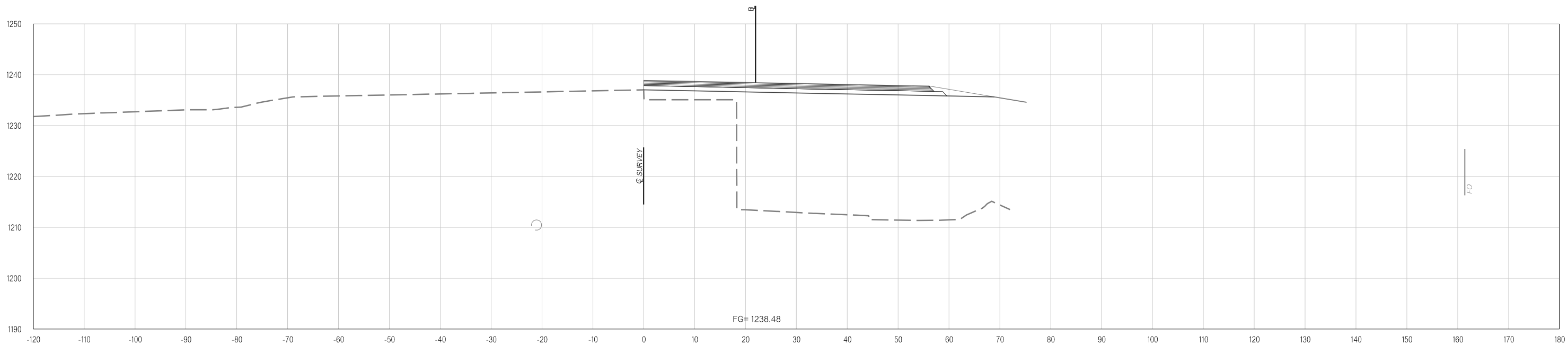


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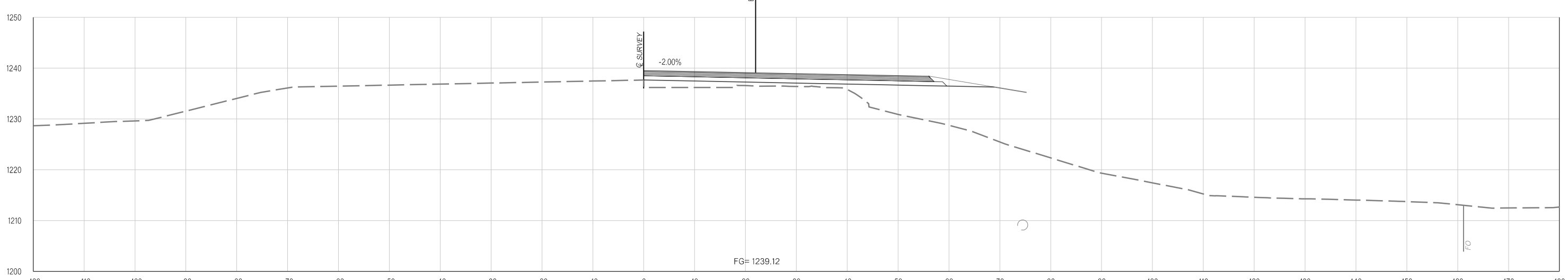


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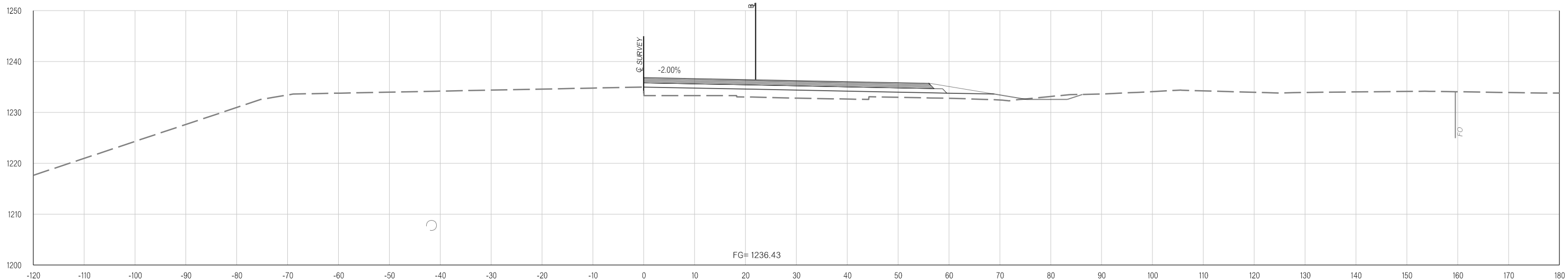


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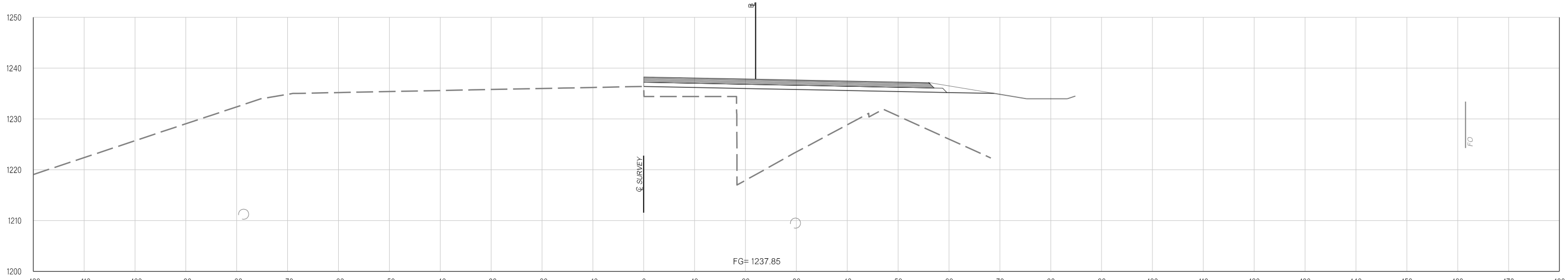


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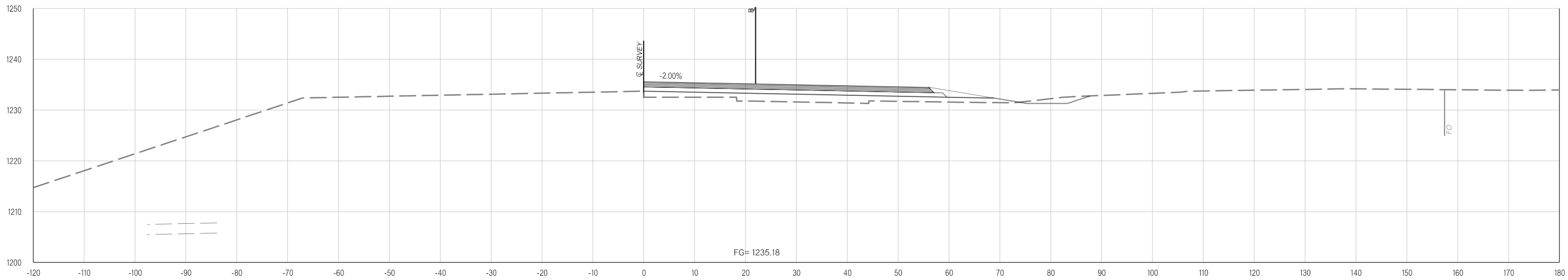


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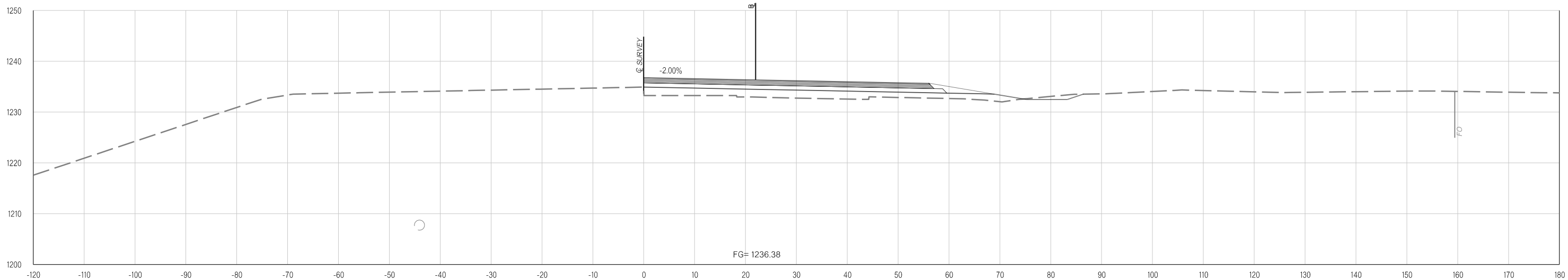


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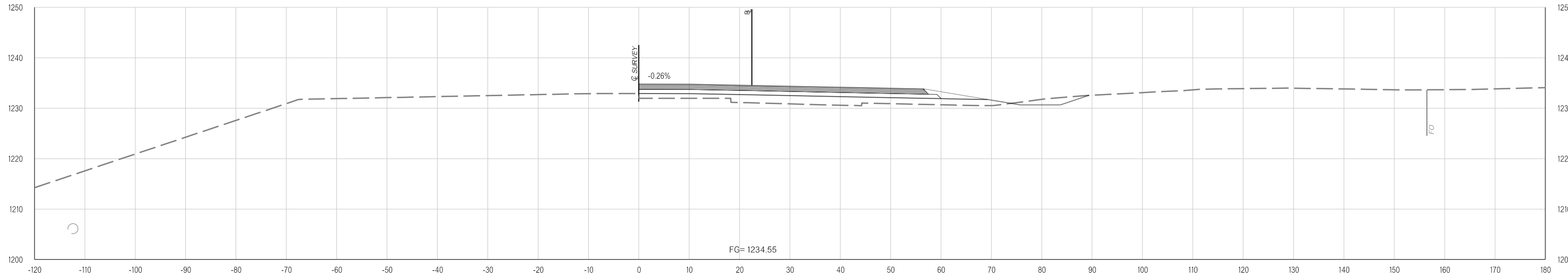


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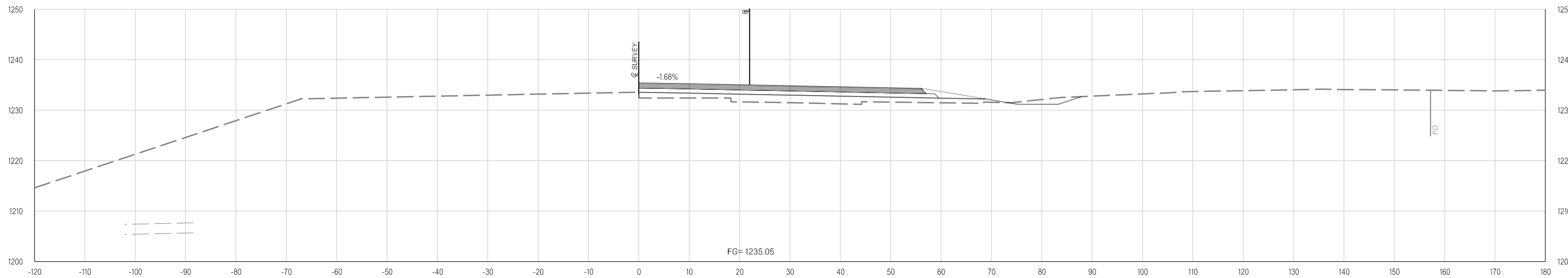


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02-21-20

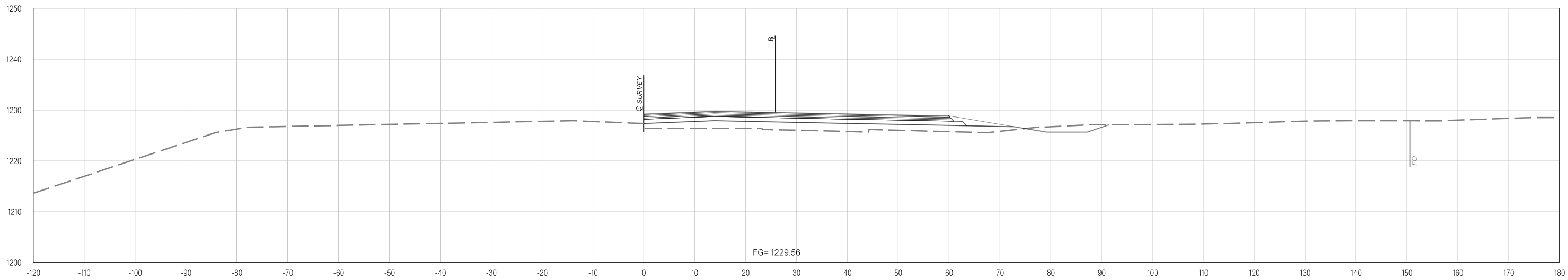


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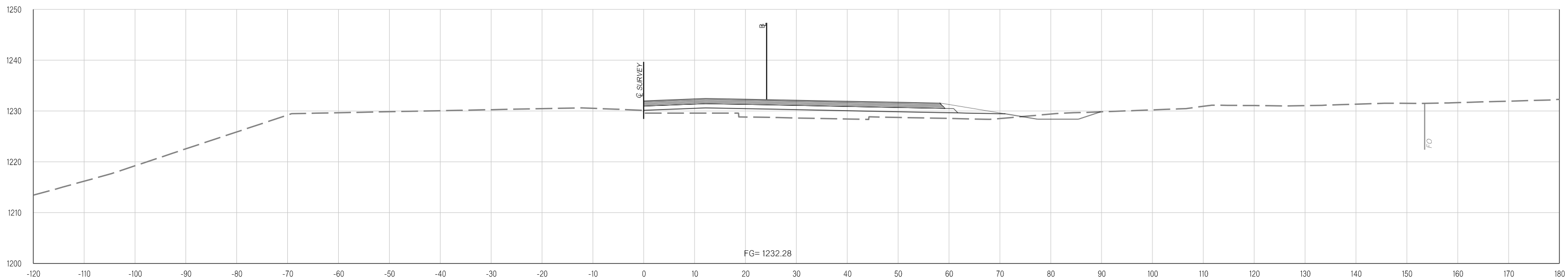


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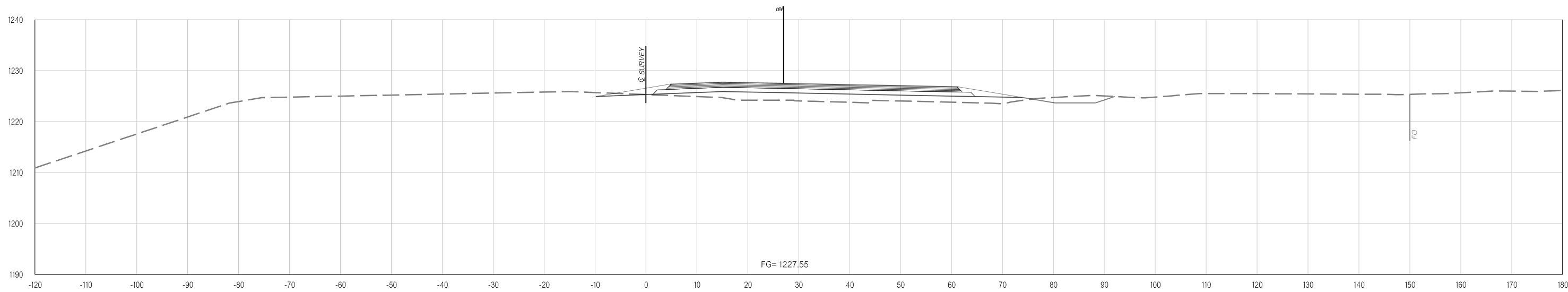
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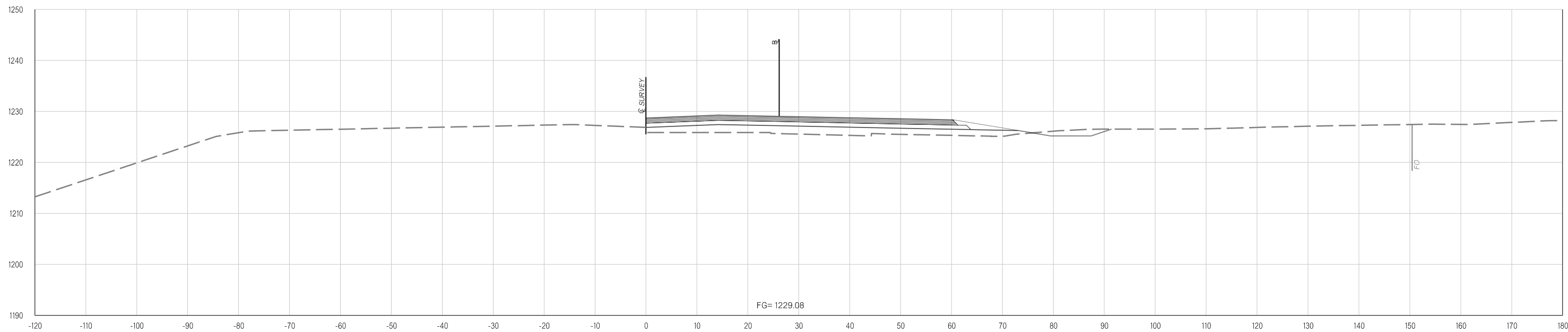
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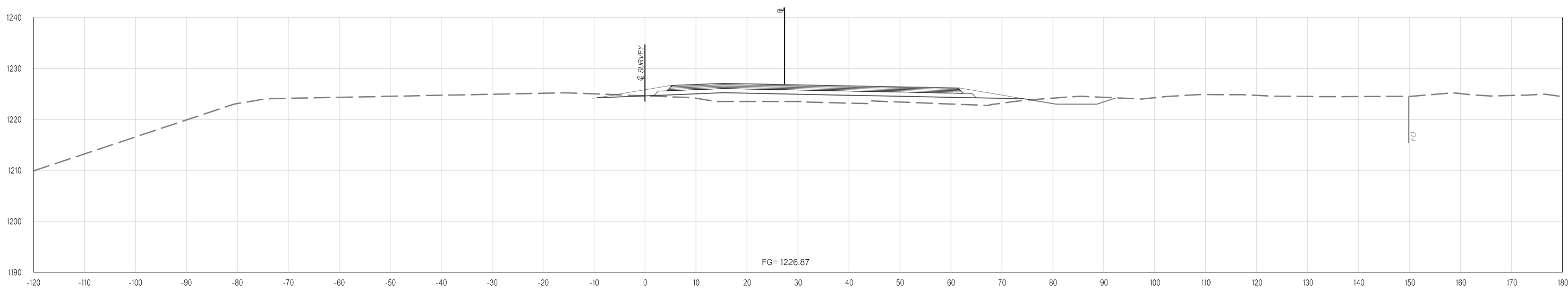
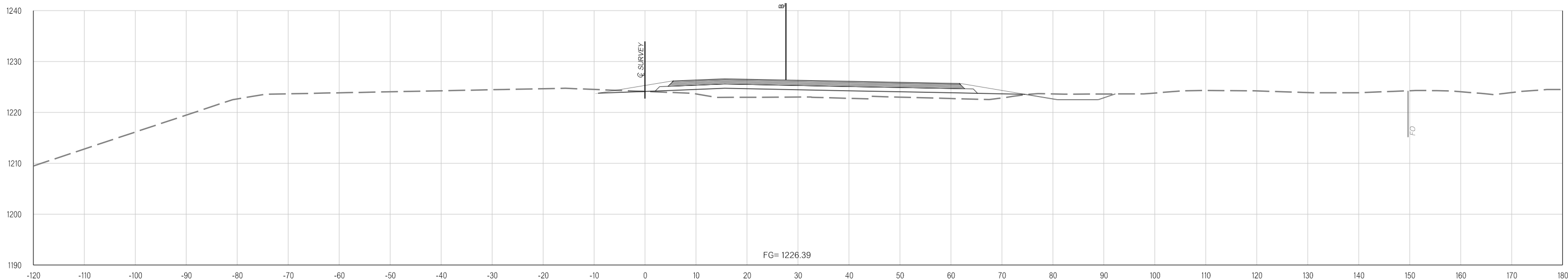
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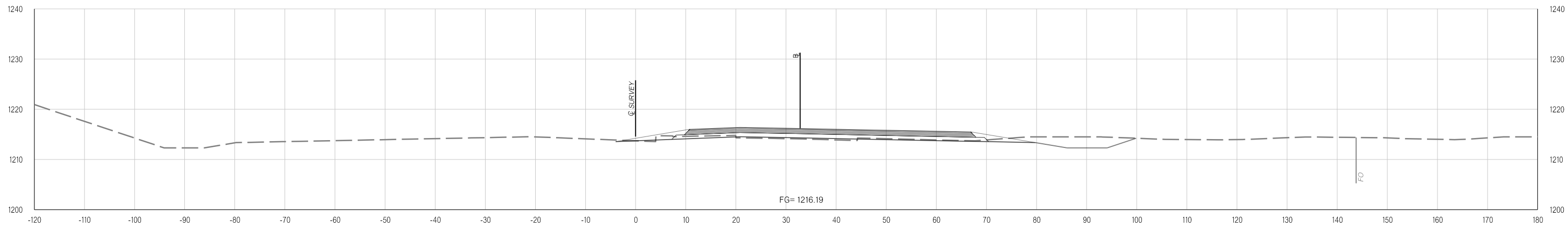
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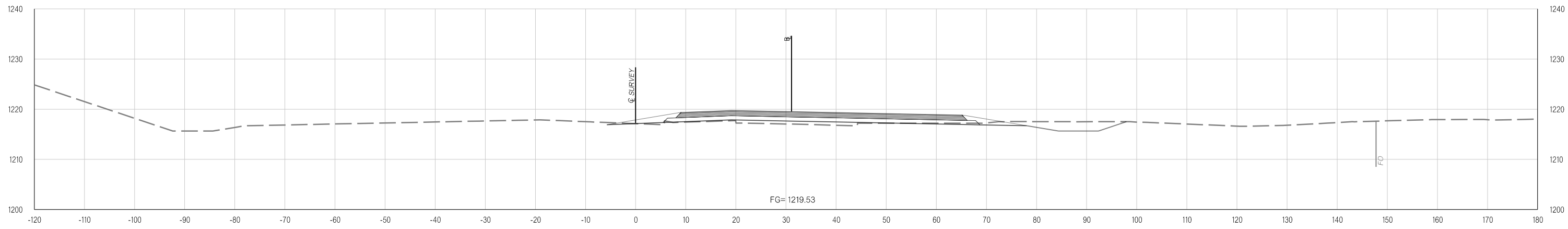


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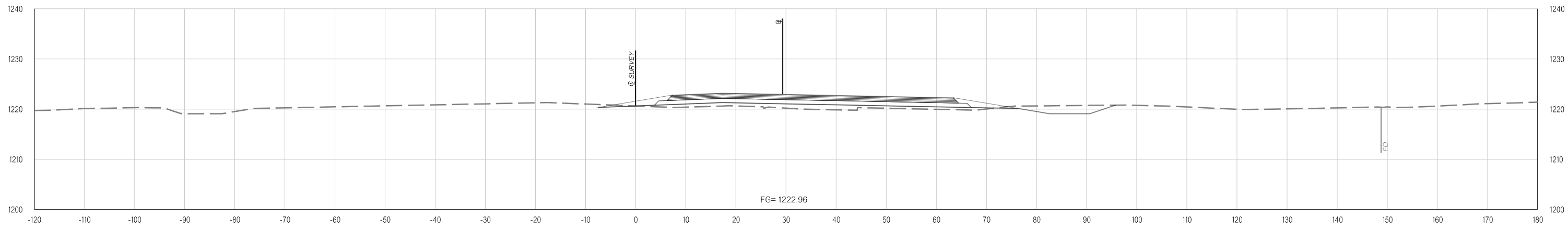
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02-21-20



607+00.00



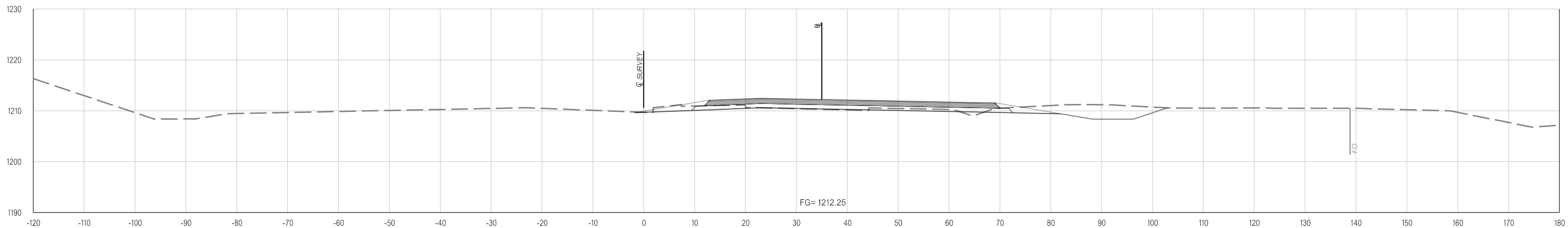
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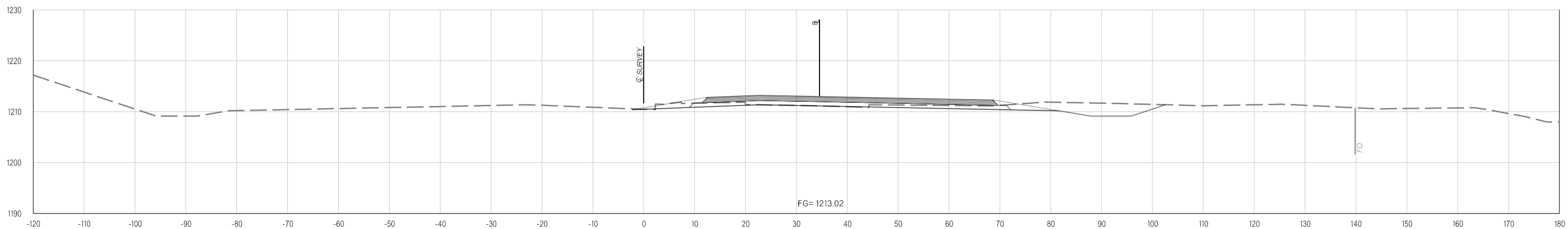
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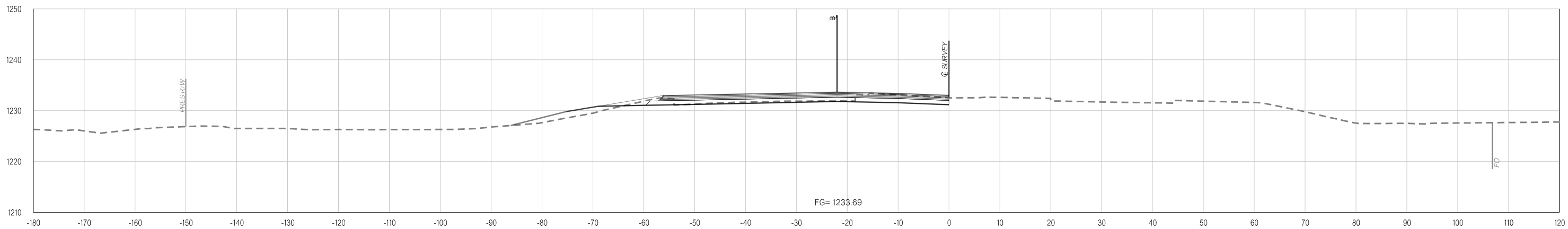
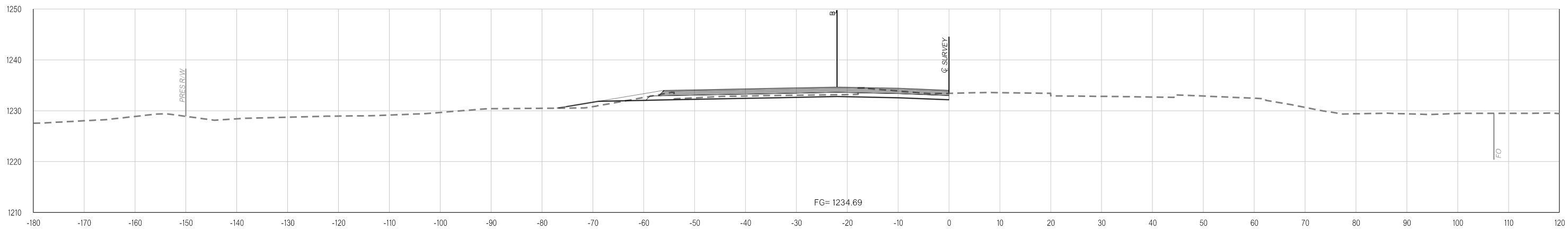
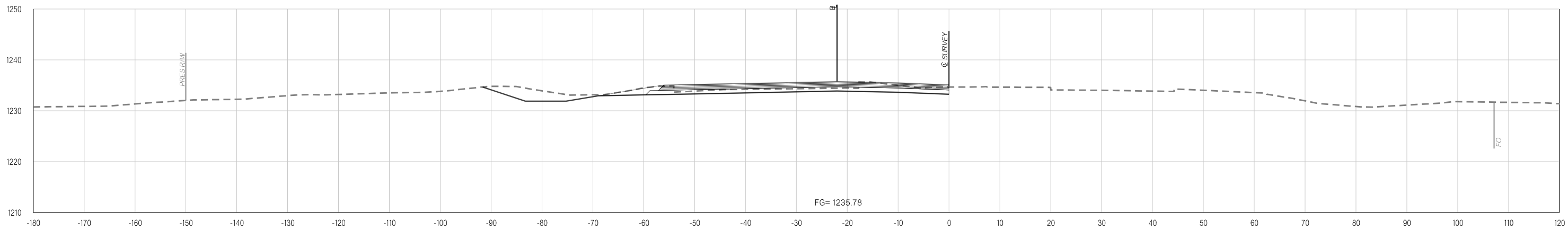
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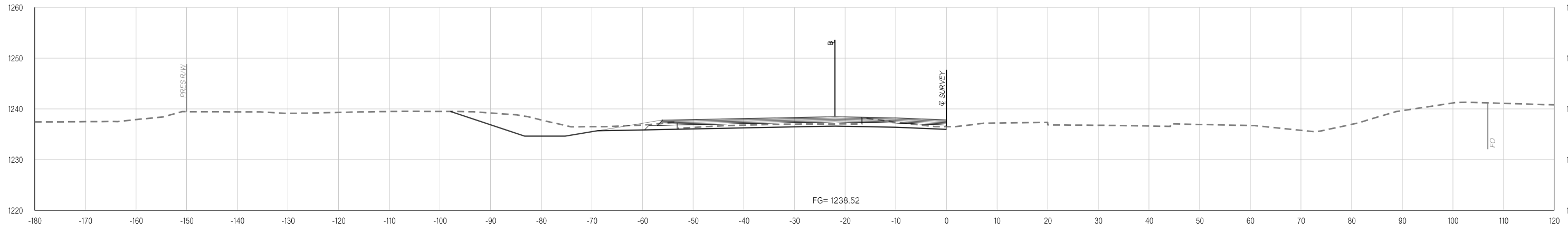
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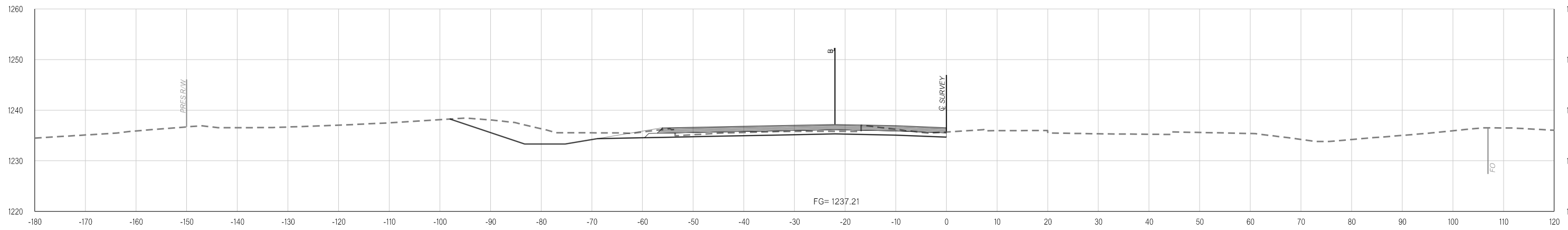
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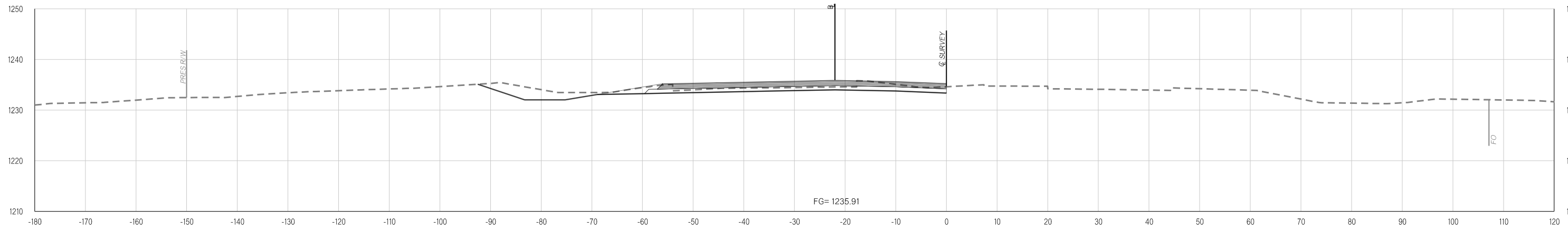
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374+00.00



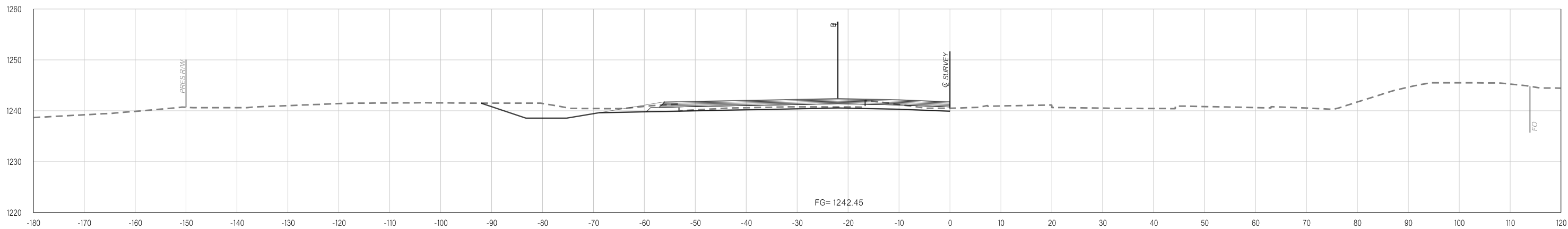
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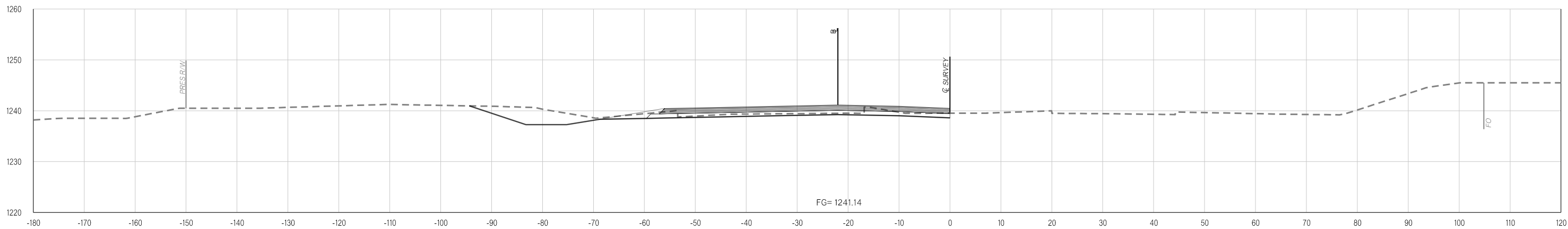
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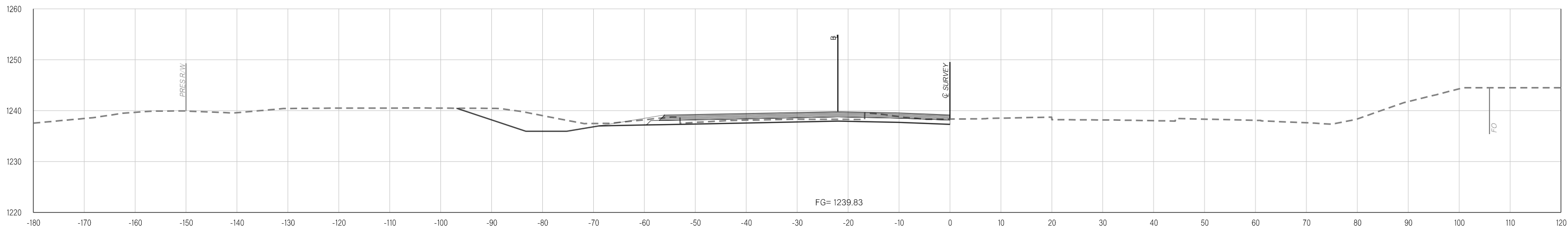
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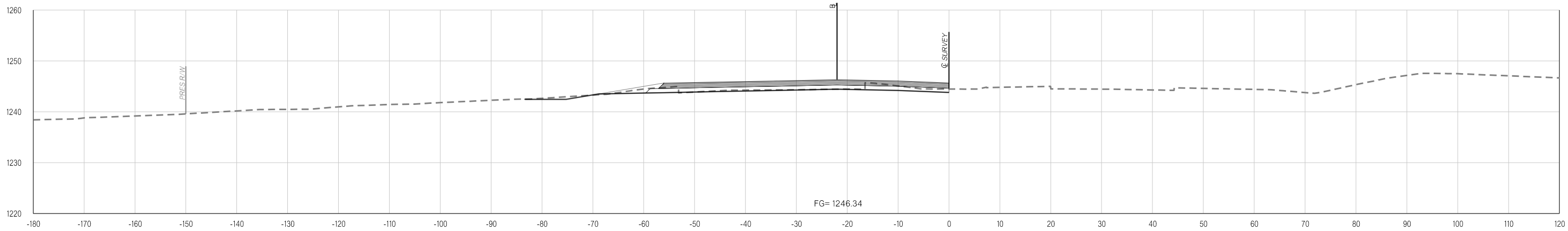


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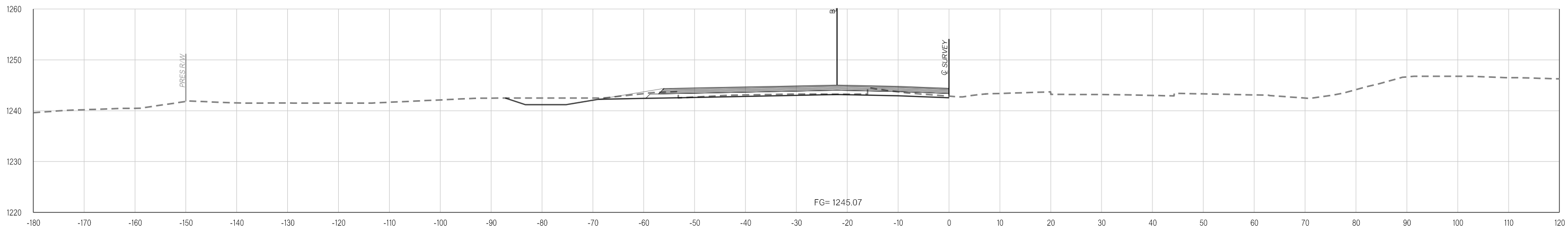


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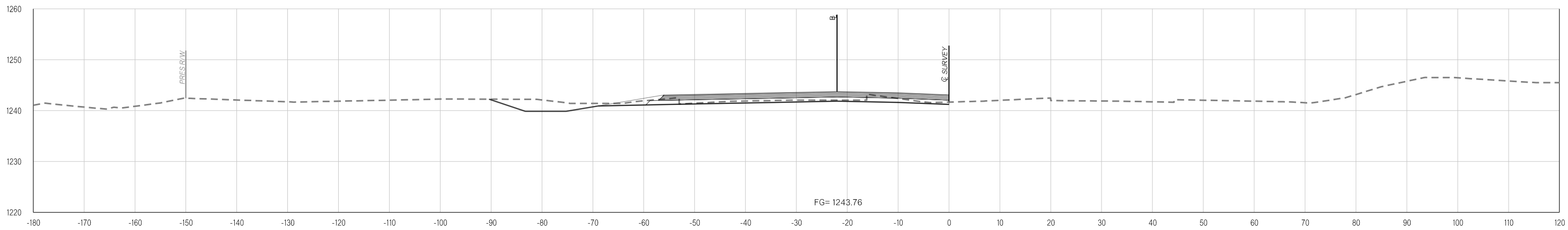
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380+00.00



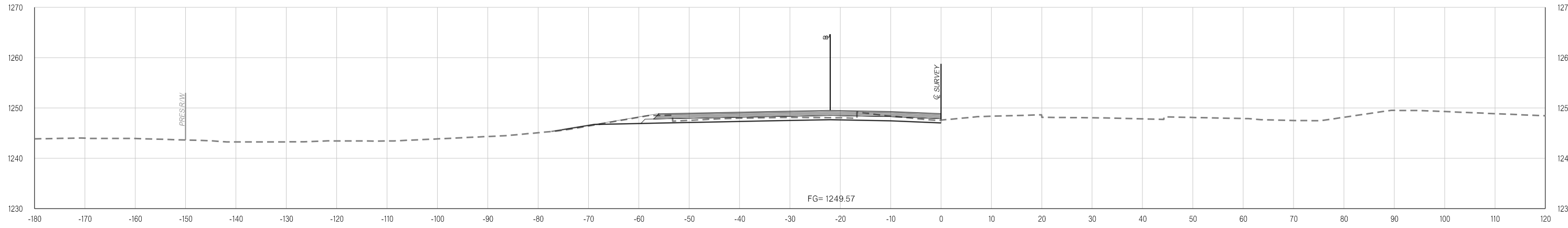
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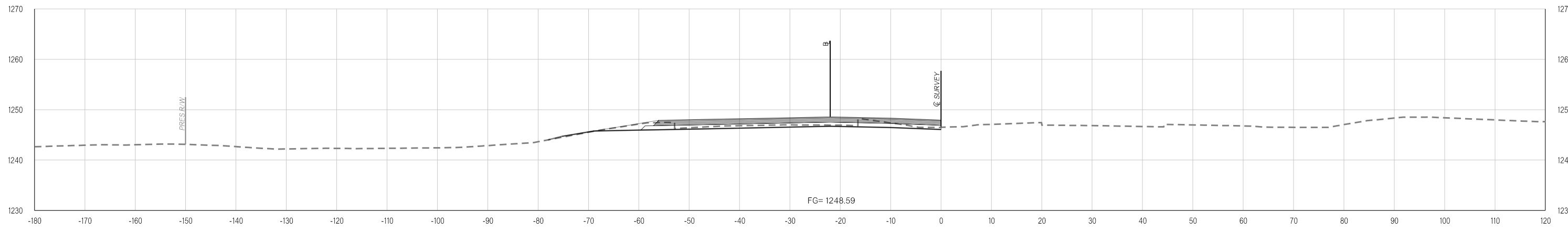
378+00.00

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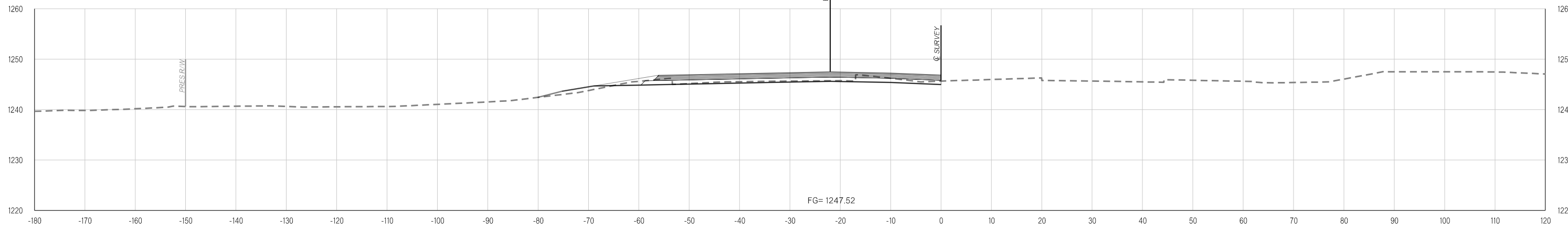
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383+00.00



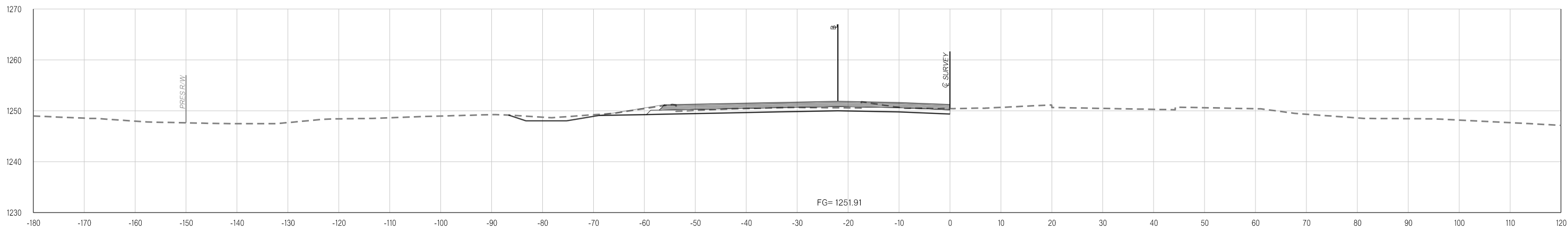
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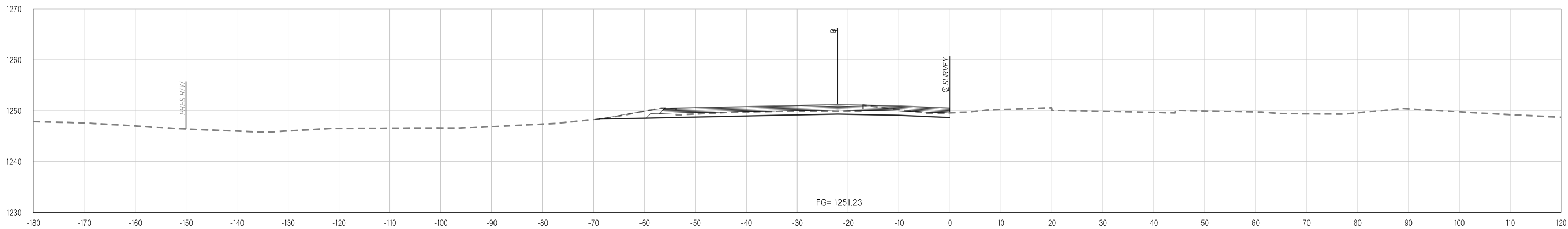
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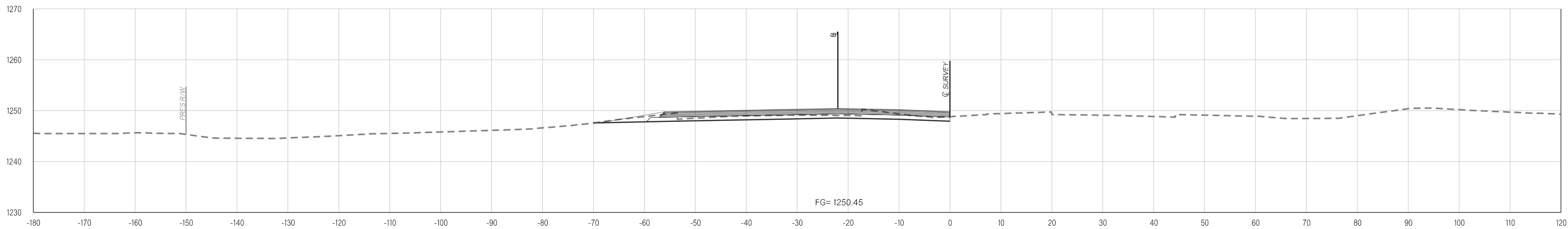
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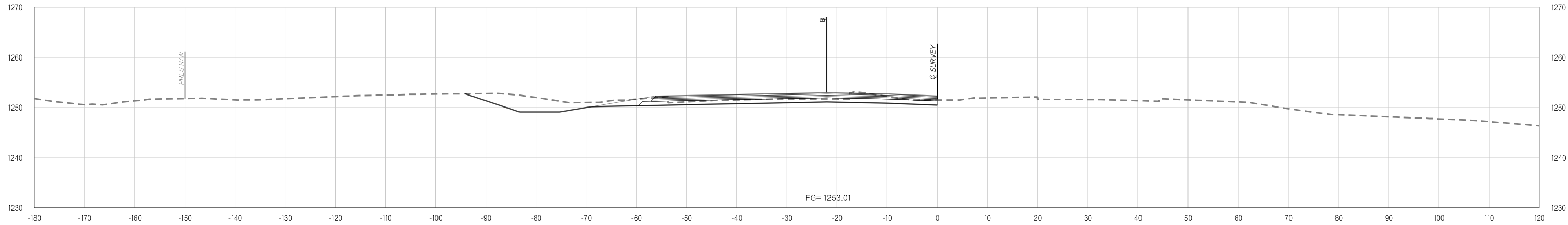


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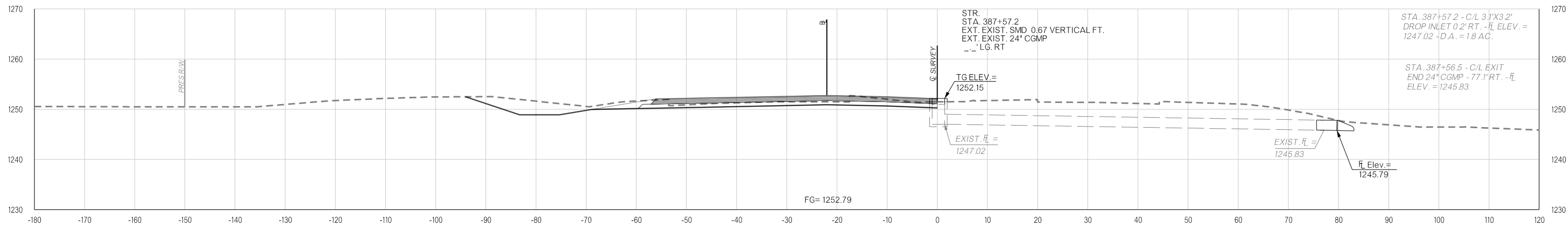


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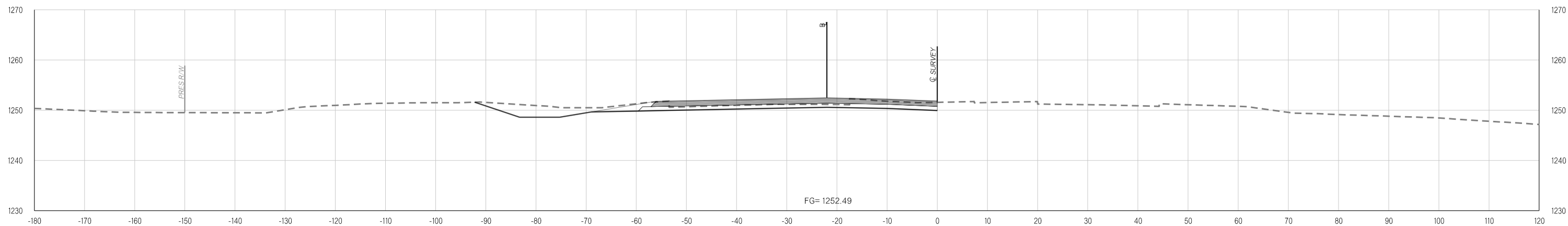
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388+00.00



387+57.20

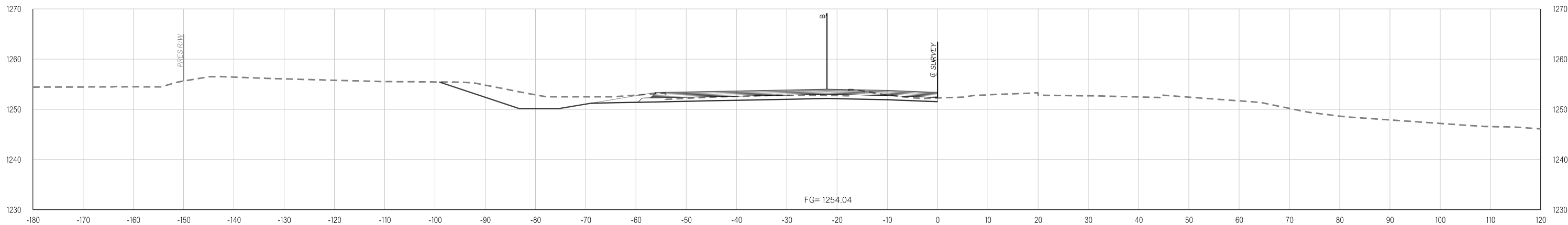


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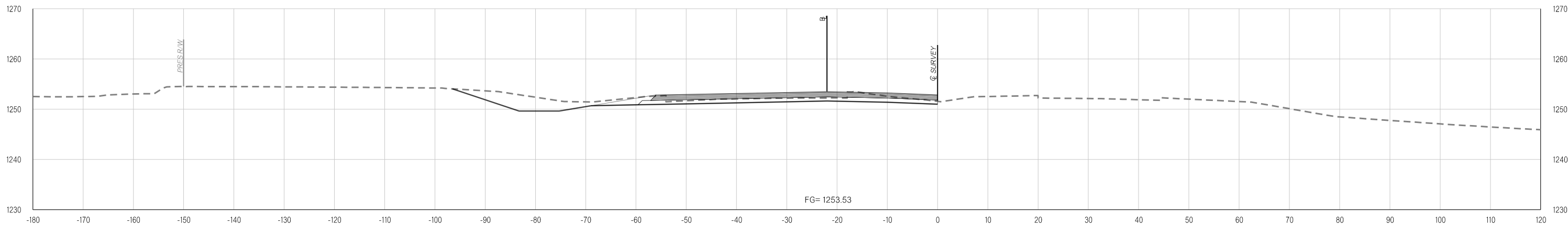
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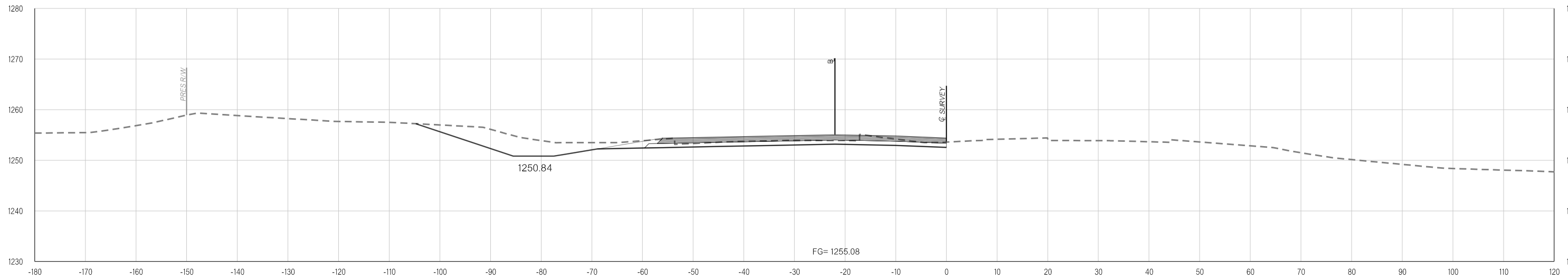


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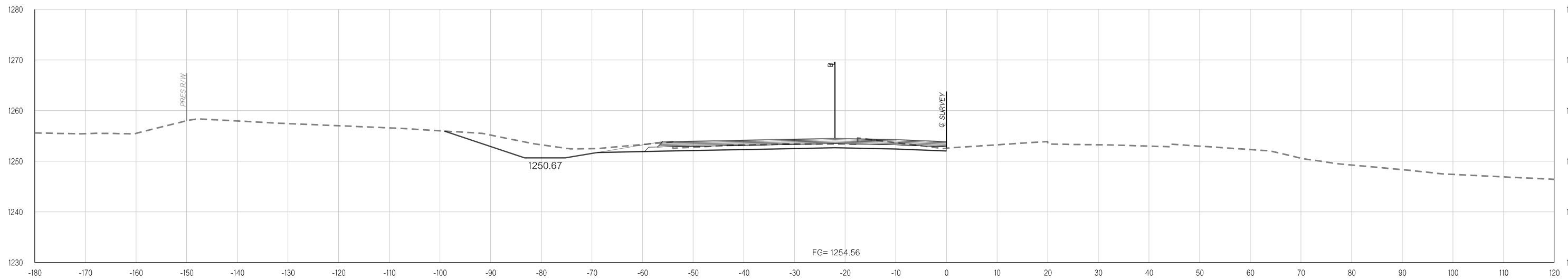


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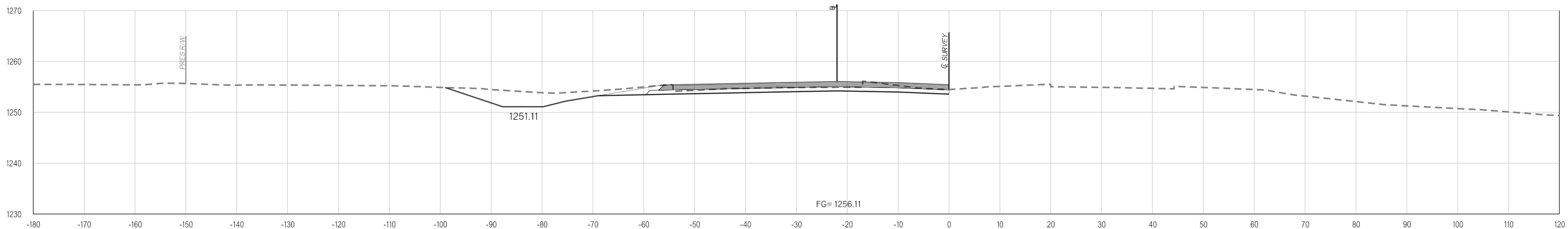


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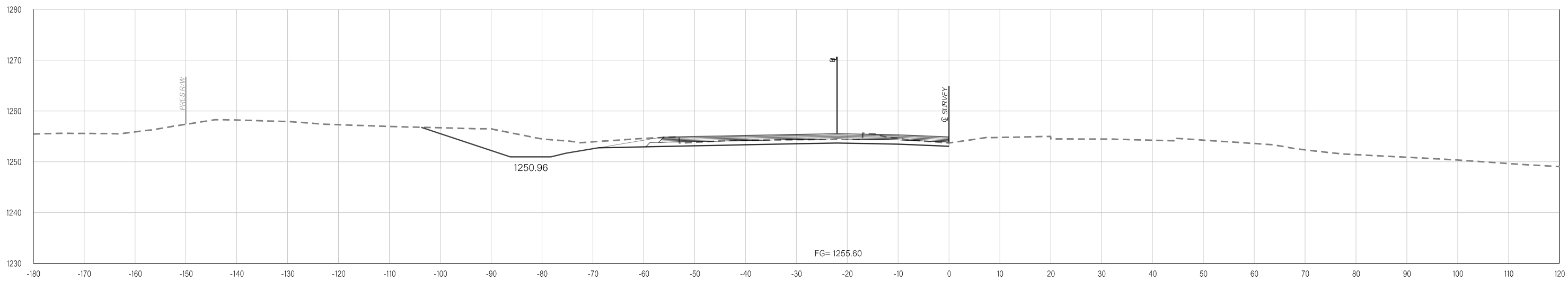


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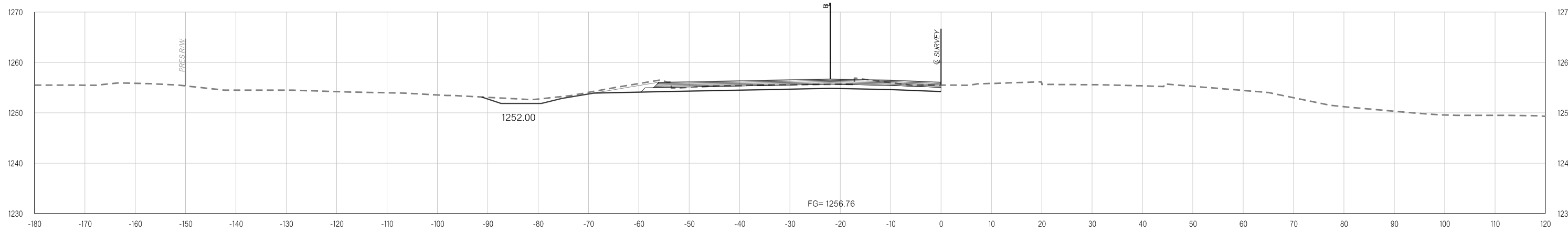
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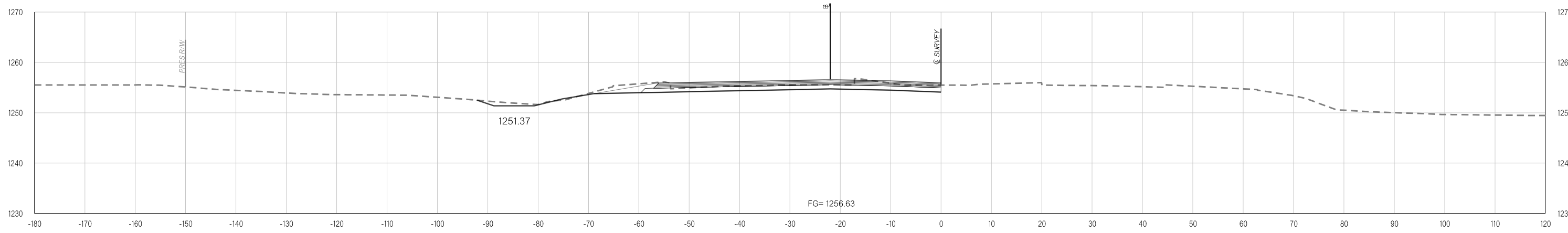
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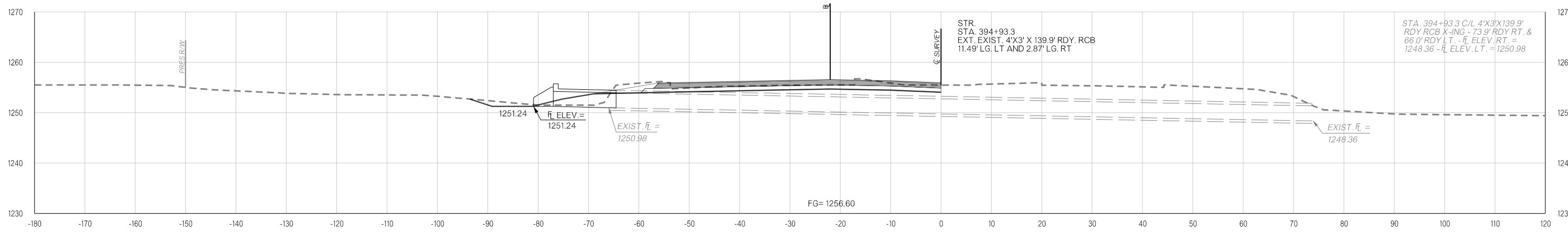
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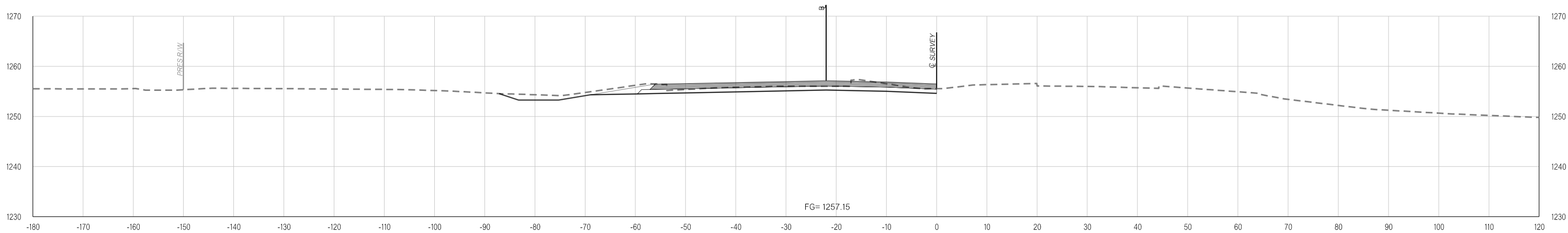
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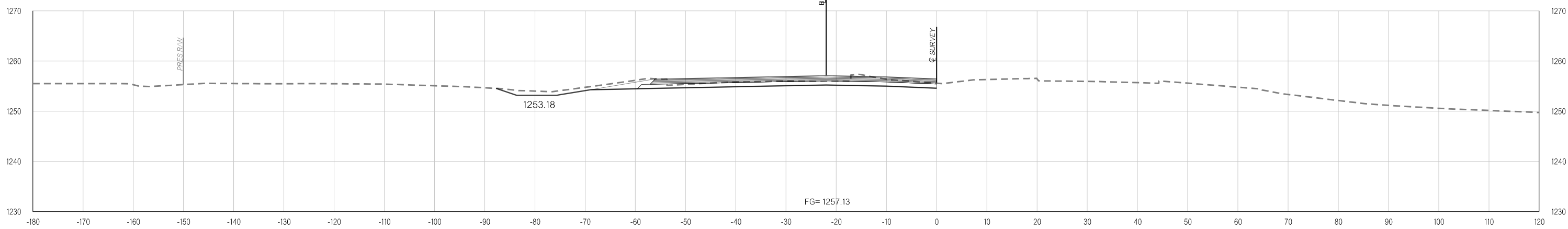
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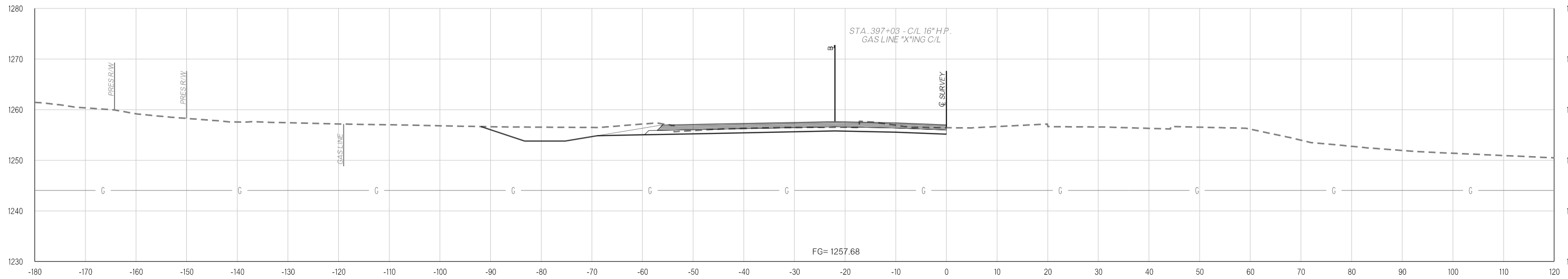


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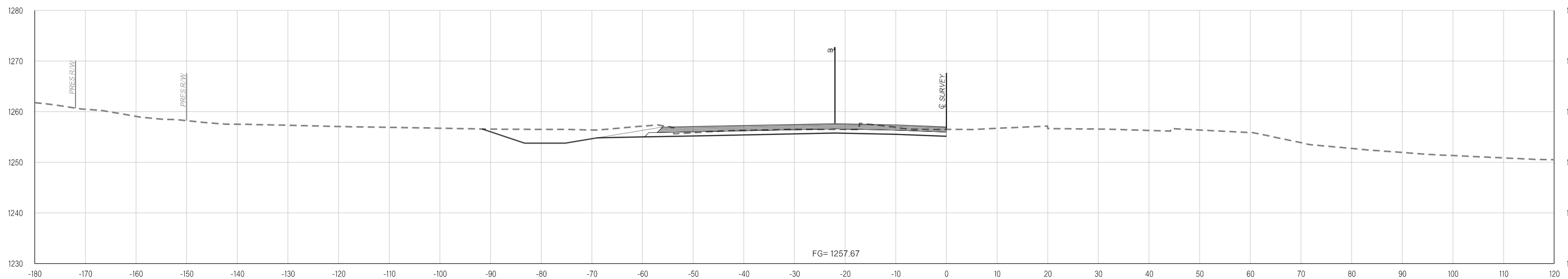


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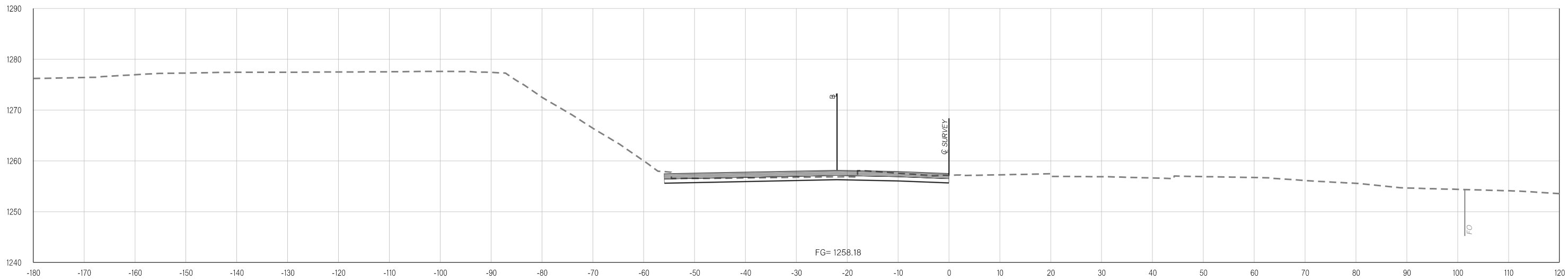


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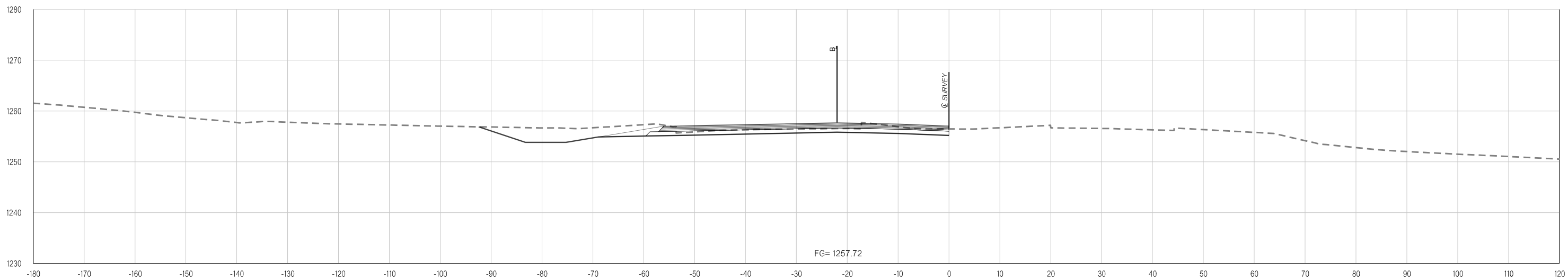


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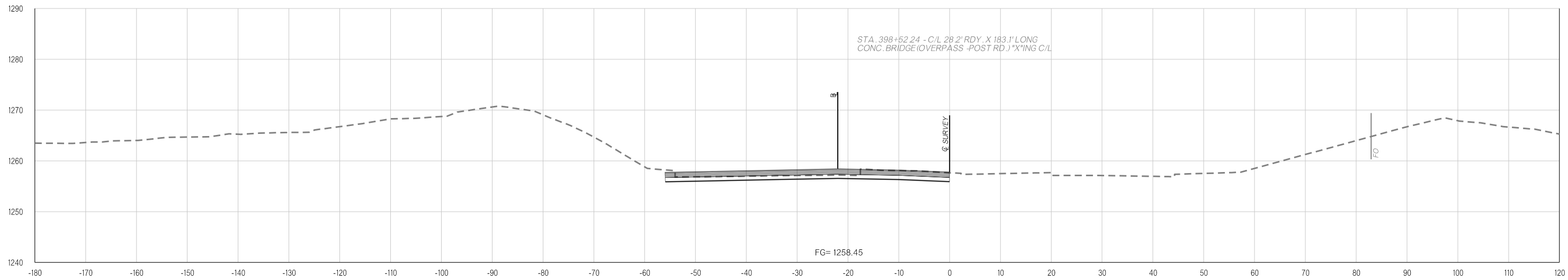


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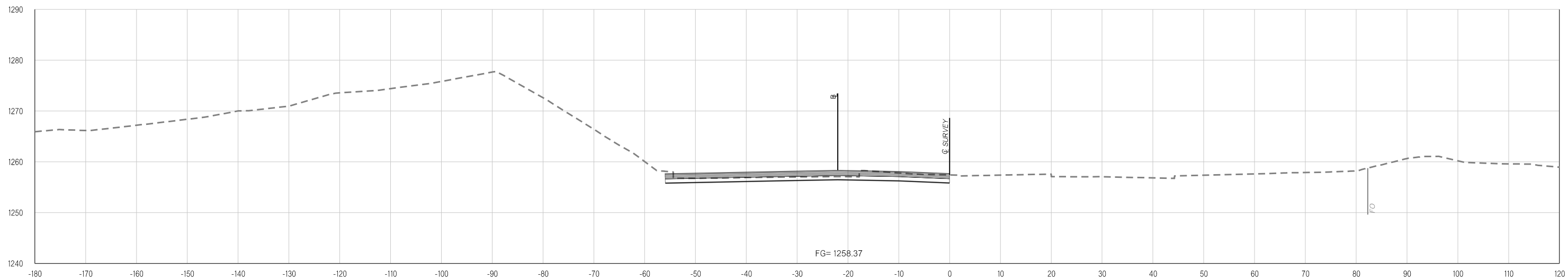


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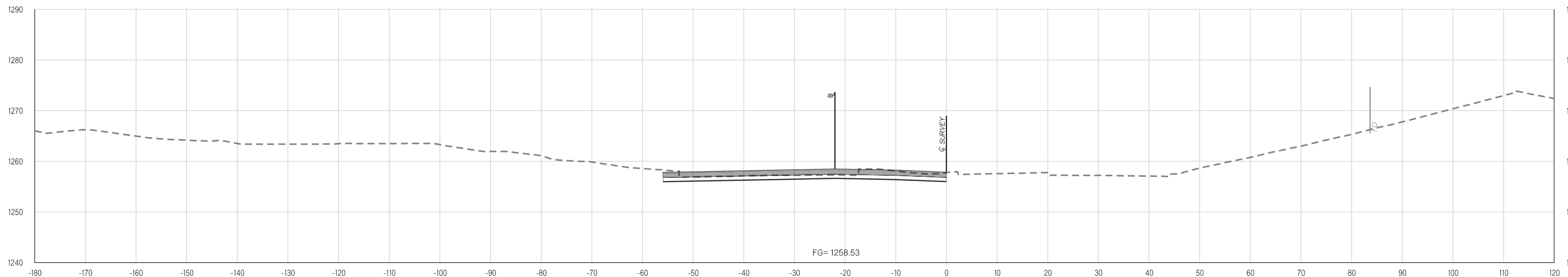
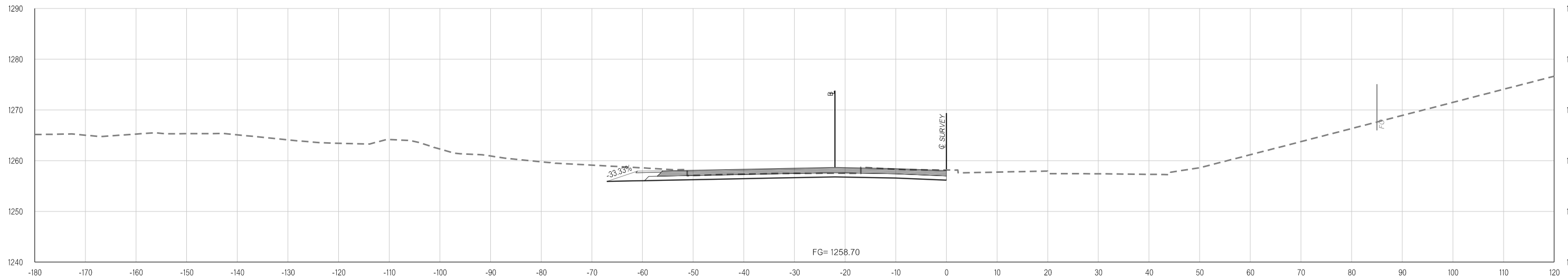


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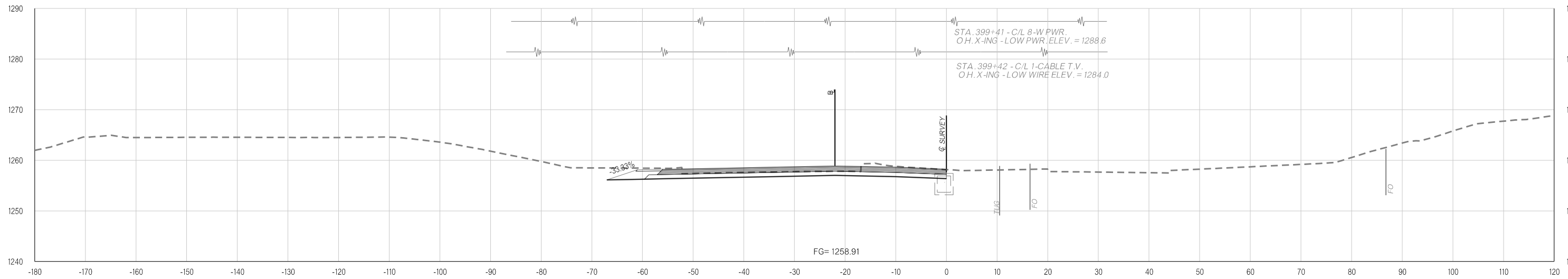


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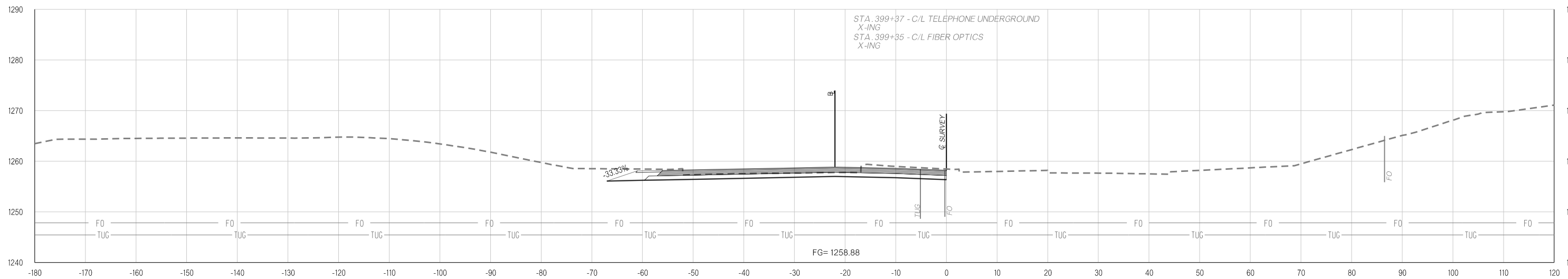
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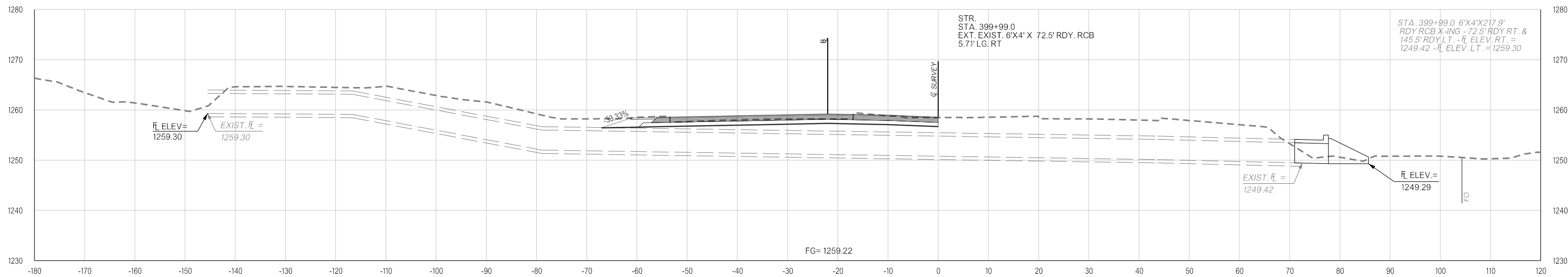


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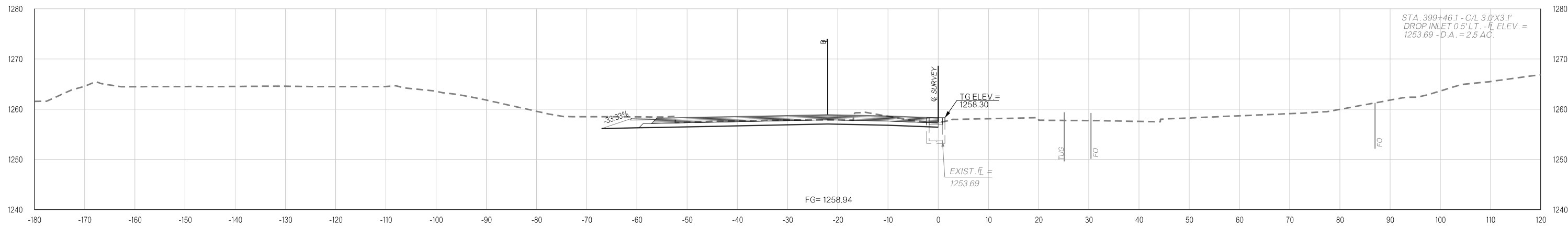


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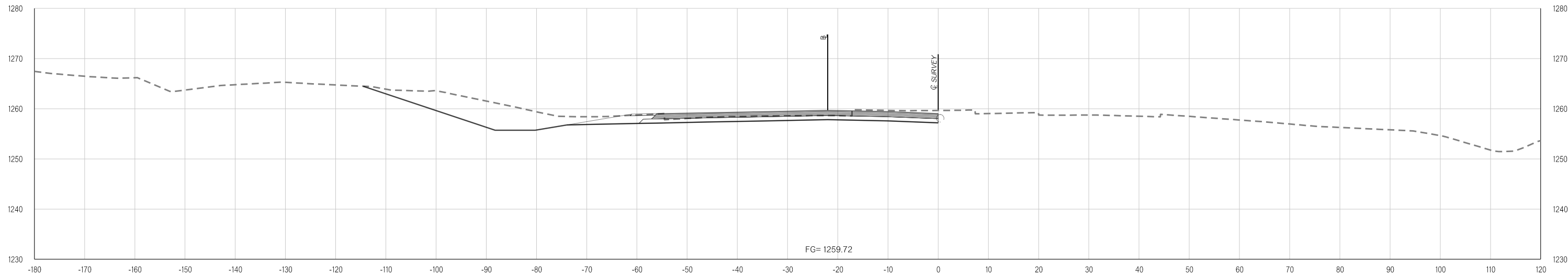
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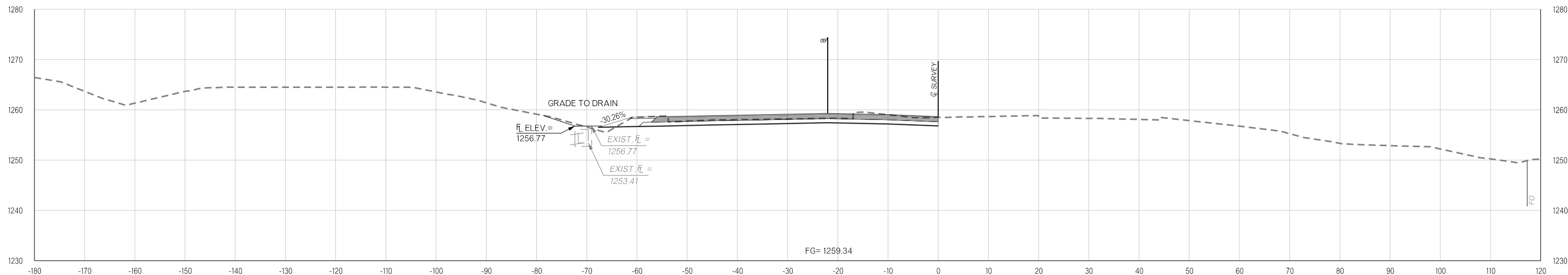
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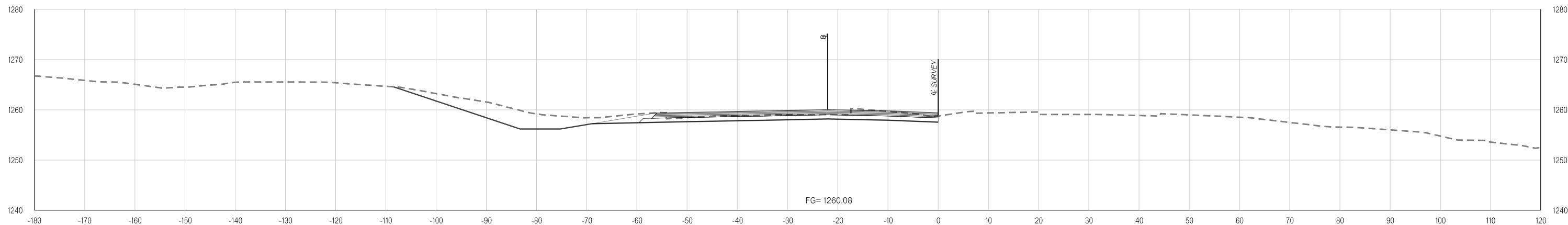


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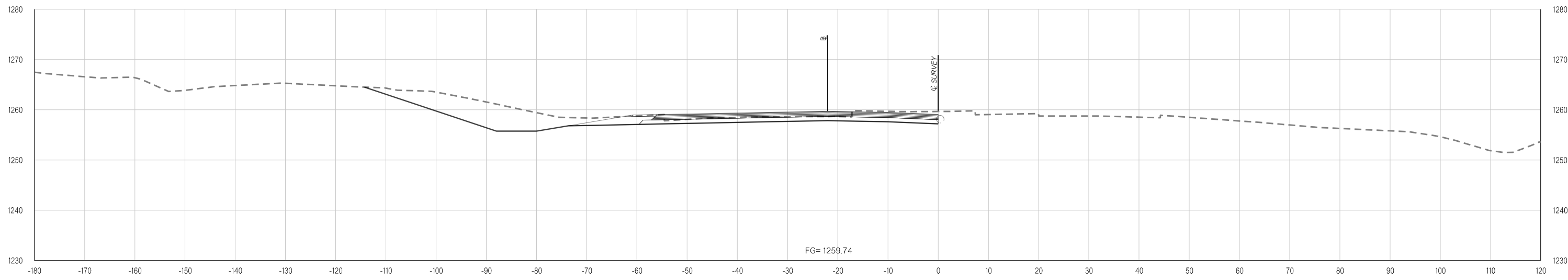


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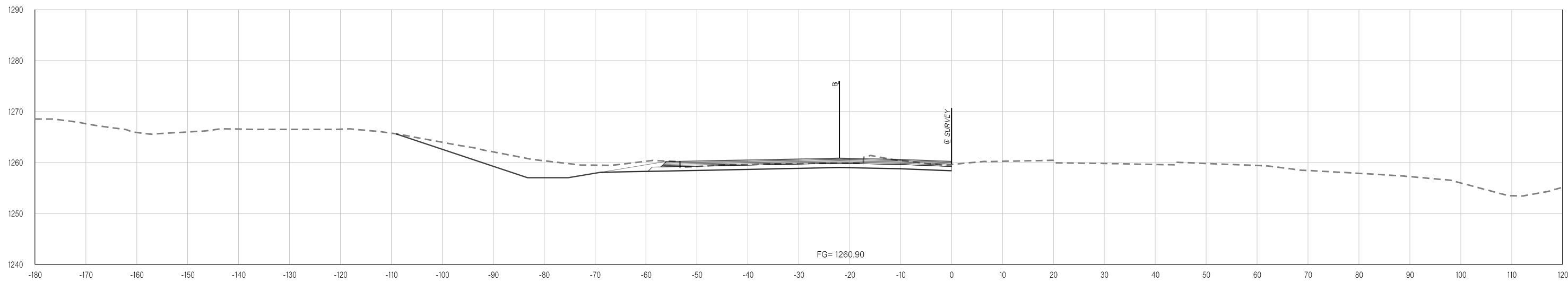


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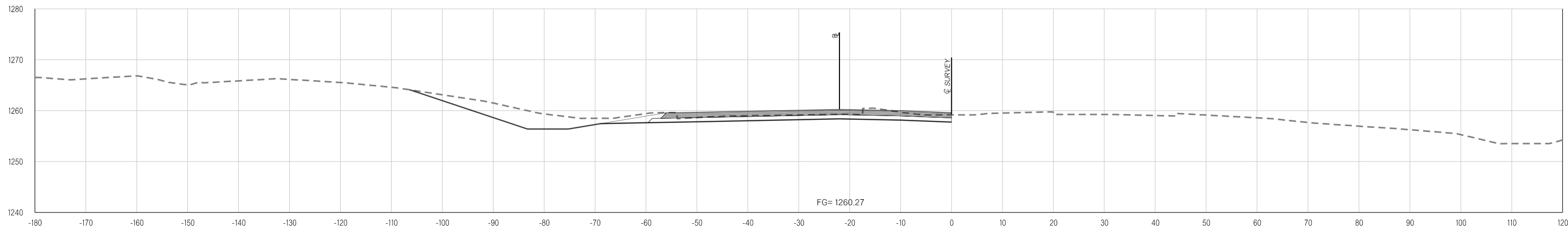


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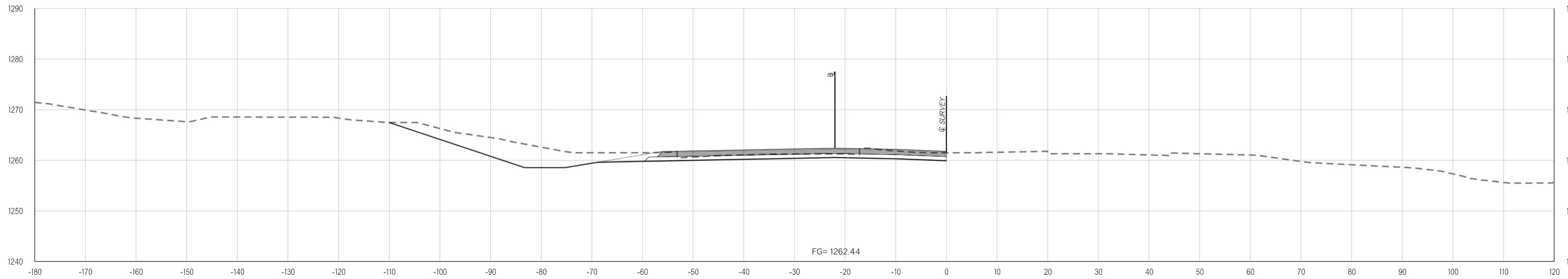


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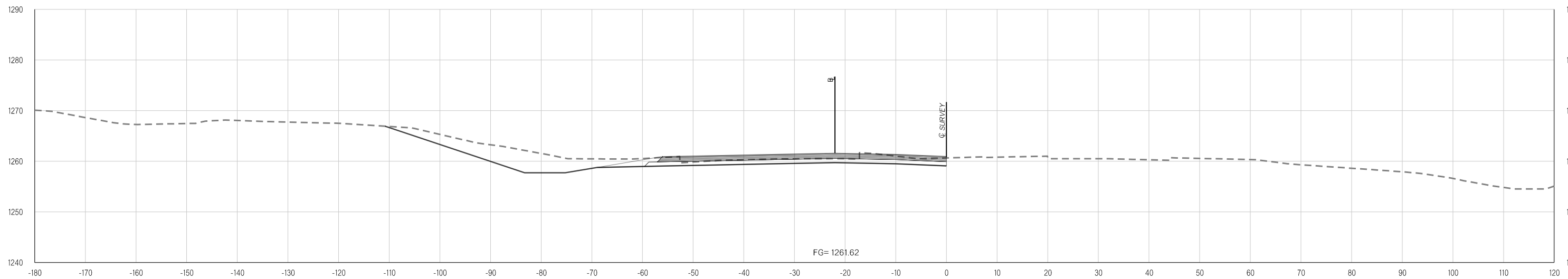


402+00.00

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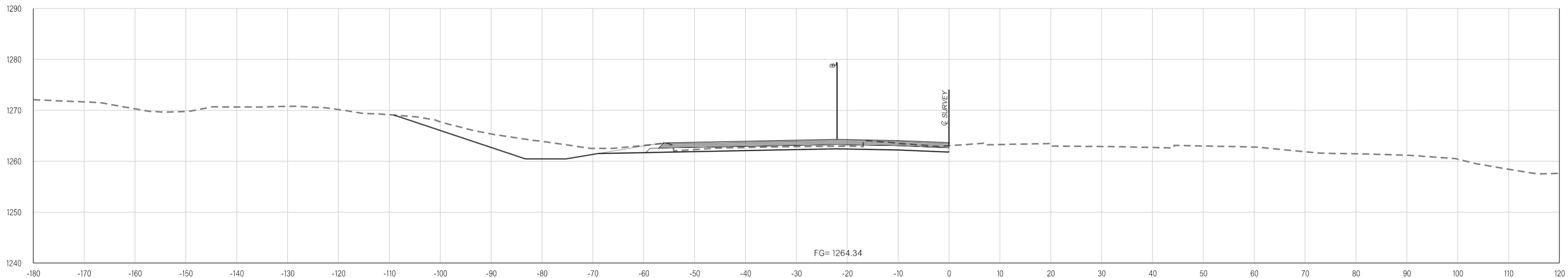


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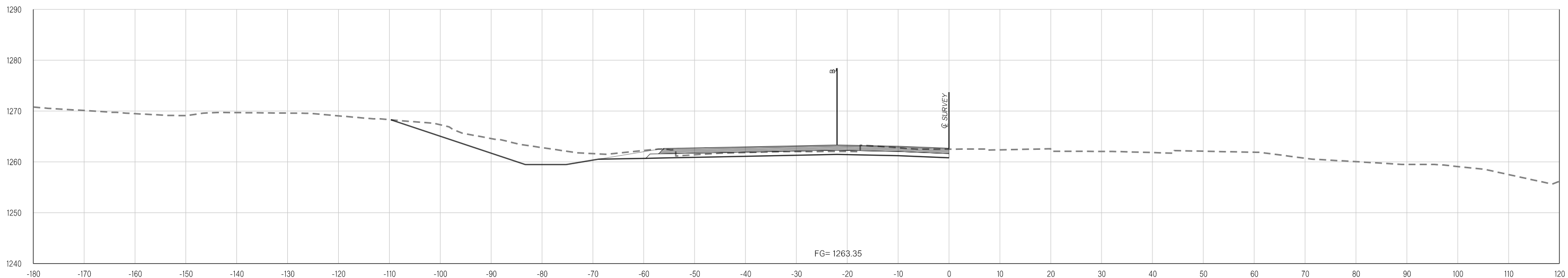


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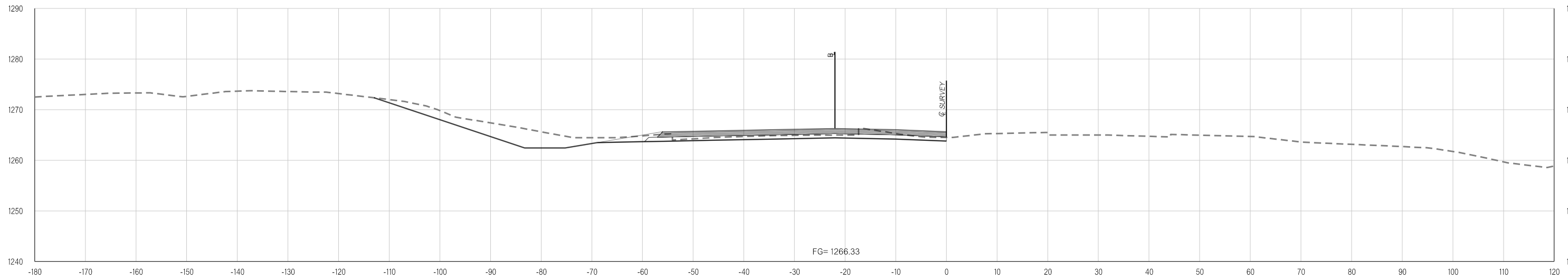
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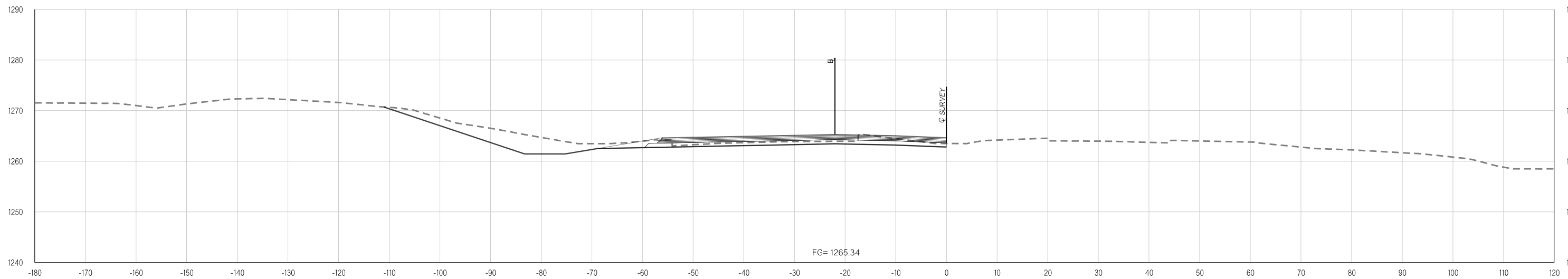
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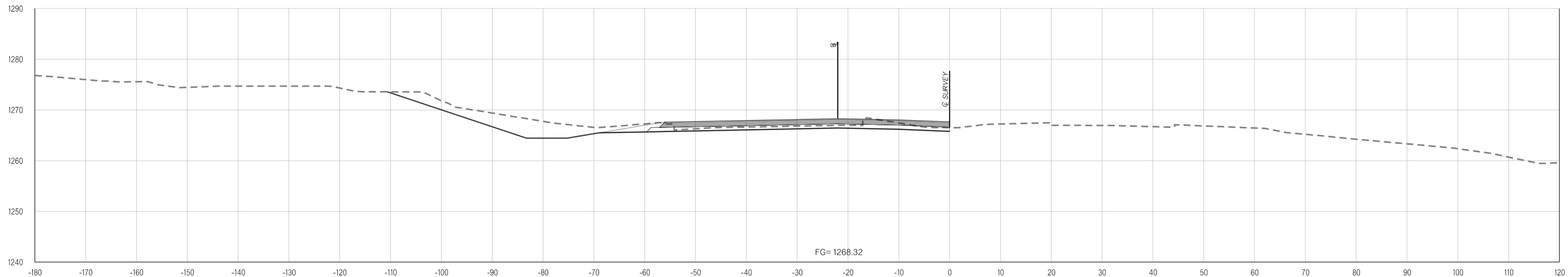
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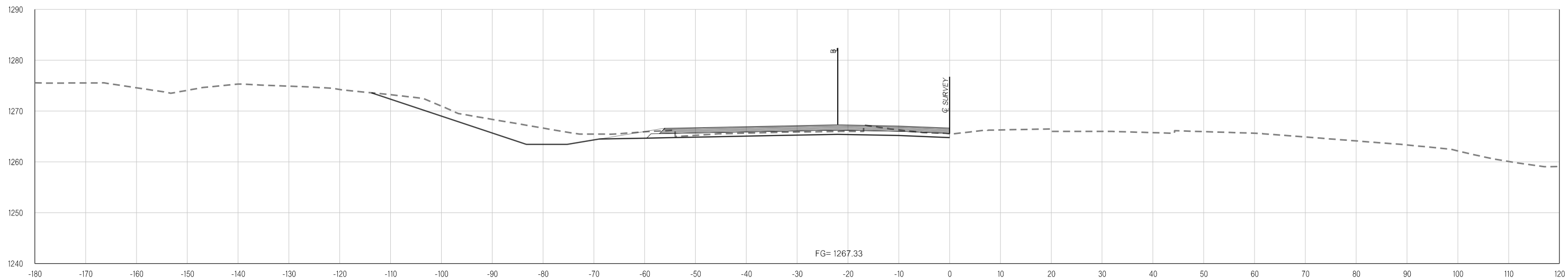
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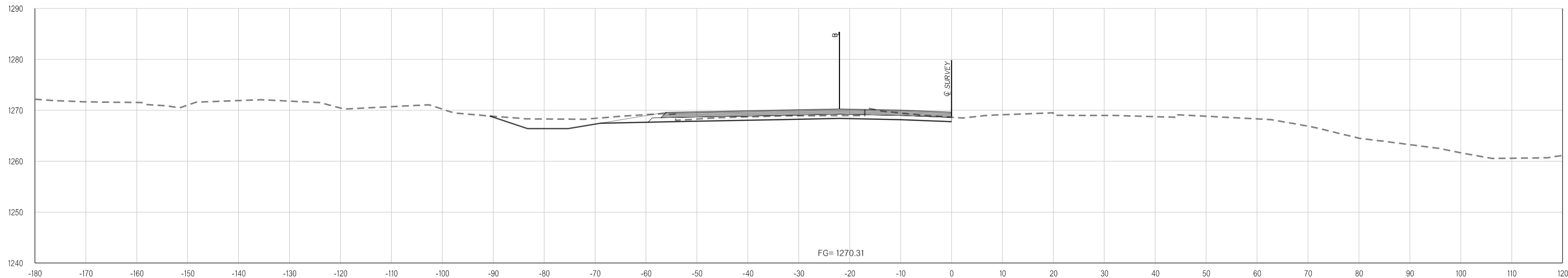
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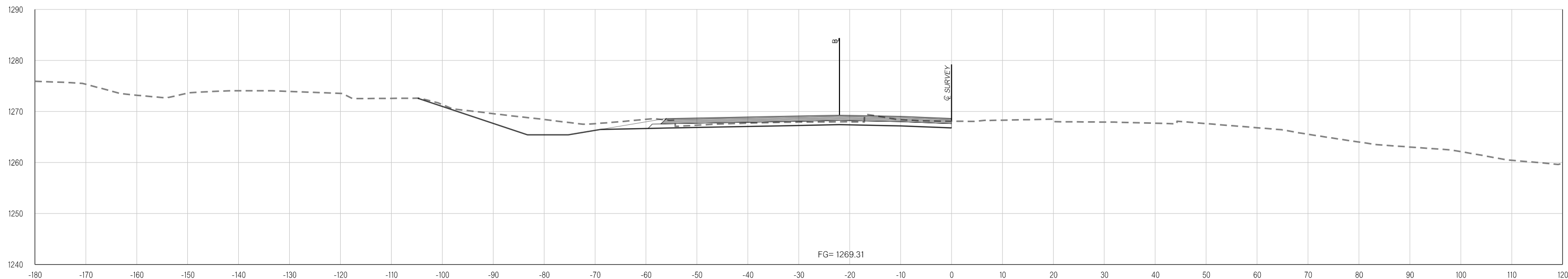
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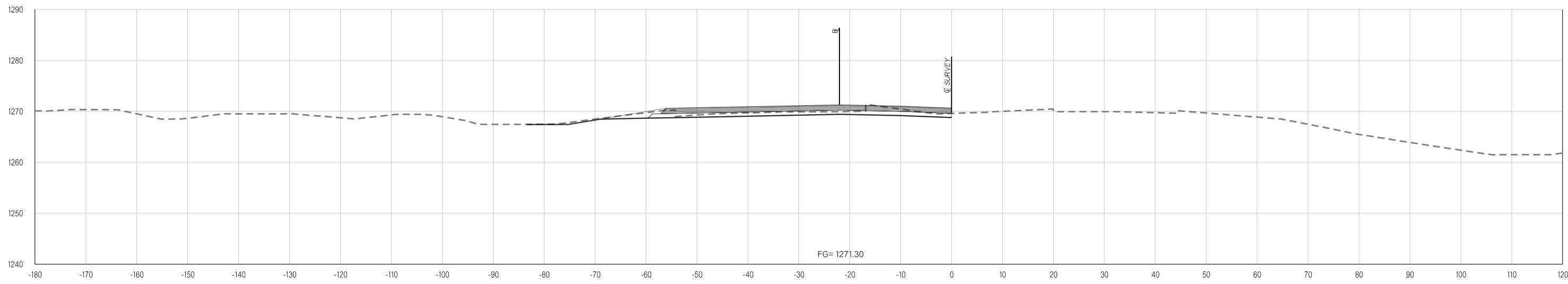
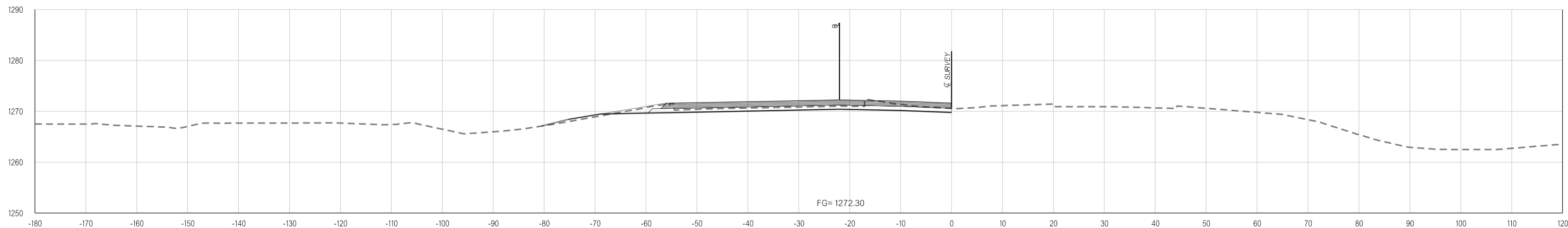


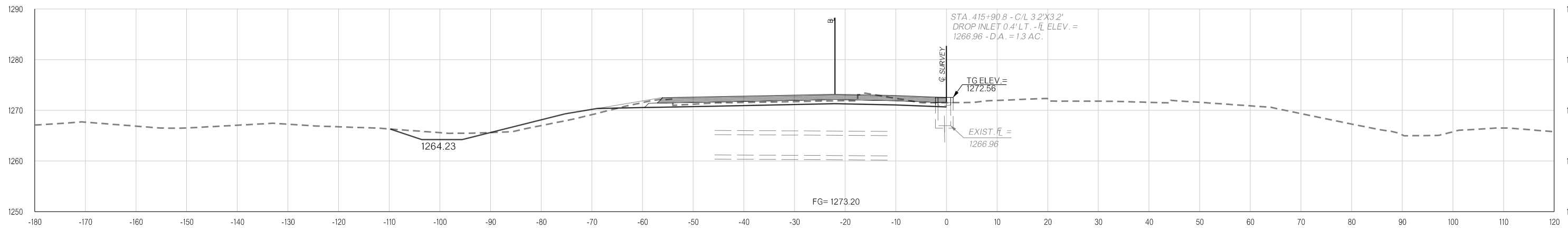
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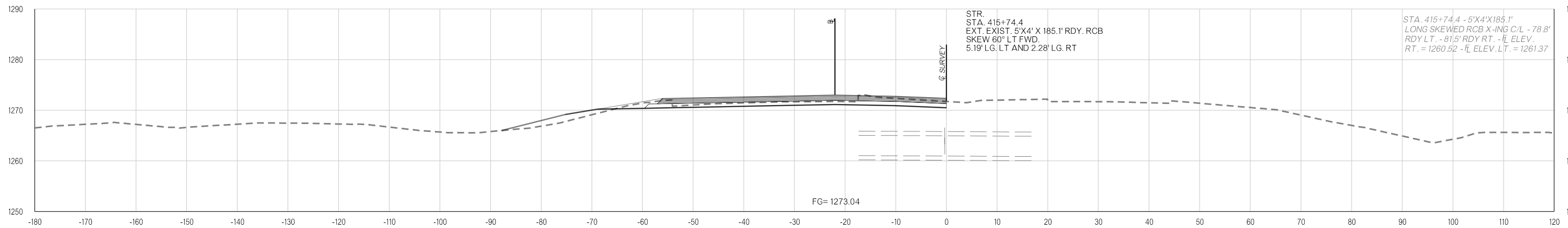
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02-21-20

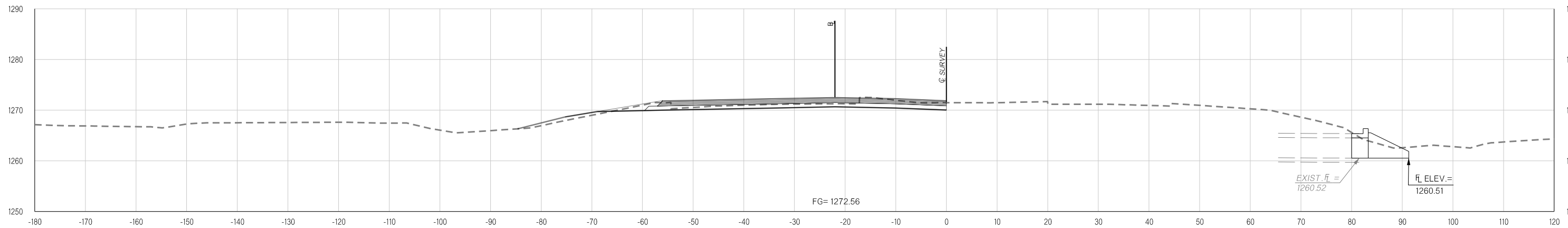




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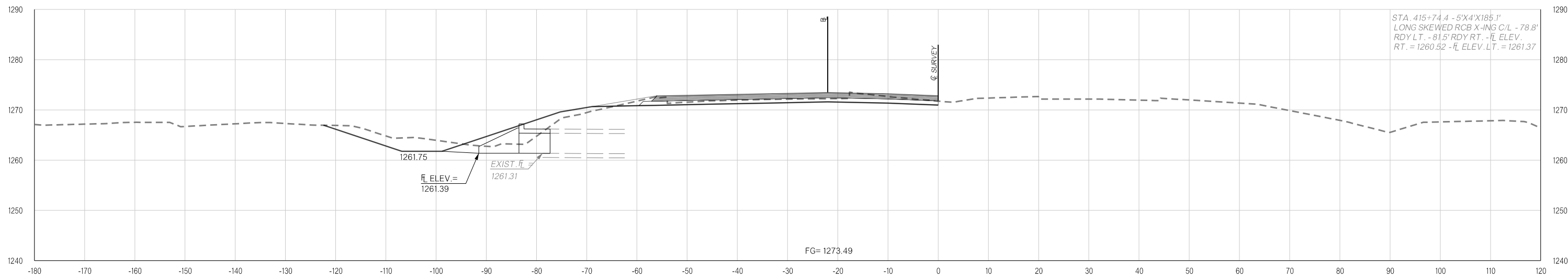
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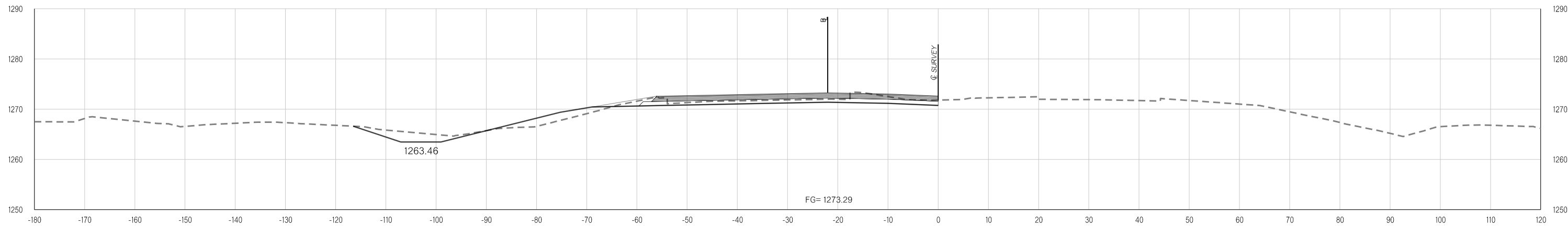
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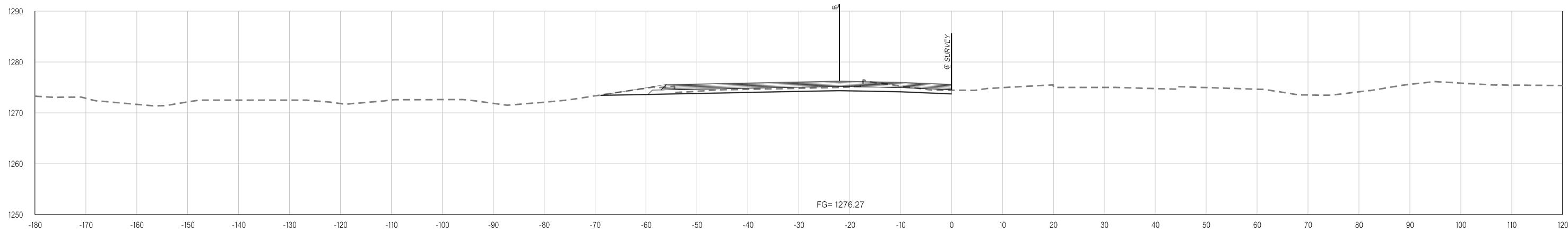
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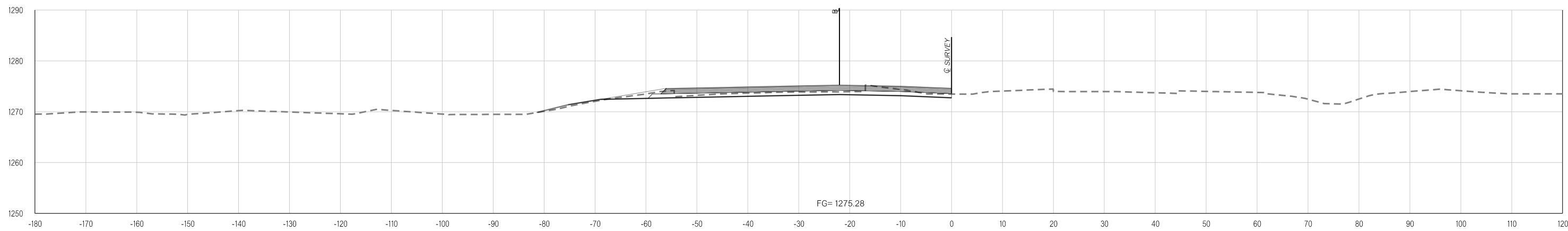
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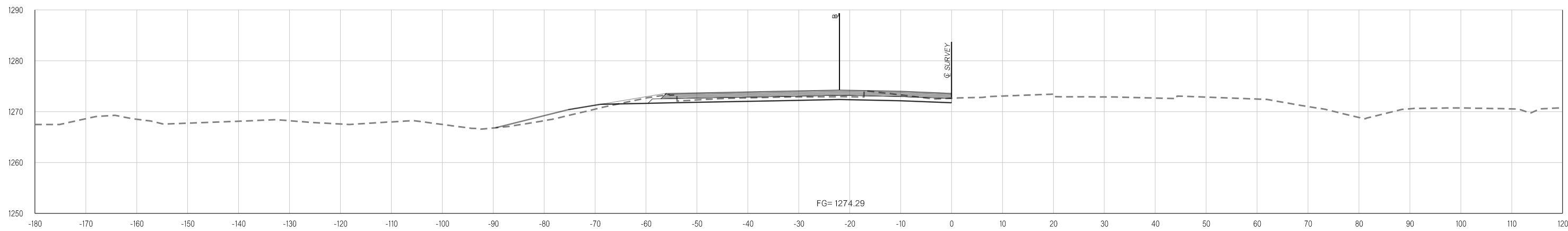
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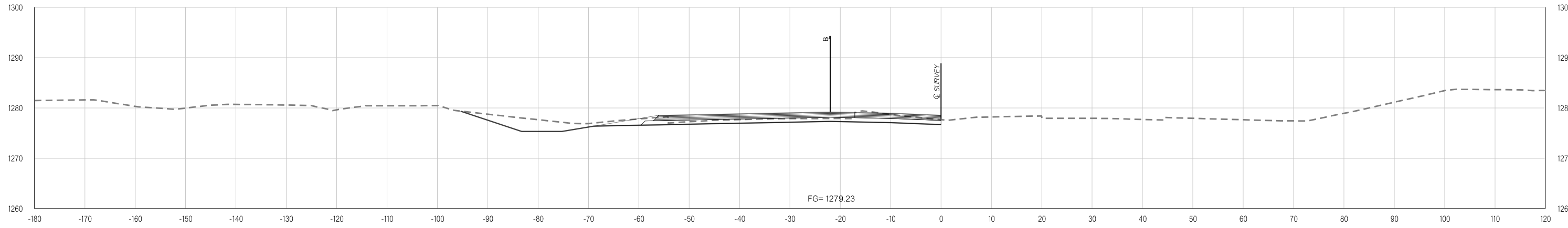


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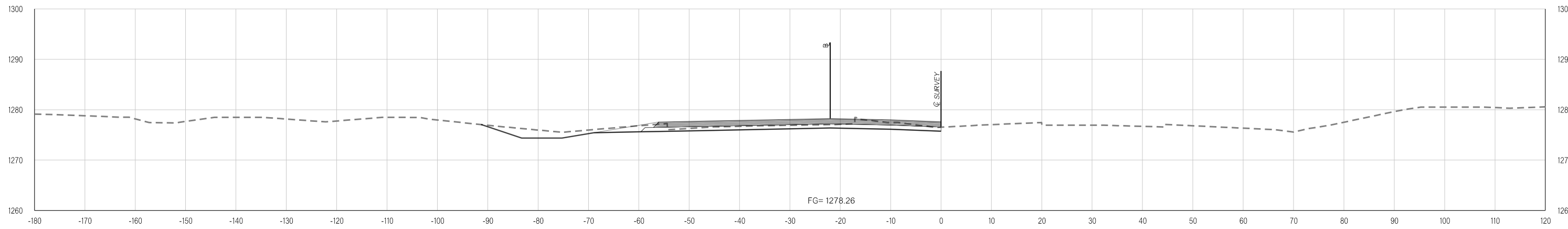


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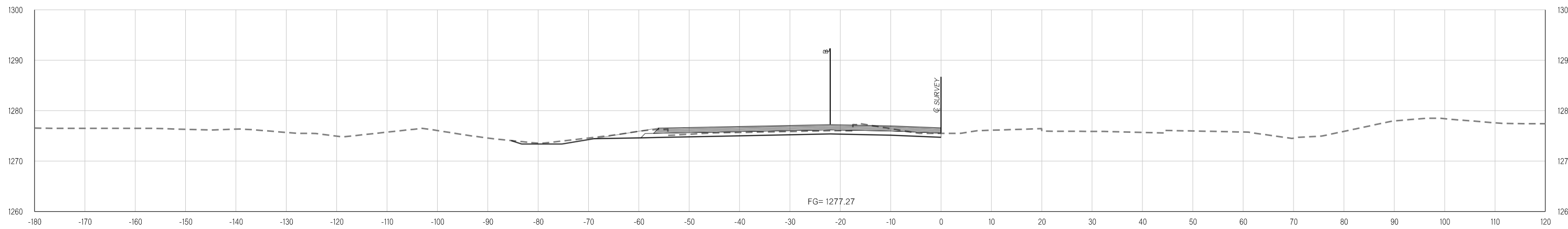
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422+00.00



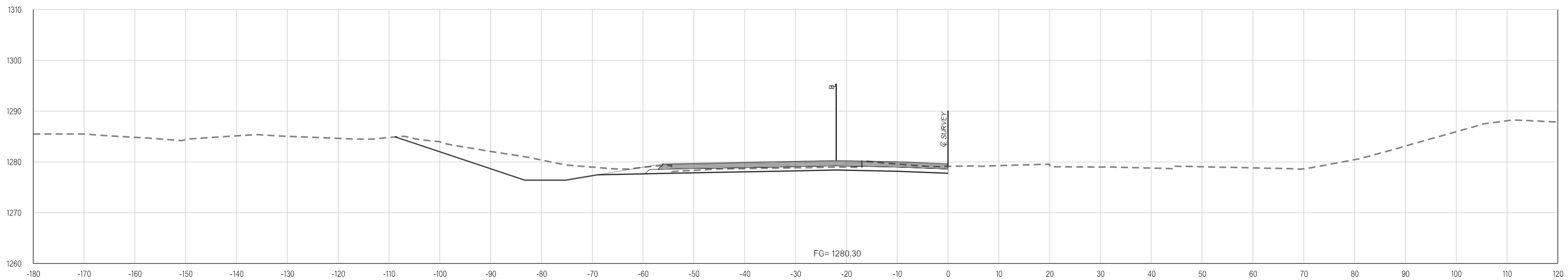
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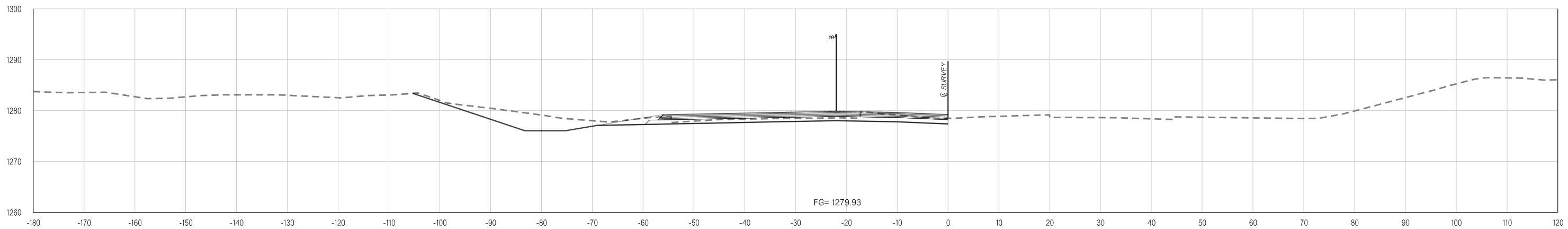
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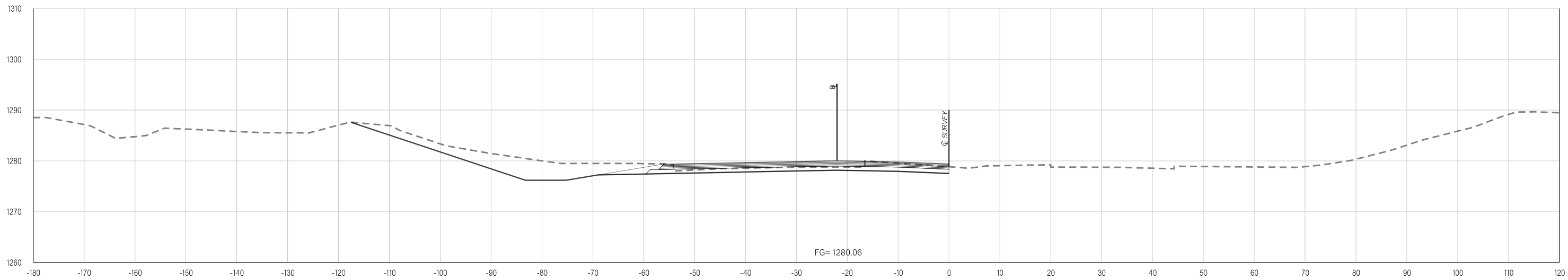


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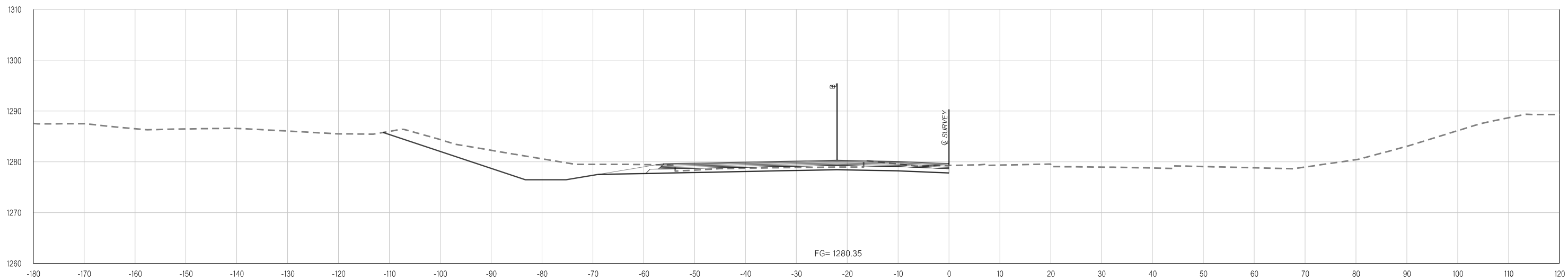


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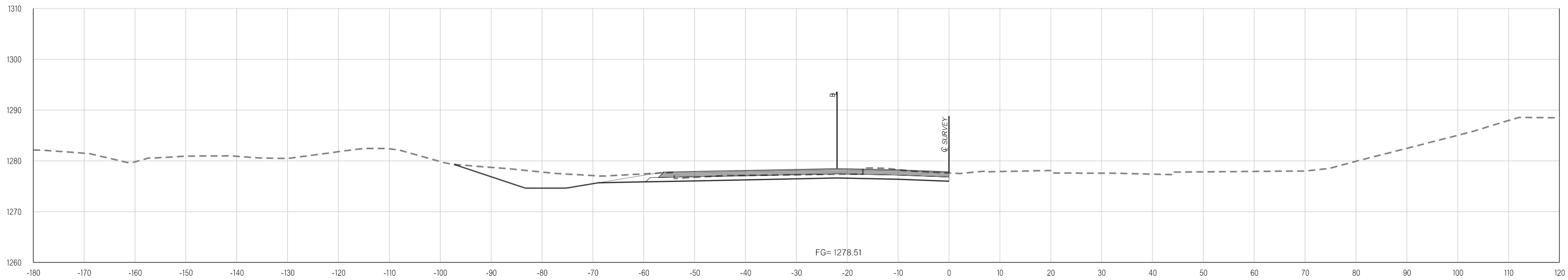


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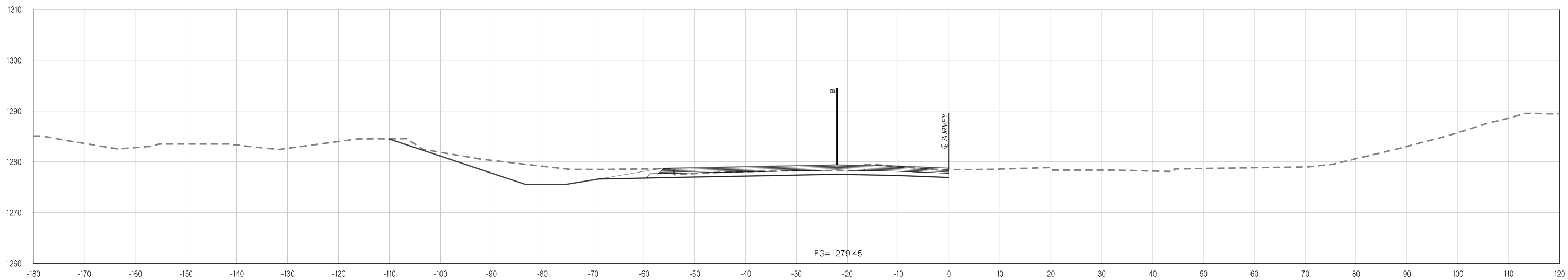


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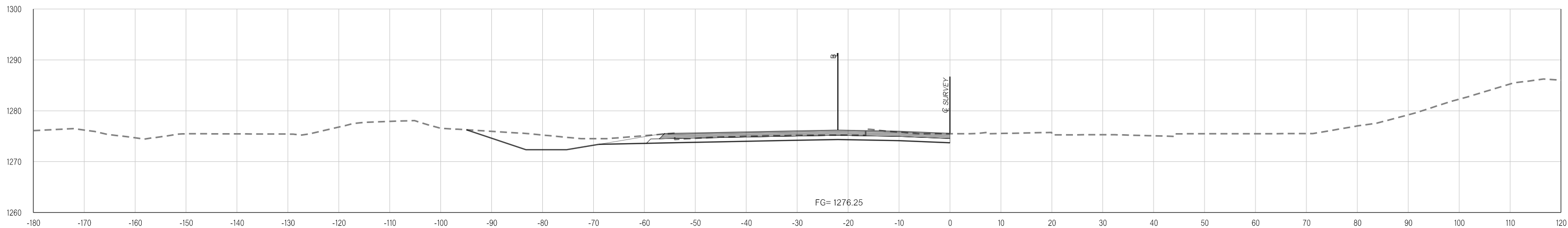


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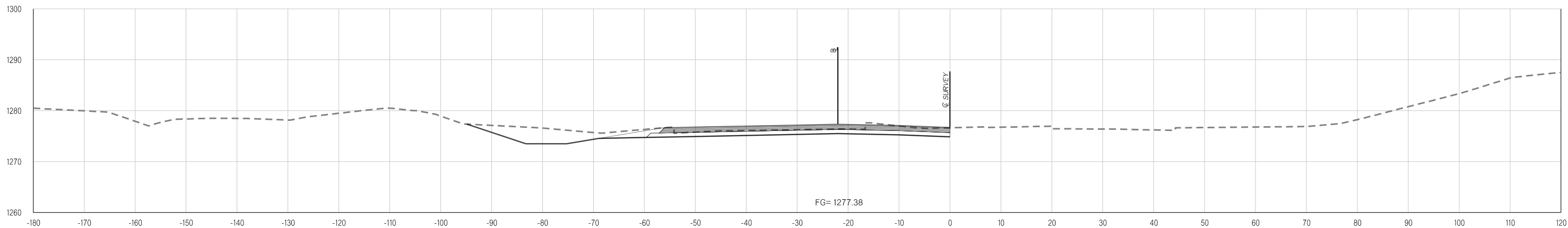


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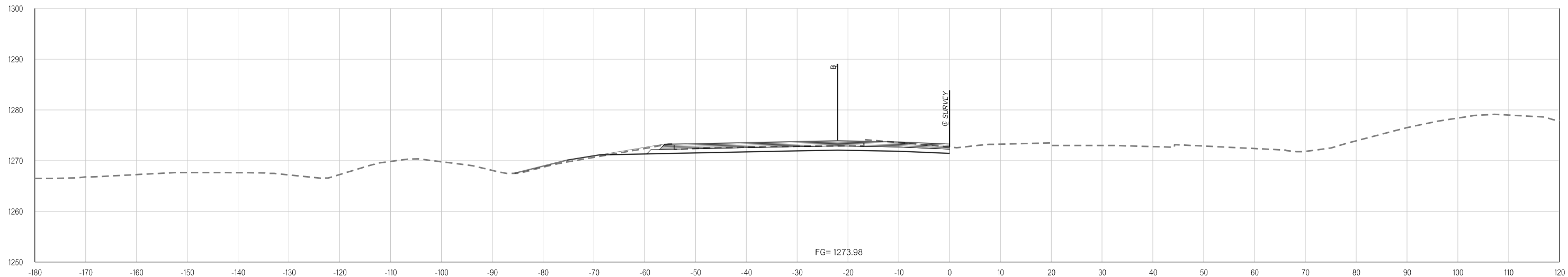


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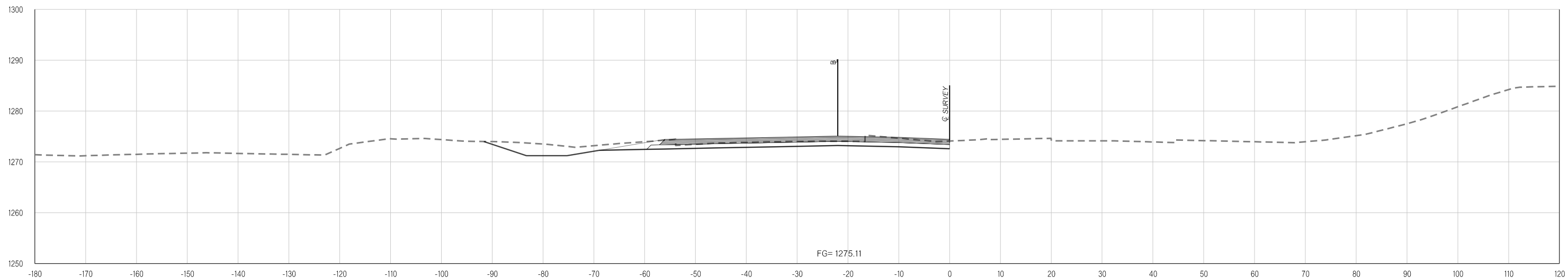


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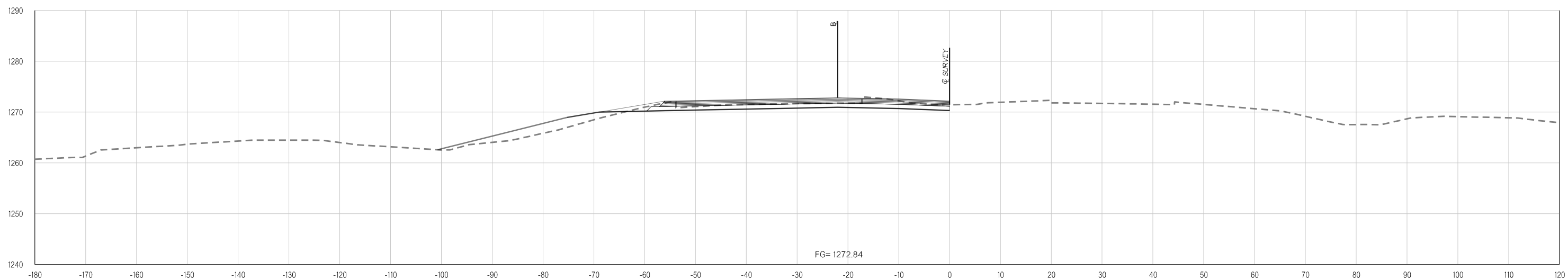
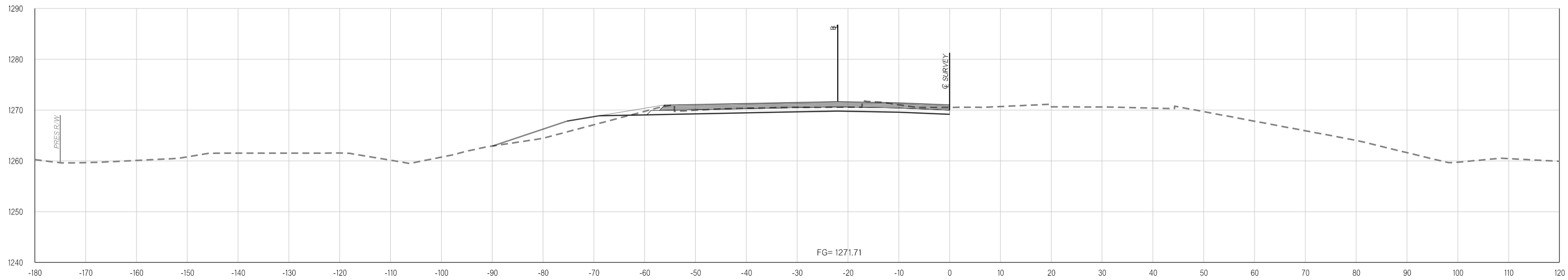
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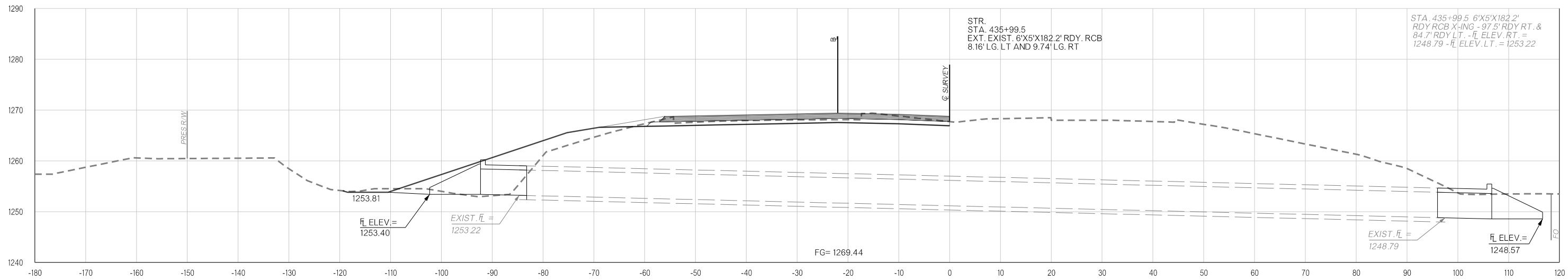
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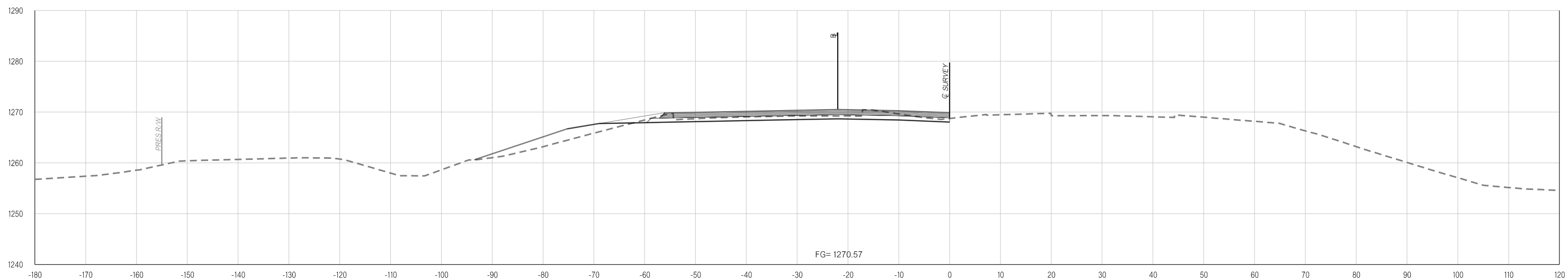
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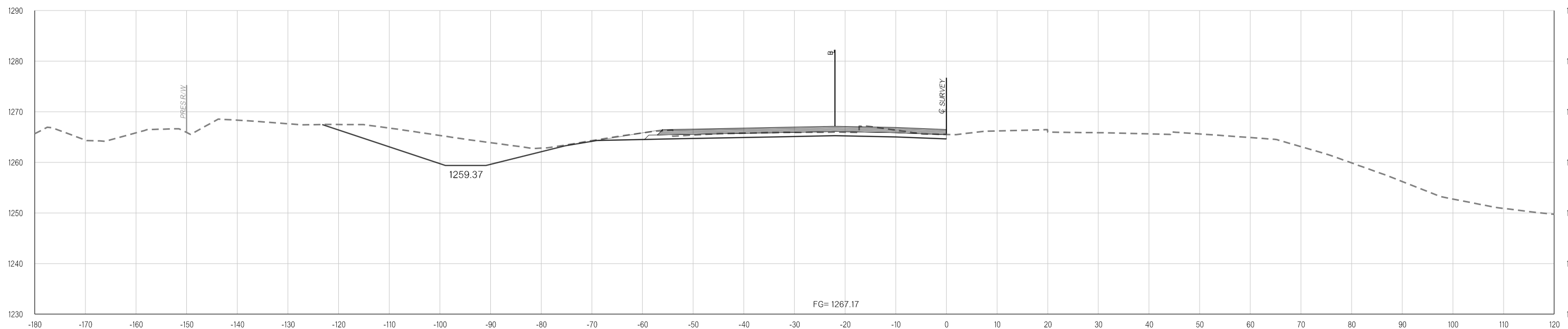


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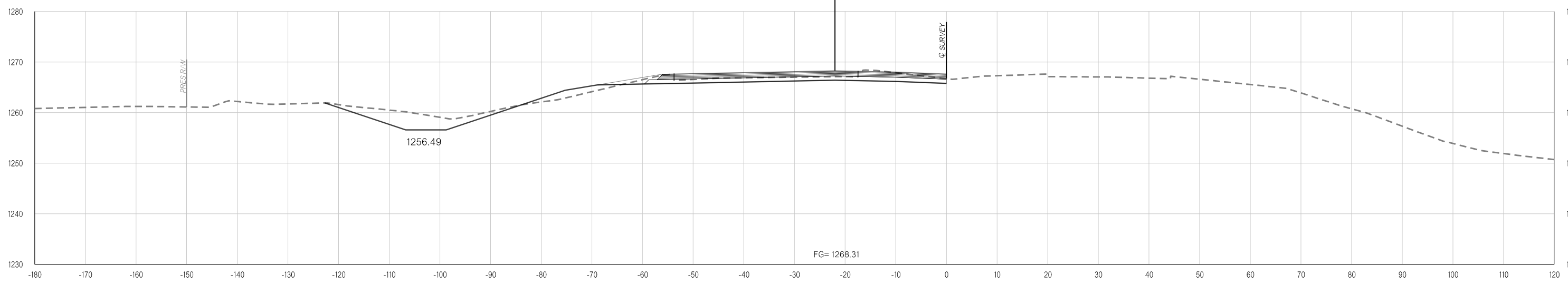


435+00.00

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438+00.00

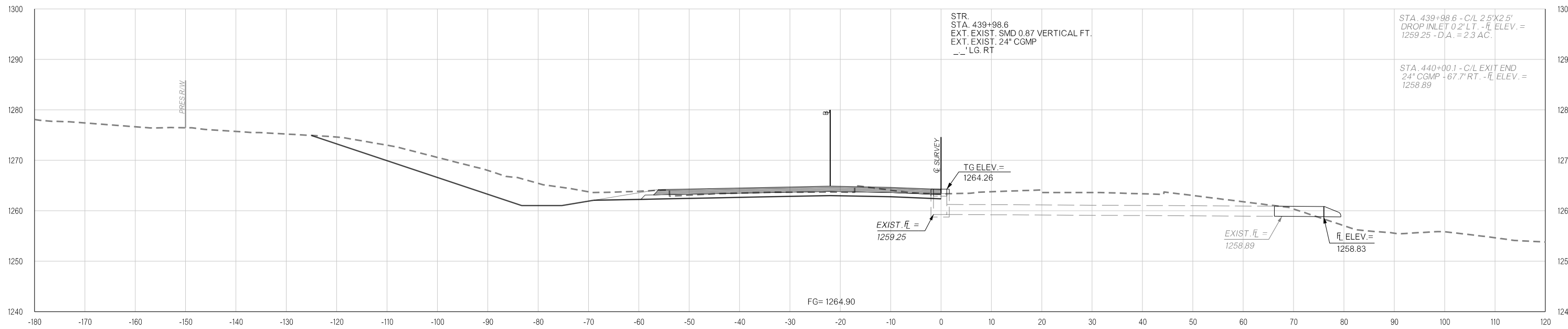


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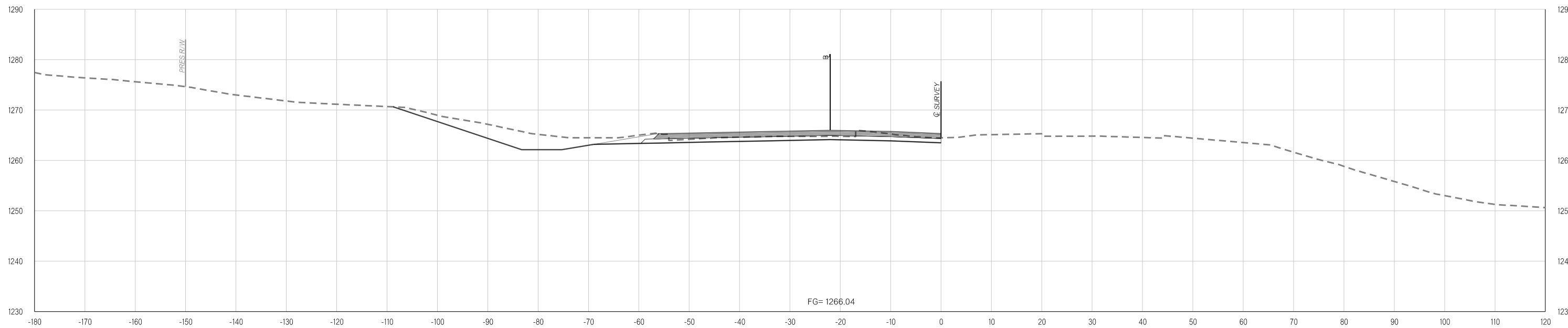
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02-21-20

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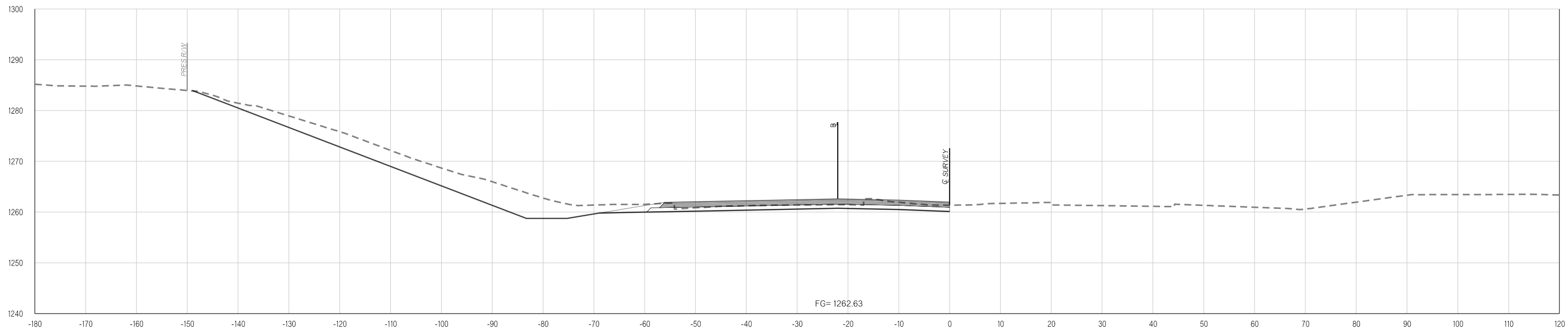


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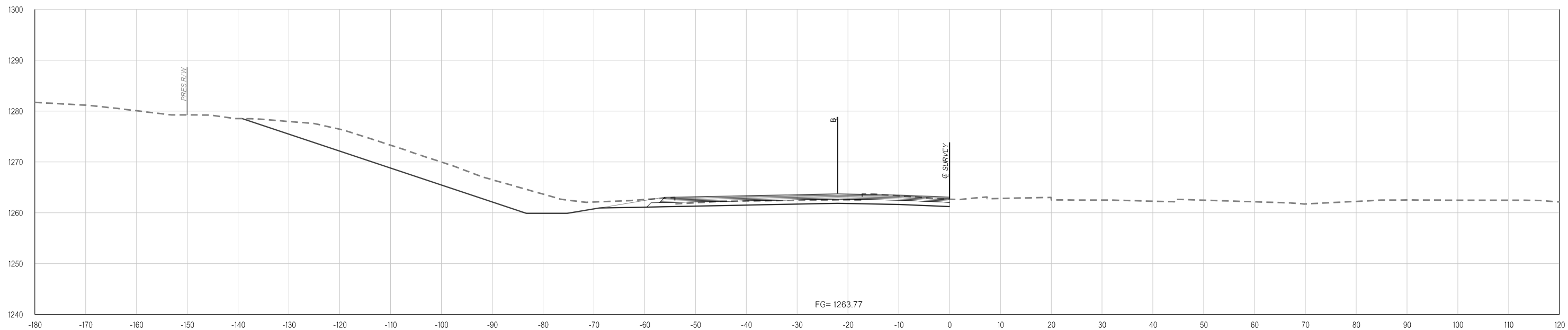


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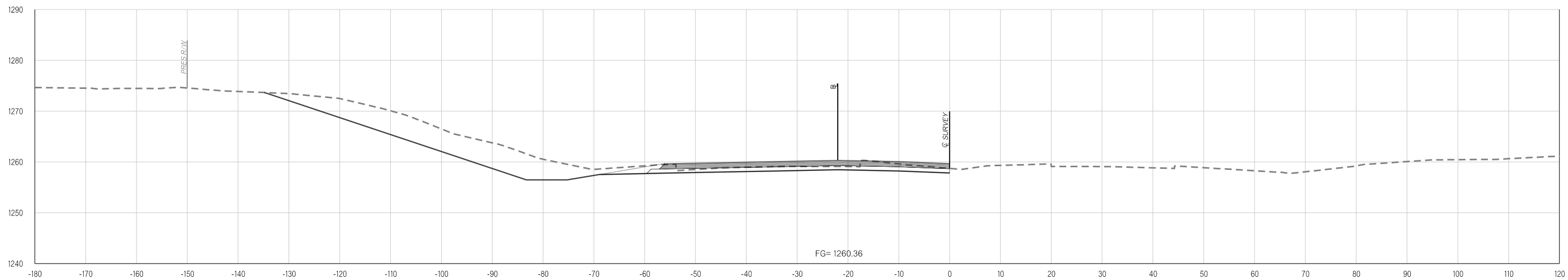


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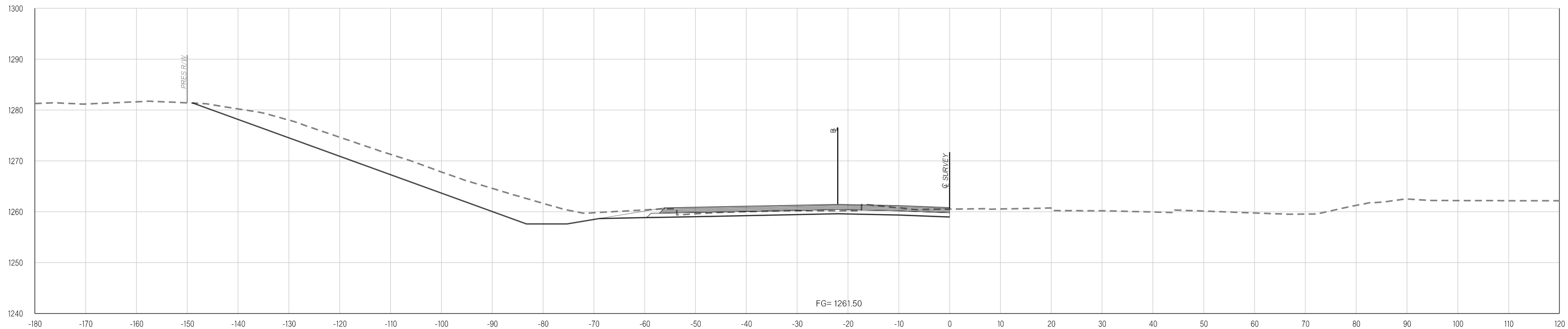


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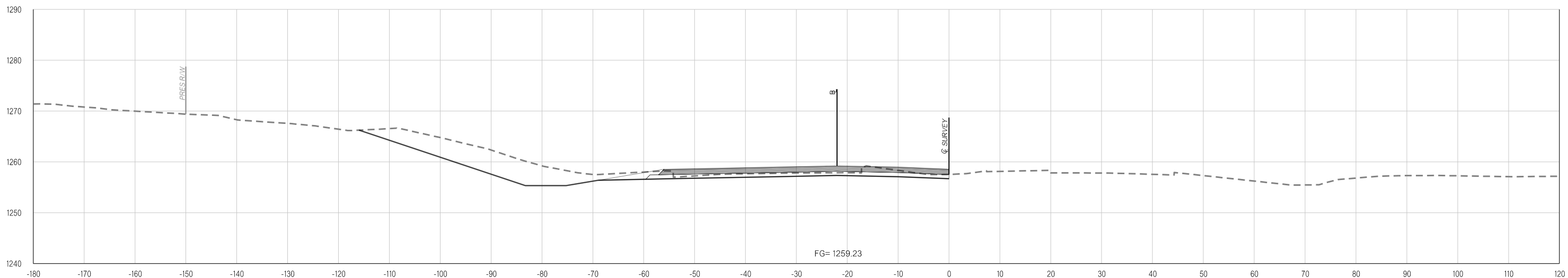
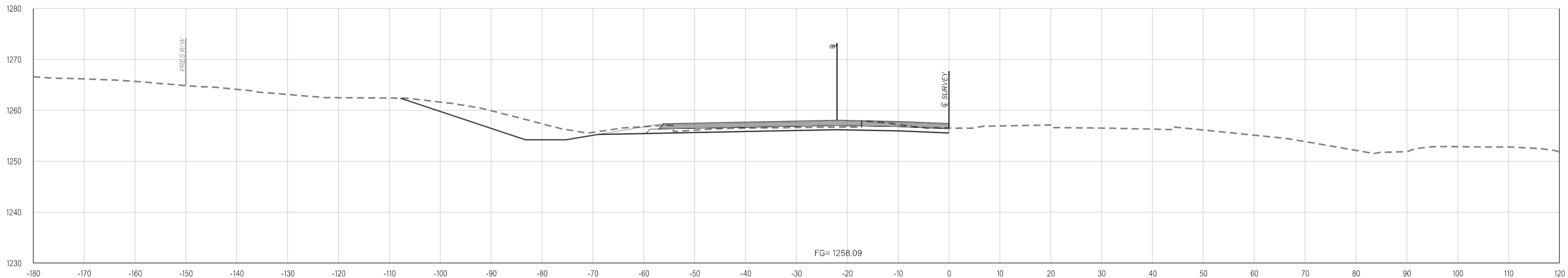


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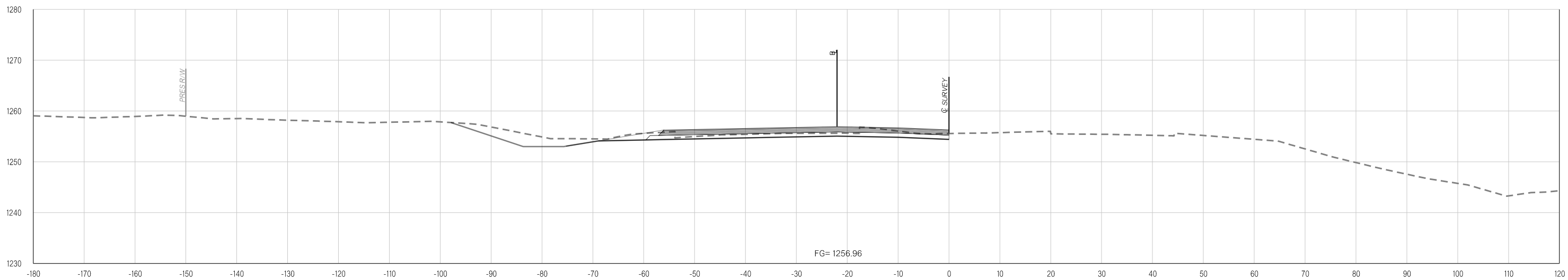
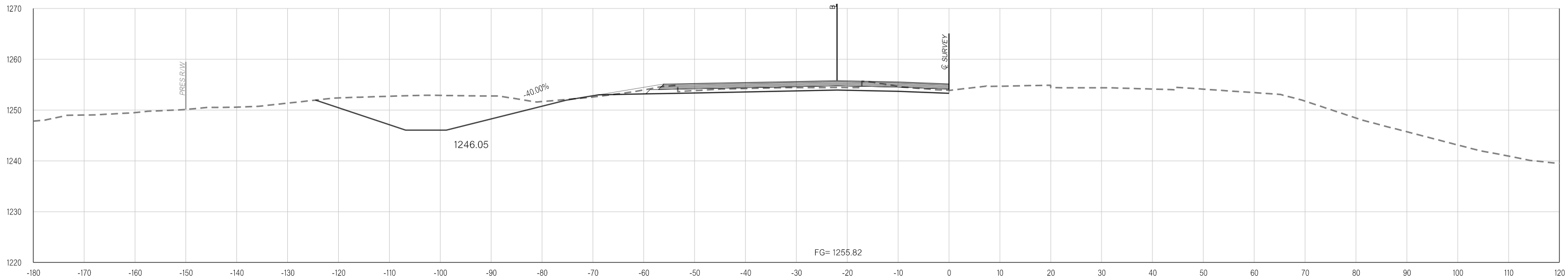


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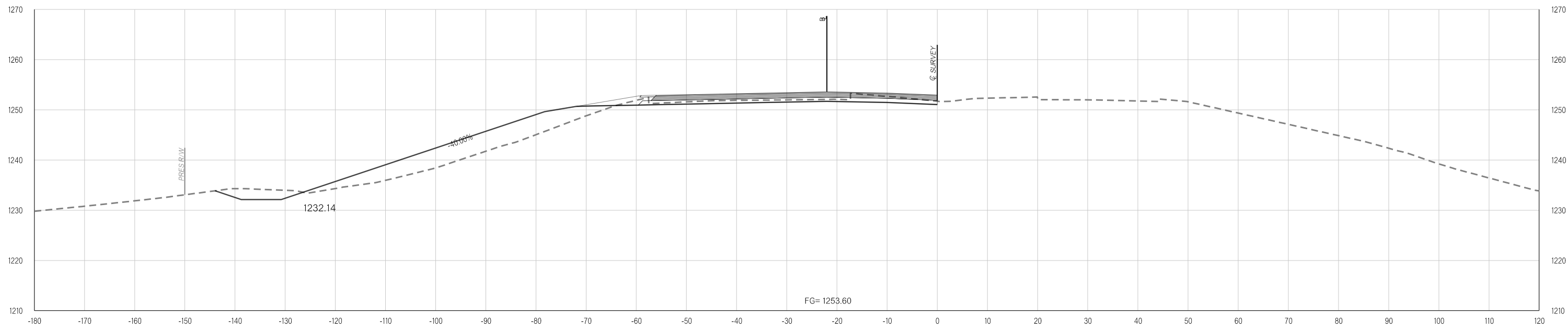
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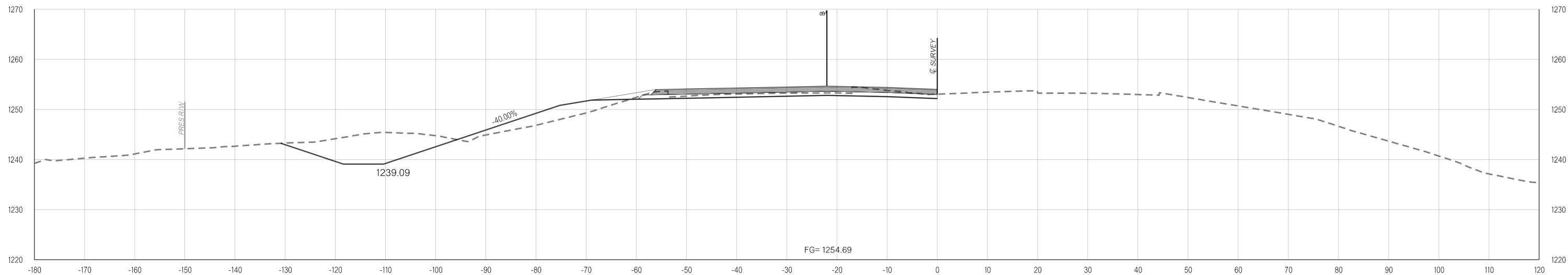
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450+00.00

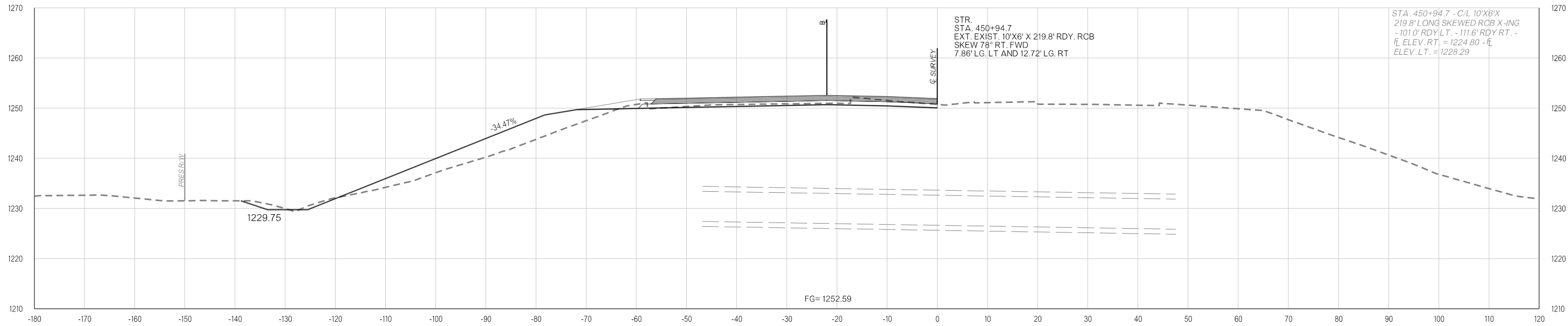


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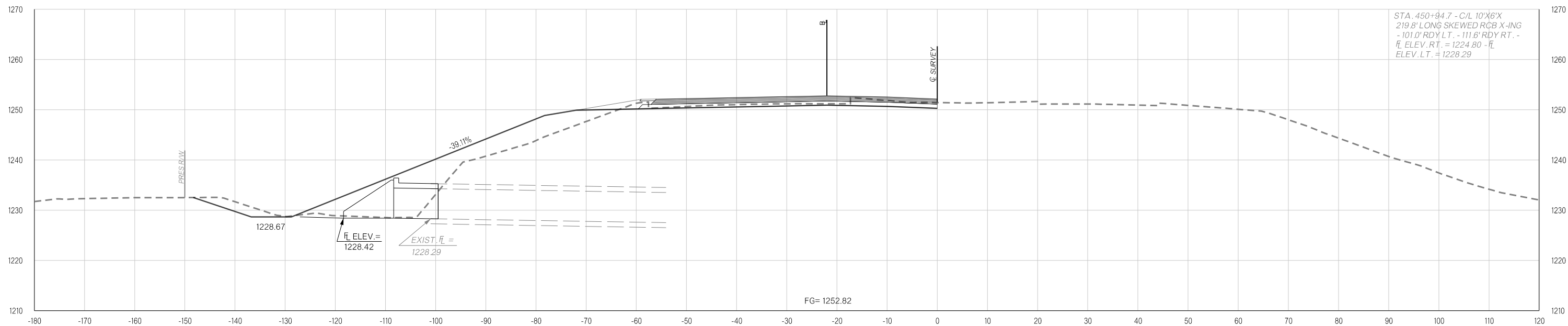
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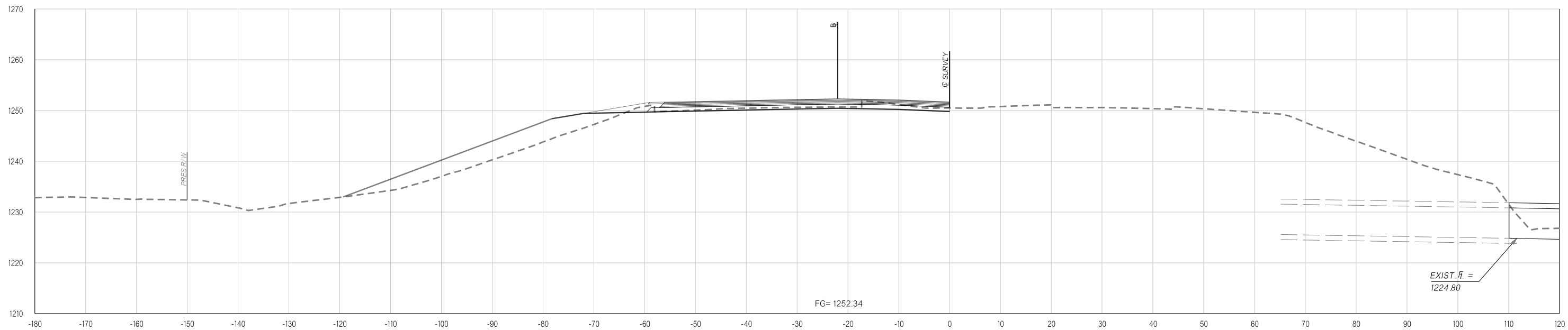


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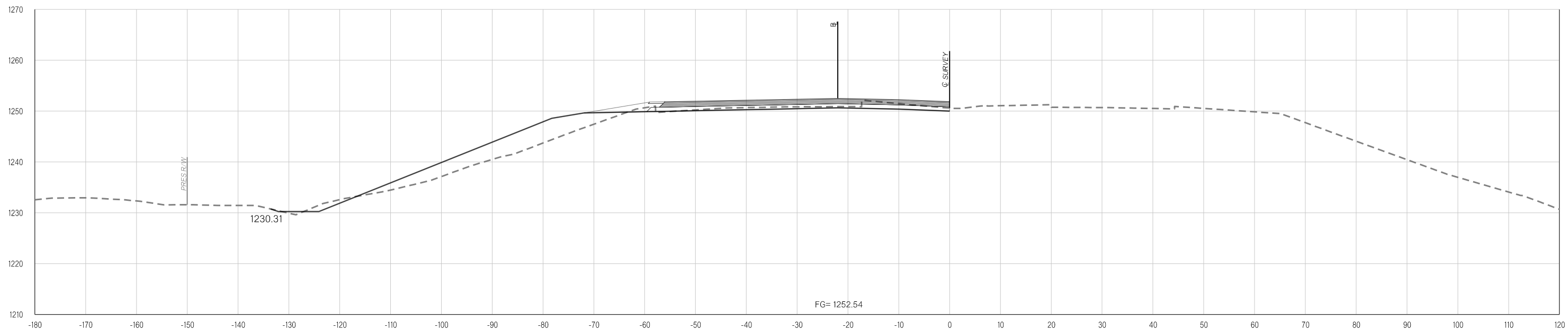


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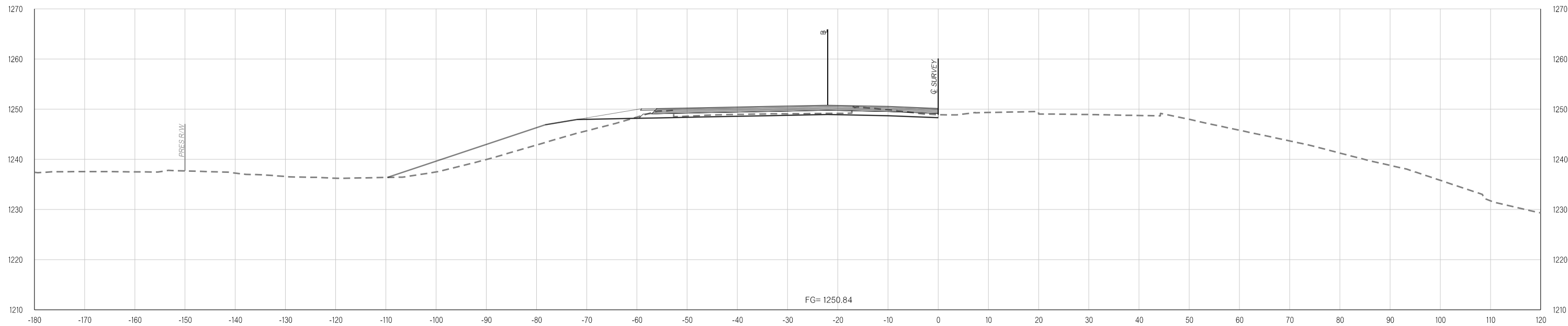


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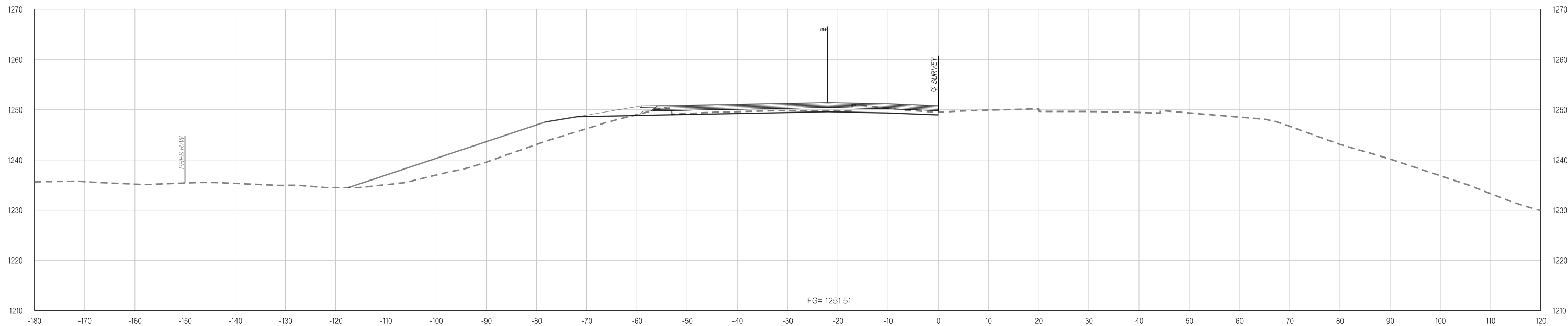


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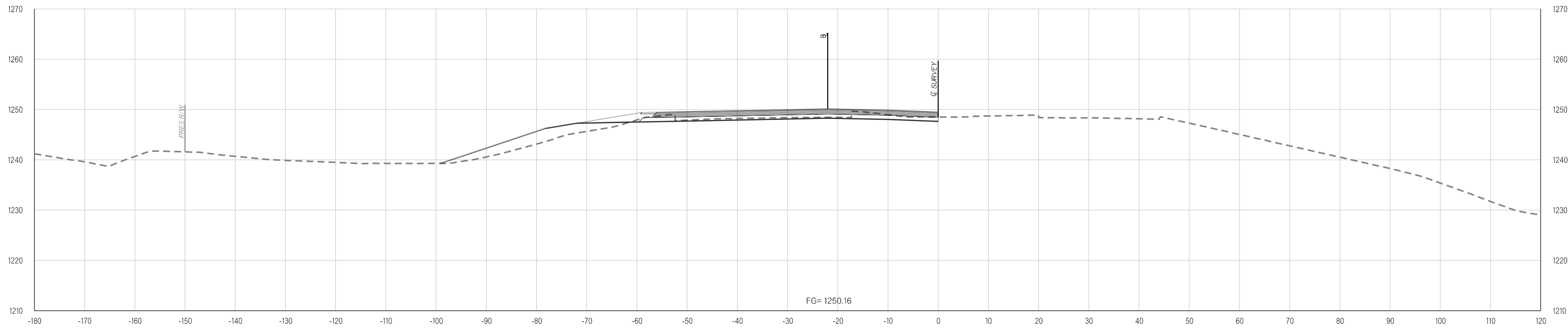


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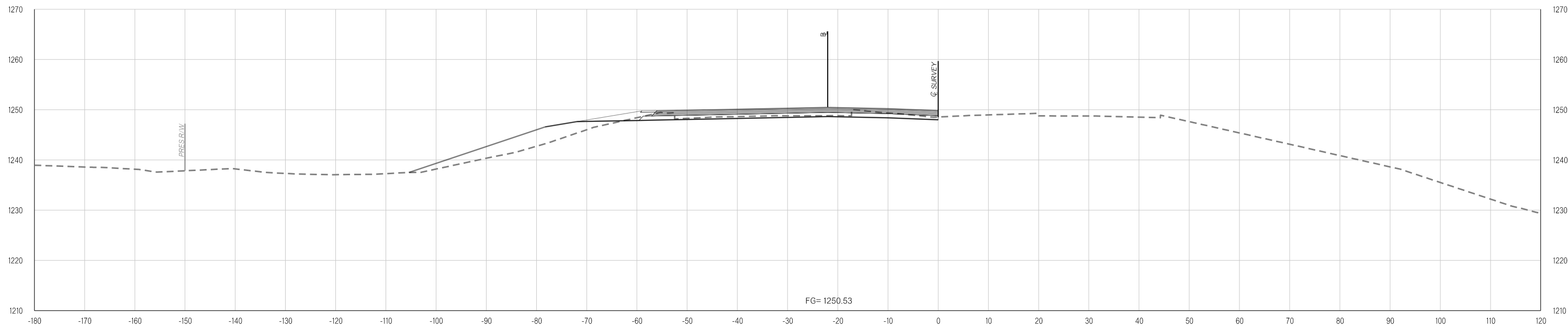


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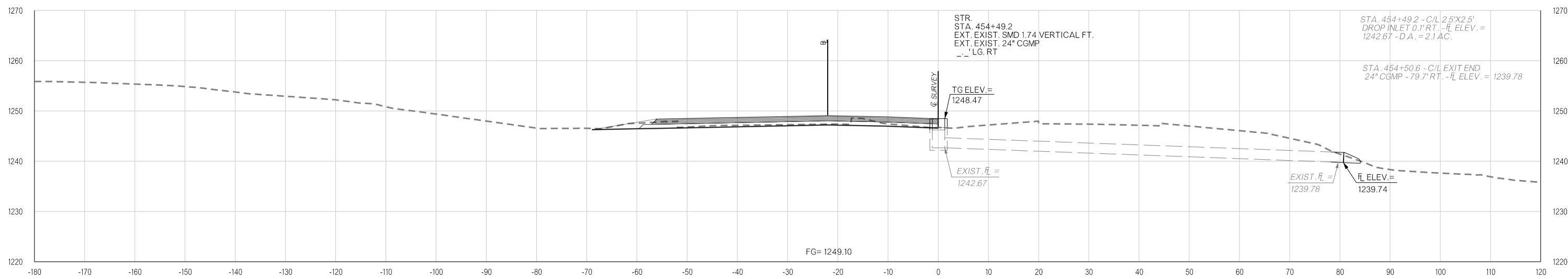


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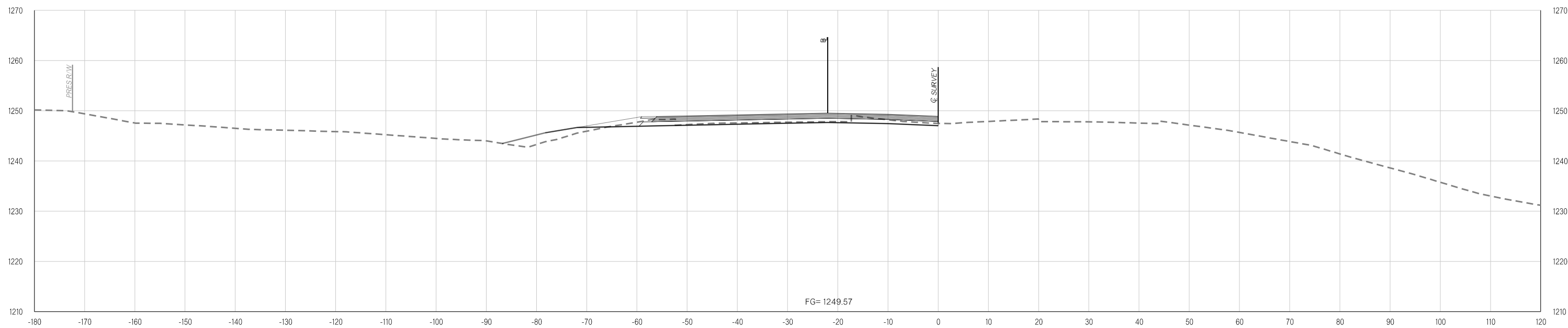


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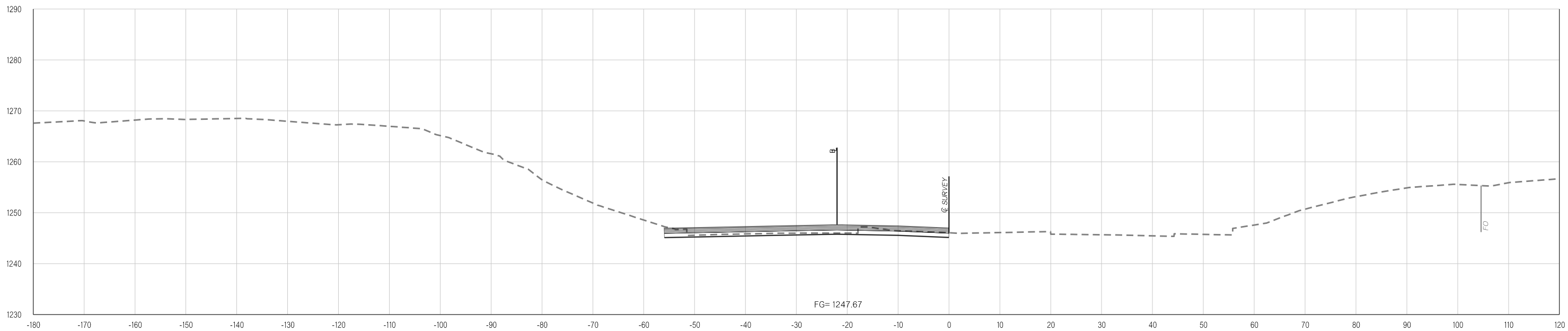


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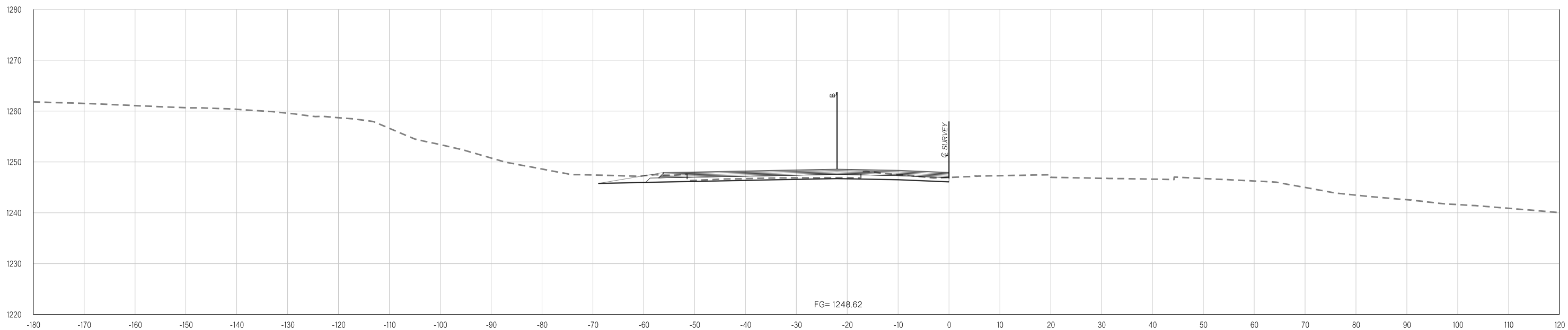


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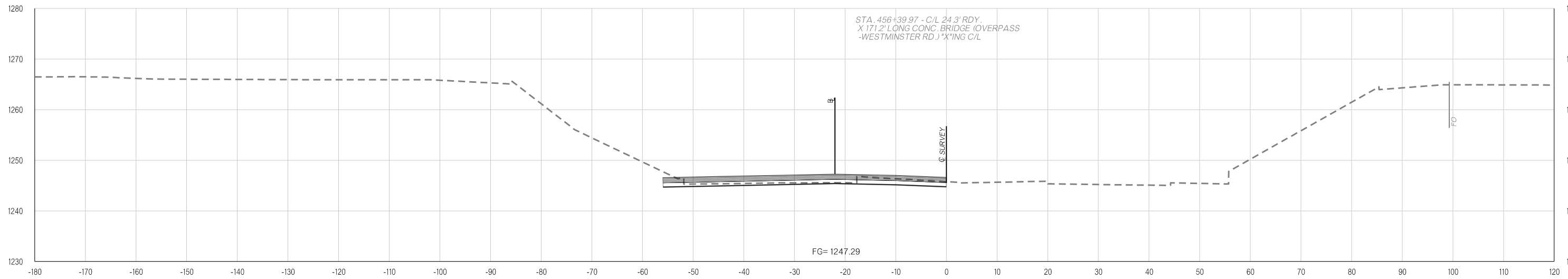


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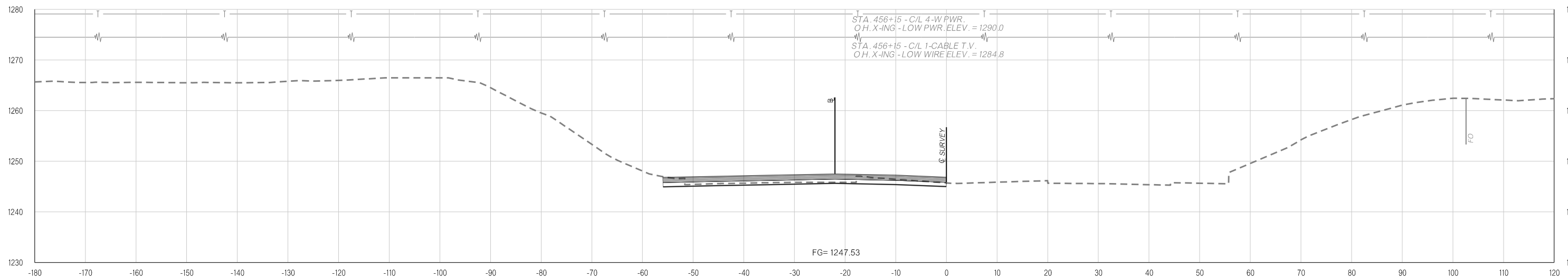


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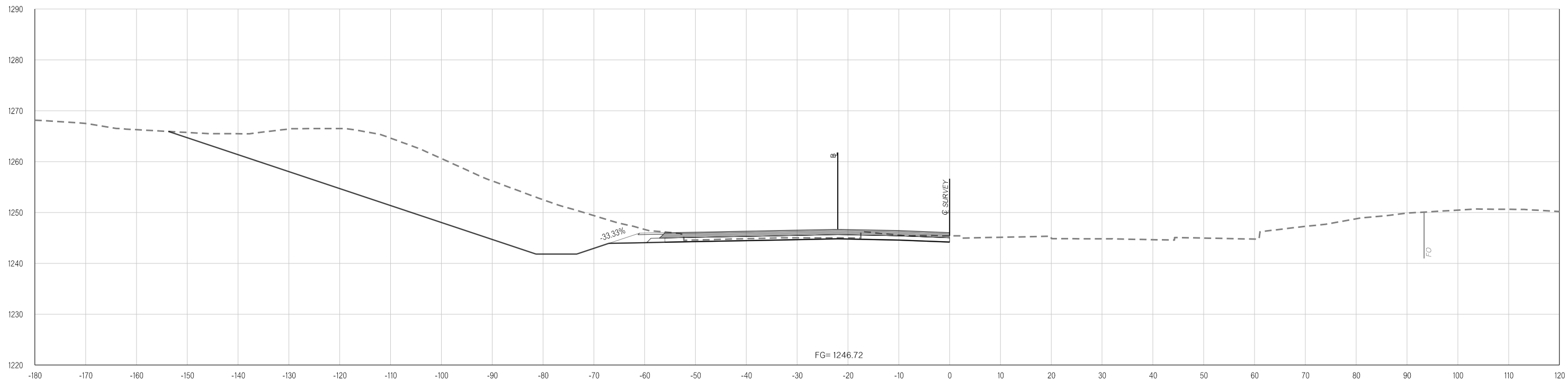


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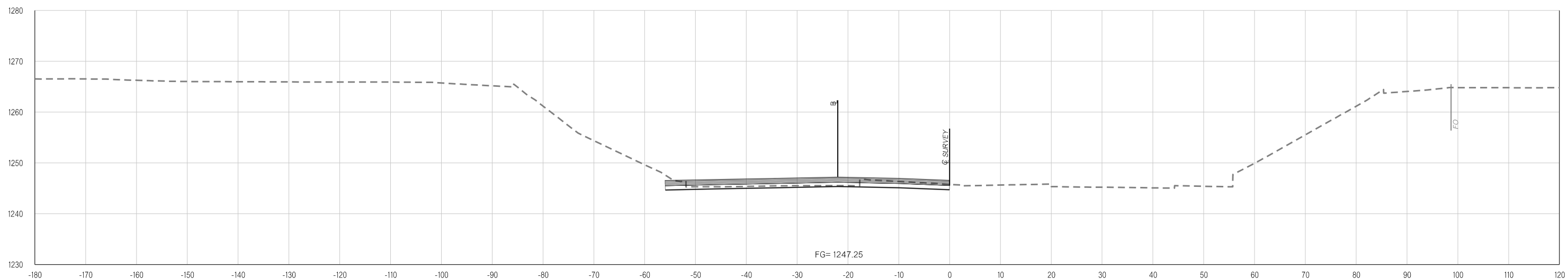


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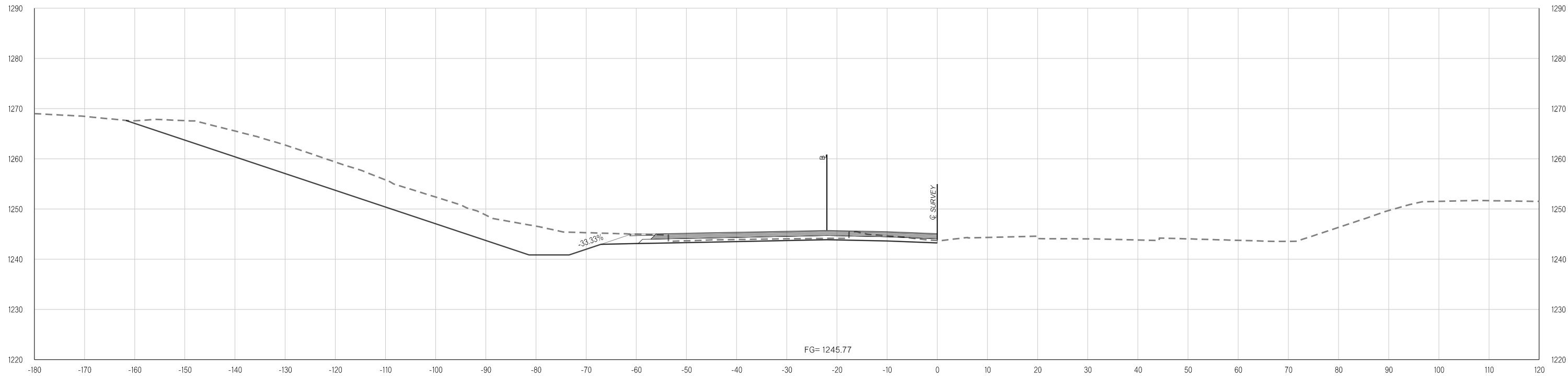
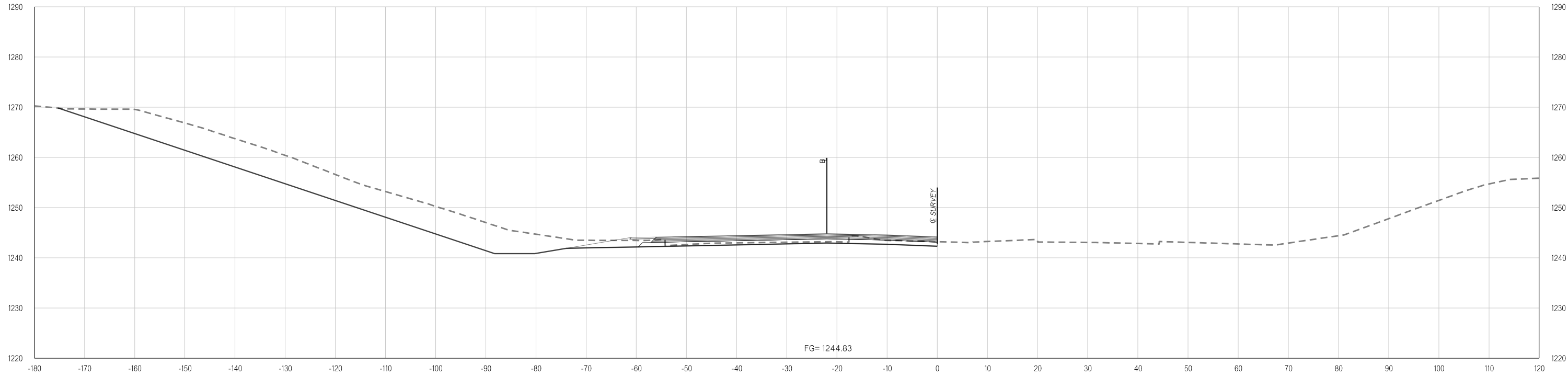


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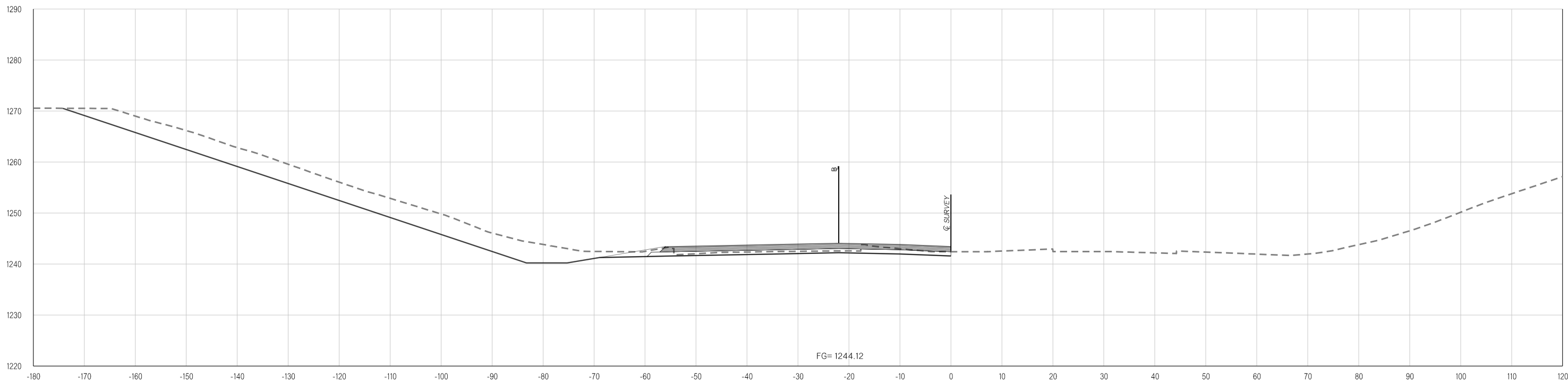


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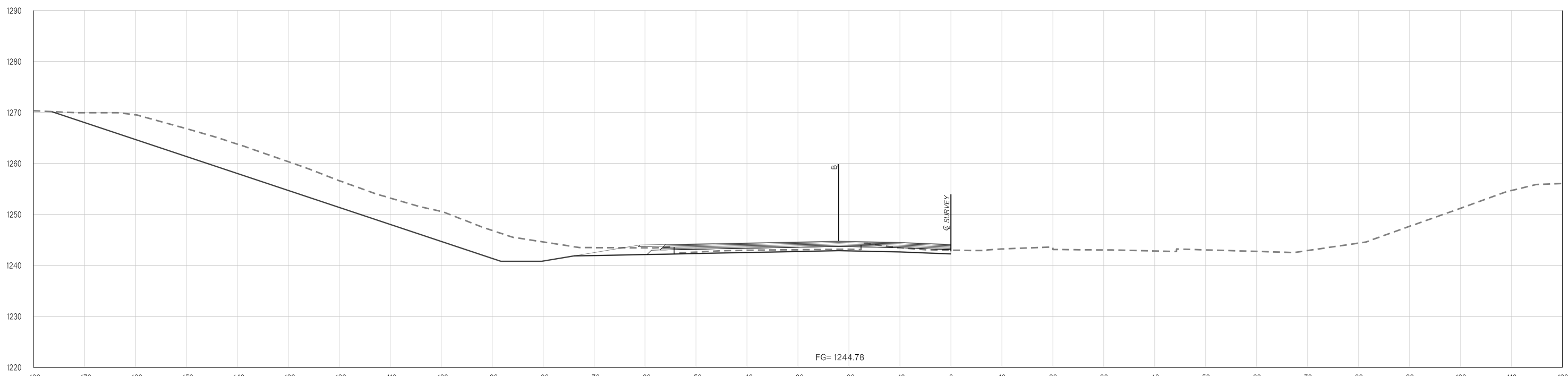
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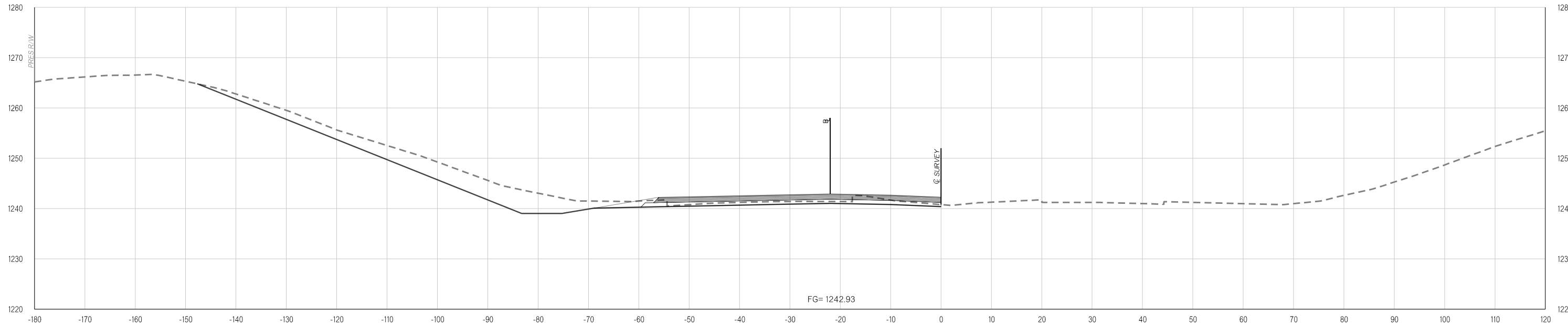


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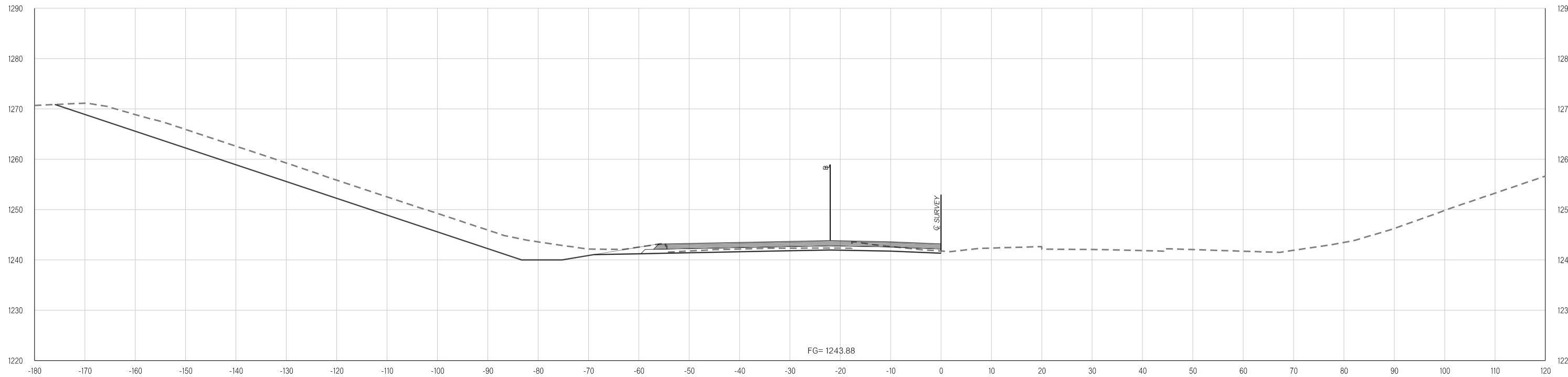


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459+04.62**

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461+00.00



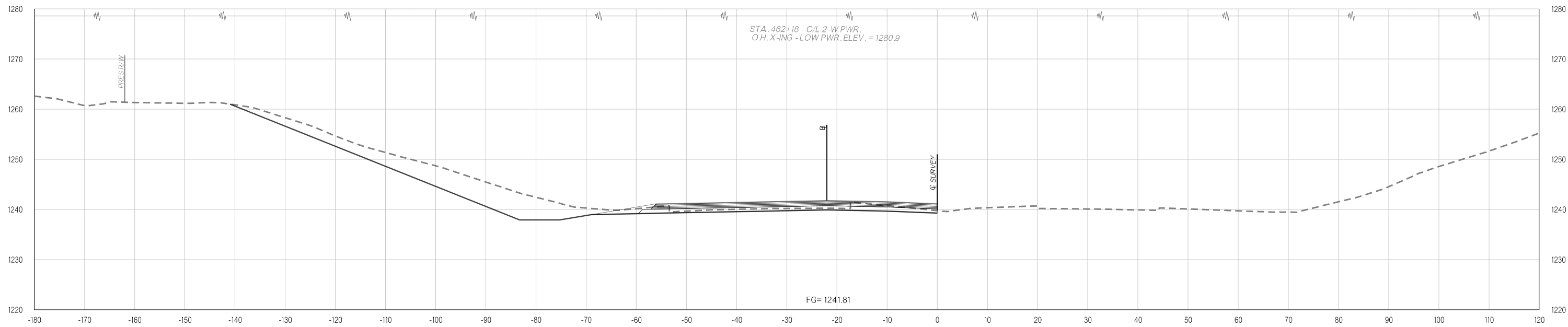
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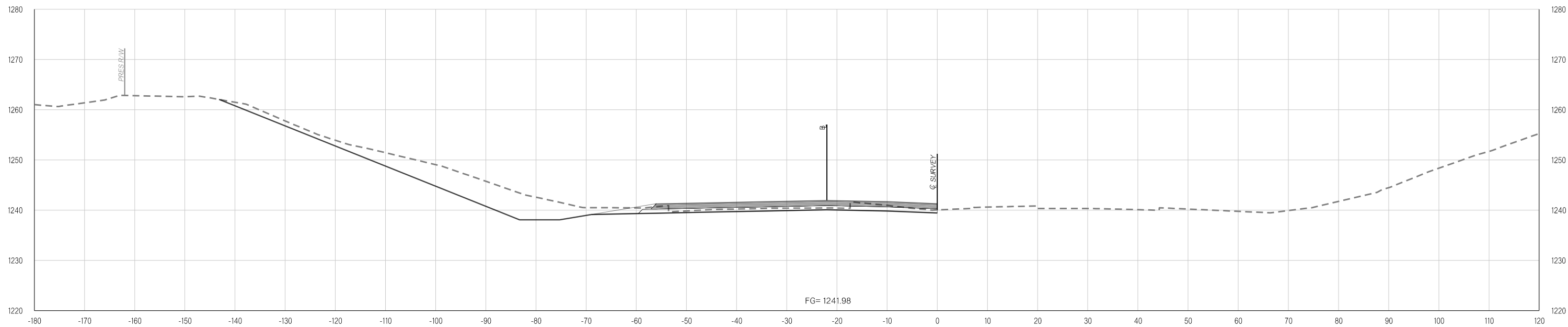
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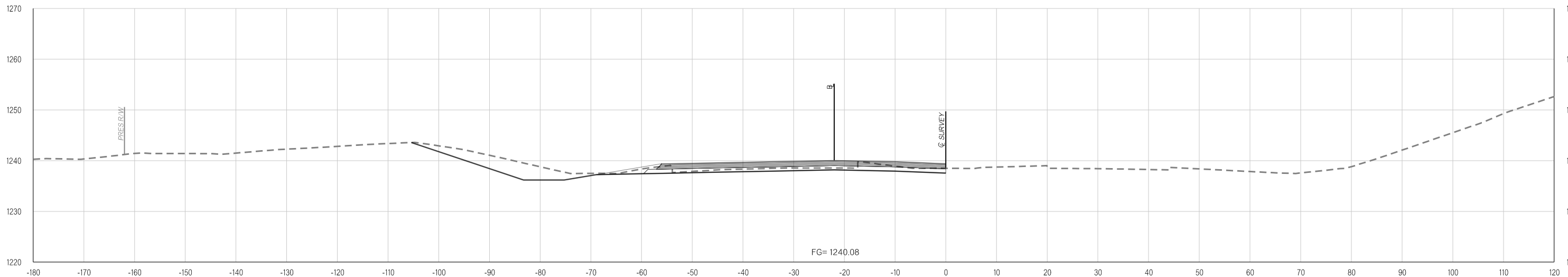


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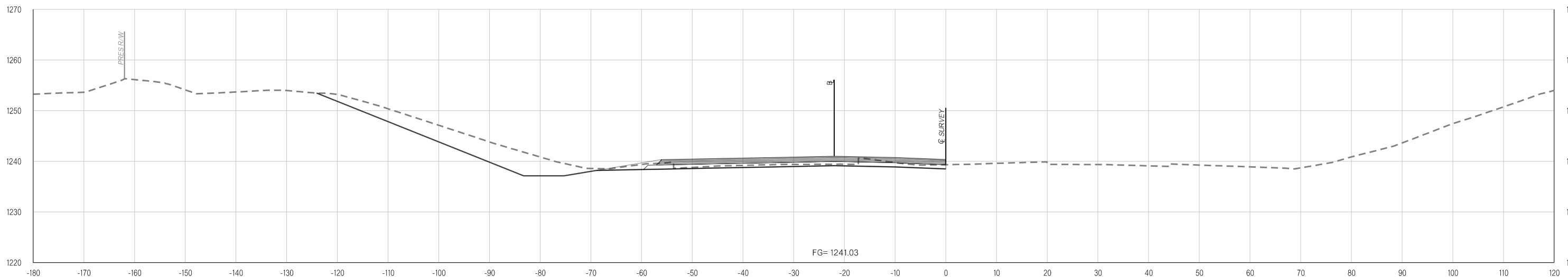


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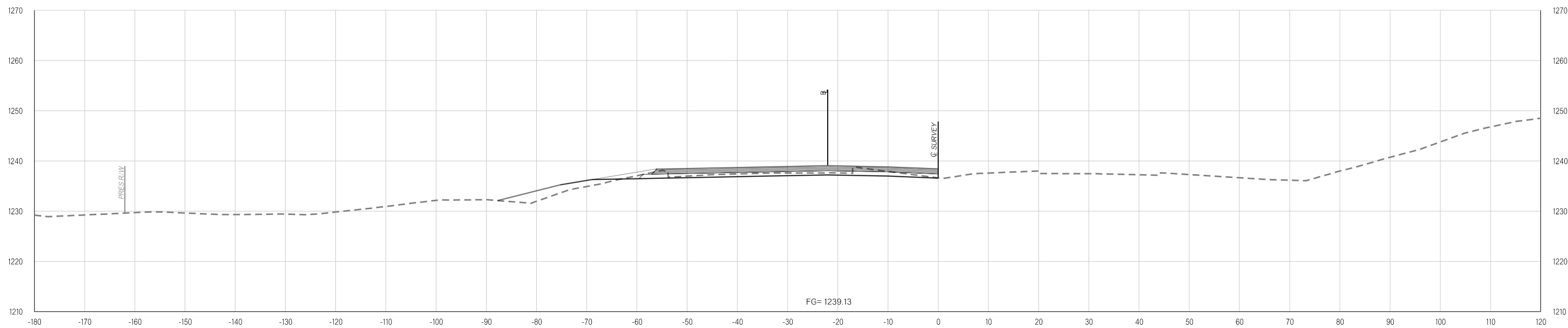
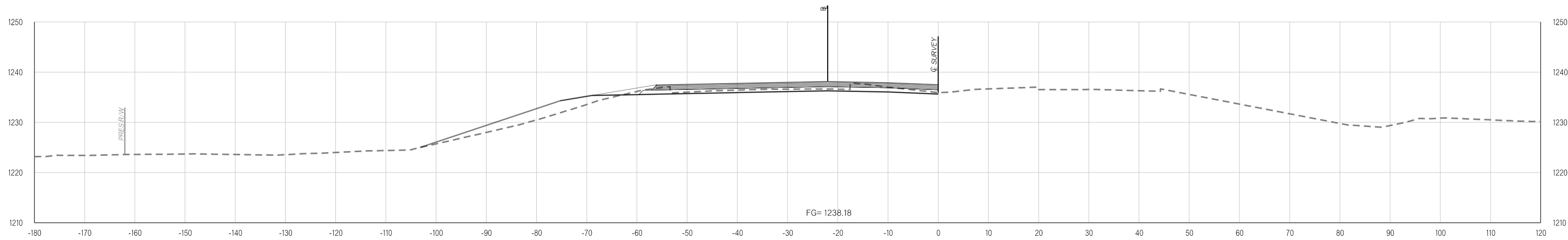


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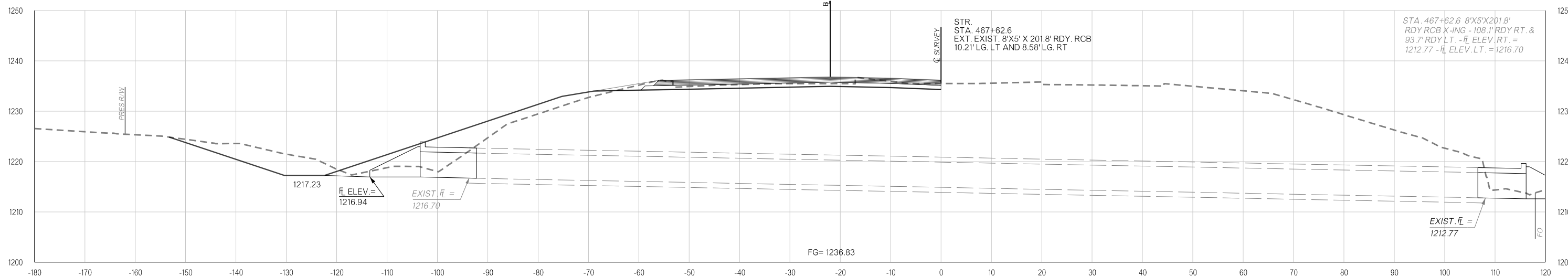
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02-21-20

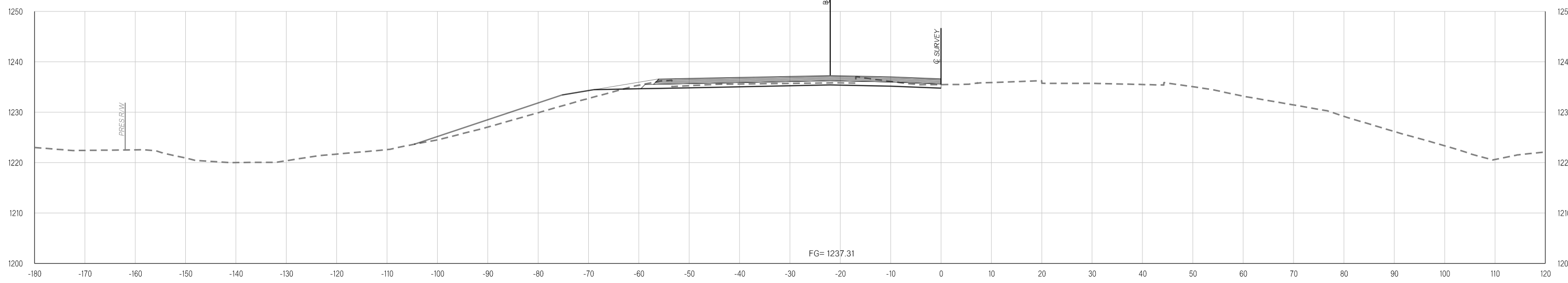


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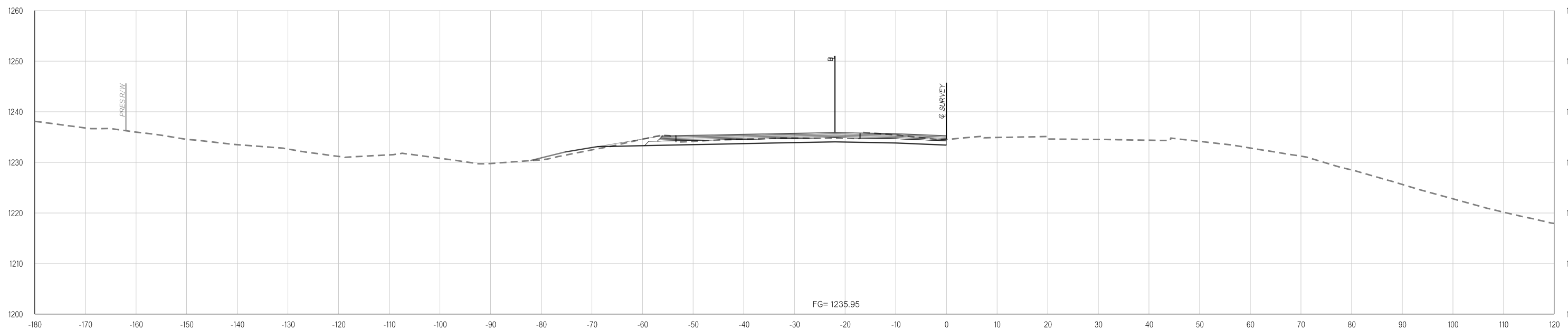


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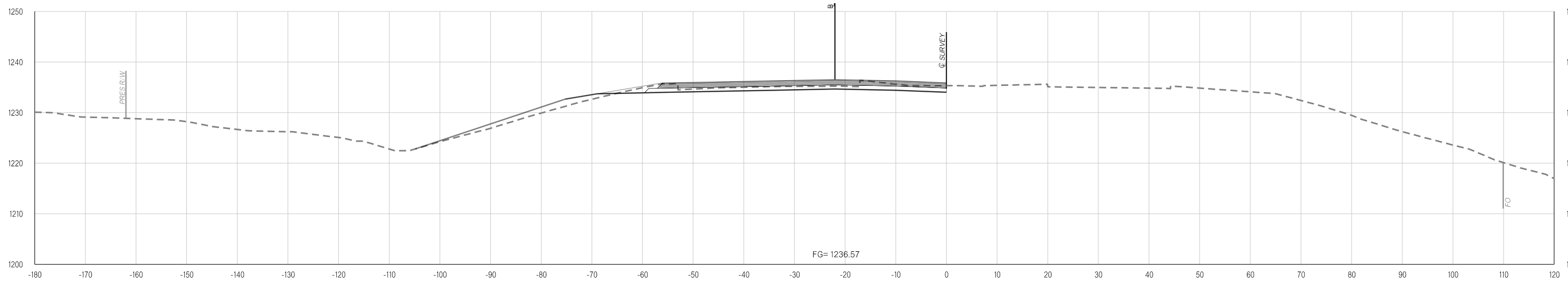


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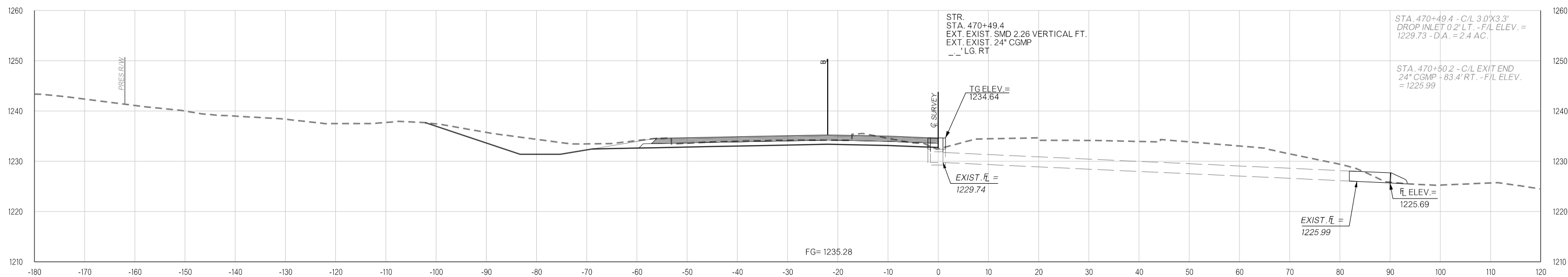


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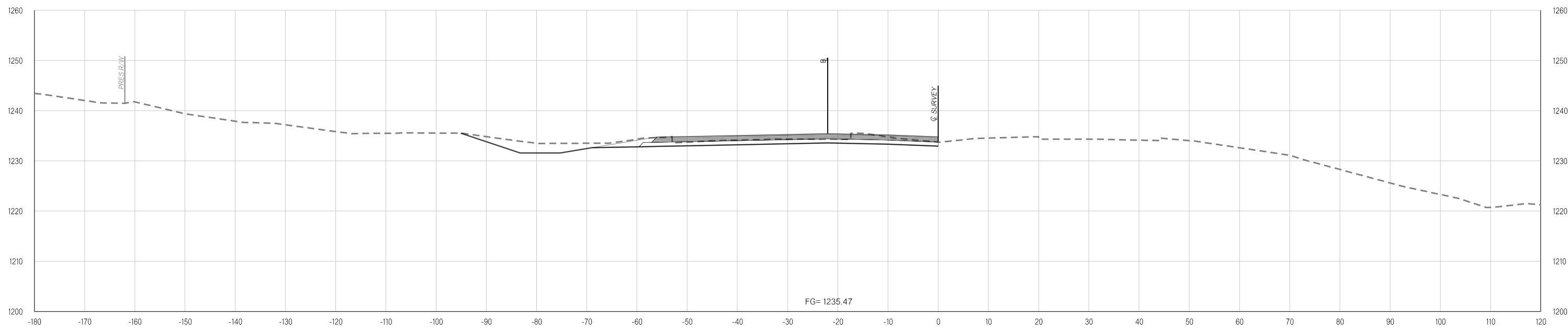


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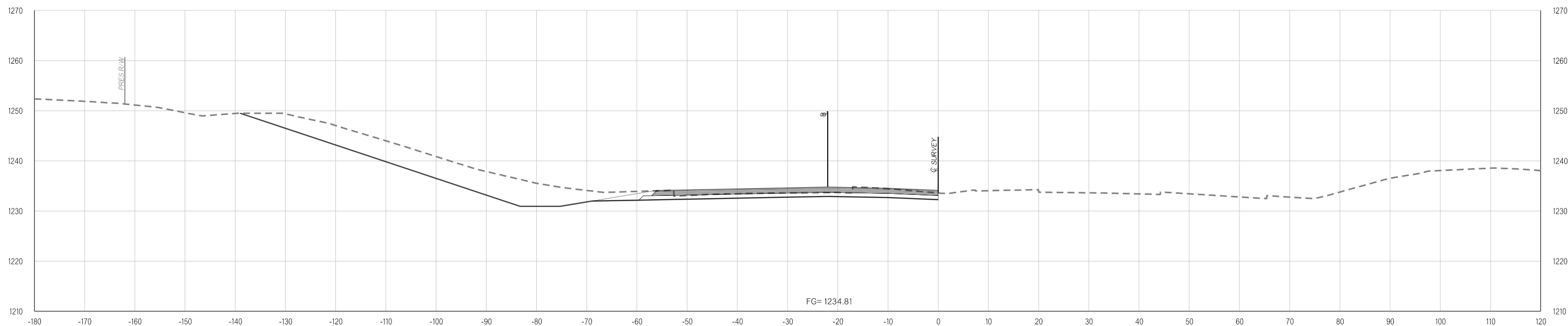


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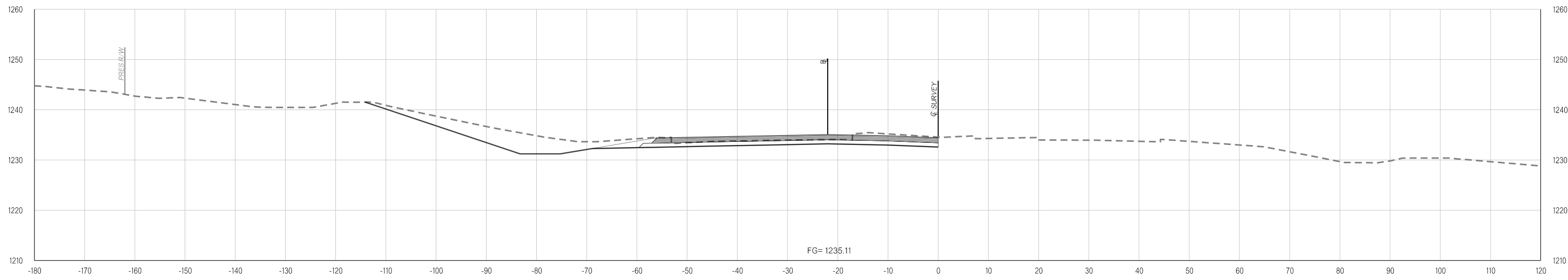


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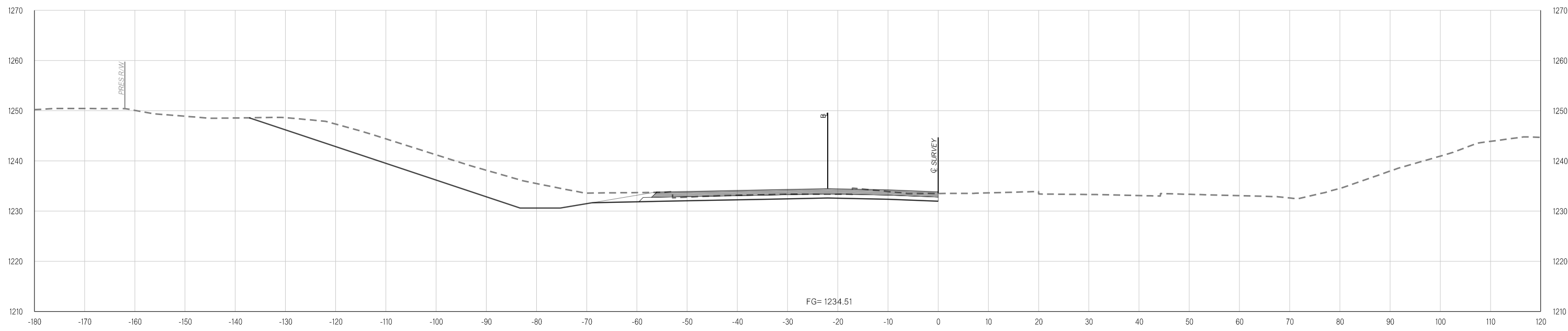
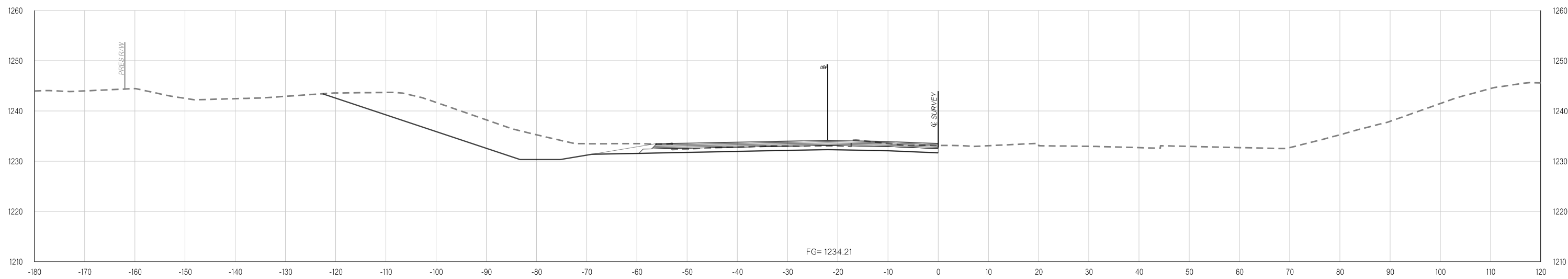


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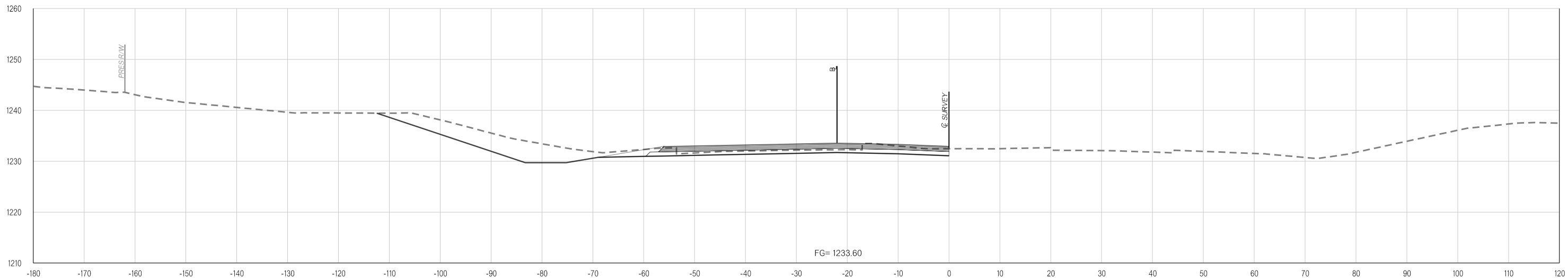


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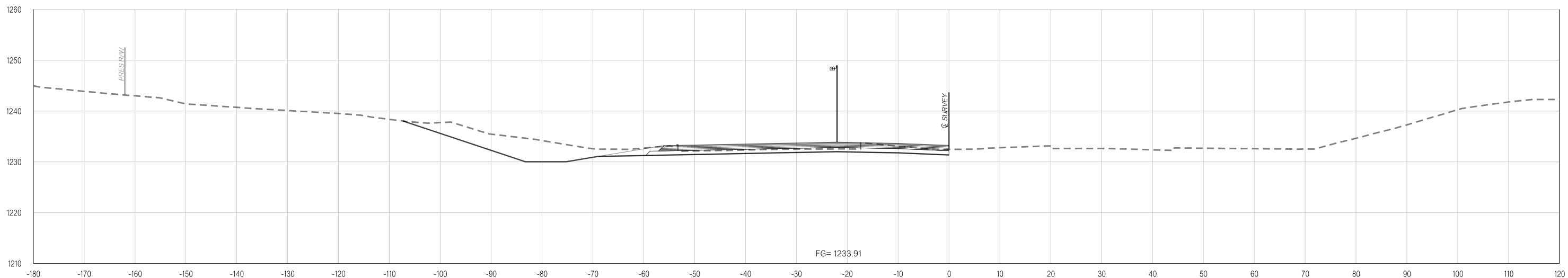
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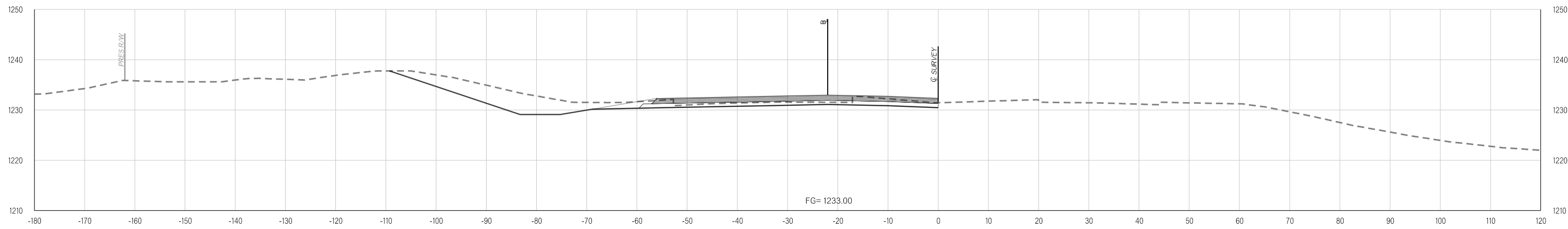


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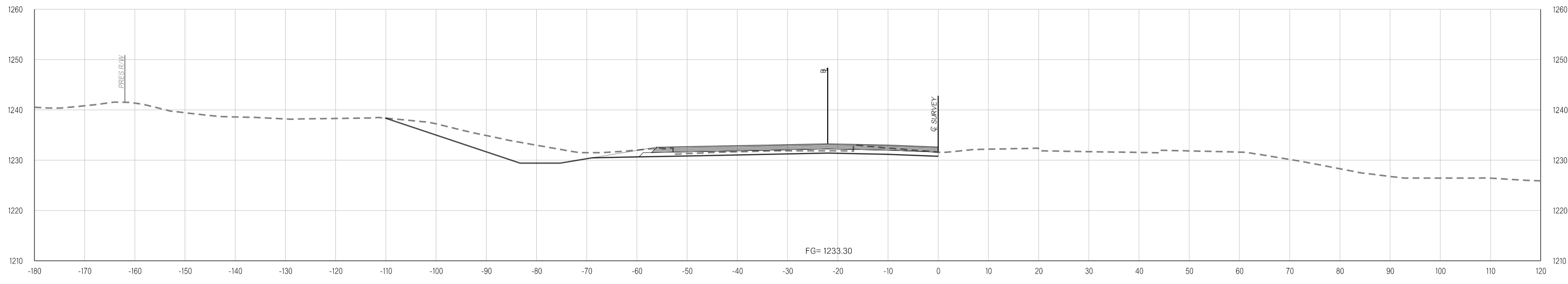


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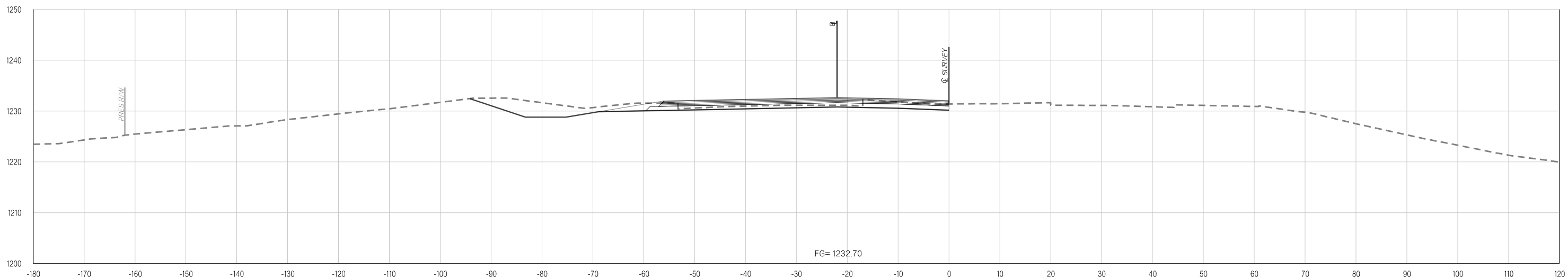
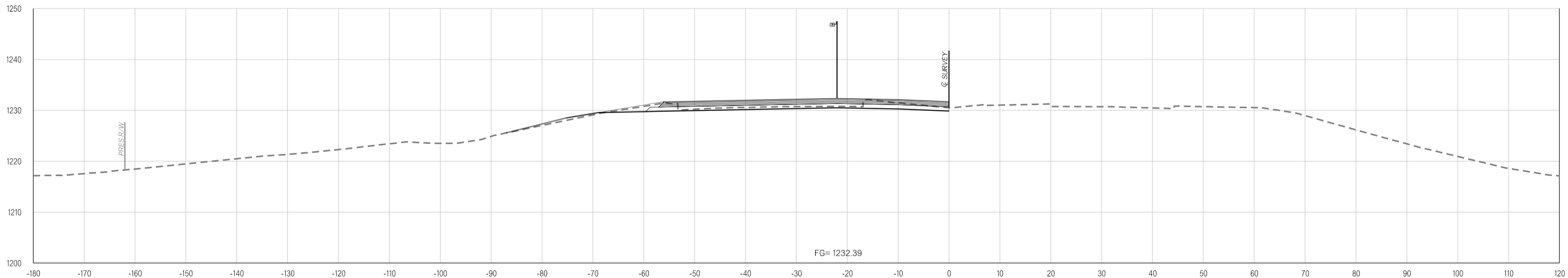
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477+00.00

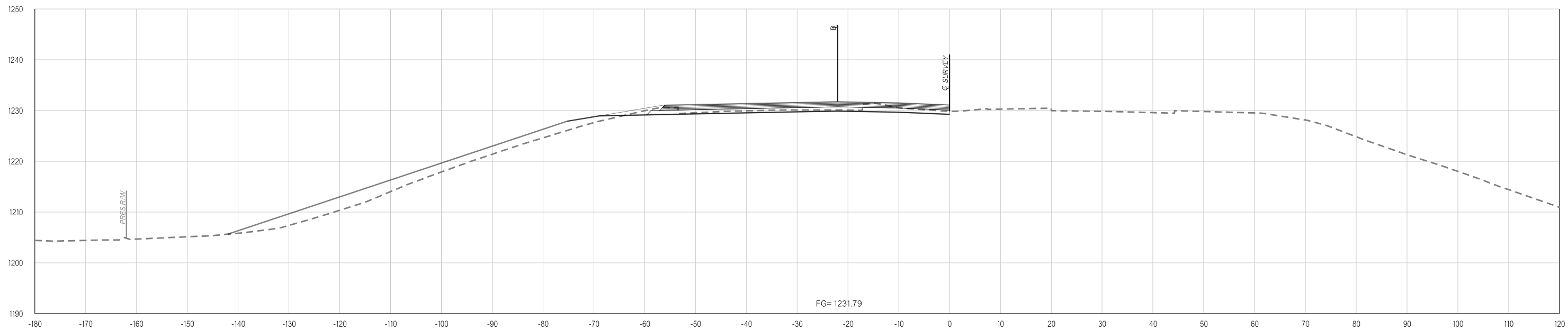
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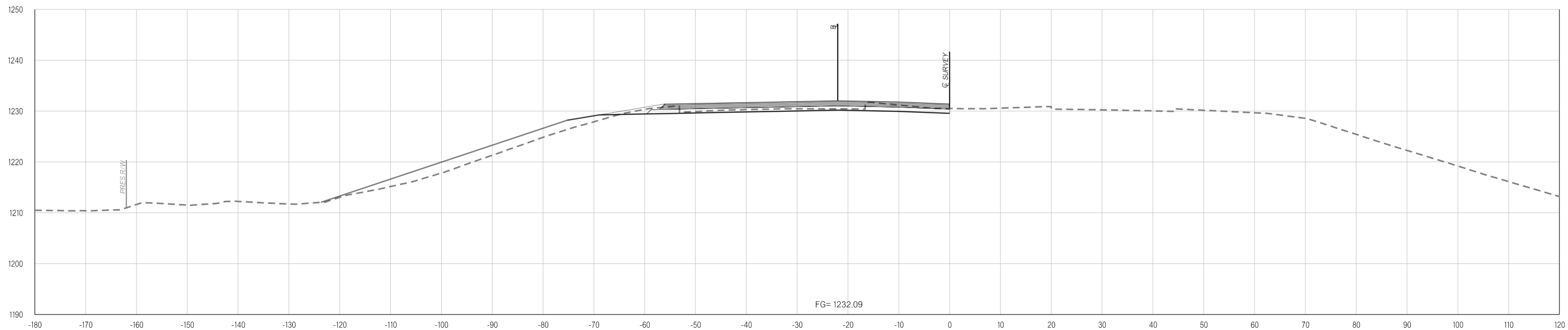


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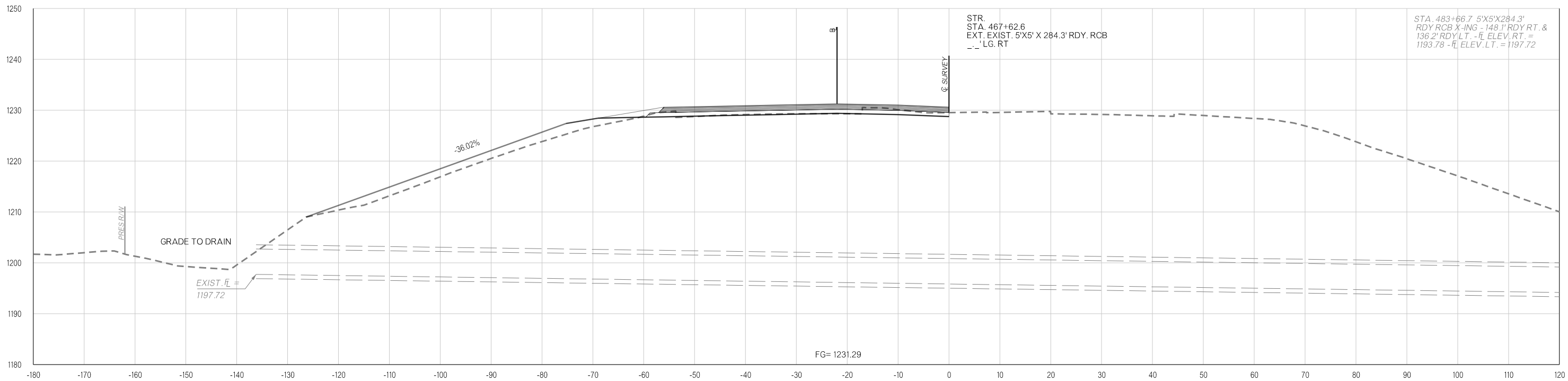
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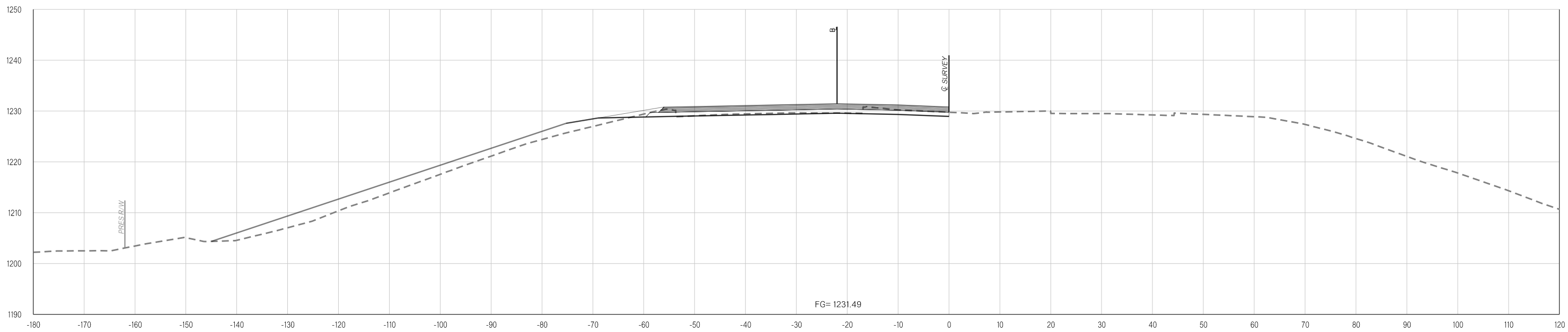
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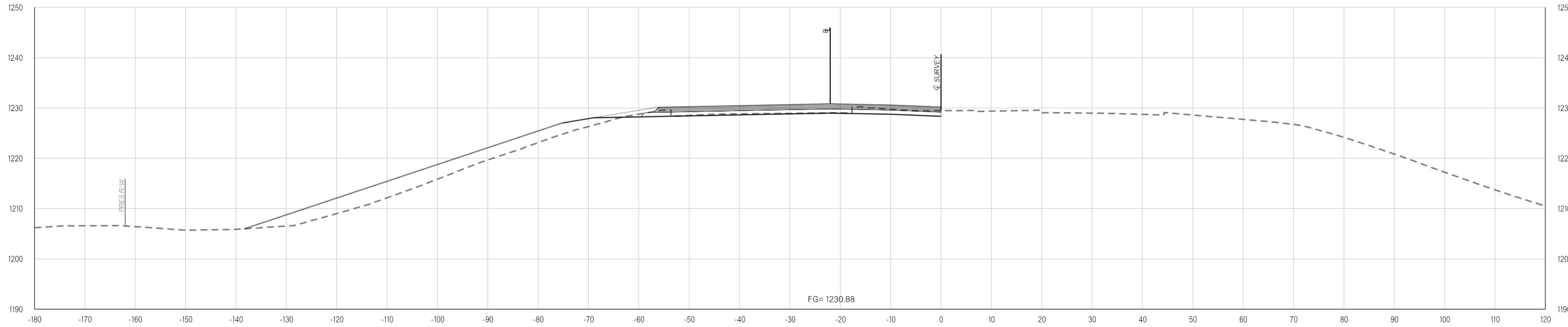


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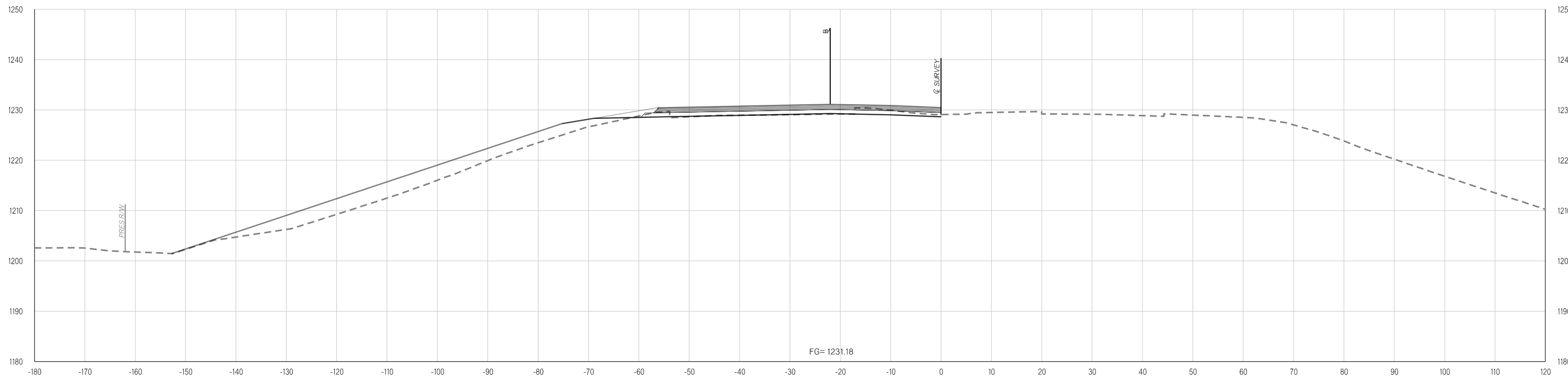


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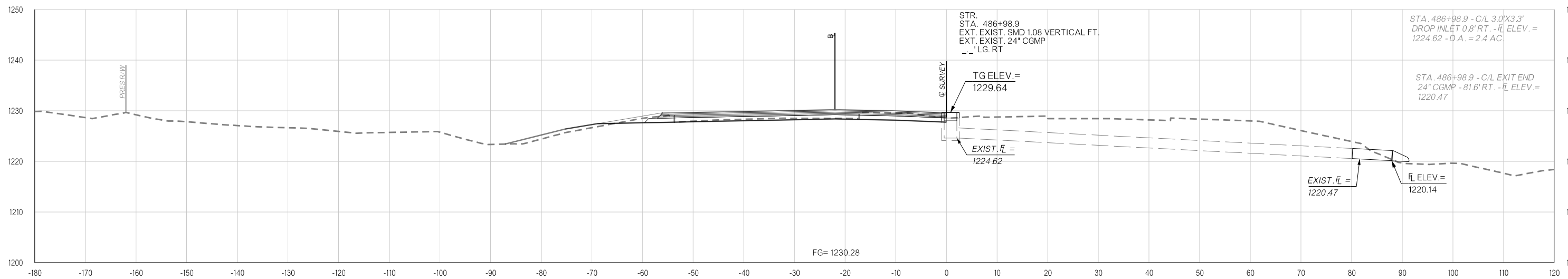


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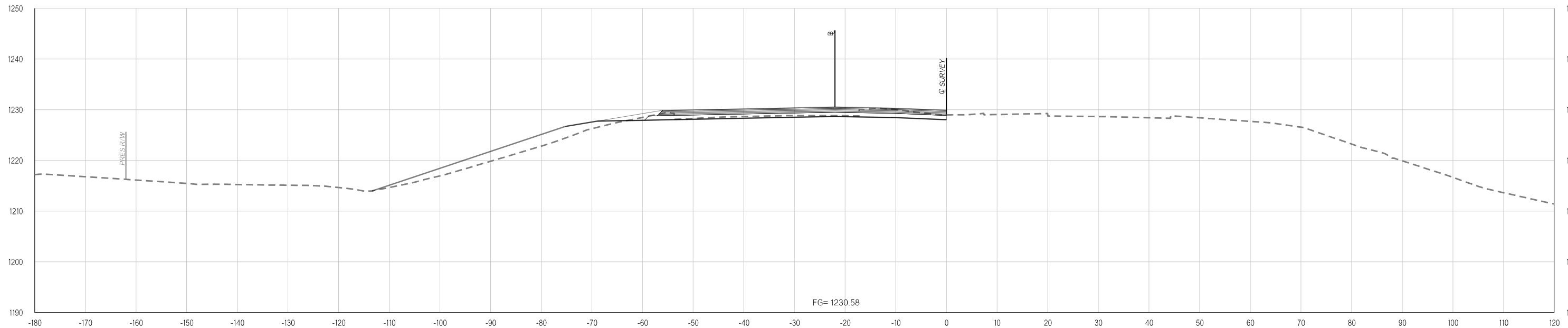


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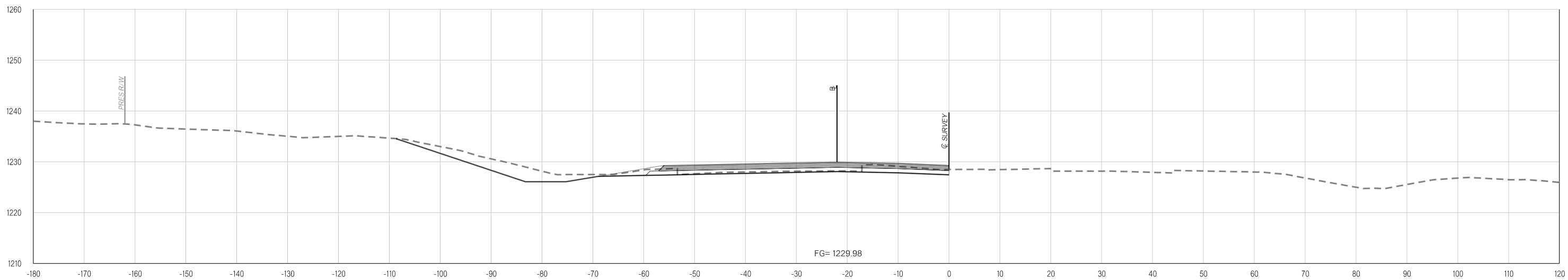
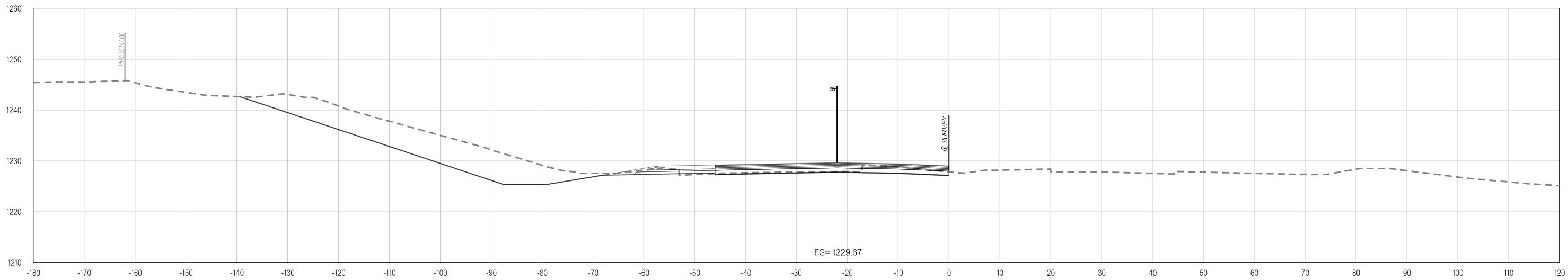


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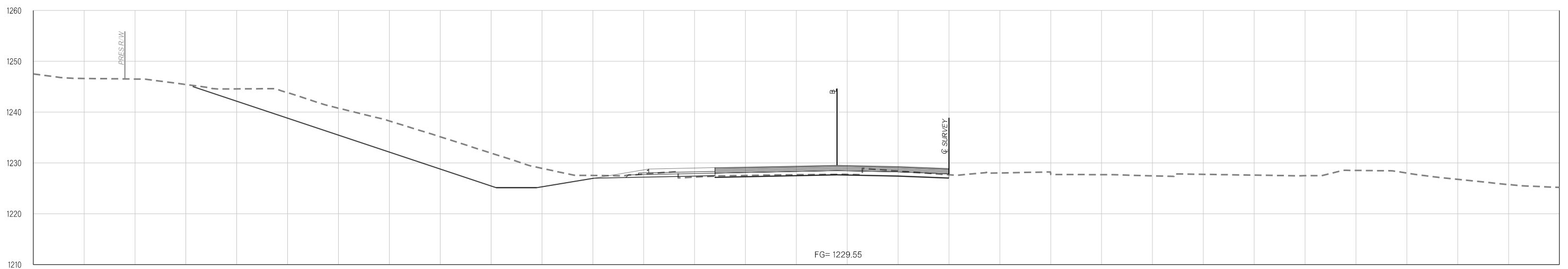
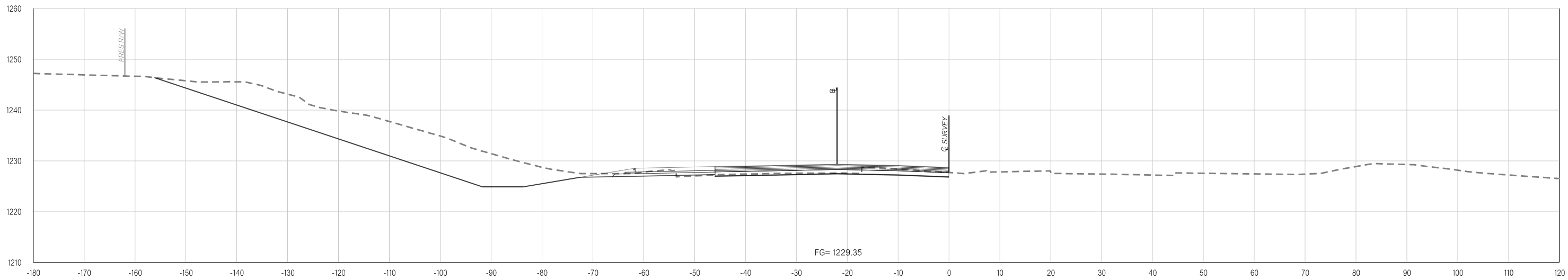


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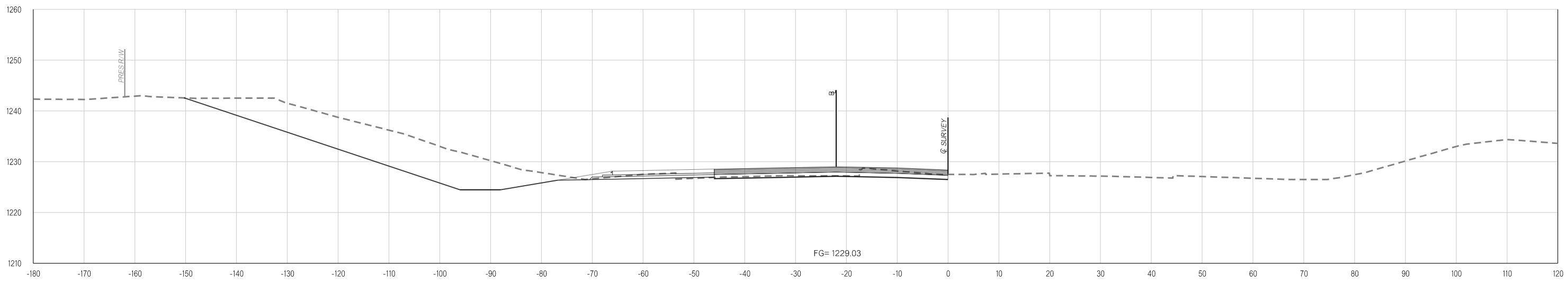
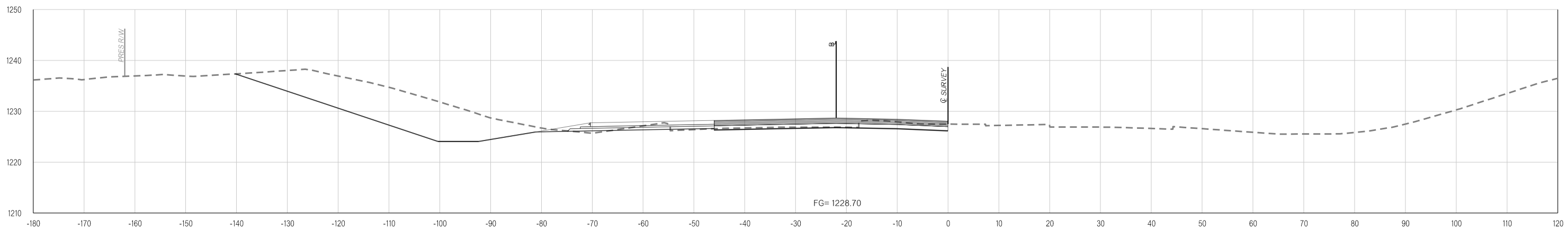


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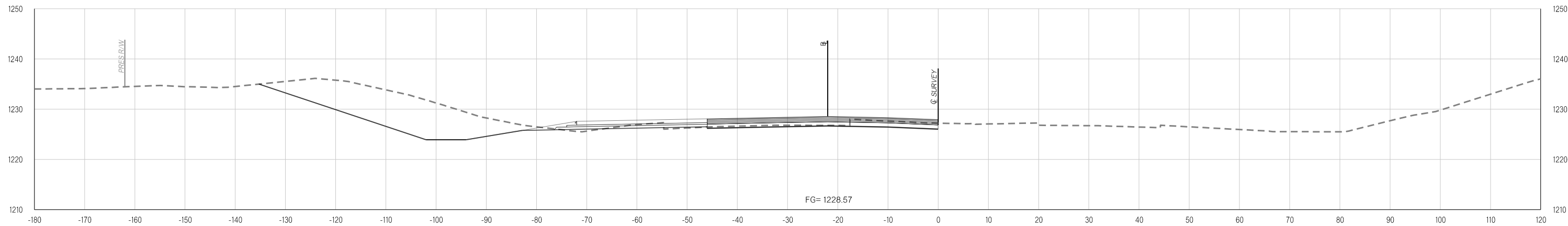
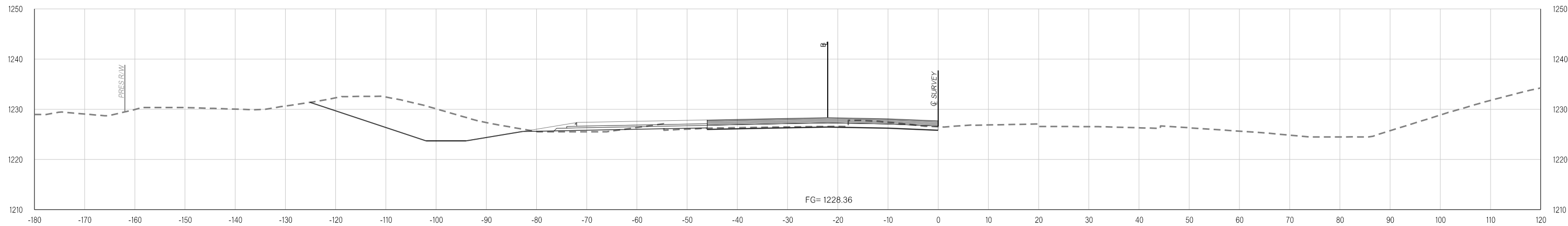


BEGIN SHLDR. TAPER LT.
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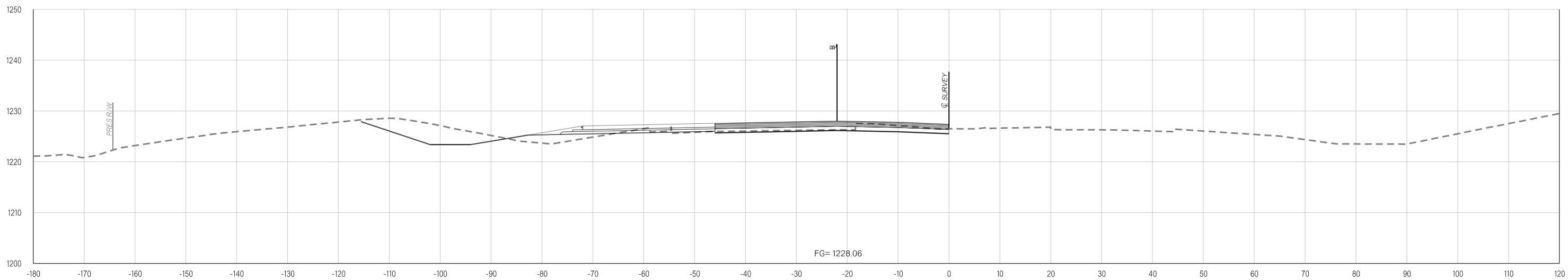
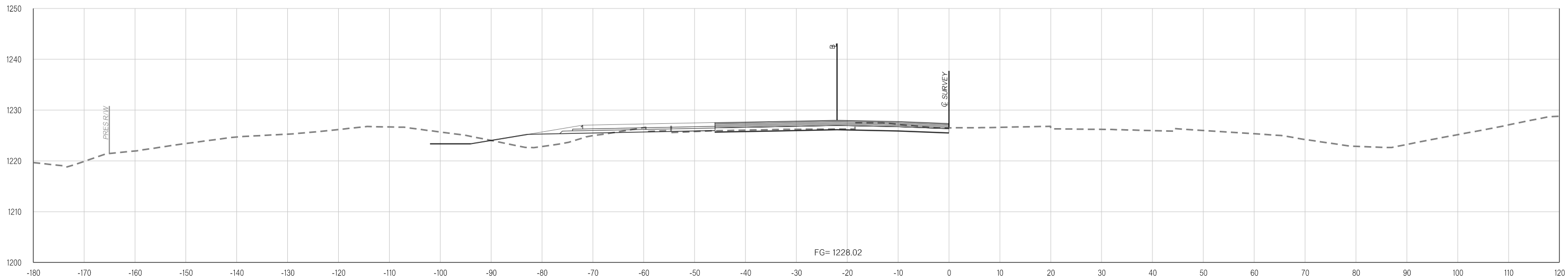


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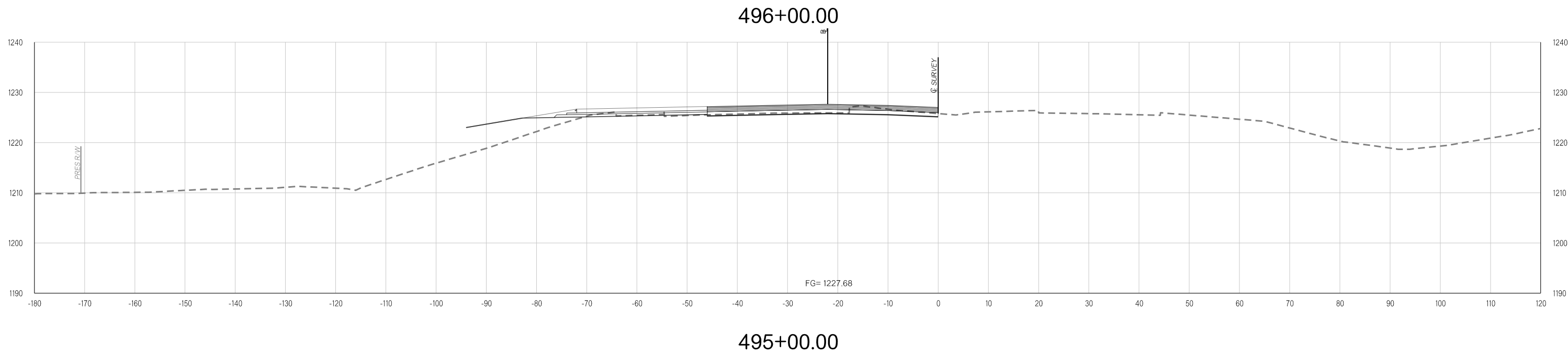
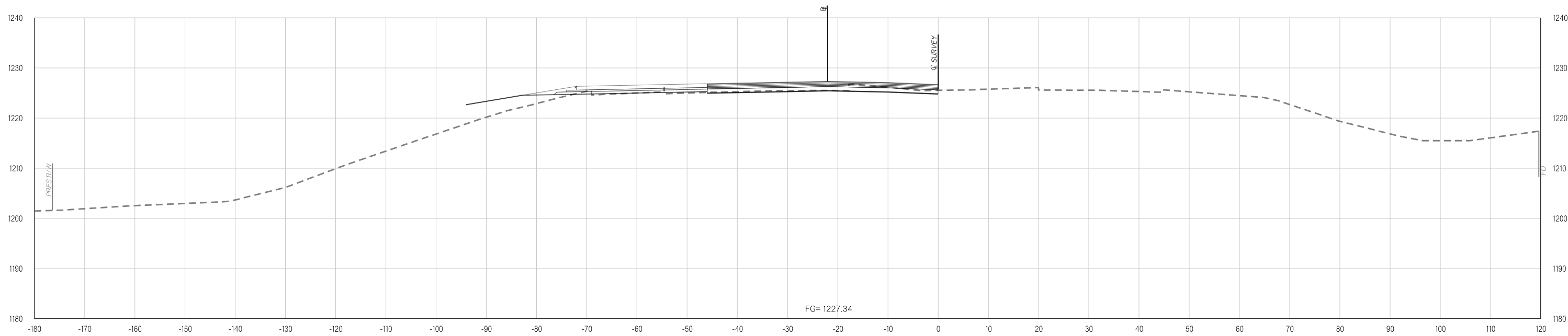


END SHLDR TAPER LT. / BEGIN PARALLEL LANE LT.

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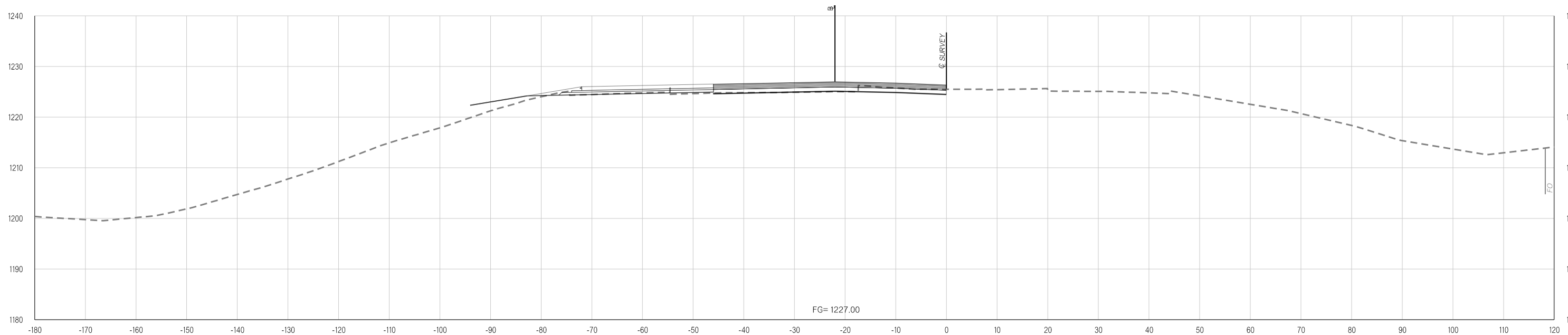


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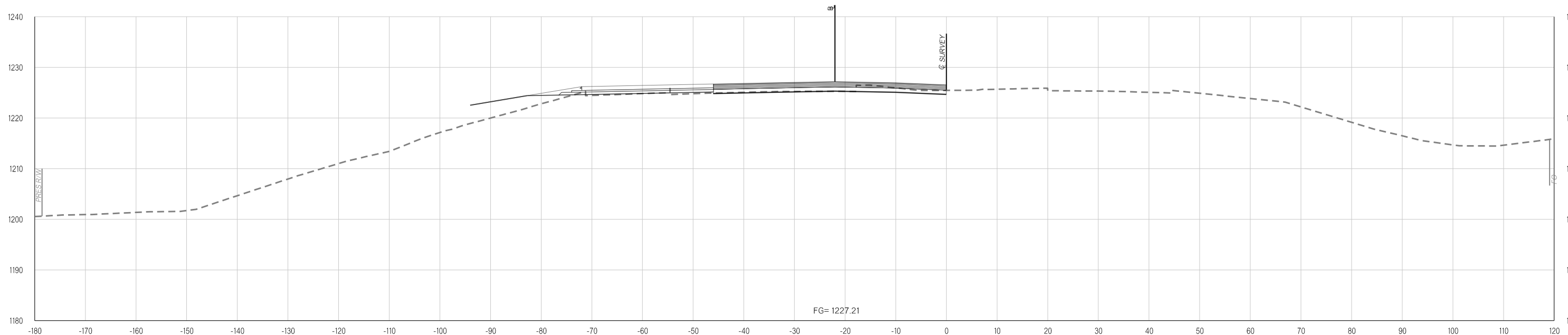


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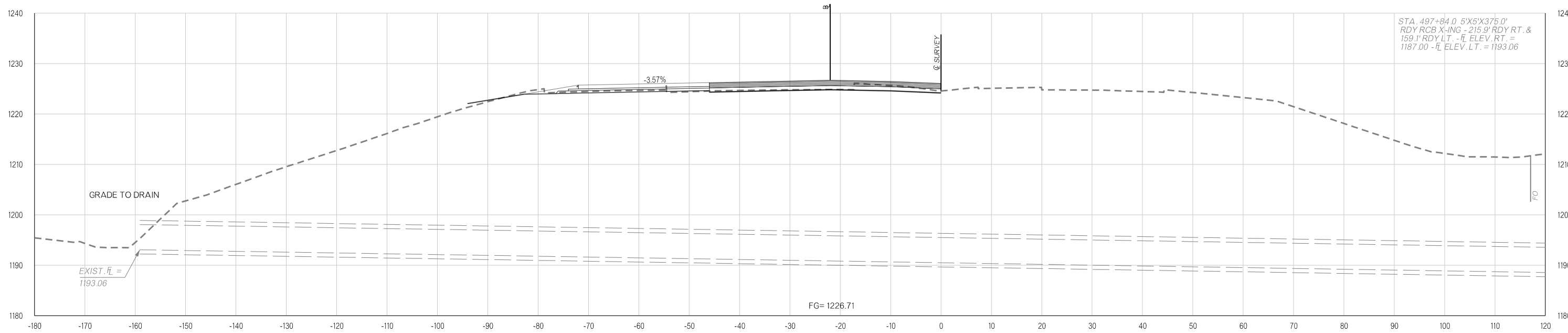


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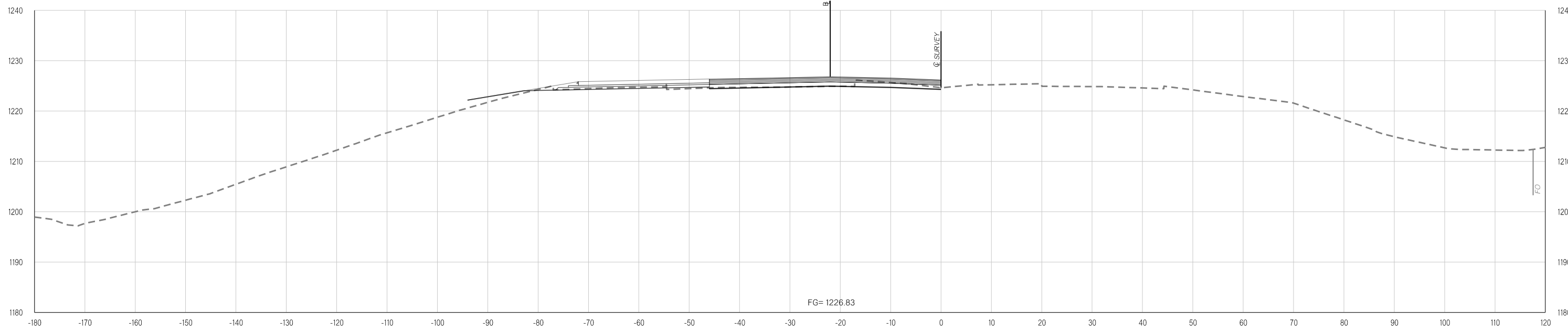
THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.
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**FINAL FIELD
MEETING**
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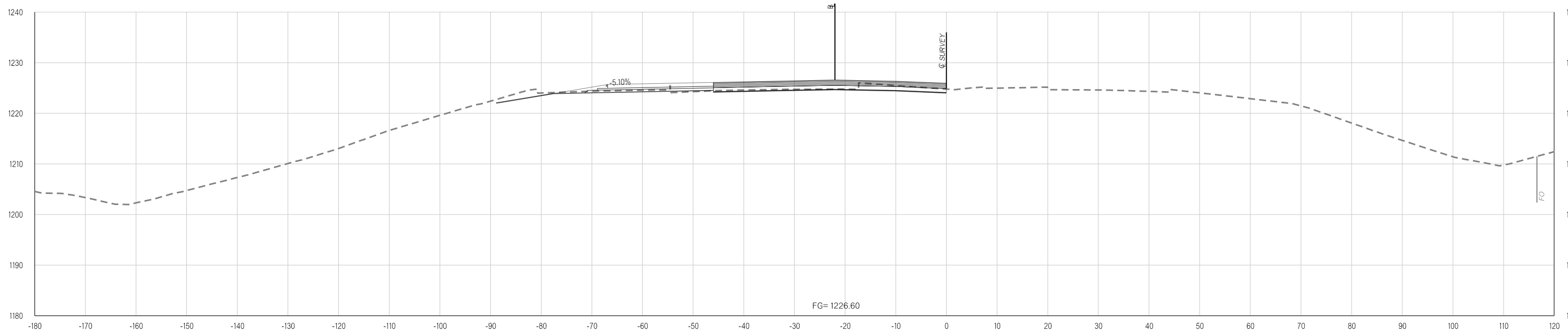


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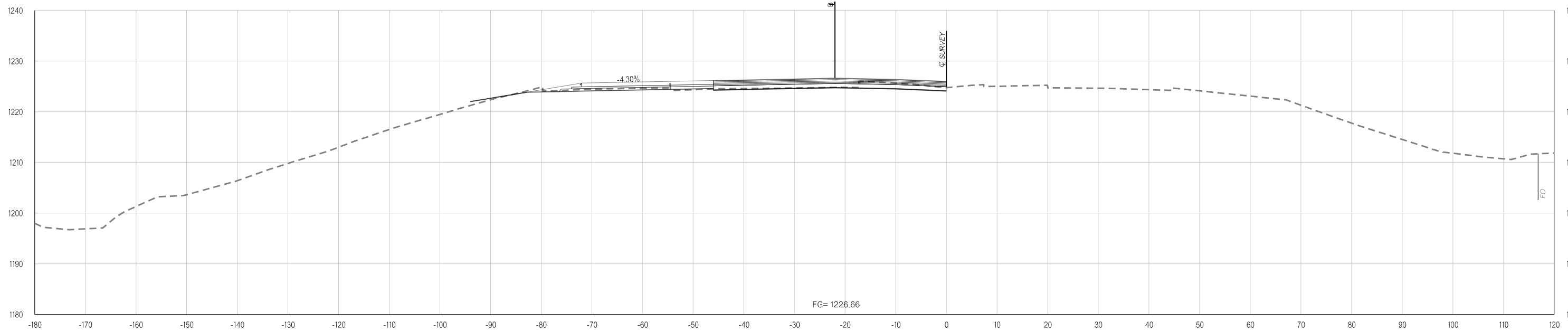


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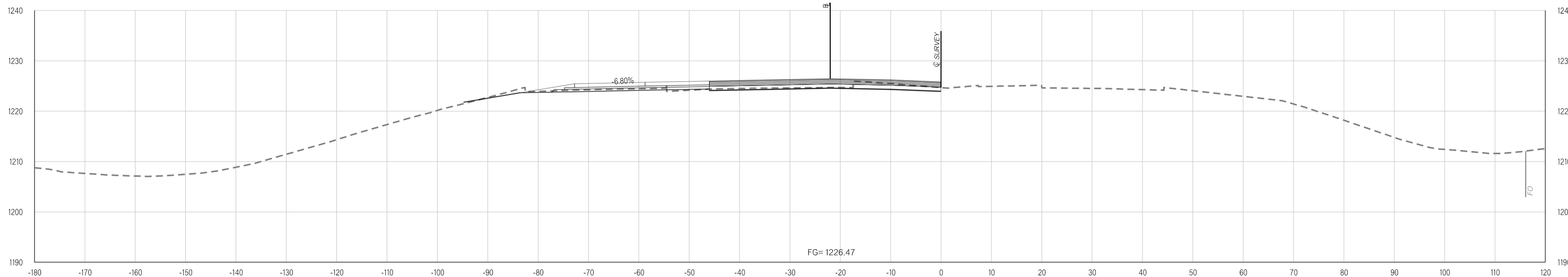


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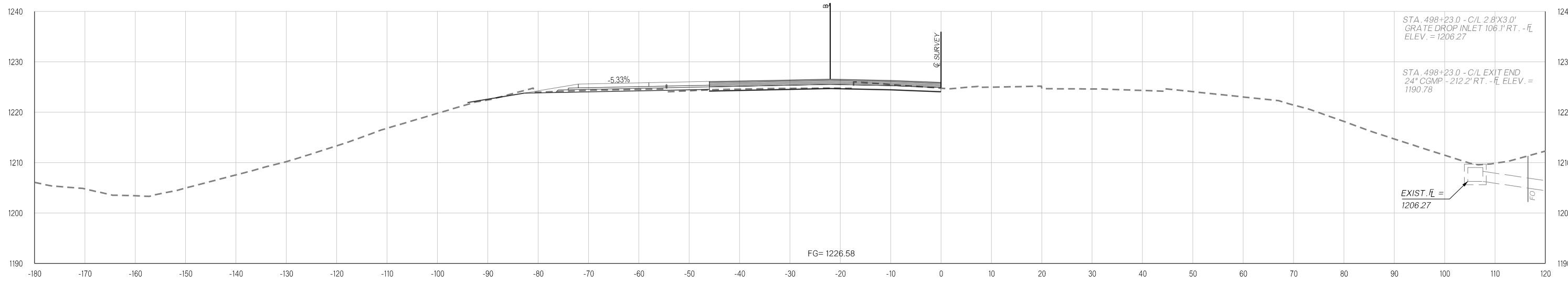


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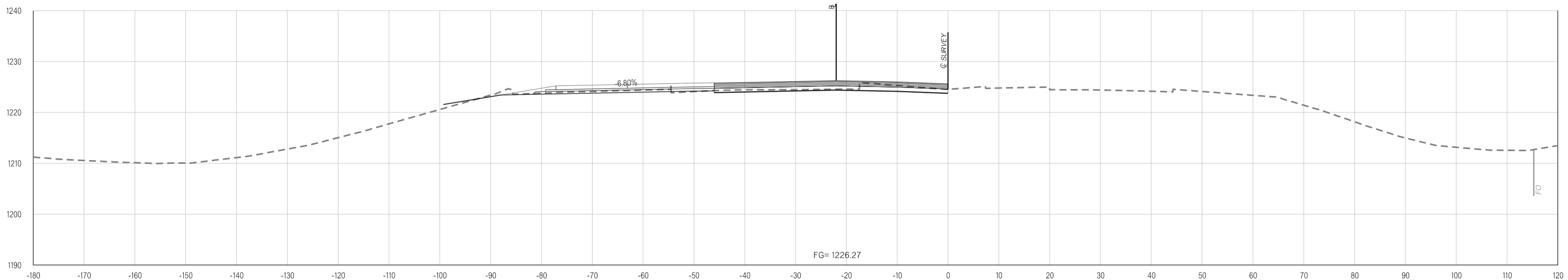


**FULL SUPER LT
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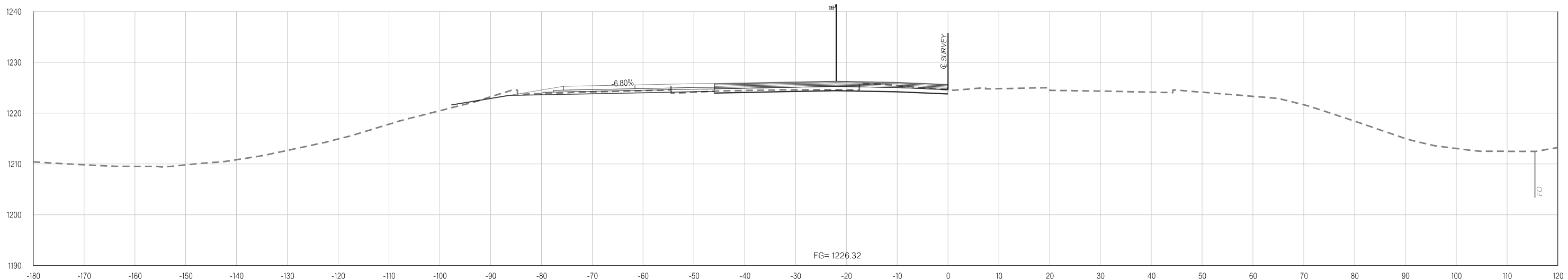


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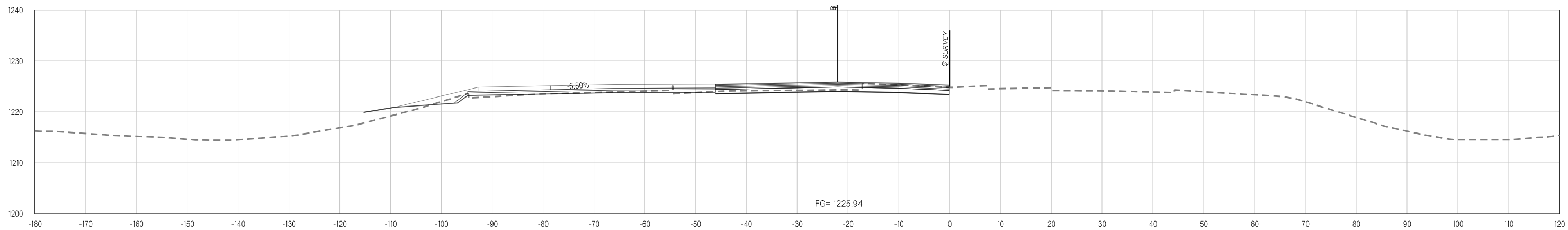
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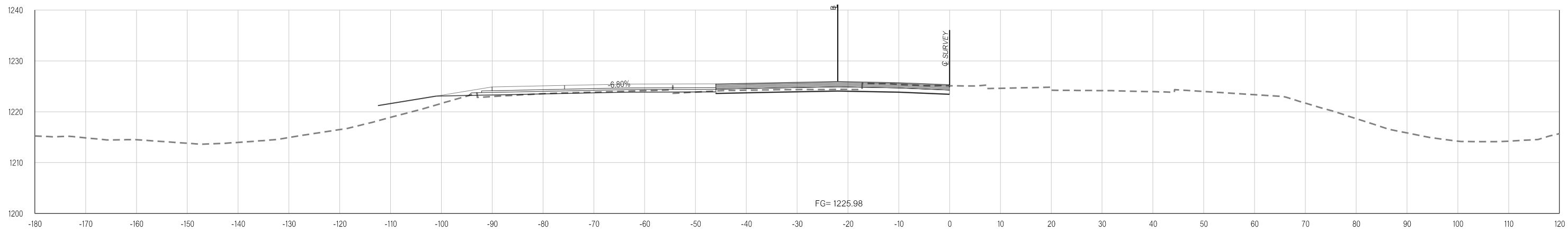
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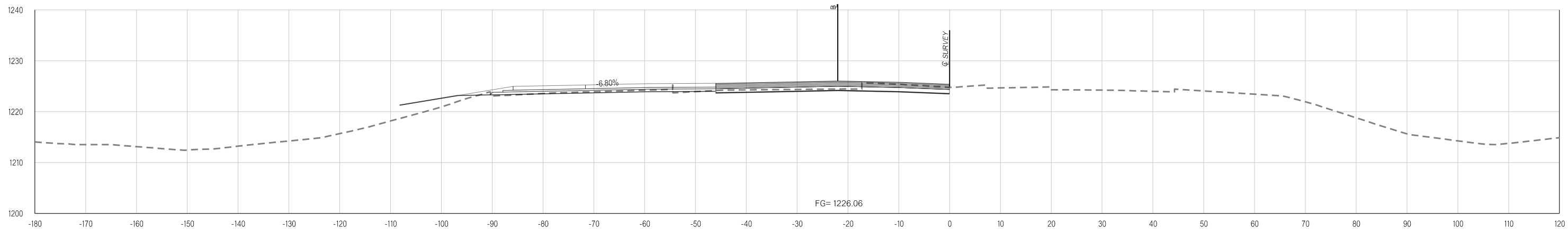
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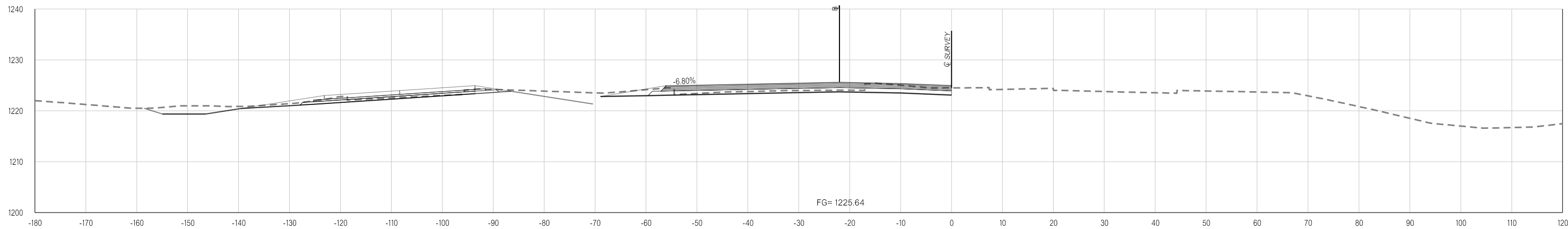


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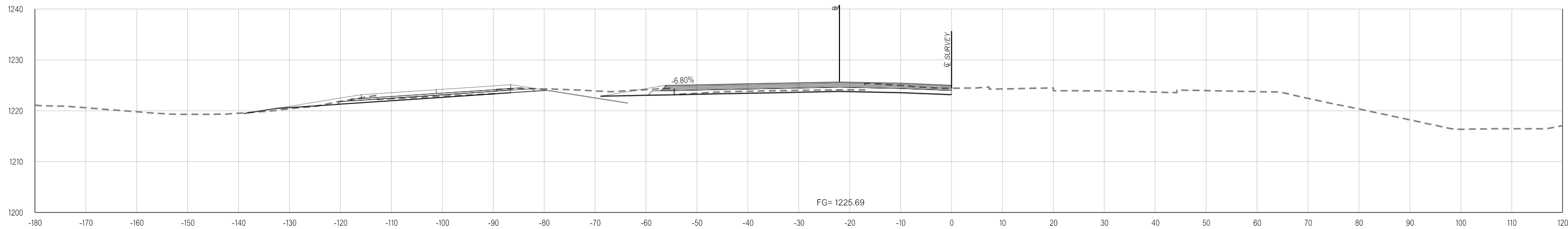


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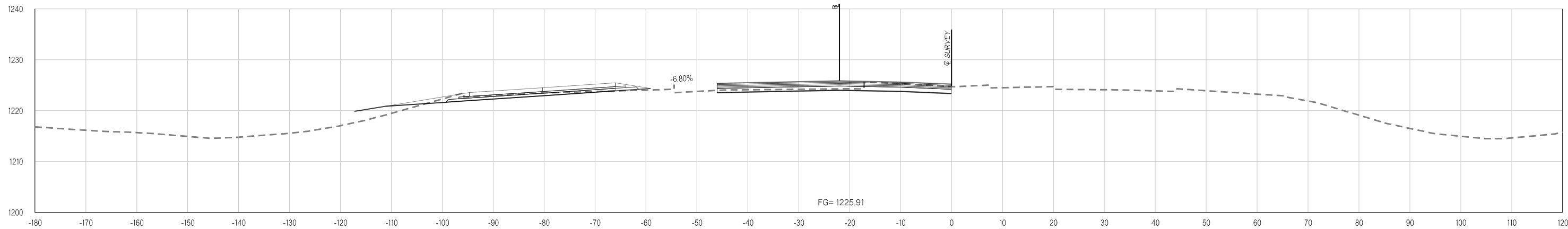
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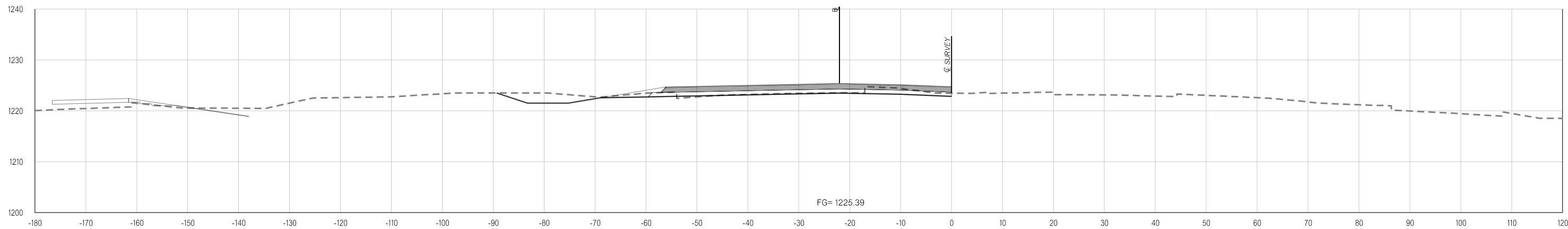


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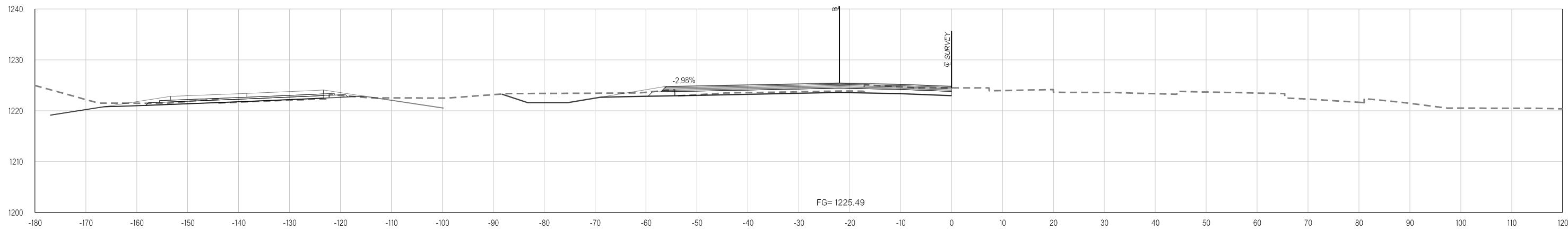


**GORE NOSE & BEGIN RAMP A
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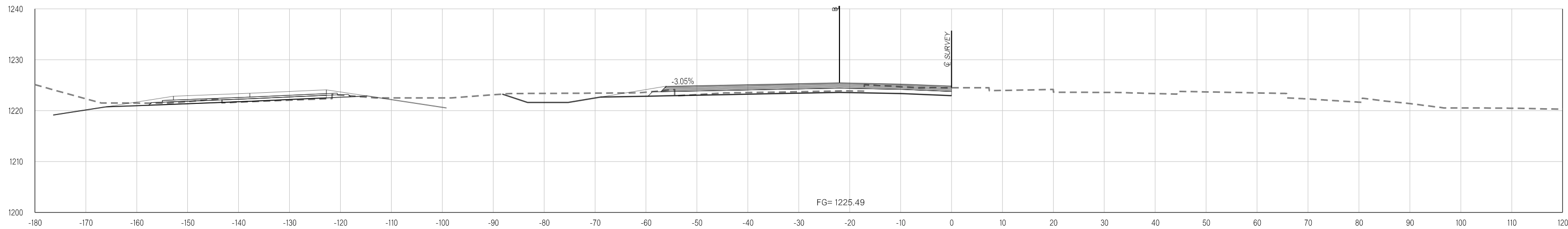
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503+00.00

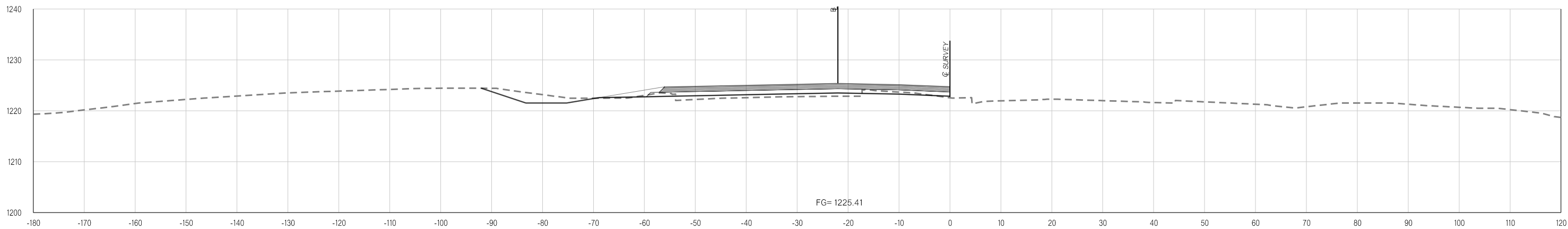


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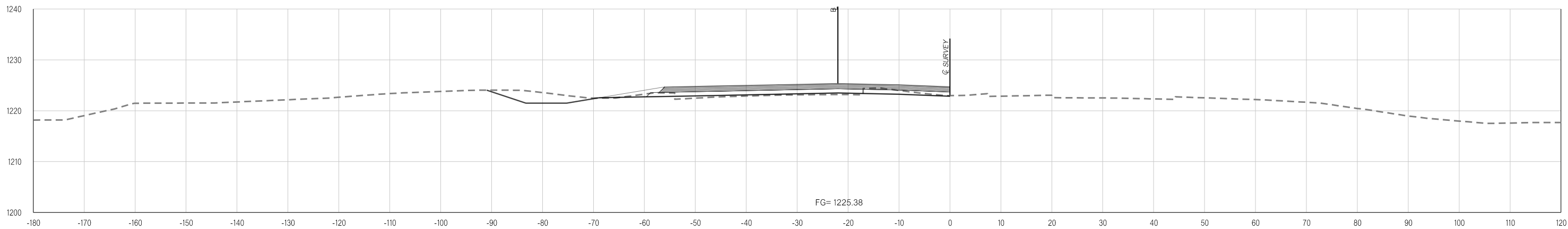


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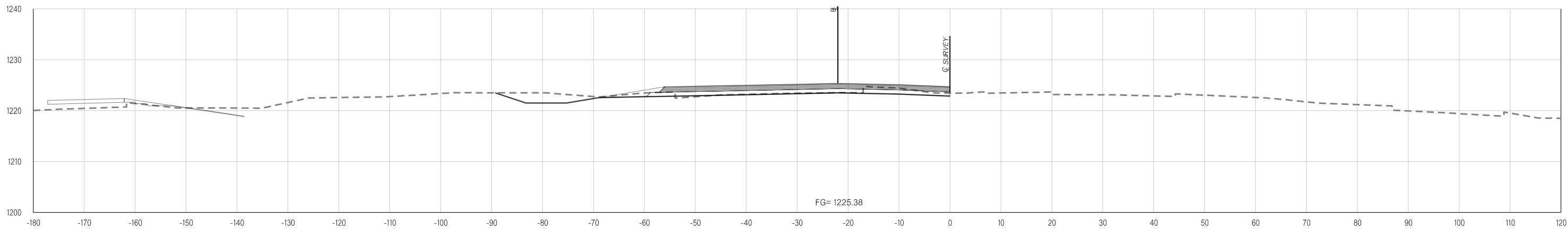
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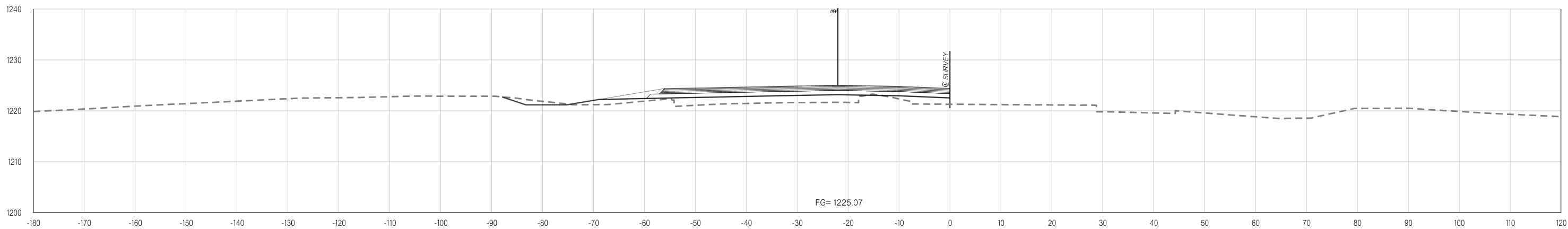


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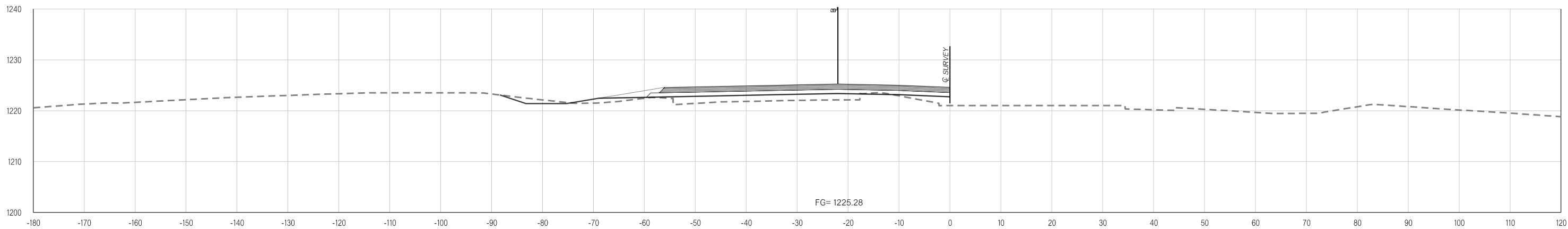


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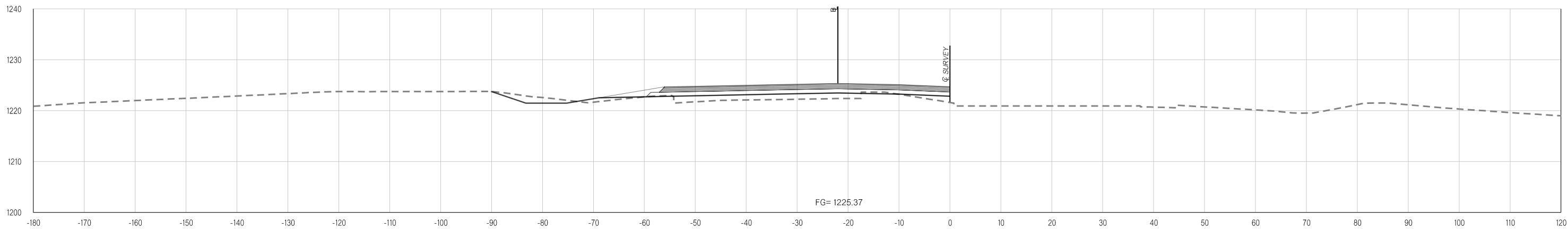
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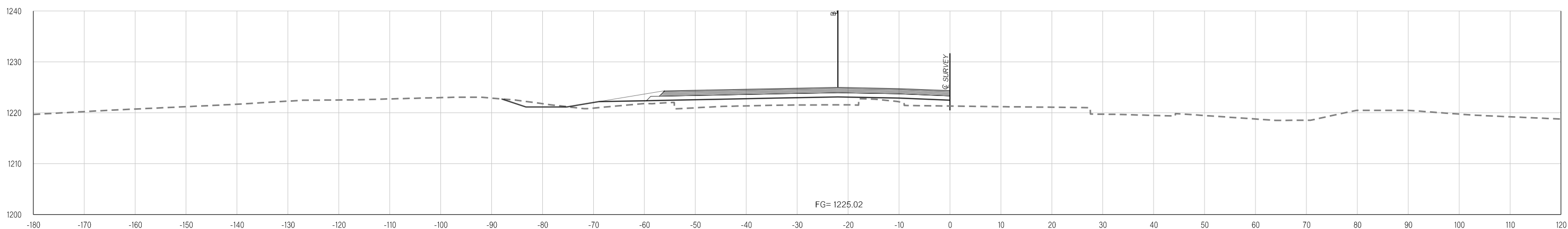
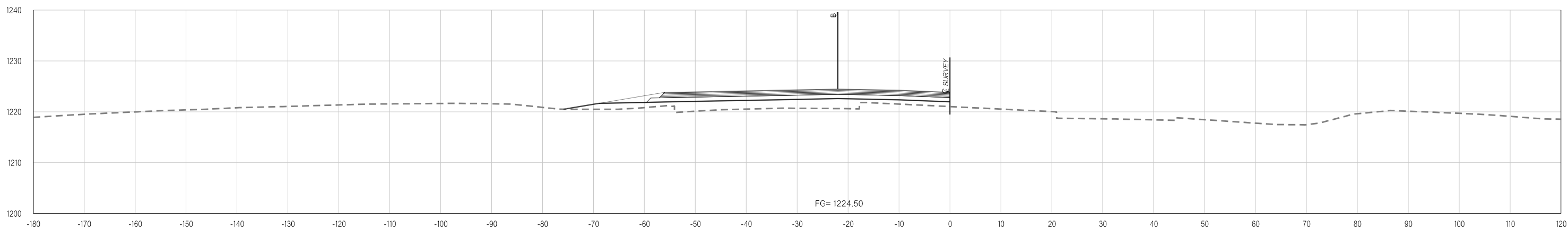
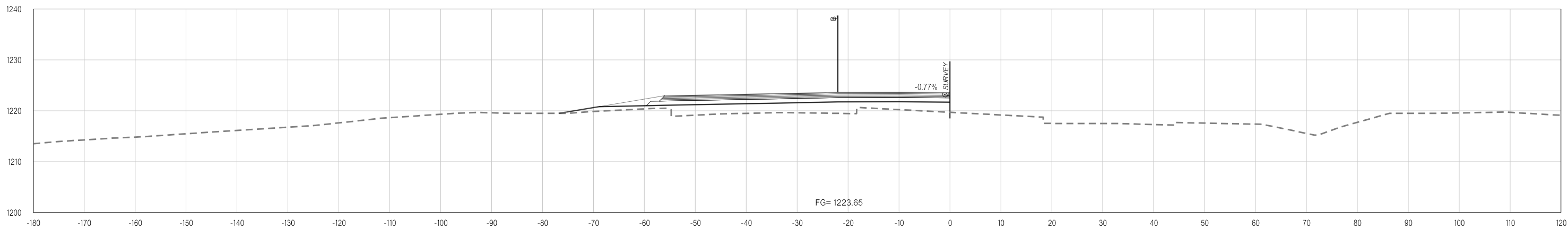


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506+00.00

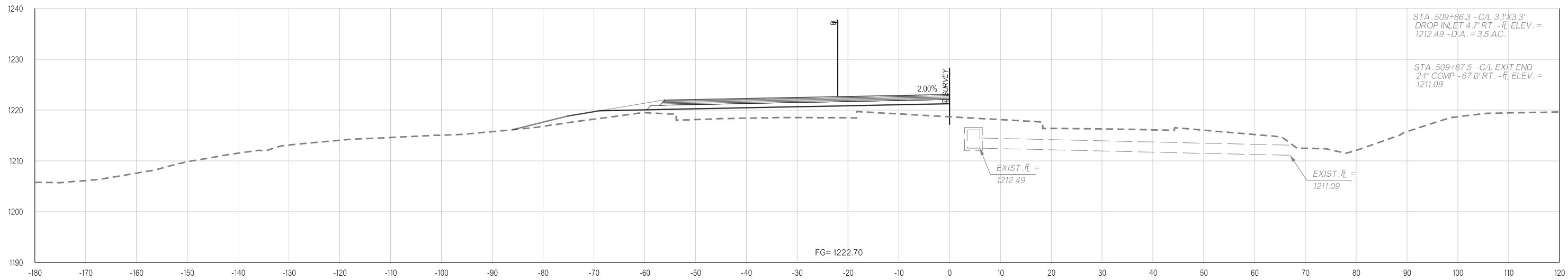
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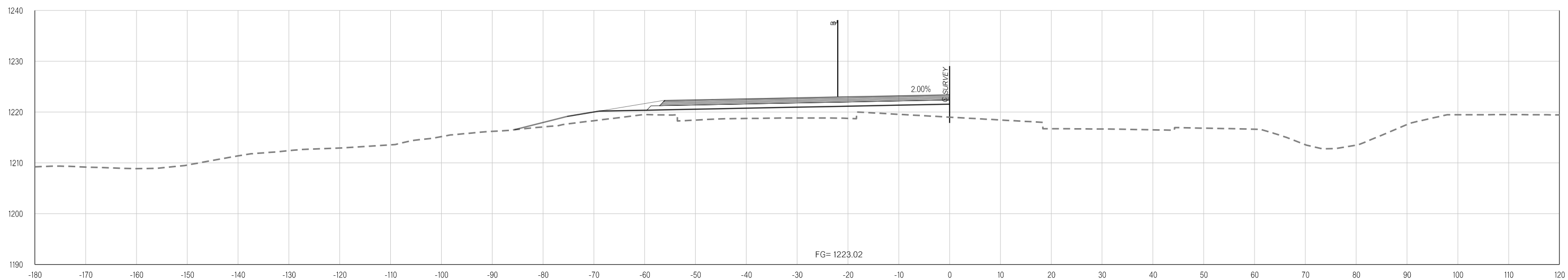
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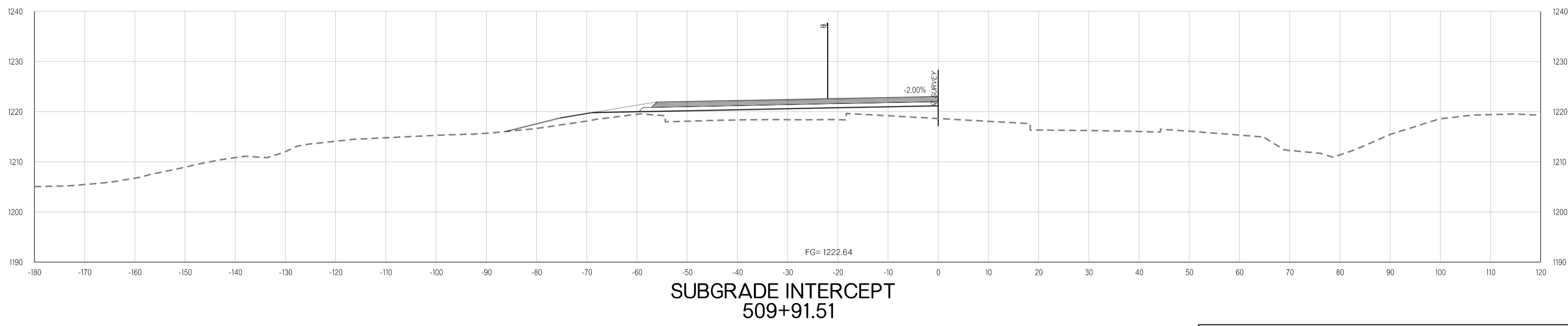
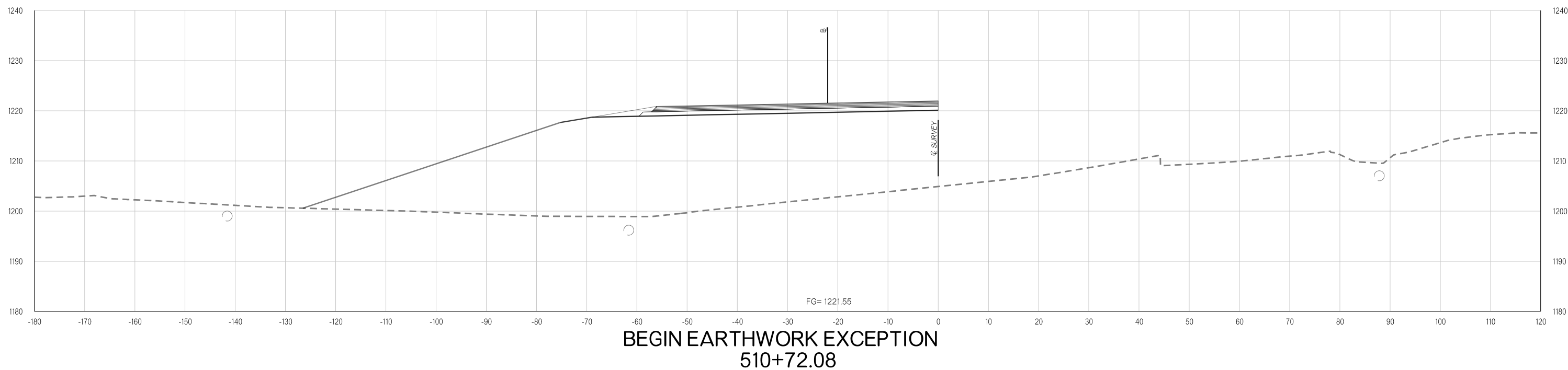


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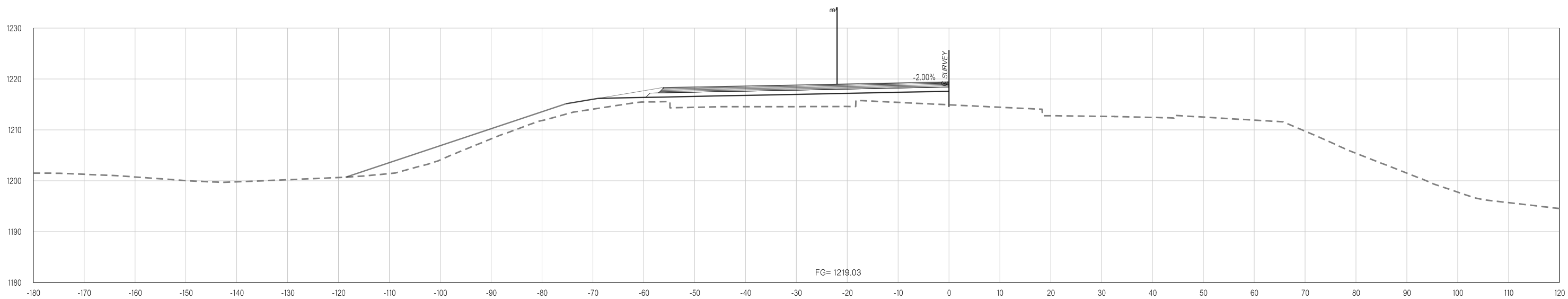


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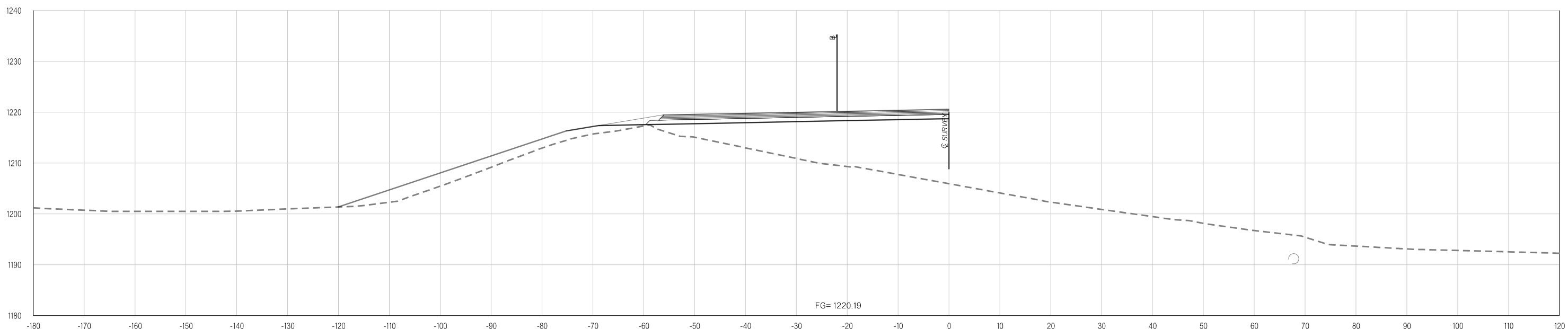
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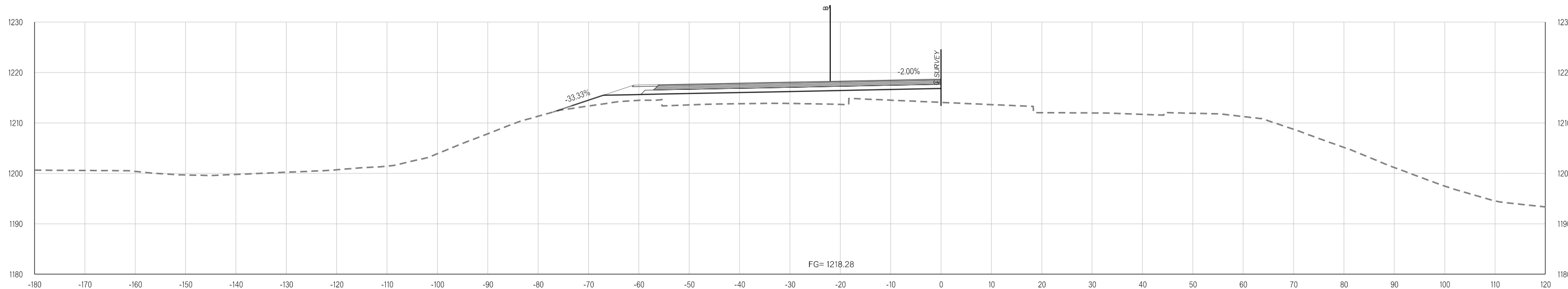


**SUBGRADE INTERCEPT
512+24.28**

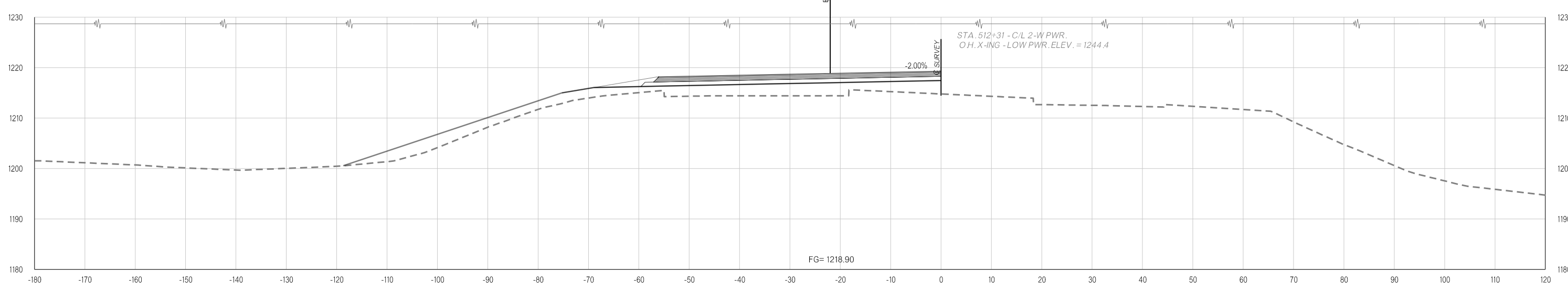


**END EARTHWORK EXCEPTION
511+58.73**

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02-21-20

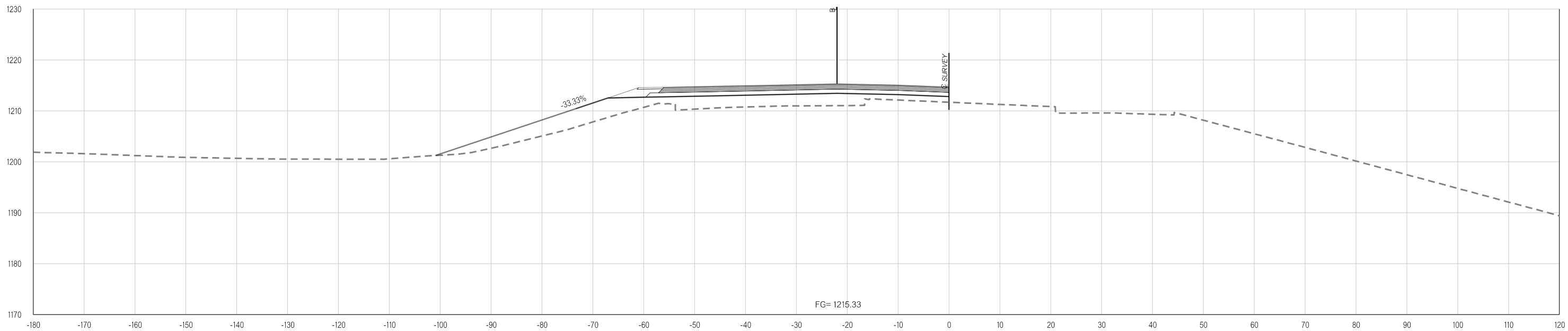


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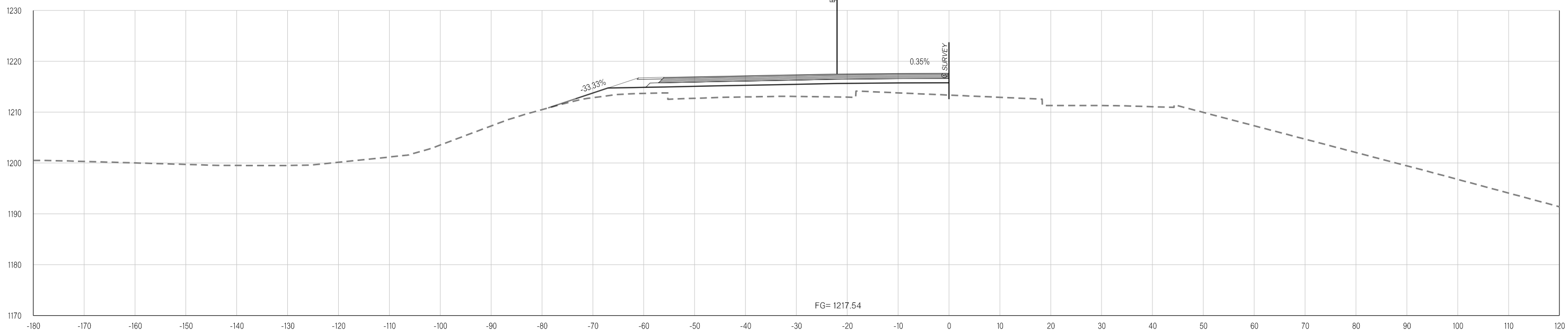


512+31.00

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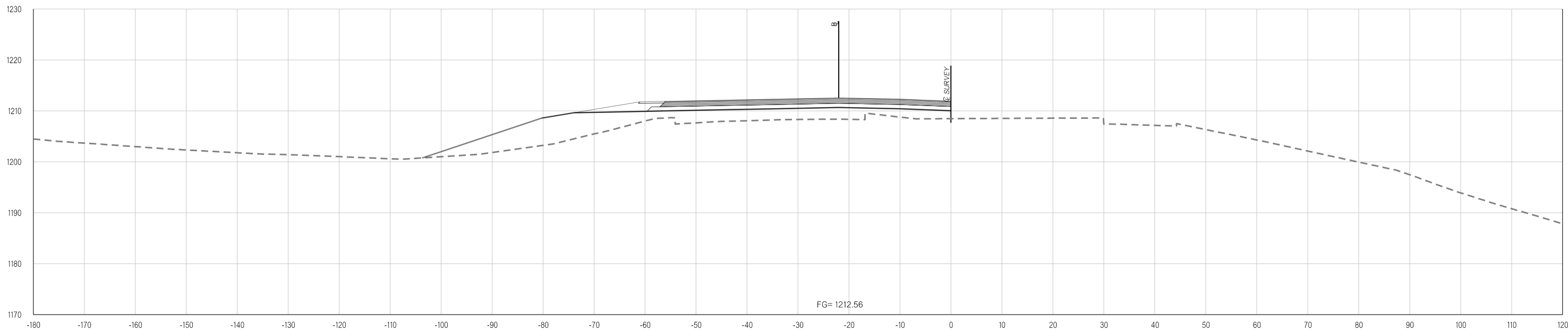


514+00.00

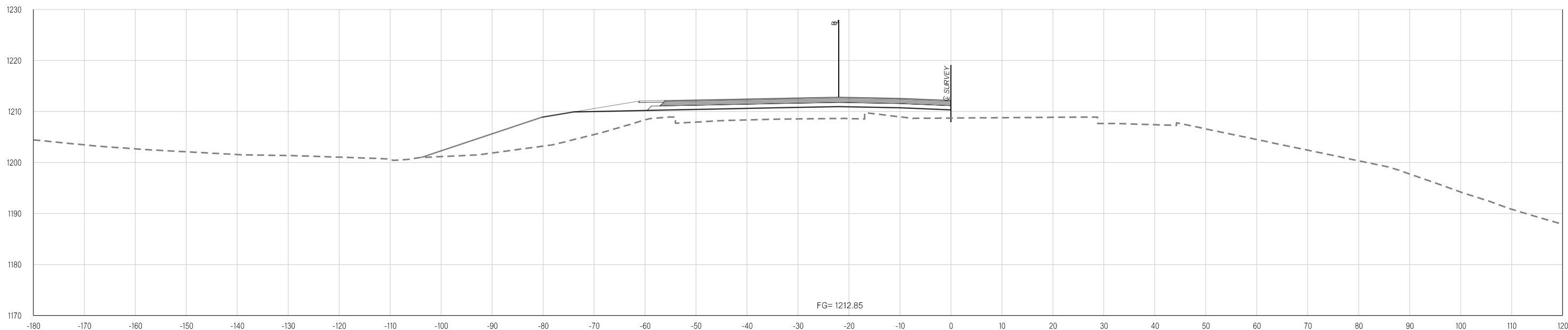


513+00.00

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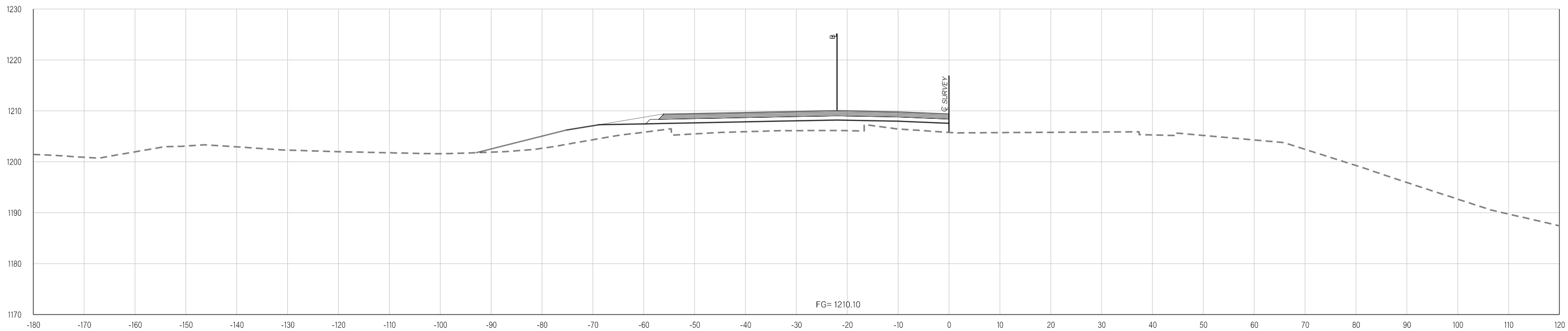


END GR WIDENING / BEGIN WIDENING TAPER LT.
515+10.88

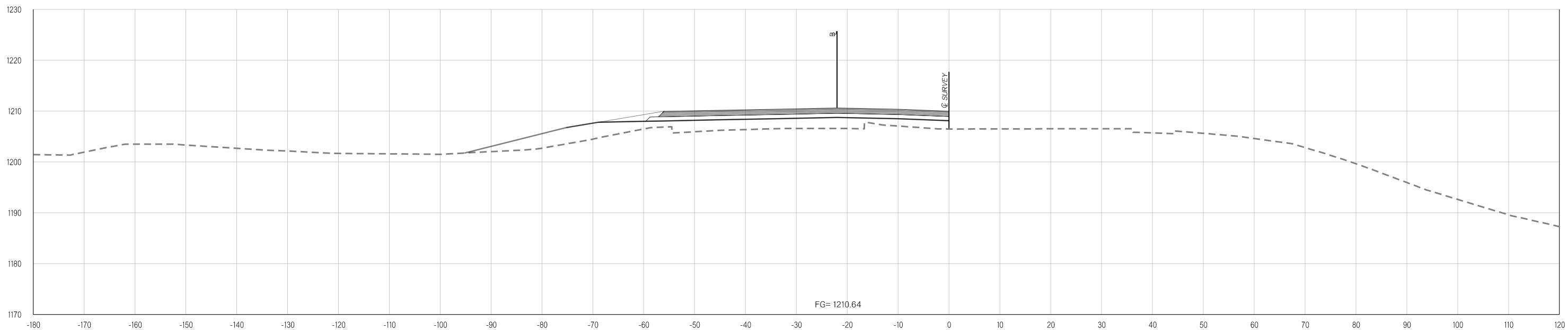


515+00.00

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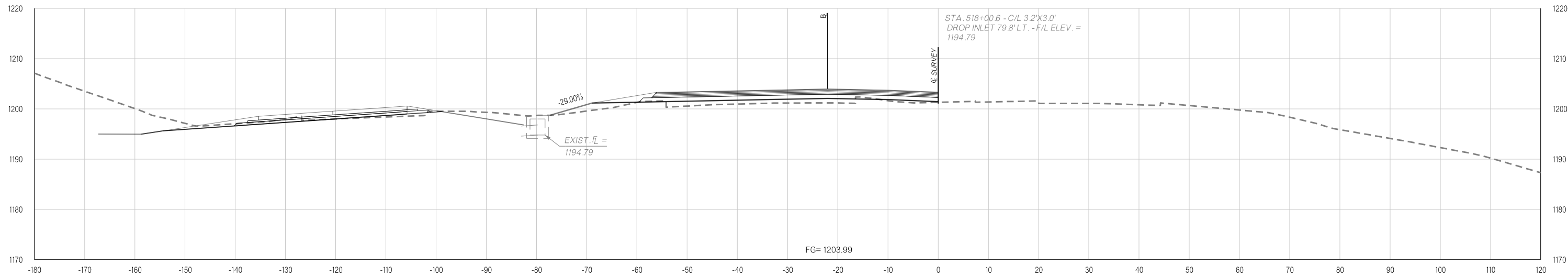


516+00.00

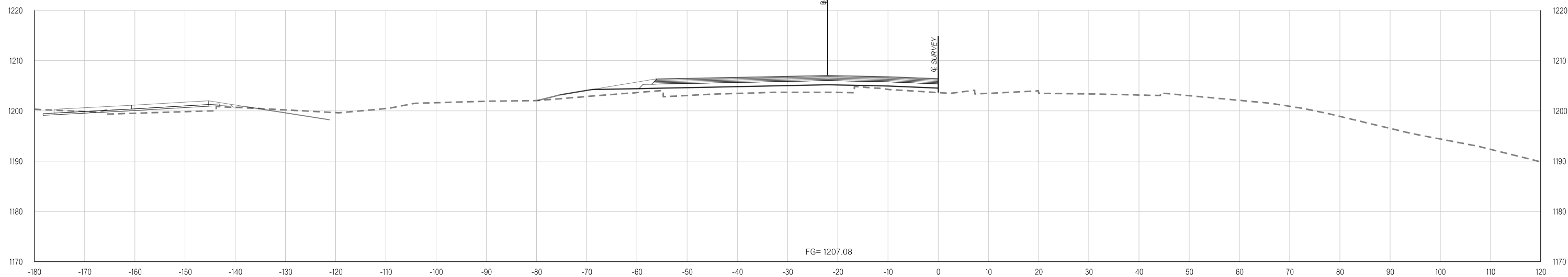


END WIDENING TAPER LT.
515+80.88

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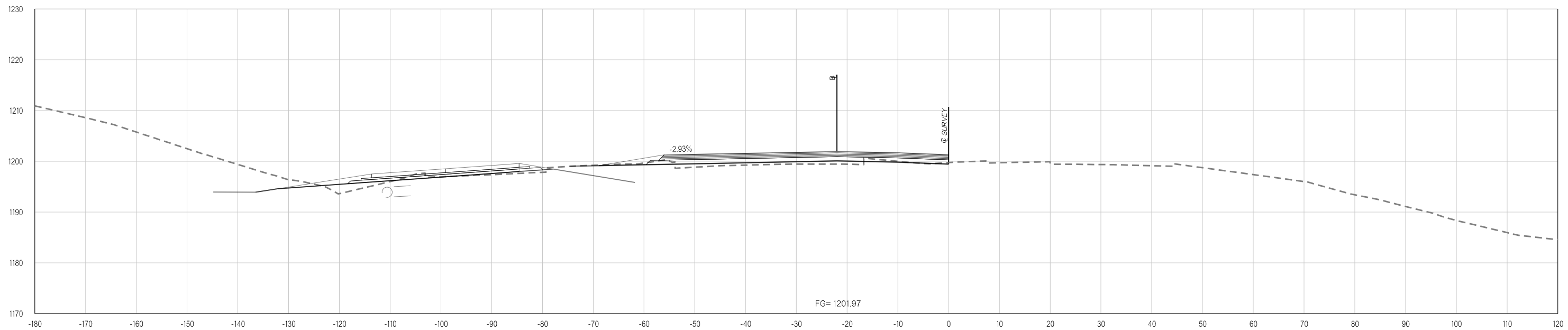


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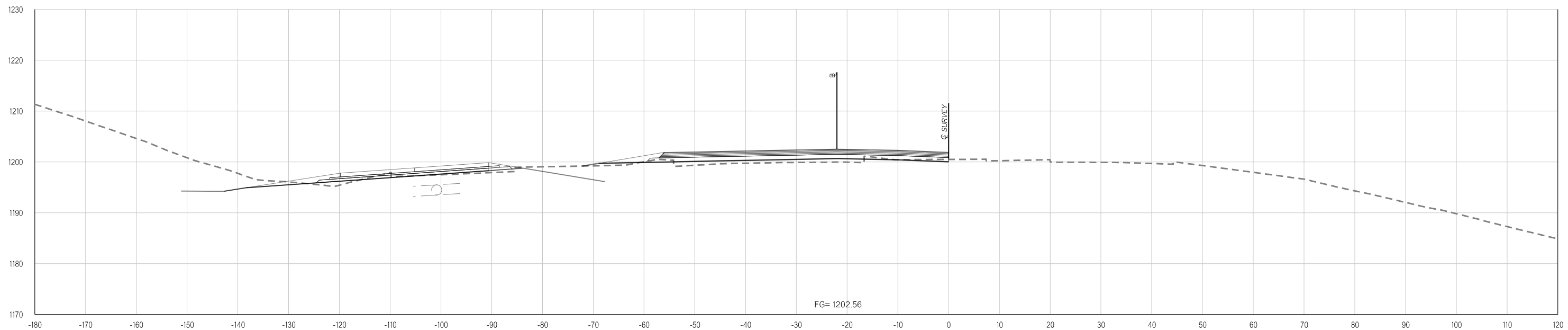


517+00.00

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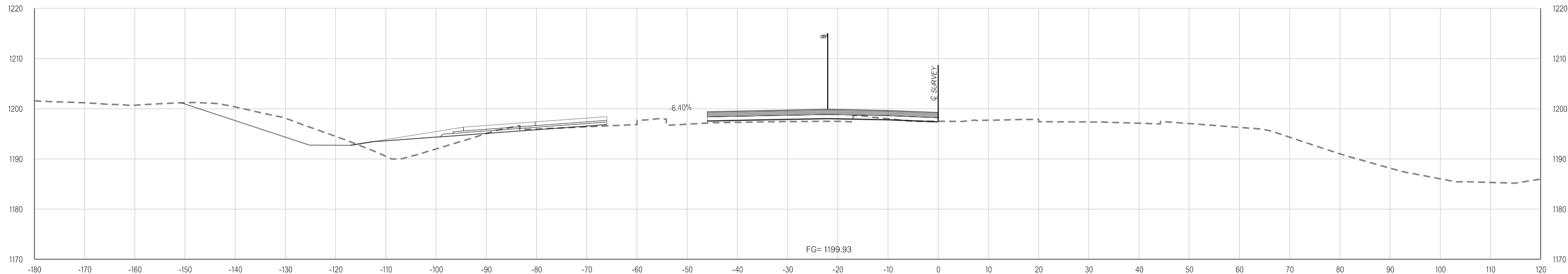


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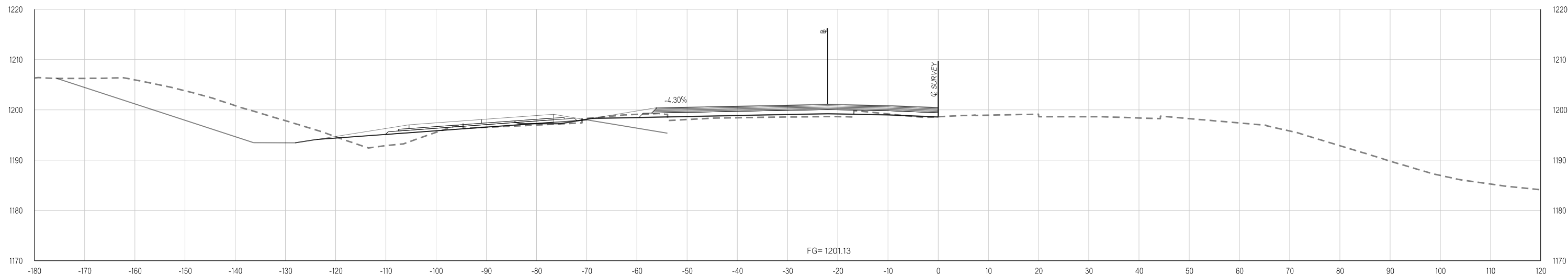


518+47.80

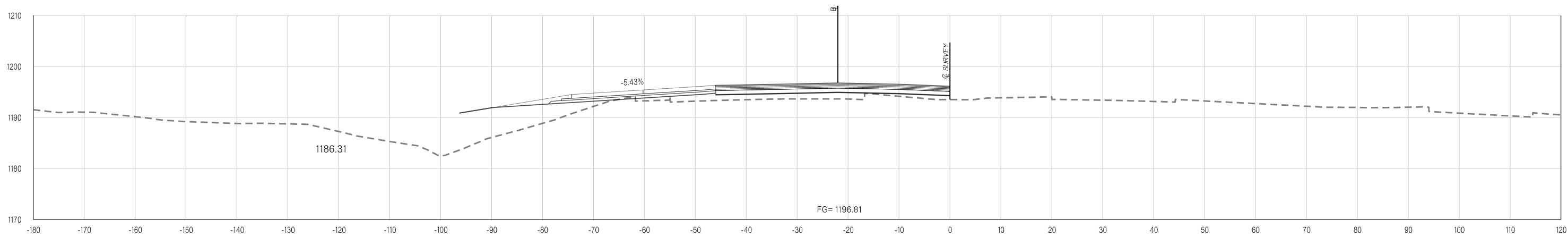
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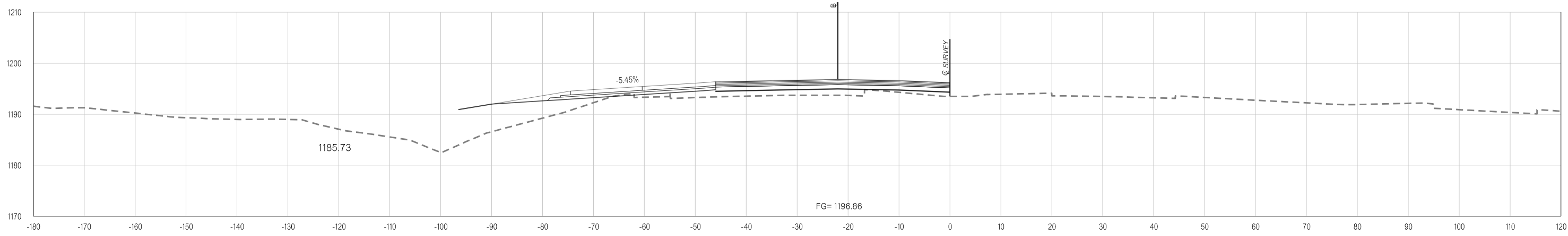
**GORE NOSE & RAMP B
519+47.80**



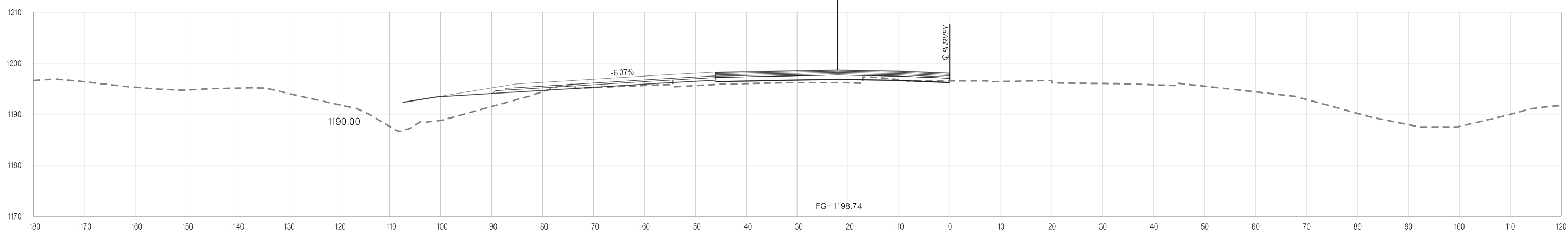
519+00.00



521+00.00



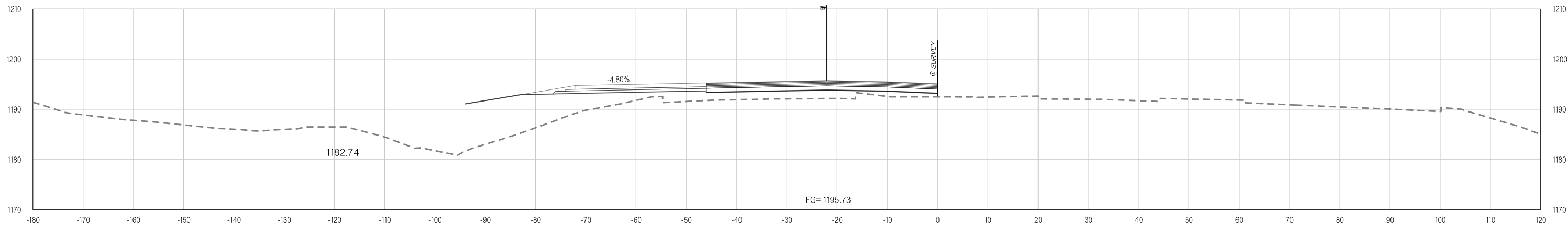
520+97.18



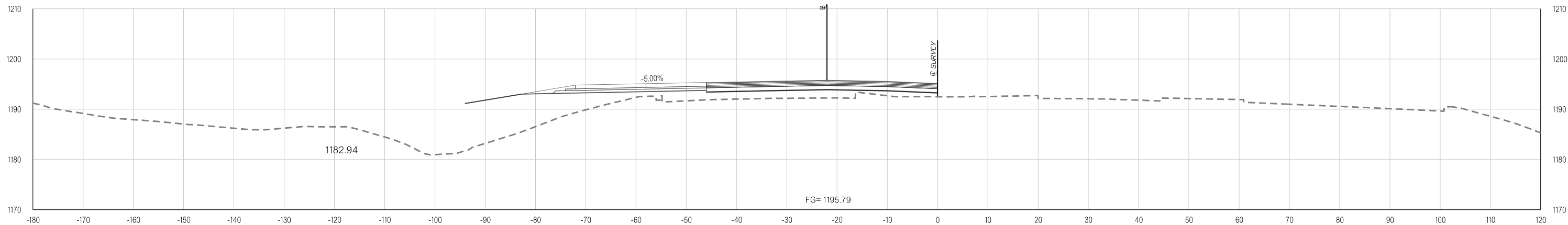
520+00.00

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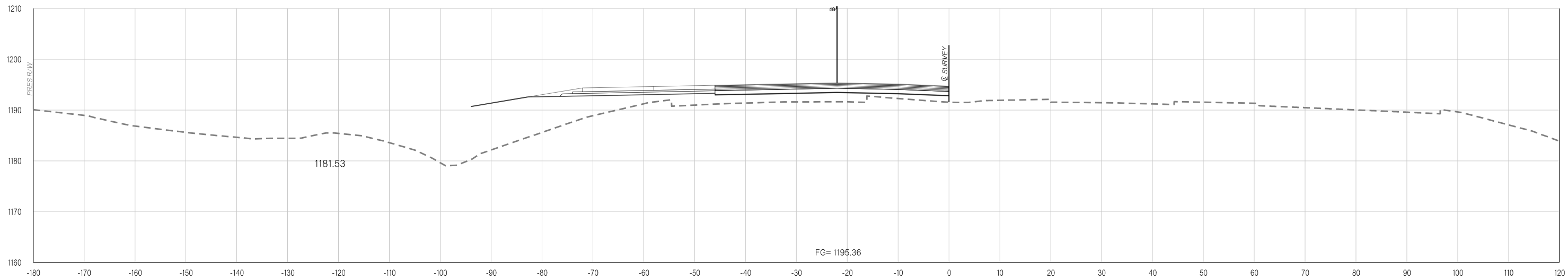


**END RAMP TRANSITION - BEGIN PARALLEL LANE LT.
521+71.47**

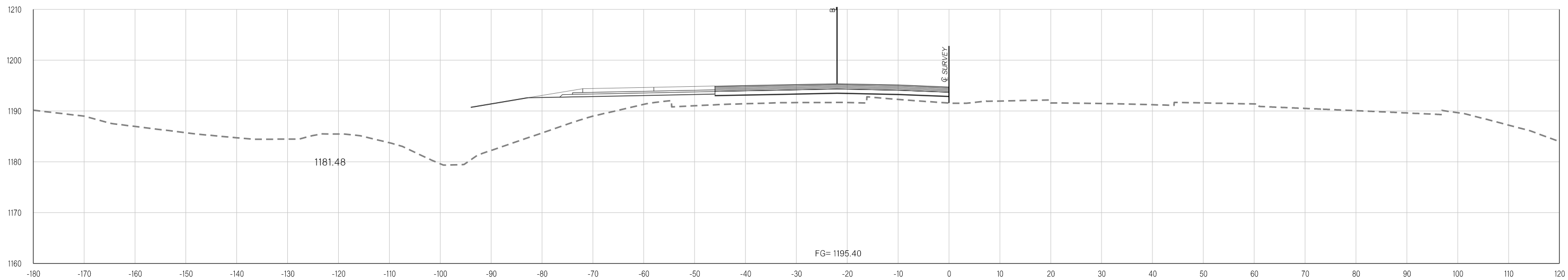


521+66.84

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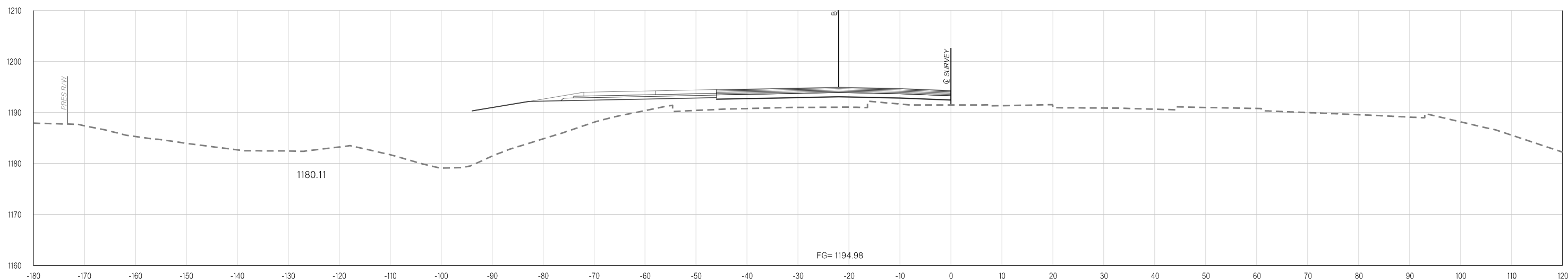
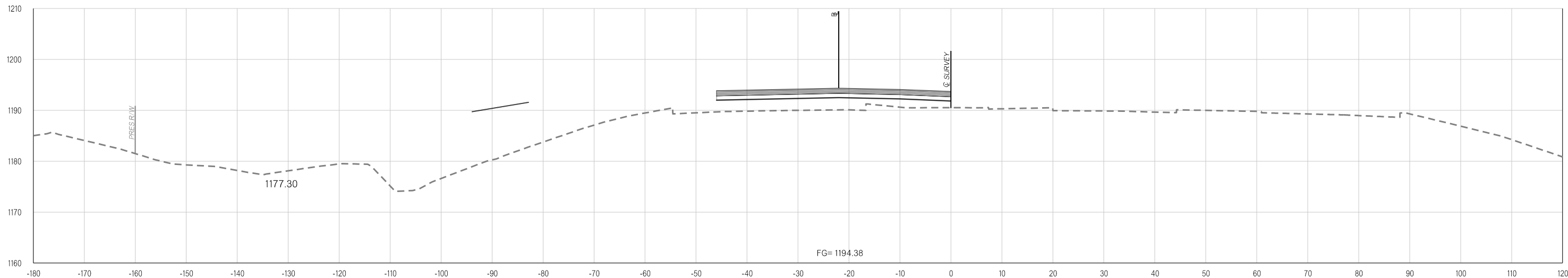


522+00.00

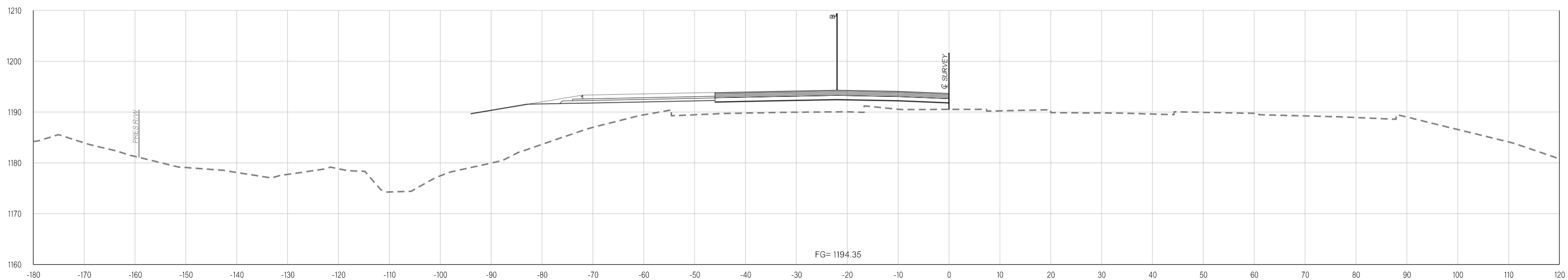
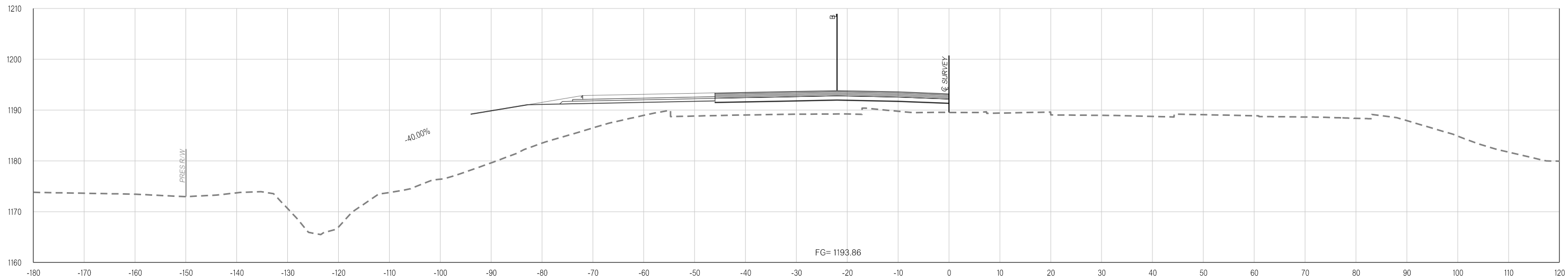


521+97.18

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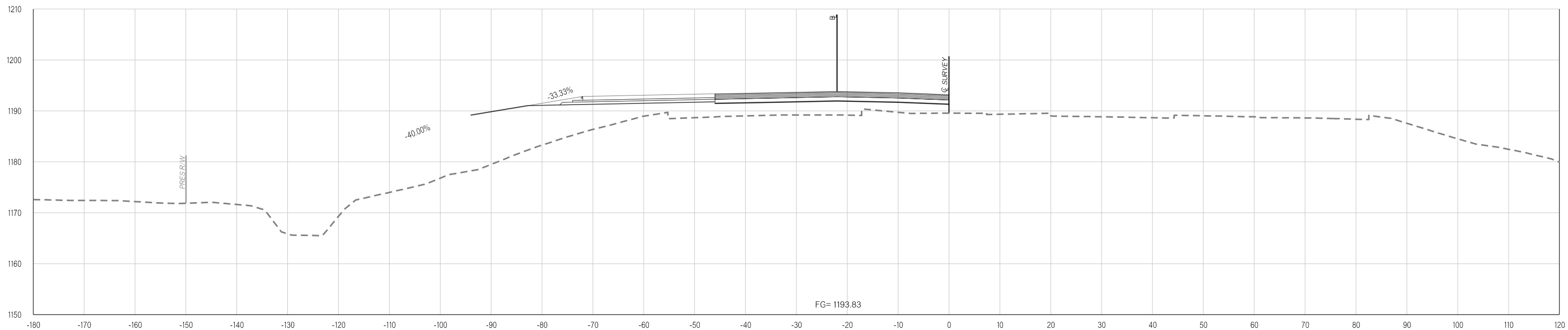


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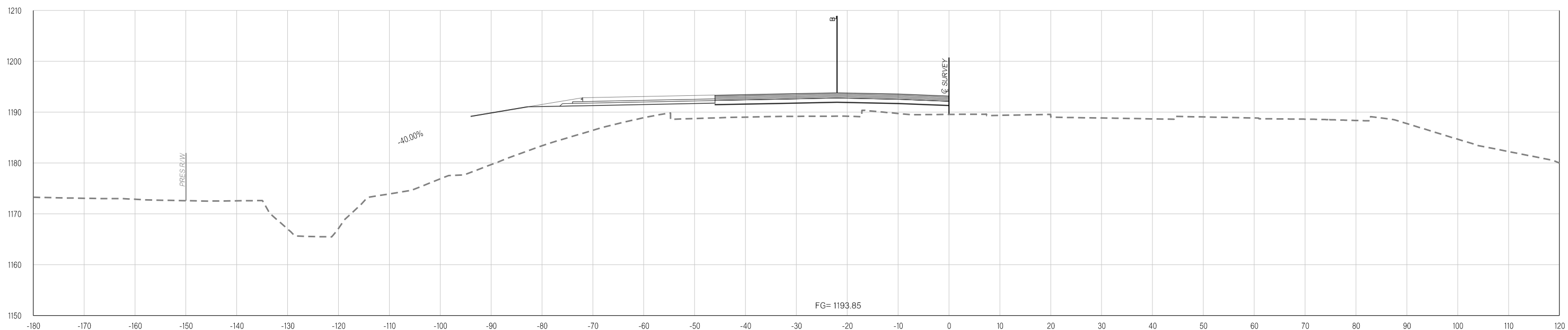


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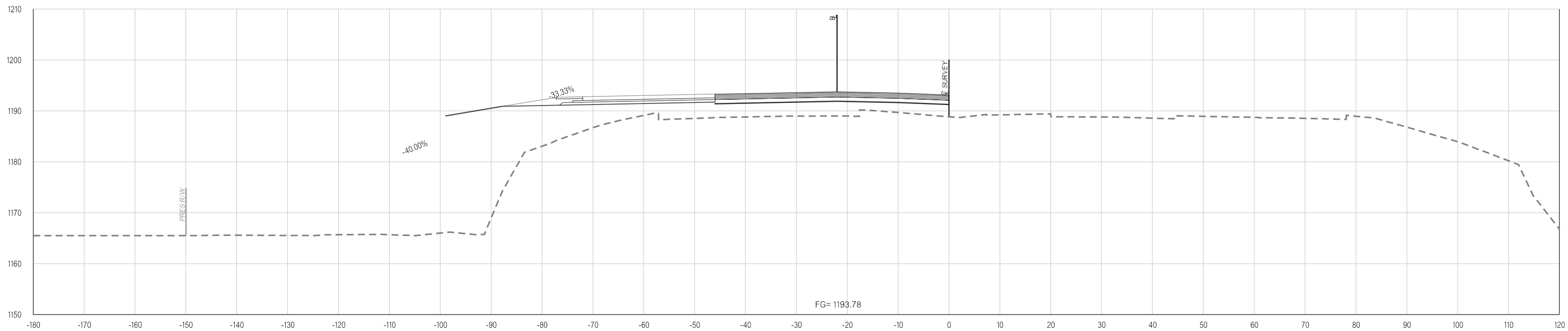


**BEGIN GR WIDENING LT.
524+09.93**

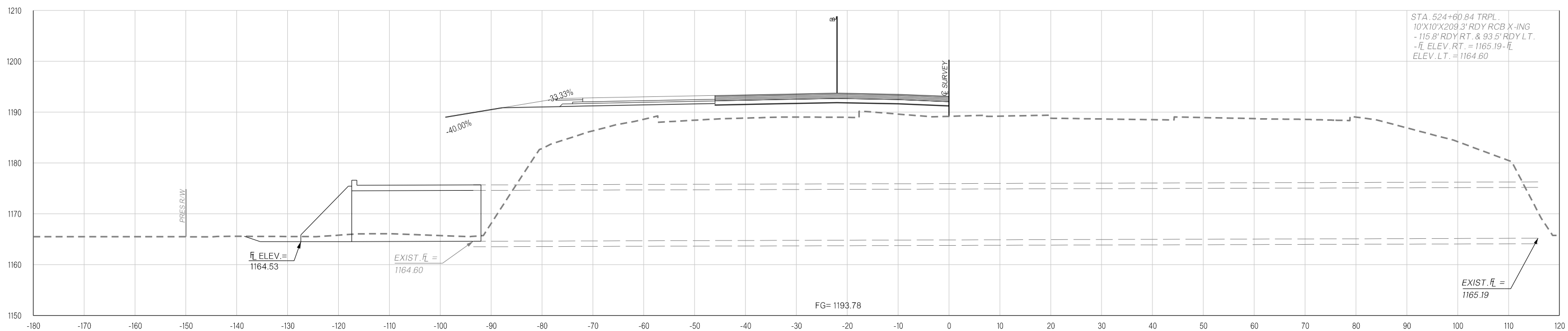


524+04.42

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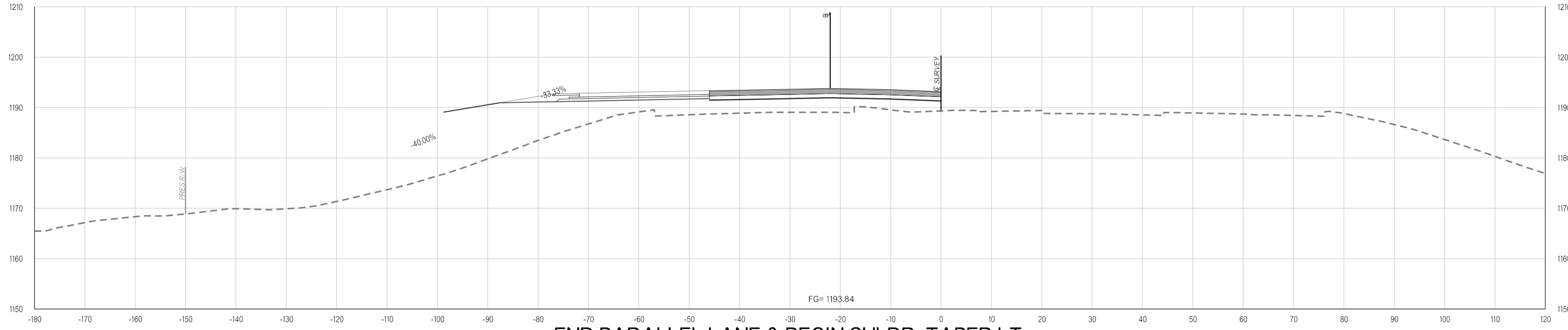
524+72.86



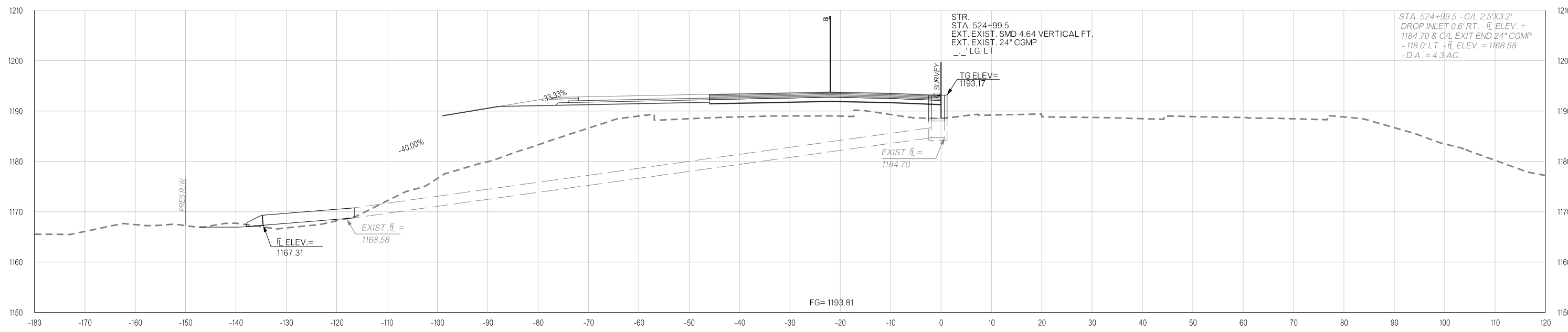
STA. 524+60.84 TRPL.
10'X10'X209.3' RDY RCB X-ING
- 115.8' RDY RT. & 93.5' RDY LT.
- fi ELEV. RT. = 1165.19 - fi
ELEV. LT. = 1164.60

524+60.84

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**END PARALLEL LANE & BEGIN SHLDR. TAPER LT.
 525+11.47**



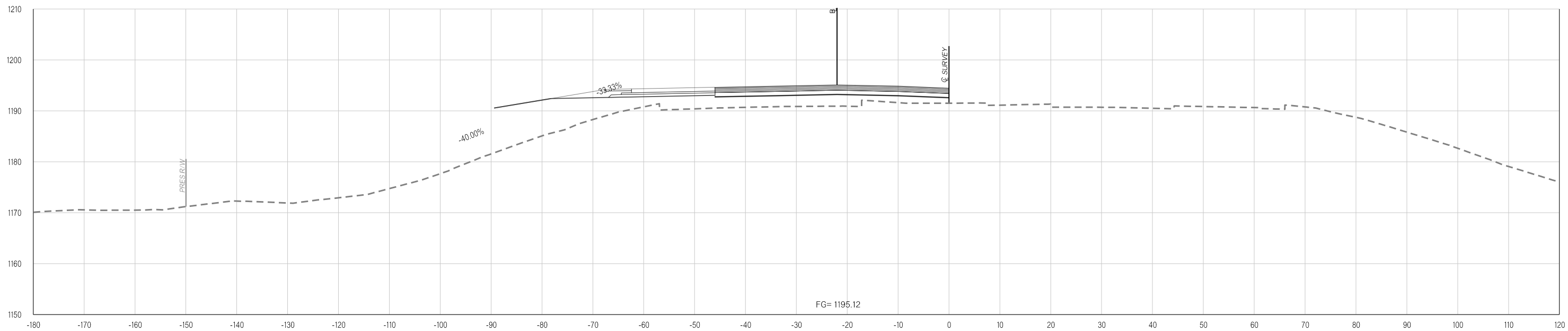
STR.
 STA. 524+99.5
 EXT. EXIST. SMD 4.64 VERTICAL FT.
 EXT. EXIST. 24" CGMP
 - - ' LG. LT

STA. 524+99.5 - C/L 2.5'X3.2'
 DROP INLET 0.6' RT. -f.L. ELEV. =
 1184.70 & C/L EXIT END 24" CGMP
 - 118.0' LT. -f.L. ELEV. = 1168.58
 - D.A. = 4.3 AC.

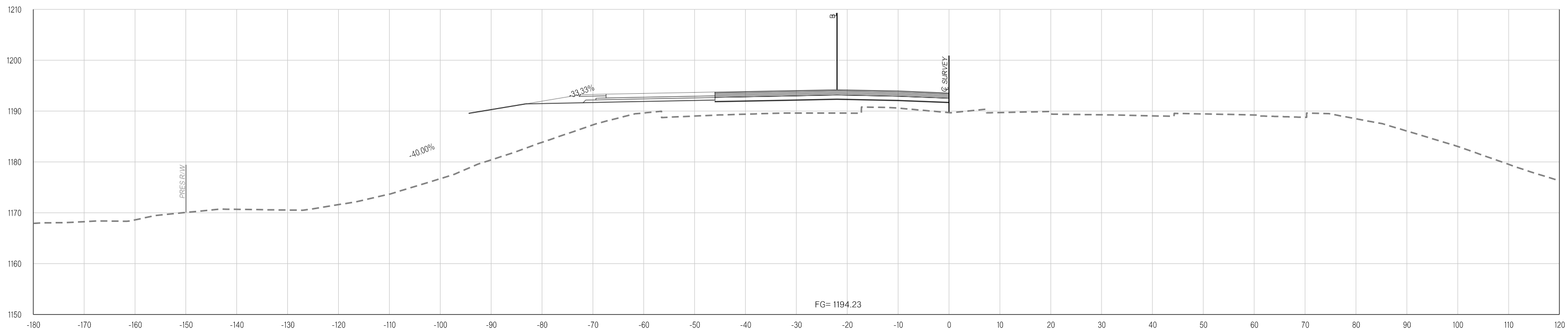
525+00.00

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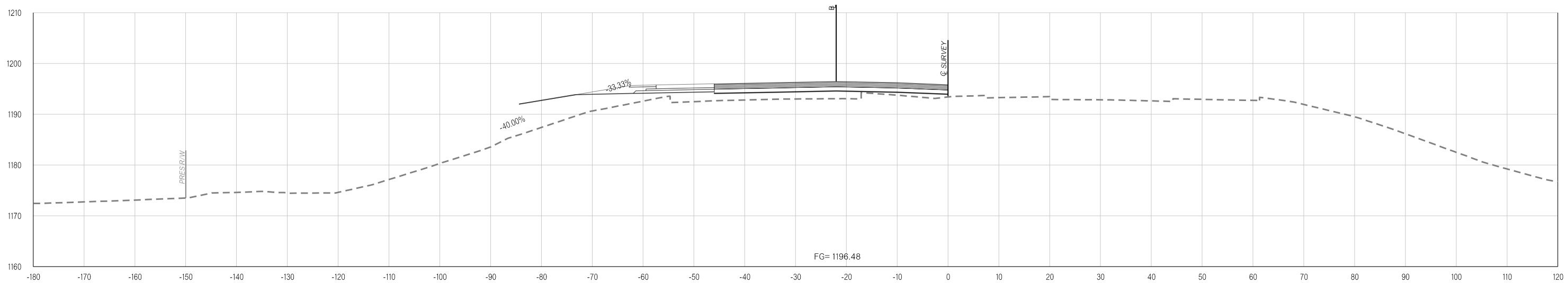


527+00.00

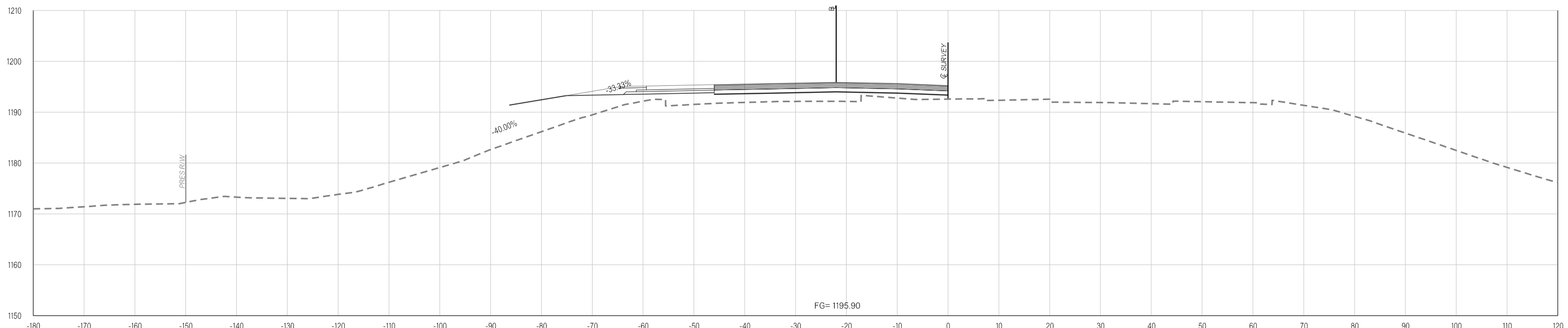


526+00.00

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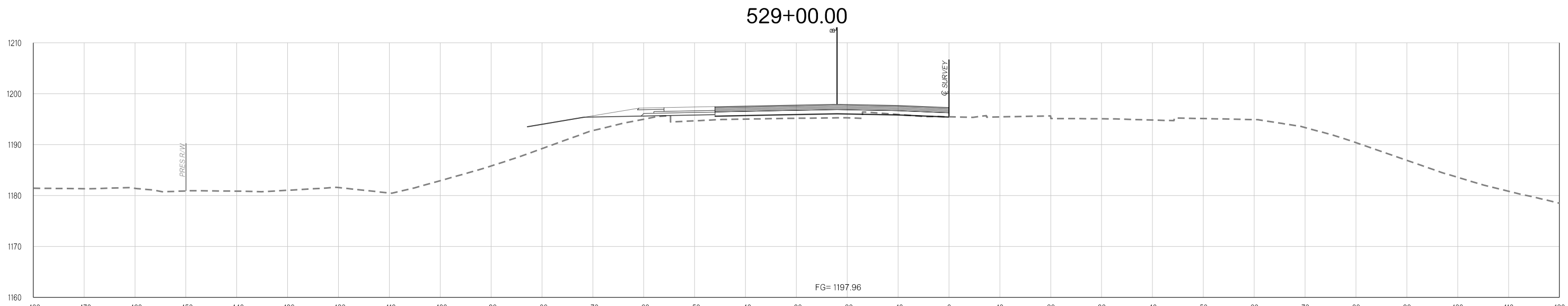
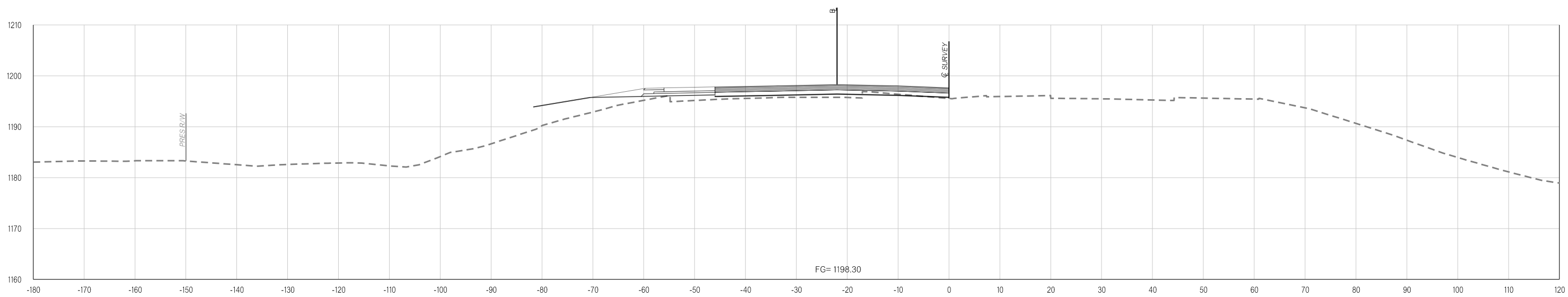


528+00.00



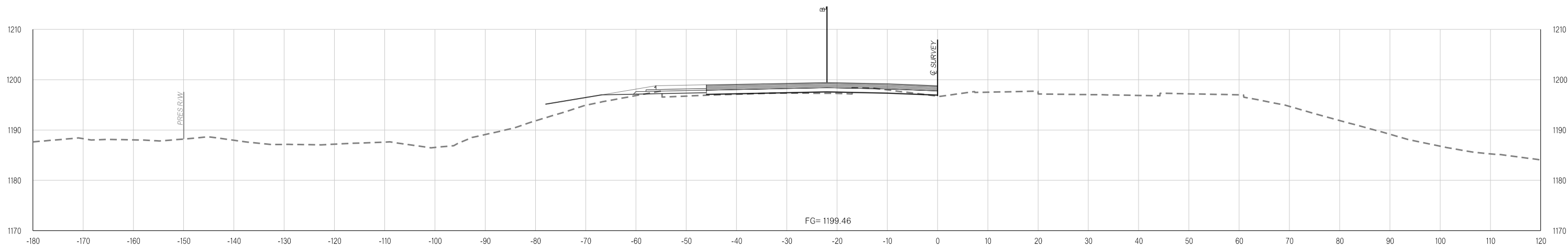
END SHLDR. TAPER LT.
527+61.47

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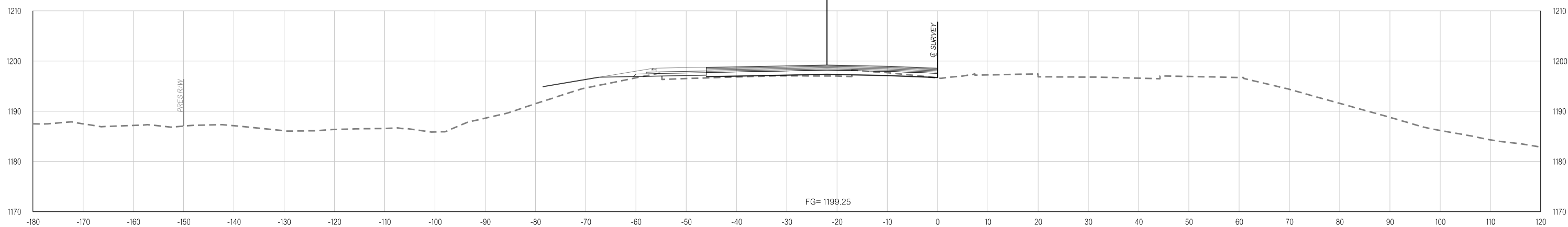


END GR WIDENING / BEGIN WIDENING TAPER LT.
528+83.00

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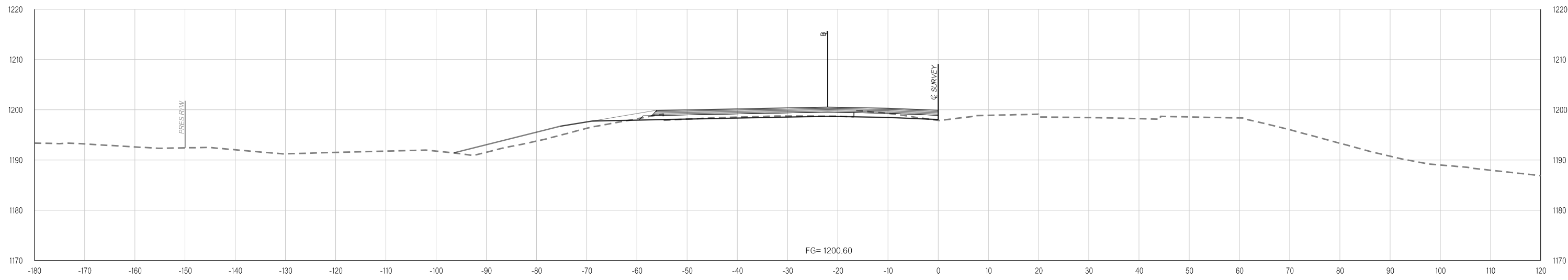
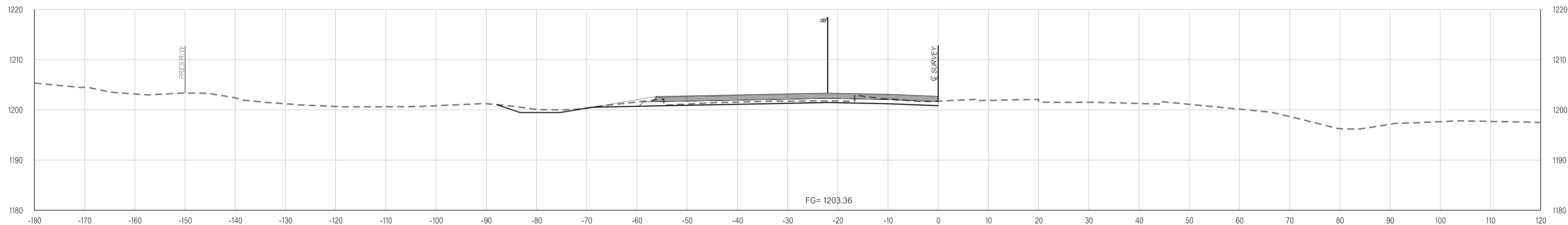


**END GR WIDENING TAPER LT.
529+53.00**

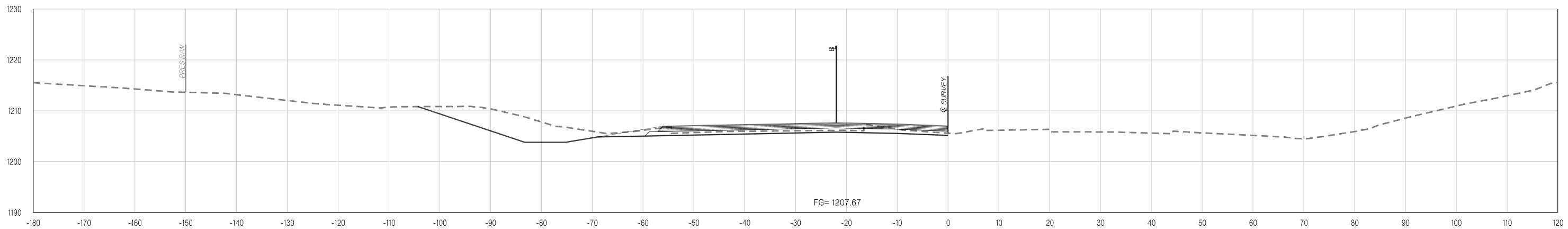


529+43.92

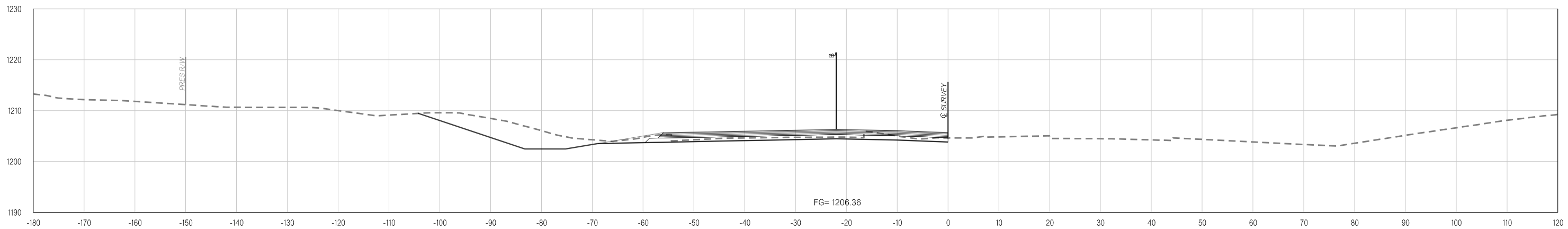
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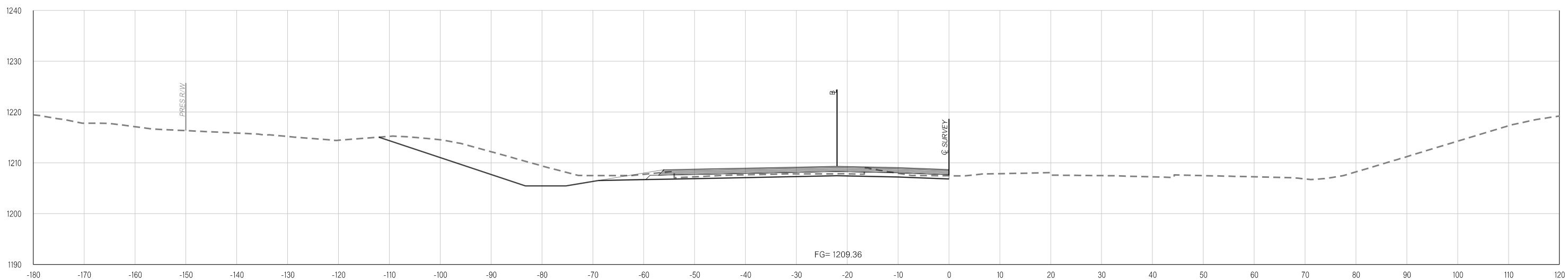
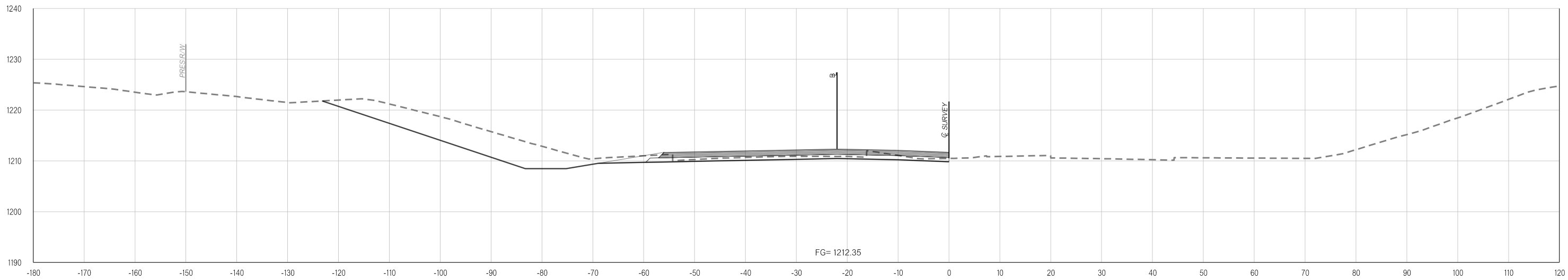


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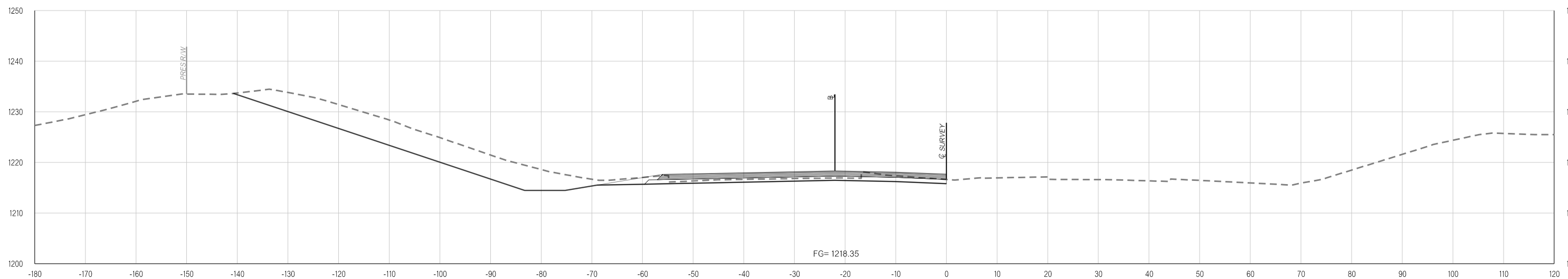


532+00.00

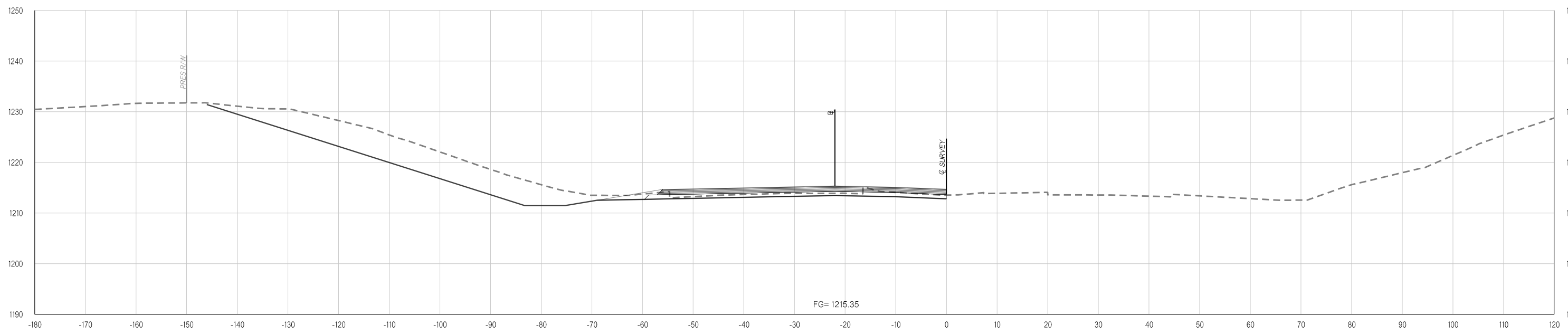
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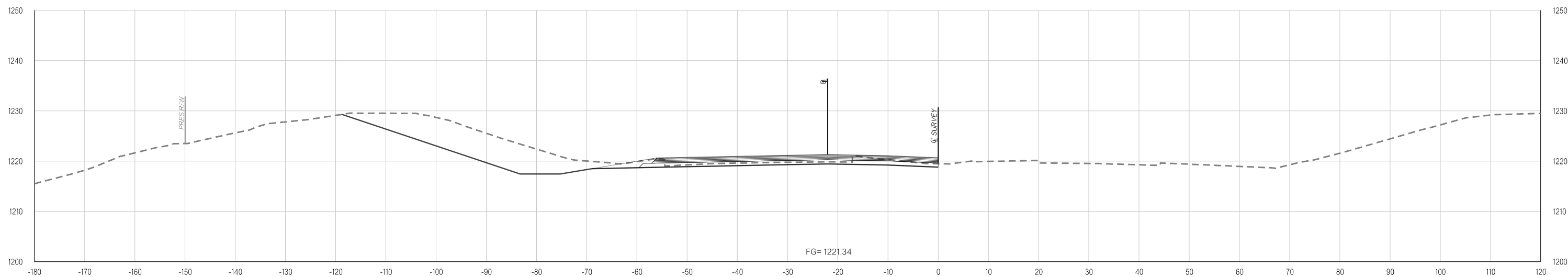
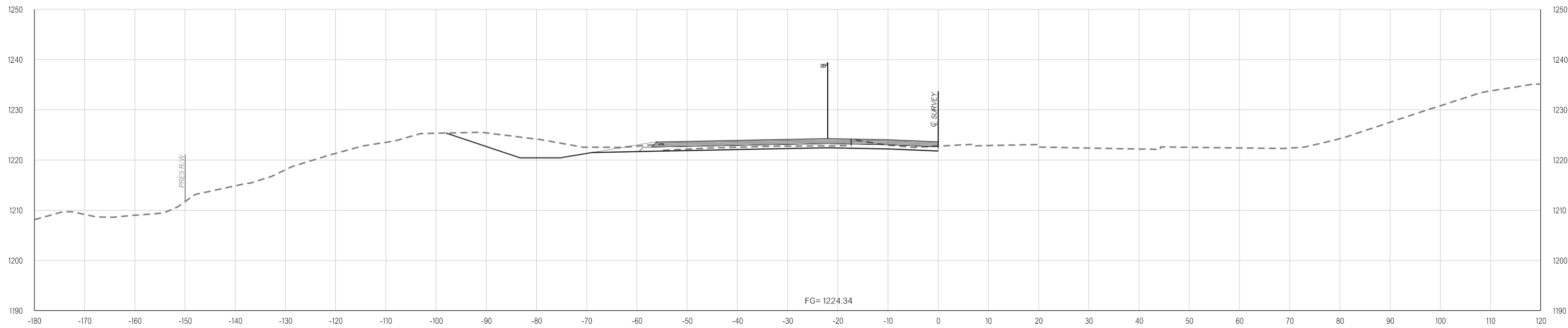


536+00.00

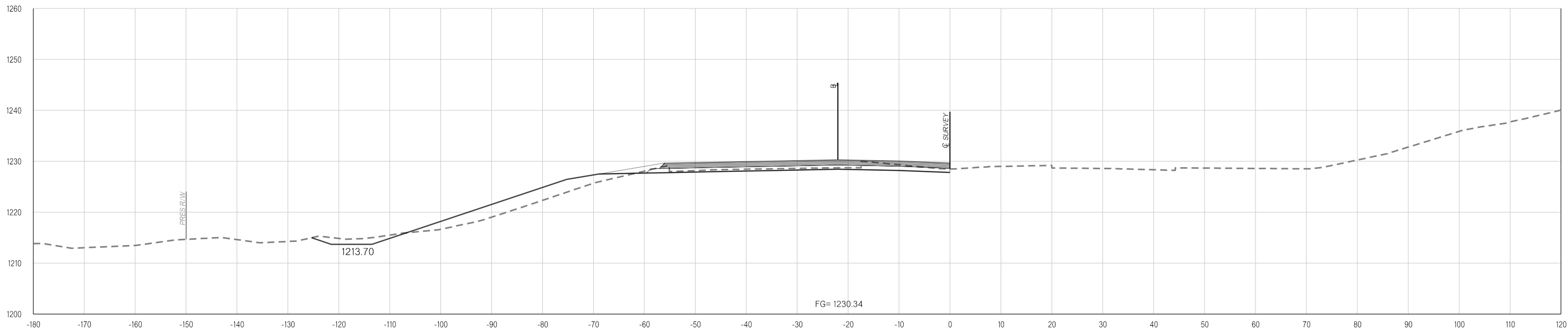


535+00.00

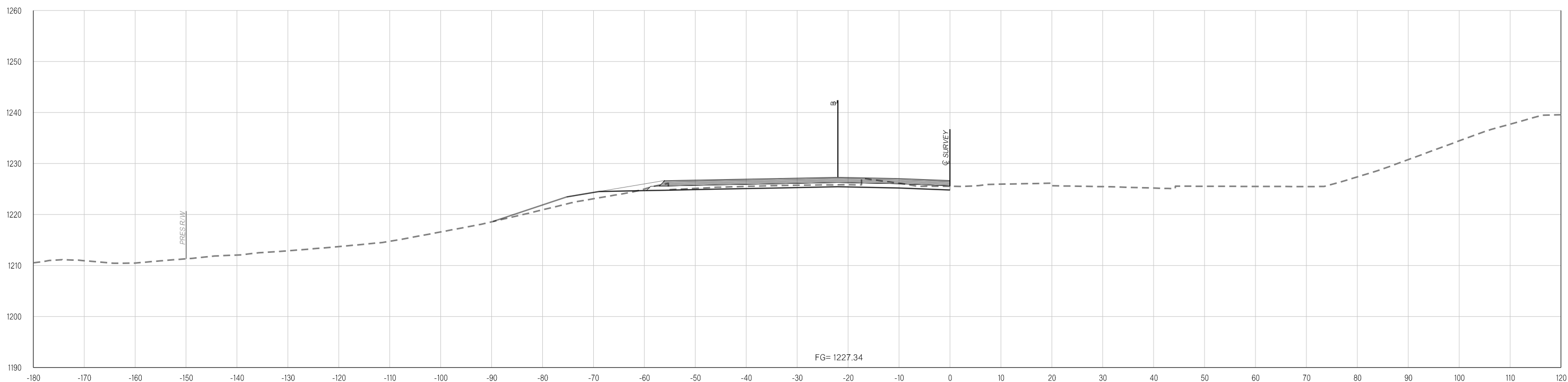
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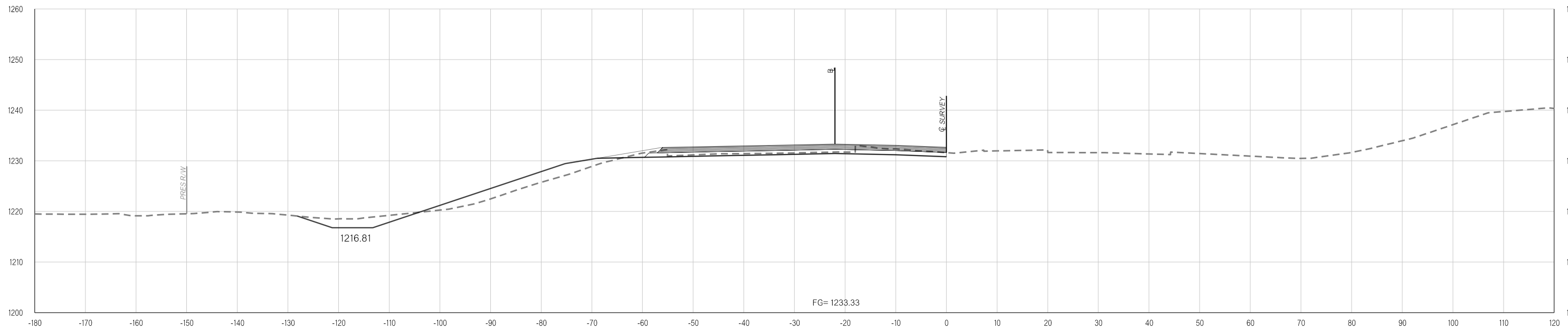


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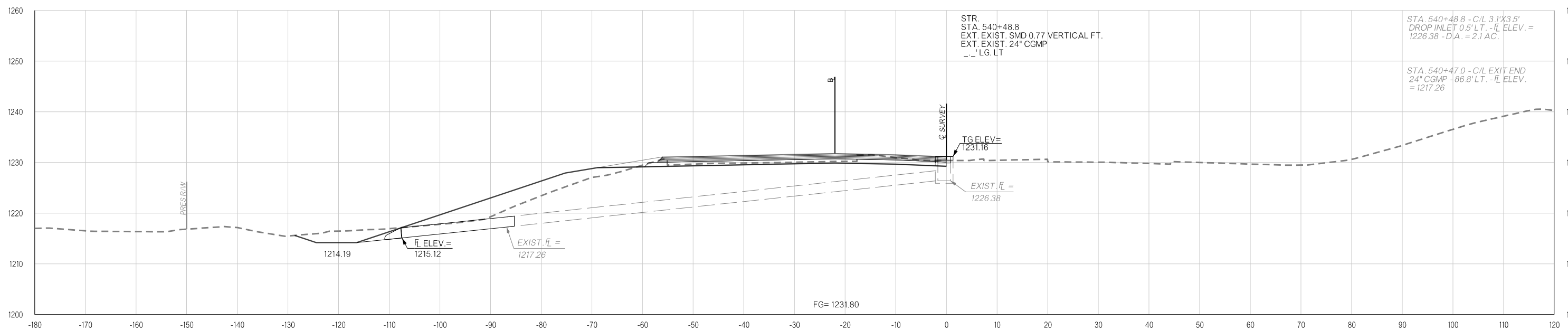


539+00.00

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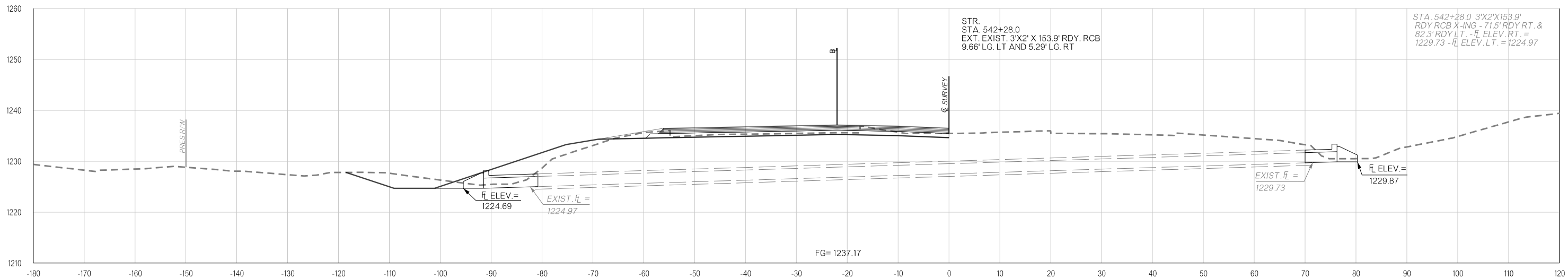


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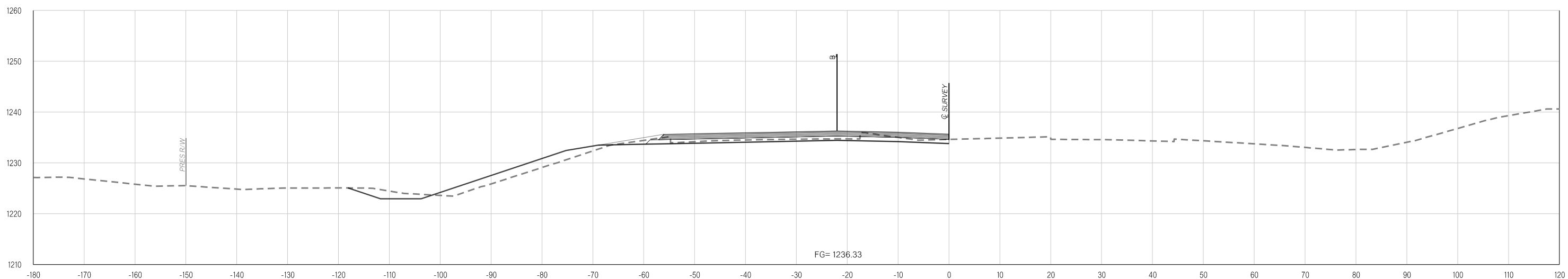


540+48.80

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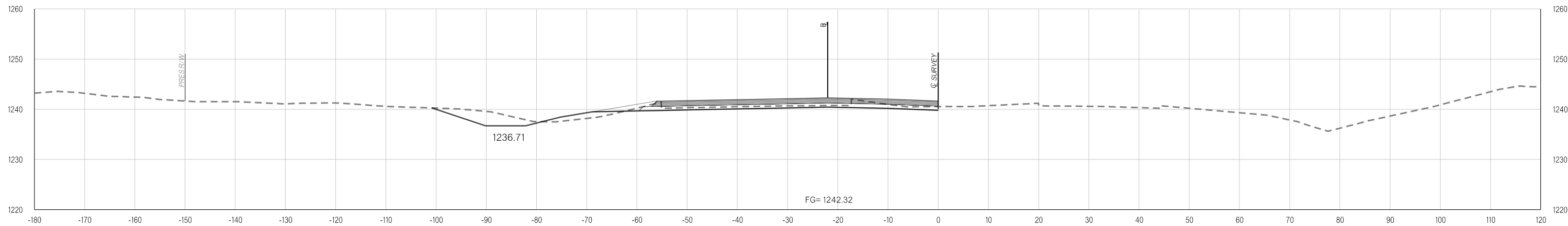


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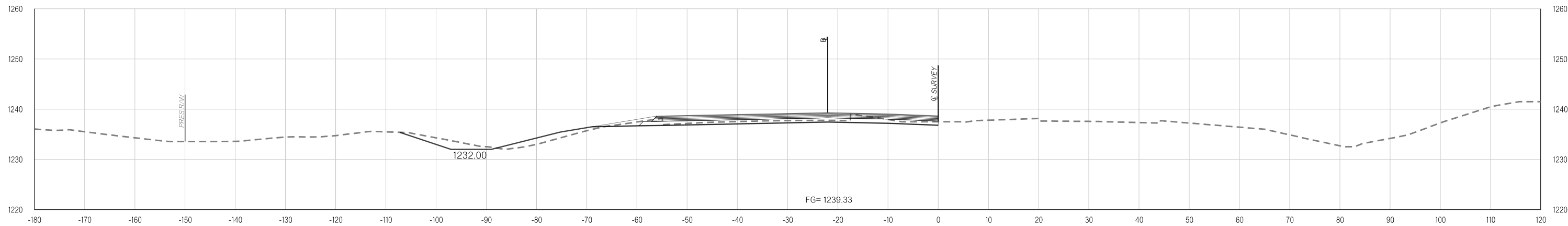


542+00.00

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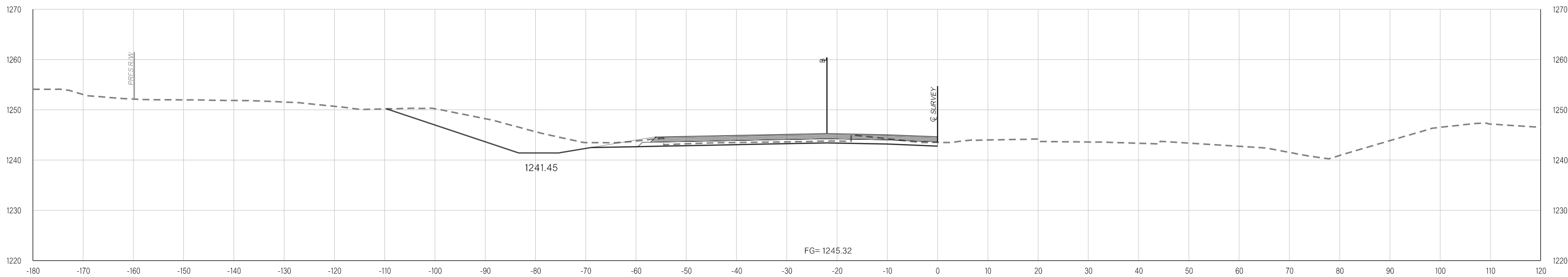
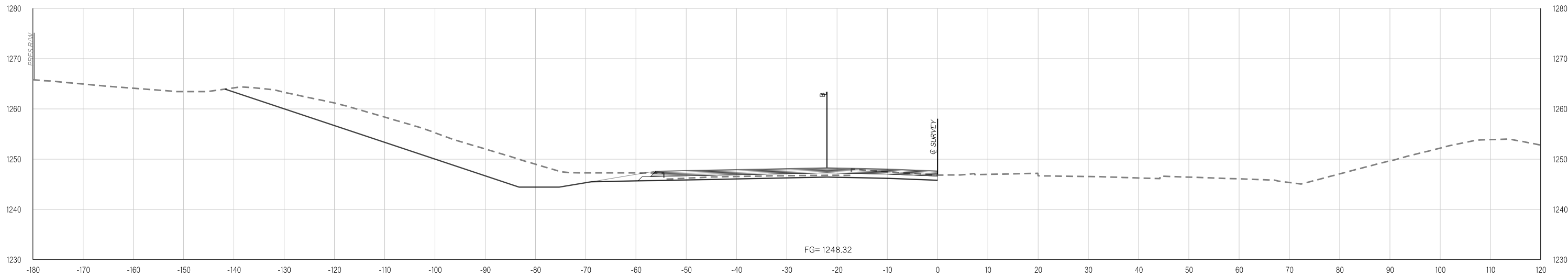


544+00.00

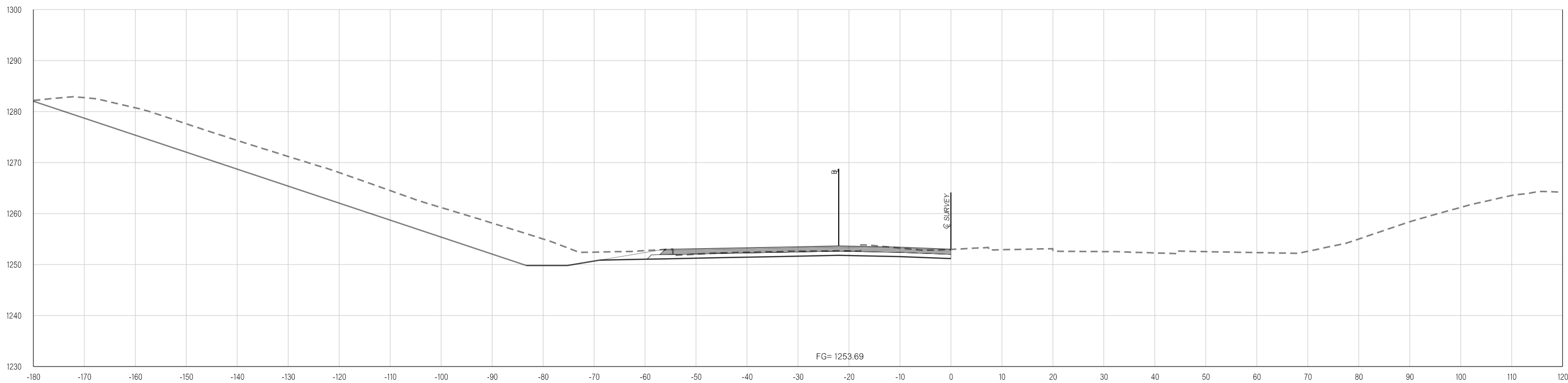


543+00.00

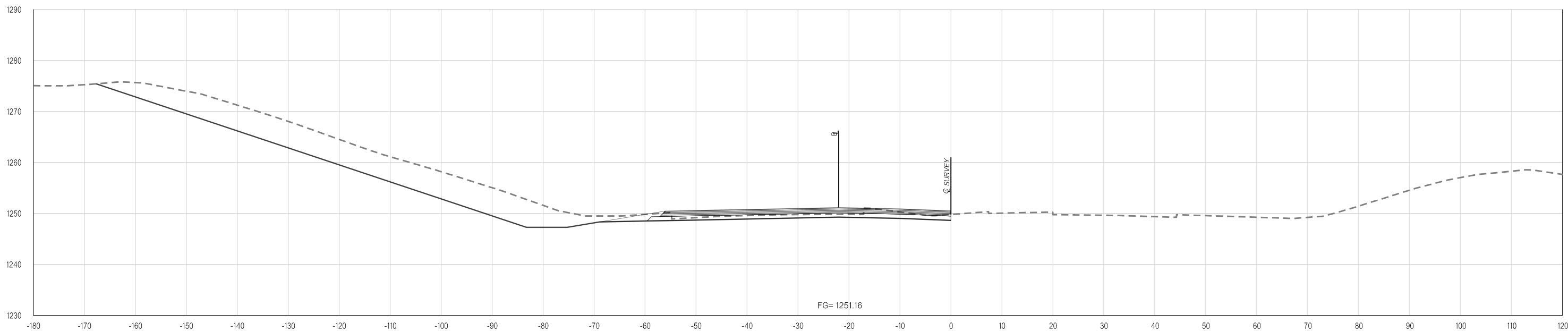
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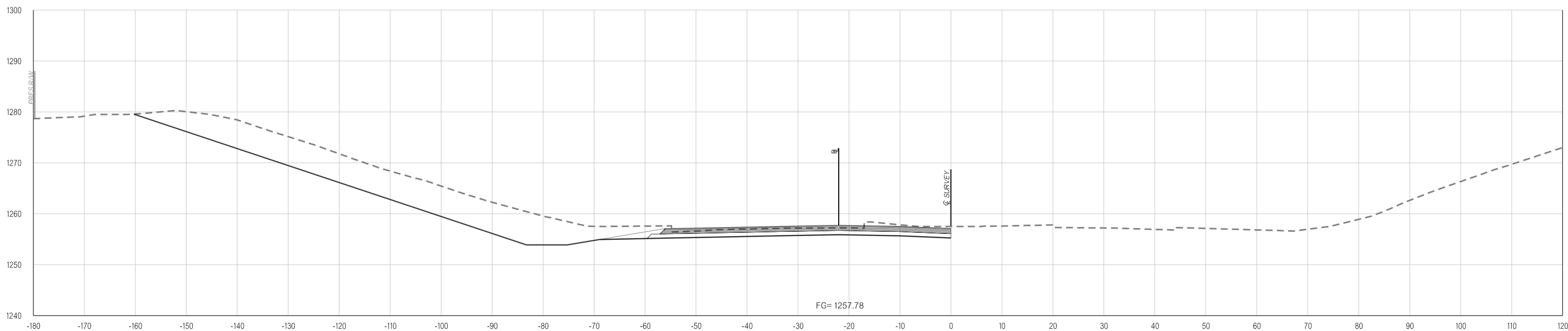


548+00.00

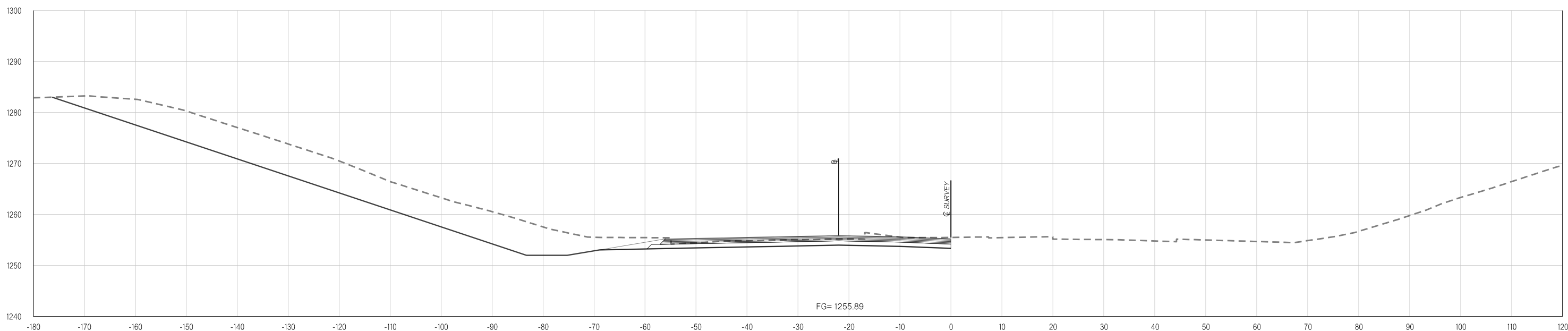


547+00.00

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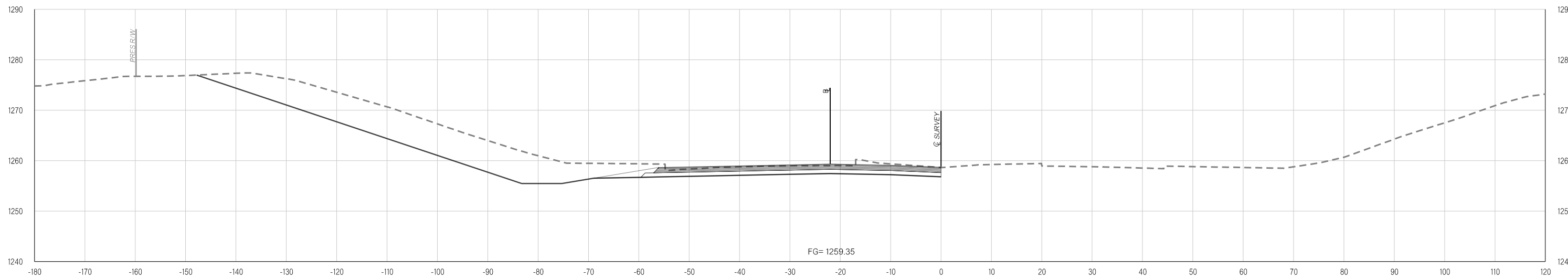
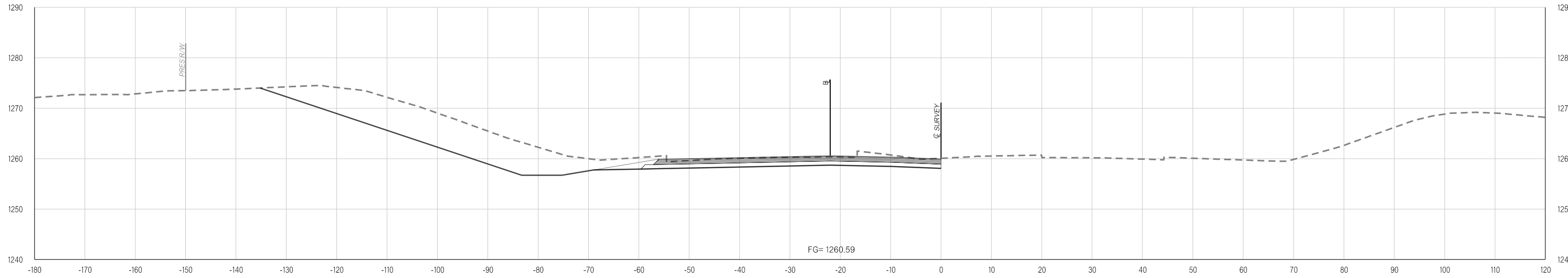


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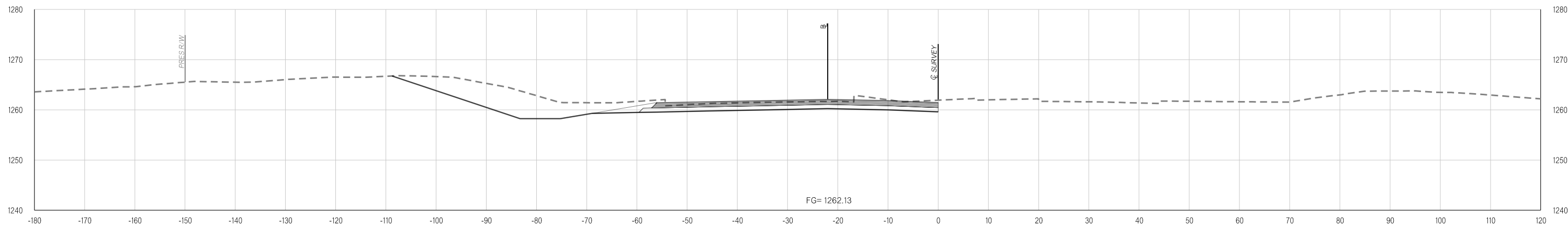


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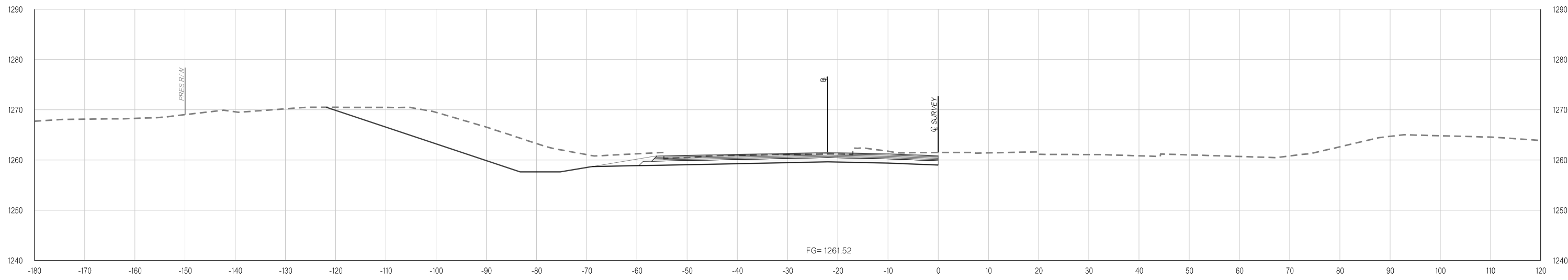
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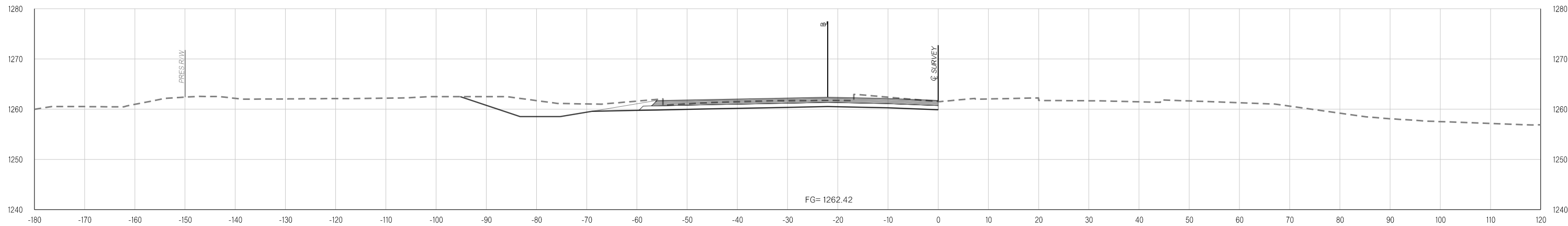
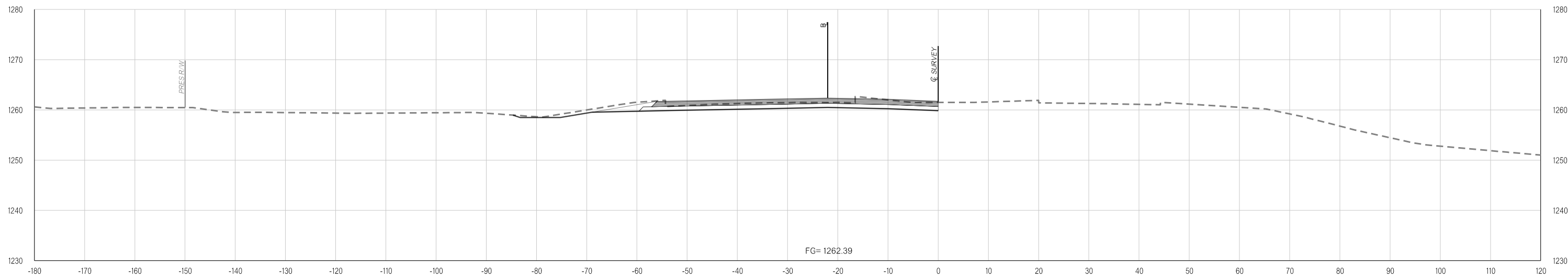


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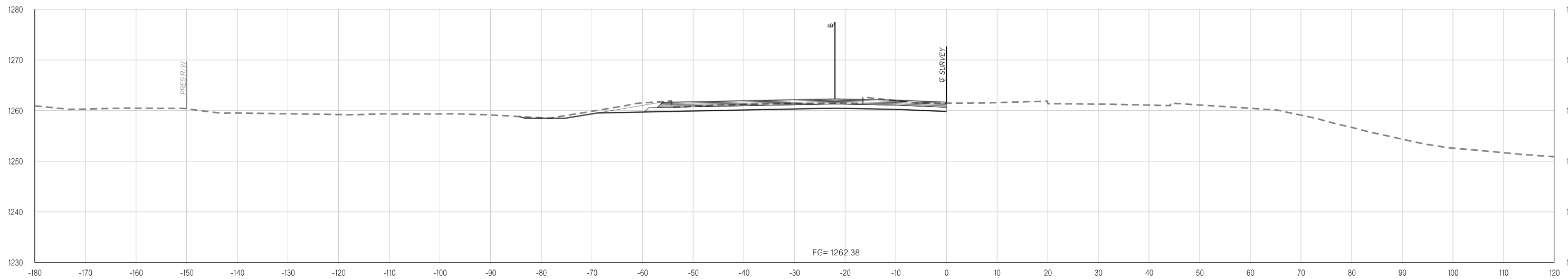
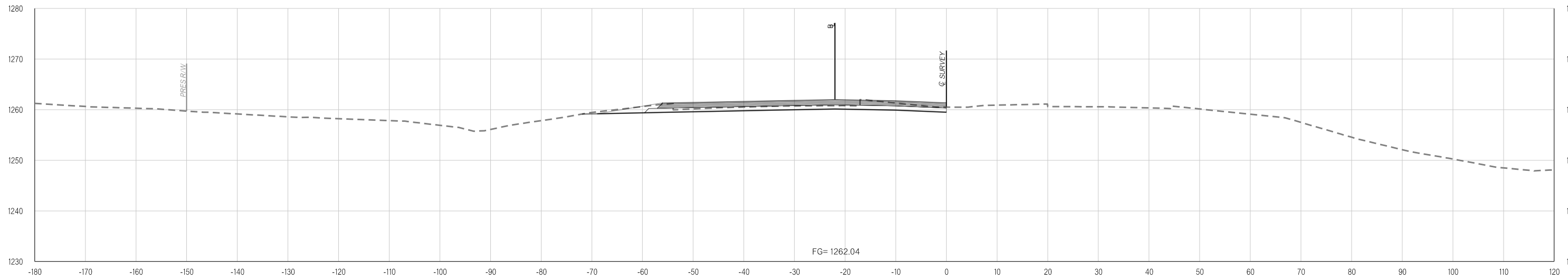
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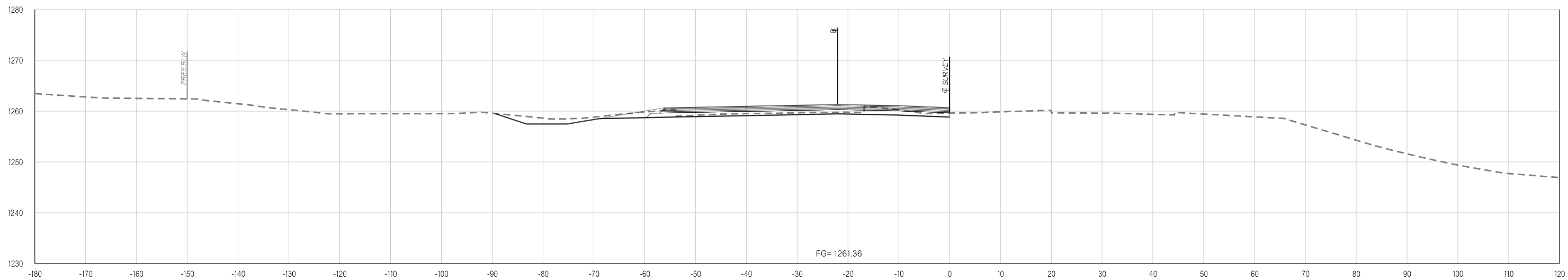


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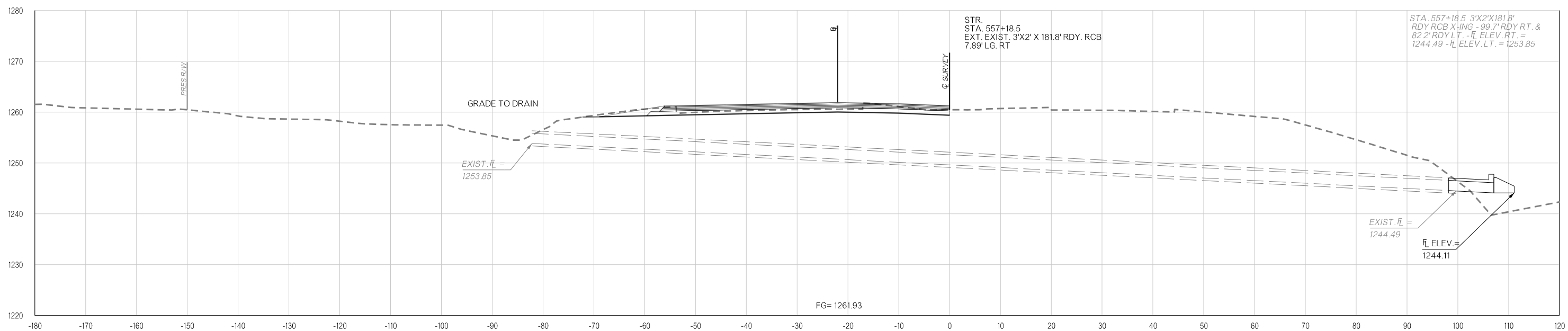
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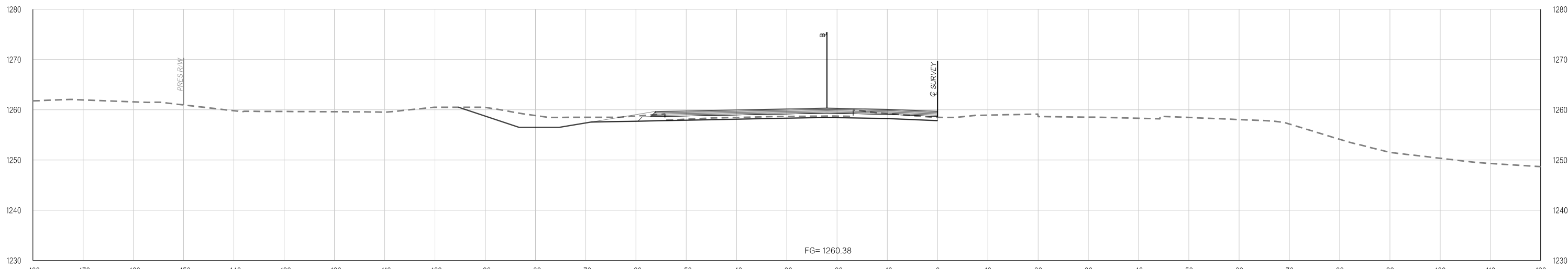
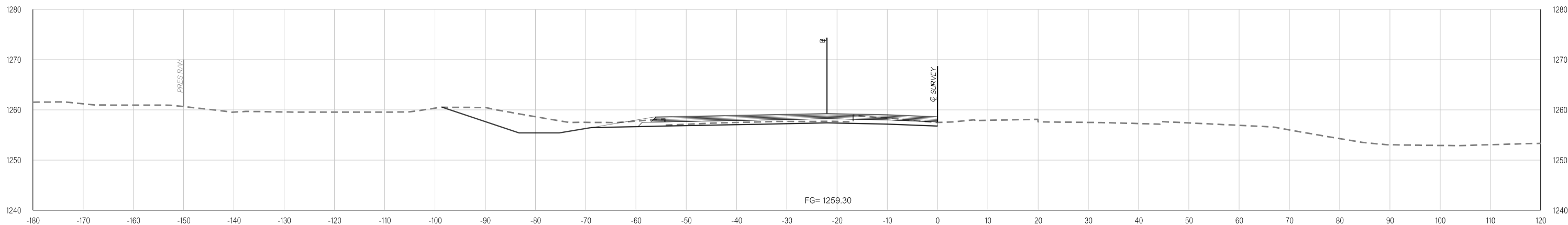


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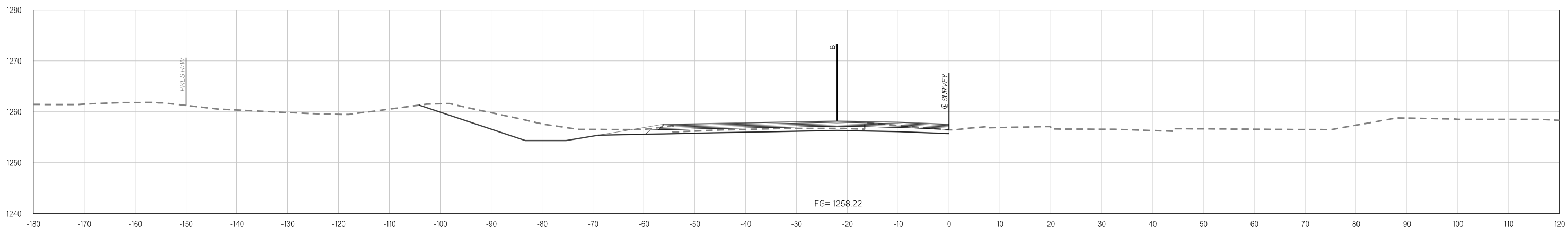
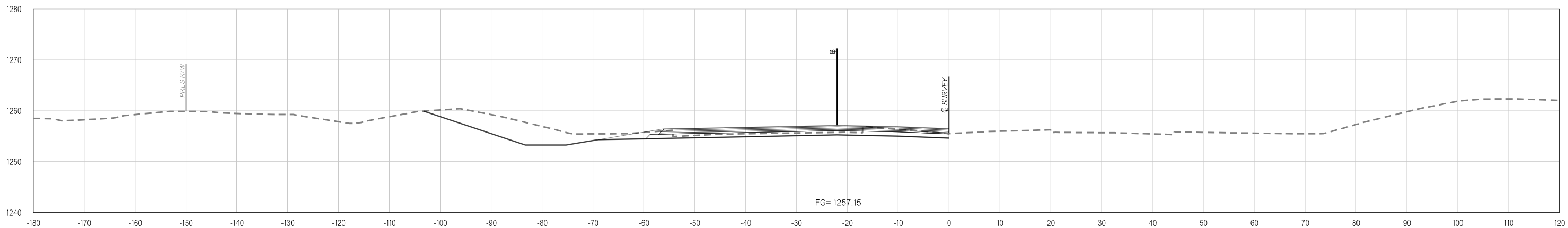
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**FINAL FIELD
MEETING**
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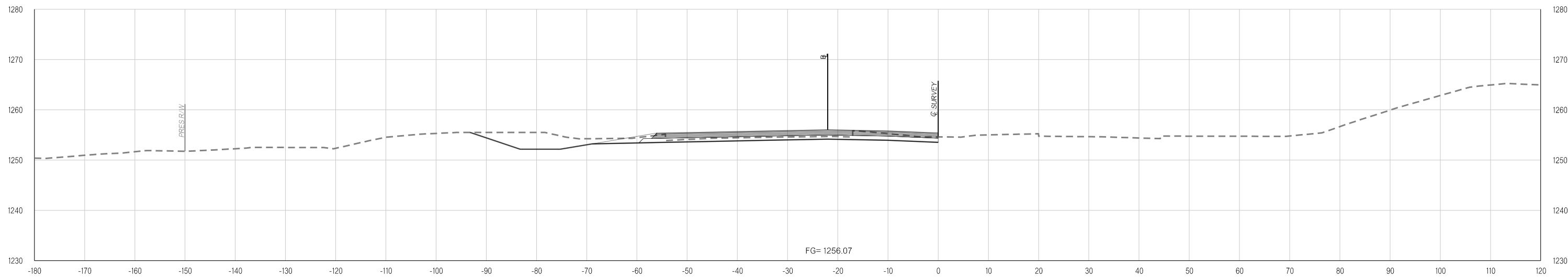
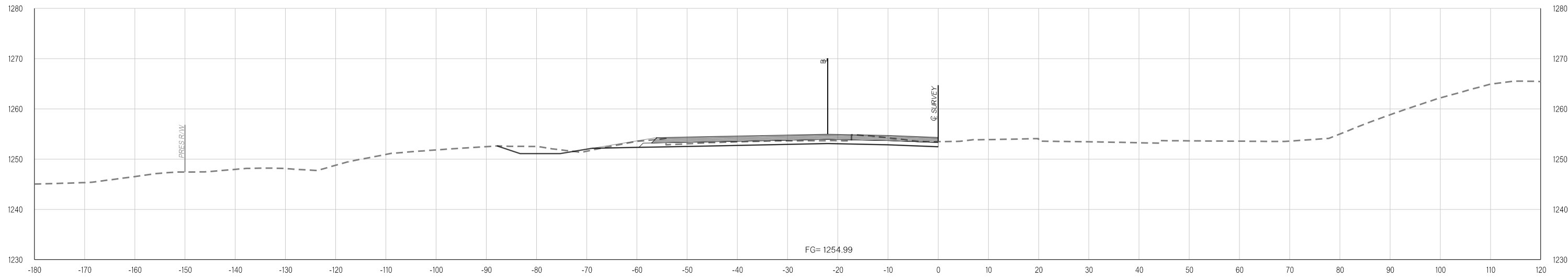


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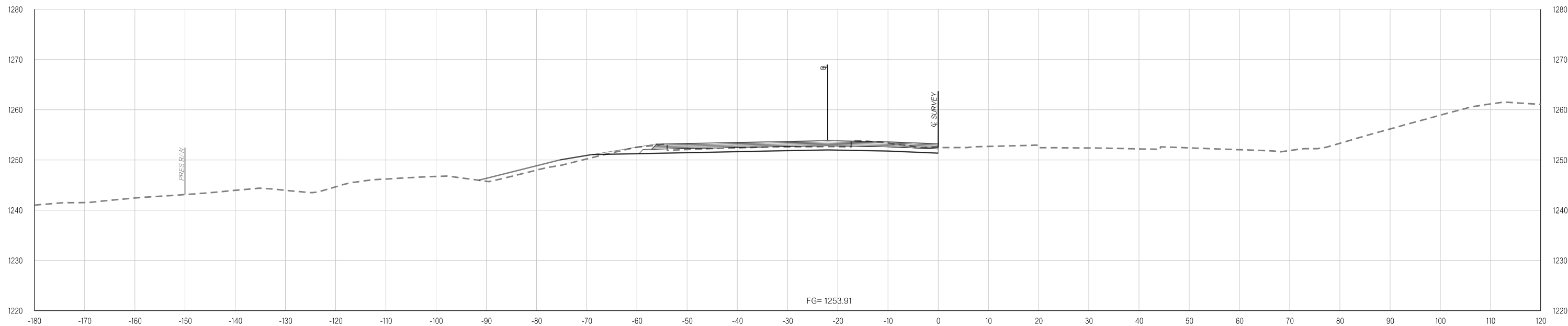
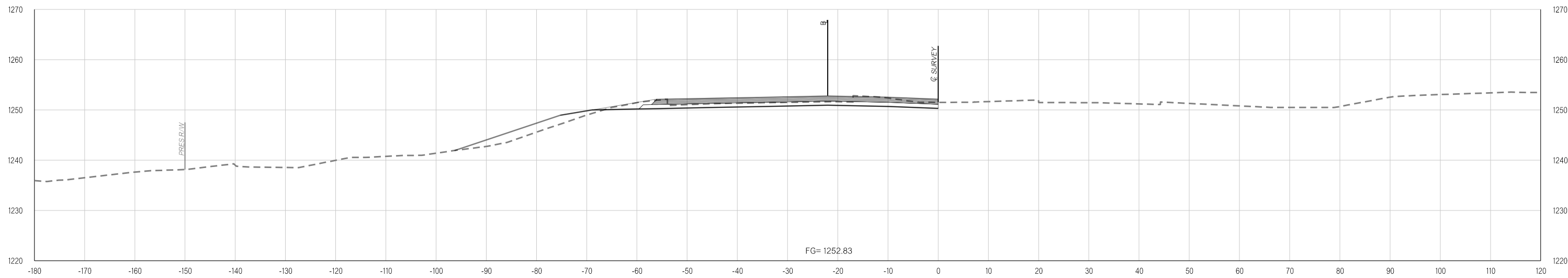


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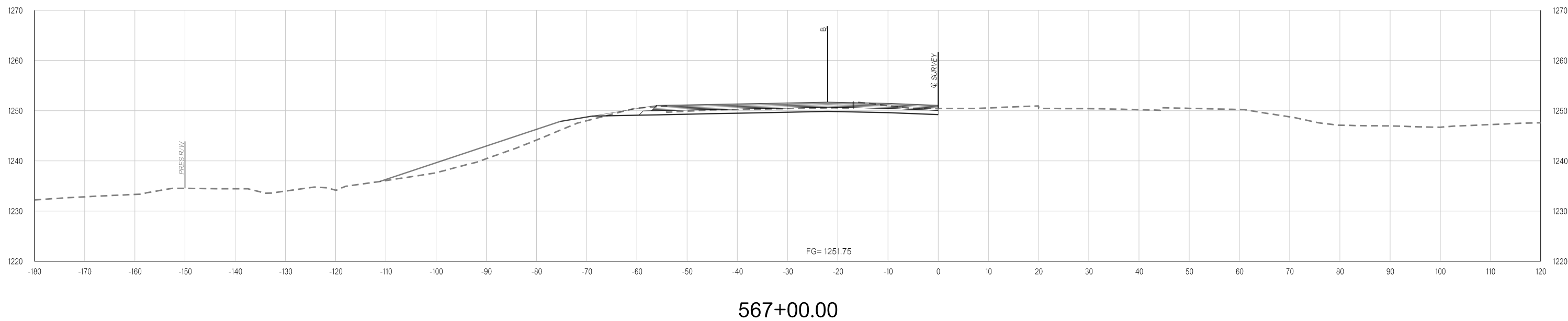
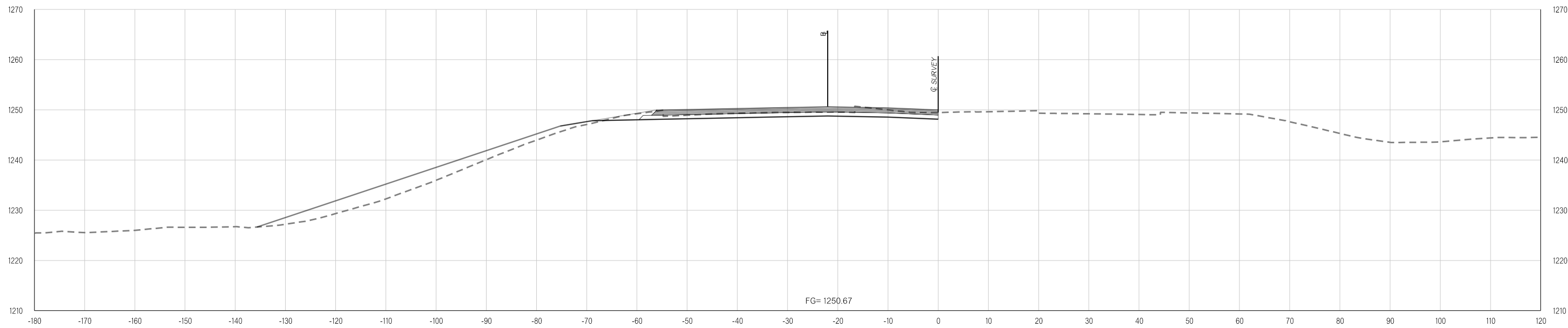
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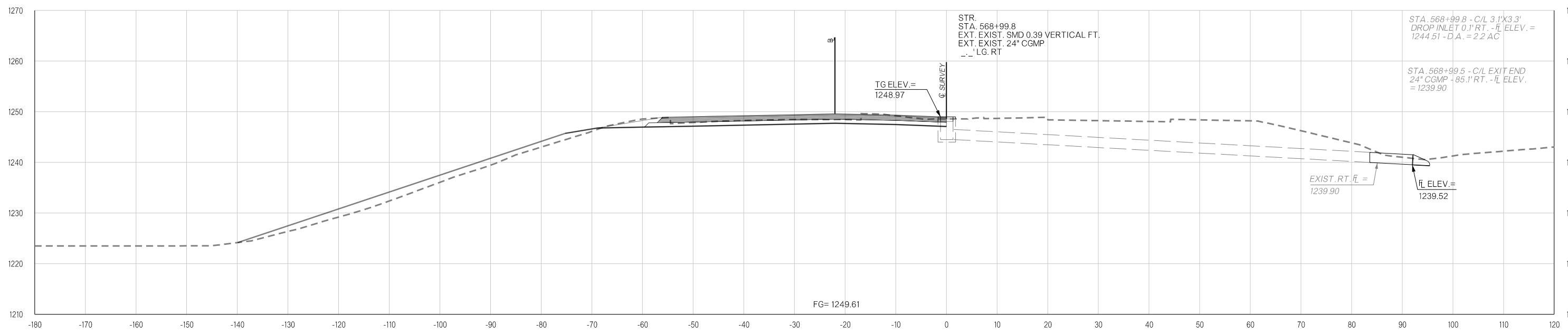
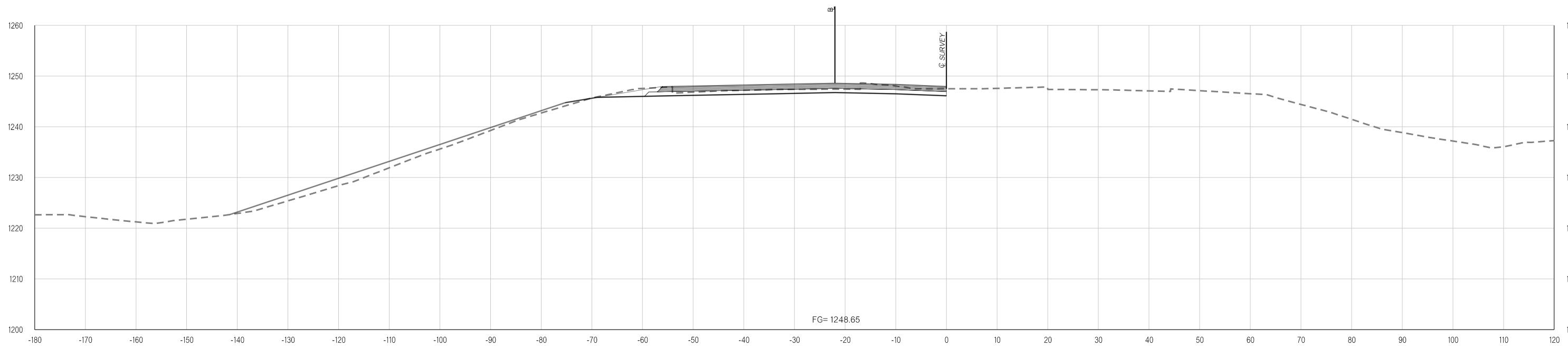
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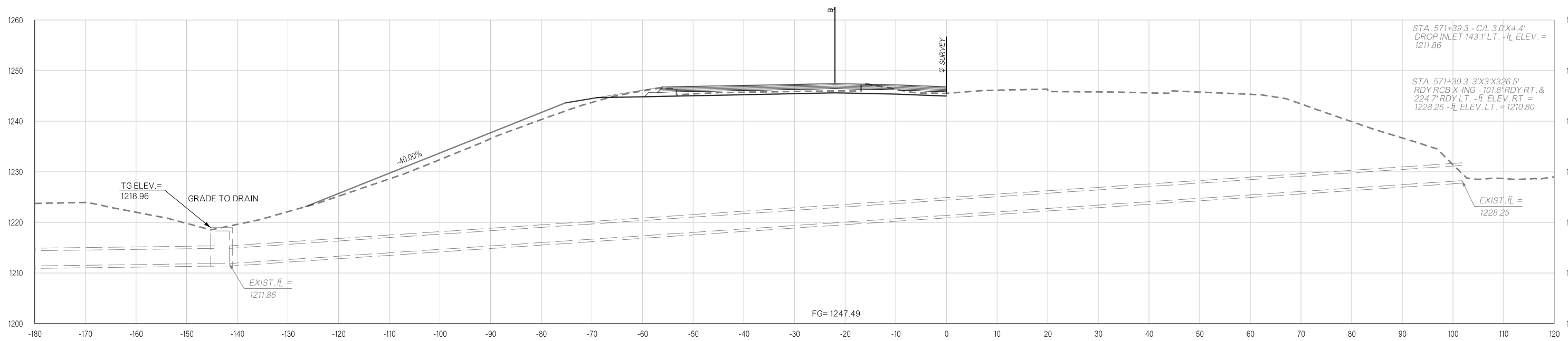
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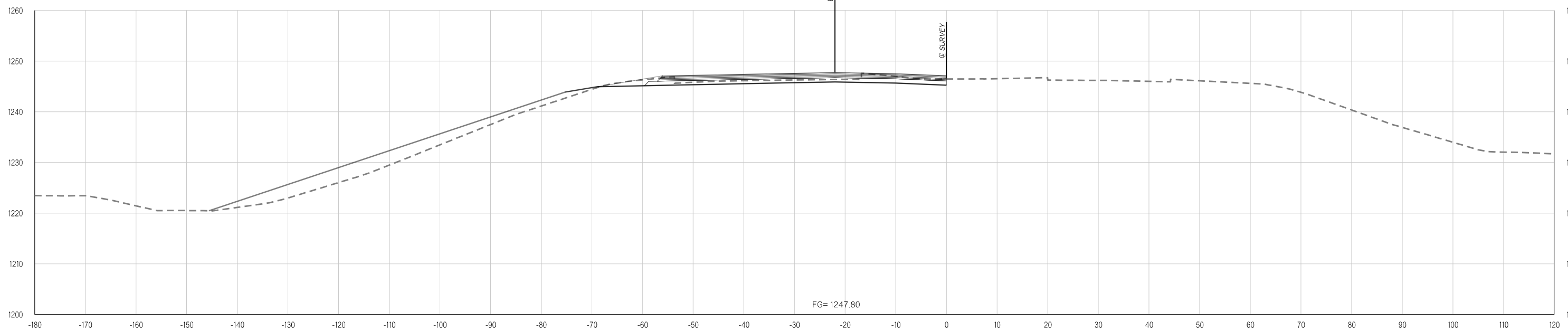
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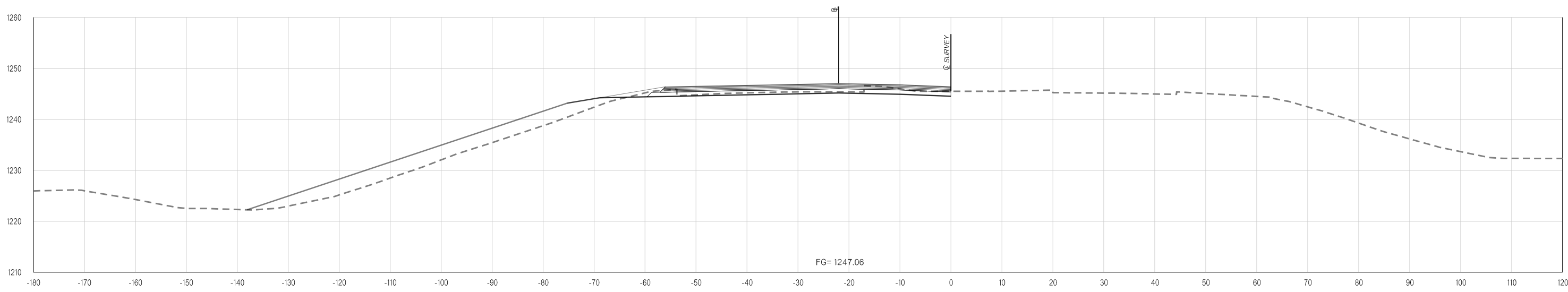
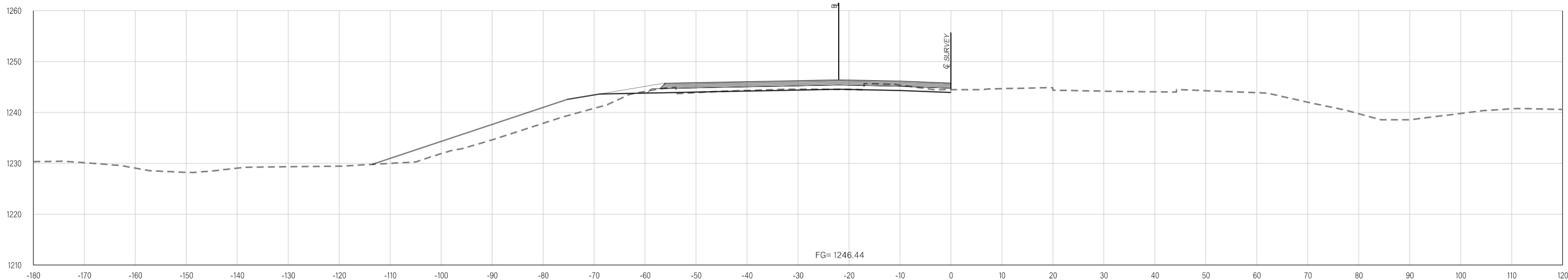
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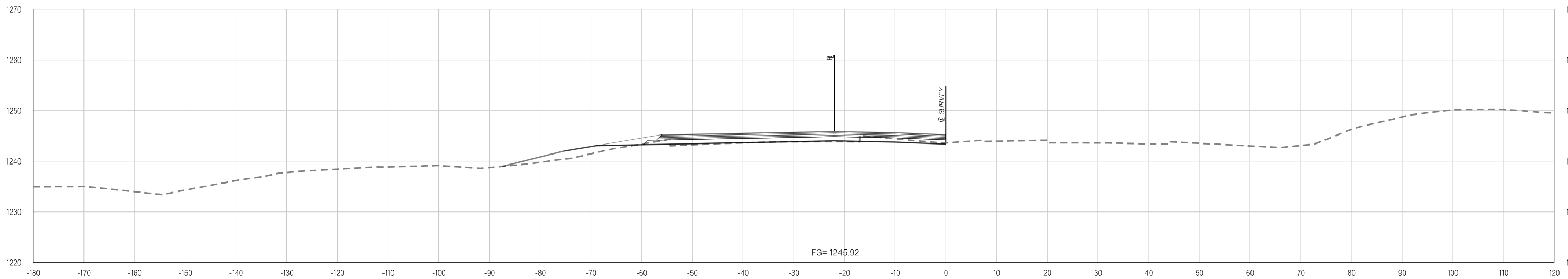
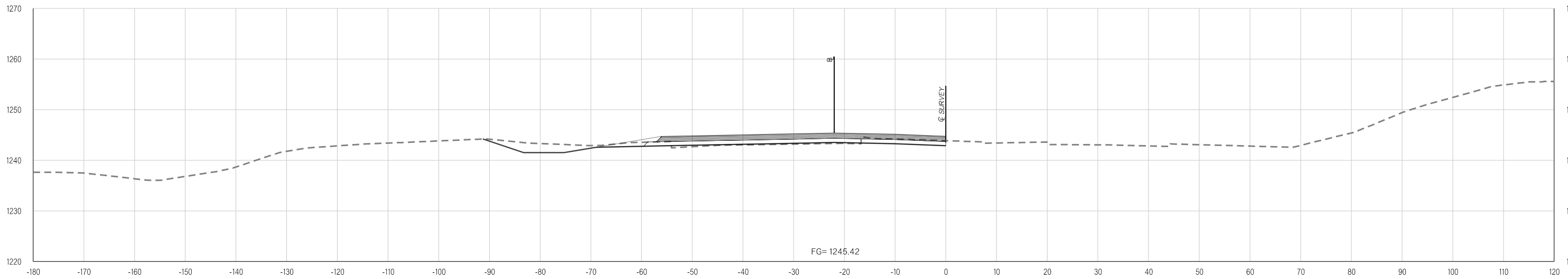
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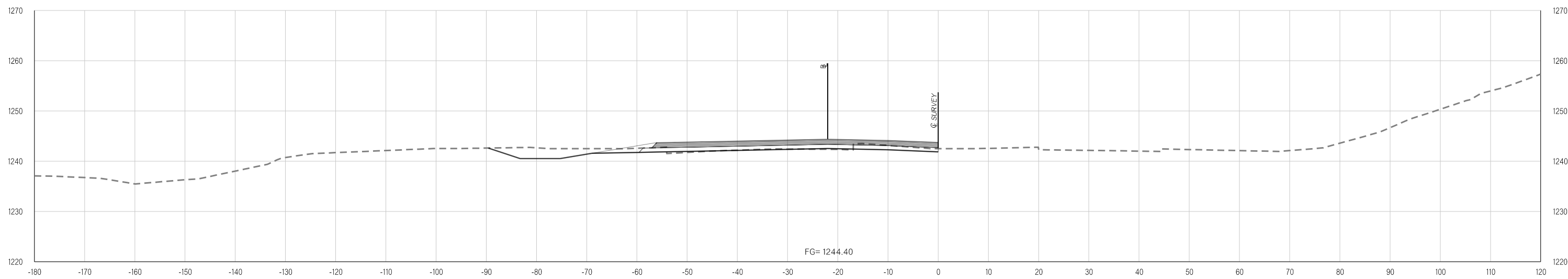


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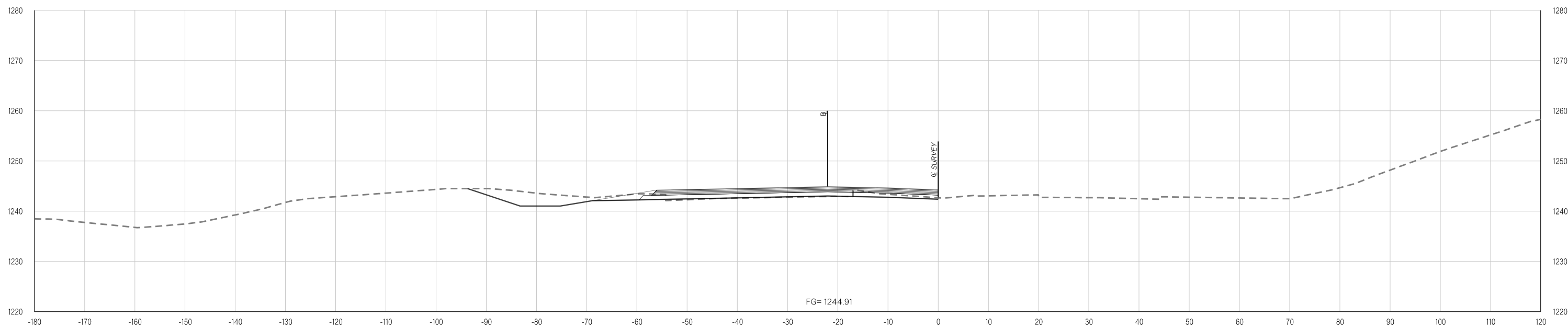


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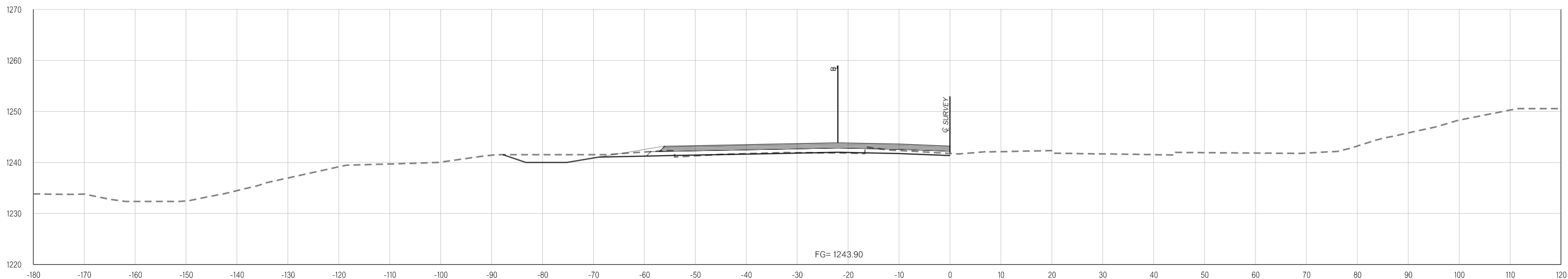
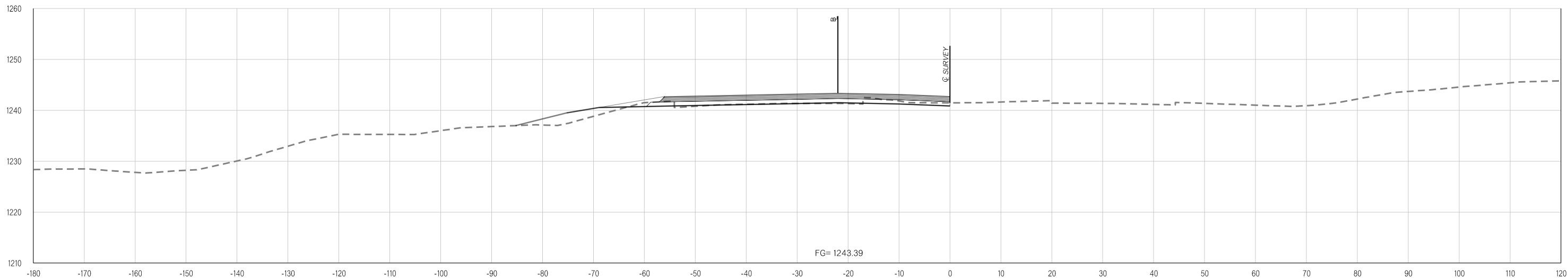


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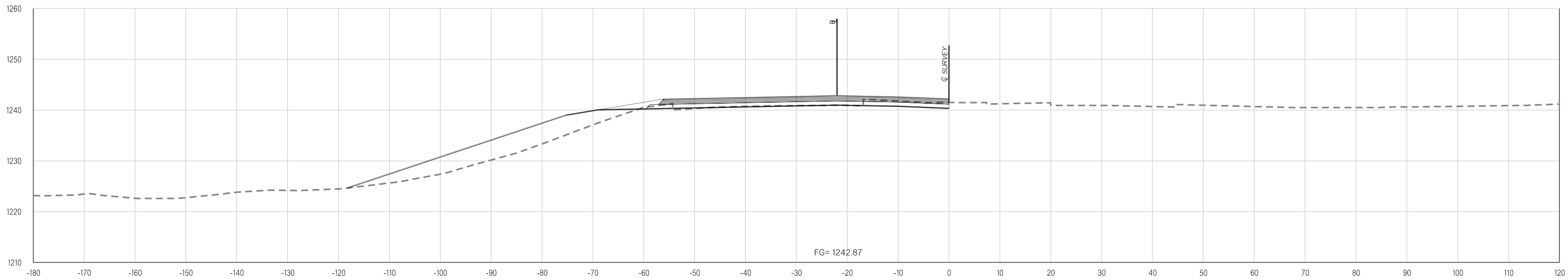
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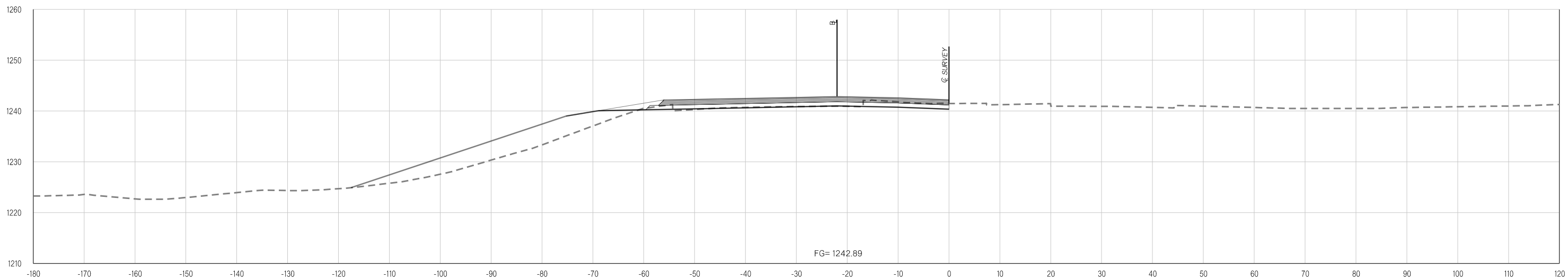


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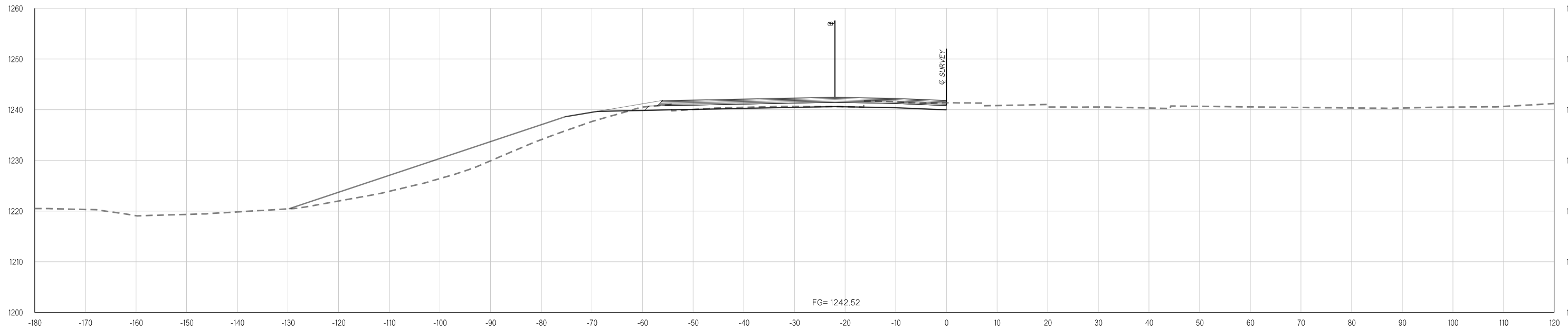
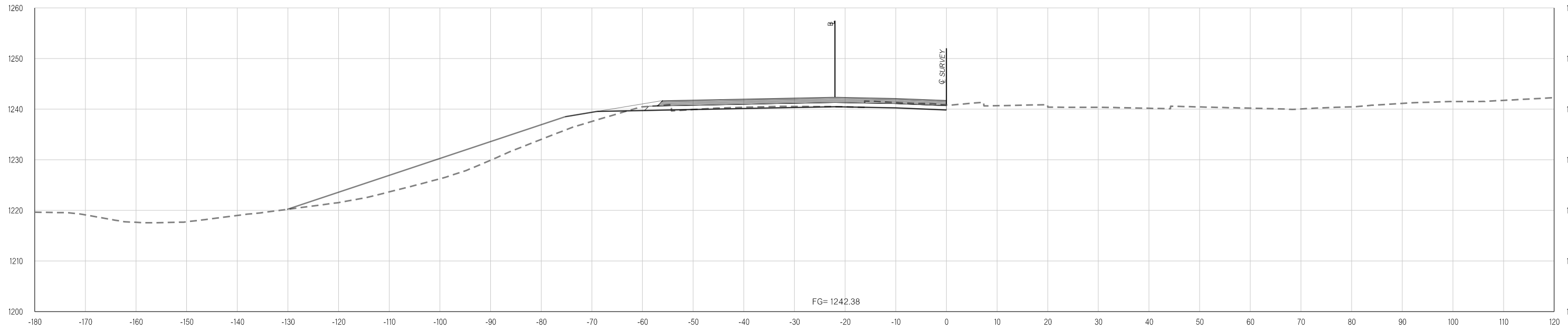
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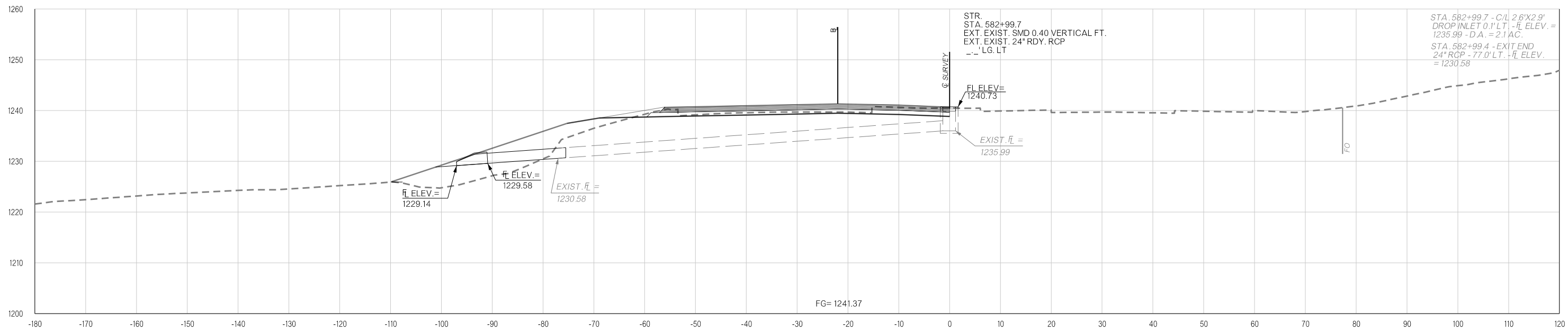
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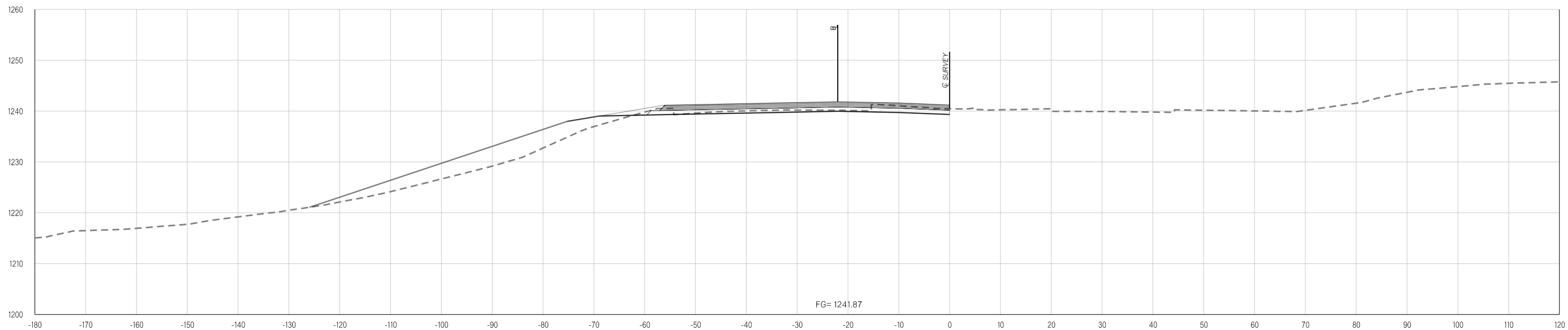
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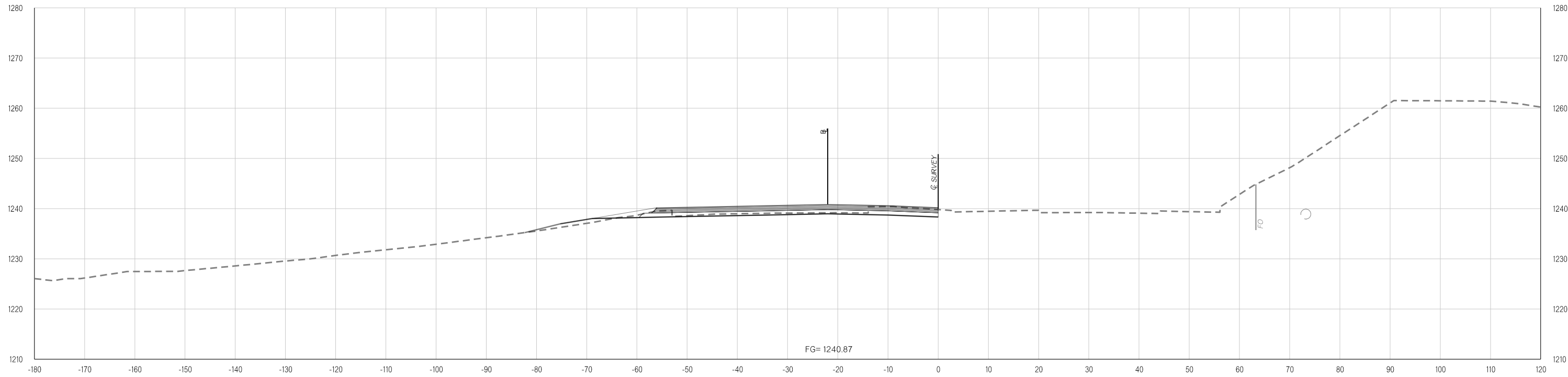
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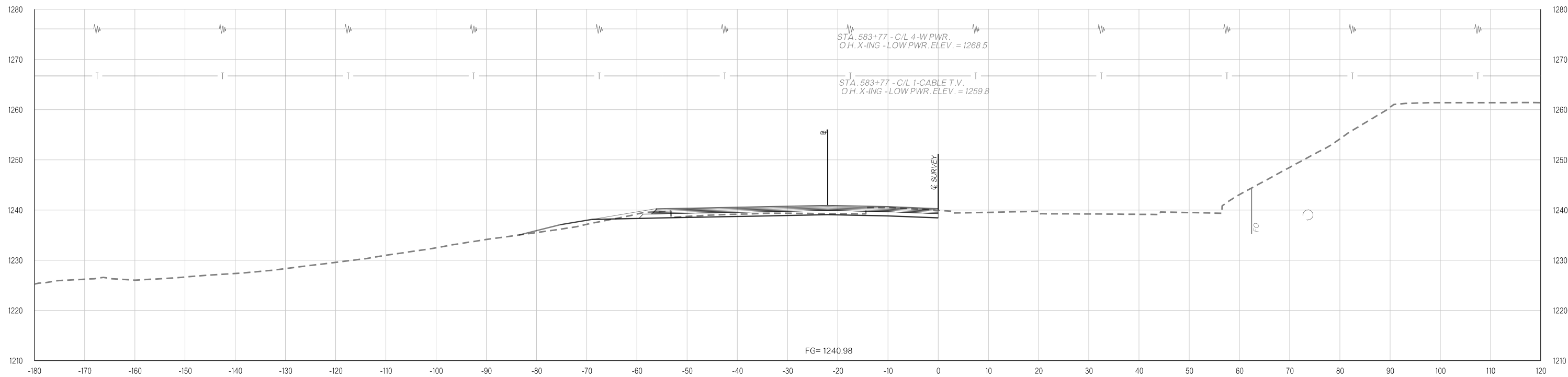
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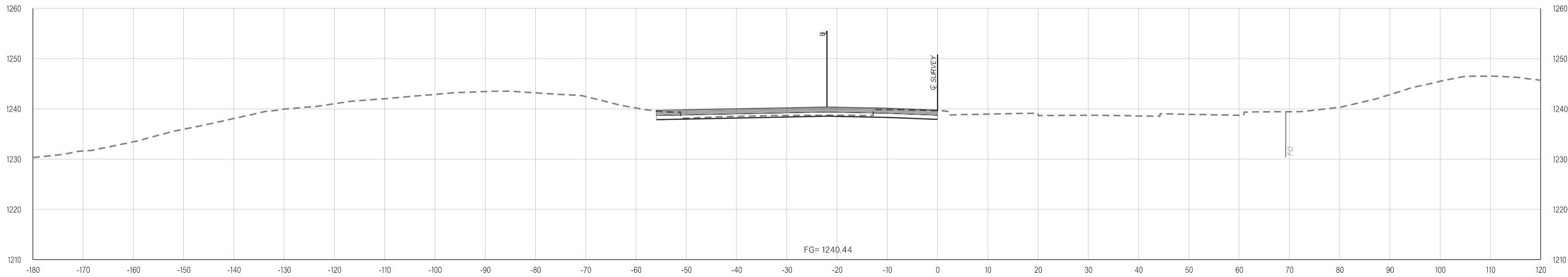


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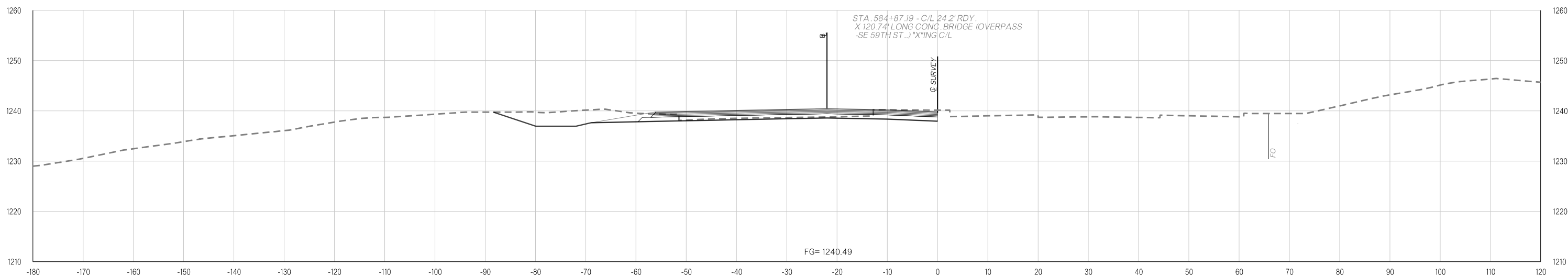


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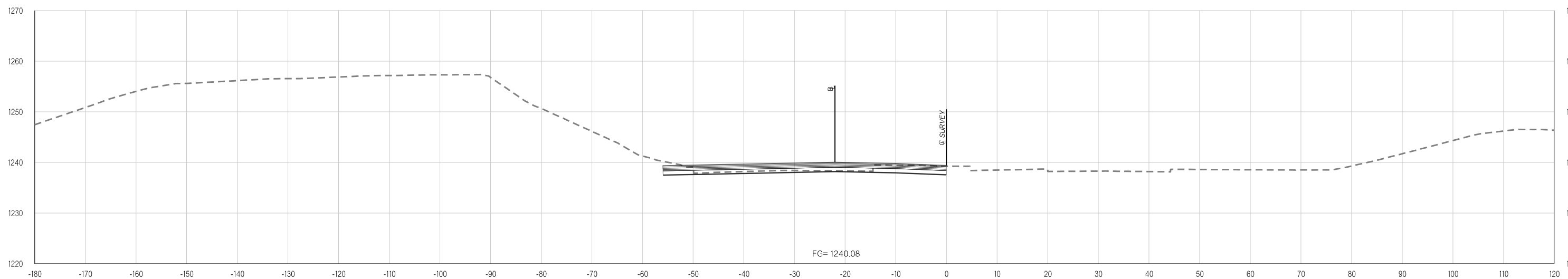


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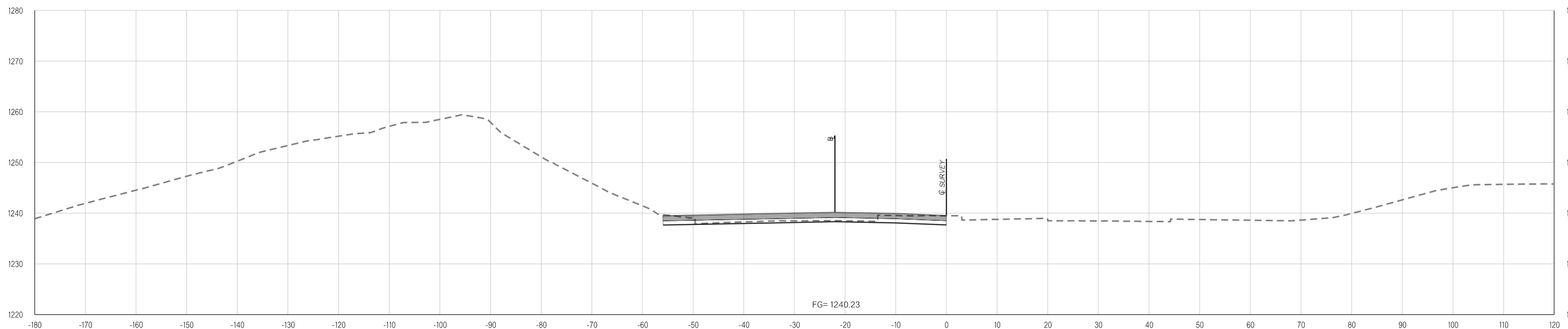


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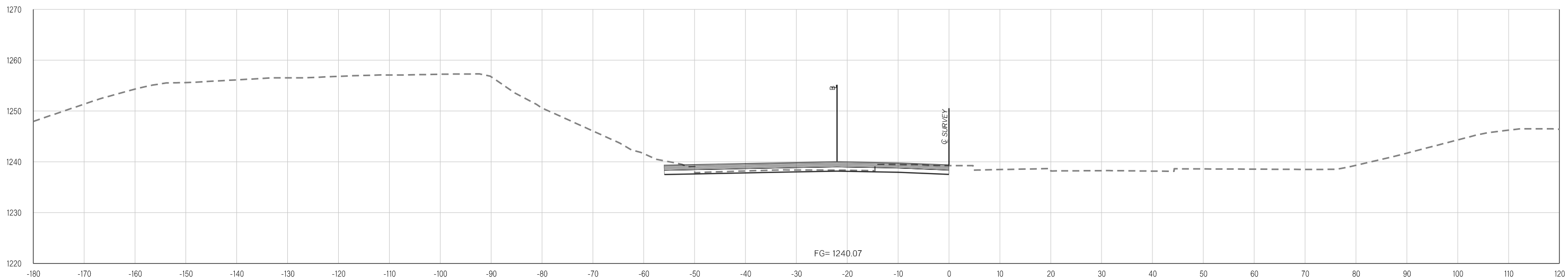
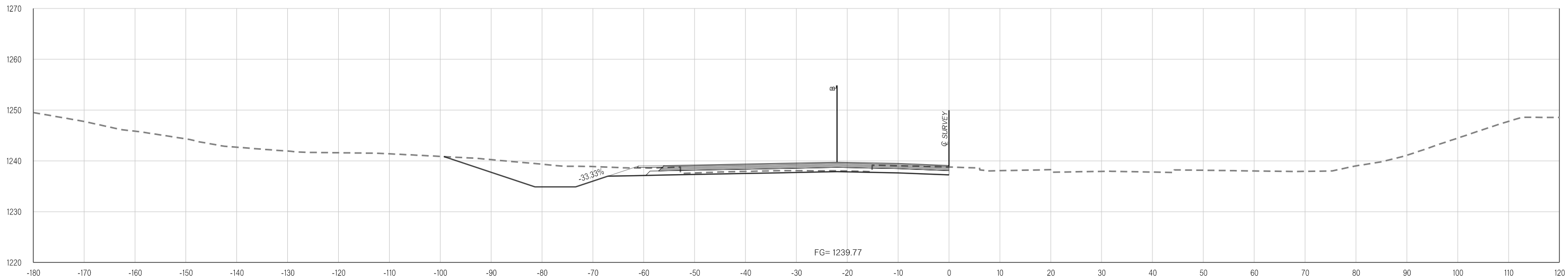


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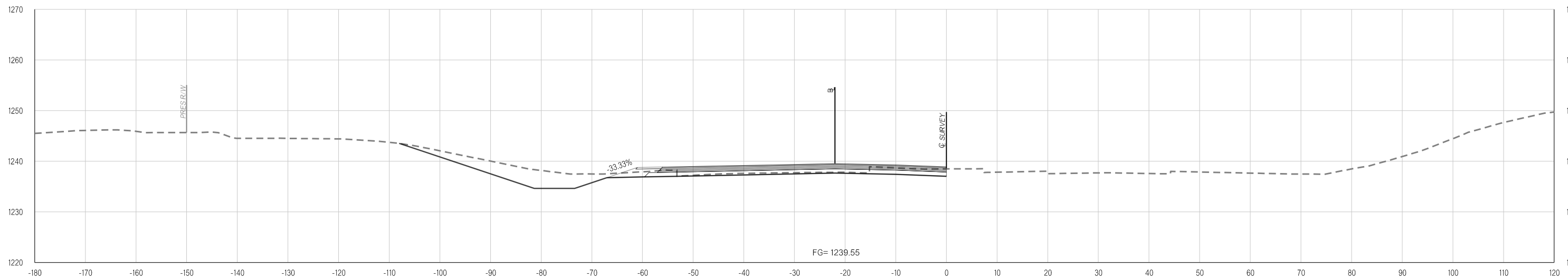
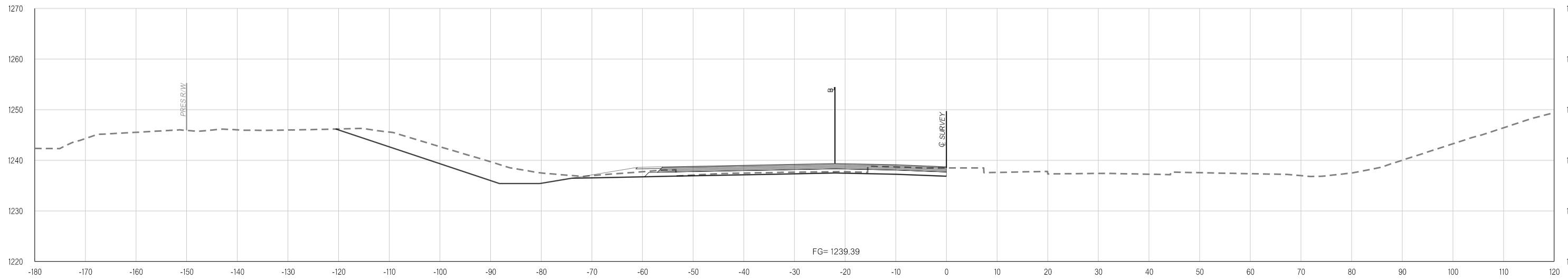


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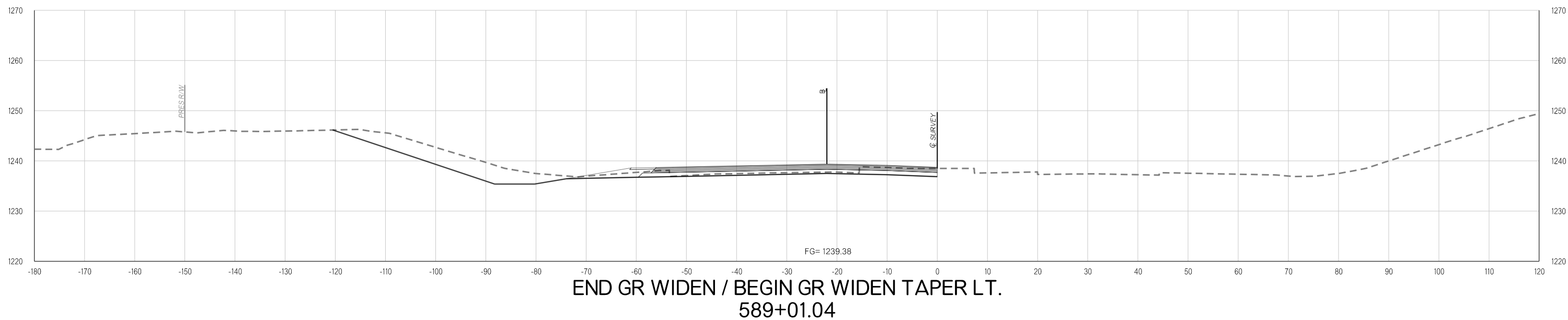
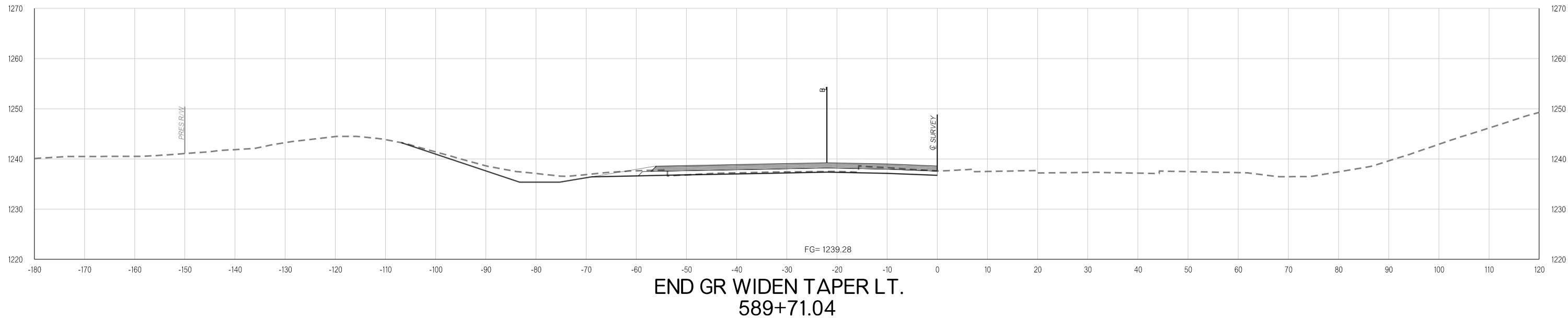
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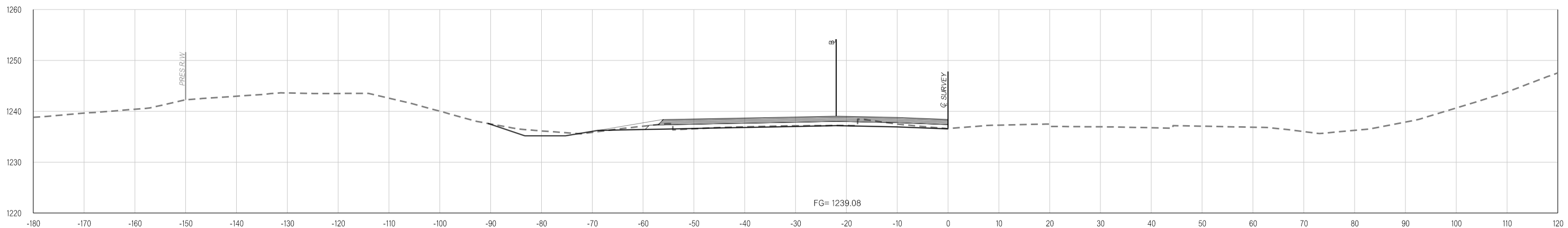
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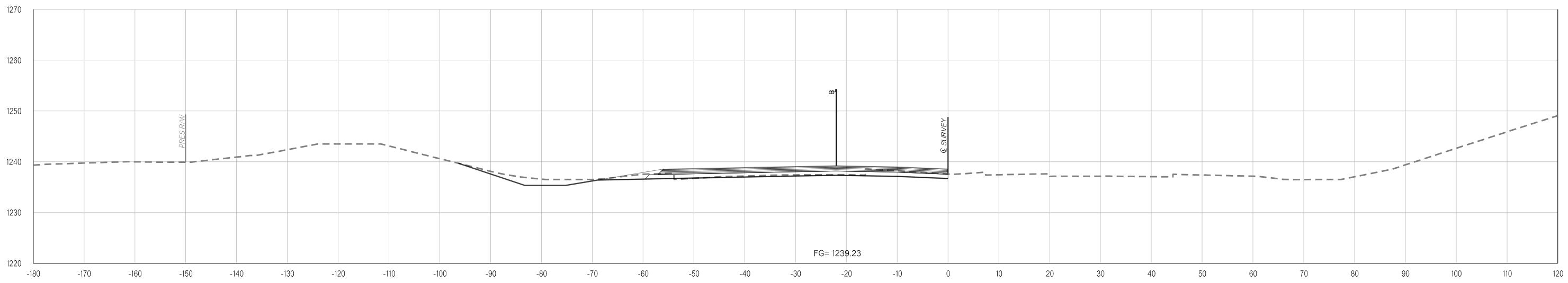
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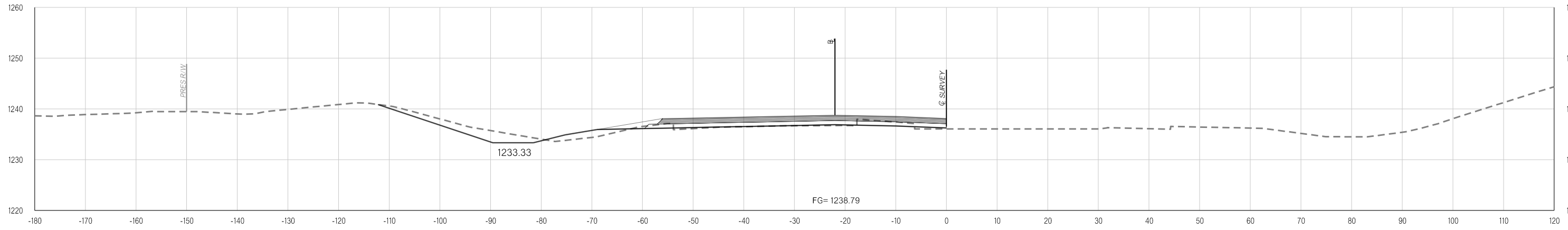
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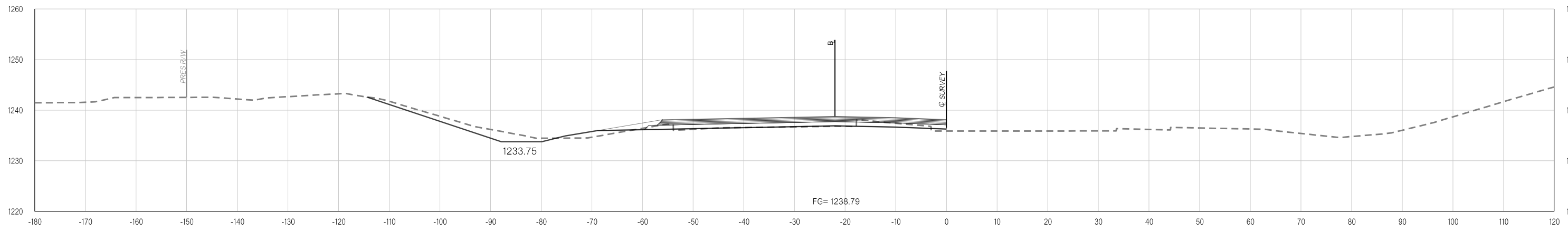
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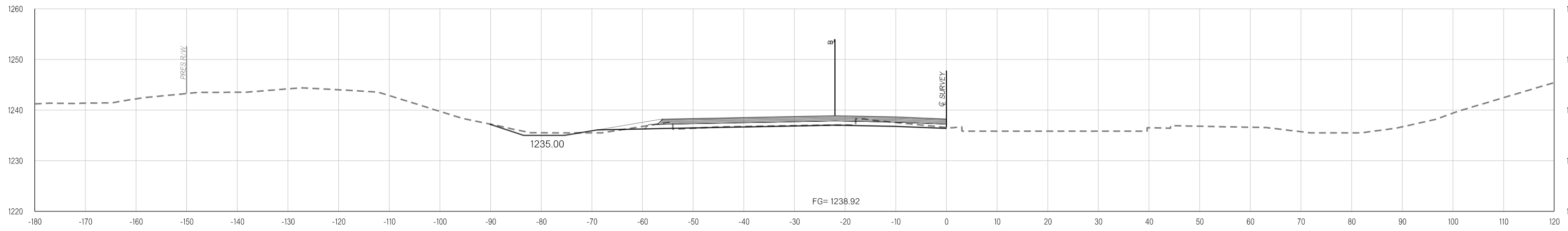
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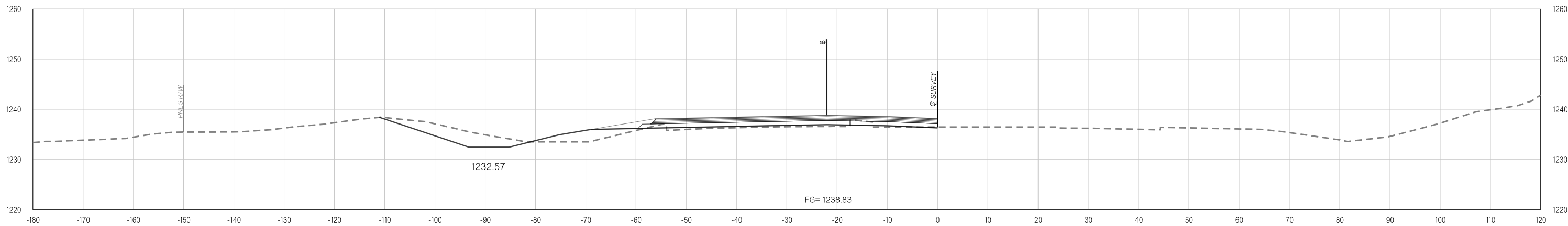
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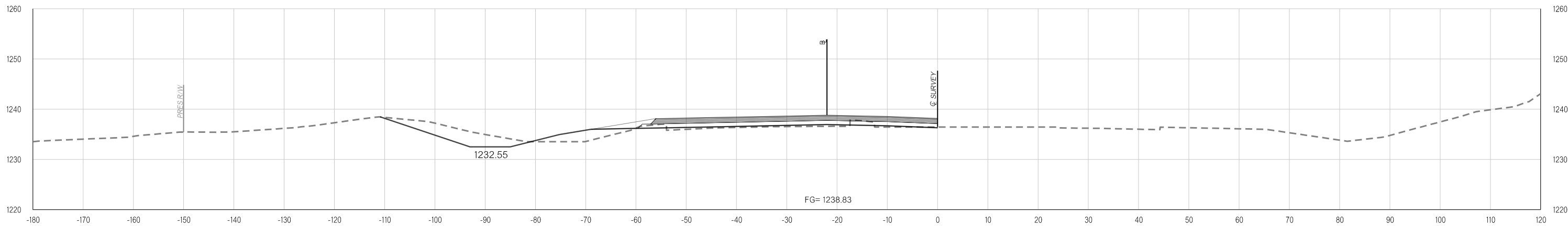
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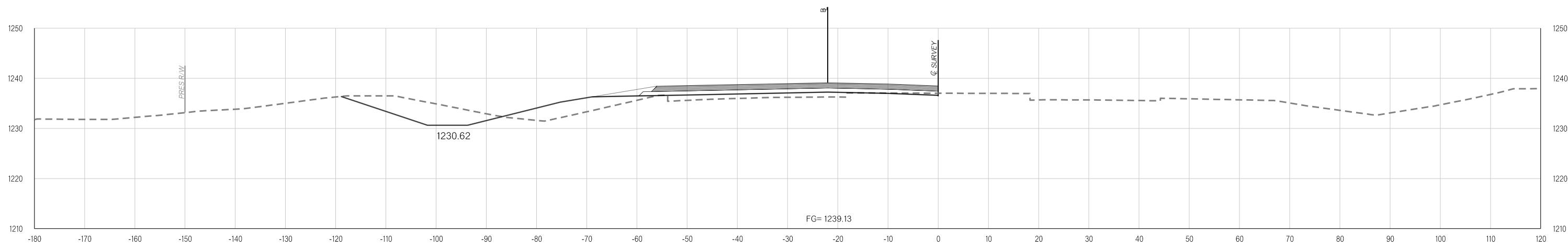


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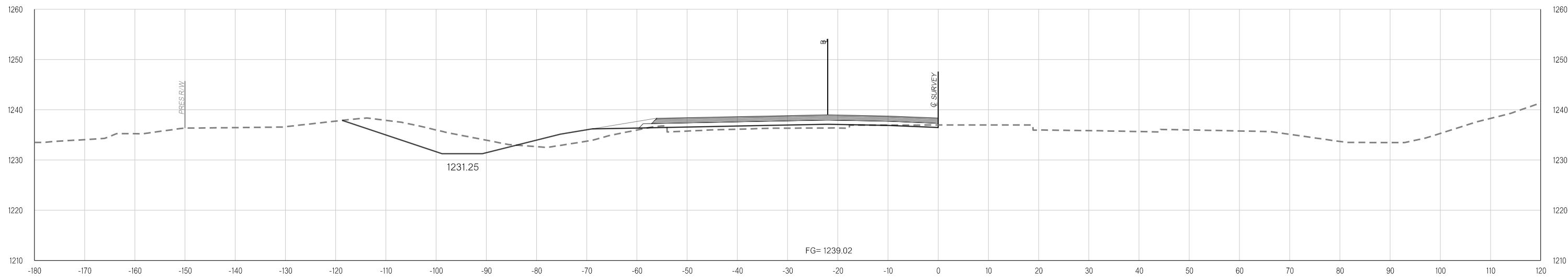


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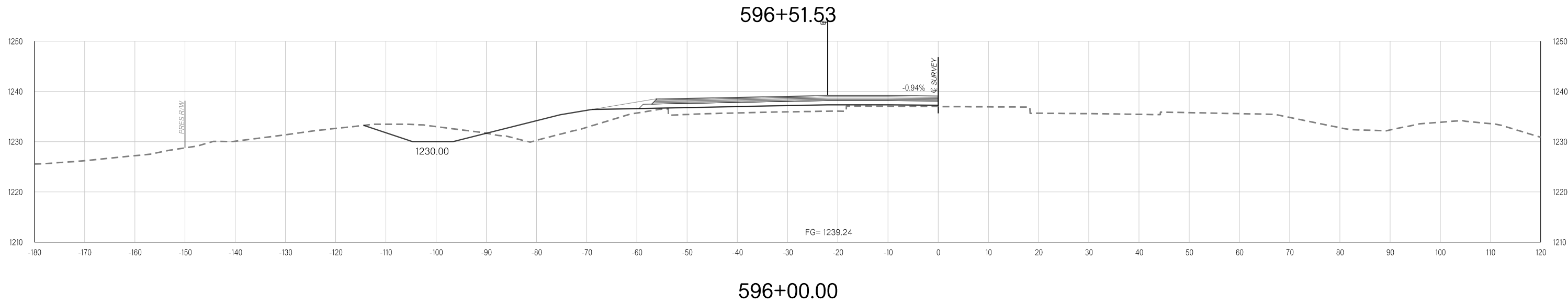
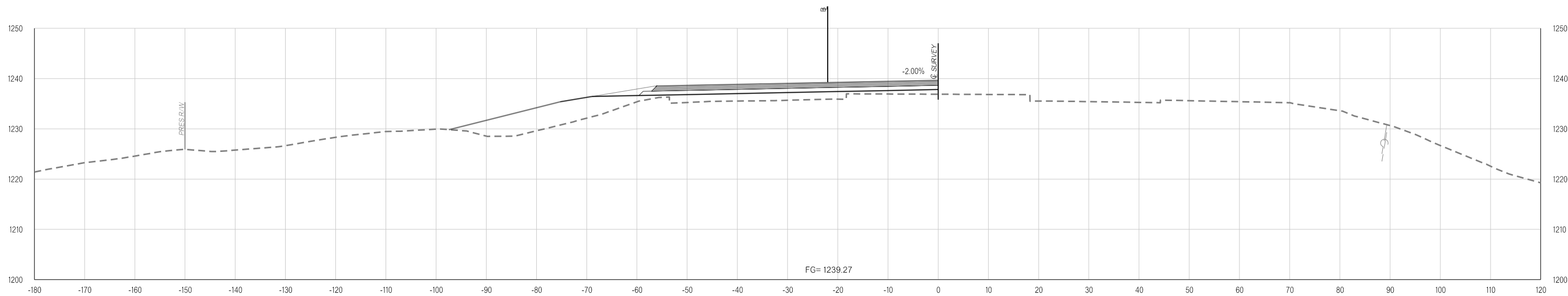


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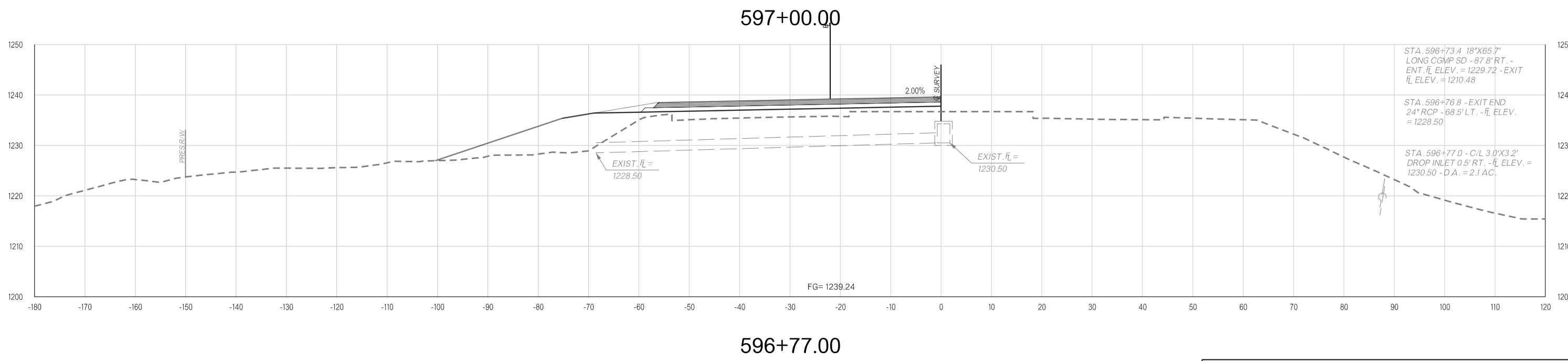
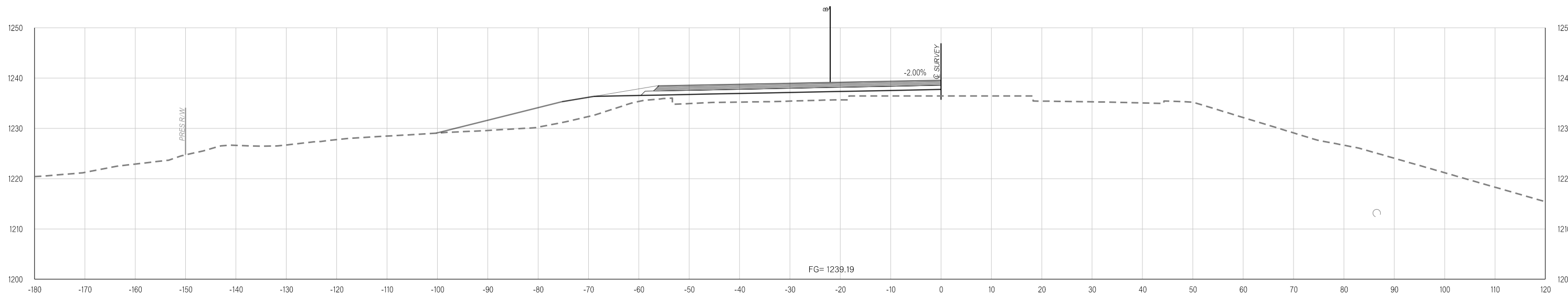


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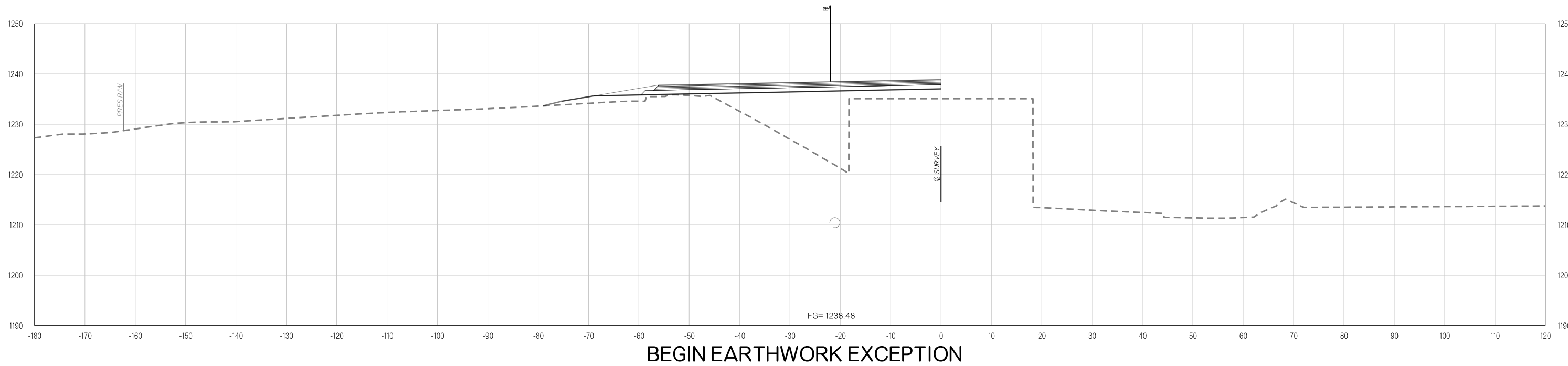
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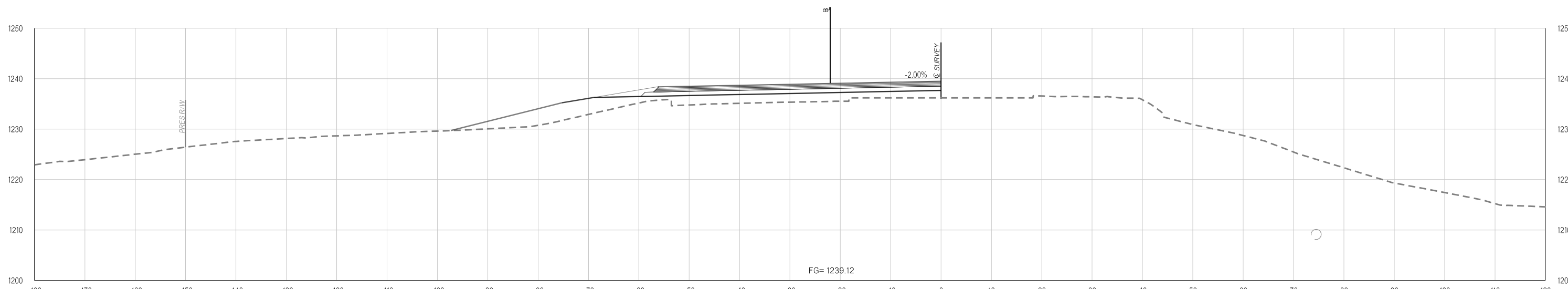
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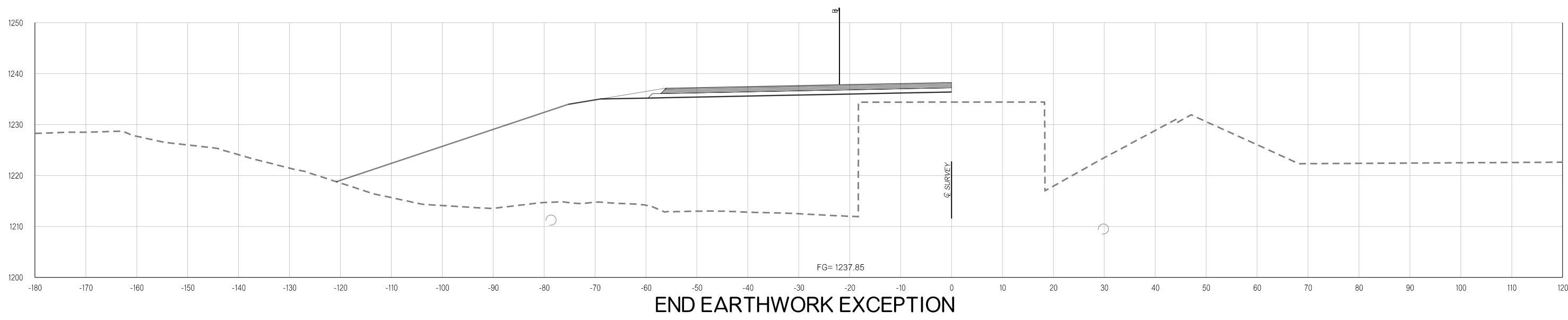
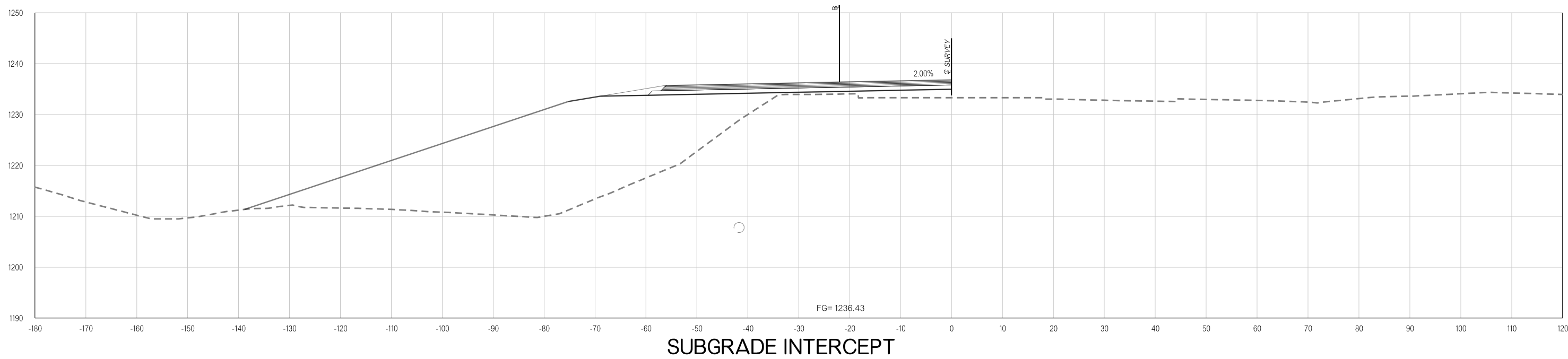


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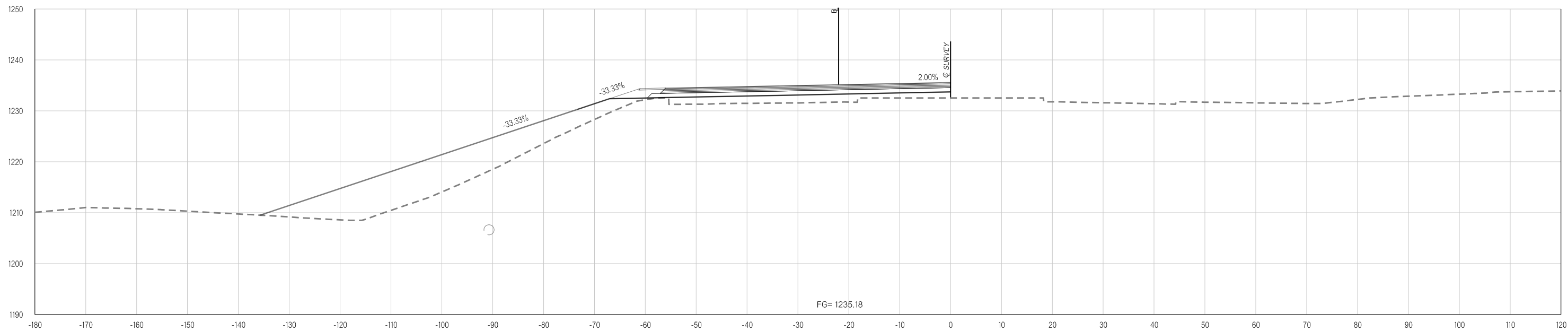


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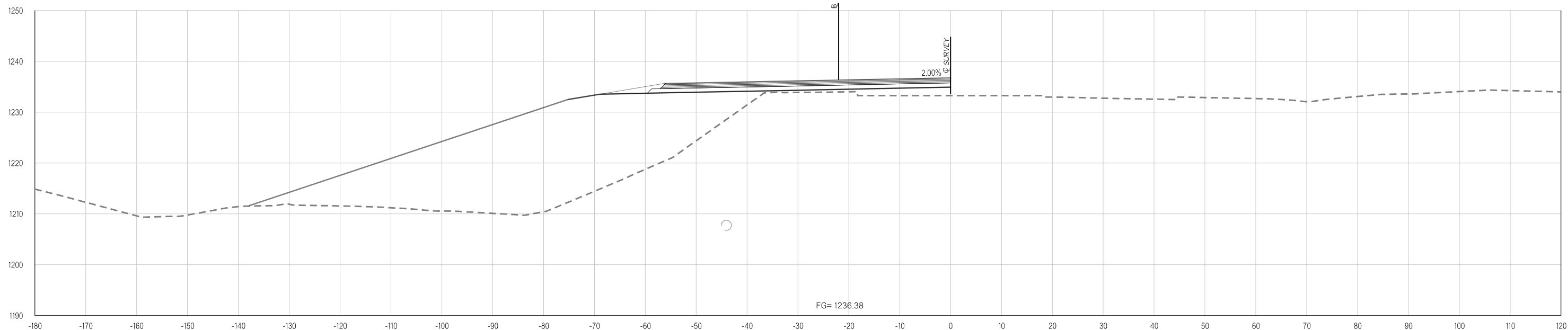
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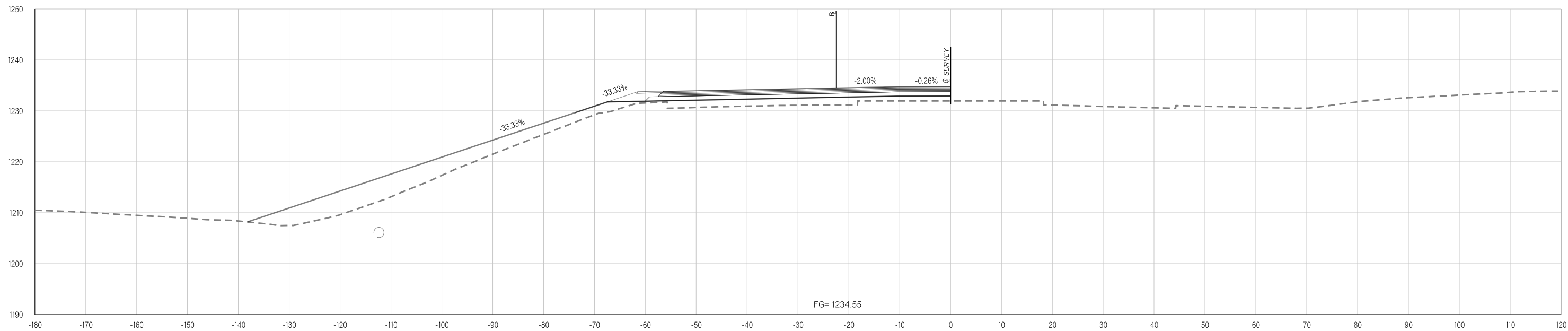


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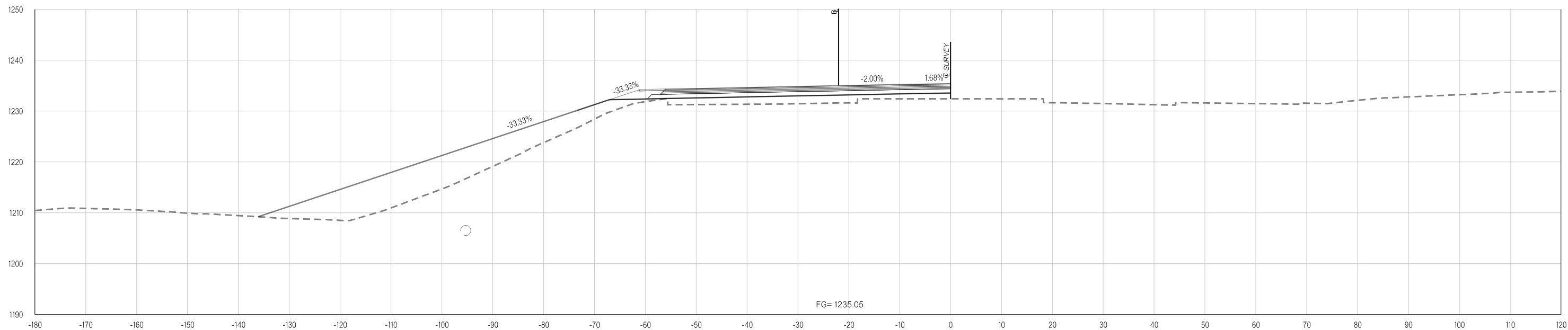


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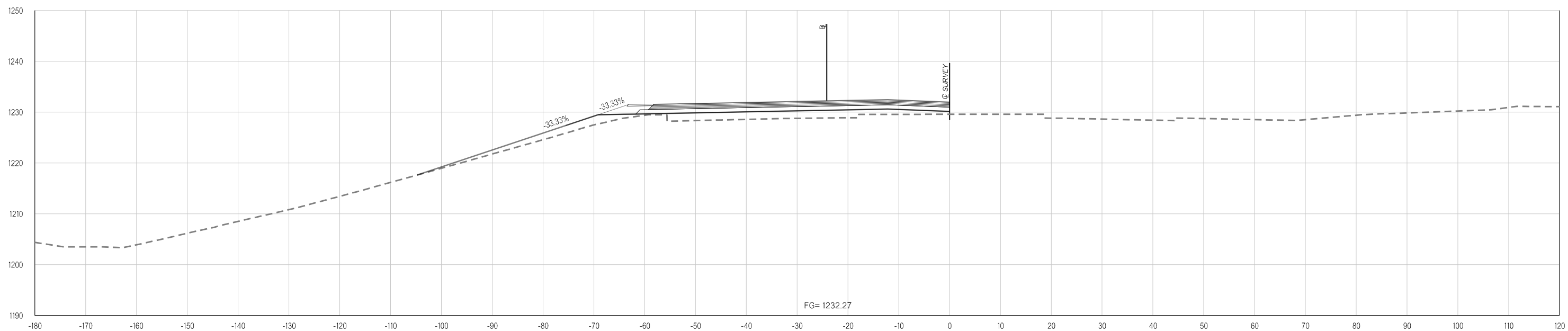
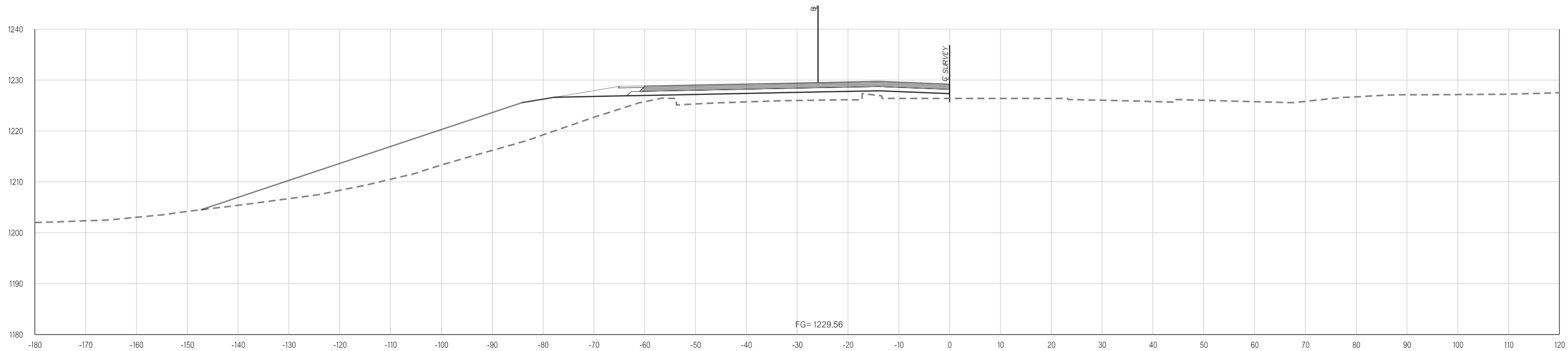


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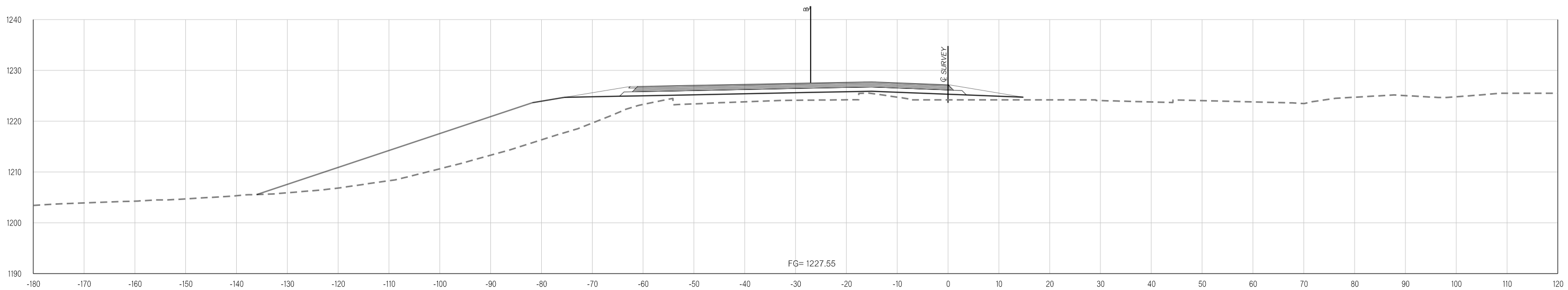


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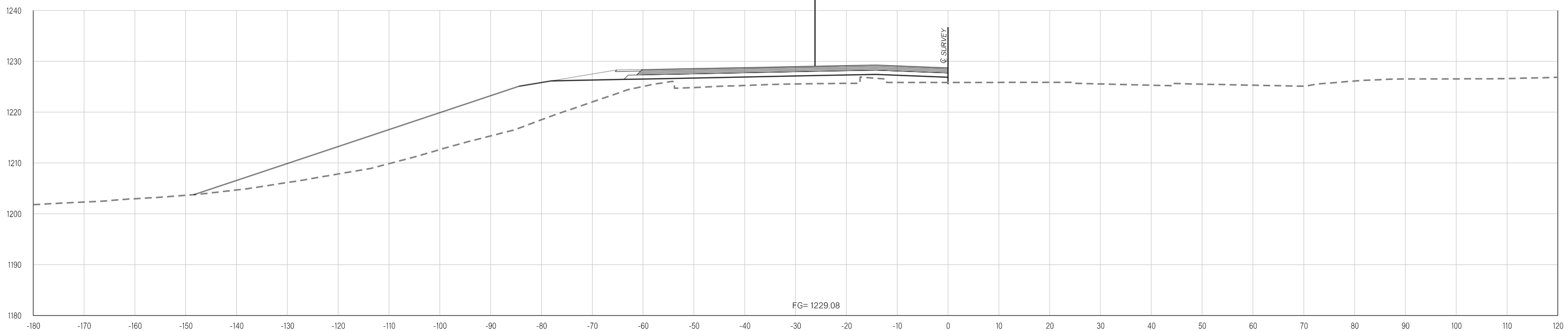
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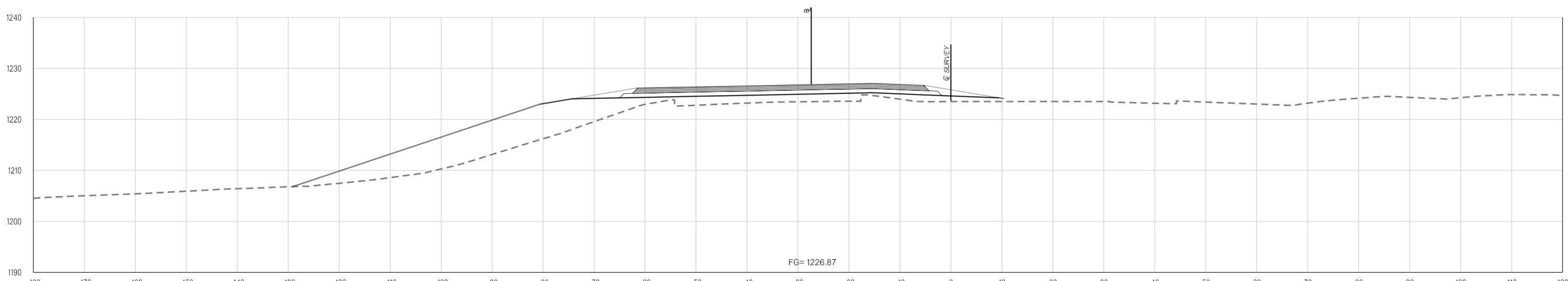
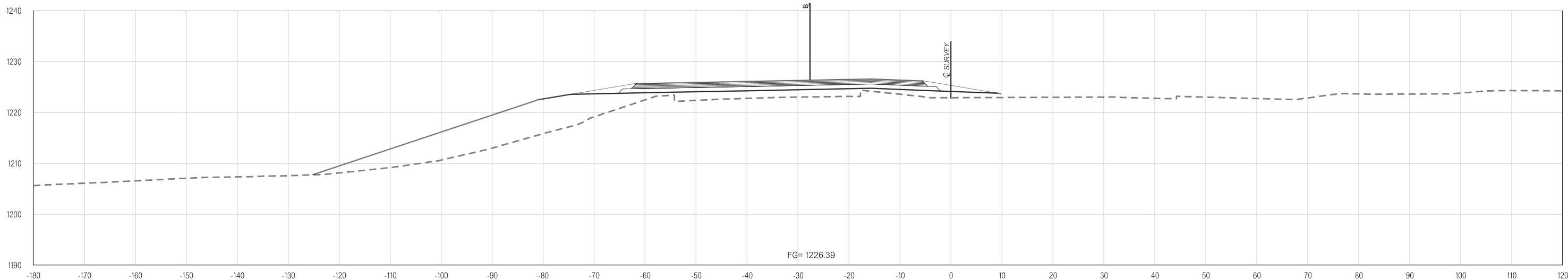
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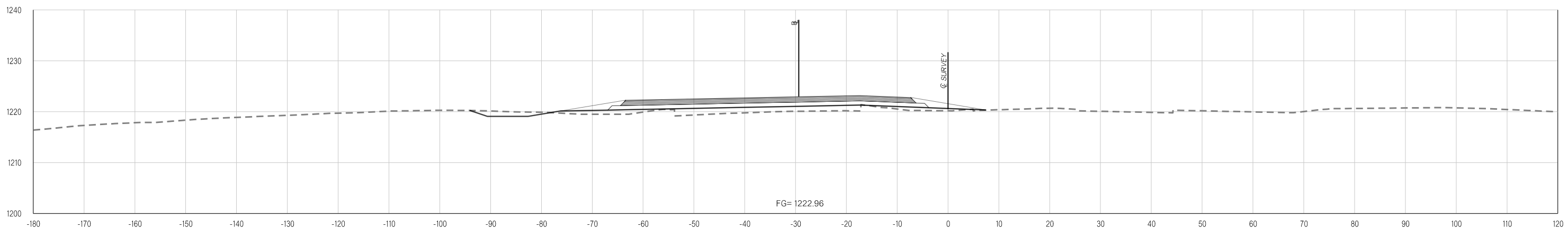
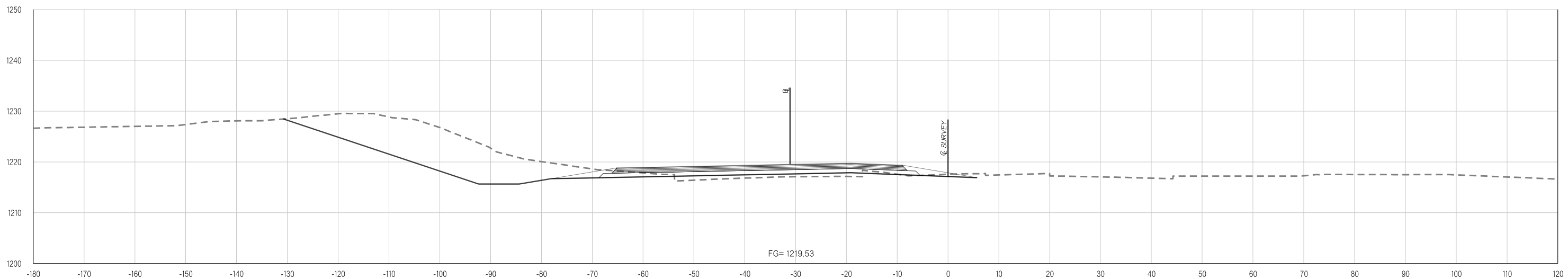
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02-21-20

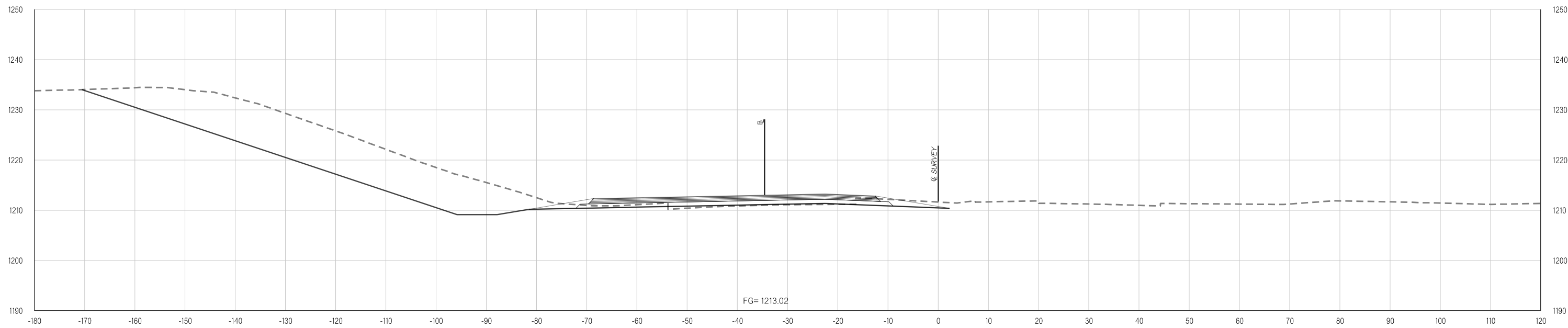


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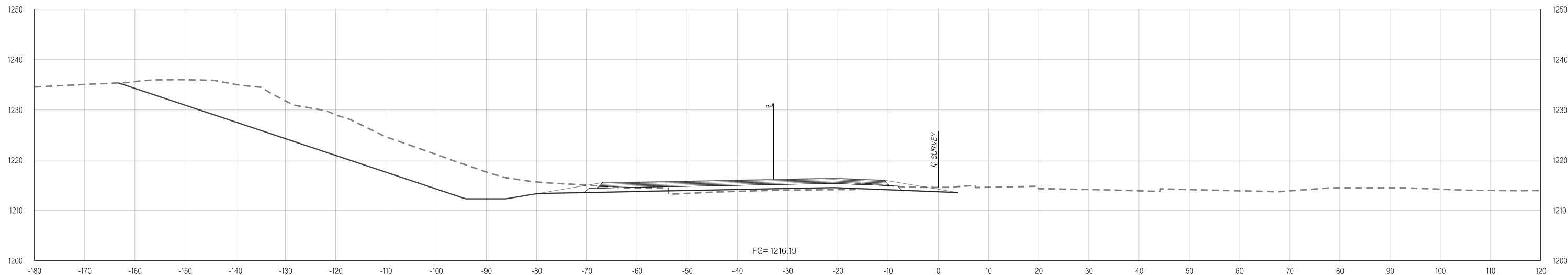
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02-21-20



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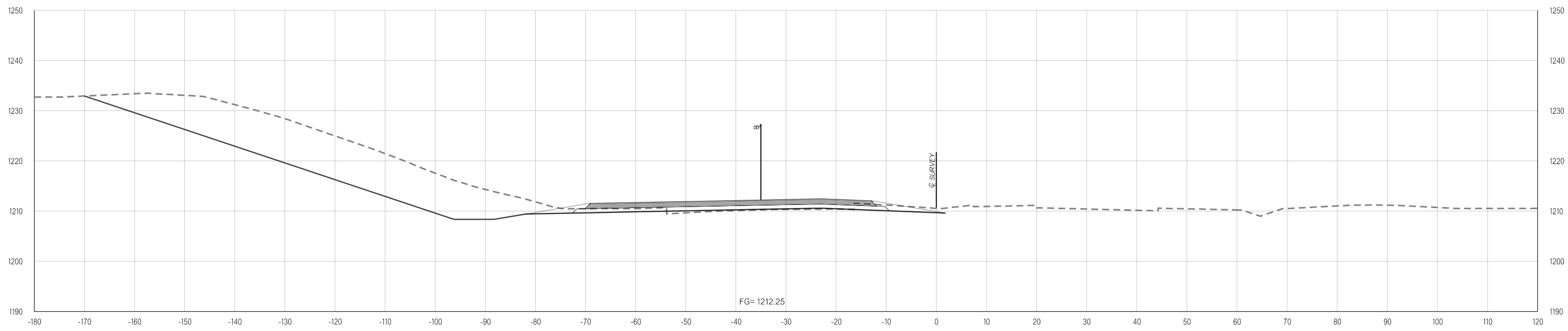


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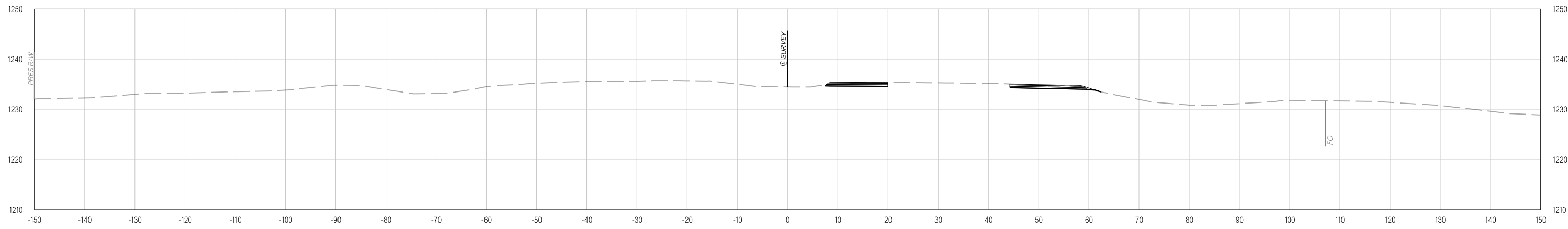
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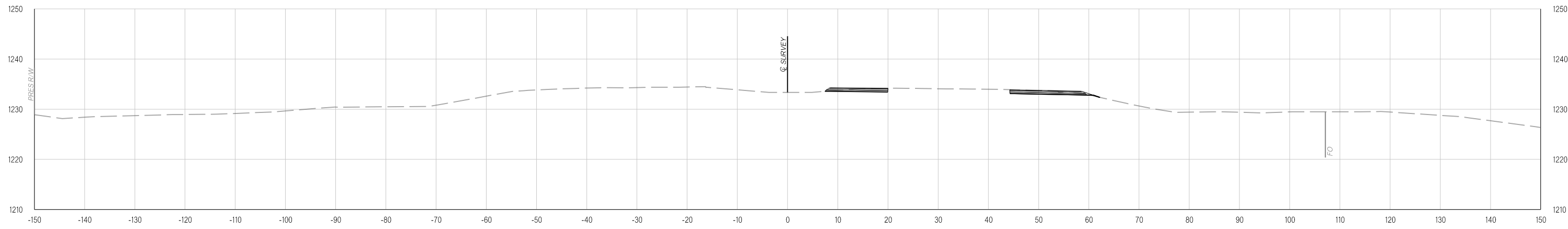


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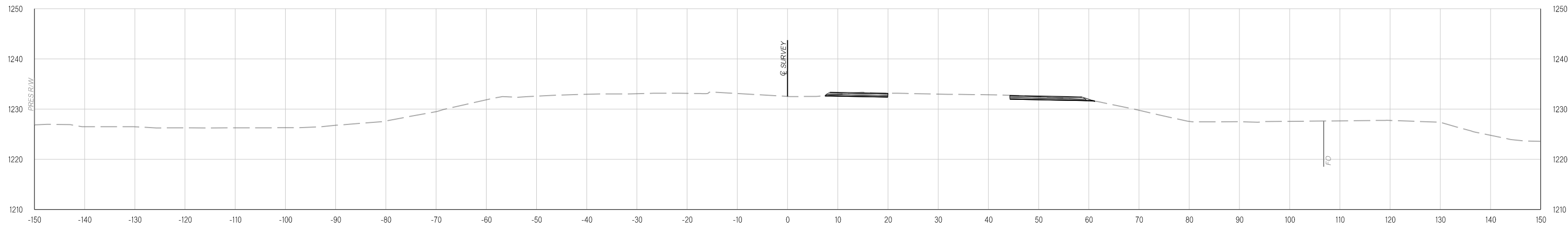
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02-21-20



371+90.45

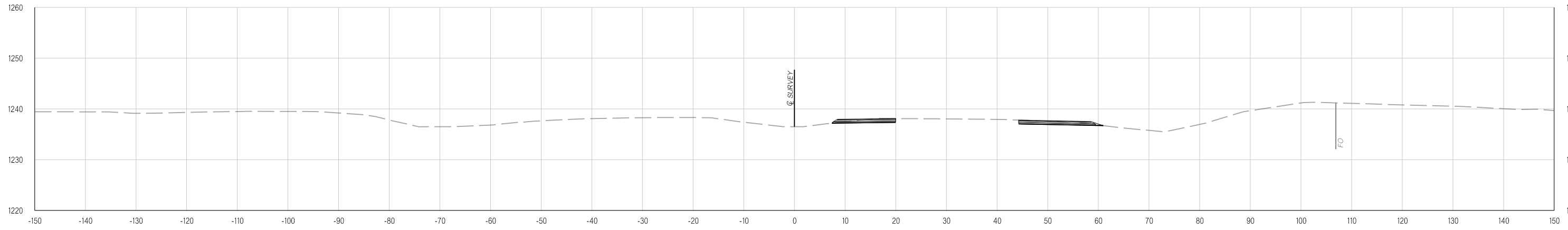


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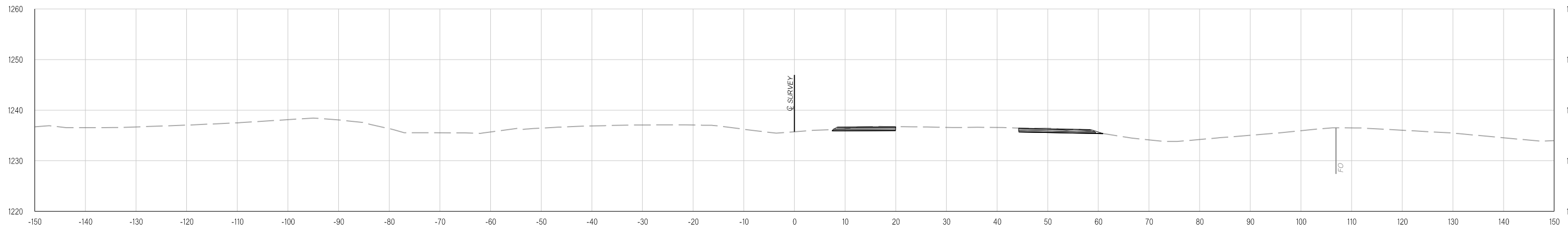


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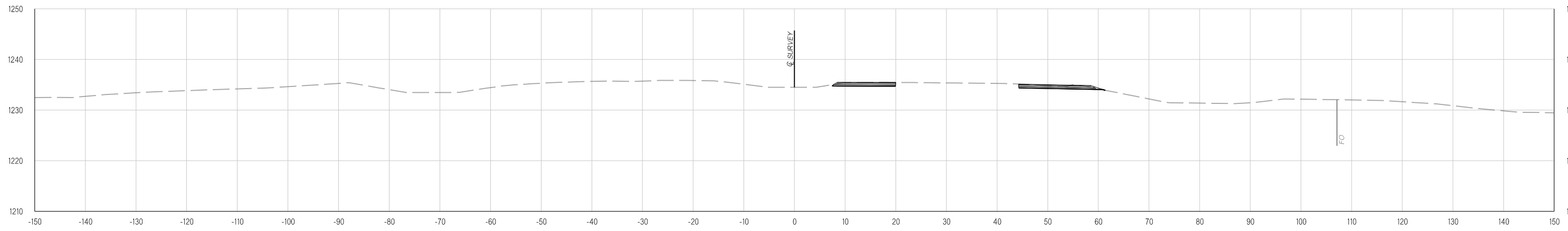
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374+00.00

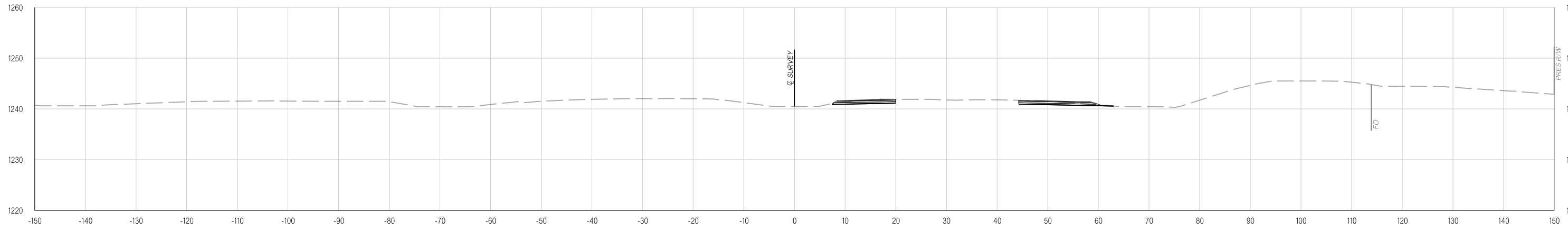


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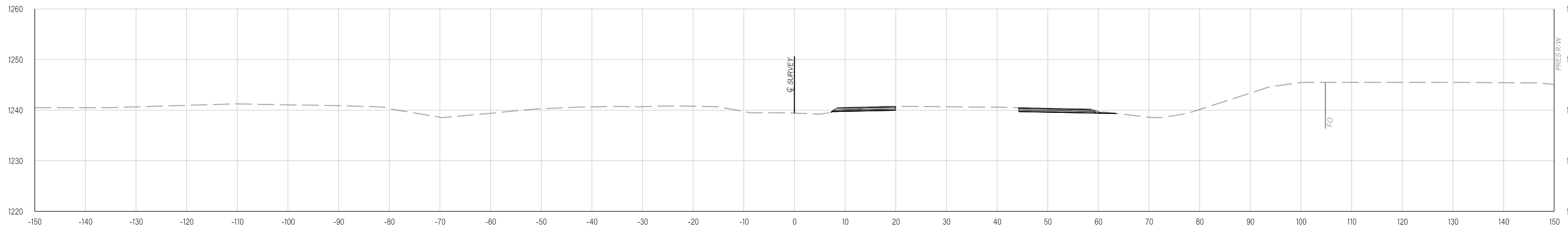


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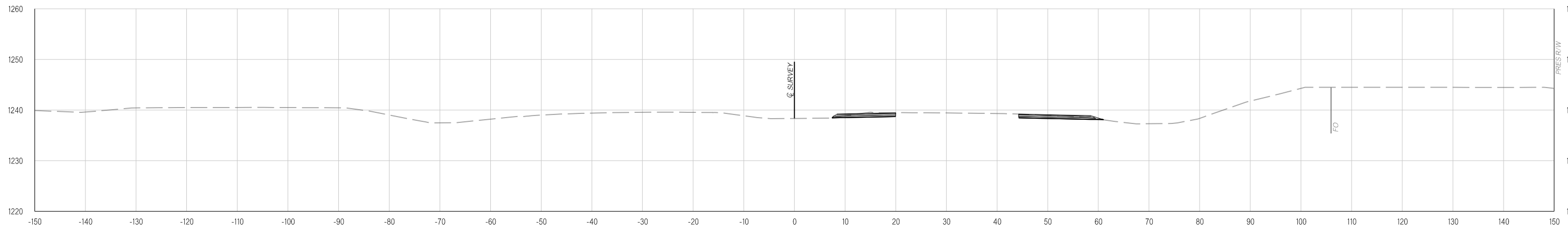
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02-21-20



377+00.00



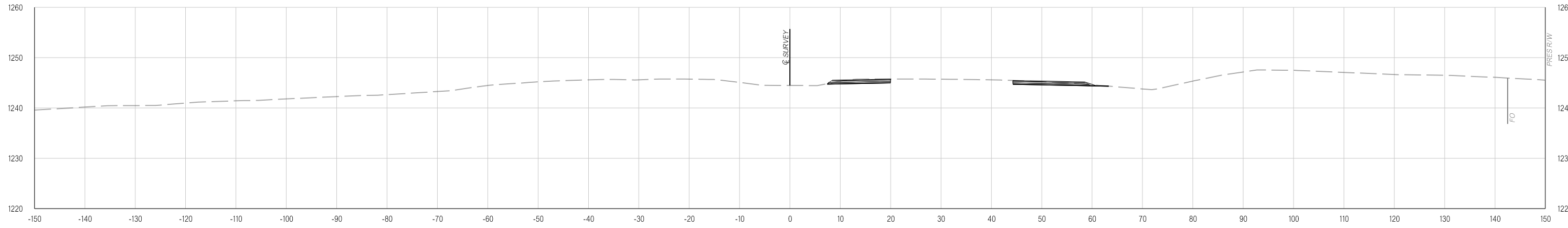
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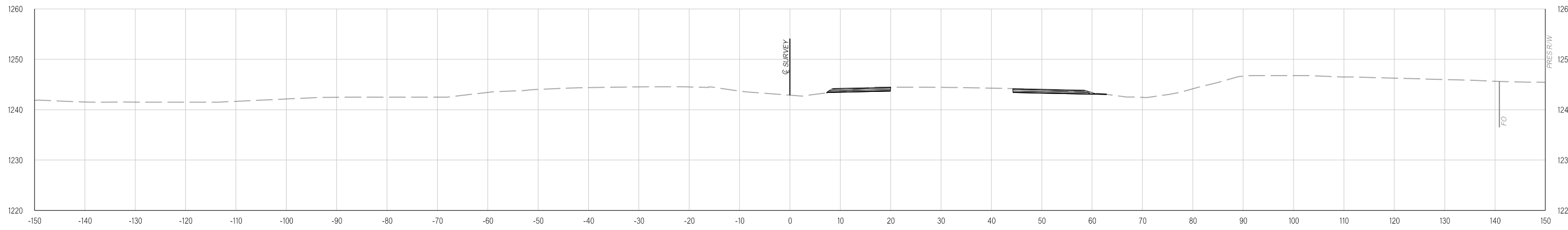
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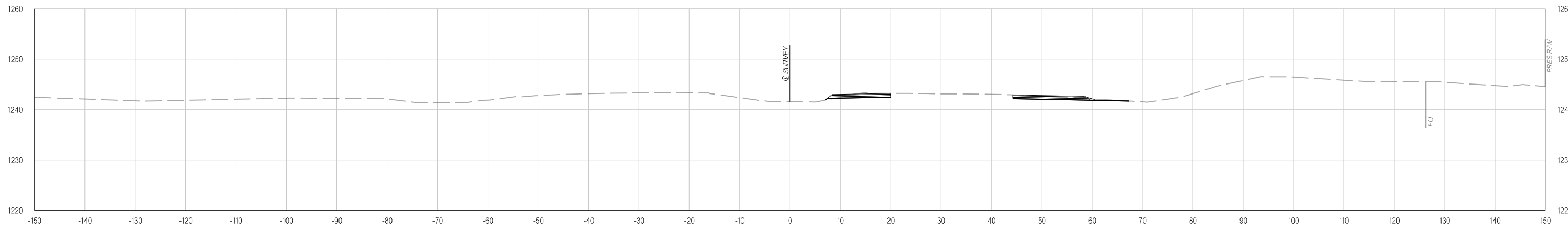
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MEETING**
02-21-20



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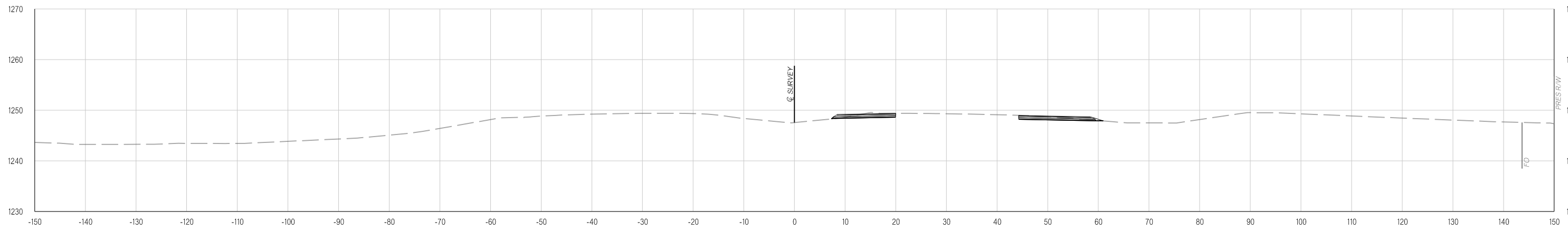


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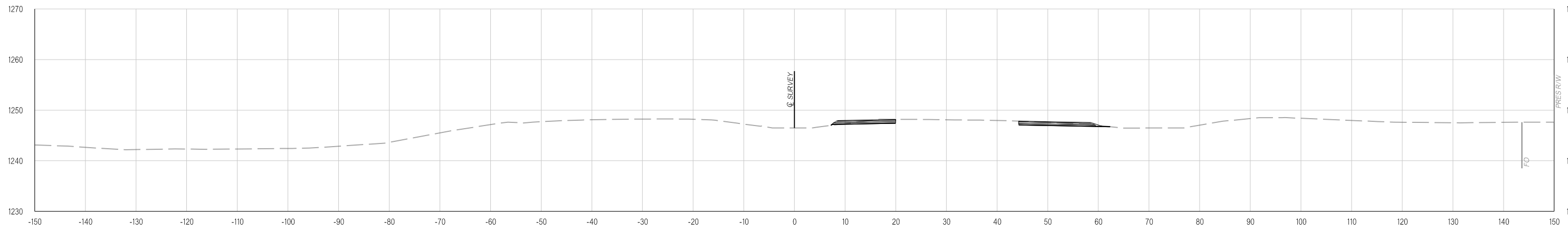


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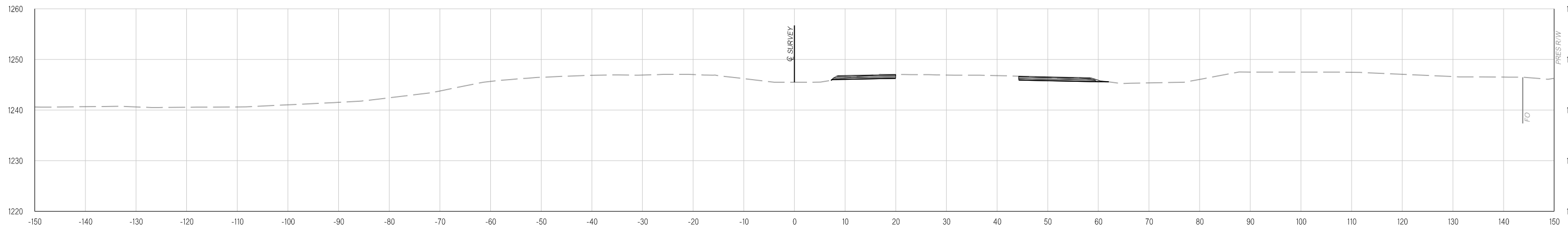
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383+00.00



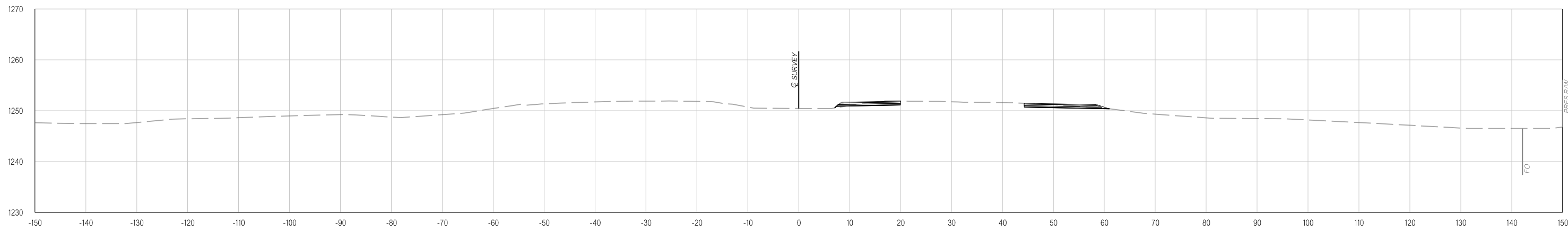
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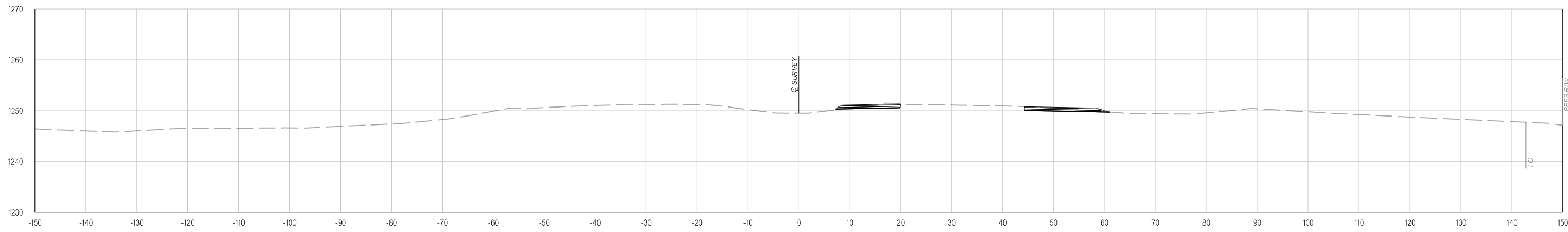
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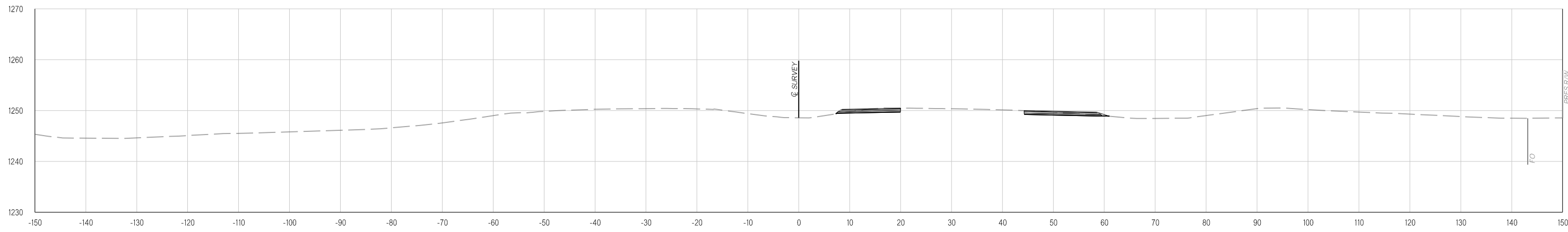
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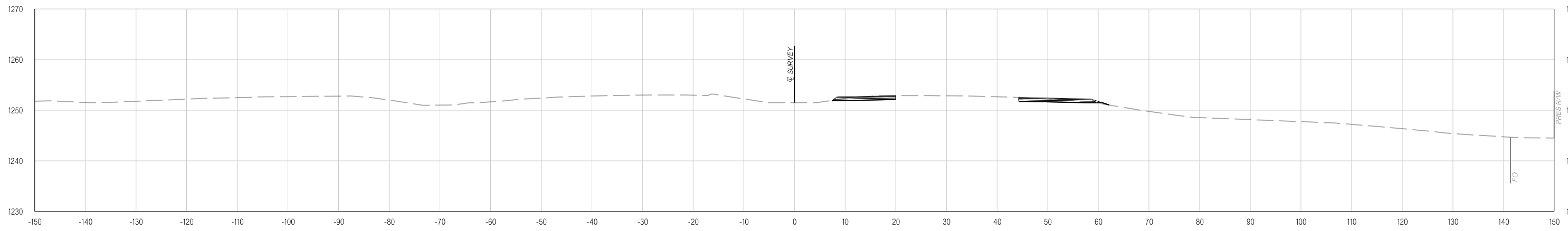
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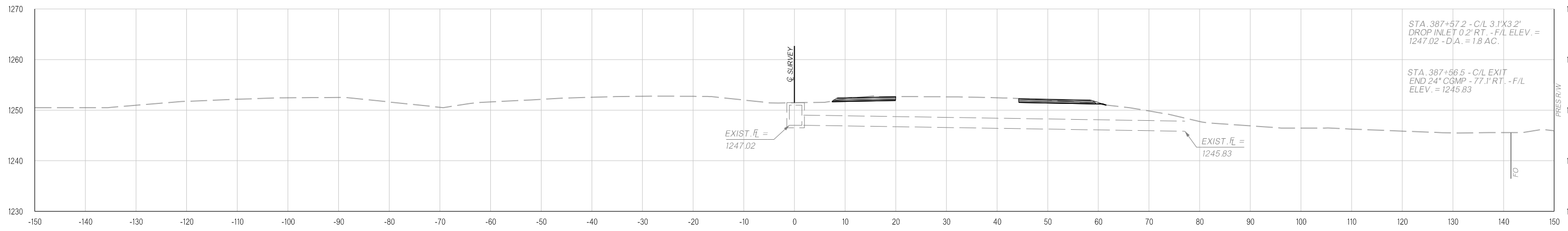
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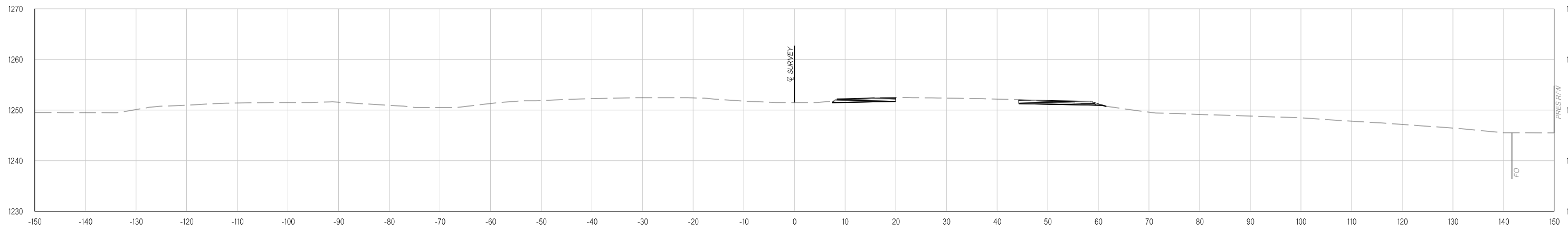
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388+00.00



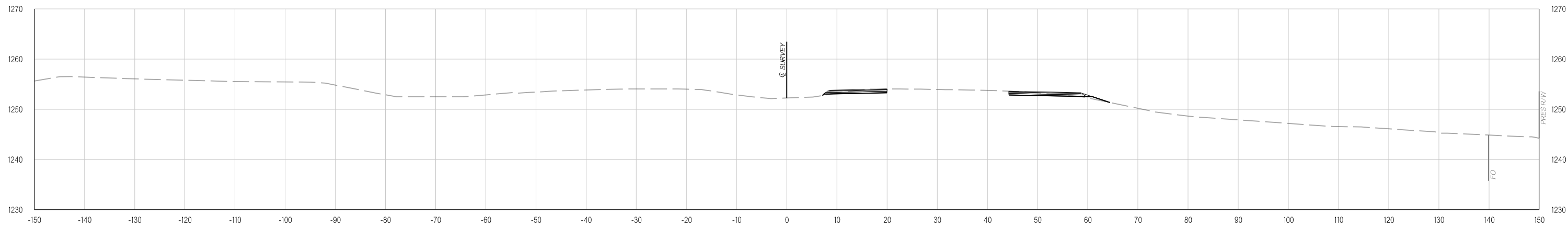
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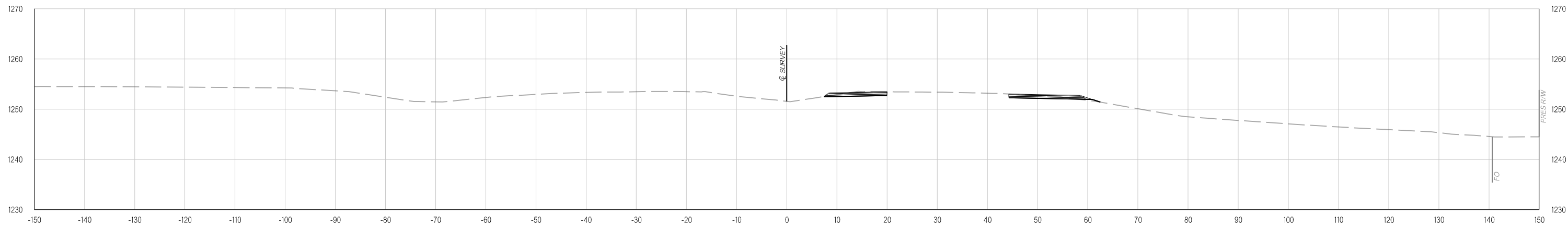
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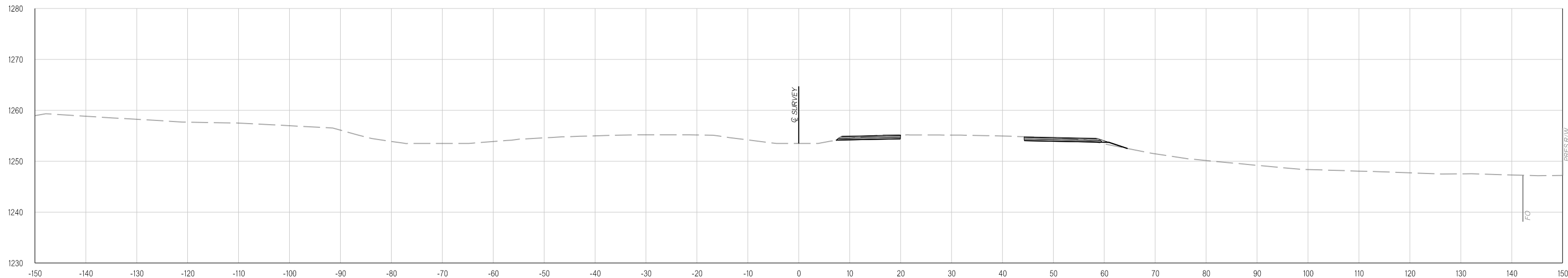


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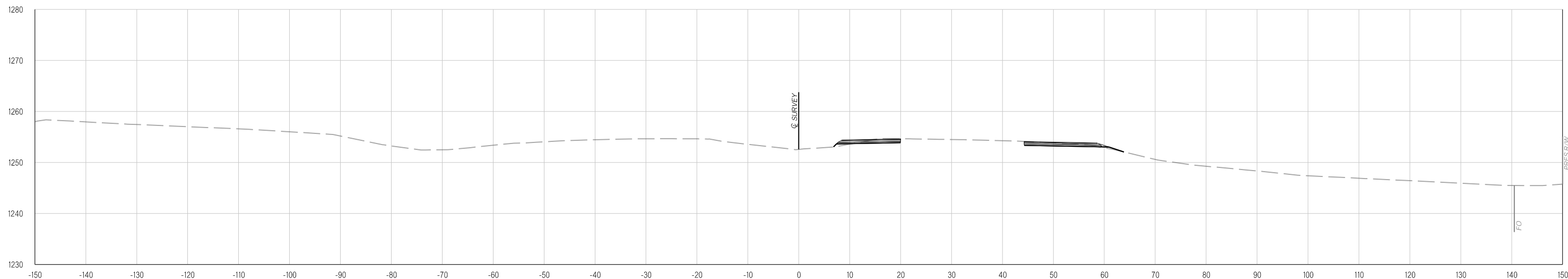


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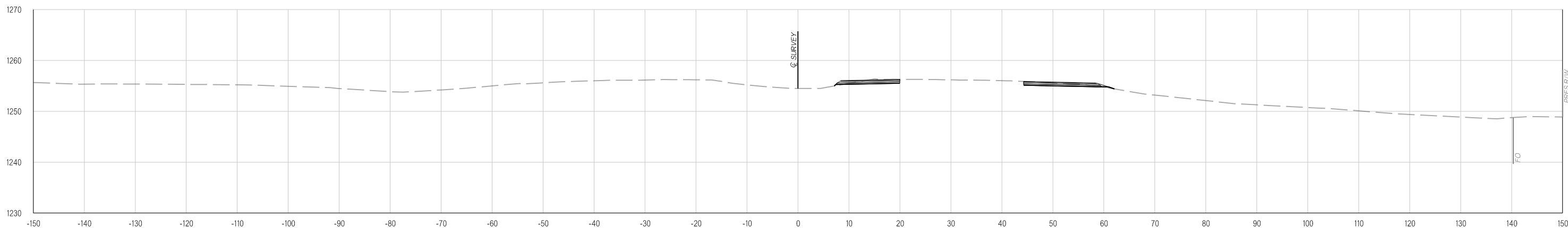


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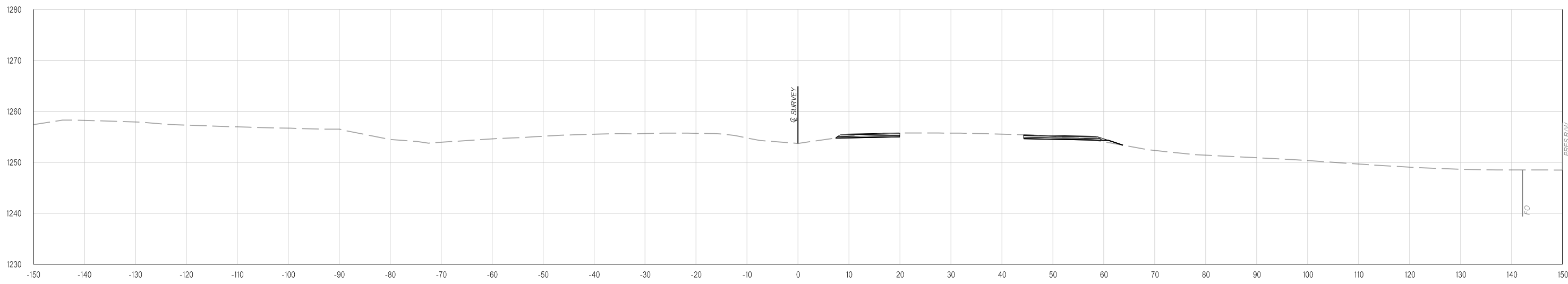


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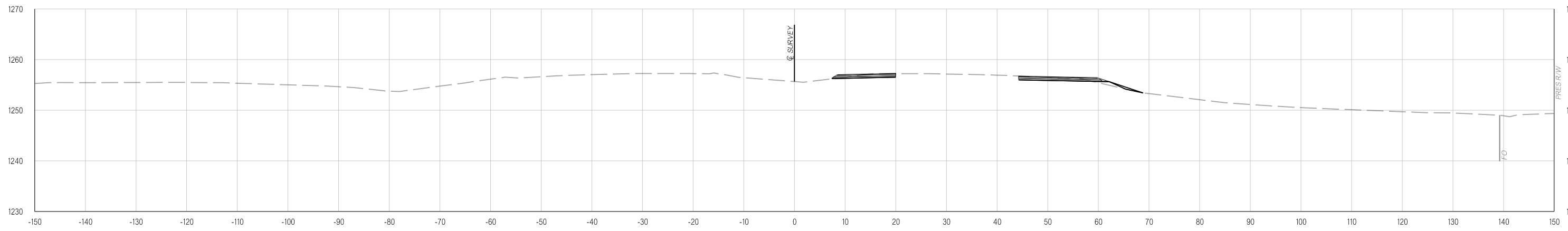
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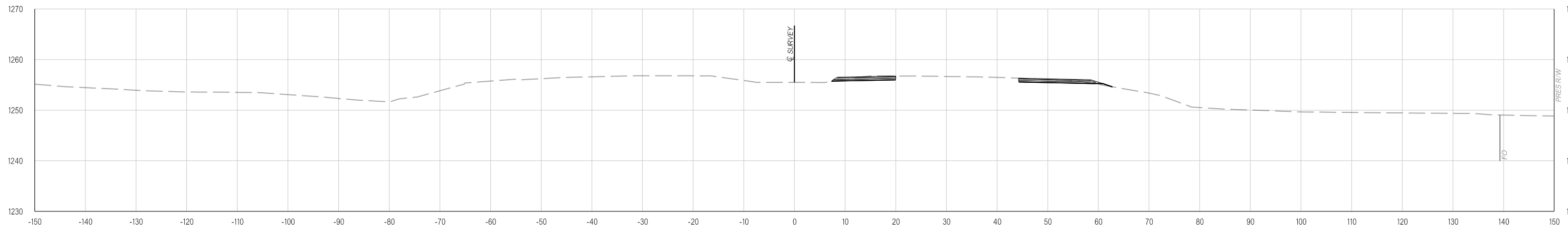
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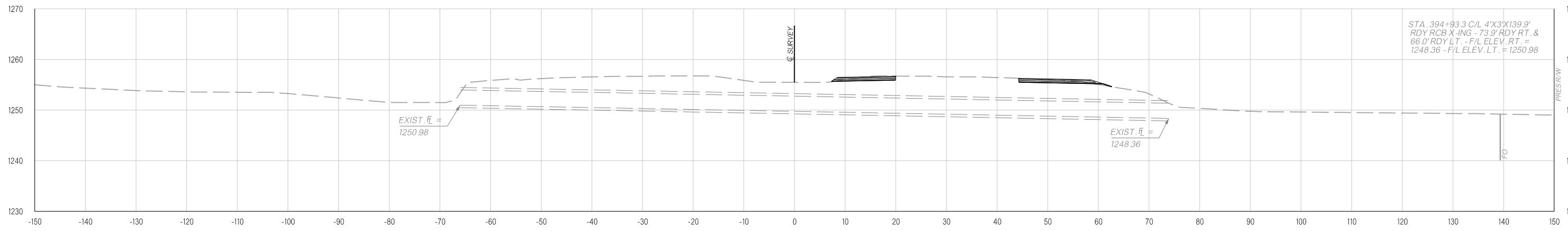
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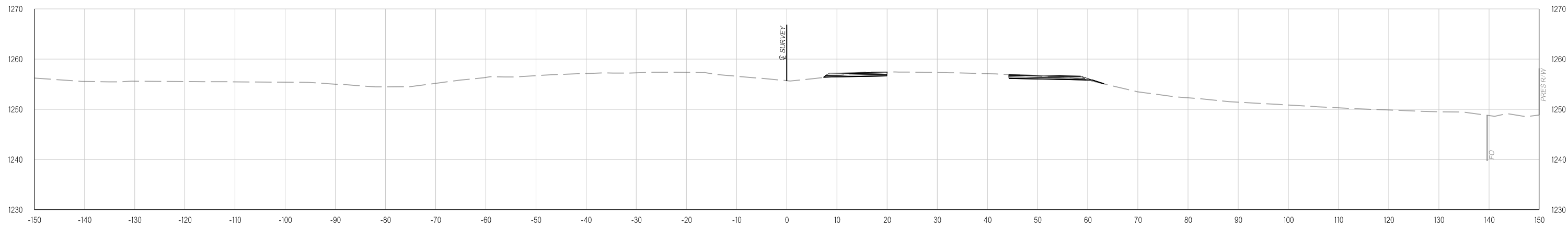
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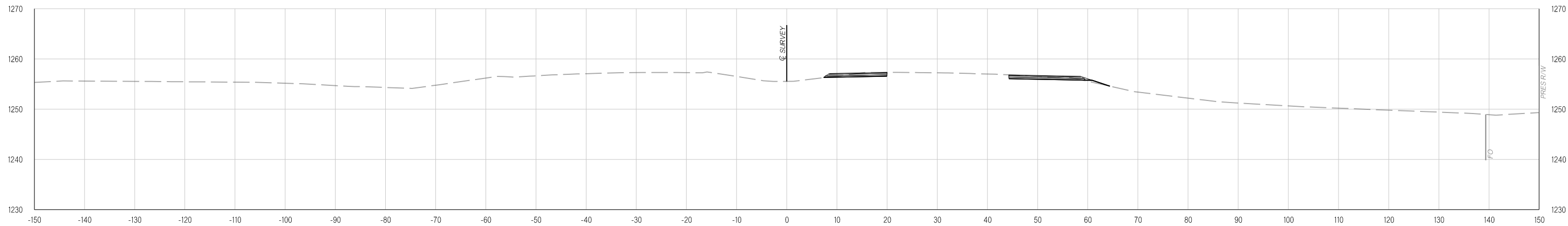
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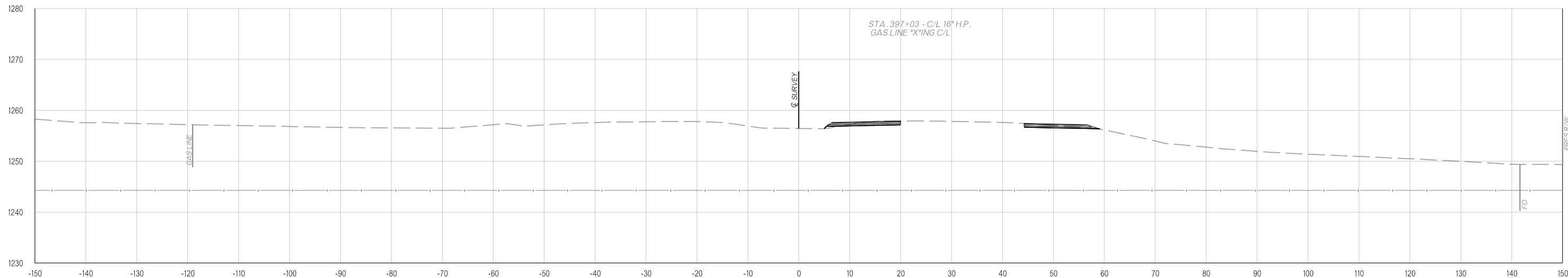


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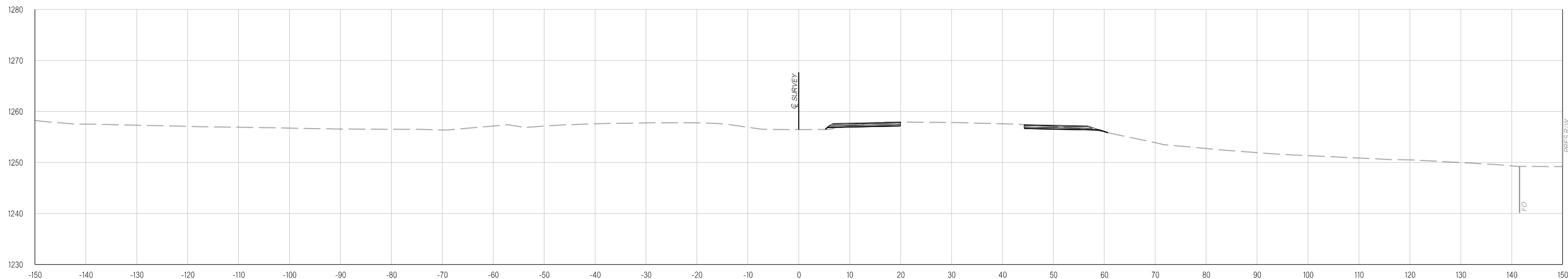


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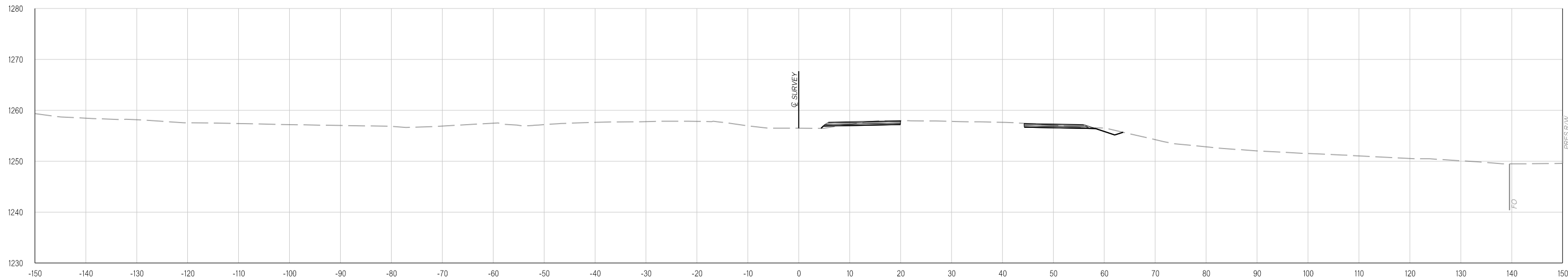


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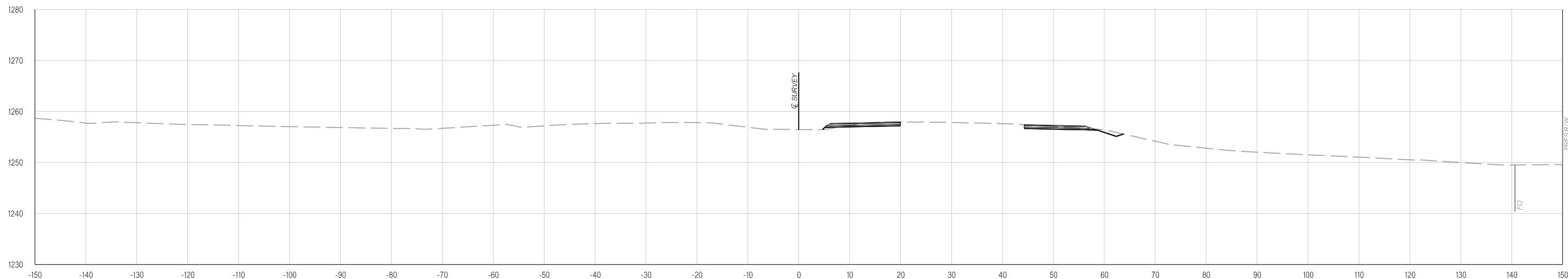


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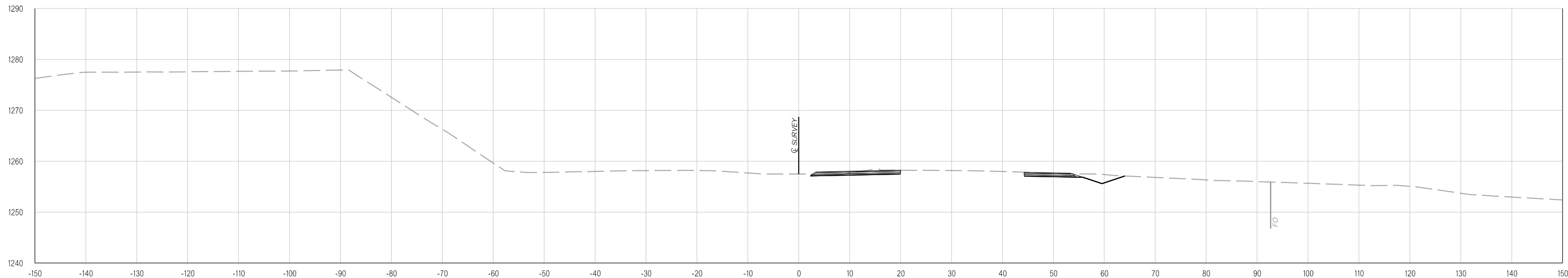


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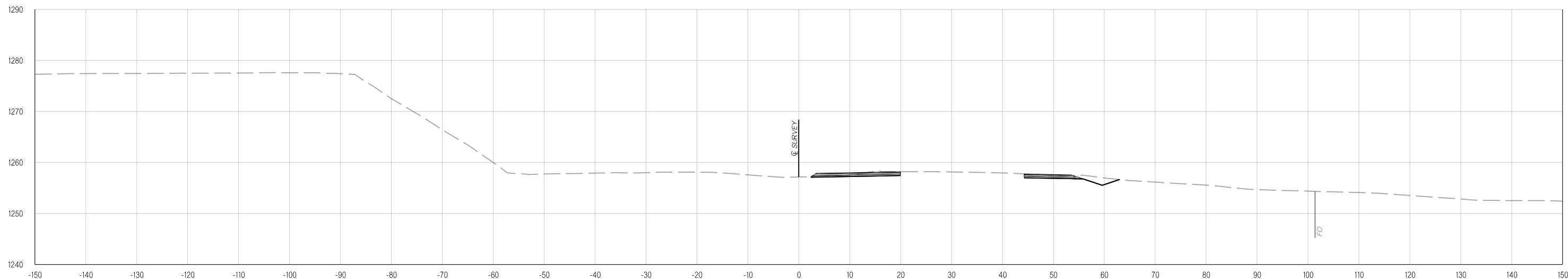


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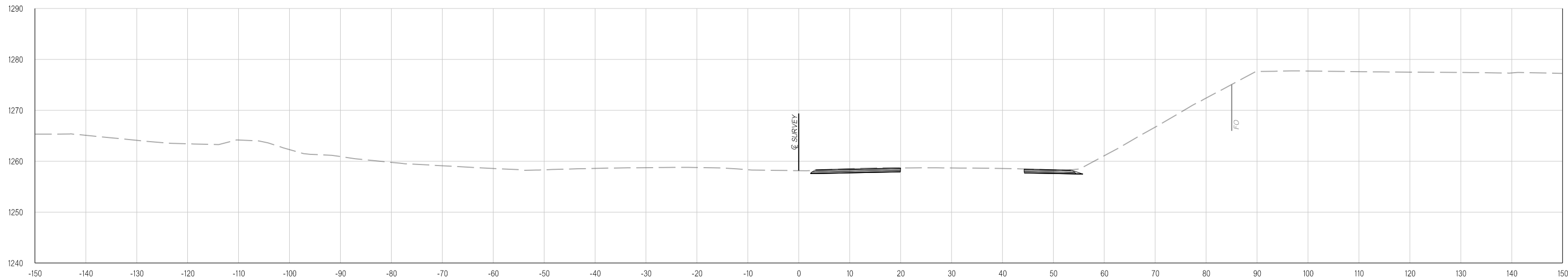


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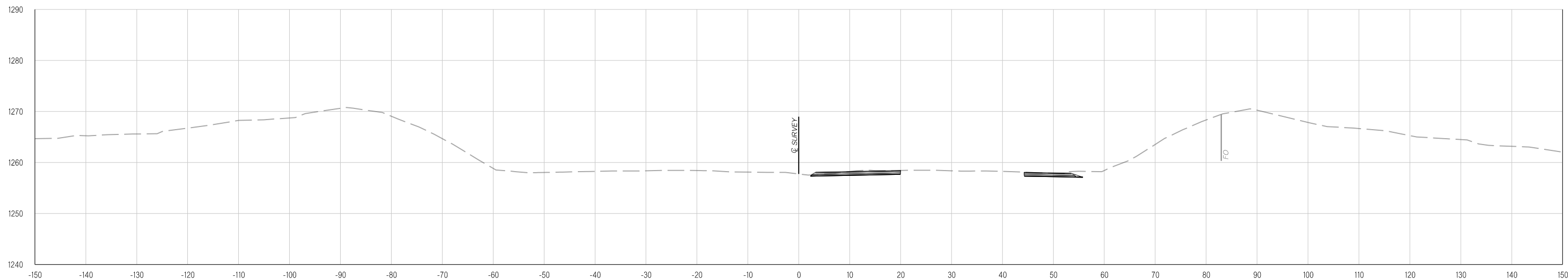


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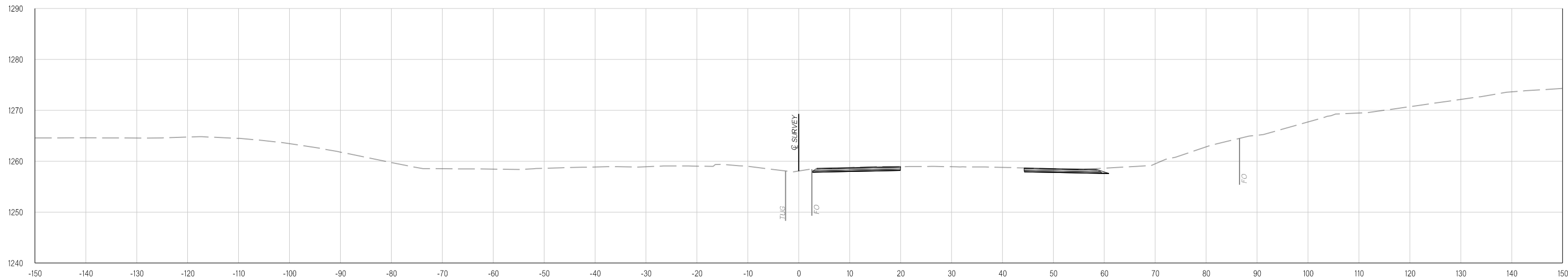


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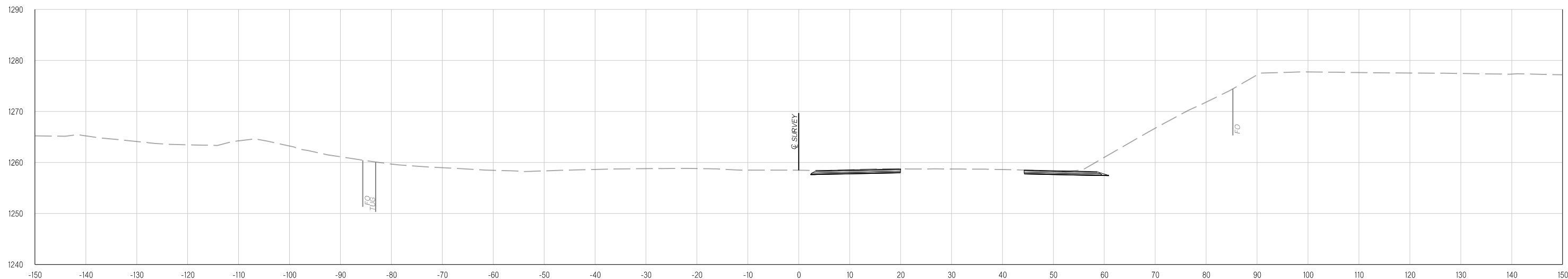


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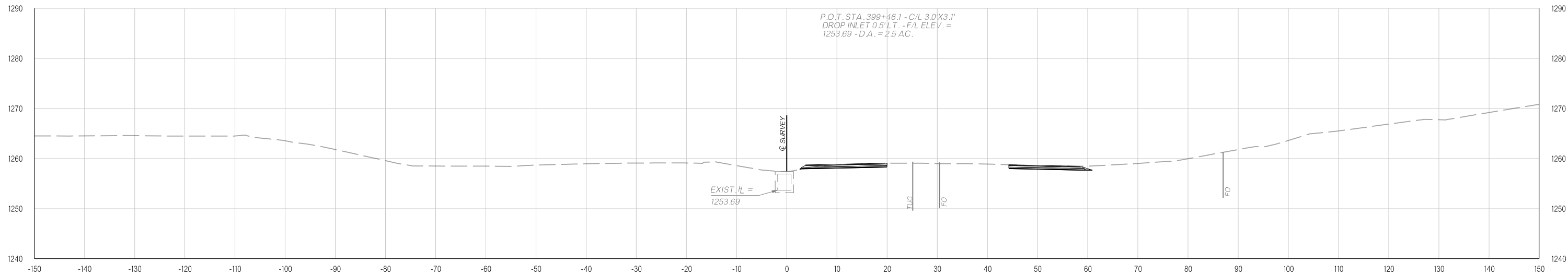


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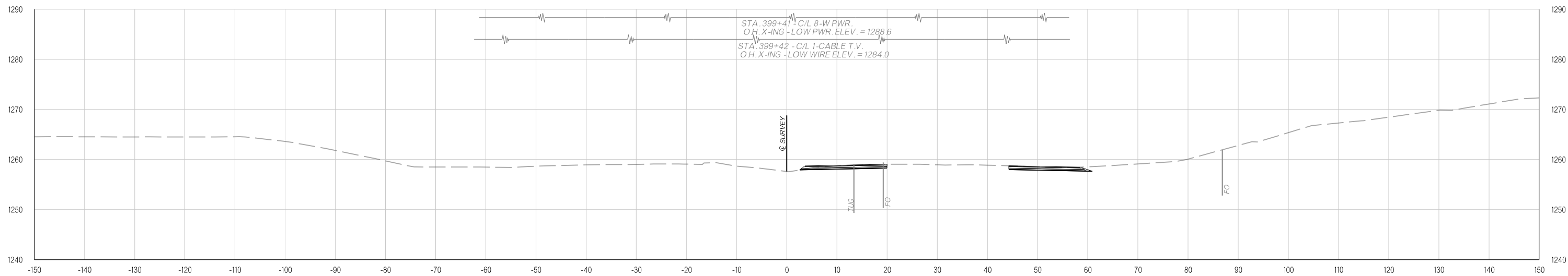


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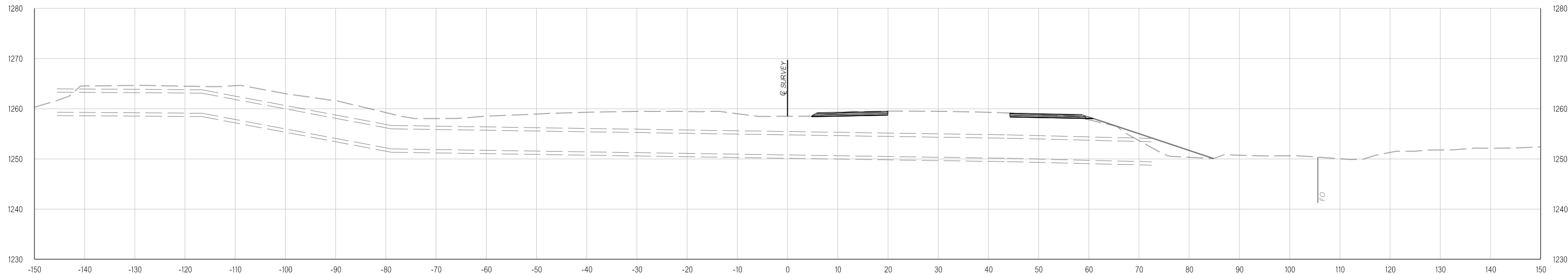


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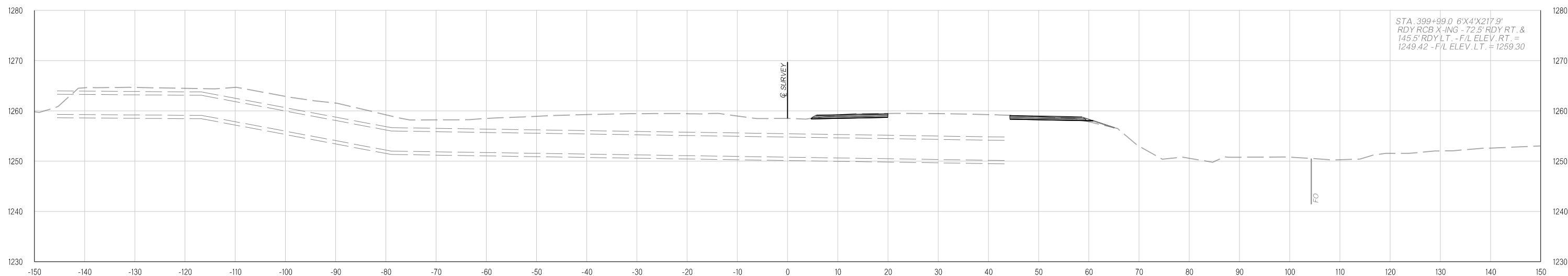


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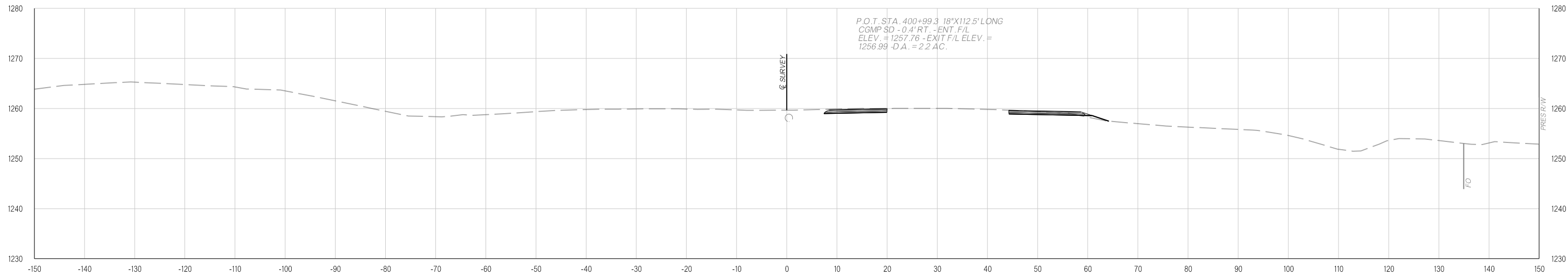


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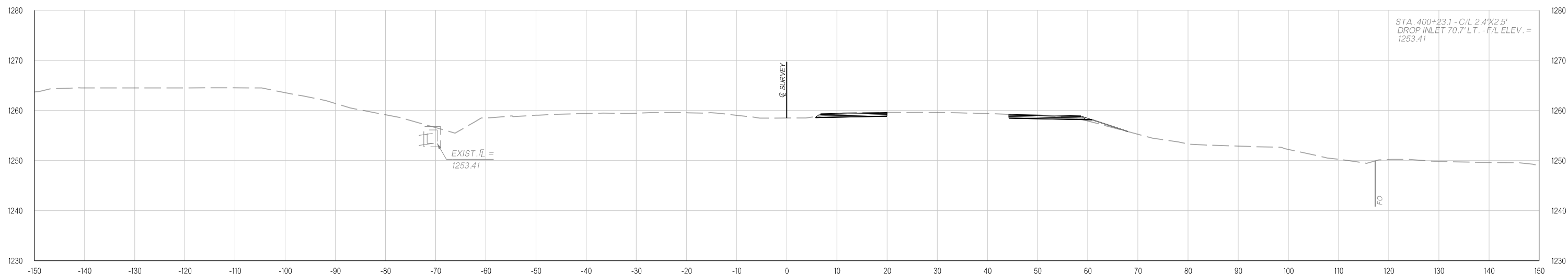
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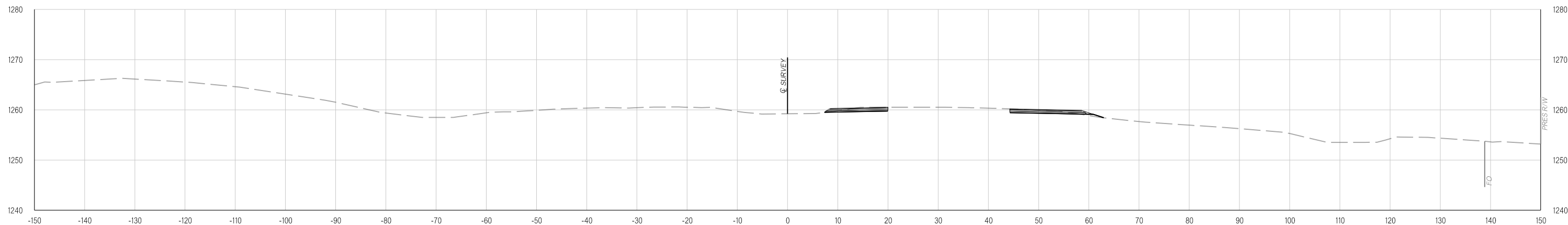


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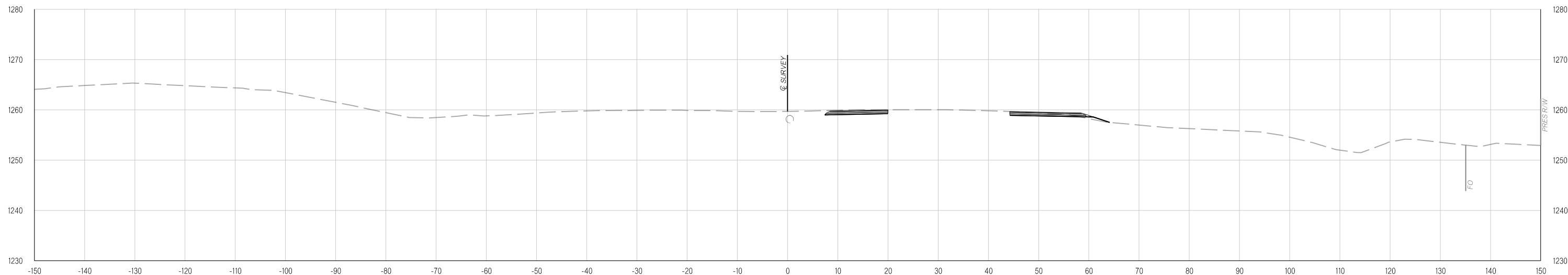


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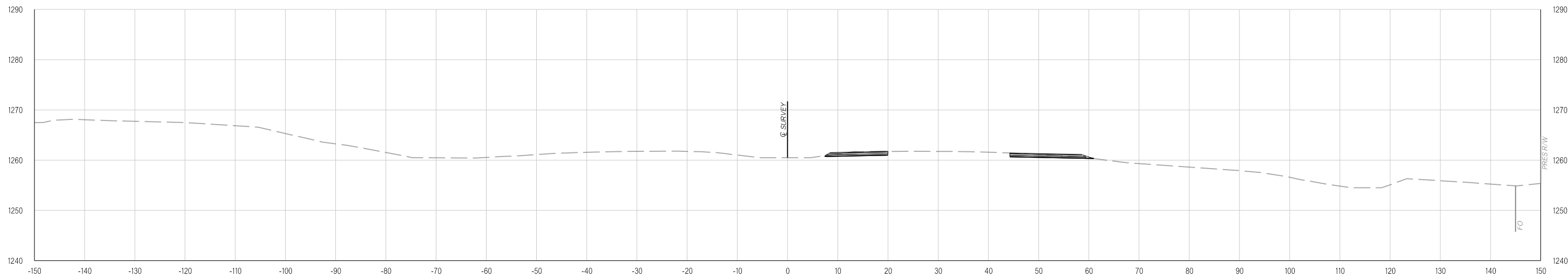


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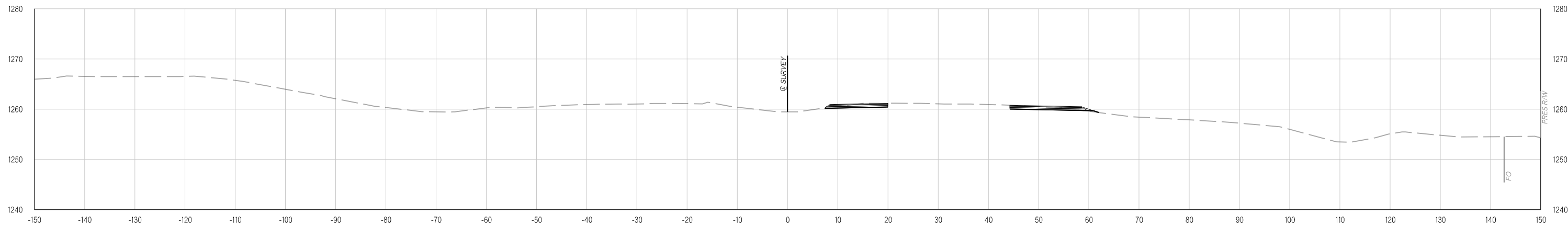


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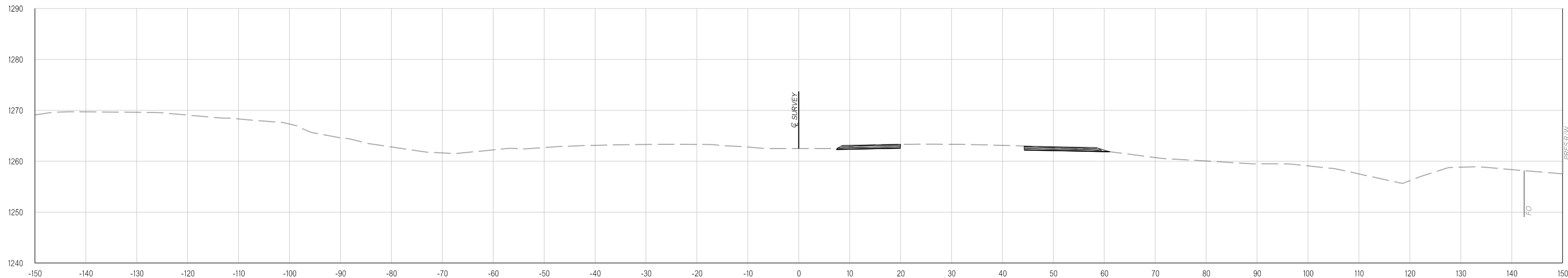


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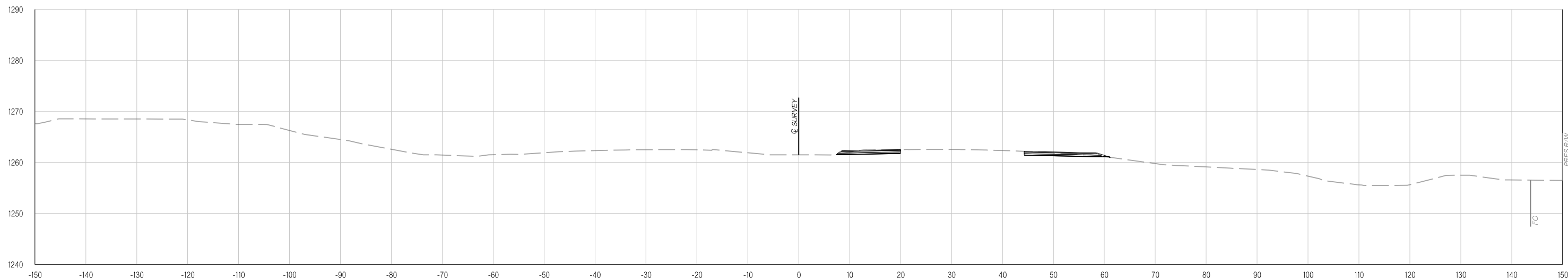


403+00.00

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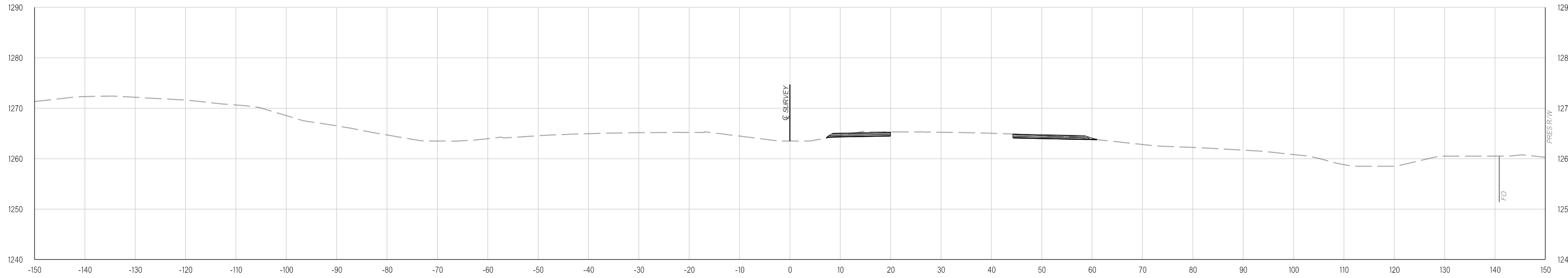


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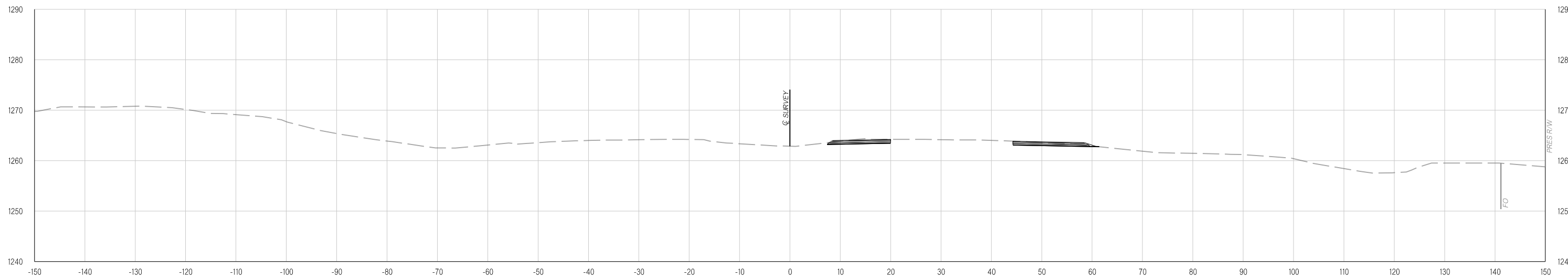


405+00.00

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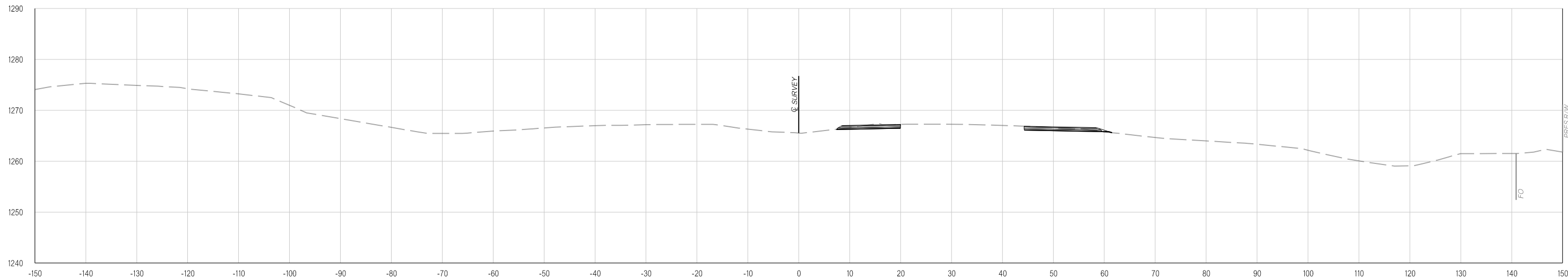


408+00.00

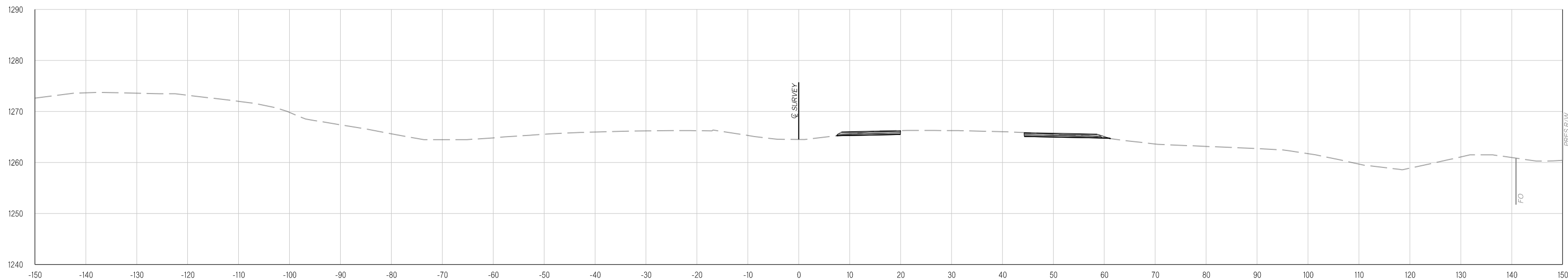


407+00.00

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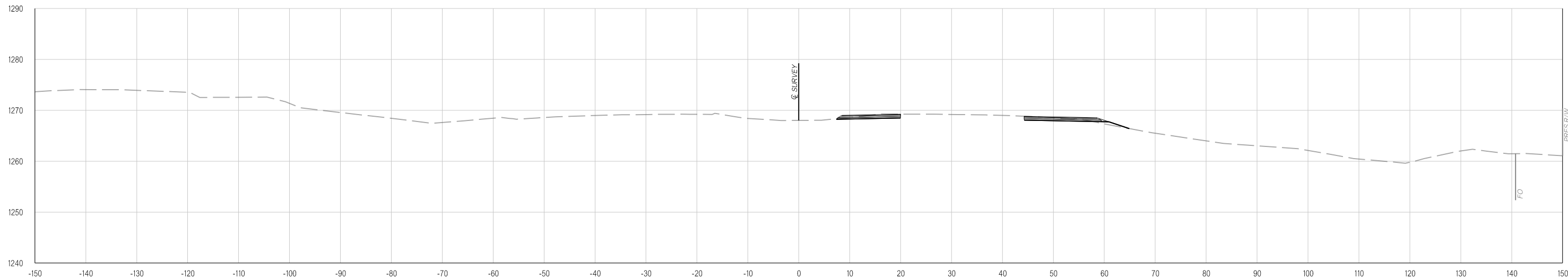


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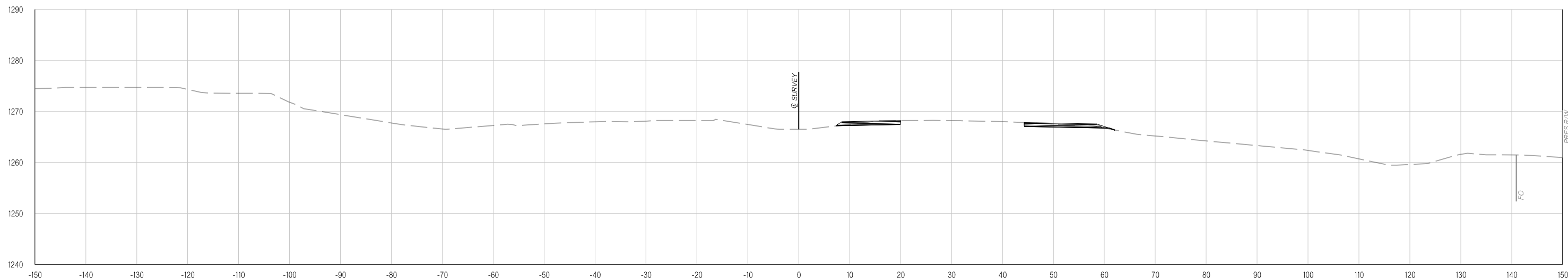


409+00.00

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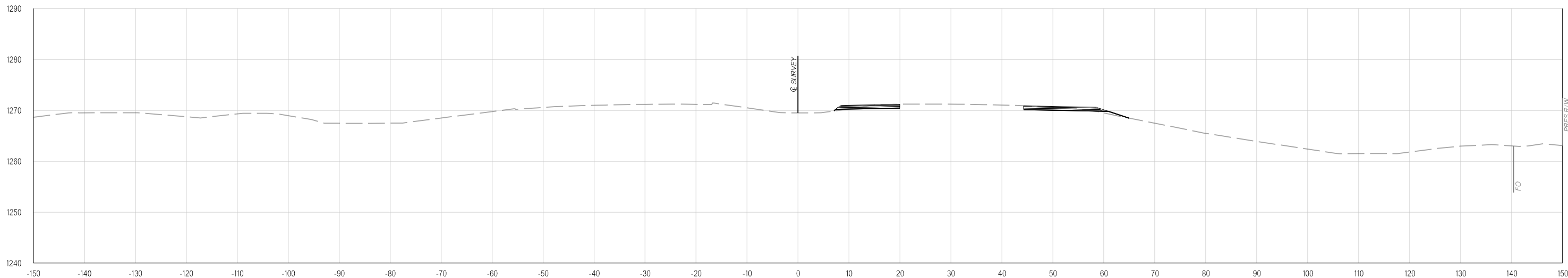
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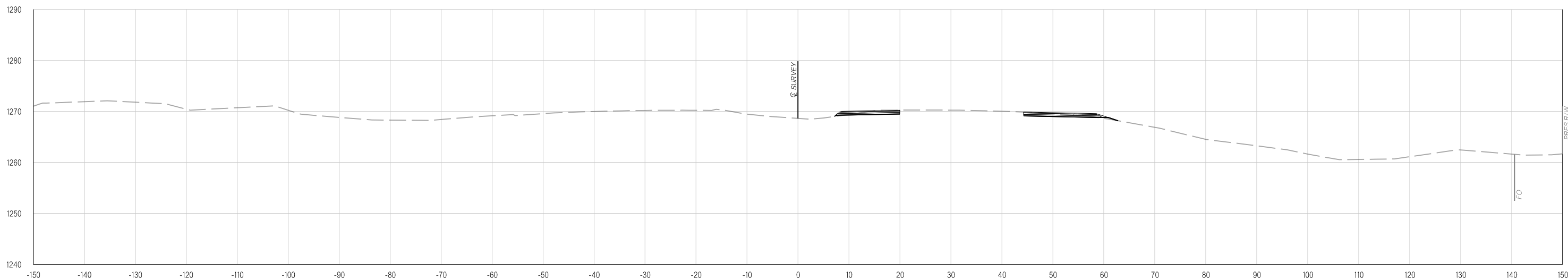
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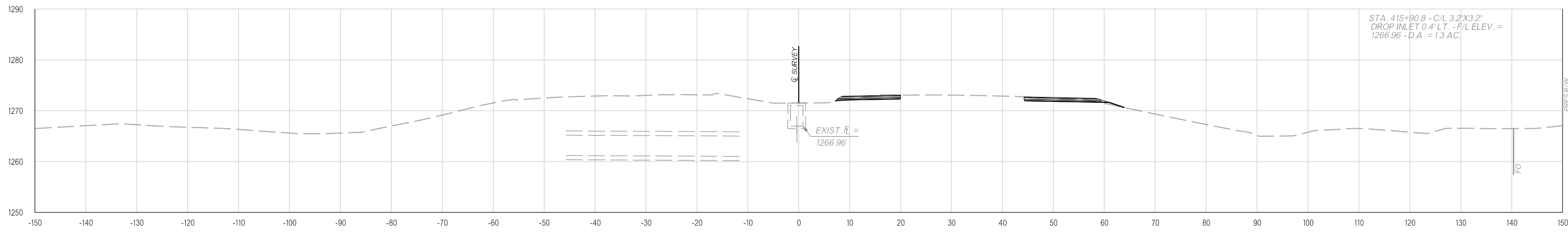
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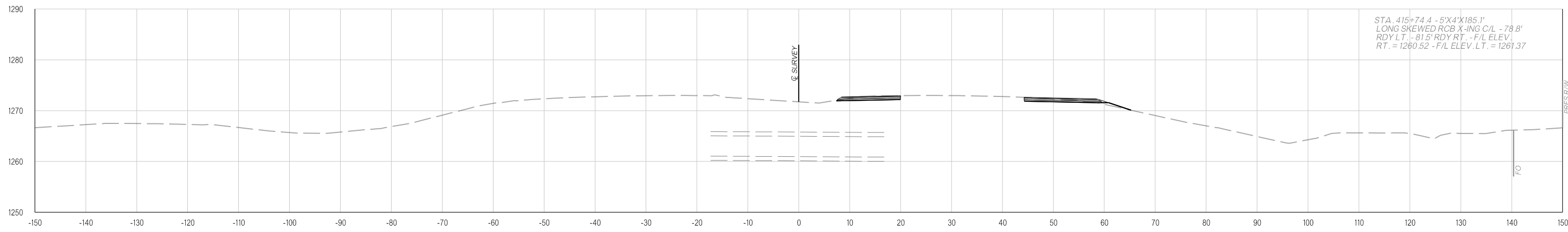
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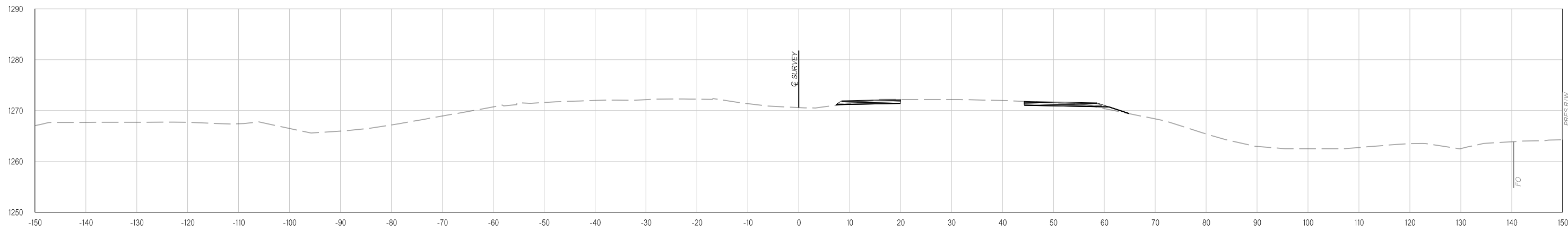
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415+74.40

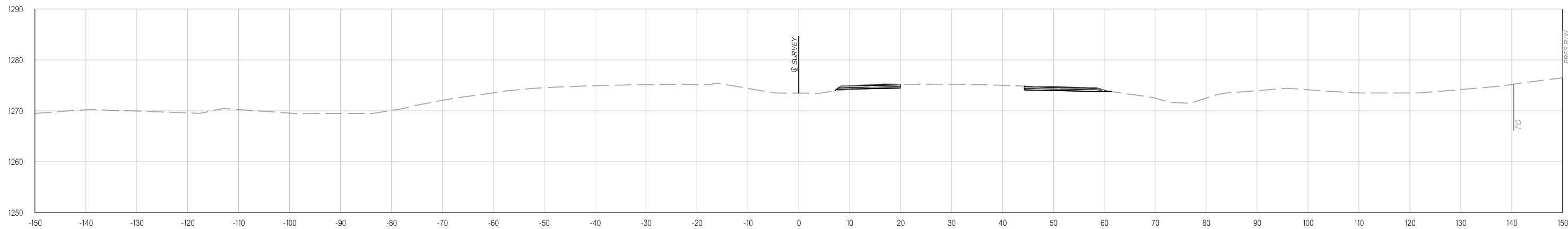


415+00.00

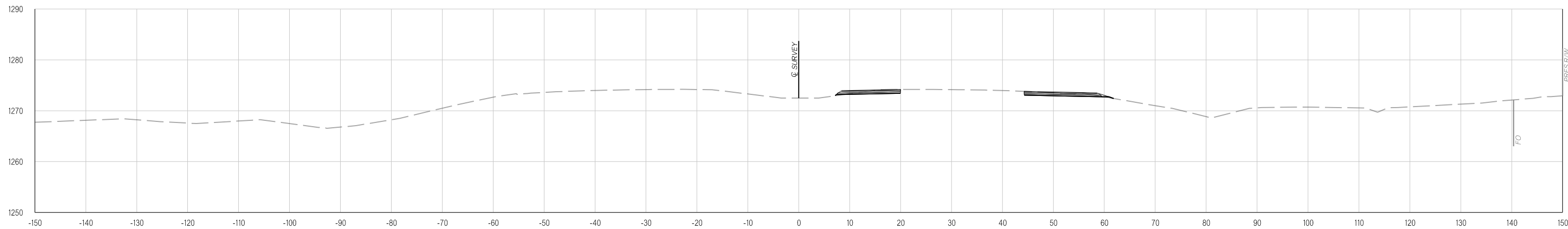
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02-21-20

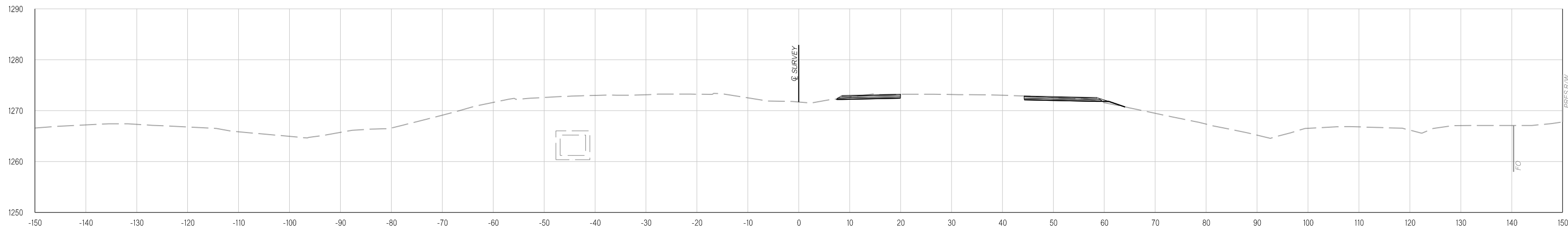
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02-21-20



418+00.00

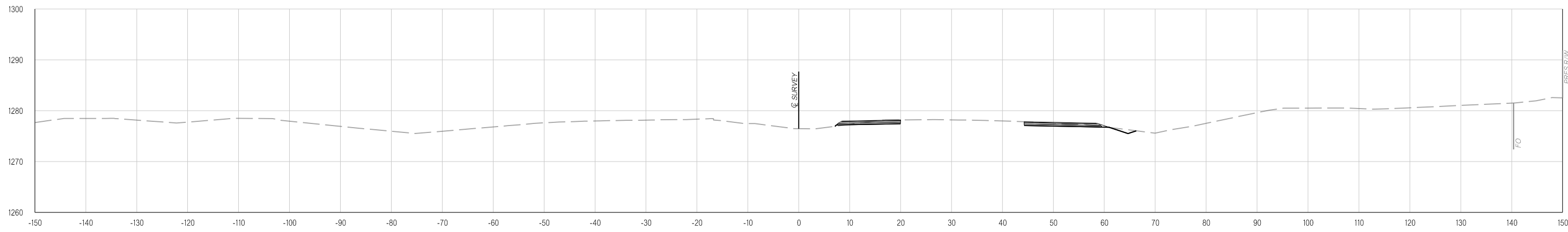


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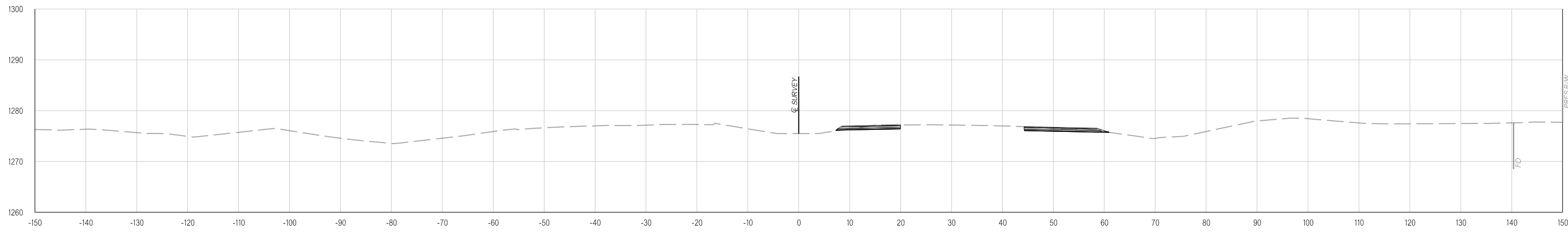


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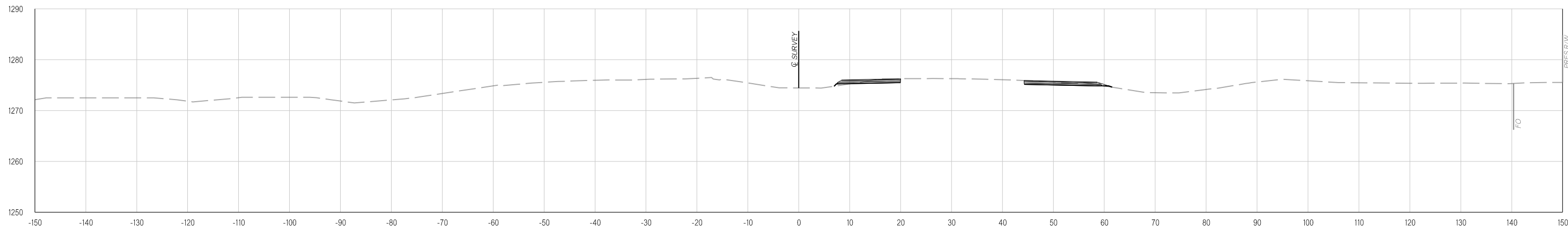
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02-21-20



421+00.00

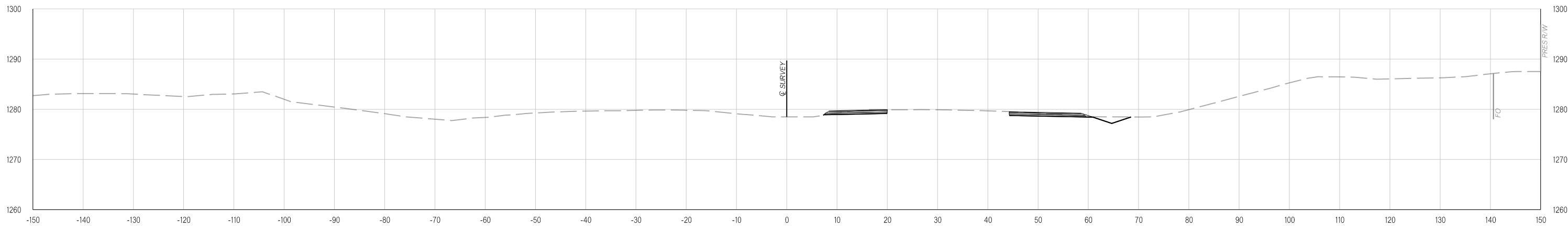


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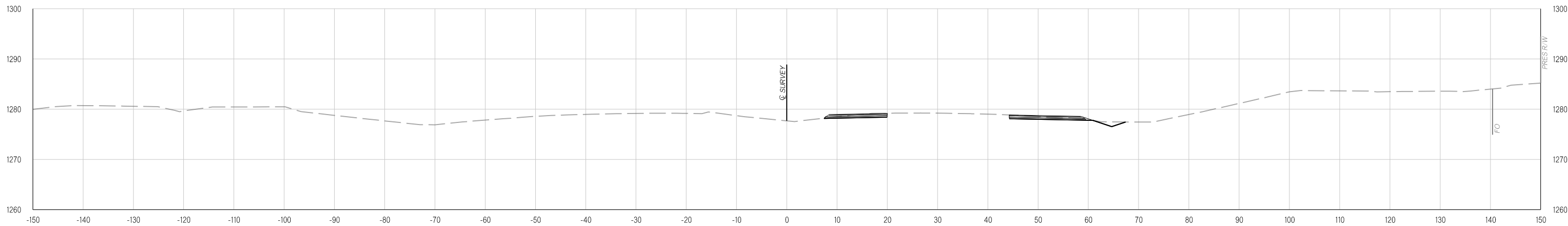


419+00.00

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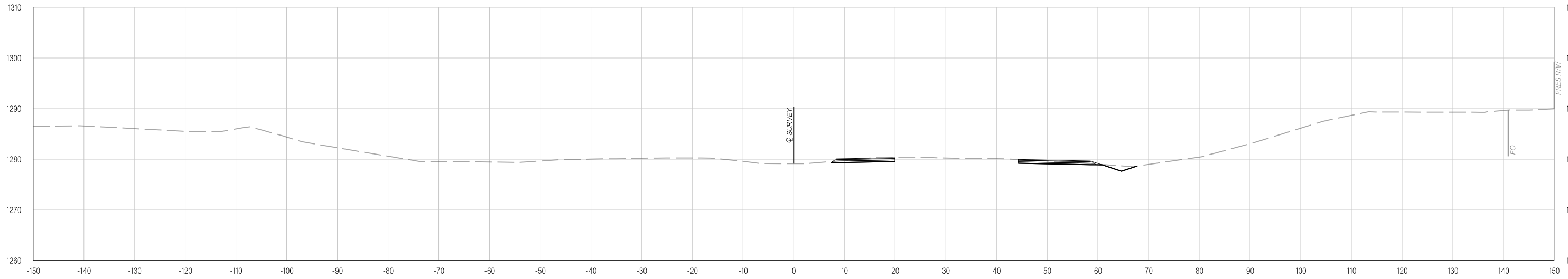


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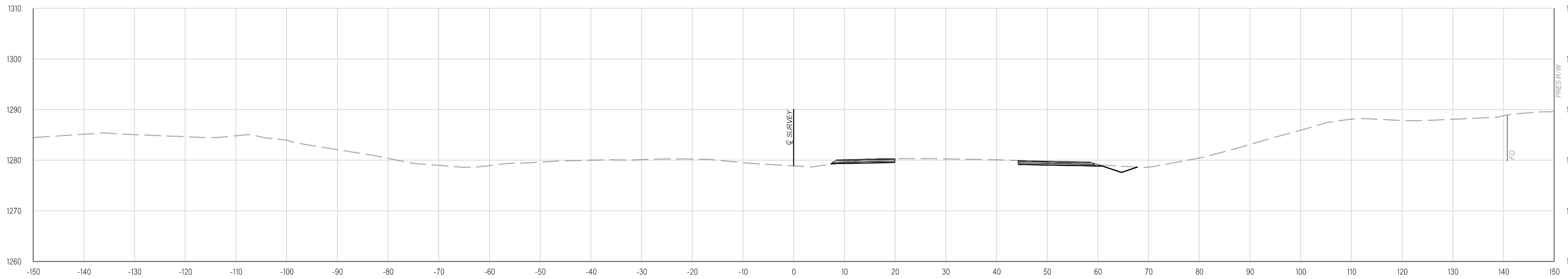


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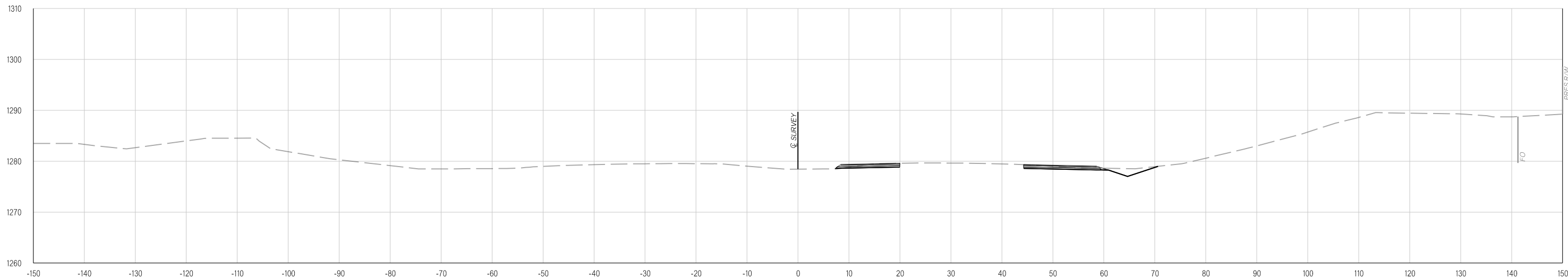


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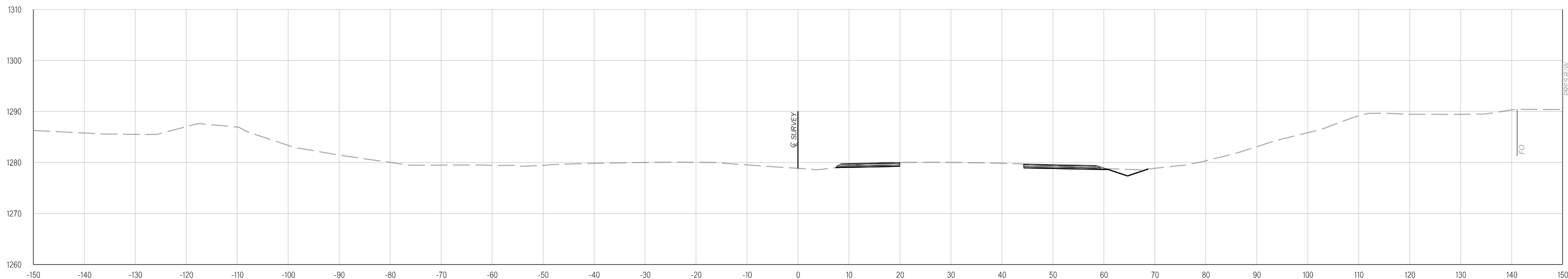


424+00.00

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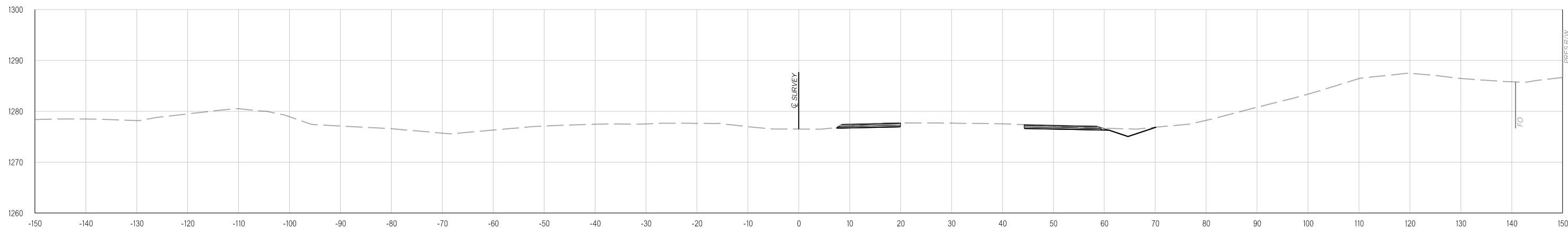


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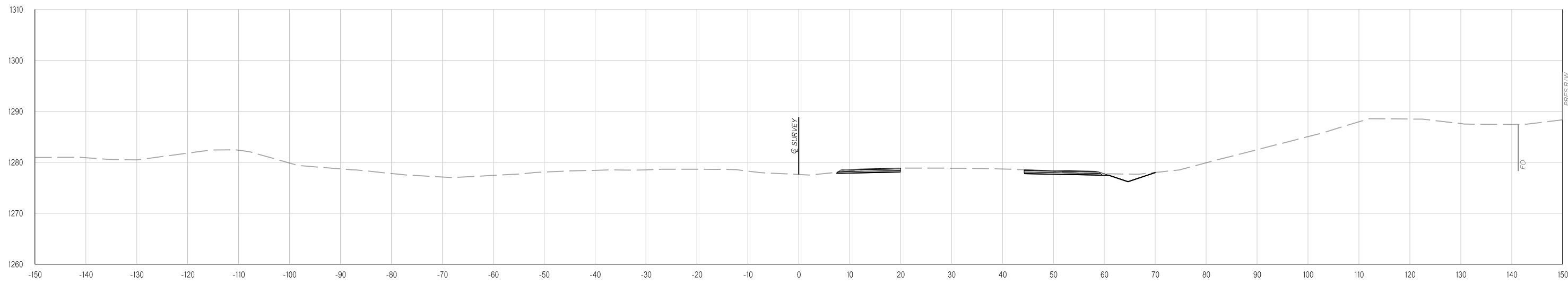


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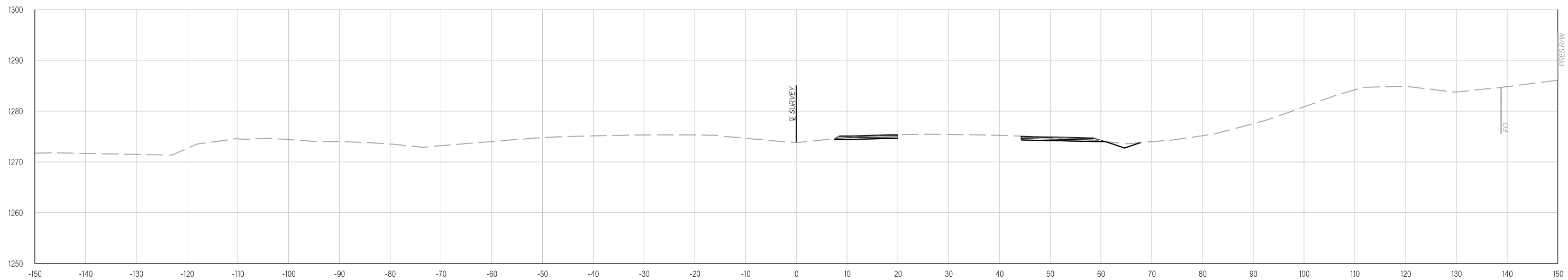


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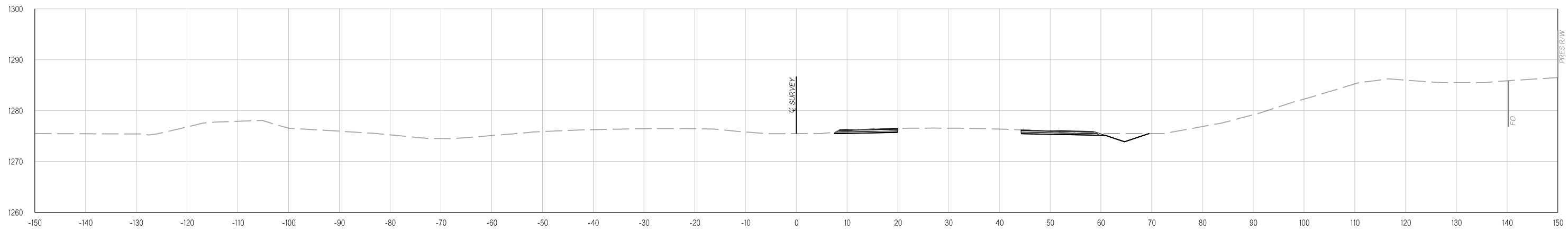


428+00.00

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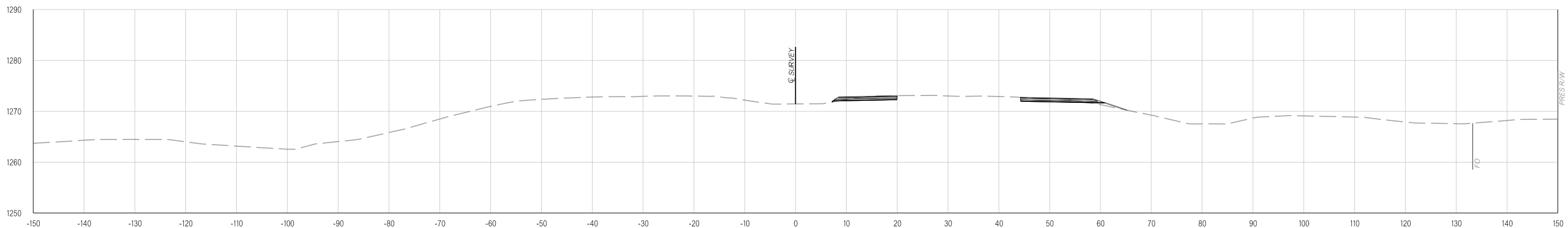


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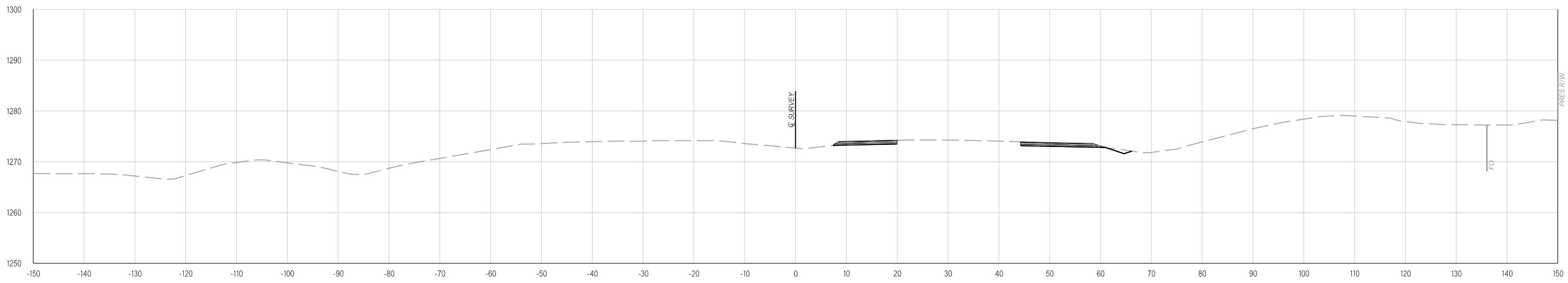


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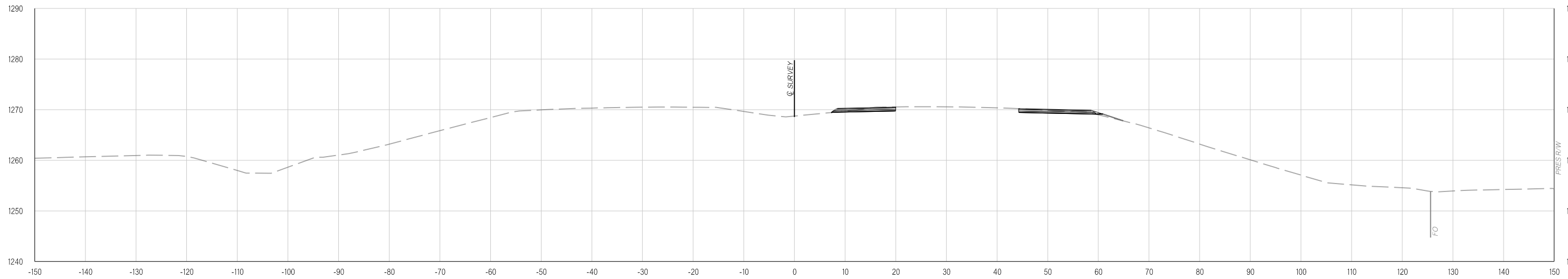


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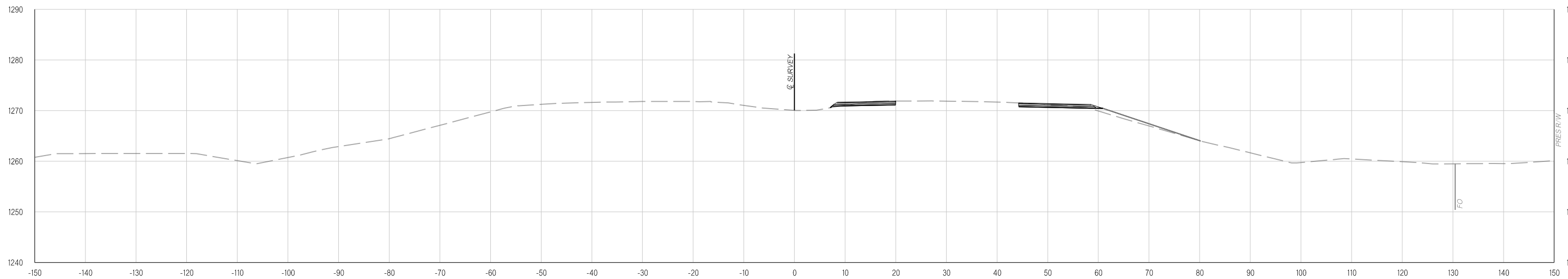


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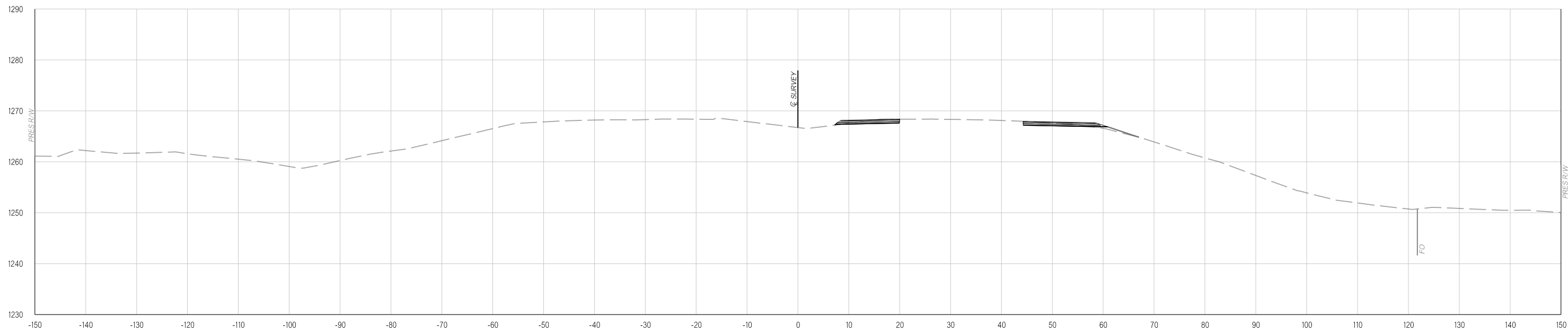


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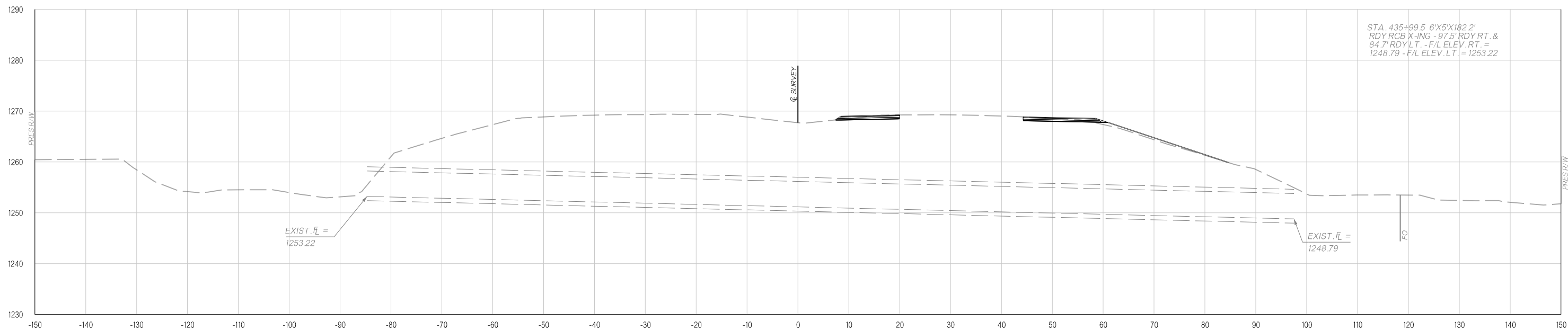


434+00.00

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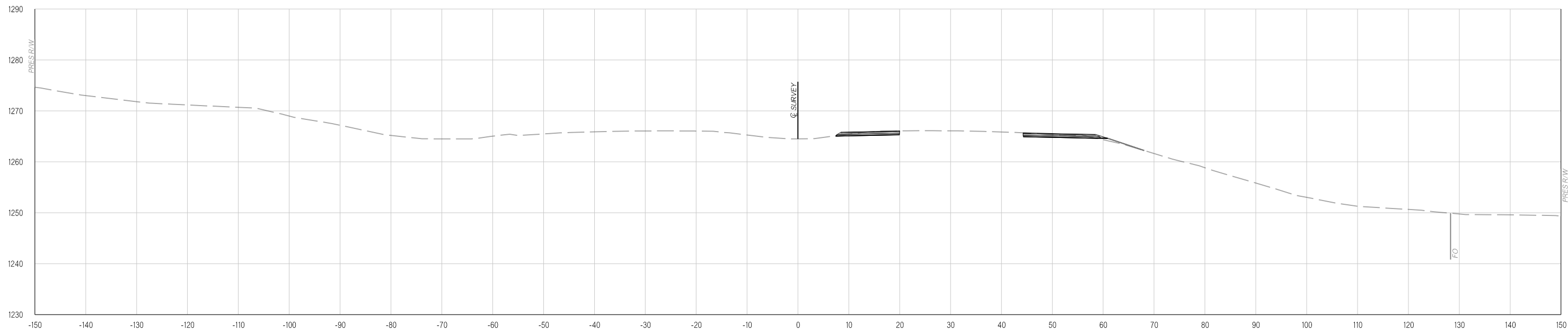


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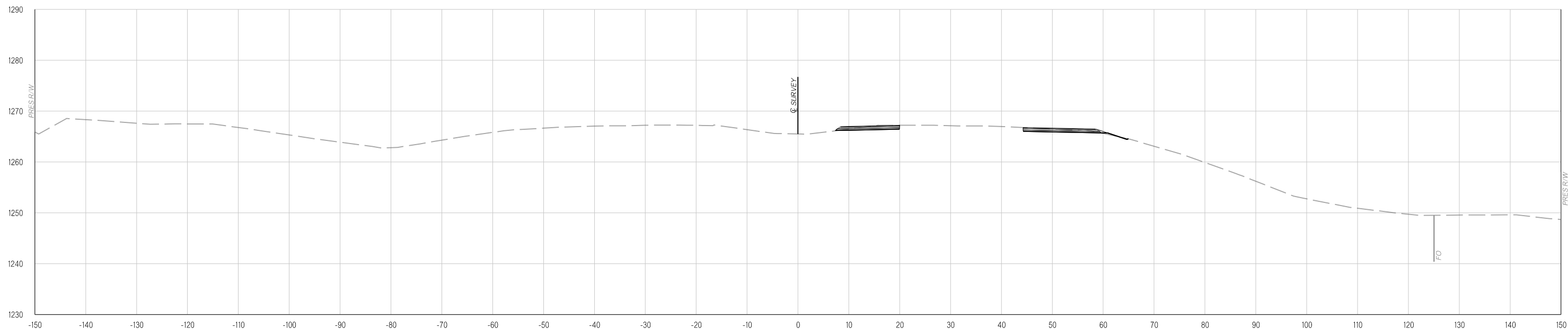


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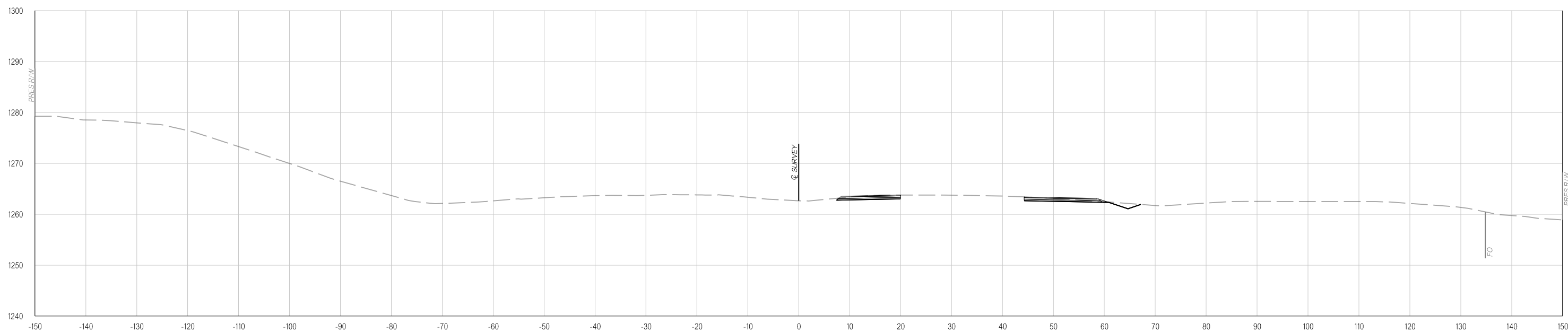


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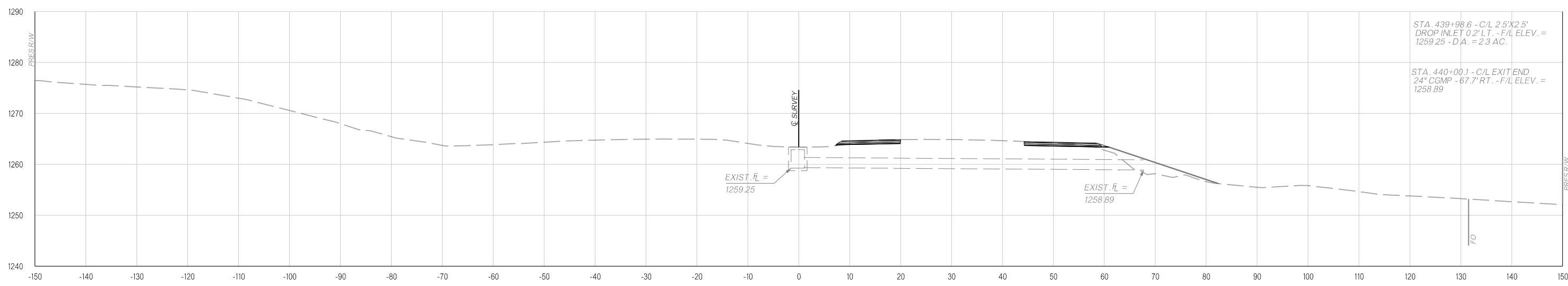


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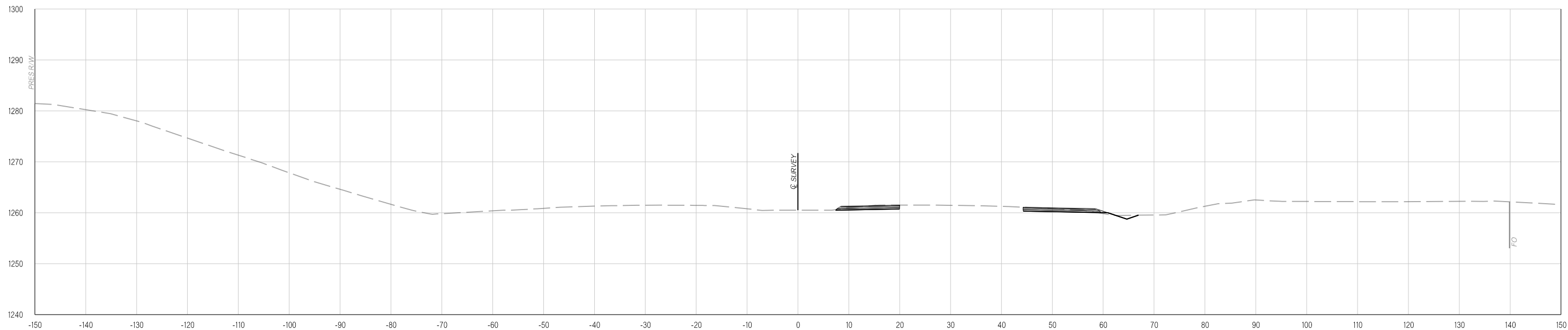


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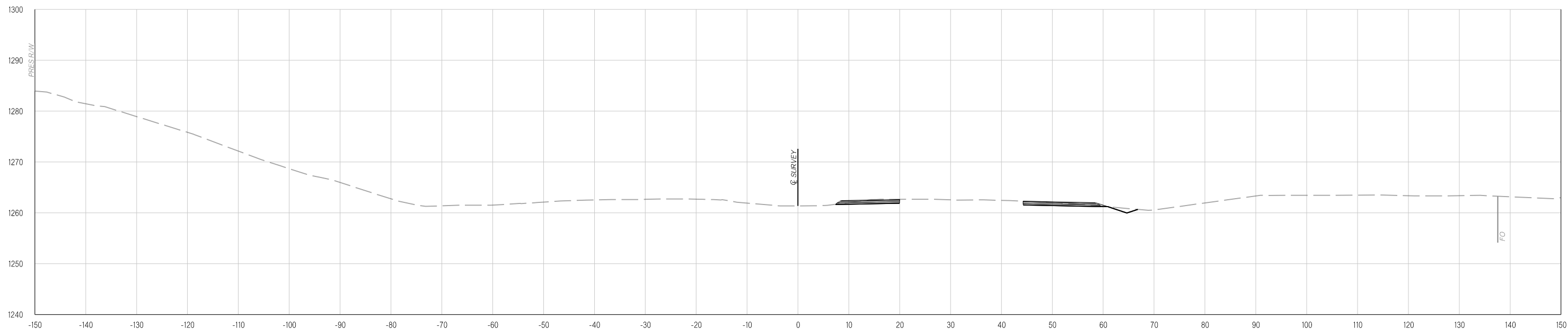


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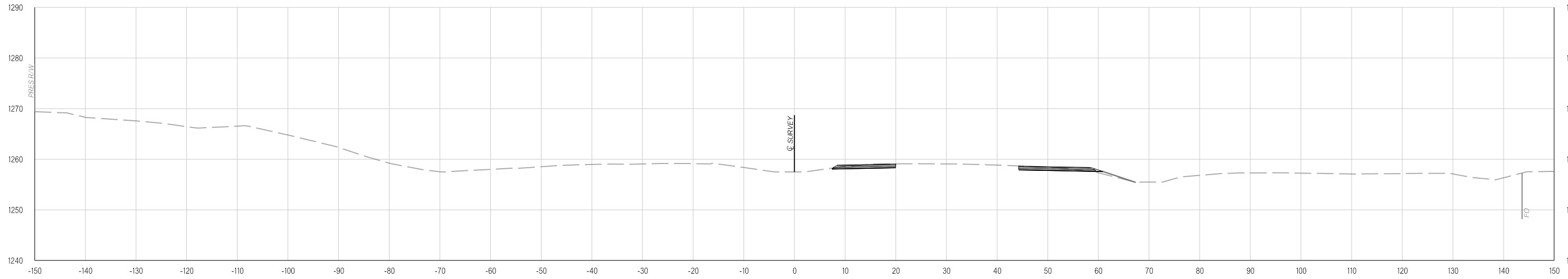


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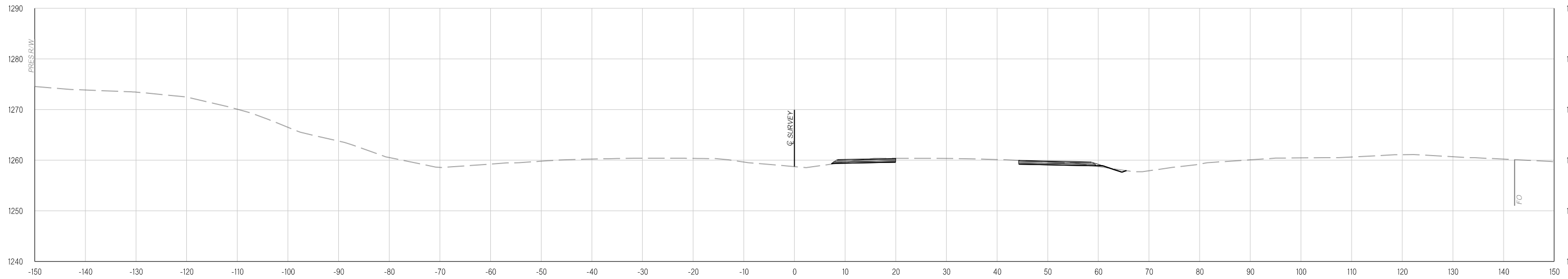


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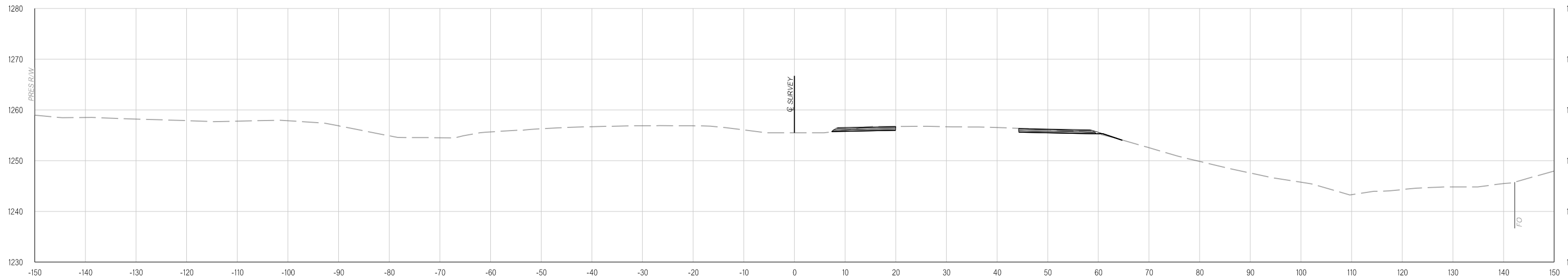


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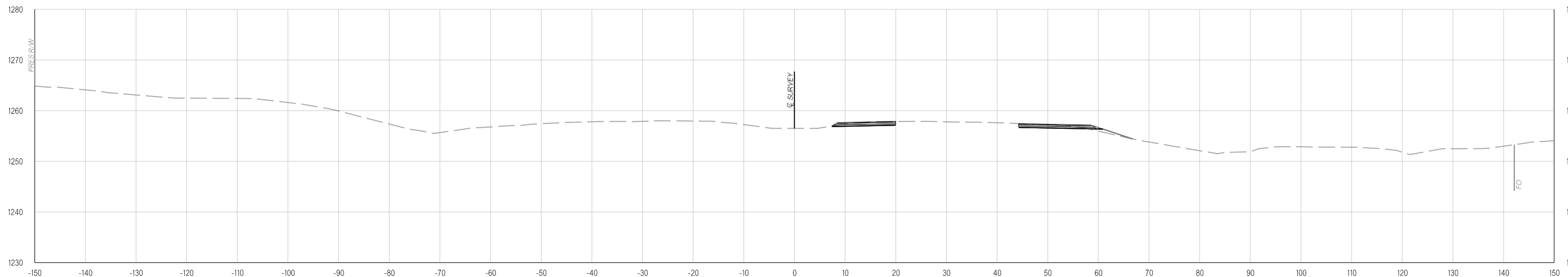


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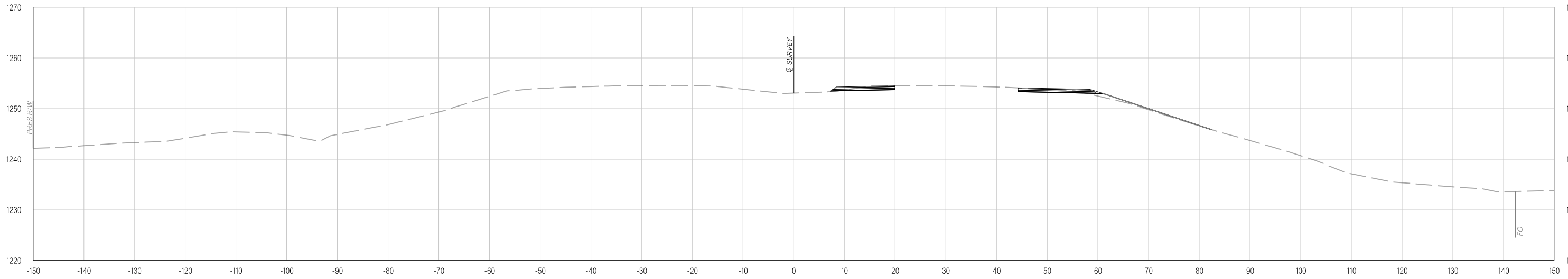


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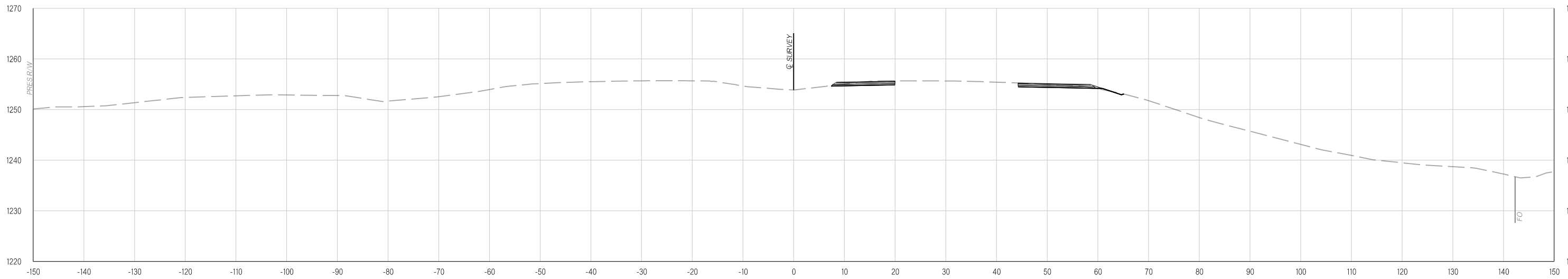


446+00.00

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449+00.00

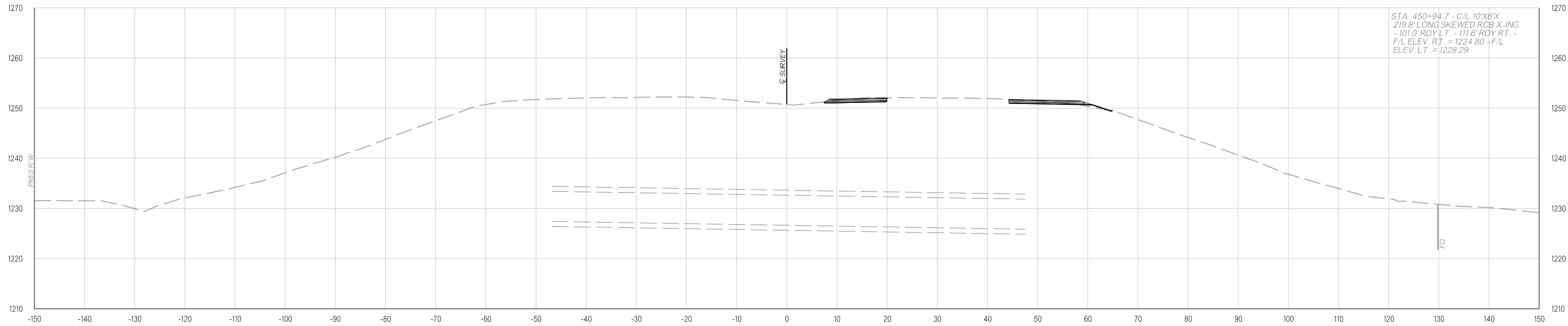


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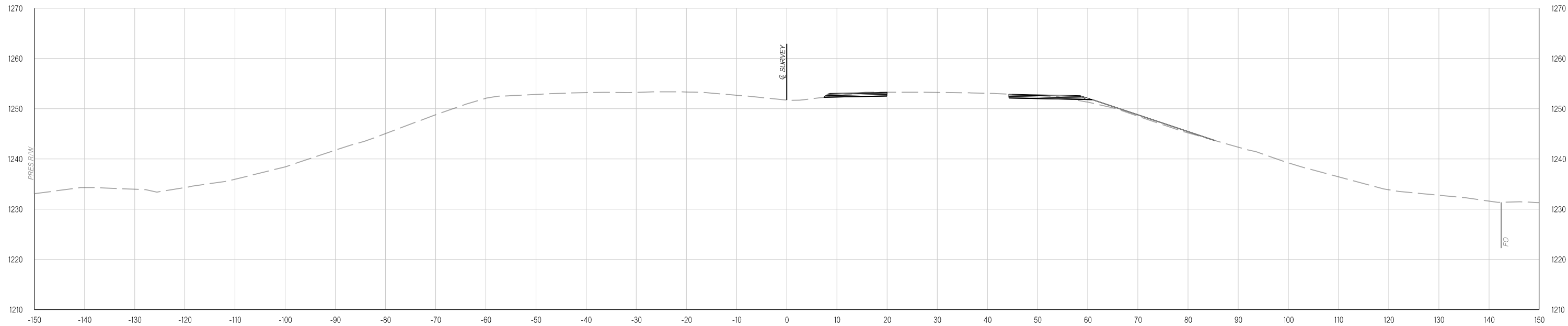
THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.
02-21-20

**FINAL FIELD
MEETING**
02-21-20

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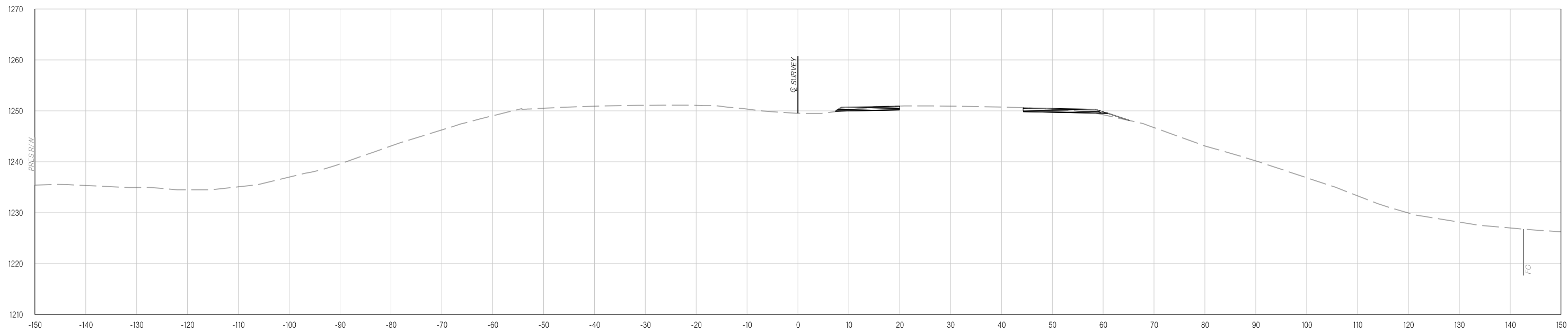


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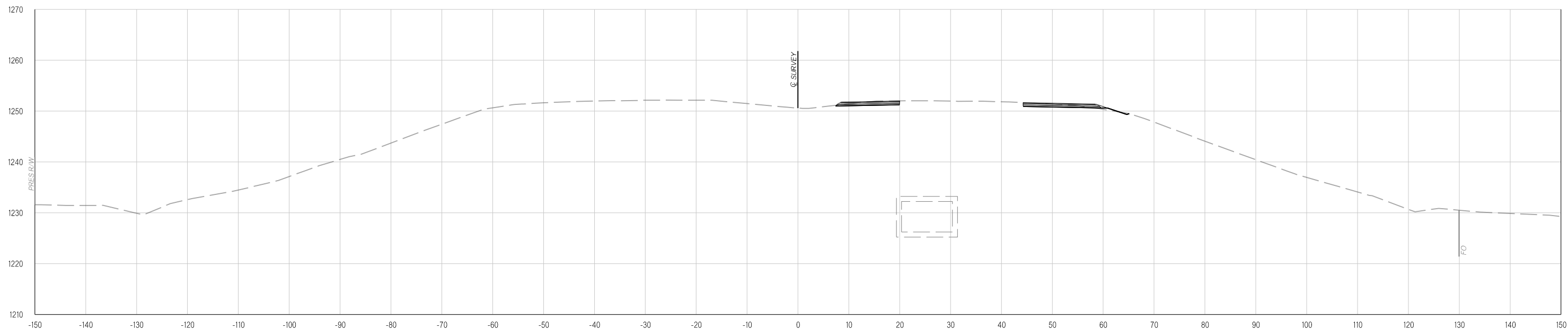


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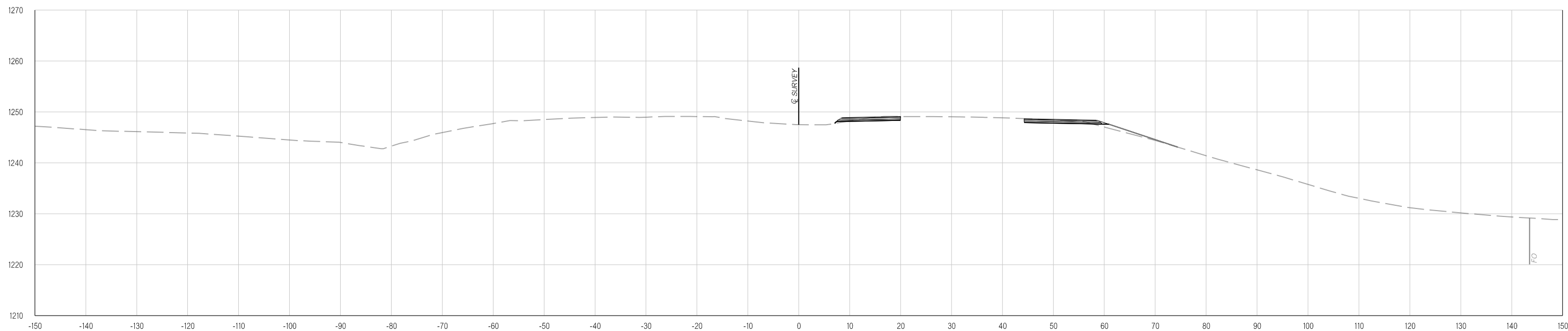


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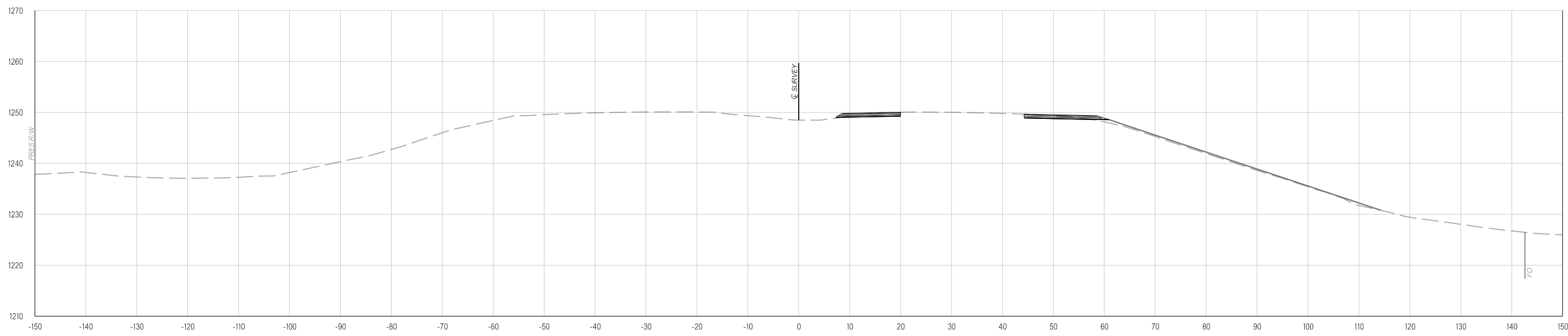


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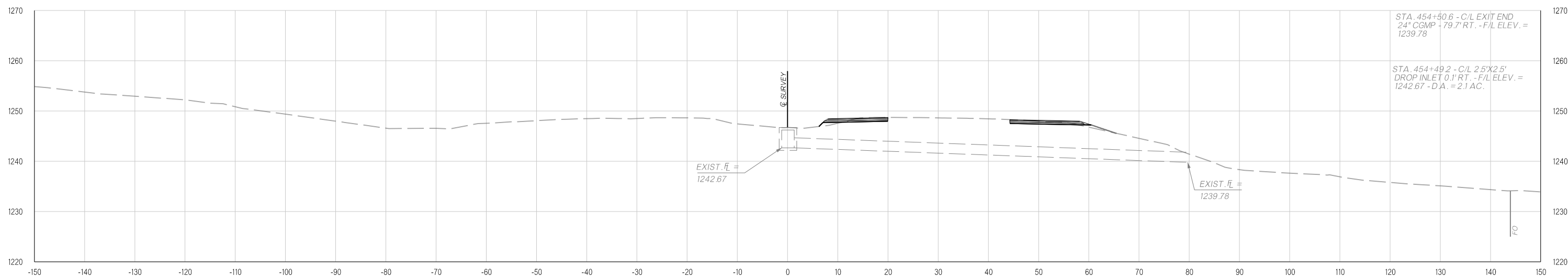


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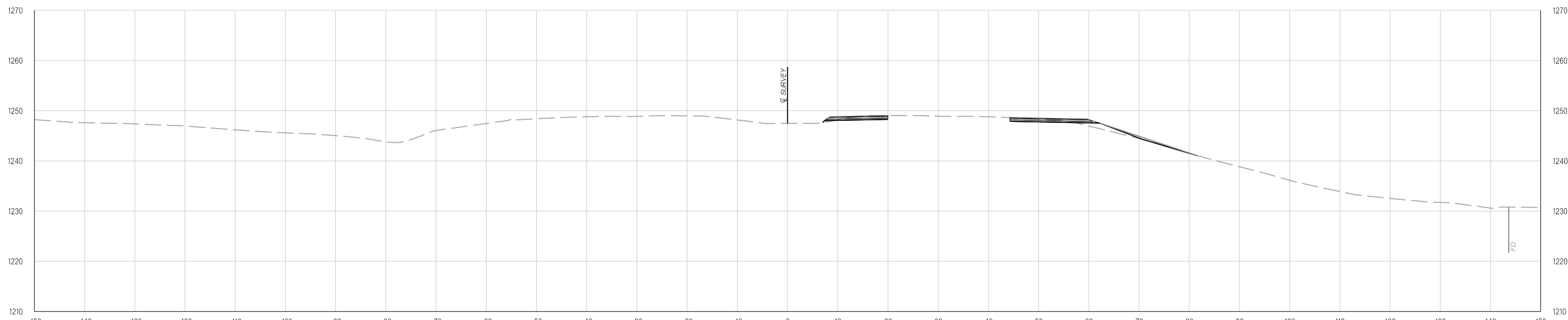


453+00.00

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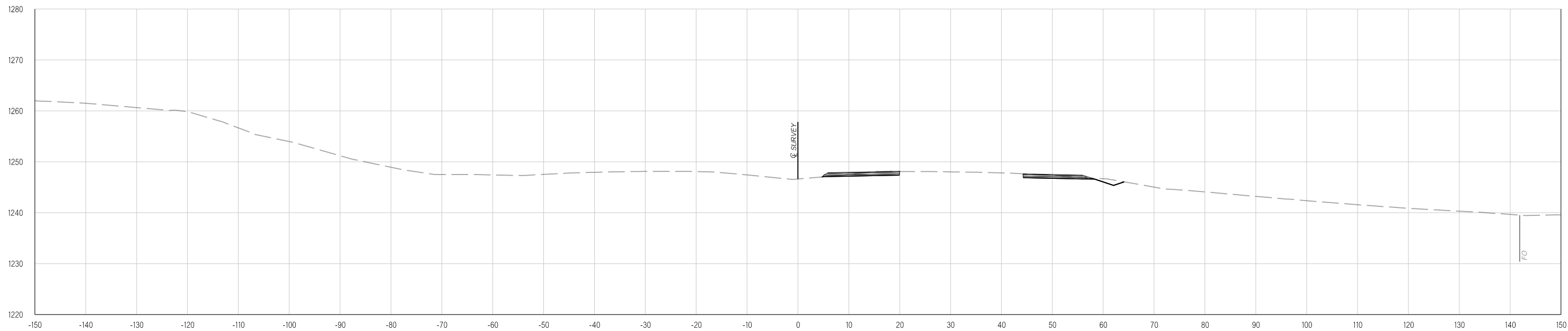


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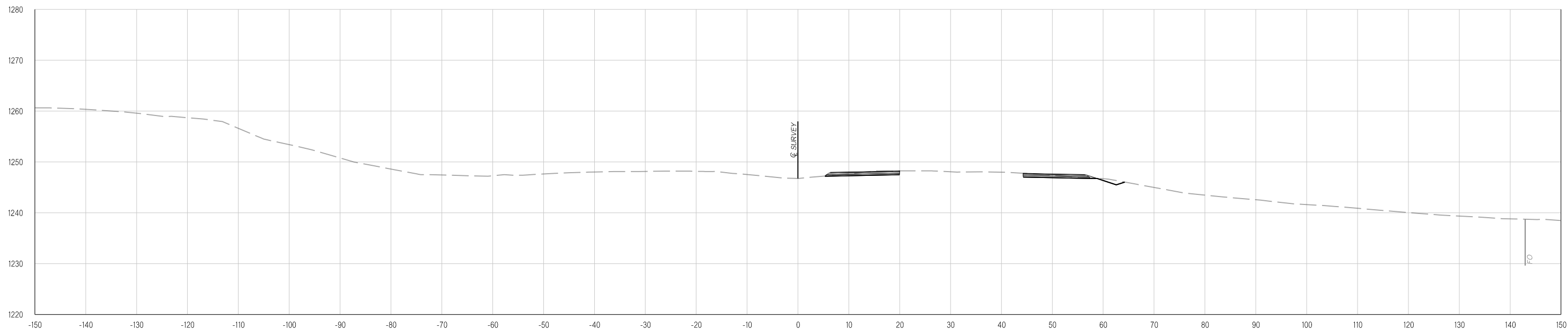


BEGIN LANE SHIFT AT WESTMINSTER RD.
454+11.08

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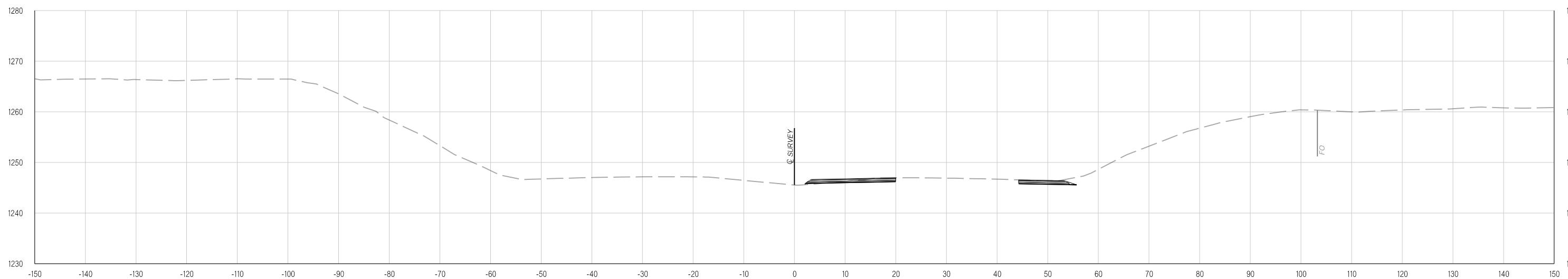


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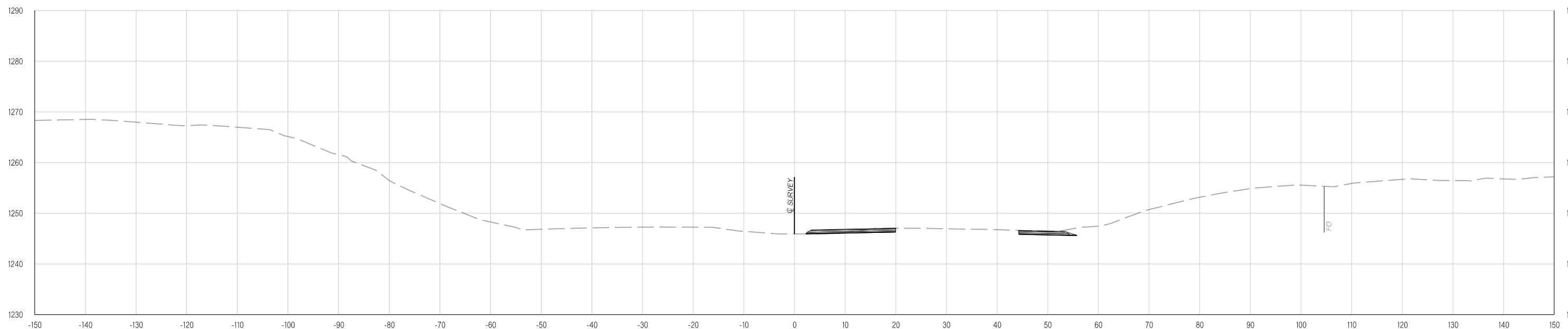


455+00.00

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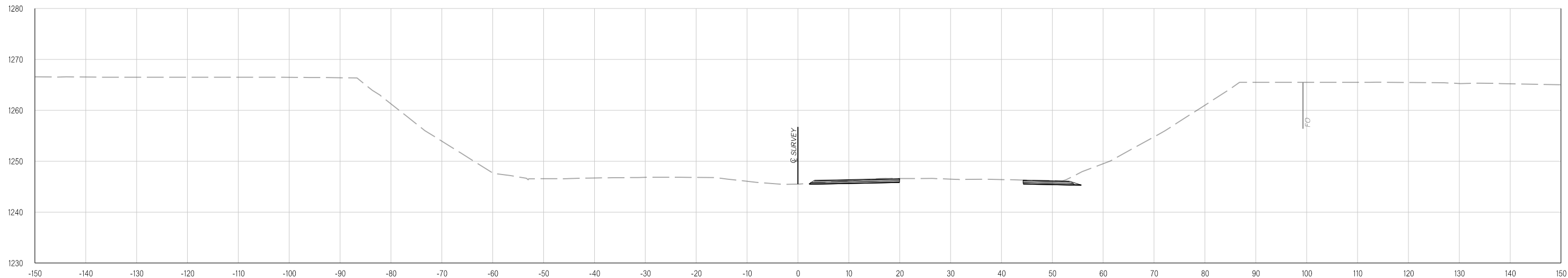


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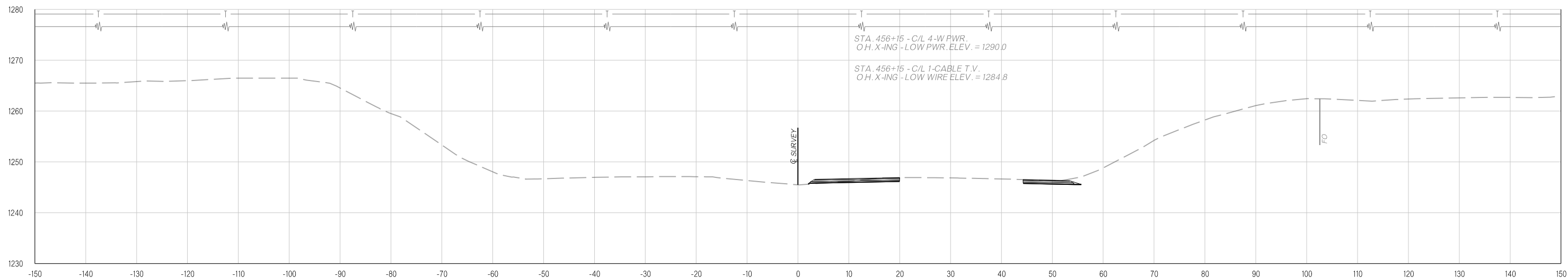


456+00.00

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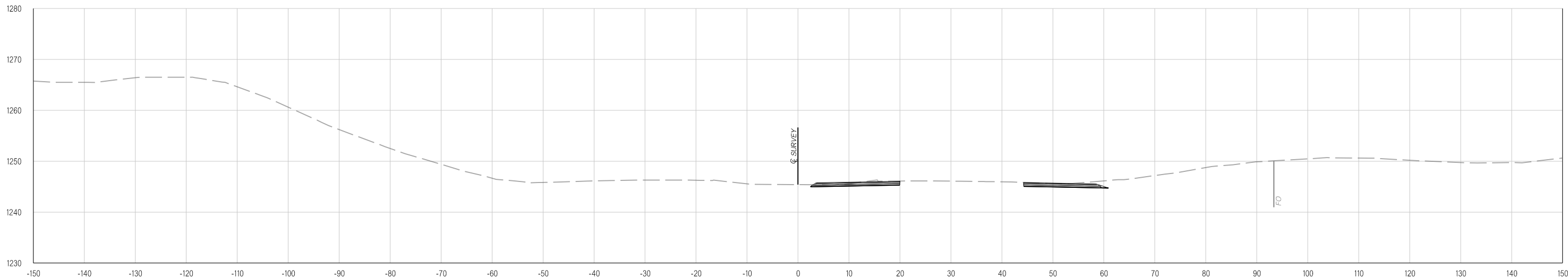
Q WESTMINSTER RD
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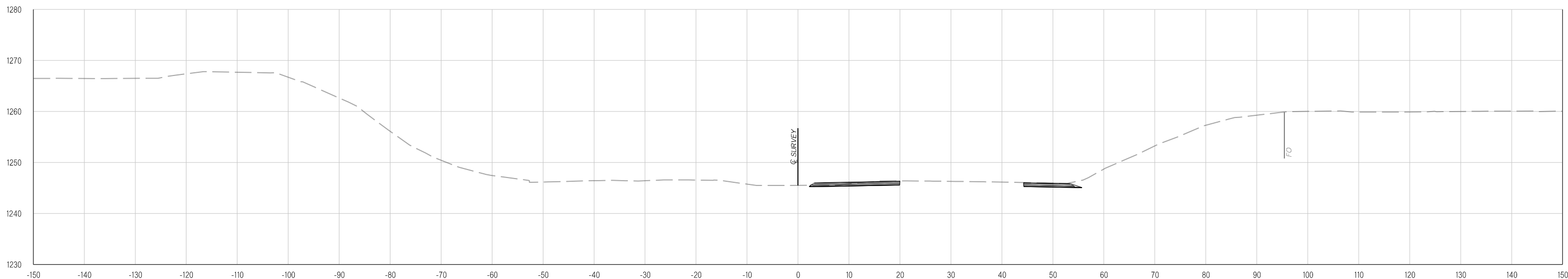
STA. 456+15 - C/L 4-W PWR.
O.H. X-ING - LOW PWR. ELEV. = 1290.0
STA. 456+15 - C/L 1-CABLE T.V.
O.H. X-ING - LOW WIRE ELEV. = 1284.8

456+15.00

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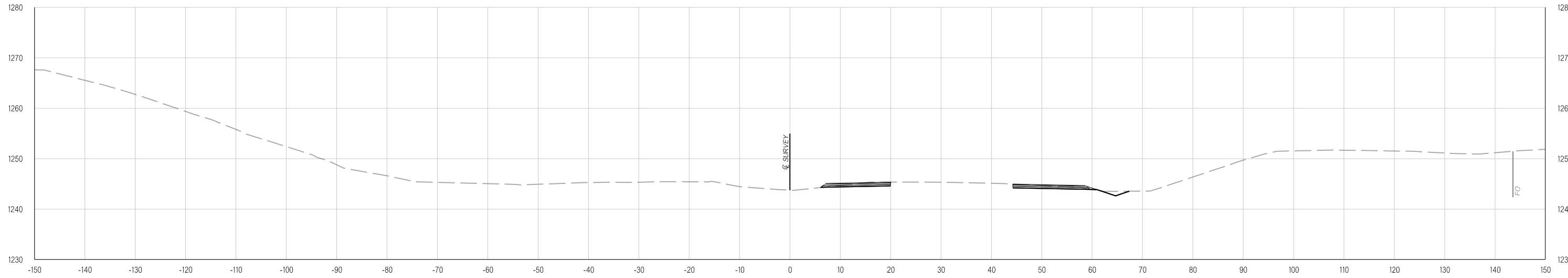


457+00.00

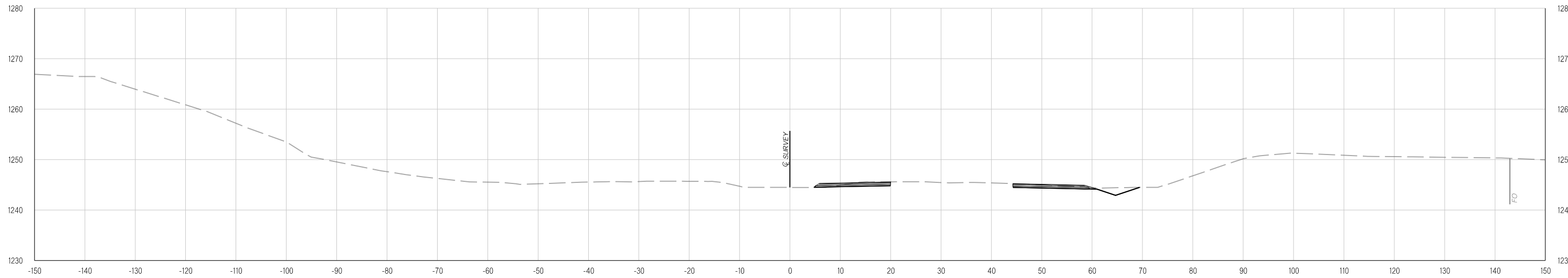


456+69.10

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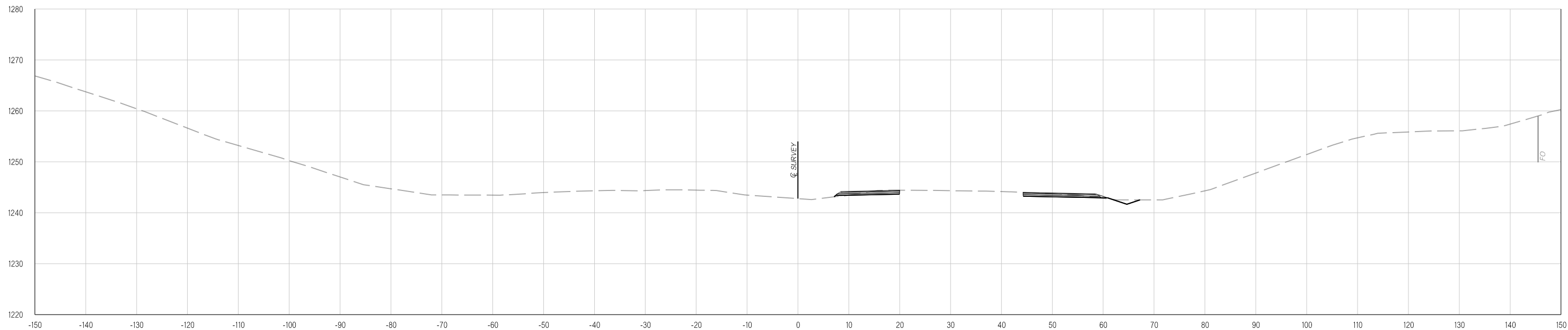


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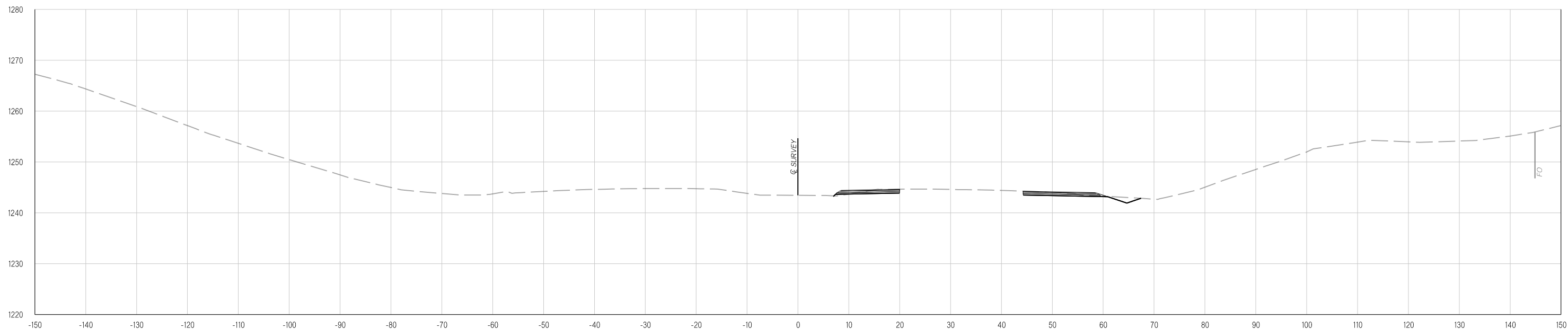


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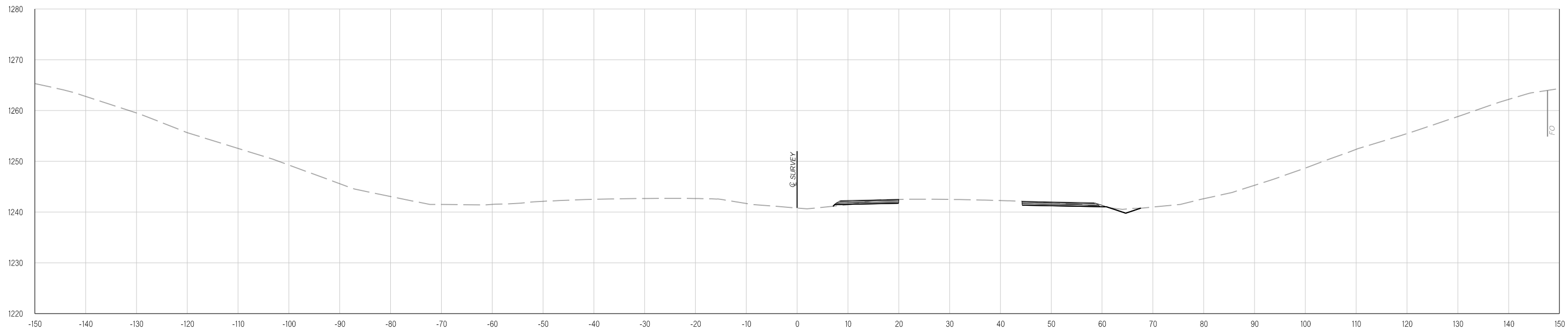


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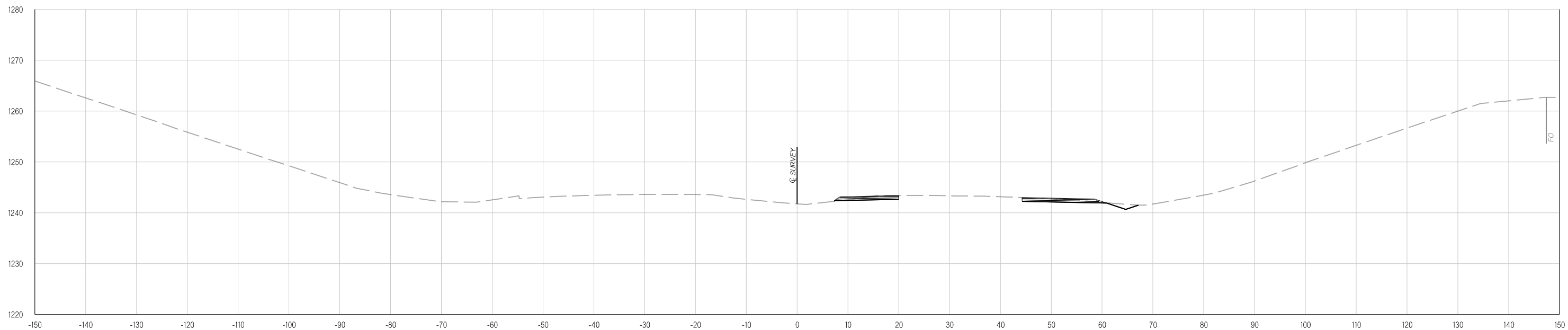


END LANE SHIFT AT WESTMINSTER RD.
458+68.12

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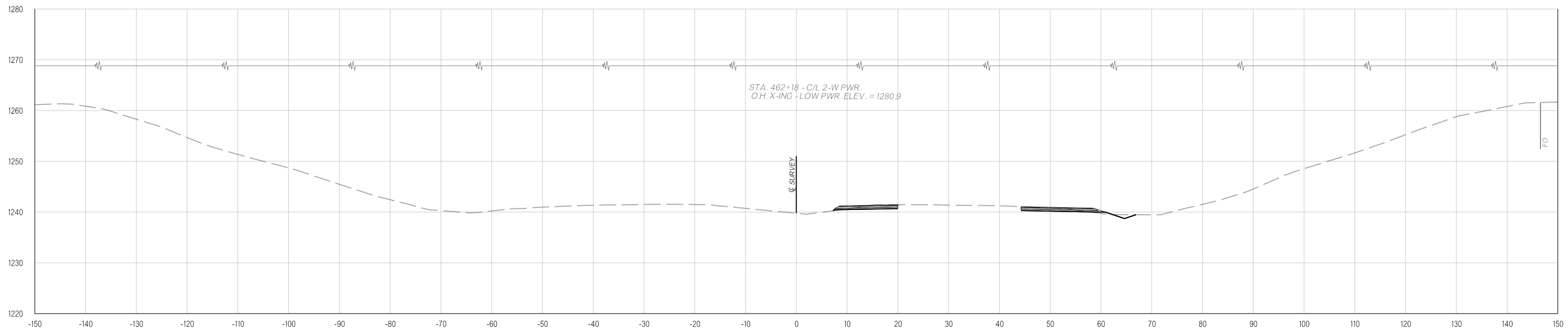


461+00.00

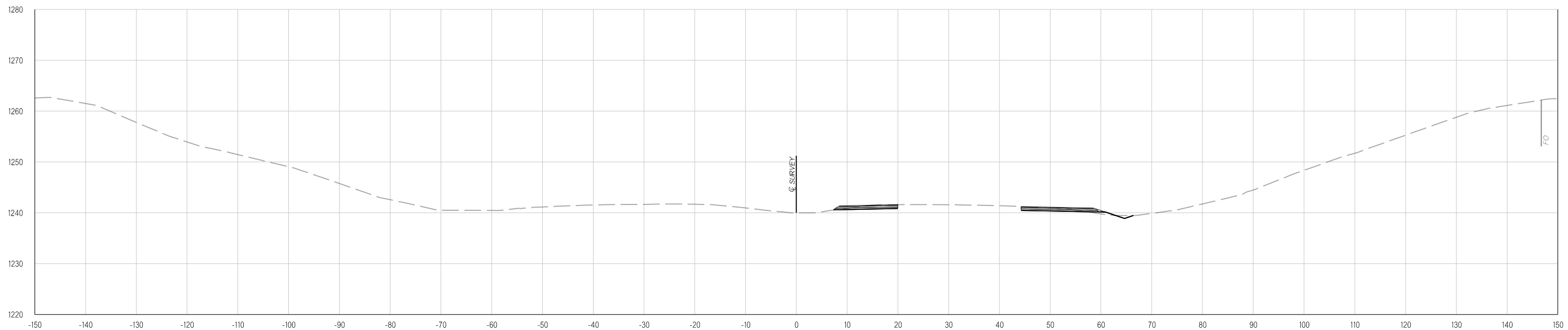


460+00.00

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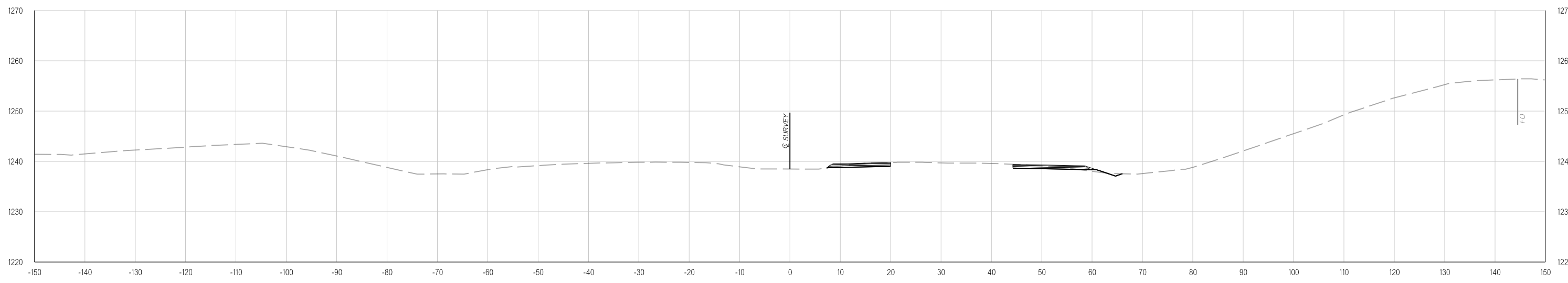


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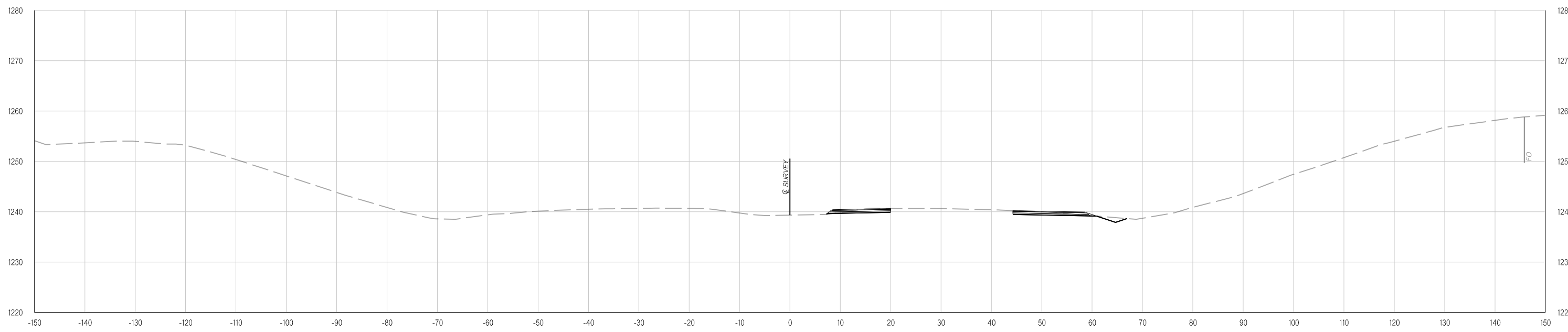


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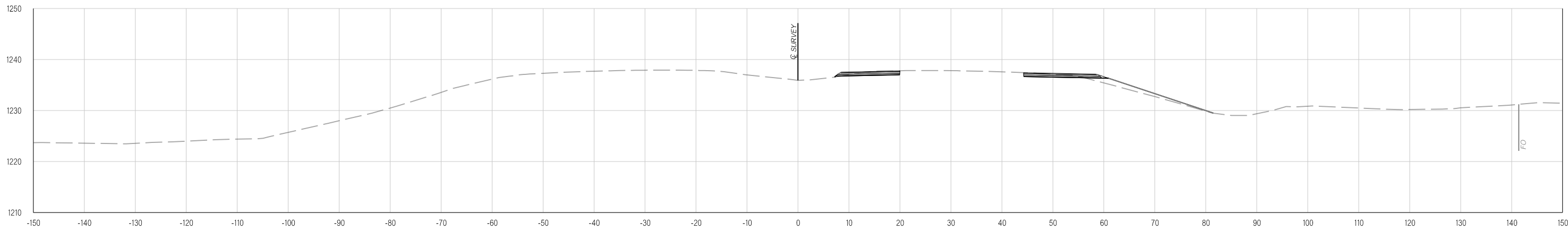


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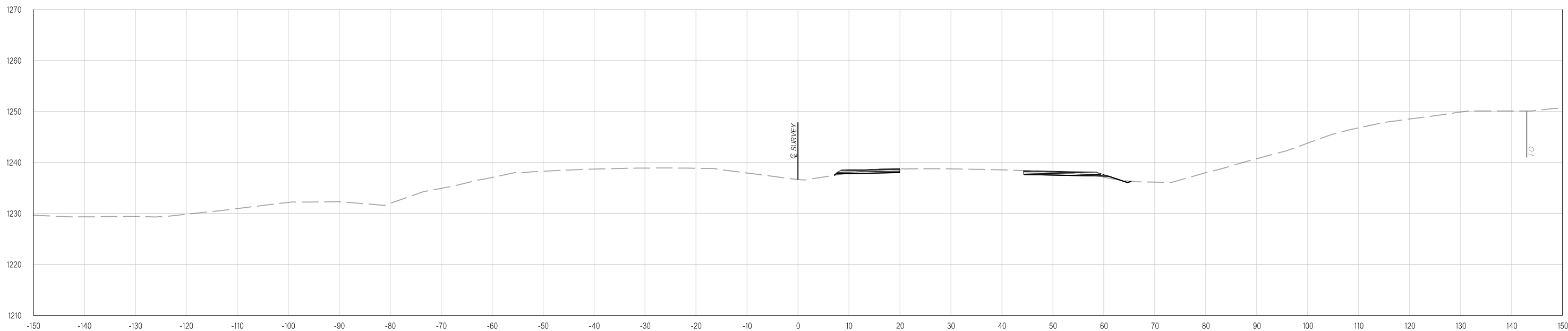


463+00.00

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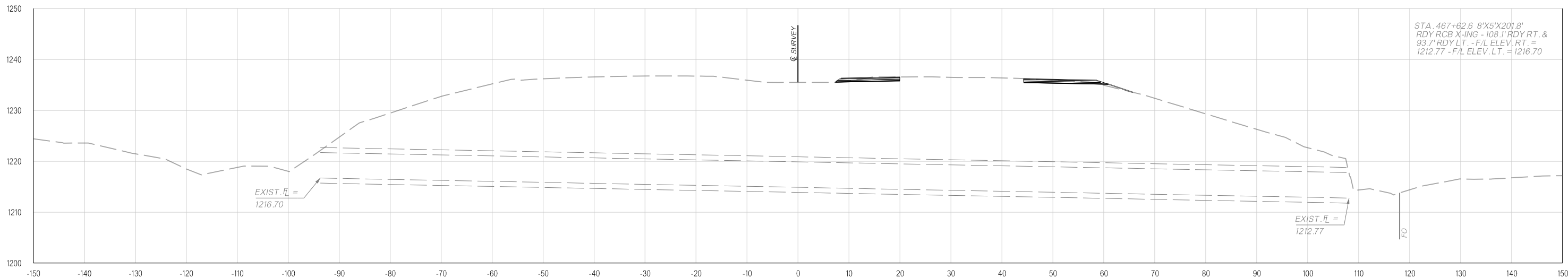


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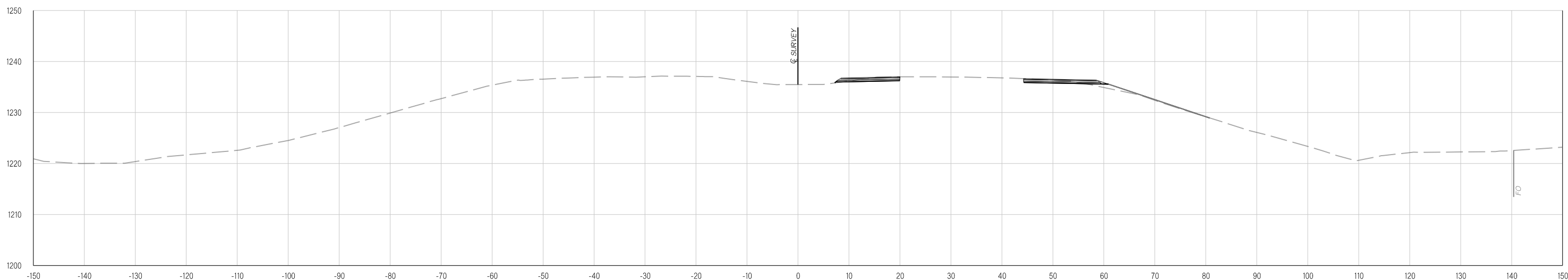


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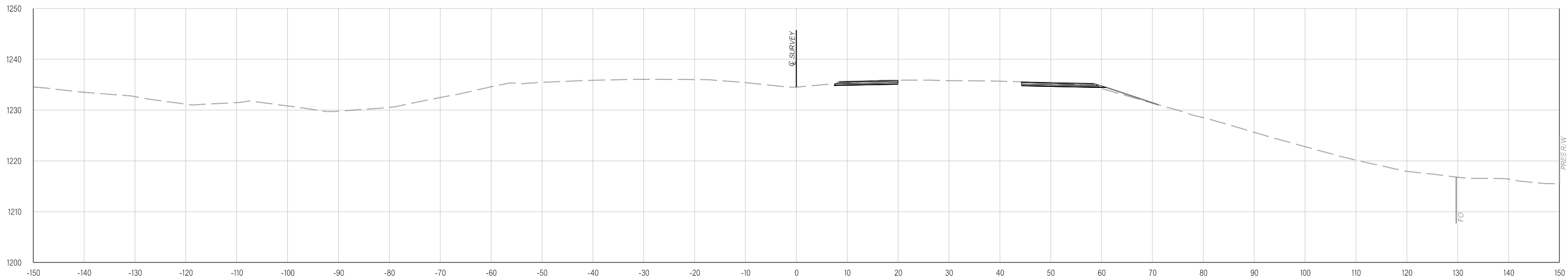


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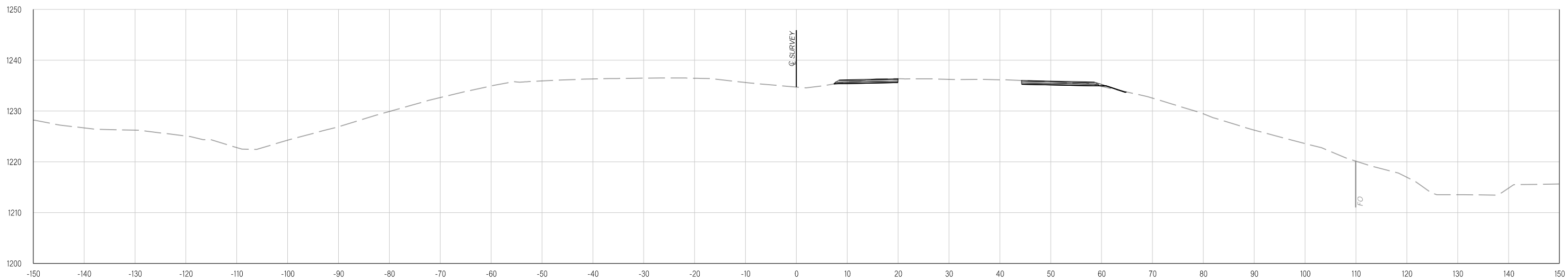


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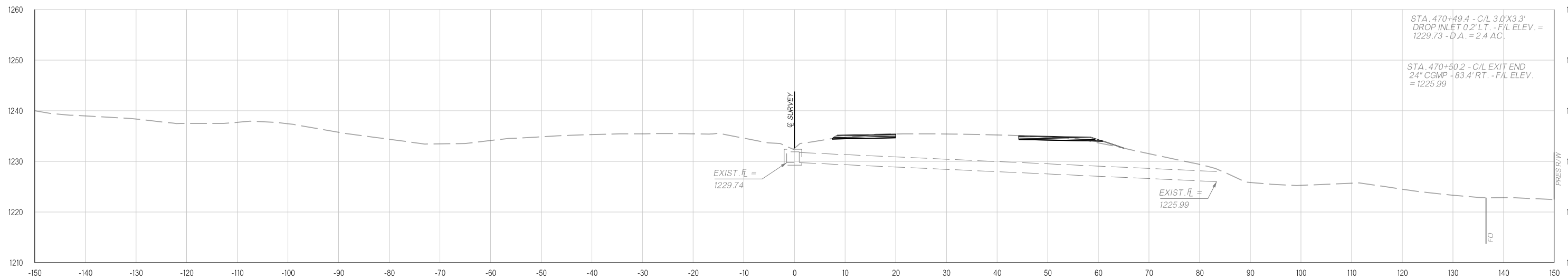


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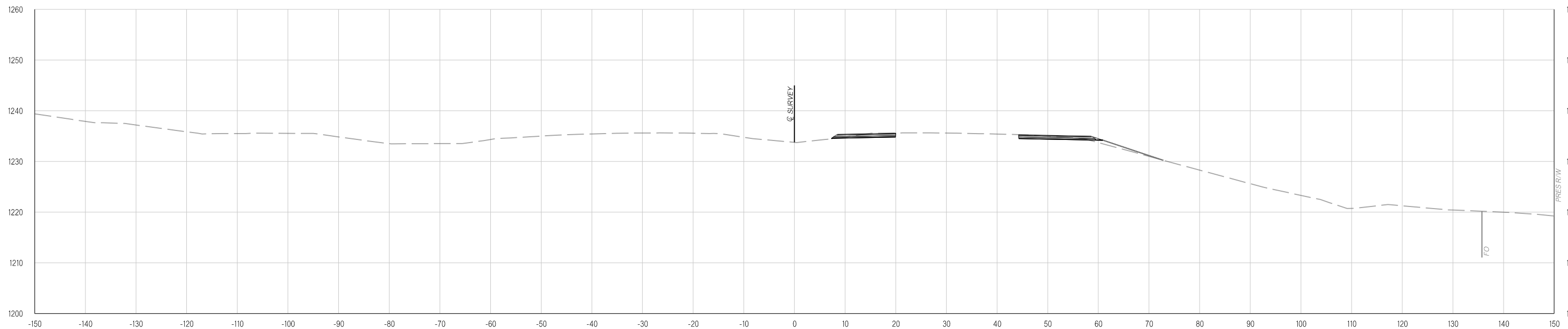


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02-21-20

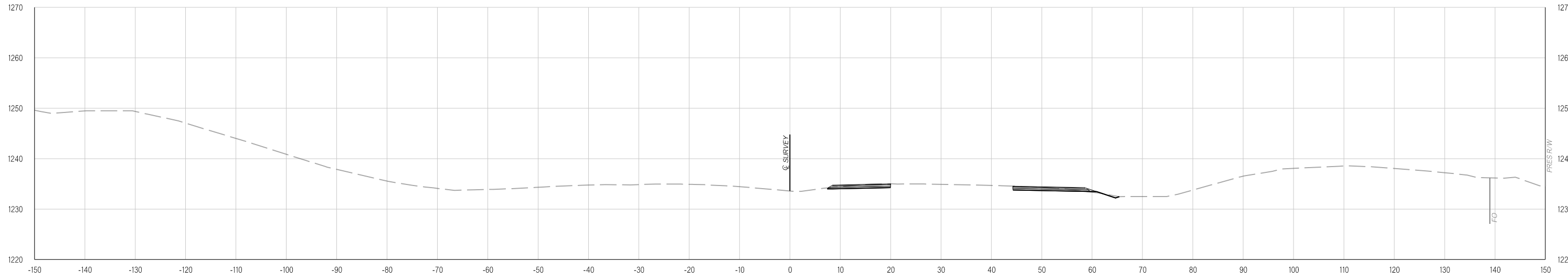


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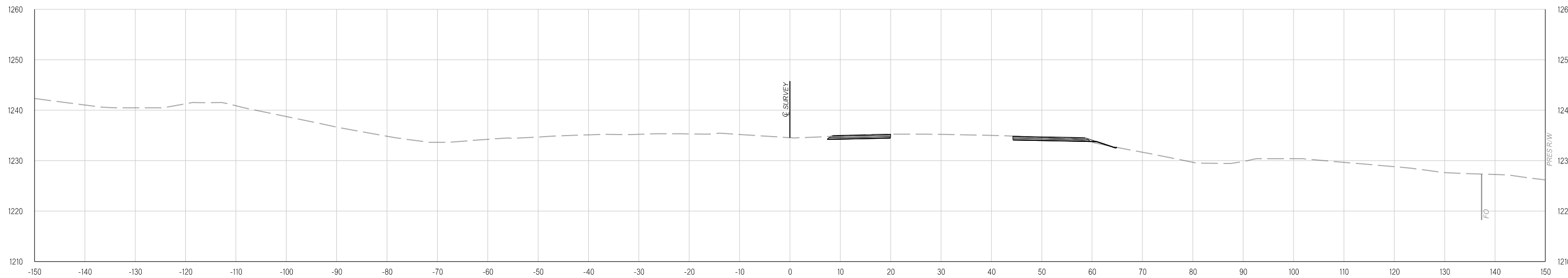


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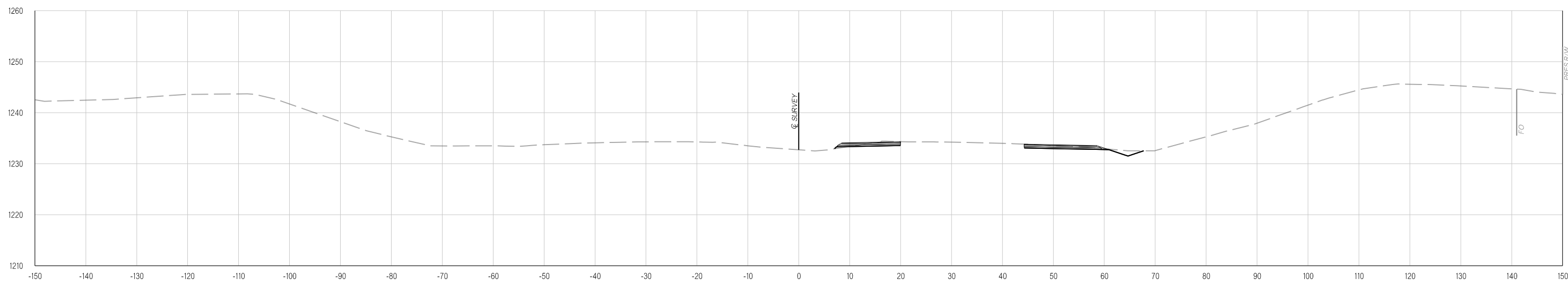


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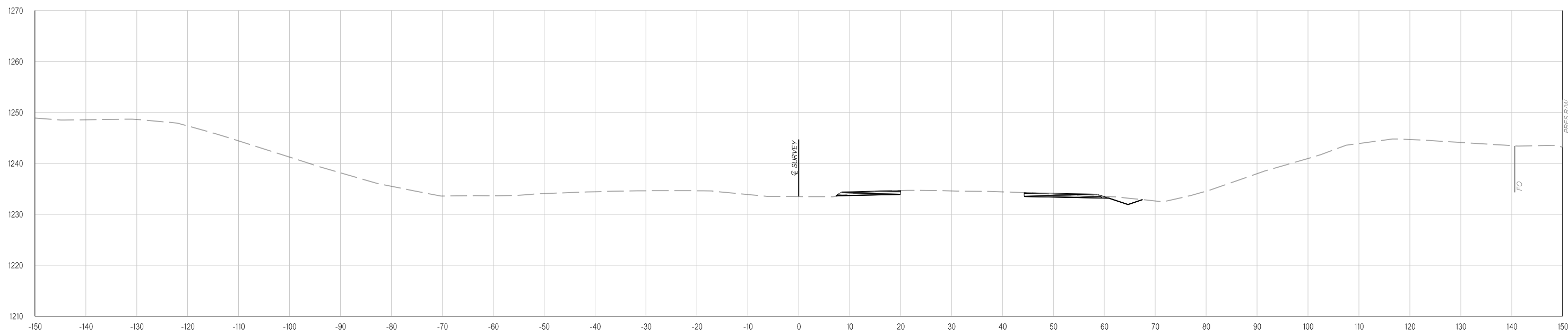


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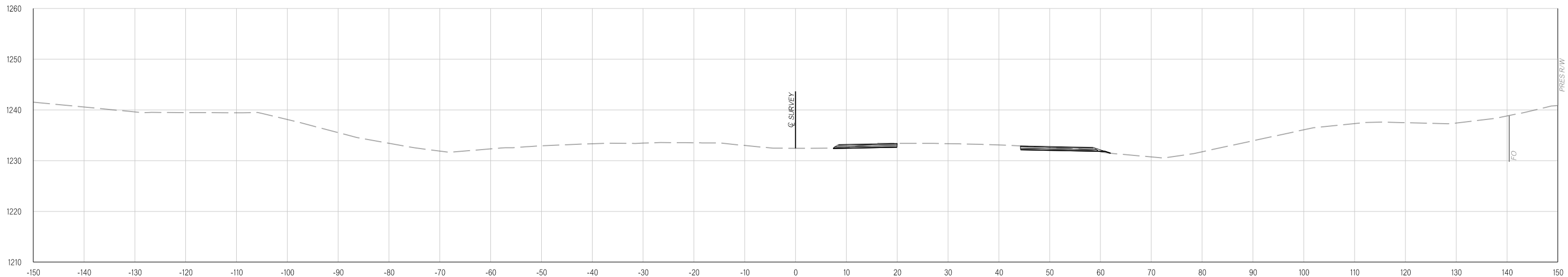


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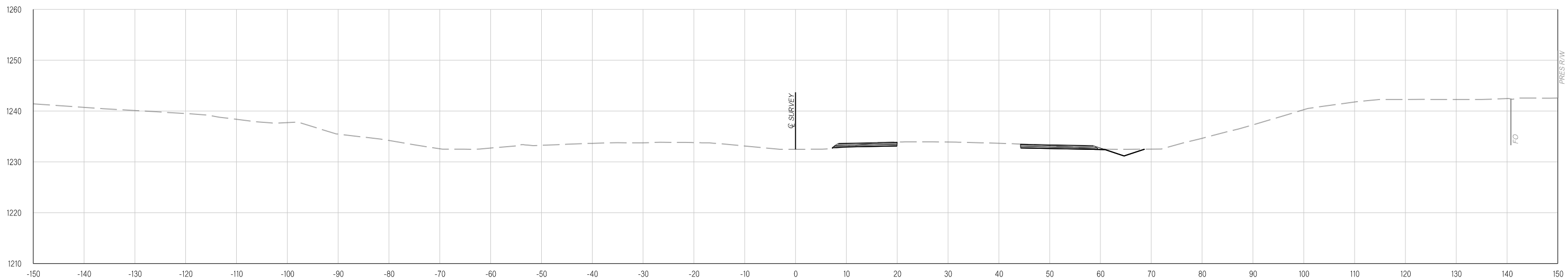


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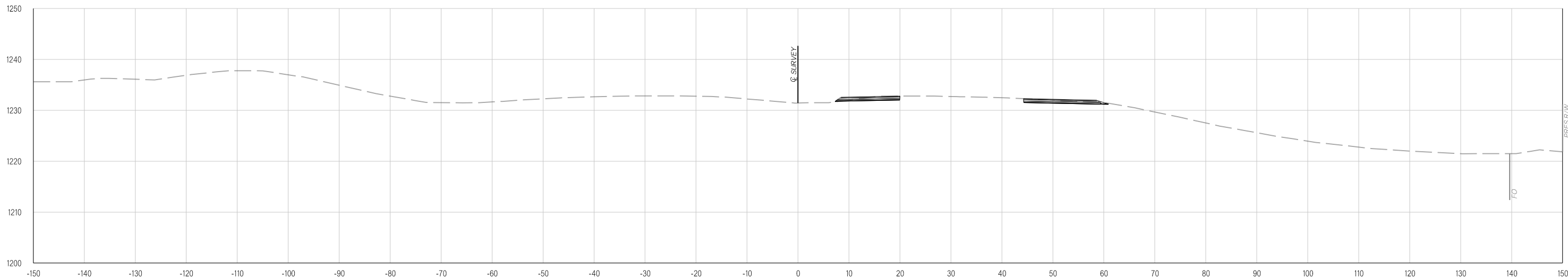


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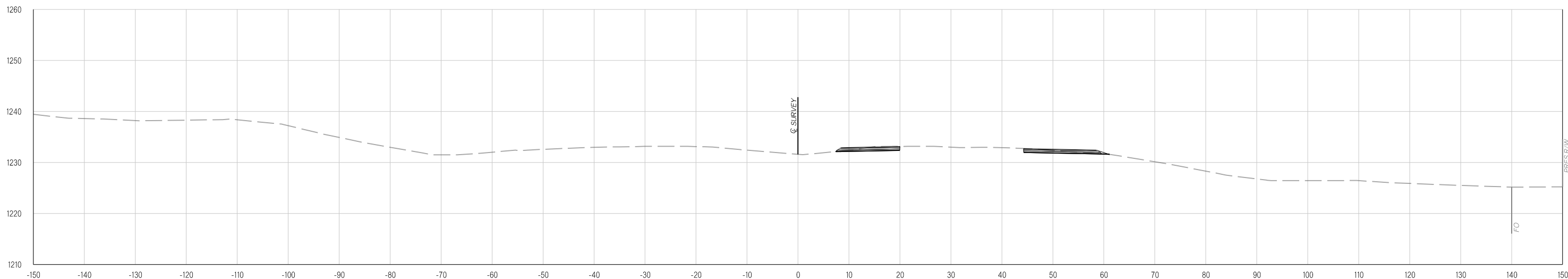


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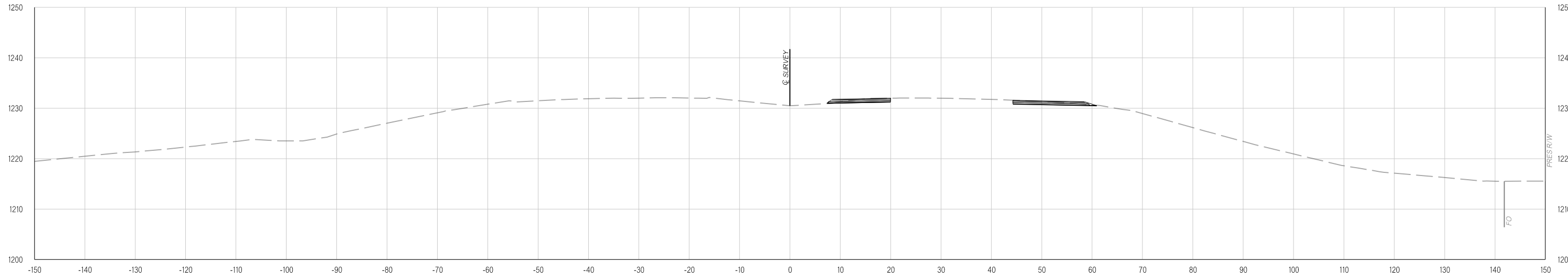


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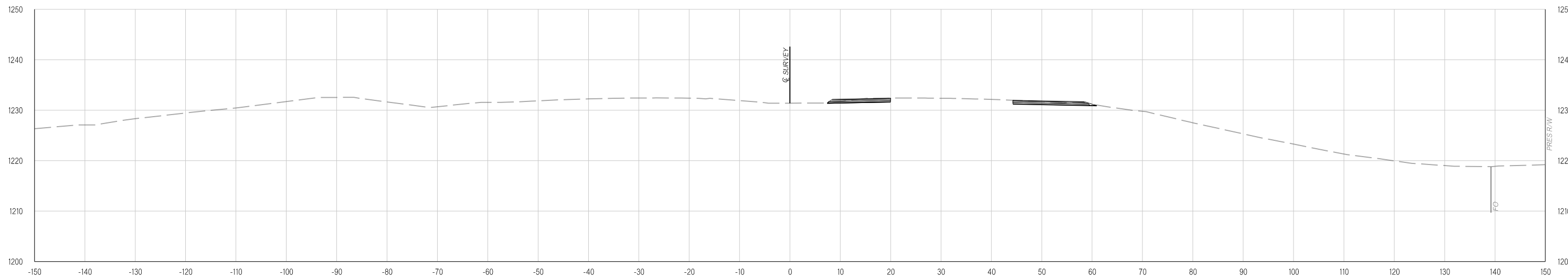


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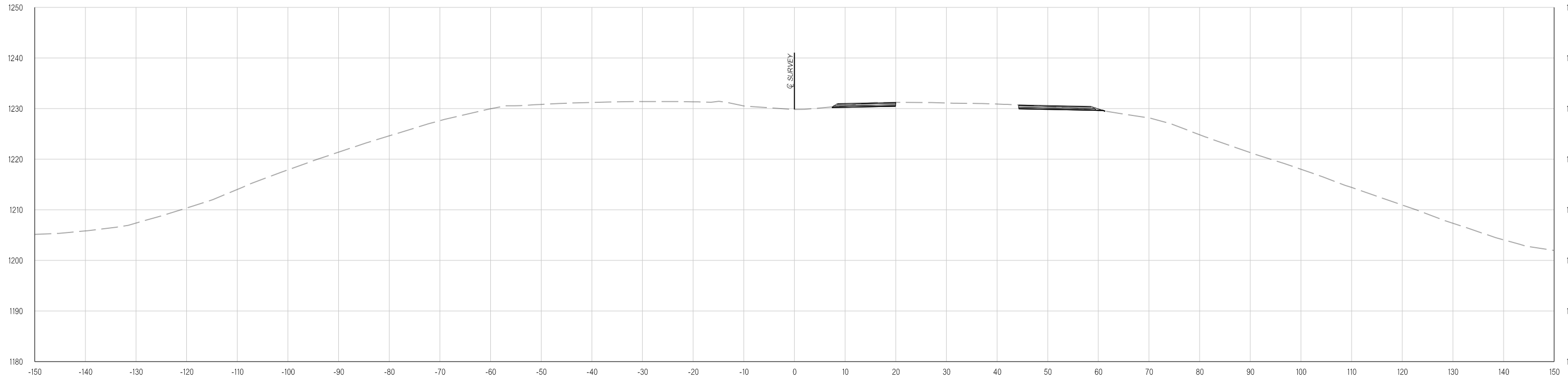


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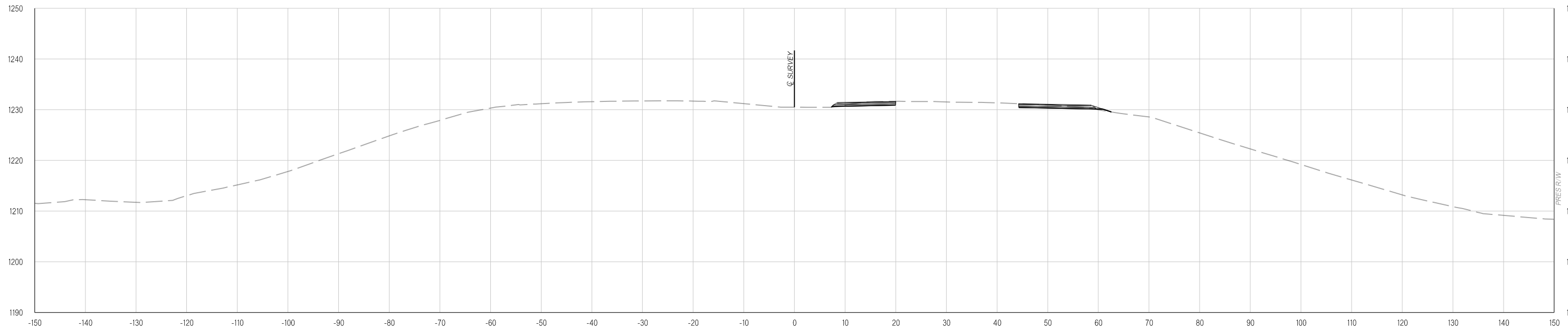


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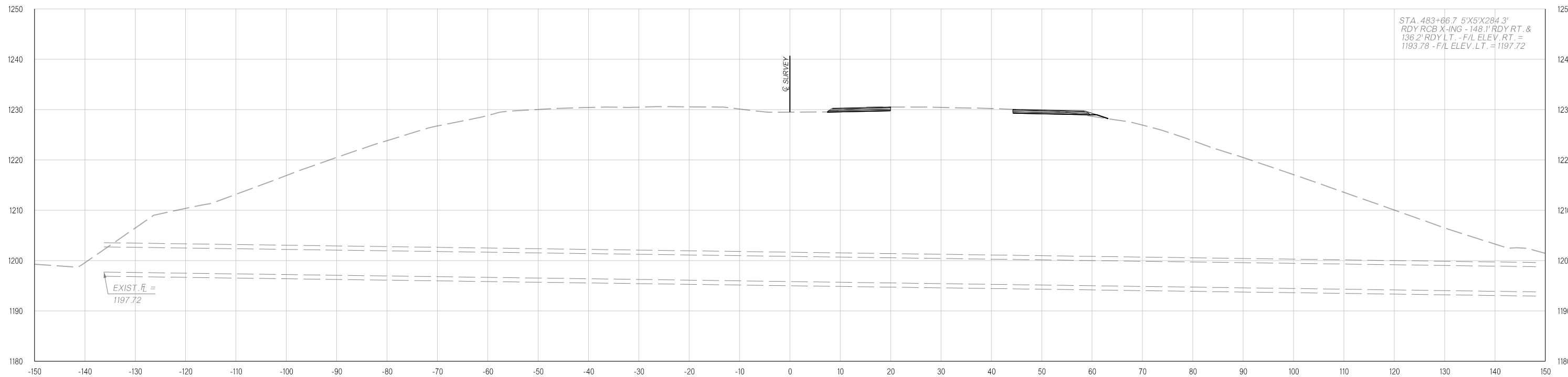


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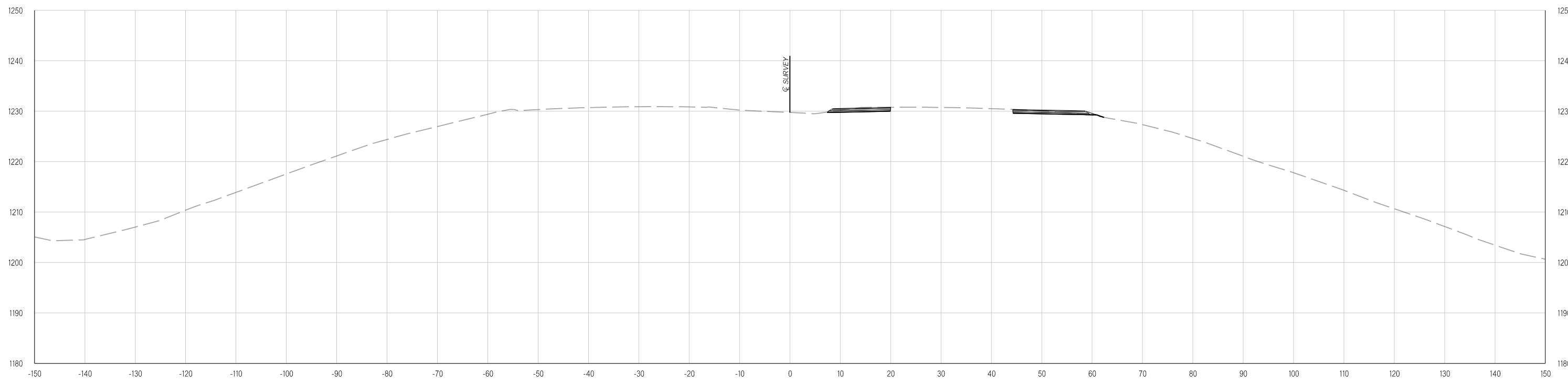


481+00.00

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483+66.70



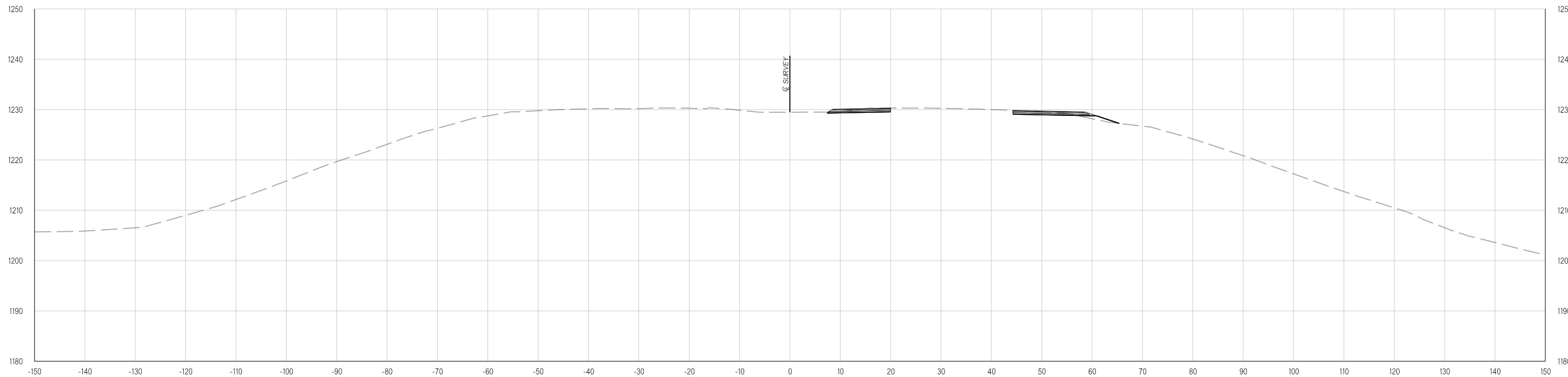
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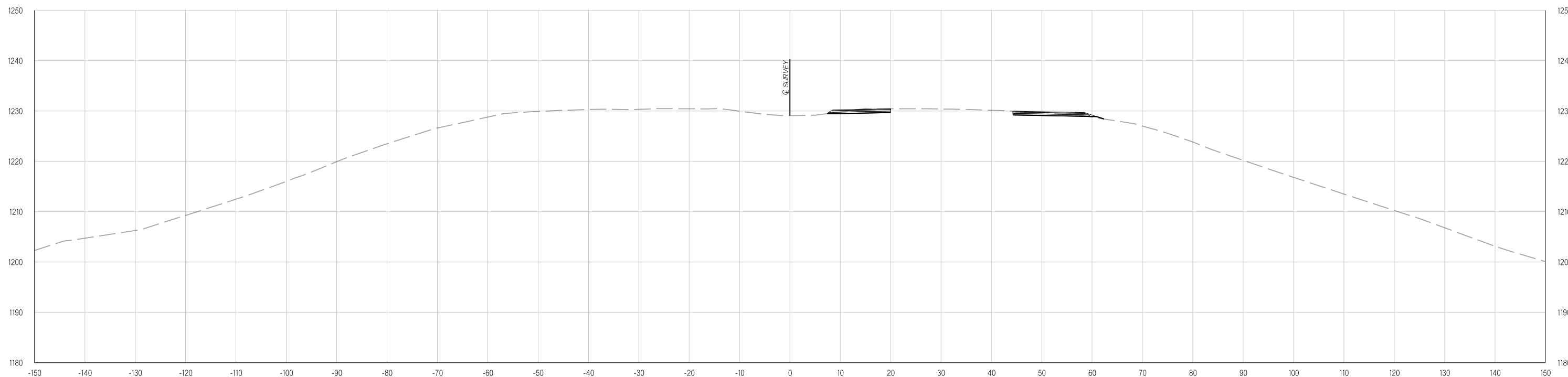
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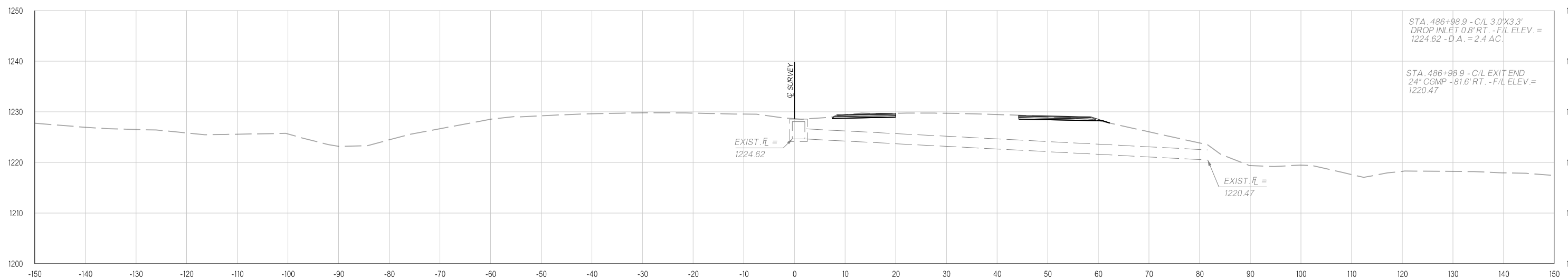


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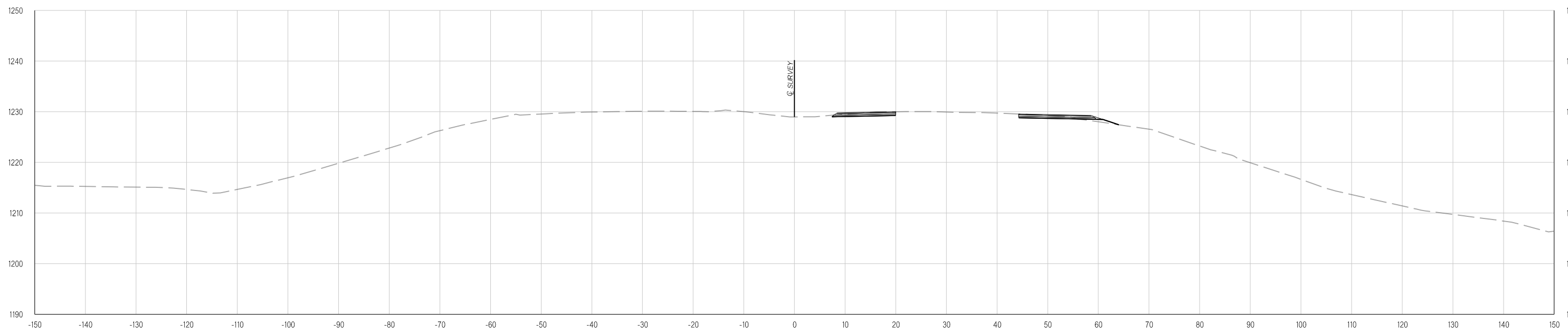


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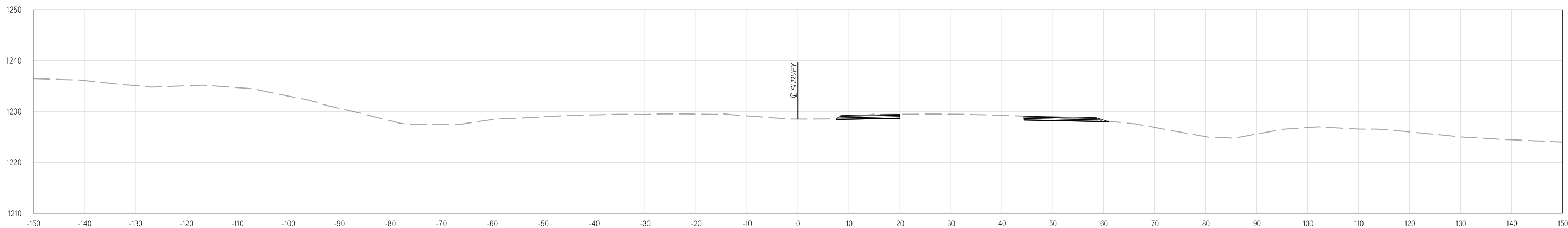


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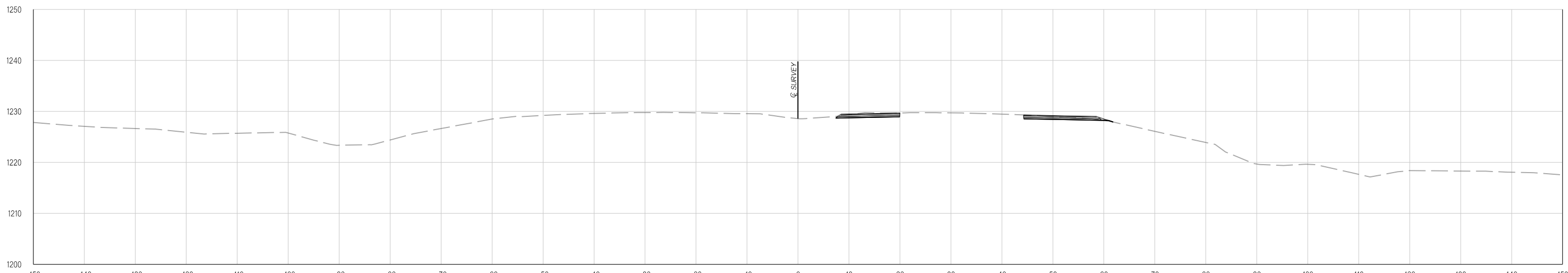


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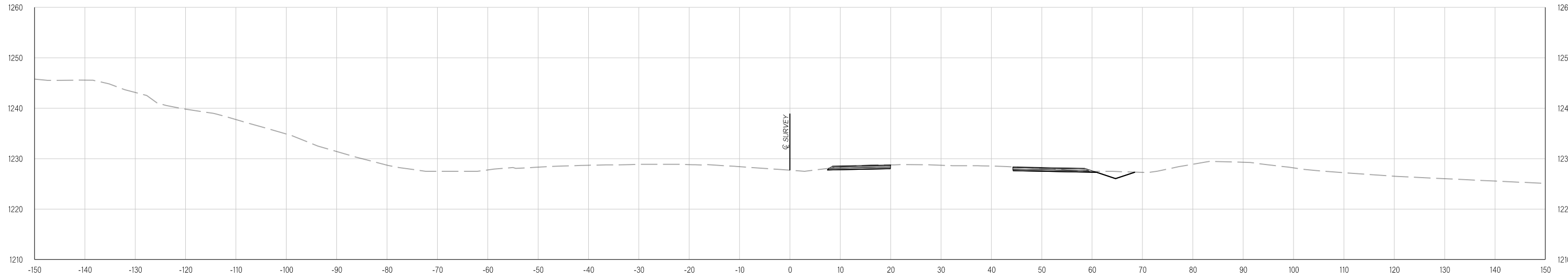


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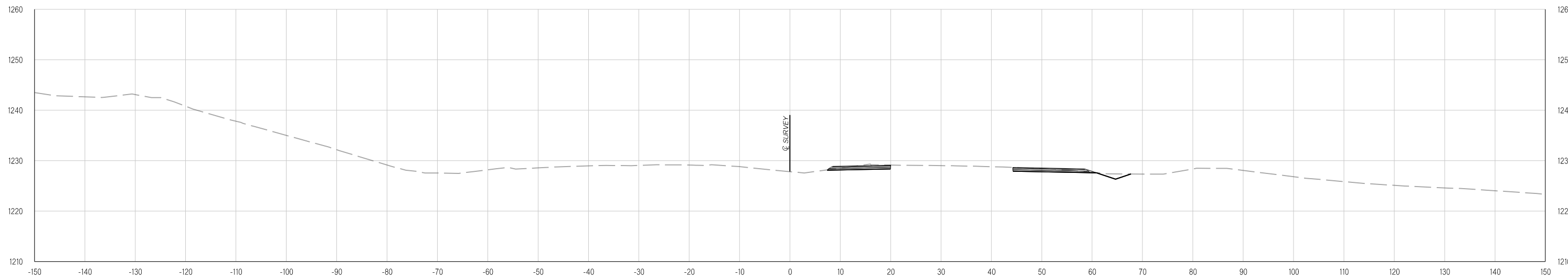


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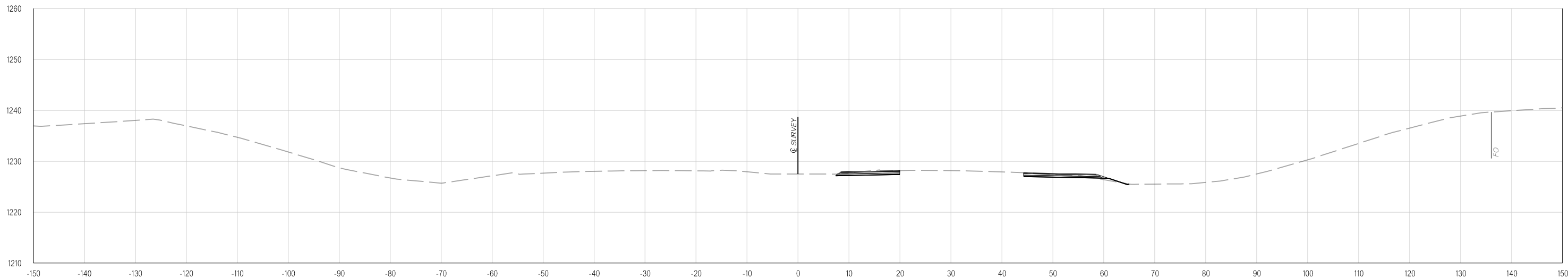


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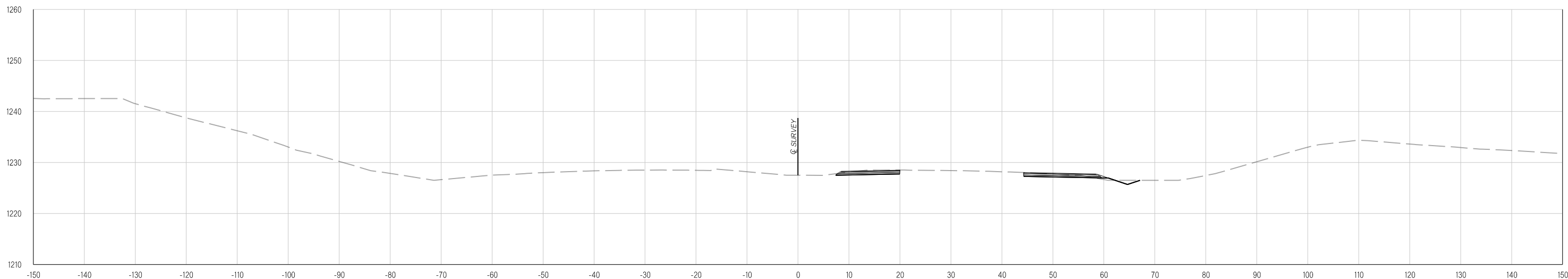


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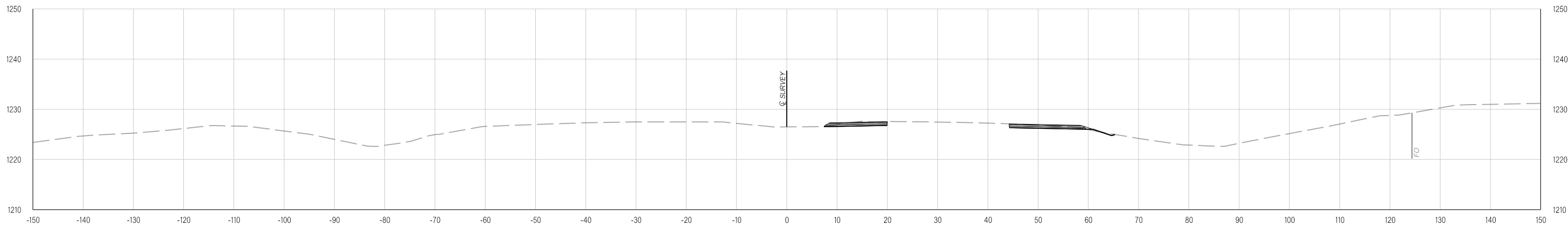


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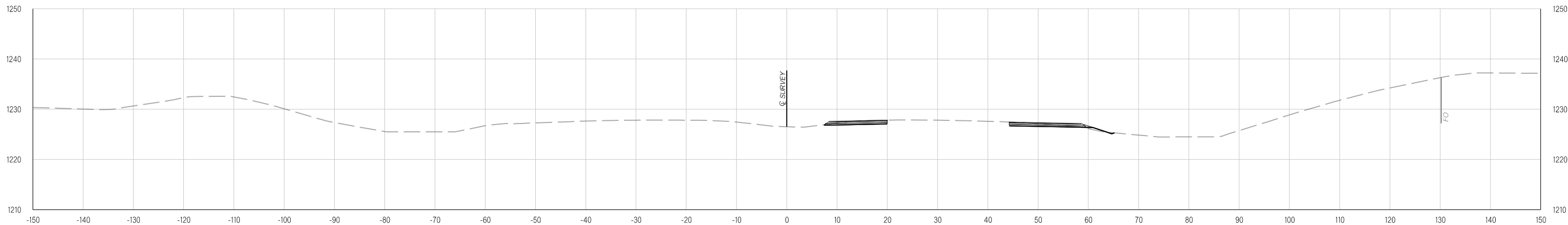


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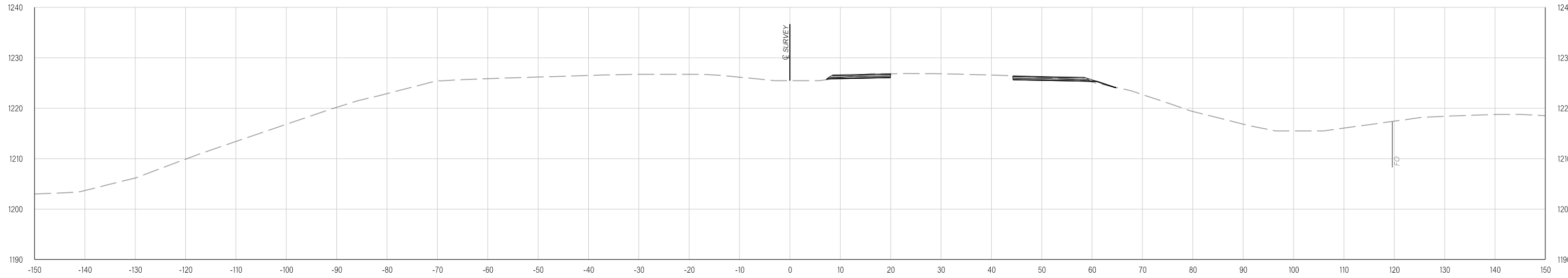


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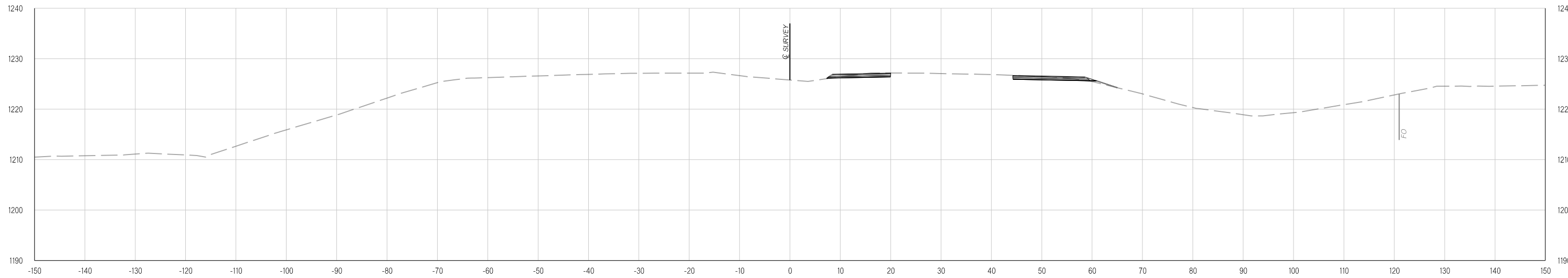


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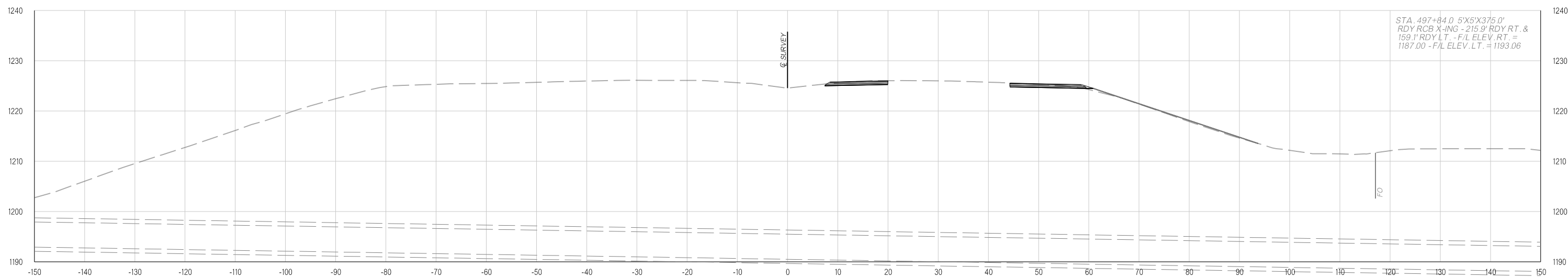


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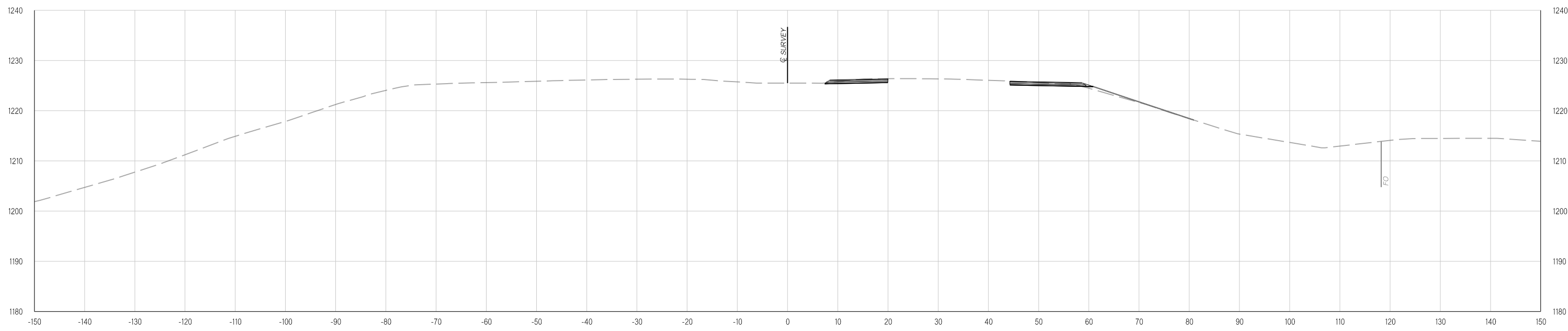


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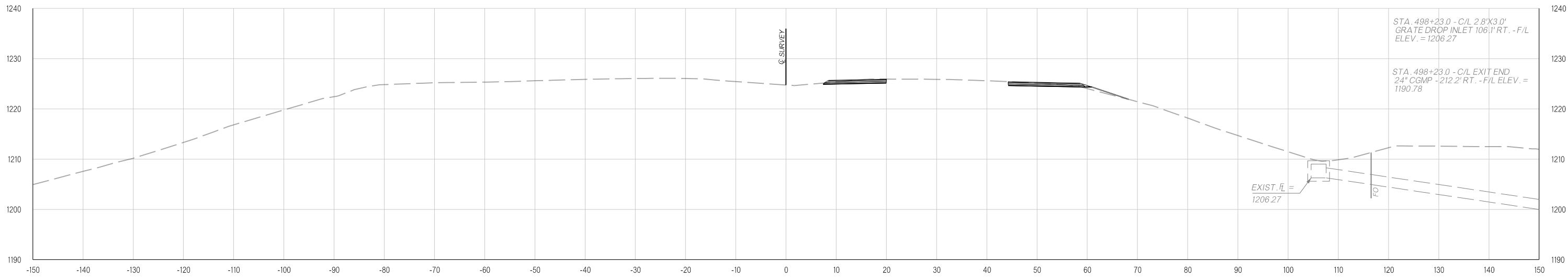


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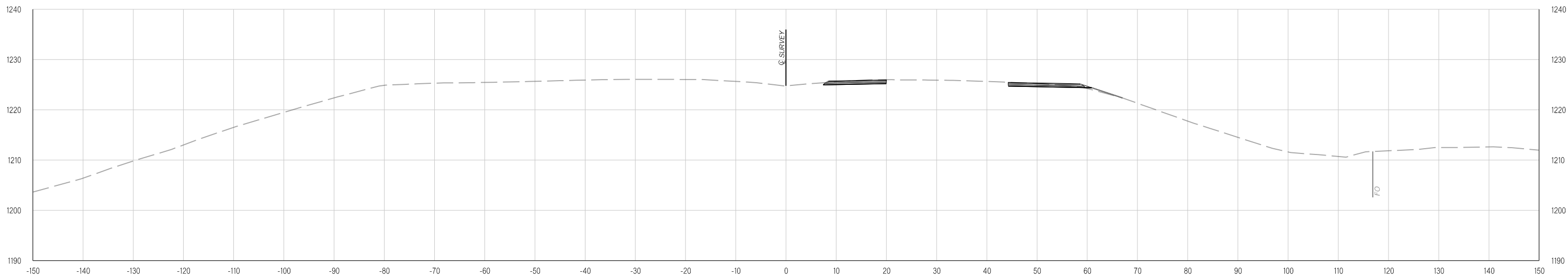


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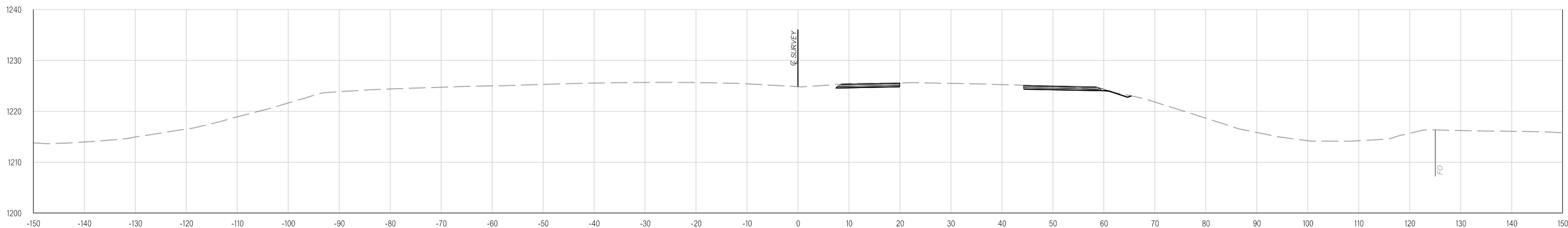


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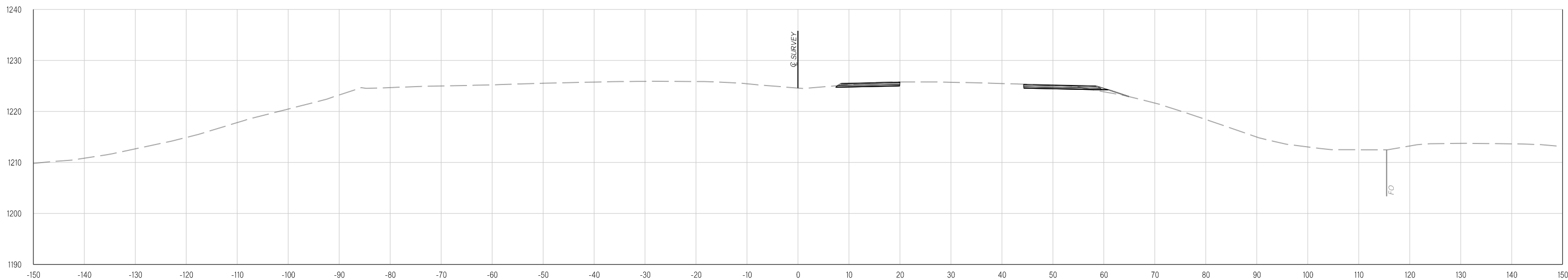


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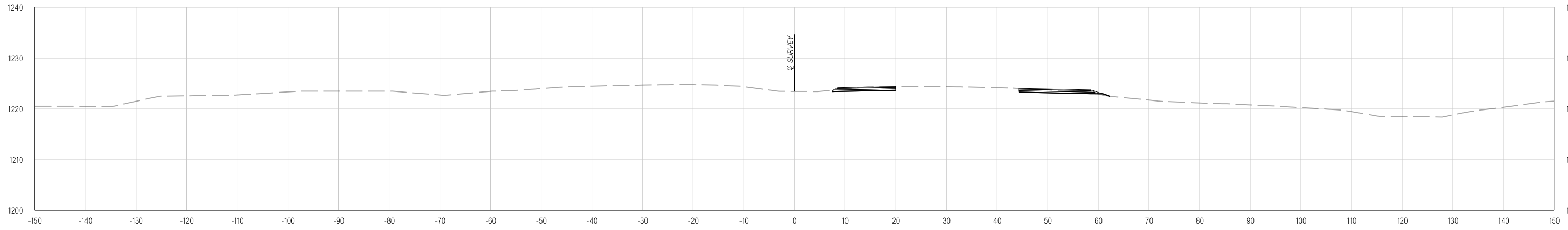
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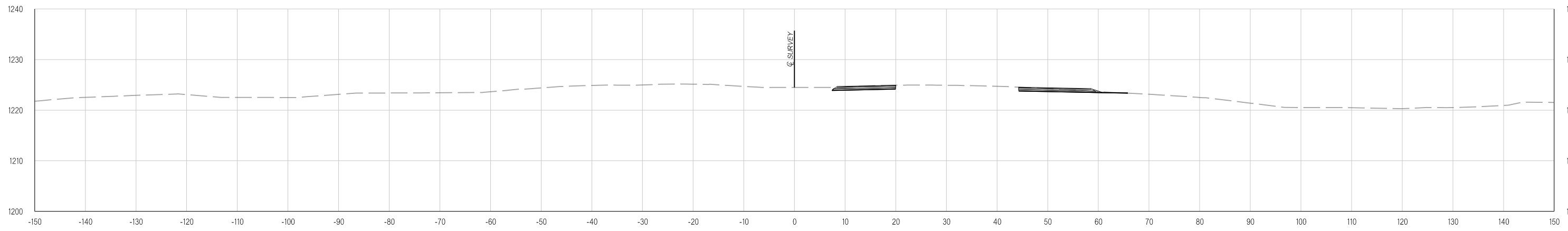
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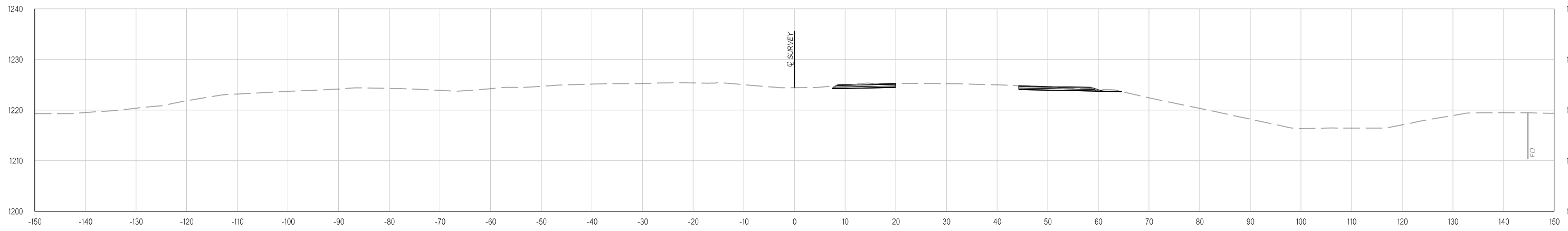
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502+00.00

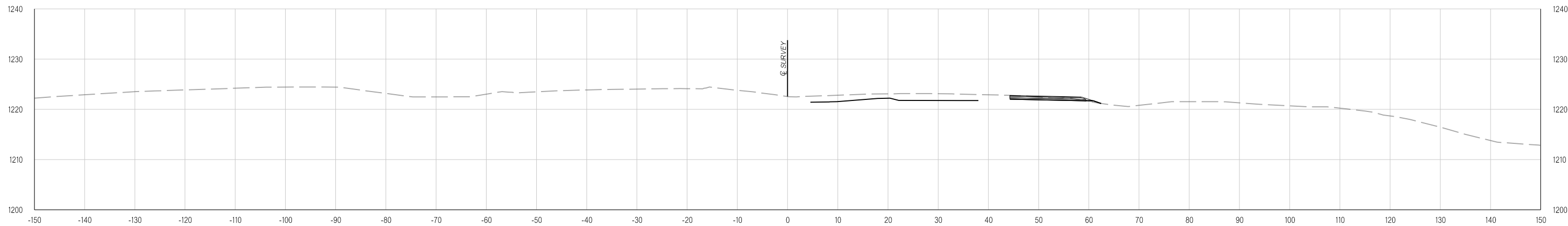


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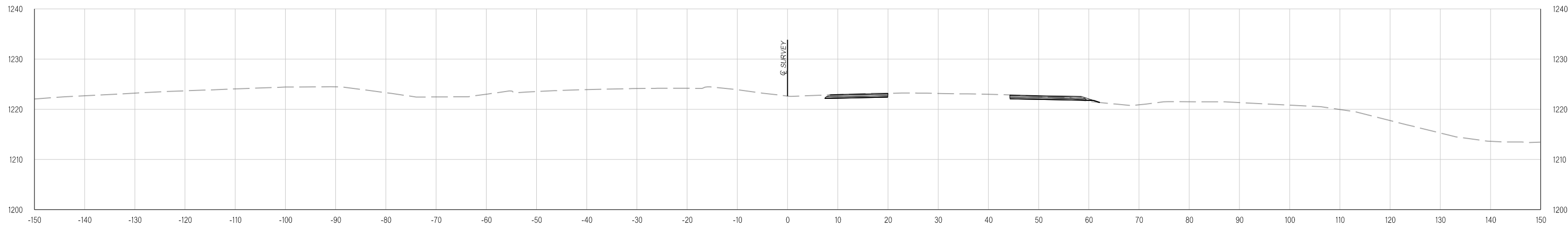
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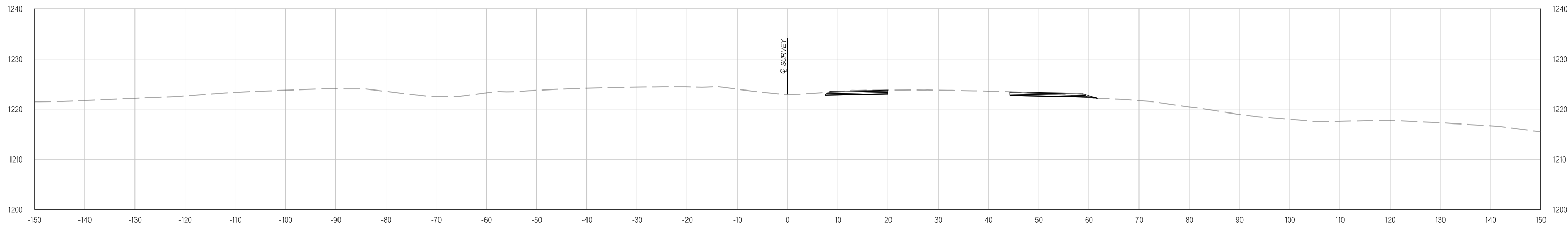
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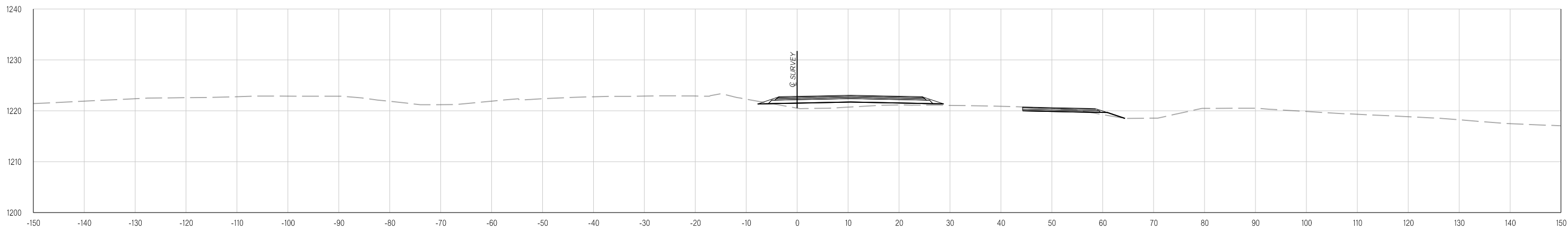


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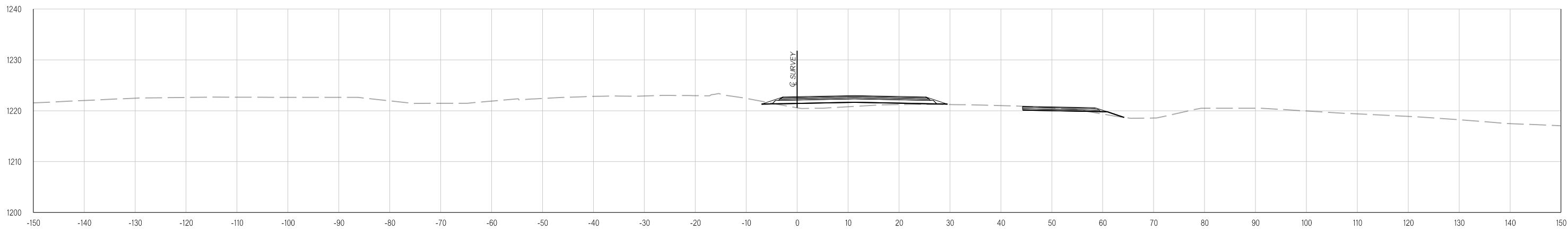


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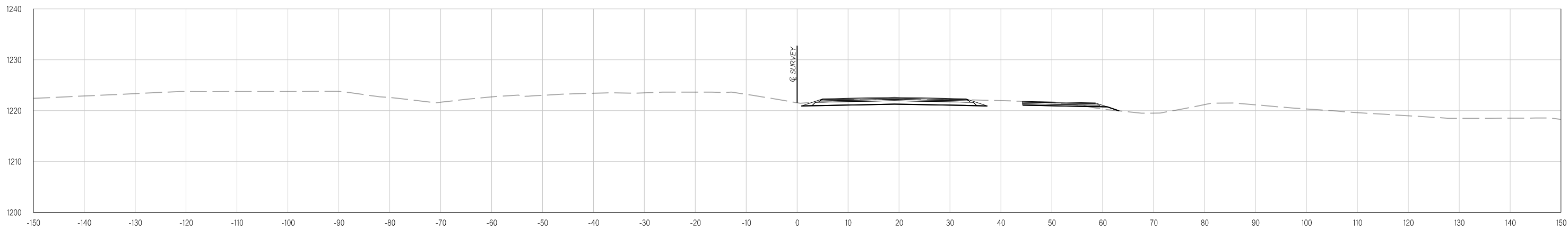
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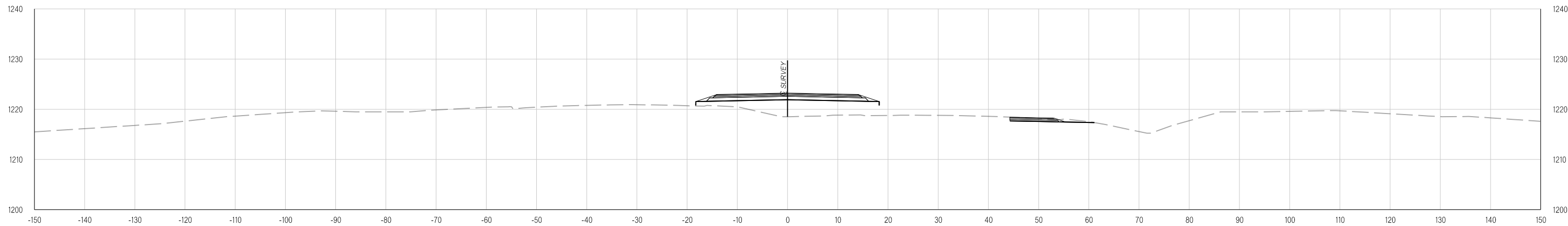


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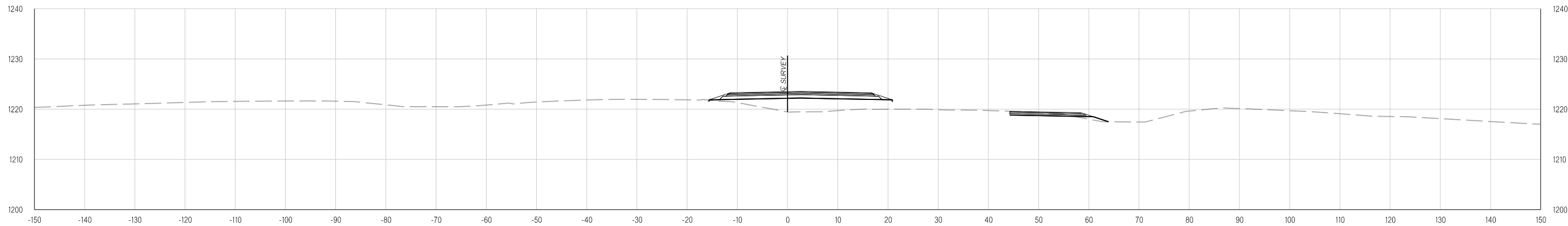


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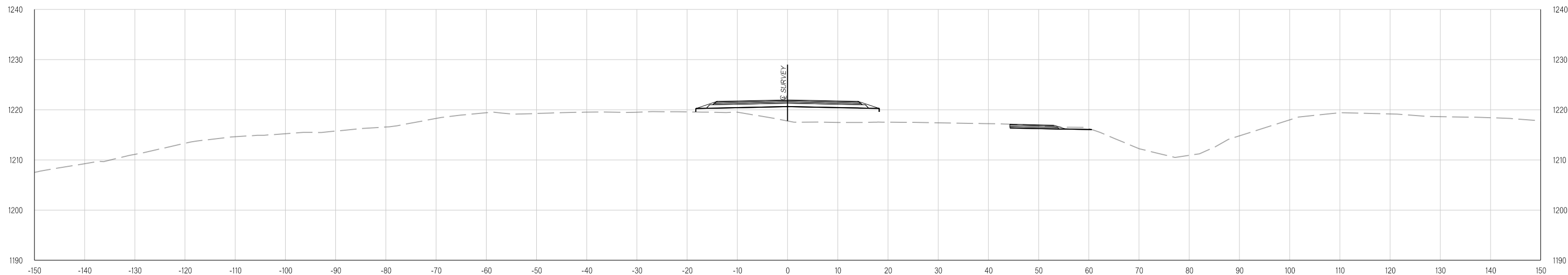


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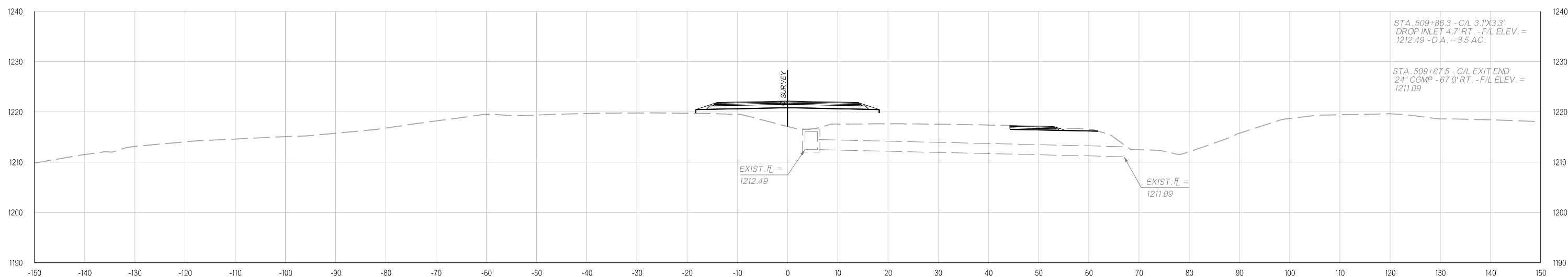


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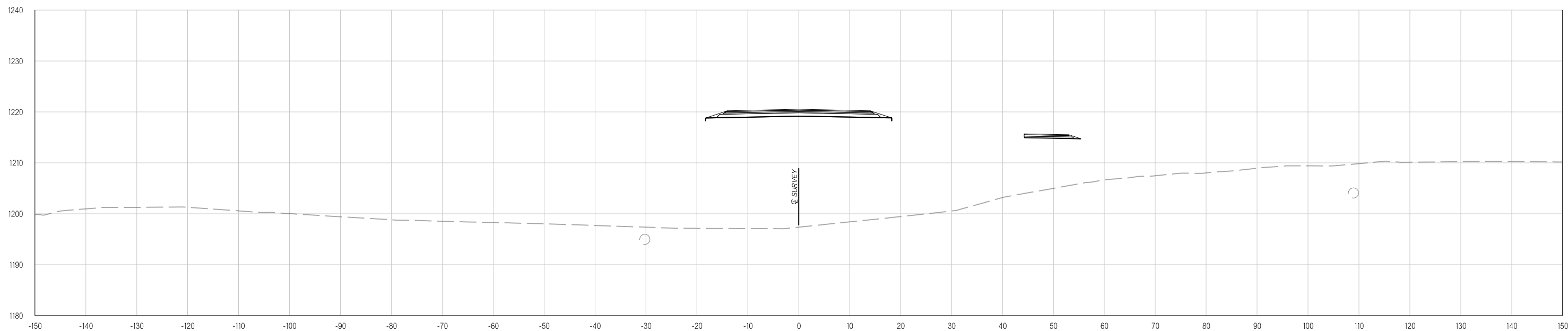


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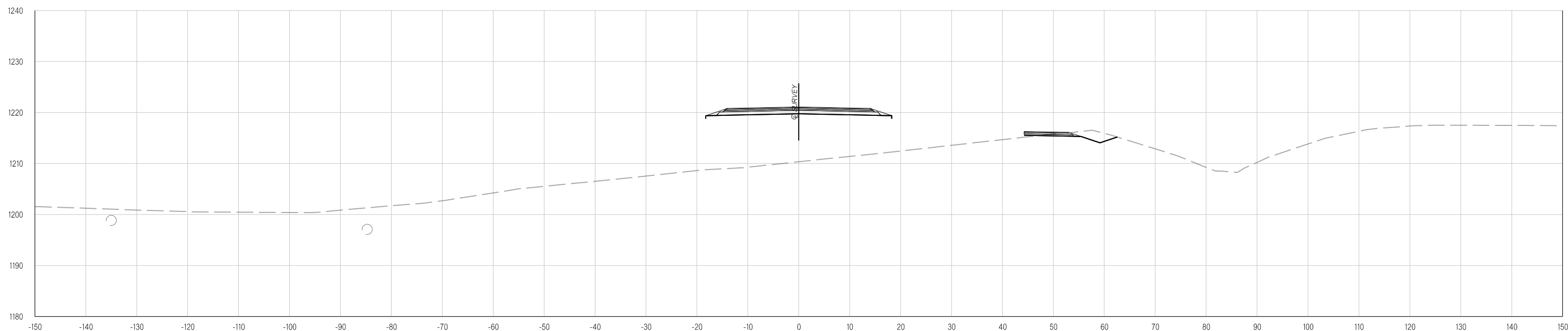


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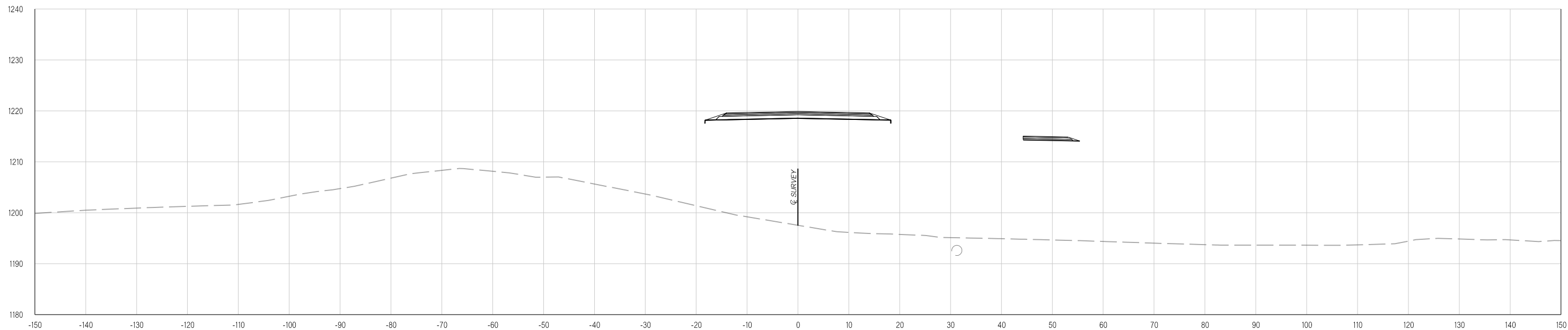


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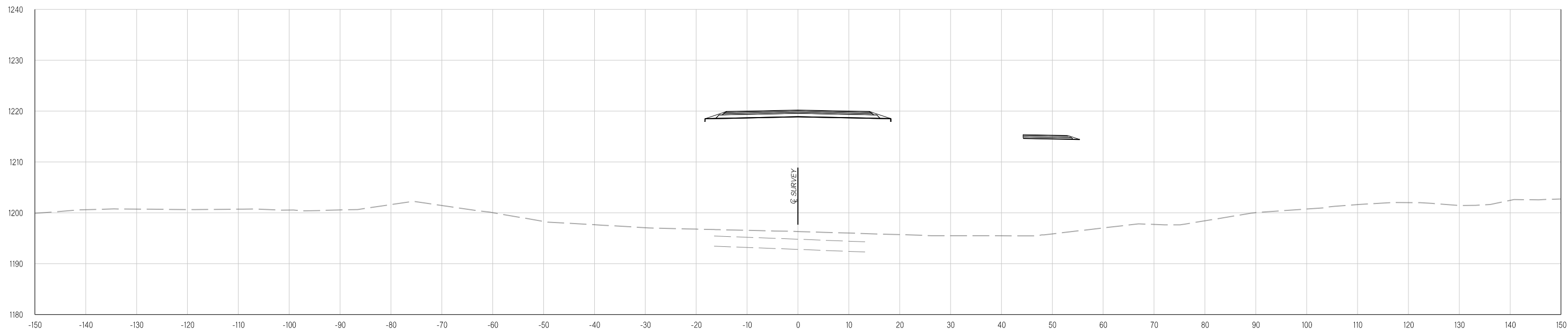


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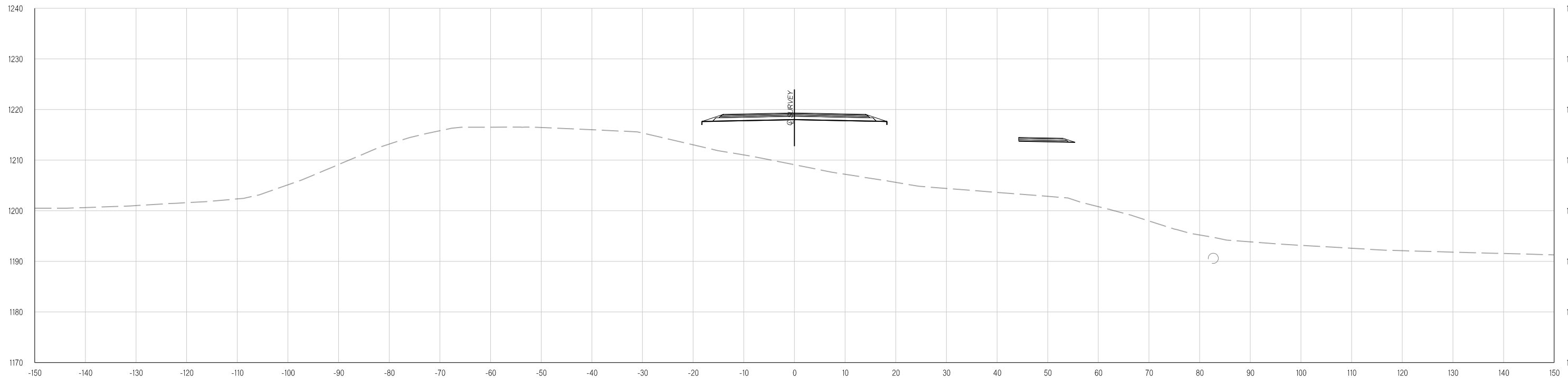
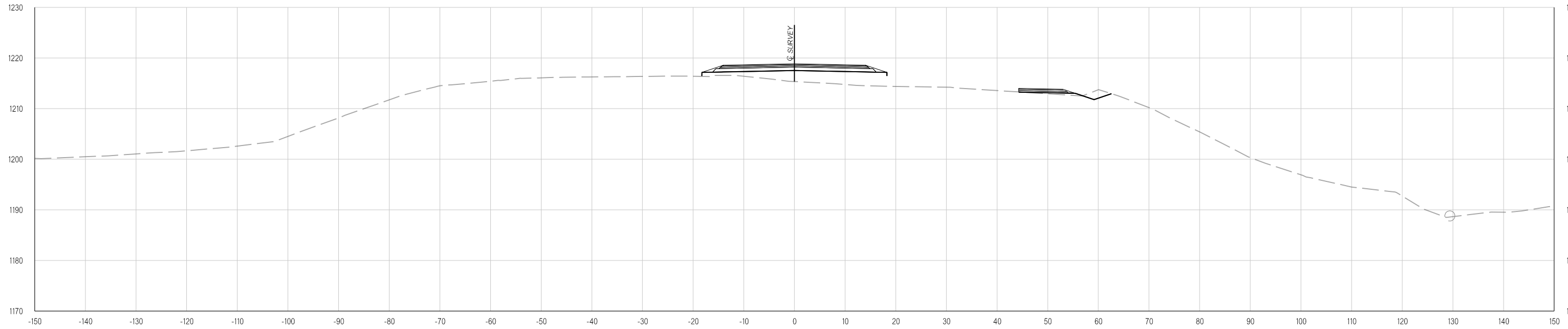


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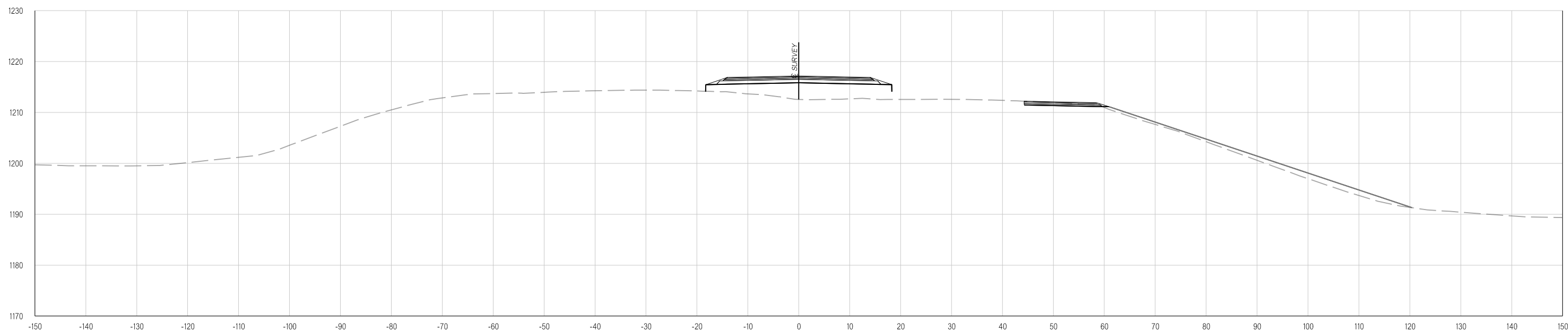
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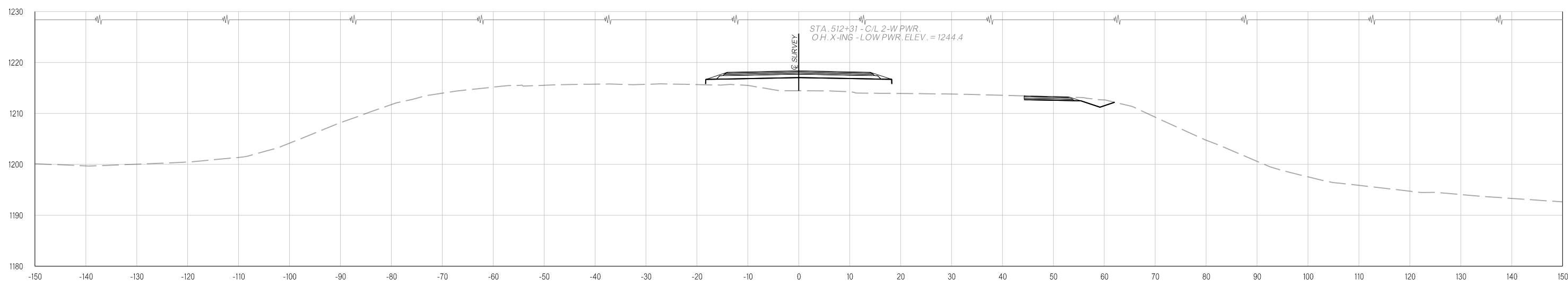
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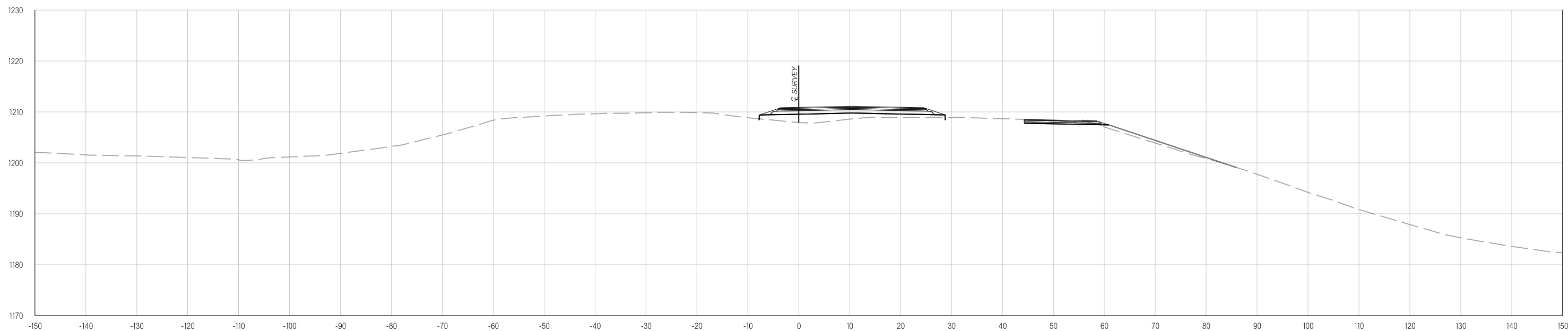


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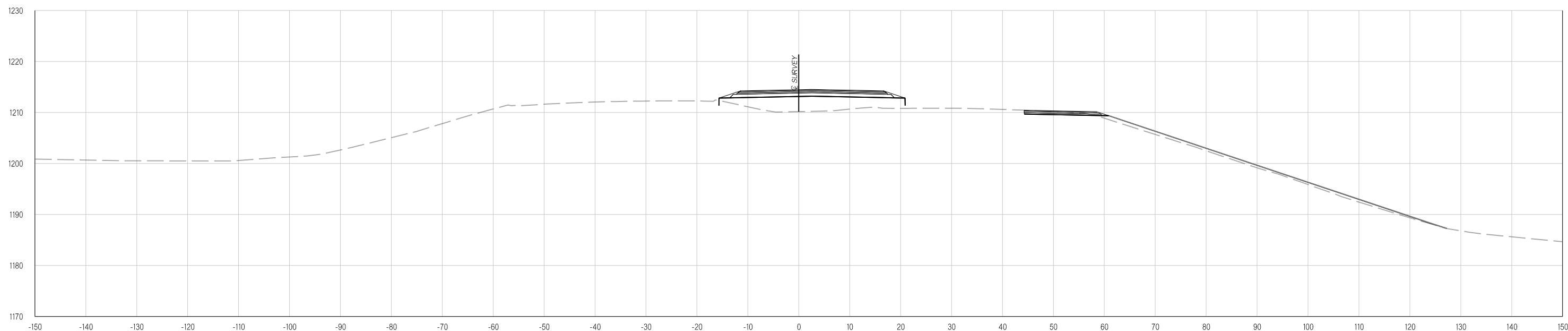


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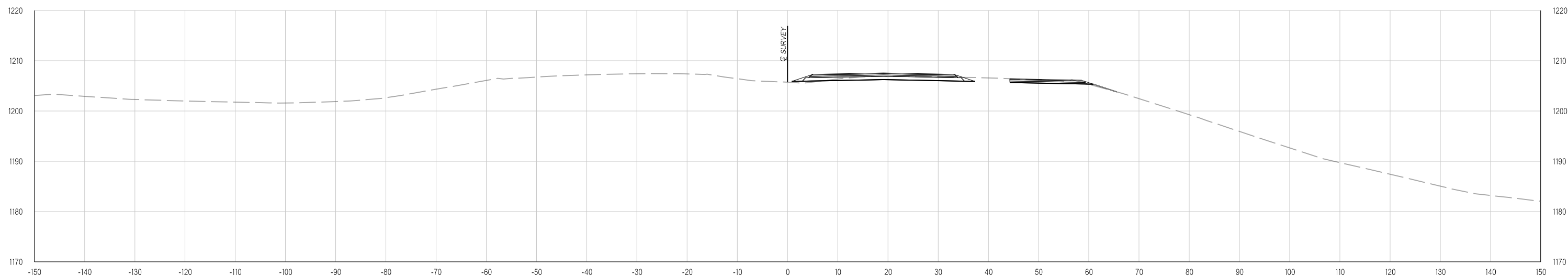


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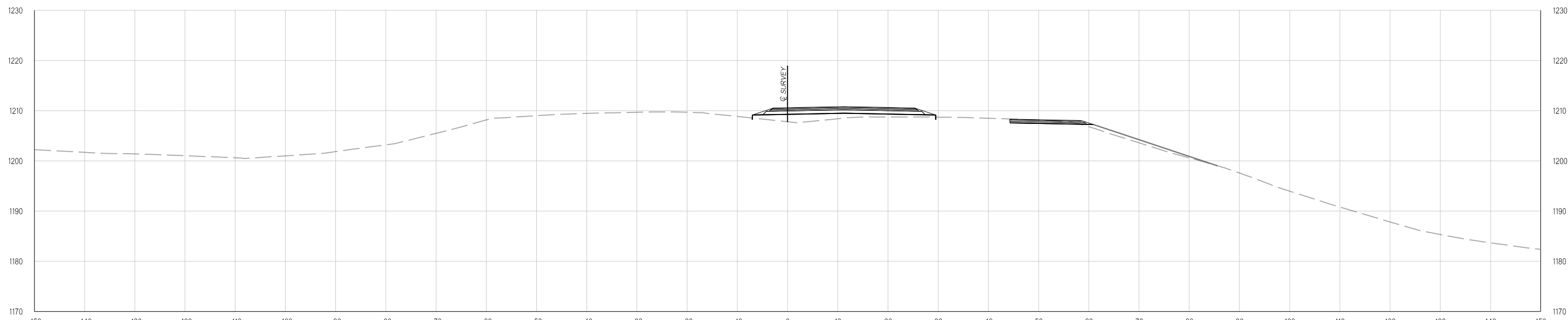


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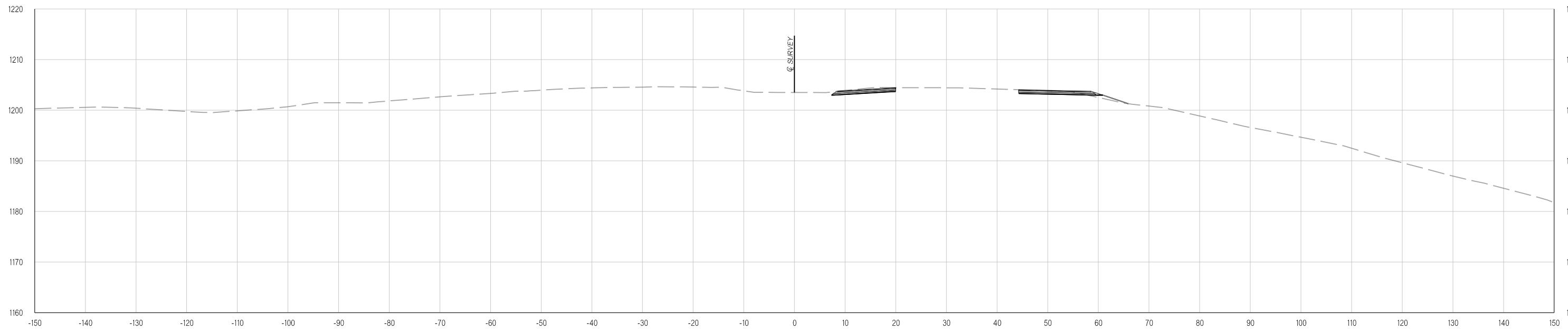


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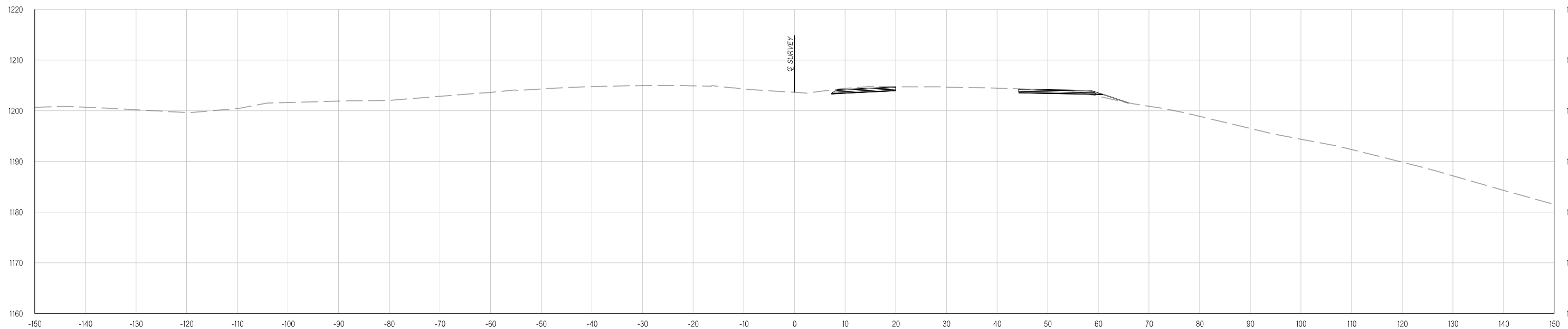


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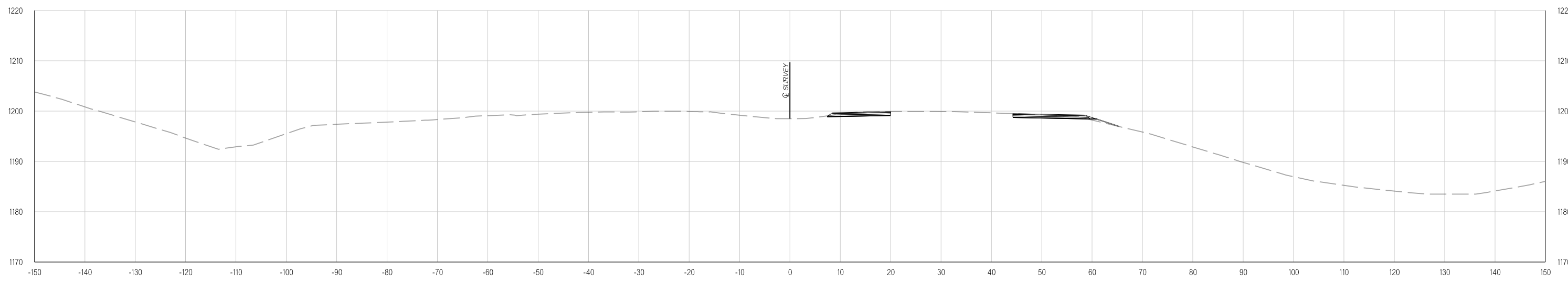


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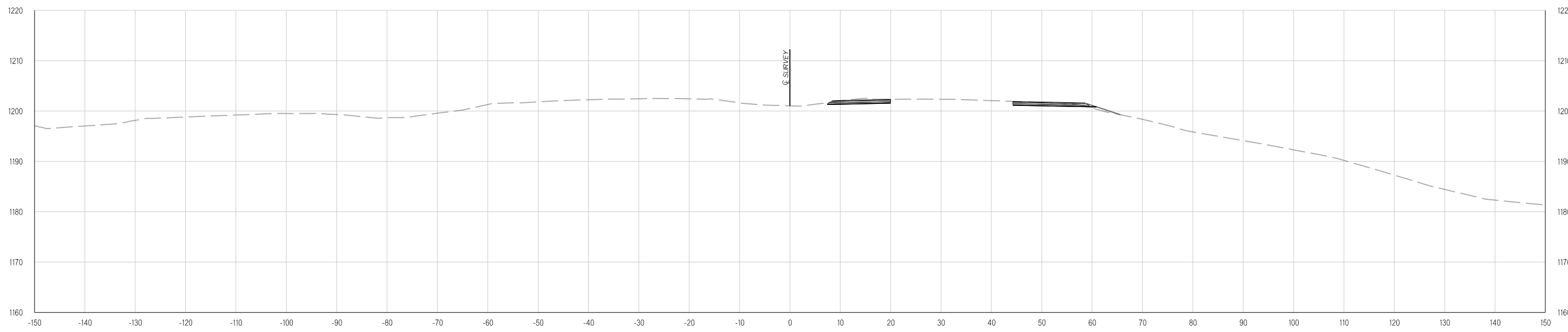


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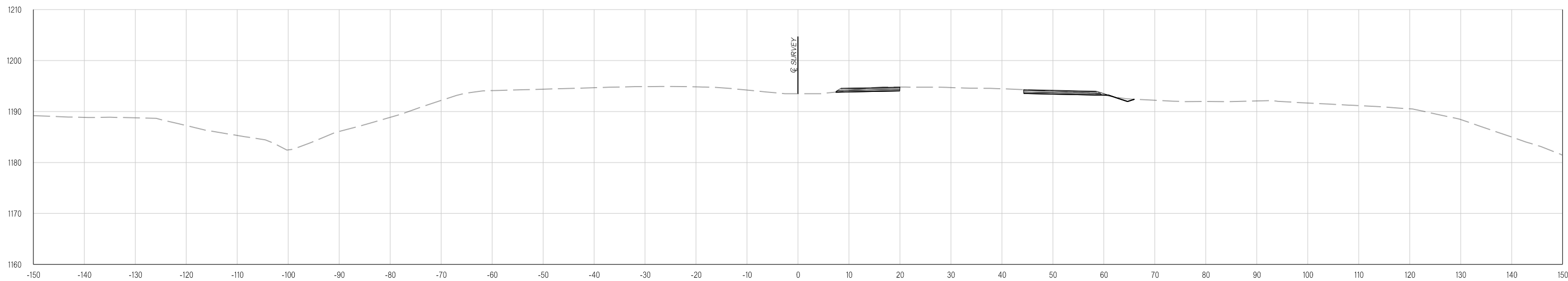


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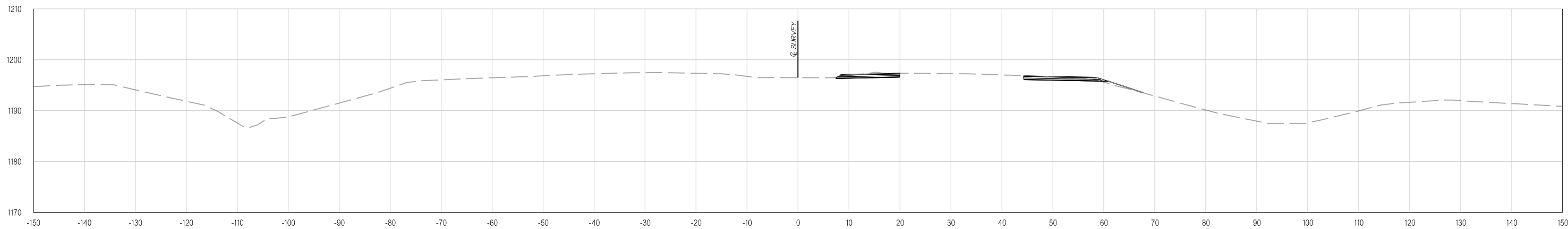


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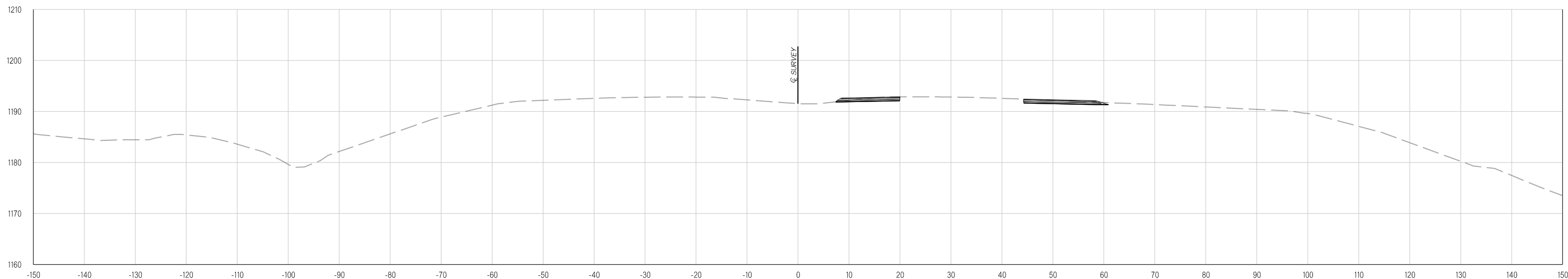
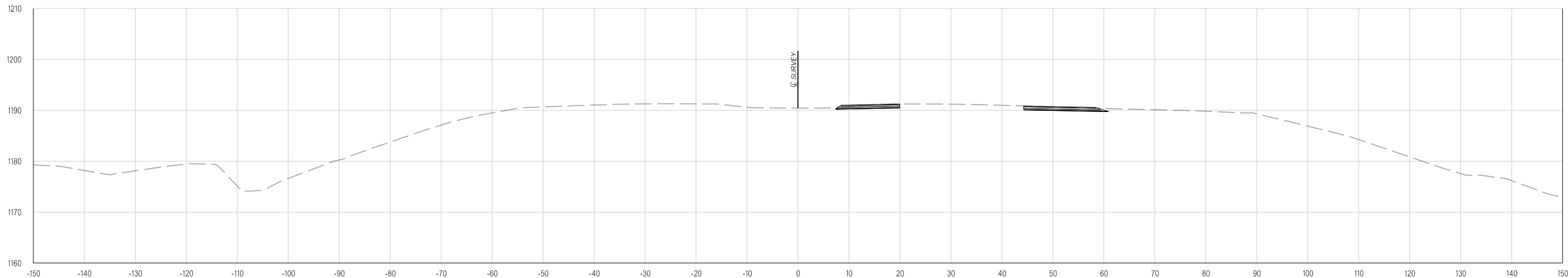


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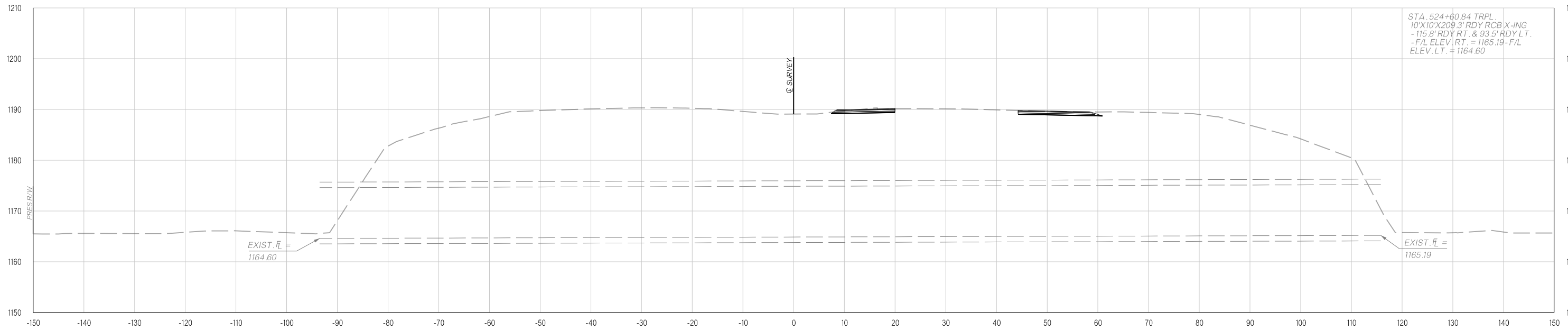


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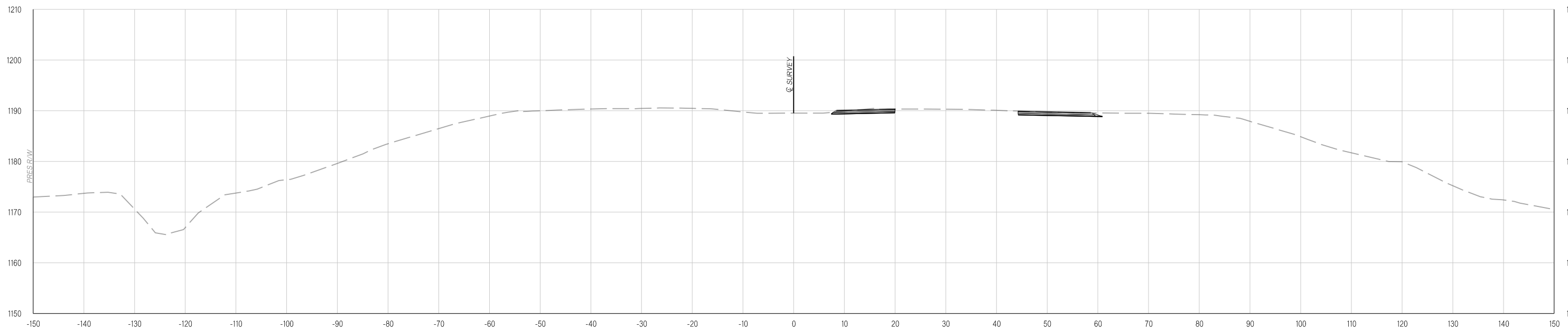
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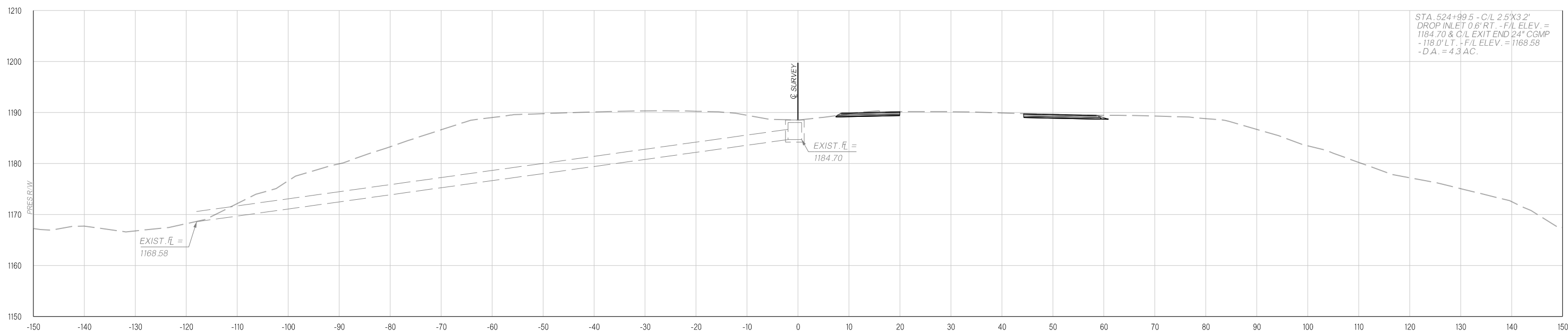
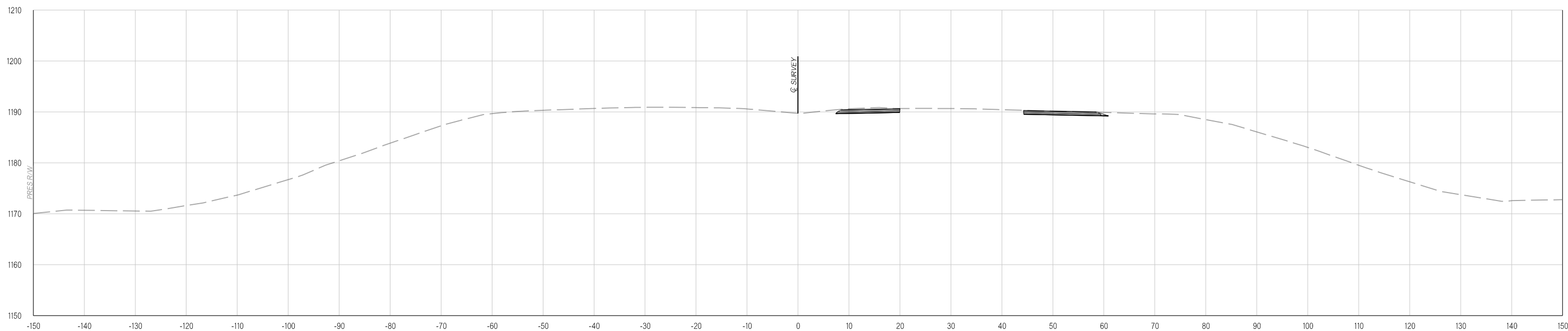


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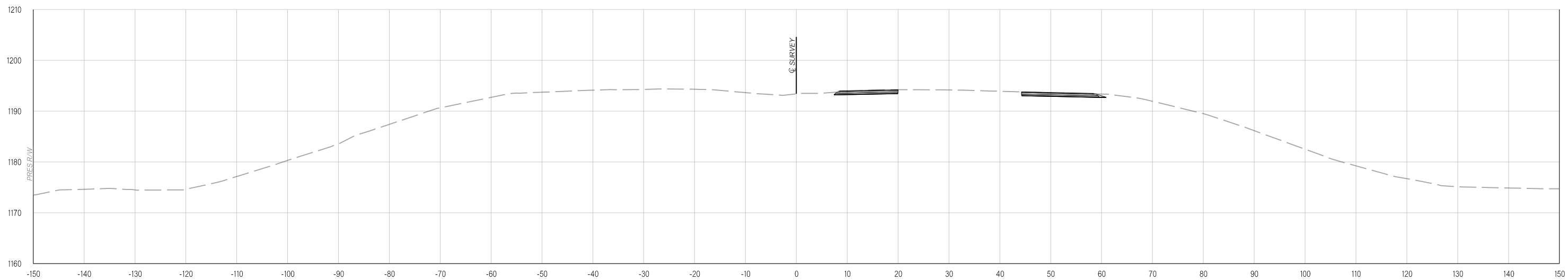


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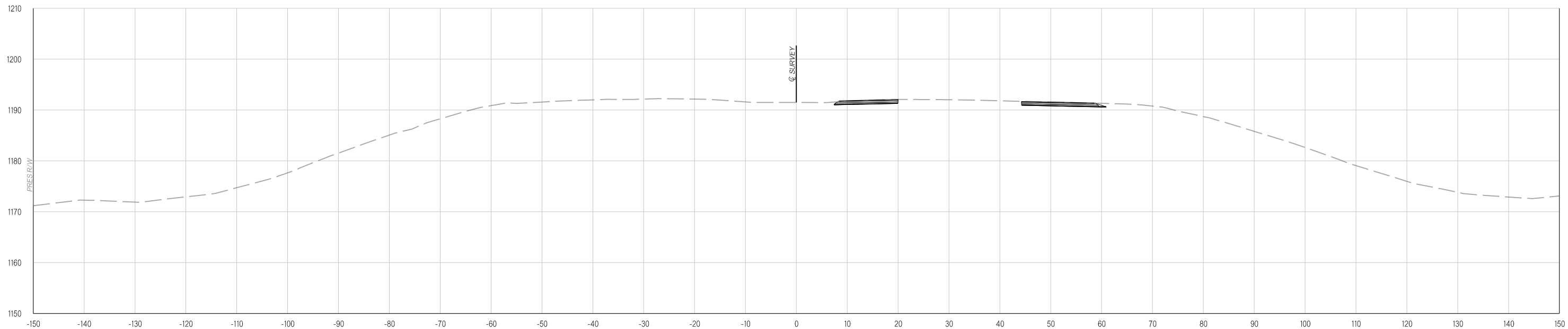
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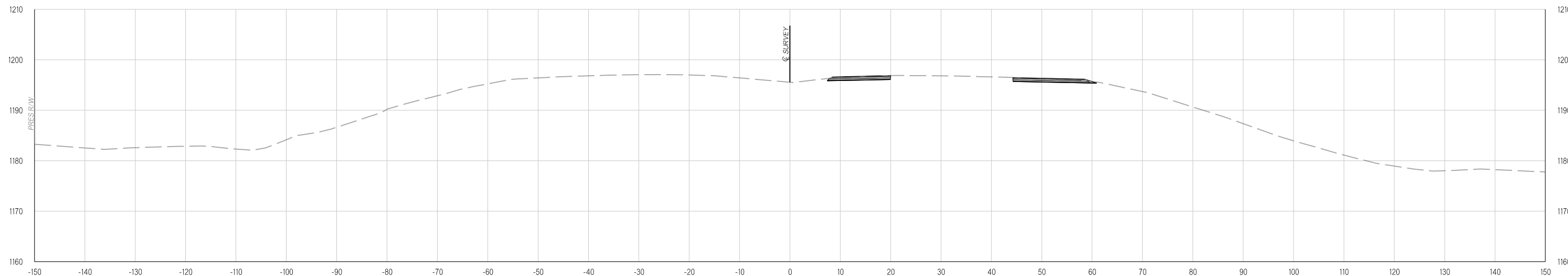
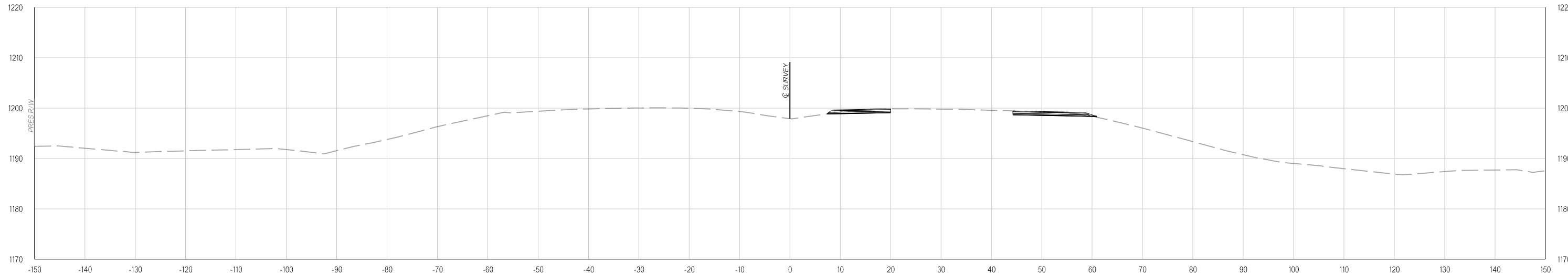


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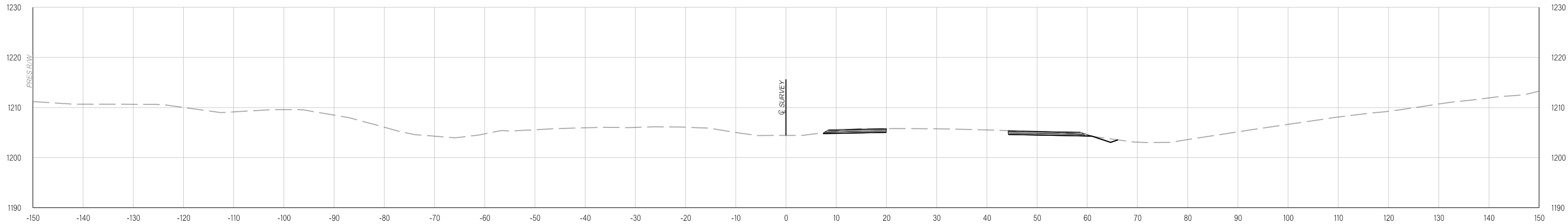


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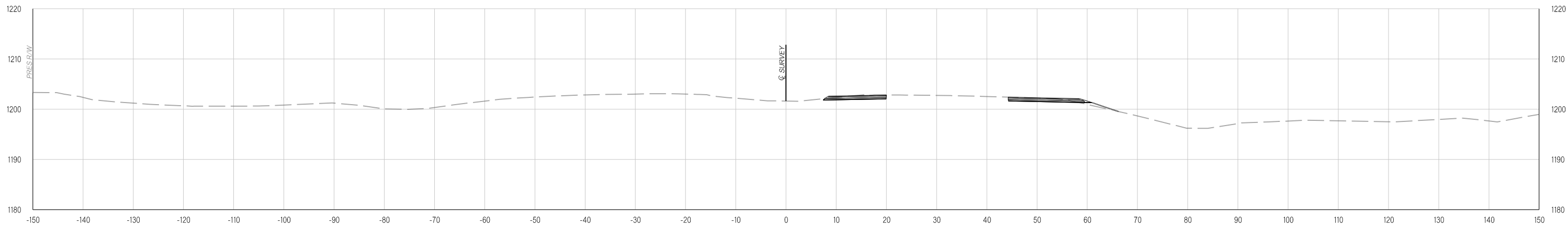
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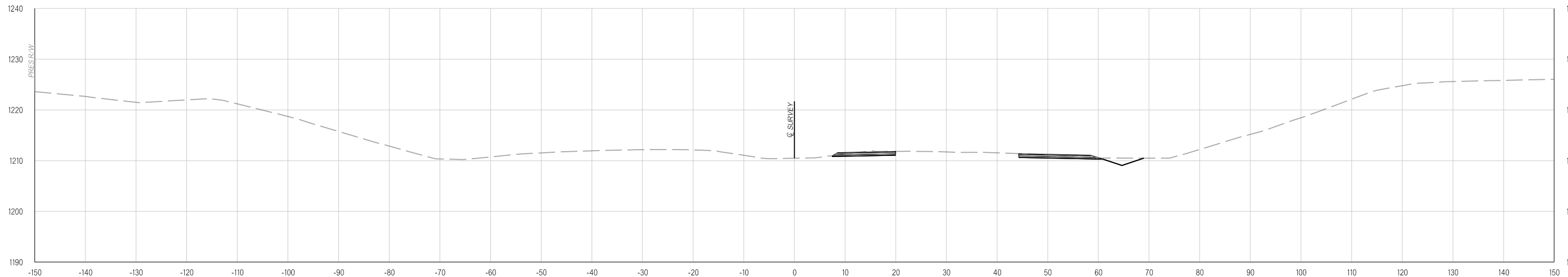


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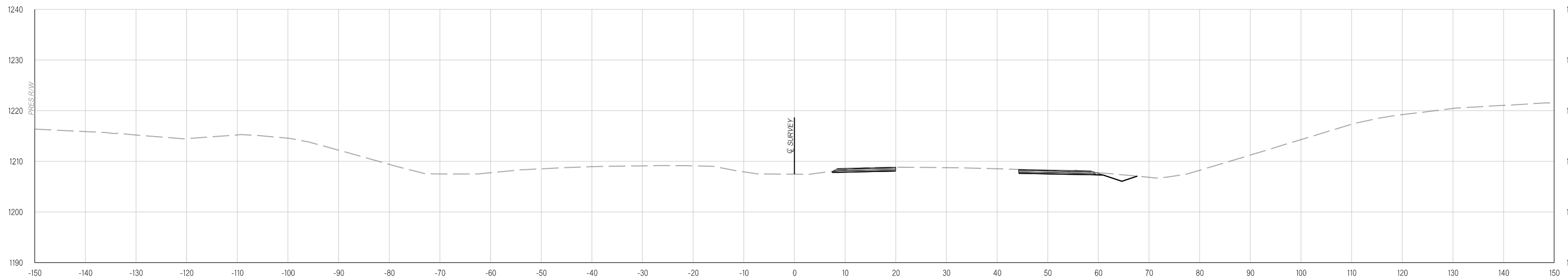


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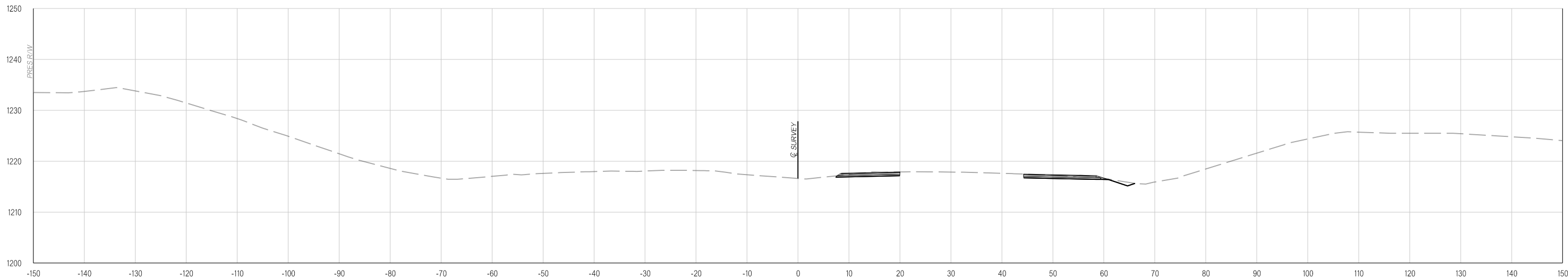


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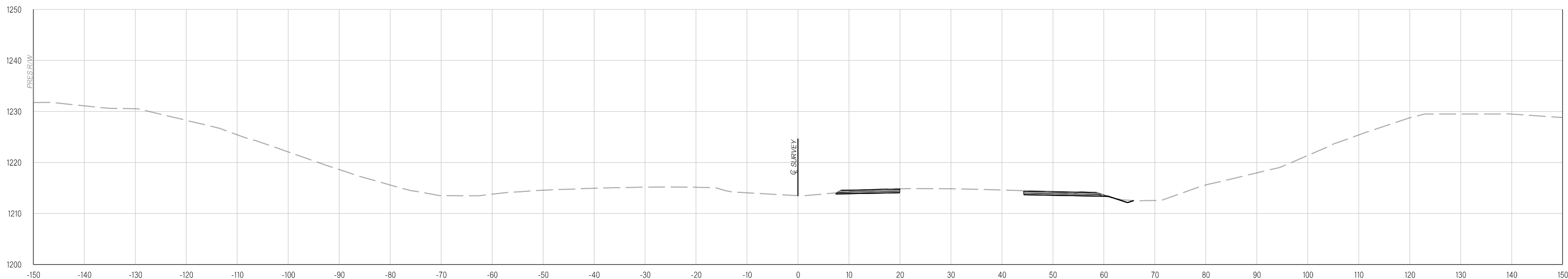


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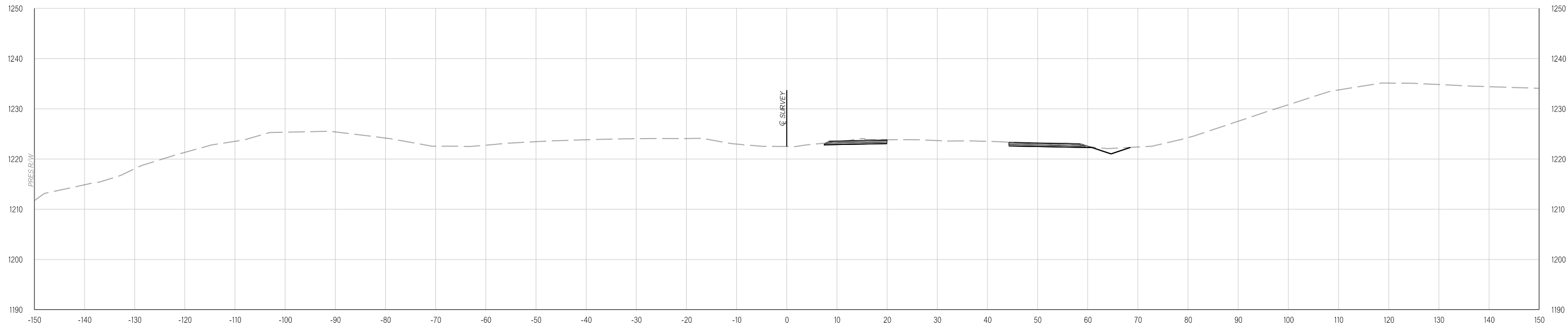


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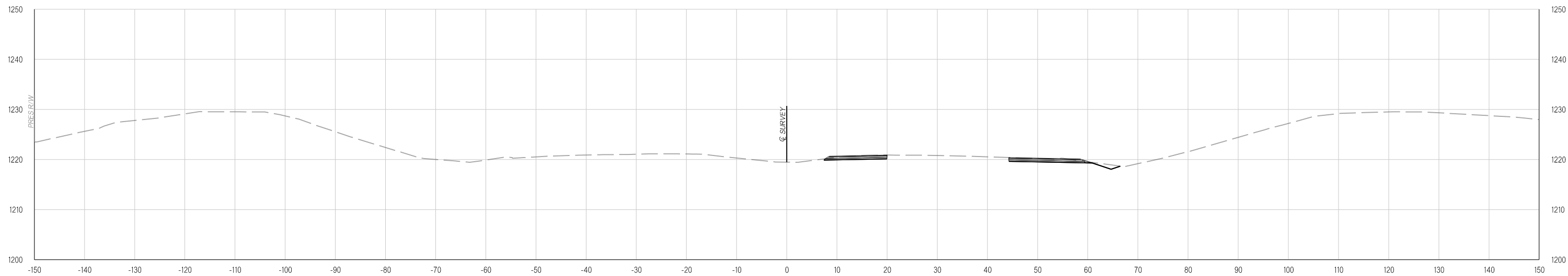


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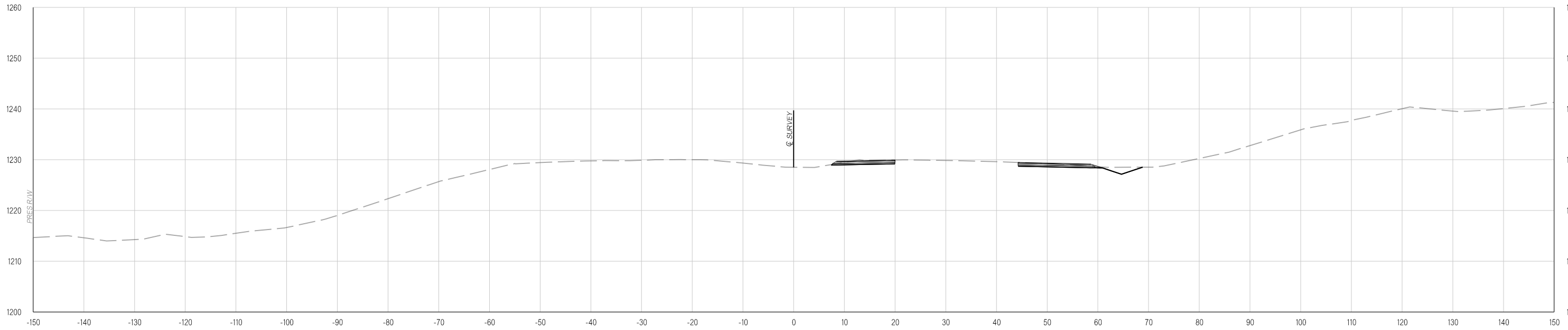


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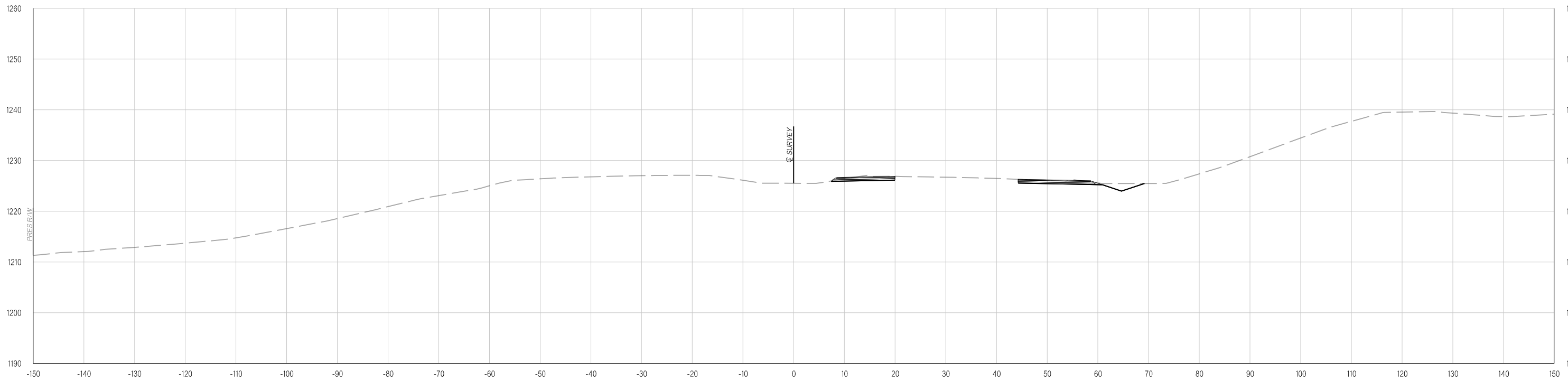


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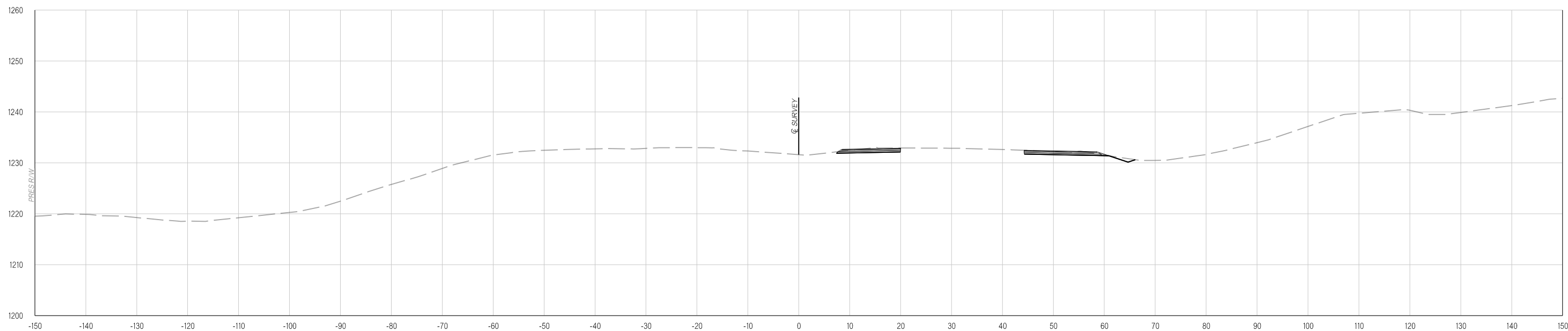


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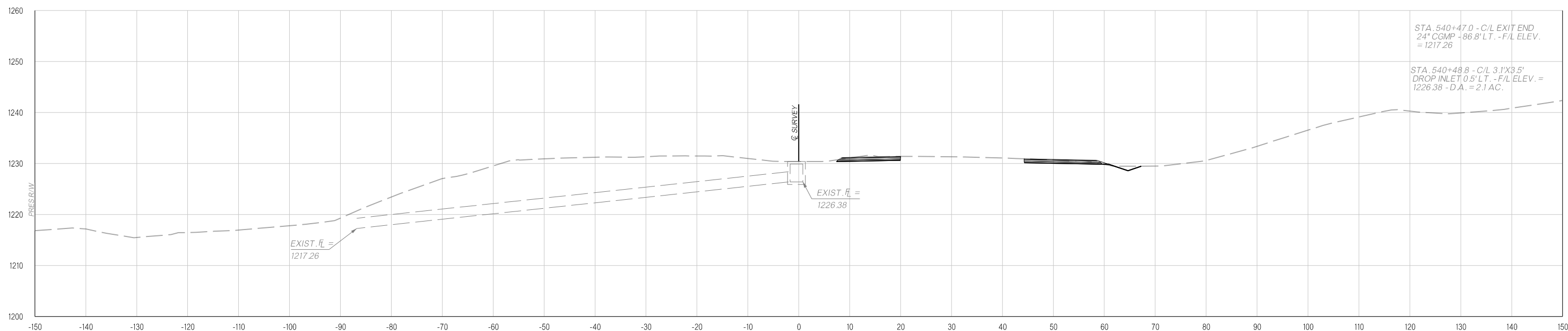


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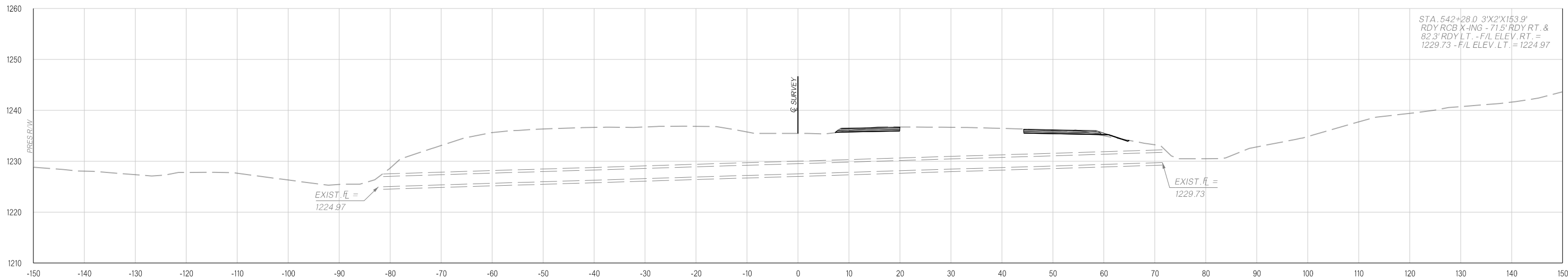


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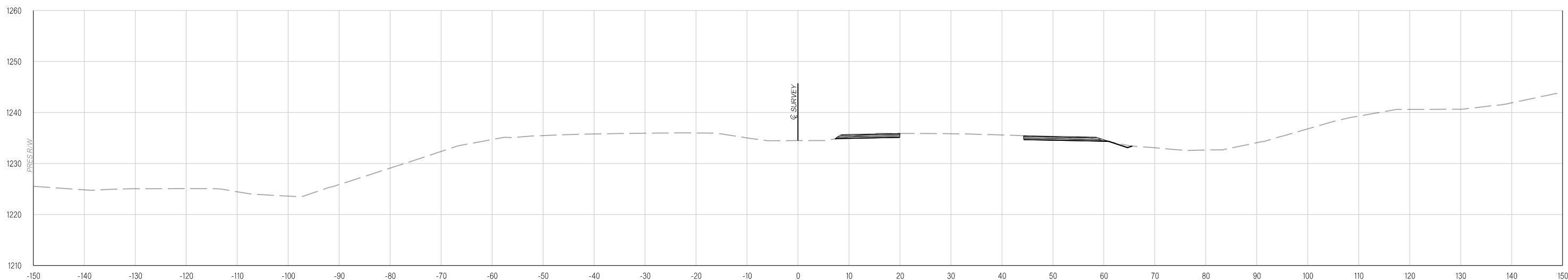


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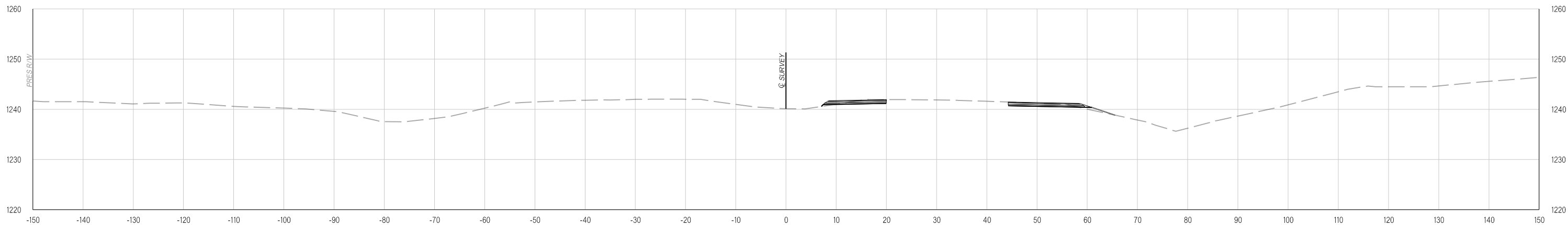


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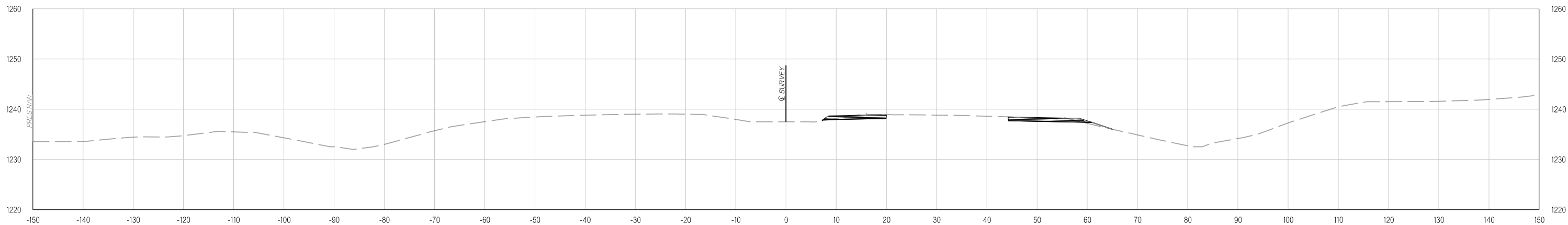


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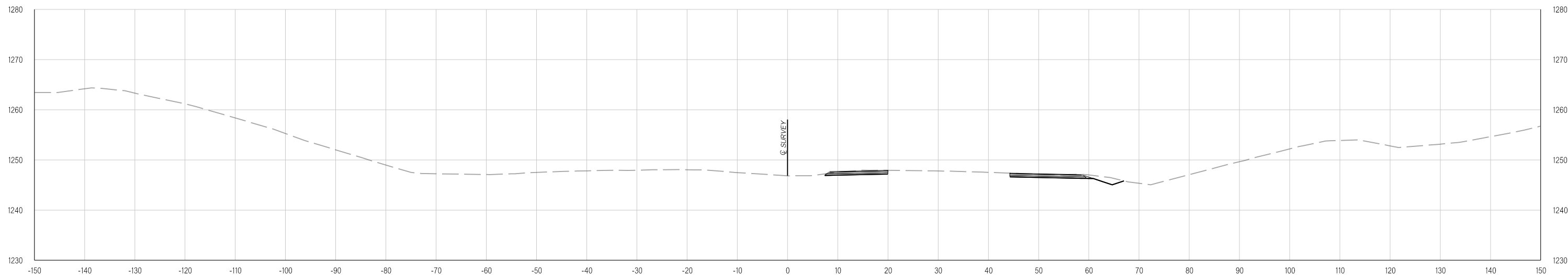


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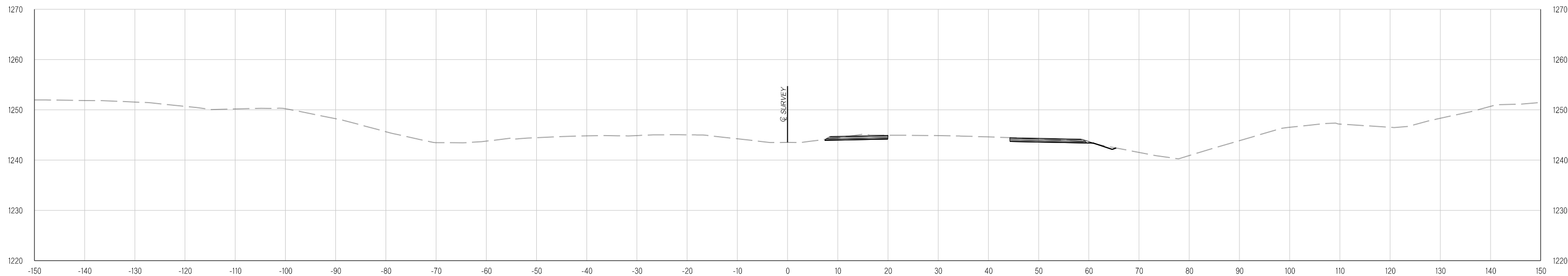


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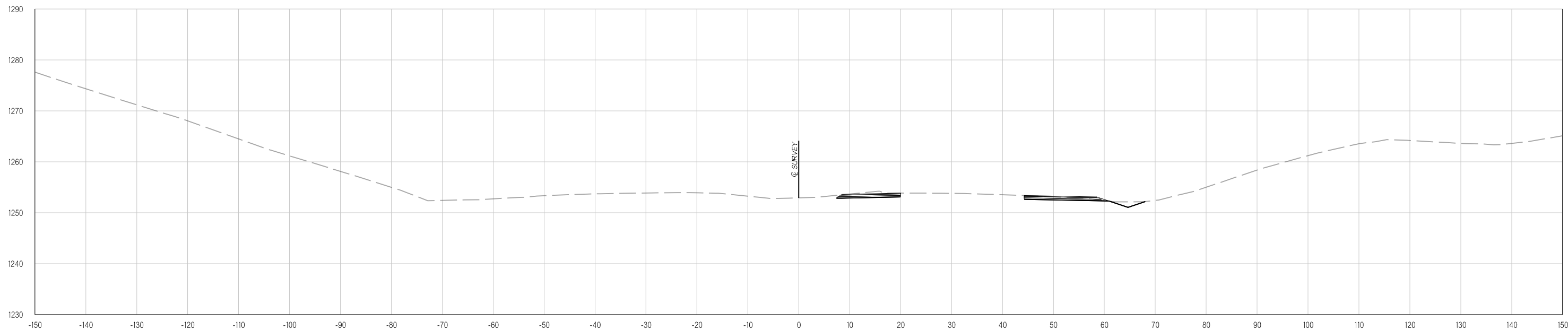


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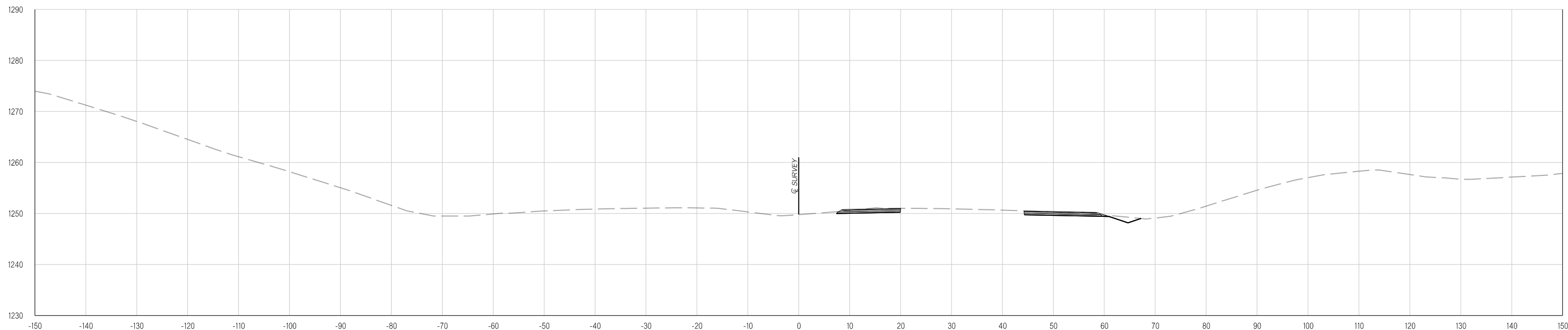
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MEETING**
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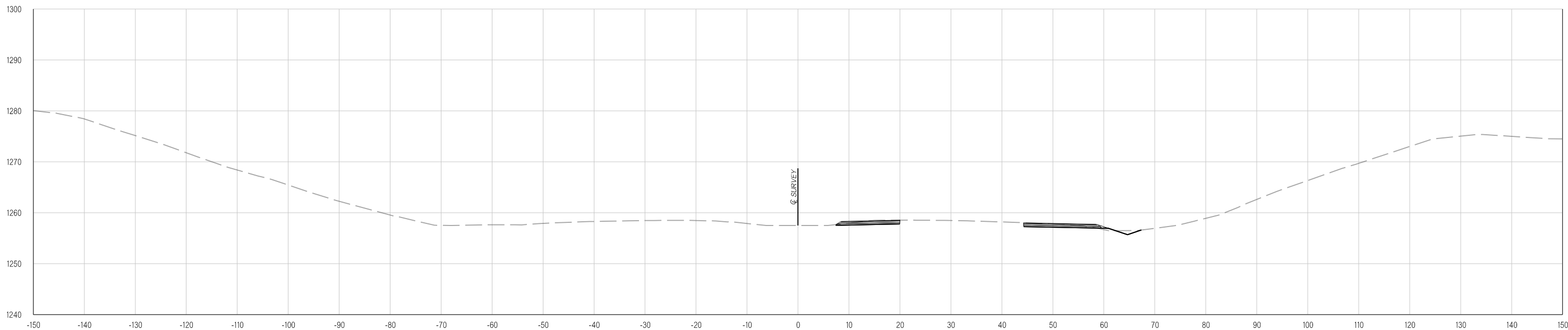


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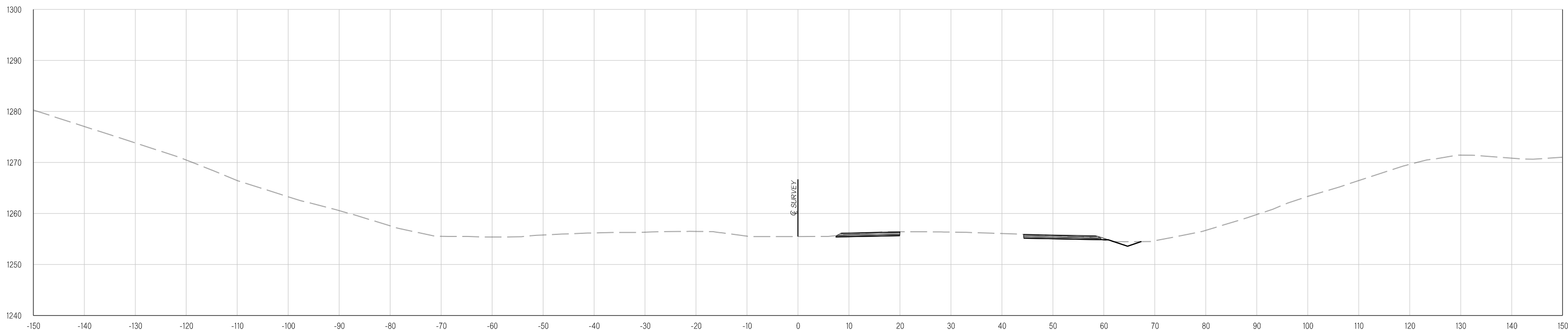


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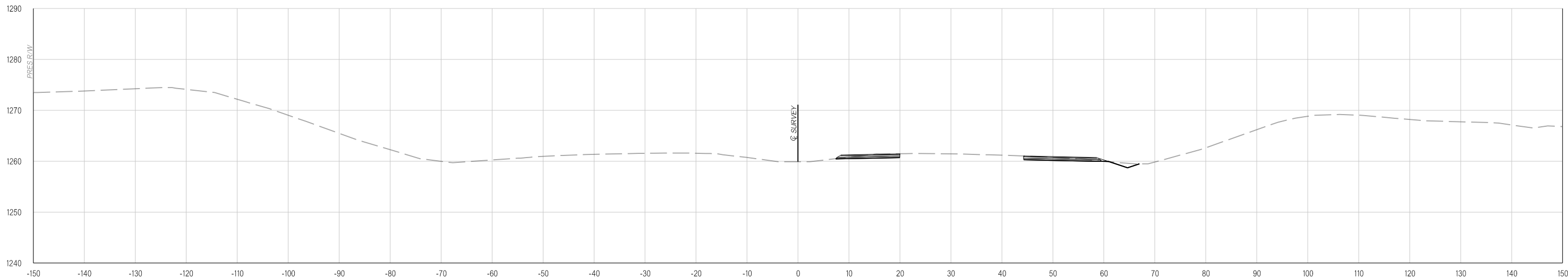


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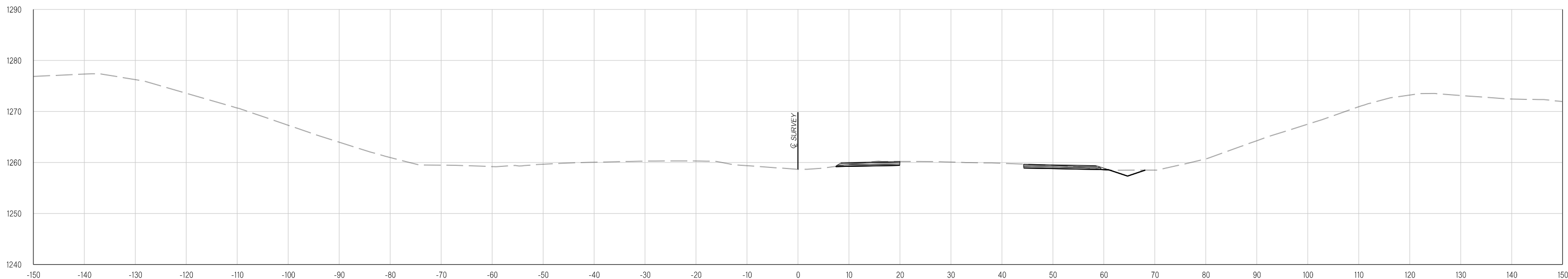


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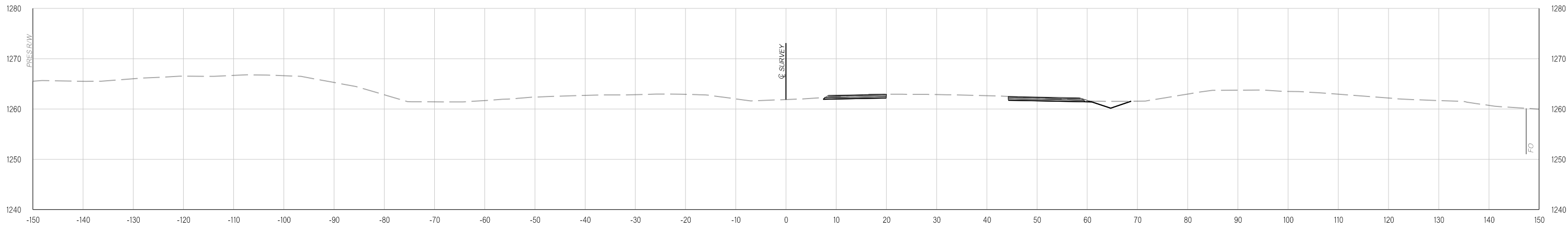


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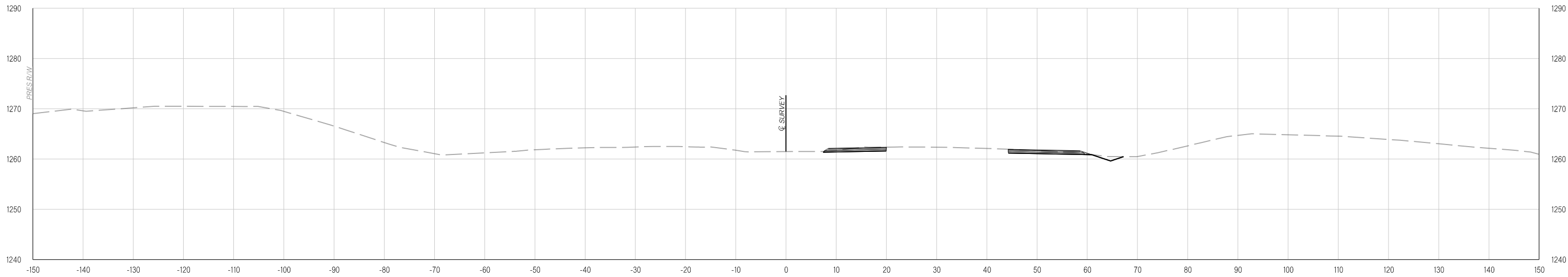


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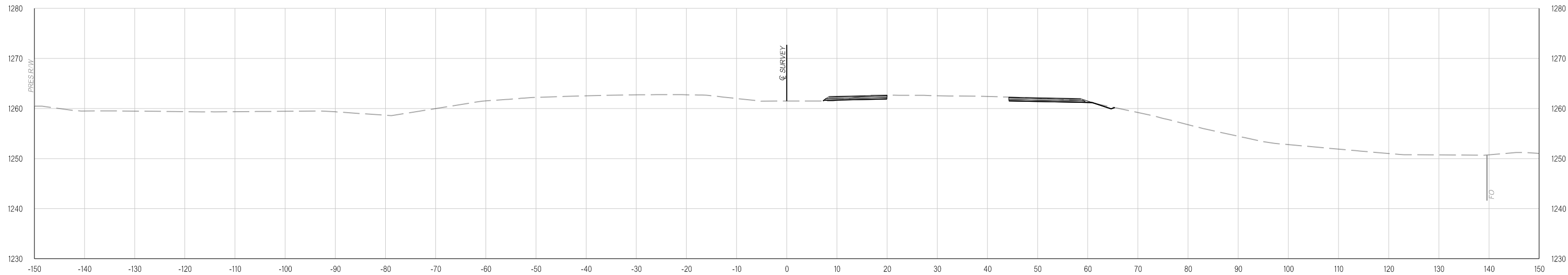


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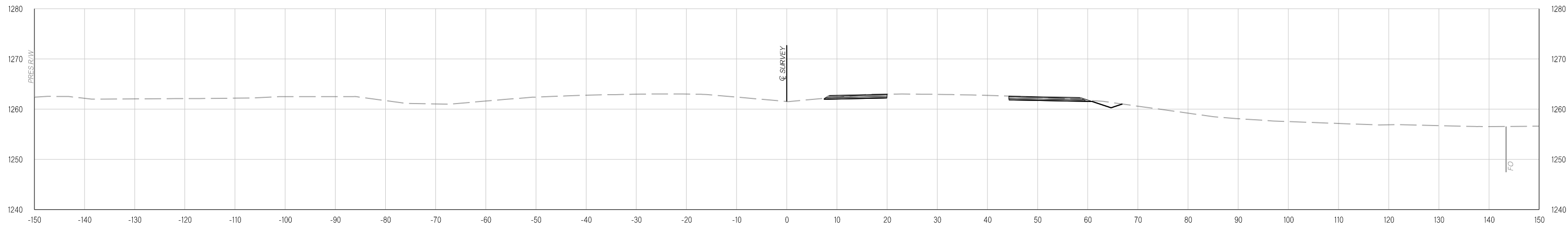


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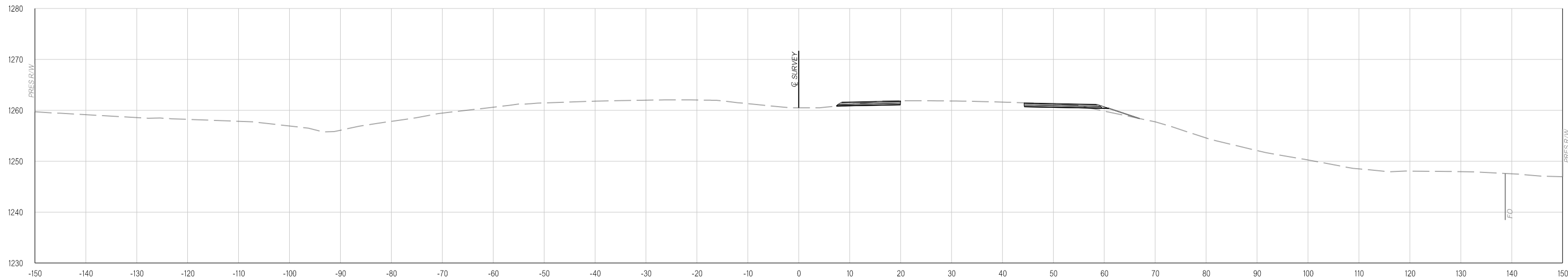


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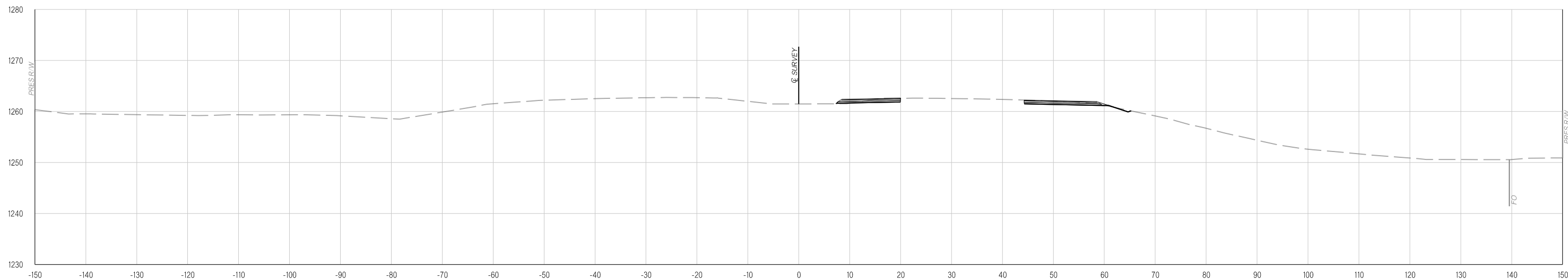


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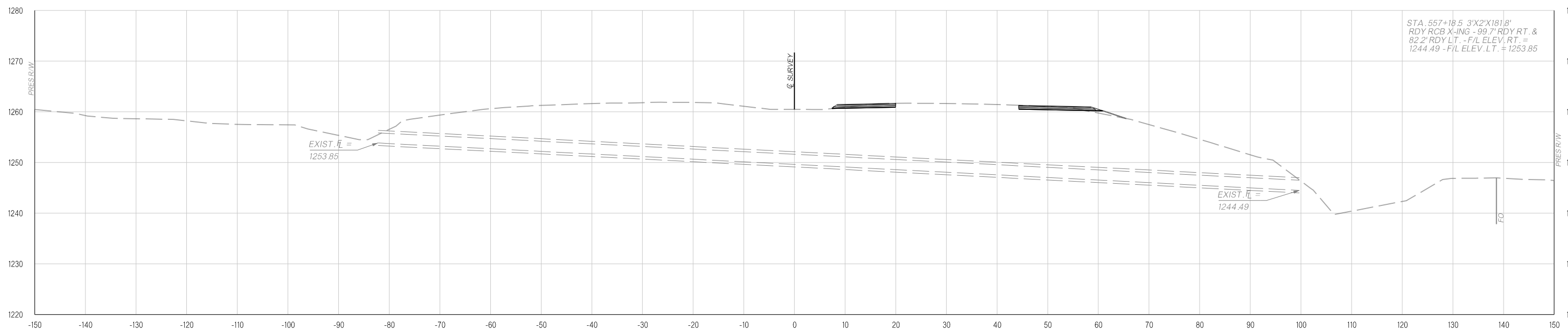
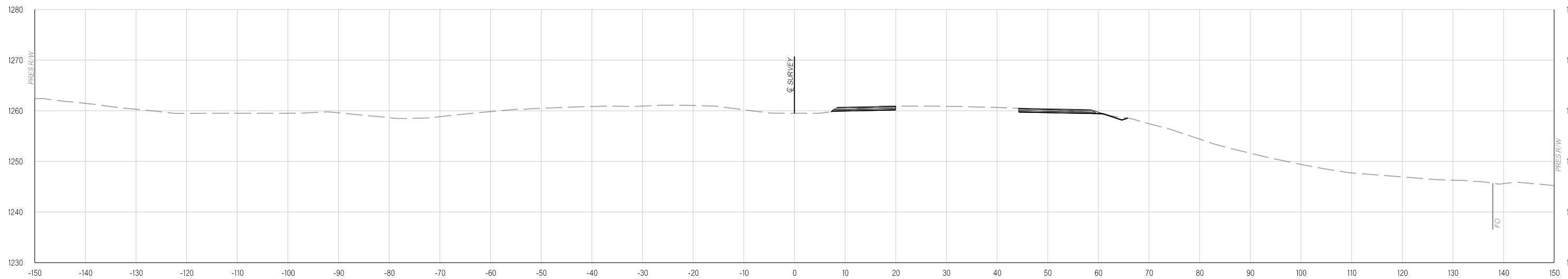


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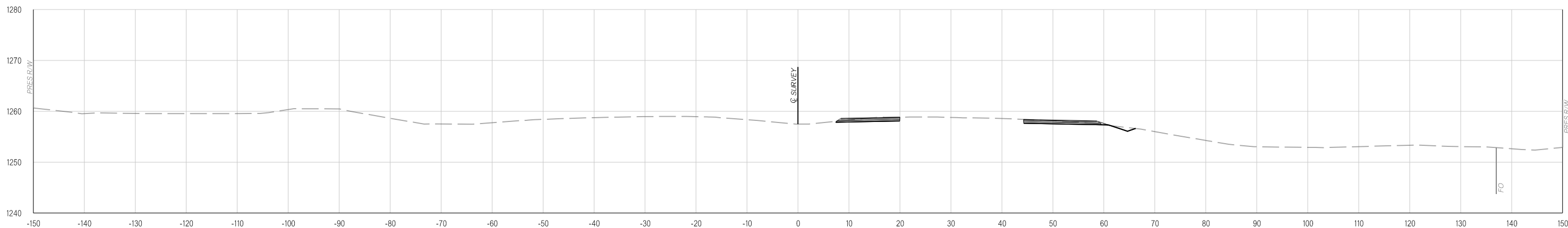


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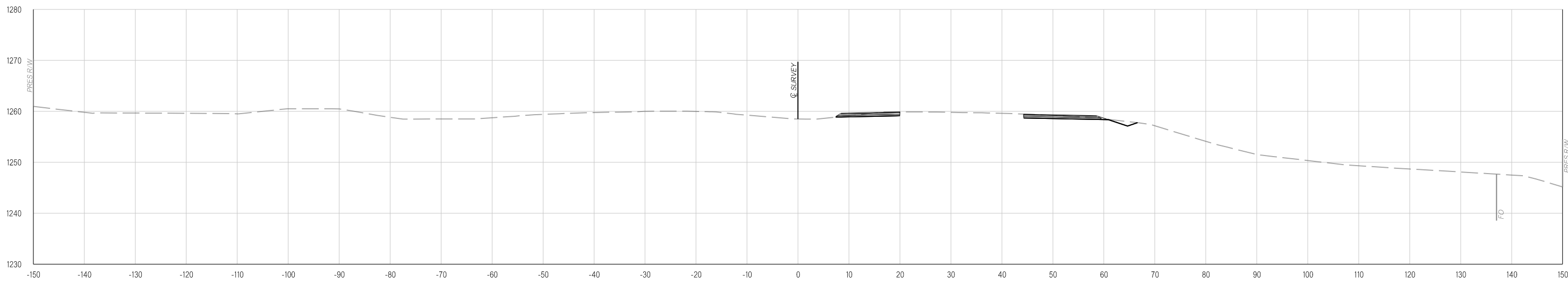
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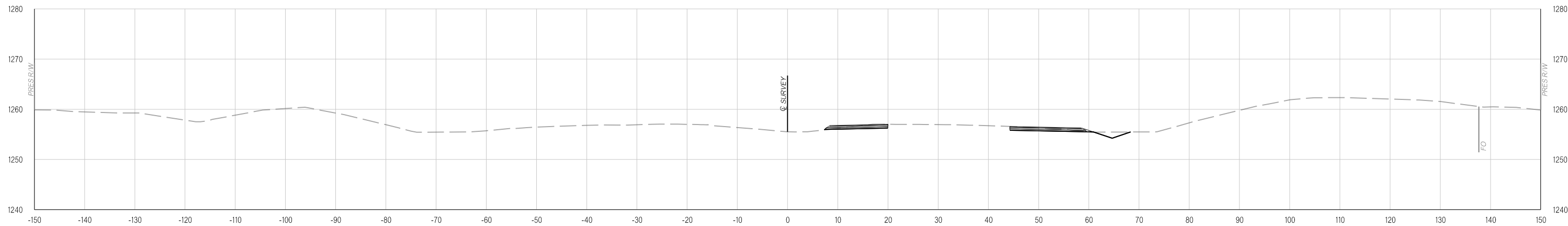


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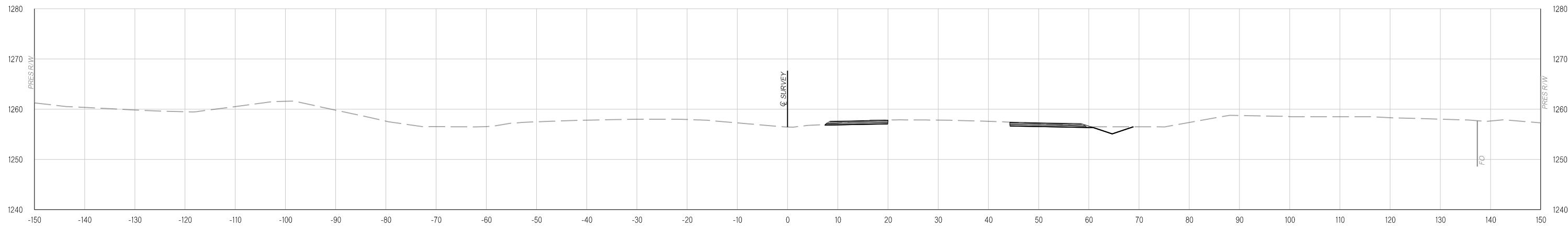


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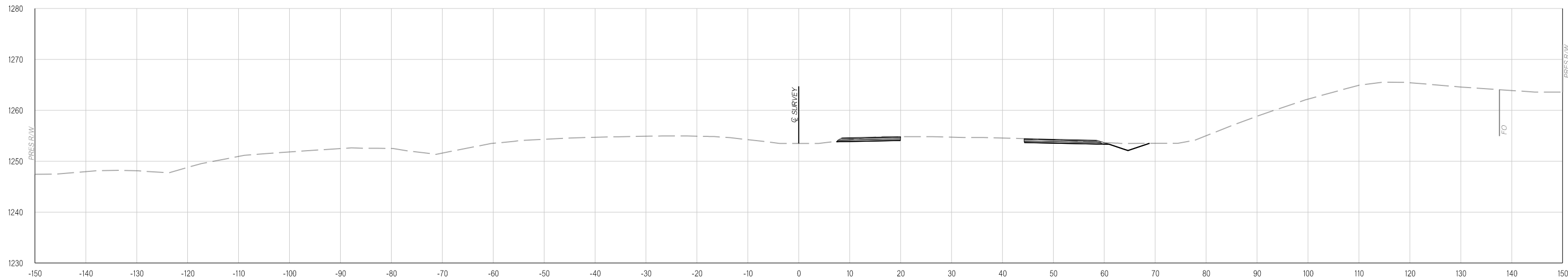


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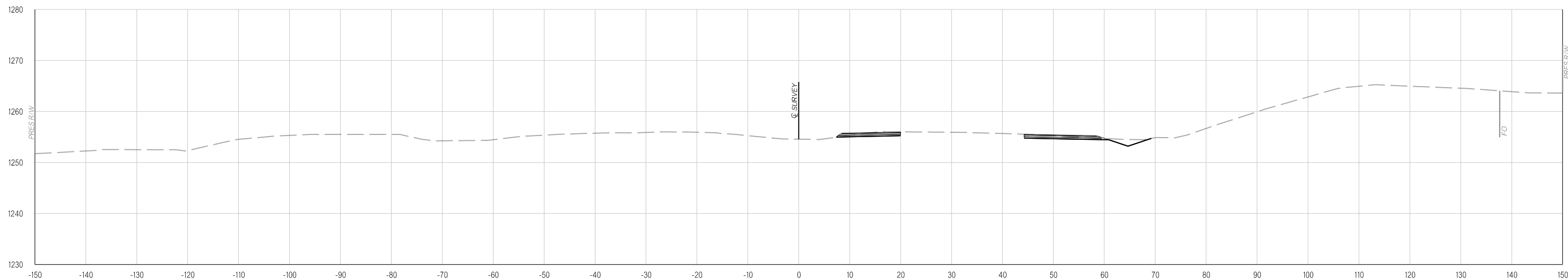


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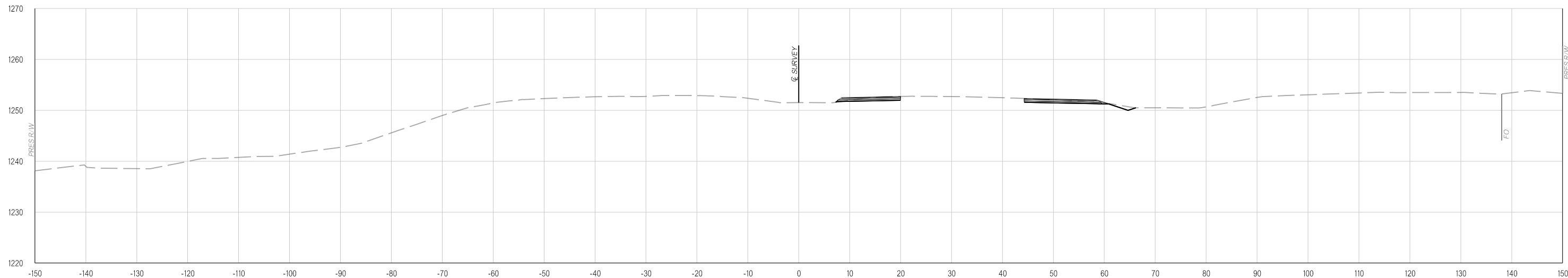


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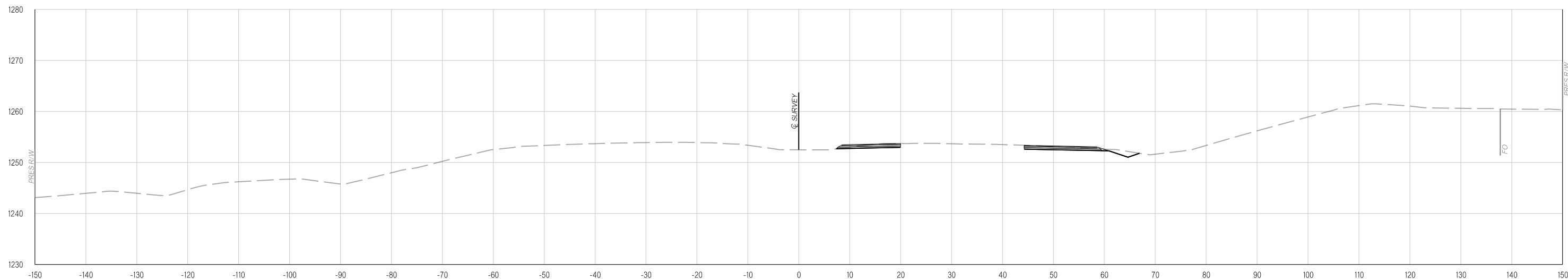


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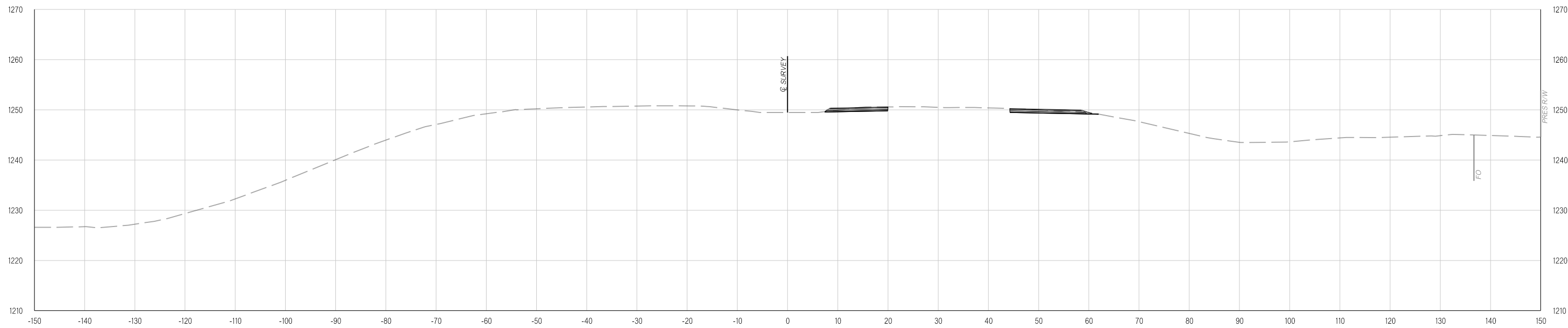
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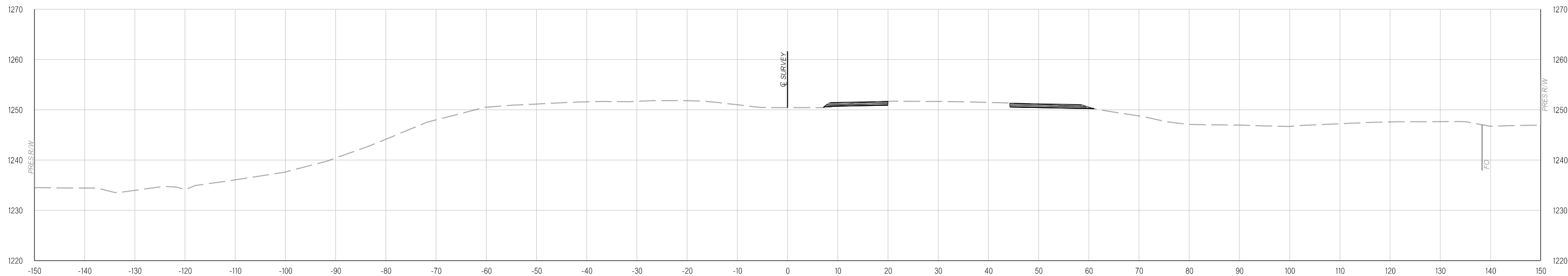
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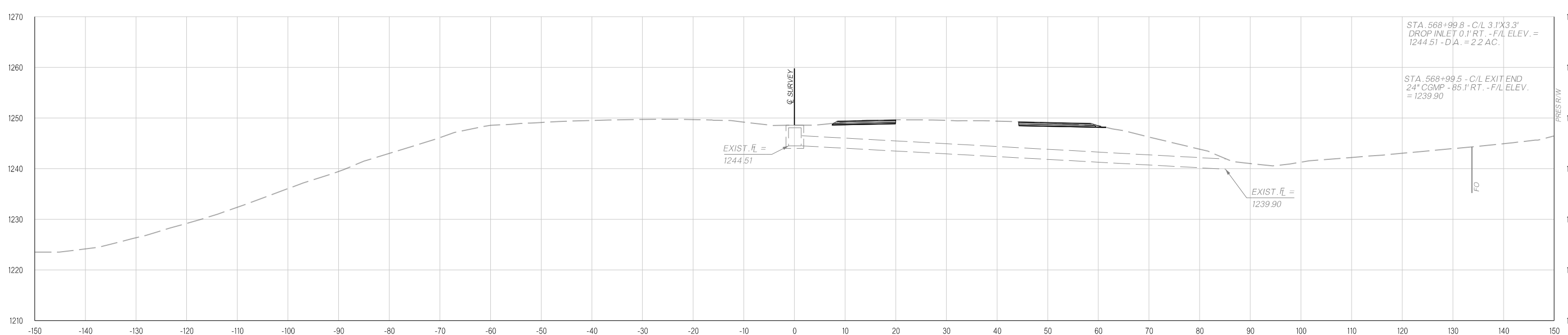
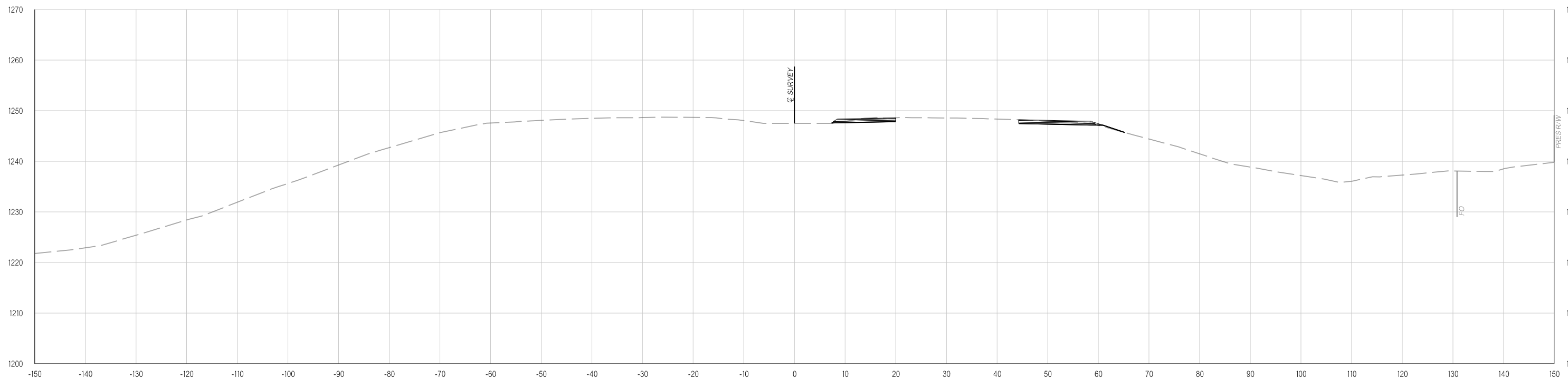


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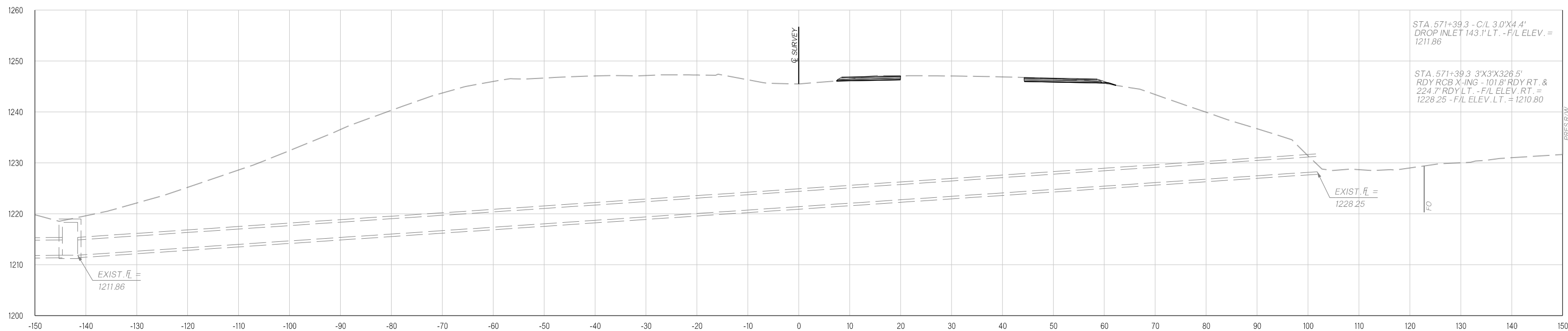


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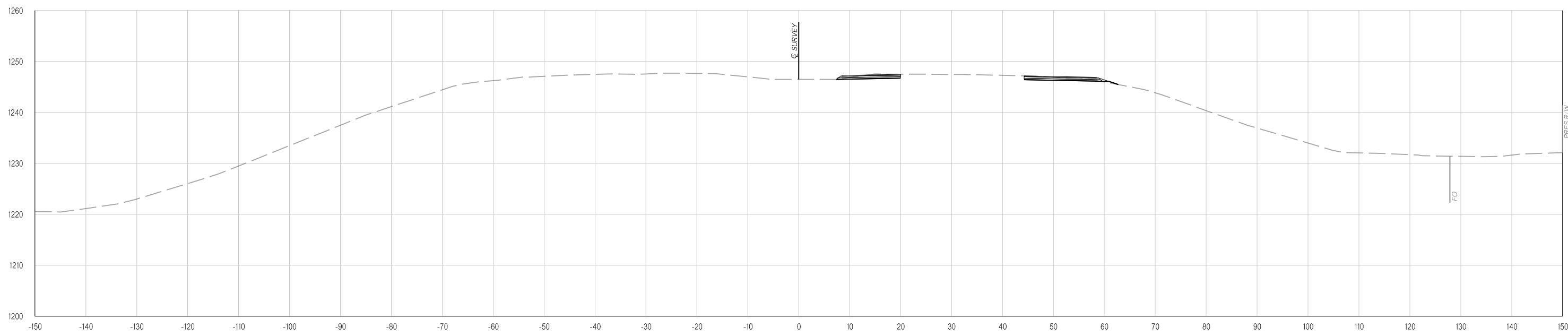
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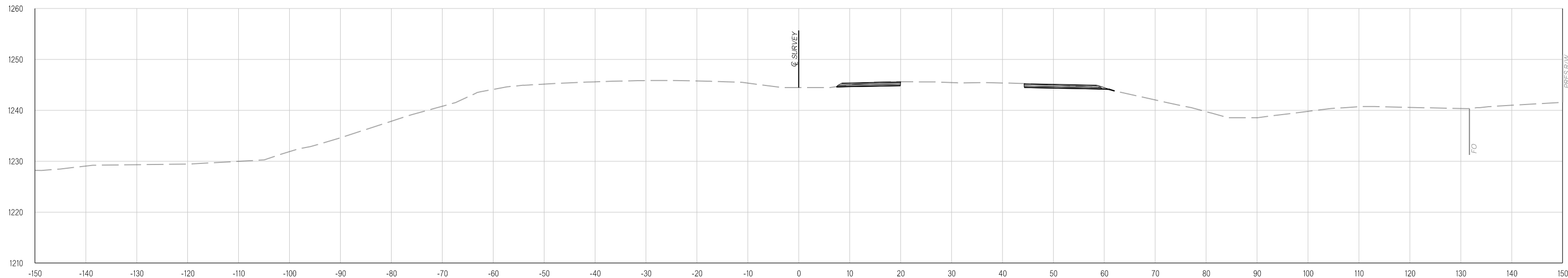


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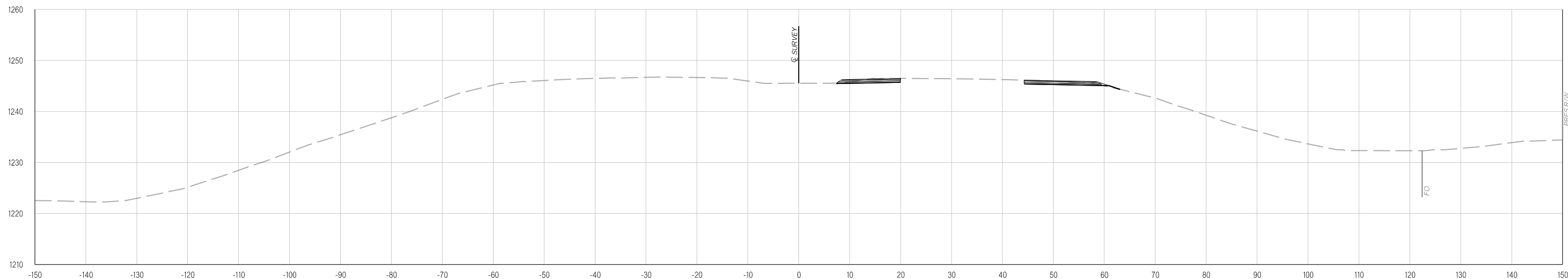


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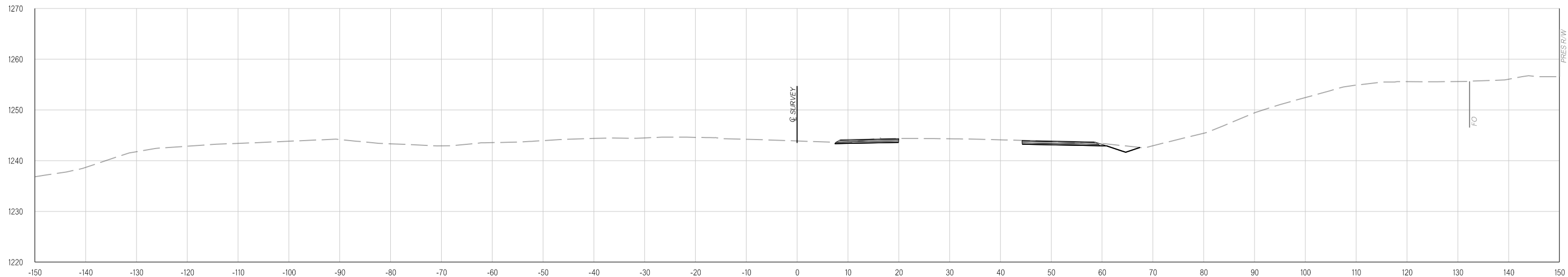


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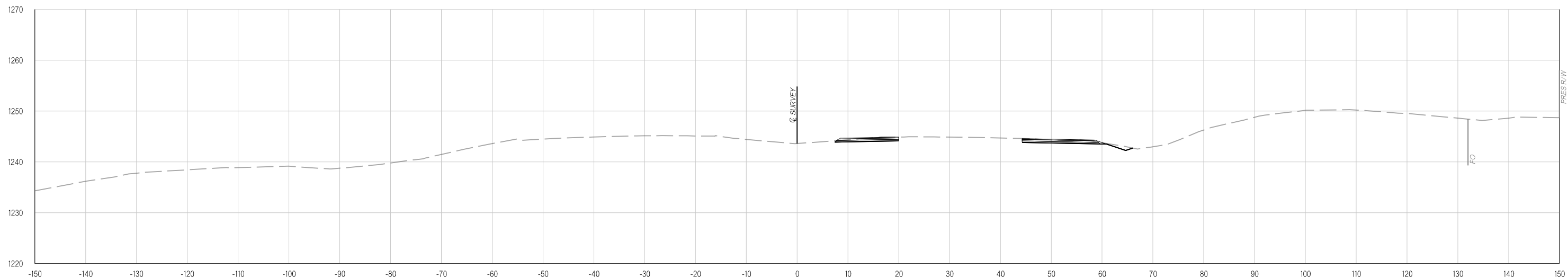


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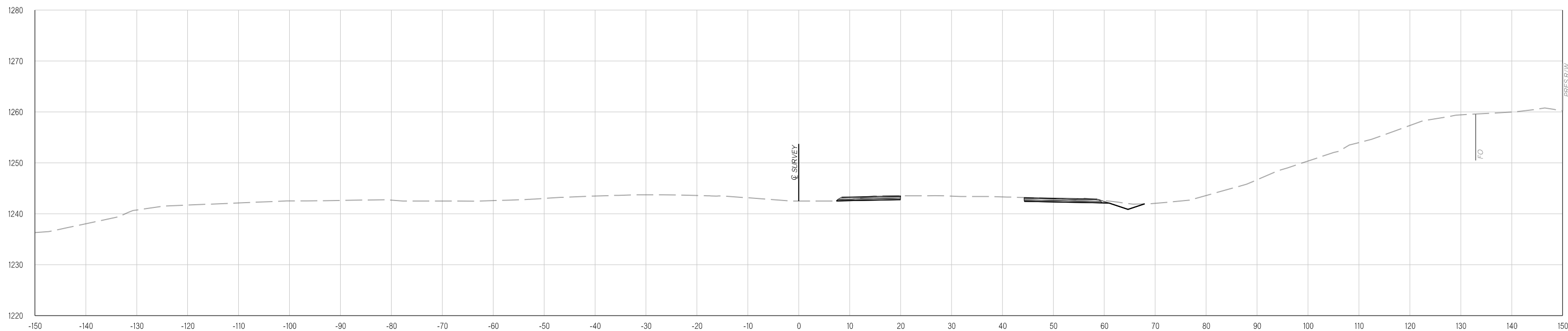


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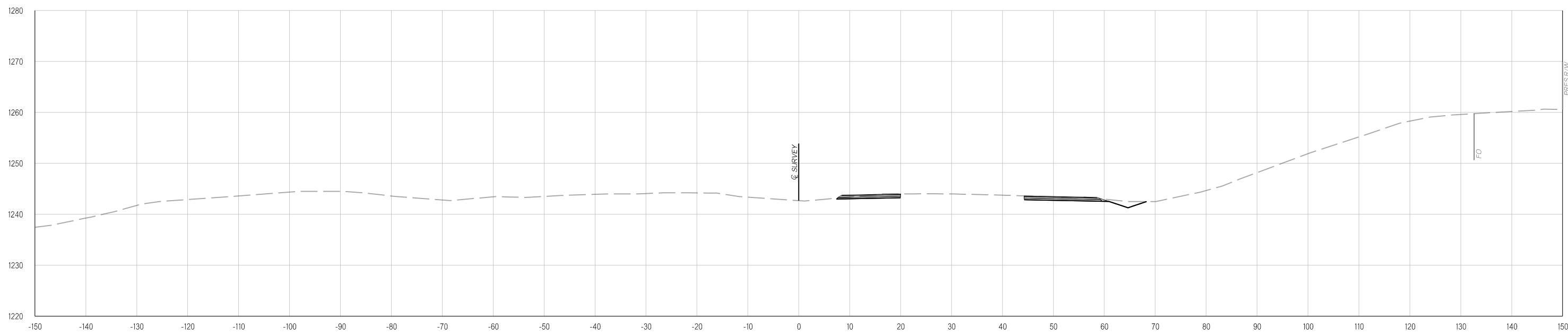


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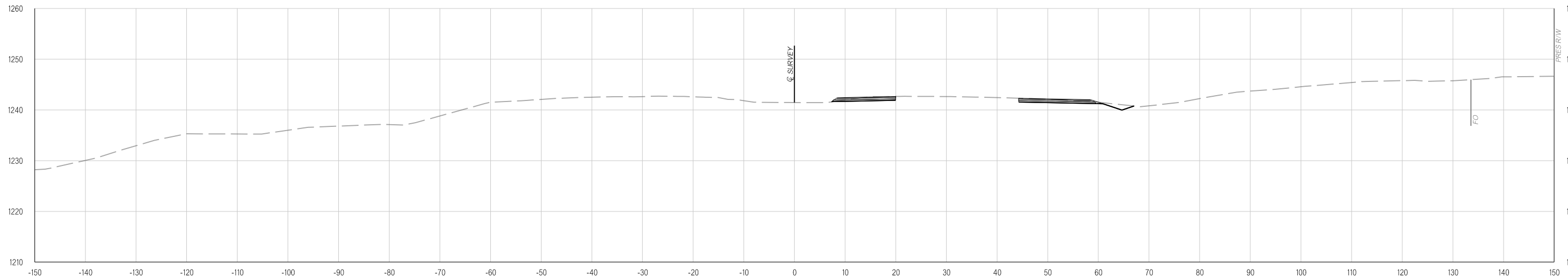


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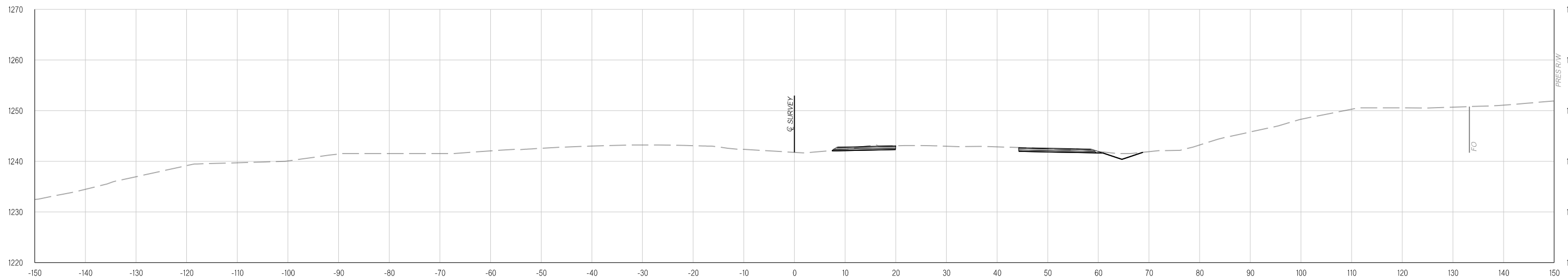


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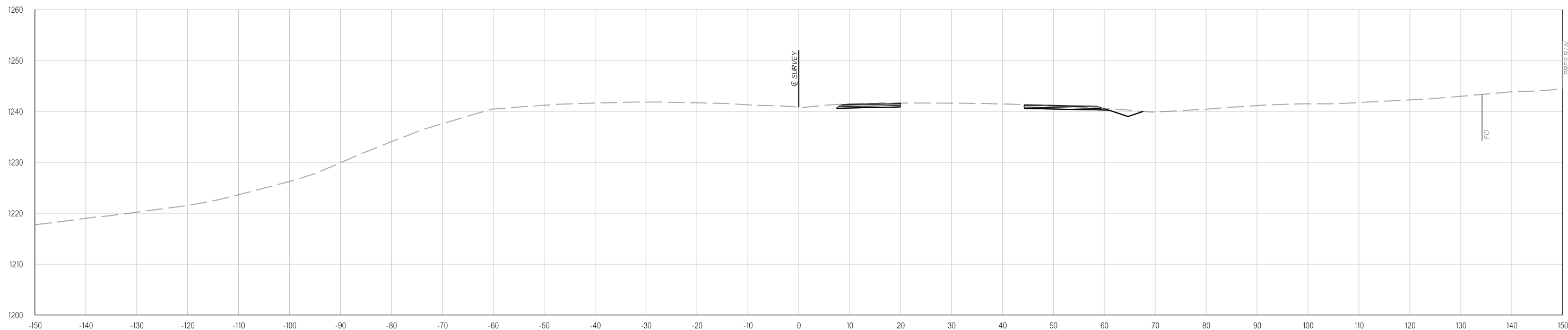


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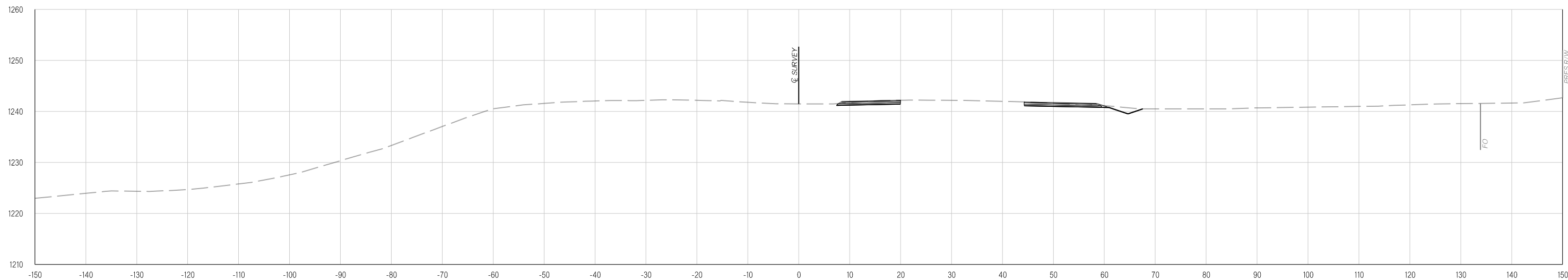


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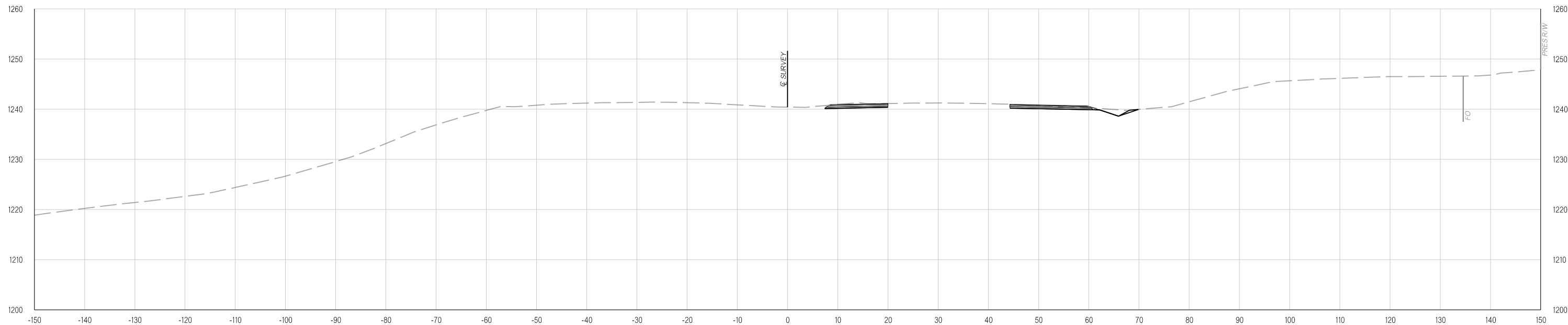


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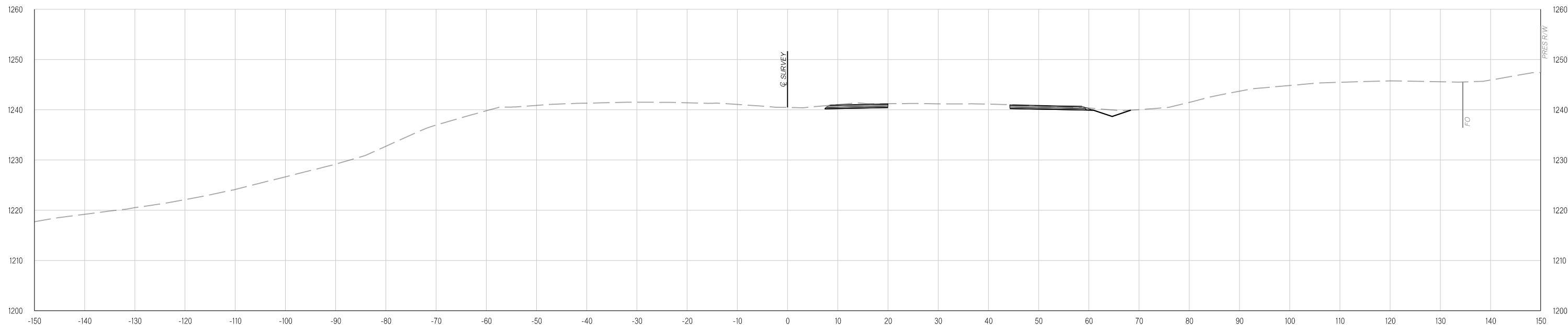


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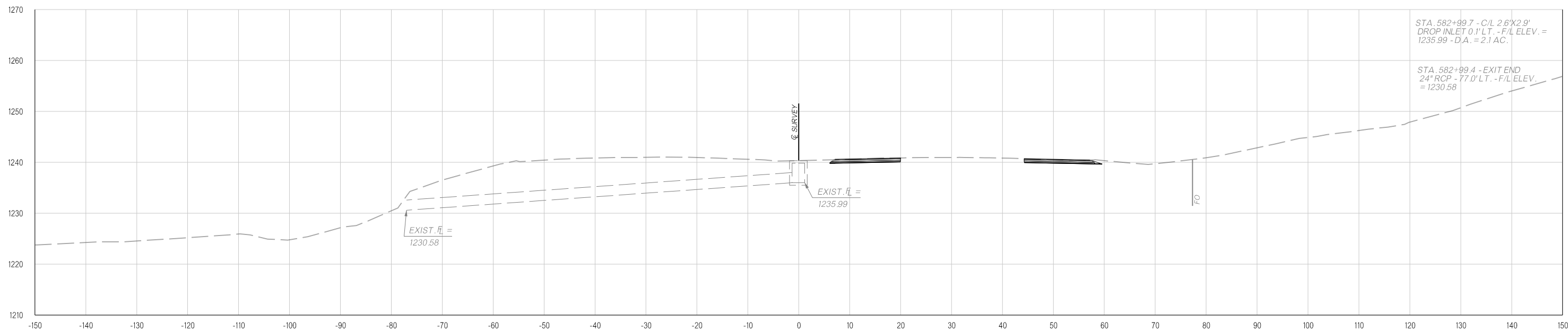


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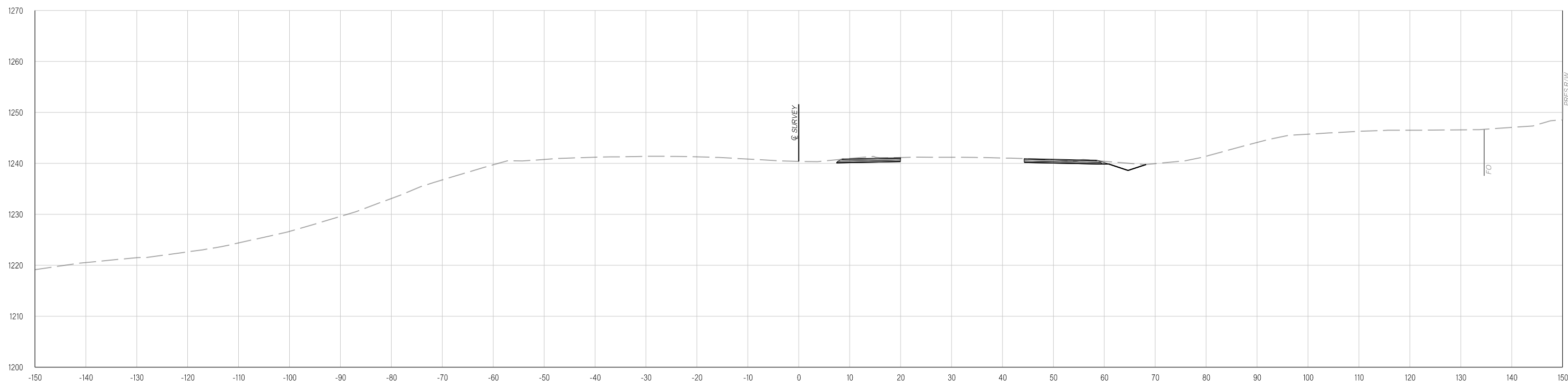


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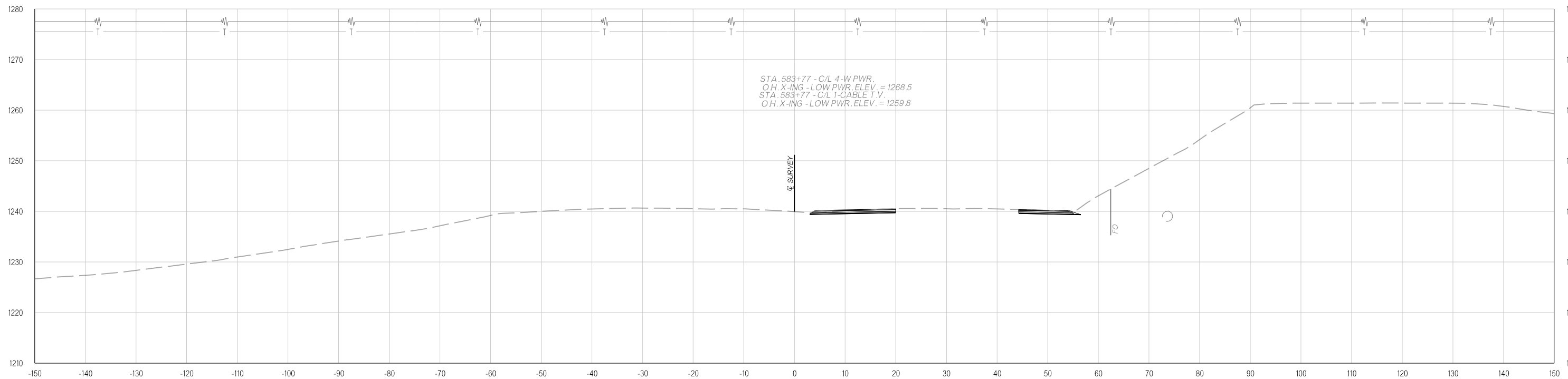


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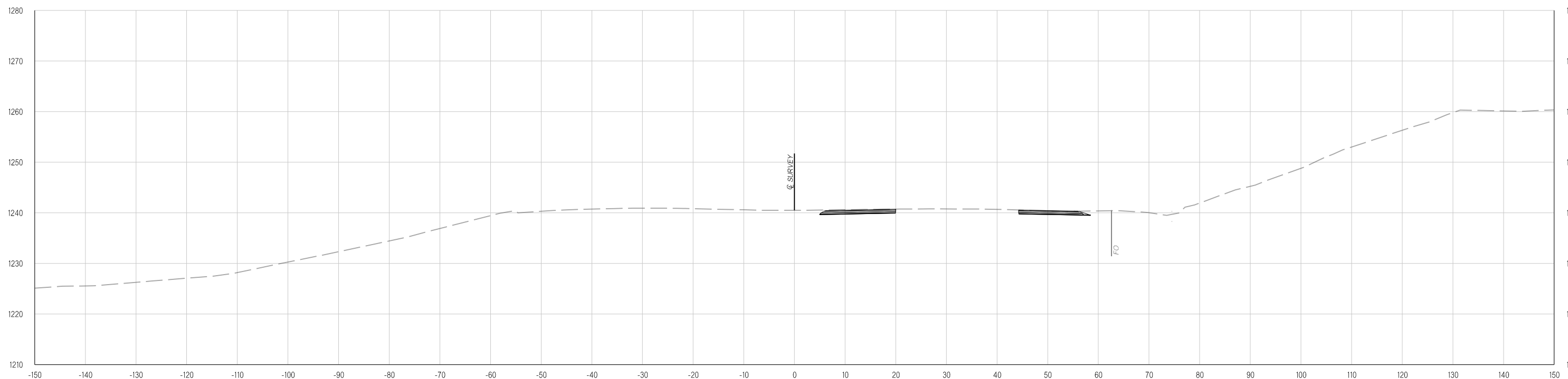


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02-21-20



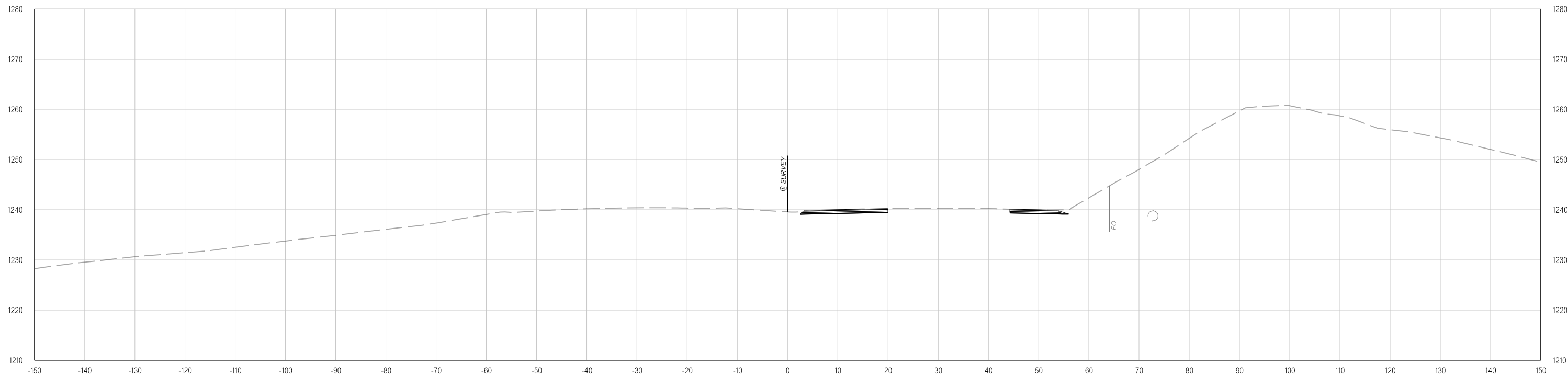
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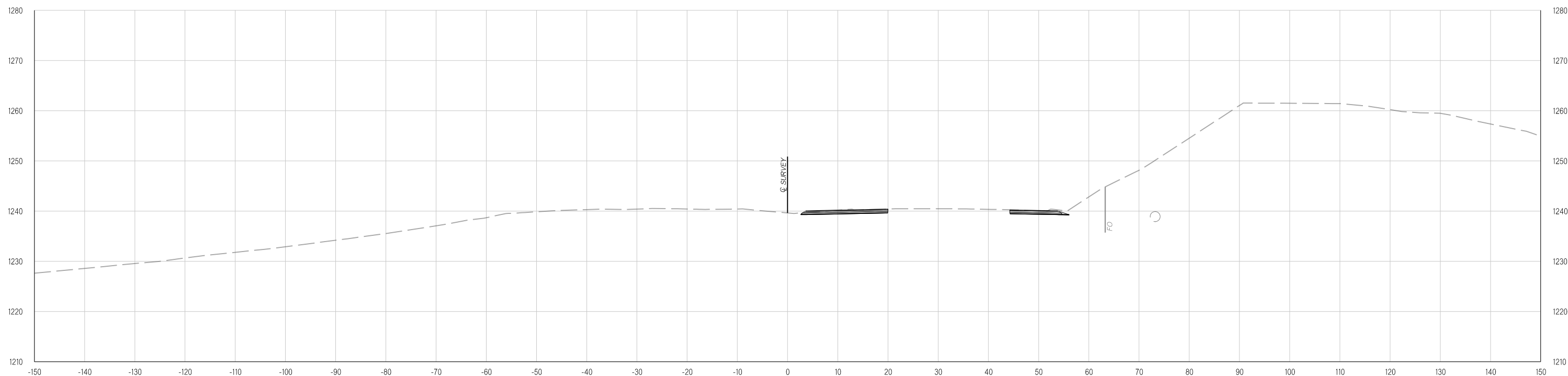
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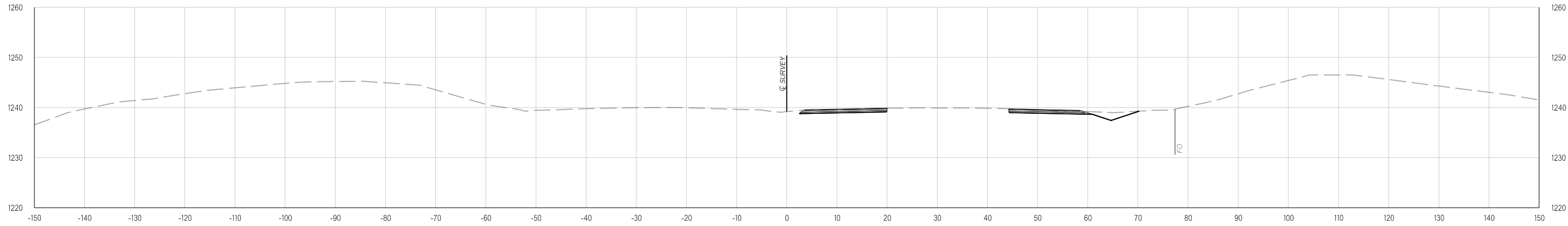
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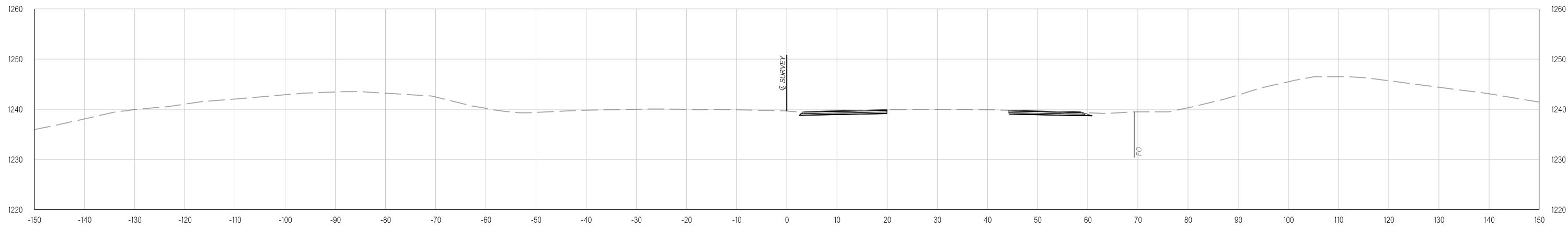
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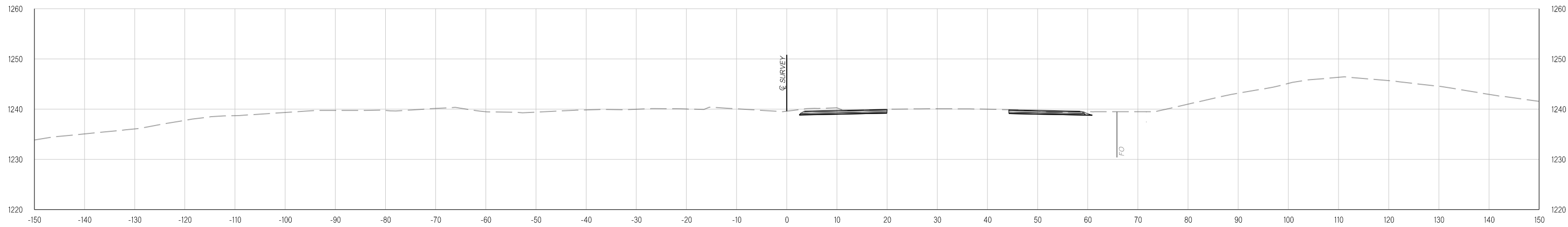
**FINAL FIELD
MEETING**
02-21-20



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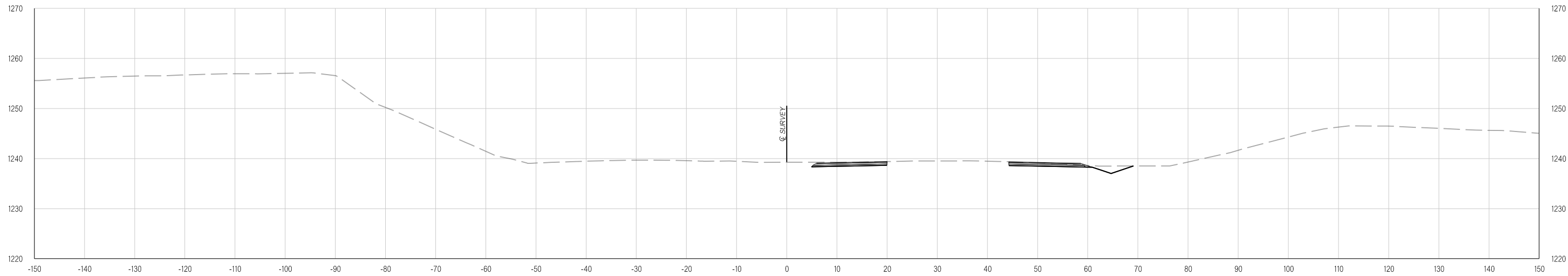
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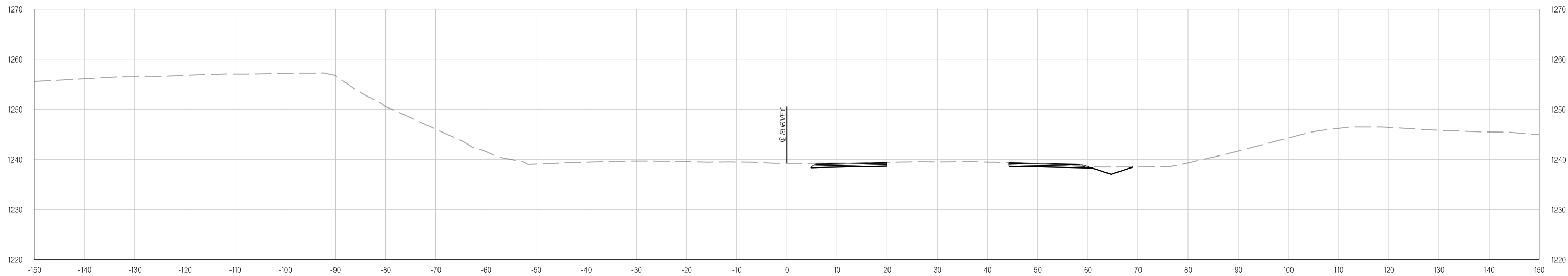
Q SE 59TH ST
584+87.05

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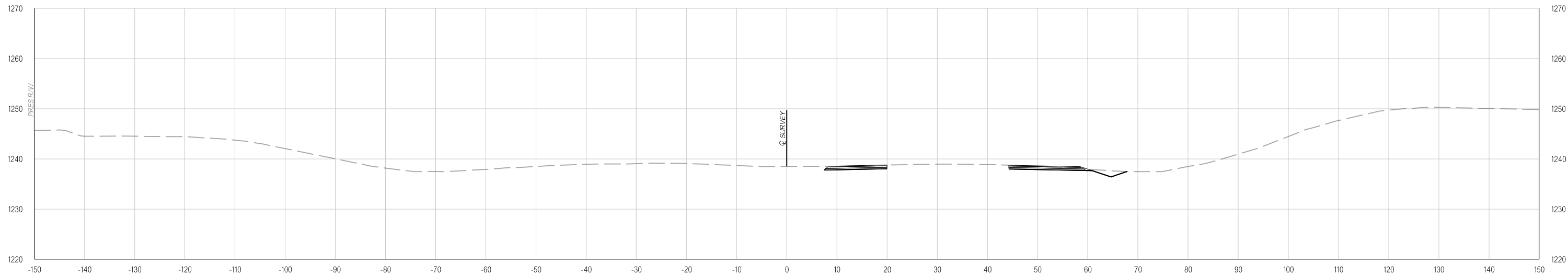


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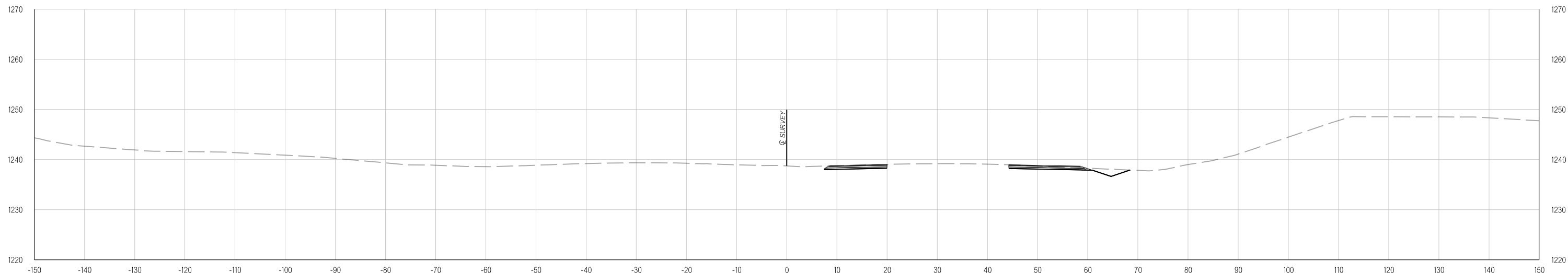


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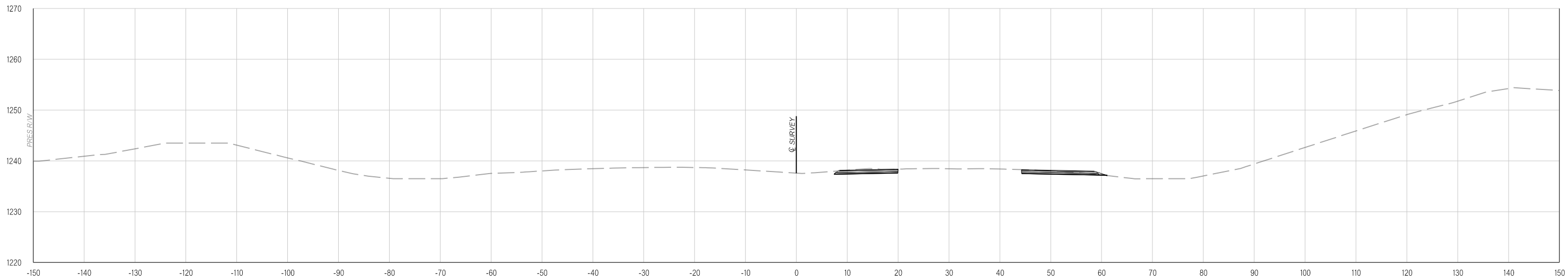


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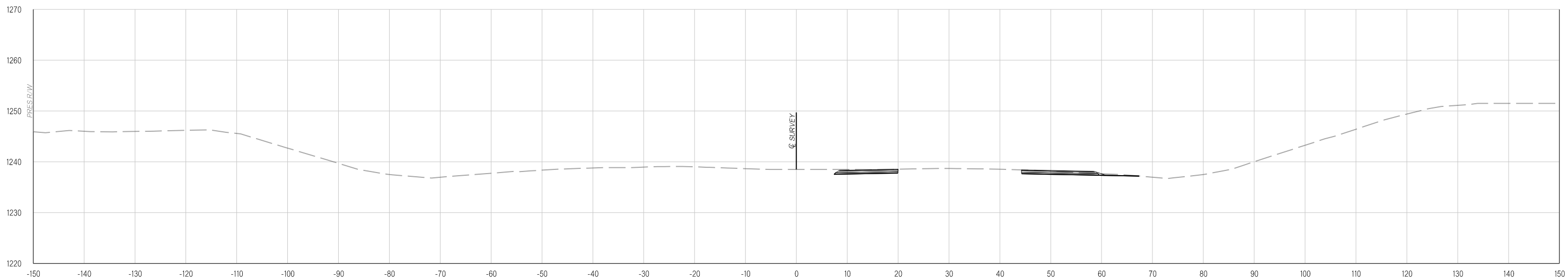


BEGIN LANE SHIFT AT SE 59th ST. - STA.587+00.61
587+00.00

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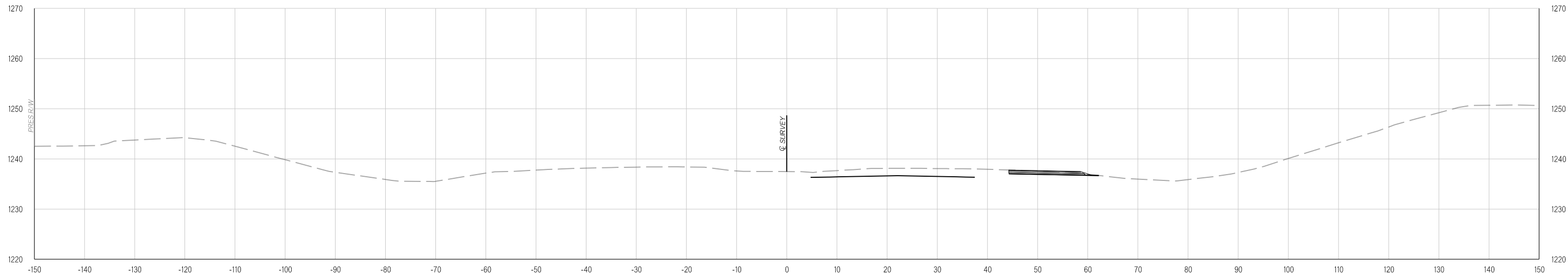


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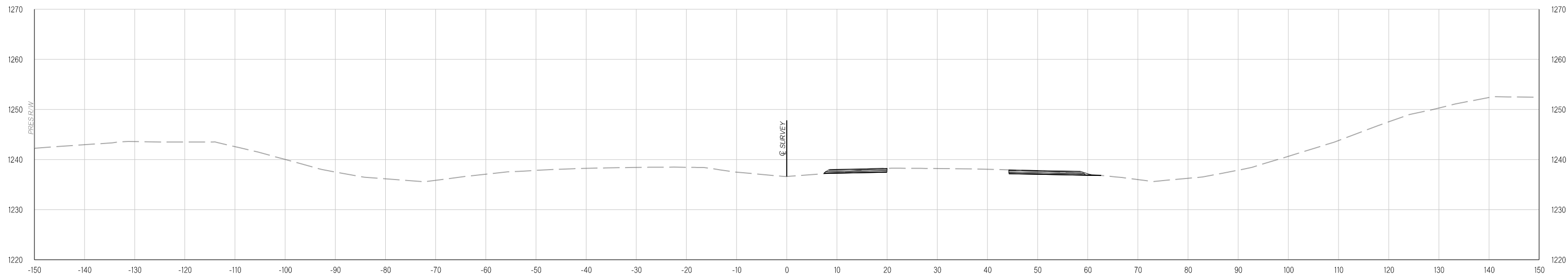


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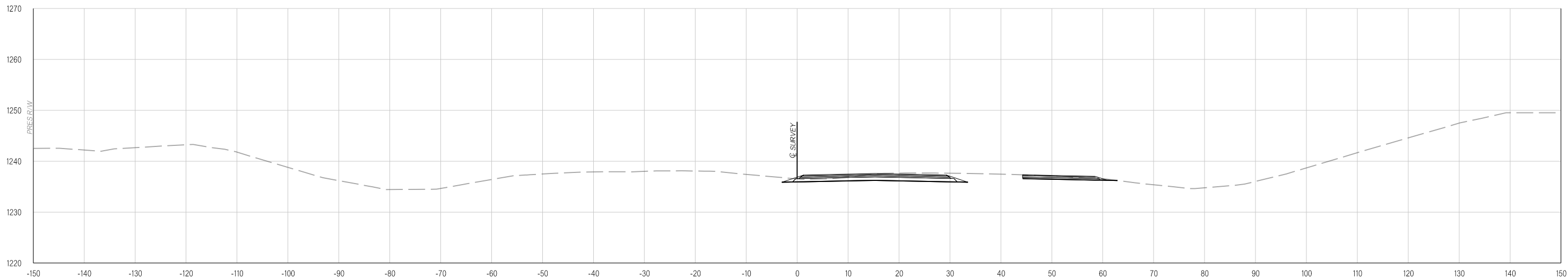


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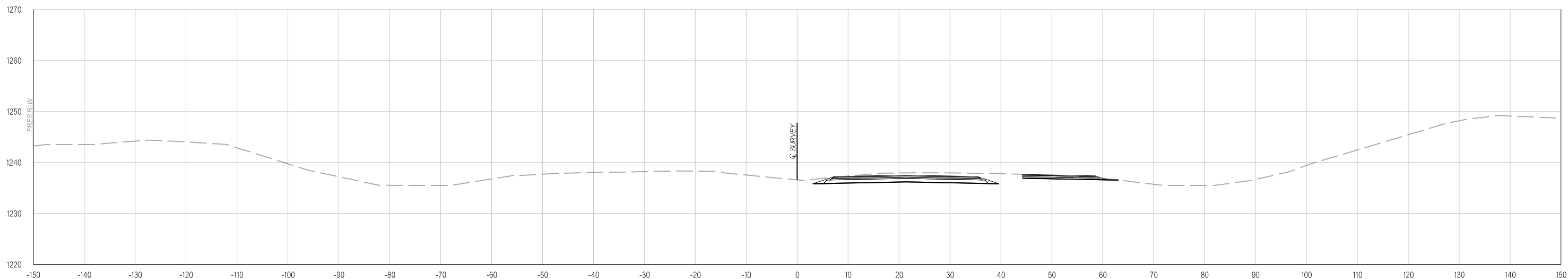


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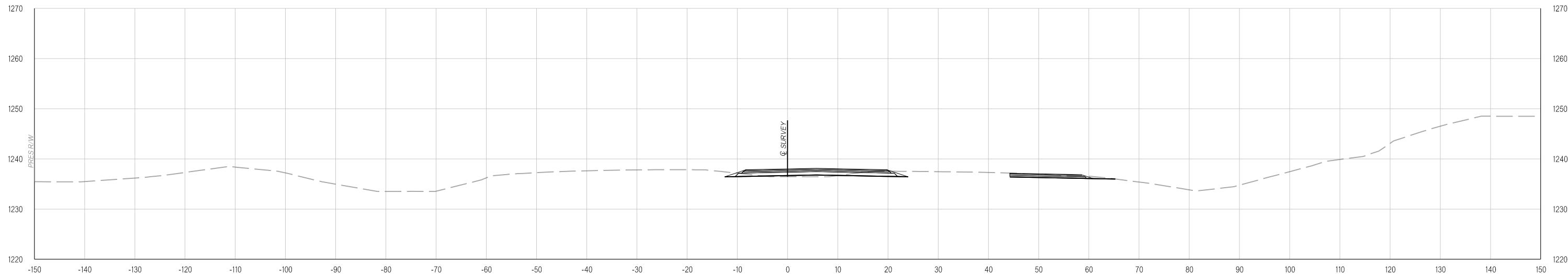


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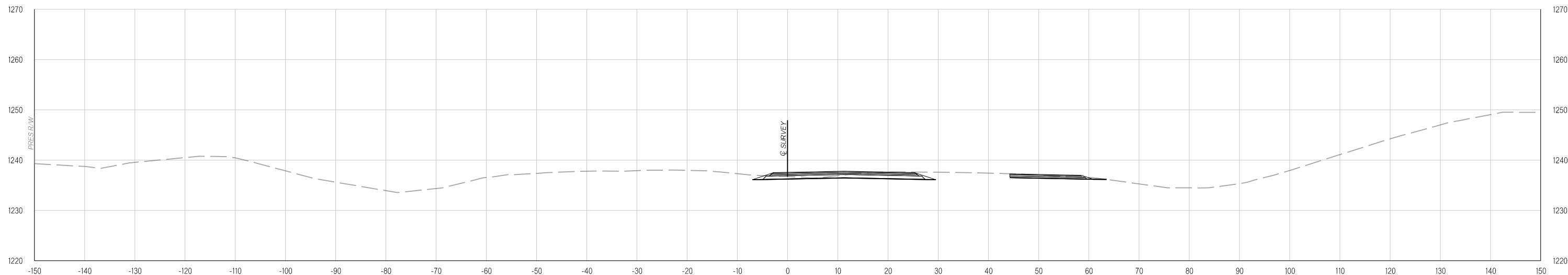


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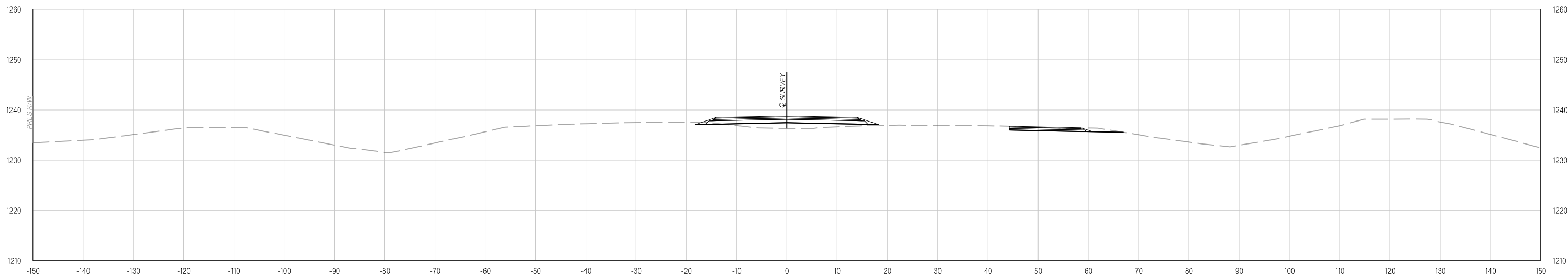


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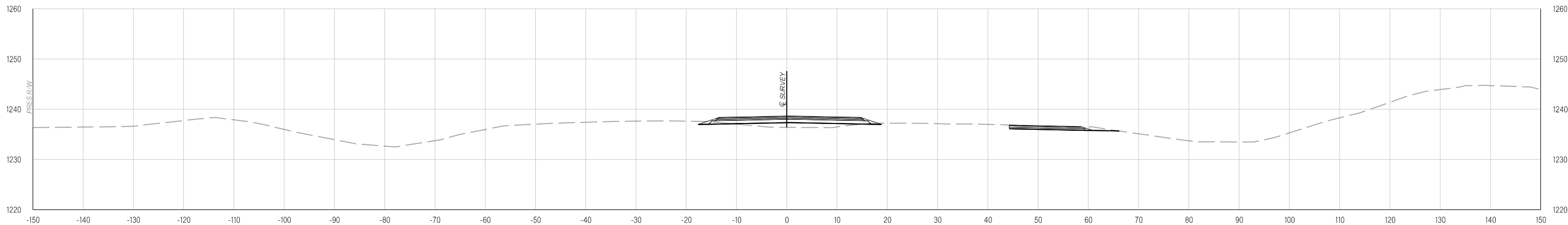


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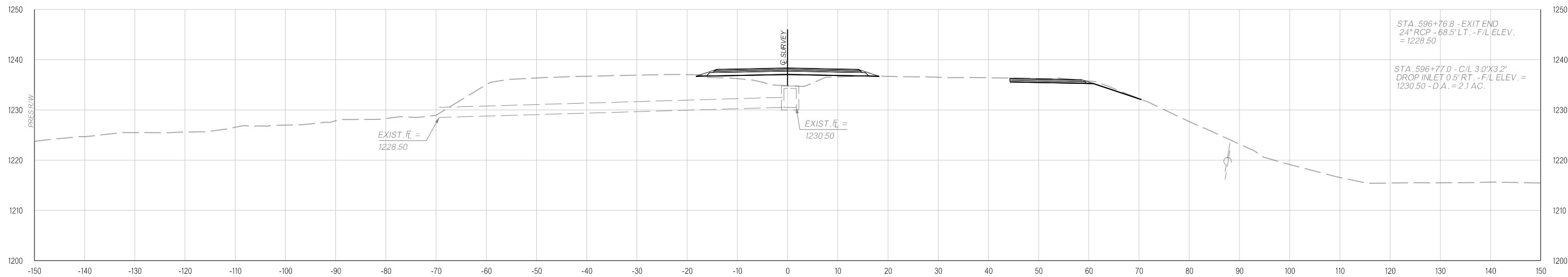


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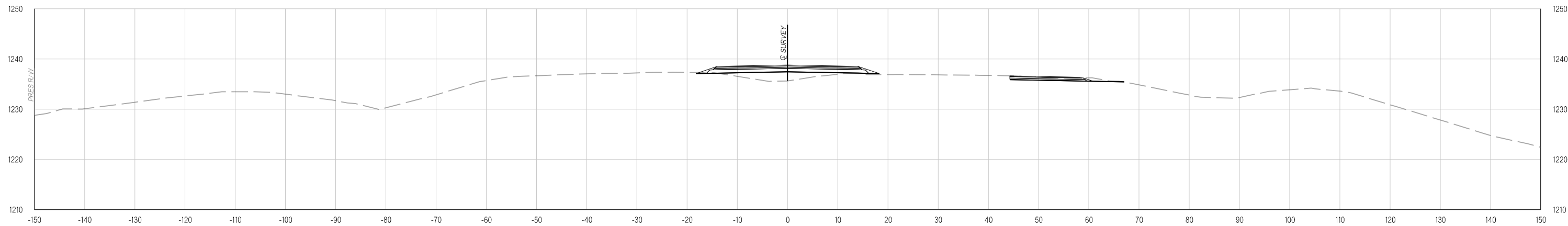


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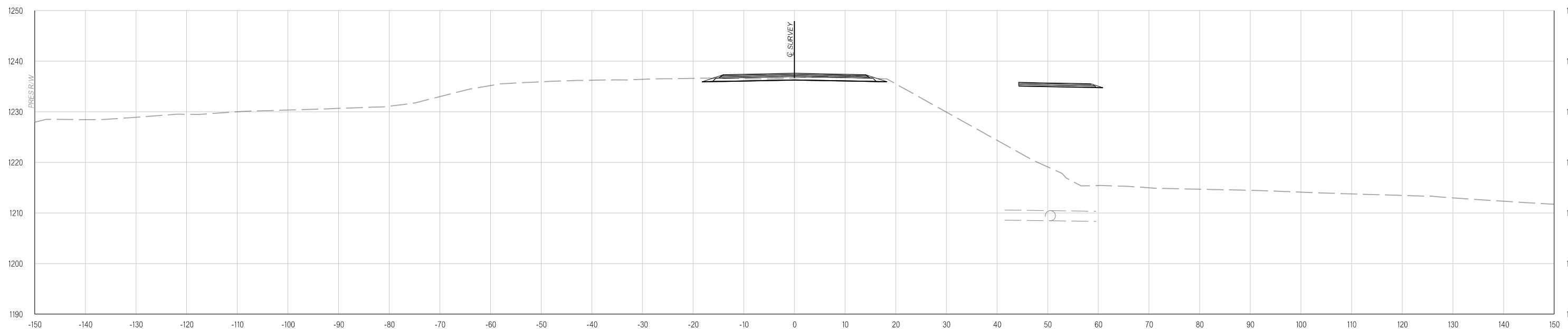


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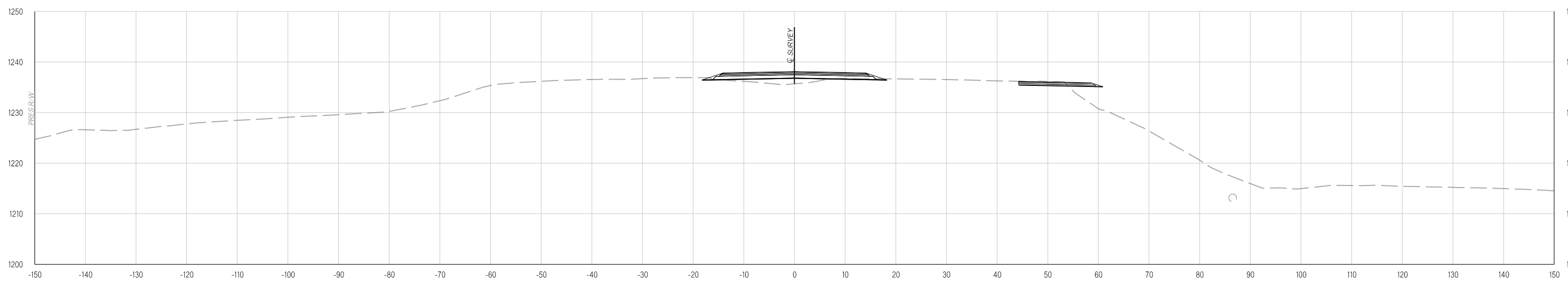


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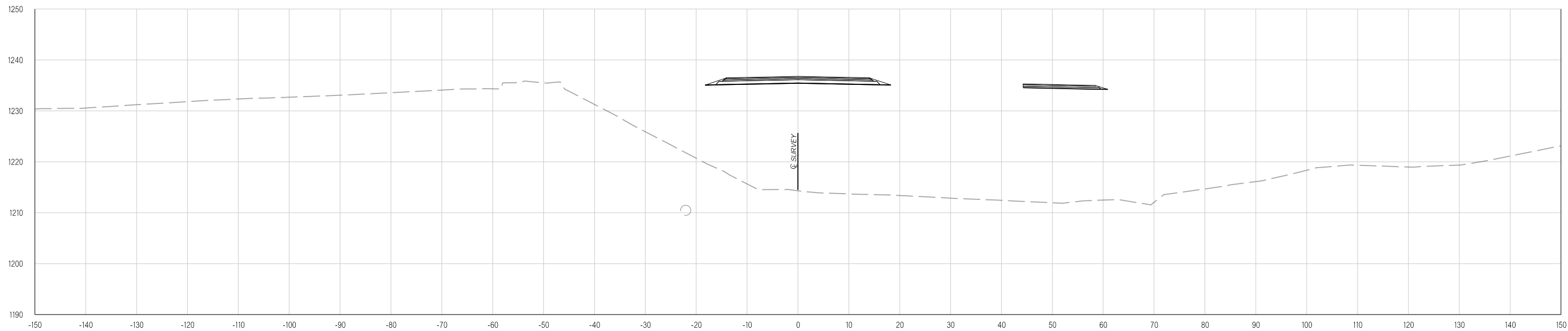


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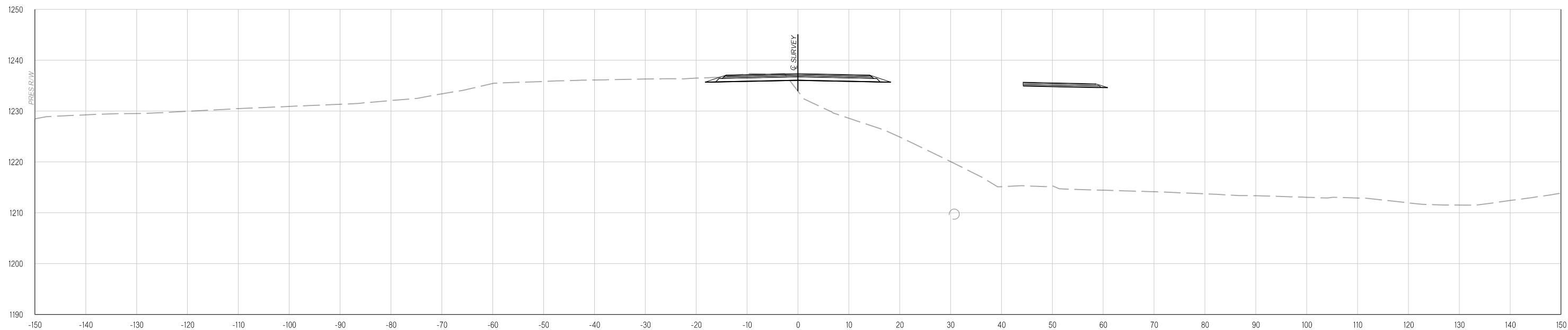


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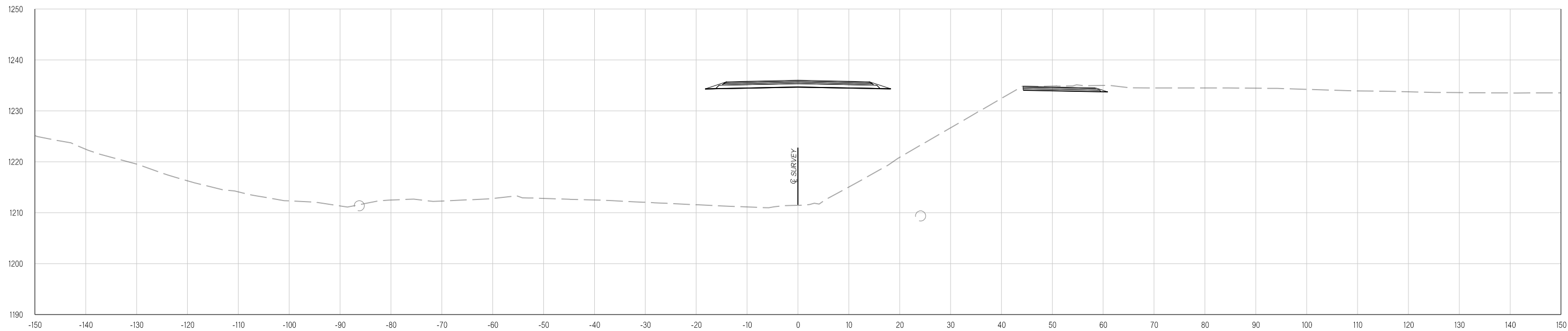


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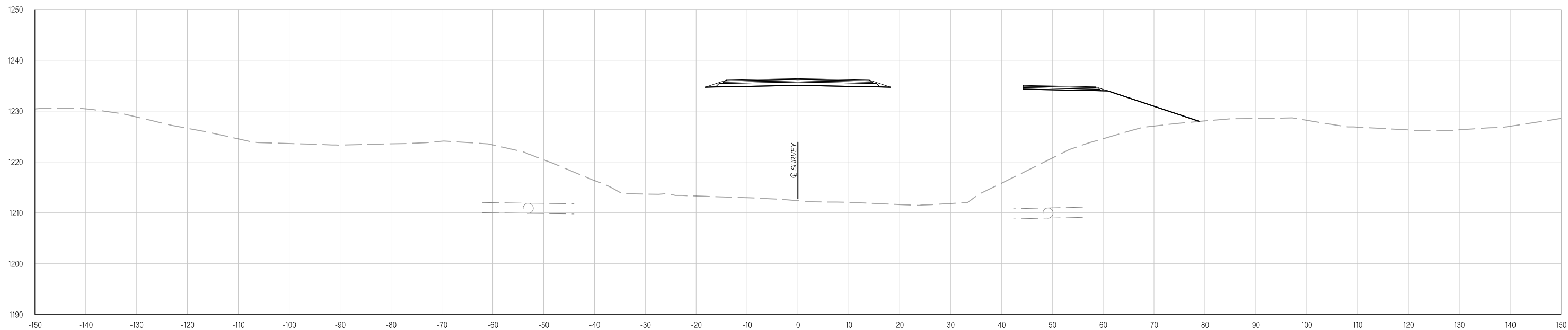


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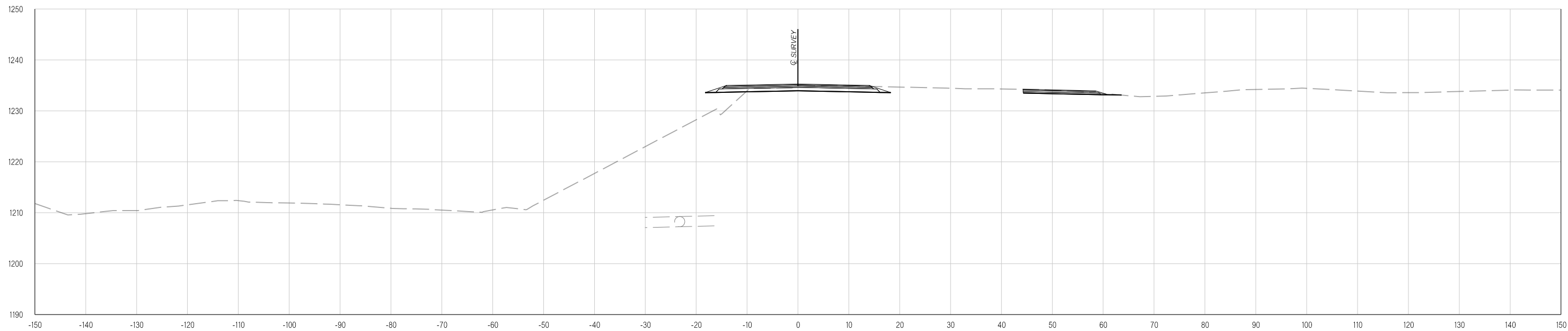


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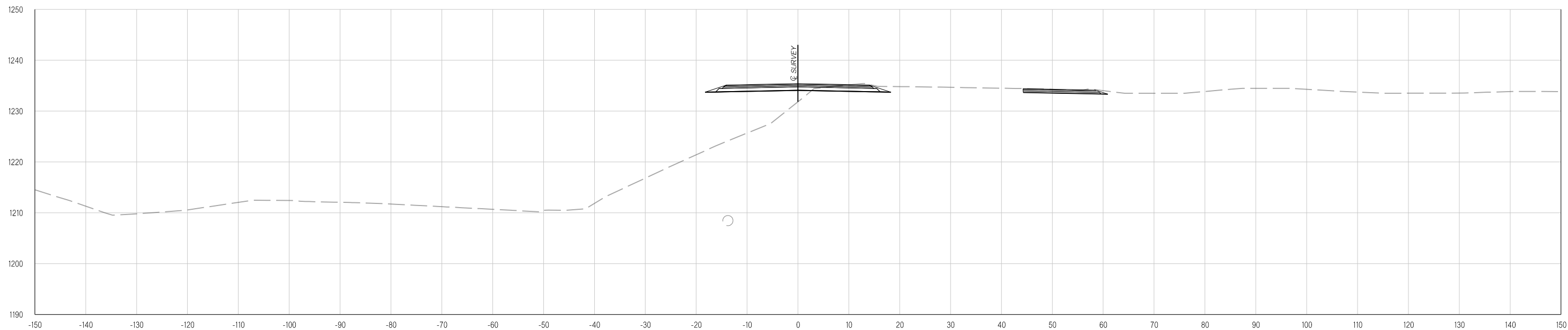


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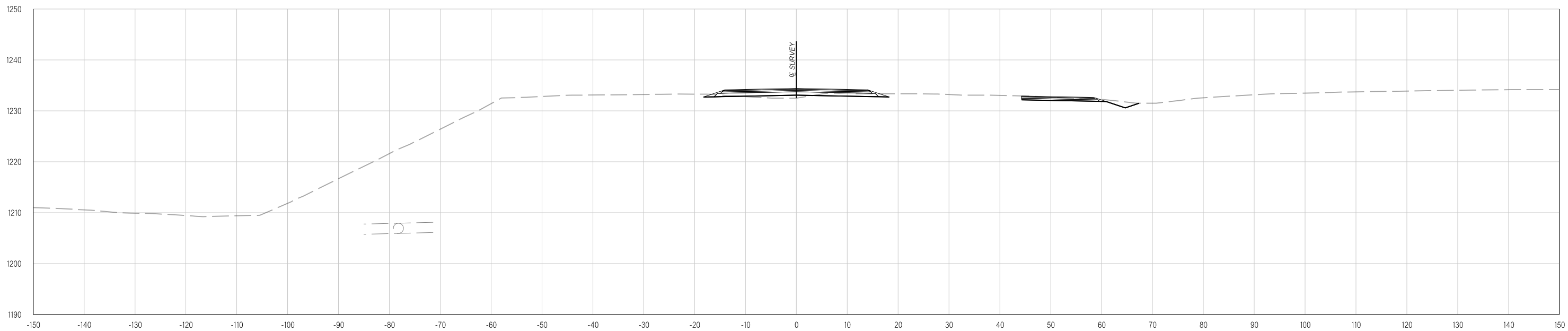


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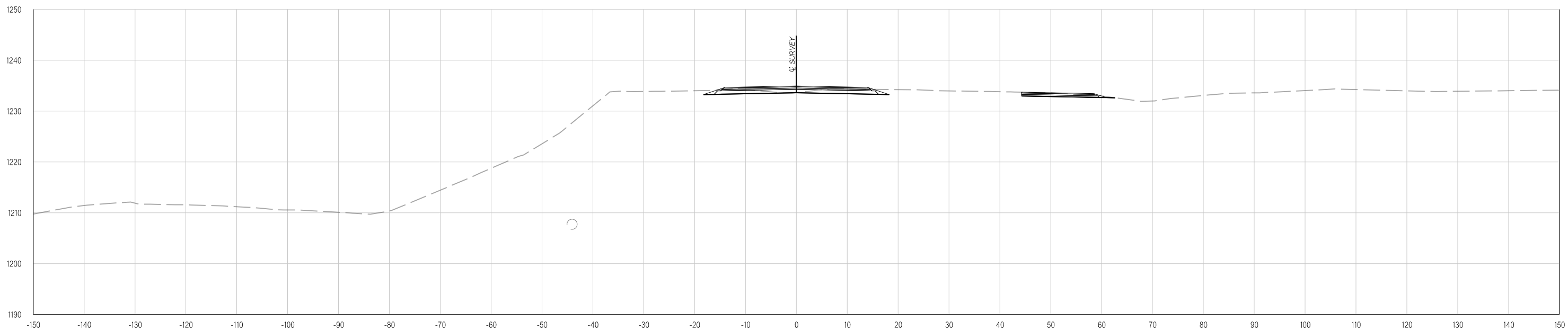


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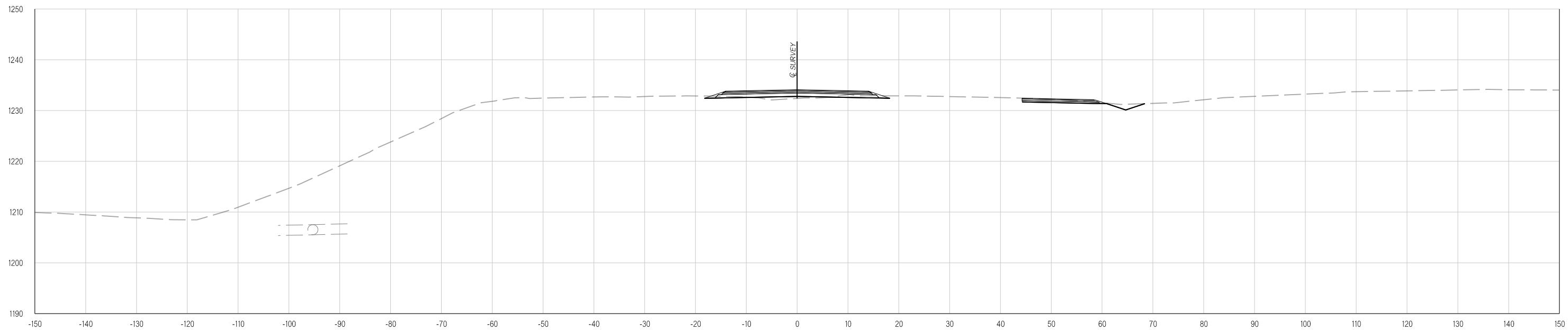


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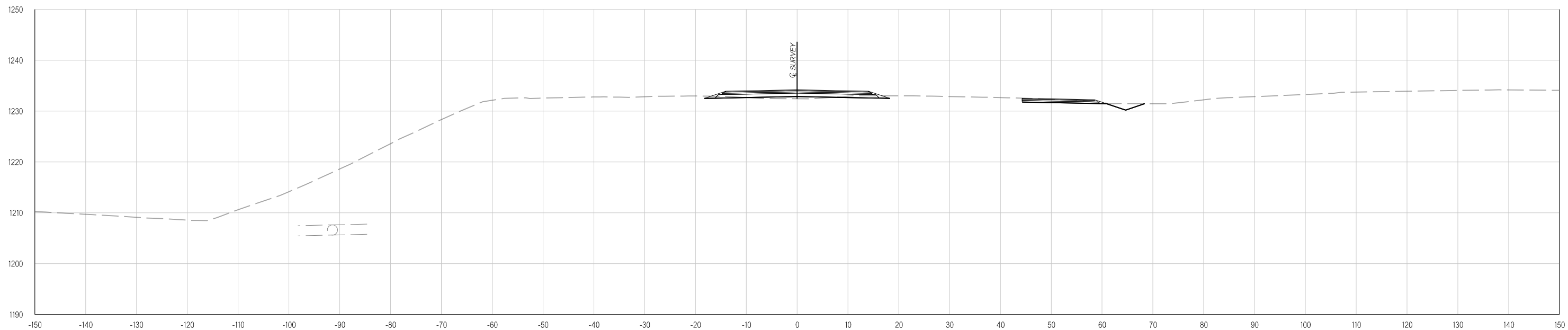


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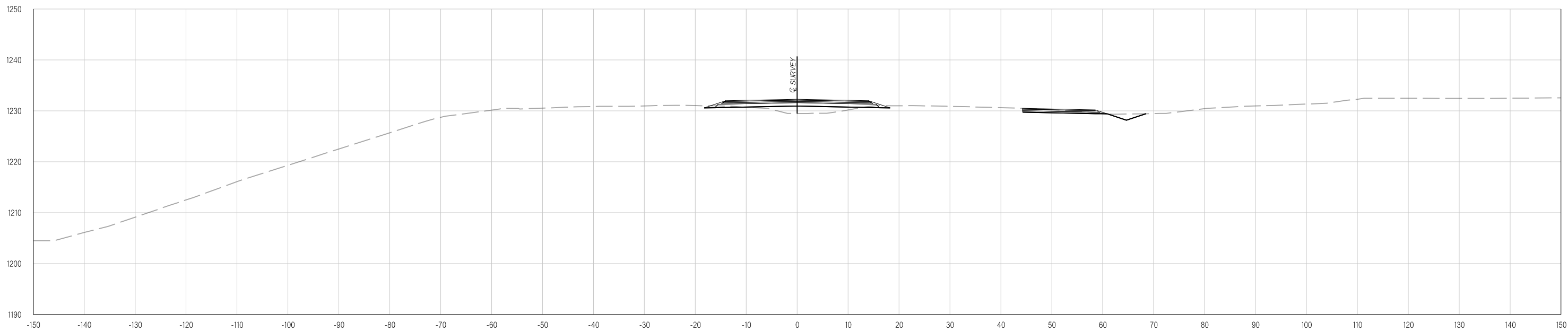


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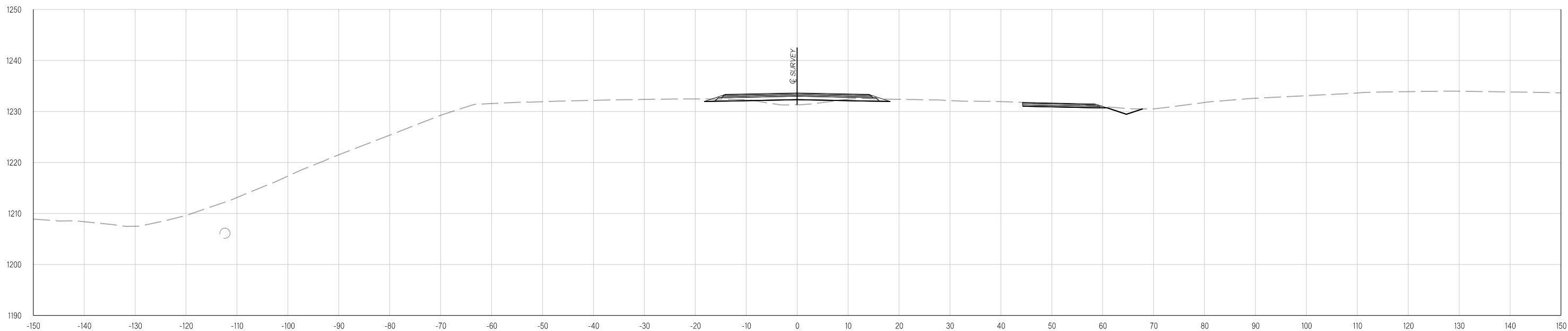


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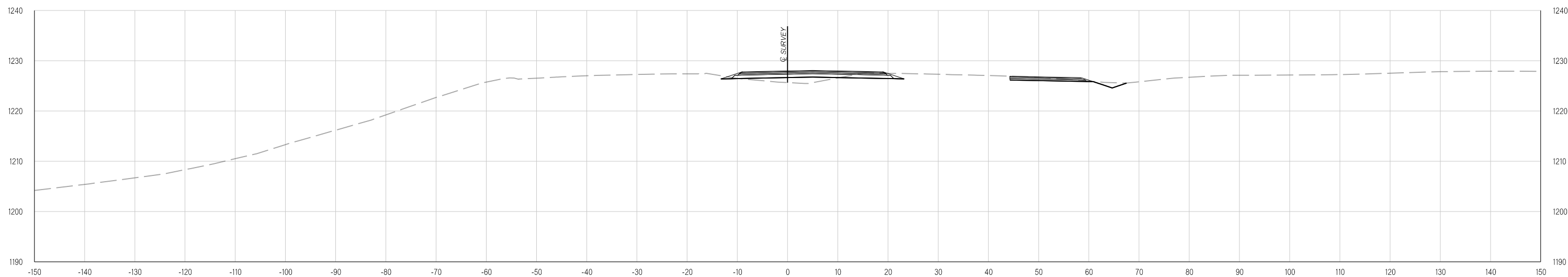


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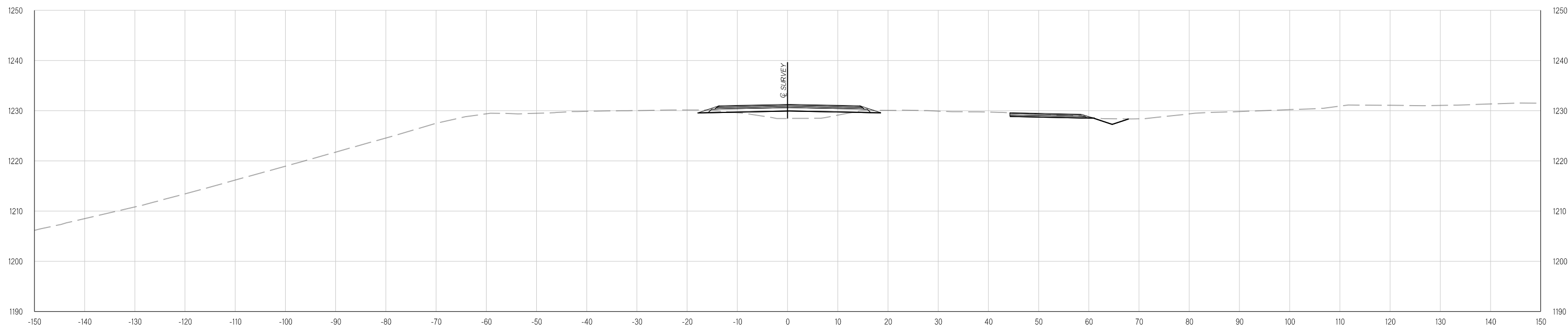


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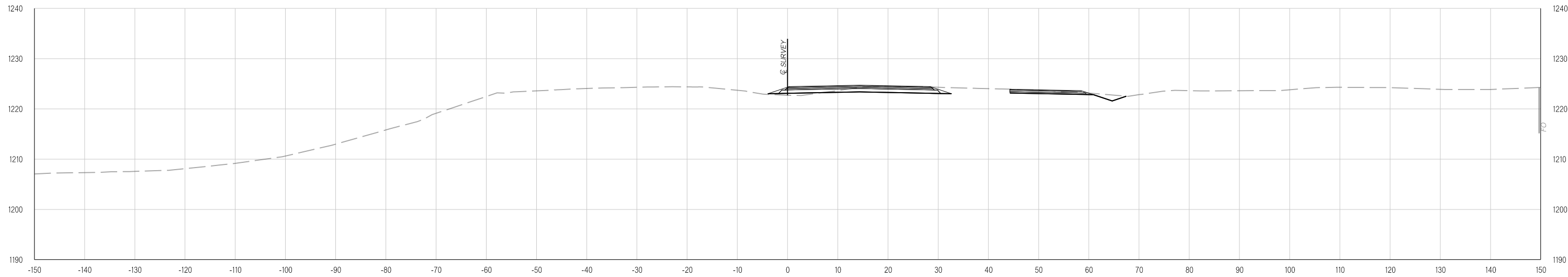


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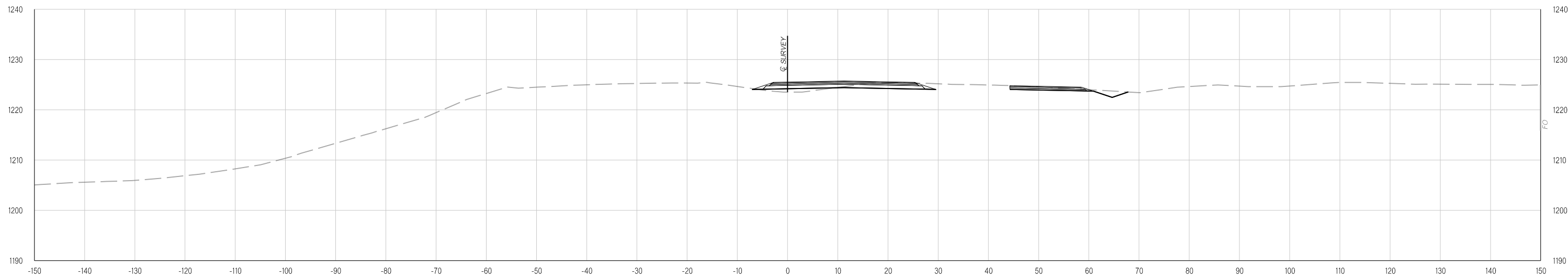


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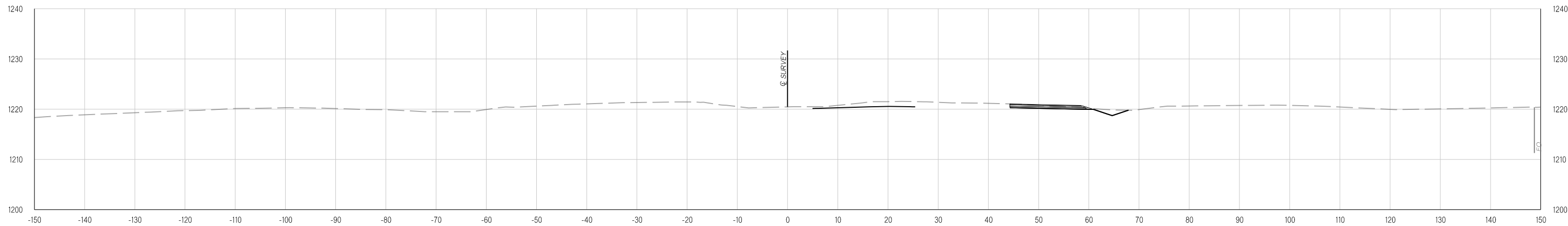
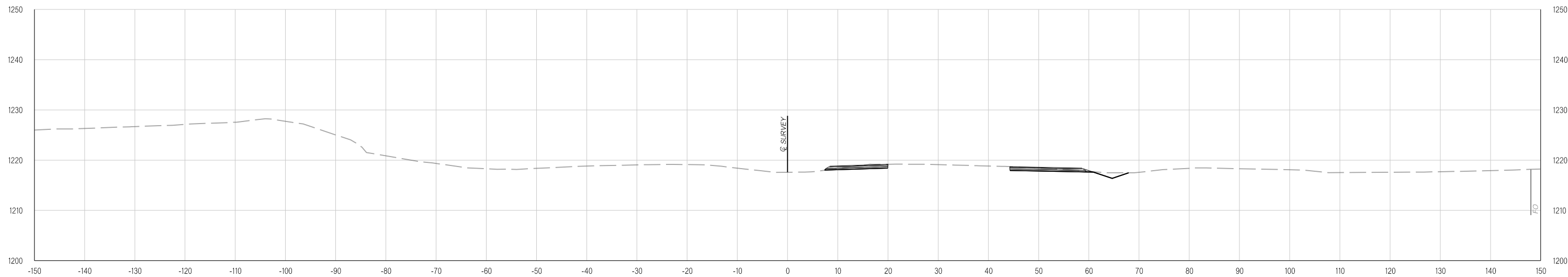


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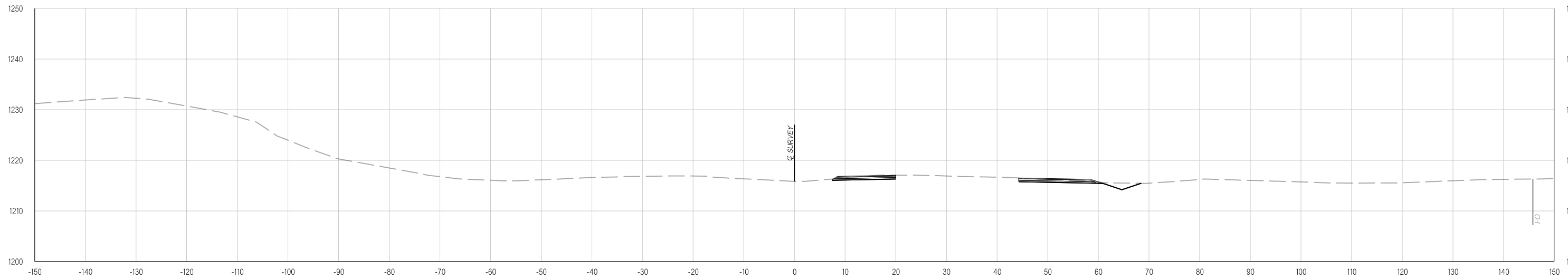


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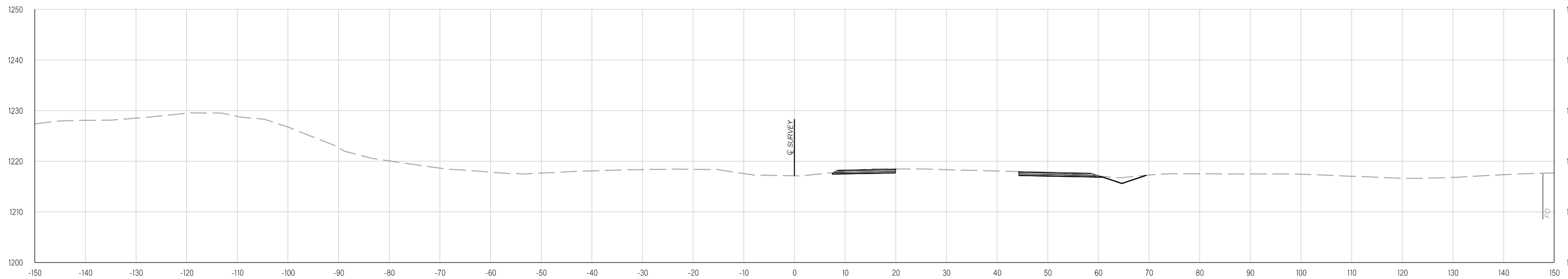
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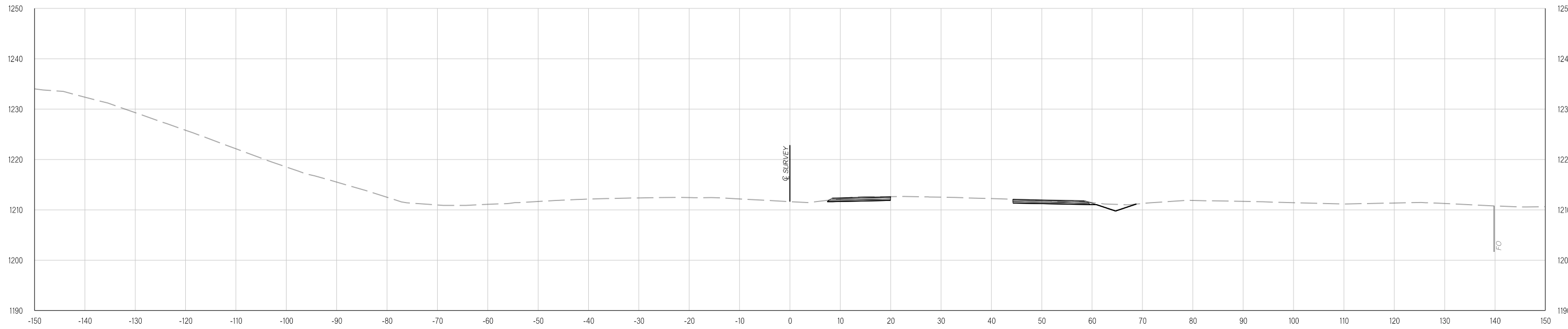


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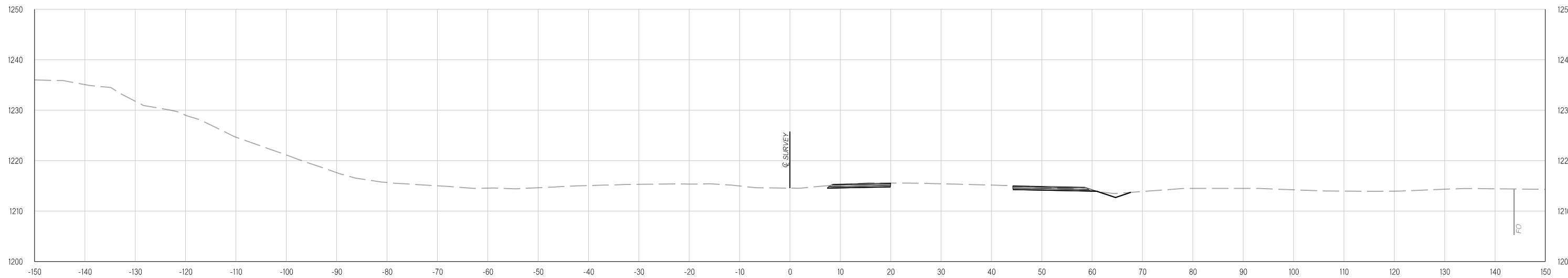


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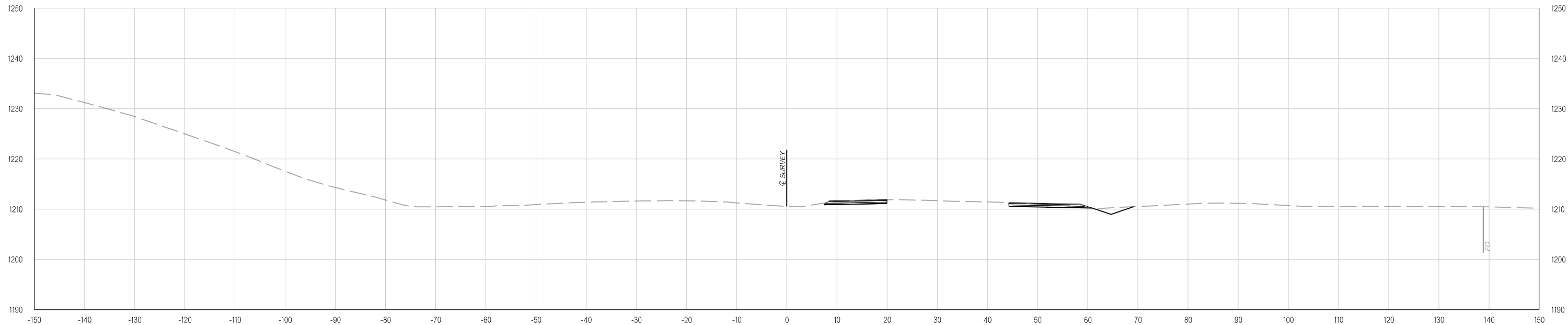


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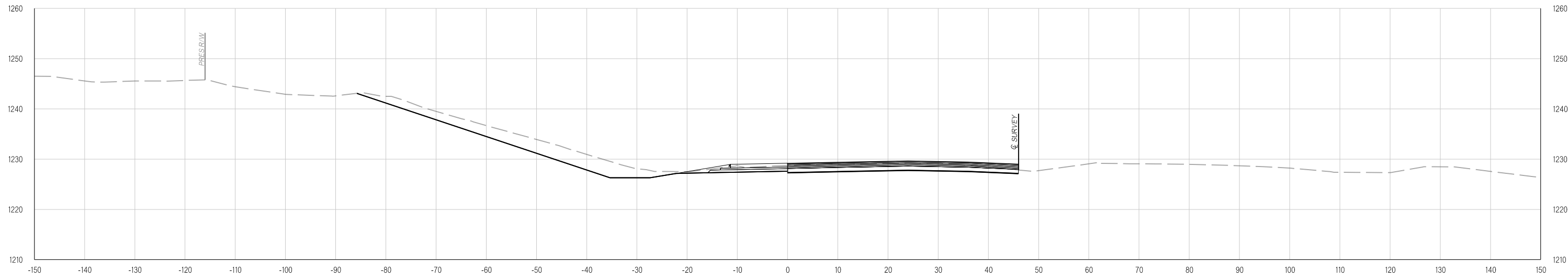
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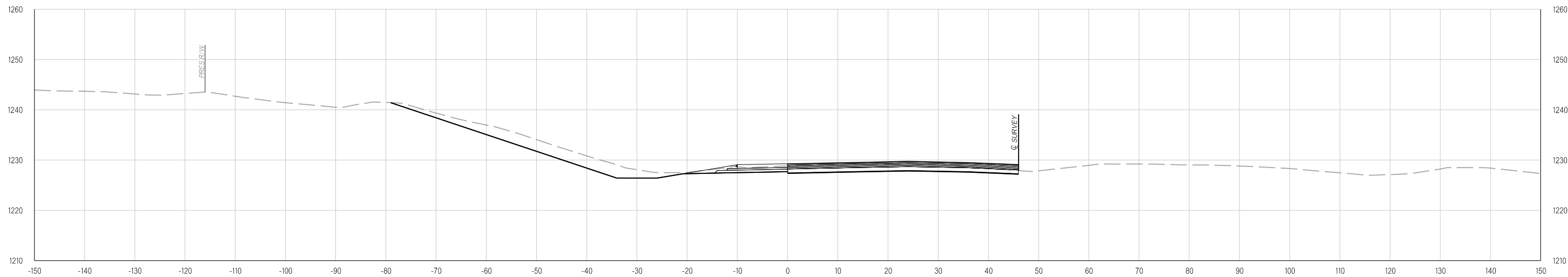


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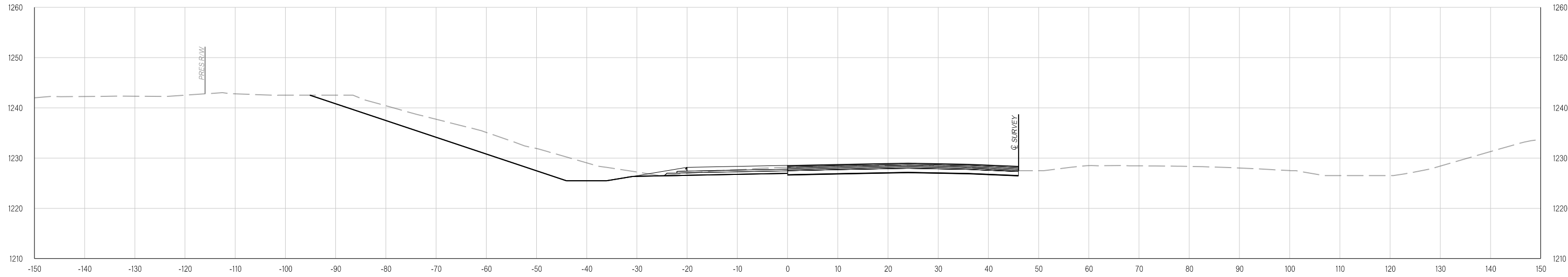


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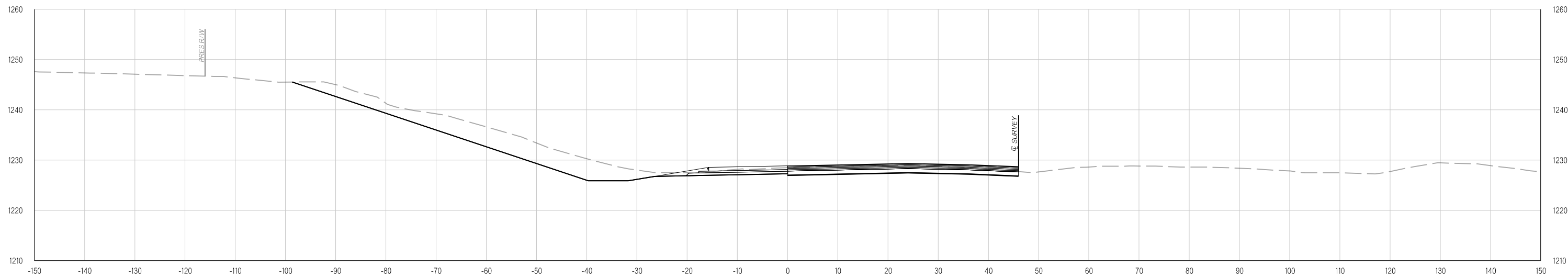


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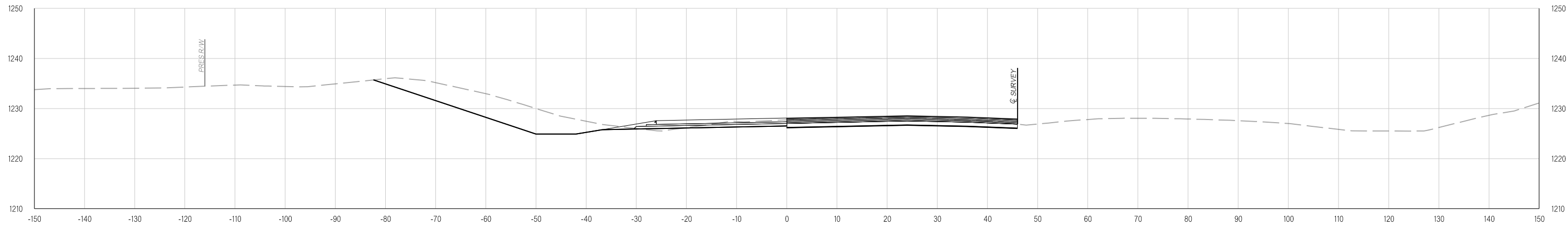


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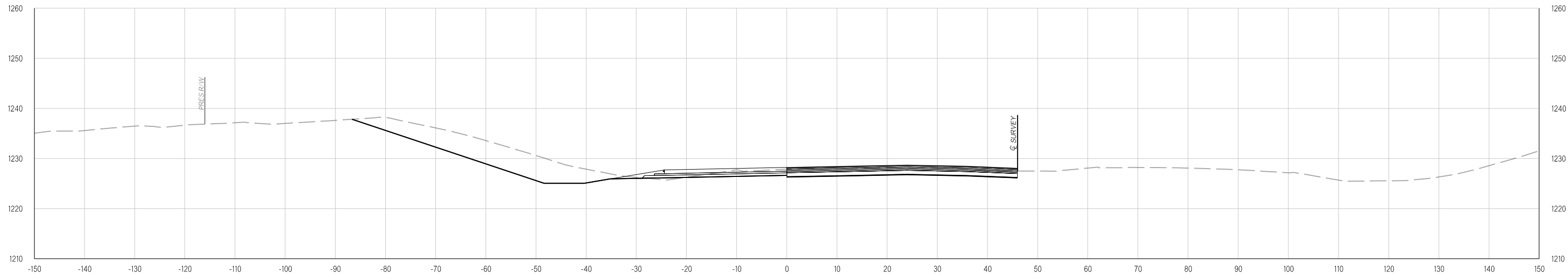


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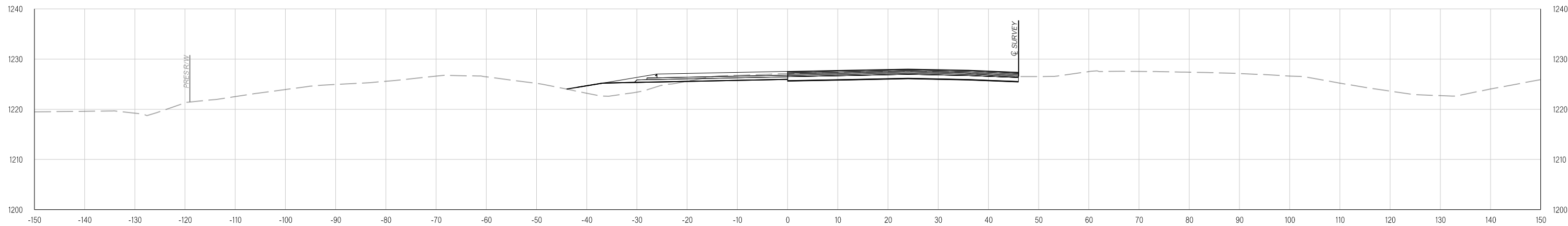


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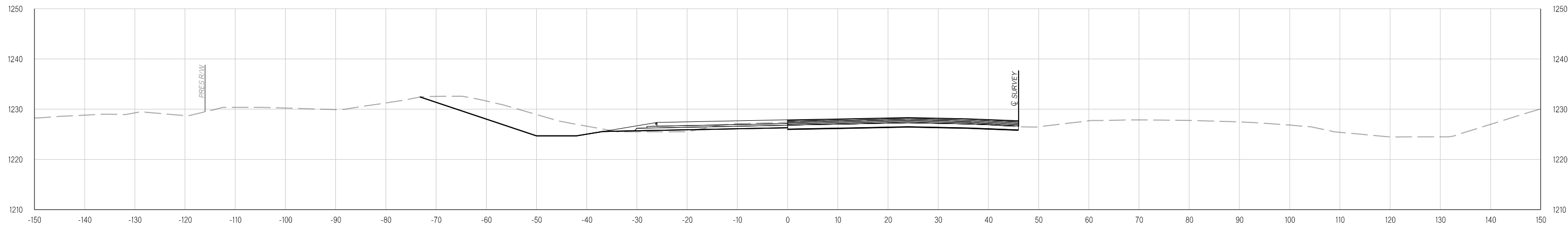


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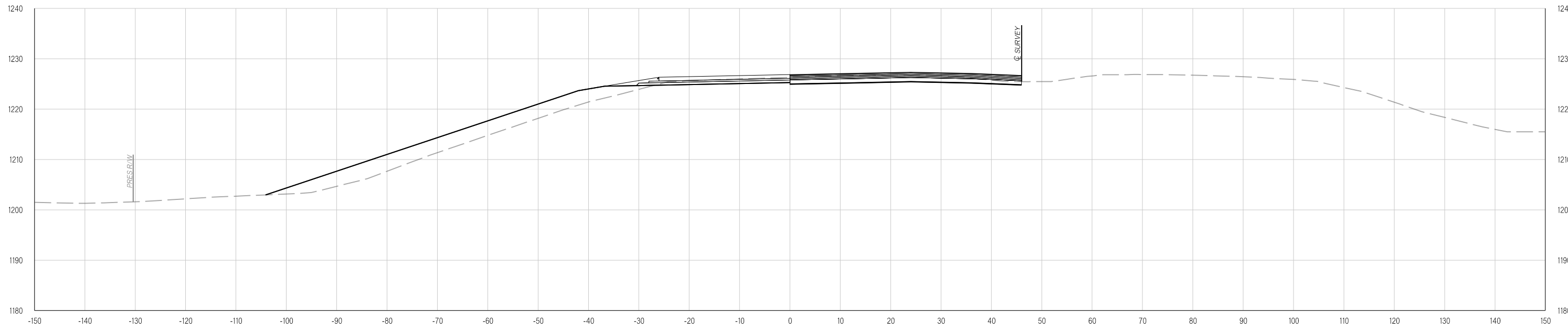


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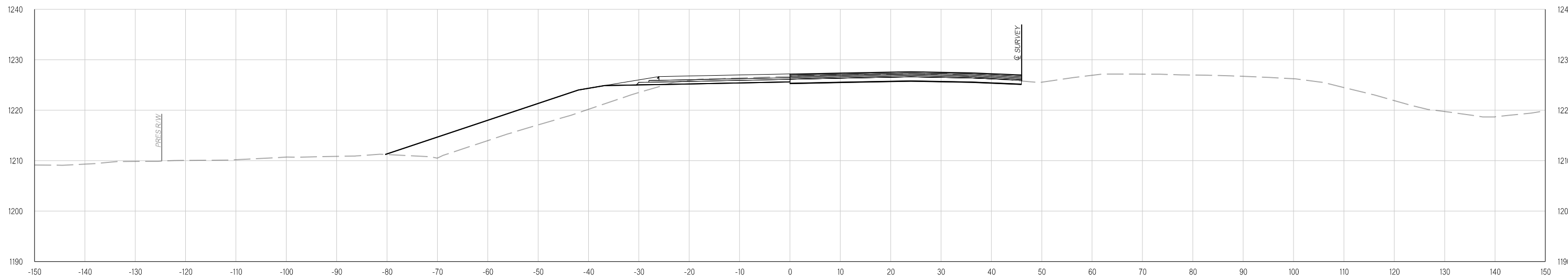


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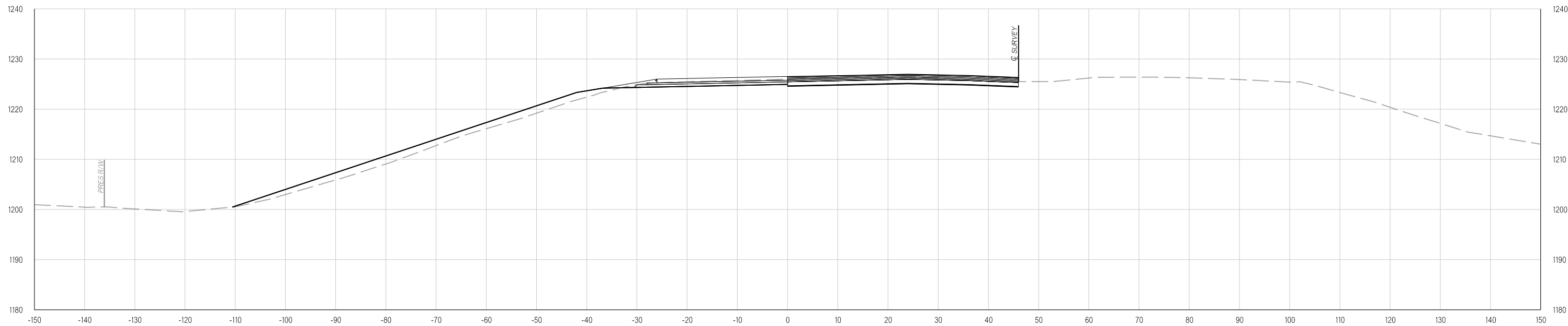


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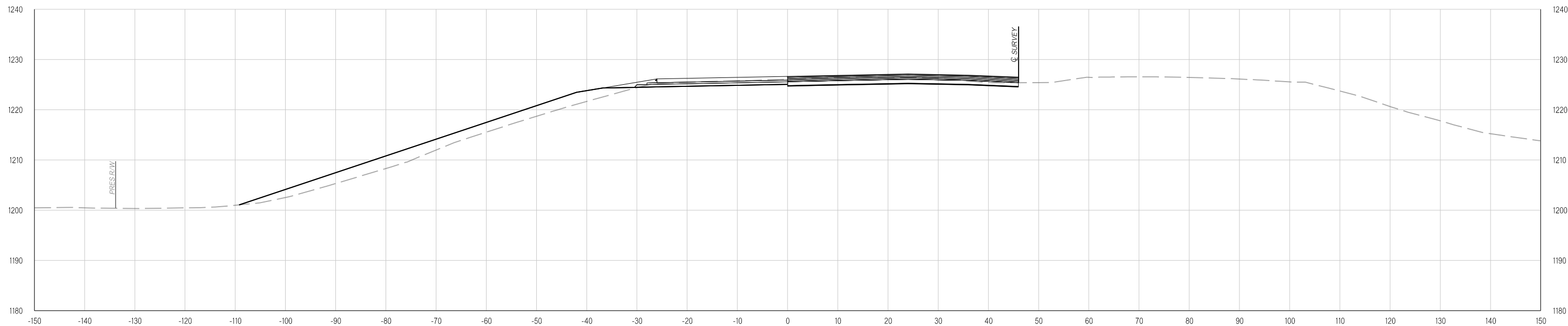


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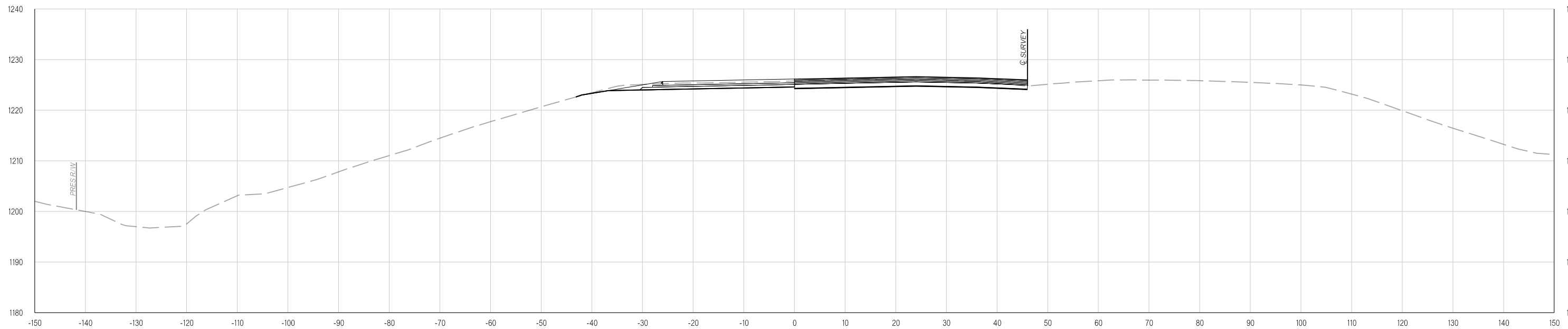


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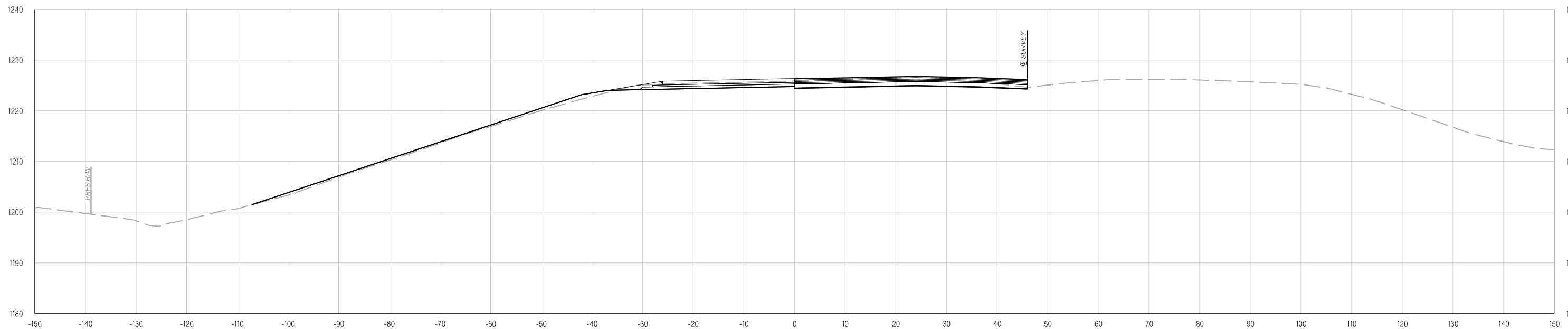
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498+00.00

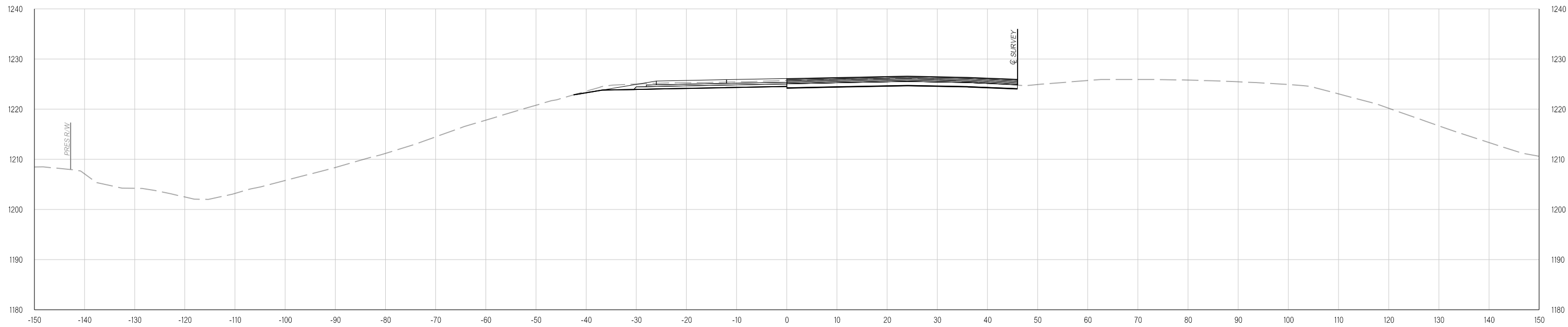


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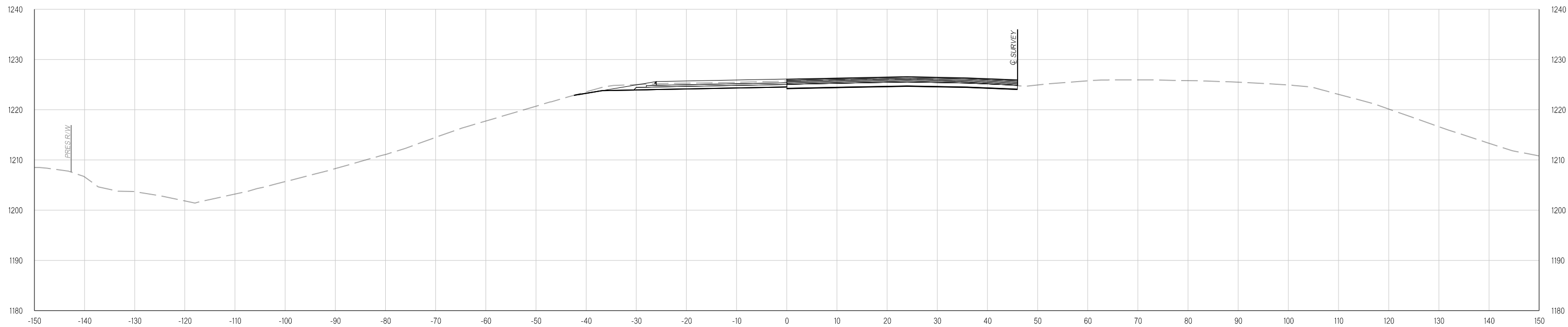
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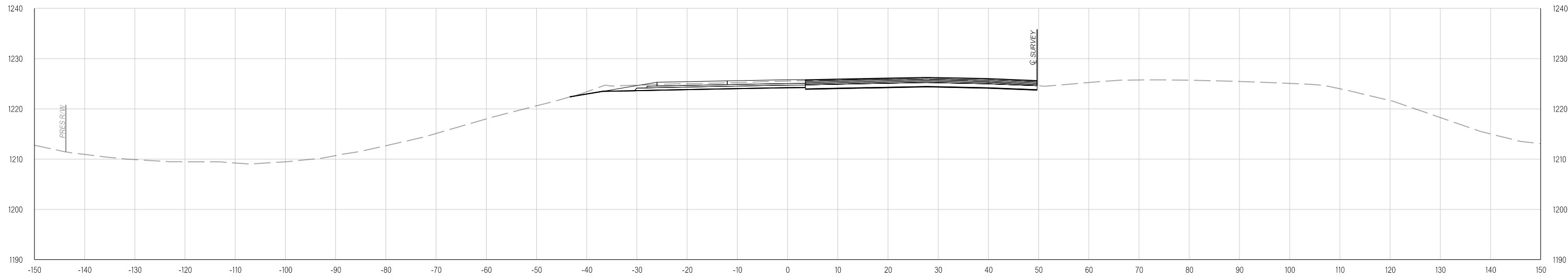


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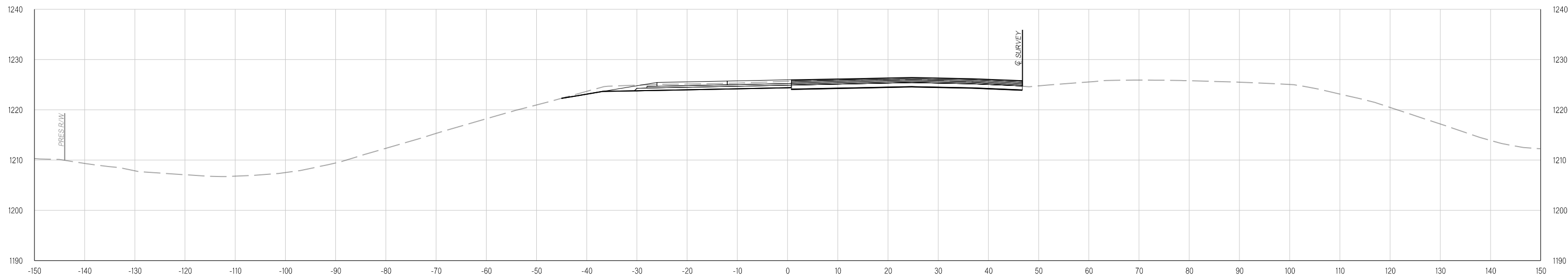


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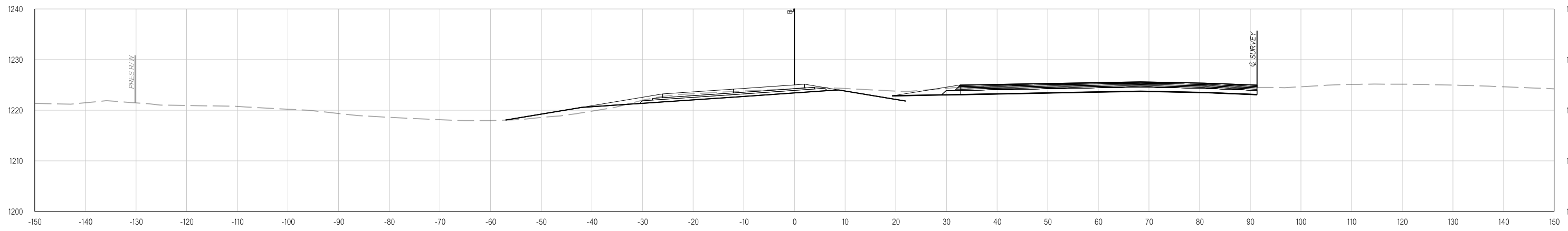
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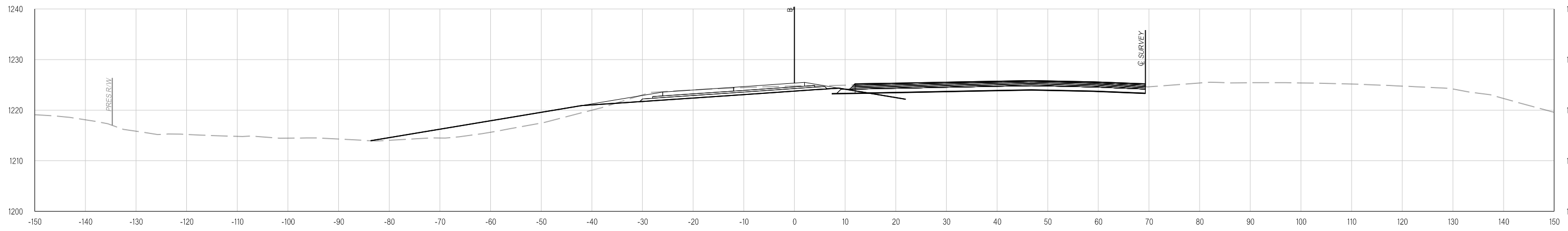
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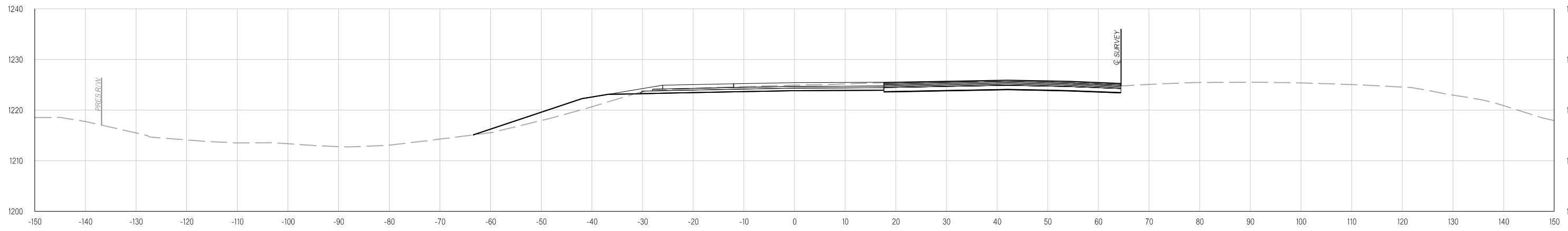
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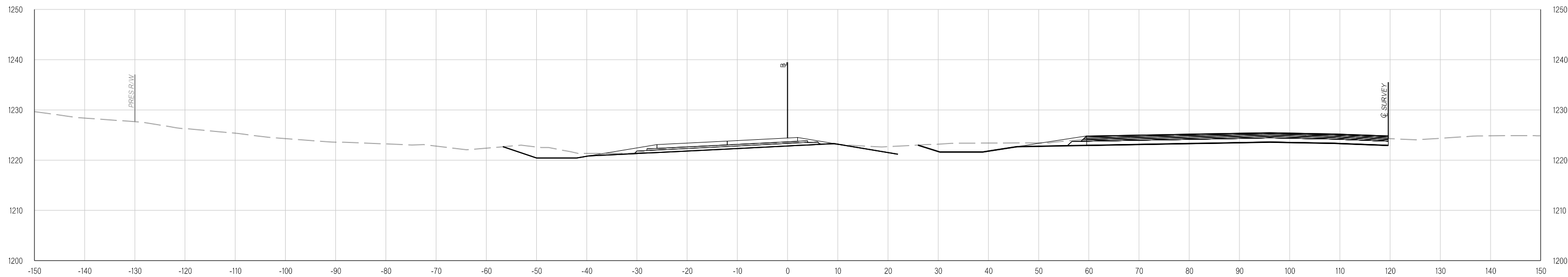
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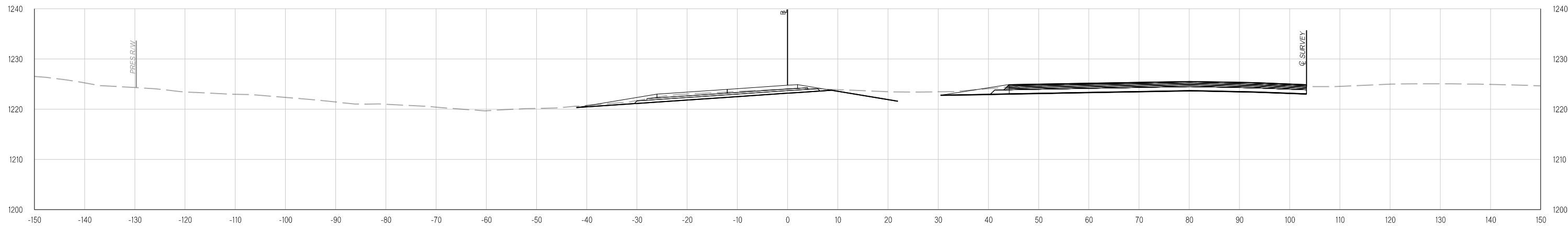
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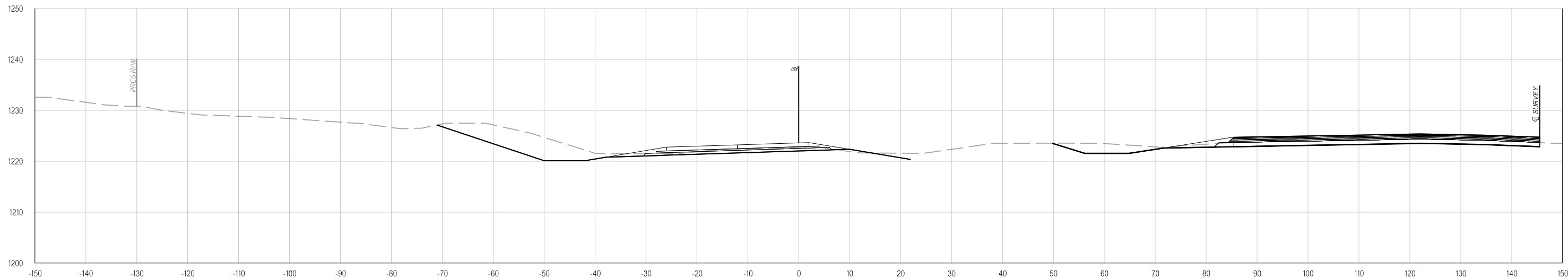


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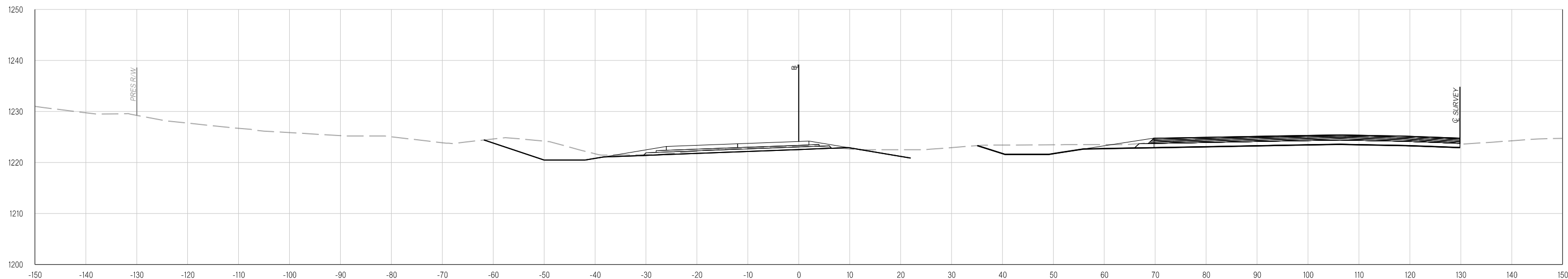


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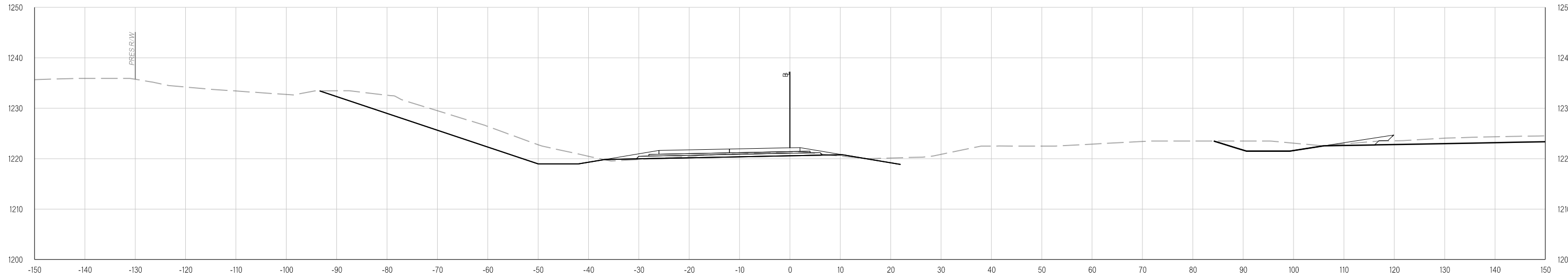


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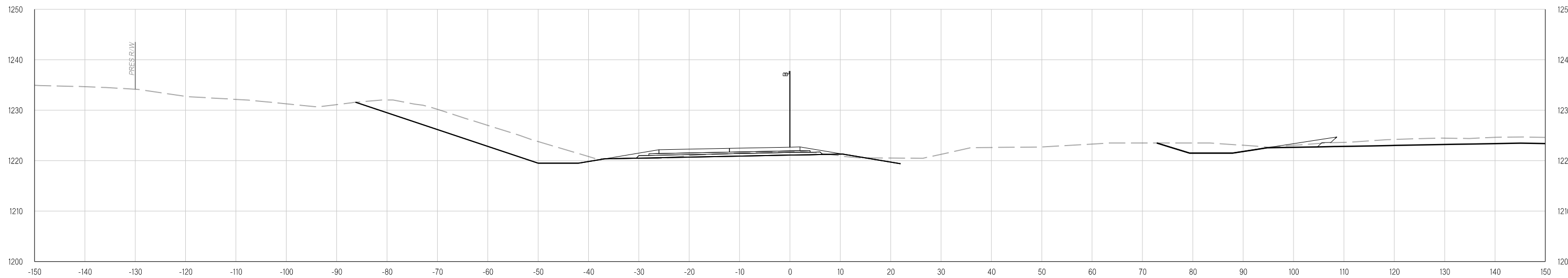


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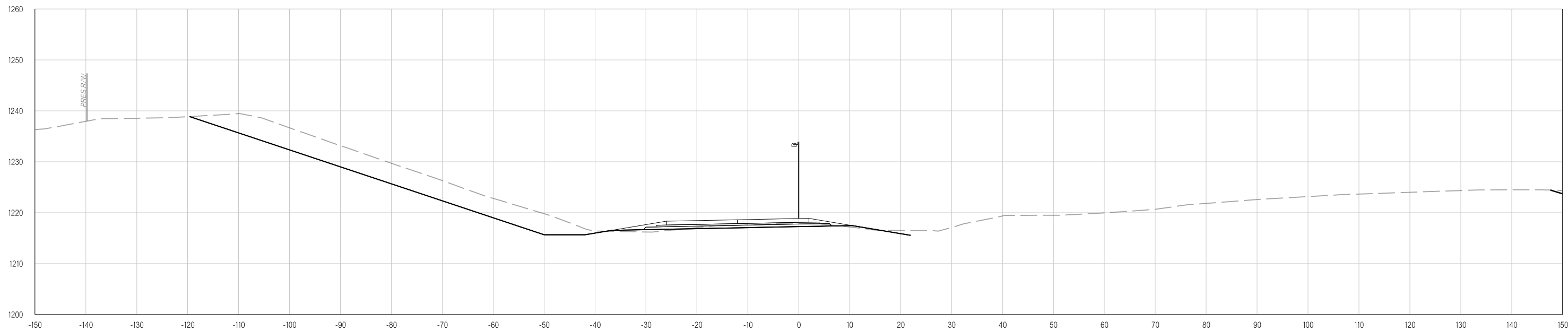


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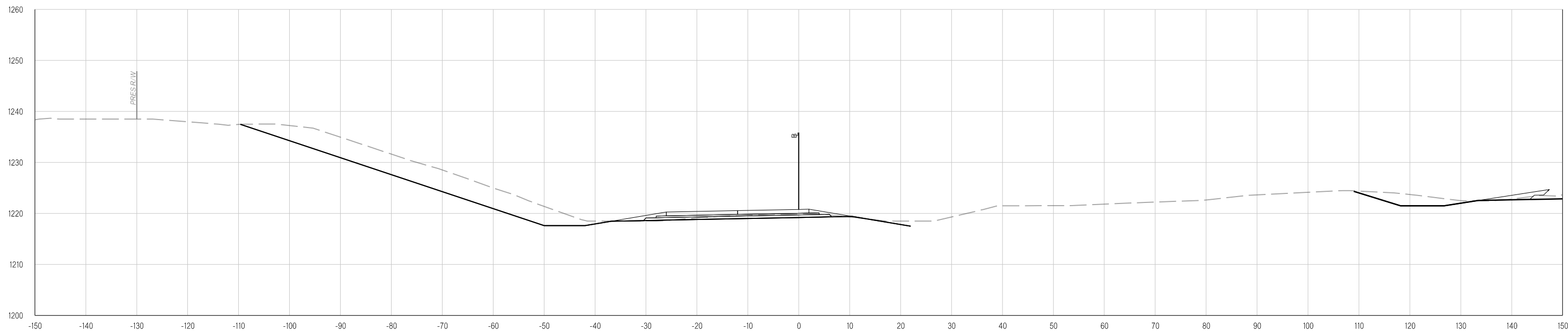


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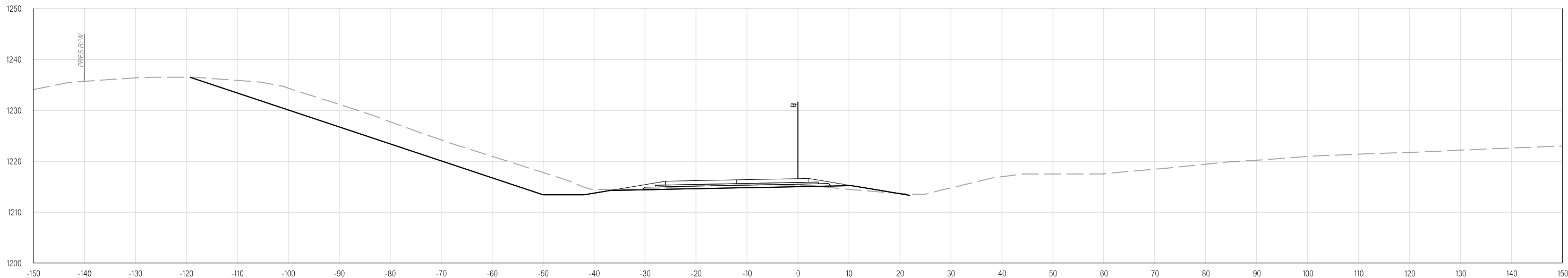
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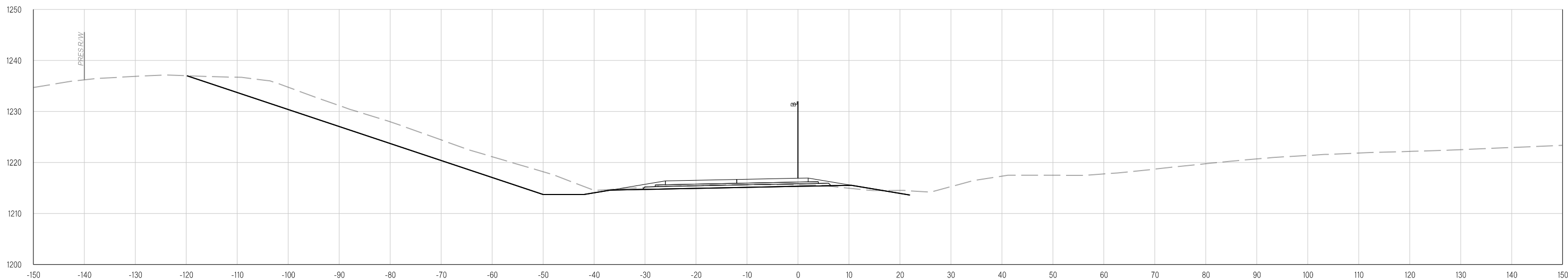
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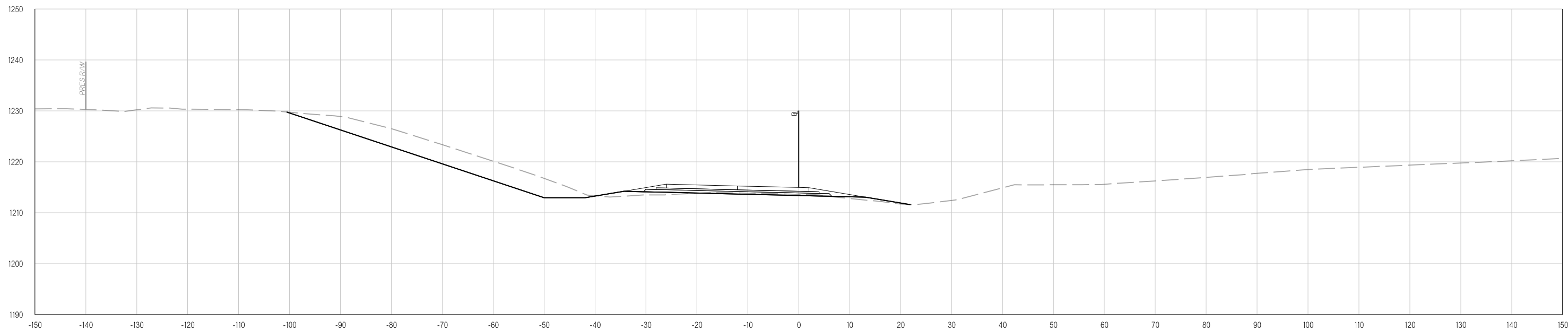


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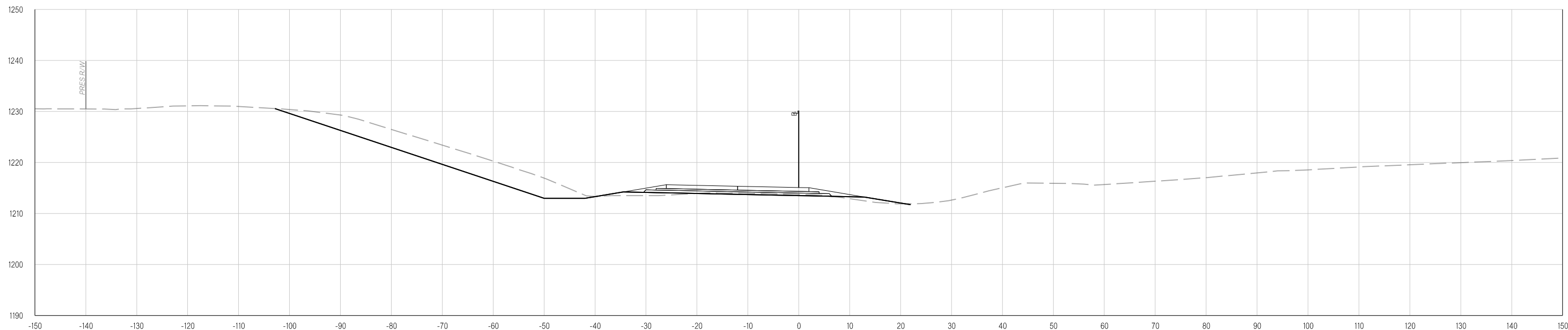


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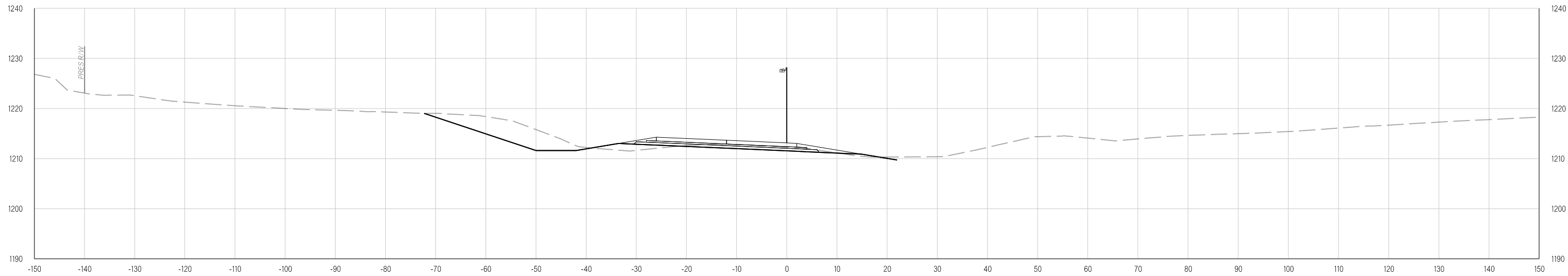


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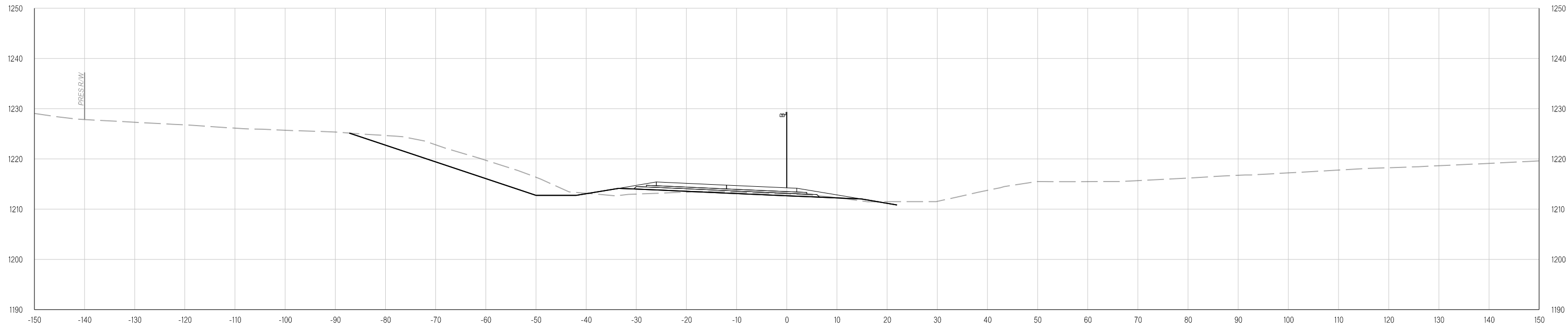


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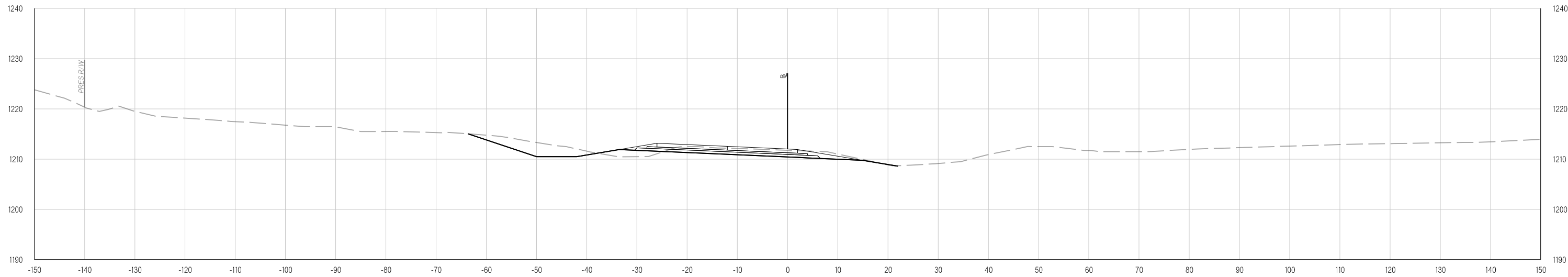
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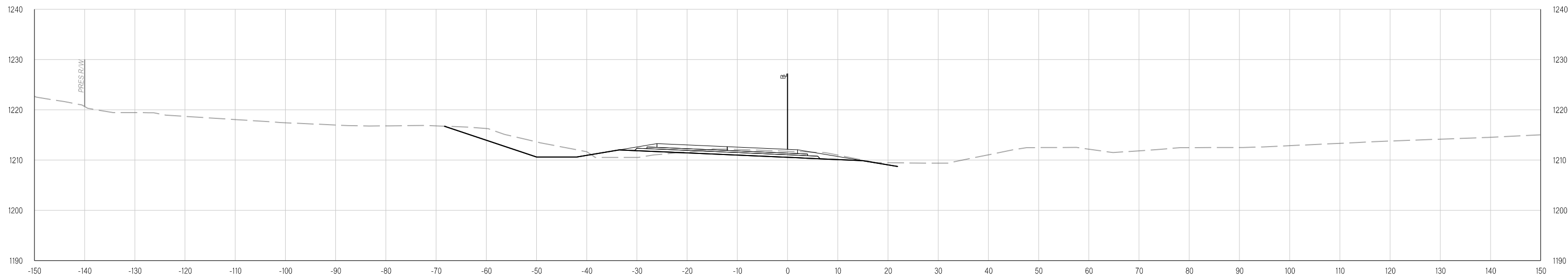
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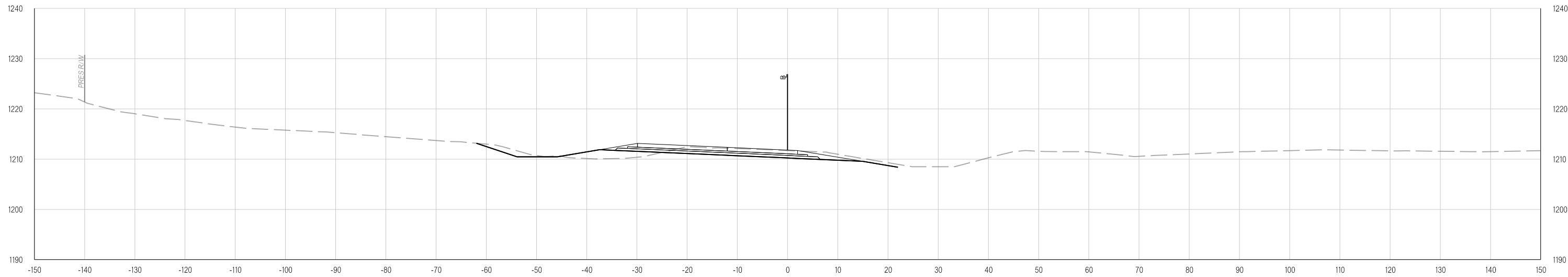


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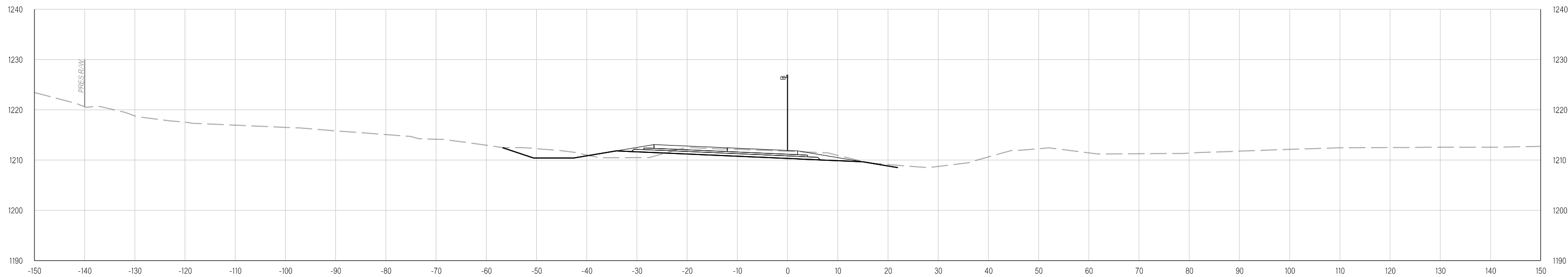


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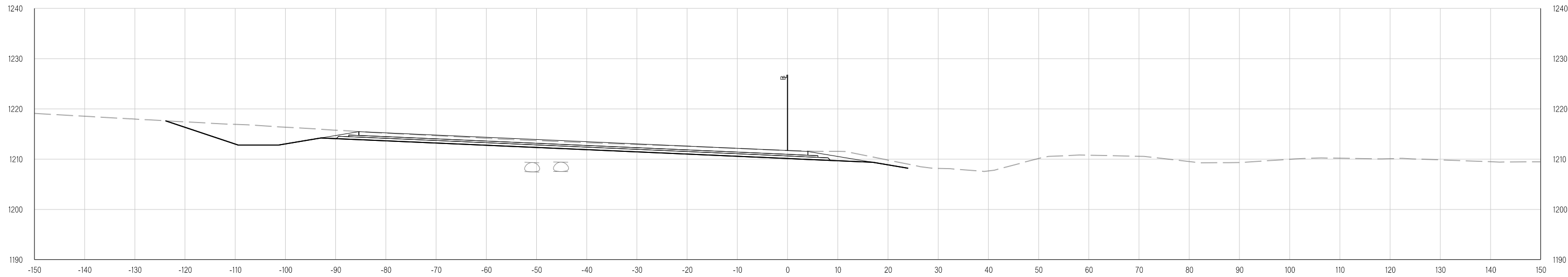


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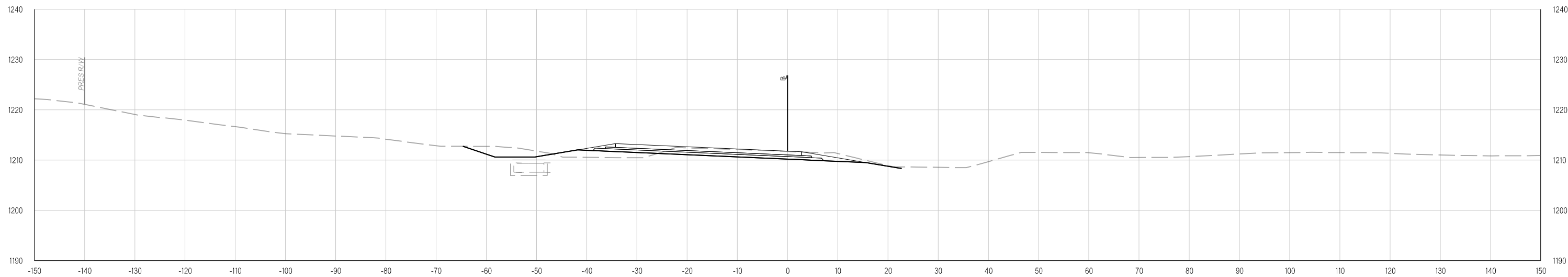


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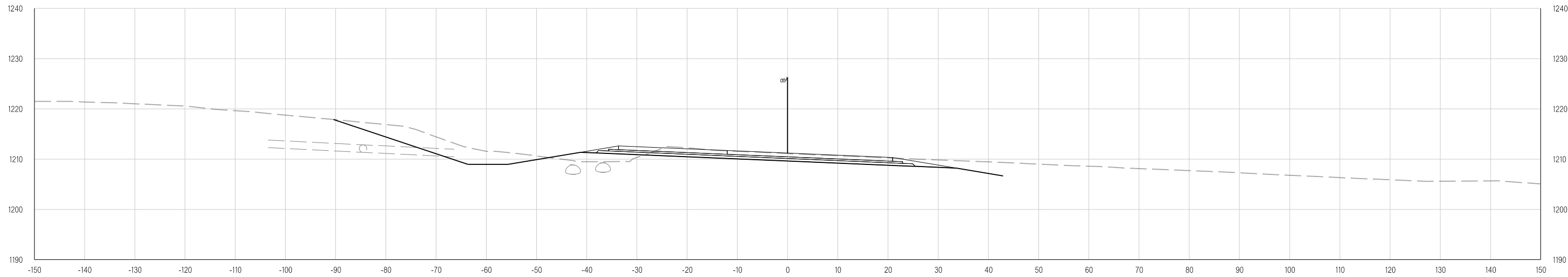


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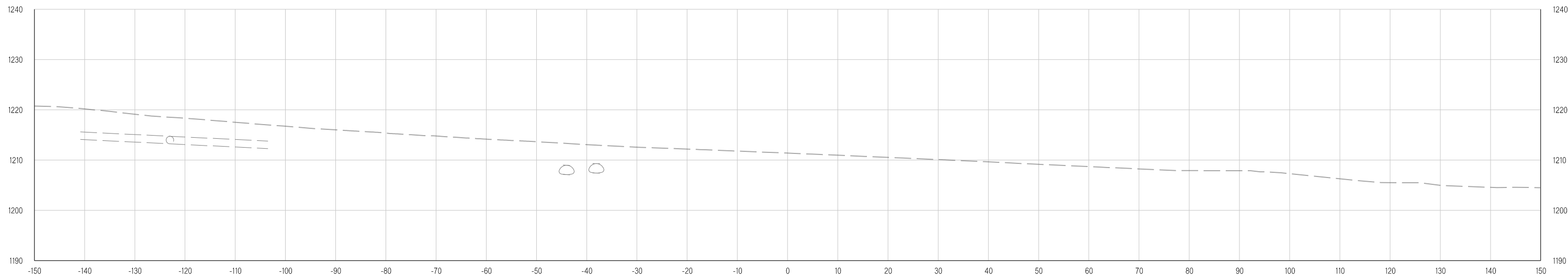


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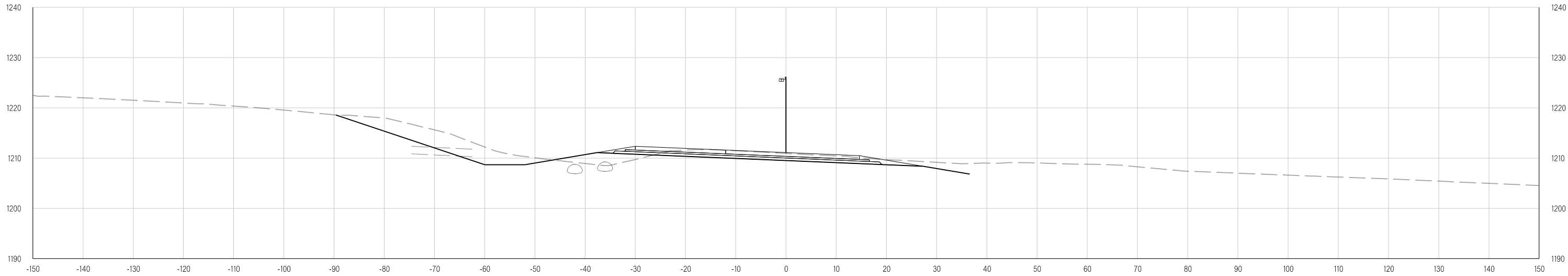


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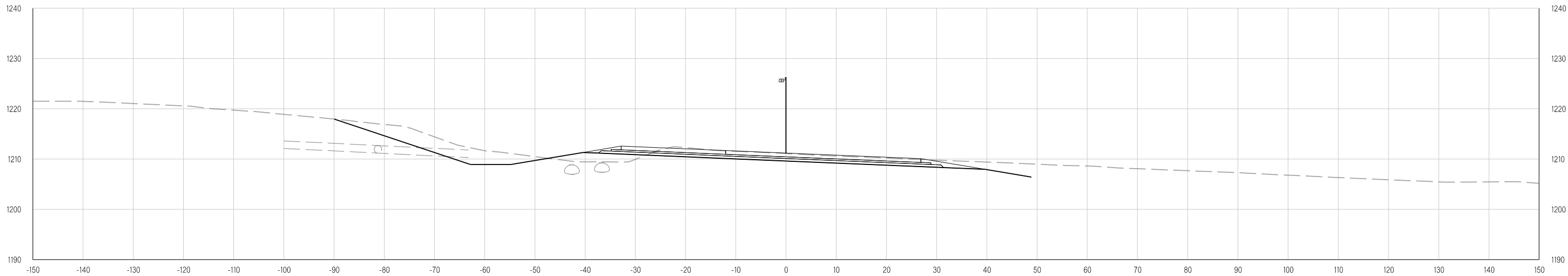
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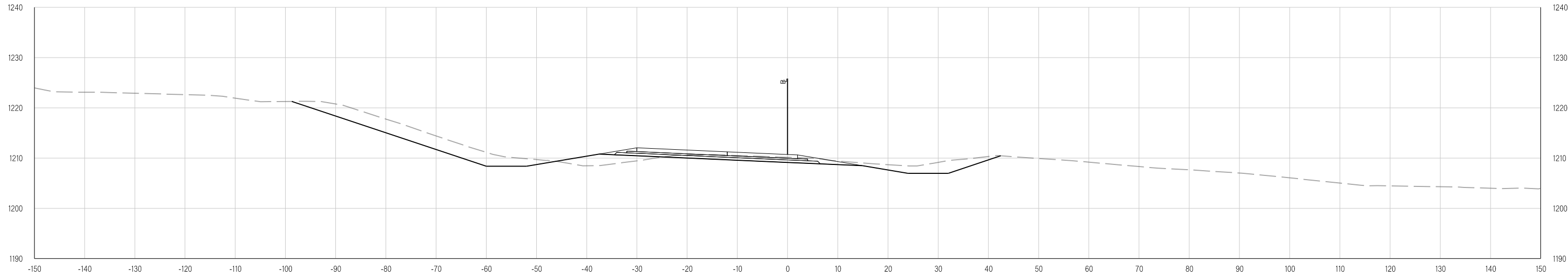
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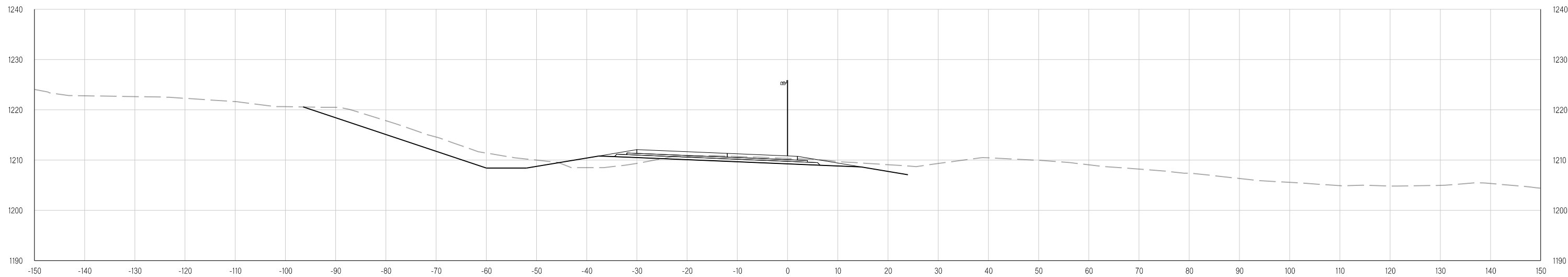
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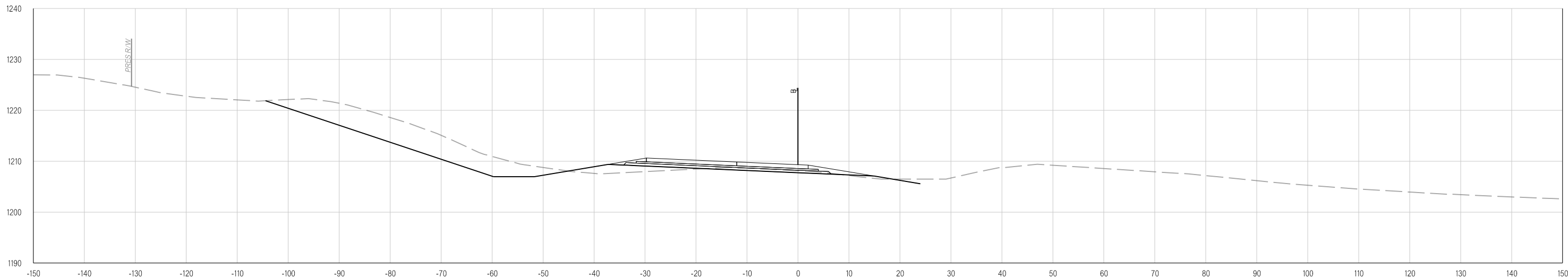


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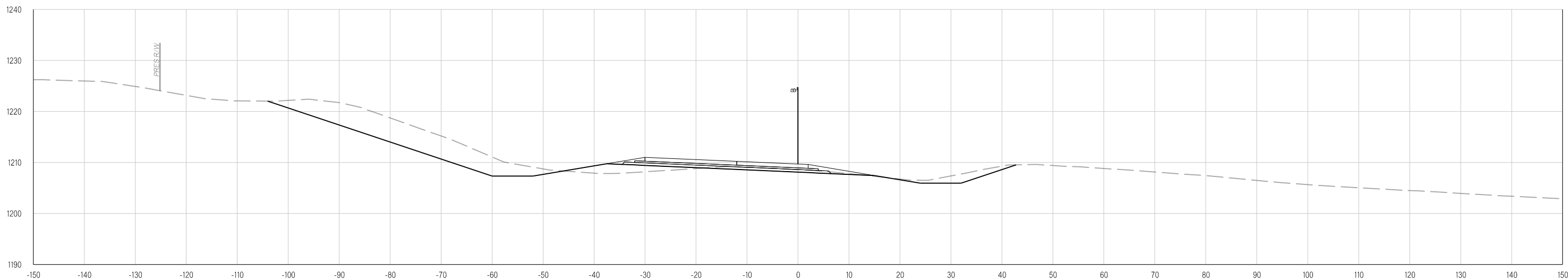


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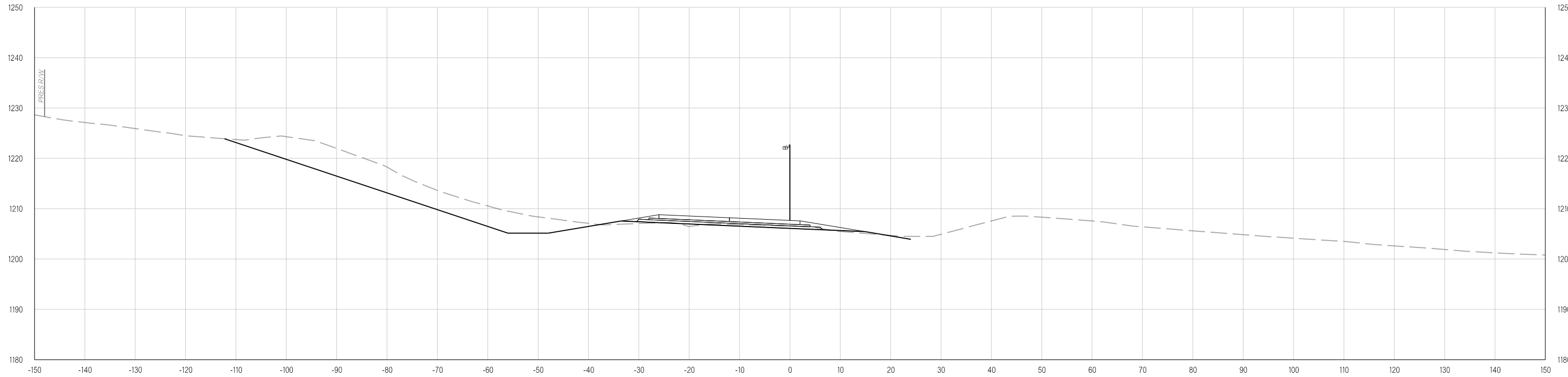


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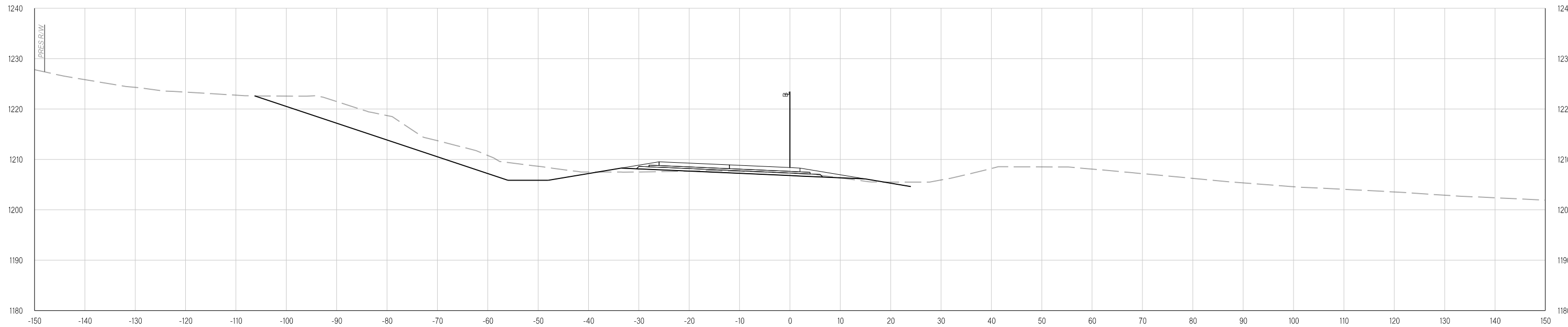
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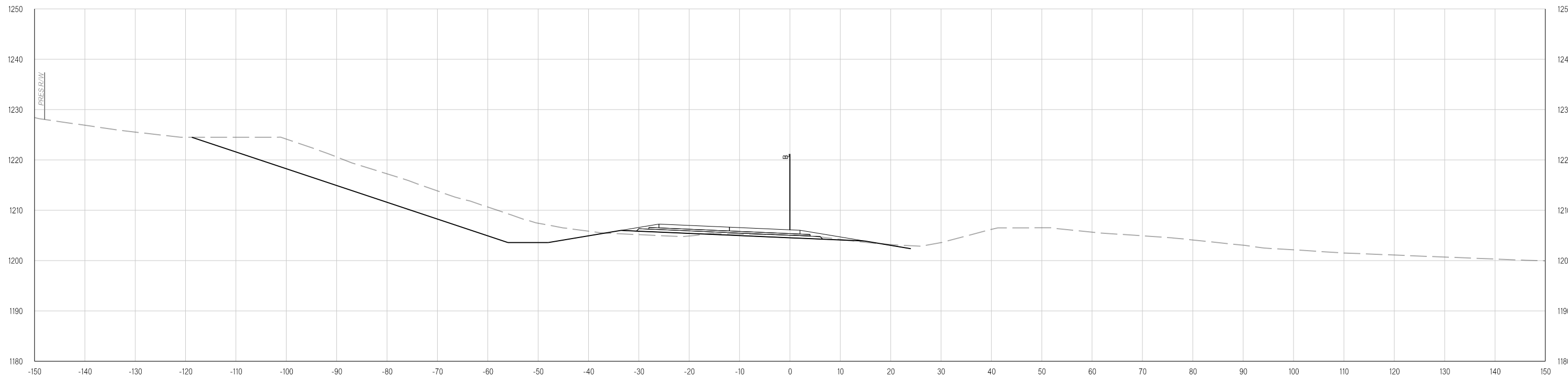


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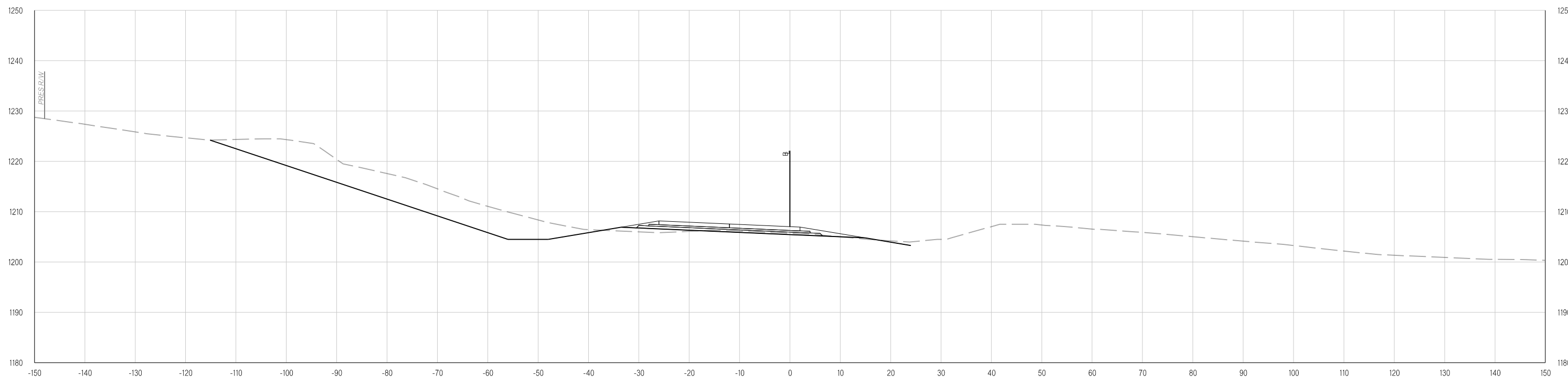


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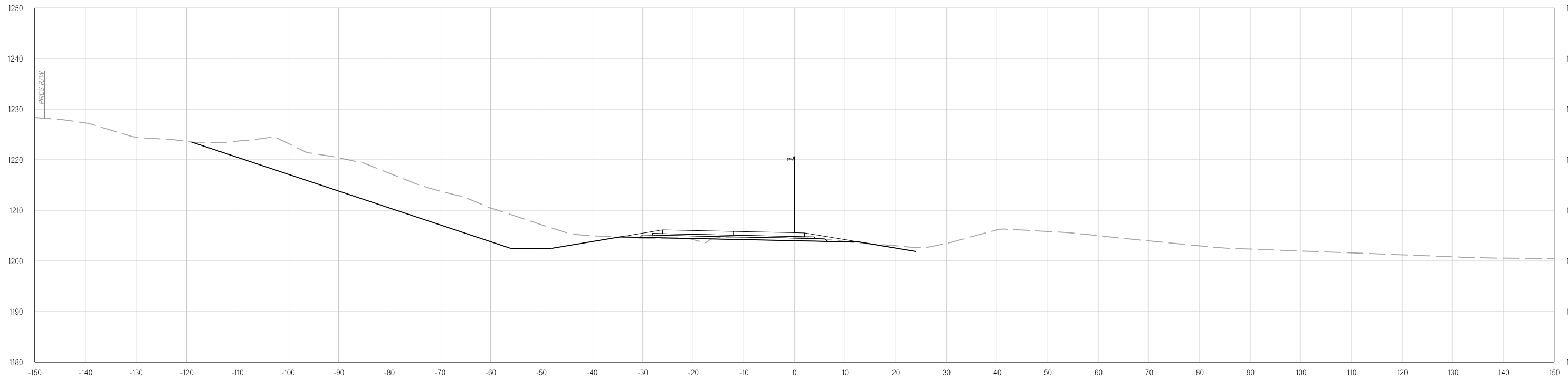


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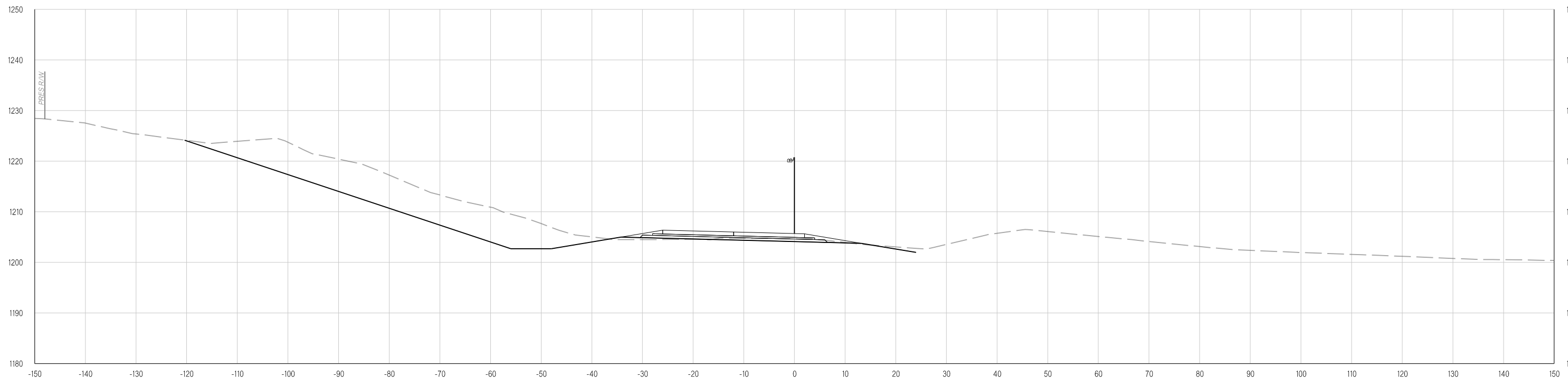


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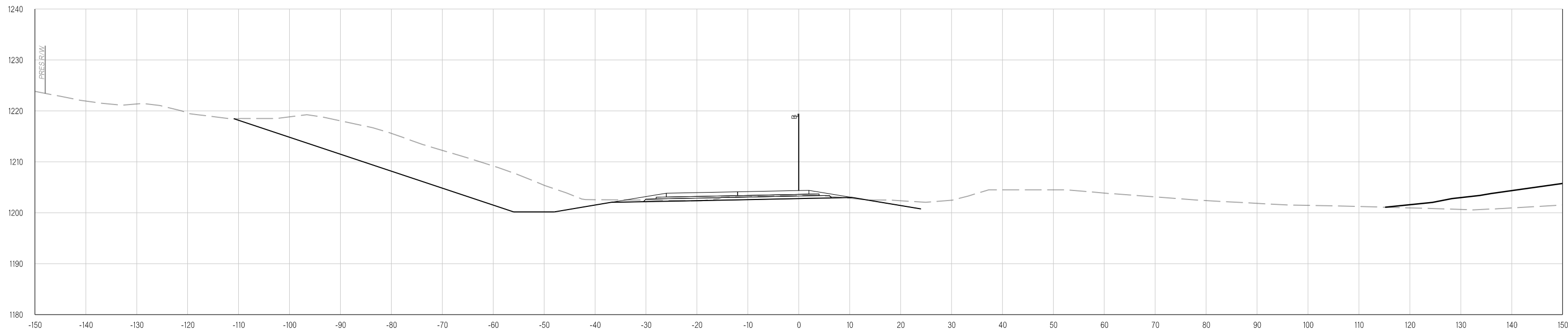


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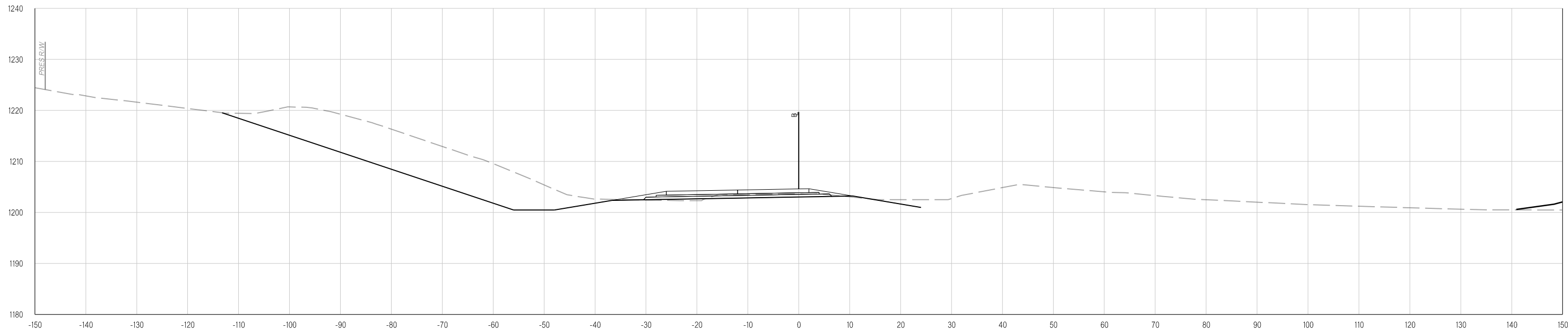


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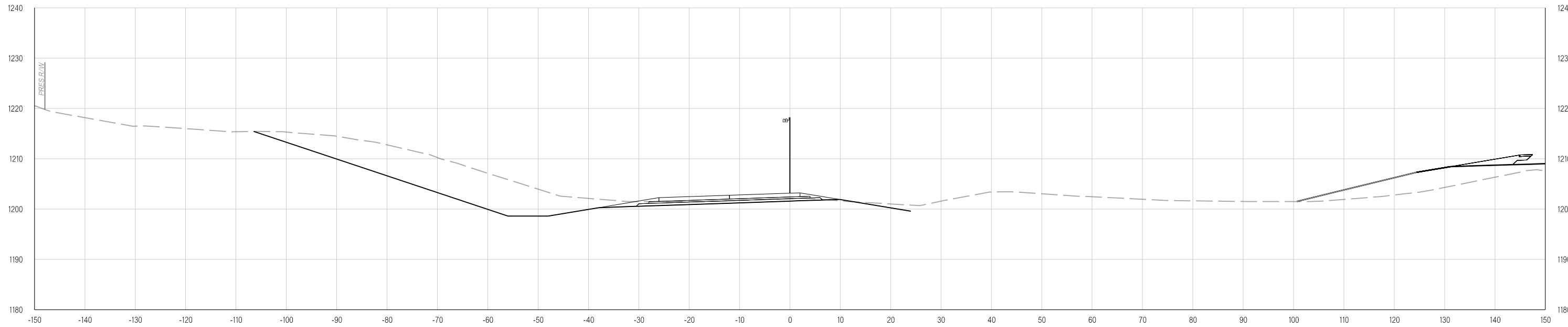


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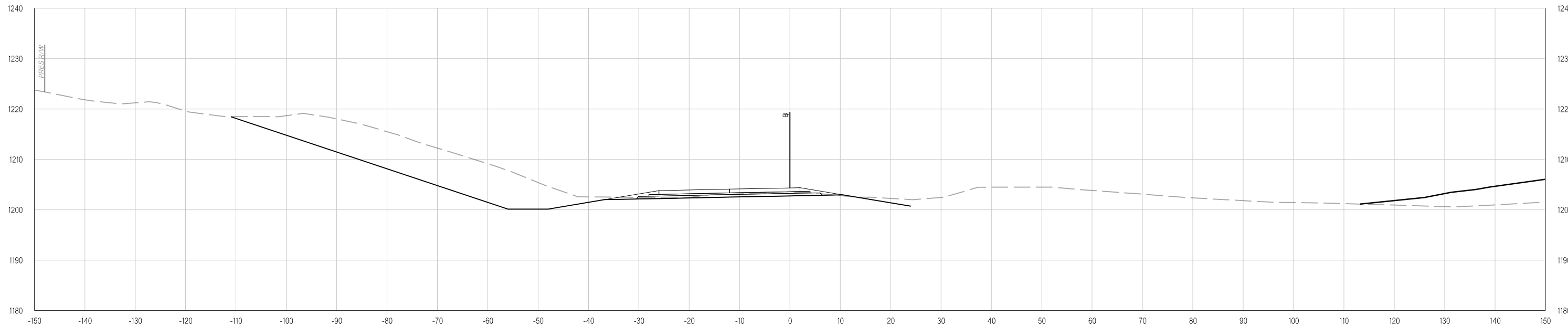


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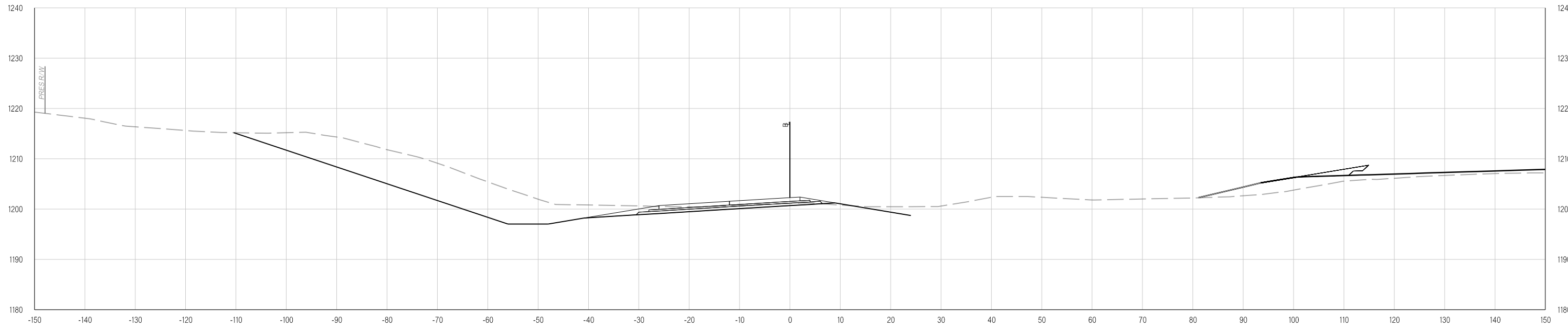


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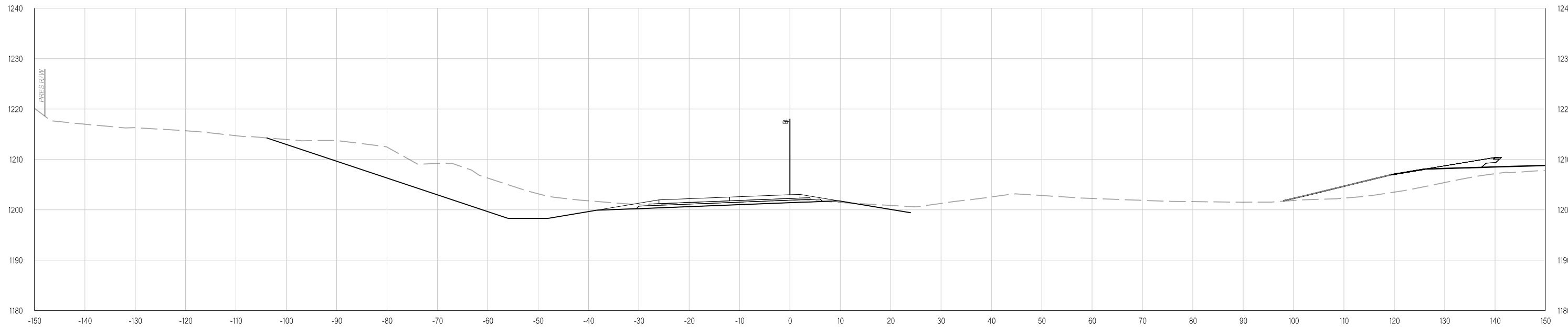
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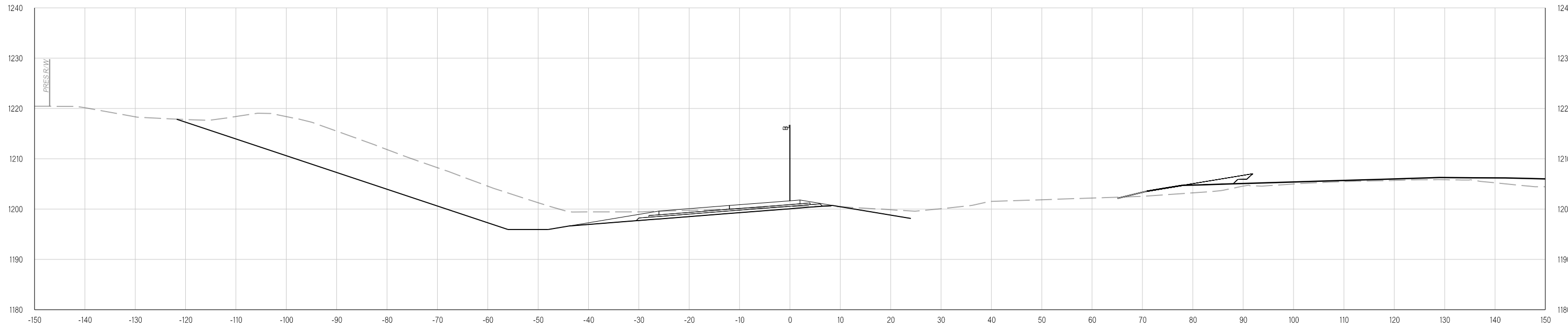


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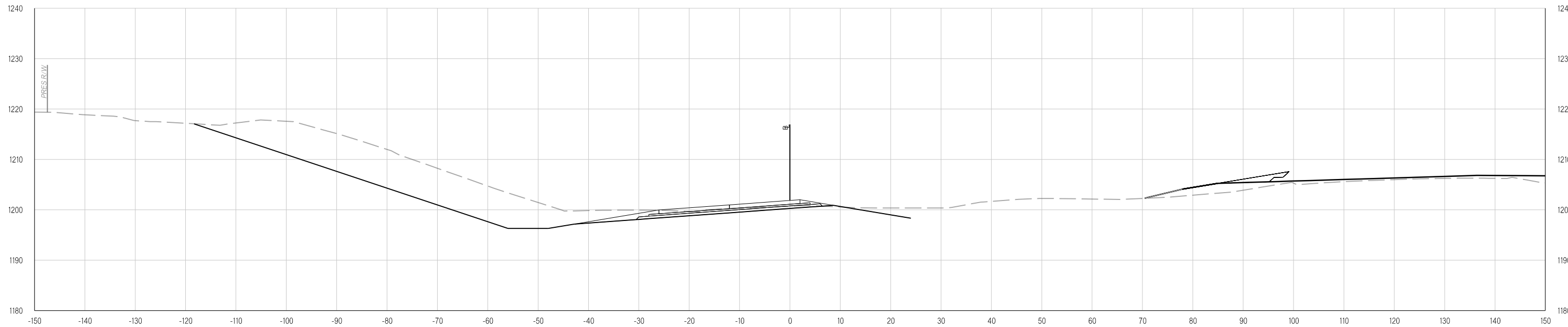


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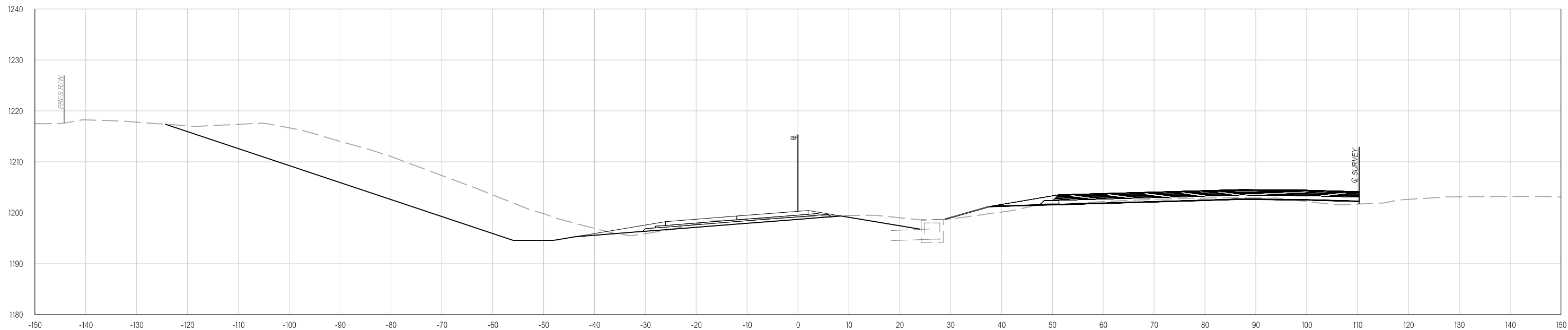


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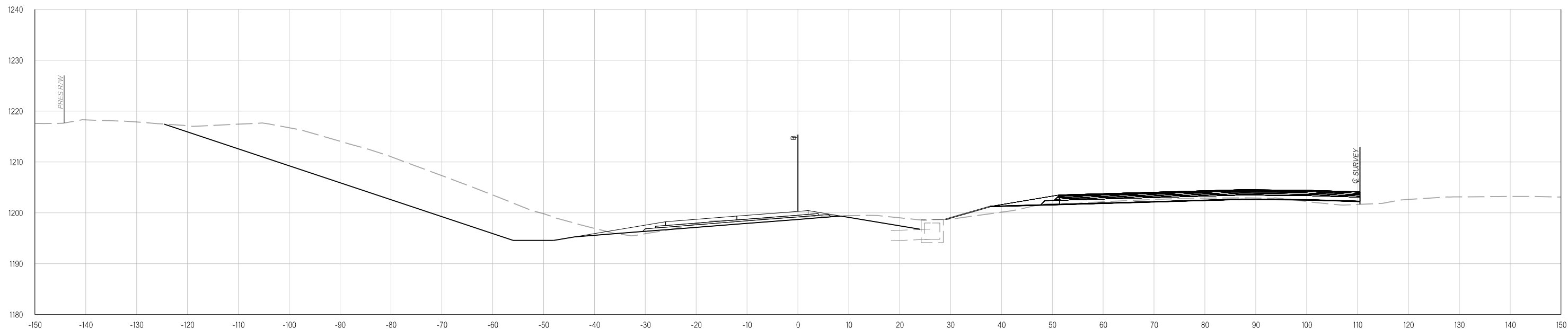


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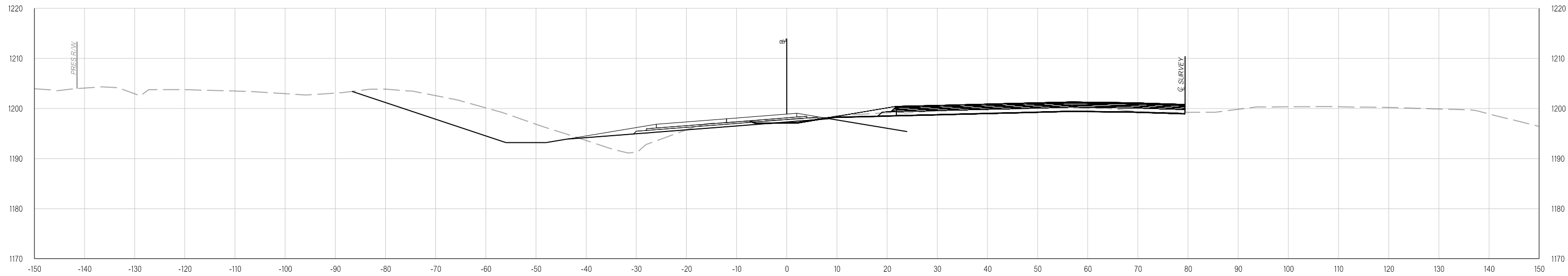


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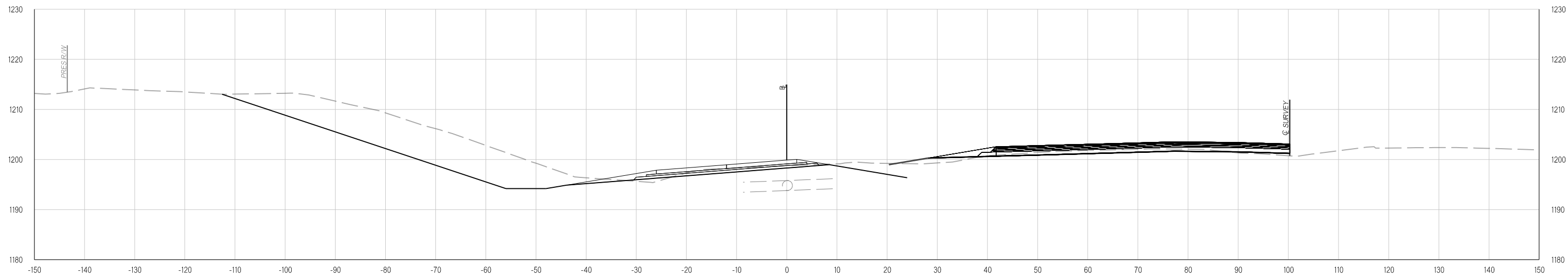


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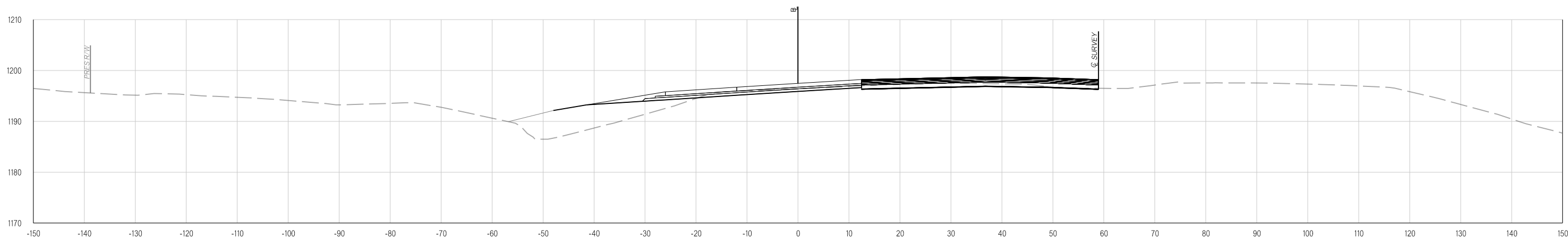


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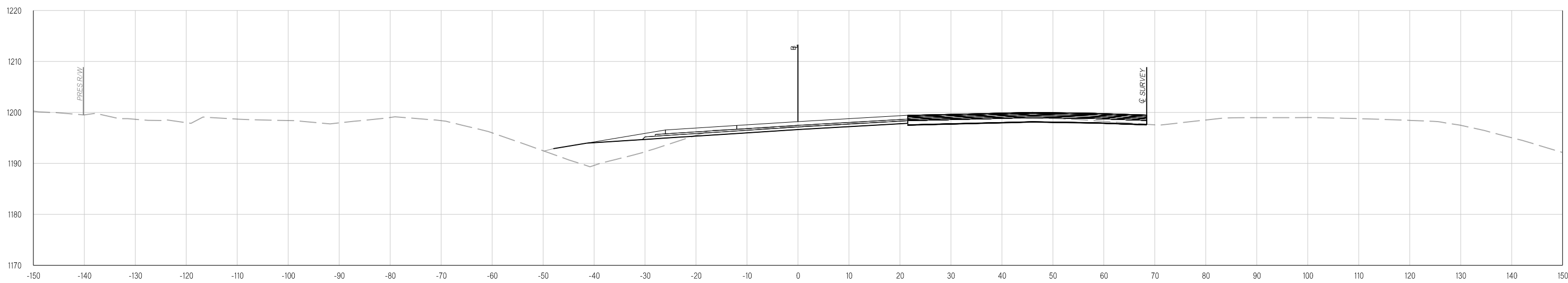


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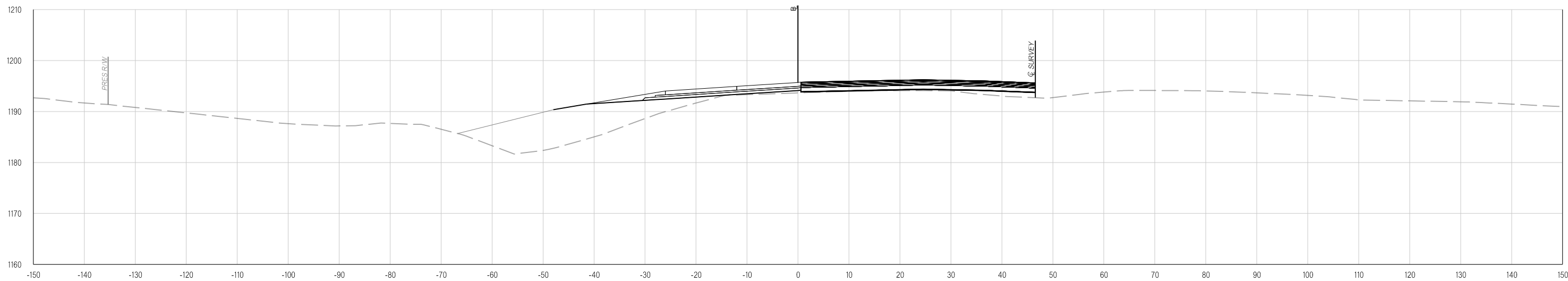


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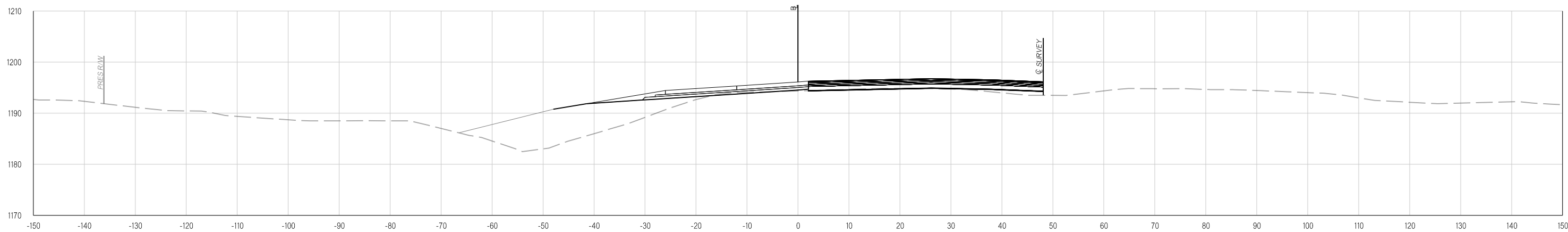


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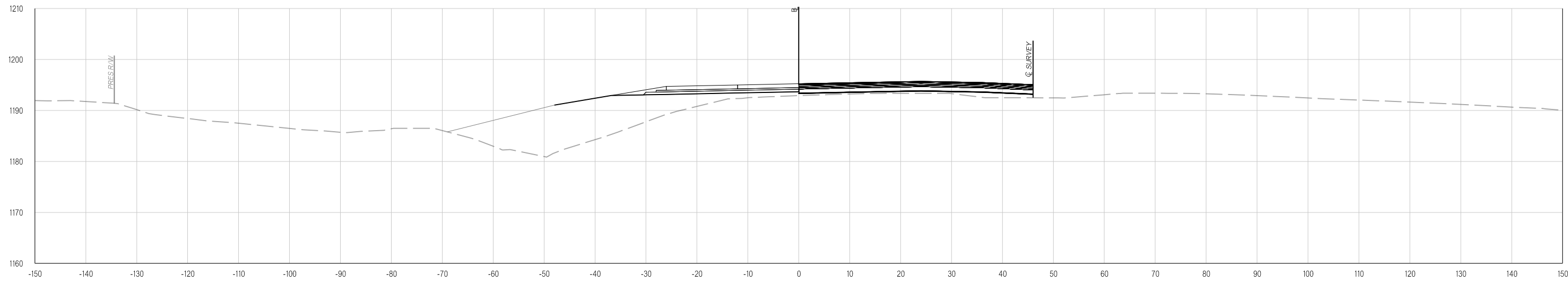


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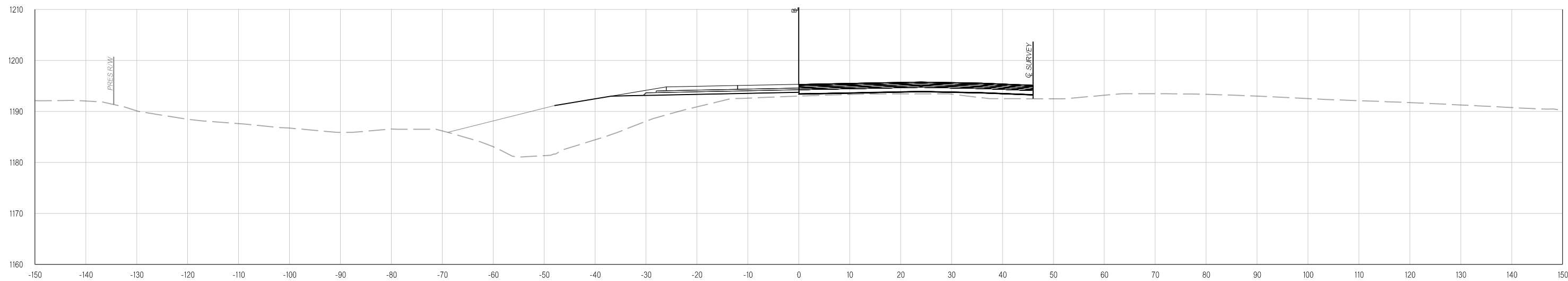


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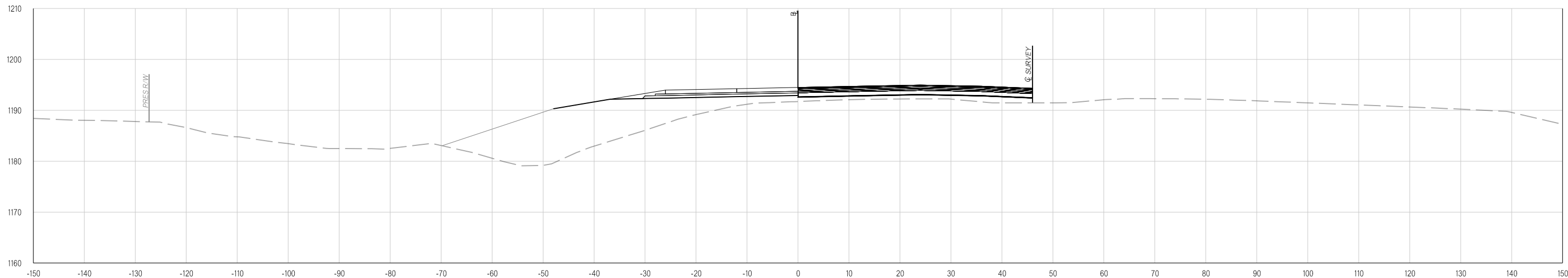


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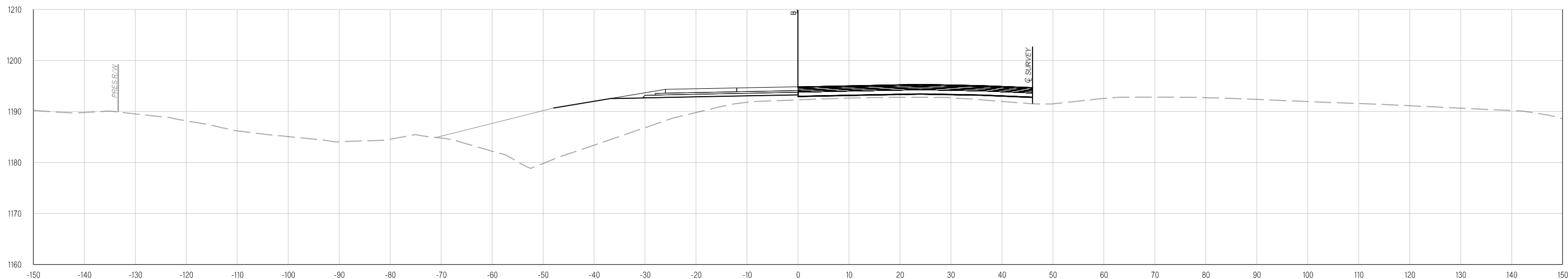


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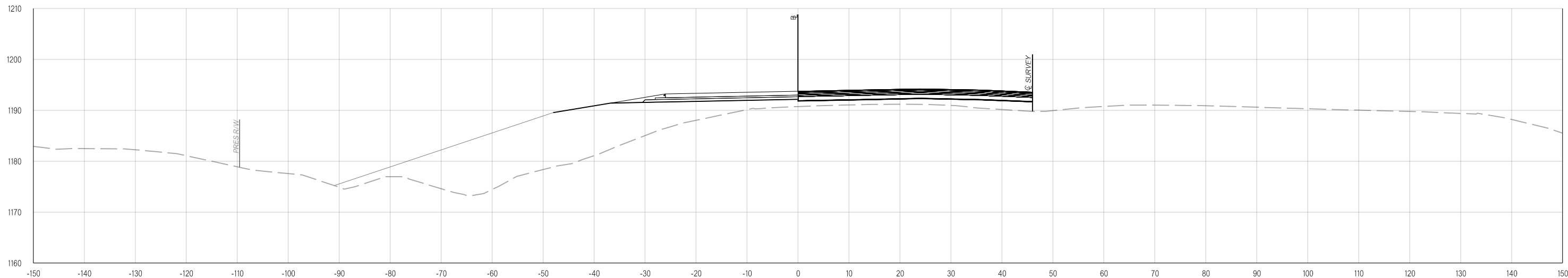


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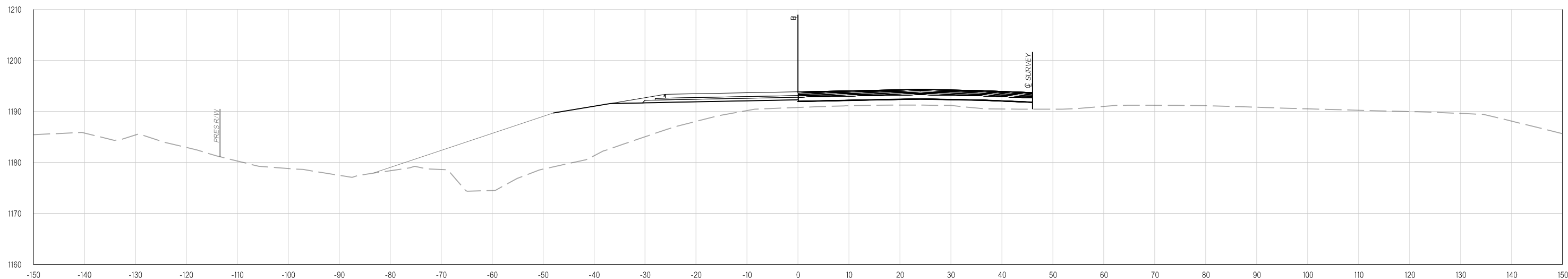


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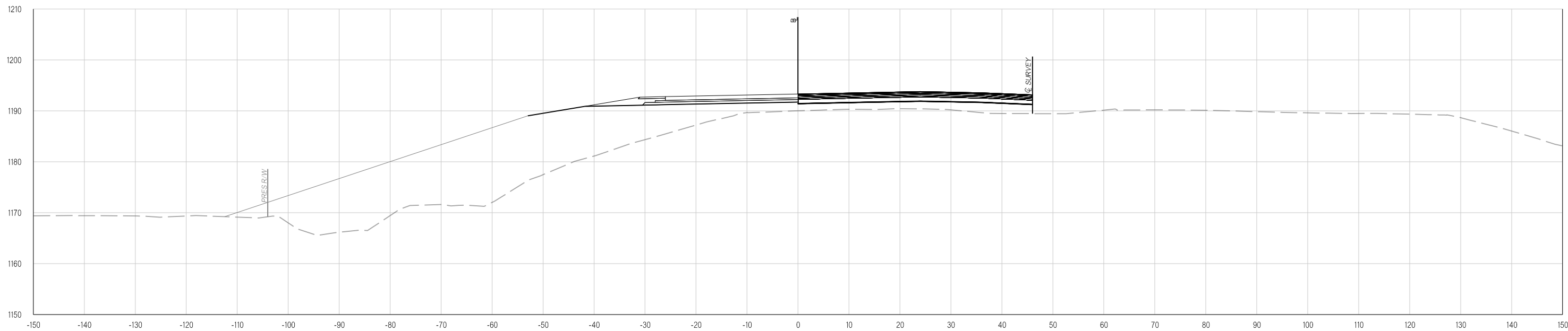


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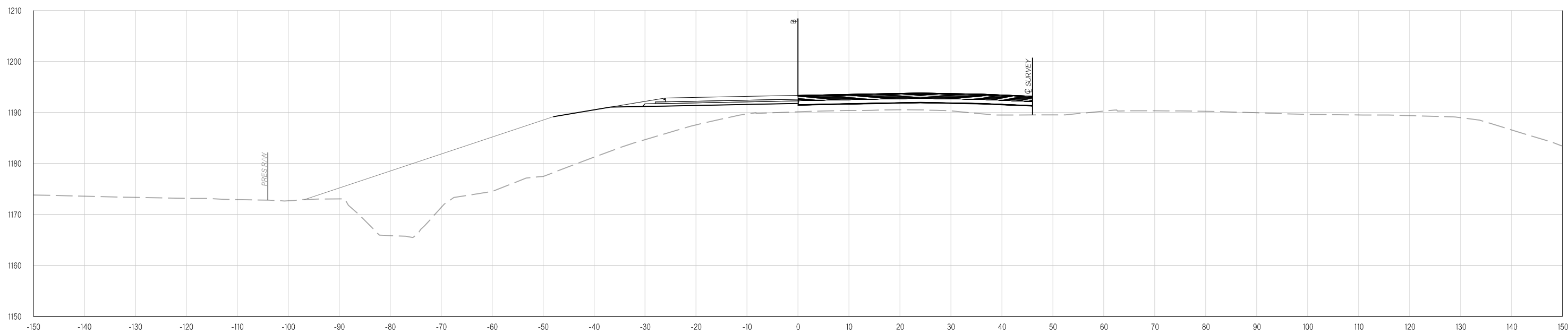


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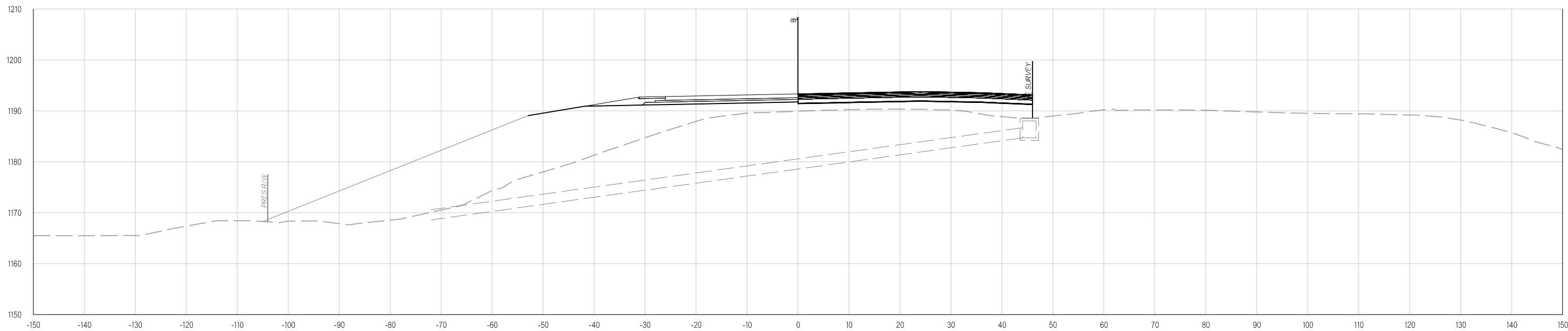
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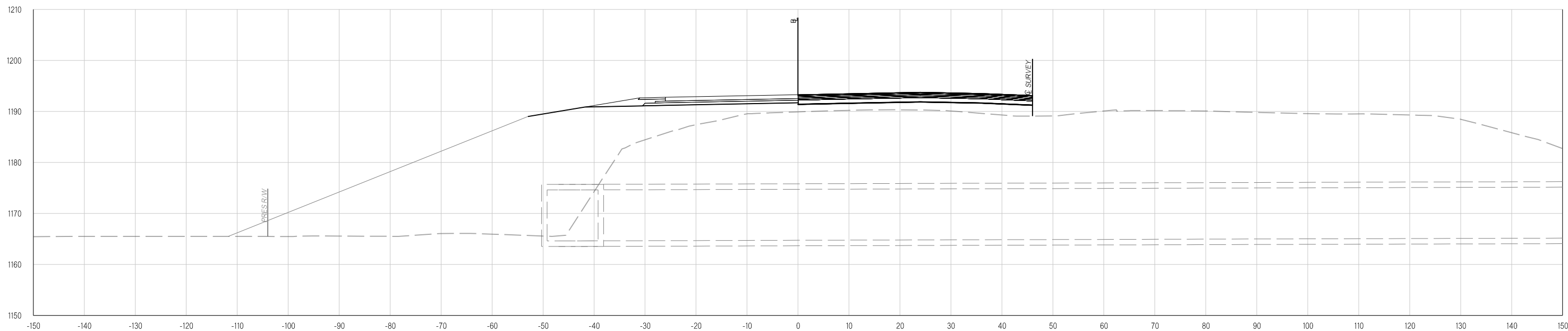
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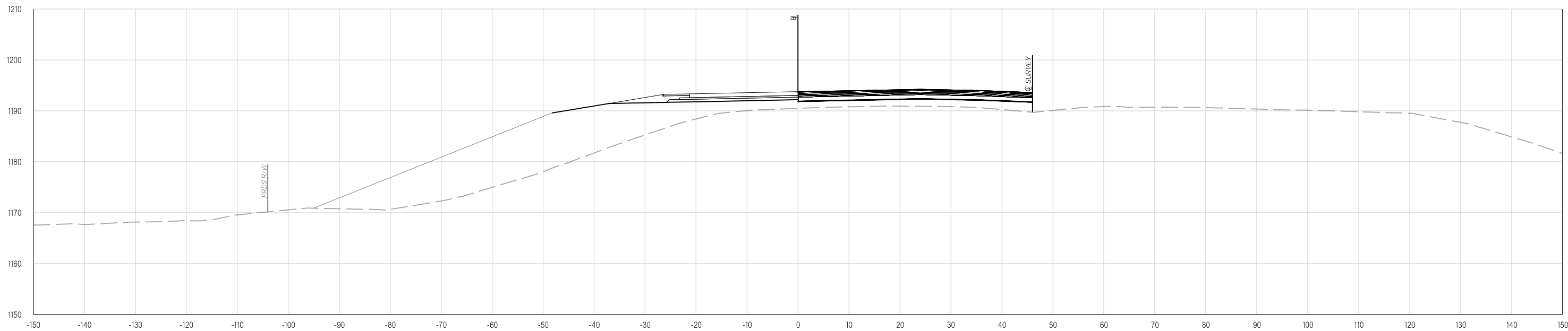
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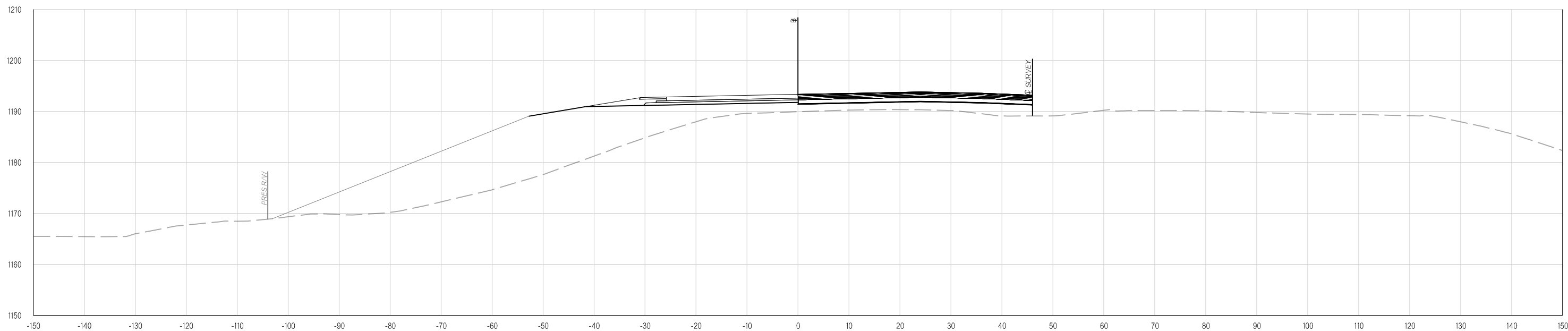
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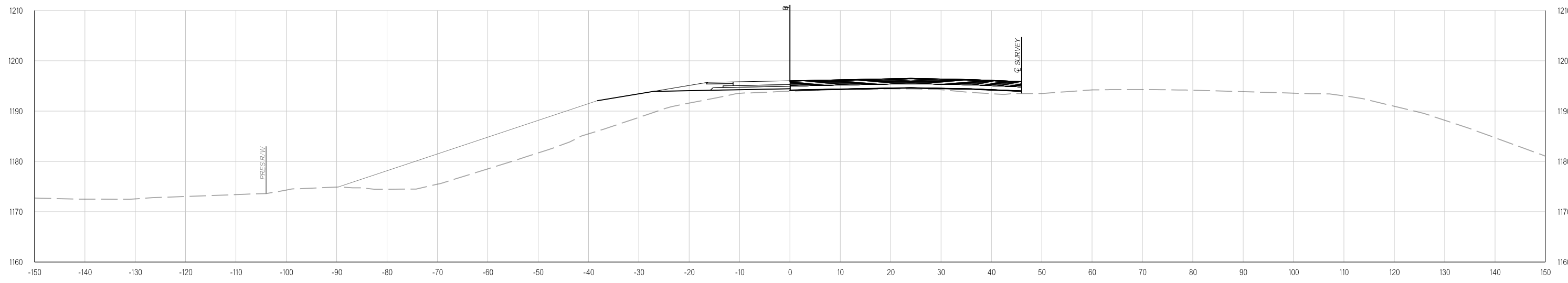


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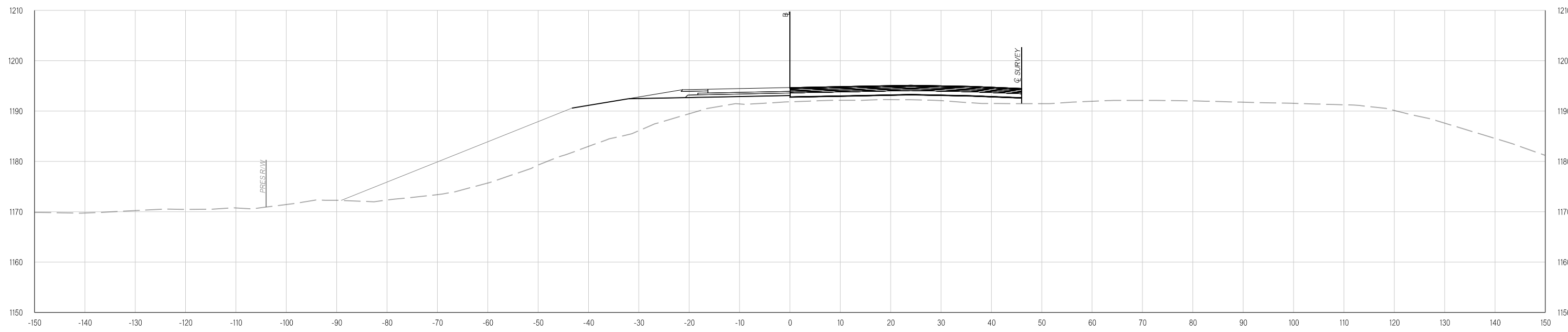


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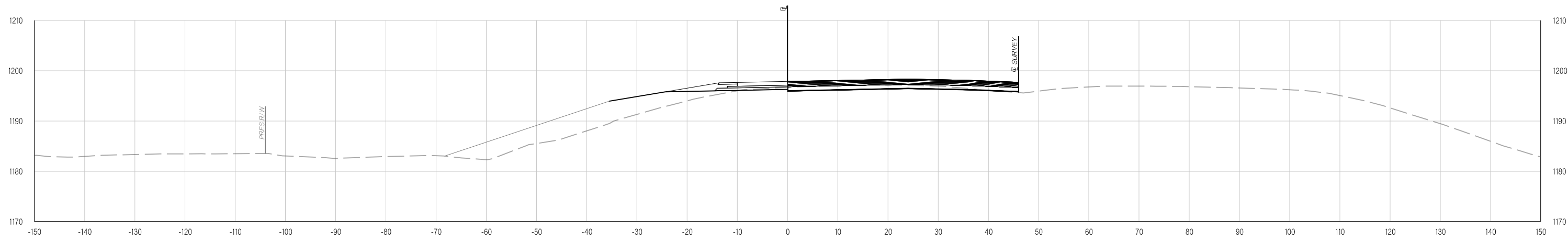


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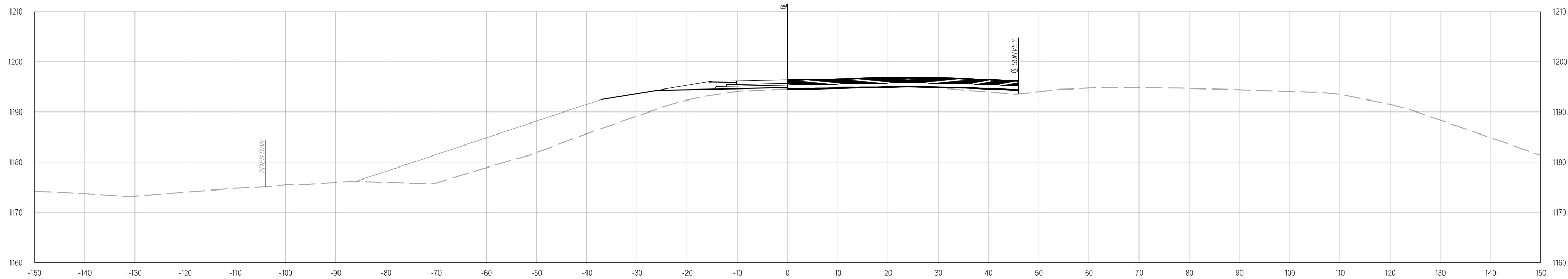


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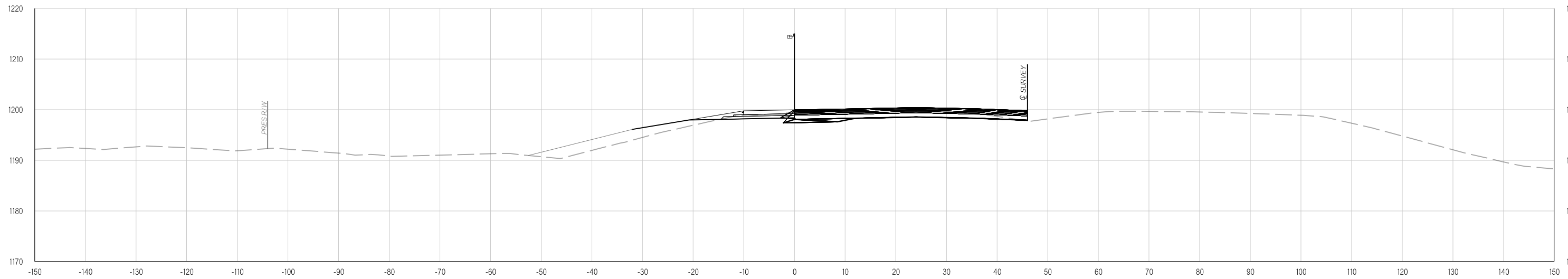


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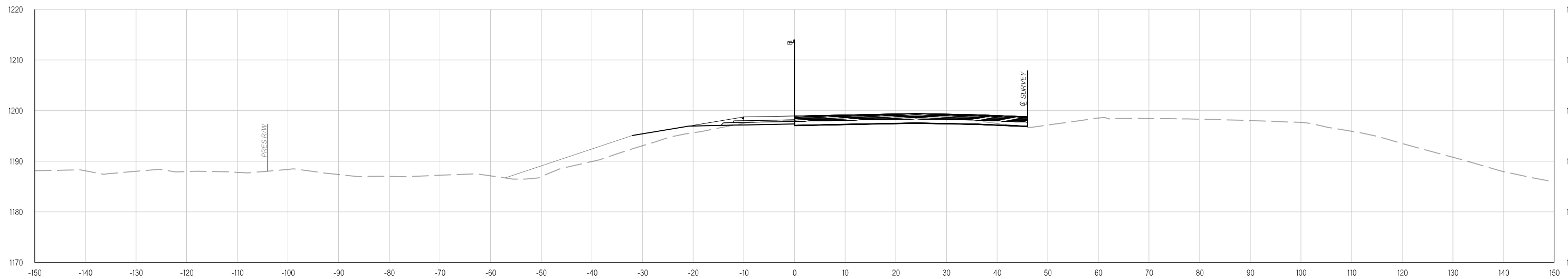


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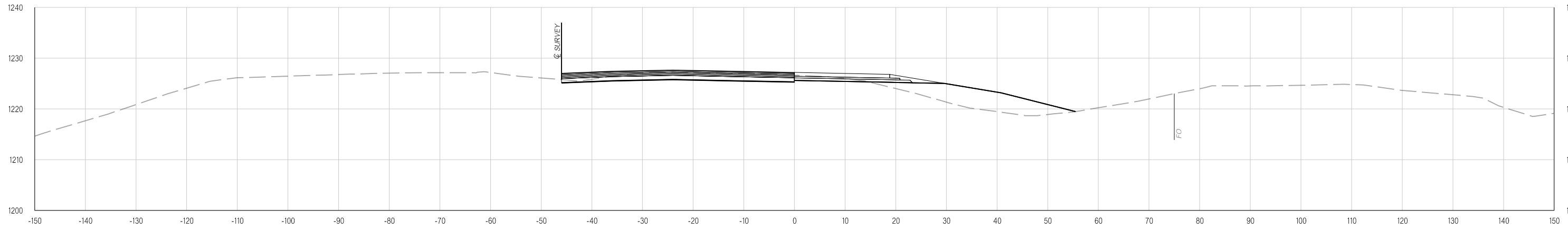
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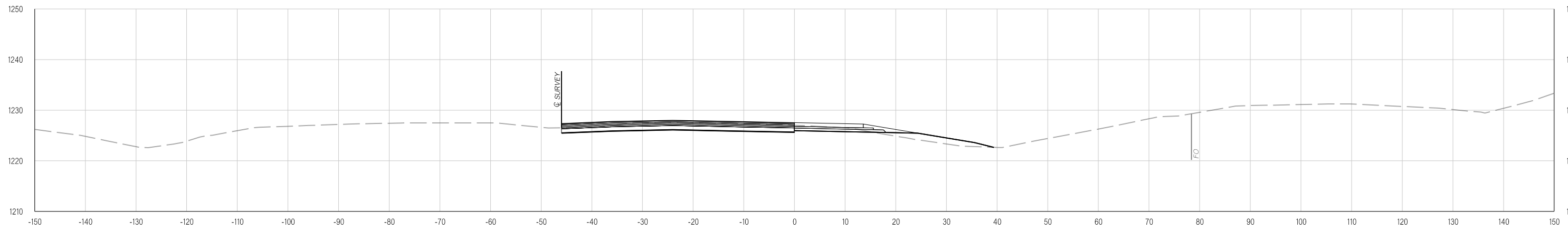
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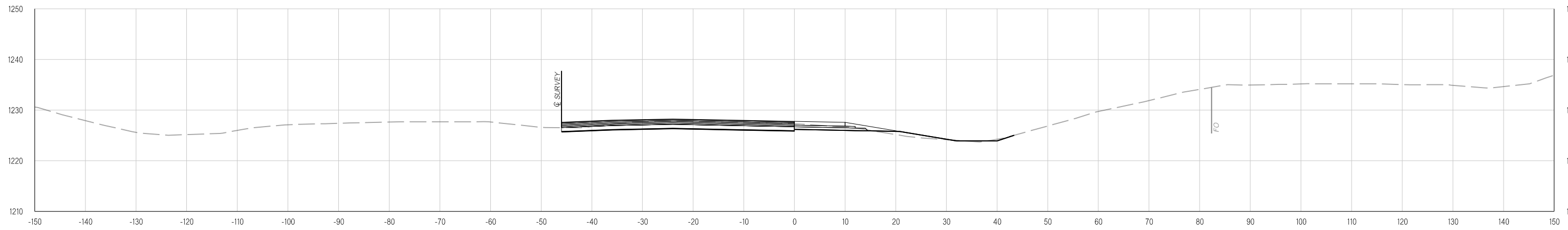
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495+00.00



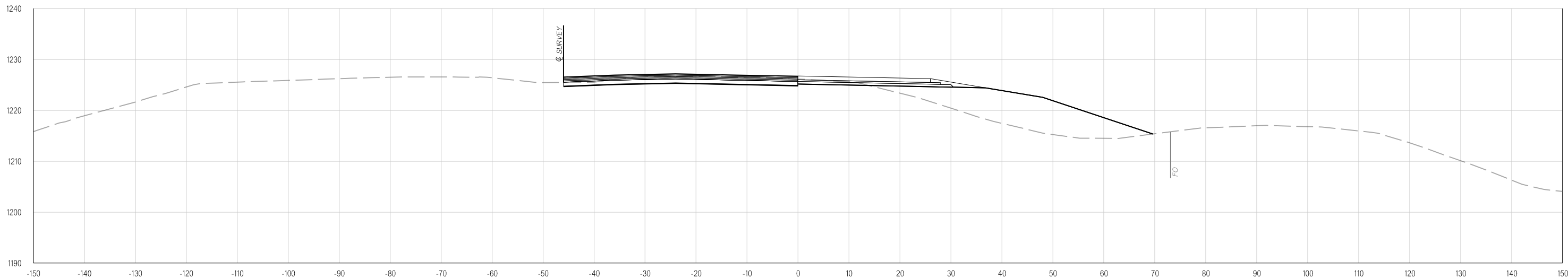
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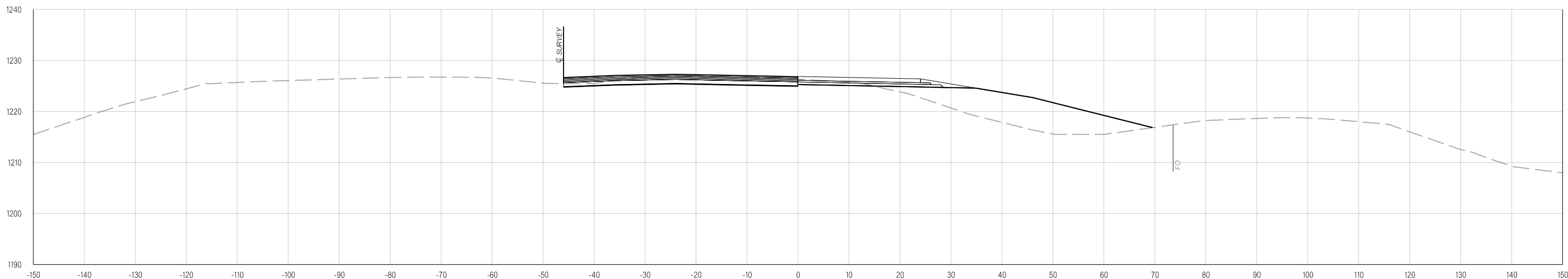
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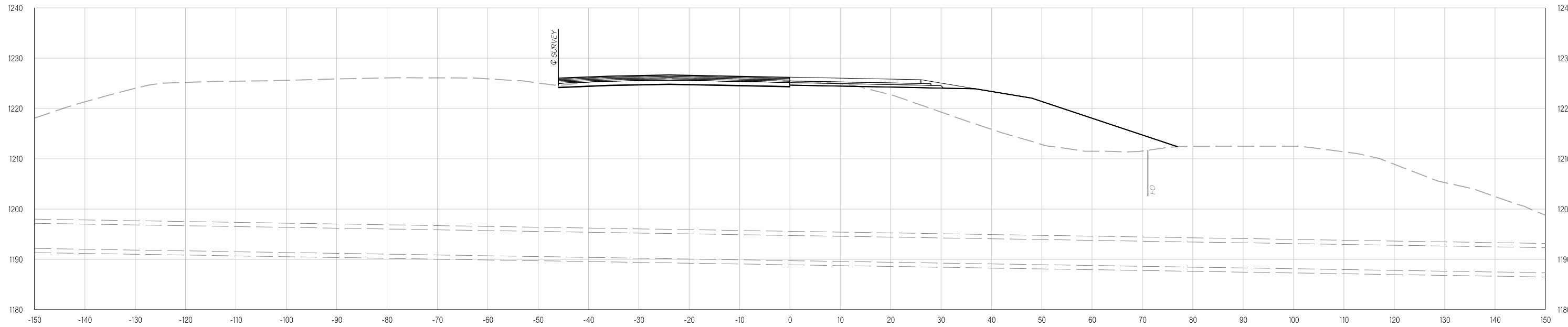


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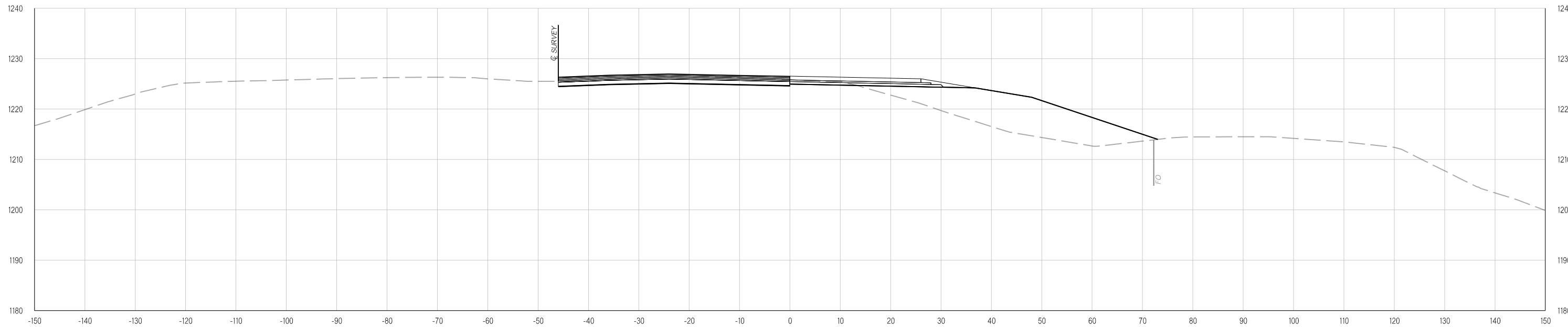


496+00.00

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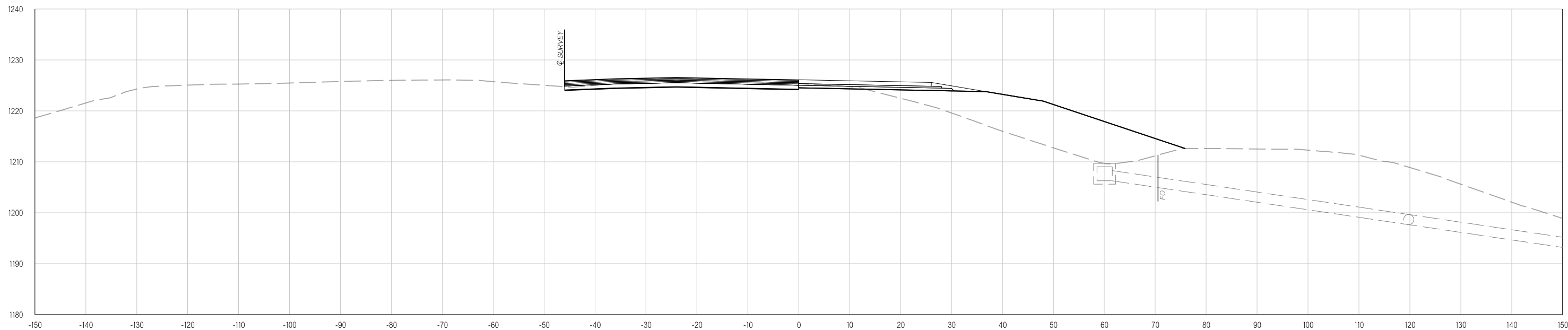


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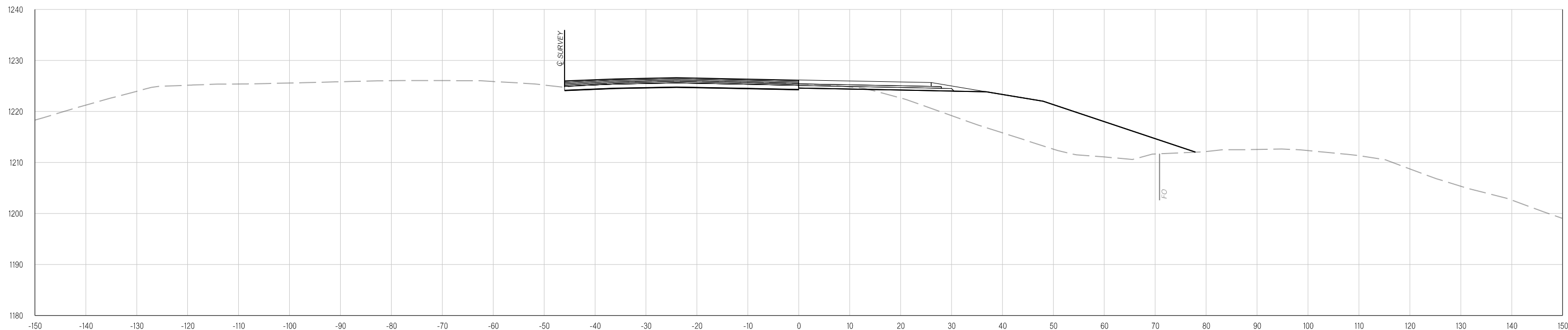


497+00.00

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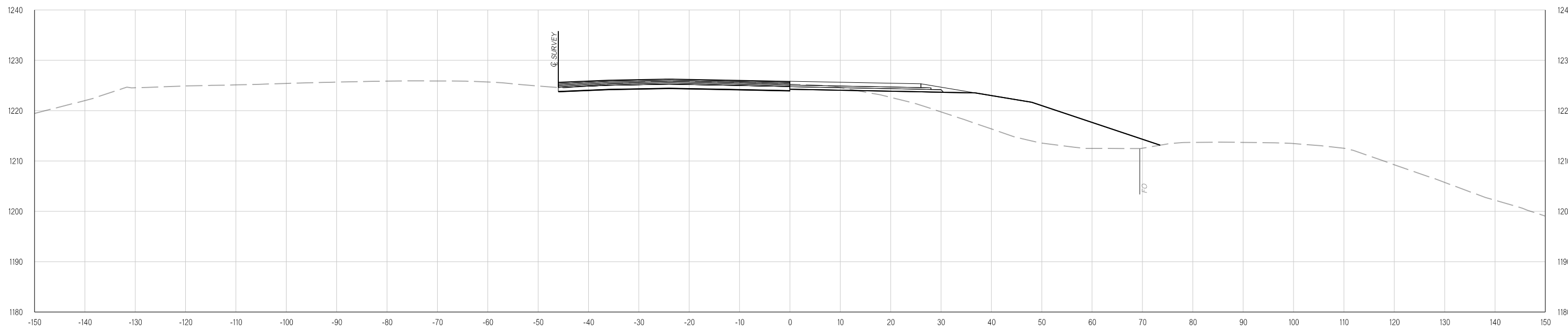


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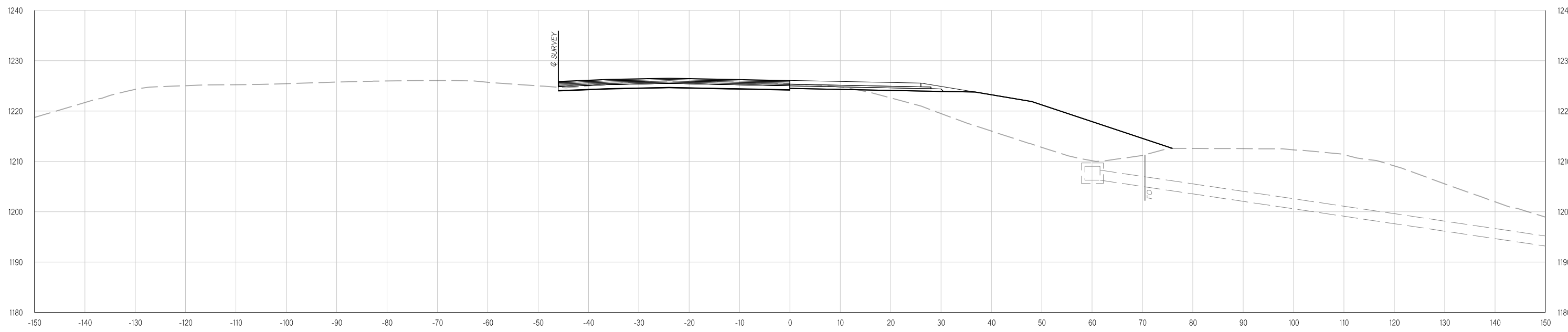


498+00.00

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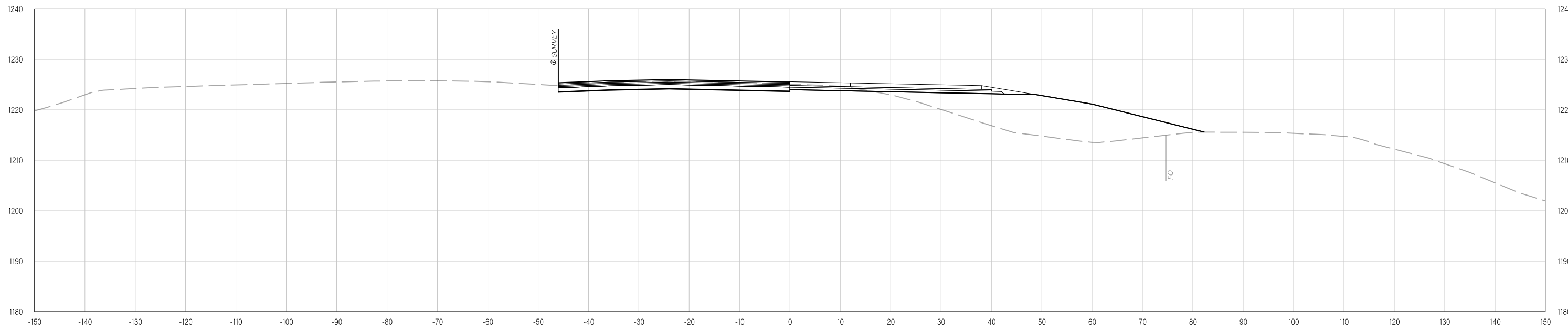


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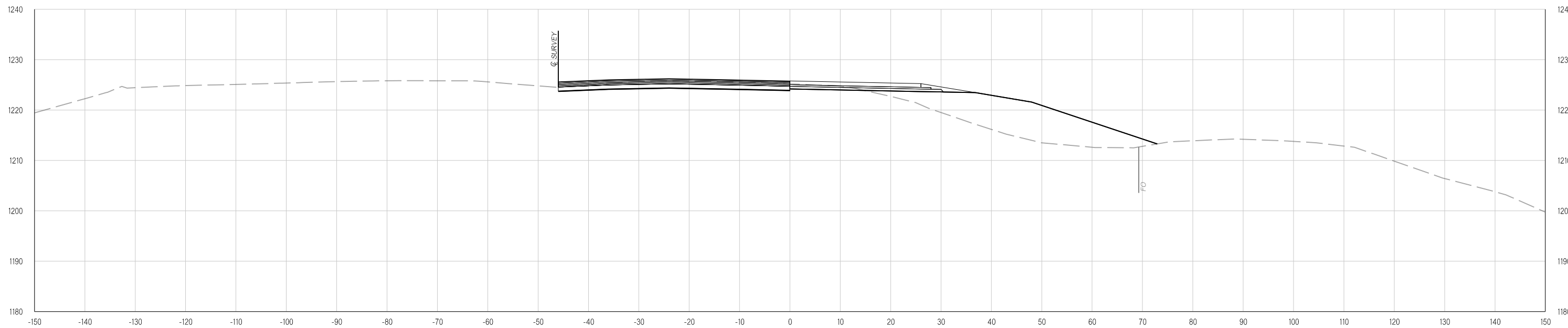


498+26.95

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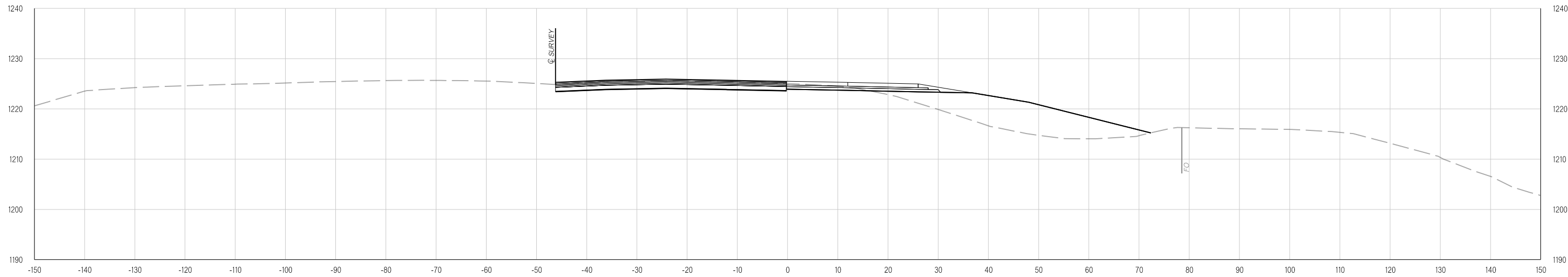


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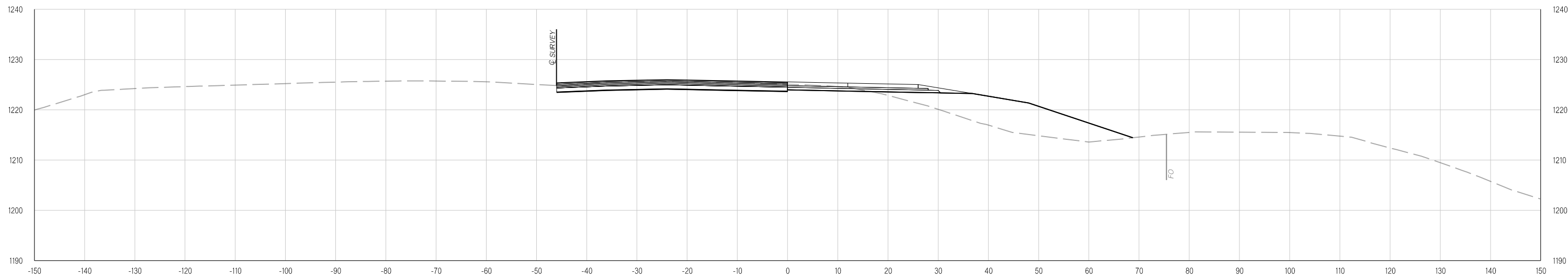


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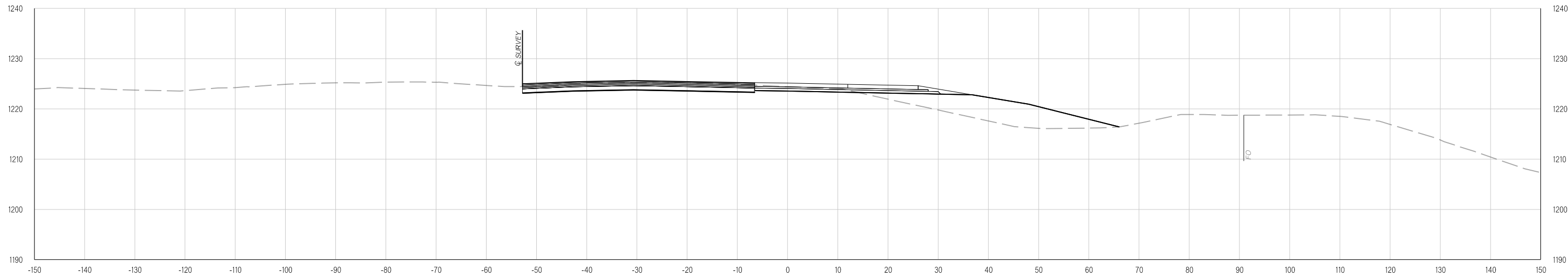


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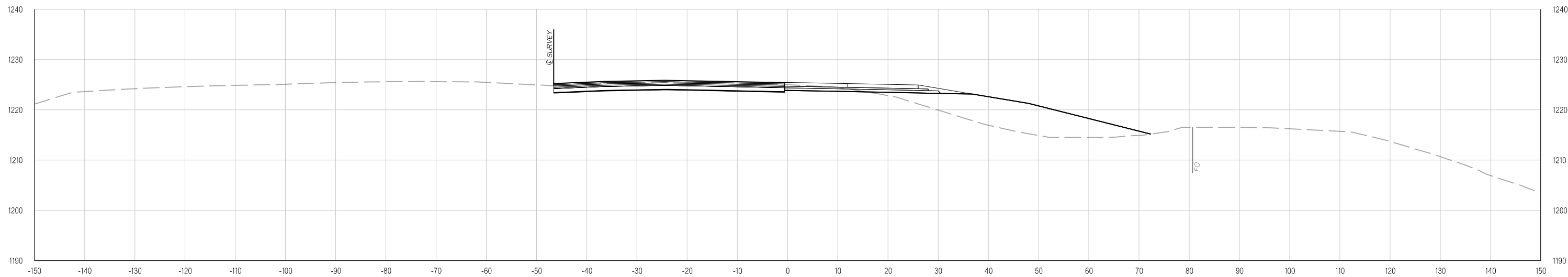


499+82.26

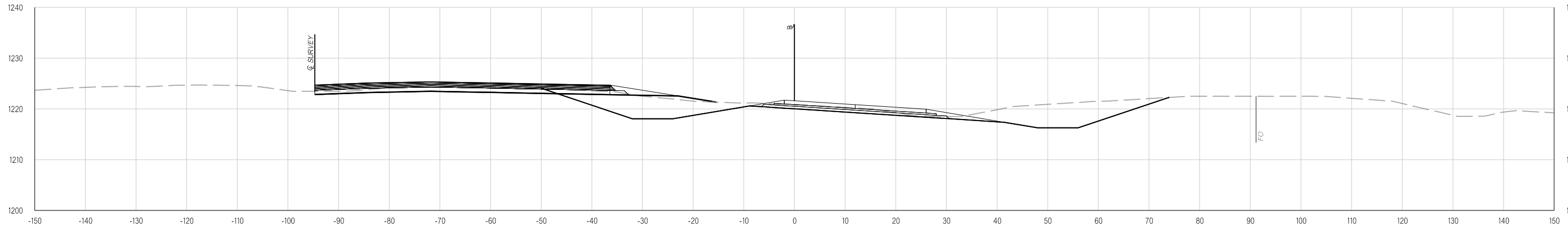
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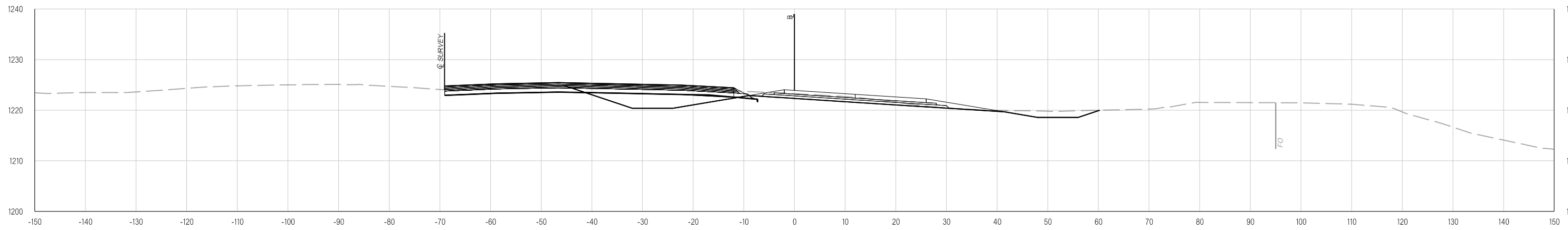
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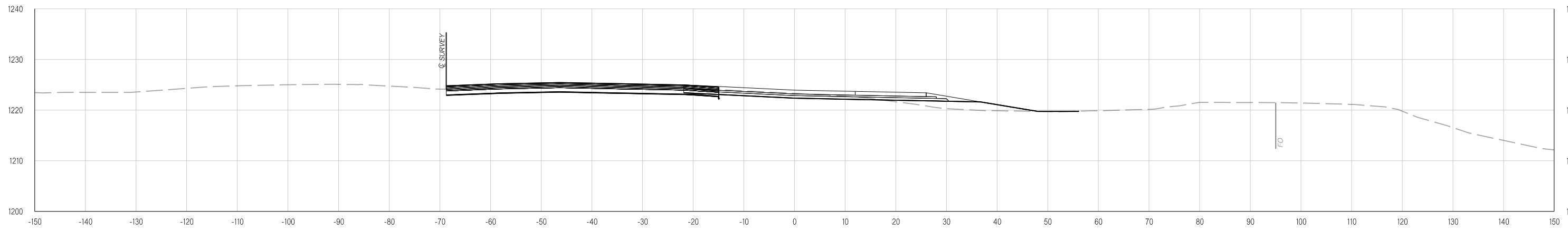
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503+00.00



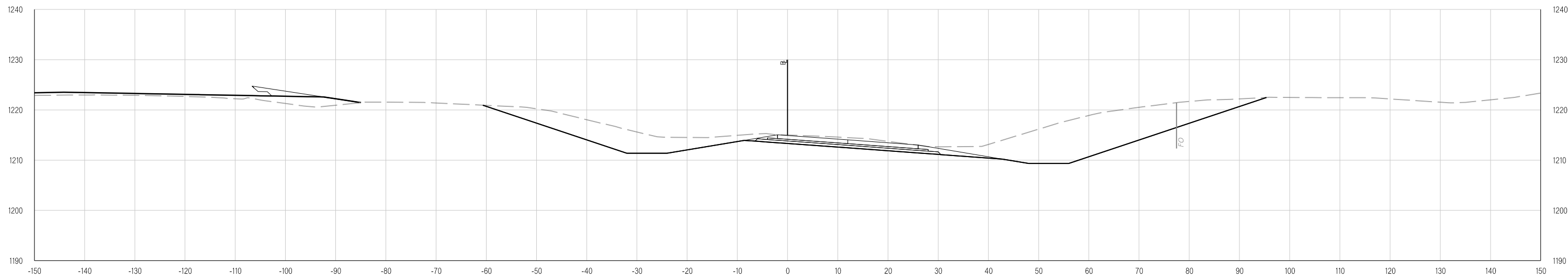
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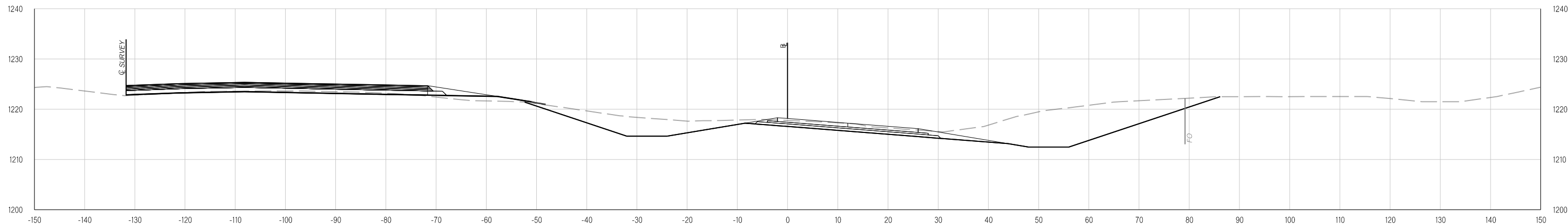
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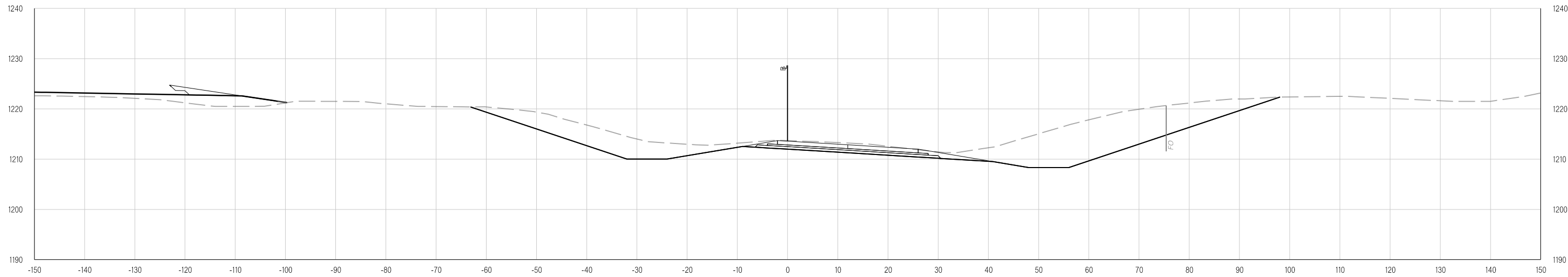


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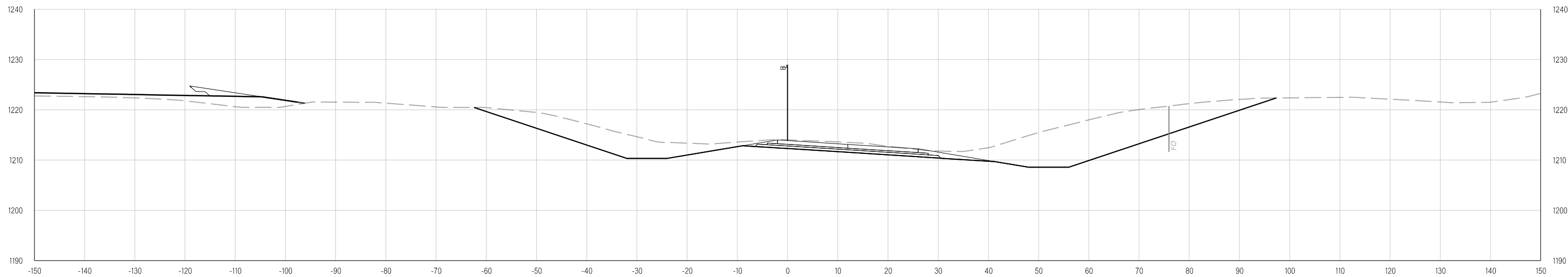


504+00.00

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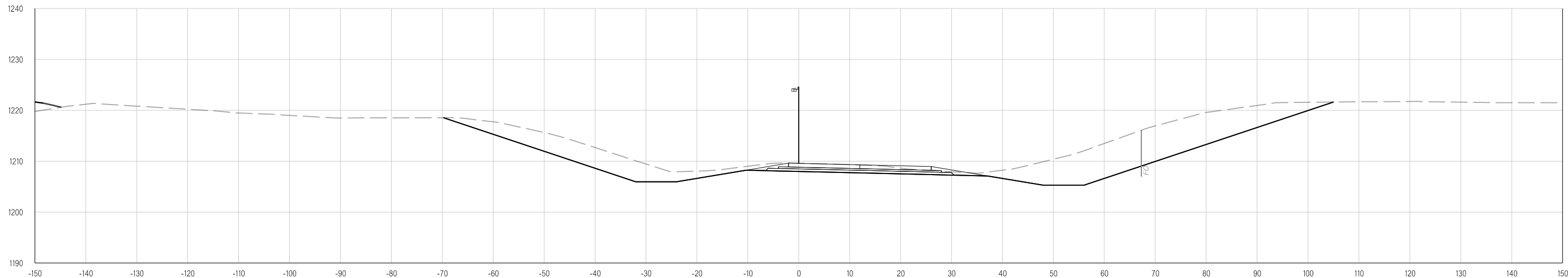
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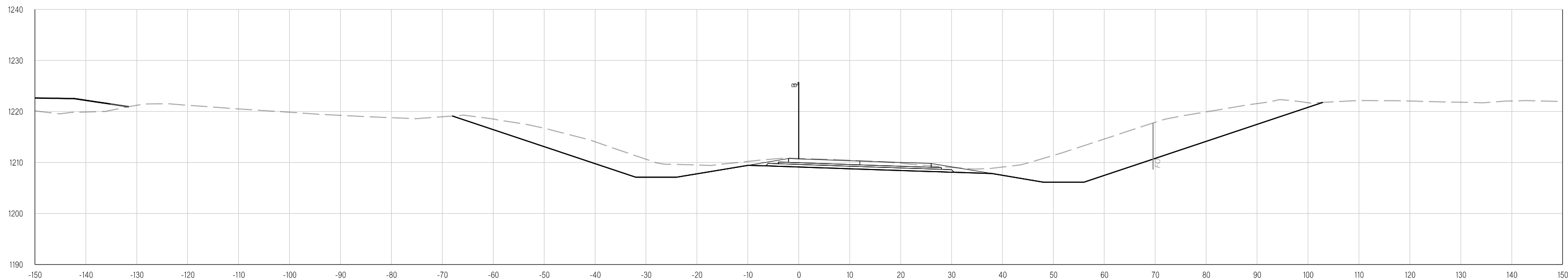
505+00.00

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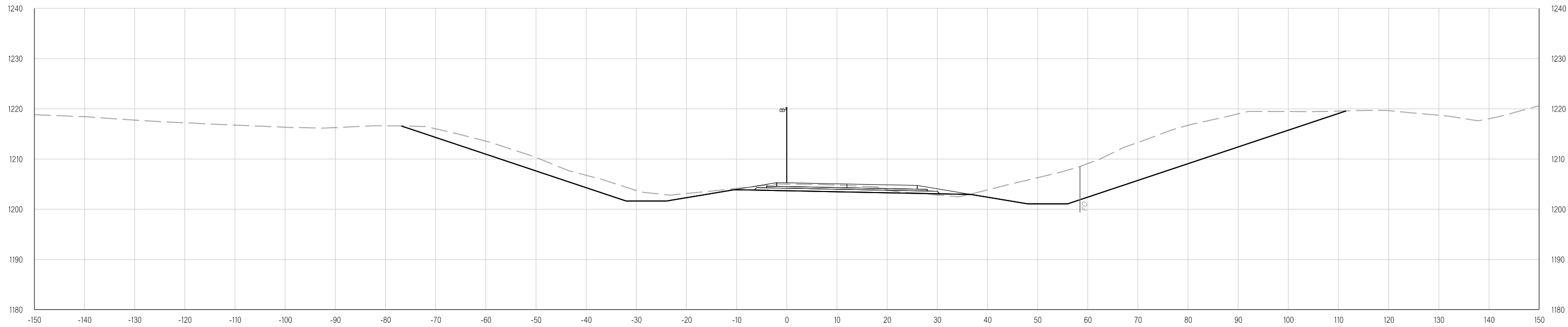


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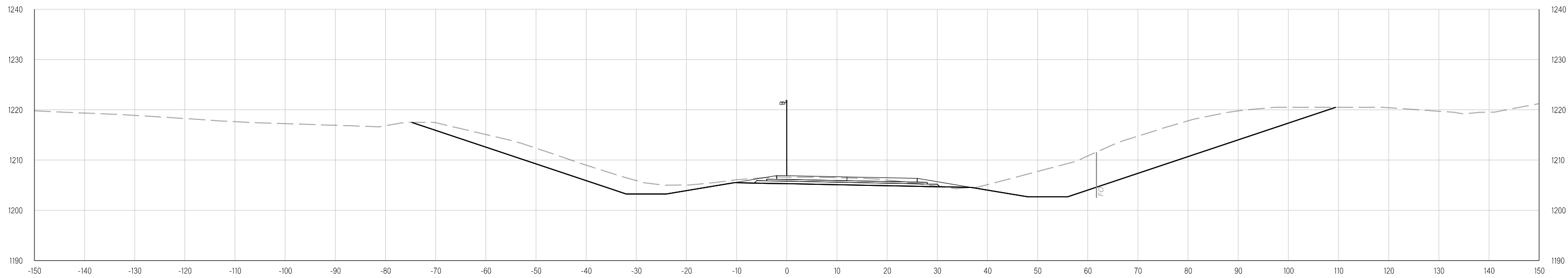


505+73.95

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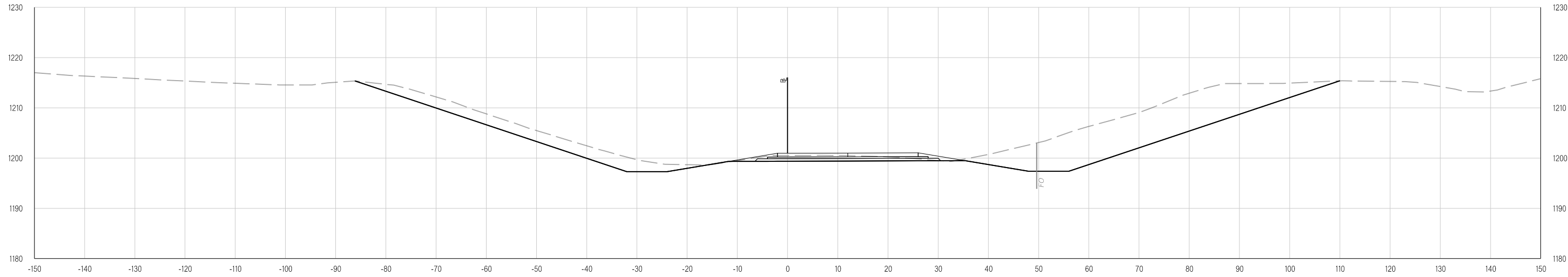


507+00.00

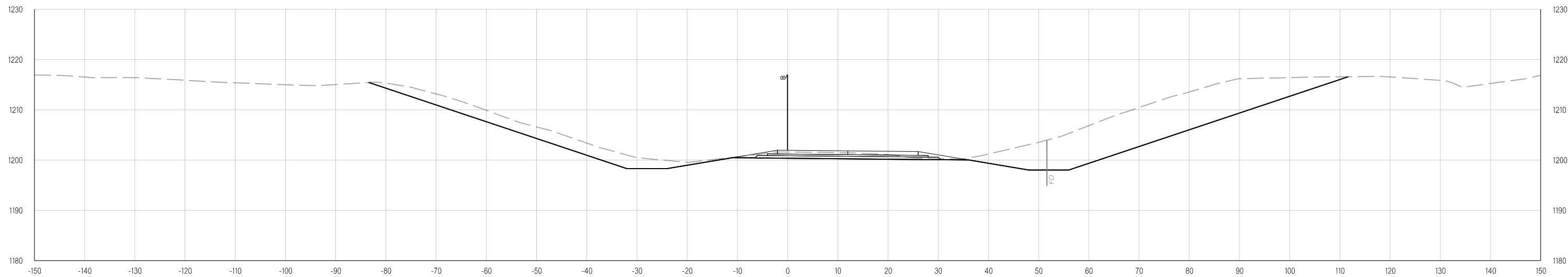


506+62.70

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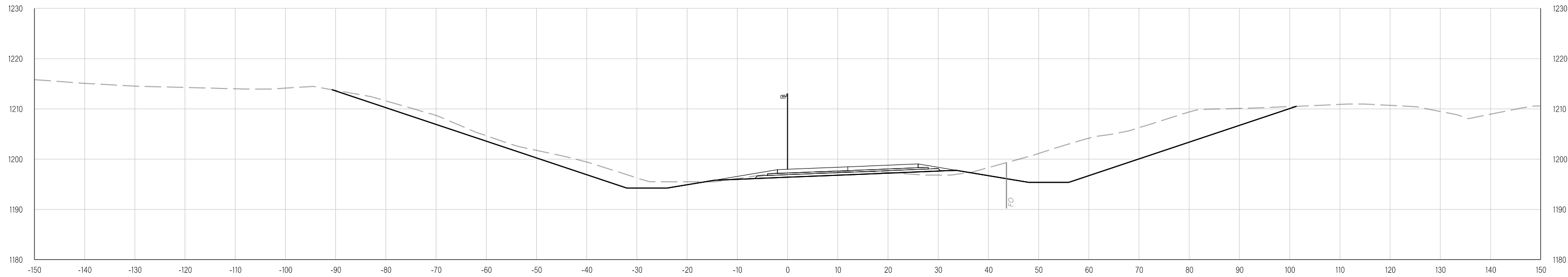
508+00.00



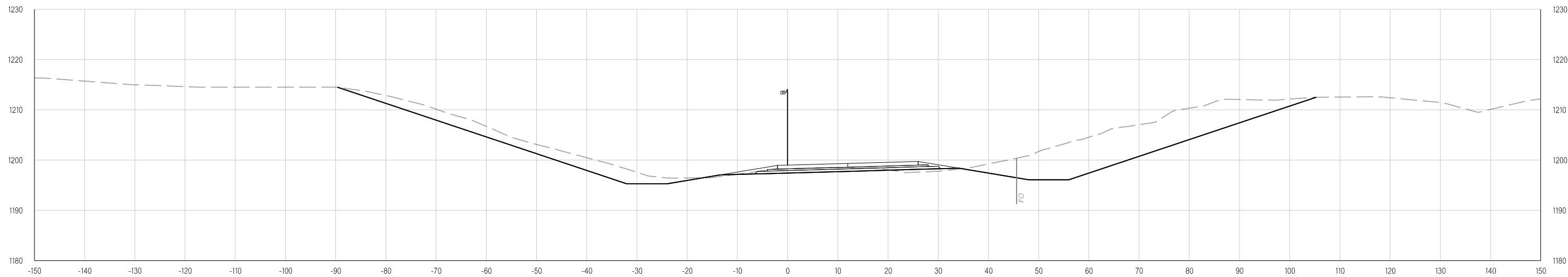
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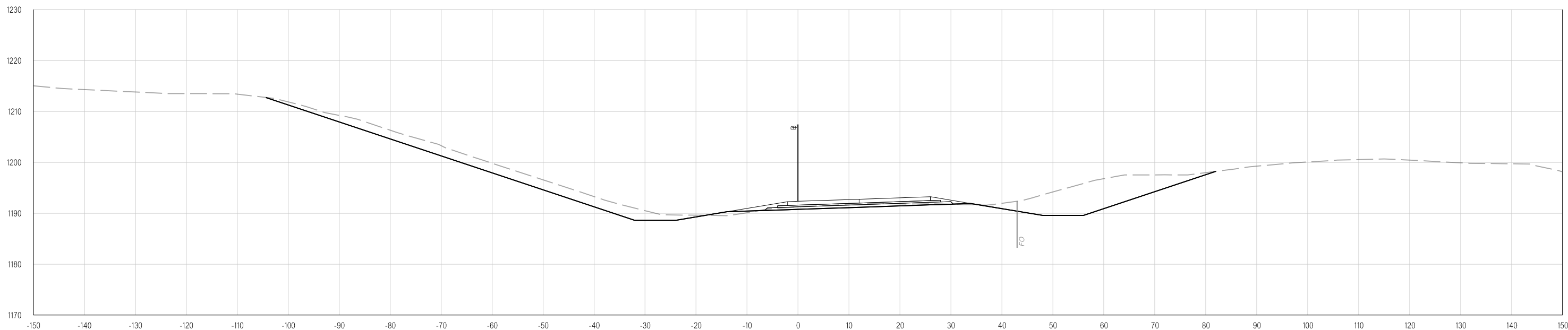


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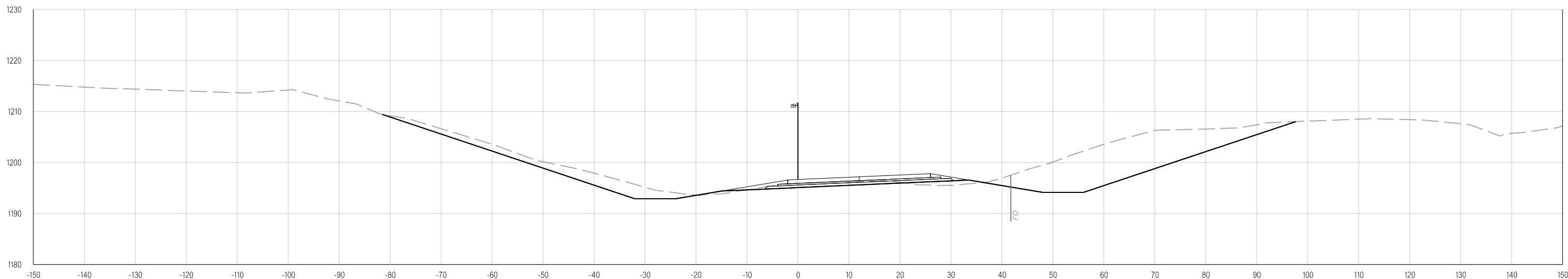


508+45.25

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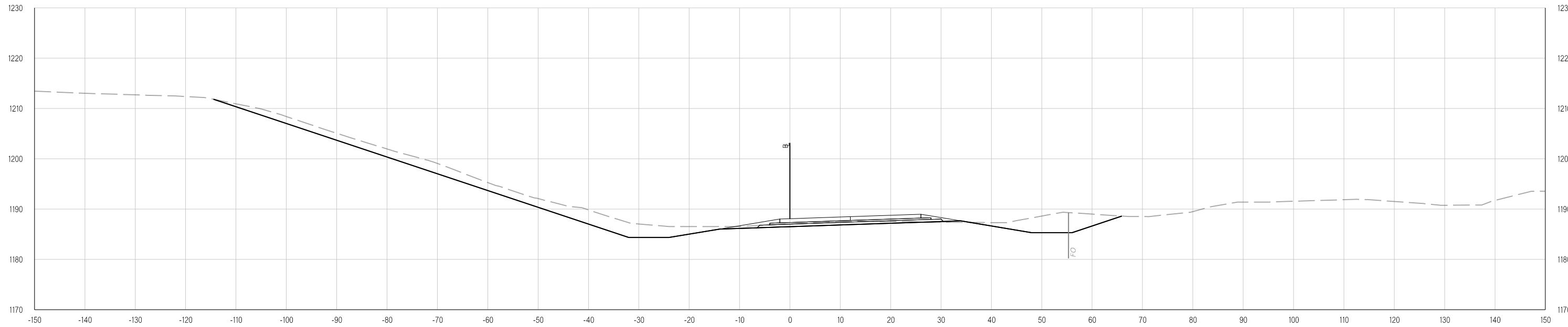


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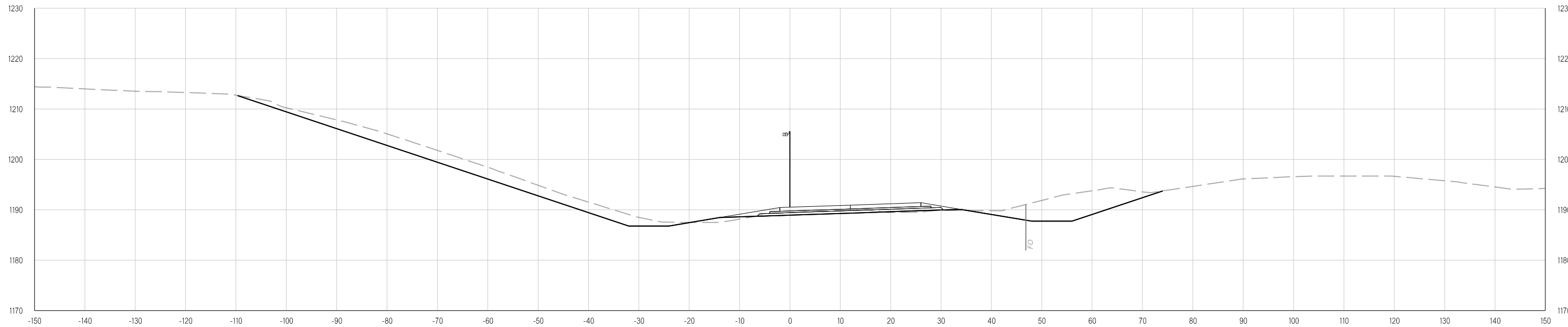


509+00.00

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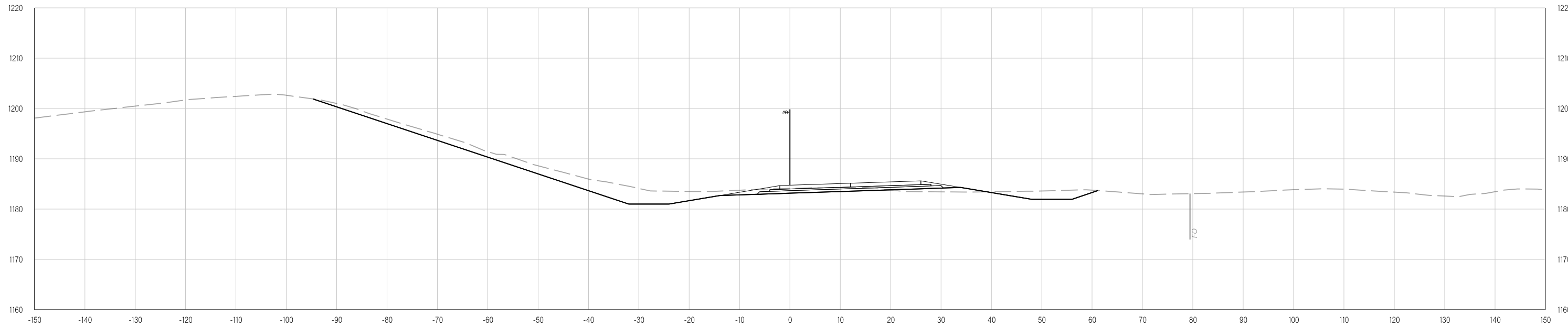


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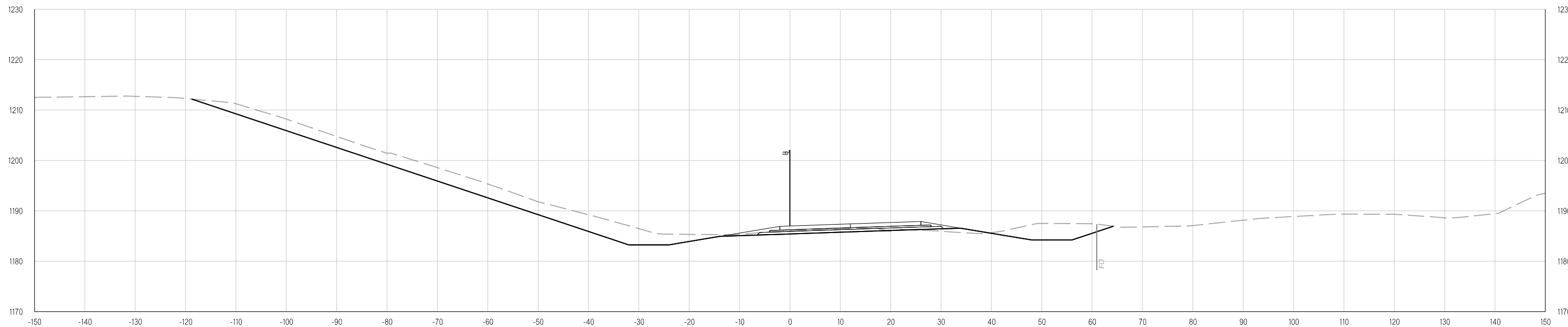


510+42.35

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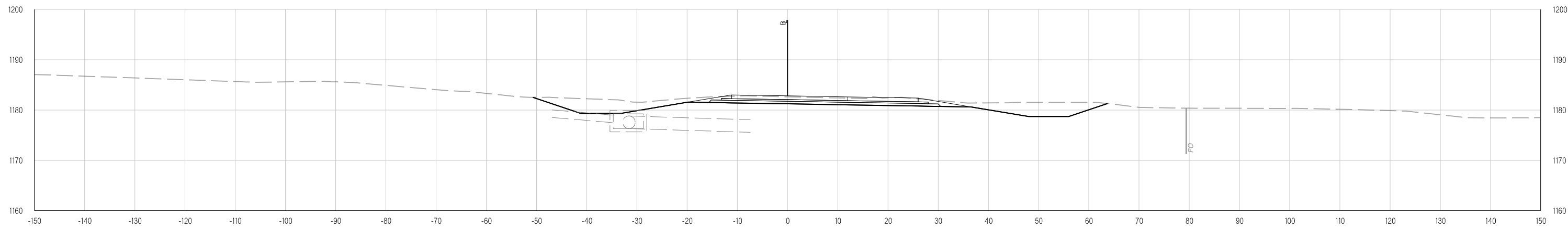


512+00.00

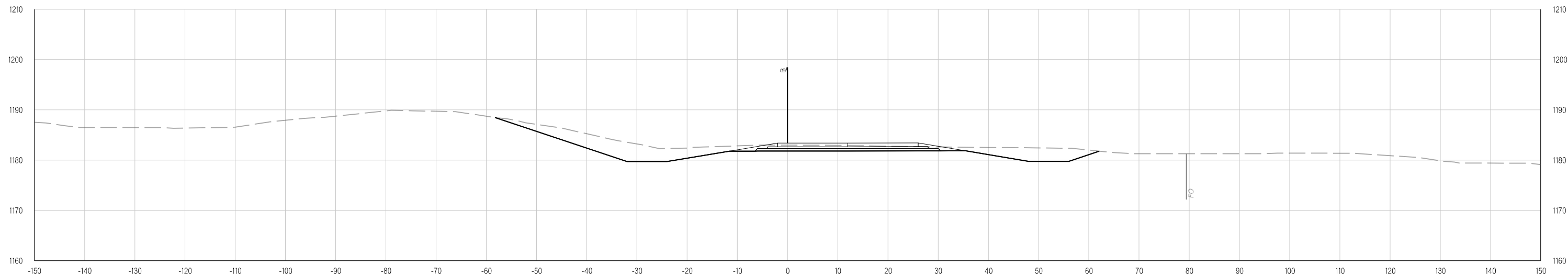


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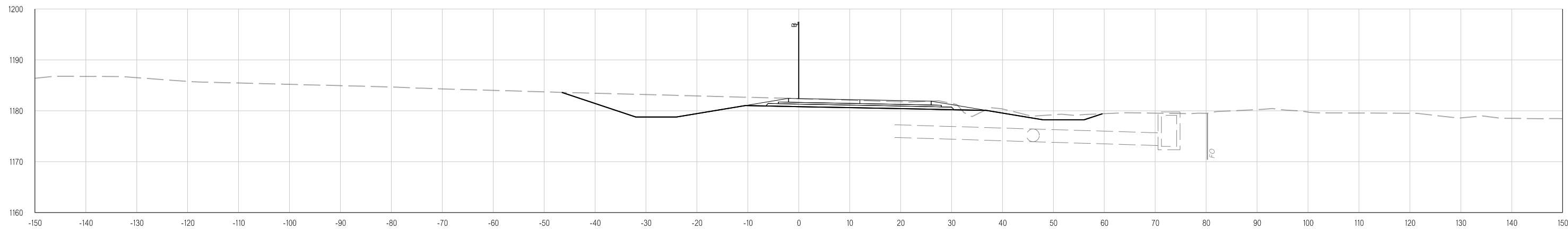
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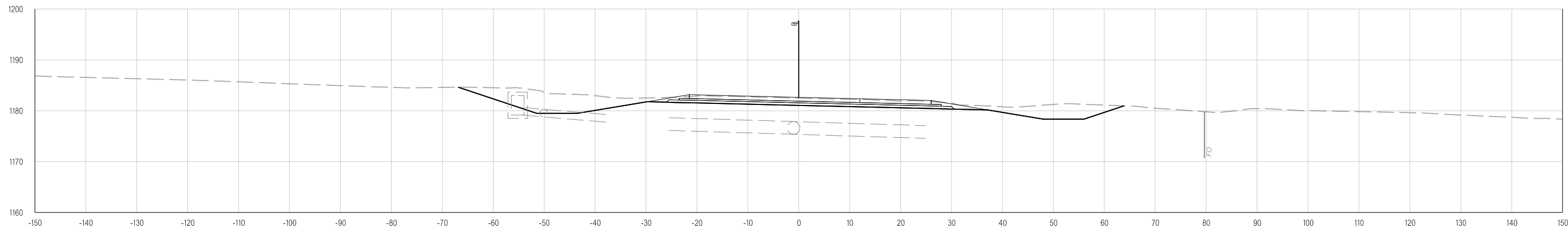
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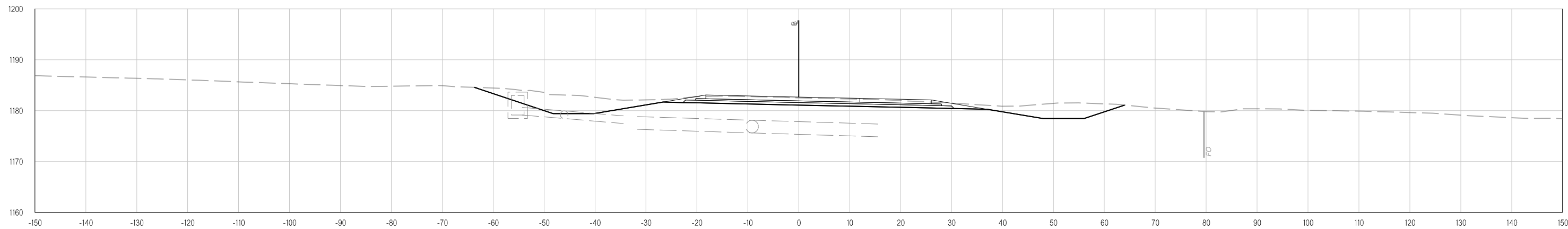
512+58.01



513+20.95



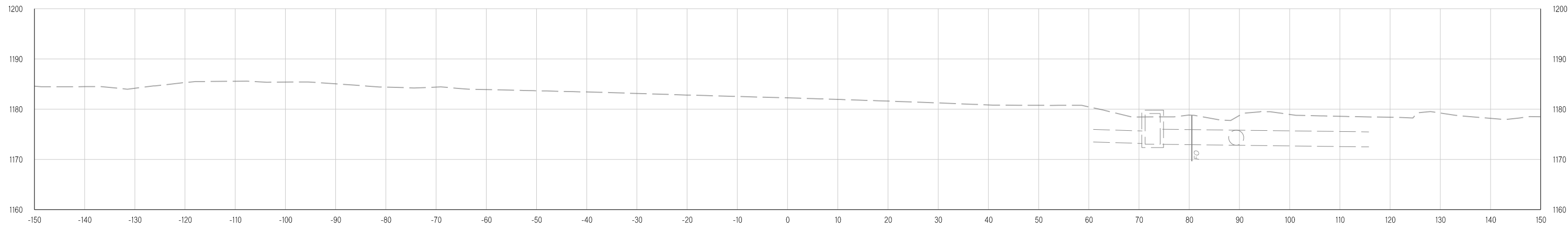
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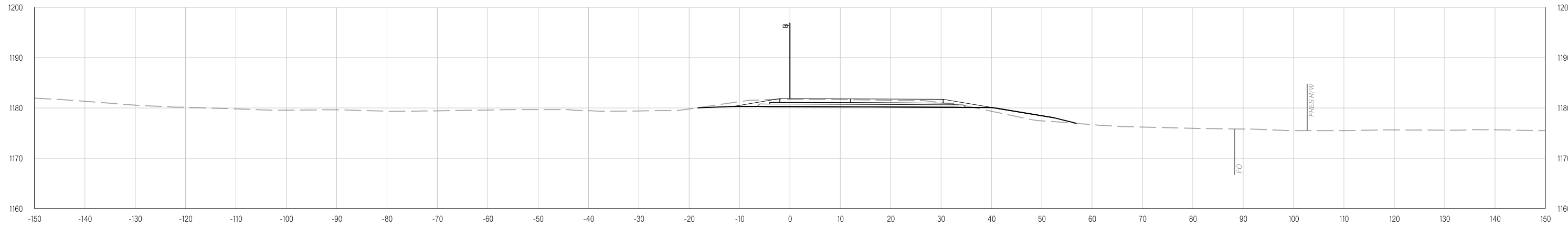
513+00.00

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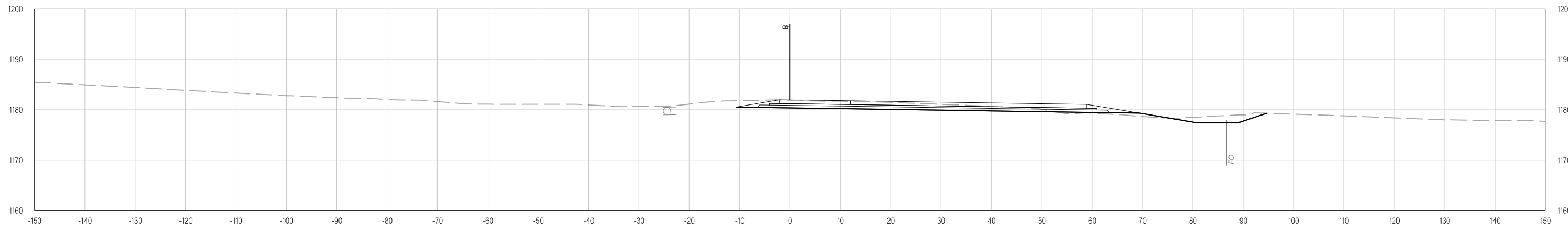
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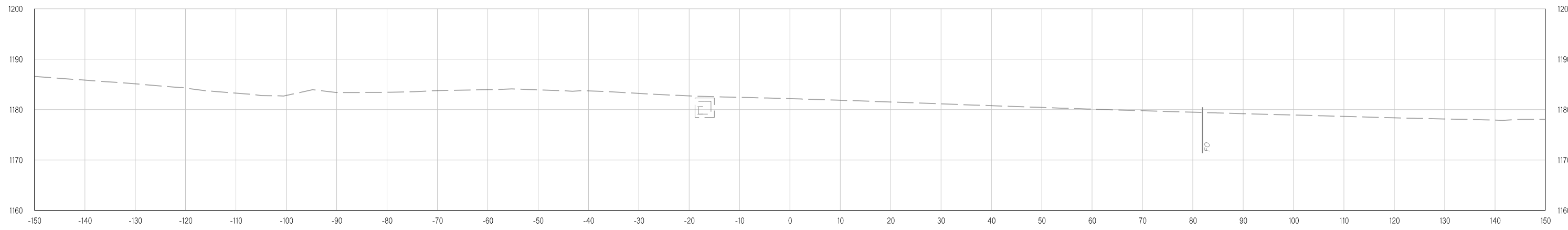
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512+81.42

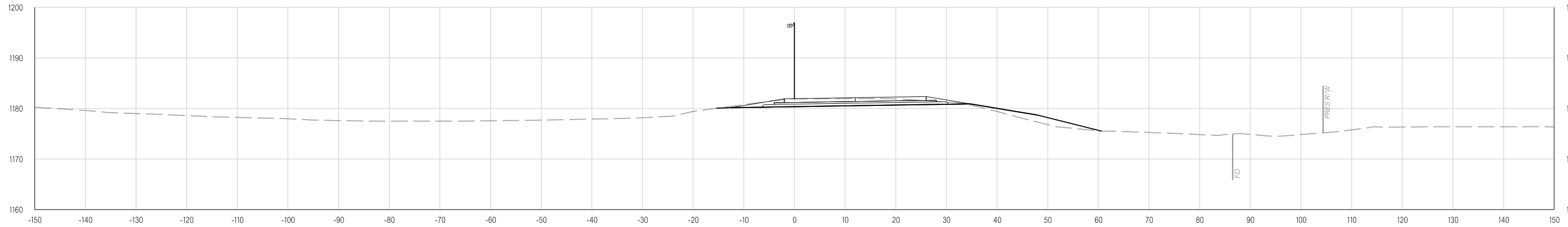


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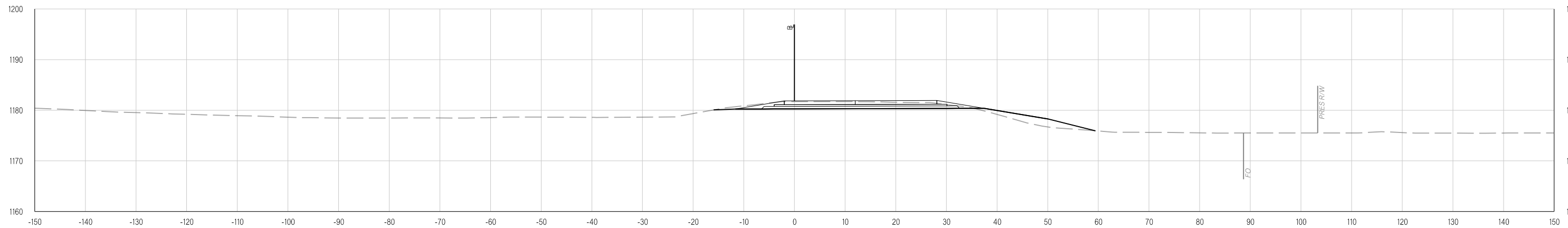


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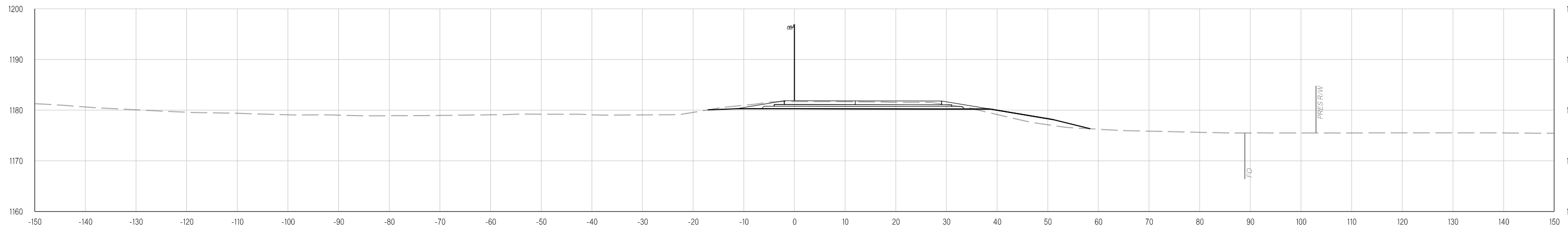
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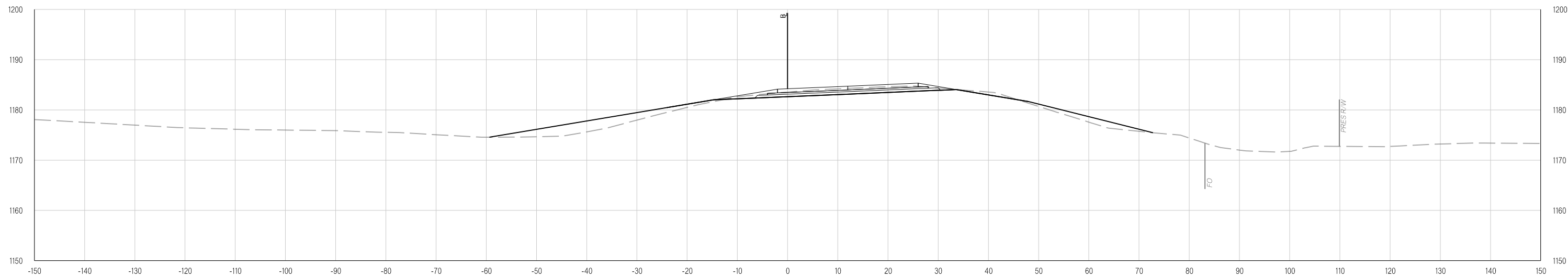
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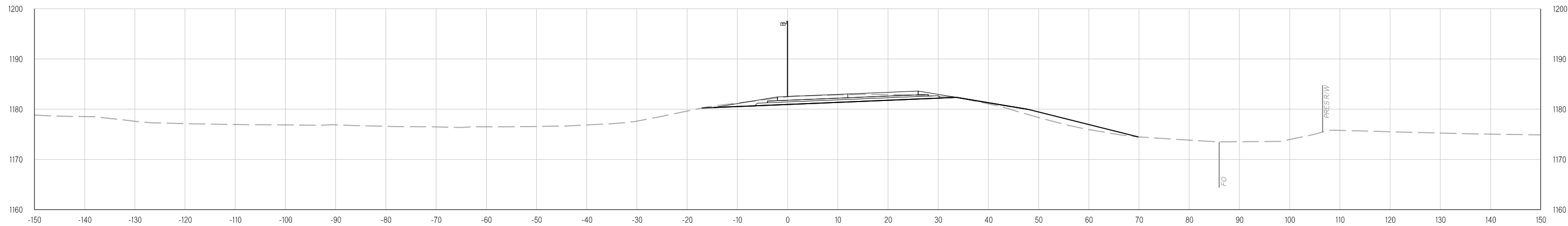
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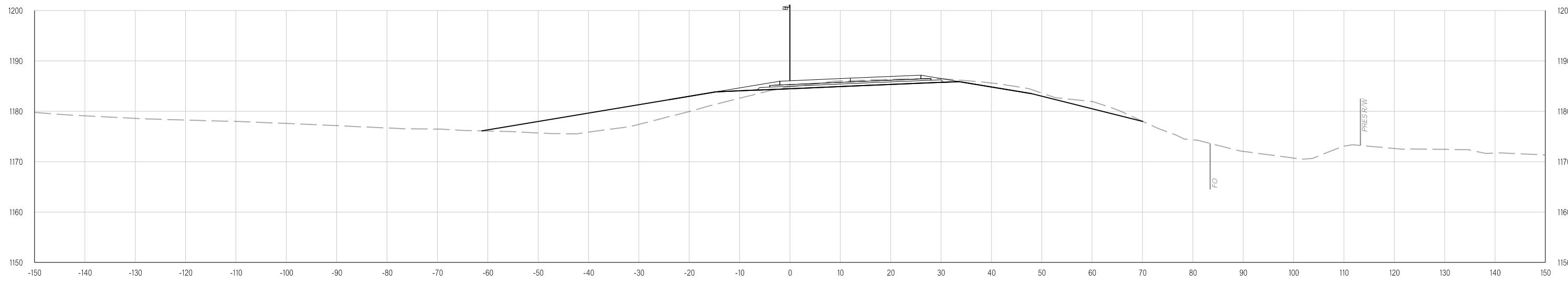


515+00.00

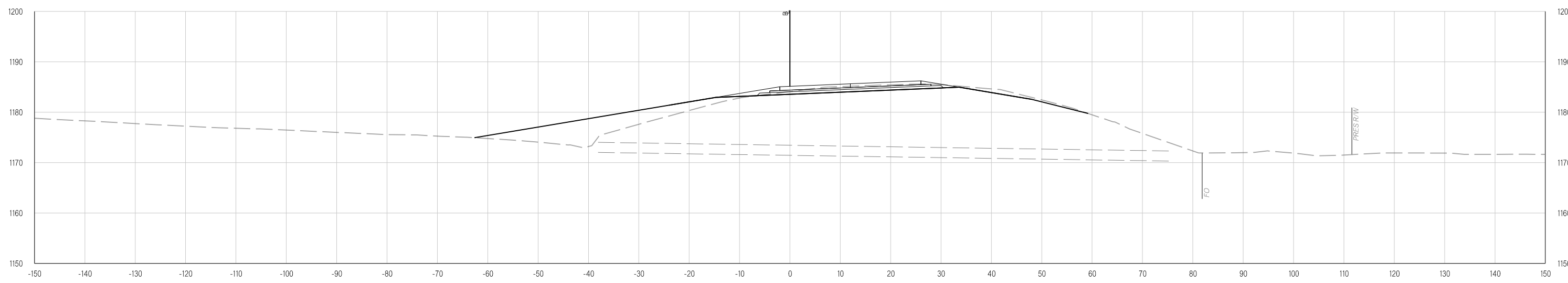


514+00.00

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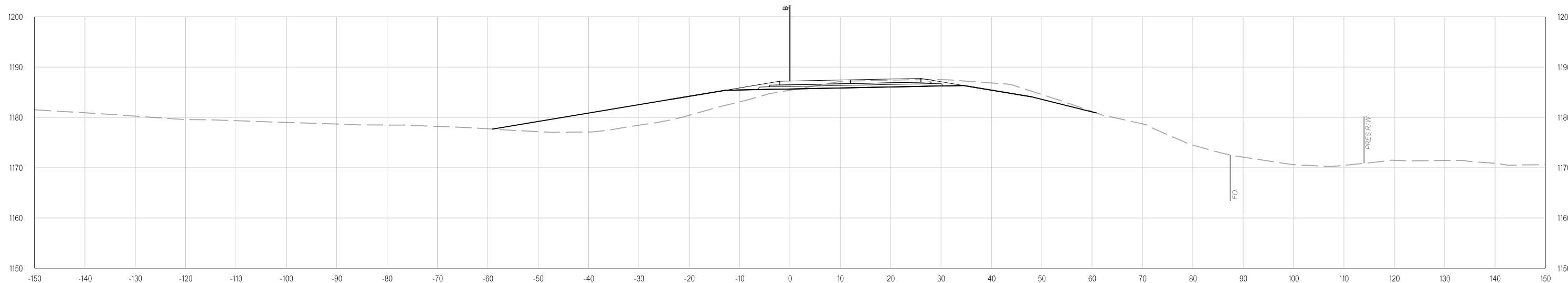
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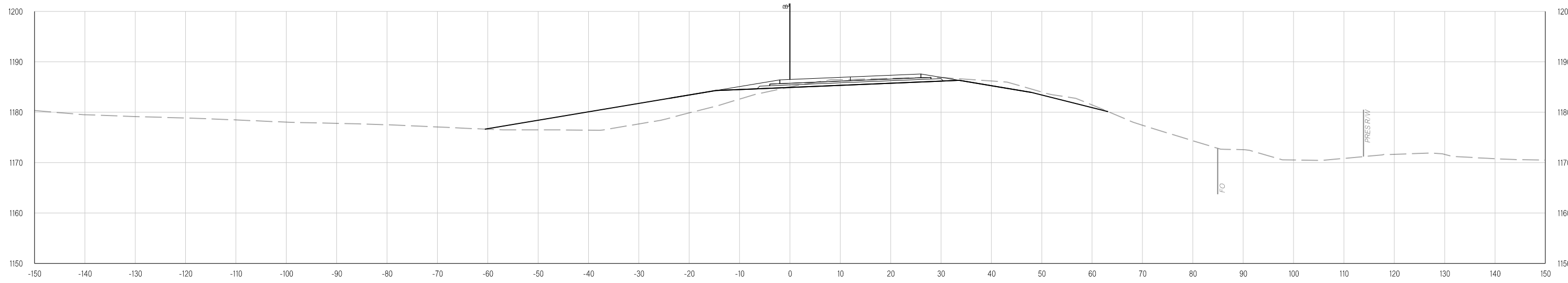
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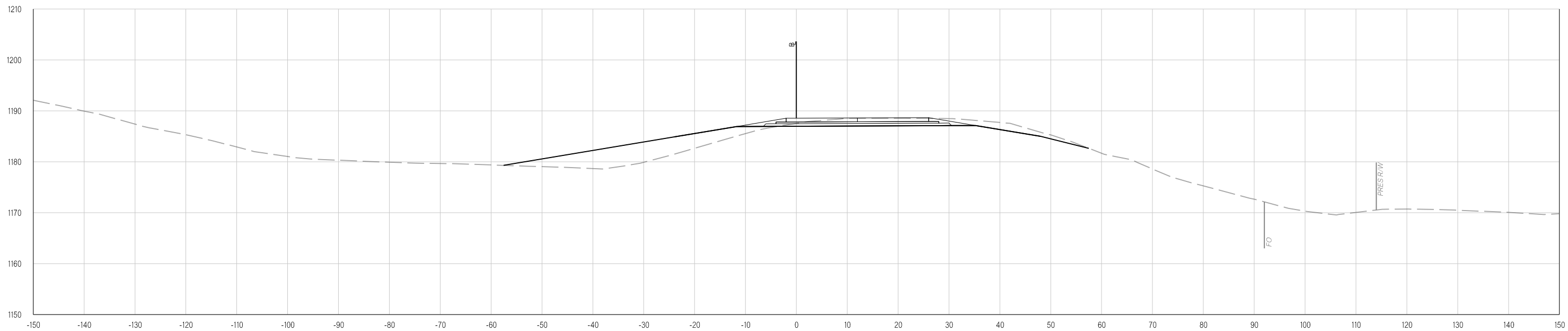


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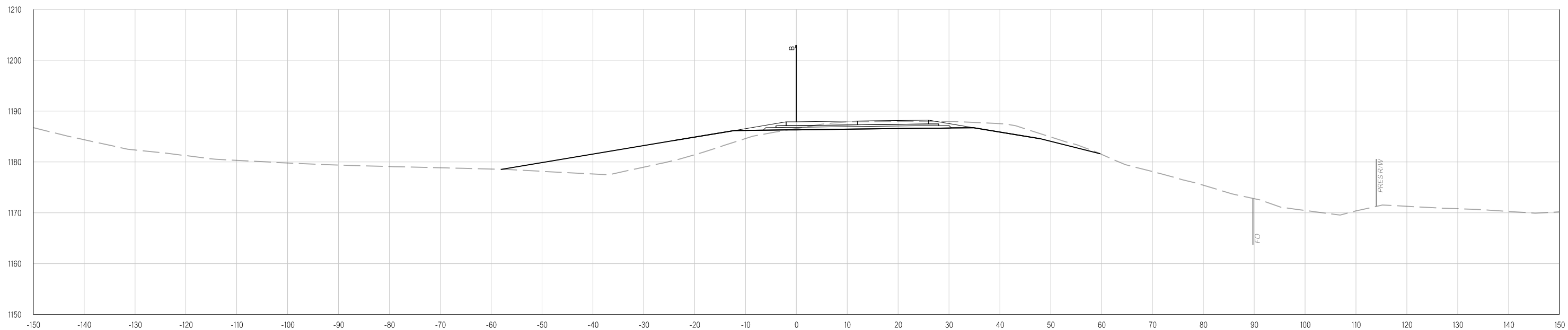


516+23.61

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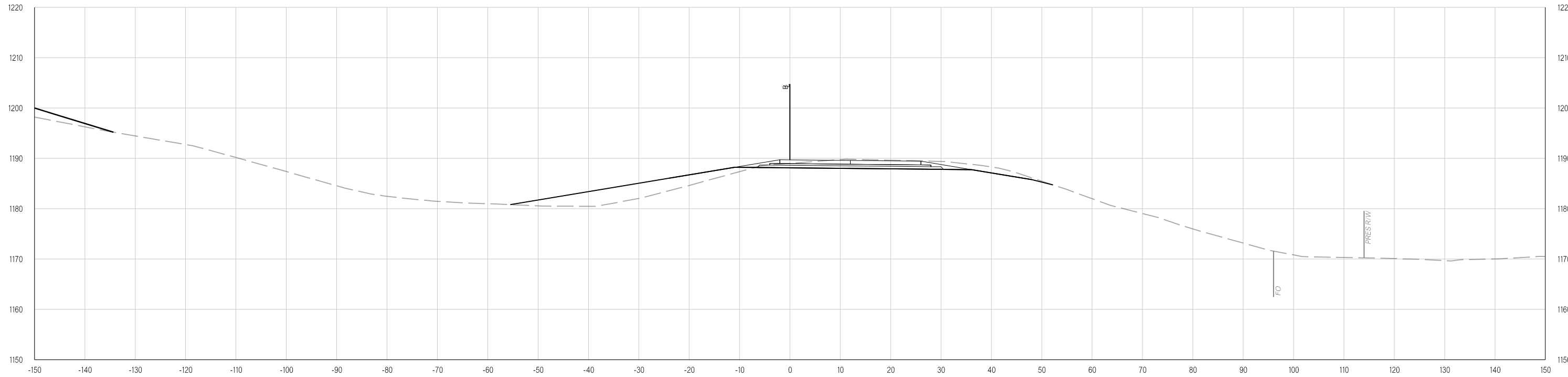


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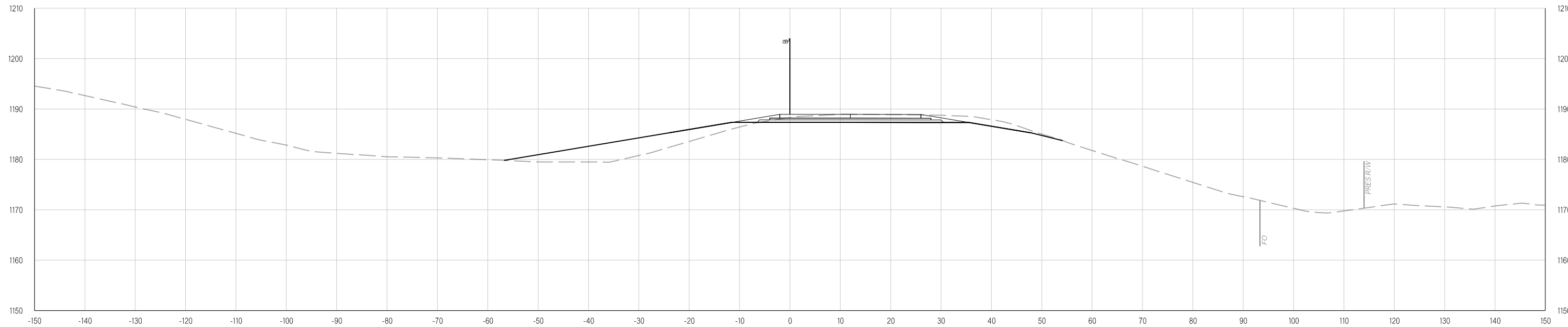


517+00.00

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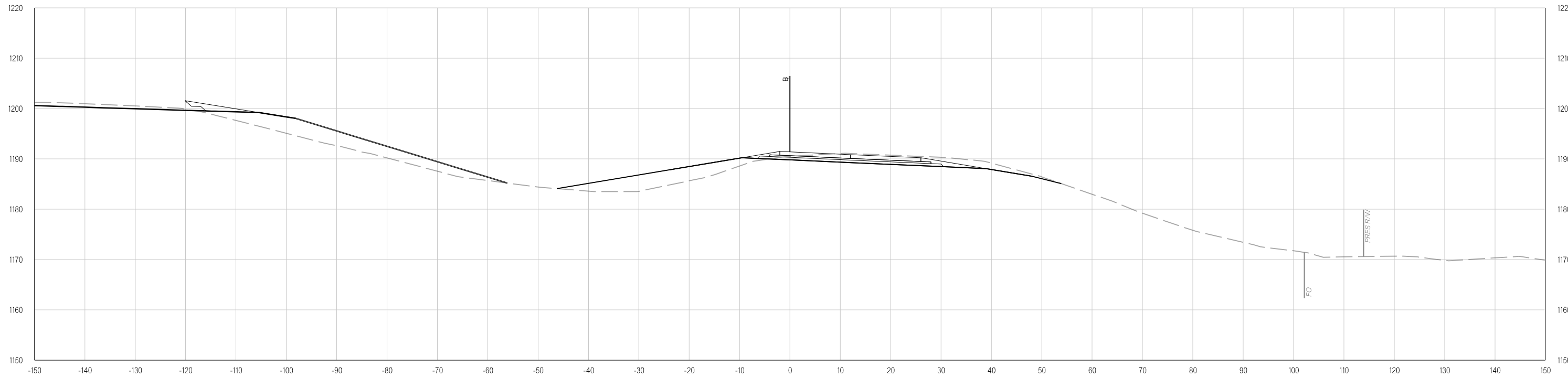


518+00.00

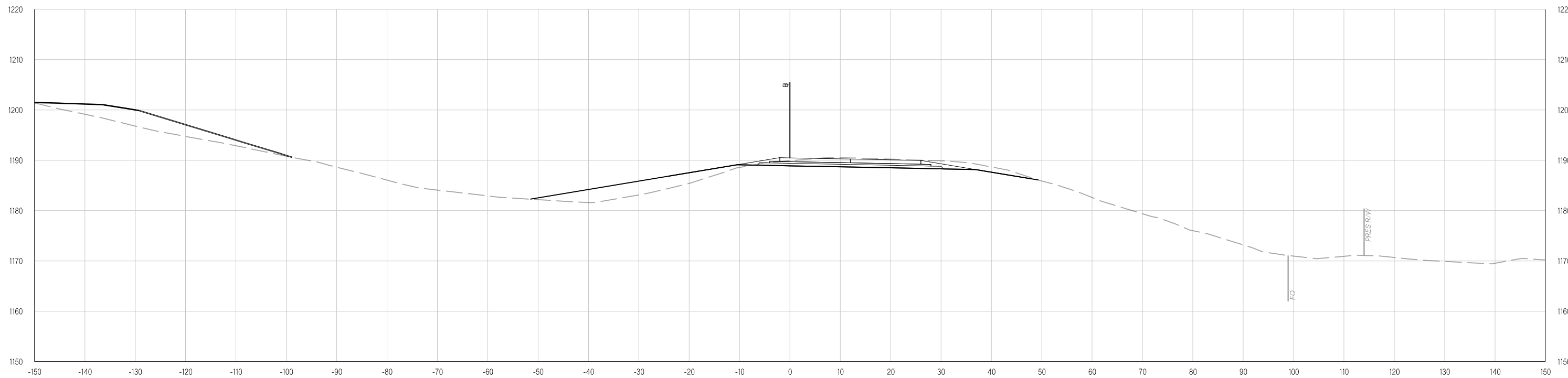


517+57.04

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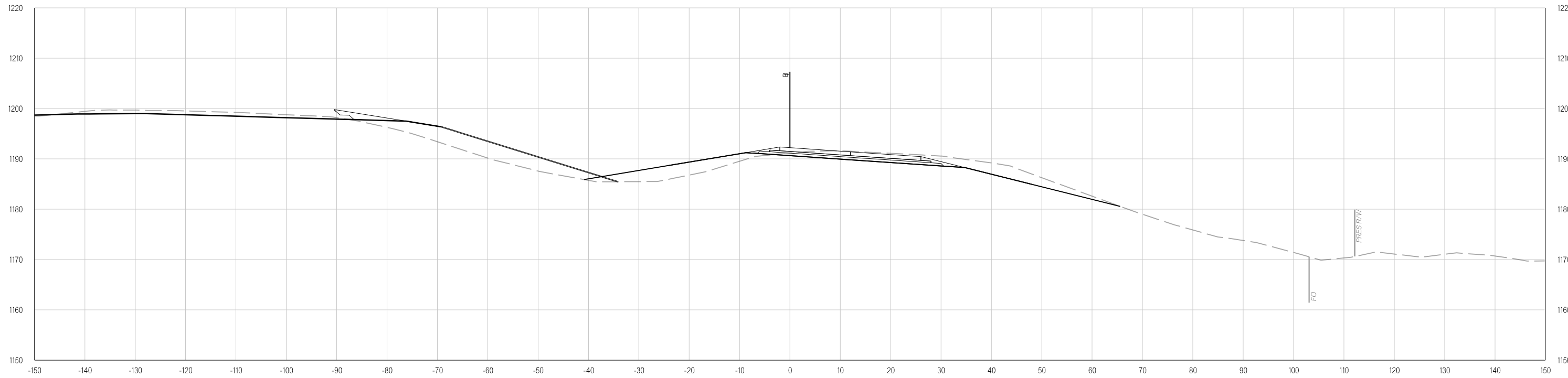


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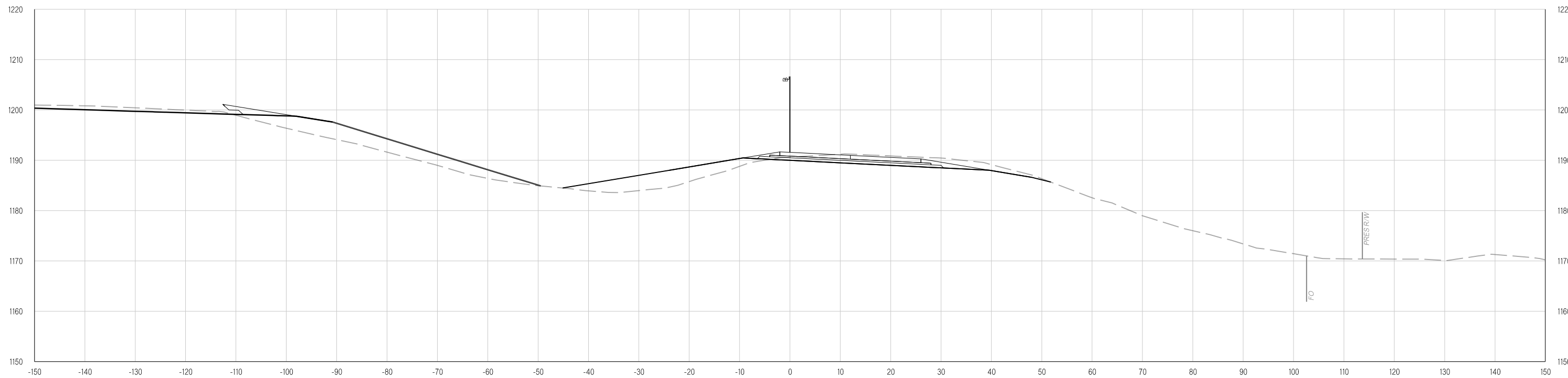


518+45.86

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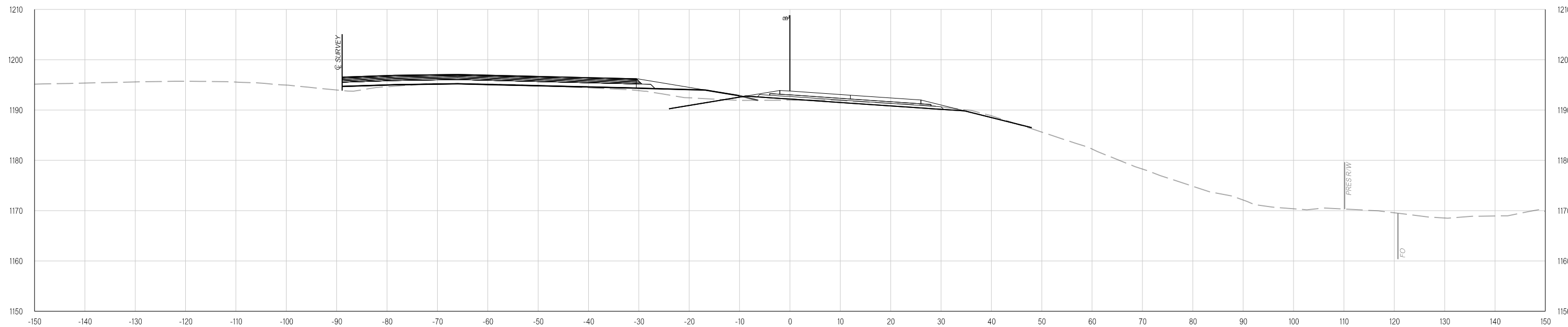


519+52.45

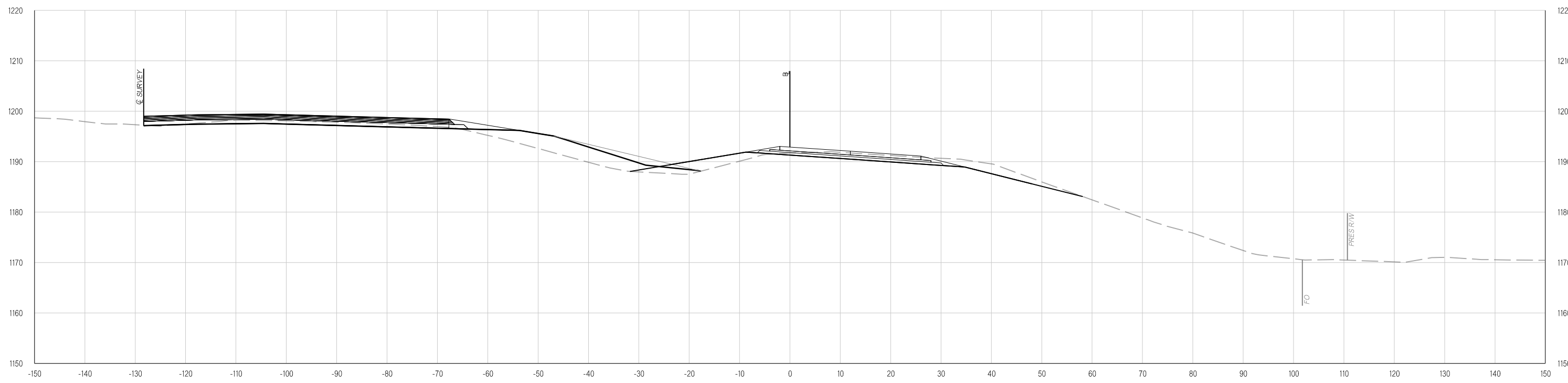


519+12.48

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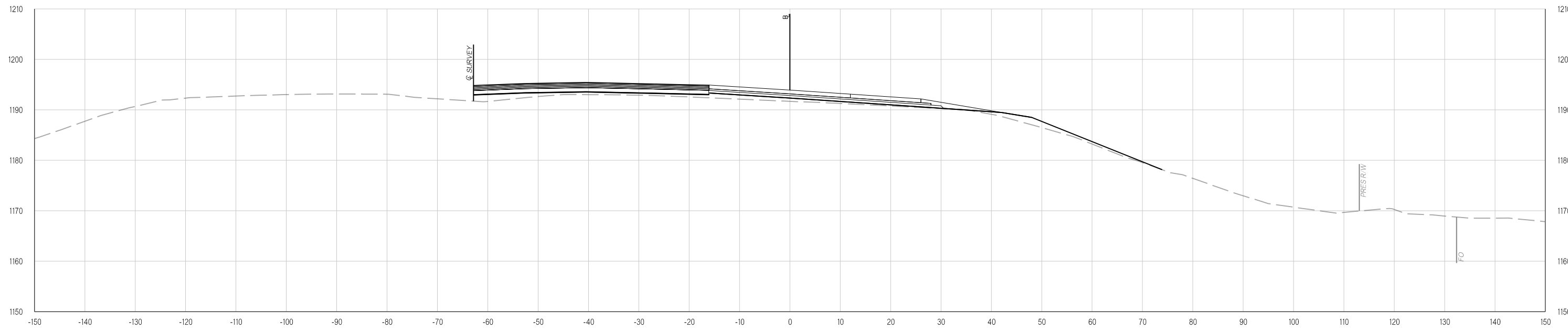


521+00.00

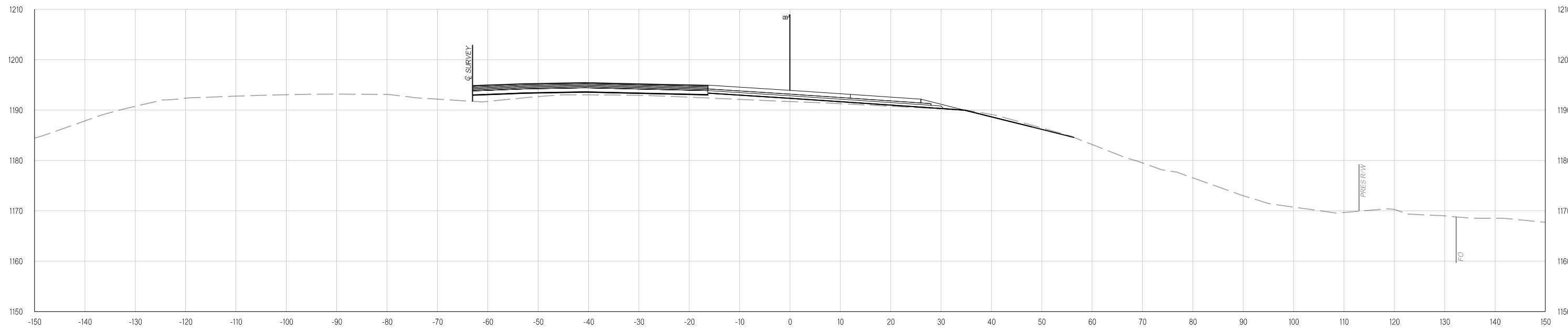


520+00.00

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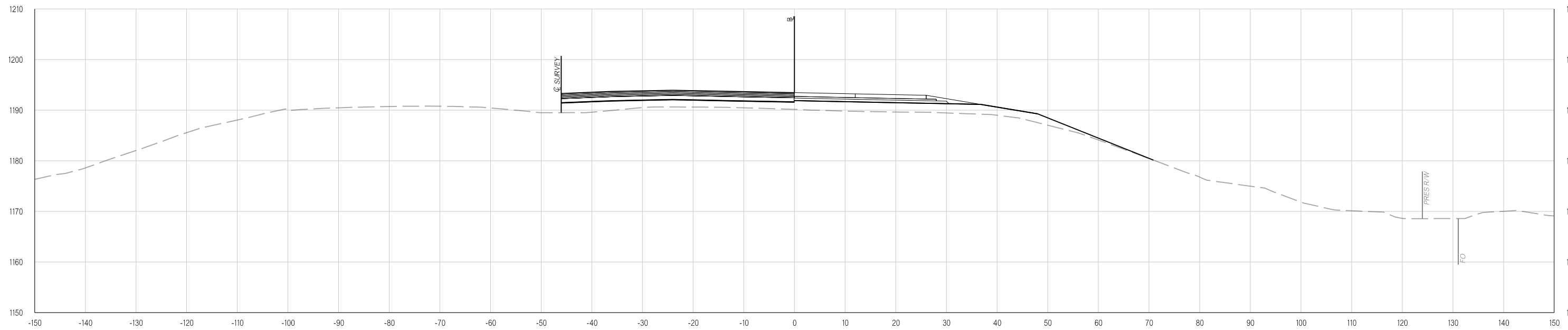


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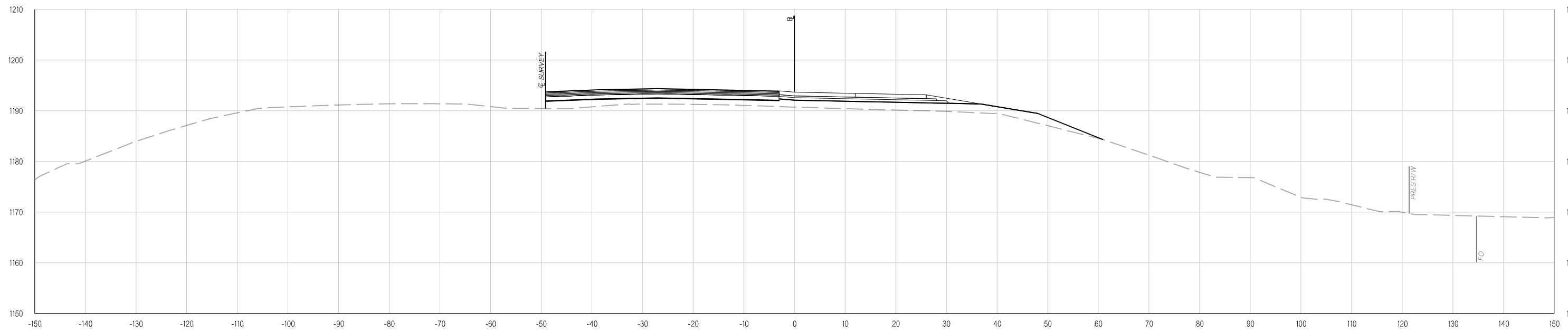


522+00.00

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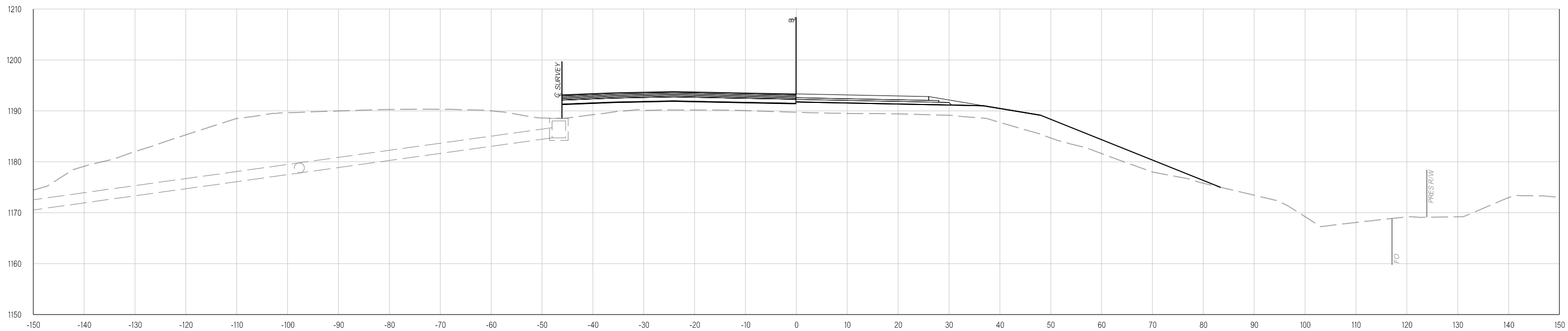


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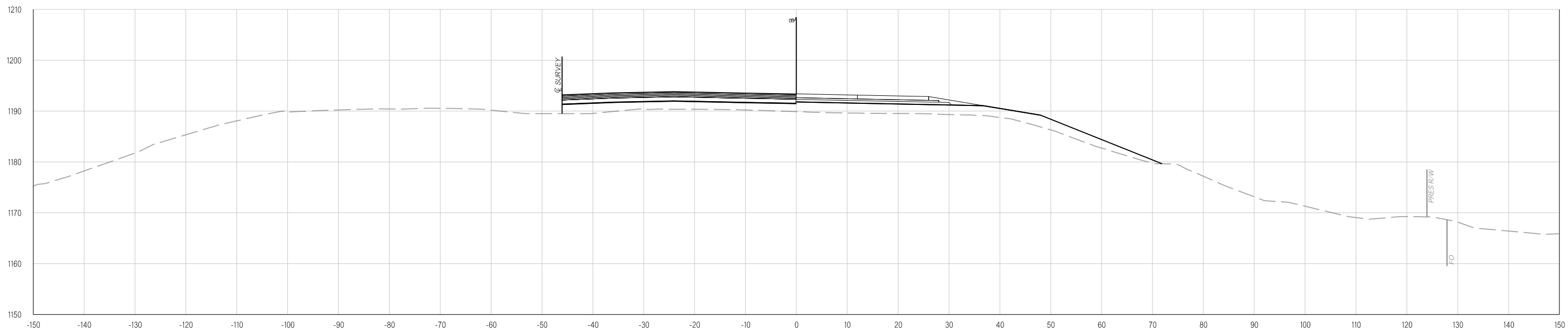


523+00.00

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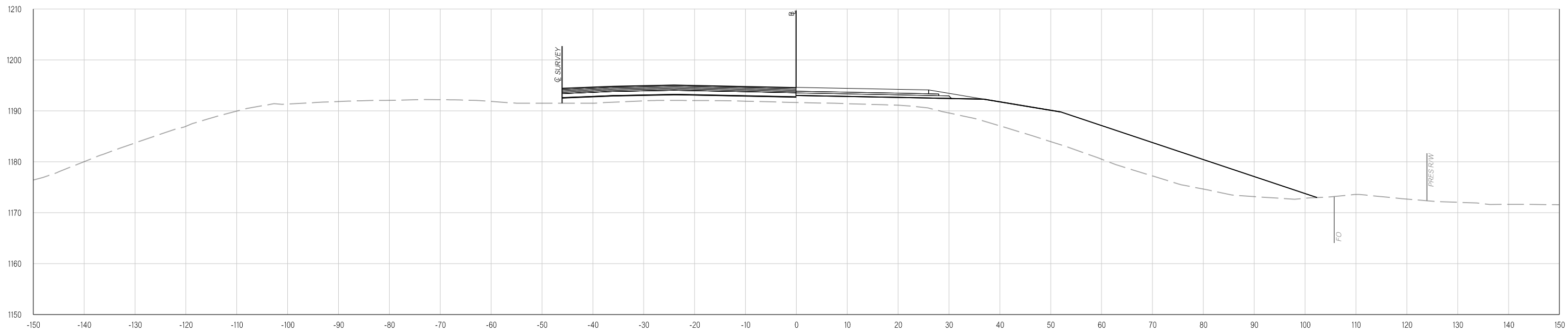


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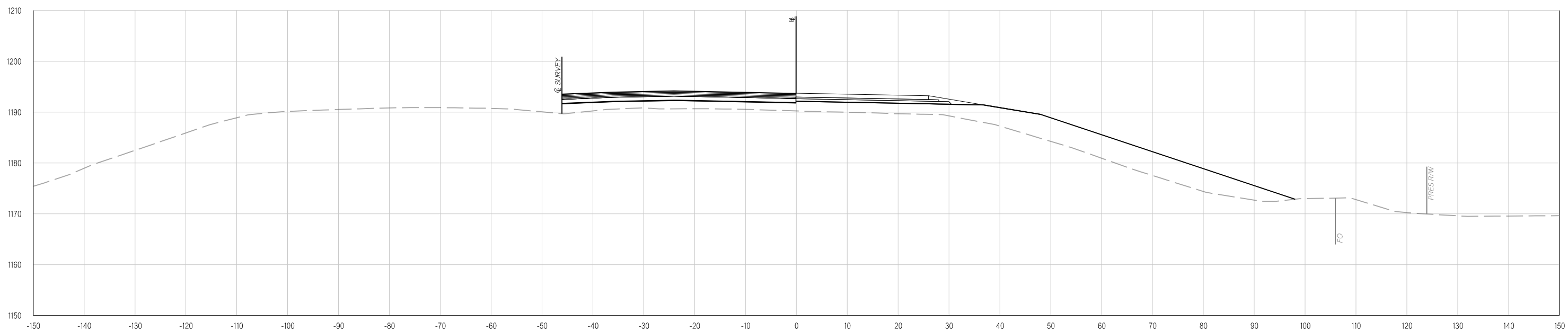


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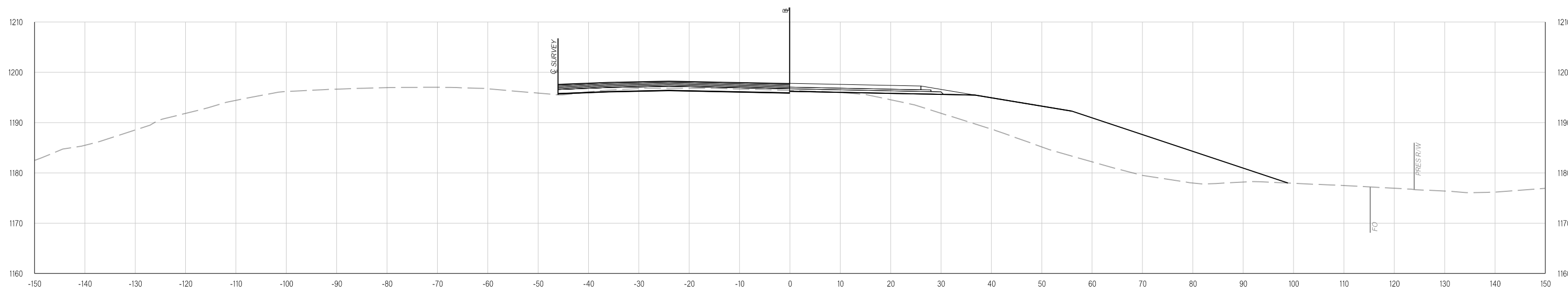


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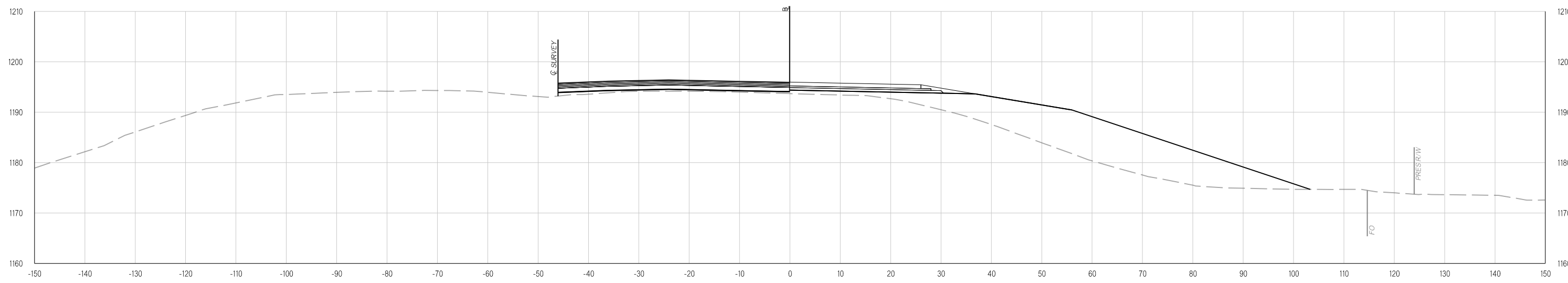


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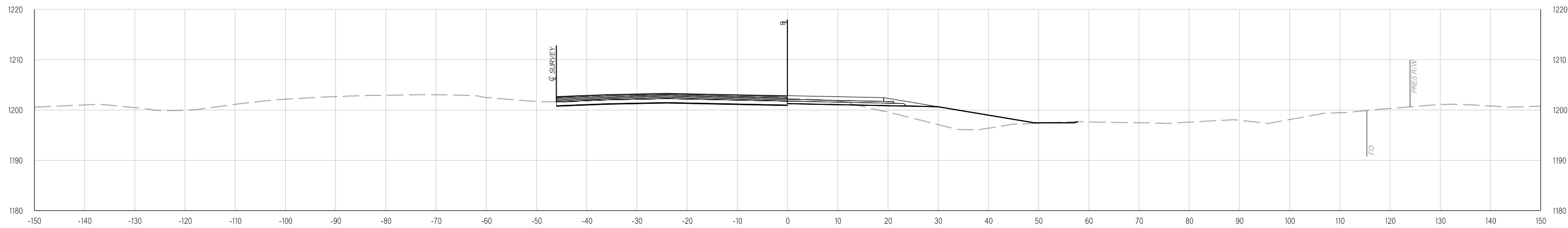


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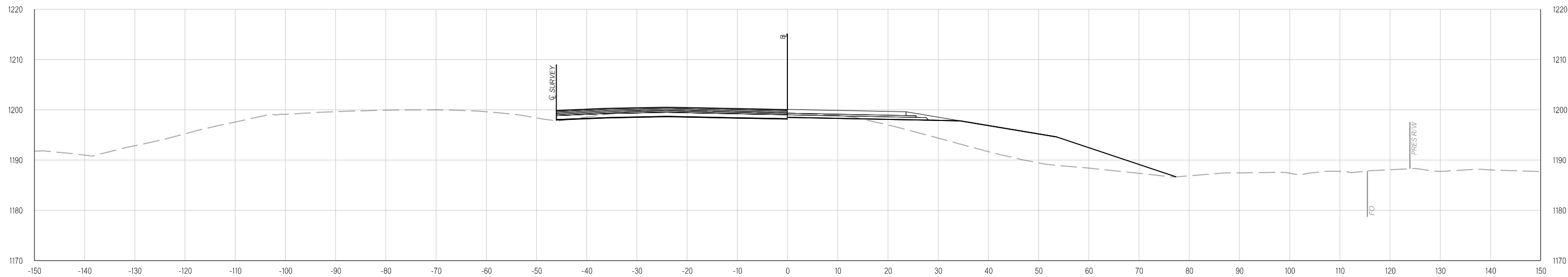


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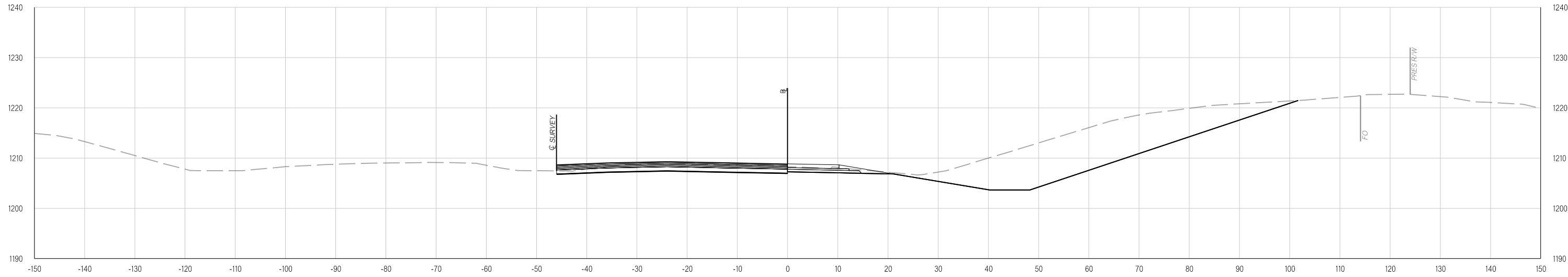


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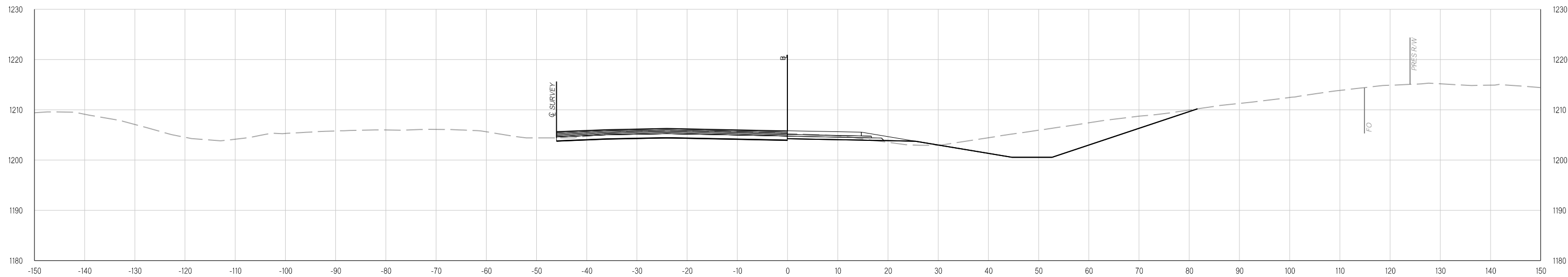


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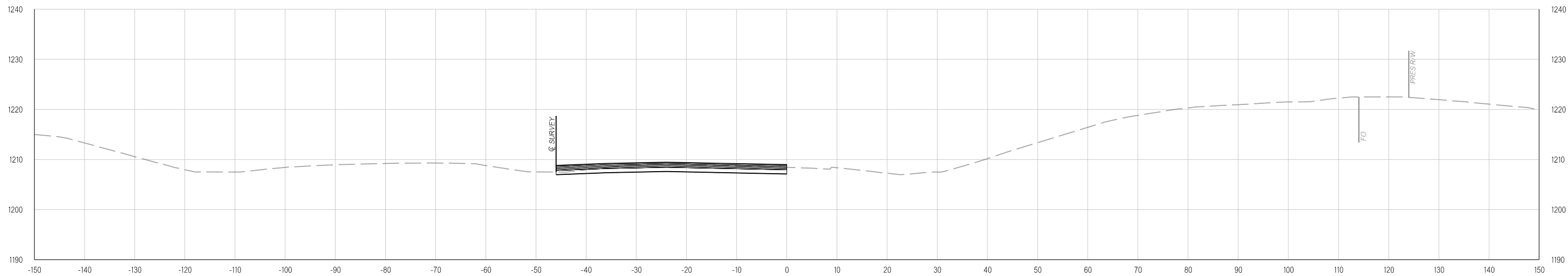


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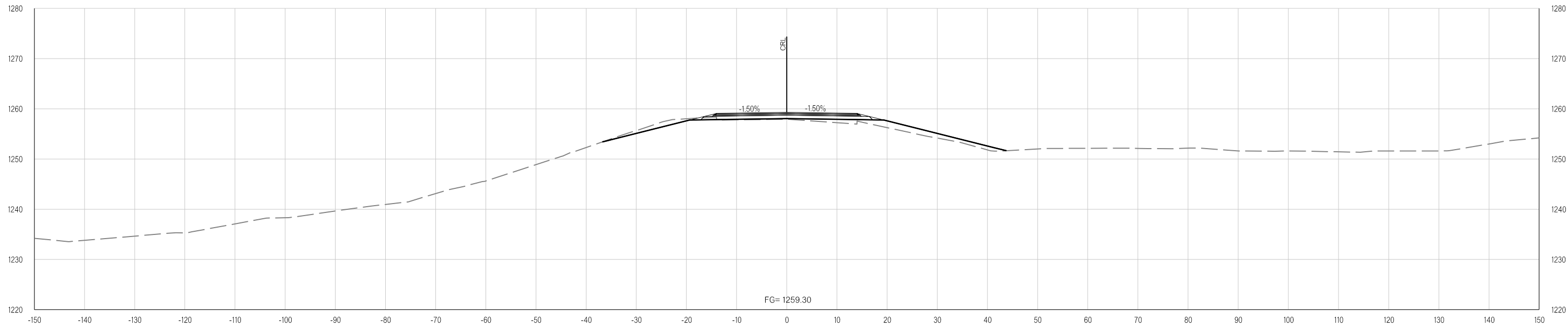
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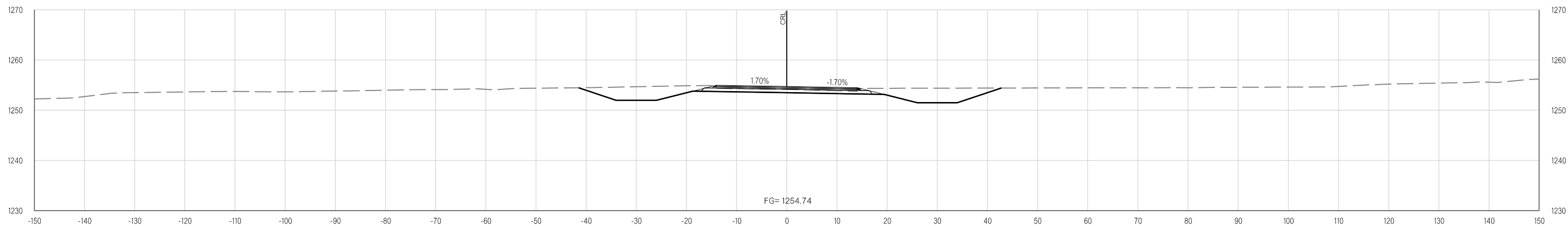


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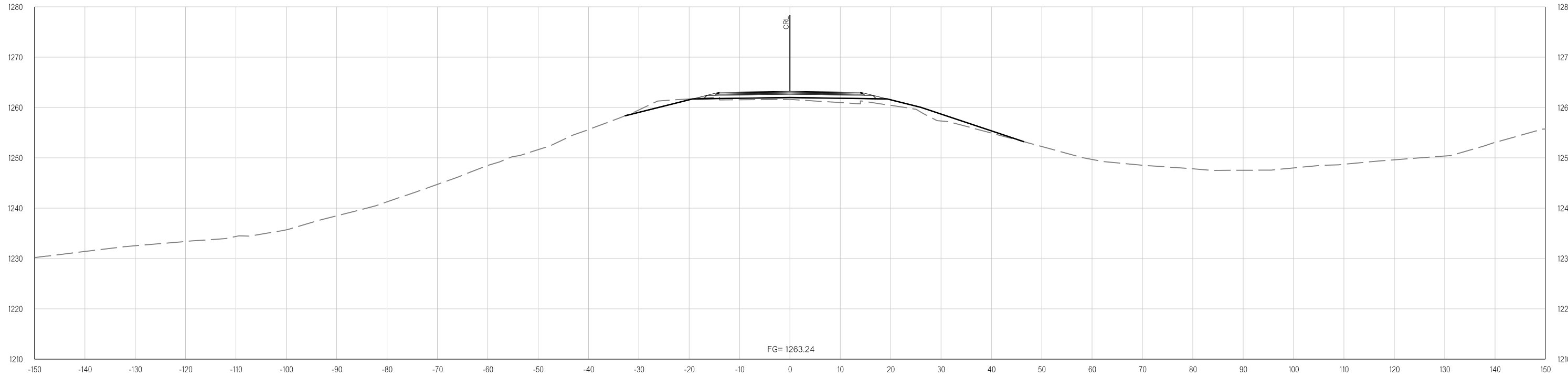


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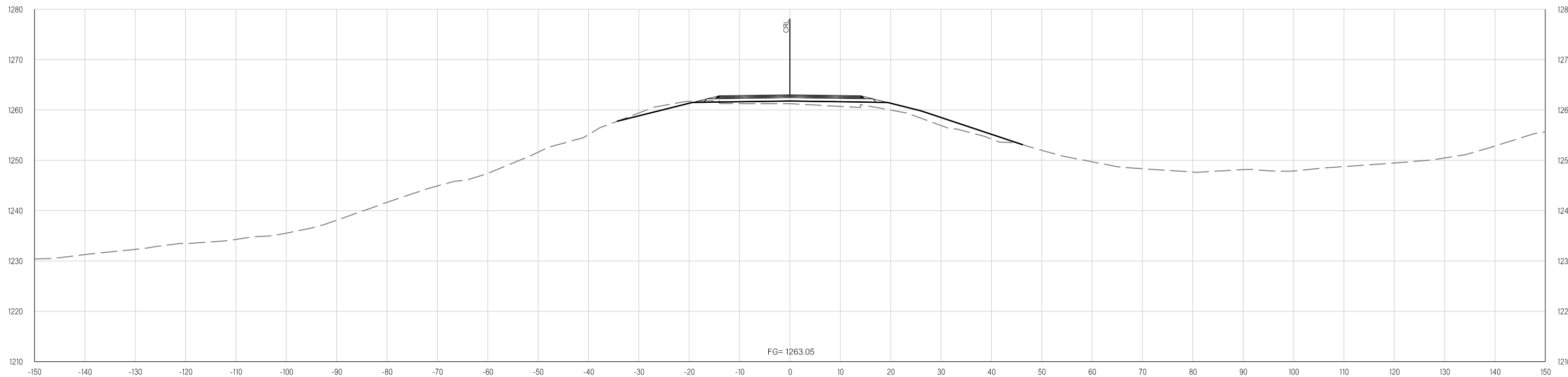


BEGIN CONST WESTMINSTER RD.
45+00.00

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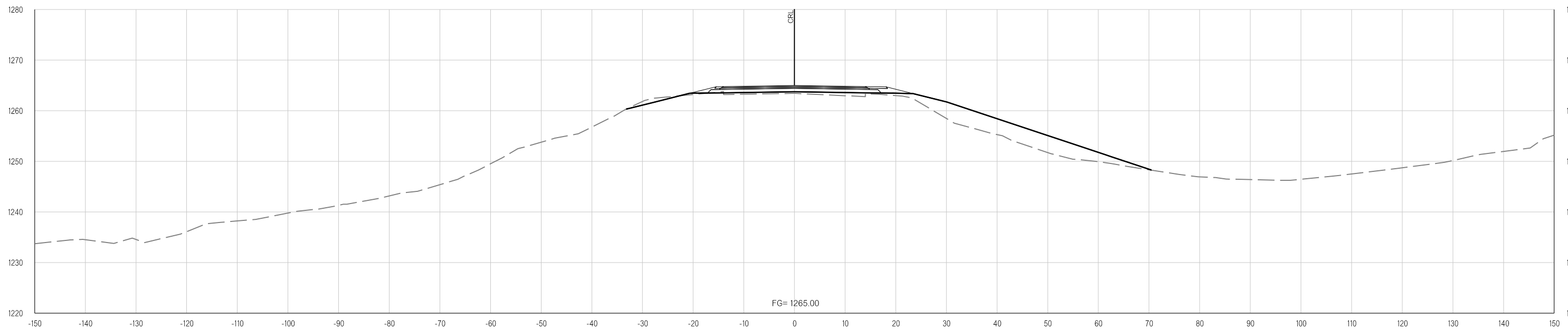
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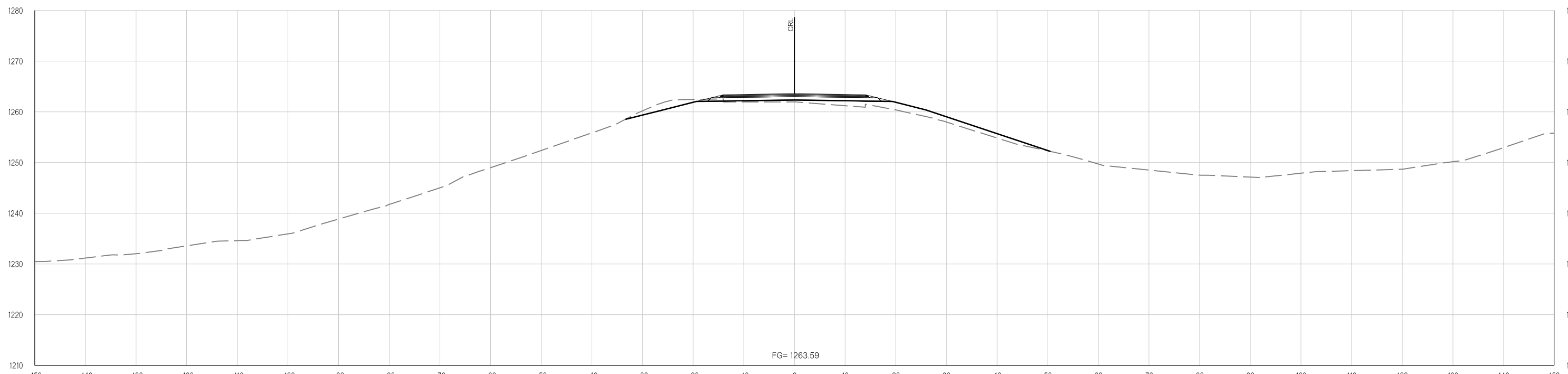
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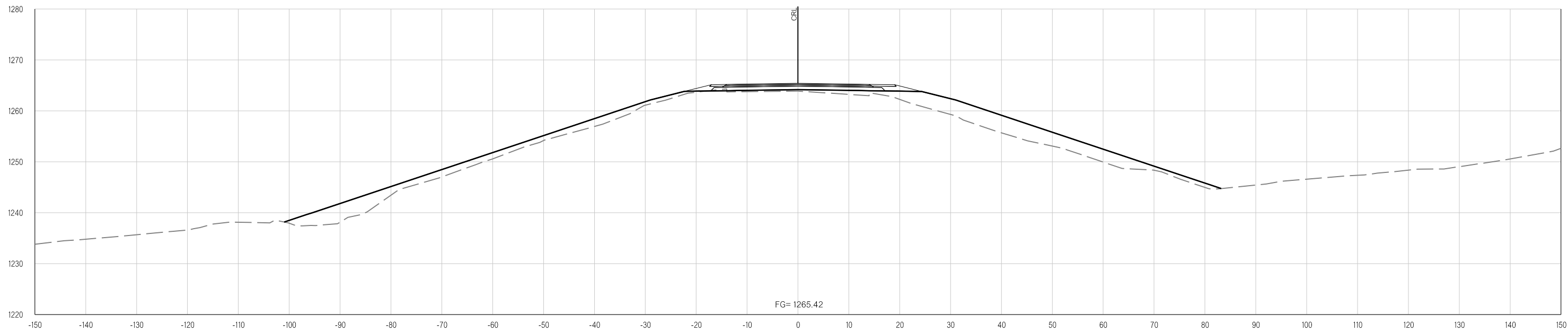


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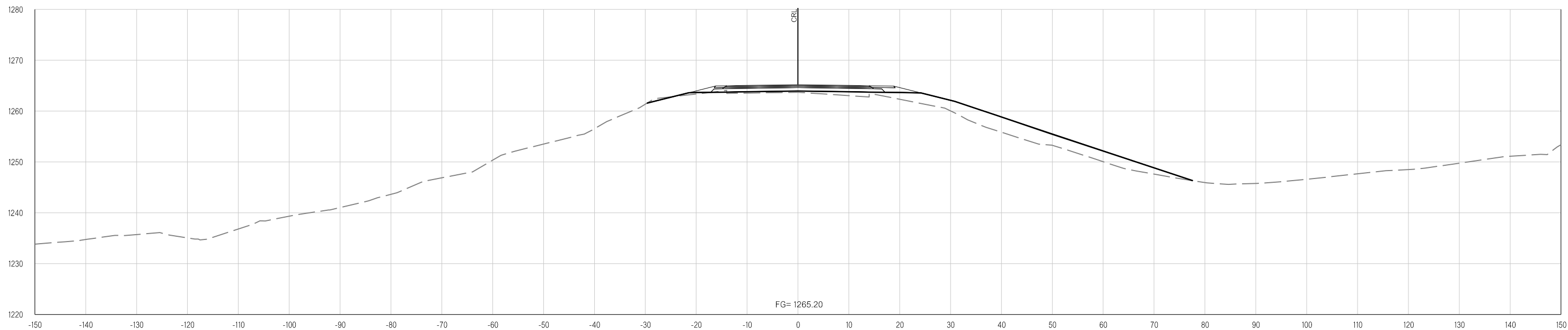


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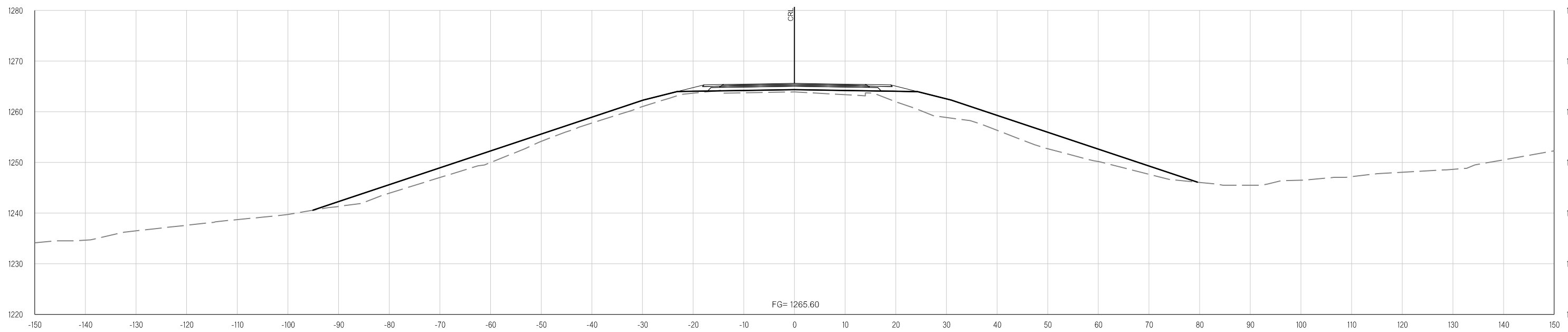
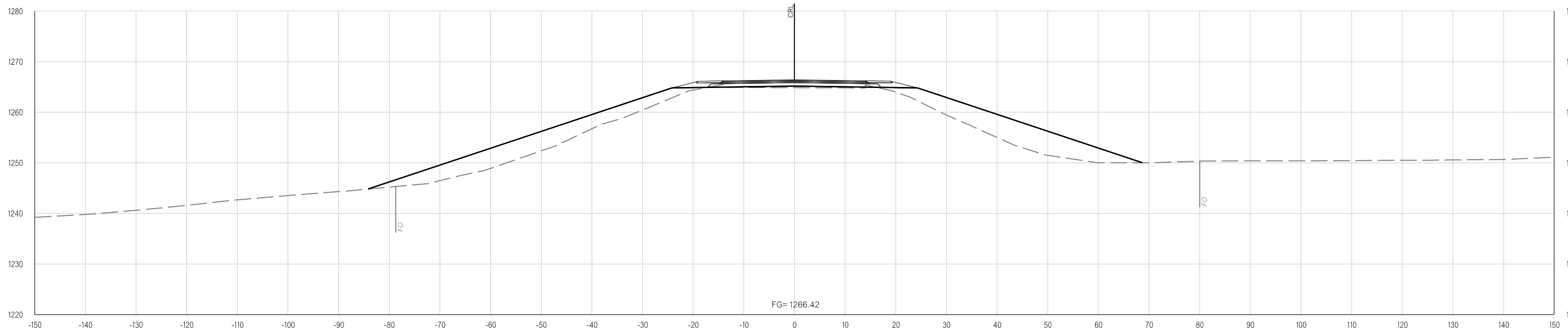


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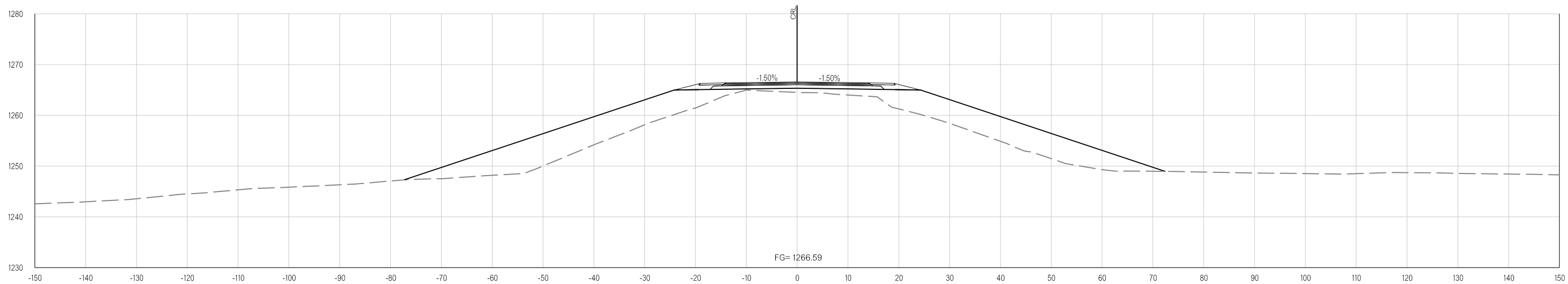


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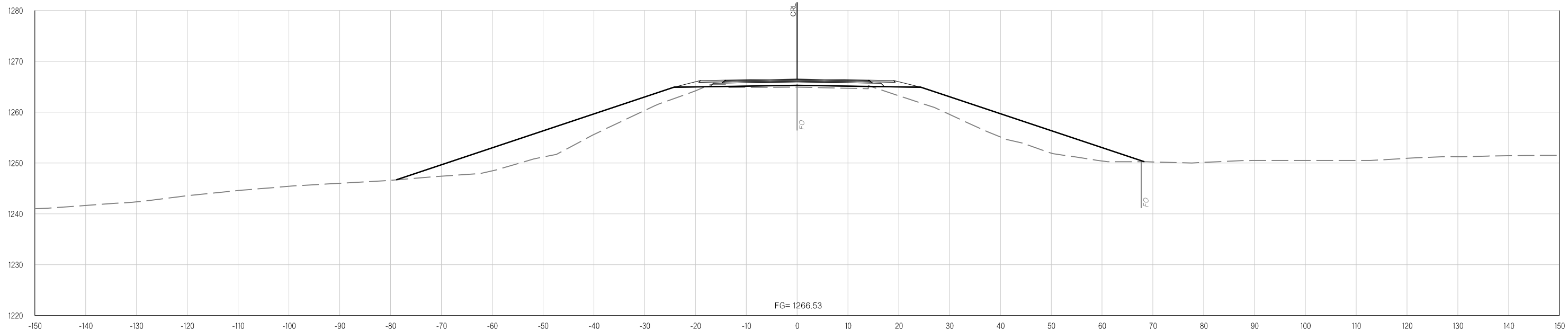
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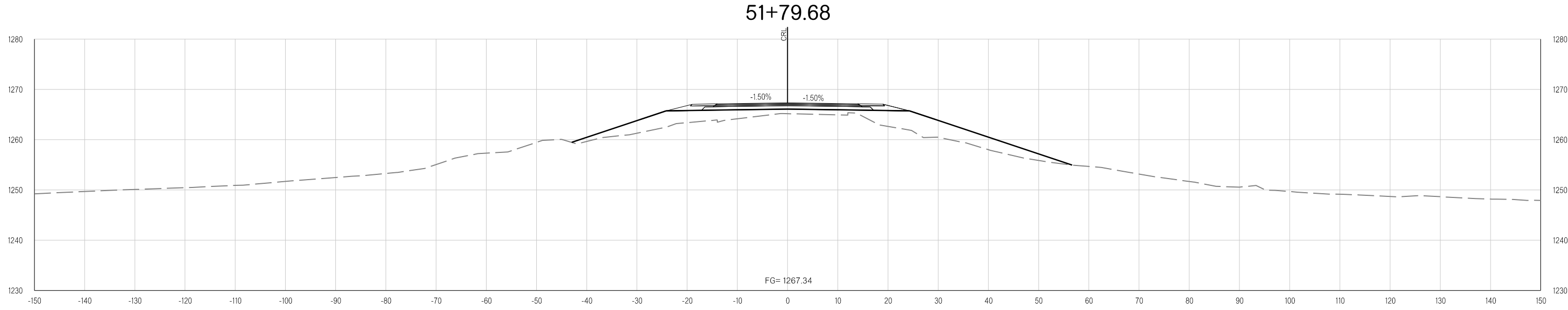
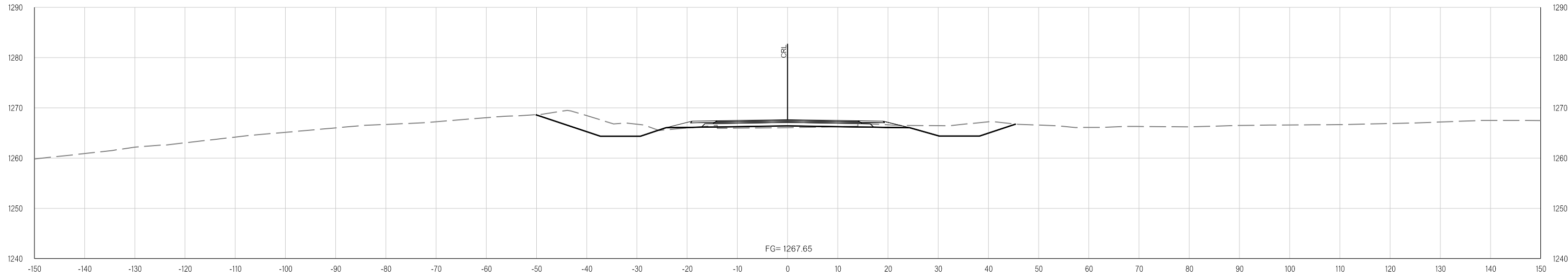


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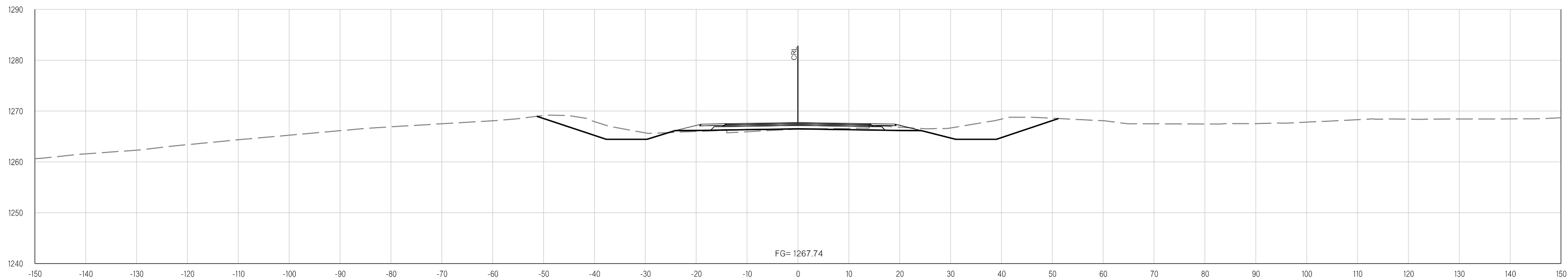
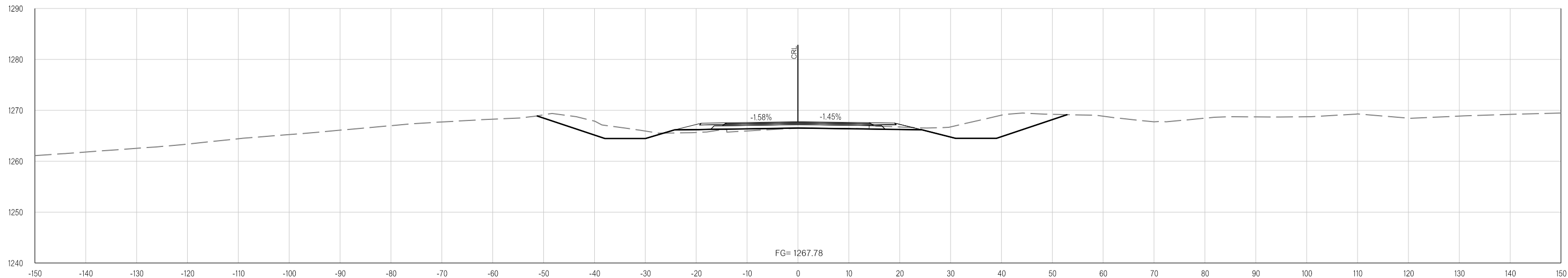


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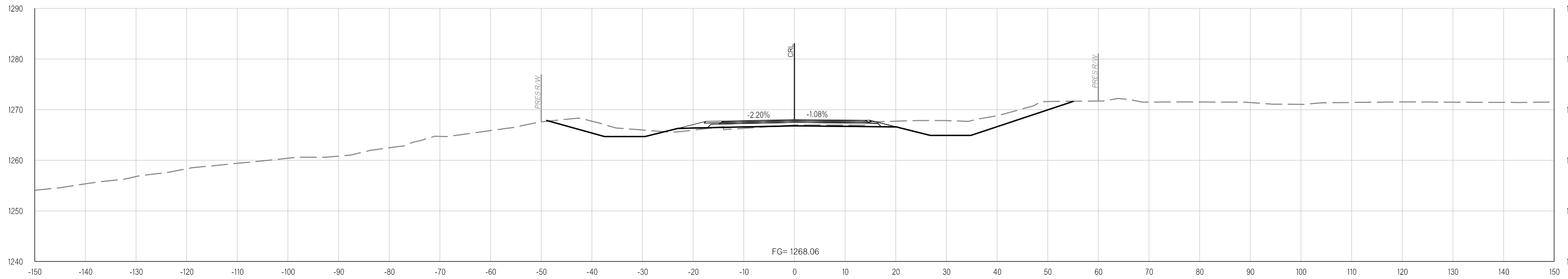
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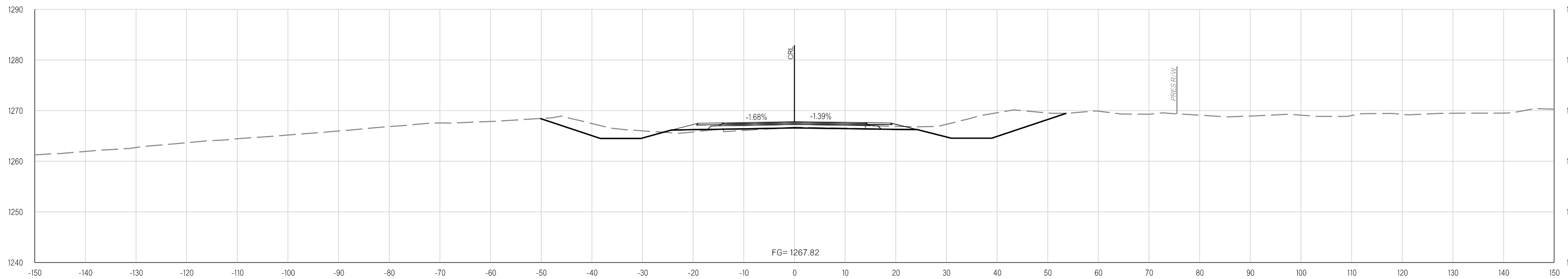
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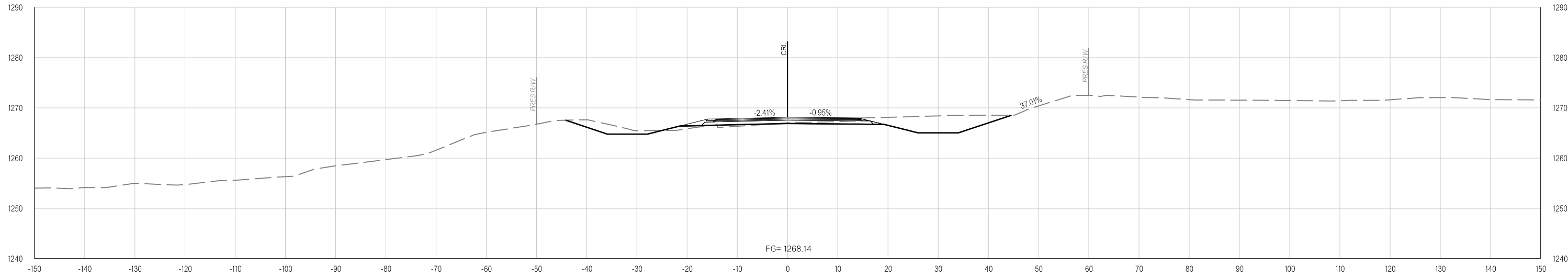


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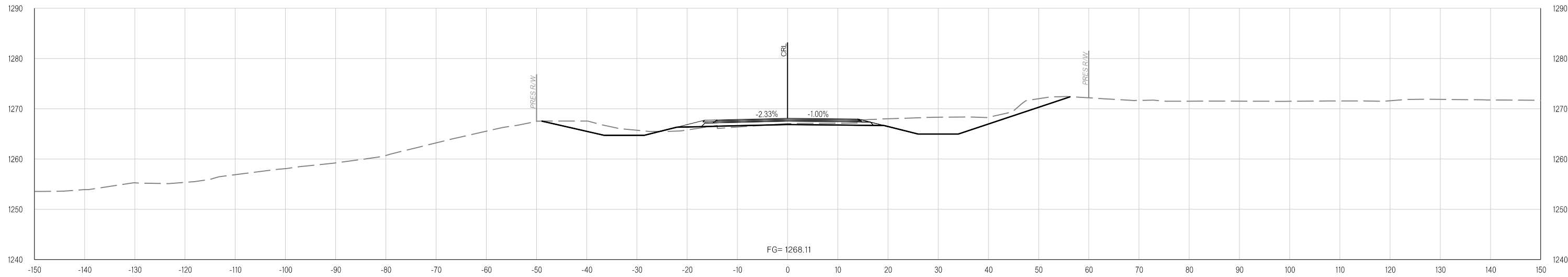


52+19.72

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53+00.00



52+91.15

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