










**LEGEND**

-  PROPERTY LINE
-  PROPOSED ACCESS CONTROL
-  PROPOSED RIGHT OF WAY
-  PROPOSED REVISED ROW
-  PROPOSED U.S. 20 BYPASS CENTERLINE & STATIONING
-  WATERWAY BOUNDARY
-  PROBABLE CULVERT
-  PROPOSED SIGNALIZED INTERSECTION
-  PROPOSED UNSIGNALIZED INTERSECTION










SCALE: 1" = 200'

\* AERIAL IMAGES REPRESENT GROUND CONDITIONS ON 12 / 23 / 2000



580

**LEGEND**

-  PROPERTY LINE
-  PROPOSED ACCESS CONTROL
-  PROPOSED RIGHT OF WAY
-  PROPOSED REVISED ROW
-  PROPOSED U.S. 20 BYPASS CENTERLINE & STATIONING
-  WATERWAY BOUNDARY
-  PROBABLE CULVERT
-  PROPOSED SIGNALIZED INTERSECTION
-  PROPOSED UNSIGNALIZED INTERSECTION

SCALE: 1" = 200'

\* AERIAL IMAGES REPRESENT GROUND CONDITIONS ON 12 / 23 / 2000