



ENGINEERING

ENVIRONMENTAL

INSPECTION

LAND SURVEYING

LAND ACQUISITION

PLANNING

WATER &
WASTEWATER

SINCE 1965

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September 1, 2016

Mr. Nathan Messer
Parks Director
Town of Whitestown
Municipal Complex, Room 100
6210 Veterans Drive
Whitestown, IN 46075

RE: Whitestown Pedestrian Bridge over I-65
Engineer's Report

Dear Mr. Messer:

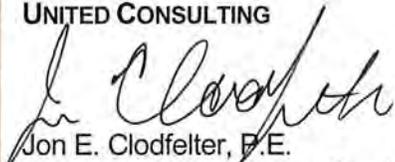
We are pleased to present two copies of our Engineer's Report for the proposed Pedestrian Bridge over I-65 project. The Engineer's Report includes a Project Development Cost Summary and is intended to aid in securing funding for the project. The Engineer's Report contains the following items:

1. Project Description
2. Project Schedule
3. Project Development Cost Summary
4. Detailed Construction Cost Estimate
5. Project Photos

We are excited to get this project underway and we will continue to work with you in delivering this project on time and on budget. We are available to assist with any coordination required with the Indianapolis MPO. We sincerely thank you for this opportunity to work for the Town of Whitestown.

If you have any questions or comments, please contact our office at your convenience.

Sincerely,
UNITED CONSULTING


Jon E. Clodfelter, P.E.
Manager, Bridge Design Services

Jeff Larrison
Business Development

Proposal for Engineering Services:

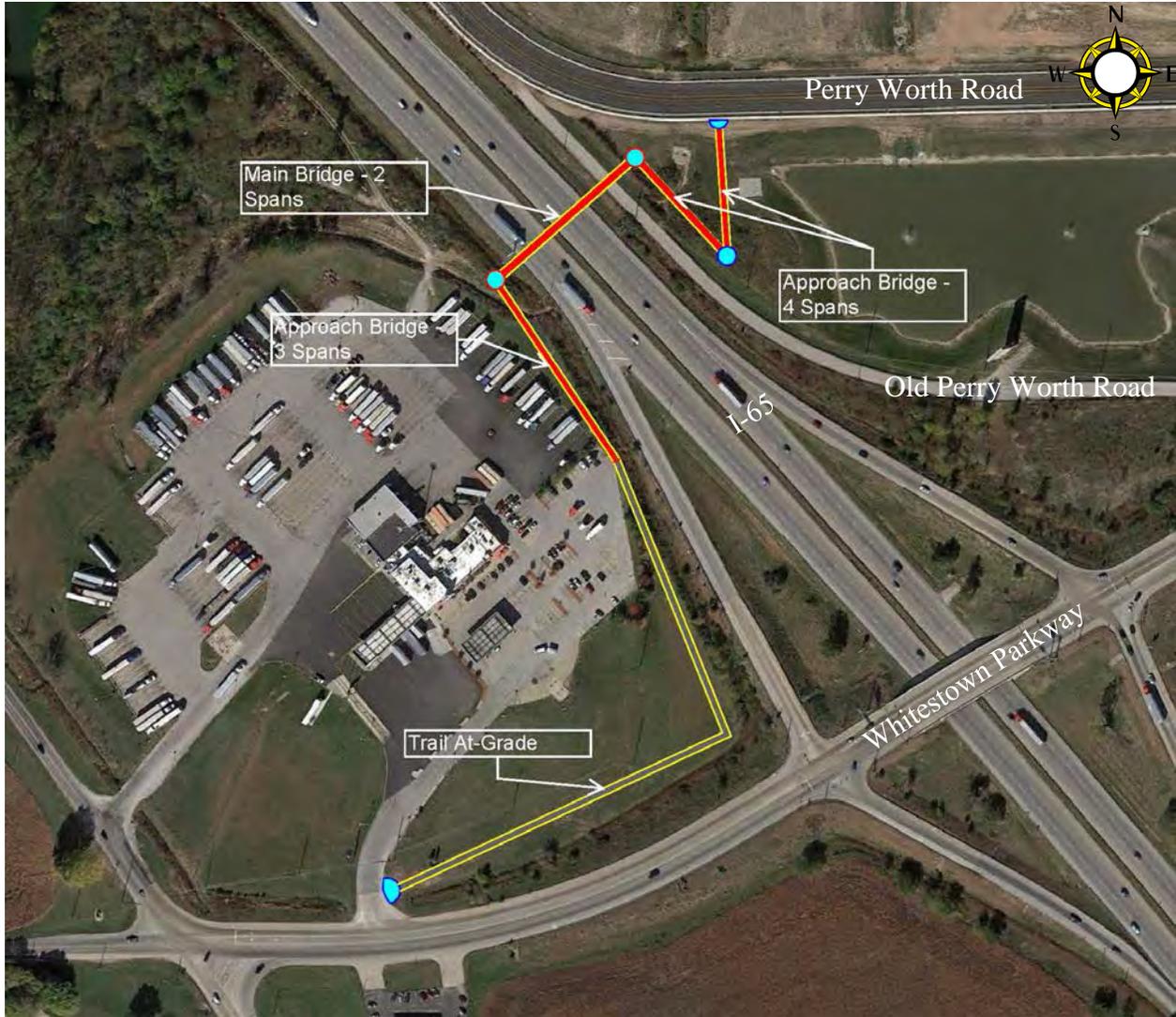
**WHITESTOWN PARKWAY
PEDESTRIAN BRIDGE OVER I-65**



PROJECT LOCATION MAP

Proposal for Engineering Services:

**WHITESTOWN PARKWAY
PEDESTRIAN BRIDGE OVER I-65**



PROJECT LIMITS



Proposal for Engineering Services:

WHITESTOWN PARKWAY PEDESTRIAN BRIDGE OVER I-65

PROJECT DESCRIPTION

I. GENERAL

The purpose of the proposed project is to provide pedestrian access for Whitestown citizens across I-65 north of the interchange with Whitestown Parkway. The proposed crossing will provide vertical and horizontal clearance for I-65 traffic as well as ADA accessibility for pedestrians. This project is located in Section 16, Township 18 North, Range 1 East, Perry and Eagle Townships, in Boone County (*Lebanon Quad, See Project Location Maps*).

II. PROJECT FUNDING

At this time the project is not funded, however, it is anticipated that the project will be funded through the Indianapolis MPO with Indy Regional Transportation Improvement Plan (IRTIP) dollars with 80% federal funding and 20% local funding for construction. The preliminary engineering is anticipated to be funded with 100% local funds.

III. EXISTING FACILITY & SITE CONDITIONS

There is currently no pedestrian facility across I-65 in the vicinity of the proposed project. The planned project site is made up of properties owned by Anson, TA, Duke and the State of Indiana. TA owns the truck stop in the northwest corner, Anson and Duke own the property in the northeast corner and the State of Indiana owns the I-65 corridor.



Lucas ditch runs through the proposed project site and has a drainage area of approximately 0.64 square miles.

I-65 is an interstate which consists of three travel lanes northbound and three travel lanes southbound with an additional lane for a northbound on-ramp and a southbound off-ramp. The existing posted speed limit is 70 mph.



IV. GEOTECHNICAL INVESTIGATION

A full geotechnical evaluation will be required to determine the subsurface geological conditions and assess the impacts of these conditions on the proposed construction. The geotechnical investigation will include recommendations for the bridge foundation design for the I-65 crossing and approach spans. The geotechnical evaluation will also provide alternates for wall construction instead of bridge spans on the approaches.

V. FIELD SURVEY

The survey shall follow all the requirements of the "Indiana Department of Transportation Design Manual, Part III – Location Surveys (June 15, 1998), and all the requirements of Title 865 IAC 1-12 et sequentia. It is anticipated that a combination of ground and aerial survey methods will be used.

VI. ENVIRONMENTAL

This project will require the completion of an environmental document to qualify for federal funding. A Categorical Exclusion as falling within the guidelines of the National List of Categorical Exclusions shall be provided for this project. The Categorical Exclusion will be prepared in a manner consistent with the "INDOT Categorical Exclusion Manual" dated June 2013. The paragraphs below highlight the key environmental issues associated with the proposed project.

Wetland and Stream Impacts: Drainage in the project area is directed by the natural topography of the landscape and is generally conveyed toward the Lucas Ditch. Lucas Ditch has a total drainage area of 0.65 square miles. The National Wetlands Inventory (NWI) map was reviewed for the presence of potential wetlands in the project area. No mapped NWI wetlands, streams, jurisdictional ditches, or waterways were identified.

Historic and Cultural Resources: Archeological: The proposed project will result in the acquisition of undisturbed right-of-way. As a result, an Archaeological Records Review and Phase Ia Archaeological Survey will be required to identify potentially significant cultural resources within the project limits.

Historical: A cursory overview of the project area was performed to determine the location of known historic resources. The Boone County Interim Report and the Indiana Historic Sites and Structures Inventory were reviewed to determine the location of known historic resources or historic districts. No known historic properties are located in the general vicinity of the project.

Hazardous Materials: A recognized environmental condition (REC) is the presence or likely presence of any hazardous substance or petroleum product on a property or facility. A search of the red flag indicators revealed one potential hazardous waste site within the project area. As a result, further environmental site assessment is recommended for this project.



Regulatory Permits:

IDEM Rule 5 Permit: A Rule 5 Permit would be required for any construction activities involving the disturbance of greater than one acre of land. During the development of the design for the proposed project, approval of erosion control techniques should be sought from the local soil and water conservation district. Prior to construction, the contractor should seek final approval of the Rule 5 Permit from the IDEM.

IDEM Section 401 Water Quality Certification: This project will require Section 401 Water Quality Certification from the Indiana Department of Environmental Management if construction extends below the ordinary high water mark of Green Ditch.

U.S. Army Corps of Engineers Section 404 Permit: This project will require a Section 404 permit from the Louisville District, U.S. Army Corps of Engineers if construction extends below the ordinary high water mark of Green Ditch.

VII. UTILITIES

Overhead power lines run on the east and west sides of the project and cross I-65 at the proposed location of the I-65 pedestrian bridge. An 811 utility search resulted in 12 utilities identified as possibly having facilities within the project limits.

All utilities affected by the proposed construction will be coordinated with in accordance with 105 IAC 13. The coordination will include a request to verify the location of the facilities owned by the utility after the preliminary plans have been prepared. A utility field check meeting will be held to help facilitate coordination. All utilities will be worked with to resolve conflicts with the proposed construction.

VIII. PROPOSED FACILITY

This project qualifies for 4R Design Standards and will be designed to meet or exceed these roadway safety standards as supplemented by INDOT design standards. The grade separation structure will be designed to meet or exceed the current “AASHTO Standard Specifications for Highway Bridges” as supplemented by INDOT design standards.

The scope of this project is delineated on the Project Map as “PROJECT LIMITS”. This section of pedestrian trail will be constructed in order to provide pedestrian access from Perry Worth Road on the northeast side to Indianapolis Road on the southwest side. Future connectivity of this trail may possibly include the future Lebanon to Zionsville Trail system and future development west of I-65.

It is anticipated that the approach trail will be constructed with bituminous pavement on an aggregate base. The approaches will require a 12-foot wide path bordered by two-foot aggregate shoulders. The maximum grade for the trail approaches is limited to 5%.



The approach grades to the I-65 crossing bridge can be constructed of bridge spans on piers or with retaining walls, both options should be analyzed during design for cost, environmental impact, utility impact and aesthetics. Cost estimates for this report utilized a bridge system for the approach grades.

The proposed I-65 grade separation structure is anticipated to be a two-span structure, with a pier in the median, built perpendicular to I-65. It is anticipated that the existing approach roadway that ties into Perry Worth Road will be removed in the future, however, INDOT Right-of-Way is to the back side of the access roadway which may limit options for foundations. There is also a planned reconstruction of the Whitestown Parkway interchange by INDOT that may be completed prior to this project, it is not known at this time what the scope of this reconstruction will be or how it might affect the scope of this project. This report and enclosed estimate are based on spanning the current INDOT Right-of-Way which results in span lengths of 135'-0" and 190'-0" for the main structure over I-65. It is anticipated that these spans will consist of prefabricated steel trusses. A pier will be constructed in the median of I-65, the existing median barrier railing will be incorporated into the pier for protection. The I-65 spans will have a vertical clearance of 17'-6" which will result in an anticipated profile grade for the trail of approximately 21'-6" above I-65. The main spans will have a clear path width of 12'-0" and the trusses will have a translucent barrier to reduce the possibility of debris falling from the bridge onto I-65.

The approach spans will be utilized to bring the 21'-6" profile grade back down to existing on both sides of I-65. The west side of I-65 will use three 150'-0" spans run tangent for a total length of 450'-0" while the east side will use four 110'-0" spans with a dogleg kink for a total length of 440'-0". Connections between the main spans and the approaches will have overlooks and the east connection will have a landing to tie in with the sidewalk at Perry Worth Road. The west side approaches will tie directly into an at-grade pedestrian trail that will run along the property line of the TA truck stop and terminate at the entrance to the truck stop along Whitestown Road.

The overall project length will be approximately 2315 feet with 1100 feet of at-grade trail and 1215 feet of elevated trail.

IX. MAINTENANCE OF TRAFFIC

Temporary closures of I-65 will be required in order to install the main span trusses and temporary lane restrictions will be necessary to build the median pier.



X. LAND ACQUISITION

Right-of-Way services will be required for acquisition of parcels from HPT TA Properties LLC at the truck stop on the northwest corner and Duke Construction and Anson on the northeast corner. Preliminary research indicates that the State of Indiana owns to the back side of the current access roadway at the northeast corner, the main span has been laid out to span outside of this limit.



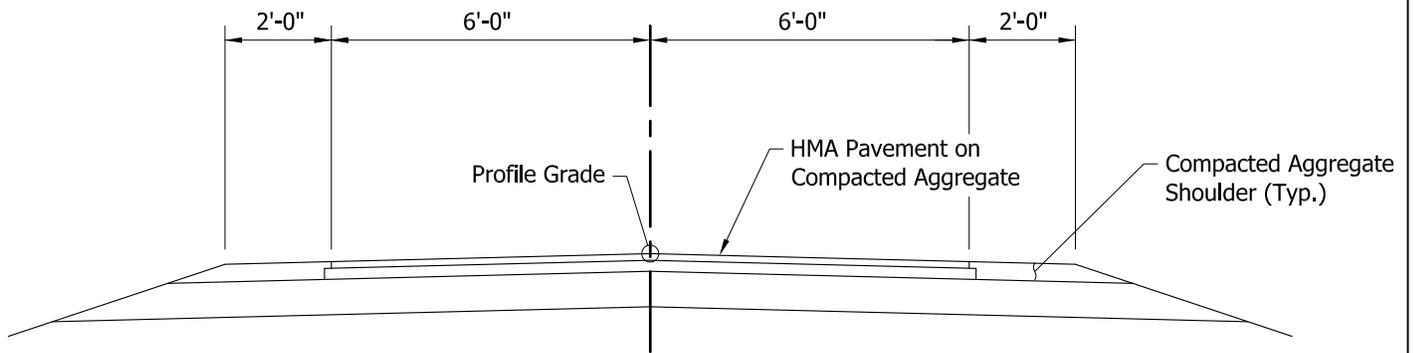
XI. PROJECT SCHEDULE

The project is not currently funded for Preliminary Engineering or Construction. We anticipate a Preliminary Engineering duration of approximately 27 months from commencement of the engineering agreement (See attached Project Schedule).

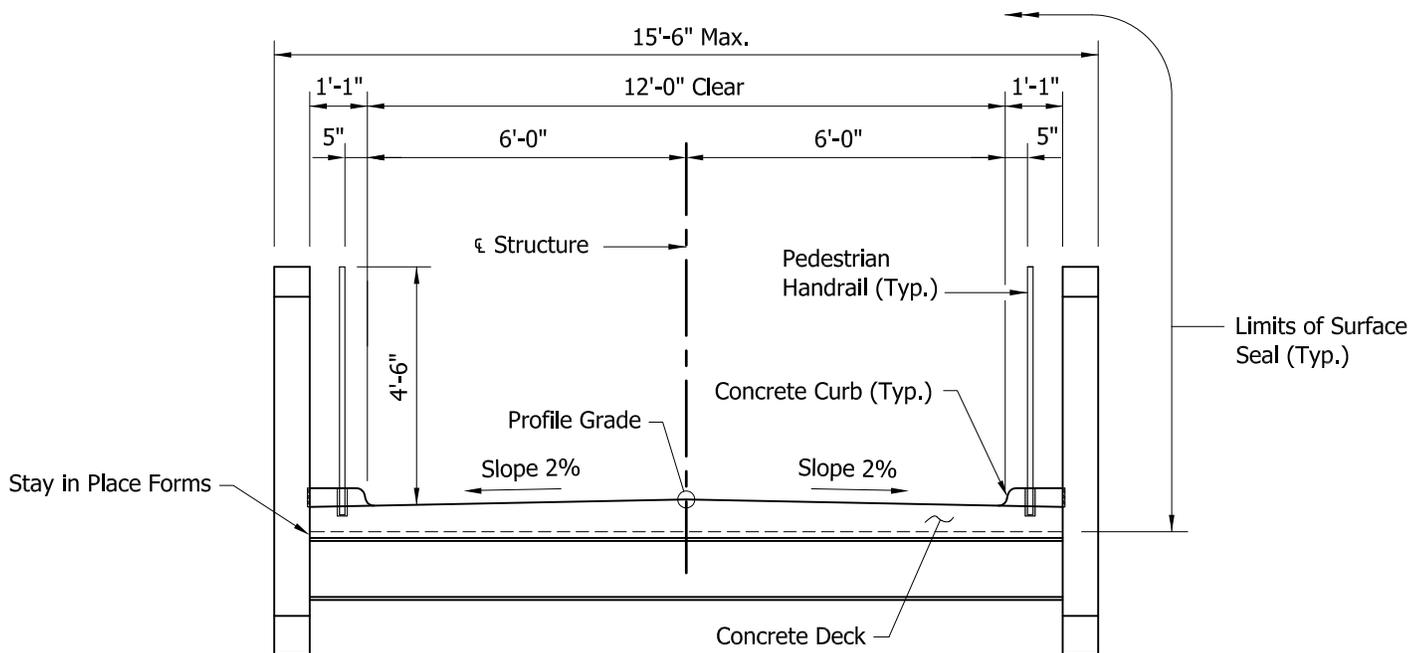
XII. ESTIMATED PROJECT COSTS

A detailed construction cost estimate has been prepared for the proposed work described in this report. The unit prices for the anticipated pay items are based on INDOT unit bid prices maintained in Bid Tabs Professional software. The estimated construction cost of this project is \$4,800,000 (2021 dollars). Please refer to the detailed quantity calculations and corresponding cost estimate summary.





TYPICAL SECTION - AT GRADE TRAIL



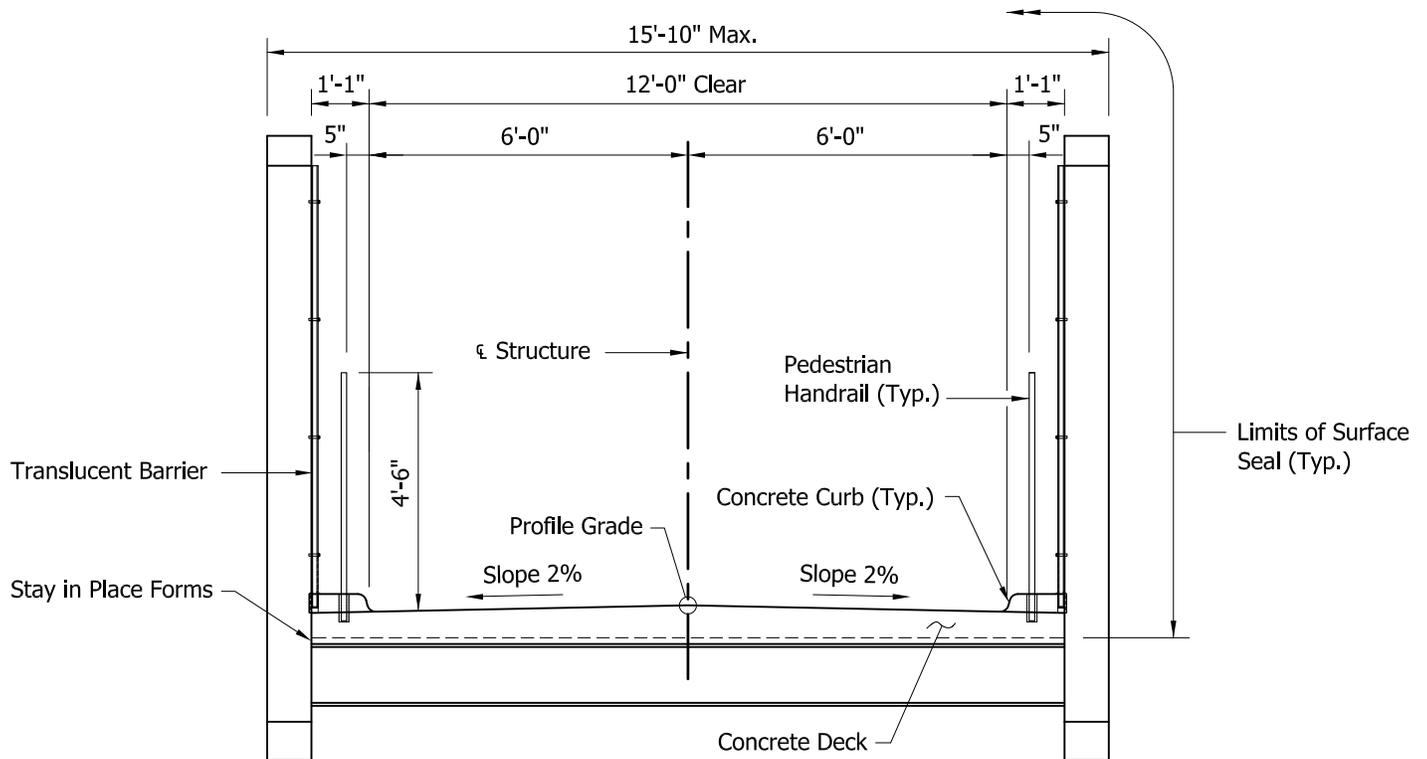
TYPICAL SECTION - APPROACH SPANS



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TOWN OF WHITESTOWN
 PEDESTRIAN TRAIL OVER I-65

TYPICAL SECTION



TYPICAL SECTION - MAIN SPANS



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TOWN OF WHITESTOWN
 PEDESTRIAN TRAIL OVER I-65

TYPICAL SECTION

Whitestown Parkway Pedestrian Bridge over I-65

Project Funding Requirements

	TOTAL PROJECT BUDGET	FEDERAL FUNDING (80%)	WHITESTOWN FUNDING
PRELIMINARY ENGINEERING (Est. 15%)	\$ 720,000	\$ -	\$ 720,000
ESTIMATED LAND ACQUISITION (RW - FY 2020)	\$ 250,000	\$ -	\$ 250,000
ESTIMATED CONSTRUCTION COST (CN - FY 2021)	\$ 4,800,000	\$ 3,840,000	\$ 960,000
ESTIMATED CONSTRUCTION INSPECTION (15%) (CN - FY 2021)	\$ 720,000	\$ 576,000	\$ 144,000
UTILITY RELOCATION	\$ 250,000	\$ 200,000	\$ 50,000
TOTAL PROJECT DEVELOPMENT COST	\$ 6,740,000	\$ 4,616,000	\$ 2,124,000

PRICING REPORT

Date: 08/22/2016
Time: 04:34:47

Project: **Pedestrian Bridge in Whitestown, IN**
Location: **Whitestown, IN**
County: **BOONE**
District: **Crawfordsville**

Project ID: **WHITESTOWN PED BRIDG**
Bid Date: **/ /** State: **IN**
Route:

Pay Item	Description	Quantity Unit	Bid Price	Extension	Comparison #1	Comparison #2	Comparison #3	Alt
105-06845	construction engineering	1.000 L.S.	70,000.00	70,000.00	20,011.70	23,846.25	22,104.99	
110-01001	mobilization and demobilization	1.000 L.S.	140,000.00	140,000.00	77,499.01	107,736.30	87,087.89	
201-52370	clearing right of way	1.000 L.S.	70,000.00	70,000.00	37,885.73	55,071.11	46,575.47	
205-06937	temporary silt fence	4,180.000 L.F.	2.00	8,360.00	1.54	1.75	1.99	
301-07448	compacted aggregate no. 53 base	474.000 TON	30.00	14,220.00	28.04	25.32	29.30	
601-03871	railing, wood, end treatment	4.000 EACH	2,000.00	8,000.00	0.00	0.00	1,693.00	
604-05528	hma for sidewalk	81.000 TON	130.00	10,530.00	0.00	0.00	219.70	
604-05528{1}	hma for sidewalk	162.000 TON	100.00	16,200.00	0.00	0.00	219.70	
701-95780	pile, steel h, hp 12 x 74	2,600.000 L.F.	60.00	156,000.00	0.00	0.00	57.30	
702-51005	concrete, a, substructure	271.000 C.Y.	750.00	203,250.00	0.00	730.56	743.19	
703-06029	reinforcing bars, epoxy coated	59,360.000 LBS	1.00	59,360.00	0.00	1.05	1.03	
704-51002	concrete, c, superstructure	52.000 C.Y.	750.00	39,000.00	0.00	717.14	750.35	
711-04845	bridge steel truss pre-engineered	1.000 L.S.	2,570,000.00	2,570,000.00	0.00	225,433.11	189,521.95	

TOTALS				3,364,920.00	155,124.60	729,004.49	878,199.29	
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LOADED PRICES	
Alternate #1: Spec County:BOONE/Last 36 Months	Quantity Range from 25.00% under to 25.00% over and job size up to \$9,999,999,999.00
Alternate #2: DOT District 1/Last 36 Months	Quantity Range from 25.00% under to 25.00% over and job size up to \$9,999,999,999.00
Alternate #3: State Averages/Last 36 Months	Quantity Range from 25.00% under to 25.00% over and job size up to \$9,999,999,999.00

\$3,365,000
+20% Contingency
\$4,038,000
Inflation to 2021 - (1.03)⁵
\$4,680,000

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JRL 8/15/2016
BSF 8/18/16

Whitestown Parkway
Pedestrian Bridge
Quantity Calculations

Pending

105-06845

CONSTRUCTION ENGINEERING

LS

2% of Total Cost

1 LS

1 LS

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BSP	8/18/16	Pedestrian Bridge	
		Quantity Calculations	

110-01001 **MOBILIZATION AND DEMOBILIZATION** **LS**

4% of Total Cost

1 LS

1 LS

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Whitestown Parkway
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Quantity Calculations

Pending

201-52370

CLEARING RIGHT OF WAY

LS

2% of Total Cost

1 LS

1 LS

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Whitestown Parkway
Pedestrian Bridge
Quantity Calculations

Pending

205-06937

TEMPORARY SILT FENCE

LFT

Approach Length	2090	ft	(220'+220'+450'+550'+650')
Sides	2		
Total	4180	ft	

4180 LFT

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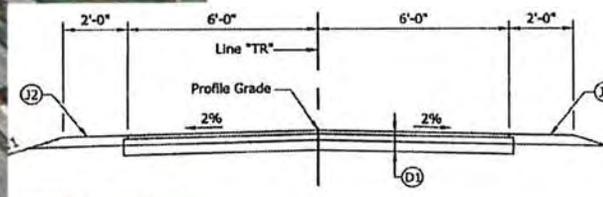


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JRL 8/15/2016 Whitestown Parkway Pending
 BSF 8/18/16 Pedestrian Bridge
 Quantity Calculations

301-07448 COMPACTED AGGREGATE NO. 53 BASE TON

Length	1200	ft
Width	16	ft
Area	19200	sft
	2134	sys
Rate	0.222	Tons/SYS (4")
	474	Tons/SYS



- (J2) Compacted earth shoulders
- (D1) 110 lbs/sys HMA for Sidewalk, Surface on
 330 lbs/sys HMA for Sidewalk, Intermediate, on
 4" Compacted Aggregate, No. 53 Base

474 TON

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JRL	8/15/2016	Whitestown Parkway	Pending
BSP	8/18/16	Pedestrian Bridge	
		Quantity Calculations	

601-03871	RAILING, WOOD, END TREATMENT	EACH
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4 Total

4 EACH

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JRL 8/15/2016 Whitestown Parkway Pending
BSF 8/18/16 Pedestrian Bridge
Quantity Calculations

604-05528 HMA FOR SIDEWALK (SURFACE) TON

Length	1100	ft
Width	12	ft
Area	13200	sft
	1467	sys
Rate	0.055	Tons/SYS (1")
	81	Tons/SYS

81 TON

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JRL 8/15/2016
BSF 818 116

Whitestown Parkway
Pedestrian Bridge
Quantity Calculations

Pending

604-05528

HMA FOR SIDEWALK (INTERMEDIATE)

TON

Length	1100	ft
Width	12	ft
Area	13200	sft
	1467	sys
Rate	0.11	Tons/SYS (2")
	162	Tons/SYS

162 TON

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JRL 8/15/2016
 BSF 8/18/16

Whitestown Parkway
 Pedestrian Bridge
 Quantity Calculations

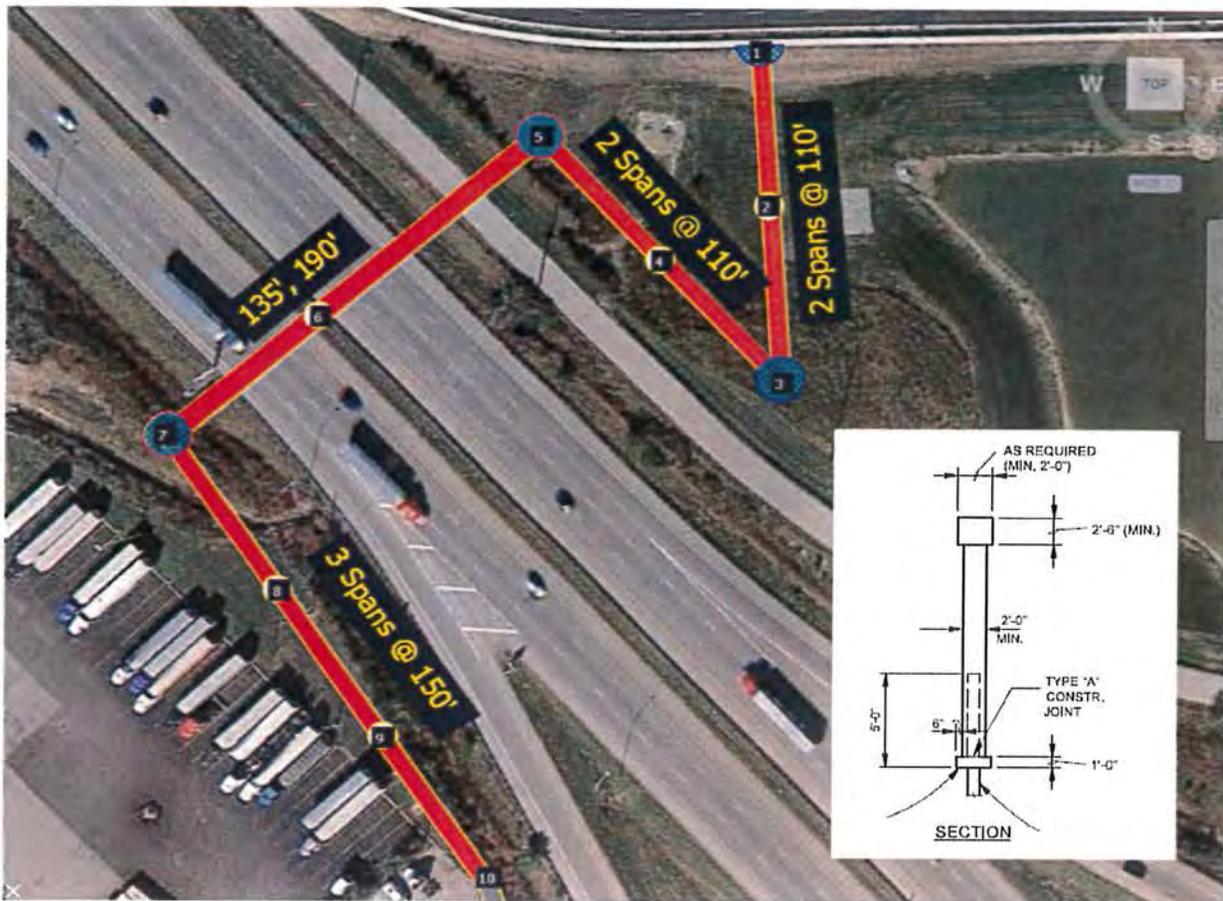
Pending

701-95780 PILE, STEEL H, HP 12 X 74

LFT

Support	1	2	3	4	5	6	7	8	9	10	
Length	50	50	50	50	50	50	50	50	50	50	ft
Number of Piles	4	4	4	4	4	4	4	4	4	4	ft
Number of Piers	1	1	2	1	2	1	2	1	1	1	
Total	200	200	400	200	400	200	400	200	200	200	ft

Total 2600 CYs



2600 LFT

JRL 8/15/2016
 BSF 8/18/16

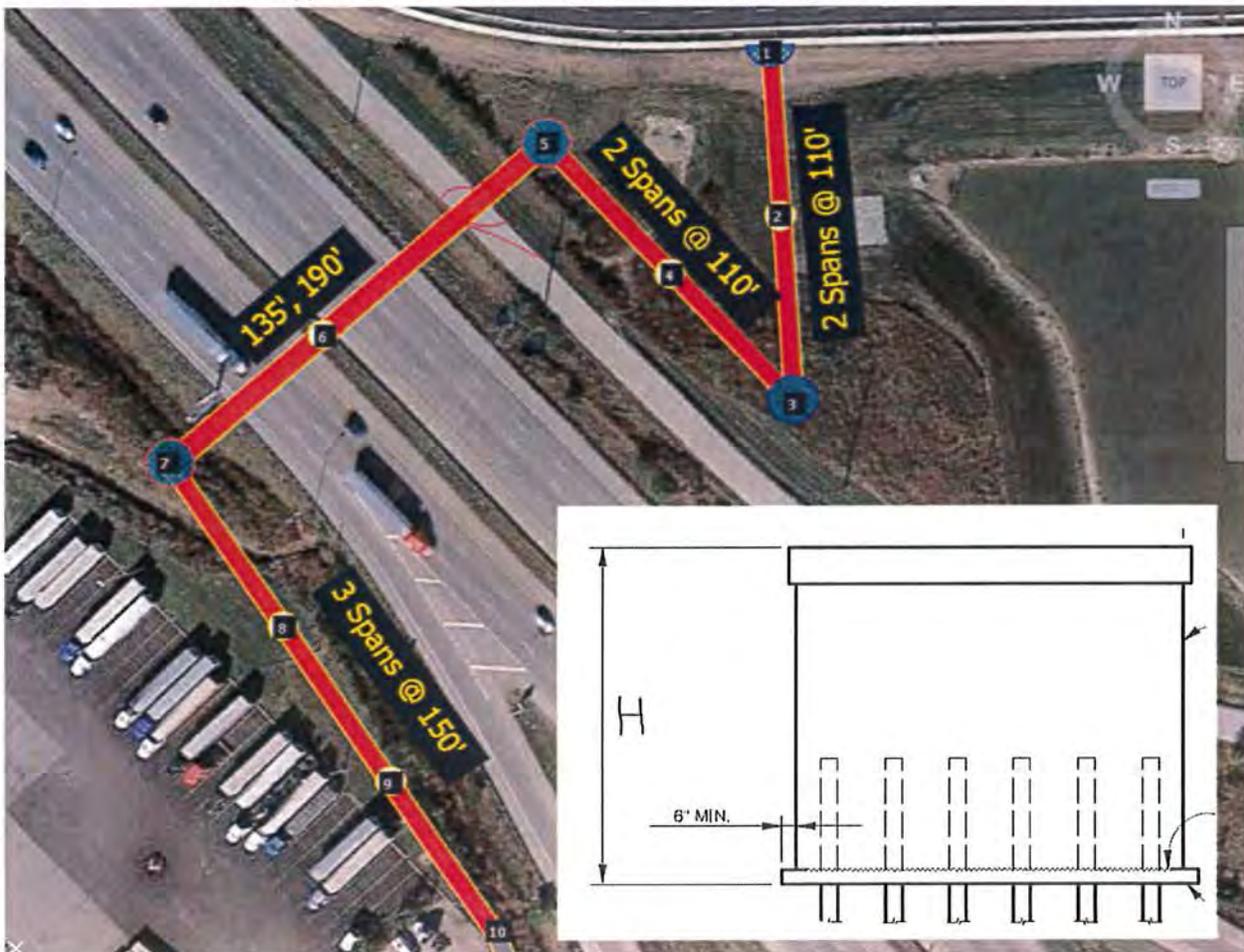
Whitestown Parkway
 Pedestrian Bridge
 Quantity Calculations

Pending

702-51005 CONCRETE, A, SUBSTRUCTURE CYS

Support	1*	2	3	4	5	6	7	8	9	10*	
Height (H)	2.5	3.5	9	14.5	20	20	20	13	5.5	2.5	ft
Width	28	18	18	18	18	18	18	18	18	28	ft
Thickness	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	ft
Number	1	1	2	1	2	1	2	1	1	1	
Volume	175	157.5	810	652.5	1800	900	1800	585	247.5	175	cft
	6.5	5.9	30	24.2	66.7	33.4	66.7	21.7	9.2	6.5	cys
											Total 270.8 cys

*These supports are 18' wide abutments with 5' long wingwalls



271 CYS ✓

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Whitestown Parkway
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Pending

703-06029 REINFORCING BARS, EPOXY COATED

LBS

Total Concrete	270.8	CYS (from Concrete, C - Piers)	52	CYS (Con, C Deck)
Rate	200	#/CYS	100	#/CYS
Total	54160	lbs	5200	lbs

Total 59360 LBS

59360 LBS

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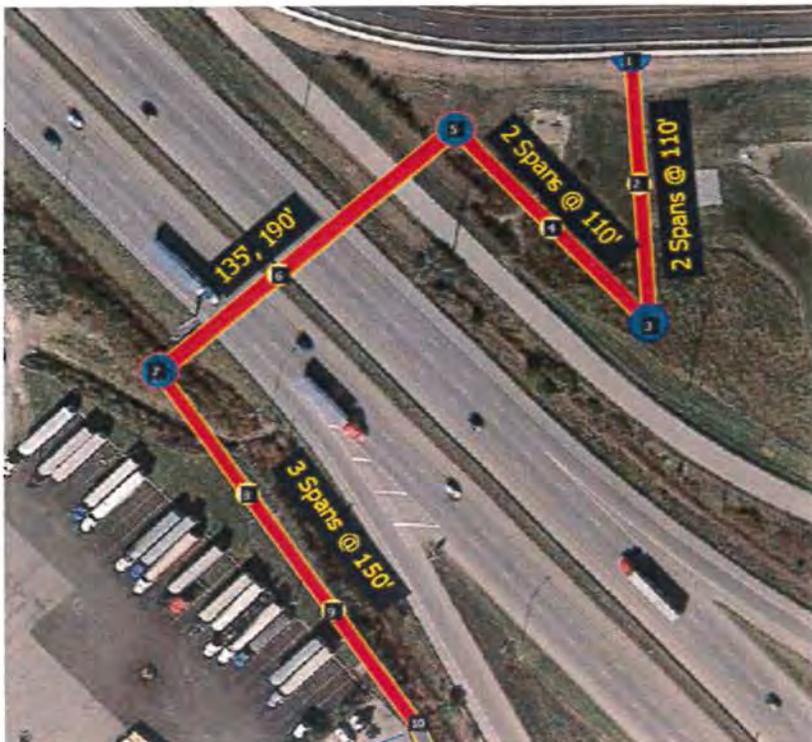
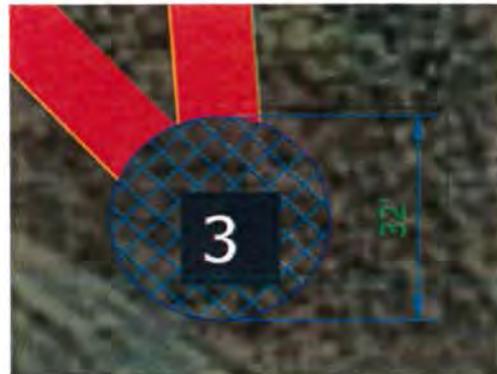
Whitestown Parkway
Pedestrian Bridge
Quantity Calculations

Pending

704-51002 CONCRETE, C, SUPERSTRUCTURE

CYS

	Landings (3, 5, 7)	
Diameter	32	ft
Area	804.25	sft
Thickness	0.58	ft
Number	3	
Volume	1399.4	cft
	52	cys
Total	52	CYS



52 CYS

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711-04845

BRIDGE STEEL TRUSS PRE-ENGINEERED

LS

	From Monon over SR 32 (2014)					
Connector	Length	120	ft	Length	65	ft
	Price	\$140,000		Price	\$75,000	
	Price/ft	\$1,166.67	\$/ft	Price/ft	\$1,153.85	\$/ft
Keystone	Length	120	ft			
	Price	\$150,000				
	Price/ft	\$1,250.00	\$/ft			

From Monon over Anna Kendall (2014)

Length	104	ft
Price	\$109,250	
Price/ft	\$1,050.48	\$/ft

Average	\$1,200.00	<i>(Includes cost of deck and lexane panels over IGS)</i>
Inflation	\$1,300.00	<i>(Inflation to 2016)</i>
Total Length	1215	ft
Cost	\$1,580,000.00	

Erection	30.00%
Cost	\$2,060,000.00

	Railing
Length	1215
Number	2
Price	\$250.00 /ft
Total	\$610,000.00

Total Cost \$2,670,000 ✓

LS

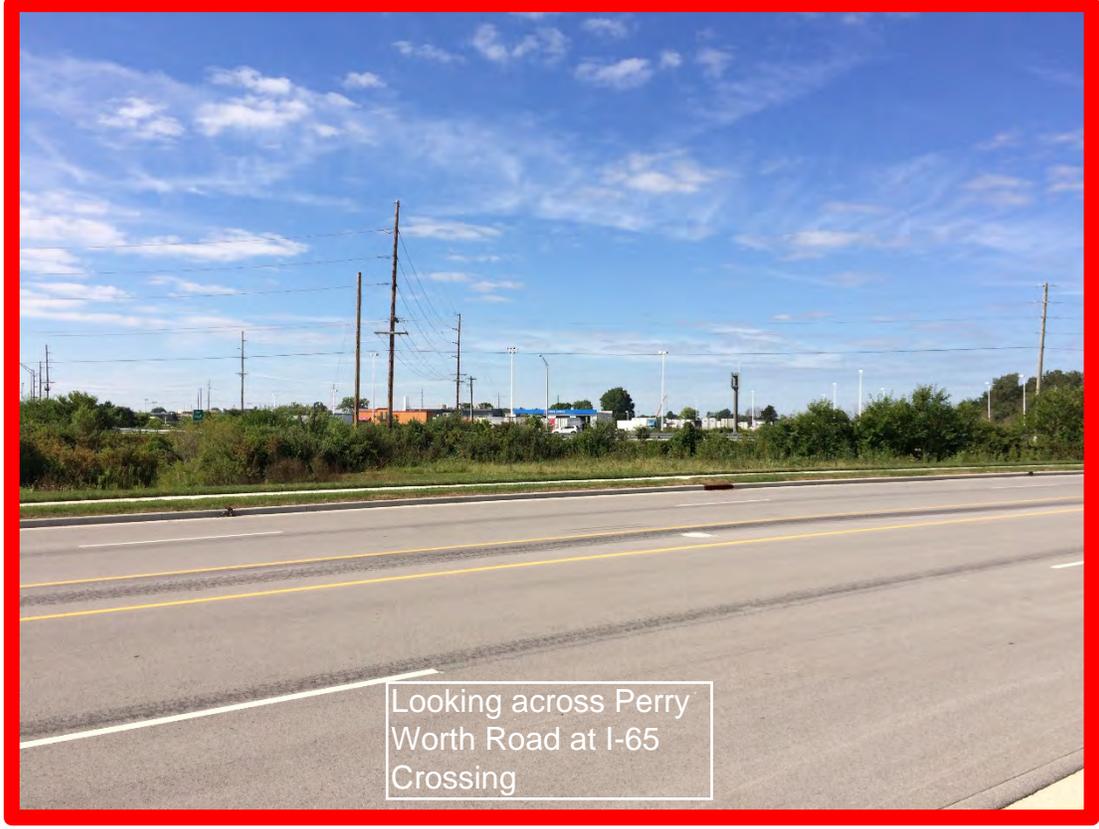




Looking East at Perry
Worth Road from Old
Perry Worth Road



Looking West from
Old Perry Worth Road







Looking South at TA
Truck Stop



Looking South at
Worthsville Road, TA
Truck Stop

