LETTING DATE 07/17/2029

Preliminary Engineering

IM-035-4(315)104--13-85

STORY COUNTY

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 7	Concept
A.8 - 10	I-35 Design Criteria
A.11	280th & 290th St Design Criteria
B Sheets	**Typical Cross Sections and Details**
B.1 - 4	Typical Cross Sections and Details
D Sheets	**Mainline Plan and Profile Sheets**
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 19	I-35
E Sheets	**Side Road Plan and Profile Sheets**
* E.1 - 2	290th Street
* E.3 - 4	280th Street
G Sheets	**Survey Sheets**
G.1 - 4	Reference Ties and Bench Marks
G.5 - 6	Horizontal Control Tab. & Super for all Alignments
J Sheets	**Traffic Control and Staging Sheets**
J.1	Traffic Control Plan
* J.2	Staging Notes
* J.3	Staging Overview
* J.4	Traffic Control Legend & Symbol Information Sheet
* J.5 - 12	Staging Sheets
V Sheets	**Bridge and Culvert Situation Plans**
V.1	TSL STA. 3264+66.65 (290th St.)
V.2	TSL STA. 2206+20.20 (I-35 Ballard Creek)
V.3	TSL STA. 2329+12.76 (I-35 Walnut Creek)
VW.1 - 12	I-35 Pipes
VX.1	290th Street Pipes
W Sheets	**Mainline Cross Sections**
* W.1	Cross Sections Legend & Symbol Information Sheet
* W.2 - 121	I-35 Cross Sections
	* Color Plan Sheets

IOWA DOT

REVISIONS

TOTAL
--
PROJECT IDENTIFICATION NUMBER
15-77-035-040-02
PROJECT NUMBER
IM-035-4(315)104--13-85
R.O.W. PROJECT NUMBER
IMN-035-4(286)104--0E-85

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

STORY COUNTY

Preliminary Engineering

N of 315th St to US 30 in Ames

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

IOWA ONE CALL
1-800-292-8989
www.iowaonecall.com
811 Know what's below. Call before you dig.

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EVENT DATES:
D3 - June 20, 2025
B1/B2 - September 26, 2025
D5 - December 12, 2025



DESIGN DATA RURAL			
2025	AADT	59,286	V.P.D.
2045	AADT	93,564	V.P.D.
2045	DHV	9,665	V.P.H.
TRUCKS		19	%
Total Design ESALs		--	

INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	Kelly C. Bell	Primary Signature Block	X
X	X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN - June 5, 2025

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER A.1

9:04:33 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\A01_85035315Z08.dgn

BRIDGE
260th St
Sta. 1423+75.04 R2
Asset# 49201 (EXST)

BRIDGE
South Skunk River
Sta. 1793+15.78
Asset# 49181 (EXST)
Asset# 49191 (EXST)

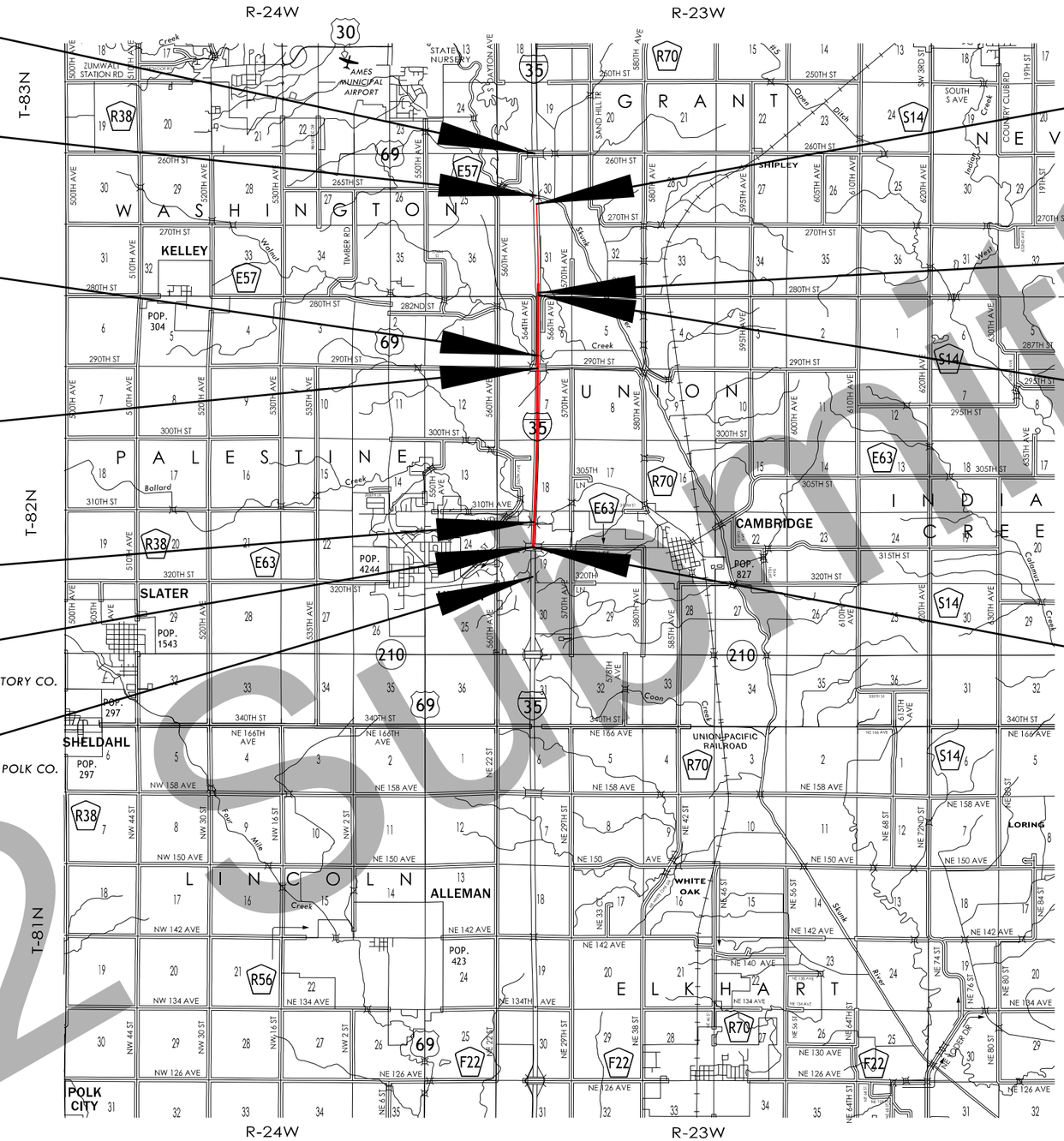
RCB
Walnut Creek
Sta. 2329+12.76
Asset# 49170 (EXST)

BRIDGE
290th St
Sta. 2320+03.58
Asset# 49160 (EXST)

BRIDGE
Ballard Creek
Sta. 2206+20.20
Asset# 49150 (EXST)

BRIDGE
315th St
Sta. 2187+73.70
Asset# 49140 (EXST)

BRIDGE
Heart of Iowa Trail
Sta. 2165+70.00
Asset# 49120 (EXST)
Asset# 49130 (EXST)

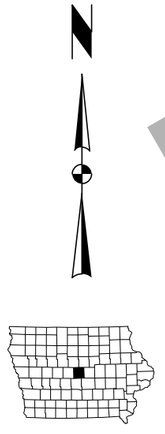


Ref. Loc. 109.2
Sta. 1389+97.80
END CONSTRUCTION

Sta. 1335+00.00 (NB)
Sta. 1321+00.00 (SB)
END LANE CONSTRUCTION

Sta. 1320+00.00 (AH)
= Sta. 2374+96.60 (BK)
EQUATION

Ref. Loc. 104.3
Sta. 2189+00.00 (NB)
Sta. 2203+50.00 (SB)
BEGIN CONSTRUCTION



LOCATION MAP SCALE
0 1 2 3
Miles

D2S Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER A.2

9:04:35 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\A01_85035315Z08.dgn

P00 Planning Concept Statement

I-35 from south of NE 36th St. in Ankeny to 13th St. in Ames
Polk and Story Counties, Iowa

Project No.: IM-035-4(224)87—13-77
PIN: 15-77-035-040
Highway Administration: Location and Environment Bureau
Date: 4/16/2020

I. PROJECT DESCRIPTION AND HISTORY

A. Project Description

The project includes improvements to the I-35 corridor from south of NE 36th Street in Ankeny to 13th Street in Ames and is to provide safe and desired mobility for current and future traffic. The current roadway is a 4-lane, undivided, rural interstate facility with a 50' median. The improvements will provide for additional capacity to meet current and future demand, and update infrastructure which has reached the end of its useful life. The improvements will include full reconstruction and widening from 4 lanes to 6 lanes with a slight alignment shift to the west of the existing alignment. In addition to the widening of I-35, the ramps on the south side of the I-35/13th Street interchange in Ames and the interchanges at IA 210 and NE 126th will be reconstructed. Overhead bridges in 5 locations will be replaced and mainline interstate bridges will be replaced in 3 locations.

Preferred Alternative

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/Location/LocationDesign/77035040.loc

Model: ML_0100_1

B. Project History

This section of Interstate 35 was originally constructed in 1965 and is nearing the end of its useful life. It is in need of substantial repair or total reconstruction.

South of the project, I-35 is already a 6-lane section that is the minimum number of lanes until the Interstate exits the Des Moines area south west of the metro. The interstate currently carries approximately 45,000 vehicles per day (south end)

Polk County
IM-35-4(224)87—13-77
15-77-035-040

and 35,000 vehicles per day (north end) and is approaching saturation for a four-lane facility. The 2045 forecasted traffic volumes are approximately 100,000 vehicles per day (south end) to approximately 65,000 vehicles per day (north end).

Although public involvement is not required for a project classified as a CE, three public information meetings were held at the Ballard High School. The meetings were open house format. The first took place on June 20, 2016.
A second public information meeting was held on April 11, presenting the two alternatives for public comment. Public reaction was generally positive.
A third Public meeting was held March 20, 2018 to discuss the preferred westerly shift alternative as presented in the CE.

C. Need for Project

The purpose of the improvements to the I-35 corridor from NE 36th Street in Ankeny to 13th Street in Ames is to provide a safe and desired mobility for current and future traffic. The improvements will provide for additional capacity to meet current and future demand and replace infrastructure which has reached the end of its useful life. The crash rates for some of the segments near the interchanges exceeded the statewide average but this was not a major factor driving the project.
This Project will:

- Handle future traffic demand
- Address roadway deficiencies
- Improve operational safety

D. Environmental Status

The Categorical Exclusion (CE) has been completed and was signed on October 3, 2019.

The NEPA Clearance – **Categorical Exclusion** is located at:

pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\7703504015\OLE\NEPA\021_NEPA_Decision_Doc_(CE_FONSI_ROD)\20191015_021_CE.pdf

The NEPA/404 Concurrence process was followed for this project. The NEPA/404 Concurrence process presents a corridor study area to be used to investigate and quantify impacts to all environmental resources (i.e. wetlands,

D2 Submittal

streams, cultural, etc.). All resources within the corridor study area were documented.

Concurrence with Concurrence Points 1 and 2 was reached with the resource agencies on December 14, 2016.

Subsequent to the CP2 approval it was agreed by all agencies that CP3 and CP4 concurrence was unnecessary for this project after the environmental field work was completed.

The **Study Area** is located at:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/77035224.ole

Model: Project Study Area
Level name: oleProjectStudyArea

A NEPA cleared area was established for the preferred alternative. This area includes an added buffer to allow for modifications for future design refinements.

The **NEPA Cleared Area** is located at:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/77035224.ole

Model: NEPA Cleared Area
Level name: oleNEPAClearedArea

E. Public Involvement Summary

The following is a summary of the public involvement activities that took place for the project.

June 20, 2016 – Public Information Meeting (PIM) held to present the project to the public and gather input. The summary booklet is located at the following link:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/PublicInvolvement/2016_06_20_PIM/Summary_Transcript/PIM_Summary_Booklet.pdf

April 11, 2017 – PIM 2 was held to introduce two alternative layouts for movements of the interstate, to the East and to the West. The summary booklet is located at the following link:

Polk County
IM-35-4(224)87—13-77
15-77-035-040

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/PublicInvolvement/2017_04_11_PIM/Summary/PIM_Summary_Booklet.pdf

March 20, 2018 – PIM 3 was held to discuss the preferred westerly shift alternative as presented in the CE. The summary booklet is located at the following link:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/PublicInvolvement/2018_03_20_PIM/Summary/PIM_Summary_Booklet.pdf

II. EXISTING CONDITIONS

A. Present Facility

The present facility is a four-lane divided highway with a rural cross section and approximately 50 ft wide depressed grass median constructed in 1965. The travelled way provides 24’ wide PCC pavement with 10’ wide outside and 6’ wide inside paved shoulders, 4:1 foreslopes.

B. Traffic Estimates

Basic traffic count information and projections are available at:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/Location/TrafficData/Volumes/

South end of project:
The 2016 average daily traffic mainline traffic at the south end of the project was 45,000 vehicles per day (vpd), 20% trucks and the 2045 estimates are 103,000 vpd and 19% trucks

North end of project:
The 2016 average daily traffic mainline traffic at the north end of the project was 32,000 vpd, 22% trucks and the 2045 estimates are 70,500 vpd and 21% trucks.

Older related data, including an IJR report with traffic estimate information at the interchange of interstate 35 at US 30 that was received on June 4, 2014 may be found at:

pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\7703504015\OLE\Location\Adjacent Projects and As-builts\35-30 interchange\20140620_023_IJR.pdf

The final concept for the Skunk River bridges also has older traffic estimates in the Final Concept, found at:

D2 Submittal

pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\7703504015\OLE\Location\Adjacent Projects and As-builts\Skunk River Bridge Replacement\8503502010_FinalConcept.pdf

C. Access Control

Access is fully controlled (Priority 1) on this stretch of interstate 35. Four access locations are at the interchanges (from north to south) with 13th Street in Ames, US 30 southeast of Ames, IA 210 and NE126 Ave just northeast of the city limits of Ankeny.

D. Crash History

Crash data is stored at:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/Location/TrafficData/Crash/

III. ALTERNATIVE DEVELOPMENT

A. Traffic Estimates

The most recent traffic counts and projections can be found at the link:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/Location/TrafficData/Volumes/3173R2a.xlsx

B. Access Control

Access control for the corridor is to be retained.

C. Range of Alternatives

Design Criteria was consistent for all alternatives. Refer to the design criteria worksheet located at:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/Location/LocationDesign/InterstateRural.xlsm

Polk County
IM-35-4(224)87—13-77
15-77-035-040

East Alternative

This alternative proposes complete reconstruction of the interstate through the corridor with 6 lanes initial construction with a 40’ easterly offset and an 82’ median to allow for future widening to the inside.

South Tie-in - Need to match new at the north end of I-35 realignment for 36th St. interchange and development easterly shift north of that.

North Tie-in – 3 lane section should end at 13th St. interchange.
Between Skunk Bridge project and US 30 interchange, alignment will need to match existing.

Rest Area – to provide a consistent cross section, it will be necessary to rebuild the NB tapers

Otter Creek Golf Course is likely 6F land and avoiding it would be preferred.

In addition to the widening of I-35, the ramps on the south side of the I-35/13th Street interchange in Ames and the interchanges at IA 210 and NE 126th will be reconstructed. Overhead bridges in 5 locations will be replaced and mainline interstate bridges will be replaced in 3 locations.

Both alternatives have roughly the same environmental impacts. The east alternative impacts 2 homes, miles of electric transmission line, and buried fiber optic lines.

West Alternative

This alternative proposes complete reconstruction of the interstate through the corridor with 6 lanes initial construction with a 40’ westerly offset and an 82’ median to allow for future widening to the inside.

South Tie-in - Need to match alignment at the north end of I-35 realignment for 36th St. interchange and develop a westerly shift north of that.

North Tie-in – 3 lane section should end at 13th St. interchange.
Between Skunk Bridge project and US 30 interchange, alignment will need to shift east to existing.

Rest Area – to provide a consistent cross section, it will be necessary to rebuild the SB tapers

Otter Creek Golf Course is likely 6F land, and avoiding it would be preferred.

D2 Submittal

In addition to the widening of I-35, the ramps on the south side of the I-35/13th Street interchange in Ames and the interchanges at IA 210 and NE 126th will be reconstructed. Overhead bridges in 5 locations will be replaced and mainline interstate bridges will be replaced in 3 locations.

Both alternatives have roughly the same environmental impacts. The west alternative impacts 4 homes but does not impact the miles of electric transmission line and buried fiber optic lines the east alternative does.

IV. RECOMMENDED ALTERNATIVE

A. Preferred Alternative

After reviewing the reasonable alternatives, and in consideration of public input, Iowa DOT has identified the West Alternative as the Preferred Alternative; a link to the display can be found below:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/NEPA/021_NEPA_Decision_Doc_(CE_FONSI_ROD)/20191015_021_CE_Preferred_Alternative.pdf

This alternative is preferred because it meets the project purpose and need and meets with public acceptance.

B. Interchange Operations Report (IOR)

Three Interchange Operations Reports were developed for this project and the signed version can be found at the link below:

pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\7703504015\Concept\IJR\Final\IOR E 13th St - Final_Signed.pdf

pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\7703504015\Concept\IJR\Final\IOR 210 - Final_Signed.pdf

pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\7703504015\Concept\IJR\Final\IOR NE 126th Ave - Final_Signed.pdf

C. Cost Estimate

Project cost is estimated to be $288.6 million as of fall 2019, refer to the following link for estimates on various components of the project:

pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\7703504015\OLE\Location\Cost_Schedule\Cost Estimate Annual 2018\

Polk County
IM-35-4(224)87—13-77
15-77-035-040

The cost estimate was updated the fall of 2019 and added to PSS.

D. Design Criteria

Below is the link to the design criteria:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/Location/LocationDesign/InterstateRural.xlsm

E. Project File Documentation

The project file documentation can be found at the following link:

pw://ntPwInt1.dot.int.lan:PWMain/Documents/Projects/7703504015/OLE/Location/Documents/Correspondence/

F. Staging/Construction Sequence

The project will be staged to maintain two lanes of traffic in each direction at all times.

G. Special Considerations

A VE study was completed for this project. The workbook is stored at:

pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\7703504015\OLE\Location\Documents\VE\I-35 VE workbook 9-28-16.pdf

H. Project Status

This south part of the project from NE 36th St in Ankeny to north of IA 210 is currently in the 2020-2024 five-year program with a FY 2022 letting planned. The north sections of the project are not in the five-year program yet.

D2 Submittal

I. Project Management Team

Development on this project began and paused at various points in time. For that reason, participation on the Project Management Team (PMT) transitioned at different stages as staffing changed.

Office	Name
Design	Flattery Paul
	Kent Nicholson
	Kevin Patel
District 1	Scott Dockstader
	Tony Gustafson
	Allison Smyth
	Andy Loonan
OLE	Jorge Zamora
	Bryan Bradley
	Tom Lovan
Project Scheduling	Mark Swensen
ROW	Mark Holm
	Eric Wright
Soils Design	Steve Megivern
Systems Planning	Phil Mescher
Traffic and Safety	Tim Crouch
OBS	Dave Claman

D2 Submittal

Roadway	**Interstate 35**			
PIN Number	15-77-035-040-01		**Submittal Date**	
Project Number	IM-035-4(309)95--13-77			**Approval Date**
District	District 1	**Assistant District Engineer**		
County	POLK	**or**		
Route	I-35	**Office Director**		
Location	From NE 36th St in Ankeny to N of IA 210			
Work Type	Preliminary Engineering			
Segment Manager	Flattery			
Designer	Bell			

Design Manual Section 1C-1
Last Updated: 04-29-19

Rural Interstates (Rural Freeways)

Design Element		Preferred	Acceptable	Project Values
Design speed (mph)		75	70	75
Maximum superelevation rate (%) (Refer to Section 2A-2)		6	8	6
Design lane width (ft)		12	12	12
Full depth paved width (ft)	Outside lane	12'	12	12
	Inside lane(s)	12	12	12
Auxiliary-lane width (ft)		12	12	12
Pavement cross-slope (on tangent sections)	Through lanes	2%, However, when adjacent lanes slope in the same direction, increase slope by 0.5% per lane up to 3%	1.5% minimum, 3% maximum	2%-2.5%
	Auxiliary lanes	3%	3% maximum	3%
	Crown break at centerline	4%	4% maximum	4%
Shoulder cross-slope (on tangent sections)	Interstates	4%	6% max, but not less than the cross slope of the adjacent lane	4%
	Freeways	4%	6% max, but not less than the cross slope of the adjacent lane	
Curb type (Refer to Section 3C-2)	Interstates	4-inch sloped	4-inch sloped	4-inch sloped
	Freeways	4-inch sloped	4-inch sloped	
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	4:1 for Interstates, 3:1 for Freeways*	10:1 for 4' then 6:1
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	3.5:1
	Curbed roadways	2%	4:1 for Interstates, 3:1 for Freeways*	2%
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1	3:1
Transverse Slopes	w/ drainage structures	8:1	6:1	8:1
	w/o drainage structures	10:1	6:1	10:1
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--	5 x 10
	Median ditch depth (ft)	4	2	4
Median width (ft) (Refer to Section 3E-1)	Interstates	82	36	52-82
	Freeways	64	50	
Bridge width—new***	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	
	Bridge length > 200 ft	design lane widths + effective shoulder widths	design lane width + 4' right and left of the design lane widths	
Bridge width—existing***	Bridge length ≤ 200 ft	design lane widths + no less than 10' right and 3.5' left	design lane widths + 10' right shoulder and 3.5' left shoulder	60
	Bridge length > 200 ft	design lane widths + no less than 3.5' right and left	design lane widths + 3.5' right and left of the design lane widths	
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16	16.5
	Over non-primary	16.5 at interchange locations, 15 ft at all other locations	14	
	Over railroad	23.3	23.3	
	Sign trusses and pedestrian crossings	17.5	17	17.5
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	
Level of Service	Freeway segments	B	B	
	Auxiliary facilities	B	B**	

*Design Exception not required for Freeways
**LOS C may be acceptable in spot locations with FHWA approval
***FHWA notification via email is required if acceptable criteria is not met on the Interstate or NHS systems (No formal design exception required)

D2 Submittal

Interstate 35 Design Criteria (Sheet 1 of 3)

Directional Design Hourly Volume (DDHV) for Trucks =	

Design Manual Section 1C-1
Last Updated: 04-29-19

Effective Shoulder Width and Type for Interstates (Freeways)

Auxiliary Lanes	Preferred (values shown in feet)		Acceptable (values shown in feet)		Project Values
	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	
	6	6	6	6	6' Paved

4-Lane Sections

Design Year Traffic	Outside		Median Side		Outside		Median Side		Project Values
	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	
Less than or equal to 250 DDHV	10	10	6	6	10	10	4	4	
Greater than 250 DDHV	12	12	6	6	12	12	4	4	

Sections with 6 or more lanes

Design Year Traffic	Outside		Median Side		Outside		Median Side		Project Values
	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	Effective Shoulder Width	Paved Width	
Less than or equal to 250 DDHV	10	10	10	10	10	10	10	10	
Greater than 250 DDHV	12	12	12	12	12	12	12	12	12' Paved

Curbs should be located beyond the outer edge of the paved shoulder

Notes:

D2 Submittal

Interstate 35
Design Criteria
(Sheet 2 of 3)

Roadway Design Speed (mph) =	75												

Design Manual Section 1C-1
Last Updated: 04-29-19

Design Criteria for High Speed Roadways

Design Element			Preferred Criteria, Design Speed, mph						Acceptable Criteria, Design Speed, mph						Project Values
			50	55	60	65	70	75	50	55	60	65	70	75	
Stopping sight distance (ft) (Refer to Section 6D-1)			425	495	570	645	730	820	425	495	570	645	730	820	820
Minimum horizontal curve radius (ft) (Refer to Sections 2A-2 and 2A-3)	Method 5 superelevation and side friction distribution	e_{max} = 6%	833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	2500
		e_{max} = 8%	--	--	--	--	--	--	758	960	1200	1480	1810	2210	
Minimum vertical curve length (ft) (Refer to Section 2B-1)			150	165	180	195	210	225	150	165	180	195	210	225	225
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	312
	sag vertical curves	roadways without fixed-source lighting	96	115	136	157	181	206	96	115	136	157	181	206	206
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	206
Minimum gradient (%)	(Refer to Section 2B-1)		0.5						0.3% with a curb, 0.0% without a curb						0
Maximum gradient (%)	(Refer to Section 2B-1)	Urban roadways	4		3				7	6	6	--	--	--	
		Rural roadways							5	5	4	4	4	4	
		Interstates							5	5	4	4	4	4	3
Clear zone			See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						34

D2 Submittal

Interstate 35
Design Criteria
(Sheet 3 of 3)

Roadway			
PIN Number	15-77035-040-01	**Submittal Date**	
Project Number	IM-035-4(309)95--13-77	**Revison Date**	
District	District 1		
County	Polk		
Route	280th Street & 290th Street		
Location	Over I-35		
Work Type	Preliminary Engineering		
Segment Manager	Flattery		
Designer	Bell		
Design year ADT =	90 (2016)		

Design Manual Section 1C-1
Last Updated: 04-29-19

Secondary Roads

Design Elements		Project value	Local Systems I.M. 3.210 value	Remarks
Design speed (mph)		55	55	
Design lane width (ft.)		12	20	
Shoulder width (ft.)		0	4	
Bridge width - new (ft.)		24	24	
Bridge width - existing (ft.)		24	24	
Maximum super elevation rate (%)		8%	8%	
Minimum radius (ft.)		960	960	
Stopping sight distance (ft.)		495	495	
Vertical curve length (ft.)		165		Used DOT two Lane Design Criteria
Minimum rate of vertical curvature (K)	Crest	114		
	Sag	115		
Minimum gradient (%)		0		
Maximum gradient (%)		6	6	
Foreslope		3:1	3:1	
Backslope		3:1	3:1	
Traverse slopes		3:1	3:1	
Clearzone		16	16	

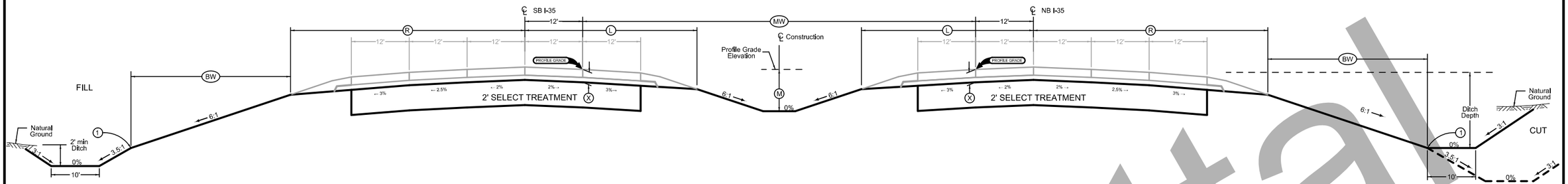
Notes:

D2 Submittal

06_DesignCriteria_280th-290th_77035309.xlsm Sheet1 1 of 1

280th & 290th Streets
Design Criteria
(Sheet 1 of 1)

G_6D_Grade
Modified



6 LANE GRADING

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW/2) Feet	(M) Feet
I-35 Northbound	2186+00.00	--	36.6	48.6	17.5	13.7	53	4.6
I-35 Southbound	2203+50.00	--	36.6	48.6	17.5	13.7	53	4.6

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

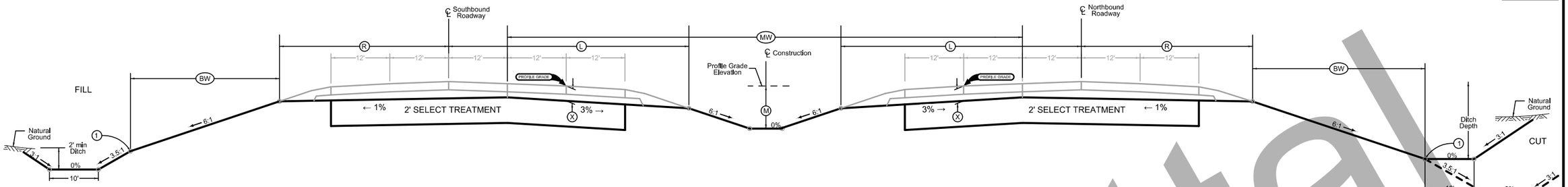
(1) Refer to project plan and cross sections for specific location of foreslope change.

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(315)104--13-85**	SHEET NUMBER **B.1**	

11:30:20 AM 5/20/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\B01_85035315Z08.dgn

G_6D_Grade
MODIFIED



6 LANE GRADING

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW/2) Feet	(M) Feet
I-35 Northbound	--	2374+96.60	36.6	48.6	17.5	13.7	53	4.6
Eq. Sta. 1320+00.00 (AH) = Sta. 2374+96.60 (BK)								
	1320+00.00	1335+00.00	36.6	48.6	17.5	13.7	53	4.6
I-35 Southbound	--	2374+96.60	36.6	48.6	17.5	13.7	53	4.6
Eq. Sta. 1320+00.00 (AH) = Sta. 2374+96.60 (BK)								
	1320+00.00	1321+00.00	36.6	48.6	17.5	13.7	53	4.6

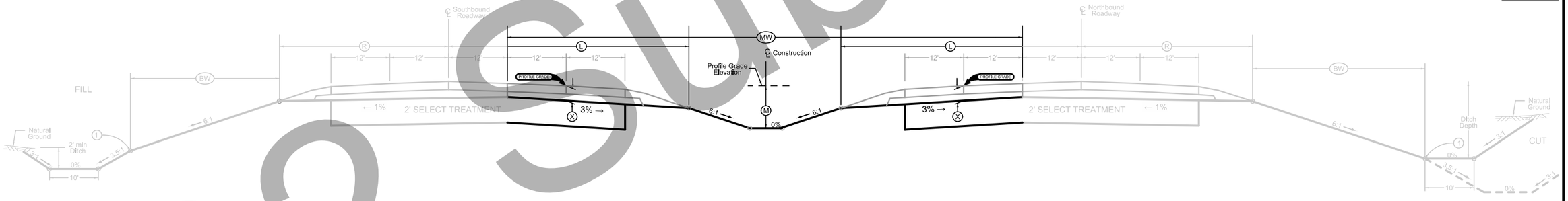
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

(1) Refer to project plan and cross sections for specific location of foreslope change.

D2 Submittal

G_6D_Grade
MODIFIED



6 LANE GRADING

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW/2) Feet	(M) Feet
I-35 Northbound	1335+00.00	1388+18.35	36.6		17.5	13.7	53	4.6
I-35 Southbound	1321+00.00	1389+97.80	36.6		17.5	13.7	53	4.6

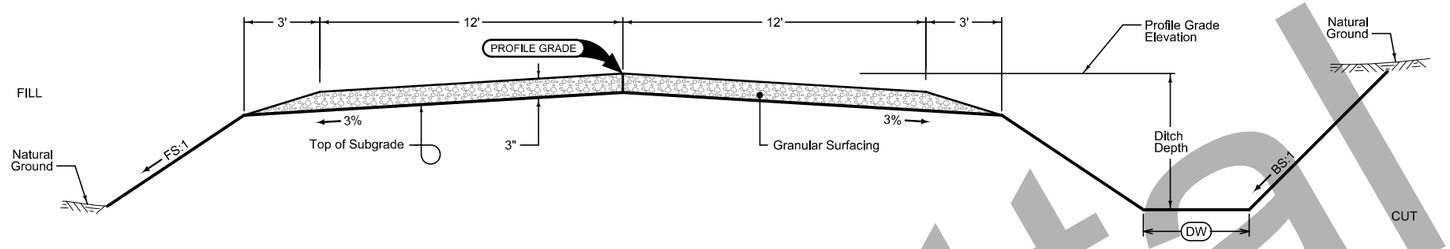
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

(1) Refer to project plan and cross sections for specific location of foreslope change.

LOCATION			DIMENSIONS		
ROAD IDENTIFICATION	STATION TO STATION		FS	BS	(DW) Feet
290th St	--	--	--	--	--
280th St	--	--	--	--	--

G_2_GradeGran
10-17-17



Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See plan & profile sheets and cross sections for additional details of ditches and backslopes.

GRADING AND GRANULAR SURFACING

D2 Submittal

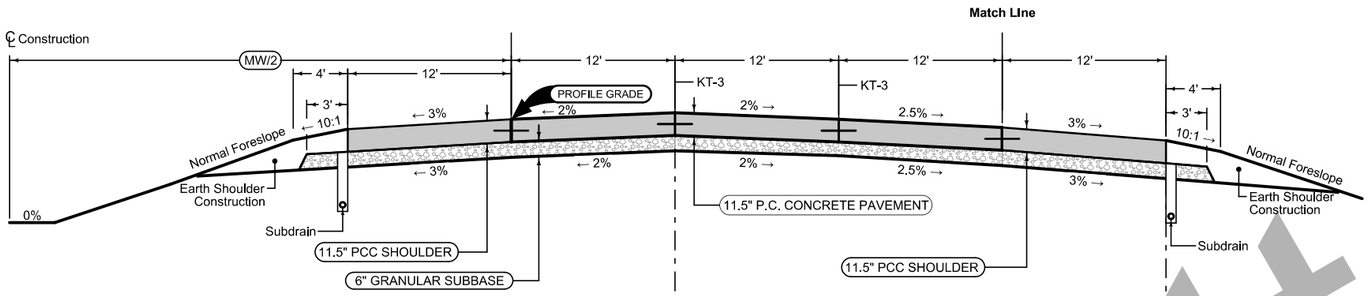
FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(315)104--13-85**	SHEET NUMBER **B.3**	

11:30:21 AM 5/20/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\B01_85035315Z08.dgn

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 17' spacing

Direction of Travel	BEGIN STATION	END STATION
	6D_Dprs_P_FullPCC_ MODIFIED	
NB	2186+50.00	1335+00.00
Eq: STA 1320+00.00 (AH) = STA 2374+96.60 (BK)		
SB	2203+50.00	1321+00.00



Section shown in the direction of traffic.

Mainline Jointing:
Transverse joints: CD at 17' spacing

Direction of Travel	BEGIN STATION	END STATION	(MW) Feet
	6DP_Dprs_ MODIFIED		
NB	2186+50.00	1335+00.00	–
Eq: STA 1320+00.00 (AH) = STA 2374+96.60 (BK)			
SB	2203+50.00	1321+00.00	–

Full Depth PCC Shoulder

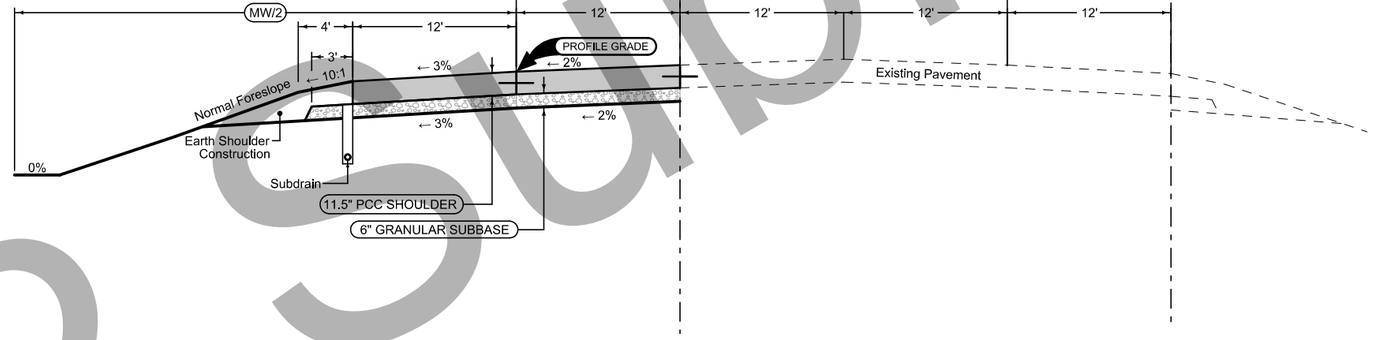
Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 17' spacing

Direction of Travel	BEGIN STATION	END STATION
	6D_Dprs_P_FullPCC_ MODIFIED	
NB	2186+50.00	1335+00.00
Eq: STA 1320+00.00 (AH) = STA 2374+96.60 (BK)		
SB	2203+50.00	1321+00.00

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 17' spacing

Direction of Travel	BEGIN STATION	END STATION
	6D_Dprs_P_FullPCC_ MODIFIED	
NB	1335+00.00	1388+18.35
SB	1321+00.00	1389+97.80



D2 Submittal

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

INTERSTATE 35

SURVEY SYMBOLS

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

UTILITY LEGEND

SURVEYED UTILITY OWNER SYMBOLS

Sub-Surface Utility Mapping Quality Level is in accordance with CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.

Remark Abbreviations
QLA Quality Level A Highest guideline quality level
QLD Quality Level D Lowest guideline quality level

- E1 — ***EL1D, Alliant Energy - Quality D***
- E2 — ***EL2D, City of Ames Electric Services - Quality D***
- E3 — ***EL3D, Consumers Energy - Quality D***
- E4 — ***EL4D, City of Ames Traffic - Quality D***
- FO — ***FO1D, Aureon Network Services - Quality D***
- FO2 — ***FO2D, Huxley Communications - Quality D***
- FO3 — ***FO3D, Iowa Communications Network - Quality D***
- FO4 — ***FO4D, Century Link (Lumens) - Quality D***
- FO5 — ***FO5D, Metro Fibernet, LLC - Quality D***
- FO6 — ***FO6D, Windstream Communications - Quality D***
- FO7 — ***FO7D, Unite Private Networks - Quality D***
- G — ***GL1D, Alliant Energy - Quality D***
- G2 — ***GL2D, Energy Transfer - Quality D***
- SAN. — ***SA1D, City of Ames - Quality D***
- ST S(B) — ***ST1B, City of Ames - Quality B***
- ST S — ***ST1D, City of Ames - Quality D***
- W — ***WL1D, City of Ames - Quality D***
- W2 — ***WL2D, Iowa Regional Utility Assoc - Quality D***
- W3 — ***WL3D, City of Nevada - Quality D***
- ***PPA, Alliant Energy***

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.		
Green	(2)	Existing Topographic Features and Labels	
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)	Existing Utilities	
SHADING	**Design Color No.**		**Transparency**
Pink, Dark	(13)	Temporary Pavement Shading	50%
Yellow	(4)	Proposed Pavement Shading	50%
Orange	(6)	Proposed Granular Shading	50%
Orange	(70)	Proposed Shoulder Granular Shading	50%
Yellow	(68)	Proposed Shoulder Paved Full Depth Shading	50%
Yellow	(132)	Proposed Shoulder Paved Partial Depth Shading	50%
Brown, Light	(236)	Grading Shading	50%
Orange, Light	(134)	Proposed Granular Entrance Shading	50%
Yellow	(220)	Proposed Paved Entrance Shading	50%
Tan	(8)	Proposed Sidewalk Shading	50%
Blue, Light	(230)	Proposed Sidewalk Landing Shading	50%
Pink	(11)	Proposed Sidewalk Ramp Shading	50%
Red	(3)	Proposed Structure Shading	50%
Red	(3)	Delineates Restricted Areas	0%

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

RIGHT-OF-WAY LEGEND

- Proposed Right-of-Way Symbol
- Proposed Right-of-Way Line
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary) Symbol
- Easement (Temporary) Line
- Easement
- C/A Access Control
- Property Line Symbol
- Property Line

D2 Submittal

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.1

9:09:06 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\LGD_85035315Z08.dgn

UNION TWP
T-82 R-23W
Sec. 19

E 1st St

2185+00
2190+00
2195+00
2200+00
2205+00
2210+00
2215+00

Sta. 2203+50.00 (ML035)
BEGIN SB CONSTRUCTION

Sta. 2205+00.00
Install 24" x 130' RCP

Plug and Abandon
Sta. 149+98.2
24"X66' RCP/POOR
D.A.=1.73 ac
FLAT

Remove
24"X60' CMP/GOOD

Ballard Creek

Sta. 2212+53.60 LT
Prop. Type "M" Dike
Elev. 906.80

Sta. 2212+66.00
Install 24" x 204' RCP

Plug and Abandon
Sta. 157+06
30"X177' RCP/POOR
(ASSUMED LENGTH)
SKEW 30° LT. AHEAD
D.A.=3.74 ac
ROLLING

PI 2187+73.70

PC 2184+72.44

PT 2190+74.89

STA 2186+25.00 (ML035)
BEGIN NB CONSTRUCTION

Δ = 01°59'01.65" (RT)
T = 301.26'
L = 602.45'
R = 17400.00'
E = 2.61'
e = ___
L = ___
x = ___

315th St

F03

E2

Ballard Creek

Sta. 2212+91.00
Install 24" x 80' RCP

Sta. 2212+66.00 Med.
Prop. Type "M" Dike
Elev. 907.17

Remove
36"X68' CMP/FAIR
(ASSUMED LENGTH)

Extend
Sta. 151+09.3
13'WX12'HX145' RCB, FAIR
16'WX12'HX145' RCB, FAIR
13'WX12'HX145' RCB, FAIR
D.A.=13696.0 ac
ROLLING

Remove
30"X44' CMP/POOR

Remove
18"X23' CMP/POOR
(ASSUMED LENGTH)

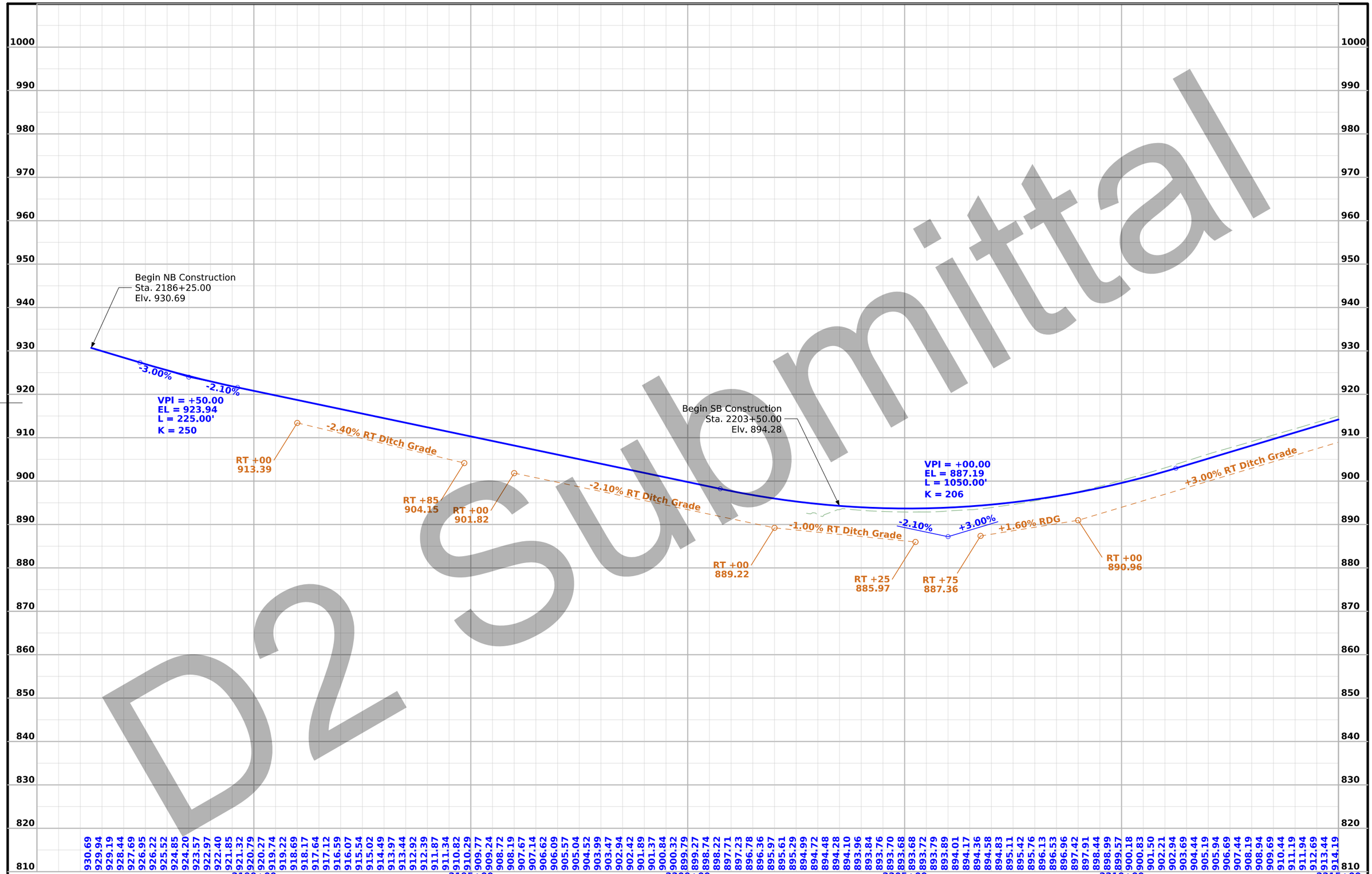
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FEET

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.2

9:10:37 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.3

9:10:44 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

UNION TWP
T-82 R-23W
Sec. 18

Sta. 2219+84.56 LT
Prop. Type "M" Dike
Elev. 928.00

Sta. 2219+99.00
Install 24" x 212' RCP

Plug and Abandon
Sta. 164+98.2
24"X133' RCP/POOR
D.A.=13.3 ac
FLAT

Sta. 2235+99.00
Install 24" x 240' RCP

2215+00 2220+00 2225+00 2230+00 2235+00 2240+00 2245+00

35

Sta. 2220+49.00
Install 24" x 76' RCP

Sta. 2219+99.00 Med.
Prop. Type "M" Dike
Elev. 928.32

Remove
15"X26' CMP/FAIR
(ASSUMED LENGTH)

Plug and Remove
Sta. 174+99/4.8' RT.
24"X55' RCP/POOR
D.A.=1.74 ac
FLAT

Sta. 2230+20.00
Install 24" x 86' RCP

Sta. 2230+07.77
Prop. Type "M" Dike
Elev. 937.98

Plug and Remove
Sta. 180+98
24"X151' RCP/POOR
D.A.=7.75 ac
FLAT

Plug and Abandon
Sta. 184+98/4.9' RT.
24"X54' RCP/POOR
D.A.=1.82 ac
FLAT

Sta. 2240+19.00
Install 24" x 104' RCP

Sta. 2240+05.26
Prop. Type "M" Dike
Elev. 942.97

F03 E2

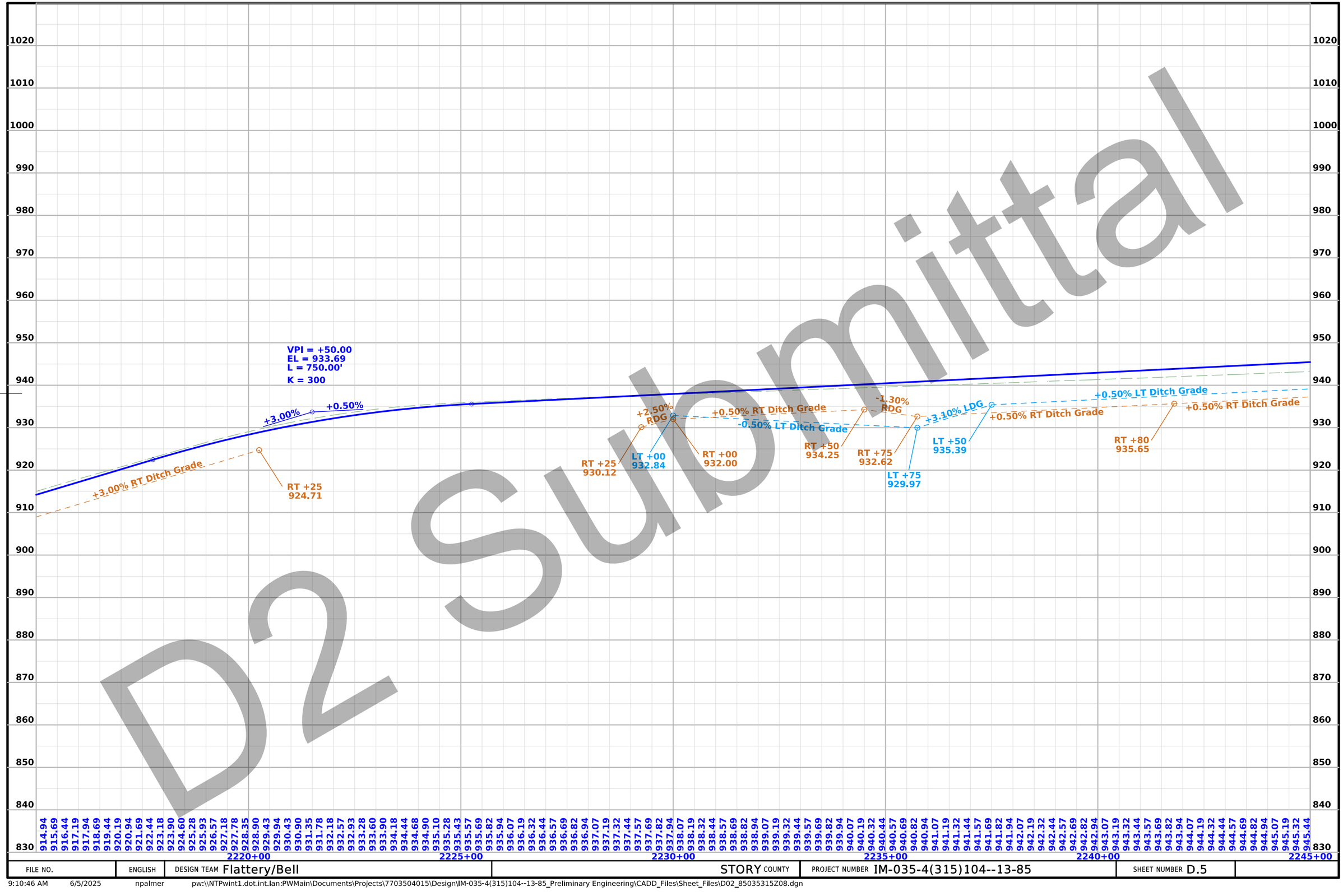
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FEET

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.4

9:10:45 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.5

9:10:46 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

UNION TWP
T-82 R-23W
Sec. 18

UNION TWP
T-82 R-23W
Sec. 07

300th St

Sta. 2250+35.10 LT
Prop. Type "M" Dike
Elev. 948.12

Sta. 2250+49.00
Install 24" x 224' RCP

Sta. 2253+80.00
Install 24" x 228' RCP

Plug and Abandon
Sta. 198+36.6
24"X154' RCP/POOR
D.A.=16.3 ac
FLAT

Plug and Abandon
Sta. 195+47.3
24"X150' RCP/POOR
D.A.=7.0 ac
FLAT

Δ = 00°53'32.75" (LT)
T = 300.62'
L = 601.23'
R = 38600.00'
E = 1.17'
e = ---
Lc = ---
x = ---

2245+00
2250+00
2255+00
2260+00
2265+00
2270+00
2275+00

PC 2250+78.80
PT 2256+79.82
PI 2253+79.22

Sta. 2250+99.00
Install 24" x 102' RCP

Sta. 2250+49.00 Med.
Prop. Type "M" Dike
Elev. 948.19

Remove
18"X28' CMP/FAIR
(ASSUMED LENGTH)

303rd Ln

E2
F03

Existing ROW shown for Information Only

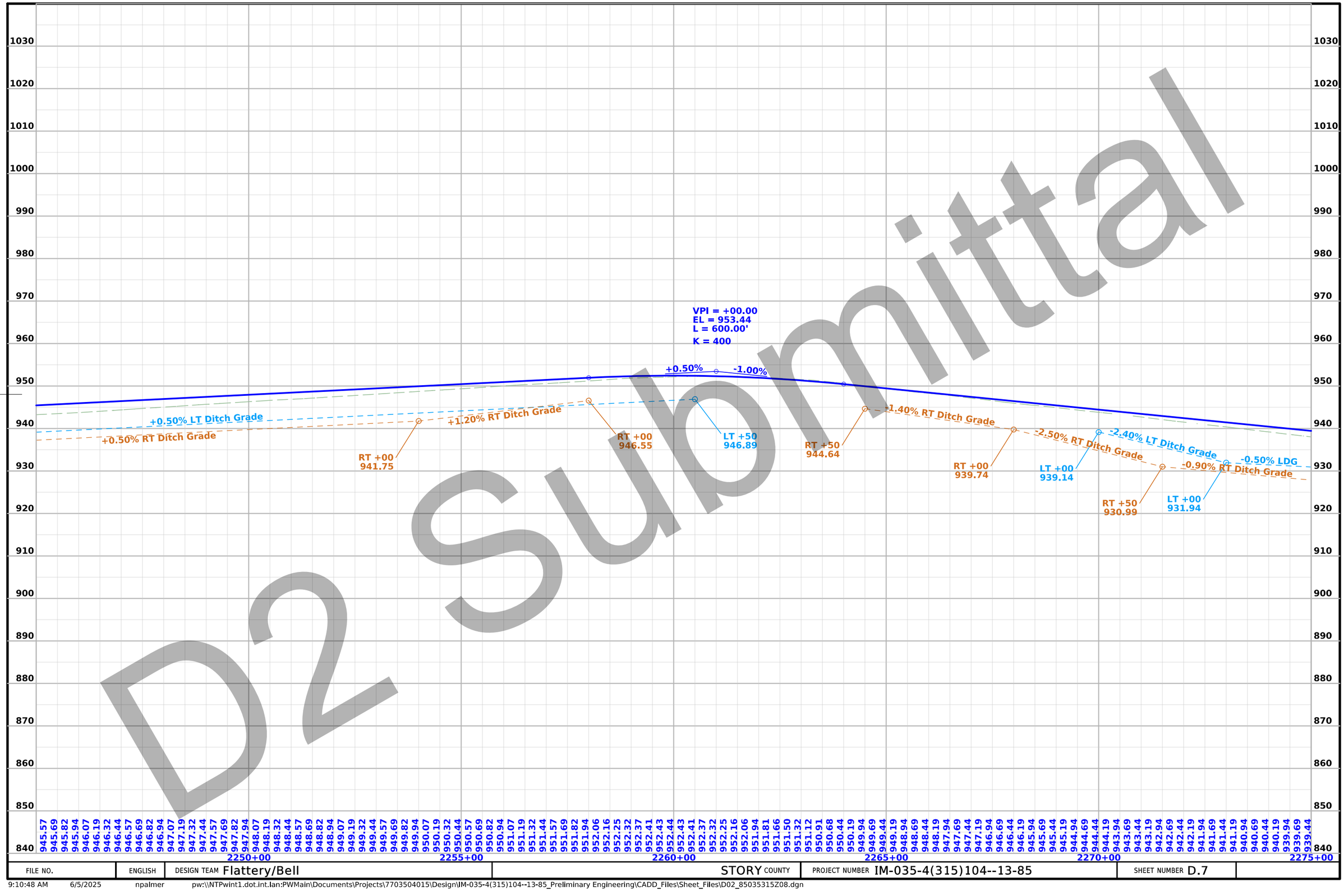
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FEET

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.6	

9:10:47 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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Submittal
D2 SUBMITTAL

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.7

9:10:48 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

UNION TWP
T-82 R-23W
Sec. 07

Sta. 2277+24.46 LT
Prop. Type "M" Dike
Elev. 937.20

Sta. 2277+14.00
Install 24" x 252' RCP

Plug and Abandon
Sta. 221+85
42"X163' RCP/FAIR
SKEW 15° RT. AHEAD
D.A.=39.0 ac
FLAT

Sta. 2283+07.92 LT
Prop. Type "M" Dike
Elev. 931.36

Sta. 2282+99.00
Install 24" x 252' RCP

Plug and Abandon
Sta. 227+90
36"X163' RCP/FAIR
D.A.=37.0 ac
FLAT

Sta. 2291+48.69 LT
Prop. Type "M" Dike
Elev. 922.96

Sta. 2291+39.00
Install 24" x 232' RCP

Plug and Abandon
Sta. 235+59
24"X173' RCP/FAIR
SKEW 29° RT. AHEAD
D.A.=8.45 ac
FLAT

Sta. 2296+77.43 LT
Prop. Type "M" Dike
Elev. 917.67

Sta. 2296+68.00
Install 24" x 230' RCP

Plug and Abandon
Sta. 240+89
30"X170' RCP/FAIR
SKEW 29° RT. AHEAD
D.A.=74.2 ac
FLAT

Sta. 2304+28.37 LT
Prop. Type "M" Dike
Elev. 909.97

Sta. 2304+18.00
Install 24" x 236' RCP

Plug and Abandon
Sta. 248+30
36"X190' RCP/POOR
SKEW 34° RT. AHEAD
D.A.=2.0 ac
FLAT

2275+00 2280+00 2285+00 2290+00 2295+00 2300+00 2305+00

35

F03 E2 F03 E2 F03 E2 F03 E2

Remove
18"X25' CMP/GOOD
(ASSUMED LENGTH)

Sta. 2276+44.00
Install 24" x 118' RCP

Sta. 2277+14.00 Med.
Prop. Type "M" Dike
Elev. 937.31

Remove
18"X28' CMP/POOR
(ASSUMED LENGTH)

Sta. 2282+38.00
Install 24" x 120' RCP

Sta. 2282+99.00 Med.
Prop. Type "M" Dike
Elev. 931.45

Remove
18"X20' CMP/POOR
(ASSUMED LENGTH)

Sta. 2291+14.00
Install 24" x 104' RCP

Sta. 2291+39.00 Med.
Prop. Type "M" Dike
Elev. 923.04

Remove
18"X28' CMP/POOR
(ASSUMED LENGTH)

Sta. 2296+43.00
Install 24" x 104' RCP

Sta. 2296+68.00 Med.
Prop. Type "M" Dike
Elev. 917.76

Remove
18"X23' CMP/POOR
(ASSUMED LENGTH)

Sta. 2303+93.00
Install 24" x 108' RCP

Sta. 2304+18.00
Prop. Type "M" Dike
Elev. 910.11

Existing ROW shown for Information Only

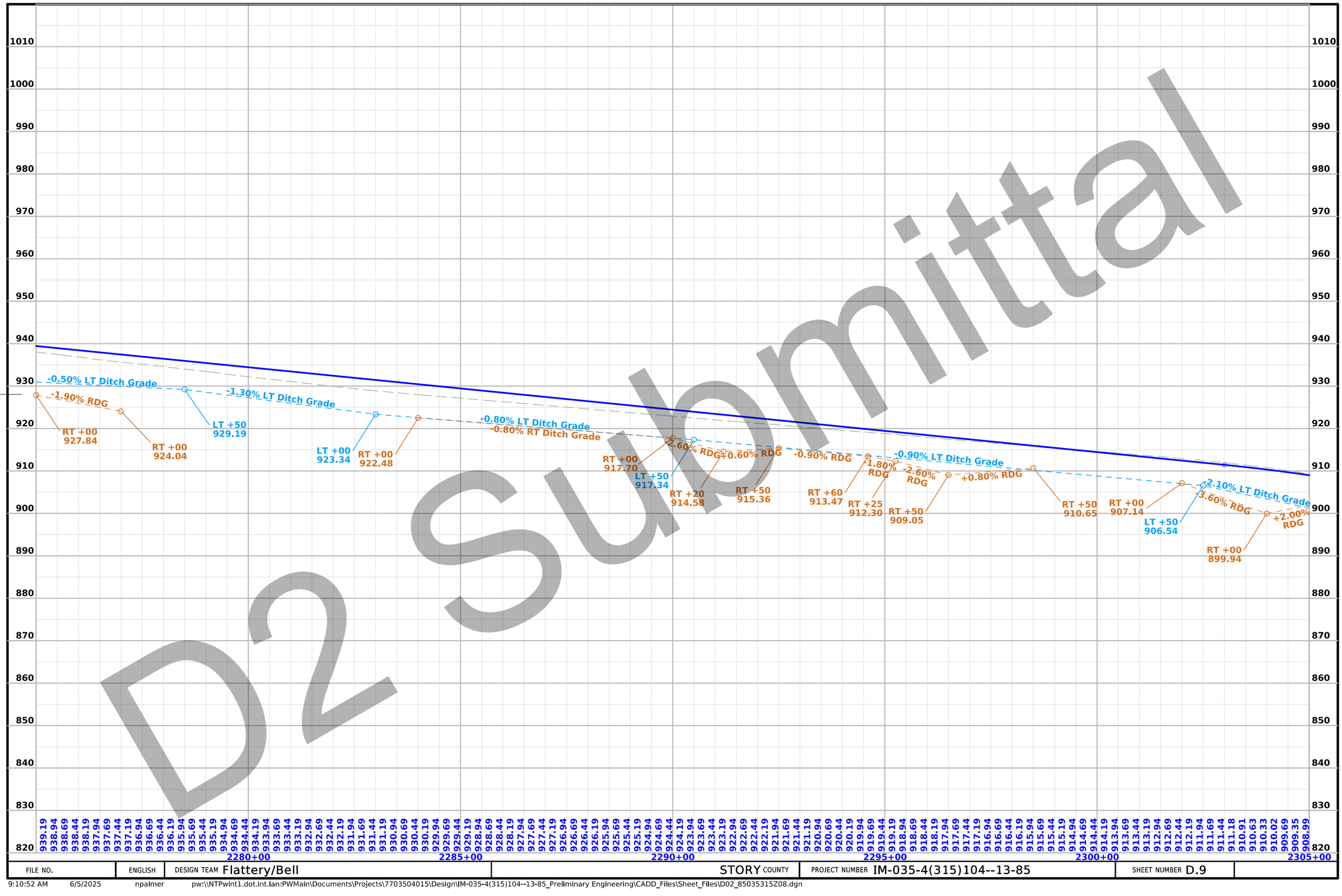
0 100
FEET

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.8

9:10:49 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.9

9:10:52 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

UNION TWP
T-82 R-23W
Sec. 07

UNION TWP
T-82 R-23W
Sec. 06

290th St

564th Ave

Walnut Creek

Sta. 2316+68.00 10° RA
Install 24" x 252' RCP

Plug and Abandon
Sta. 261+30
48"X152' RCP/FAIR
SKEW 30° RT. AHEAD
D.A.=69.0 ac
FLAT

Sta. 2308+35.00 15° RA
Install 24" x 304' RCP

Remove
24"X125' RCP/FAIR

Sta. 3263+46.00
Install 24" x 106' RCP

Sta. 2324+86.00
Install 24" x 228' RCP

Plug and Abandon
Sta. 269+99
24"X147' RCP/POOR
D.A.=3.67 ac
FLAT

Δ = 00°56'08.89" (LT)
T = 300.53'
L = 601.05'
R = 36800.00'
E = 1.23'
e = ___
L = ___
x = ___

Remove
4'WX3'HX38'
RCB/FAIR

Remove
(2)12'WX8.5'HX42'
RCB/FAIR

Sta. 2331+00.00
Install 24" x 114' RCP

Sta. 2330+86.13
Prop. Type "M" Dike
Elev. 882.26

Remove
18"X30' CMP/POOR

2305+00
2310+00
2315+00
2320+00
2325+00
2330+00
2335+00

PC 2322+04.12
PT 2328+05.17

Plug and Abandon
Sta. 252+40
48"X260' RCP/FAIR
SKEW 45° RT. AHEAD
D.A.=27.5 ac
FLAT

Sta. 2315+93.10
Prop. Type "M" Dike
Elev. 888.67

Sta. 2315+77.00
Install 24" x 96' RCP

Remove
12"X91' CMP/FAIR

Remove
24"X124' RCP/POOR

Remove
Sta. 264+35/31' RT.
24"X41' RCP/FAIR
(ASSUMED LENGTH)
D.A.=1.0 ac
FLAT

Remove
18"X19' CMP/GOOD
(ASSUMED LENGTH)

Remove
Sta. 264+35
12"X31' CMP/FAIR
(ASSUMED LENGTH)
D.A.=1.0 ac
FLAT

Remove
12"X31' CMP/FAIR
ASSUMED LENGTH

Sta. 2324+37.00
Install 24" x 102' RCP

Sta. 2324+86.00 Med.
Prop. Type "M" Dike
Elev. 977.20

PI 2325+04.65

Sta. 2325+36.00
Install 24" x 104' RCP

Remove
15"X30' CMP/GOOD
(ASSUMED LENGTH)

Remove
15"X16' CMP/GOOD
(ASSUMED LENGTH)

Remove
15"X17' CMP/NEW
(ASSUMED LENGTH)

Extend
Sta. 274+09.7
15'WX12'HX133' RCB, FAIR
18'WX12'HX133' RCB, FAIR
15'WX12'HX133' RCB, FAIR
SKEW 10° LT. AHEAD
D.A.=10880.0 ac
ROLLING

Sta. 2319+31.90
Prop. Type "M" Dike
Elev. 882.25

Sta. 2319+17.00
Install 24" x 94' RCP

Sta. 3265+46
Install 24" x 108' RCP

Existing ROW shown
for Information Only

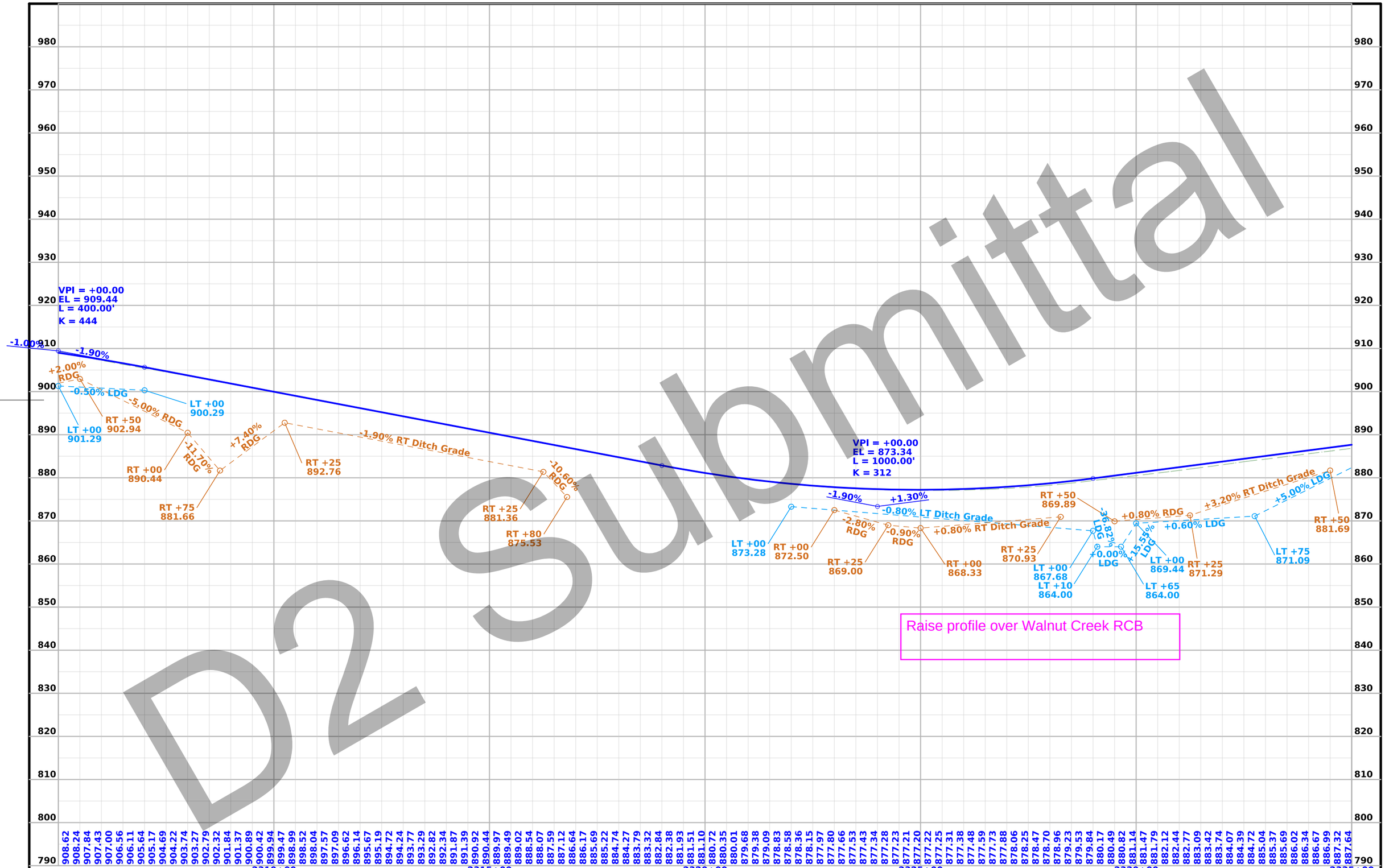
0 100
FEET

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.10

9:10:54 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.11

9:10:56 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

UNION TWP
T-82 R-23W
Sec. 06

Sta. 2340+18.48 LT
Prop. Type "M" Dike
Elev. 893.27

Sta. 2340+34.00
Install 24" x 220' RCP

Sta. 2348+56.39 LT
Prop. Type "M" Dike
Elev. 896.89

Sta. 2348+69.00
Install 24" x 256' RCP

Remove
18"X31"
PLASTIC/FAIR

Plug and Abandon
Sta. 293+99/2.5' LT.
24"X85' RCP/POOR
D.A.=0.87 ac
FLAT

Remove
18"X44' CMP/POOR

Remove
3'WX3'HX24' RCB

2335+00
2340+00
2345+00
2350+00
2355+00
2360+00
2365+00

564th Ave

35

F03
E2

566th Ave

Remove
15"X21' CMP/POOR
(ASSUMED LENGTH)

Plug and Abandon
Sta. 285+70
24"X147' RCP/FAIR
SKEW 15° LT. AHEAD
D.A.=10.2 ac
FLAT

Sta. 2341+04.00
Install 24" x 92' RCP

Sta. 2340+34.00 Med.
Prop. Type "M" Dike
Elev. 893.36

U.A.C.
48"X49' CMP/FAIR

Plug and Abandon
Sta. 294+03
48"X181' RCP/FAIR
SKEW 10° LT. AHEAD
D.A.=95.6 ac
FLAT

Sta. 2349+19.00
Install 24" x 122' RCP

Sta. 2348+69.00 Med.
Prop. Type "M" Dike
Elev. 896.94

Plug and Abandon
Sta. 304+99.5/9.9' RT.
24"X55' RCP/POOR
D.A.=2.41 ac
FLAT

Sta. 2359+87.00
Install 24" x 80' RCP

Sta. 2359+69.76 Med
Prop. Type "M" Dike
Elev. 901.81

Existing ROW shown for Information Only

0 100
FEET

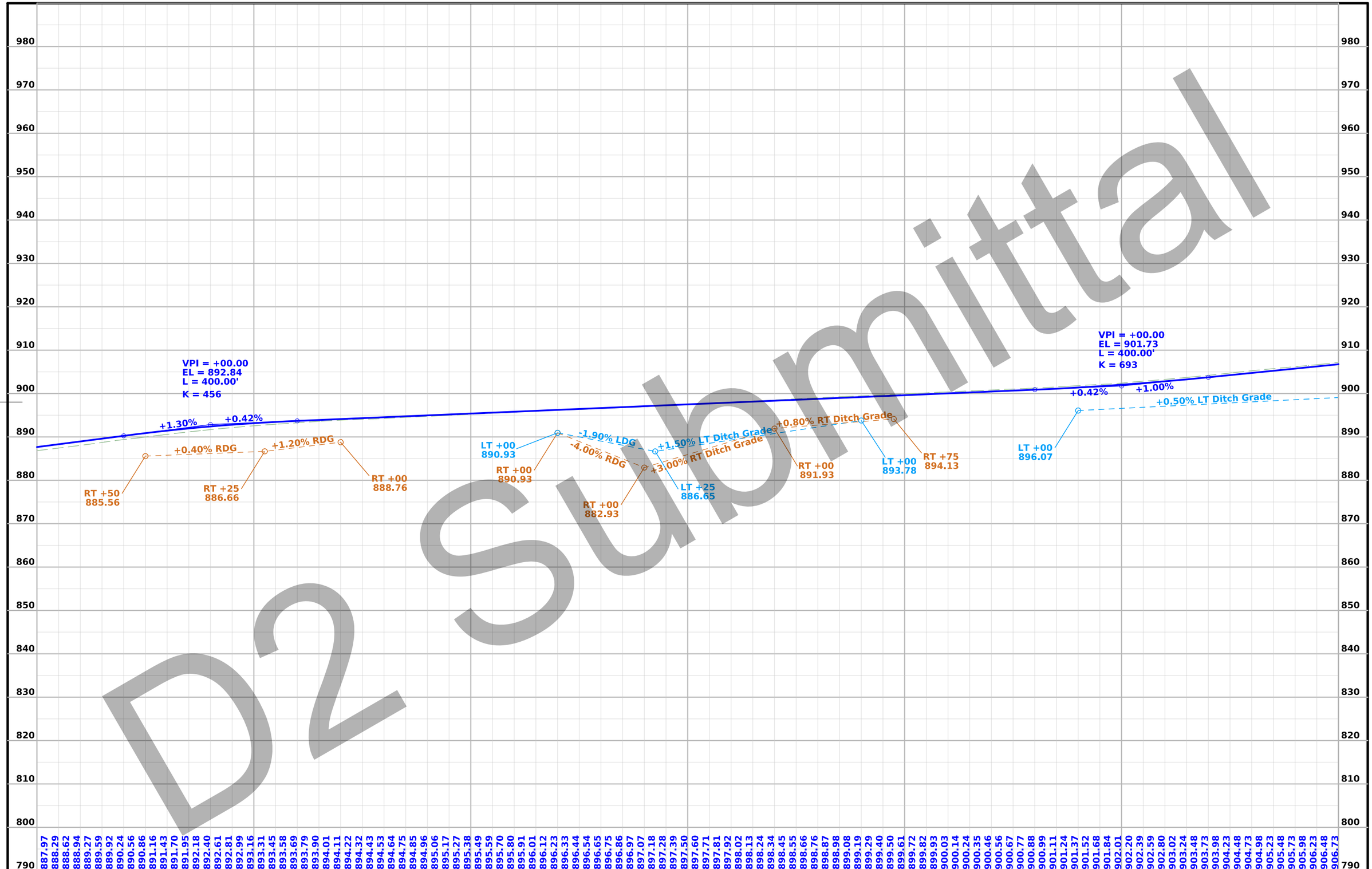
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.12

9:10:57 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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Submittal
D2 SUB



FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.13

9:10:58 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

UNION TWP
T-82 R-23W
Sec. 06

GRANT TWP
T-82 R-23W
Sec. 31

280th St

Remove
Sta. 323+17/55.6' LT.
18"X91' CMP/GOOD
D.A.=0.41 ac
FLAT

STA 1321+00.00 (ML035)
END SB FULL WIDTH CONSTRUCTION/
BEGIN SB INSIDE LANE/SHOULDER WIDENING

2365+00
2370+00
1320+00
1325+00
1330+00
1335+00
1340+00

564th Ave

35

566th Ave

E2
E3
F03

EQUATION:
STA 1320+00.00(AH)
= STA 2374+96.60(BK)

STA 1335+00.00 (ML035)
END NB FULL WIDTH CONSTRUCTION/
BEGIN NB INSIDE LANE/SHOULDER WIDENING

280th St

Existing ROW shown
for Information Only

0 100
FEET

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.14	

9:10:59 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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D2 Submittal

Equation:
Sta. 1320+00.00 (AH)
= Sta. 2374+96.60 (BK)

End SB Full Width Construction/
Begin SB Inside Lane/Shoulder Widening
Sta. 1321+00.00
Elv. 911.93

VPI = +00.00
EL = 916.69
L = 1000.00'
K = 312

+1.00%

-2.20%

+0.50%
LDG

+1.50% LT Ditch Grade

LT +25
899.20

LT +00
906.32

RT +50
903.87

2.50% RT Ditch Grade

-4.00%
RDG

RT +00
887.62

RT +00
883.62

End NB Full Width Construction/
Begin NB Inside Lane/Shoulder Widening
Sta. 1335+00.00
Elv. 883.69

-2.20%

-0.00%

VPI = +00.00
EL = 872.69
L = 500.00'
K = 227

980 970 960 950 940 930 920 910 900 890 880 870 860 850 840 830 820 810 800 790

906.98 907.23 907.48 907.73 907.98 908.23 908.48 908.73 908.98 909.23 909.48 909.73 909.98 910.23 910.48 910.73 910.98 911.23 911.48 911.73 911.96 912.18 912.38 912.55 912.71 912.85 912.97 913.06 913.14 913.20 913.24 913.25 913.25 913.23 913.23 913.18 913.12 913.04 912.94 912.81 912.69 912.53 912.35 912.15 911.93 911.69 911.43 911.15 910.85 910.53 910.19 909.83 909.45 909.05 908.63 908.19 907.73 907.25 906.75 906.23 905.69 905.14 904.59 904.04 903.49 902.94 902.39 901.84 901.29 900.74 900.20 899.65 899.10 898.55 898.00 897.45 896.90 896.35 895.80 895.25 894.70 894.15 893.60 893.05 892.50 891.95 891.41 890.86 890.31 889.76 889.21 888.66 888.11 887.56 887.01 886.46 885.91 885.36 884.81 884.26 883.71 883.16 882.61 882.06 881.51 880.96 880.41 879.86 879.31 878.75 878.20 877.67 877.16 876.67 876.22 875.79 875.39 875.02 874.68 874.36 874.07

2370+00 1320+00 1325+00 1330+00 1335+00 1340+00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.15

9:11:01 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

GRANT TWP
T-82 R-23W
Sec. 31

1340+00
1345+00
1350+00
1355+00
1360+00
1365+00
1370+00

PC 1341+43.08

Δ = 04°29'08.39" (LT)
T = 587.86'
L = 1175.12'
R = 15009.90'
E = 11.51'
e = ___
L = ___
x = ___

PI 1347+30.94

PRC 1353+18.20

PI 1356+96.68

Δ = 02°53'17.55" (RT)
T = 378.49'
L = 756.81'
R = 15013.50'
E = 4.77'
e = ___
L = ___
x = ___

PT 1360+75.01

F03

35

0 100
FEET

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.16	

9:11:02 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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960 950 940 930 920 910 900 890 880 870 860 850 840 830 820 810 800 790 780 770

Existing Median Ditch Grade

873.81 873.57 873.37 873.19 873.04 872.91 872.82 872.75 872.70 872.69 872.69 872.69

GRANT TWP
T-82 R-23W
Sec. 30

S. Skunk River

1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00

F03

35

STA 1389+97.80 (ML035)
END SB INSIDE LANE/
SHOULDER WIDENING

STA 1388+18.35 (ML035)
END NB INSIDE LANE/
SHOULDER WIDENING

S. Skunk River

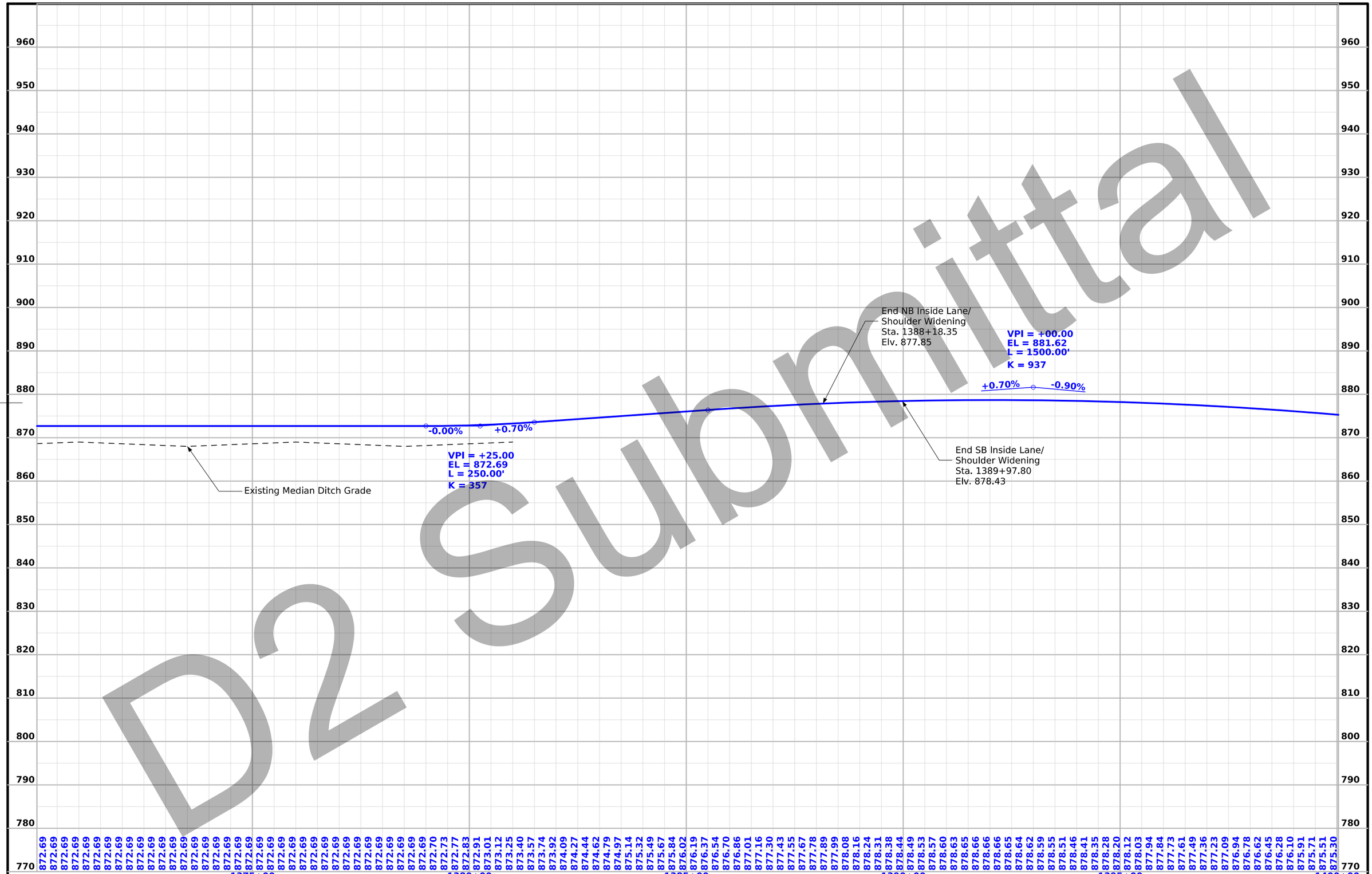
0 100
FEET

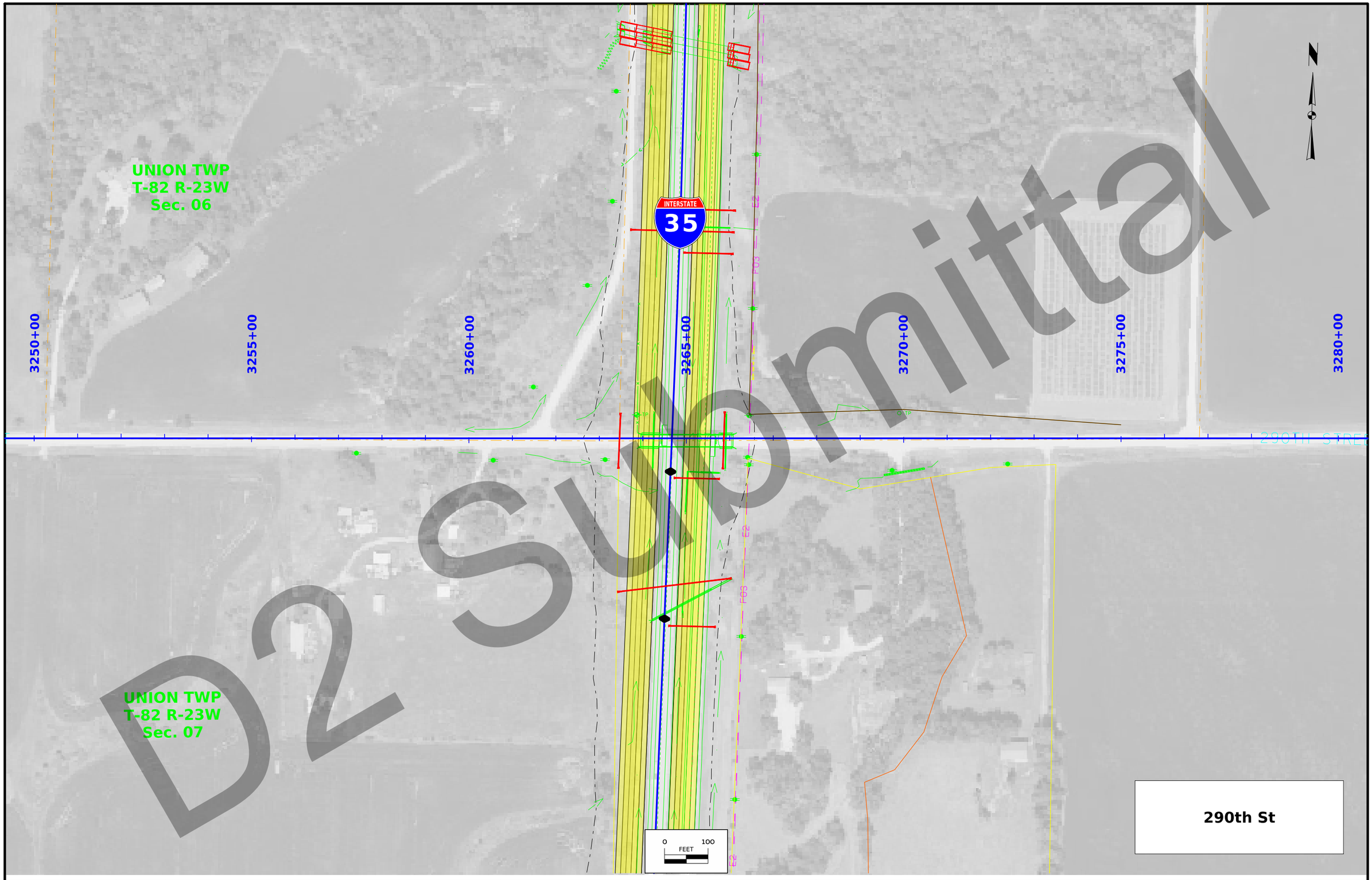
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER D.18	

9:11:05 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\D02_85035315Z08.dgn

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960
950
940
930
920
910
900
890
880
870
860
850
840
830
820
810
800
790
780
770
-0.00%
+0.70%
VPI = +25.00
EL = 872.69
L = 250.00'
K = 357
Existing Median Ditch Grade
End NB Inside Lane/
Shoulder Widening
Sta. 1388+18.35
Elv. 877.85
VPI = +00.00
EL = 881.62
L = 1500.00'
K = 937
+0.70%
-0.90%
End SB Inside Lane/
Shoulder Widening
Sta. 1389+97.80
Elv. 878.43
872.69 872.69 872.69

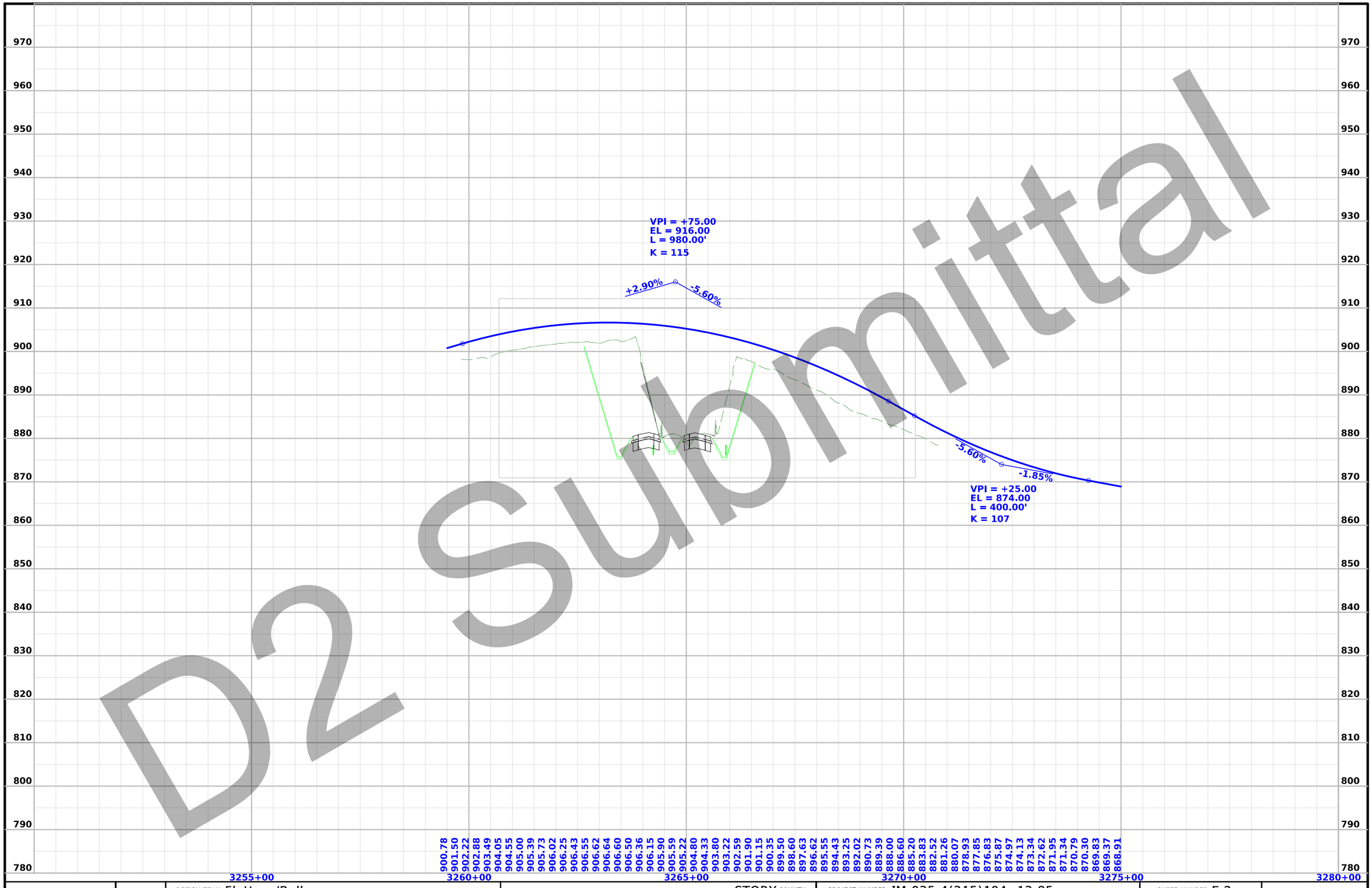


D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER E.1	

9:19:02 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\E01_85035315Z08.dgn

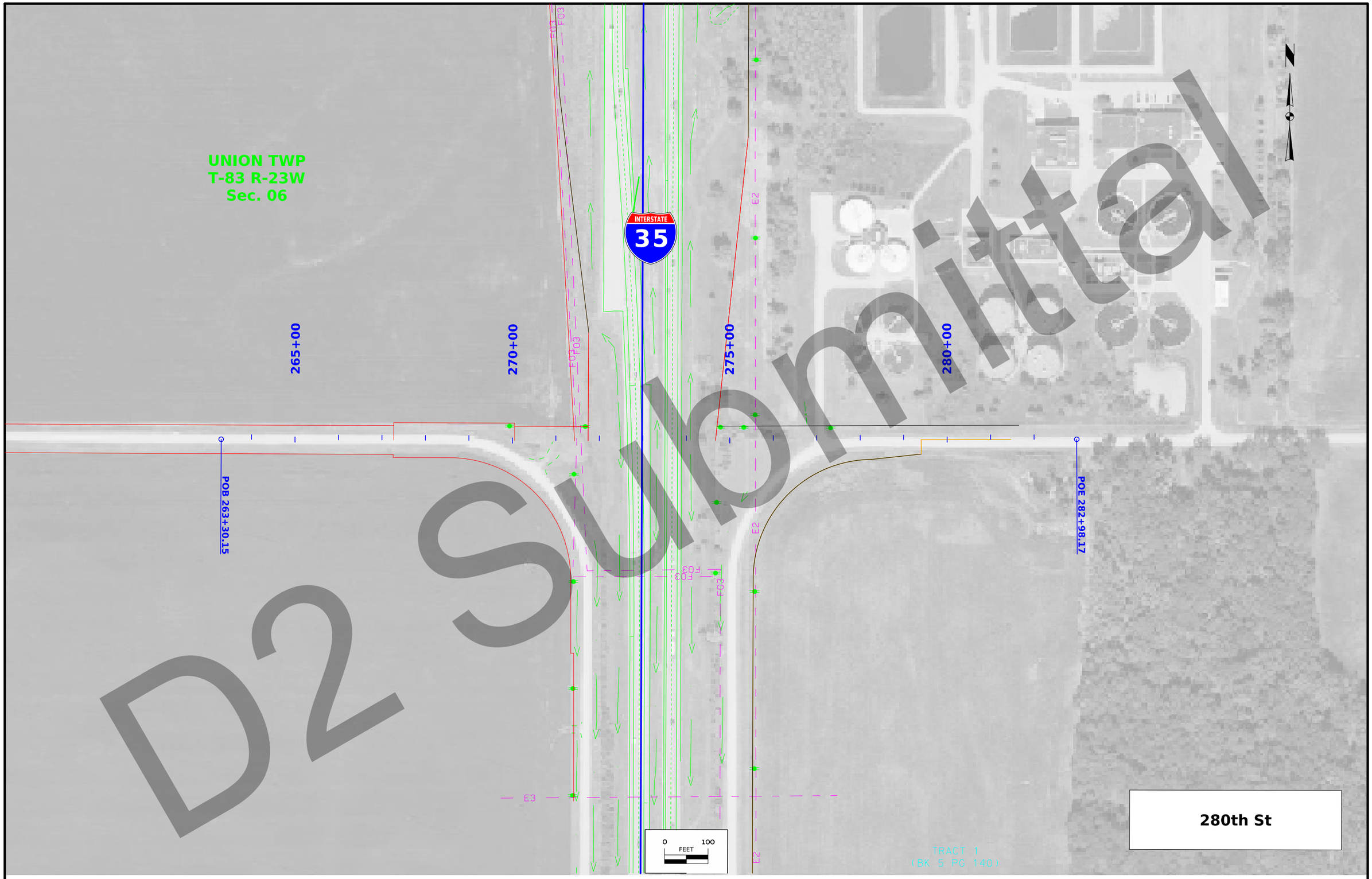
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D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER E.2

9:19:05 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\E01_85035315Z08.dgn

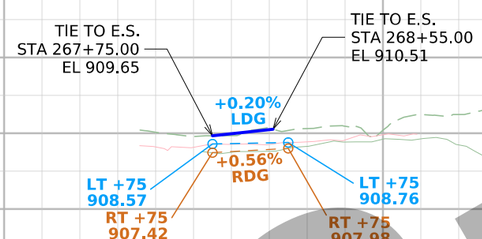


D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER E.3	

9:19:39 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\E03_85035315Z08.dgn

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D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER E.4

9:19:40 AM 6/5/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\E03_85035315Z08.dgn

SURVEY INDEX

County: Story
PIN: 15-77-035-040-02
Project Number: IM-035-4(315)104--13-85
Location: I-35 from Ballard Creek north to just north of E. 13th St.
Type of Work: Partial DTM, project control, photo control and alignment
Project Directory: 7703504015

Survey Personnel

Tom Hoyle – Lead Survey Technician
Brad Duffy – Survey Technician
Max Phillips - Survey Technician
Dave Ciskowski – Survey Technician

Date(s) of Survey

Begin Date	01/06/2023.
End Date	5/18/2023

General Information

This survey is for I-35 in 2 locations from Ballard Creek north to just north of E. 13th St., near Ames. This project is a Partial Field DTM survey, project control, photo control and alignment.

Utility Information

For logging data and other utility details see Utility Survey and Ownership Report in the Utility folder of the PrelimSurvey project directory.

Project Control

Coordinates were determined for primary project control points 1 -7, DP4554 and DP4555 by conducting multiple 30-minute static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations.

The RTN position of reference station Ames (IAAM) was held fixed horizontally and vertically, Boone (IABN) was held horizontally. Control points 85004 and FENO9 from SAP 0916 were also held fixed horizontally and vertically.

A double run level loop was run through control points 1, 2, FENO9, 85004 and benchmarks 500-510A. The record elevations of control points FENO9 and 85004 were held fixed. The estimated standard error of the observed height differences from the network adjustment was 0.0098 ft/mile. A second double run level loop was run through control points 3-7, DP4554, DP4555, 85002 and benchmarks 510-530. The GPS derived elevations of control points 3 and 7 were held fixed. The estimated standard error of the observed height differences from the network adjustment was 0.011 ft/mile.

NGS mark GSVS 100 (DP4554) was tied its record orthometric height of 878.89 is 0.008’ higher than the elevation derived by this survey of 878.882. NGS mark GSVS 101 (DP4555) was tied its record orthometric height of 912.71 is 0.039’ lower than the elevation derived by this survey of 912.749. Control point 85002 (BM1) from project IM-035-4(182)112—13-85 was leveled to, its record orthometric height of 879.210 is 0.121’ lower than the elevation derived by this survey of 879.331. The following record benchmarks from project I-IG-35-4(12)103 were found and leveled to; 78A record elevation 909.14 is 0.079’ lower than the elevation derived by this survey for BM 500 of 909.219, 87B record elevation 941.15 is 0.108’ lower than the elevation derived by this survey for BM 503 of 941.258, 93A record elevation 885.33 is 0.156’ lower than the elevation derived by this survey for BM 505 of 885.486, 97 record elevation 890.28 is 0.064’ lower than the elevation derived by this survey for BM 508 of 890.344. The following record benchmark from project IM-NHS-035-4(208)109—03-85 was found and leveled to; 85003 record elevation 911.116 is 0.152’ lower than the elevation derived by this survey of 911.268.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 8 (U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018

Alignment Information

The horizontal alignment for I-35 on this survey is a retrace of two alignments the original 1965 alignment is a retracement of As-built Plans I-IG-35-4(12)103, I-IG-35-5(13)113—04-85 and IR-35-5(45)111—12-85 and the 2016 alignment is a retracement of plans IM-035-4(182)112—13-85, IM-NHS-035-4(202)109—03-85 and IM-NHS-035-4(208)109—03-85.

For the 1965 alignment the Survey stationing was equated to the plan PI at Sta. 132+63.4 and run back and ahead to the plan equation at PT Sta. 201+71.0(Bk) = 201+80.9(Ah) the stationing was run ahead to the next plan equation at Sta. 502+91.96(Bk) = 549+99.85(Ah) the stationing was run ahead through the remainder of the survey.

Survey stationing relates to as built plan stationing for the 1965 alignment as follows:

D2 Submittal

Survey Information

PI Sta. 93+05.0 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 93+05.77.

PI Sta. 132+63.4 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 132+63.40.

PI Sta. 198+71.0 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 198+68.63.

PT Sta. Eq. 201+71.0 (Bk) = 201+80.9 (Ah) As-built Plans I-IG-35-4(12)103
Survey PT Sta. Eq. 201+68.62 (Bk) = 201+80.90 (Ah).

PI Sta. 265+06.7 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 265+06.60.

PI Sta. 346+09.9 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 346+09.87.

PI Sta. 359+88.0 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 359+87.85.

PI Sta. 457+07.73 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 457+09.94.

POT Sta. Eq. 502+91.96 (Bk) = 549+99.85 (Ah) As-built Plans I-IG-35-4(12)103
Survey POT Sta. Eq. 502+93.78 (Bk) = 549+99.85 (Ah).

PI Sta. 640+02.37 As-built Plans I-IG-35-5(13)113—04-85
Survey PI Sta. 640+02.37.

PI Sta. 698+20.2 As-built Plans I-IG-35-5(13)113—04-85
Survey PI Sta. 698+16.84.

PI Sta. 743+54.4 As-built Plans I-IG-35-5(13)113—04-85
Survey PI Sta. 743+51.25.

POT Sta. 830+31.6 As-built Plans I-IG-35-5(13)113—04-85
Survey POT Sta. 830+26.79.

For the 2016 alignment the Survey stationing was equated to the plan PI at Sta. 1356+96.67 and run back and ahead through the survey without an equation. The 2016 alignment begins at 32.00 feet left of the 1965 alignment at Survey Sta. 308+99.70 and terminates on the 1965 alignment at Survey Sta. 500+00.14.

Survey stationing relates to as built plan stationing for the 2016 alignment as follows:

PI Sta. 1347+30.93 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1347+30.71.

PI Sta. 1356+96.67 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1356+96.67.

PI Sta. 1458+49.37 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1458+49.37.

PI Sta. 1466+28.11 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1466+28.11.

POE Sta. 1500+00.92 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1500+00.92.

The horizontal alignment for US highway 30 this survey is a retrace of Plans IM-035-4(182)112—13-85. Survey stationing was equated to the plan PI at Sta 1410+12.36 and run back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PI Sta. 1410+12.36 Plans IM-035-4(182)112—13-85.
Survey PI Sta. 1410+12.36.

The horizontal alignment for 13th Street this survey is a retrace of As-built Plans I-IG-35-5(13)113—04-85. Survey stationing was equated to the plan PI at Sta. 1672+10.5 and run back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PI Sta. 1672+10.5 As-built Plans I-IG-35-5(13)113—04-85.
Survey PI Sta. 1672+10.50.

The horizontal alignment for E Lincoln Way this survey is a retrace of As-built Plans F.N. PROJ No. 917. Survey stationing was equated to the plan PI at Sta. 82+74.1 and run back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

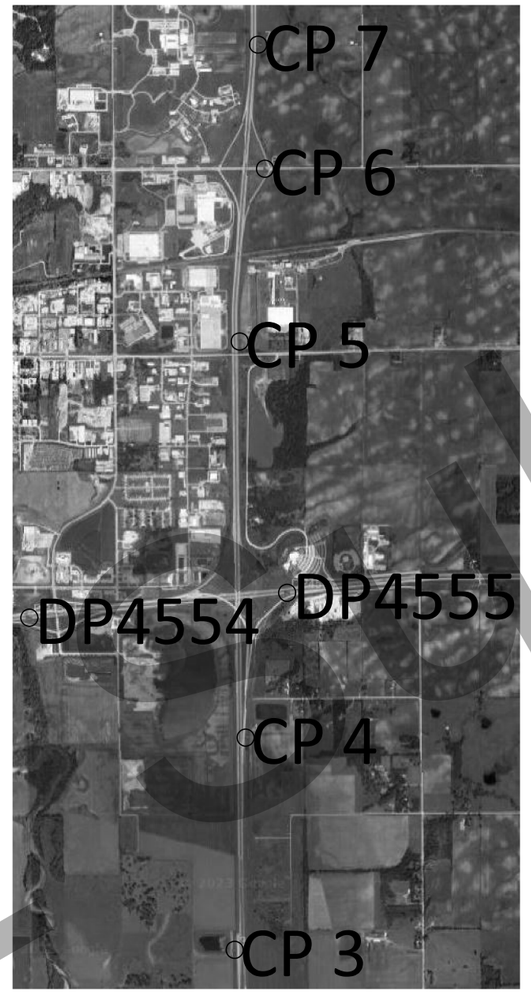
PI Sta. 82+74.1 As-built Plans F.N. PROJ No. 917
Survey PI Sta. 82+74.10.

PI Sta. 109+08.85 As-built Plans F.N. PROJ No. 917
Survey PI Sta. 109+07.32.

D2 Submittal

CONTROL POINT VICINITY MAP

This map is a guide to the vicinity of the primary project control points. Primary control is for use with RTK base stations and for RTN validation. Future surveys will use primary project control to establish temporary control as needed for construction or other surveying applications.





HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 8 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018

Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

D2 Submittal

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 8 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018

Point Name	Northing	Easting	Elevation	Feature Definition - Description
1	7614814.3830	18539854.4431	874.190	CP SET FENO MONUMENT
2	7619710.6650	18539796.9485	913.688	CP SET FENO MONUMENT
3	7632318.3128	18539462.7168	867.732	CP SET FENO MONUMENT
4	7637187.3689	18539750.4093	878.479	CP SET FENO MONUMENT
5	7646272.1391	18539610.0514	943.575	CP SET FENO MONUMENT
6	7650185.3067	18540190.4892	972.536	CP SET FENO MONUMENT
7	7653038.6999	18540038.5384	993.431	CP SET FENO MONUMENT
85004	7608516.4350	18539589.6000	951.995	CP FD FENO MONUMENT
DP4554	7639937.0232	18534748.5842	878.882	CP NGS MONUMENT GSVS 100
DP4555	7640510.0235	18540657.1741	912.749	CP NGS MONUMENT GSVS101
FENO9	7601127.1490	18538989.8000	951.433	CP FD FENO MONUMENT

D2 Submittal

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	ML035	152+00.000 R1	7597517.90	18539601.67															
2	ML035							184+72.441 R1	7600790.33	18539595.98	187+73.698 R1	7601091.59	18539595.45	190+74.893 R1	7601392.68	18539605.36			
4	ML035							250+78.596 R1	7607393.14	18539802.75	253+79.216 R1	7607693.60	18539812.64	256+79.825 R1	7607994.17	18539817.84			
6	ML035							322+04.120 R1	7614517.49	18539930.76	325+04.651 R1	7614817.98	18539935.96	328+05.169 R1	7615118.51	18539936.26			
8	ML035	320+00.000 R2	7619809.93	18539940.84															
9	ML035							341+43.078 R2	7621953.01	18539942.93	347+30.938 R2	7622540.87	18539943.50	353+18.197 R2	7623126.97	18539898.10			
10	ML035							353+18.197 R2	7623126.97	18539898.10	356+96.683 R2	7623504.33	18539868.86	360+75.008 R2	7623882.68	18539858.68			
11	ML035	454+00.000 R2	7633204.29	18539607.83															
1	SR290	234+78.960 R1	7614257.00	18536940.19															
2	SR290	251+63.700 R1	7614289.97	18538624.61															
3	SR290	263+45.175 R1	7614313.09	18539805.85															
4	SR290	265+06.700 R1	7614317.52	18539967.32															
4	SR290	290+15.585 R1	7614386.28	18542475.26															
1	SR280	263+30.148 R1	7619612.17	18538972.64															
2	SR280	270+05.196 R1	7619610.85	18539647.69															
3	SR280	272+98.181 R1	7619611.51	18539940.67															
4	SR280	274+67.189 R1	7619612.23	18540109.68															
4	SR280	282+98.171 R1	7619617.05	18540940.65															
1	ENT268R	0+00.000	7619611.20	18539467.49															
1	ENT268R	1+00.000	7619511.21	18539467.30															
1	ENT268L	0+00.000	7619611.20	18539467.49															
1	ENT268L	1+00.000	7619711.20	18539467.69															

D2 Submittal

SPIRAL OR CIRCULAR CURVE DATA

Name	Chain	ΔSCS	Horizontal Alignment Data												Remarks
			Spiral Data								Curve Data				
			θS	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	ΔC	T	L	R	E	
C1	ML035										T1900xt	301.256	602.452	17400	2.608	
C2	ML035										T1900xt	300.620	601.228	38600	1.171	
C3	ML035										T1900xt	300.531	601.049	36800	1.227	
C4	ML035										T1900xt	587.860	1175.119	15010	11.507	
C5	ML035										T1900xt	378.486	756.811	15014	4.770	

D2 Submittal

108-23A
08-01-08

TRAFFIC CONTROL PLAN

1. Two lanes of traffic shall be maintained on I-35 at all times except as noted in Note 3 & 4

2. Traffic shall be maintained on all side roads at all times except as noted in staging notes.

3. Night time lane closures for lanes and inside shoulder only
   Sun: 9 PM - 6 AM
   Mon: 8 PM - 6 AM
   Tues: 8 PM - 6 AM
   Wed: 8 PM - 6 AM
   Thurs: 8 PM - 6 AM

4. No outside shoulder closures allowed:
   Mon - Fri: 6 AM - 9 PM; 3 PM - 6 PM Daily

5. All delivery of equipment and materials from Interstate lanes shall require a single lane closure adjacent to the delivery area and be restricted to the times shown in Note 5. Access from interchange ramps may be allowed at select locations and times with Engineer aproval.

6. No lane closures or work impacting traffic will be allowed on any special event dates unless specifically allowed by the Engineer. The Engineer may restrict work for special events as needed to accommodate traffic.

7. No work affecting traffic allowed during Iowa State University football home games.

111-01
04-17-12

COORDINATED OPERATIONS

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

Project	Type of Work
IM-NHS-035-4(250)95--03-77	PCC Pavement - Grade and New
IM-035-4(347)100--13-77	PCC Pavement - Grade and New

Discussed staging: stage like the S. Skunk River project: Construct New SB lanes.
shift SB to New lanes; NB to existing SB and construct new NB. Come back at the end to remove existing SB and clean up the median

290th will be closed 2 years

Staging may change if condition of existing RCBs is determined to be poor and they need to be replaced

108-25
10-21-14

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			None Provided.									

D2 Submittal

108-26A
08-01-08

STAGING NOTES: YEAR ONE

PROJECT (267)
YEAR 1, STAGE 1:
TRAFFIC:
I-35 NB & SB traffic in normal lanes
290th Street open to traffic
564th Ave closed to traffic
280th Street open to traffic

CONSTRUCTION:
a) Grade SB BOP to Sta. 1321+00 (gap at 290th Street)
b) Grade and pave SB temporary pavement from Sta. To Sta. (at 290th for pier construction)
c) Grade and surface 280th Street (hammerhead or dead end?)
d) Build RCB extensions at Ballard and Walnut Creeks

108-26A
08-01-08

STAGING NOTES: YEAR 4

PROJECT (276)
YEAR 4, STAGE 1:
TRAFFIC:
I-35 NB traffic in normal lanes
I-35 SB traffic in normal outside lanes
All sideroads open to traffic
CONSTRUCTION:
a) Grade and pave temporary I-35 NB crossovers to new I-35 SB inside lane/shoulder/12’ temporary pavement

YEAR 4, STAGE 2:
TRAFFIC:
I-35 NB traffic on crossovers to I-35 inside lane/shoulder/12’ temporary pavement
I-35 SB traffic in normal outside lanes
290th Street open to traffic
280th Street open to traffic

CONSTRUCTION:
a) Grade and pave I-35 NB from Sta. to Sta.

YEAR 4, STAGE 3
Traffic in final configuration; construction complete

108-26A
08-01-08

STAGING NOTES: YEARS TWO & THREE

PROJECT (274)
YEAR 2, STAGE 1A & 1B:
TRAFFIC:
I-35 NB traffic in normal lanes
I-35 SB traffic in normal lanes
290th Street closed to traffic
280th Street open to traffic

CONSTRUCTION:
a) Remove existing bridge at 290th Street
b) Grade and pave SB temporary pavement from Sta. To Sta. (fill in the gap at existing 290th St Bridge)

YEAR 2, STAGE 2:
TRAFFIC:
I-35 NB traffic in normal lanes
I-35 SB traffic in new outside lanes from Sta. to Sta. ; on existing from Sta. to Sta.
290th Street closed to traffic
280th Street open to traffic

CONSTRUCTION:
a) Grade I-35 SB gap at 290th Street
b) Pave I-35 SB (outside shoulder and three lanes) from BOP to EOP
c) Build new median pier and bridge at 290th Street
d) Grade and surface 290th Street From Sta. to Sta.

YEAR 2, STAGE 3:
TRAFFIC:
I-35 NB traffic in normal lanes
I-35 SB traffic in new outside lanes from Sta. to Sta.
290th Street open to traffic
280th Street open to traffic

YEAR 3, STAGE 4:
TRAFFIC:
I-35 NB traffic in normal lanes
I-35 SB traffic in new outside lanes
290th Street open to traffic
280th Street open to traffic

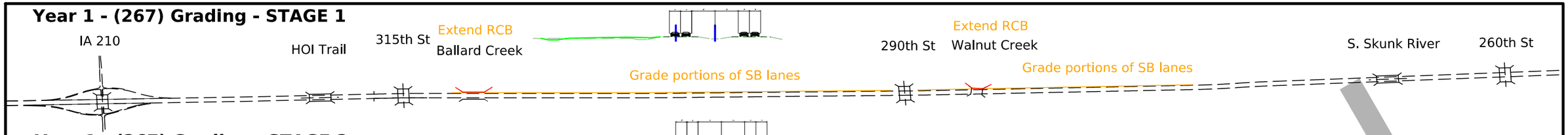
CONSTRUCTION:
a) Remove existing I-35 SB from Sta. to Sta.
b) Grade and pave I-35 median shoulder
c) Grade and pave 12’ temporary pavement from Sta. to Sta.

YEAR 3, STAGE 5:
TRAFFIC:
I-35 NB traffic in normal lanes
I-35 SB traffic in new outside lanes from Sta. to Sta.
290th Street open to traffic
280th Street open to traffic

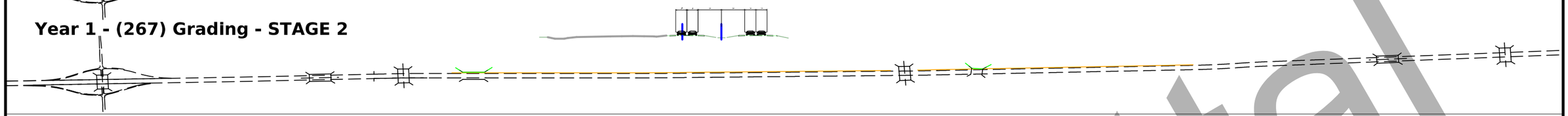
D2 Submittal

FILE NO.		DESIGN TEAM Flattery\Bell	POLK COUNTY	PROJECT NUMBER IM-035-3(315)104--13-85	SHEET NUMBER J.2	

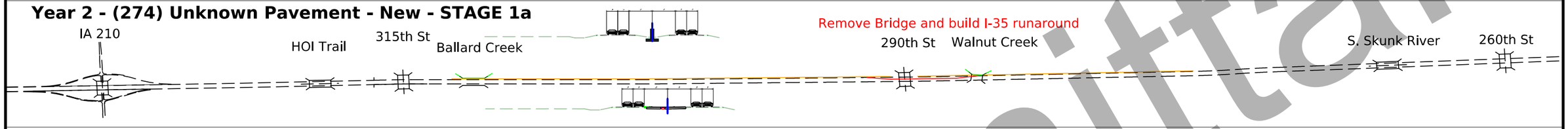
Year 1 - (267) Grading - STAGE 1



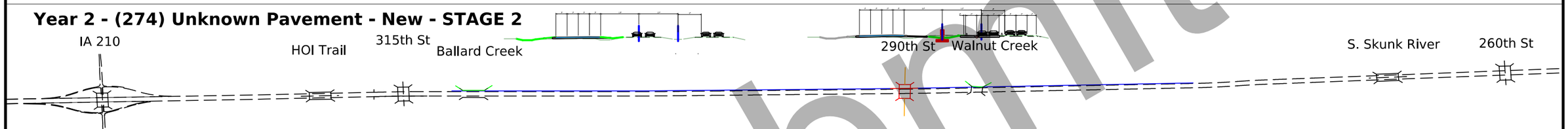
Year 1 - (267) Grading - STAGE 2



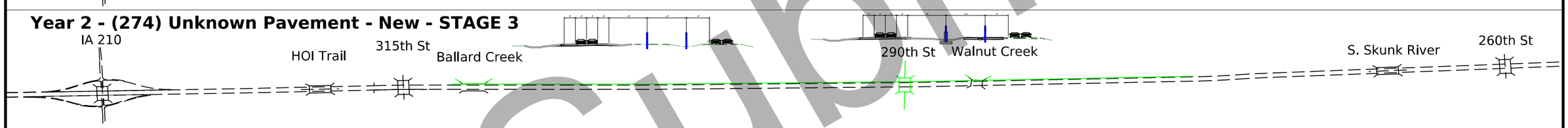
Year 2 - (274) Unknown Pavement - New - STAGE 1a



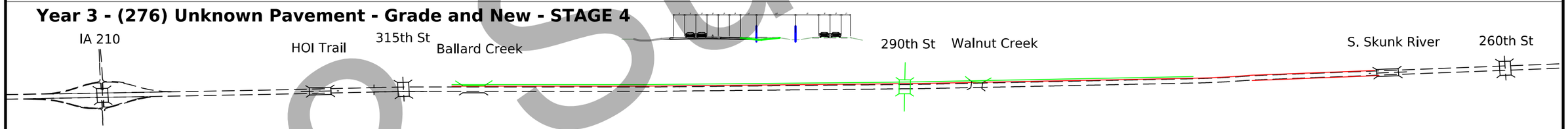
Year 2 - (274) Unknown Pavement - New - STAGE 2



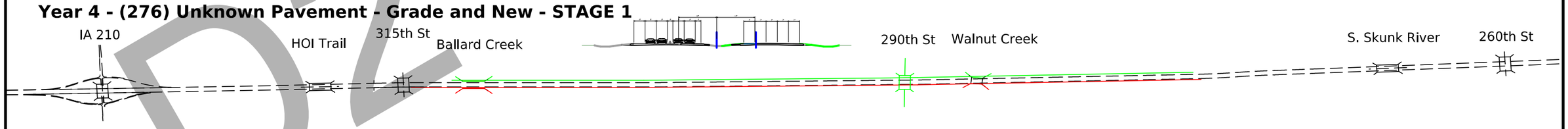
Year 2 - (274) Unknown Pavement - New - STAGE 3



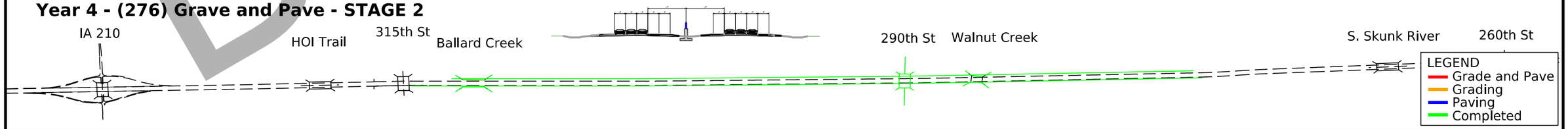
Year 3 - (276) Unknown Pavement - Grade and New - STAGE 4



Year 4 - (276) Unknown Pavement - Grade and New - STAGE 1



Year 4 - (276) Grave and Pave - STAGE 2



D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(315)104--13-85**	SHEET NUMBER **J.3**

8:31:50 AM 5/20/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\J03_85035315Z08.dgn

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Magenta	(5)	Pavement Marking Call Outs
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Yellow	(4)	Pavement Markings, Yellow
Off White	(254)	Pavement Markings, White
Violet	(15)	Temporary barrier rail, Unpinned
Flush Orange	(228)	Temporary barrier rail, Pinned

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout	1	Lane Identification

NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

D2 Submittal

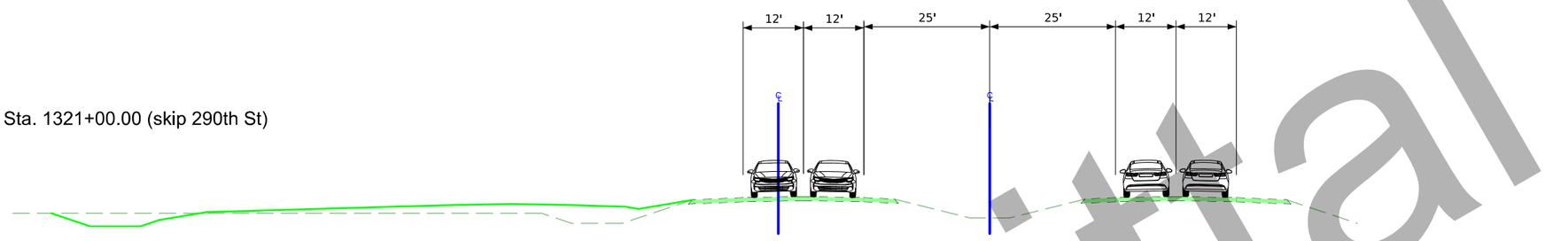
TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

YEAR 1: (267) Grading

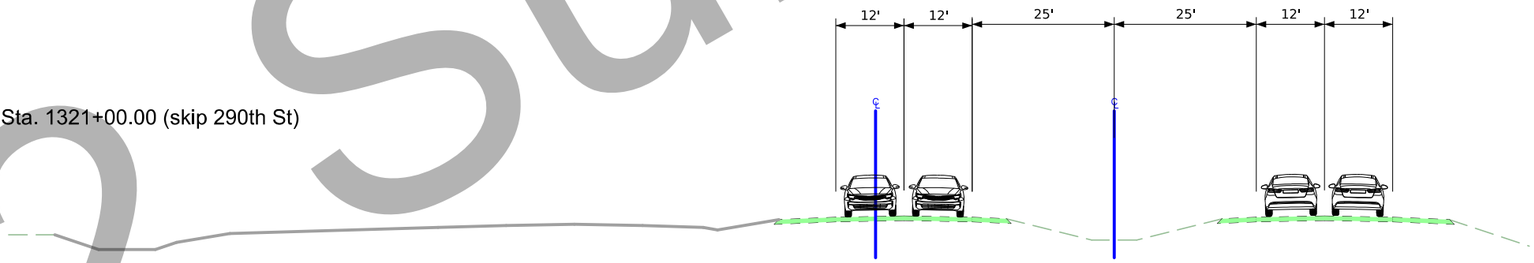
Stage 1

Typical Grading from BOP to Sta. 1321+00.00 (skip 290th St)



Stage 2

Typical Grading from BOP to Sta. 1321+00.00 (skip 290th St)



D2 Submittal

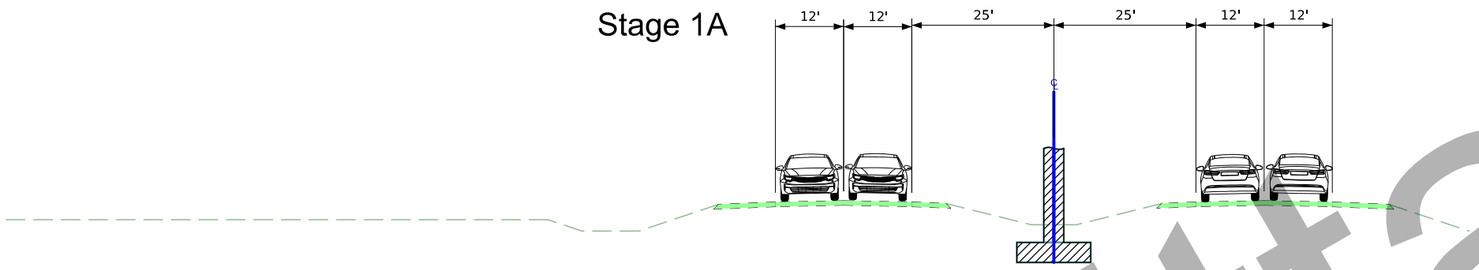
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER J.5

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YEAR 2: (274) Unknown Pavement - New

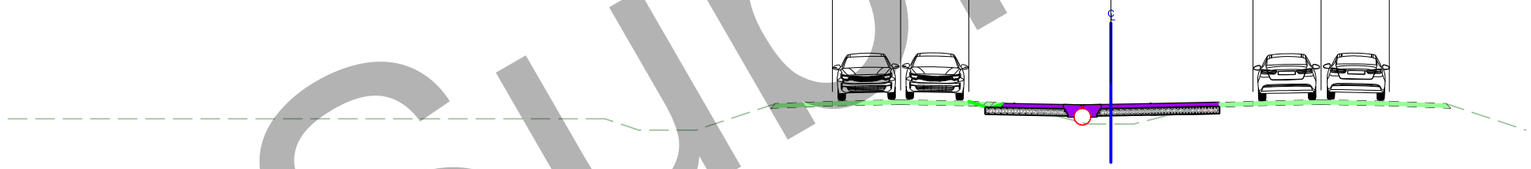
Stage 1A

At 290th Street Bridge



Stage 1B

At 290th Street Bridge



D2 Submittal

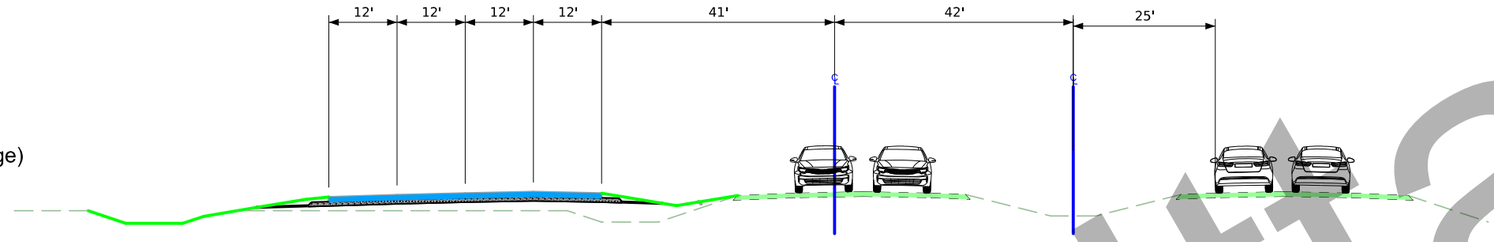
FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(315)104--13-85**	SHEET NUMBER **J.6**	

8:31:59 AM 5/20/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Sheet_Files\J03_85035315Z08.dgn

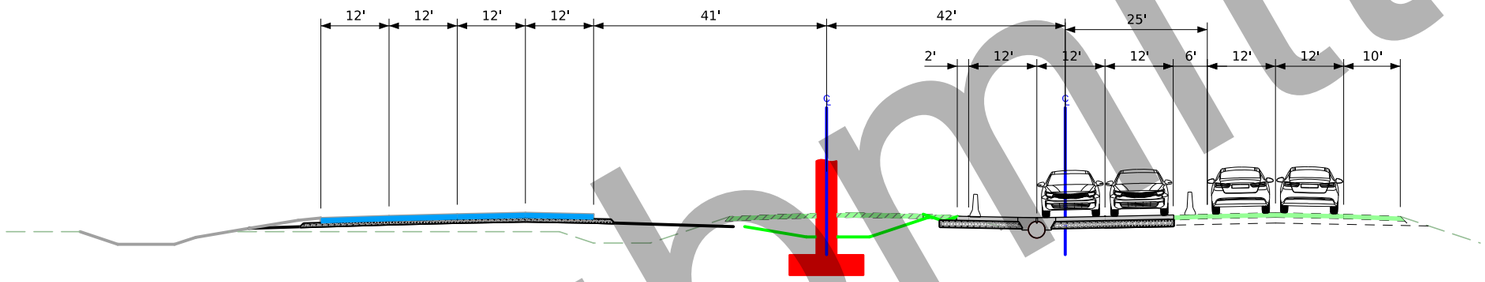
YEAR 2: (274) Unknown Pavement - New

Stage 2

Typical Stage 2 Construction (no bridge)



At 290th Street Bridge



D2 Submittal

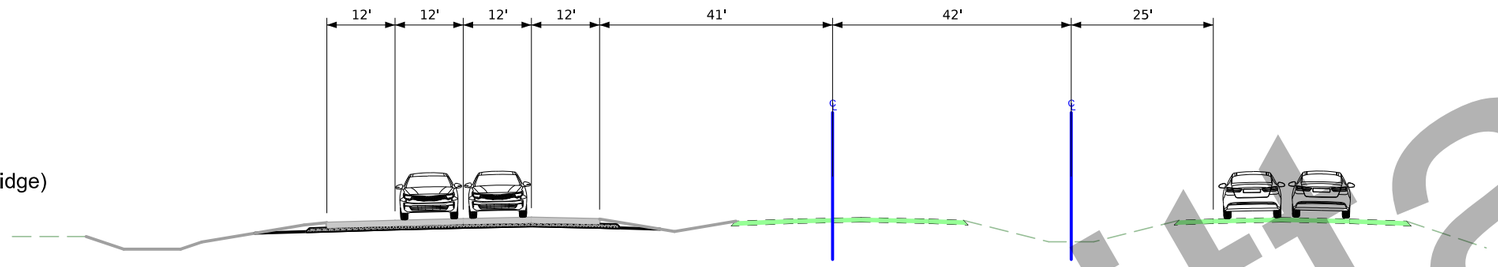
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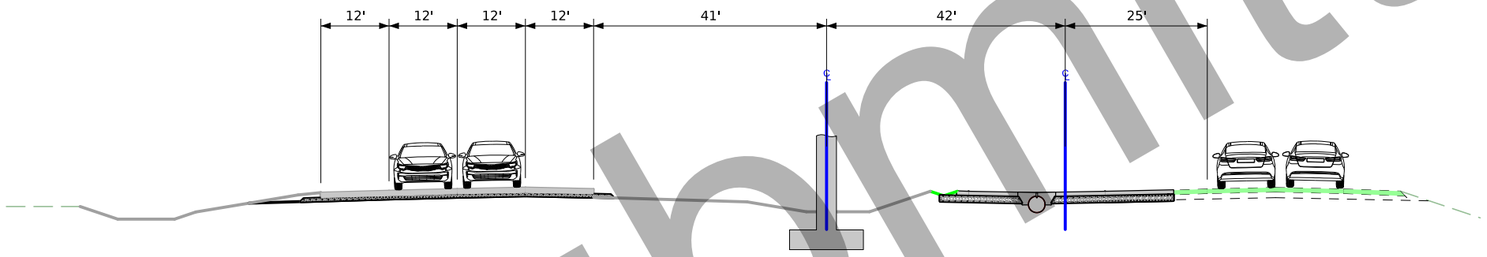
YEAR 2: (274) Unknown Pavement - New

Stage 3

Typical Stage 3 Construction (no bridge)



At 290th Street Bridge



D2 Submittal

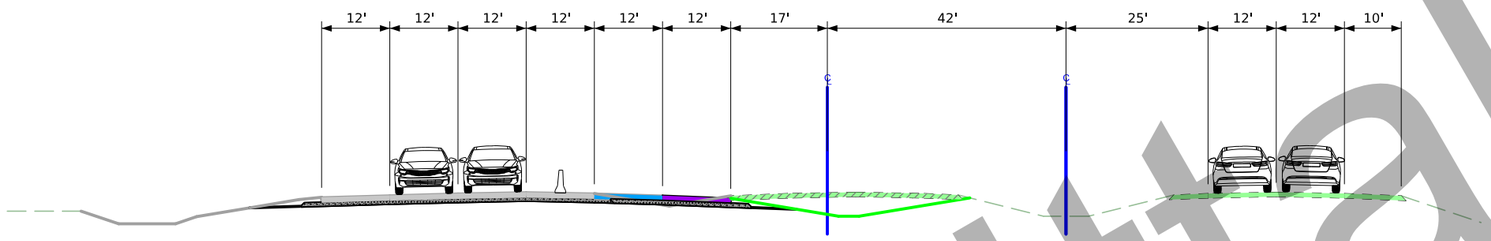
FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(315)104--13-85**	SHEET NUMBER **J.8**	

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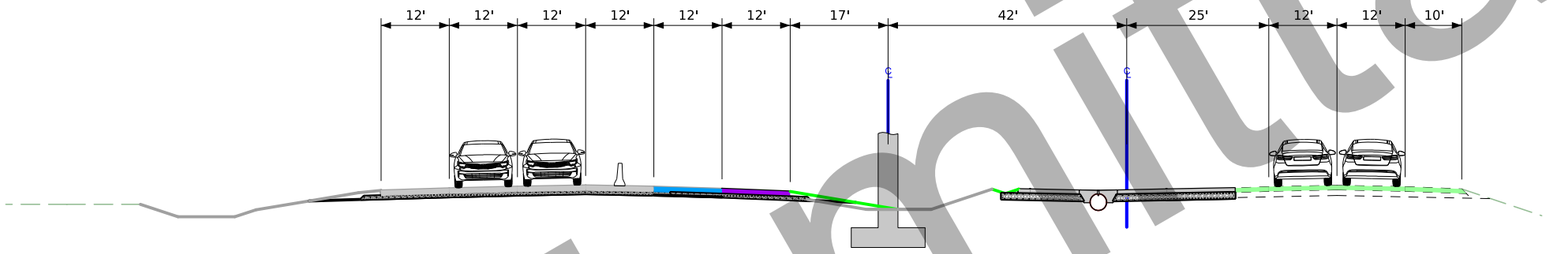
YEAR 3: (276) Unknown Pavement - Grade and New

Stage 4

Typical Traffic Configuration for Stage 4



At 290th Street Bridge



D2 Submittal

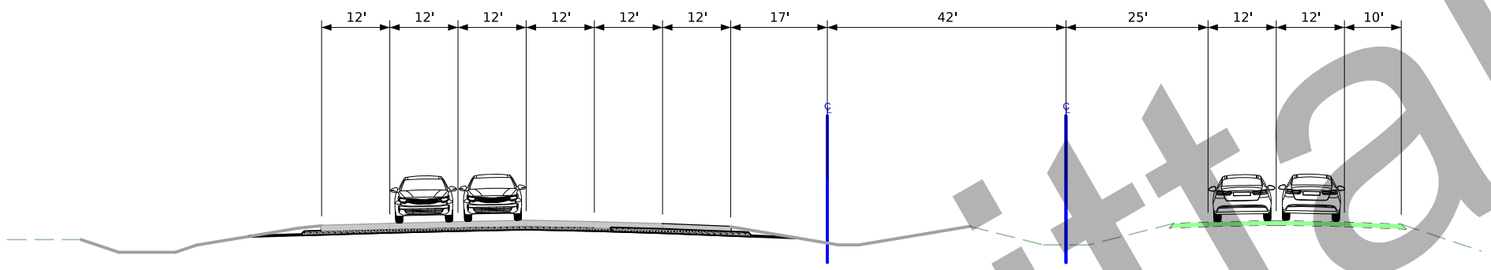
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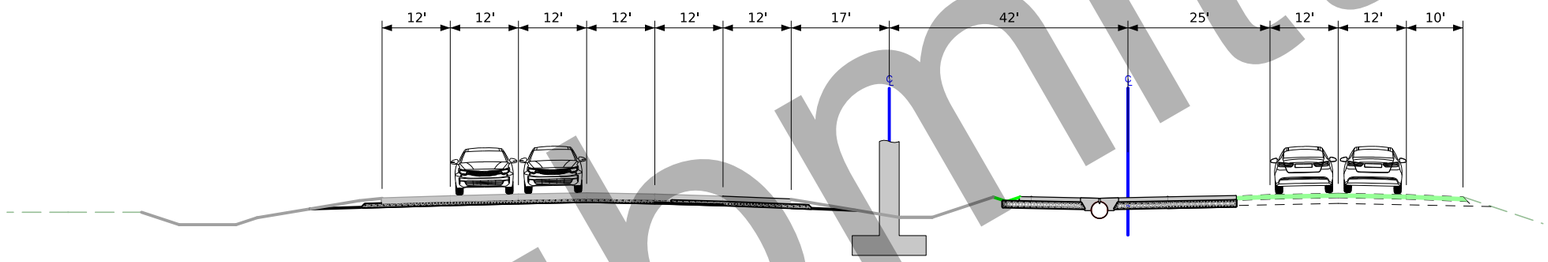
YEAR 3: (274) Unknown Pavement - New

Stage 5

Typical Stage 5 Construction (no bridge)



At 290th Street Bridge



D2 Submittal

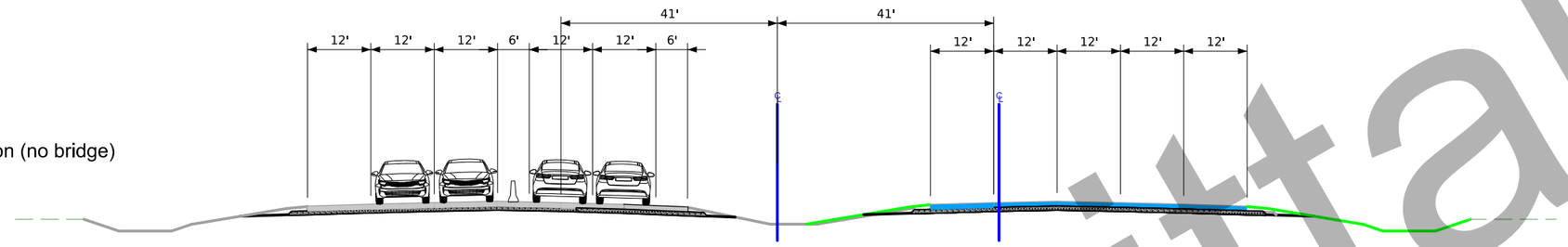
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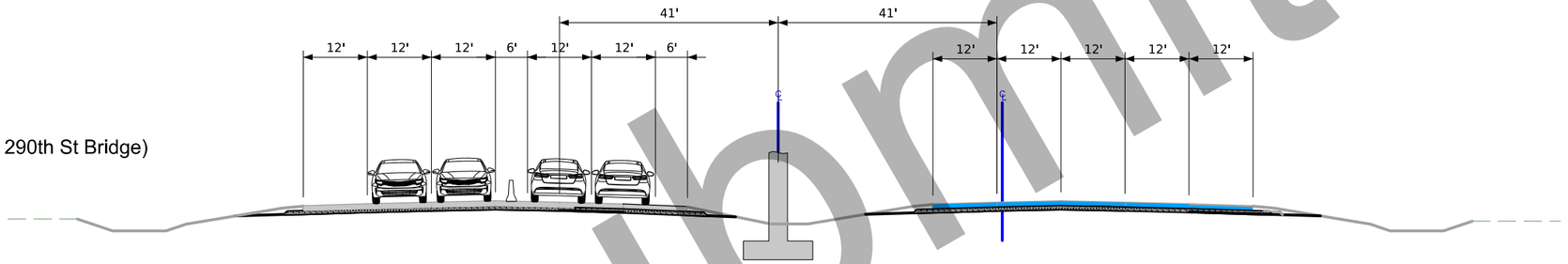
YEAR 4: (276) Unknown Pavement - Grade and New

Stage 1

Typical Stage 1 Construction (no bridge)



Typical Stage 1 Construction (At 290th St Bridge)



D2 Submittal

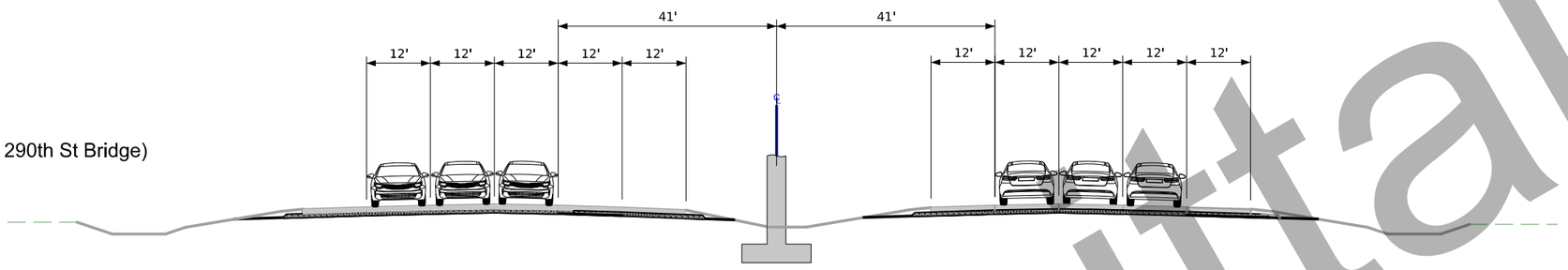
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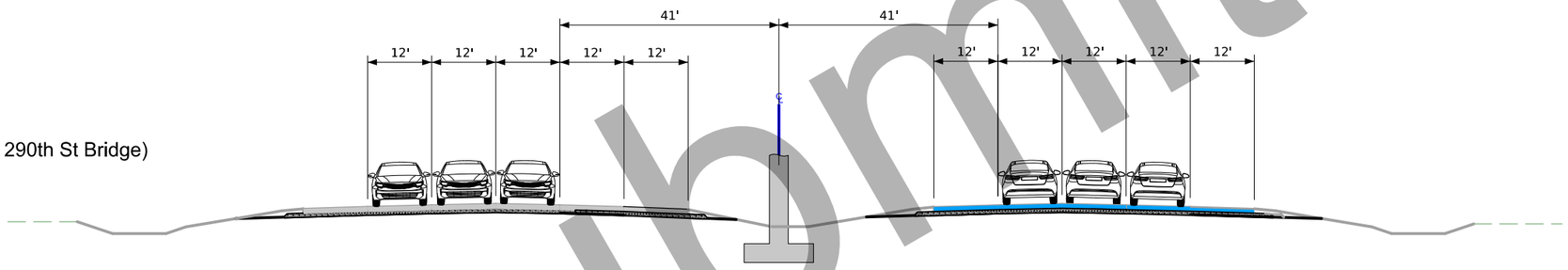
YEAR 4: (267) Grade and Pave

Stage 2

Typical Stage 1 Construction (At 290th St Bridge)



Typical Stage 1 Construction (At 290th St Bridge)



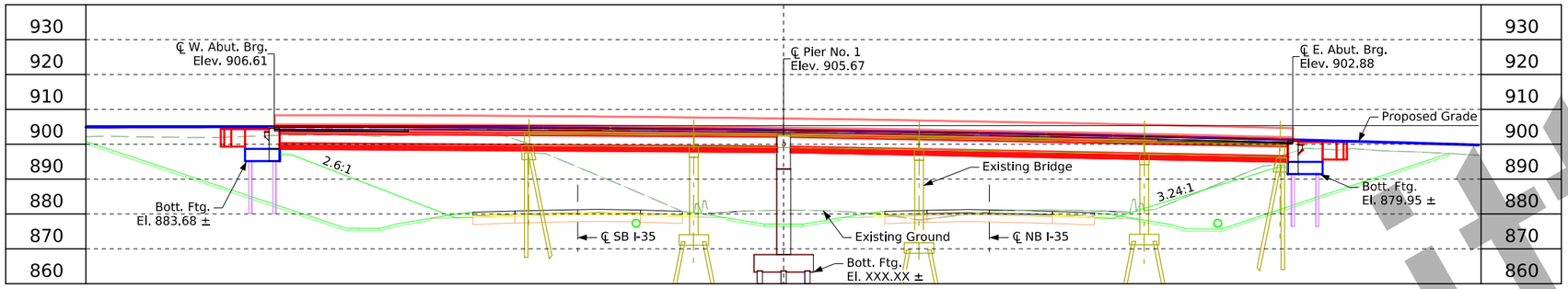
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(315)104--13-85**	SHEET NUMBER **J.12**	

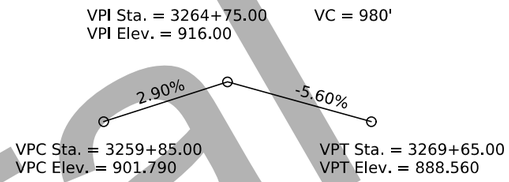
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HNTB will provide structure depth and location (horizontal offset from CL) to measure low point for possible lowering of profile

have approximately 9 inches extra right now



Longitudinal Section Along ℄ 290th Street



Proposed Profile Grade 290th St.

Note:
Top of bridge deck at centerline roadway is 0.03' below the profile grade to account for parabolic crown. Profile grade line (PGL) is at CL.

Minimum Vertical Clearance

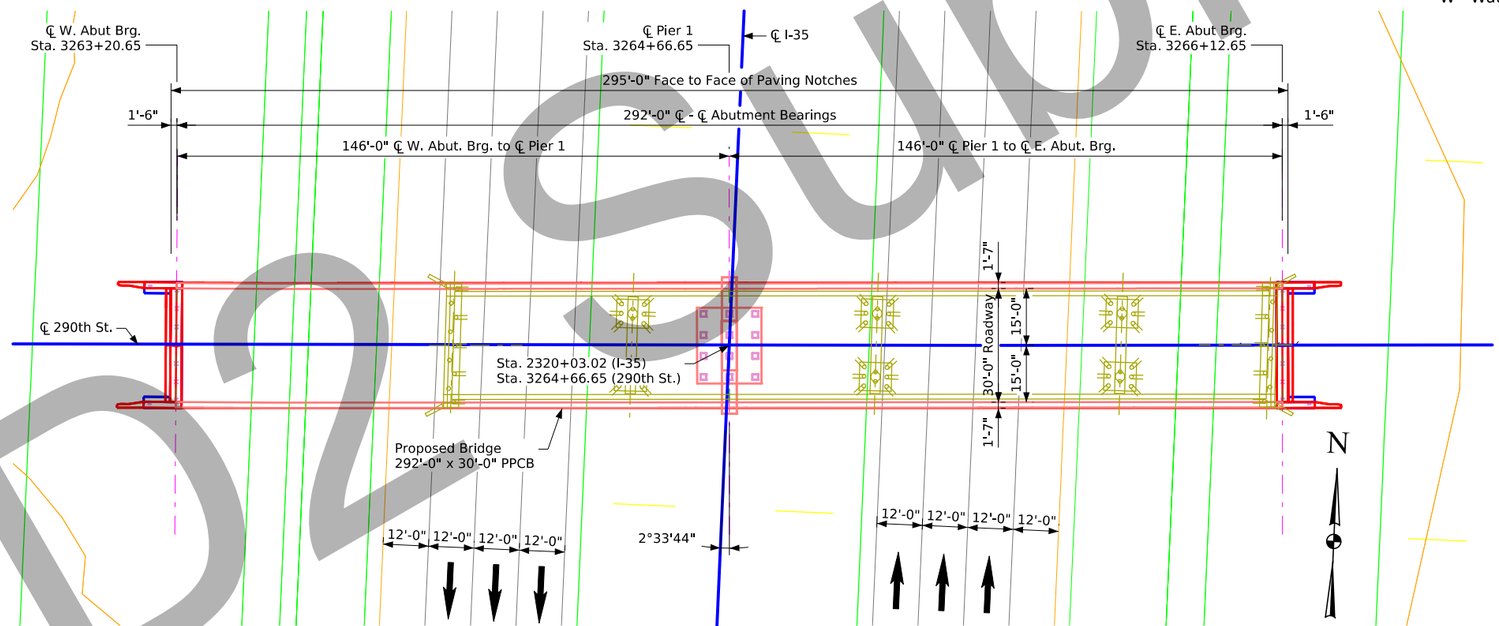
Overhead Station = ?, Offset ??
Overhead Elevation = ?
Depth of Superstructure = ?
Deck Thickness = ? in.
Estimated Haunch = ? in.
Beam Depth = ? in.
Underpass Station = ?, Offset ??
Underpass Elevation = ?
Minimum Vertical Clearance = ?

Utilities Note:

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

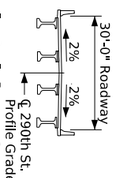
General Utility Symbols:

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



Situation Plan

Typical Bridge Section



Traffic Estimate

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

Location

290th St. over I-35
T-82N R-23W
Section 7
Union Township
Story County
FHWA No. XXXXXX
Bridge Maint. No. 8506.8O035
Latitude 41.935892°
Longitude -93.570191°

Scale In Feet: 0 — 20

Design For 0° Skew

292'-0" x 30'-0" Pretensioned Prestressed Conc. Beam Bridge

146'-0" End Spans — BTE Beams

Situation Plan

STA. 3264+66.65 (290th St.)

Turn-in Date: mmm yyyy

Story County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 2222 — Design Sheet No. 1 of 1 — FHWA No. 223344

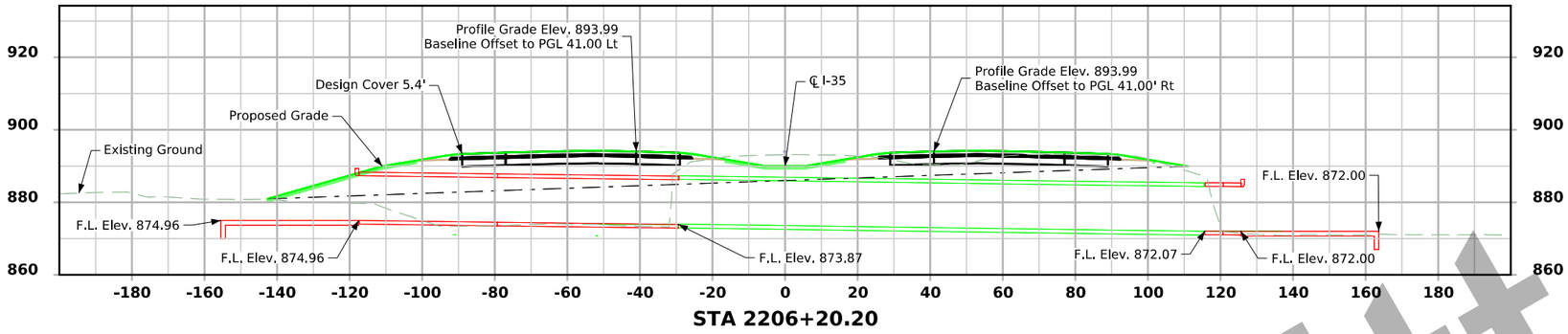
FILE NO. 98765	ENGLISH	DESIGN TEAM HNTB	STORY COUNTY	PROJECT NUMBER IM-035-4(271)107—13-85	SHEET NUMBER V.1	

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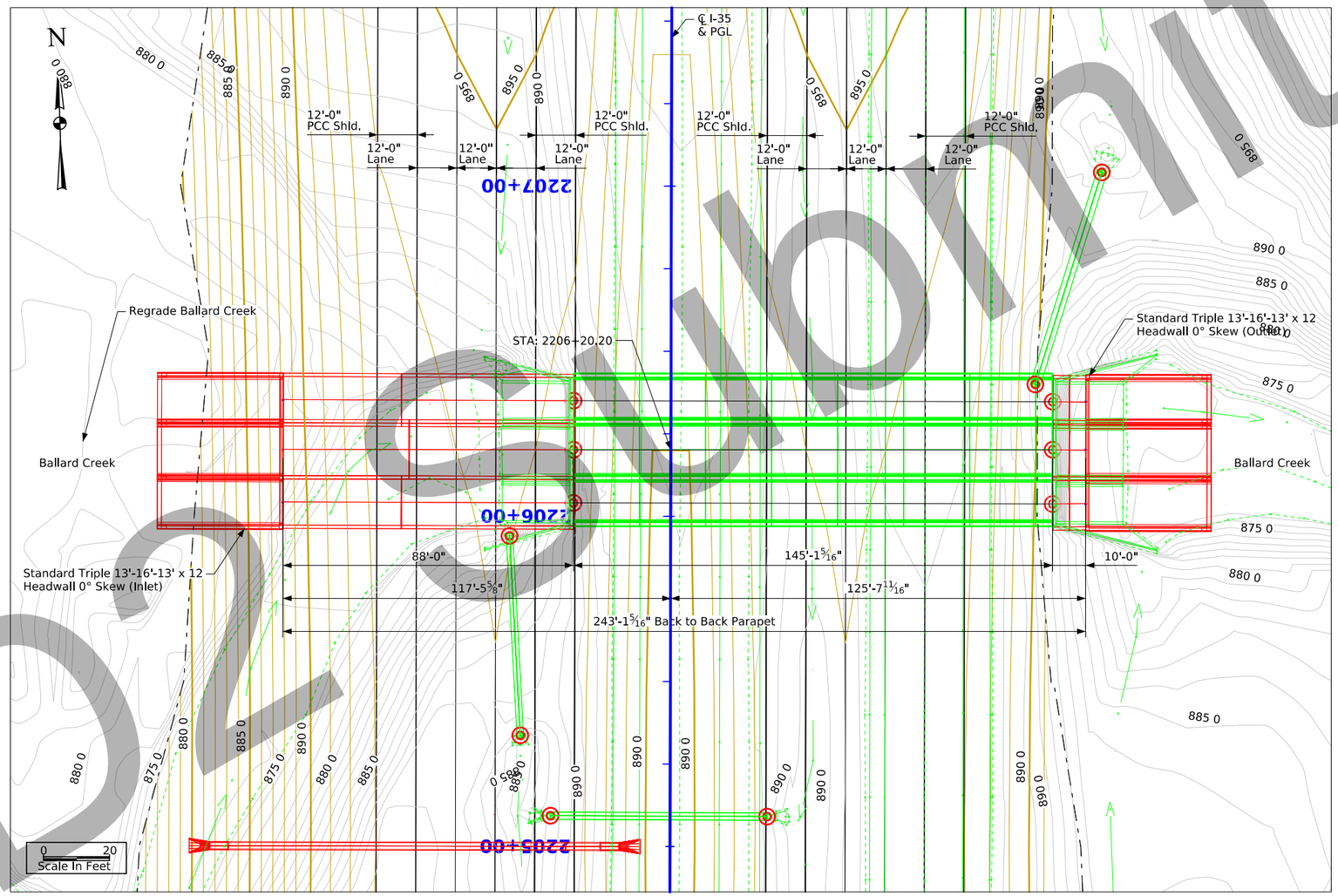
D2SUBMITTAL

Control Point:

Review if outlet extension required for clearzone



Longitudinal Section Along ℄ Culvert



Situation Plan

Hydraulic Data

RIDB: "StreamID_Rivermile" or "Not Applicable"
Drainage Area = ??.? Acres
Stream Slope = ??.? Ft./Mi.
Q_{50} = ?,??? cfs
HW Elev. = ????
Exit Velocity = ?.? fps

Q_{100} = ?,??? cfs
HW Elev. = ????
Exit Velocity = ?.? fps
Hydraulic Data to be Determined after D2 Submittal

Location

I 35 over Ballard Creek
T-82N R-23W
Section 19
Union Township
Story County
FHWA No. 049150
Bridge Maint. No. 8504.6S035
Latitude 41.904603°
Longitude -93.570719°

Traffic Estimate

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

Utilities Note:

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

General Utility Symbols:

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

Design For 0° Skew

Triple 13'-16'-13' x 12' Reinforced Concrete Box Extension

Situation Plan C.I.P

STA. 2206+20.20 (I-35)

Turn-in Date: June 2025

Story County

IOWA DEPARTMENT OF TRANSPORTATION

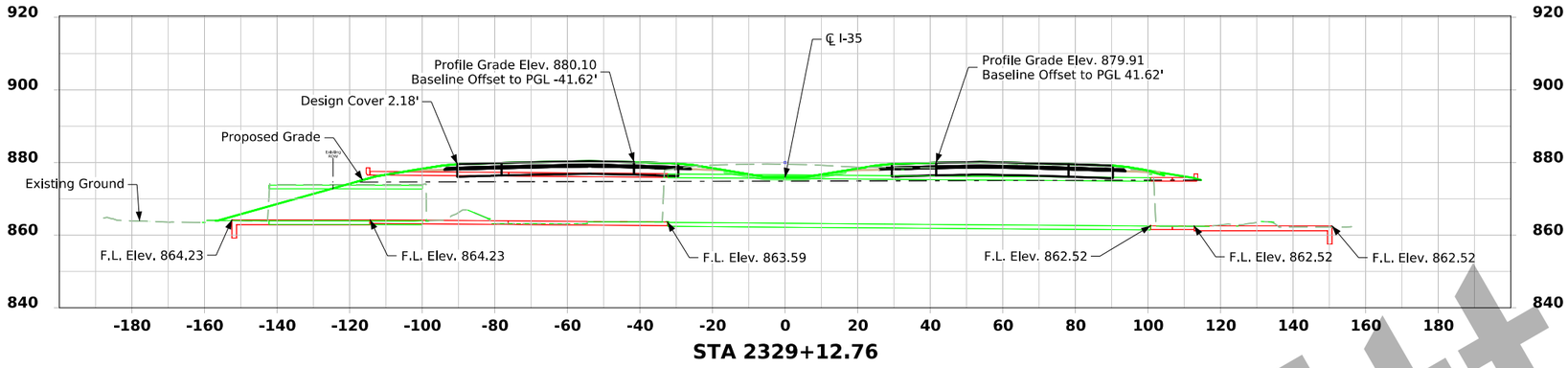
Design No. Design # Design Sheet No. 001 of 1 FHWA/Asset 049150

Submittal
D2

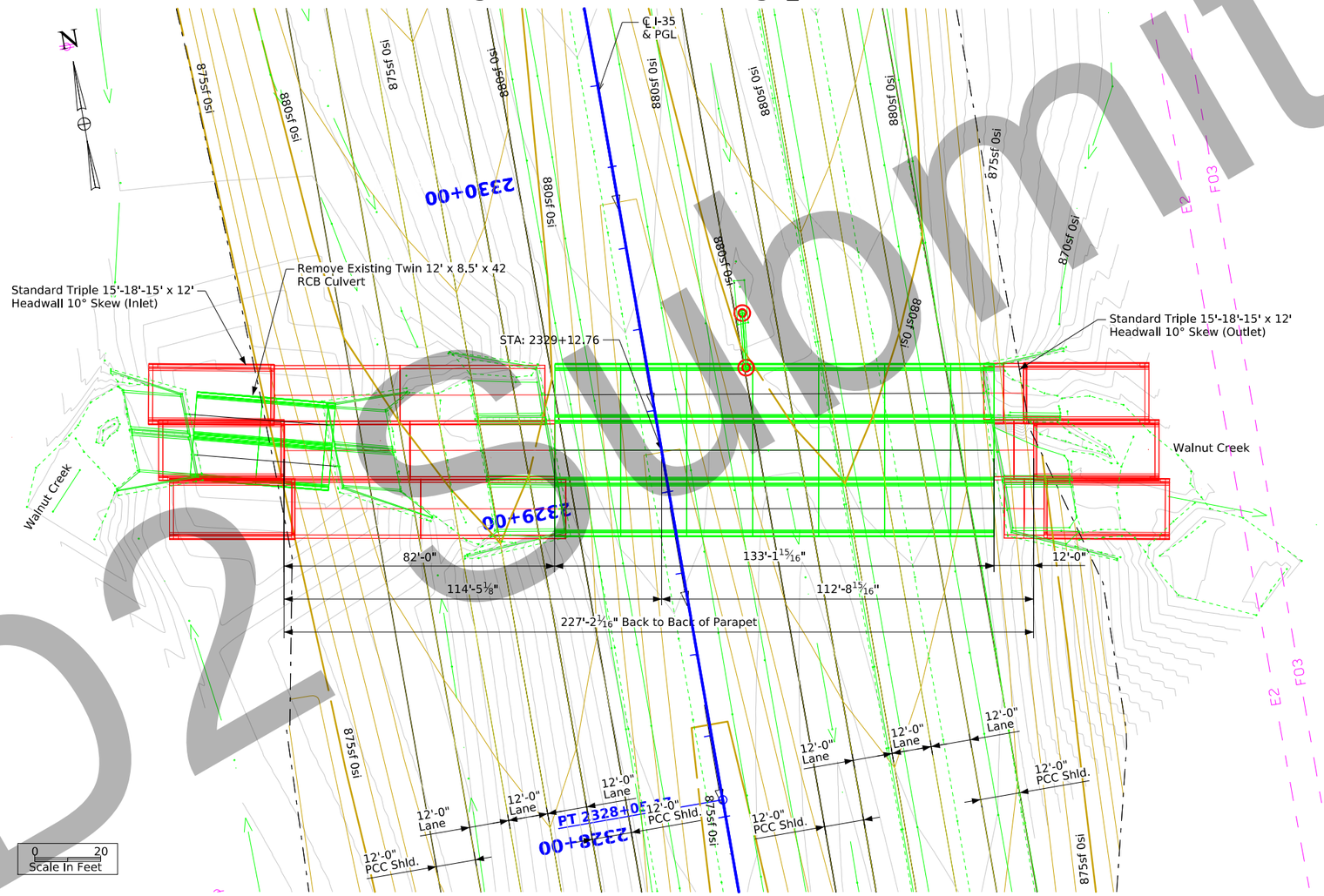
FILE NO.	ENGLISH	DESIGN TEAM **HNTB**	**Story** COUNTY	PROJECT NUMBER **IM-035-4(315)0--13-85**	SHEET NUMBER V.2

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Control Point:



Longitudinal Section Along ℄ Culvert



Situation Plan

Hydraulic Data

RIDB: Not Applicable
Drainage Area = 17.8 Sq. Mi.
Stream Slope = 16.2 Ft./Mi.
Q_{50} = 2720 cfs
HW Elev. = 871.09
Exit Velocity = 9.13 fps

Q_{100} = 3300 cfs
HW Elev. = 872.52
Exit Velocity = 10.29 fps

Location

I 35 over Walnut Creek
T-82N R-23W
Section 6
Union Township
Story County
FHWA No. 049170
Bridge Maint. No. 8506.9S035
Latitude 41.938298°
Longitude -93.569643°

Traffic Estimate

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

Utilities Note:

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

General Utility Symbols:

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

Design For 10° Skew

Triple 13'-15'-18' x 12' Reinforced Concrete Box Extension

Situation Plan C.I.P

STA. 2329+12.76 (I-35)

Turn-in Date: June 2025

Story County

IOWA DEPARTMENT OF TRANSPORTATION

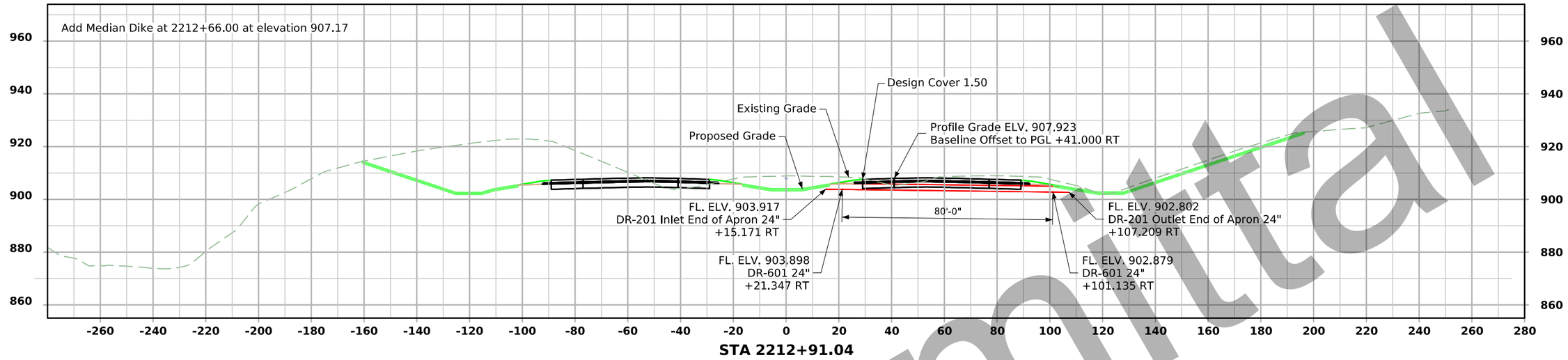
Design No. Design # Design Sheet No. 001 of 1 FHWA/Asset 049150

Final
D2
E2
F03

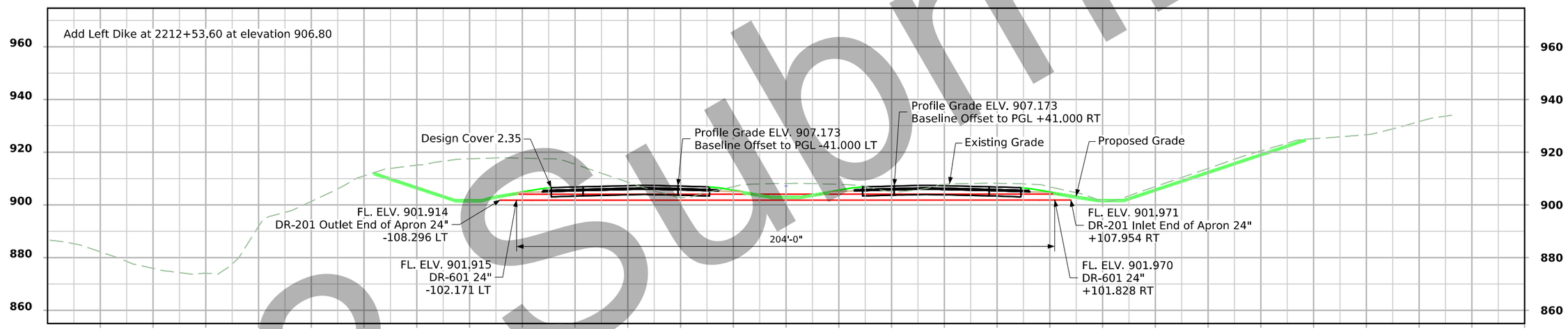
FILE NO.	ENGLISH	DESIGN TEAM **HNTB**	**Story** COUNTY	PROJECT NUMBER **IM-035-4(315)0--13-85**	SHEET NUMBER V.3

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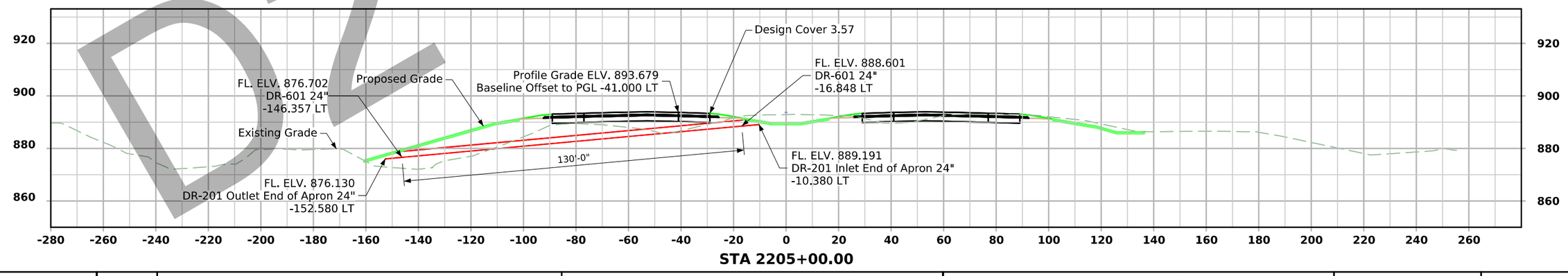
Interstate 35



STA 2212+91.04



STA 2212+66.04



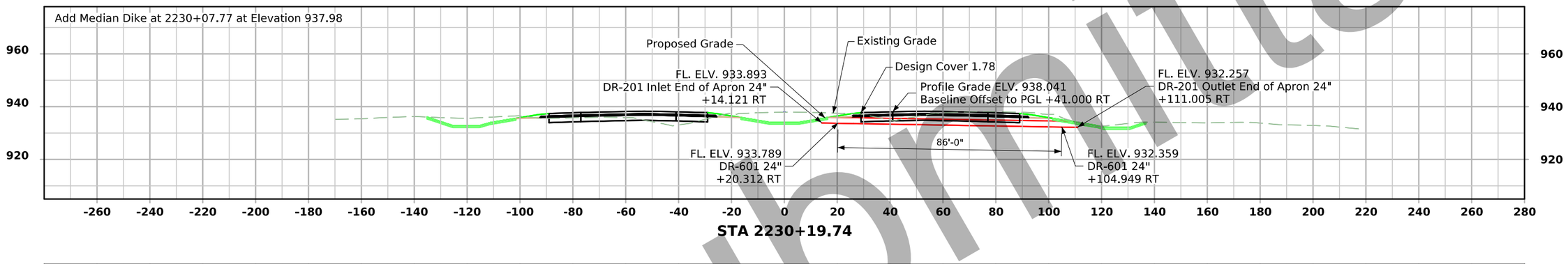
STA 2205+00.00

D2 Submittal

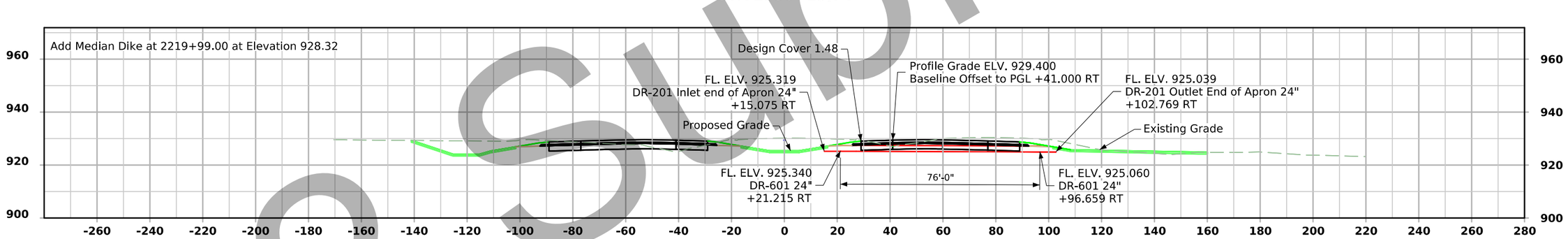
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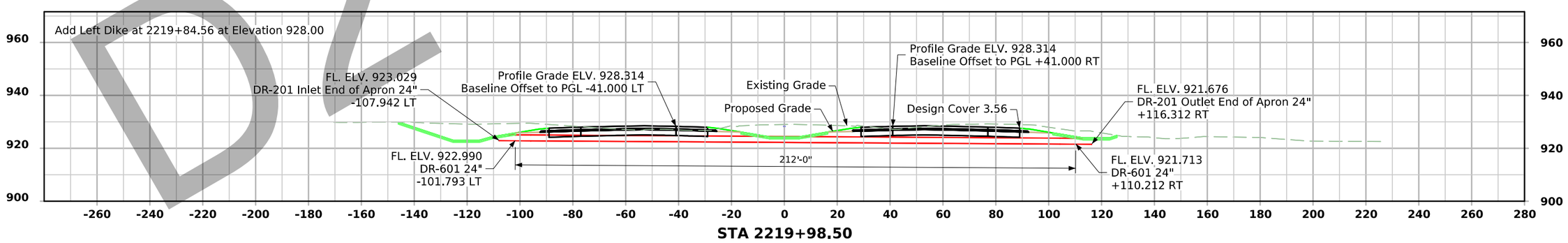
Interstate 35



STA 2230+19.74



STA 2220+48.50



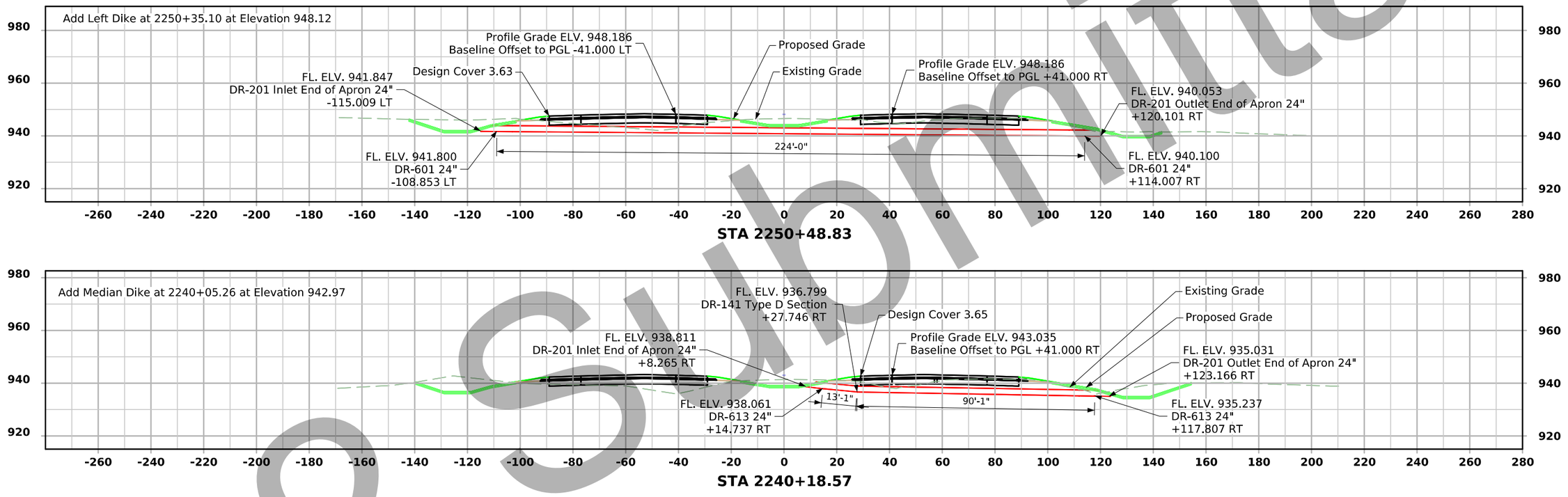
STA 2219+98.50

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM HNTB	STORY COUNTY	PROJECT NUMBER IM-035-4(315)0--13-85	SHEET NUMBER VW.02

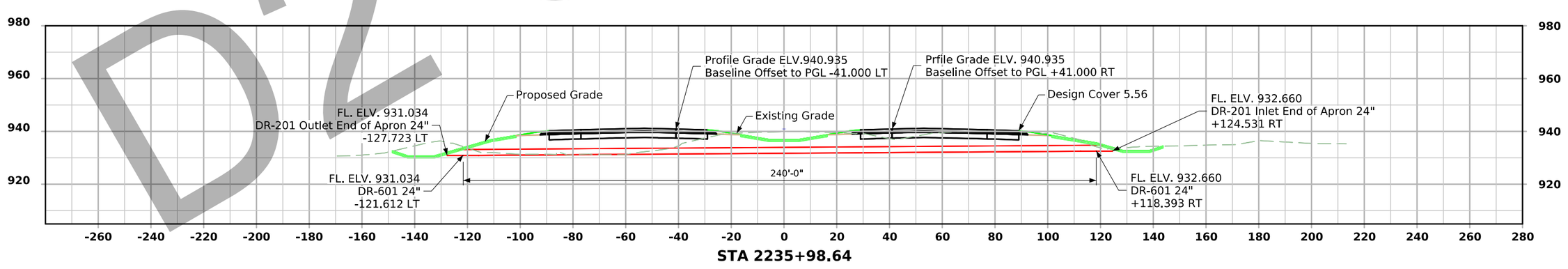
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Interstate 35



STA 2250+48.83

STA 2240+18.57



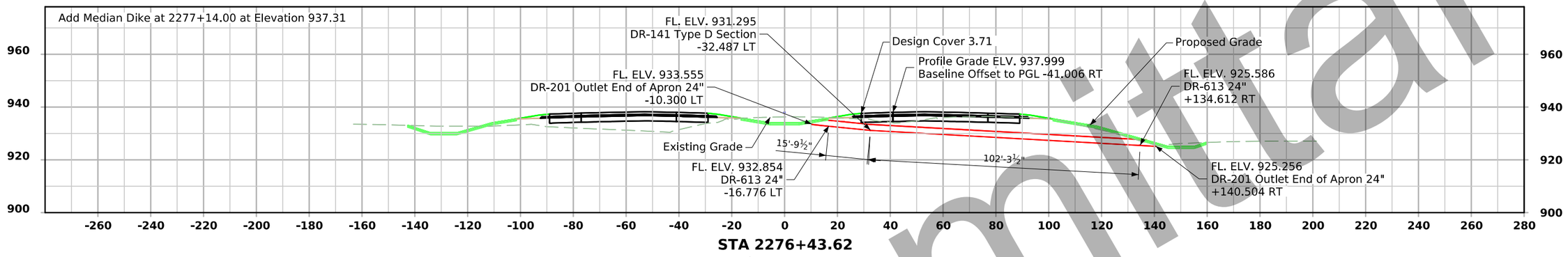
STA 2235+98.64

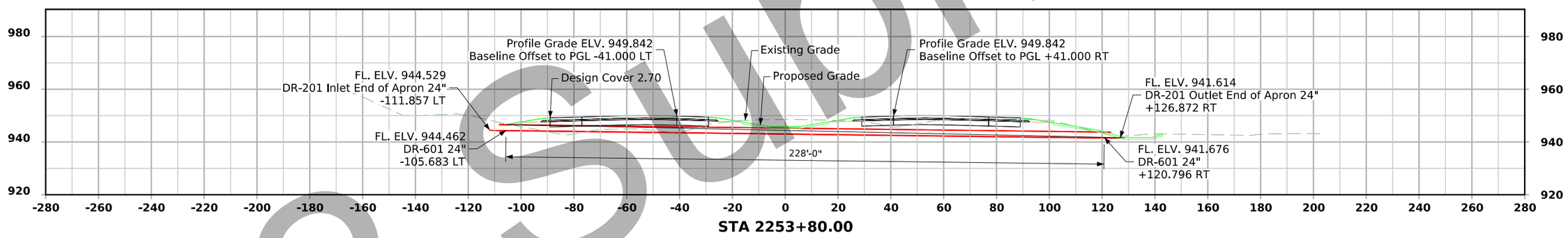
D2 Submittal

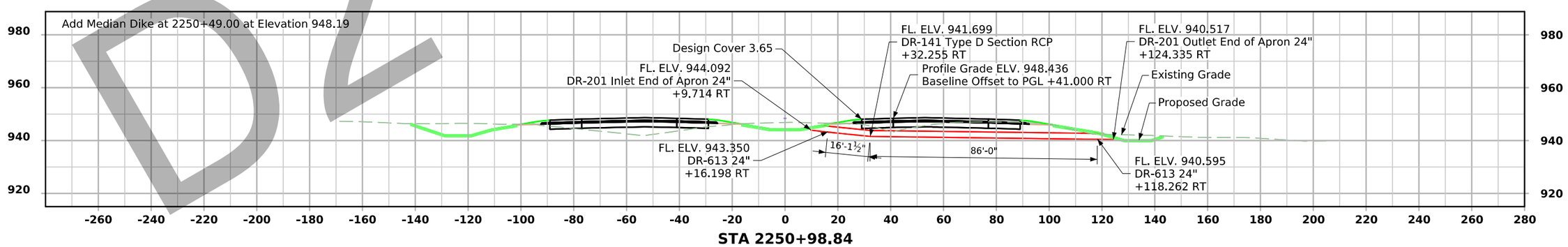
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Interstate 35





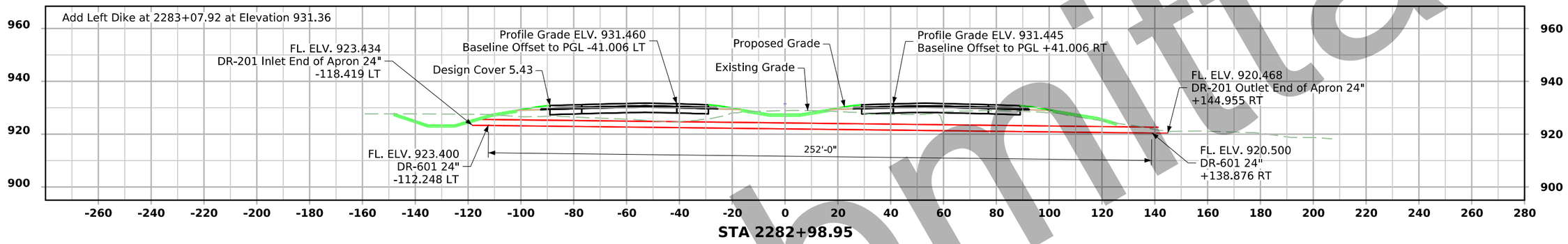


D2 Submittal

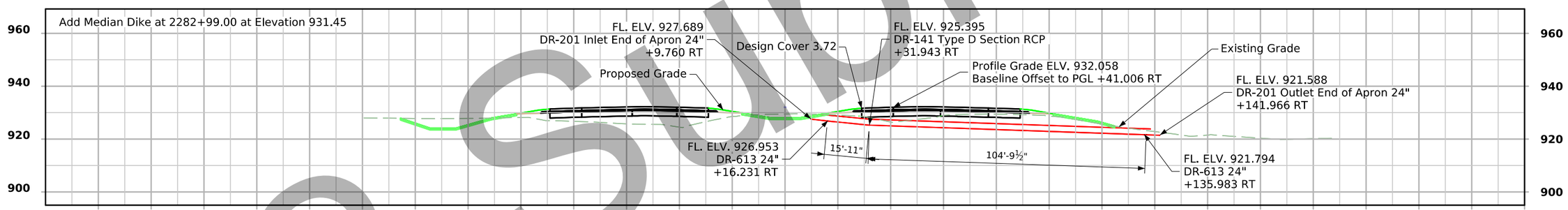
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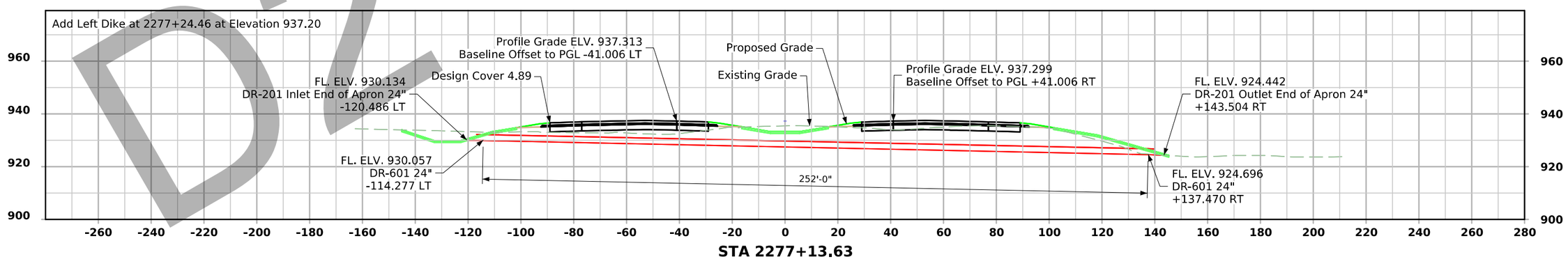
Interstate 35



STA 2282+98.95



STA 2282+37.74



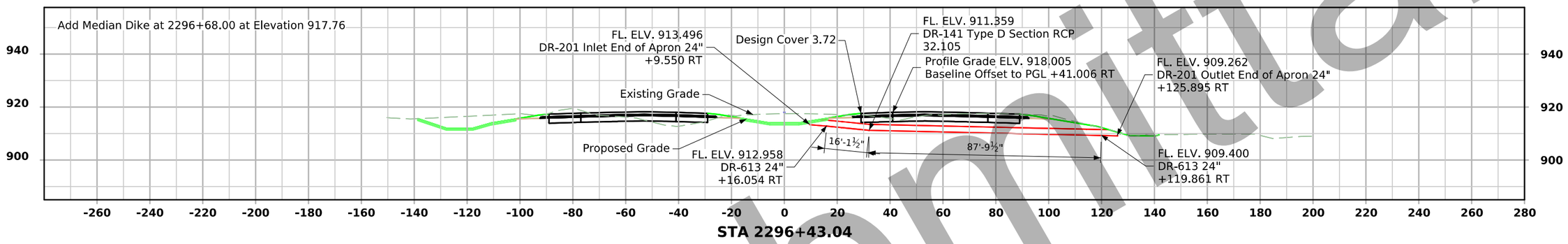
STA 2277+13.63

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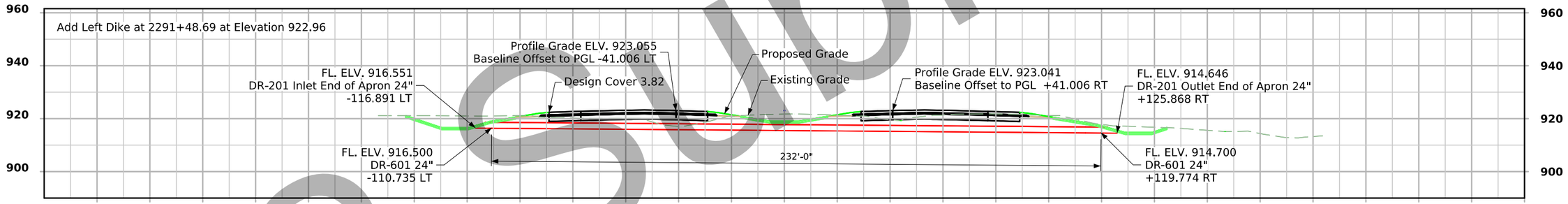
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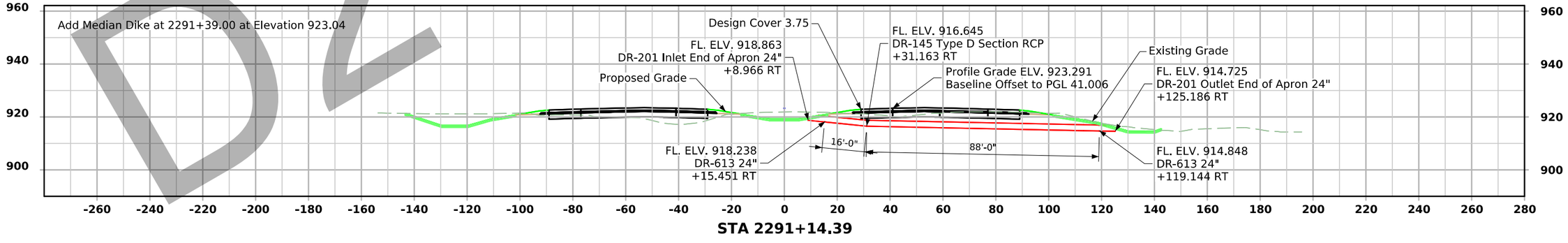
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STA 2296+43.04



STA 2291+39.39



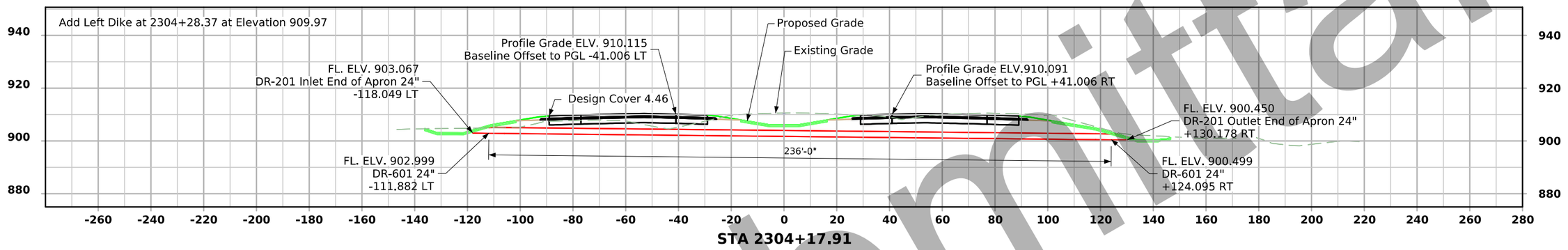
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D2 Submittal

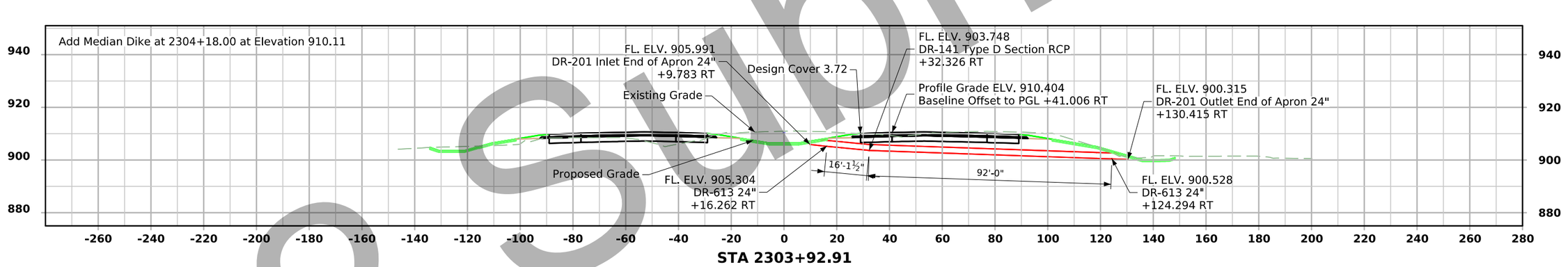
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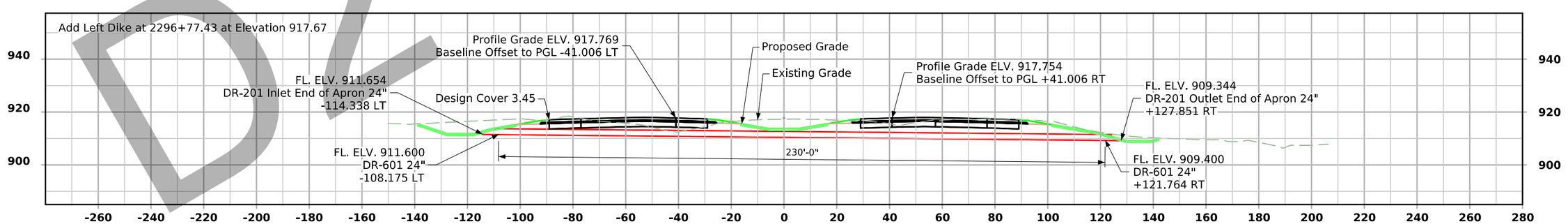
Interstate 35



STA 2304+17.91



STA 2303+92.91



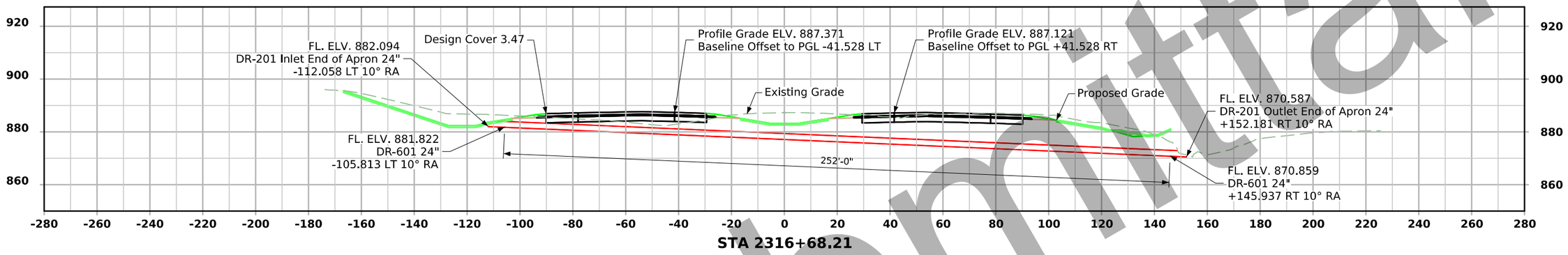
STA 2296+68.05

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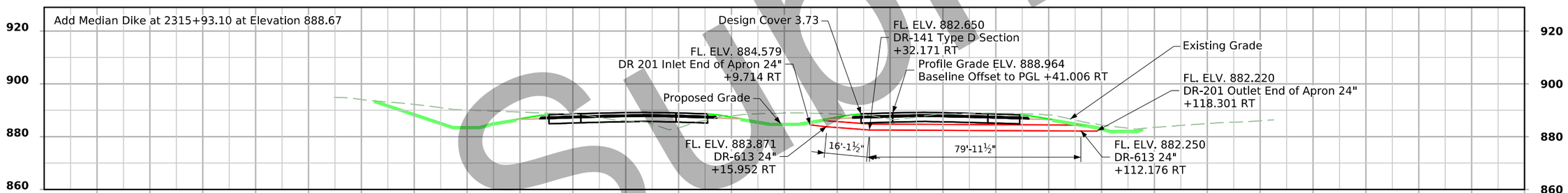
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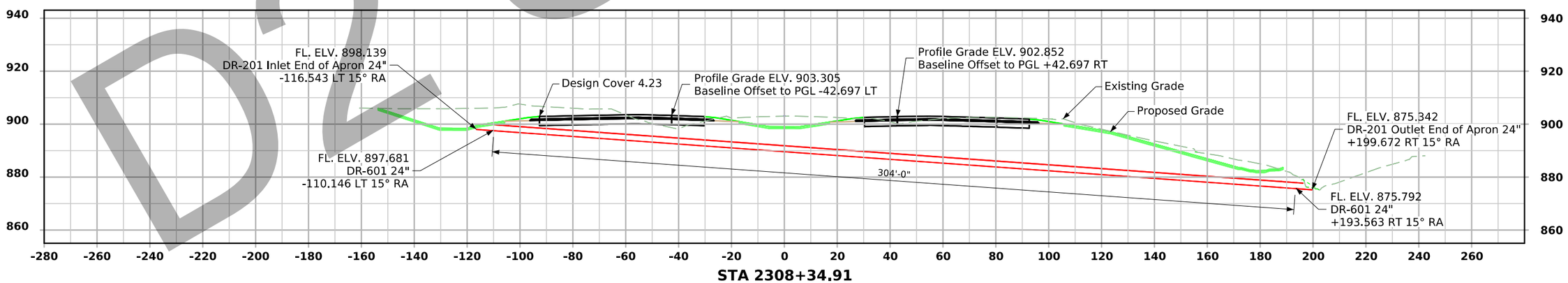
Interstate 35



STA 2316+68.21



STA 2315+77.09



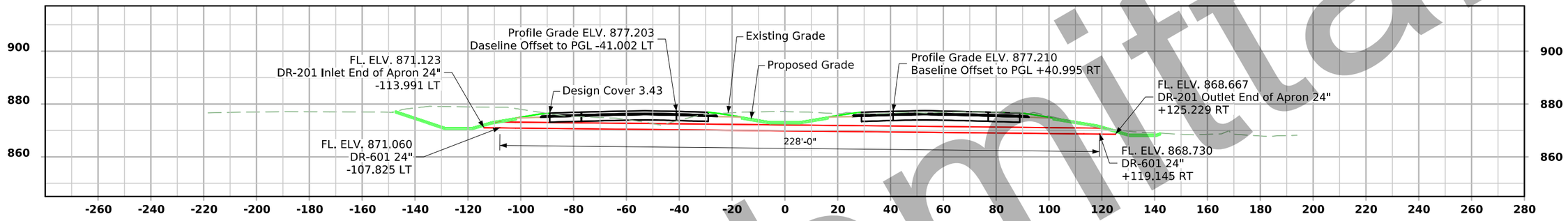
STA 2308+34.91

D2 Submittal

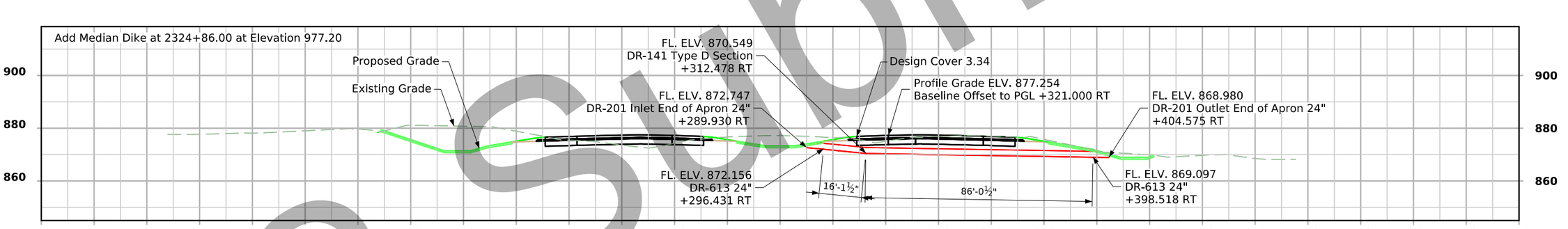
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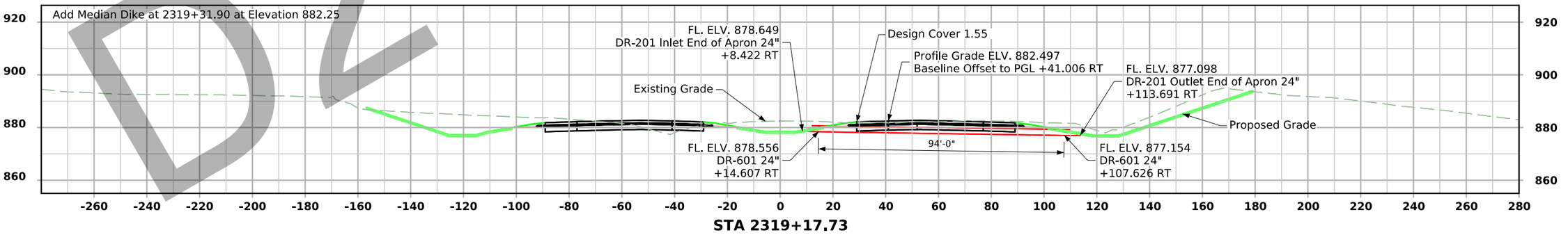
Interstate 35



STA 2324+86.01



STA 2324+37.00



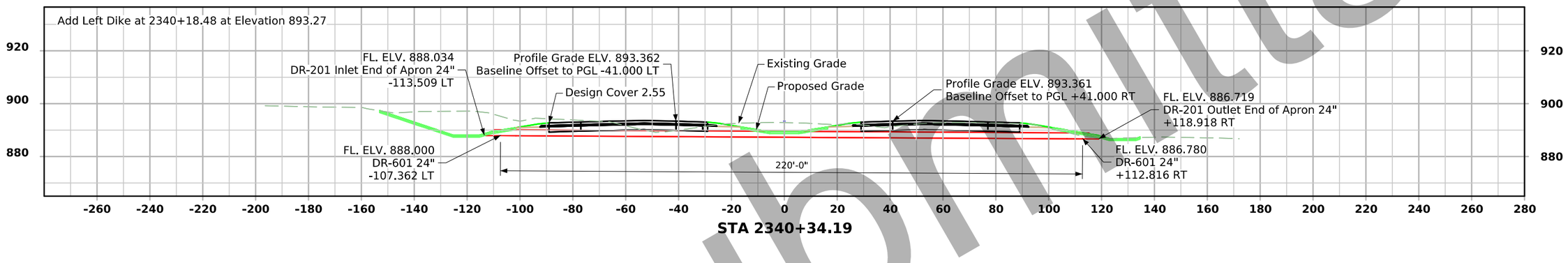
STA 2319+17.73

Submittal
D2 Shop

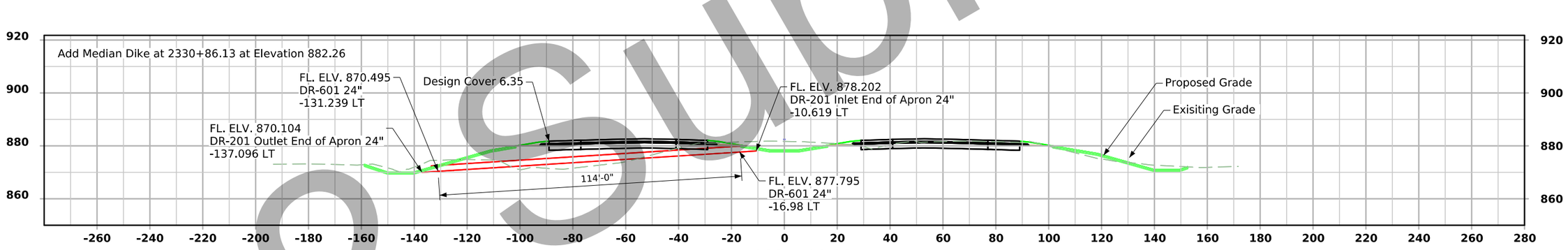
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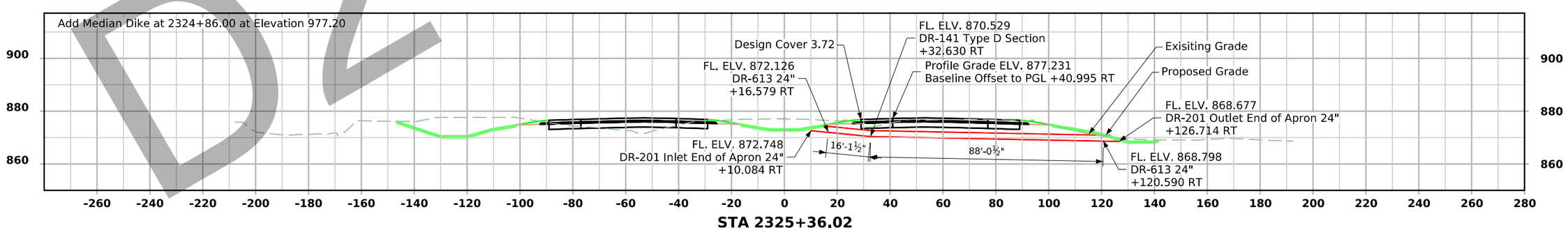
Interstate 35



STA 2340+34.19



STA 2331+00.00



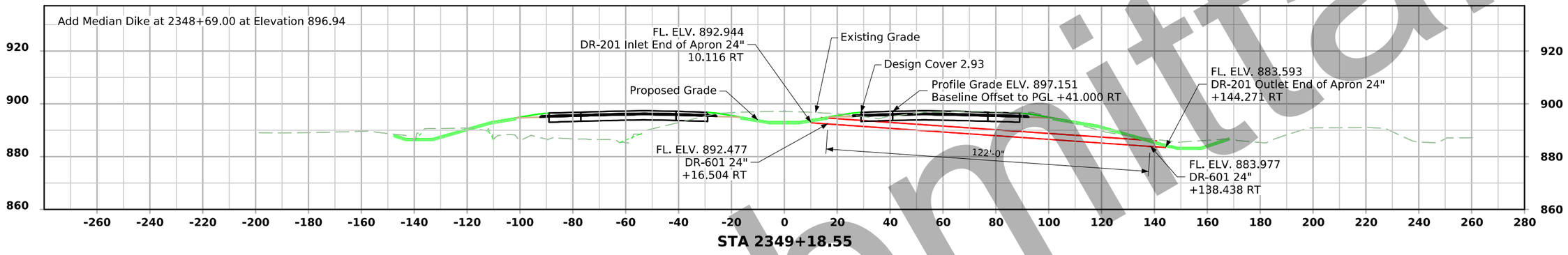
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D2 Submittal

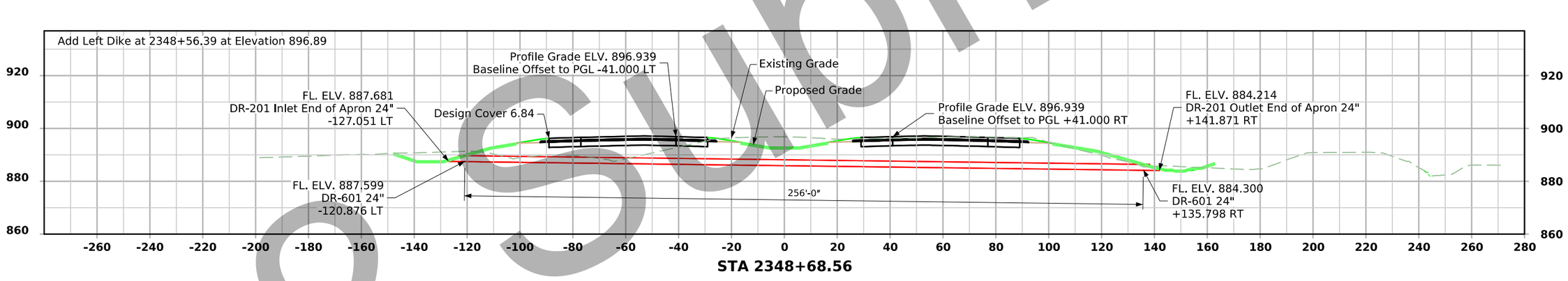
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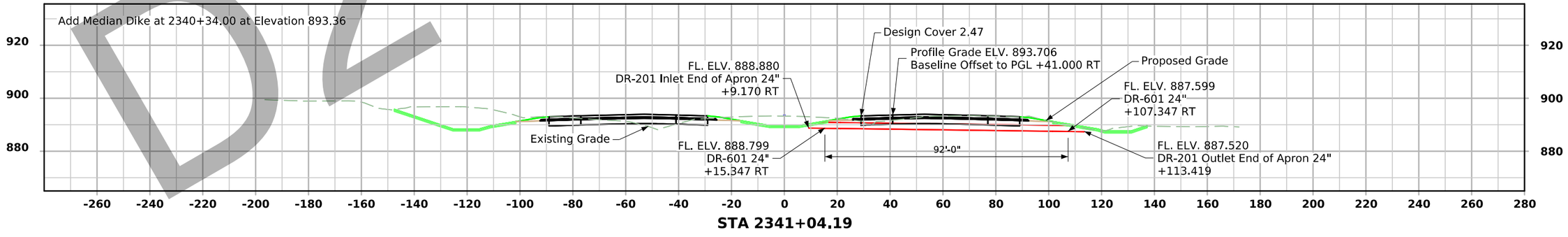
Interstate 35



STA 2349+18.55



STA 2348+68.56



STA 2341+04.19

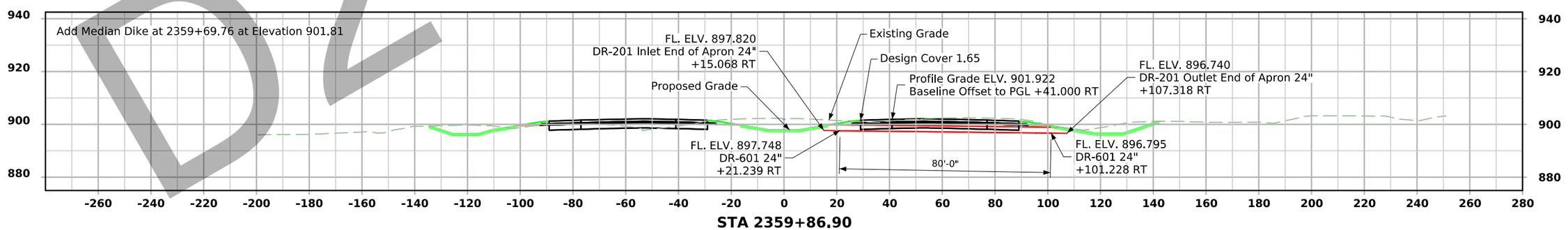
D2 Submittal

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ML - I35

D2 Submittal

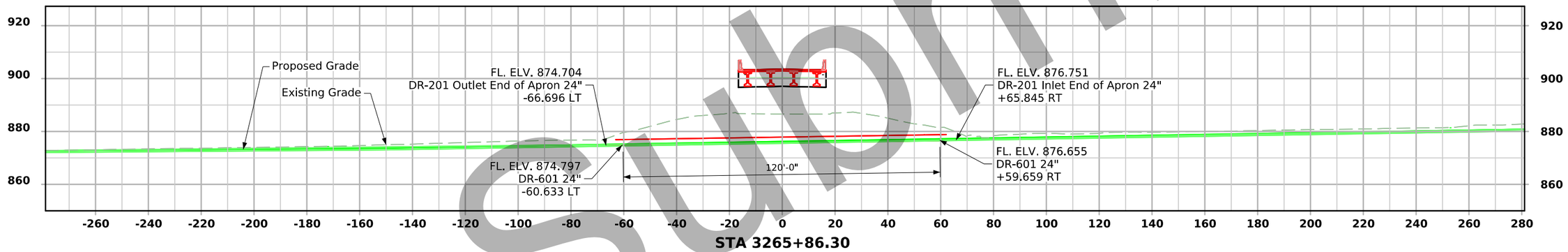


STA 2359+86.90

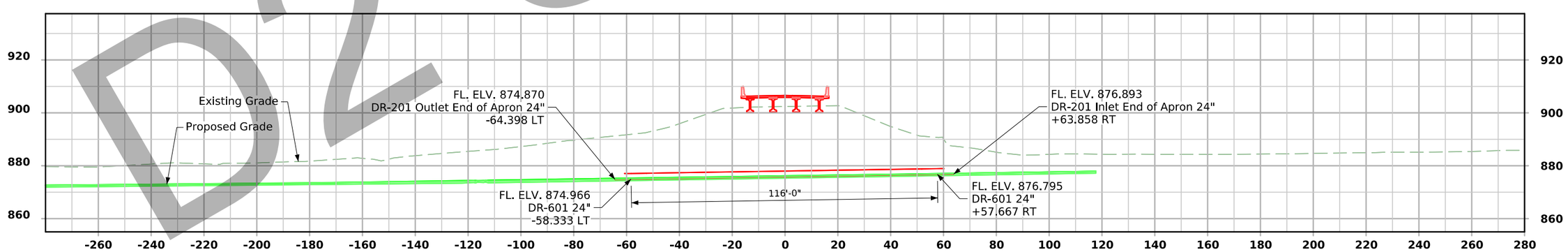
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290th Street



STA 3265+86.30



STA 3263+46.28

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM HNTB	STORY COUNTY	PROJECT NUMBER IM-035-4(315)0--13-85	SHEET NUMBER VX.01

1:04:35 PM 6/4/2025 jszynskie pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7703504015\Bridge\HNTB_CADD_Files\(315)\SHT_8531535_HNTB_PIPE_CULVERTS_Z08.dgn

CROSS SECTION VIEW COLOR LEGEND

Design Color No.	Feature
Aggregate	
(64)	Choke Stone
(42)	Engineering Fabric
(8)	Flooded Backfill
(92)	Macadam Stone
(20)	Modified
(12)	Plowing Shaping
(14)	Porous Backfill
(8)	Revetment Class A
(6)	Revetment Class B
(62)	Revetment Class C
(188)	Revetment Class D
(28)	Revetment Class E
(12)	Shoulder Special Backfill
(12)	Special Backfill
(20)	Subbase
(20)	Subbase Lower
(20)	Subbase Upper
(118)	Subgrade Treatment
Asphalt	
(207)	HMA Base Course
(207)	HMA Interim Course
(207)	HMA Surface Course
Bridge	
(0)	Bridge
Concrete	
(0)	Barrier Concrete
(0)	Barrier Concrete Footing
(0)	Curb Gutter
(48)	Flowable Mortar
(0)	Median Concrete
(0)	PCC Pavement
(0)	Sidewalk
Existing	
(0)	Existing Pavement
Shoulder	
(209)	Shoulder HMA
(0)	Shoulder PCC
(6)	Shoulder Granular
Structural	
(112)	Noise Wall
(112)	Noise Wall Footing
(112)	Retaining Wall Back
(112)	Retaining Wall Back Excavate
(112)	Retaining Wall Face
(112)	Retaining Wall Front Excavate
(112)	Retaining Wall Front Footing
(112)	Retaining Wall MSE Gutter
(112)	Retaining Wall Reinforced Earth

Design Color No.	Feature
Grading	
(8)	Behind Curb Cut
(6)	Granular
(13)	Granular Back Fill
(48)	Rock Undercut
(8)	Shoulder Earth Fill
(2)	Side Slopes
(226)	Side Slopes Dressing
Substrata	
(128)	Boulder
(209)	Boulder Removed
(48)	Broken Weathered
(210)	Broken Weathered Removed
(3)	Core Out
(115)	Core Out Remove Only
(195)	Core Out Remove and Replace
(203)	Existing Pavement
(184)	Existing Pavement Remove Only
(200)	Existing Pavement Remove and Replace
(6)	Loam
(211)	Loam Removed
(80)	Rock
(212)	Rock Removed
(4)	Select Sand
(214)	Select Sand Removed
(3)	Shale
(215)	Shale Removed
(10)	Topsoil
(2)	Topsoil Remove Only
(4)	Topsoil Remove and Replace
Unsuitable / Waste	
(3)	Unsuitable Type A
(216)	Unsuitable Type A Removed
(13)	Unsuitable Type B
(217)	Unsuitable Type B Removed
(11)	Unsuitable Type C
(218)	Unsuitable Type C Removed
(3)	Waste
(219)	Waste Removed

NOTES:

Text

NOTES:

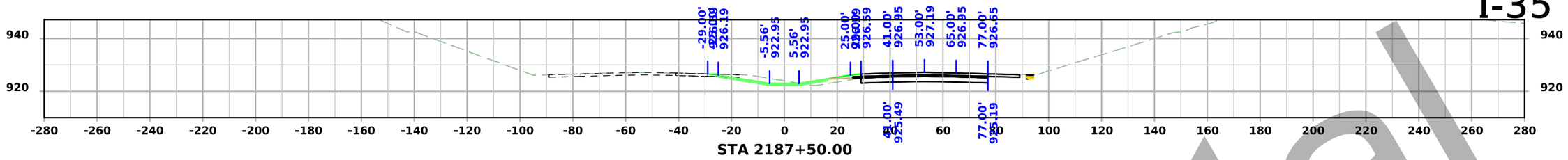
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D2 Submittal

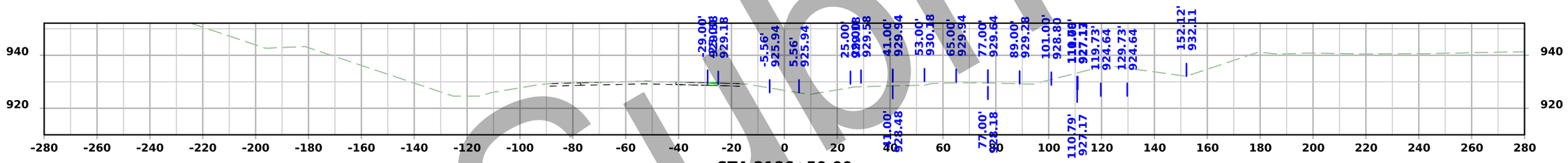
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

(COVERS SHEET SERIES W, X, Y, & Z)

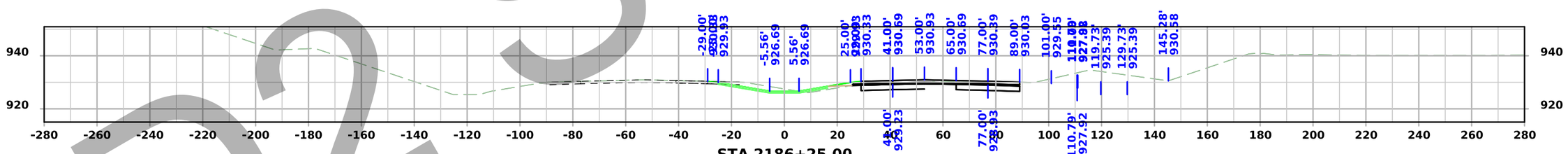
I-35



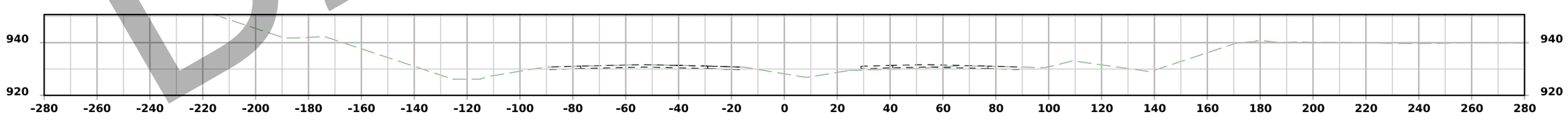
STA 2187+00.00



STA 2186+50.00



STA 2186+25.00



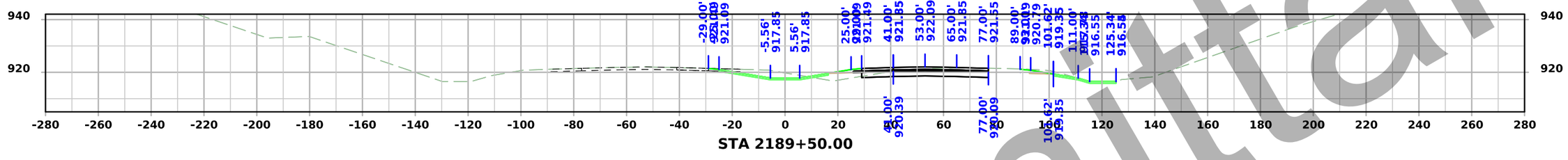
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D2 Submittal

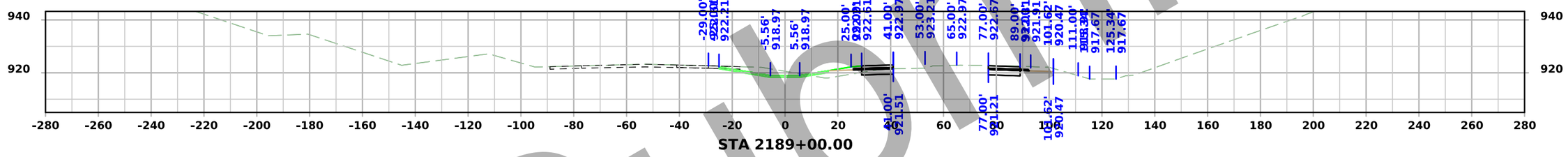
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.2

9:01:55 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

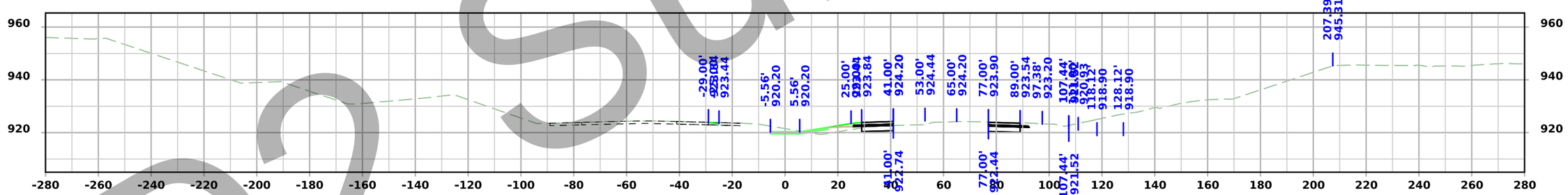
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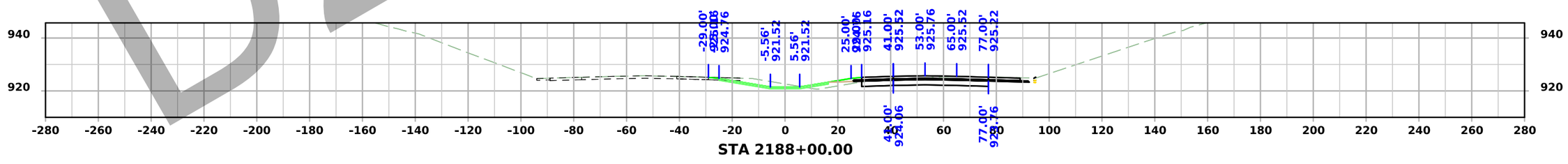
STA 2189+50.00



STA 2189+00.00



STA 2188+50.00



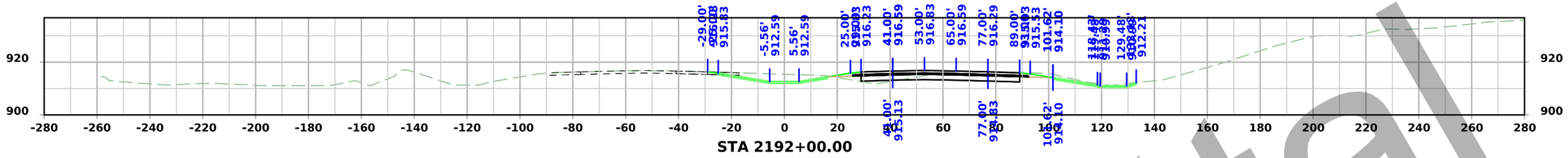
STA 2188+00.00

D2 Submittal

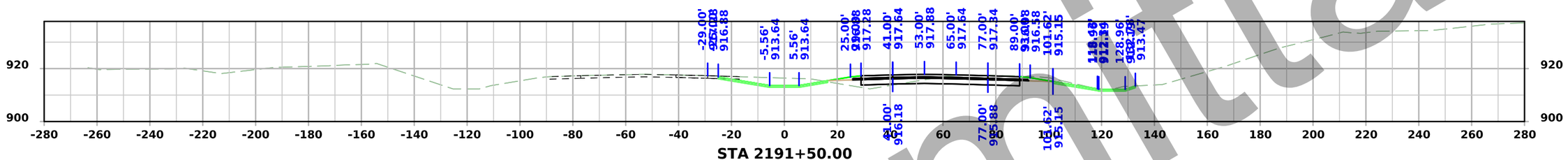
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9:01:58 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

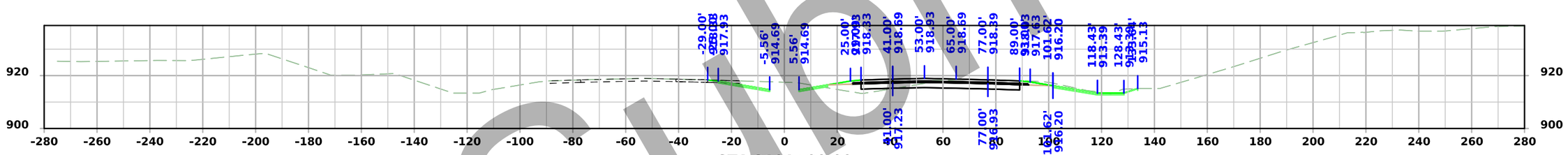
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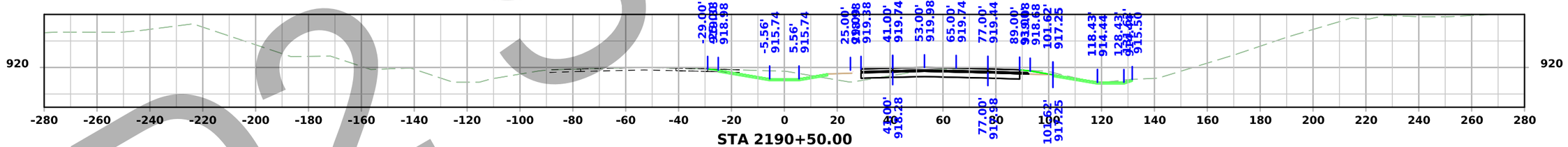
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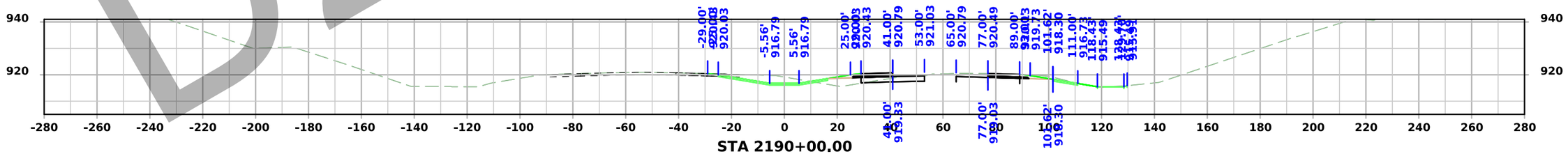
STA 2191+50.00



STA 2191+00.00



STA 2190+50.00



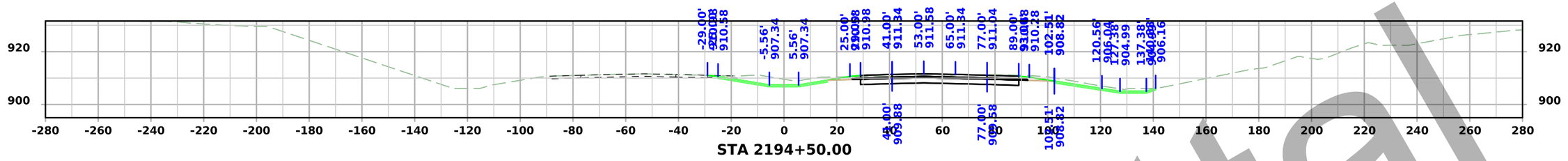
STA 2190+00.00

D2 Submittal

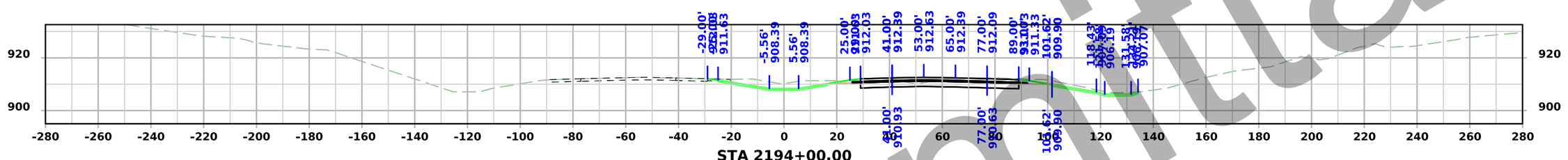
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.4

9:02:01 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

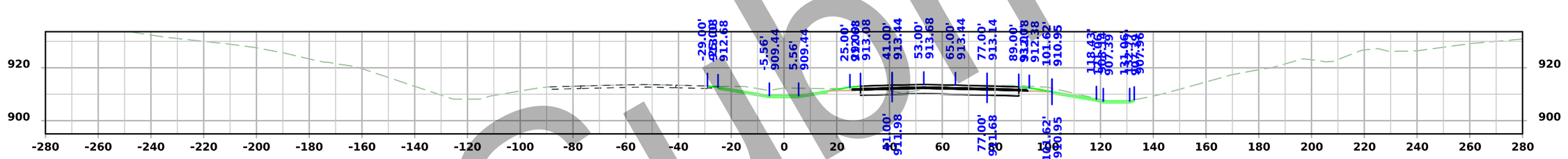
I-35



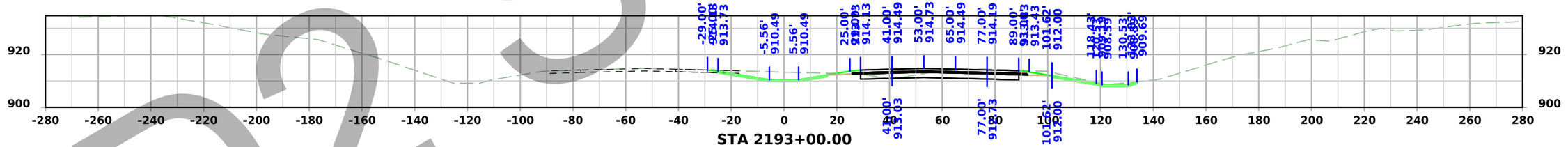
STA 2194+50.00



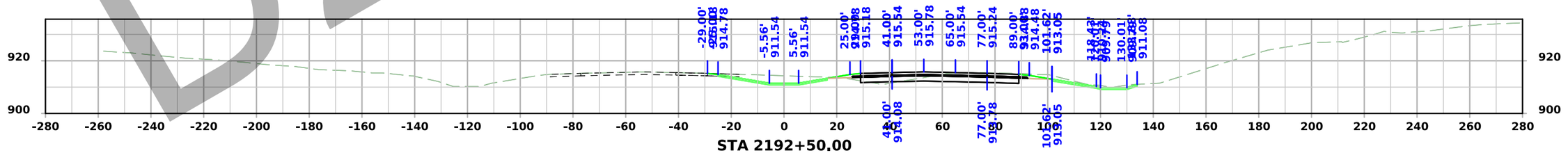
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STA 2193+50.00



STA 2193+00.00



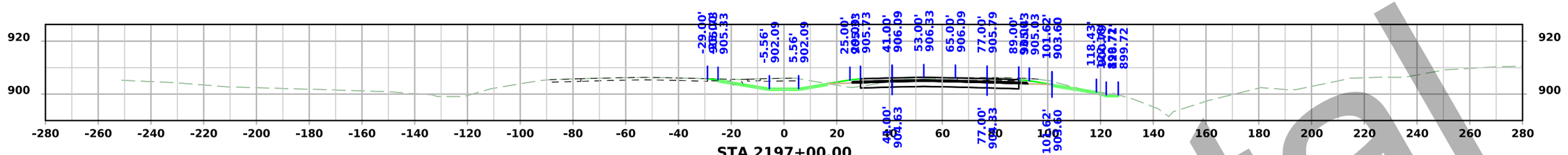
STA 2192+50.00

D2 Submittal

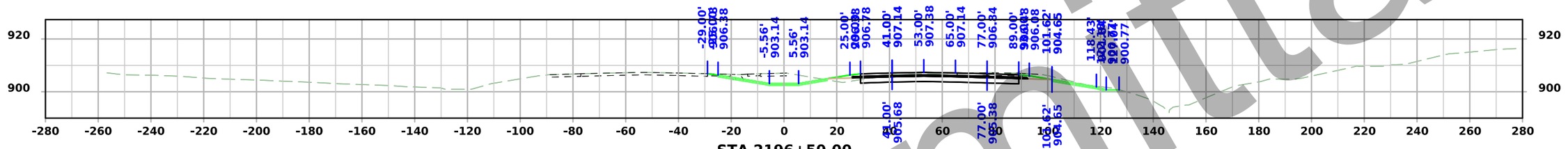
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.5

9:02:05 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

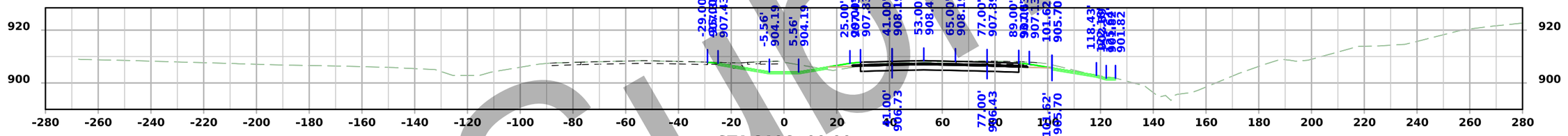
I-35



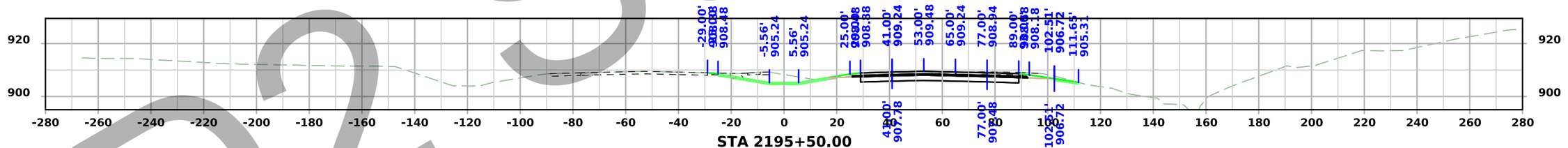
STA 2197+00.00



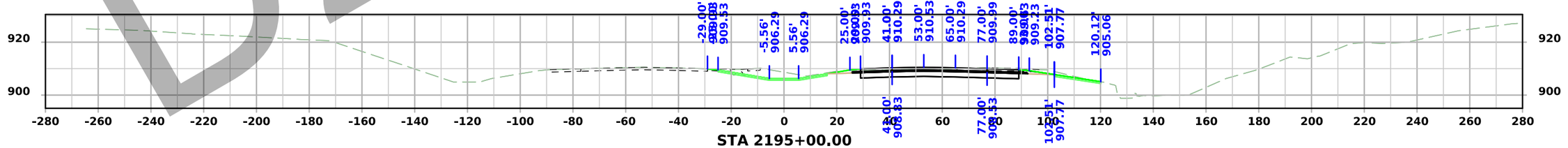
STA 2196+50.00



STA 2196+00.00



STA 2195+50.00



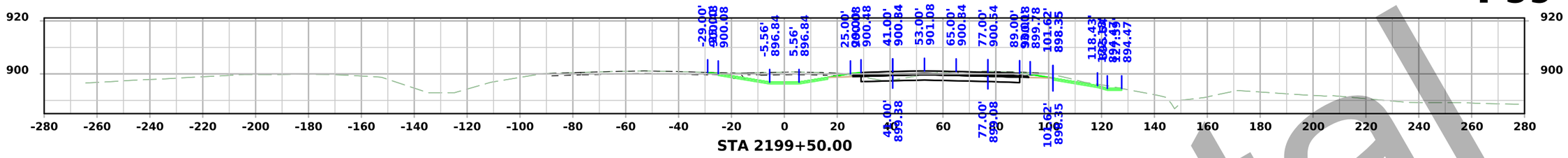
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D2 Submittal

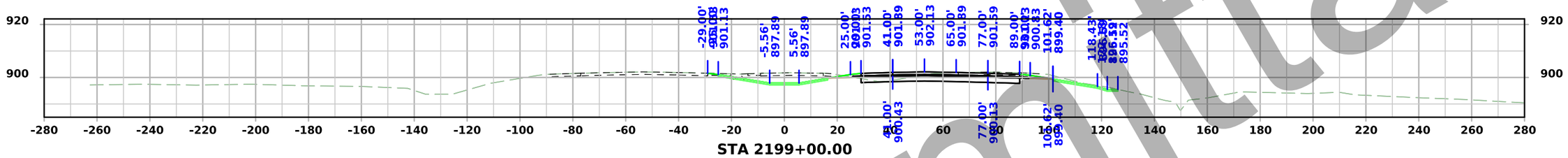
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.6

9:02:08 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

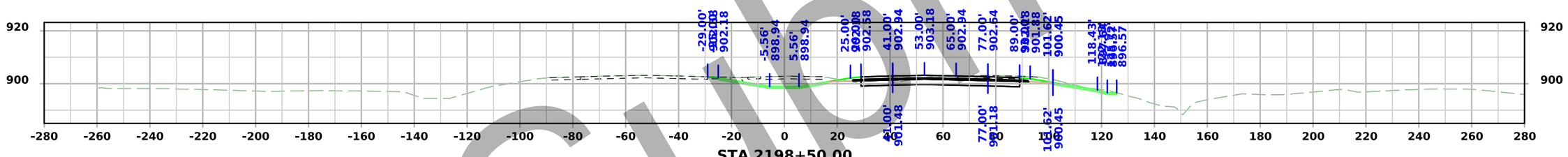
I-35



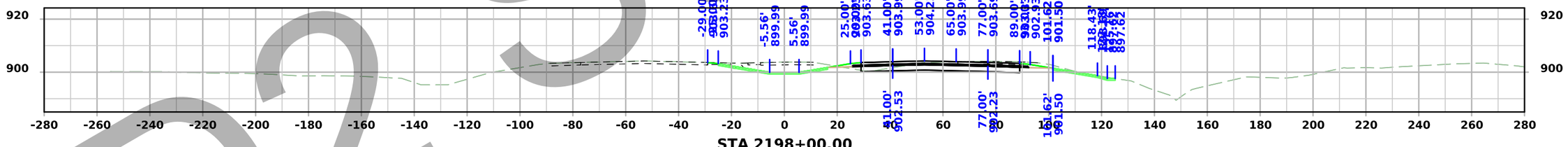
STA 2199+50.00



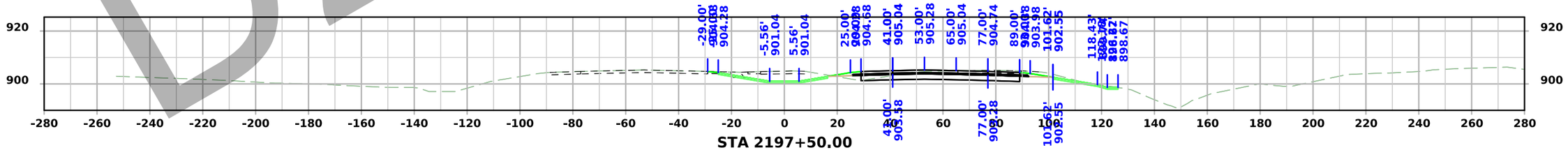
STA 2199+00.00



STA 2198+50.00



STA 2198+00.00



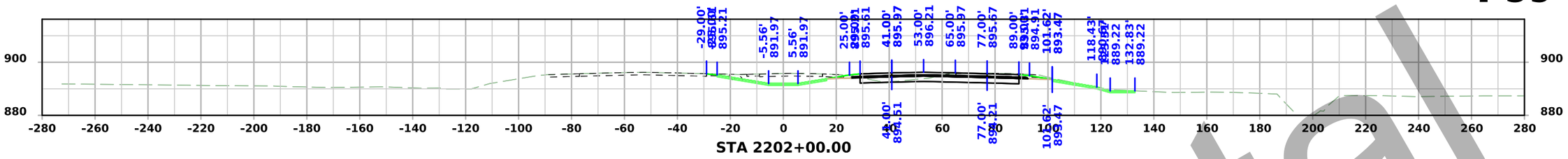
STA 2197+50.00

D2 Submittal

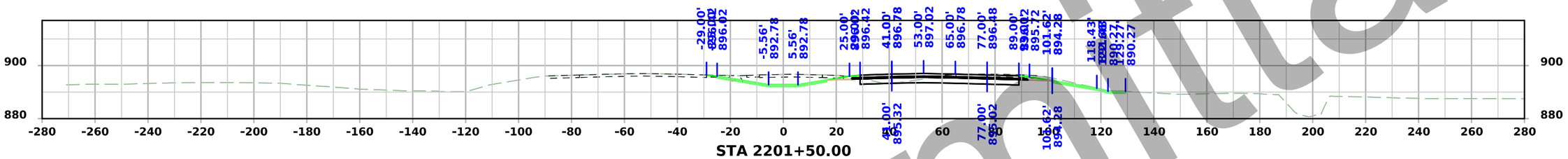
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.7

9:02:12 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

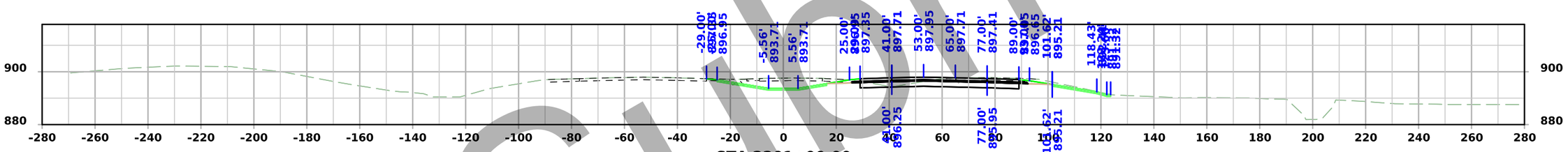
I-35



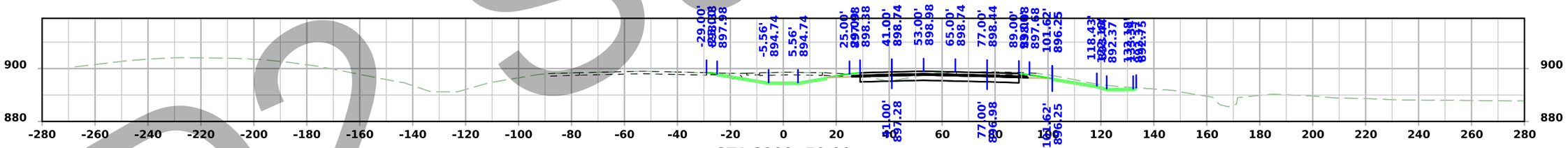
STA 2202+00.00



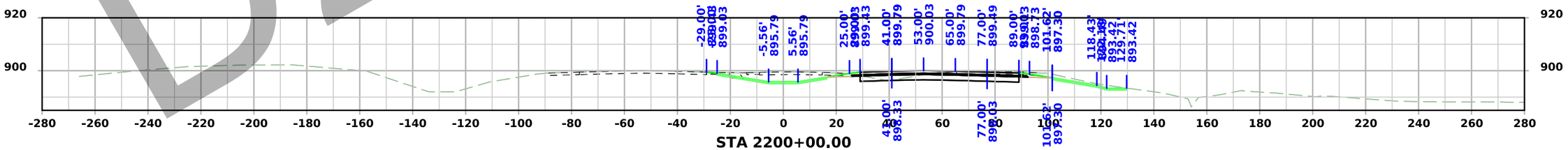
STA 2201+50.00



STA 2201+00.00



STA 2200+50.00



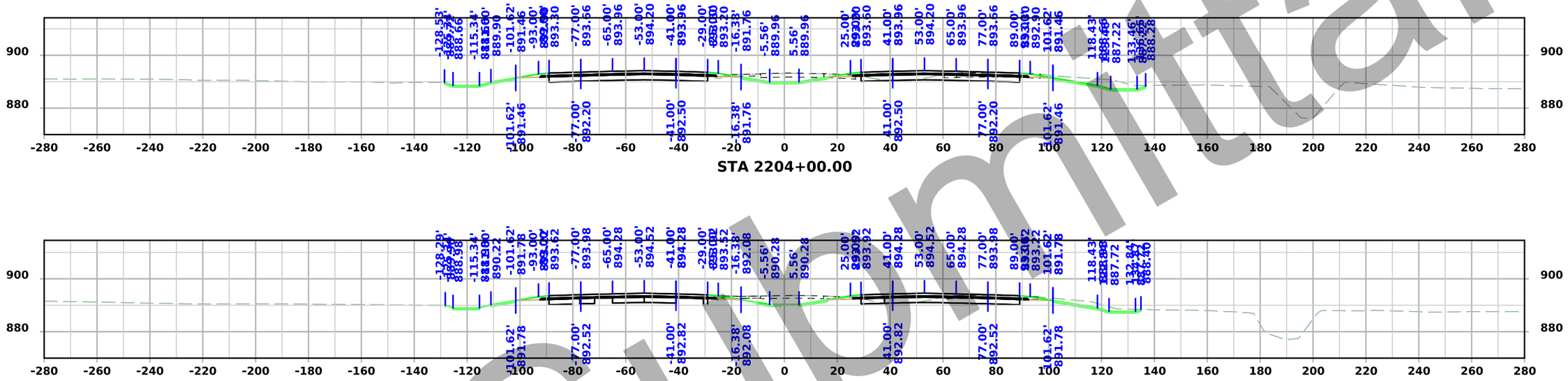
STA 2200+00.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.8

9:02:15 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35

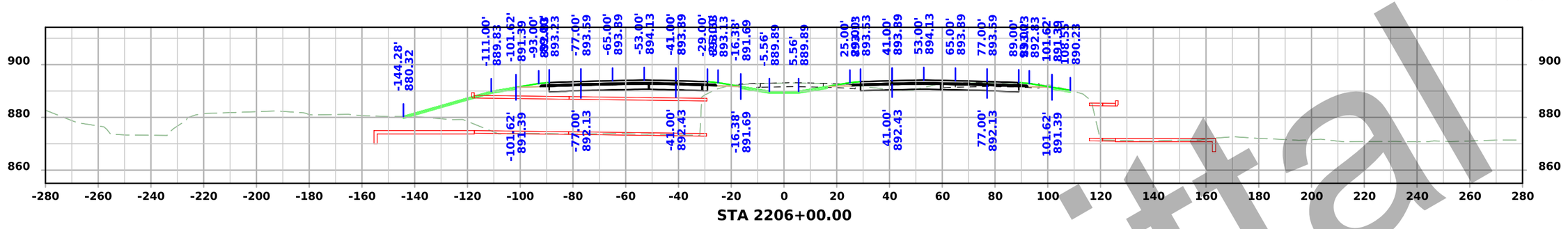


D2 Submittal

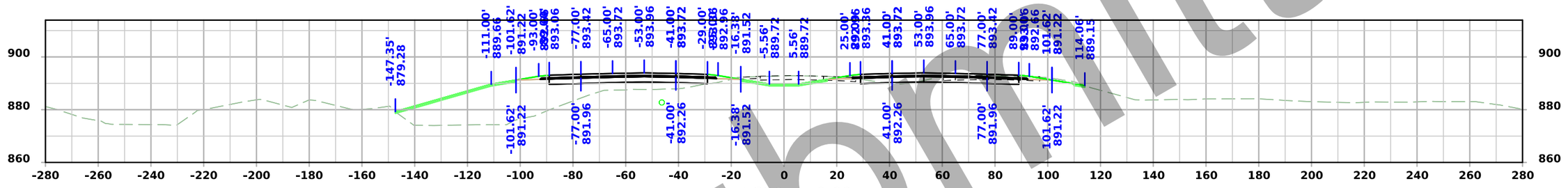
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.9

9:02:18 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

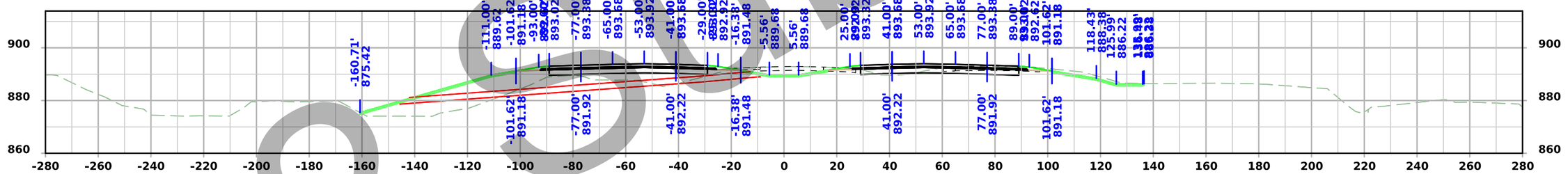
I-35



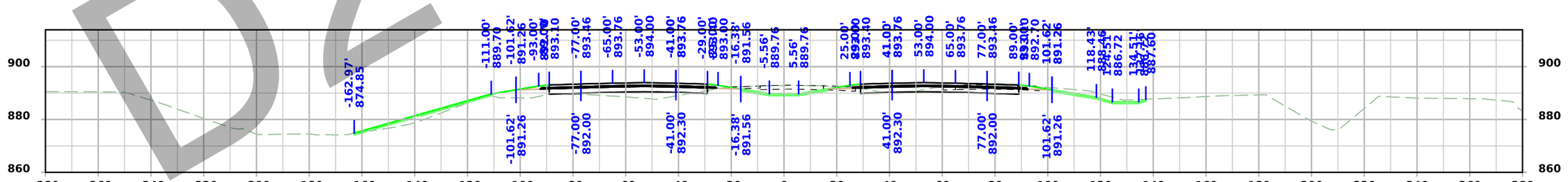
STA 2206+00.00



STA 2205+50.00



STA 2205+00.00



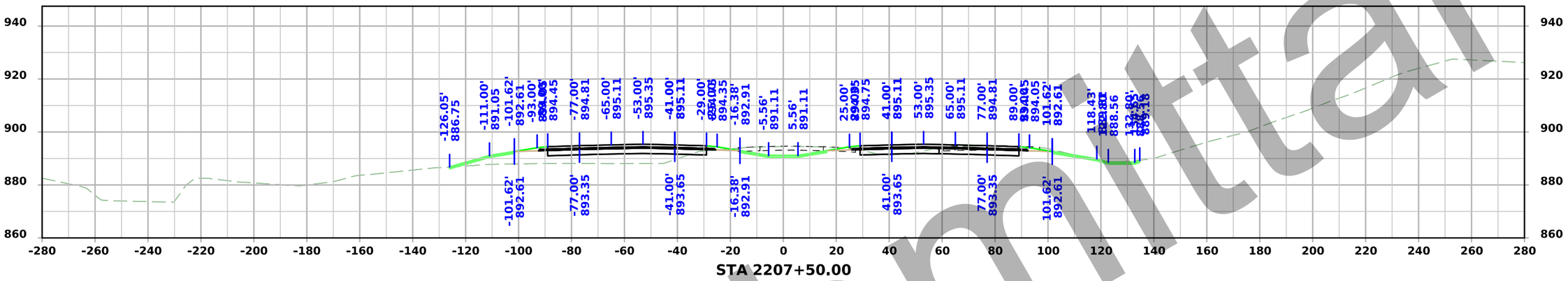
STA 2204+50.00

D2 Submittal

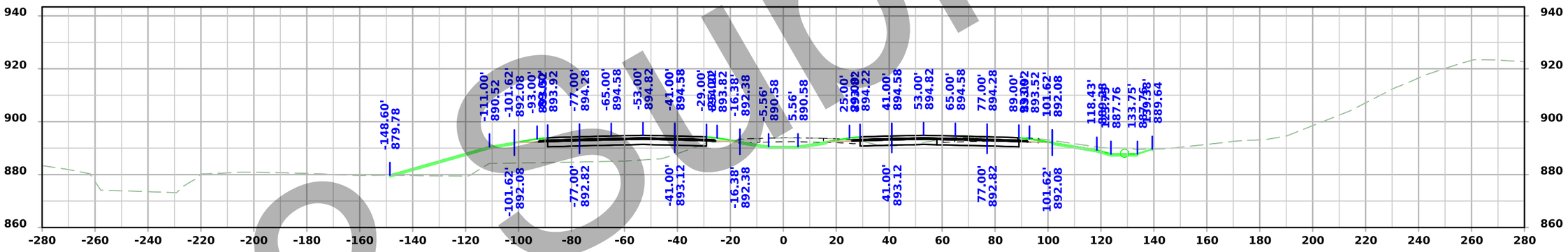
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.10

9:02:21 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

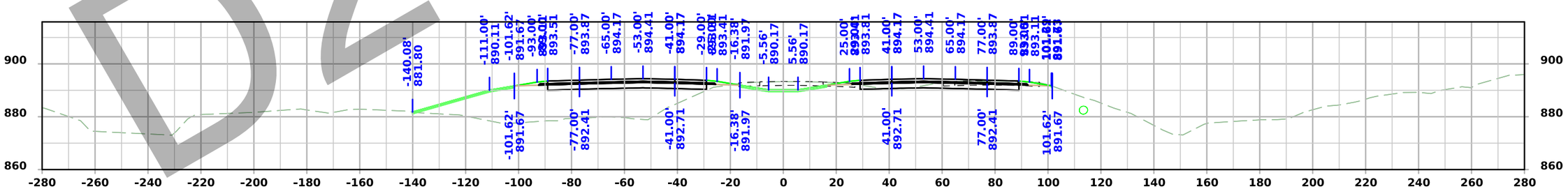
I-35



STA 2207+50.00



STA 2207+00.00



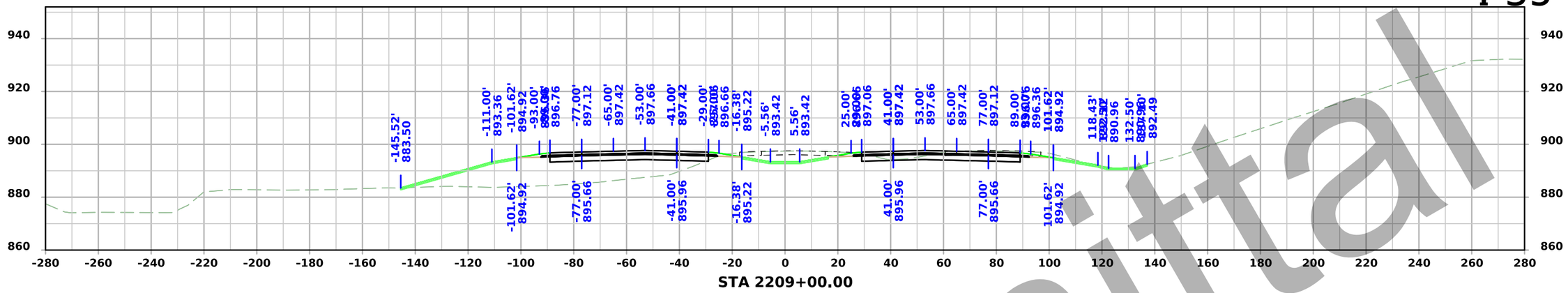
STA 2206+50.00

D25 Submittal

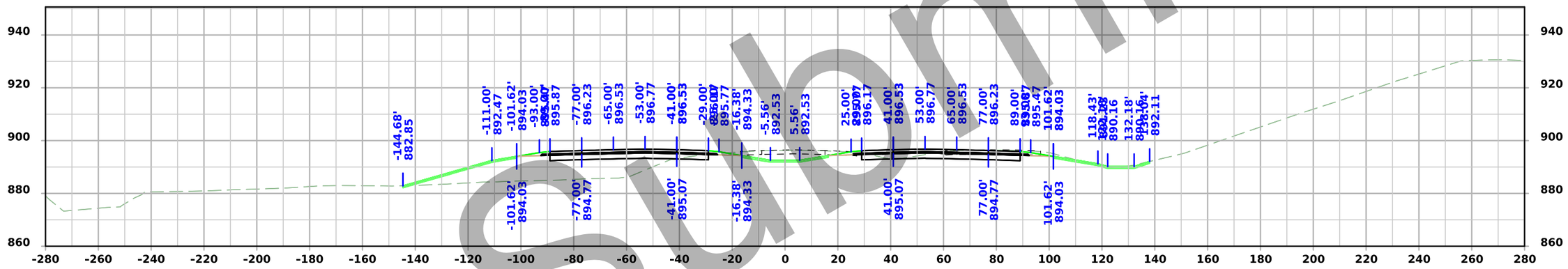
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.11

9:02:25 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

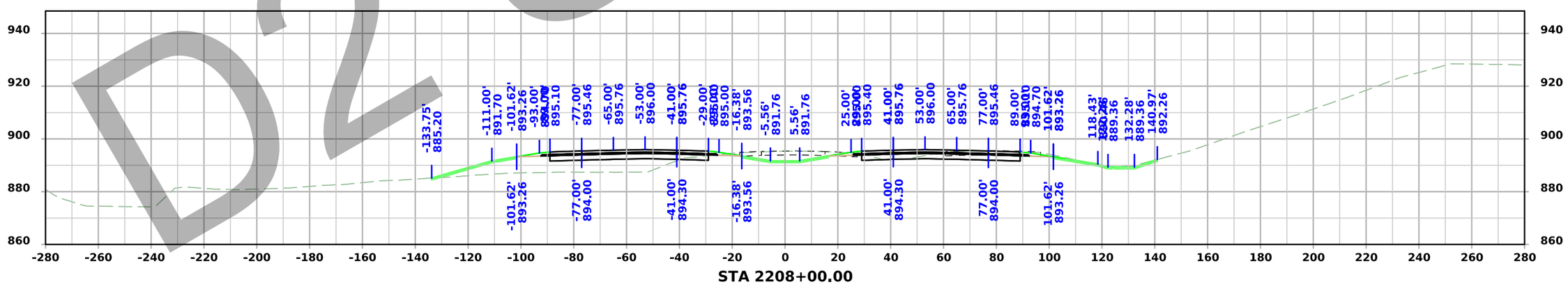
I-35



STA 2209+00.00



STA 2208+50.00



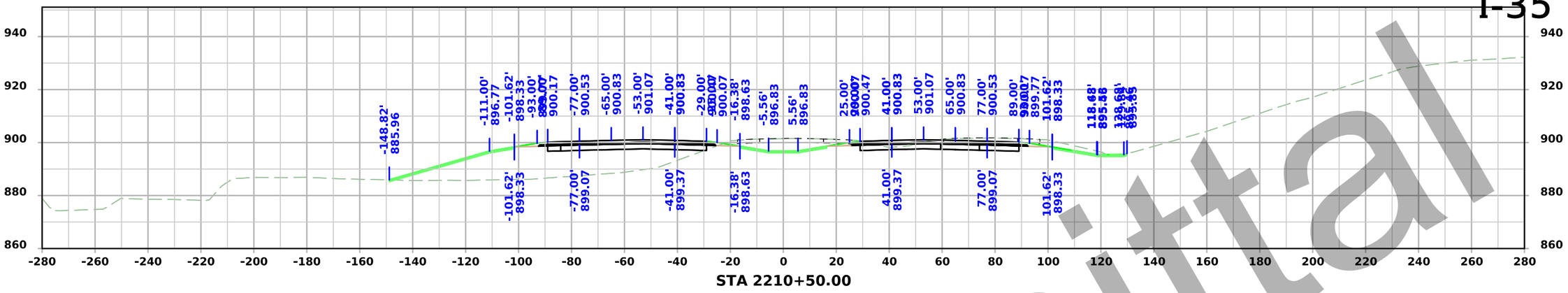
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D2 Submittal

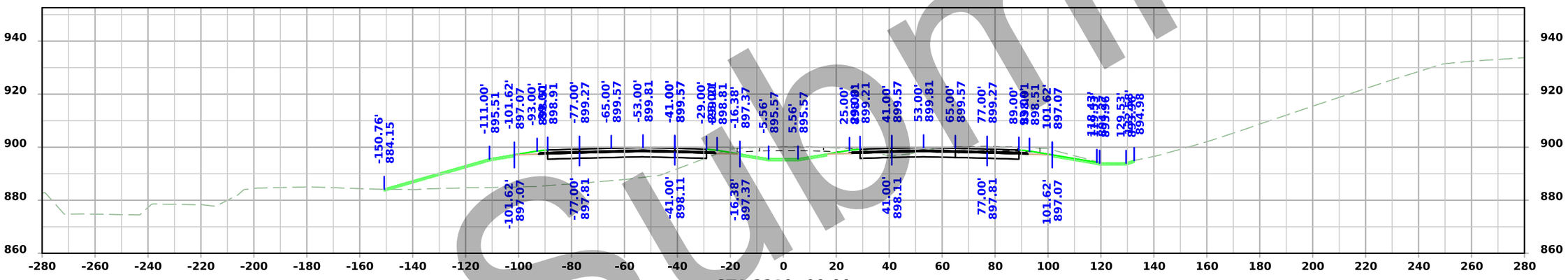
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.12

9:02:28 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

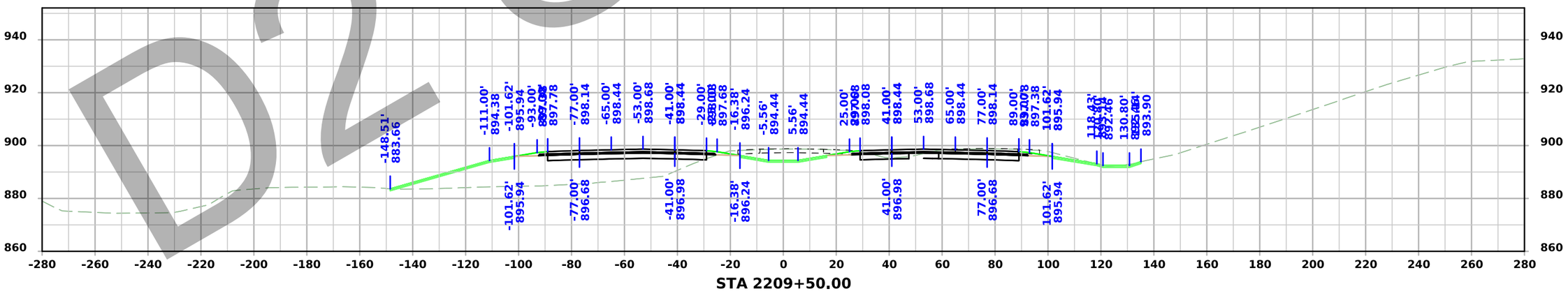
I-35



STA 2210+50.00



STA 2210+00.00



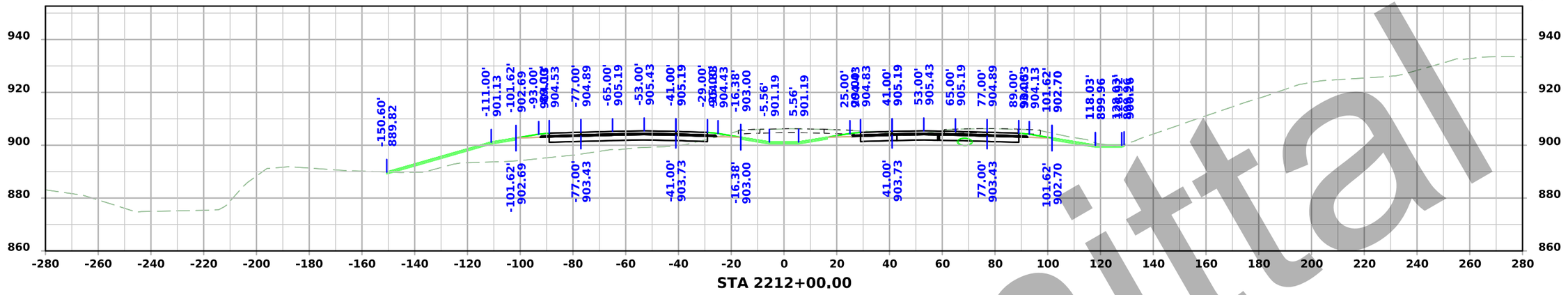
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D2 Submittal

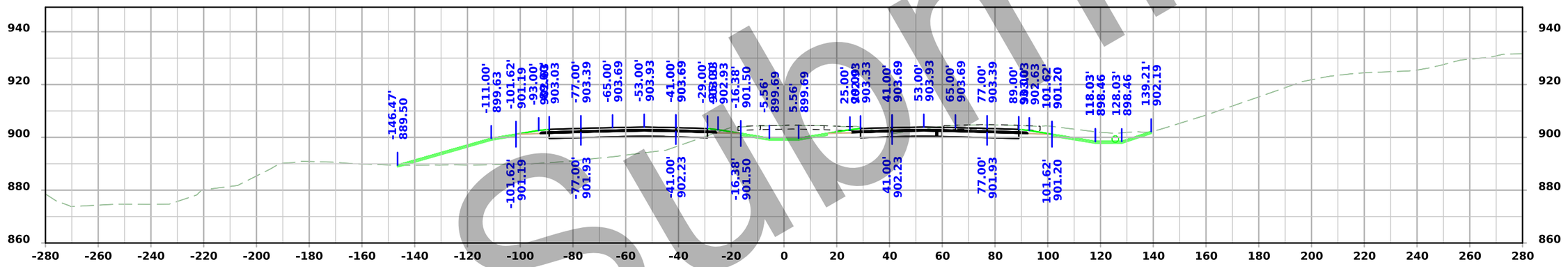
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.13

9:02:30 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

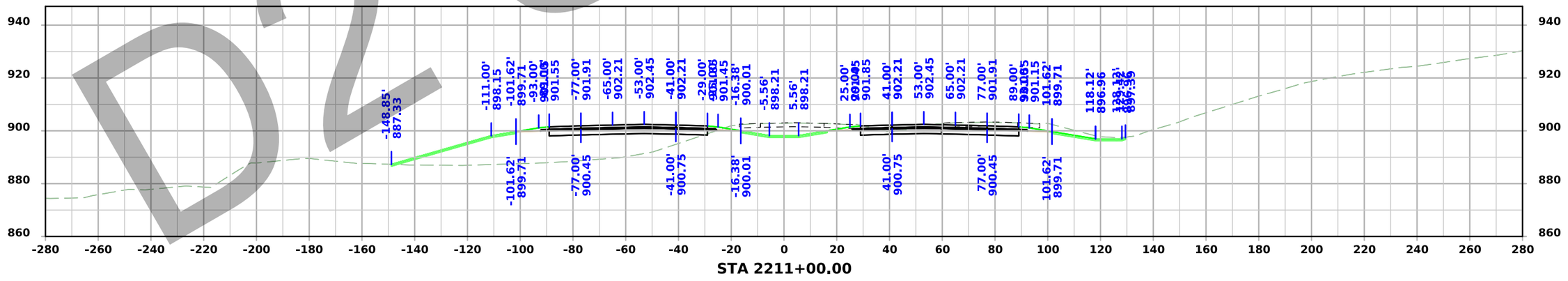
I-35



STA 2212+00.00



STA 2211+50.00



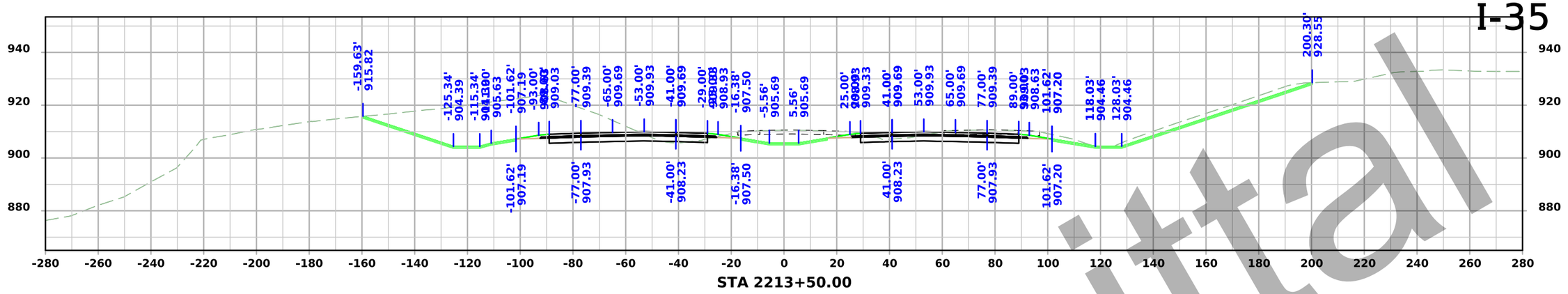
STA 2211+00.00

D2 Submittal

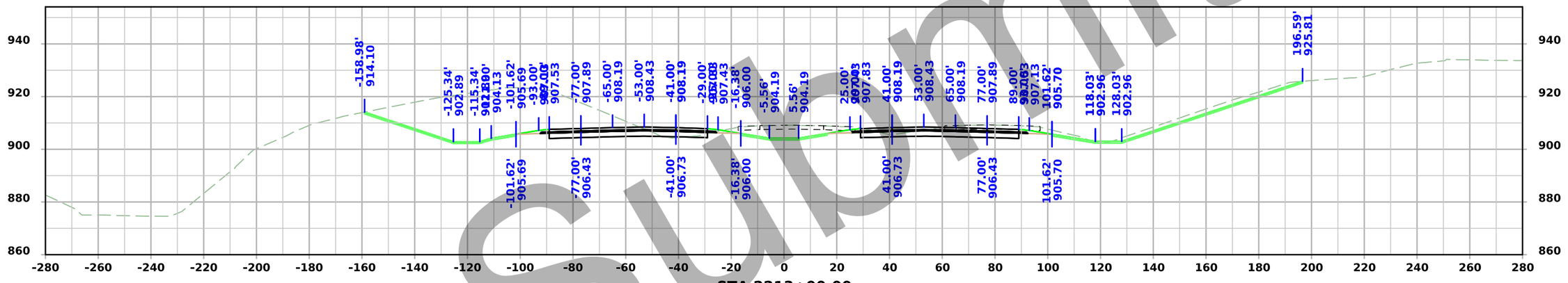
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.14

9:02:33 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

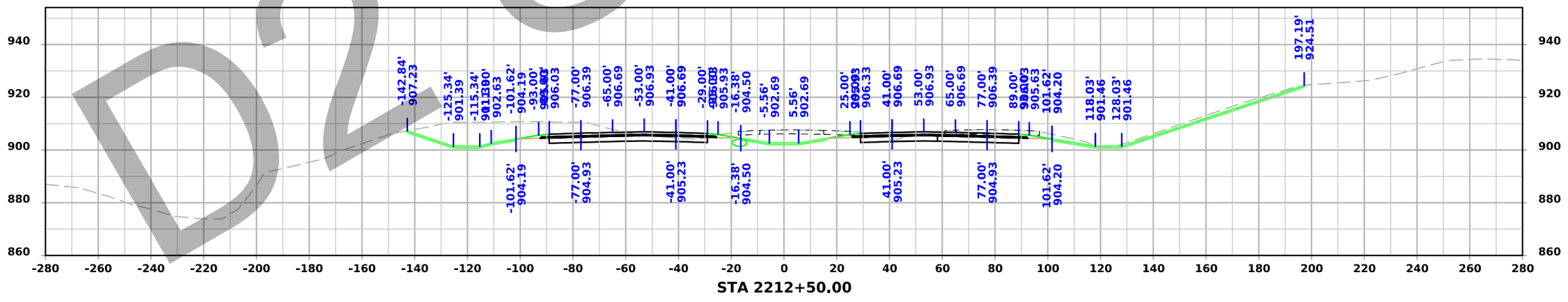
I-35



STA 2213+50.00



STA 2213+00.00



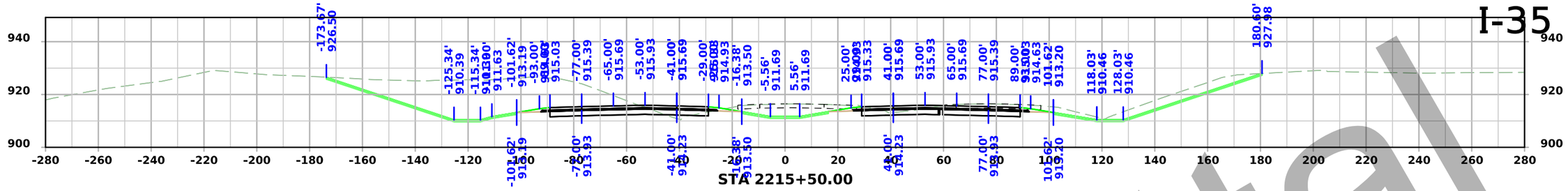
STA 2212+50.00

D2 Submittal

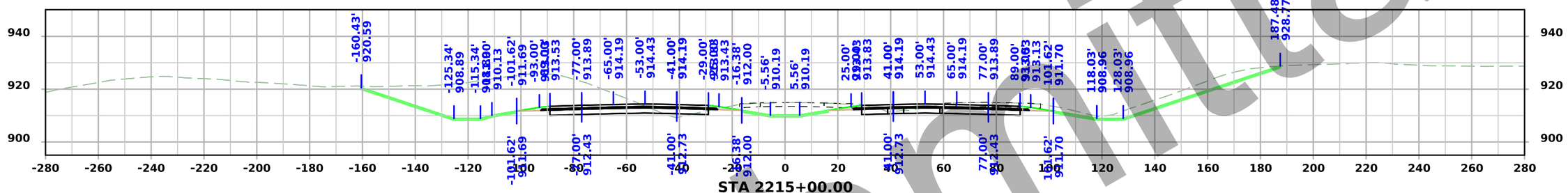
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.15

9:02:35 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

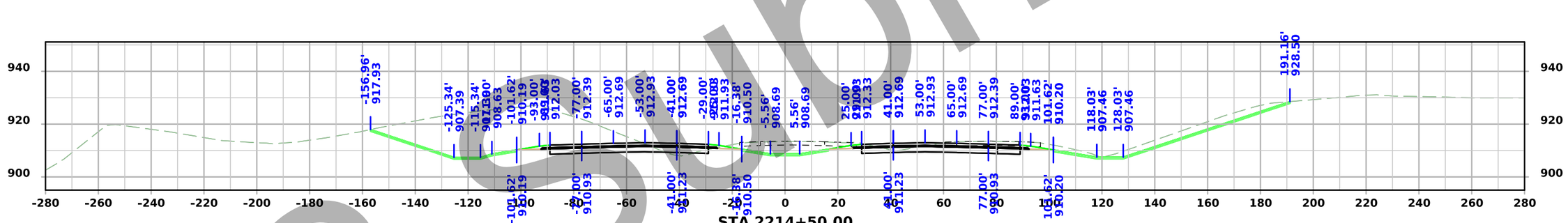
I-35



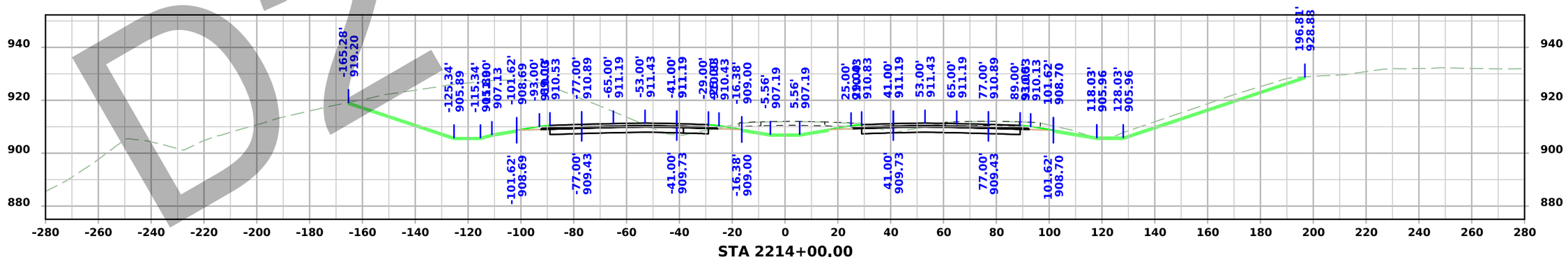
STA 2215+50.00



STA 2215+00.00



STA 2214+50.00



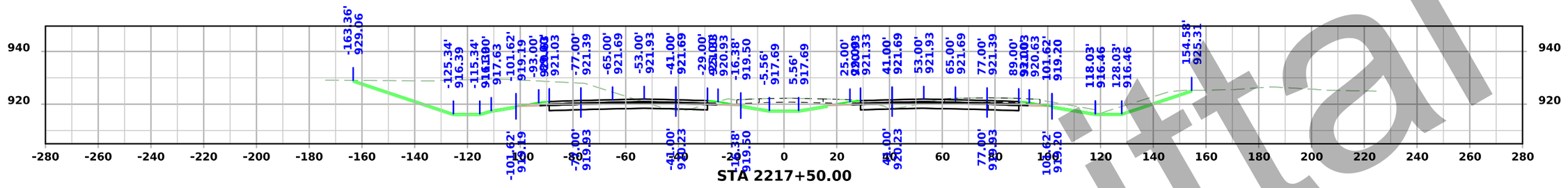
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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.16

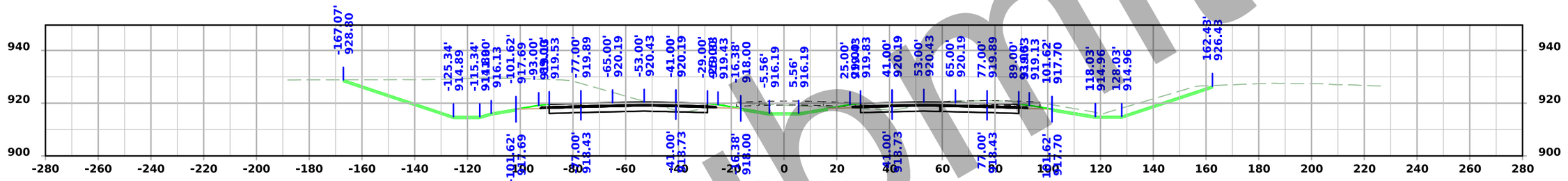
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D2 Submittal

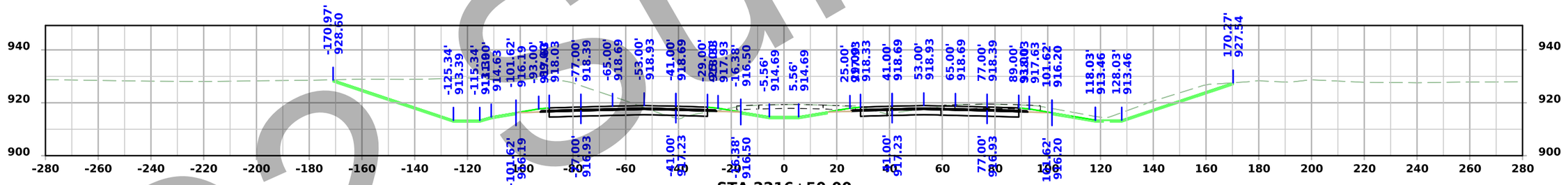
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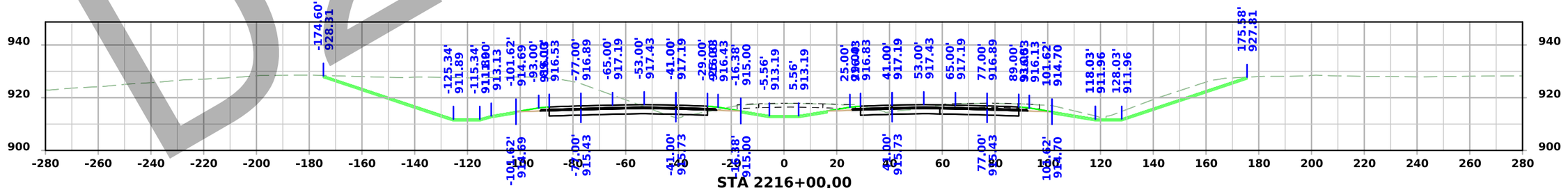
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STA 2217+00.00



STA 2216+50.00



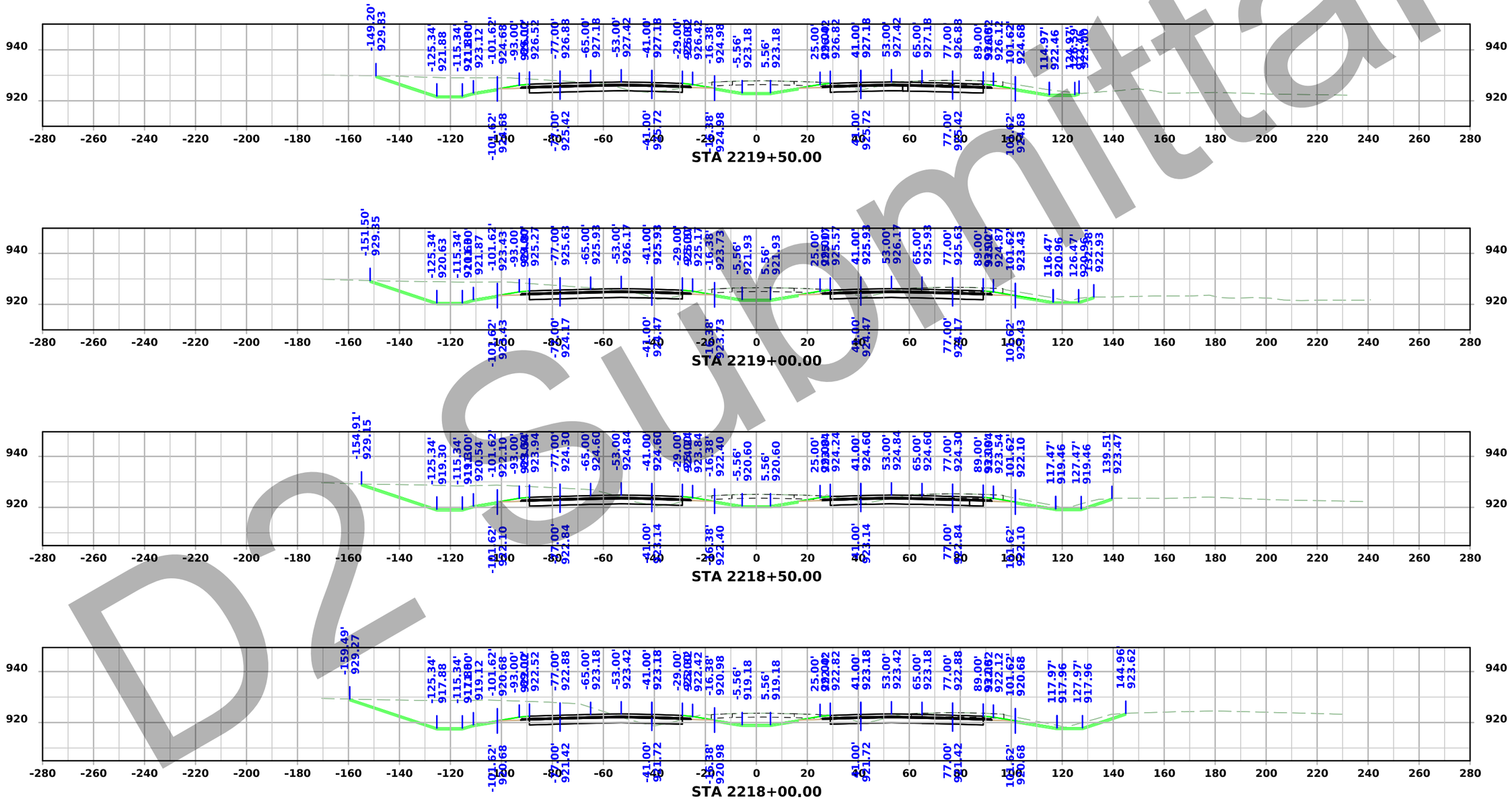
STA 2216+00.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.17

9:02:41 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35

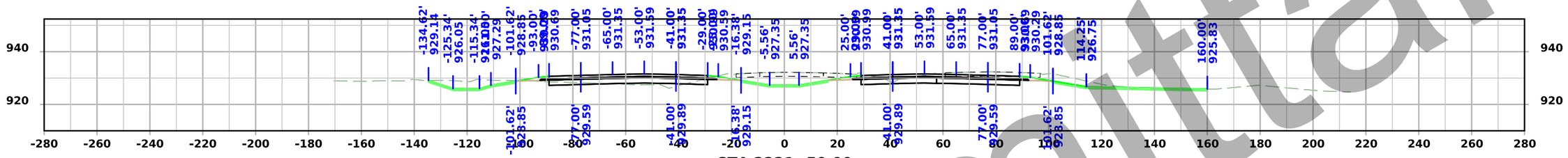


D2 Submittal

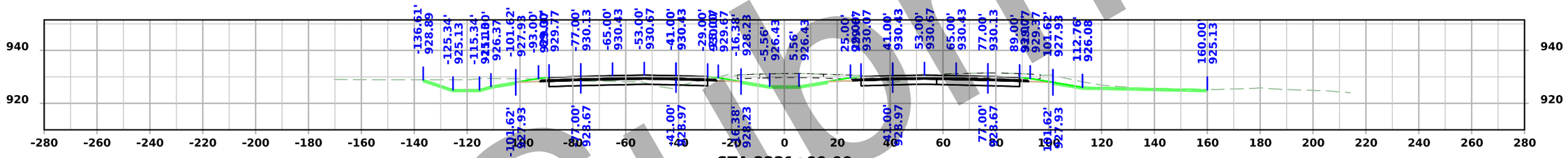
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.18

9:02:44 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

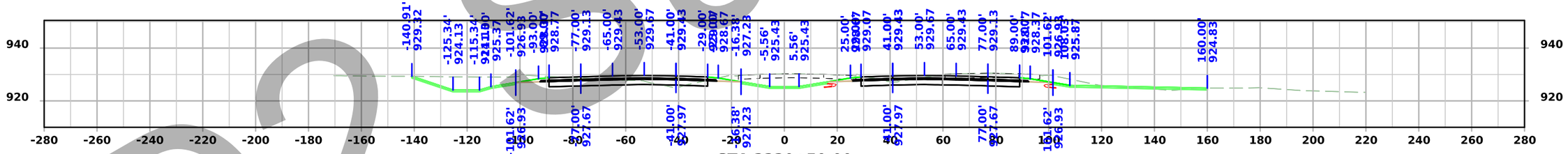
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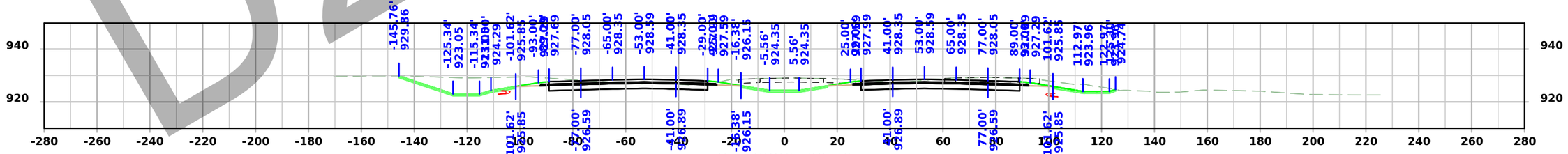
STA 2221+50.00



STA 2221+00.00



STA 2220+50.00



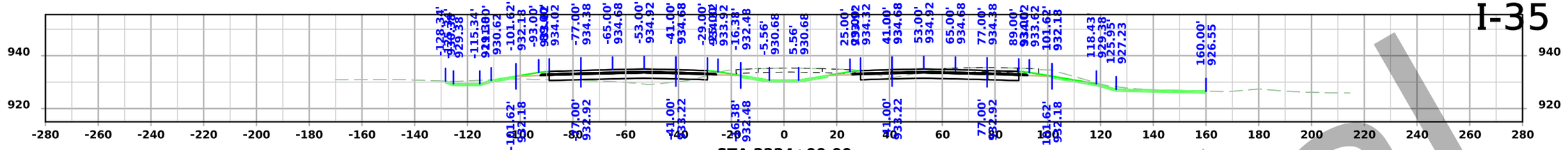
STA 2220+00.00

D2 Submittal

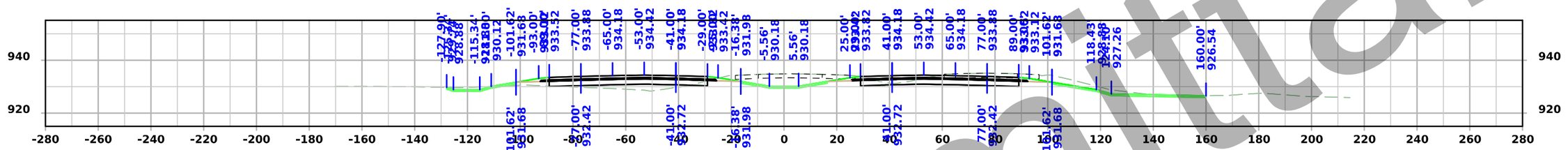
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.19

9:02:47 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

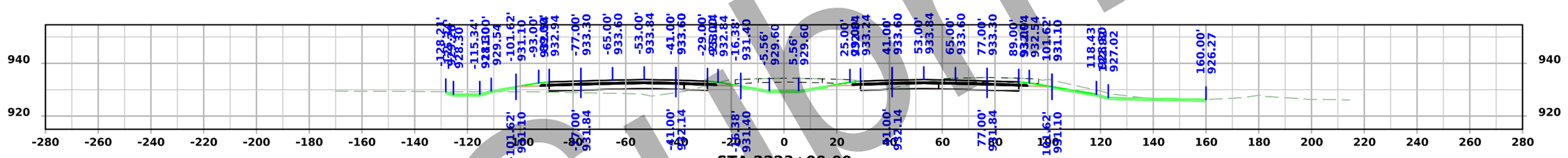
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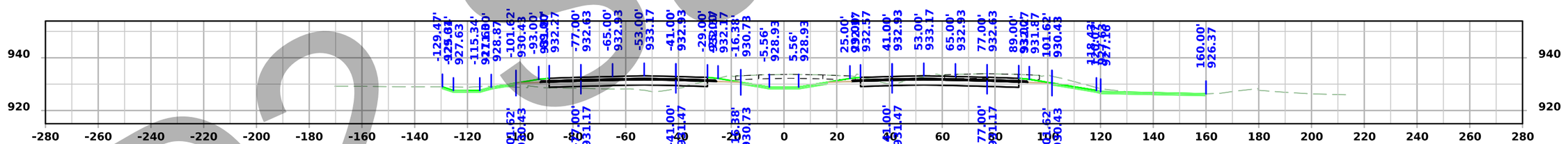
STA 2224+00.00



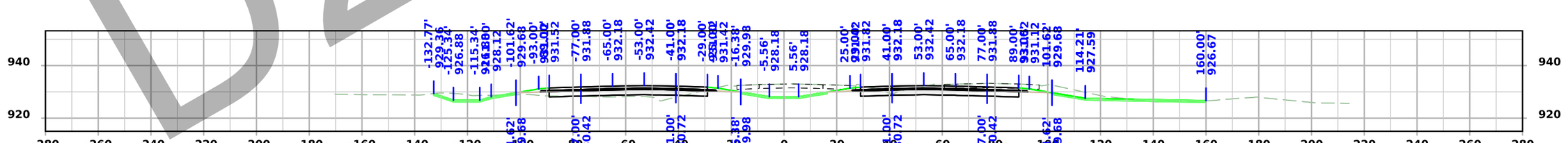
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STA 2223+00.00



STA 2222+50.00



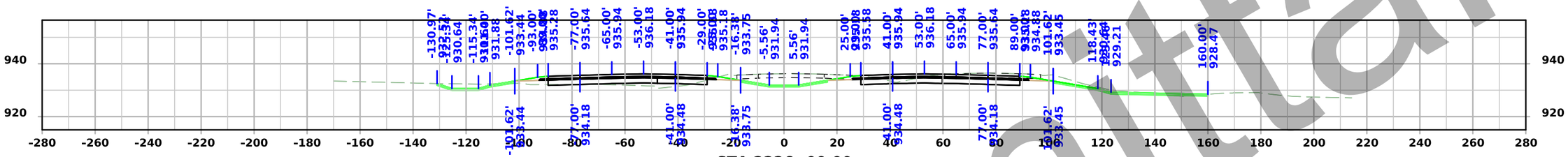
STA 2222+00.00

D2 Submittal

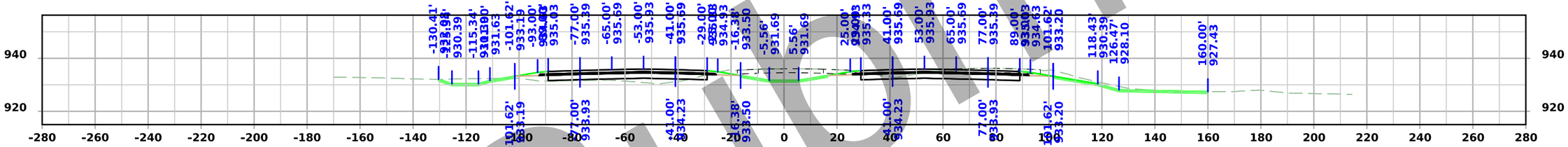
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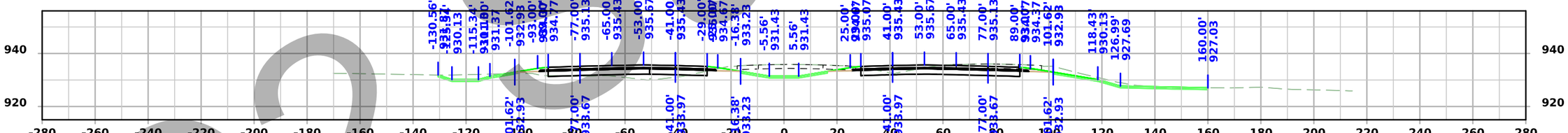
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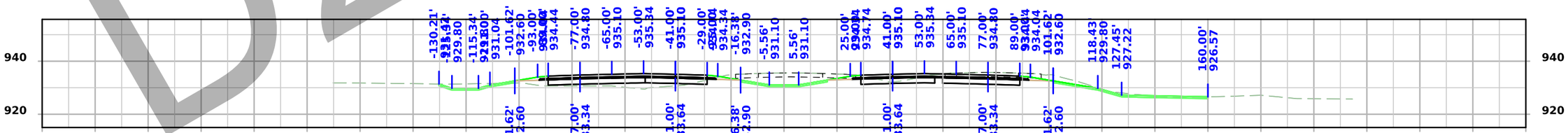
STA 2226+00.00



STA 2225+50.00



STA 2225+00.00



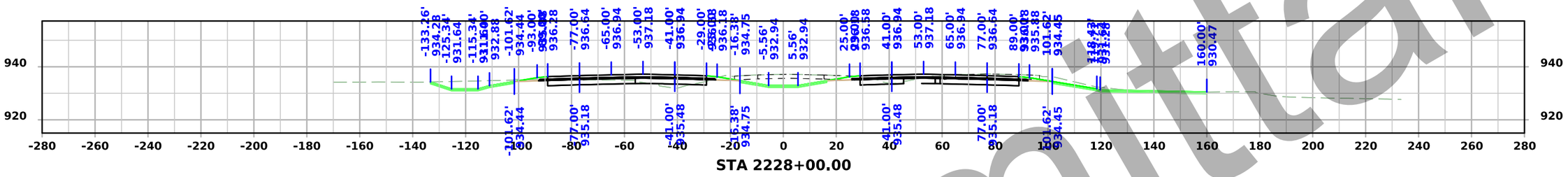
STA 2224+50.00

D2 Submittal

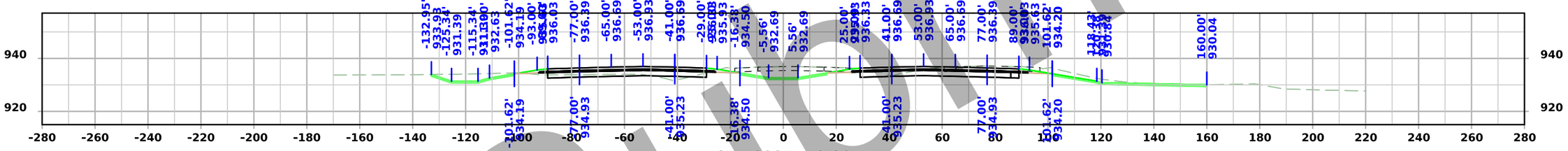
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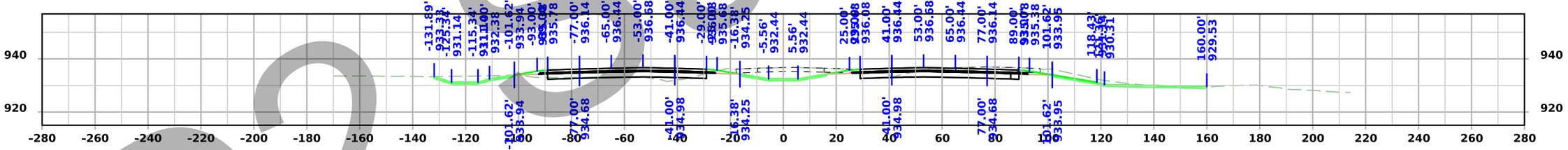
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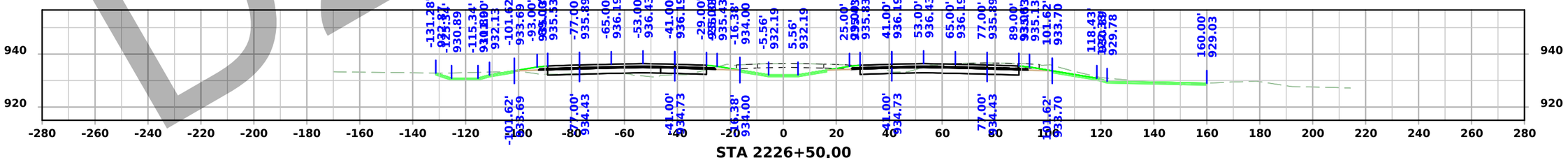
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STA 2227+50.00



STA 2227+00.00



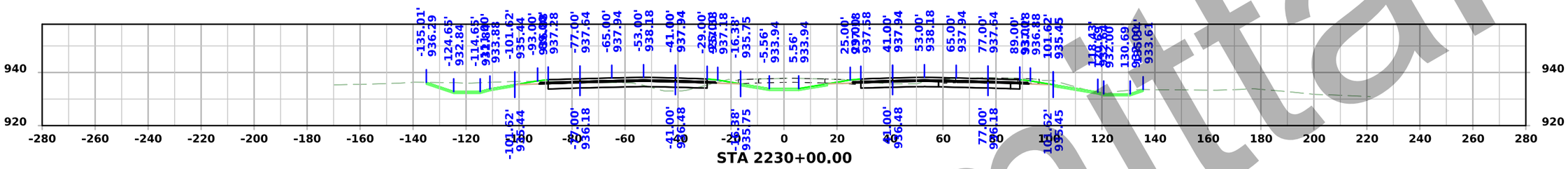
STA 2226+50.00

D2 Submittal

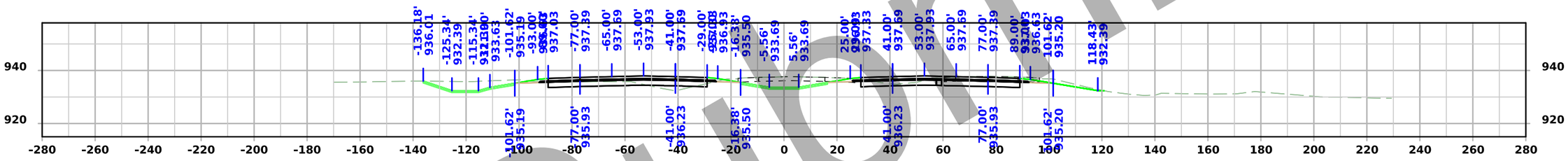
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9:02:57 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

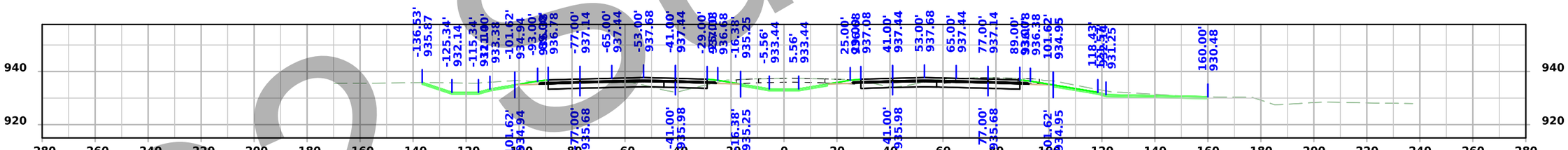
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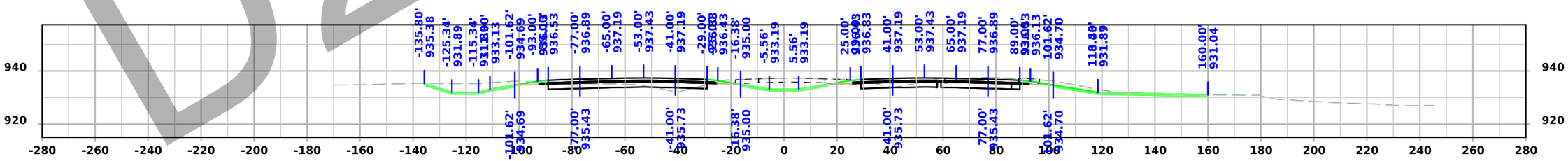
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STA 2229+50.00



STA 2229+00.00



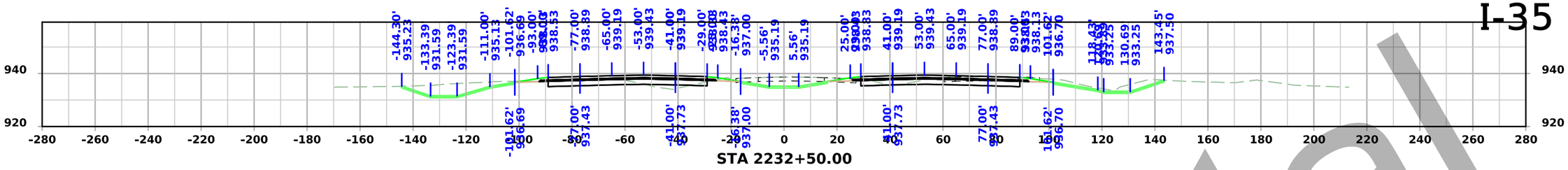
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D2 Submittal

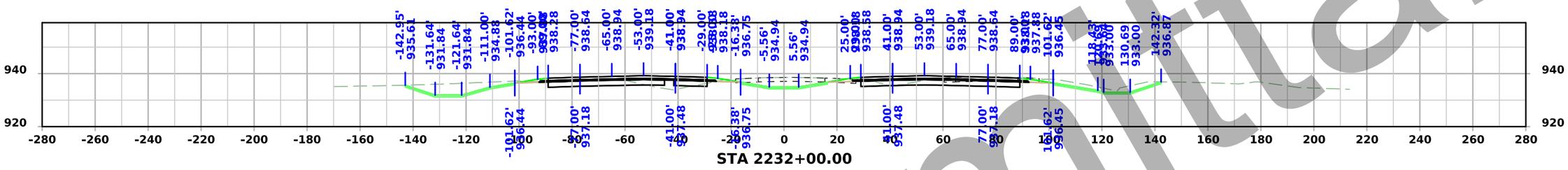
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.23

9:03:01 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

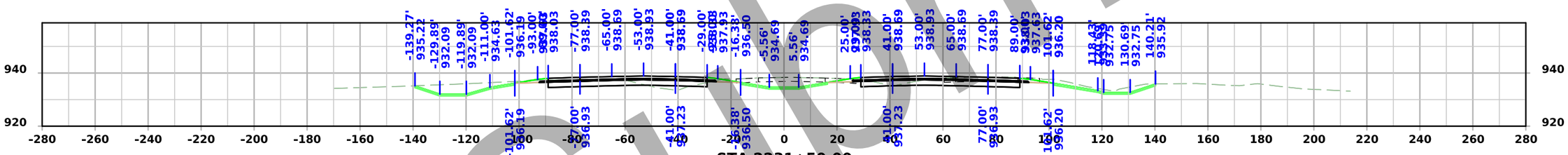
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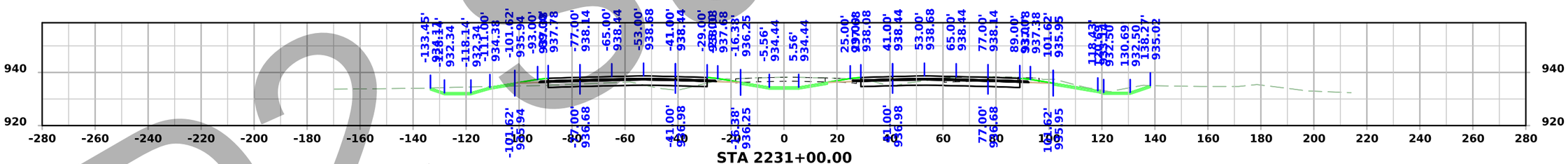
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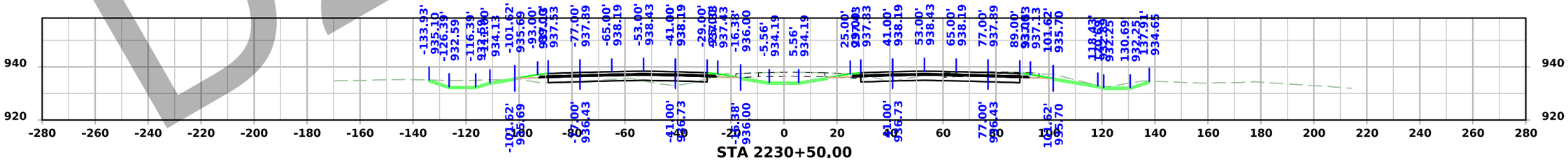
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STA 2231+50.00



STA 2231+00.00



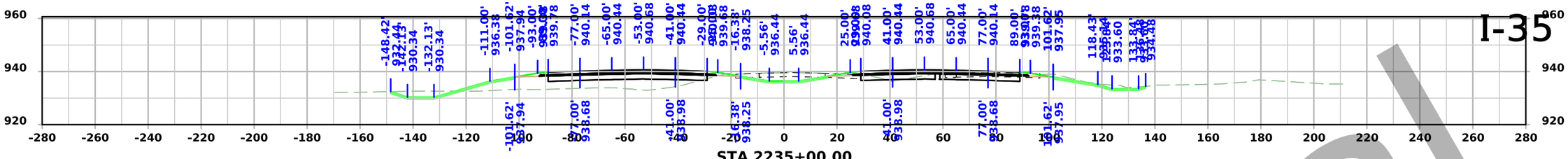
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D2 Submittal

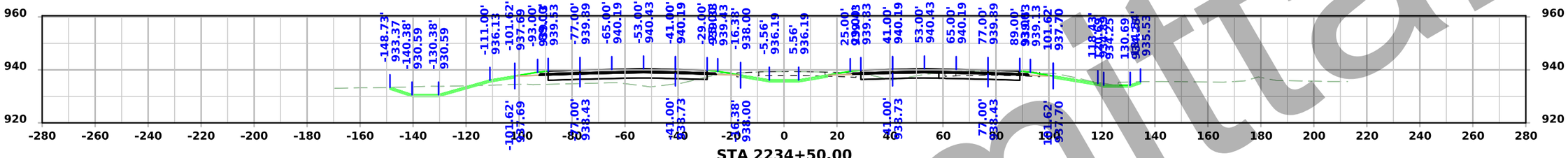
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9:03:04 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

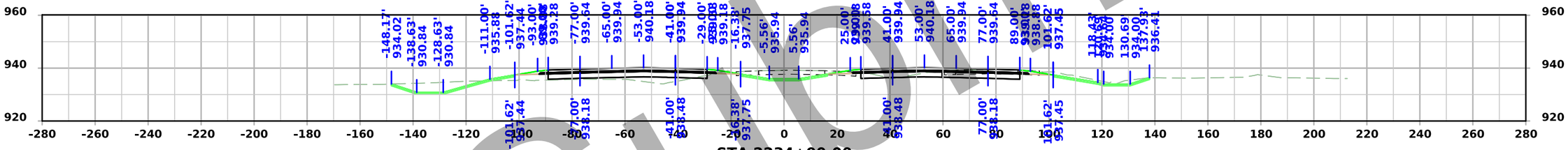
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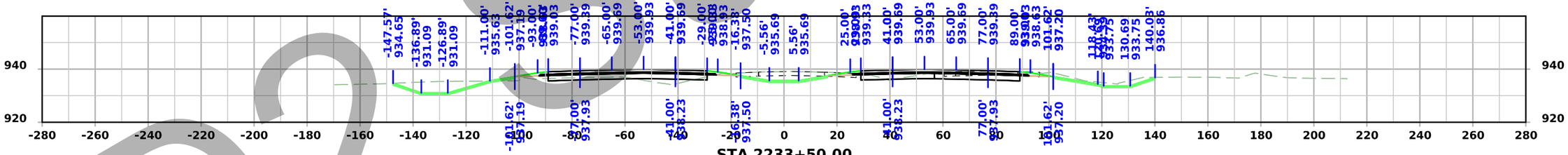
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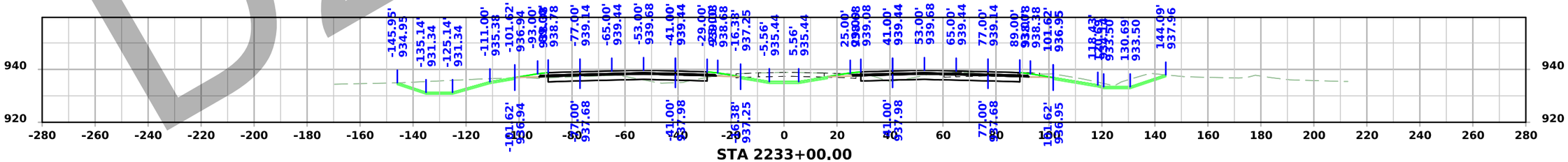
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STA 2234+00.00



STA 2233+50.00



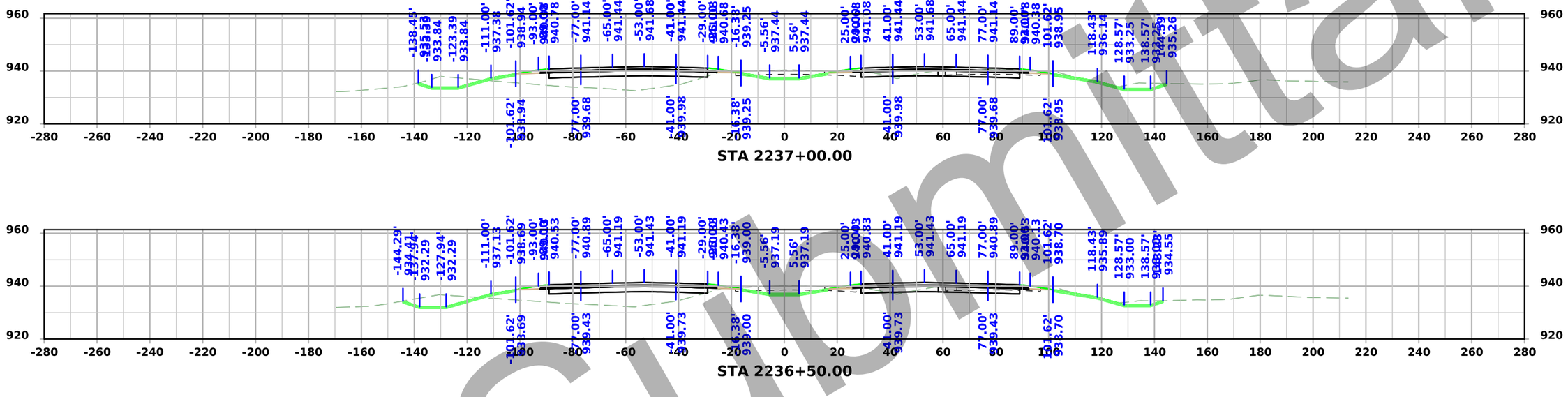
STA 2233+00.00

D2submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.25

9:03:08 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35



STA 2237+00.00

STA 2236+50.00

STA 2236+00.00

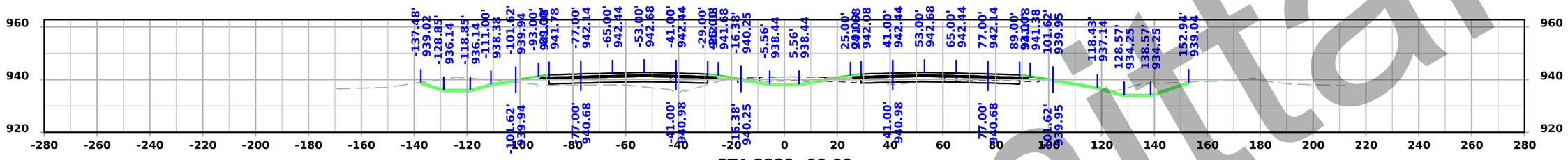
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D2 Submittal

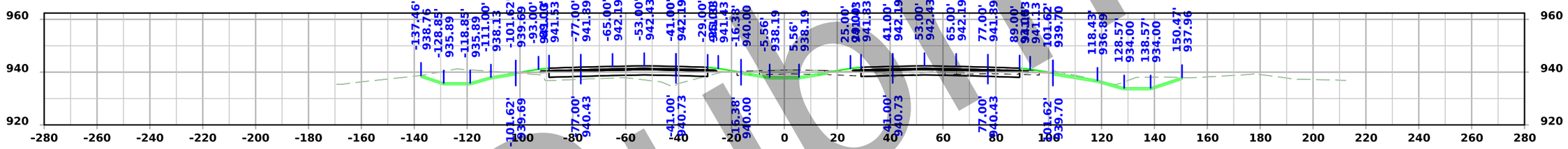
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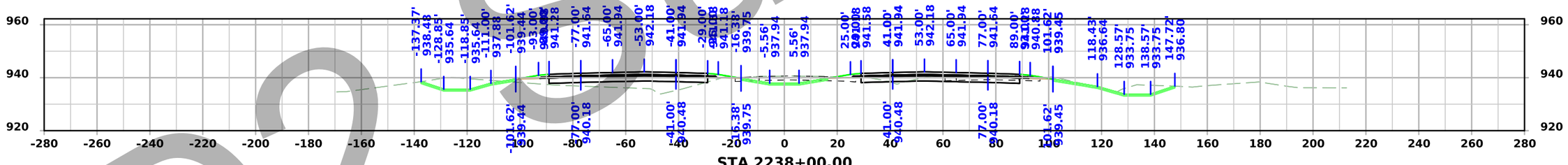
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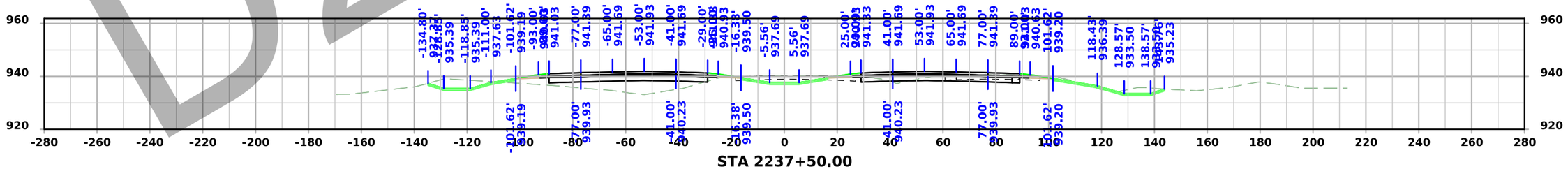
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STA 2238+50.00



STA 2238+00.00



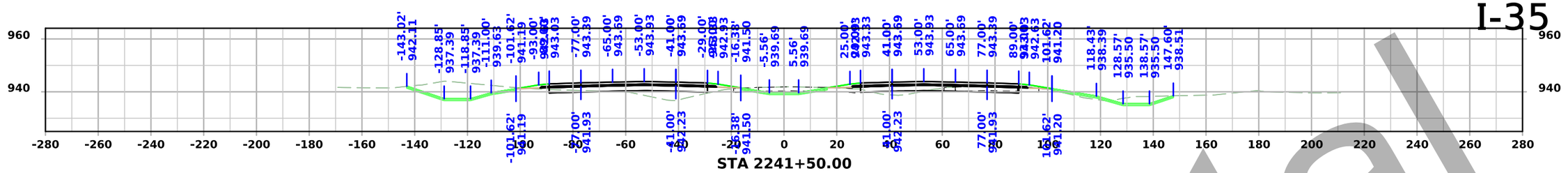
STA 2237+50.00

D2 submittal

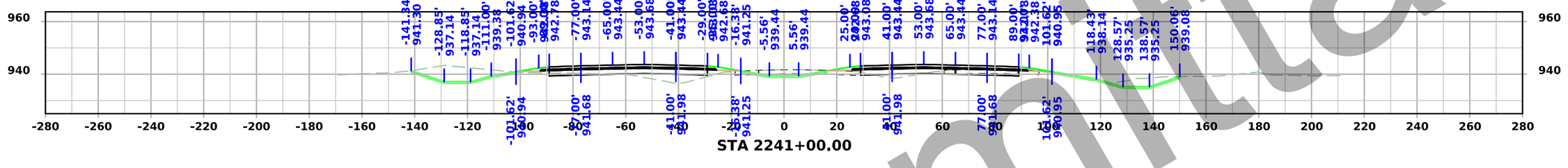
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.27

9:03:15 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

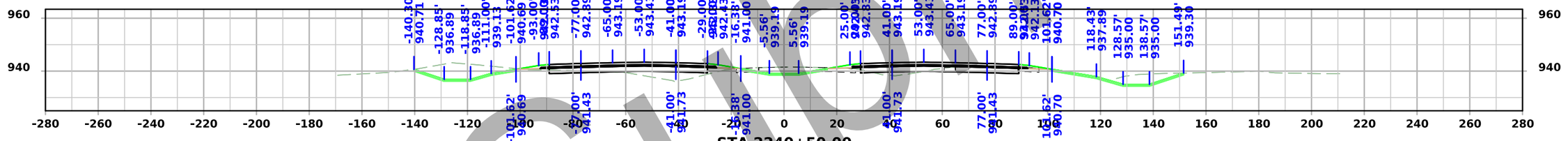
I-35



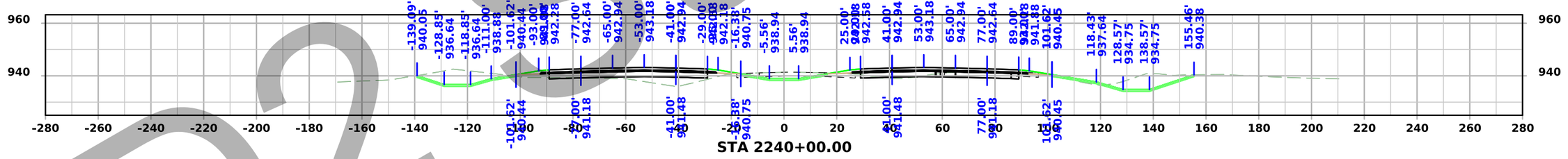
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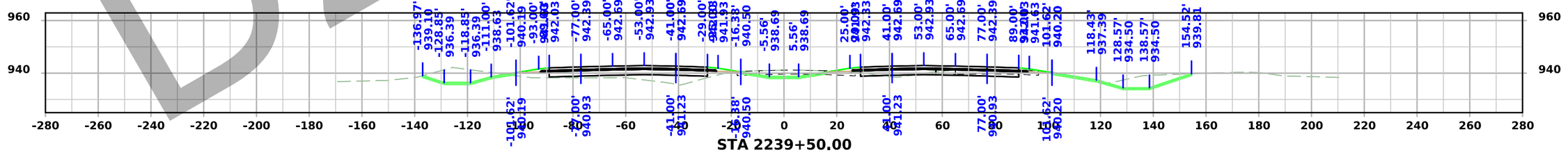
STA 2241+00.00



STA 2240+50.00



STA 2240+00.00



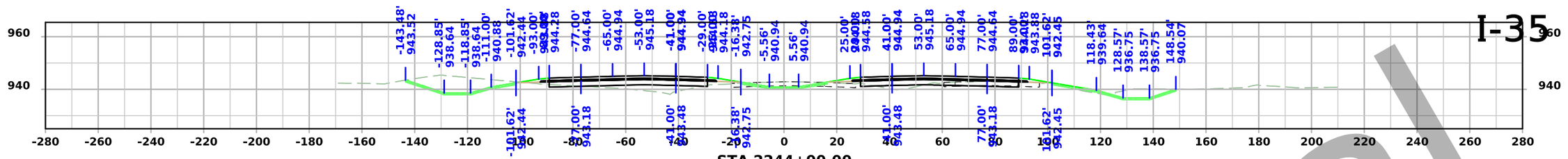
STA 2239+50.00

D2 Submittal

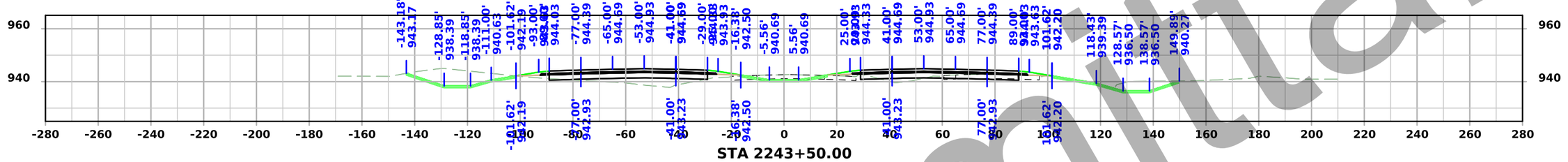
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.28

9:03:18 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

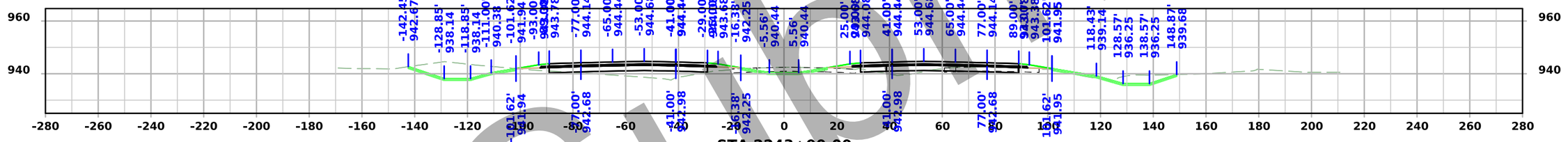
I-35



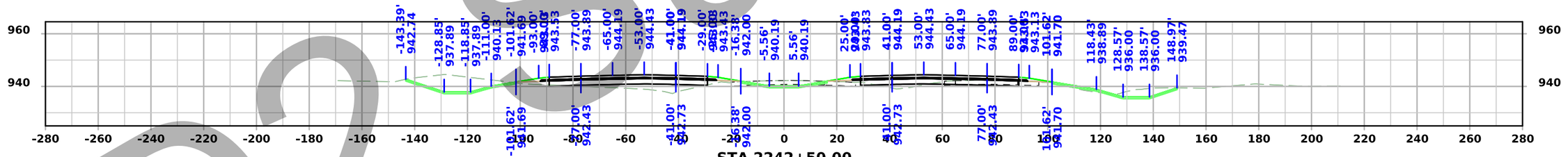
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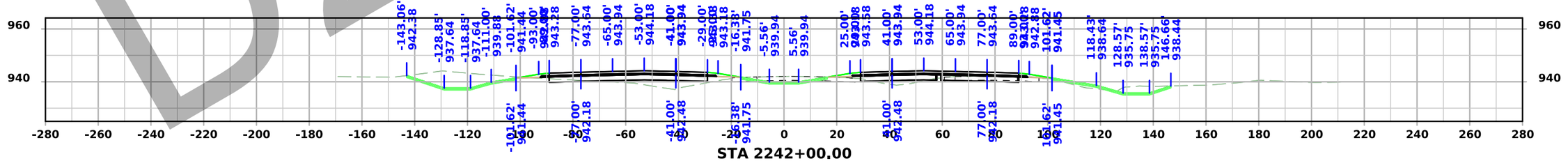
STA 2243+50.00



STA 2243+00.00



STA 2242+50.00



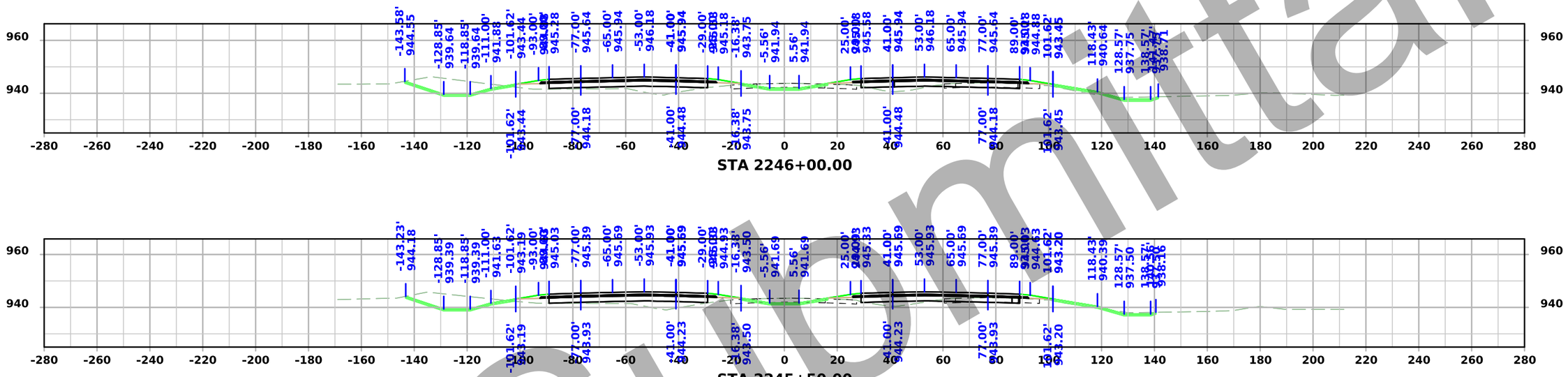
STA 2242+00.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.29

9:03:22 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35

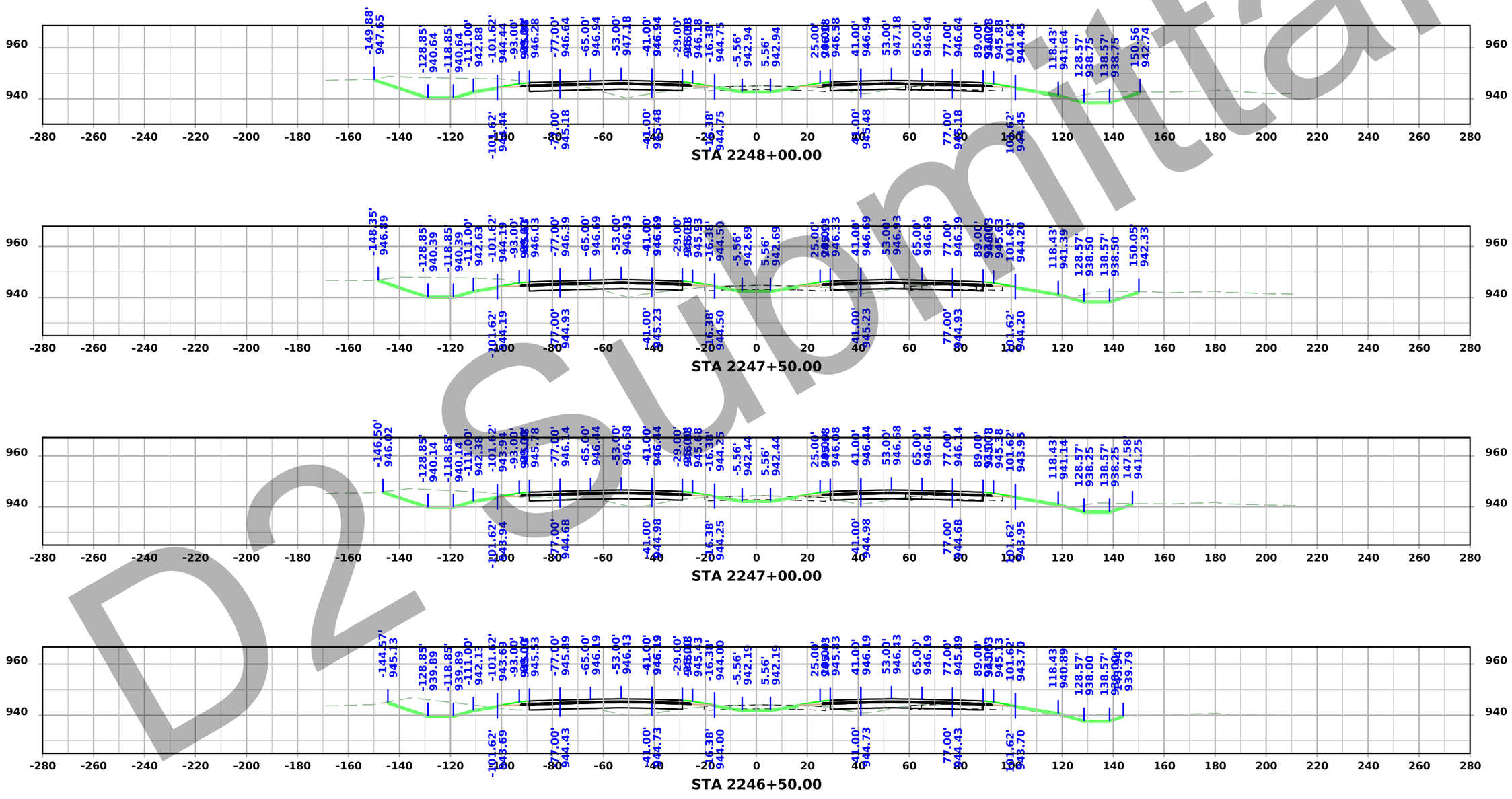


D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.30

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I-35

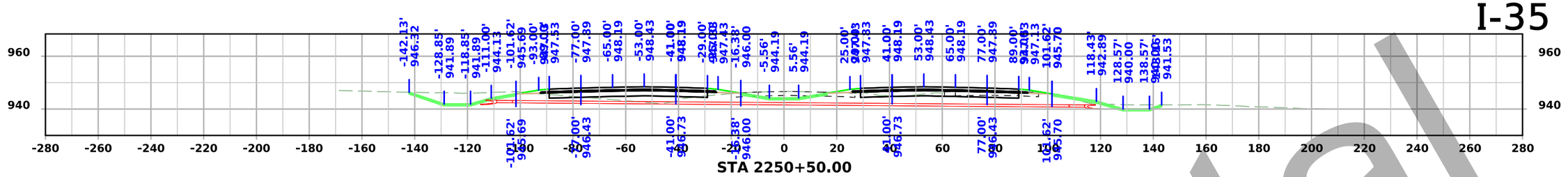


D2 Submittal

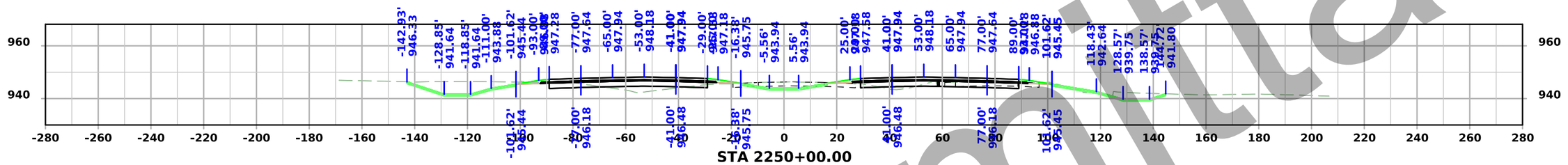
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.31

9:03:29 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

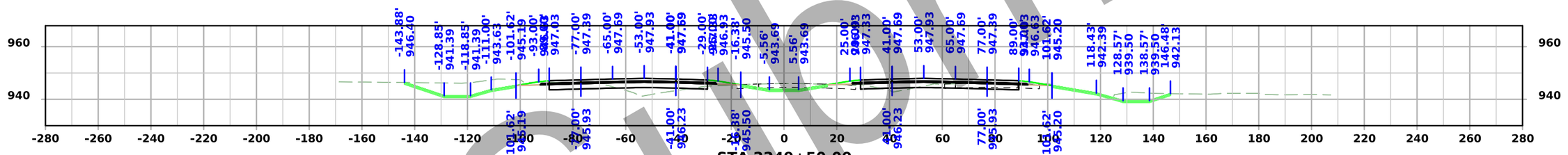
I-35



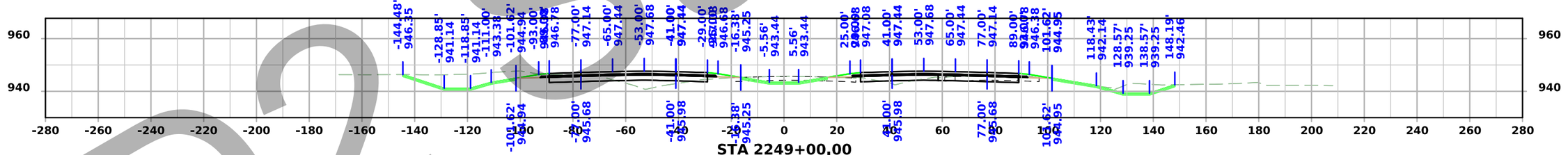
STA 2250+50.00



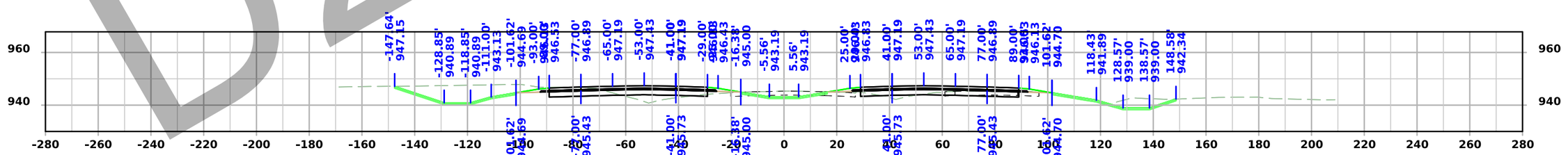
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STA 2249+50.00



STA 2249+00.00



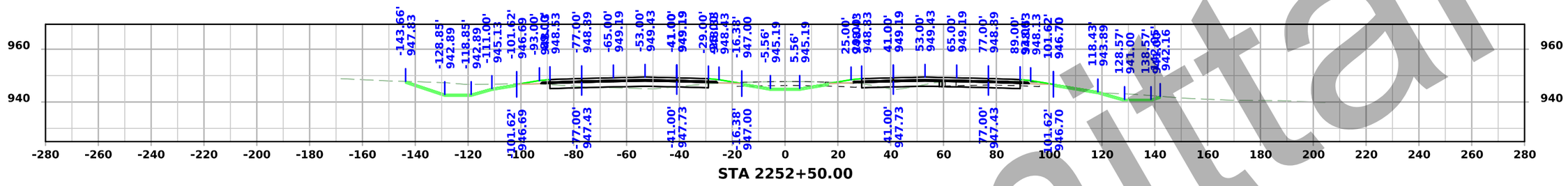
STA 2248+50.00

D2 Submittal

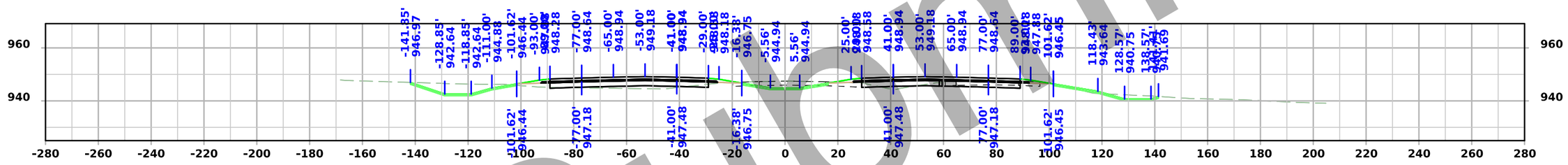
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.32

9:03:32 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

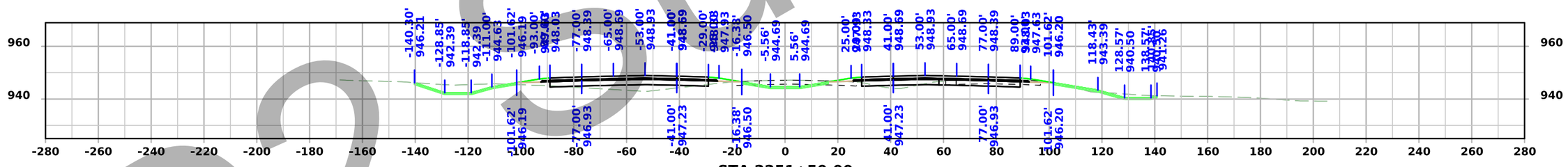
I-35



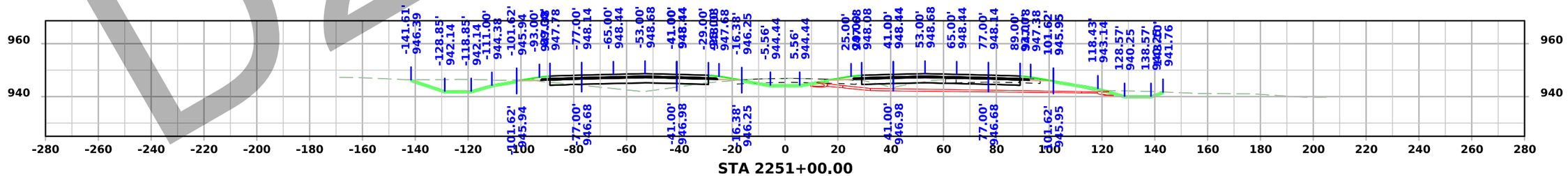
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STA 2252+00.00



STA 2251+50.00



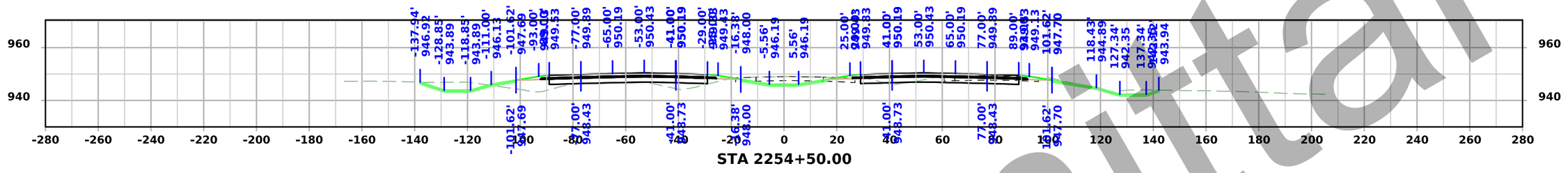
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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.33

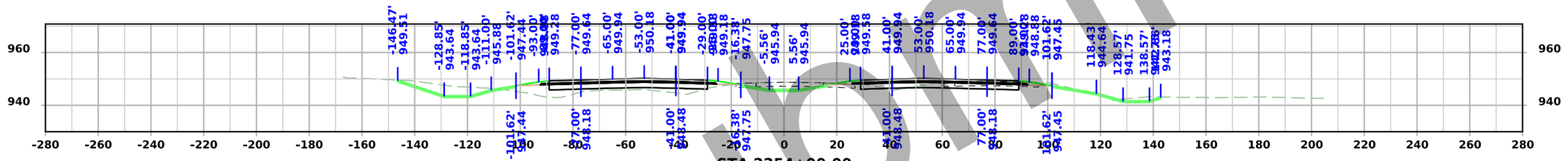
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D2 Submittal

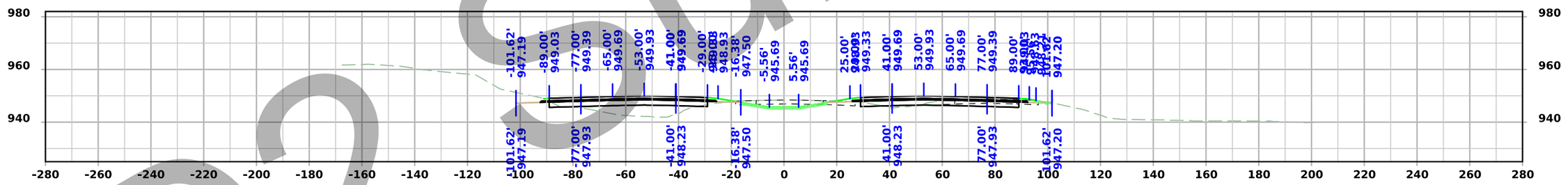
I-35



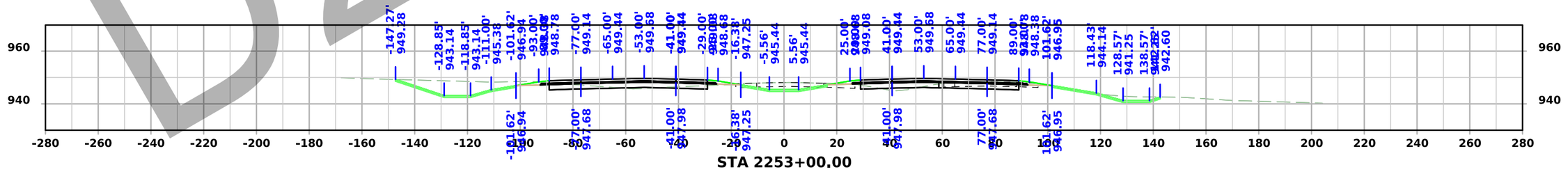
STA 2254+50.00



STA 2254+00.00



STA 2253+50.00



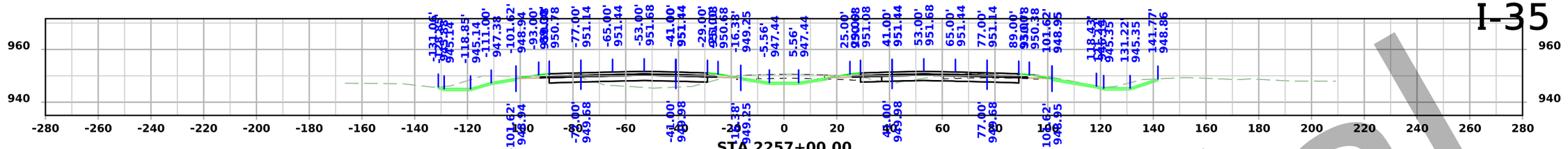
STA 2253+00.00

D2 Submittal

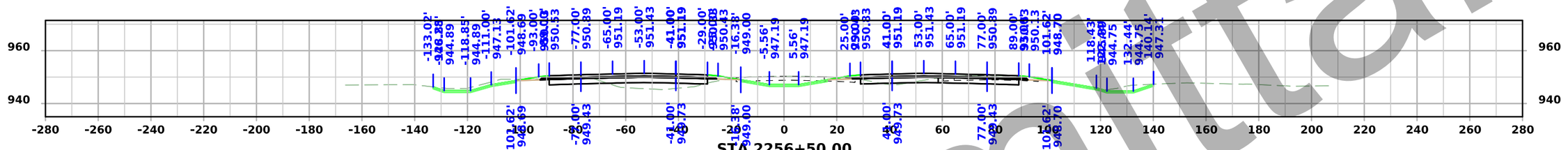
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.34

9:03:39 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

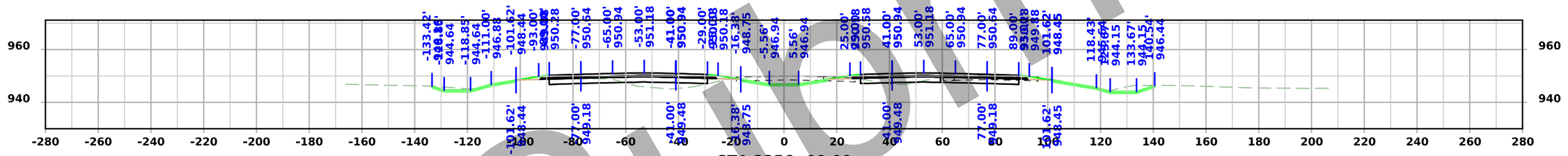
I-35



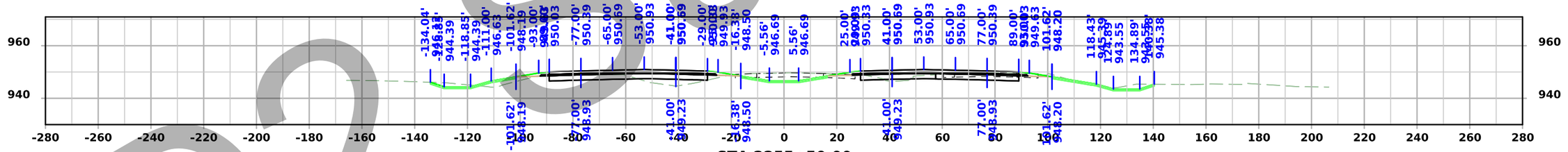
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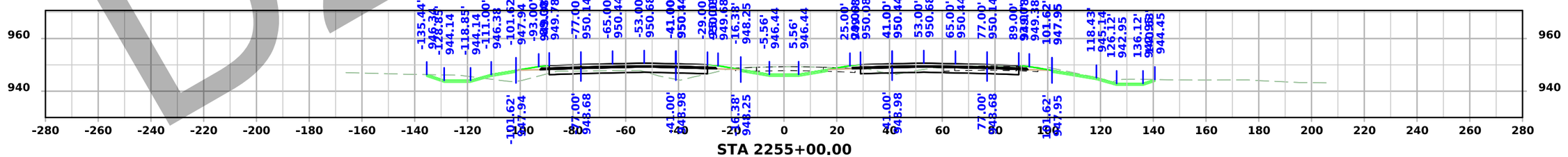
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STA 2256+00.00



STA 2255+50.00

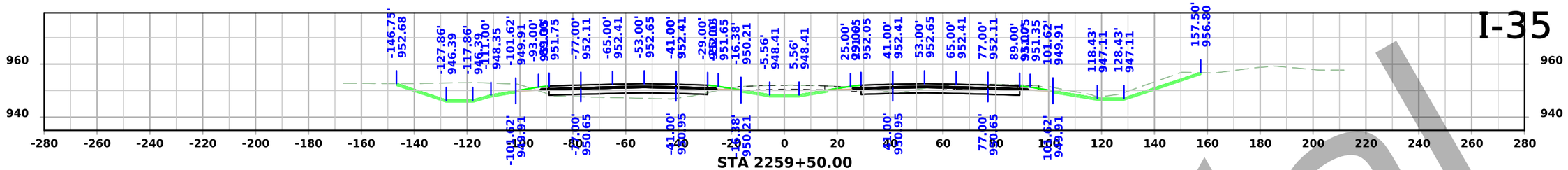


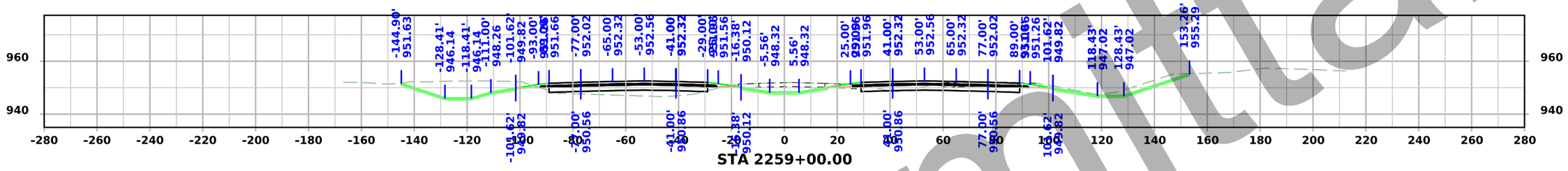
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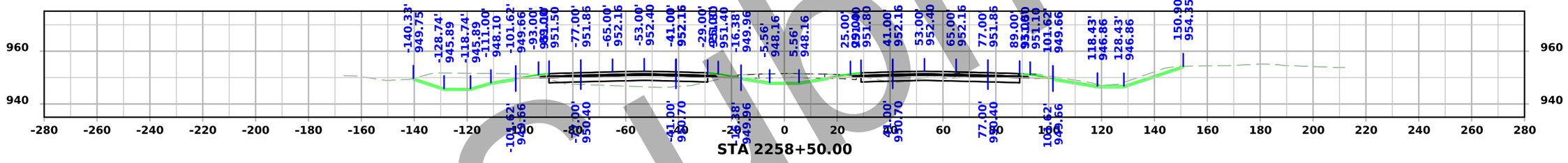
D2submittal

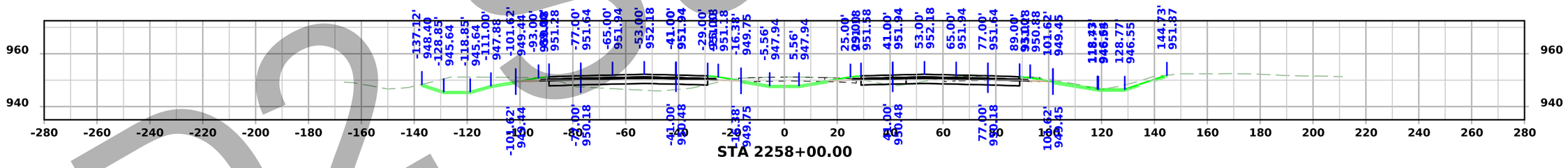
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.35

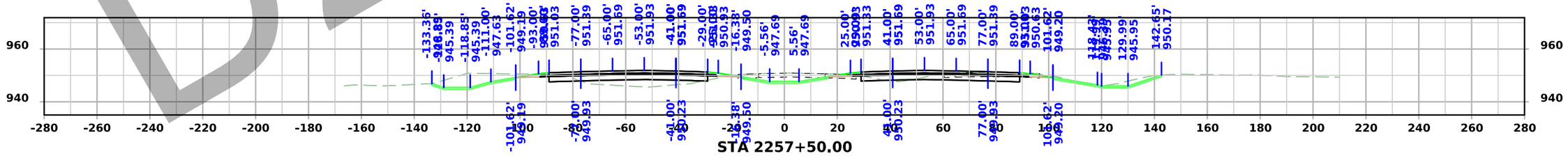
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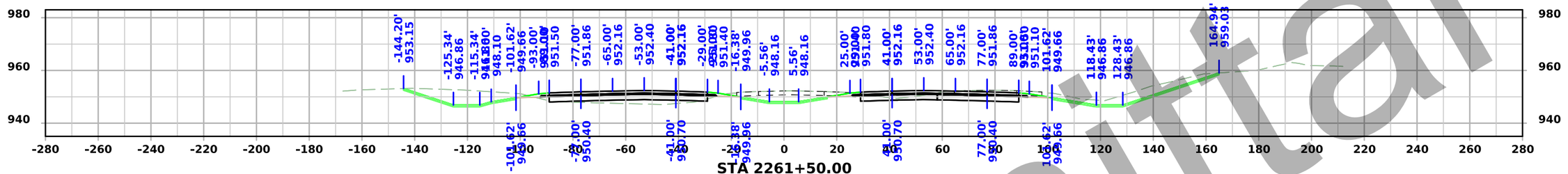


D2submittal

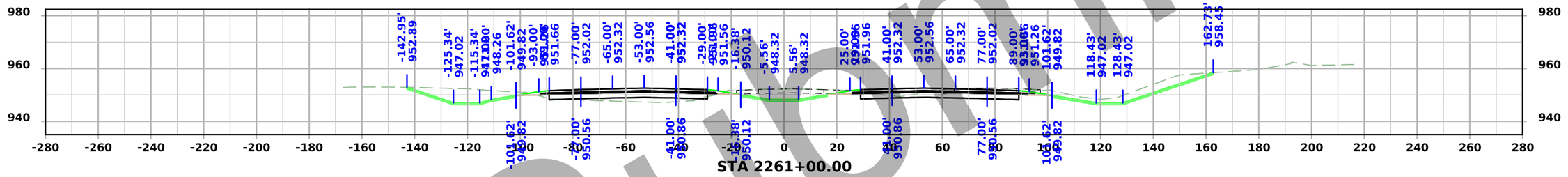
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.36

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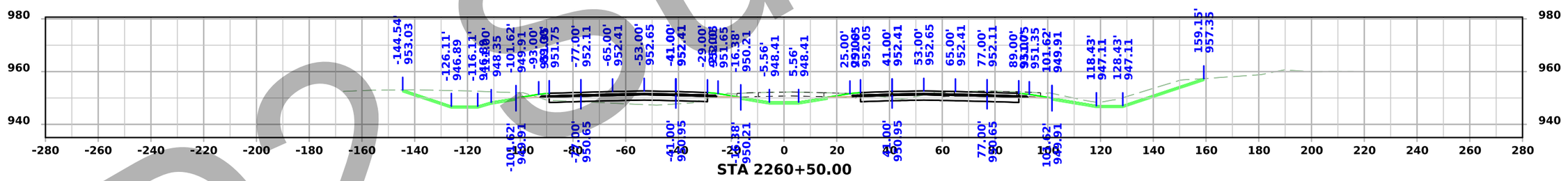
I-35



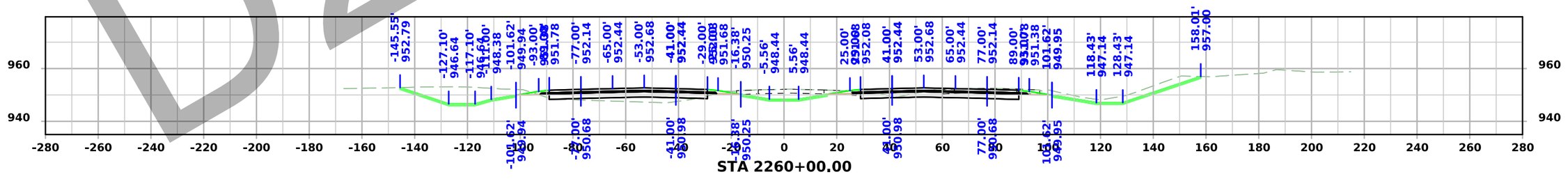
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STA 2261+00.00



STA 2260+50.00



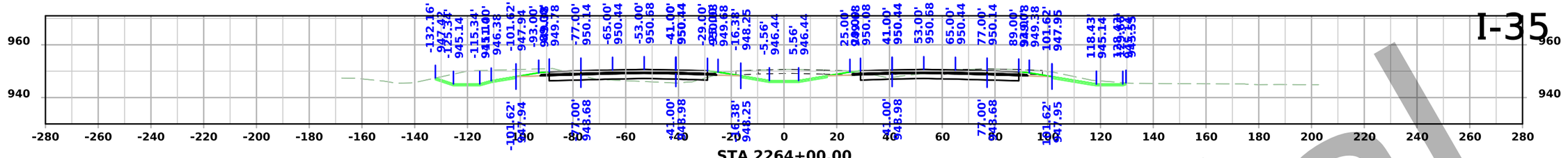
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D2 Submittal

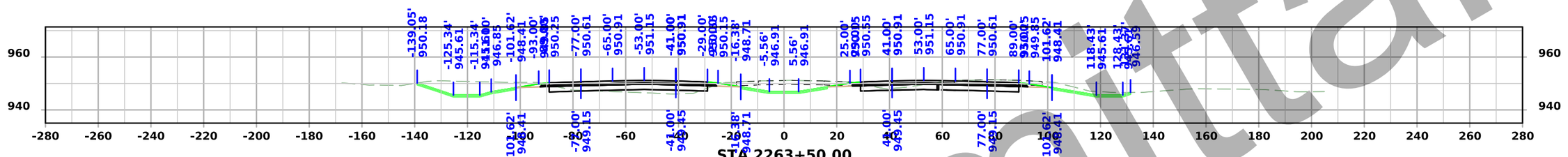
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.37

9:03:50 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

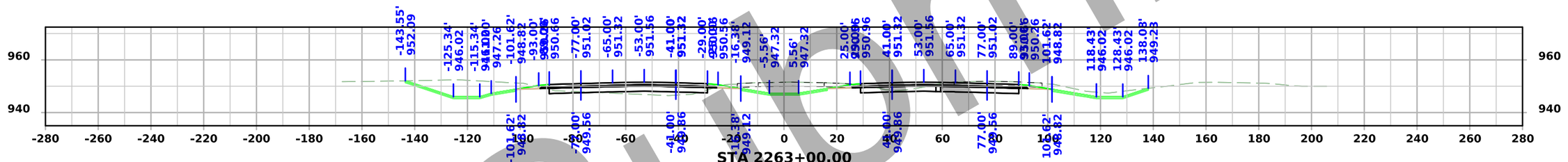
I-35



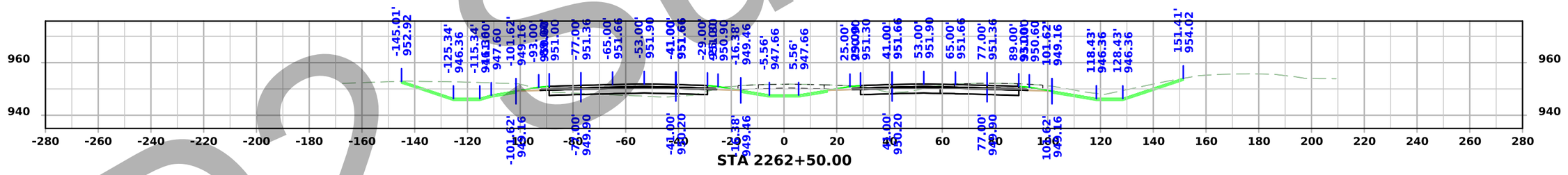
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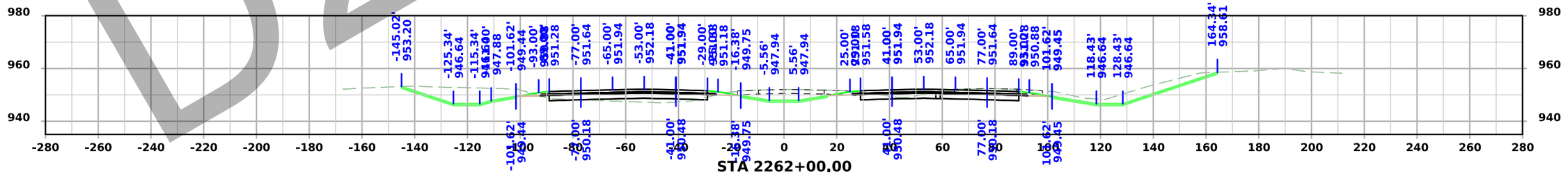
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STA 2263+00.00



STA 2262+50.00



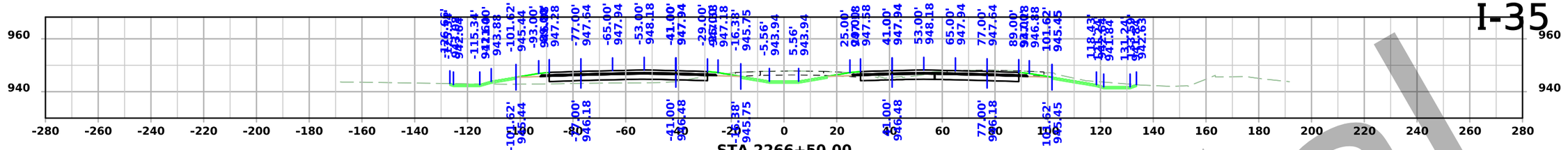
STA 2262+00.00

D2 Submittal

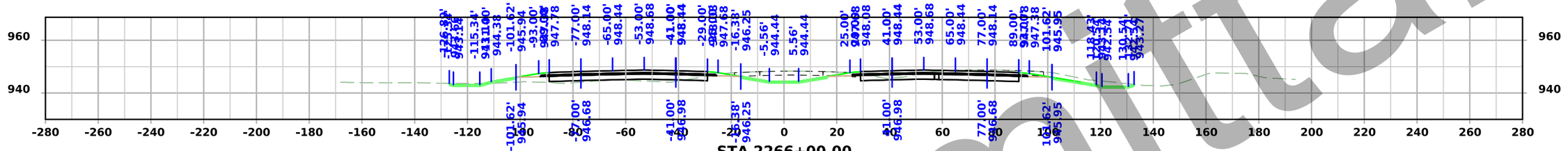
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.38

9:03:54 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

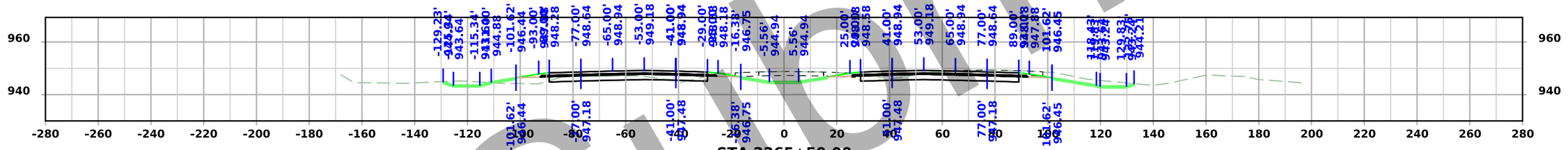
I-35



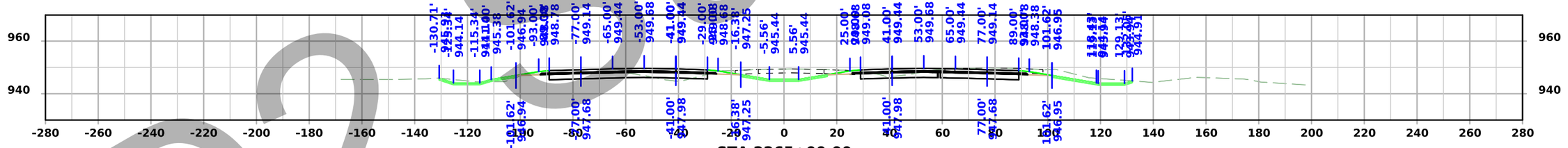
STA 2266+50.00



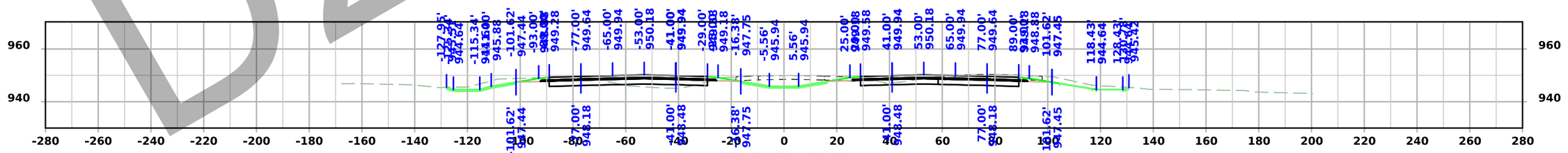
STA 2266+00.00



STA 2265+50.00



STA 2265+00.00

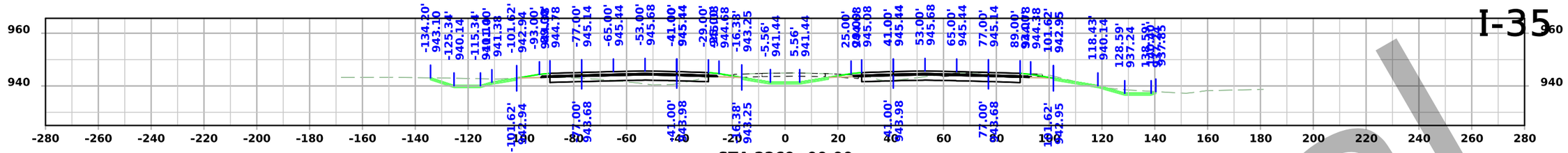


STA 2264+50.00

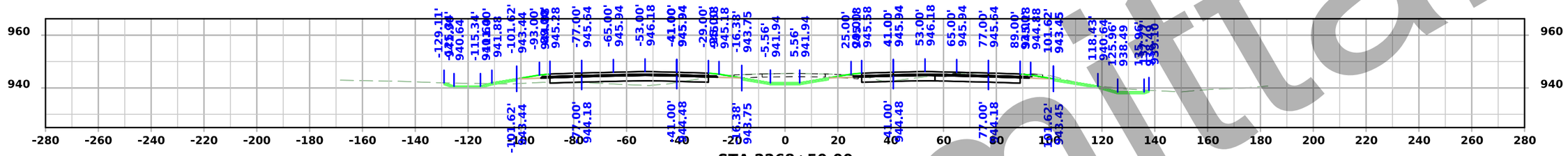
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.39

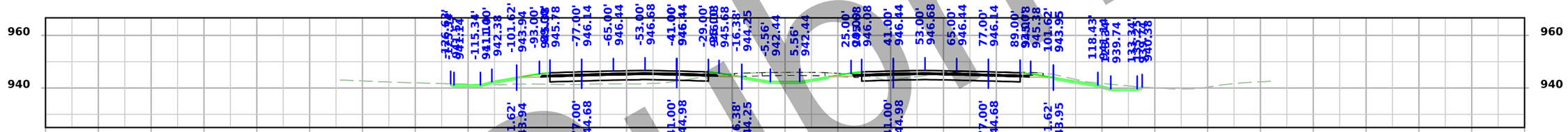
9:03:58 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn



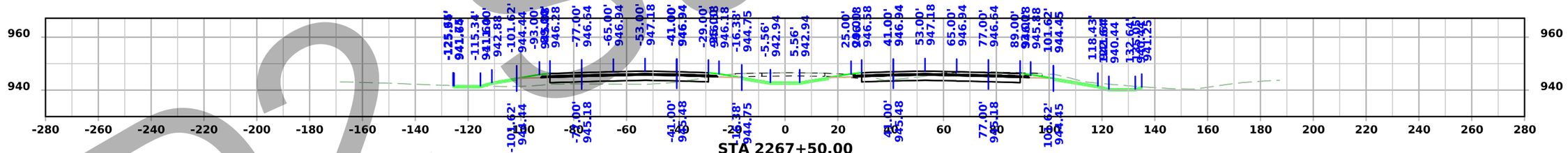
STA 2269+00.00



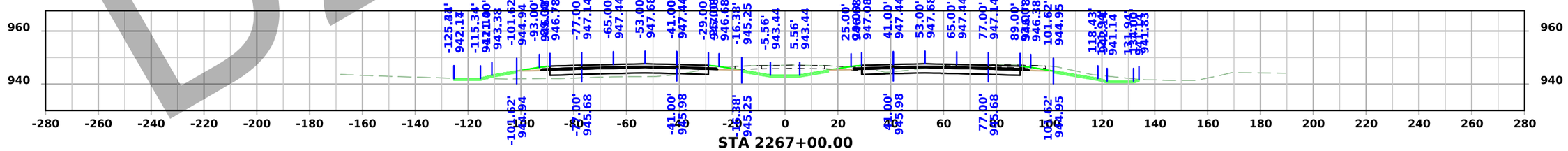
STA 2268+50.00



STA 2268+00.00



STA 2267+50.00



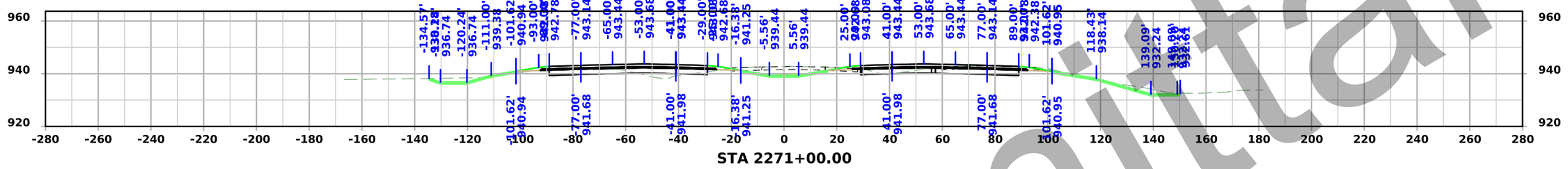
STA 2267+00.00

D2Submittal

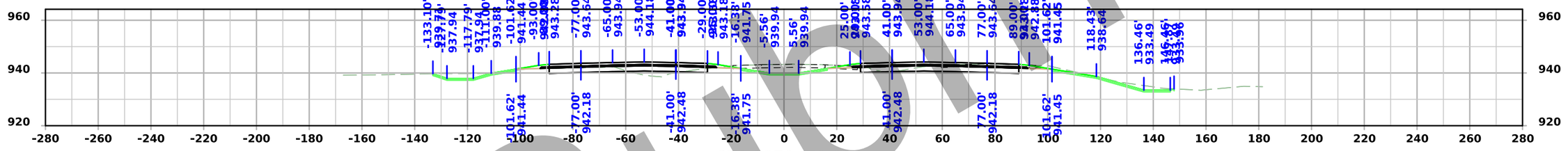
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.40

9:04:01 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

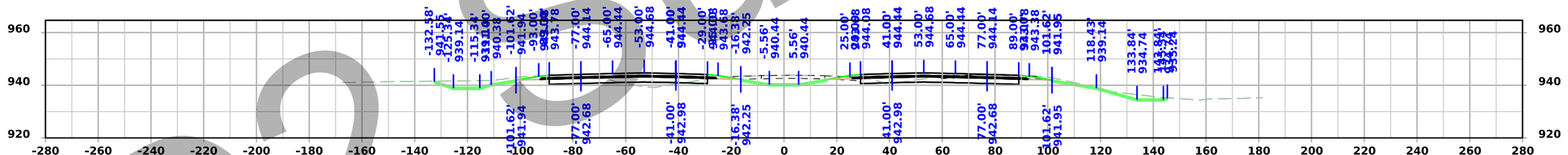
I-35



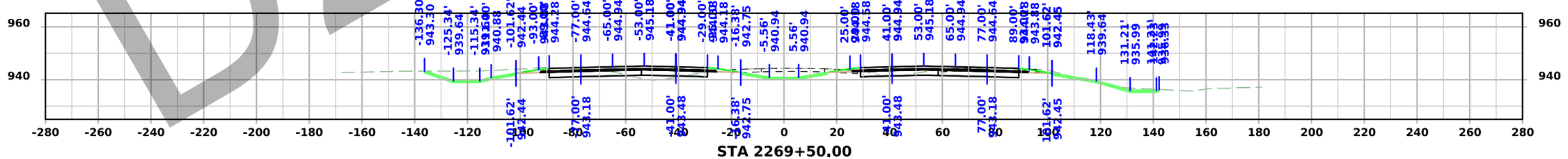
STA 2271+00.00



STA 2270+50.00



STA 2270+00.00



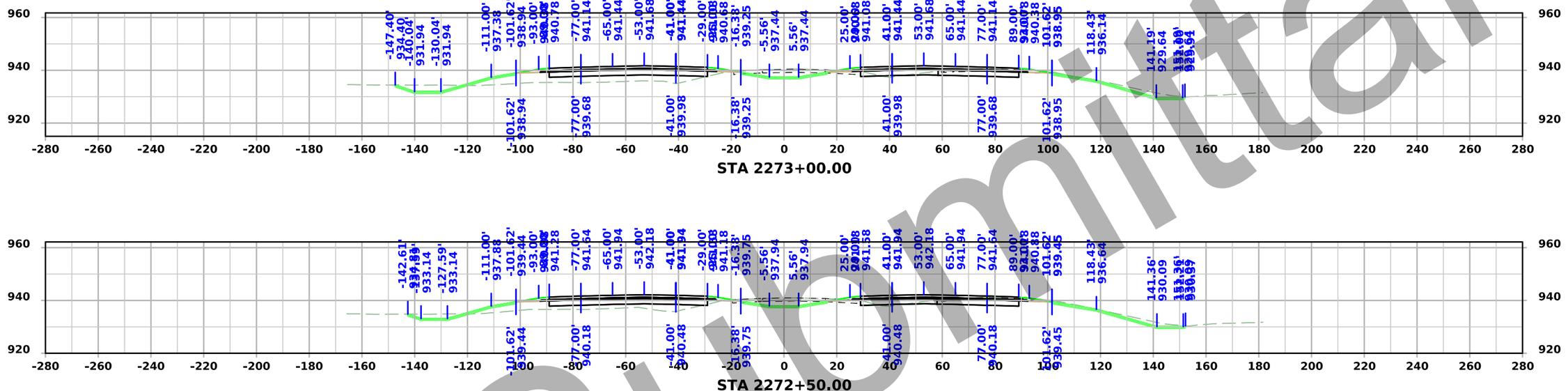
STA 2269+50.00

D2 submittal

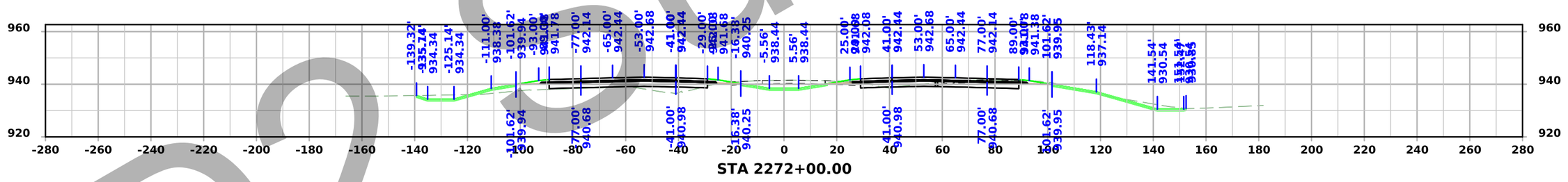
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.41

9:04:05 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

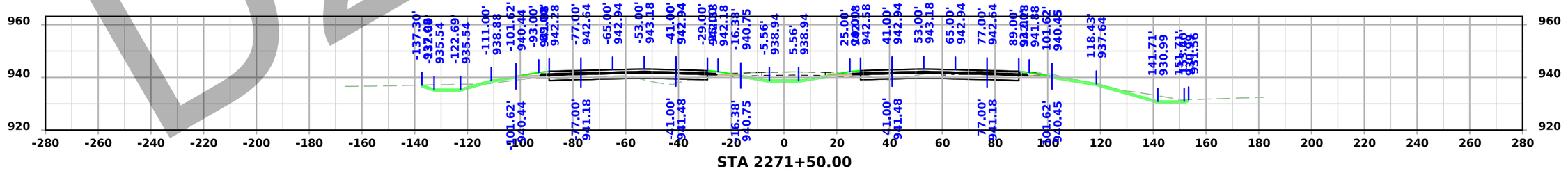
I-35



STA 2273+00.00



STA 2272+00.00



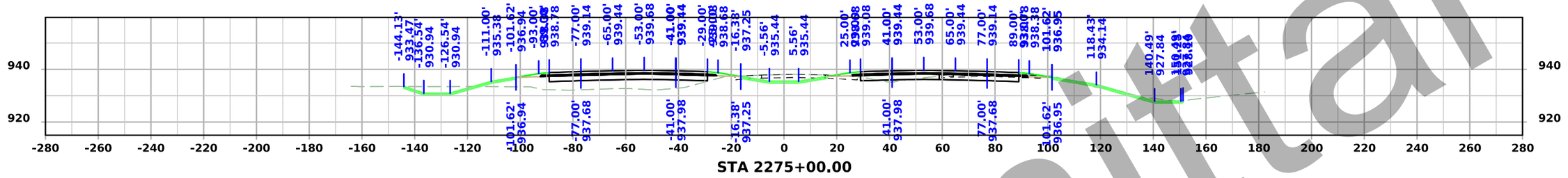
STA 2271+50.00

D2 Submittal

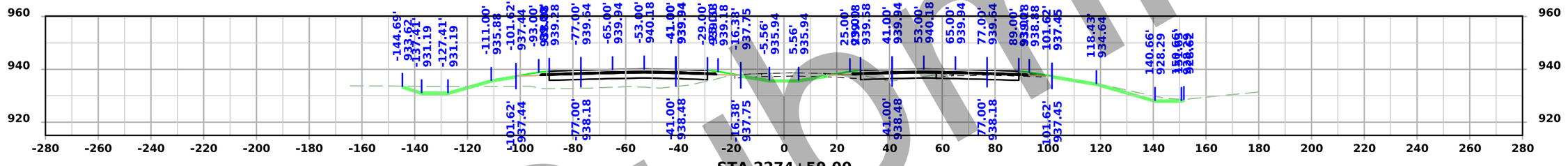
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.42

9:04:09 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

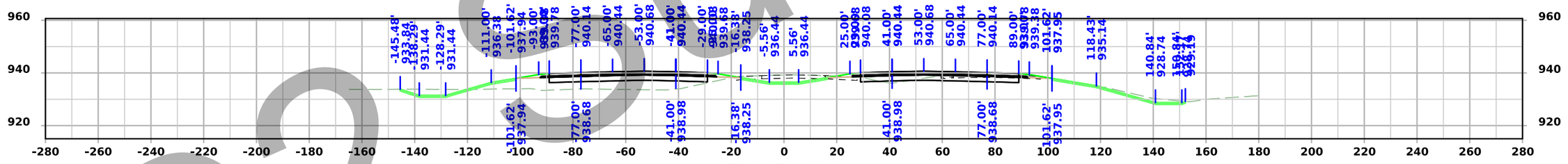
I-35



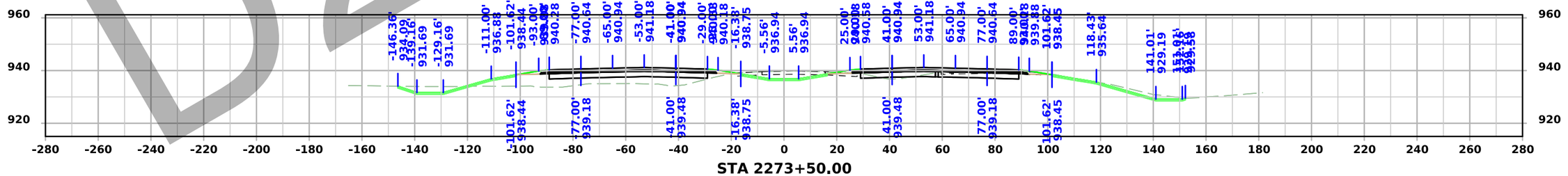
STA 2275+00.00



STA 2274+50.00



STA 2274+00.00



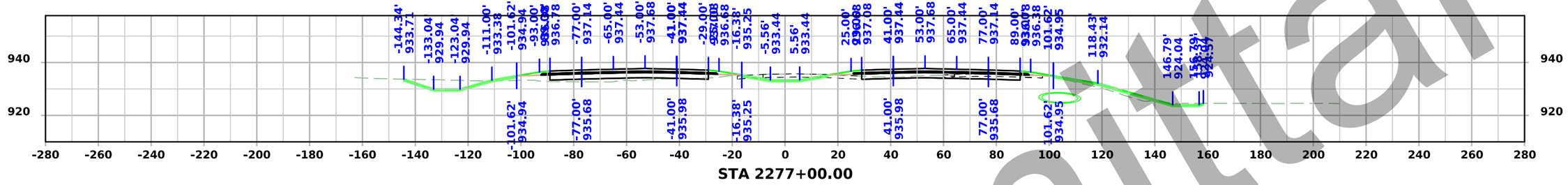
STA 2273+50.00

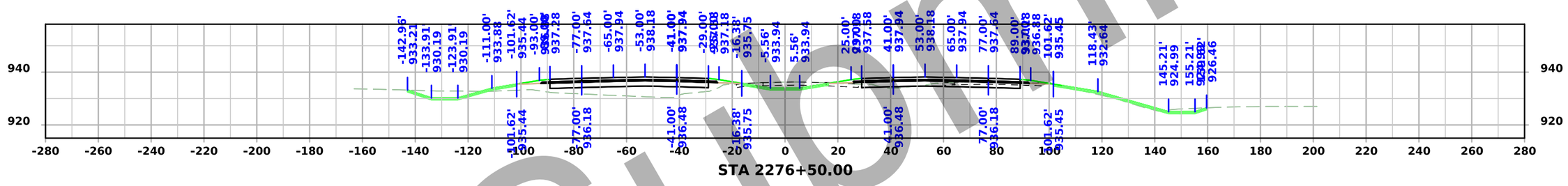
D2 Submittal

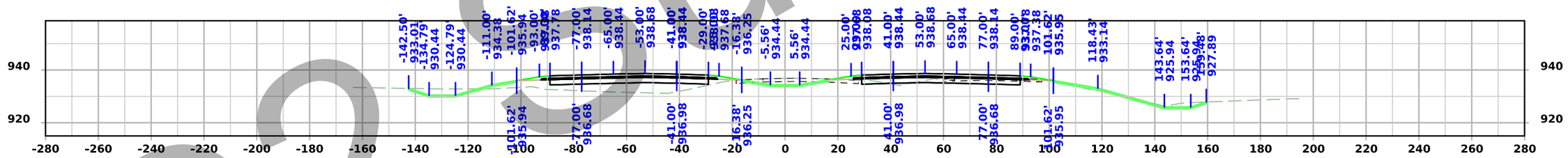
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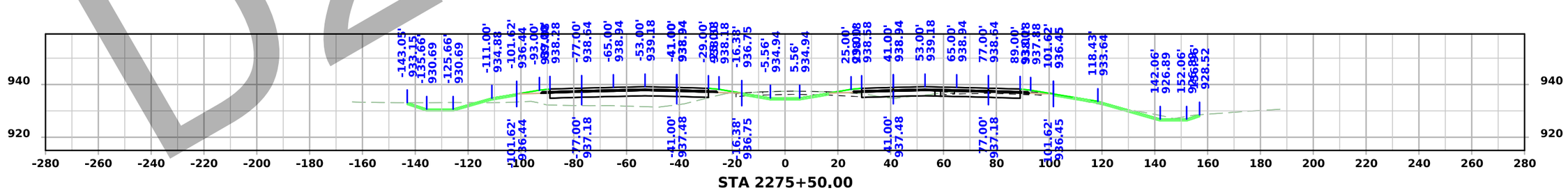
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I-35







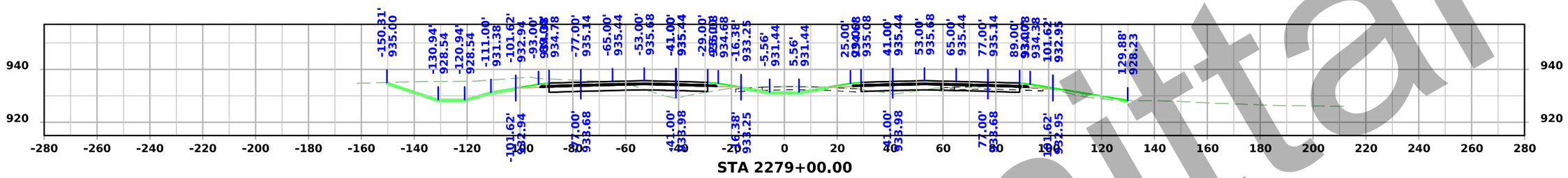


D2 Submittal

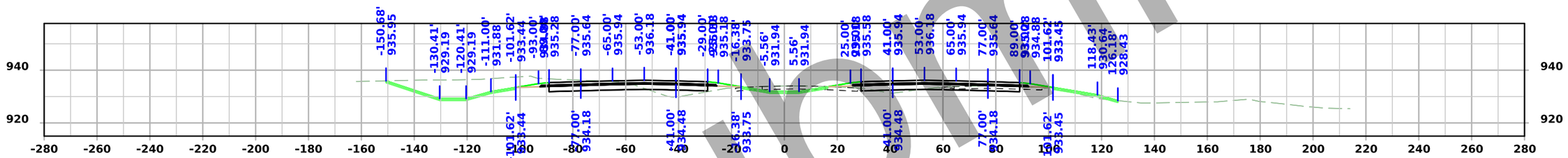
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.44

9:04:15 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

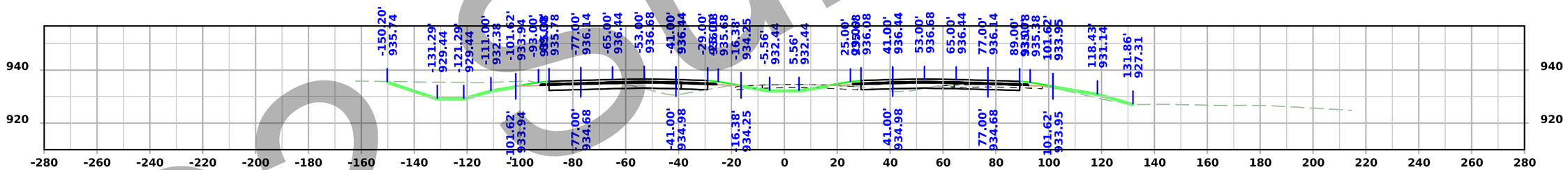
I-35



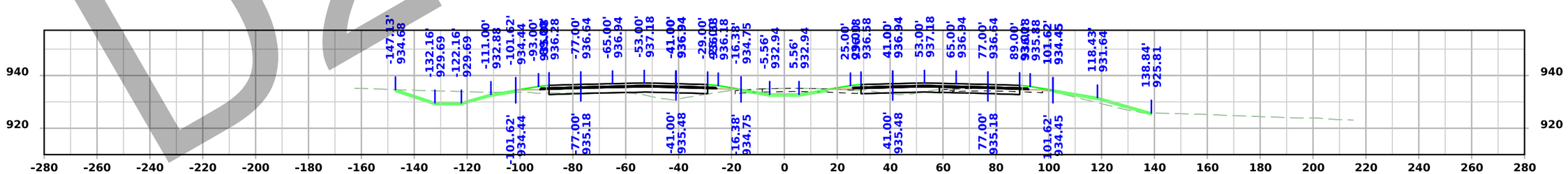
STA 2279+00.00



STA 2278+50.00



STA 2278+00.00



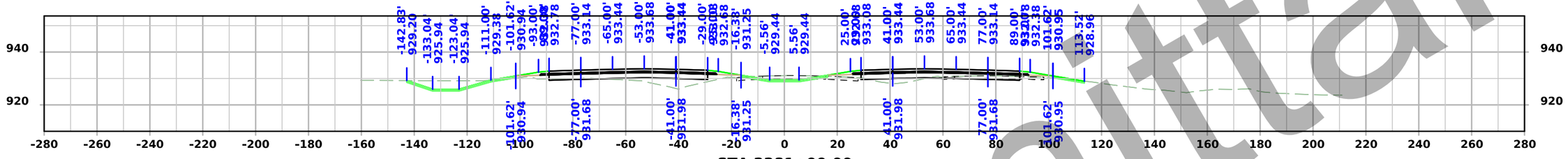
STA 2277+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.45

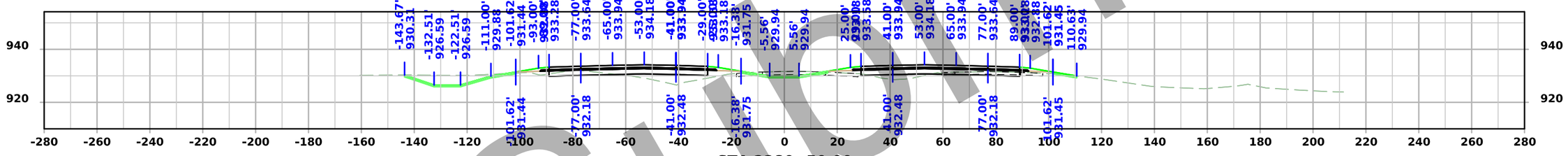
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D2 Submittal

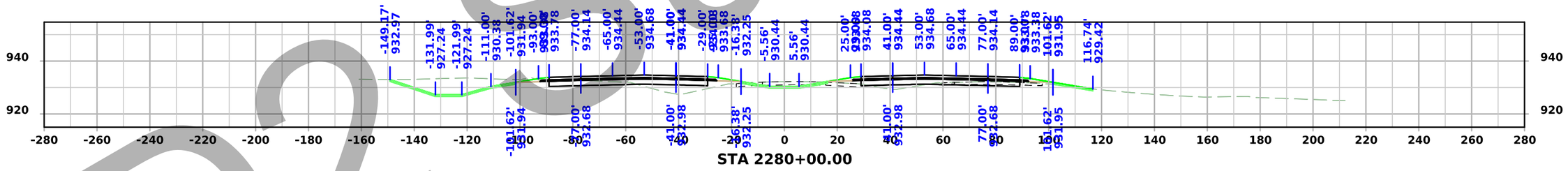
I-35



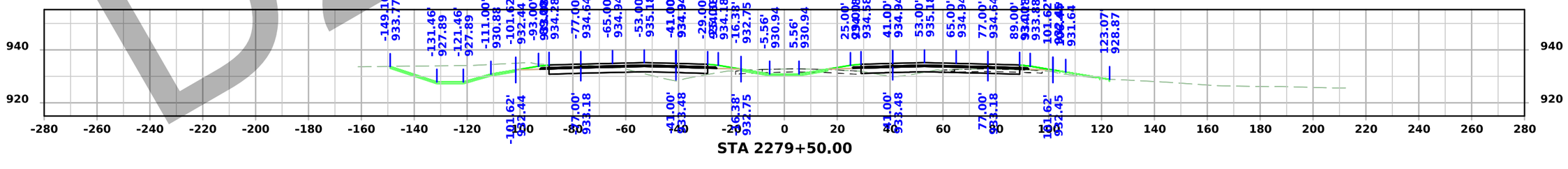
STA 2281+00.00



STA 2280+50.00



STA 2280+00.00



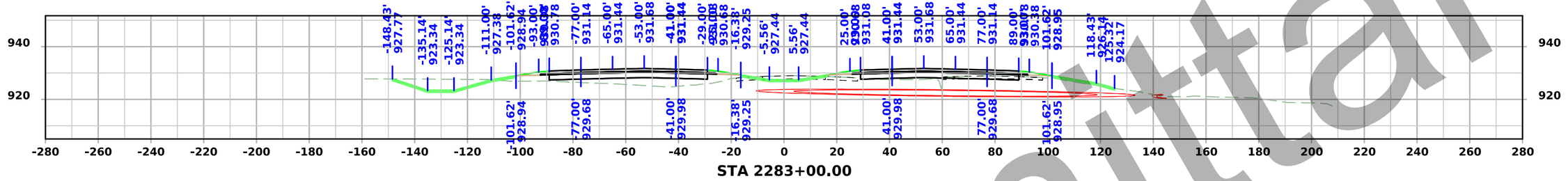
STA 2279+50.00

D2 Submittal

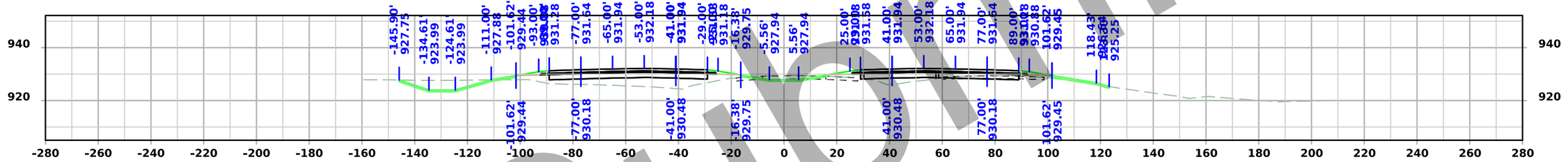
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.46

9:04:22 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

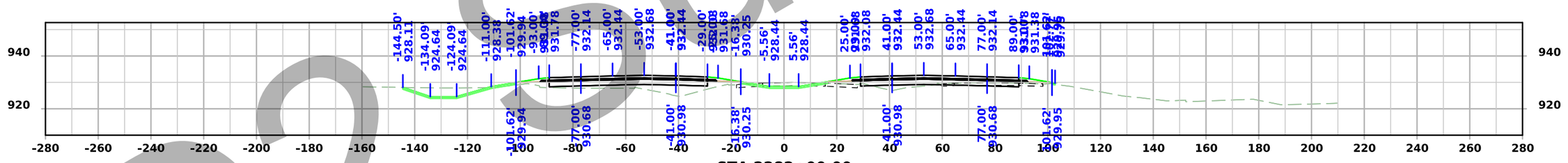
I-35



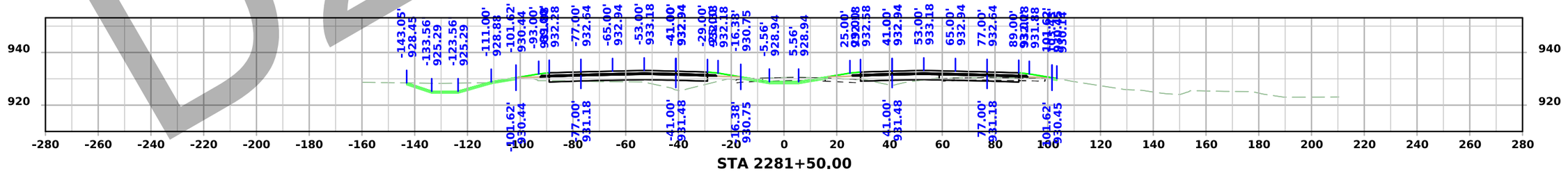
STA 2283+00.00



STA 2282+50.00



STA 2282+00.00



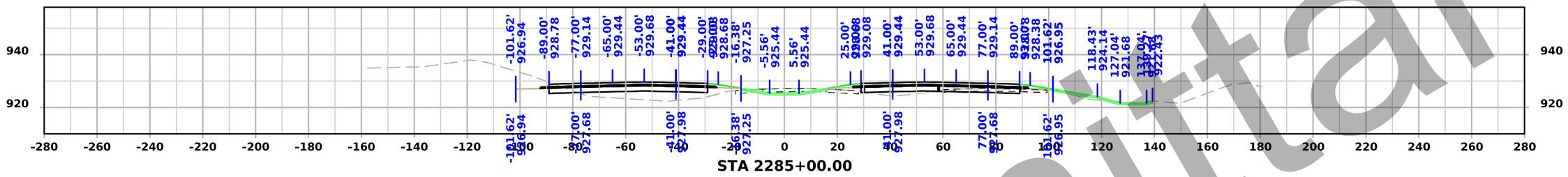
STA 2281+50.00

D2 Submittal

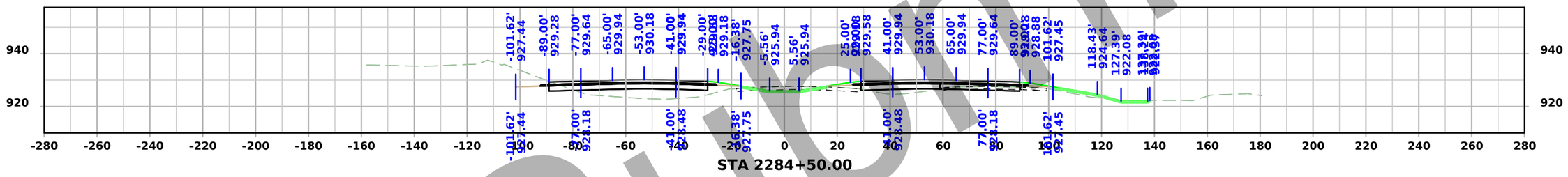
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.47

9:04:25 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

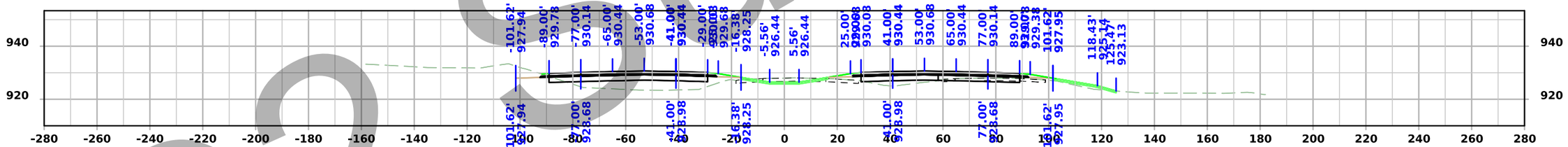
I-35



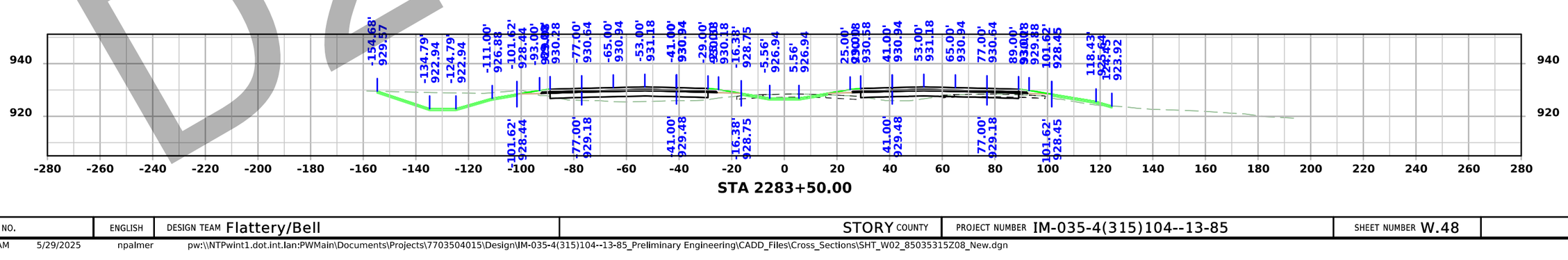
STA 2285+00.00



STA 2284+50.00



STA 2284+00.00



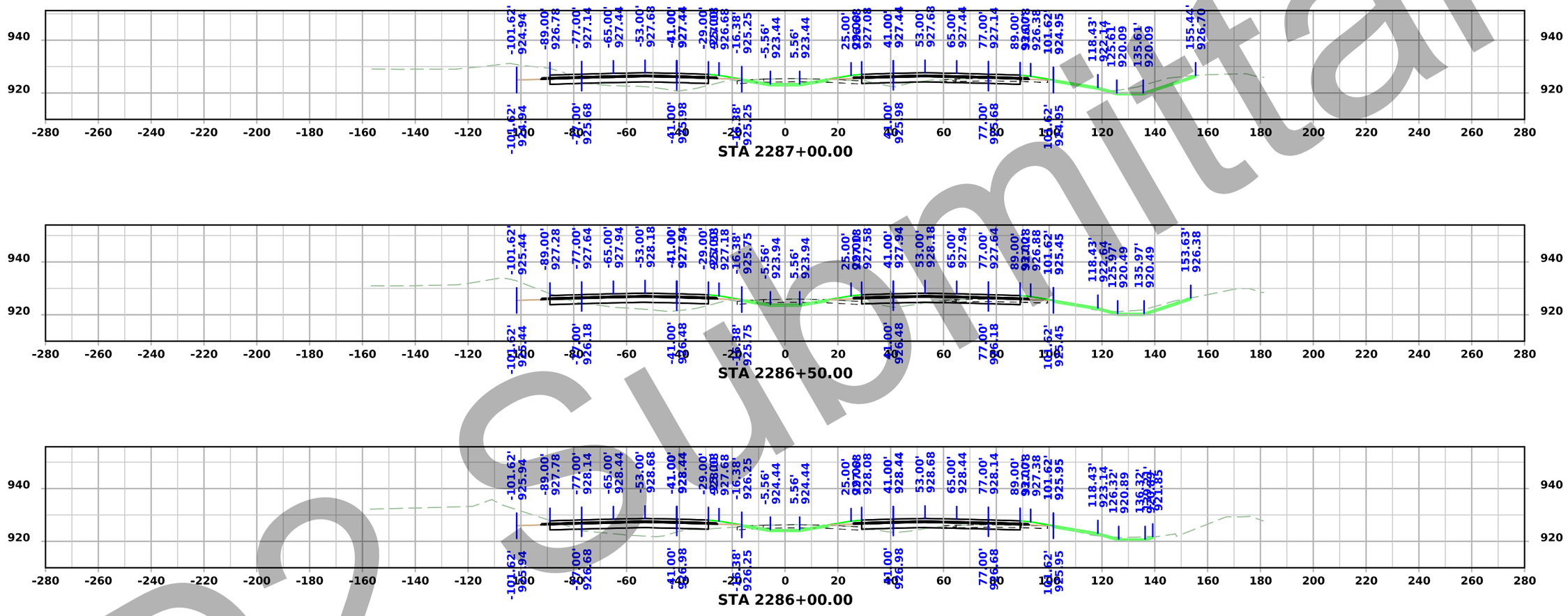
STA 2283+50.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.48

9:04:28 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

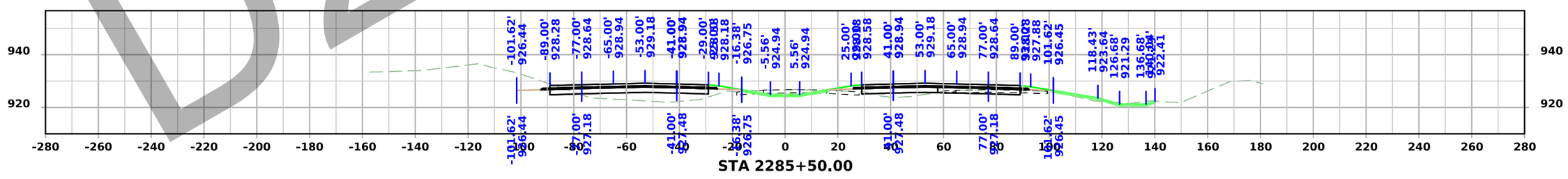
I-35



STA 2287+00.00

STA 2286+50.00

STA 2286+00.00



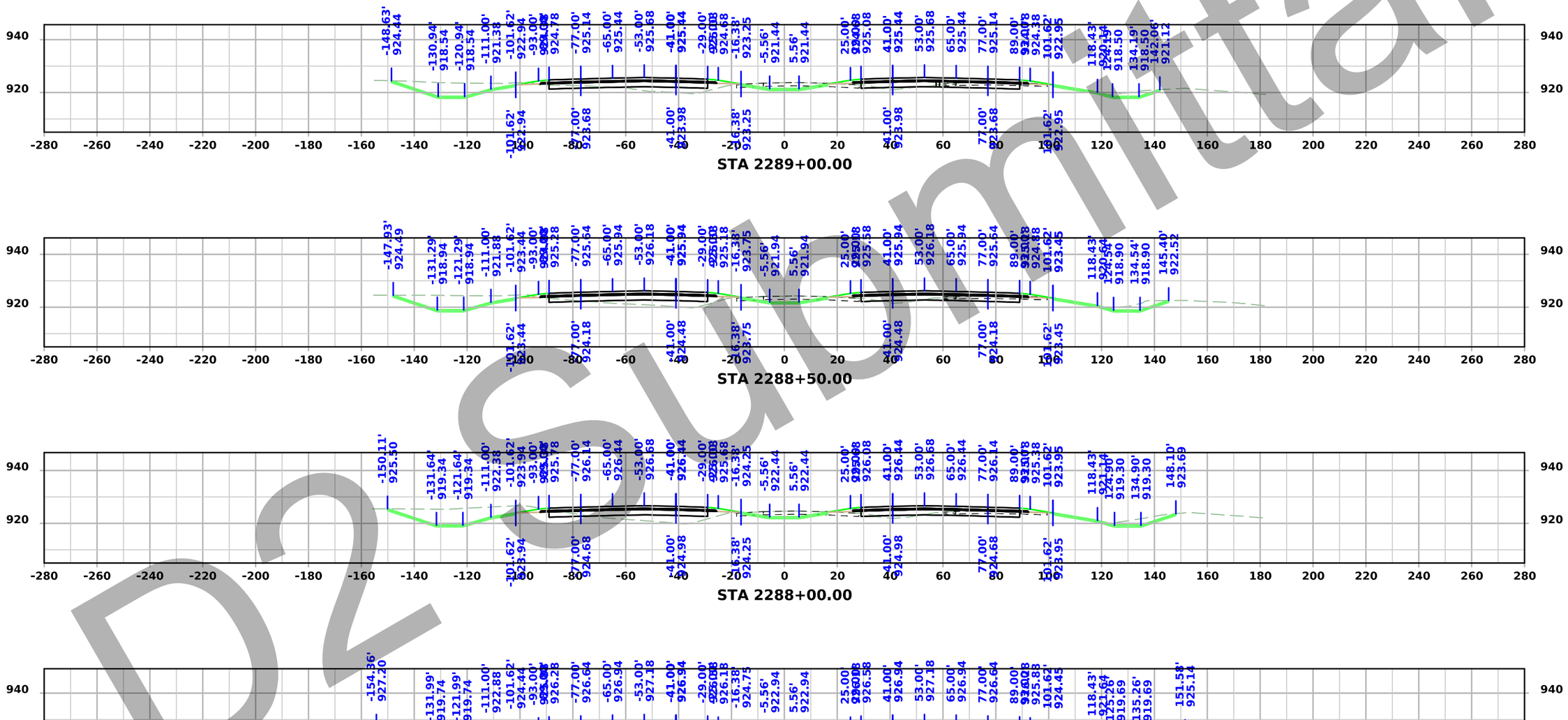
STA 2285+50.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.49

9:04:31 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35

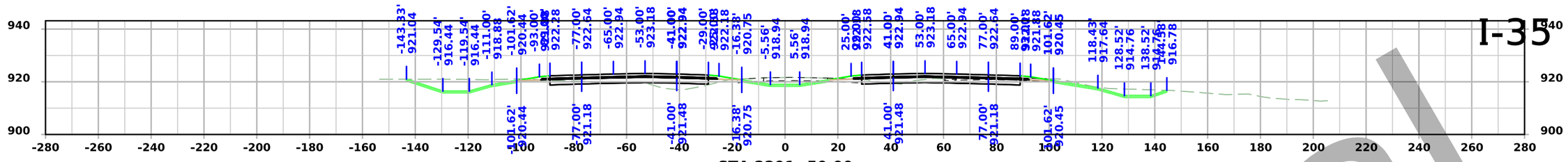


D2 Submittal

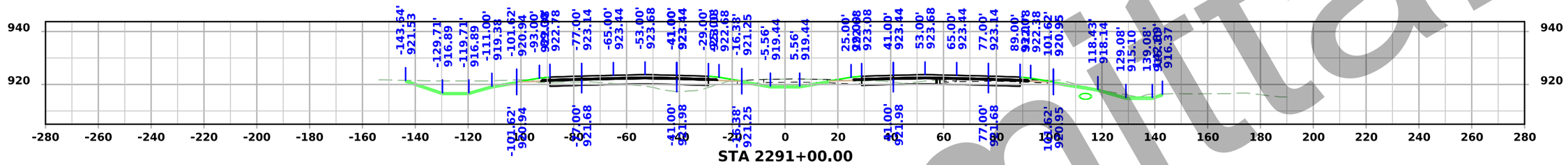
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.50

9:04:34 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

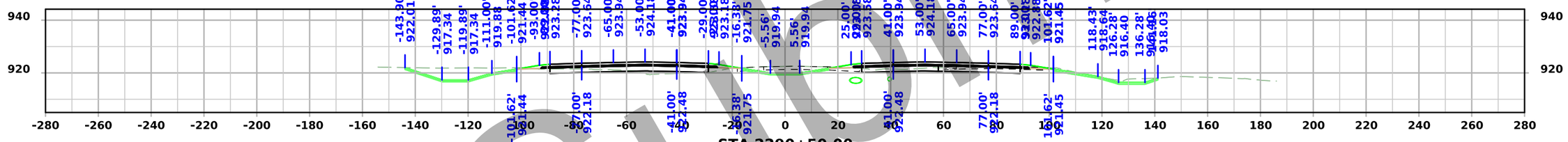
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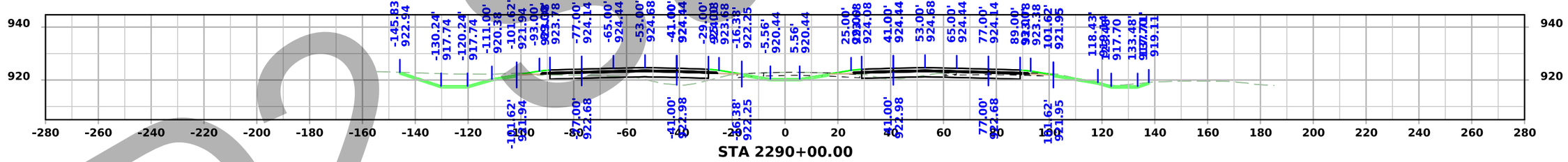
STA 2291+50.00



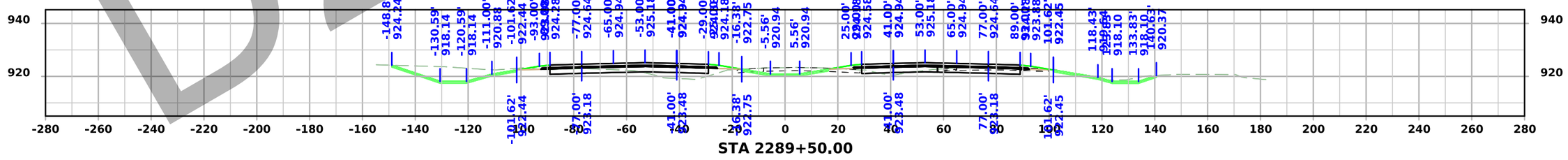
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STA 2290+50.00



STA 2290+00.00



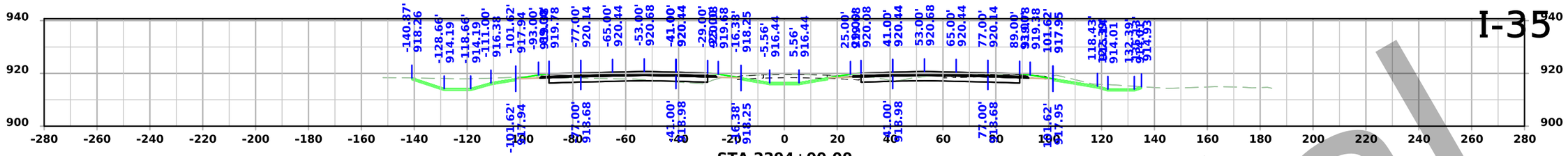
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D2 Submittal

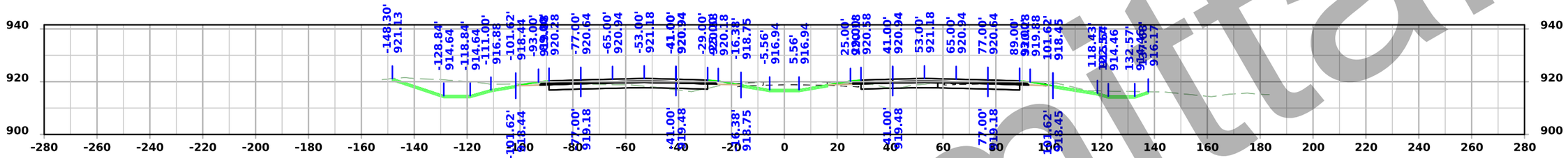
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.51

9:04:38 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

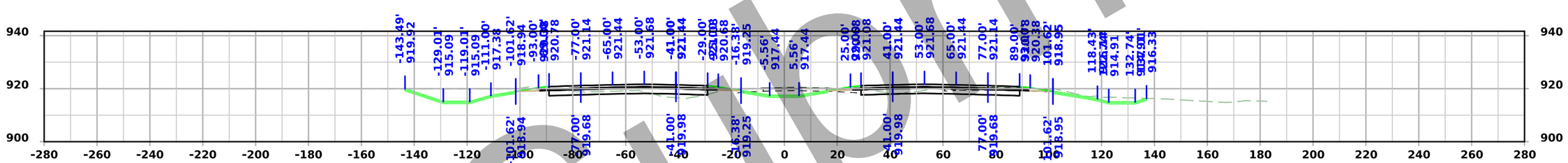
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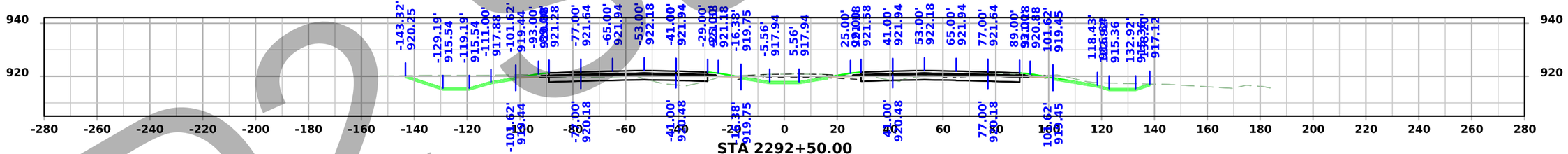
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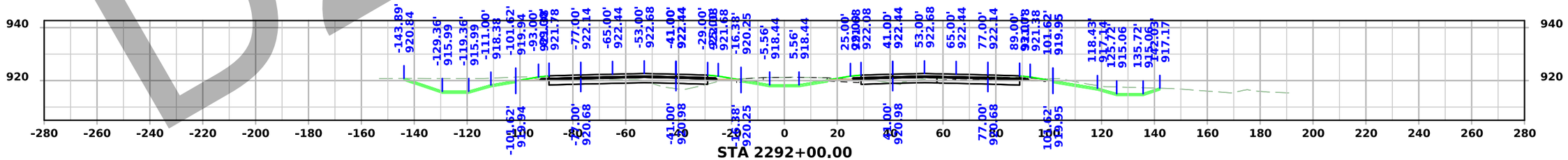
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STA 2293+00.00



STA 2292+50.00



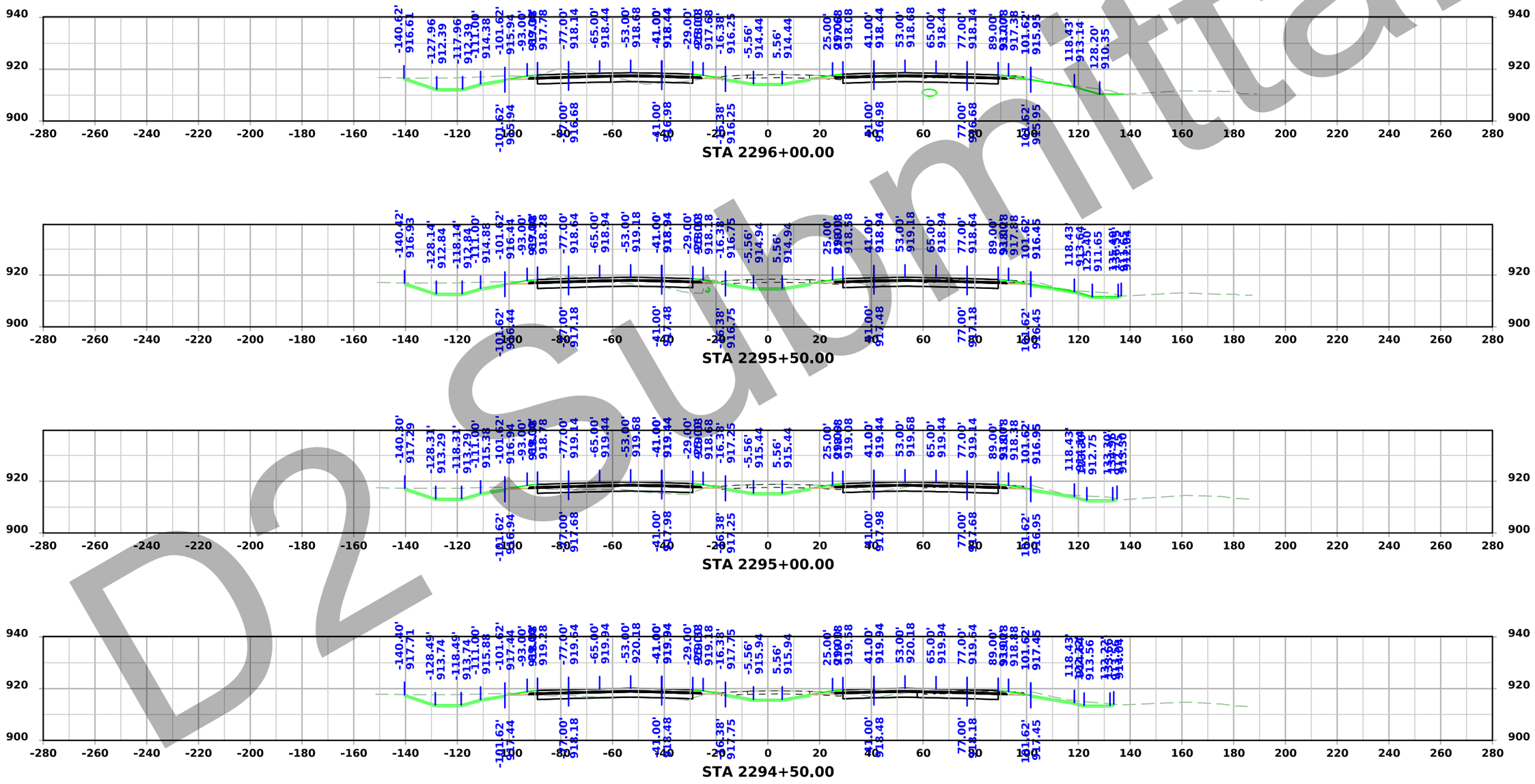
STA 2292+00.00

D2submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.52

9:04:42 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35

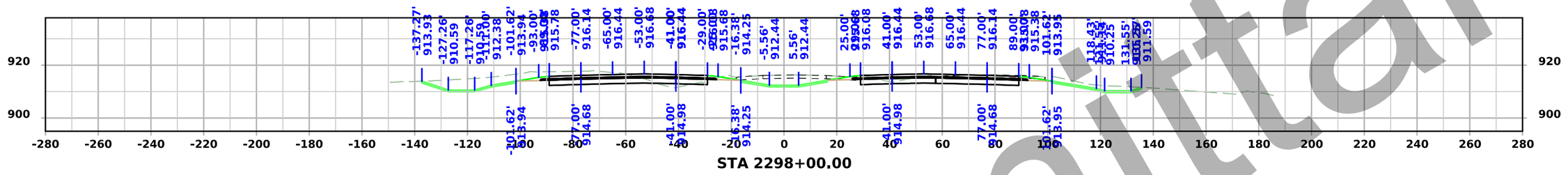


D2 Submittal

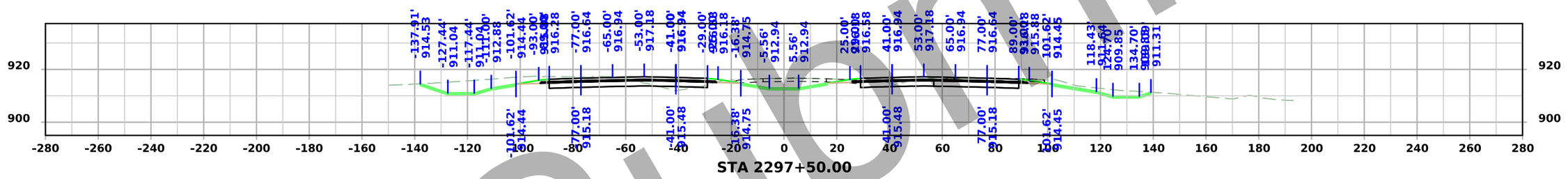
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.53

9:04:46 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

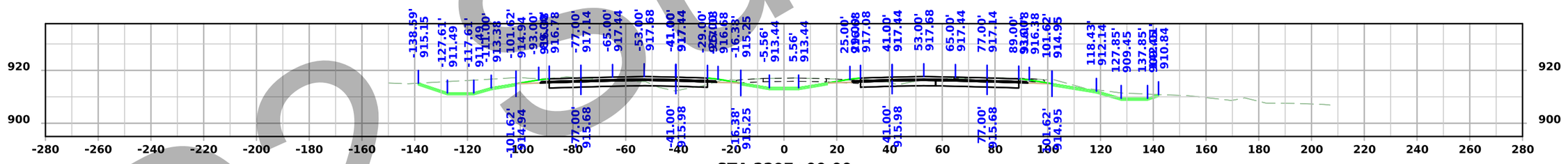
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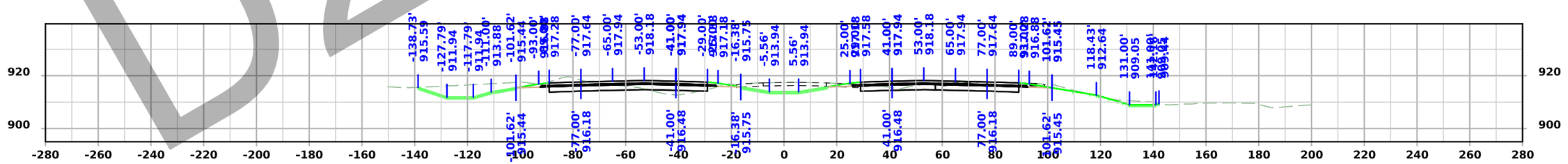
STA 2298+00.00



STA 2297+50.00



STA 2297+00.00

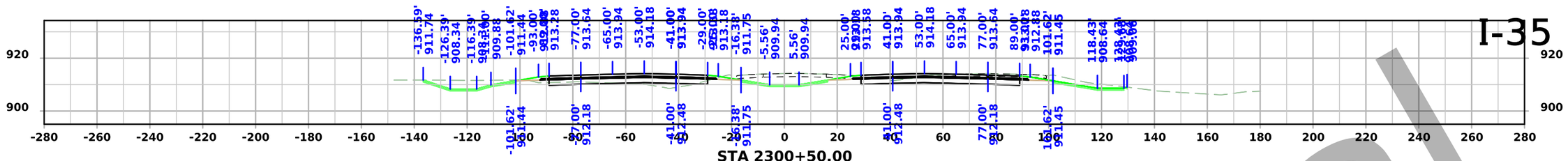


STA 2296+50.00

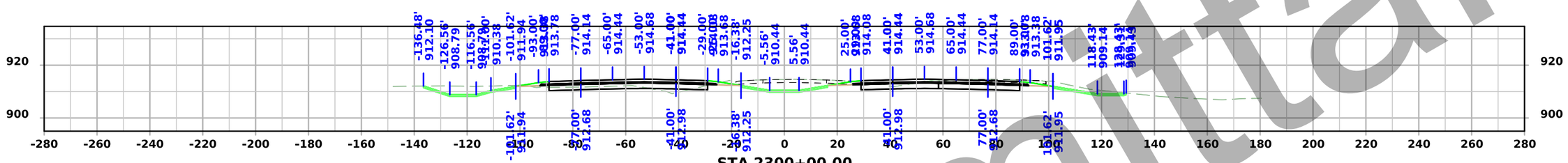
D2 Submittal

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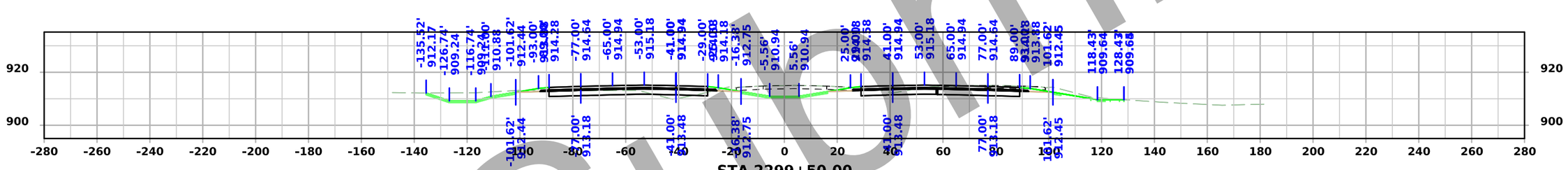
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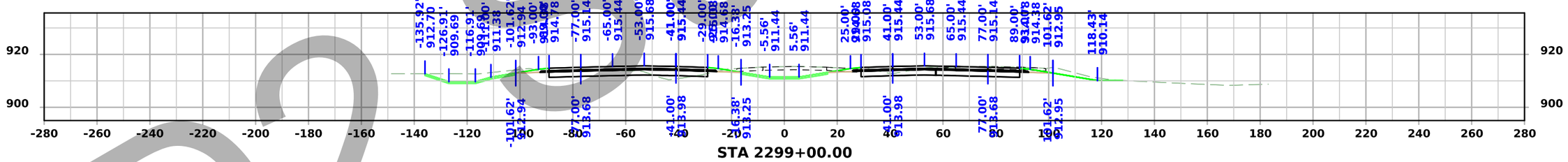
STA 2300+50.00



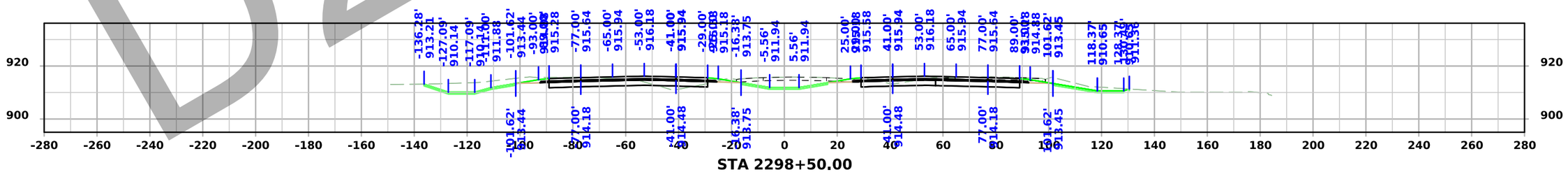
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STA 2299+50.00



STA 2299+00.00

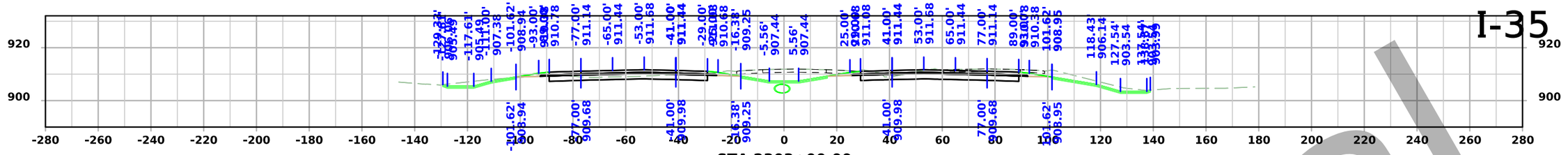


STA 2298+50.00

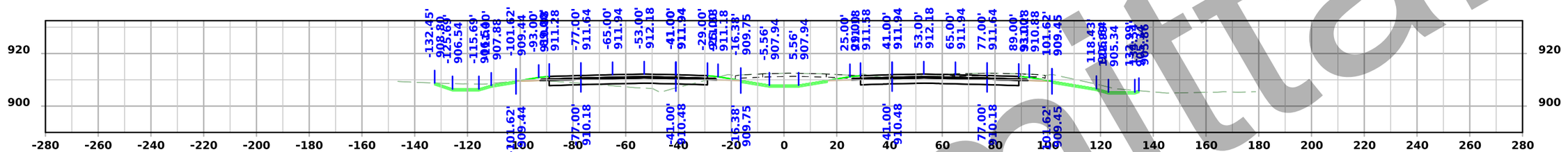
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.55

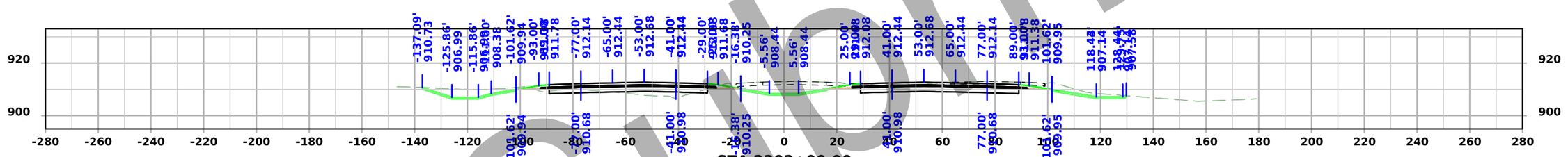
I-35



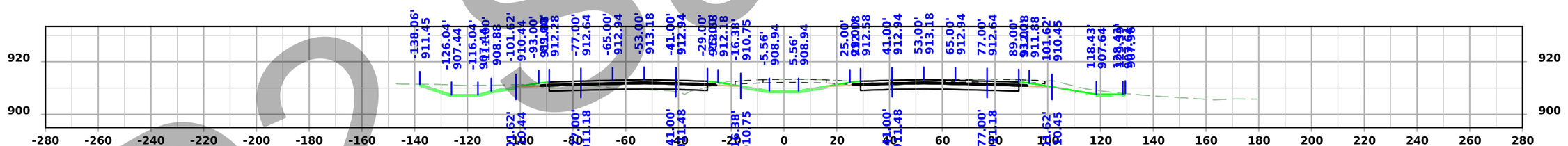
STA 2303+00.00



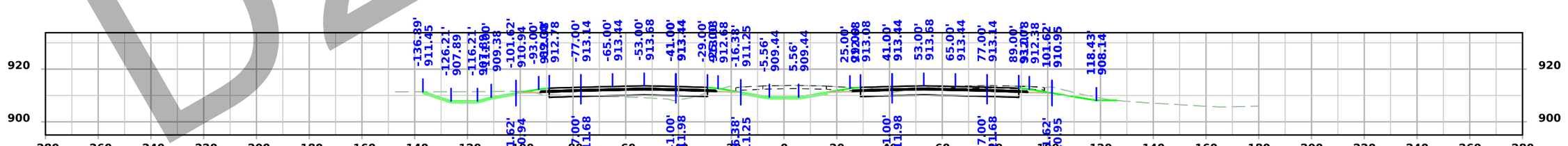
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STA 2302+00.00



STA 2301+50.00



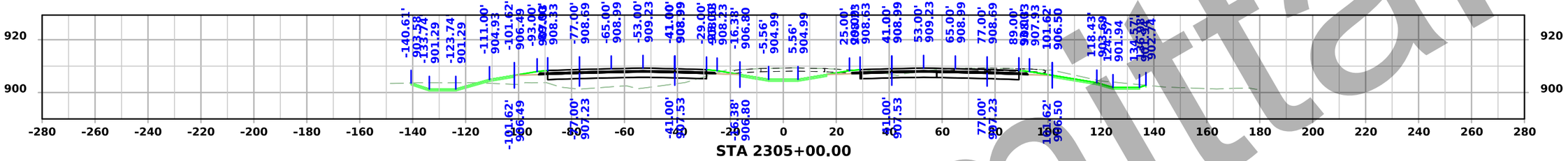
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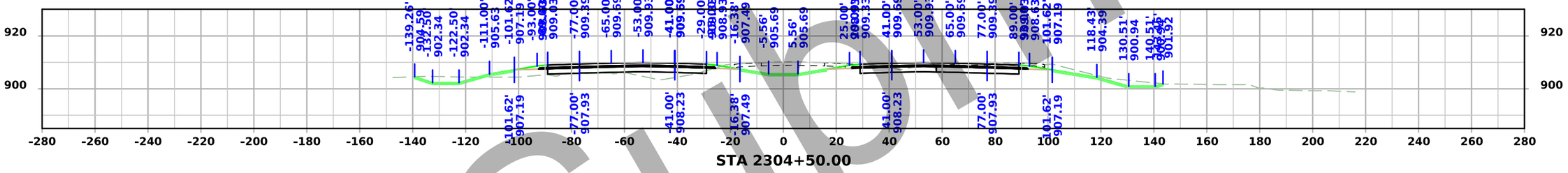
D2Submittal

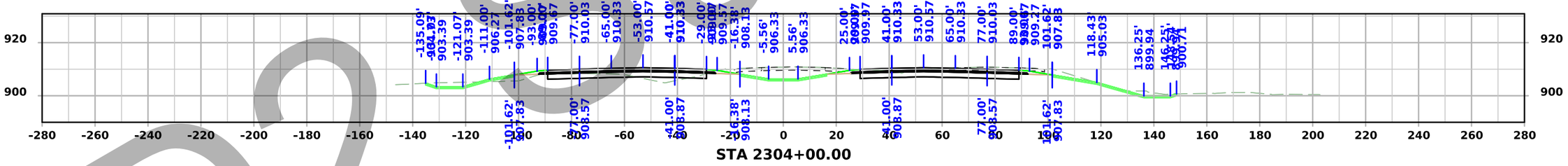
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.56

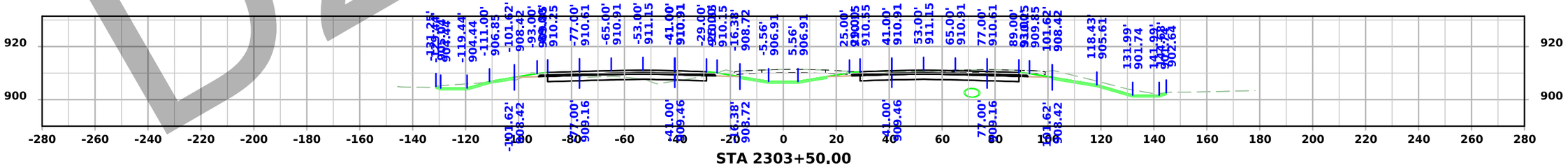
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I-35







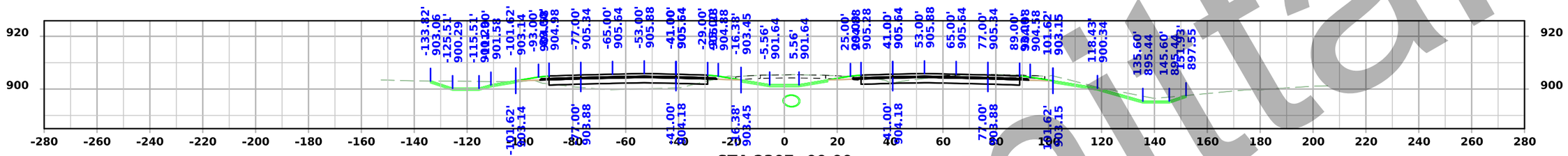


D2 Submittal

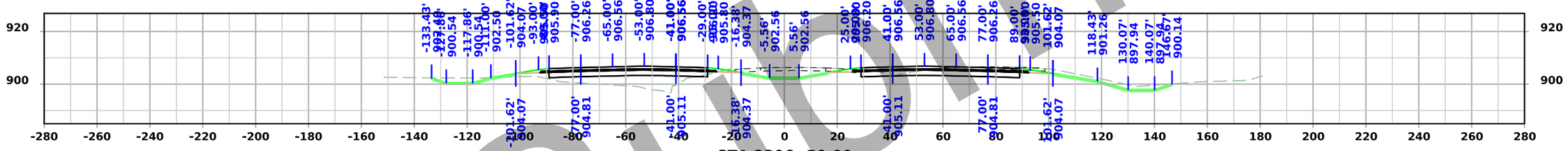
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.57

9:05:02 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

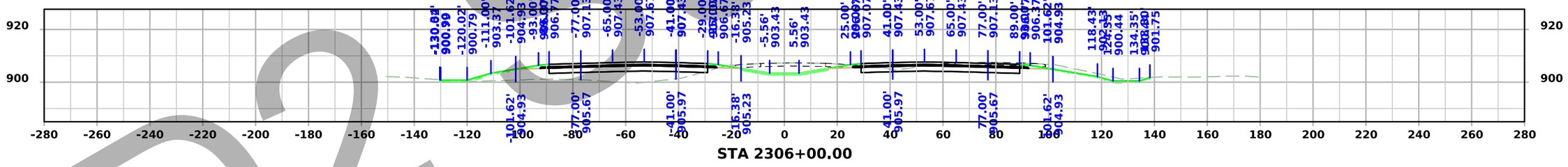
I-35



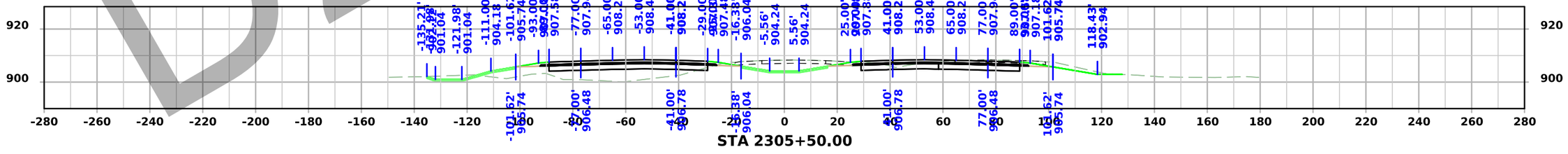
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STA 2306+50.00



STA 2306+00.00



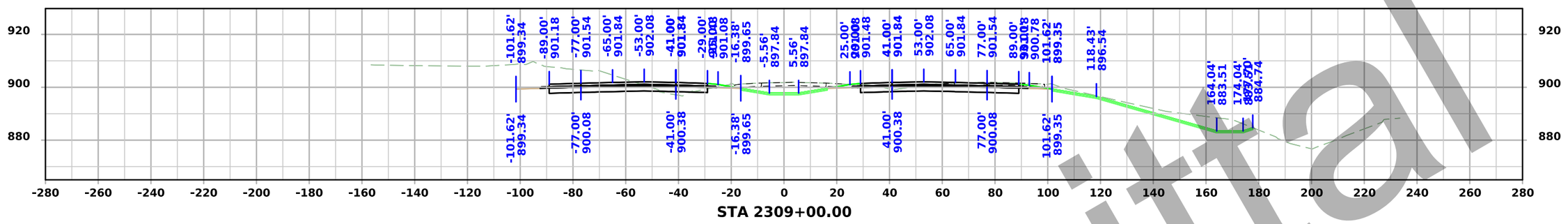
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D2submittal

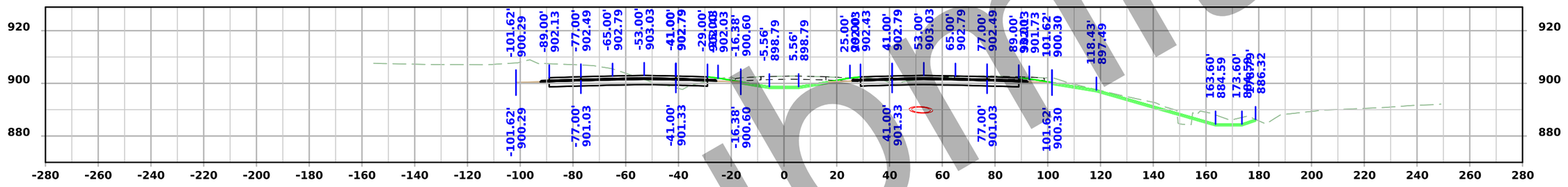
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.58

9:05:05 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

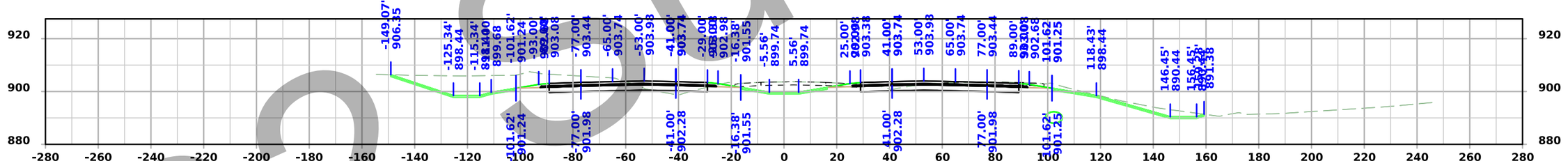
I-35



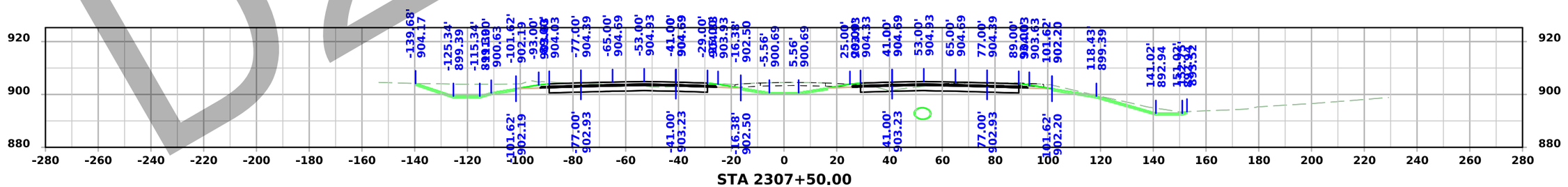
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STA 2308+50.00



STA 2308+00.00



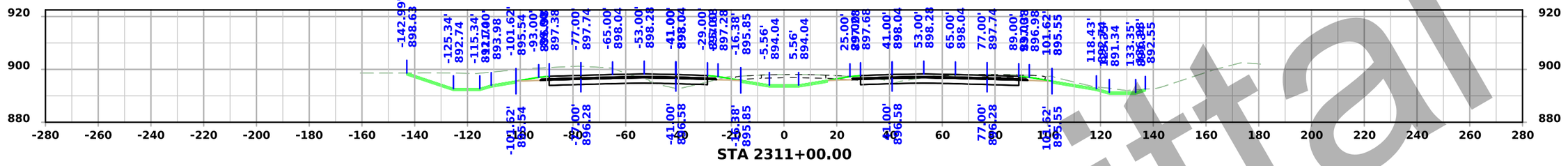
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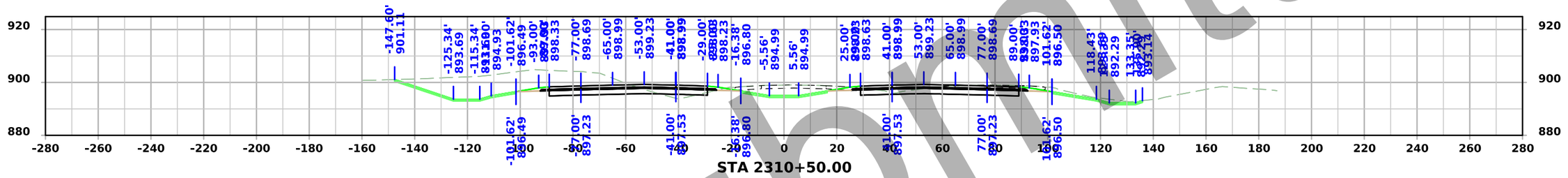
D2 Submittal

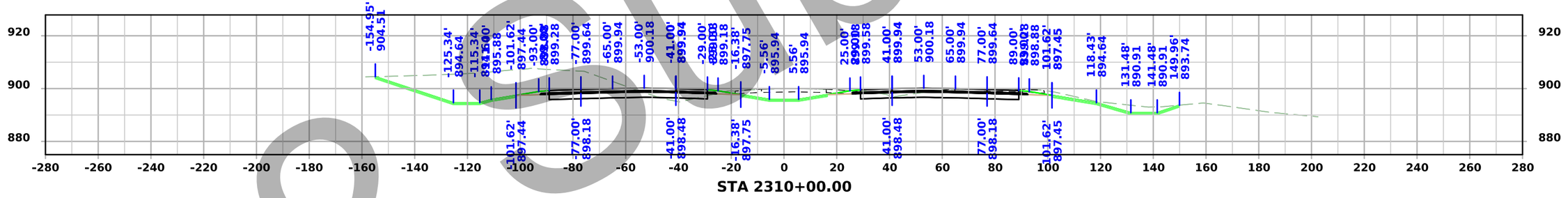
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.59

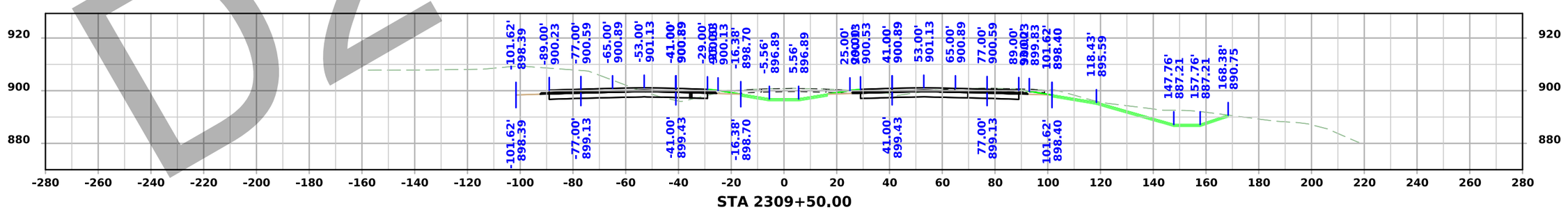
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I-35







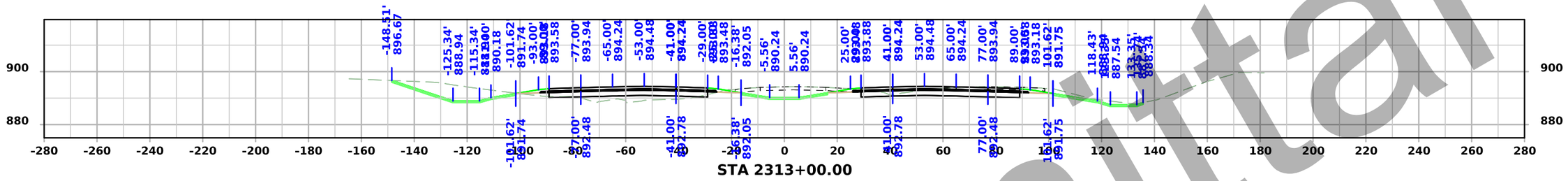


D2 Submittal

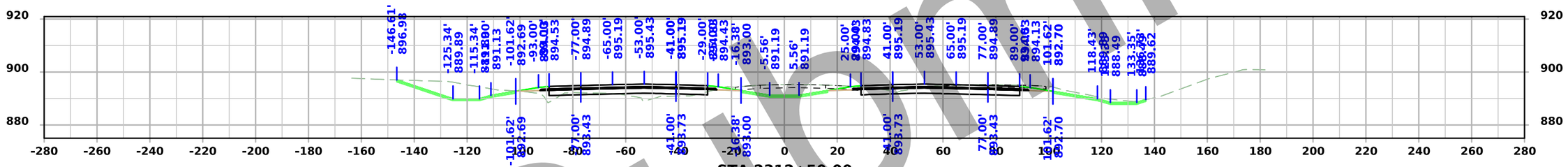
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.60

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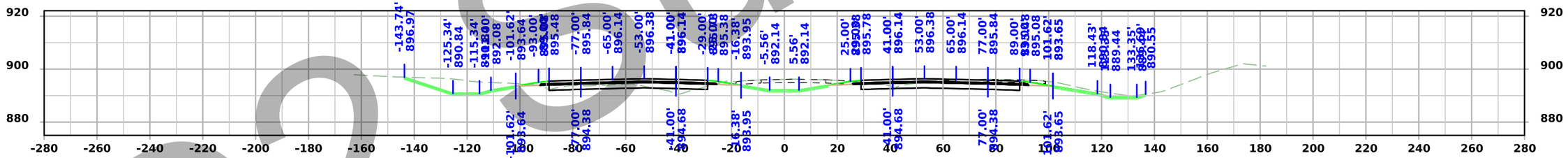
I-35



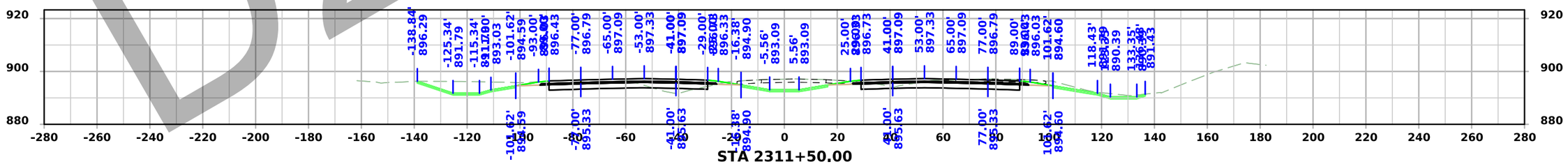
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STA 2312+50.00



STA 2312+00.00



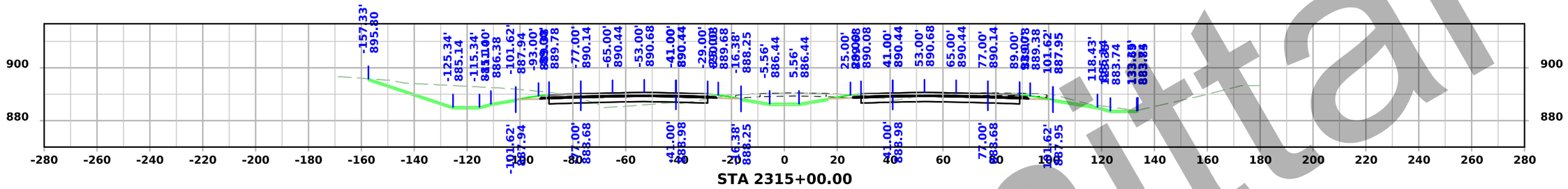
STA 2311+50.00

D2 Submittal

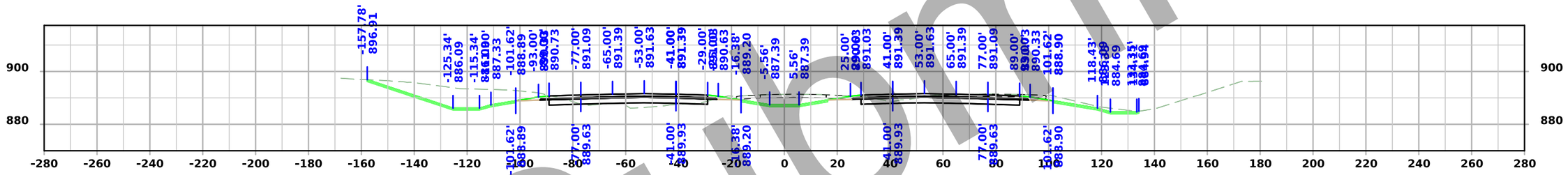
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.61

9:05:16 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

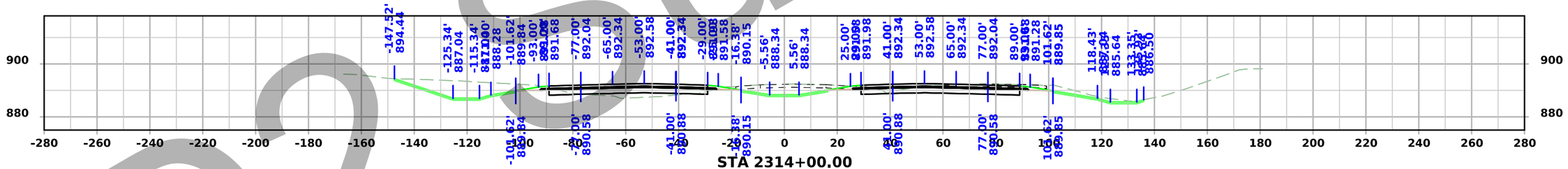
I-35



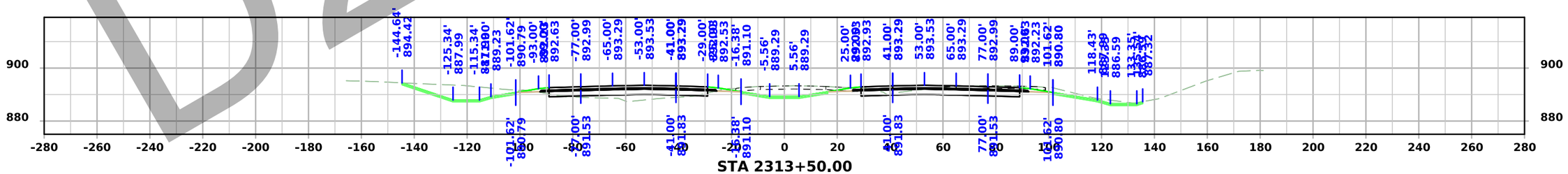
STA 2315+00.00



STA 2314+50.00



STA 2314+00.00



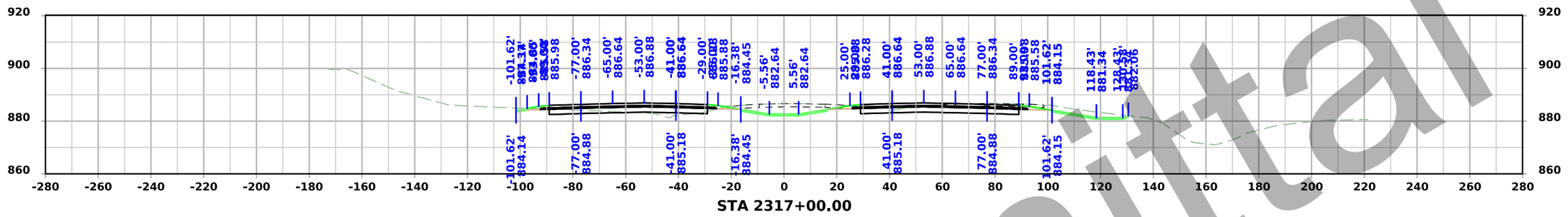
STA 2313+50.00

D2 Submittal

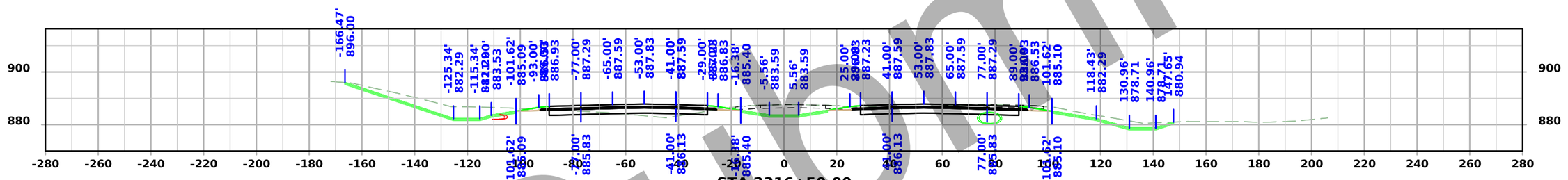
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.62

9:05:19 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

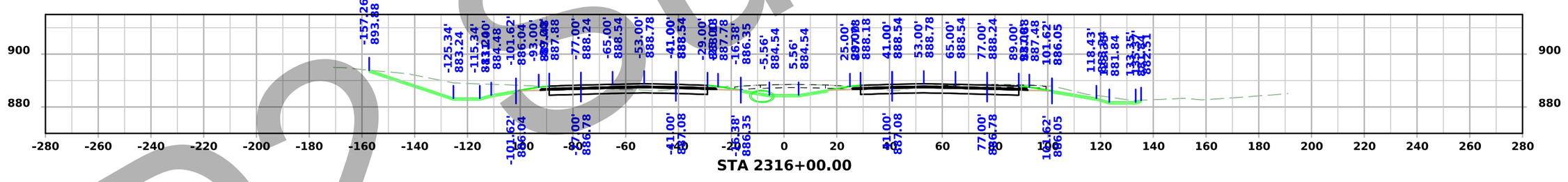
I-35



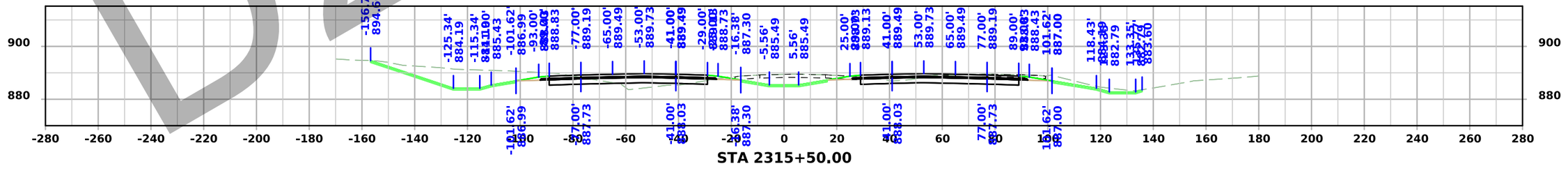
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STA 2316+50.00



STA 2316+00.00



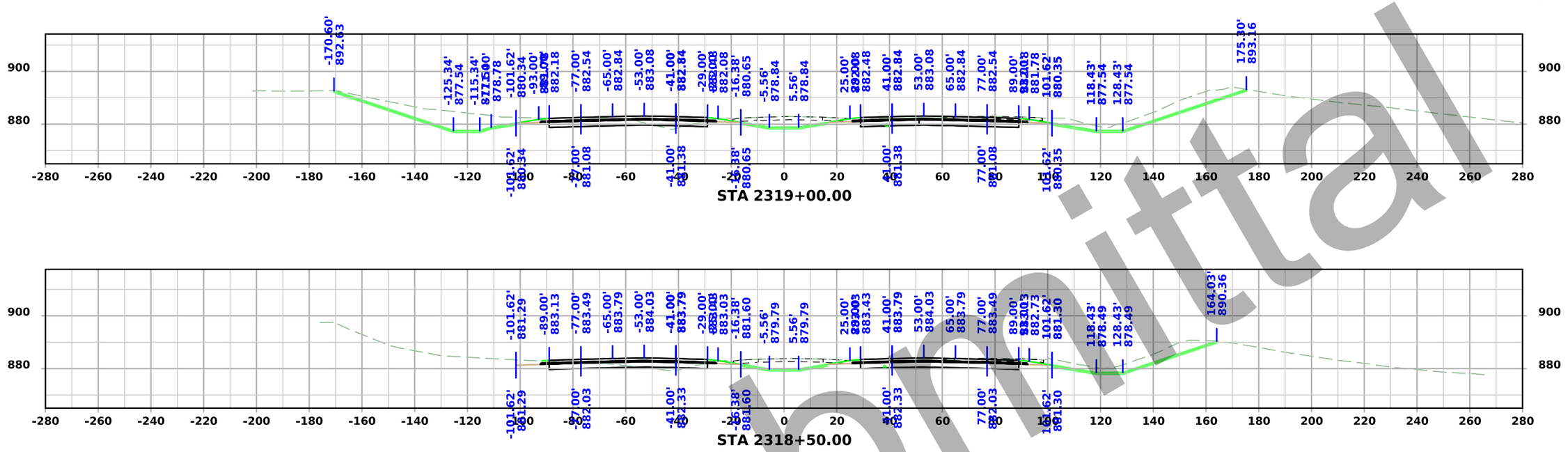
STA 2315+50.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.63

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I-35

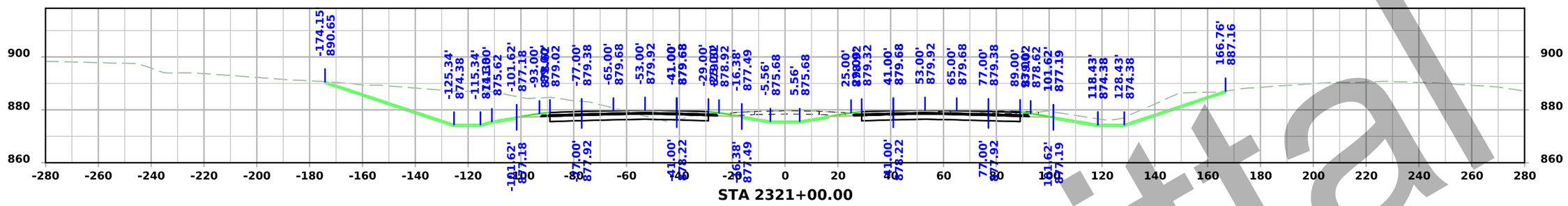


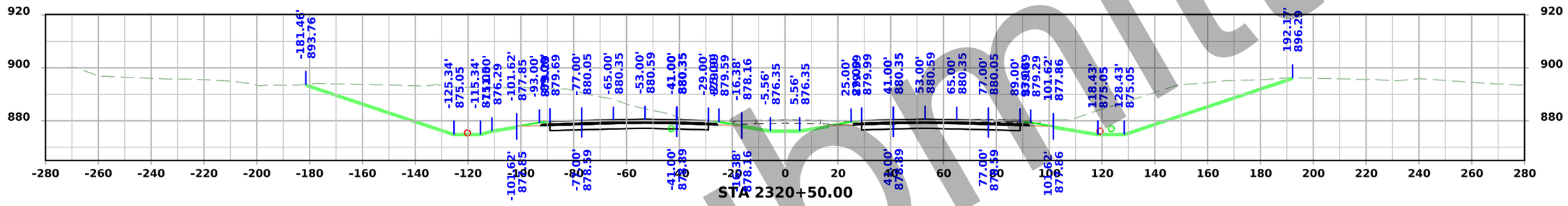
D2 Submittal

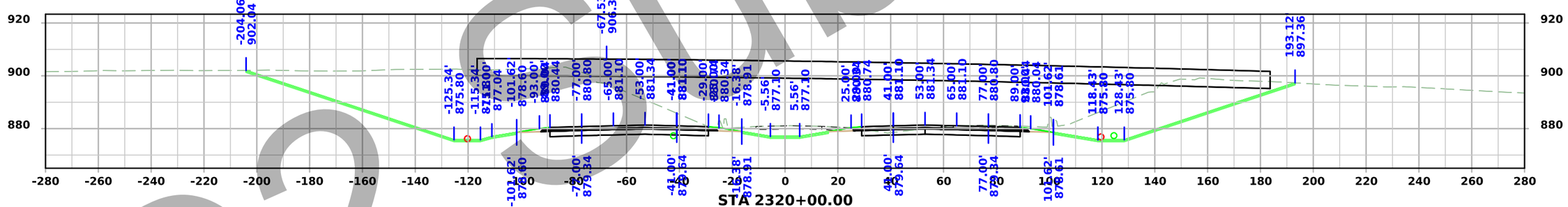
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.64

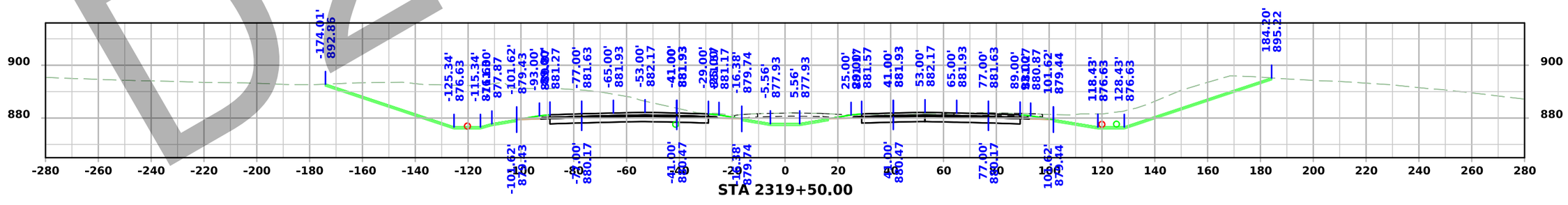
9:05:26 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35







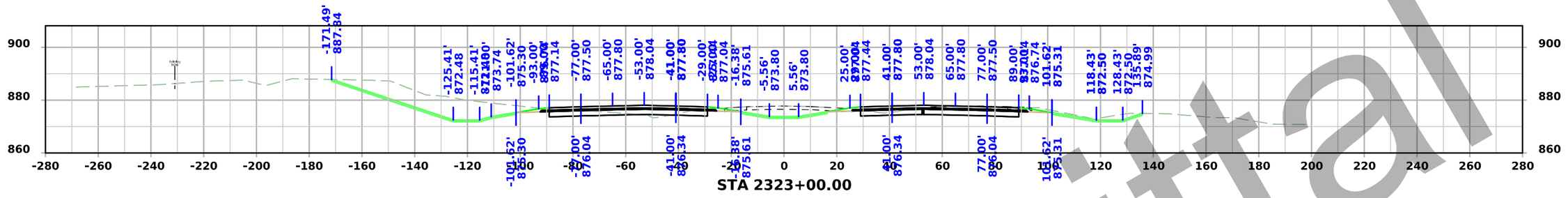


D2 Submittal

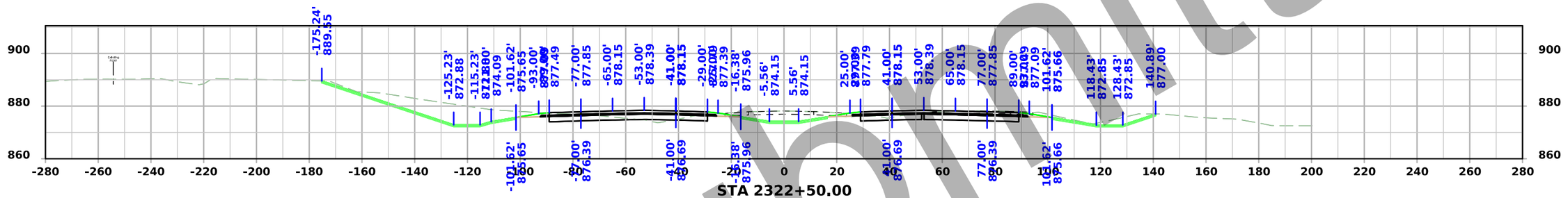
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.65

9:05:29 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

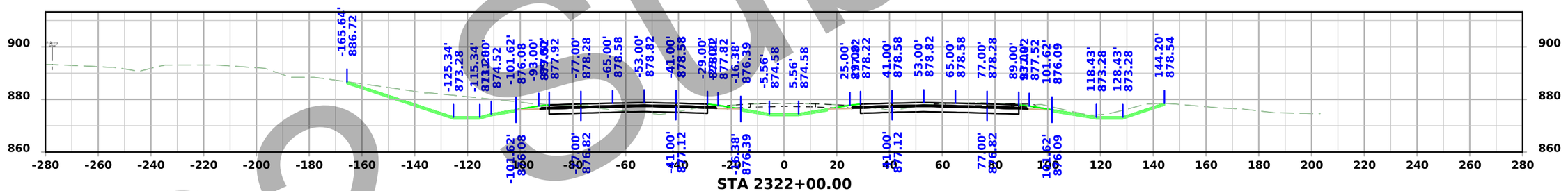
I-35



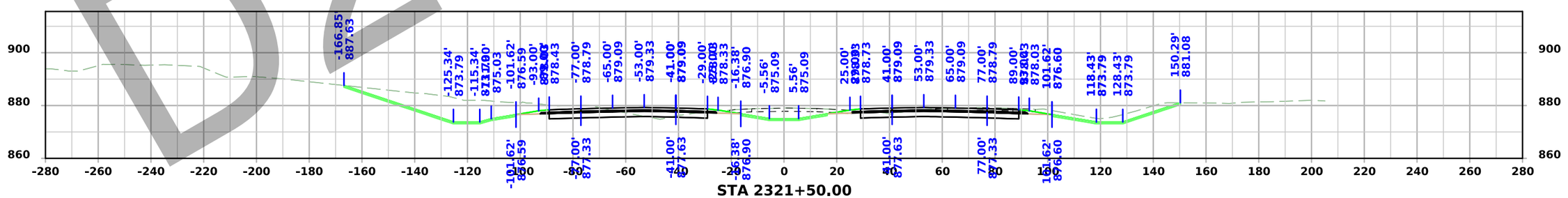
STA 2323+00.00



STA 2322+50.00



STA 2322+00.00



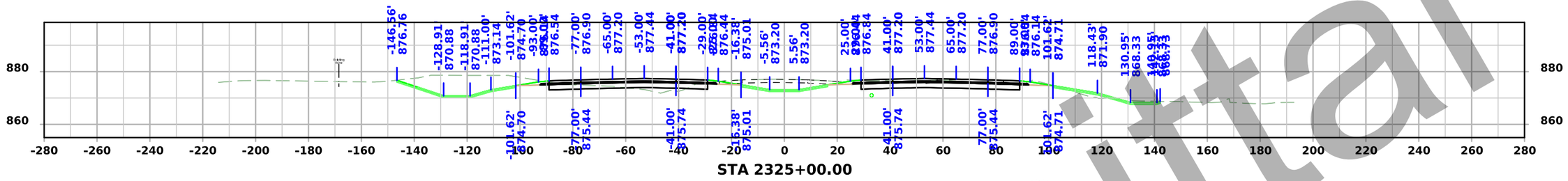
STA 2321+50.00

D2 Submittal

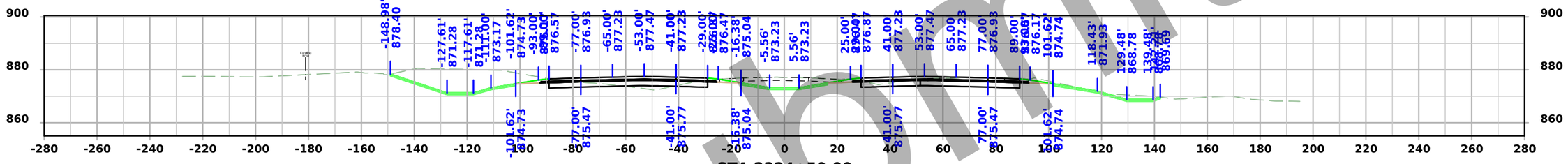
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.66

9:05:33 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

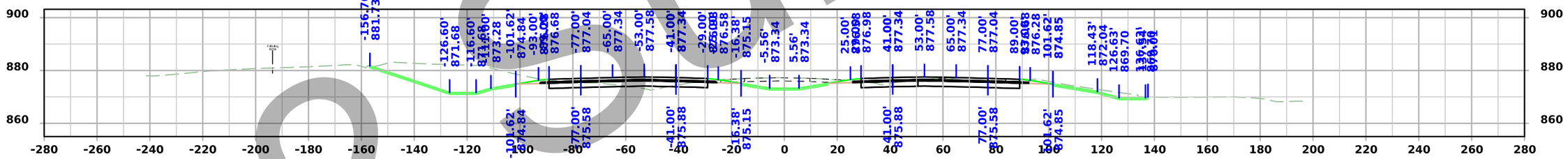
I-35



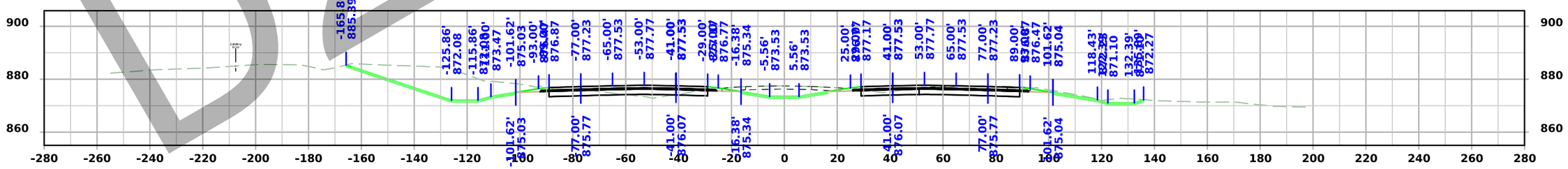
STA 2325+00.00



STA 2324+50.00



STA 2324+00.00



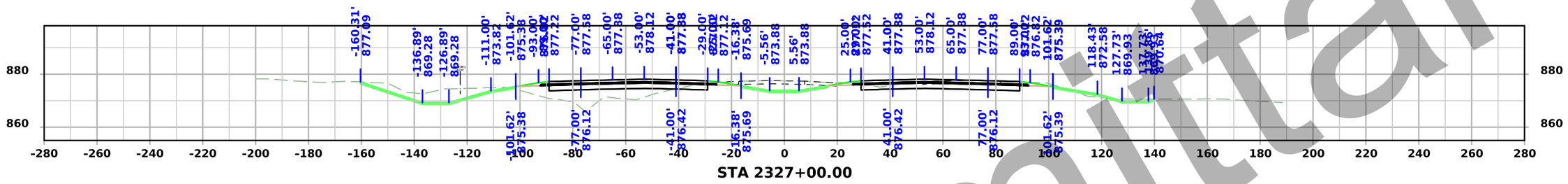
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D2 Submittal

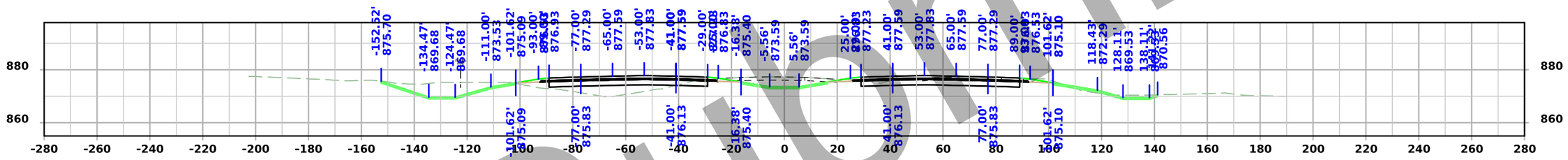
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.67

9:05:36 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

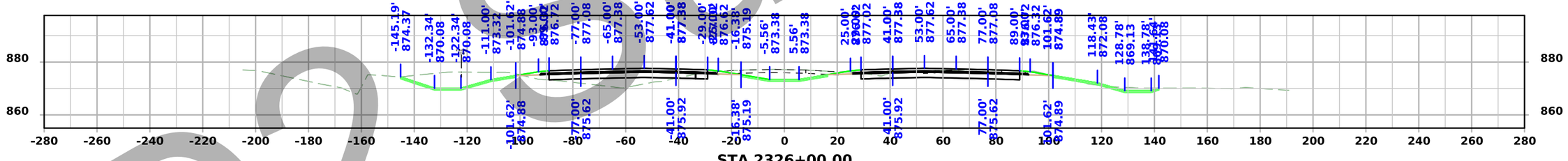
I-35



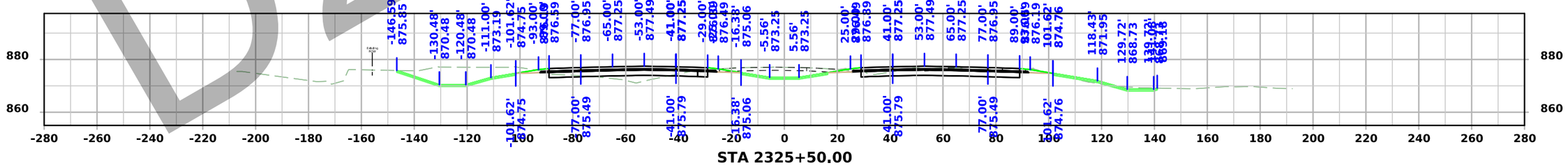
STA 2327+00.00



STA 2326+50.00



STA 2326+00.00



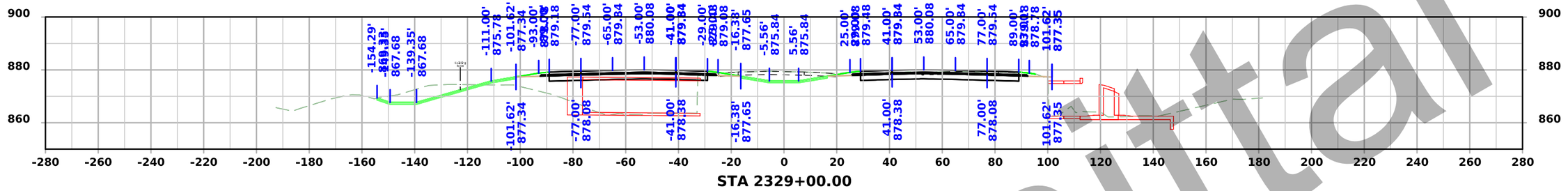
STA 2325+50.00

D2 Submittal

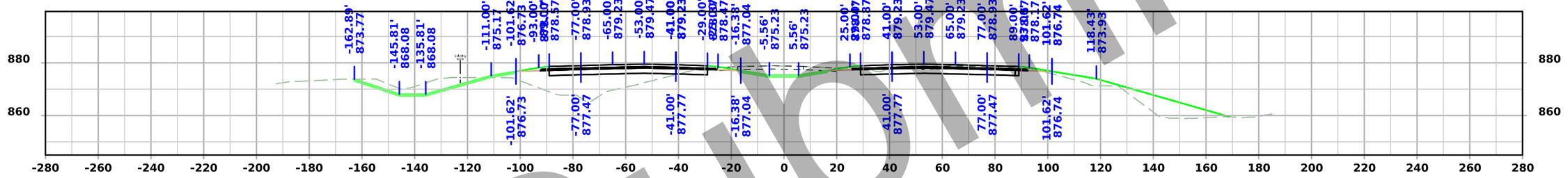
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.68

9:05:40 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

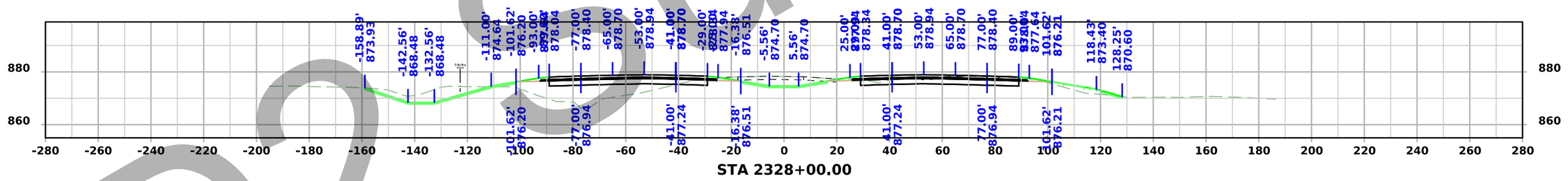
I-35



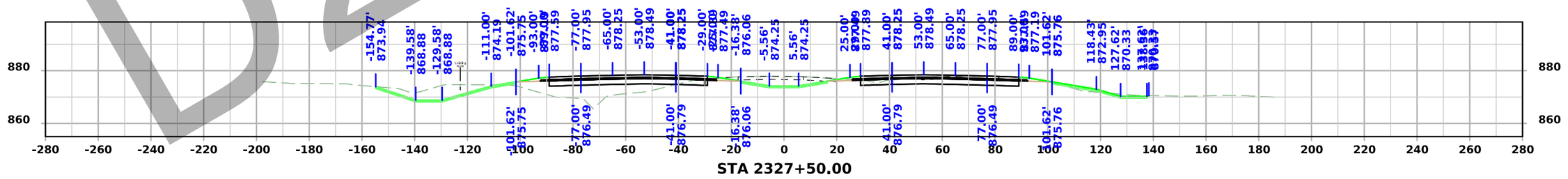
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STA 2328+50.00



STA 2328+00.00



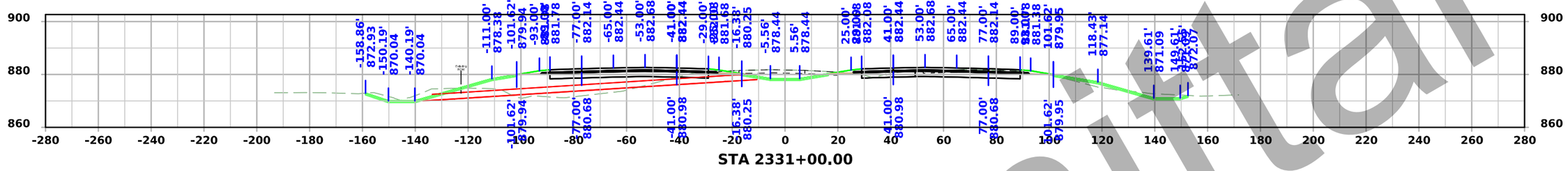
STA 2327+50.00

D2 Submittal

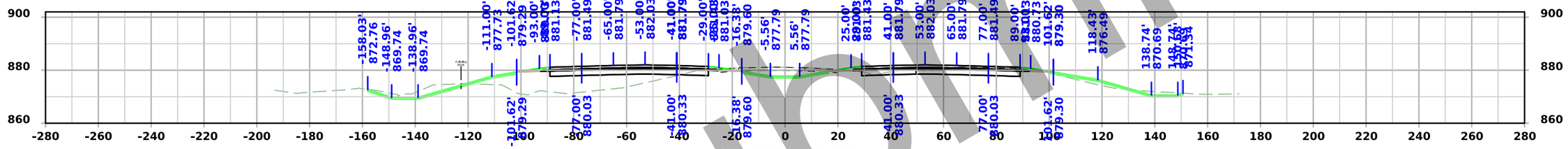
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.69

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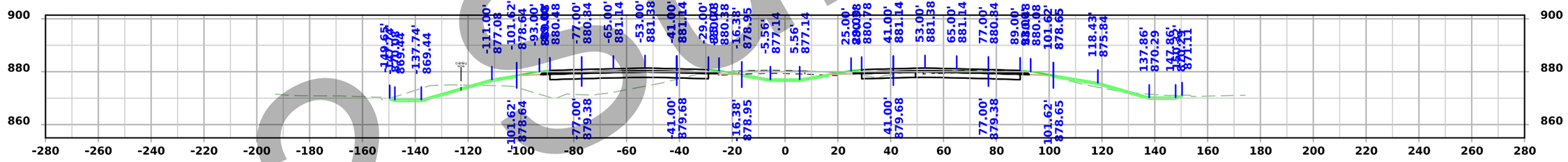
I-35



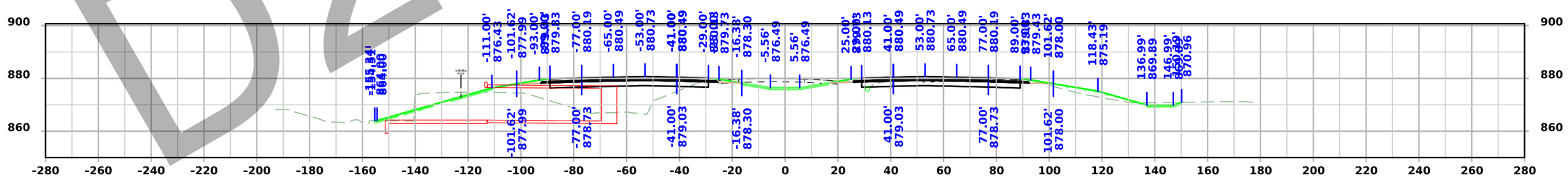
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STA 2330+50.00



STA 2330+00.00



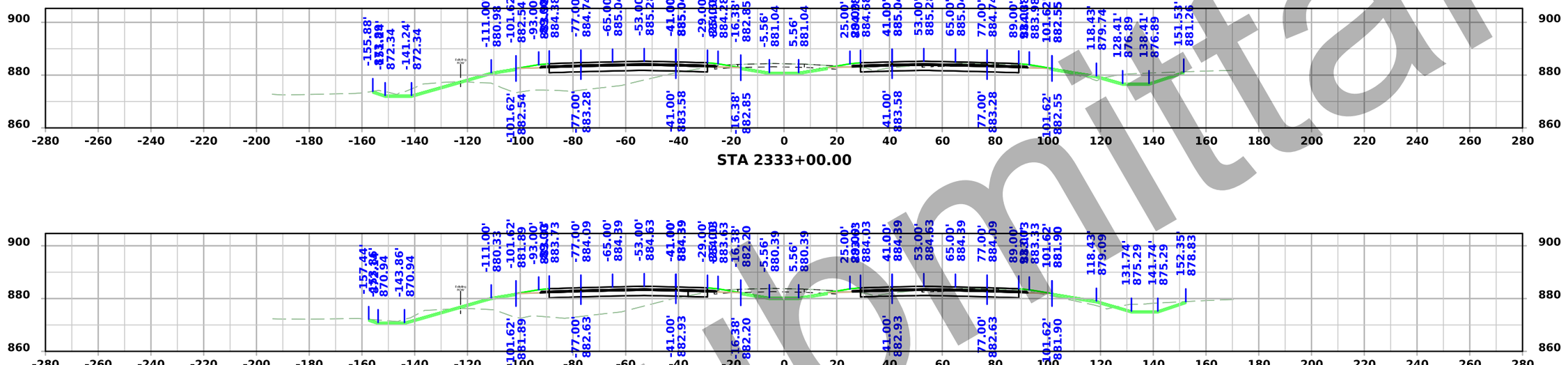
STA 2329+50.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.70

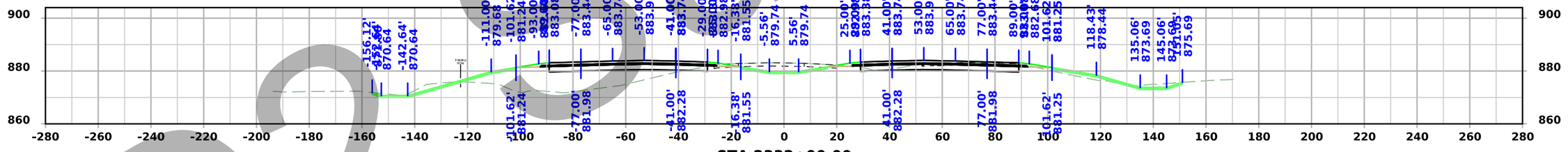
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I-35

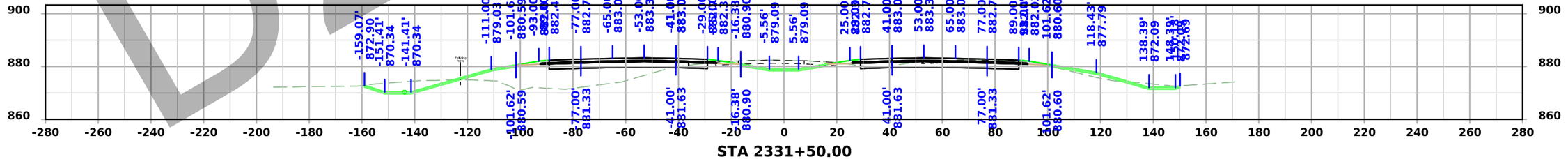


STA 2333+00.00

STA 2332+50.00



STA 2332+00.00

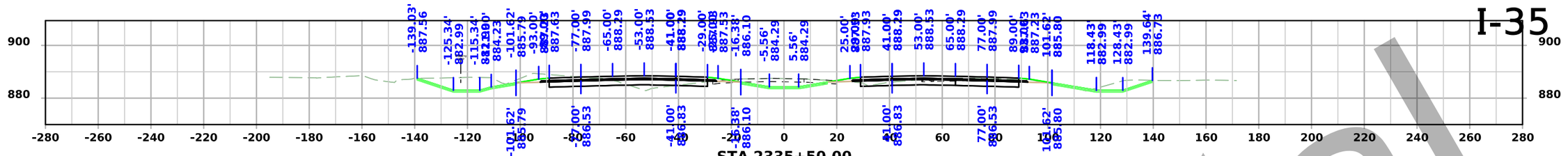


STA 2331+50.00

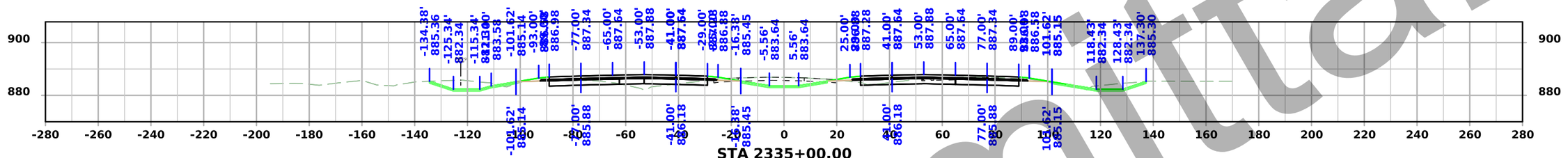
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.71

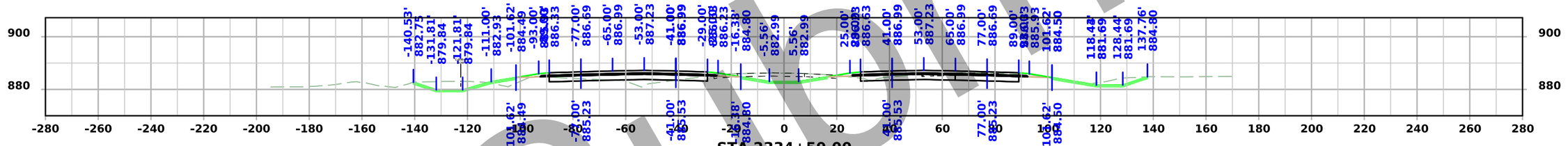
9:05:50 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn



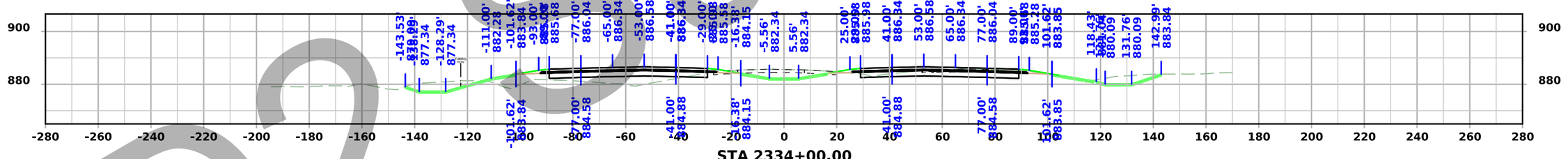
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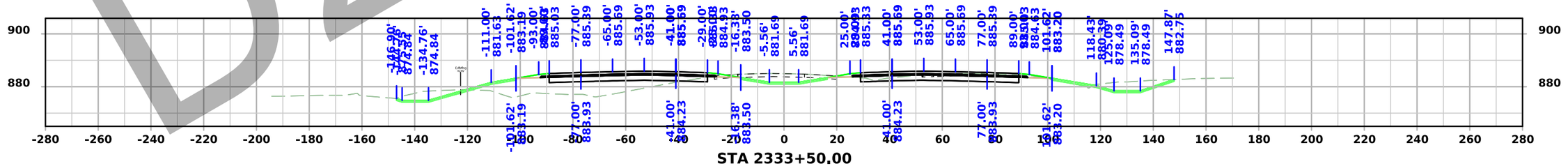
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STA 2334+50.00



STA 2334+00.00



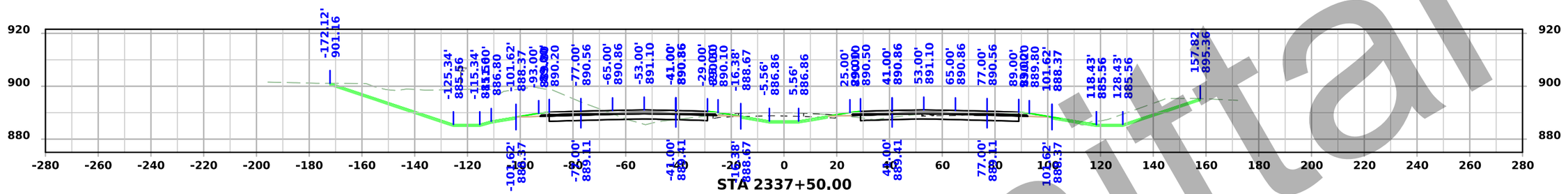
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D2 Submittal

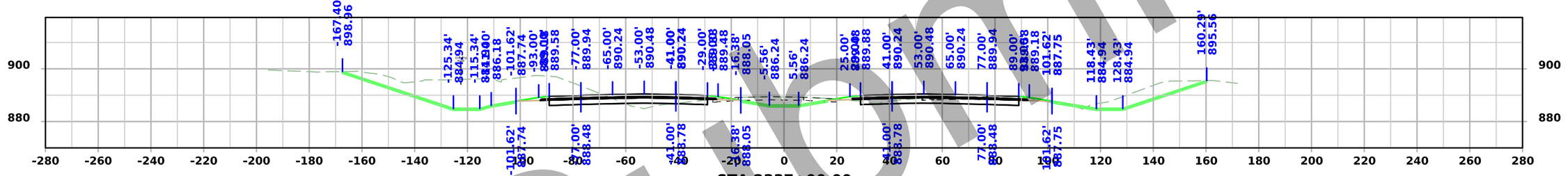
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.72

9:05:53 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

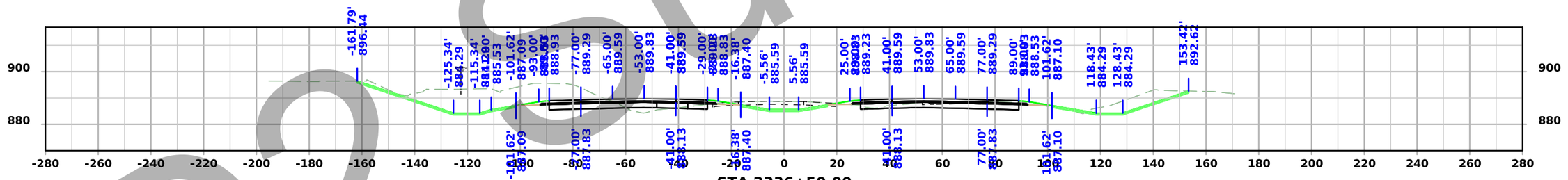
I-35



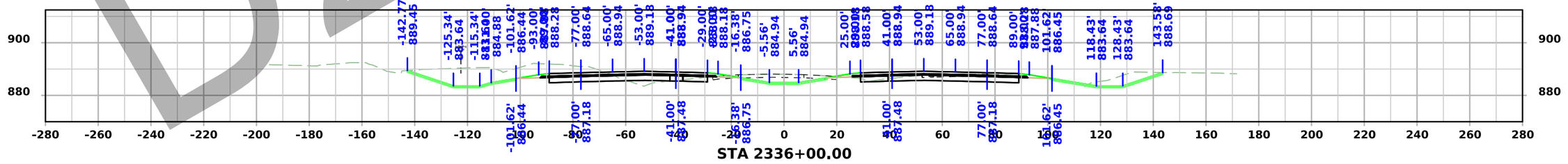
STA 2337+50.00



STA 2337+00.00



STA 2336+50.00



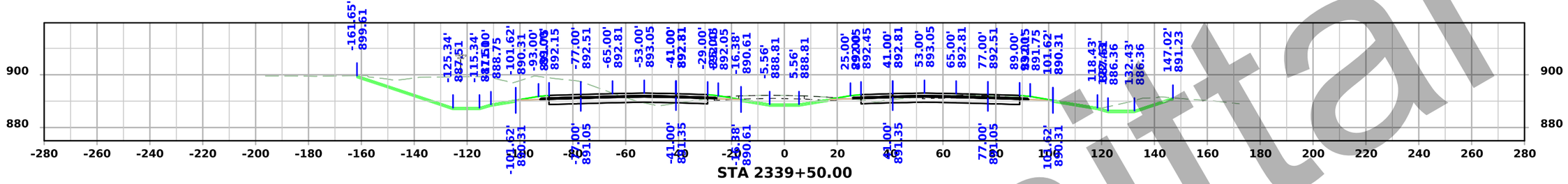
STA 2336+00.00

D2 Submittal

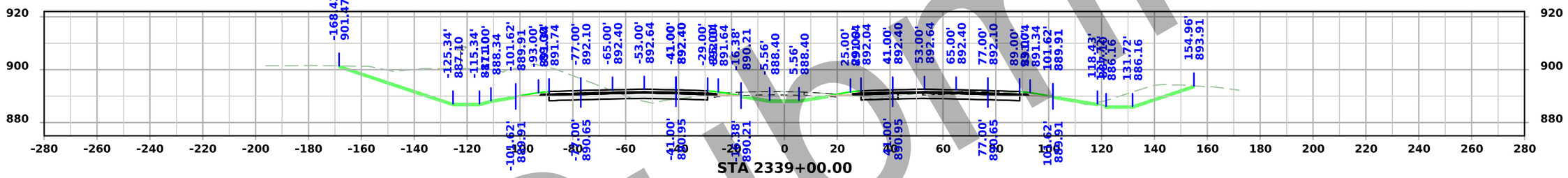
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.73

9:05:57 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

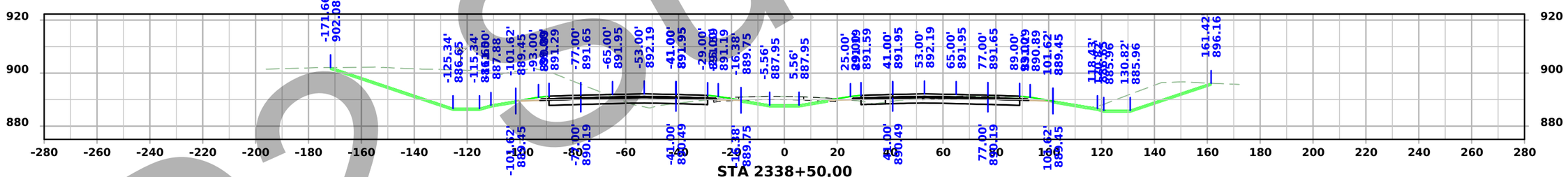
I-35



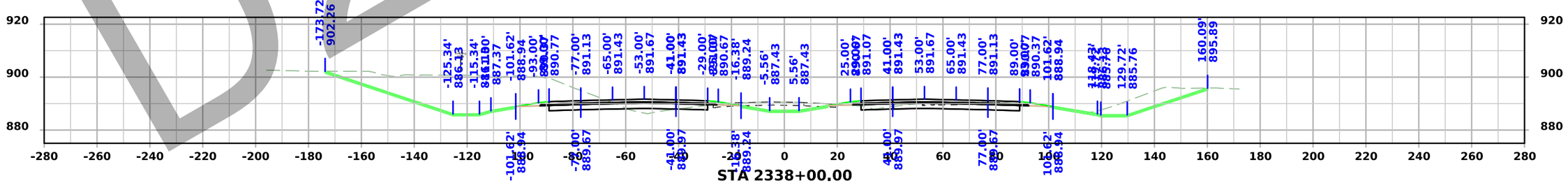
STA 2339+50.00



STA 2339+00.00



STA 2338+50.00



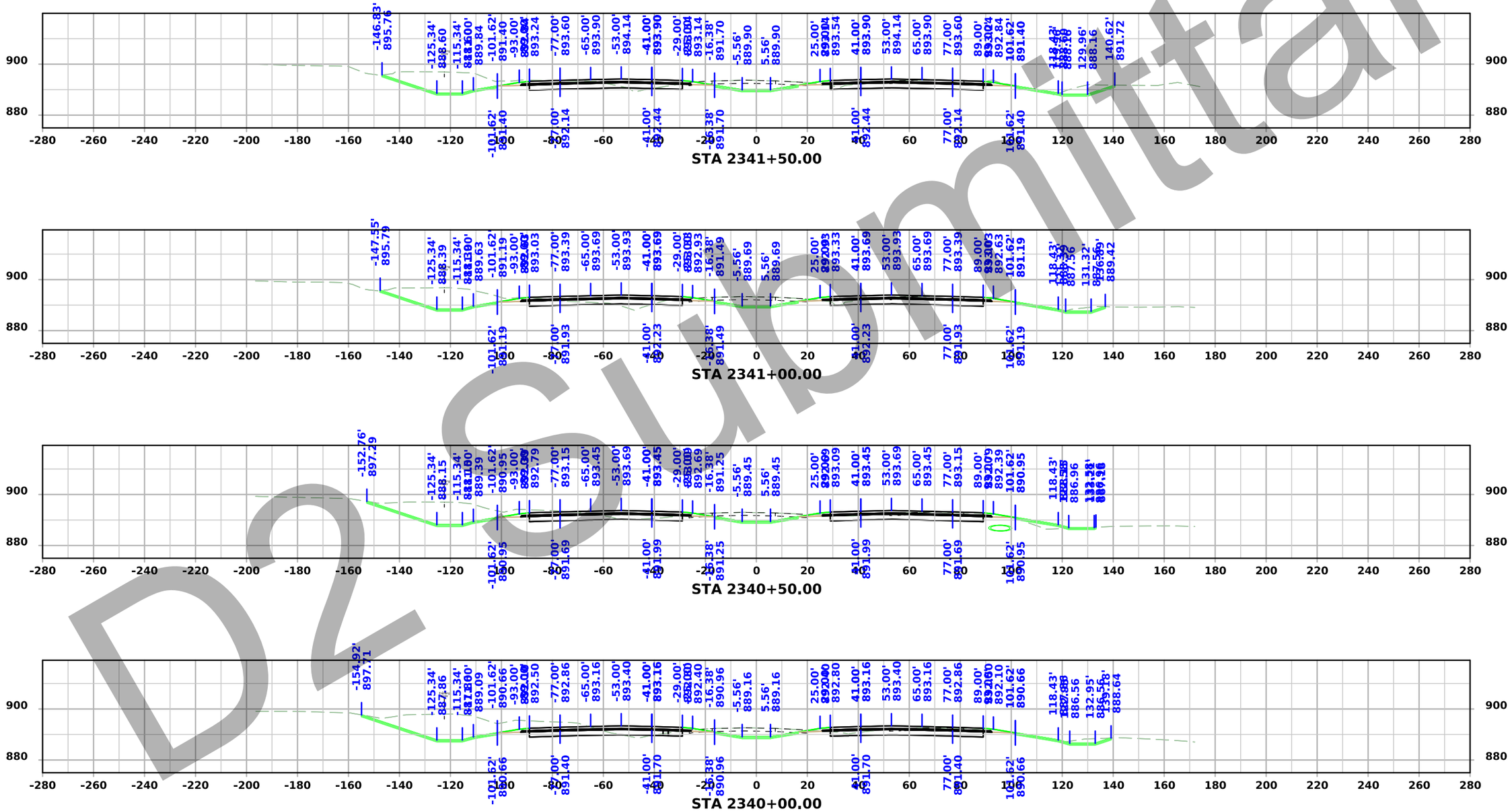
STA 2338+00.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.74

9:06:00 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

D2 Submittal

I-35

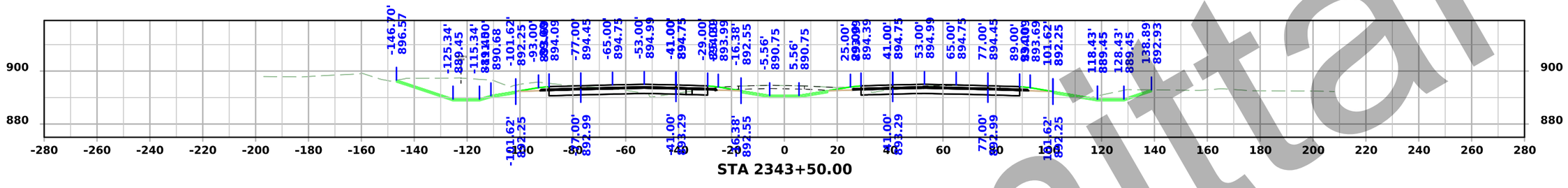


D2 Submittal

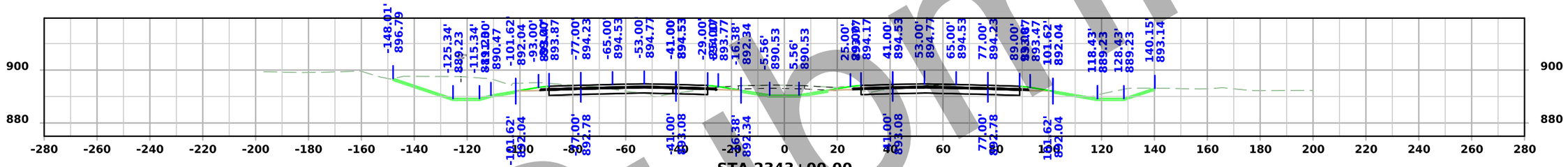
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.75

9:06:03 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

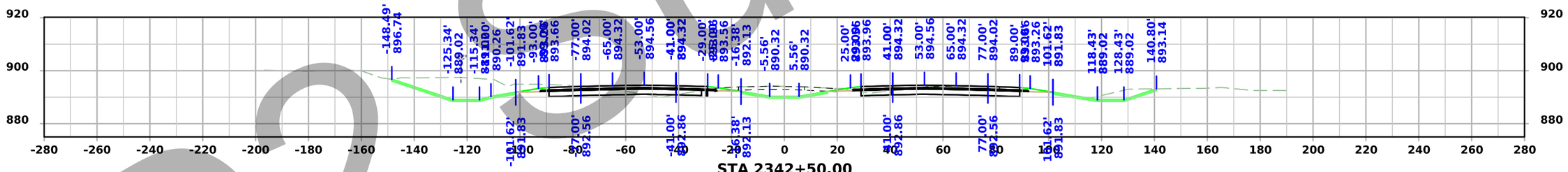
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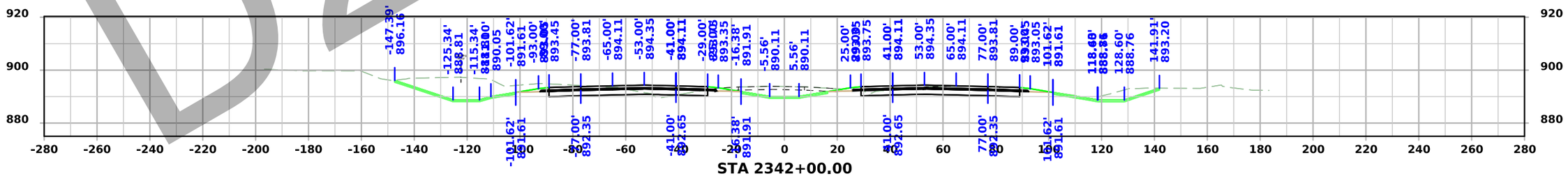
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STA 2343+00.00



STA 2342+50.00



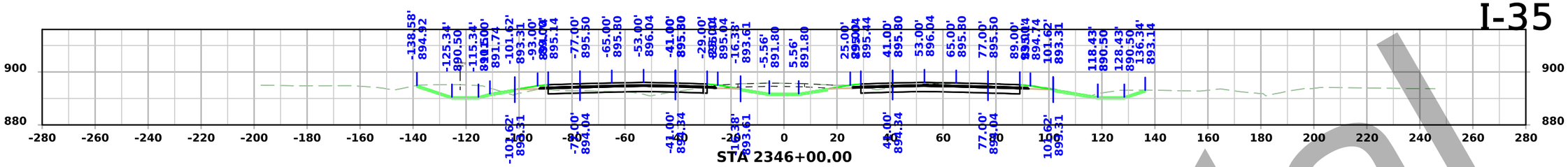
STA 2342+00.00

D2 Submittal

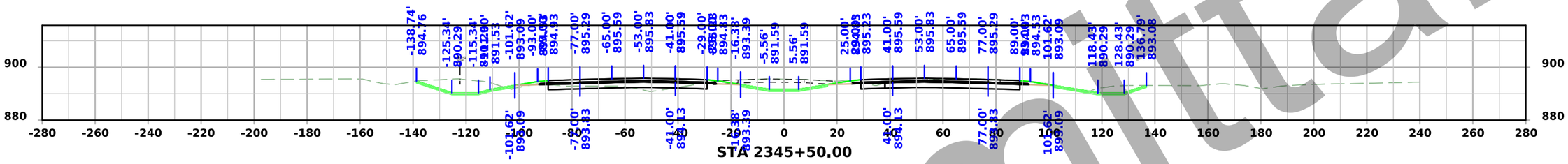
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.76

9:06:07 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

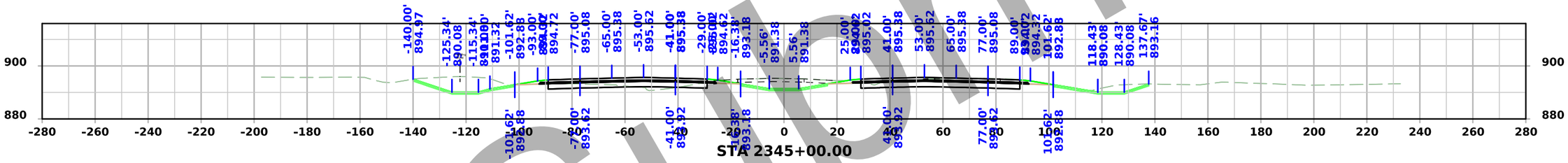
I-35



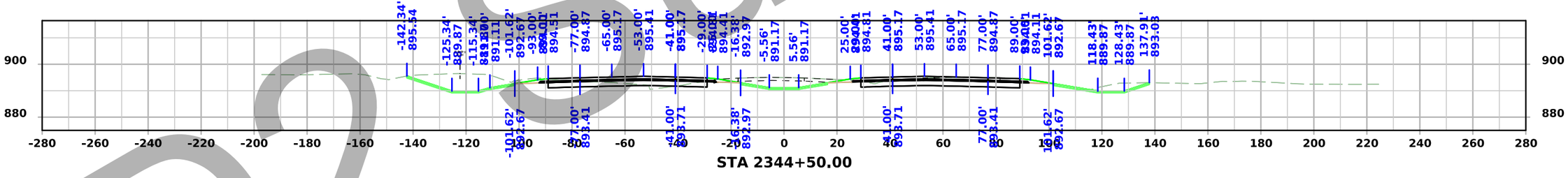
STA 2346+00.00



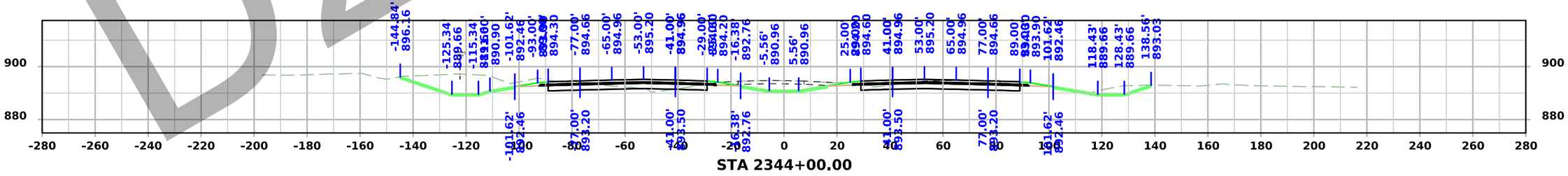
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STA 2345+00.00



STA 2344+50.00



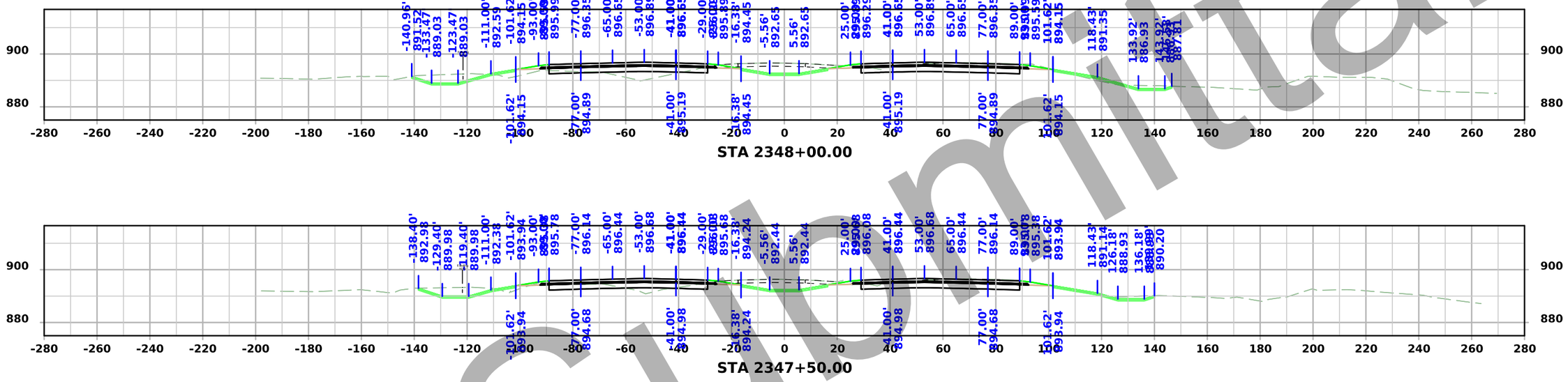
STA 2344+00.00

D2 Submittal

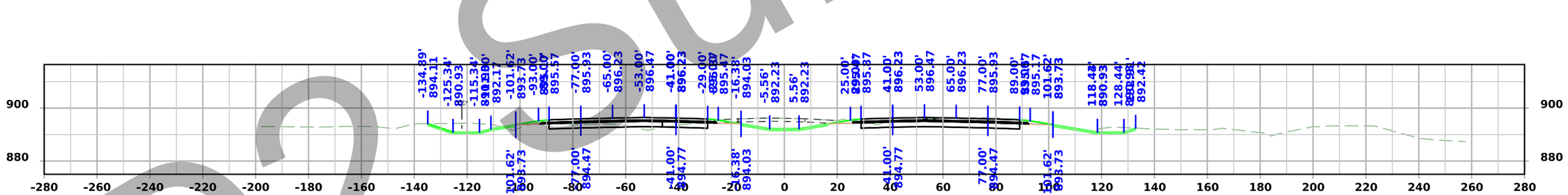
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.77

9:06:10 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

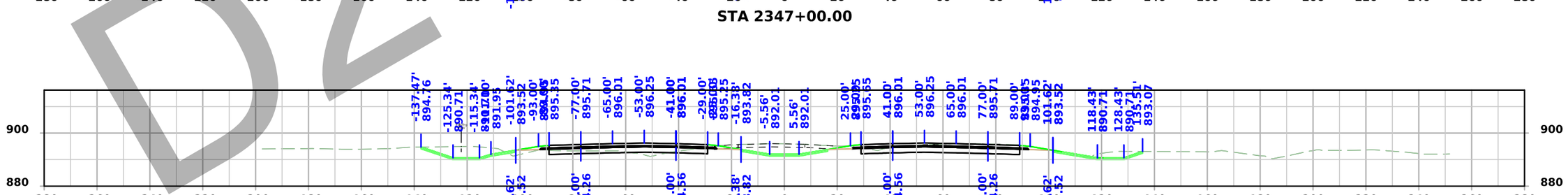
I-35



STA 2348+00.00



STA 2347+50.00



STA 2347+00.00

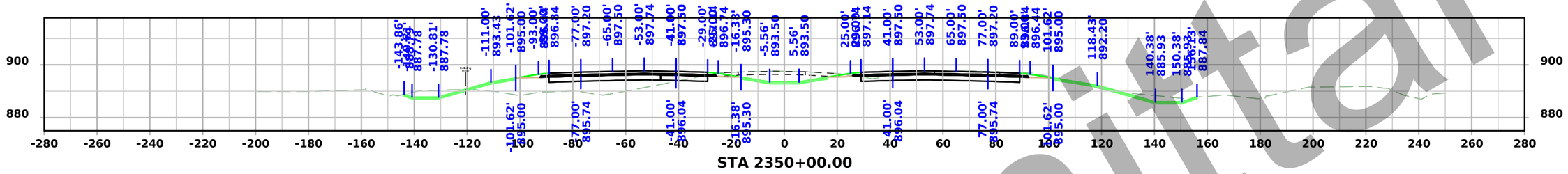
STA 2346+50.00

Preliminary
D2SU

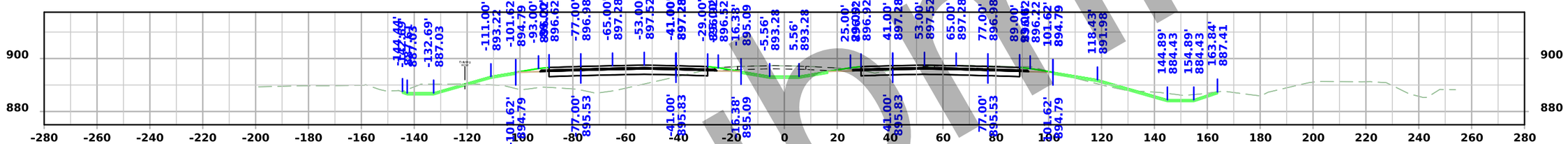
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.78

9:06:14 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

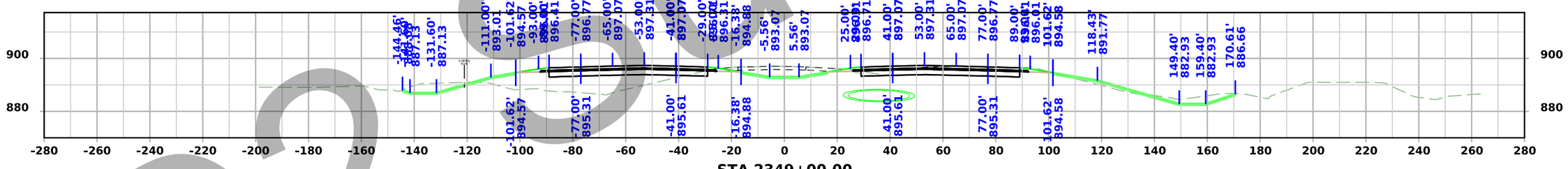
I-35



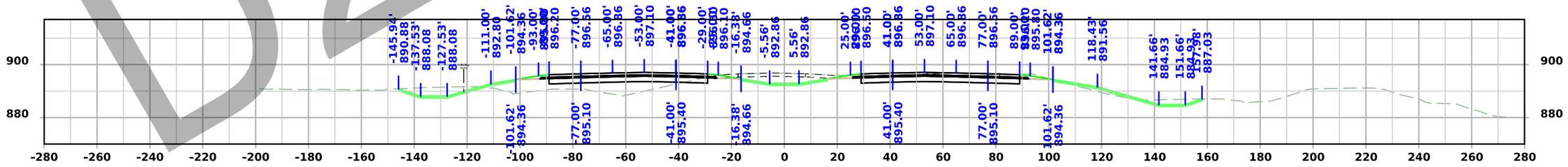
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STA 2349+50.00



STA 2349+00.00

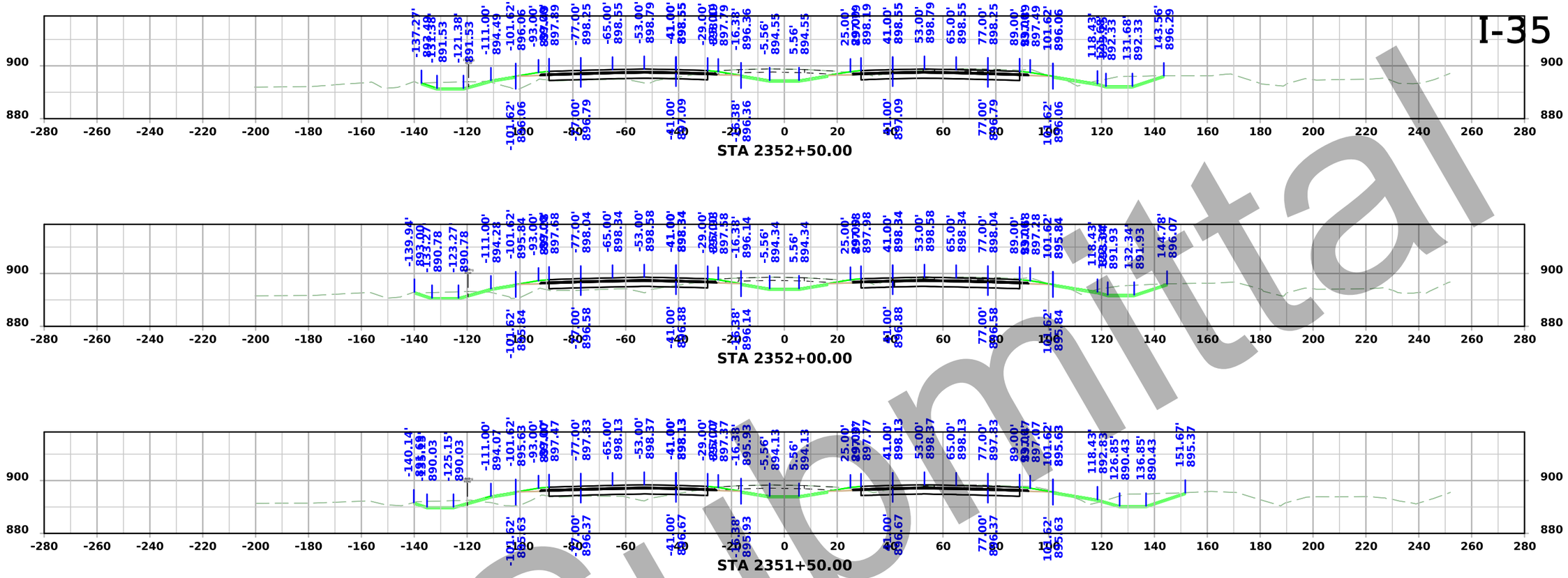


STA 2348+50.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.79

9:06:18 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

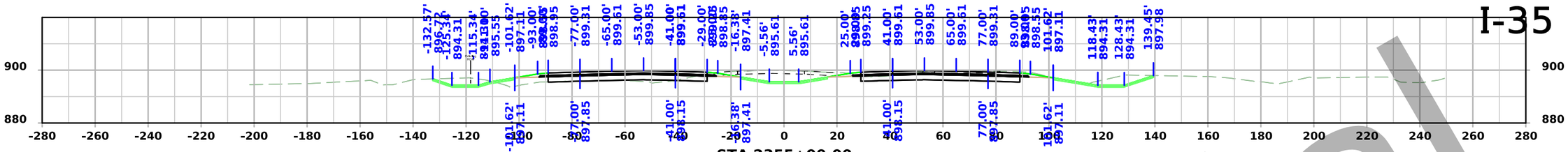


D2 Submittal

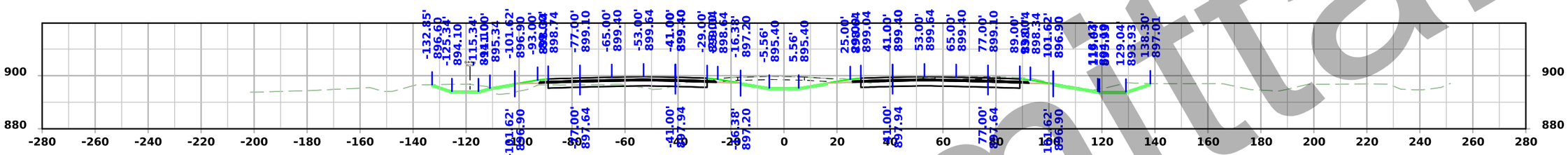
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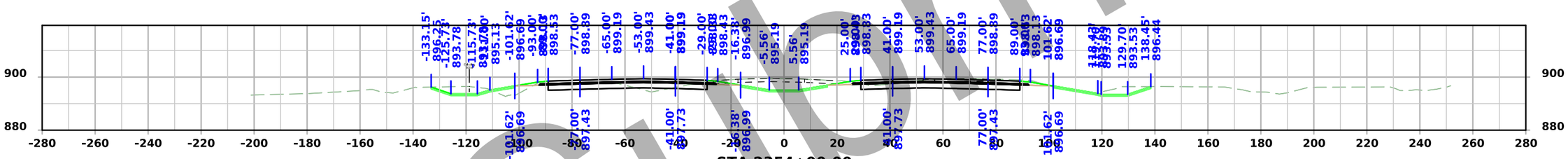
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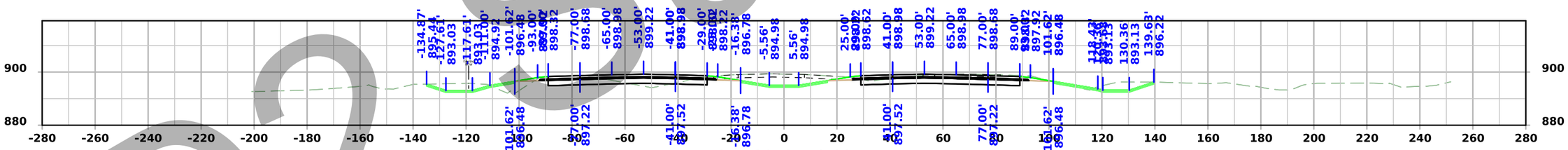
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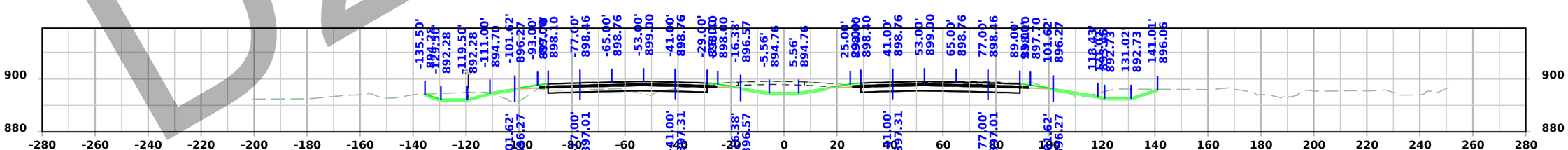
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STA 2354+00.00



STA 2353+50.00

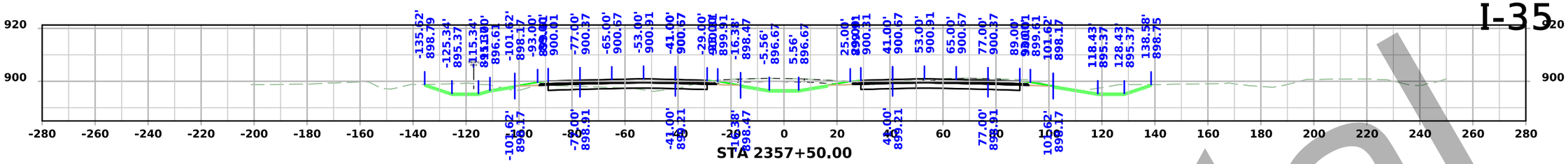


STA 2353+00.00

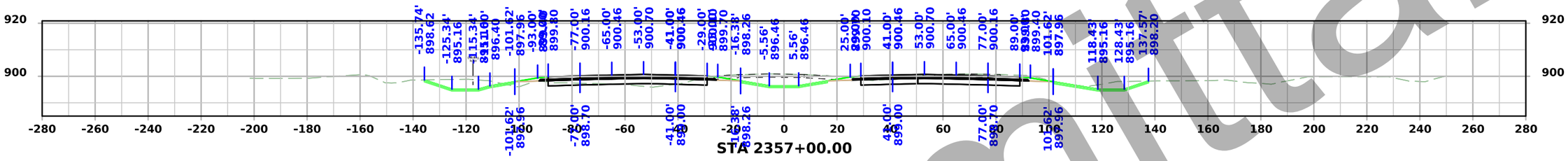
D2Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.81

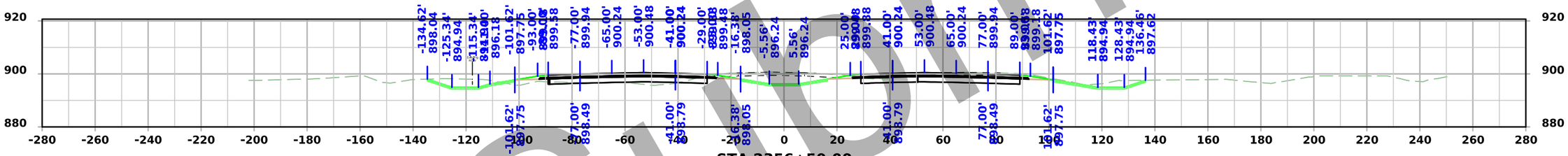
9:06:26 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn



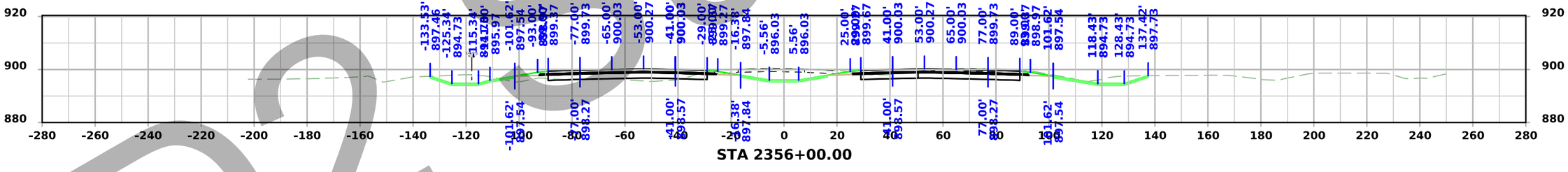
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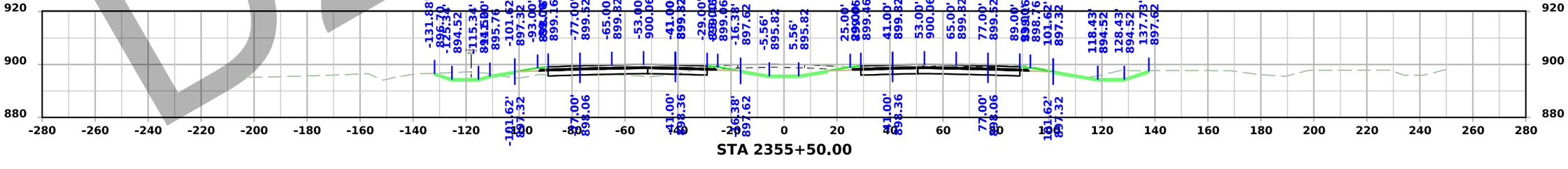
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STA 2356+50.00



STA 2356+00.00

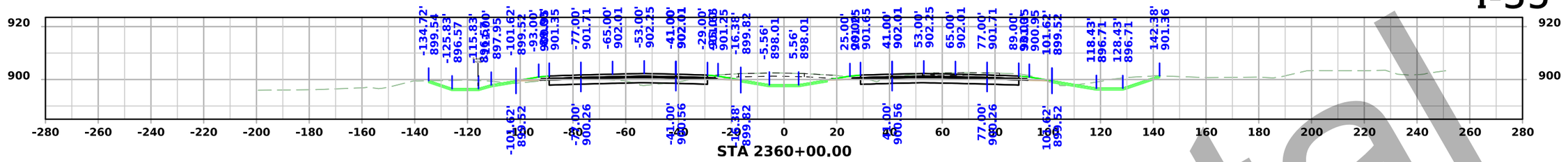


STA 2355+50.00

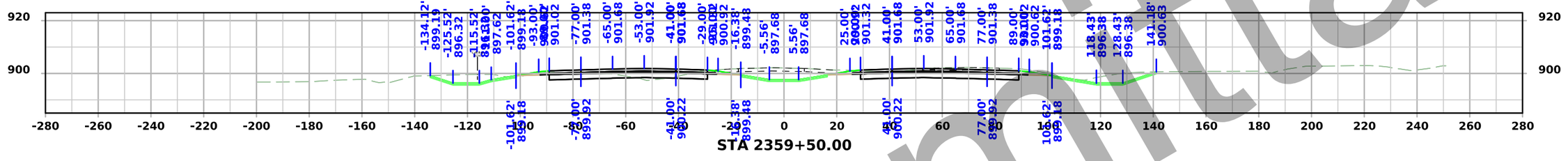
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.82

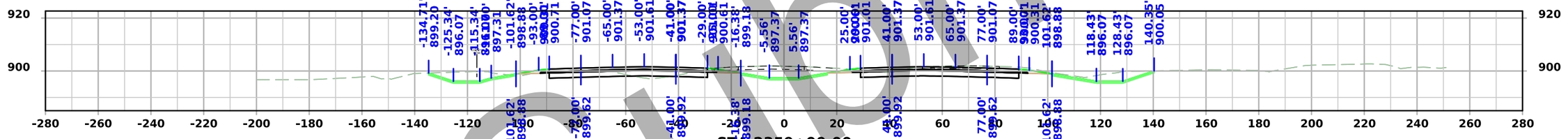
I-35



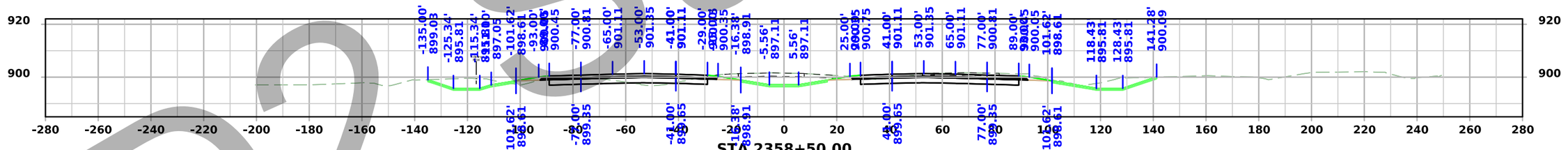
STA 2360+00.00



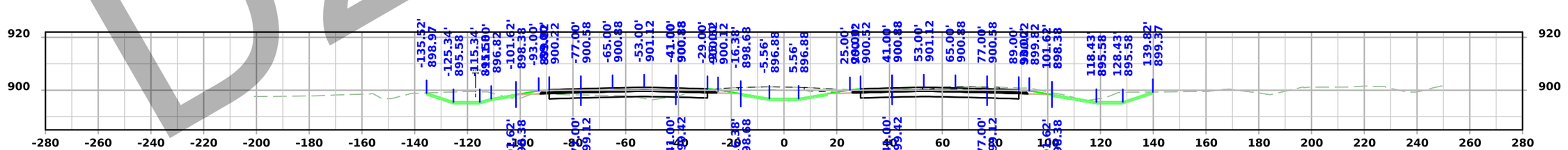
STA 2359+50.00



STA 2359+00.00



STA 2358+50.00



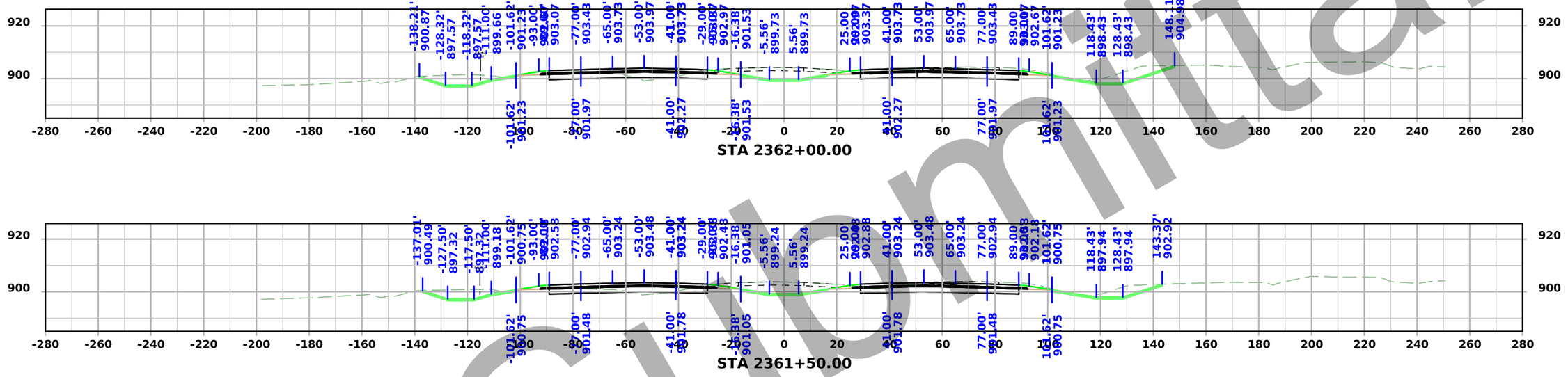
STA 2358+00.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.83

9:06:34 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35

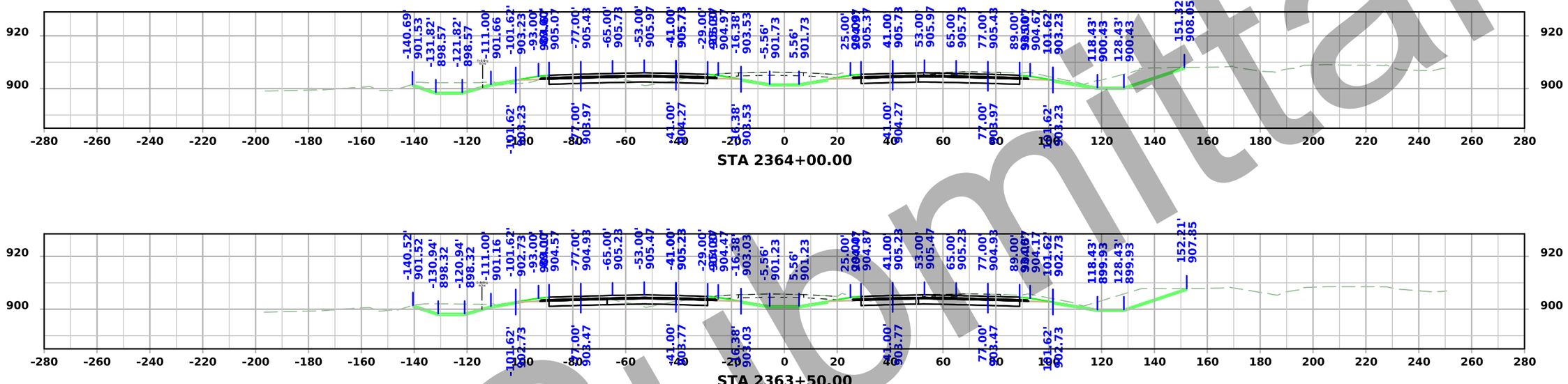


D2submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.84

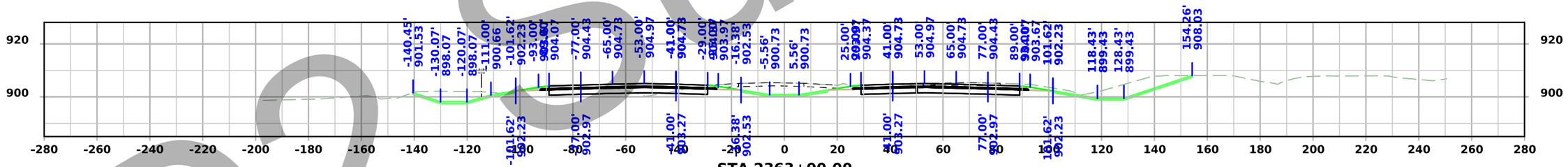
9:06:38 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35

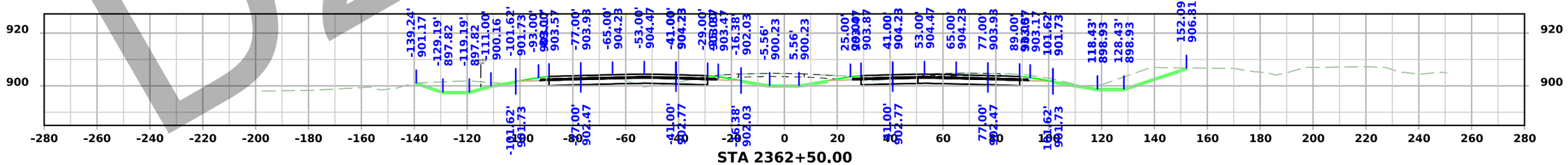


STA 2364+00.00

STA 2363+50.00



STA 2363+00.00



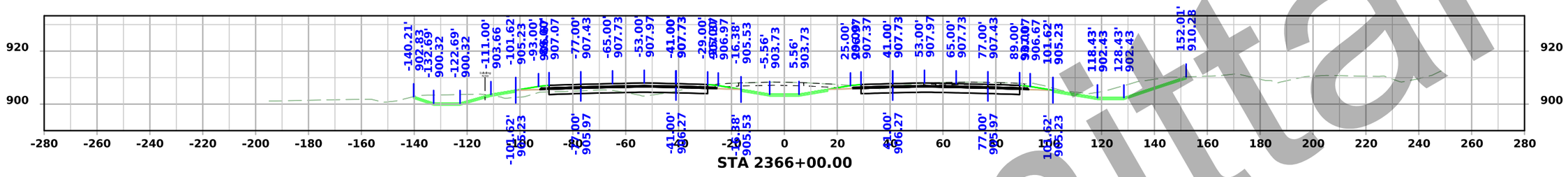
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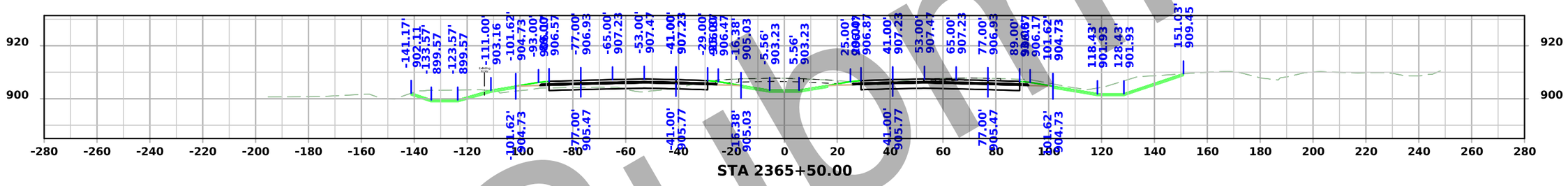
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.85

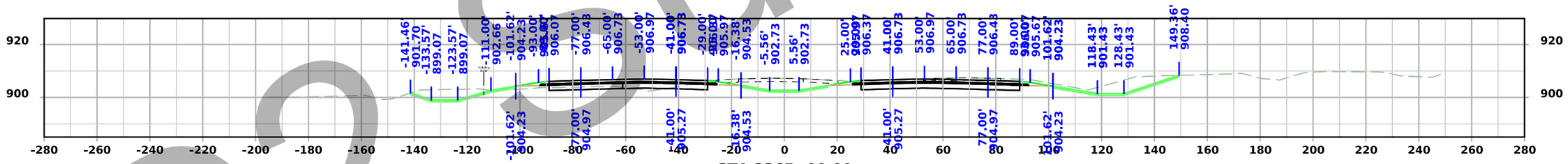
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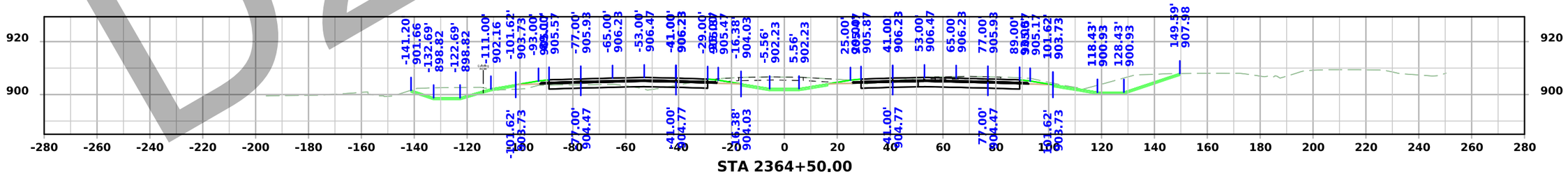
D2Submittal

I-35







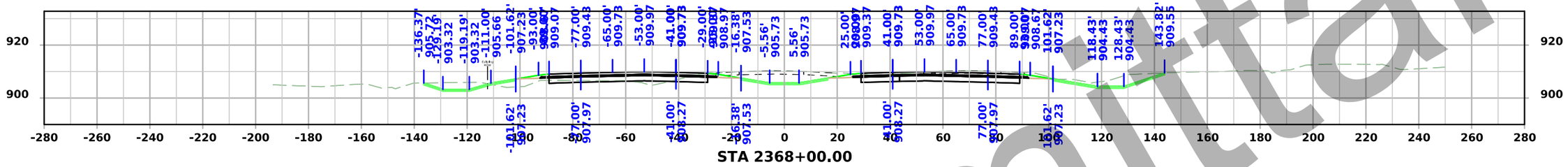


D2 Submittal

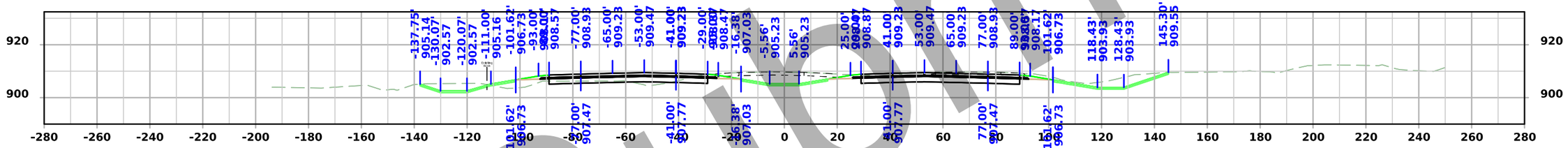
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9:06:45 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

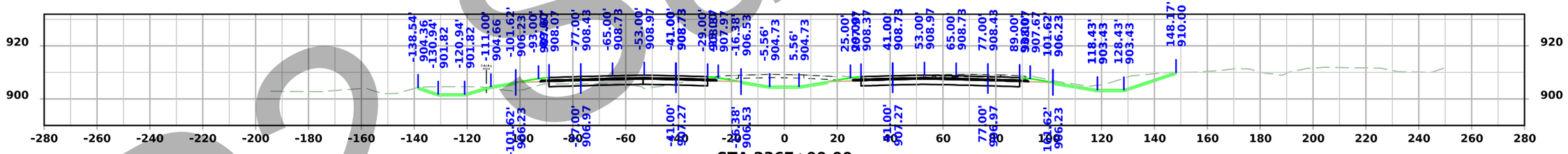
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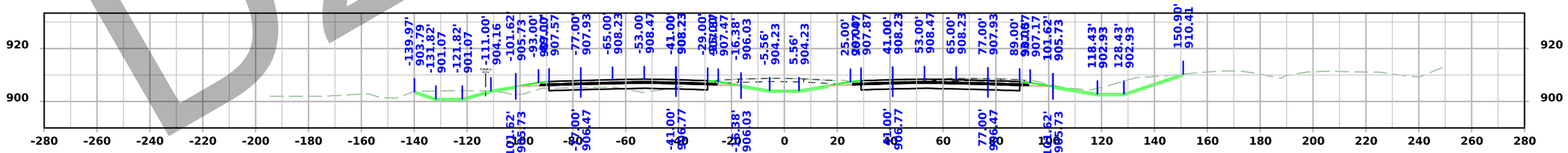
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STA 2367+50.00



STA 2367+00.00



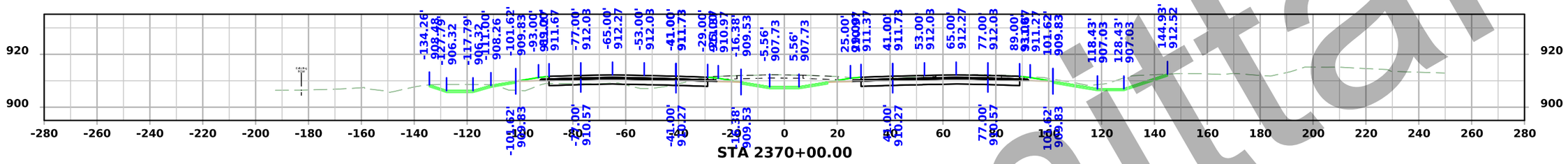
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D2 Submittal

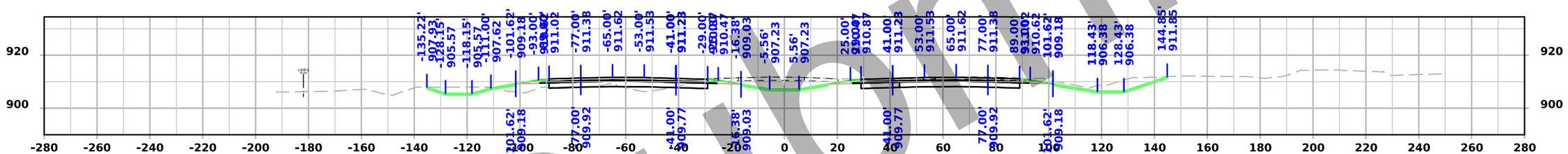
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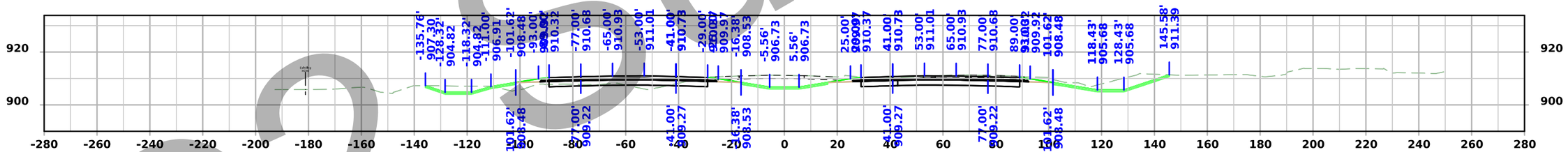
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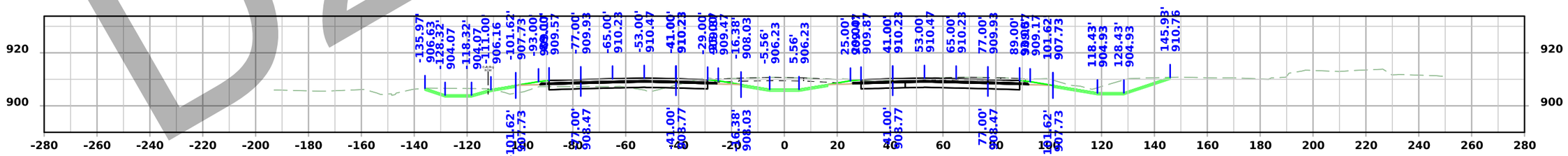
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STA 2369+50.00



STA 2369+00.00



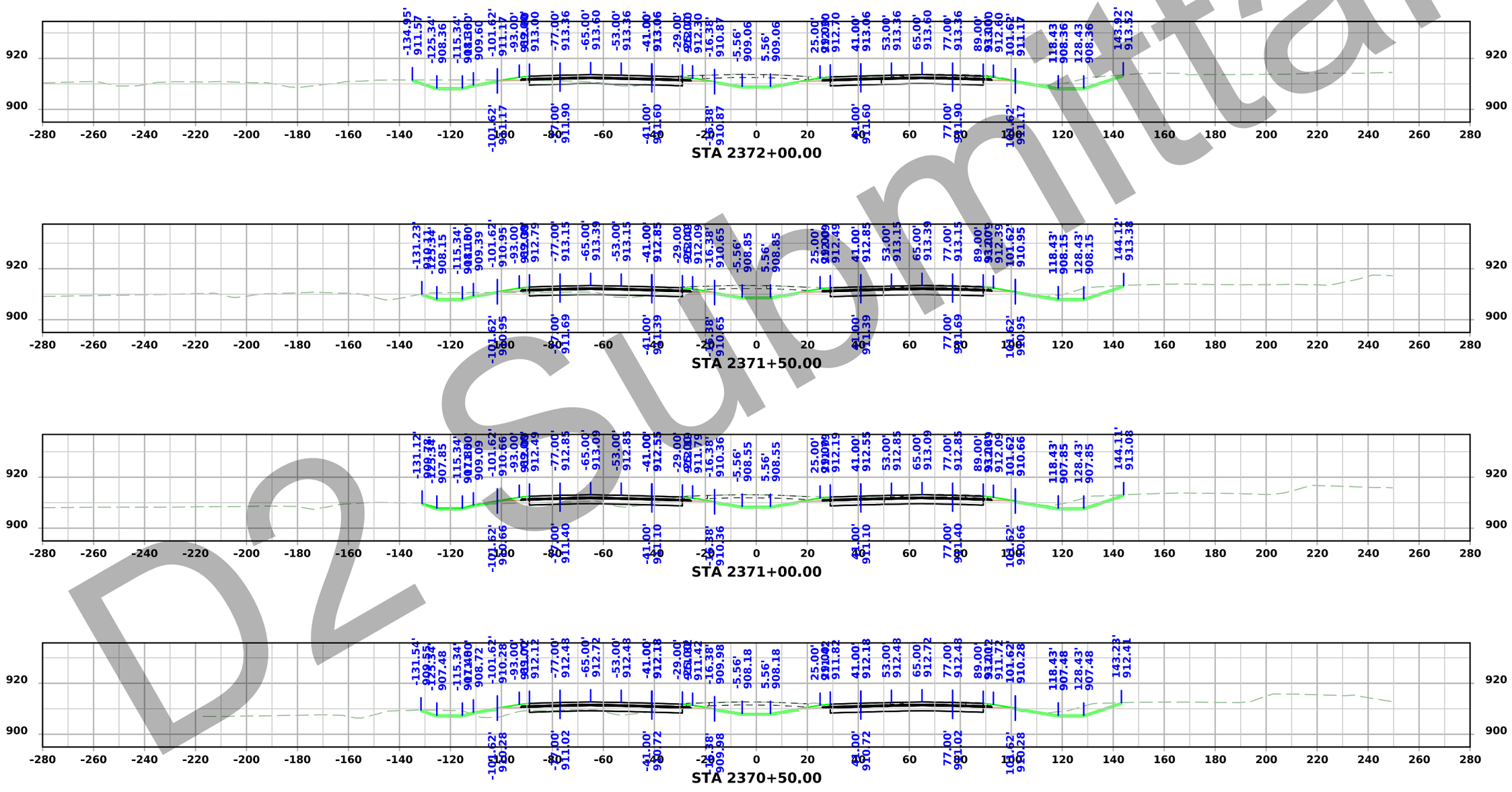
STA 2368+50.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.88

9:06:52 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35

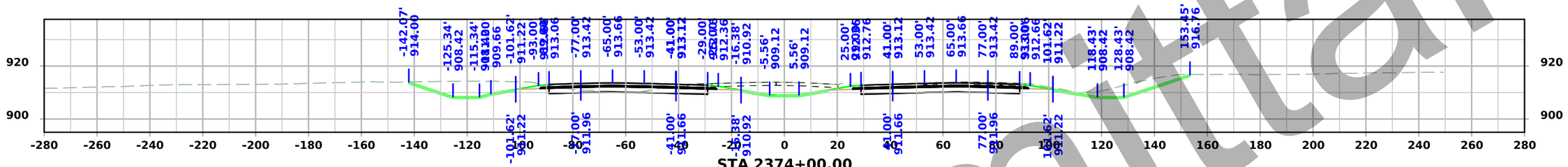


D2 Submittal

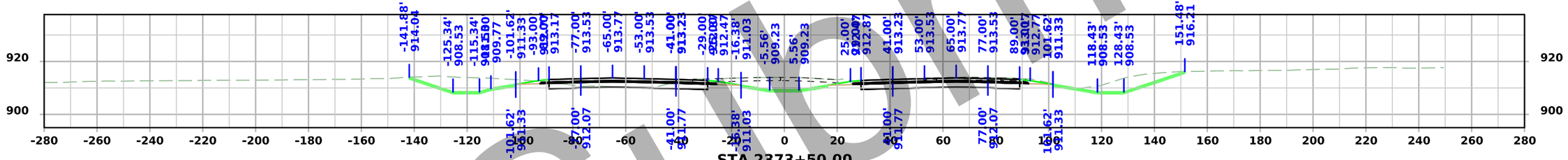
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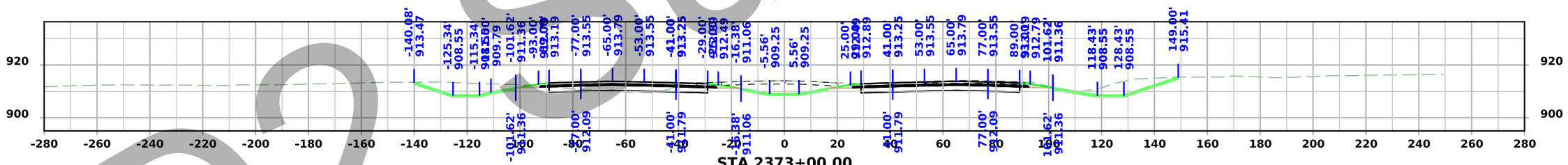
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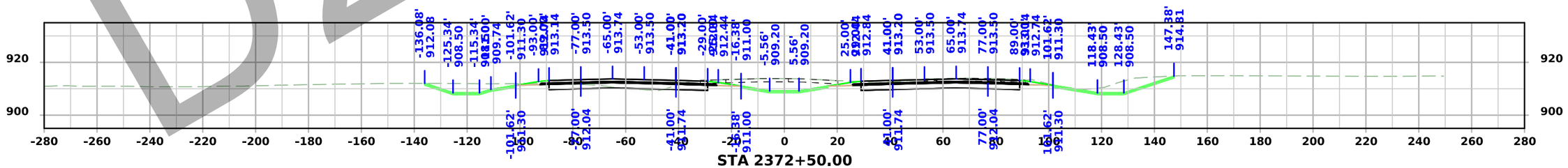
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STA 2373+50.00



STA 2373+00.00



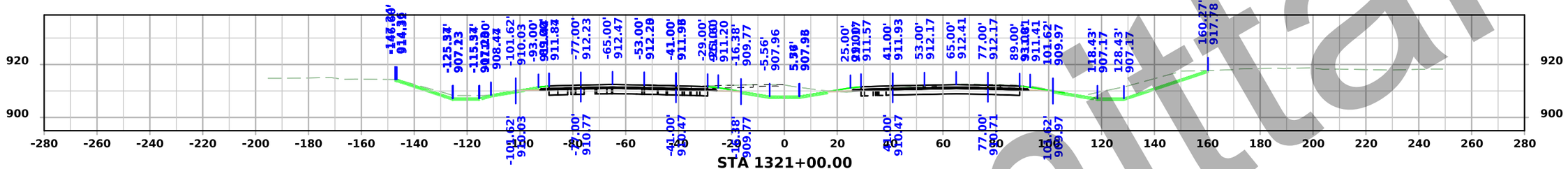
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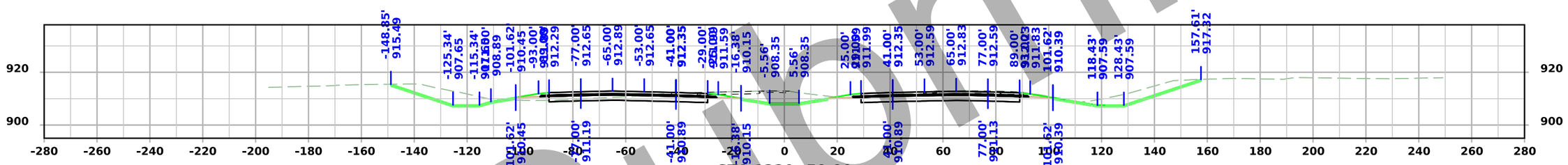
D2 Submittal

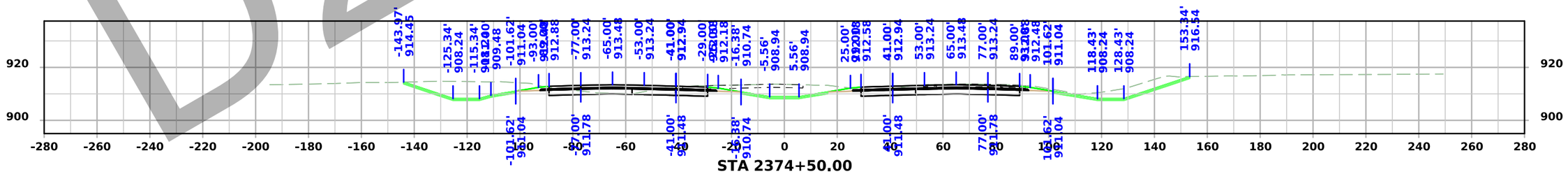
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I-35





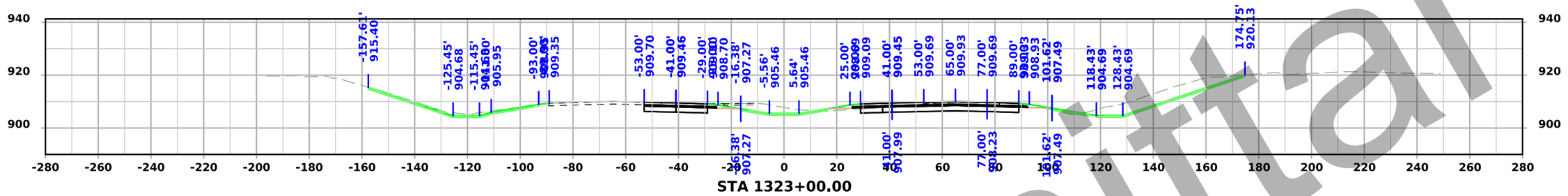


D2 Submittal

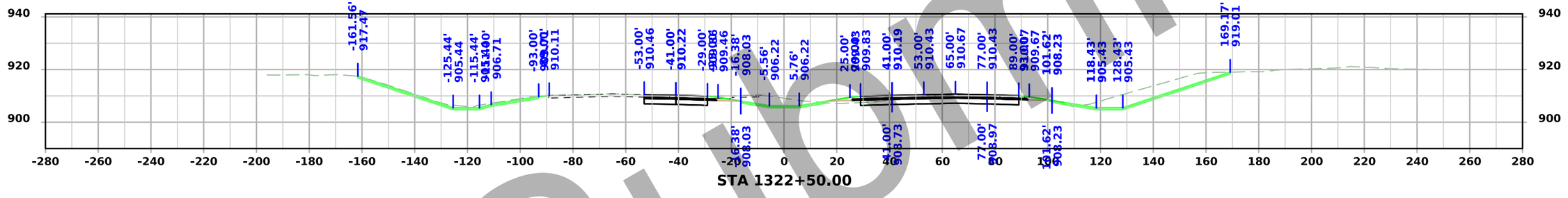
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.91

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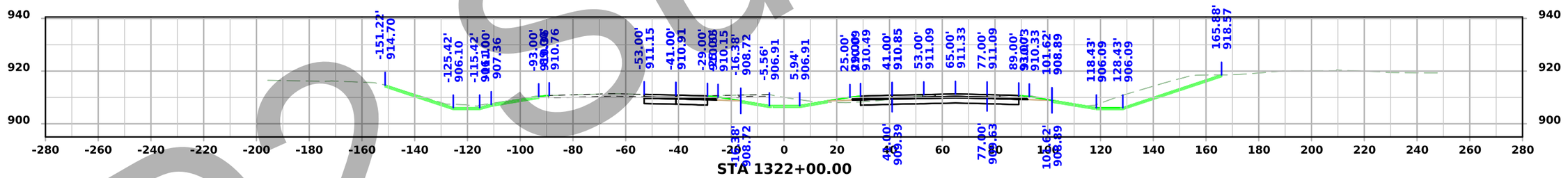
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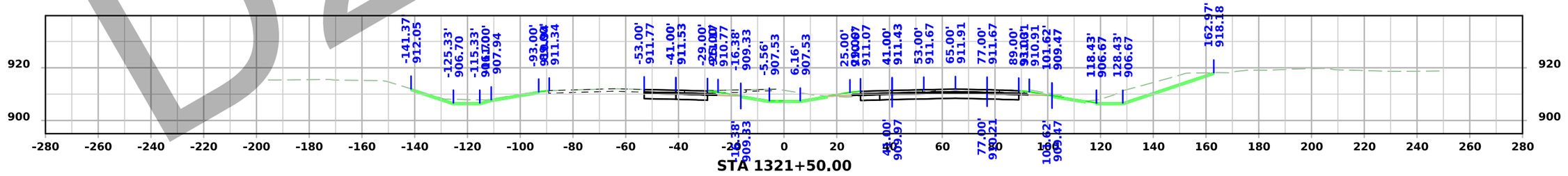
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STA 1322+50.00



STA 1322+00.00



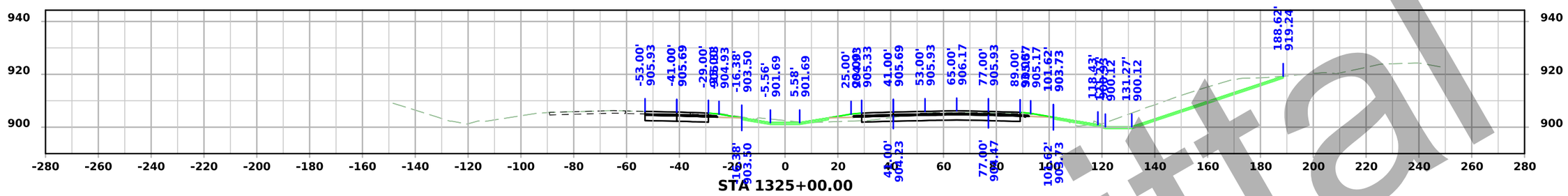
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D2 Submittal

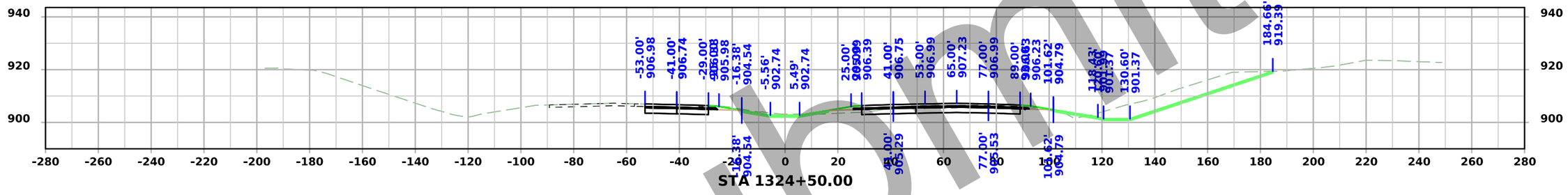
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.92

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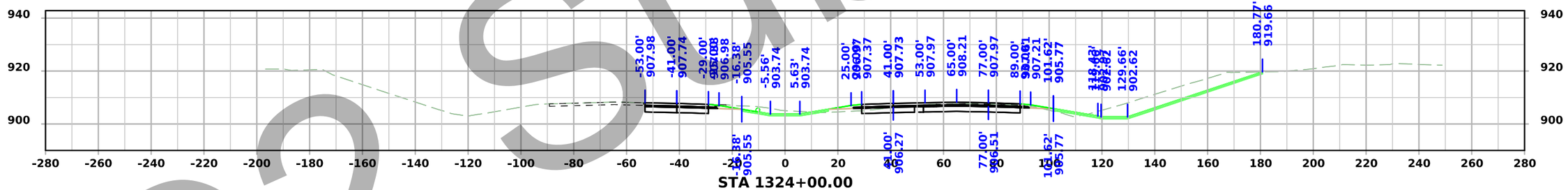
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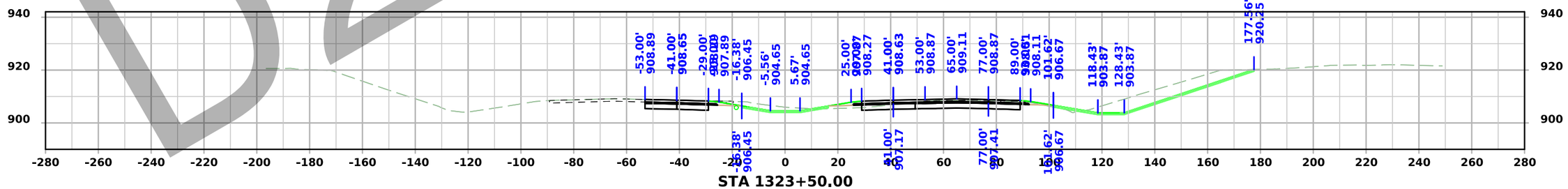
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STA 1324+50.00



STA 1324+00.00



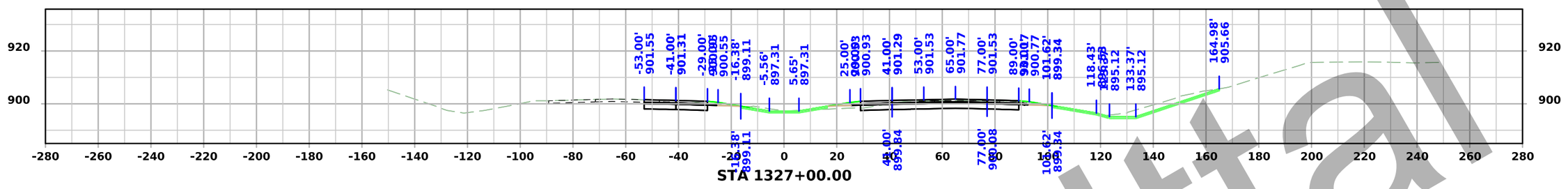
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D2 Submittal

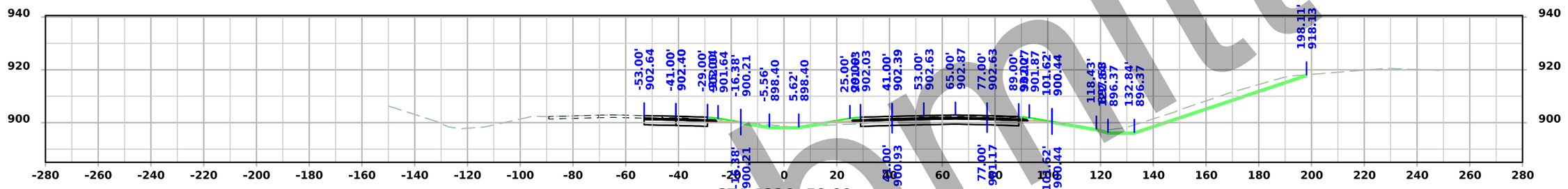
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.93

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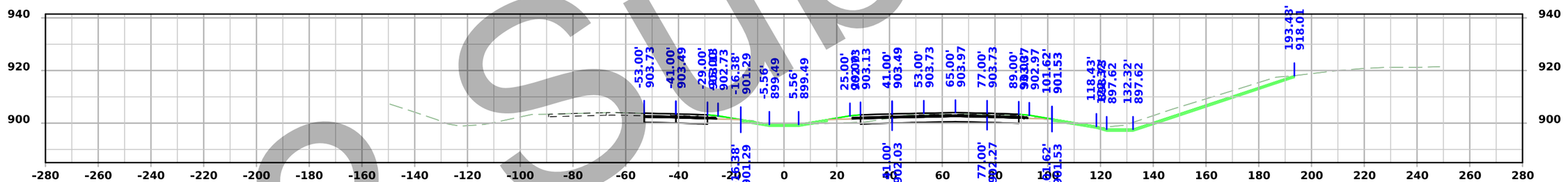
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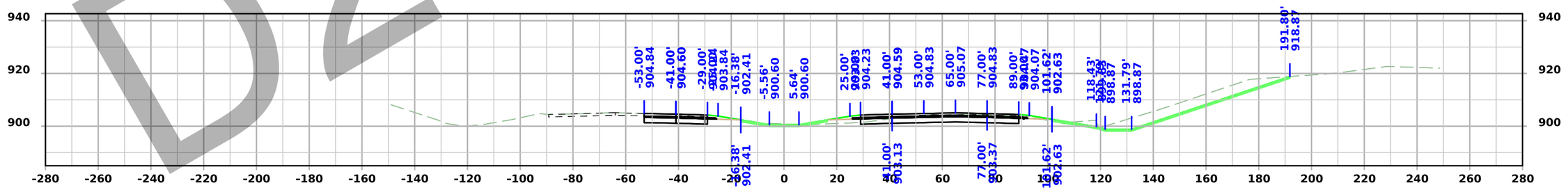
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STA 1326+50.00



STA 1326+00.00



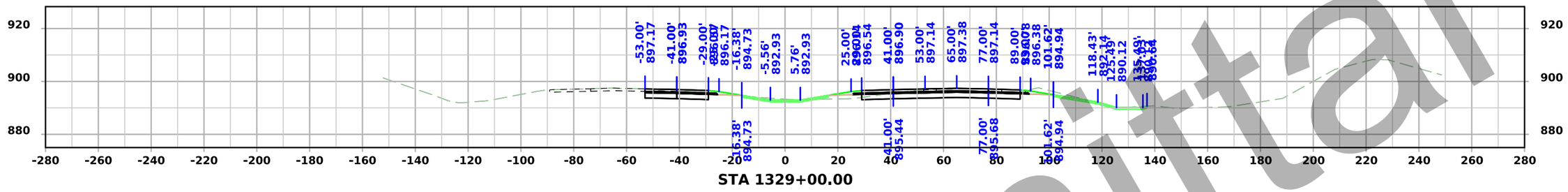
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D2 Submittal

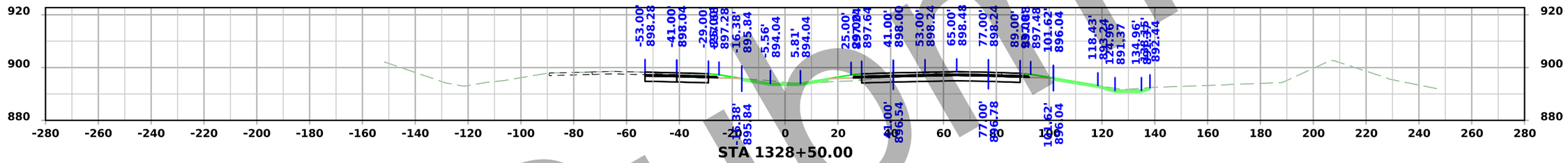
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.94

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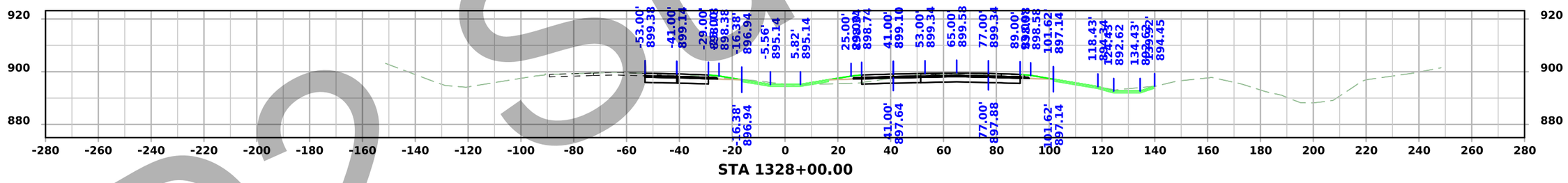
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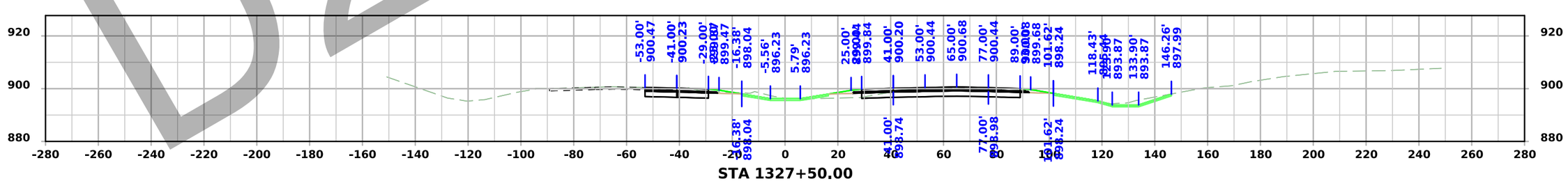
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STA 1328+00.00



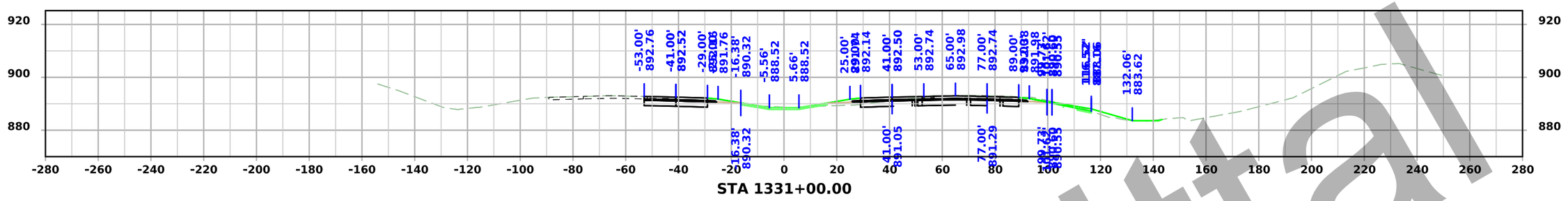
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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.95

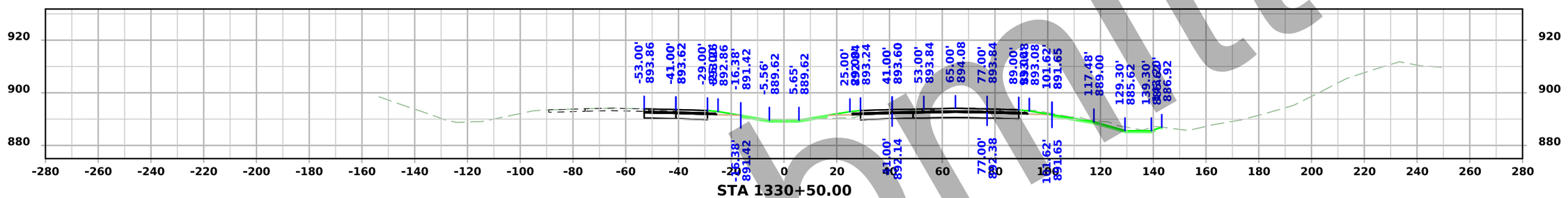
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D2 Submittal

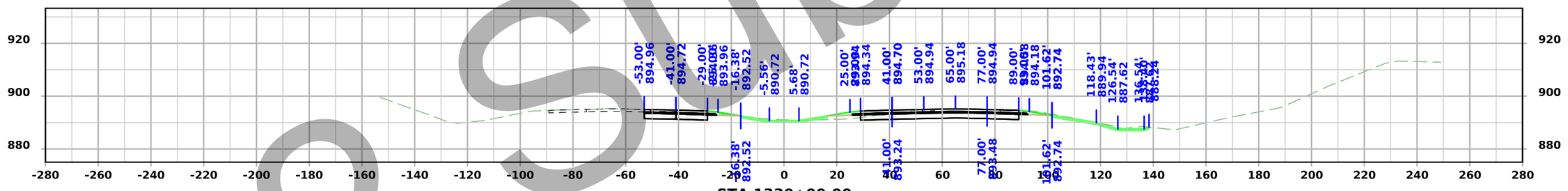
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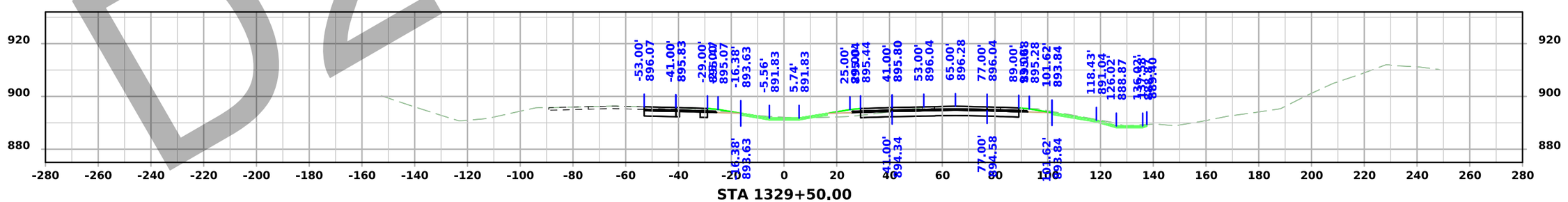
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STA 1330+50.00



STA 1330+00.00



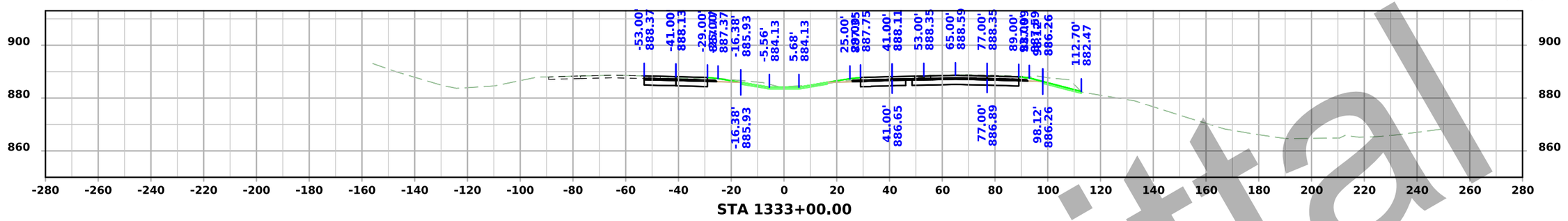
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D2 Submittal

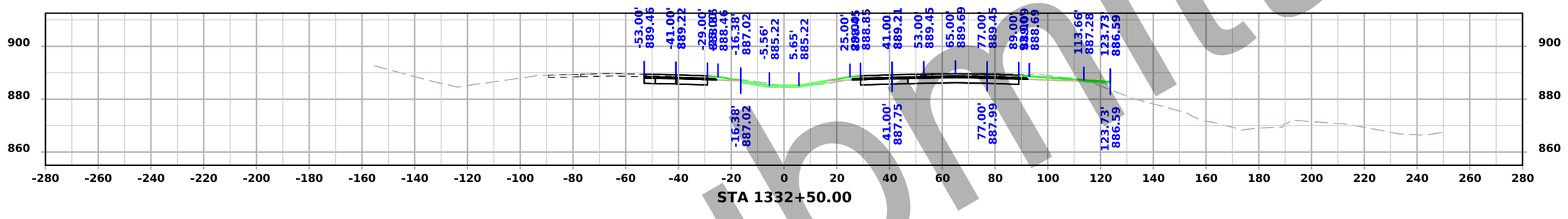
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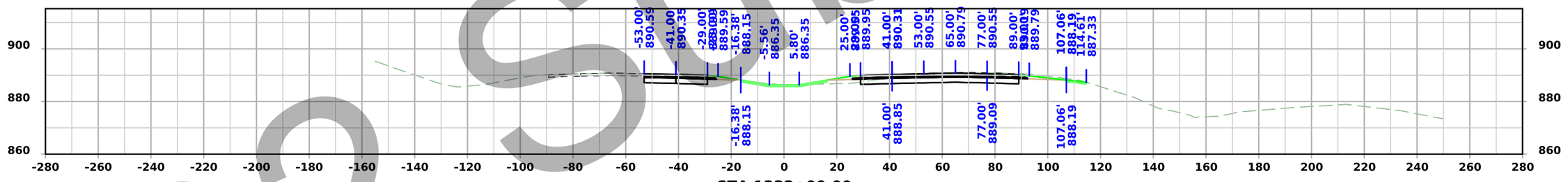
I-35



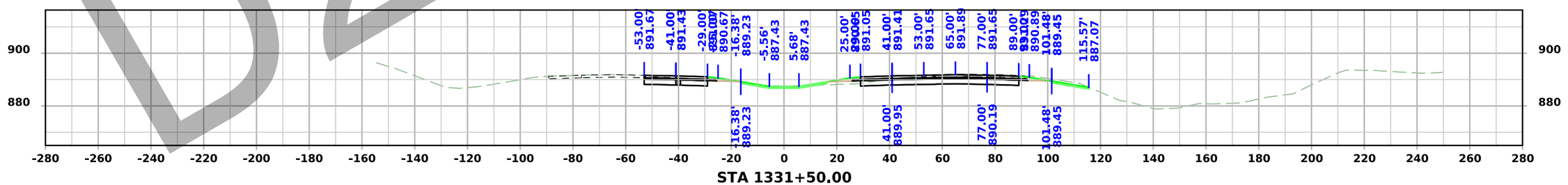
STA 1333+00.00



STA 1332+50.00



STA 1332+00.00



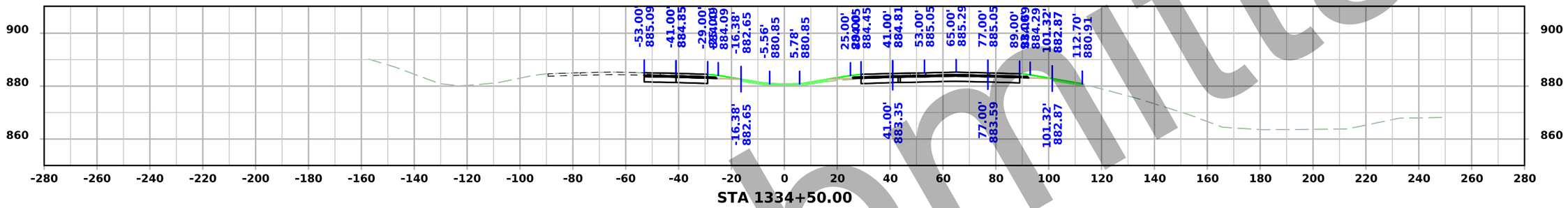
STA 1331+50.00

D2 Submittal

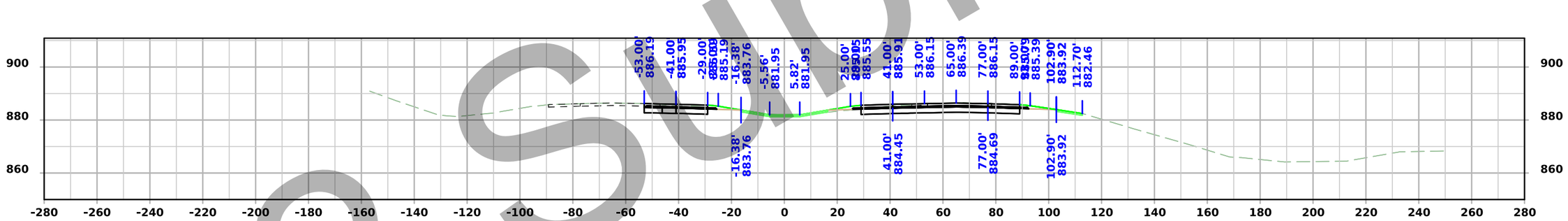
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.97

9:07:19 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

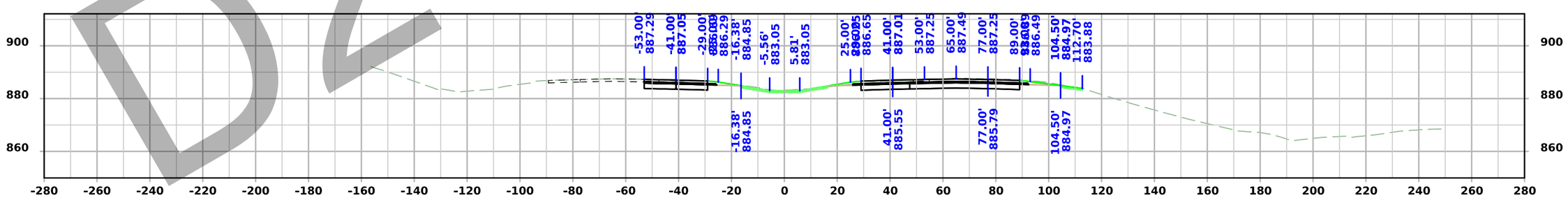
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STA 1334+50.00



STA 1334+00.00



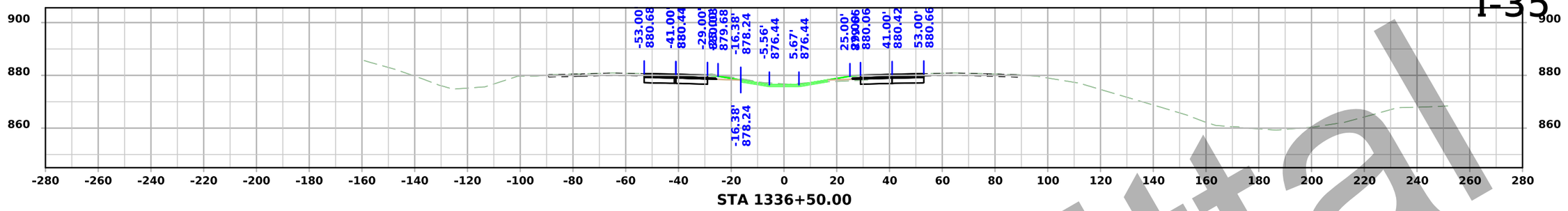
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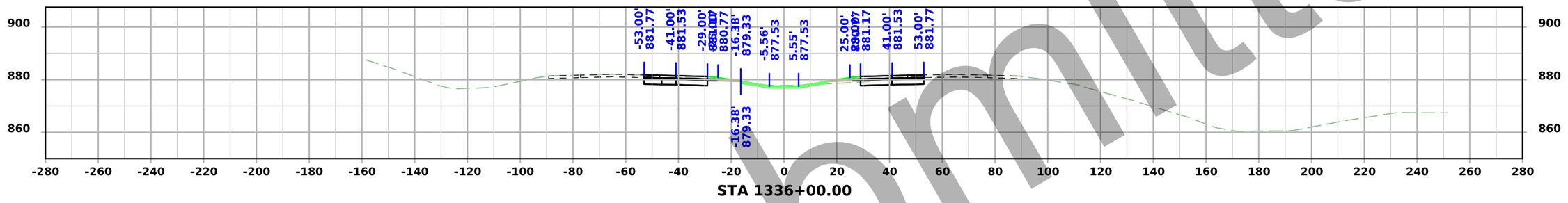
D2 Submittal

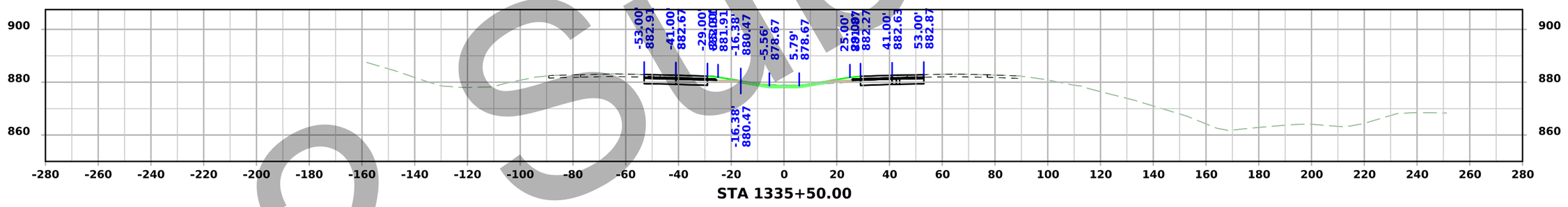
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.98

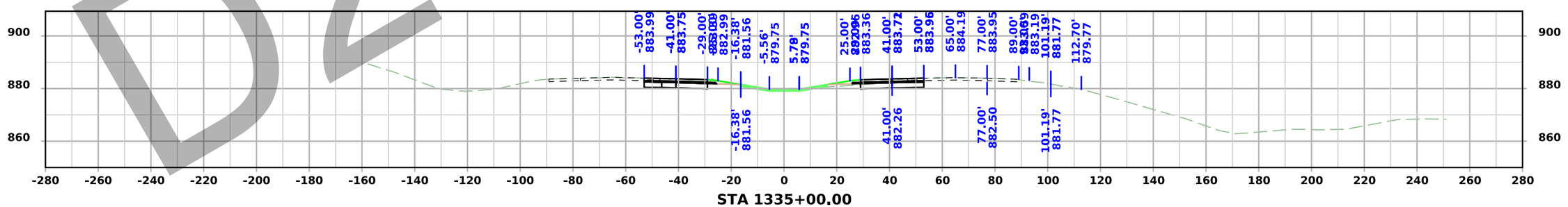
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I-35







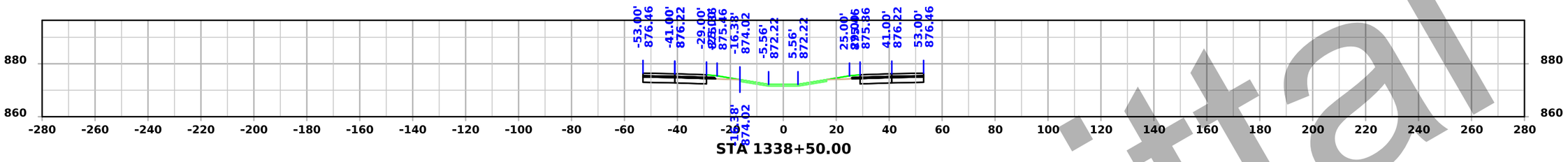


D2 Submittal

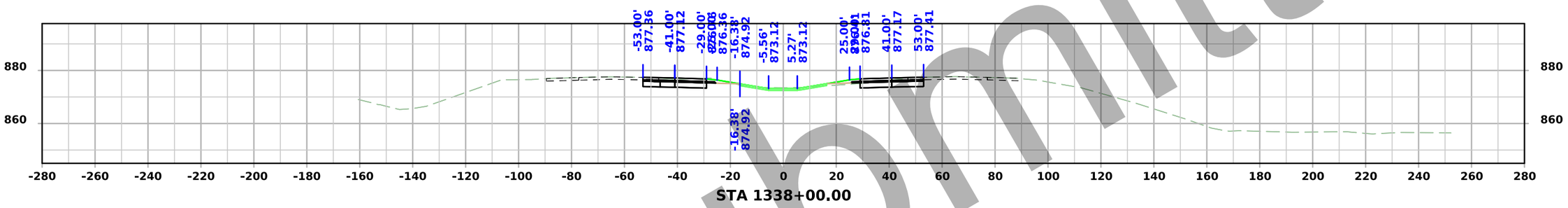
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.99

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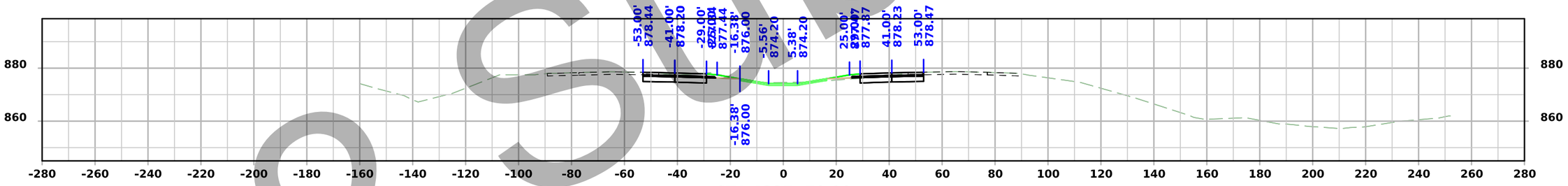
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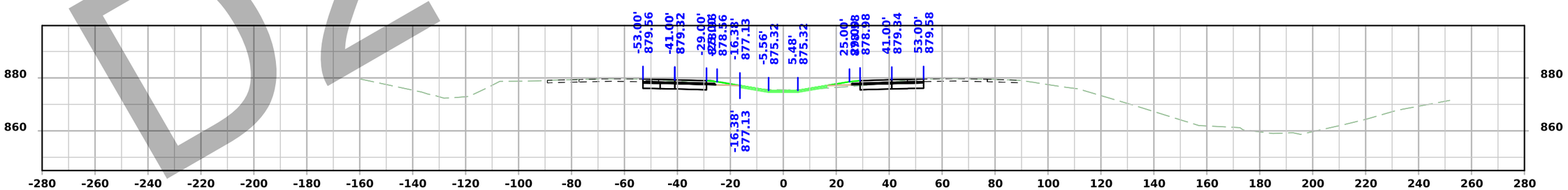
STA 1338+50.00



STA 1338+00.00



STA 1337+50.00



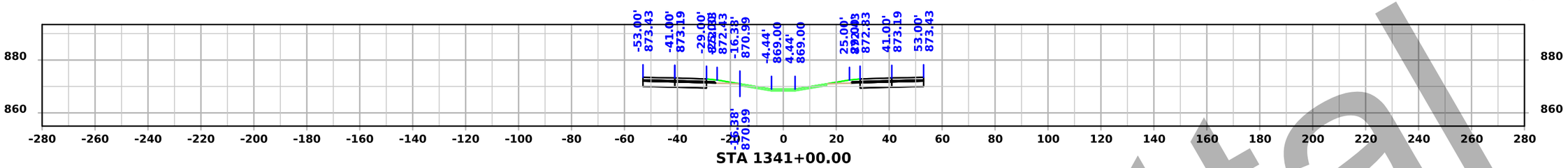
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D2 Submittal

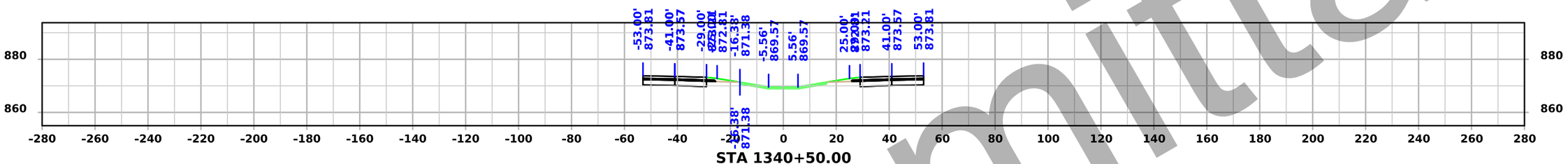
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.100

9:07:27 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

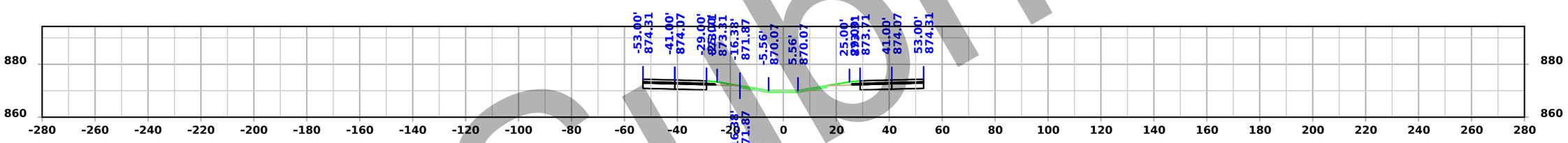
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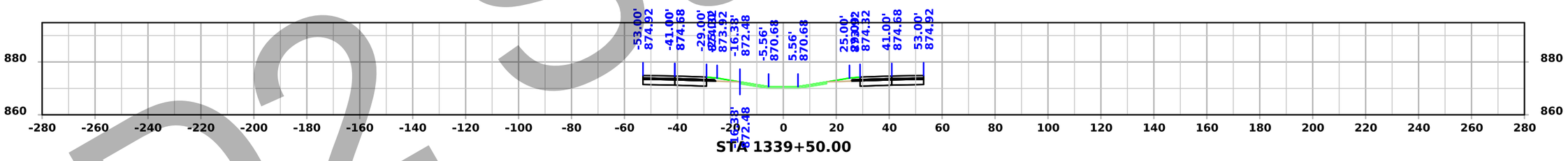
STA 1341+00.00



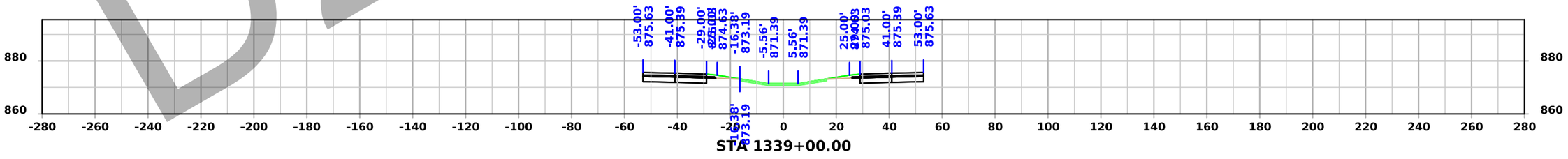
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STA 1340+00.00



STA 1339+50.00

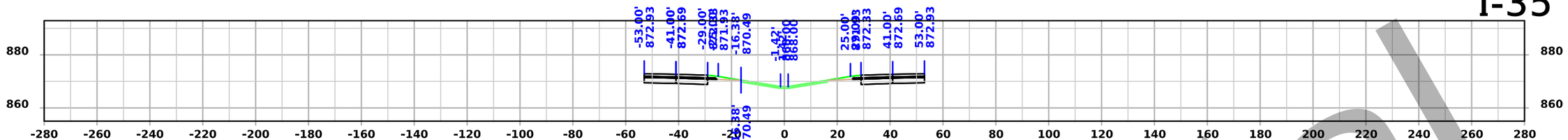


STA 1339+00.00

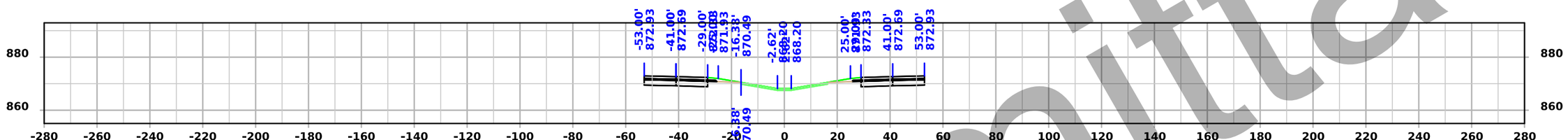
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.101

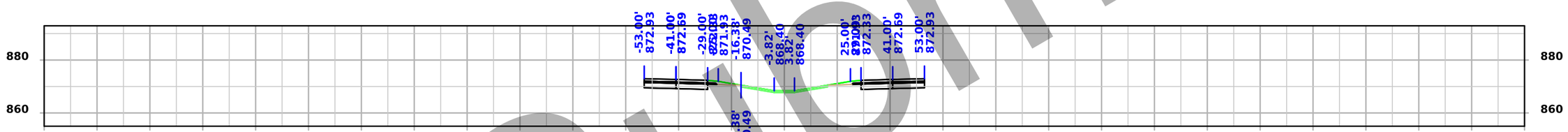
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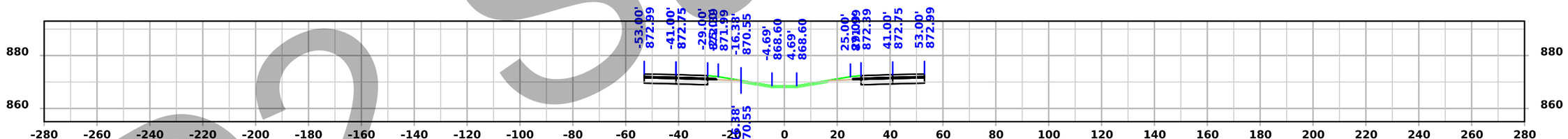
STA 1343+50.00



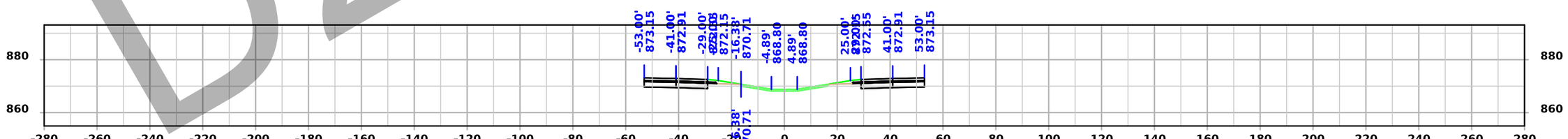
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STA 1342+50.00



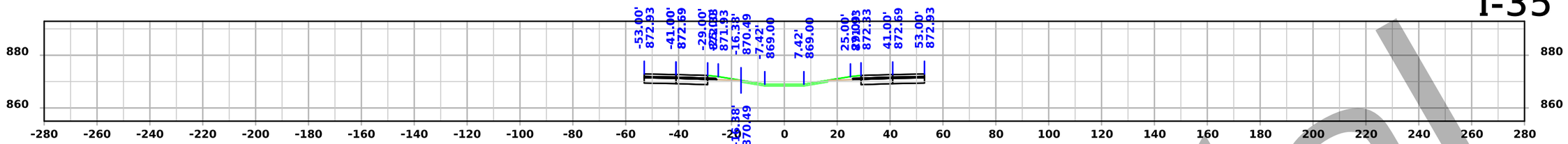
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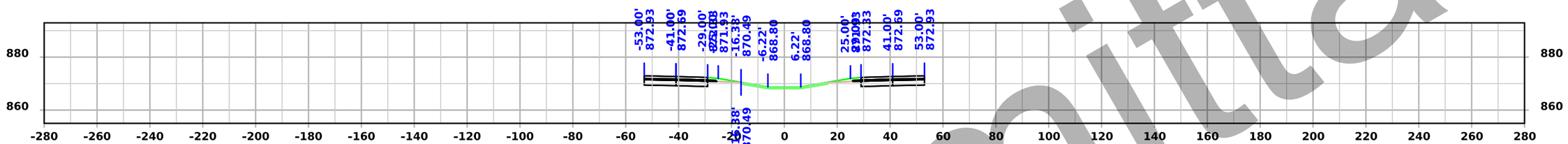
STA 1341+50.00

D2 Submittal

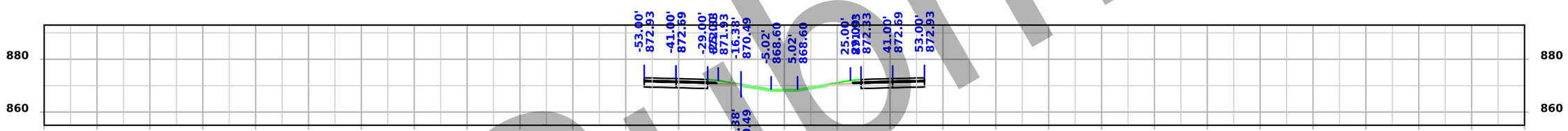
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.102



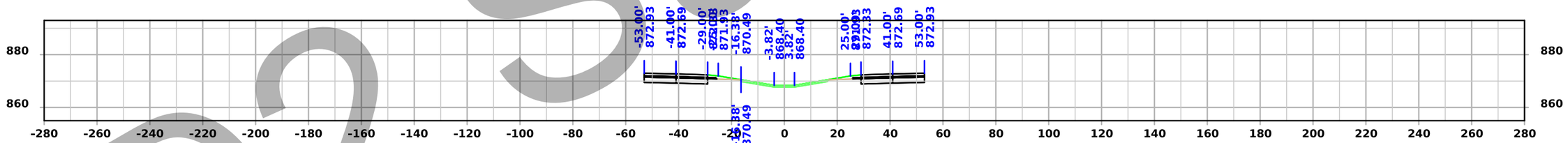
STA 1346+00.00



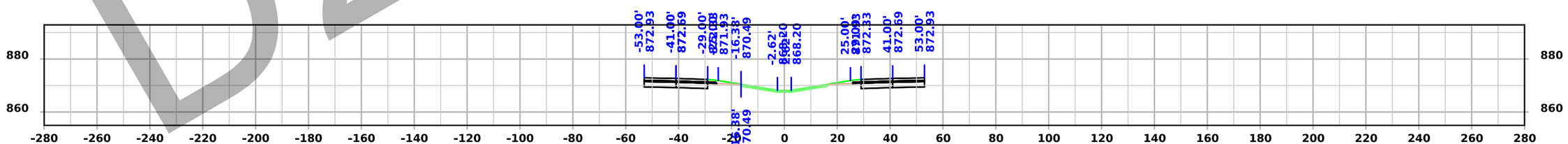
STA 1345+50.00



STA 1345+00.00



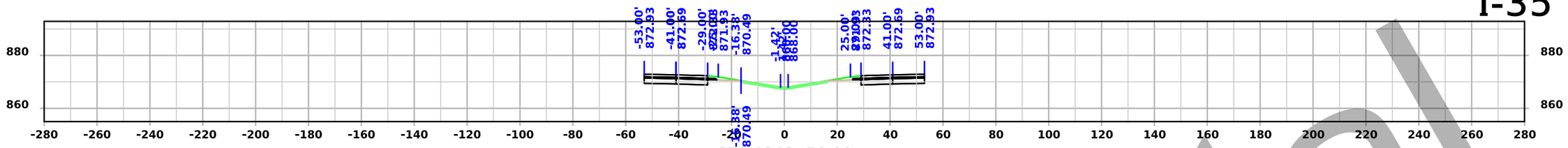
STA 1344+50.00



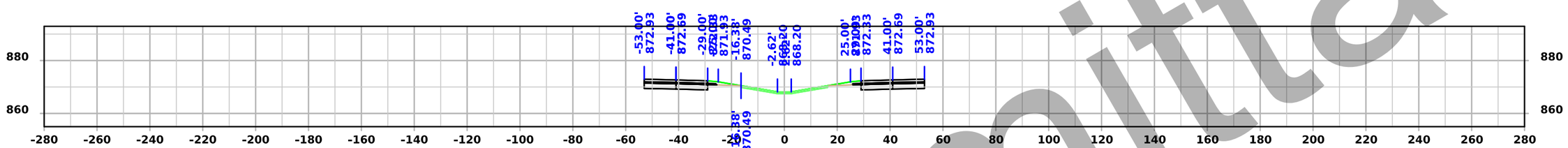
STA 1344+00.00

D2 Submittal

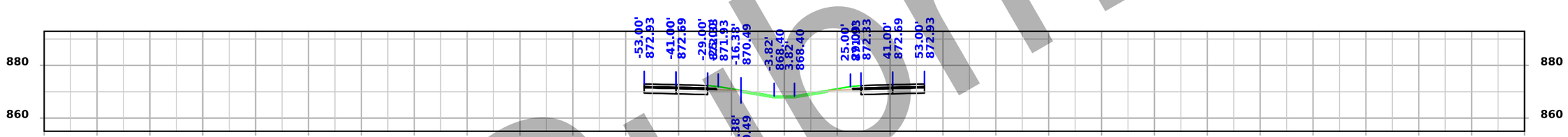
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.103



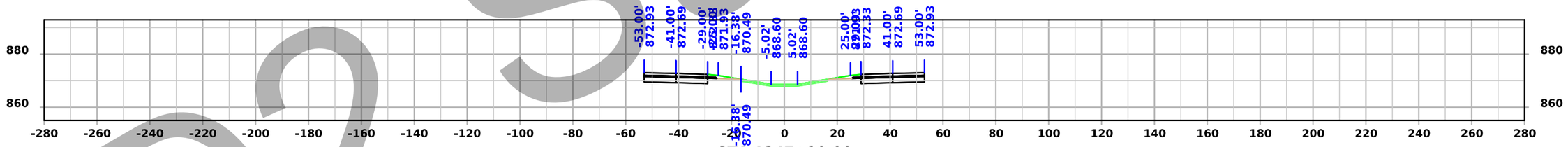
STA 1348+50.00



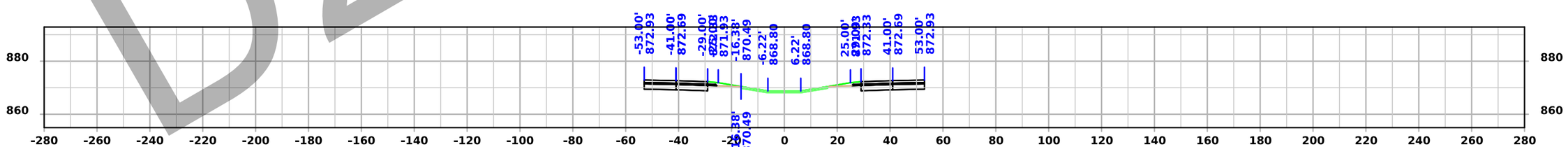
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STA 1347+50.00



STA 1347+00.00

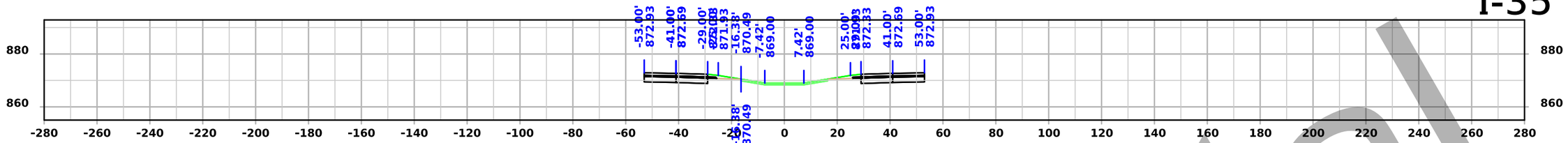


STA 1346+50.00

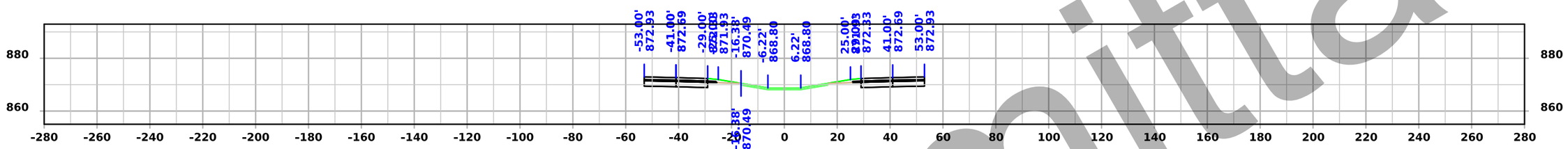
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.104

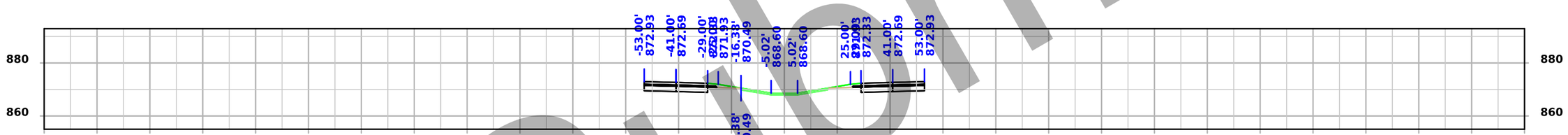
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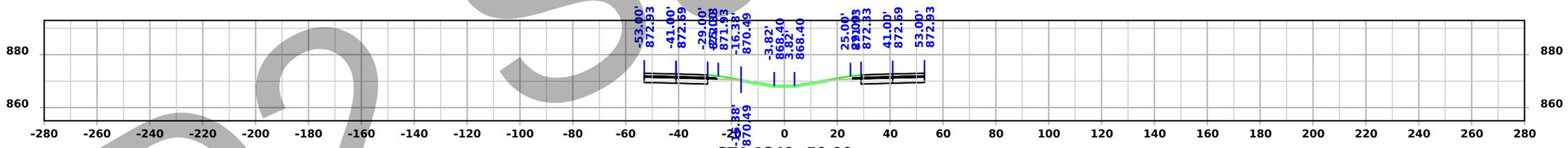
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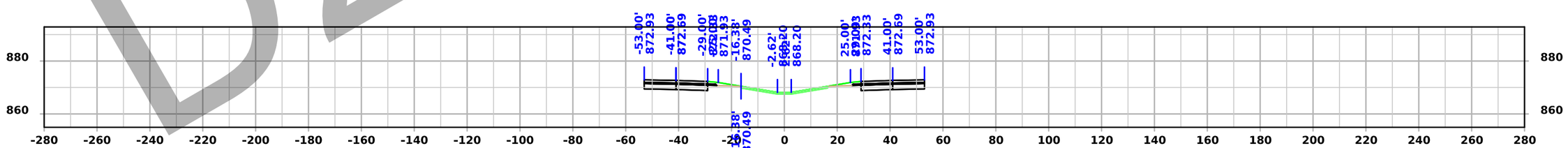
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STA 1350+00.00



STA 1349+50.00

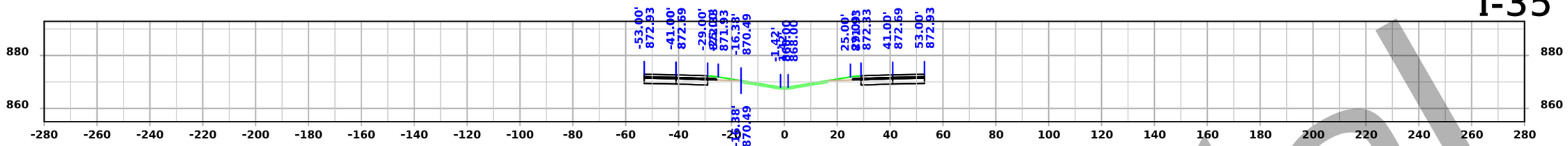


STA 1349+00.00

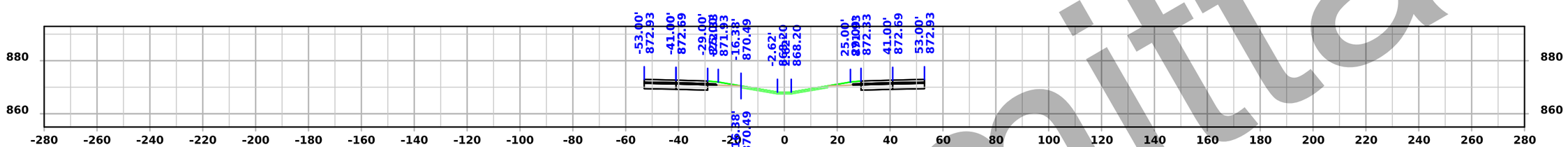
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.105

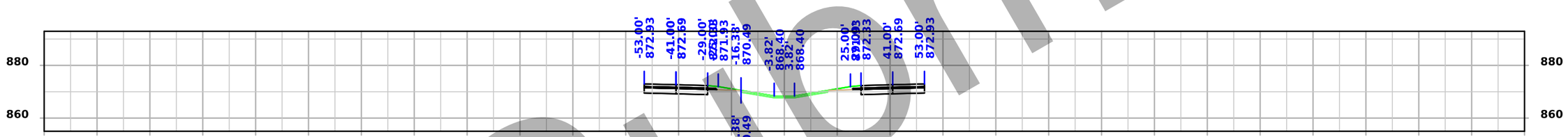
I-35



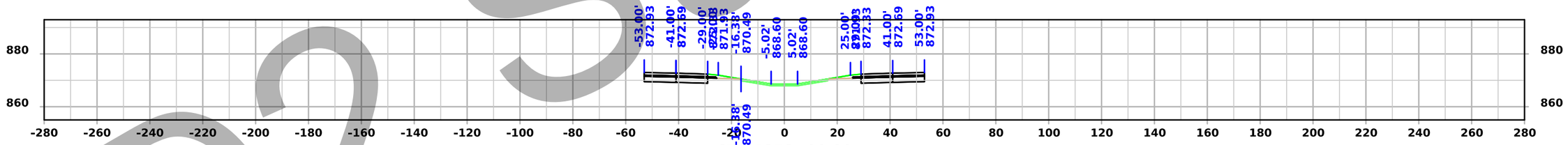
STA 1353+50.00



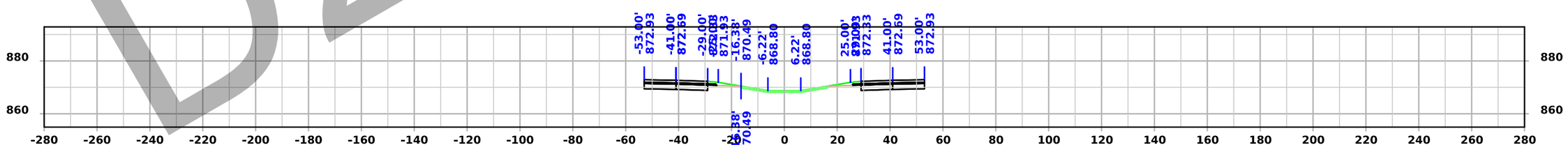
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STA 1352+50.00



STA 1352+00.00



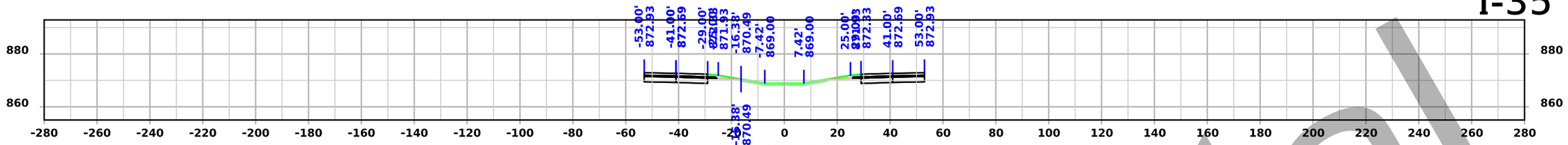
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D2 Submittal

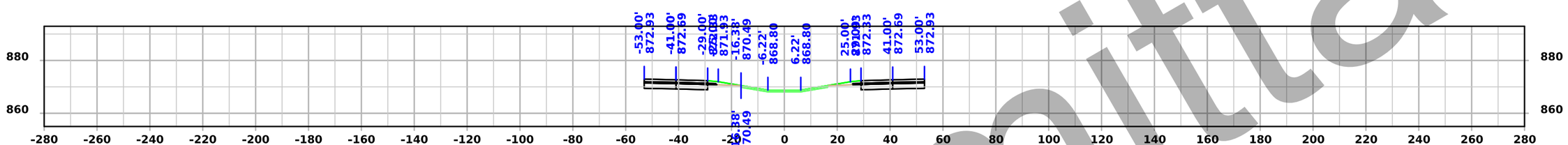
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.106

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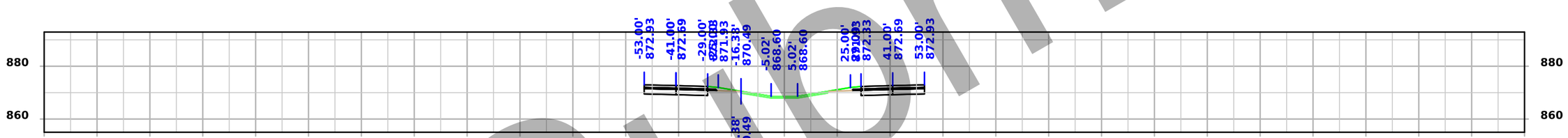
I-35



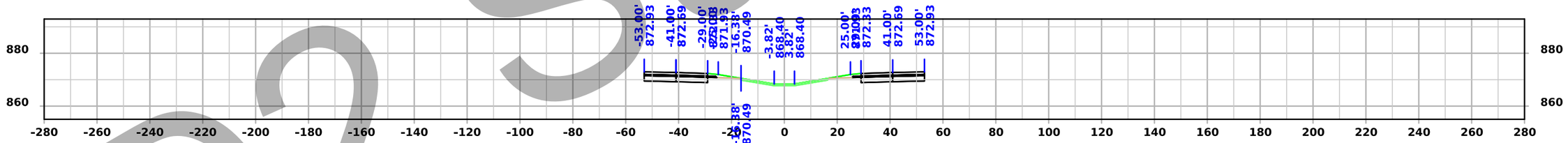
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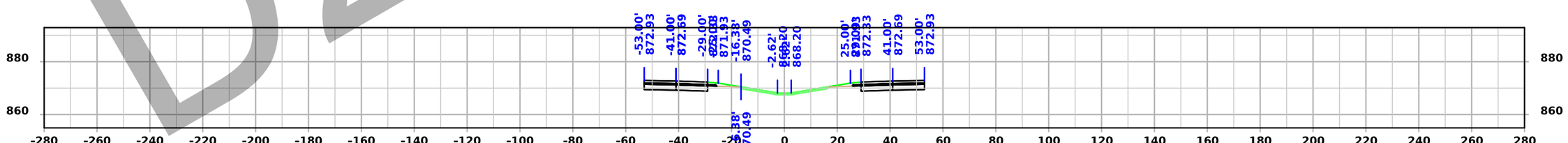
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STA 1355+00.00



STA 1354+50.00

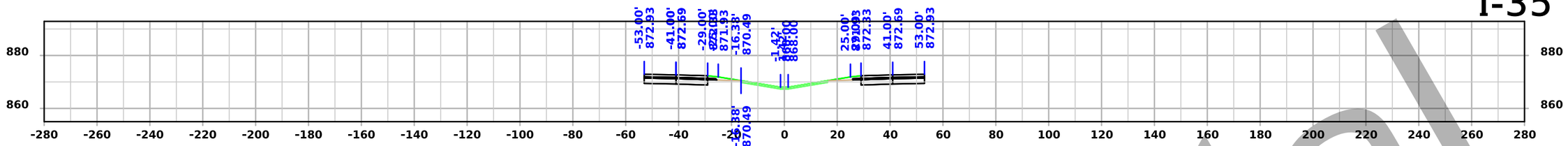


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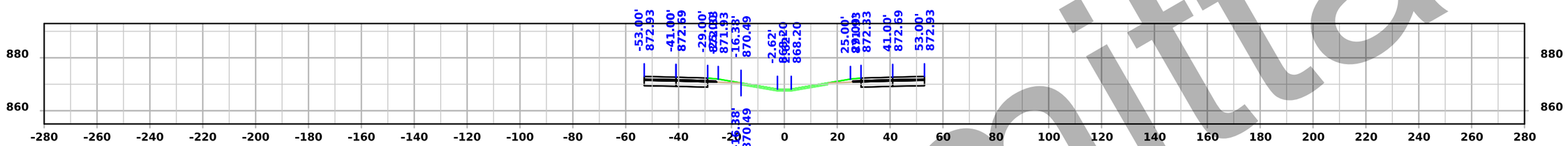
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.107

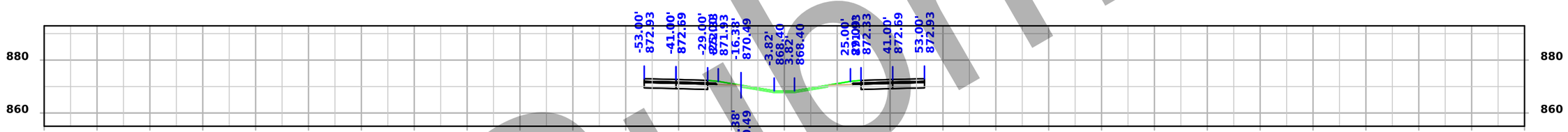
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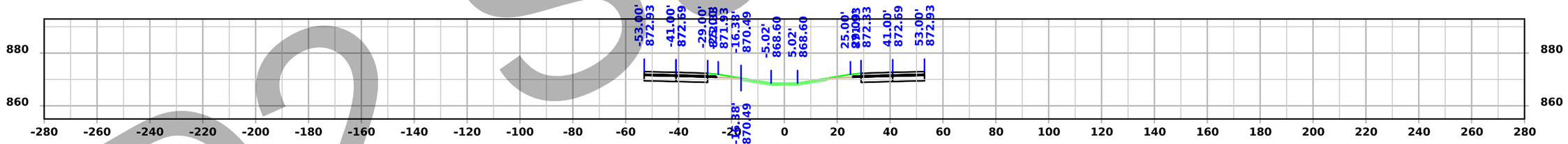
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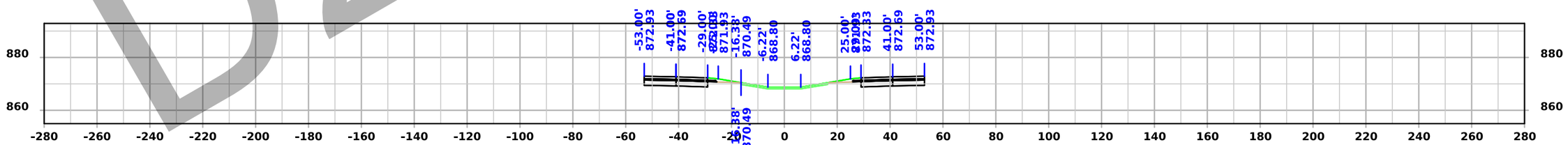
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STA 1357+50.00



STA 1357+00.00

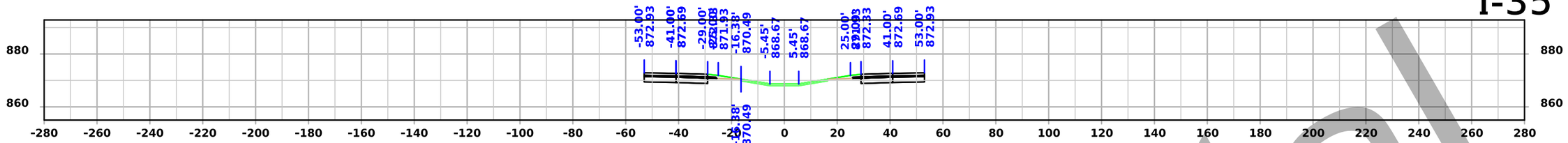


STA 1356+50.00

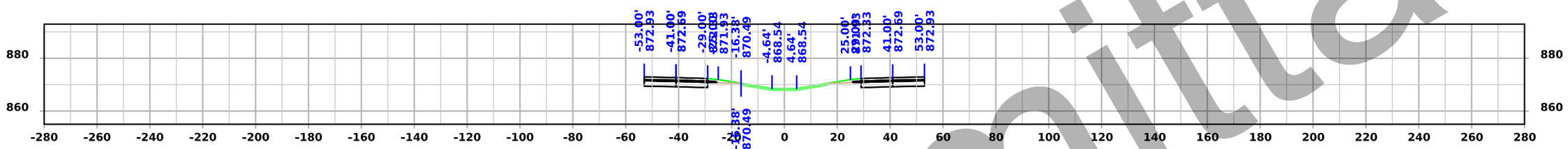
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.108

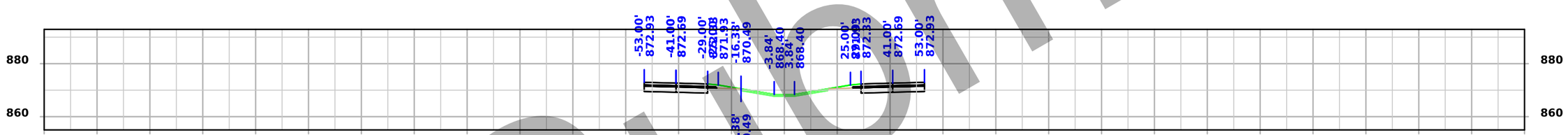
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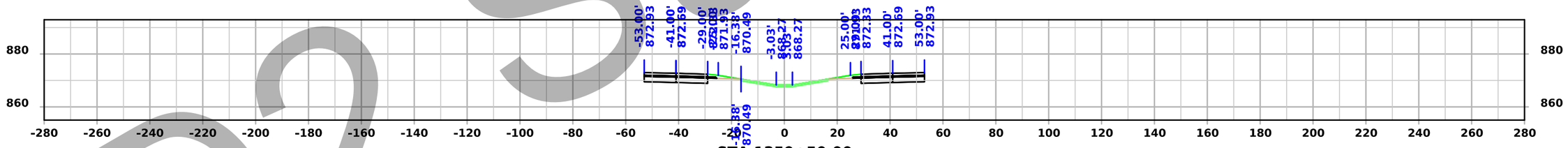
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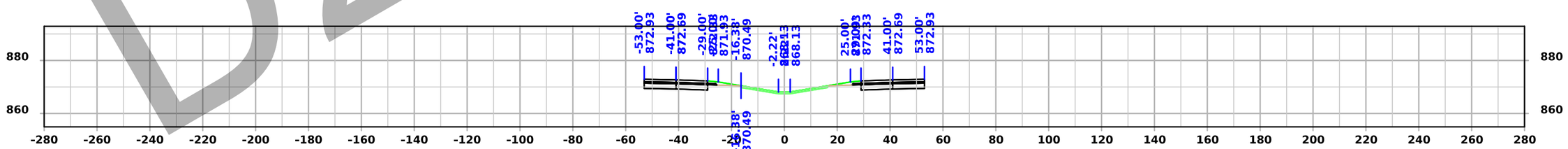
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STA 1360+00.00



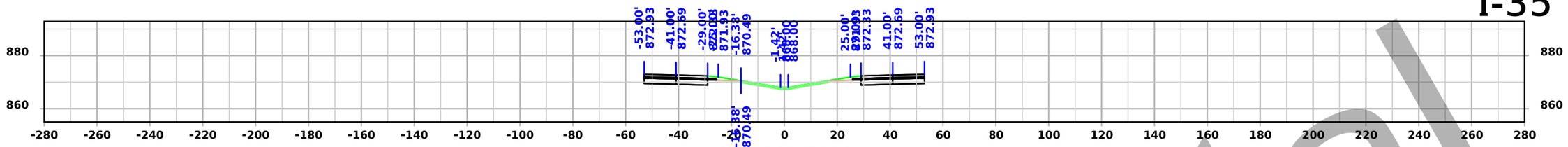
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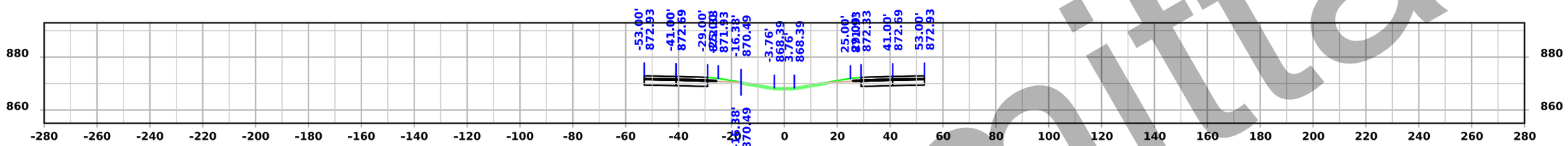
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D2 Submittal

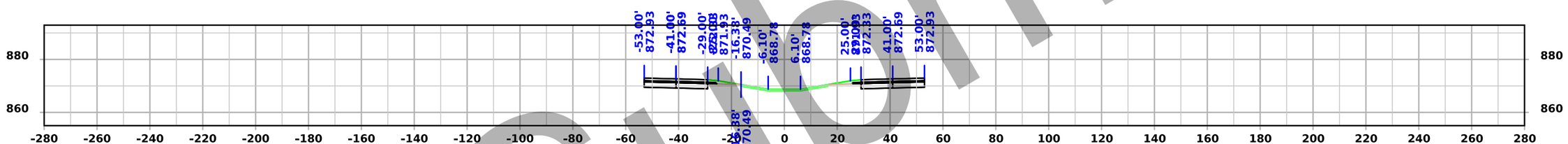
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.109



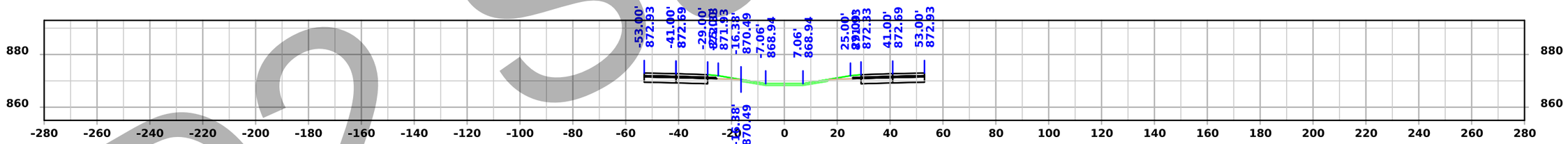
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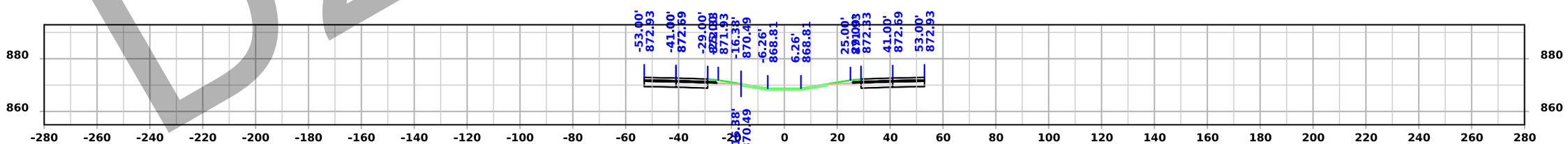
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STA 1362+50.00



STA 1362+00.00

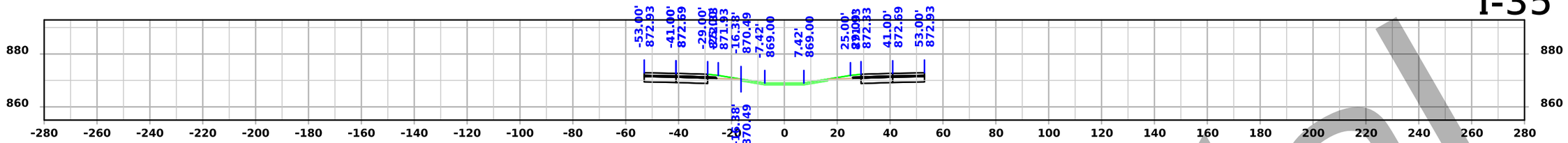


STA 1361+50.00

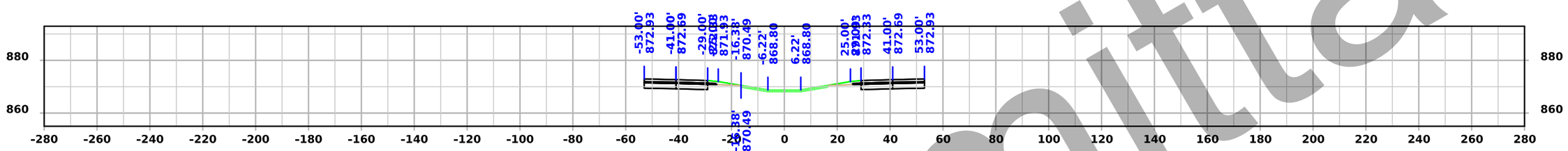
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.110

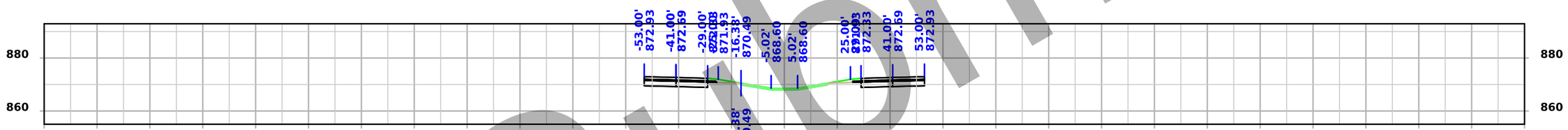
I-35



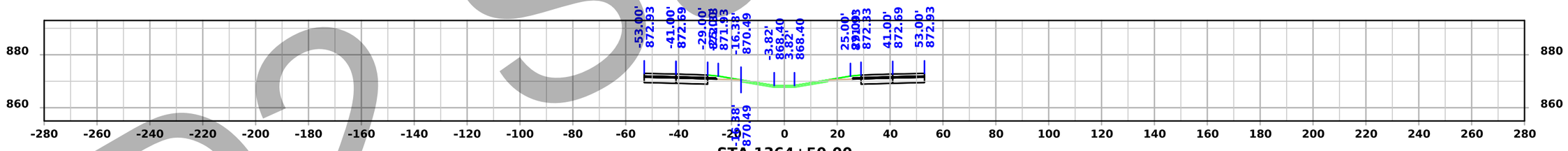
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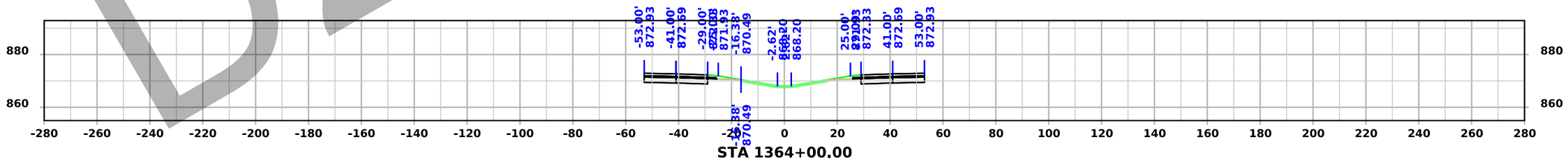
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STA 1365+00.00



STA 1364+50.00

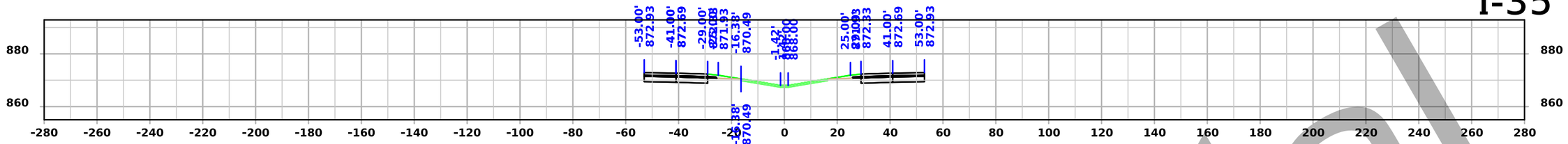


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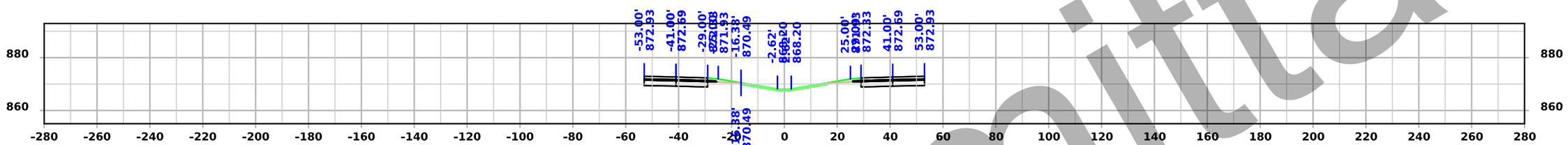
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.111

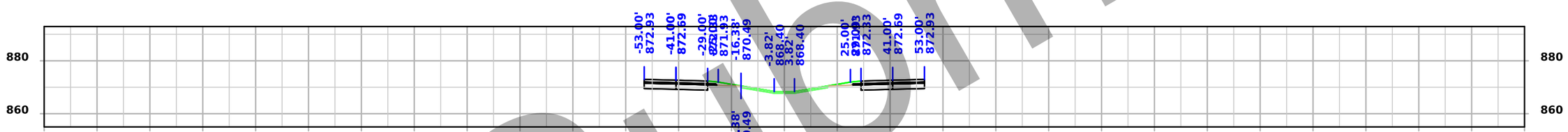
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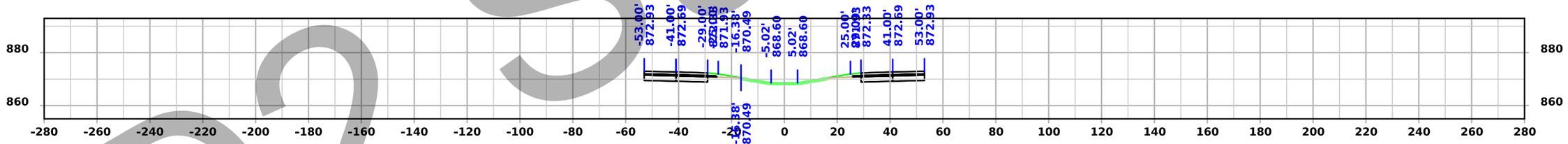
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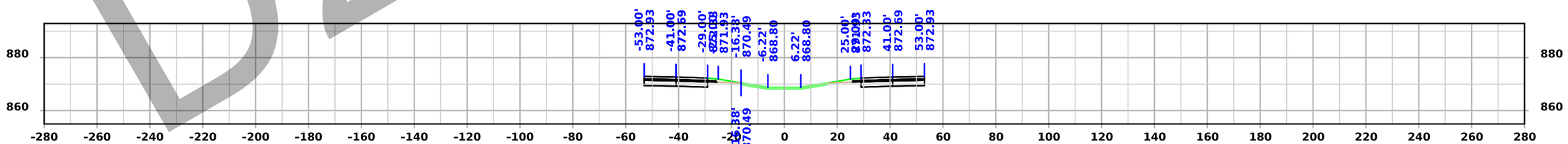
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STA 1367+50.00



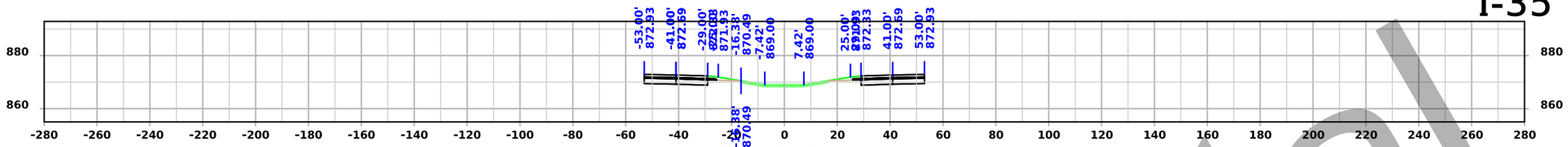
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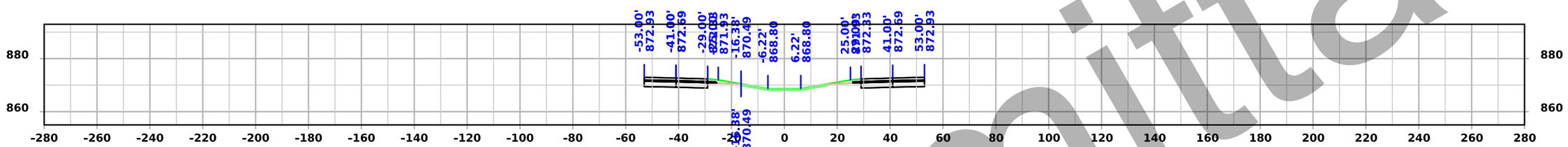
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D2 Submittal

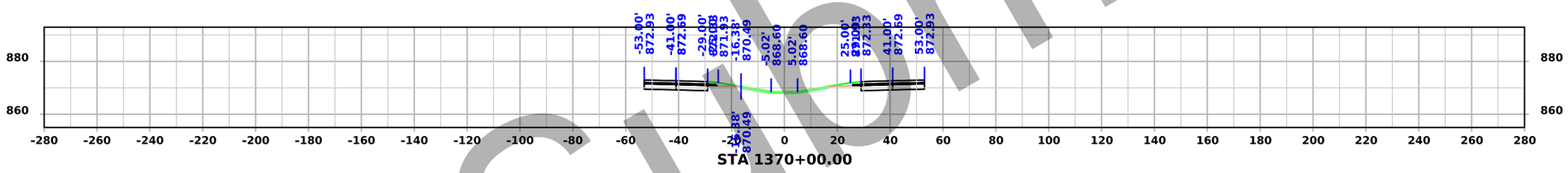
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.112



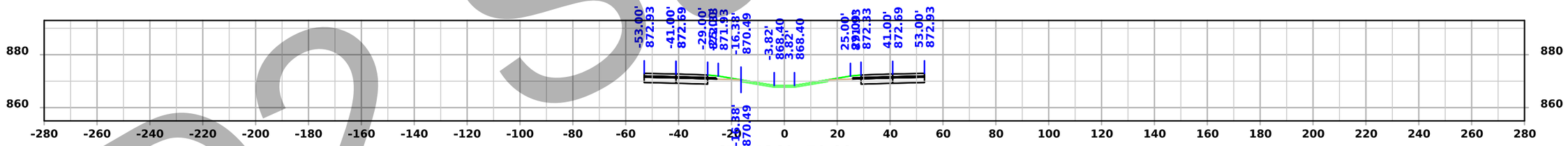
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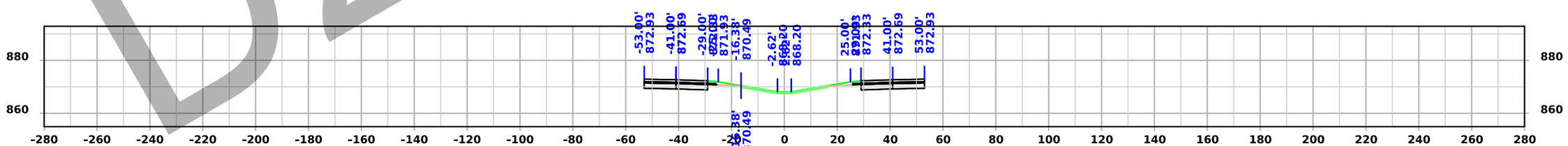
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STA 1370+00.00



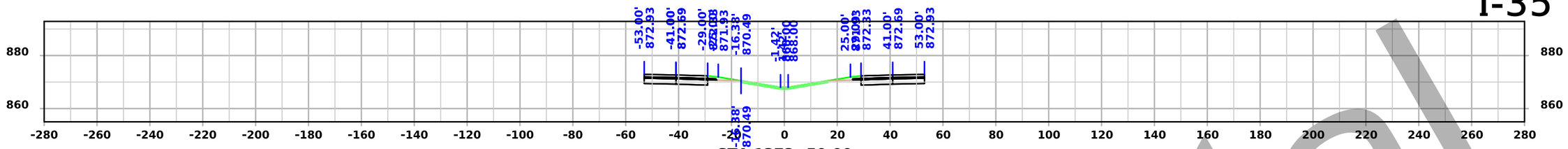
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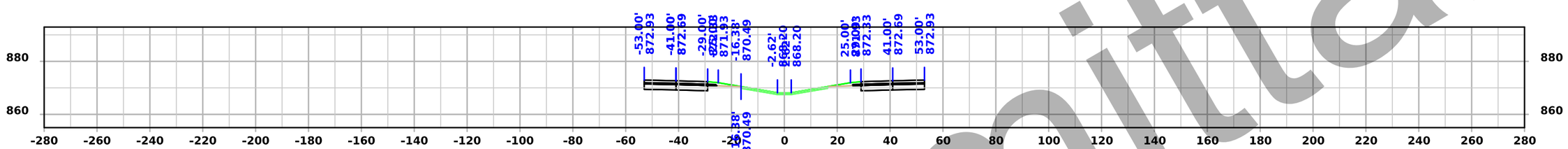
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D2 Submittal

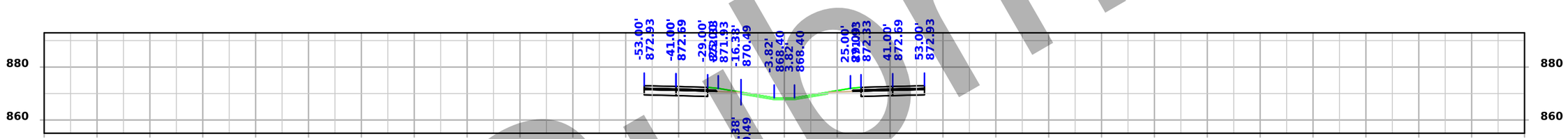
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.113



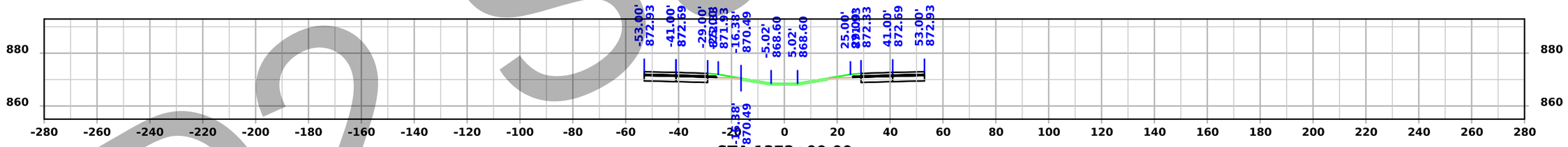
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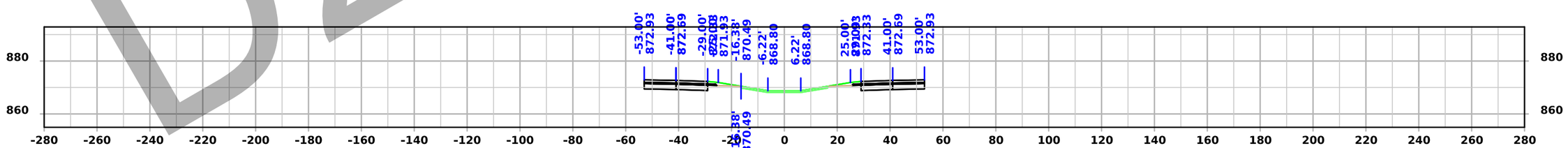
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STA 1372+50.00



STA 1372+00.00

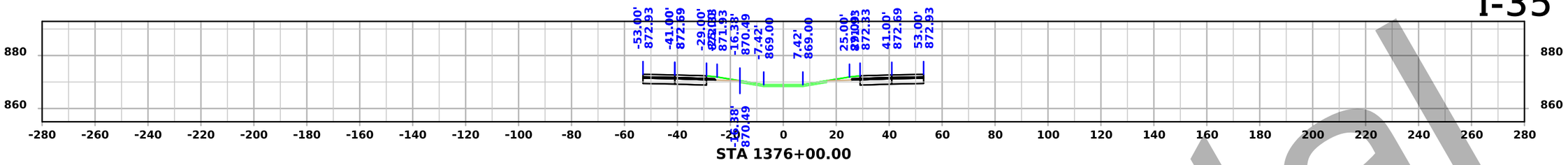


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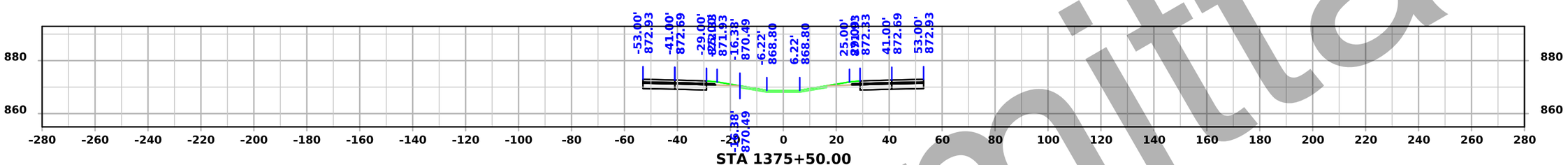
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.114

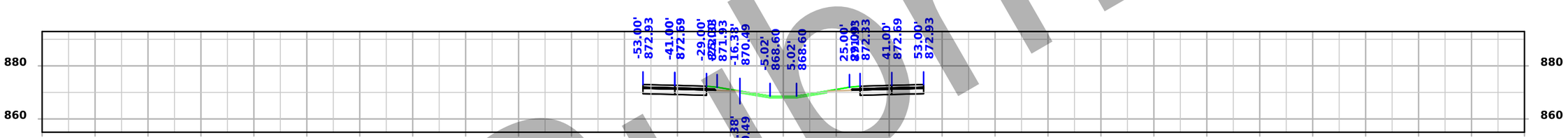
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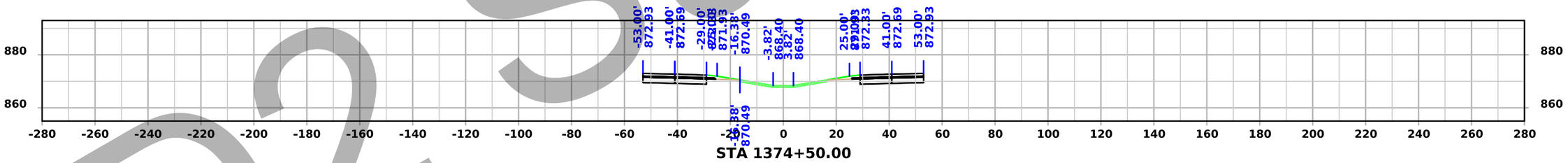
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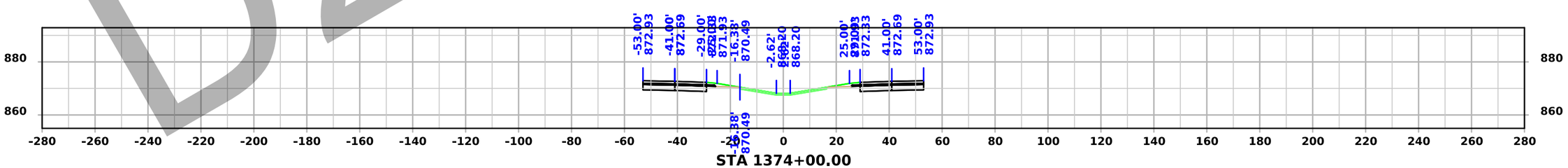
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STA 1375+00.00



STA 1374+50.00



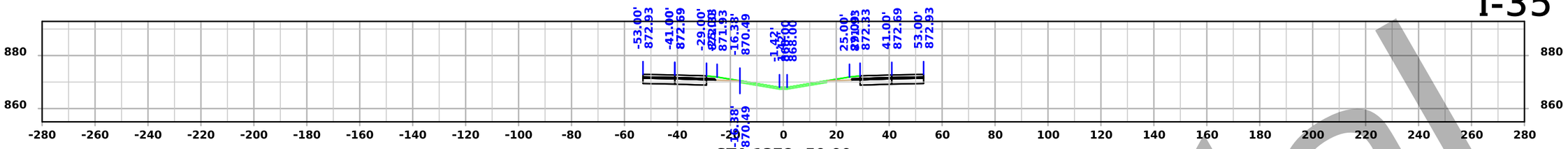
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D2 Submittal

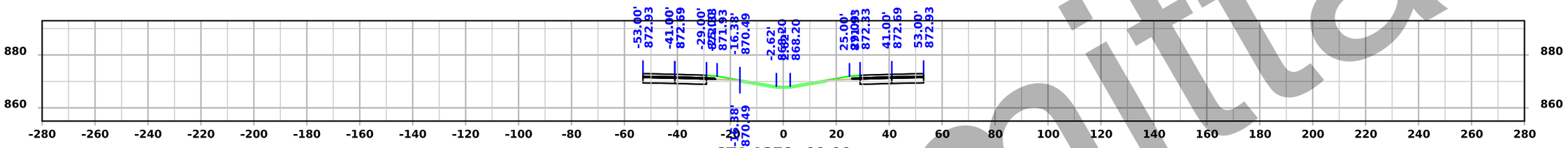
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.115

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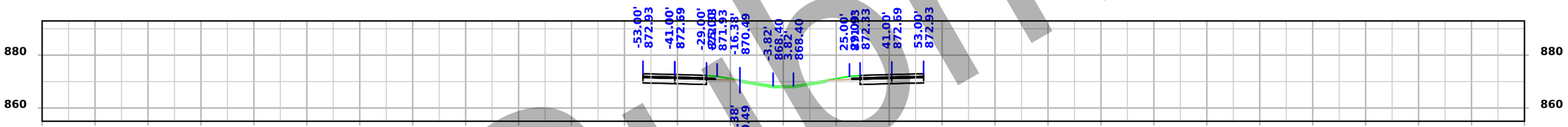
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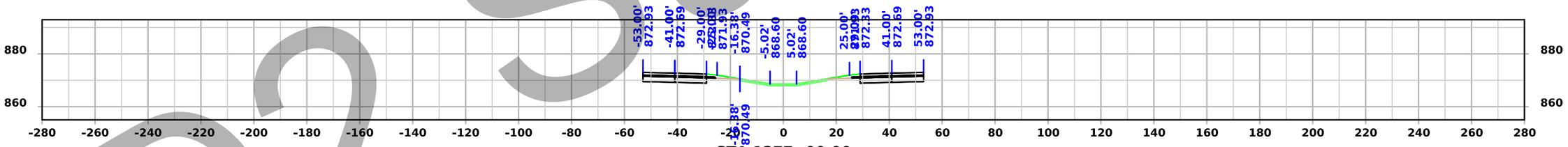
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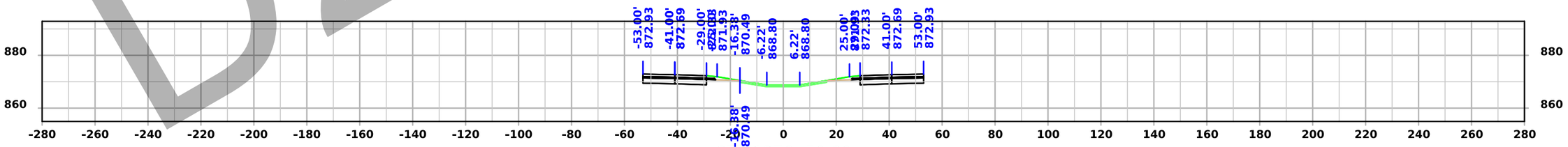
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STA 1377+50.00



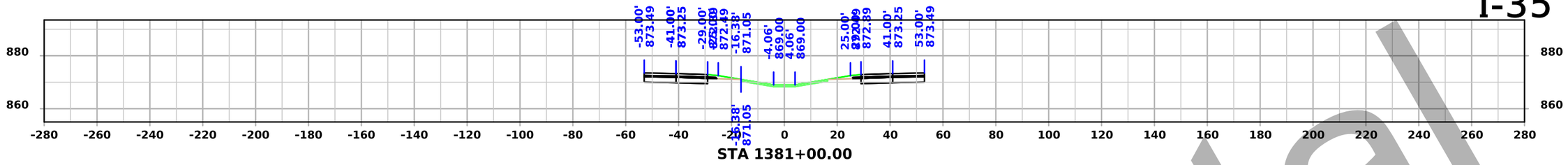
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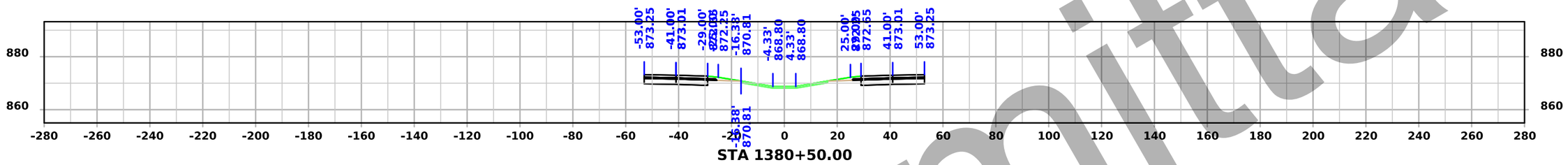
STA 1376+50.00

D2 Submittal

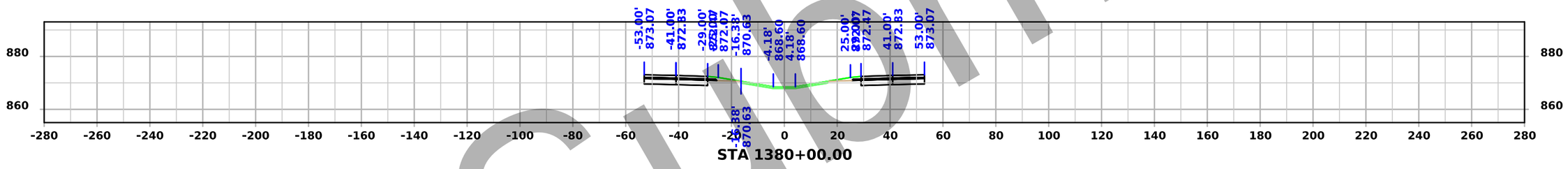
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.116



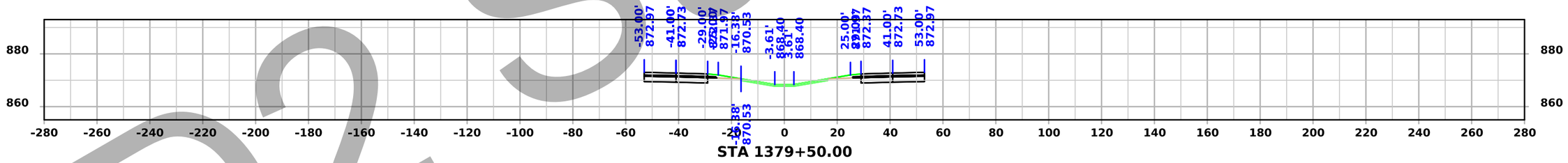
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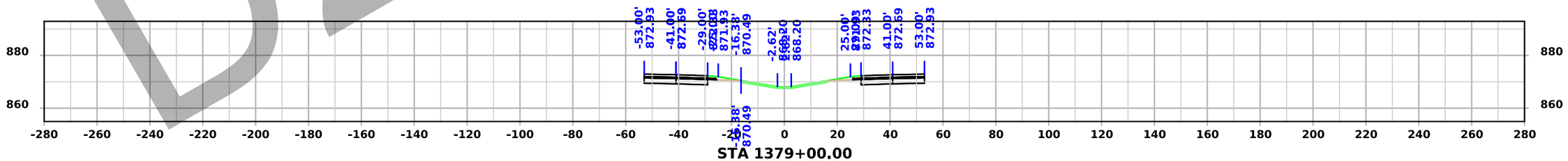
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STA 1380+00.00



STA 1379+50.00

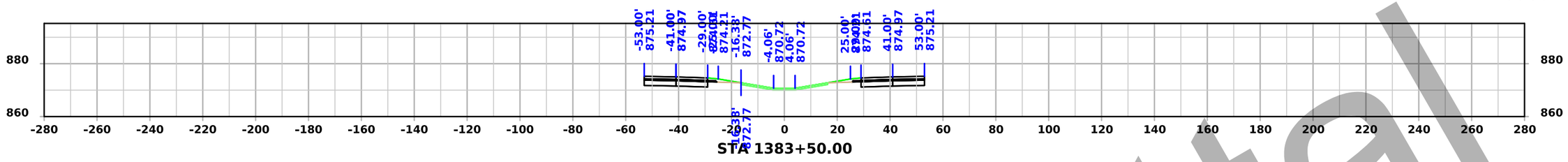


STA 1379+00.00

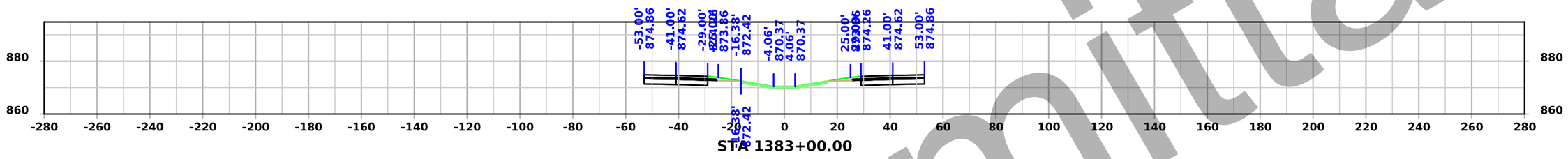
D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.117

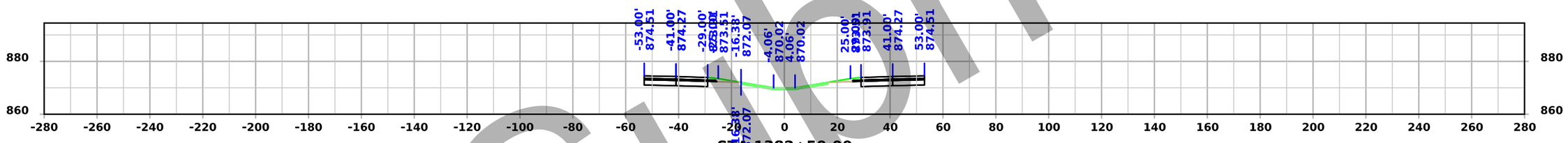
I-35



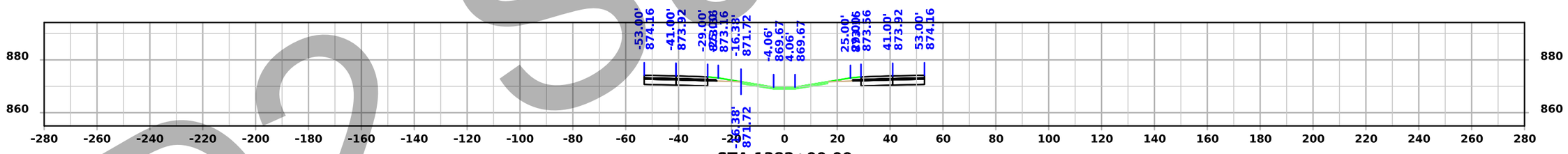
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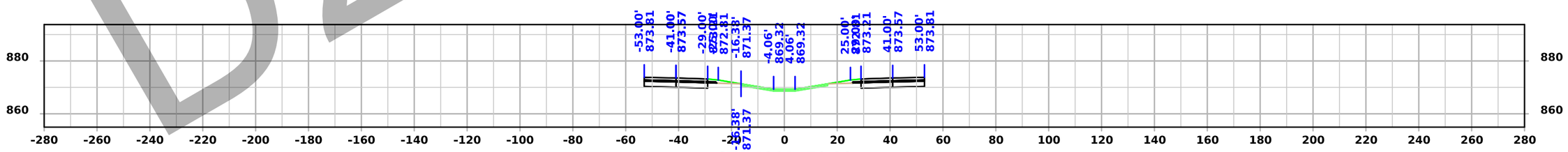
STA 1383+00.00



STA 1382+50.00



STA 1382+00.00



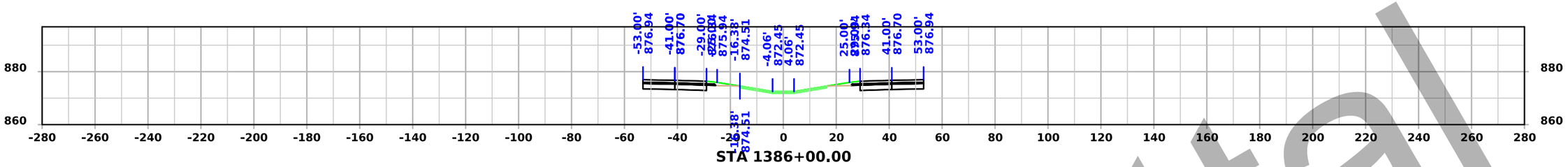
STA 1381+50.00

D2 Submittal

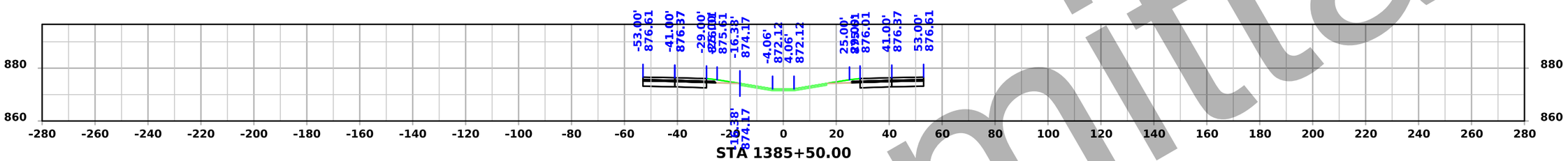
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.118

9:08:22 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

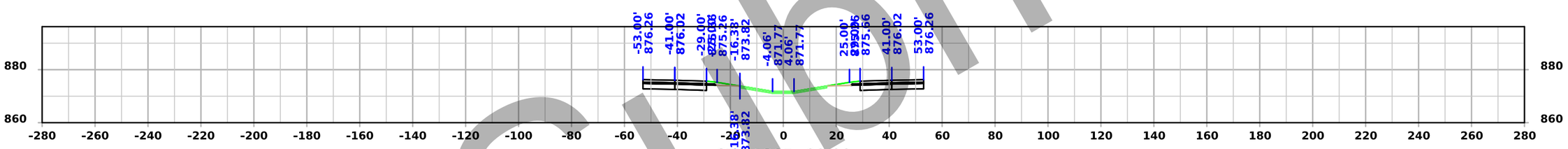
I-35



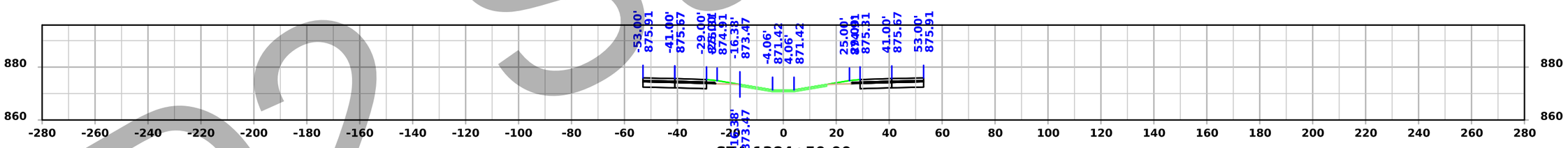
STA 1386+00.00



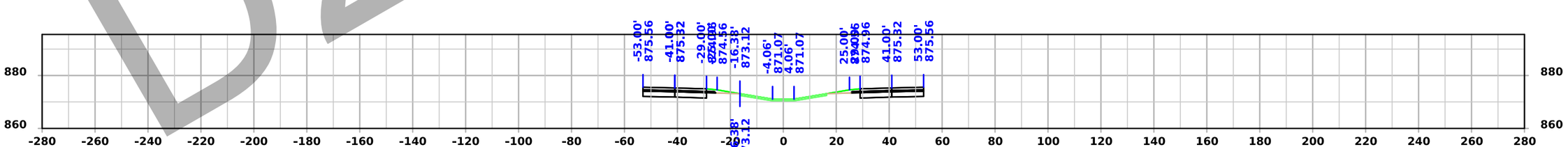
STA 1385+50.00



STA 1385+00.00



STA 1384+50.00



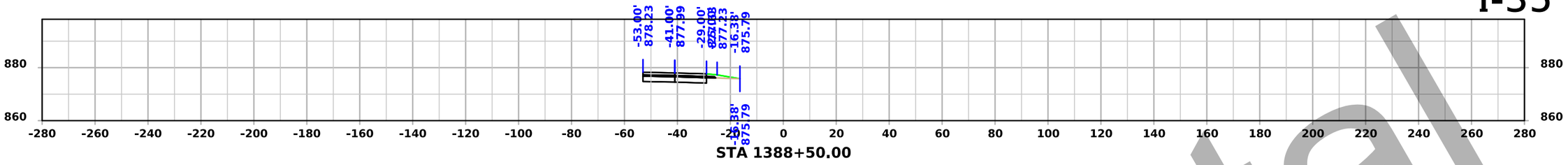
STA 1384+00.00

D2 Submittal

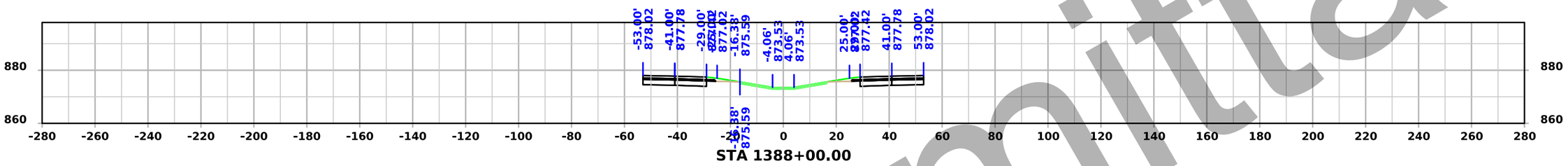
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.119

9:08:25 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

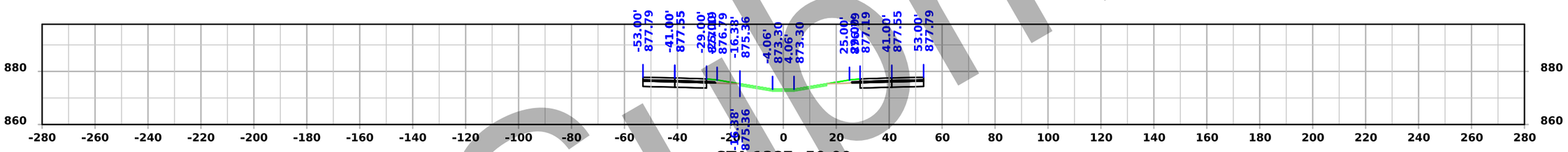
I-35



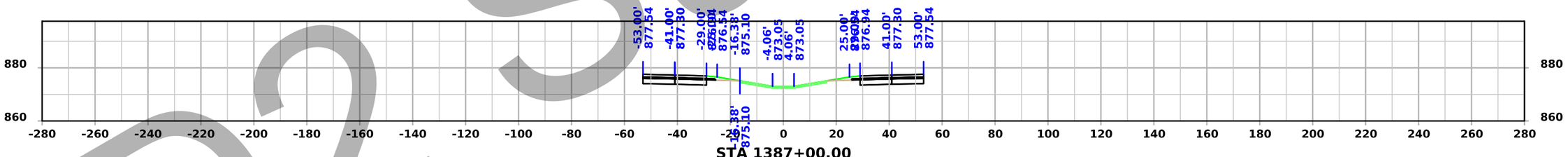
STA 1388+50.00



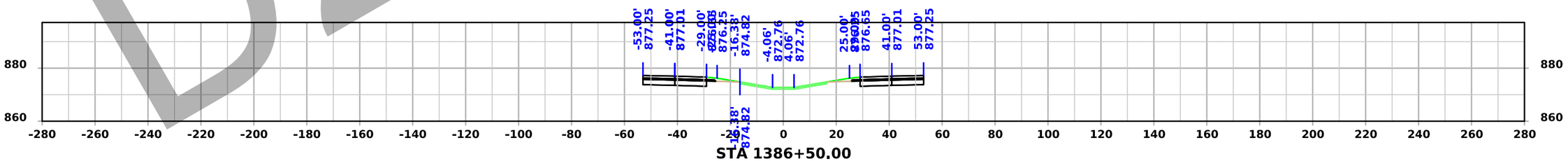
STA 1388+00.00



STA 1387+50.00



STA 1387+00.00



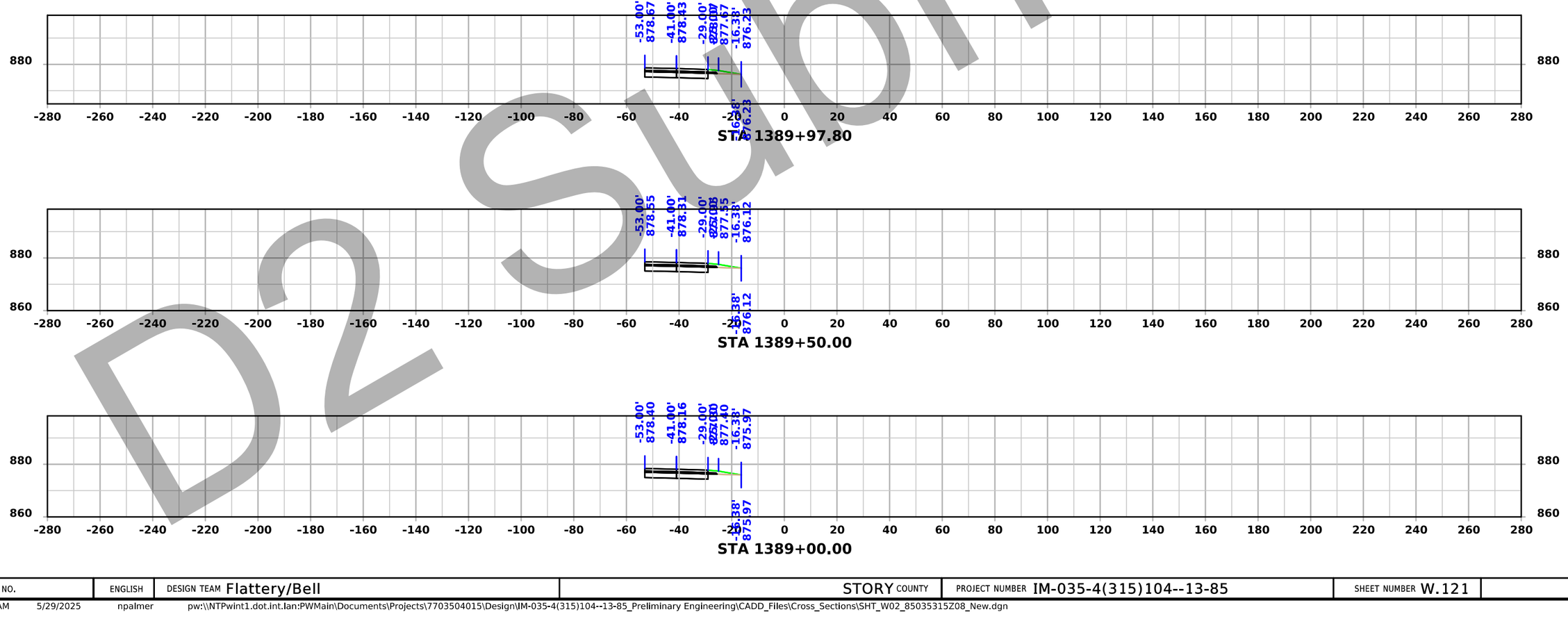
STA 1386+50.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.120

9:08:28 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn

I-35



STA 1389+97.80

STA 1389+50.00

STA 1389+00.00

D2 Submittal

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(315)104--13-85	SHEET NUMBER W.121

9:08:31 AM 5/29/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7703504015\Design\IM-035-4(315)104--13-85_Preliminary Engineering\CADD_Files\Cross_Sections\SHT_W02_85035315Z08_New.dgn