Unknown Pavement - Grade and New
IM-380-6(412)6--13-52

LETTING DATE

Johnson COUNTY

INDEX OF SHEETS

No.	DESCRIPTION
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A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	**Typical Cross Sections and Details**
B.1 - 20	Typical Cross Sections and Details
D Sheets	**Mainline Plan and Profile Sheets**
D.1	Plan & Profile Legend & Symbol Information Sheet
D.2 - 10	I-380
D.11 - 12	I-380 NB Transition
D.13 - 14	I-380 SB Transition
E Sheets	**Side Road Plan and Profile Sheets**
E.1 - 8	120th St
E.9	Side Road 31
G Sheets	**Survey Sheets**
G.1 - 4	Reference Ties and Bench Marks
J Sheets	**Traffic Control and Staging Sheets**
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J.2	District 6 Lane Closure Map
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K Sheets	**Interchange Sheets**
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L.16	SRBP31 Staking Details
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X.20 - 25	Side Road 31 Cross Sections
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Y.1 - 48	Ramp Cross Sections

IOWA DOT

REVISIONS

TOTAL 317
PROJECT IDENTIFICATION NUMBER
16-52-380-030-02
PROJECT NUMBER
IM-380-6(412)6--13-52
R.O.W. PROJECT NUMBER
IMN-380-6(411)6--0E-52

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

Johnson COUNTY

Unknown Pavement - Grade and New

N of Swan Lake Rd to
N of Co Rd F12/120th St

<--- H Sheets

SCALES: As Noted

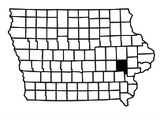
Refer to the Proposal Form for list of applicable specifications.

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.

Masterworks Letting Dates

08-17-27 - IMN-380-6(418)6--0E-52 (Clearing and Grubbing)
08-15-28 - IM-NHS-380-6(413)6-03-52 (Grade and Pave)
12-18-29 - IM-NHS-380-6(422)6-03-52 (Grade and Pave)
12-17-30 - IM-NHS-380-6(427)6-03-52 (Grade and Pave)



I-380 DESIGN DATA RURAL			
20 31	AADT	64,400	V.P.D.
20 51	AADT	92,500	V.P.D.
20 51	DHV	9,550	V.P.H.
TRUCKS		17	%
Total Design ESALs		44,900,000	

120TH ST DESIGN DATA URBAN			
20 31	AADT	8,200	V.P.D.
20 51	AADT	11,800	V.P.D.
20 51	DHV	1,230	V.P.H.
TRUCKS		10	%
Total Design ESALs		–	

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 05-30-25

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER A.1

3:17:19 PM 3/13/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_A01.dgn

END CONSTRUCTION
STA. 1747+00.89
M.P. 11.05

Station Equation
0+00.00 (AH)
1787+29.96 (BK)

Station Equation
1749+61.91 (AH)
1749+57.79 (BK)

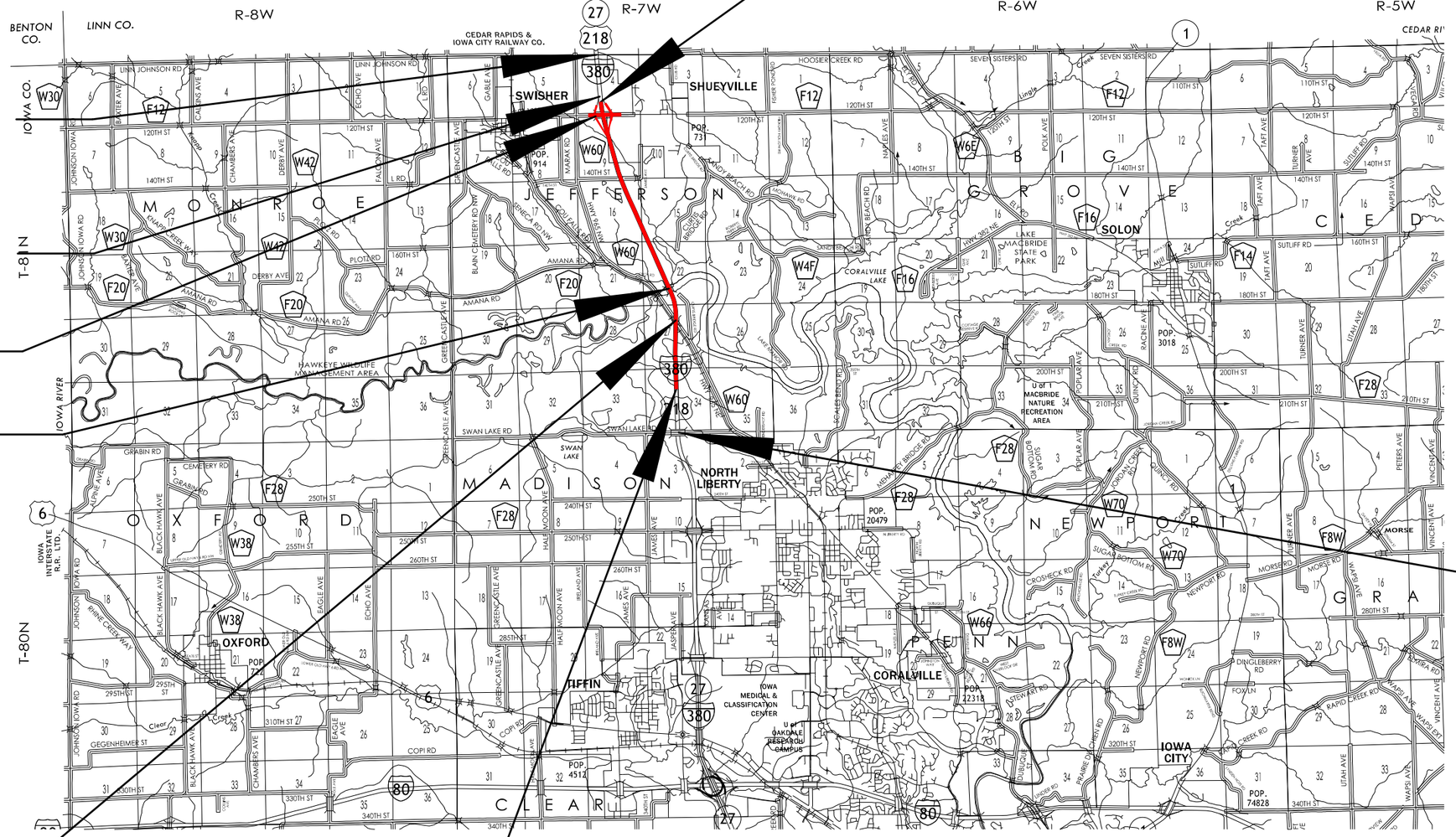
FHWA No.
205625

FHWA No.
600480 (NB)
600490 (SB)

FHWA No.
600450

FHWA No.
600460 (NB)
600470 (SB)

BEGIN CONSTRUCTION
STA. 1488+00.00
M.P. 6.15

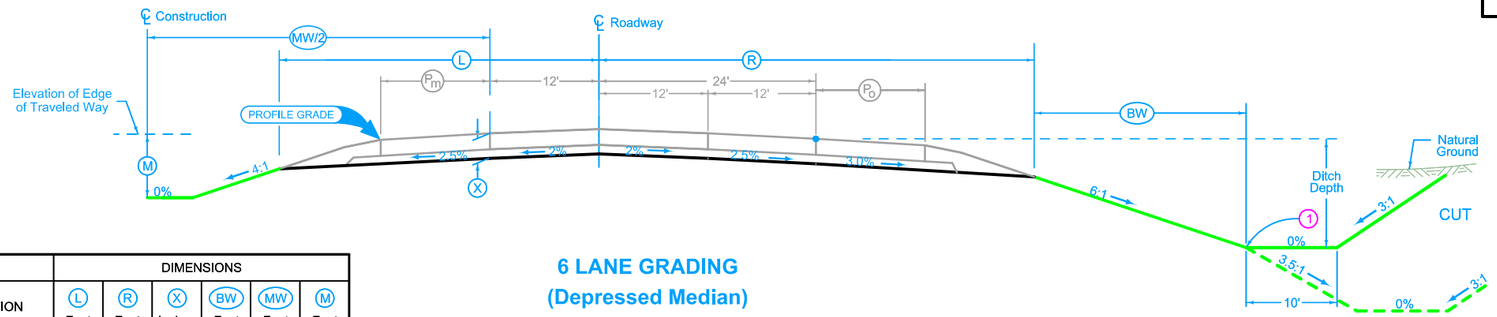


LOCATION MAP SCALE
0 1 2 3
Miles

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER A.2

9:05:35 AM 10/16/2024 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_A01.dgn

G_6_Grade_Depressed
MODIFIED



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

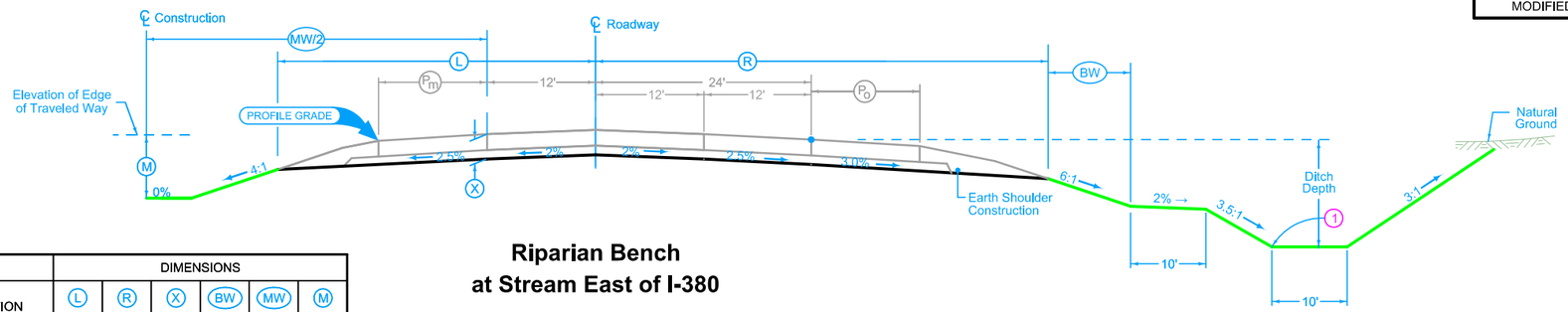
See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.

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

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW) Feet	(M) Feet
I-380	1488+00.00	1491+00.00	35.2	52.0	23.0	14.0	58	3.5
I-380 SB	1491+00.00	1499+30.00	35.2	52.0	23.0	14.0	58	3.5
I-380	1499+30.00	1522+18.23	35.2	52.0	23.0	14.0	58	3.5
I-380	1601+39.85	1704+50.00	35.2	52.0	23.0	14.0	58	3.5
I-380	1722+20.00	1747+00.89	35.2	52.0	23.0	14.0	58	3.5

6 LANE GRADING
(Depressed Median)

G_6_Grade_Depressed
MODIFIED



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

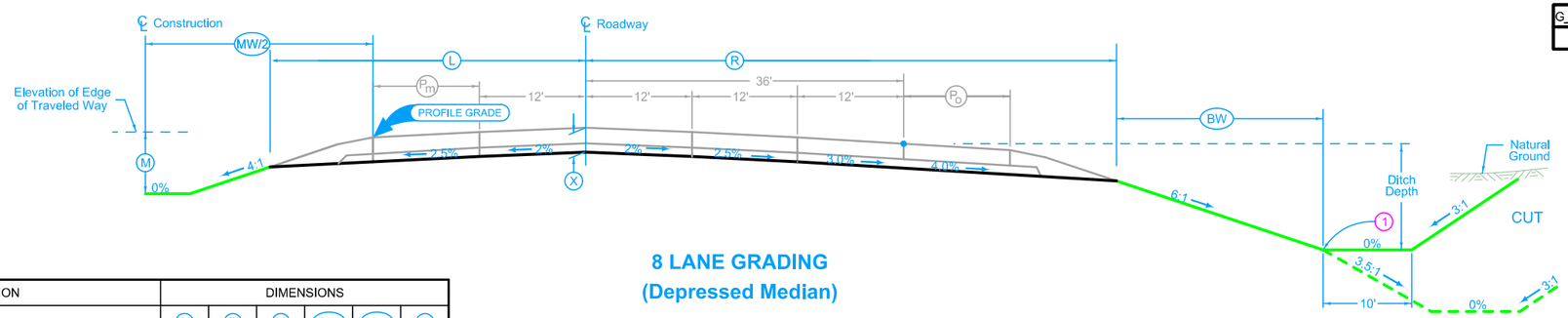
See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.

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

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW) Feet	(M) Feet
I-380 NB	1491+00.00	1499+30.00	35.2	52.0	23.0	14.0	58	3.5

Riparian Bench
at Stream East of I-380

G_8_Grade_Depressed
10-16-18



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

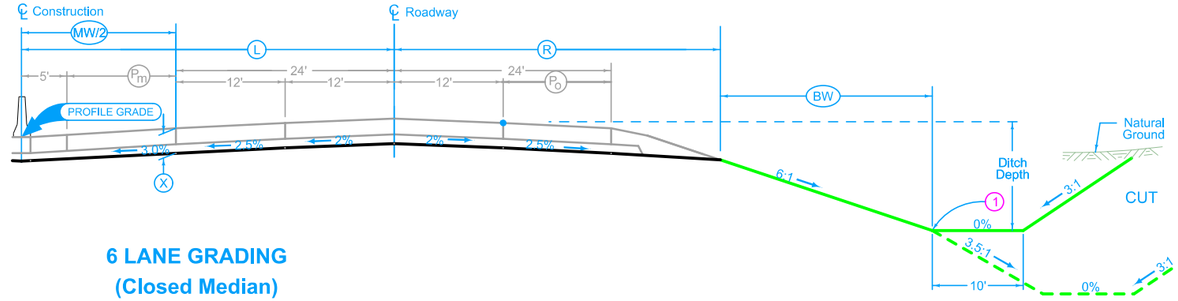
See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.

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

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW) Feet	(M) Feet
I-380	1704+50	1722+20	35.2	65.2	23.0	4.8	58	3.5

8 LANE GRADING
(Depressed Median)

G_6_Grade_Closed
MODIFIED



6 LANE GRADING
(Closed Median)

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

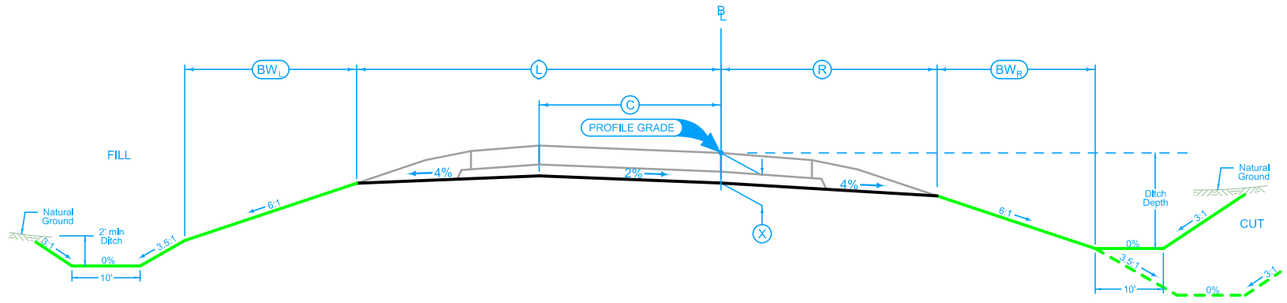
See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.

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

LOCATION			DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW) Feet
I-380	1533+54.32	1593+50.00	41	39.4	23.0	6.6	34

G_1R_Grade
04-15-14

LOCATION				DIMENSIONS					
INTERCHANGE	RAMP	STATION TO STATION		(L) Feet	(R) Feet	(C) Feet	(X) Inches	(BW_L) Feet	(BW_R) Feet
120TH ST	A	5739+80.32	5744+92.00	37.2	23.2	16	23.0	8.8	6.8
120TH ST	B	2722+18.94	2734+00.00	37.2	23.2	16	23.0	8.8	6.8
120TH ST	C	3721+81.19	3725+00.00	37.2	23.2	16	23.0	8.8	6.8
120TH ST	C	3725+00.00	3729+00.00	Var	Var	16-24	23.0	Var	Var
120TH ST	C	3729+00.00	3736+50.00	47.2	27.2	24	23.0	6.8	2.8
120TH ST	D	3721+81.19	3724+16.00	37.2	23.2	16	23.0	8.8	6.8



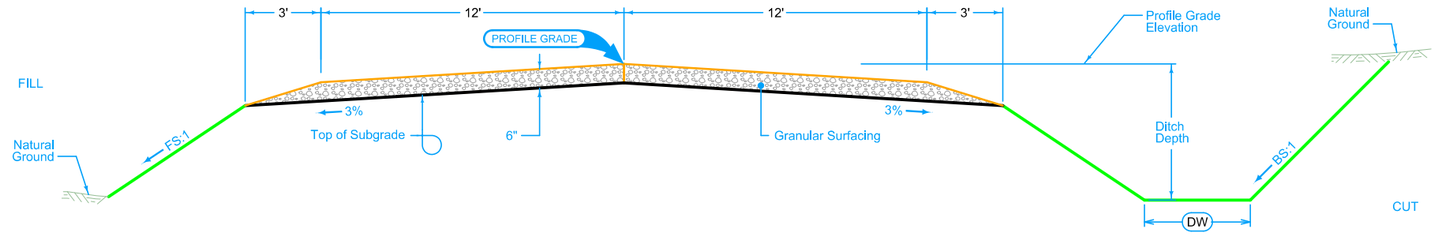
RAMP GRADING

Section view is in direction of traffic.

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as intersections or superelevated curves.

G_2_GradeGran
MODIFIED

LOCATION			DIMENSIONS		
ROAD IDENTIFICATION	STATION TO STATION		FS	BS	(DW) Feet
ENTR9	1+19.32	2+76.40	4-8	--	--



GRADING AND GRANULAR SURFACING

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.

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **B.2**

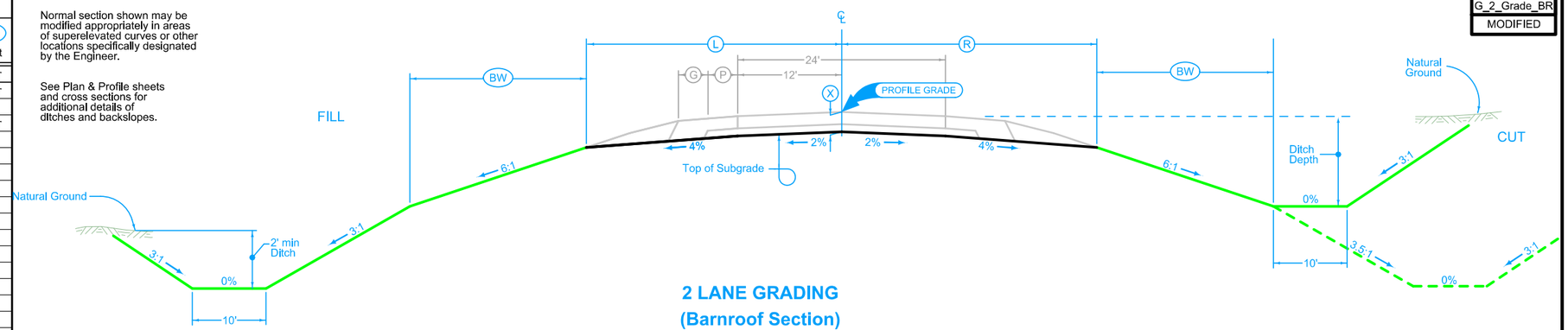
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LOCATION			DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet
SR120TH	11+25.00	19+02.55	Var	Var	22.0	Var
SR120TH	21+65.23	29+95.75	Var	Var	22.0	Var
SRBP31	531+94.00	534+82.74	Var	Var	22.0	Var

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.

G_2_Grade_BR
MODIFIED



2 LANE GRADING
(Barnroof Section)

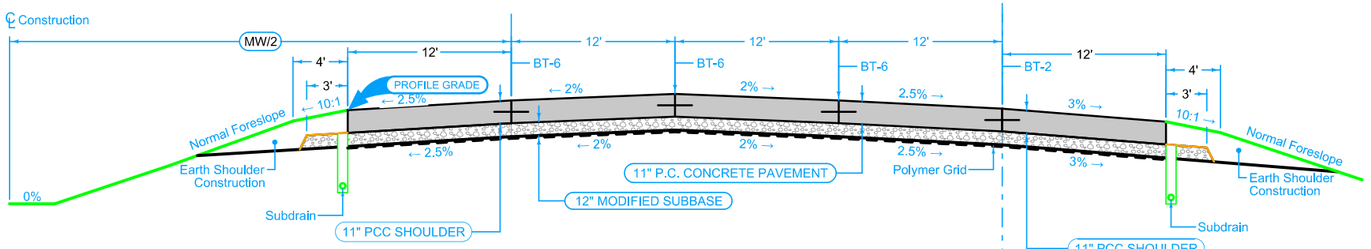
FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **B.3**	

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Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-3 or BT-6
Transverse joints: CD at 17' spacing

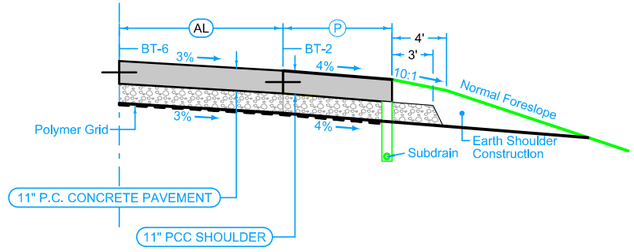
Direction of Travel	BEGIN STATION	END STATION
		6D_Dprs_P_FullPCC_ MODIFIED
BOTH	1488+00.00	1522+18.23
BOTH	1601+39.85	1747+00.89



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
BOTH	1488+00.00	1522+18.23	58
BOTH	1601+39.85	1747+00.89	58



Auxiliary Lane

Longitudinal joint: L-3 or BT-6
Transverse joint: Match Mainline

Direction of Travel	BEGIN STATION	END STATION	(AL) Feet	(P) Feet
			6_AuxLane_PCC_ MODIFIED	6_AL_Shldr_FullPCC_ MODIFIED
NB	1704+50.00	1707+50.00	0-12	12-6
SB	1707+50.00	1717+99.47	12	6
SB	1702+50.00	1708+50.00	0-12	12-6
SB	1708+50.00	1718+72.28	12	6

Auxiliary Lane
Full Depth Shoulder

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

Full Depth PCC Shoulder

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

Direction of Travel	BEGIN STATION	END STATION
		6D_Dprs_P_FullPCC_ 04-21-20
BOTH	1488+00.00	1522+18.23
BOTH	1601+39.85	1747+00.89

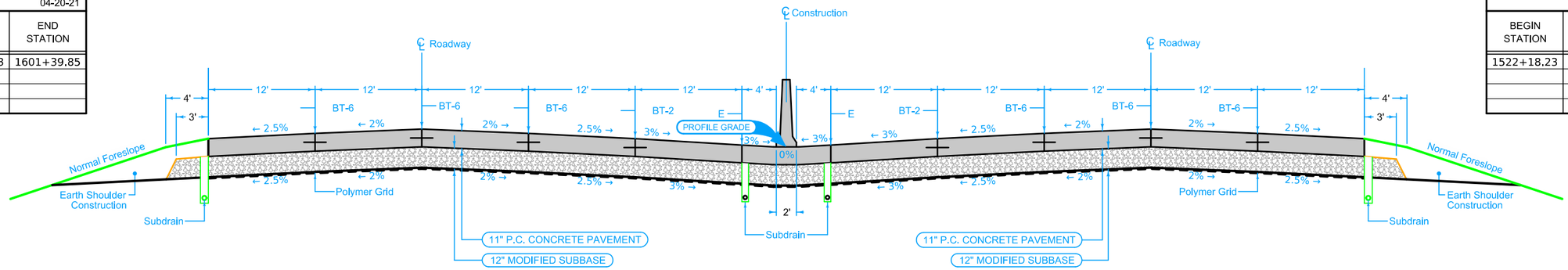
See Tab 100-24 for pavement quantities.
See Tab 112-9 for shoulder quantities.

INTERSTATE 380 PCC PAVING
(Depressed Median)

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-3 or BT-6
Transverse joints: CD at 17' spacing

8D_Closed_P_FullPCC_ 04-20-21	
BEGIN STATION	END STATION
1522+18.23	1601+39.85



Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-3 or BT-6
Transverse joints: CD at 17' spacing

8D_Closed_P_FullPCC_ 04-20-21	
BEGIN STATION	END STATION
1522+18.23	1601+39.85

Mainline Jointing:
Transverse joints: CD at 17' spacing

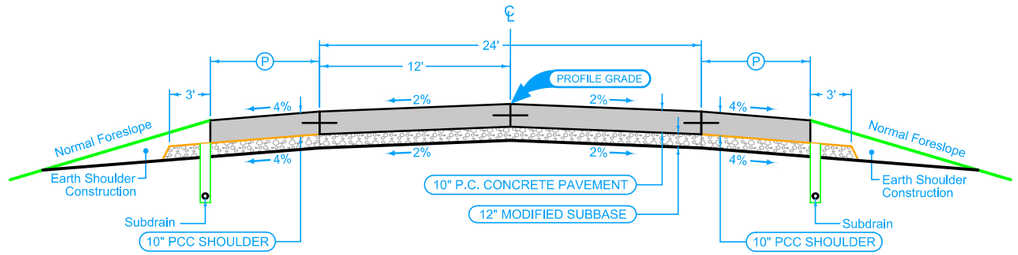
8DP_Closed_ 10-20-20	
BEGIN STATION	END STATION
1522+18.23	1601+39.85

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

INTERSTATE 380 PCC PAVING
(Closed Median)

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **B.5**	

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Full Depth PCC Shoulder

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

2_P_FullPCC_ 04-20-21		
STATION TO STATION		(P) Feet
11+25.00	8+75.00	6
17+69.35	19+02.55	4
21+65.23	22+80.65	4
29+50.00	29+95.75	6

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

2P_ 04-21-20	
STATION TO STATION	
11+25.00	11+50.00
17+69.35	19+02.55
21+65.23	22+80.65
29+50.00	29+95.75

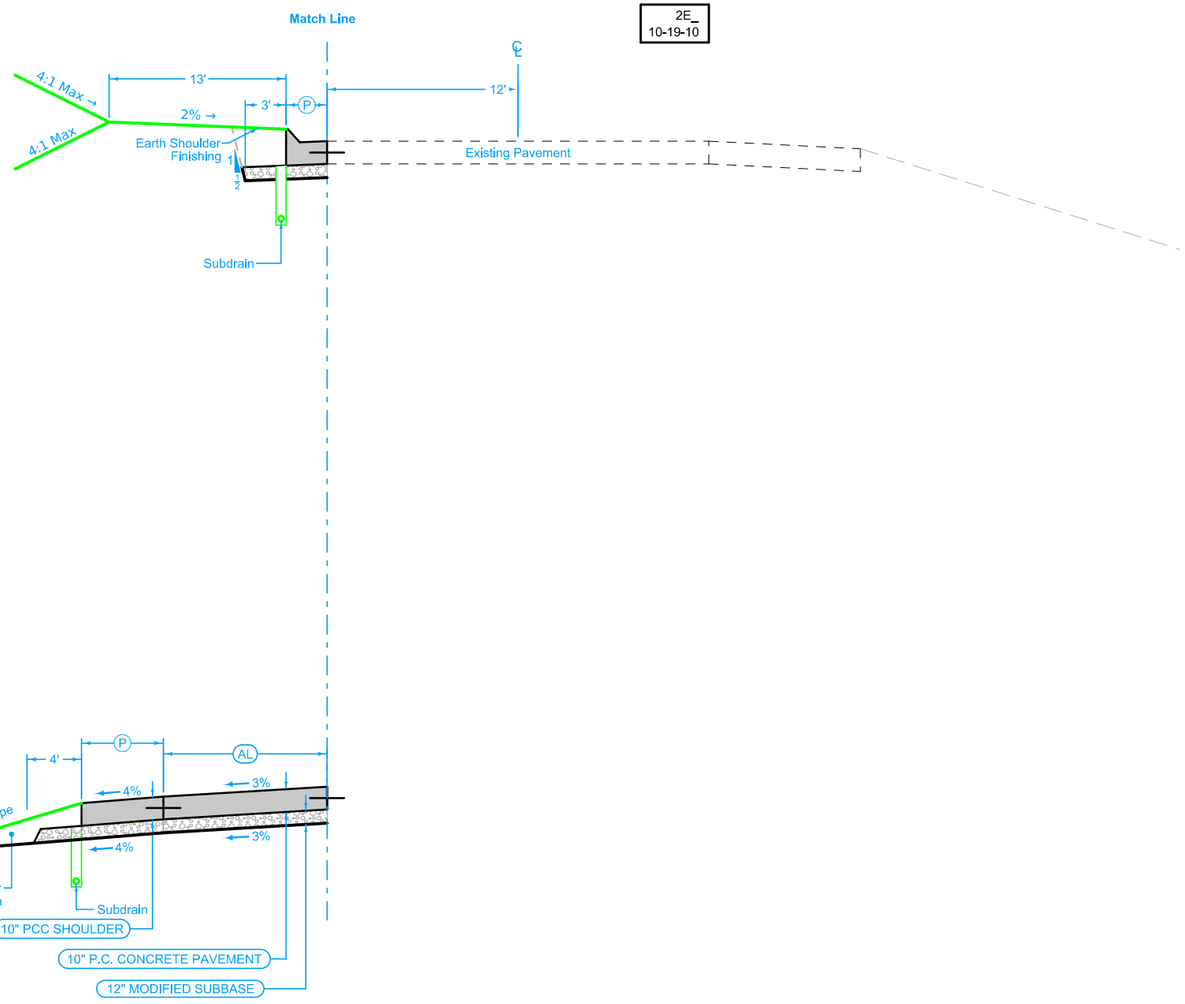
Full Depth PCC Shoulder

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

2_P_FullPCC_ 04-20-21		
STATION TO STATION		(P) Feet
11+25.00	8+75.00	6
17+69.35	19+02.55	4
21+65.23	22+80.65	4
29+50.00	29+95.75	6

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

120TH STREET



Curbed Shoulder

Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Longitudinal BT-2
Transverse: C at 17' spacing

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
33+45.44	34+05.95	12.5-16.6	6" Std

Auxiliary Lane

Longitudinal joint: BT-2
Transverse joint: CD at Match Mainline

		2_AuxLane_PCC_ 10-18-16	
STATION TO STATION		(AL) Feet	(P) Feet
34+05.95	34+95.95	12	4
34+95.95	36+15.95	12-0	4-6

Auxiliary Lane
Full Depth Shoulder

Shoulder Jointing:
Longitudinal joint: L-2 or BT-2
Transverse joints: C at Match Mainline

2_AL_Shldr_FullPCC_ 04-21-20	
(AL) Feet	(P) Feet
12	4
12-0	4-6

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

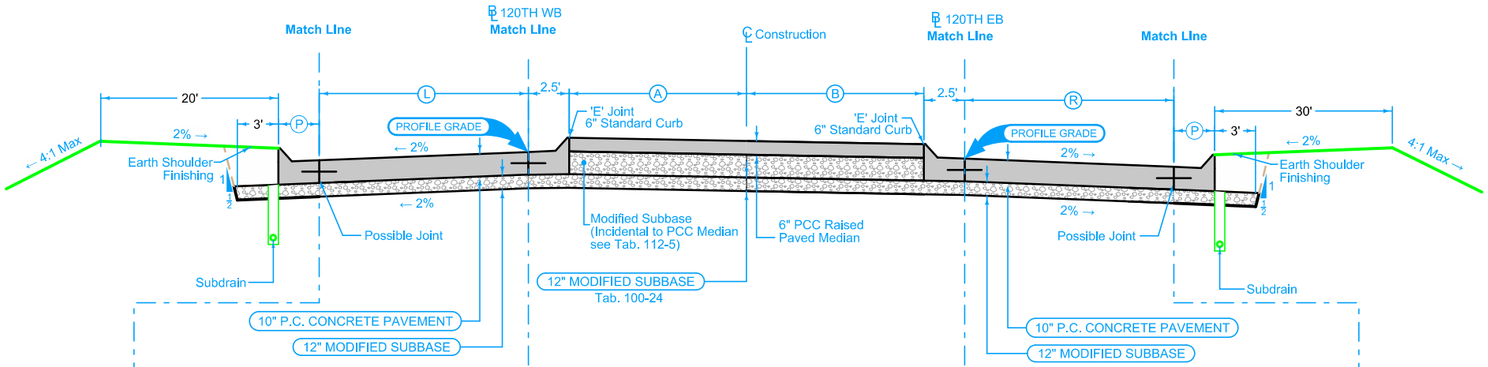
120TH STREET

Curbed Shoulder

Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2
Staged : BT-2
Transverse: CD refer to L sheets for spacing

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
214+15.00	215+37.32	2.5	6" STD
224+96.83	225+75.00	2.5	6" STD
225+75.00	226+20.00	2.5-7.0	6" STD



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

BEGIN STATION	END STATION	(L) Feet
211+50.00	215+37.32	Vari.
224+96.83	229+25.00	Vari.

Median

		4DP_Raised_Out_ 04-21-20	
BEGIN STATION	END STATION	(A) Feet	(B) Feet
13+85.00	15+30.00	Vari.	Vari.
25+20.00	28+29.00	Vari.	Vari.

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

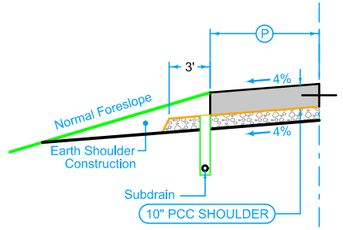
BEGIN STATION	END STATION	(R) Feet
111+50.00	115+28.53	Vari.
125+16.06	129+50.00	Vari.

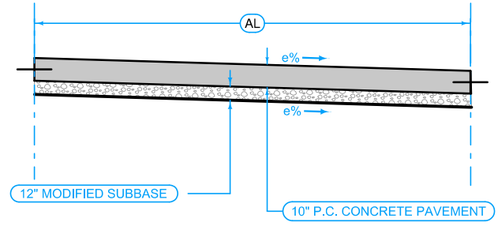
Curbed Shoulder

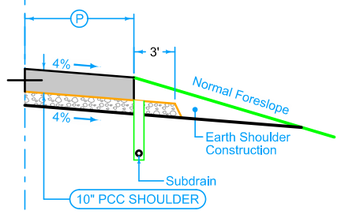
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2
Staged : BT-2
Transverse: CD refer to L sheets for spacing

			2_Curb_ 04-21-20
STATION TO STATION		(P) Feet	Curb Type See PV-102
114+65.00	115+28.53	2.5	6" STD
125+16.06	126+40.00	2.5	6" STD







Full Depth PCC Shoulder

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

		2_P_FullPCC_ 04-20-21
STATION TO STATION		(P) Feet
211+50.00	214+15.00	6
216+78.48	218+00.00	6

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

STATION TO STATION		(AL) Feet
11+50.00	13+85.00	Vari
17+10.00	17+69.35	Vari
22+80.65	23+20.00	Vari
28+95.00	29+50.00	Vari

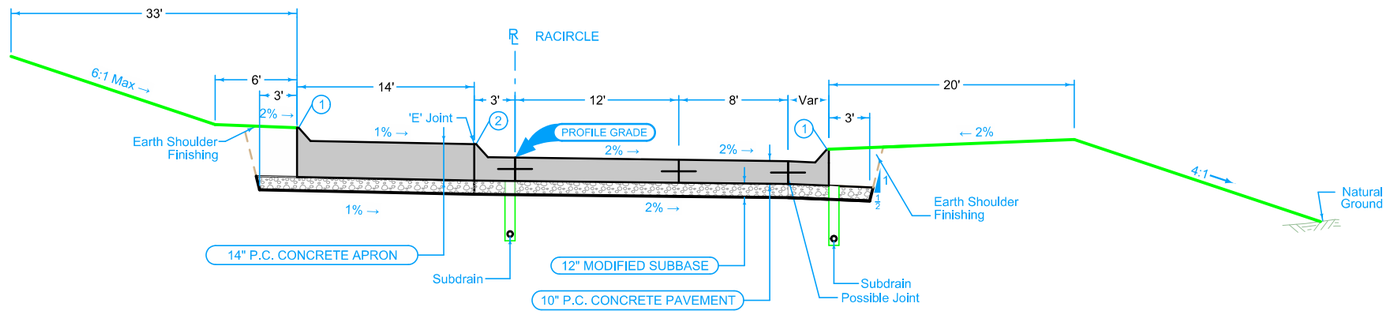
Full Depth PCC Shoulder

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

		2_P_FullPCC_ 04-20-21
STATION TO STATION		(P) Feet
111+50.00	114+65.00	6
126+40.00	129+50.00	6

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

120TH ST ROUNDABOUT



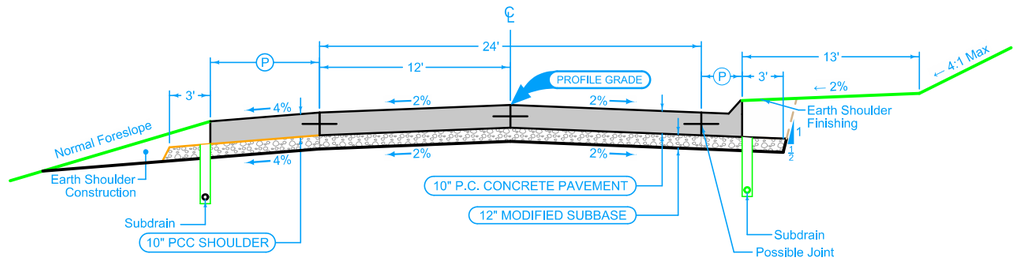
LOCATION		
ROAD IDENTIFICATION	STATION TO STATION	
TD_WEST	10+00.00	15+39.48
TD_EAST	20+00.00	26+12.48

Note: See 'L' Sheets for Jointing Layout

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

ROUNDABOUT TEARDROP



Full Depth PCC Shoulder

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

2_P_FullPCC_ 04-20-21		
STATION TO STATION		(P) Feet
531+82.00	534+82.74	Var

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

2P_ 04-21-20	
STATION TO STATION	
531+82.00	534+82.74

Curbed Shoulder

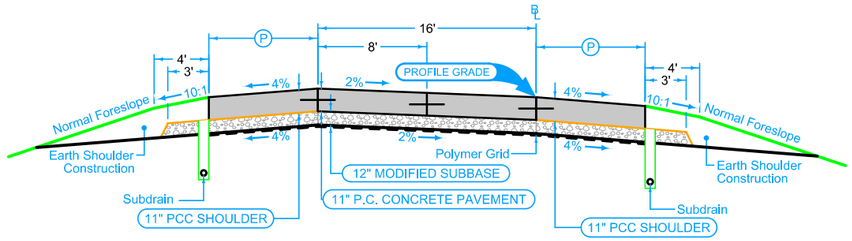
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

Single pour: L-2
Staged : BT-2
Transverse: C at 17' spacing

2_Curb_ 04-15-25			
STATION TO STATION		(P) Feet	Curb Type See PV-102
531+82.00	534+82.74	5.0	6" STD

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

SRBP31



Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
5738+68.65	5744+92.00	4

Section shown in the direction of traffic.

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

1RP_ 04-20-21	
BEGIN STATION	END STATION
5738+68.65	5744+92.00

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
5738+68.65	5744+92.00	6

120TH STREET RAMP A

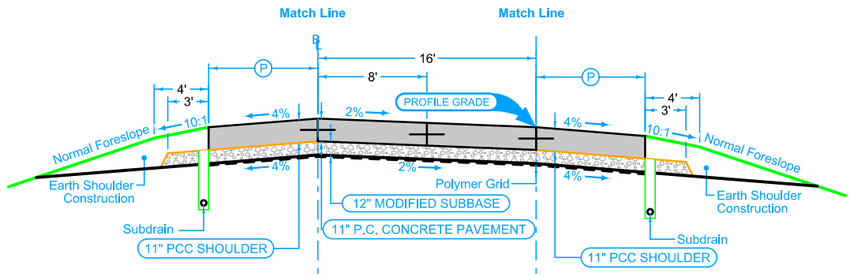
FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **B.11**	

10:37:59 AM 12/17/2024 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_B01.dgn

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

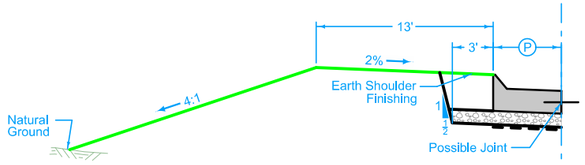
STATION TO STATION		(P) Feet
		1_R_FullPCC_ MODIFIED
138+72.89	139+80.00	4

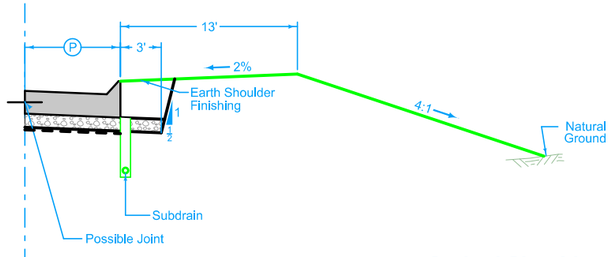


Section shown in the direction of traffic.

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

BEGIN STATION	END STATION
	1RP_ 04-20-21
137+89.85	139+80.00





Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
			1R_Curb_ 10-18-22
137+89.85	138+72.89	2.5	6" STD

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

STATION TO STATION		(P) Feet
		1_R_FullPCC_ MODIFIED
138+98.14	139+80.00	6

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

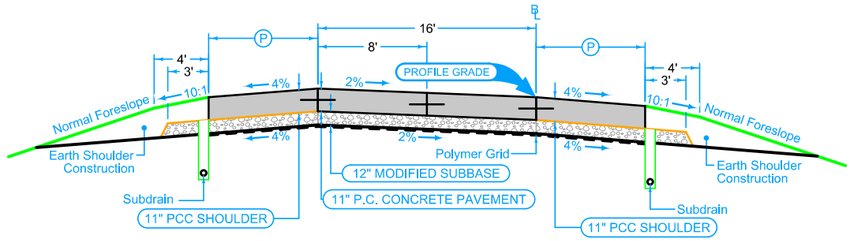
Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
			1R_Curb_ 10-18-22
137+89.85	138+98.14	2.5	6" STD

See Tab 100-24 for pavement quantities.

See Tab 112-9 for shoulder quantities.

120TH STREET RAMP A ROUNDABOUT



Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
2722+18.94	2735+08.36	4

Section shown in the direction of traffic.

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

1RP_ 04-20-21	
BEGIN STATION	END STATION
2722+18.94	2735+08.36

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
2722+18.94	2735+08.36	6

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

120TH STREET RAMP B

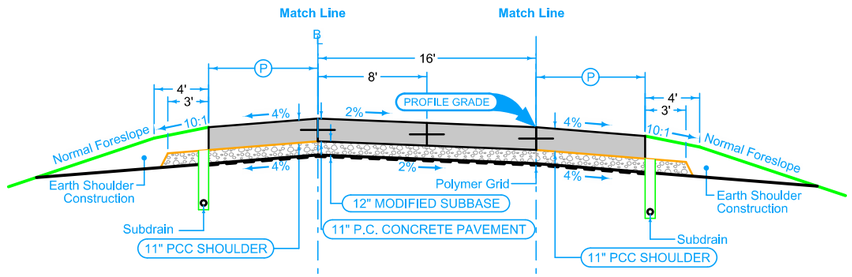
FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **B.13**	

10:38:00 AM 12/17/2024 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_B01.dgn

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

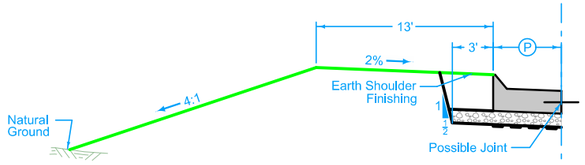
STATION TO STATION		(P) Feet
		1_R_FullPCC_ MODIFIED
234+00.00	235+25.84	4

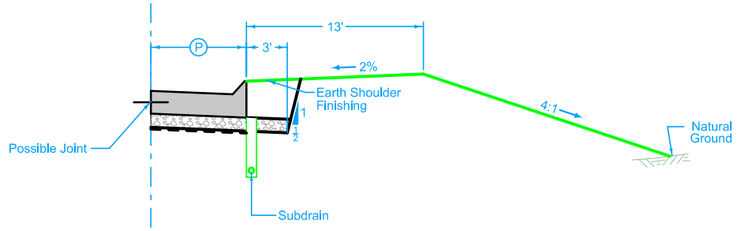


Section shown in the direction of traffic.

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

BEGIN STATION	END STATION
	1RP_ 04-20-21
234+00.00	236+23.36





Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
			1R_Curb_ 10-18-22
235+25.84	236+23.36	2.5	6" STD

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

STATION TO STATION		(P) Feet
		1_R_FullPCC_ MODIFIED
234+00.00	235+06.48	6

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

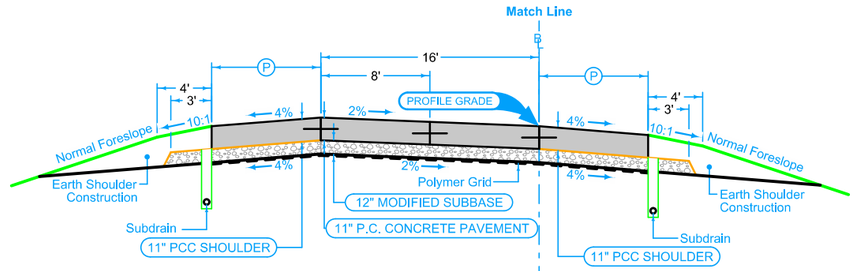
Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
			1R_Curb_ 10-18-22
235+06.48	236+23.36	2.5	6" STD

See Tab 100-24 for pavement quantities.

See Tab 112-9 for shoulder quantities.

120TH STREET RAMP B ROUNDABOUT



Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
3721+81.19	3725+00.00	4
3725+00.00	3729+00.00	4-6
3729+00.00	3736+50.00	6

Section shown in the direction of traffic.

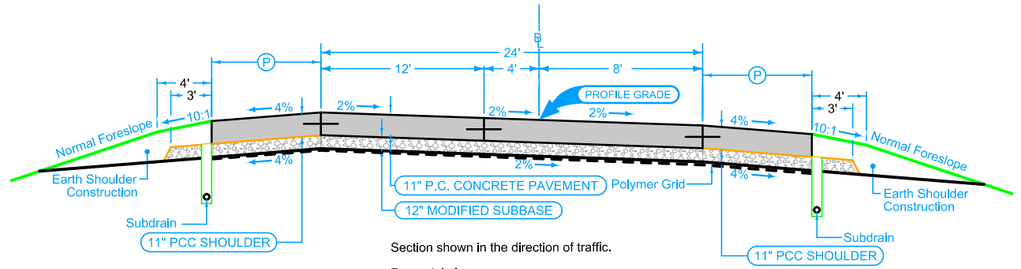
Ramp Jointing:
Transverse joints: CD at 15' spacing.
Longitudinal joints: L-2

1RP_ 04-20-21	
BEGIN STATION	END STATION
3721+81.19	3725+00.00

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
3721+81.19	3725+00.00	6
3725+00.00	3729+00.00	6-10
3729+00.00	3736+50.00	10



Full Depth PCC Shoulder

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

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
3729+00.00	3736+50.78	6

Section shown in the direction of traffic.

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

2RP_ MODIFIED	
BEGIN STATION	END STATION
3729+00.00	3736+50.78

Full Depth PCC Shoulder

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

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
3729+00.00	3736+50.78	10

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

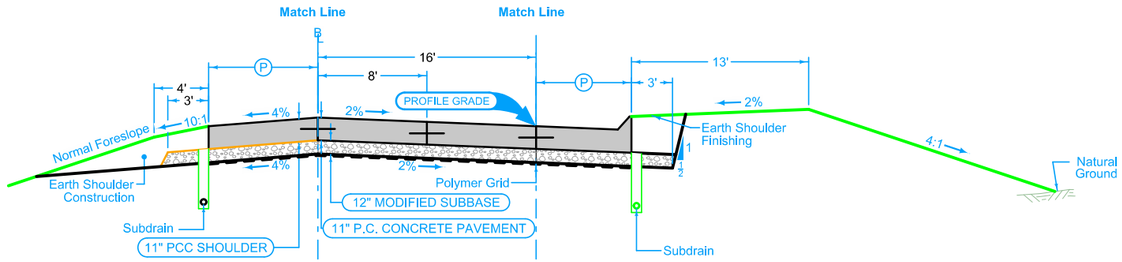
120TH STREET RAMP C

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **B.15**

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, L-2 or BT-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
336+50.00	337+57.66	6



Section shown in the direction of traffic.

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

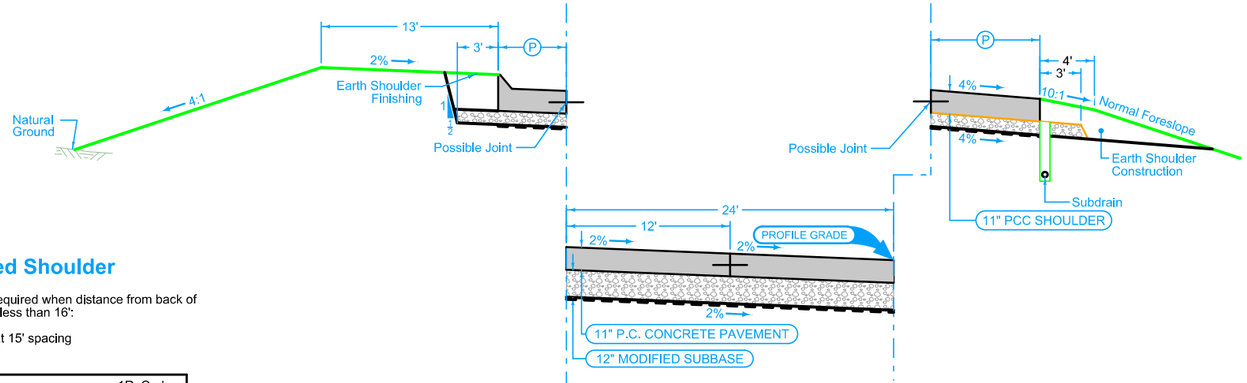
1RP_ 04-20-21	
BEGIN STATION	END STATION
337+40.35	338+50.78

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

			1R_Curb_ 10-18-22
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
337+90.00	338+50.78	2.5	6" STD



Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

			1R_Curb_ 10-18-22
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
337+57.66	338+50.78	2.5	6" STD

Section shown in the direction of traffic.

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

2RP_ 04-20-21	
BEGIN STATION	END STATION
336+50.00	337+40.35

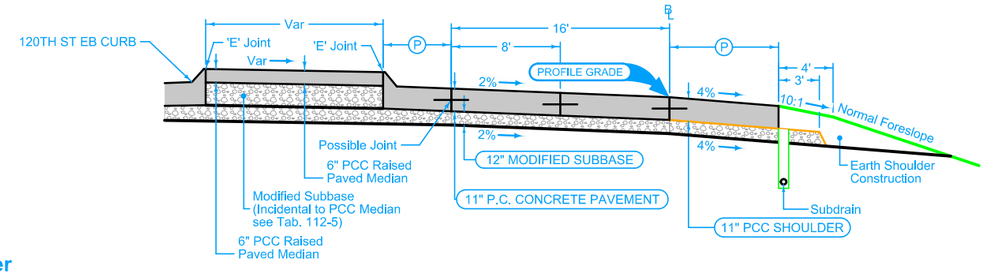
Full Depth PCC Shoulder

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

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
336+50.00	337+40.35	10

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

120TH STREET RAMP C ROUNDABOUT



Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

1R_Curb_ 04-15-25			
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
7+00.00	10+21.23	2.5	6" STD

Section shown in the direction of traffic.

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

1RP_ 04-20-21	
BEGIN STATION	END STATION
7+00.00	10+21.23

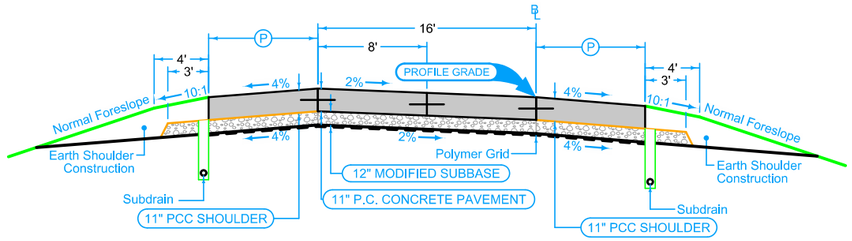
Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
7+00.00	10+21.23	6

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

120TH STREET TO RAMP C BYPASS LANE (RETC_RPC_OUT)



Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, L-2 or BT-2
Transverse joints: C at 15' spacing

1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
4738+12.51	4748+45.30	4

Section shown in the direction of traffic.

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

1RP_ 04-20-21	
BEGIN STATION	END STATION
4738+12.51	4748+45.30

Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: BT-2, L-2 or BT-2
Transverse joints: C at 15' spacing

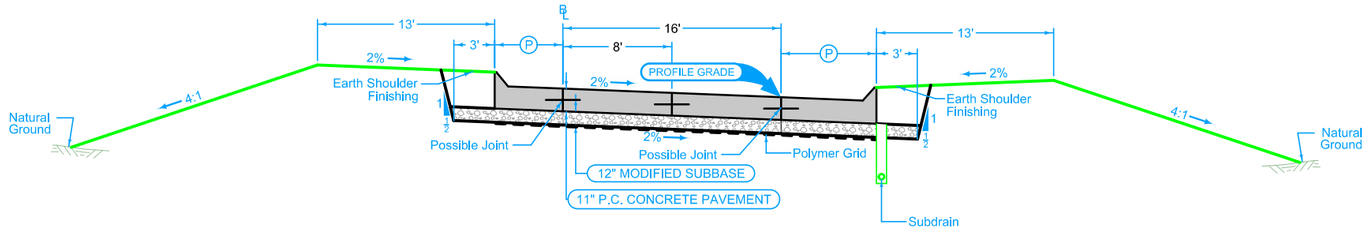
1_R_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
4738+12.51	4748+45.30	6

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

120TH STREET RAMP D

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **B.18**	

10:38:02 AM 12/17/2024 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_B01.dgn



Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

			1R_Curb_ 10-18-22
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
137+89.85	138+72.89	2.5	6" STD

Section shown in the direction of traffic.

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

	1RP_ 04-20-21
BEGIN STATION	END STATION
137+89.85	139+80.00

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

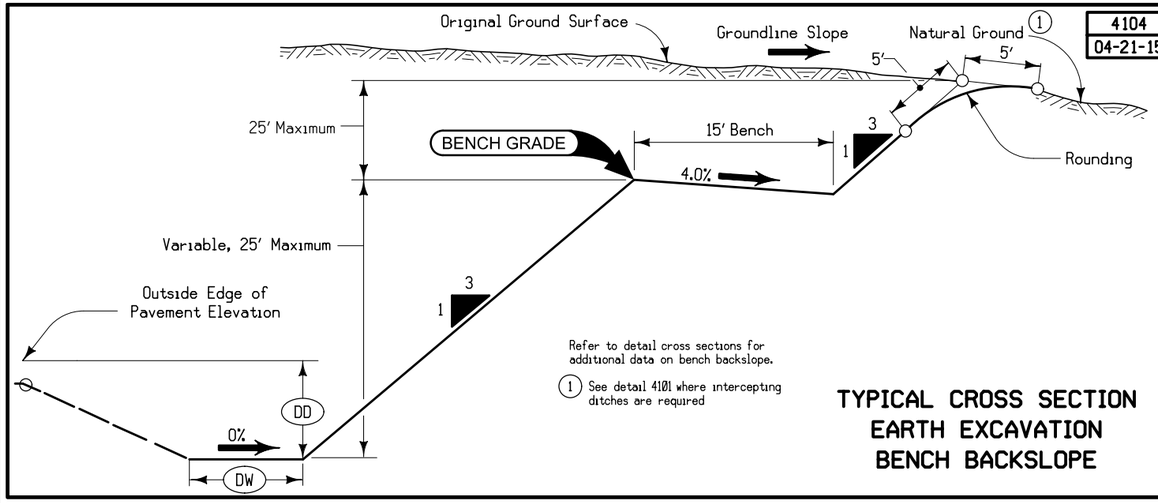
Transverse: C at 15' spacing
Single pour: L-2
Staged : BT-2

			1R_Curb_ 10-18-22
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
137+89.85	138+98.14	2.5	6" STD

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

120TH STREET RAMP D ROUNDABOUT

4104
04-21-15

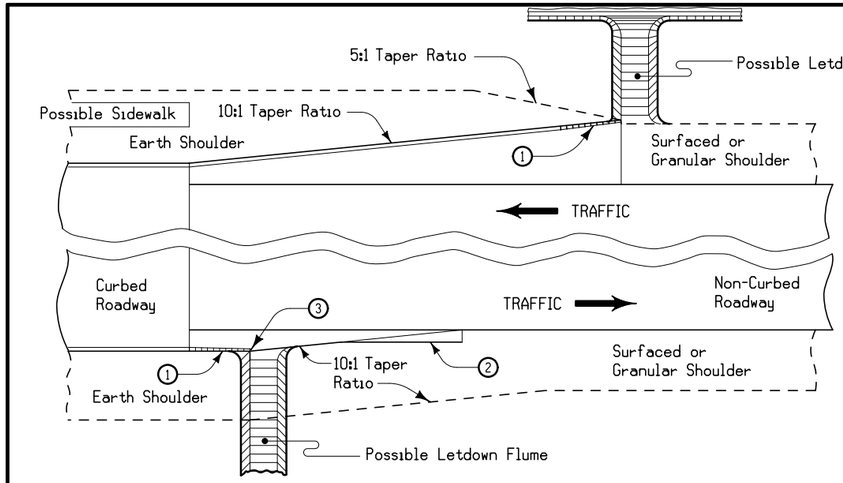


Refer to detail cross sections for additional data on bench backslope.

(1) See detail 4101 where intercepting ditches are required

TYPICAL CROSS SECTION EARTH EXCAVATION BENCH BACKSLOPE

6147
10-20-15



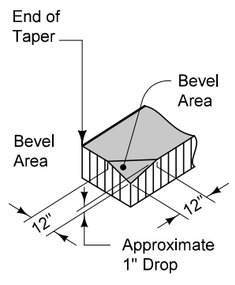
(1) Runout curb according to PV-102

(2) End of Taper Details see Typical Detail 7101

(3) End earth shoulder at the end of the curb transition when no flume is needed.

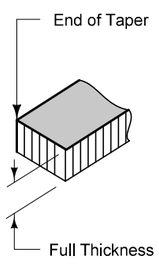
TRANSITION BETWEEN CURBED AND NON-CURBED ROADWAYS

7101
10-19-10



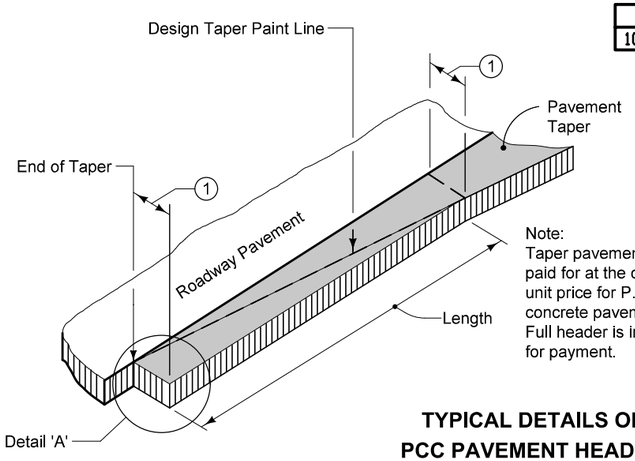
DETAIL 'A'

FOR
GRANULAR SHOULDERS



DETAIL 'A'

FOR
PAVED SHOULDERS



Note:
Taper pavement to be paid for at the contract unit price for P.C. concrete pavement. Full header is included for payment.

(1) Normal width is 2'-0". Construct 4'-0" width when butting into 4' wide HMA shoulders (See Typical 7154A).

TYPICAL DETAILS OF PCC PAVEMENT HEADER

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **B.20**

10:38:03 AM 12/17/2024 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_B01.dgn

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

E1 — ***Electric Line - Linn County REC***
Kevin Stucker
319-377-1587
kstucker@linncountyrec.com

F0 — ***Fiber Optic - Iowa Communication Net./Iowa DOT***
David Augspurger (ICN)
515-229-2013
david.augspurger@icn.state.ia.us

Jason Dale (Iowa DOT)
515-239-1995
Jason.Dale@iowadot.us

F02 — ***Fiber Optic - South Slope***
Brian Hamacher
712-830-2843
brian.hamacher@southslope.com

F03 — ***Fiber Optic - Windstream***
Steve Kness
319-538-1985
stephen.kness@windstream.com

F04 — ***Fiber Optic - Unite Private Network***
Clark Lundy
515-321-3336
clark.lundy@upnfiber.com

F05 — ***Fiber Optic - Lumen***
Steve Parker
507-358-1978
Steven.Parker4@lumen.com

F06 — ***Fiber Optic - Verizon/MCI***
Thanh (TK) Nguyen
515-783-7177
thanh.nguyen3@verizon.com

F07 — ***Fiber Optic - AT&T***
Lenny Vohs
770-335-8254
lv2121@att.com

F08 — ***Fiber Optic - Mediacom***
F09 — ***Fiber Optic - Mediacom Iowa City***
Carl Norton
319-594-6201
cnorton@mediacomcc.com

G — ***Gas Line - MidAmerican***
Matt Novy
515-901-8274
matthew.novy@midamerican.com

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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.1

3:10:02 PM 3/13/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_LGND.dgn

Sta. 1491+00.00
Install 24"x90' RCP
FL = Lt. 714.70
Rt. 721.10

Sta. 1499+35.09
Skew 30° LT AH
8'x4'x194' TWIN RCB
D.A.=551 A-R
Extend
Plans by Others

Sta. 1503+00.00
Install 24"x94' RCP
FL = Lt. 713.90
Rt. 721.08

Madison TWP.
T-81N R-7W
SEC. 34

Madison TWP.
T-81N R-7W
SEC. 27

1490+00
1495+00
1500+00
1505+00
1510+00
1515+00

INTERSTATE 380

STA 1488+00.00 (ML380)
BEGIN CONSTRUCTION

Sta. 1498+00.16, 41.81 RT
24" x 65' RCP
(Plug & Abandon)

0 100
FEET

Sta. 1507+99.92, 42.36 RT
24" x 64' RCP
(Plug & Abandon)

Sta. 1515+00.00
Install 24"x106' RCP
FL = Lt. 721.08
Other 711.17
Rt. 710.70

BEGIN CONSTRUCTION
STA 1488+00.00
EL 721.95

VPI = +00.00
EL = 720.45
L = 500.00'
K = 500

VPI = +00.00
EL = 723.45
L = 500.00'
K = 500

VPI = +00.00
EL = 720.45
L = 500.00'
K = 500

VPI = +00.00
EL = 723.45
L = 500.00'
K = 500

VPI = +00.00
EL = 720.45
L = 500.00'
K = 500

-0.50% +0.50% +0.50% -0.50% -0.50% +0.50% +0.50% -0.50% -0.50% +0.50%

-1.09% -0.92% -4.90% -0.27% LT Ditch Grade -0.03% RT Ditch Grade -1.37% LT +1.07% RT +1.63% LT +0.20% LT -0.20% RT Ditch Grade -0.82% RT Ditch Grade -0.20% LT Ditch Grade

RT +00 717.20
LT +00 717.95
RT +40 715.00
RT +30 710.59
LT +00 713.60
LT +00 712.00
RT +50 710.40
RT +75 710.40
LT +90 709.40
LT +25 709.40
RT +00 716.00
LT +00 715.50
LT +50 716.40
RT +00 714.80
LT +20 711.00

760 750 740 730 720 710 700 690 680 670

721.95 721.83 721.70 721.58 721.48 721.38 721.30 721.23 721.18 721.13 721.10 721.08 721.07 721.08 721.10 721.13 721.17 721.23 721.30 721.38 721.47 721.58 721.70 721.82 721.95 722.07 722.20 722.32 722.42 722.52 722.60 722.67 722.72 722.77 722.80 722.82 722.83 722.82 722.80 722.77 722.73 722.67 722.60 722.52 722.43 722.32 722.20 722.08 721.95 721.83 721.70 721.58 721.48 721.38 721.30 721.23 721.18 721.13 721.10 721.08 721.08 721.10 721.13 721.17 721.23 721.30 721.38 721.47 721.58 721.70 721.82 721.95 722.07 722.20 722.32 722.42 722.52 722.60 722.67 722.72 722.77 722.80 722.82 722.83 722.82 722.80 722.77 722.73 722.67 722.60 722.52 722.43 722.32 722.20 722.08 721.95 721.83 721.70 721.58 721.48 721.38 721.30 721.23 721.18 721.13 721.10 721.08 721.08 721.10 721.13 721.17 721.23 721.30 721.38 721.47 721.58 721.70

1490+00 1495+00 1500+00 1505+00 1510+00 1515+00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.2

11:45:48 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn

Sta. 1523+24.94
30" x 180' RCP
D.A. =11 A-R
(Plug & Abandon)

Sta. 1523+50.00
Install 48"x246' RCP
FL = Lt. 719.00
Rt. 717.40
(196' Trenchless)

Sta. 1525+99.67, 41.06 LT
24" x 70' RCP
(Plug & Abandon)

Sta. 1531+75.00
Install 66"x264' RCP
FL = Lt. 702.60
Rt. 702.10
(204' Trenchless)

Sta. 1532+00.03
42" x 211' RCP
D.A. =36 A-R
(Plug & Abandon)

Madison TWP.
T-81N R-7W
SEC. 27

1520+00 1525+00 PI 1527+85.76 1530+00 1535+00 1540+00 1545+00

INTERSTATE 380

PC 1524+30.39

PT 1531+40.97

STA 1522+18.23 (ML380)
STOP OPEN MEDIAN
BEGIN TRANSITION

Δ = 02°57'37.92" (RT)
T = 355.37'
L = 710.58'
R = 13752.00'
E = 4.59'
e = NC

Sta. 1527+00.00
Install SW-511
24"x112' RCP
FL = Lt. 721.09
Other 712.00
Rt. 709.25
(70' Trenchless)

STA 1533+54.32 (ML380)
END TANSITION
BEGIN CLOSED MEDIAN

0 100 FEET

Sta. 1538+00.21, 41.53 RT
24" x 64' RCP
(Plug & Abandon)

Stop Open Median
Begin Transition
1522+18.23
722.69

VPI = +00.00
EL = 723.45
L = 500.00'
K = 500

+0.50% -0.50%

-0.20% LT Ditch Grade
-0.20% RT Ditch Grade

RT +00
708.25

LT +18
708.57

RT +18
707.41

End Transition
Begin Closed Median
1533+54.32
723.40

VPI = +00.00
EL = 726.78
L = 500.00'
K = 218

+0.52% +2.81%

+2.33% RT Ditch Grade
+1.13% LT DG
+1.29% RT Ditch Grade
-2.00% RT
-0.28% RT
-0.54% LT DG

LT +54
703.20

RT +54
703.00

RT +75
712.80

LT +50
708.80

RT +00
717.00

RT +00
713.00

RT +00
712.45

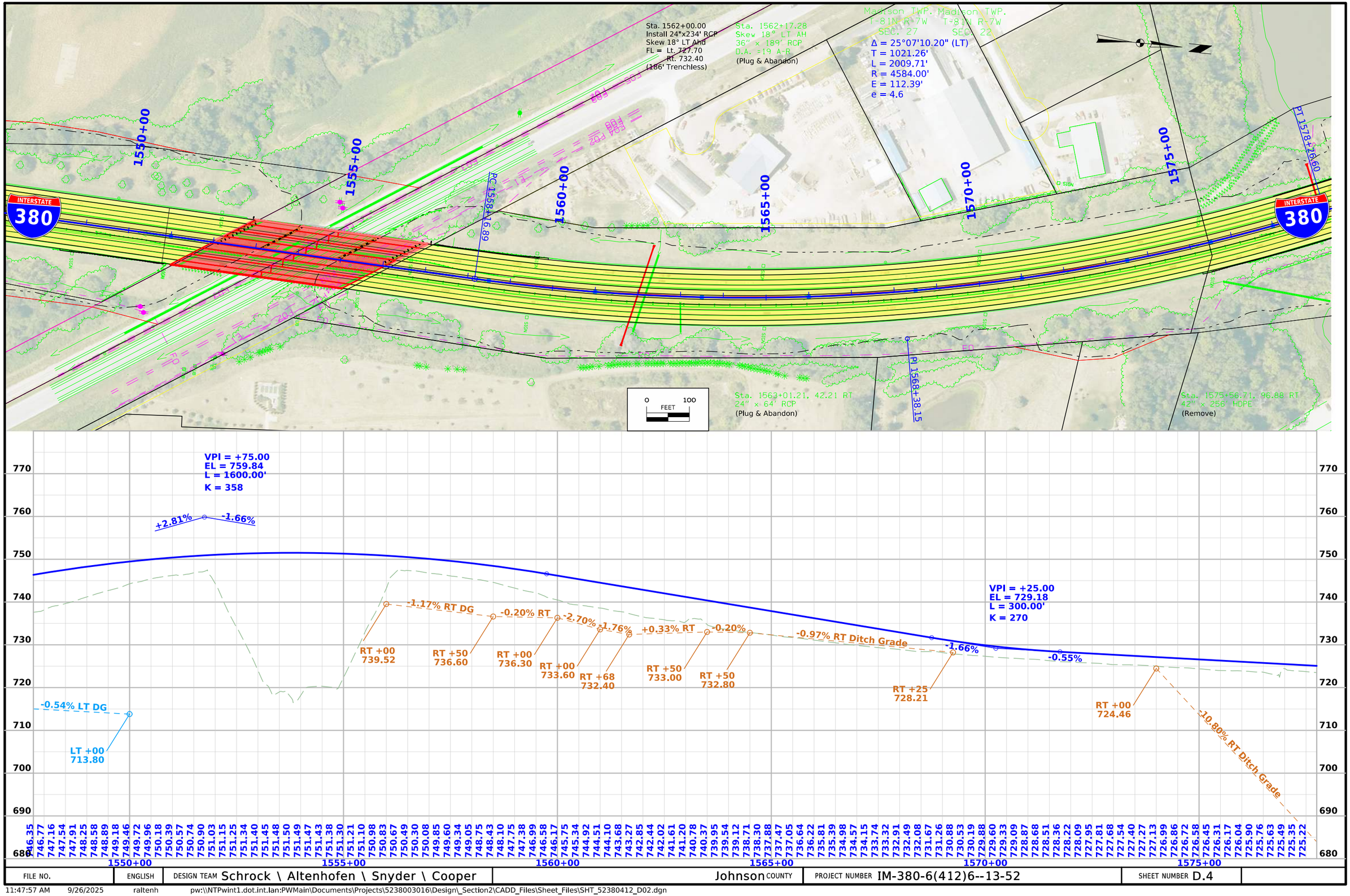
LT +00
715.98

770 760 750 740 730 720 710 700 690 680

1520+00 1525+00 1530+00 1535+00 1540+00 1545+00

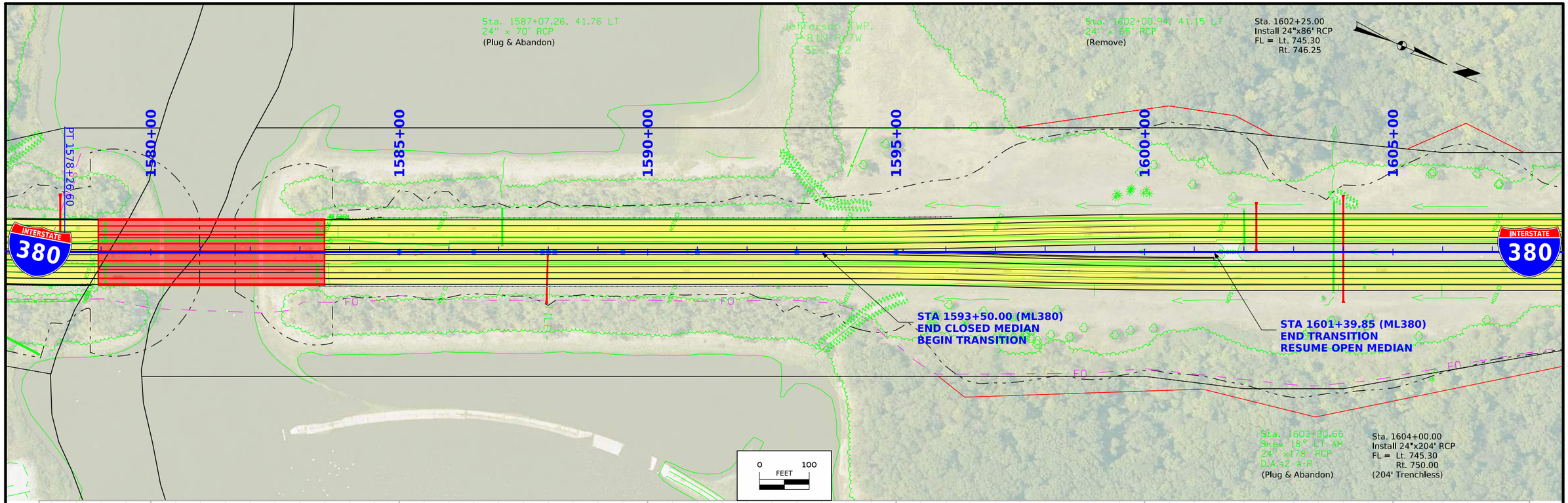
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.3

11:46:41 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.4

11:47:57 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.5

11:49:04 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn

Sta. 1610+52.07
Skew 30° LT AH
24" x215' RCP
D.A.=3 A-R
(Plug & Abandon)

Sta. 1610+75.00
Install 24"x296' RCP
Skew 24° LT Ahd
FL = Lt. 744.00
Rt. 764.30
(256' Trenchless)

Sta. 1615+07.72, 93.52 LT
12" x 31' HDPE
(Remove)

Sta. 1626+00.00
Install 24"x86' RCP
FL = Lt. 761.50
Rt. 766.53

Jefferson TWP.
T-81N R-7W
SEC. 22

Jefferson TWP.
T-81N R-7W
SEC. 16

Jefferson TWP.
T-81N R-7W
SEC. 15

Sta. 1631+23.59, 41.81 LT
24" x77' RCP
(Remove)

Sta. 1631+25.00
Install 24"x106' RCP
FL = Lt. 750.50
Other 750.80
Rt. 761.02

Sta. 1636+00.00
Install 24"x110' RCP
FL = Lt. 753.70
Other 754.70
Rt. 765.54

1610+00 1615+00 1620+00 1625+00 1630+00 1635+00

INTERSTATE 380

Restricted Area - No Access

1. The contractor shall furnish and install orange safety fence according to Article 4188.03 of the Standard Specifications
2. An SOI qualified archaeologist will attend the pre-construction meeting to discuss the project requirements with the Project Engineer and the Contractor. The contractor shall contact LEB staffer Jeff Bacon (515-233-7819) with any questions.

0 100 FEET

Sta. 1629+69.17
Skew 30° LT AH
4'x4' x 222' RCB
W/CONC. FLUME
D.A.=38 A-R
Extend
Plans by Others

Sta. 1629+06.05, 108.61 RT
30" x 160' HDPE
(Remove)

+3.00% -2.00%
VPI = +00.00
EL = 788.54
L = 2200.00'
K = 440

-5.00% RT Bench Grade
-6.04%
RT +94 762.58
LT +17 761.07

+6.81% LT Bench Grade
LT +10 793.60
-1.53% LT Bench Grade
LT +50 783.84
-8.00% LT Bench Grade

+0.40%
LT +75 769.83
LT +00 770.33
LT +68 770.31

+0.20%
+10.00% LT Ditch Grade
LT +00 737.23
LT +50 737.33

VPI = +25.00
EL = 756.02
L = 1000.00'
K = 250

-1.52% LT
-5.00% LT
-2.00%
+2.00%
+0.20% LT Ditch Grade
LT +50 758.84
LT +00 756.55
LT +25 750.30
LT +50 750.30
LT +66 750.53

+10.78% RT
+1.81% RT Ditch Grade
+1.30% LT Ditch Grade
+4.75%
RT +75 755.87
LT +90 750.98
LT +00 755.00

+8.80% RT Ditch Grade
+12.97%
RT +00 737.00
RT +85 696.20
RT +05 696.20
RT +50 715.00

790 780 770 760 750 740 730 720 710 700

765.19 765.72 766.24 766.74 767.23 767.70 768.16 768.60 769.03 769.45 769.85 770.24 770.61 770.97 771.32 771.65 771.96 772.27 772.55 772.83 773.09 773.33 773.56 773.78 773.98 774.17 774.35 774.51 774.65 774.79 774.90 775.01 775.10 775.17 775.23 775.28 775.31 775.33 775.33 775.32 775.30 775.26 775.21 775.14 775.06 774.97 774.86 774.73 774.59 774.44 774.28 774.09 773.90 773.69 773.47 773.23 772.98 772.71 772.43 772.14 771.83 771.51 771.17 770.82 770.45 770.07 769.68 769.27 768.85 768.41 767.96 767.50 767.02 766.53 766.03 765.54 765.08 764.64 764.23 763.84 763.47 763.14 762.82 762.54 762.27 762.04 761.82 761.64 761.47 761.34 761.22 761.14 761.07 761.04 761.02 761.04 761.07 761.14 761.22 761.34 761.47 761.64 761.82 762.04 762.27 762.54 762.83 763.14 763.48 763.84 764.23 764.64 765.08 765.54 766.03 766.53 767.02 767.50 767.97 768.42

1610+00 1615+00 1620+00 1625+00 1630+00 1635+00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.6

11:49:17 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn

Sta. 1650+25.98
Skew 30° LT AH
3 x 4' x 356' RCB
W/CONC. FLUME
D.A.-28 A-R
Extend
Plans by Others

Sta. 1653+00.00
Install 24"x106' RCP
FL = Lt. 759.10
Rt. 765.70

Sta. 1661+28.07
Install 24"x100' RCP
FL = Lt. 752.50
Rt. 761.70

Sta. 1661+72.48, 41.92 LT
24" x 62' RCP
(Remove)

Sta. 1661+90.55, 114.31 LT
36" x 80' HDPE
(Remove)

Sta. 1664+61.76, 456.14 LT
54" x 224' RCP
(U.A.C.)

Sta. 1663+50.53, 147.79 LT
30" x 159' HDPE
(Remove)

Sta. 1667+00.00
Install 24"x81' RCP
24"x126' CMP
FL = Lt. 730.60
Other 730.93
Other 762.18
Rt. 768.51

1640+00 1645+00 1650+00 1655+00 1660+00 1665+00

INTERSTATE 380 INTERSTATE 380

Jefferson TWP.
T-81N R-7W
SEC. 15

Jefferson TWP.
T-81N R-7W
SEC. 16

0 100
FEET

Sta. 1664+20.62
Skew 30° LT AH
DROP INLET 8'x6' TO 6'x5' x398' RCB
W/CONC. FLUME
D.A.-223 A-R
Extend
Plans by Others

Sta. 1666+91.15, 118.35 RT
30" x 259' HDPE
(Remove)

Sta. 1664+41.01, 191.66 RT
30" x 158' HDPE
(Remove)

VPI = +50.00
EL = 780.54
L = 1400.00'
K = 444

+0.43% LT Bench Grade
+10.00% LT BG
-9.97% LT BG
+0.30% RT Ditch Grade
+1.81%
-4.75%
+2.65%
+2.00%
-1.15%
+12.00% LT
+3.85%
-1.15% LT BG
-10.00% LT Bench Grade
-12.62% LT DG
+9.89% LT
+6.33%
-1.20%
-6.75% RT
-10.09% RT
-4.28% LT Ditch Grade
-10.92% LT
-1.15%
+3.00%
+11.66% RT
+6.00%
+10.00% RT
+4.20%
+10.00%
+0.00% RT Ditch Grade

LT +00 764.50
LT +00 767.15
LT +44 765.67
RT +00 768.99
LT +77 788.95
LT +25 790.45
RT +75 770.41
LT +29 770.09
LT +25 768.75
LT +10 745.40
LT +40 745.40
LT +00 749.20
LT +50 764.04
LT +50 761.49
LT +50 785.49
LT +75 786.45
LT +75 784.15
RT +75 759.15
RT +25 753.55
RT +50 745.11
RT +00 730.00
LT +25 756.91
LT +64 755.23
LT +50 743.00
RT +50 711.50
RT +75 711.50
LT +75 729.35
LT +00 724.60
LT +30 724.33
LT +40 724.30
LT +00 726.40
LT +60 724.30
LT +00 730.60
RT +65 745.31
RT +65 751.31

VPI = +50.00
EL = 757.54
L = 1000.00'
K = 241

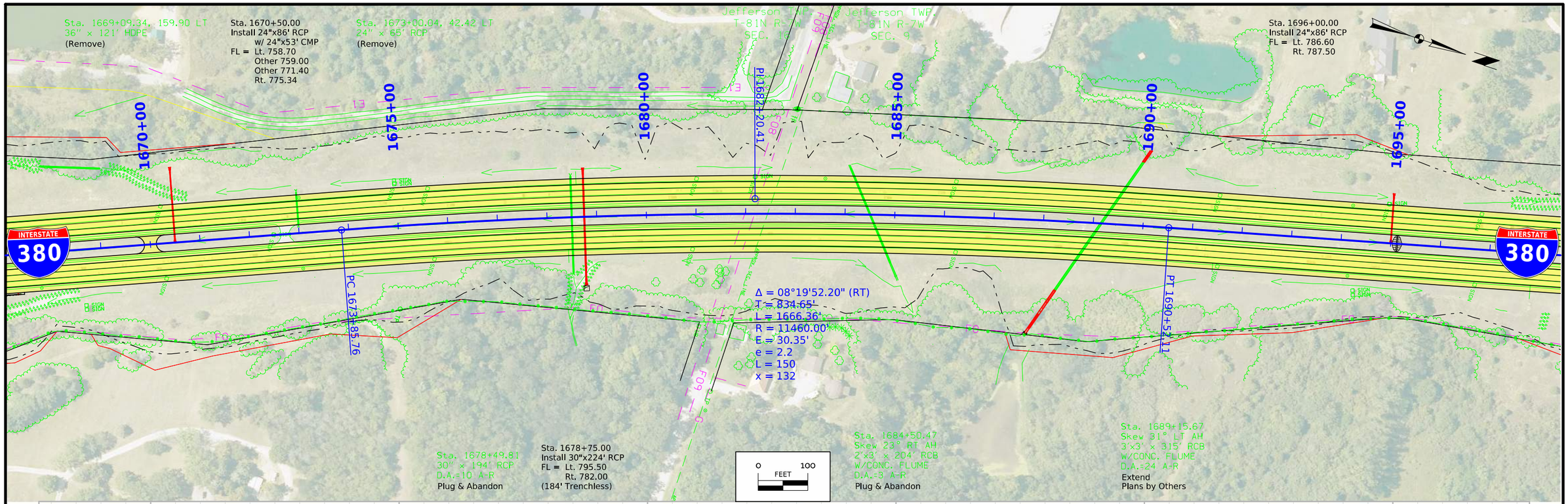
800 790 780 770 760 750 740 730 720 710

768.85 769.28 769.69 770.08 770.46 770.83 771.18 771.52 771.84 772.16 772.45 772.73 773.00 773.26 773.50 773.72 773.93 774.13 774.32 774.49 774.64 774.78 774.91 775.02 775.12 775.21 775.28 775.34 775.38 775.41 775.43 775.43 775.41 775.39 775.34 775.29 775.22 775.14 775.04 774.93 774.80 774.66 774.51 774.34 774.16 773.96 773.75 773.53 773.29 773.04 772.77 772.49 772.20 771.92 771.63 771.34 771.05 770.77 770.48 770.19 769.90 769.62 769.33 769.04 768.75 768.47 768.18 767.89 767.60 767.32 767.03 766.74 766.45 766.17 765.88 765.59 765.30 765.02 764.73 764.44 764.15 763.87 763.58 763.29 763.02 762.77 762.54 762.35 762.18 762.03 761.91 761.82 761.75 761.71 761.70 761.71 761.74 761.81 761.90 762.01 762.15 762.32 762.51 762.73 762.97 763.24 763.54 763.86 764.21 764.58 764.98 765.41 765.86 766.34 766.84 767.37 767.93 768.51 769.11 769.75

1640+00 1645+00 1650+00 1655+00 1660+00 1665+00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.7

11:49:26 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.8

11:49:35 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn

Sta. 1705+48.76, 41.96 LT
24"x65' RCP
(Remove)

Sta. 1710+00.00
Install 24"x92' RCP
FL = Lt. 758.60
Rt. 759.95

Jefferson TWP.
T-81N R-7W
SEC. 9

Sta. 1716+67.00
Install 24"x116' RCP
FL = Lt. 743.65
Other 744.13
Rt. 751.40

Sta. 1716+67.68, 42.48 LT
24"x75' RCP
(Remove)

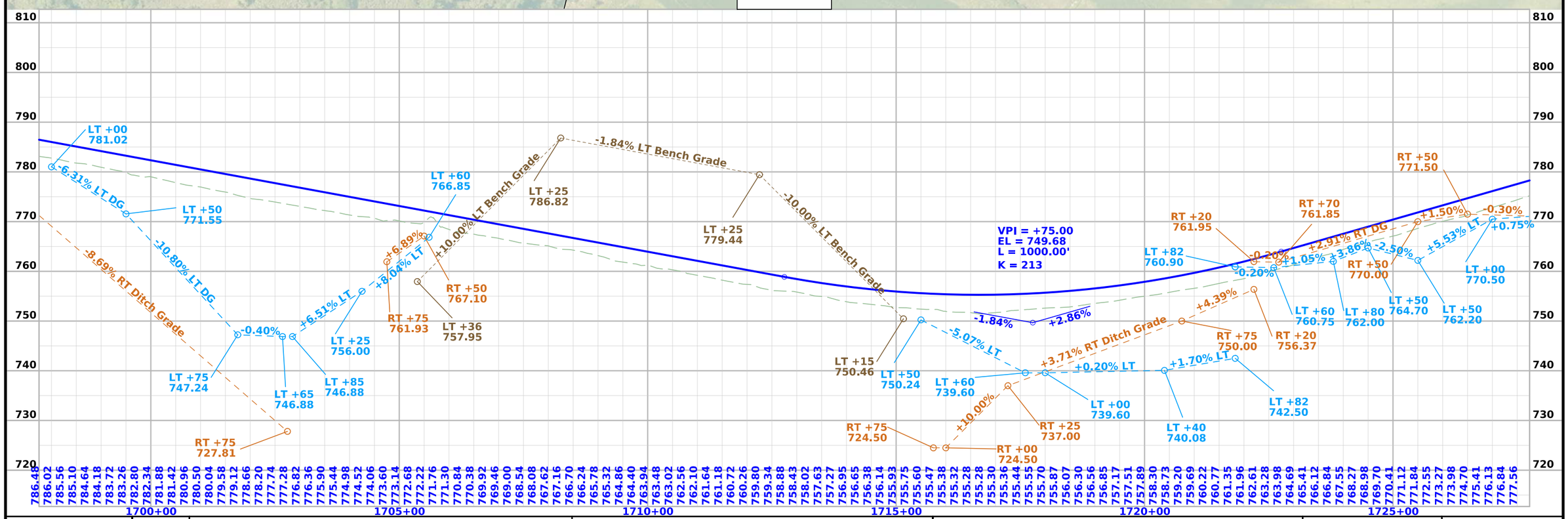
1700+00 1705+00 1710+00 1715+00 1720+00 1725+00

INTERSTATE 380

Sta. 1702+74.22
DROP INLET 6'x6'' TO 4'x5' x285' RCB
W/CONC. FLUME
D.A.=132 A-R
Extend
Plans by Others

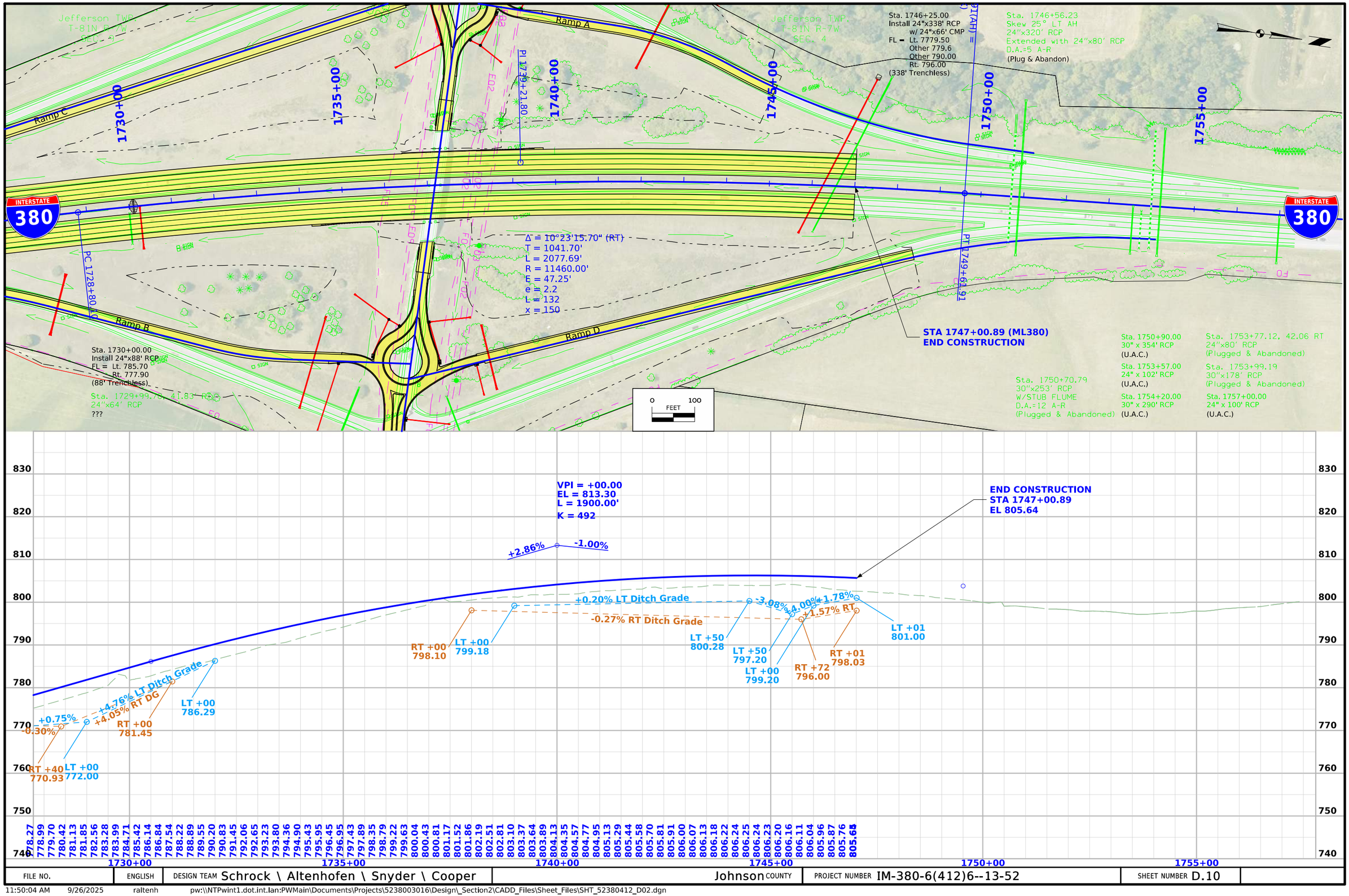
0 100 FEET

Sta. 1716+89.32
Skew 30° LT AH
DROP INLET 12'x10' TO 8'x8' x 230' RCB
W/CONC. FLUME
D.A.=1406 A-R
Extend
Plans by Others



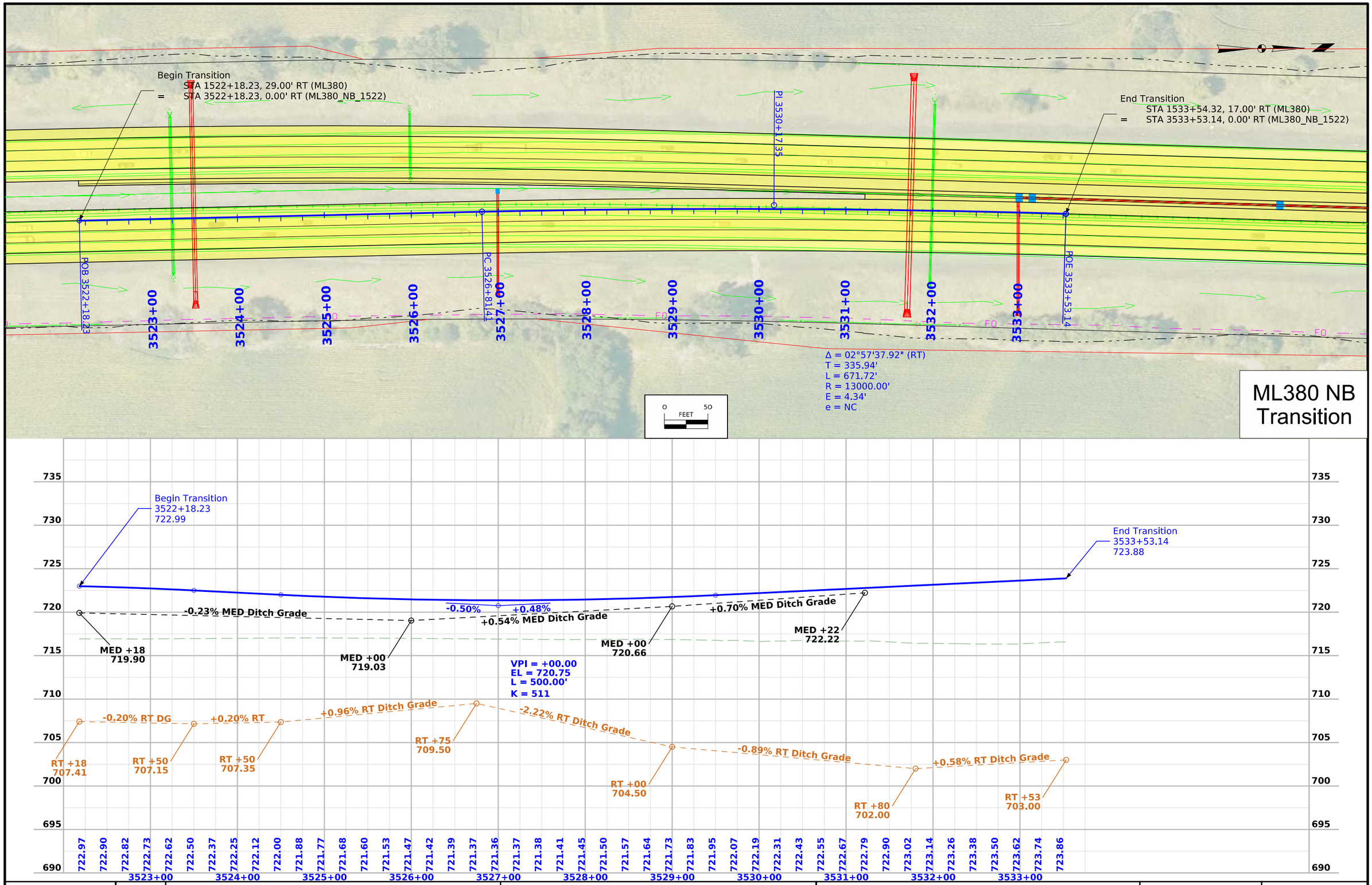
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.9

11:49:41 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.10

11:50:04 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D02.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.11

11:50:37 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D11.dgn

Begin Transition
STA 1593+50.00, 17.00' RT (ML380)
= STA 3593+50.00, 0.00' RT (ML380_NB_1593)

Δ = 01°44'27.02" (LT)
T = 197.51'
L = 394.98'
R = 13000.00'
E = 1.50'
e = NC

End Transition
STA 1601+39.85, 29.00' RT (ML380)
= STA 3601+39.97, 0.00' RT (ML380_NB_1593)

POB 3593+50.00
PI 3595+47.51
PRC 3597+44.98
PI 3599+42.49
PCC 3601+39.97
POE 3601+39.97
SIGN

3594+00 3595+00 3596+00 3597+00 3598+00 3599+00 3600+00 3601+00

Δ = 01°44'27.01" (RT)
T = 197.51'
L = 394.98'
R = 13000.00'
E = 1.50'
e = NC

FO

0 50
FEET

ML380 NB Transition

+3.11% RT Bench Grade
RT +40
767.74

End Transition
3601+39.97
748.04

RT +55
749.54

+3.03%
MED +40
744.93

+2.55% MED Ditch Grade

Begin Transition
3593+50.00
725.64

MED +14
728.94

+12.62% RT
RT +25
724.48

RT +00
708.70

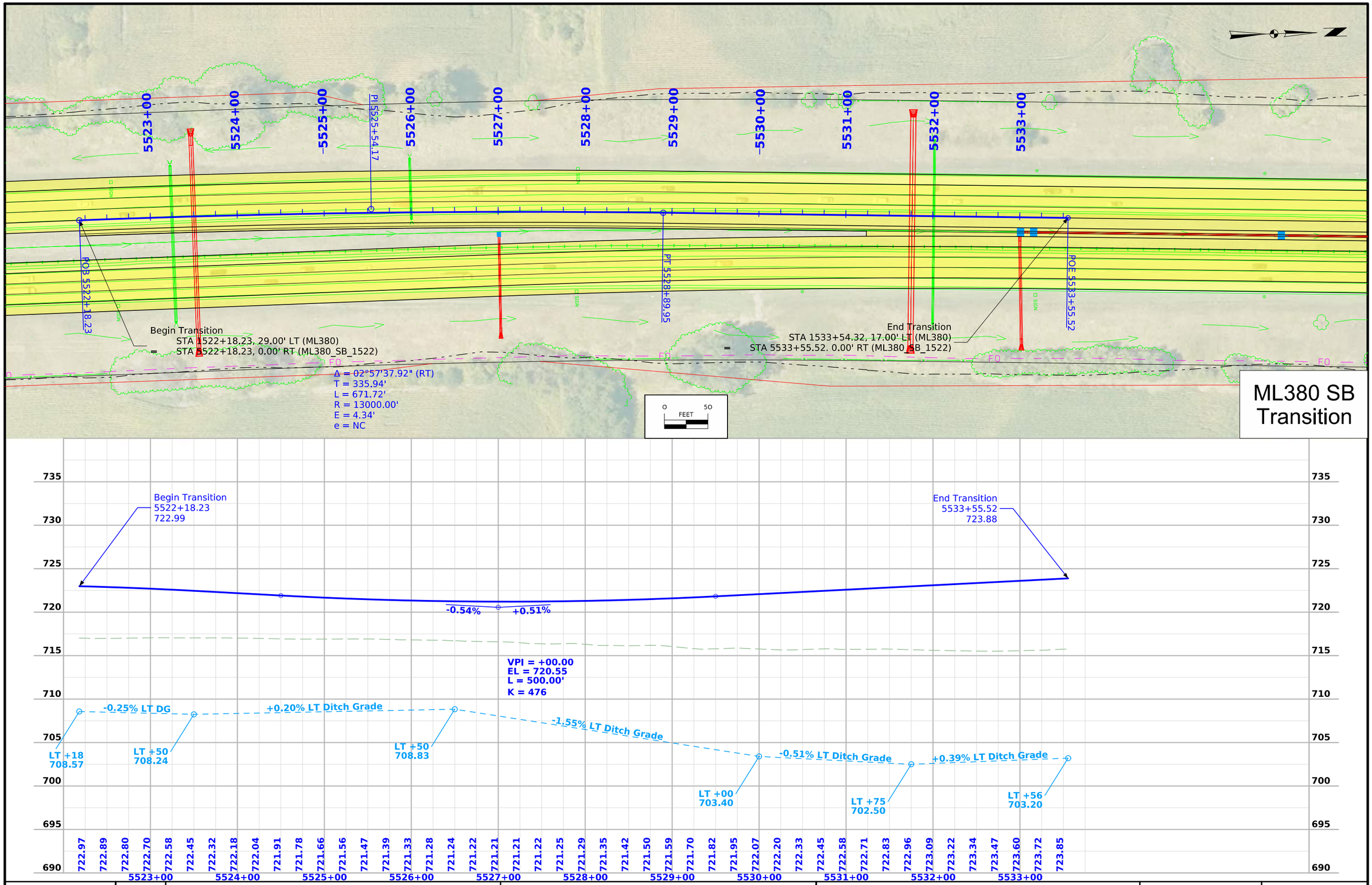
755 750 745 740 735 730 725 720 715 710

725.64 726.14 726.67 727.23 727.80 728.39 729.01 729.65 730.31 730.99 731.70 732.42 733.17 733.93 734.69 735.45 736.20 736.96 737.72 738.48 739.24 740.00 740.75 741.51 742.27 743.03 743.79 744.55 745.31 746.06 746.82 747.58

3594+00 3595+00 3596+00 3597+00 3598+00 3599+00 3600+00 3601+00

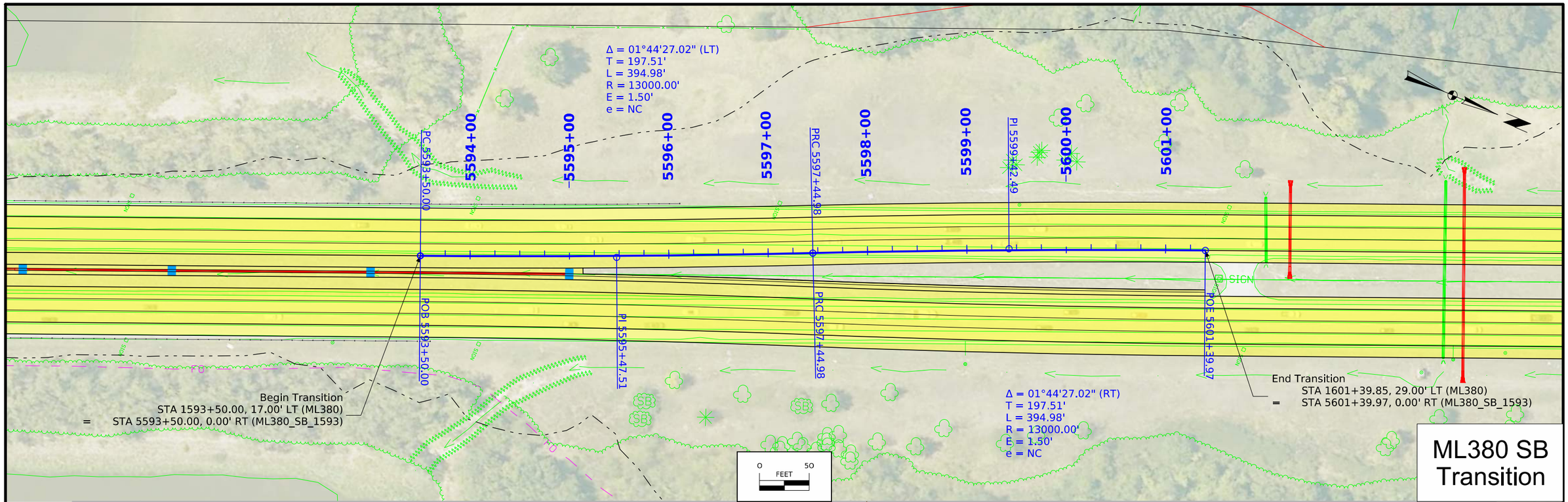
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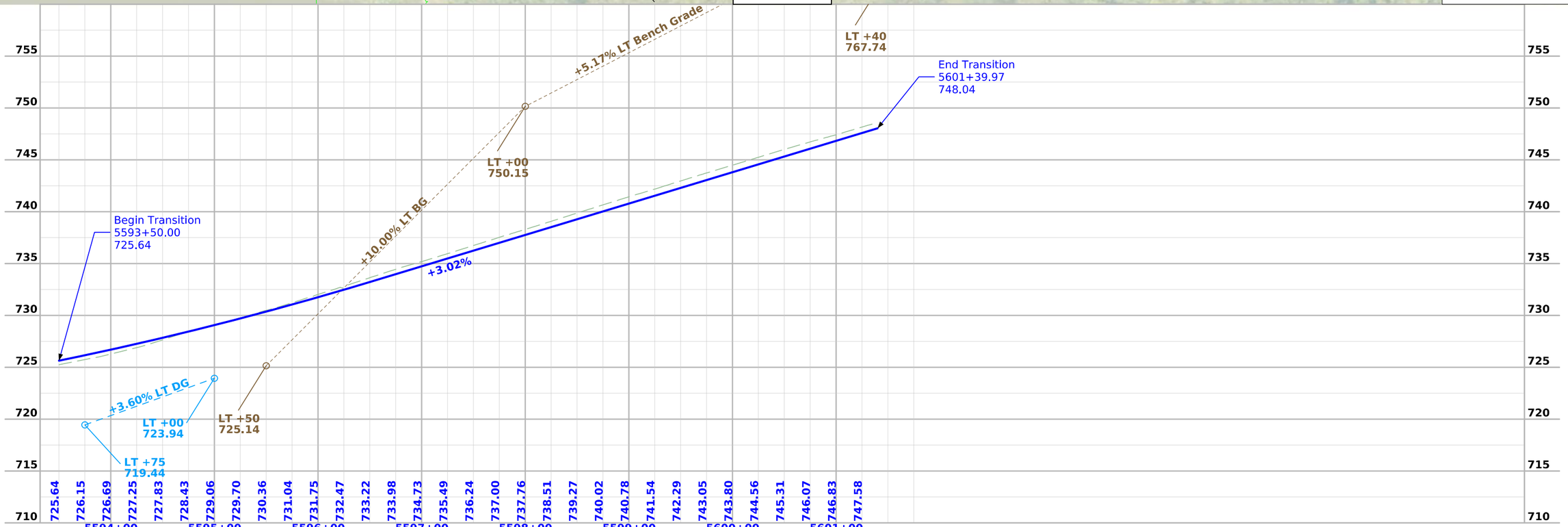
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.13

11:51:52 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D13.dgn





FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER D.14

11:52:32 AM 9/26/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_D13.dgn

Sta. 1739+76.03, 1177.66' LT
Skew 15° LT AH
DROP INLET 8'x6' TO 5'x5' x 174' RCB
D.A.=320 A-R
U.A.C.

STA 8+50.04 (SR120TH)
BEGIN CONSTRUCTION

STA 11+25.00 (SR120TH)
BEGIN RECONSTRUCTION

STA 11+50.00 (SR120TH)
STOP RECONSTRUCTION

Jefferson TWP.
T-81N R-7W
SEC. 4

STA 17+69.36 (SR120TH)
BEGIN RECONSTRUCTION

STA 21+65.24 (SR120TH)
RESUME RECONSTRUC

STA 19+02.49 (SR120TH)
STOP RECONSTRUCTION

Jefferson TWP.
T-81N R-7W
SEC. 9

ENTR +53'
Close

+00 Prop
Type "C" Ent.
18"x150' Uncl.
(ENTR9)

Sta. 1738+04.37, 950.61' LT
18"x61' CMP
(Remove)

0 50
FEET

120th St
(SR120)

-4.00%
-13.88%
+4.17%
+2.13%
+1.17%
-0.69%
-1.62%
-0.90% LT DG
+0.81%
-2.99% RT
+5.00% RT
-0.48%
-3.00%
-4.70%

Begin Reconstruction
11+25.00
798.39

Stop Reconstruction
11+50.00
799.43

Resume Reconstruction
17+69.35
821.29

VPI = +35.00
EL = 822.70
L = 100.00'
K = 104

Stop Reconstruction
19+02.55
823.49

Resume Reconstruction
21+65.23
824.31

VPI = +25.00
EL = 823.90
L = 100.00'
K = 108

RT +25
783.95

RT +50
784.70

LT +50
780.90

RT +69
800.30

LT +69
798.50

LT +80
799.40

RT +36
795.31

RT +46
795.31

LT +70
807.13

RT +68
792.00

RT +60
796.60

798.39 799.43 821.30 821.94 822.41 822.82 823.16 823.46 824.31 824.25 824.04 823.78 823.47

825 820 815 810 805 800 795 790 785

8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER E.1

11:59:54 AM 9/26/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_E01.dgn

STA 21+65.24 (SR120TH)
RESUME RECONSTRUCTION

STA 22+80.65 (SR120TH)
STOP RECONSTRUCTION

PI 29+00.21

Jefferson TWP.
T-81N R-7W
SEC. 4

Sta. 1734+82.71, 1292.58' RT
18"x 325' RCP
(Remove)

ENTL +67
Close

ENTL +11
Close

ENTR +43
(UAC)

PC 27+80.05

PT 30+14.37

Δ = 01°08'29.51" (RT)
T = 114.17'
L = 228.32'
R = 11460.00'
E = 0.57'
e = NC

STA 29+95.75 (SR120TH)
END RECONSTRUCTION

STA 29+50.00 (SR120TH)
RESUME RECONSTRUCTION

STA 36+16.12 (SR120TH)
END CONSTRUCTION

Sta. 1736+51.61, 687.10 RT
24"x 56' RCP
D.A.=4 A-H
(Remove)

Sta. 27+13.25
Skew 17° RT AH
Install 30" x 224' RCP
F.L. = Lt. 797.60
Rt. 787.40

0 50 FEET

Jefferson TWP.
T-81N R-7W
SEC. 9

Sta. 1734+13.20,
1244.16' RT
12"x 67' HDPE
U.A.C.

Sta. 1733+88.62,
1342.68' RT
15"x 98' HDPE
U.A.C.

Sta. 1734+66.37, 1531.51 RT
60"x185' RCP
U.A.C.

120th St
(SR120)

Stop Reconstruction
22+80.65
823.00

-0.69%

-1.62%

VPI = +25.00
EL = 823.90
L = 100.00'
K = 108

-0.90% LT

LT +81
806.13

+5.00%

-0.48%

RT +60
796.60

RT +81
796.50

Resume Reconstruction
29+50.00
804.35

Stop Reconstruction
29+95.75
802.48

-4.08%

-3.69%

-5.17% LT DG

LT +50
800.40

LT +85
799.11

LT +08
792.75

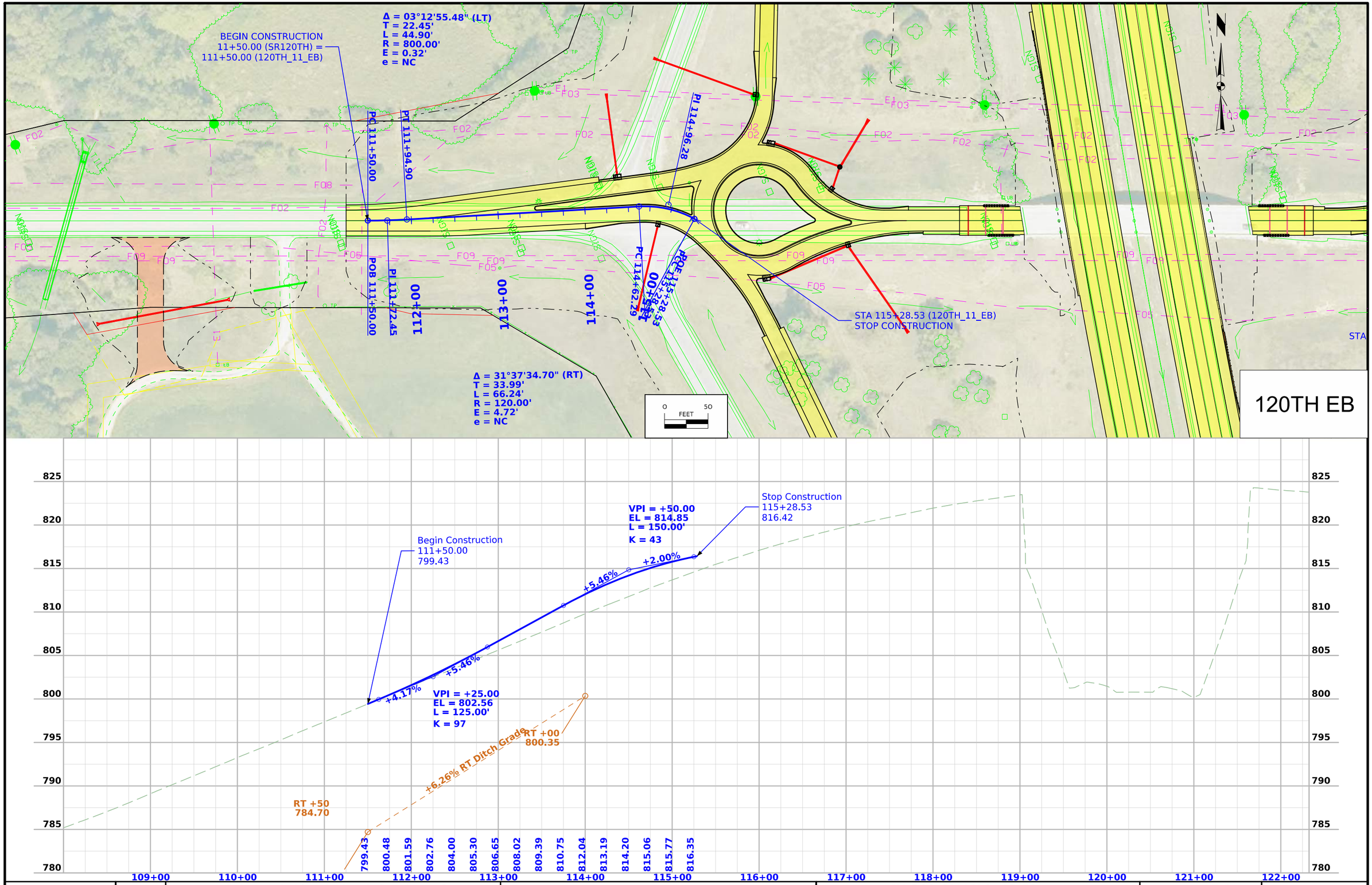
824.04 823.78 823.47 823.00 804.35 803.33 802.48

825 820 815 810 805 800 795 790 785

22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER E.2

11:59:58 AM 9/26/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_E01.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER E.3

12:00:33 PM 9/26/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_E03.dgn

END CONSTRUCTION
STA 129+50.00 (120TH_EB_25)
STA 29+50.00 (SR120TH)

PI 125+44.03

PI 129+22.52

STA 125+17.78 (120TH_EB_25)
RESUME CONSTRUCTION

PT 125+69.97

PC 128+95.00

PRC 127+47.82

PRC 129+77.52

126+00

127+00

128+00

129+00

Δ = 14°57'05.53" (RT)
T = 26.24'
L = 52.19'
R = 200.00'
E = 1.71'
e = NC

Δ = 05°15'07.61" (RT)
T = 27.52'
L = 55.00'
R = 600.00'
E = 0.63'
e = NC

0 50
FEET

120TH EB

Resume Construction
125+17.78
818.77

VPI = +66.72
EL = 815.79
L = 200.00'
K = 98

-2.00%

-4.04%

End Costruction
129+50.00
804.35

-8.40%

RT +50
792.00

RT +00
787.80

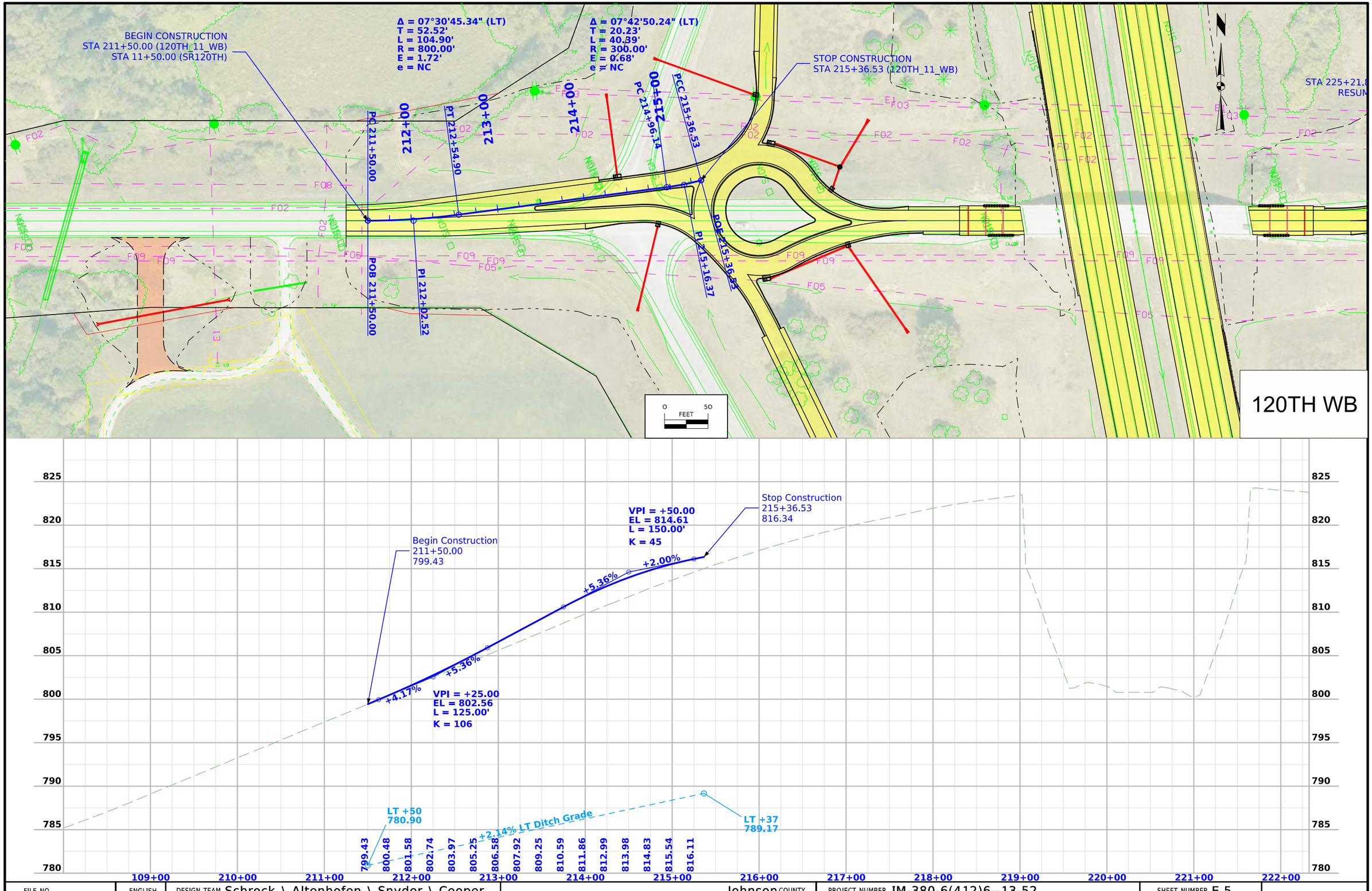
818.63 818.12 817.62 817.07 816.45 815.77 815.03 814.22 813.35 812.41 811.42 810.41 809.40 808.39 807.38 806.37 805.36 804.35

825 820 815 810 805 800 795 790 785 780

123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00 133+00 134+00 135+00 136+00

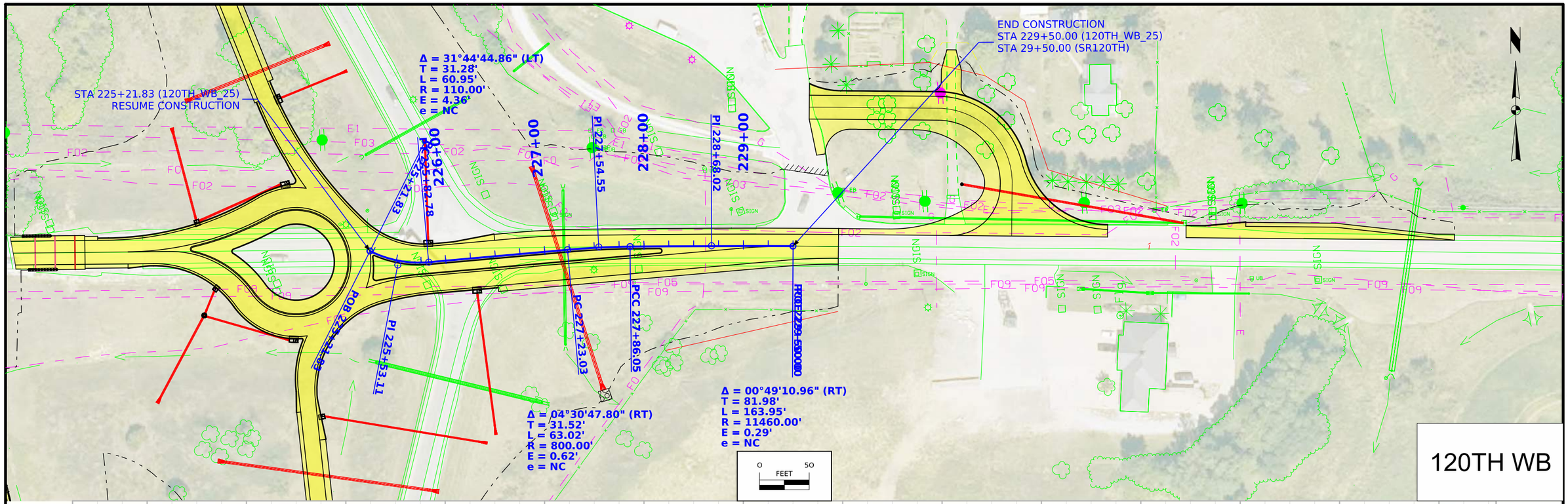
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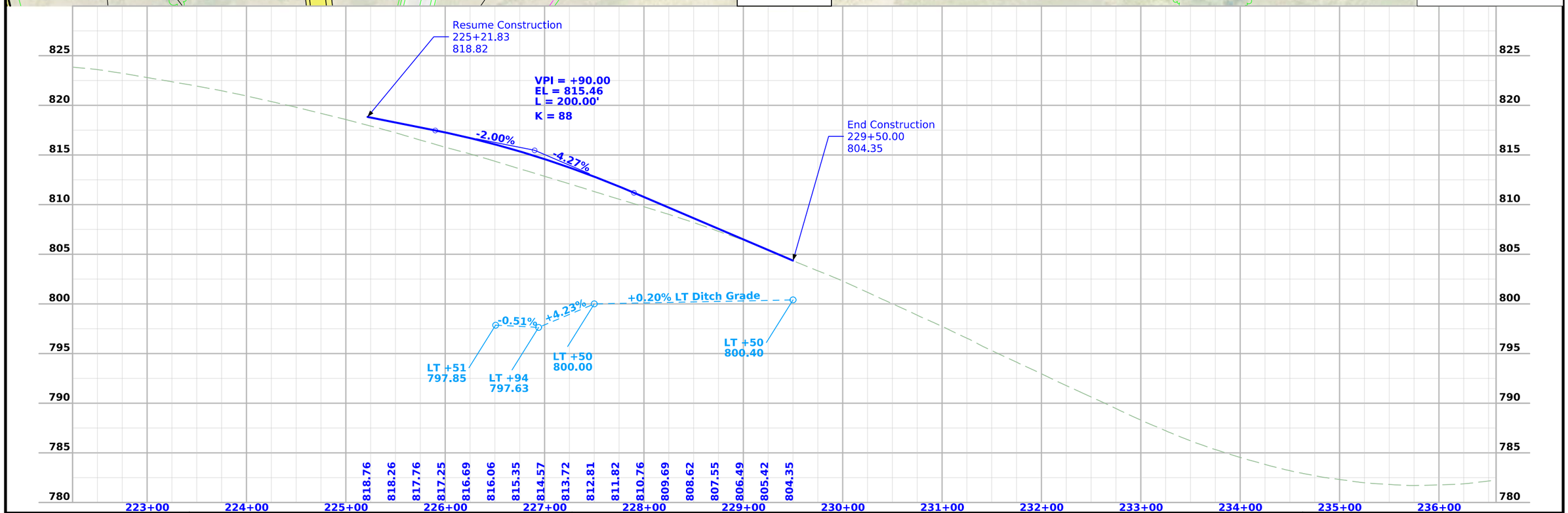
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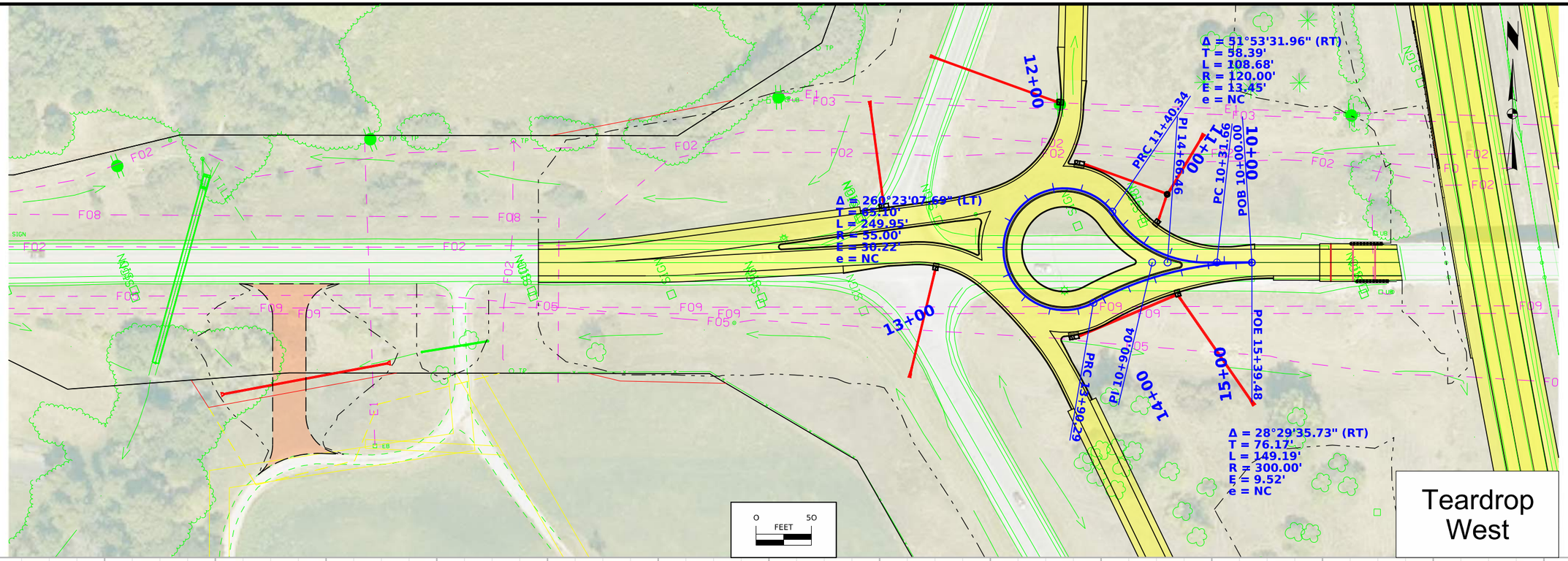
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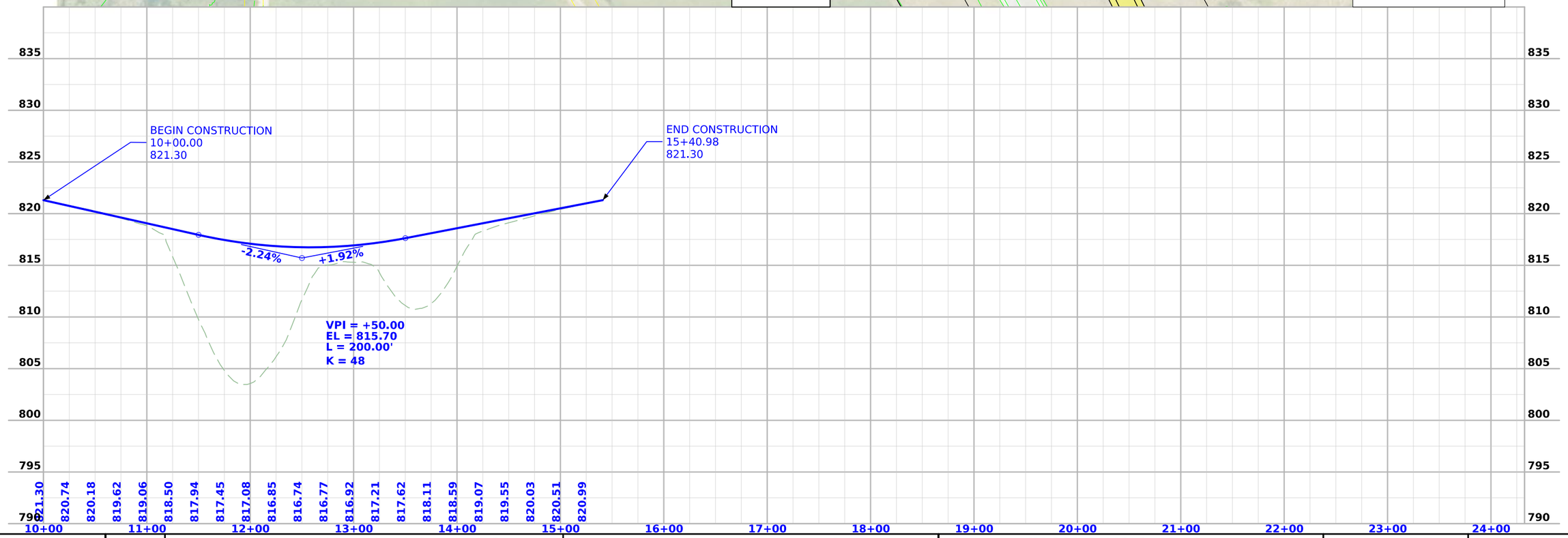




FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER E.6

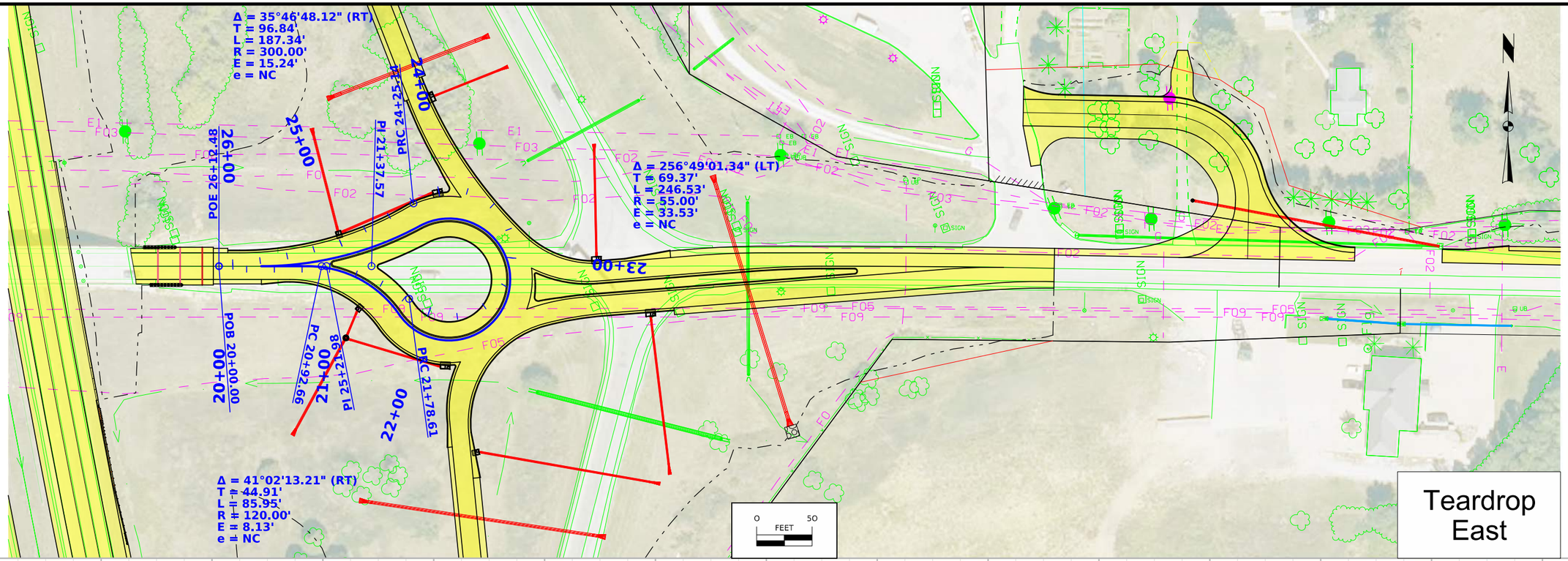
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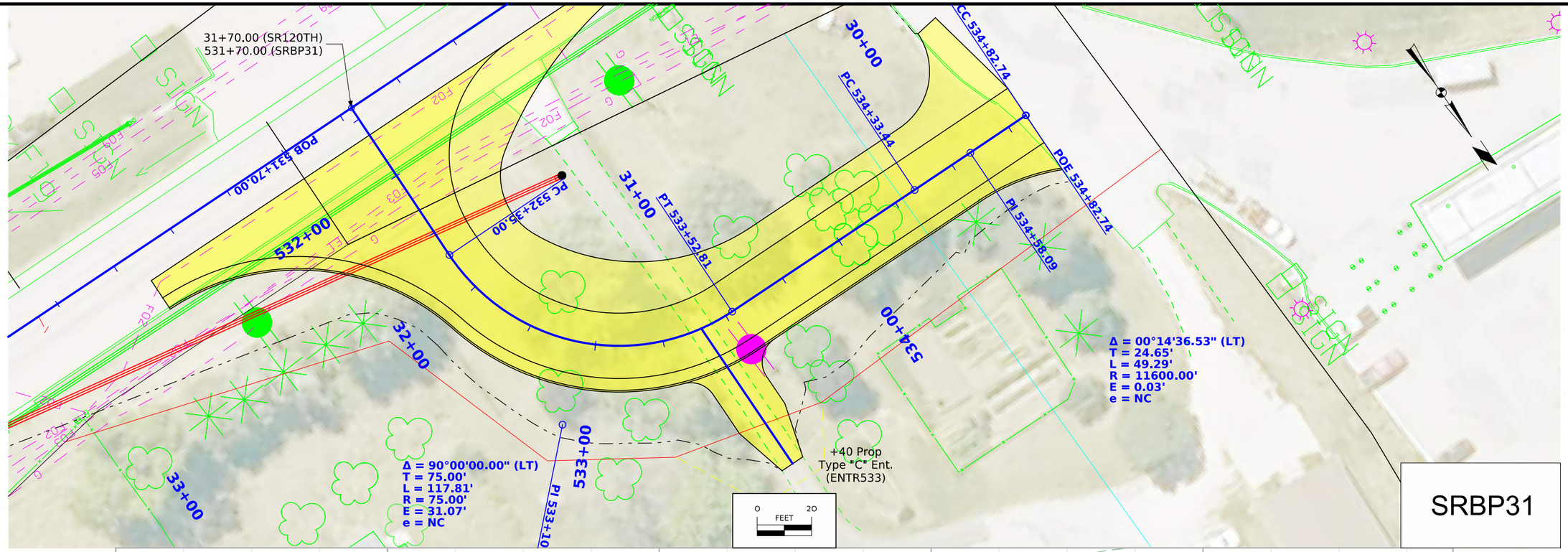
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER E.7

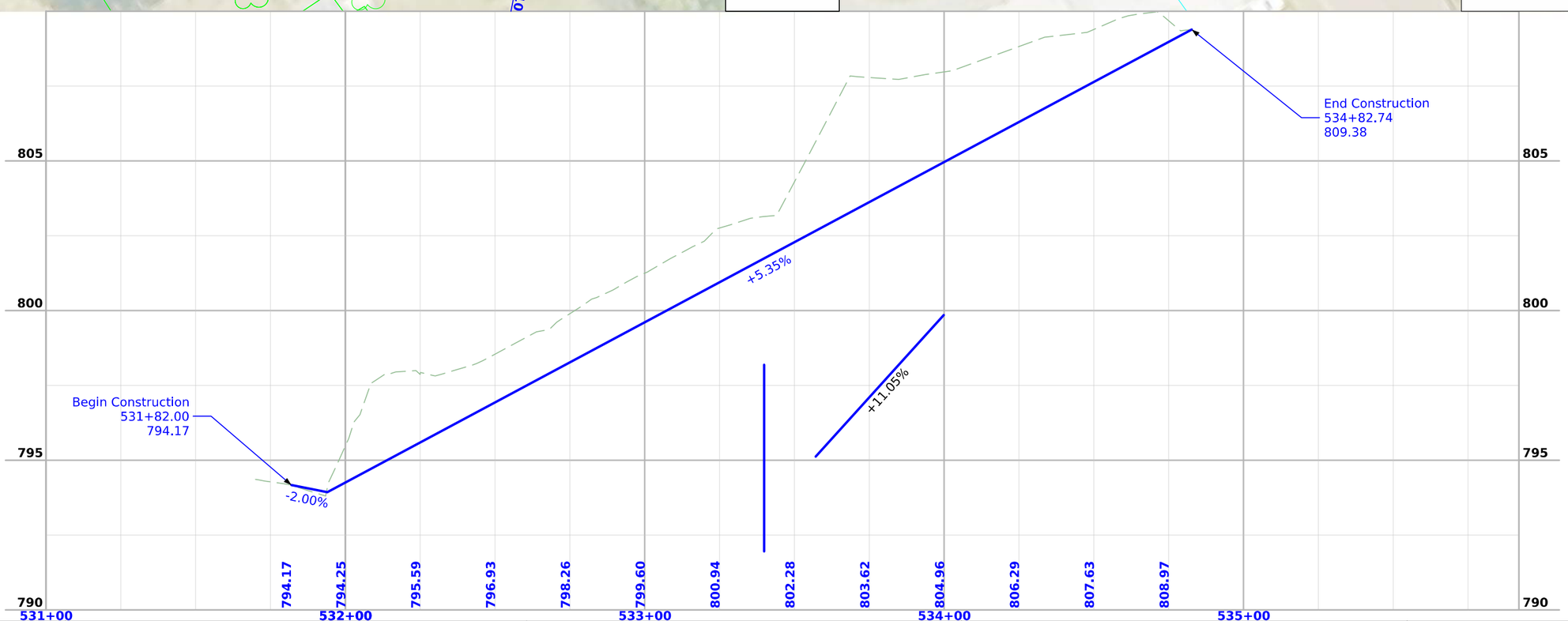
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER E.8

12:01:33 PM 9/26/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_E07.dgn





FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER E.9

12:01:45 PM 9/26/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_E09.dgn

SURVEY INDEX

County: Johnson
PIN: 16-52-380-030-02
Project Number: IM-380-6(412)6--13-52
Location: I-380, N of Swan Lake Rd to N of Co Rd F12/120th St
Type of Work: Preliminary Survey (Partial DTM)
Project Directory: 5238003016
Sap: 9551

Survey Personnel

Jody Budde- PLS
Wes Shimp- PLS
Lee Budde- Geospatial Specialist
Matt Svec- Party Chief
Katerina Wyatt- Geospatial Technician
Levi Suhr- Geospatial Technician
Nate Theis-Barnett- Party Chief
Alexis Avila- Asst. Survey Party Chief

Date(s) of Survey

Begin Date 09/22/2023
End Date 06/30/2025

General Information

Measurement units for this survey are US survey feet. This survey is for the preliminary design for the section of approximately 5 miles of US Interstate 380. The corridor starts at the intersection of 120th Street NW and runs southerly to a location 0.5 miles north of Swan Lake Road NE. Project datum and control information is provided by Design Survey Office. Project horizontal datum is NAD83 (2011), Iowa RCS Zone 10 (Cedar Rapids).

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

The Iowa Real Time Network was utilized to verify horizontal and vertical control on primary project control points provided by the DOT. One three-minute observation was taken and used to verify final coordinate values. Results for control point check shots are less than .0.5 ft horizontally and less than 0.10 ft vertically. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT CONTROL COORDINATE LISTING

PT NUM	NORTHING	EASTING	ELEVATION	DESCRIPTION
61	7978778.11	20504257.45	719.808	CP Existing DOT Berntsen
62	7984361.51	20505211.32	715.410	FENO EXISTING DOT FENO
63	7987475.64	20506016.29	733.842	CP Existing DOT Berntsen
64	7992064.37	20504225.94	760.894	FENO EXISTING DOT FENO
65	7995710.40	20503106.01	778.495	FENO EXISTING DOT FENO
67	8000045.36	20500942.37	831.213	FENO EXISTING DOT FENO
68	8005079.74	20499659.18	811.694	FENO EXISTING DOT FENO
69	8005647.81	20497463.82	769.926	FENO EXISTING DOT FENO
965	7992220.96	20501301.92	719.356	FENO EXISTING DOT FENO

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 10 (U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for this survey is a retrace of As-built Plans No. I-IG-380-6(20)247—04-52. Survey stationing was equated to the surveyed PT at Sta. 1428+57.21 from original surveyed alignment in SAP 09550 and carried ahead throughout the survey.

This alignment fits between the original Johnson County I380 (south) alignment and the Linn County (north) alignment that was completed as part of SAP 9552. Due to small differences in tangent line bearing (therefore delta angles) the curves at either end of this alignment are slightly different than the previous alignments. Overall, the alignments fit well with slight differences in stationing.

Mainline (I380) Survey stationing relates to as built plan stationing as follows:

PT Sta. 1428+57.24 As-built Plans Project No. I-IG-380-6(20)247—04-52
Survey PT Sta. 1428+57.21

PI Sta. 1448+37.94 As-built Plans Project No. I-IG-380-6(20)247—04-52
Survey PI Sta. 1448+37.78

PI Sta. 1527+85.83 As-built Plans Project No. I-IG-380-6(20)247—04-52
Survey PI Sta. 1527+85.76

Survey Information

PI Sta. 1568+38.22 As-built Plans Project No. I-IG-380-6(20)247—04-52
Survey PI Sta. 1568+38.15

PI Sta. 1682+19.64 As-built Plans Project No. I-IG-380-6(20)247—04-52
Survey PI Sta. 1682+20.41

PI Sta. 1739+21.86 As-built Plans Project No. I-IG-380-6(20)247—04-52
Survey PI Sta. 1739+21.80

Station Equation
As-built Plans PT Sta 1749+57.70 (Back) = PT Sta 1749+60.63 (Ahead)
Survey PT Sta 1749+57.79 (Back) = PT Sta 1749+61.91 (Ahead)
* As-built Plans Project No. I-IG-380-6(20)247—04-52

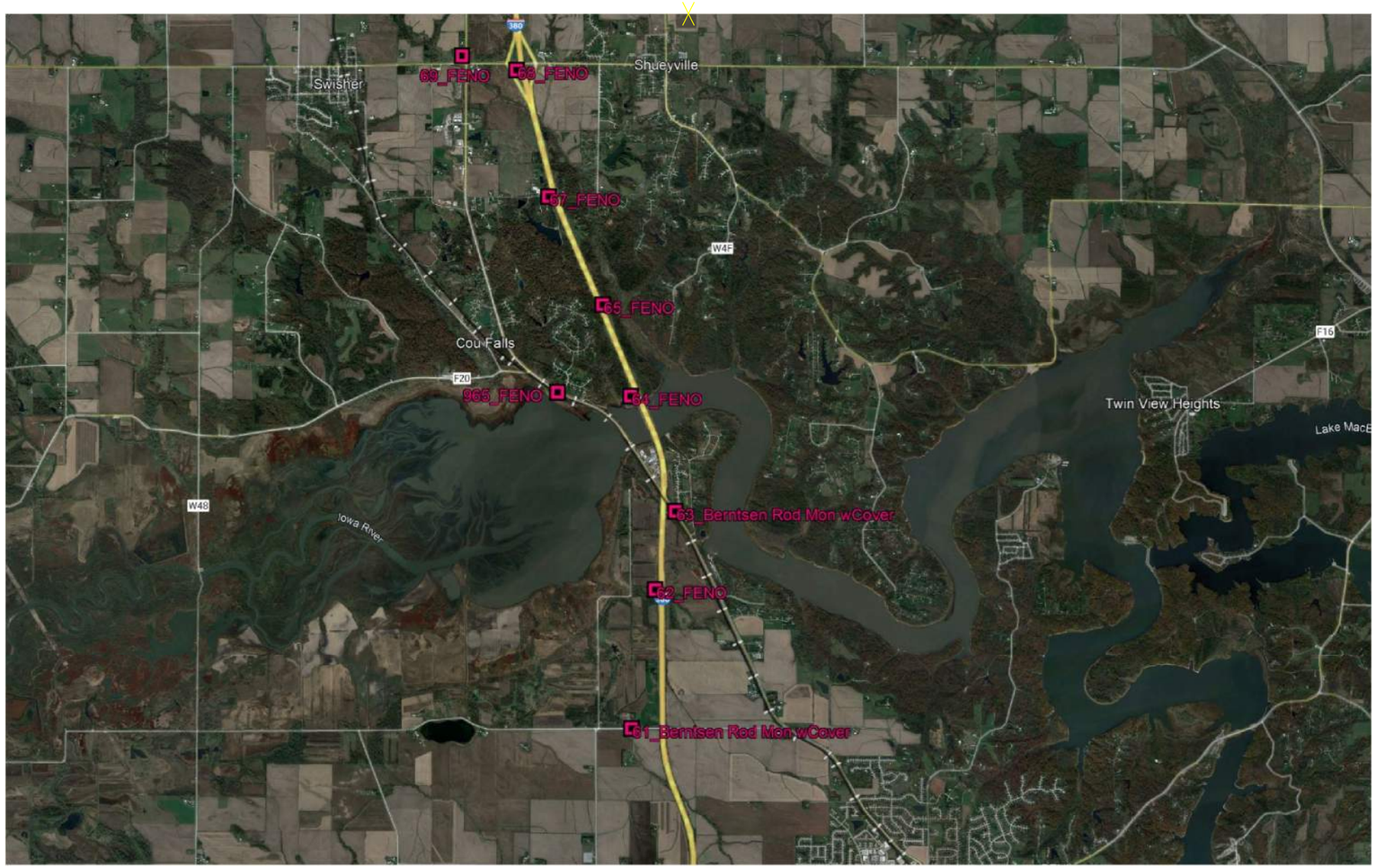
POT Sta. 1787+28.96 As-built Plans Project No. I-IG-380-6(20)247—04-52
Survey POT Sta. 1787+28.96

Sideroads (120th Street & Hwy 965) Survey stationing relates to as built plan stationing as follows:

Not part of original project scope. Will follow up with these alignments.

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.



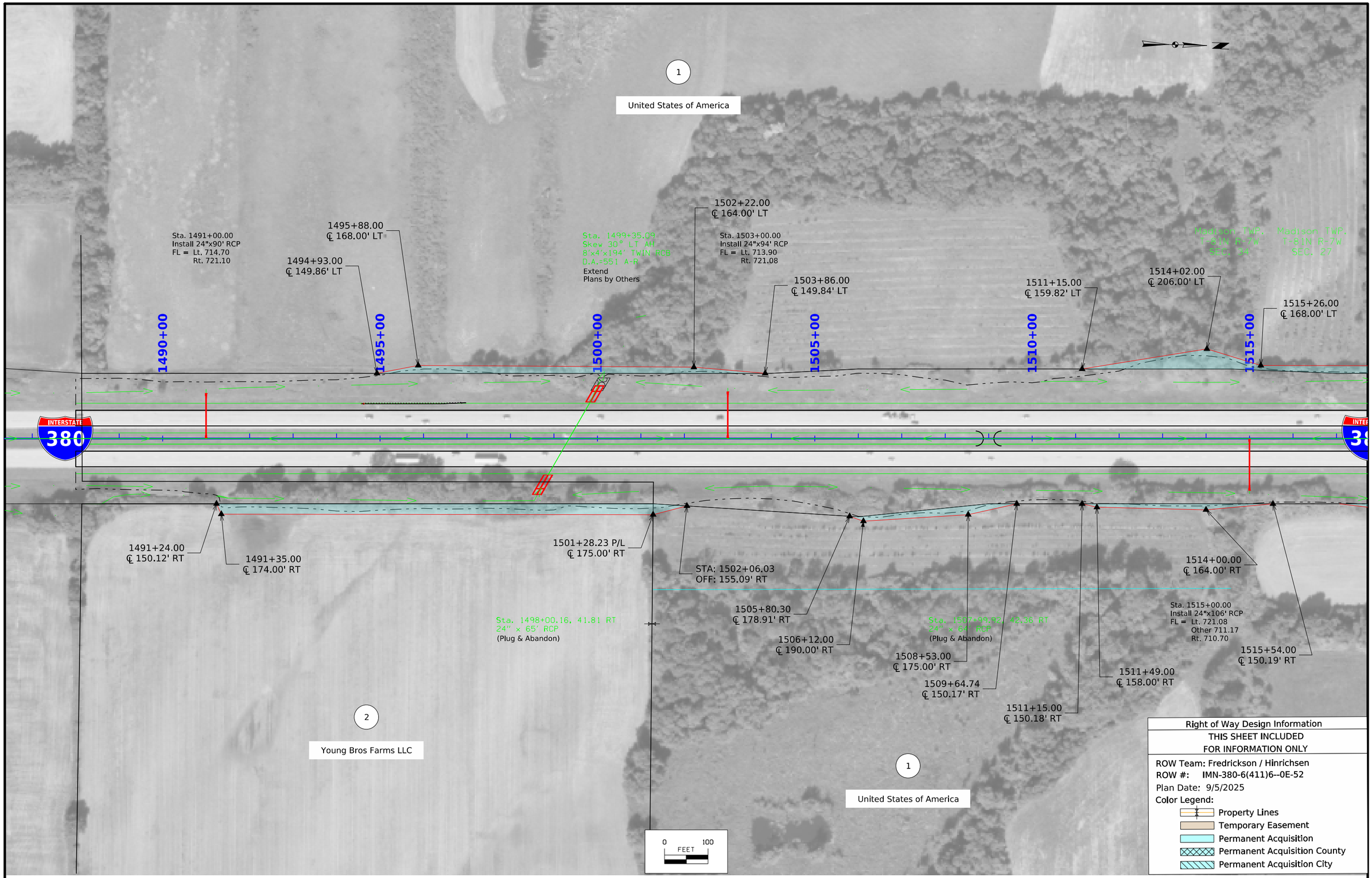
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 10 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 10 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

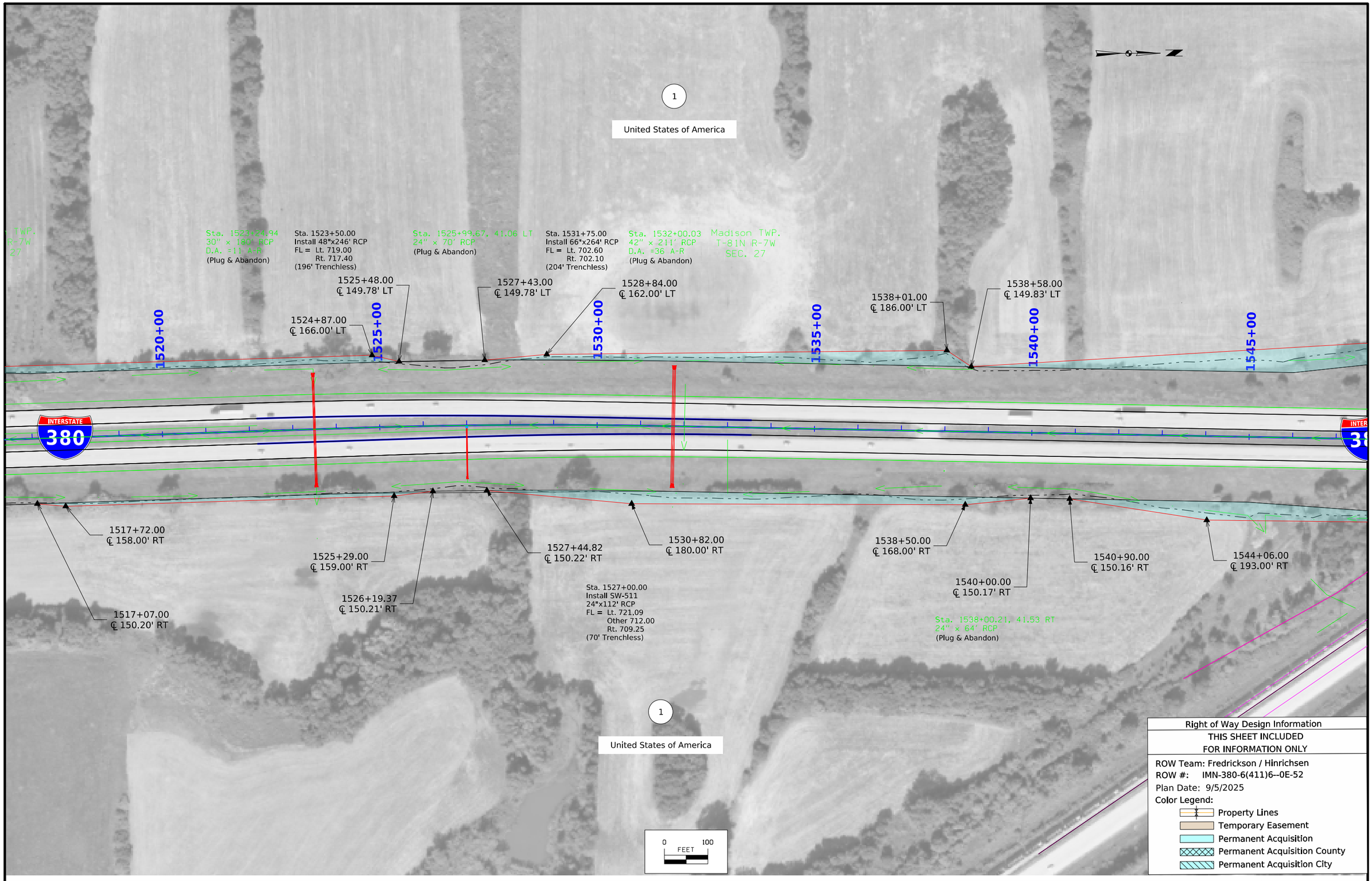
Point Name	Northing	Easting	Elevation	Feature Definition - Description
61	7978778.11	20504257.45	719.808	CP Existing DOT Berntsen
62	7984361.51	20505211.32	715.410	FENO EXISTING DOT FENO
63	7987475.64	20506016.29	733.842	CP Existing DOT Berntsen
64	7992064.37	20504225.94	760.894	FENO EXISTING DOT FENO
65	7995710.40	20503106.01	778.495	FENO EXISTING DOT FENO
67	8000045.36	20500942.37	831.213	FENO EXISTING DOT FENO
68	8005079.74	20499659.18	811.694	FENO EXISTING DOT FENO
69	8005647.81	20497463.82	769.926	FENO EXISTING DOT FENO
965	7992220.96	20501301.92	719.356	FENO EXISTING DOT FENO



FILE NO.	ENGLISH	DESIGN TEAM Schrock\Altenhofen\Snyder\Cooper	Johnson COUNTY	PROJECT NUMBER IM-308-6(412)6--13-52	SHEET NUMBER H.1	

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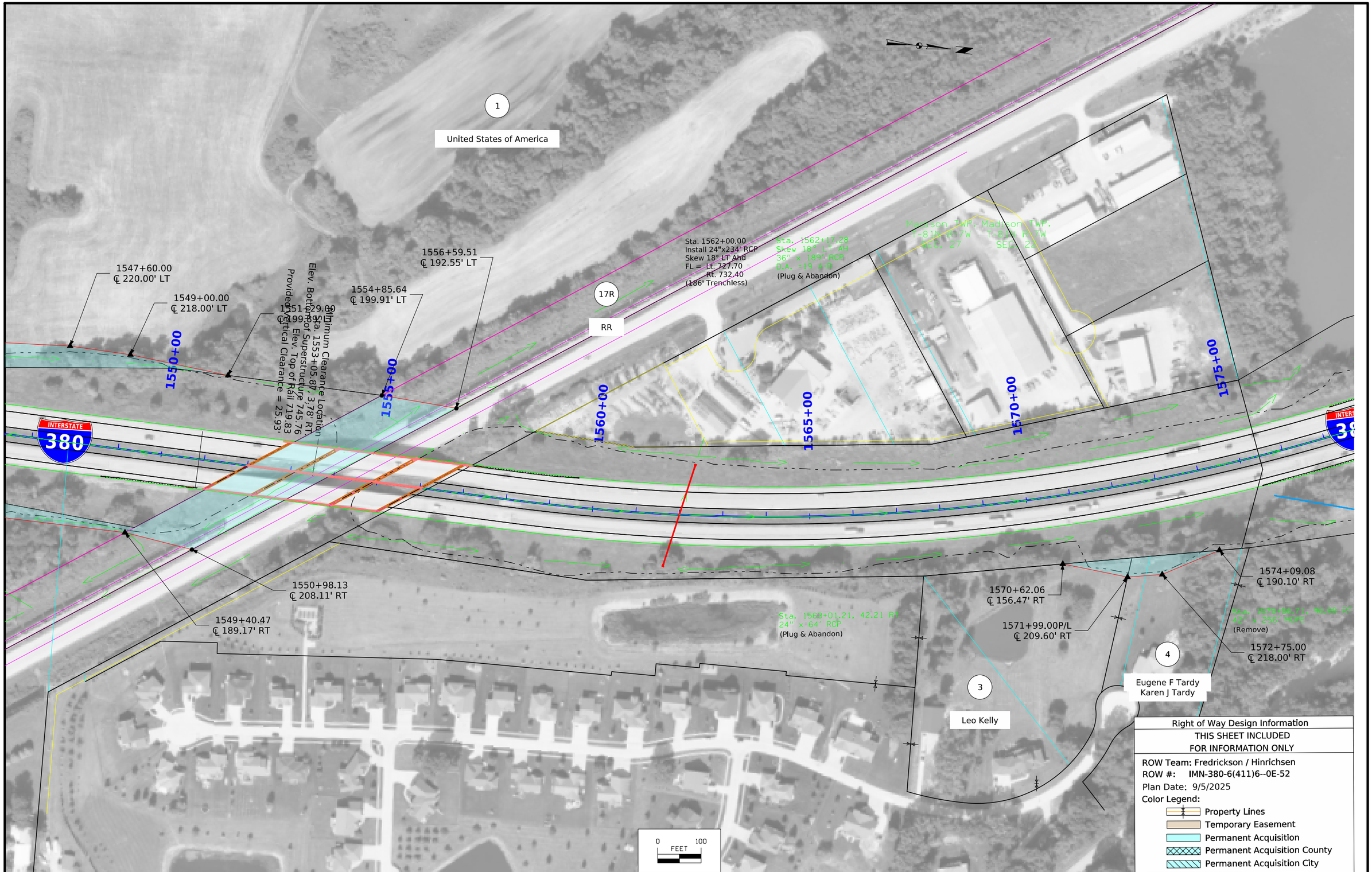
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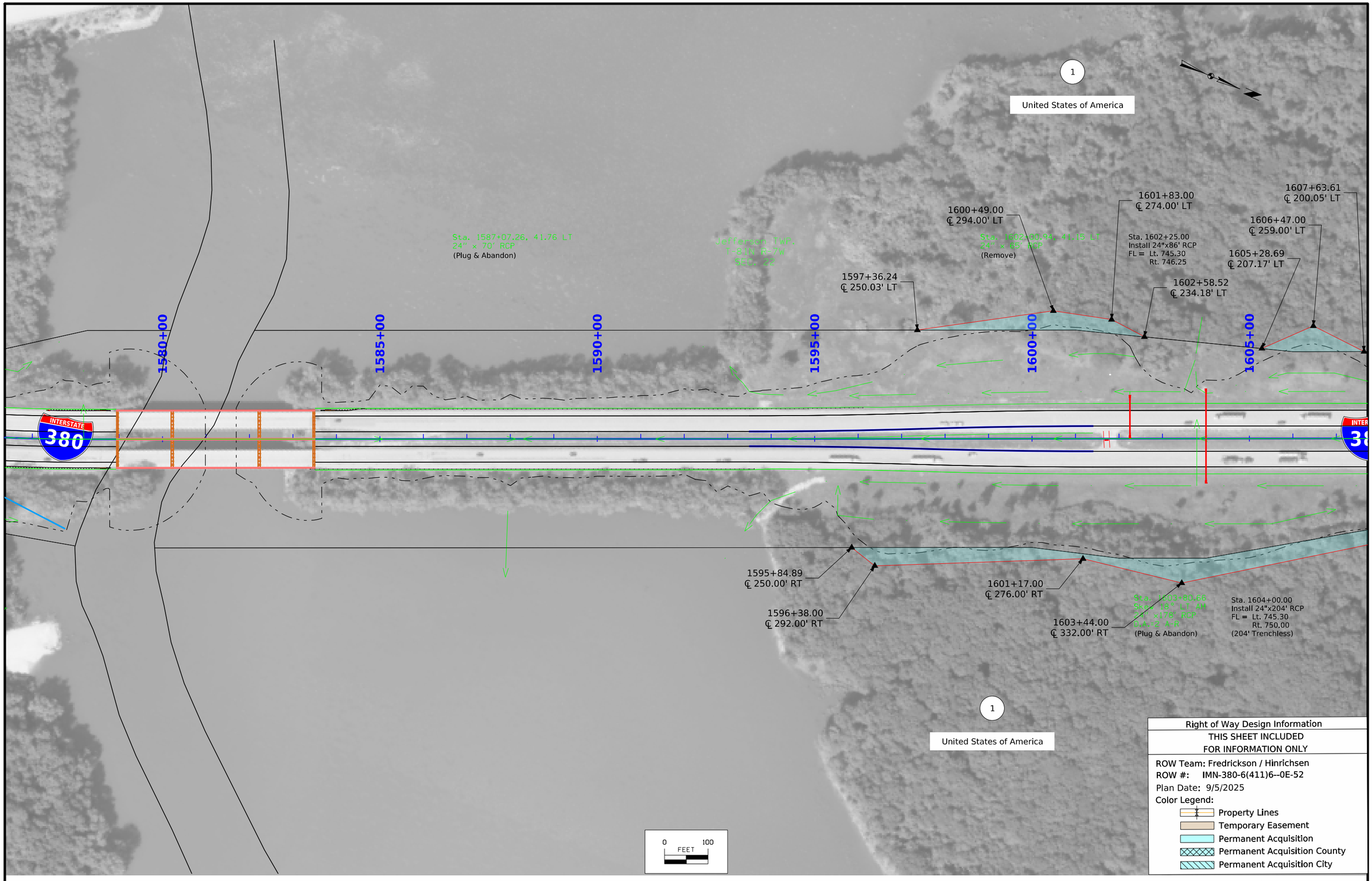
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1

United States of America

1606+47.00
℄ 259.00' LT

1607+63.62
℄ 200.05' LT

1612+56.00
℄ 237.00' LT

Sta. 1610+52.07
Skew 30° LT AH
24" x215" RCP
D.A.=3 A-R
(Plug & Abandon)

Sta. 1610+75.00
Install 24"x296' RCP
Skew 24° LT Ahd
FL = Lt. 744.00
Rt. 764.30
(256' Trenchless)

Sta. 1615+07.72, 90.58 LT
12" x 31' HDPE
(Remove)

1611+33.97
℄ 200.05' LT

1614+43.70
℄ 200.06' LT

1617+47.07
℄ 200.06' LT

1619+57.00
℄ 262.00' LT

1626+29.00
℄ 305.00' LT

Sta. 1626+00.00
Install 24"x86' RCP
FL = Lt. 761.50
Rt. 766.53

Jefferson TWP.
T-81N R-7W
SEC. 22

Jefferson TWP.
T-81N R-7W
SEC. 15

Jefferson TWP.
T-81N R-7W
SEC. 16

Sta. 1631+39.59, 41.84 LT
24" x 77' HDPE
(Remove)

Sta. 1636+00.00
Install 24"x110' RCP
FL = Lt. 753.70
Other 754.70
Rt. 765.54

Sta. 1631+25.00
Install 24"x106' RCP
FL = Lt. 750.50
Other 750.80
Rt. 761.02

1630+57.00
℄ 282.00' LT

1630+90.82
℄ 218.11' LT

1610+00

1615+00

1620+00

1625+00

1630+00

1635+00

INTERSTATE 380

1611+34.72
℄ 169.95' RT

1616+28.30
℄ 169.94' RT

1617+49.00
℄ 189.00' RT

Restricted Area - No Access

1. The contractor shall furnish and install orange safety fence according to Article 4188.03 of the Standard Specifications
2. An SOI qualified archaeologist will attend the pre-construction meeting to discuss the project requirements with the Project Engineer and the Contractor. The contractor shall contact LEB staffer Jeff Bacon (515-233-7819) with any questions.

1621+13.00
℄ 190.00' RT

1623+10.47
℄ 172.66' RT

1627+37.57
℄ 283.70' RT

1627+81.00
℄ 385.00' RT

Sta. 1629+06.05, 108.61 RT
30" x 160' HDPE
(Remove)

1629+56.83
℄ 274.81' RT

Sta. 1629+69.17
Skew 30° LT AH
4'x4' x 222' RCB
W/CONC. FLUME
D.A.=38 A-R
Extend
Plans by Others

1

United States of America

1

United States of America

0 100
FEET

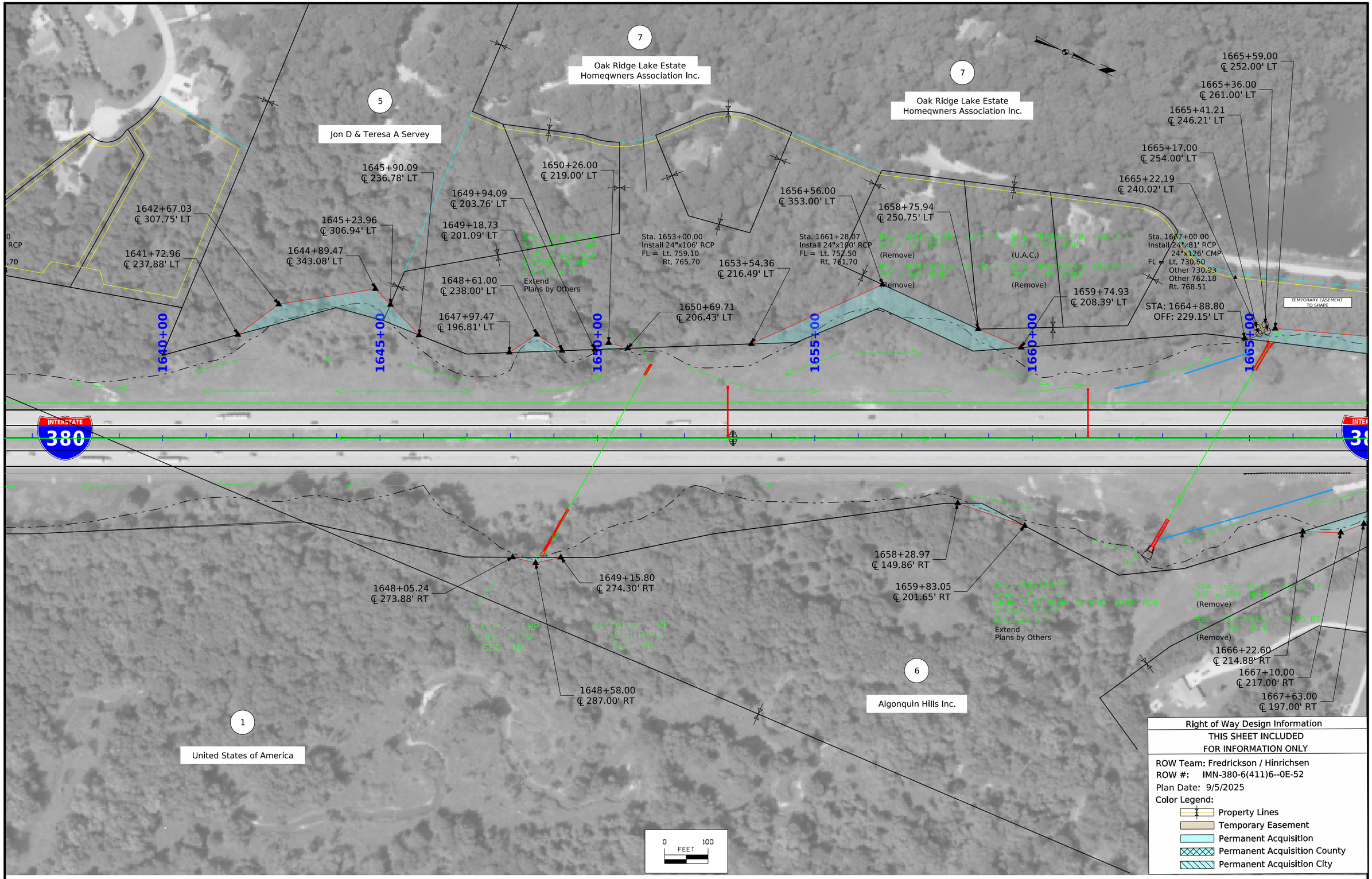
Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Fredrickson / Hinrichsen
ROW #: IMN-380-6(411)6--0E-52
Plan Date: 9/5/2025
Color Legend:
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

FILE NO.	ENGLISH	DESIGN TEAM Schrock\Altenhofen\Snyder\Cooper	Johnson COUNTY	PROJECT NUMBER IM-308-6(412)6--13-52	SHEET NUMBER H.5

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7

Oak Ridge Lake Estate
Homeqwners Association Inc.

1669+28.00
℄ 221.00' LT

1669+54.00
℄ 189.00' LT

1671+84.74
℄ 190.01' LT

Sta. 1669+09.34, 159.90 LT
36" x 121' HDPE
(Remove)

Sta. 1670+50.00
Install 24"x86' RCP
w/24"x53' CMP
FL = Lt. 758.70
Other 759.00
Other 771.40
Rt. 775.34

Sta. 1673+00.04, 42.42 LT
24" x 85' RCP
(Remove)

Jefferson TWP.
T-81N R-7W
SEC. 10

Jefferson TWP.
T-81N R-7W
SEC. 9

1670+00

1675+00

1680+00

1685+00

1690+00

1695+00

9

Joshua M Klindt

10

Lawrence R & Nancy L Churchill

1690+37.90
℄ 194.29' LT

1691+40.48
℄ 190.80' LT

1692+27.14 P/L
℄ 197.69' LT

1690+32.00
℄ 207.00' LT

Sta. 1696+00.00
Install 24"x86' RCP
FL = Lt. 786.60
Rt. 787.50

1694+16.00
℄ 213.00' LT

1689+93.00
℄ 208.00' LT

1695+21.87
℄ 180.00' LT

1689+87.58
℄ 196.11' LT

TEMPORARY EASEMENT
TO SHAPE

INTERSTATE
380

1676+18.72
℄ 154.85' RT

1675+12.00
℄ 203.00' RT

1674+11.00
℄ 192.00' RT

1694+99.10
℄ 150.29' RT

1693+15.00
℄ 193.00' RT

Sta. 1678+49.81
30" x 141' RCP
D.A.-10 A-R
Plug & Abandon

Sta. 1678+75.00
Install 30"x224' RCP
FL = Lt. 795.50
Rt. 782.00
(184' Trenchless)

1668+77.34
℄ 172.81' RT

1670+00.00
℄ 234.00' RT

1667+99.50
℄ 159.84' RT

1667+63.00
℄ 197.00' RT

1667+10.00
℄ 217.00' RT

6

Algonquin Hills Inc.

Sta. 1684+50.47
Skew 43° RT AH
2'x3' x 224' RCB
W/CONC. FLUME
D.A.-3 A-R
Plug & Abandon

8

David G & Sra M Vonsprecken

Sta. 1689+15.67
Skew 31° LT AH
3'x3' x 215' RCB
W/CONC. FLUME
D.A.-24 A-R
Extend
Plans by Others

1691+14.00
℄ 214.00' RT

1689+56.00
℄ 268.00' RT

1687+31.47
℄ 228.71' RT

1687+44.00
℄ 263.00' RT

0 100
FEET

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Fredrickson / Hinrichsen
ROW #: IMN-380-6(411)6--0E-52
Plan Date: 9/5/2025
Color Legend:
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

FILE NO.	ENGLISH	DESIGN TEAM Schrock\Altenhofen\Snyder\Cooper	Johnson COUNTY	PROJECT NUMBER IM-308-6(412)6--13-52	SHEET NUMBER H.7

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13

Hazel M Schropp

13

Hazel M Schropp

11

Rick K & Julie Ann Schropp

1699+60.06
℄ 180.00' LT

1701+37.86 P/L
℄ 232.87' LT

1702+86.00
℄ 221.00' LT

Sta. 1705+48.76, 41.96 LT
24"x65' RCP
(Remove)

1703+40.49
℄ 197.86' LT

1706+21.57
℄ 233.46' LT

1708+35.00
℄ 331.00' LT

1710+84.00
℄ 352.00' LT

Sta. 1710+00.00
Install 24"x92' RCP
FL = Lt. 758.60
Rt. 759.95

Jefferson TWP.
T-81N R-7W
SEC. 9

1714+93.00
℄ 246.00' LT

Sta. 1716+67.00
Install 24"x116' RCP
FL = Lt. 743.65
Other 744.13
Rt. 751.40

Sta. 1716+67.68, 42.48 LT
24"x75' RCP
(Remove)

1716+12.38
℄ 165.00' LT

1716+37.10
℄ 165.00' LT

1720+87.00
℄ 187.00' LT

1723+44.09
℄ 236.53' LT

Sta. 3722+50
Install SW-511
24" x 90' RCP
F.L. = Lt. 744.30
Other 749.00
Rt. 761.75

(Remove)

1700+00
1705+00
1710+00
1715+00
1720+00
1725+00
3725+00

INTERSTATE 380

1697+70.02
℄ 173.46' RT

1699+24.00
℄ 220.00' RT

1703+55.52
℄ 220.00' RT

Sta. 1702+74.22
DROP INLET 6'x6'' TO 4'x5' x285' RCB
W/CONC. FLUME
D.A.=132 A-R
Extend
Plans by Others

1702+61.00
℄ 288.00' RT

12

William E Wilford & Donna R Wilford,
Trustees of the Wilford Joint Revocable Trust

1715+42.17
℄ 244.17' RT

1716+44.00
℄ 259.00' RT

1717+84.54
℄ 170.91' RT

Sta. 1716+89.32
Skew 30° LT AH
DROP INLET 12'x10' TO 8'x8' x 230' RCB
W/CONC. FLUME
D.A.=1406 A-R
Extend
Plans by Others

2725+00

1726+20.96
℄ 268.89' RT

1727+57.00
℄ 349.00' RT

Sta. 2722+68.45
Install SW-511
24" x 44' RCP
F.L. = Lt. 762.00
Other 758.00
Rt. 757.48

14

Exit 10 Development LLC

0 100
FEET

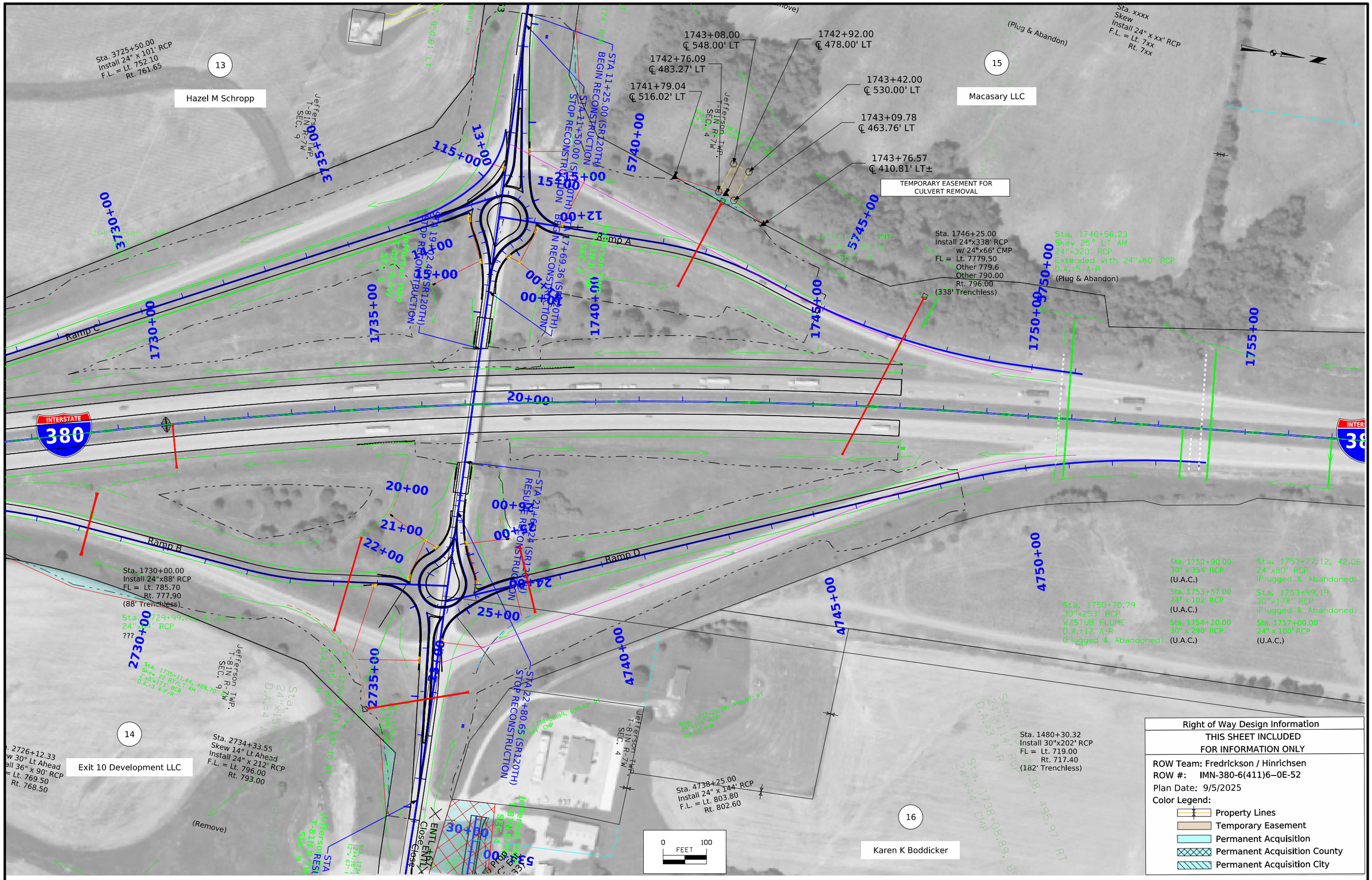
Right of Way Design Information
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ROW Team: Fredrickson / Hinrichsen
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FILE NO.	ENGLISH	DESIGN TEAM Schrock\Altenhofen\Snyder\Cooper	Johnson COUNTY	PROJECT NUMBER IM-308-6(412)6--13-52	SHEET NUMBER H.8

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15

Macasary LLC

16

Karen K Boddicker

13

Hazel M Schropp

14

Exit 10 Development LLC

(U.A.C.)

(Remove)

Jefferson TWP.
T-81N R-7W
SEC. 4

Jefferson TWP.
T-81N R-7W
SEC. 9

Ramp A

Ramp B

Ramp C

Sta. 1738+04.37, 950.61' LT
Install 30" x 204' RCP
F.L. = Lt. 780.00
Other 783.00
Rt. 792.50

Sta. 1738+04.37, 950.61' LT
18"x61' CMP

Sta. 1738+04.37, 950.61' LT
Type "C" Ent.
18"x150' Uncl.
(ENTR9)

Sta. 1738+45.00
Install 24" x 101' RCP
F.L. = Lt. 752.10
Rt. 761.65

Sta. 1734+25.00
Install 24" x 144' RCP
F.L. = Lt. 803.80
Rt. 802.60

Sta. 1730+00.00
Install 24"x88' RCP
F.L. = Lt. 785.70
Rt. 777.90
(88' Trenchless)

Sta. 1729+94.70
24"x??' RCP
???

Sta. 1735+11.44
Skew 43°
12' Rt. L
D.A.=3 A-R

Sta. 1736+61.61, 887.10 RT
24"x156' RCP
D.A.-4 A-H

Sta. 1734+13.20,
244.16' RT
12"x 67' HDPE

Sta. 1733+88.62
1342.68' RT
15"x 98' HDPE

Sta. 1734+66.37,
60"x185' RCP

Sta. 2734+33.55
Skew 14° Lt Ahead
Install 24" x 212' RCP
F.L. = Lt. 796.00
Rt. 793.00

Sta. 2726+12.33
Skew 30° Lt Ahead
Install 36" x 90' RCP
F.L. = Lt. 769.50
Rt. 768.50

ACQUIRE ACCESS CONTROL ON S.R. FROM 9+25 TO 11+00

ACQUIRE ACCESS CONTROL ON S.R. FROM 29+36 TO 31+25

TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

TEMPORARY EASEMENT TO CONSTRUCT ENTRANCE

STA 11+25.00 (SR120TH)
BEGIN RECONSTRUCTION

STA 11+50.00 (SR120TH)
STOP RECONSTRUCTION

STA 17+69.36 (SR120TH)
BEGIN RECONSTRUCTION

STA 19+02.40 (SR120TH)
STOP RECONSTRUCTION

STA 21+69.24 (SR120TH)
RESUME RECONSTRUCTION

STA 22+80.65 (SR120TH)
STOP RECONSTRUCTION

STA 29+50.00 (SR120TH)
RESUME RECONSTRUCTION

13+00.39
℄ 146.53' LT

11+35.68
℄ 114.61' LT

8+11.36
℄ 106.19' RT

8+27.00
℄ 131.00' RT

8+70.00
℄ 201.00' RT

9+59.00
℄ 179.00' RT

9+80.00
℄ 128.00' RT

9+96.89
℄ 99.90' RT

10+89.62
℄ 100.07' RT

11+70.39
℄ 100.22' RT

12+94.33
℄ 109.12' RT

11+99.00
℄ 107.00' RT

29+31.79
℄ 178.07' LT

29+36.00
℄ 77.89' LT

30+86.00
℄ 186.00' LT

30+98.00
℄ 206.00' LT

31+24.00
℄ 206.00' LT

31+42.00
℄ 173.00' LT

31+82.00
℄ 148.00' LT

32+06.00
℄ 79.00' LT

33+25.59
℄ 43.82' LT

28+21.17
℄ 104.73' RT

29+95.67
℄ 65.55' RT

ENTL +53
Close

ENTL +167
Close

ENTL +11
Close

ENTR +53
Close

Right of Way Design Information

THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Fredrickson / Hinrichsen
ROW #: IMN-380-6(411)6--0E-52
Plan Date: 9/5/2025
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

0 100 FEET

FILE NO.	ENGLISH	DESIGN TEAM Schrock\Altenhofen\Snyder\Cooper	Johnson COUNTY	PROJECT NUMBER IM-308-6(412)6--13-52	SHEET NUMBER HE.1

12:46:03 PM 9/10/2025 thinric pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\ROW\IMN-380-6(411)--0E-52\ROW_52380411.dgn

© 2025 Microsoft Corporation © 2025 Maxar ©CNES (2025) Distribution Airbus DS

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

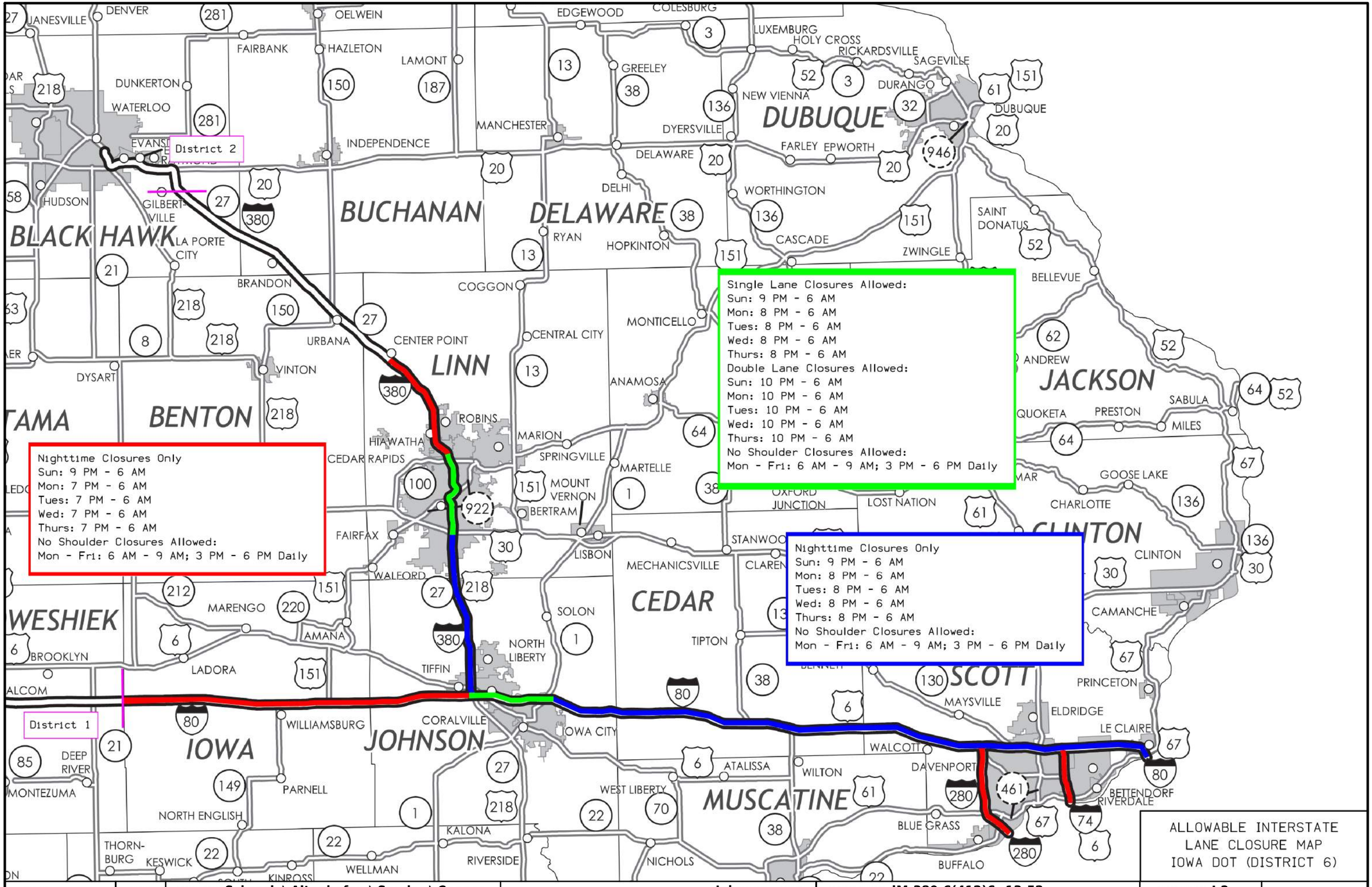
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

●	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
ς	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.

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

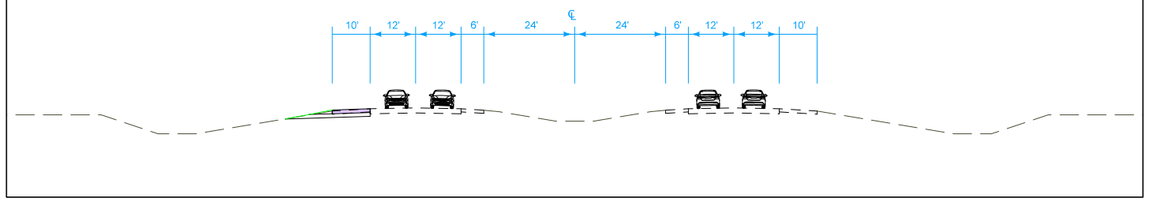
(COVERS SHEET SERIES J)



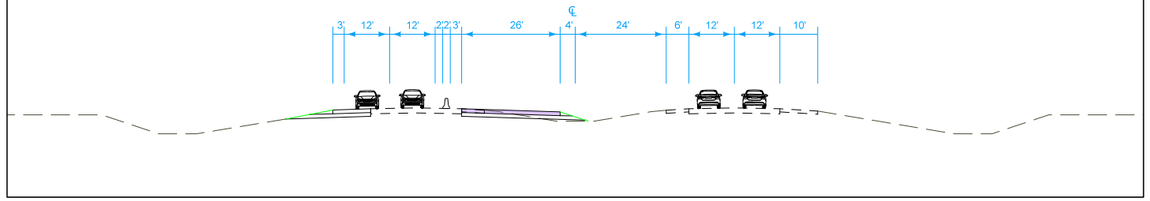
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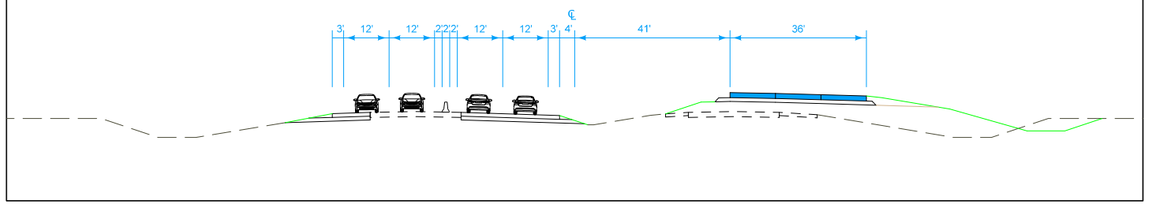
Stage 1



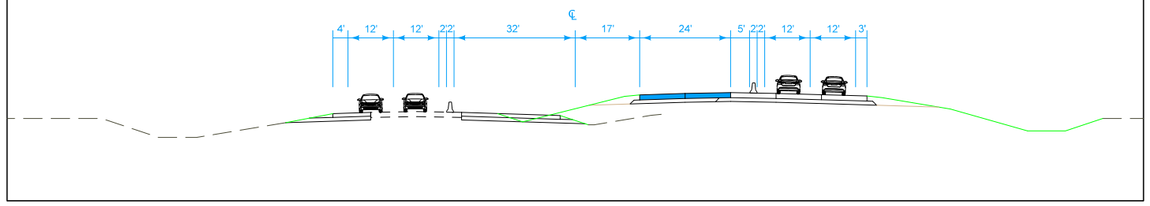
Stage 2



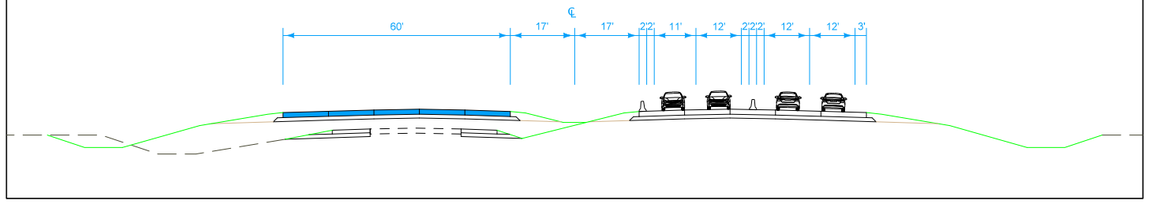
Stage 3



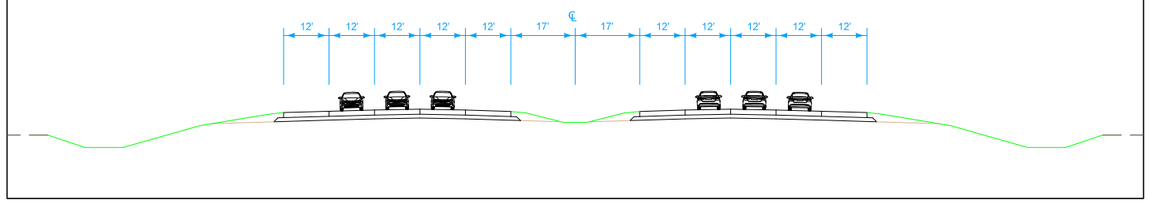
Stage 4



Stage 5



Stage 6

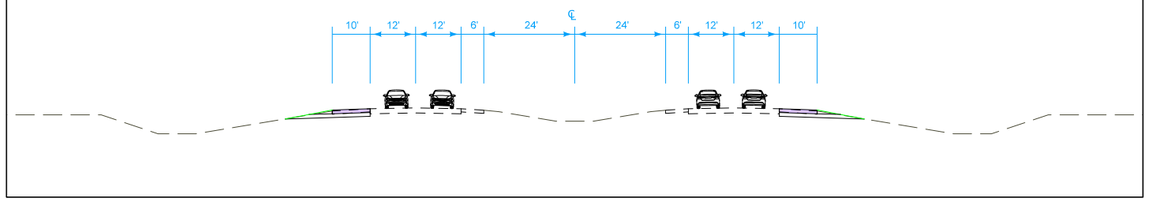


I-380 Staging
Sta. 1488 to 1522

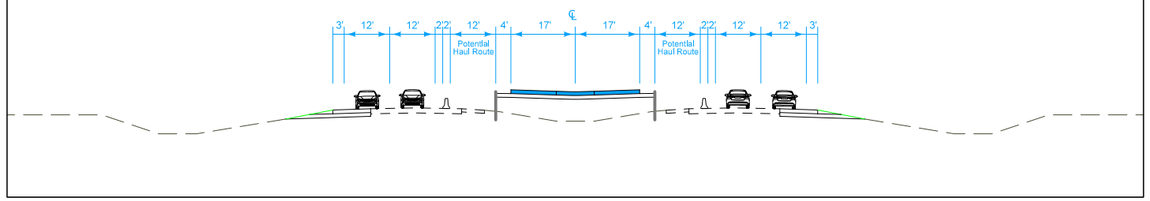
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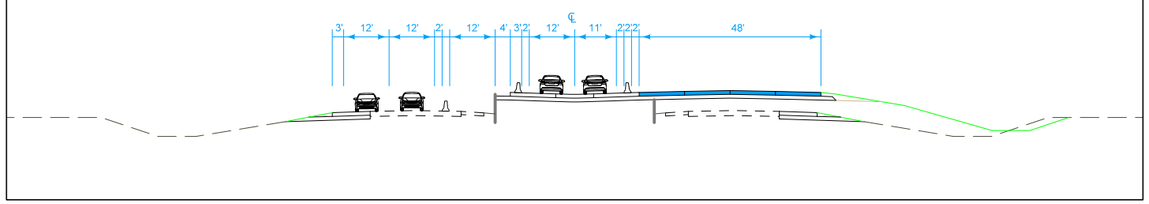
Stage 1



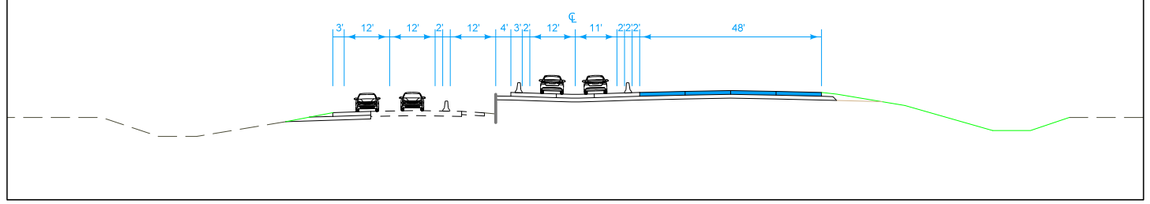
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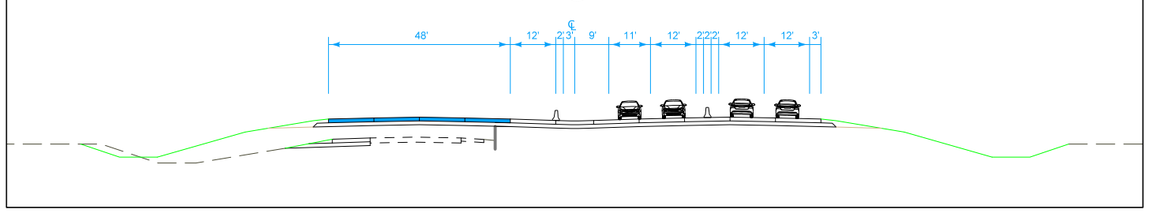
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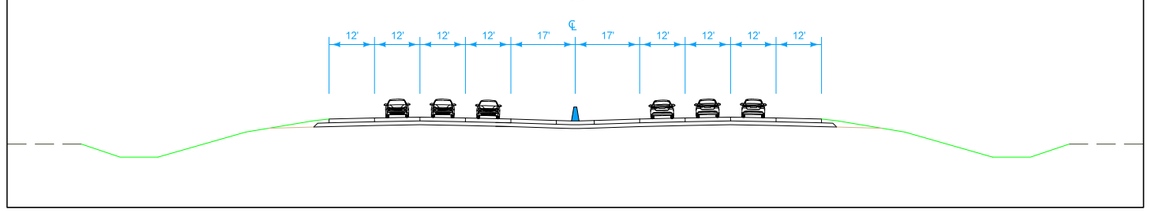
Stage 4



Stage 5



Stage 6

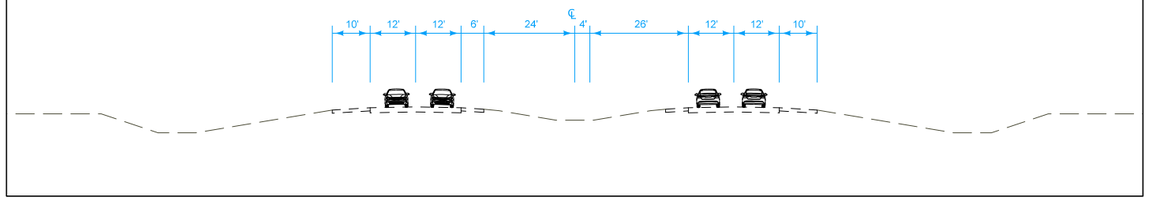


I-380 Staging
Sta. 1522 to 1602

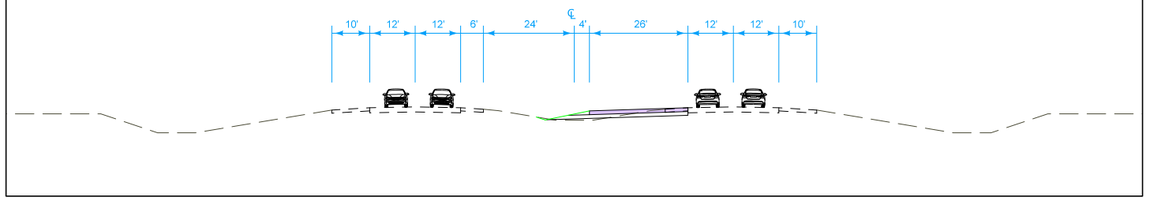
FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **J.4**

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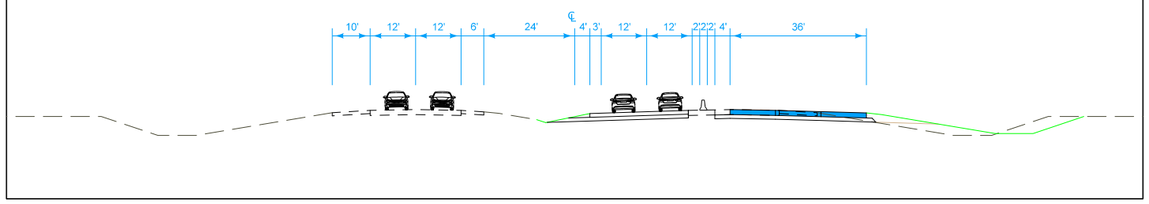
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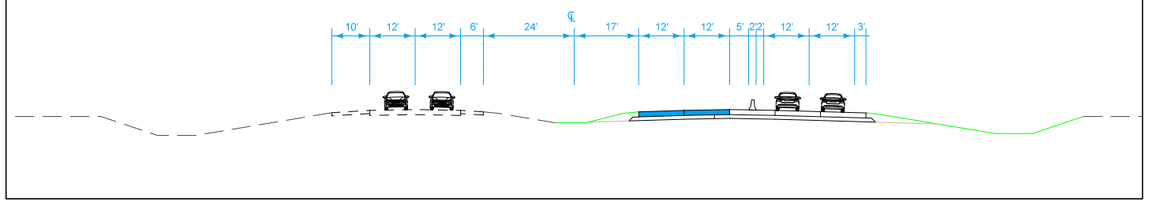
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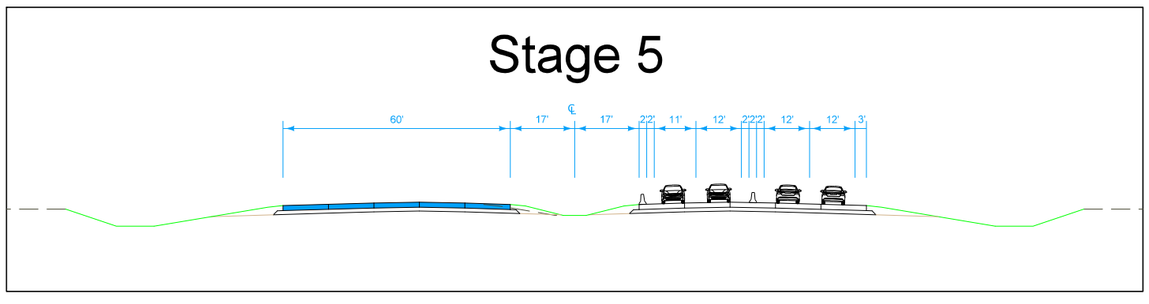
Stage 3



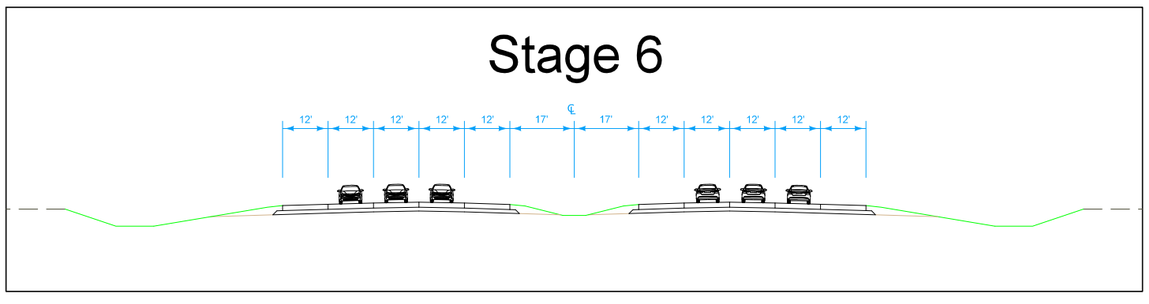
Stage 4



Stage 5



Stage 6



I-380 Staging
Sta. 1602 to 1747

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **J.5**

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Jefferson TWP.
T-81N R-7W
SEC. 9

Jefferson TWP.
T-81N R-7W
SEC. 4

EQUATION:
STA 1718+72.28, 77.00' LT (ML380)
= STA 3718+72.28, 0.00' RT (RPC)

Δ = 11°42'52.25" (LT)
T = 205.17'
L = 408.91'
R = 2000.00'
E = 10.50'
e = 5.4
L = 151
x = 56

POB 3718+72.28
PC 3718+81.19
PI 3720+77.45
POT STA: 1717+06.10
584.42'
11°42'52"
16.0'
PI 2725+73.58
590.21'
20°53'40"
POB 2722+18.94
PC 2723+43.82
PT 2727+25.23
PC 2731+96.41
PT 2733+73.32
95°38'17"
64°10'29"
88°39'43"
68°41'29"
POT STA: 1722+36.04
EQUATION:
STA 1722+18.94, 104.96' RT (ML380)
= STA 2722+18.94, 0.00' RT (RPB)

POB 5737+17.39
PC 5740+85.24
PI 5742+18.79
PT 5743+50.00
23°39'4"
17°33'58"
POB 4736+61.86
POB 4736+30.03

Δ = 18°35'24.25" (RT)
T = 133.55'
L = 264.76'
R = 816.00'
E = 10.86'
e = NC

Δ = 17°04'49.74" (RT)
T = 229.76'
L = 456.11'
R = 1530.00'
E = 17.16'
e = 6.0
L = 168
x = 56

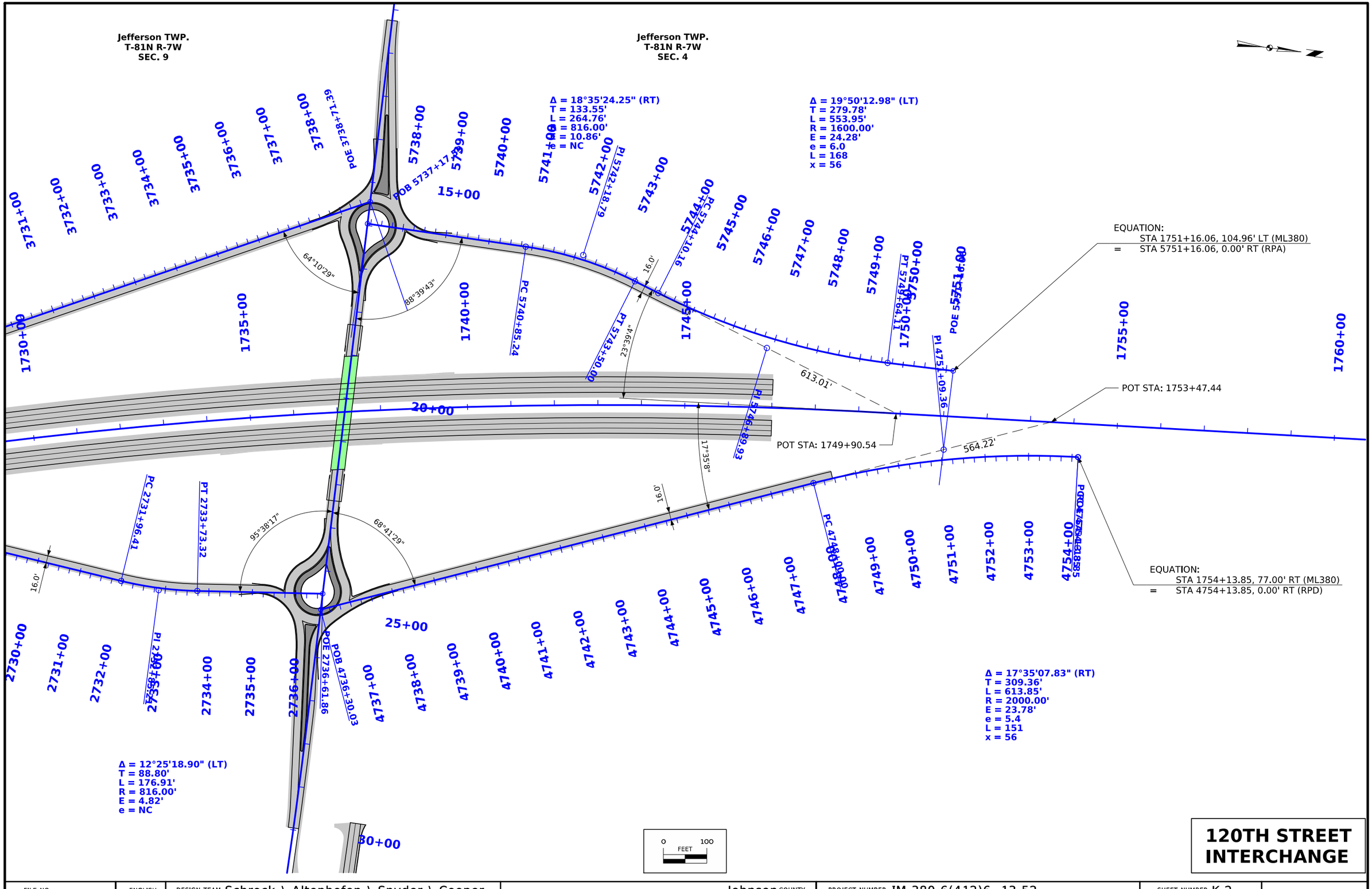
Δ = 12°25'18.90" (LT)
T = 88.80'
L = 176.91'
R = 816.00'
E = 4.82'
e = NC

0 100
FEET

120TH STREET INTERCHANGE

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.1

11:31:58 AM 6/6/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_K01.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.2	

11:31:59 AM 6/6/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_K01.dgn

Sta. 5741+78.33
Install 30" x 204' RCP
F.L. = Lt. 780.00
Other 783.00
Rt. 792.50

Sta. 1741+98.86, 287.82 LT
24"RCP - 24"CMP x 264' RCP
D.A.-8 A-R
(Remove)

Jefferson TWP.
T-81N R-7W
SEC. 9

Jefferson TWP.
T-81N R-7W
SEC. 4

EQUATION:
5737+17.59 (RPA)
= 15+95.72 (SR120TH)

Δ = 18°35'24.25" (RT)
T = 133.55'
L = 264.76'
R = 816.00'
E = 10.86'
e = NC

Δ = 19°50'12.98" (LT)
T = 279.78'
L = 553.95'
R = 1600.00'
E = 24.28'
e = 6.0
L = 186
x = 62

EQUATION:
STA 1751+16.06, 104.96' LT (ML380)
= STA 5751+16.06, 0.00' RT (RPA)

10+00
15+00
5738+00
5739+00
5740+00
5741+00
5742+00
5743+00
5744+00
5745+00
5746+00
5747+00
5748+00
5749+00
5750+00
5751+00

PI 5742+18.79
PC 5744+10.18
PT 5749+64.11

Ramp A

PC 5740+85.24
PT 5743+50.00
PI 5746+83.95
POE 5751+16.06
POE 5738+67.12

0 100
FEET

RAMP A

Begin Construction
5738+67.12
815.15

End Construction
5744+92.00
806.79

-2.00%
-0.93%
VPI = +05.00
EL = 810.40
L = 200.00'
K = 188

-1.02% RT Ditch Grade
+0.92% RT Ditch Grade
-3.00% LT DG
-1.00%

RT +67
796.00

RT +60
793.00

RT +92
796.05

LT +67
790.00

LT +00
780.80

LT +60
781.20

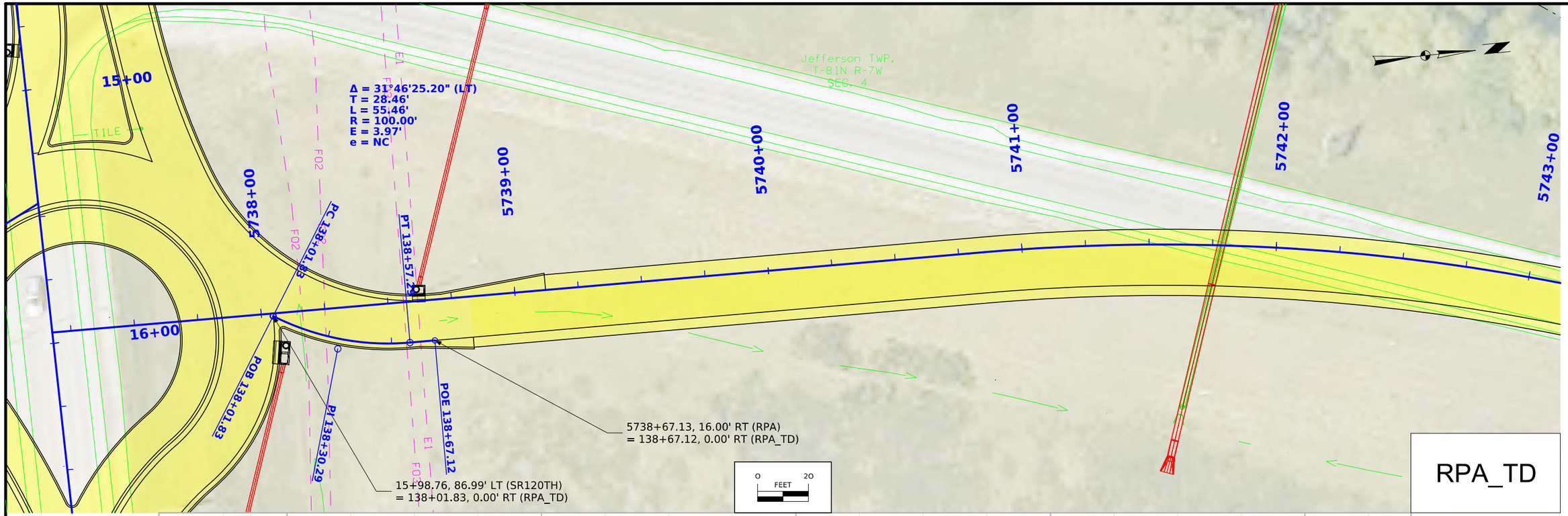
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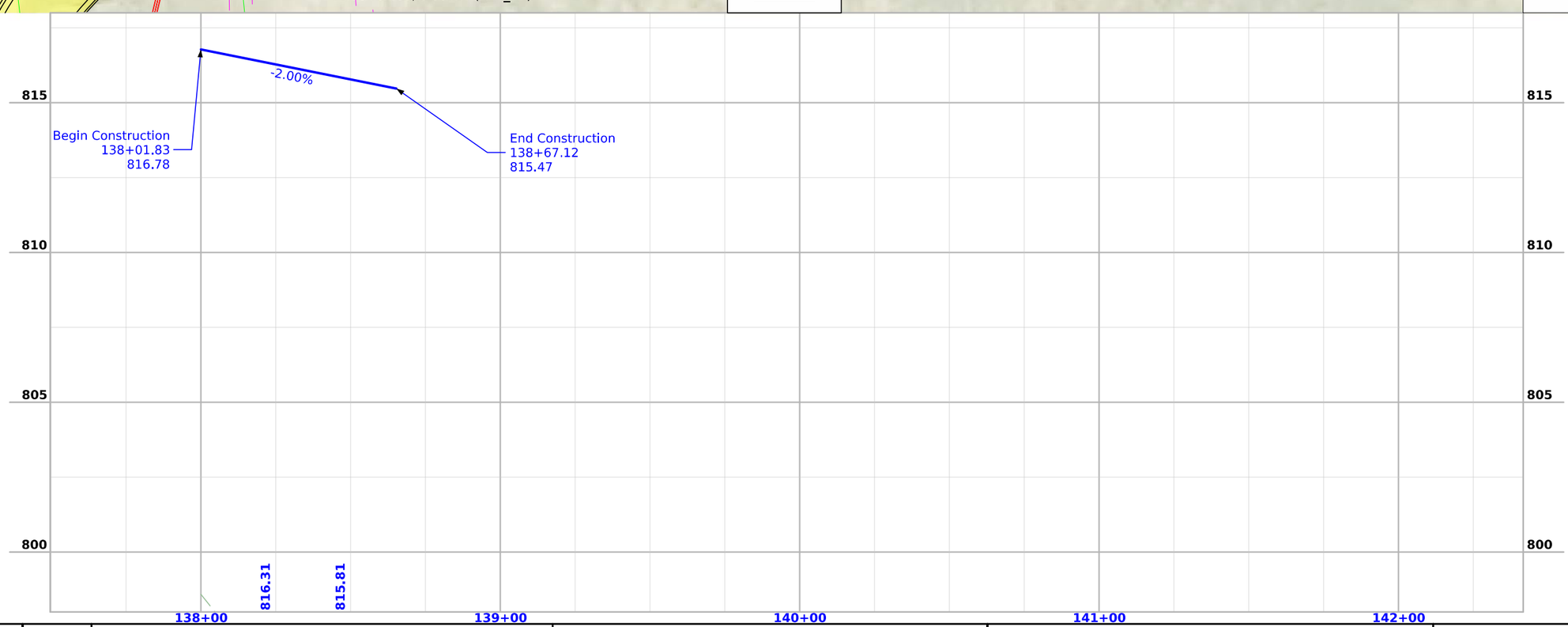
850 840 830 820 810 800 790 780 770 760

5735+00 5740+00 5745+00 5750+00 5755+00 5760+00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.3

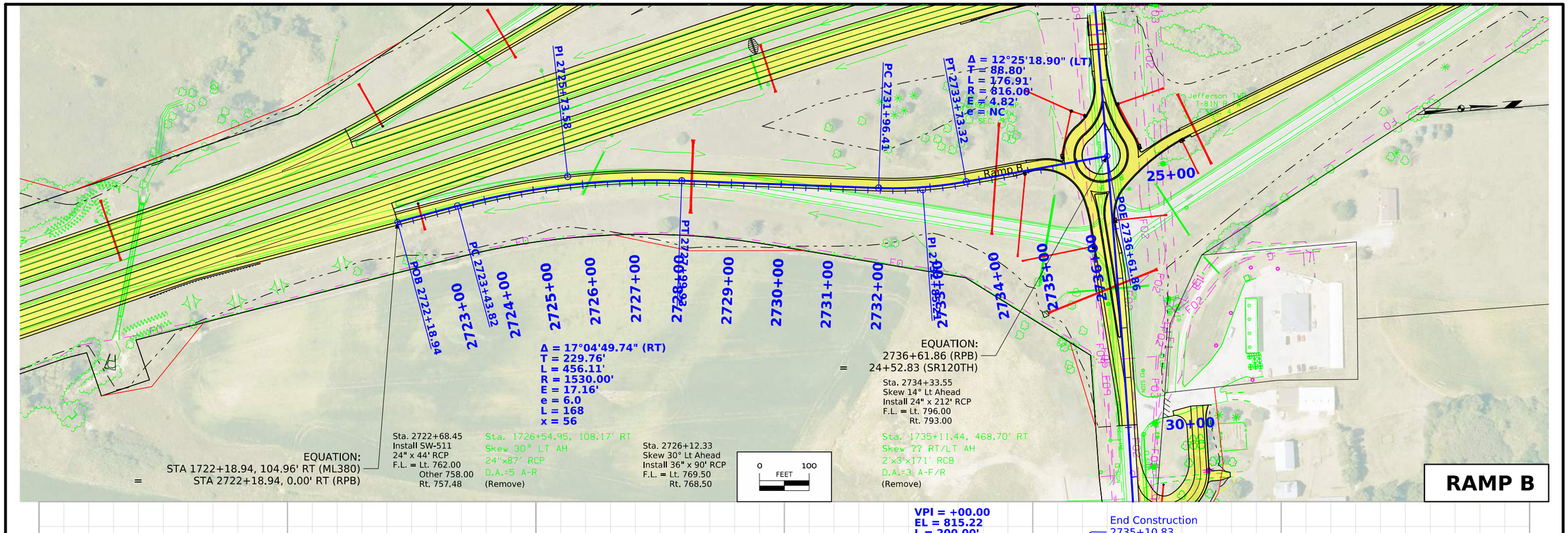
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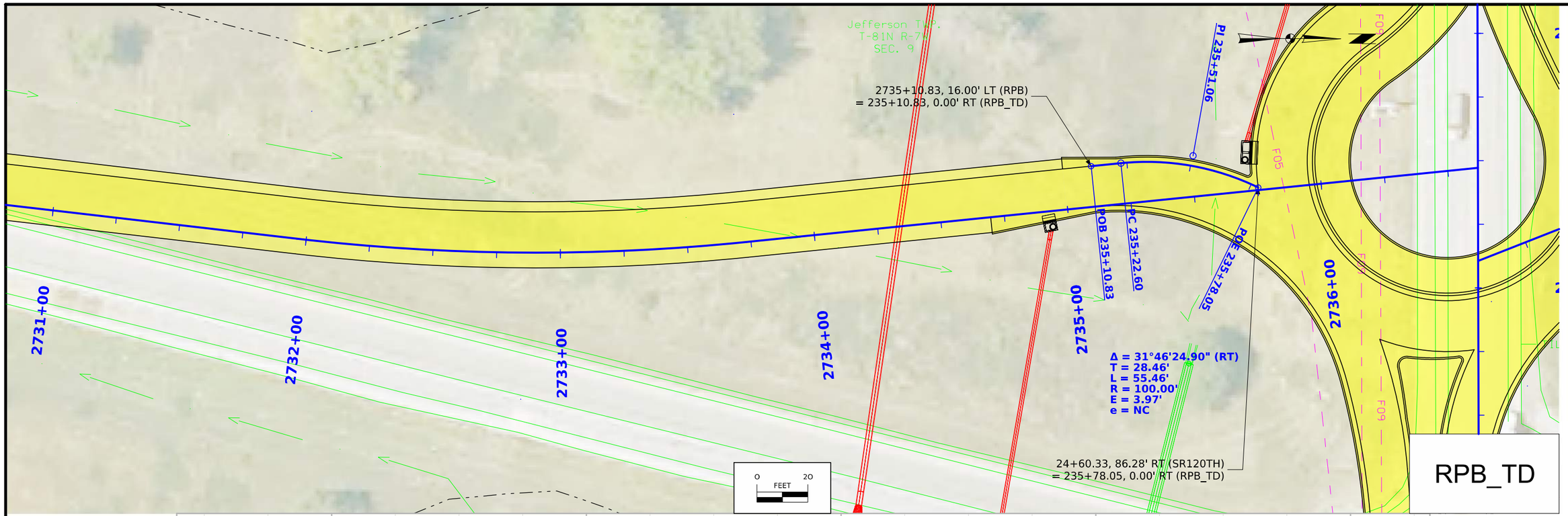
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.4

12:47:10 PM 9/26/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_K04.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.5

12:47:48 PM 9/26/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_K03.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.6

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Sta. 3722+50
Install SW-511
24" x 90' RCP
F.L. = Lt. 744.30
Other 749.00
Rt. 761.75

EQUATION:
STA 1718+72.28, 77.00' LT (ML380)
= STA 3718+72.28, 0.00' RT (RPC)

Δ = 11°42'52.25" (LT)
T = 205.17'
L = 408.91'
R = 2000.00'
E = 10.50'
e = 5.4
Lc = 151
x = 56

Sta. 1724+95.46, 135.66' LT
Skew 15° RT AH
24"x93' RCP
D.A.=8 A-R
(Remove)

Jefferson TWP.
T-81N R-7W
SEC. 9

Sta. 3725+50.00
Install 24" x 101' RCP
F.L. = Lt. 752.10
Rt. 761.65

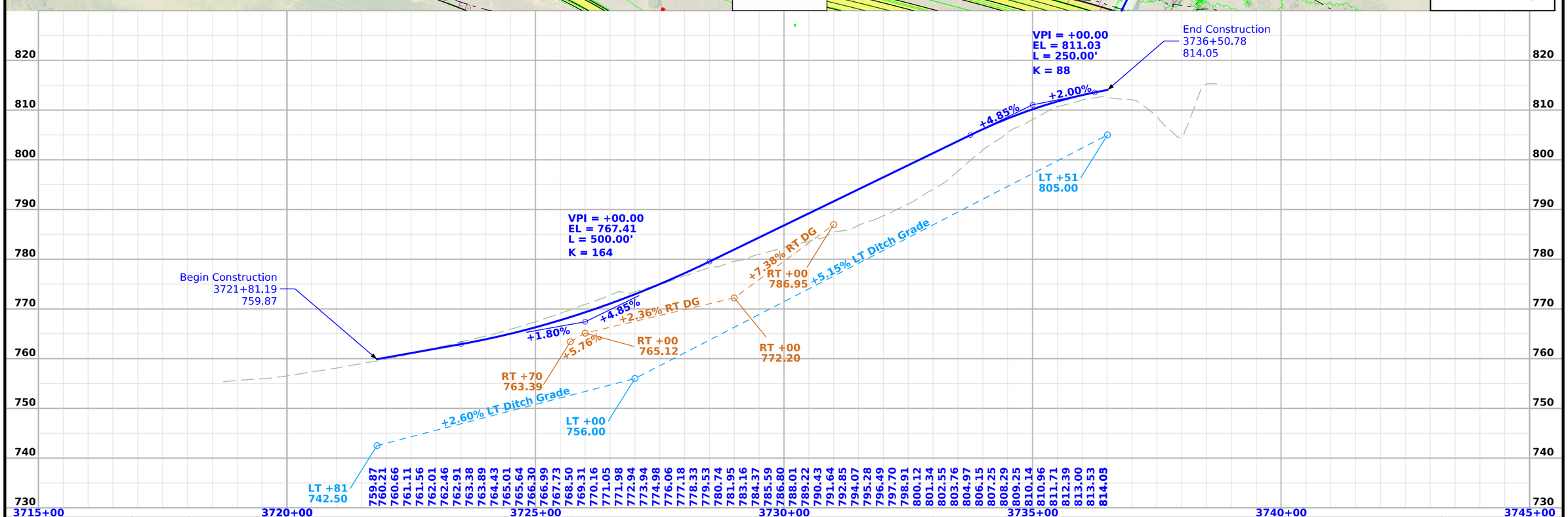
EQUATION:
3738+71.39 (RPC)
= 15+44.74 (SR120TH)

Jefferson TWP.
T-81N R-7W
SEC. 4

Ramp C

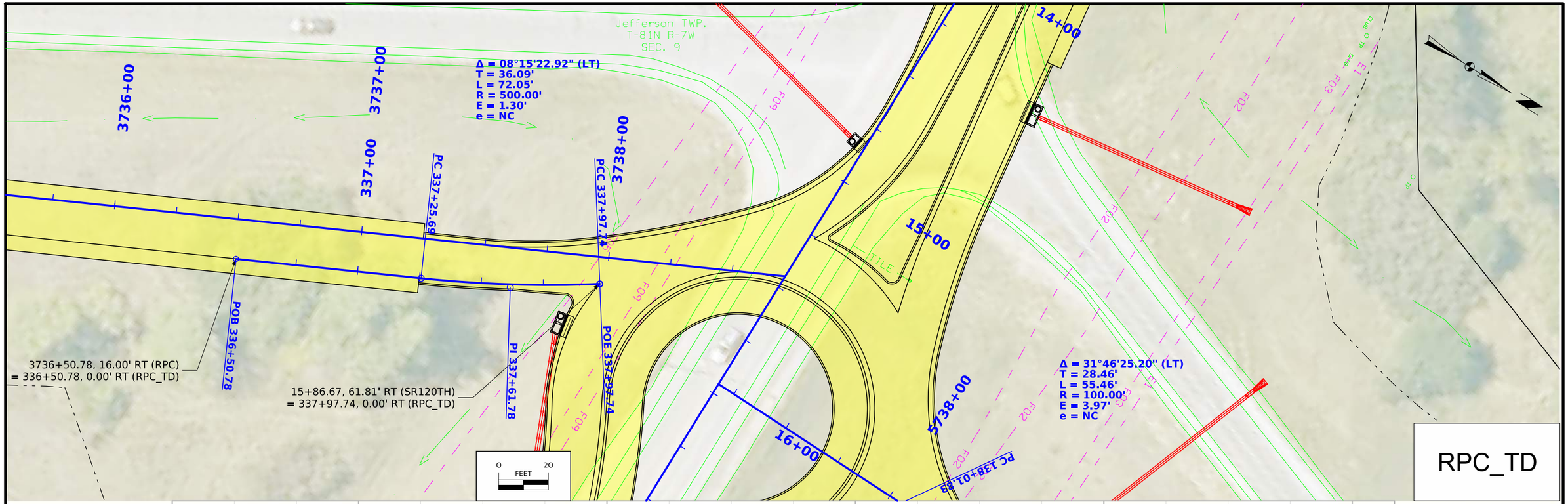
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RAMP C



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.7

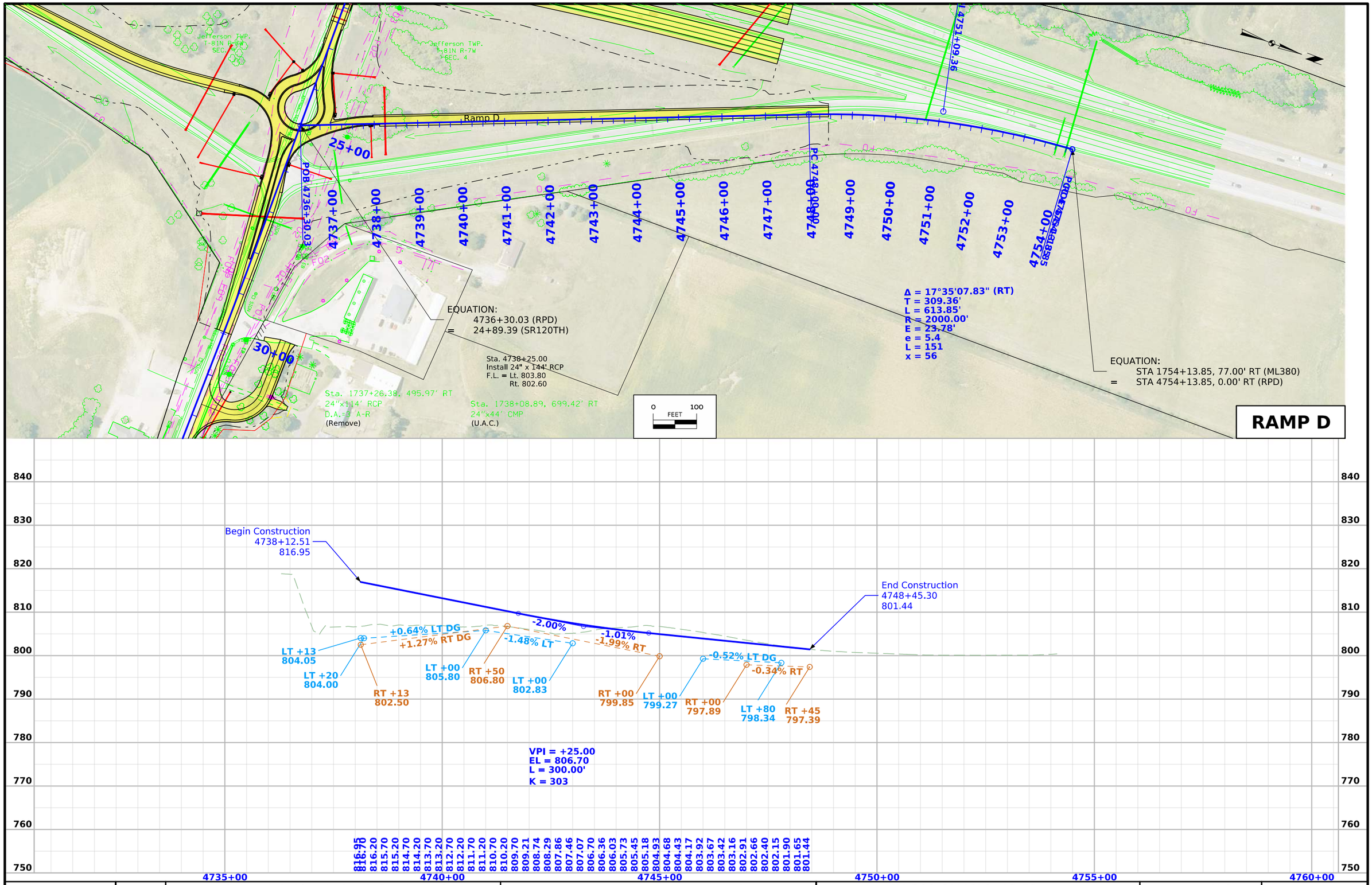
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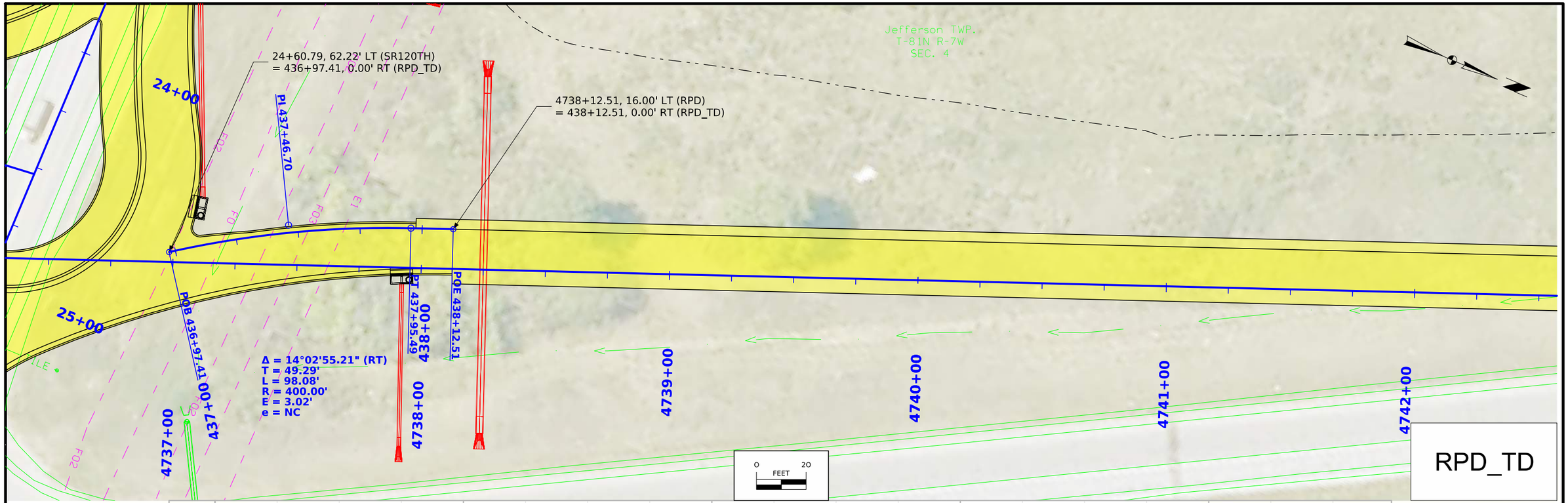
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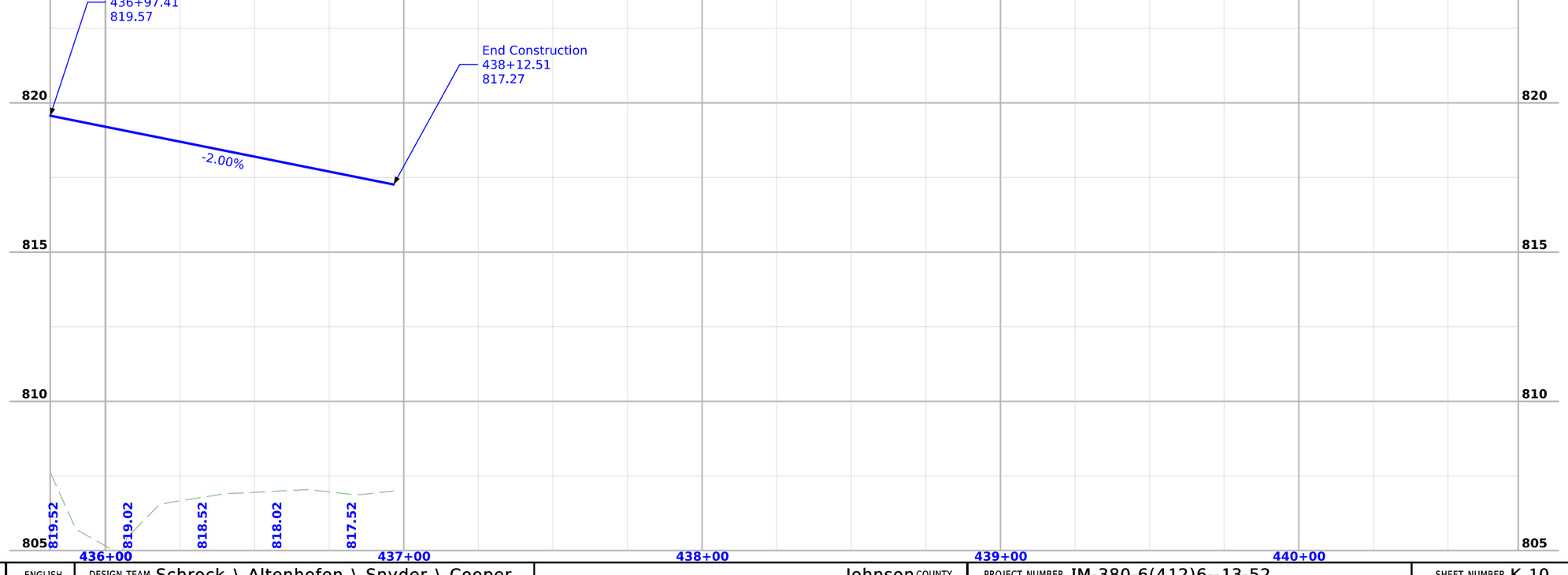
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.9

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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER K.10

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PLAN VIEW COLOR LEGEND OF JOINTING SHEETS

Design Color No.		Feature
(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
(55)		B Joint
(71)		C Joint
(77)		CD Joint
(76)		CT Joint
(76)		DW Joint
(76)		HT Joint
(77)		RD Joint
(76)		RT Joint
(130)		CF-1 Joint
(130)		CF-2 Joint
(130)		CF-3 Joint
(130)		CF-4 Joint
(72)		E Joint
(142)		ED Joint
(142)		EE Joint
(142)		EFJoint
(72)		ES Joint
(64)		BT-1 Joint
(64)		BT-2 Joint
(128)		BT-3 Joint
(128)		BT-4 Joint
(128)		BT-5 Joint
(79)		K Joint
(70)		KS-1 Joint
(70)		KS-2 Joint
(143)		KT-1 Joint
(143)		KT-2 Joint
(143)		KT-3 Joint
(138)		L-1 Joint
(138)		L-2 Joint
(138)		L-3 Joint

JOINTING NOTES:

All longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.

All transverse joints shall be CD joints with a maximum 17' spacing unless indicated otherwise,

If a joint length is 2', a C joint shall be used instead of a CD joint.

Refer to Typical 7101 for details of paved header.

Refer to Typicals 7154A and 7154B for paved shoulder details.

GEOMETRICS AND STAKING NOTES:

Refer to Appropriate Standard Road Plans for Additional Information.

Refer to G Sheets for Horizontal Alignment Information.

JOINTING AND GEOMETRICS LEGEND AND INFORMATION SHEET

(COVERS SHEET SERIES L)

Jefferson TWP.
T-81N R-7W
SEC. 4

Radius Point (R=297.5')
STA: 2+59.50
OFF: 297.50' LT

STA: 215+23.28
OFF: 4.00' RT

Radius Point (R=3')
STA 215+22.95, 6.98' RT

End Curve
STA 3+65.93, 0.00' RT
STA 5738+67.12, 2.50' LT

STA: 215+03.28
OFF: 2.50' RT

11+50.00, 0.00' RT (SR120TH) =
STA 111+50.00, 0.00' RT (120TH_11_EB) =
STA 211+50.00, 0.00' RT (120TH_11_WB)

Begin Curve (R=297.5')
STA 214+84.55, 18.50' LT (120TH_11_WB)
STA 2+00.00, 0.00' RT (RETB_RPA)

Begin Curve (87.5')
STA 2+59.50, 0.00' LT

Radius Point (R=87.5')
STA: 2+59.50
OFF: 87.50' LT

STA: 138+07.80
OFF: 2.50' RT

17+00.00

Radius Point (R=1')
STA 138+07.80, 3.50' RT

STA: 11+91.57
OFF: 22.50' RT

End Curve
STA, 11+38.88, 20.00' RT

Begin Tangent
STA: 212+18.08
OFF: 15.17' LT

10:1 Taper

10:1 Taper

10+00

15+00

20+00

STA: 3+06.43
OFF: 2.50' RT

Radius Point (R=100')
STA 10+25.74, 112.00' RT

Radius Point (R=2')
STA 10+99.83, 19.00' LT

STA: 10+99.83
OFF: 17.00' LT

Begin Curve (R=100')
STA 10+25.74, 12.00' RT

Begin Curve (R=700')
STA: 11+25.18
OFF: 12.00' LT

STA: 213+44.83
OFF: 2.50' RT

STA: 12+64.75
OFF: 24.00' RT

10:1 Taper

STA: 12+84.19
OFF: 22.50' RT

Begin Tangent
STA 17+88.81, 12.00' RT

STA: 10+64.92
OFF: 3.00' LT

Radius Point (R=2')
STA 10+64.92, 5.00' LT

STA: 14+41.69
OFF: 17.00' LT

STA: 13+82.59
OFF: 22.50' RT

STA: 14+79.05
OFF: 3.00' LT

Begin Curve (R=300')
STA 13+97.59, 19.96' RT

STA: 13+67.92
OFF: 24.00' RT

Radius Point (R=3')
STA 13+68.07, 26.99' RT

STA: 337+83.69
OFF: 4.00' RT

STA: 337+63.69
OFF: 2.50' RT

STA: 4+37.45
OFF: 2.50' RT

17+35.00

Radius Point (R=2')
STA 4+37.45, 4.50' RT

Begin Curve (R=800')
STA: 12+21.65
OFF: 12.00' RT

Begin Tangent
STA: 112+65.76
OFF: 16.00' RT

Radius Point (R=2')
STA 113+44.85, 4.50' LT

STA: 113+44.85
OFF: 2.50' LT

Radius Point (R=1')
STA 115+22.28, 3.50' LT

STA: 115+22.28
OFF: 2.50' LT

Begin Curve (R=200')
STA 13+95.52, 12.00' RT (SR120TH)
STA 7+00.00, 0.00' RT (RETC_RPC_OUT)

Begin Curve (R=90')
STA 114+62.16, 16.00' RT (SR120TH_11_EB)
STA 3+00.00, 0.00' RT (RETC_RPC_IN)

Radius Point (R=400')
STA 3+71.43, 400.00' RT

Radius Point (RR=90')
STA 3+71.43, 90.00' RT

Radius Point (R=450')
STA 8+46.23, 450.00' RT

Radius Point (R=200')
STA 8+46.23, 200.00' RT

STA: 7+67.92
OFF: 18.50' LT

Begin Curve (R=400'
STA 3+71.43, 0.00' RT

Radius Point (R=2')
STA 3+06.43, 4.50' RT

STA: 8+82.09
OFF: 18.50' LT

Begin Curve (R=405')
STA: 8+46.23
OFF: 0.00' LT

End Curve
STA 10+21.23, 0.00' RT (RETC_RPC_OUT)
STA 3736+50.78, 8.00' LT (RPC)

Radius Point (R=300')
STA 15+44.34, 312.61' LT

End Curve
STA 5+24.18, 0.00' RT (RETC_RPC_IN)
STA 3737+08.88, 4.00' RT (RPC)

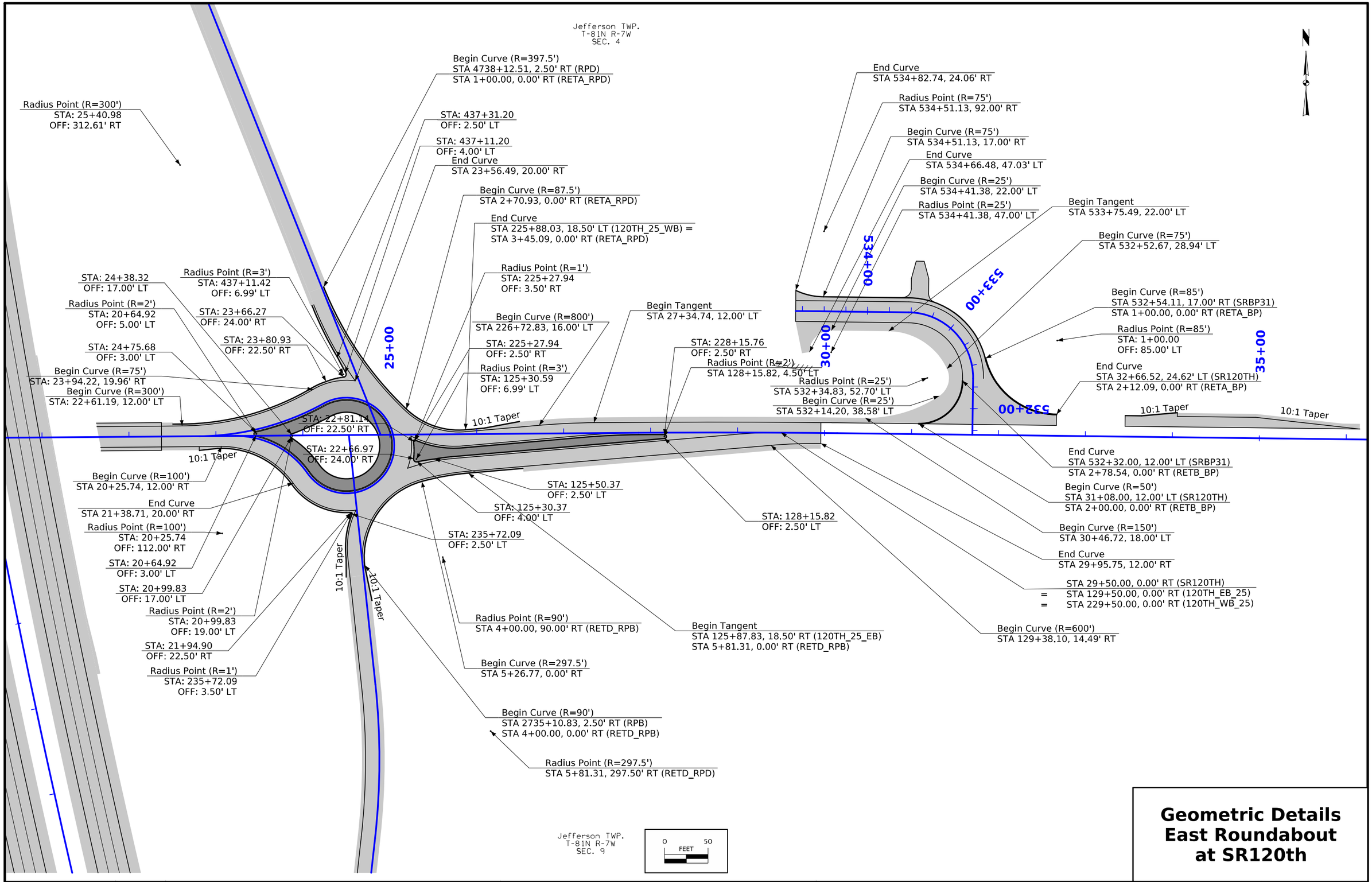
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Jefferson TWP.
T-81N R-7W
SEC. 9

Geometric Details West Roundabout at SR120th

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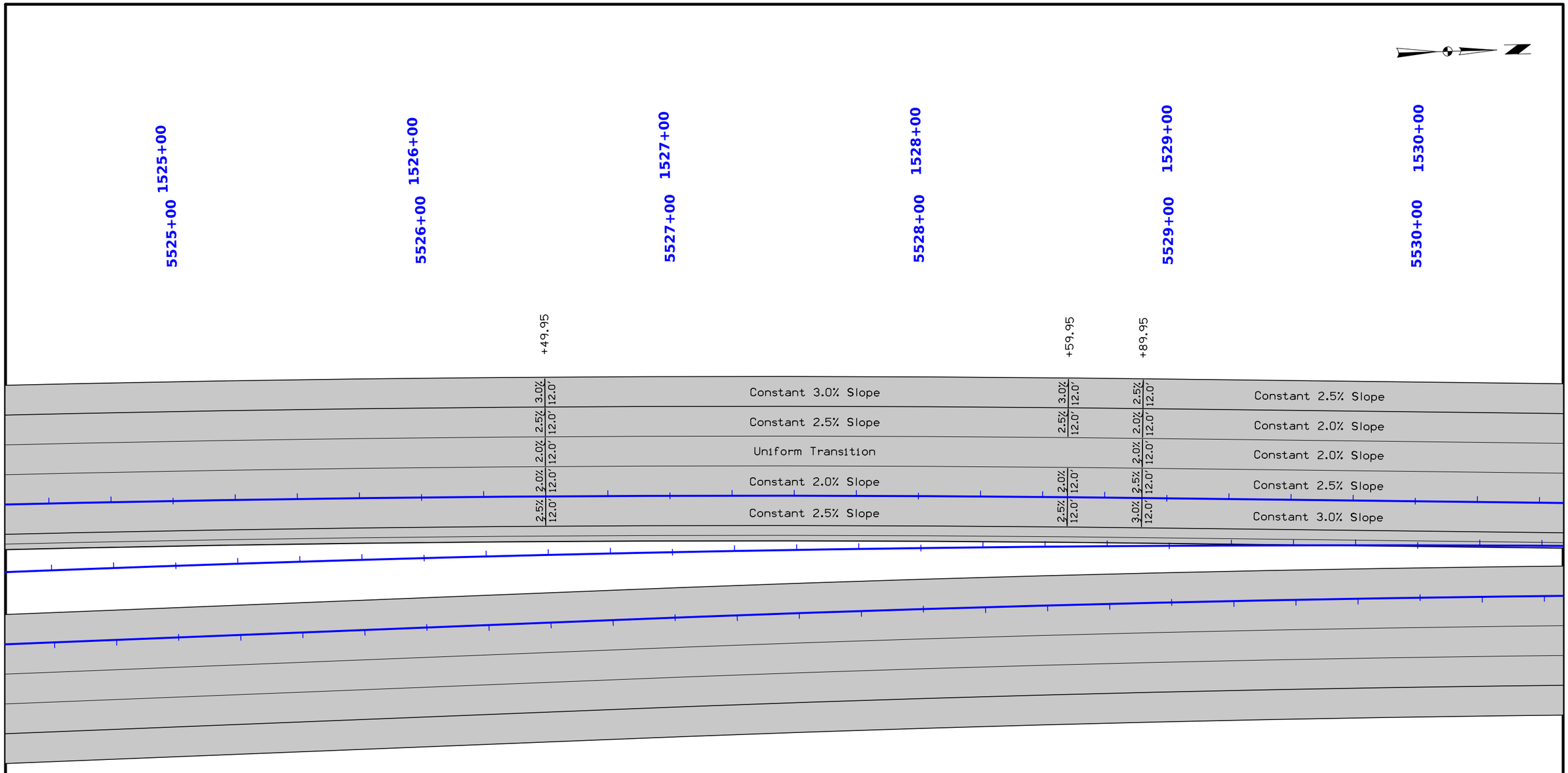
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Geometric Details East Roundabout at SR120th

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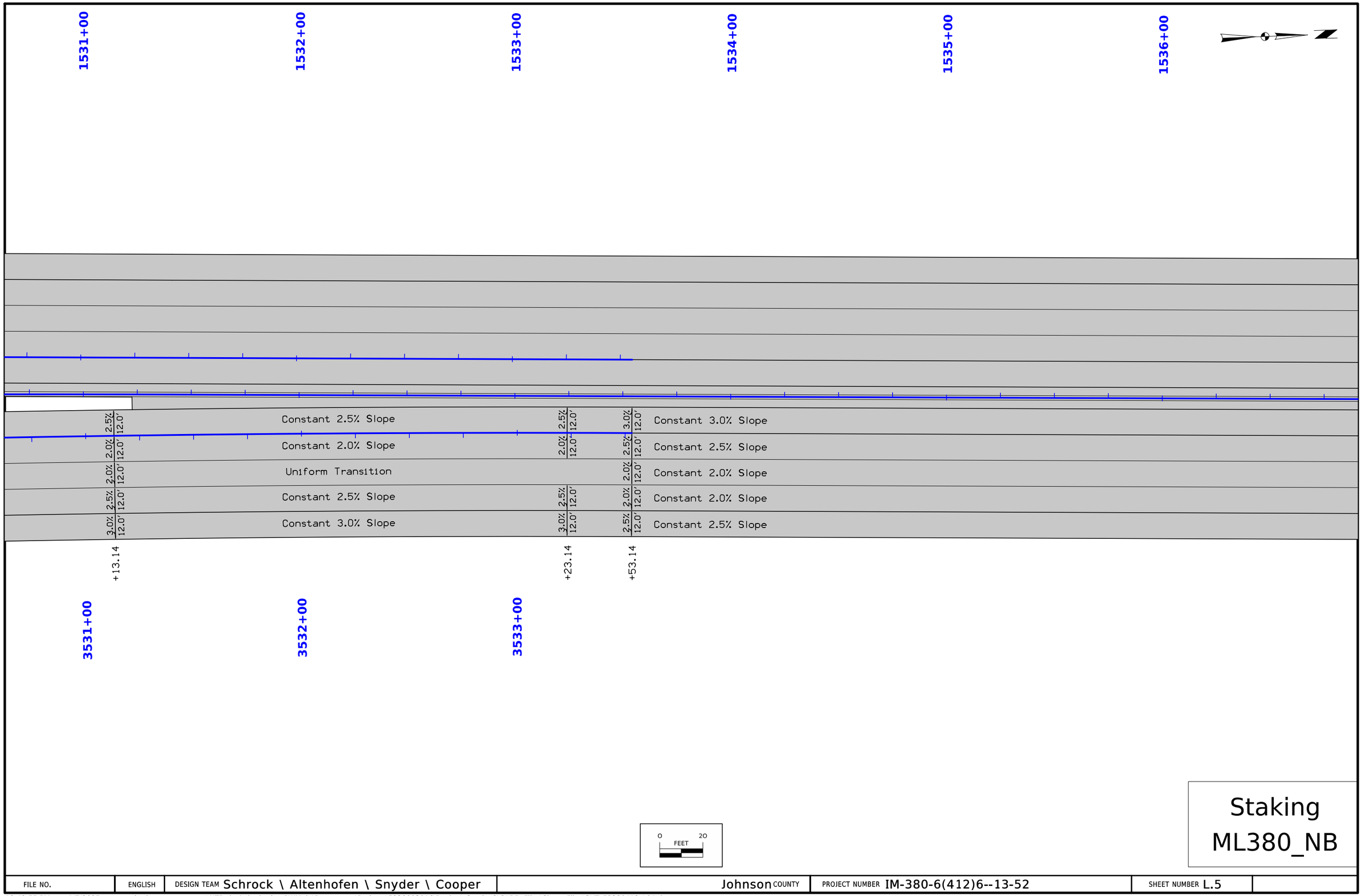
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Staking
ML380_SB

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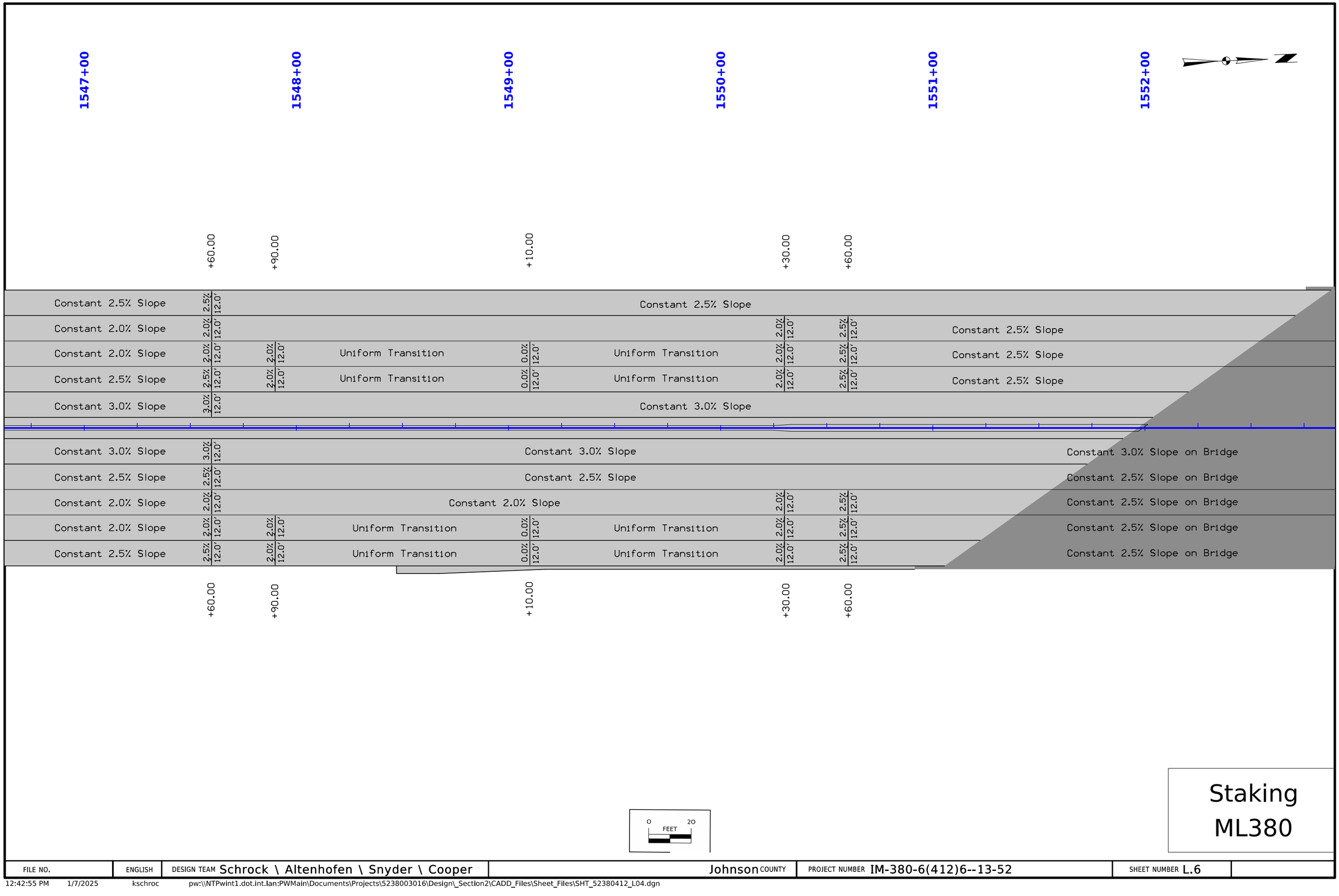
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Staking
ML380_NB

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.5	

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Staking
ML380

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.6

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1555+00 1556+00 1557+00 1558+00 1559+00 1560+00 1561+00

+73.69 +03.69 +99.69

Constant 2.5% Slope on Bridge	2.5% 12.0'	Uniform Transition	4.6% 12.0'	Constant 4.6% Slope
Constant 2.5% Slope on Bridge	2.5% 12.0'	Uniform Transition	4.6% 12.0'	Constant 4.6% Slope
Constant 2.5% Slope on Bridge	2.5% 12.0'	Uniform Transition	4.6% 12.0'	Constant 4.6% Slope
Constant 2.5% Slope on Bridge	2.5% 12.0'	Uniform Transition	4.6% 12.0'	Constant 4.6% Slope
Constant 3.0% Slope on Bridge				
Constant 3.0% Slope	3.0% 12.0'	Uniform Transition	4.6% 12.0'	Constant 4.6% Slope
Constant 2.5% Slope	2.5% 12.0'	Uniform Transition	4.6% 12.0'	Constant 4.6% Slope
Constant 2.5% Slope	2.5% 12.0'	Uniform Transition	4.6% 12.0'	Constant 4.6% Slope
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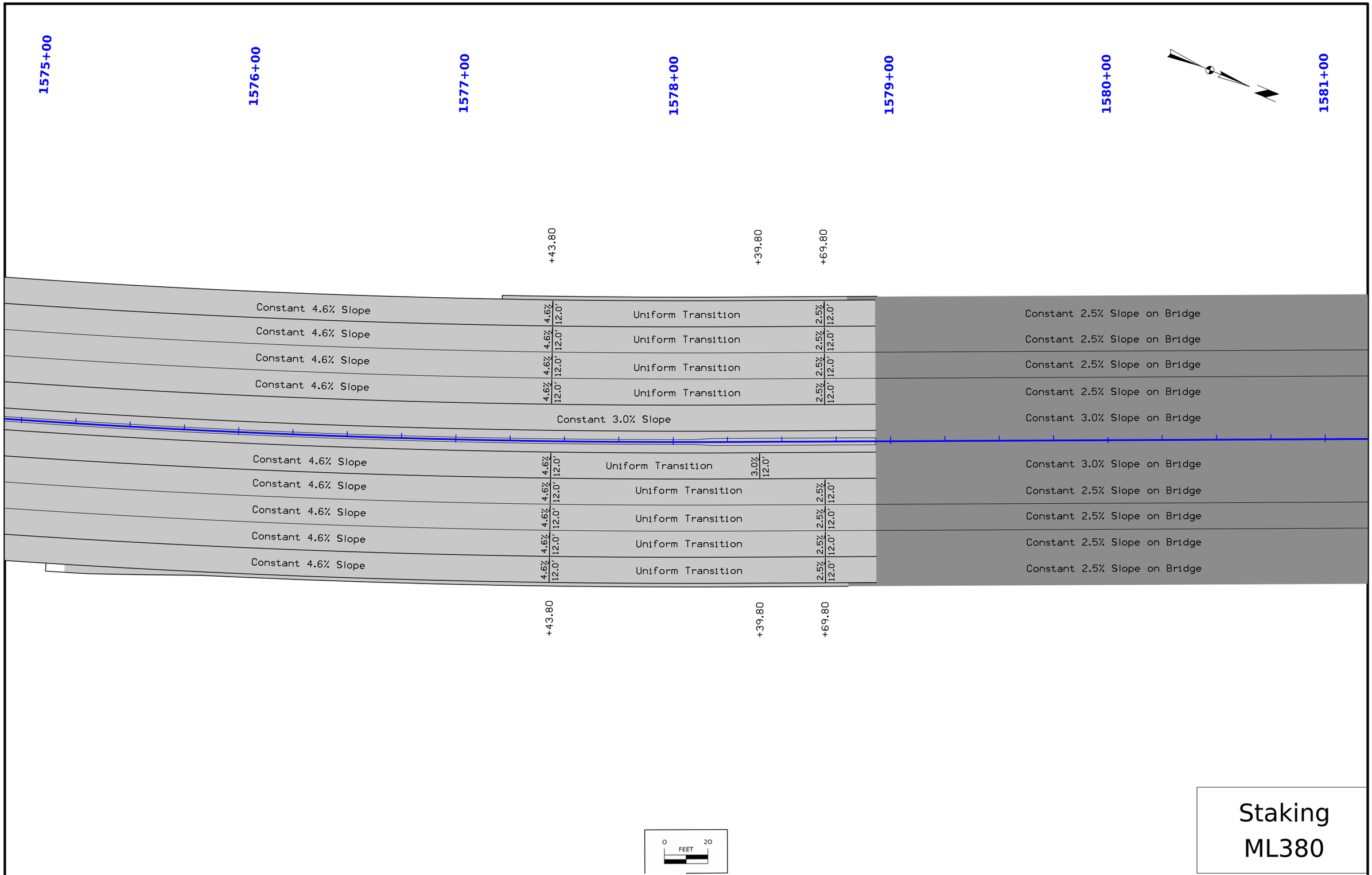
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Staking
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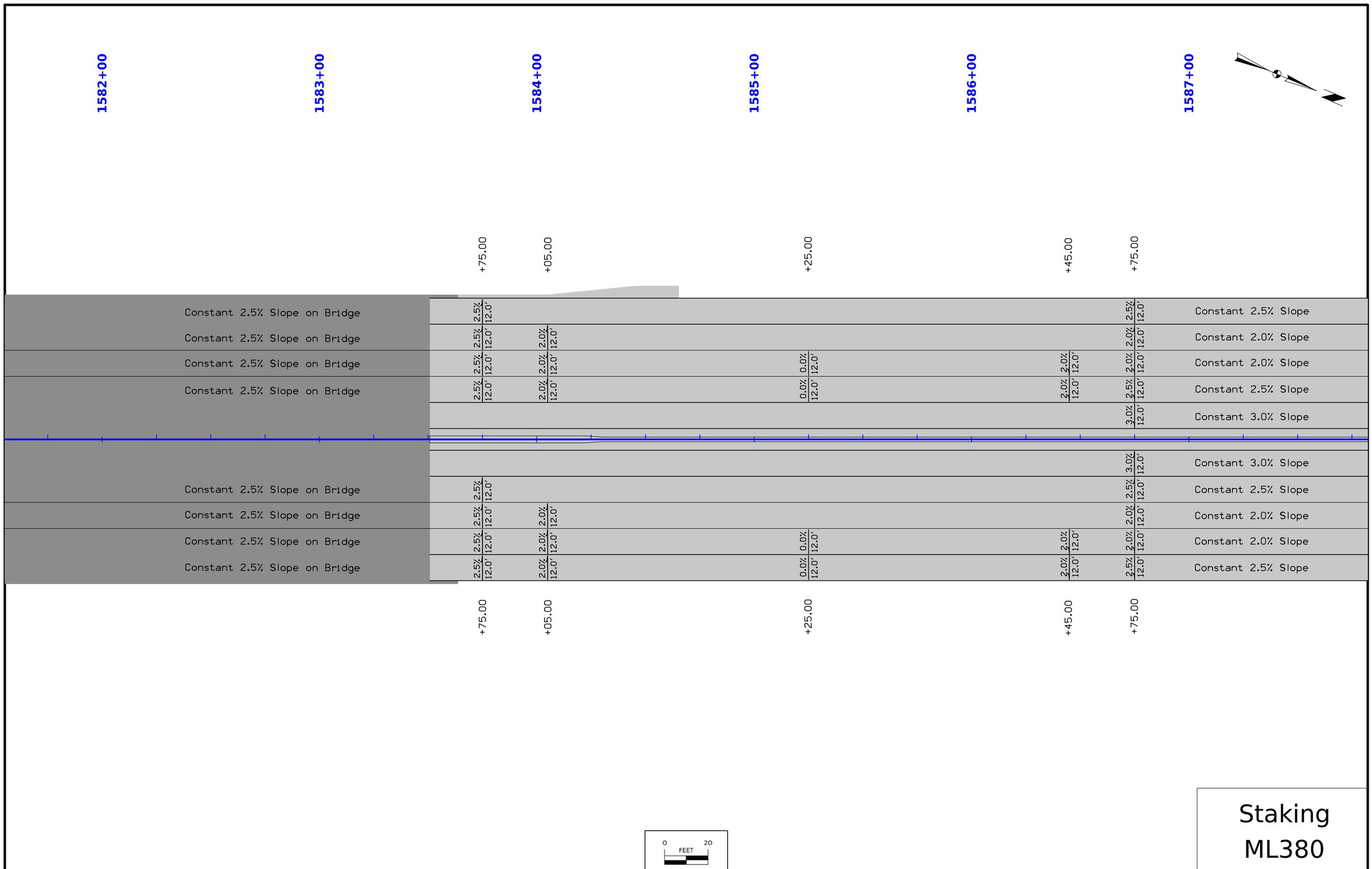
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Staking
ML380

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.8

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Staking
ML380

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.9	

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1592+00 1593+00 1594+00 1595+00 1596+00 1597+00 1598+00

5594+00 5595+00 5596+00 5597+00 5598+00

+50.00 +80.00 +90.00

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Constant 2.0% Slope	2.0% 12.0'	2.5% 12.0'	Constant 2.5% Slope
Constant 2.0% Slope	2.0% 12.0'		Uniform Transition
Constant 2.5% Slope	2.5% 12.0'	2.0% 12.0'	Constant 2.0% Slope
Constant 3.0% Slope	3.0% 12.0'	2.5% 12.0'	Constant 2.5% Slope

Constant 3.0% Slope	3.0% 12.0'	2.5% 12.0'	Constant 2.5% Slope
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Constant 2.0% Slope	2.0% 12.0'		Uniform Transition
Constant 2.0% Slope	2.0% 12.0'	2.5% 12.0'	Constant 2.5% Slope
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+50.00 +80.00 +90.00

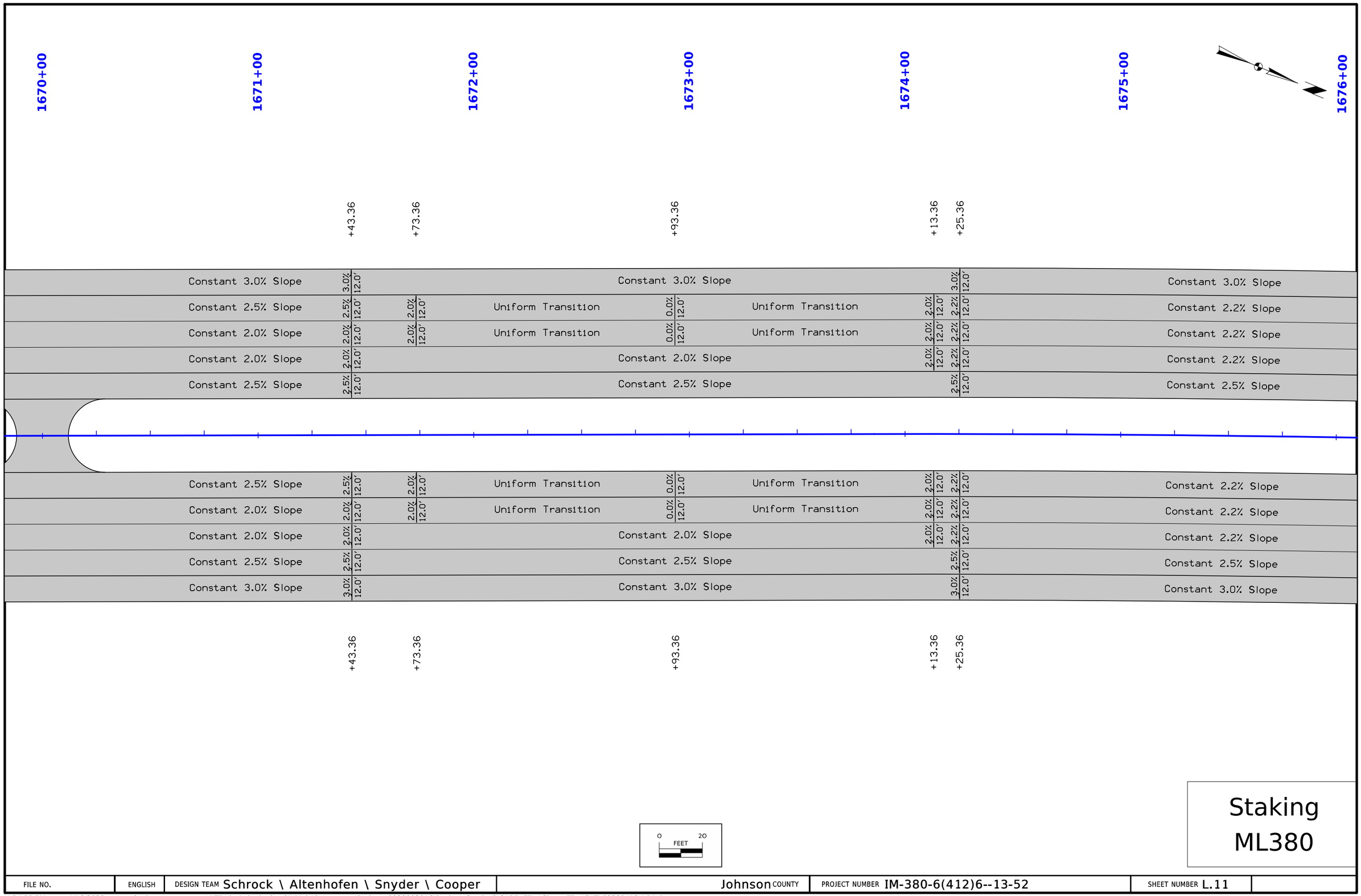
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Staking
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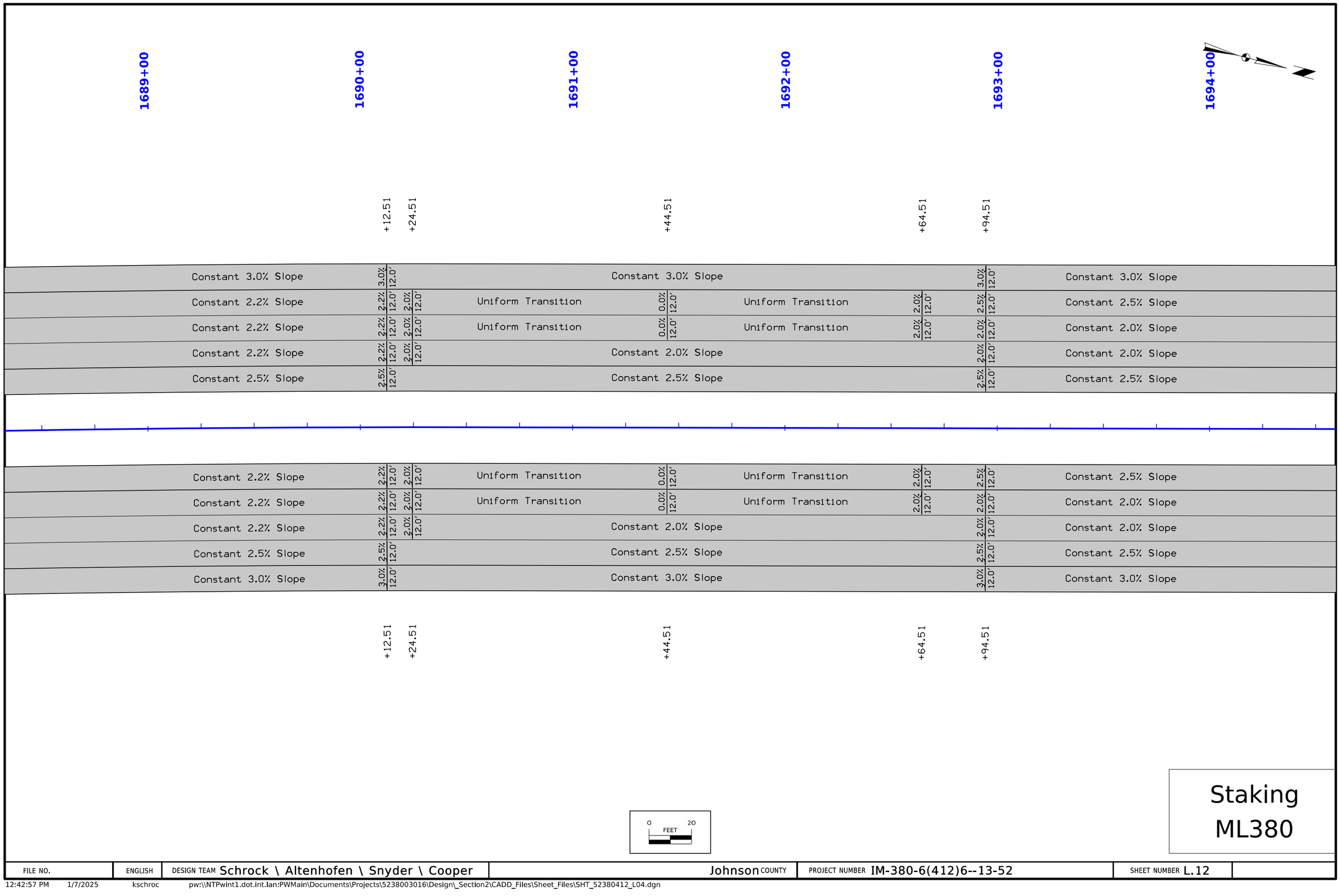
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Staking
ML380

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.11	

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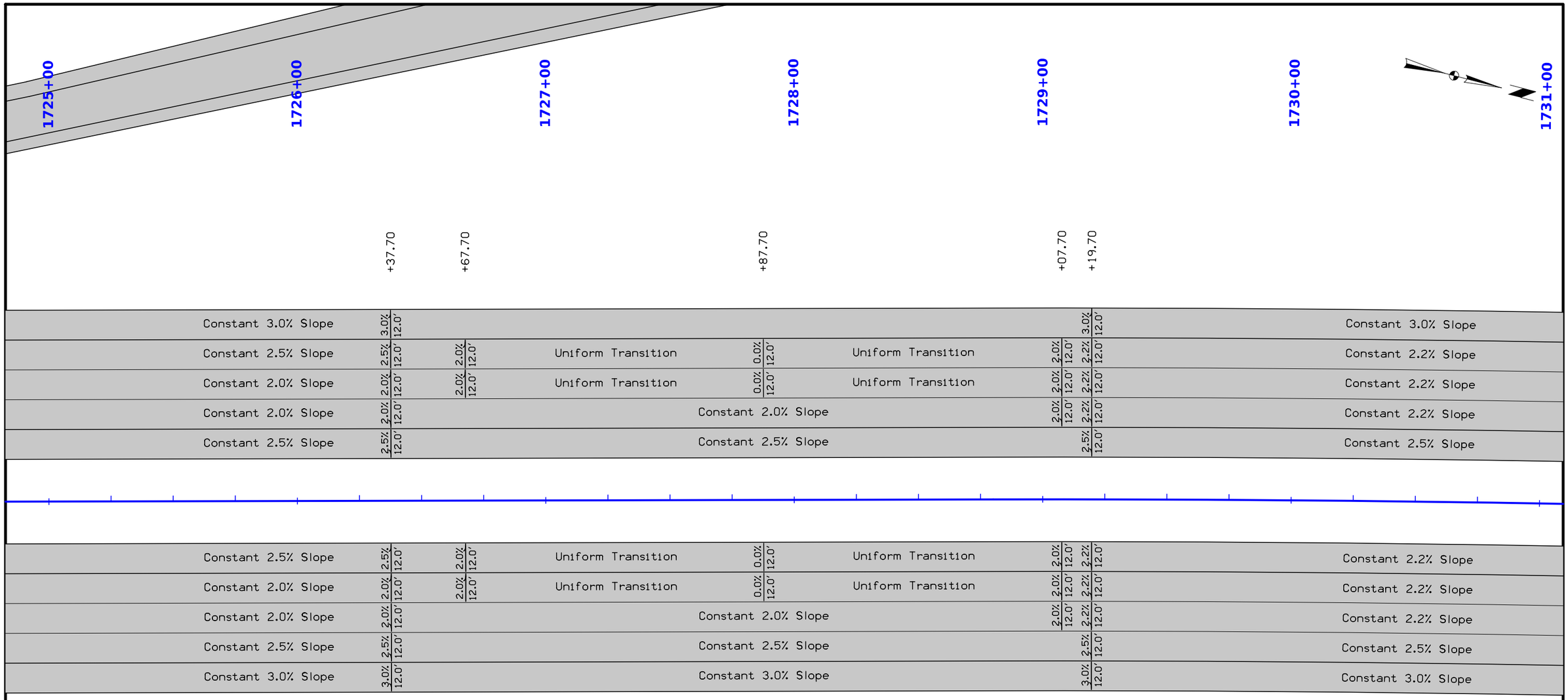


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FEET

Staking
ML380

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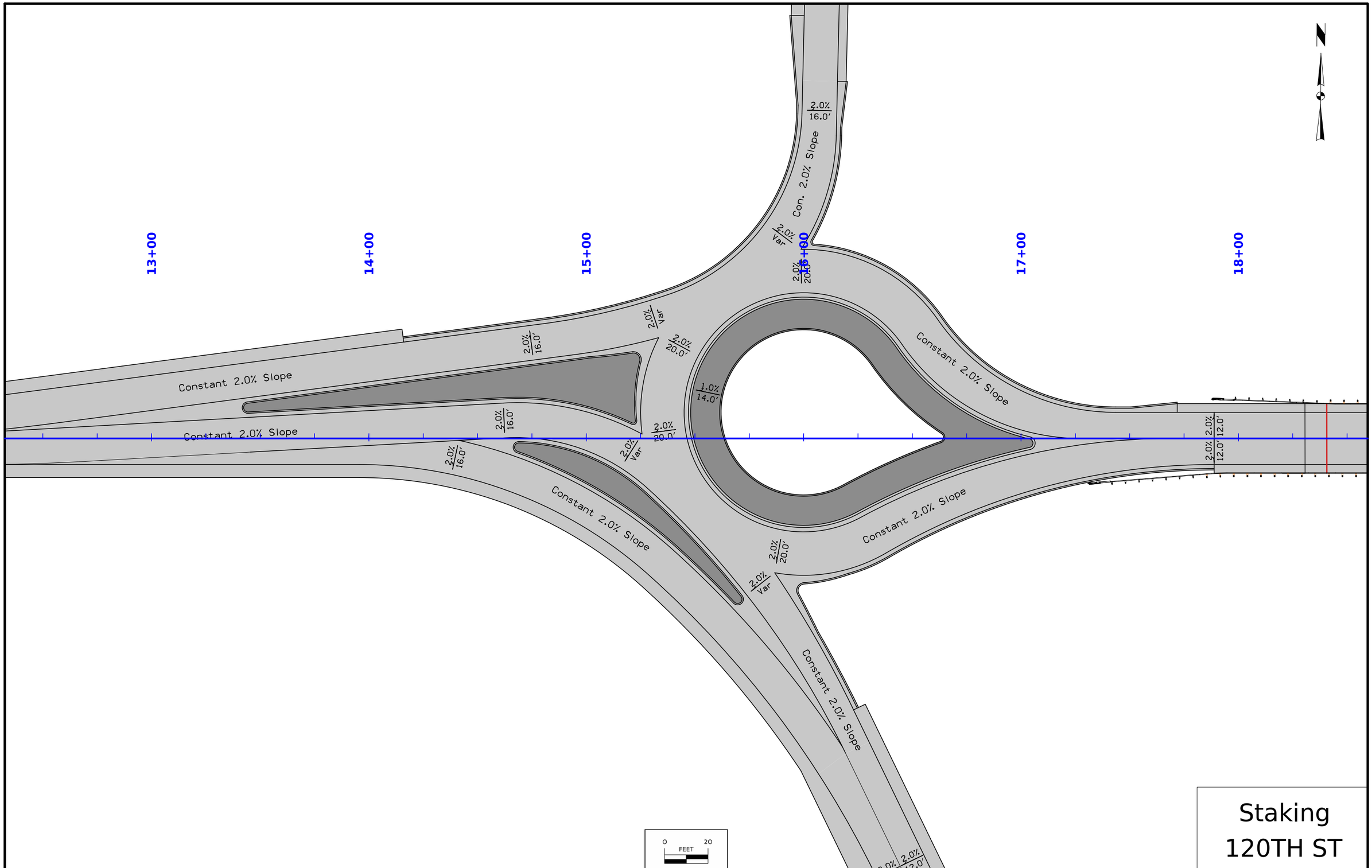
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Staking
ML380

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.13

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Staking
120TH ST

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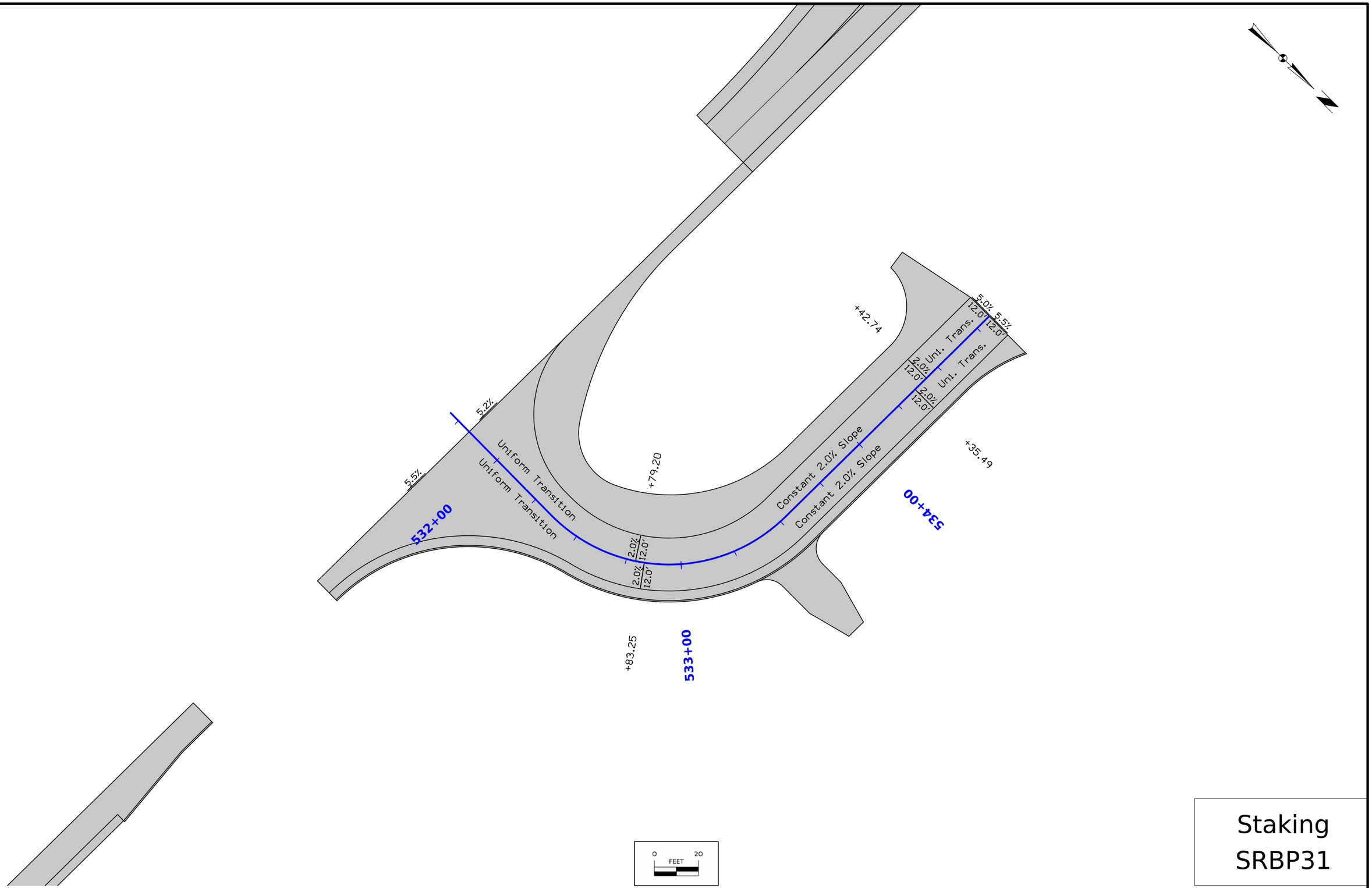
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22+00
23+00
24+00
25+00
26+00
27+00
28+00
2.0%
16.0'
2.0%
Var
2.0%
20.0'
Con. 2.0% Slope
2.0%
12.0'
2.0%
12.0'
Constant 2.0% Slope
2.0%
Var
2.0%
20.0'
Con. 2.0% Slope
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2.0%
14.0'
2.0%
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Con. 2.0% Slope
2.0%
16.0'
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2.0%
Var
2.0%
20.0'
2.0%
Var
2.0%
16.0'
0
20
FEET

Staking
120TH ST

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.15

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Staking
SRBP31

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.16

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5740+00

5741+00

5742+00

5743+00

5744+00

5745+00

+48.56

+60.56

+92.00

Constant 2.0% Slope

2.0%
16.0'

Uniform Transition

6.0%
16.0'

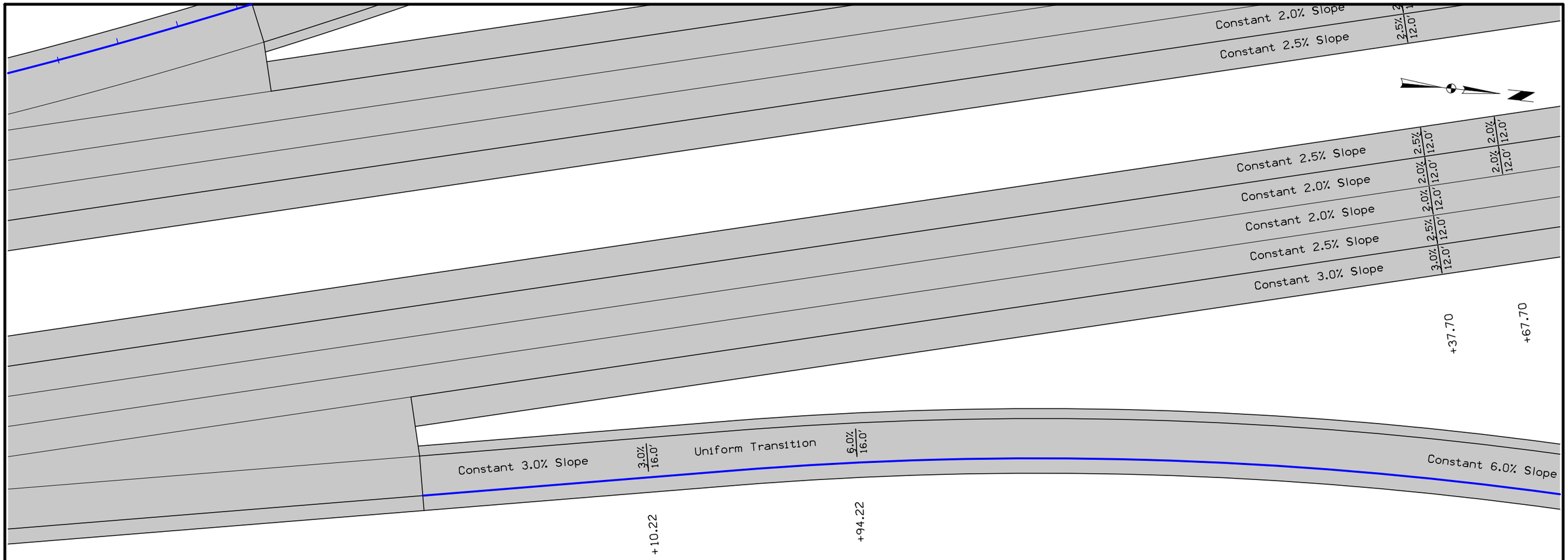
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16.0'

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FEET

Staking Ramp A

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.17

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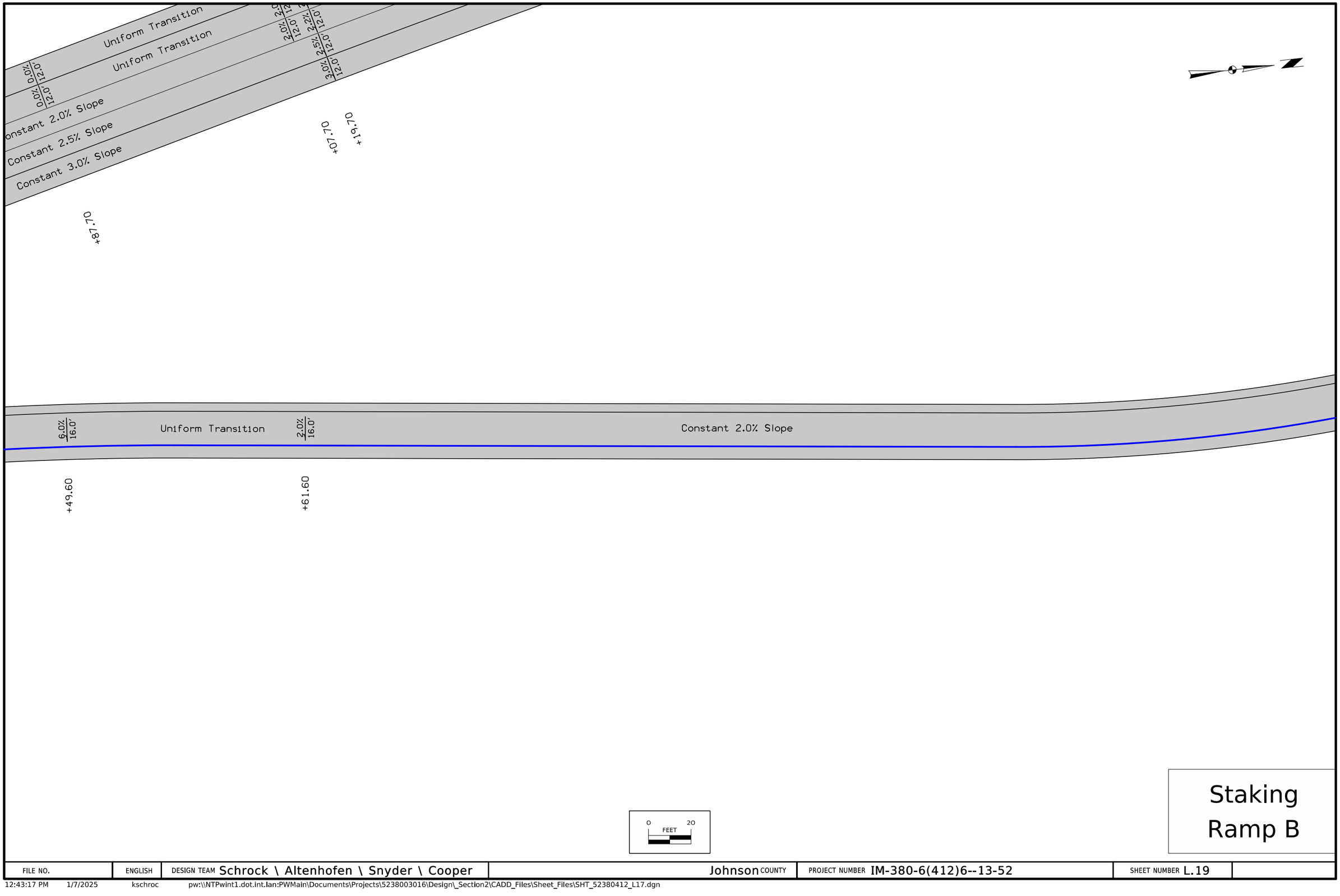


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Staking
Ramp B

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.18	

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Staking
Ramp B

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.19	

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3721+00

3722+00

3723+00

3724+00

3725+00

3726+00

+35.89

+30.89

5.4%
16.0'

Uniform Transition

2.0%
16.0'

Constant 2.0% Slope

+37.70

+67.70

Constant 3.0% Slope

Constant 2.5% Slope

Constant 2.0% Slope

Constant 2.0% S

Constant 2.5% Sl

3.0%
12.0'

2.5%
12.0'

2.0%
12.0'

0 20
FEET

Staking Ramp C

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.20	

12:43:18 PM 1/7/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_L17.dgn

Constant 2.2% Slope
Constant 2.2% Slope
Constant 2.2% Slope
Constant 2.5% Slope
Constant 3.0% Slope
2.2% 12.0'
2.2% 12.0'
2.2% 12.0'
2.5% 12.0'
3.0% 12.0'

Constant 2.0% Slope
2.0% 16.0'
Uniform Transition
5.4% 16.0'
+50.30
+45.30

4743+00
4744+00
4745+00
4746+00
4747+00

0 20
FEET

Staking Ramp D

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.21	

11:16:53 AM 1/16/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_L17.dgn

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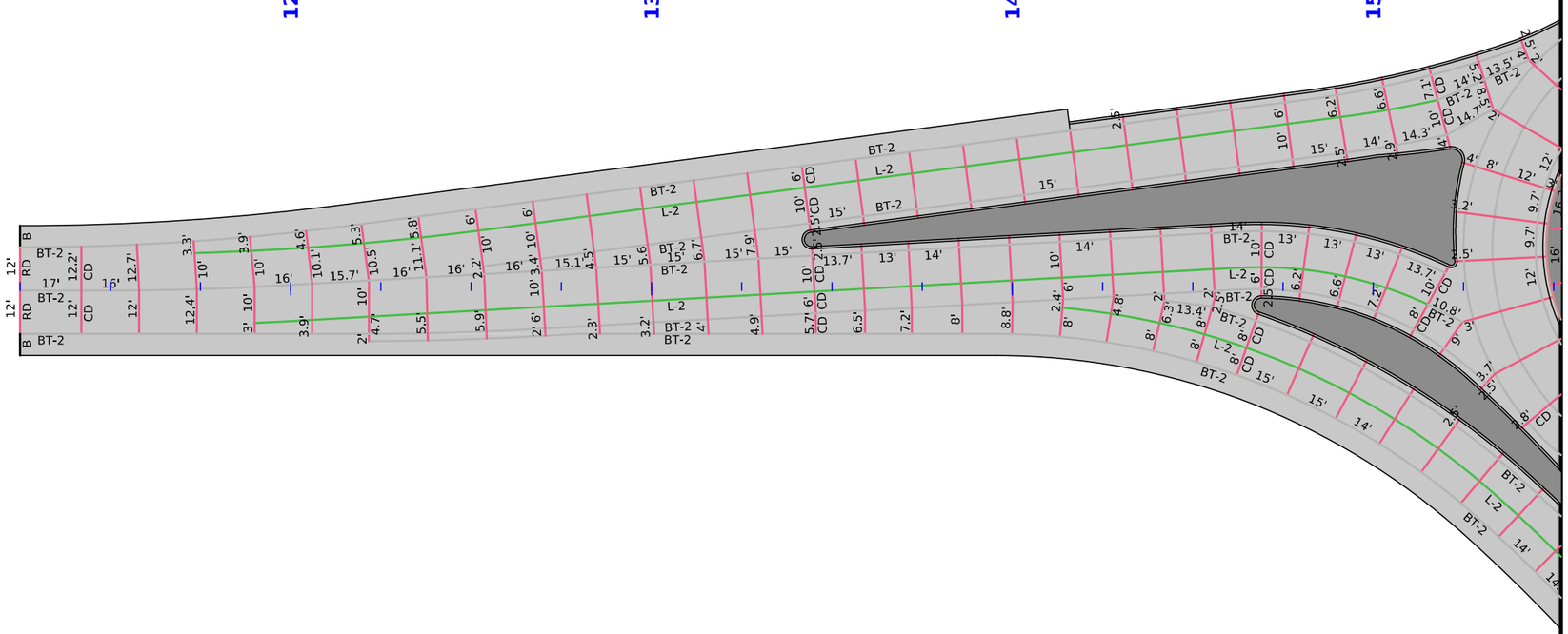
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12+00

13+00

14+00

15+00



0 20 FEET

120TH ST

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.22	

2:31:43 PM 1/17/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_L22.dgn

16+00

17+00

18+00

19+00

20+00

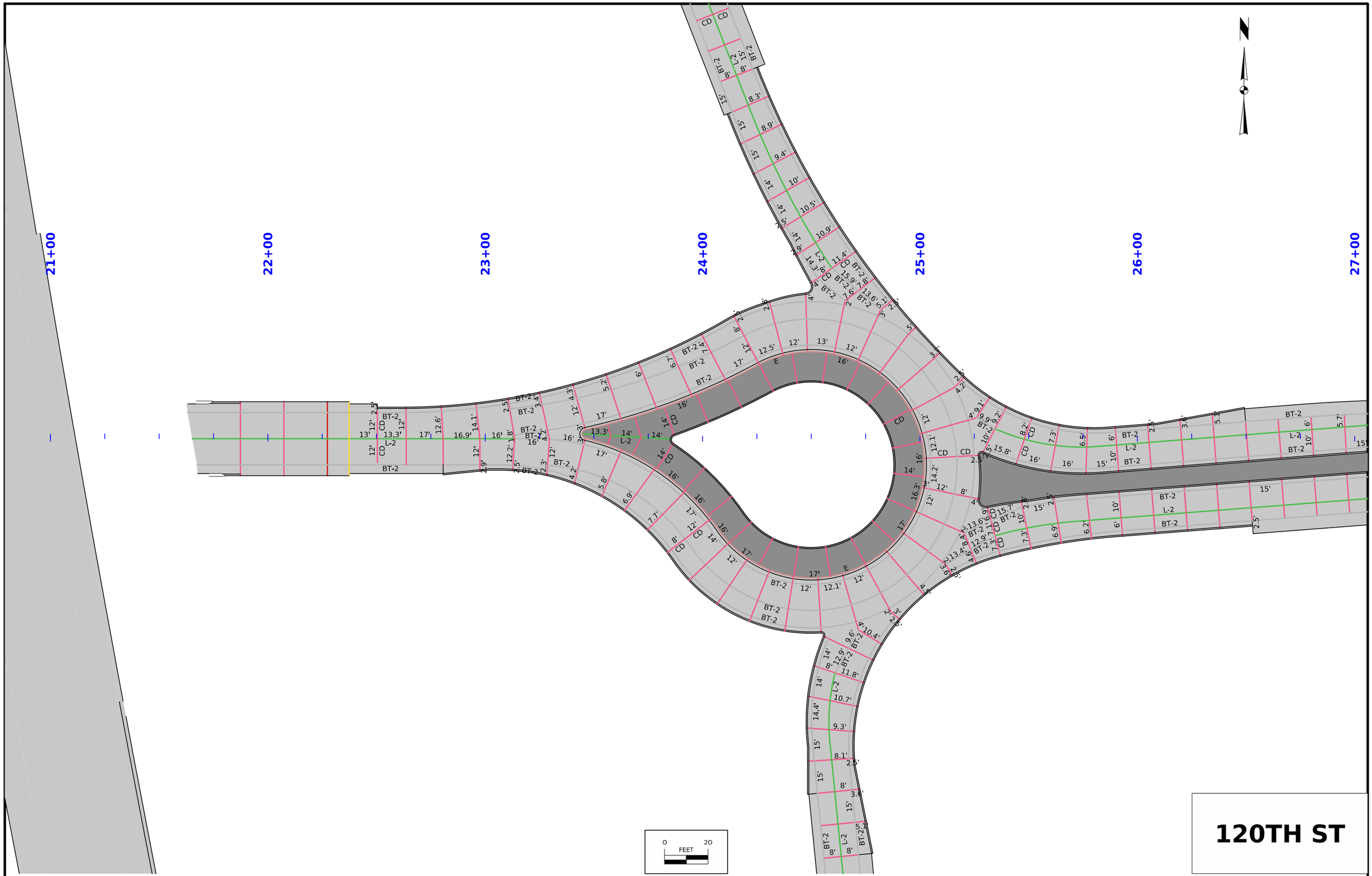
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0 20
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120TH ST

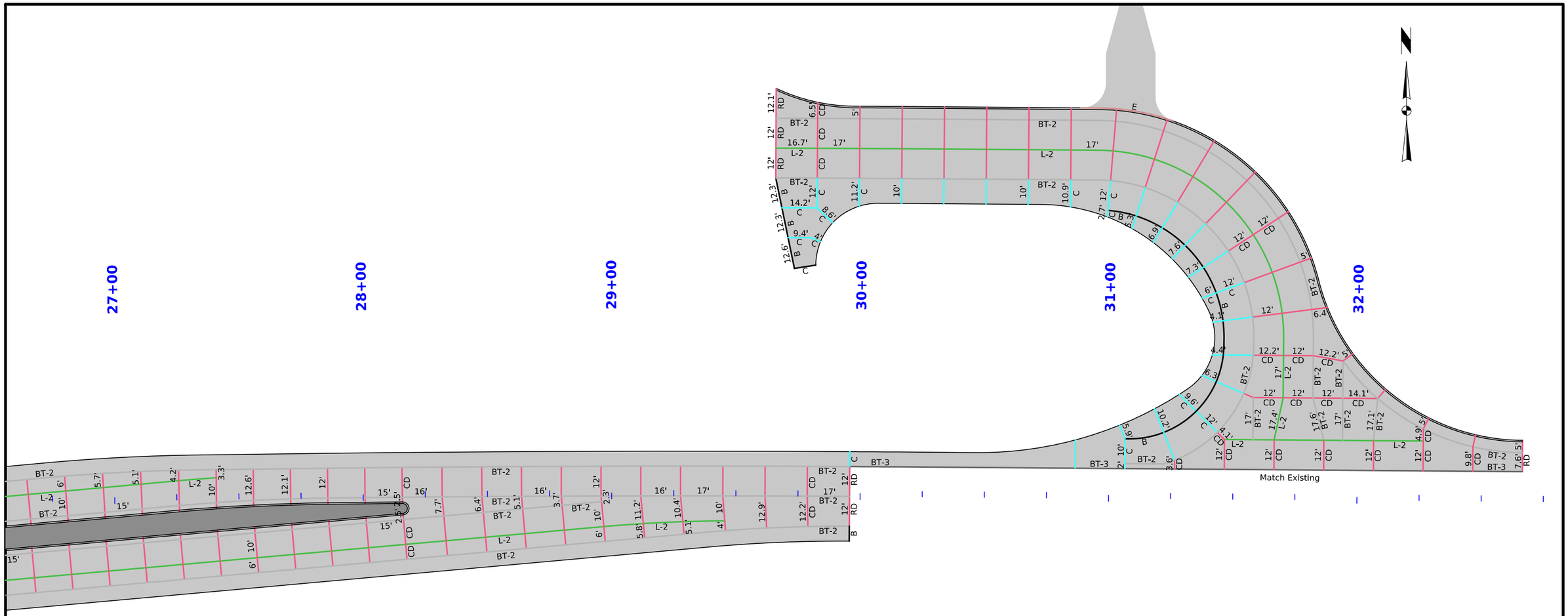
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.24	

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120TH ST

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.25	

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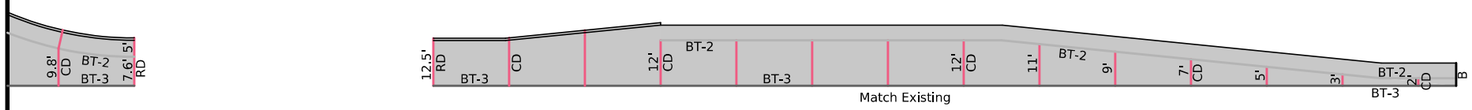
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35+00

36+00

37+00

38+00



0 20
FEET

120TH ST

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.26	

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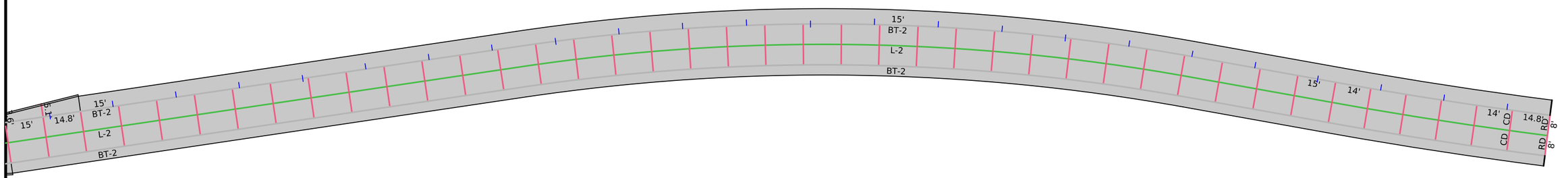
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5741+00

5742+00

5743+00

5744+00

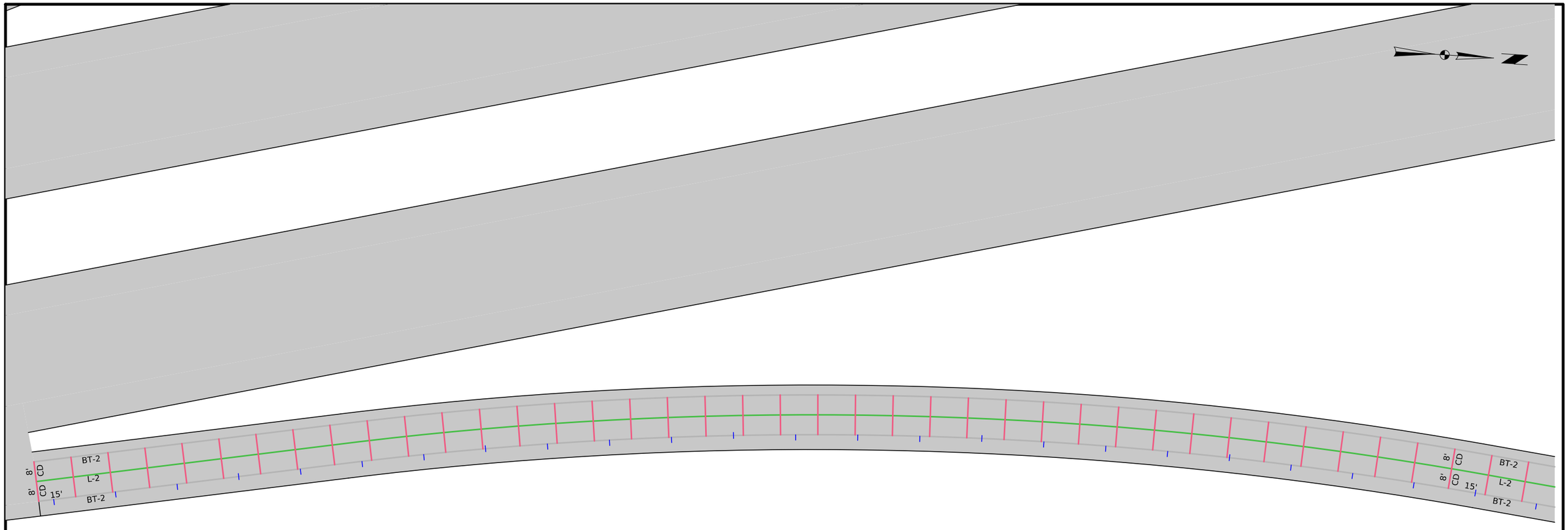


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Ramp A

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.27	

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2723+00

2724+00

2725+00

2726+00

2727+00

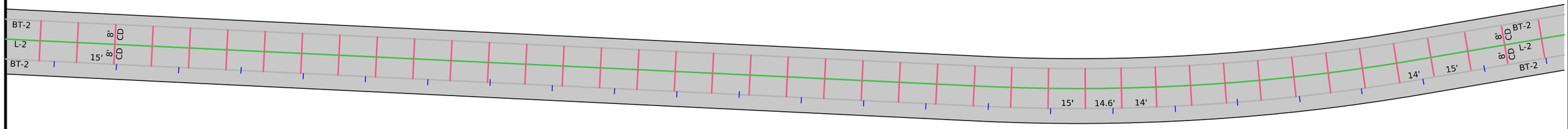
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Ramp B

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2729+00

2730+00

2731+00

0 FEET 20

2732+00

2733+00

+00

Ramp B

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.29

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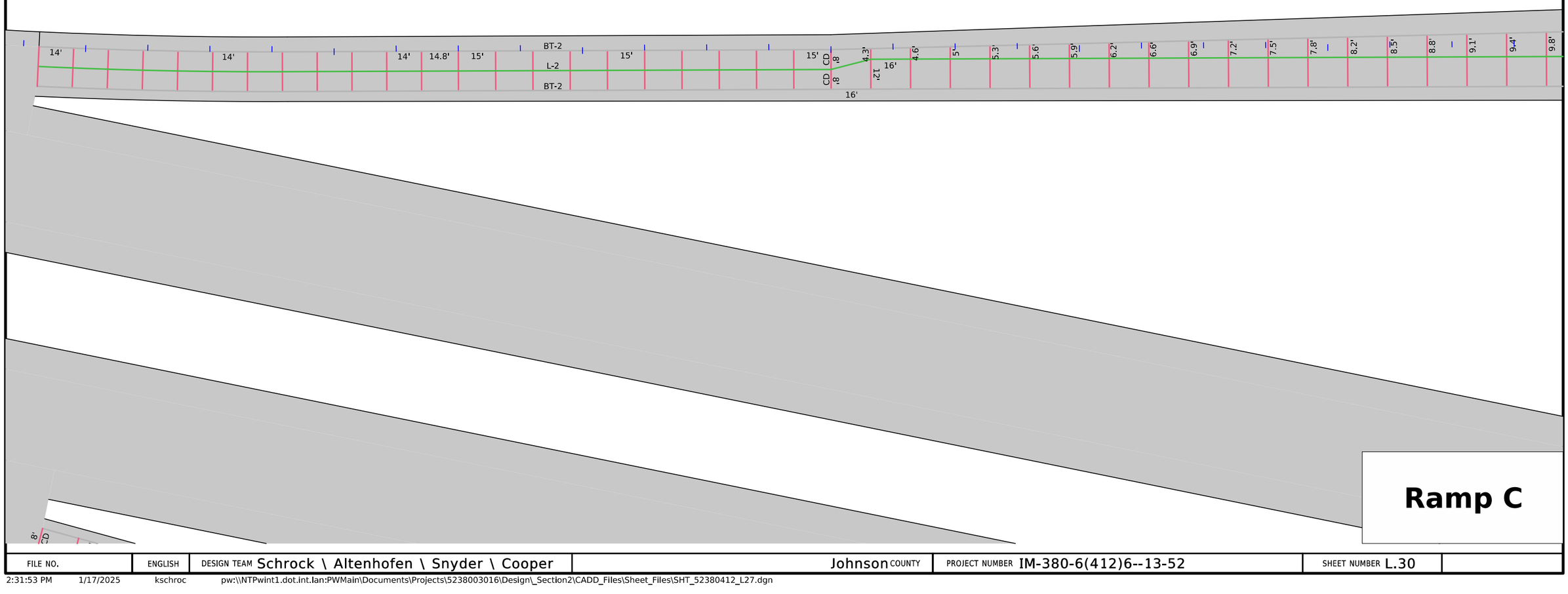
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3724+00

3725+00

3726+00

3727+00



Ramp C

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.30	

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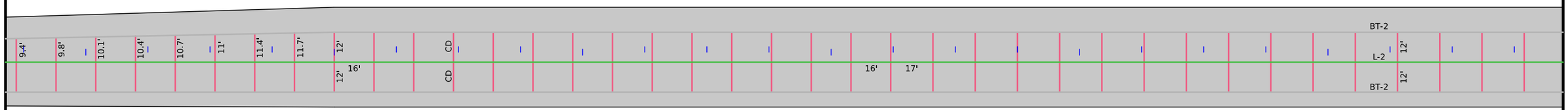
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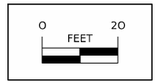
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3731+00

3732+00

3733+00





Ramp C

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3734+00

3735+00

3736+00

3737+00

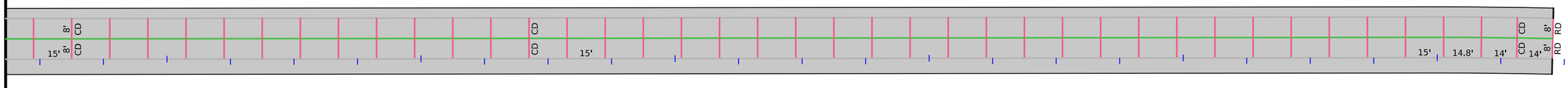
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0 20 FEET

Ramp D

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.32	

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4743+00

4744+00

4745+00

4746+00

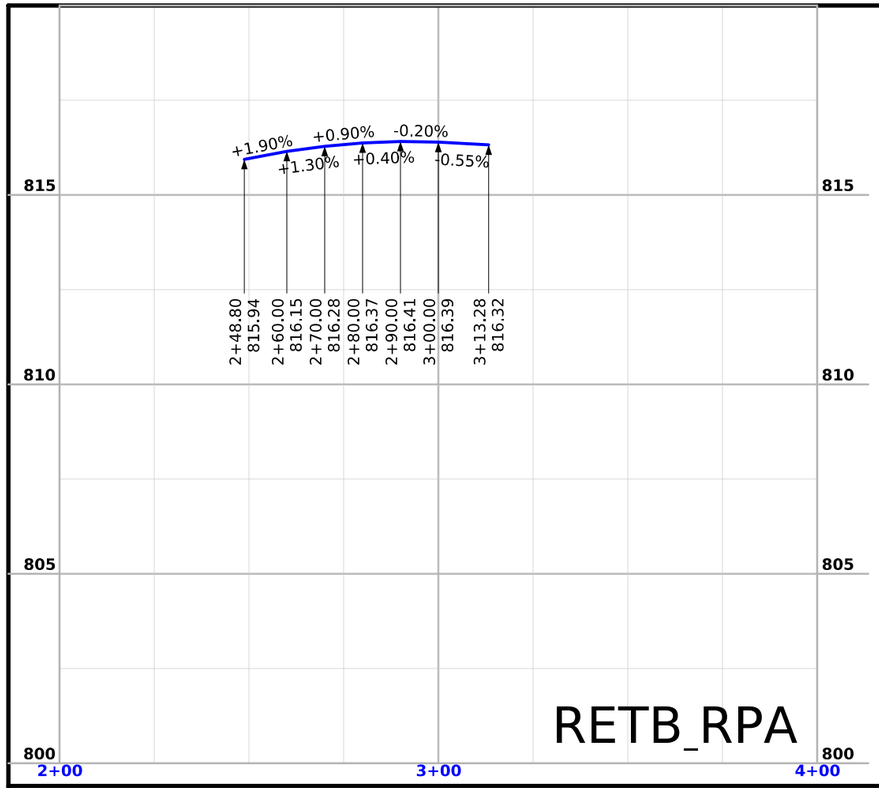
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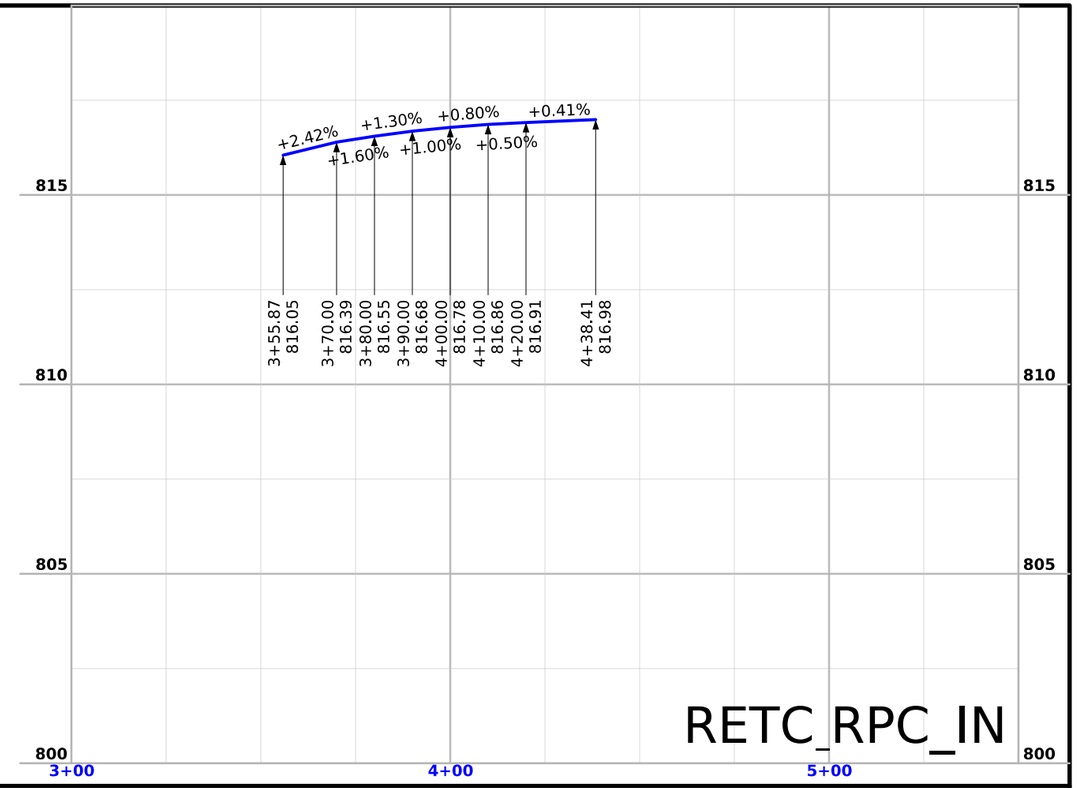
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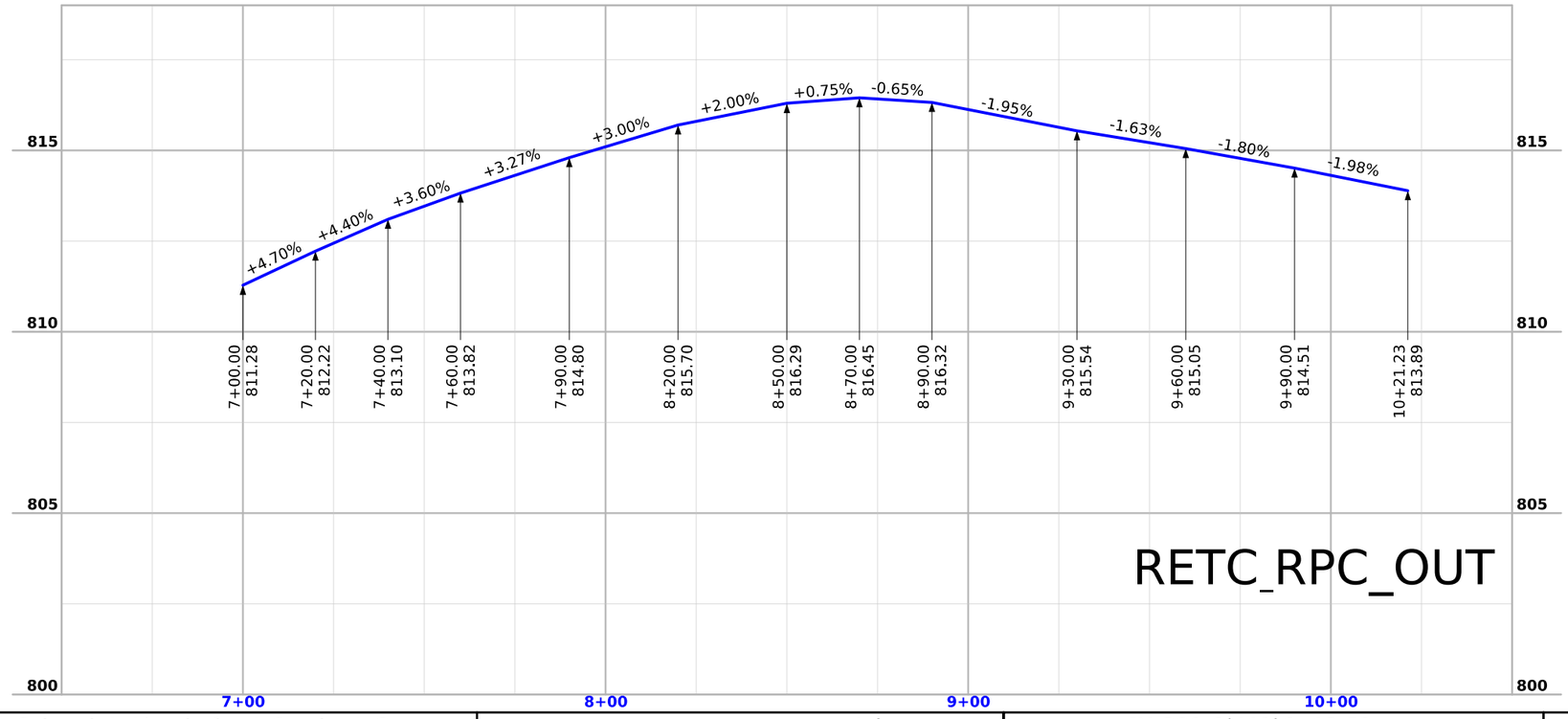
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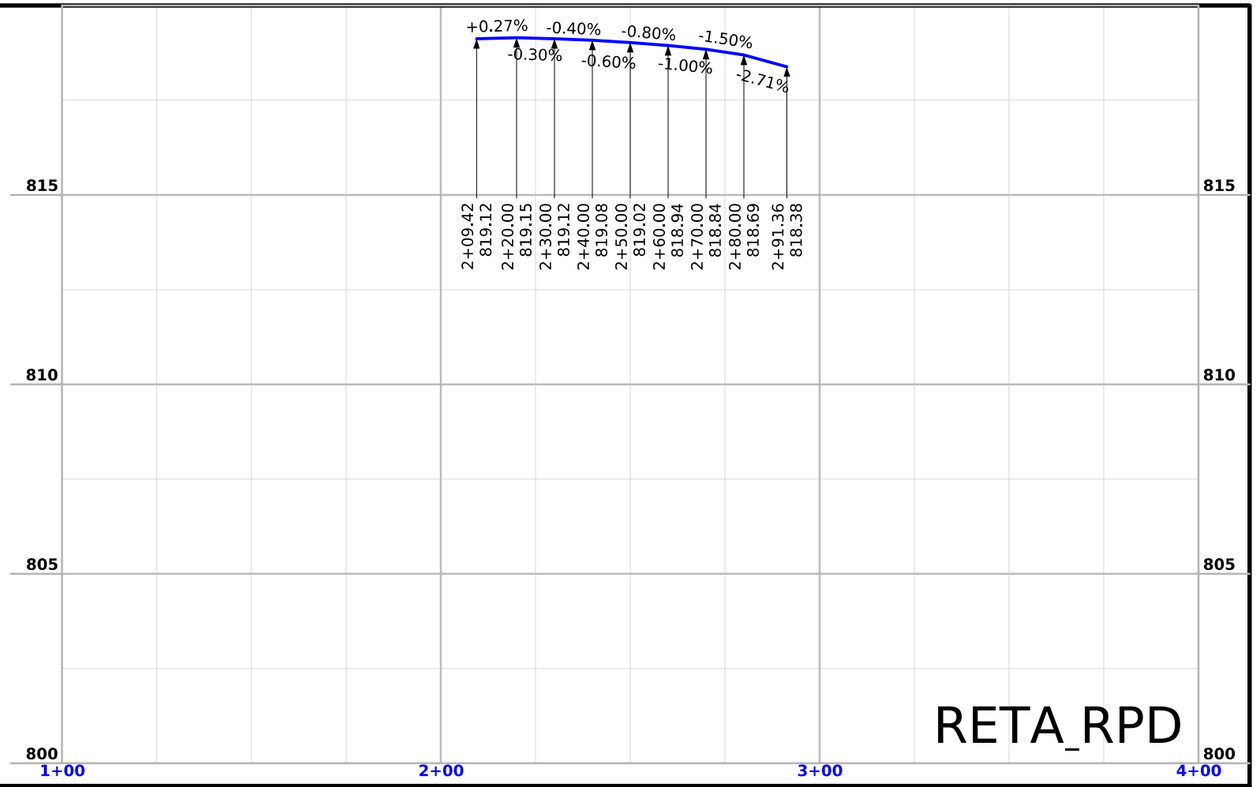


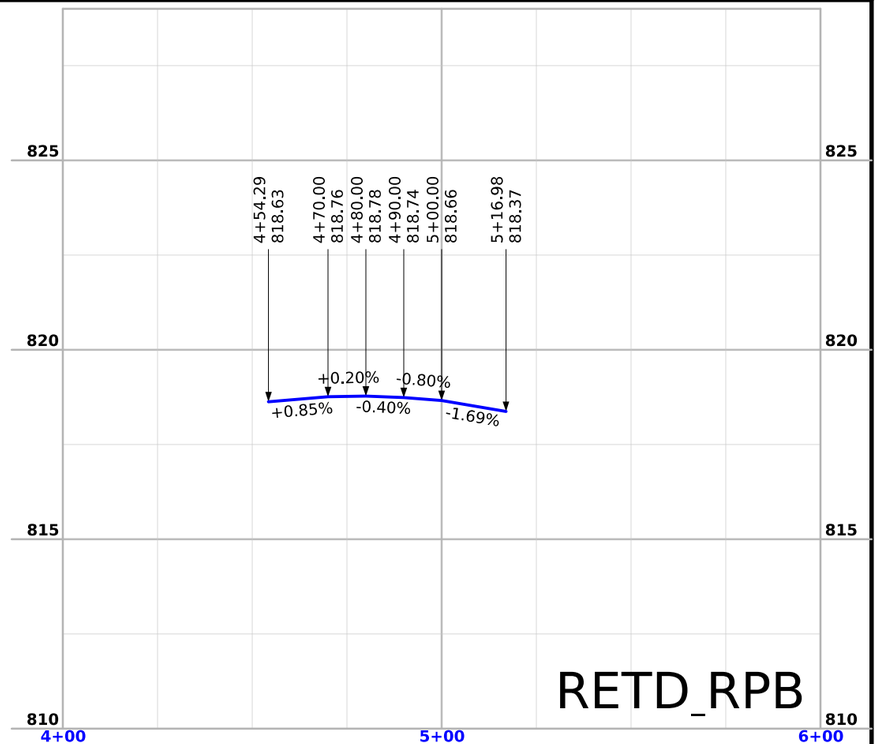




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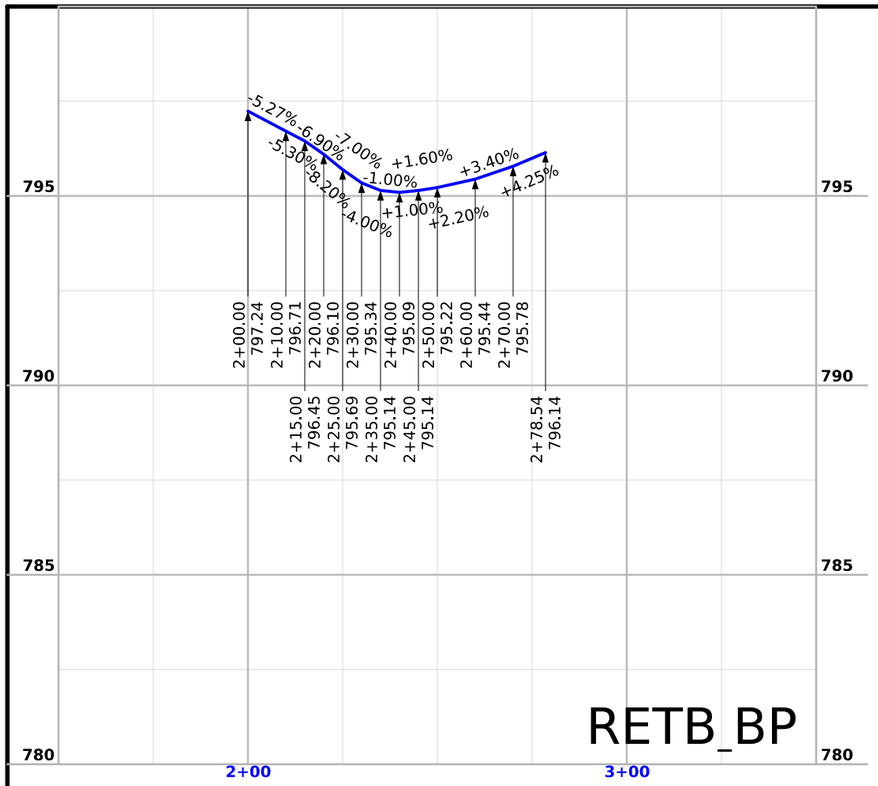
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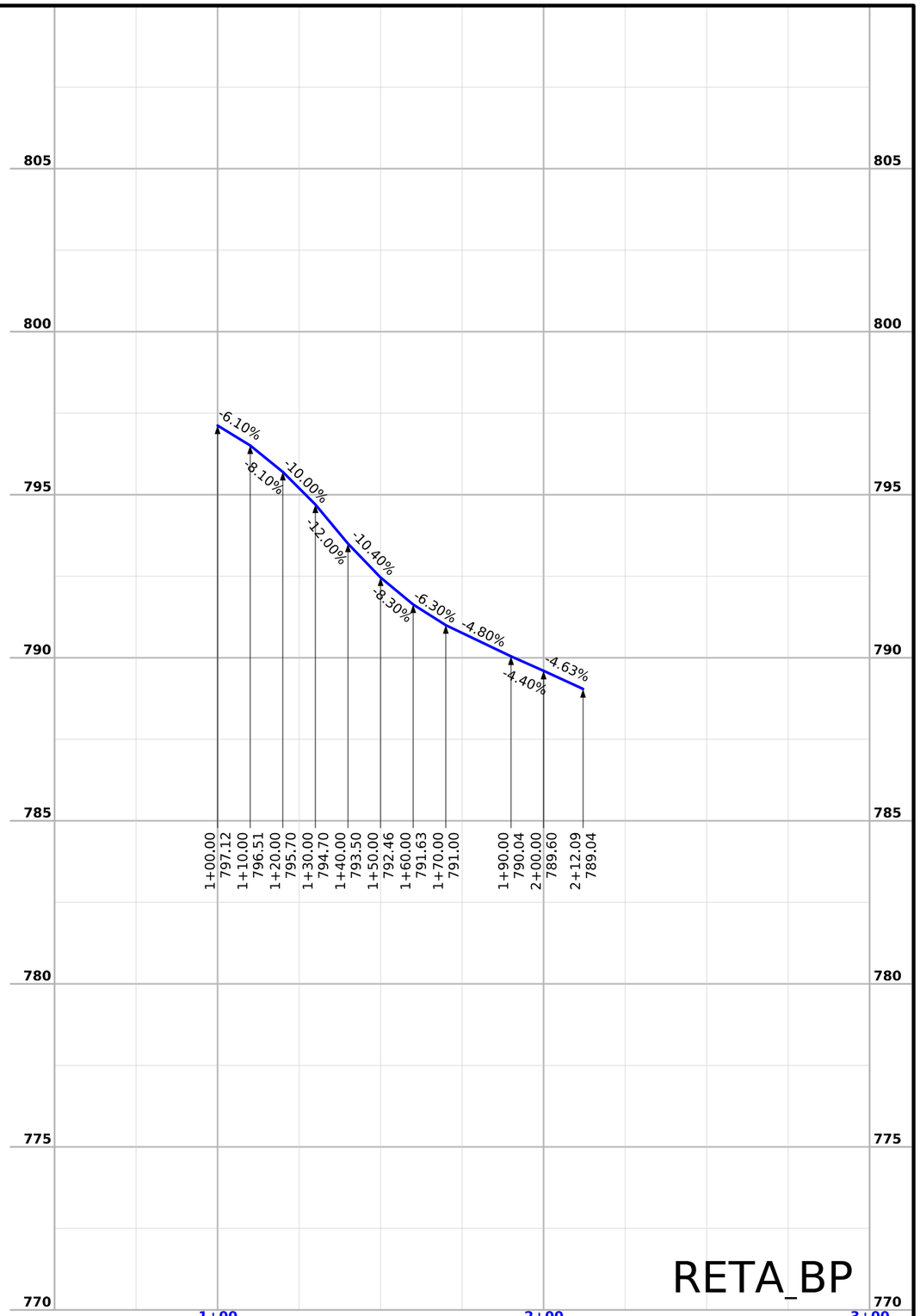




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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER L.36

9:15:42 AM 1/30/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_L34.dgn

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

E1 — ***Electric Line - Linn County REC***
Kevin Stucker
319-377-1587
kstucker@linncountyrec.com

FO — ***Fiber Optic - Iowa Communication Net./Iowa DOT***
David Augspurger (ICN)
515-229-2013
david.augspurger@icn.state.ia.us

Jason Dale (Iowa DOT)
515-239-1995
Jason.Dale@iowadot.us

FO2 — ***Fiber Optic - South Slope***
Brian Hamacher
712-830-2843
brian.hamacher@southslope.com

FO3 — ***Fiber Optic - Windstream***
Steve Kness
319-538-1985
stephen.kness@windstream.com

FO4 — ***Fiber Optic - Unite Private Network***
Clark Lundy
515-321-3336
clark.lundy@upnfiber.com

FO5 — ***Fiber Optic - Lumen***
Steve Parker
507-358-1978
Steven.Parker4@lumen.com

FO6 — ***Fiber Optic - Verizon/MCI***
Thanh (TK) Nguyen
515-783-7177
thanh.nguyen3@verizon.com

FO7 — ***Fiber Optic - AT&T***
Lenny Vohs
770-335-8254
lv2121@att.com

FO8 — ***Fiber Optic - Mediacom***
FO9 — ***Fiber Optic - Mediacom Iowa City***
Carl Norton
319-594-6201
cnorton@mediacomcc.com

G — ***Gas Line - MidAmerican***
Matt Novy
515-901-8274
matthew.novy@midamerican.com

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features, and Labels
Magenta	(5)	Existing Utilities
Blue, Dark	(1)	Proposed Storm Sewer Pipes, Alignment, Stationing, and Tic Marks
Blue, Light	(230)	Proposed Storm Sewer Intakes or Structures

SHADING	Design Color No.	
Lavender	(9)	Temporary Pavement Shading
Gray, Light	(48)	Proposed Pavement Shading
Gray, Medium	(80)	Proposed Granular Shading
Tan	(8)	Proposed Sidewalk Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Ground Line Profile
Magenta	(5)	Existing Utilities Information
Blue, Dark	(1)	Proposed Pipes
Blue, Light	(230)	Proposed Intakes or Structures

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Plug and Abandon Existing Pipe or Structure
- Removal of Existing Pipe or Structure
- Previously Constructed Pipe or Structure
- Direction of Pipe Flow

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Existing Ground
- Proposed Ground
- Previously Constructed Pipe or Structure
- Proposed Pipe
- Proposed Structure

Reference Point
Station

- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Clearing & Grubbing Area
- Pavement Removal

RIGHT-OF-WAY LEGEND

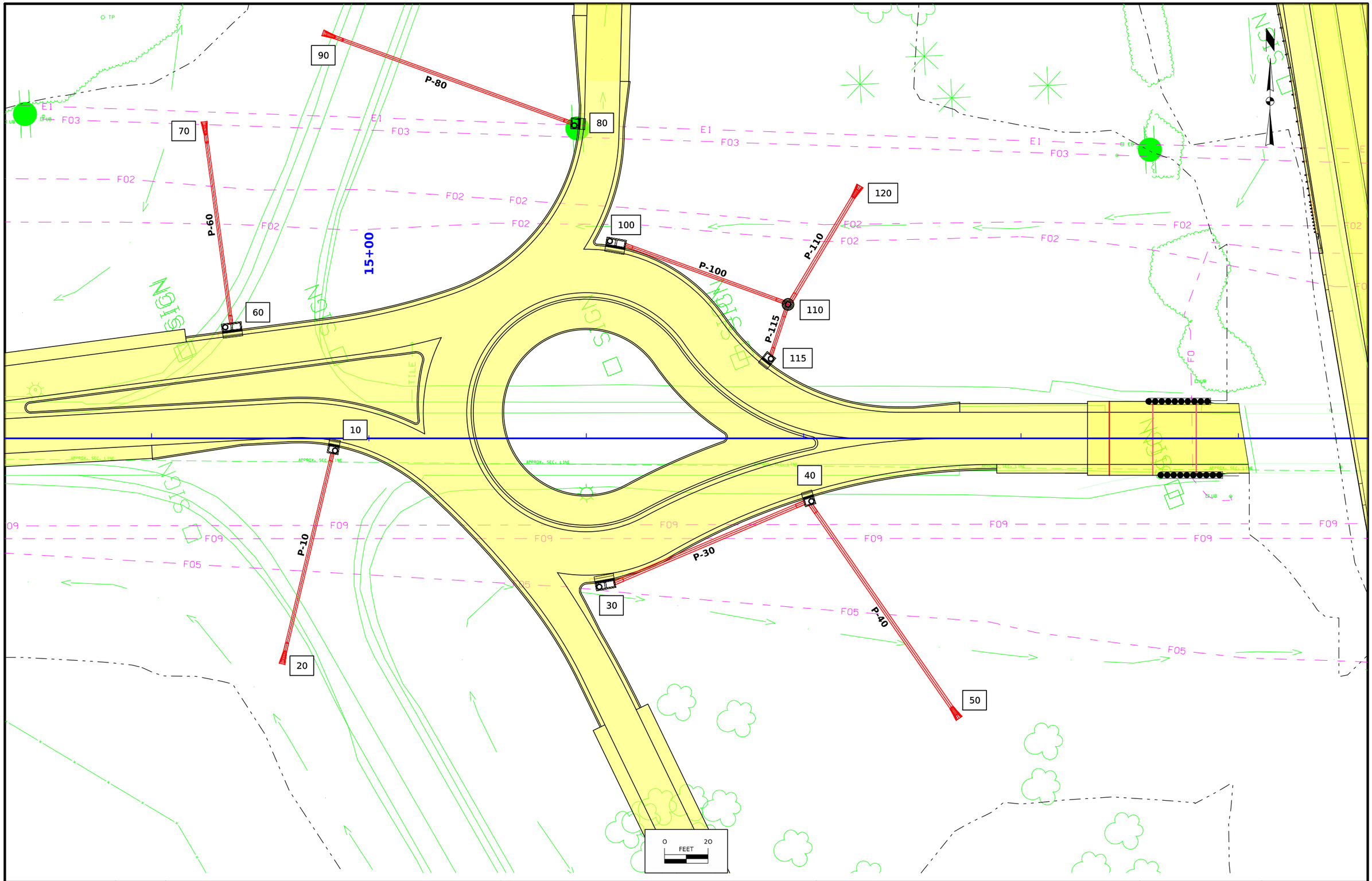
- Proposed Right-of-Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Borrow
- Easement (Temporary)
- Easement
- Excess
- A/C Access Control

STORM SEWER LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES M)

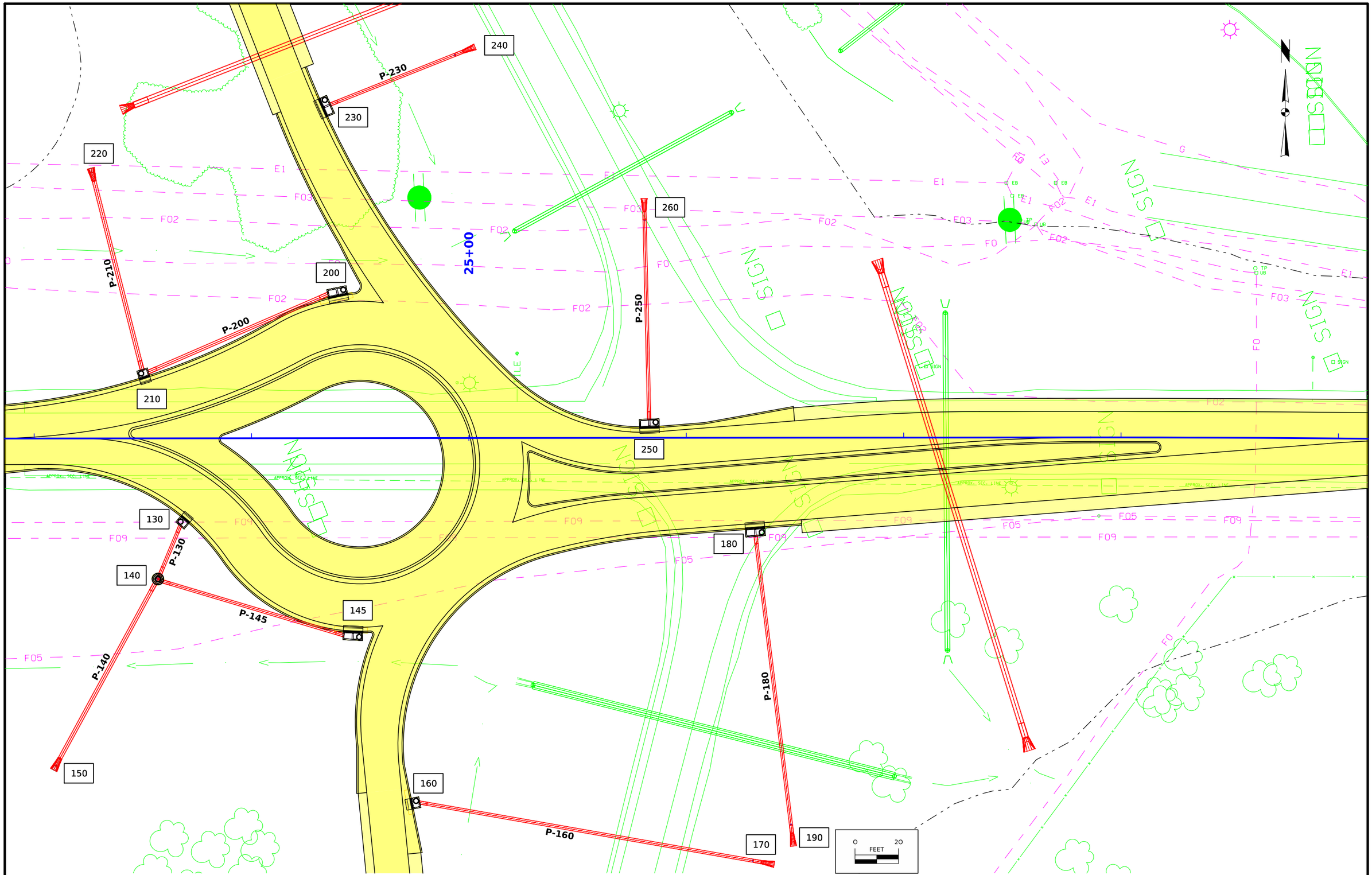
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER M.2

11:35:21 AM 6/6/2025 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_M02.dgn



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER M.3	

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30+00

35+00

270

280

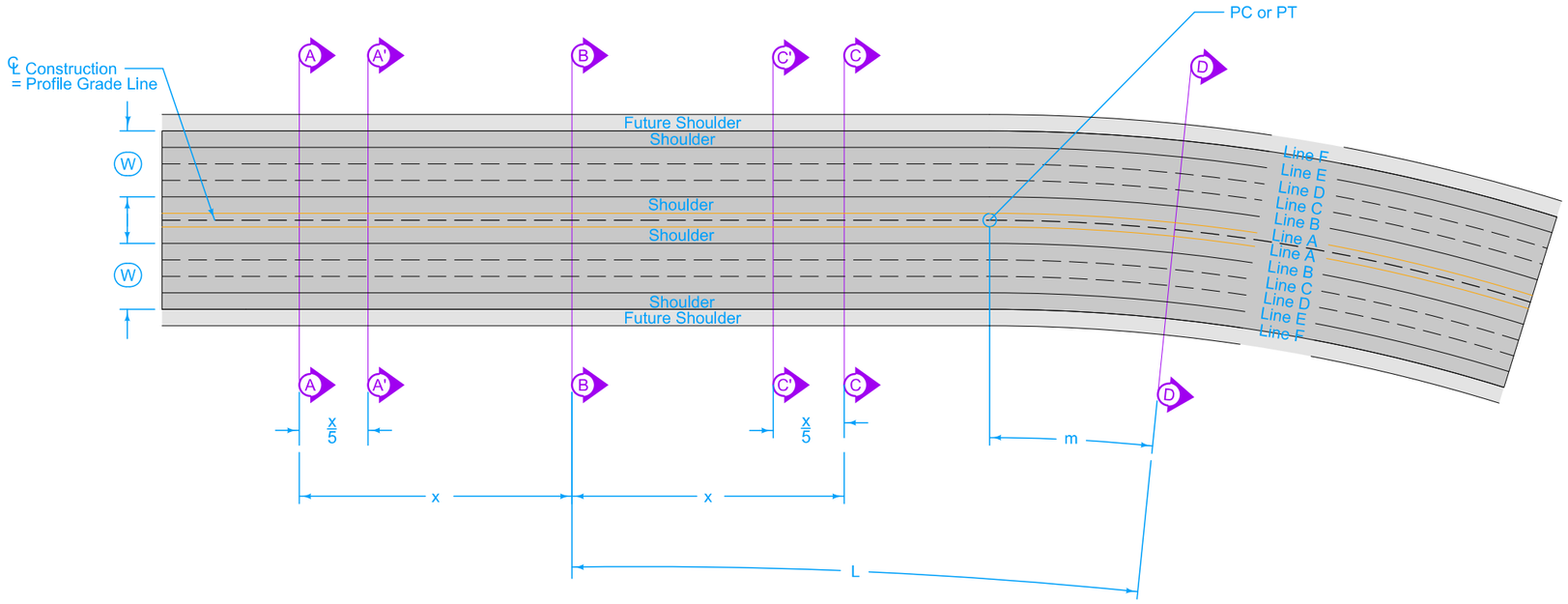
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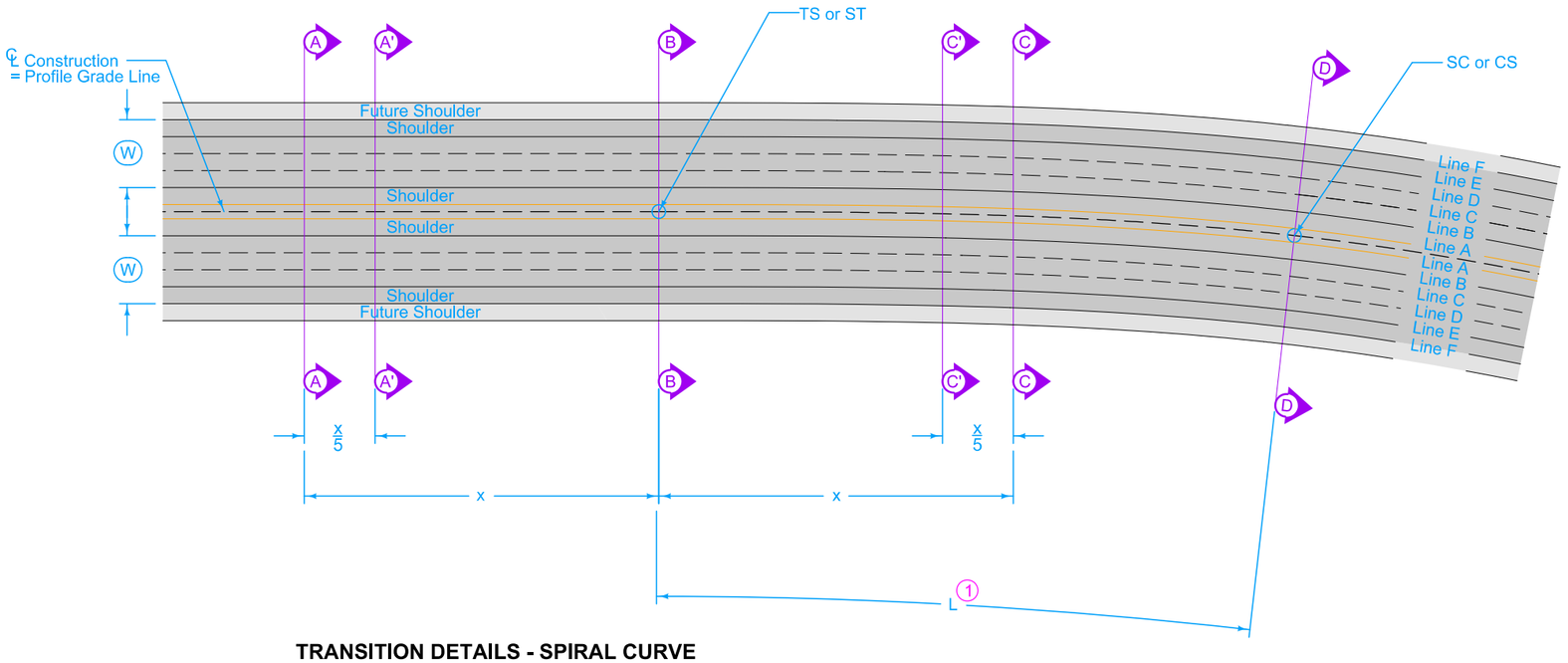
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER M.4

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TRANSITION DETAILS - TANGENT TO CURVE



TRANSITION DETAILS - SPIRAL CURVE

Refer to specific curve data contained in project plans for tangent runout length (x), runoff length (L) and full superelevation (e).

When spiral curve transitions are not required:
Place 70% of full superelevation at the P.C. and P.T.
Place 30% of the runoff length within the curve.

Unless otherwise specified, all lengths are measured along the centerline of construction.

Superelevations on this standard are shown for curves to the right. Curves to the left are a mirror image of what is shown.

Smooth curves should be established at the time of construction at sections A-F along the profile edges of lines A-F.

See Detail A for profile grade location.

m = 30% of Runoff Length (L)

Ⓦ = 48'

g = Normal Cross Slope (2.5%)

L = Distance to Change Cross Slope from 0% to e

e = Supereleavtion Rate

x = Distance to Change Cross Slope from 0% to 2.5%

s = Normal Shoulder Slope

(1) Spiral curve length coincides with runoff length (L)

Possible Tabulation:
101-18

MODIFIED

STANDARD ROAD PLAN

MODIFIED 2 04-19-22

PV-306

SHEET 1 of 4

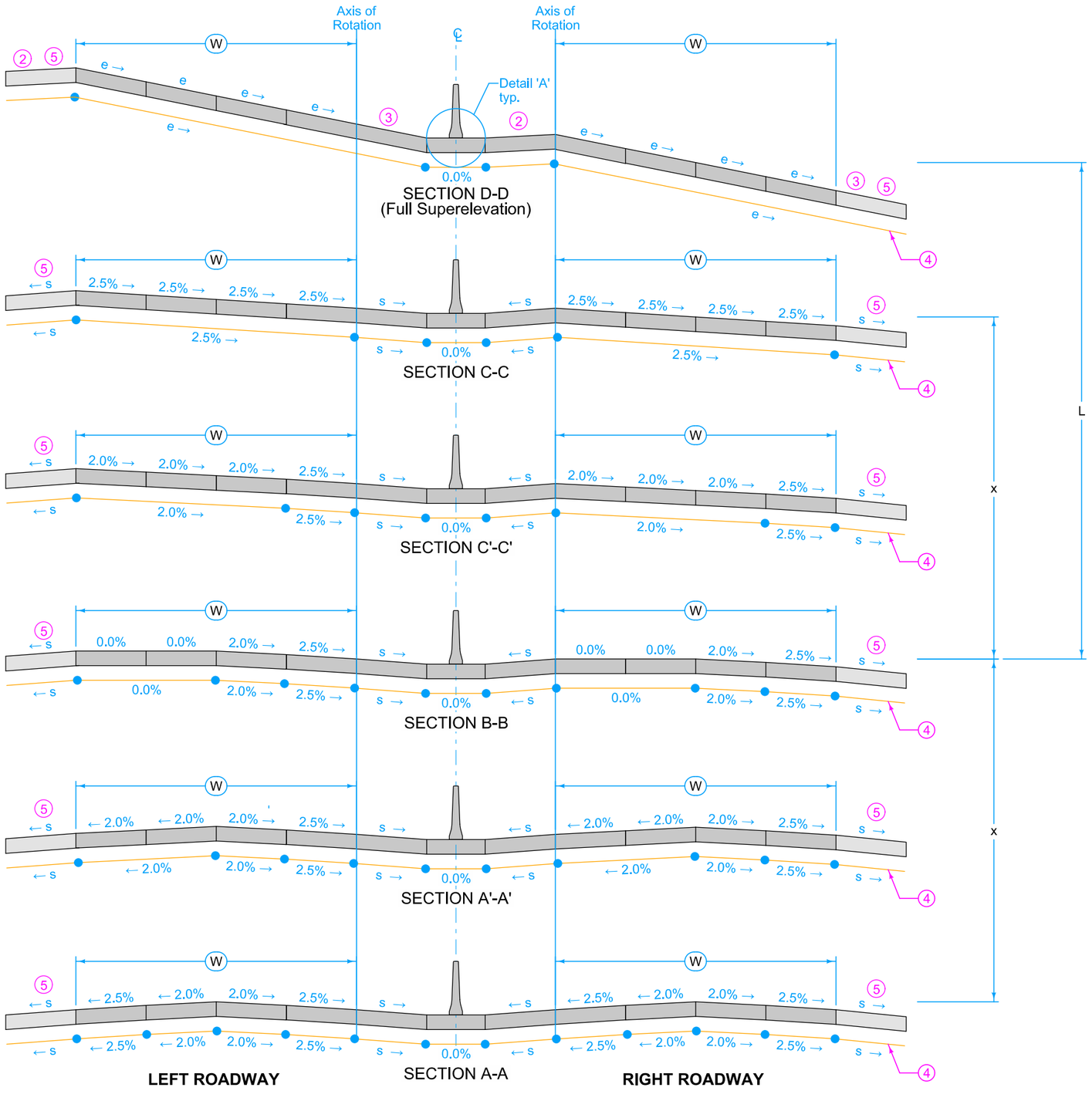
MODIFICATIONS: Outside shoulder as future construction.

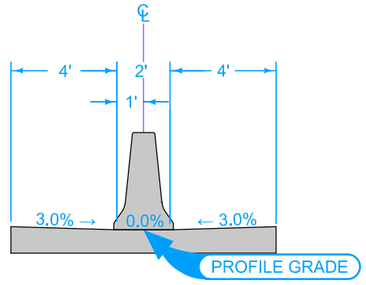
APPROVED BY DESIGN METHODS ENGINEER

SUPERELEVATION DETAILS
EIGHT LANE ROADWAY
CLOSED MEDIAN

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.1**

3:21:16 PM 9/27/2024 kschroc pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_U01.dgn





DETAIL A

(2) High Side Shoulder: Maintain normal shoulder cross slope (s) until the cross slope break with the adjacent pavement reaches 8.0%, then slope the shoulder at the same rate as the adjacent pavement maintaining an 8% cross slope breakover.

(3) Low Side Shoulder: Maintain normal shoulder cross slope (s) until the adjacent pavement slope equals s, then slope the shoulder at the same cross slope as the adjacent pavement.

(4) Subgrade Surface: Subgrade surface cross slope parallel to pavement surface cross slope.

(5) Future Shoulder

MODIFIED

STANDARD ROAD PLAN

MODIFIED	
2	04-19-22

PV-306

SHEET 2 of 4

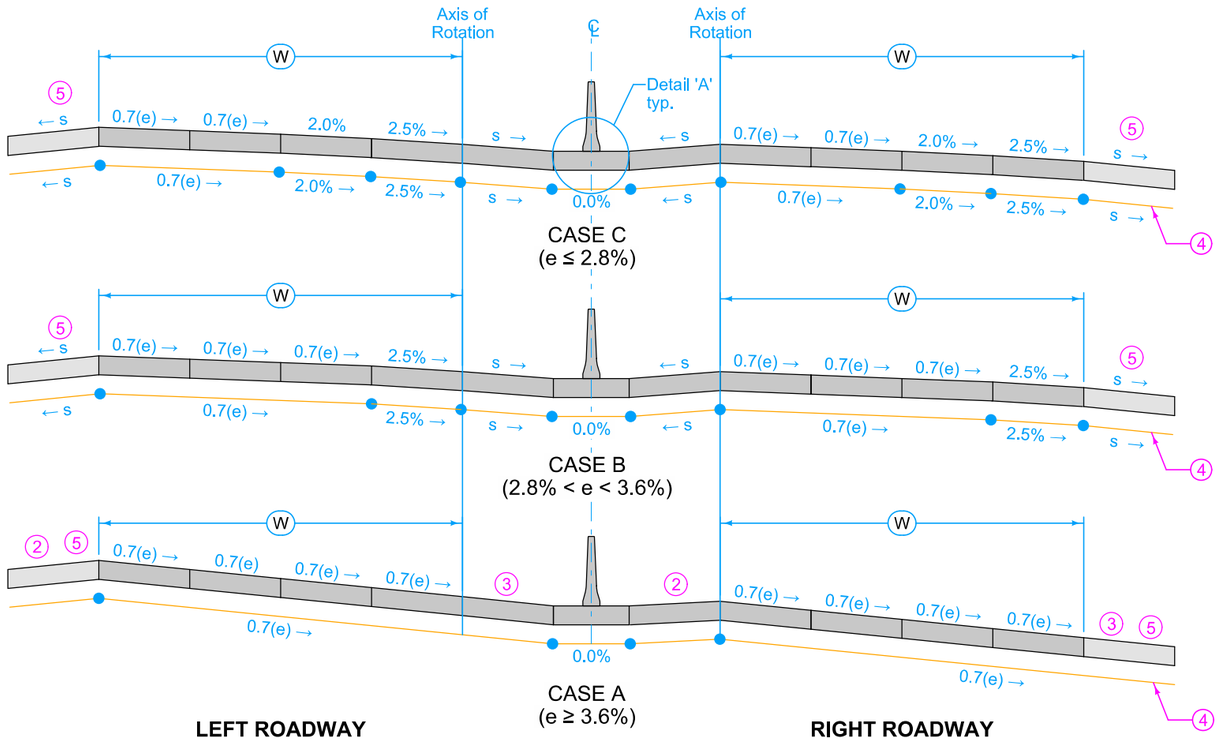
MODIFICATIONS: Outside shoulder as future construction.

APPROVED BY DESIGN METHODS ENGINEER

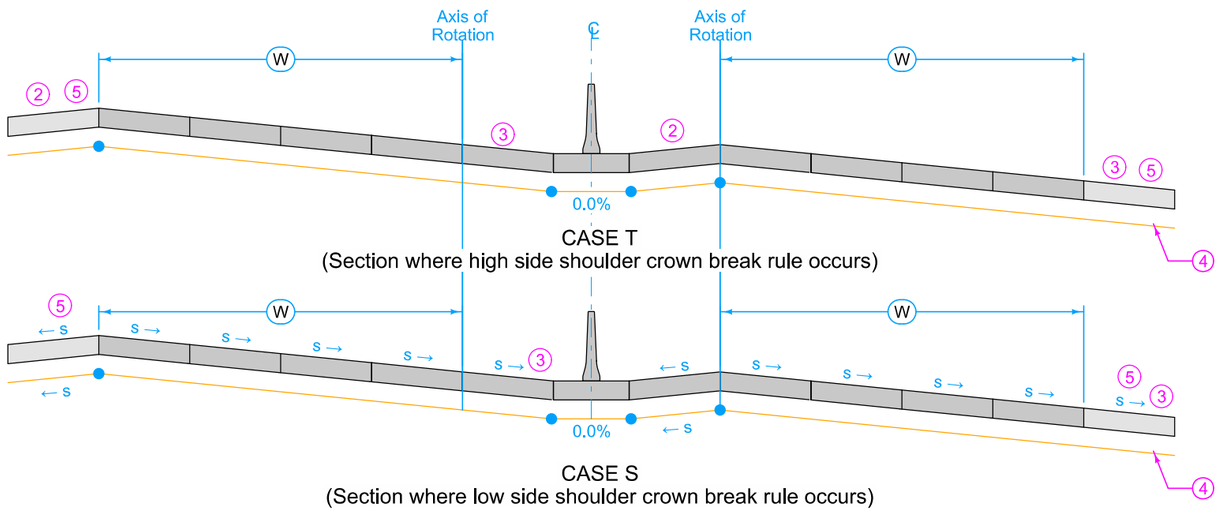
SUPERELEVATION DETAILS EIGHT LANE ROADWAY CLOSED MEDIAN

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.2**

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SECTION AT THE PC OR PT



SECTION WHERE SHOULDER SLOPE TRANSITION BEGINS

(2) High Side Shoulder: Maintain normal shoulder cross slope (s) until the cross slope break with the adjacent pavement reaches 8.0%, then slope the shoulder at the same rate as the adjacent pavement maintaining an 8% cross slope breakover.

(3) Low Side Shoulder: Maintain normal shoulder cross slope (s) until the adjacent pavement slope equals s, then slope the shoulder at the same cross slope as the adjacent pavement.

(4) Subgrade Surface: Subgrade surface cross slope parallel to pavement surface cross slope.

(5) Future Shoulder

MODIFIED

STANDARD ROAD PLAN

MODIFIED 2 04-19-22

PV-306

SHEET 3 of 4

MODIFICATIONS: Outside shoulder as future construction.

APPROVED BY DESIGN METHODS ENGINEER

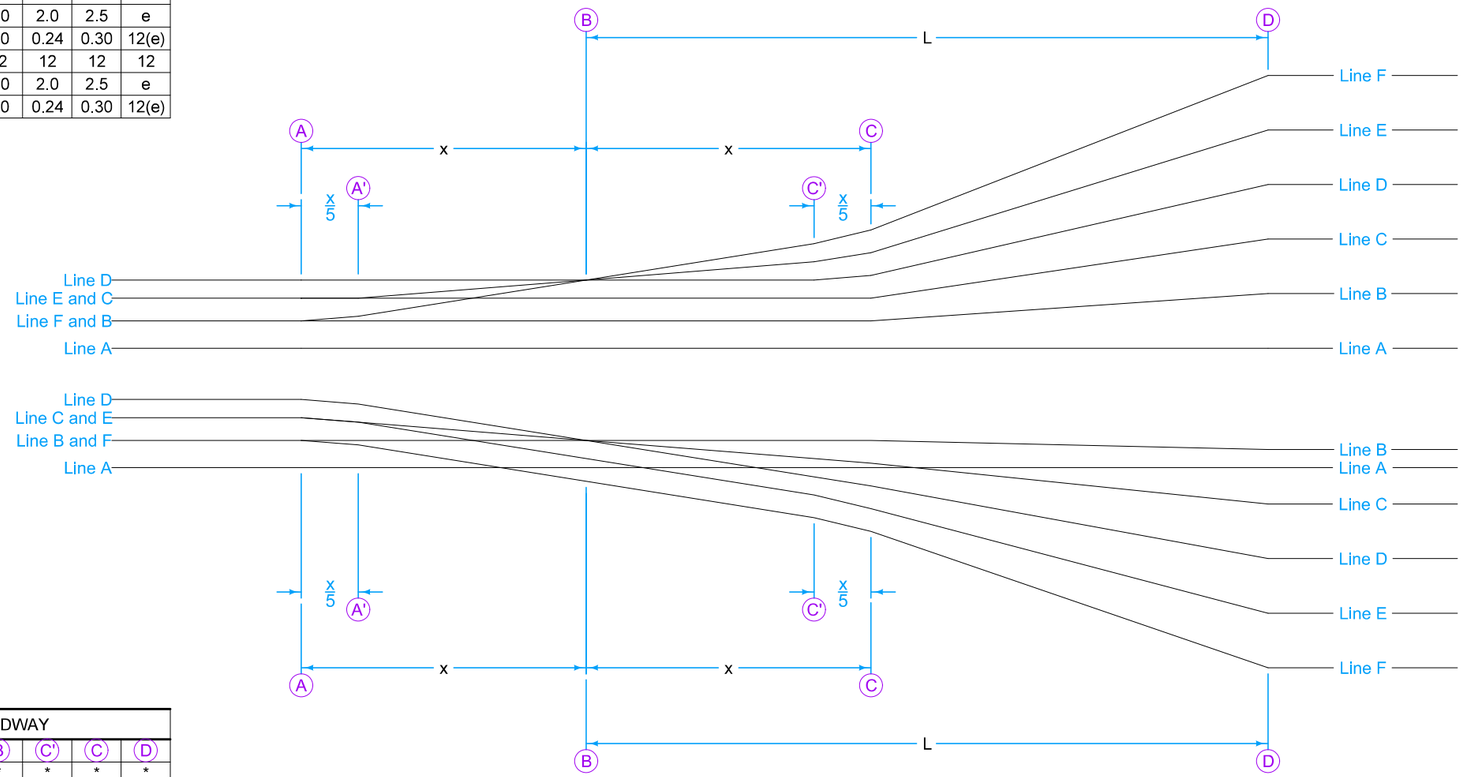
SUPERELEVATION DETAILS
EIGHT LANE ROADWAY
CLOSED MEDIAN

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.3**

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TABLE OF OFFSETS AND DROPS FOR LEFT ROADWAY								
Location of Cross Sections		(A)	(A')	(B)	(C')	(C)	(D)	
From Line A To Line B	Offset (Ft.)	*	*	*	*	*	*	
	Slope (%)	s	s	s	s	s	(3)	
	Drop (Ft.)							
From Line B To Line C	Offset (Ft.)	12	12	12	12	12	12	
	Slope (%)	2.5	2.5	2.5	2.5	2.5	e	
	Drop (Ft.)	0.30	0.30	0.30	0.30	0.30	12(e)	
From Line C To Line D	Offset (Ft.)	12	12	12	12	12	12	
	Slope (%)	2.0	2.0	2.0	2.0	2.5	e	
	Drop (Ft.)	0.24	0.24	0.24	0.24	0.30	12(e)	
From Line D To Line E	Offset (Ft.)	12	12	12	12	12	12	
	Slope (%)	-2.0	-2.0	0.0	2.0	2.5	e	
	Drop (Ft.)	-0.24	-0.24	0.0	0.24	0.30	12(e)	
From Line E To Line F	Offset (Ft.)	12	12	12	12	12	12	
	Slope (%)	-2.5	-2.0	0.0	2.0	2.5	e	
	Drop (Ft.)	-0.30	-0.24	0.0	0.24	0.30	12(e)	

* Refer to plan details for shoulder width



DIAGRAMMATIC PROFILES OF THE PAVEMENT EDGE LINES

TABLE OF OFFSETS AND DROPS FOR RIGHT ROADWAY								
Location of Cross Sections		(A)	(A')	(B)	(C')	(C)	(D)	
From Line A To Line B	Offset (Ft.)	*	*	*	*	*	*	
	Slope (%)	s	s	s	s	s	(2)	
	Drop (Ft.)							
From Line B To Line C	Offset (Ft.)	12	12	12	12	12	12	
	Slope (%)	2.5	2.0	0.0	-2.0	-2.5	-e	
	Drop (Ft.)	0.30	0.24	0.0	-0.24	-0.30	-12(e)	
From Line C To Line D	Offset (Ft.)	12	12	12	12	12	12	
	Slope (%)	2.0	2.0	0.0	-2.0	-2.5	-e	
	Drop (Ft.)	0.24	0.24	0.0	-0.24	-0.30	-12(e)	
From Line D To Line E	Offset (Ft.)	12	12	12	12	12	12	
	Slope (%)	-2.0	-2.0	-2.0	-2.0	-2.5	-e	
	Drop (Ft.)	-0.24	-0.24	-0.24	-0.24	-0.30	-12(e)	
From Line E To Line F	Offset (Ft.)	12	12	12	12	12	12	
	Slope (%)	-2.5	-2.5	-2.5	-2.5	-2.5	-e	
	Drop (Ft.)	-0.30	-0.30	-0.30	-0.30	-0.30	-12(e)	

* Refer to plan details for shoulder width

MODIFIED

STANDARD ROAD PLAN

MODIFIED 2 04-19-22

PV-306

SHEET 4 of 4

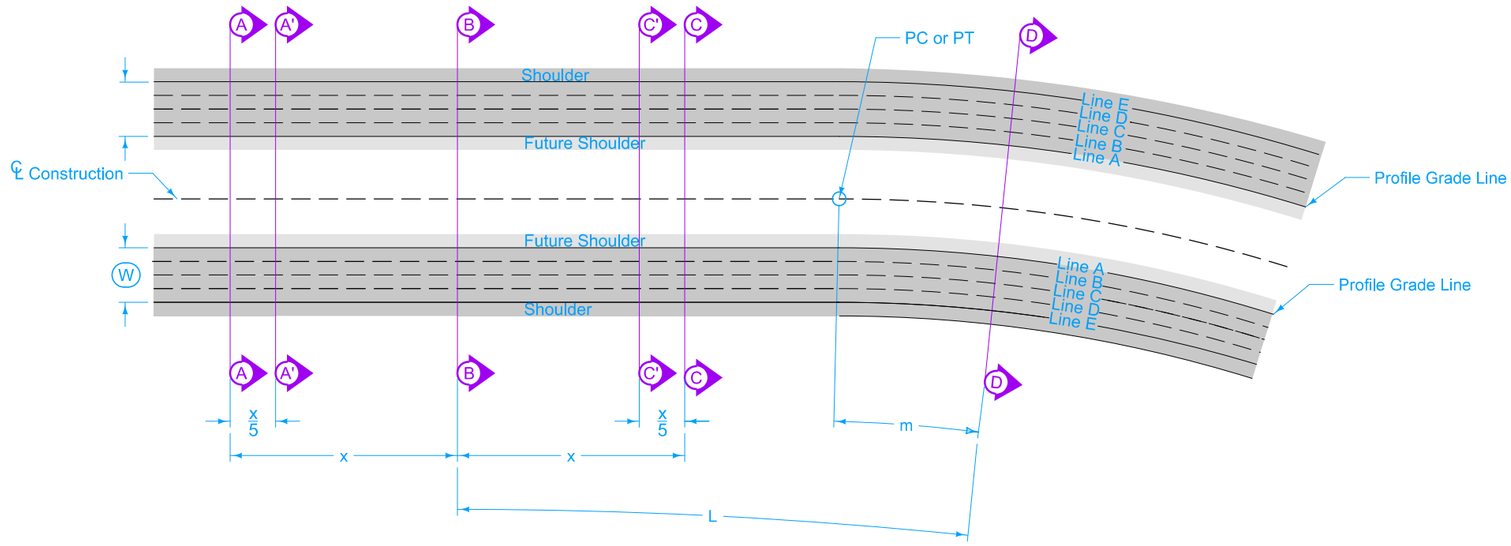
MODIFICATIONS: Outside shoulder as future construction.

APPROVED BY DESIGN METHODS ENGINEER

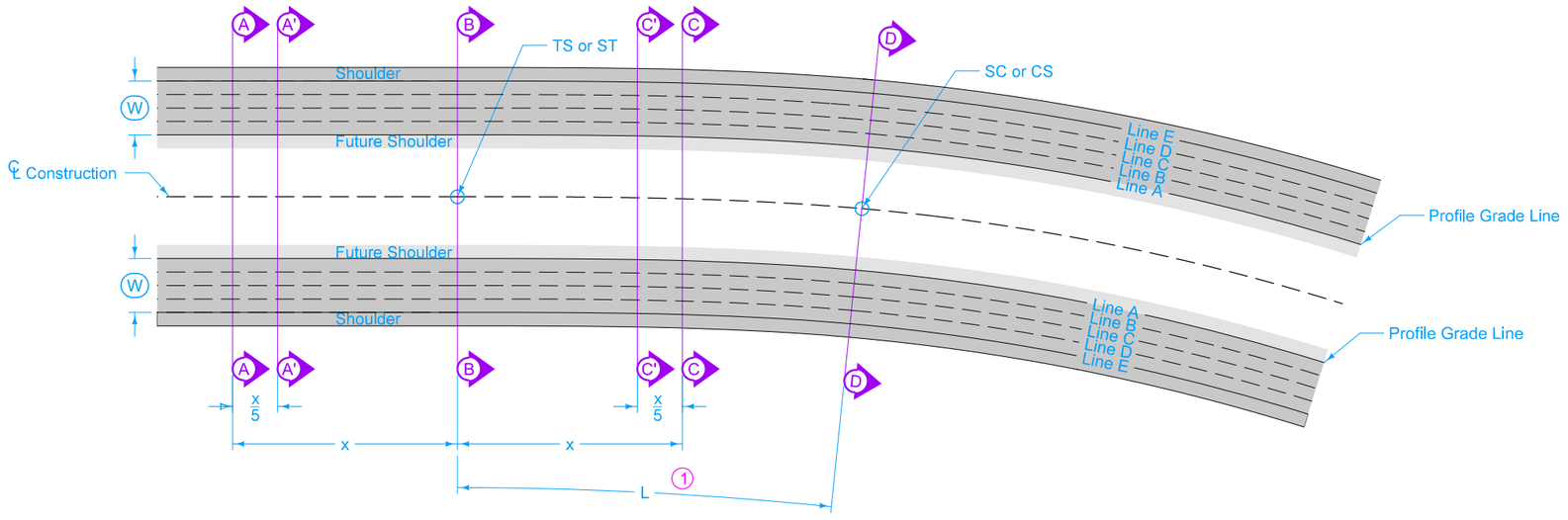
SUPERELEVATION DETAILS
EIGHT LANE ROADWAY
CLOSED MEDIAN

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.4**

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TRANSITION DETAILS - TANGENT TO CURVE



TRANSITION DETAILS - SPIRAL CURVE

Refer to specific curve data contained in project plans for tangent runout length (x), runoff length (L) and full superelevation (e).

When spiral curve transitions are not required:
Place 70% of full superelevation at the PC and PT.
Place 30% of the runoff length within the curve.

Unless otherwise specified, all lengths are measured along the centerline of construction.

Superelevations on this standard are shown for curves to the right. Curves to the left are a mirror image of what is shown.

Smooth curves should be established at the time of construction at sections A-F along the profile edges of lines A-D.

Axis of rotation coincides with profile grade location.

m = 30% of Runoff Length (L)

Ⓦ = 48' Regardless of Pavement Width

g = Normal Cross Slope (2.5%)

L = Distance to Change Cross Slope from 0% to e

e = Supereleavtion Rate

x = Distance to Change Cross Slope from 0% to 2.5%

s = Normal Shoulder Slope

① Spiral curve length coincides with runoff length (L)

Possible Tabulation:
101-18

MODIFIED
STANDARD ROAD PLAN

REVISION	
1	04-19-22

PV-307

SHEET 1 of 4

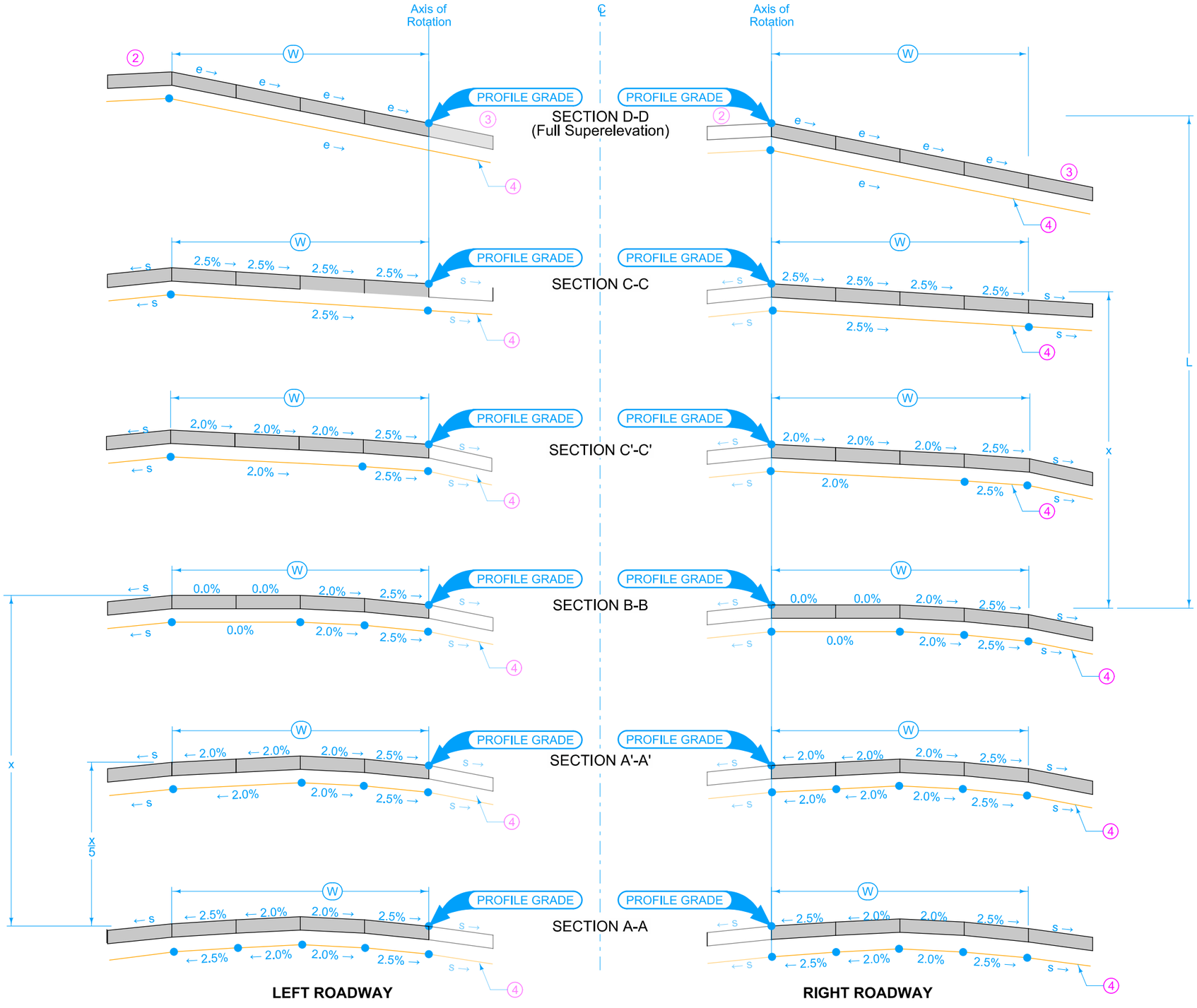
MODIFICATIONS: Median shoulder labeled as future shoulder

APPROVED BY DESIGN METHODS ENGINEER

SUPERELEVATION DETAILS
EIGHT LANE ROADWAY
DEPRESSED MEDIAN

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.5**

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(2) High Side Shoulder: Maintain normal shoulder cross slope(s), until the cross slope break with the adjacent pavement reaches 8.0%. Maintain 8% breakover until superelevation rate reaches 7%. If superelevation rate exceeds 7.0%, maintain a 1% shoulder cross slope away from the adjacent pavement.

(3) Low Side Shoulder: Maintain normal shoulder cross slope(s) until the adjacent pavement slope equals s, then slope the shoulder at the same cross slope as the adjacent pavement.

(4) Subgrade Surface: Subgrade surface cross slope parallel to pavement surface cross slope.

MODIFIED
STANDARD ROAD PLAN

REVISION	
1	04-19-22

PV-307

SHEET 2 of 4

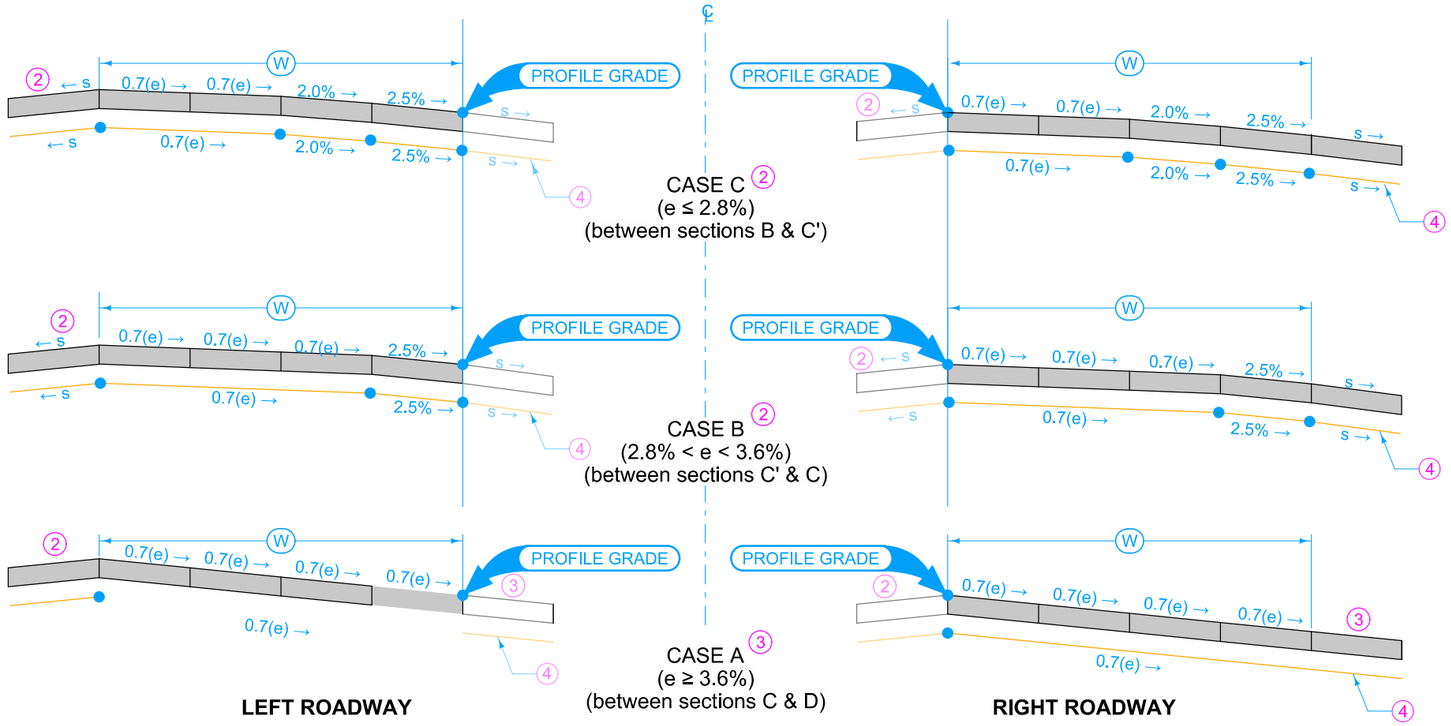
MODIFICATIONS: Median shoulder labeled as future shoulder

APPROVED BY DESIGN METHODS ENGINEER

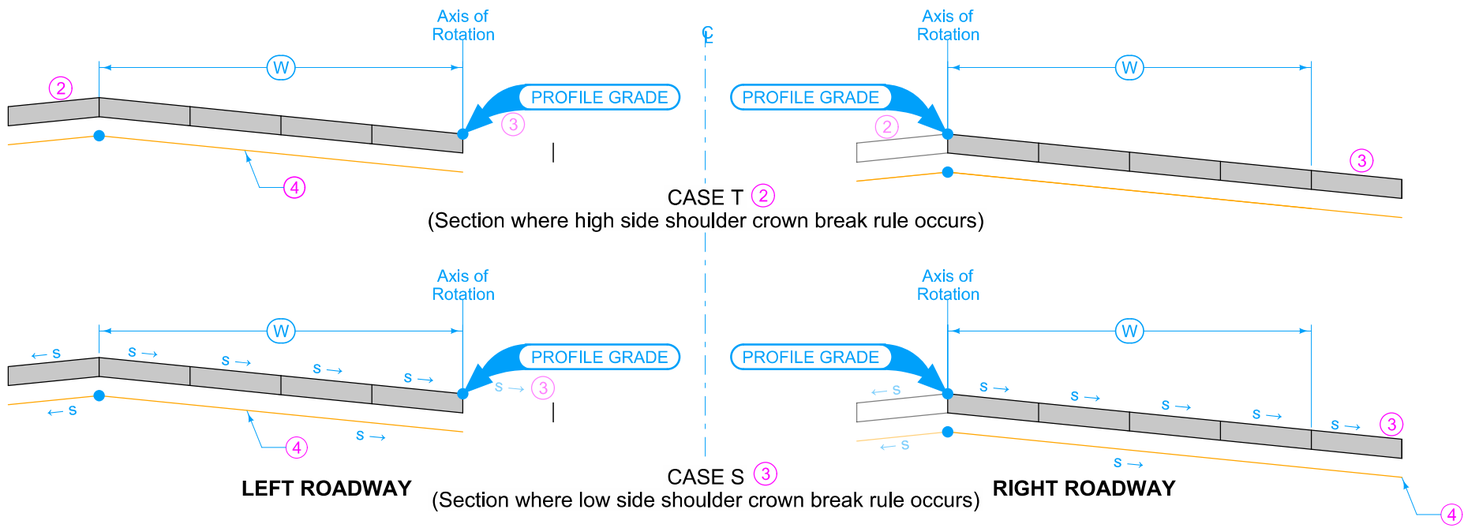
SUPERELEVATION DETAILS
EIGHT LANE ROADWAY
DEPRESSED MEDIAN

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.6**

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SECTION AT THE PC OR PT



SECTION WHERE SHOULDER SLOPE TRANSITION BEGINS

MODIFIED

STANDARD ROAD PLAN

REVISION	
1	04-19-22

PV-307

SHEET 3 of 4

MODIFICATIONS: Median shoulder labeled as future shoulder

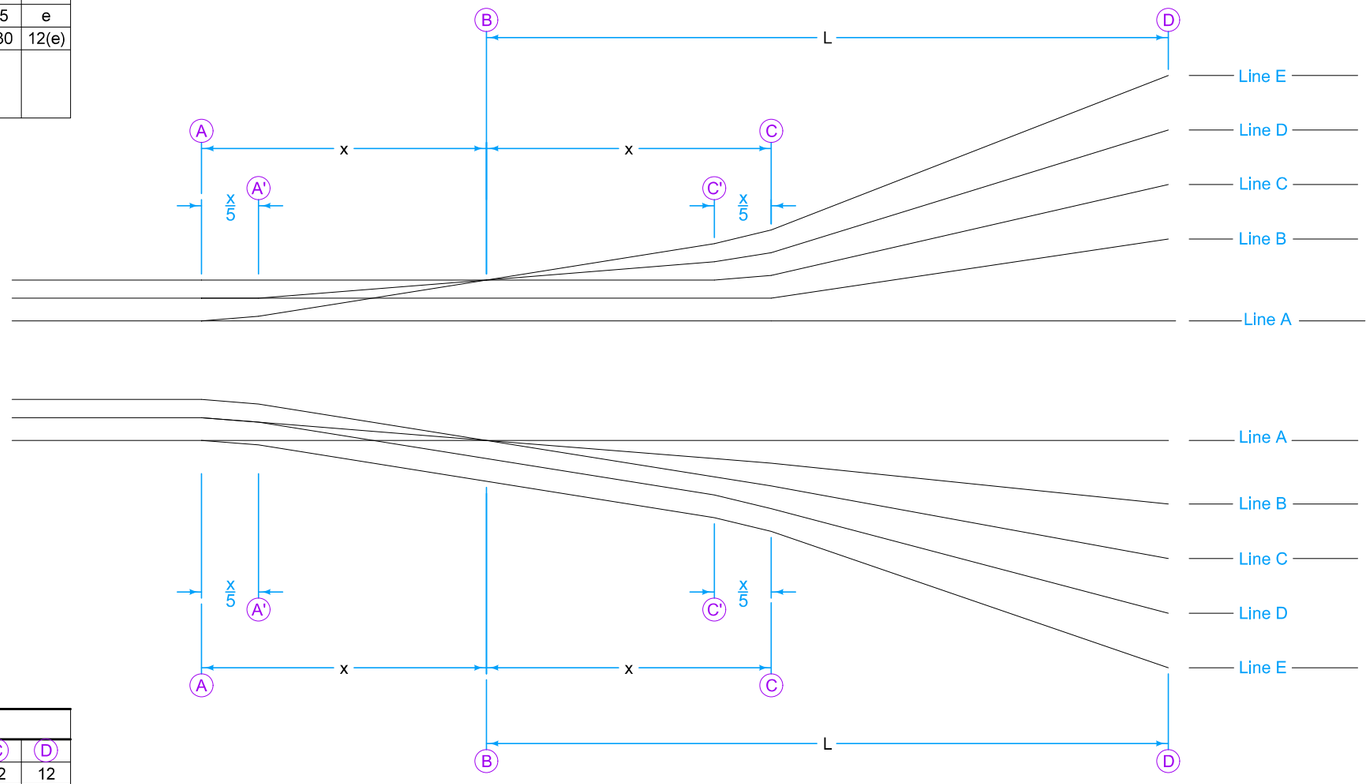
APPROVED BY DESIGN METHODS ENGINEER

SUPERELEVATION DETAILS EIGHT LANE ROADWAY DEPRESSED MEDIAN

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.7**

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TABLE OF OFFSETS AND DROPS FOR LEFT ROADWAY								
Location of Cross Sections		(A)	(A')	(B)	(C')	(C)	(D)
From Line A To Line B	Offset (Ft.)	12	12	12	12	12	12
	Slope (%)	2.5	2.5	2.5	2.5	2.5	e
	Drop (Ft.)	0.30	0.30	0.30	0.30	0.30	12(e)
From Line B To Line C	Offset (Ft.)	12	12	12	12	12	12
	Slope (%)	2.0	2.0	2.0	2.0	2.5	e
	Drop (Ft.)	0.24	0.24	0.24	0.24	0.30	12(e)
From Line C To Line D	Offset (Ft.)	12	12	12	12	12	12
	Slope (%)	-2.0	-2.0	0.0	2.0	2.5	e
	Drop (Ft.)	-0.24	-0.24	0.0	0.24	0.30	12(e)
From Line D To Line E	Offset (Ft.)	12	12	12	12	12	12
	Slope (%)	-2.5	-2.0	0.0	2.0	2.5	e
	Drop (Ft.)	-0.30	-0.24	0.0	0.24	0.30	12(e)



DIAGRAMMATIC PROFILES OF THE PAVEMENT EDGE LINES

TABLE OF OFFSETS AND DROPS FOR RIGHT ROADWAY								
Location of Cross Sections		(A)	(A')	(B)	(C')	(C)	(D)
From Line A To Line B	Offset (Ft.)	12	12	12	12	12	12
	Slope (%)	2.5	2.0	0.0	-2.0	-2.5	-e
	Drop (Ft.)	0.30	0.24	0.0	-0.24	-0.30	-12(e)
From Line B To Line C	Offset (Ft.)	12	12	12	12	12	12
	Slope (%)	2.0	2.0	0.0	-2.0	-2.5	-e
	Drop (Ft.)	0.24	0.24	0.0	-0.24	-0.30	-12(e)
From Line C To Line D	Offset (Ft.)	12	12	12	12	12	12
	Slope (%)	-2.0	-2.0	-2.0	-2.0	-2.5	-e
	Drop (Ft.)	-0.24	-0.24	-0.24	-0.24	-0.30	-12(e)
From Line D To Line E	Offset (Ft.)	12	12	12	12	12	12
	Slope (%)	-2.5	-2.5	-2.5	-2.5	-2.5	-e
	Drop (Ft.)	-0.30	-0.30	-0.30	-0.30	-0.30	-12(e)
	Offset (Ft.)						
	Slope (%)						
	Drop (Ft.)						

* Refer to plan details for shoulder width

MODIFIED

STANDARD ROAD PLAN

REVISION	
1	04-19-22

PV-307

SHEET 4 of 4

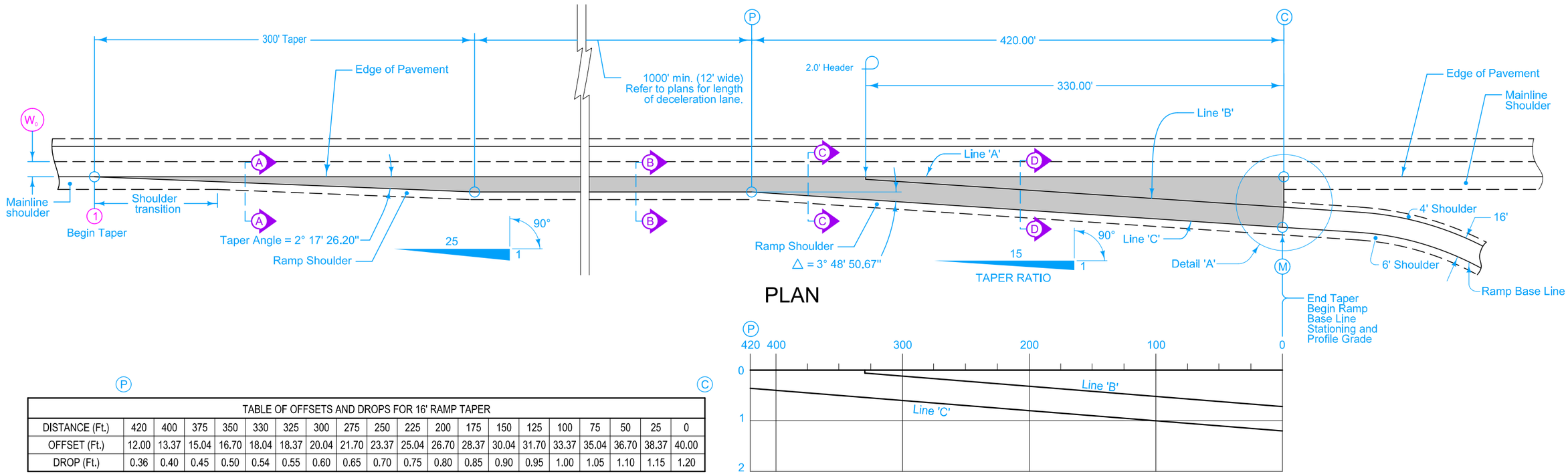
MODIFICATIONS: Median shoulder labeled as future shoulder

APPROVED BY DESIGN METHODS ENGINEER

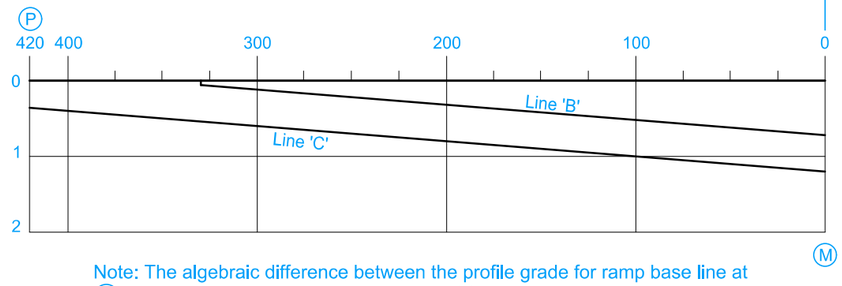
SUPERELEVATION DETAILS
EIGHT LANE ROADWAY
DEPRESSED MEDIAN

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.8**

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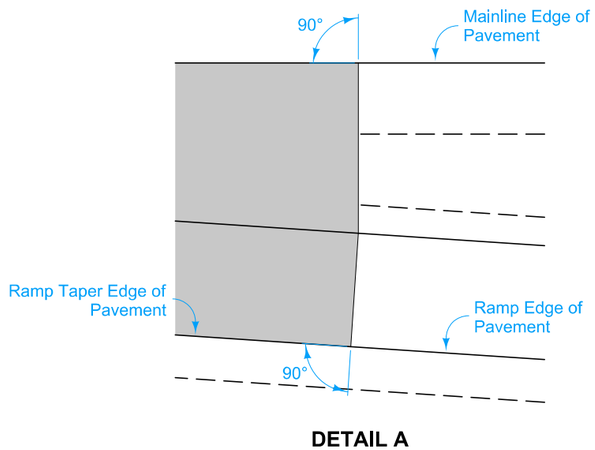
PLAN



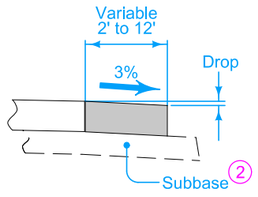
Note: The algebraic difference between the profile grade for ramp base line at Ⓜ and realtive profile grade of mainline at Ⓒ is 0.20%

PROFILE

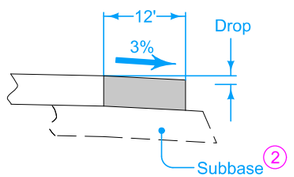
TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																			
DISTANCE (Ft.)	420	400	375	350	330	325	300	275	250	225	200	175	150	125	100	75	50	25	0
OFFSET (Ft.)	12.00	13.37	15.04	16.70	18.04	18.37	20.04	21.70	23.37	25.04	26.70	28.37	30.04	31.70	33.37	35.04	36.70	38.37	40.00
DROP (Ft.)	0.36	0.40	0.45	0.50	0.54	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1.00	1.05	1.10	1.15	1.20



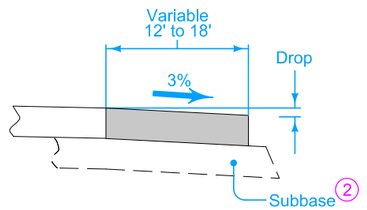
DETAIL A



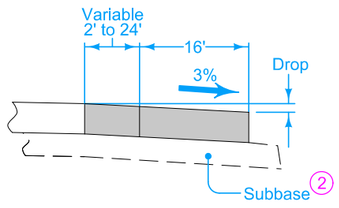
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

TABLE OF SHOULDER TRANSITION LENGTHS WITH 6' SHOULDER ON RAMP			
W0	Shoulder Width beyond Edge of Mainline Pavement		
	8'	10'	12'
12'	NA	100'	150'

NOTE: W_0 is the width of the outside lane to the Edge of Pavement.

Construct ramp exit pavement the same thickness as mainline pavement.

For joint detail, see PV-101.

1. For header construction detail at the end of taper, see Typical 7101 or Typical 7102.
2. Construct subbase for ramp exit pavement the same thickness as mainline subbase.

IOWA DOT

ROAD DESIGN DETAIL

REVISION	
2	04-21-20

533-01

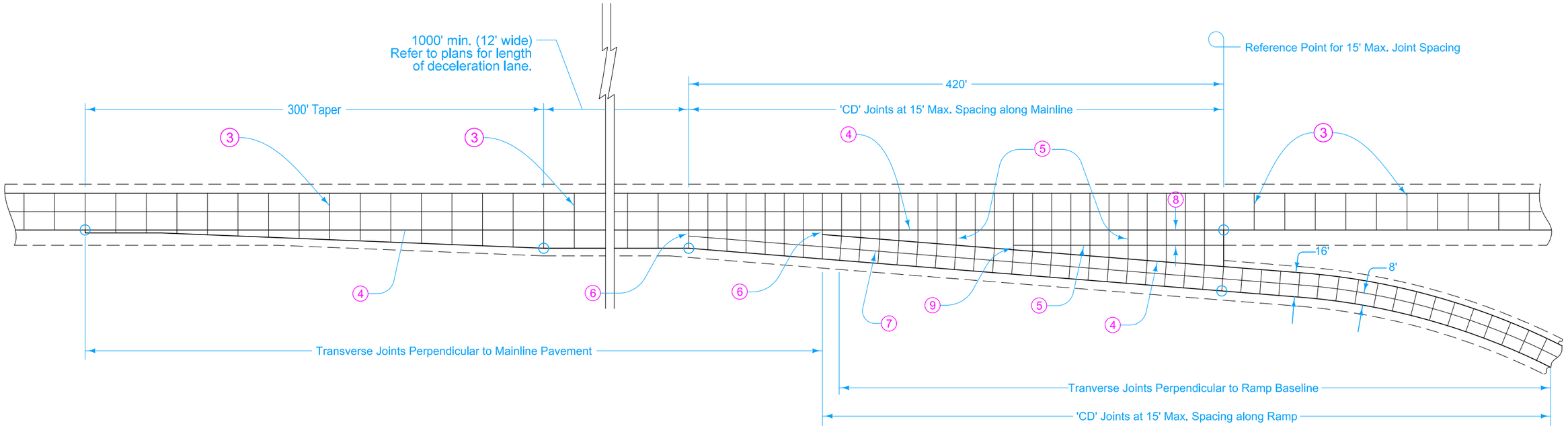
SHEET 1 of 2

REVISIONS: Removed MODIFIED from the detail.

PARALLEL DECELERATION TAPER FOR 16' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER U.9

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16' EXIT RAMP WITH PARALLEL DECELERATION LANE

(3) 'CD' Joints at 17' spacing.

(4) 'BT-2' or 'KT-2' Joint.

(5) 'C' Joint.

(6) 'B' Joint. 2' minimum, 4' maximum.

(7) 'L-2' Joint.

(8) 10' minimum or equal to mainline shouder width.

(9) 'B' or 'C' Joint. 2' minimum. 4' maximum.

IOWA DOT

REVISION 2 04-21-20

ROAD DESIGN DETAIL

533-01

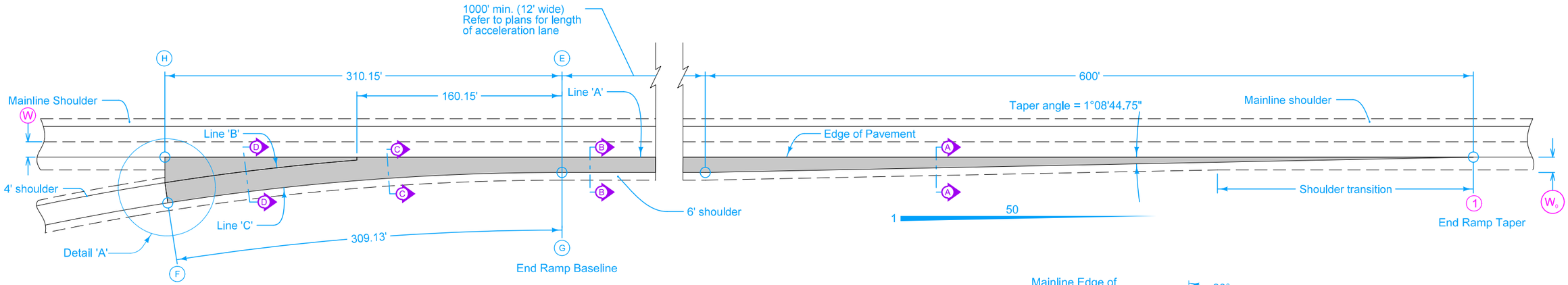
SHEET 2 of 2

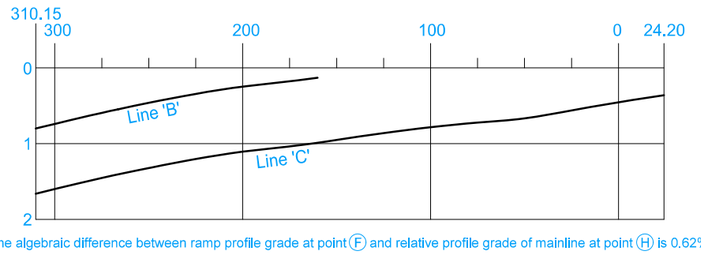
REVISIONS: Removed MODIFIED from the detail.

PARALLEL DECELERATION TAPER FOR 16' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.10**

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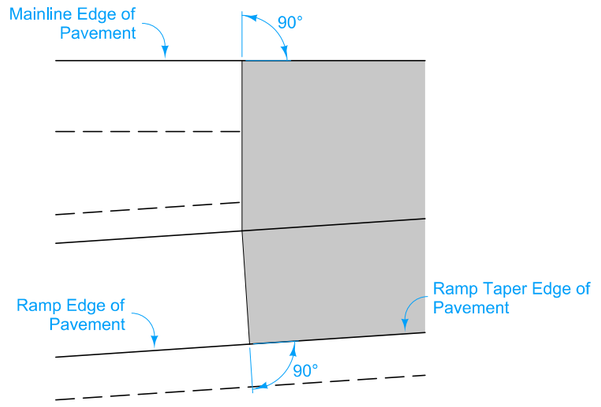




Pt. 'G' to Pt. 'F'
△ = 8° 51' 20.88"
T = 154.87'
L = 309.13'
E = 5.99'
R = 2000.00'

NOTE: The algebraic difference between ramp profile grade at point (F) and relative profile grade of mainline at point (H) is 0.62%

TABLE OF SHOULDER TRANSITION LENGTHS WITH 6' SHOULDER ON RAMP			
W_0	Shoulder Width beyond Edge of Mainline Pavement		
	8'	10'	12'
12'	NA	100'	150'



DETAIL A

H — E

TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																	
DISTANCE FROM POINT (E) ALONG LINE 'A' (Ft.)		310.15	300	275	250	225	204	200	175	160.15	150	125	100	75	50	25	0	24.2
From Line 'A' To Line 'B'	OFFSET (Ft.)	20.00	18.45	14.84	11.56	8.60	6.30	5.95	3.61	2.37								
	SLOPE (%)	← Constant 4.0% Slope →						4.11	4.92	5.40								
	DROP (Ft.)	0.80	0.74	0.59	0.46	0.34	0.25	0.24	0.18	0.13								
From Line 'B' To Line 'C'	OFFSET (Ft.)	← Constant 16' Offset →																
	SLOPE (%)	← Constant 5.4% Slope →																
	DROP (Ft.)	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86								
From Line 'A' To Line 'C'	OFFSET (Ft.)										17.63	15.91	14.50	13.41	12.63	12.16	12.00	12.00
	SLOPE (%)										5.40	5.40	5.40	5.40	5.40	4.59	3.78	3.00
	DROP (Ft.)	1.66	1.60	1.45	1.32	1.20	1.11	1.10	1.04	0.99	0.95	0.86	0.78	0.72	0.68	0.56	0.45	0.36
DISTANCE FROM POINT (G) ALONG LINE 'C' (Ft.)		309.13	298.73	273.67	248.66	223.68	202.73	198.74	173.83	159.04	150.14	125.08	100.04	75.02	50.01	25.00	0.00	

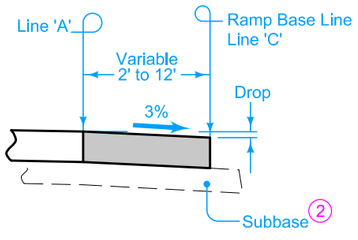
F — G

Construct ramp exit pavement the same thickness as mainline pavement.

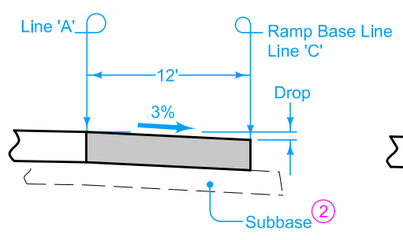
For joint detail, see PV-101.

(1) For header construction detail at the end of taper, see Typical 7101 or Typical 7102.

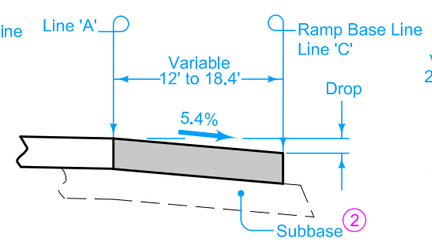
(2) Construct subbase for ramp exit pavement the same thickness as mainline subbase.



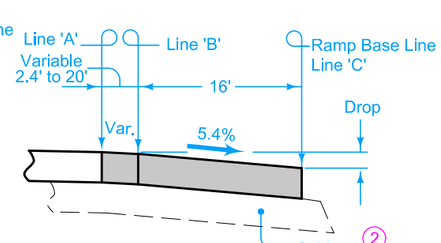
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

IOWA DOT

ROAD DESIGN DETAIL

REVISION	
2	04-21-20

533-02

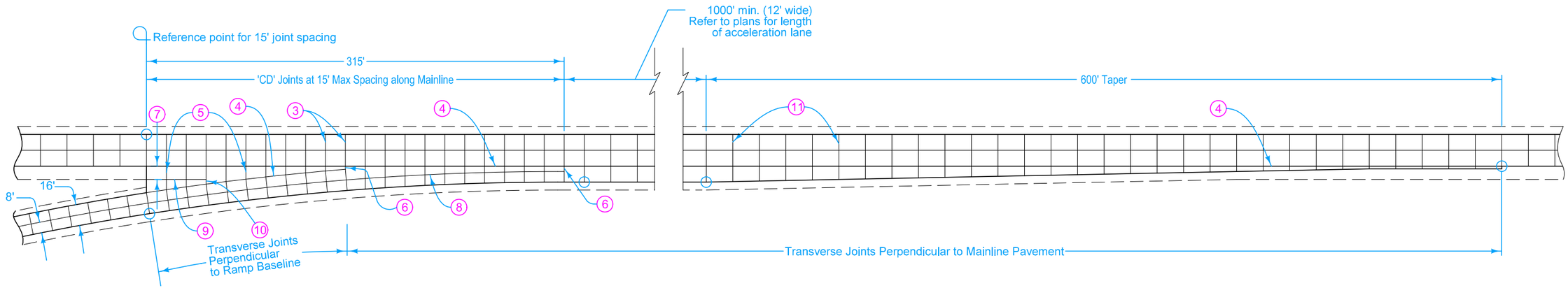
SHEET 1 of 2

REVISIONS: Removed MODIFIED from the detail.

PARALLEL ACCELERATION TAPER FOR 16' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER U.11

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(3) 'CD ' Joints at 15' spacing.

(4) 'BT-2' or 'KT-2' Joint.

(5) 'C' Joint.

(6) 'B' Joint. 2' minimum, 4' maximum.

(7) 10' minimum or equal to mainline shoulder width.

(8) 'L-2' Joint.

(9) 'C' Joint parallel to mainline pavement.

(10) 'B' or 'C' Joint. 2' minimum, 4' maximum.

(11) 'CD ' Joints at 17' spacing.

IOWA DOT

REVISION 2 04-21-20

ROAD DESIGN DETAIL

533-02

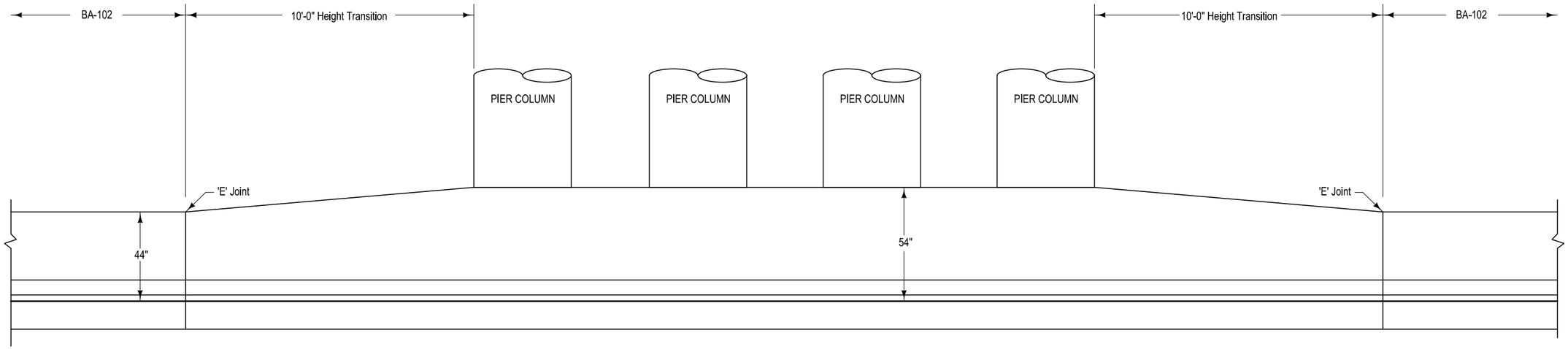
SHEET 2 of 2

REVISIONS: Removed MODIFIED from the detail.

PARALLEL ACCELERATION TAPER FOR 16' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.12**

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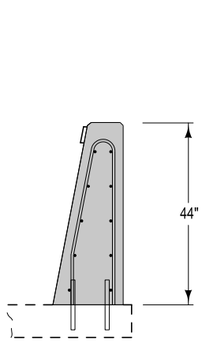
ELEVATION

Reinforced Paved Shoulder
Refer to BA-106

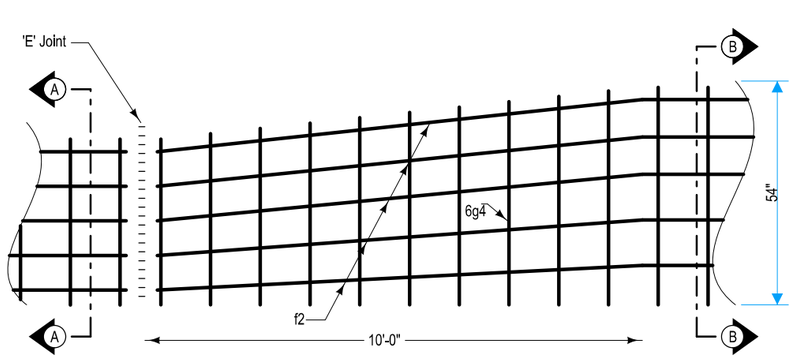
Use Grade 60 epoxy-coated reinforcing bars. Provide 2 inches minimum cover. Anchor all reinforcement to prevent movement. Secure each section at the front, back, and at 3'-6" intervals using a method approved by the Engineer.

Possible Contract Items:

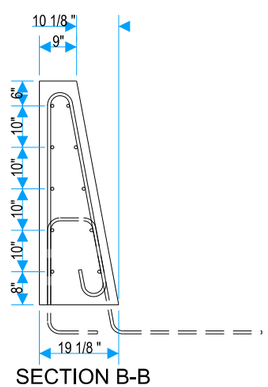
1. Concrete Barrier, 54", as per plan
2. Concrete Barrier, Transition Section
3. Reinforced Paved Shoulder



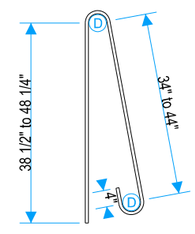
SECTION A-A
(BA-102)



ELEVATION

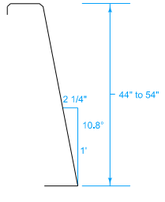


SECTION B-B



Length = 9' - 6 1/2"
D=4 1/2"
6g4

HEIGHT TRANSITION



BARRIER FACE

REINFORCING BAR LIST		
Bar	Size	Spacing
f2	6	—
6g4	6	12"

CONCRETE QUANTITIES
Per transition
1.6 cy

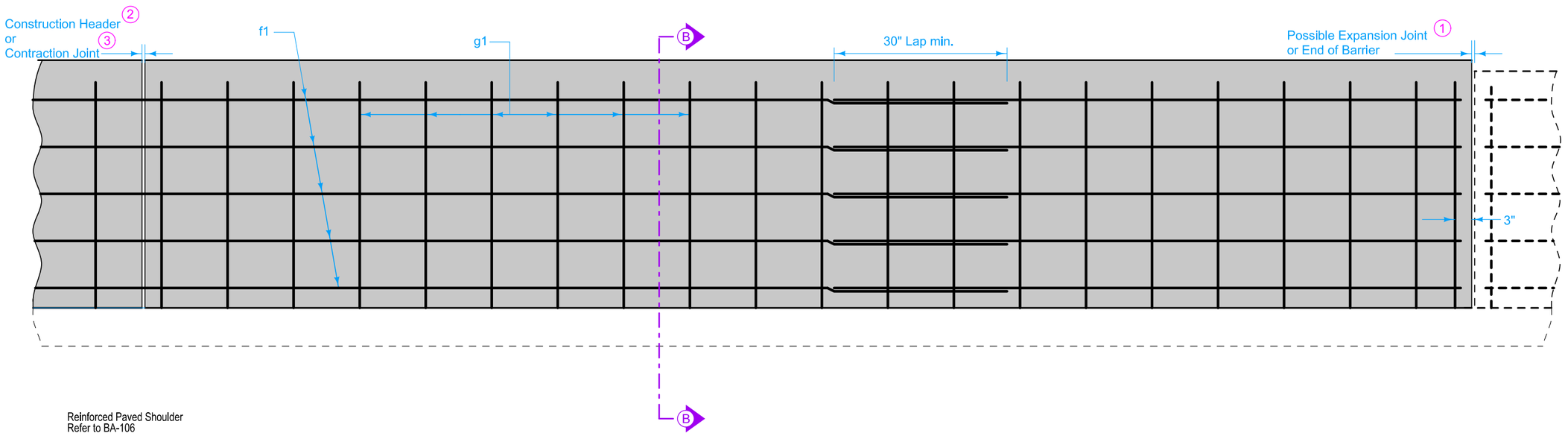
Refer to Standard Road Plans BA-102 and BA-106 for additional concrete barrier details.

CONCRETE BARRIER AT BRIDGE PIERS

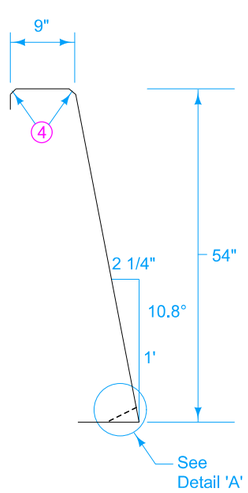
(SHEET 1 OF 2)

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.13**

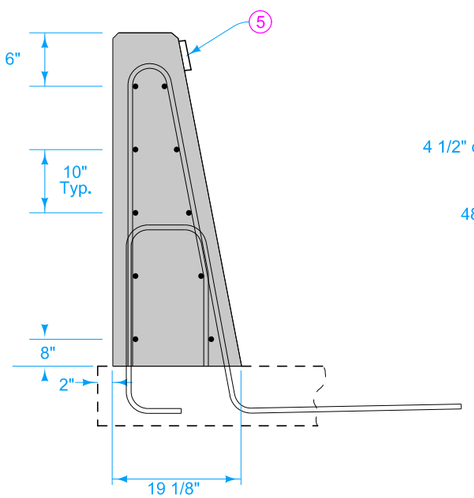
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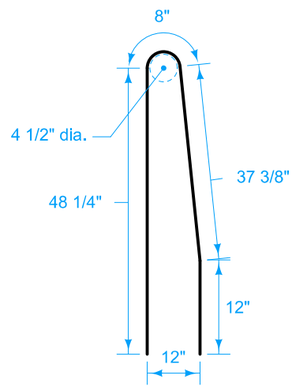
ELEVATION



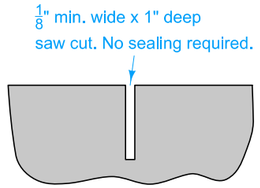
BARRIER FACE



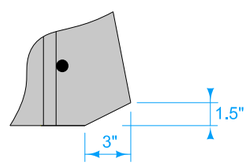
SECTION B-B



g1
BENT BAR



SAWED CONTRACTION JOINT
Saw cut top and front face. Saw cut back if exposed.



DETAIL 'A'
Special Shaping for Barrier over Intake

REINFORCING BAR LIST Per Section (Approx. 20 feet)					
Bar	Size	Number of Bars	Length	Weight (lbs.)	Spacing
g1	6	20	8' 9"	264	12"
f1	6	10	19'-6"	300	—
Lap	6	10	2'-6"	38	—

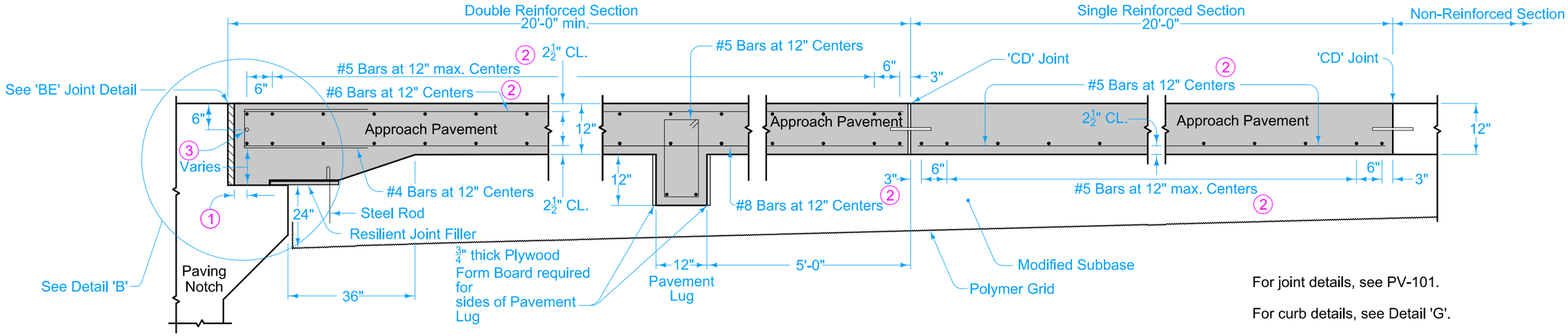
CONCRETE QUANTITIES Per foot
0.19 cy

Use Grade 60 epoxy-coated reinforcing bars. Provide 2 inches minimum cover. Anchor all reinforcement to prevent movement. Secure each section at the front, back, and at 3 foot 6 inch intervals using a method approved by the Engineer.

1. Expansion joints are necessary only where specifically required by project plans. Conform expansion material to the shape of the barrier. No sealer is required.
2. Where abutting sections are placed as separate pours, a butt joint may be used. Extend longitudinal reinforcement into the abutting section a minimum of 3 feet.
3. For barrier dowelled to pavement, match pavement joints. For free-standing barrier with integral footings, use 17 foot maximum, 15 foot minimum joint spacing.
4. Fillet all exposed corners with a $\frac{3}{4}$ inch dressed and beveled strip.
5. Place barrier markers at 100 foot increments in areas with non-continuous lighting, or 250 foot increments in areas with continuous lighting. Marker color to be the same as adjacent edge line.

CONCRETE BARRIER AT BRIDGE PIERS

(SHEET 2 OF 2)



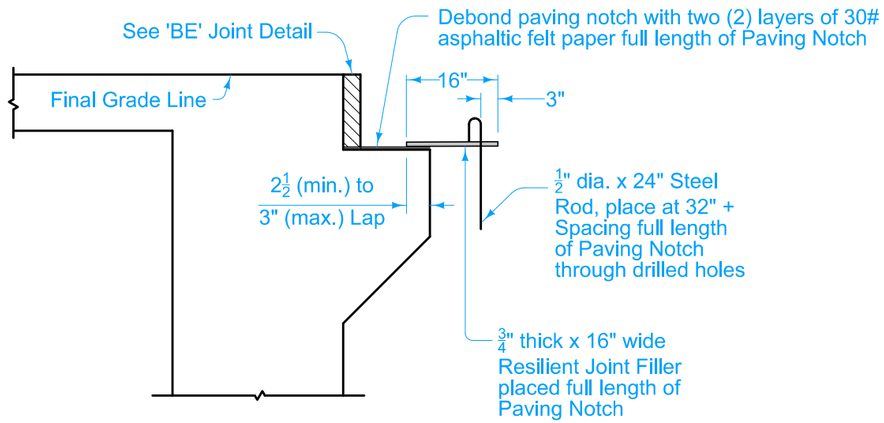
DETAIL 'A'

For joint details, see PV-101.

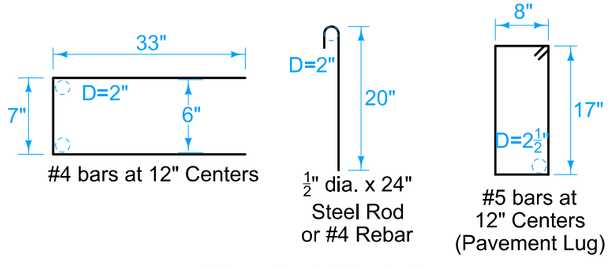
For curb details, see Detail 'G'.

All Transverse Bars are #5.

See BR-211 or BR-212 for shoulders.



DETAIL 'B'



BENT BAR SHAPES

MOVEABLE ABUTMENT

1. 2" to 2½" clear to bent bar.
2. Minimum lap length: #5 bars - 18 inches
   #6 bars - 27 inches
   #8 bars - 48 inches
3. If bridge is skewed, place additional #5 bar parallel to skewed face.

Possible Contract Item:
- Bridge Approach, BR-204
- Longitudinal Grooving in Concrete, Bridge Deck
- Longitudinal Grooving in Concrete, Pavement

Possible Tabulation:
- 112-6

MODIFIED

STANDARD ROAD PLAN

REVISION 4 10-15-24

BR-204

SHEET 1 of 4

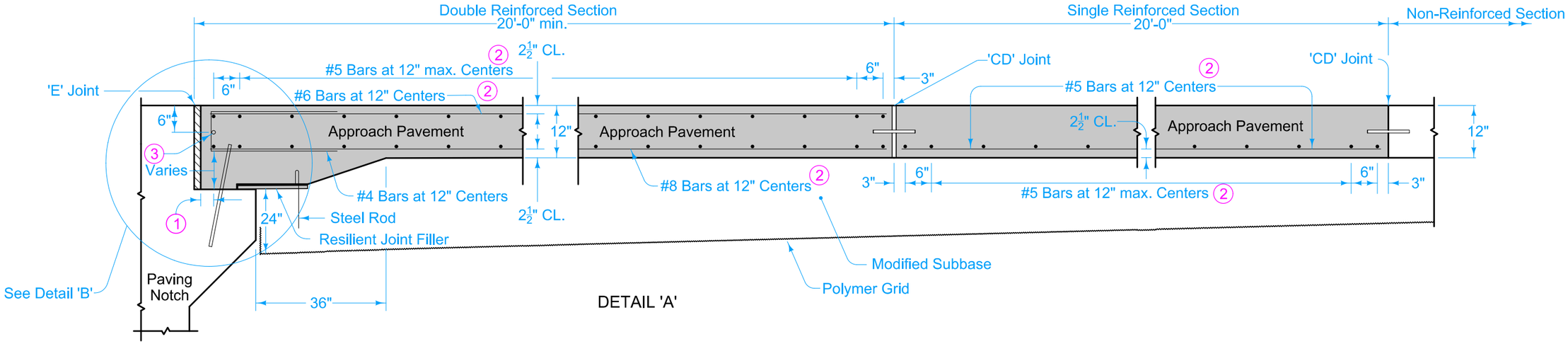
MODIFICATIONS: Removed curb. Removed Detail 'G'. Modified Detail 'E'

APPROVED BY DESIGN METHODS ENGINEER

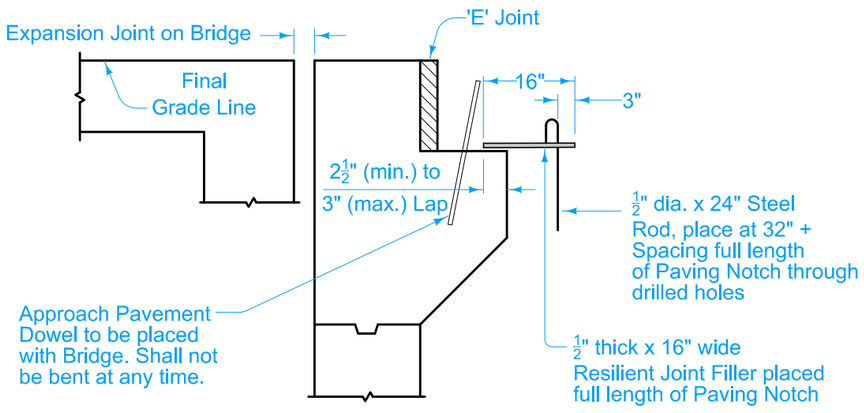
DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.15**

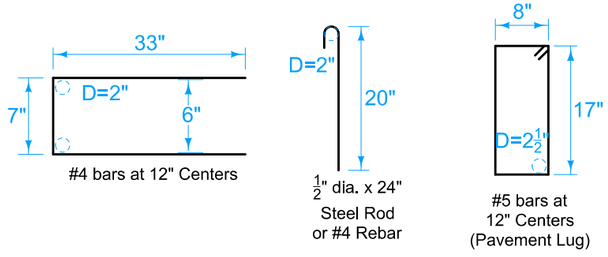
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DETAIL 'A'



DETAIL 'B'



BENT BAR SHAPES

1. 2" to 2½" clear to bent bar.
2. Minimum lap length: #5 bars - 18 inches
   #6 bars - 27 inches
   #8 bars - 48 inches
3. If bridge is skewed, place additional #5 bar parallel to skewed face.

FIXED ABUTMENT

MODIFIED
STANDARD ROAD PLAN

REVISION 4 10-15-24

BR-204

SHEET 2 of 4

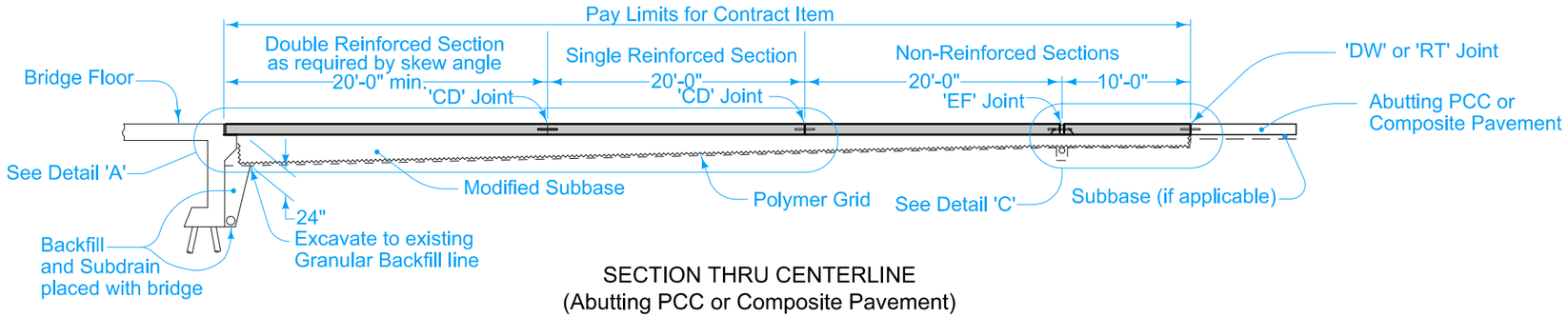
MODIFICATIONS: Removed curb. Removed Detail 'G'. Modified Detail 'E'

APPROVED BY DESIGN METHODS ENGINEER

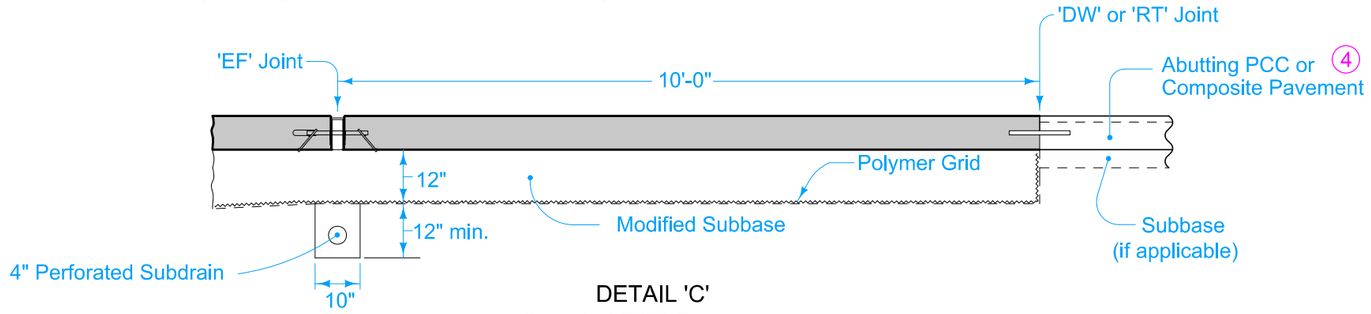
DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.16**

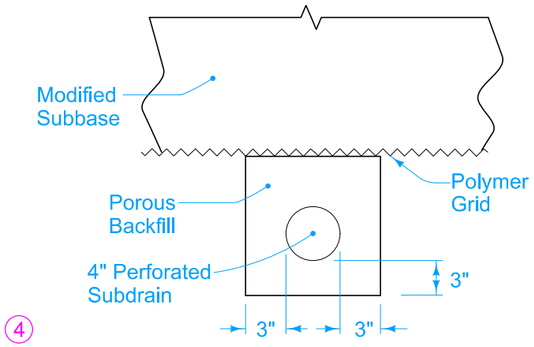
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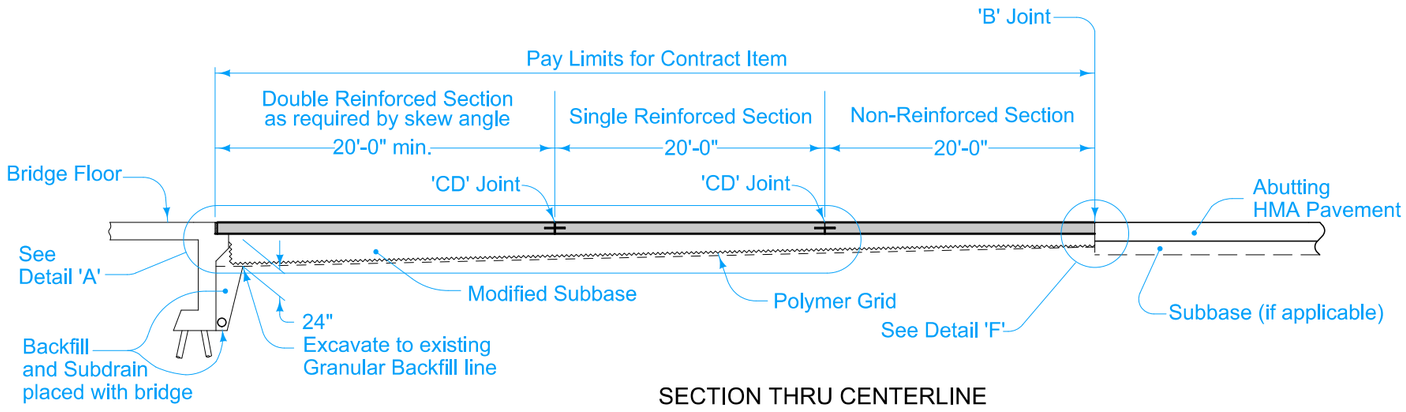
SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)



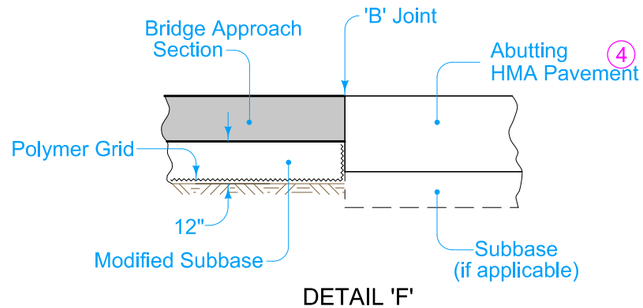
DETAIL 'C'
(Doweled PCC Pavement)



4" SUBDRAIN LOCATION



SECTION THRU CENTERLINE
(Abutting HMA Pavement)



DETAIL 'F'

4 If abutting pavement (PCC or HMA) is not in place, refer to BR-213.

MODIFIED
STANDARD ROAD PLAN

REVISION
4 | 10-15-24

BR-204

SHEET 3 of 4

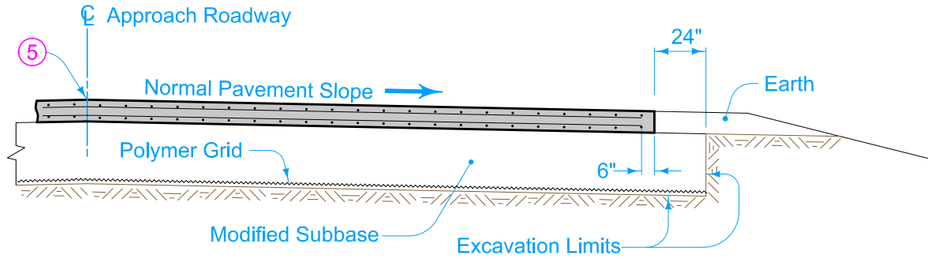
MODIFICATIONS: Removed curb. Removed Detail 'G'. Modified Detail 'E'

APPROVED BY DESIGN METHODS ENGINEER

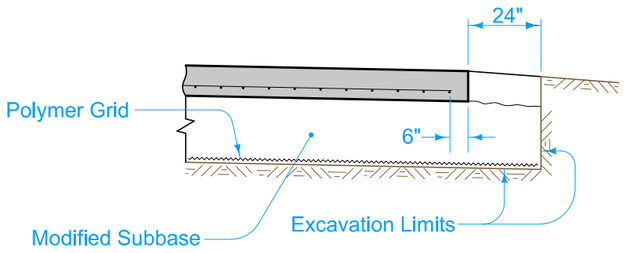
DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.17**

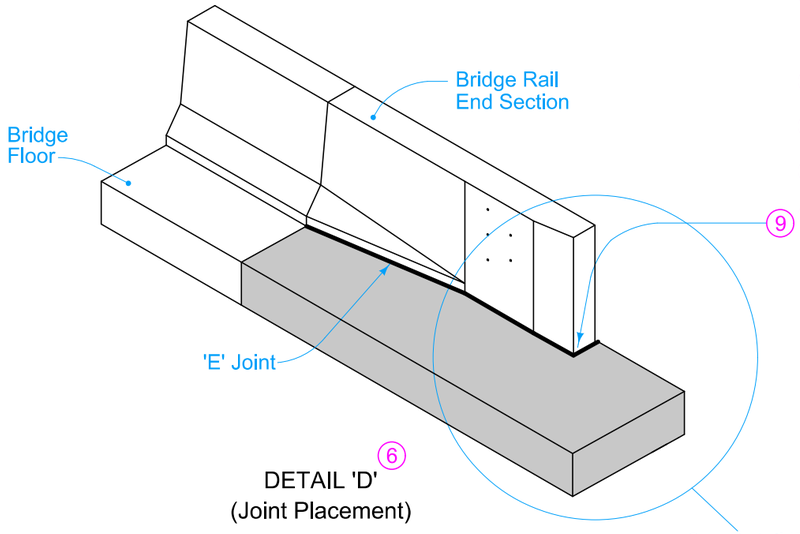
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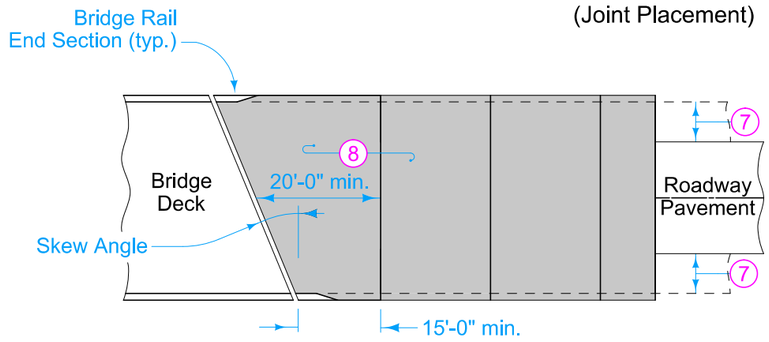
SECTION A-A (6)



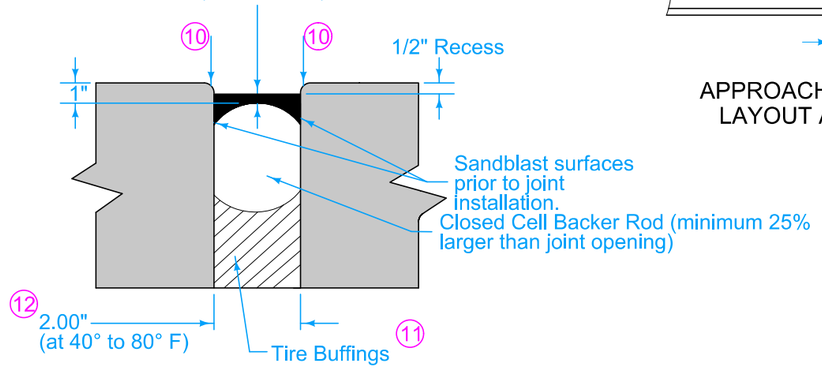
SECTION B-B (6)



DETAIL 'D' (6)
(Joint Placement)

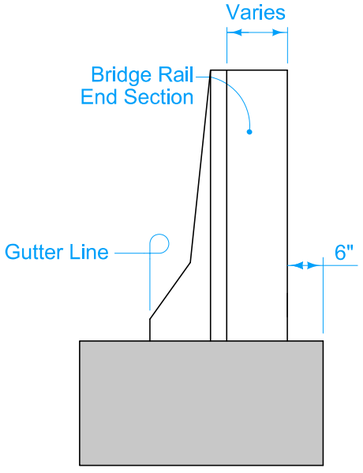


APPROACH PAVEMENT
LAYOUT AT A SKEW



'BE'JOINT
DETAIL

Table 2
Approved List of Sealant
Dow - Dowsil 902 RCS
Sika - Sikasil 728 RCS
Watson Bowman Acme - Wabo SiliconeSeal
Pecora - 322FC



DETAIL 'E'
(Edge of Approach Placement)

(5) Longitudinal Joint (PV-101):
Single pour - Saw cut joint per Detail B.
Two pours - Use 'KS-2' Joint.

(6) Refer to BR-211, BR-212, or BR-231.

(7) Design shoulder width.

(8) Reinforced bridge approach section.

(9) Joint at end of Bridge Rail End Section: Place joint filler the full depth of the bridge approach pavement. In areas with curb, place full depth of pavement plus curb and shape material to fit the shape of the curb per Section B-B of PV-101. Seal joint per Detail F of PV-101.

- Fixed Abutment Bridges: Type 'E' Joint.

- Moveable Abutment Bridges: Flexible Foam Expansion Joint Filler complying with Section 4136 of the Standard Specifications. Set width of gap to 2 inches. Joint length as required to completely fill from back side of curb to front face of bridge wing.

(10) Edge with ¼ inch tool for length of joint indicated if formed edging not required when cut with diamond blade saw.

(11) Compact tire buffings by spading with a square-nose shovel. Tire buffings shall not be larger than ½ inch.

(12) Setting Width Notes:

- Width is perpendicular to abutment.

- Temperature of concrete deck on the underside or shaded portion of the deck shall be between 40 to 80 degrees Farenheit when placing approach slab concrete.

-This 'BE' joint and the setting temperatures may be used for all concrete beam or slab bridges up to 575' in length and for all steel girder bridges up to 400' in length.

MODIFIED
STANDARD ROAD PLAN

REVISION	
4	10-15-24

BR-204
SHEET 4 of 4

MODIFICATIONS: Removed curb. Removed Detail 'G'. Modified Detail 'E'

APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 12" APPROACH WITH VARIABLE DEPTH PAVING NOTCH

For joint details, see PV-101.

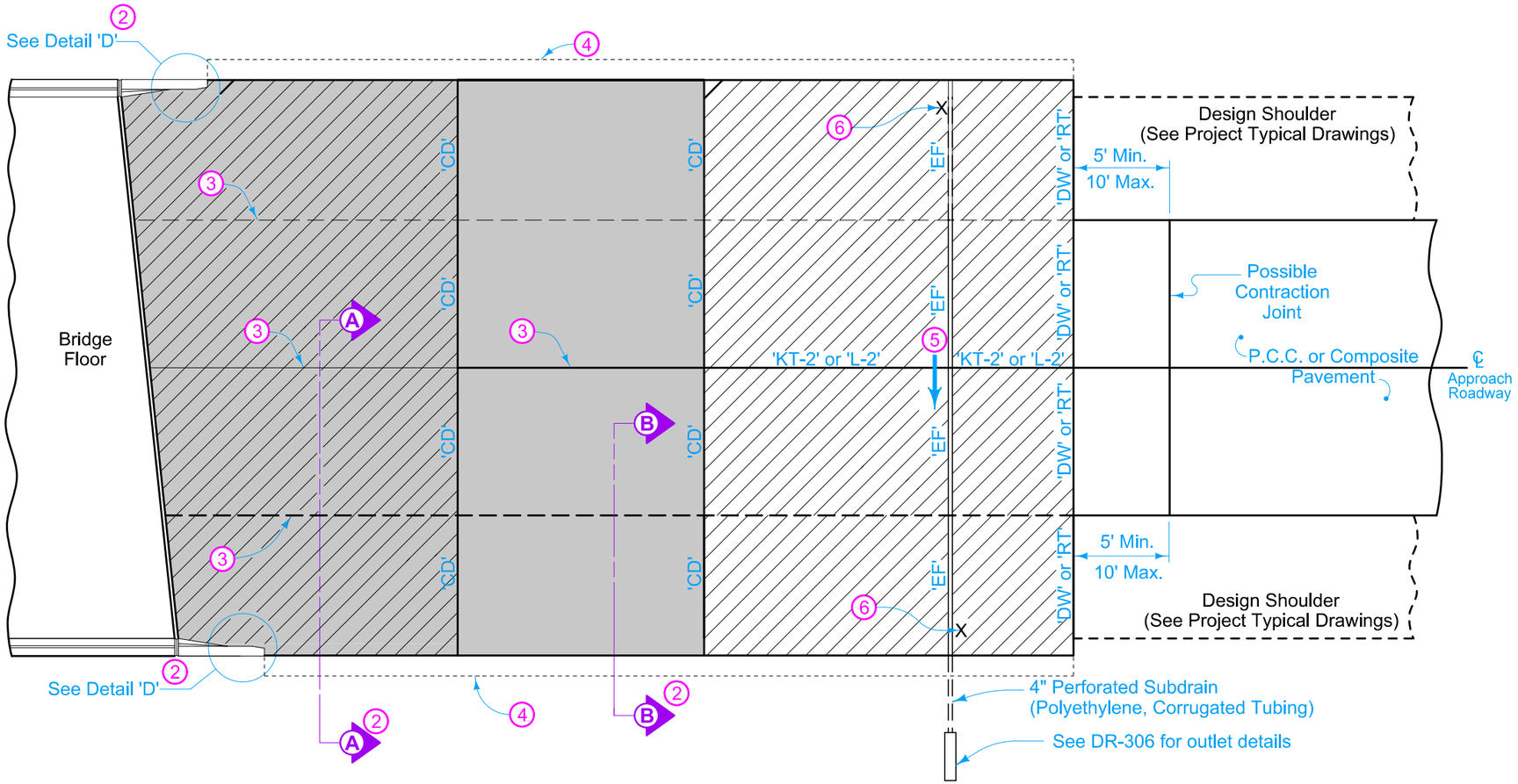
(2) See BR-201, BR-202, BR-203, or BR-204.

(3) Longitudinal Joint (PV-101):
Single Pour - Saw cut joint per Detail B .
Two Pours - Use 'KS-1' joint (Single Reinforced Section).
Use 'KS-2' joint (Double Reinforced Section).

(4) Polymer Grid and excavation limits of Modified Subbase 2 feet outside of pavement edge. See BR-201, BR-202, BR-203, or BR-204.

(5) Slope subdrain to drain.

(6) Place an "X" in the plastic concrete near the 'EF' joint at the outside edge of pavement.



PLAN VIEW

Pay limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

MODIFIED

STANDARD ROAD PLAN

REVISION	
3	10-18-22

BR-211

SHEET 1 of 1

MODIFICATIONS: Removed curb.

APPROVED BY DESIGN METHODS ENGINEER

BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)

FILE NO.	ENGLISH	DESIGN TEAM **Schrock \ Altenhofen \ Snyder \ Cooper**	**Johnson** COUNTY	PROJECT NUMBER **IM-380-6(412)6--13-52**	SHEET NUMBER **U.19**

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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

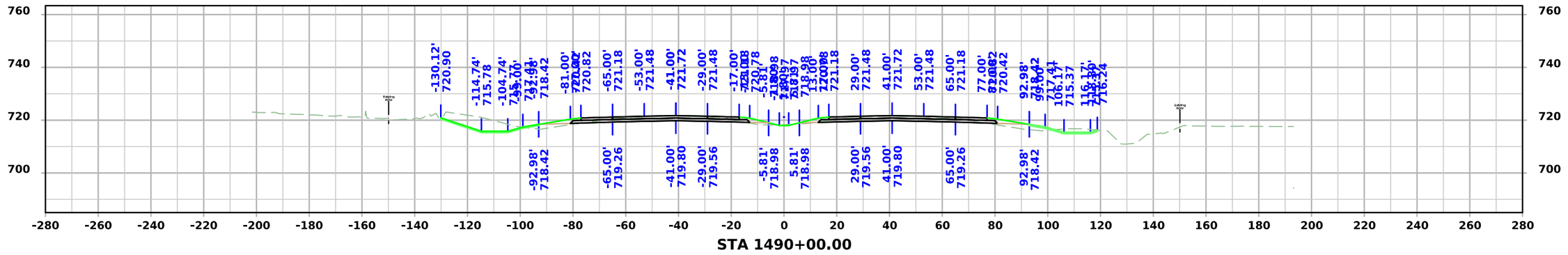
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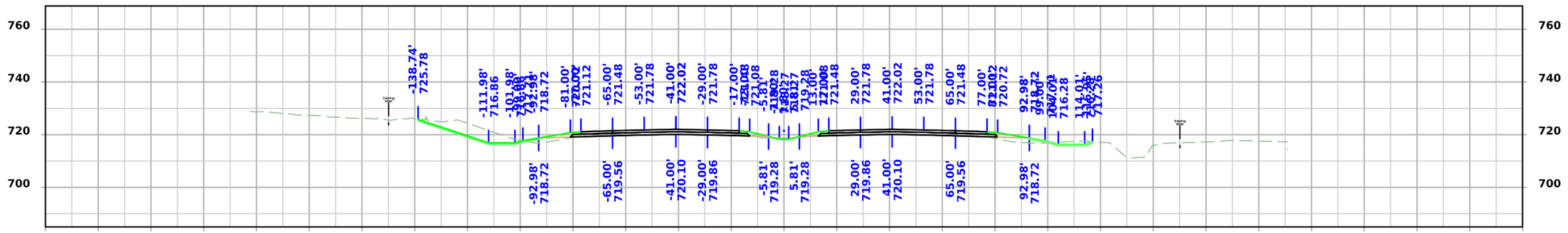
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LEGEND AND INFORMATION SHEET

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

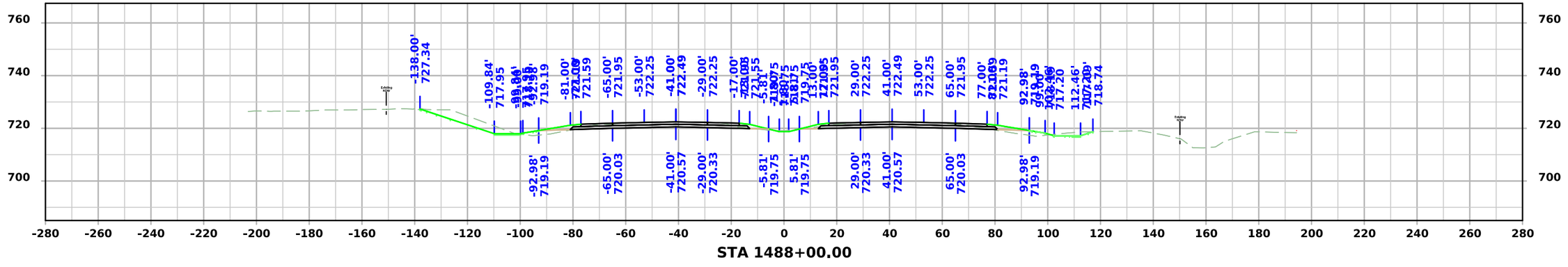
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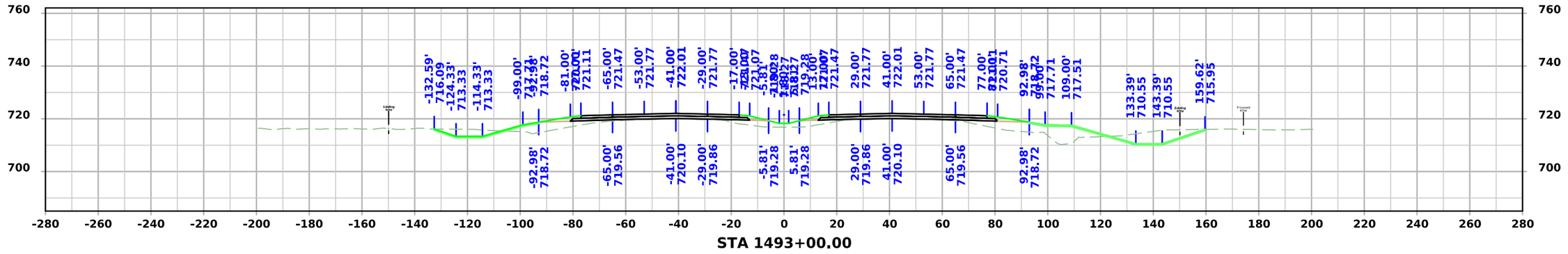
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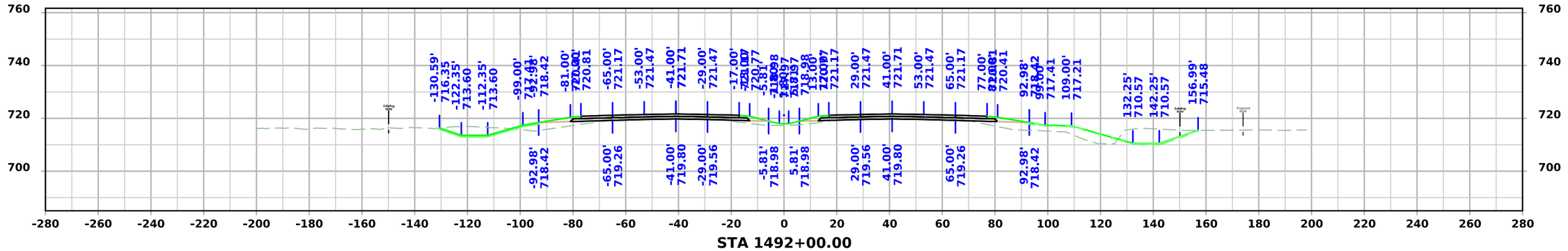


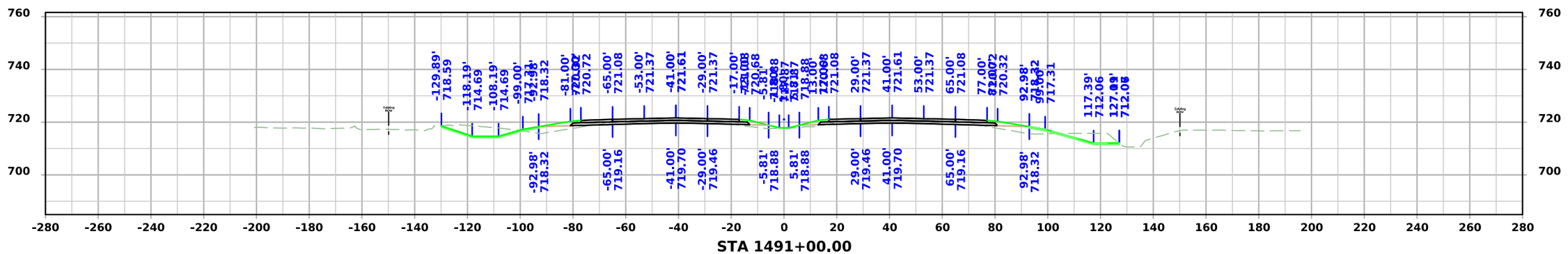
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ML - I-380



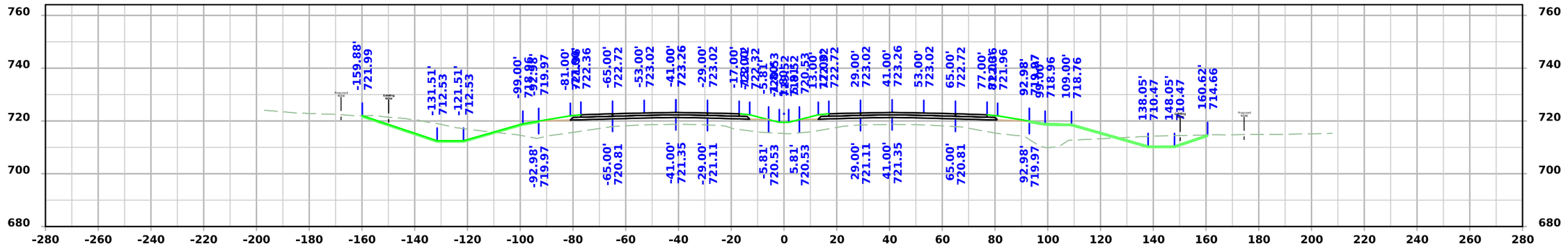




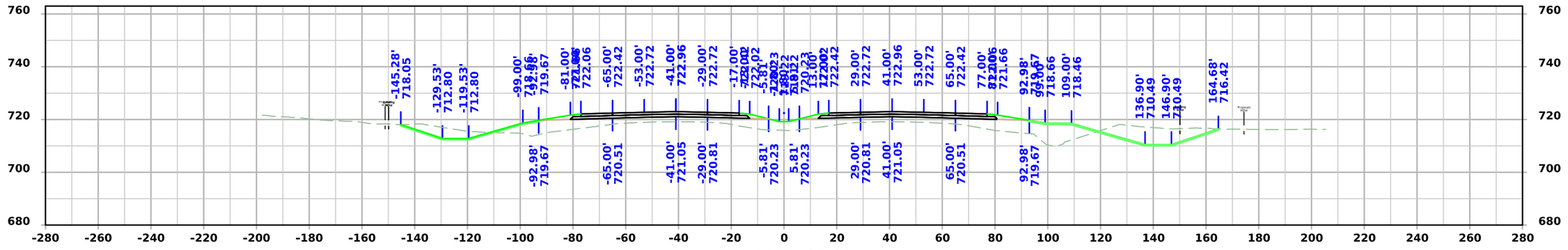
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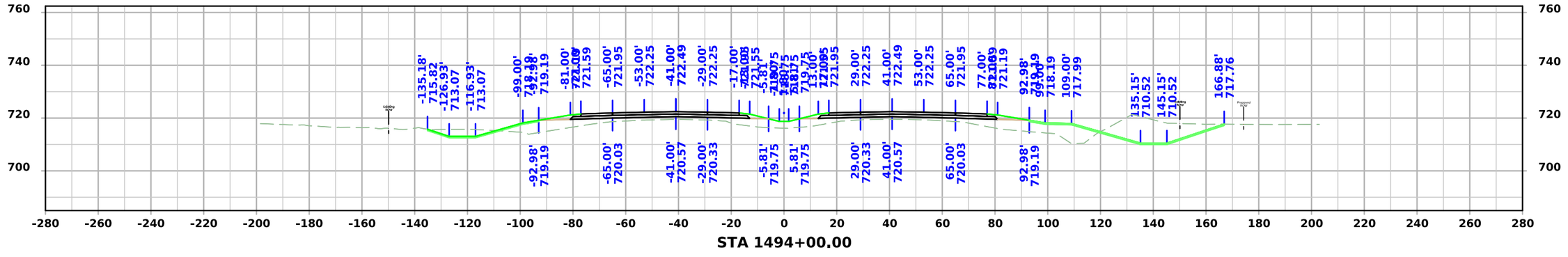
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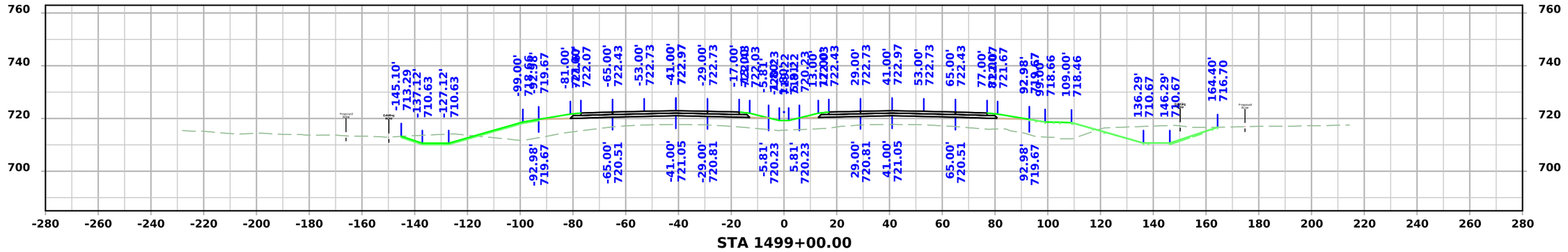
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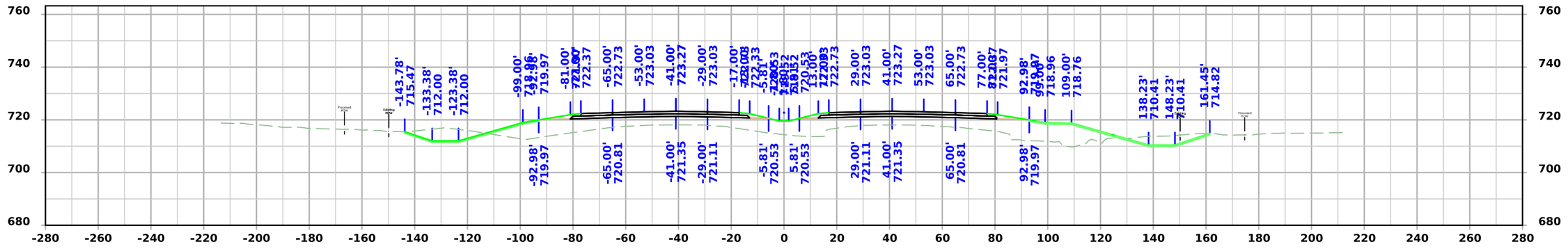
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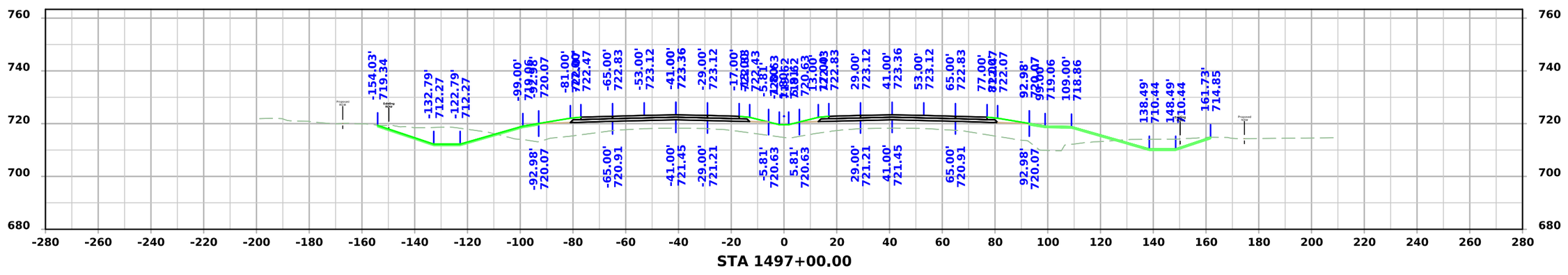
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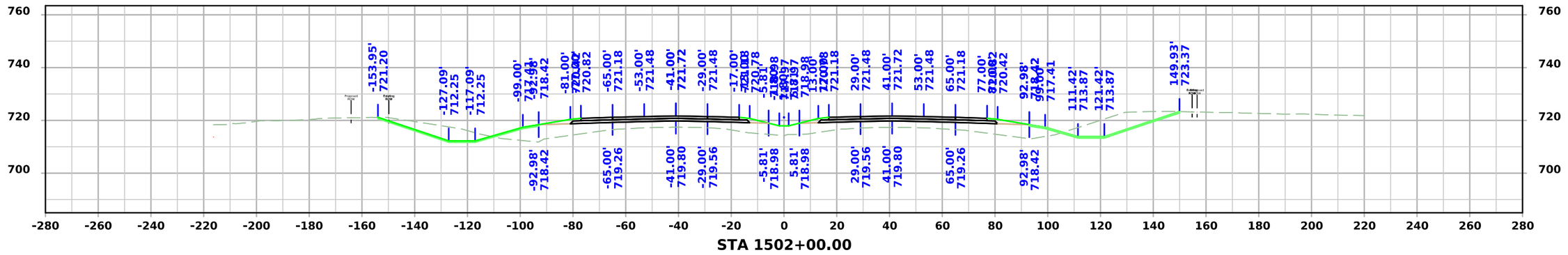


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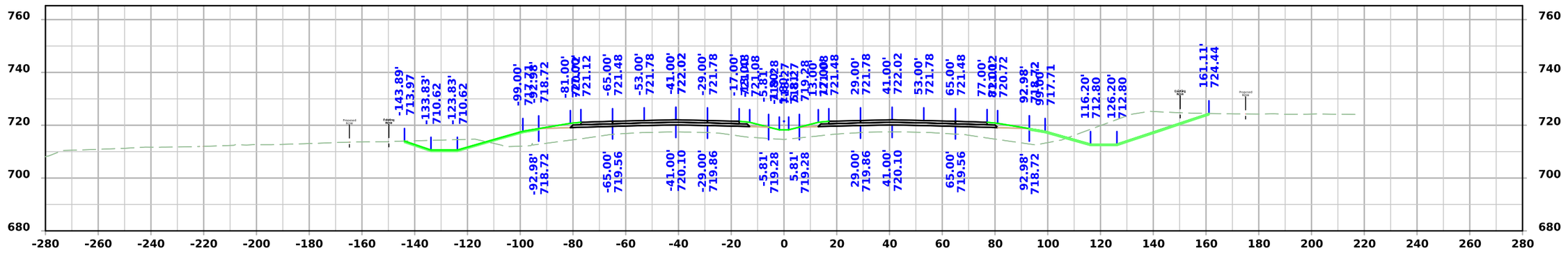
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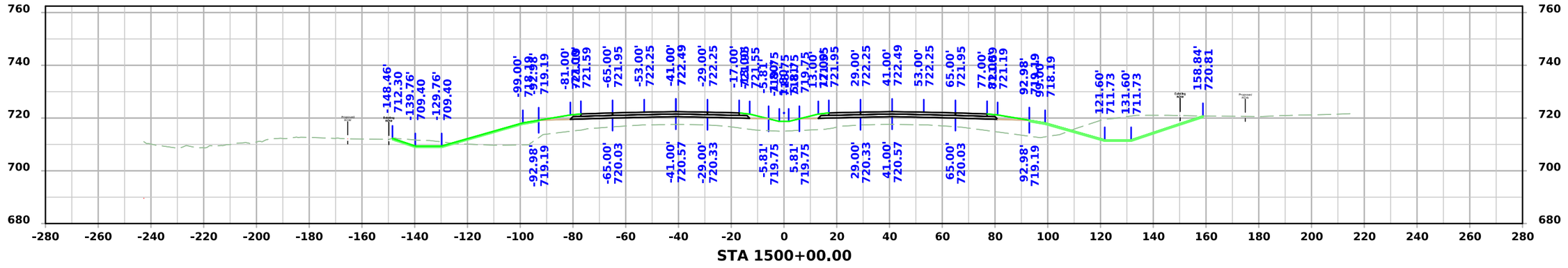
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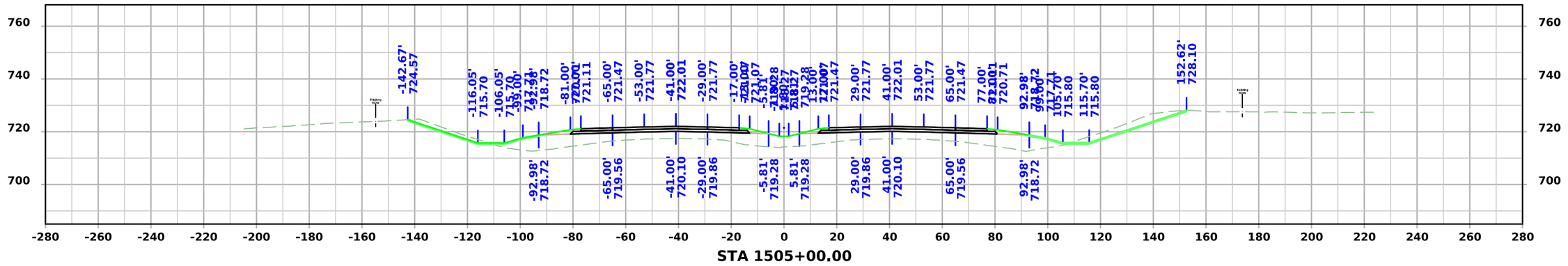


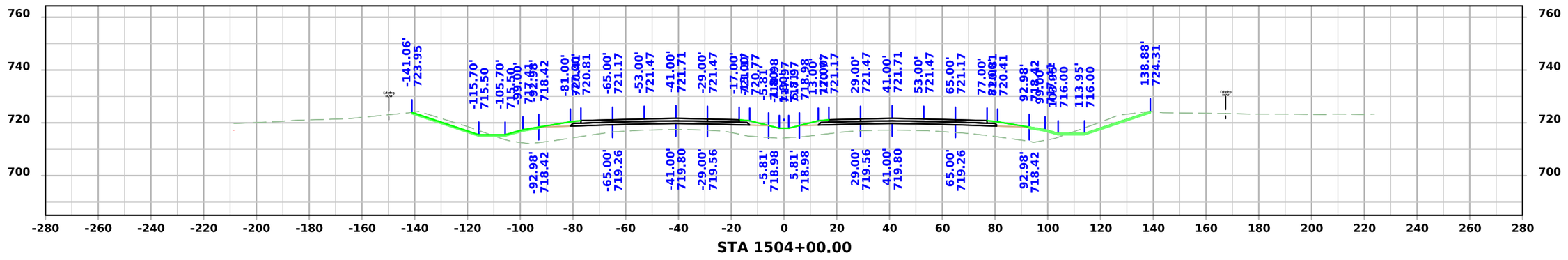
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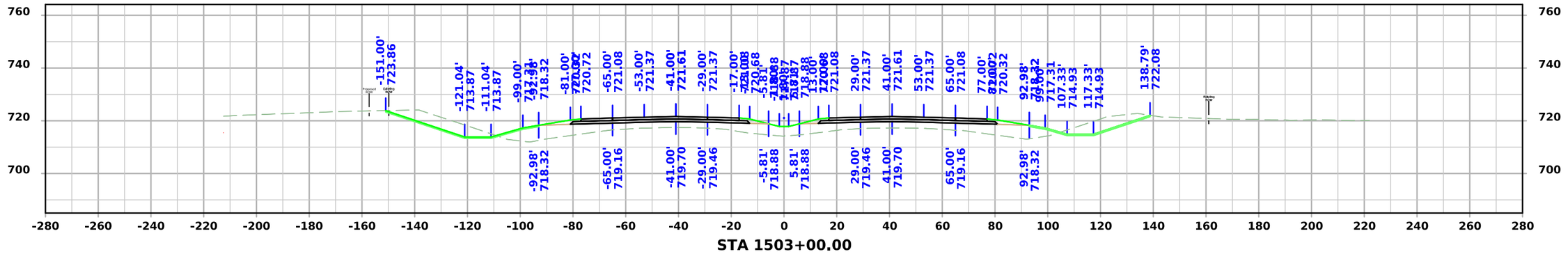
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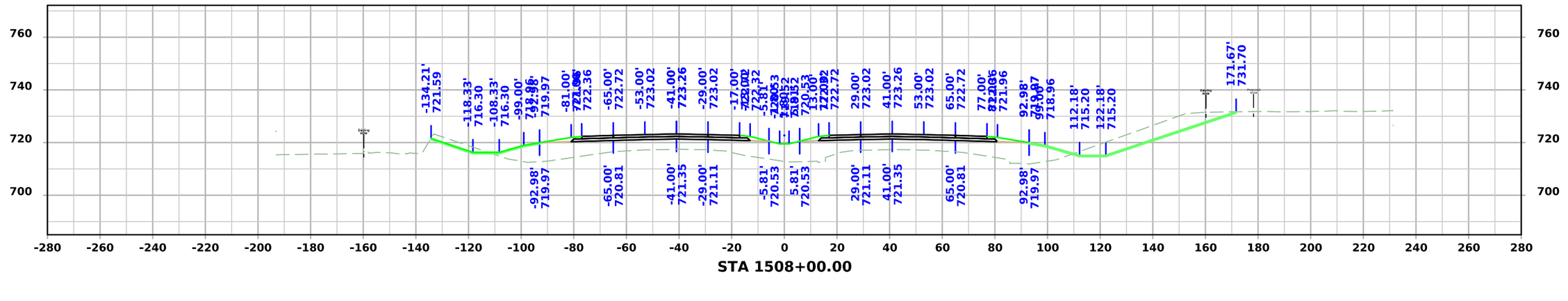




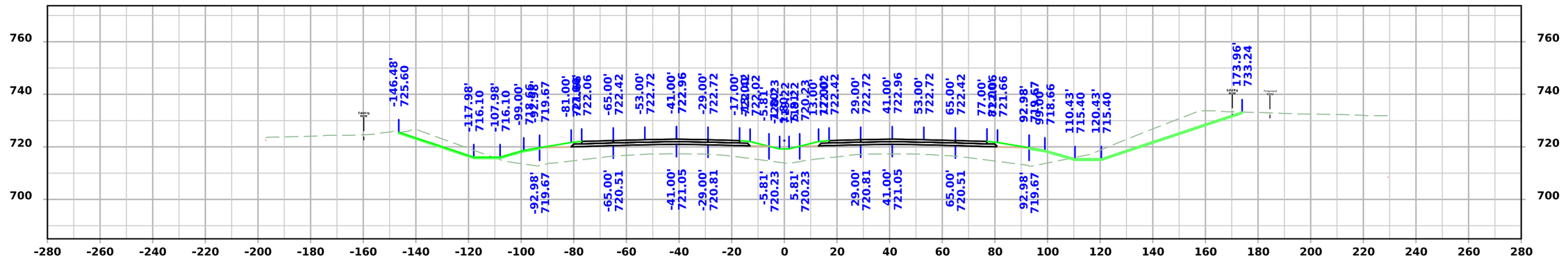
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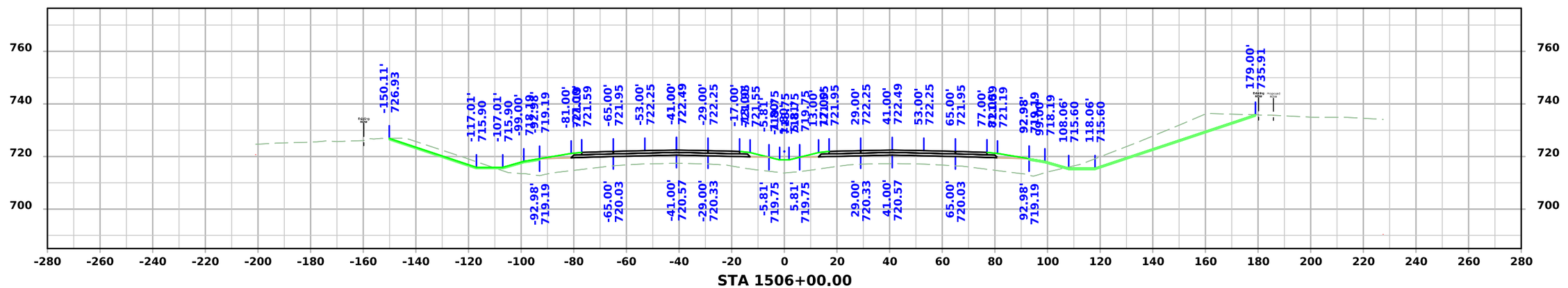
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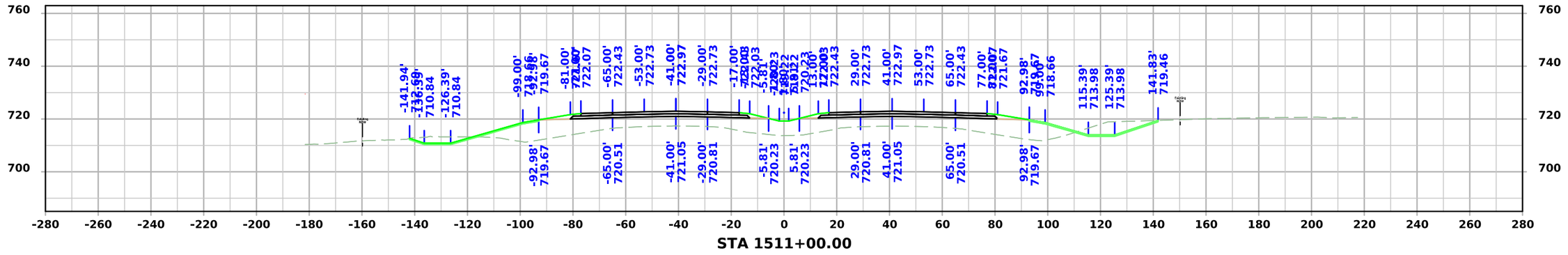


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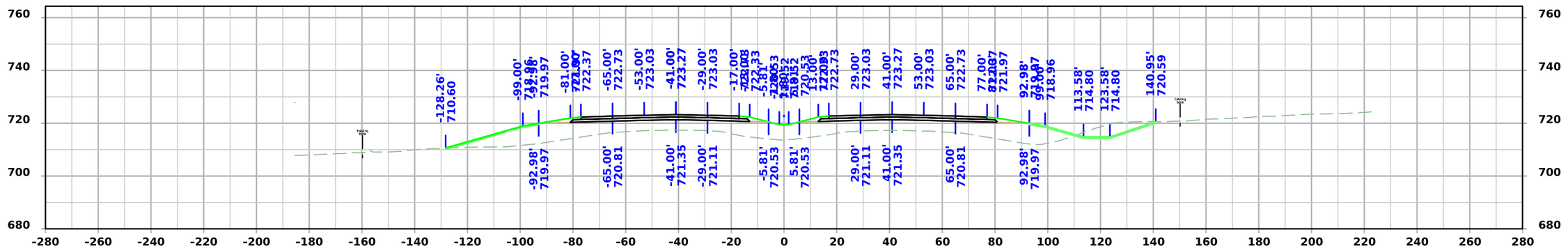
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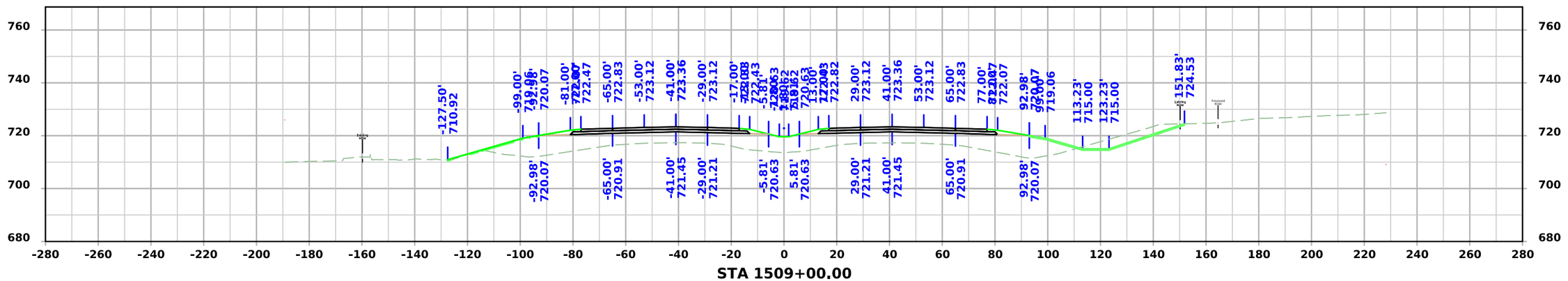
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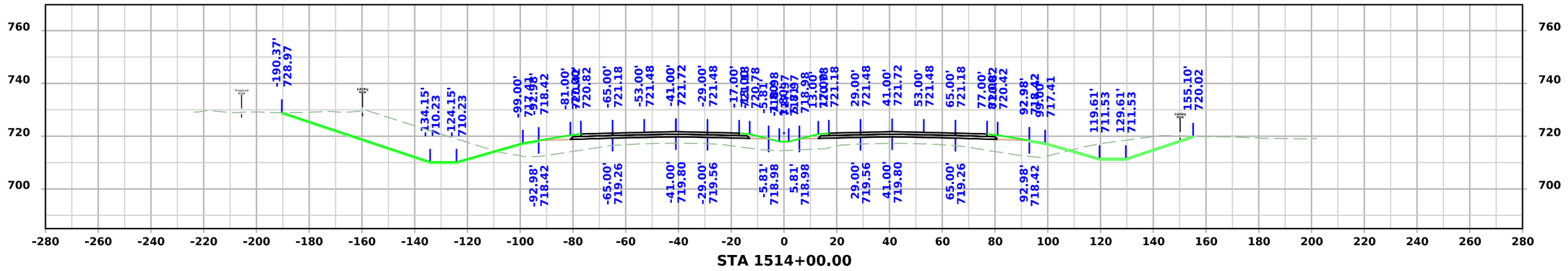


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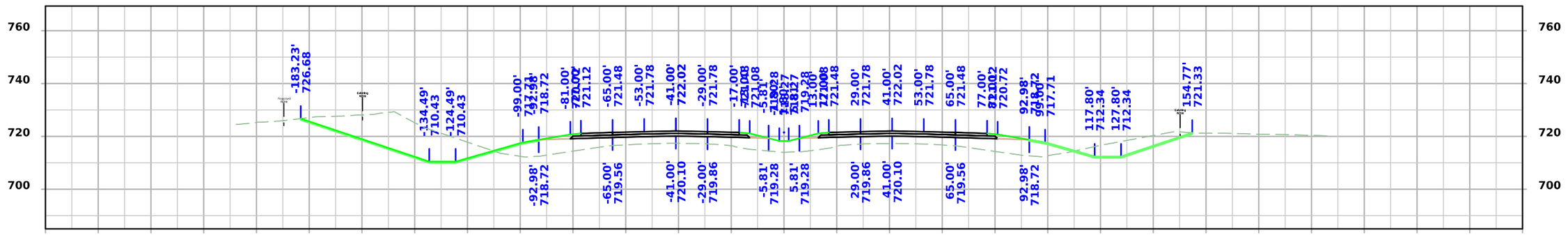
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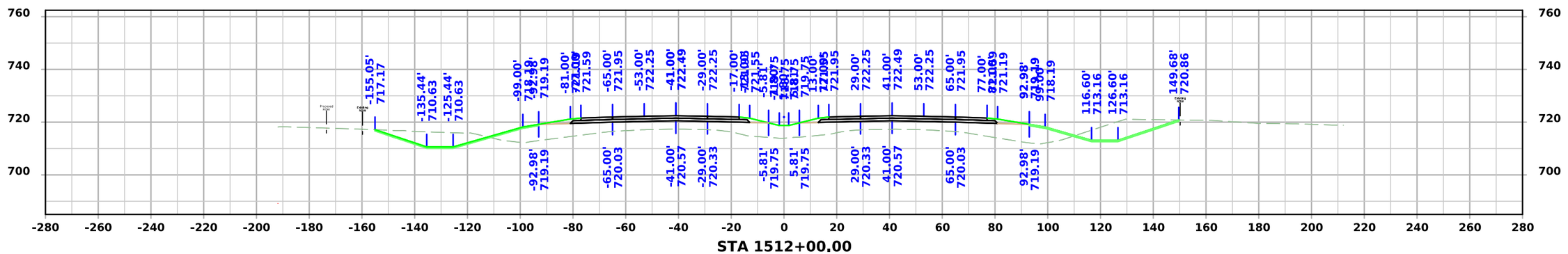
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STA 1513+00.00

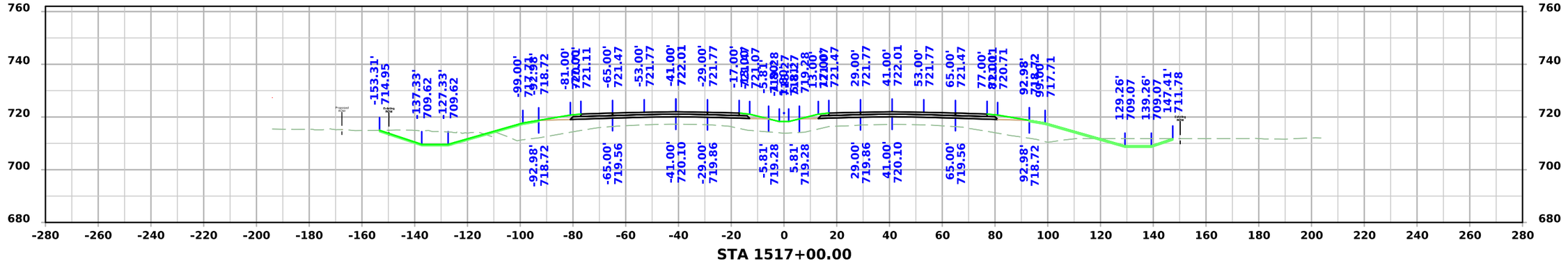


STA 1512+00.00

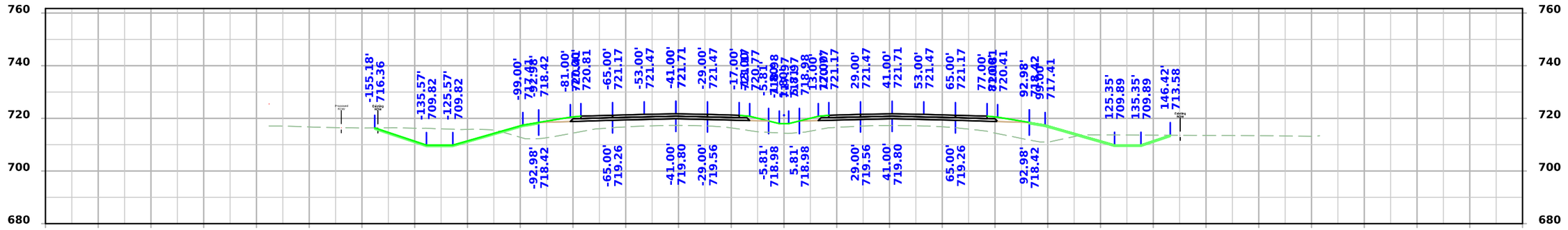
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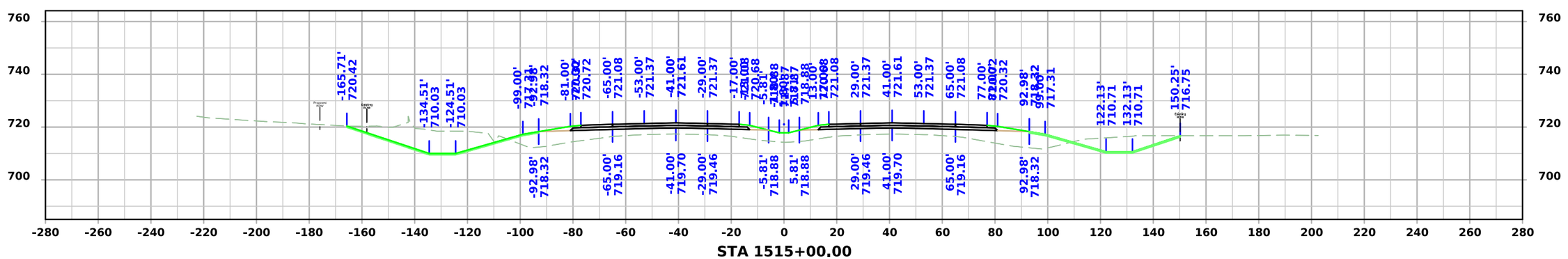
ML - I-380



STA 1517+00.00



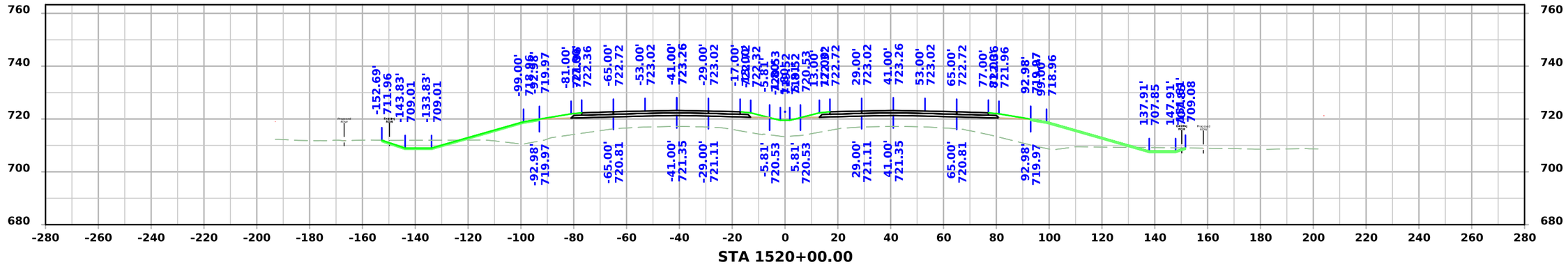
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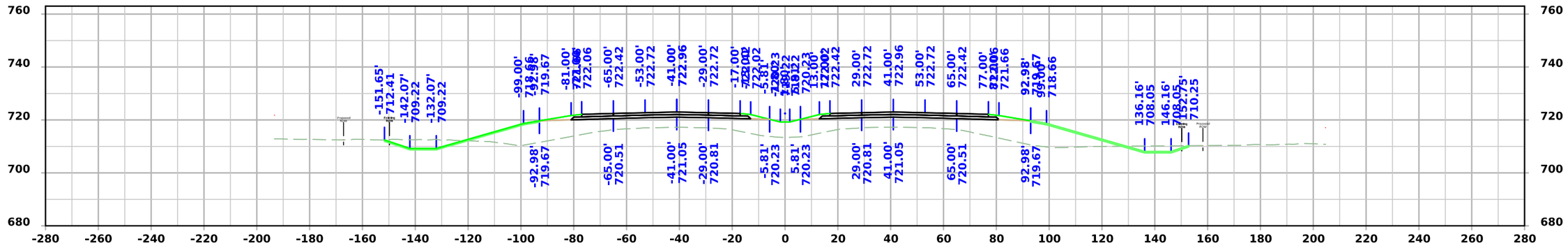
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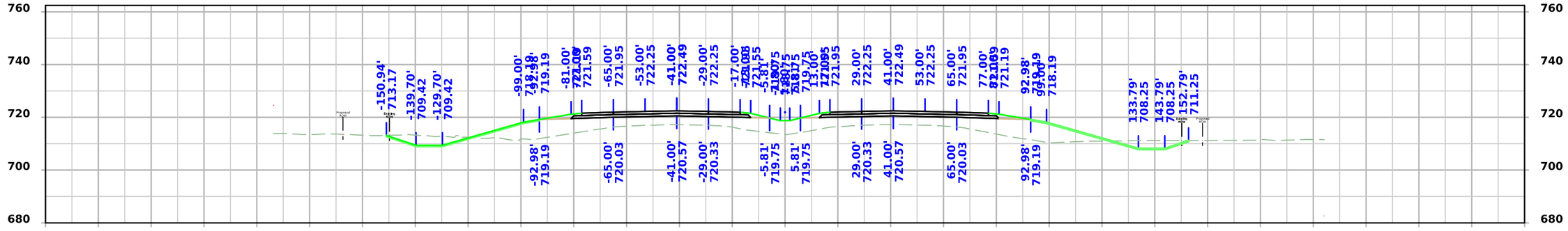
ML - I-380



STA 1520+00.00



STA 1519+00.00

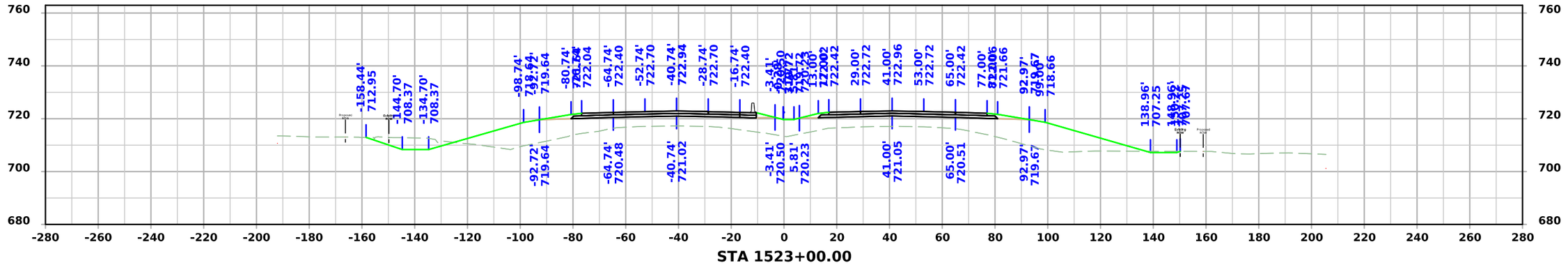


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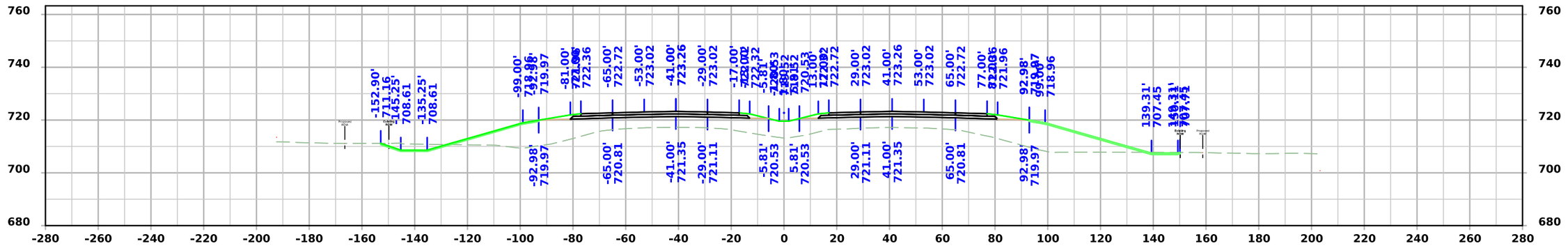
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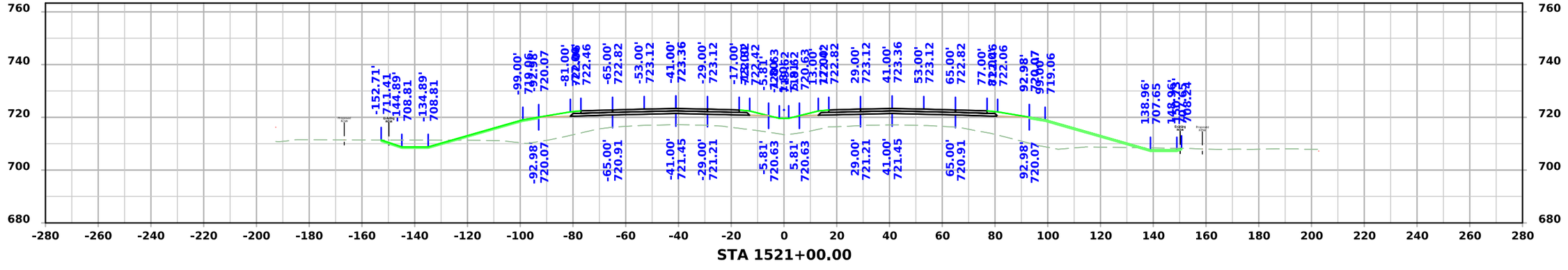
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STA 1523+00.00



STA 1522+00.00

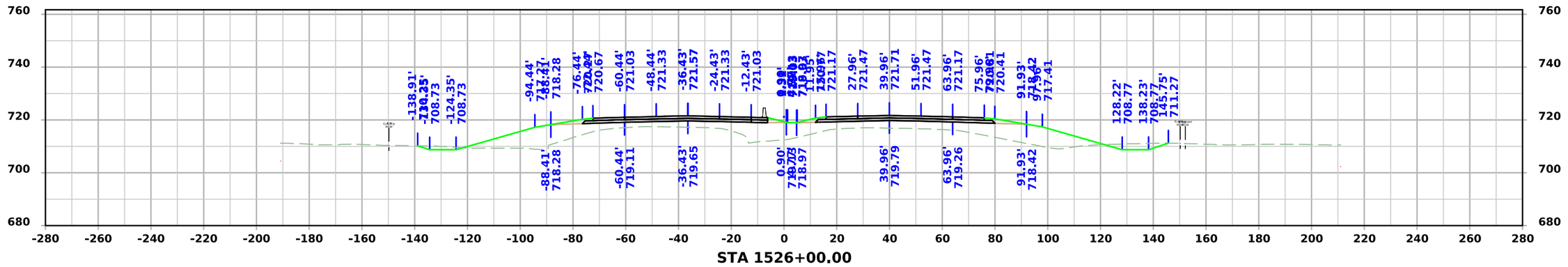


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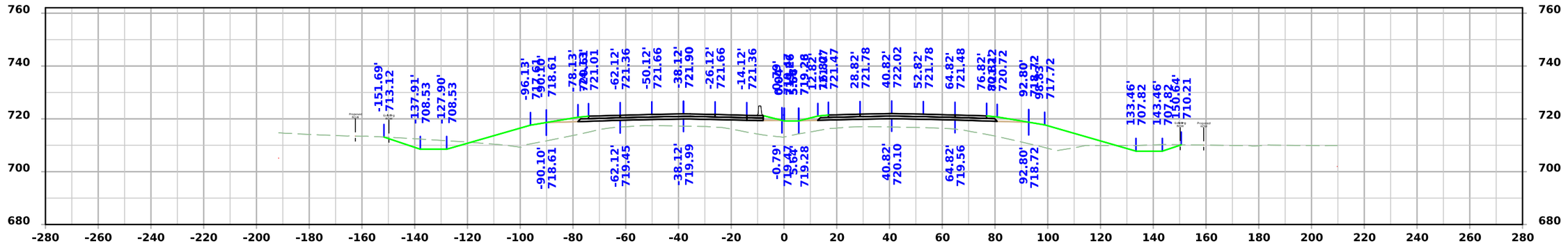
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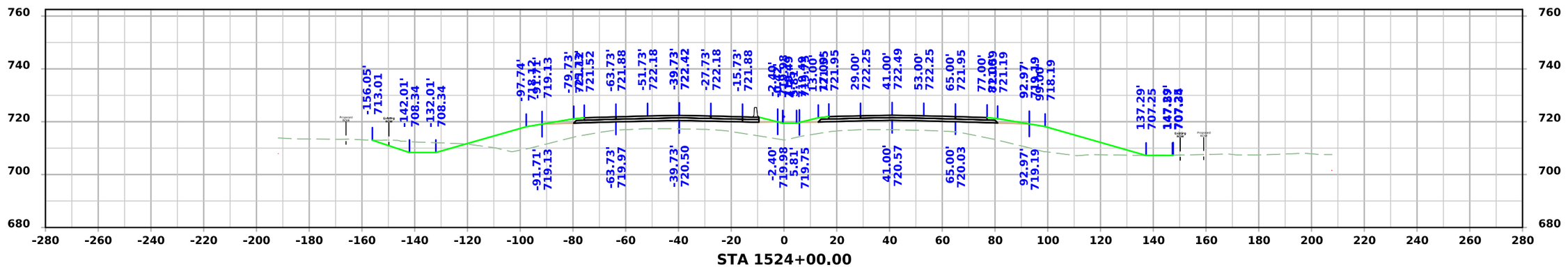
ML - I-380



STA 1526+00.00



STA 1525+00.00

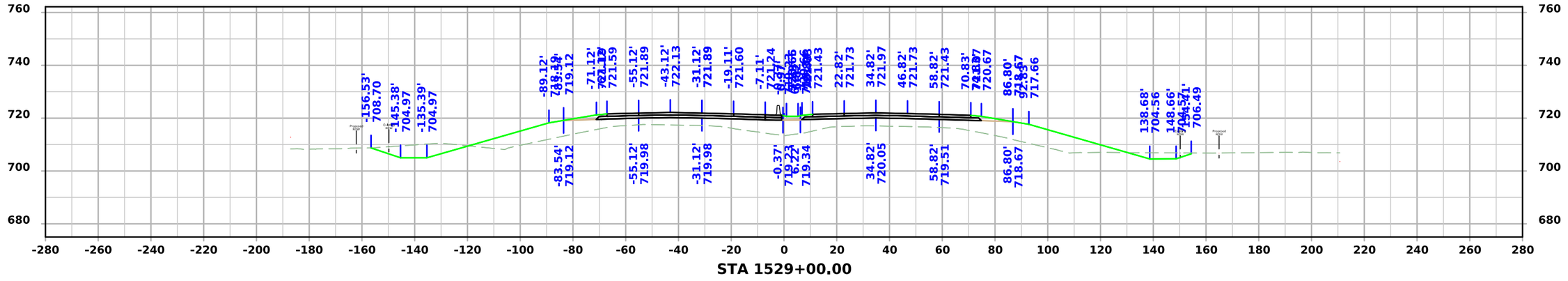


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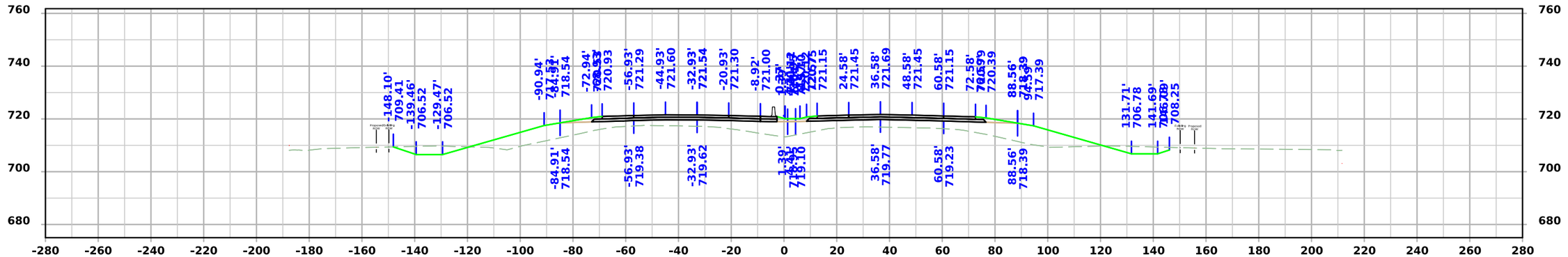
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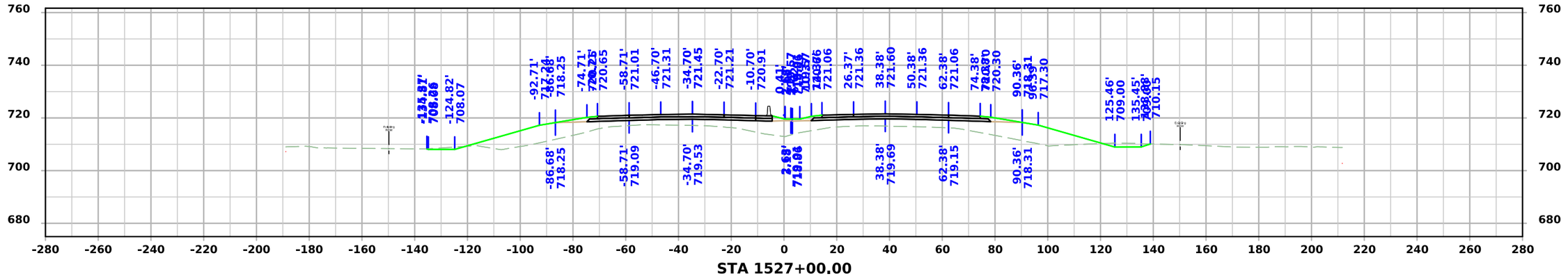
ML - I-380



STA 1529+00.00



STA 1528+00.00

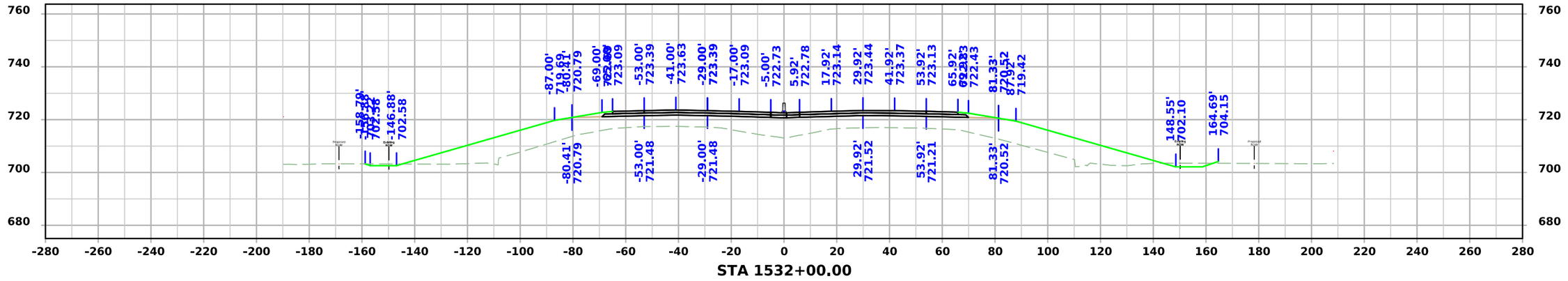


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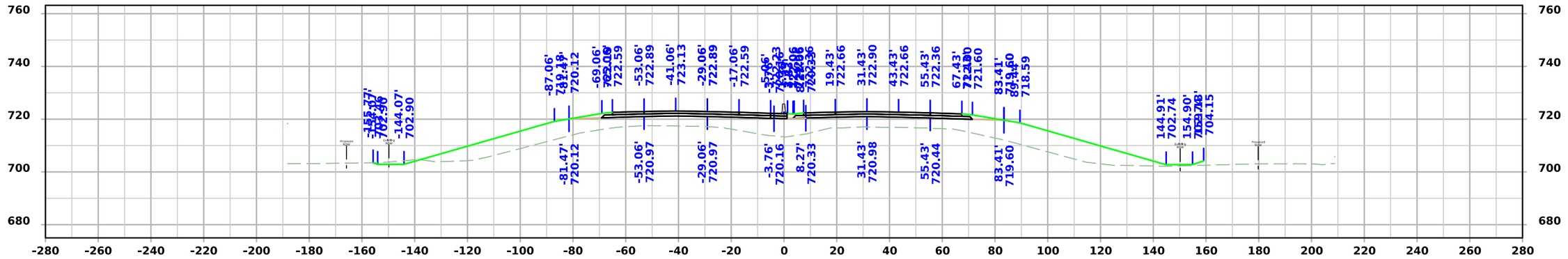
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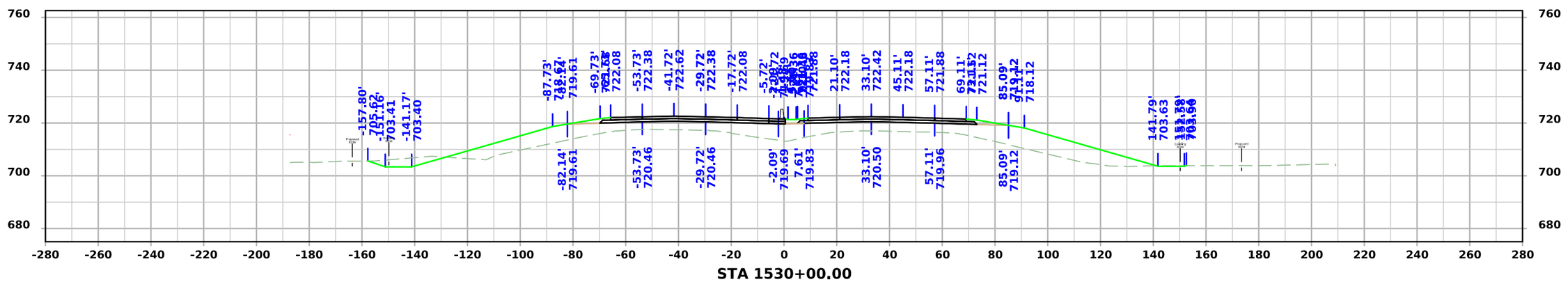
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STA 1532+00.00



STA 1531+00.00

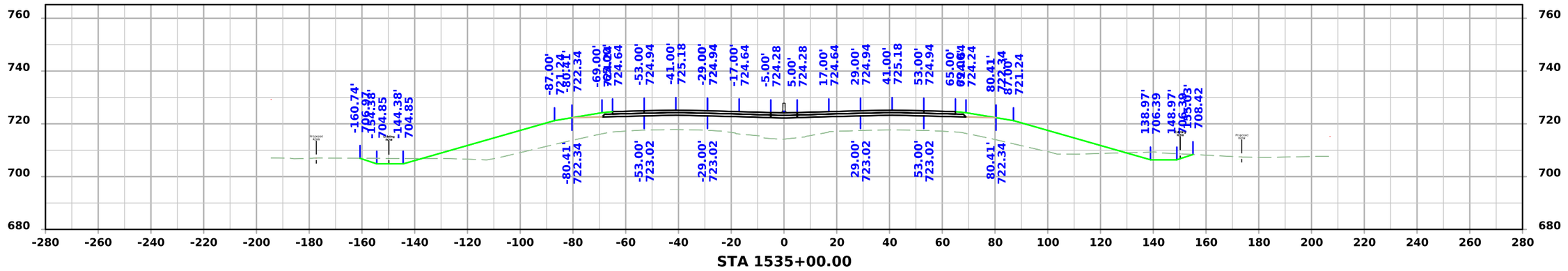


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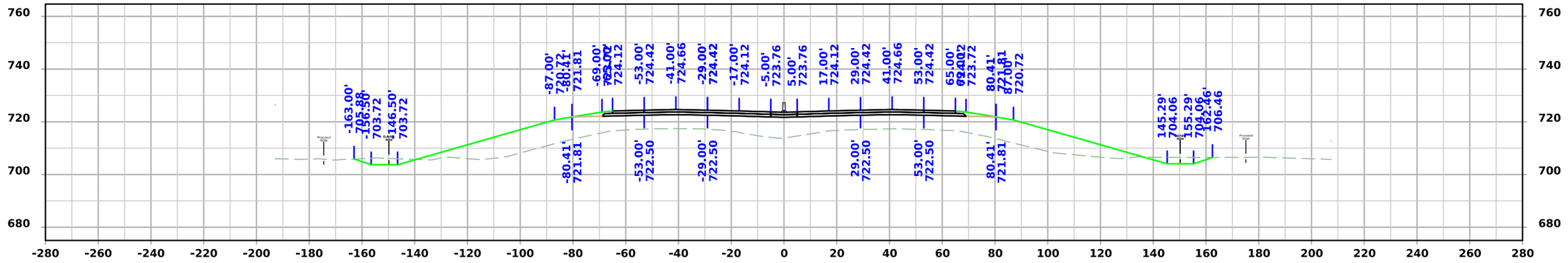
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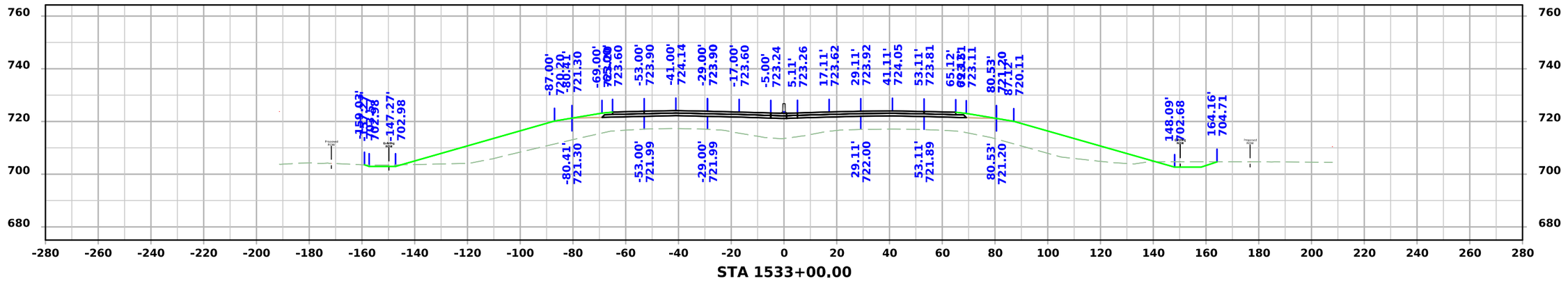
ML - I-380



STA 1535+00.00



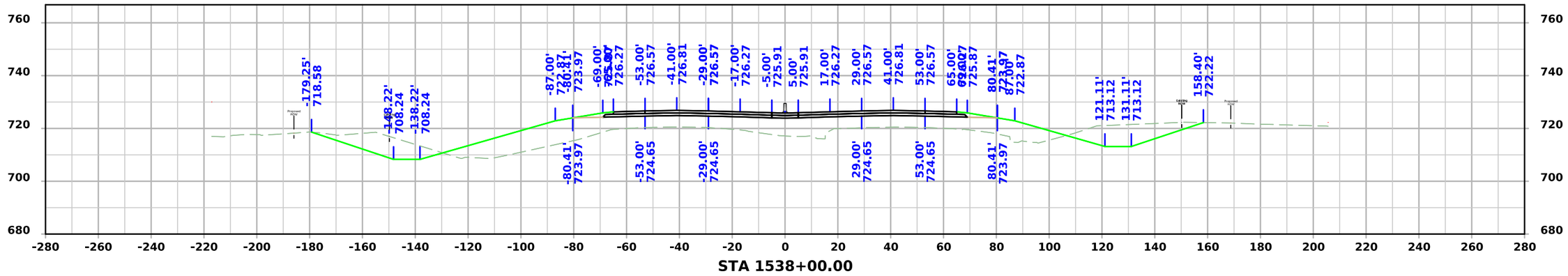
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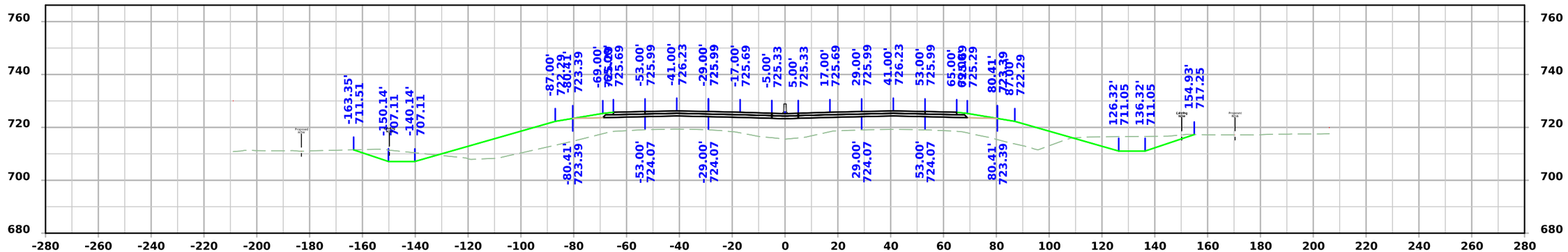
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.17

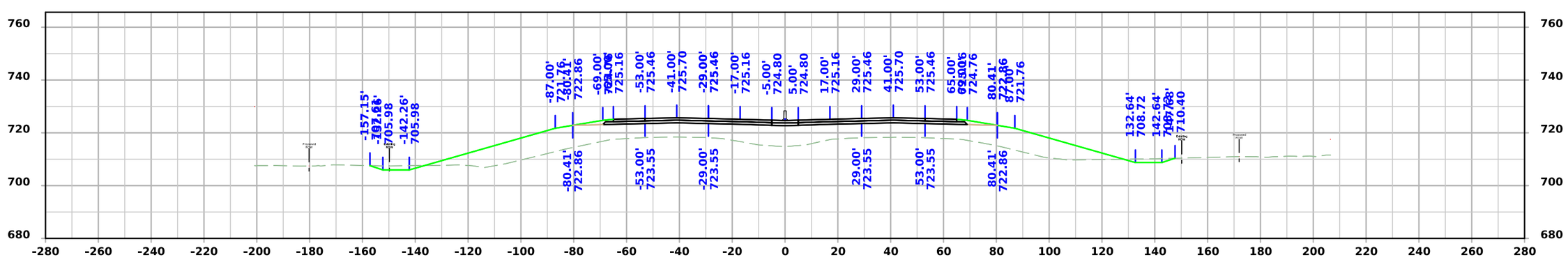
ML - I-380



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STA 1537+00.00

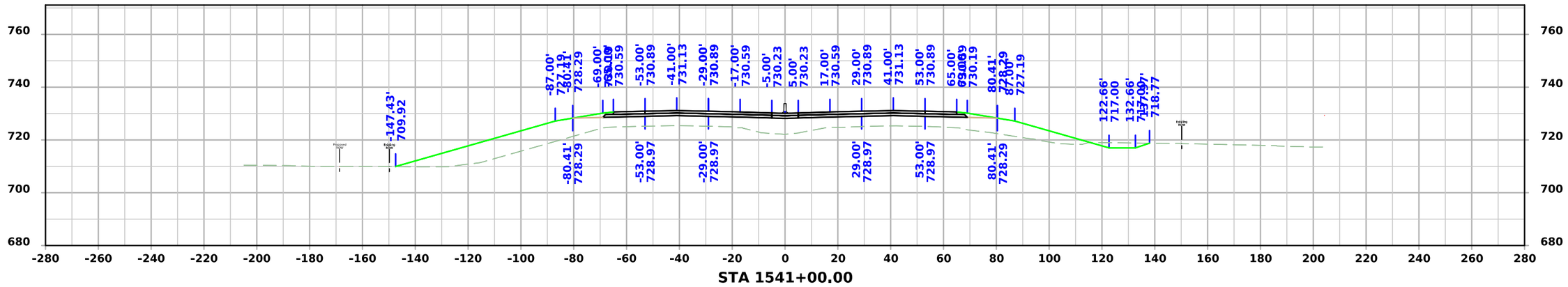


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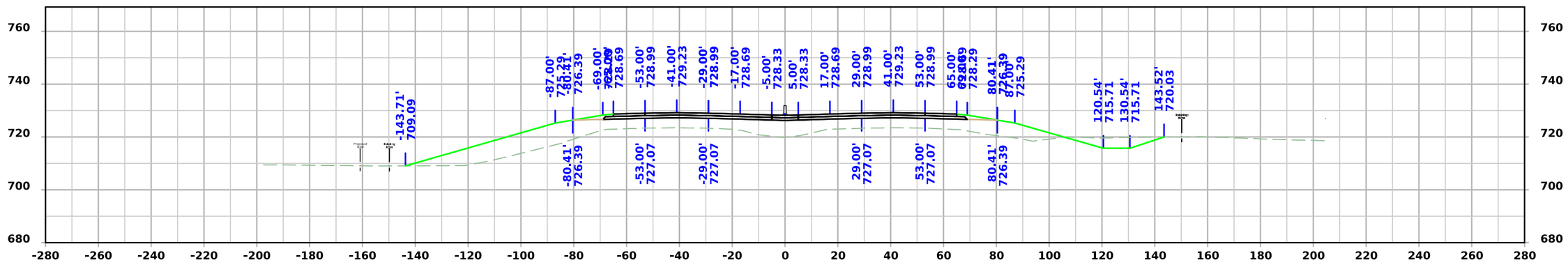
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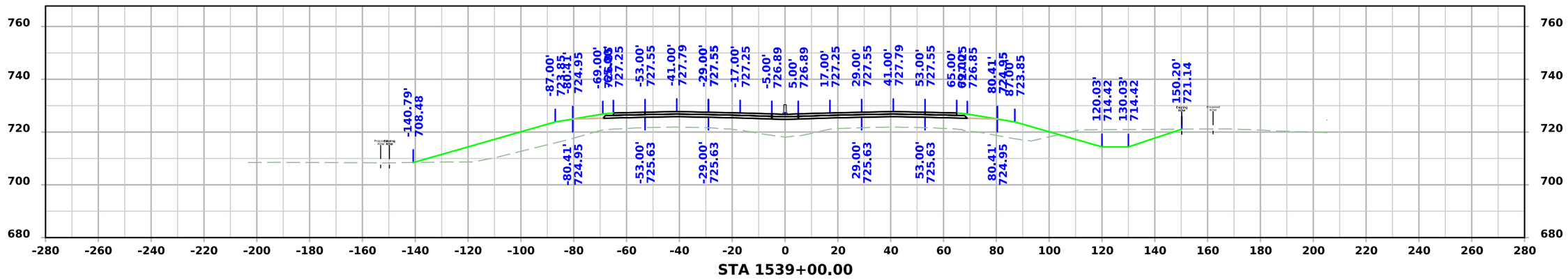
ML - I-380



STA 1541+00.00



STA 1540+00.00

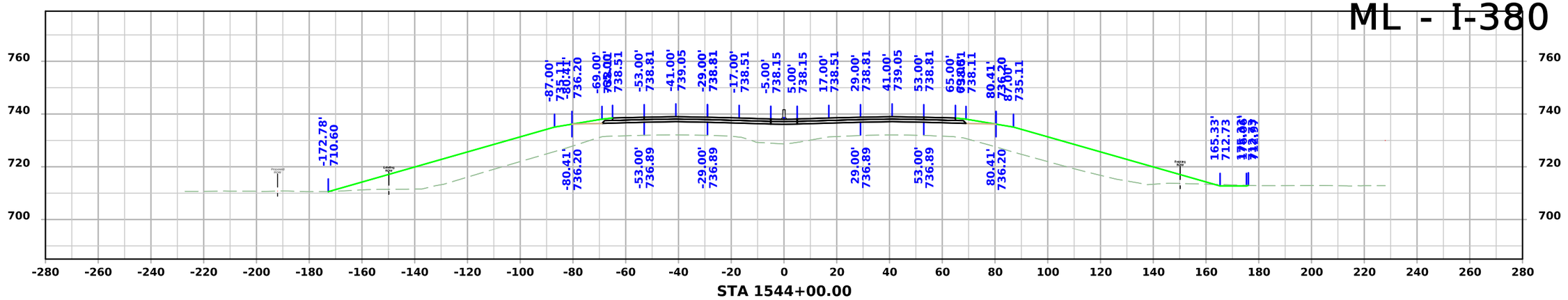


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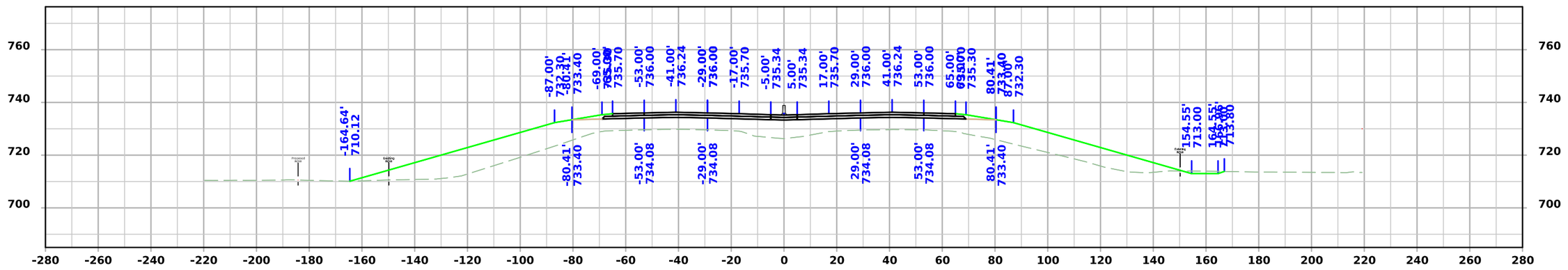
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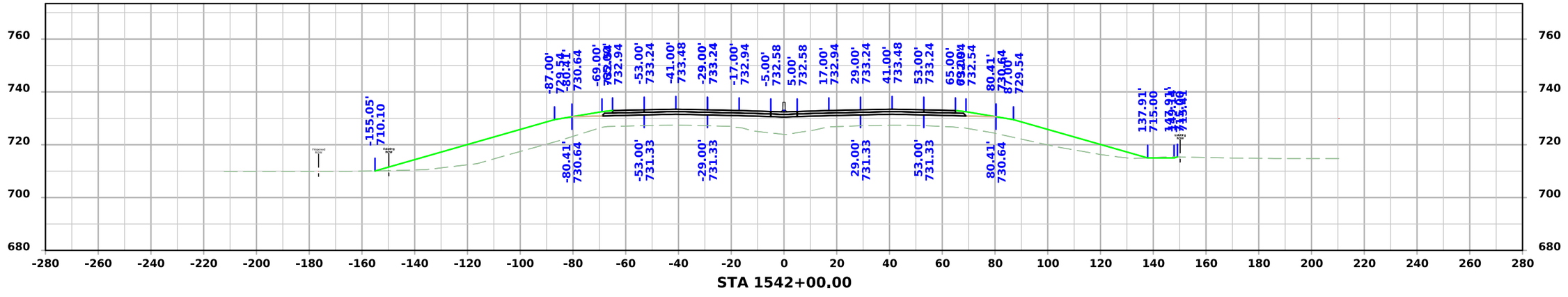
ML - I-380



STA 1544+00.00



STA 1543+00.00

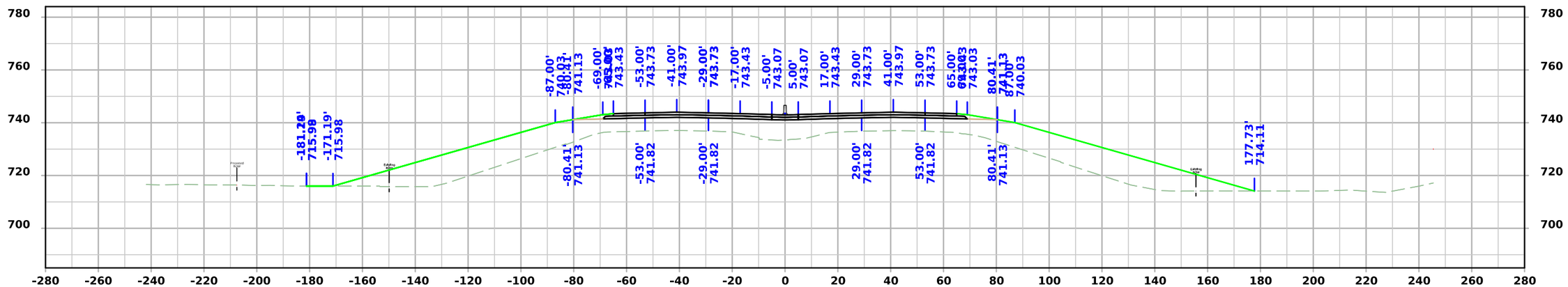


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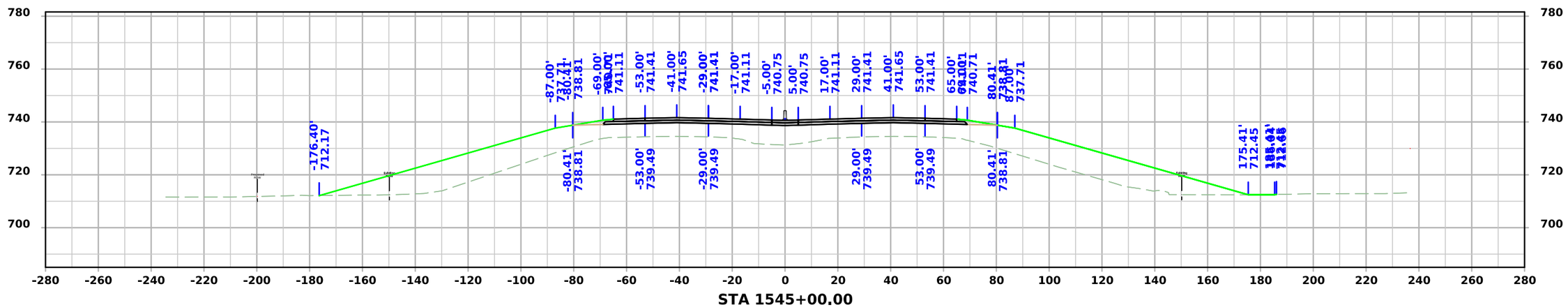
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ML - I-380



STA 1546+00.00

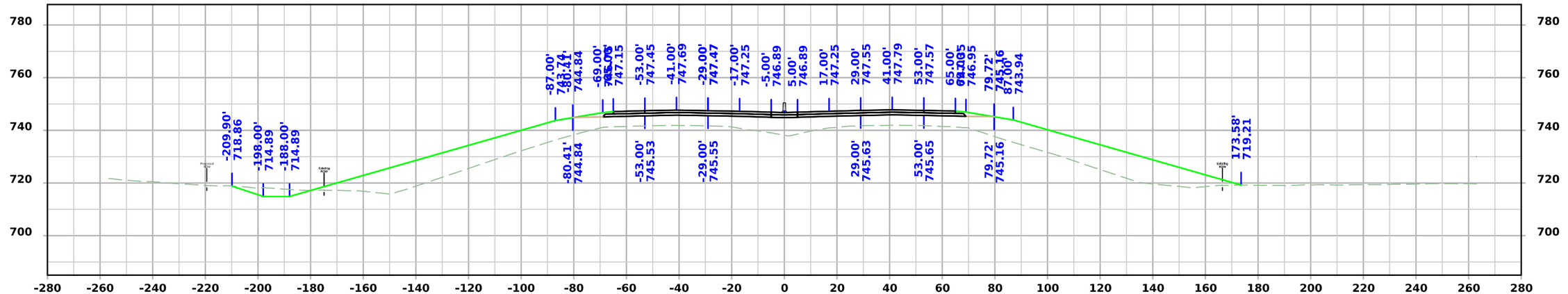


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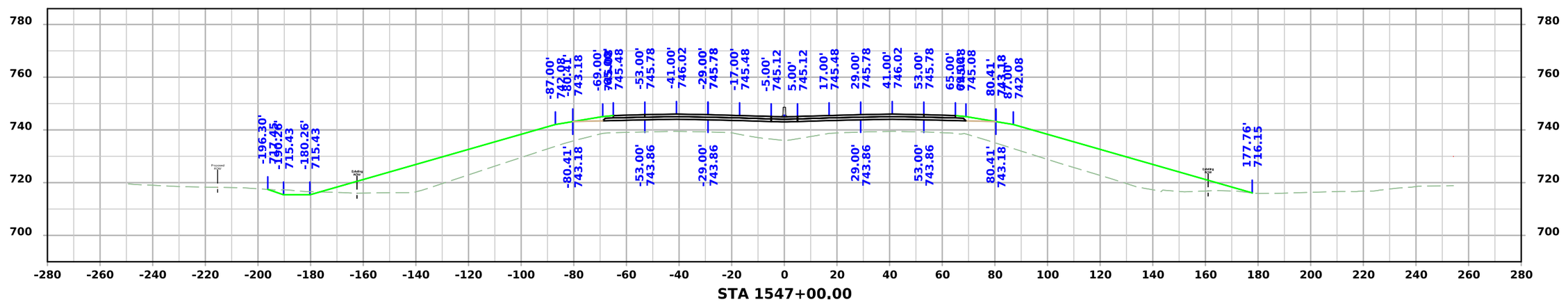
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ML - I-380



STA 1548+00.00

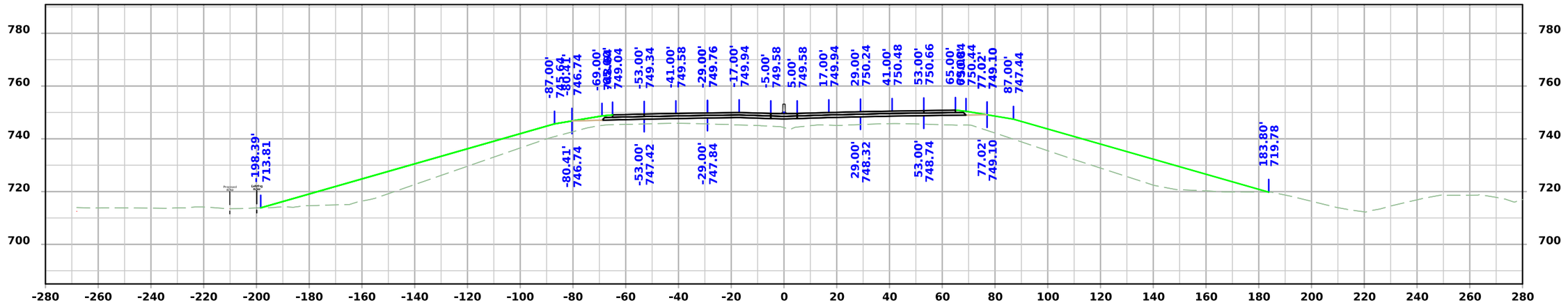


STA 1547+00.00

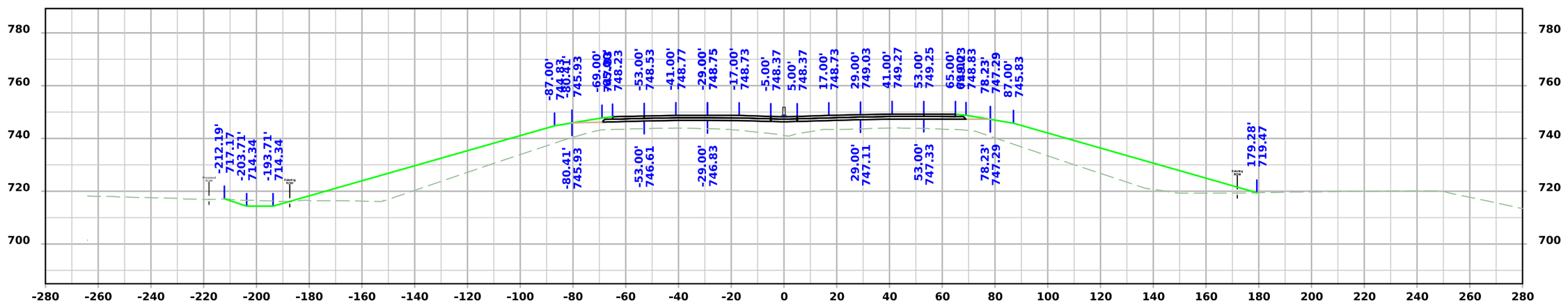
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ML - I-380



STA 1550+00.00

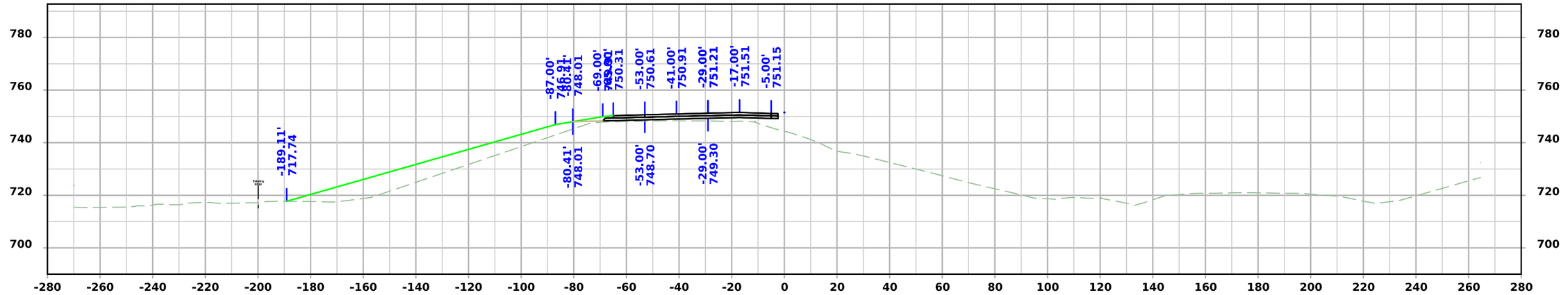


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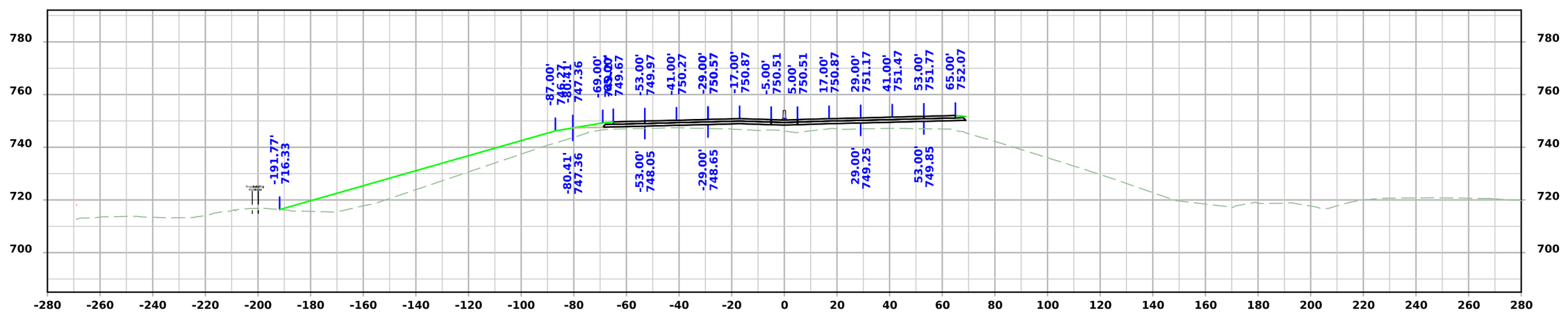
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ML - I-380



STA 1552+00.00

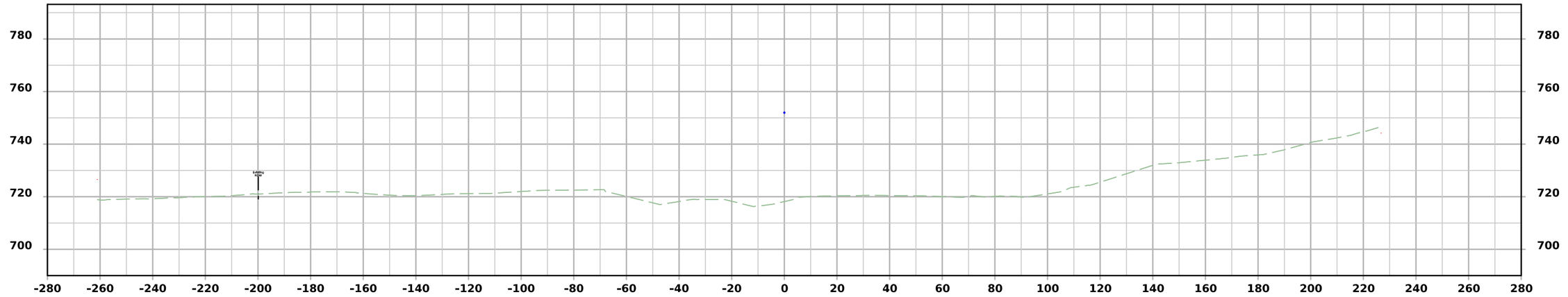


STA 1551+00.00

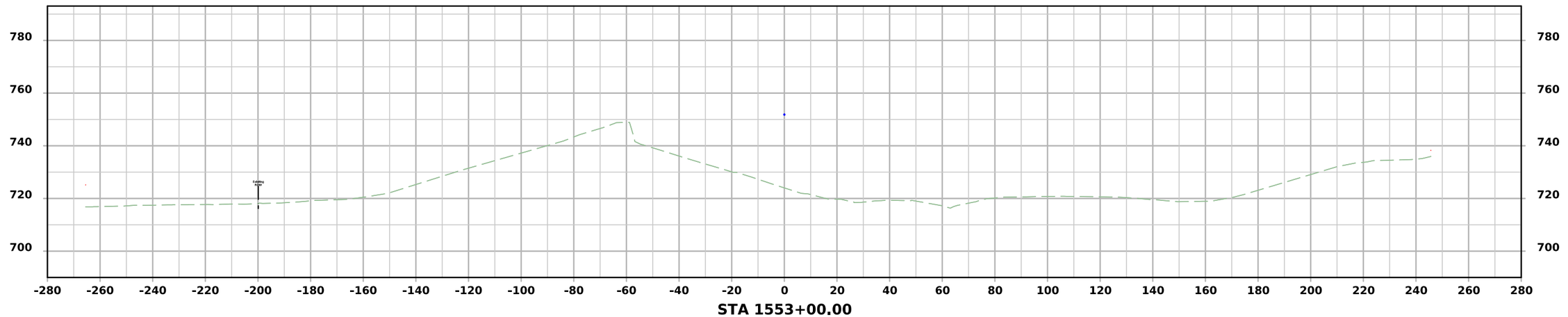
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3:00:00 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1554+00.00

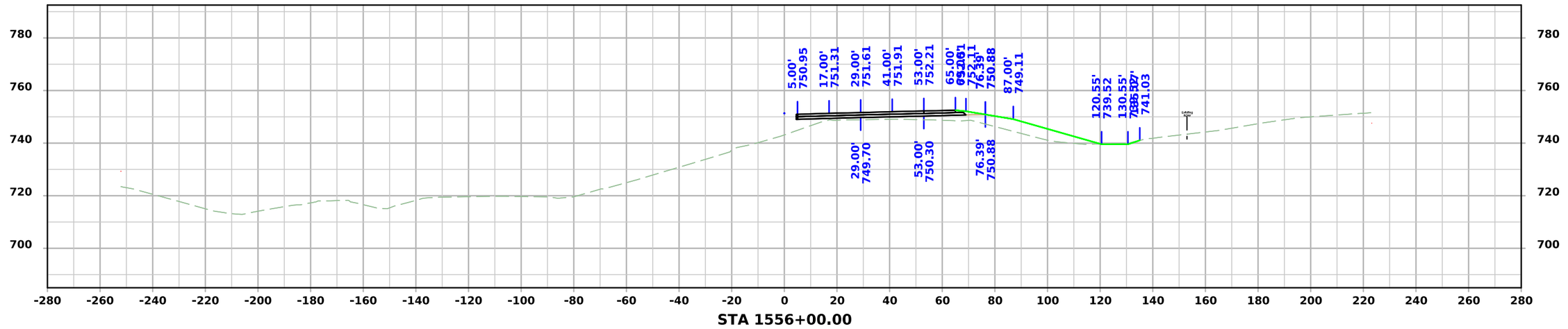


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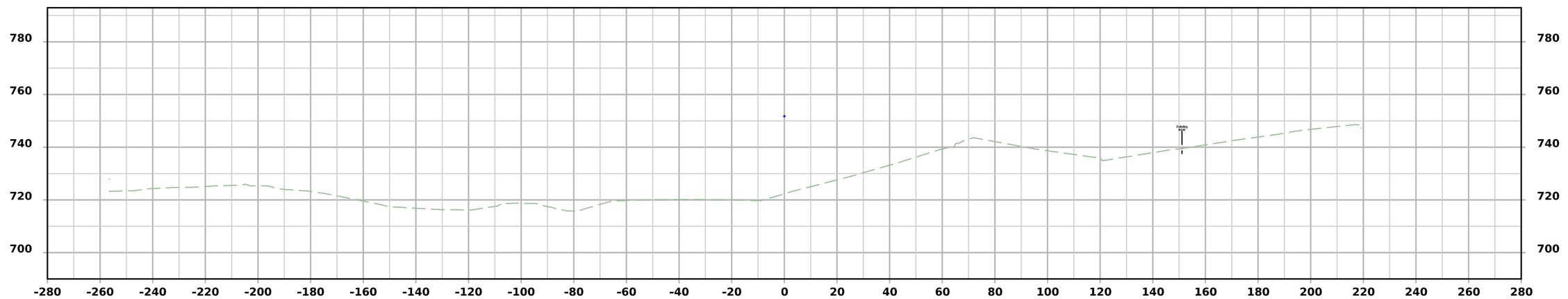
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.25

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ML - I-380



STA 1556+00.00

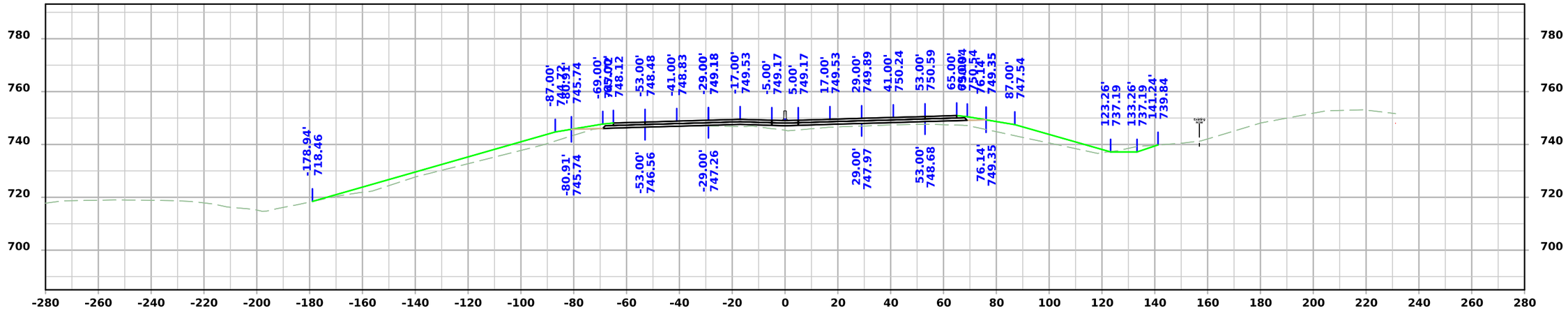


STA 1555+00.00

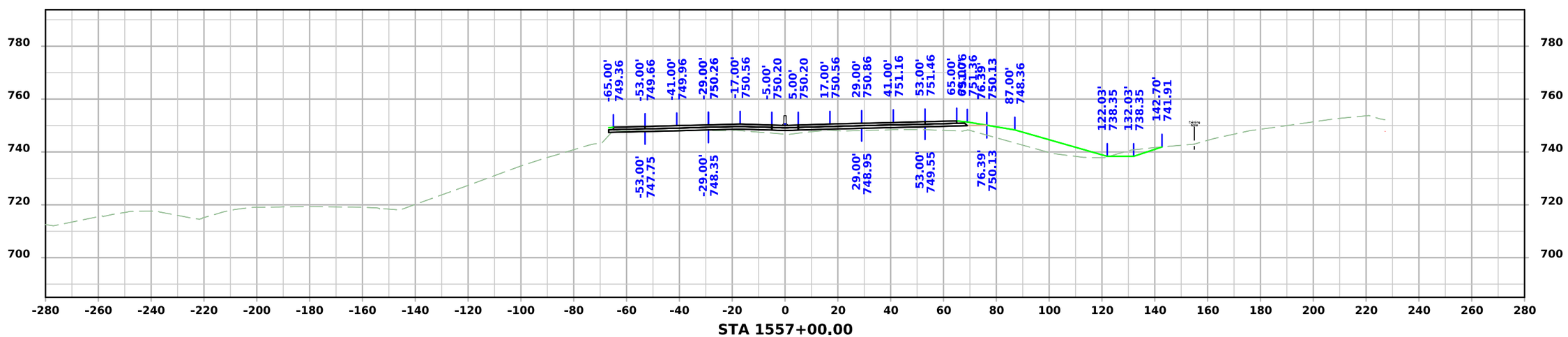
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ML - I-380



STA 1558+00.00

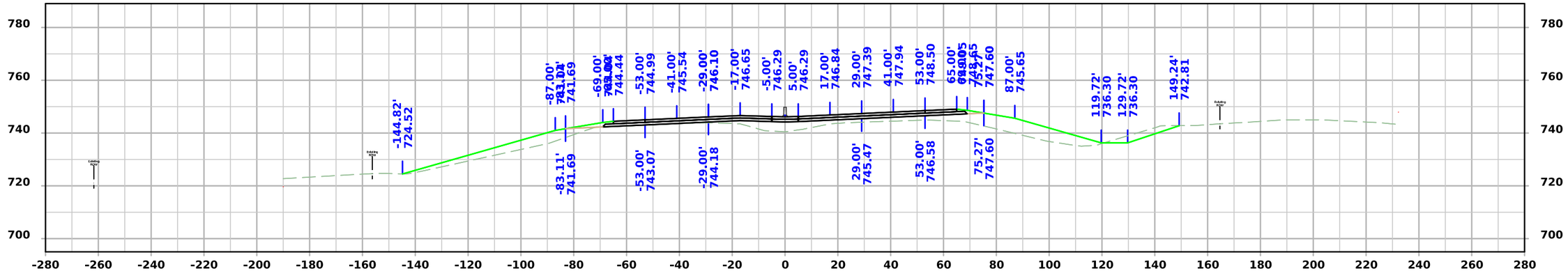


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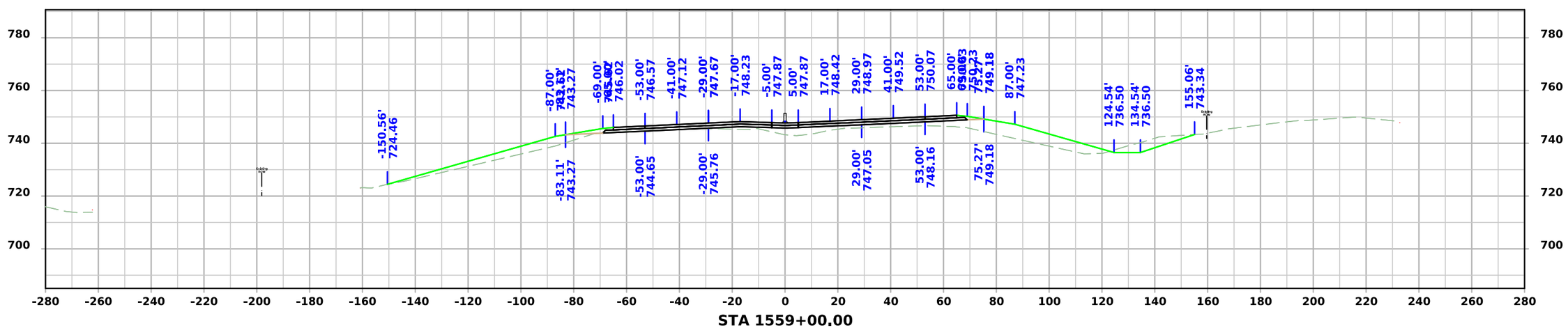
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.27

3:00:04 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1560+00.00

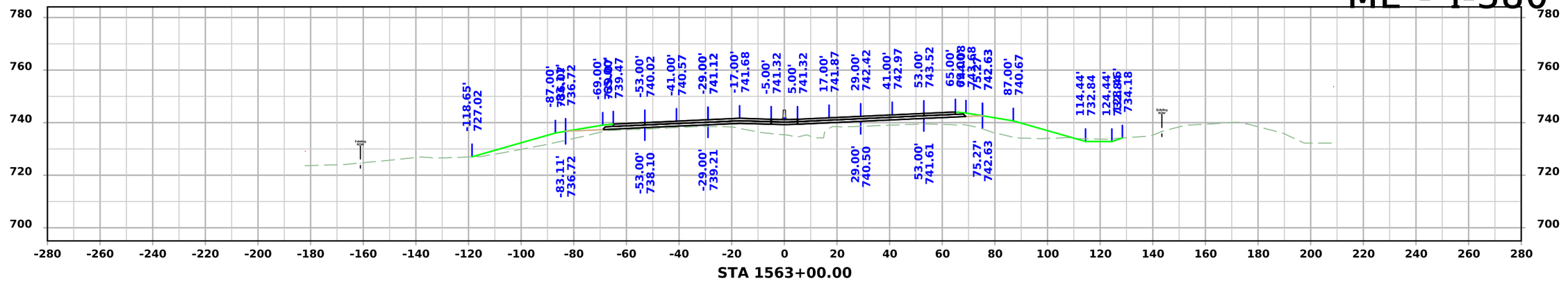


STA 1559+00.00

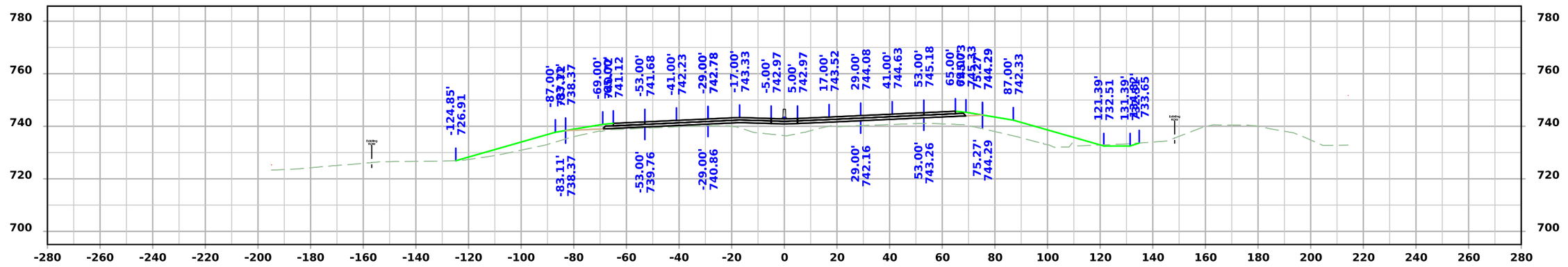
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.28

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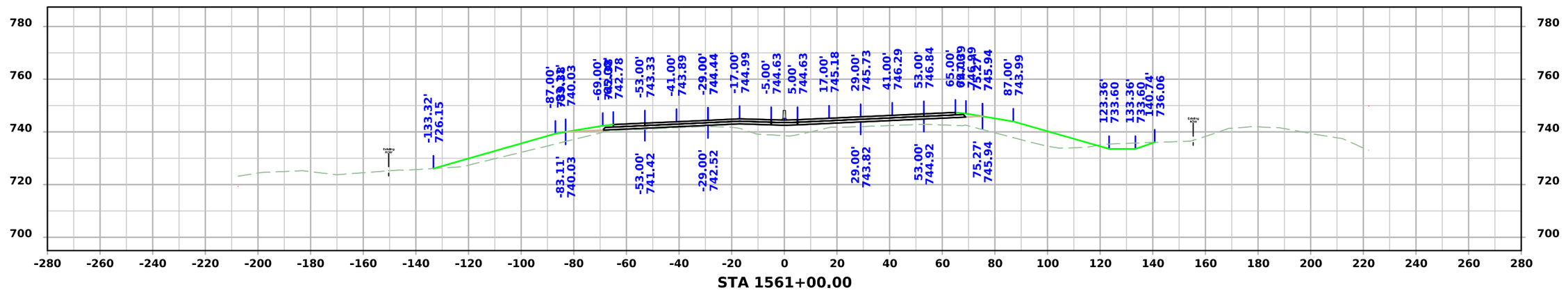
ML - I-380



STA 1563+00.00



STA 1562+00.00

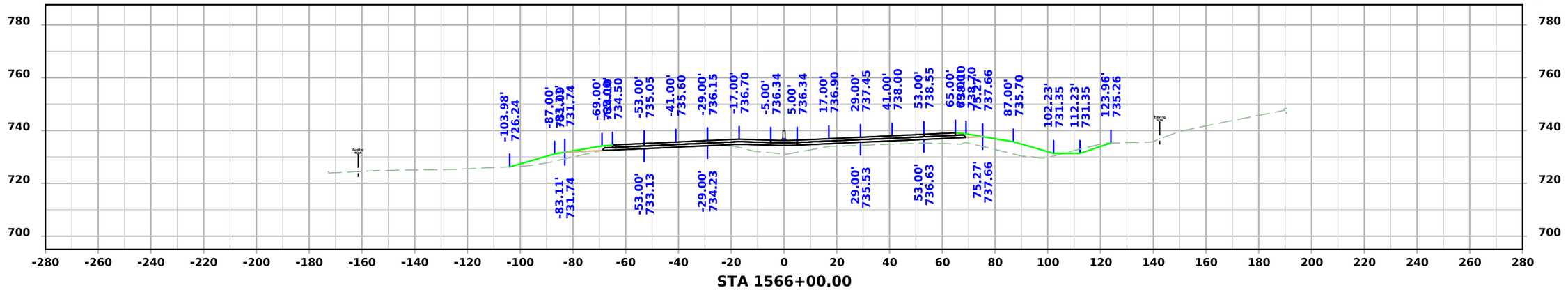


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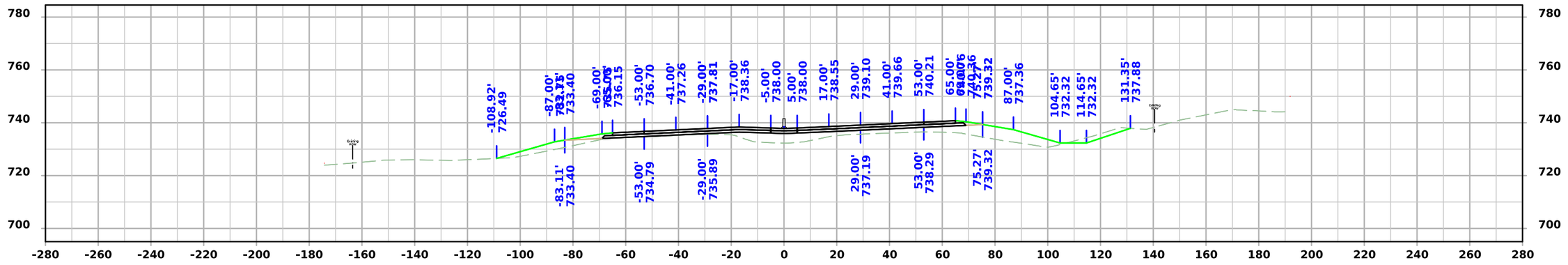
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.29

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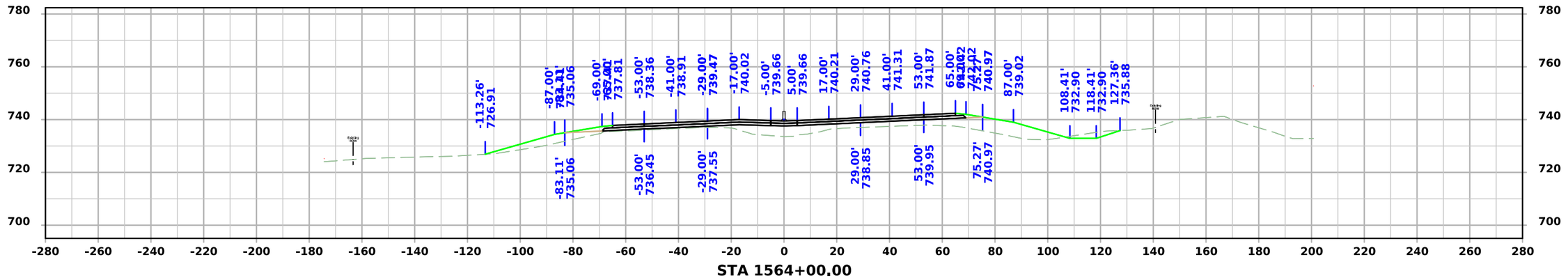
ML - I-380



STA 1566+00.00



STA 1565+00.00

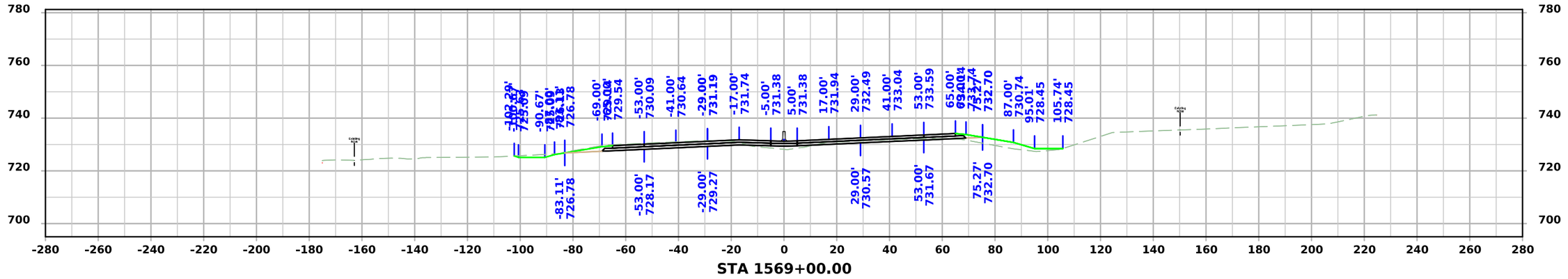


STA 1564+00.00

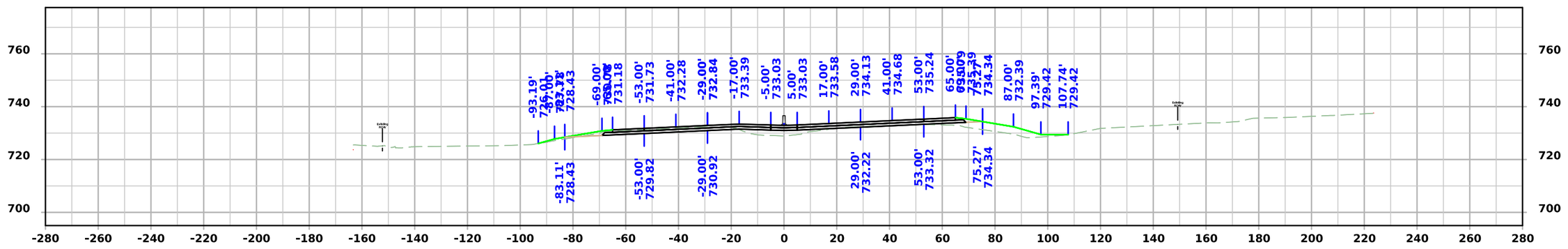
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.30

3:00:09 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

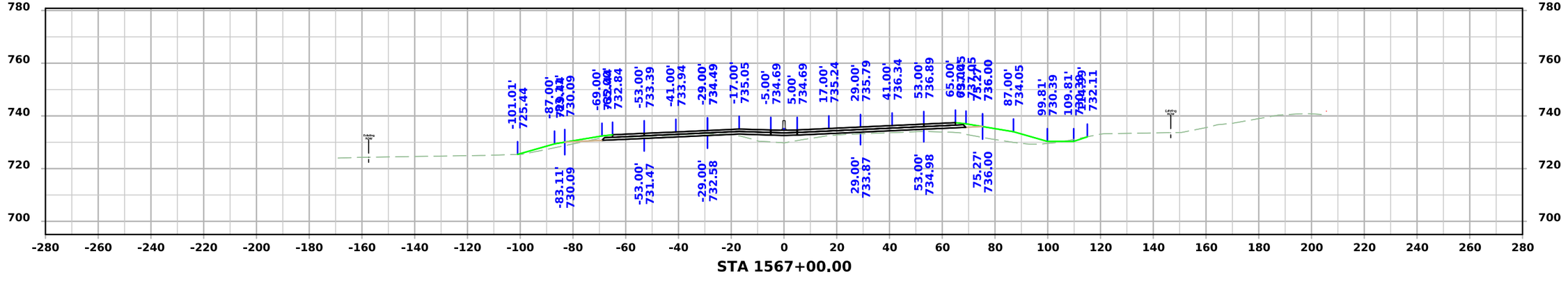
ML - I-380



STA 1569+00.00



STA 1568+00.00

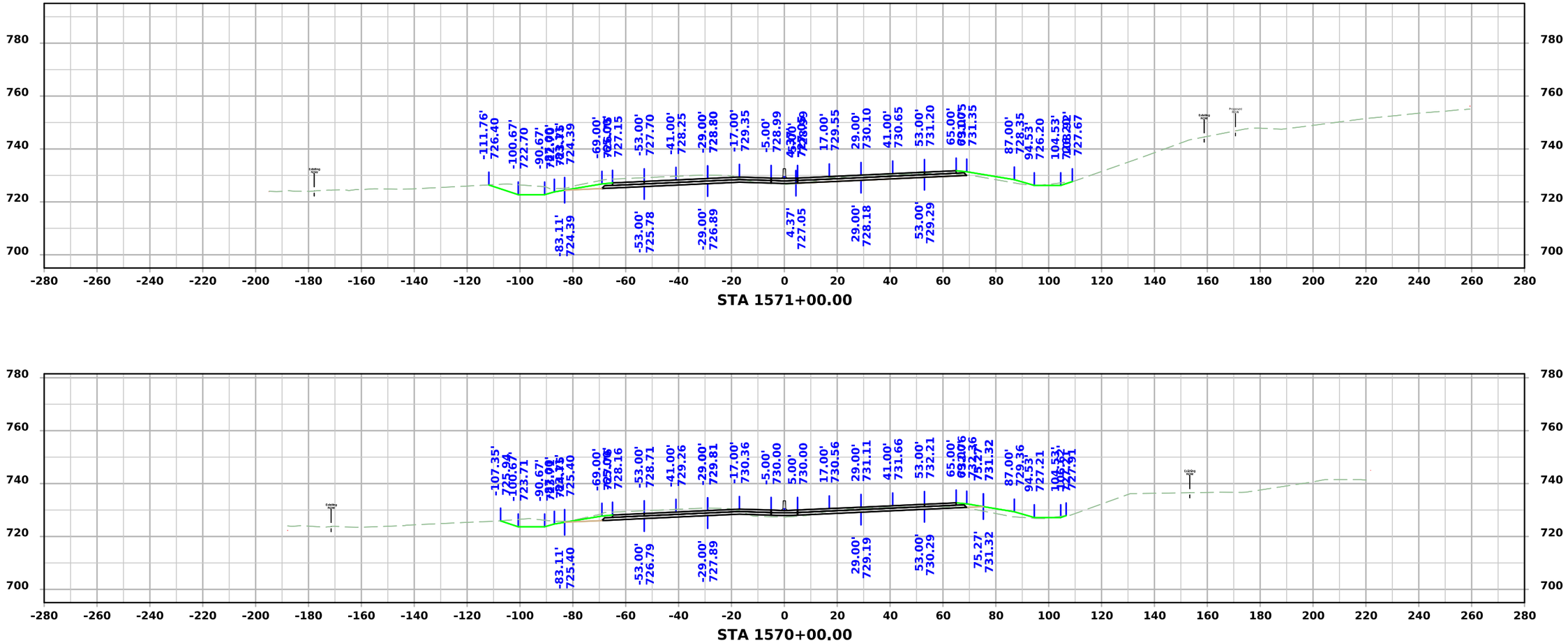


STA 1567+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.31

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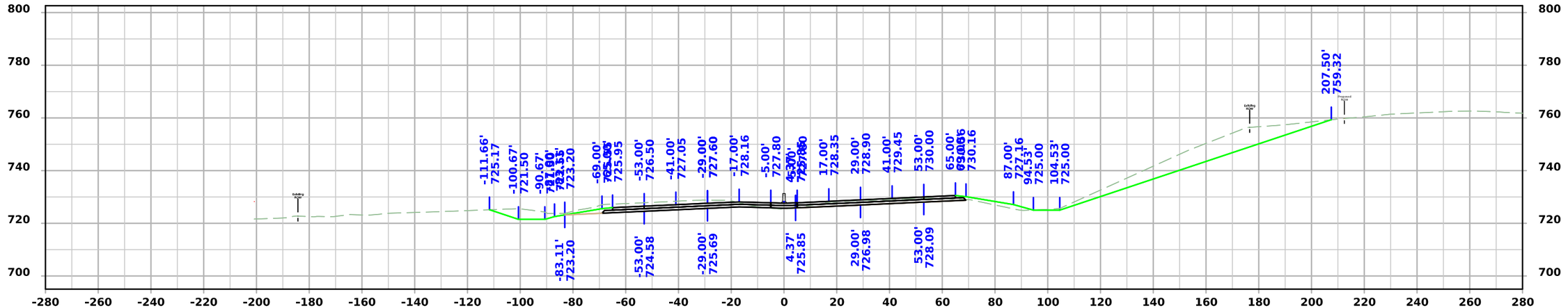
ML - I-380

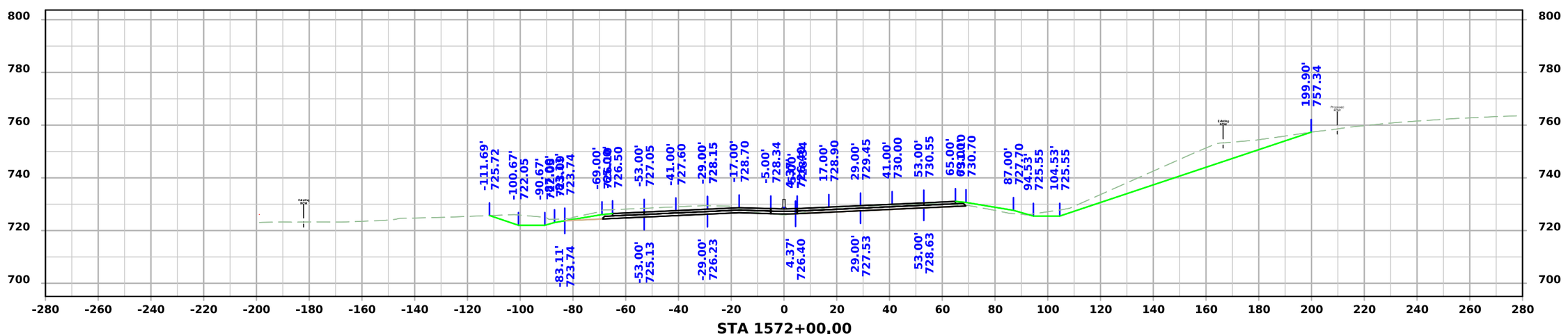


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.32

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ML - I-380

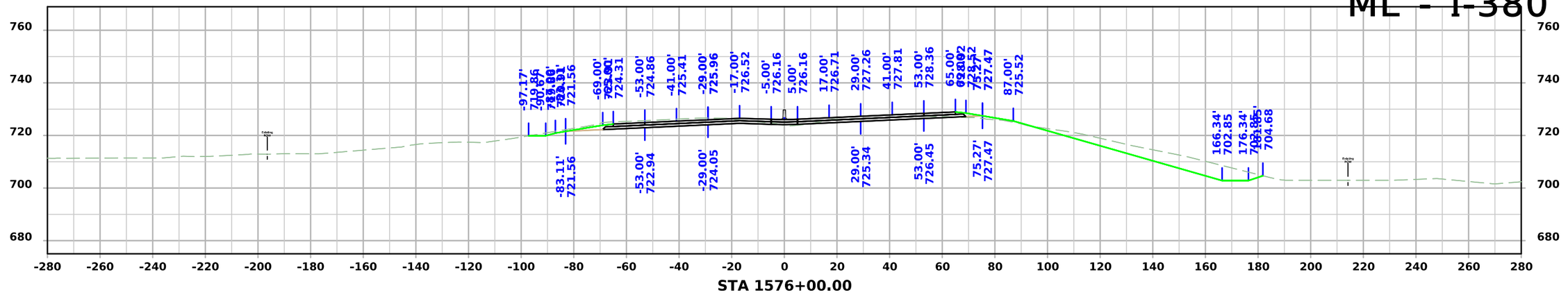




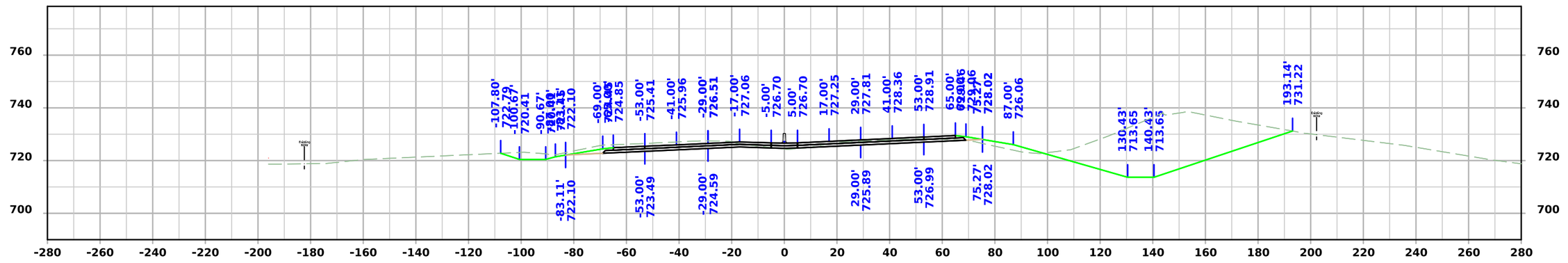
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.33

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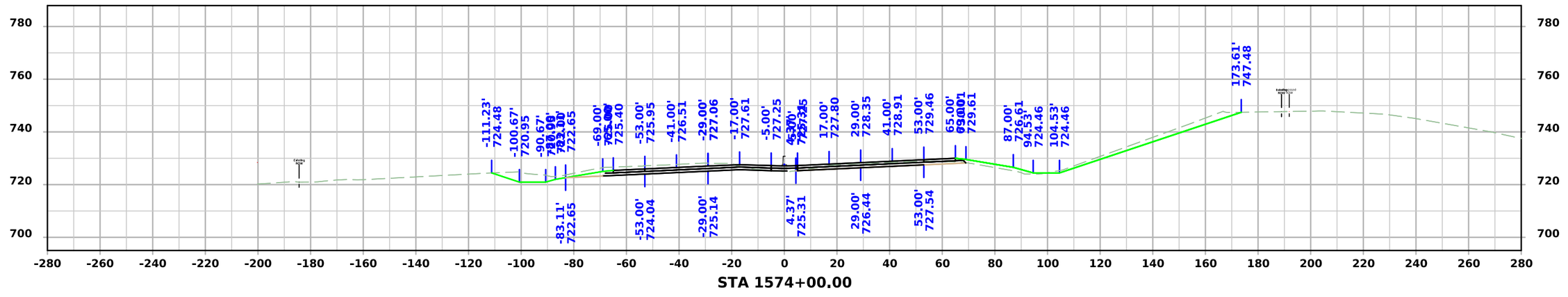
ML - I-380



STA 1576+00.00



STA 1575+00.00

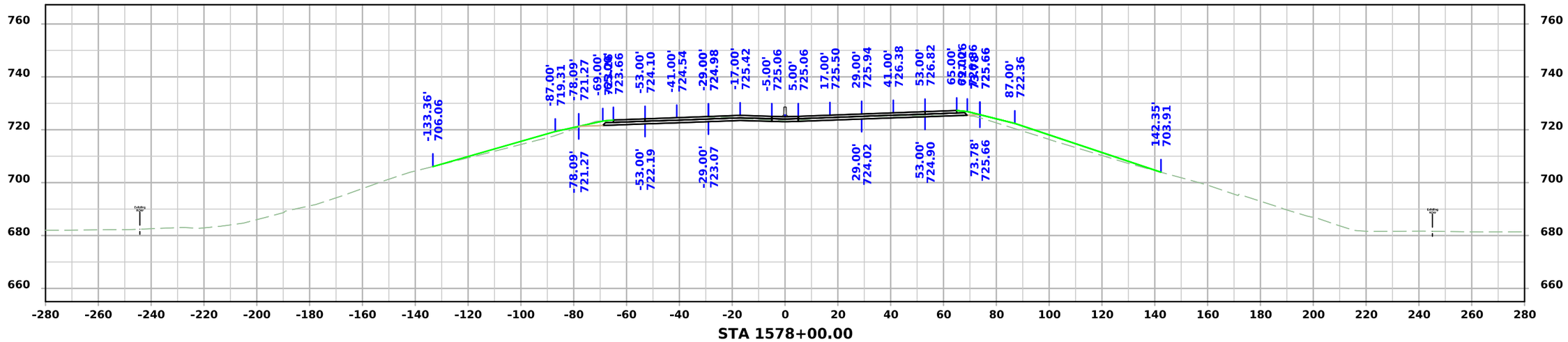


STA 1574+00.00

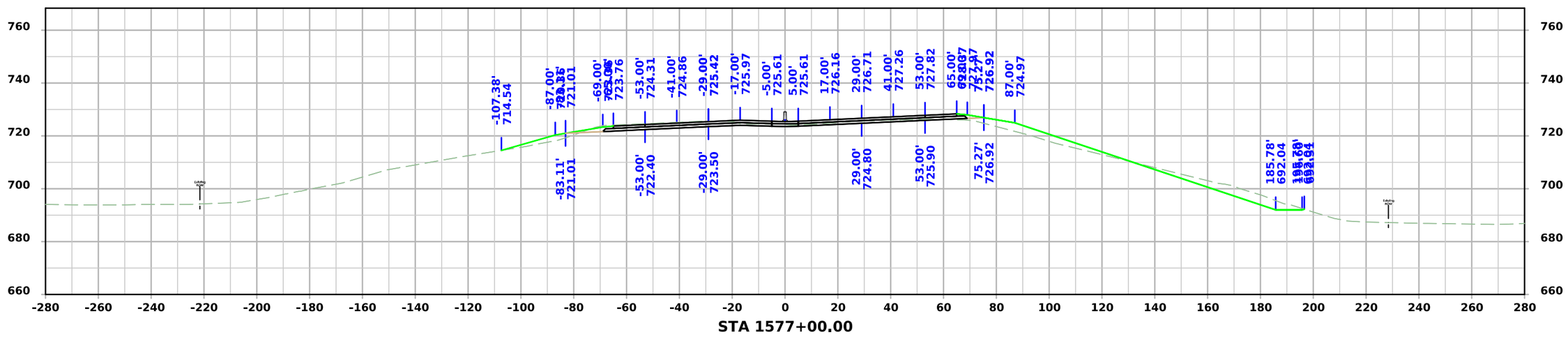
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.34

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ML - I-380



STA 1578+00.00

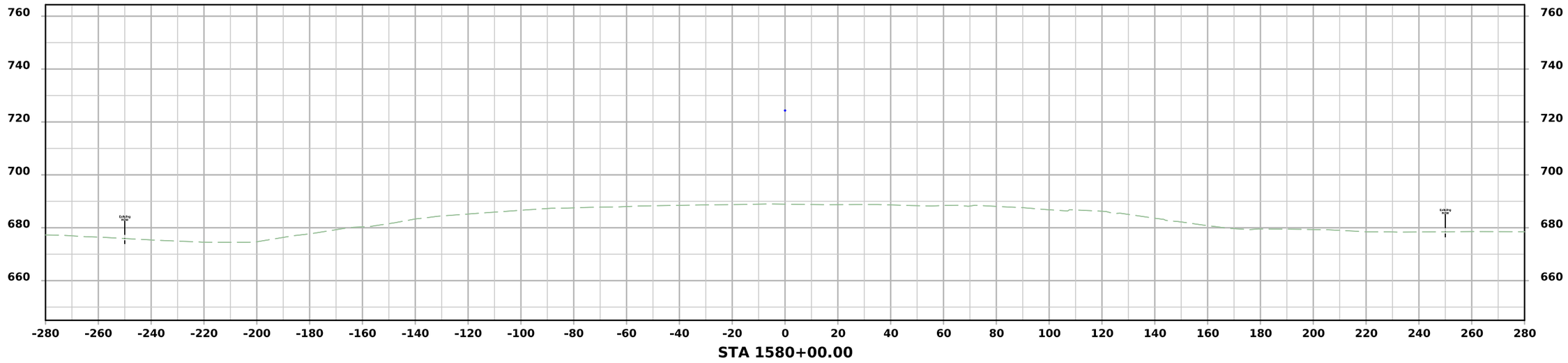


STA 1577+00.00

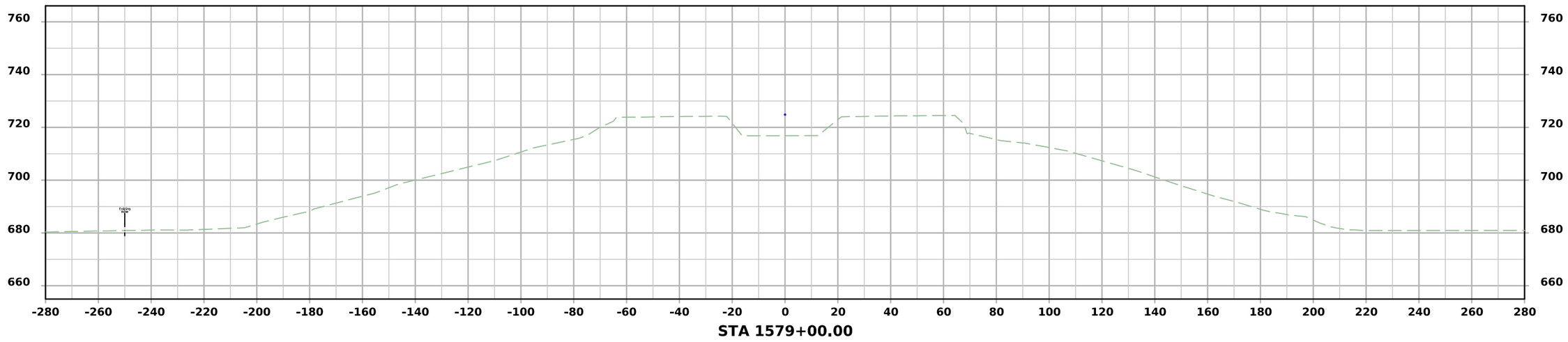
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.35

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ML - I-380



STA 1580+00.00

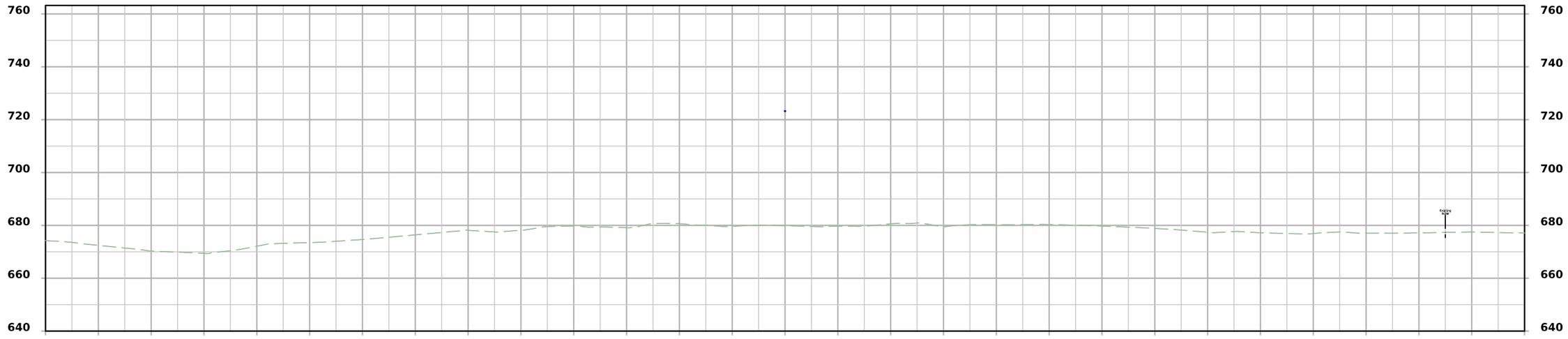


STA 1579+00.00

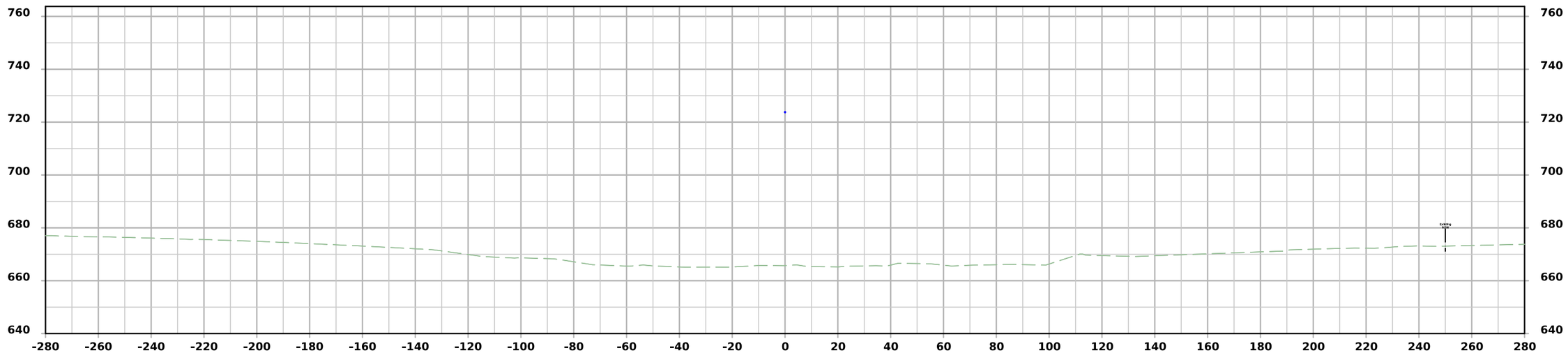
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ML - I-380



STA 1582+00.00

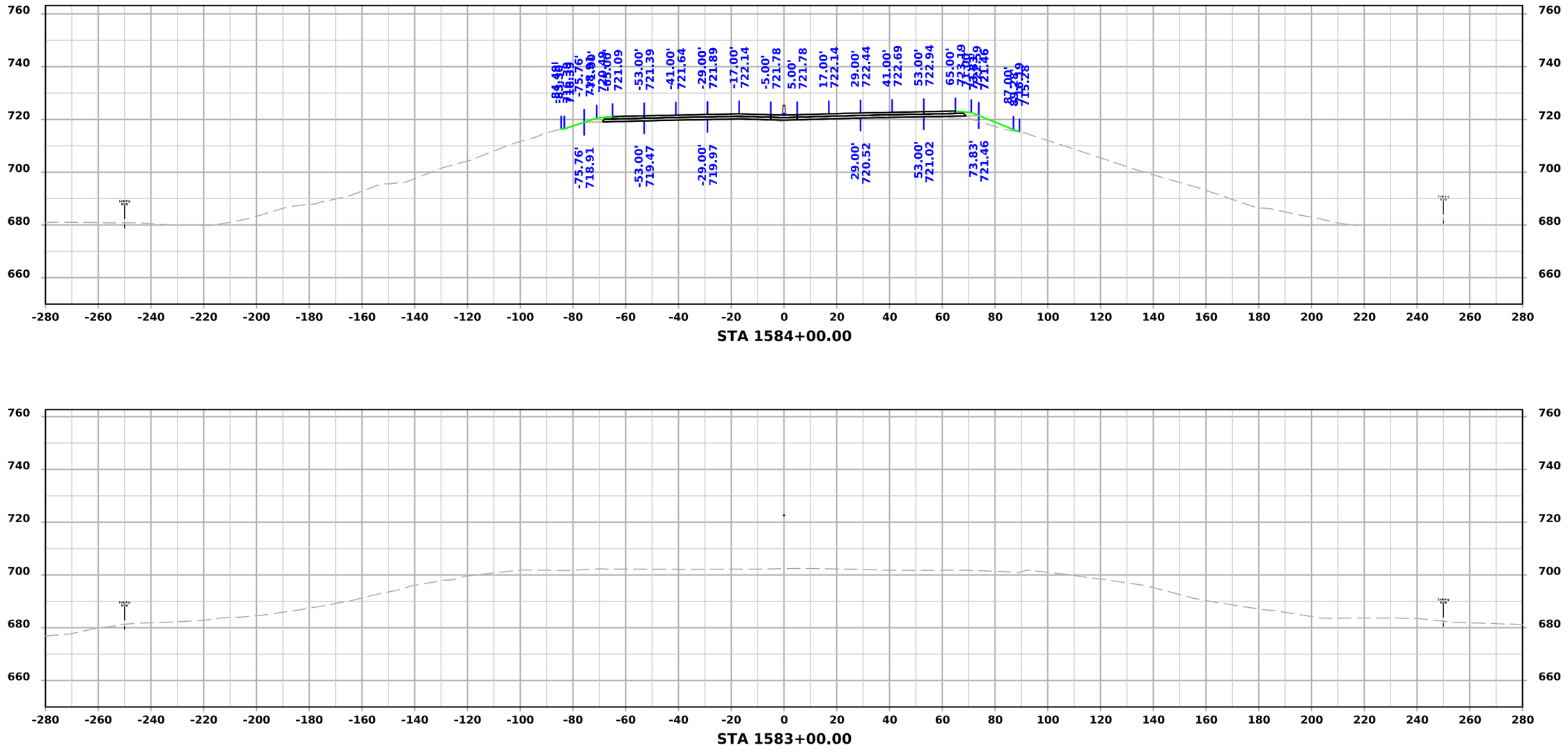


STA 1581+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.37

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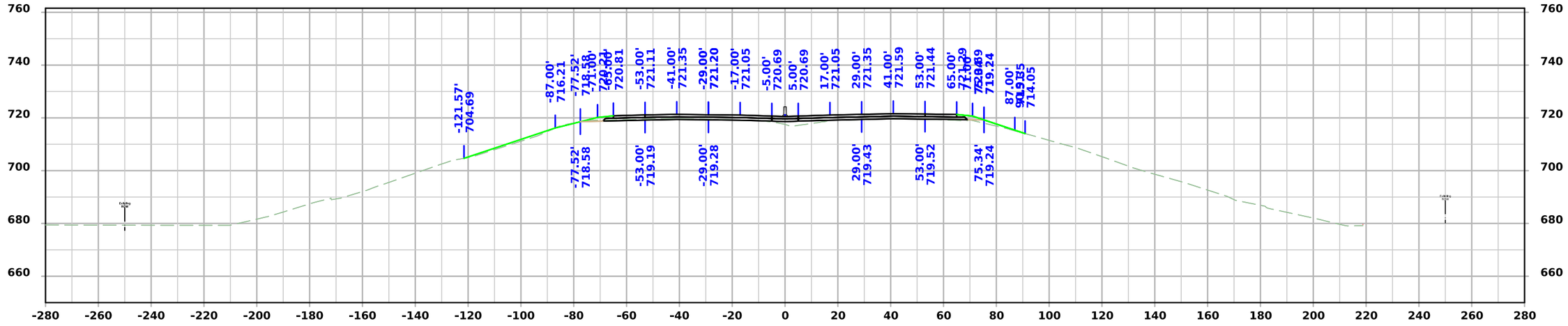
ML - I-380



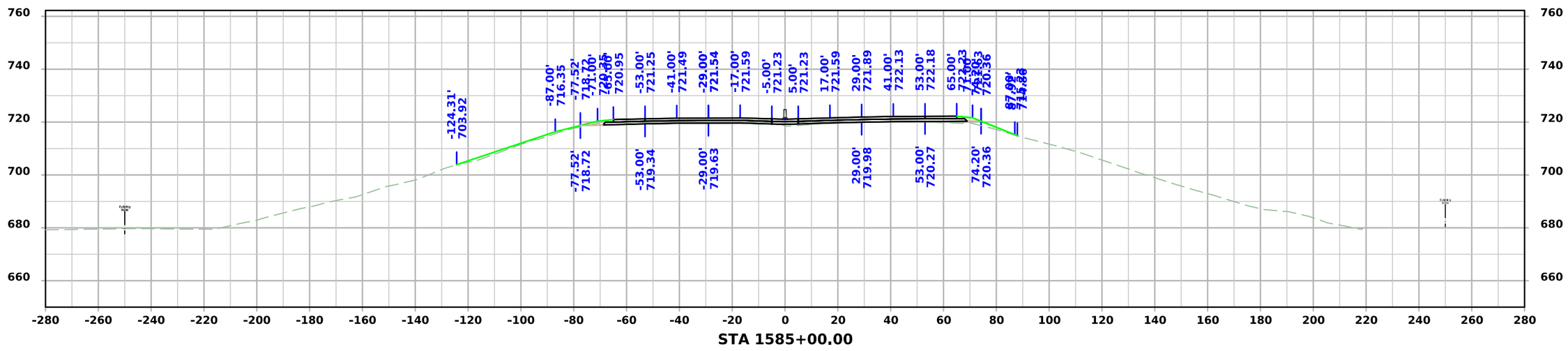
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.38

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ML - I-380



STA 1586+00.00

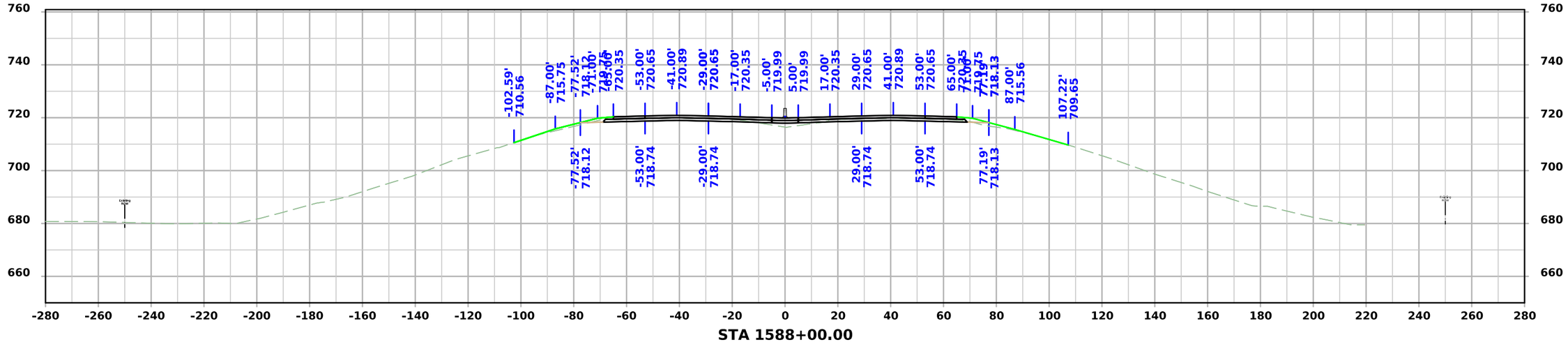


STA 1585+00.00

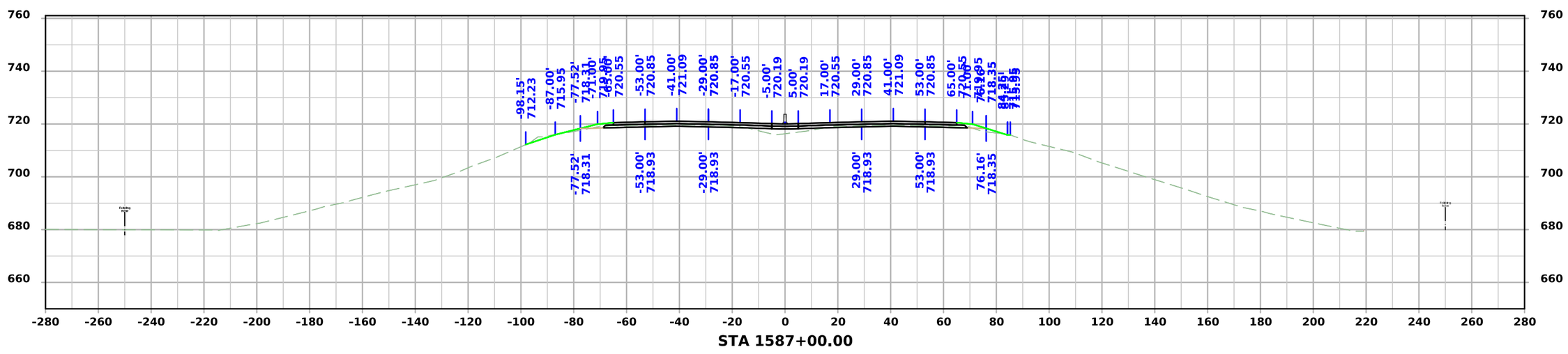
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.39

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ML - I-380



STA 1588+00.00

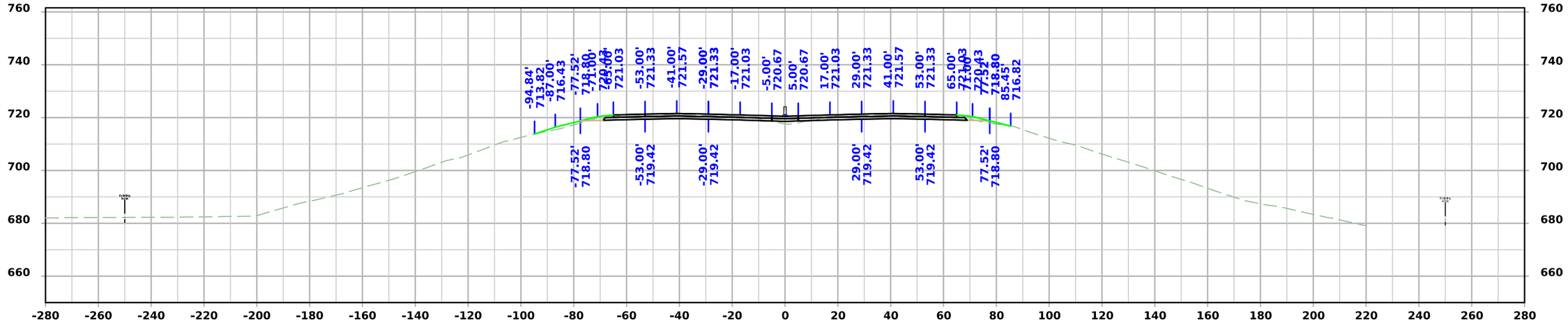


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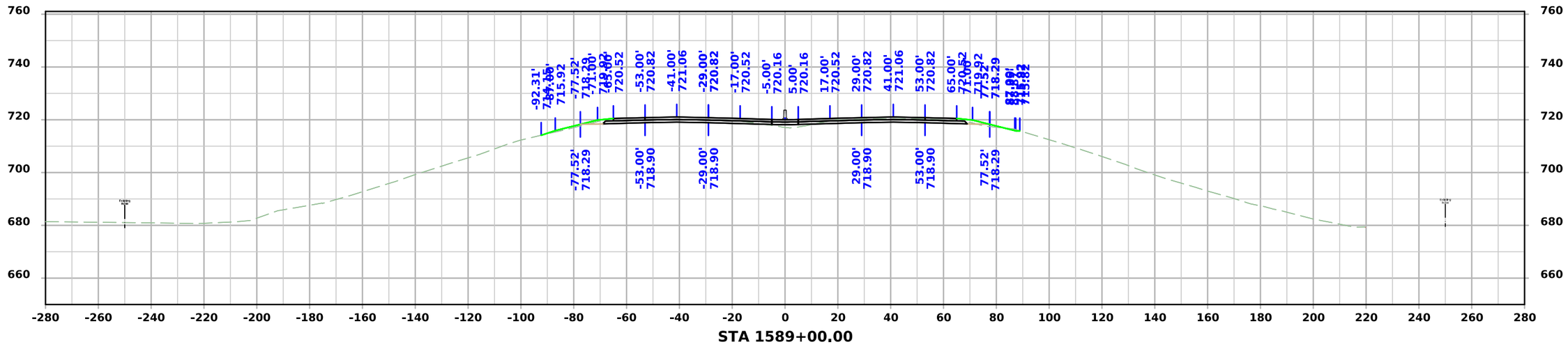
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.40	

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ML - I-380



STA 1590+00.00

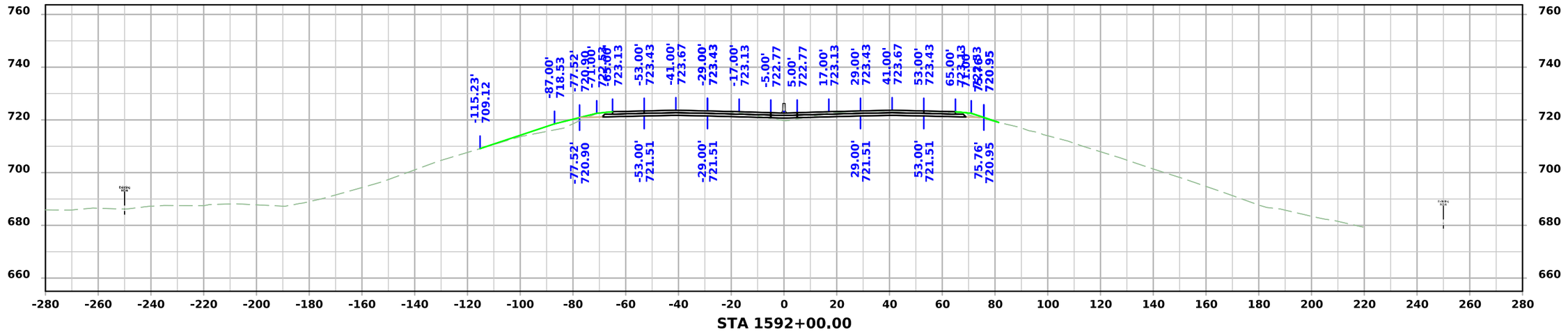


STA 1589+00.00

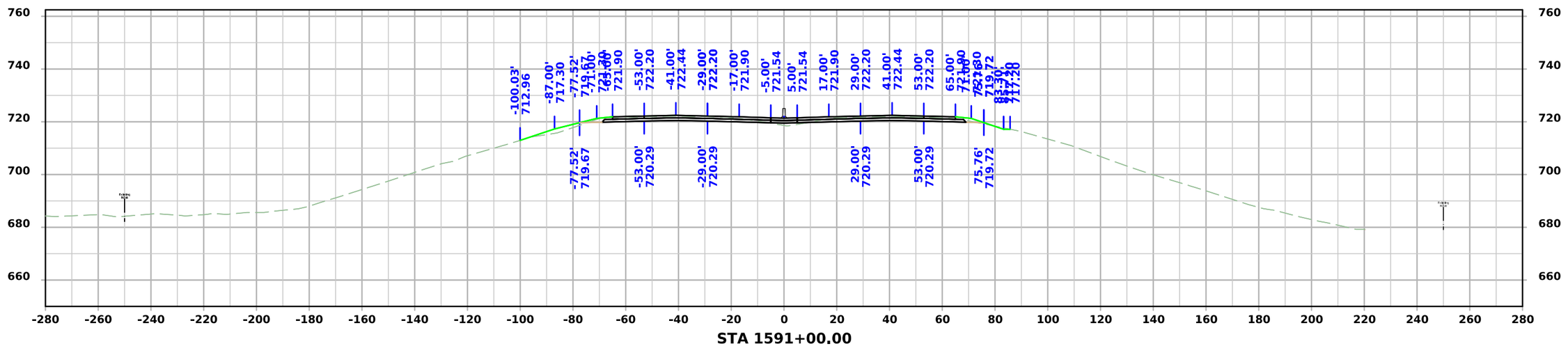
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.41

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ML - I-380



STA 1592+00.00

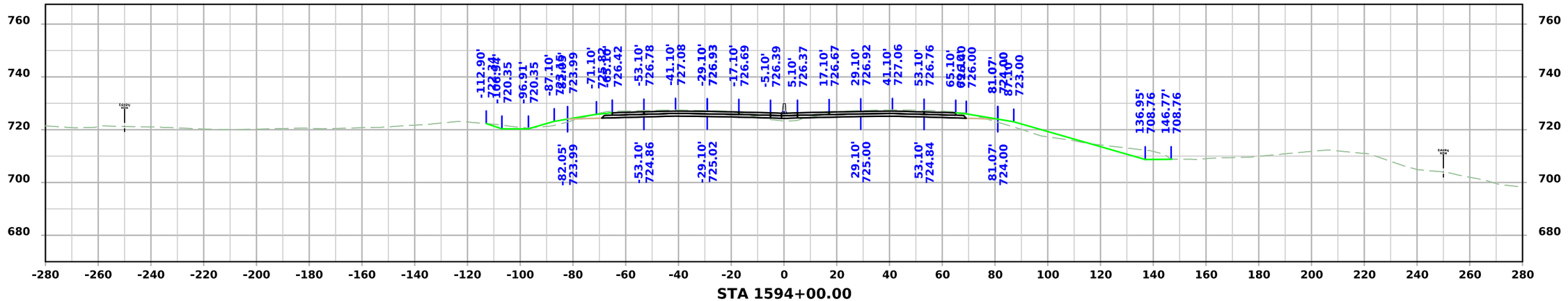


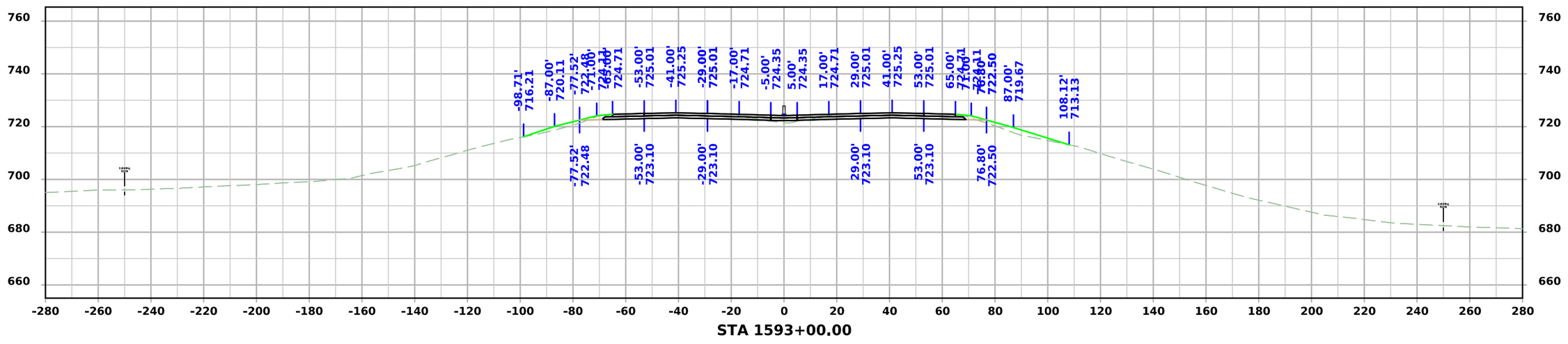
STA 1591+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.42

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ML - I-380

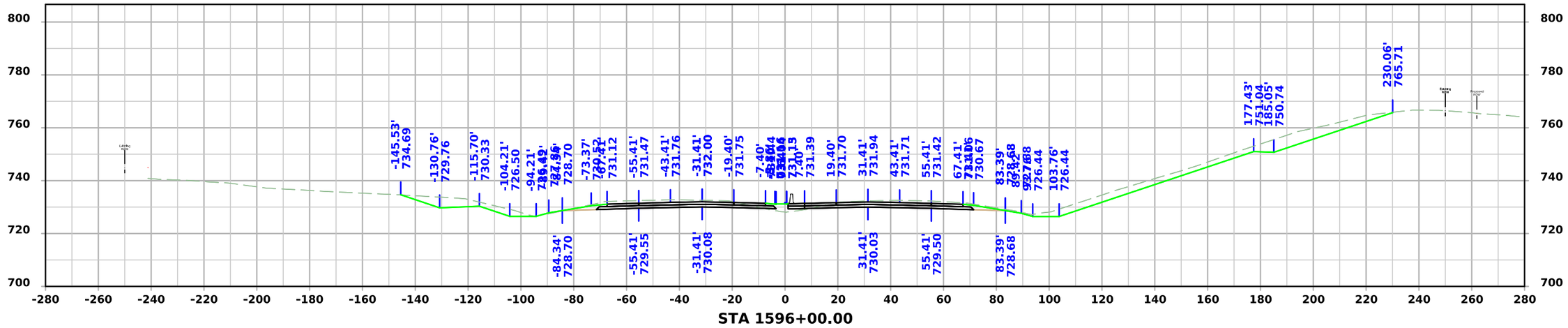


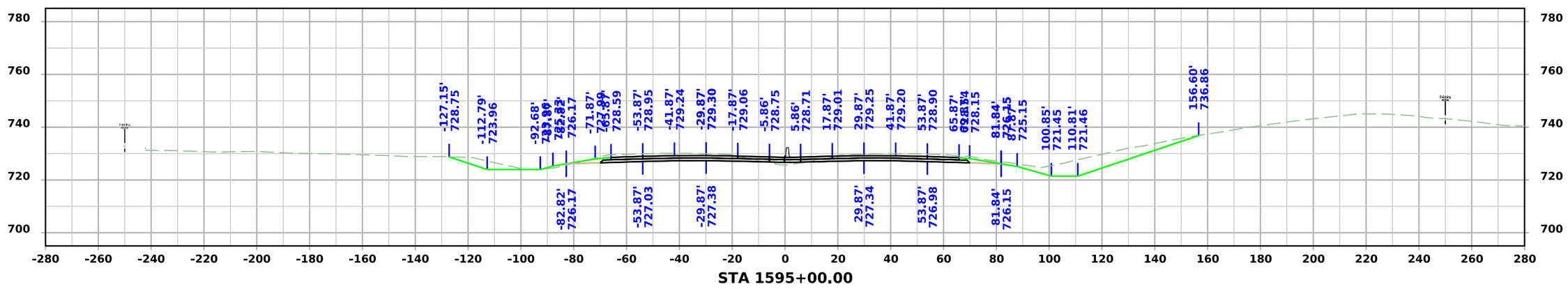


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.43

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ML - I-380

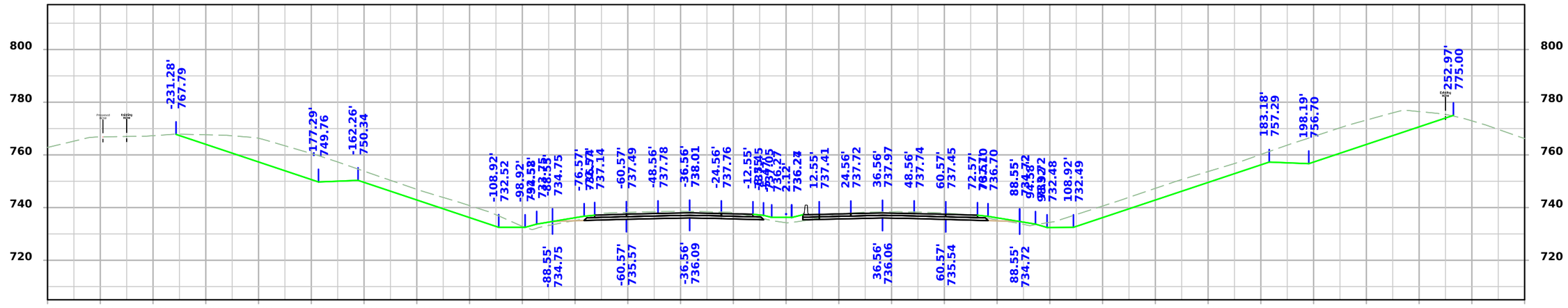




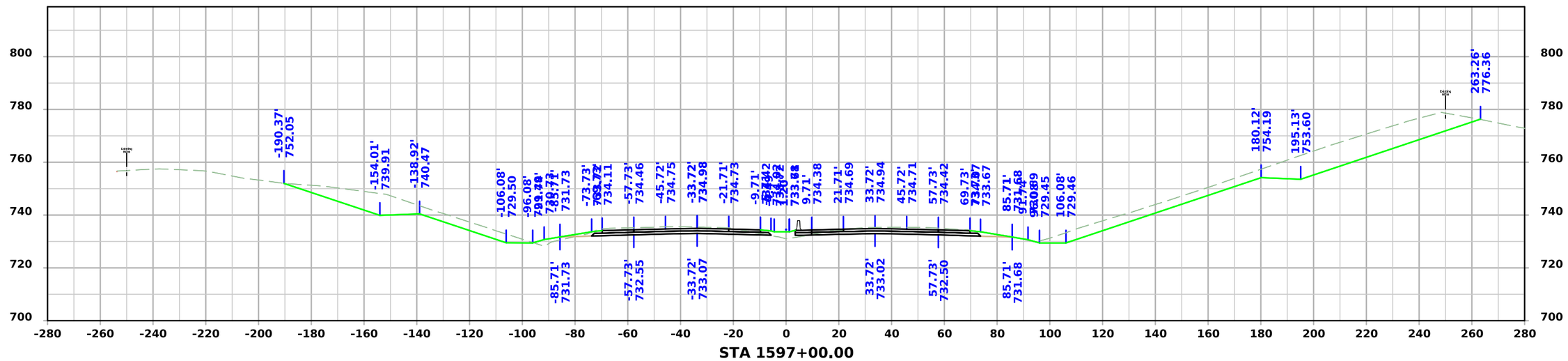
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ML - I-380



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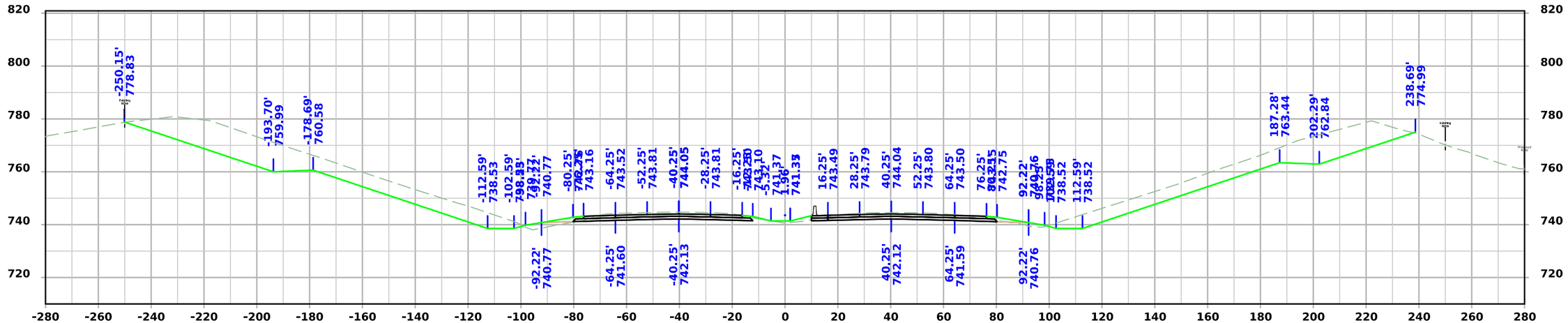


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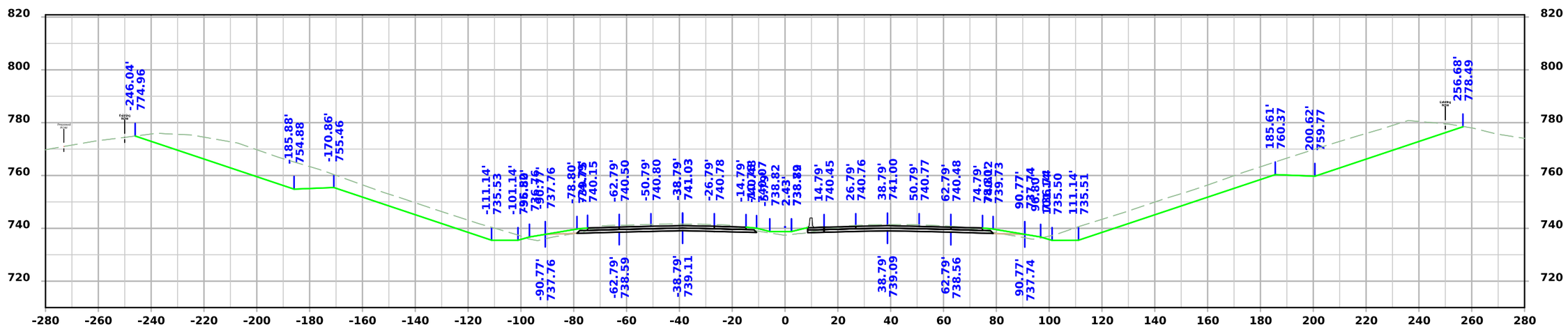
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.45

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ML - I-380



STA 1600+00.00

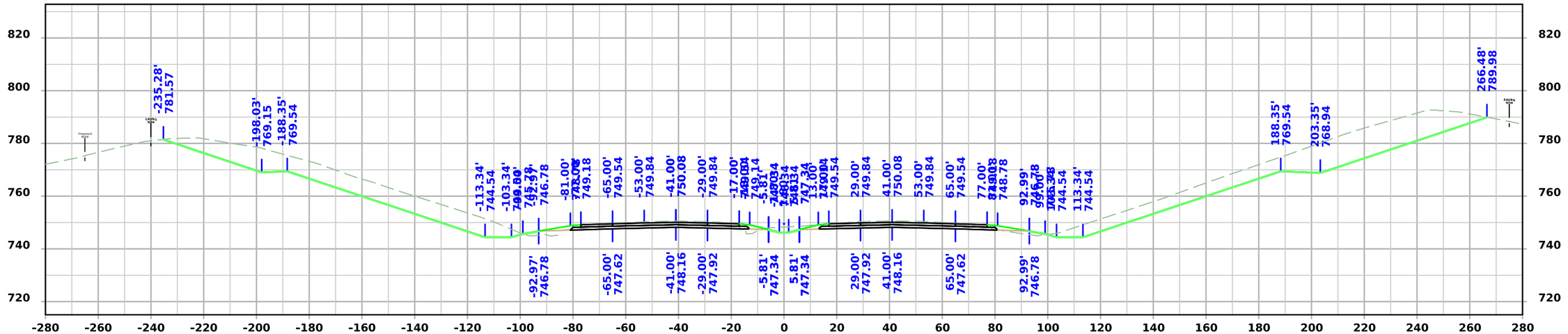


STA 1599+00.00

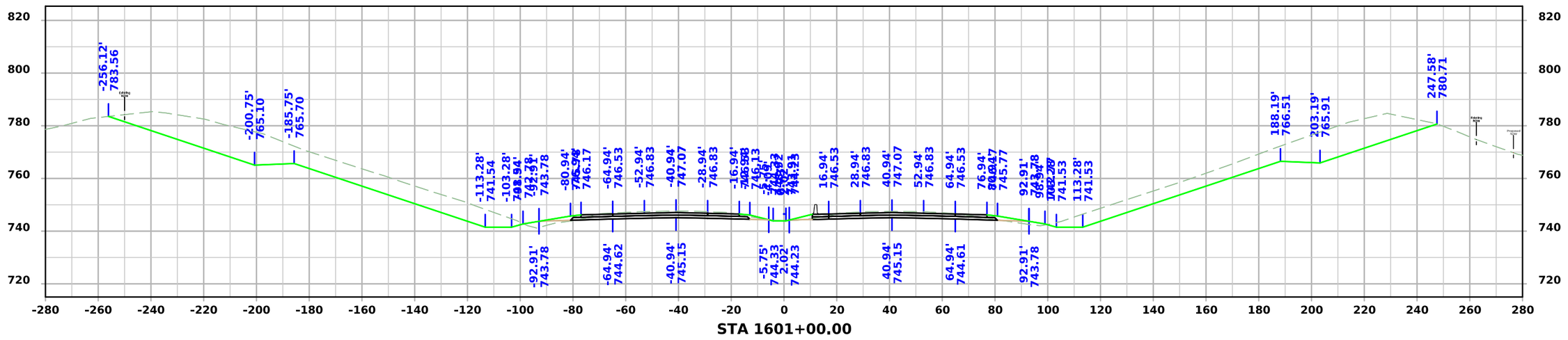
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3:00:38 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1602+00.00

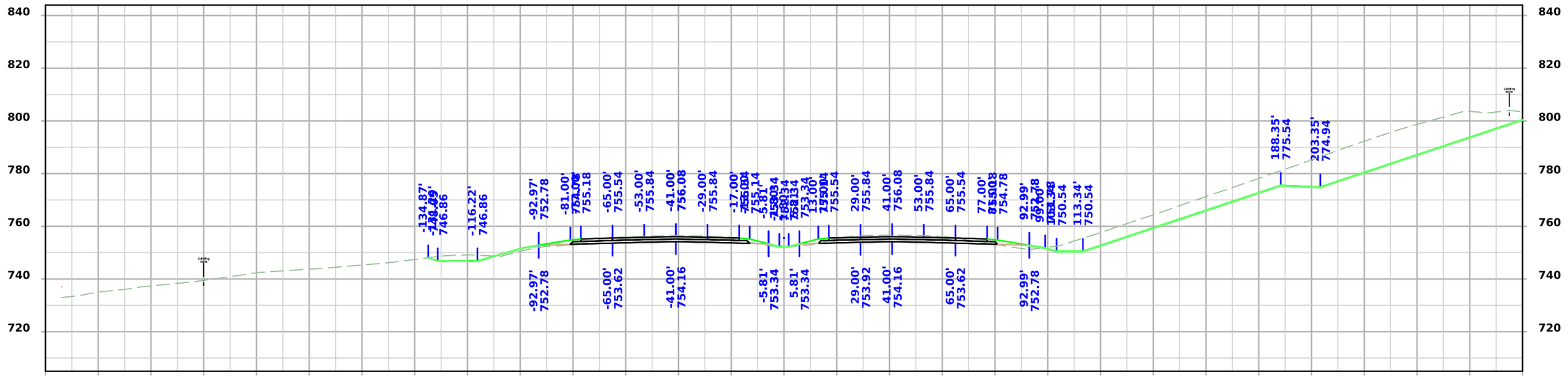


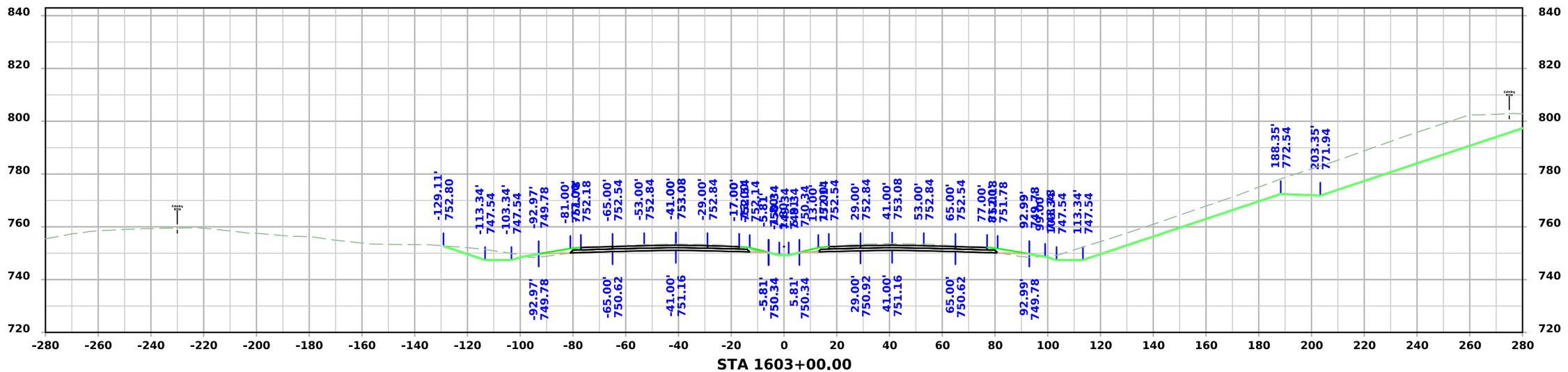
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.47

3:00:40 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

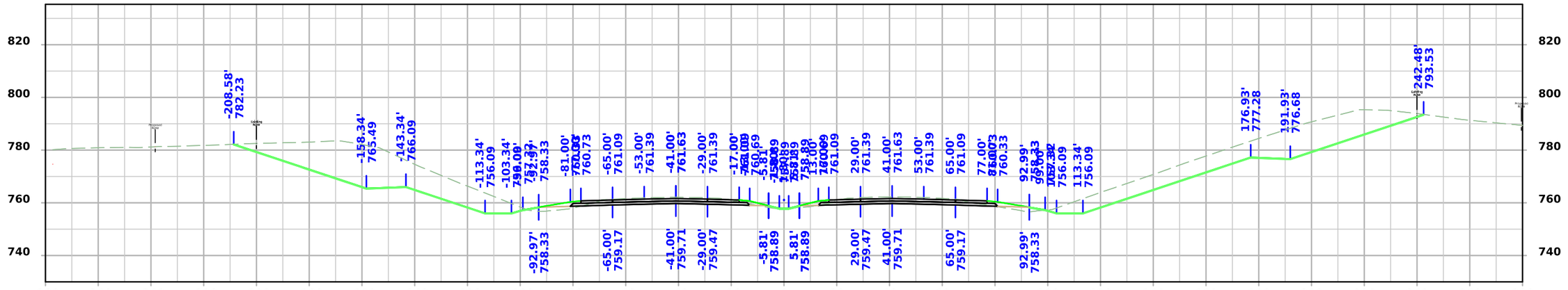




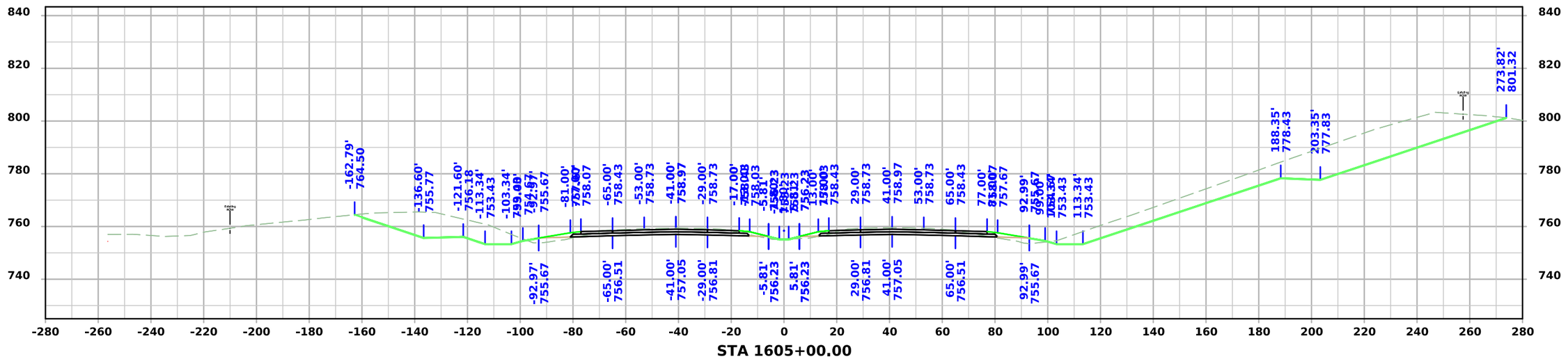
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.48

3:00:43 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1606+00.00

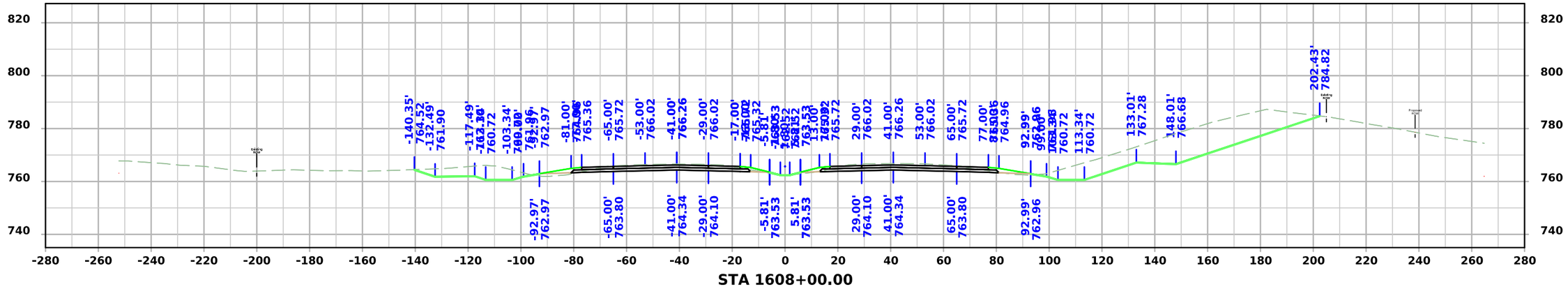


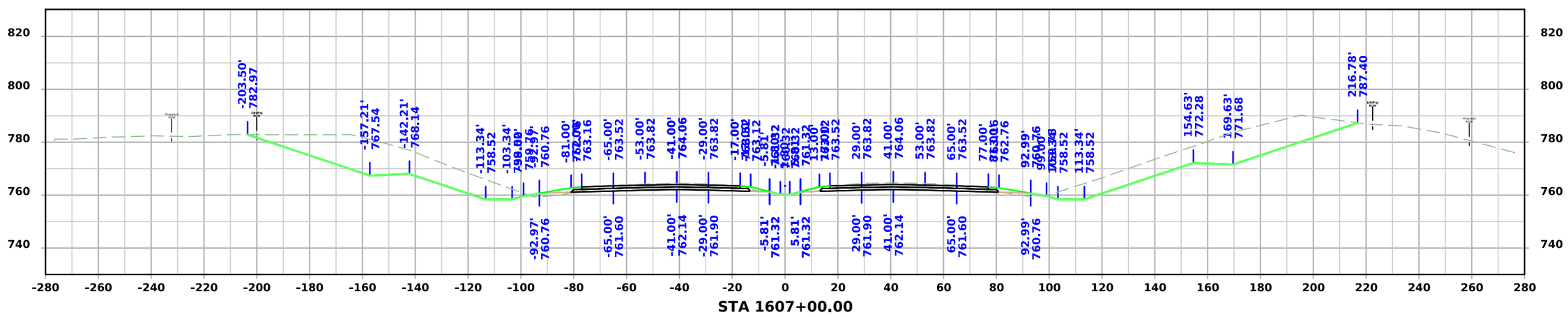
STA 1605+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.49

3:00:45 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

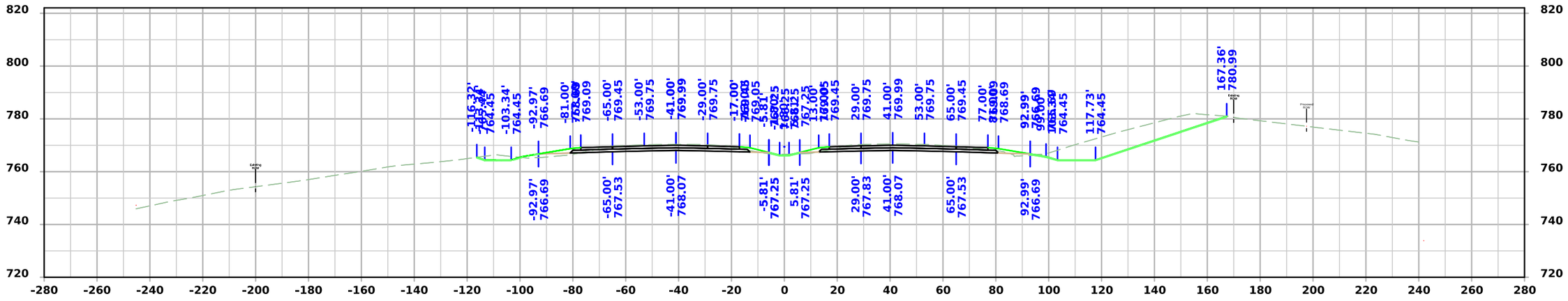


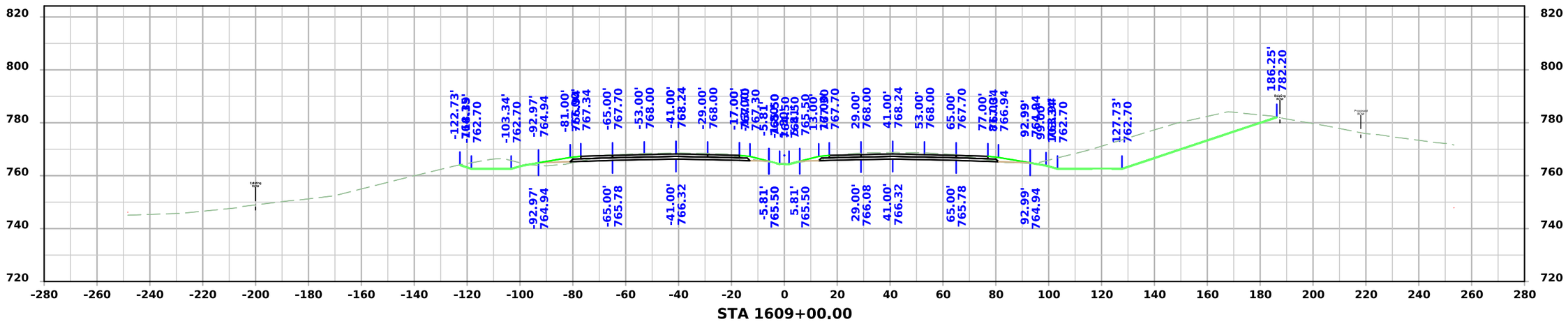


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.50

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ML - I-380

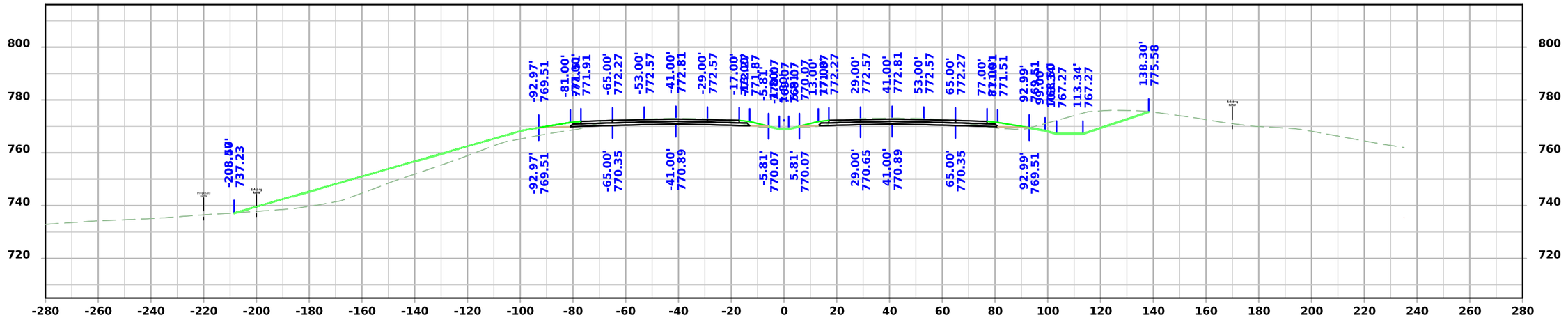




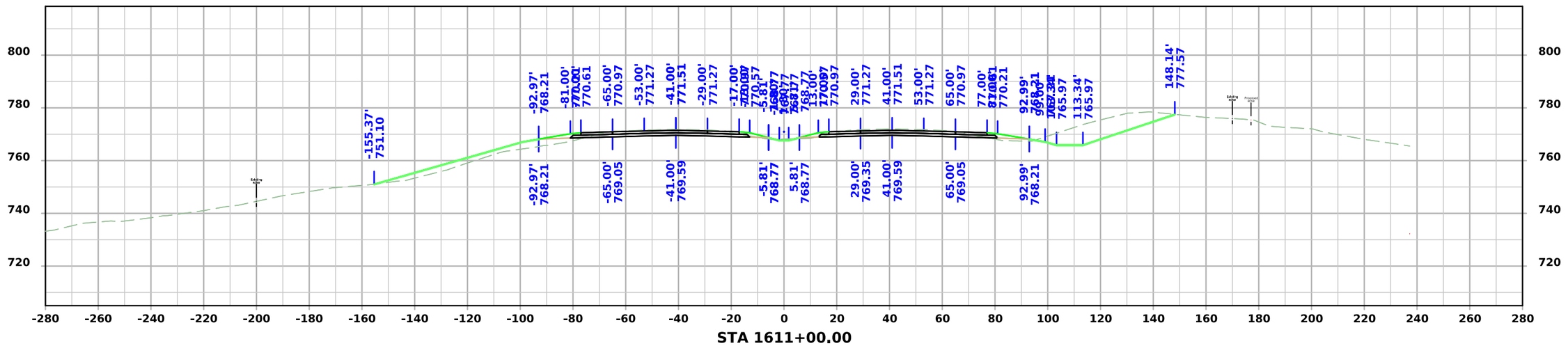
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ML - I-380



STA 1612+00.00

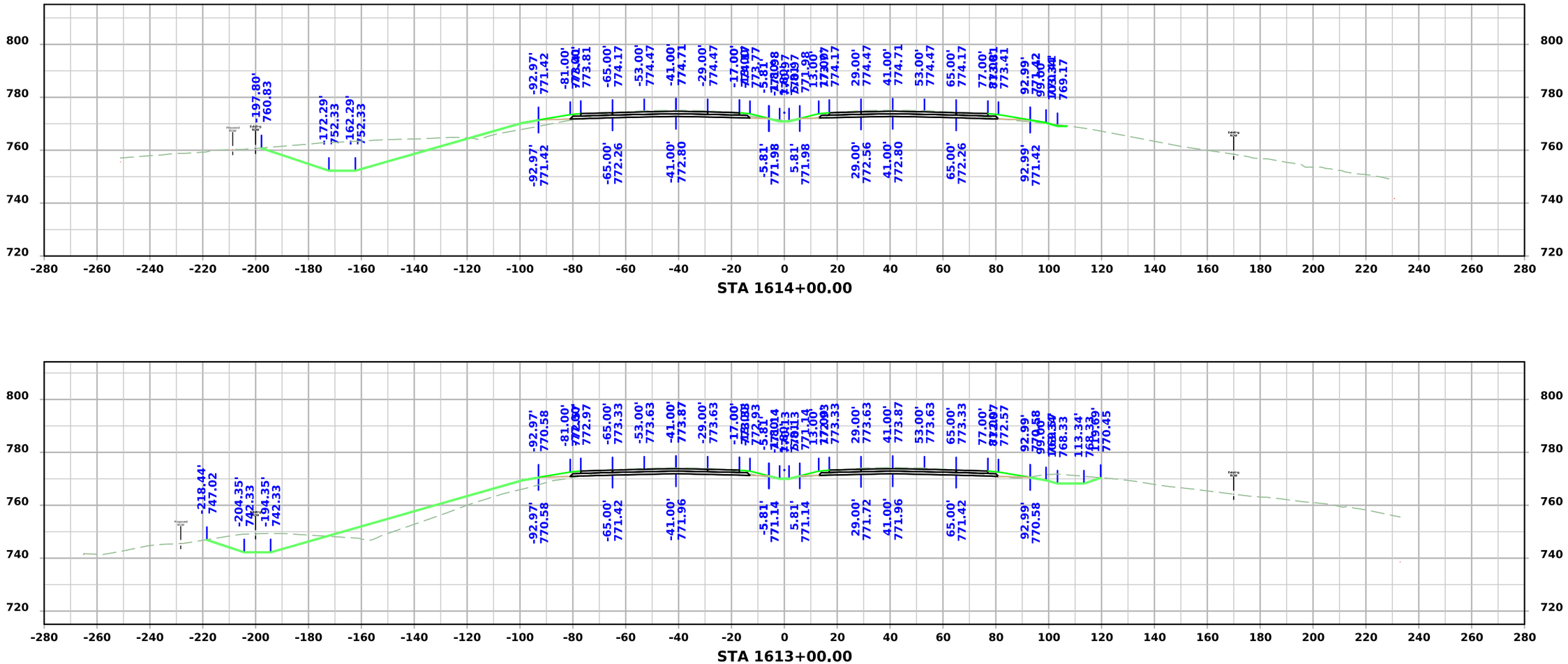


STA 1611+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.52

3:00:52 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

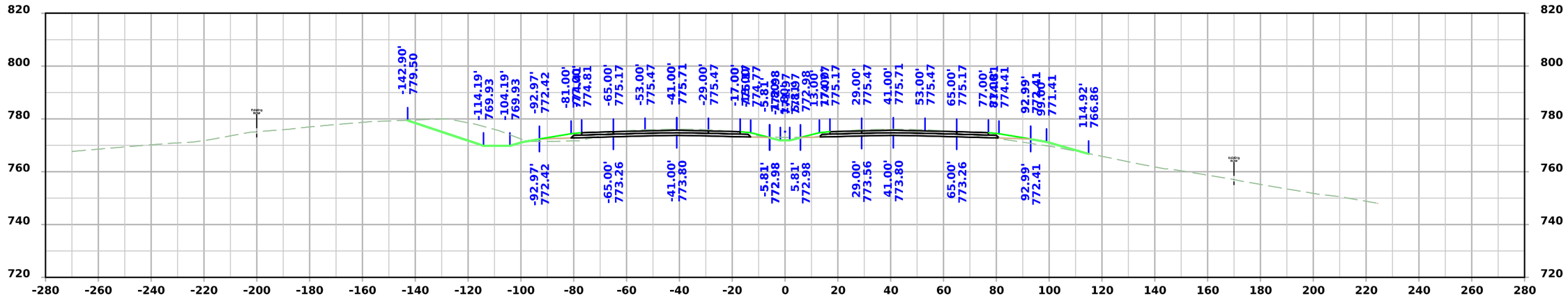
ML - I-380



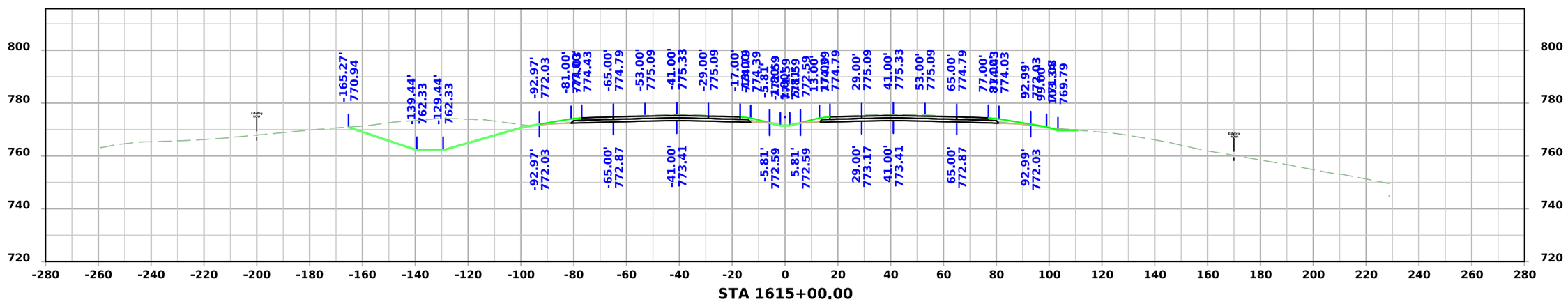
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.53

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ML - I-380



STA 1616+00.00

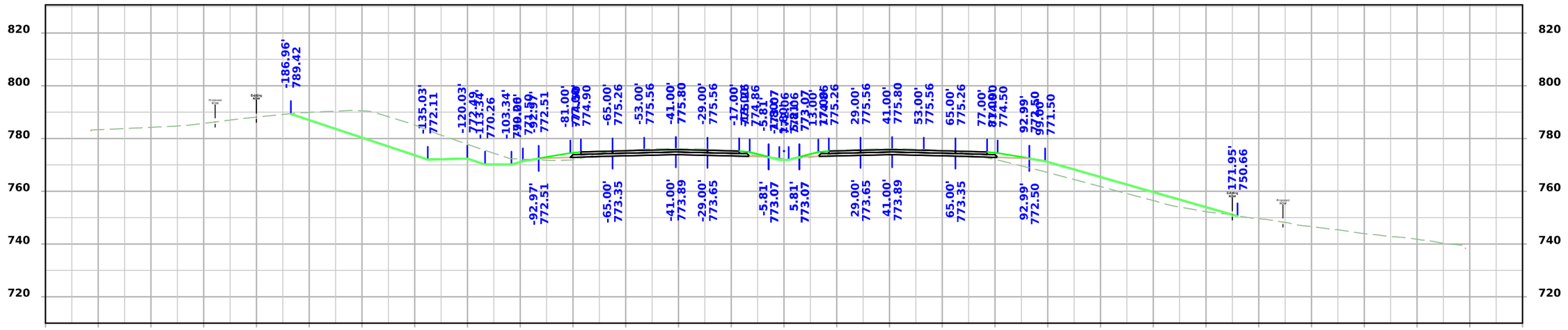


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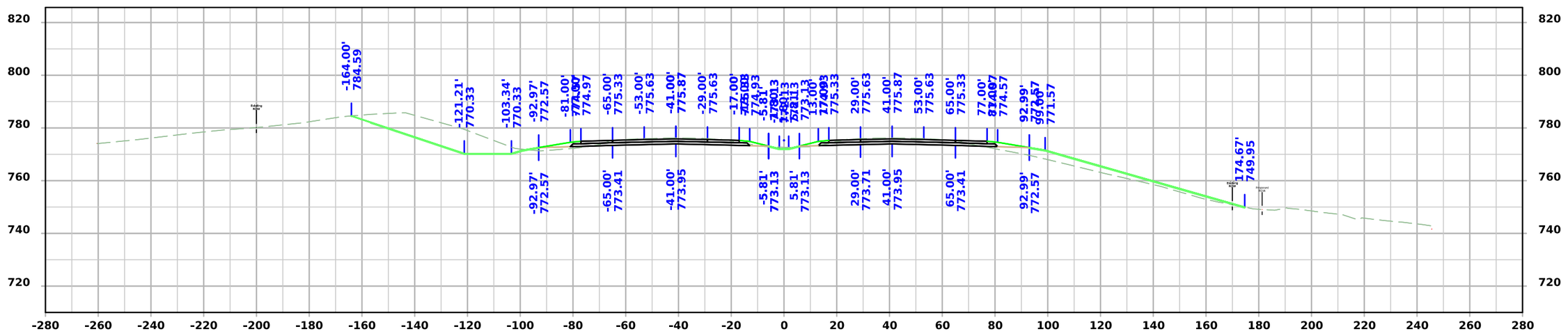
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.54

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ML - I-380



STA 1618+00.00

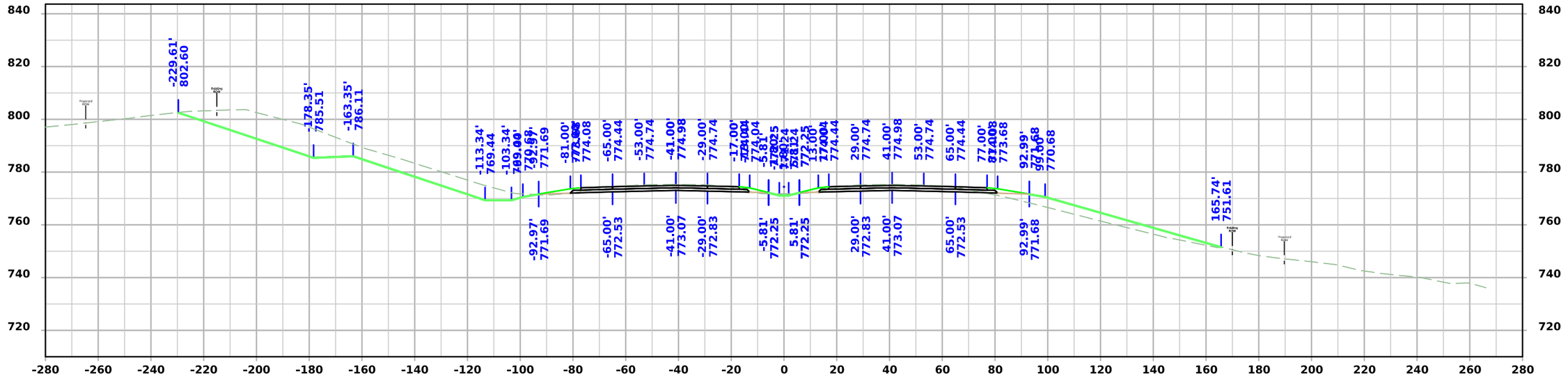


STA 1617+00.00

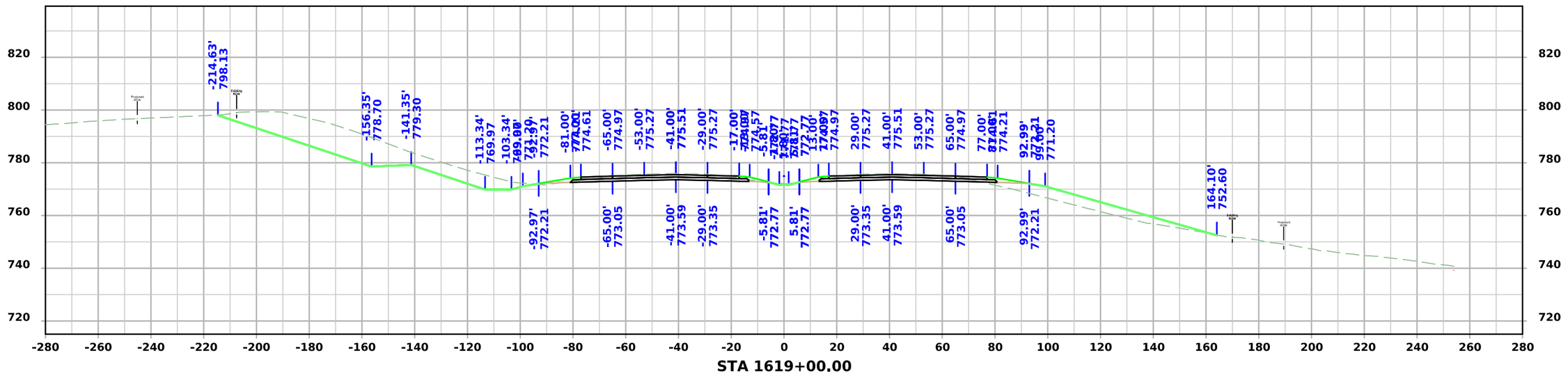
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ML - I-380



STA 1620+00.00

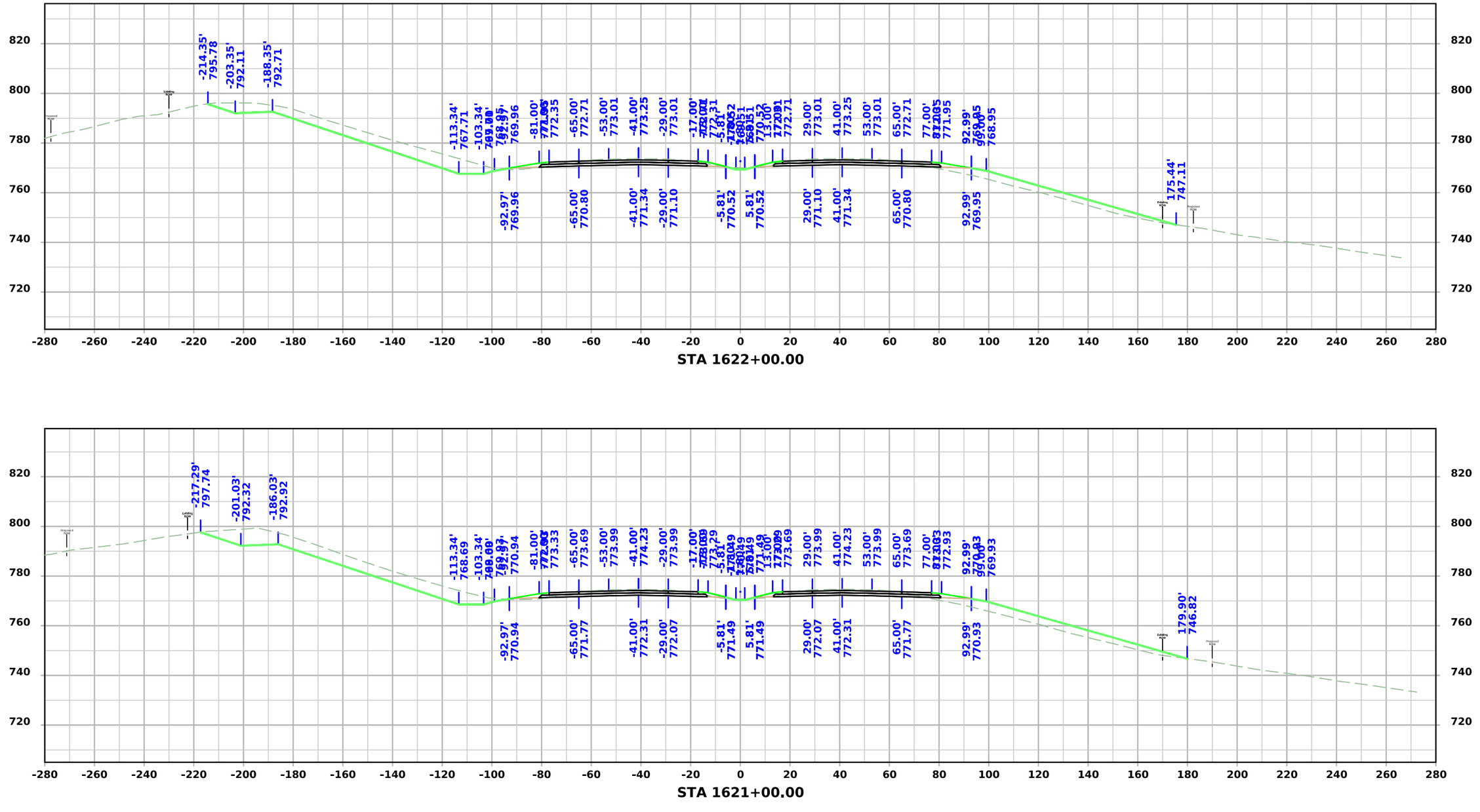


STA 1619+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.56

3:01:00 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

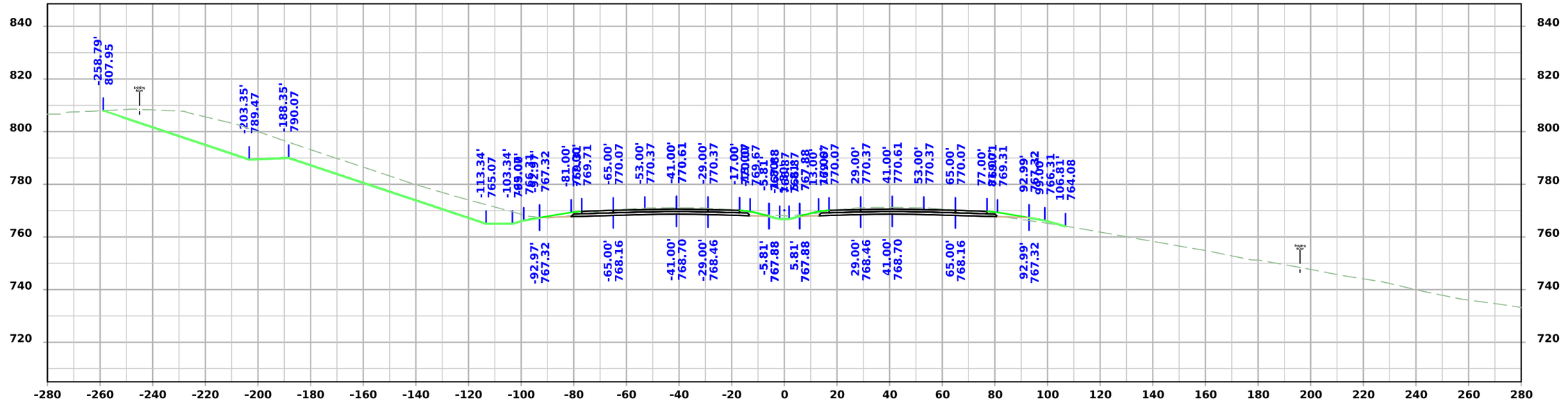
ML - I-380



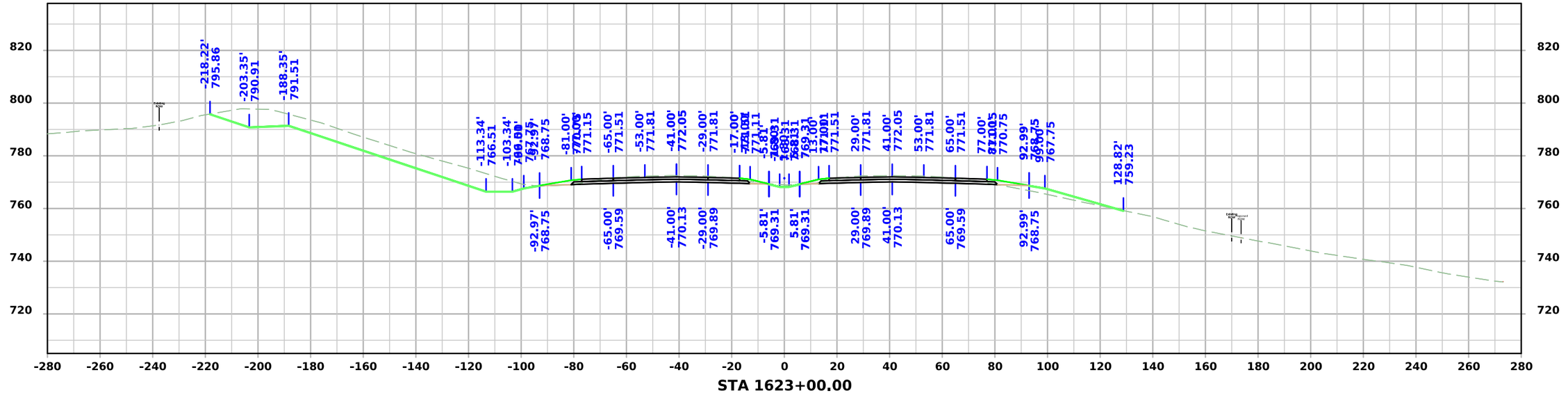
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.57

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ML - I-380



STA 1624+00.00

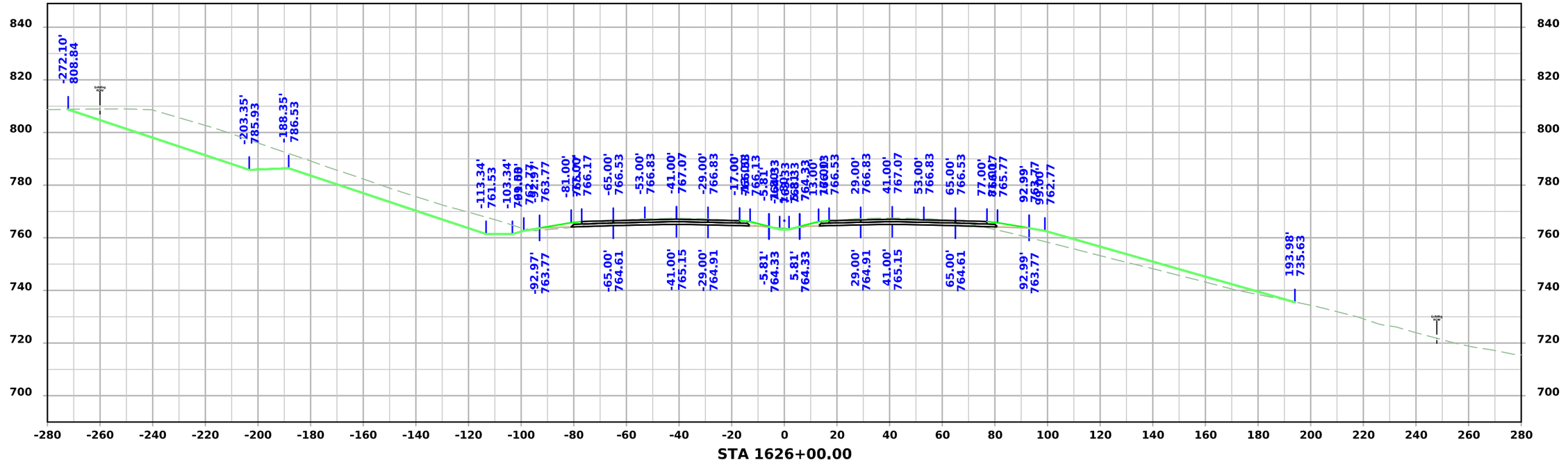


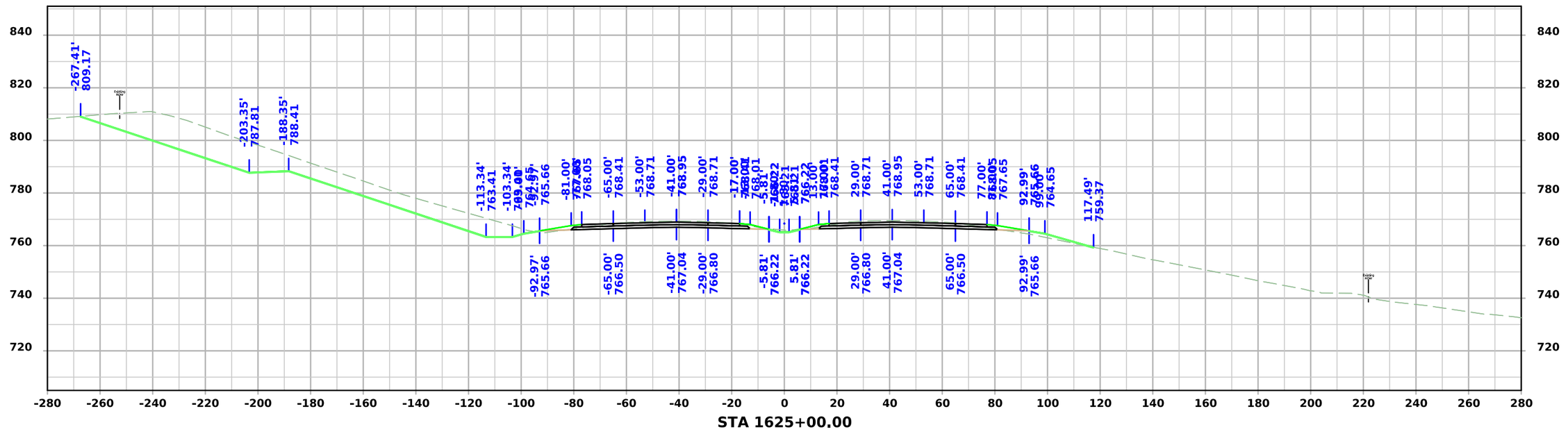
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.58

3:01:05 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

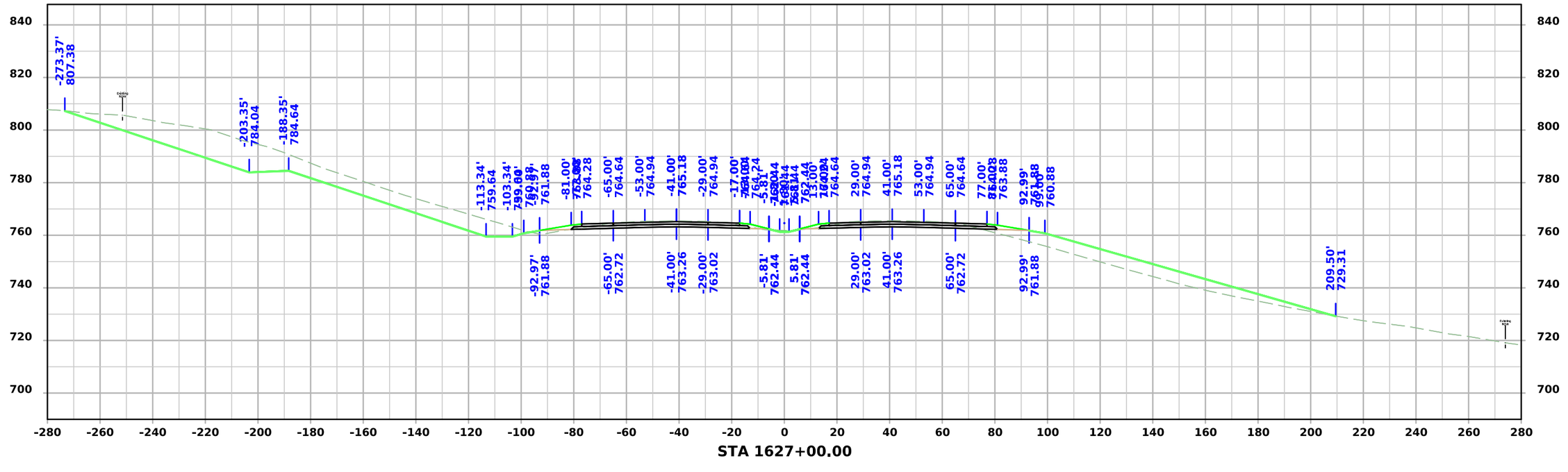




FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.59	

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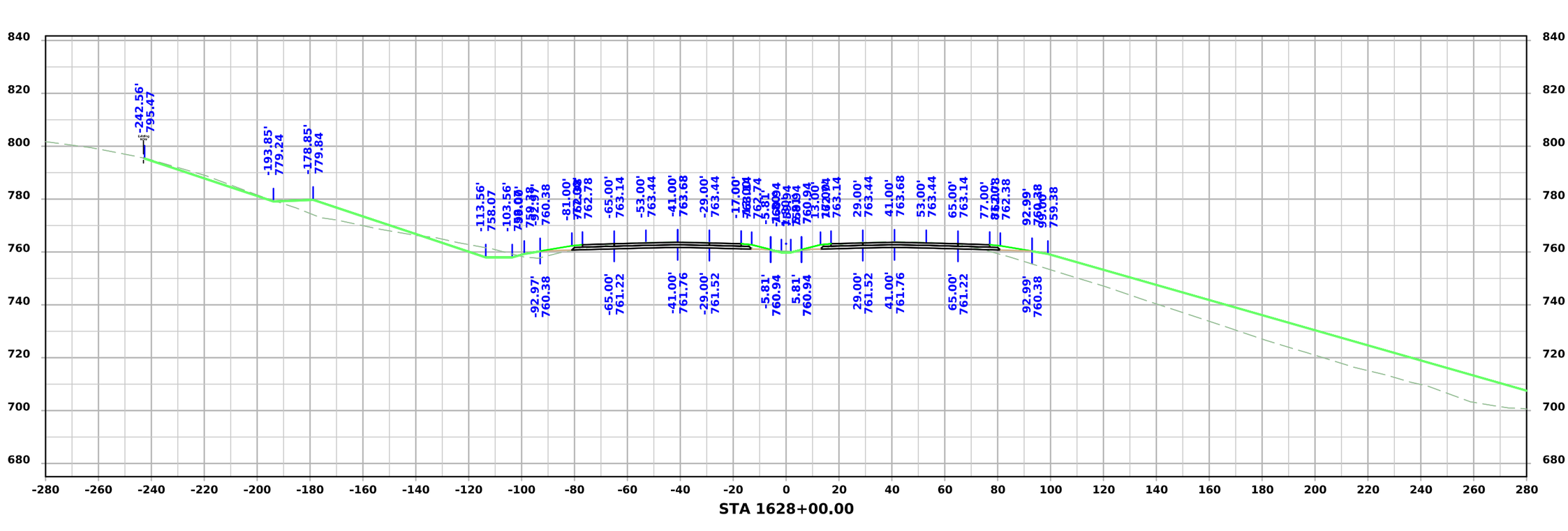
ML - I-380



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.60

3:01:08 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

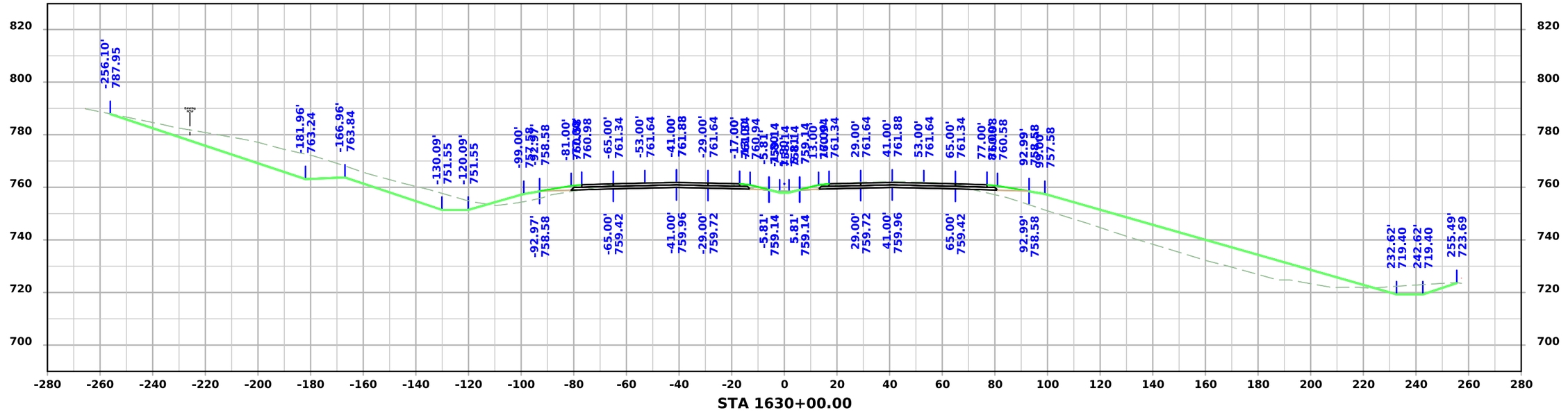
ML - I-380

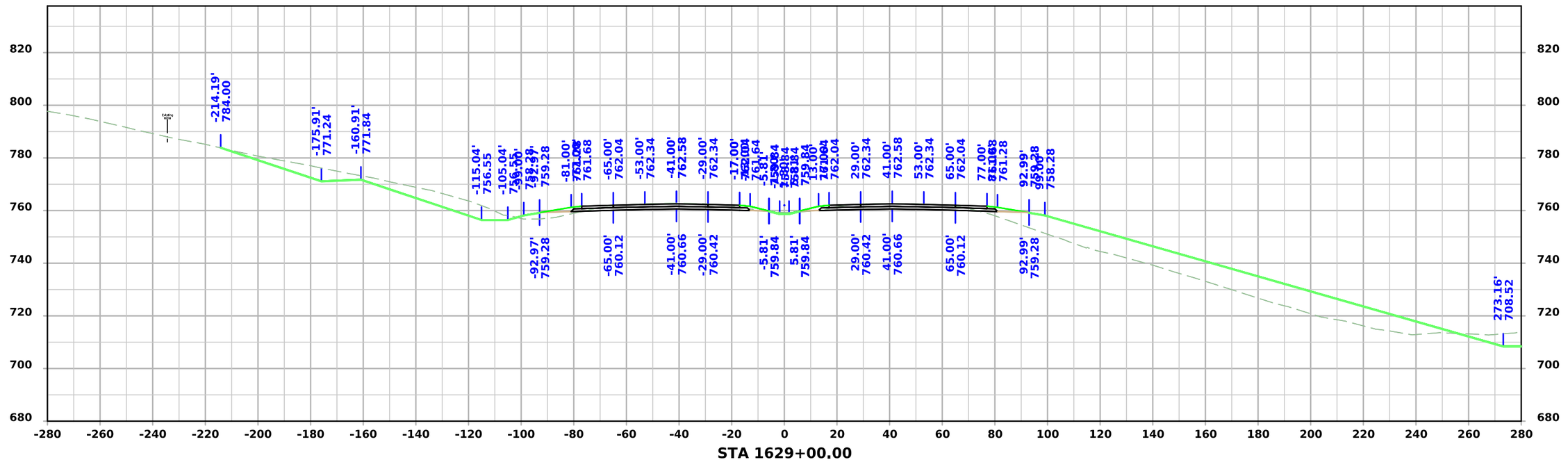


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.61

3:01:10 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

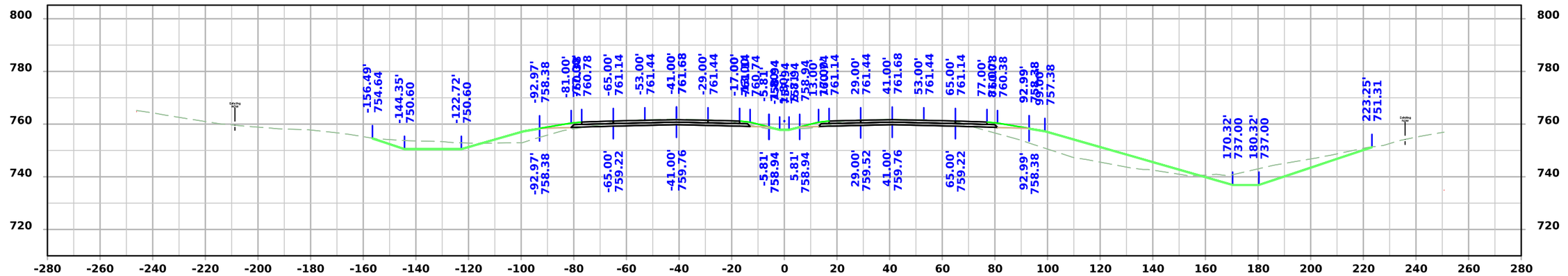




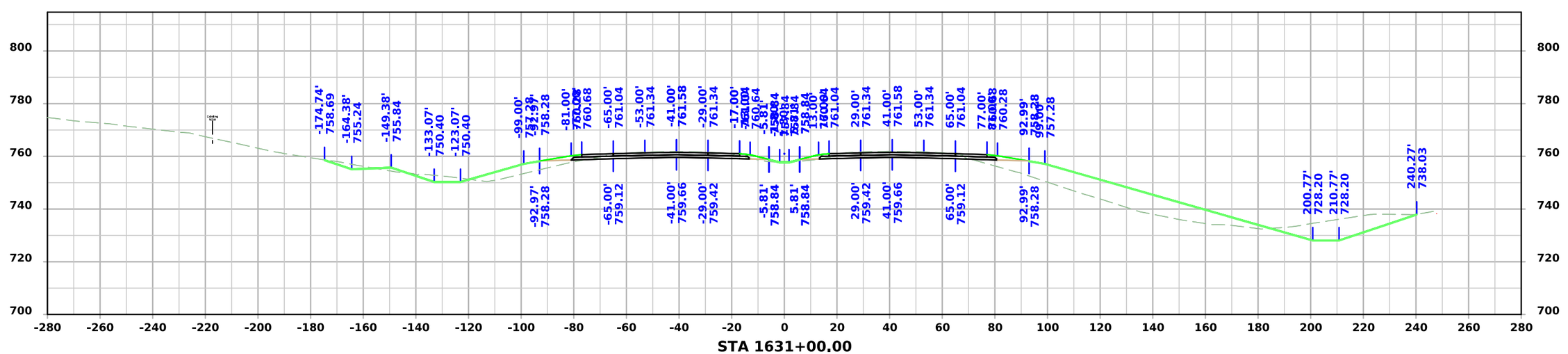
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.62

3:01:12 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1632+00.00

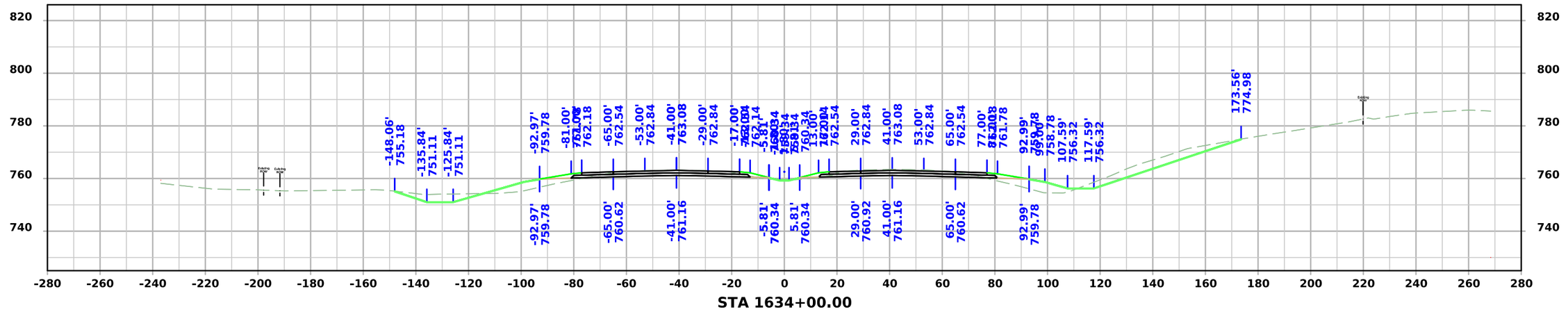


STA 1631+00.00

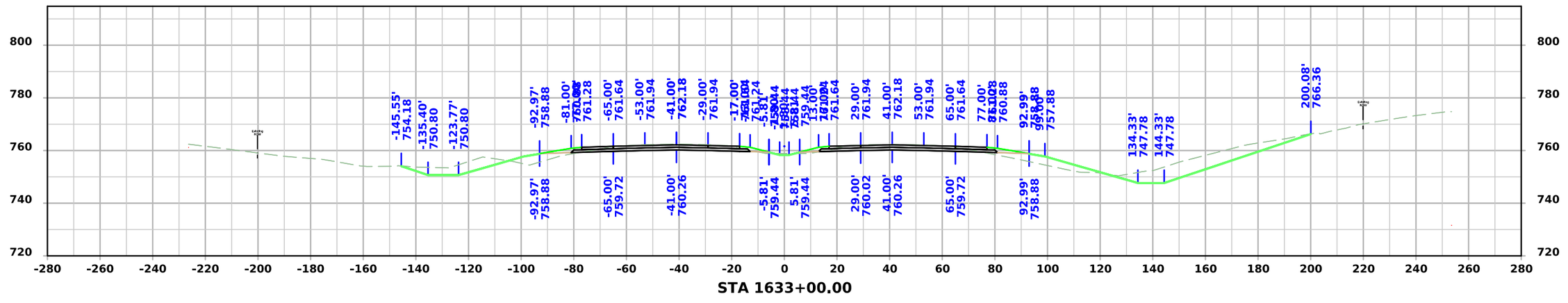
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ML - I-380



STA 1634+00.00

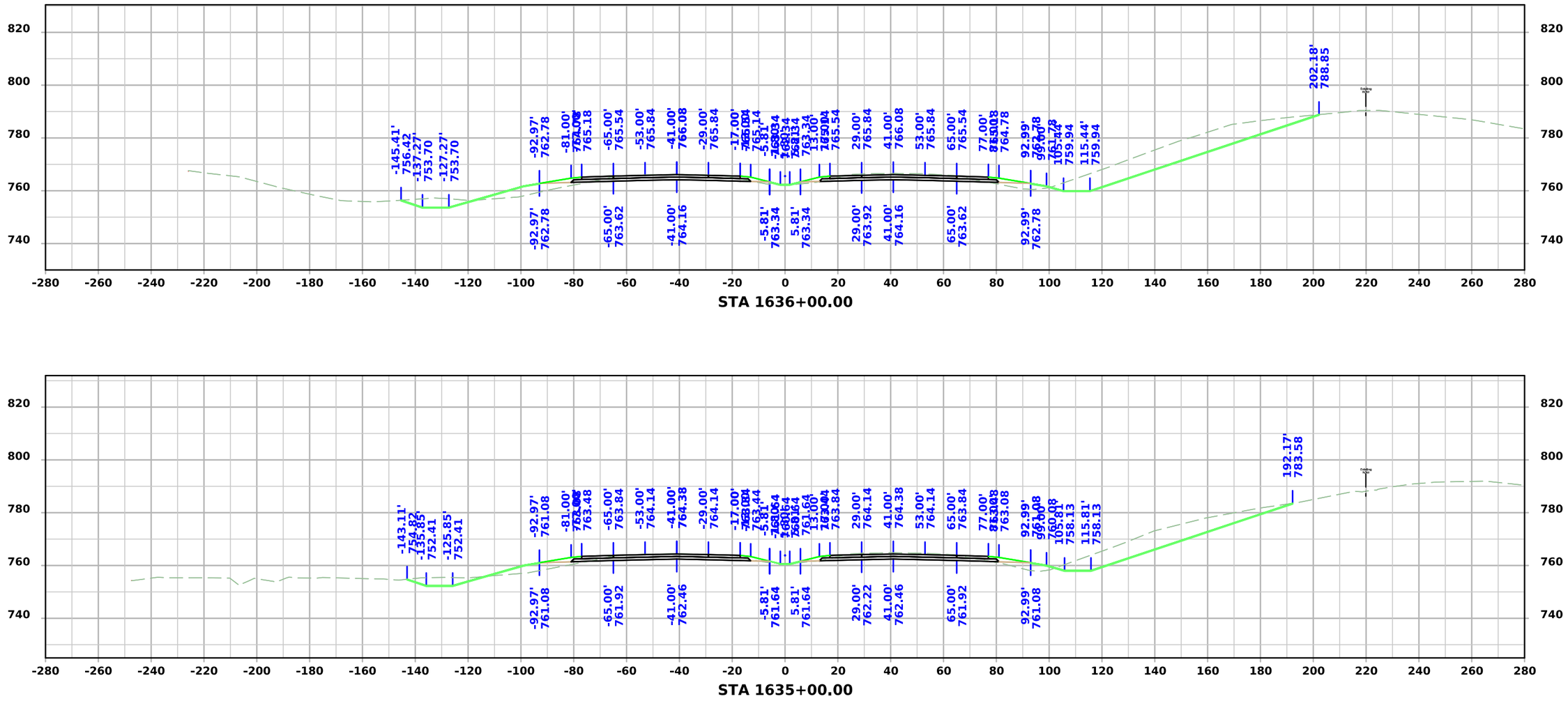


STA 1633+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.64

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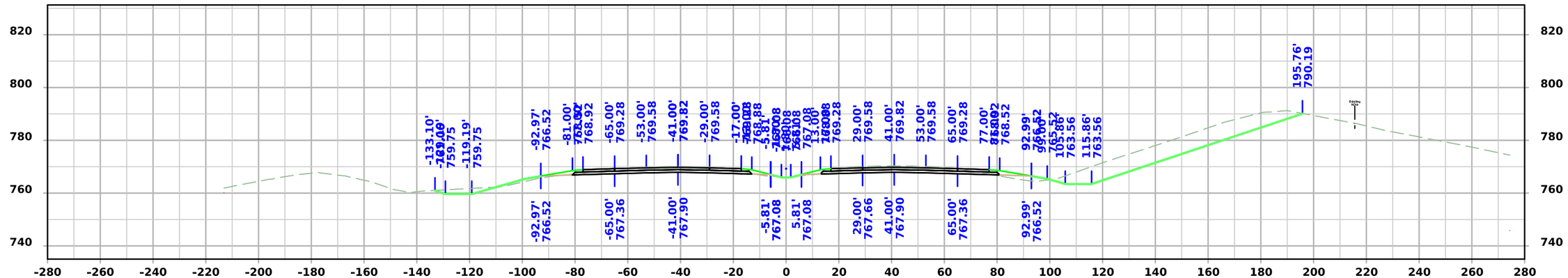
ML - I-380



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.65

3:01:19 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

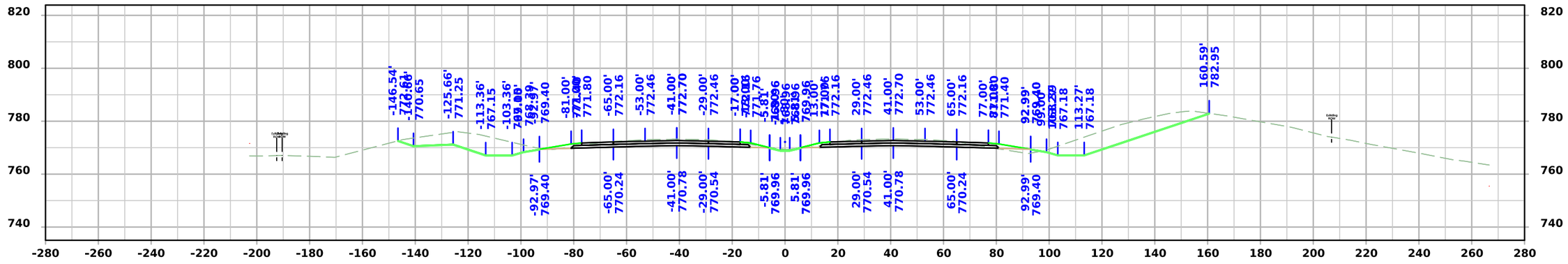
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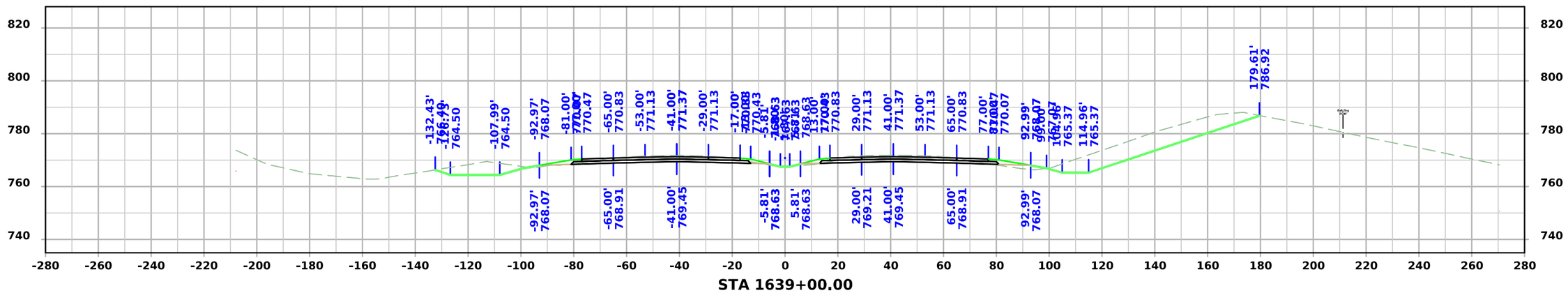
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3:01:21 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1640+00.00

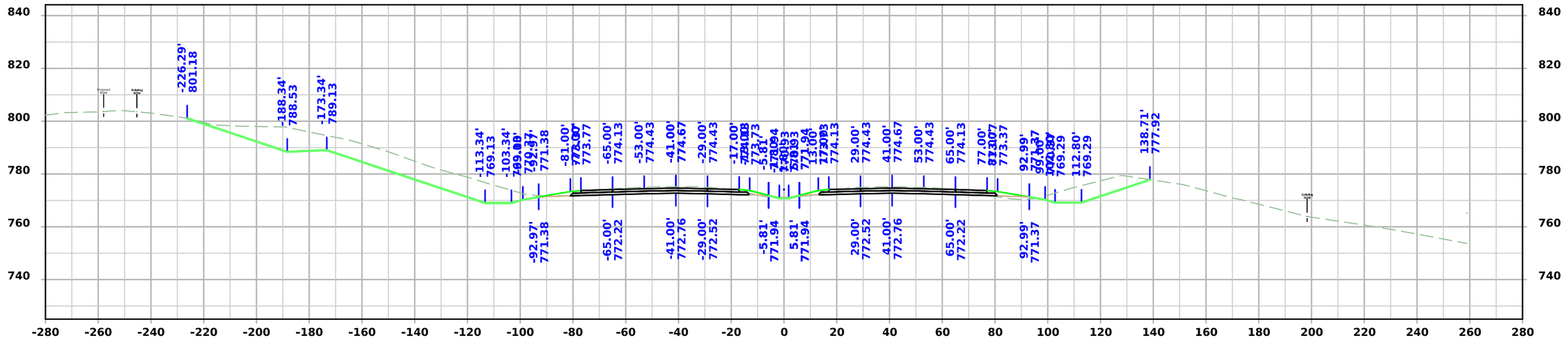


STA 1639+00.00

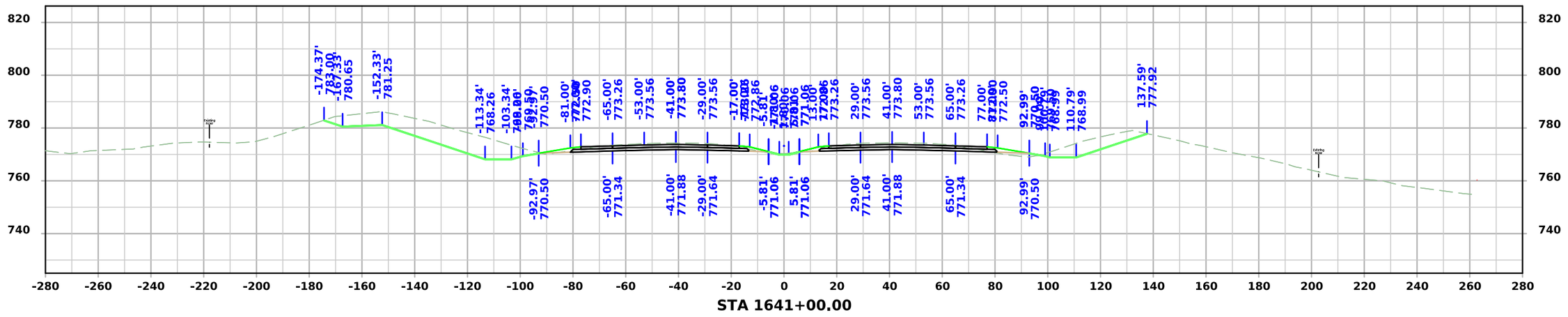
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ML - I-380



STA 1642+00.00

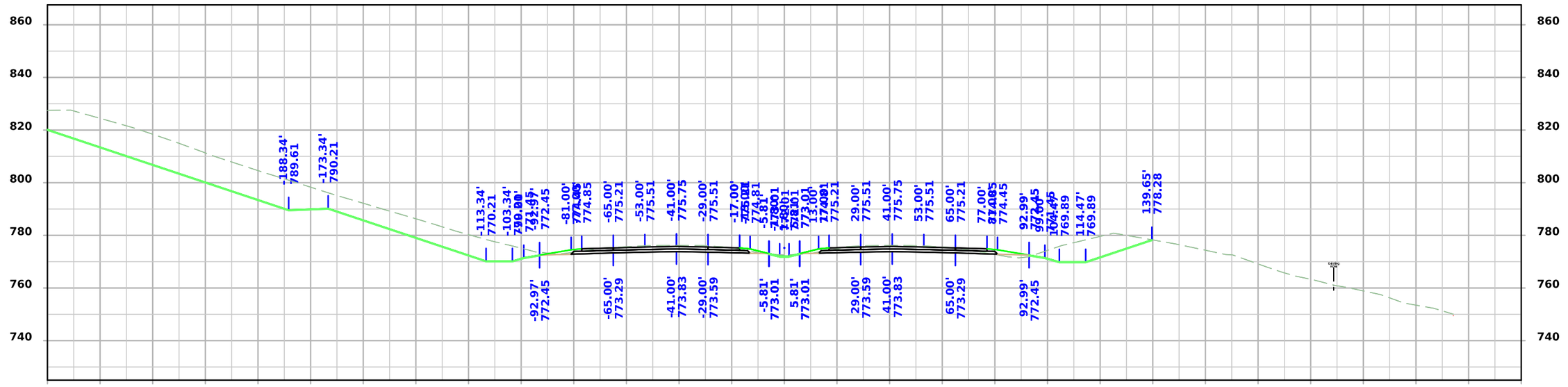


STA 1641+00.00

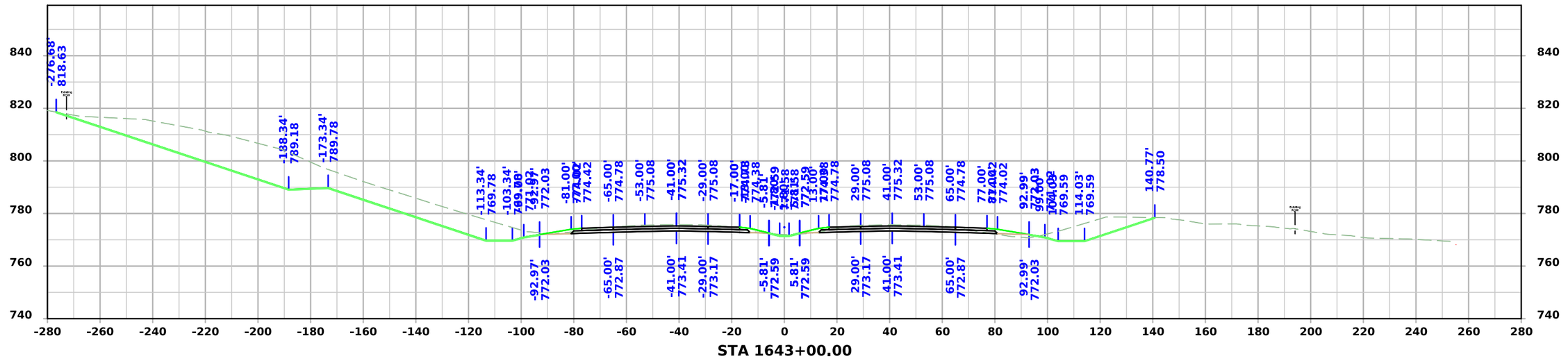
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ML - I-380



STA 1644+00.00

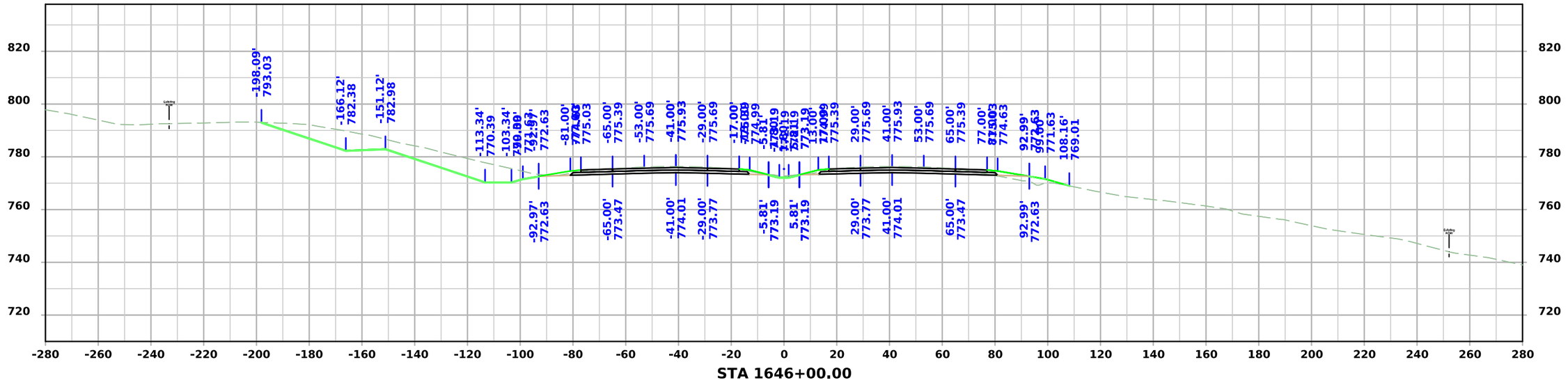


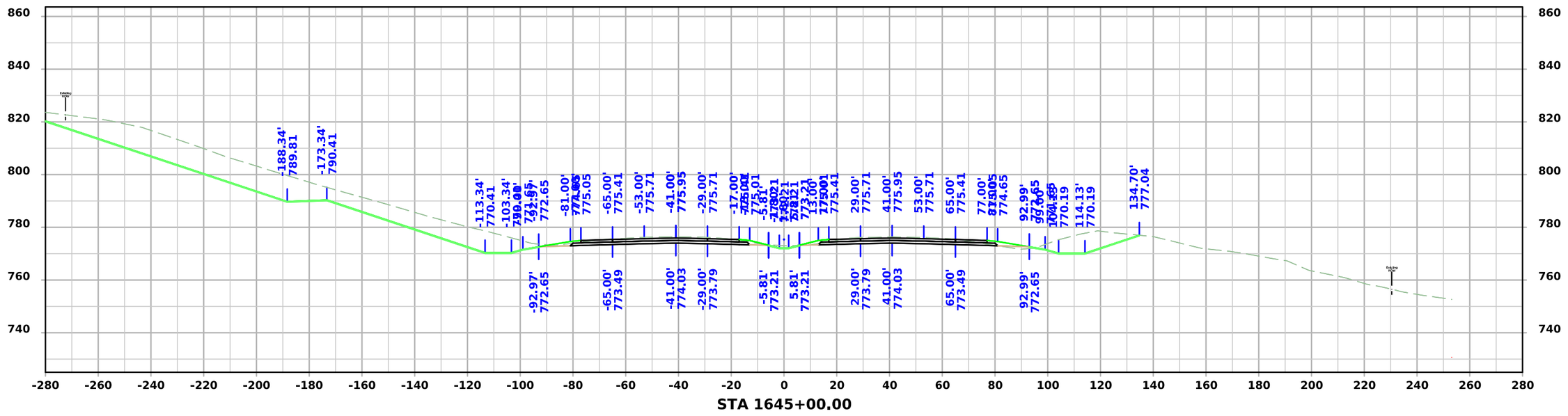
STA 1643+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.69

3:01:28 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

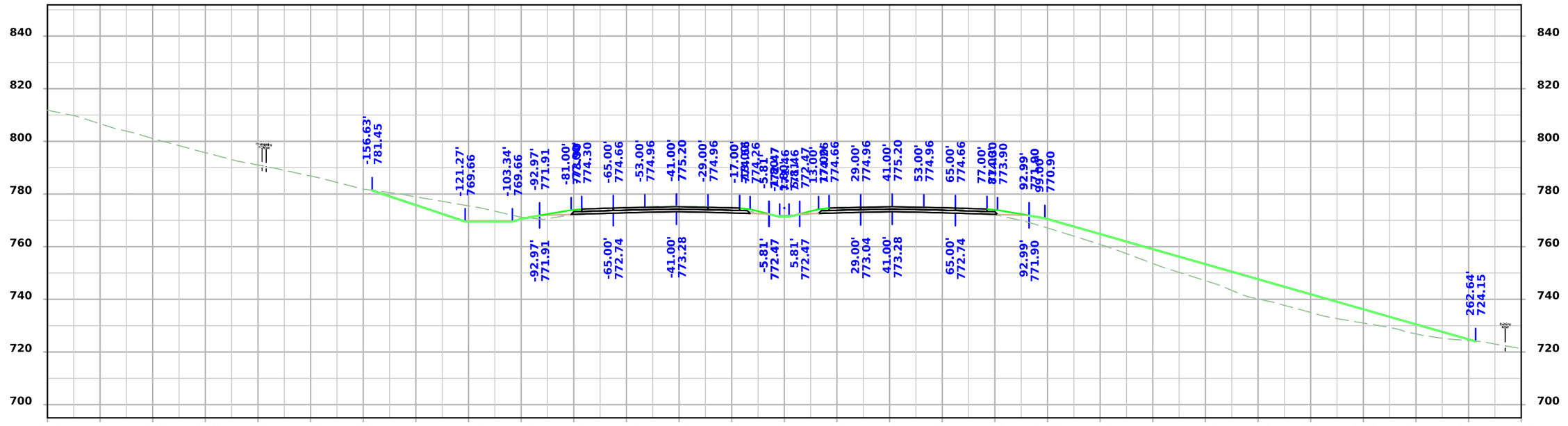




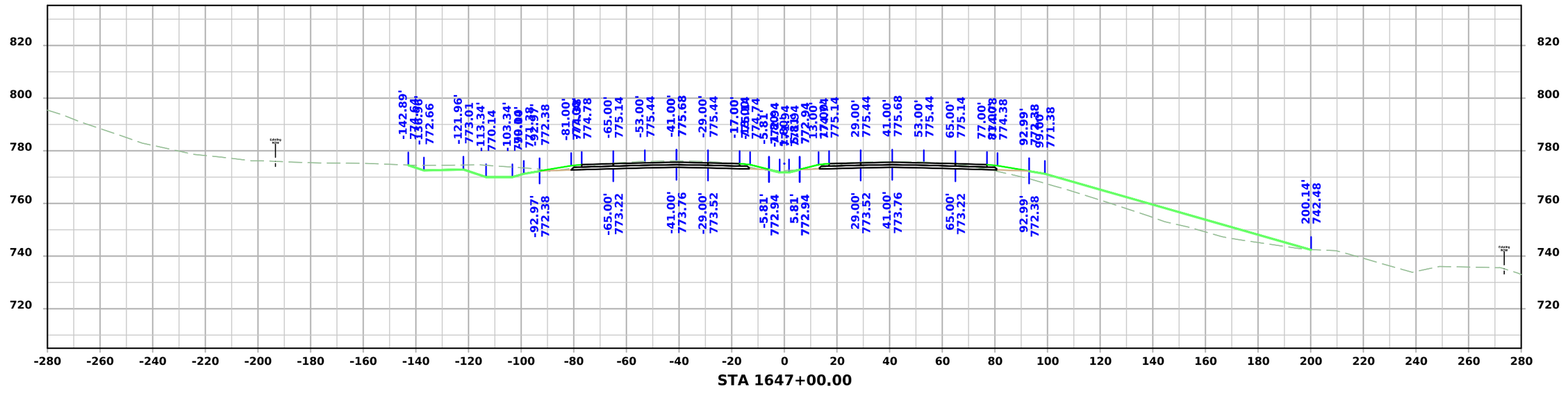
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3:01:31 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1648+00.00

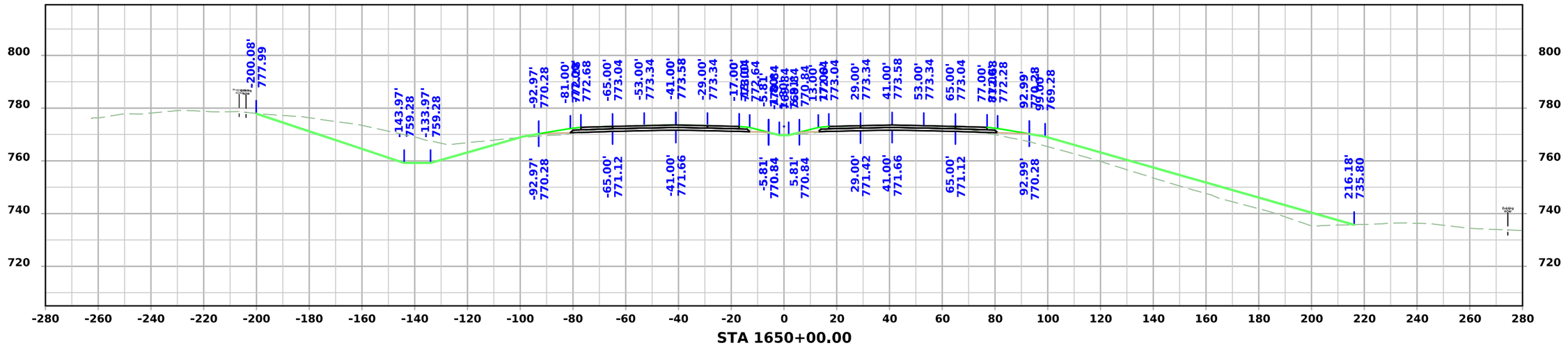


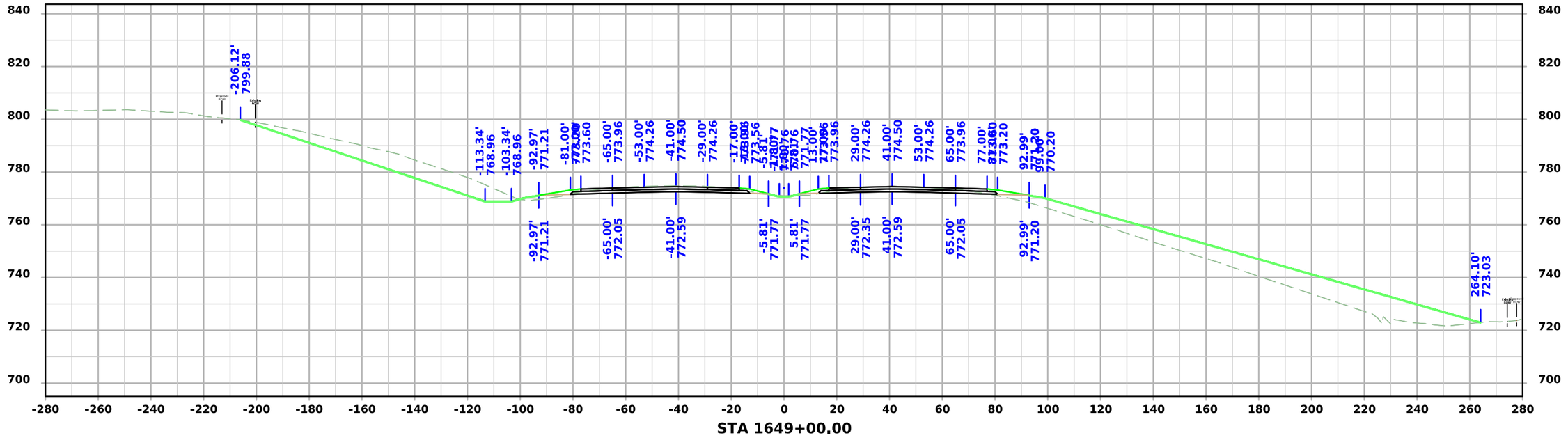
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.71

3:01:33 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

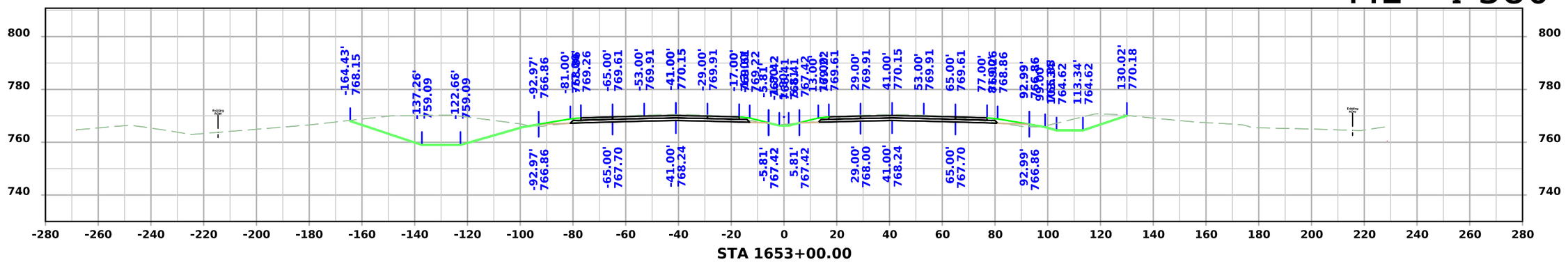




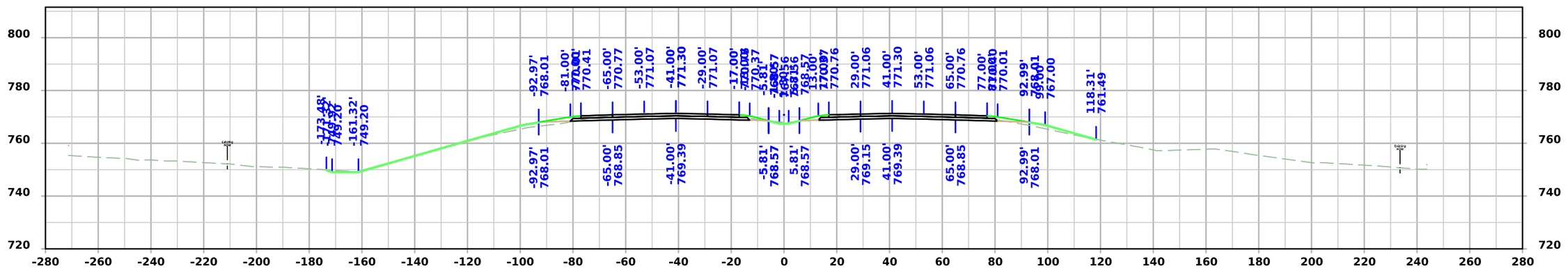
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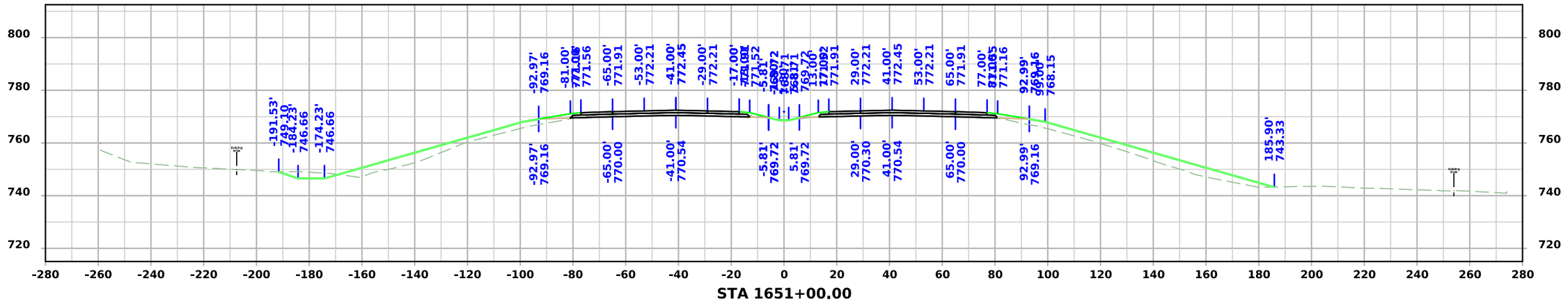
ML - I-380



STA 1653+00.00



STA 1652+00.00

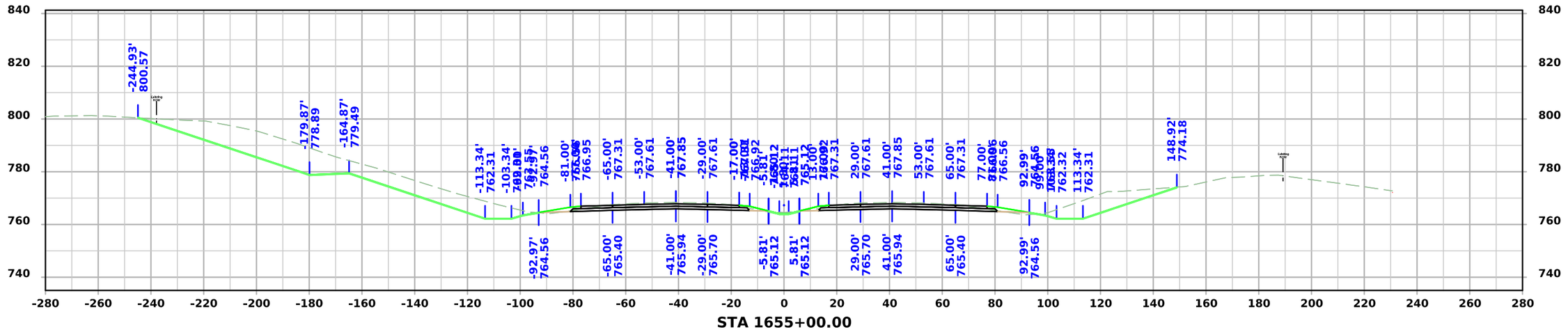


STA 1651+00.00

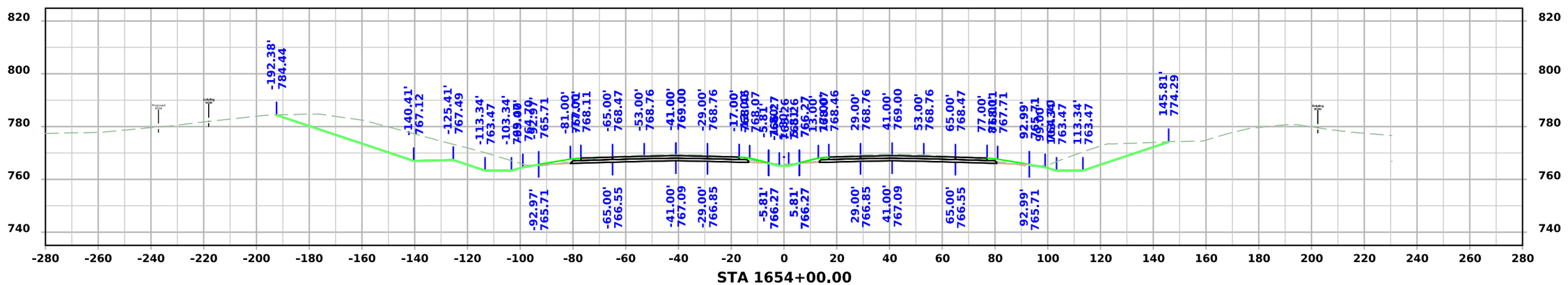
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.73

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ML - I-380



STA 1655+00.00

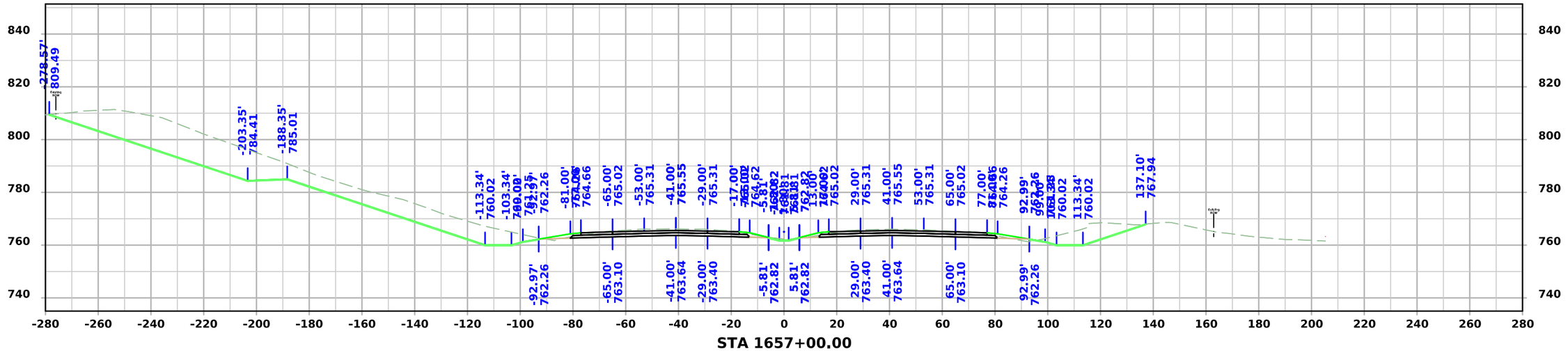


STA 1654+00.00

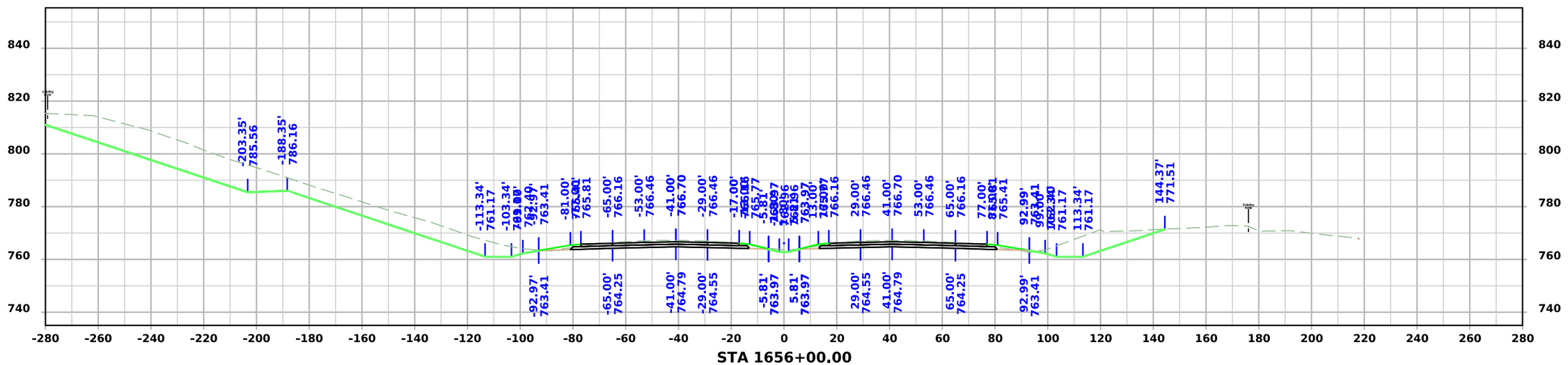
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ML - I-380



STA 1657+00.00

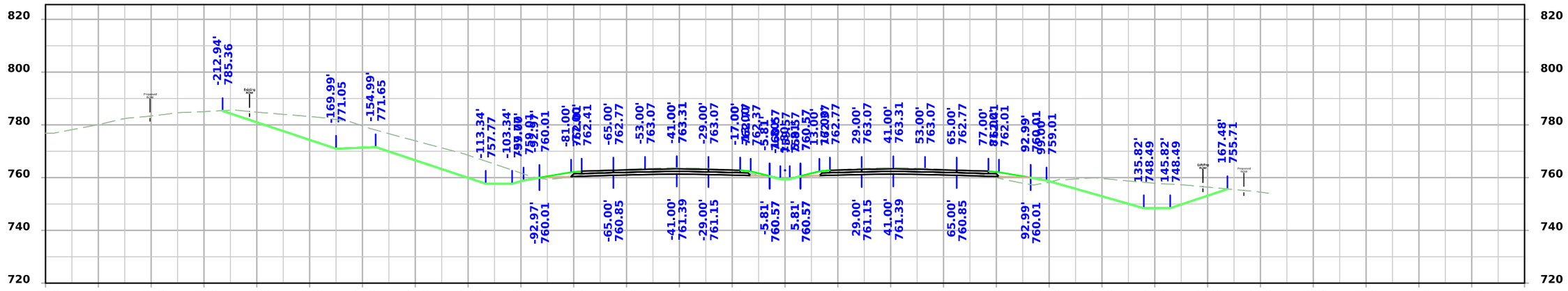


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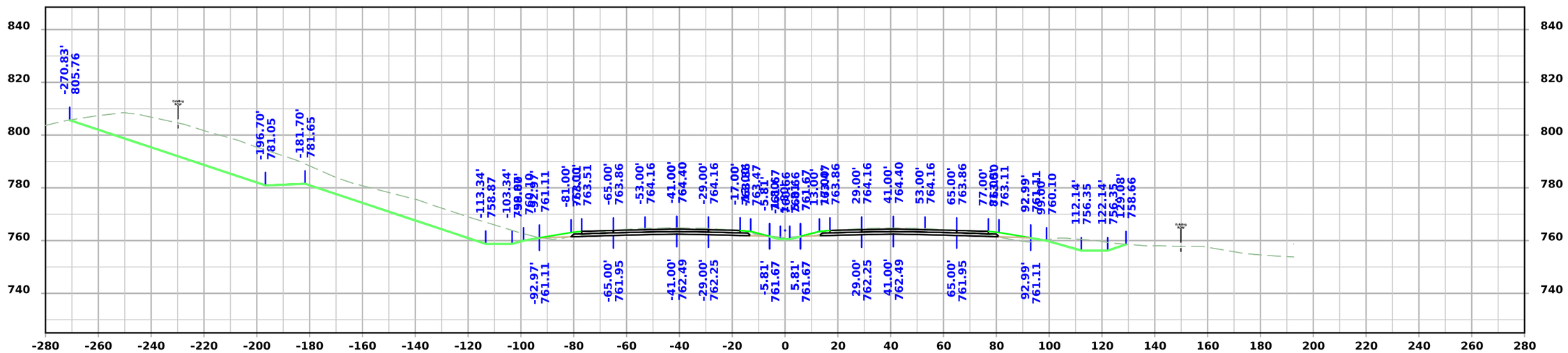
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ML - I-380



STA 1659+00.00

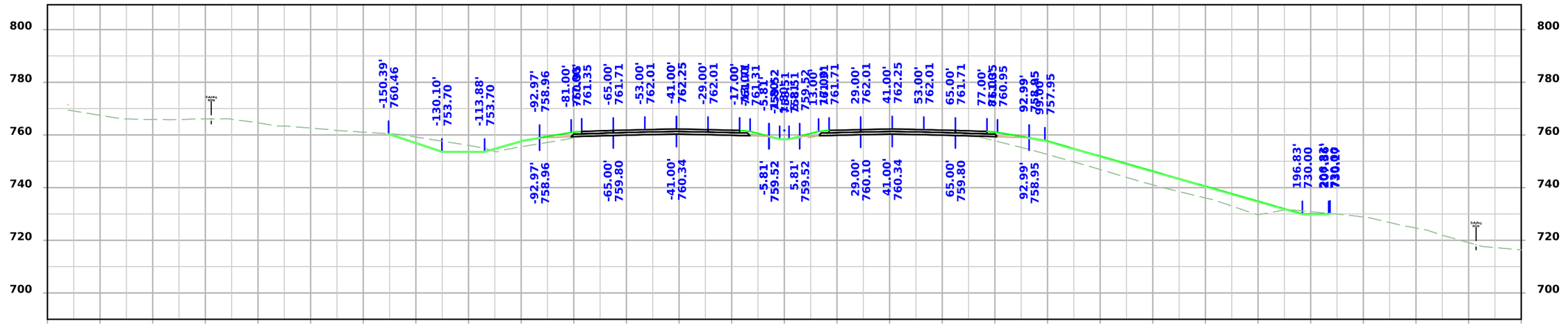


STA 1658+00.00

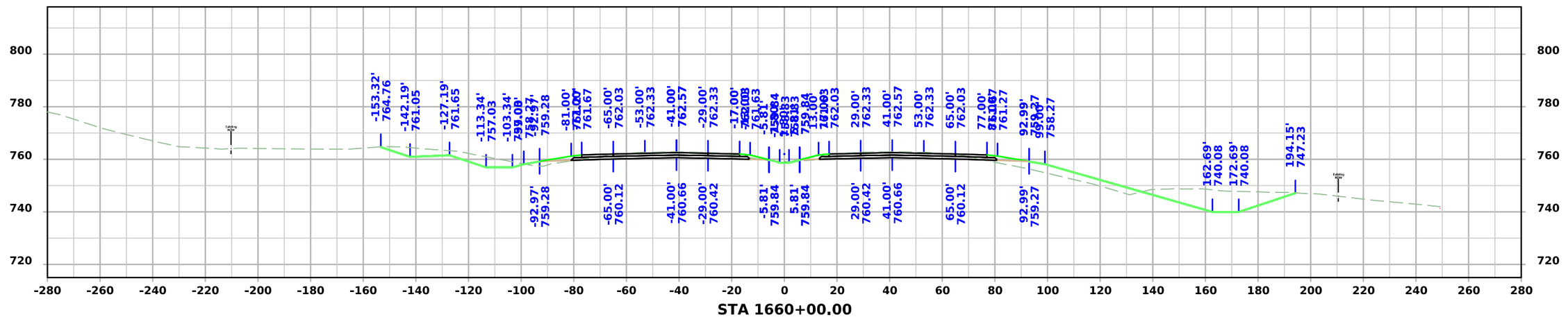
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ML - I-380



STA 1661+00.00

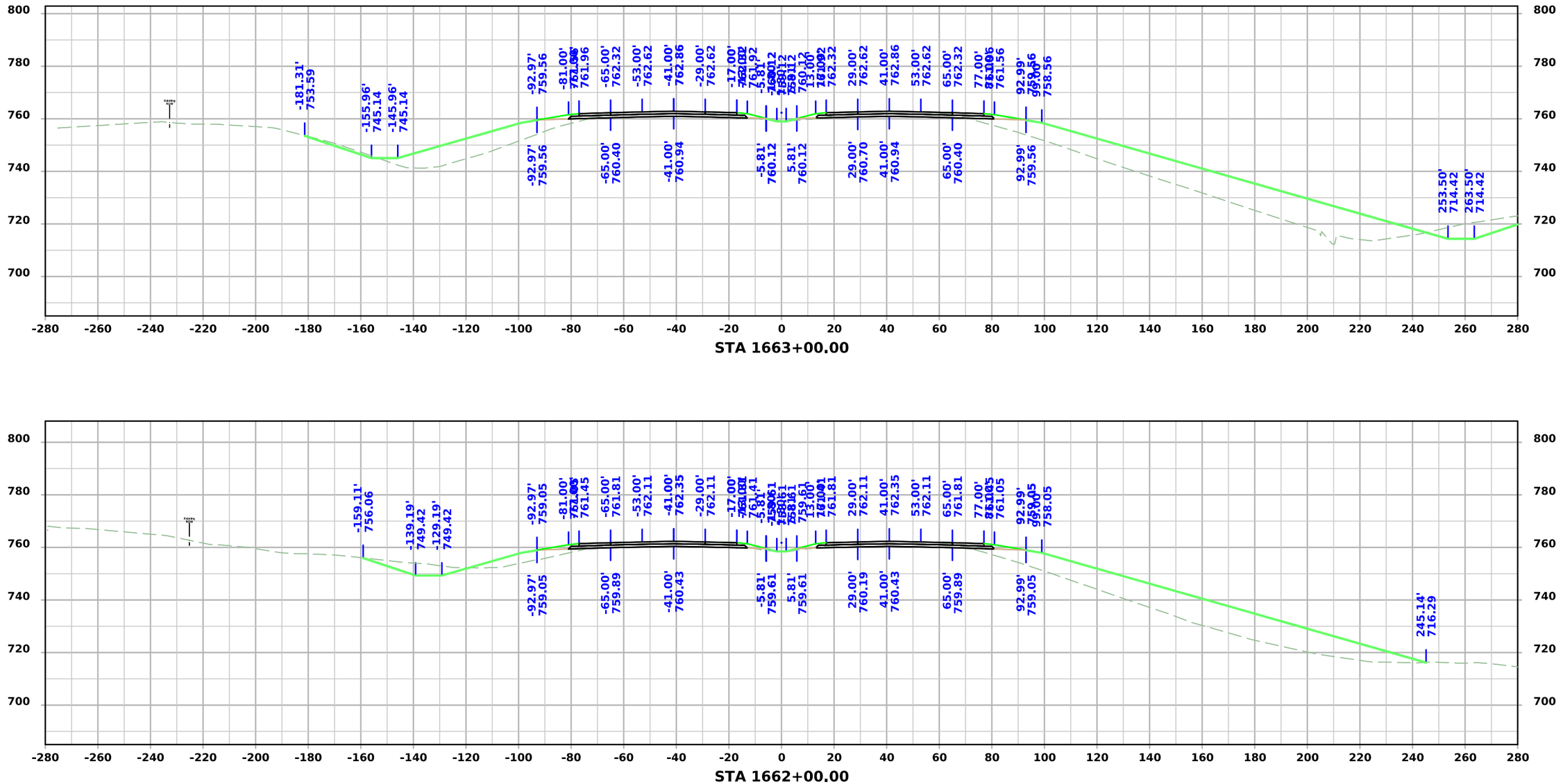


STA 1660+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.77

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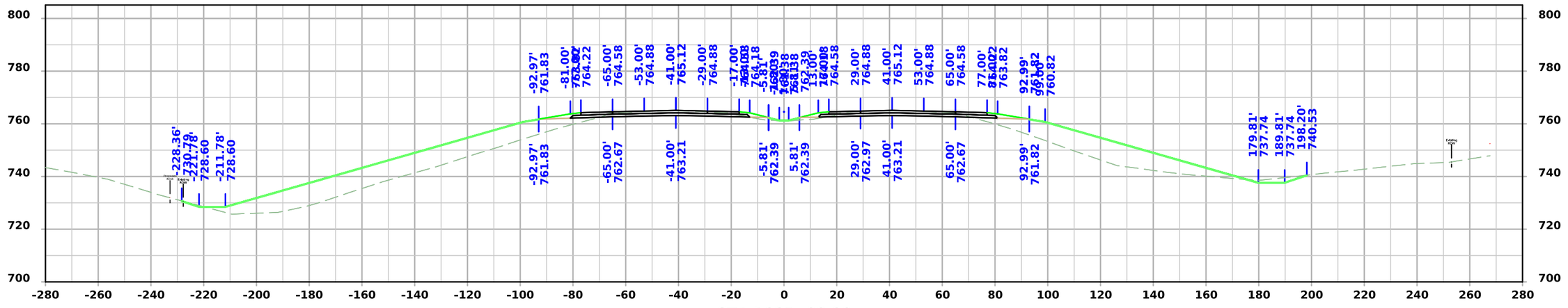
ML - I-380



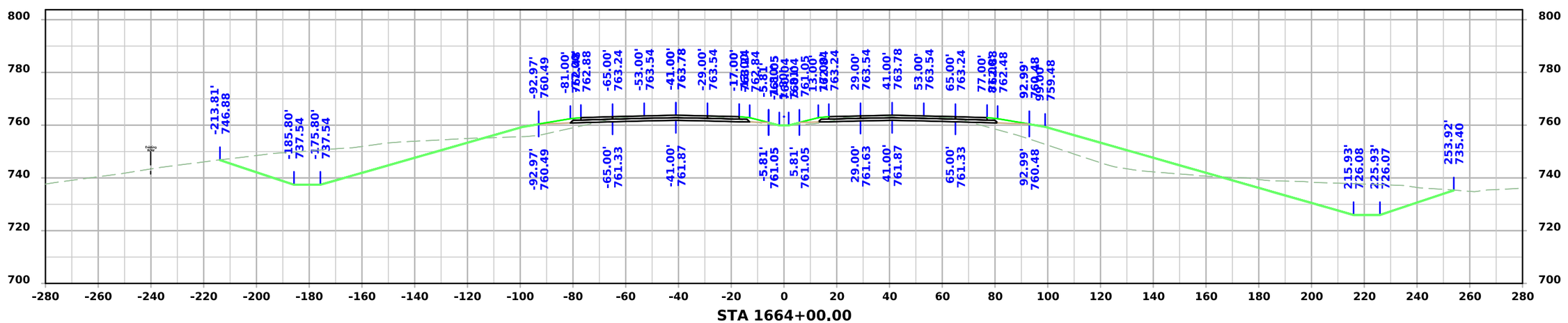
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ML - I-380



STA 1665+00.00

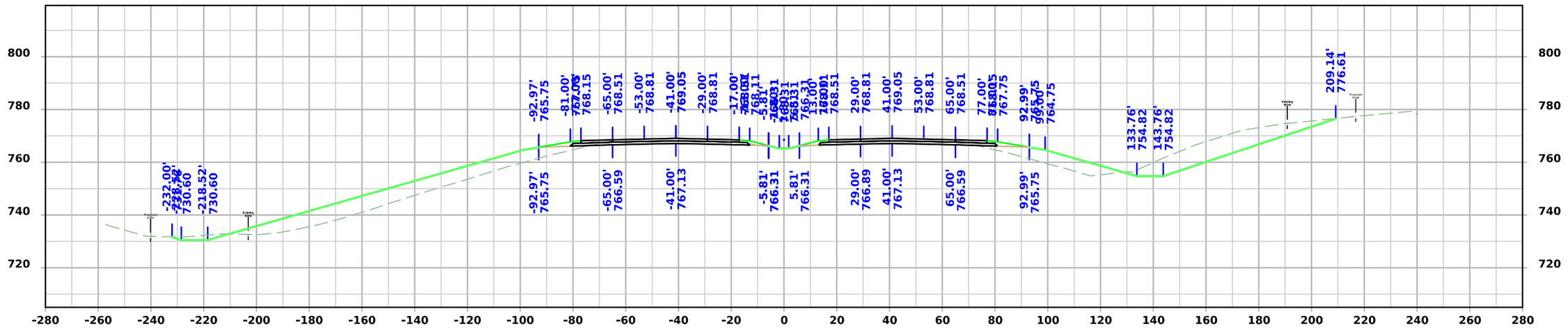


STA 1664+00.00

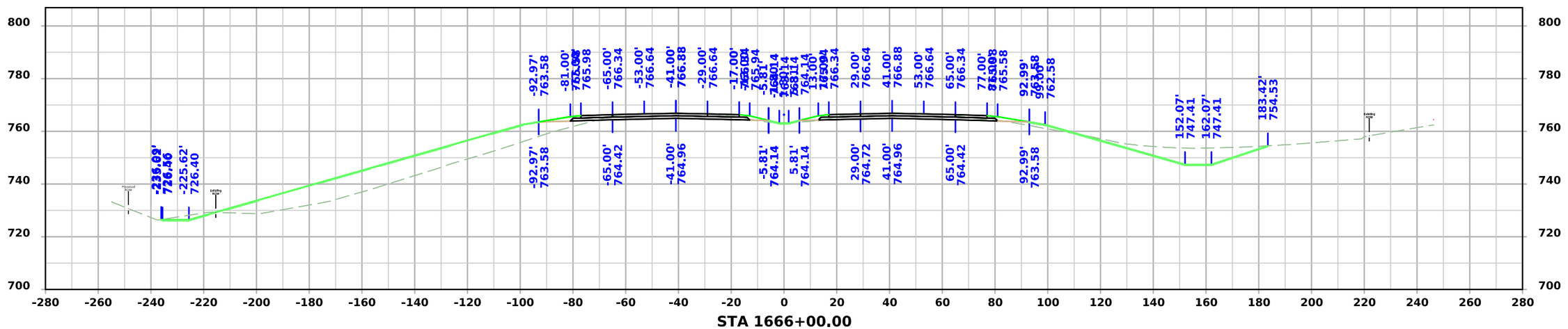
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ML - I-380



STA 1667+00.00

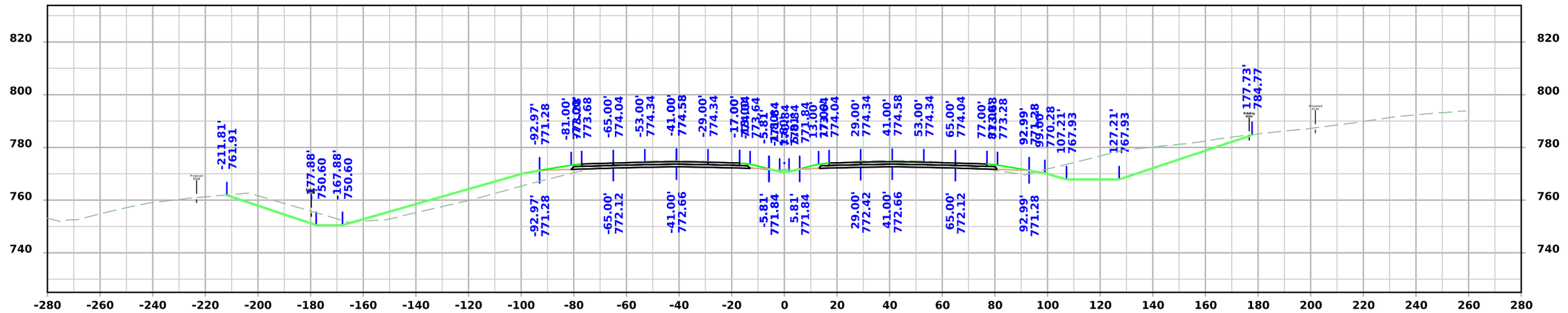


STA 1666+00.00

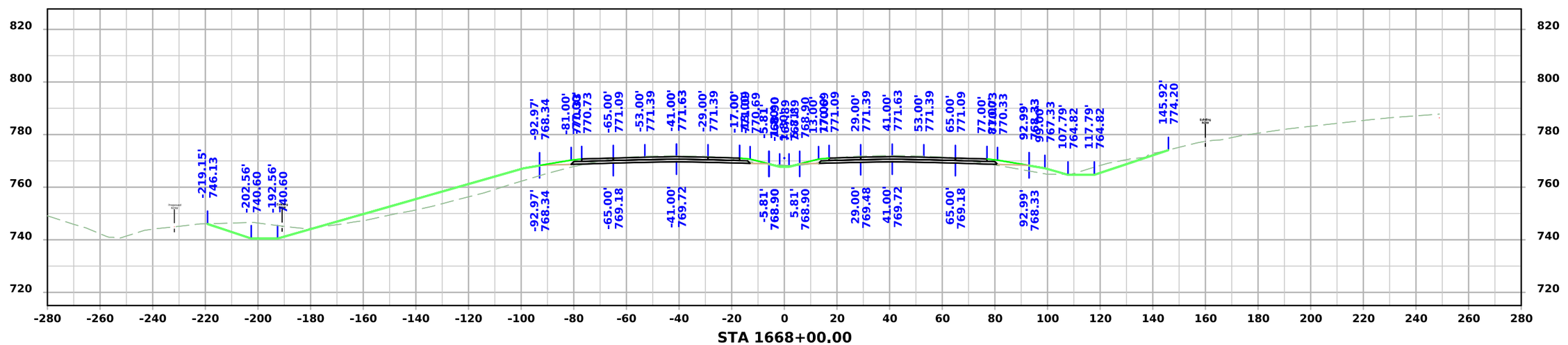
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ML - I-380



STA 1669+00.00

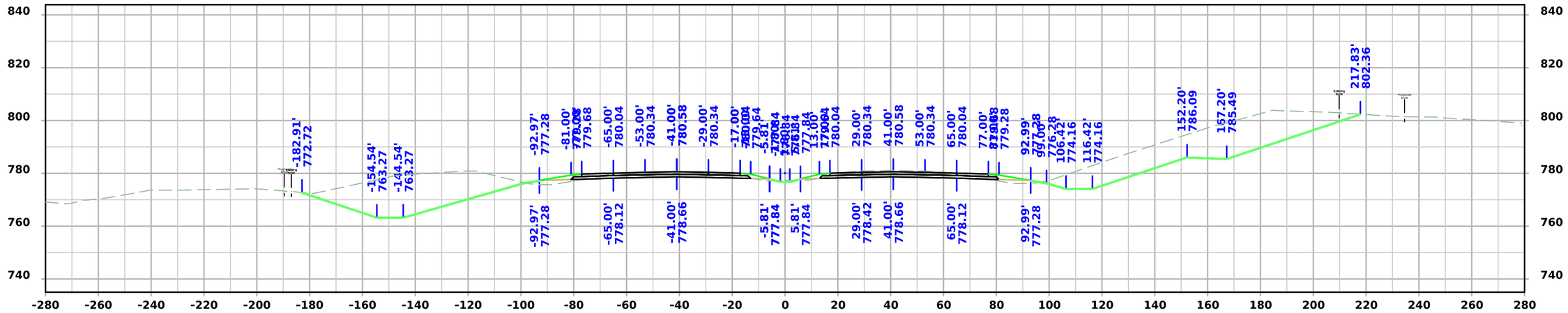


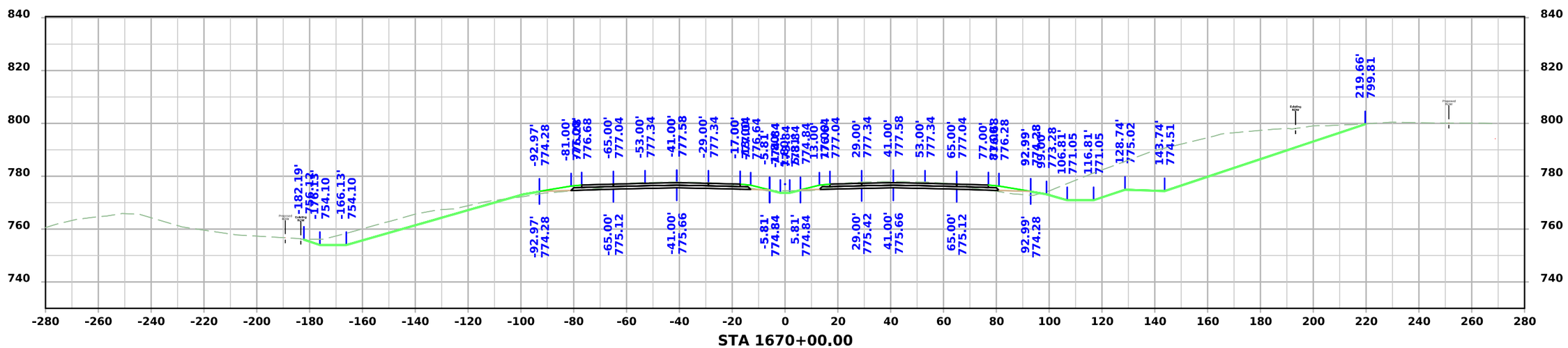
STA 1668+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.81

3:01:56 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

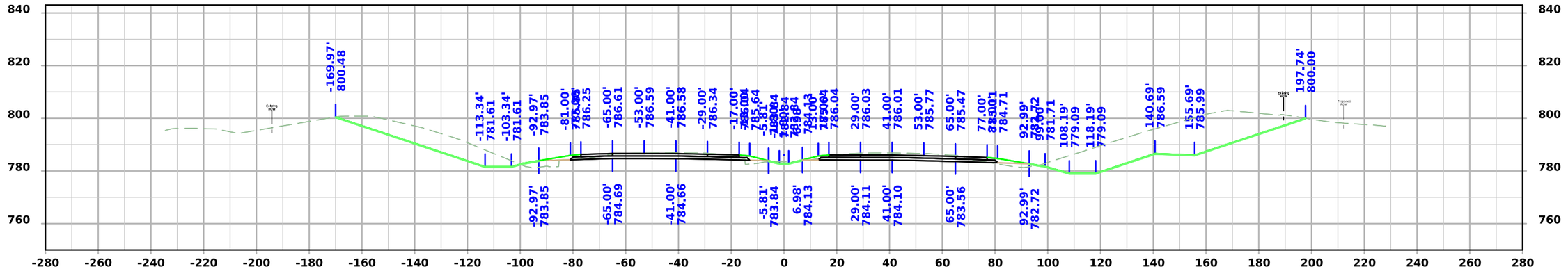




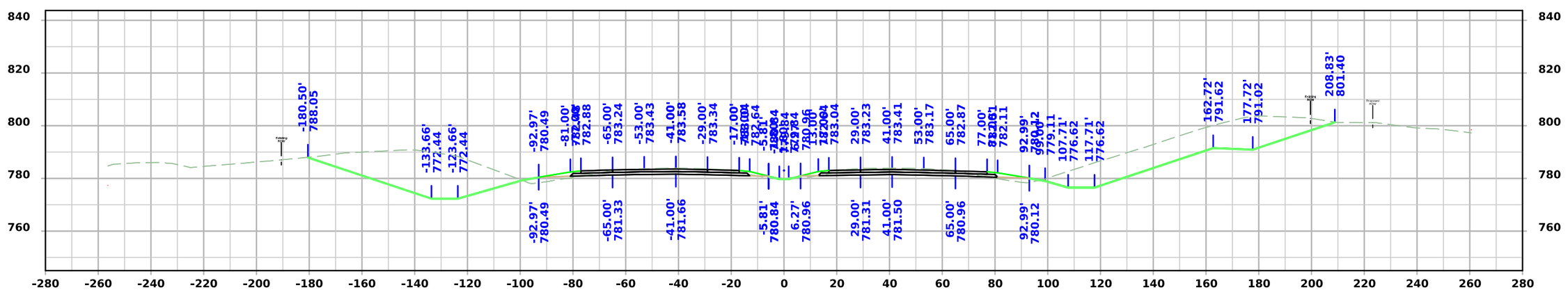
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ML - I-380



STA 1673+00.00

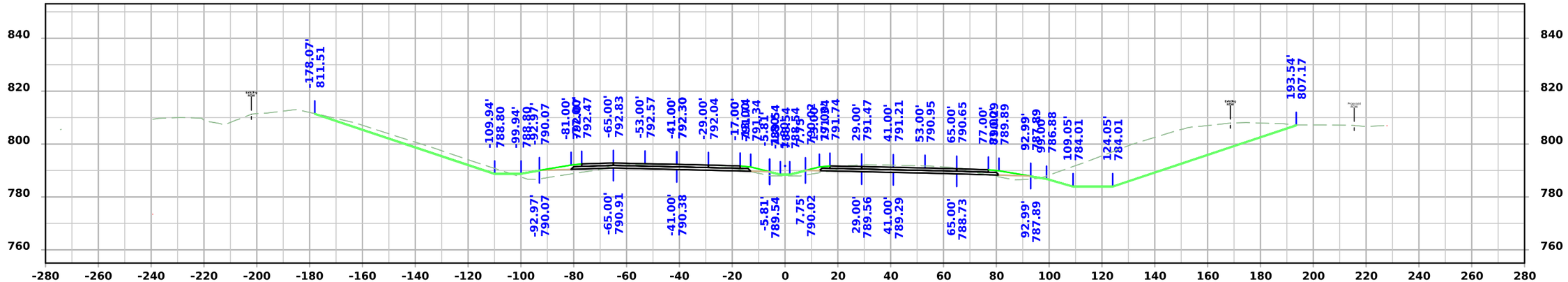


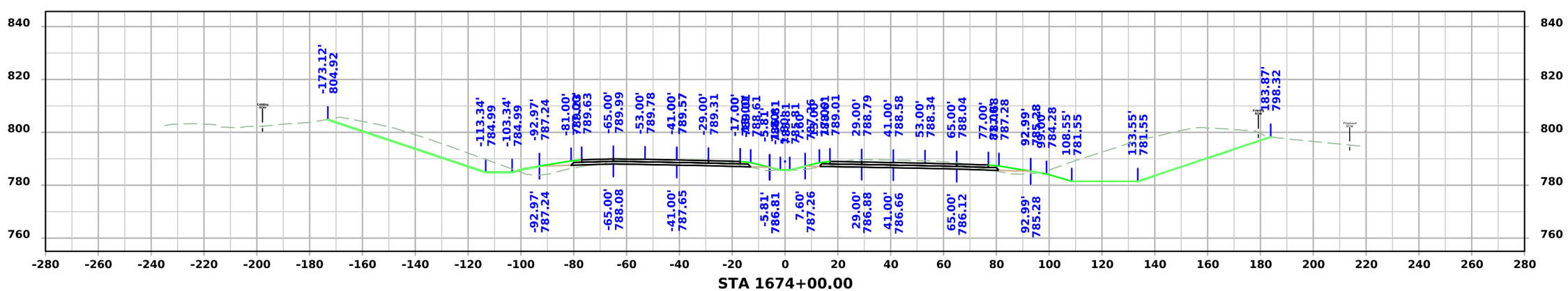
STA 1672+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.83

3:02:00 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

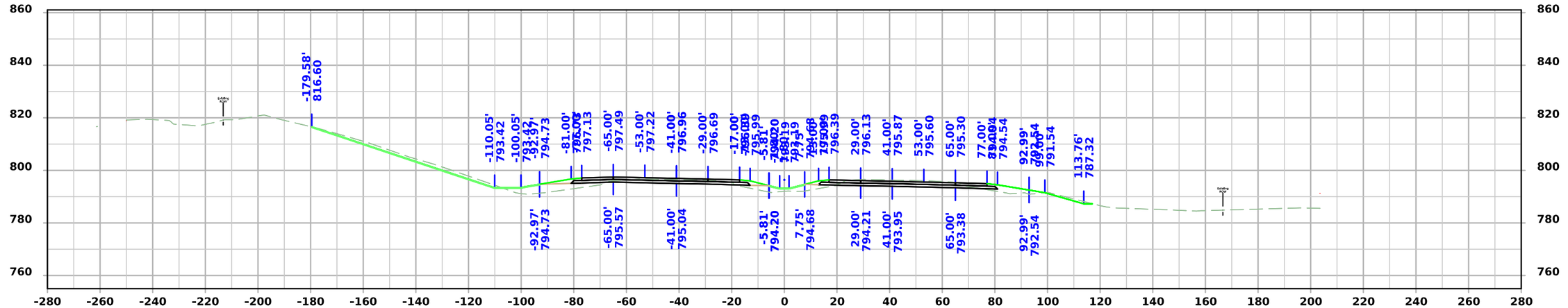




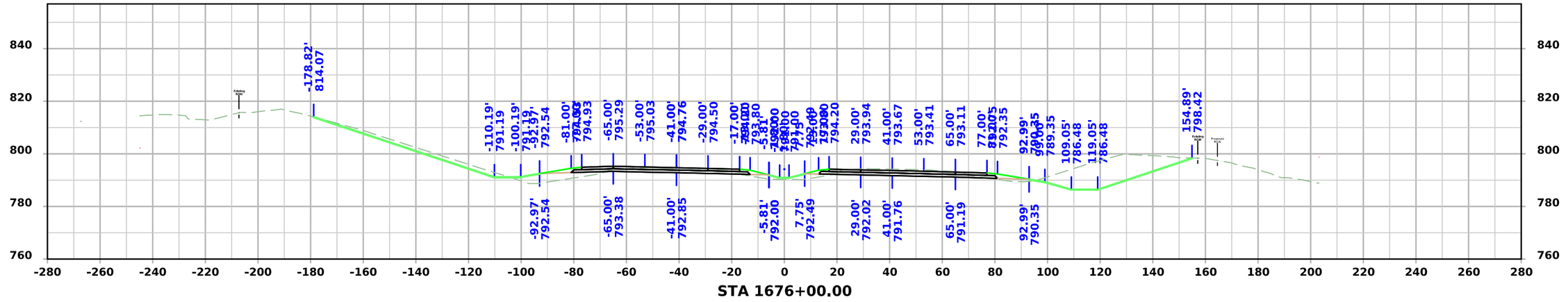
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.84

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ML - I-380



STA 1677+00.00

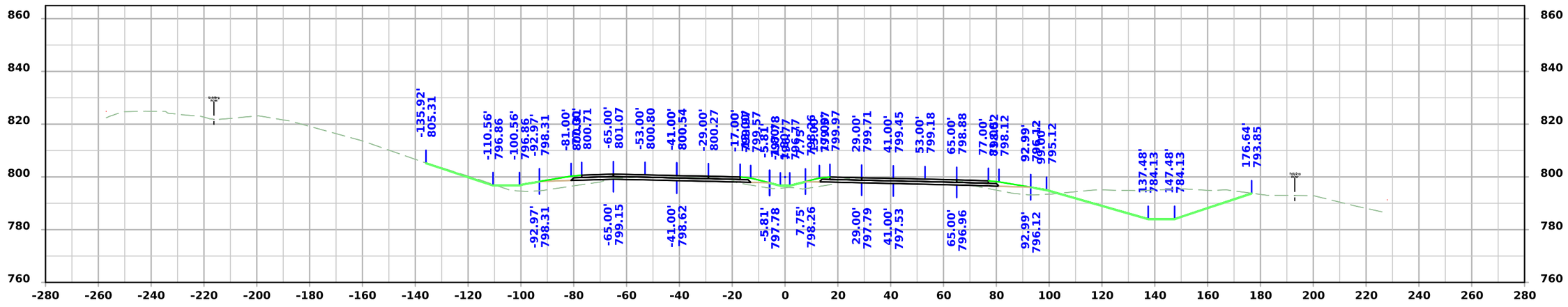


STA 1676+00.00

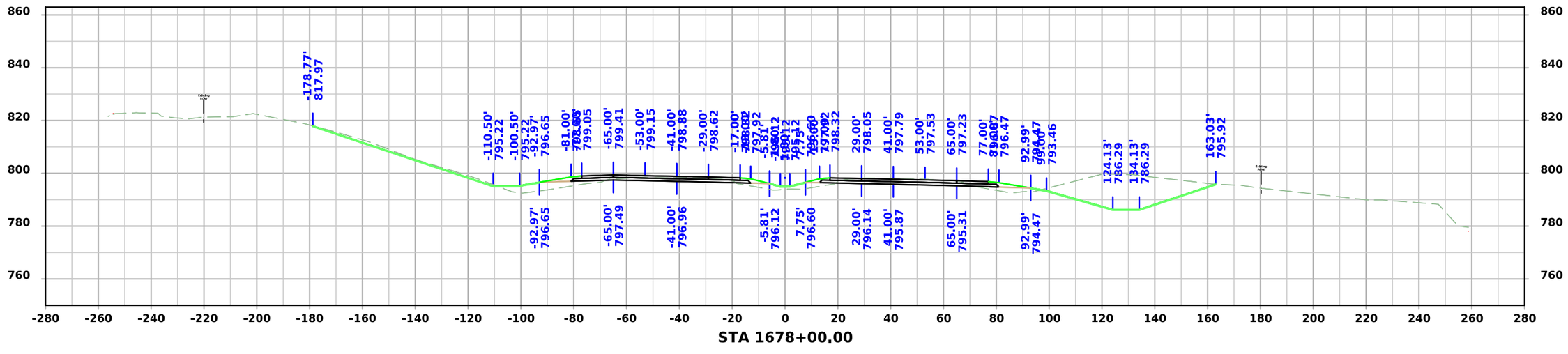
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3:02:05 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1679+00.00

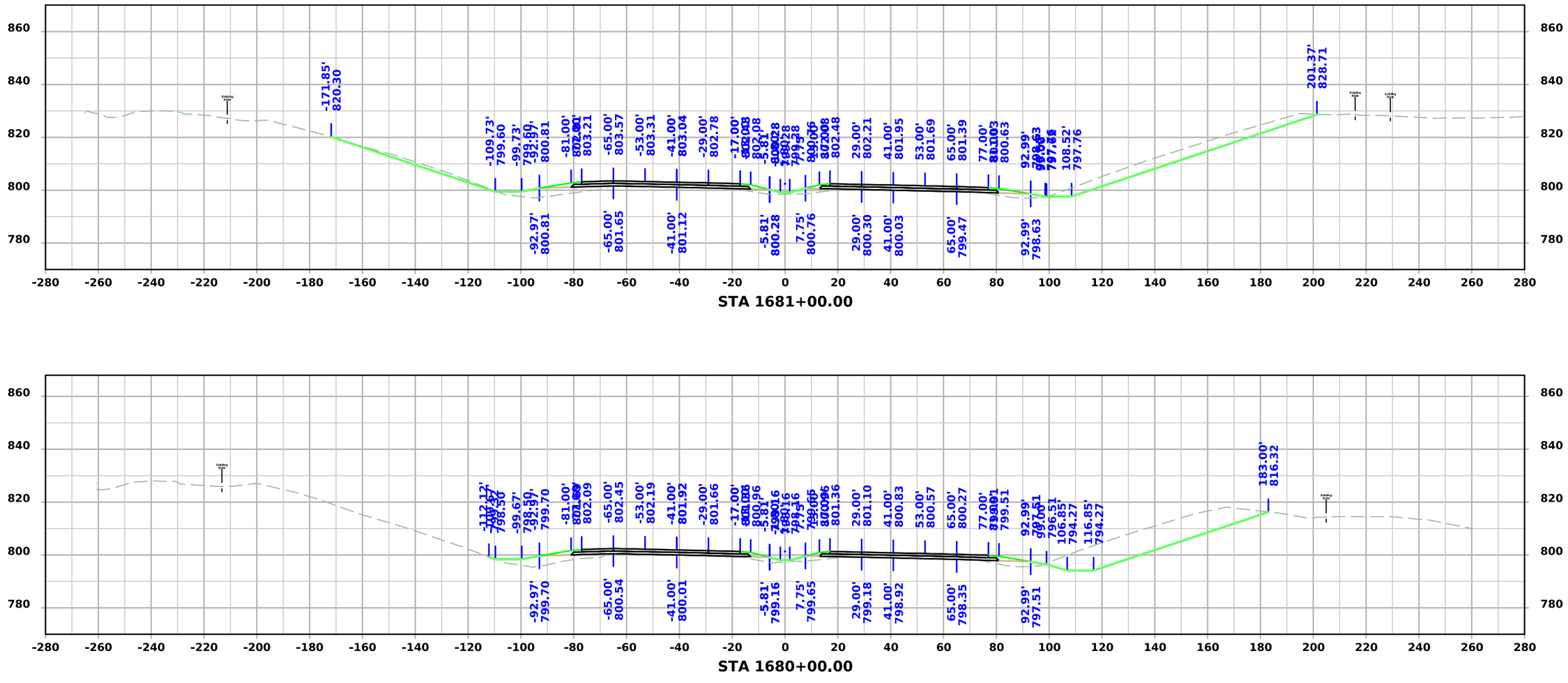


STA 1678+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.86

3:02:07 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

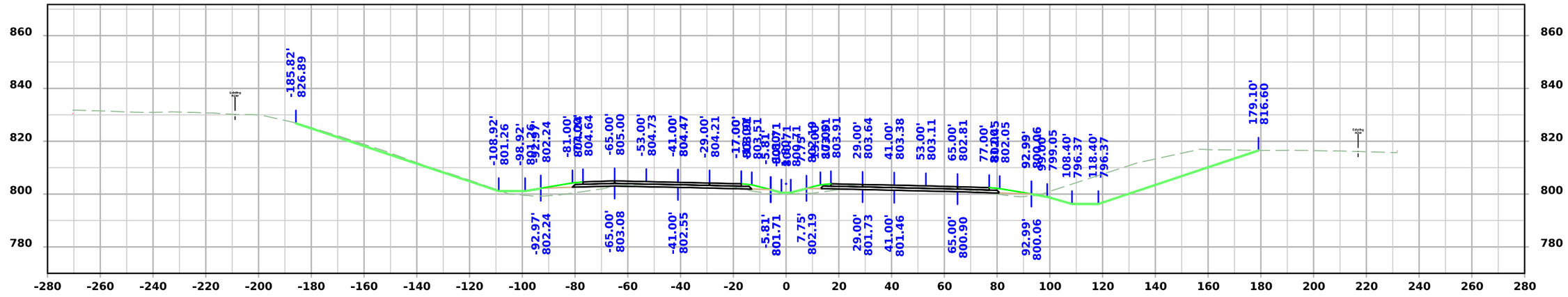
ML - I-380

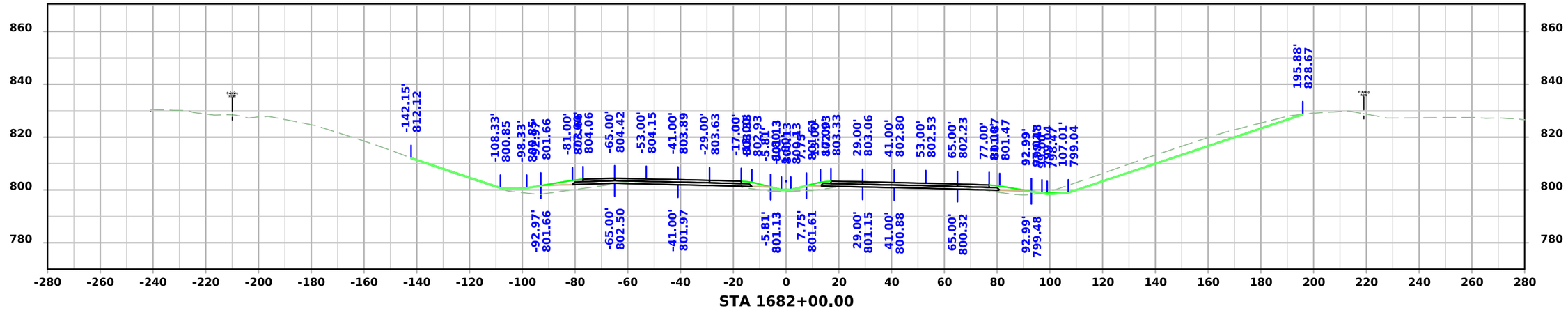


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.87	

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ML - I-380

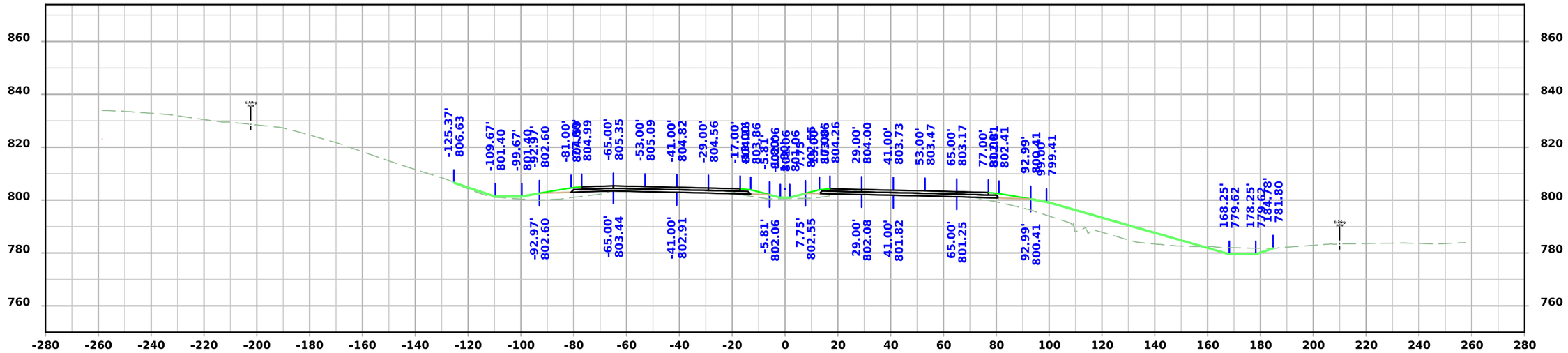




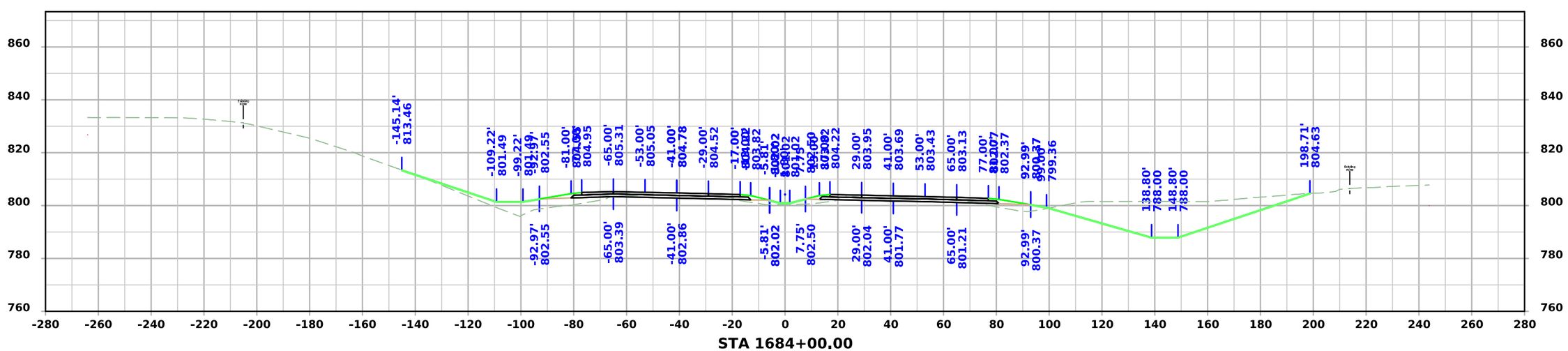
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.88

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ML - I-380



STA 1685+00.00

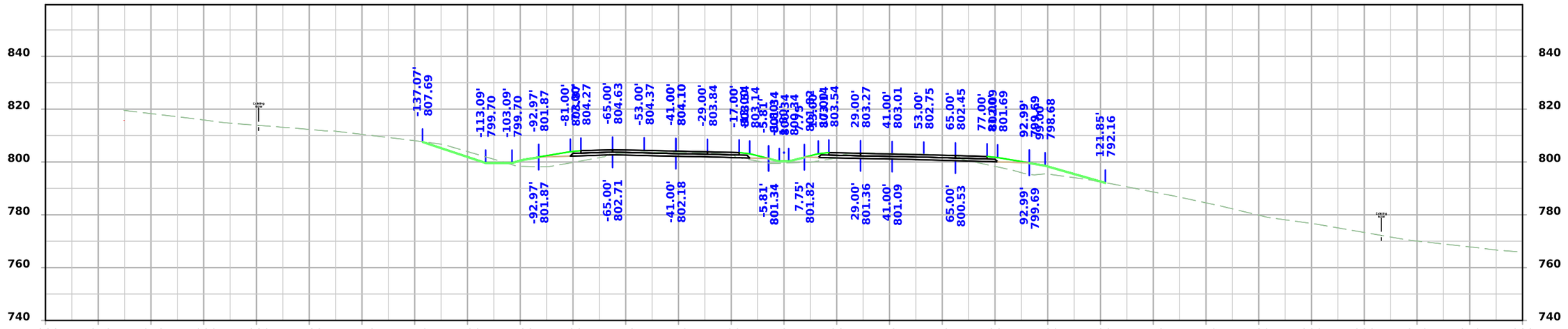


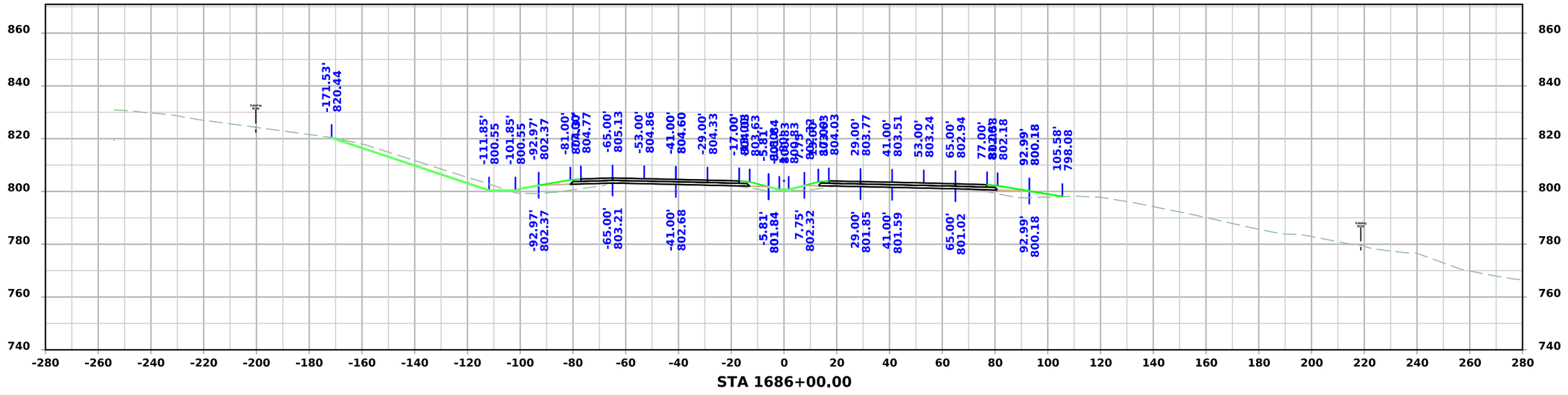
STA 1684+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.89

3:02:14 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380

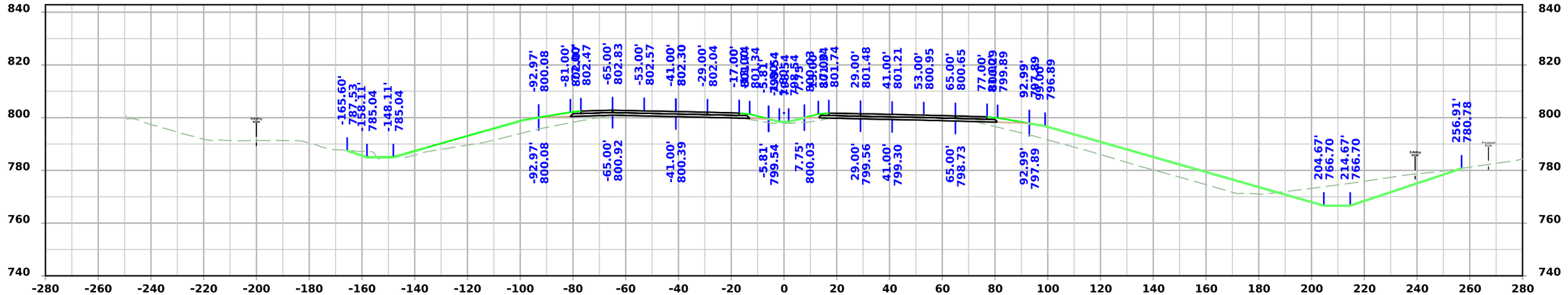




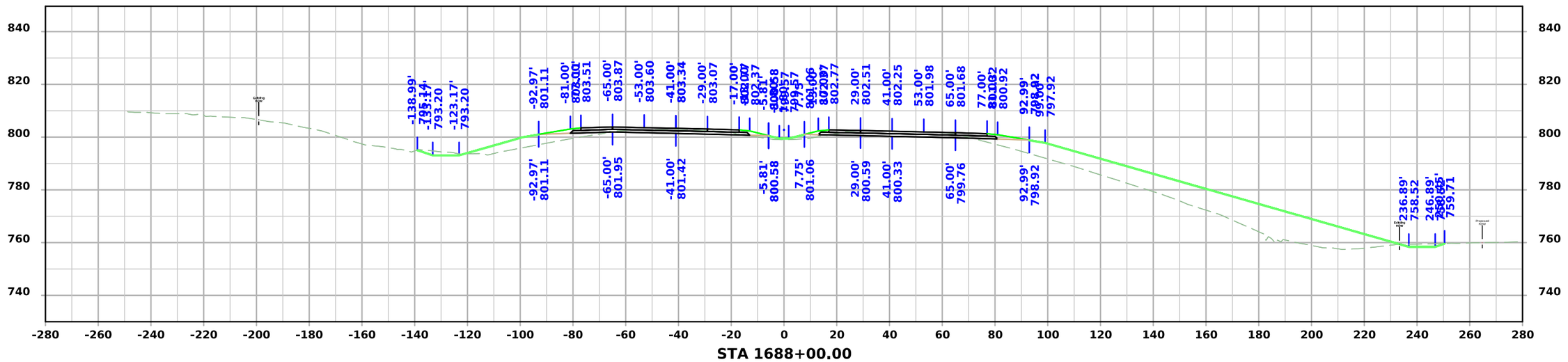
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ML - I-380



STA 1689+00.00

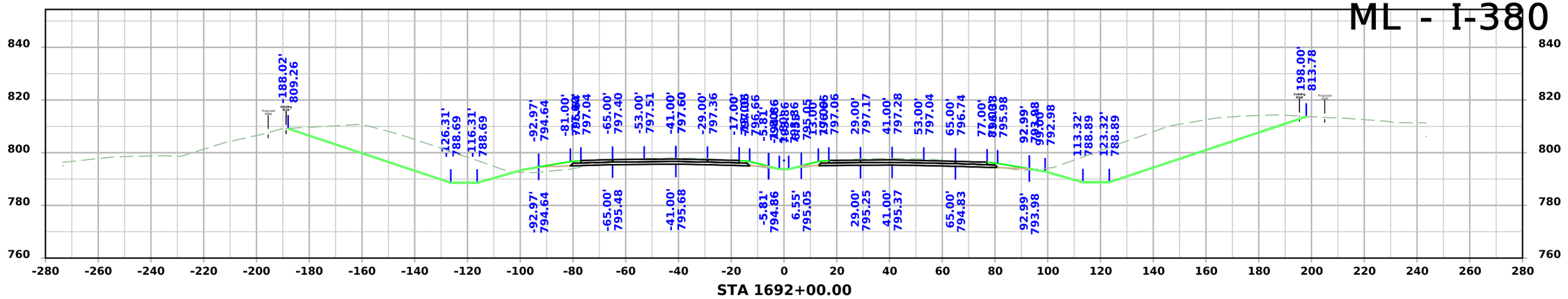


STA 1688+00.00

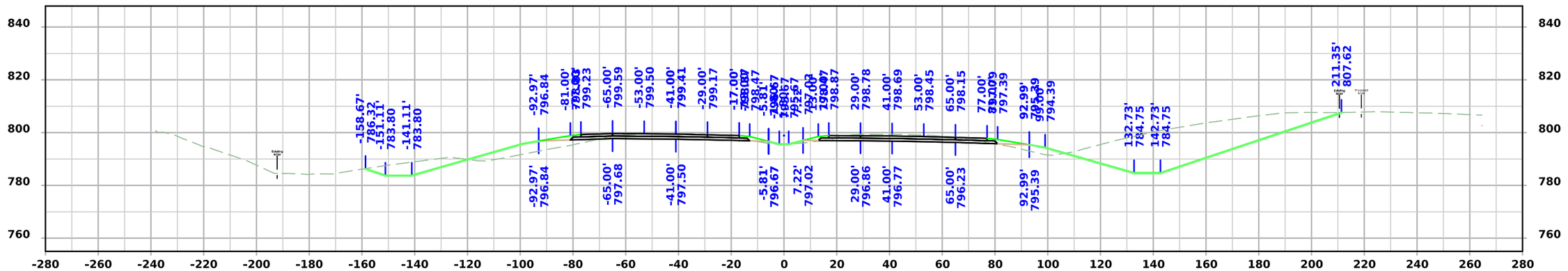
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3:02:18 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

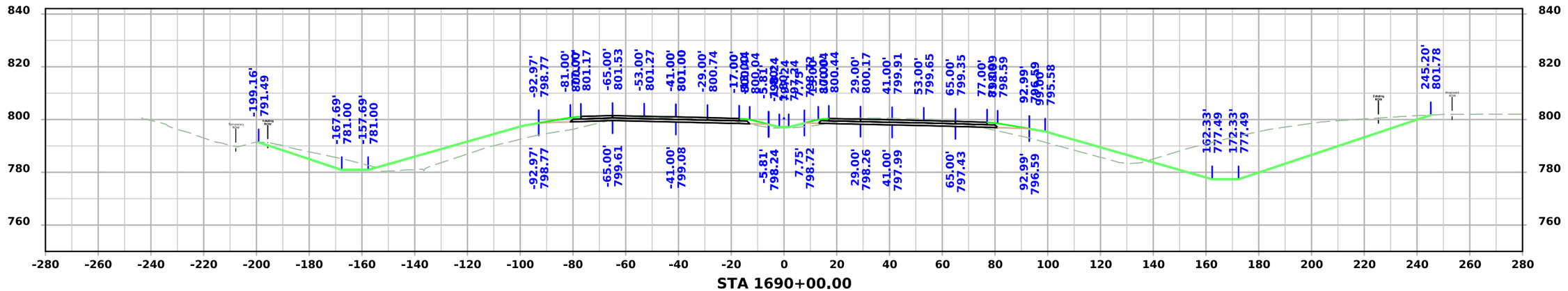
ML - I-380



STA 1692+00.00



STA 1691+00.00

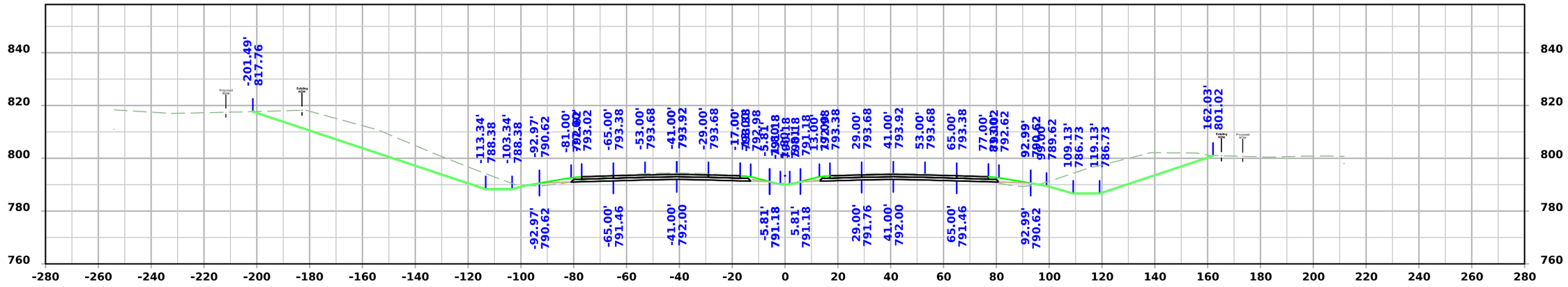


STA 1690+00.00

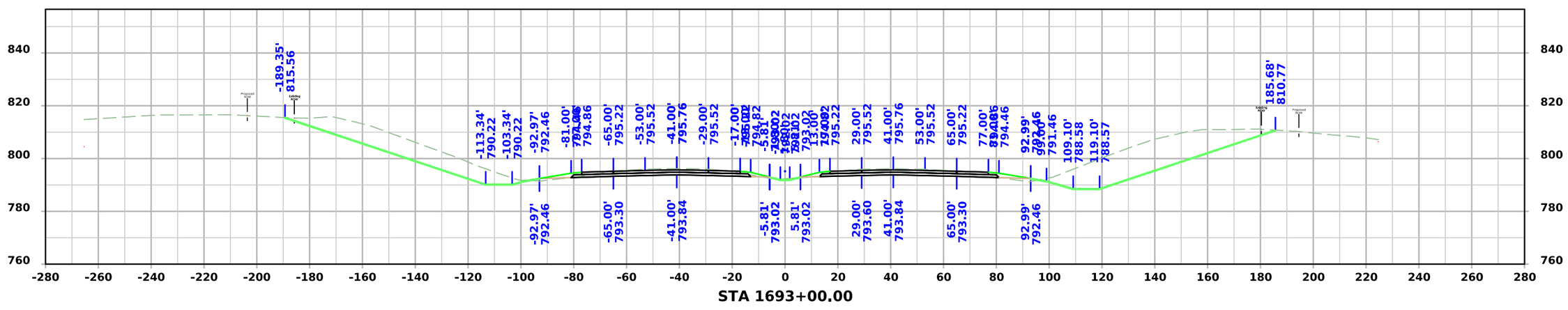
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3:02:21 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1694+00.00

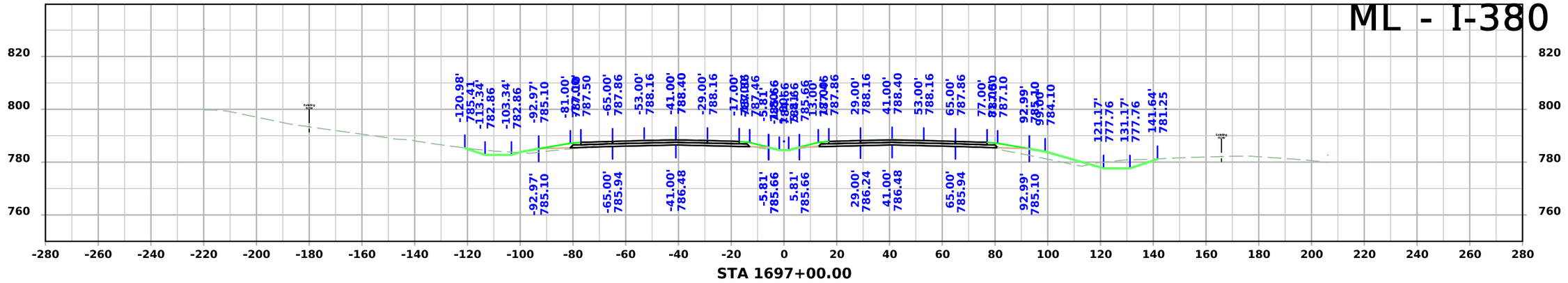


STA 1693+00.00

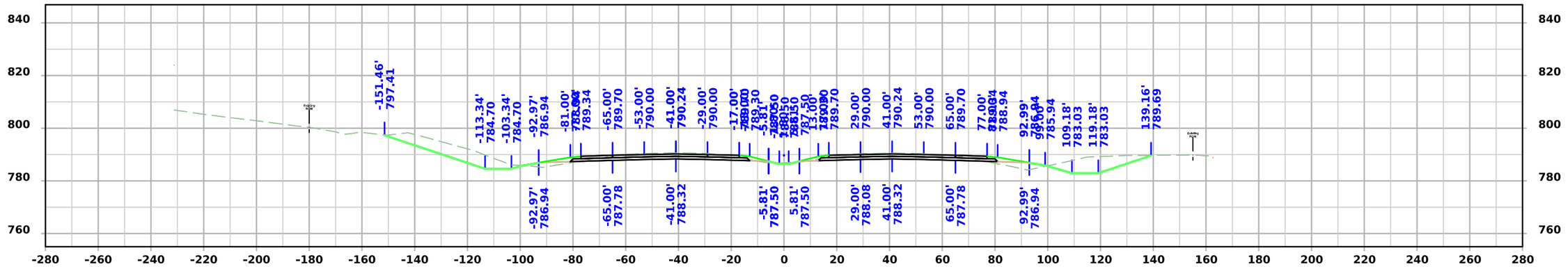
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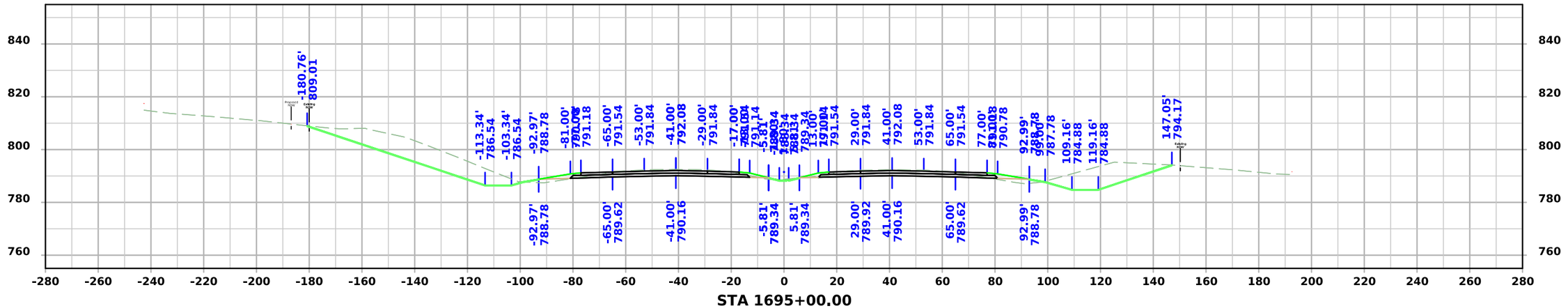
ML - I-380



STA 1697+00.00



STA 1696+00.00

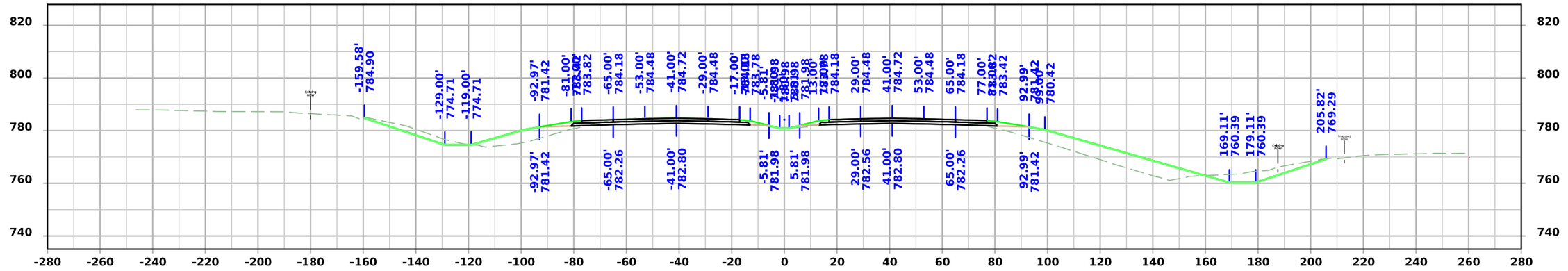


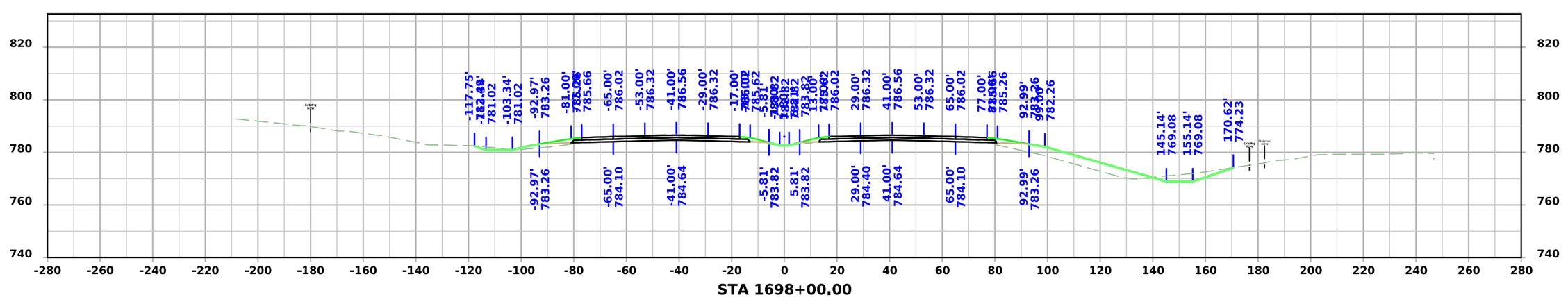
STA 1695+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.94

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ML - I-380

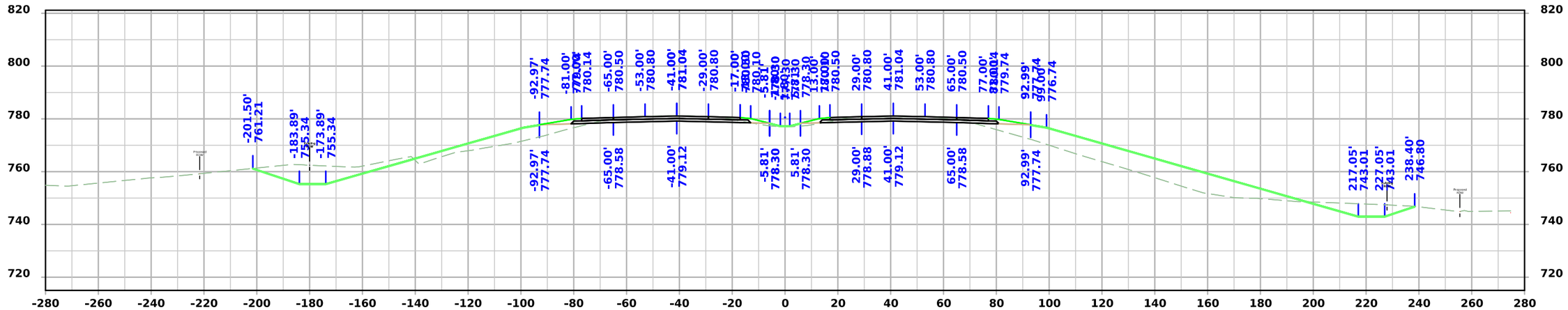


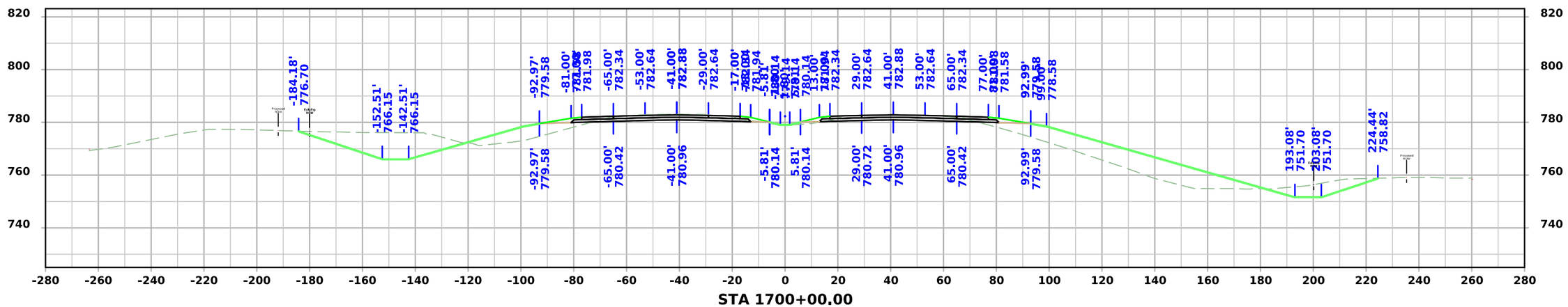


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.95

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ML - I-380

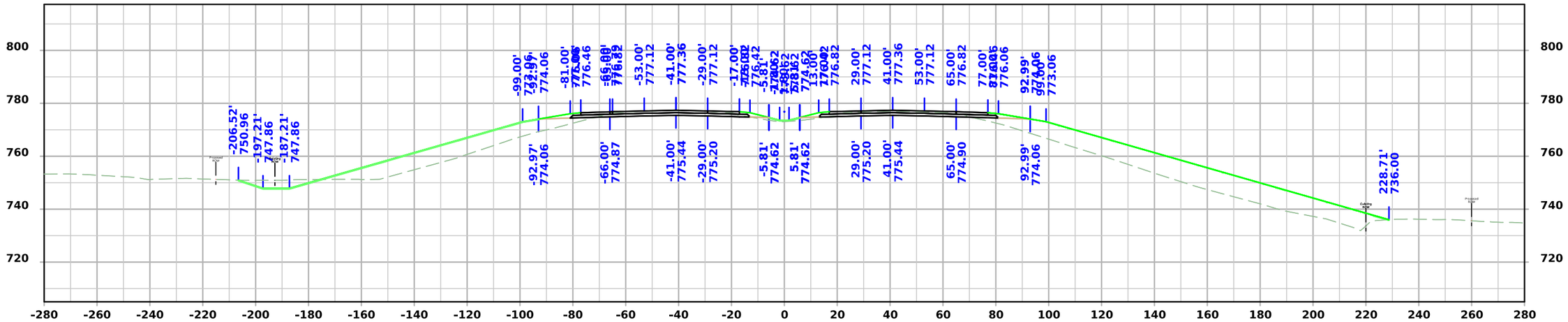




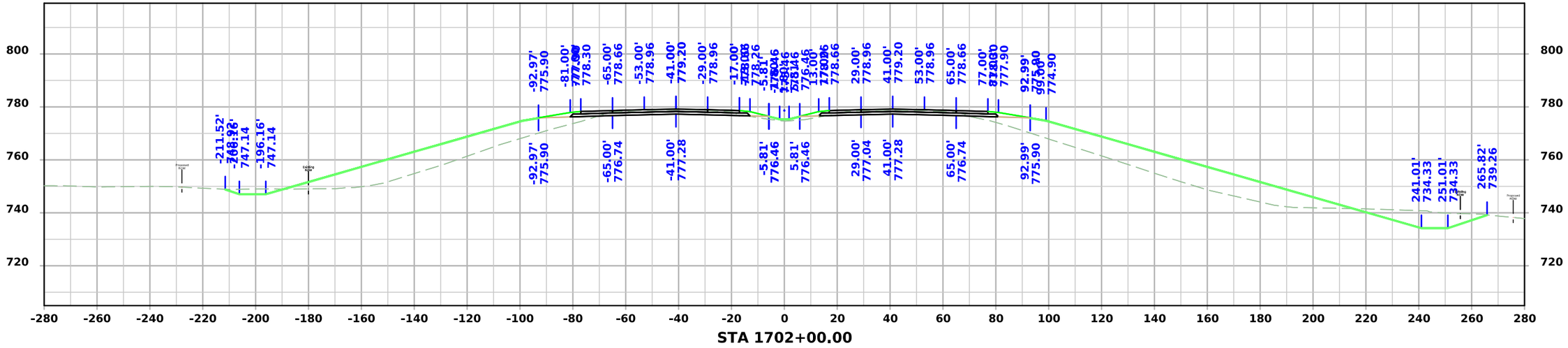
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3:02:31 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1703+00.00

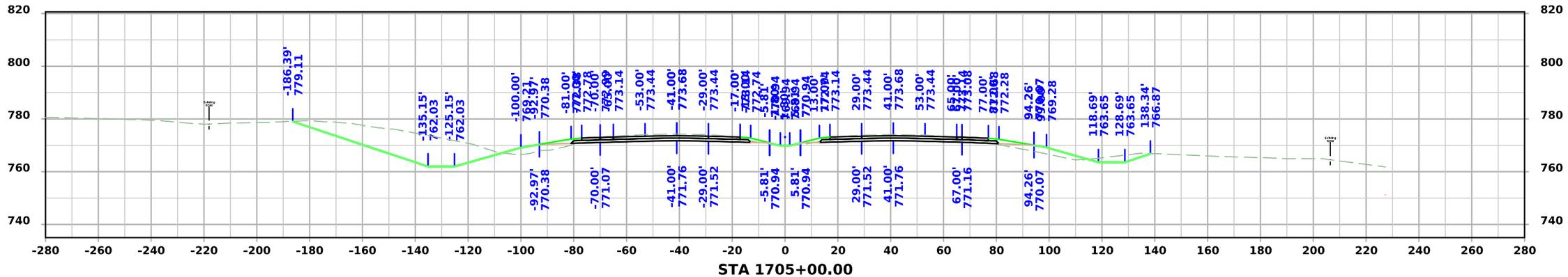


STA 1702+00.00

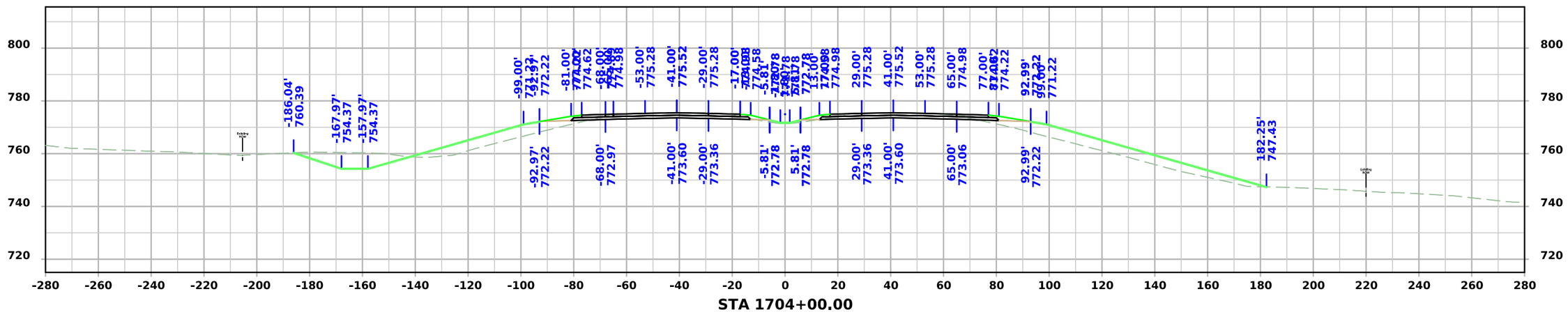
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.97

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ML - I-380



STA 1705+00.00

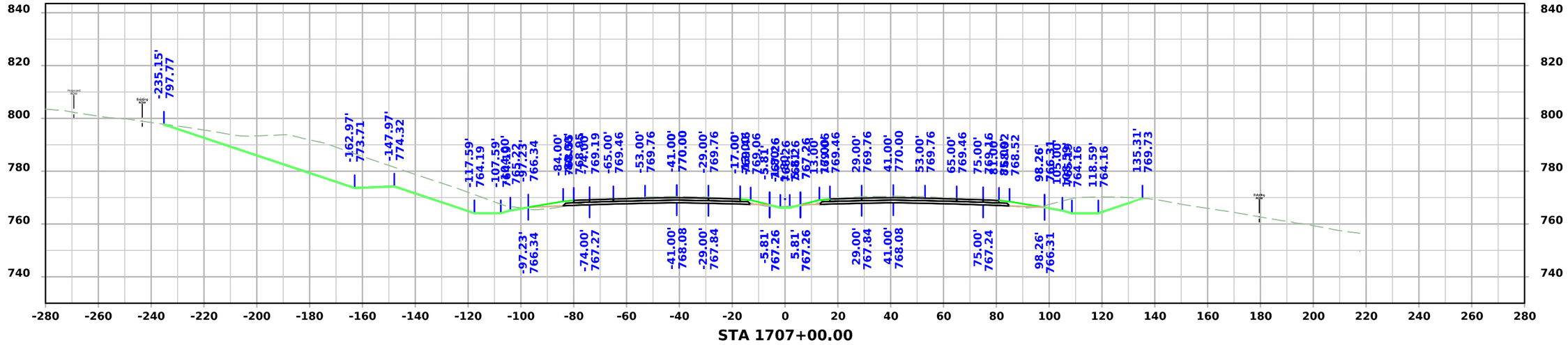


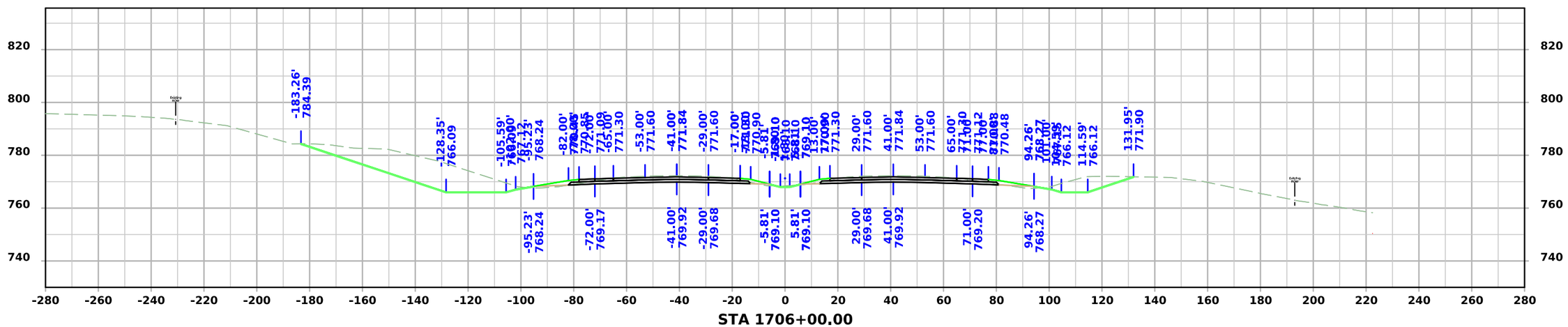
STA 1704+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.98

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ML - I-380

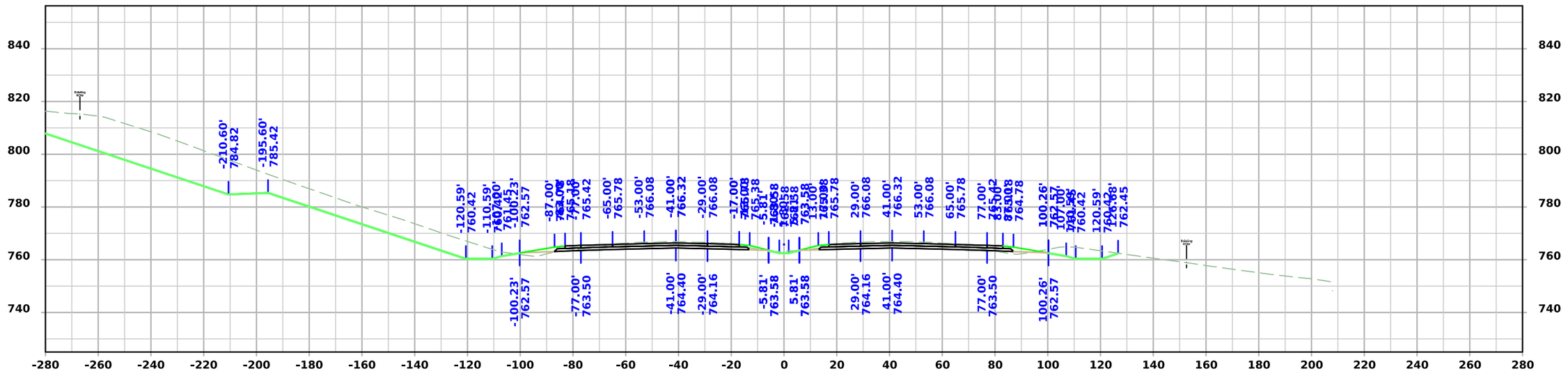


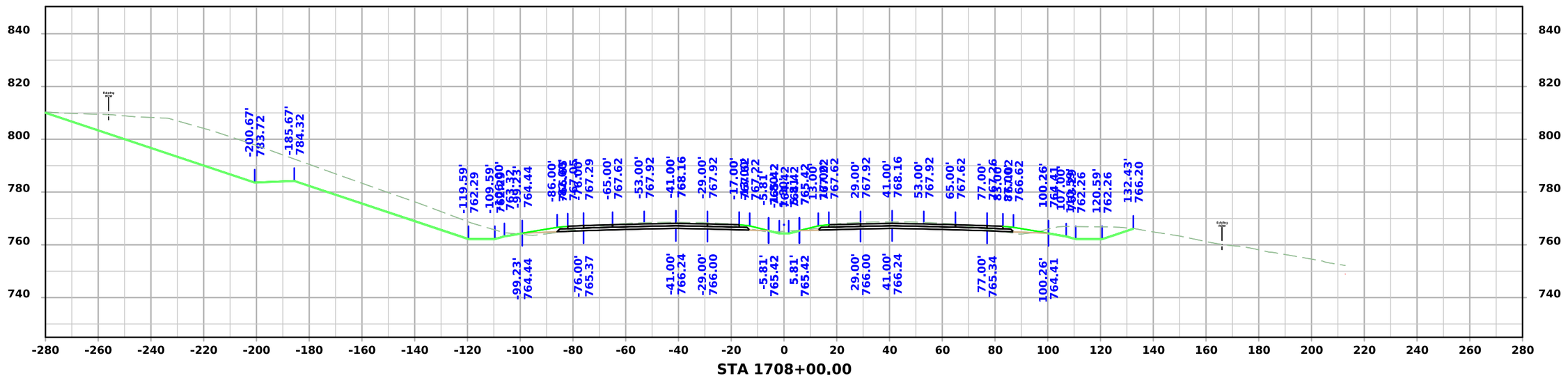


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.99

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ML - I-380

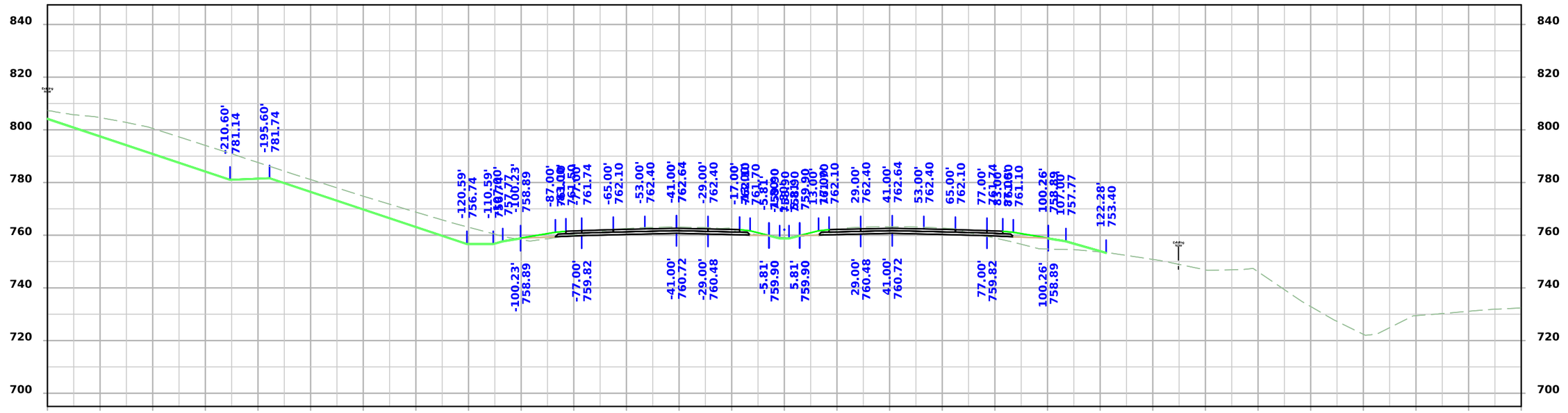




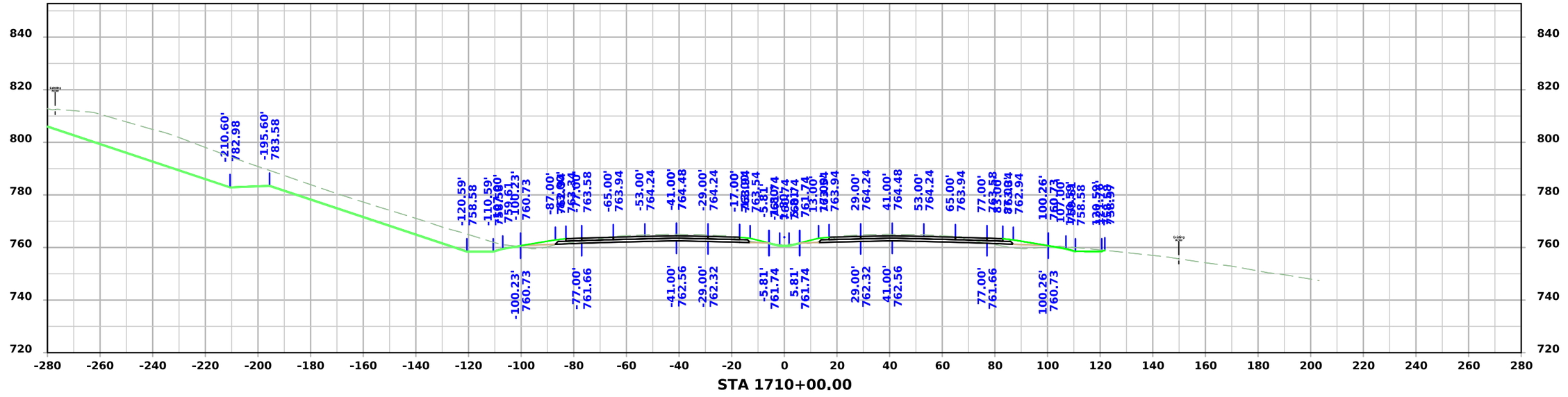
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ML - I-380



STA 1711+00.00

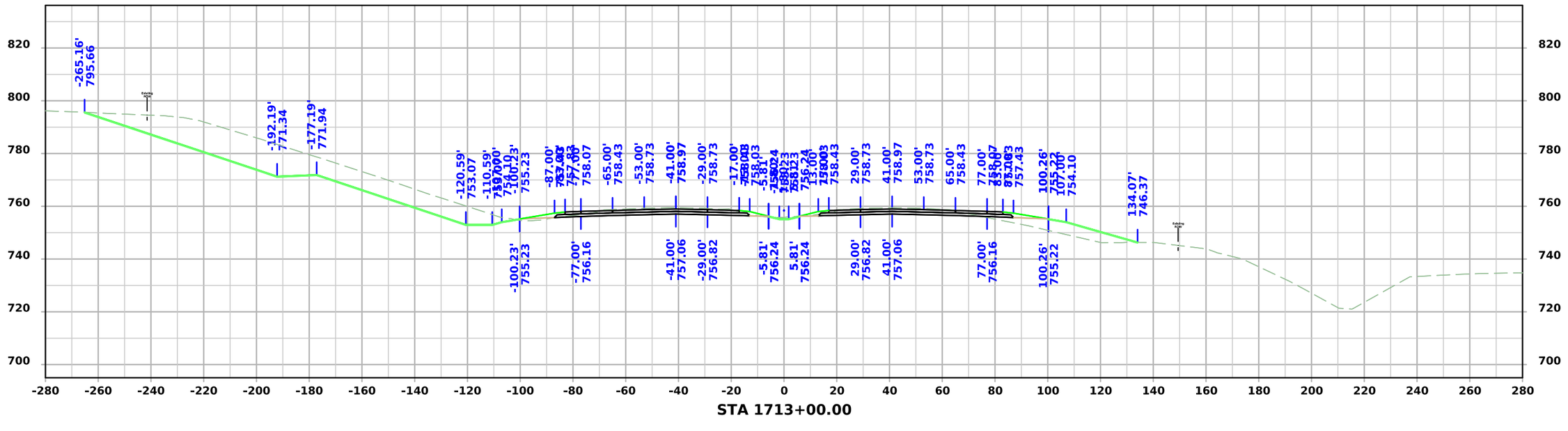


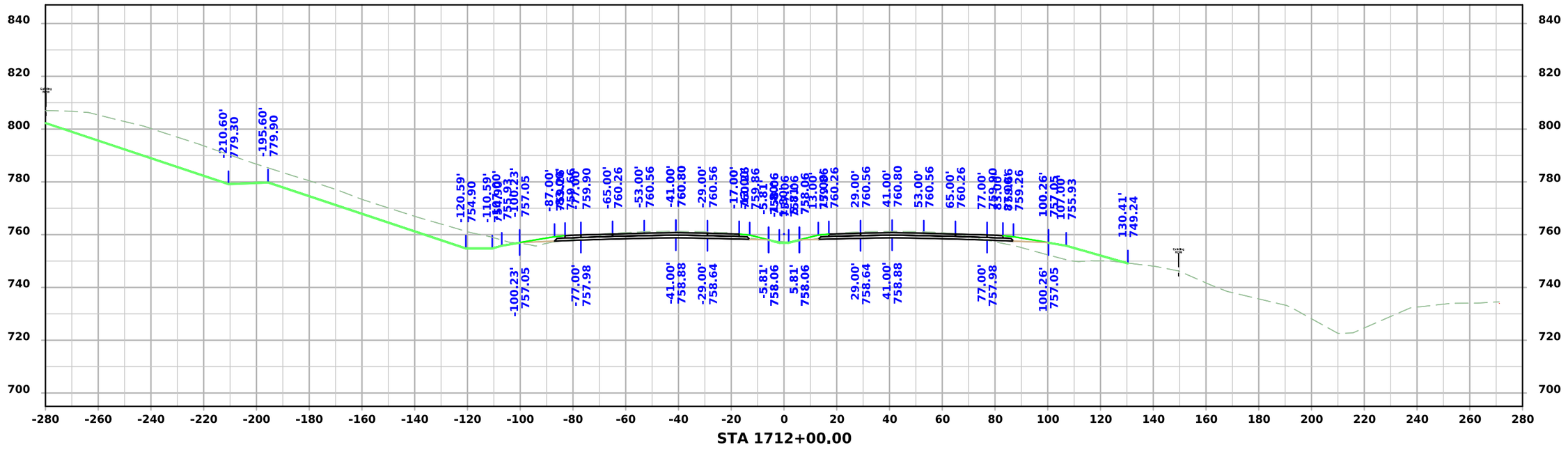
STA 1710+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.101

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ML - I-380

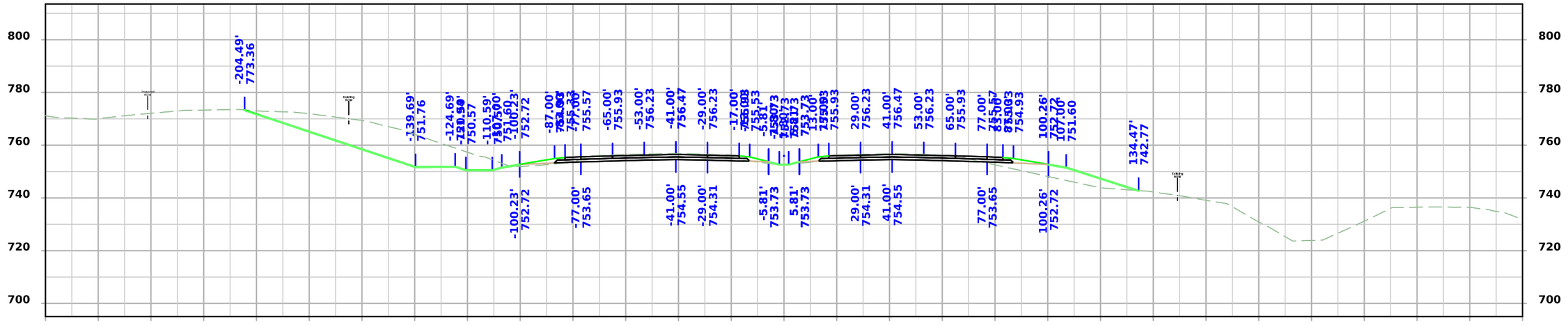


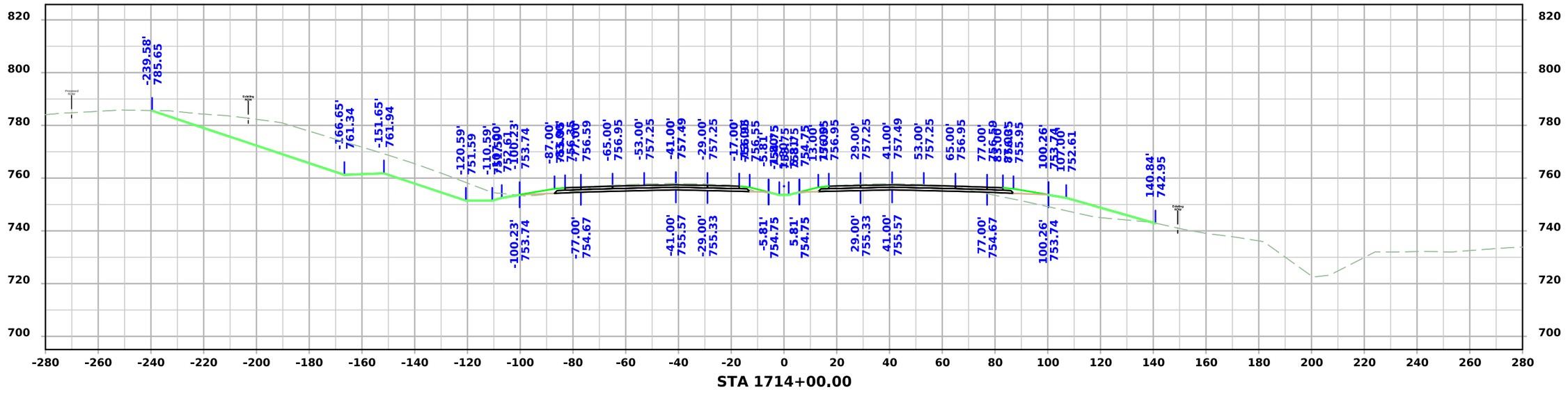


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.102

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ML - I-380

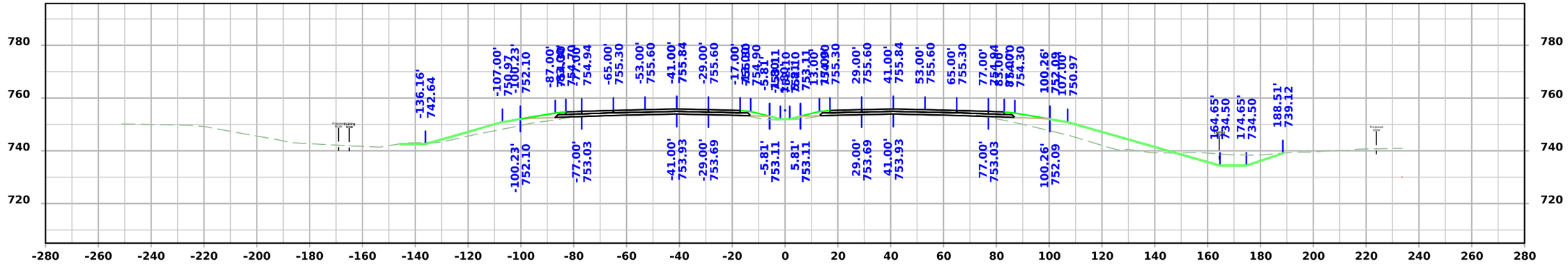




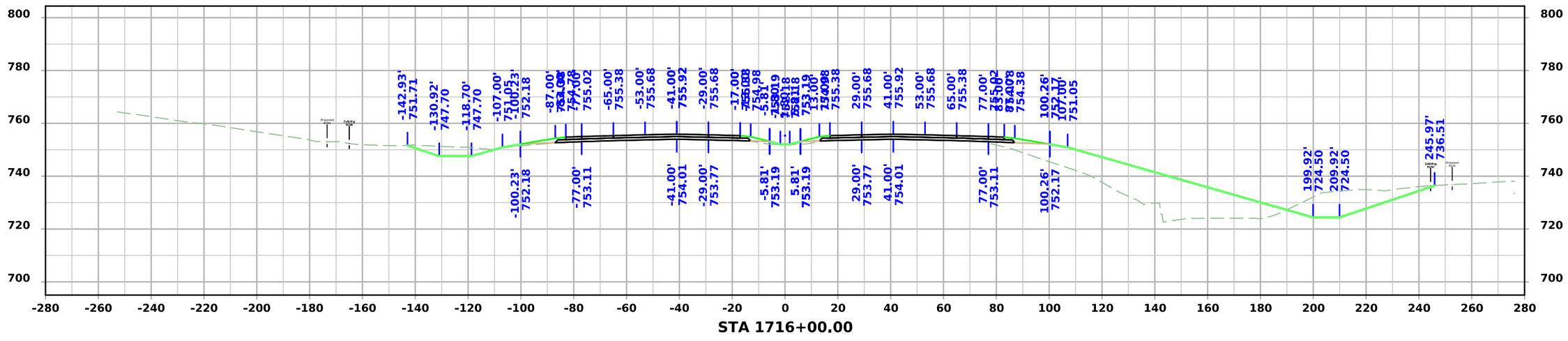
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.103

3:02:46 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

ML - I-380



STA 1717+00.00

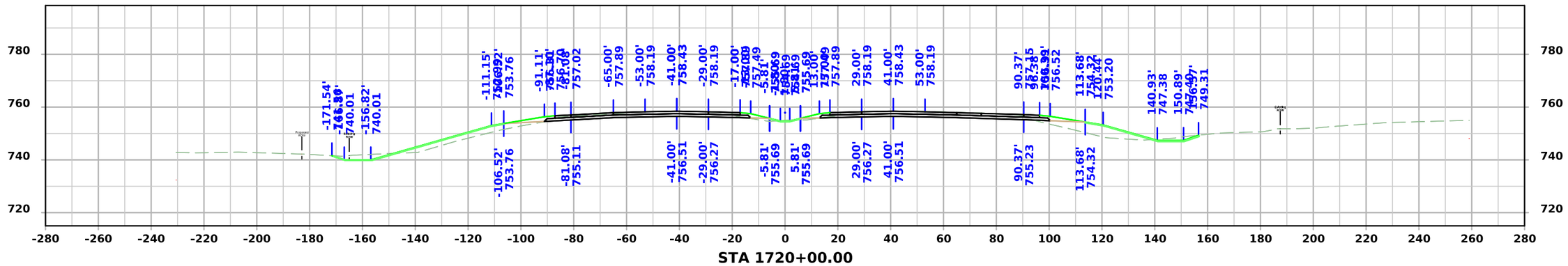


STA 1716+00.00

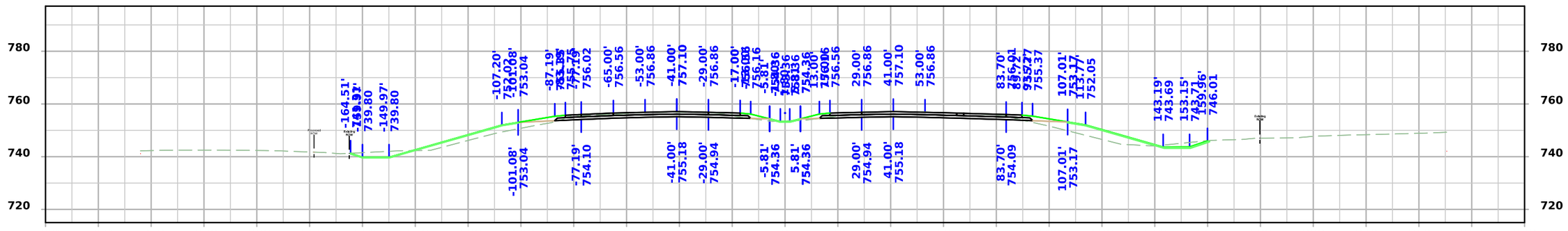
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.104

3:02:48 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

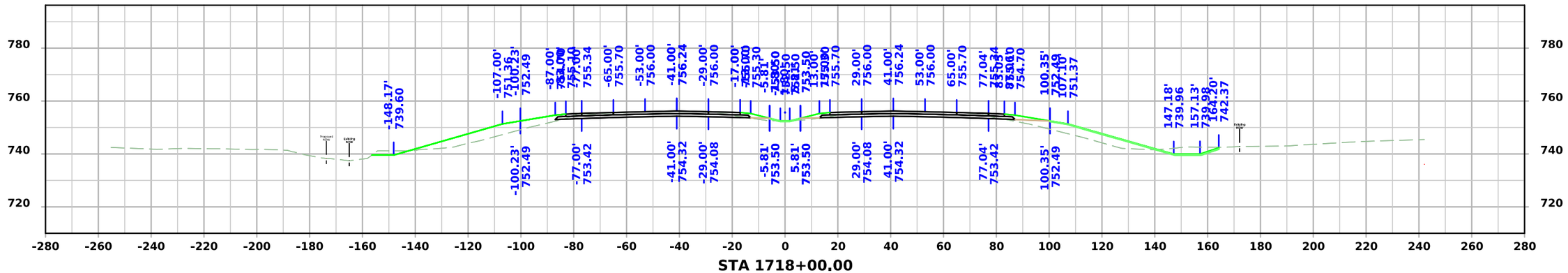
ML - I-380



STA 1720+00.00



STA 1719+00.00

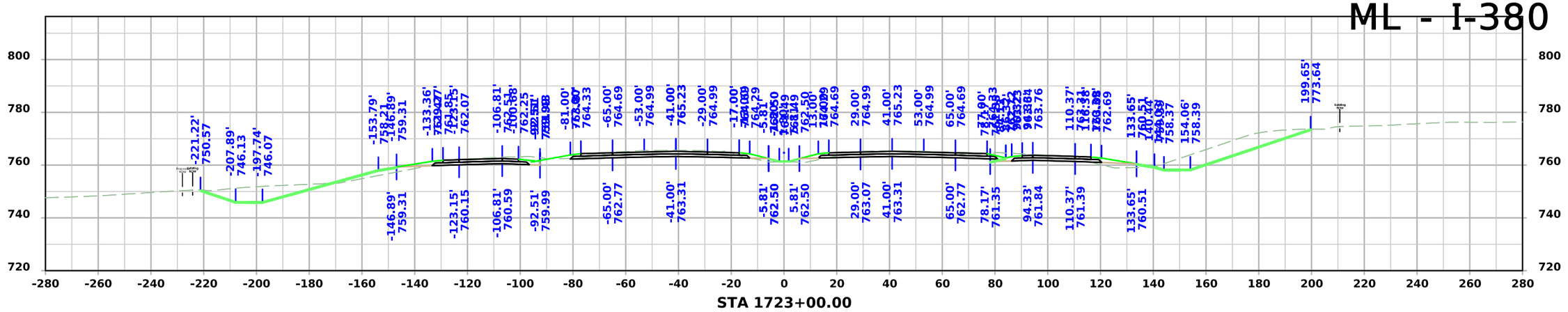


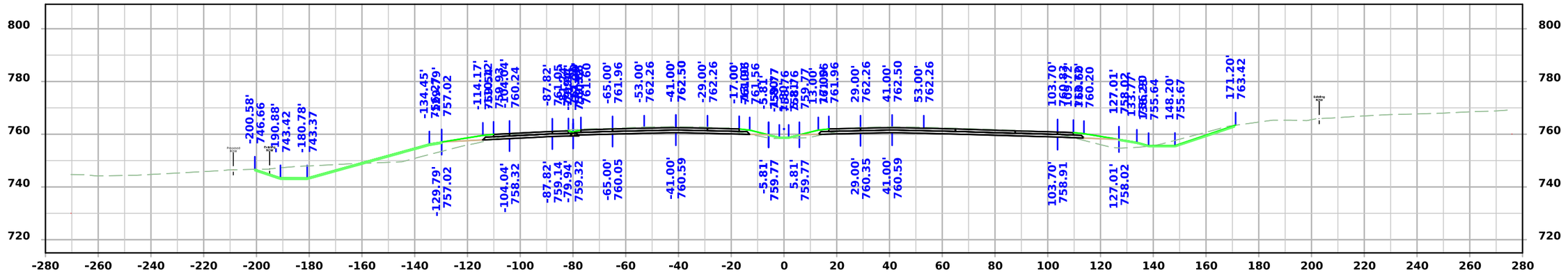
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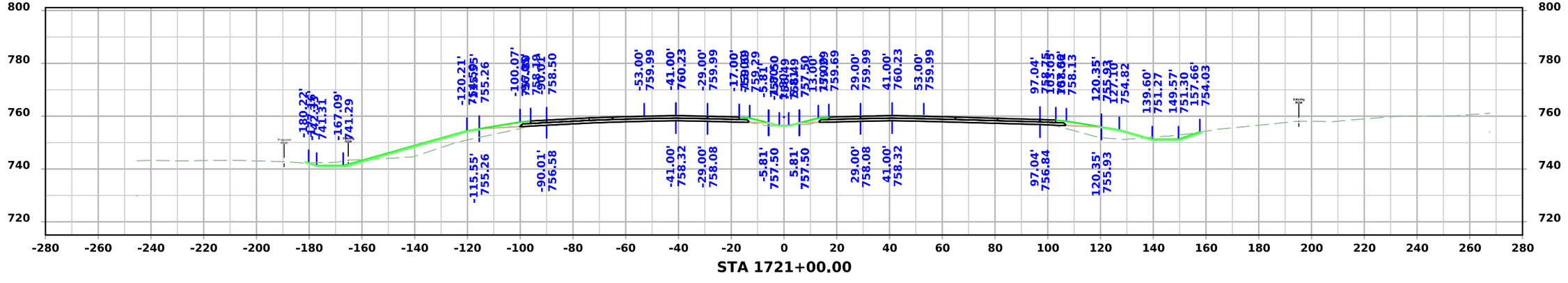
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.105

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ML - I-380



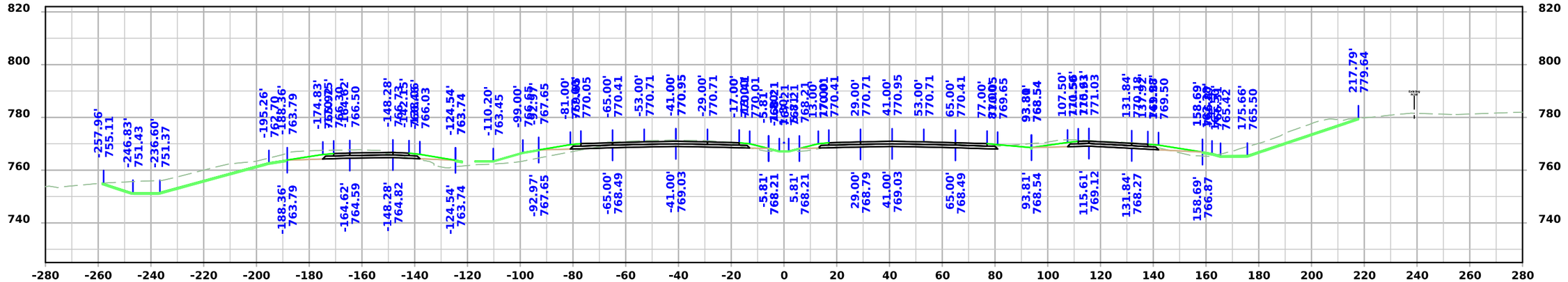




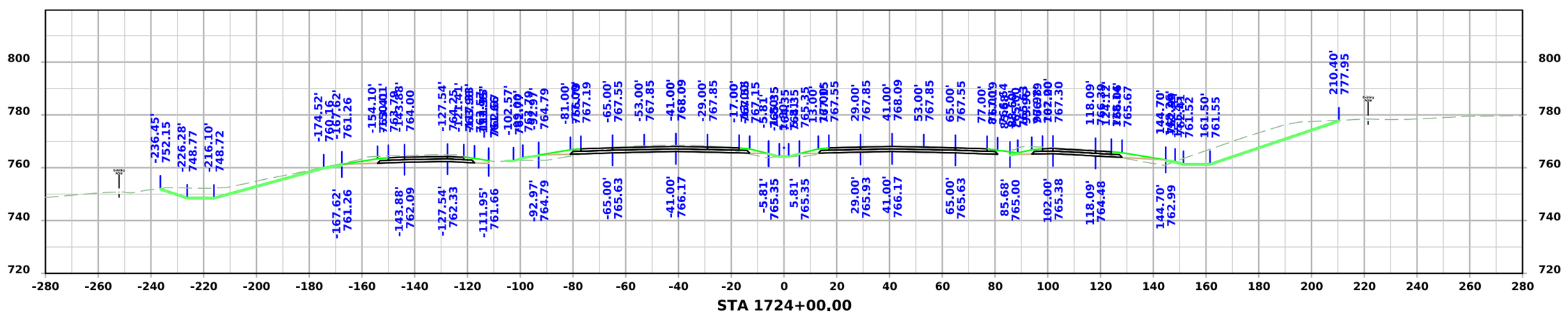
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.106

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ML - I-380



STA 1725+00.00

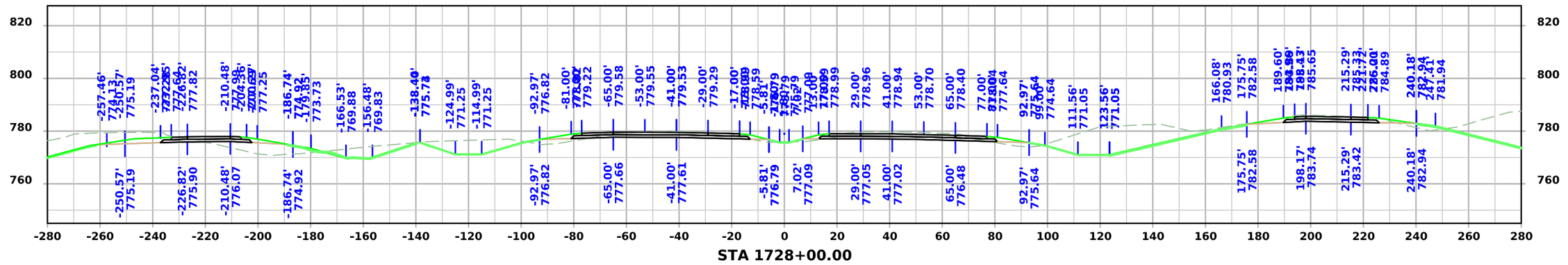


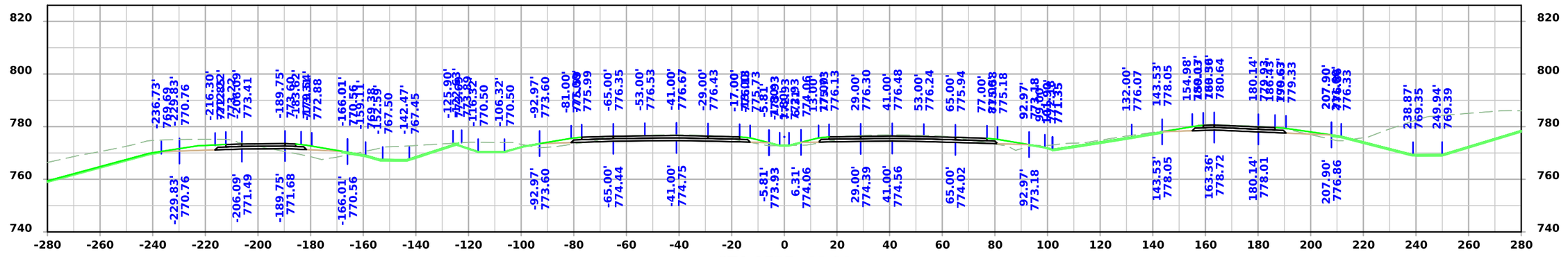
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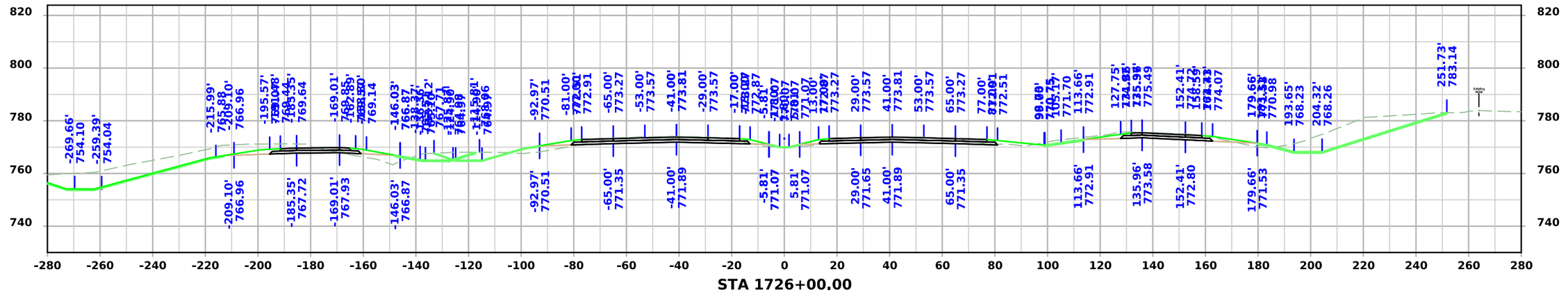
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.107

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ML - I-380



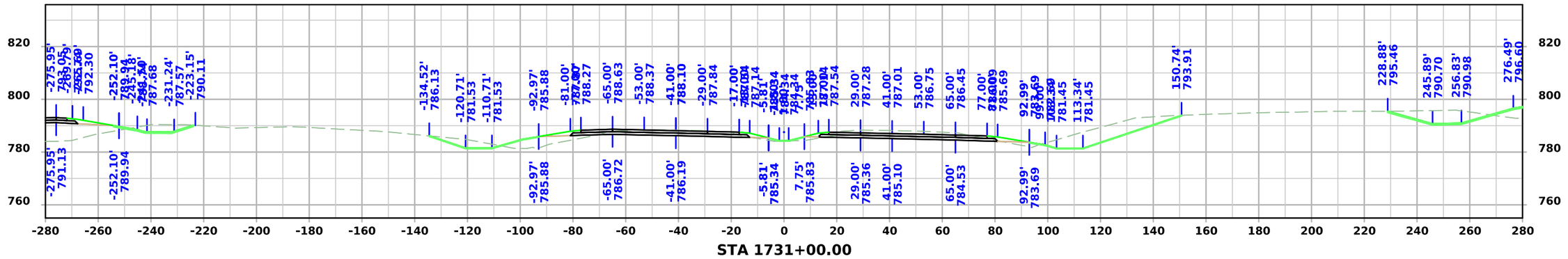


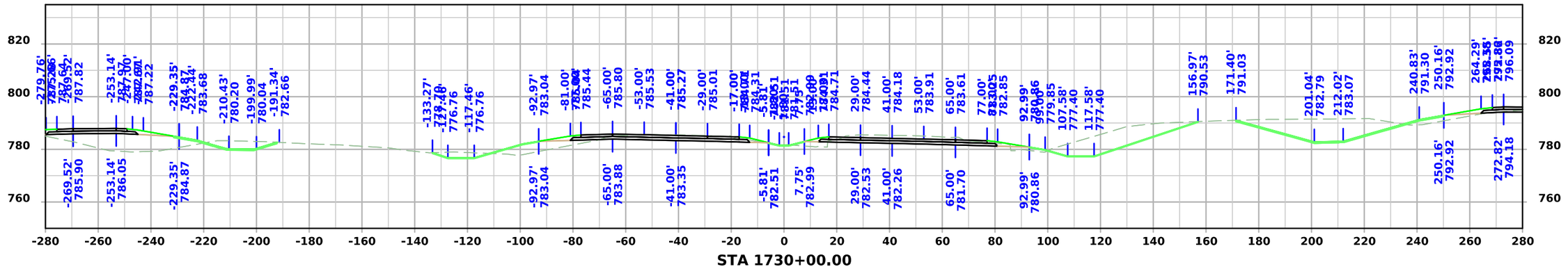


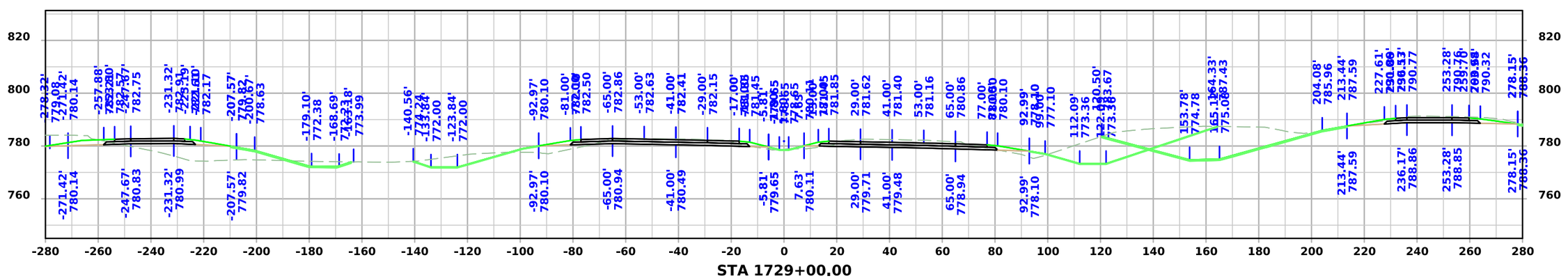
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.108

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ML - I-380



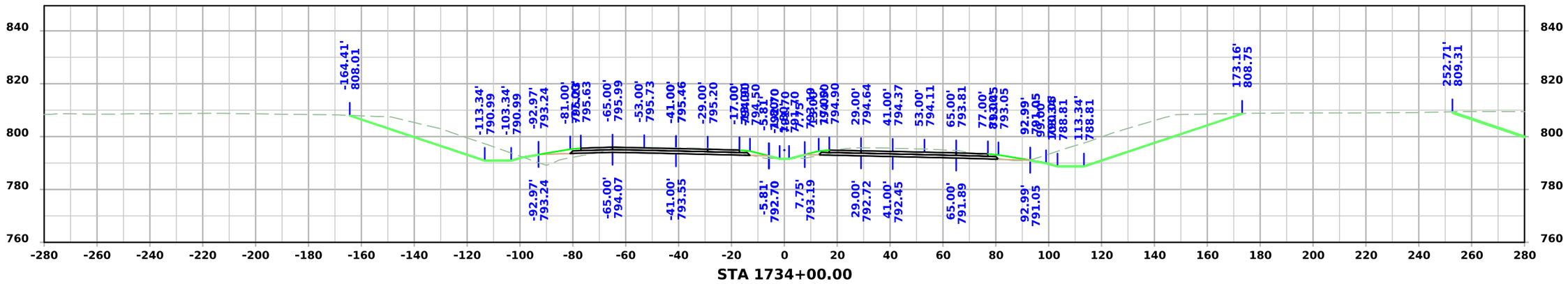




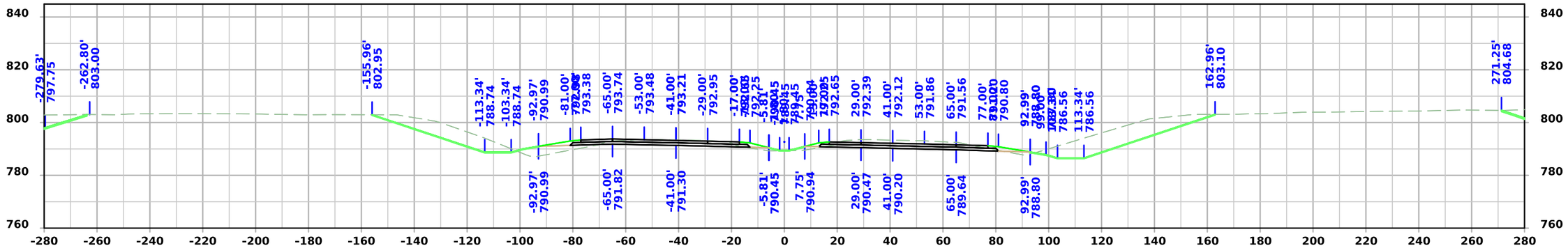
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.109

3:03:02 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_W02.dgn

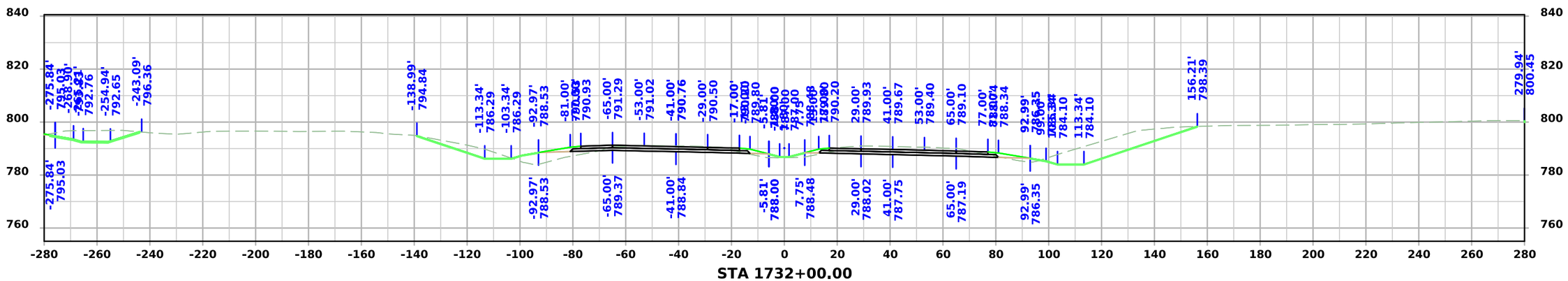
ML - I-380



STA 1734+00.00



STA 1733+00.00

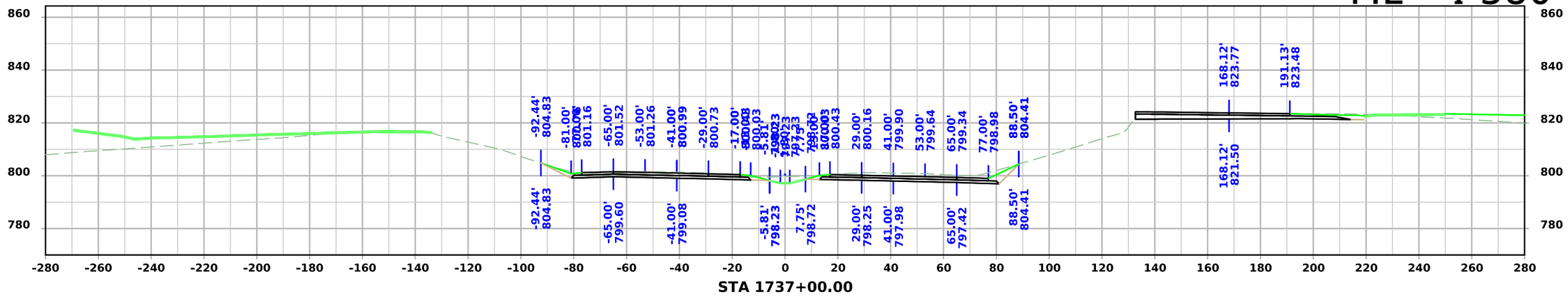


STA 1732+00.00

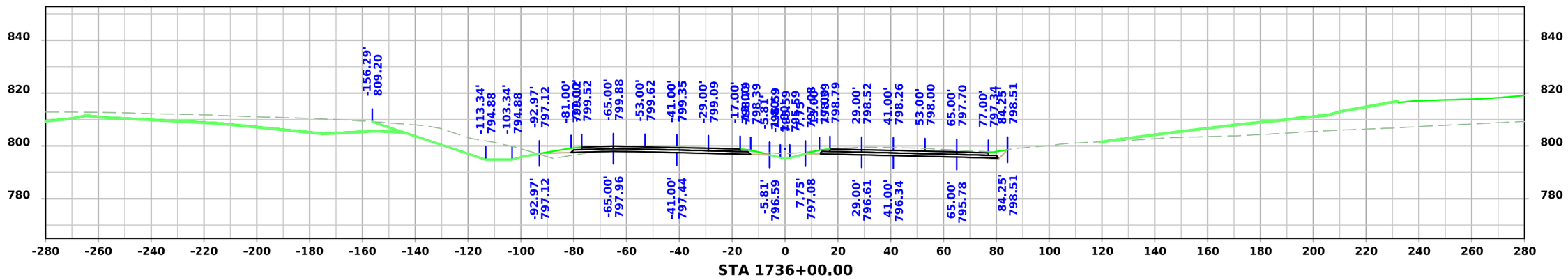
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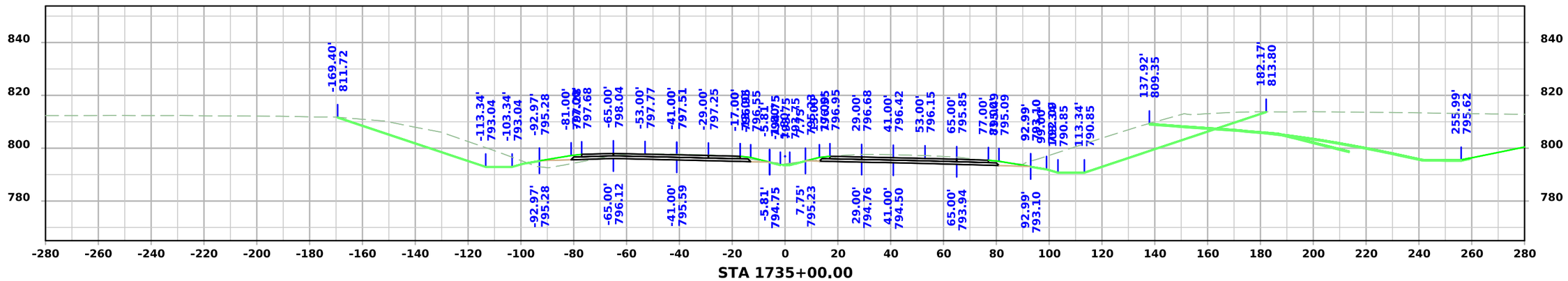
ML - I-380



STA 1737+00.00



STA 1736+00.00

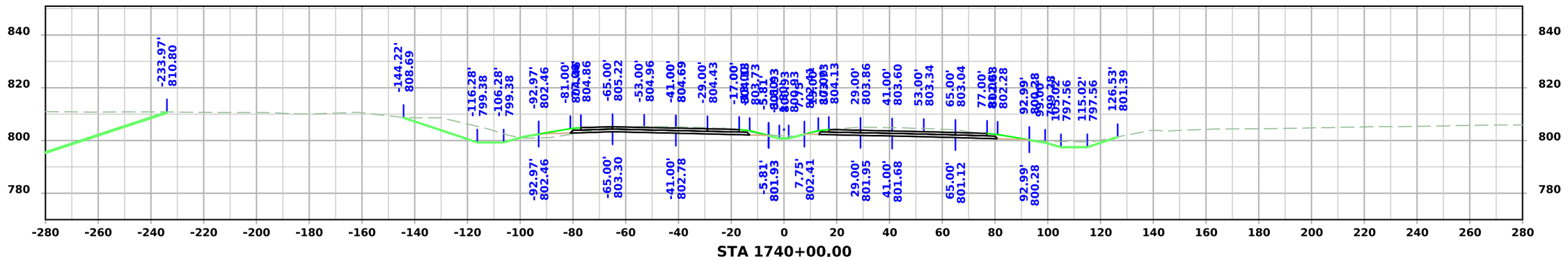


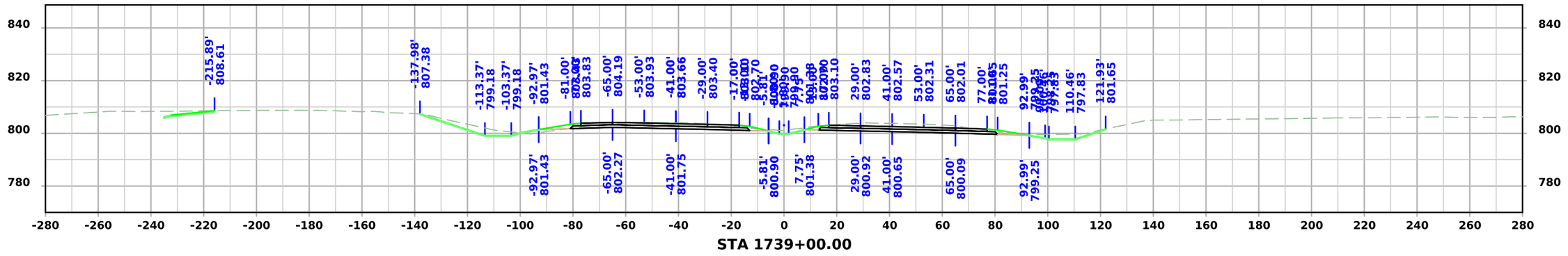
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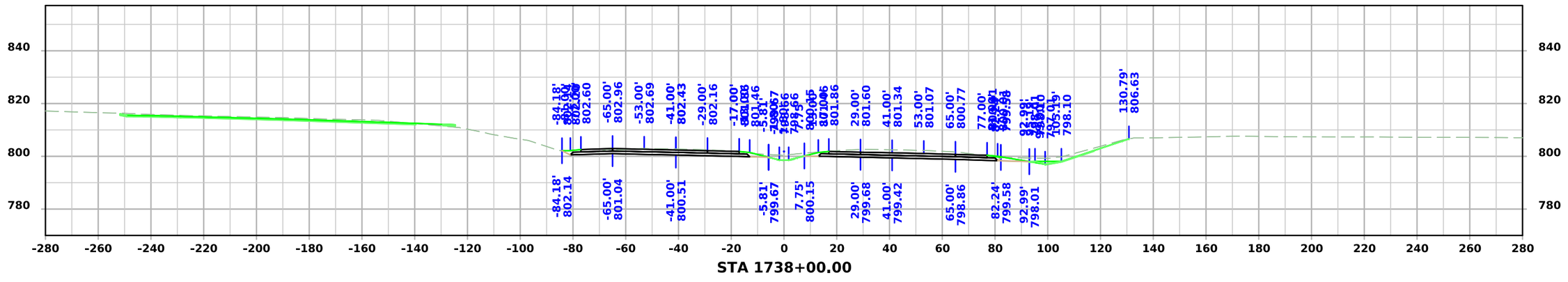
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.111

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ML - I-380



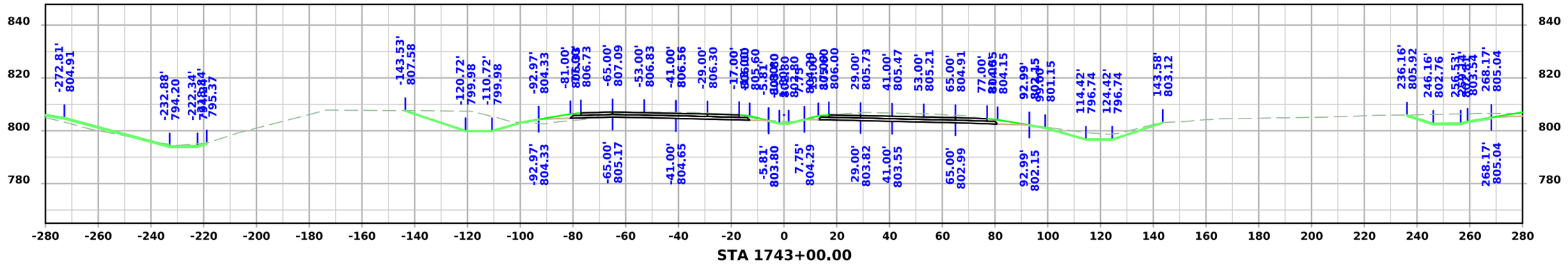




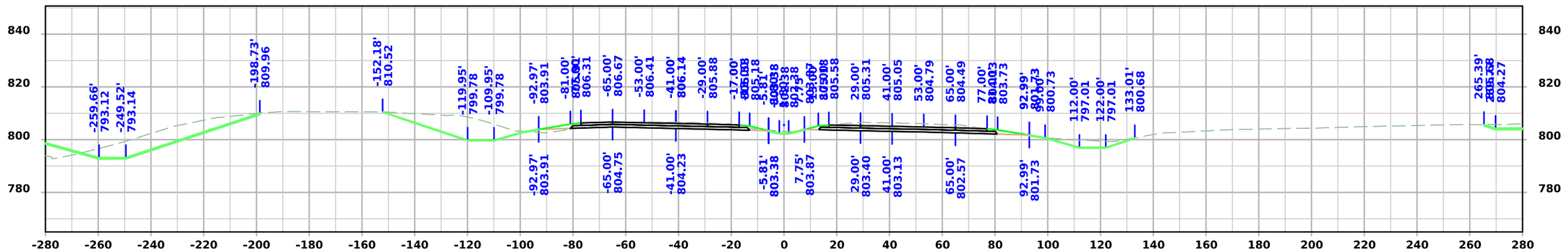
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.112

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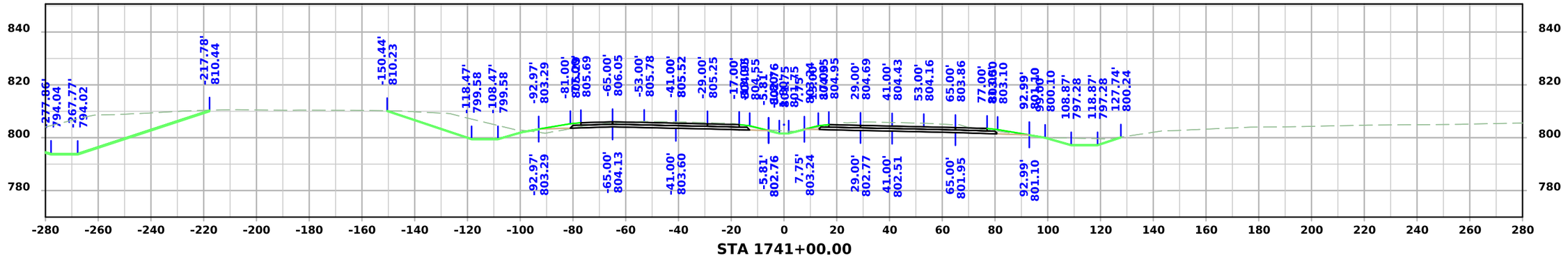
ML - I-380



STA 1743+00.00



STA 1742+00.00

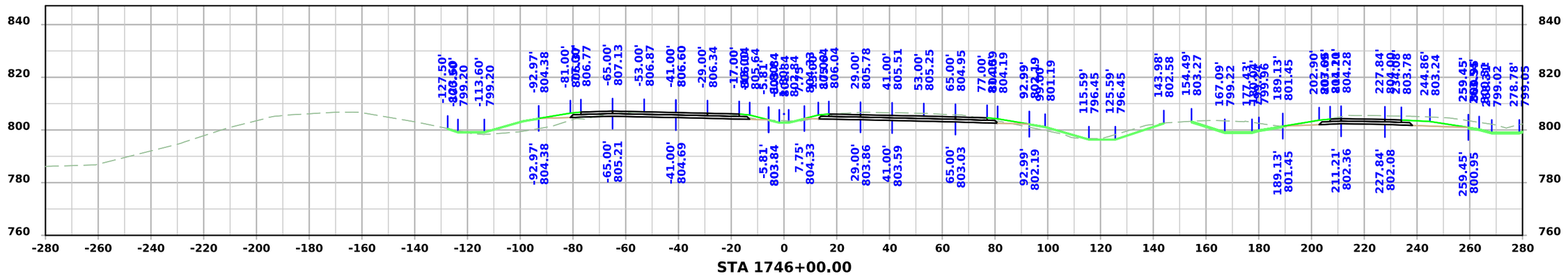


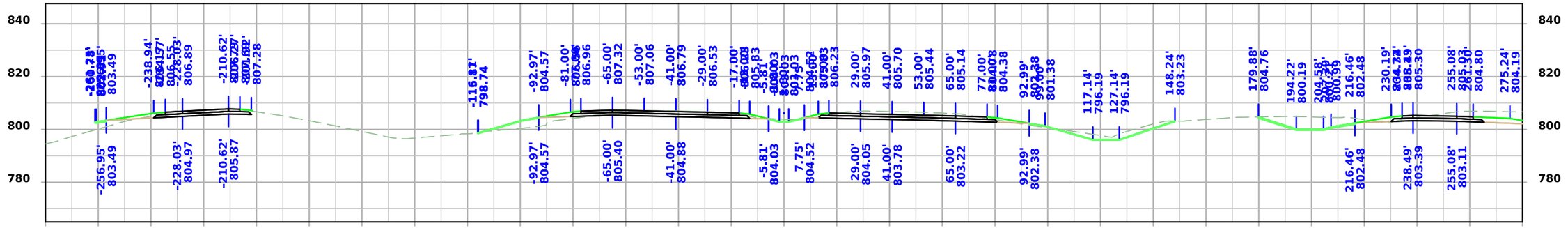
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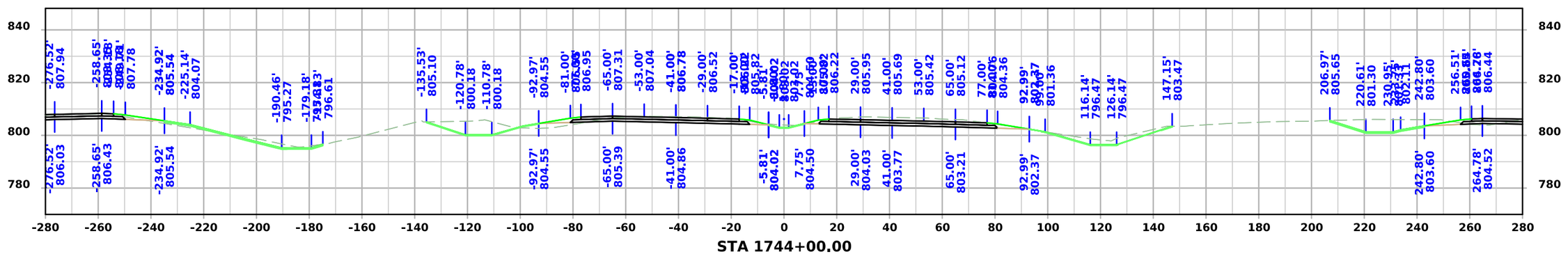
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.113

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ML - I-380



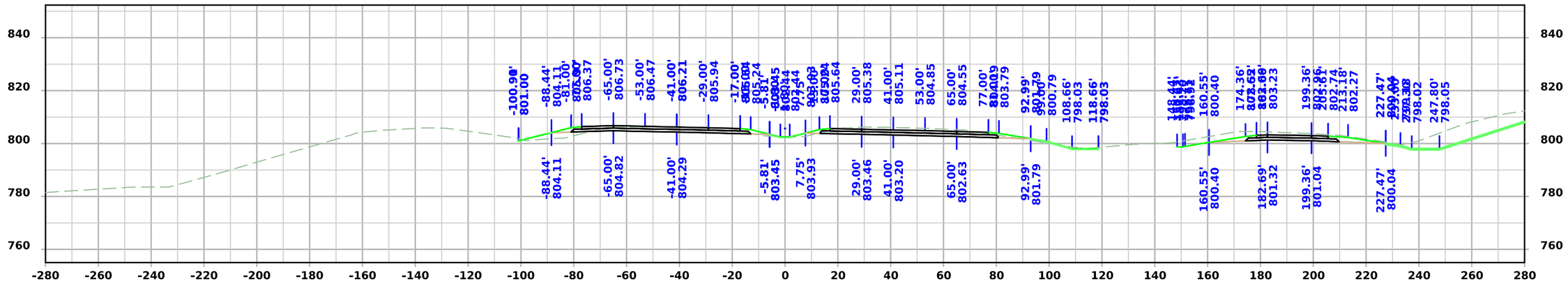




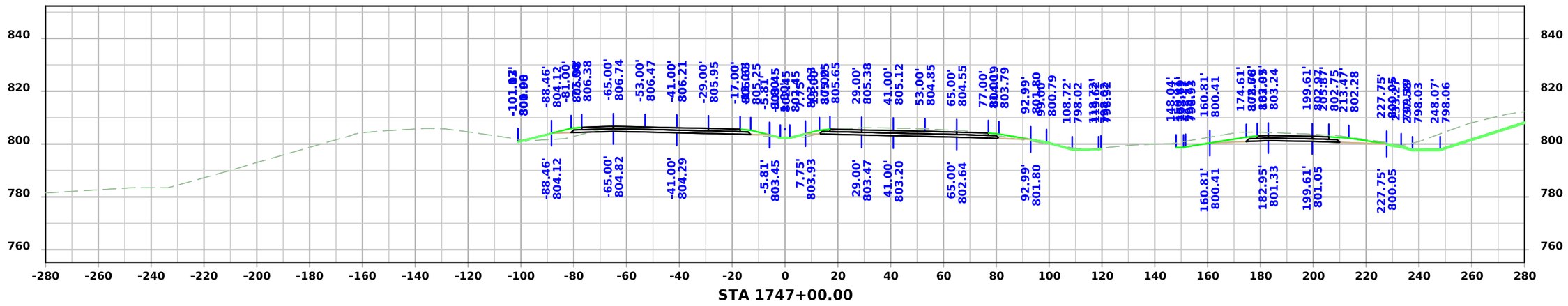
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.114

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ML - I-380



STA 1747+00.89

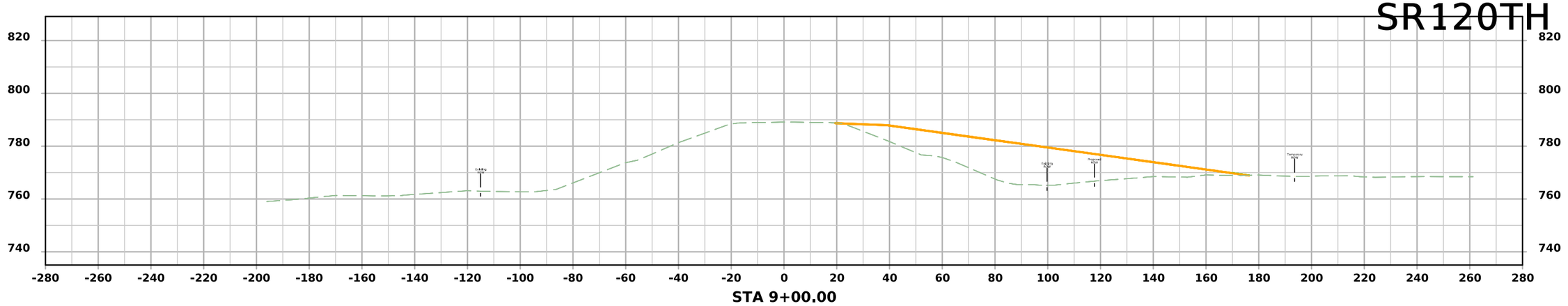


STA 1747+00.00

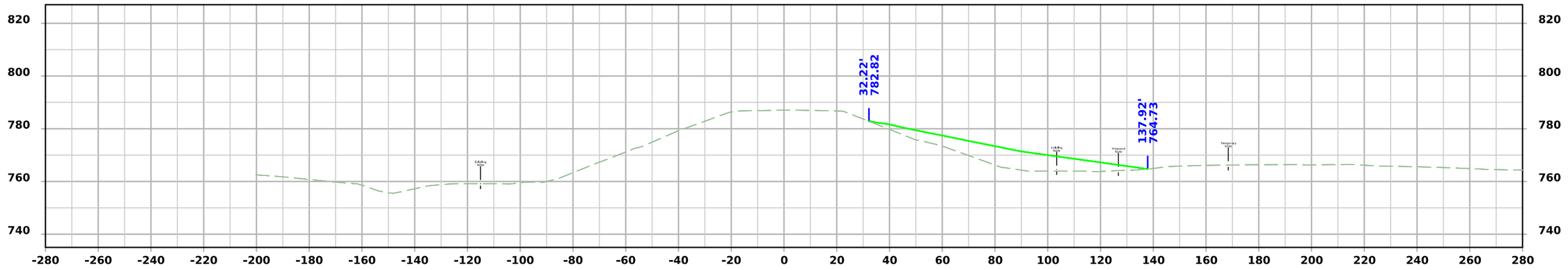
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER W.115

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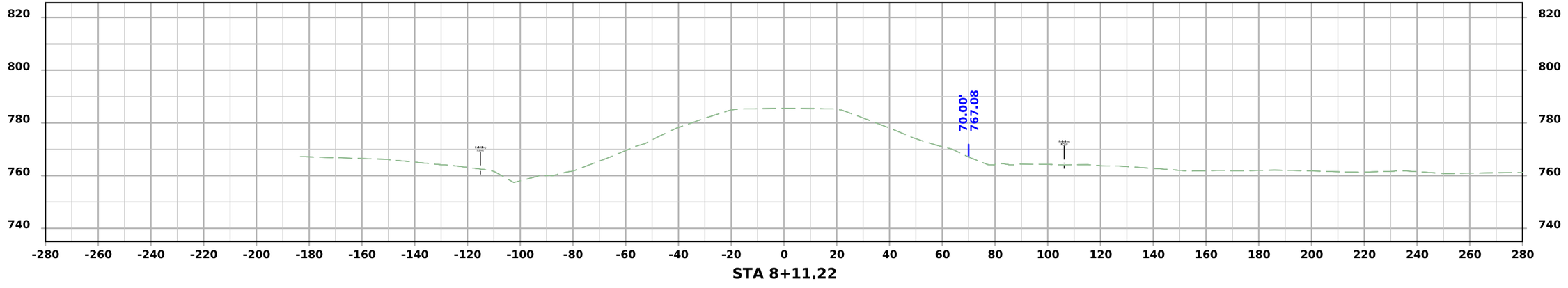
SR120TH



STA 9+00.00



STA 8+50.00

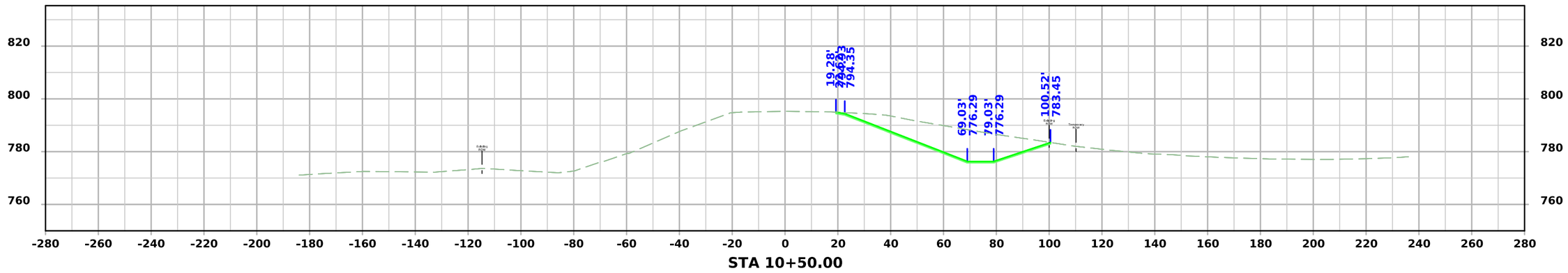


STA 8+11.22

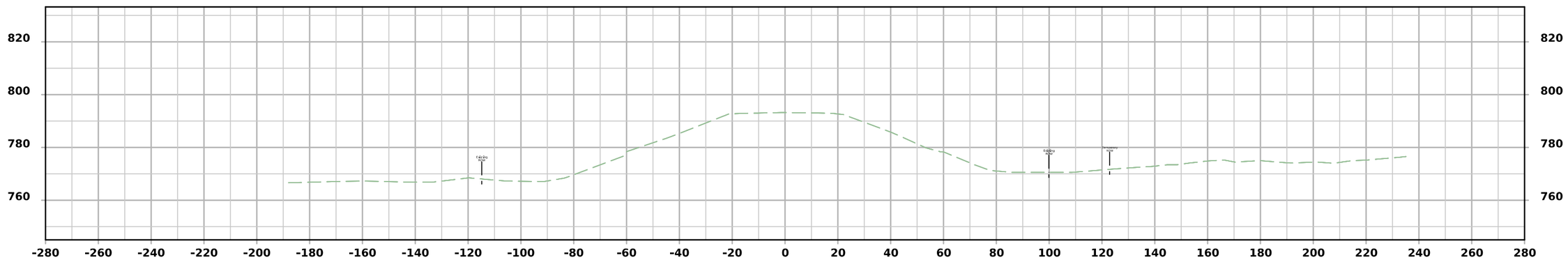
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.1

3:24:32 PM 9/23/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_X01.dgn

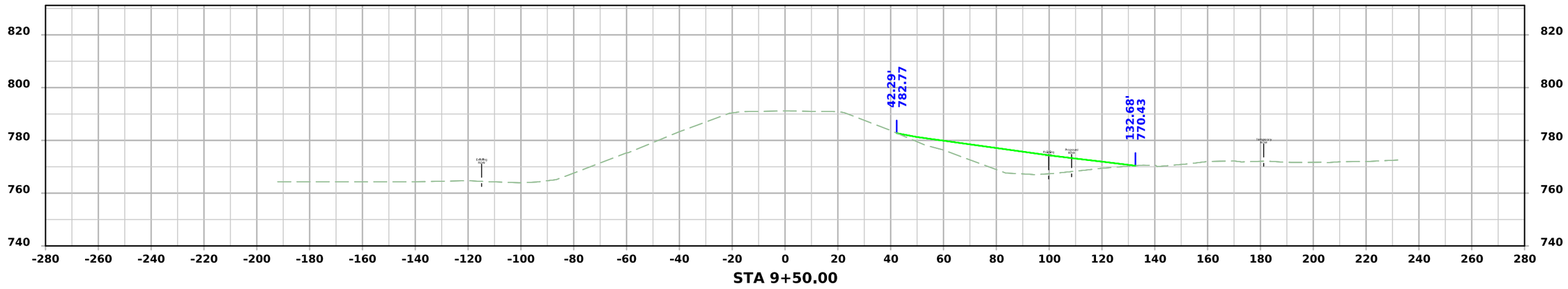
SR120TH



STA 10+50.00



STA 10+00.00

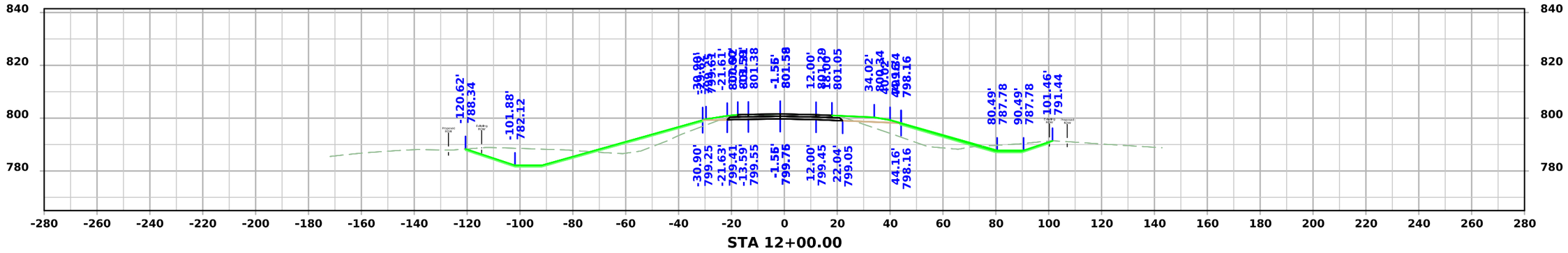


STA 9+50.00

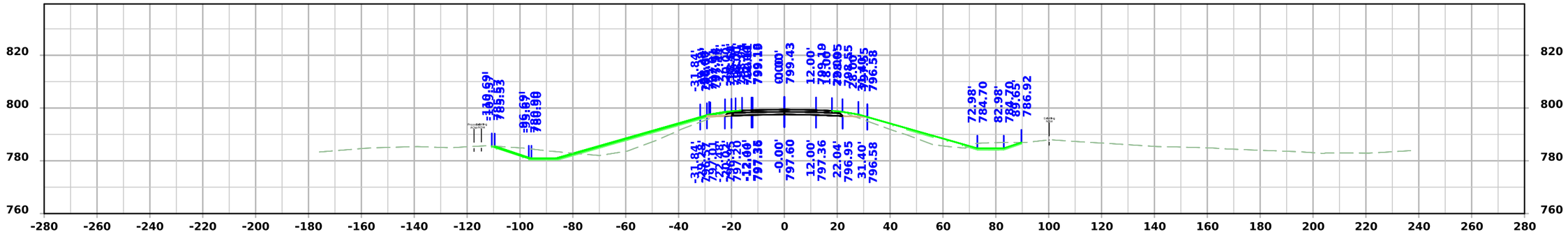
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.2

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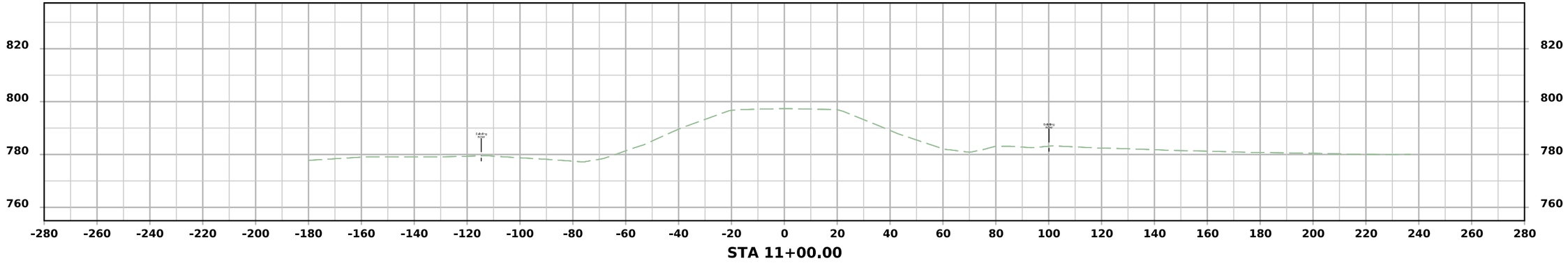
SR120TH



STA 12+00.00



STA 11+50.00

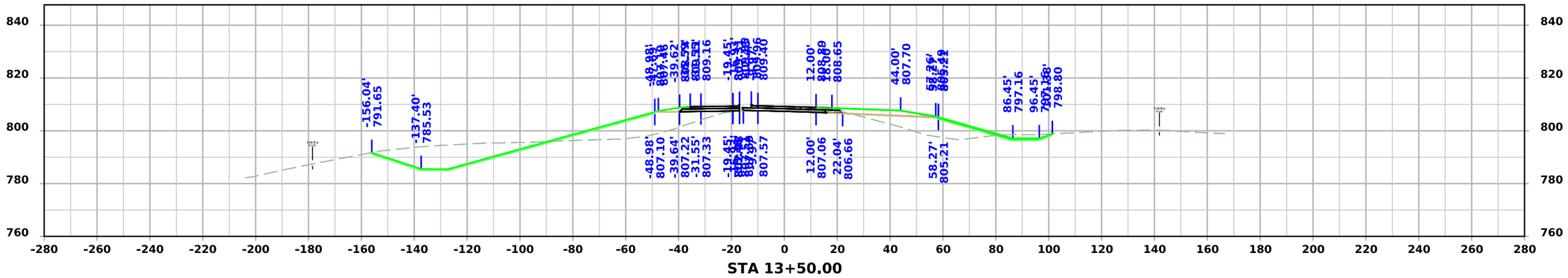


STA 11+00.00

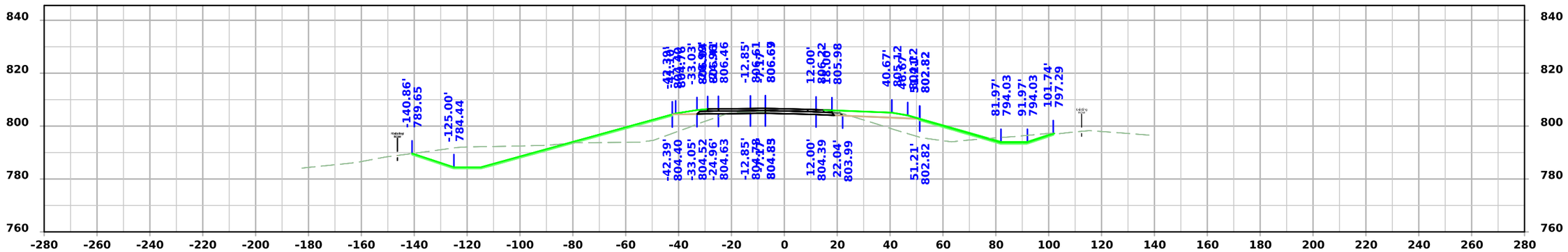
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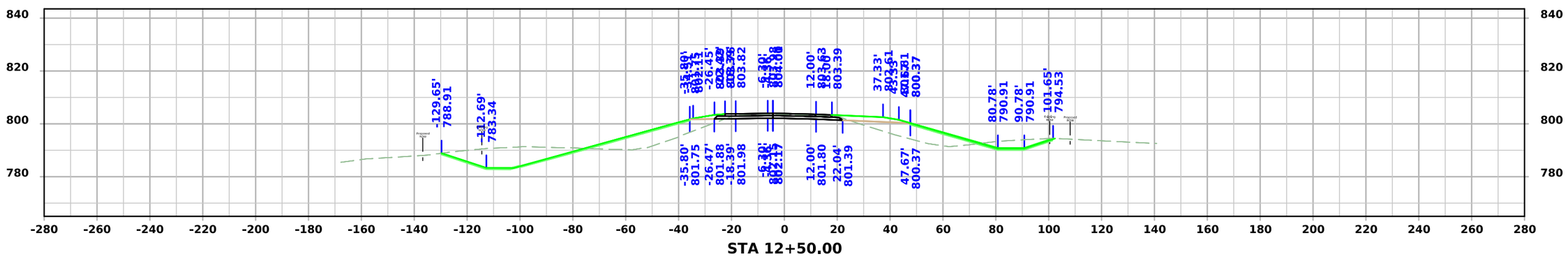
SR120TH



STA 13+50.00



STA 13+00.00

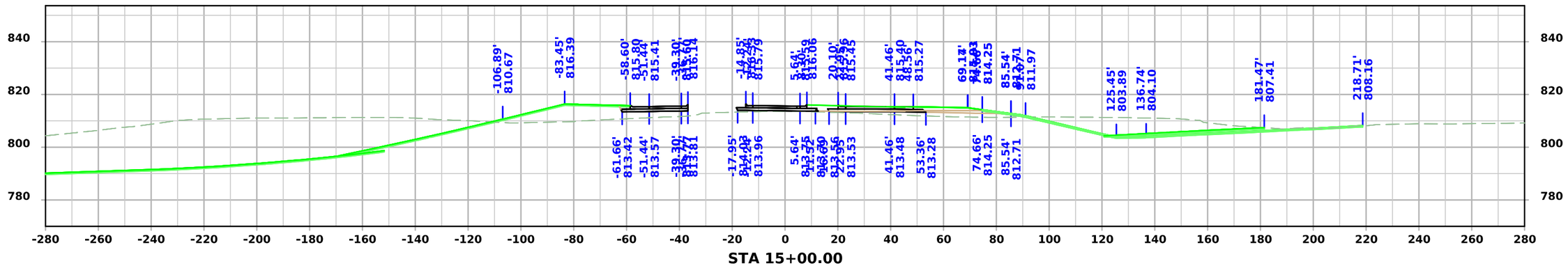


STA 12+50.00

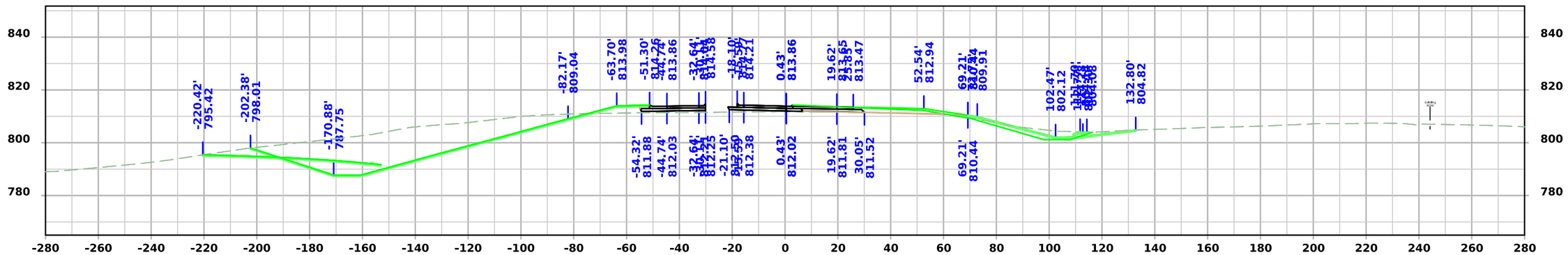
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.4

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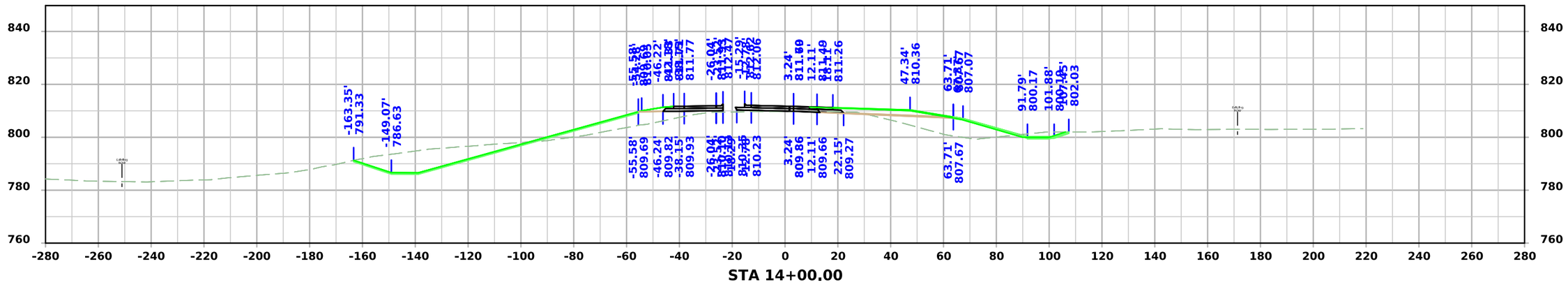
SR120TH



STA 15+00.00



STA 14+50.00

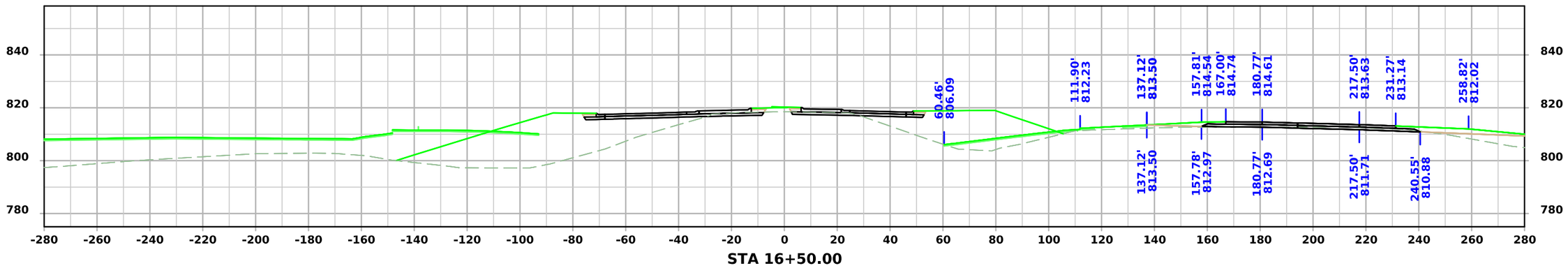


STA 14+00.00

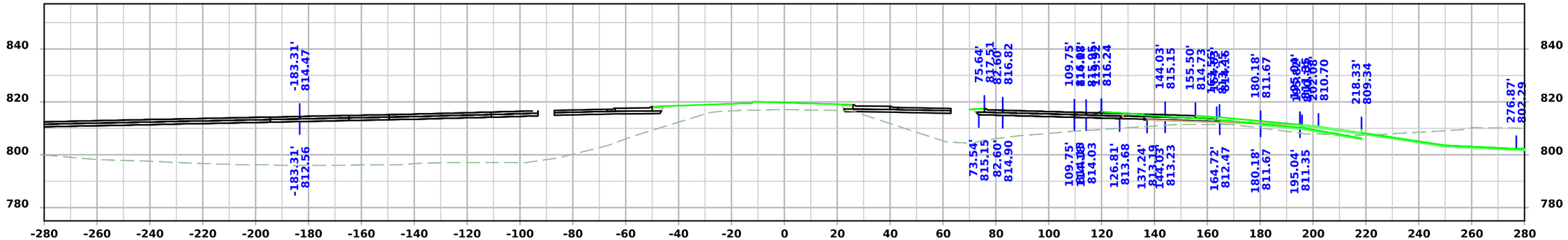
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.5

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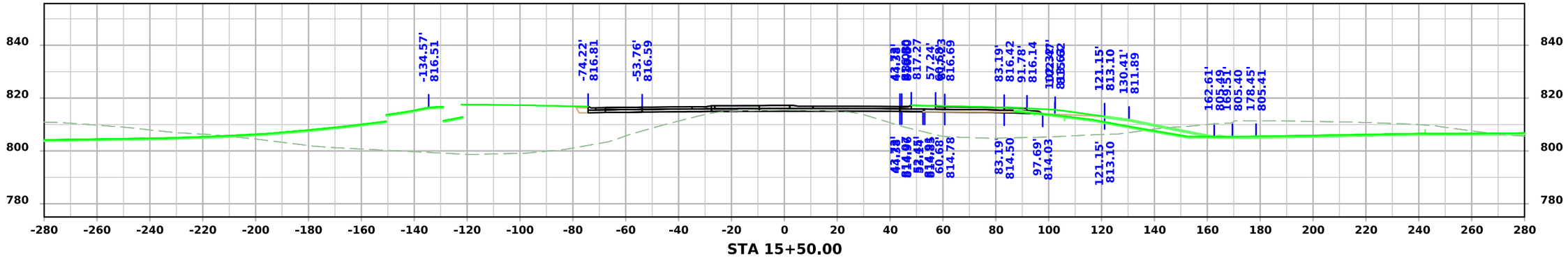
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STA 16+50.00



STA 15+00.00

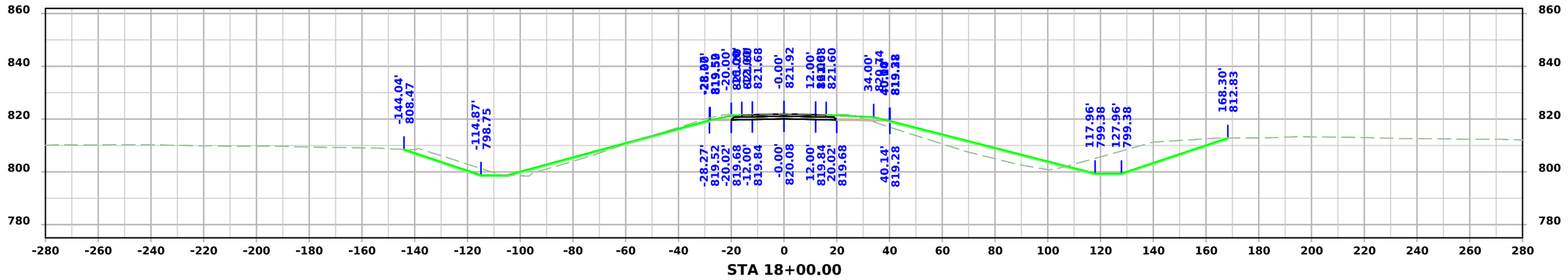


STA 15+50.00

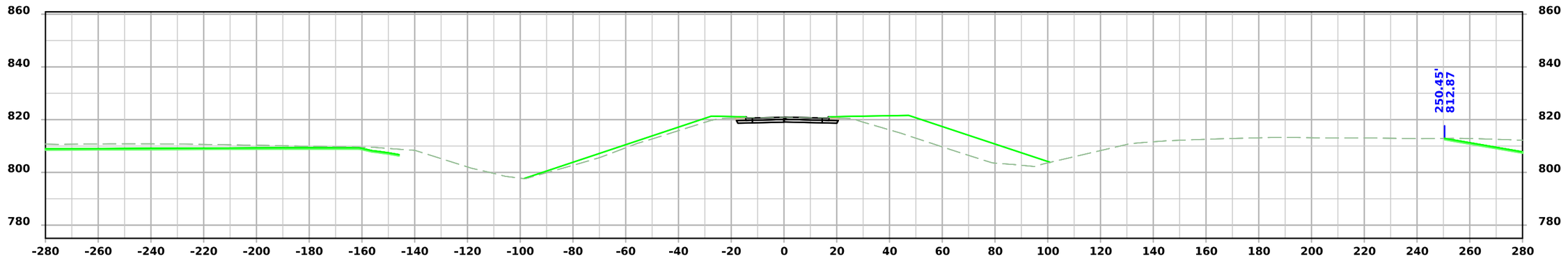
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.6

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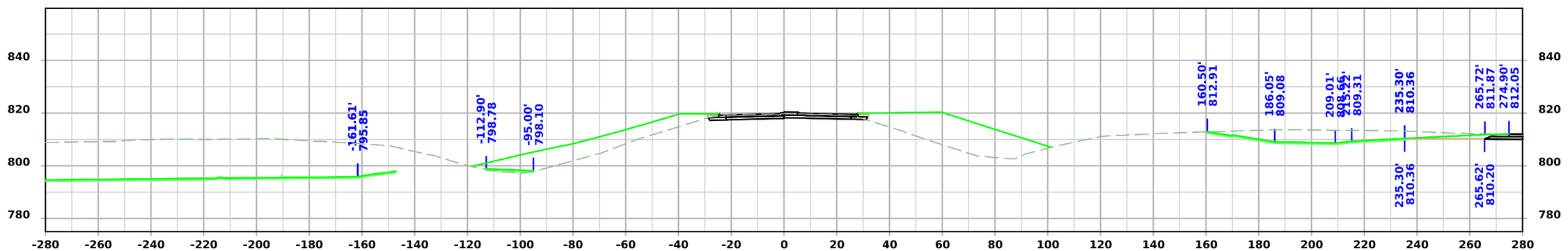
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STA 18+00.00



STA 17+50.00

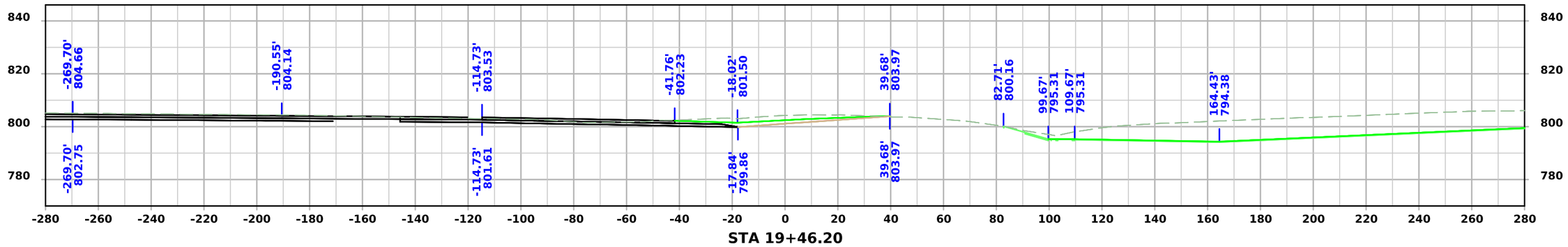


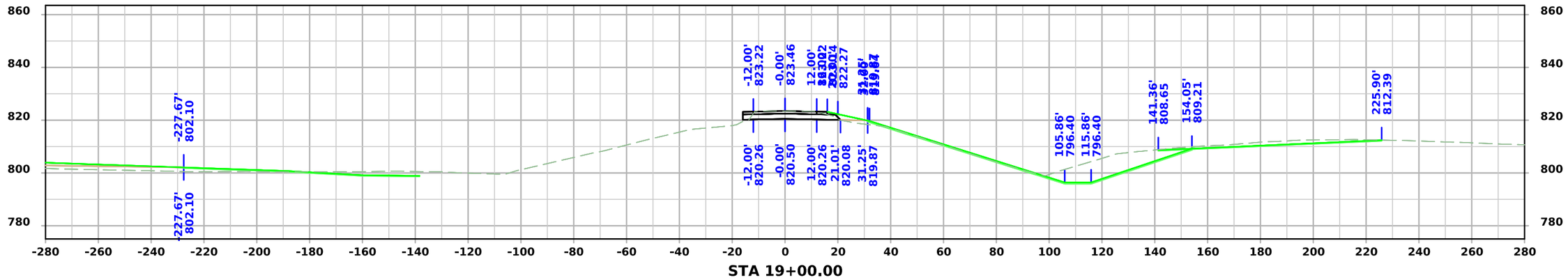
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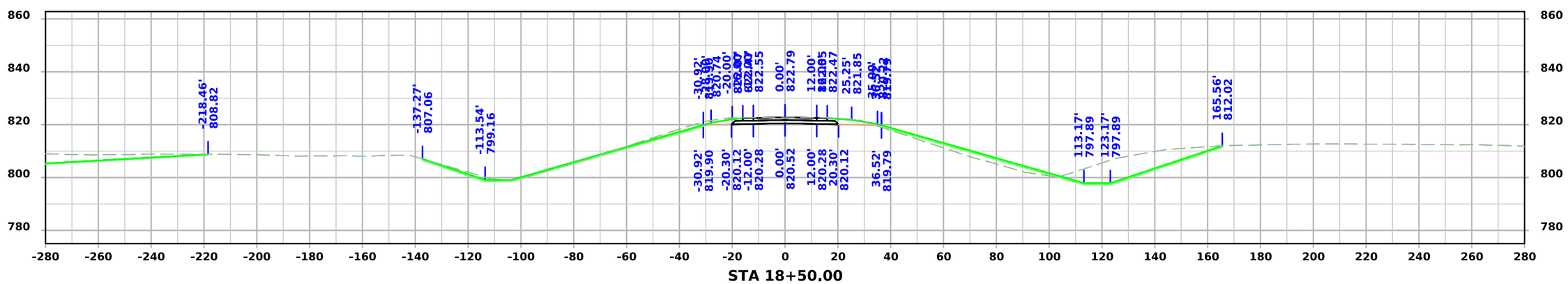
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.7

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SR120TH



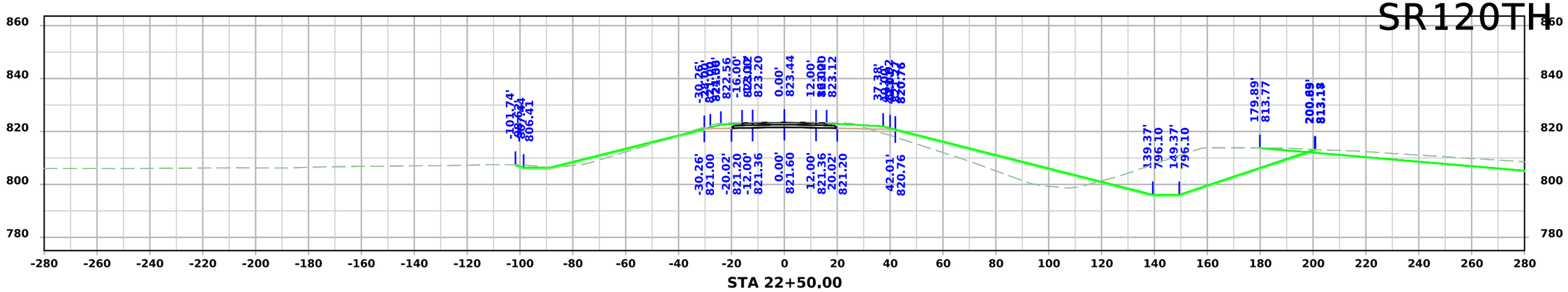




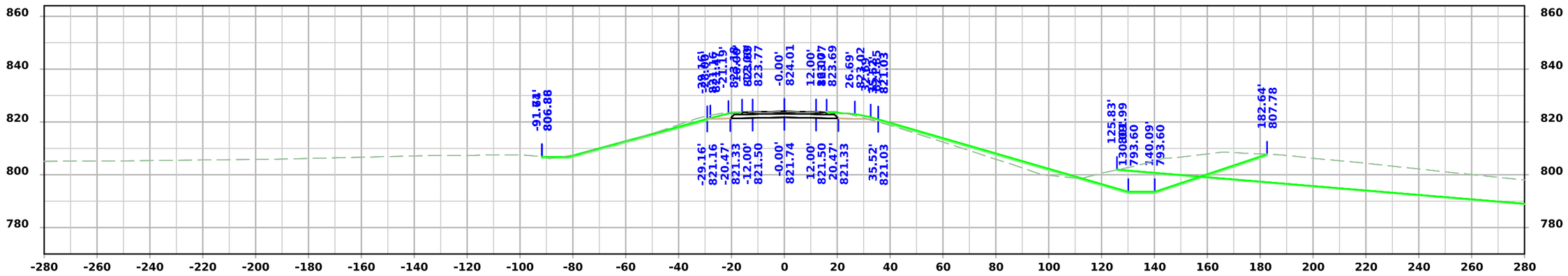
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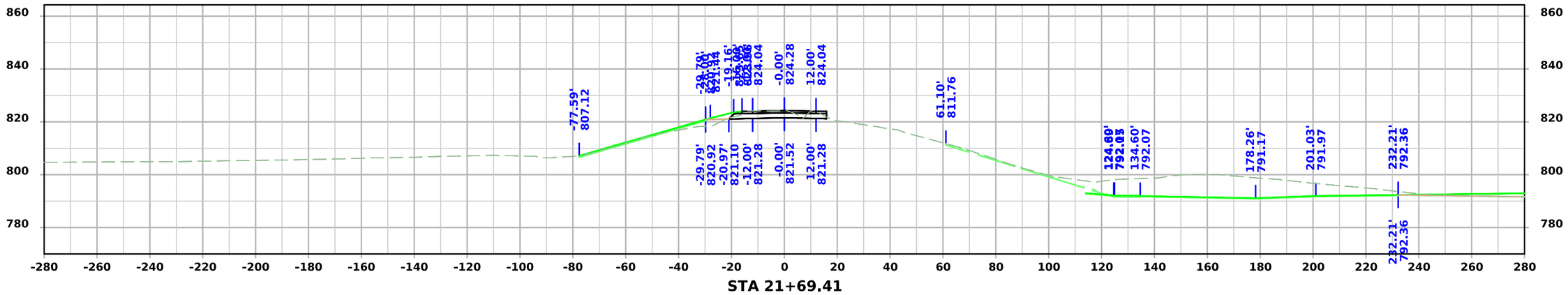
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STA 22+50.00



STA 22+00.00

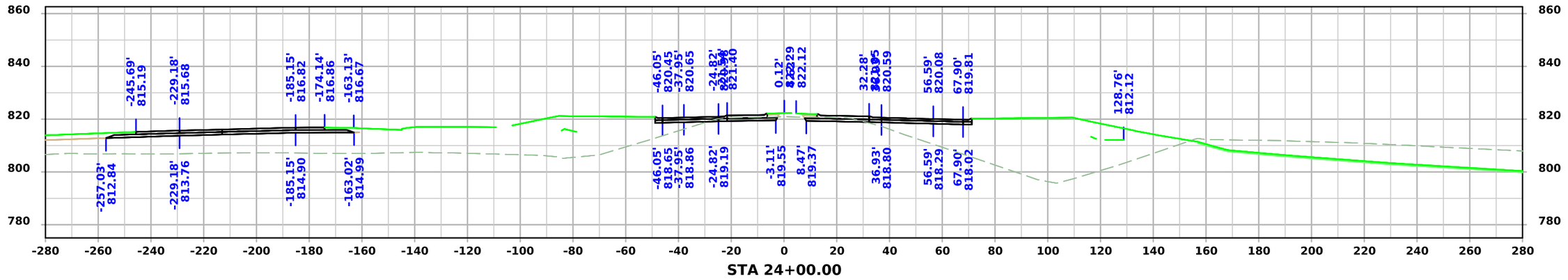


STA 21+69.41

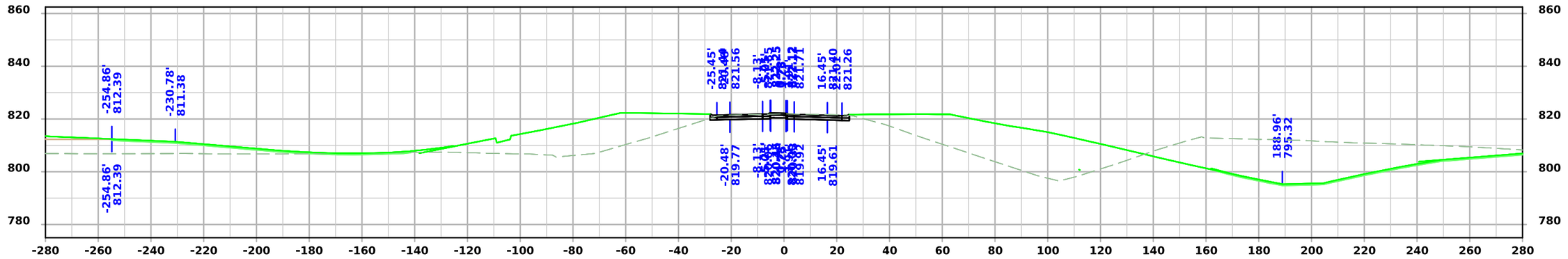
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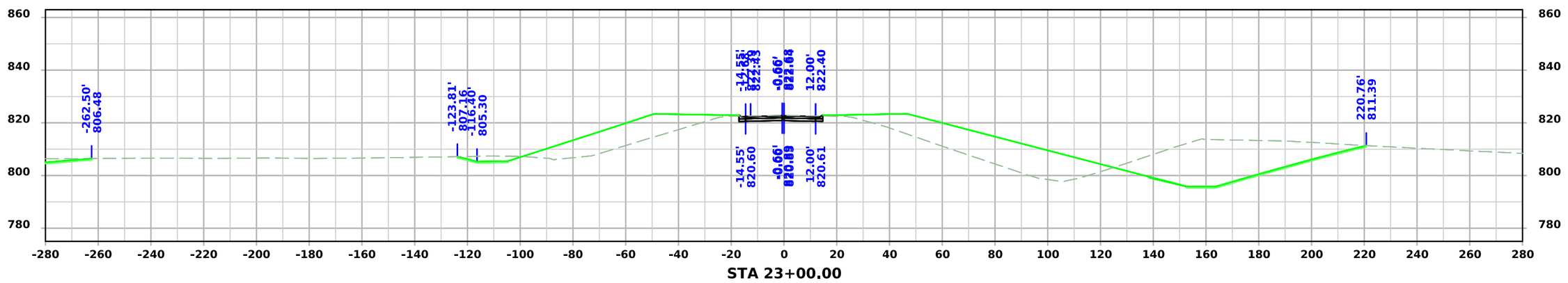
SR120TH



STA 24+00.00



STA 23+50.00

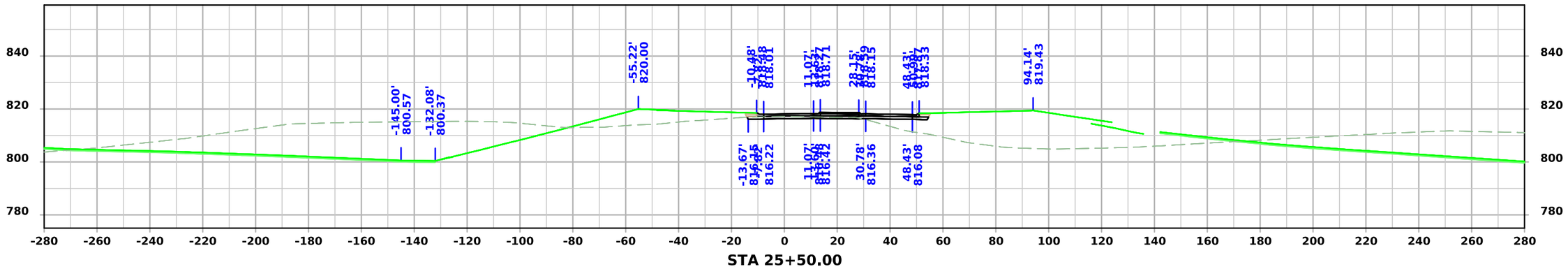


STA 23+00.00

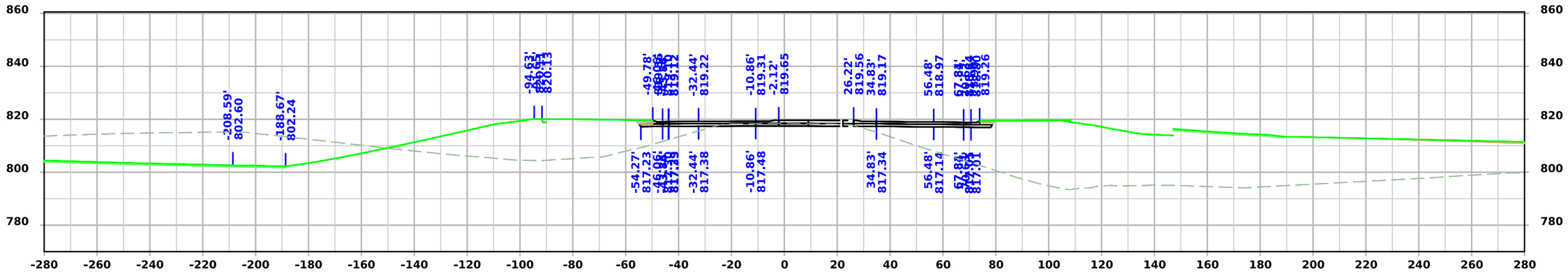
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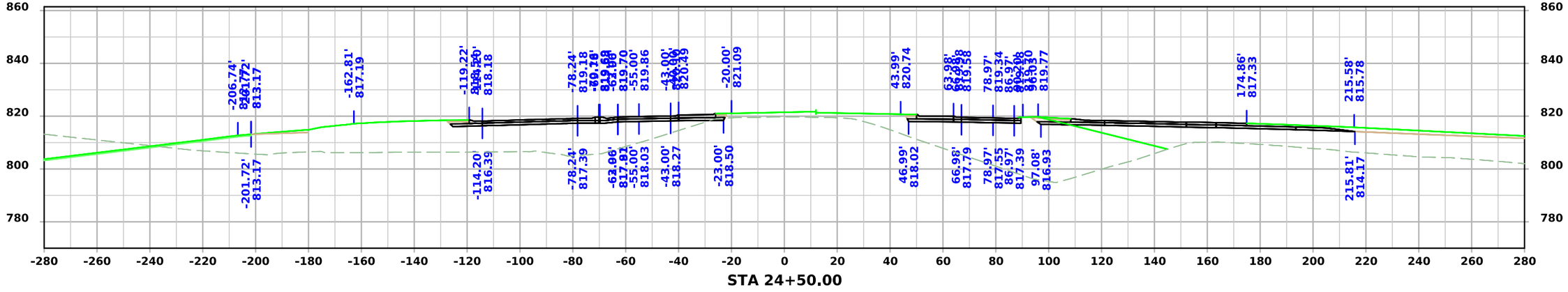
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STA 25+50.00



STA 25+00.00

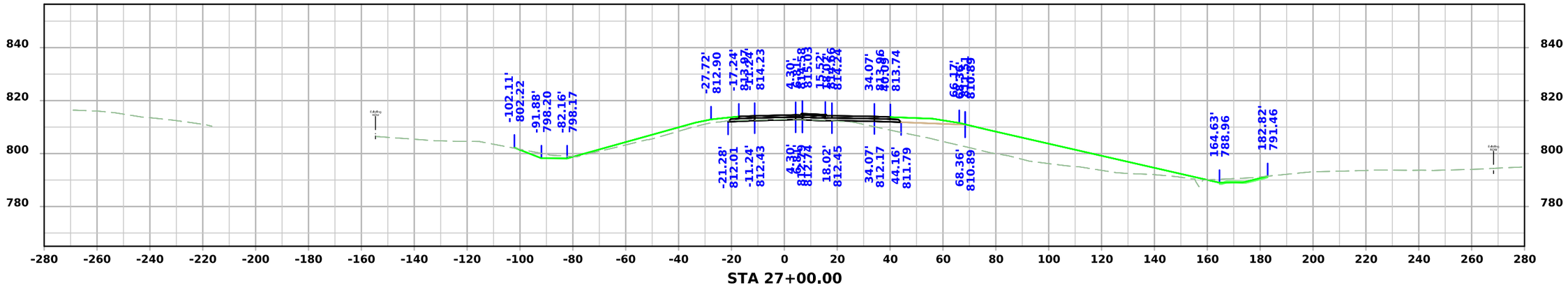


STA 24+50.00

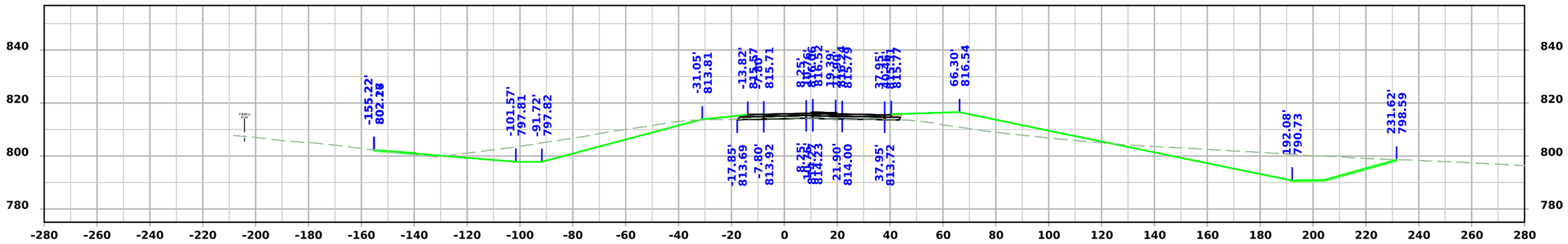
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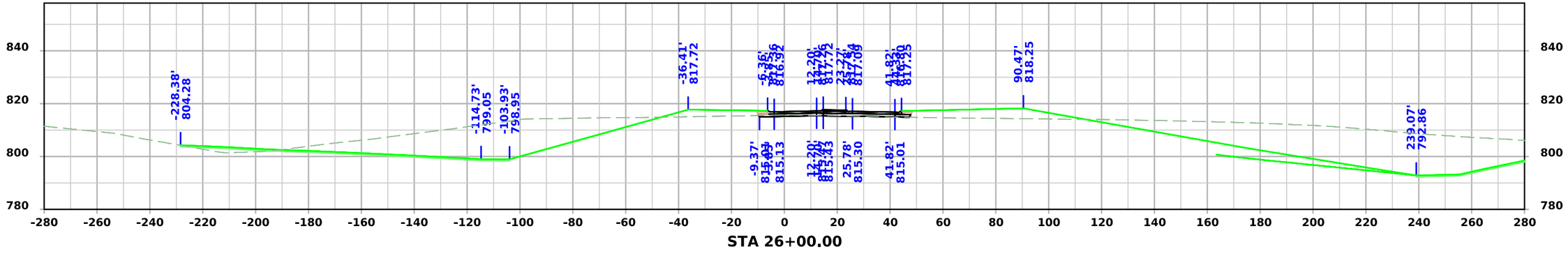
SR120TH



STA 27+00.00



STA 26+50.00

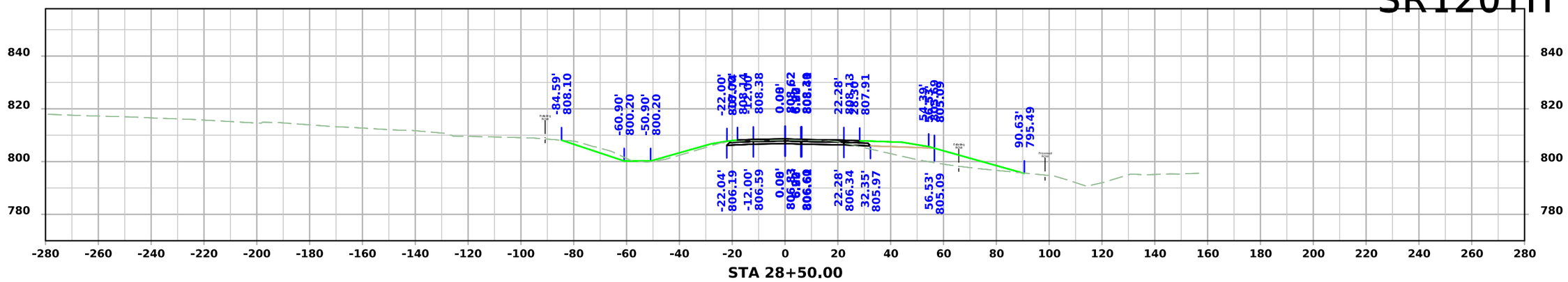


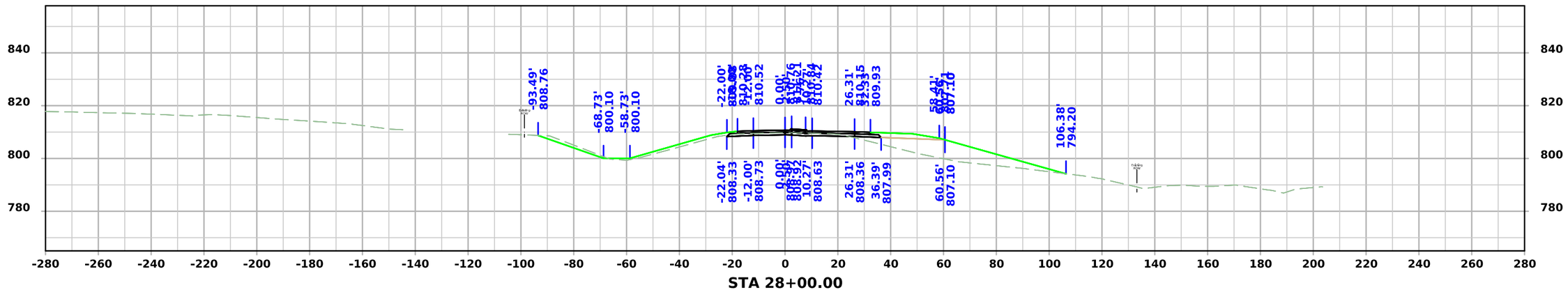
STA 26+00.00

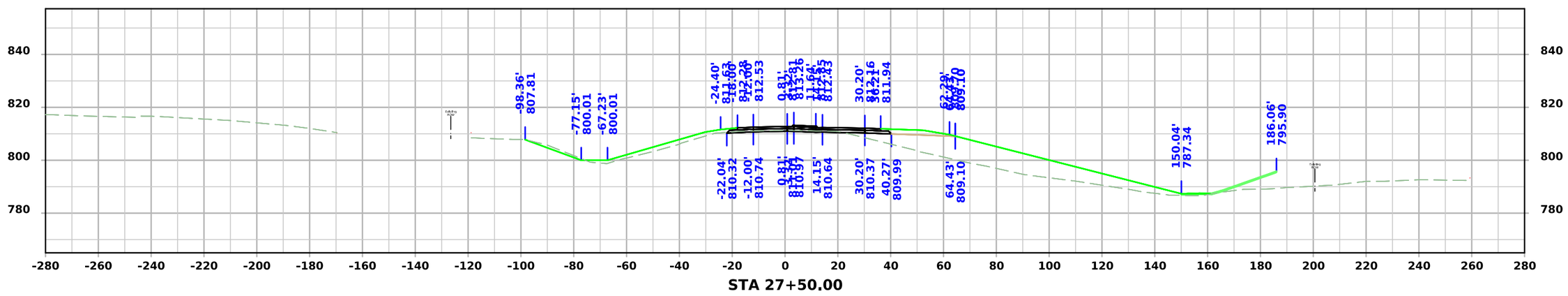
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.12

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SR120TH



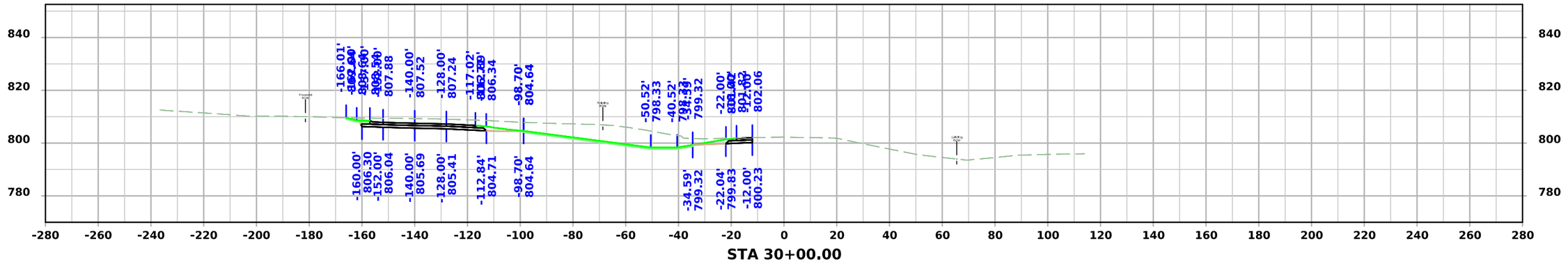


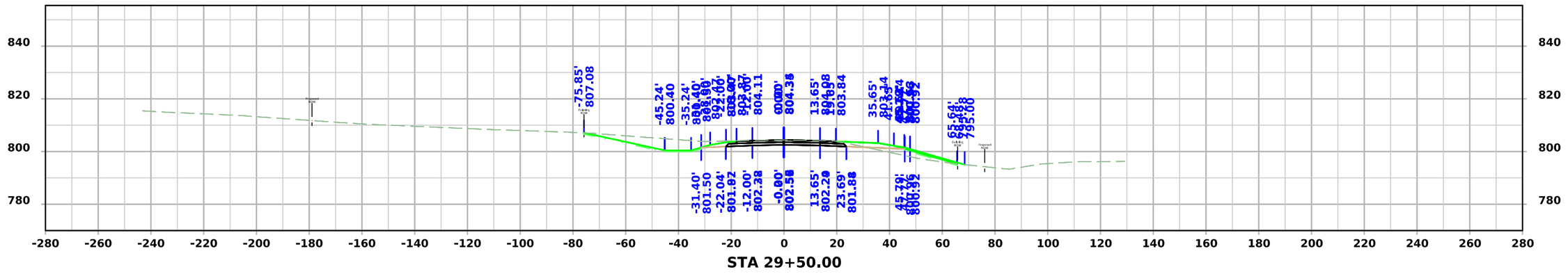


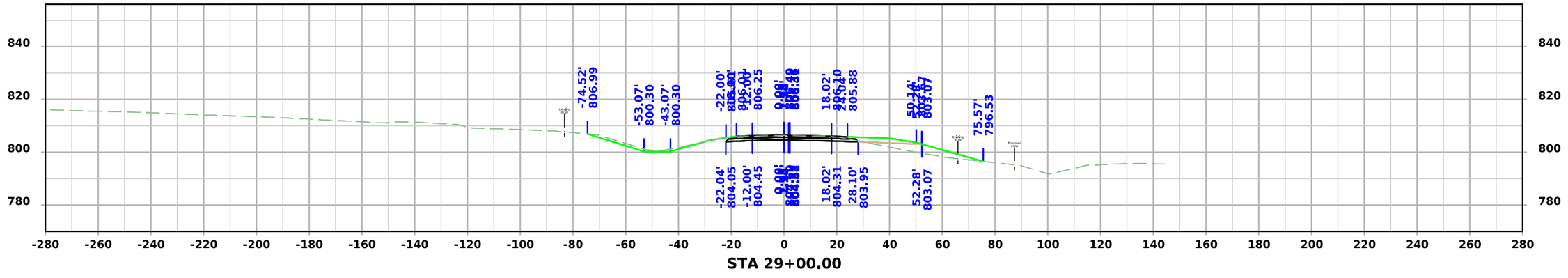
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.13

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SR120TH



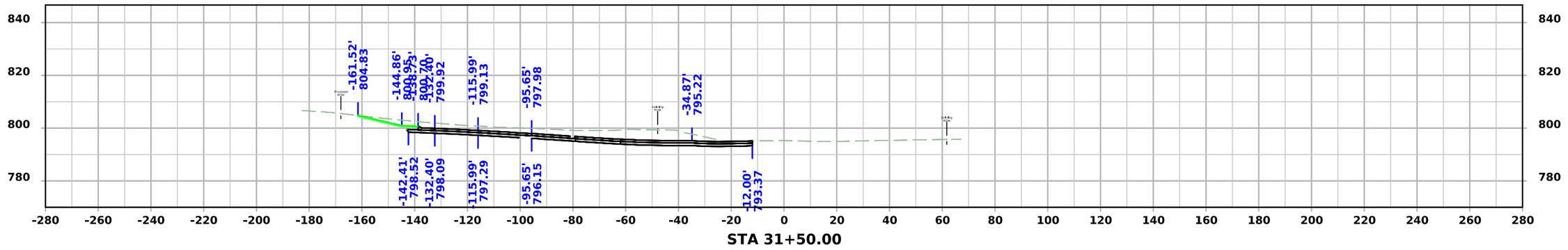




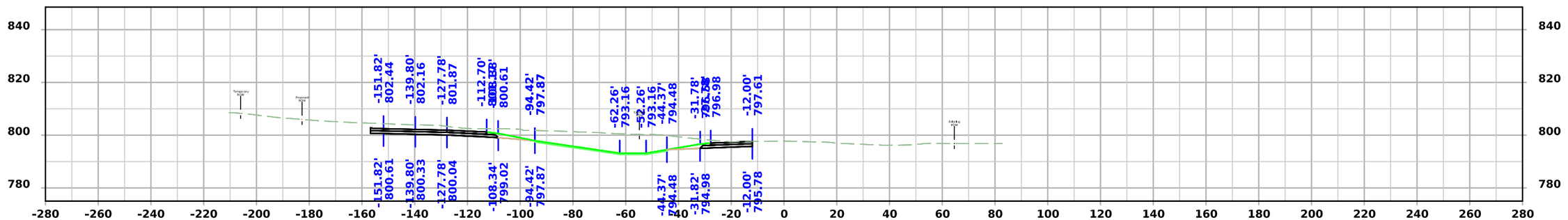
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.14

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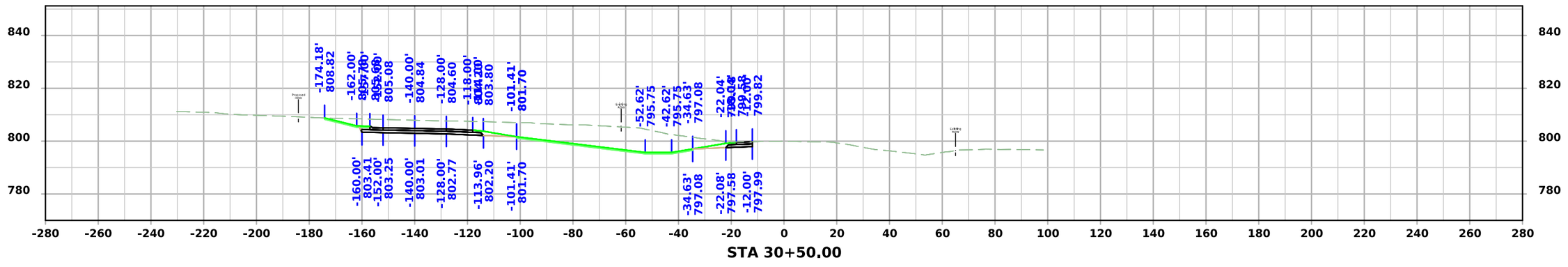
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STA 31+50.00



STA 31+00.00

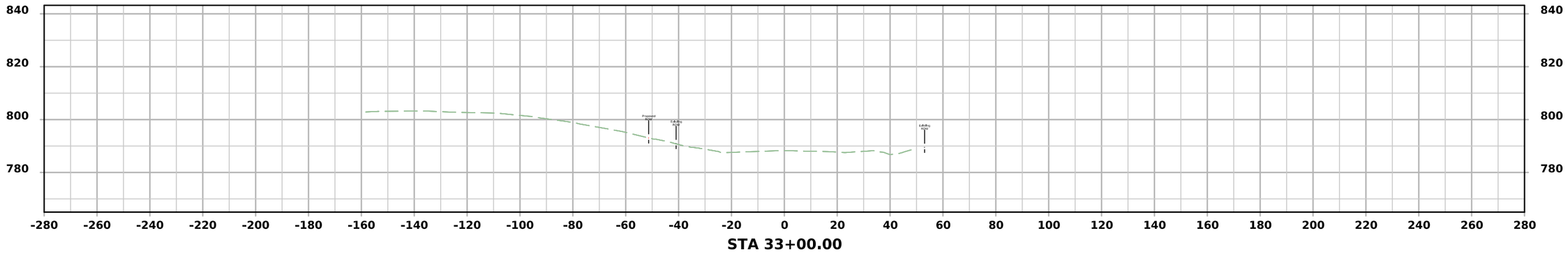


STA 30+50.00

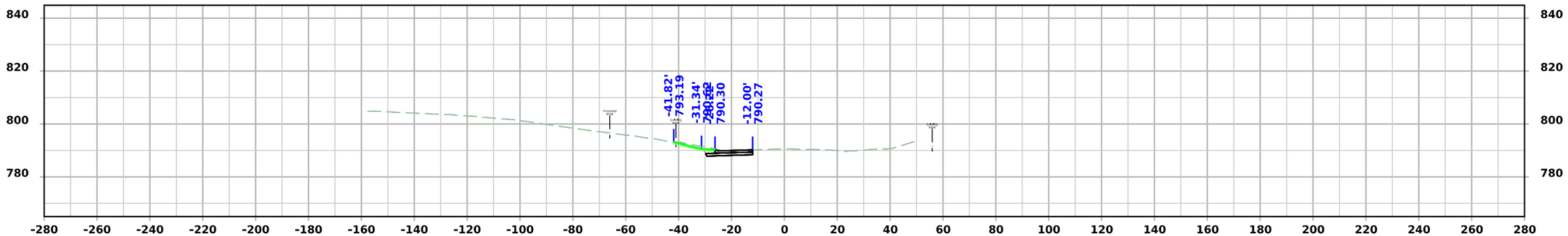
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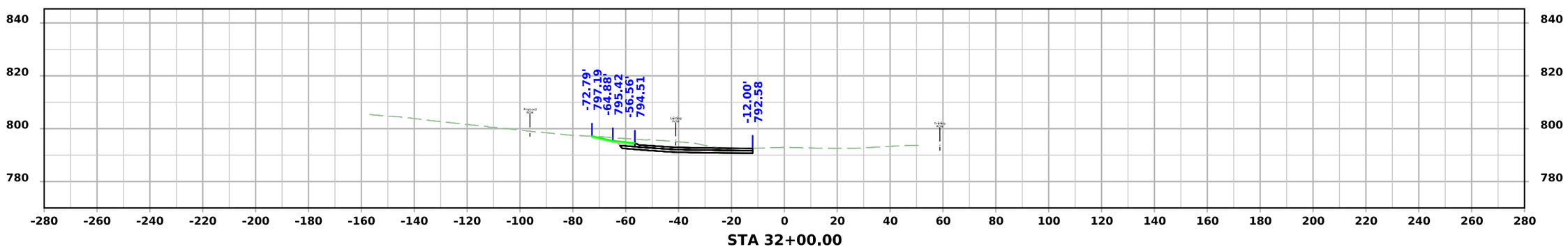
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STA 33+00.00



STA 32+50.00

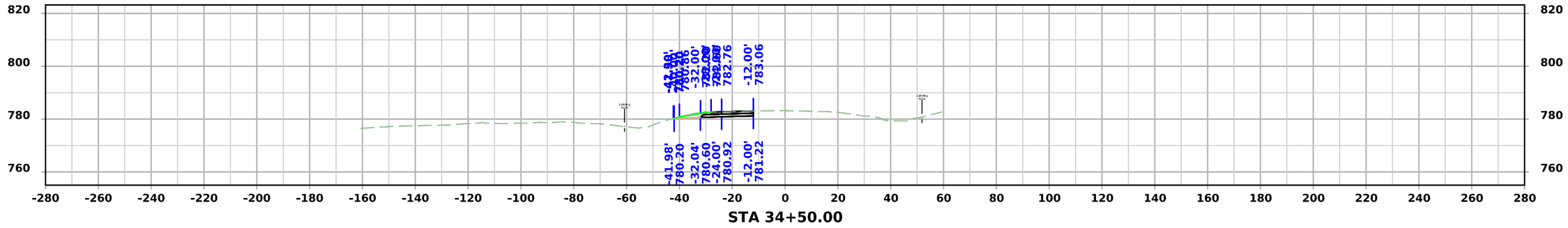


STA 32+00.00

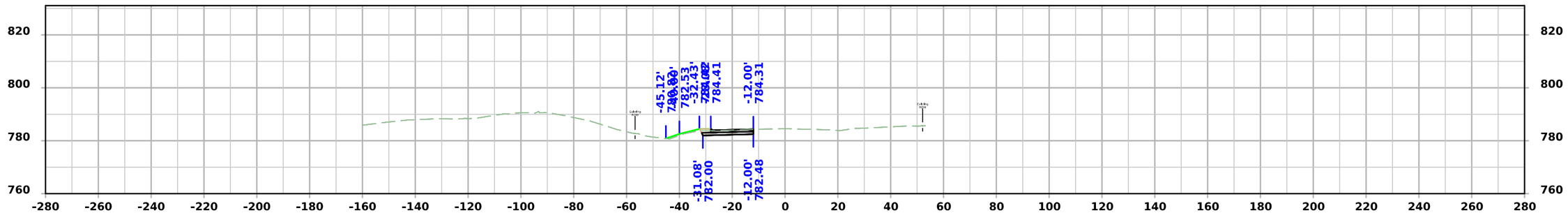
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.16

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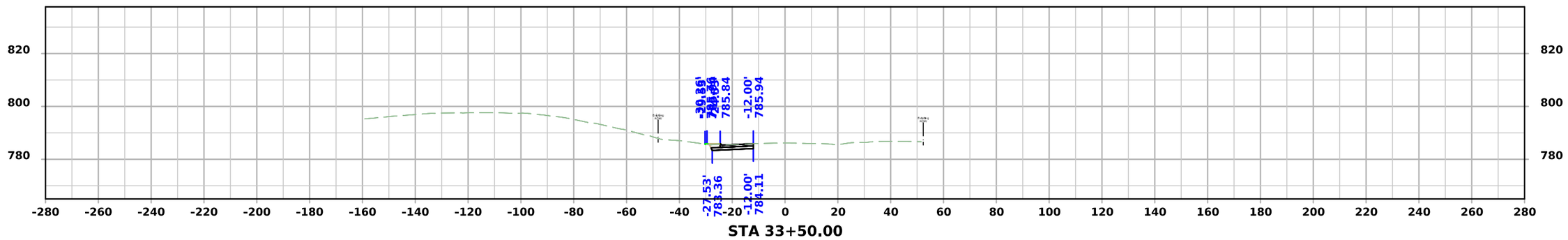
SR120TH



STA 34+50.00



STA 34+00.00

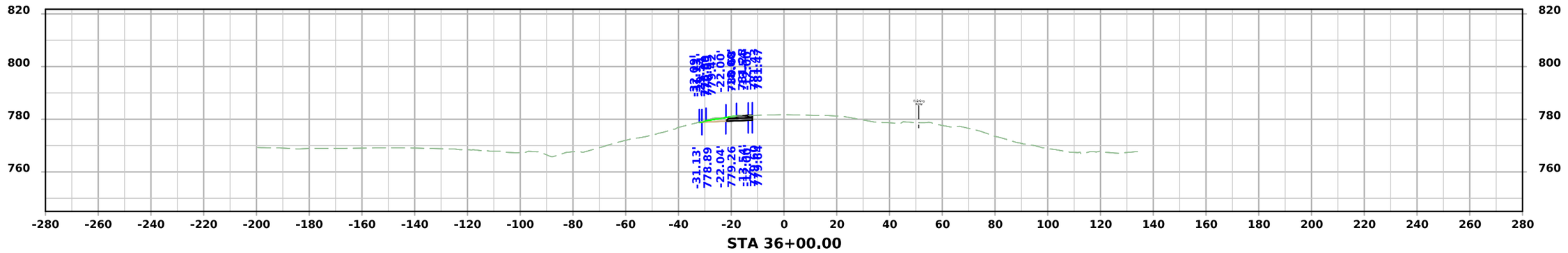


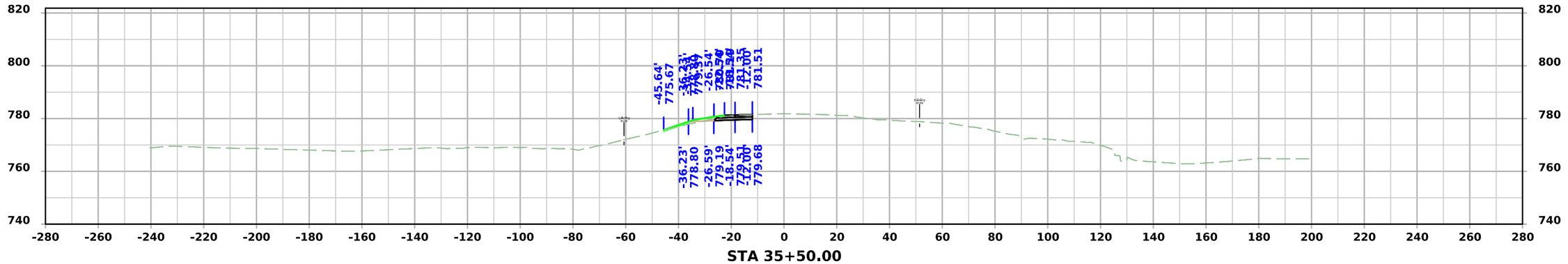
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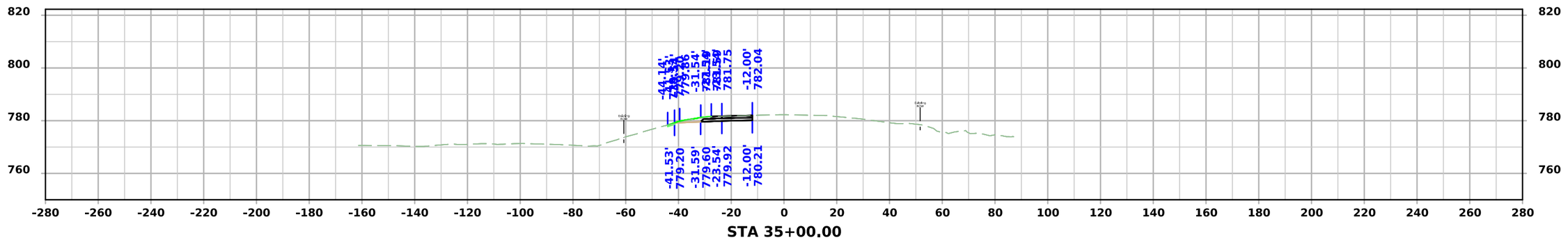
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SR120TH



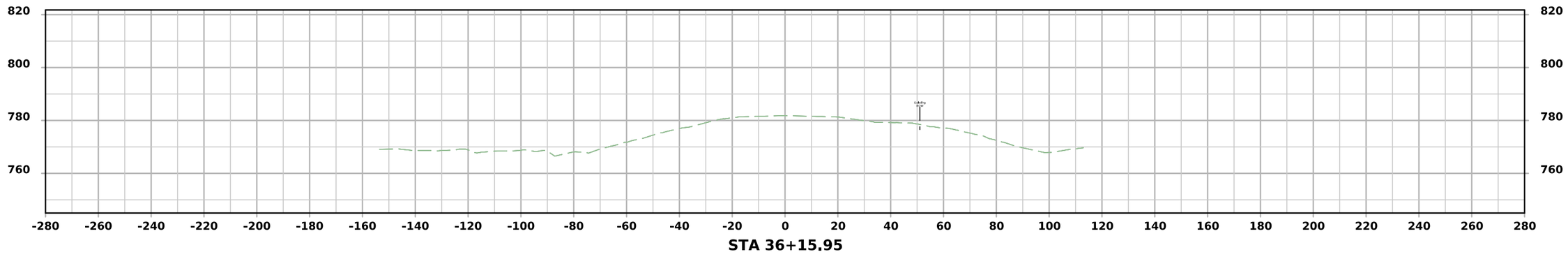




FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.18

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SR120TH

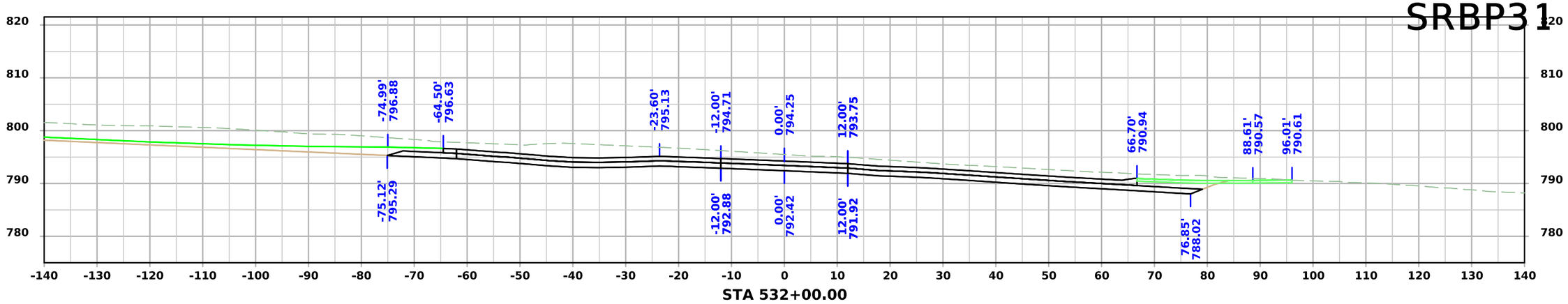


STA 36+15.95

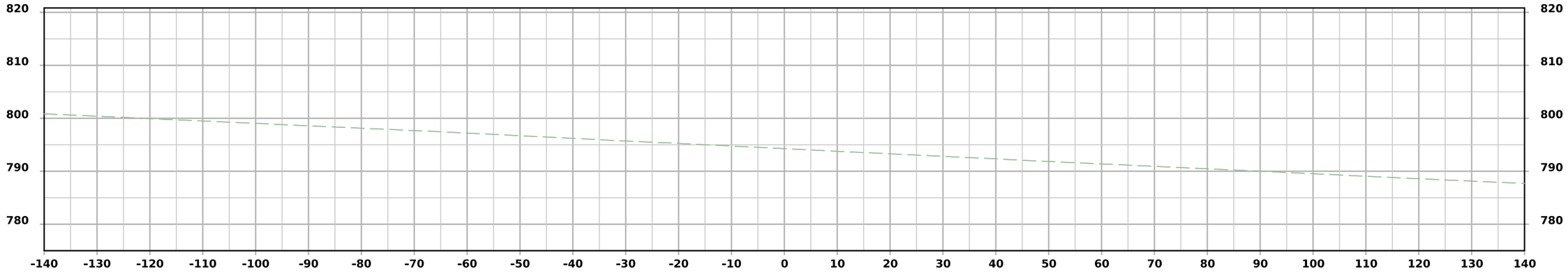
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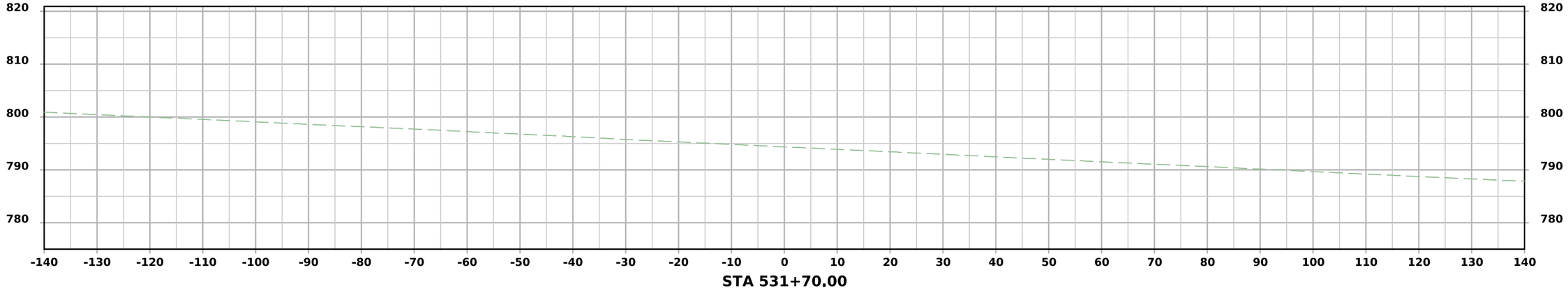
SRBP31



STA 532+00.00



STA 531+75.00

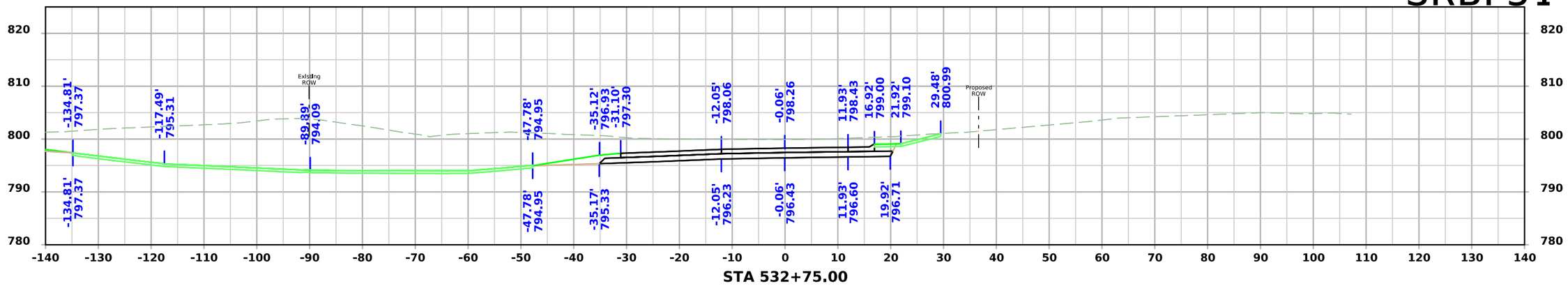


STA 531+70.00

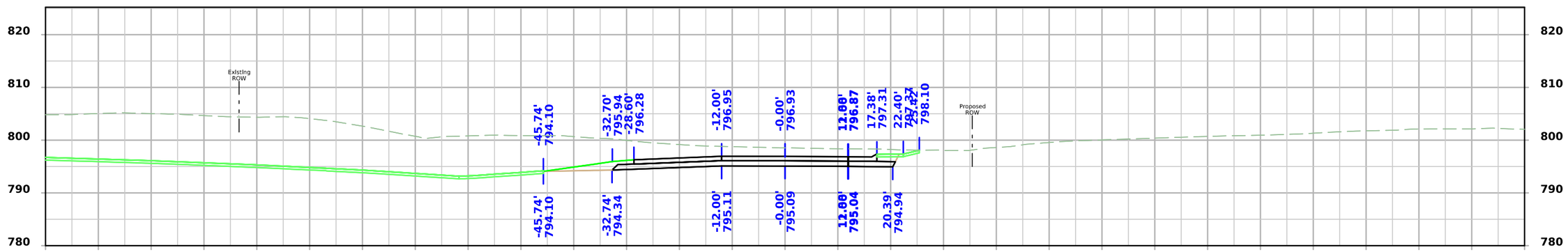
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER X.20

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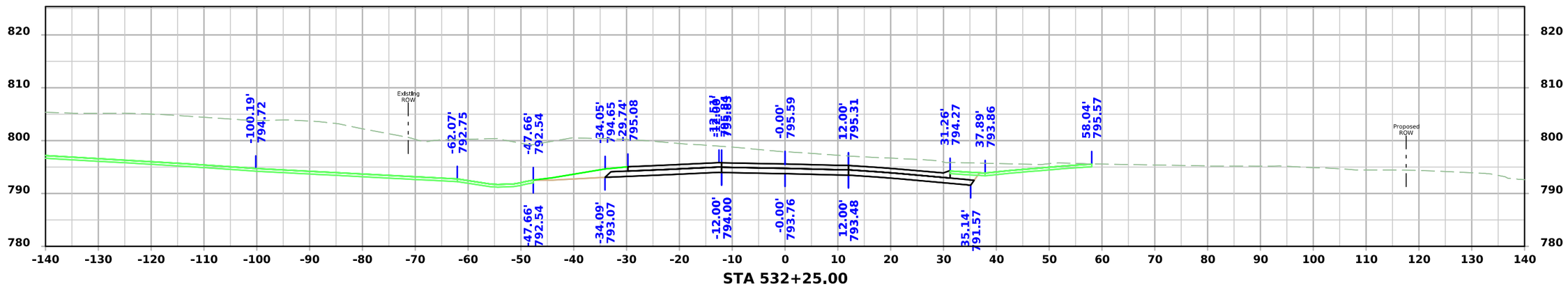
SRBP31



STA 532+75.00



STA 532+50.00

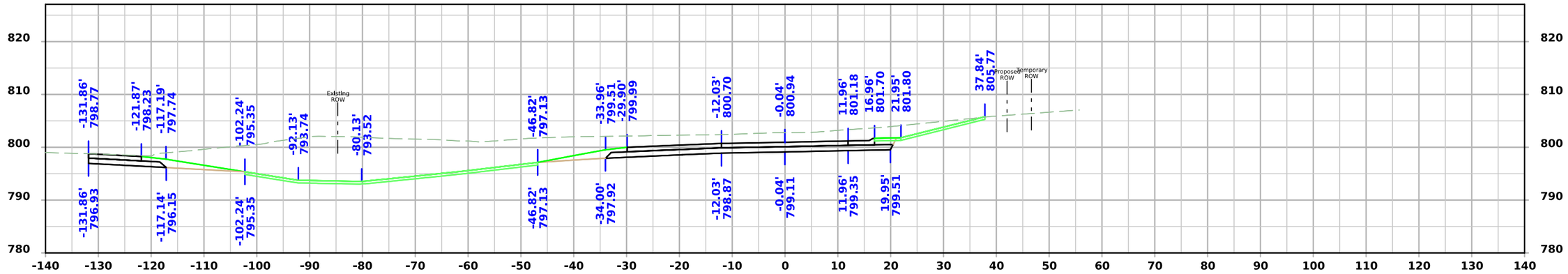


STA 532+25.00

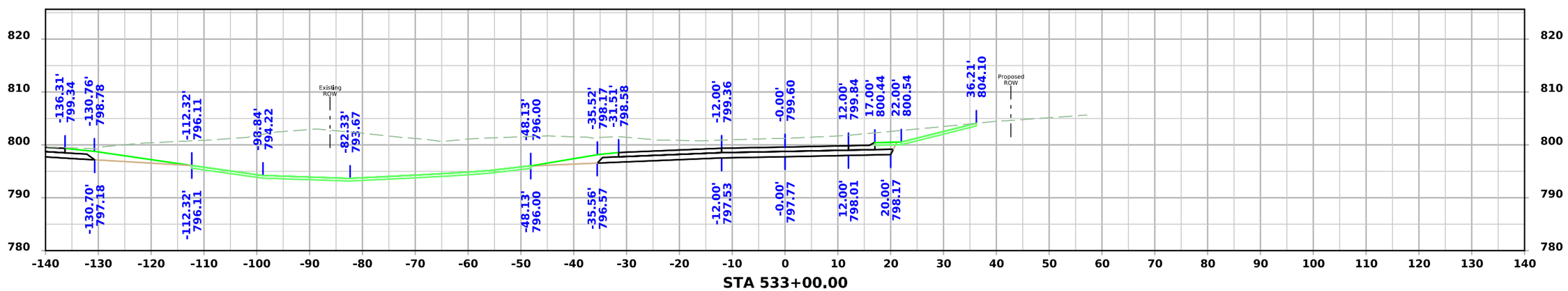
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SRBP31



STA 533+25.00

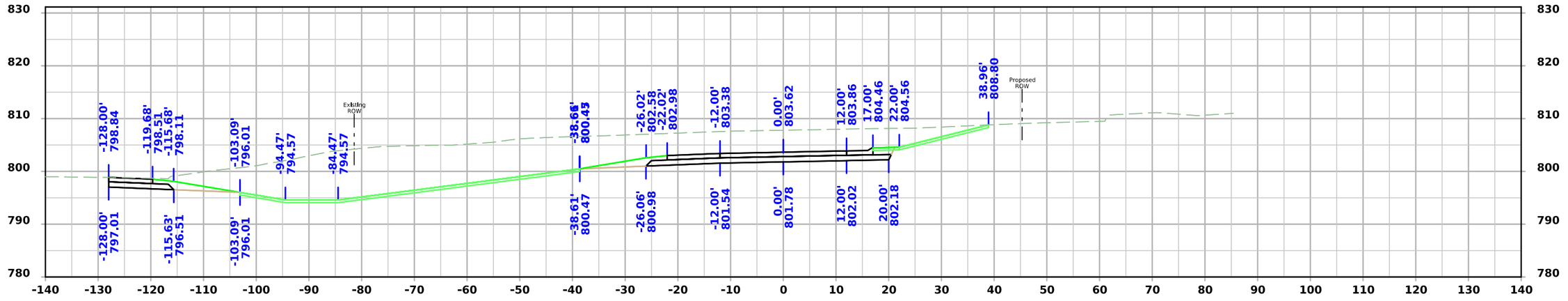


STA 533+00.00

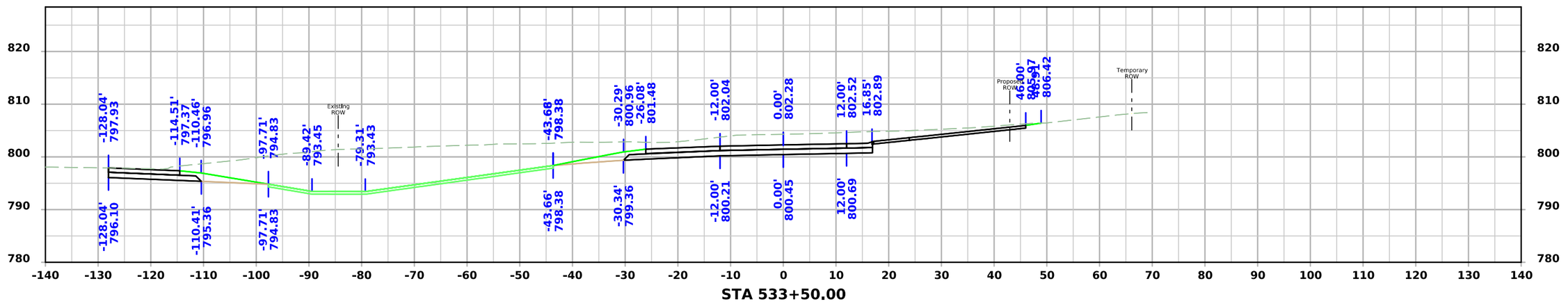
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SRBP31



STA 533+75.00

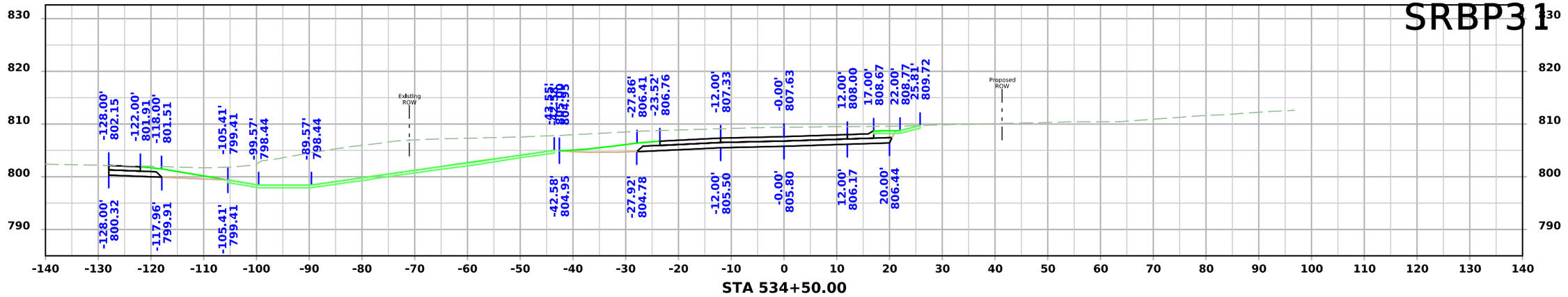


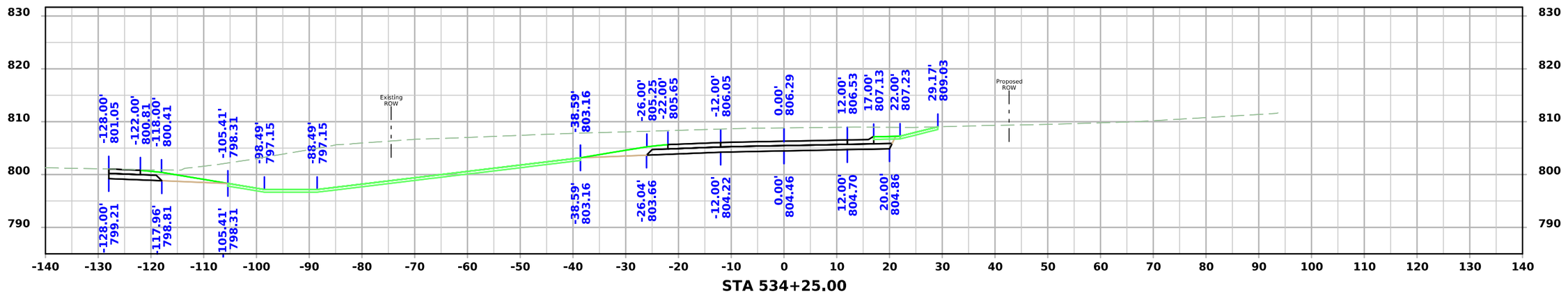
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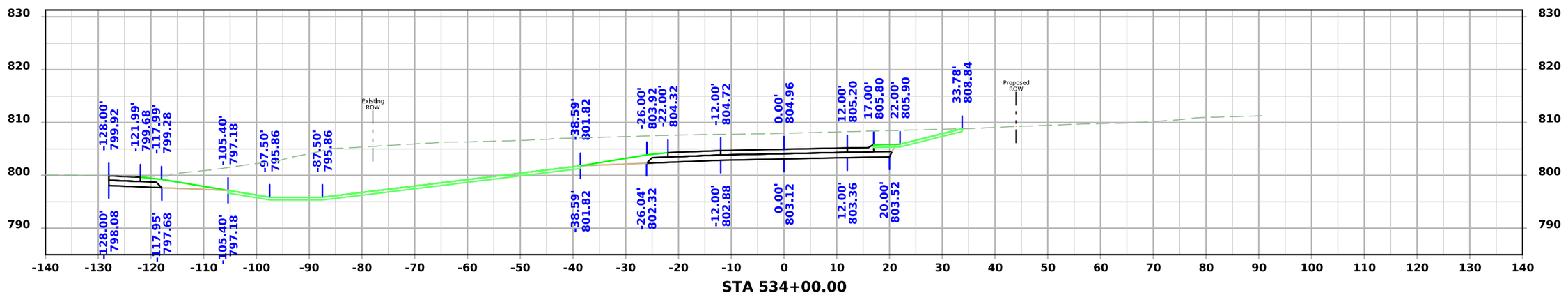
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SRBP31



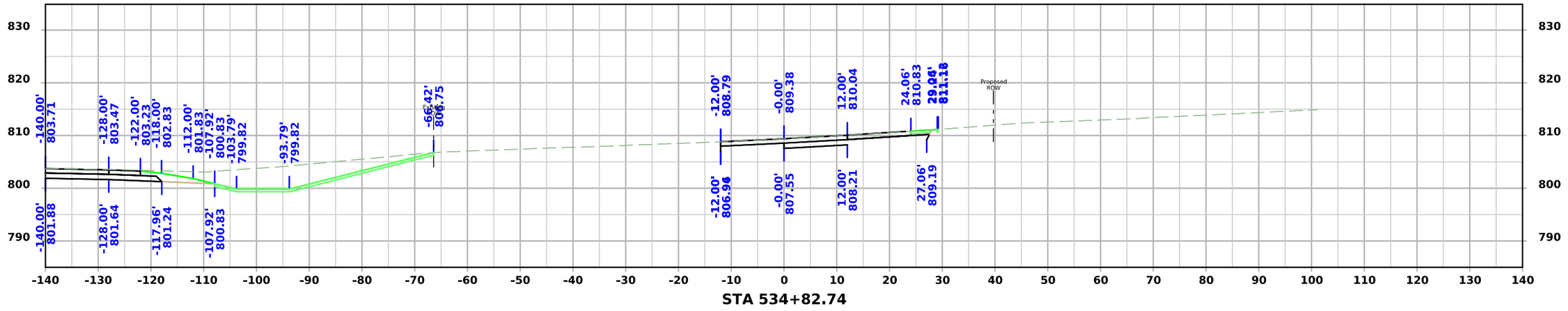




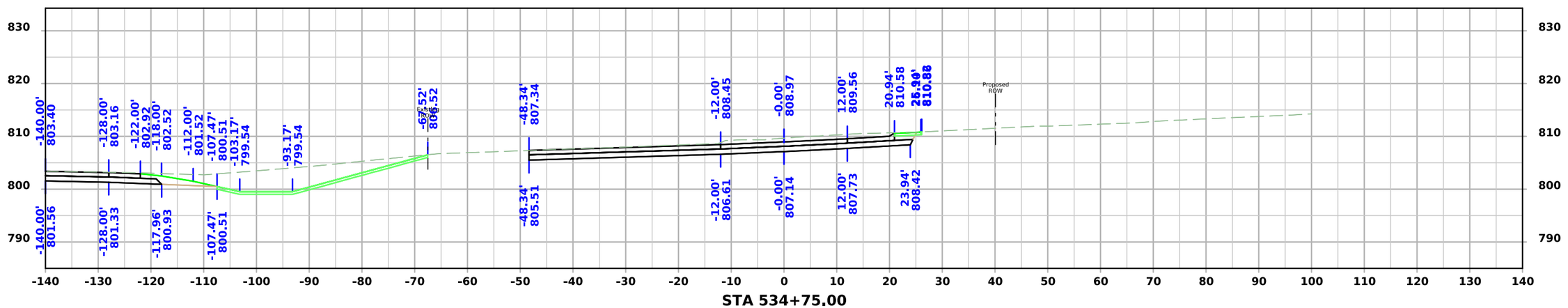
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SRBP31



STA 534+82.74

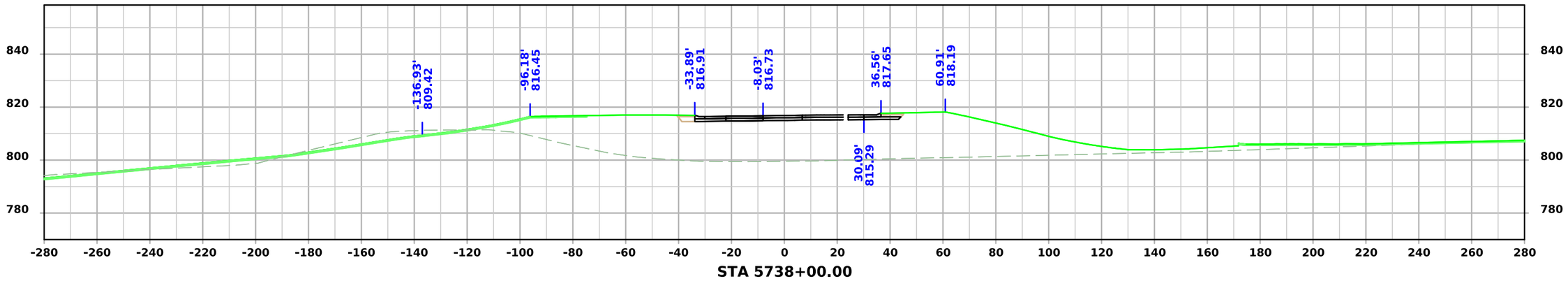


STA 534+75.00

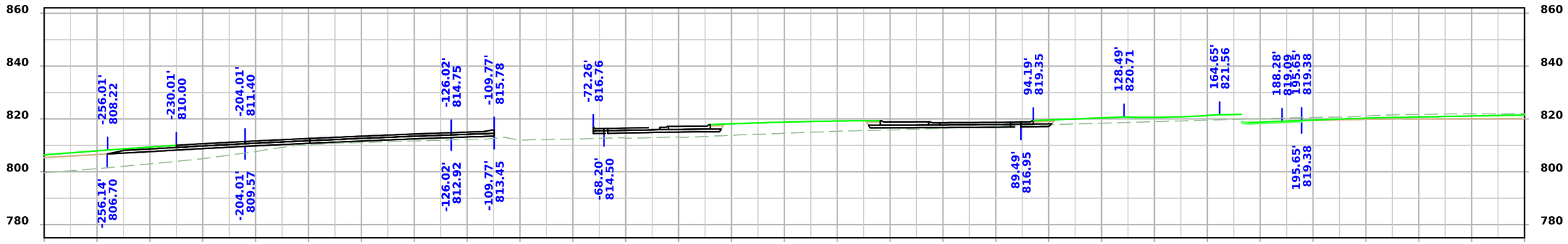
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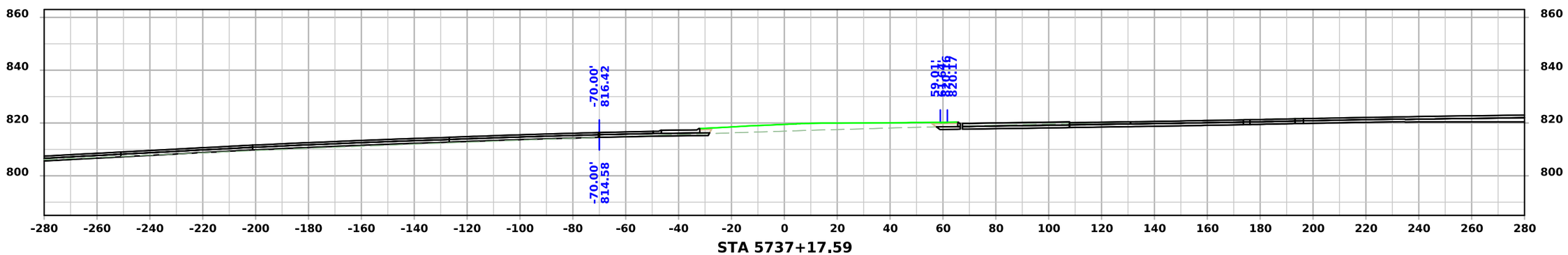
Ramp A



STA 5738+00.00



STA 5737+50.00

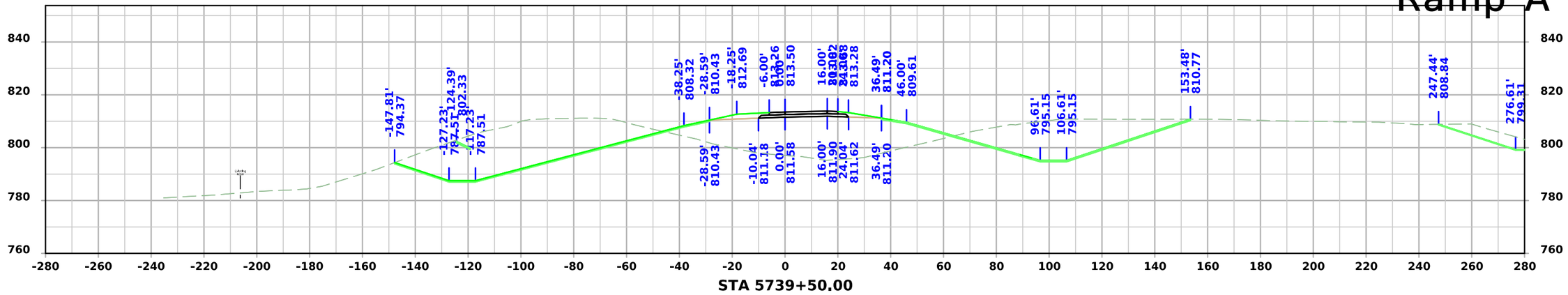


STA 5737+17.59

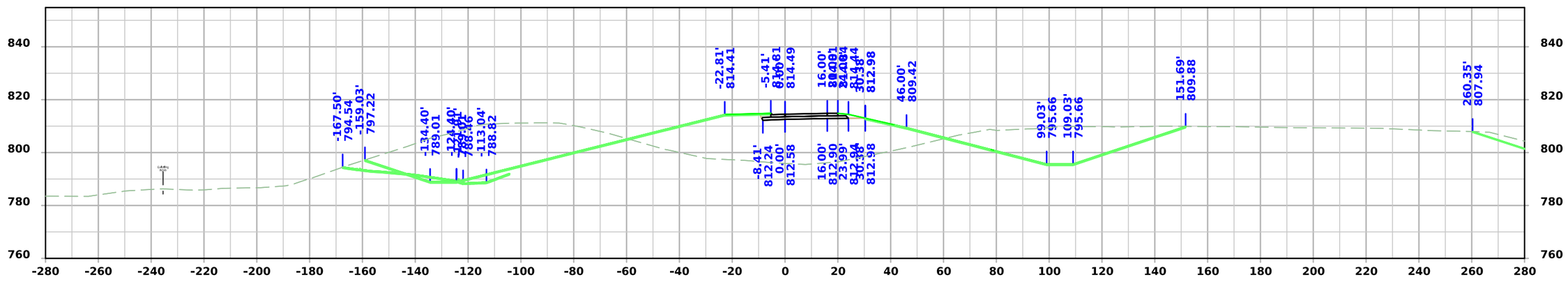
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.1

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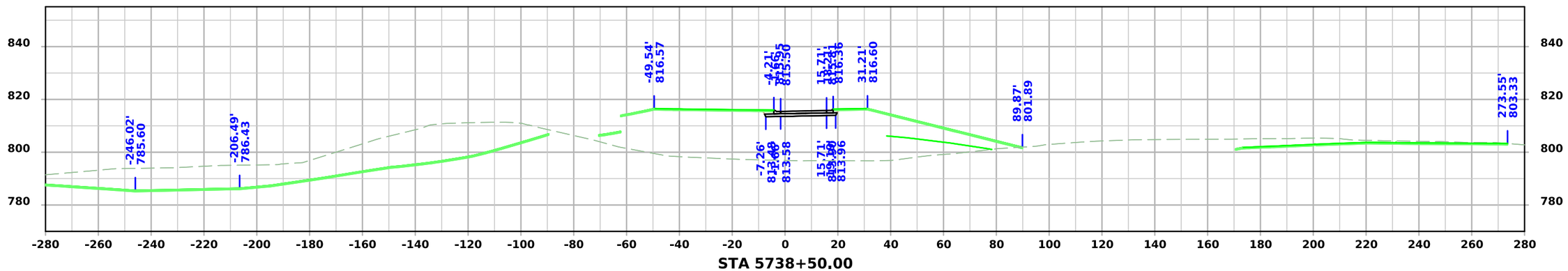
Ramp A



STA 5739+50.00



STA 5739+00.00

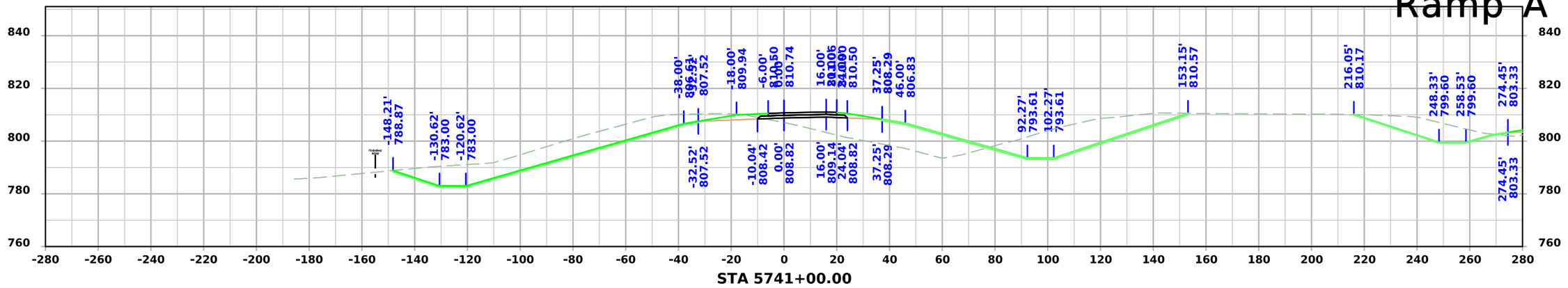


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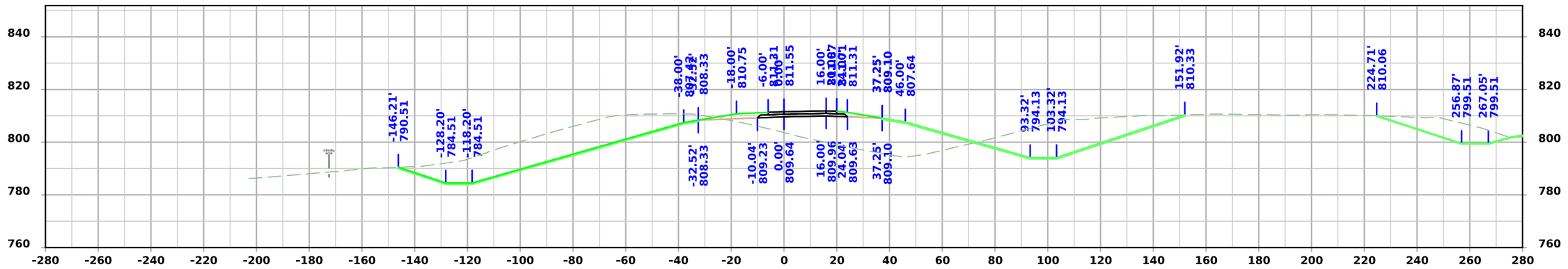
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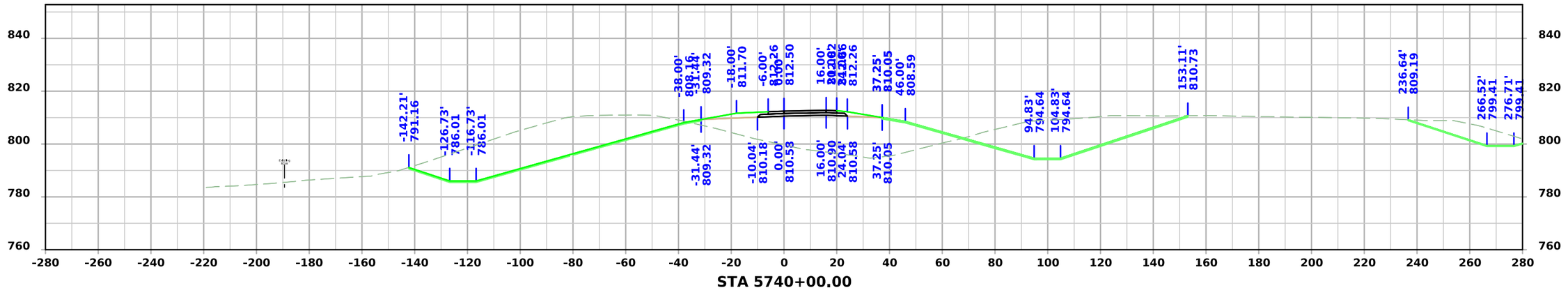
Ramp A



STA 5741+00.00



STA 5740+50.00

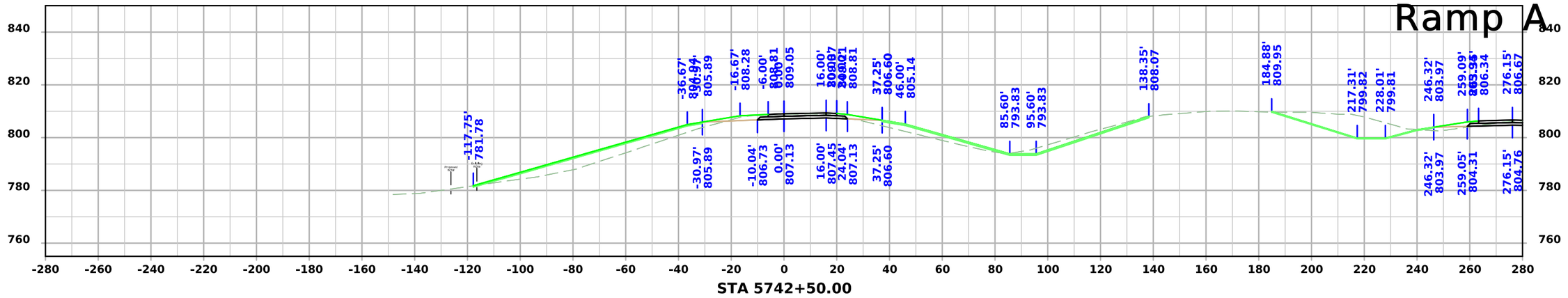


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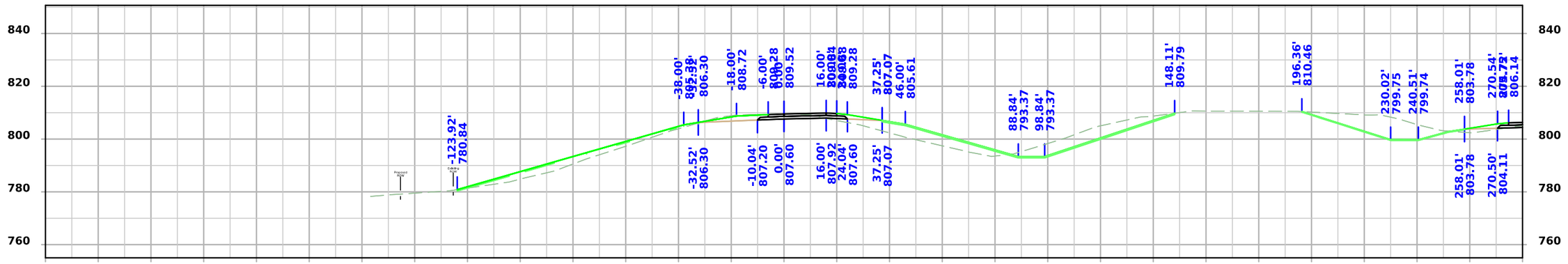
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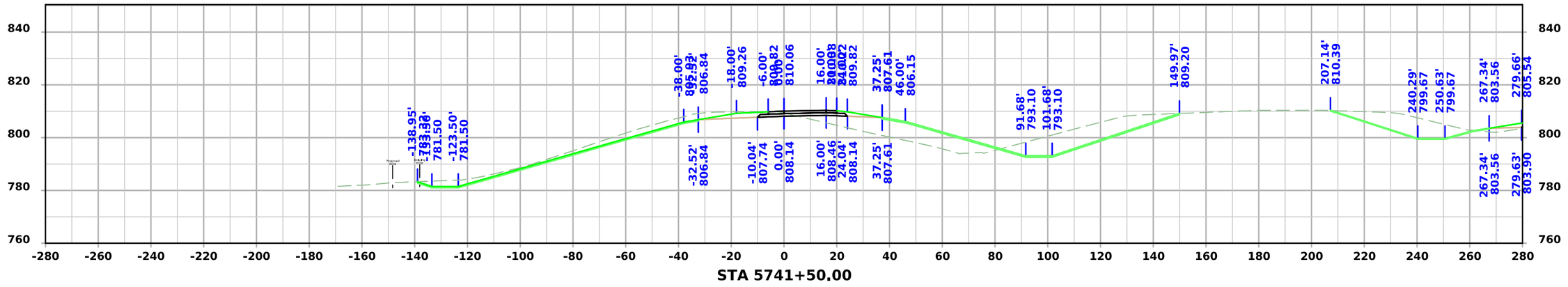
Ramp A



STA 5742+50.00



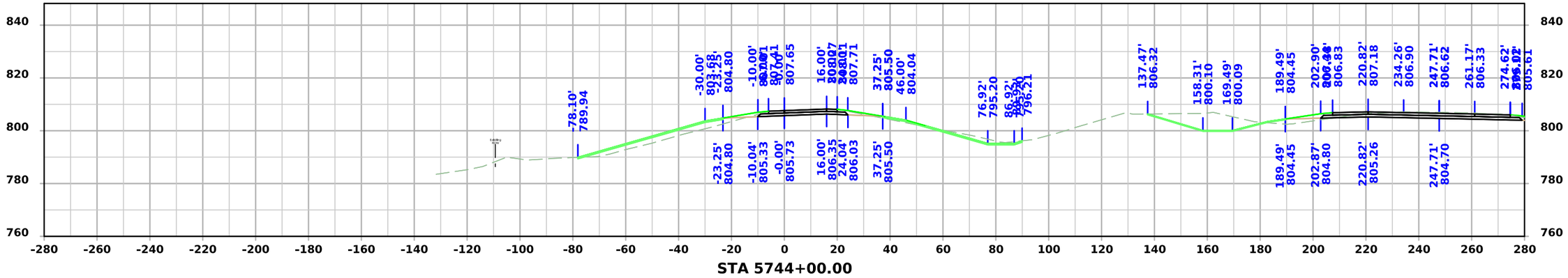
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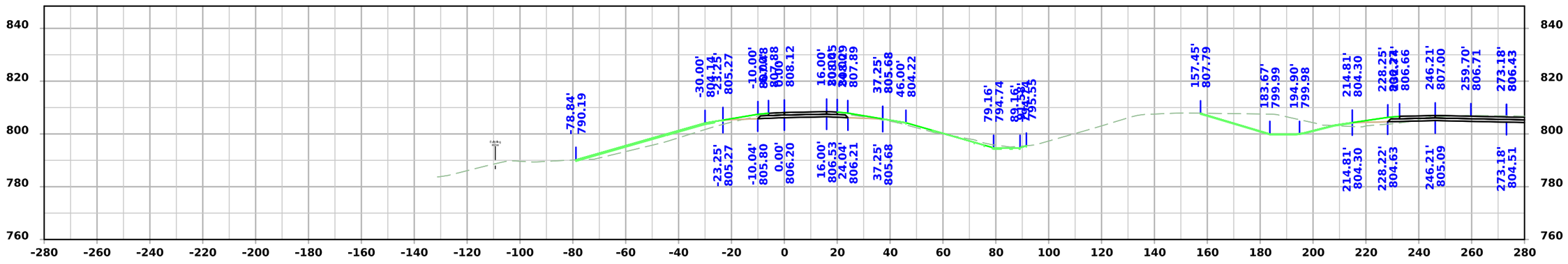
STA 5741+50.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.4	

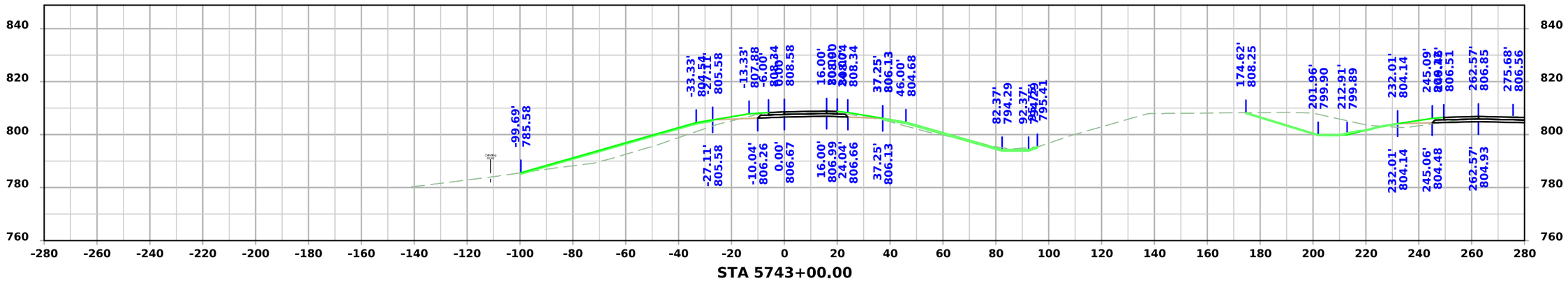
Ramp A



STA 5744+00.00



STA 5743+50.00

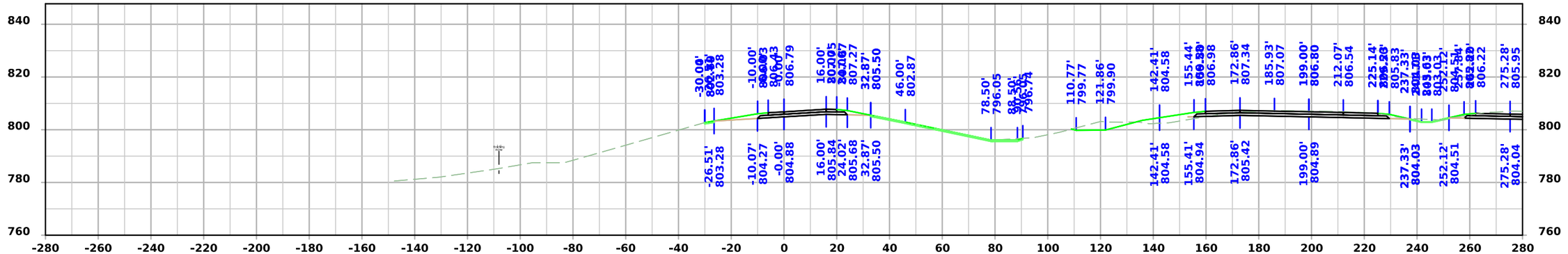


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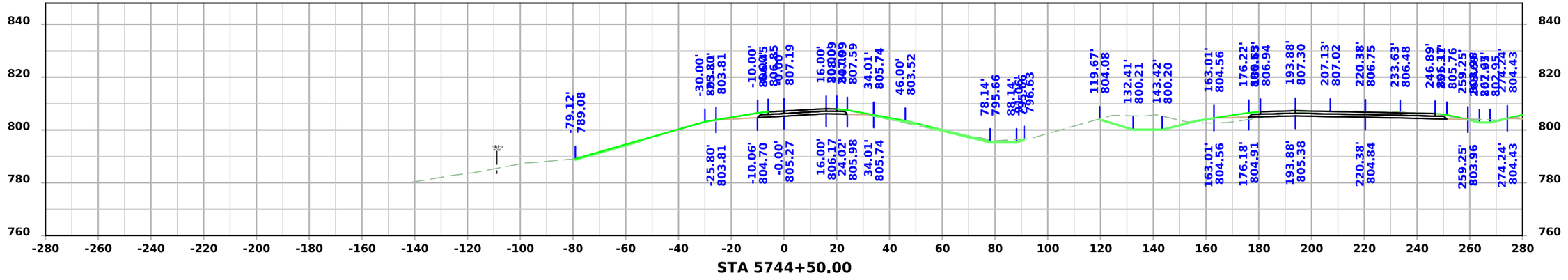
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Ramp A



STA 5744+92.00

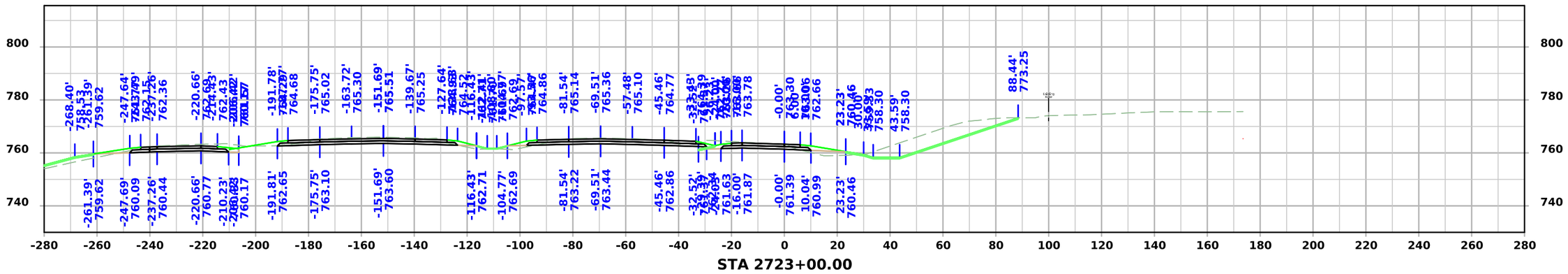


STA 5744+50.00

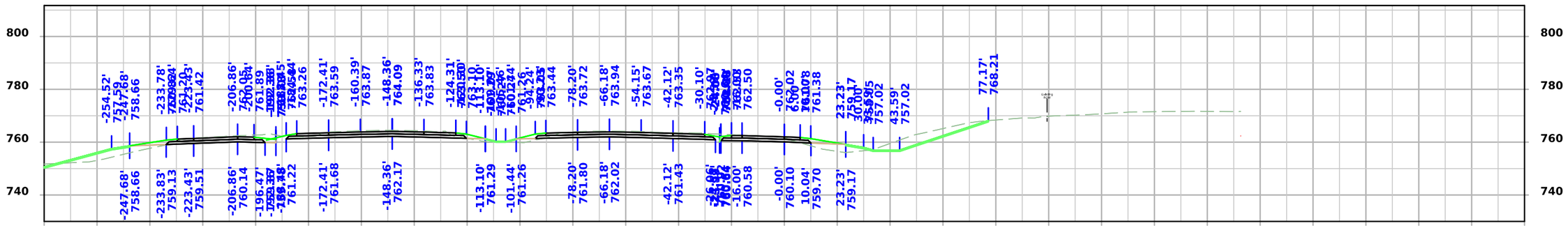
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.6

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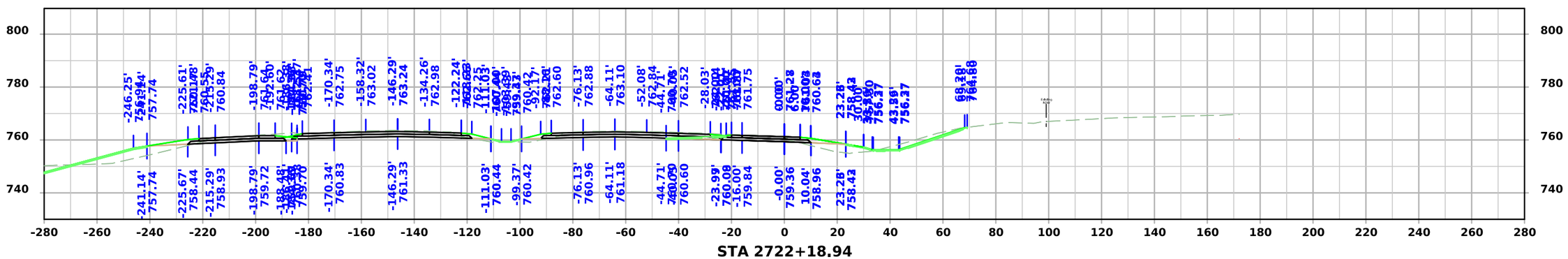
Ramp B



STA 2723+00.00



STA 2722+50.00

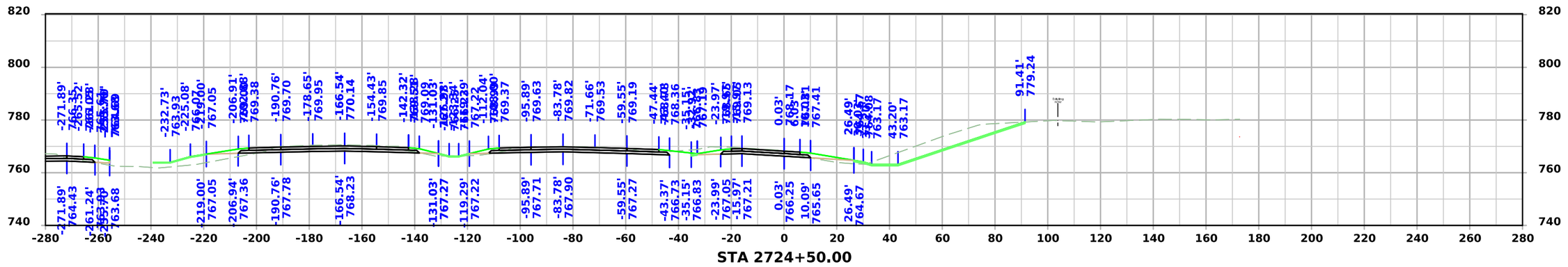


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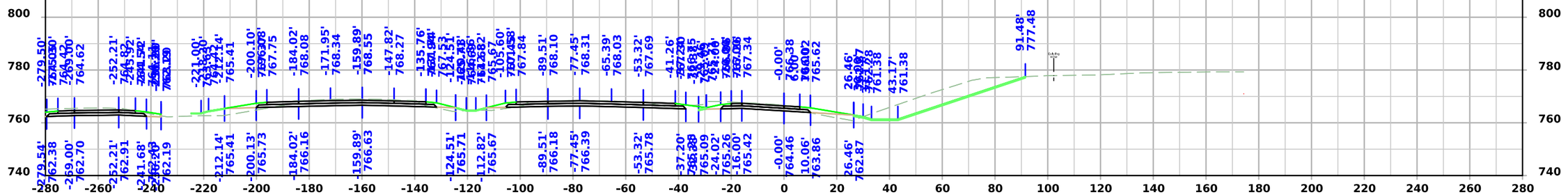
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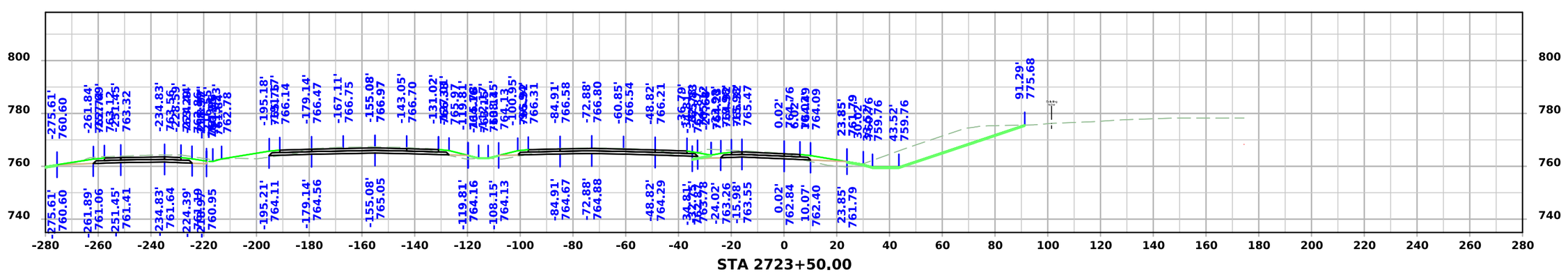
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STA 2724+50.00



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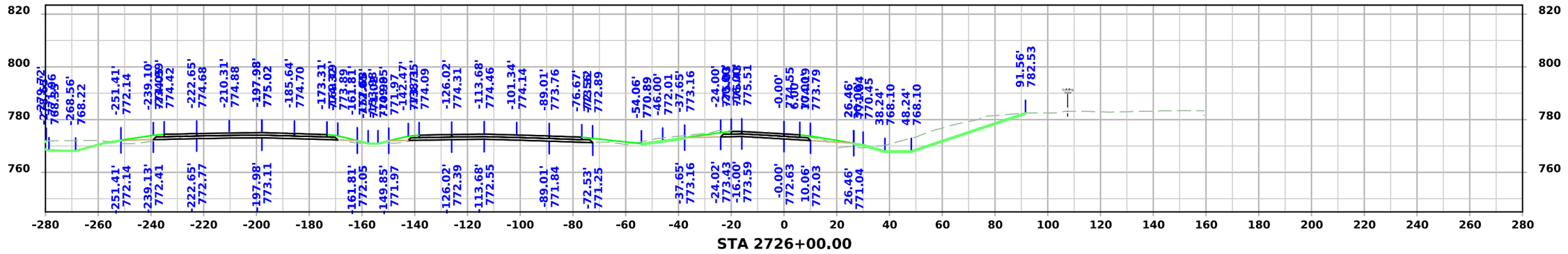


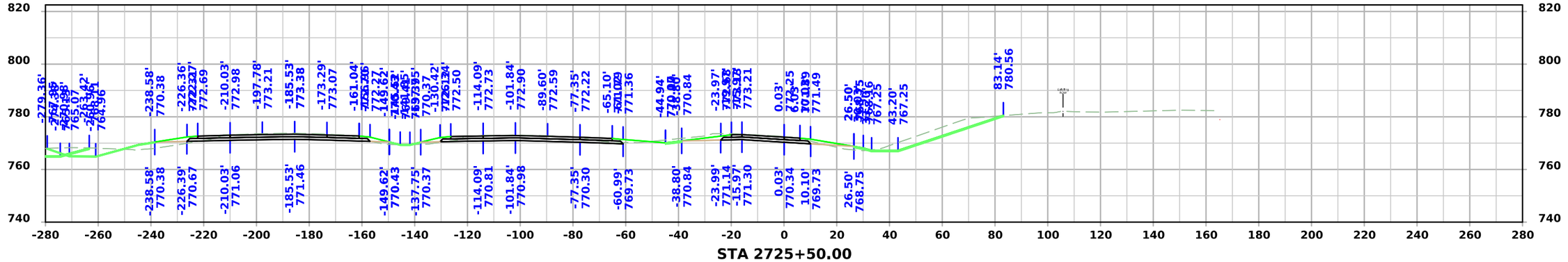
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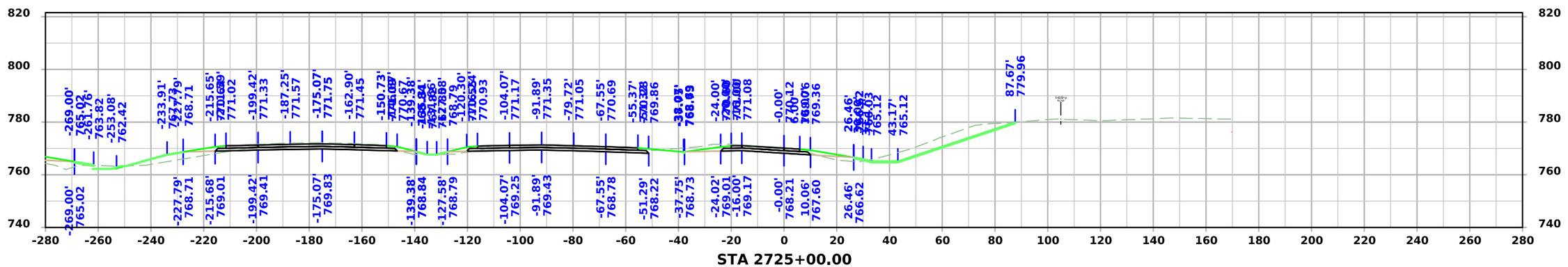
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Ramp B



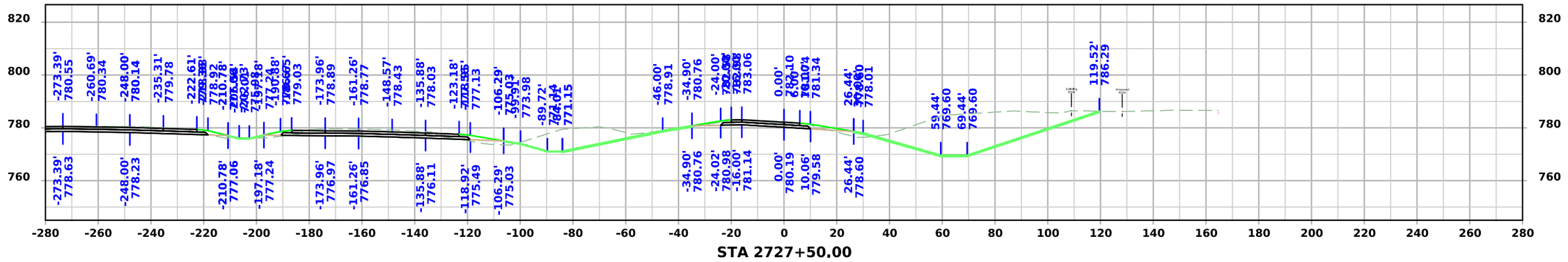




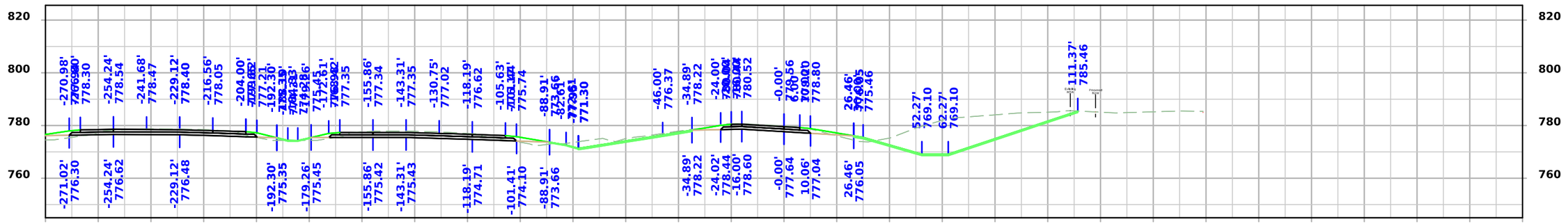
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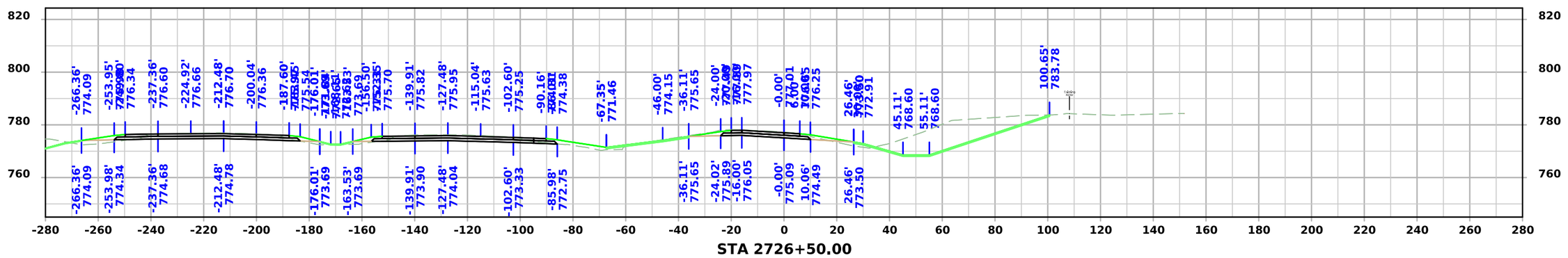
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STA 2727+50.00



STA 2727+00.00

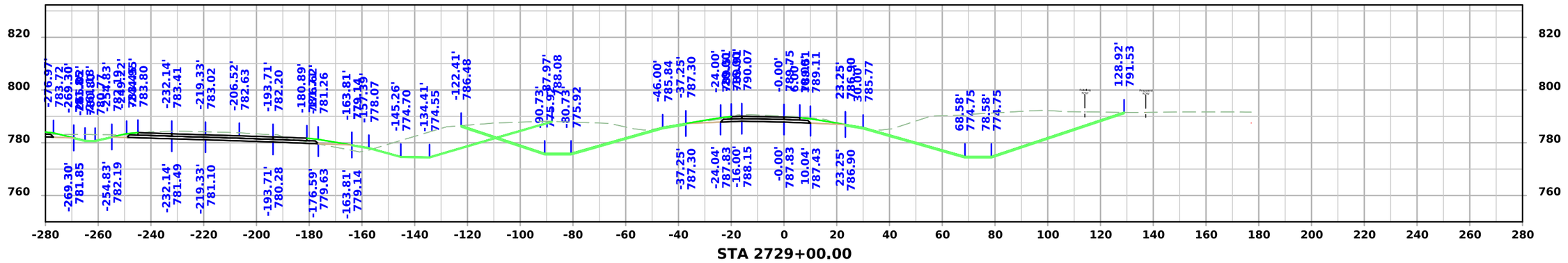


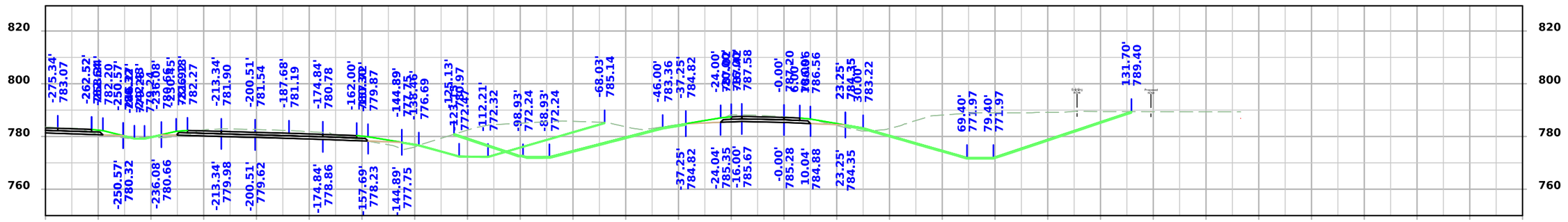
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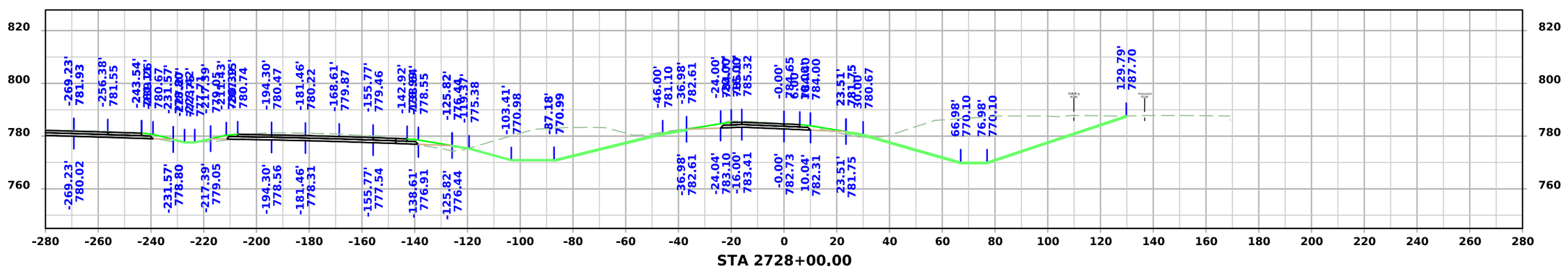
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Ramp B



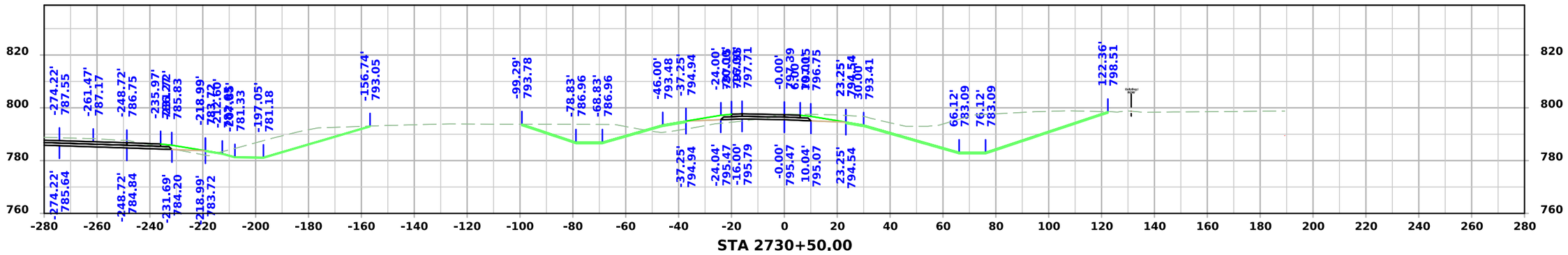


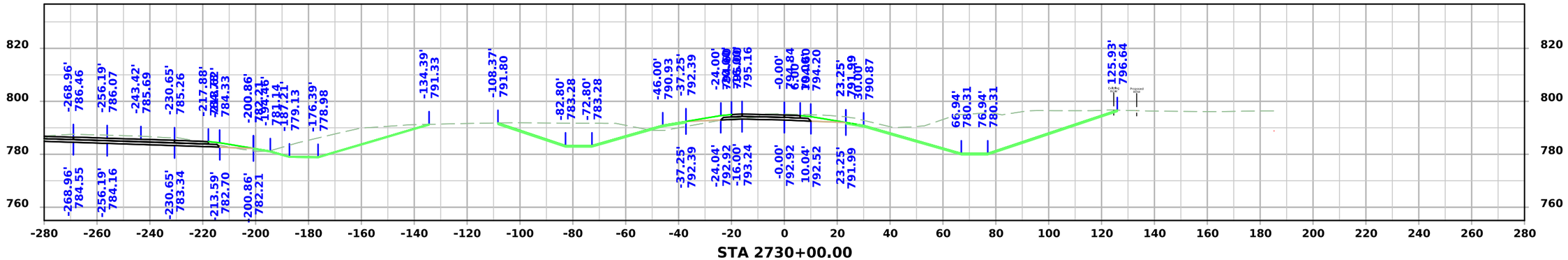


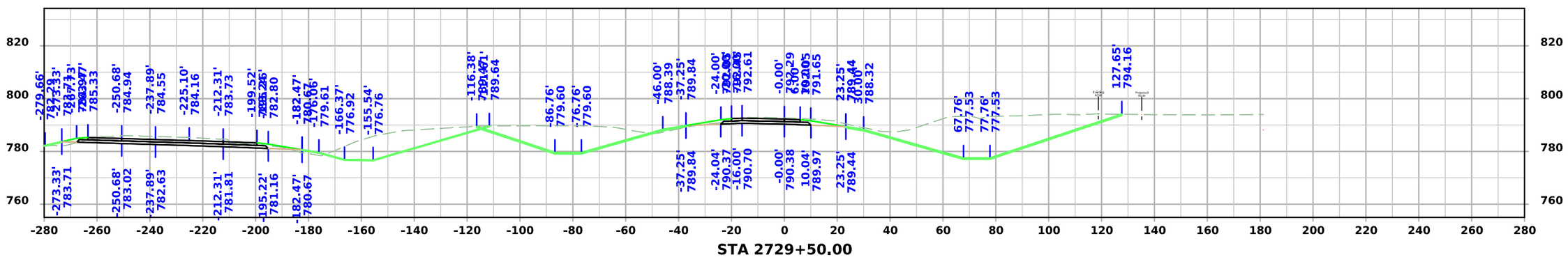
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Ramp B



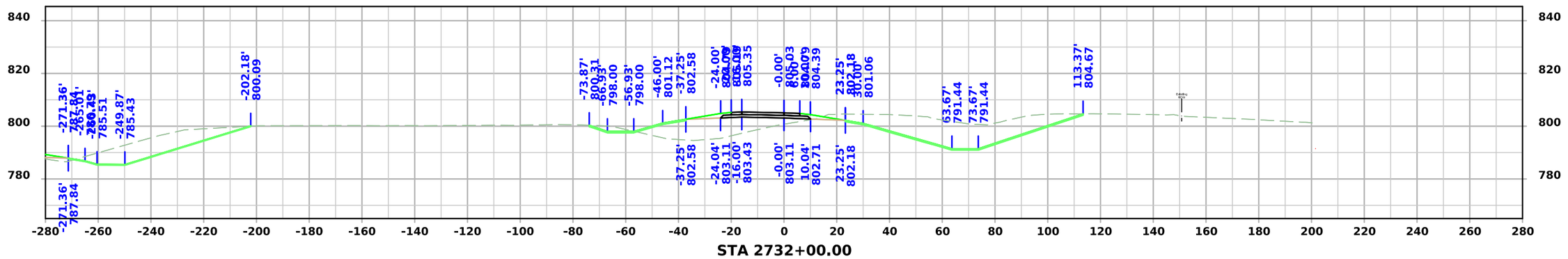


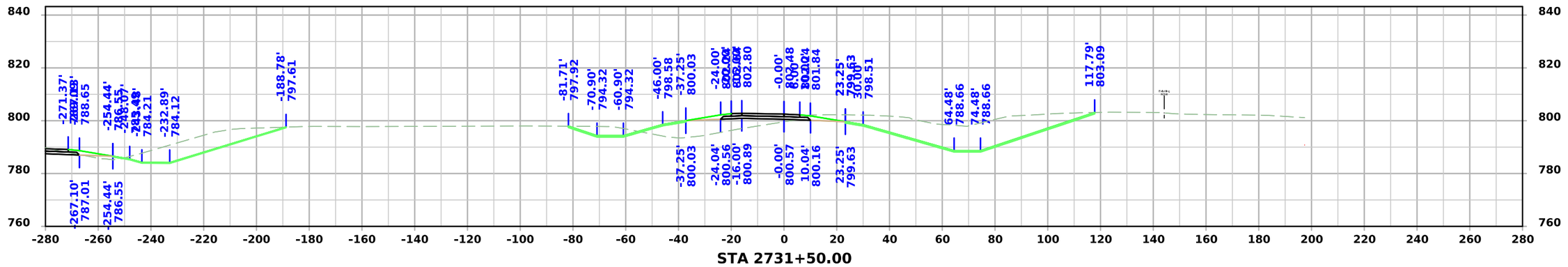


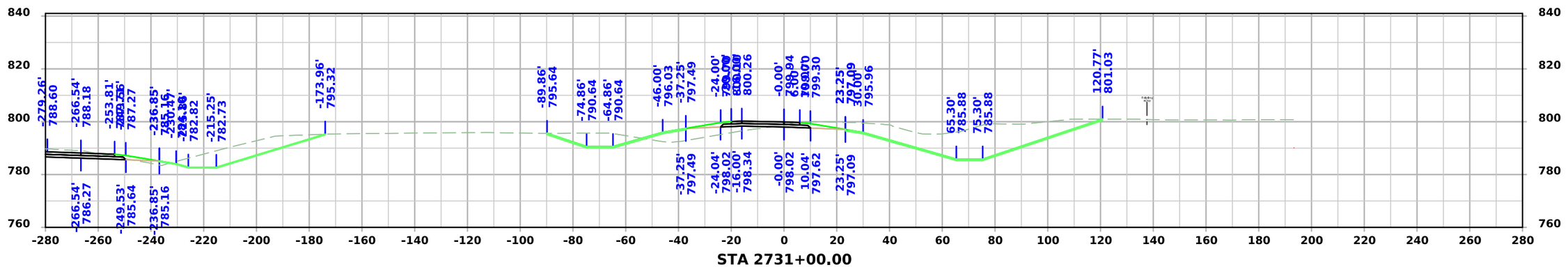
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Ramp B

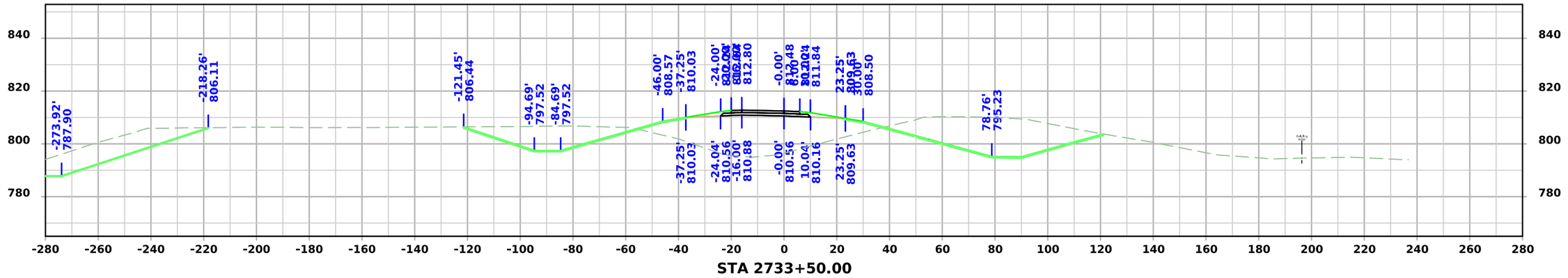




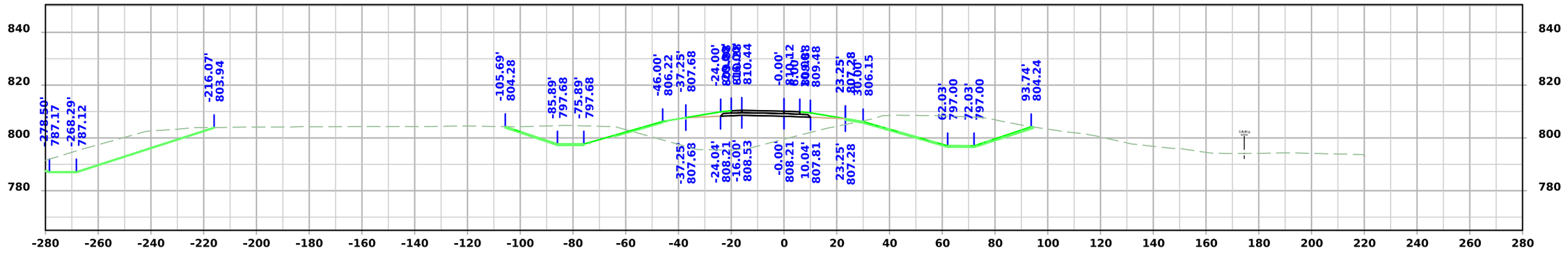


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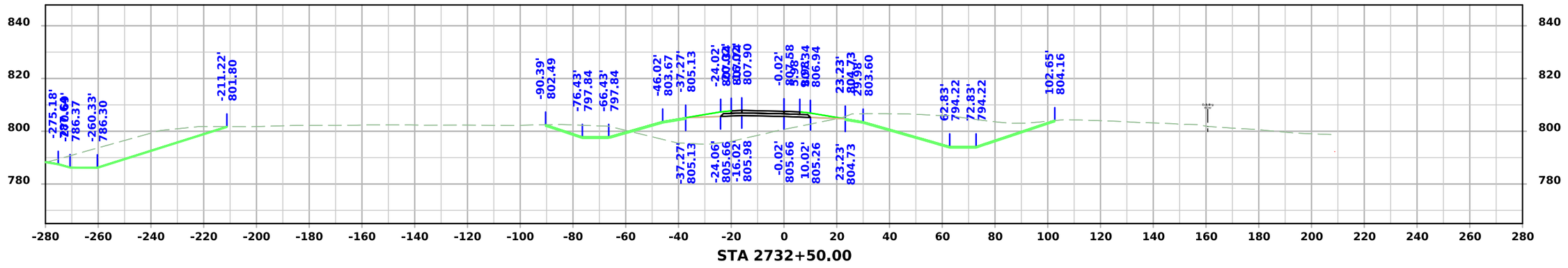
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STA 2733+50.00



STA 2733+00.00

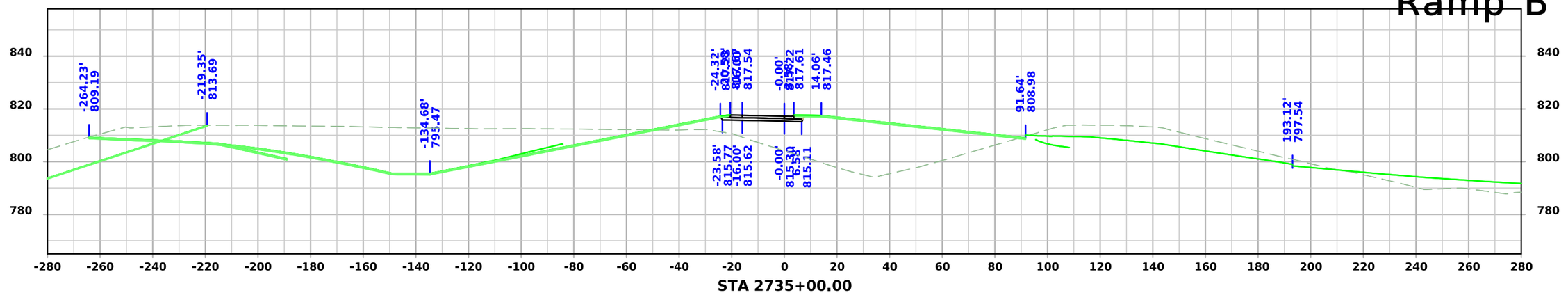


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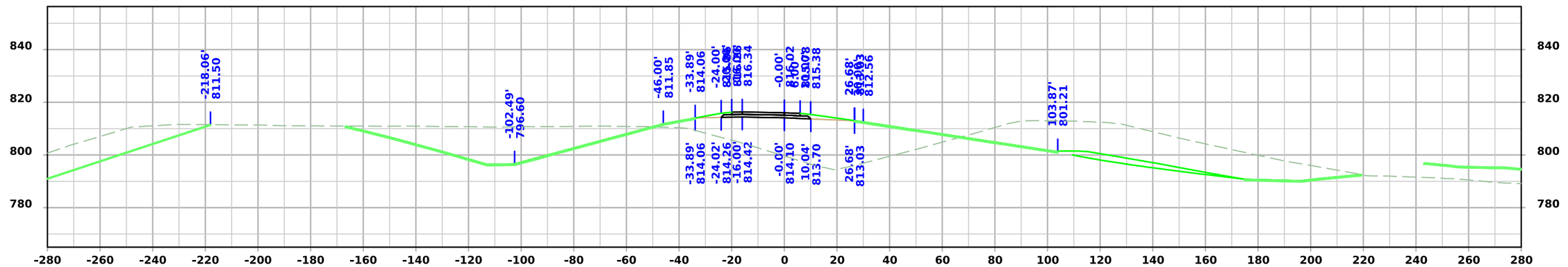
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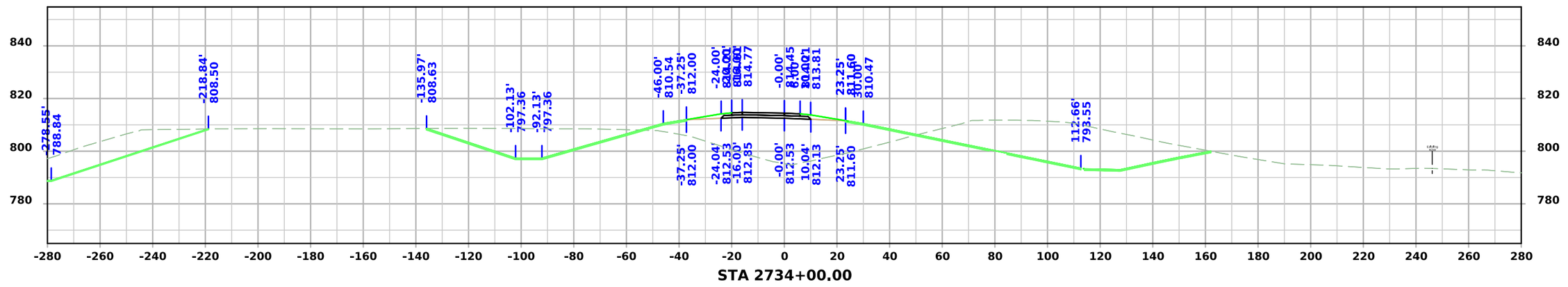
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STA 2735+00.00



STA 2734+50.00

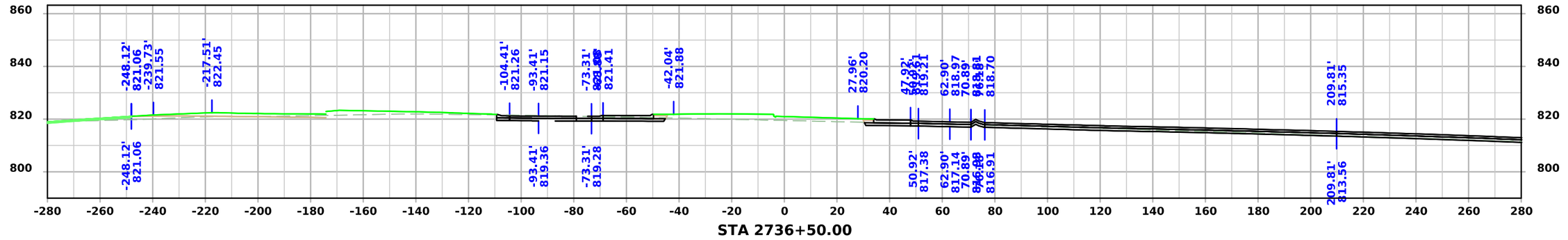


STA 2734+00.00

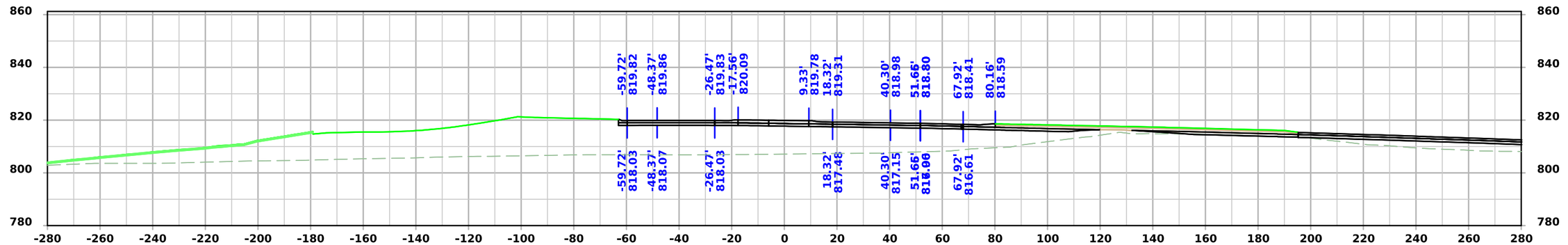
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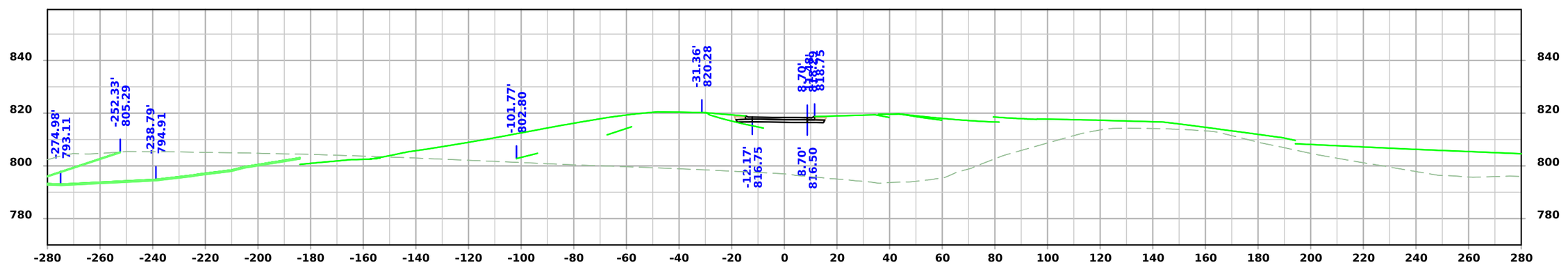
Ramp B



STA 2736+50.00



STA 2736+00.00

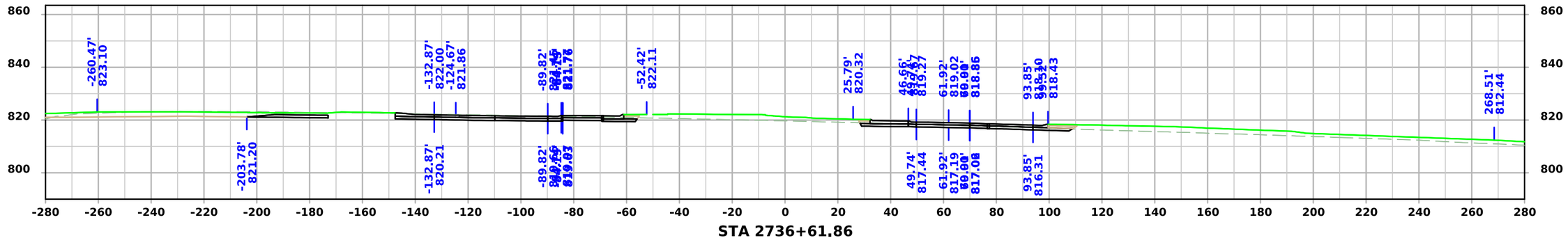


STA 2735+50.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.16

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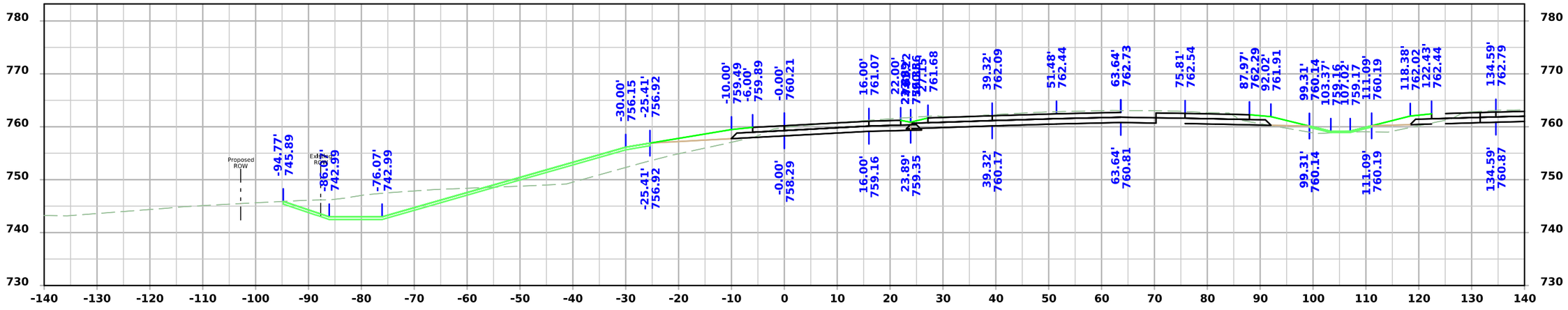
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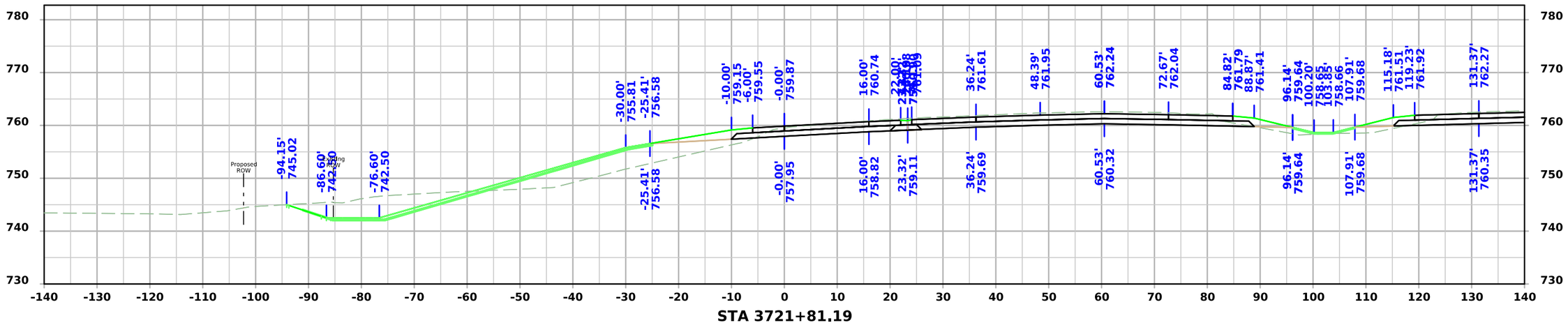
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Ramp C



STA 3722+00.00

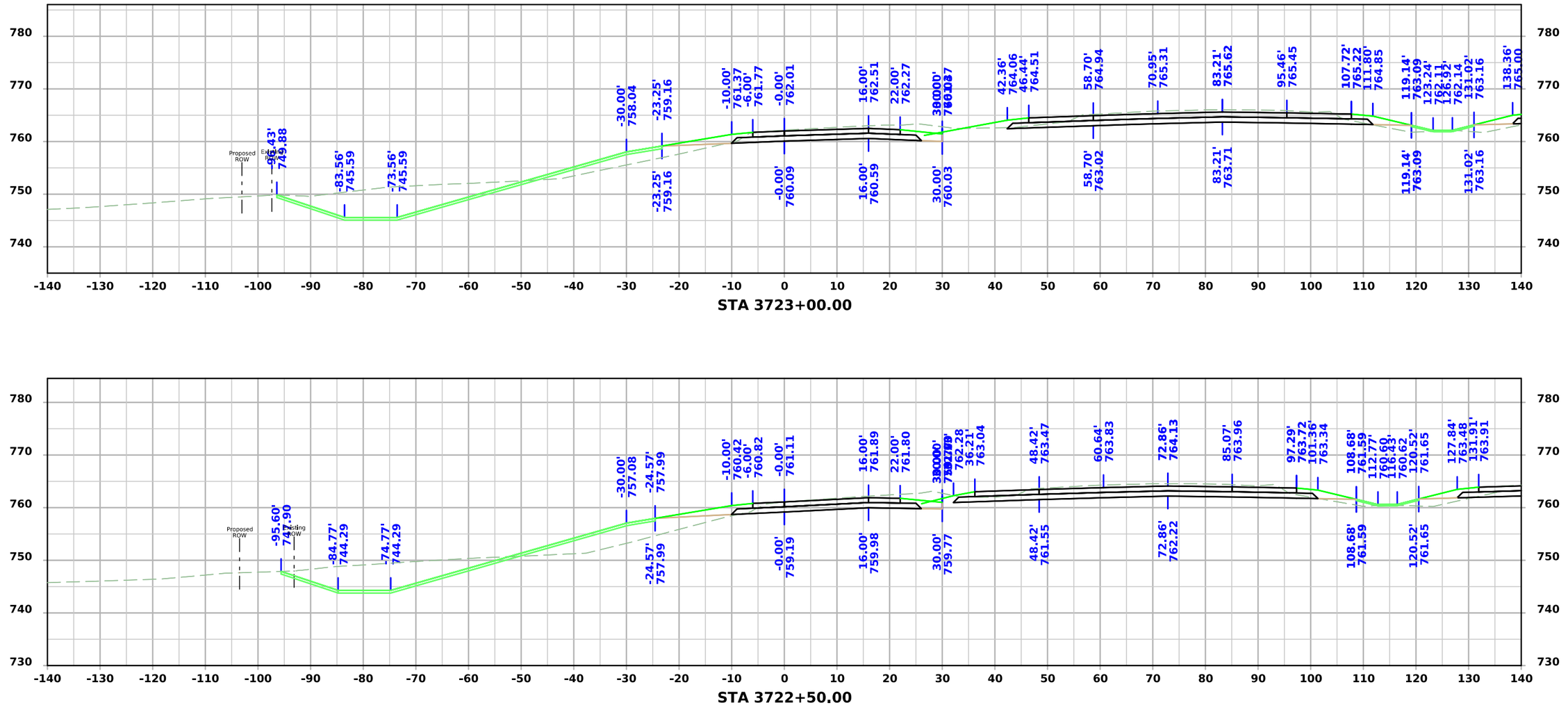


STA 3721+81.19

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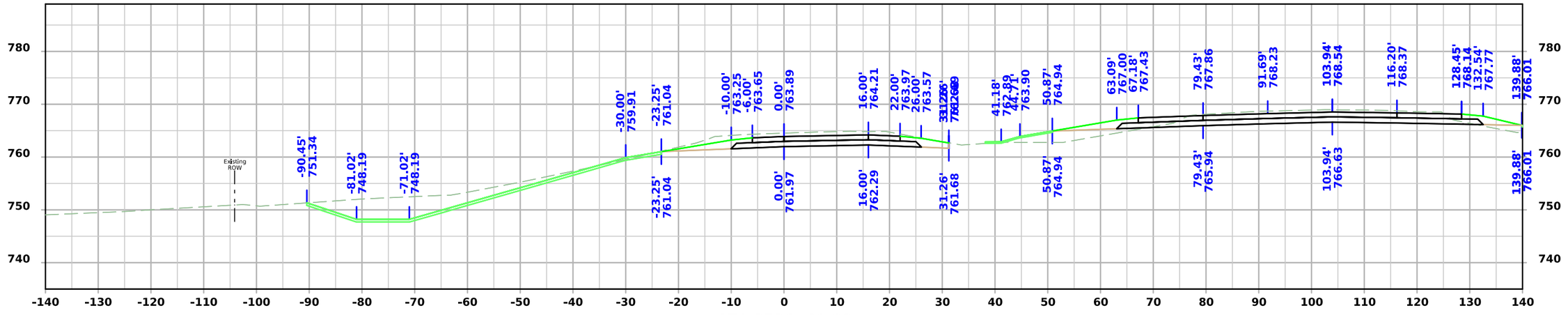
Ramp C



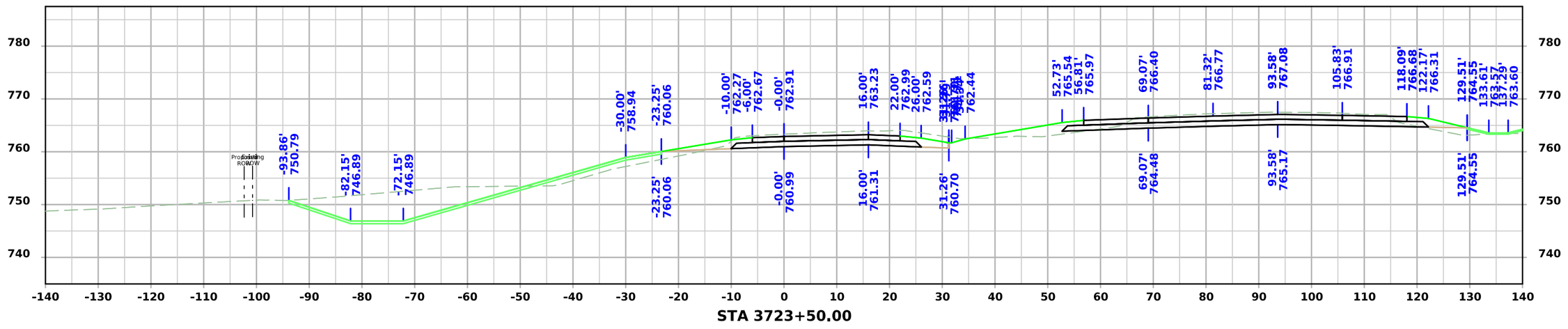
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Ramp C



STA 3724+00.00

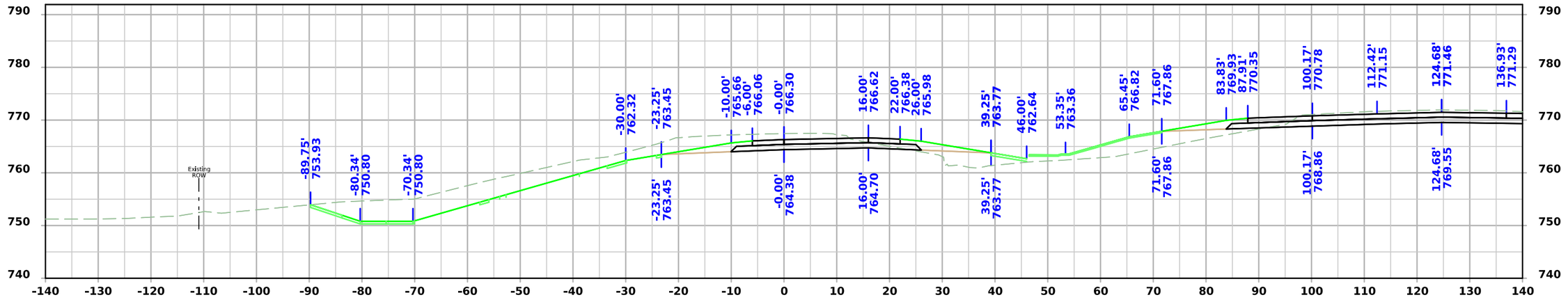


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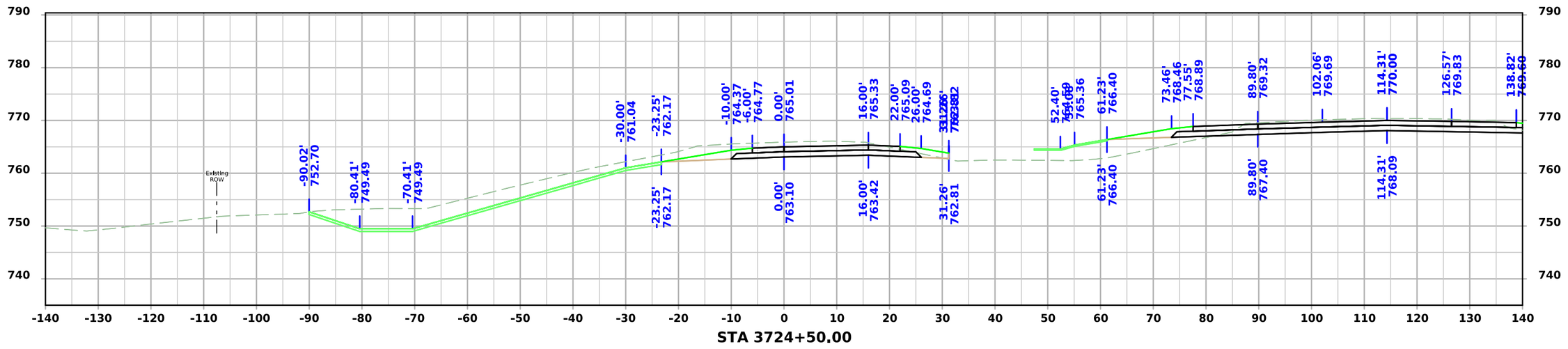
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Ramp C



STA 3725+00.00

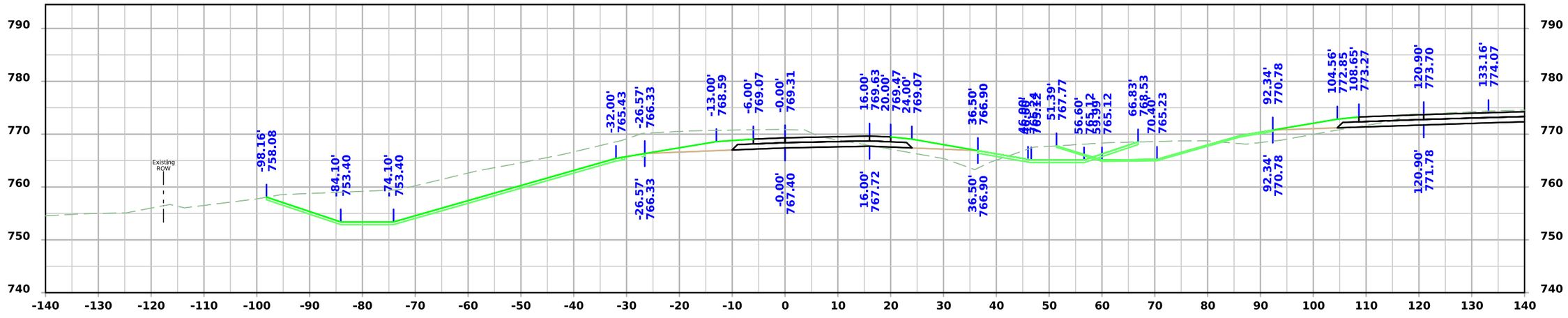


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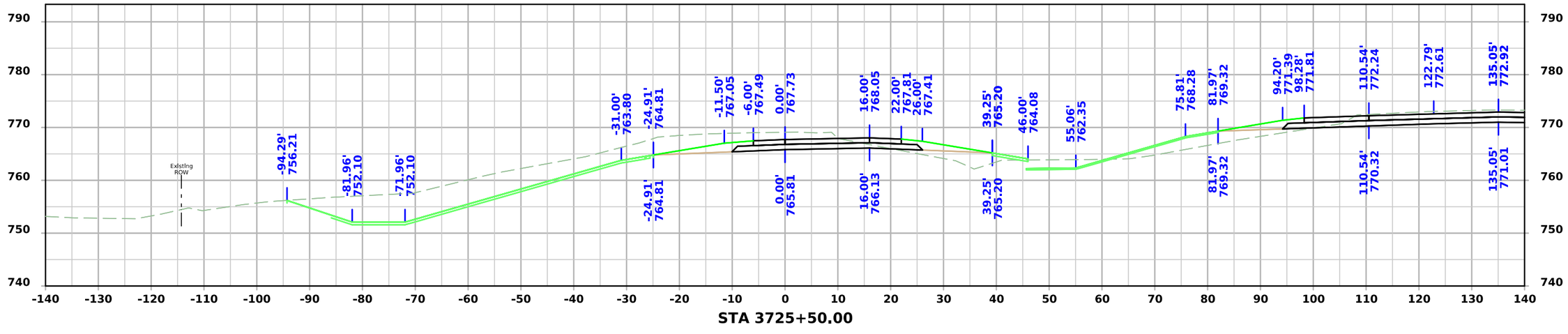
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Ramp C



STA 3726+00.00

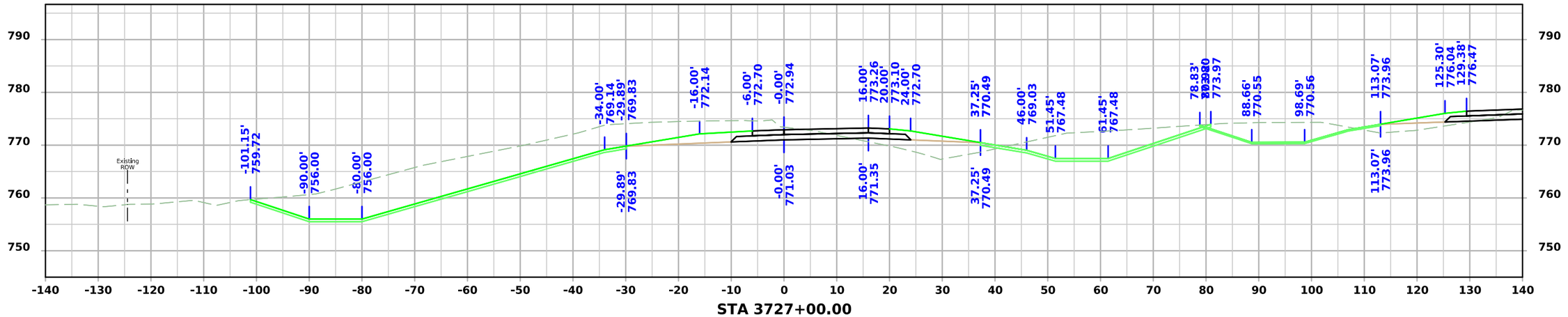


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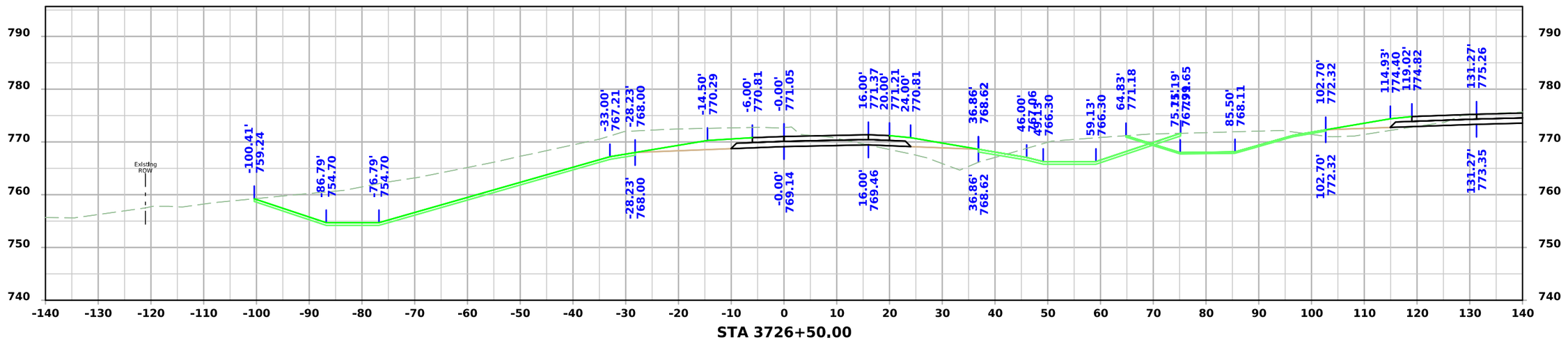
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Ramp C



STA 3727+00.00

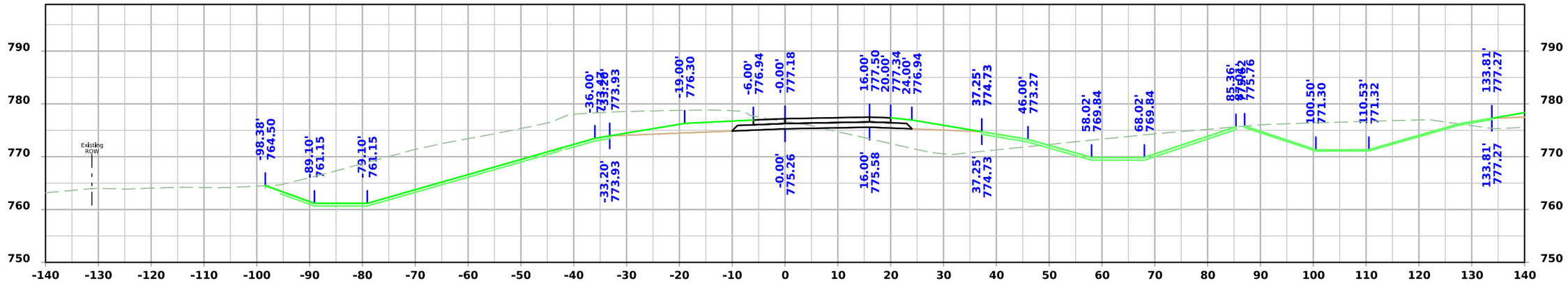


STA 3726+50.00

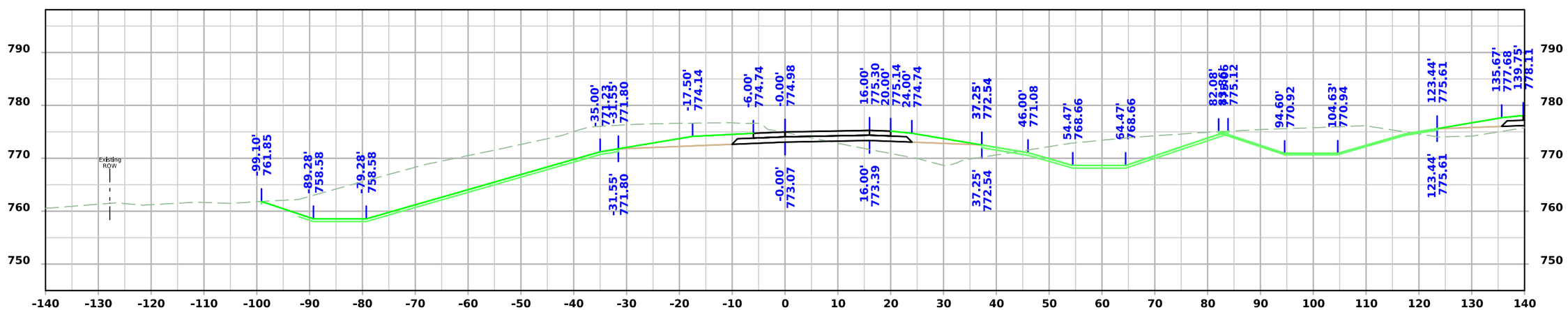
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Ramp C



STA 3728+00.00

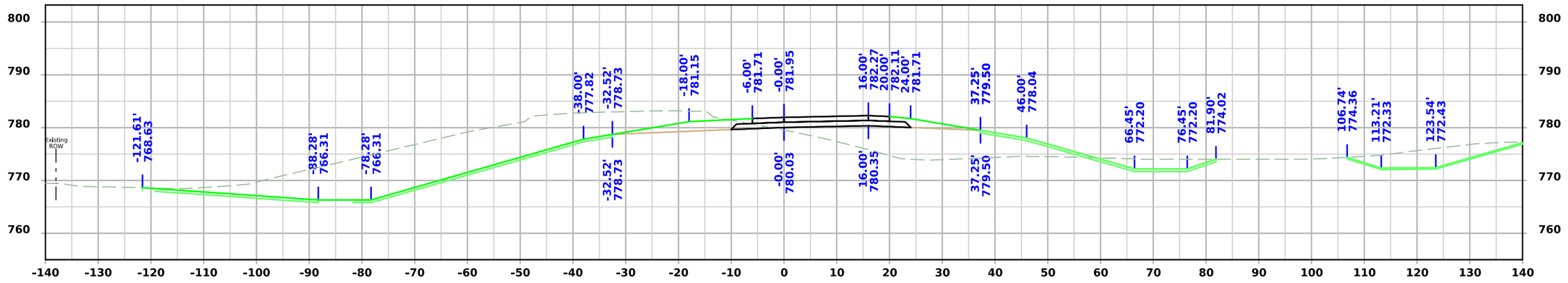


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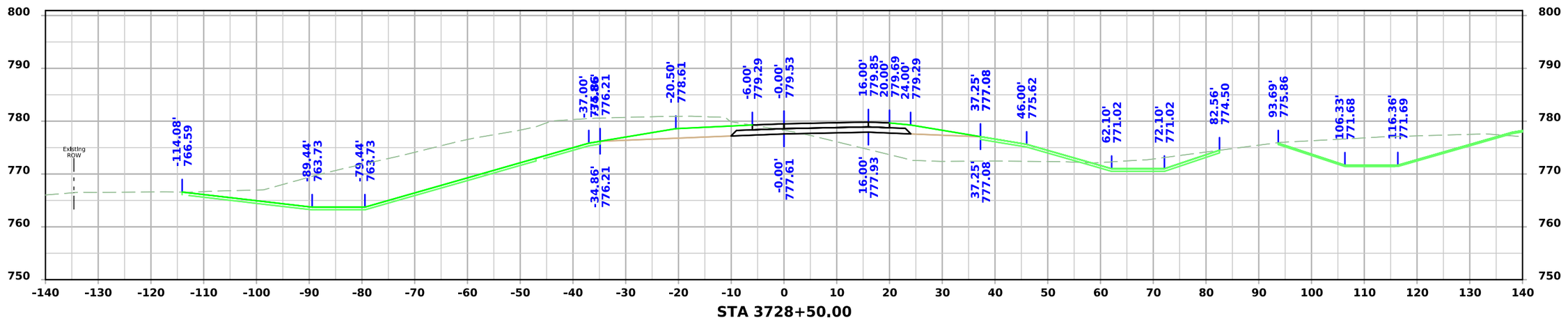
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10:08:23 AM 9/24/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_Y18.dgn

Ramp C



STA 3729+00.00

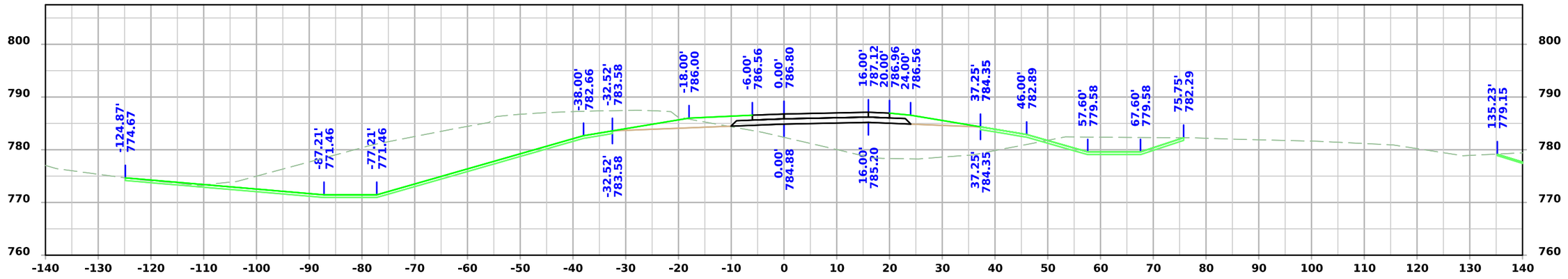


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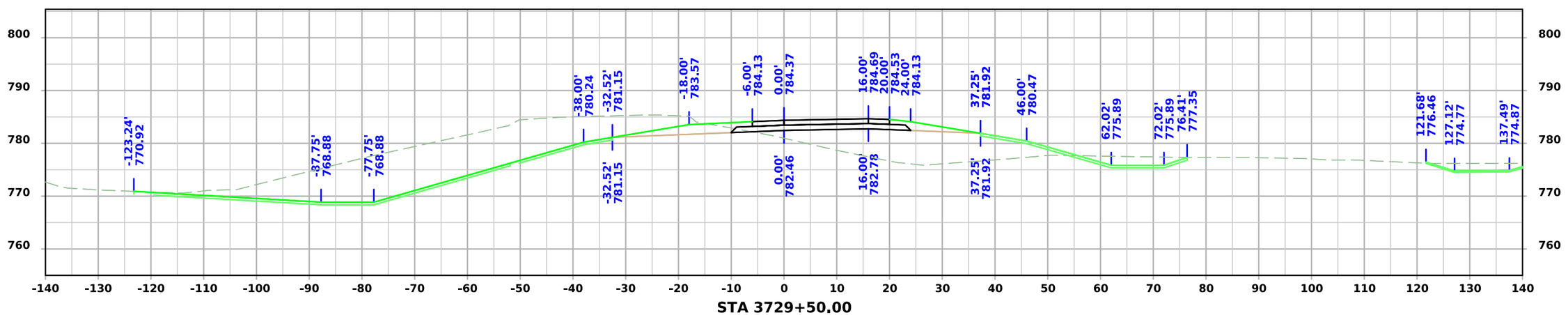
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Ramp C



STA 3730+00.00

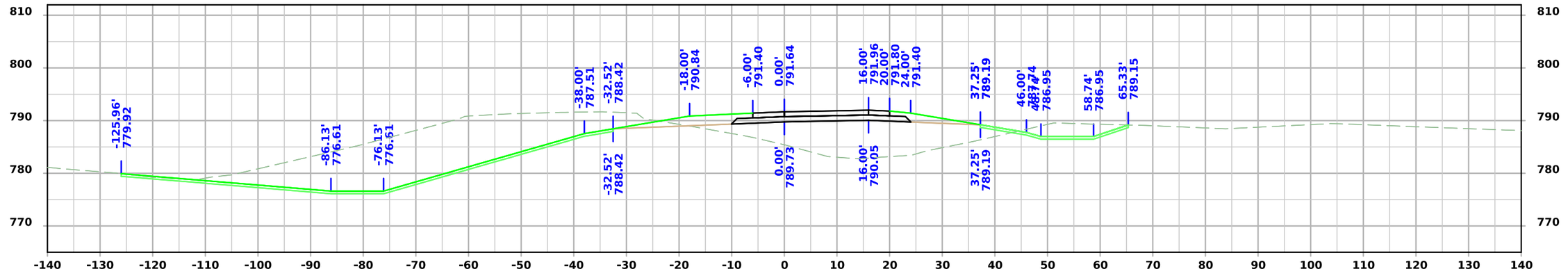


STA 3729+50.00

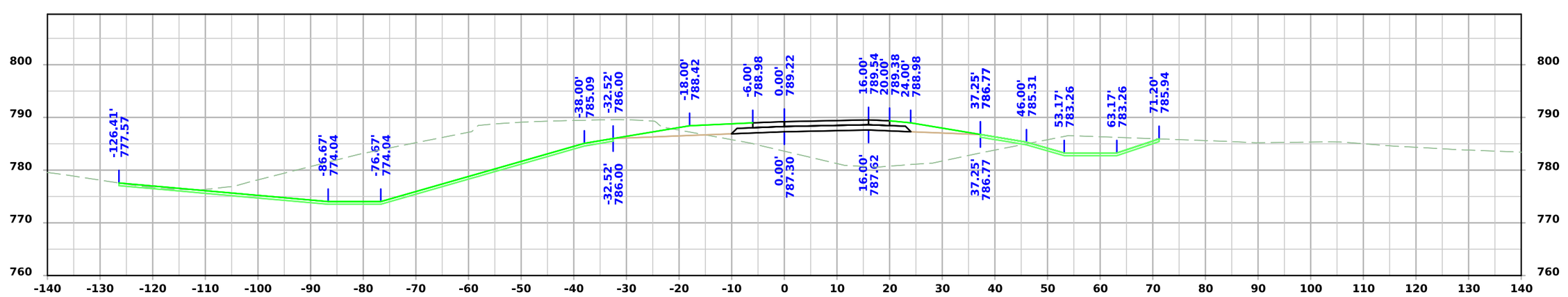
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10:08:27 AM 9/24/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_Y18.dgn

Ramp C



STA 3731+00.00

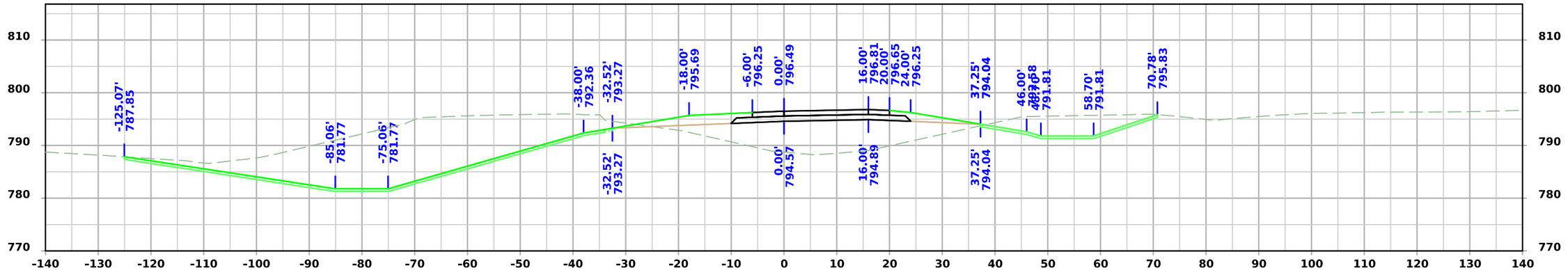


STA 3730+50.00

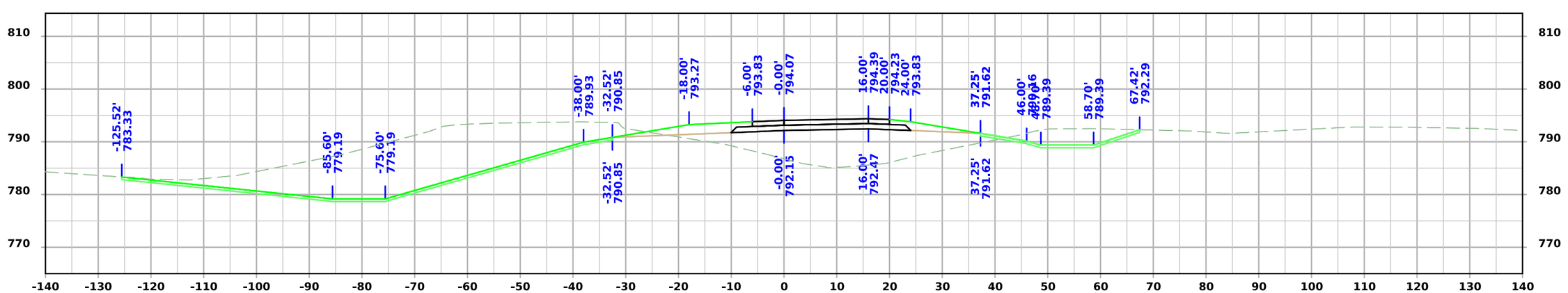
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Ramp C



STA 3732+00.00

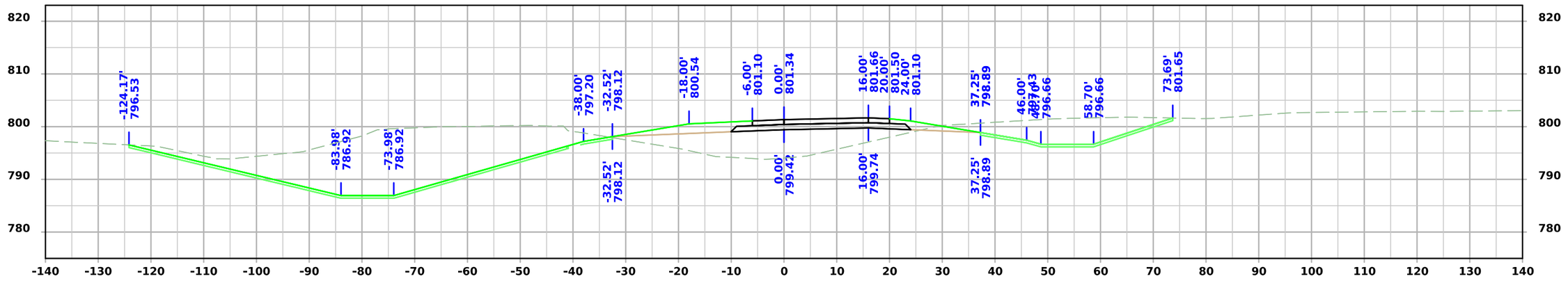


STA 3731+50.00

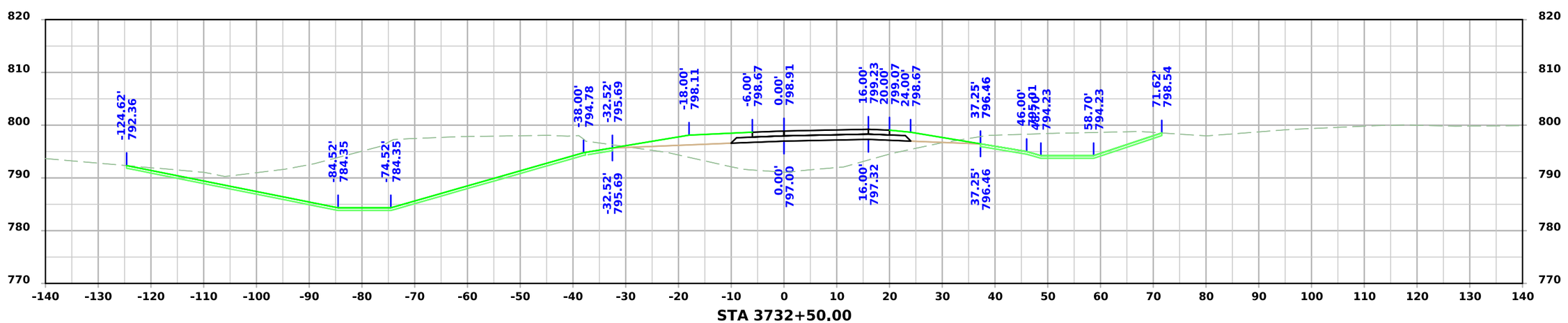
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Ramp C



STA 3733+00.00

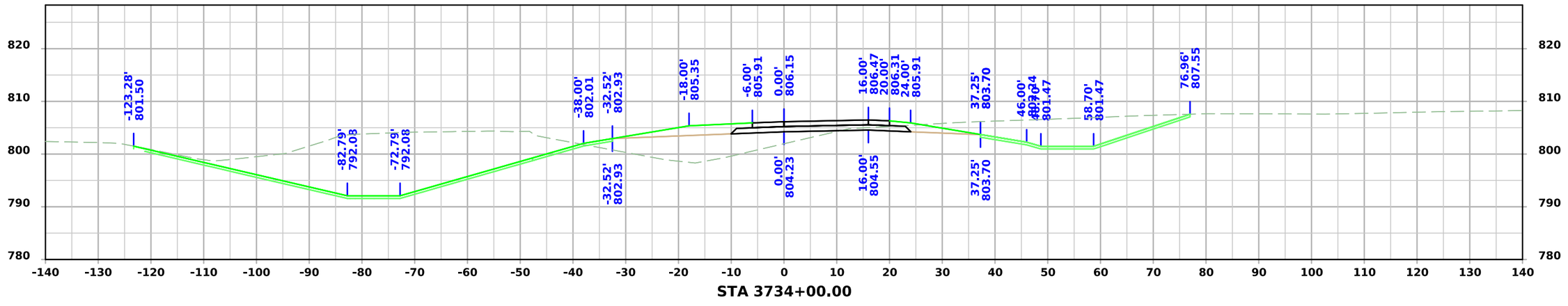


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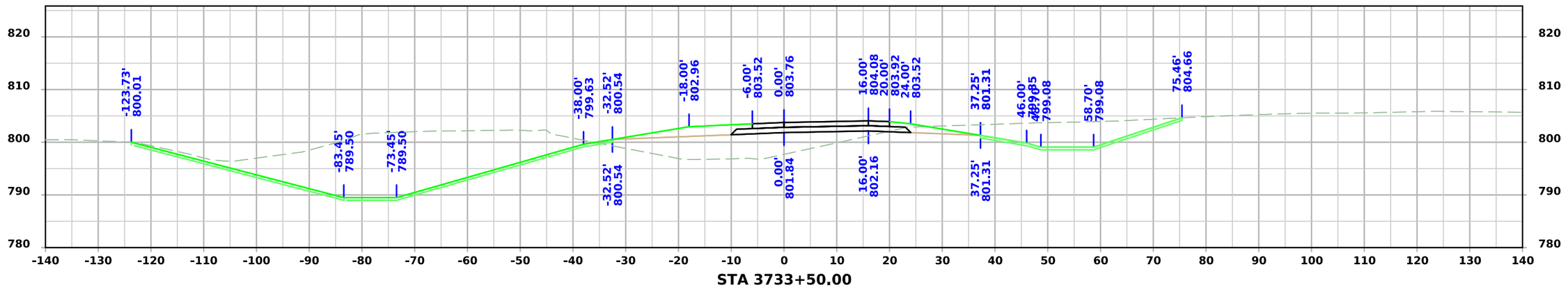
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Ramp C



STA 3734+00.00

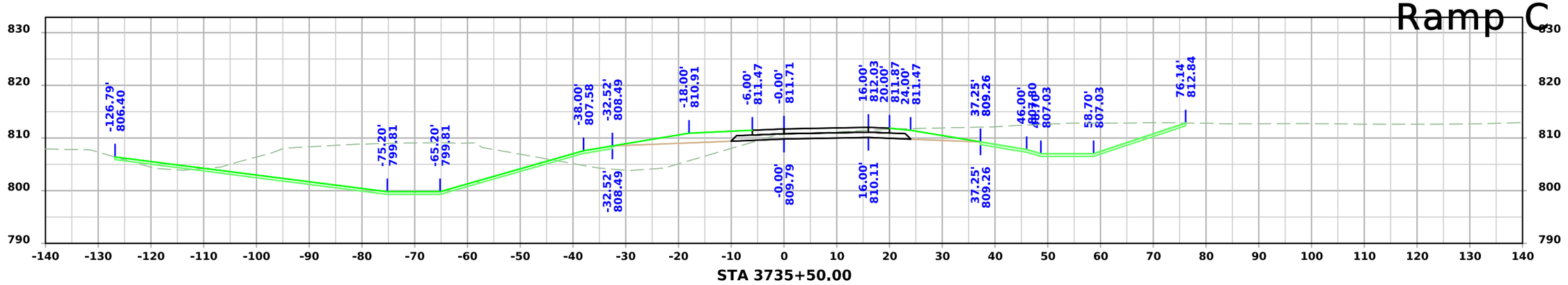


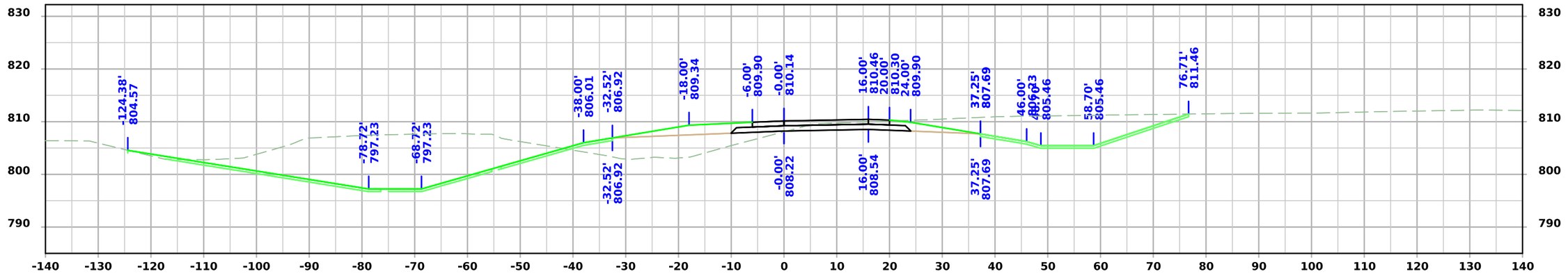
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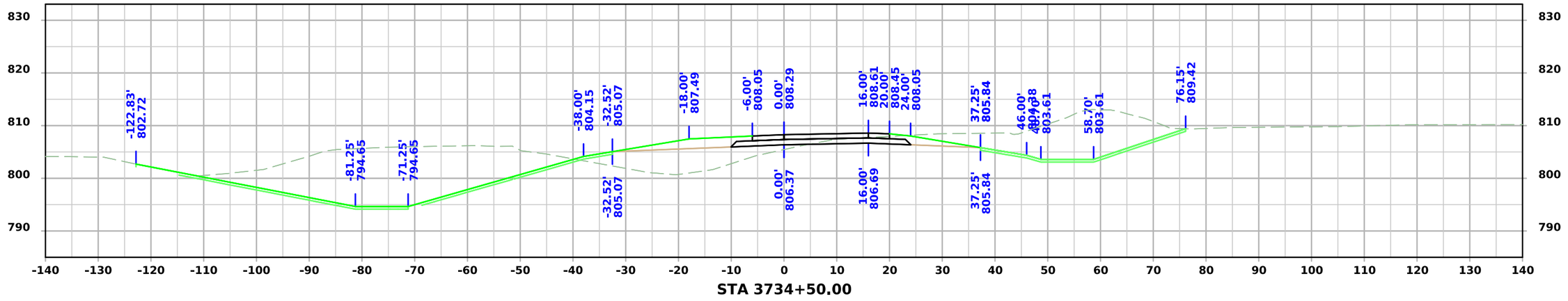
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10:08:35 AM 9/24/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_Y18.dgn

Ramp C



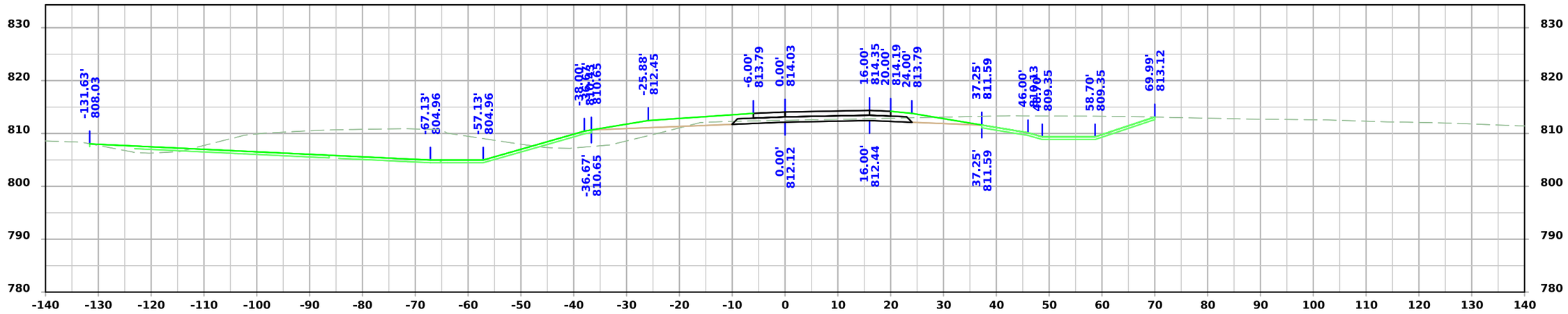




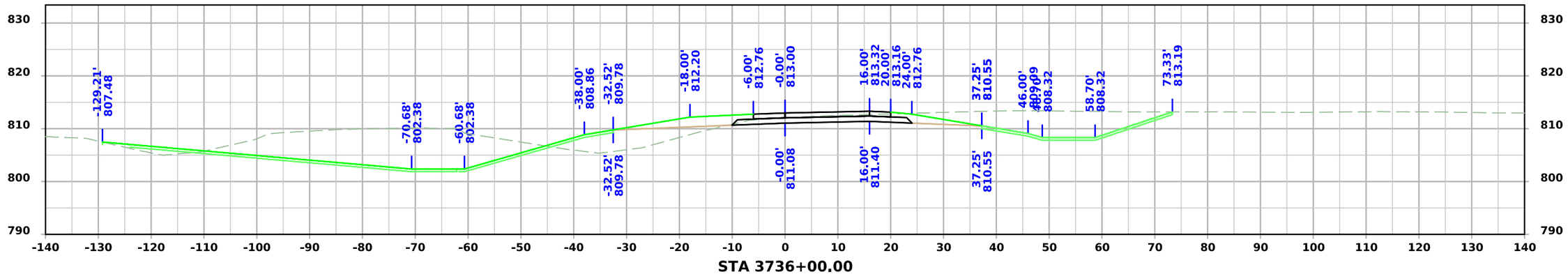
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10:08:37 AM 9/24/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_Y18.dgn

Ramp C



STA 3736+50.00

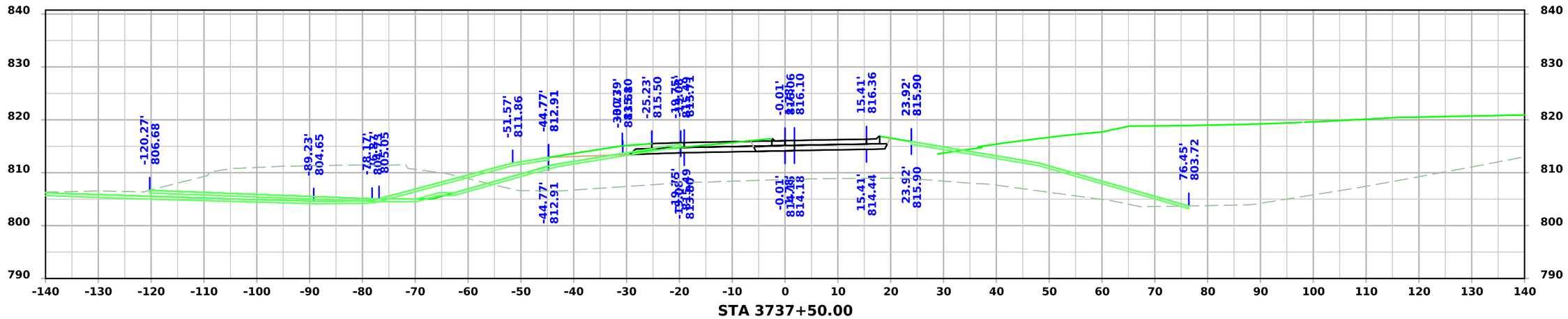


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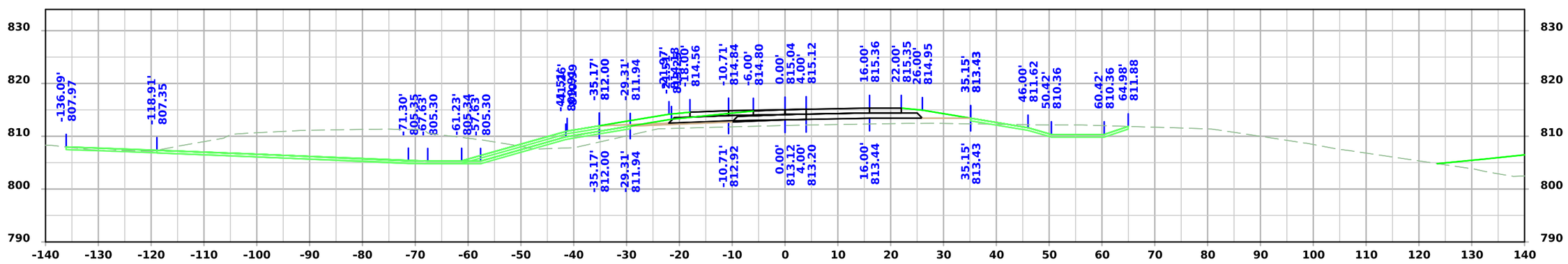
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10:08:39 AM 9/24/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_Y18.dgn

Ramp C



STA 3737+50.00

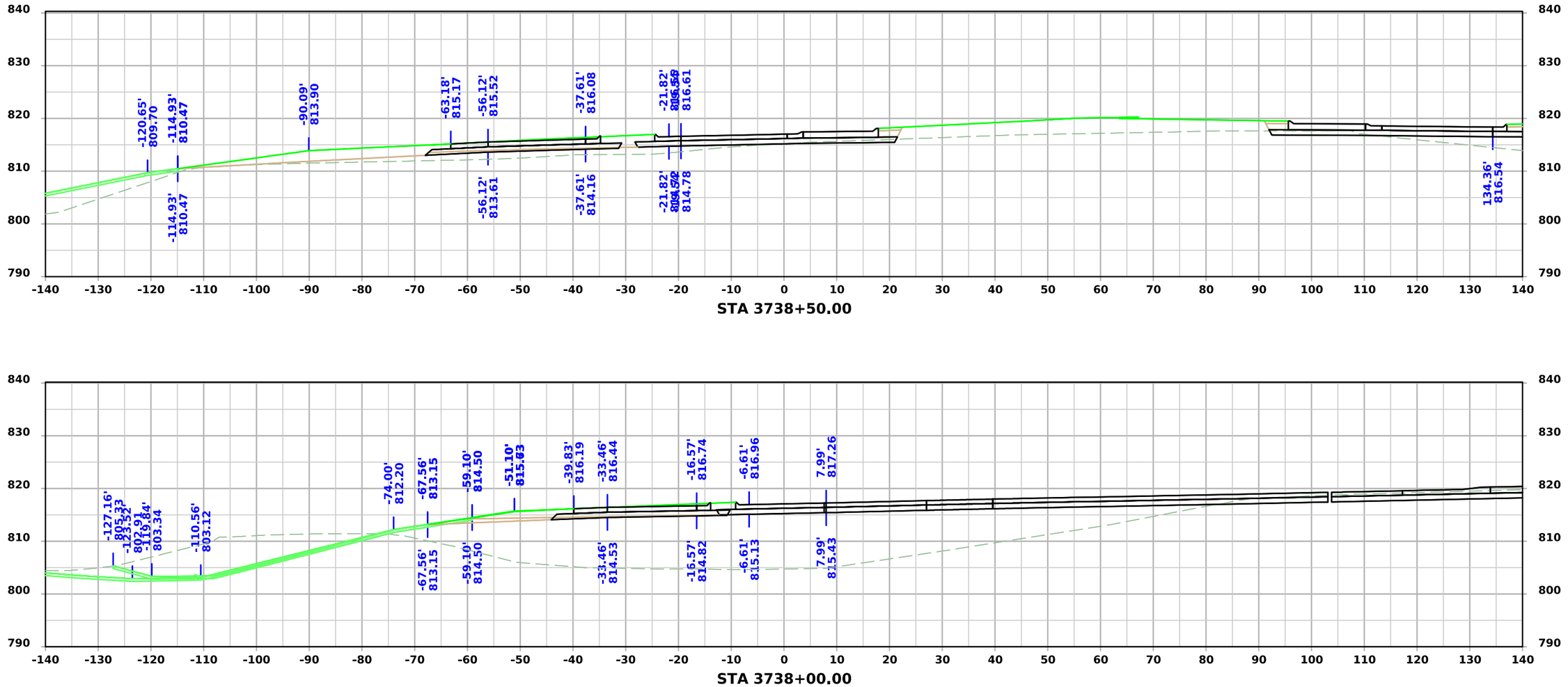


STA 3737+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.33

10:08:41 AM 9/24/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_Y18.dgn

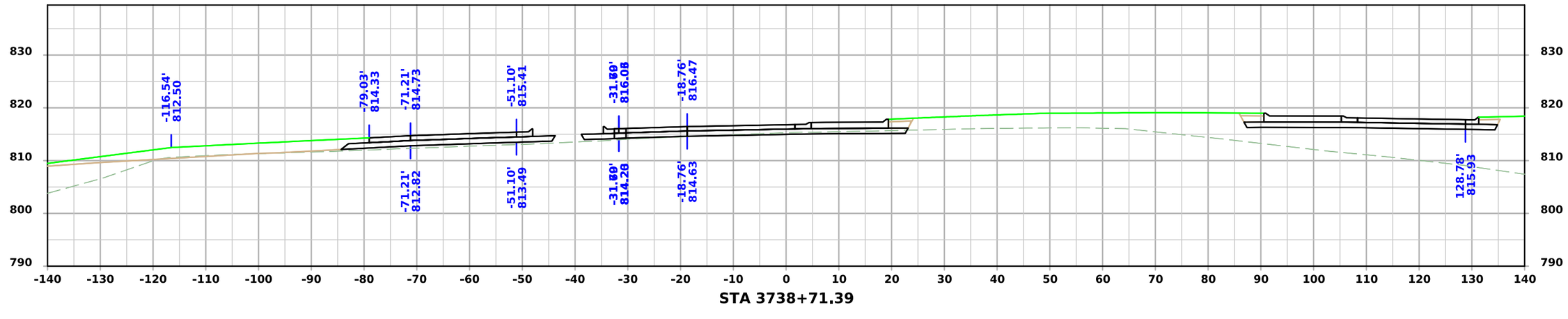
Ramp C



FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.34

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Ramp C

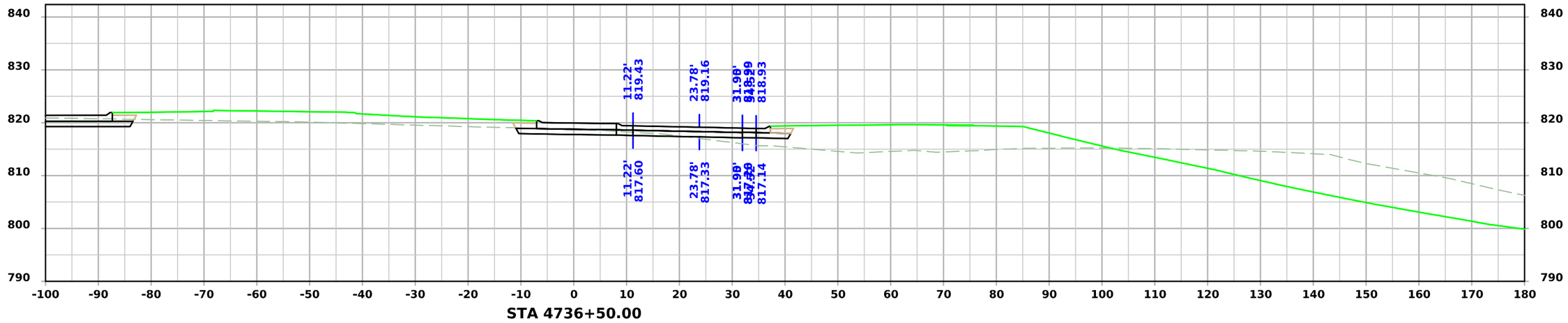


STA 3738+71.39

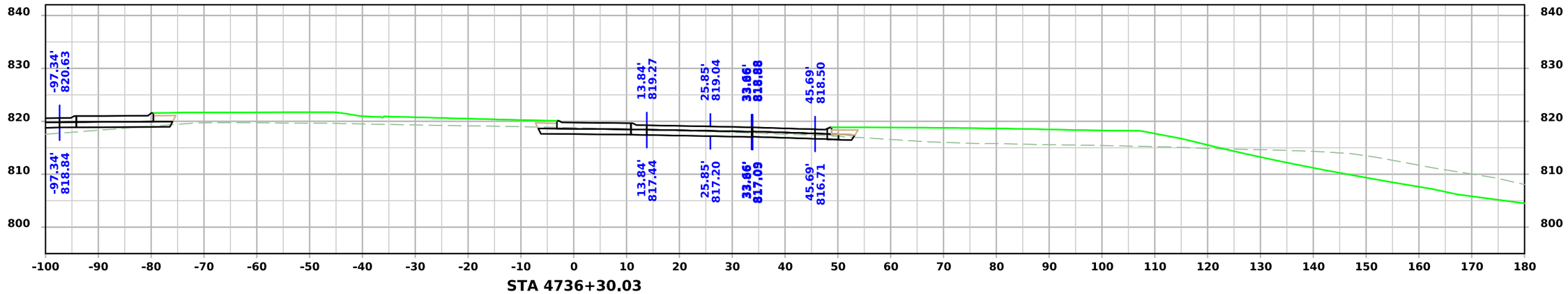
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Ramp D



STA 4736+50.00

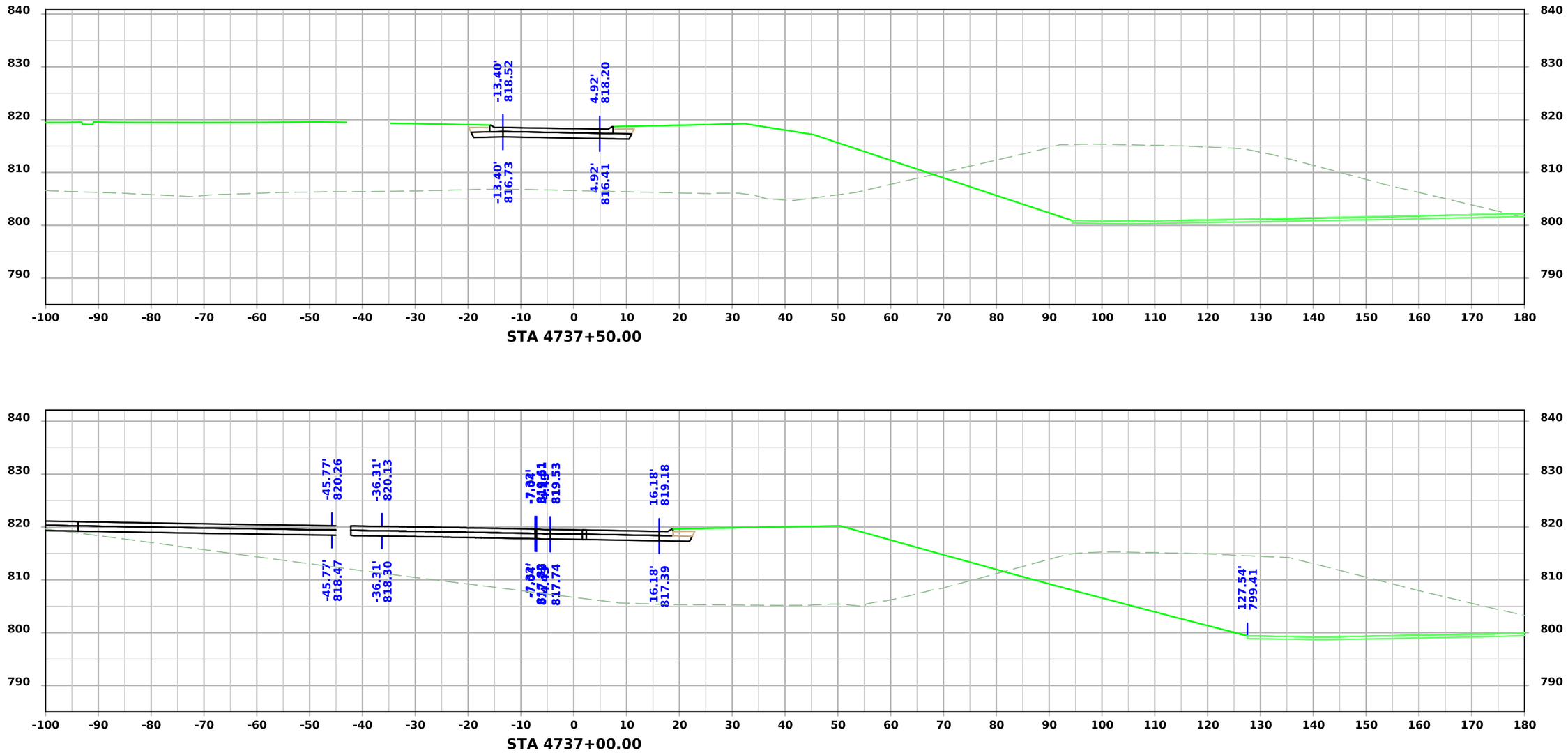


STA 4736+30.03

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.36

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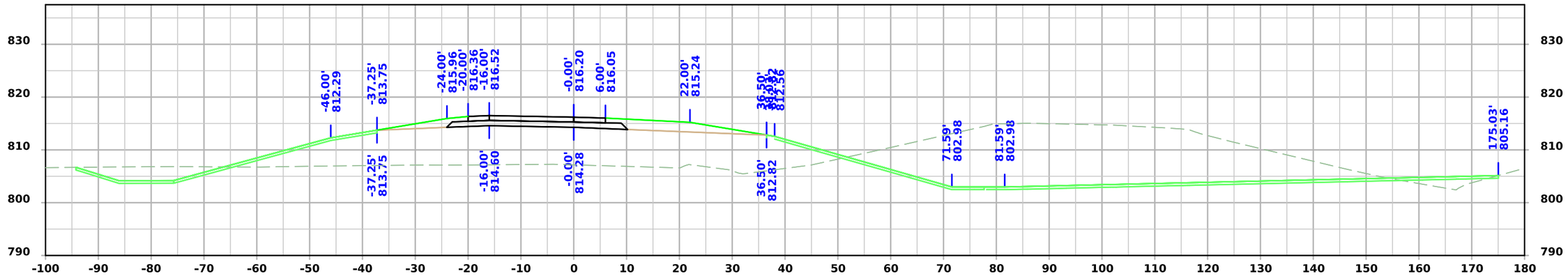
Ramp D



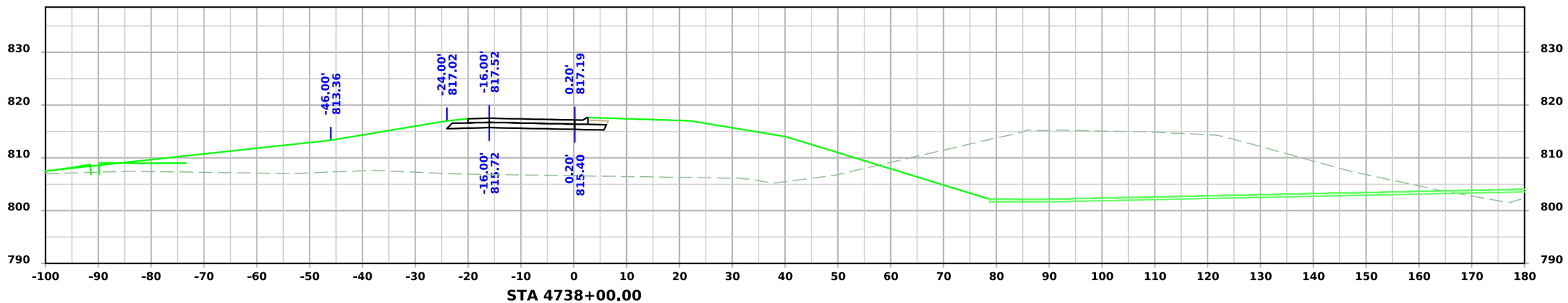
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Ramp D



STA 4738+50.00

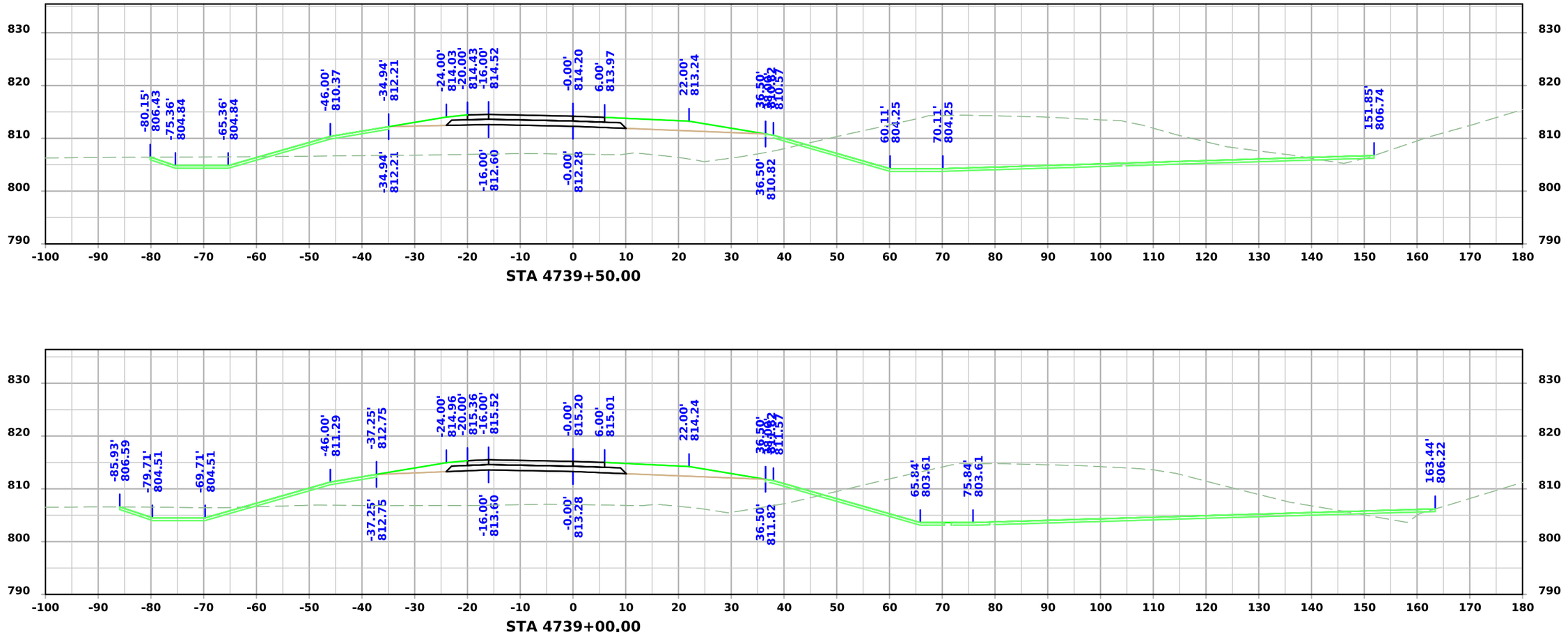


STA 4738+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.38

10:43:48 AM 9/24/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_Y36.dgn

Ramp D



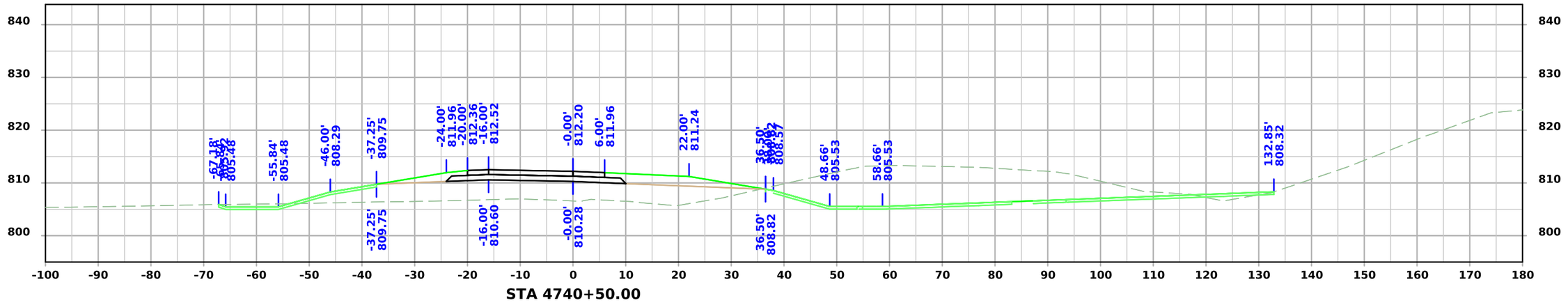
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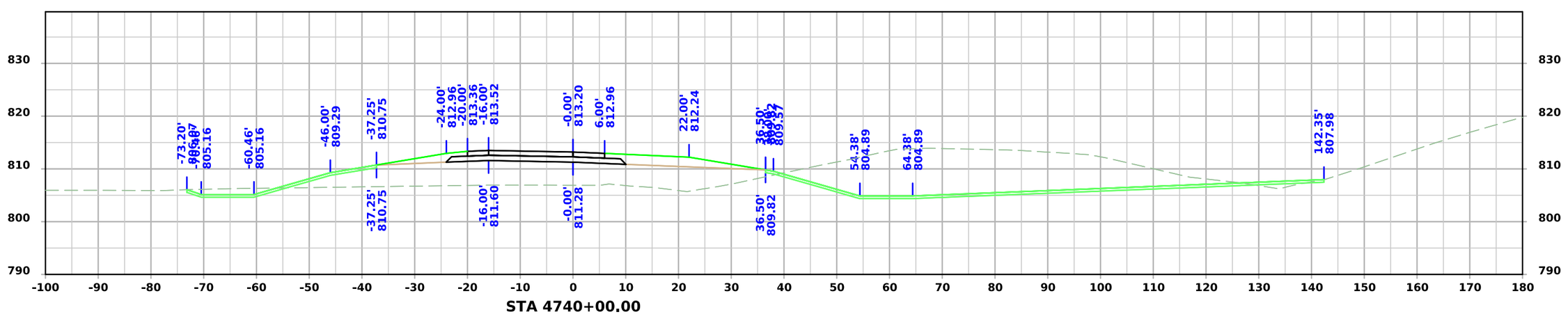
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.39

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Ramp D

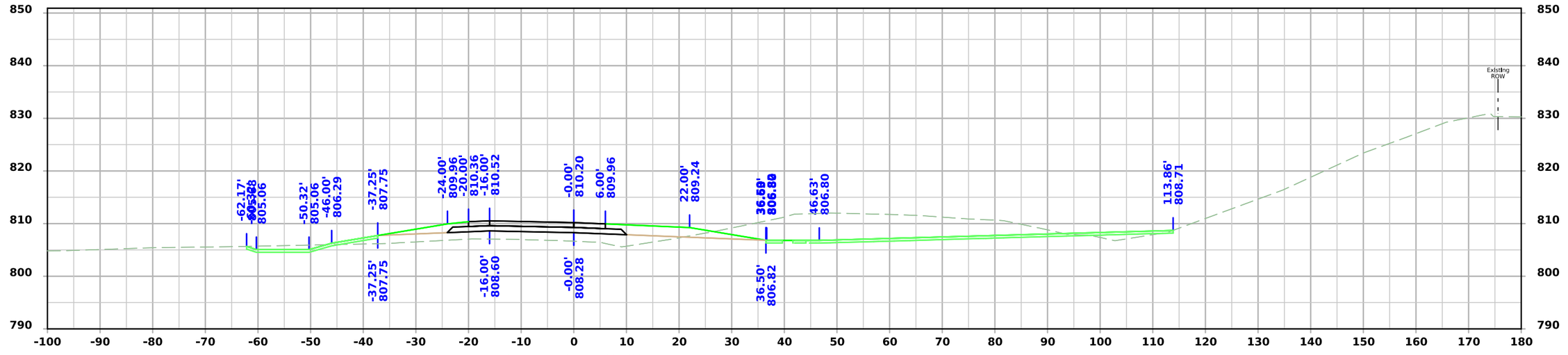




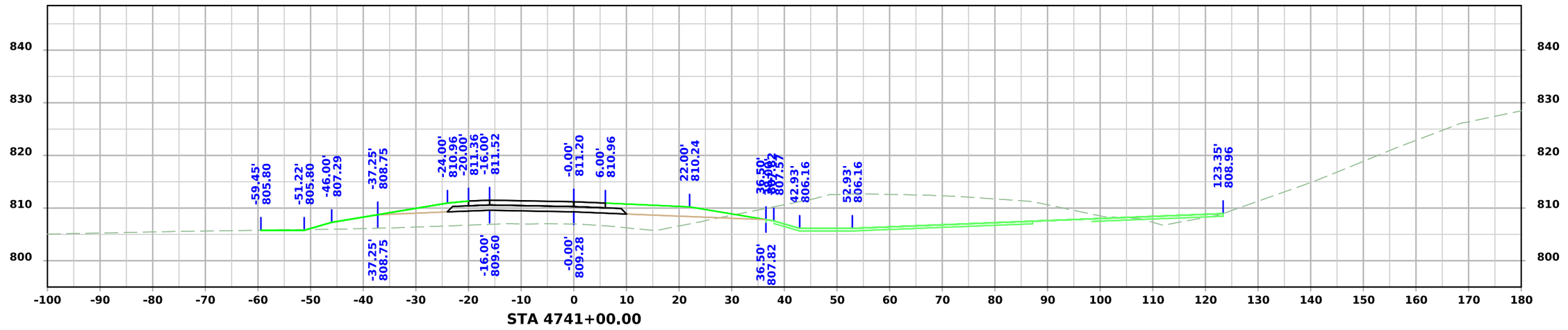
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Ramp D



STA 4741+50.00

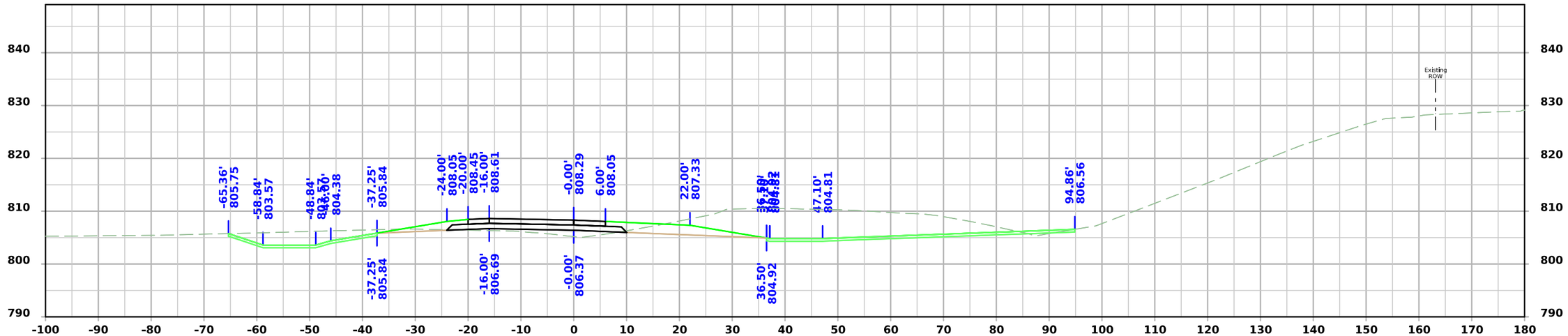


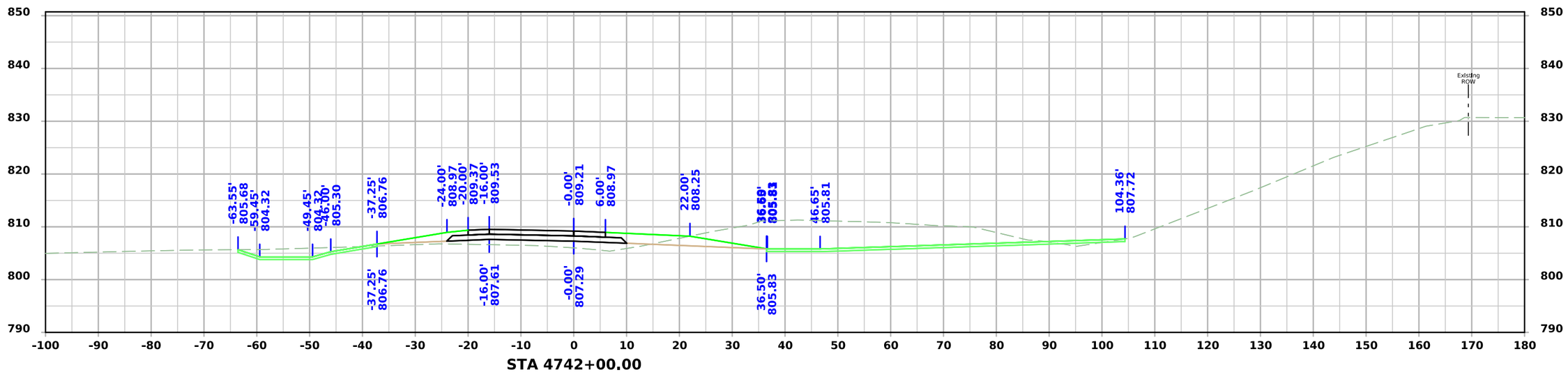
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FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.41

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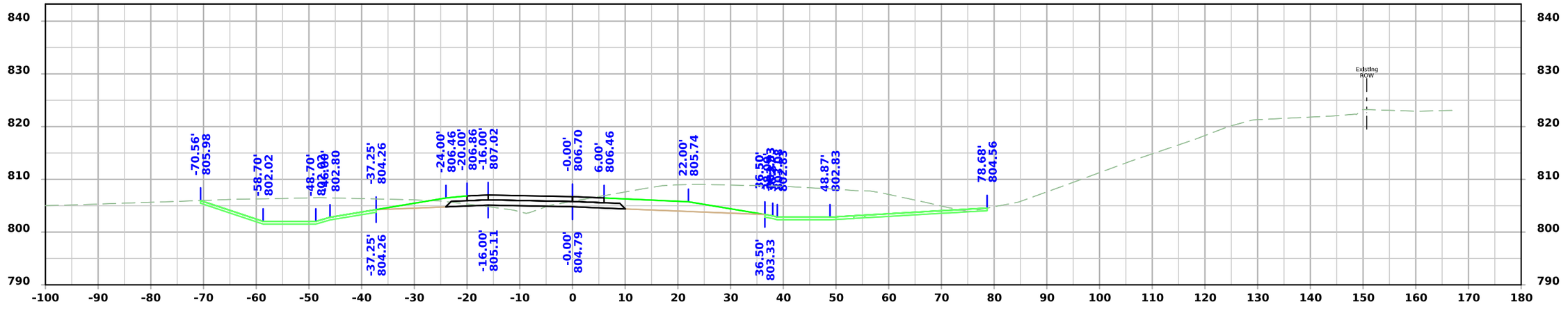
Ramp D



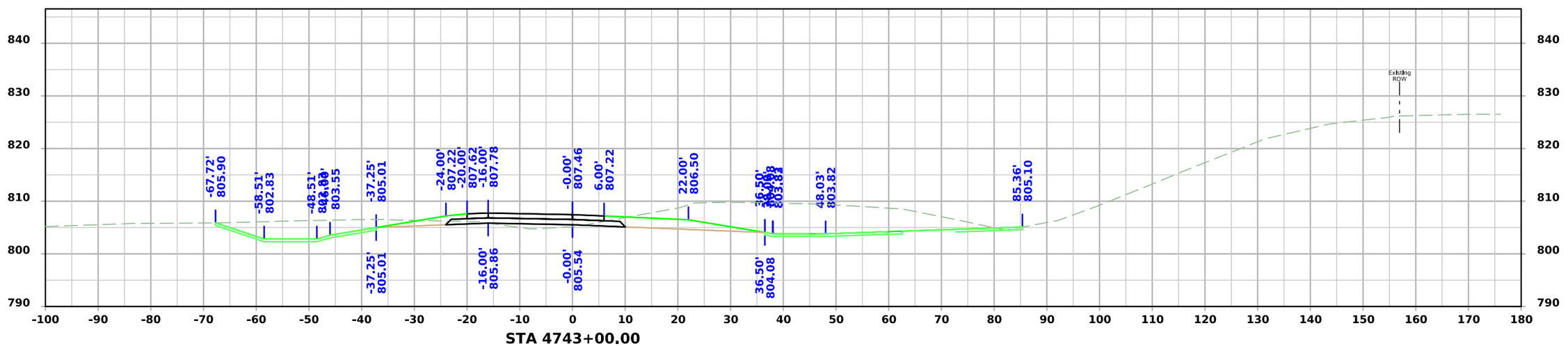


FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.42

Ramp D



STA 4743+50.00

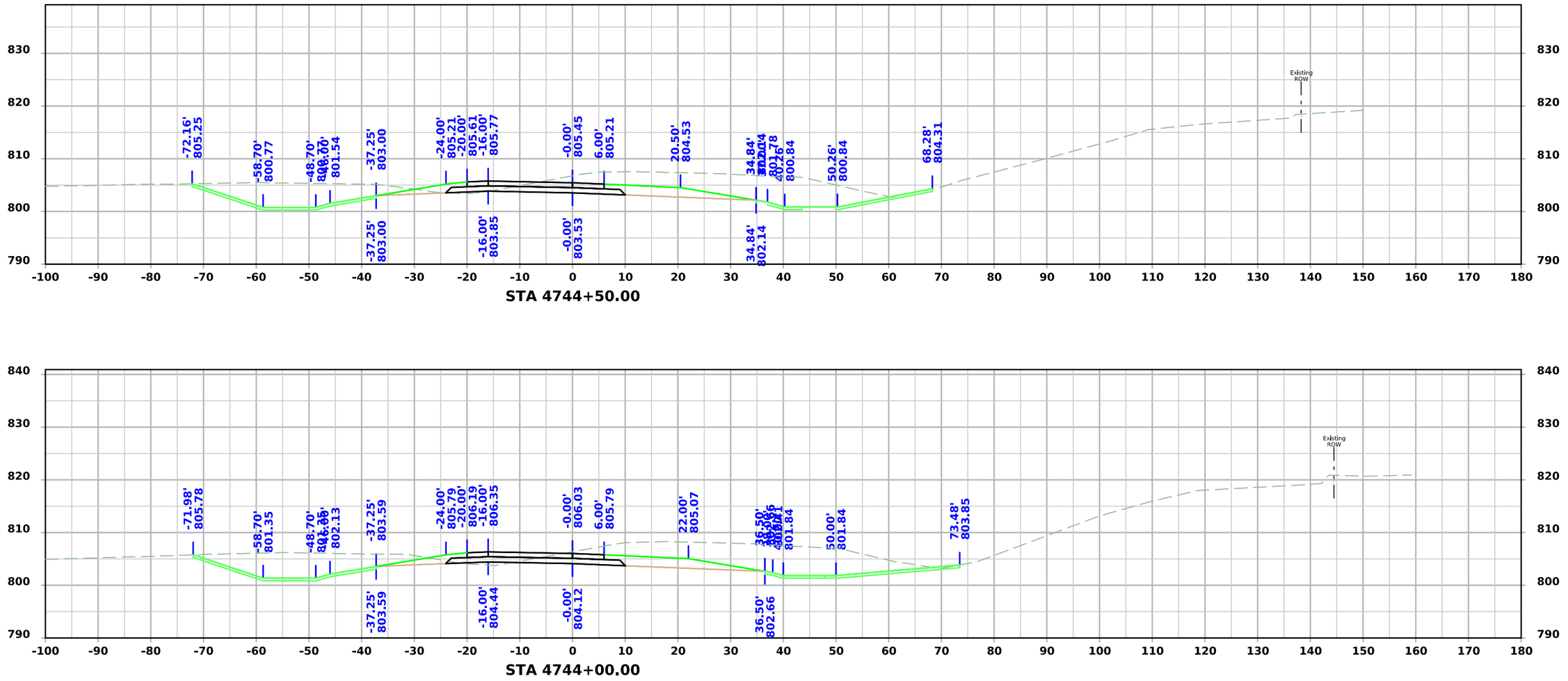


STA 4743+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.43

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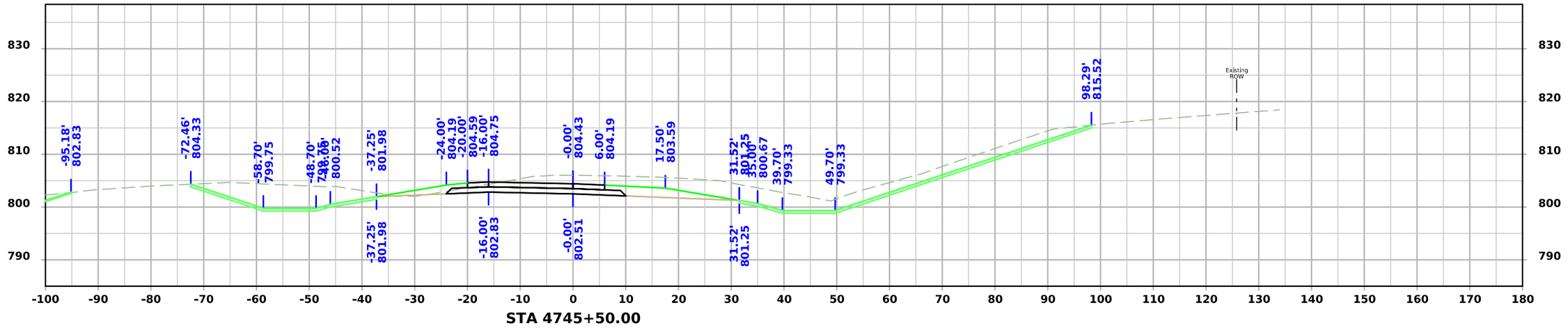
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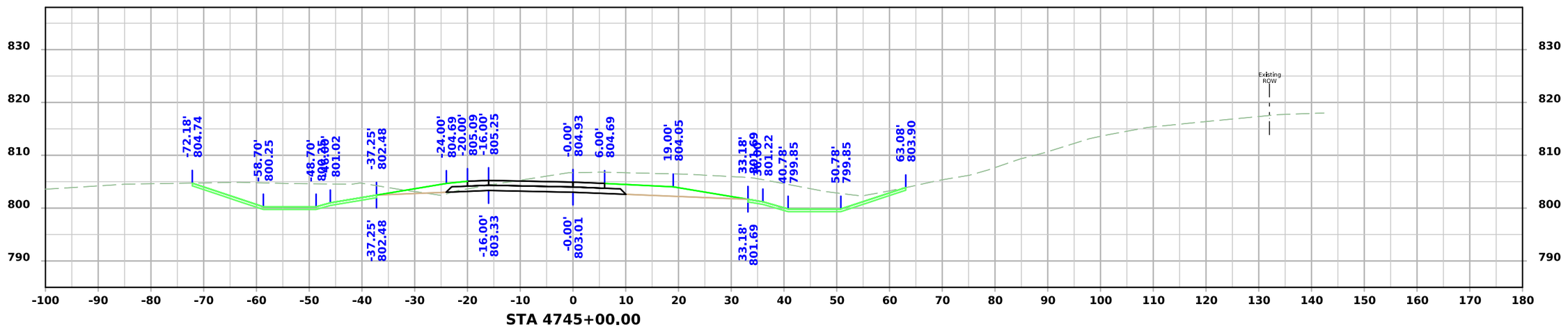
FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.44

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Ramp D



STA 4745+50.00

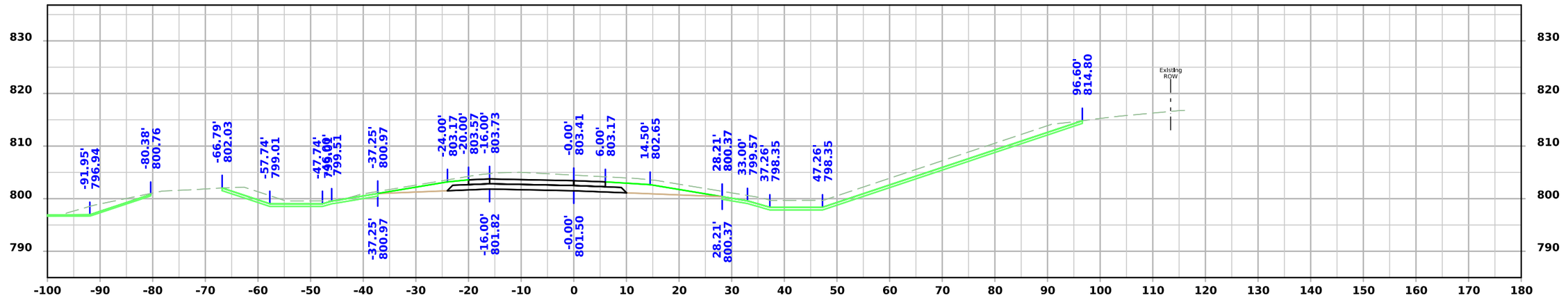


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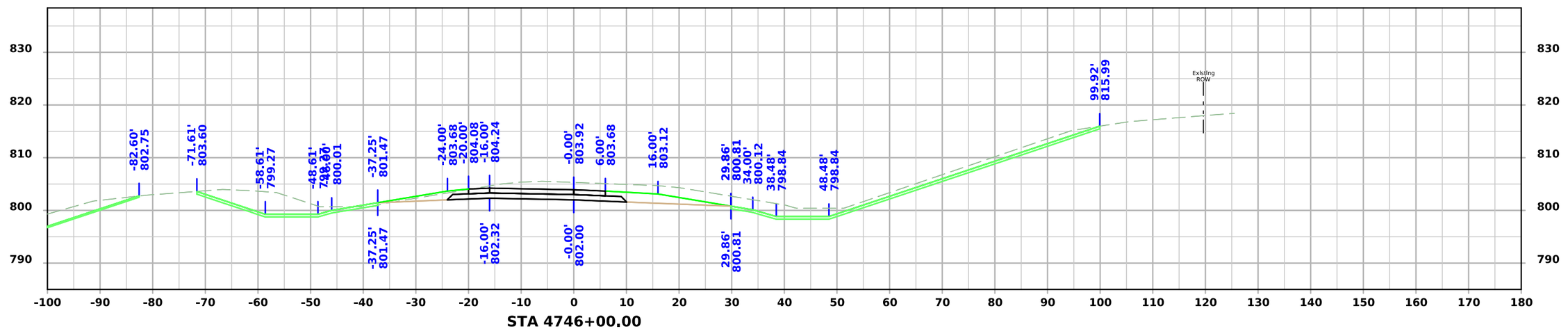
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Ramp D



STA 4746+50.00

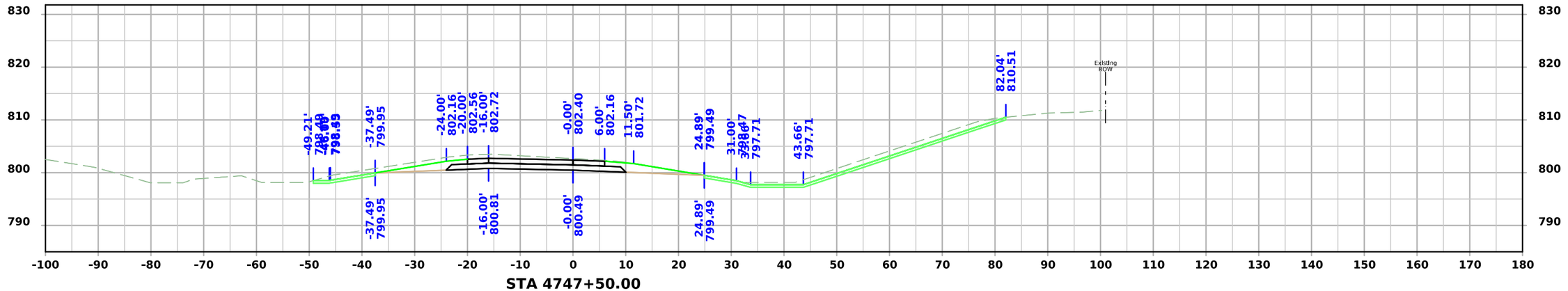


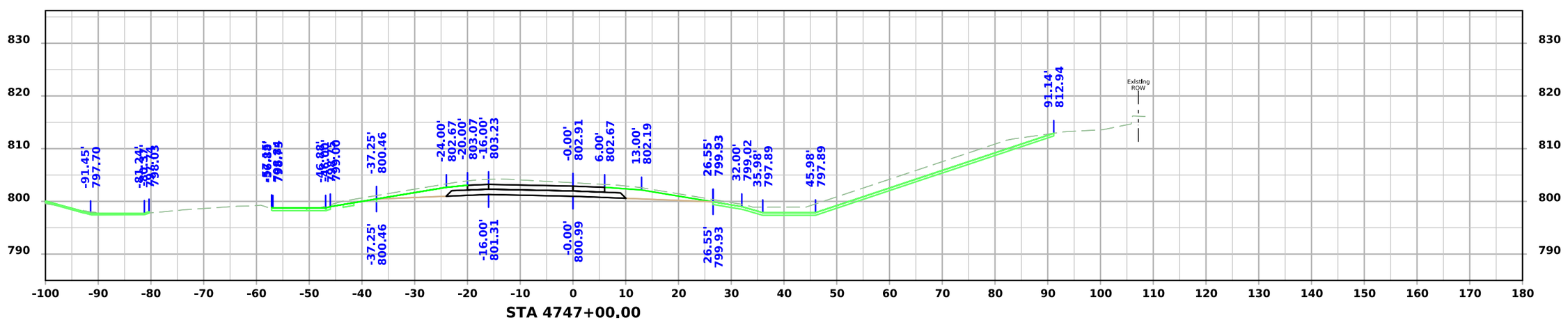
STA 4746+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.46

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Ramp D

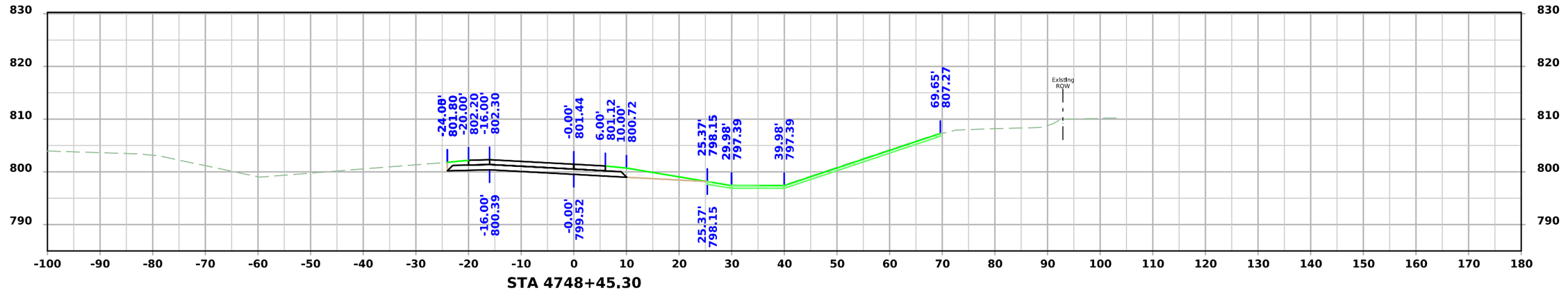




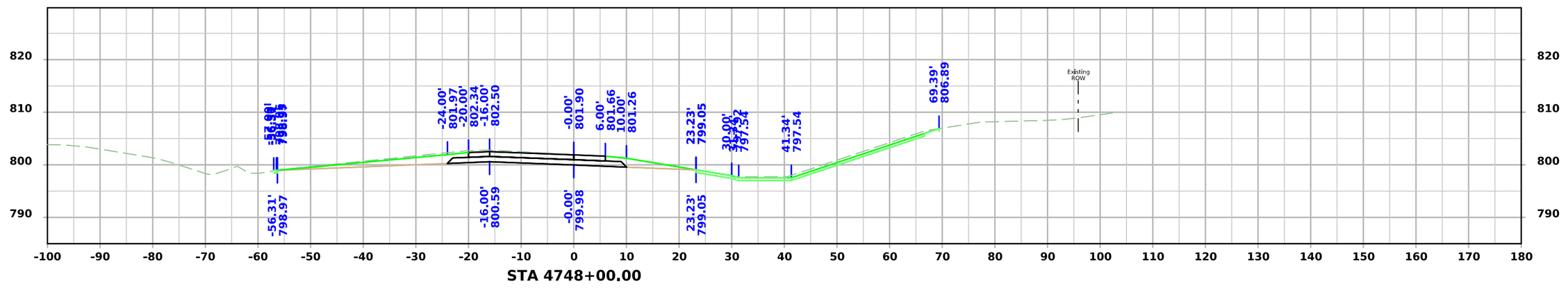
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Ramp D



STA 4748+45.30



STA 4748+00.00

FILE NO.	ENGLISH	DESIGN TEAM Schrock \ Altenhofen \ Snyder \ Cooper	Johnson COUNTY	PROJECT NUMBER IM-380-6(412)6--13-52	SHEET NUMBER Y.48

10:44:02 AM 9/24/2025 raltenh pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\5238003016\Design_Section2\CADD_Files\Sheet_Files\SHT_52380412_Y36.dgn