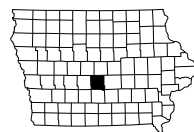


**PRELIMINARY**  
**LETTING DATE**  
**IMN-080-4(80)138--03-77**

**POLK CO.**



| INDEX OF SHEETS |   |
|-----------------|---|
| No.             | DESCRIPTION   |
| <b>A Sheets</b> | <b>Title Sheets</b>                                 |
| A.1             | Title Sheet   |
| A.2             | Location Map Sheet                                  |
| A.3 - 8         | Project Key Maps                                    |
| <b>B Sheets</b> | <b>Typical Cross Sections and Details</b>           |
| B.1 - 13        | Roadway Typical Sections and Details                |
| <b>D Sheets</b> | <b>Mainline Plan and Profile Sheets</b>             |
| * D.1           | Plan & Profile Legend & Symbol Information Sheet    |
| * D.2           | I-80 Eastbound                                      |
| * D.3 - 9       | I-80 Mainline                                       |
| * D.10          | I-80 Westbound Interim                              |
| * D.11          | I-80 Westbound                                      |
| * D.12 - 18     | I-80 Ultimate Mainline                              |
| <b>E Sheets</b> | <b>Side Road Plan and Profile Sheets</b>            |
| * E.1           | NE 38th Street                                      |
| * E.2           | Fourmile Greenway Trail                             |
| * E.3           | Chichaqua Valley Trail                              |
| <b>G Sheets</b> | <b>Survey Sheets</b>                                |
| G.1 - 4         | Survey Control Points, Reference Ties & Bench Marks |
| G.5 - 7         | Horizontal Control Alignment Geometry               |
| <b>J Sheets</b> | <b>Traffic Control and Staging Sheets</b>           |
| * J.1           | Staging Notes                                       |
| <b>K Sheets</b> | <b>Interchange Sheets</b>                           |
| * K.1           | Ramp D Plan & Profile Sheets                        |
| * K.2 - 3       | Interim Ramp D Plan & Profile Sheets                |
| * K.4           | Ramp H Plan & Profile Sheets                        |
| <b>U Sheets</b> | <b>500 Series, Mod.Stds. and Detail Sheets</b>      |
| U.1 - 5         | Special Details                                     |
| U.6 - 11        | Removals  |
| <b>W Sheets</b> | <b>Mainline Cross Sections</b>                      |
| W.1             | Cross Sections Legend & Symbol Information Sheet    |
| W.2 - 144       | Mainline Cross Sections                             |
| <b>X Sheets</b> | <b>Side Road Cross Sections</b>                     |
| X.1 - 11        | Side Road Cross Sections                            |
| <b>Y Sheets</b> | <b>Ramp Cross Sections</b>                          |
| Y.1 - 14        | Ramp Cross Sections                                 |
|                 | * Color Plan Sheets                                 |



## Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

# INTERSTATE ROAD SYSTEM

# POLK COUNTY

## PRELIMINARY

### I-80 From Junction of I-80/35/235 Northeast Mixmaster System Interchange To US 65

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



For Project Location Map  
Refer to Sheet A.2

| INTERSTATE 80<br>DESIGN DATA URBAN |         |        |  |
|------------------------------------|---------|--------|--|
| 2012 AADT                          | 84,100  | V.P.D. |  |
| 2050 AADT                          | 133,900 | V.P.D. |  |
| 2050 DHV                           | 13,900  | V.P.H. |  |
| TRUCKS                             | 19      | %      |  |
| Total                              |         |        |  |
| Design ESALs                       | --      |        |  |

REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

10-77-080-080-03

PROJECT NUMBER

IMN-080-4(80)138--03-77

R.O.W. PROJECT NUMBER

IMN-080-4(92)138--0E-77

# PRELIMINARY PLANS

Subject to change by final design.

**D2 PLAN SUBMITTAL**  
Date: November 4, 2020

Sta. 4128+95.91 (WB I-80)  
Sta. 5128+00.00 ULT ML I-80)  
End WB Construction  
Begin ULT ML080 Construction

Sta. 5208+07.97  
End ULT ML080 Construction

Sta. 1208+50.00  
End ML080 Construction

Sta. 7406+44.66 (INT WB I-80)  
Sta. 4103+49.83 (WB I-80)  
End Interim Construction  
Begin WB ML080 Construction

Sta. 7401+43.52  
Begin Interim Construction

Sta. 39651+00.00  
End Ramp H Construction

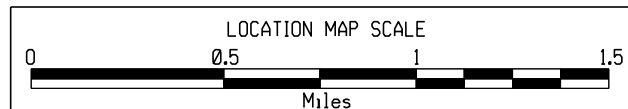
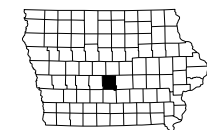
Sta. 39651+00.00  
Begin Ramp H Construction

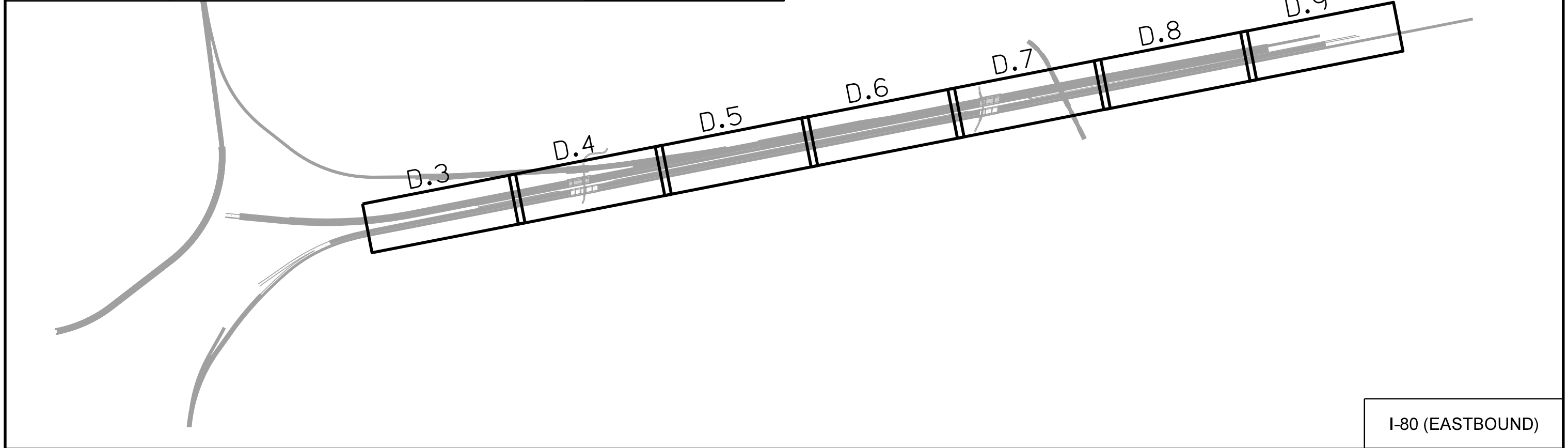
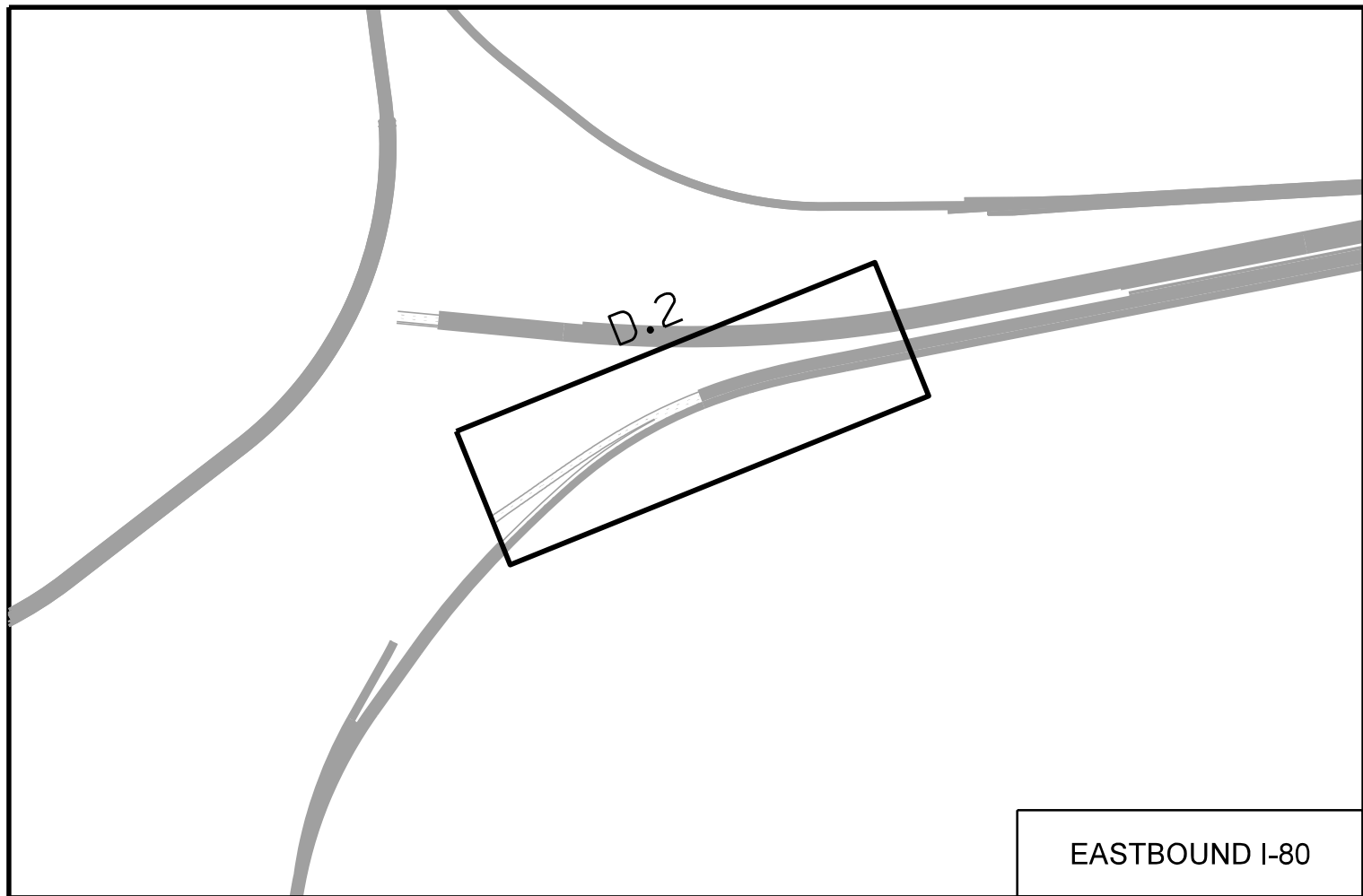
Sta. 33551+92.33 (RAMP D)  
Sta. 37007+85.73 (INT RAMP D)  
End Ramp D Construction  
Begin Interim Ramp D Construction

Sta. 33544+06.61  
Begin Ultimate Ramp D Construction

Sta. 37023+99.35 (INT RAMP D)  
Sta. 38+37.50, 48.00' RT (EB I-80)  
End Ramp D Construction  
Begin EB ML080 Construction

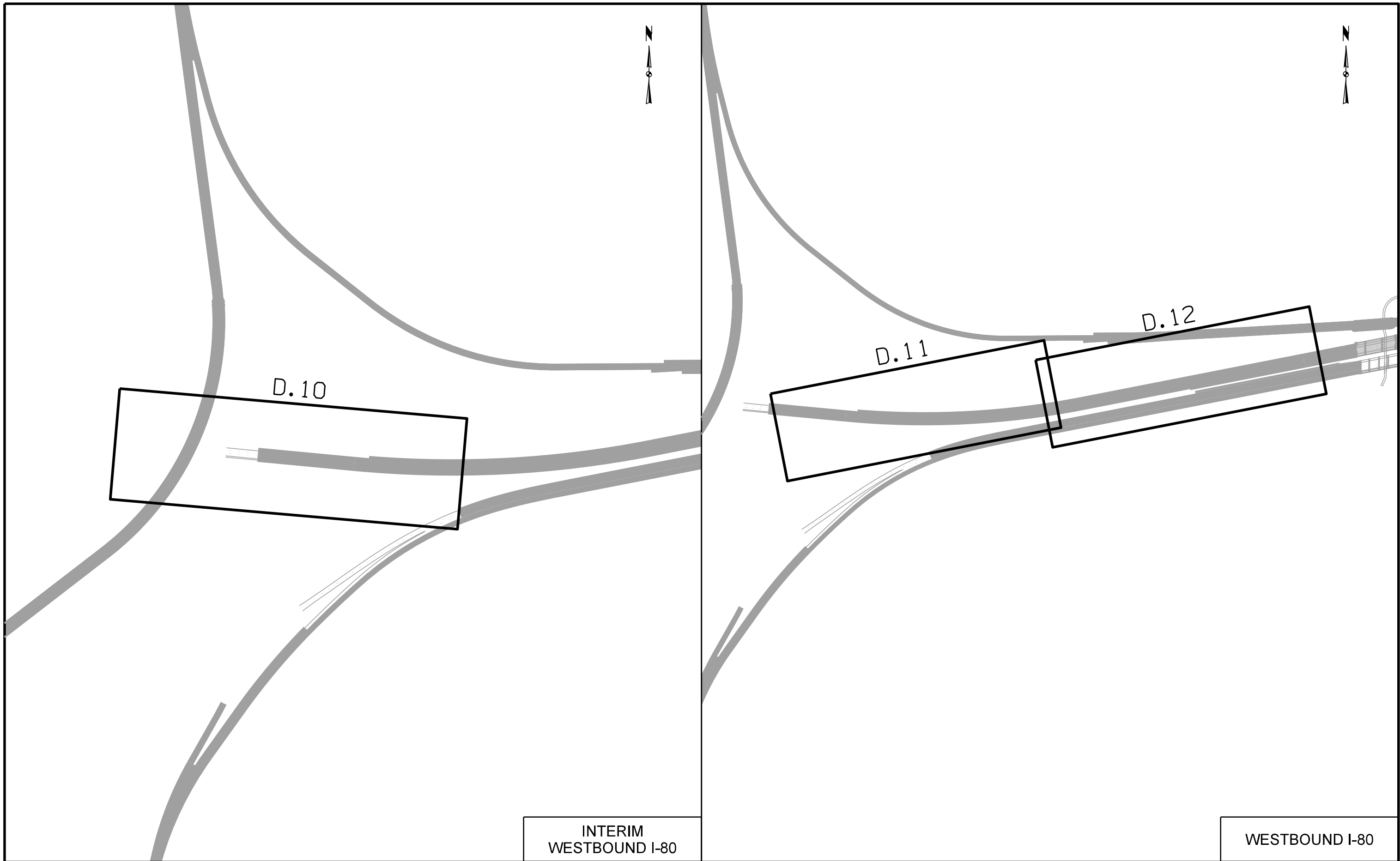
Sta. 43+58.66 (EB I-80)  
Sta. 1111+51.67 (ML080)  
End EB ML080 Construction  
Begin ML080 Construction





**Project Key Maps**

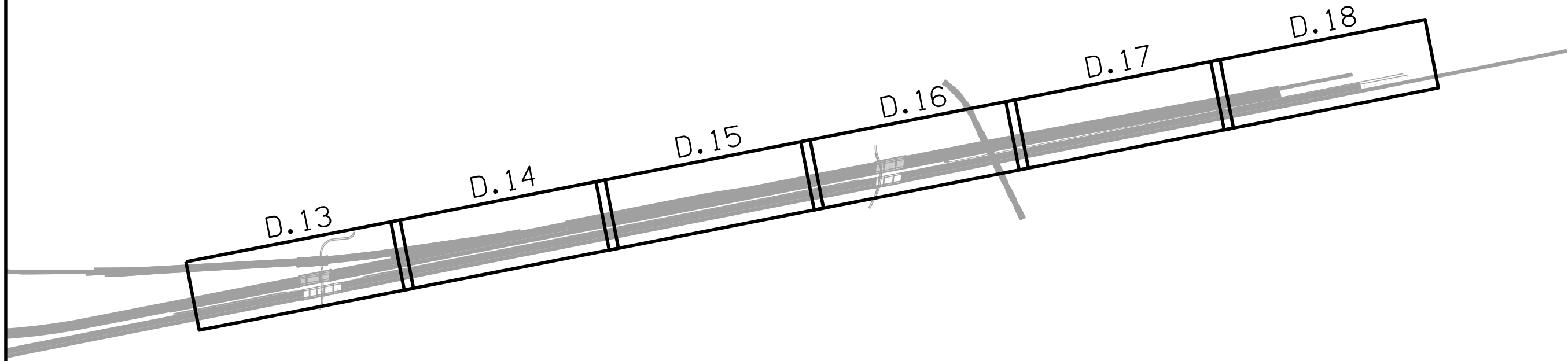
|          |         |                                 |             |  |                         |
|----------|---------|---------------------------------|-------------|--|-------------------------|
| FILE NO. | ENGLISH | DESIGN TEAM <b>Iowa DOT\HDR</b> | POLK COUNTY | PROJECT NUMBER <b>IM-035-3(194)87--13-77</b> | SHEET NUMBER <b>A.3</b> |
|----------|---------|---------------------------------|-------------|--|-------------------------|



INTERIM  
WESTBOUND I-80

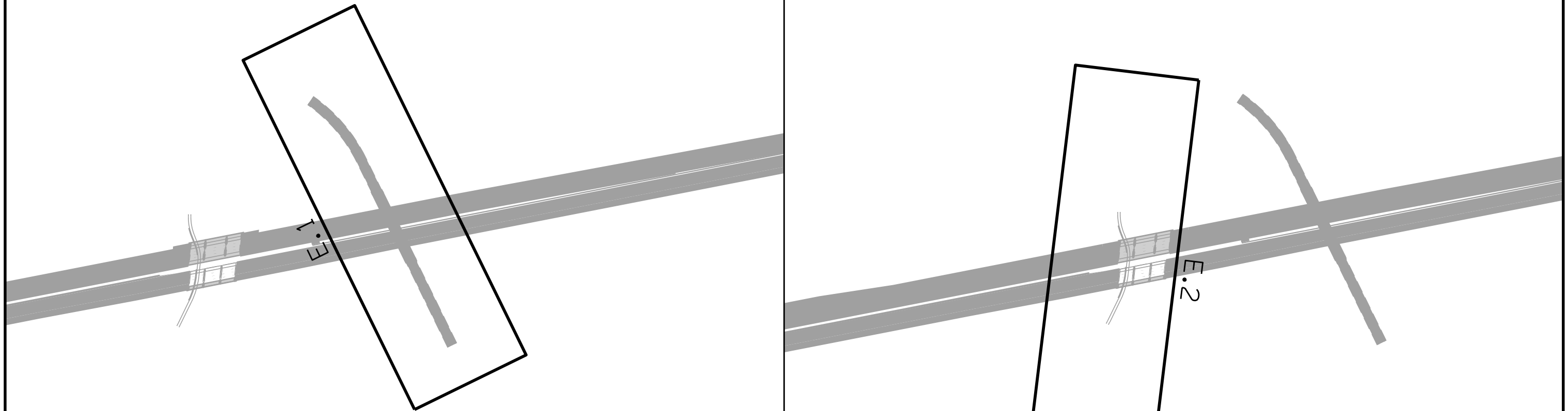
WESTBOUND I-80

**Project Key Maps**



I-80 (WESTBOUND)

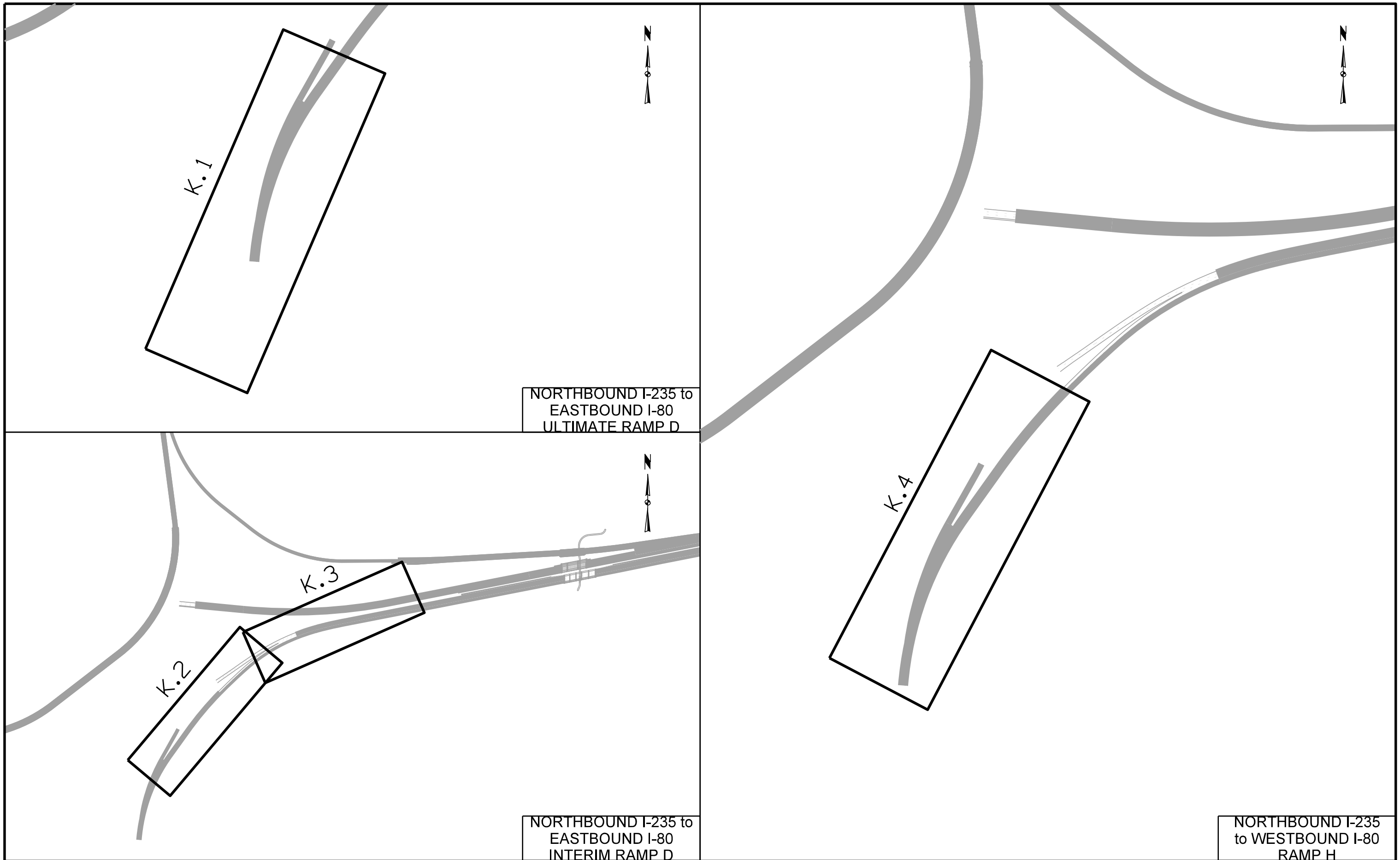
**Project Key Maps**



NE 38th STREET

FOURMILE  
GREENWAY TRAIL

**Project Key Maps**

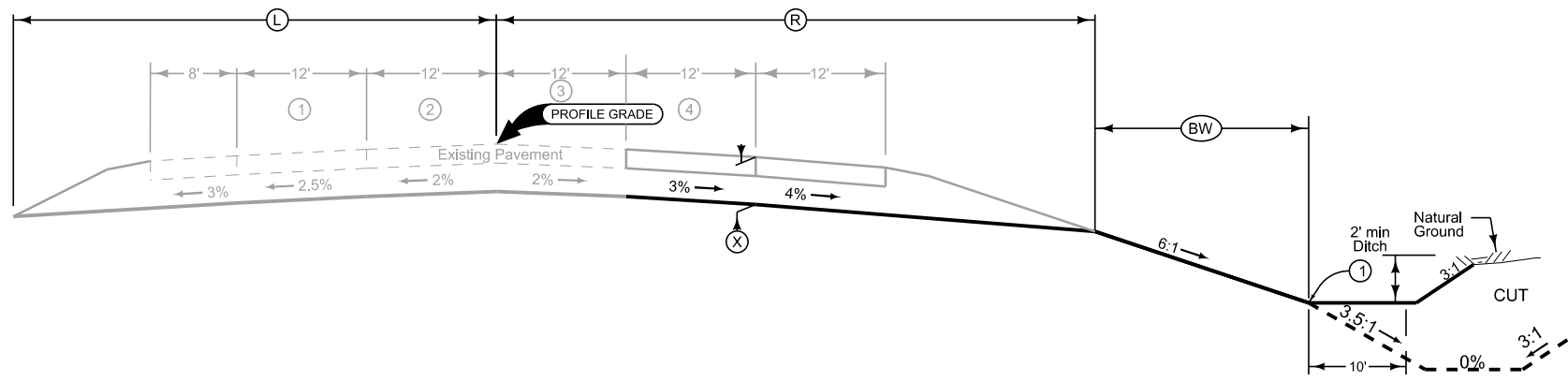


NORTHBOUND I-235 to  
EASTBOUND I-80  
ULTIMATE RAMP D

NORTHBOUND I-235 to  
EASTBOUND I-80  
INTERIM RAMP D

NORTHBOUND I-235  
to WESTBOUND I-80  
RAMP H

**Project Key Maps**



**8 LANE GRADING**

| DIMENSIONS |          |          |           | LOCATION           |          |                     |
|------------|----------|----------|-----------|--------------------|----------|---------------------|
| (X) Inches | (L) Feet | (R) Feet | (BW) Feet | STATION TO STATION |          | ROAD IDENTIFICATION |
| 28.5       | 44.7     | 55.4     | 2.6       | 38+37.50           | 43+58.66 | ML080E              |

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

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

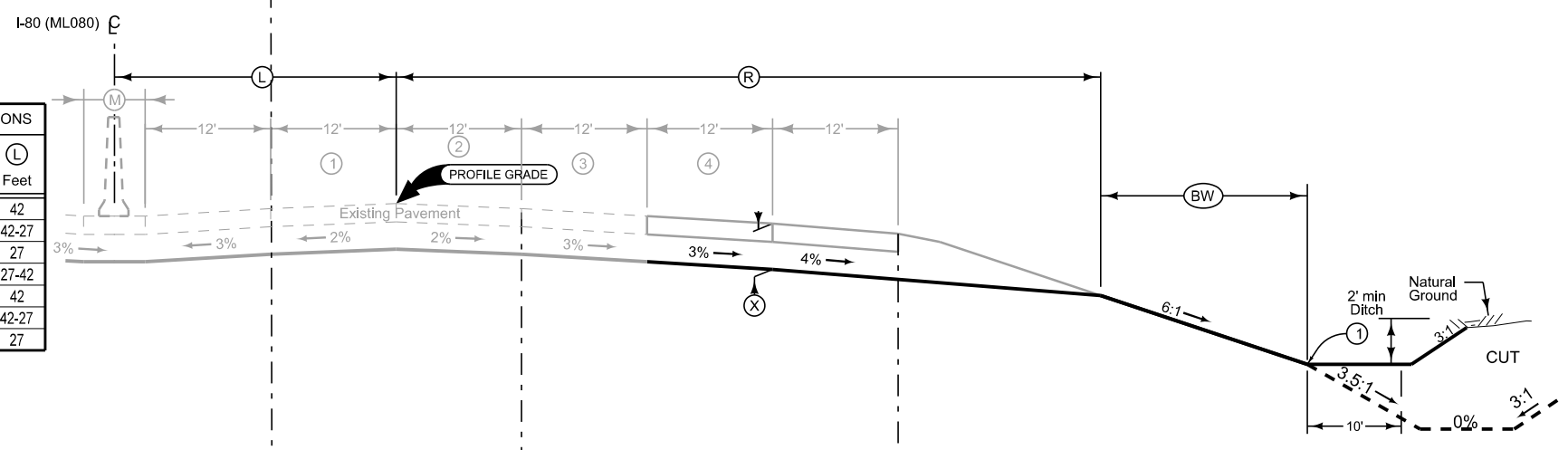
① Refer to project plan and cross sections for specific location of foreslope change.

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

**GRADING EASTBOUND I-80**

**8 Lane Grading**

| ROAD IDENTIFICATION | LOCATION           |                    | DIMENSIONS |          |
|---------------------|--------------------|--------------------|------------|----------|
|                     | STATION TO STATION | STATION TO STATION | (M) Feet   | (L) Feet |
| ML080               | 1121+65.75         | 1136+00.00         | 12         | 42       |
| ML080               | 1136+00.00         | 1140+00.00         | 12-6       | 42-27    |
| ML080               | 1140+00.00         | 1166+75.00         | 6          | 27       |
| ML080               | 1166+75.00         | 1170+75.00         | 6-12       | 27-42    |
| ML080               | 1170+75.00         | 1177+75.00         | 12         | 42       |
| ML080               | 1177+75.00         | 1181+75.00         | 12-6       | 42-27    |
| ML080               | 1181+75.00         | 1208+50.00         | 6          | 27       |



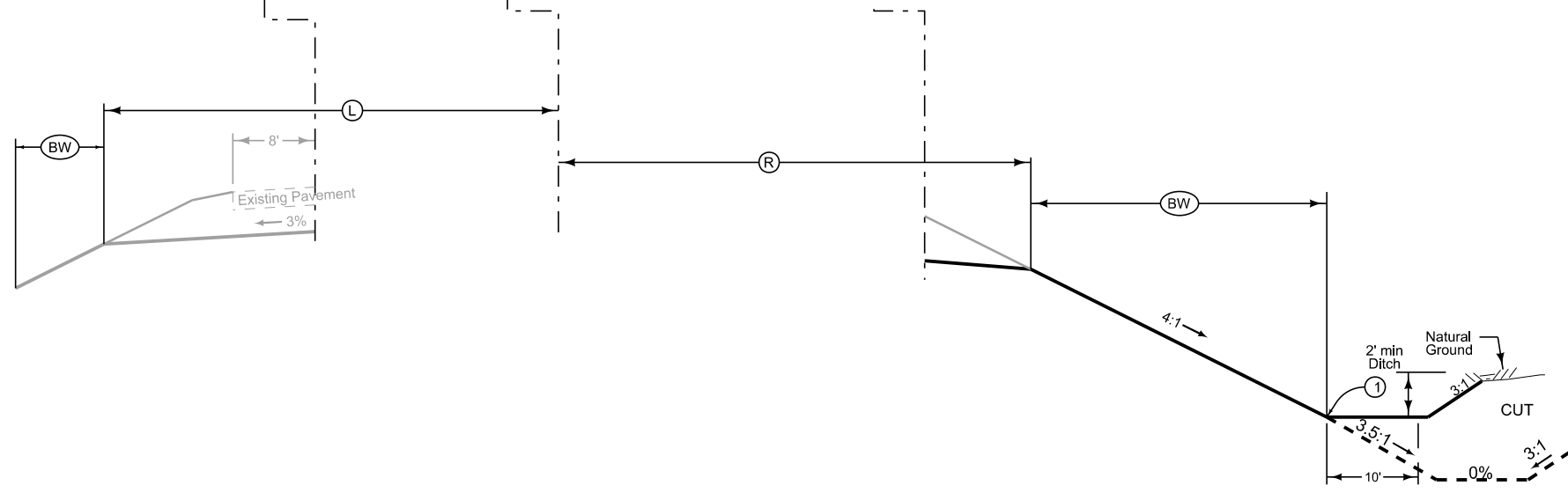
**8 LANE GRADING**

| DIMENSIONS |            |           | LOCATION           |            |                     |
|------------|------------|-----------|--------------------|------------|---------------------|
| (BW) Feet  | (X) Inches | (R) Feet  | STATION TO STATION |            | ROAD IDENTIFICATION |
| 2.6        | 28.5       | 55.4      | 1121+65.75         | 1129+00.00 | ML080               |
| 2.6        | 26.5       | 55.4      | 1129+00.00         | 1136+00.00 | ML080               |
| 2.6        | 26.5       | 55.4-67.4 | 1136+00.00         | 1140+00.00 | ML080               |
| 2.6        | 26.5       | 67.4      | 1140+00.00         | 1166+75.00 | ML080               |
| 2.6        | 26.5       | 67.4-55.4 | 1166+75.00         | 1170+75.00 | ML080               |
| 2.6        | 26.5       | 55.4      | 1170+75.00         | 1177+75.00 | ML080               |
| 2.6        | 26.5       | 55.4-67.4 | 1177+75.00         | 1181+75.00 | ML080               |
| 2.6        | 26.5       | 67.4      | 1181+75.00         | 1190+25.00 | ML080               |

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

**8 Lane Foreslope Grading**

| ROAD IDENTIFICATION | LOCATION           |                    | DIMENSIONS |           |
|---------------------|--------------------|--------------------|------------|-----------|
|                     | STATION TO STATION | STATION TO STATION | (L) Feet   | (BW) Feet |
| ML080               | 1111+51.67         | 1121+65.75         | 44.7       | 2.2       |



**8 LANE GRADING**

| DIMENSIONS |            |          | LOCATION           |            |                     |
|------------|------------|----------|--------------------|------------|---------------------|
| (BW) Feet  | (X) Inches | (R) Feet | STATION TO STATION |            | ROAD IDENTIFICATION |
| 11.6       | 26.5       | 58.4     | 1190+25.00         | 1208+50.00 | ML080               |

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

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

**GRADING MAINLINE I-80 (EASTBOUND)**

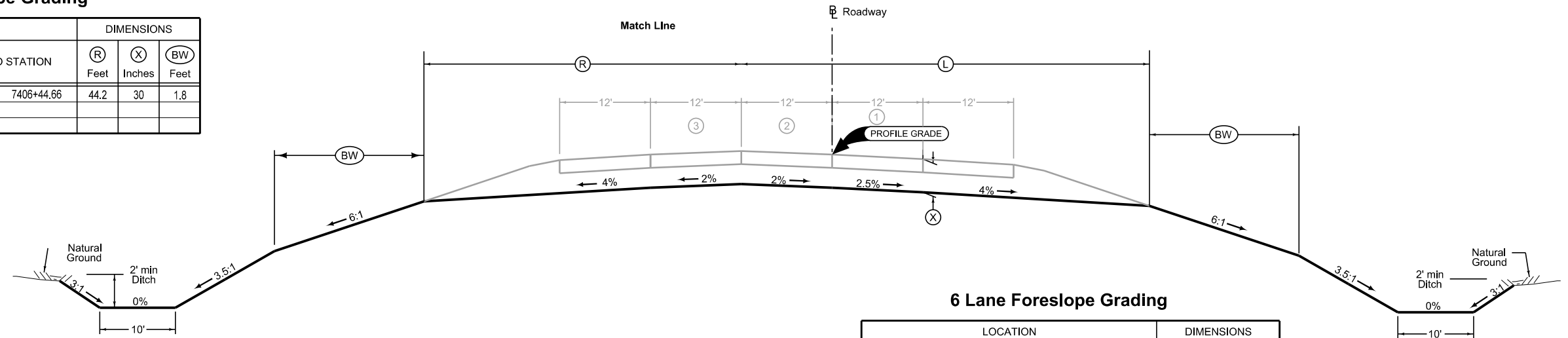
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

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



### 8 Lane Foreslope Grading

| LOCATION            |                         | DIMENSIONS |            |           |
|---------------------|-------------------------|------------|------------|-----------|
| ROAD IDENTIFICATION | STATION TO STATION      | (R) Feet   | (X) Inches | (BW) Feet |
| ML080W_INT          | 7401+42.53 - 7406+44.66 | 44.2       | 30         | 1.8       |



### 6 Lane Foreslope Grading

| LOCATION            |                         | DIMENSIONS |            |           |
|---------------------|-------------------------|------------|------------|-----------|
| ROAD IDENTIFICATION | STATION TO STATION      | (L) Feet   | (X) Inches | (BW) Feet |
| ML080W_INT          | 7401+42.53 - 7406+44.66 | 56.8       | 30         | 1.2       |

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

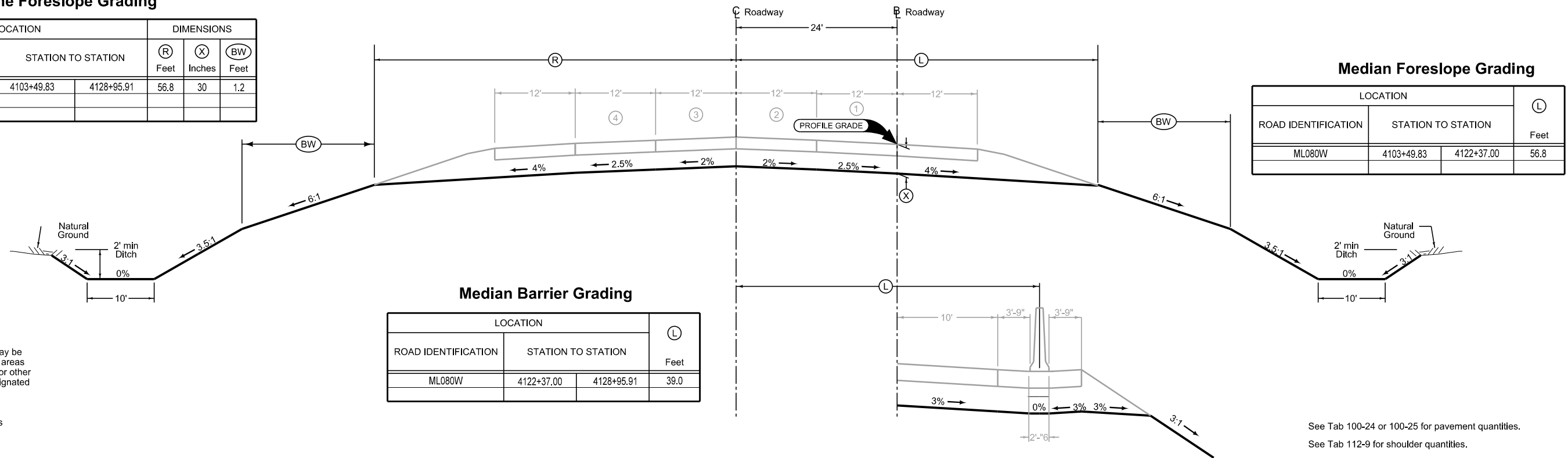
See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

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

### GRADING INTERIM WESTBOUND I-80

### 8 Lane Foreslope Grading

| LOCATION            |                         | DIMENSIONS |            |           |
|---------------------|-------------------------|------------|------------|-----------|
| ROAD IDENTIFICATION | STATION TO STATION      | (R) Feet   | (X) Inches | (BW) Feet |
| ML080W              | 4103+49.83 - 4128+95.91 | 56.8       | 30         | 1.2       |



### Median Barrier Grading

| LOCATION            |                         | (L) Feet |
|---------------------|-------------------------|----------|
| ROAD IDENTIFICATION | STATION TO STATION      |          |
| ML080W              | 4122+37.00 - 4128+95.91 | 39.0     |

### Median Foreslope Grading

| LOCATION            |                         | (L) Feet |
|---------------------|-------------------------|----------|
| ROAD IDENTIFICATION | STATION TO STATION      |          |
| ML080W              | 4103+49.83 - 4122+37.00 | 56.8     |

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

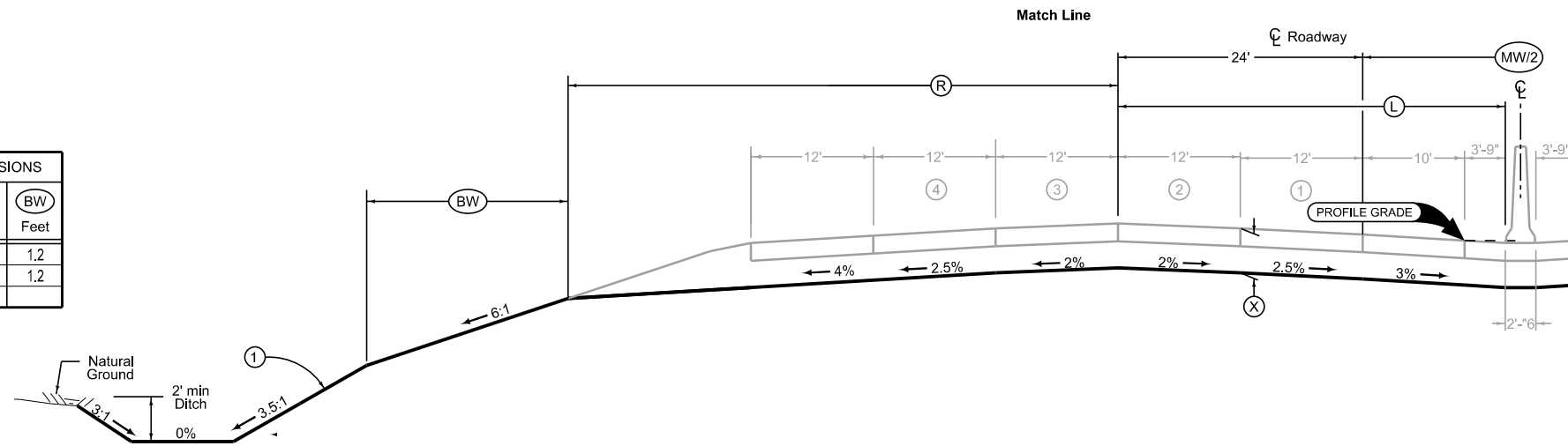
See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

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

### GRADING WESTBOUND I-80

### 8 Lane Foreslope Grading

| LOCATION            |                         | DIMENSIONS |           |
|---------------------|-------------------------|------------|-----------|
| ROAD IDENTIFICATION | STATION TO STATION      | (R) Feet   | (BW) Feet |
| ML080_ULT           | 5128+00.00 - 5130+93.59 | 56.8       | 1.2       |
| ML080_ULT           | 5132+87.59 - 5137+77.87 | 56.8       | 1.2       |



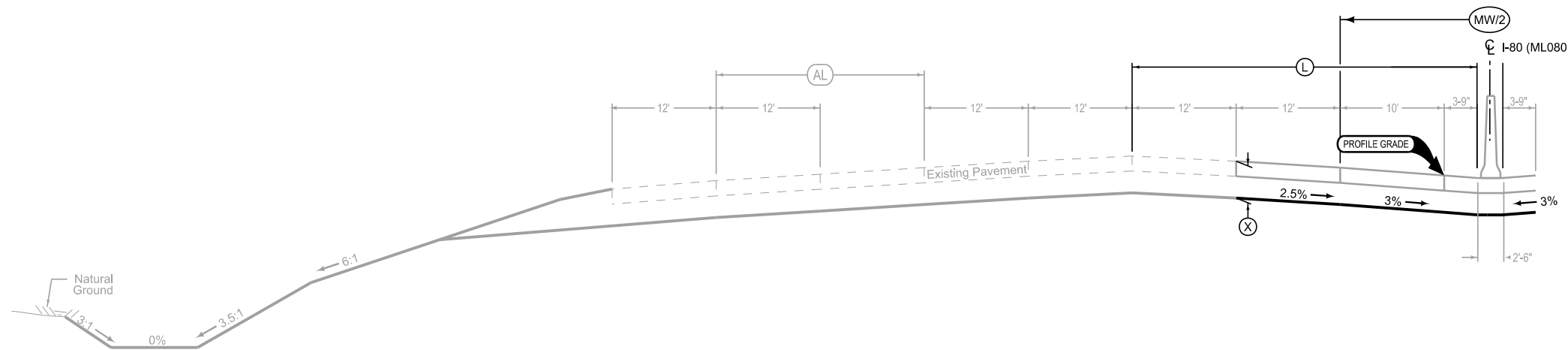
① Refer to project plan and cross sections for specific location of foreslope change.

### 8 LANE GRADING

| LOCATION            |                         | DIMENSIONS |            |           |
|---------------------|-------------------------|------------|------------|-----------|
| ROAD IDENTIFICATION | STATION TO STATION      | (L) Feet   | (X) Inches | (MW) Feet |
| ML080_ULT           | 5128+00.00 - 5130+93.59 | 37.75      | 30         | 30        |
| ML080_ULT           | 5132+87.59 - 5137+77.87 | 37.75      | 30         | 30        |

### 8 LANE GRADING

| LOCATION            |                         | DIMENSIONS |            |           |
|---------------------|-------------------------|------------|------------|-----------|
| ROAD IDENTIFICATION | STATION TO STATION      | (L) Feet   | (X) Inches | (MW) Feet |
| ML080_ULT           | 5137+77.87 - 5150+58.17 | 37.75      | 30         | 30        |



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.

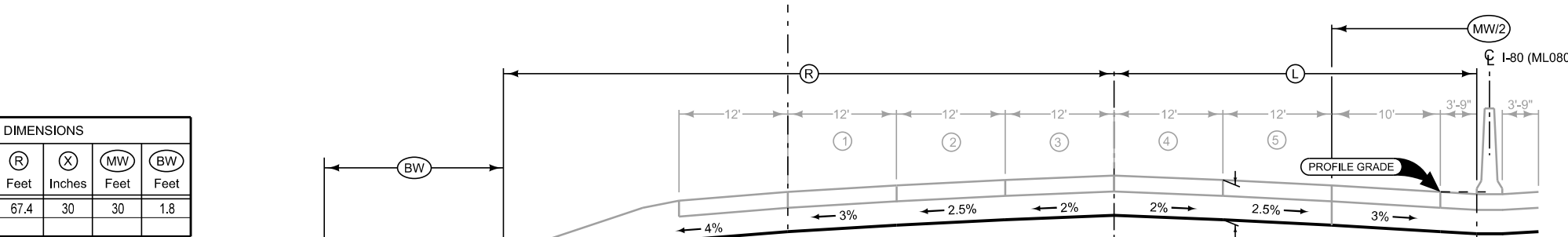
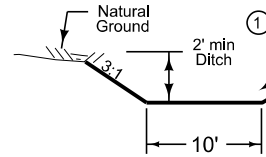
See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

### GRADING MAINLINE I-80 (WESTBOUND)

### 10 LANE GRADING

| LOCATION            |                         | DIMENSIONS |           |             |            |            |
|---------------------|-------------------------|------------|-----------|-------------|------------|------------|
| ROAD IDENTIFICATION | STATION TO STATION      | L<br>Feet  | R<br>Feet | X<br>Inches | MW<br>Feet | BW<br>Feet |
| ML080_UL            | 5164+00.00 - 5202+75.09 | 37.75      | 67.4      | 30          | 30         | 1.8        |

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



### Full Median Barrier

| Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------|-------------|
| WB                  | 5128+00.00    | 5137+77.87  |
| WB                  | 5150+58.17    | 5198+50.00  |

### Half Median Barrier

| Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------|-------------|
| WB                  | 5198+50.00    | 5198+92.64  |

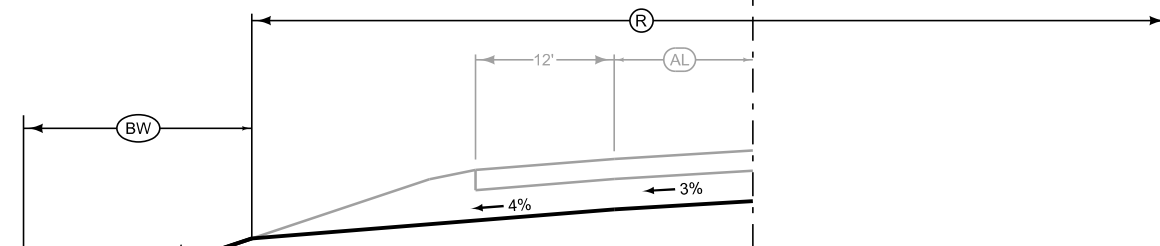
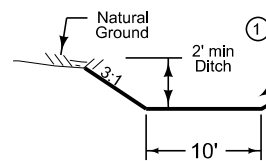
### Existing Median Barrier

| Direction of Travel | BEGIN STATION | END STATION | (M)<br>Feet |
|---------------------|---------------|-------------|-------------|
| WB                  | 5198+92.64    | 5202+75.09  | 3.8-0       |

### 10 Lane Foreslope Grading w/Auxiliary Lane

| LOCATION            |                         | DIMENSIONS |             |            |
|---------------------|-------------------------|------------|-------------|------------|
| ROAD IDENTIFICATION | STATION TO STATION      | R<br>Feet  | X<br>Inches | BW<br>Feet |
| ML080_UL            | 5150+58.17 - 5161+00.00 | 79.4       | 30          | 1.8        |
| ML080_UL            | 5161+00.00 - 5164+00.00 | 79.4-67.4  | 30          | 1.8        |

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



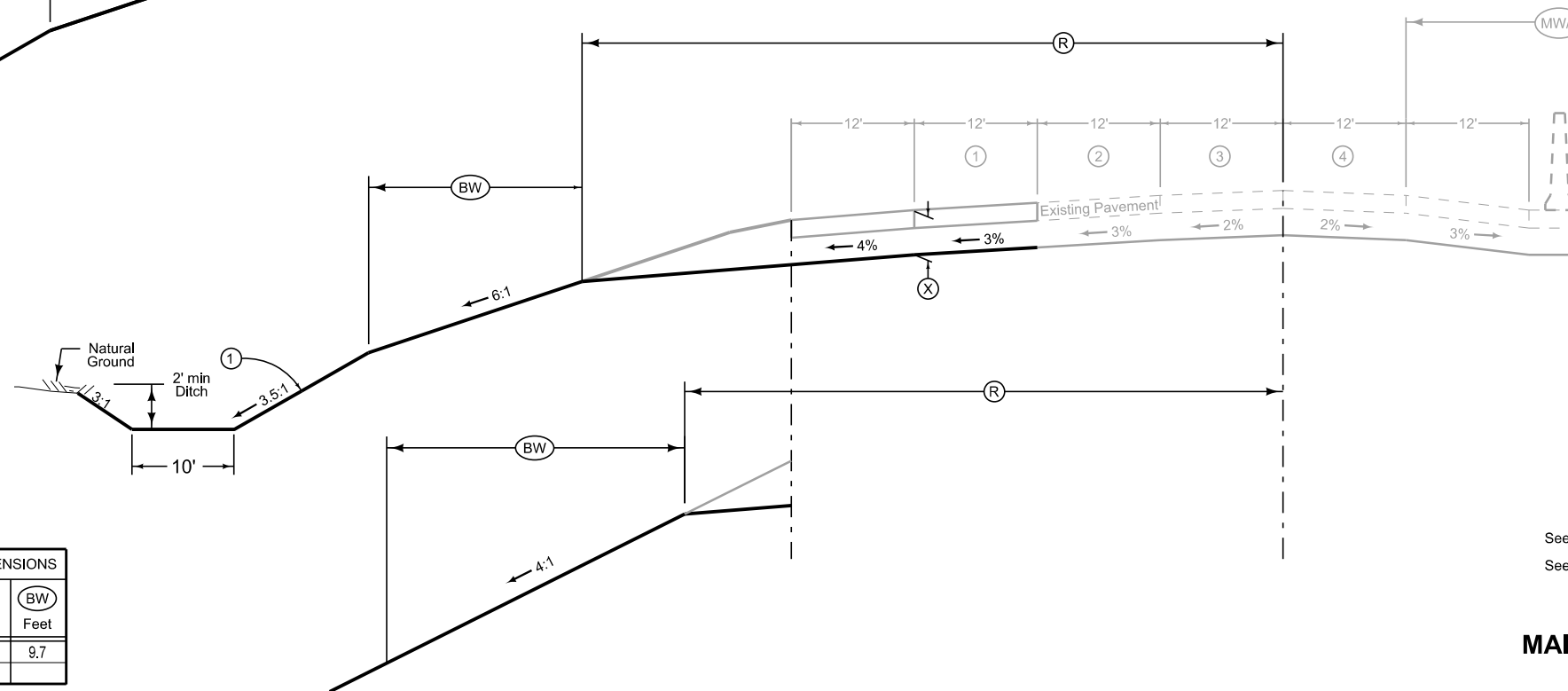
### 8 Lane Foreslope Grading

| LOCATION            |                         | DIMENSIONS |             |            |
|---------------------|-------------------------|------------|-------------|------------|
| ROAD IDENTIFICATION | STATION TO STATION      | R<br>Feet  | X<br>Inches | BW<br>Feet |
| ML080_UL            | 5202+75.09 - 5206+50.00 | 68.4       | 30          | 1.8        |

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

### 8 Lane Foreslope Grading

| LOCATION            |                         | DIMENSIONS |            |
|---------------------|-------------------------|------------|------------|
| ROAD IDENTIFICATION | STATION TO STATION      | R<br>Feet  | BW<br>Feet |
| ML080_UL            | 5206+50.00 - 5208+07.97 | 60.3       | 9.7        |

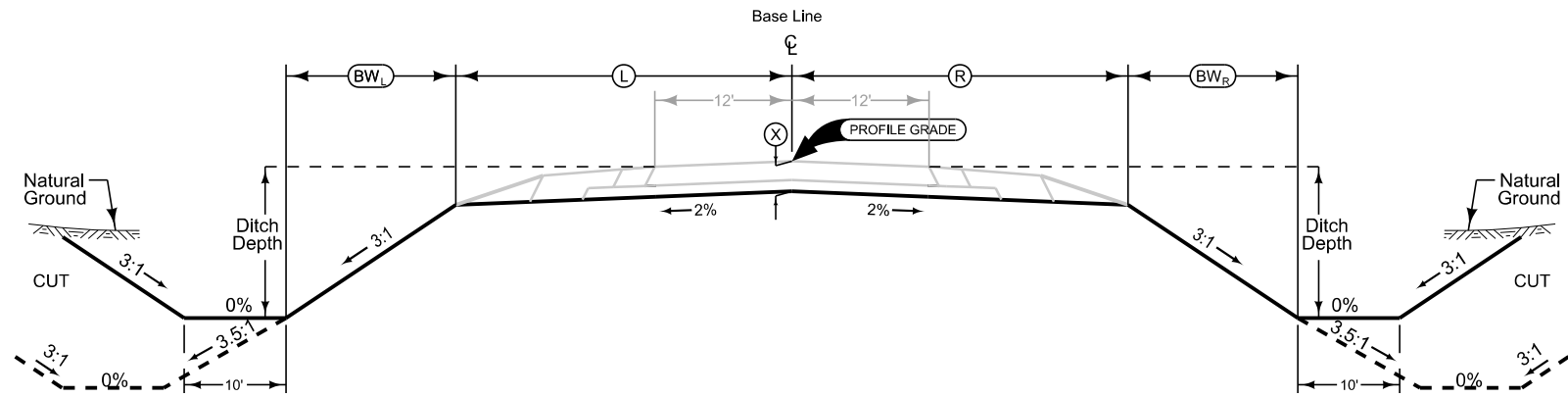


Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

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

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

## GRADING MAINLINE I-80 (WESTBOUND)



**2 LANE GRADING**

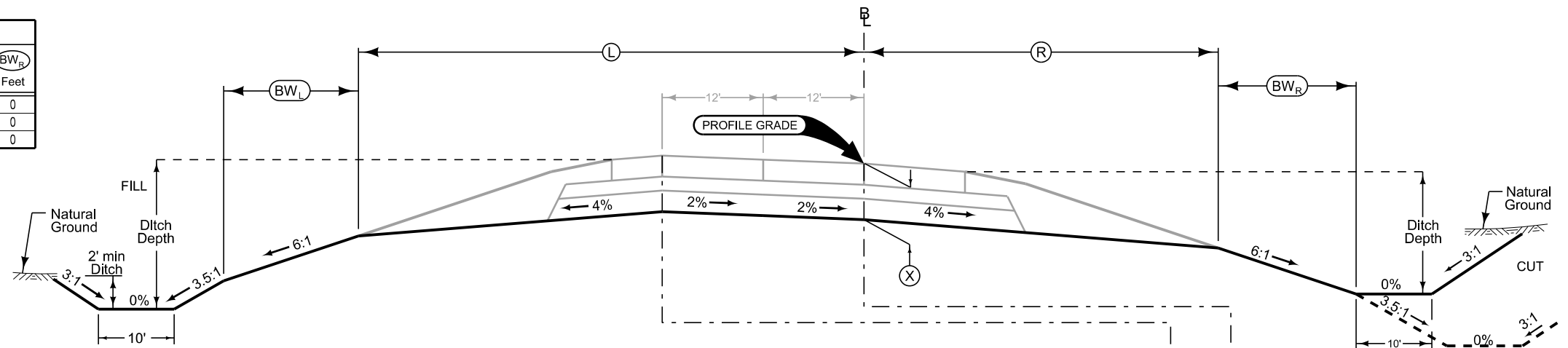
| ROAD IDENTIFICATION | LOCATION           |            | DIMENSIONS |           |             |            |
|---------------------|--------------------|------------|------------|-----------|-------------|------------|
|                     | STATION TO STATION |            | L<br>Feet  | R<br>Feet | X<br>Inches | BW<br>Feet |
| NE 38TH AVENUE      | 2146+50.00         | 2150+39.94 | 29.7       | 29.7      | 17          | 13.1       |
| NE 38TH AVENUE      | 2153+30.81         | 2158+00.00 | 29.7       | 29.7      | 17          | 13.1       |
|                     |                    |            |            |           |             |            |
|                     |                    |            |            |           |             |            |

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

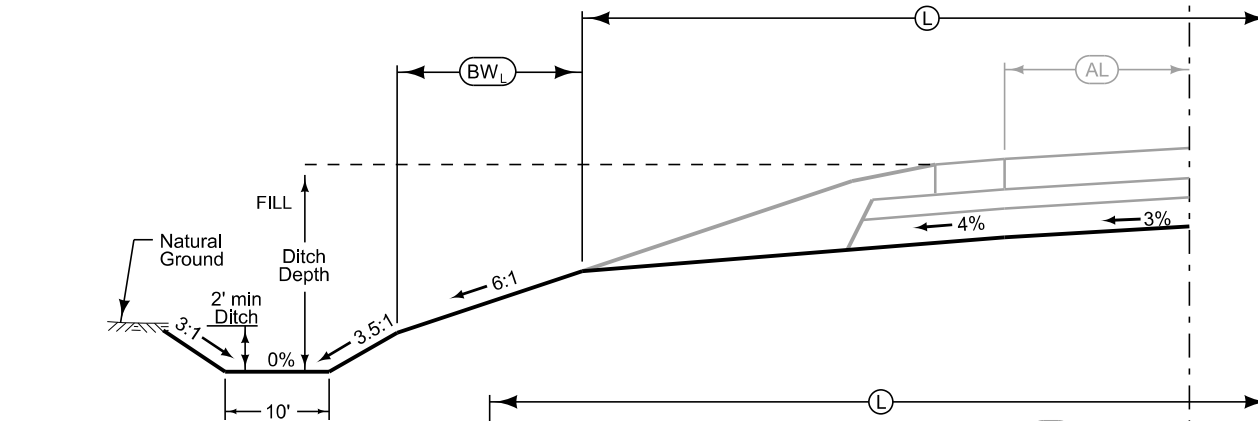
See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

**GRADING  
NE 38TH ST**

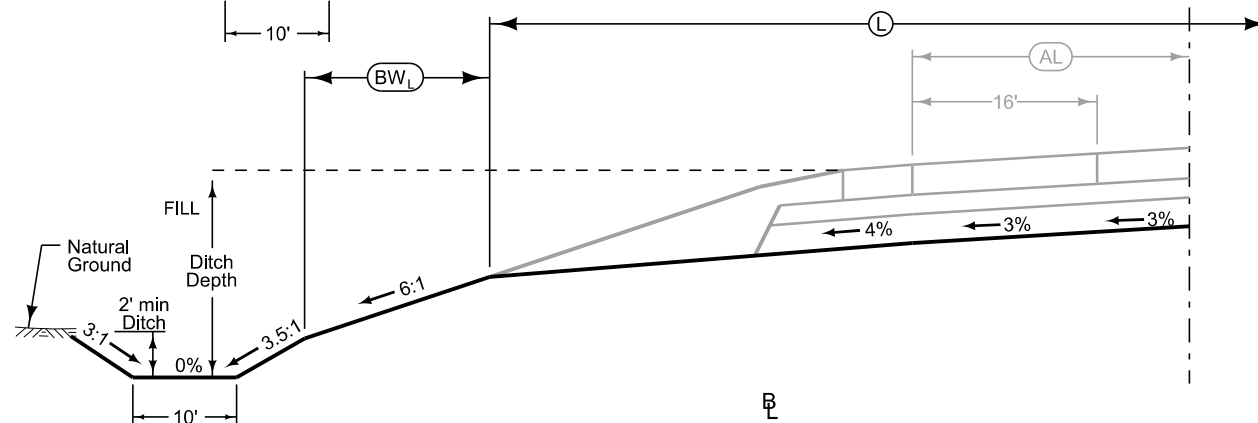
| LOCATION    |          |                    |             | DIMENSIONS  |             |               |                            |                            |
|-------------|----------|--------------------|-------------|-------------|-------------|---------------|----------------------------|----------------------------|
| INTERCHANGE | RAMP     | STATION TO STATION |             | (L)<br>Feet | (R)<br>Feet | (X)<br>Inches | (BW <sub>L</sub> )<br>Feet | (BW <sub>R</sub> )<br>Feet |
| NEMM        | 235D     | 33544+06.61        | 33545+64.80 | 57.8        | 33.8        | 30            | 0                          | 0                          |
| NEMM        | 235D     | 33551+55.35        | 33551+92.33 | 57.8        | 33.8        | 30            | 0                          | 0                          |
| NEMM        | 235D_INT | 37007+85.73        | 37015+38.39 | 57.8        | 33.8        | 30            | 0                          | 0                          |



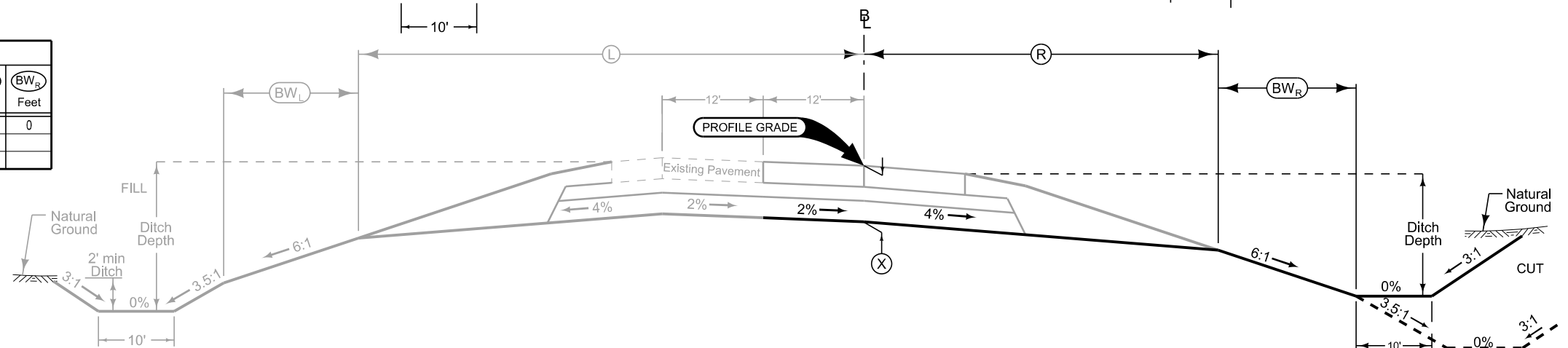
| LOCATION    |      |                    |             | DIMENSIONS  |             |               |                            |                            |              |
|-------------|------|--------------------|-------------|-------------|-------------|---------------|----------------------------|----------------------------|--------------|
| INTERCHANGE | RAMP | STATION TO STATION |             | (L)<br>Feet | (R)<br>Feet | (X)<br>Inches | (BW <sub>L</sub> )<br>Feet | (BW <sub>R</sub> )<br>Feet | (AL)<br>Feet |
| NEMM        | 235D | 33545+64.80        | 33548+40.39 | 76.4-57.8   | 33.8        | 30            | 0                          | 0                          | 0-18.6       |



| LOCATION    |      |                    |             | DIMENSIONS  |             |               |                            |                            |              |
|-------------|------|--------------------|-------------|-------------|-------------|---------------|----------------------------|----------------------------|--------------|
| INTERCHANGE | RAMP | STATION TO STATION |             | (L)<br>Feet | (R)<br>Feet | (X)<br>Inches | (BW <sub>L</sub> )<br>Feet | (BW <sub>R</sub> )<br>Feet | (AL)<br>Feet |
| NEMM        | 235D | 33548+40.39        | 33551+55.35 | 97.8-76.4   | 33.8        | 30            | 0                          | 0                          | 18.6-40      |



| LOCATION    |          |                    |             | DIMENSIONS  |             |               |                            |                            |
|-------------|----------|--------------------|-------------|-------------|-------------|---------------|----------------------------|----------------------------|
| INTERCHANGE | RAMP     | STATION TO STATION |             | (L)<br>Feet | (R)<br>Feet | (X)<br>Inches | (BW <sub>L</sub> )<br>Feet | (BW <sub>R</sub> )<br>Feet |
| NEMM        | 235D_INT | 37015+38.39        | 37023+99.35 | 57.8        | 33.8        | 30            | 0                          | 0                          |

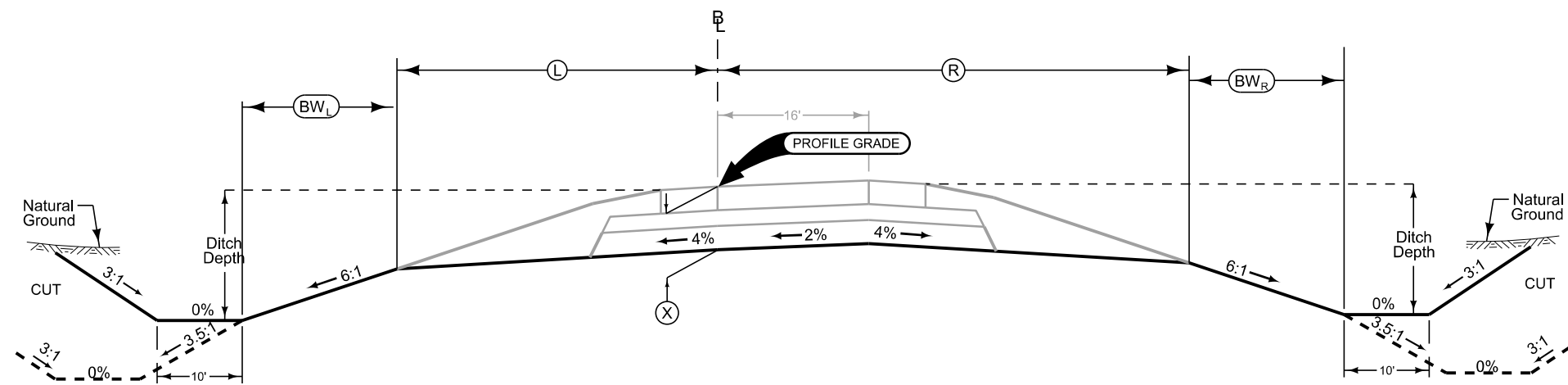


Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

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

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

**GRADING  
RAMP 235D &  
INTERIM RAMP 235D**



| LOCATION    |      |                    |             | DIMENSIONS  |             |               |                            |                            |
|-------------|------|--------------------|-------------|-------------|-------------|---------------|----------------------------|----------------------------|
| INTERCHANGE | RAMP | STATION TO STATION |             | (L)<br>Feet | (R)<br>Feet | (X)<br>Inches | (BW <sub>L</sub> )<br>Feet | (BW <sub>R</sub> )<br>Feet |
| NEMM        | 235H | 39651+00.00        | 39654+06.33 | 24.0        | 26.2        | 30            | 0                          | 16.4                       |
|             |      |                    |             |             |             |               |                            |                            |

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

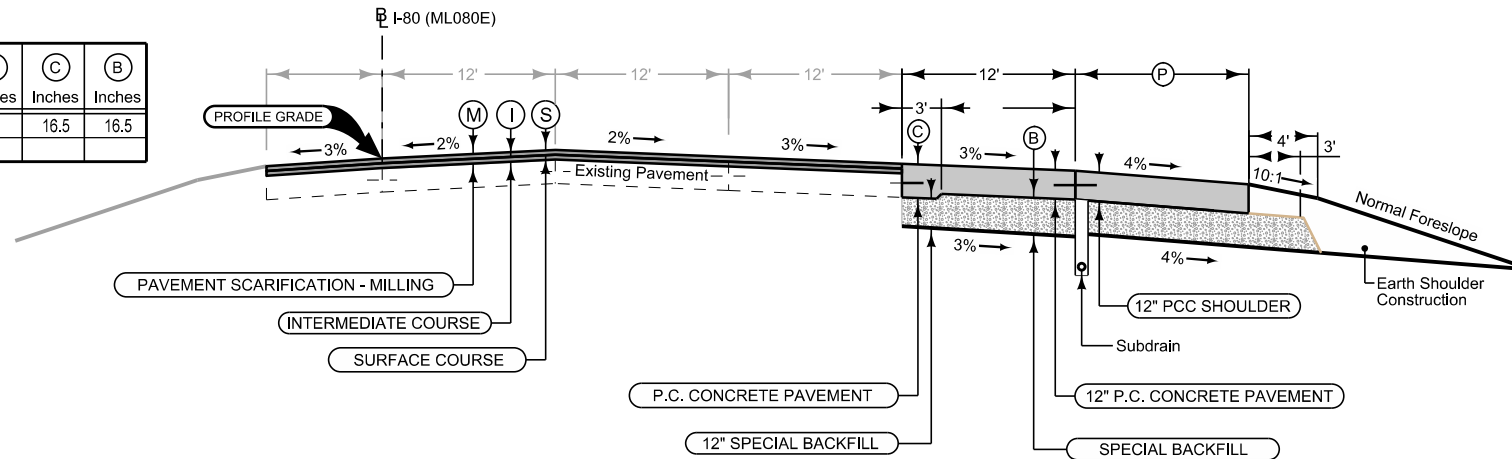
See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

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

**GRADING  
RAMP 235H**

Mainline Jointing:  
Transverse joints: CD at 17' spacing

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (M) Inches | (S) Inches | (I) Inches | (C) Inches | (B) Inches |
|---------------------|---------------------|---------------|-------------|------------|------------|------------|------------|------------|
| ML080E              | EB                  | 38+37.50      | 43+58.66    | 5          | 2          | 3          | 16.5       | 16.5       |



**Full Depth PCC Shoulder**

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

| (P) Feet | STATION TO STATION |          | Direction of Travel |
|----------|--------------------|----------|---------------------|
| 12       | 38+37.50           | 43+58.66 | EB                  |

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

**PAVING  
EASTBOUND I-80**

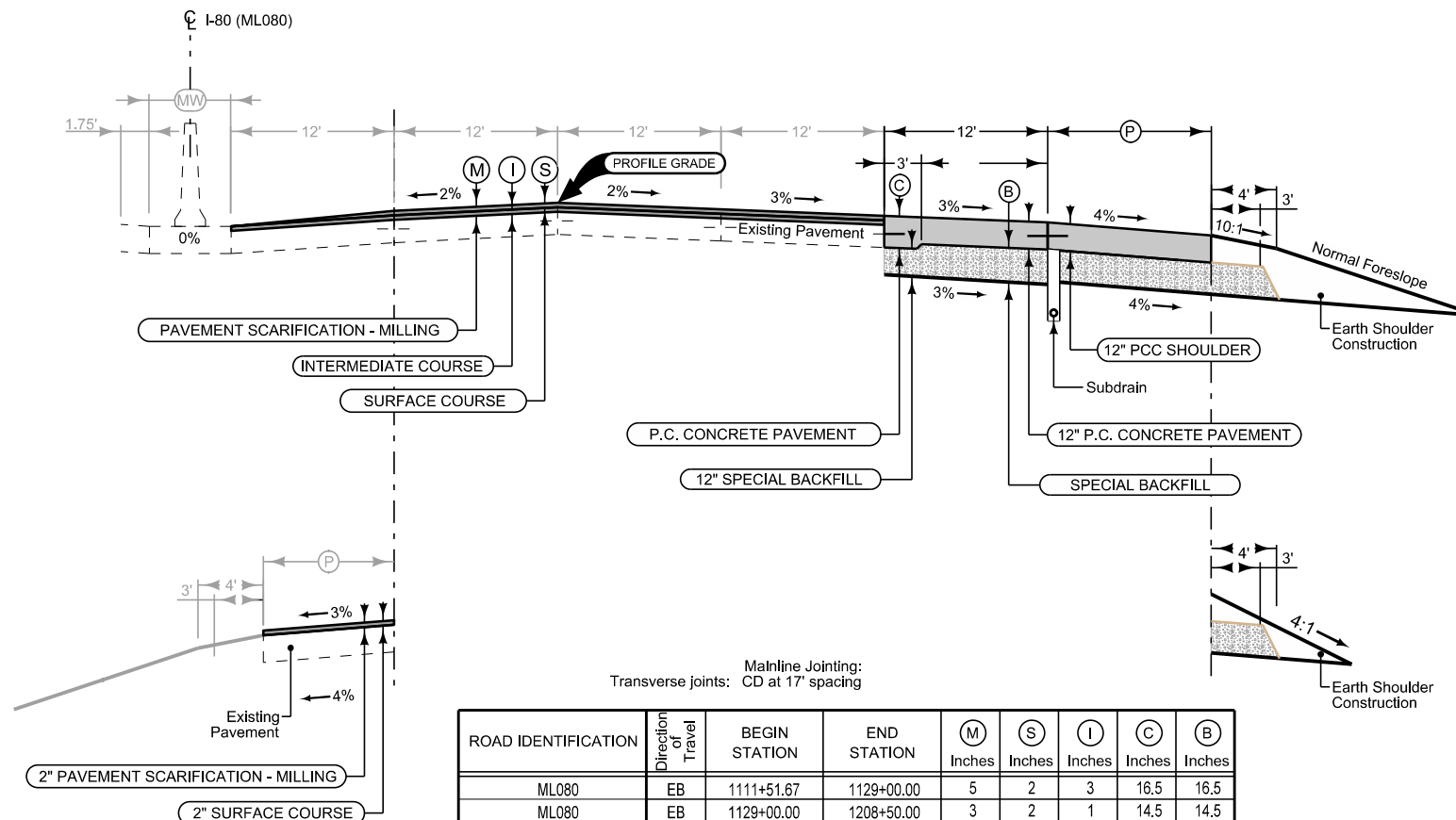
**Median Barrier**

| (MW) Feet | STATION TO STATION |            | Direction of Travel |
|-----------|--------------------|------------|---------------------|
| 6         | 1121+65.75         | 1136+00.00 | EB                  |
| 6-3       | 1136+00.00         | 1140+00.00 | EB                  |
| 3         | 1140+00.00         | 1166+75.00 | EB                  |
| 3-6       | 1166+75.00         | 1170+75.00 | EB                  |
| 6         | 1170+75.00         | 1177+75.00 | EB                  |
| 6-3       | 1177+75.00         | 1181+75.00 | EB                  |
| 3         | 1181+75.00         | 1208+50.00 | EB                  |

**Full Depth PCC Shoulder**

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

| (P) Feet | STATION TO STATION |            | Direction of Travel |
|----------|--------------------|------------|---------------------|
| 8        | 1111+51.67         | 1121+65.75 | EB                  |



**Full Depth PCC Shoulder**

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

| (P) Feet | STATION TO STATION |            | Direction of Travel |
|----------|--------------------|------------|---------------------|
| 12       | 1111+51.67         | 1190+25.00 | EB                  |

**Full Depth PCC Shoulder**

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

| (P) Feet | STATION TO STATION |            | Direction of Travel |
|----------|--------------------|------------|---------------------|
| 12       | 1190+25.00         | 1208+50.00 | EB                  |

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

**PAVING  
MAINLINE I-80 (EASTBOUND)**

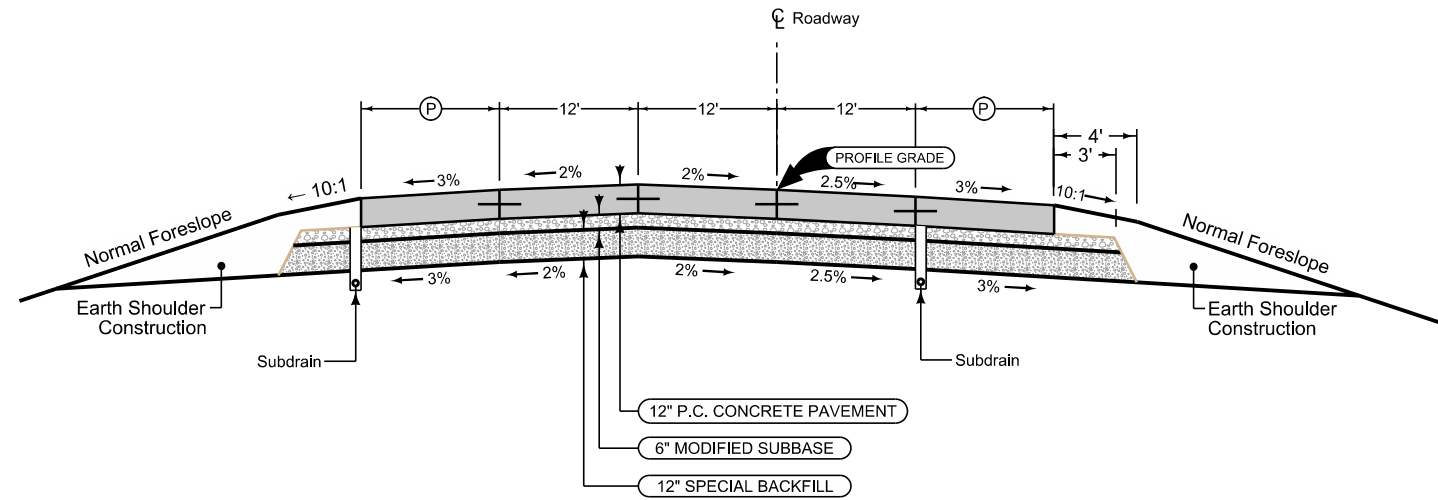
| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (M) Inches | (S) Inches | (I) Inches | (C) Inches | (B) Inches |
|---------------------|---------------------|---------------|-------------|------------|------------|------------|------------|------------|
| ML080               | EB                  | 1111+51.67    | 1129+00.00  | 5          | 2          | 3          | 16.5       | 16.5       |
| ML080               | EB                  | 1129+00.00    | 1208+50.00  | 3          | 2          | 1          | 14.5       | 14.5       |

Mainline Jointing:  
Transverse joints: CD at 17' spacing

**Full Depth PCC Shoulder**

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

| Direction of Travel | STATION TO STATION |            | (P) Feet |
|---------------------|--------------------|------------|----------|
| WB                  | 7401+43.52         | 7406+44.66 | 12       |



Mainline Jointing:  
 Transverse joints: CD at 17' spacing

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------------|---------------|-------------|
| ML080W_INT          | WB                  | 7401+43.52    | 7406+44.66  |

**Full Depth PCC Shoulder**

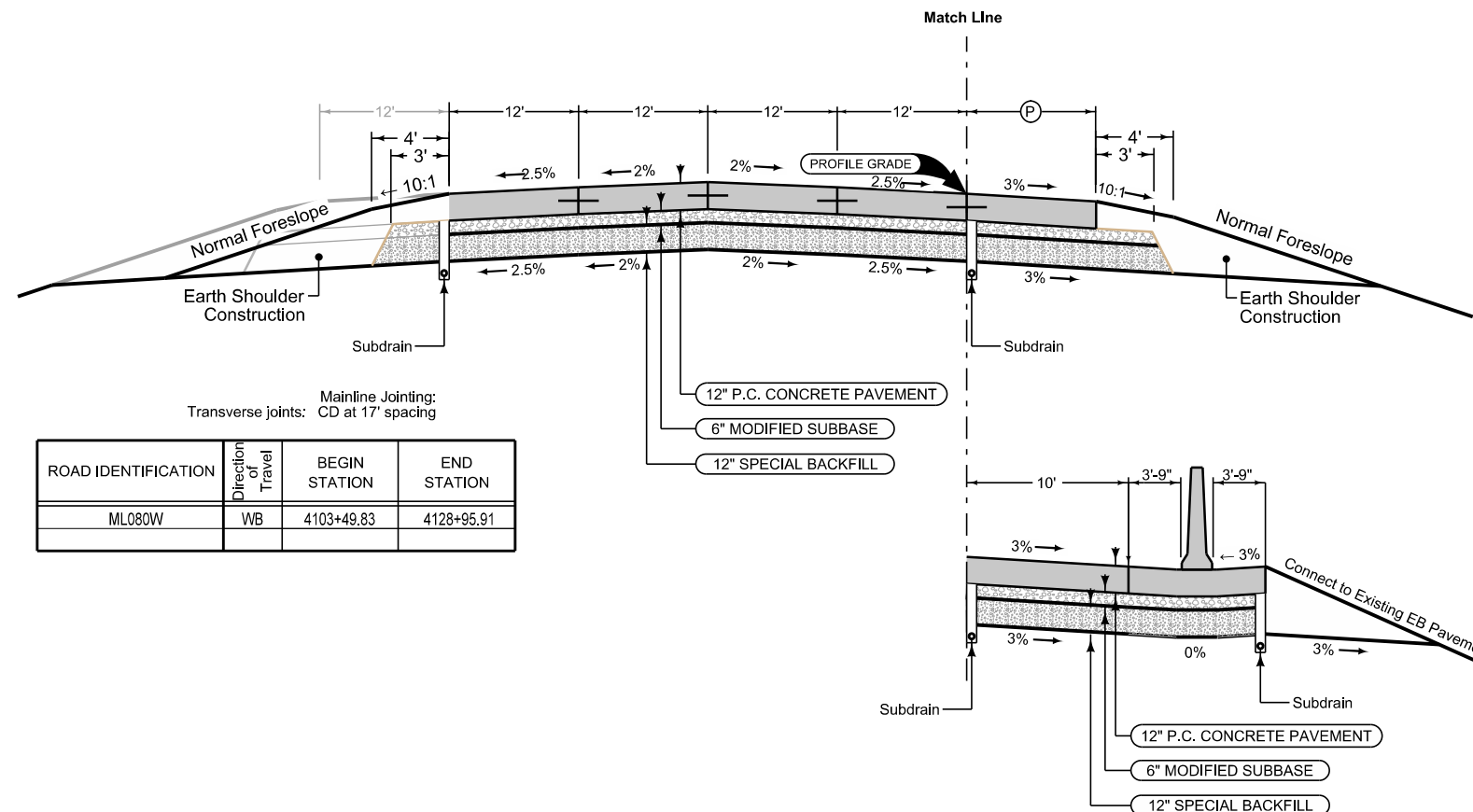
Shoulder Jointing:  
 Longitudinal joint: L-2 or KT-2  
 Transverse joints: C at 17' spacing

| Direction of Travel | STATION TO STATION |            | (P) Feet |
|---------------------|--------------------|------------|----------|
| WB                  | 7401+43.52         | 7406+44.66 | 12       |

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

See Tab 112-9 for shoulder quantities.

**PAVING  
 INTERIM WESTBOUND I-80**



Mainline Jointing:  
 Transverse joints: CD at 17' spacing

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------------|---------------|-------------|
| ML080W              | WB                  | 4103+49.83    | 4128+95.91  |

**Full Depth PCC Shoulder**

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

| Direction of Travel | STATION TO STATION |            | (P) Feet |
|---------------------|--------------------|------------|----------|
| WB                  | 4103+49.83         | 4122+37.00 | 12       |

**Full Depth PCC Shoulder  
 w/ Barrier**

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

| Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
|---------------------|---------------|-------------|----------|
| EB                  | 4122+37.00    | 4128+95.91  | 3.8      |

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

See Tab 112-9 for shoulder quantities.

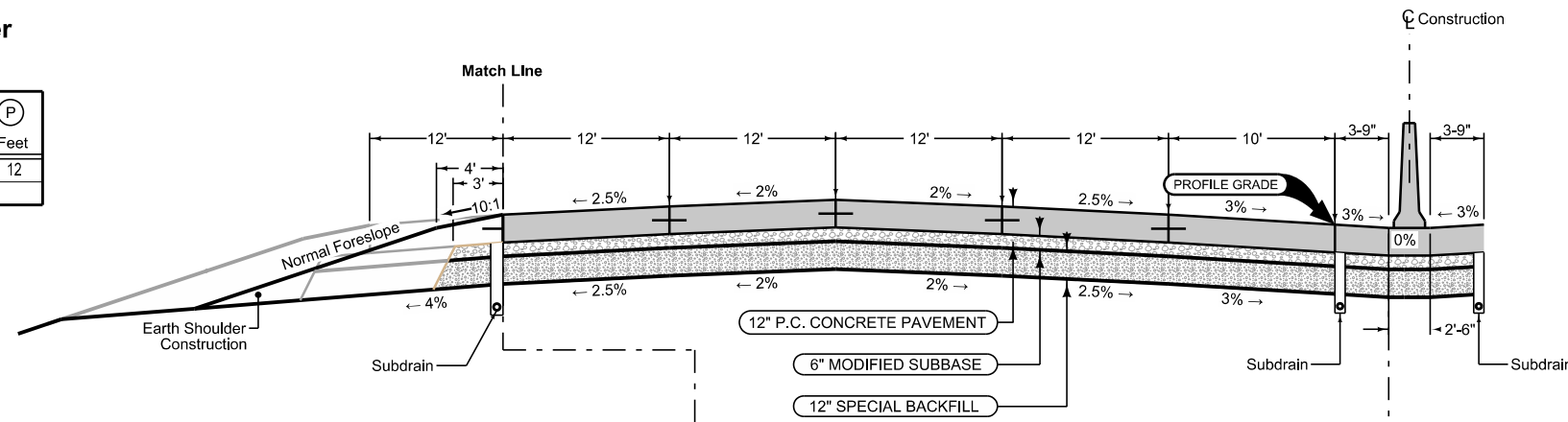
**PAVING  
 WESTBOUND I-80**



**Full Depth PCC Shoulder**

Longitudinal joint: L or KT  
Transverse joint: Match Mainline

| Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
|---------------------|---------------|-------------|----------|
| WB                  | 5128+00.00    | 5137+77.87  | 12       |



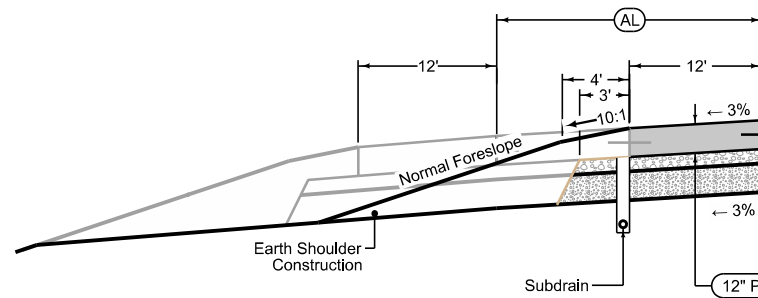
**Full Median Barrier**

| Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------|-------------|
| WB                  | 5128+00.00    | 5137+77.87  |
| WB                  | 5150+58.17    | 5198+50.00  |

**Auxiliary Lane with Full Depth PCC Shoulder**

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

| Direction of Travel | STATION TO STATION | (AL) Feet  | (P) Feet |
|---------------------|--------------------|------------|----------|
| WB                  | 5150+58.17         | 5202+75.09 | 12       |



Mainline Jointing:  
Transverse joints: CD at 17' spacing

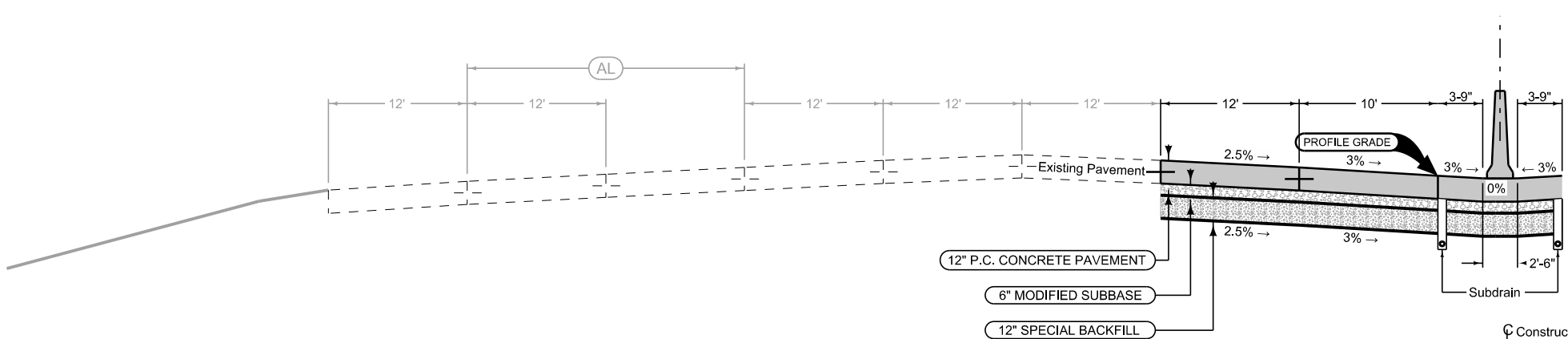
| BEGIN STATION | END STATION |
|---------------|-------------|
| 5128+00.00    | 5137+77.87  |
| 5150+58.17    | 5202+75.09  |

**Half Median Barrier**

| Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------|-------------|
| WB                  | 5198+50.00    | 5198+92.64  |

**Existing Median Barrier**

| Direction of Travel | BEGIN STATION | END STATION | (M) Feet |
|---------------------|---------------|-------------|----------|
| WB                  | 5198+92.64    | 5202+75.09  | 3.8-0    |



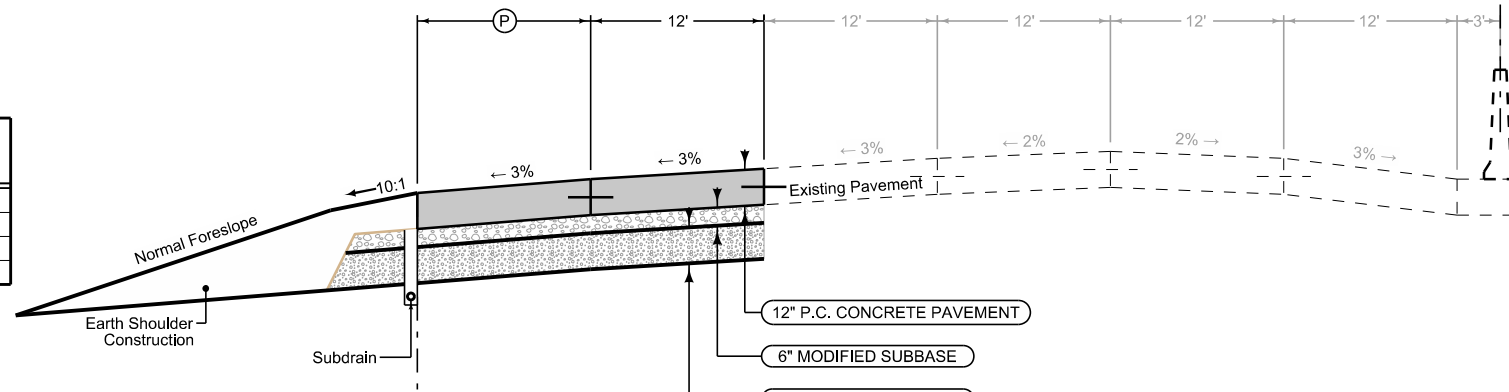
Mainline Jointing:  
Transverse joints: CD at 17' spacing

| Construction BEGIN STATION | END STATION |
|----------------------------|-------------|
| 5137+77.87                 | 5150+58.17  |

**Full Depth PCC Shoulder**

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

| Direction of Travel | STATION TO STATION | (P) Feet   |
|---------------------|--------------------|------------|
| WB                  | 5202+75.09         | 5206+50.00 |



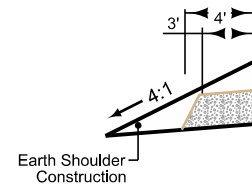
Mainline Jointing:  
Transverse joints: CD at 17' spacing

| BEGIN STATION | END STATION |
|---------------|-------------|
| 5202+75.09    | 5208+07.97  |

**Full Depth PCC Shoulder**

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

| (P) Feet | STATION TO STATION | Direction of Travel |
|----------|--------------------|---------------------|
| 12       | 5206+50.00         | EB                  |

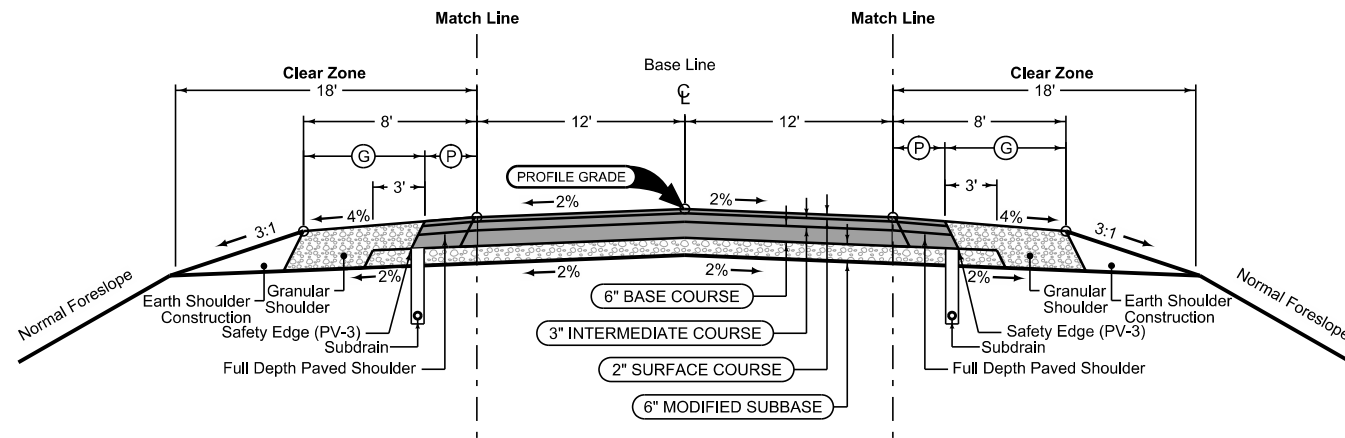


See Tab 100-24 or 100-25 for pavement quantities.  
See Tab 112-9 for shoulder quantities.

**PAVING  
MAINLINE I-80 (WESTBOUND)**

**Combination Shoulder**

| 2_C_MODIFIED        |               |             |          |          |
|---------------------|---------------|-------------|----------|----------|
| Direction of Travel | BEGIN STATION | END STATION | (P) Feet | (G) Feet |
| WB                  | 2146+50.00    | 2149+40.72  | 3.0      | 5.0      |
| WB                  | 2154+27.04    | 2158+00.00  | 3.0      | 5.0      |



**Combination Shoulder**

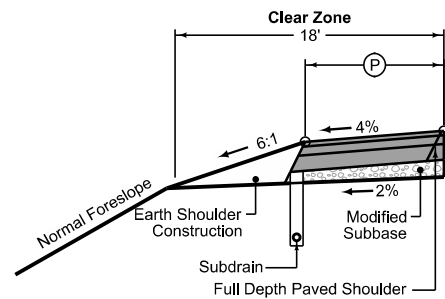
| 2_C_MODIFIED        |               |             |          |          |
|---------------------|---------------|-------------|----------|----------|
| Direction of Travel | BEGIN STATION | END STATION | (P) Feet | (G) Feet |
| EB                  | 2146+50.00    | 2149+40.72  | 3.0      | 5.0      |
| EB                  | 2154+27.04    | 2158+18.78  | 3.0      | 5.0      |

**2 LANE PAVING**

| 2H_MODIFIED        |            |
|--------------------|------------|
| STATION TO STATION |            |
| 2146+50.00         | 2150+40.72 |
| 2153+27.04         | 2158+18.78 |

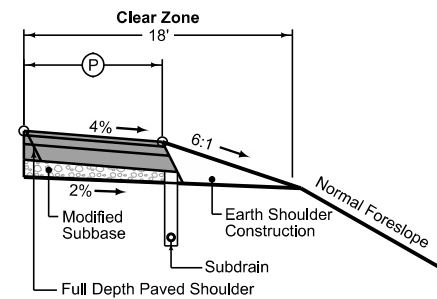
**Paved Shoulder at Guardrail**

| 4_P_Guard_MODIFIED  |               |             |          |
|---------------------|---------------|-------------|----------|
| Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
| WB                  | 2149+77.26    | 2150+40.67  | 8.0      |
| WB                  | 2153+35.77    | 2154+59.67  | 8.0-11.0 |



**Paved Shoulder at Guardrail**

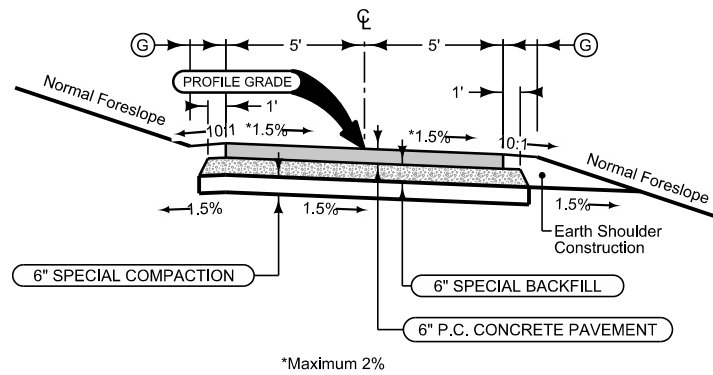
| 4_P_Guard_MODIFIED  |               |             |          |
|---------------------|---------------|-------------|----------|
| Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
| EB                  | 2149+07.62    | 2150+29.95  | 11.0-8.0 |
| EB                  | 2153+25.05    | 2153+88.56  | 8.0      |



**PAVING  
NE 38th St**

**Earth Shoulder**

| BEGIN STATION | END STATION | (G) Feet |
|---------------|-------------|----------|
| 301+70.00     | 306+45.00   | 2 (MIN)  |



**Earth Shoulder**

| BEGIN STATION | END STATION | (G) Feet |
|---------------|-------------|----------|
| 301+00.00     | 306+45.00   | 2 (MIN)  |

\*Maximum 2%

Trail Jointing:  
Transverse joints: C at 10' spacing.

| ROAD IDENTIFICATION  | BEGIN STATION | END STATION |
|----------------------|---------------|-------------|
| 4MILE GREENWAY TRAIL | 301+70.00     | 306+45.00   |

**PAVING  
FOURMILE CREEK GREENWAY TRAIL**

### Full Depth PCC Shoulder

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

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
|---------------------|---------------------|---------------|-------------|----------|
| RAMP 235D           | NB                  | 33544+06.61   | 33545+64.80 | 6        |
| RAMP 235D           | NB                  | 33551+55.35   | 33551+92.33 | 6        |
| RAMP 235D_INT       | NB                  | 37007+85.73   | 37015+38.39 | 6        |

### Auxiliary Lane with Full Depth PCC Shoulder

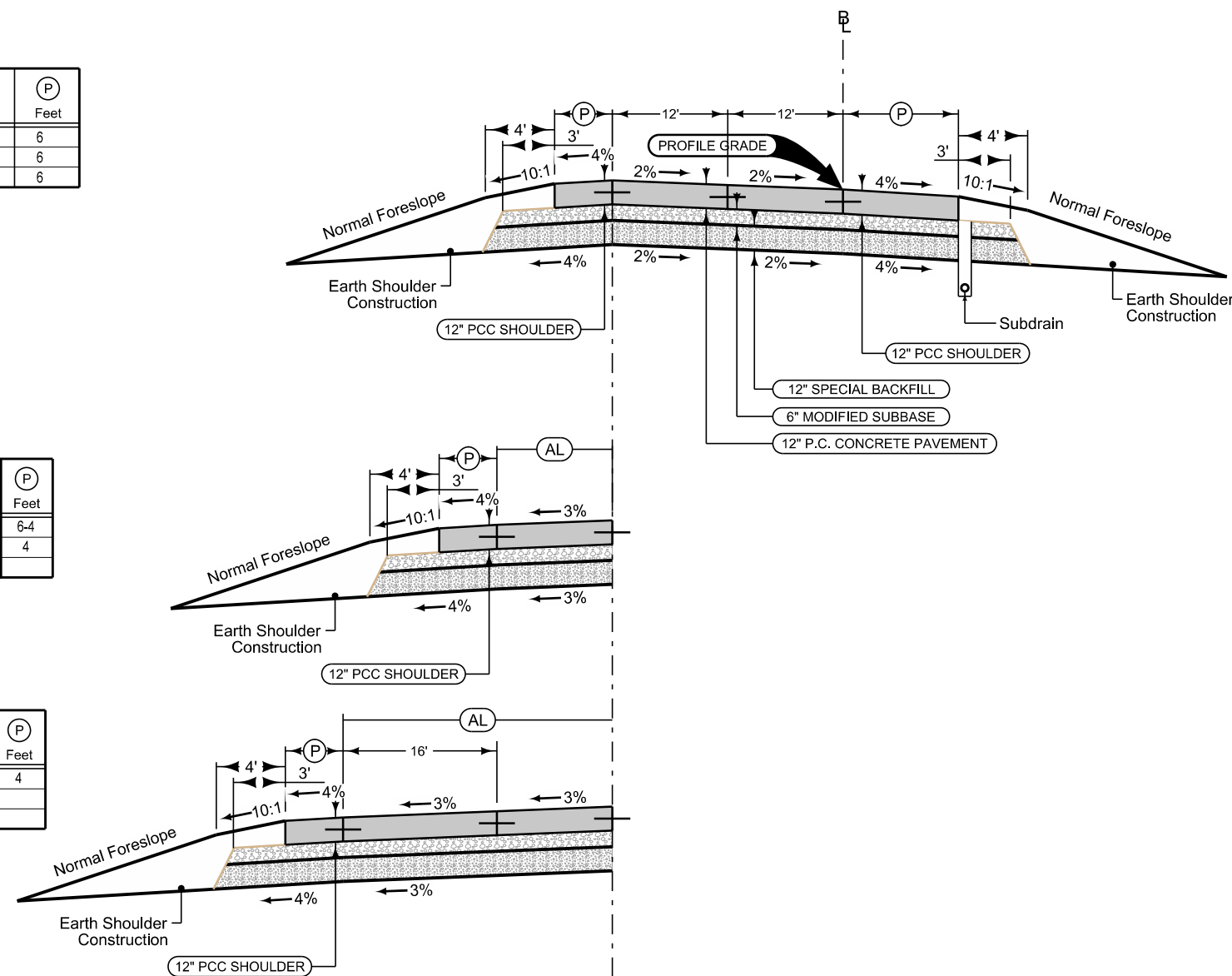
Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (AL) Feet | (P) Feet |
|---------------------|---------------------|---------------|-------------|-----------|----------|
| RAMP 235D           | NB                  | 33545+64.80   | 33545+94.42 | 0-2       | 6-4      |
| RAMP 235D           | NB                  | 33545+94.42   | 33548+40.39 | 2-18.6    | 4        |

### Auxiliary Lane with Full Depth PCC Shoulder

Longitudinal joint: L or KT  
 Transverse joint: Match Mainline

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (AL) Feet | (P) Feet |
|---------------------|---------------------|---------------|-------------|-----------|----------|
| RAMP 235D           | NB                  | 33548+40.39   | 33551+55.35 | 18.6-40   | 4        |



### Full Depth PCC Shoulder

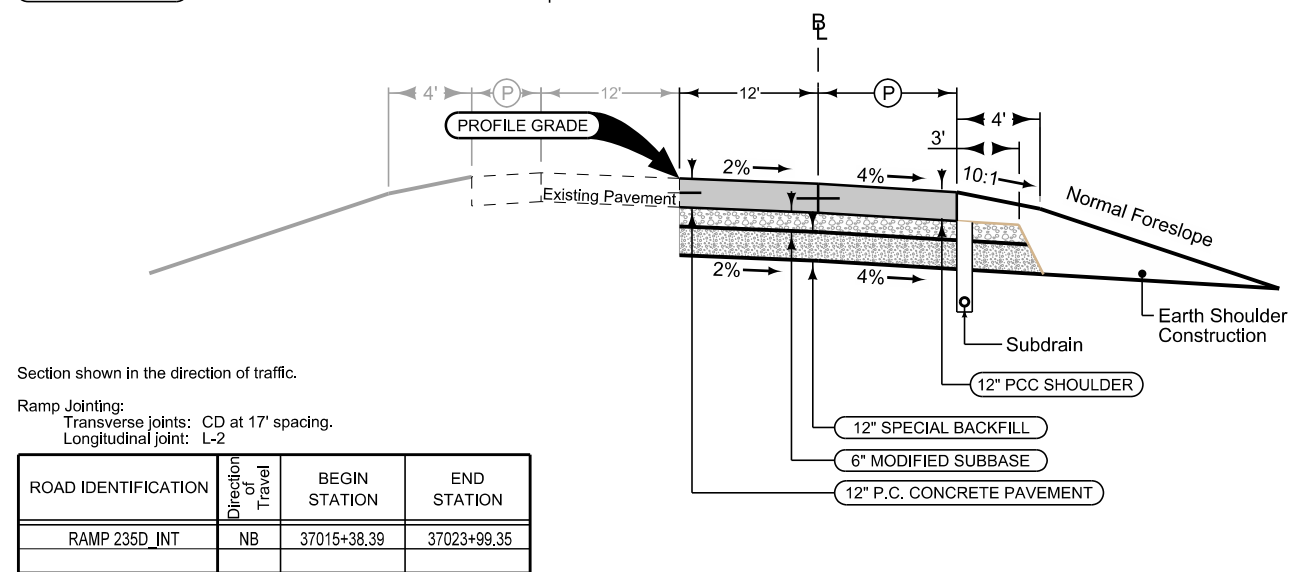
Shoulder Jointing:  
 Longitudinal joint: L-2 or KT-2  
 Transverse joints: C at 17' spacing

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
|---------------------|---------------------|---------------|-------------|----------|
| RAMP 235D           | NB                  | 33544+06.61   | 33551+92.33 | 12       |
| RAMP 235D_INT       | NB                  | 37007+85.73   | 37015+38.39 | 12       |

Section shown in the direction of traffic.

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

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------------|---------------|-------------|
| RAMP 235D           | NB                  | 33544+06.61   | 33551+92.33 |
| RAMP 235D_INT       | NB                  | 37007+85.73   | 37015+38.39 |



Section shown in the direction of traffic.

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

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------------|---------------|-------------|
| RAMP 235D_INT       | NB                  | 37015+38.39   | 37023+99.35 |

### Full Depth PCC Shoulder

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

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
|---------------------|---------------------|---------------|-------------|----------|
| RAMP 235D_INT       | NB                  | 37015+38.39   | 37023+99.35 | 12       |

## PAVING RAMP 235D INTERIM RAMP 235D

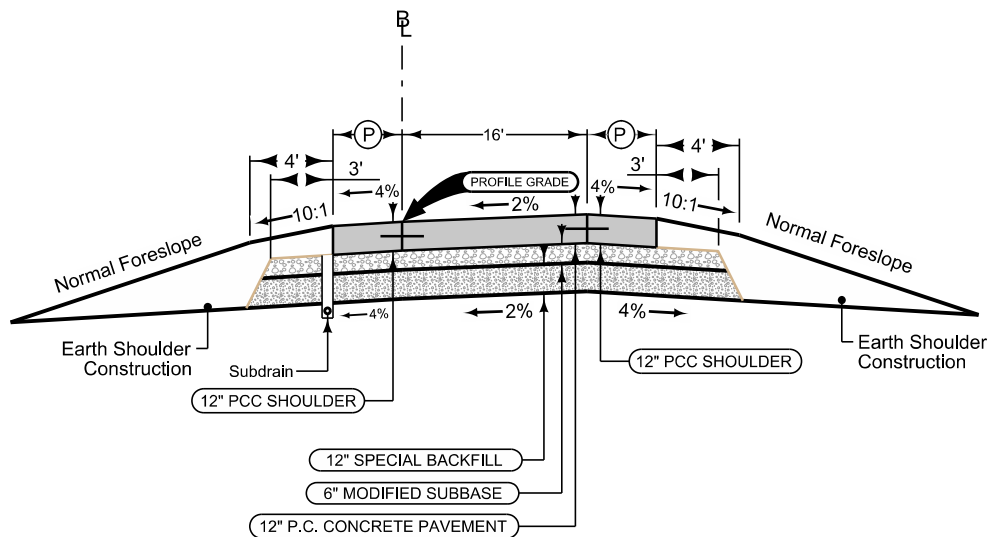
See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

**Full Depth PCC Shoulder**

Shoulder Jointing:  
 Longitudinal joint: L-2 or KT-2  
 Transverse joints: C at 12' spacing

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
|---------------------|---------------------|---------------|-------------|----------|
| RAMP 235H           | NB                  | 39651+00.00   | 39654+06.33 | 4        |



**Full Depth PCC Shoulder**

Shoulder Jointing:  
 Longitudinal joint: L-2 or KT-2  
 Transverse joints: C at 12' spacing

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
|---------------------|---------------------|---------------|-------------|----------|
| RAMP 235H           | NB                  | 39651+00.00   | 39654+06.33 | 6        |

Section shown in the direction of traffic.

Ramp Jointing:  
 Transverse joints: CD at 12' spacing.  
 Longitudinal joint: L-2

| ROAD IDENTIFICATION | Direction of Travel | BEGIN STATION | END STATION |
|---------------------|---------------------|---------------|-------------|
| RAMP 235H           | NB                  | 39651+00.00   | 39654+06.33 |

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

**PAVING  
 RAMP 235H**

### SURVEY SYMBOLS

|  |                                    |  |   |
|--|------------------------------------|--|---|
|  | PPA Power Pole Co. 1               |  | EP Edge of Paved Roads (ML or SR)         |
|  | PRA Power Riser Co. 1              |  | SNP Unpaved Shoulder                      |
|  | UB Utility Box                     |  | CU Back of Curb                           |
|  | TSG Traffic Signal                 |  | GU Gutter In Front of Curb                |
|  | TSL Traffic Signal and Luminaire   |  | ENT Centerline BL of Entrance             |
|  | TCB Traffic Signal Box             |  | ENP Edge Paved Entrance & Park Lot        |
|  | LUM Luminaire                      |  | ENU Edge Unpaved Entrance & Parking       |
|  | TPD Telephone Pedestal             |  | SWK Sidewalk                              |
|  | MH Utility Access (Manhole)        |  | CON Concrete or A/C Slab                  |
|  | IN Storm Sewer Intake              |  | E1 - ELA Underground Electric Line Co. 1  |
|  | INB Storm Sewer Beehive Intake     |  | E2 - ELA Underground Electric Line Co. 2  |
|  | WV Water Valve                     |  | E3 - ELA Underground Electric Line Co. 3  |
|  | FHYD Fire Hydrant                  |  | T1 - ELA Underground Telephone Line Co. 1 |
|  | SI Sign                            |  | F0 - FOA Underground Fiber Optic Co. 1    |
|  | SL Speed Limit Sign                |  | F02 - FOB Underground Fiber Optic Co. 2   |
|  | BB Billboard                       |  | F03 - FOB Underground Fiber Optic Co. 3   |
|  | MM Mile Marker Post                |  | F04 - FOB Underground Fiber Optic Co. 4   |
|  | ROW Right of Way Rail              |  | G - GLA Underground Gas Line Co. 1        |
|  | TEV Evergreen Tree                 |  | W - WLA Underground Water Line Co. 1      |
|  | SHR Shrub                          |  | St.S. - STA Storm Sewer Line Co. 1        |
|  | TDC Tree Deciduous                 |  | St.S.2 - STA Storm Sewer Line Co. 2       |
|  | SWAMP                              |  |   |
|  | FLG Flagpole                       |  |   |
|  | BCL Bridge Centerline              |  |   |
|  | BD Bridge Deck                     |  |   |
|  | BLS Bridge Low Steel               |  |   |
|  | UE Utility Elevation               |  |   |
|  | PRO Profile Shot                   |  |   |
|  | BRG Bridge                         |  |   |
|  | PLG Location of General Photo      |  |   |
|  | PIP Pipe Culvert                   |  |   |
|  | SOP Size of Pipe or Culvert        |  |   |
|  | DU Centerline Draw or Stream (Up)  |  |   |
|  | D Centerline Draw or Stream (Down) |  |   |
|  | DIK Centerline of Dike or Dam      |  |   |
|  | GDL Guard Rail Steel               |  |   |
|  | GPR Guard Post (4 or More Posts)   |  |   |
|  | GDC Guard Rail Cable               |  |   |
|  | RIP Rip-Rap                        |  |   |
|  | TLN Tree Line                      |  |   |
|  | TIL Tile Line                      |  |   |
|  | FCL Chain Link and Security Fence  |  |   |
|  | FW Wire Fence                      |  |   |
|  | RET Retaining Walls                |  |   |

### UTILITY LEGEND

This is a POINT 25 Project and is subject to the provisions of IAC 761-115.25.

|  |   |
|--|---|
|  | Mid American Energy - Power and Gas<br>Michael Younts<br>10510 Douglas Avenue<br>Urbandale, Iowa 50322<br>515-252-6565 - myounts@midamerican.com  |
|  | Iowa D. O. T. - Lighting and Fiber Optic<br>Tony Taylor<br>800 Lincoln Way<br>Ames, Iowa 50010<br>515-239-1902 - Tony.Taylor@dot.iowa.gov<br>Olsson Associates - Gregory T. Seib<br>601 P Street<br>Lincoln, Nebraska 68508<br>402-458-5037<br>gseib@olssonassociates.com |
|  | Polk County - Lighting and Traffic Signals<br>Kurt Bailey<br>5885 NE 14th Street<br>Des Moines, Iowa 50313<br>515-286-3705<br>Kurt.Bailey@polkcountyiowa.gov  |
|  | Century Link - Telephone and Fiber Optics<br>Dustin Withers<br>2103 East University Avenue<br>Des Moines, Iowa 50317<br>515-263-7202<br>Dustin.Withers@centurylink.com  |
|  | Windstream - Fiber Optics<br>Jim Wland<br>115 South 2nd Avenue West<br>Newton, Iowa 50208<br>641-787-2270<br>jim.wland@windstream.com   |
|  | Iowa Communications Network (ICN) - Fiber Optics<br>Larry Klawitter<br>Grimes State Office Building<br>400 East 14th Street<br>Des Moines, Iowa 50319<br>515-229-2046<br>larry.klawitter@iowa.gov   |
|  | Iowa Network Services (INS) - Fiber Optics<br>Jeff Klocko<br>7760 Office Plaza Drive South<br>West Des Moines, Iowa 50266<br>515-830-0445<br>Jeff@netins.com  |
|  | Des Moines Water Works - Water<br>Matt Smith<br>2201 George Flagg Parkway<br>Des Moines, Iowa 50321<br>515-283-8781<br>msmith@dmww.com  |
|  | IDOT or Private   |
|  | Polk County - Storm Sewer<br>Kurt Bailey<br>5885 NE 14th Street<br>Des Moines, Iowa 50313<br>515-286-3705<br>Kurt.Bailey@polkcountyiowa.gov   |

### 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. |  |
| Yellow       | (4)              | Highlight for Critical Notes or Features                               |
| Red          | (3)              | Delineates Restricted Areas  |
| Lavender     | (9)              | Temporary Pavement Shading   |
| Gray, Light  | (48)             | Proposed Pavement Shading  |
| Gray, Med    | (80)             | Proposed Granular Shading  |
| Gray, Med    | (96)             | Paving by Others Shading   |
| Gray, Dark   | (112)            | Proposed Grade and Pave Shading "In conjunction with a paving project" |
| Gray, Dark   | (128)            | Proposed HMA Overlay Shading   |
| Brown, Light | (236)            | Grading Shading  |
| Tan          | (8)              | Proposed Sidewalk Shading  |
| Blue, Light  | (230)            | Proposed Sidewalk Landing Shading                                      |
| Pink         | (11)             | Proposed Sidewalk Ramp Shading   |

### PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

| LINEWORK    | Design Color No. |                                 |
|-------------|------------------|---------------------------------|
| Green       | (2)              | 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 | Survey Line |
|-----------------|-------------|
|                 |             |
|                 |             |
|                 |             |
|                 |             |
|                 |             |
|                 |             |
|                 |             |
|                 |             |
|                 |             |
|                 |             |
|                 |             |

### RIGHT-OF-WAY LEGEND

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

# PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

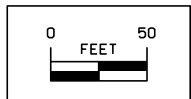
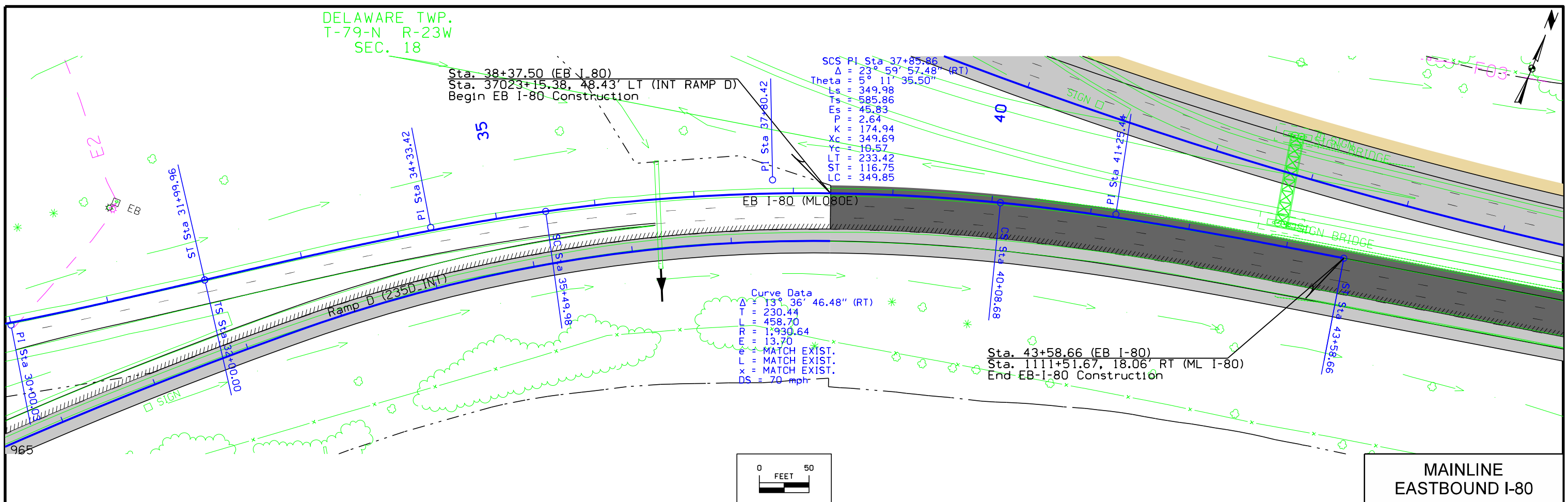
DELAWARE TWP.  
T-79-N R-23W  
SEC. 18

Sta. 38+37.50 (EB I-80)  
Sta. 37023+15.38, 48.43' LT (INT RAMP D)  
Begin EB I-80 Construction

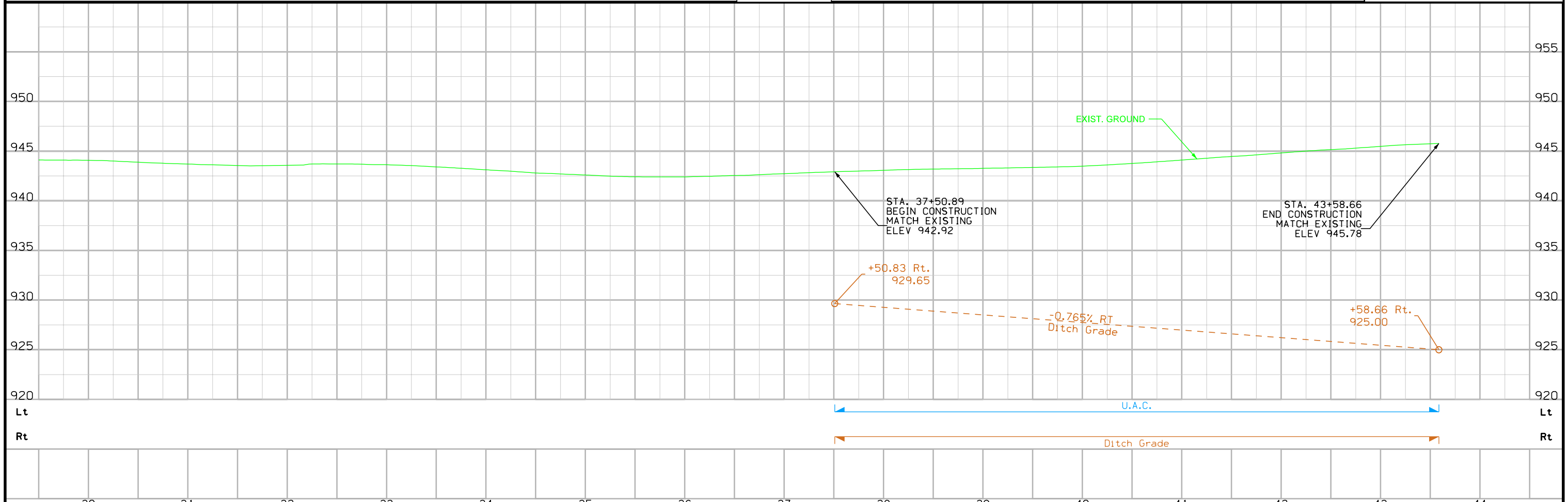
SCS PI Sta 37+85.86  
 $\Delta = 23^{\circ} 59' 57.48''$  (RT)  
Theta =  $5^{\circ} 11' 35.50''$   
Ls = 349.98  
Ts = 585.86  
Es = 45.83  
P = 2.64  
K = 174.94  
Xc = 349.69  
Yc = 10.57  
LT = 233.42  
ST = 116.75  
LC = 349.85

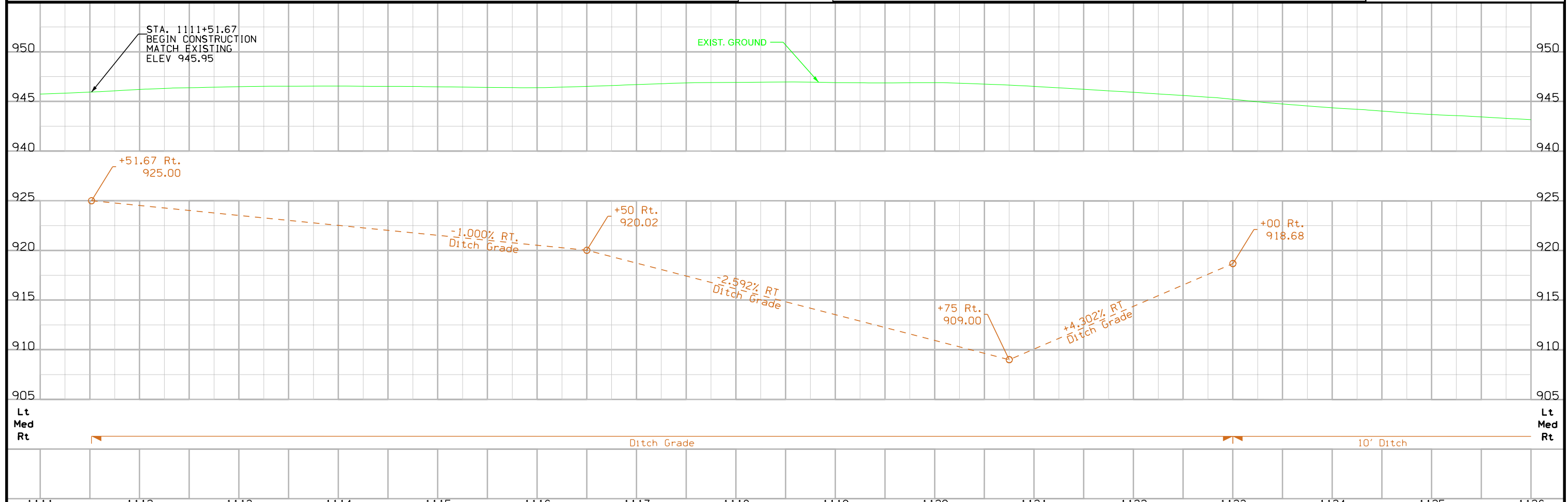
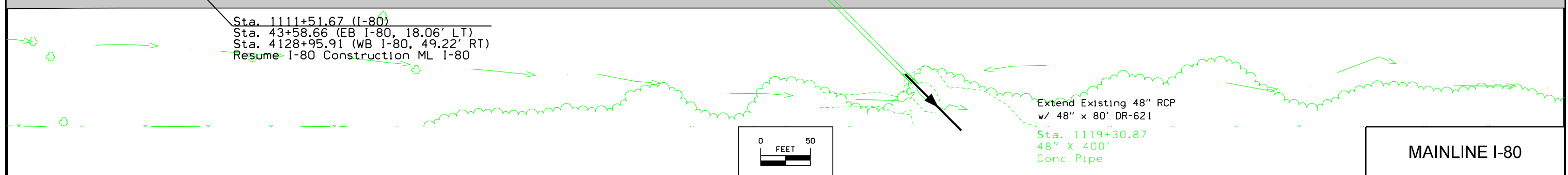
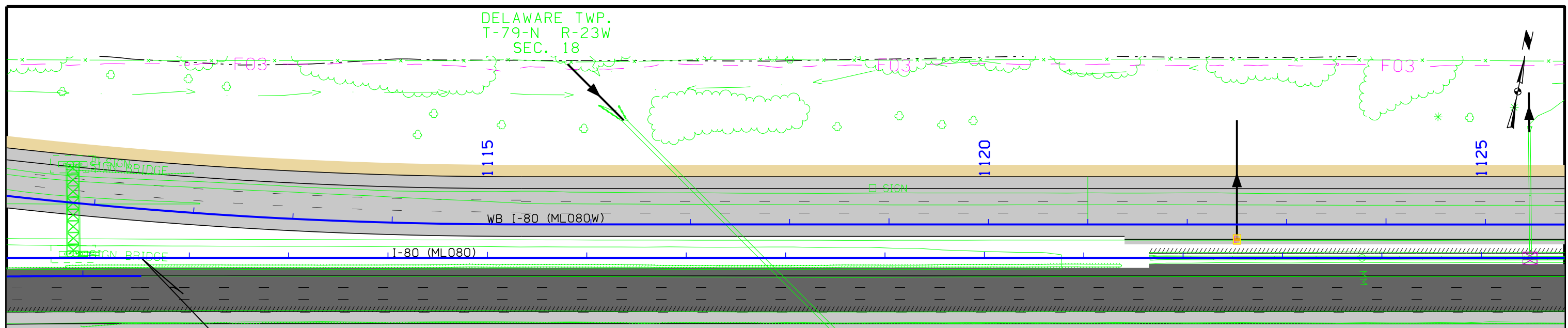
Curve Data  
 $\Delta = 13^{\circ} 36' 46.48''$  (RT)  
T = 230.44  
L = 458.70  
R = 1,930.64  
E = 13.70  
M = MATCH EXIST.  
L = MATCH EXIST.  
X = MATCH EXIST.  
DS = 70 mph

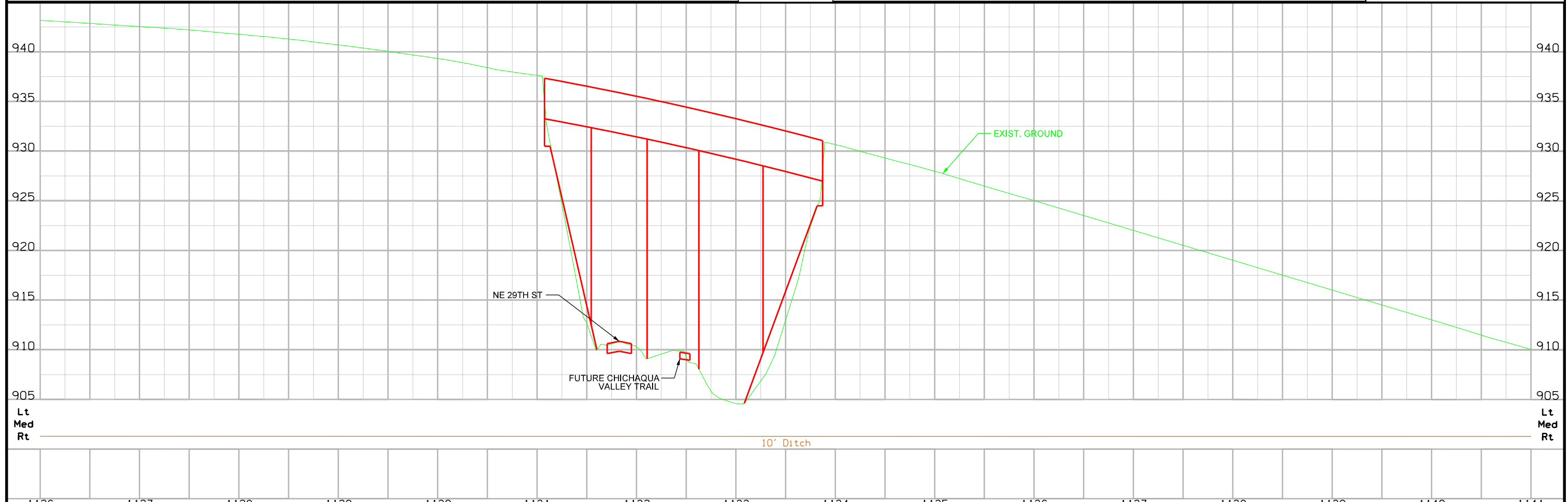
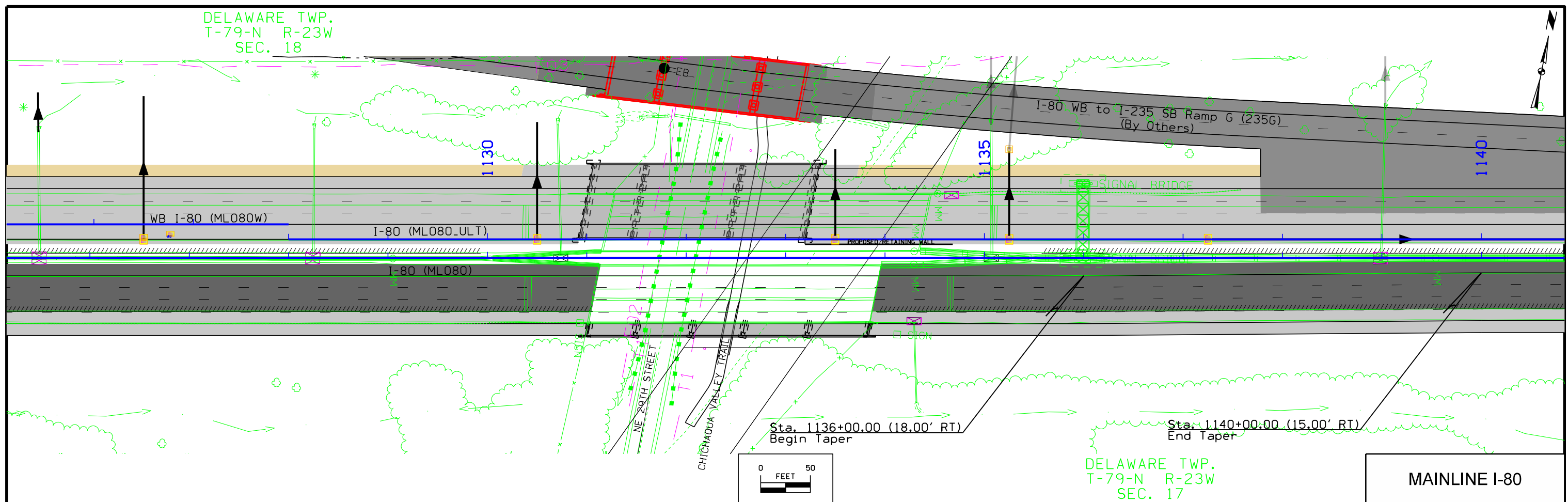
Sta. 43+58.66 (EB I-80)  
Sta. 1111+51.67, 18.06' RT (ML I-80)  
End EB-I-80 Construction



MAINLINE  
EASTBOUND I-80

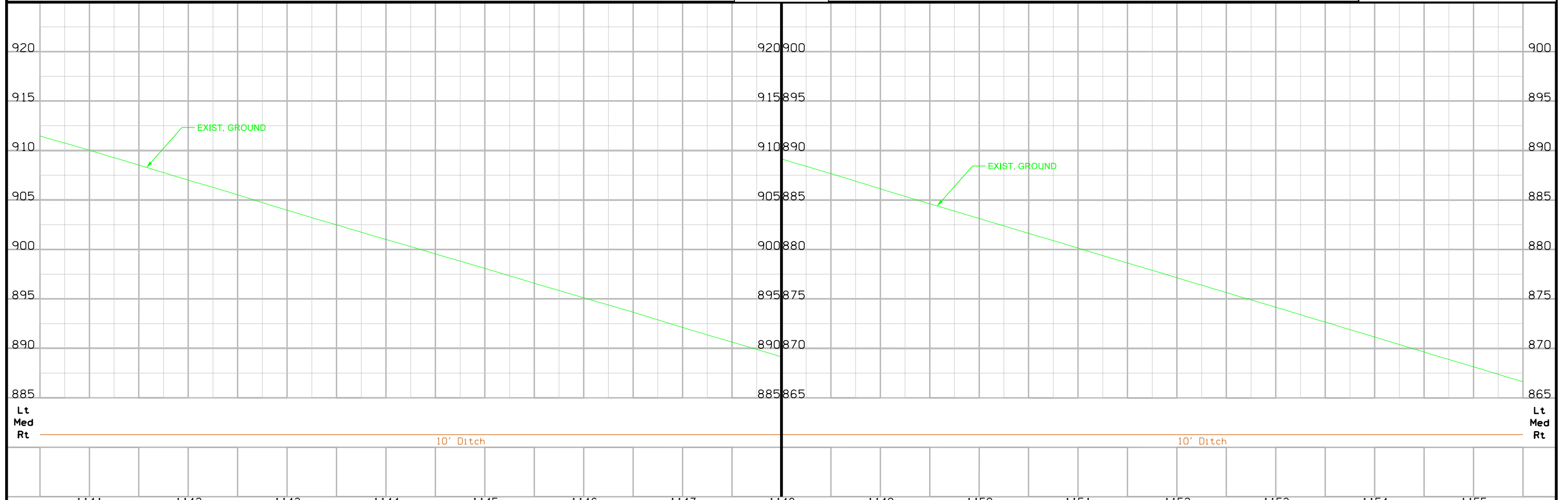
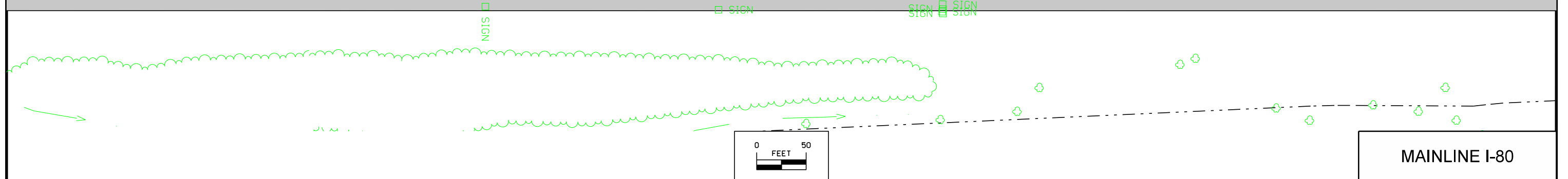
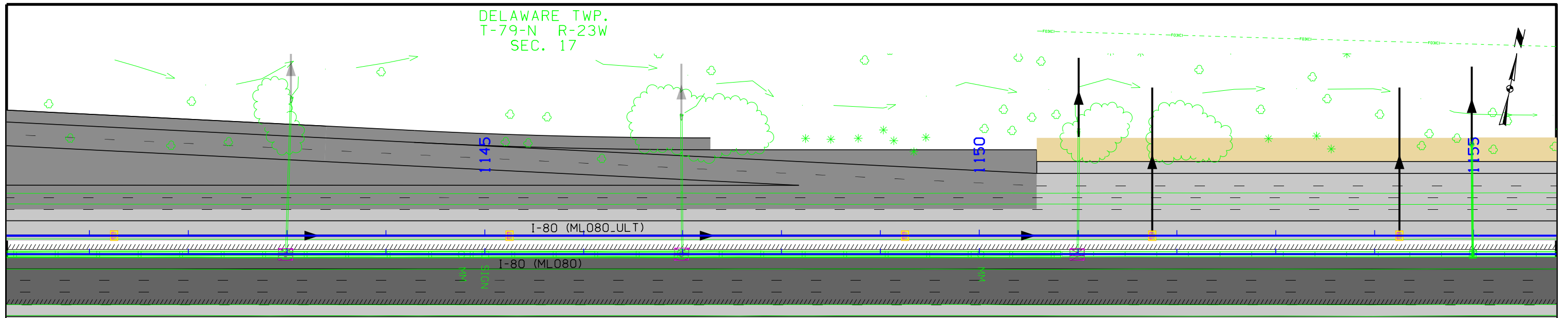




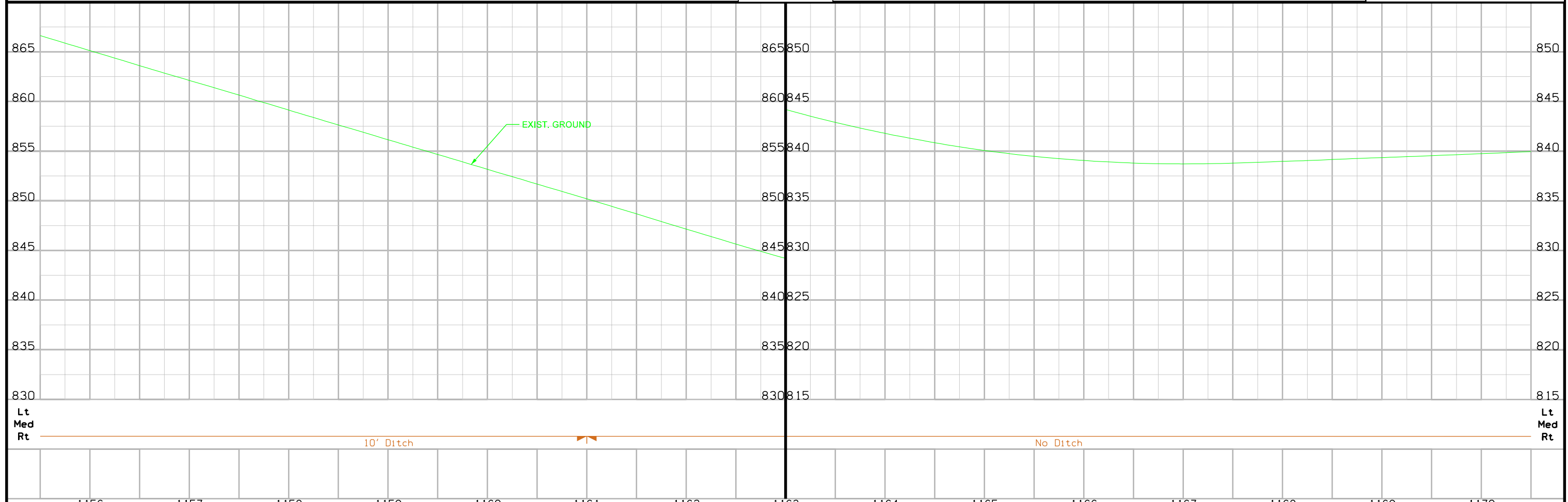
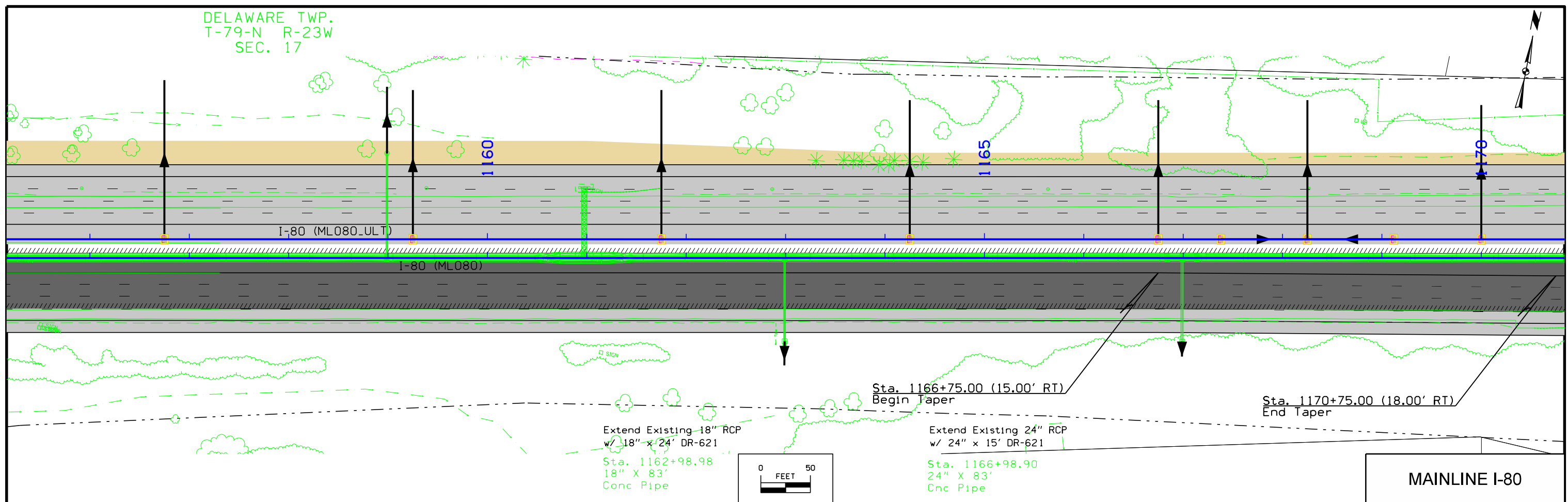




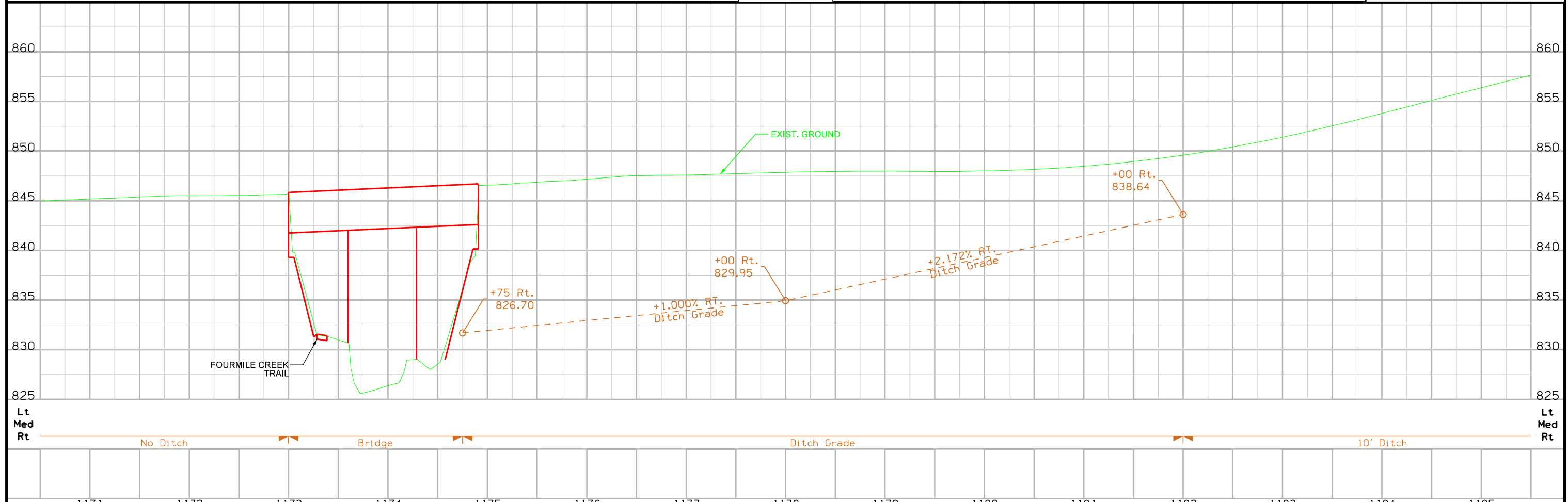
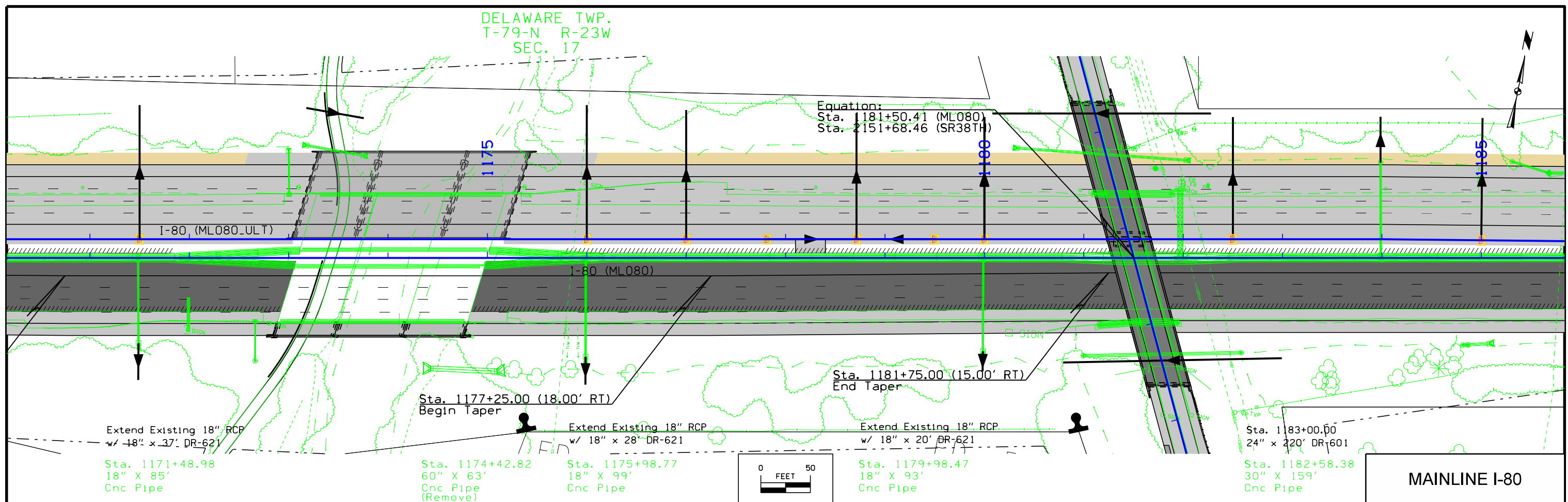
DELAWARE TWP.  
T-79-N R-23W  
SEC. 17



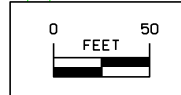
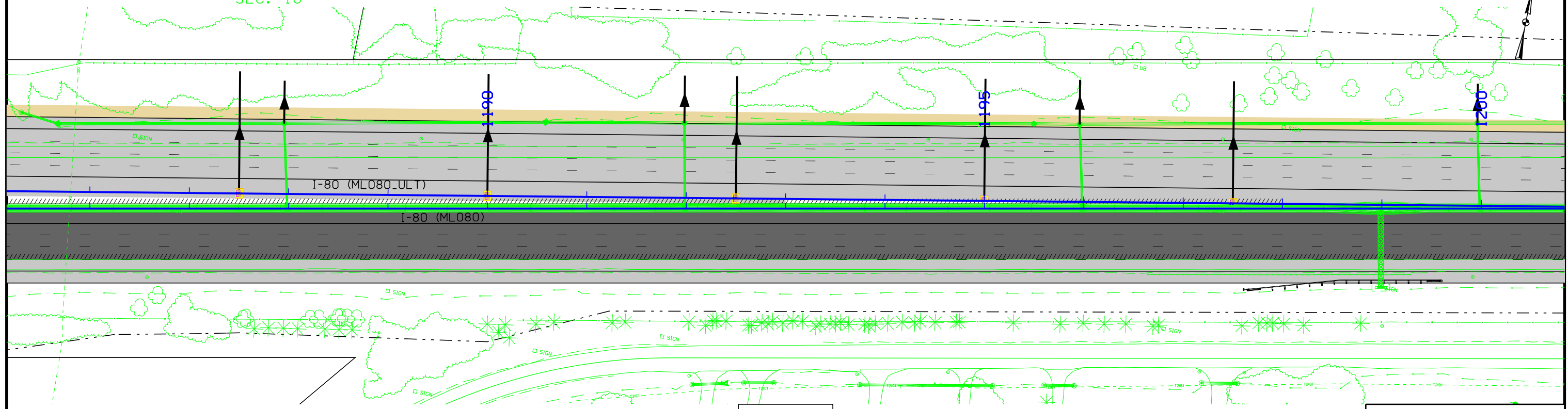
DELAWARE TWP.  
T-79-N R-23W  
SEC. 17



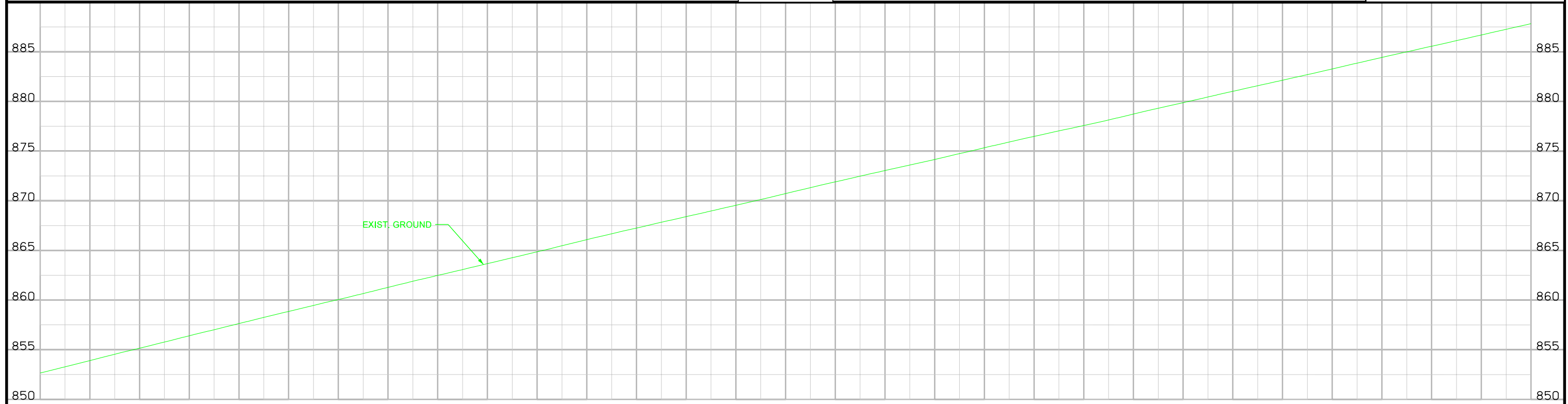
DELAWARE TWP.  
T-79-N R-23W  
SEC. 17



DELAWARE TWP.  
T-79-N R-23W  
SEC. 16

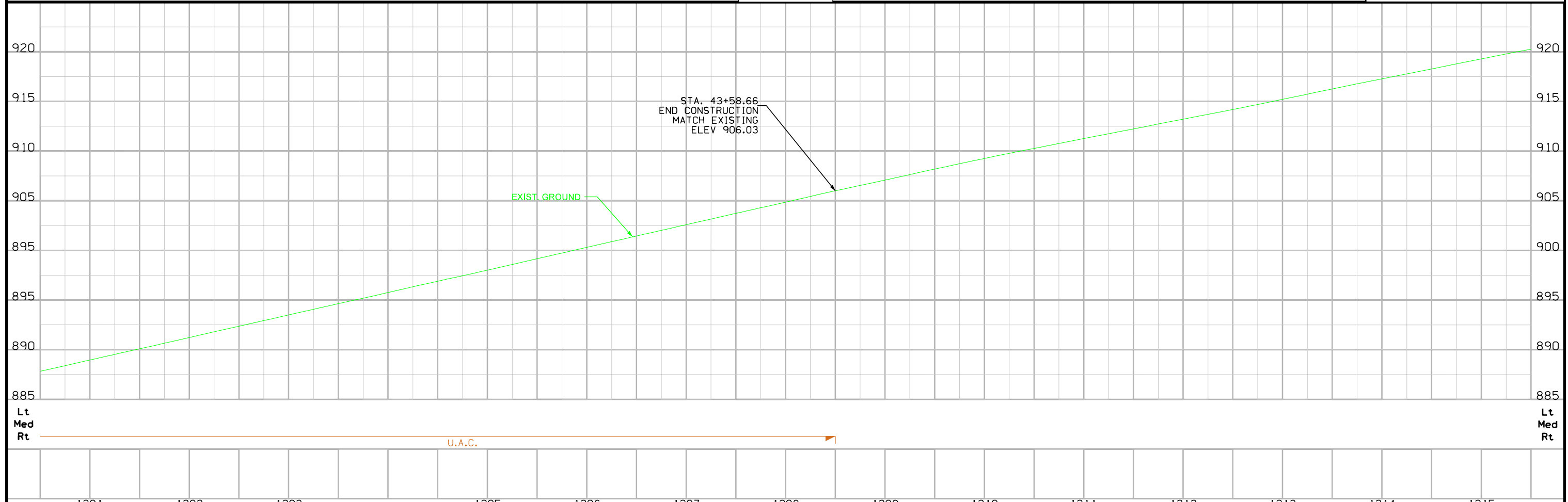
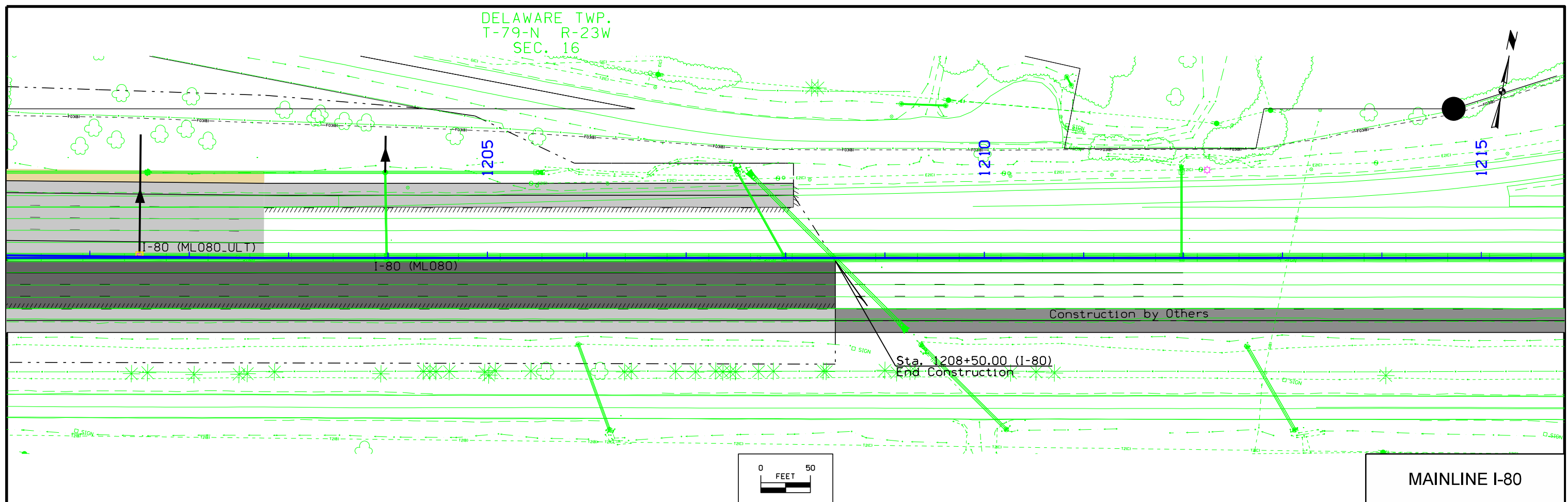


MAINLINE I-80

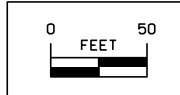
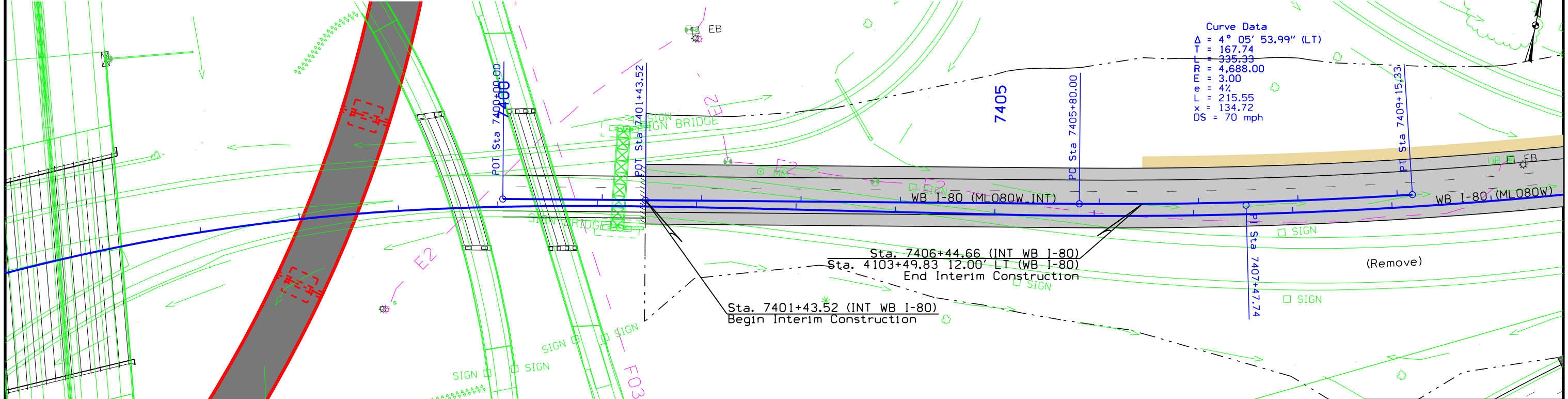


|      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1186 | 1187 | 1188 | 1189 | 1190 | 1191 | 1192 | 1193 | 1194 | 1195 | 1196 | 1197 | 1198 | 1199 | 1200 |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|

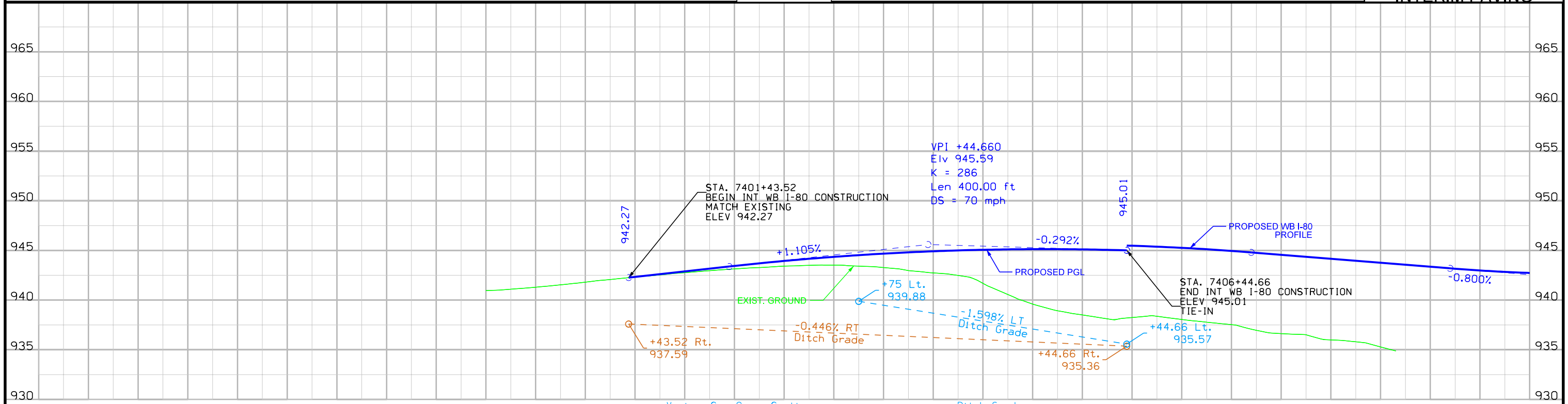
DELAWARE TWP.  
T-79-N R-23W  
SEC. 16



DELAWARE TWP.  
T-79-N R-23W  
SEC. 18

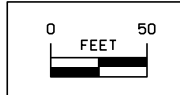
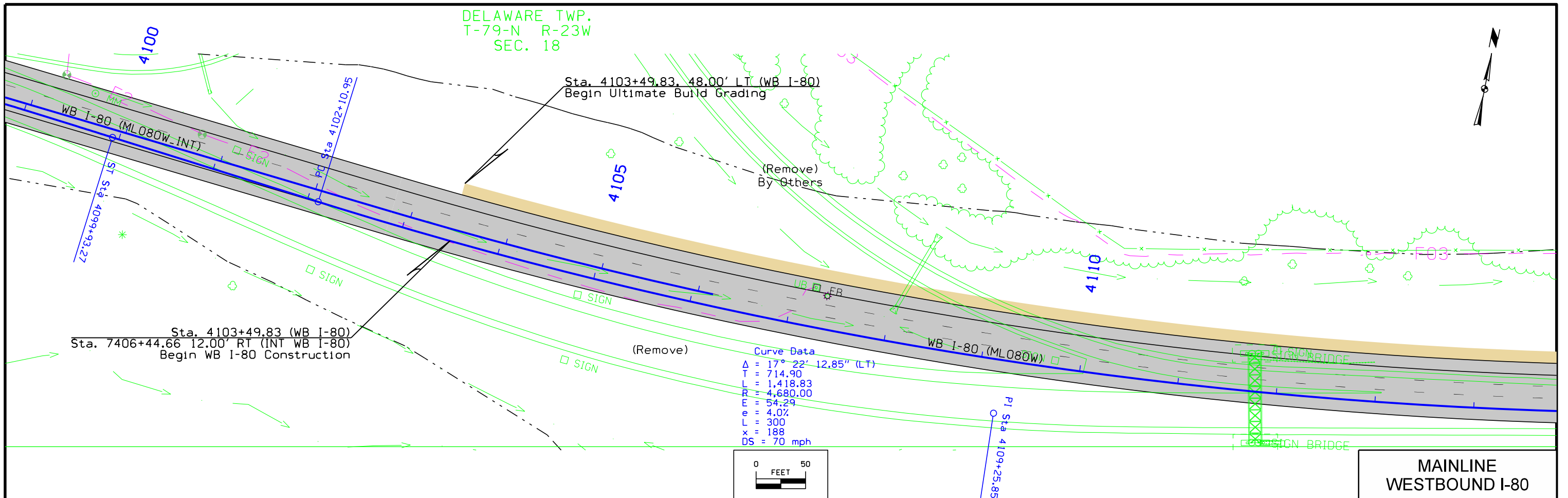


MAINLINE  
WESTBOUND I-80  
INTERIM PAVING

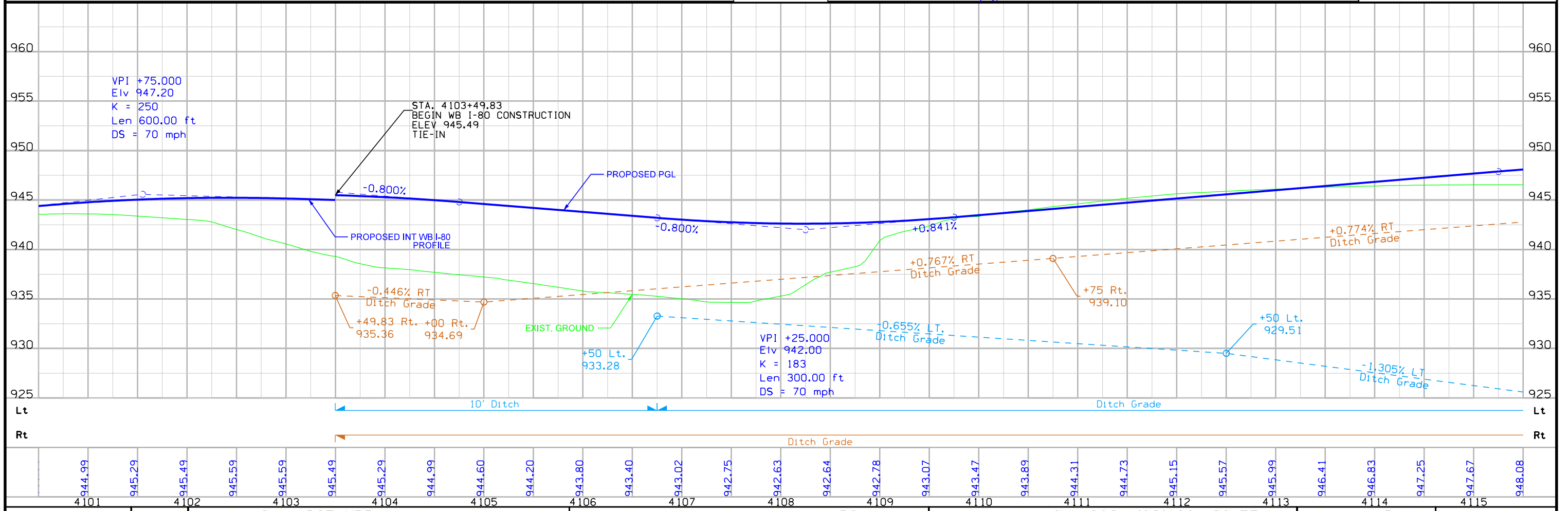


| Station | Elevation |
|---------|-----------|
| 7401    | 942.27    |
| 7402    | 942.88    |
| 7403    | 943.42    |
| 7404    | 943.96    |
| 7405    | 944.36    |
| 7406    | 944.77    |
| 7407    | 945.06    |
| 7408    | 945.23    |
| 7409    | 945.28    |
| 7410    | 945.28    |

DELAWARE TWP.  
T-79-N R-23W  
SEC. 18



MAINLINE  
WESTBOUND I-80



|          |         |             |              |             |                |                         |              |      |
|----------|---------|-------------|--------------|-------------|----------------|-------------------------|--------------|------|
| FILE NO. | ENGLISH | DESIGN TEAM | Iowa DOT\HDR | POLK COUNTY | PROJECT NUMBER | IMN-080-4(80)138--03-77 | SHEET NUMBER | D.11 |
|----------|---------|-------------|--------------|-------------|----------------|-------------------------|--------------|------|

DELAWARE TWP.  
T-79-N R-23W  
SEC. 18

Sta. 4117+33.36  
48" X 401'  
Conc Pipe

Extend Existing 48" RCP  
w/48" x 80' DR-621

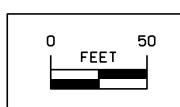
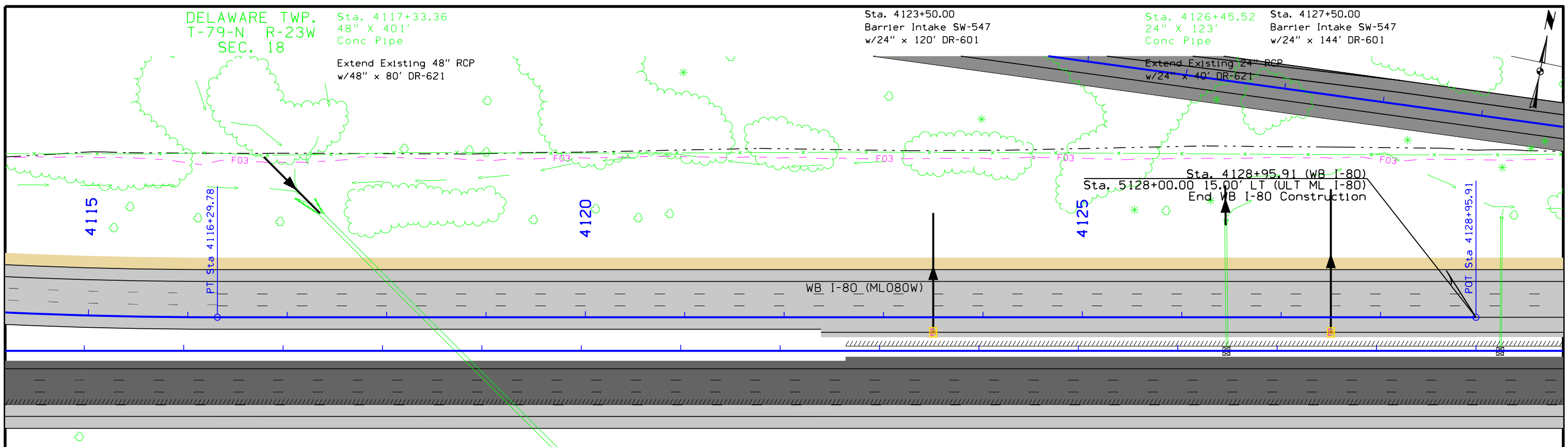
Sta. 4123+50.00  
Barrier Intake SW-547  
w/24" x 120' DR-601

Sta. 4126+45.52  
24" X 123'  
Conc Pipe

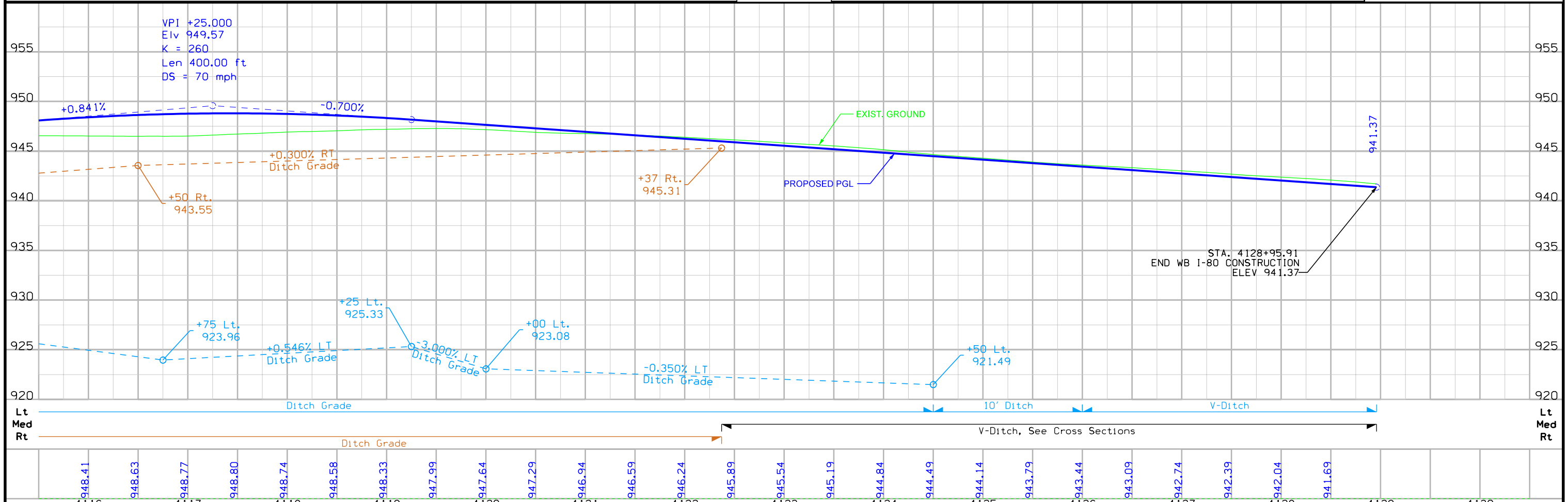
Sta. 4127+50.00  
Barrier Intake SW-547  
w/24" x 144' DR-601

Extend Existing 24" RCP  
w/24" x 40' DR-621

Sta. 4128+95.91 (WB I-80)  
Sta. 5128+00.00 15.00' LT (ULT ML I-80)  
End WB I-80 Construction

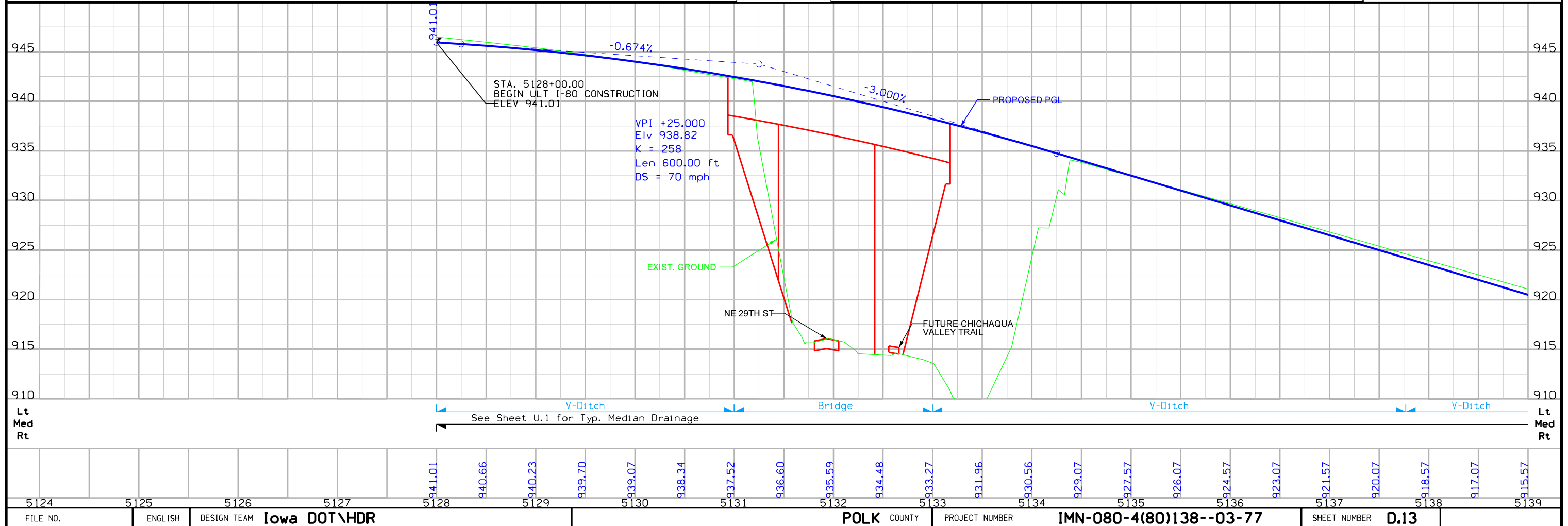
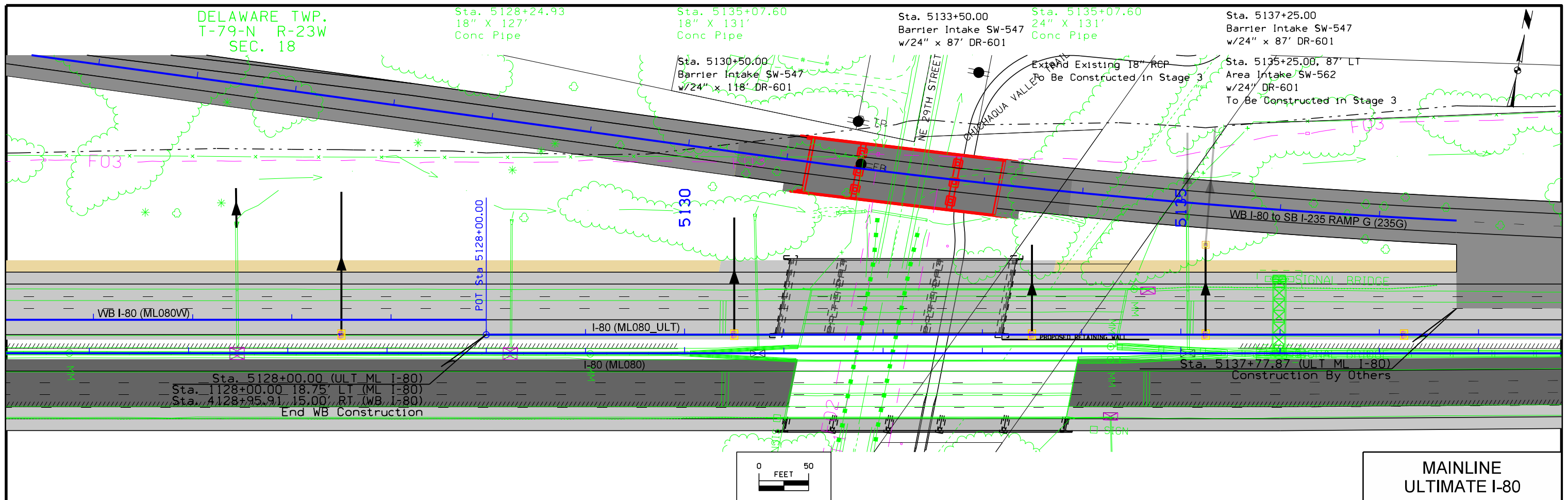


MAINLINE  
WESTBOUND I-80



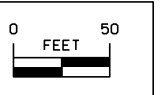
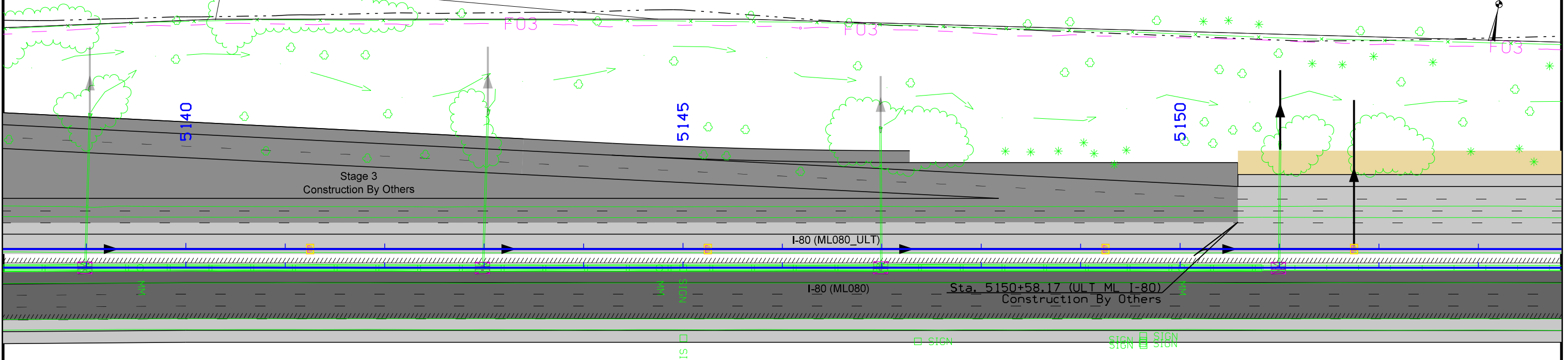
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|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|--|
| 948.41 | 948.63 | 948.77 | 948.80 | 948.74 | 948.58 | 948.33 | 947.99 | 947.64 | 947.29 | 946.94 | 946.59 | 946.24 | 945.89 | 945.54 | 945.19 | 944.84 | 944.49 | 944.14 | 943.79 | 943.44 | 943.09 | 942.74 | 942.39 | 942.04 | 941.69 |  |  |
| 4116   | 4117   | 4118   | 4119   | 4120   | 4121   | 4122   | 4123   | 4124   | 4125   | 4126   | 4127   | 4128   | 4129   | 4130   |        |        |        |        |        |        |        |        |        |        |        |  |  |



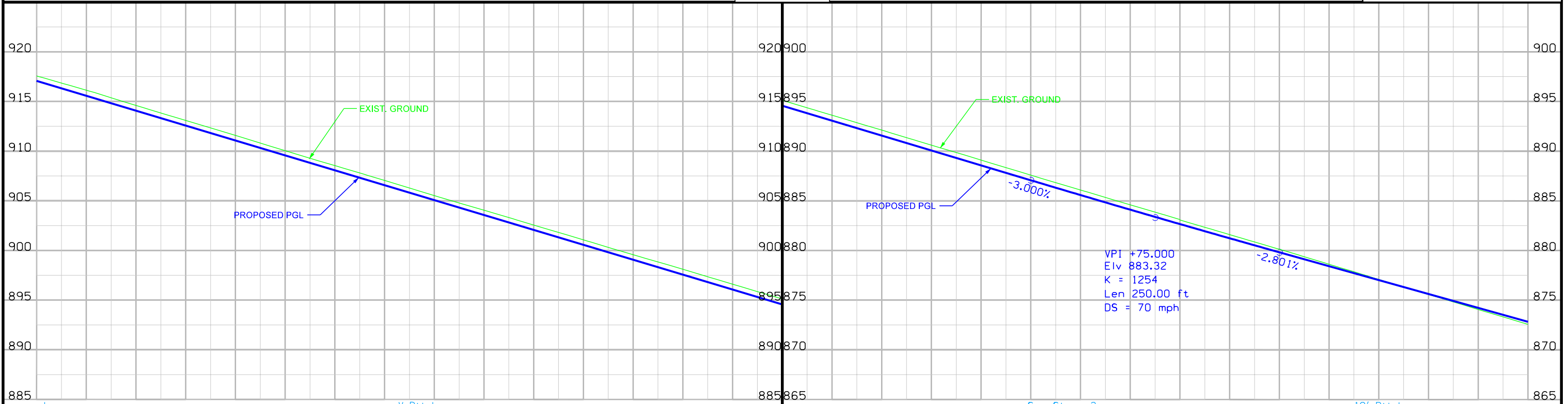


Sta. 5138+99.21 18" X 146' Conc Pipe  
 Sta. 5141+25.00 Barrier Intake SW-547 w/24" x 400' DR-601  
 Sta. 5142+99.15 18" X 151' Conc Pipe  
**DELAWARE TWP.**  
**T-79-N R-23W**  
**SEC. 17**  
 Sta. 5145+25.00 Barrier Intake SW-547 w/24" x 400' DR-601  
 Sta. 5146+99.59 18" X 133' Conc Pipe  
 Sta. 5149+25.00 Barrier Intake SW-547 w/24" x 250' DR-601  
 Sta. 5150+99.70 18" X 116' Conc Pipe  
 Sta. 5151+75.00 Barrier Intake SW-547 w/24" x 150' DR-601

Extend Existing 18" RCP To Be Constructed in Stage 3  
 Extend Existing 18" RCP To Be Constructed in Stage 3  
 Extend Existing 18" RCP To Be Constructed in Stage 3  
 Extend Existing 18" RCP w/ 18" x 80' DR-621



**MAINLINE  
ULTIMATE I-80**



|        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 5139   | 5140   | 5141   | 5142   | 5143   | 5144   | 5145   | 5146   | 5147   | 5148   | 5149   | 5150   | 5151   | 5152   | 5153   |
| 915.57 | 914.07 | 912.57 | 911.07 | 909.57 | 908.07 | 906.57 | 905.07 | 903.57 | 902.07 | 900.57 | 899.07 | 897.57 | 896.07 | 894.57 |
| 893.07 | 891.57 | 890.07 | 888.57 | 887.07 | 885.58 | 884.11 | 882.66 | 881.23 | 879.82 | 878.42 | 877.02 | 875.62 | 874.22 | 872.82 |

Sta. 5154+99.08  
18" X 113'  
Conc Pipe

DELAWARE TWP.  
T-79-N R-23W  
SEC. 17

Sta. 5156+75.00  
Barrier Intake SW-547  
w/24" x 160' DR-601

Sta. 5158+98.71  
18" X 107'  
Conc Pipe

Sta. 5159+25.00  
Barrier Intake SW-547  
w/24" x 150' DR-601

Sta. 5161+75.00  
Barrier Intake SW-547  
w/24" x 150' DR-601

Sta. 5164+25.00  
Barrier Intake SW-547  
w/24" x 140' DR-601

Sta. 5166+75.00  
Barrier Intake SW-547  
w/24" x 140' DR-601

Sta. 5167+37.94  
Barrier Intake SW-547  
w/24" x 87' DR-601

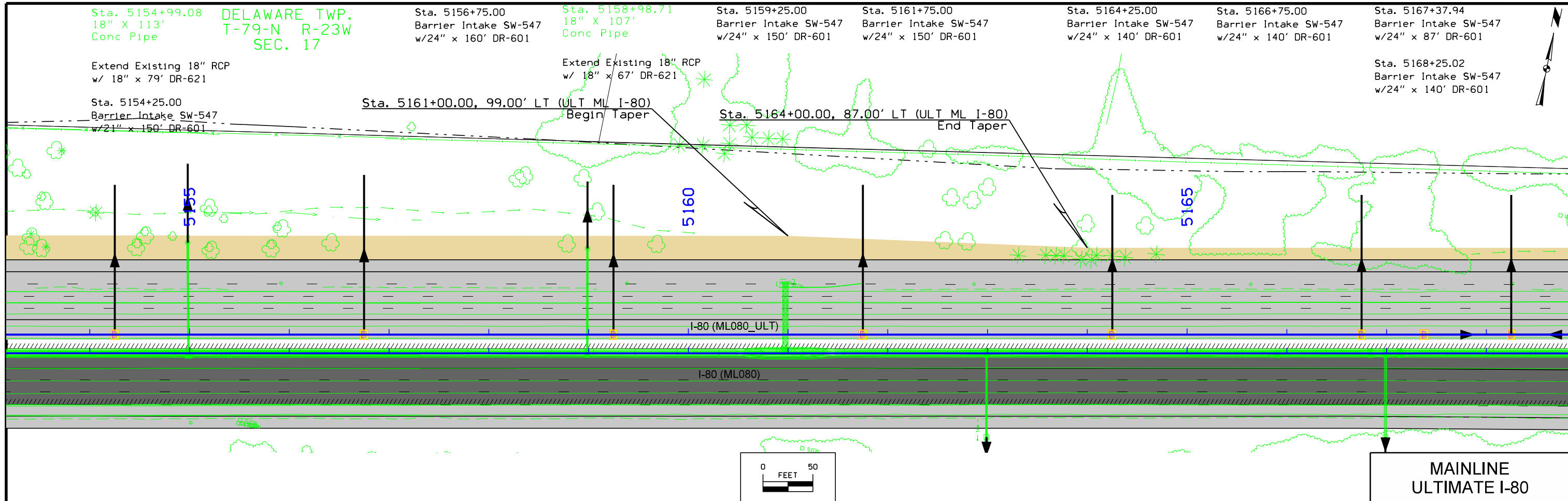
Sta. 5168+25.02  
Barrier Intake SW-547  
w/24" x 140' DR-601

Extend Existing 18" RCP  
w/ 18" x 79' DR-621

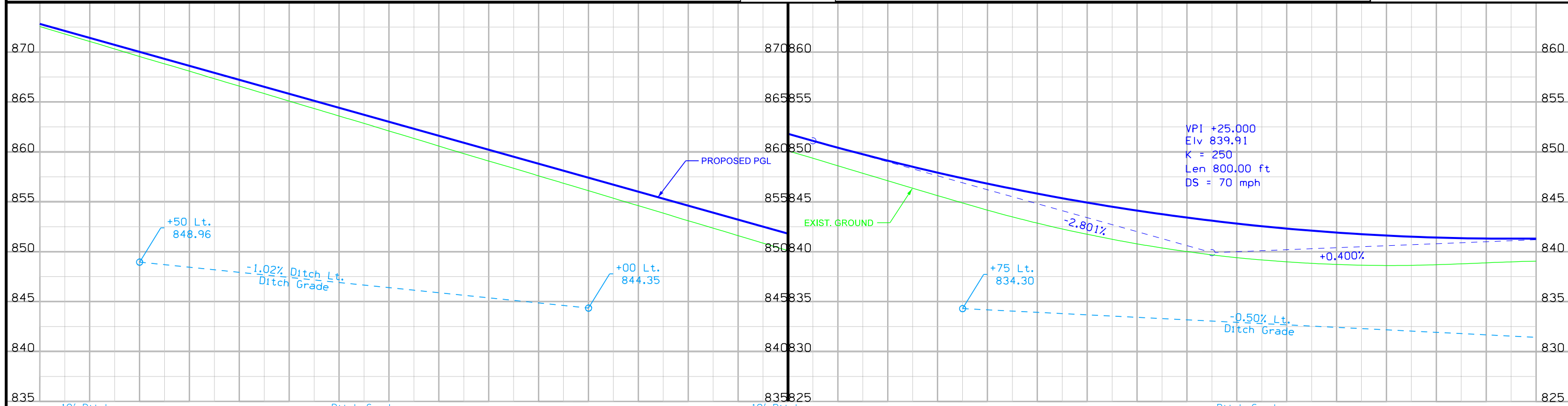
Extend Existing 18" RCP  
w/ 18" x 67' DR-621

Sta. 5161+00.00, 99.00' LT (ULT ML I-80)  
Begin Taper

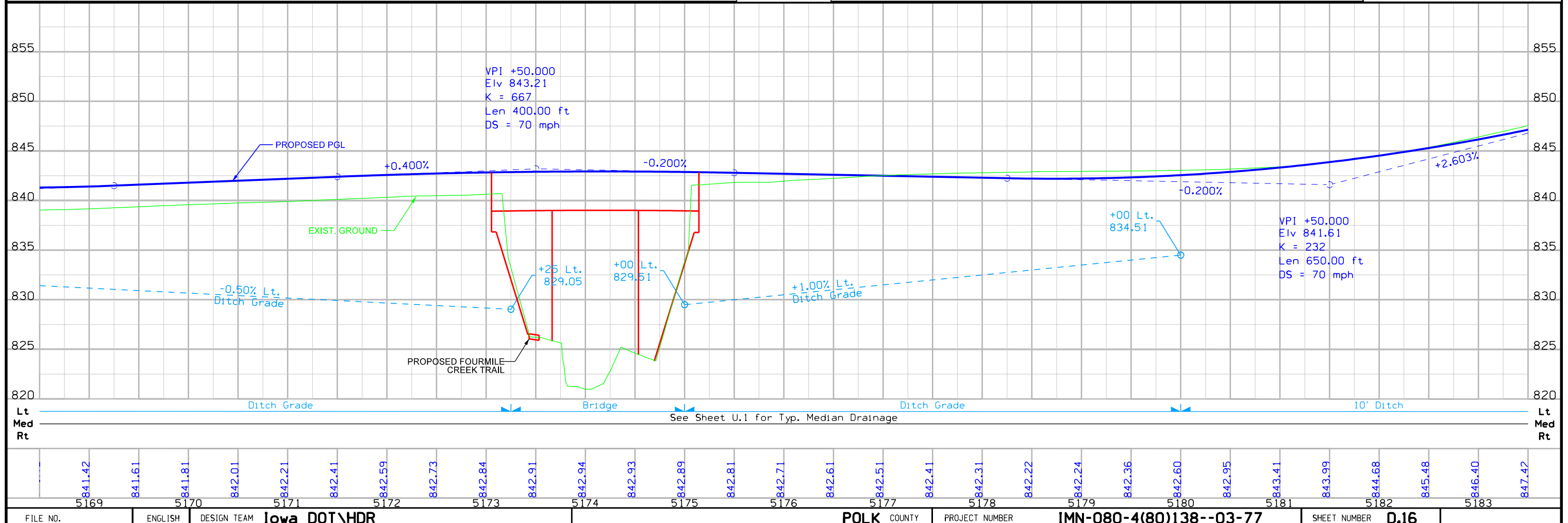
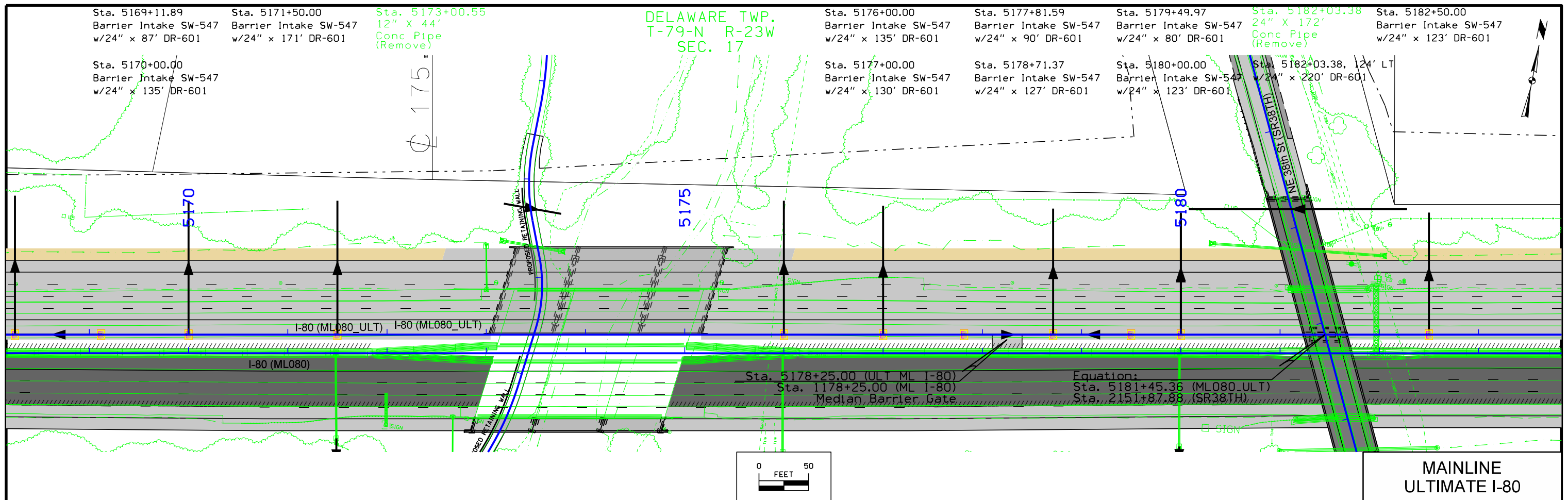
Sta. 5164+00.00, 87.00' LT (ULT ML I-80)  
End Taper

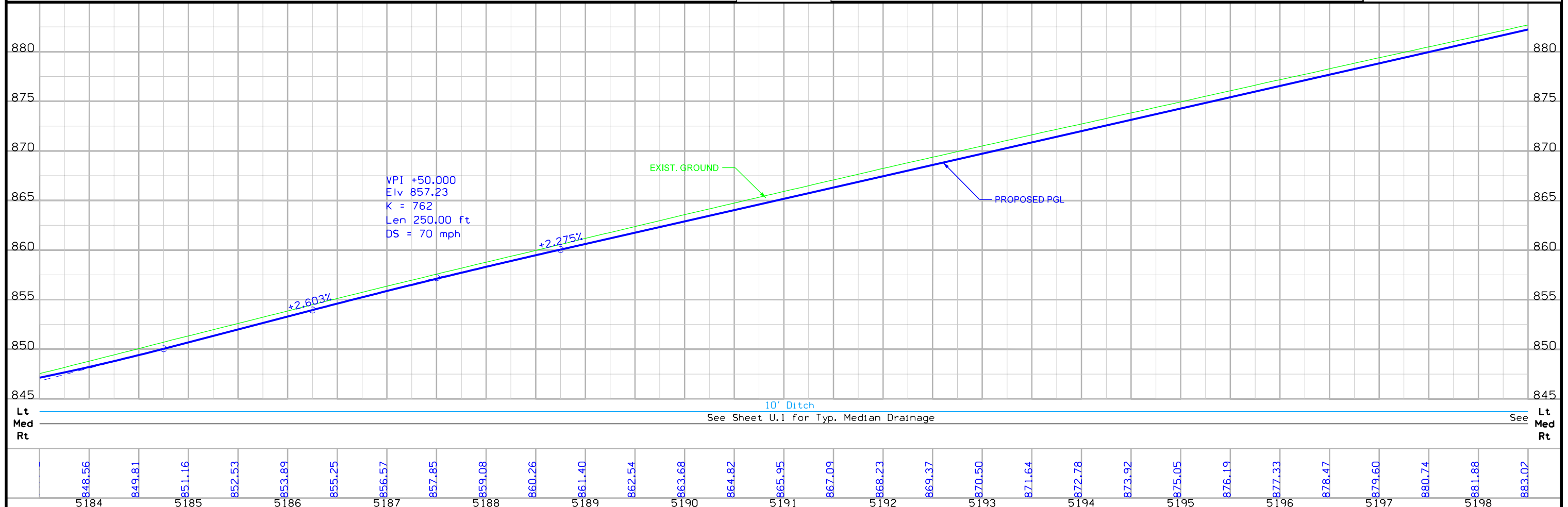
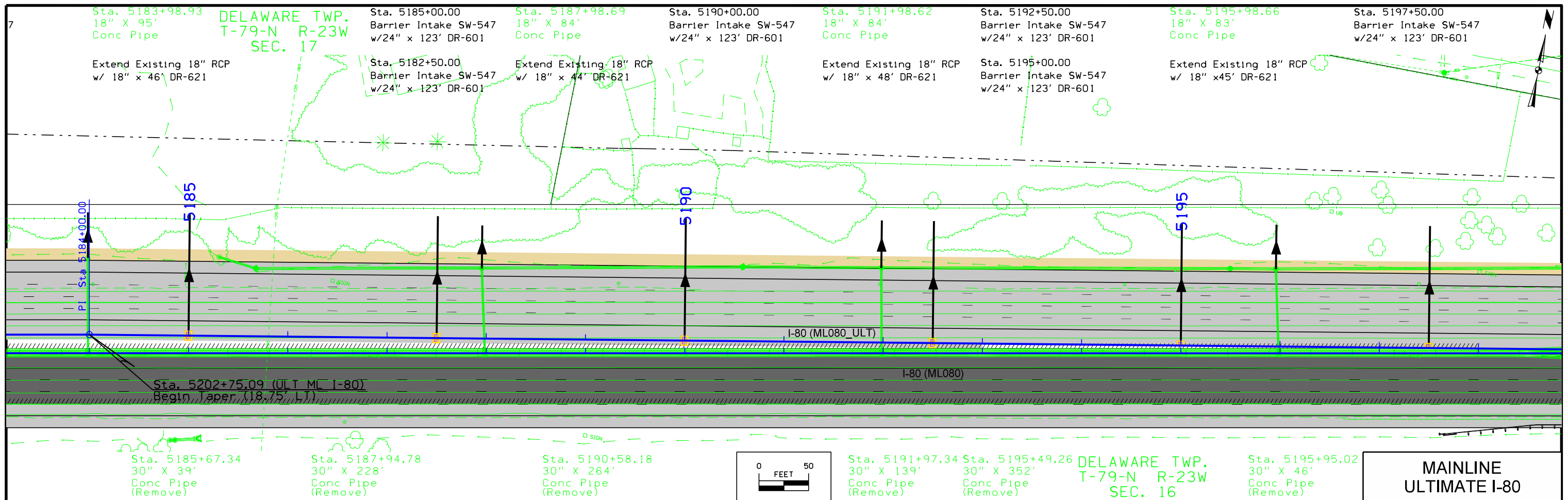


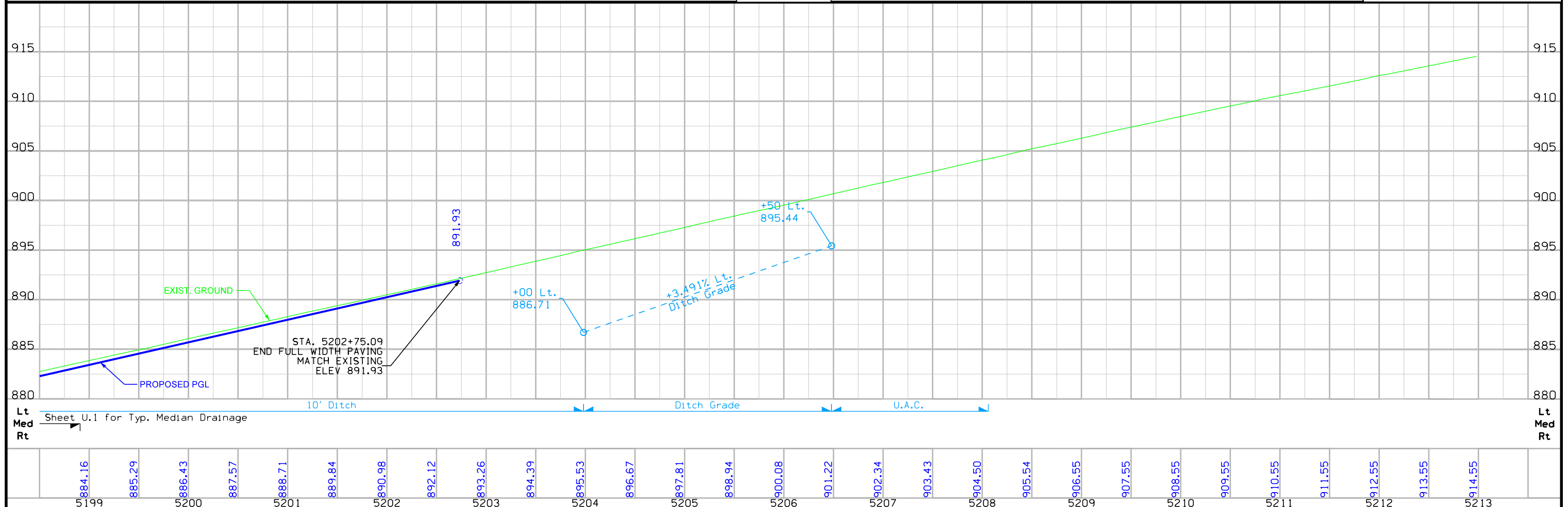
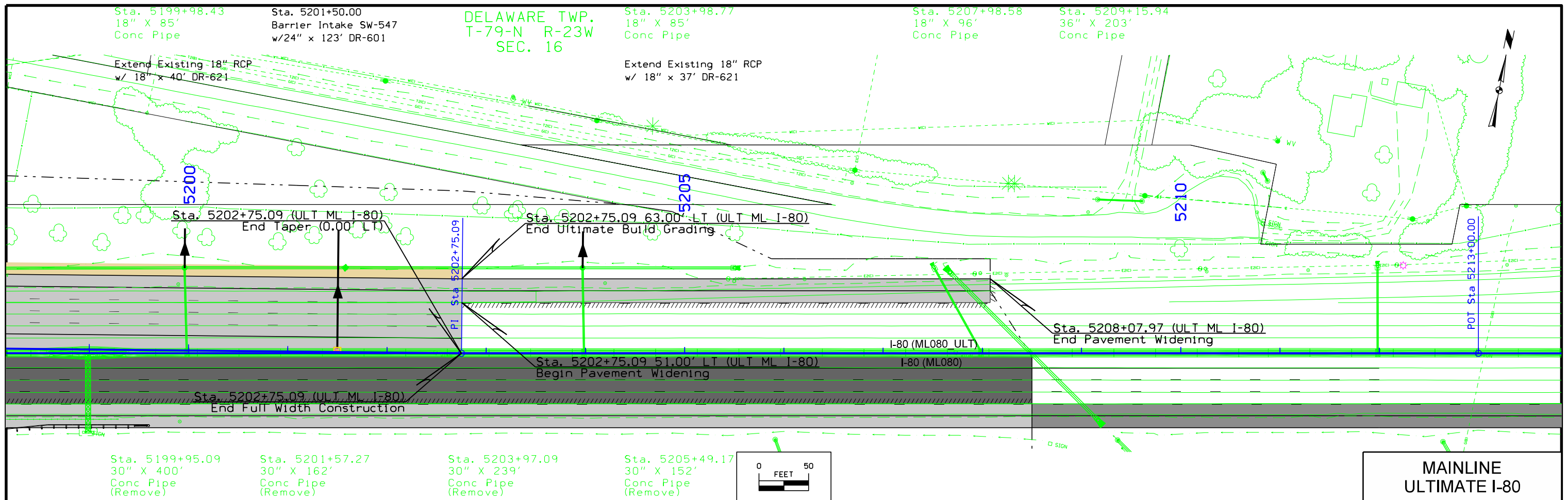
MAINLINE  
ULTIMATE I-80



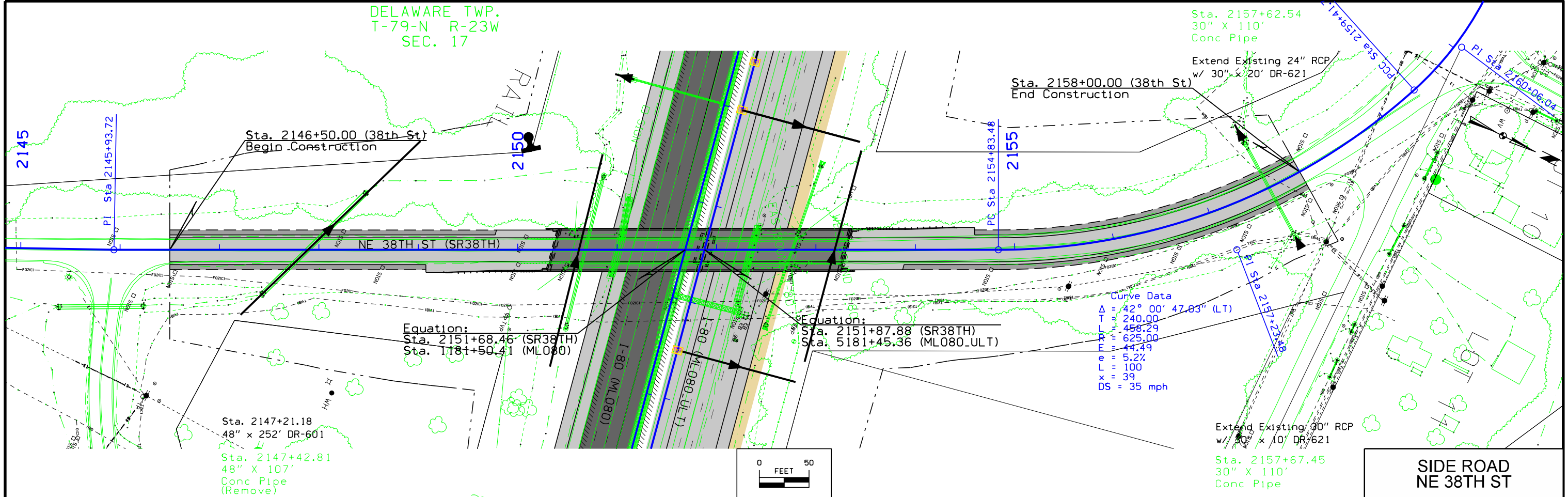
|        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 871.42 | 870.02 | 868.62 | 867.22 | 865.82 | 864.42 | 863.02 | 861.61 | 860.21 | 858.81 | 857.41 | 856.01 | 854.61 | 853.21 | 851.81 | 850.42 | 849.12 | 847.92 | 846.82 | 845.82 | 844.92 | 844.12 | 843.42 | 842.82 | 842.32 | 841.92 | 841.62 | 841.42 | 841.32 | 841.32 |
| 5154   | 5155   | 5156   | 5157   | 5158   | 5159   | 5160   | 5161   | 5162   | 5163   | 5164   | 5165   | 5166   | 5167   | 5168   |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |







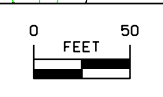
DELAWARE TWP.  
T-79-N R-23W  
SEC. 17



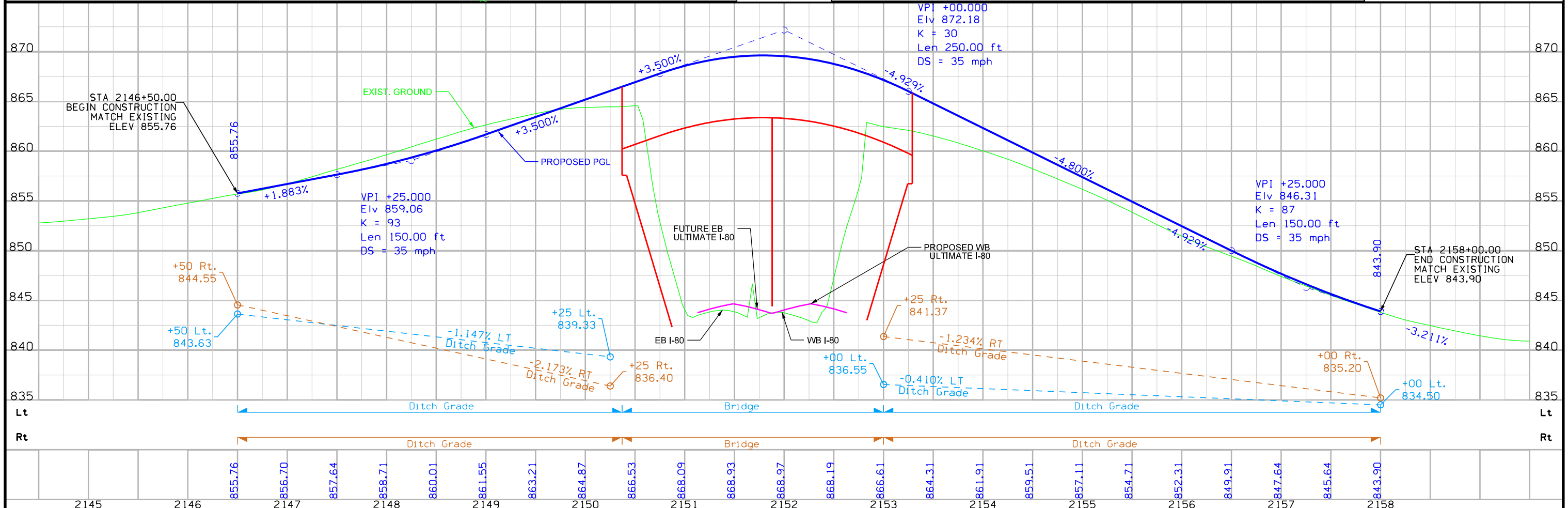
Equation:  
Sta. 2151+68.46 (SR38TH)  
Sta. 1181+50.41 (ML080)

Equation:  
Sta. 2151+87.88 (SR38TH)  
Sta. 5181+45.36 (ML080.ULT)

Curve Data  
 $\Delta = 42^\circ 00' 47.83''$  (LT)  
 $T = 240.00$   
 $L = 458.29$   
 $R = 625.00$   
 $E = 44.49$   
 $e = 5.2\%$   
 $L = 100$   
 $x = 39$   
 $DS = 35$  mph

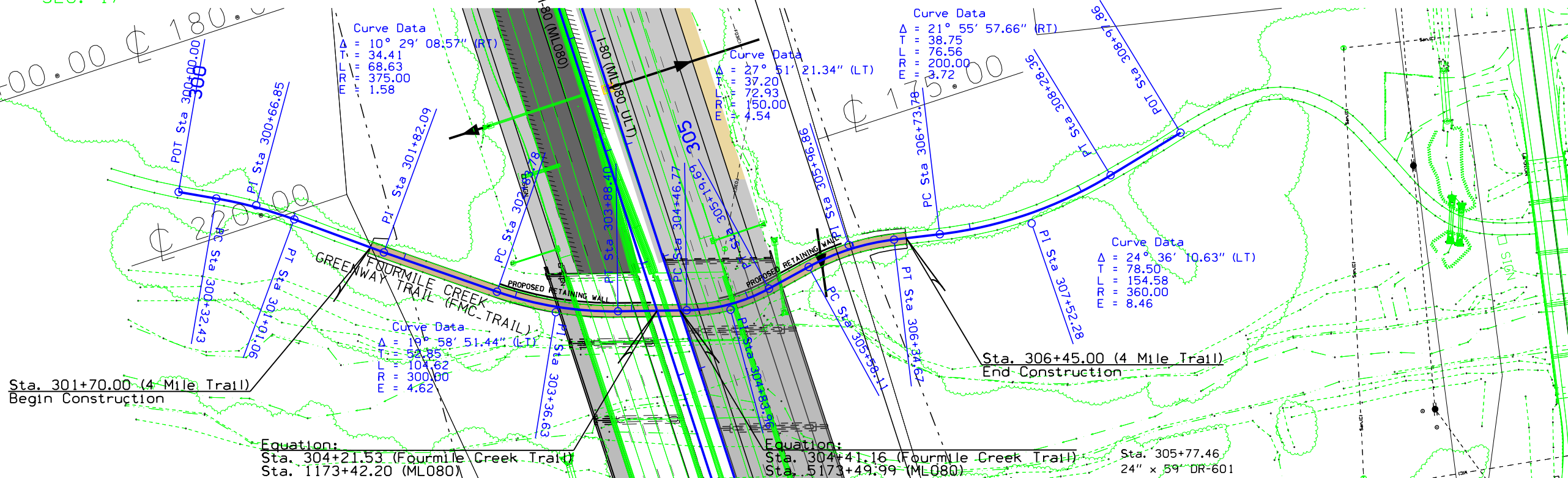


**SIDE ROAD  
NE 38TH ST**



DELAWARE TWP.  
T-79-N R-23W  
SEC. 17

STA. 1170+00.00 @ 180.00



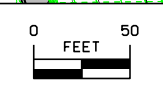
Sta. 301+70.00 (4 Mile Trail)  
Begin Construction

Sta. 306+45.00 (4 Mile Trail)  
End Construction

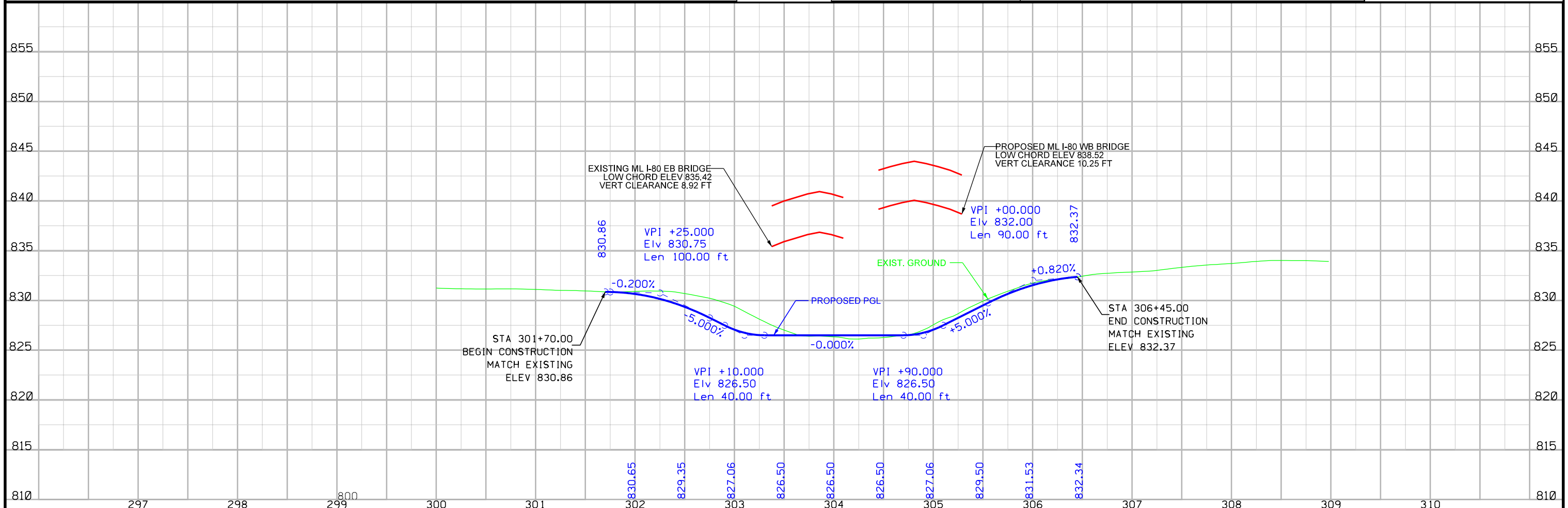
Equation:  
Sta. 304+21.53 (Fourmile Creek Trail)  
Sta. 1173+42.20 (ML080)

Equation:  
Sta. 304+41.16 (Fourmile Creek Trail)  
Sta. 5173+49.99 (ML080)

Sta. 305+77.46  
24" x 59" DR-601  
Sta. 305+58.10  
24" x 59"  
Conc Pipe  
(Remove)



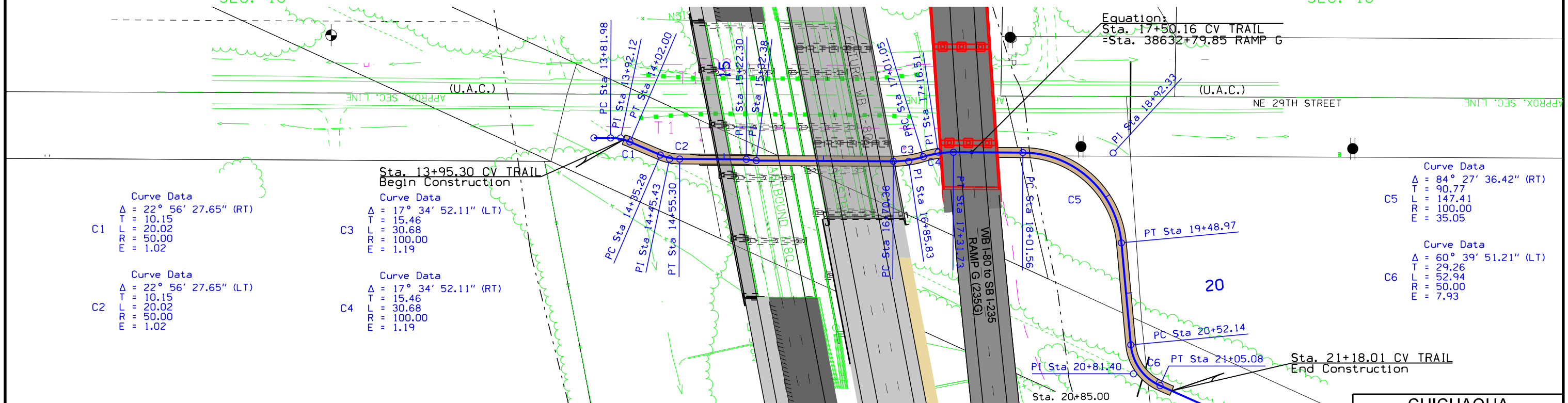
**FOURMILE GREENWAY TRAIL**





DELAWARE TWP.  
T-79-N R-23W  
SEC. 18

DELAWARE TWP.  
T-79-N R-23W  
SEC. 18



Curve Data  
C1  
 $\Delta = 22^\circ 56' 27.65''$  (RT)  
T = 10.15  
L = 20.02  
R = 50.00  
E = 1.02

Curve Data  
C2  
 $\Delta = 22^\circ 56' 27.65''$  (LT)  
T = 10.15  
L = 20.02  
R = 50.00  
E = 1.02

Curve Data  
C3  
 $\Delta = 17^\circ 34' 52.11''$  (LT)  
T = 15.46  
L = 30.68  
R = 100.00  
E = 1.19

Curve Data  
C4  
 $\Delta = 17^\circ 34' 52.11''$  (RT)  
T = 15.46  
L = 30.68  
R = 100.00  
E = 1.19

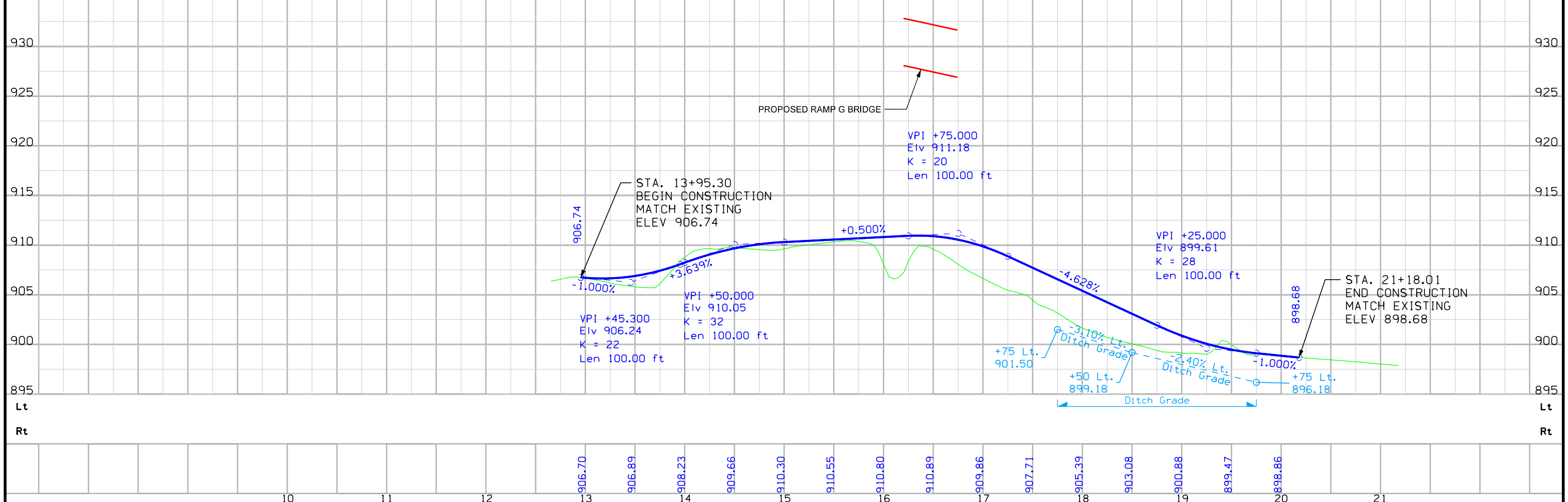
Curve Data  
C5  
 $\Delta = 84^\circ 27' 36.42''$  (RT)  
T = 90.77  
L = 147.41  
R = 100.00  
E = 35.05

Curve Data  
C6  
 $\Delta = 60^\circ 39' 51.21''$  (LT)  
T = 29.26  
L = 52.94  
R = 50.00  
E = 7.93

DELAWARE TWP.  
T-79-N R-23W  
SEC. 17

DELAWARE TWP.  
T-79-N R-23W  
SEC. 17

**CHICHAQUA VALLEY TRAIL FOR INFORMATION ONLY**



|          |         |             |              |             |                |                         |              |     |
|----------|---------|-------------|--------------|-------------|----------------|-------------------------|--------------|-----|
| FILE NO. | ENGLISH | DESIGN TEAM | Iowa DOT\HDR | POLK COUNTY | PROJECT NUMBER | IMN-080-4(80)138--03-77 | SHEET NUMBER | E.3 |
|----------|---------|-------------|--------------|-------------|----------------|-------------------------|--------------|-----|

## Survey Information

**Polk County**  
**IM-035-4(158)87--0E-77**  
**Northeast Mix Master – I80 Des Moines, IA**  
**I-80 from NEMM to US 65, Stage 5**  
**PIN 10-77-035-010**

**Party Personnel**

Jody Budde - PLS  
 Wes Shimp – PLS  
 Dave Overman – Party Chief  
 Aaron Paulsen - Party Chief  
 Logan Hook - Party Chief  
 Katerina Wyatt - Party Chief  
 Jason Flaherty - Assistant Party Chief

**Date(s) of Survey**

Begin Date            01/22/2020  
 End Date             05/29/2020

**General Information**

Measurement units for this survey are US survey feet. This survey is for the preliminary design for the section of I-80 just east of the I-80/I-35/I-235 interchange on the northeast side of Des Moines to the I-80/US 65 Interchange near Altoona, Iowa. Project datum and control information is provided by Design Survey Office. This project is a Partial DTM with Photo control. This survey request was for the I-80 corridor only, along with some side road areas adjacent to I-80. Project horizontal datum is NAD83(2011) Iowa State Plane South zone, with local project scale factor adjustment for ground coordinates based on a continuation of a legacy project.

**Vertical Control**

Vertical datum for this survey is relative to NAVD88(Geoid12B). This survey consisted of setting and observing 3 new FENO 1-meter rod monuments using minimum 2hr initial static observations along with data from 3 Iowa RTN CORS sites: Des Moines (IADM), Ames (IAAM), and Newton (IANT).

Additionally, three local existing FENO monuments established prior by the Iowa DOT with published NAVD88 elevations were observed and used that are located in proximity to the I-80 corridor project area:

FENO 26 has published Elv of: 886.70 usft  
 Survey Elv = 886.70 usft

FENO 100 has published Elv of: 904.54 usft  
 Survey Elv = 904.54 usft

FENO 101 has published Elv of: 932.94 usft  
 Survey Elv = 932.94 usft

The final vertical adjustment results show standard deviations were less than 0.04 ft. at 95% confidence level (2 sigma) for the new FENO monuments.

**Horizontal Control**

Project horizontal datum is NAD83(2011) Iowa State Plane South zone, US Survey Feet, with local project scale factor adjustment for ground coordinates. Point 30 is the project Grid/Ground origin point for this survey with details:

| Point Name | Grid/Ground Northing | Grid/Ground Easting | Elevation |
|------------|----------------------|---------------------|-----------|
| Point30    | 609616.47            | 1618959.90          | 945.43    |

Grid to Ground Project Scalar: 1.000062537

This survey control is relative to IaRTN reference stations. IaRTN Reference Station coordinates are relative to the National Reference Station network datum: NAD83 (2011) for Epoch 2010.00. Coordinates were determined by observing each mark for 120 minutes minimum for the primary observation. Additionally, independent 3-minute control point RTK observations using the Iowa RTN were also observed on a separate day as QA/QC check points of the static adjusted points.

The horizontal standard deviation of these adjusted observations was less than 0.03 ft. at 95% confidence level (2 sigma).

**Alignment Information**

The mainline horizontal alignment for this survey is a retrace of As-built Plans No. I-IG-80-4(2)142. This alignment is an extension from a previous phase of the project to meet the new project limits for Stage 5. Survey stationing was equated to the plan PI at STA 1181+53.00 and extended ahead through the survey. The sideroad horizontal alignments for this survey are a retrace of As-built Plans No. I-IG-80-4(2)142, BRM-FM-2820(3)--5Q-77, and F-500-1(2)--20-77.

Survey stationing relates to as built plan stationing as follows:

POT STA 1181+53.00 As-built Plans Project No. I-IG-80-4(2)142  
 Survey POT STA 1181+51.88

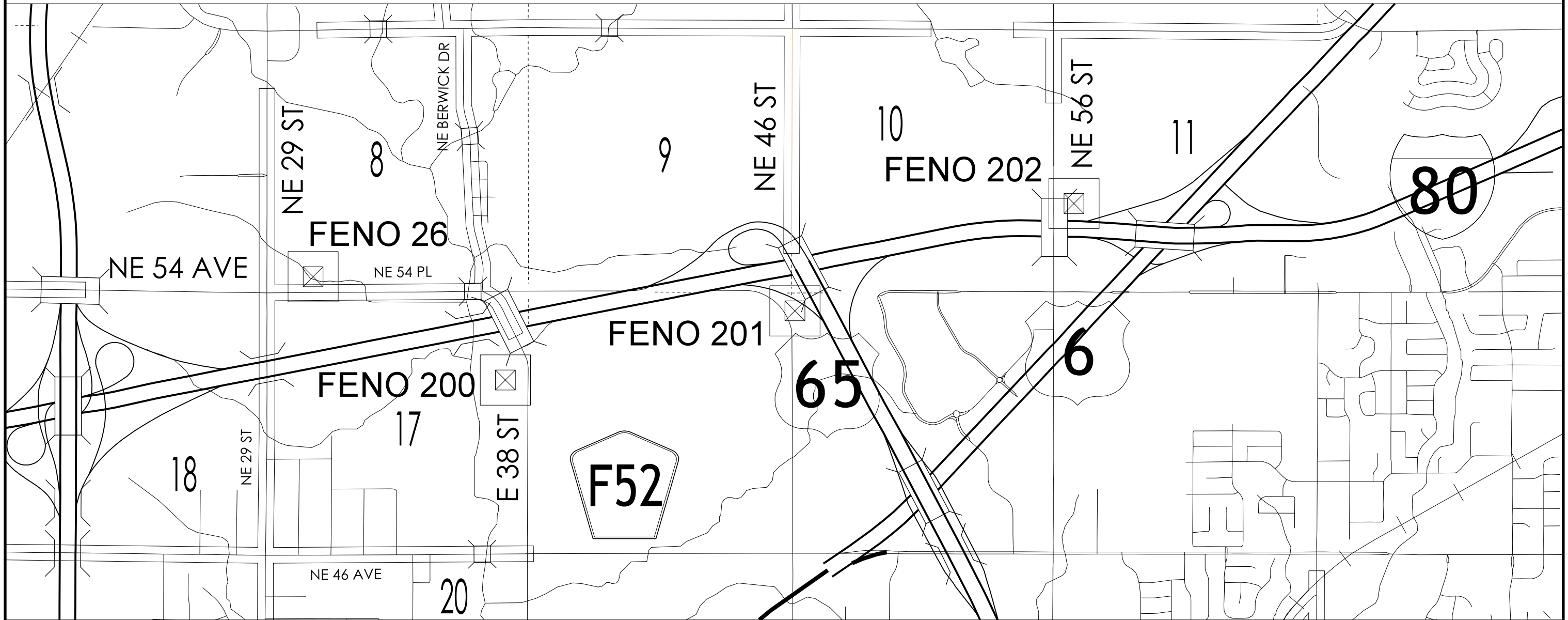
POT STA 1214+28.05 As-built Plans Project No. I-IG-80-4(2)142  
 Survey POT STA 1214+27.31

POT STA 1239+54.26 As-built Plans Project No. I-IG-80-4(2)142  
 Survey POT STA 1239+52.69

### Project Control -FENO monuments are also Bench Marks

| Name    | Ground Northing (USft) | Ground Easting (USft) |        |                |
|---------|------------------------|-----------------------|--------|----------------|
| 26      | 604283.735             | 1624489.54            | 886.7  |                |
| 100     | 601242.32              | 1613129.09            | 904.54 |                |
| 101     | 612281.88              | 1619265.53            | 932.94 |                |
| FENO200 | 602872.23              | 1628931.66            | 851.56 | Feno Monument  |
| FENO201 | 604250.2               | 1633818.53            | 951.47 | Feno. Monument |
| FENO202 | 605718.69              | 1639601.06            | 987.16 | Feno. Monument |

PROJECT CONTROL POINT LOCATION MAP



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00  
VERT. DATUM: NAVD88

## Survey Information

County: Polk  
 PIN: 10-77-035-010-03  
 Project Number: IM-035-3(194)87--13-77  
 Location: I-35/80/235 Interchange NE Of Des Moines(Stage 3A)  
 Type of Work: Grading  
 Project Directory: 7703501010  
 This Index covers SAP's 0742.2, 0742.3 and 0742.4

### General Information

Measurement units for this survey are US survey feet. This survey is for phase 3 of the NE Mixmaster ramp reconstruction. This survey uses the same coordinate system as the Delaware Ave. IM-035-4(161)87--13-77 and 54th. Ave. IM-035-4(160)87--13-77 Surveys. Phase 3 surveying was accomplished by an IDOT design survey crew and 2 consulting firms. IDOT surveyed project control, mainline alignments, culvert surveys, utility survey, photo control survey and selected ground features. R.E.Y. Consultants surveyed mainline pavement and interchange ramps using mobile LiDAR. Snyder and Associates surveyed railroads. Aerial survey will also be used to create a project surface and to add other topographic features.

### IDOT Design Party Personnel

John Dewey- Party Chief  
 Robert Mingus- Party Chief  
 Myron Fox- Assistant Party Chief

### IDOT Date(s) of Survey

Begin Date            04/2014  
 End Date             09/2014

R.E.Y Engineers, Inc.  
 Contract No. 801AH; WO7

Date(s) of R.E.Y. Survey  
 June-July 2014

Snyder and Associates  
 Contract No. 433AF; WO 5

Date(s) of R.E.Y. Survey  
 Oct. 2014

### Project Control Information

GPS Control from previous surveys were used as follows:  
 GPS PROJECT : Sap 323 & 324 STP-69-4(65)--2c-77 (2000 Survey)  
 STATE PLANE COORDINATE ZONE 1402 ( IOWA SOUTH LAMBERT )  
 STATE PLANE COORDINATES HELD AT POINT G030  
 AVERAGE PROJECT LATITUDE = 41 40 12.05576  
 RESULTING RADIUS = 6363663.482 (METERS)  
 MEAN PROJECT ELEVATION = 285.000 (METERS)  
 SEA LEVEL FACTOR = 0.999955216  
 AVERAGE PROJECT SCALE FACTOR = 0.999982250  
 COMBINED FACTOR (GRID) = 0.999937467  
 1 / GRID = 1.000062537  
 VERTICAL DATUM = NAVD 88 <> HORIZONTAL DATUM = NAD 83 (1996)

GPS Control point G024 coordinates from previous surveys were used and the following points were re-observed and adjusted: G013, G025, G026 and G027. G010, G011, G029 and G030 were searched for but not found. It is presumed reconstruction has obliterated those points. Point G128 from an I-235 survey was re-observed and adjusted. Points G128 and G026 are FENO monuments. All other points are 5/8" Rebar. Two FENO monuments were added. These are points 100 and 101.  
 It is intended that the control included in the re-observation will be the primary control used for future survey work. The FENO monuments designated as 26,100,101 and 128 to the north, south, east and west of the interchange are constructed to hold horizontal and vertical position reasonably well. The other rebar can be used but should be verified first relative to the FENO monuments. It is anticipated additional temporary marks in the interchange will be needed at various stages as the project progresses. Those temporary marks will be established as needed relative to this control.

### Alignment Information

#### Mainline Alignment (I-80)

The I 80 alignment is relative to the control in the metric as-built plans IM-35-3(116)85--13-77 computed from a 1994 metric I 80 survey alignment. Metric alignment points were scaled and translated to this survey coordinate system. No rotation was required. Sta 2000+00.00 was assigned to the PC of the metric I 80 curve west of the Delaware Ave. Bridge. Stationing was run ahead without station equation to the end of the alignment at the mixmaster interchange central intersection point.

This Mainline survey relates to the mainline plan stationing as follows:

CP Sta. 1024+84.88, 97.35' Lt this survey (English)  
 =CP Sta. 312+34.97, 29.67m Lt Project # IM-35-3(116)85—13-77 (Metric)

POT Sta. 1075+46.01, 0.04' Lt this survey (English)  
 =POT Sta. 327+77.59, 0.010m Lt Project # IM-35-3(116)85—13-77 (Metric)

POT Sta. 1181+51.81 this survey (English)  
 =POT Sta. 1181+53.0 Project # IM-80-5(145)137--13-77 (English)

#### Mainline Alignment (I-35)

From 2001/2002 I-35 Realignment, Project # IM-35-4(101)—13-77  
 The mainline alignment for this survey is a retrace of Project # IM-35-4(101)—13-77. The mainline alignment was created in centerline of median. Stationing was obtained at PI Sta. 2001+60.36 and carried ahead to PI Sta. 3100+53.44 without equation. The following PI points were used to create this CL alignment.

PI 2001+60.36 Project # IM-35-4(101)88—13-77 (not found or set)  
 PI 3100+53.44 Project # IM-35-4(101)88—13-77 (not found or set)

This Mainline survey relates to the mainline plan stationing as follows:

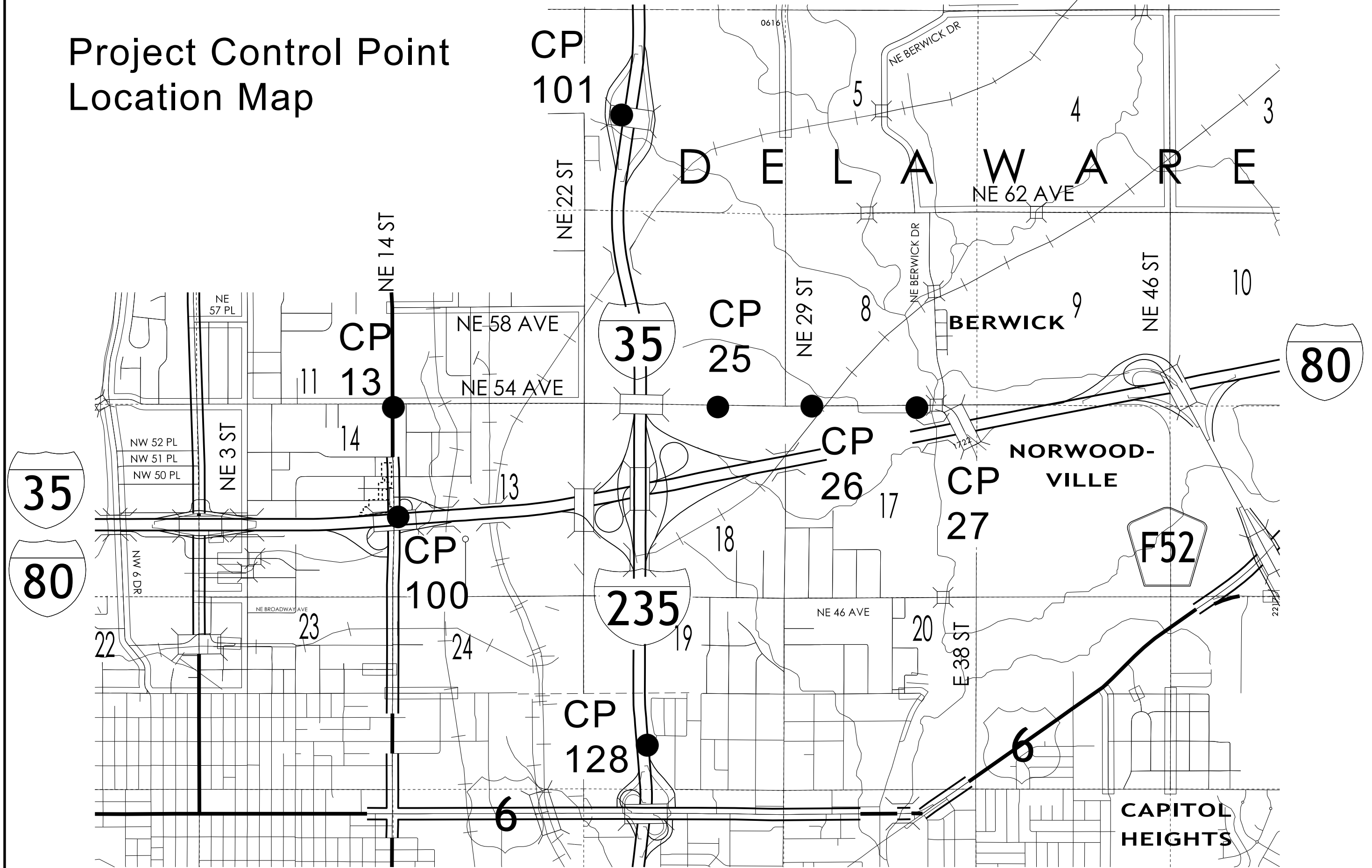
PI Sta. 2001+60.36 this survey  
 =PI Sta. 2001+60.36 Project # IM-35-4(101)88—13-77

PI Sta. 2100+53.74 this survey  
 =PI Sta. 3100+53.44 Project # IM-35-4(101)88—13-77

## Project Control -FENO monuments are also Bench Marks

| Name | Ground Northing (USft) | Ground Easting (USft) |         |  |
|------|------------------------|-----------------------|---------|--|
| 13   | 604251.756             | 1612997.613           |         |  |
| 25   | 604260.796             | 1621907.741           | 939.609 |  |
| 26   | 604283.735             | 1624489.54            | 886.7   |  |
| 27   | 604243.29              | 1627372.639           | 838.959 |  |
| 100  | 601242.316             | 1613129.094           | 904.541 | Feno. Monument   |
| 101  | 612281.879             | 1619265.525           | 932.935 | Feno. Monument   |
| 128  | 594971.978             | 1619970.2             | 933.868 | Feno. Monument between top backslope and ROW fence in east ROW |

# Project Control Point Location Map





ALIGNMENT COORDINATES

101-16  
10-20-09

| Name        | Location       | Point on Tangent |              |              | Begin Spiral |              |             | Begin Curve |              |             | Simple Curve PI or Master PI of SCS |              |             | End Curve  |              |             | End Spiral |              |             |
|-------------|----------------|------------------|--------------|--------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------------------------------|--------------|-------------|------------|--------------|-------------|------------|--------------|-------------|
|             |                | Station          | Coordinates  |              | Station      | Coordinates  |             | Station     | Coordinates  |             | Station                             | Coordinates  |             | Station    | Coordinates  |             | Station    | Coordinates  |             |
|             |                |                  | Y (Northing) | X (Easting)  |              | Y (Northing) | X (Easting) |             | Y (Northing) | X (Easting) |                                     | Y (Northing) | X (Easting) |            | Y (Northing) | X (Easting) |            | Y (Northing) | X (Easting) |
|             | RAMP H         |                  |              |              |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 308009      |                | 39651+00.00      | 601,045.03   | 1,620,021.78 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 308008      |                | 39653+34.76      | 601,249.44   | 1,620,137.22 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR 308008  |                |                  |              |              |              |              | 39653+34.76 | 601,249.44  | 1,620,137.22 | 39658+35.08 | 601,658.10                          | 1,620,383.24 | 39662+91.48 | 602,174.59 | 1,620,279.66 |             |            |              |             |
| 308007      |                | 39662+91.48      | 602,174.59   | 1,620,279.66 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 308006      |                | 39664+22.29      | 602,302.56   | 1,620,252.58 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 308005      |                | 39667+23.19      | 602,596.94   | 1,620,190.29 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 308004      |                | 39667+52.75      | 602,625.86   | 1,620,184.17 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR 308004  |                |                  |              |              |              |              | 39667+52.75 | 602,625.86  | 1,620,184.17 | 39667+88.70 | 602,661.04                          | 1,620,176.73 | 39668+24.62 | 602,696.69 | 1,620,172.06 |             |            |              |             |
| 308003      |                | 39668+24.62      | 602,696.69   | 1,620,172.06 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR 308003  |                |                  |              |              |              |              | 39668+24.62 | 602,696.69  | 1,620,172.06 | 39675+29.26 | 603,395.37                          | 1,620,080.68 | 39674+68.25 | 602,931.37 | 1,620,610.98 |             |            |              |             |
| 308002      |                | 39674+68.25      | 602,931.37   | 1,620,610.98 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR 308002  |                |                  |              |              |              |              | 39674+68.25 | 602,931.37  | 1,620,610.98 | 39681+73.68 | 602,466.86                          | 1,621,141.87 | 39681+12.08 | 602,465.19 | 1,620,436.45 |             |            |              |             |
| 308001      |                | 39681+12.08      | 602,465.19   | 1,620,436.45 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 308000      |                | 39683+73.06      | 602,464.57   | 1,620,175.47 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
|             | NE 38th STREET |                  |              |              |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 307000      |                | 2139+87.91       | 602,574.98   | 1,628,993.17 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 307001      |                | 2141+82.24       | 602,769.31   | 1,628,991.99 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR 307001  |                |                  |              |              |              |              | 2141+82.24  | 602,769.31  | 1,628,991.99 | 2142+80.98  | 602,868.05                          | 1,628,991.39 | 2143+76.63  | 602,957.46 | 1,628,949.51 |             |            |              |             |
| 307002      |                | 2143+76.63       | 602,957.46   | 1,628,949.51 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 307003      |                | 2145+93.72       | 603,154.05   | 1,628,857.42 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 307004      |                | 2154+83.48       | 603,952.92   | 1,628,465.66 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR 307004  |                |                  |              |              |              |              | 2154+83.48  | 603,952.92  | 1,628,465.66 | 2157+23.48  | 604,168.41                          | 1,628,359.99 | 2159+41.78  | 604,257.78 | 1,628,137.26 |             |            |              |             |
| 307005      |                | 2159+41.78       | 604,257.78   | 1,628,137.26 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR 307005  |                |                  |              |              |              |              | 2159+41.78  | 604,257.78  | 1,628,137.26 | 2160+06.04  | 604,281.71                          | 1,628,077.62 | 2160+68.66  | 604,281.15 | 1,628,013.36 |             |            |              |             |
| 307006      |                | 2160+68.66       | 604,281.15   | 1,628,013.36 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| 307007      |                | 2164+11.47       | 604,278.13   | 1,627,670.57 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
|             | FOURMILE TRAIL |                  |              |              |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| TRAIL1      |                | 300+00.00        | 603,124.02   | 1,627,662.18 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| TRAIL2      |                | 300+32.43        | 603,155.09   | 1,627,671.49 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR TRAIL2  |                |                  |              |              |              |              | 300+32.43   | 603,155.09  | 1,627,671.49 | 300+66.85   | 603,188.05                          | 1,627,681.36 | 301+01.06   | 603,218.67 | 1,627,697.07 |             |            |              |             |
| TRAIL3      |                | 301+01.06        | 603,218.67   | 1,627,697.07 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| TRAIL4      |                | 301+82.09        | 603,290.76   | 1,627,734.05 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| TRAIL5      |                | 302+83.78        | 603,382.09   | 1,627,778.77 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR TRAIL5  |                |                  |              |              |              |              | 302+83.78   | 603,382.09  | 1,627,778.77 | 303+36.63   | 603,429.56                          | 1,627,802.01 | 303+88.40   | 603,482.10 | 1,627,807.64 |             |            |              |             |
| TRAIL6      |                | 303+88.40        | 603,482.10   | 1,627,807.64 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| TRAIL7      |                | 304+46.77        | 603,540.14   | 1,627,813.85 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR TRAIL7  |                |                  |              |              |              |              | 304+46.77   | 603,540.14  | 1,627,813.85 | 304+83.96   | 603,577.12                          | 1,627,817.81 | 305+19.69   | 603,611.67 | 1,627,804.02 |             |            |              |             |
| TRAIL8      |                | 305+19.69        | 603,611.67   | 1,627,804.02 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| TRAIL9      |                | 305+58.11        | 603,647.35   | 1,627,789.79 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR TRAIL9  |                |                  |              |              |              |              | 305+58.11   | 603,647.35  | 1,627,789.79 | 305+96.86   | 603,683.35                          | 1,627,775.43 | 306+34.67   | 603,722.10 | 1,627,775.56 |             |            |              |             |
| TRAIL10     |                | 306+34.67        | 603,722.10   | 1,627,775.56 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| TRAIL11     |                | 306+73.78        | 603,761.22   | 1,627,775.68 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| CUR TRAIL11 |                |                  |              |              |              |              | 306+73.78   | 603,761.22  | 1,627,775.68 | 307+52.28   | 603,839.72                          | 1,627,775.94 | 308+28.36   | 603,911.20 | 1,627,743.49 |             |            |              |             |
| TRAIL12     |                | 308+28.36        | 603,911.20   | 1,627,743.49 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |
| TRAIL13     |                | 308+97.86        | 603,974.48   | 1,627,714.76 |              |              |             |             |              |             |                                     |              |             |            |              |             |            |              |             |

**SPIRAL OR CIRCULAR CURVE DATA**

101-17  
04-19-11

| Name          | Location                 | Δ <sub>SCS</sub>  | Horizontal Alignment Data |                |                |                |                |                |            |         |                    |         |           |            |         | Remarks |  |  |
|---------------|--------------------------|-------------------|---------------------------|----------------|----------------|----------------|----------------|----------------|------------|---------|--------------------|---------|-----------|------------|---------|---------|--|--|
|               |                          |                   | Spiral Data               |                |                |                |                |                | Curve Data |         |                    |         |           |            |         |         |  |  |
|               |                          |                   | θ <sub>s</sub>            | L <sub>s</sub> | T <sub>s</sub> | E <sub>s</sub> | X <sub>c</sub> | Y <sub>c</sub> | L.T.       | S.T.    | Δ <sub>c</sub>     | T       | L         | R          | E       |         |  |  |
|               | I-80 EASTBOUND           |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| SCS ML080SE-1 |                          | 23° 59' 57.93" RT | 4° 29' 57.93"             | 299.98'        | 556.32'        | 44.67'         | 299.80'        | 7.85'          | 200.05'    | 100.05' | 15° 00' 00.10" RT  | 251.44' | 500.00'   | 1,909.86'  | 16.48'  |         |  |  |
| SCS ML080SE-2 |                          | 47° 59' 57.83" LT | 4° 29' 58.91"             | 299.98'        | 1,001.15'      | 182.89'        | 299.80'        | 7.85'          | 200.05'    | 100.05' | 39° 00' 00.00" LT  | 676.32' | 1,300.00' | 1,909.86'  | 116.21' |         |  |  |
| SCS ML080SE-3 |                          | 23° 59' 57.48" RT | 5° 11' 35.50"             | 349.98'        | 585.86'        | 45.83'         | 349.69'        | 10.57'         | 233.42'    | 116.75' | 13° 36' 46.48" RT  | 230.44' | 458.70'   | 1,930.64'  | 13.70'  |         |  |  |
|               | I-80                     |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| CUR MLA080.3  |                          |                   |                           |                |                |                |                |                |            |         | 6° 57' 38.61" LT   | 653.65' | 1,305.88' | 10,747.47' | 19.86'  |         |  |  |
|               | I-80 WESTBOUND           |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| CUR 200001    |                          |                   |                           |                |                |                |                |                |            |         | 2° 50' 19.67" LT   | 420.49' | 840.80'   | 16,970.00' | 5.21'   |         |  |  |
| CUR 200002    |                          |                   |                           |                |                |                |                |                |            |         | 21° 15' 25.45" LT  | 878.25' | 1,736.31' | 4,680.00'  | 81.69'  |         |  |  |
| SCS 200004    |                          | 34° 29' 58.92" RT | 6° 19' 09.79"             | 450.00'        | 859.62'        | 100.41'        | 449.45'        | 16.53'         | 300.19'    | 150.17' | 21° 51' 39.33" RT  | 393.97' |           | 2,040.00'  | 37.69'  |         |  |  |
| CUR 200008    |                          |                   |                           |                |                |                |                |                |            |         | 17° 22' 12.85" LT  | 714.90' | 1,418.83' | 4,680.00'  | 54.29'  |         |  |  |
|               | I-80 WESTBOUND (INTERIM) |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| CUR 740002    |                          |                   |                           |                |                |                |                |                |            |         | 4° 05' 53.99" LT   | 167.74' | 335.33'   | 4,688.00'  | 3.00'   |         |  |  |
|               | RAMP D (ULTIMATE)        |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| CUR 335000    |                          |                   |                           |                |                |                |                |                |            |         | 3° 49' 10.99" RT   | 576.84' | 1,101.38' | 1,500.00'  | 107.09' |         |  |  |
| CUR 335001    |                          |                   |                           |                |                |                |                |                |            |         | 21° 18' 26.17" RT  | 658.40' | 1,301.59' | 3,500.00'  | 61.39'  |         |  |  |
|               | RAMP D (INTERIM)         |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| CUR 307600    |                          |                   |                           |                |                |                |                |                |            |         | 30° 58' 30.45" RT  | 415.64' | 810.93'   | 1,500.00'  | 56.52'  |         |  |  |
| CUR 307602    |                          |                   |                           |                |                |                |                |                |            |         | 8° 52' 41.29" RT   | 232.90' | 464.86'   | 3,000.00'  | 9.03'   |         |  |  |
| CUR 307603    |                          |                   |                           |                |                |                |                |                |            |         | 4° 07' 19.61" RT   | 161.66' | 323.17'   | 4,492.00'  | 2.91'   |         |  |  |
| CUR 307604    |                          |                   |                           |                |                |                |                |                |            |         | 20° 06' 45.51" RT  | 271.69' | 537.78'   | 1,532.00'  | 23.90'  |         |  |  |
|               | RAMP H                   |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| CUR 308008    |                          |                   |                           |                |                |                |                |                |            |         | 41° 24' 07.36" LT  | 500.32' | 956.73'   | 1,324.00'  | 91.38'  |         |  |  |
| CUR 308004    |                          |                   |                           |                |                |                |                |                |            |         | 4° 29' 44.91" RT   | 35.96'  | 71.88'    | 916.00'    | 0.71'   |         |  |  |
| CUR 308003    |                          |                   |                           |                |                |                |                |                |            |         | 138° 38' 13.27" RT | 704.64' | 643.63'   | 266.00'    | 487.17' |         |  |  |
| CUR 308002    |                          |                   |                           |                |                |                |                |                |            |         | 138° 40' 45.93" RT | 705.43' | 705.43'   | 266.00'    | 487.91' |         |  |  |
|               | NE 38th STREET           |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| CUR 307001    |                          |                   |                           |                |                |                |                |                |            |         | 24° 45' 02.67" LT  | 98.74'  | 194.39'   | 450.00'    | 10.70'  |         |  |  |
| CUR 307004    |                          |                   |                           |                |                |                |                |                |            |         | 42° 00' 47.03" LT  | 240.00' | 458.29'   | 625.00'    | 44.49'  |         |  |  |
| CUR 307005    |                          |                   |                           |                |                |                |                |                |            |         | 22° 22' 09.15" LT  | 64.26'  | 126.89'   | 325.00'    | 6.29'   |         |  |  |
|               | FOURMILE TRAIL           |                   |                           |                |                |                |                |                |            |         |                    |         |           |            |         |         |  |  |
| CUR TRAIL2    |                          |                   |                           |                |                |                |                |                |            |         | 10° 29' 08.57" RT  | 34.41'  | 68.63'    | 375.00'    | 1.58'   |         |  |  |
| CUR TRAIL5    |                          |                   |                           |                |                |                |                |                |            |         | 19° 58' 51.44" LT  | 52.85'  | 104.62'   | 300.00'    | 4.62'   |         |  |  |
| CUR TRAIL7    |                          |                   |                           |                |                |                |                |                |            |         | 27° 51' 21.34" LT  | 37.20'  | 72.93'    | 150.00'    | 4.54'   |         |  |  |
| CUR TRAIL9    |                          |                   |                           |                |                |                |                |                |            |         | 21° 55' 57.66" RT  | 38.75'  | 76.56'    | 200.00'    | 3.72'   |         |  |  |
| CUR TRAIL11   |                          |                   |                           |                |                |                |                |                |            |         | 24° 36' 10.63" LT  | 78.50'  | 154.58'   | 360.00'    | 8.46'   |         |  |  |



**TRAFFIC CONTROL PLAN**

1. Traffic will be maintained on and I-80 at all times as provided on the following staging sheets, except as provided for in the following notes.
  - A. Temporary nighttime full road closure of I-80 will be permitted as follows.
    - Short duration of up to 20 minutes to complete overhead work and to set new bridge beams. The Contractor shall submit the traffic control plan 2 weeks in advance to the Engineer for approval.
    - Extended durations of over 20 minutes to remove existing bridge or place bridge beams. I-80 traffic will be detoured to local roads per Off Site Detours. The Contractor shall submit the traffic control plan 2 weeks in advance for the Engineer's approval.
  - B. Temporary nighttime lane closure of I-80 will be permitted as follows.
    - Extended duration of over 20 minutes to place the HMA overlay. The Contractor shall submit the traffic control plan 2 weeks in advance to the Engineer for approval.
2. Install PCMS on interstates per Off-Site Detour plans for extended duration temporary nighttime full road closure. Coordinate messages with Engineer.
3. Coordinate with Engineer during temporary nighttime road closures to display sign messages on permanent DMS on I-80.
4. Contractor shall fully remove all detour signing nightly.
5. Contractor is responsible for installation, maintenance, and removal of all detour signing.

**STAGING NOTES**

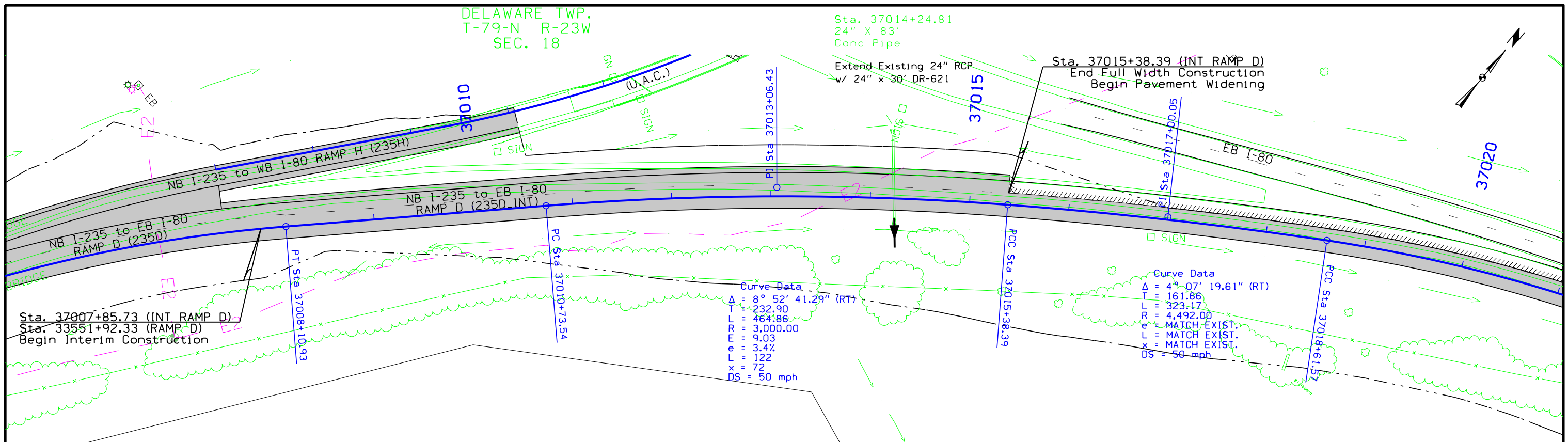
- STAGING NOTES
- Stage 1**
- Traffic:
- Maintain 3 lanes Traffic on existing I-80 EB and I-80 WB roadways via lane shifts.
  - Maintain 1 lane of Traffic to Ramp D and to Ramp H
  - Temporary closures of Chichaqua Valley Trail for setting beams
  - Temporary closures of Fourmile Creek Trail for setting beams and trail reconstruction
  - Temporary closures of NE 38th St for bridge and pavement construction
  - Temporary short term closures of I-80 EB and I-80 WB for setting beams
- Construction:
- Construct NE 38th St. bridge over I-80
  - Construct bridge widening on the I-80 EB Fourmile Creek Bridge and I-80 EB 29th St. Bridge
  - Construct bridge over Fourmile Creek on WB I-80
  - Construct temporary shoring along existing I-80 WB NE 29th St bridge
  - Construct bridge over NE 29th St. and Chichaqua Valley Trail on WB I-80
  - Construct NE 38th St
  - Construct retaining walls along Fourmile Creek Greenway Trail
  - Construct Fourmile Creek Greenway Trail
  - Construct pavement widening on I-80 EB and Ramp D
  - Construct pavement on I-80 WB
  - Construct temporary pavement on I-80 WB
  - Construct pavement on Ramp D
- Stage 1A**
- Traffic:
- Open I-80 EB to traffic
  - Maintain 3 lanes of Traffic on existing and new roadway on WB I-80 via lane shifts
  - Maintain 1 lane of Traffic on Ramp D
  - Permanently close existing I-80 WB to I-35 NB ramp to traffic
  - Temporary closure of Ramp H for roadway construction
  - Open partial access to Ramp G (constructed in previously completed Project IM-035-3(194)88--13-77)
- Construction:
- Construct Ramp D
  - Construct sections of pavement and temporary widening on I-80 WB
  - Construct outside footing at Sta. 1057+45.46 on EB I-80/35 for overhead sign truss and erect structure
  - Grade and pave relocated temporary, interim and portions of ultimate Chichaqua Valley Trail
- Stage 1B**
- Traffic:
- Maintain 3 lanes of Traffic on new roadway on WB I-80 via lane shifts and temporary widening
  - Open Ramp D and Ramp H to traffic
- Construction:
- Construct sections of pavement on I-80 WB
- Stage 2**
- Traffic:
- Maintain 3 lanes of traffic on new roadway on WB I-80 via lane shifts and temporary widening
- Construction:
- Complete construction of I-80 WB



DELAWARE TWP.  
T-79-N R-23W  
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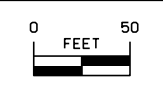
Sta. 37014+24.81  
24" X 83'  
Conc Pipe

Sta. 37015+38.39 (INT RAMP D)  
End Full Width Construction  
Begin Pavement Widening

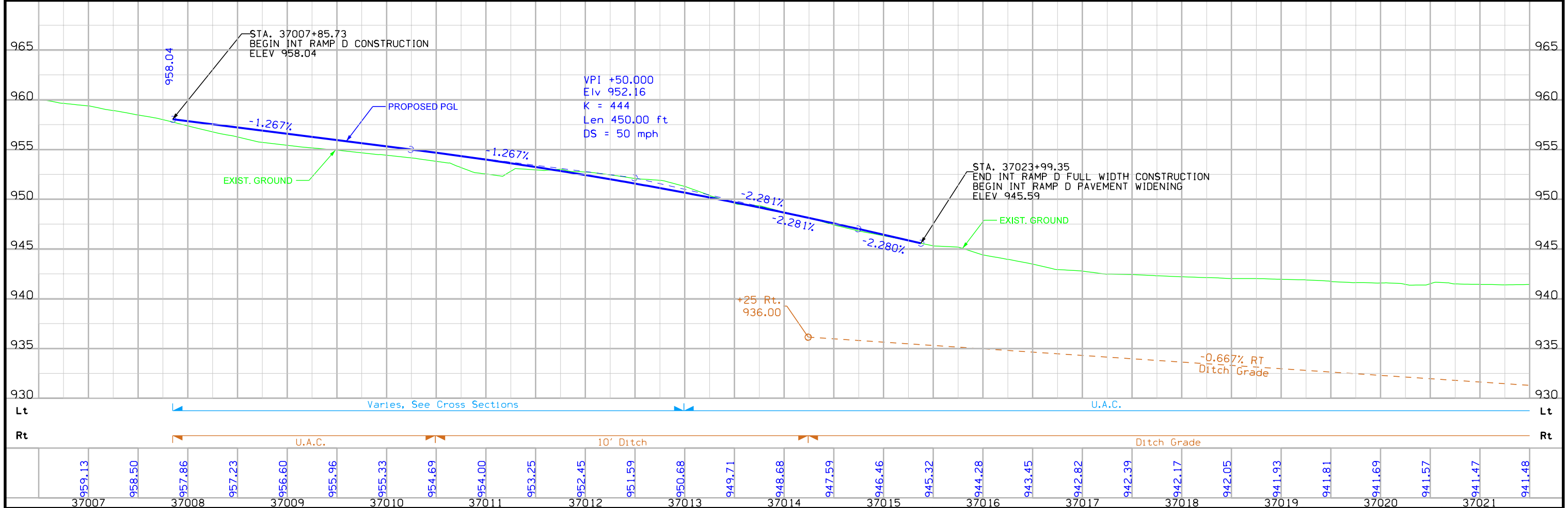


Curve Data  
 $\Delta = 8^\circ 52' 41.29''$  (RT)  
 $T = 232.90$   
 $L = 464.86$   
 $R = 3,000.00$   
 $e = 9.03$   
 $f = 3.4\%$   
 $L = 122$   
 $DS = 72$   
 $DS = 50$  mph

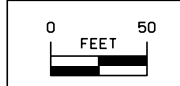
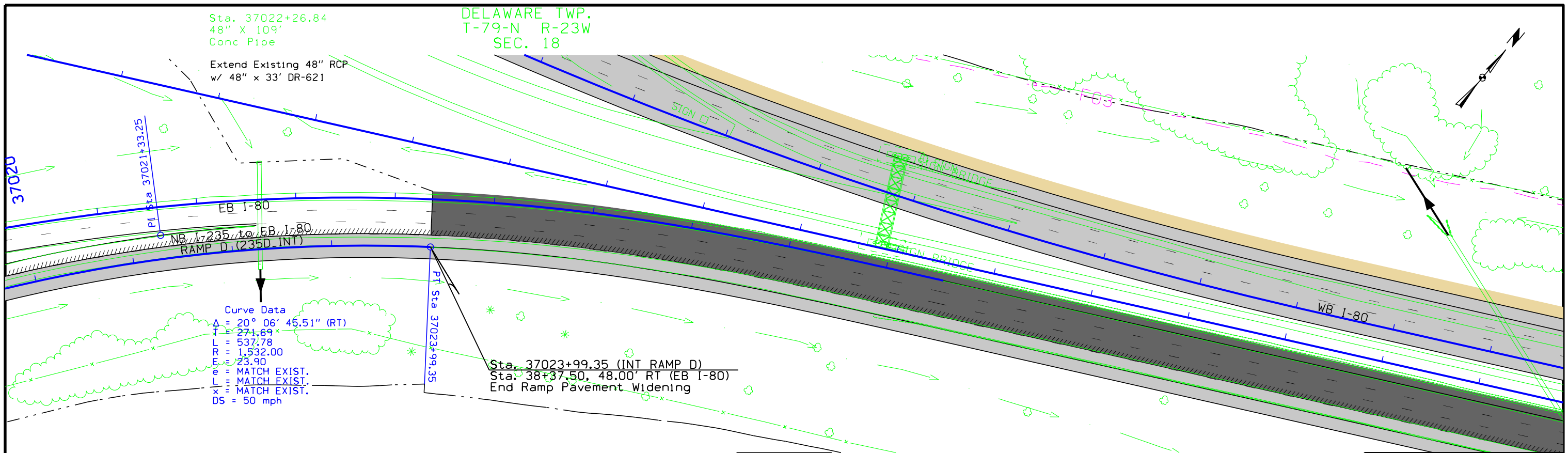
Curve Data  
 $\Delta = 4^\circ 07' 19.61''$  (RT)  
 $T = 161.86$   
 $L = 323.17$   
 $R = 4,492.00$   
 $e =$  MATCH EXIST.  
 $L =$  MATCH EXIST.  
 $x =$  MATCH EXIST.  
 $DS = 50$  mph



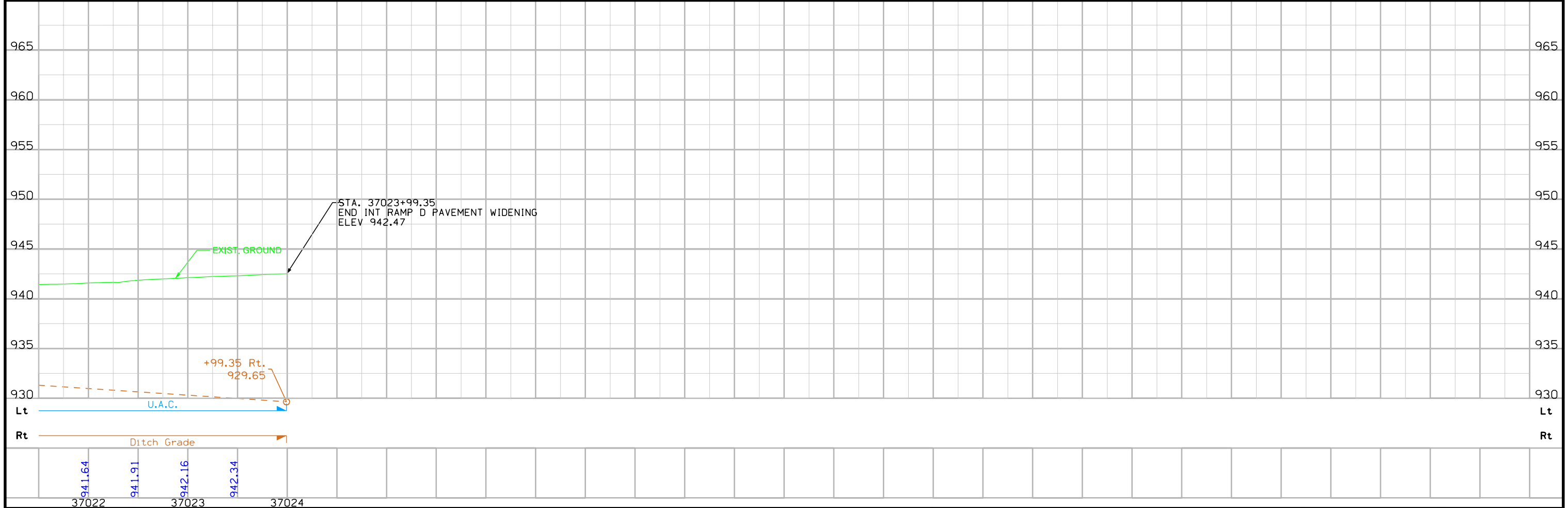
NORTHBOUND I-235  
to EASTBOUND I-80  
INTERIM RAMP D

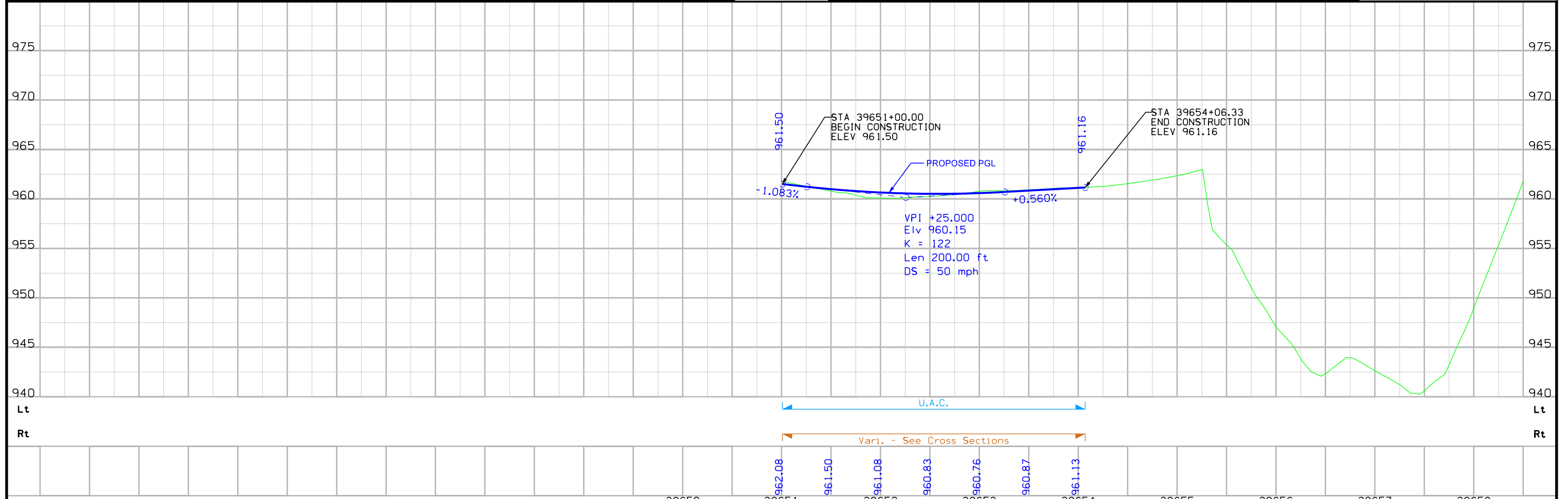
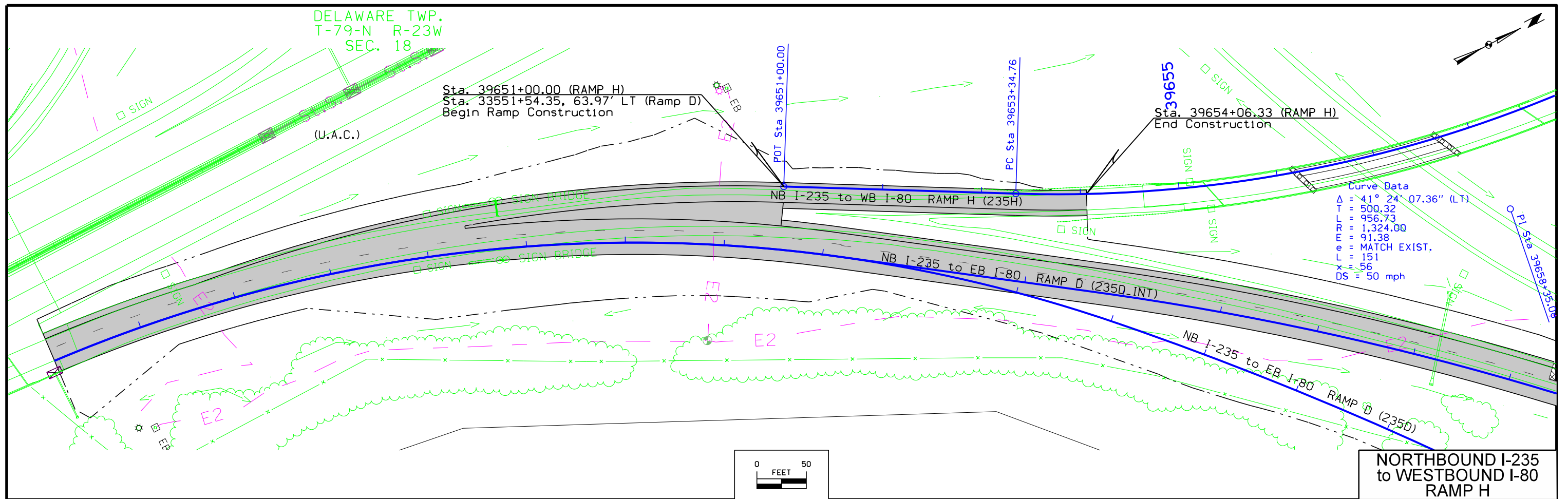


|          |         |             |              |             |                |                         |              |     |
|----------|---------|-------------|--------------|-------------|----------------|-------------------------|--------------|-----|
| FILE NO. | ENGLISH | DESIGN TEAM | Iowa DOT\HDR | POLK COUNTY | PROJECT NUMBER | IMN-080-4(80)138--03-77 | SHEET NUMBER | K.2 |
|----------|---------|-------------|--------------|-------------|----------------|-------------------------|--------------|-----|

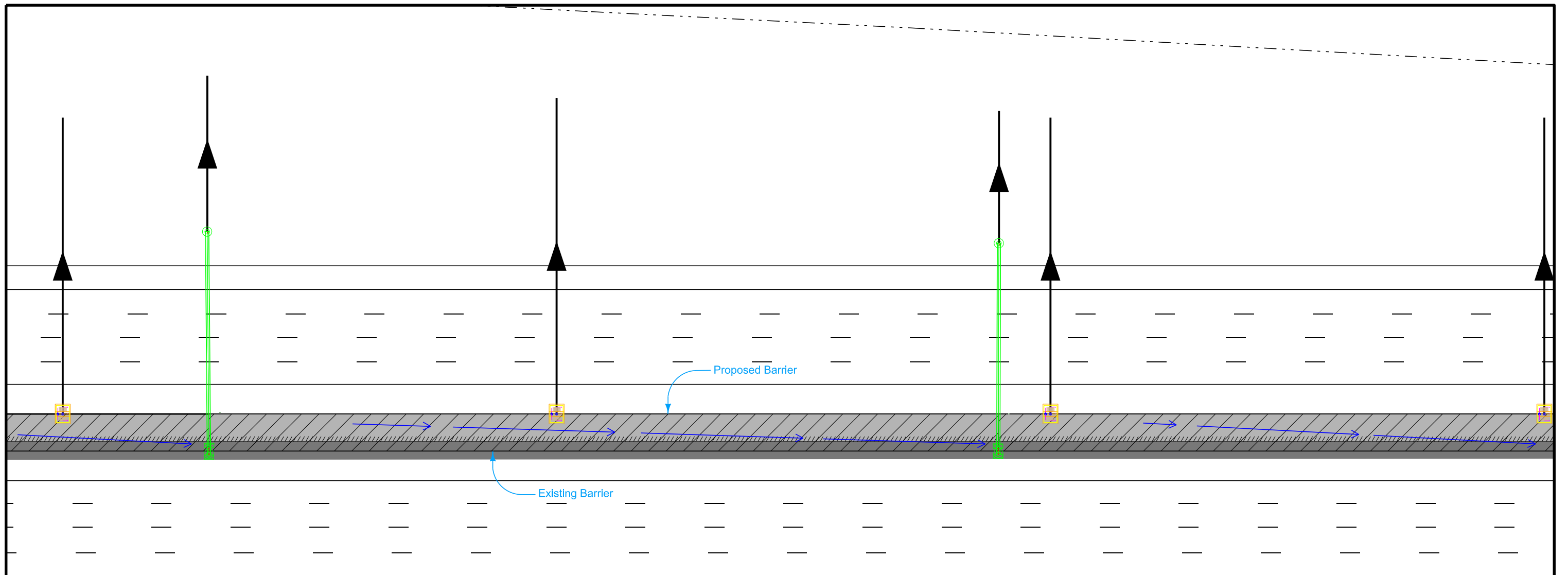


NORTHBOUND I-235  
to EASTBOUND I-80  
INTERIM RAMP D

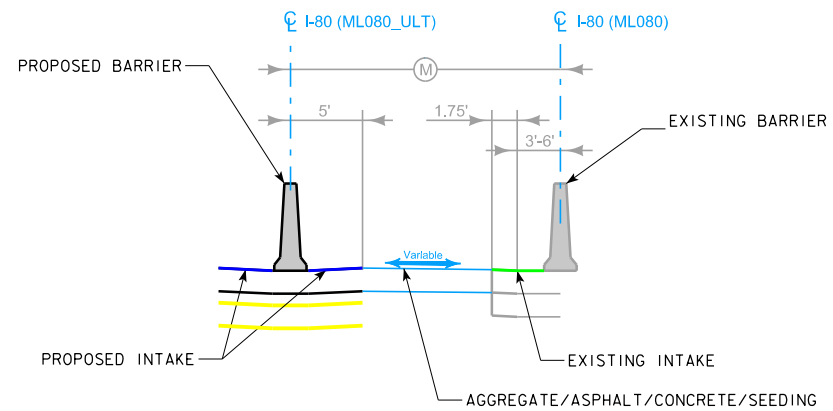




|          |         |             |              |             |                |                         |              |     |
|----------|---------|-------------|--------------|-------------|----------------|-------------------------|--------------|-----|
| FILE NO. | ENGLISH | DESIGN TEAM | Iowa DOT\HDR | POLK COUNTY | PROJECT NUMBER | IMN-080-4(80)138--03-77 | SHEET NUMBER | K.4 |
|----------|---------|-------------|--------------|-------------|----------------|-------------------------|--------------|-----|



TYPICAL SECTION

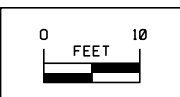
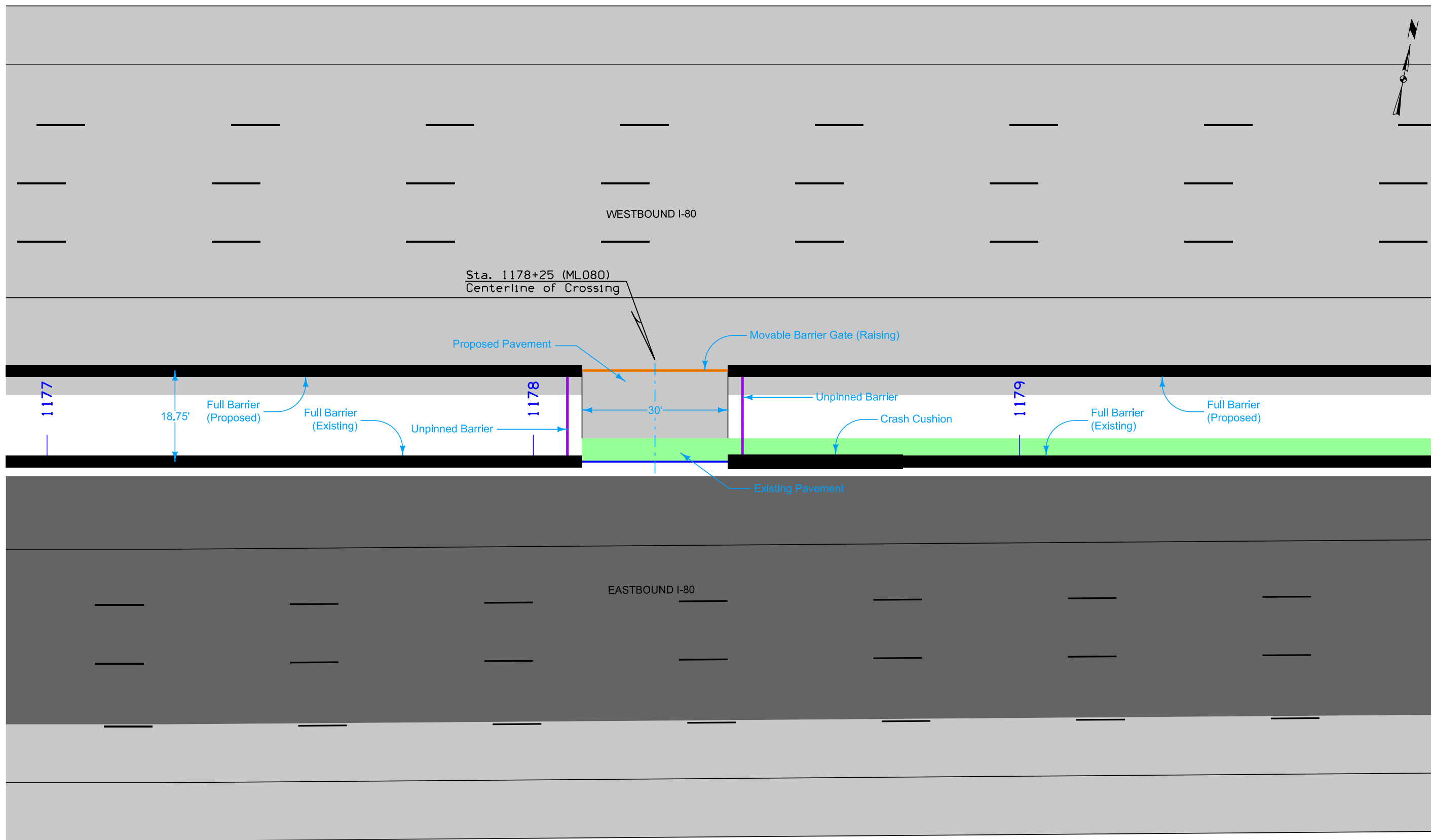


LEGEND

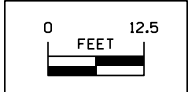
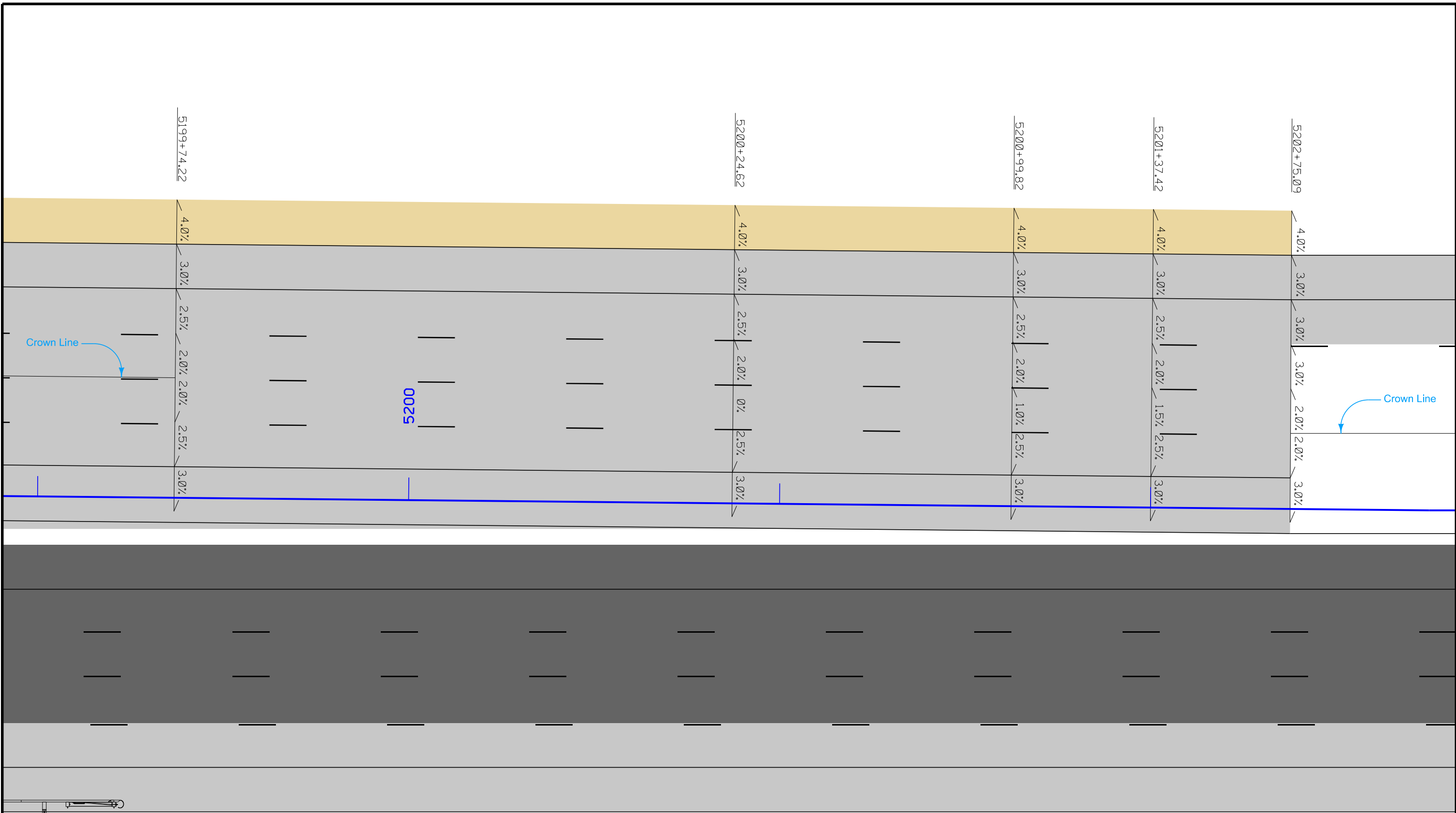
- Median Surfacing (Seeding/Aggregate/Concrete/Asphalt)
- Existing Pavement
- Proposed Intake
- Existing Intake
- Sawcut Line
- Flow Direction
- Drainage Area



MEDIAN DRAINAGE  
DETAIL

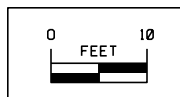
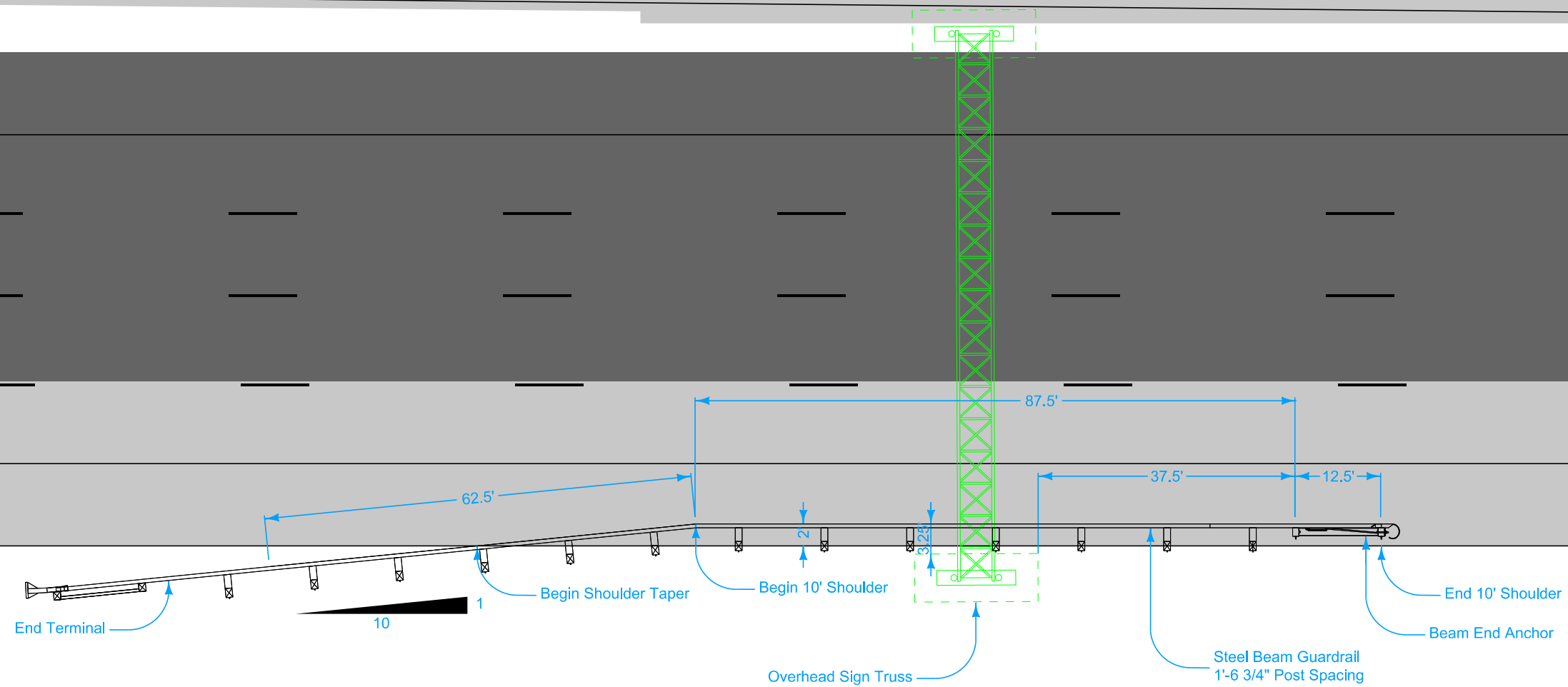


MEDIAN BARRIER GATE

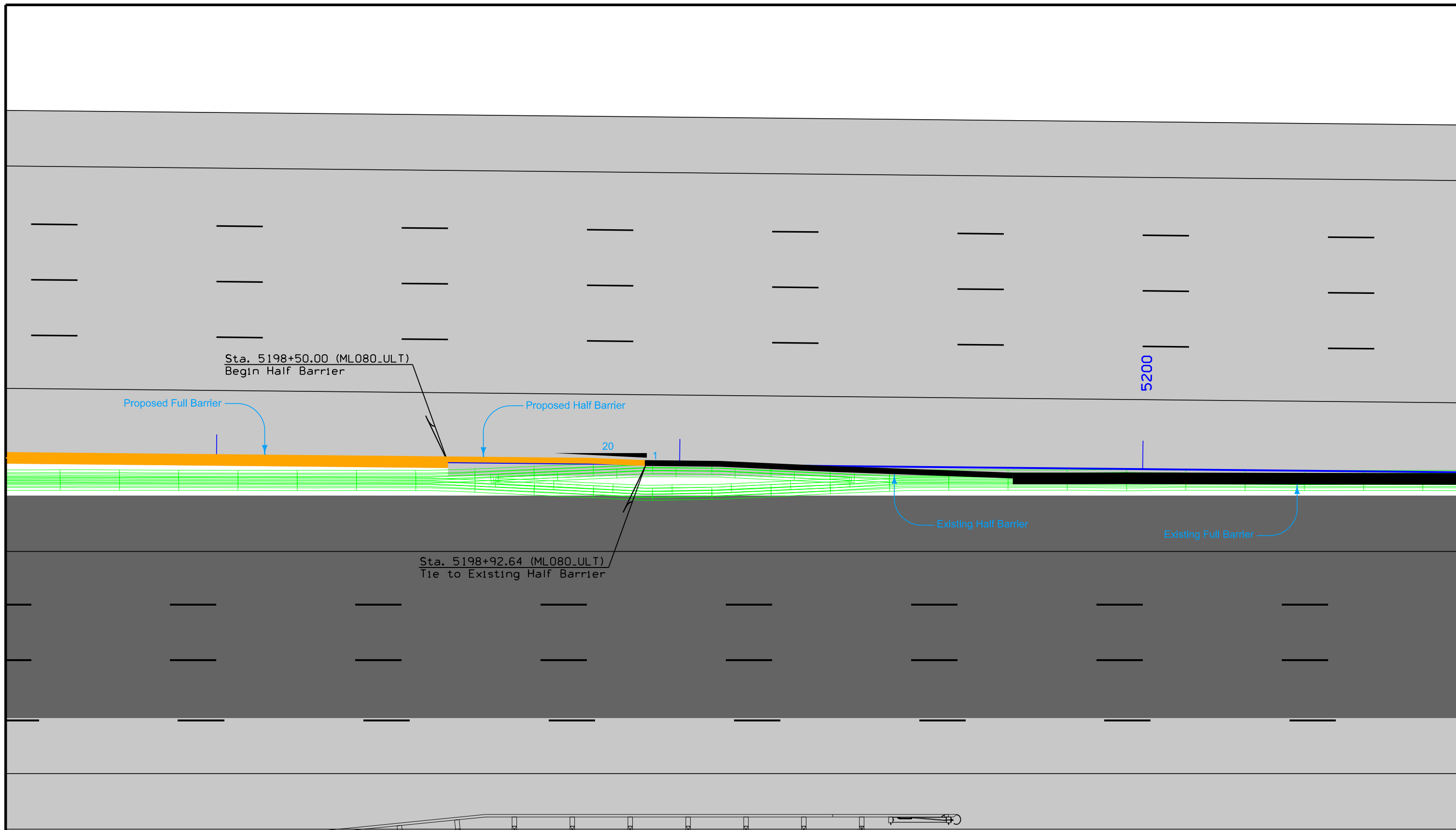


ML080 (WESTBOUND)  
CROWN TRANSITION





DMS PROTECTION PLAN



Sta. 5198+50.00 (ML080-ULT)  
Begin Half Barrier

Proposed Full Barrier

Proposed Half Barrier

20

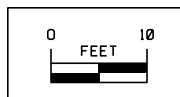
1

5200

Existing Half Barrier

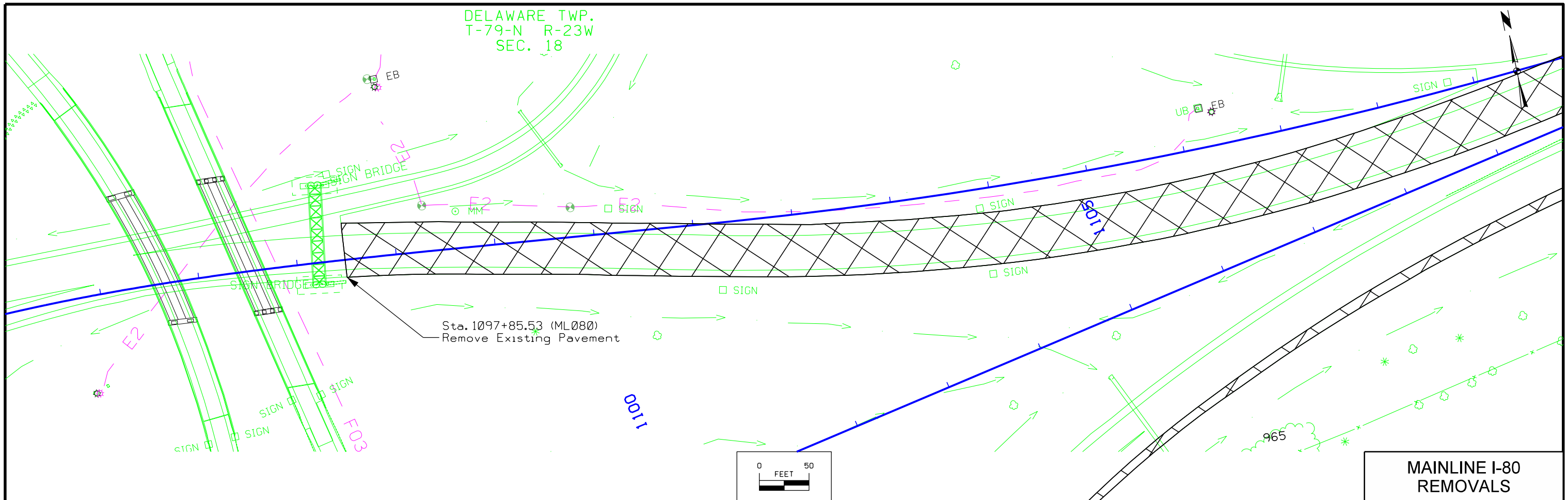
Existing Full Barrier

Sta. 5198+92.64 (ML080-ULT)  
Tie to Existing Half Barrier



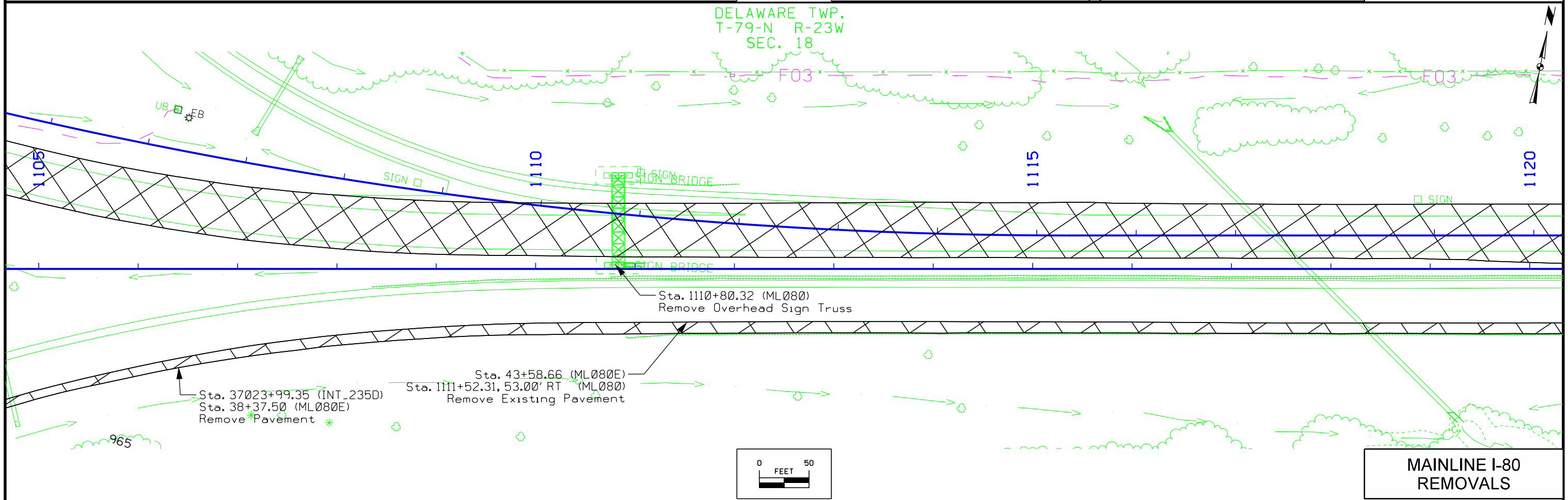
Barrier Transition  
into Existing Barrier

DELAWARE TWP.  
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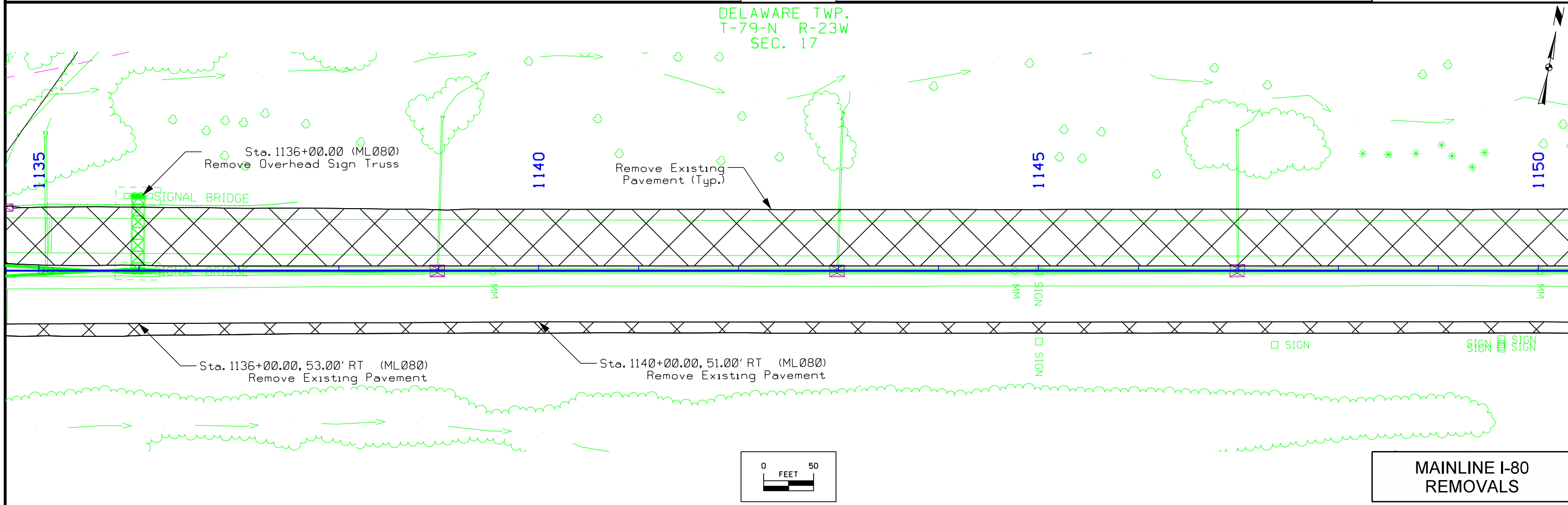
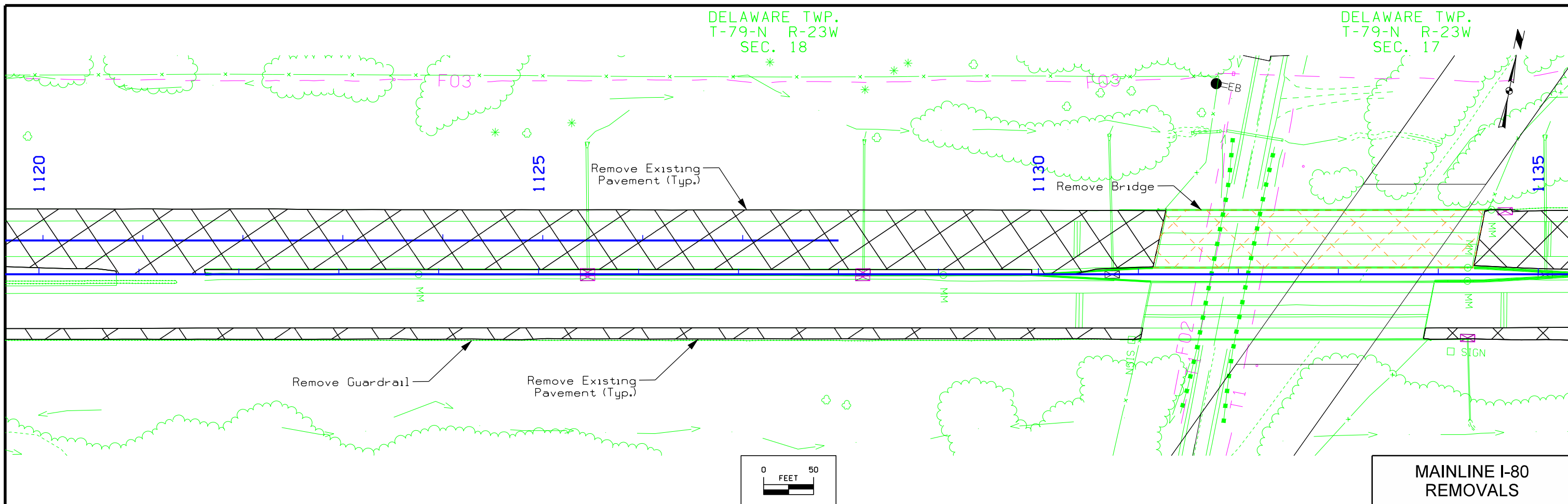


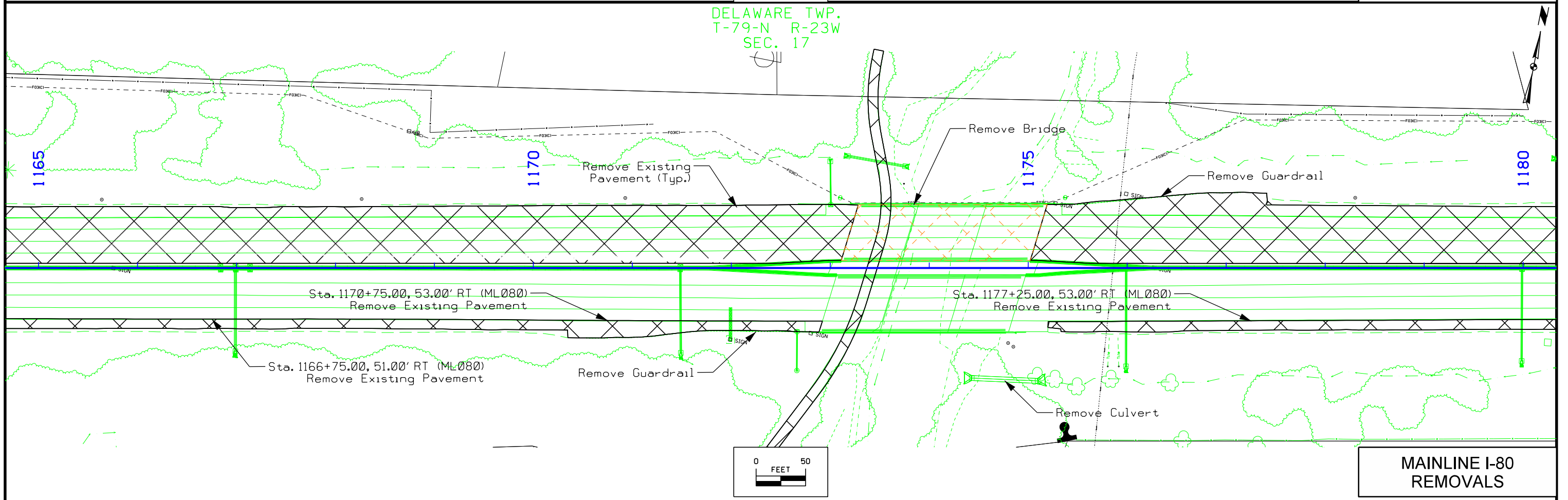
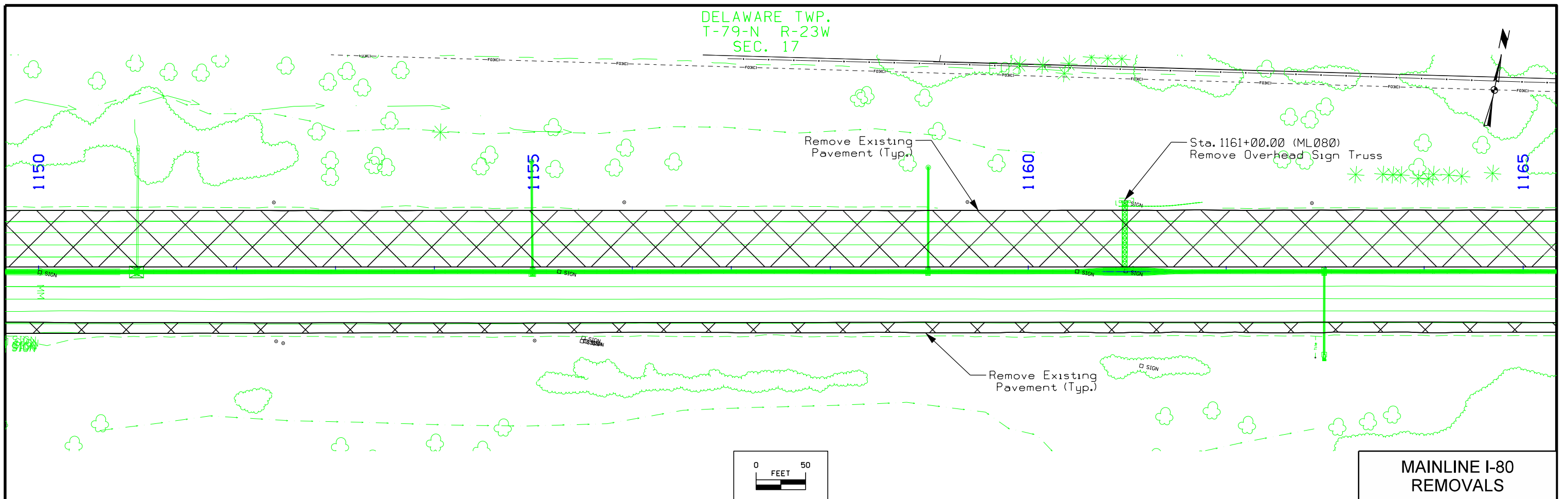
MAINLINE I-80  
REMOVALS

DELAWARE TWP.  
T-79-N R-23W  
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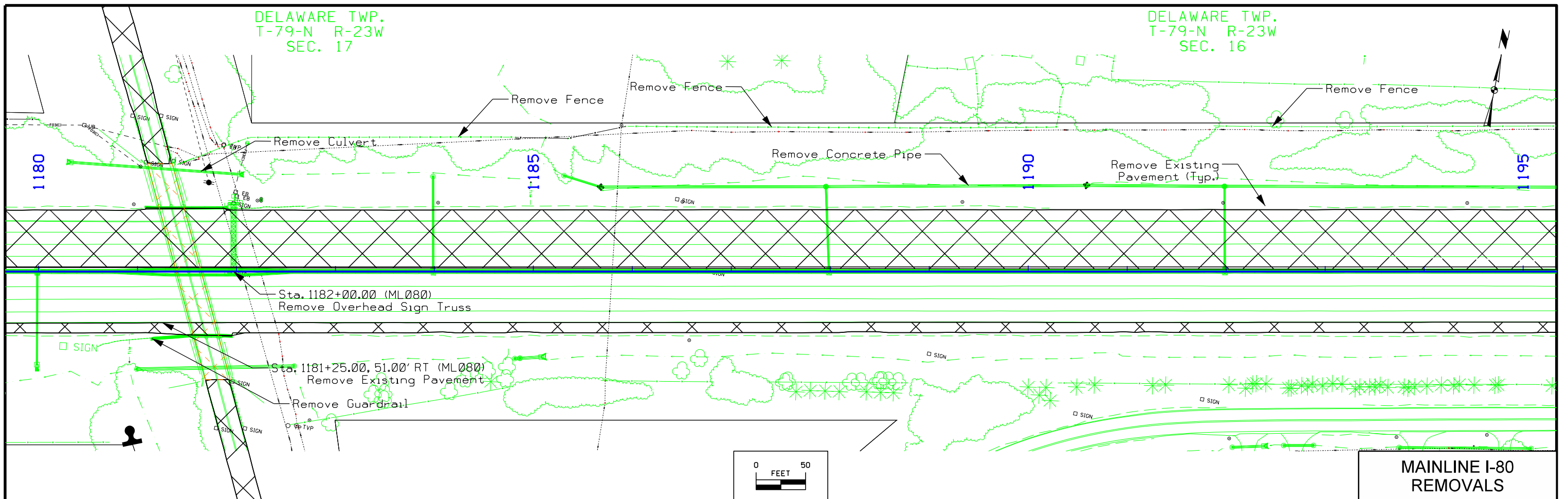
MAINLINE I-80  
REMOVALS





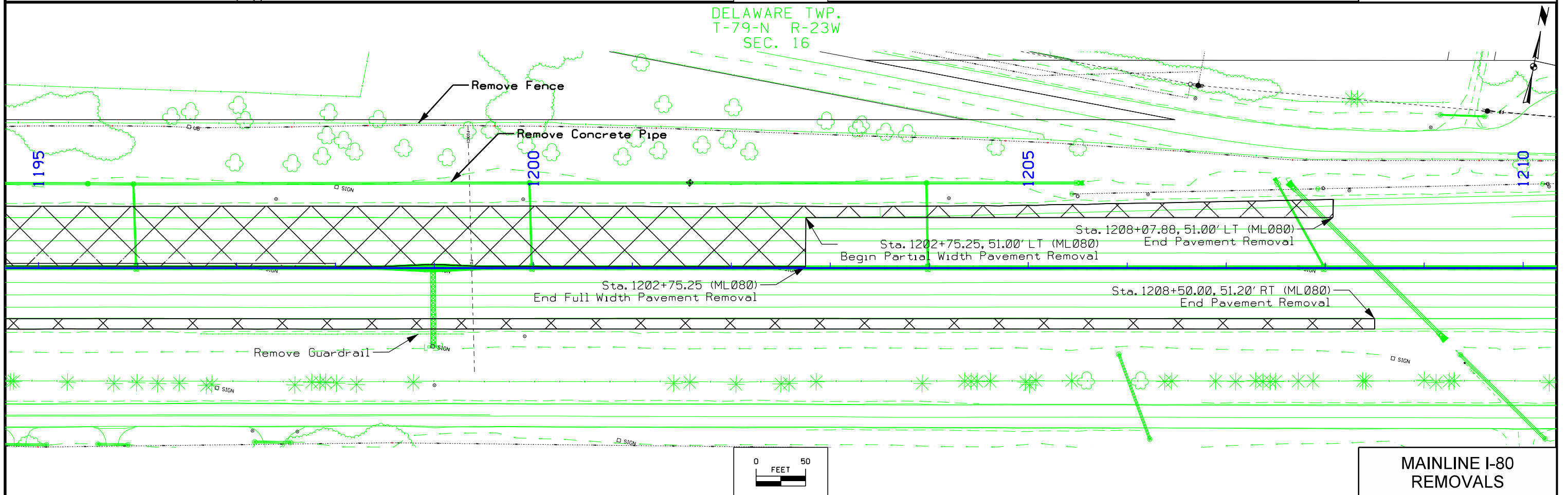
DELAWARE TWP.  
T-79-N R-23W  
SEC. 17

DELAWARE TWP.  
T-79-N R-23W  
SEC. 16

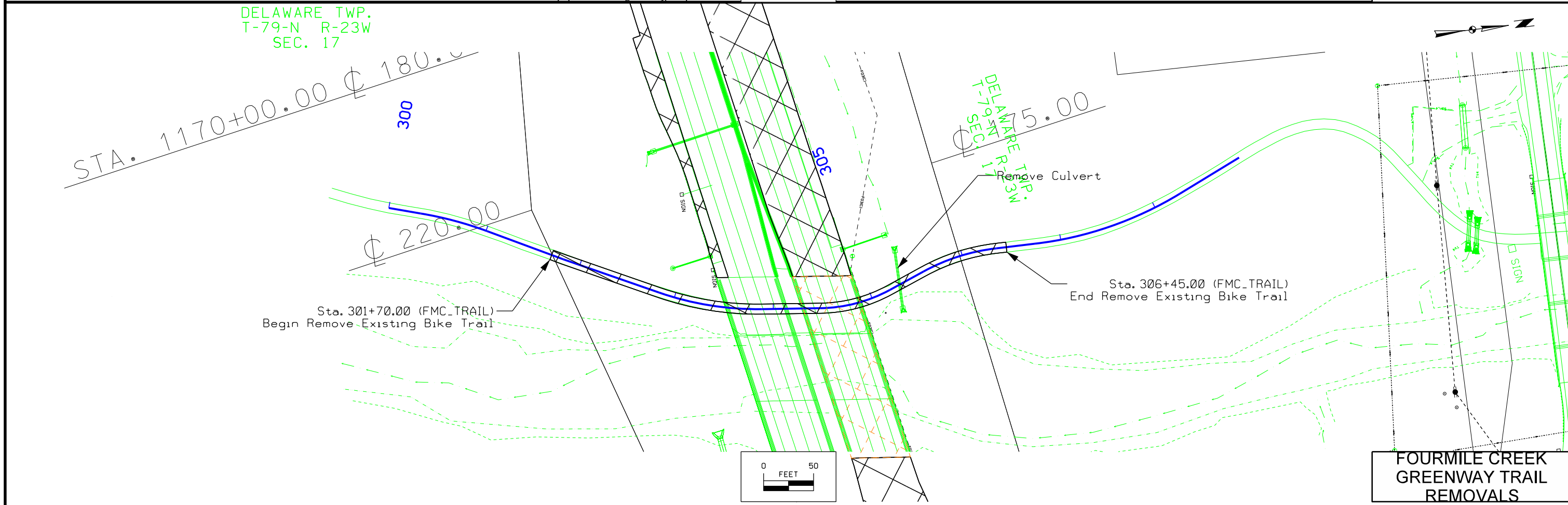
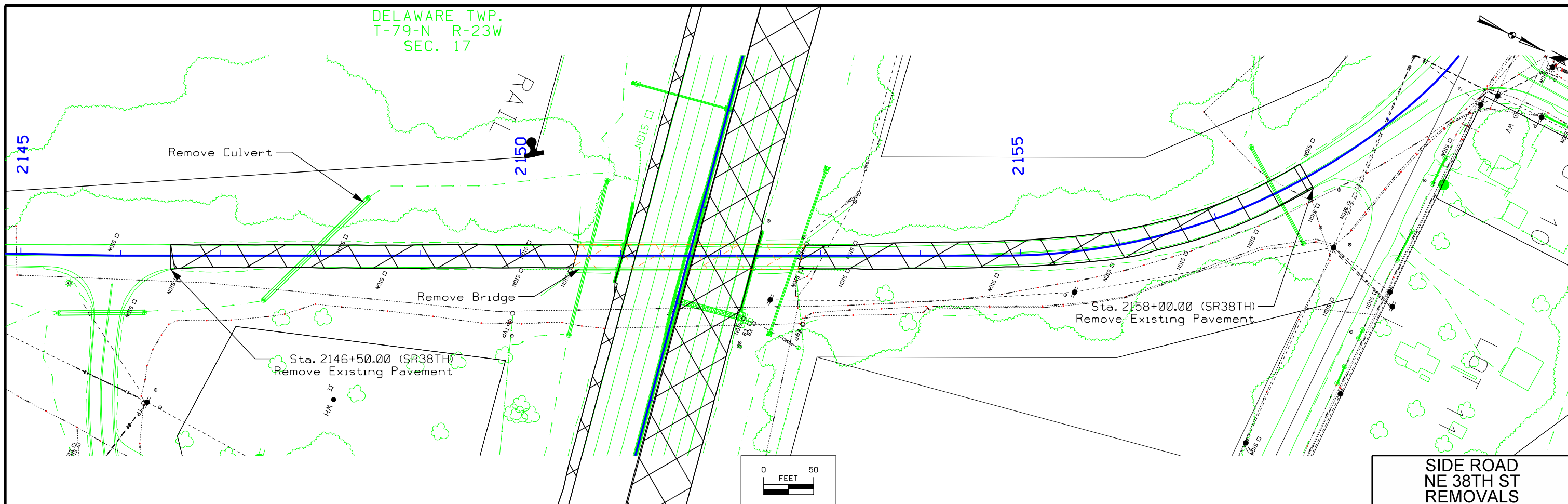


MAINLINE I-80  
REMOVALS

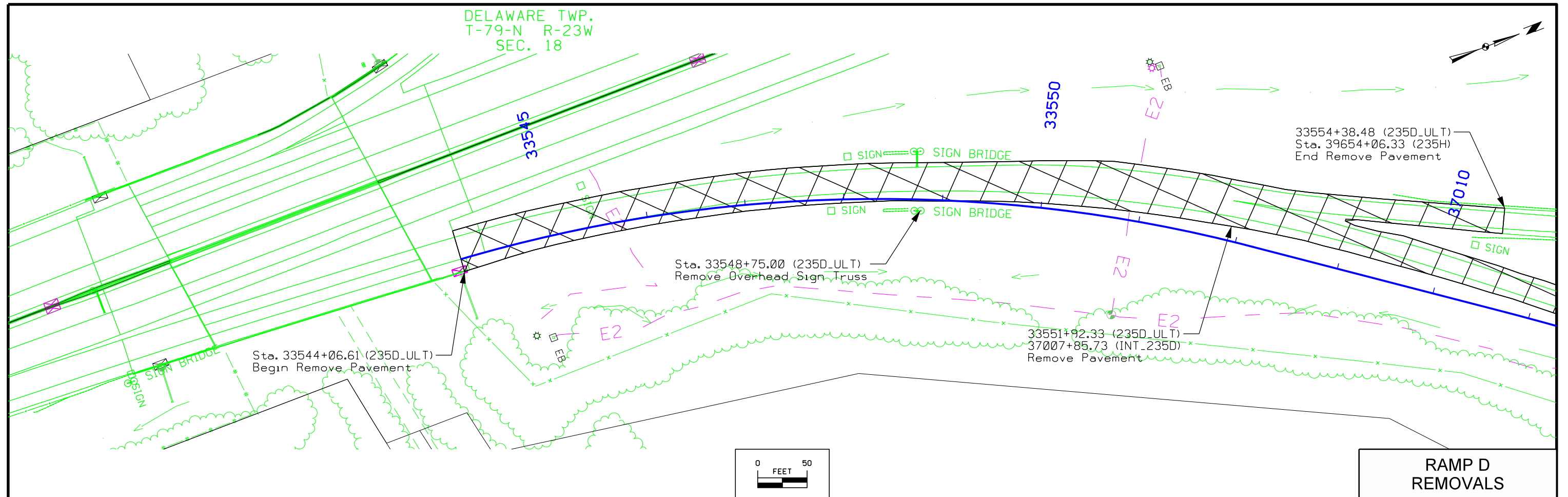
DELAWARE TWP.  
T-79-N R-23W  
SEC. 16



MAINLINE I-80  
REMOVALS

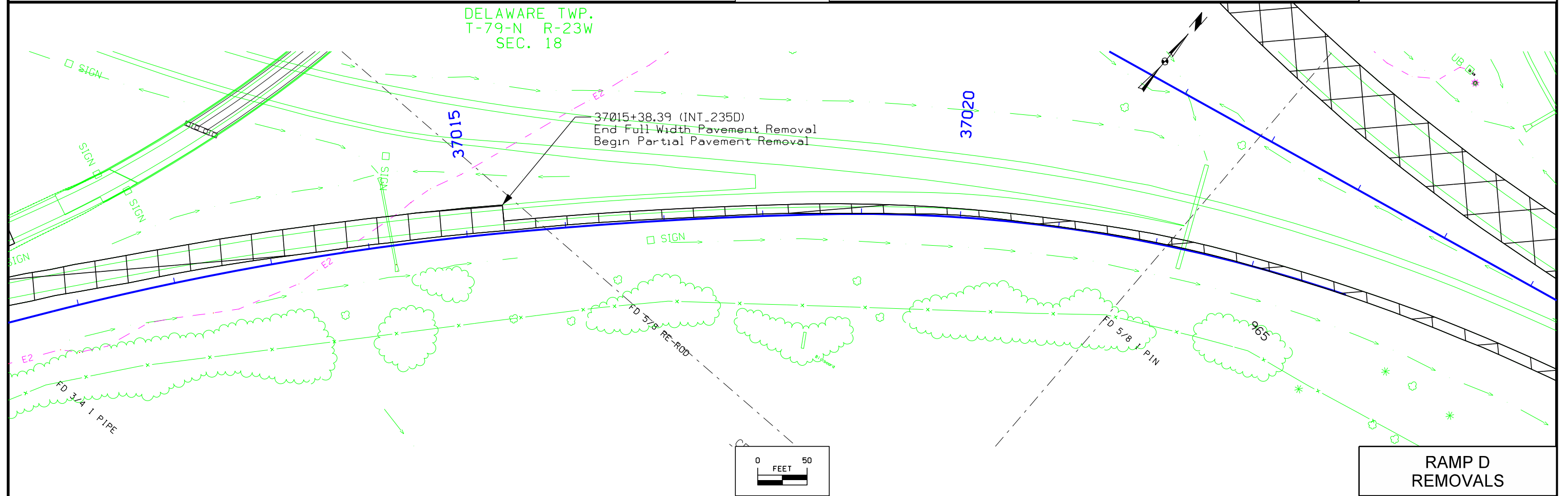


DELAWARE TWP.  
T-79-N R-23W  
SEC. 18



RAMP D  
REMOVALS

DELAWARE TWP.  
T-79-N R-23W  
SEC. 18



RAMP D  
REMOVALS



**LINE STYLE LEGEND OF CROSS SECTION SHEETS (ROAD)**

- - - - - - Existing Ground Line
- Proposed Template
- Proposed Topsoil Placement
- - - - - - Additional Topsoil Removal
- Subgrade Treatment
- - - - - Granular Shoulder
- Pavement
- - - - - - Existing Pipe\RCB
- Proposed Pipe\RCB
- Proposed Dike
- All Elements Associated with Proposed Entrances

**LINE STYLE LEGEND OF CROSS SECTION SHEETS (SOILS)**

- TS————— Topsoil (Class 10)
- SLOPE DRESSING — Slope Dressing Only
- CL 10————— Class 10 Materials
- SEL LO————— Select Loams And Clay-Loams
- SEL SA————— Select Sand
- UNS A————— Unsuitable Type A Disposal
- UNS B————— Unsuitable Type B Disposal
- UNS C————— Unsuitable Type C Disposal
- SHALE————— Shale
- WASTE————— Waste
- B&W LS————— Broken and Weathered Rock
- ROCK————— Solid Rock
- BLDRS————— Boulders

Note: All layer lines and descriptions identify layers above the line.

Note: Vertical or near vertical lines connecting soil layers at edges of cross sections are only for the purpose of calculating template quantities and do not depict soil stratification.

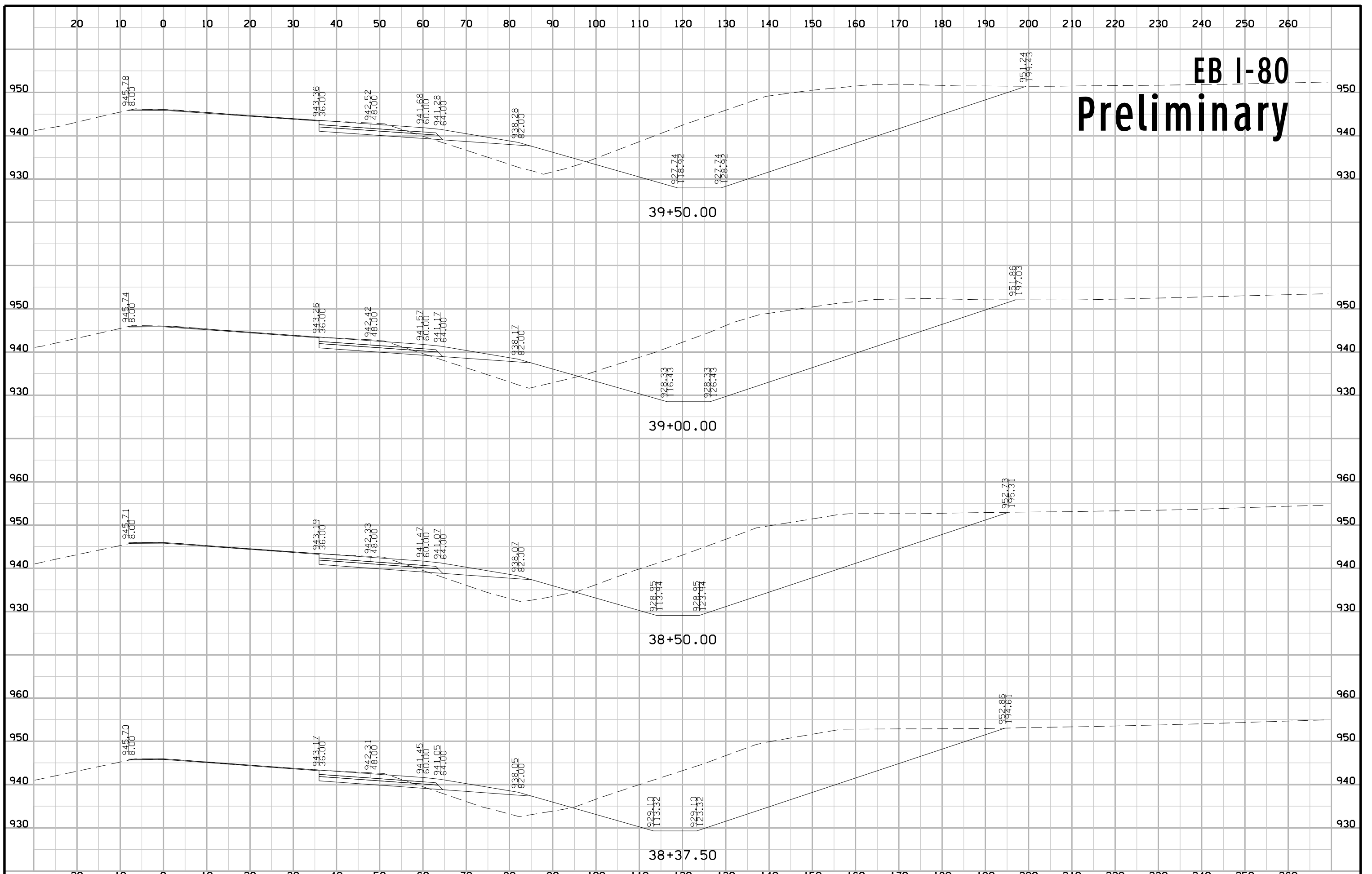
**SYMBOL LEGEND OF CROSS SECTION SHEETS**

- Existing ROW  
|  
· · · · · Existing Right-of-Way Limit
- Proposed ROW  
|  
· · · · · Proposed Right-of-Way Limit
- Temporary ROW  
|  
· · · · · Temporary Right-of-Way Limit

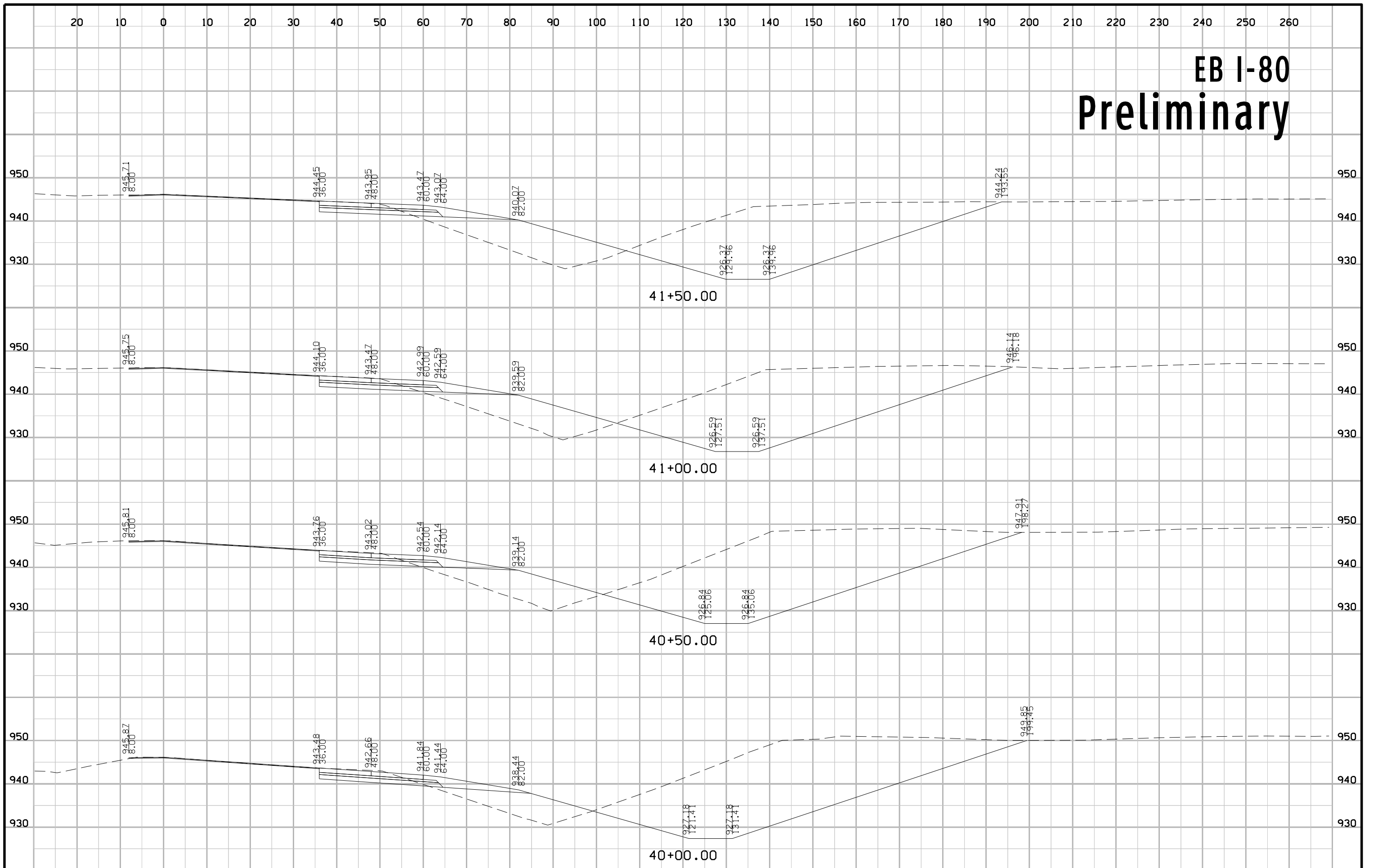
**CROSS SECTION  
LEGEND AND SYMBOL  
INFORMATION SHEET  
(COVERS SHEET SERIES W, X, Y, & Z)**

|          |                     |        |                |                         |
|----------|---------------------|--------|----------------|-------------------------|
| FILE NO. | ENGLISH DESIGN TEAM | COUNTY | PROJECT NUMBER | SHEET NUMBER <b>W.1</b> |
|----------|---------------------|--------|----------------|-------------------------|

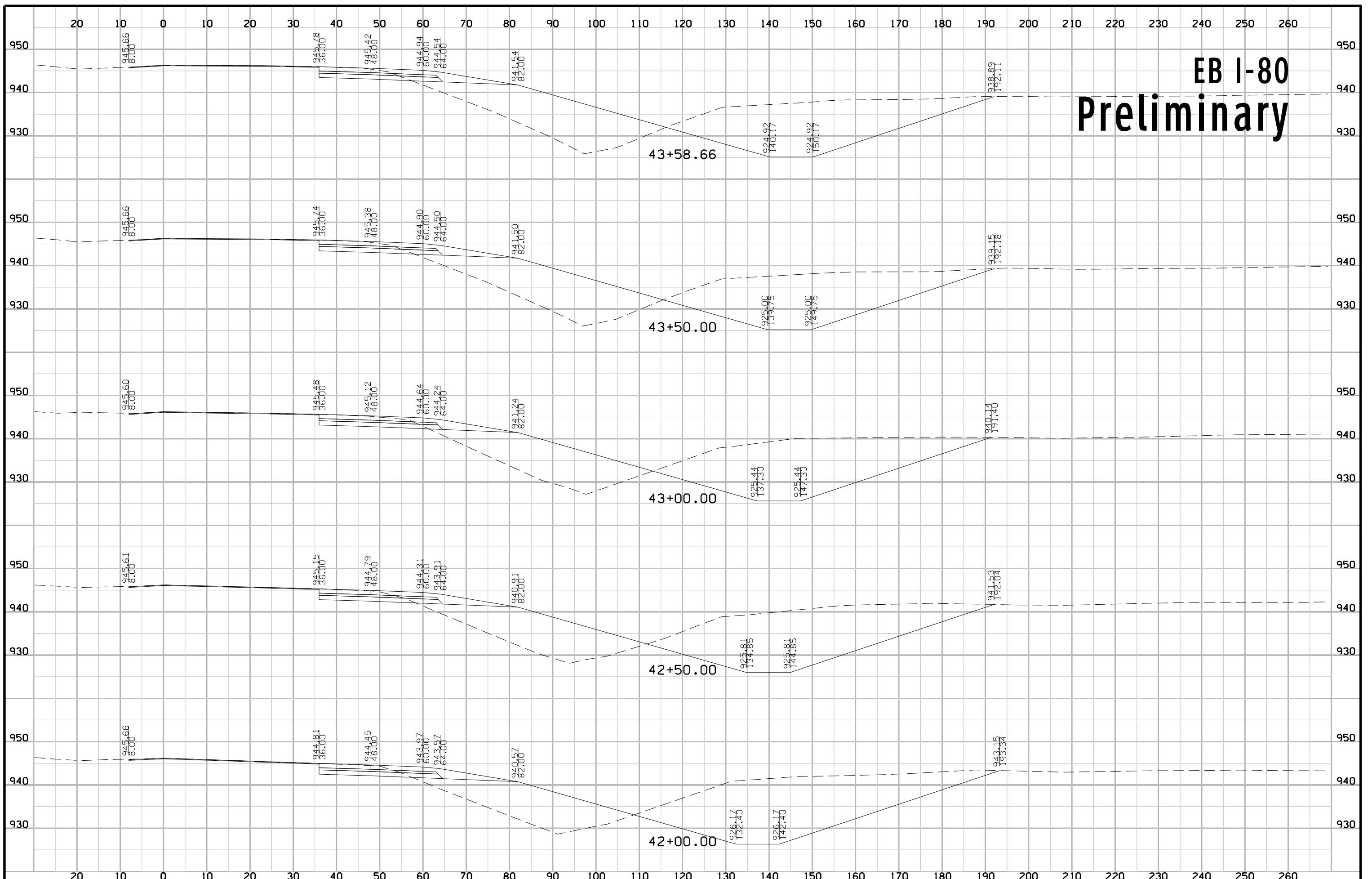
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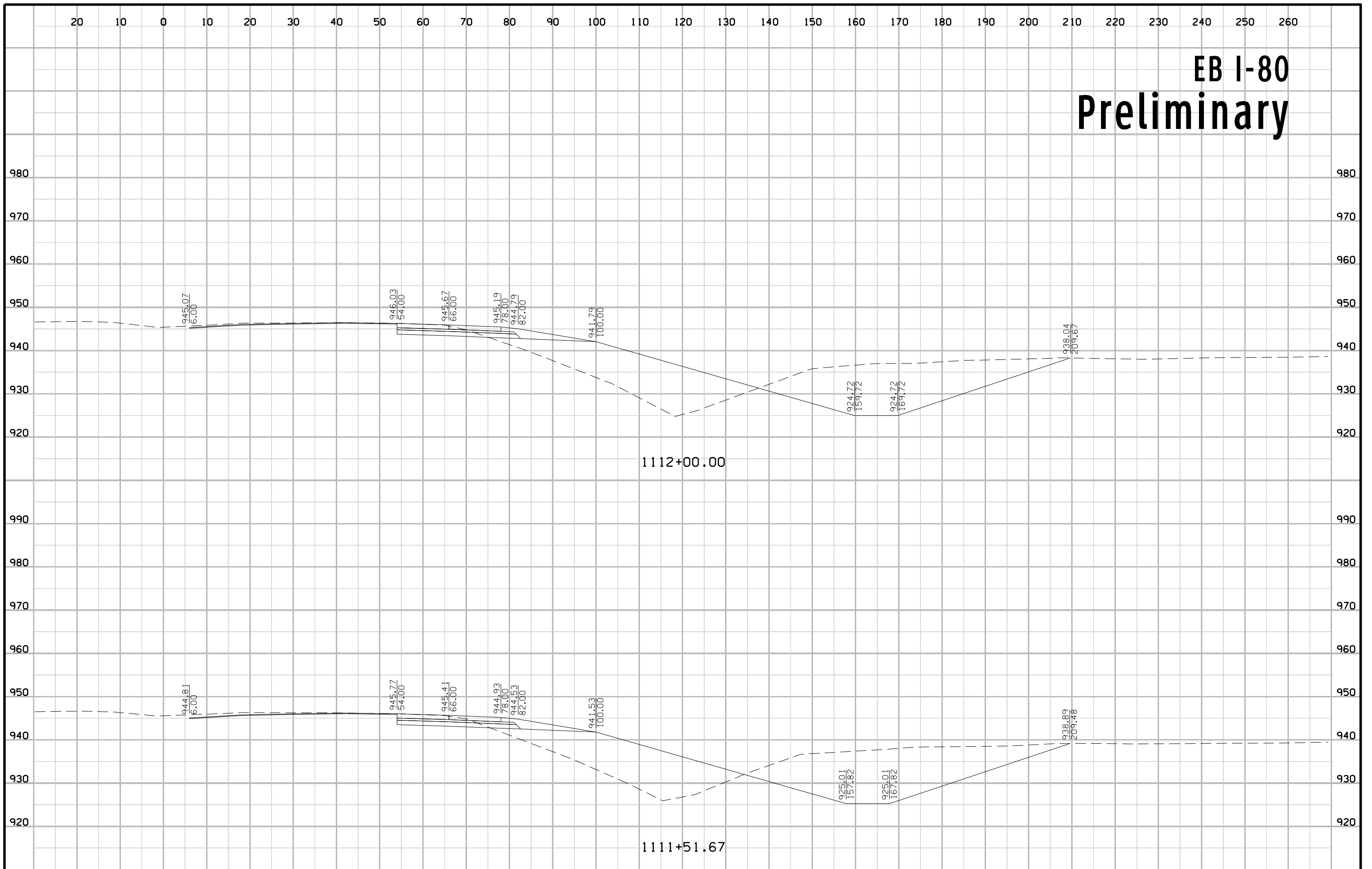
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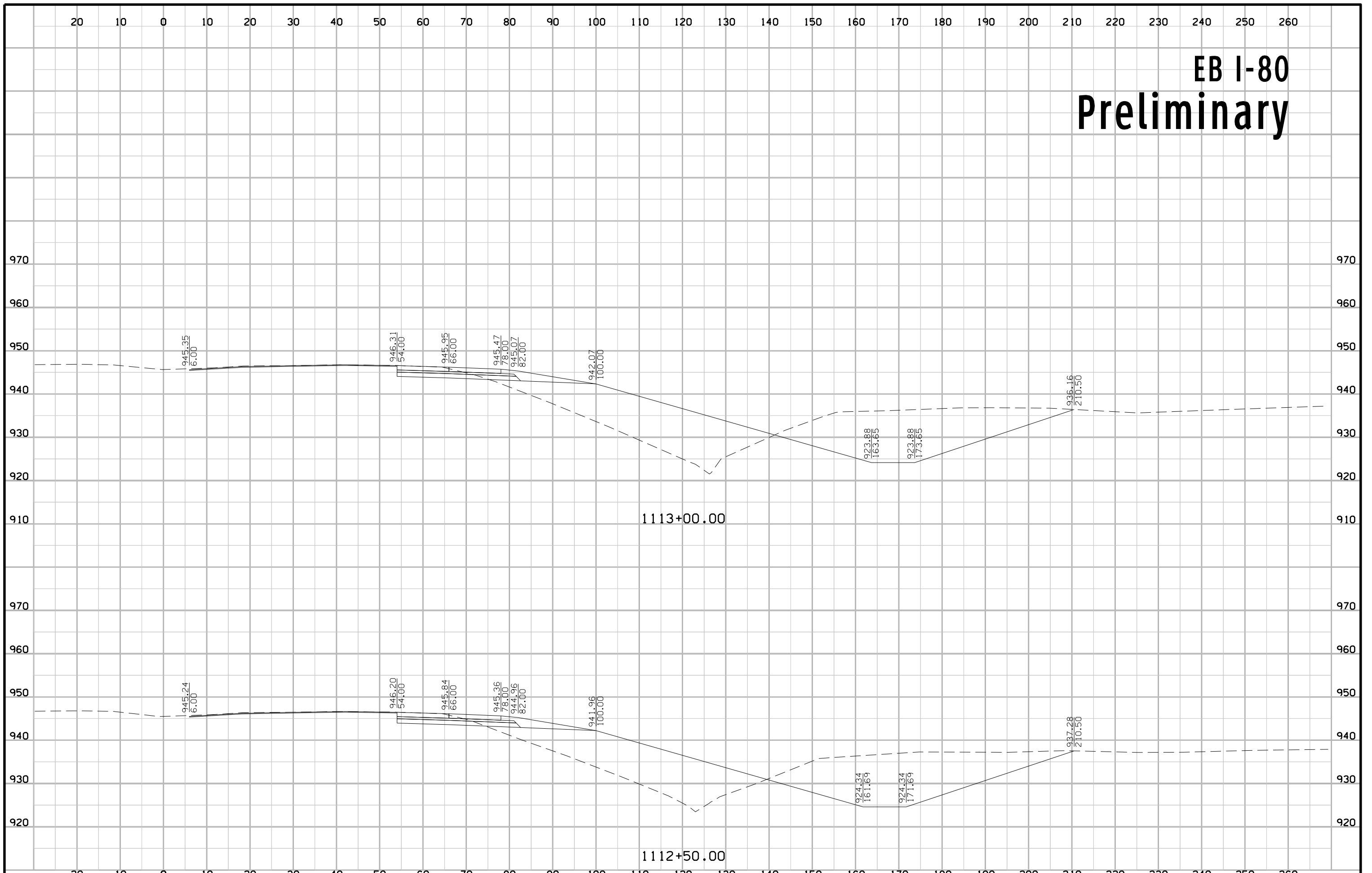
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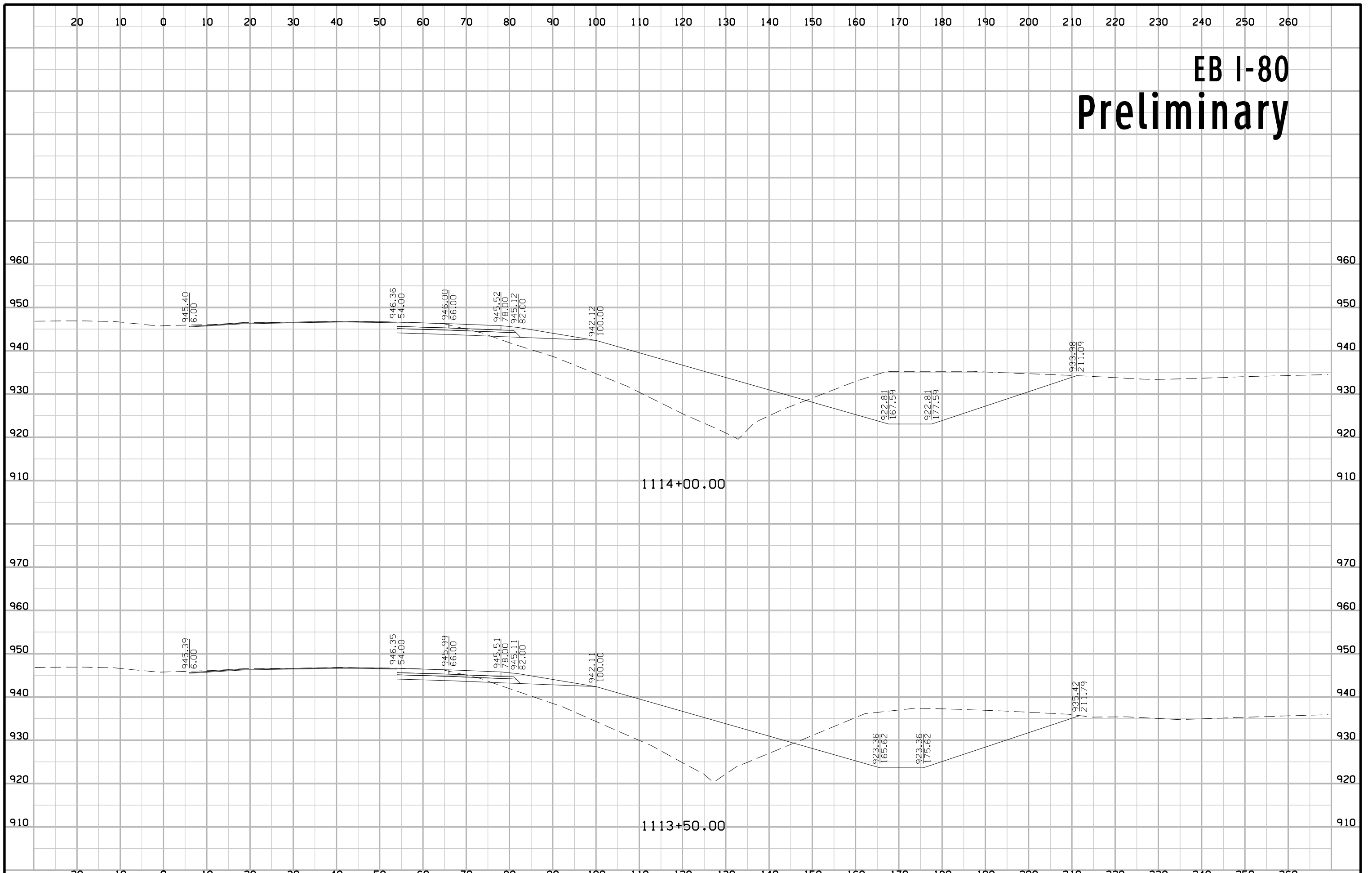
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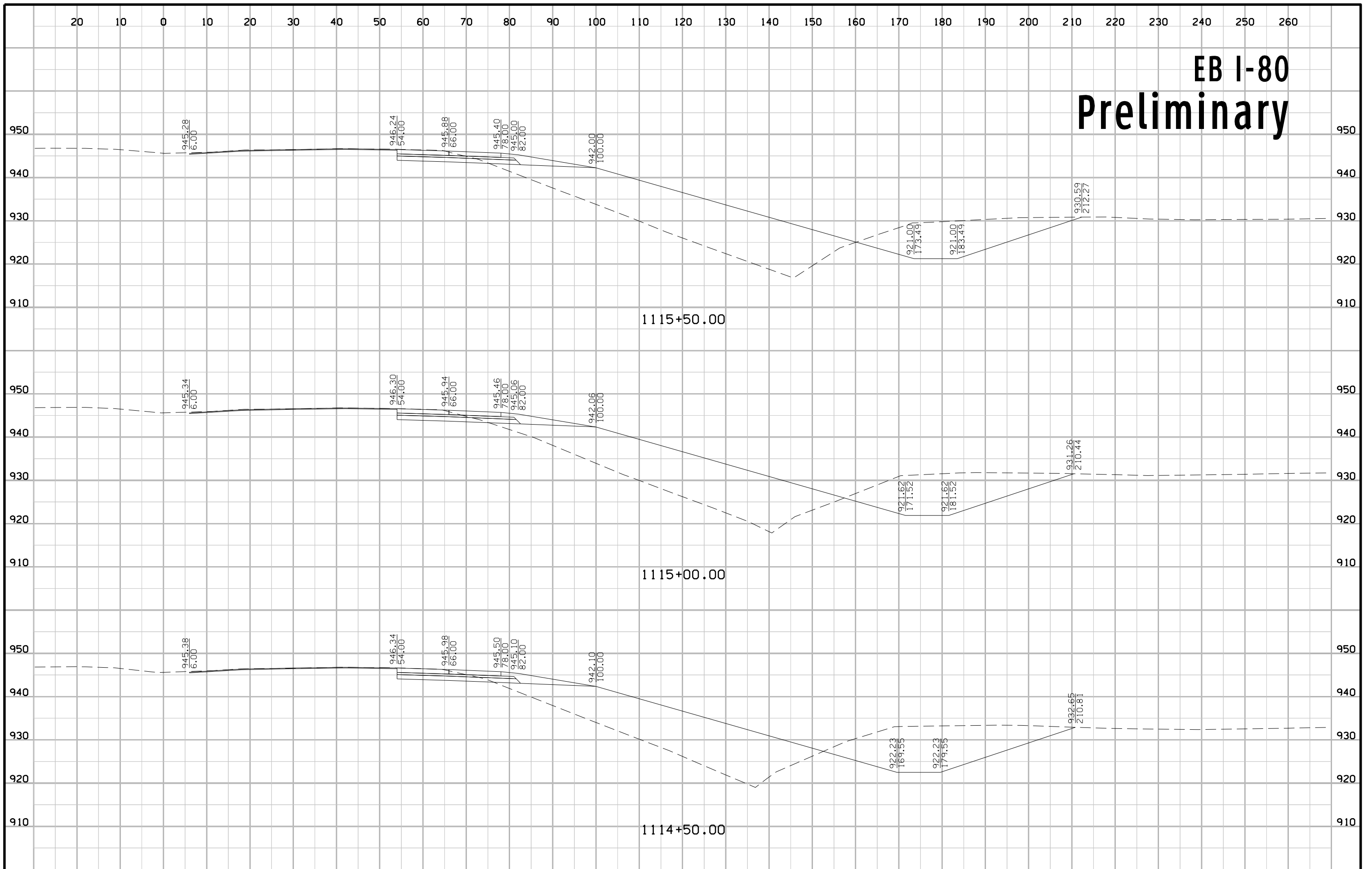
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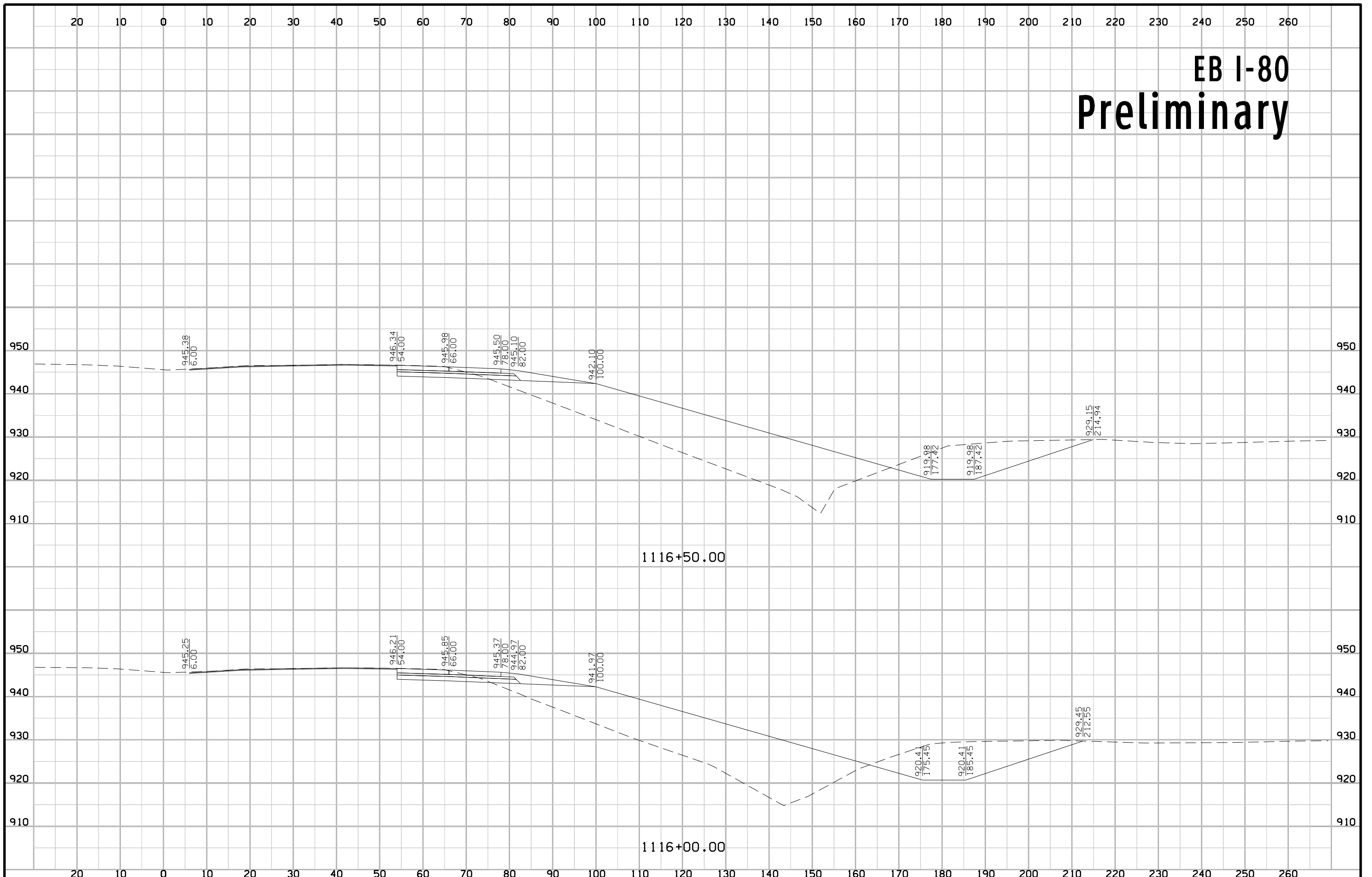


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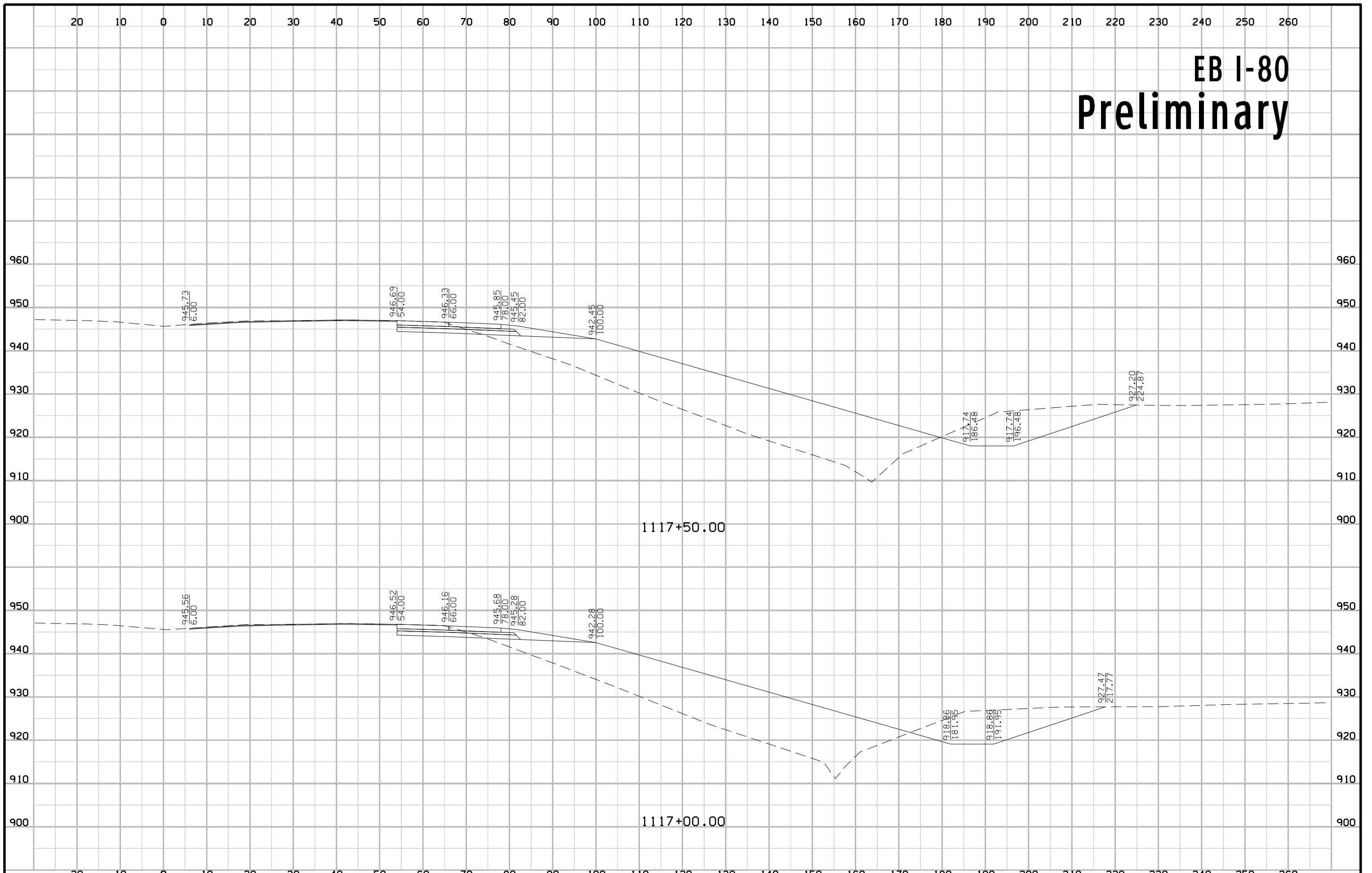




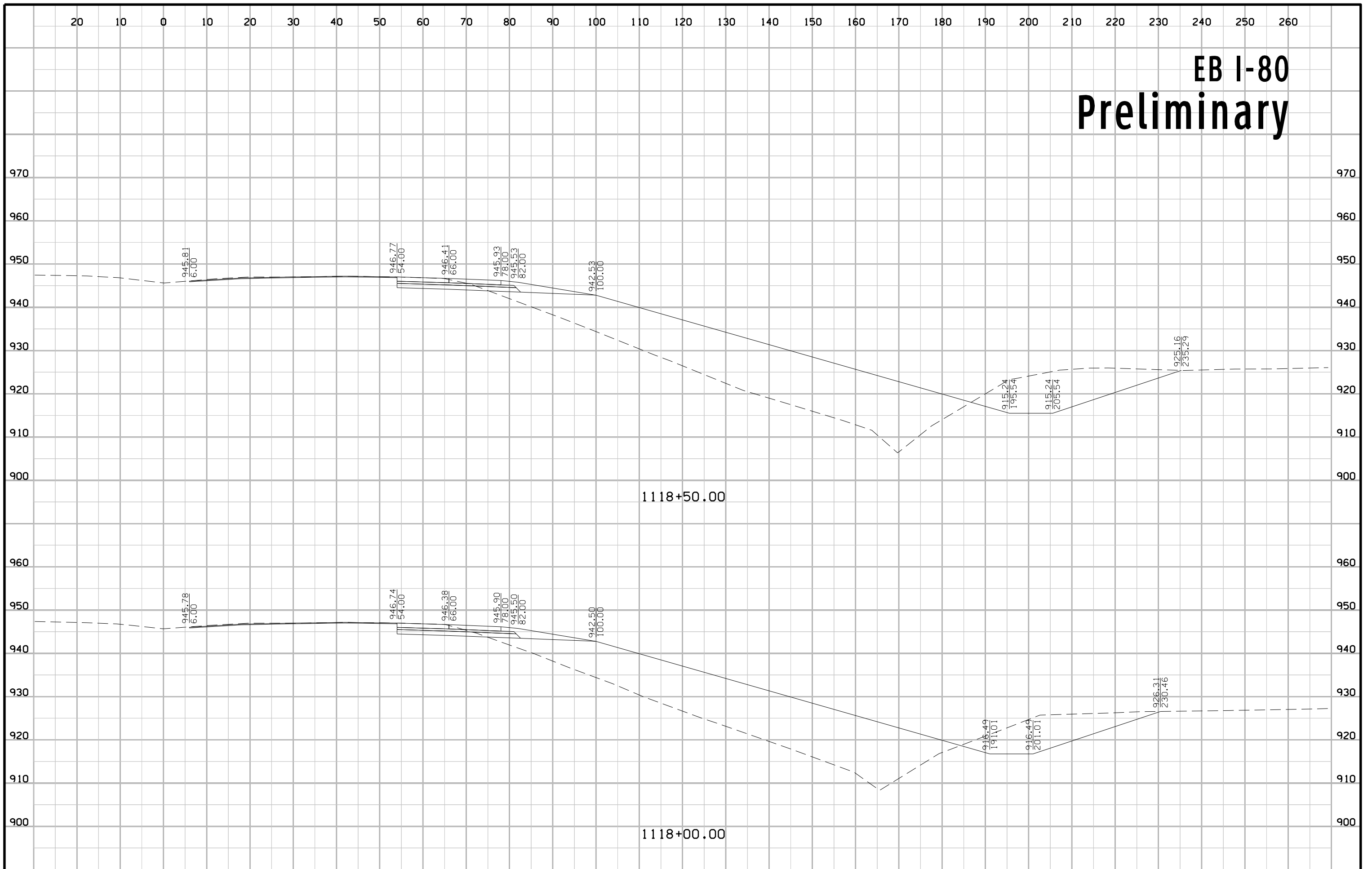
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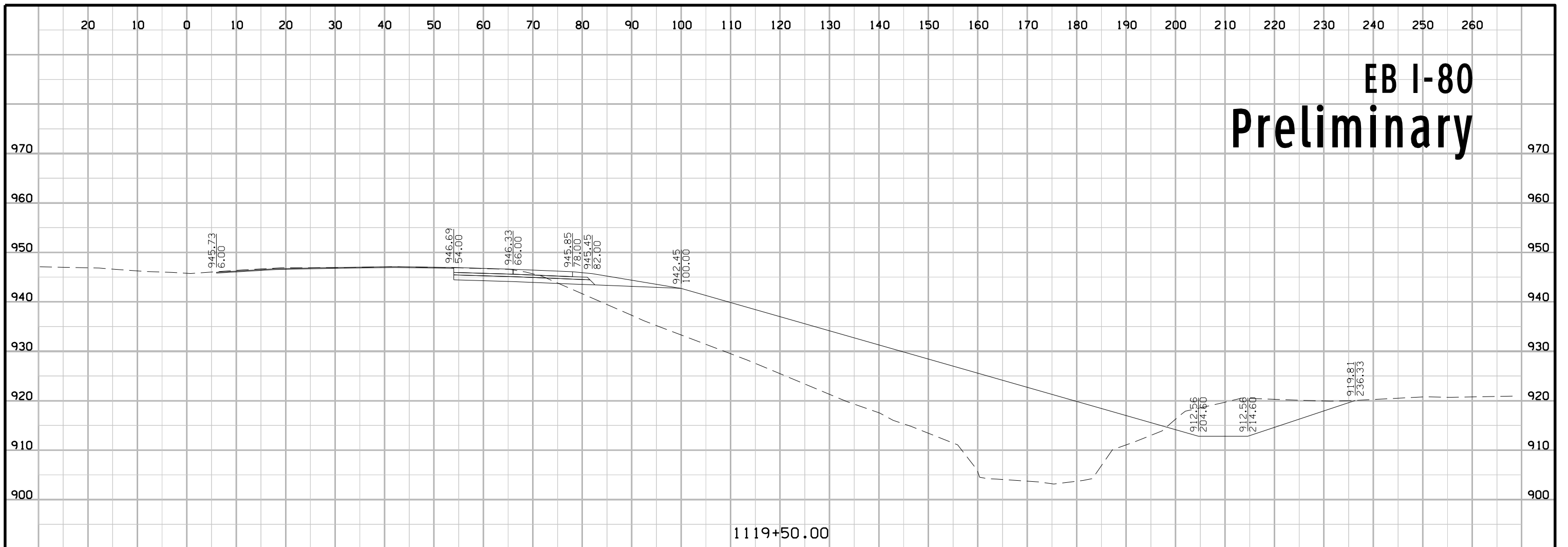
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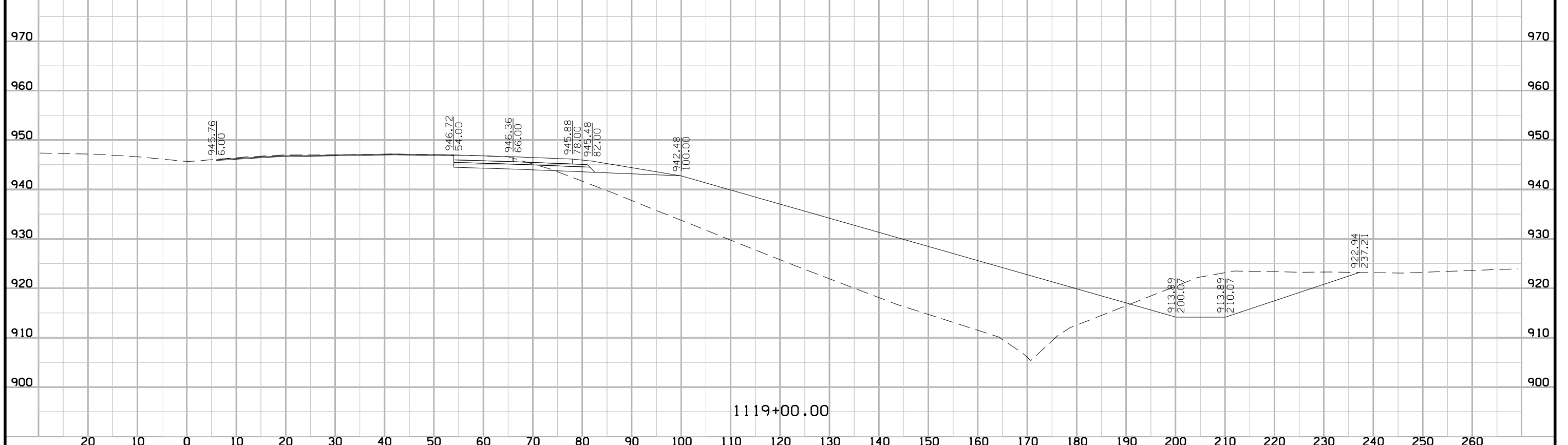
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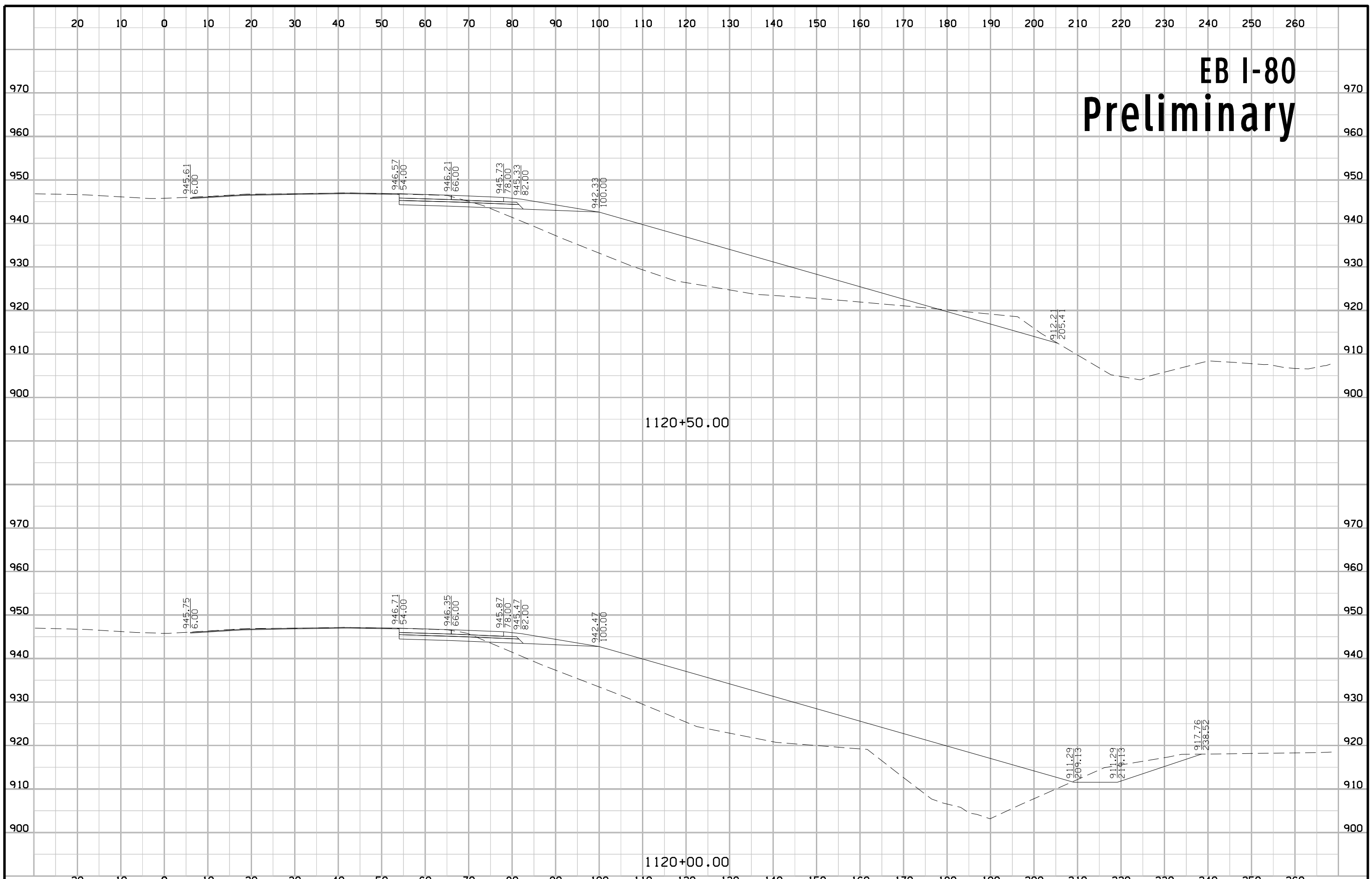


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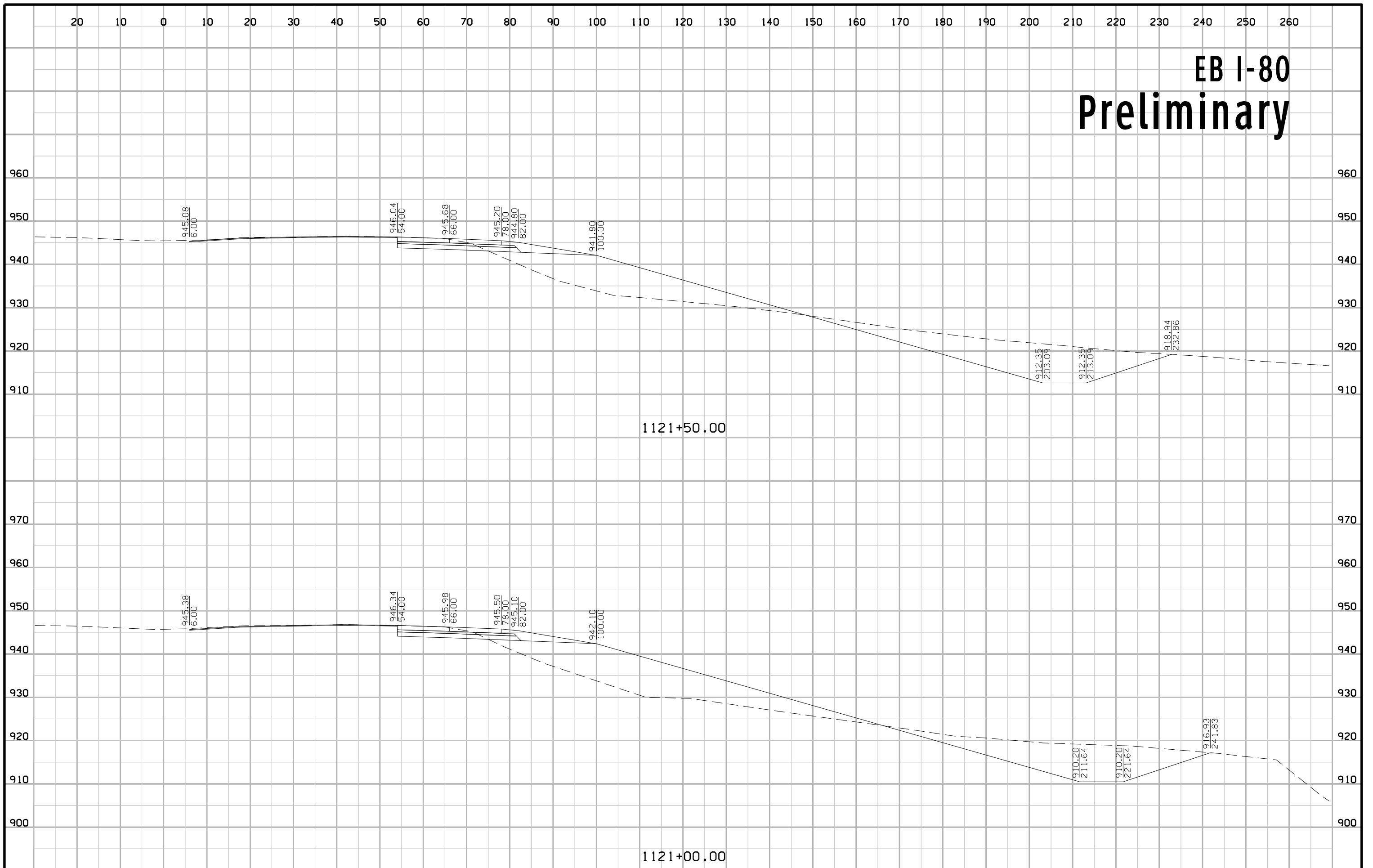


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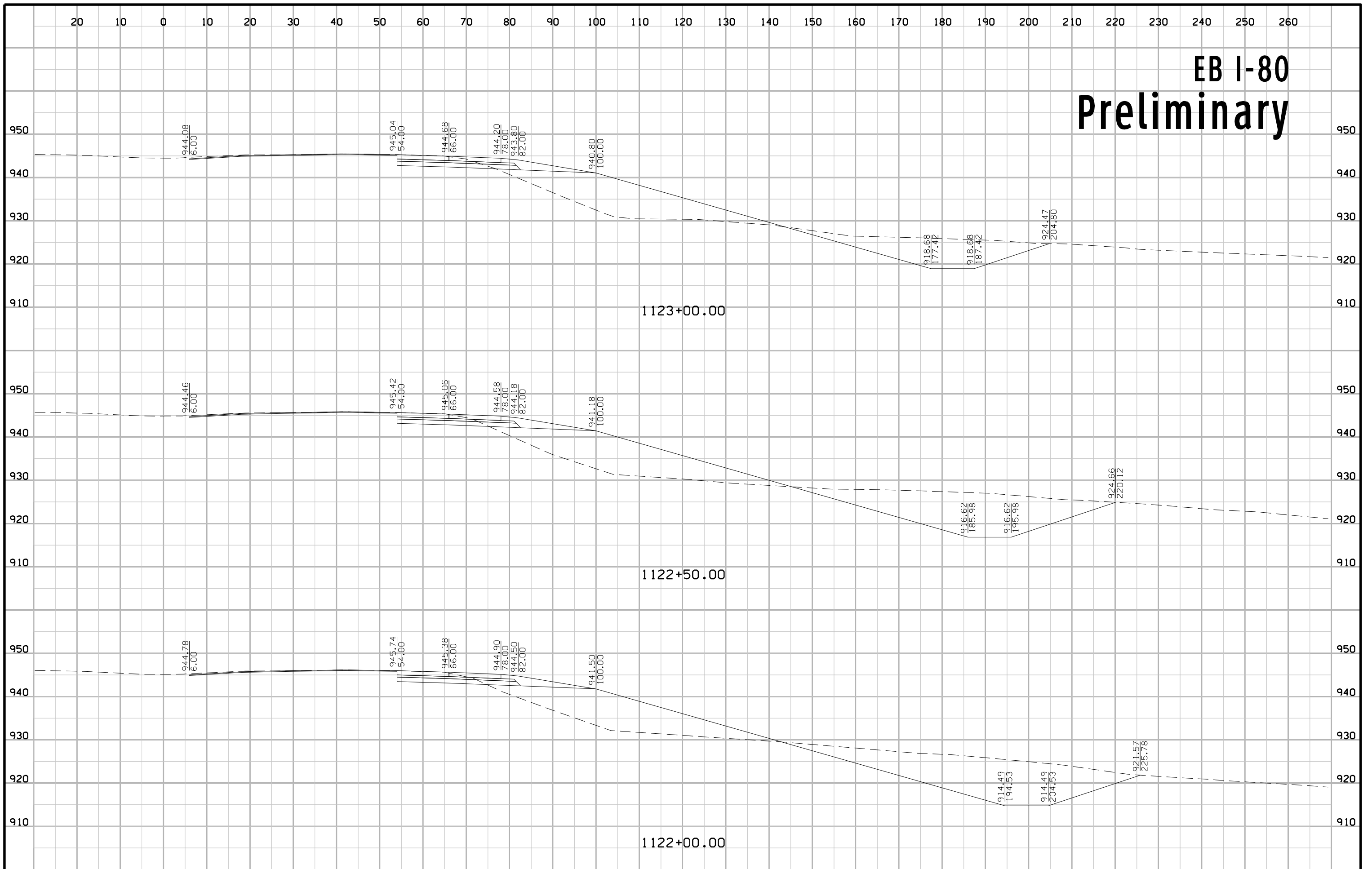
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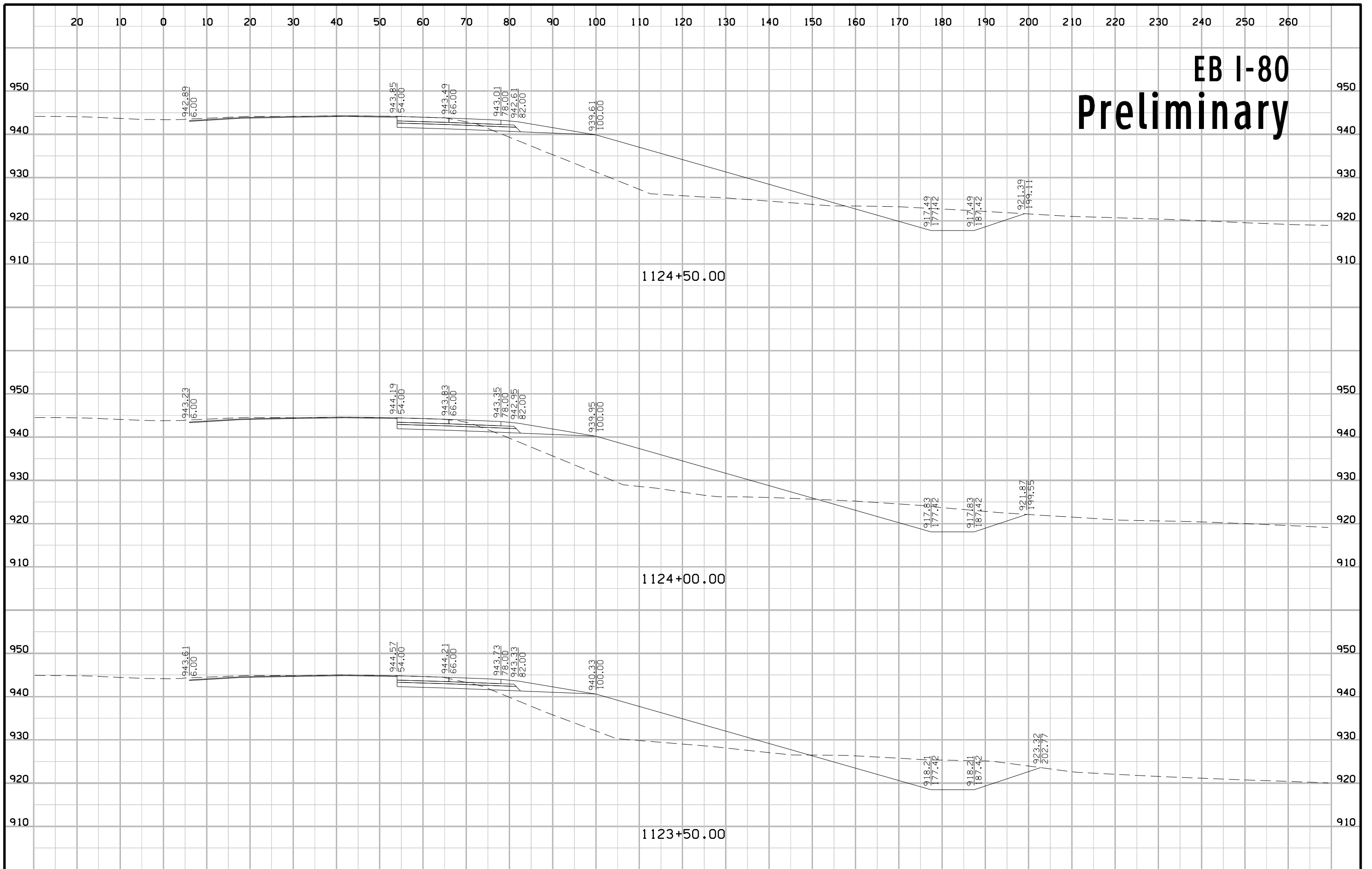
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# EB I-80 Preliminary

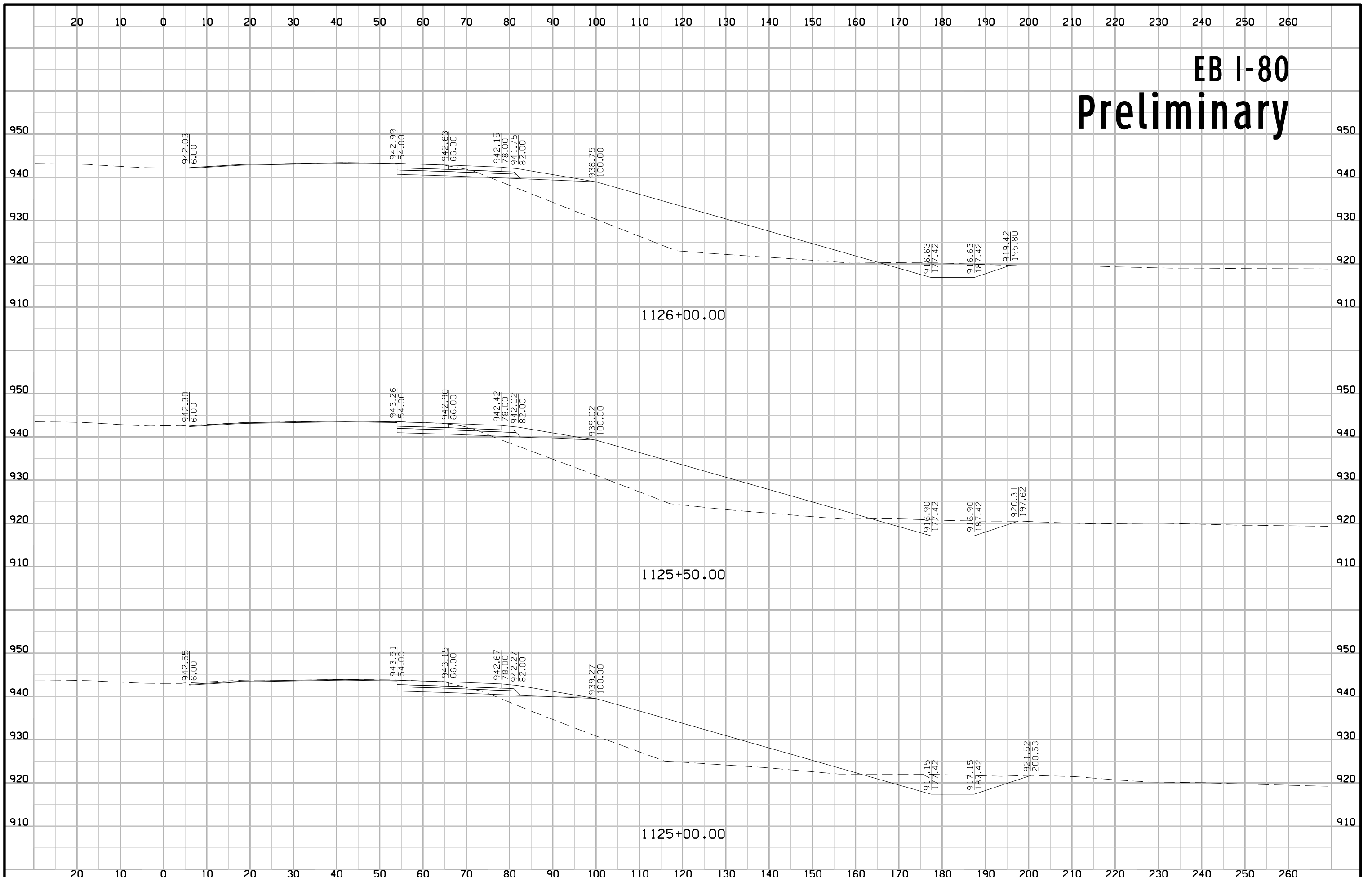


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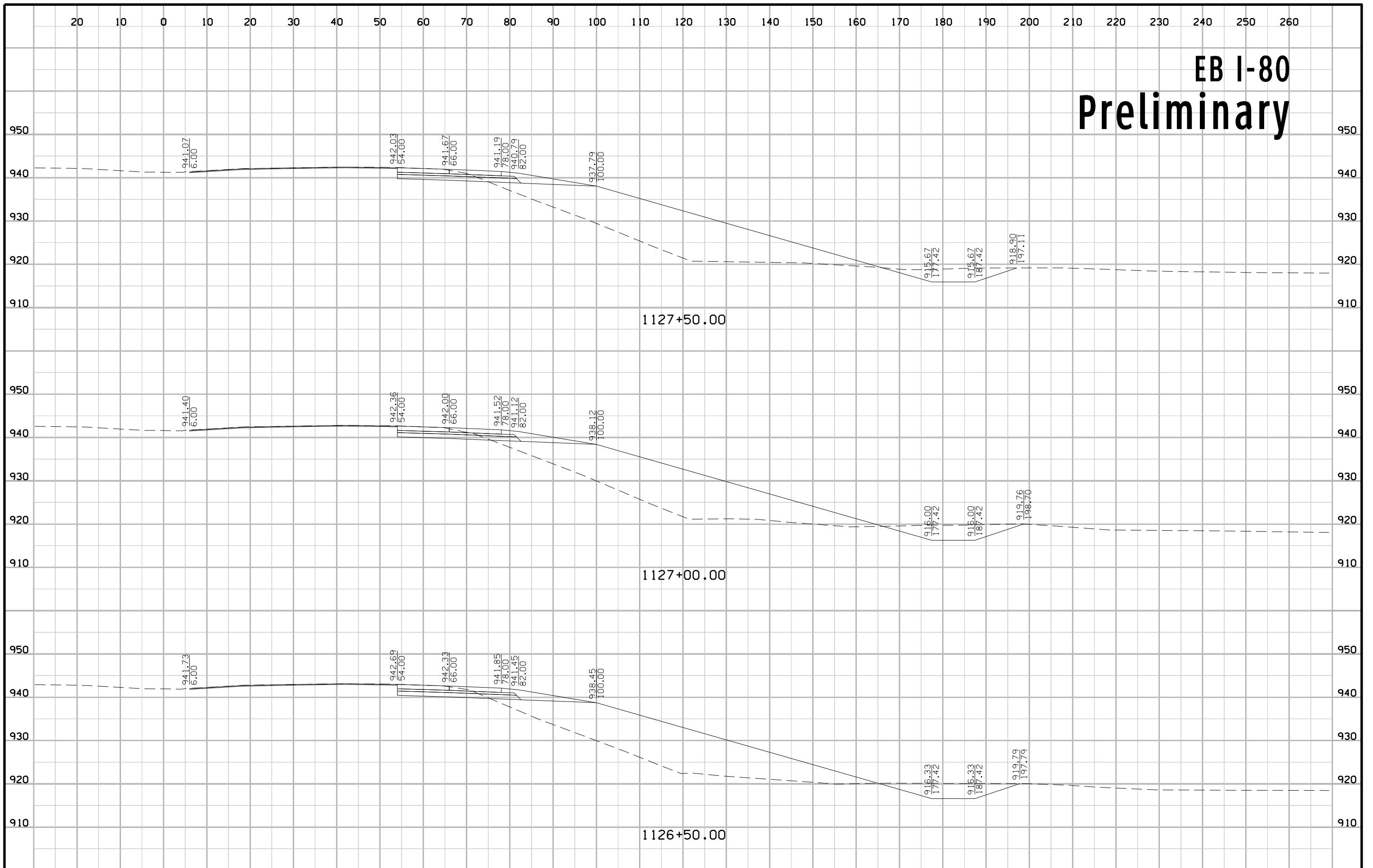




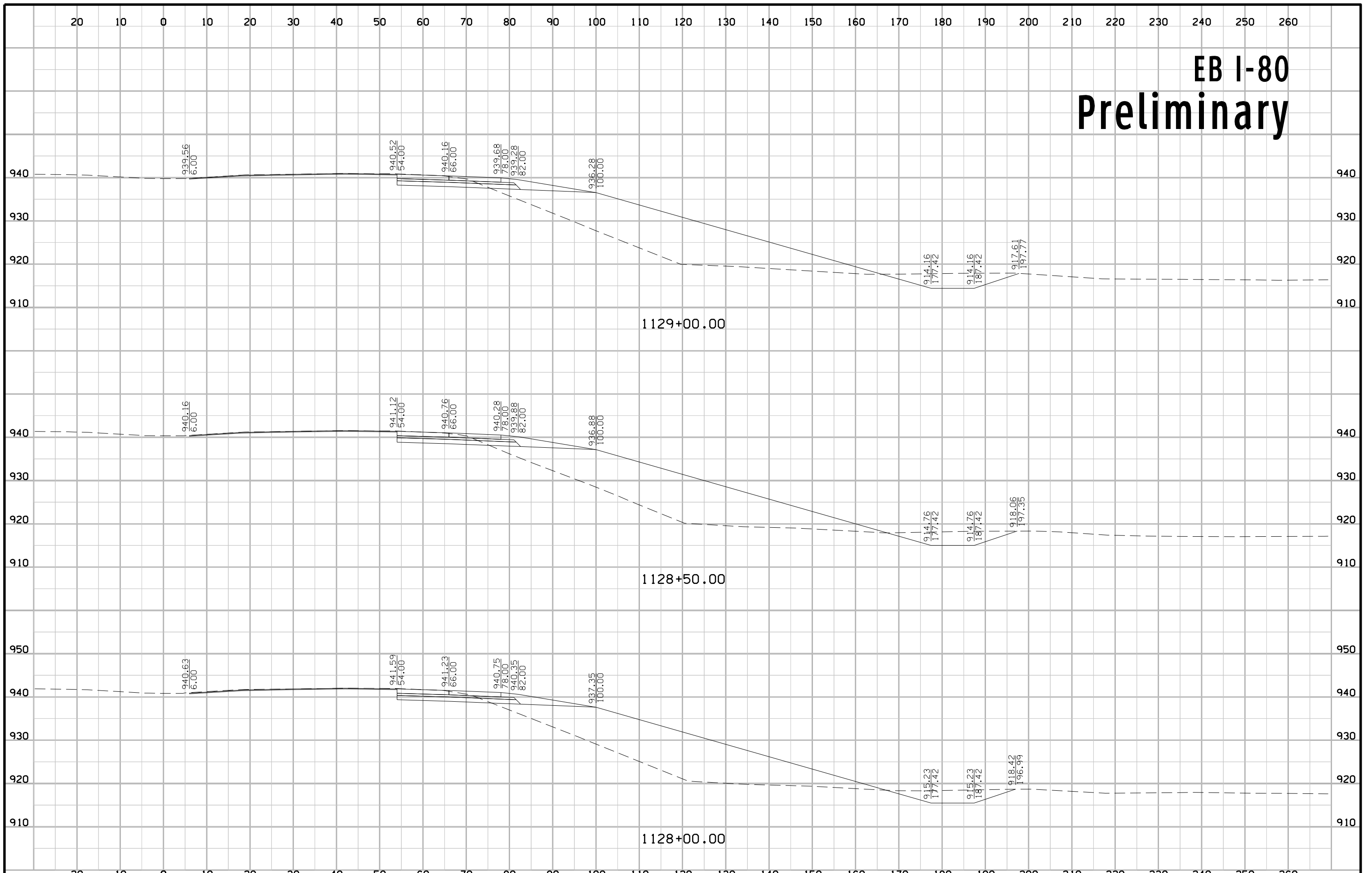
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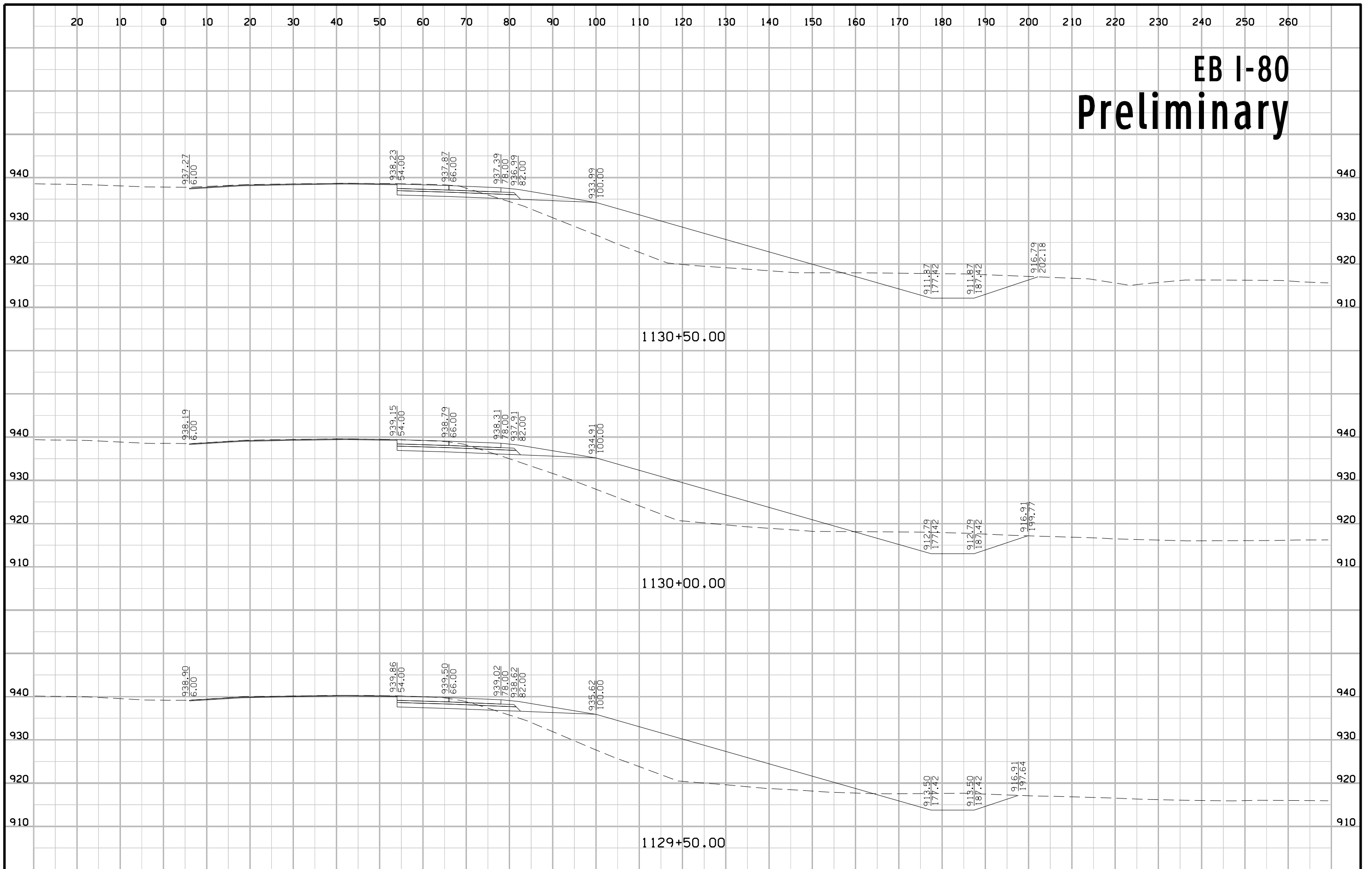
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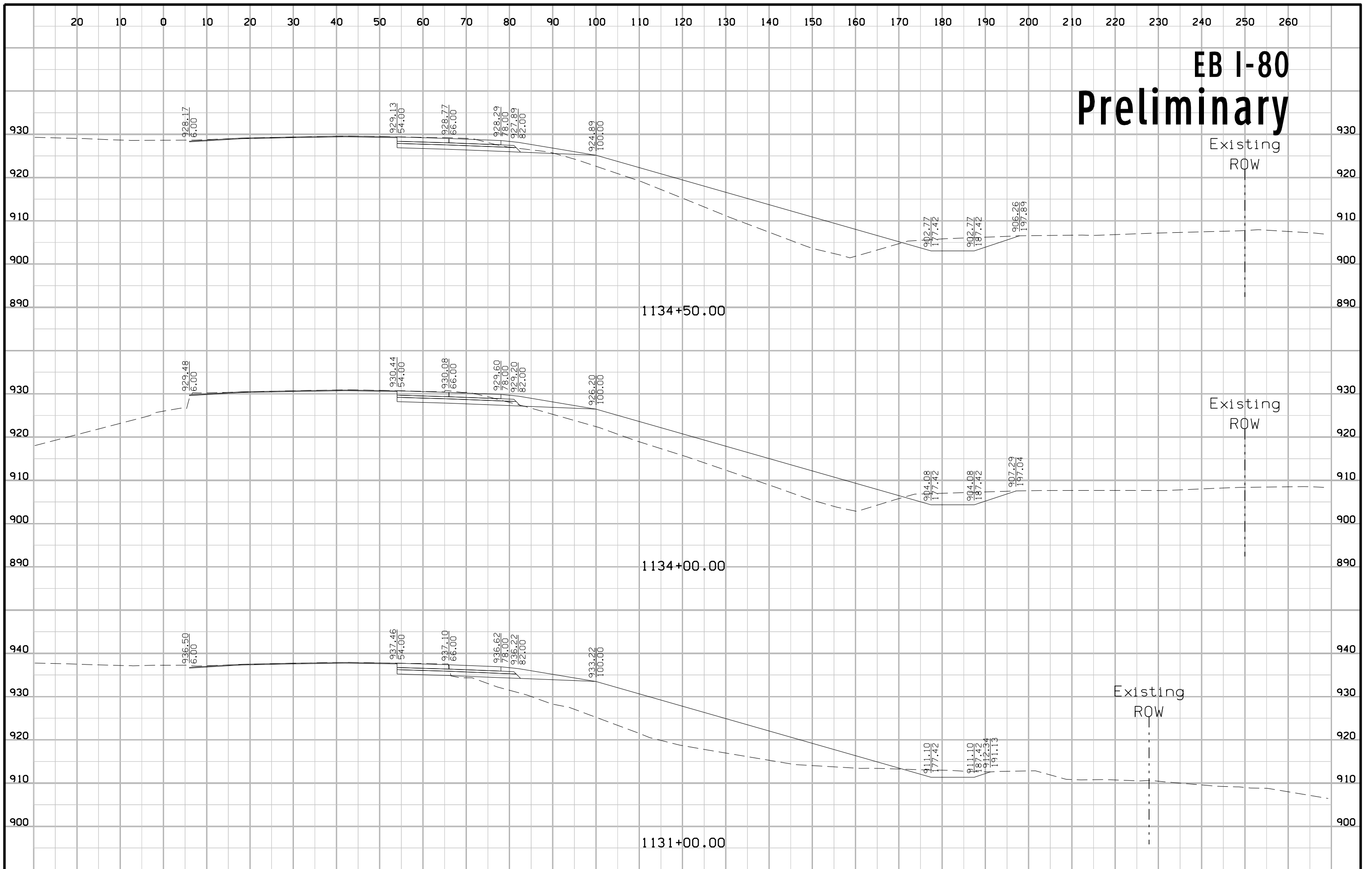
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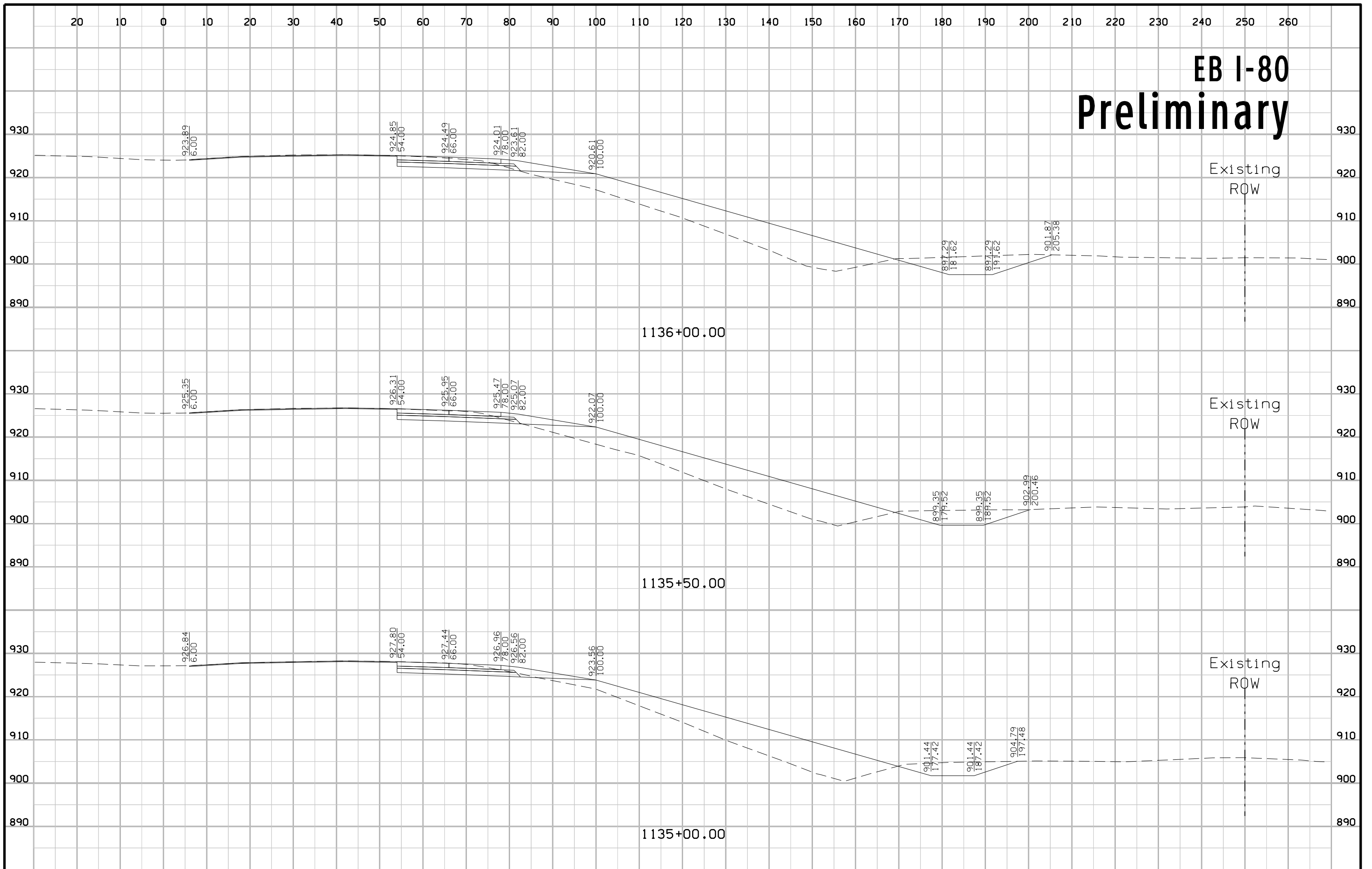
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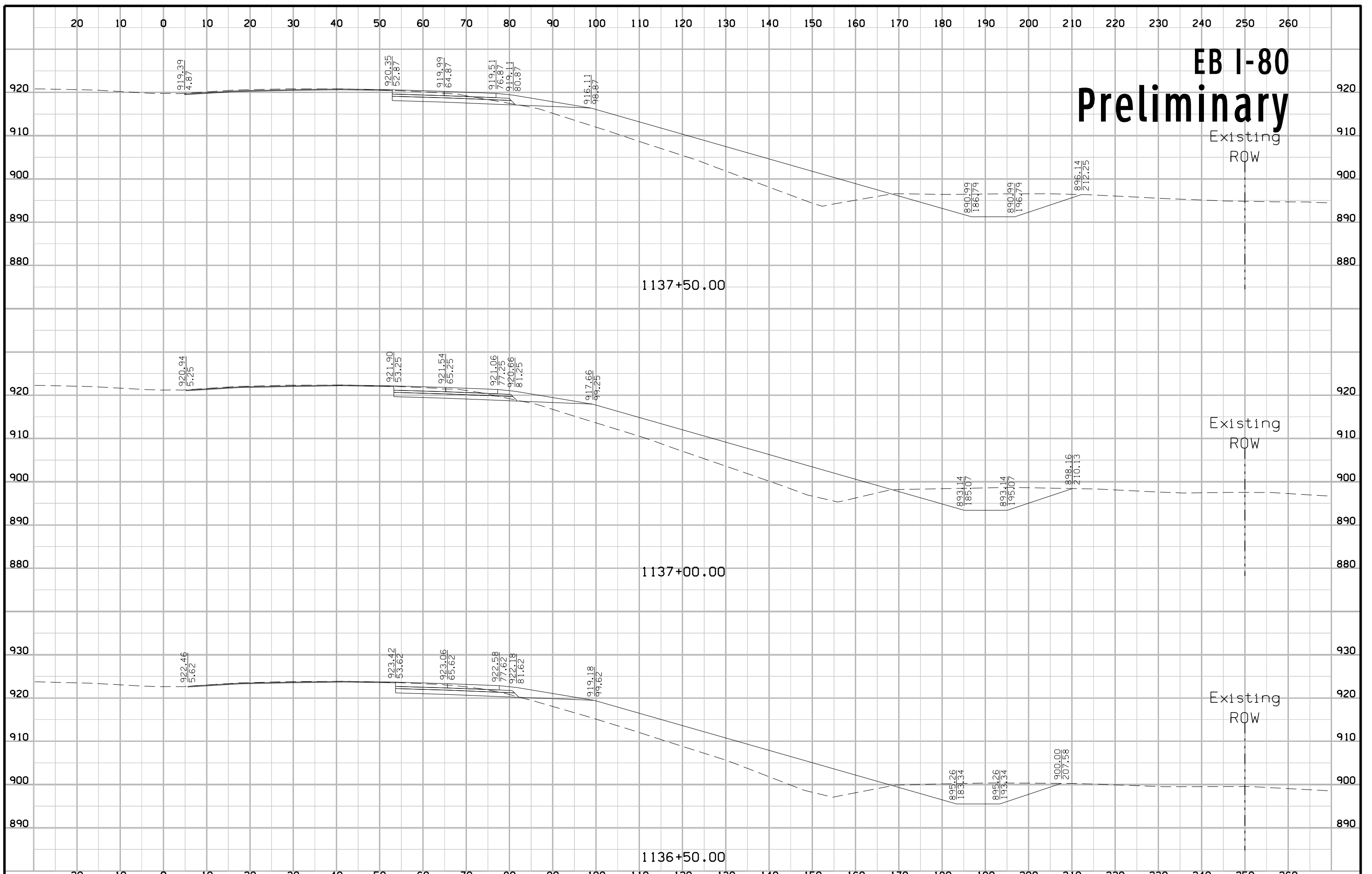


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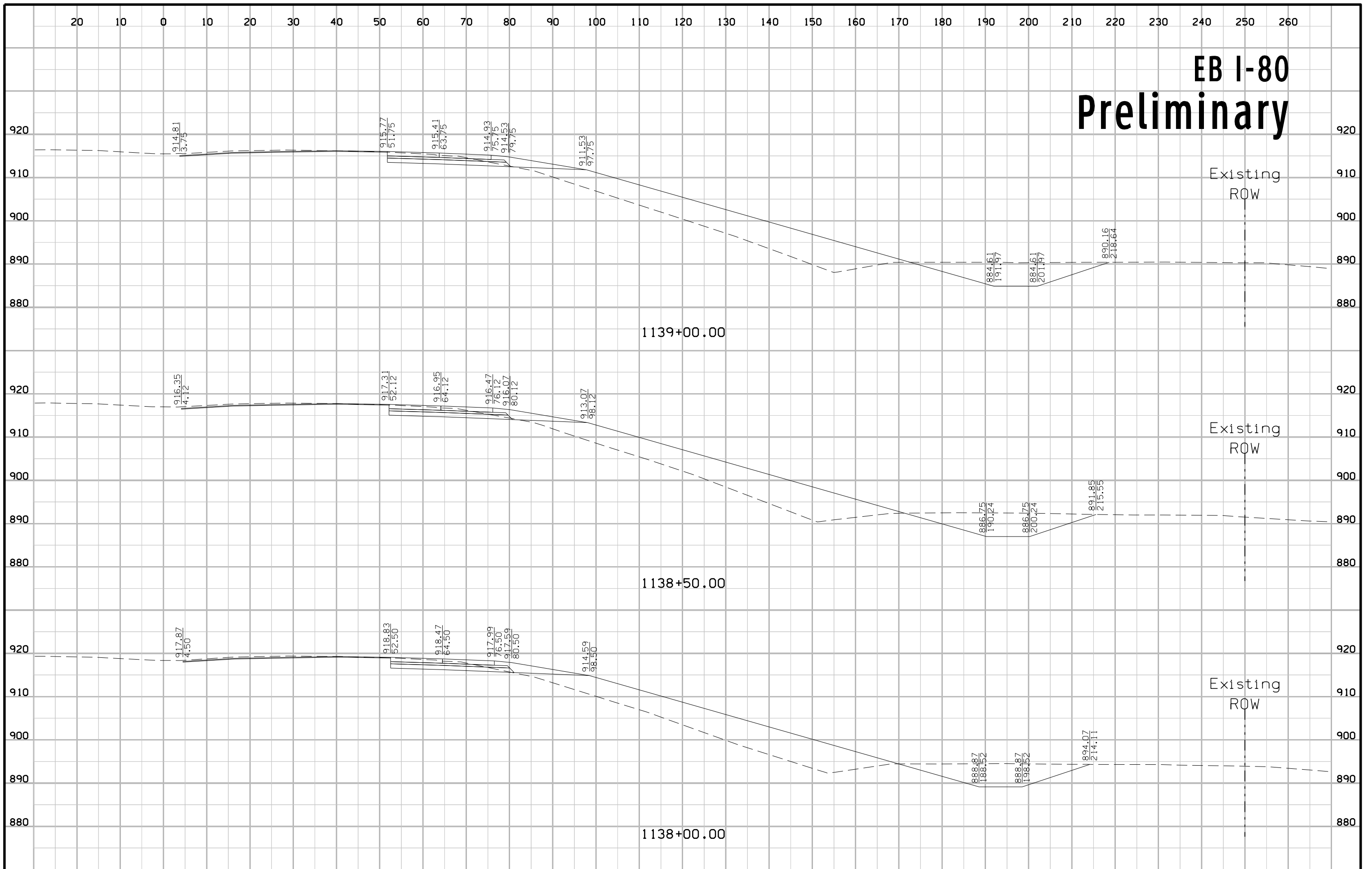


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## Preliminary

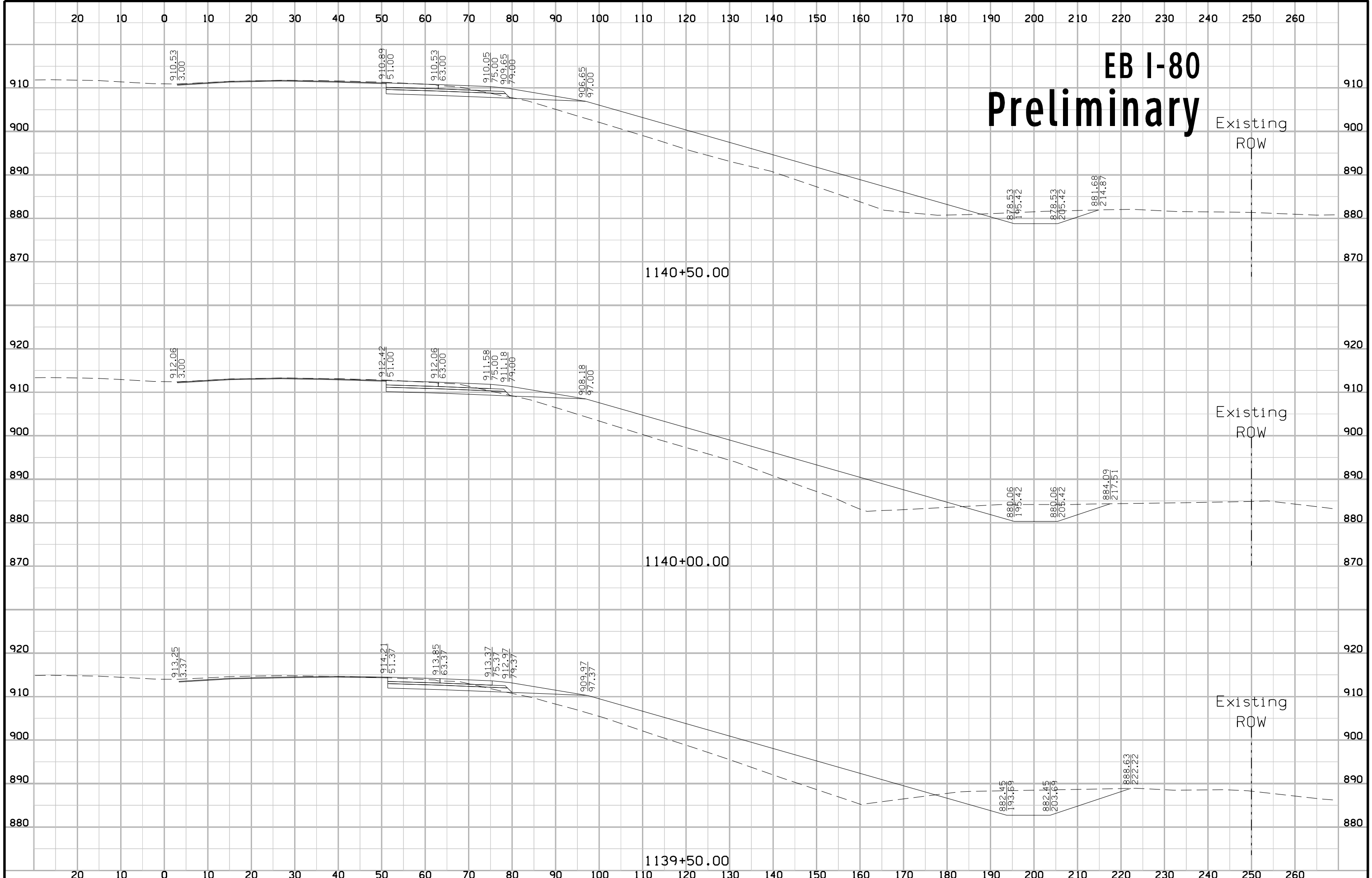


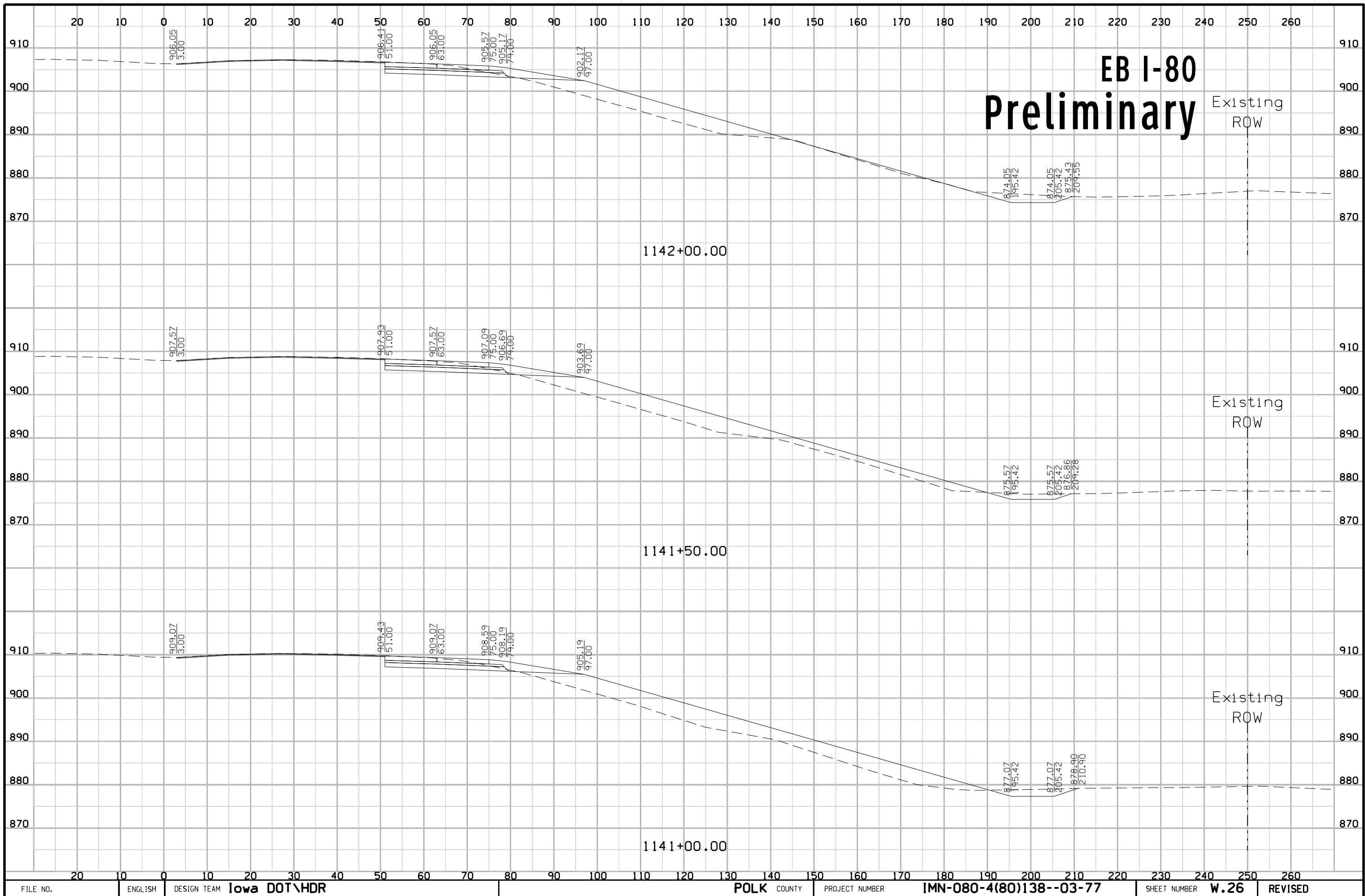
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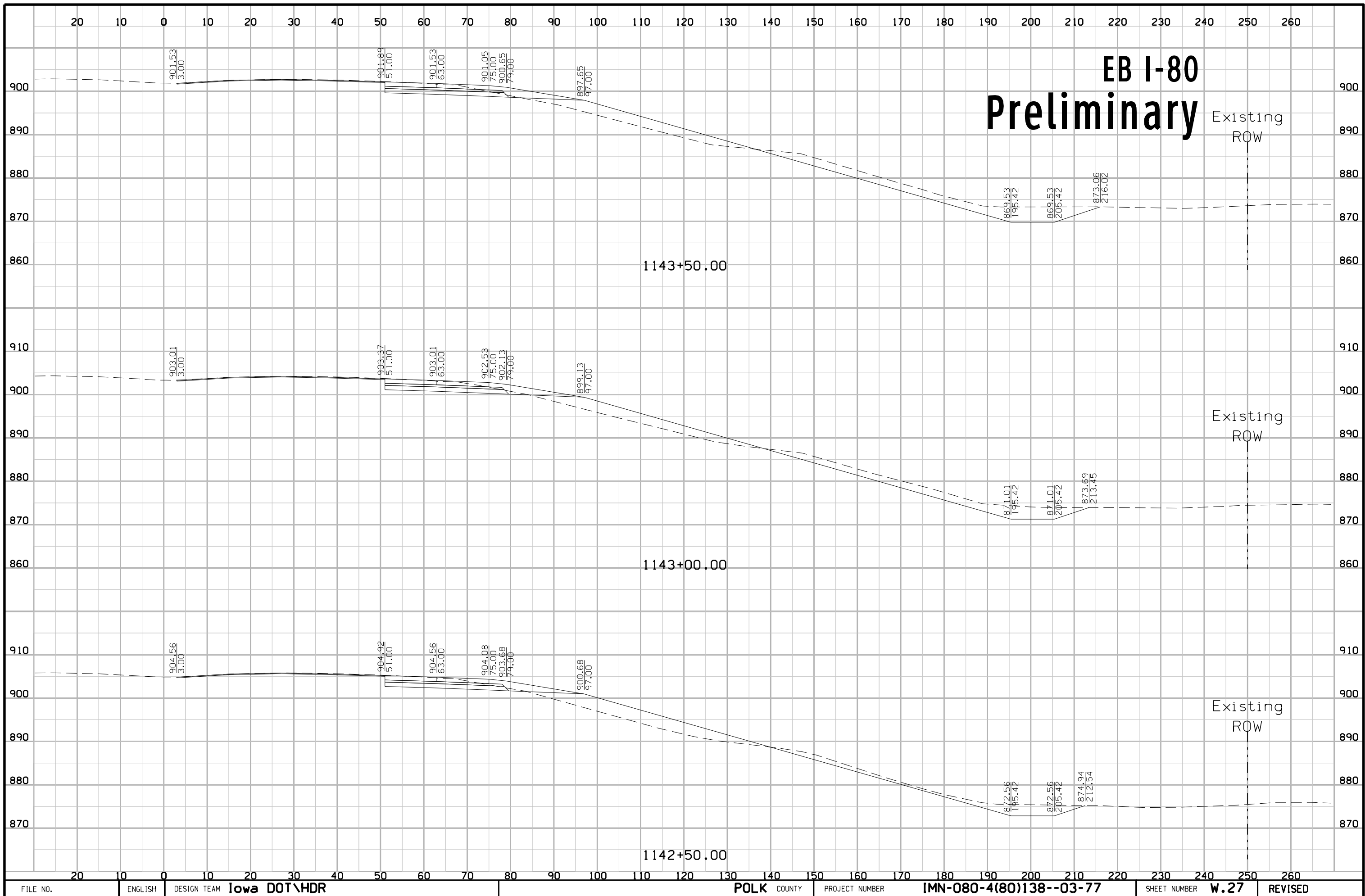




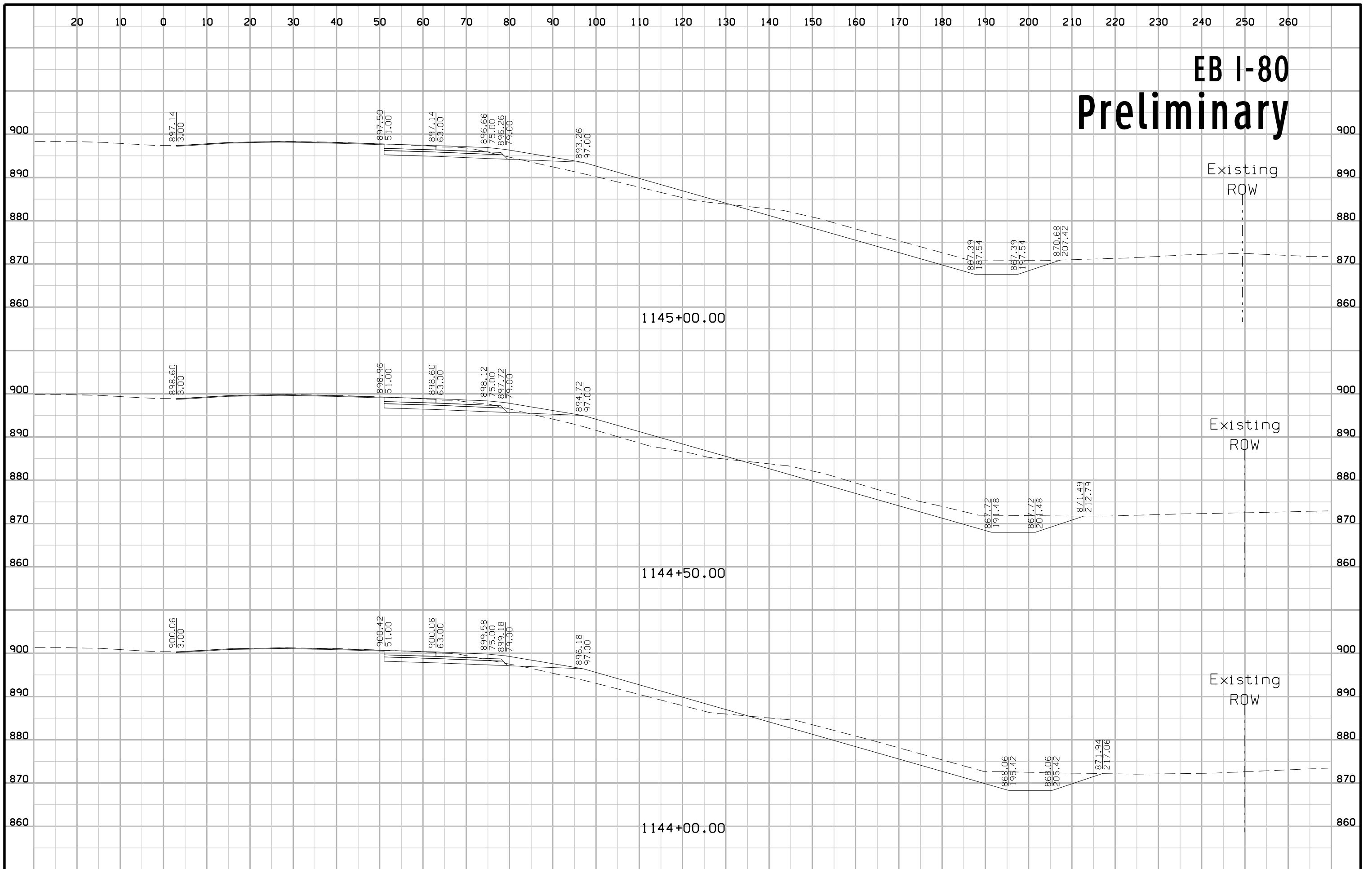
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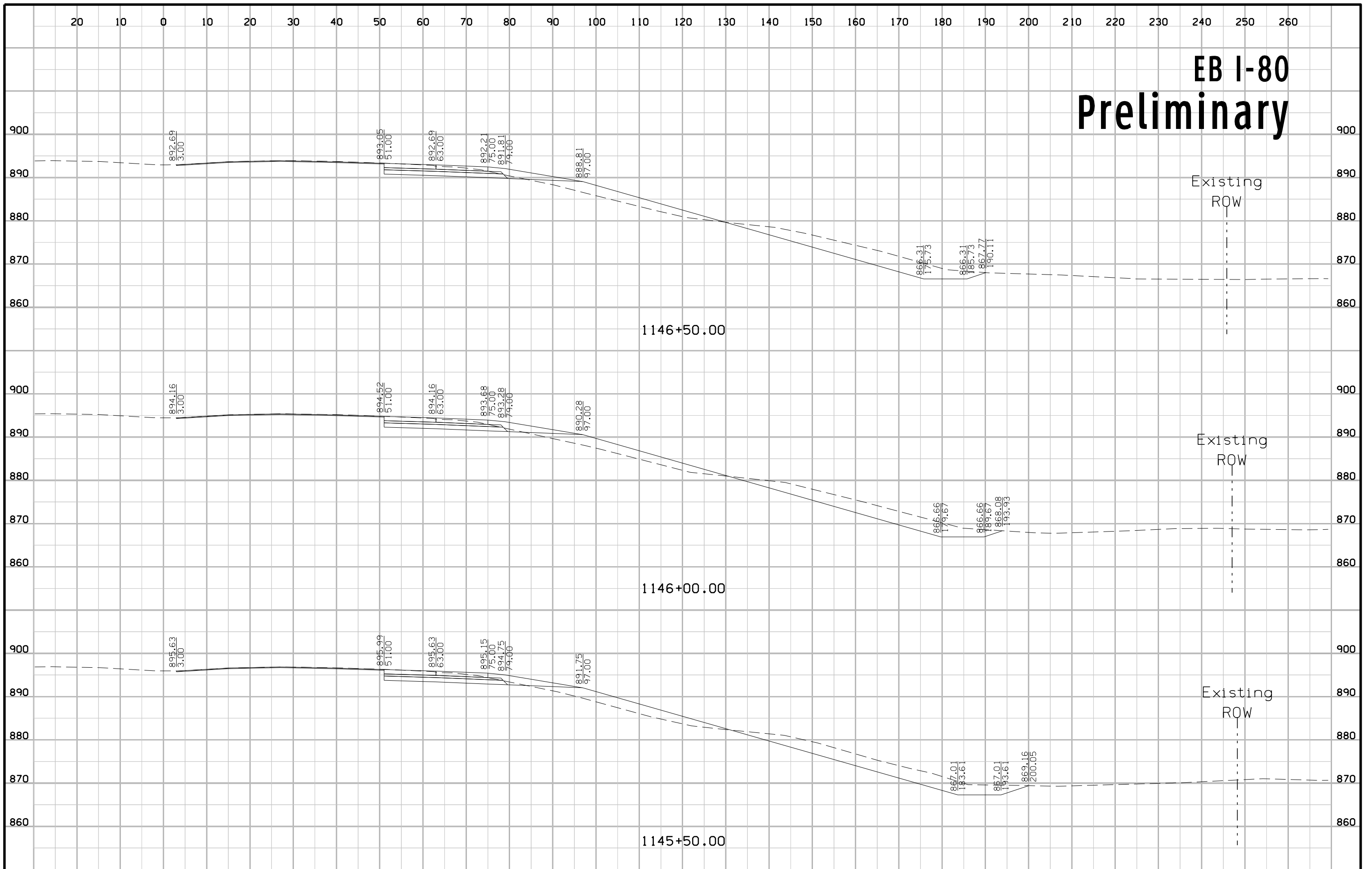




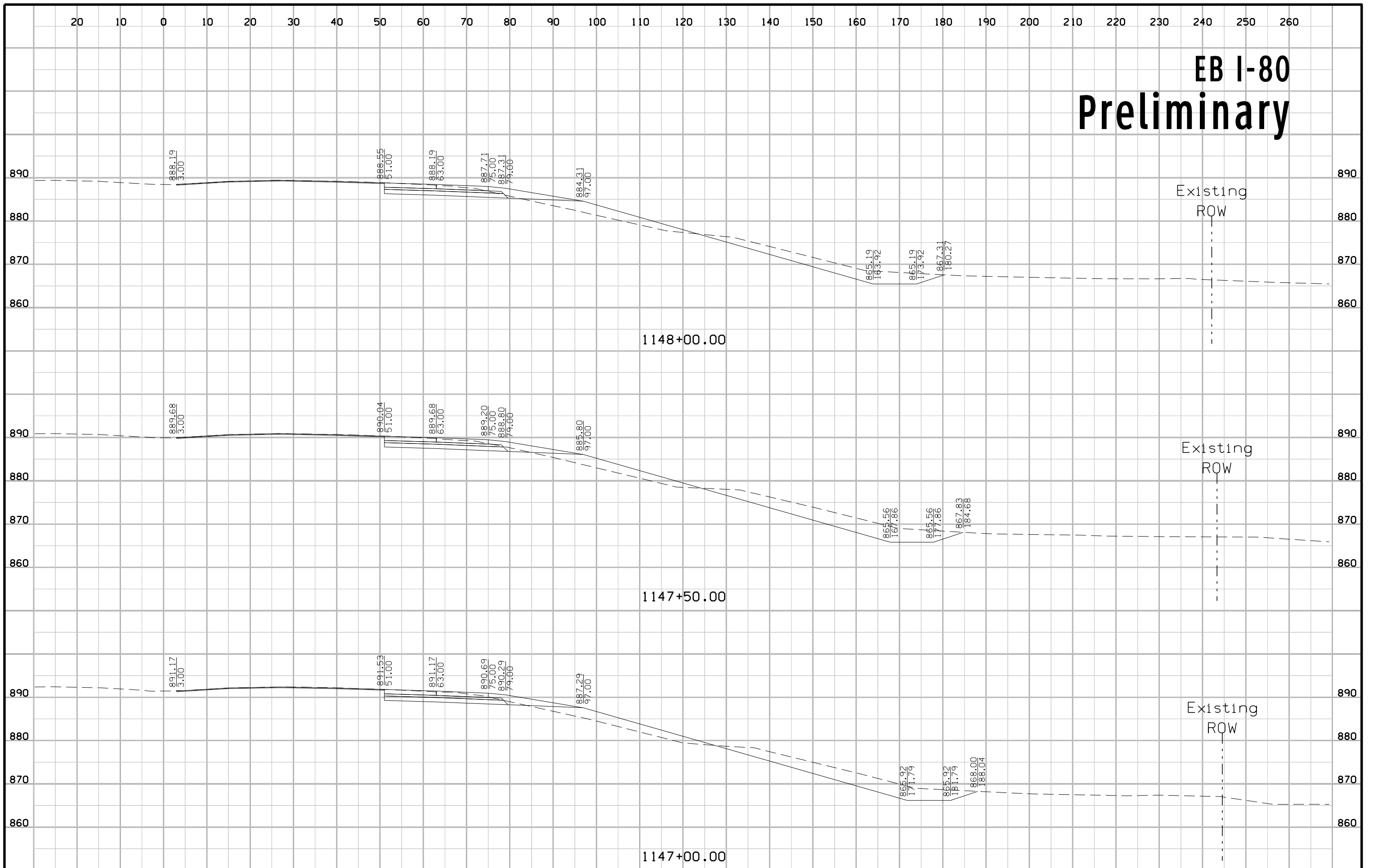
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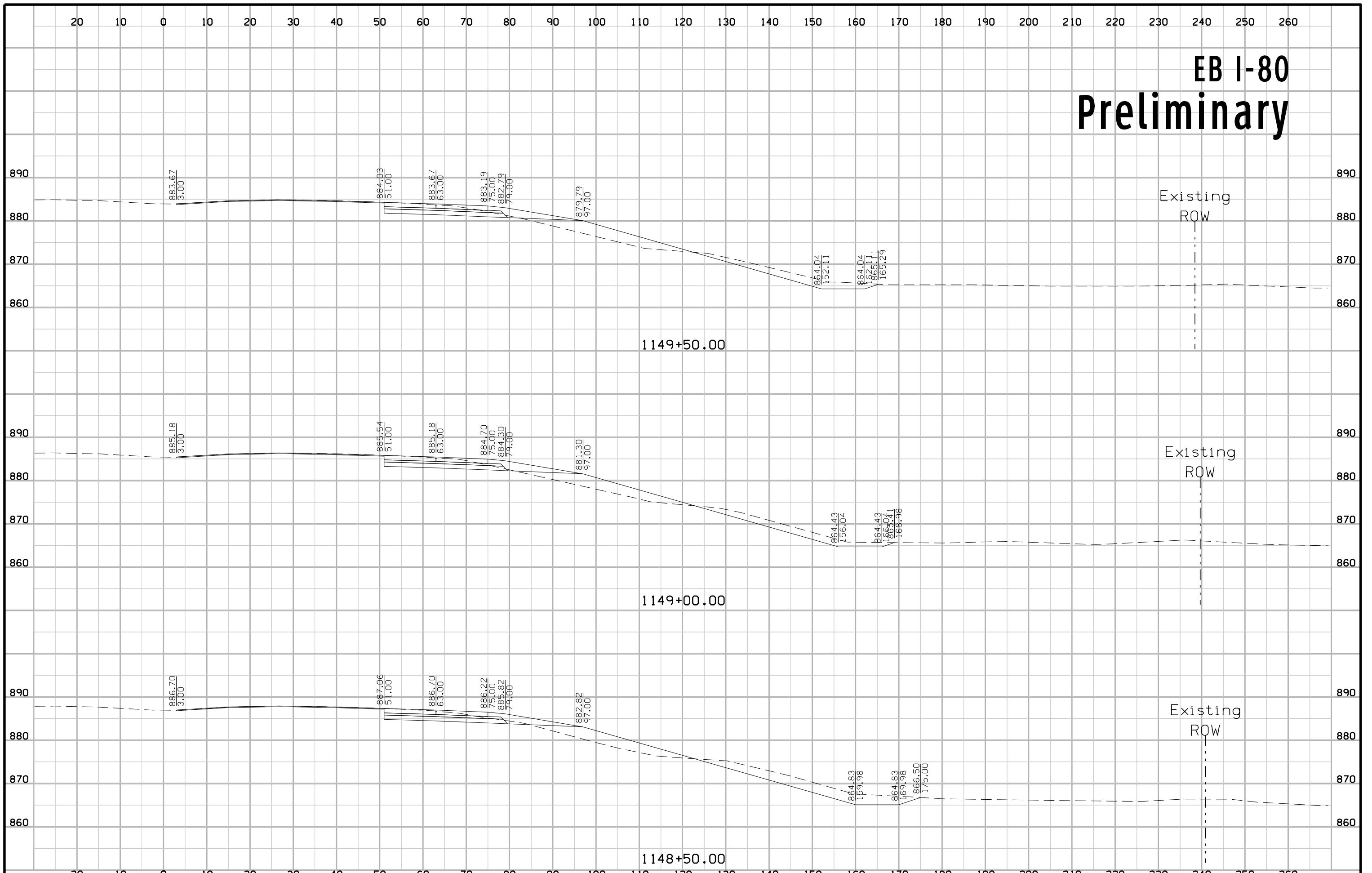
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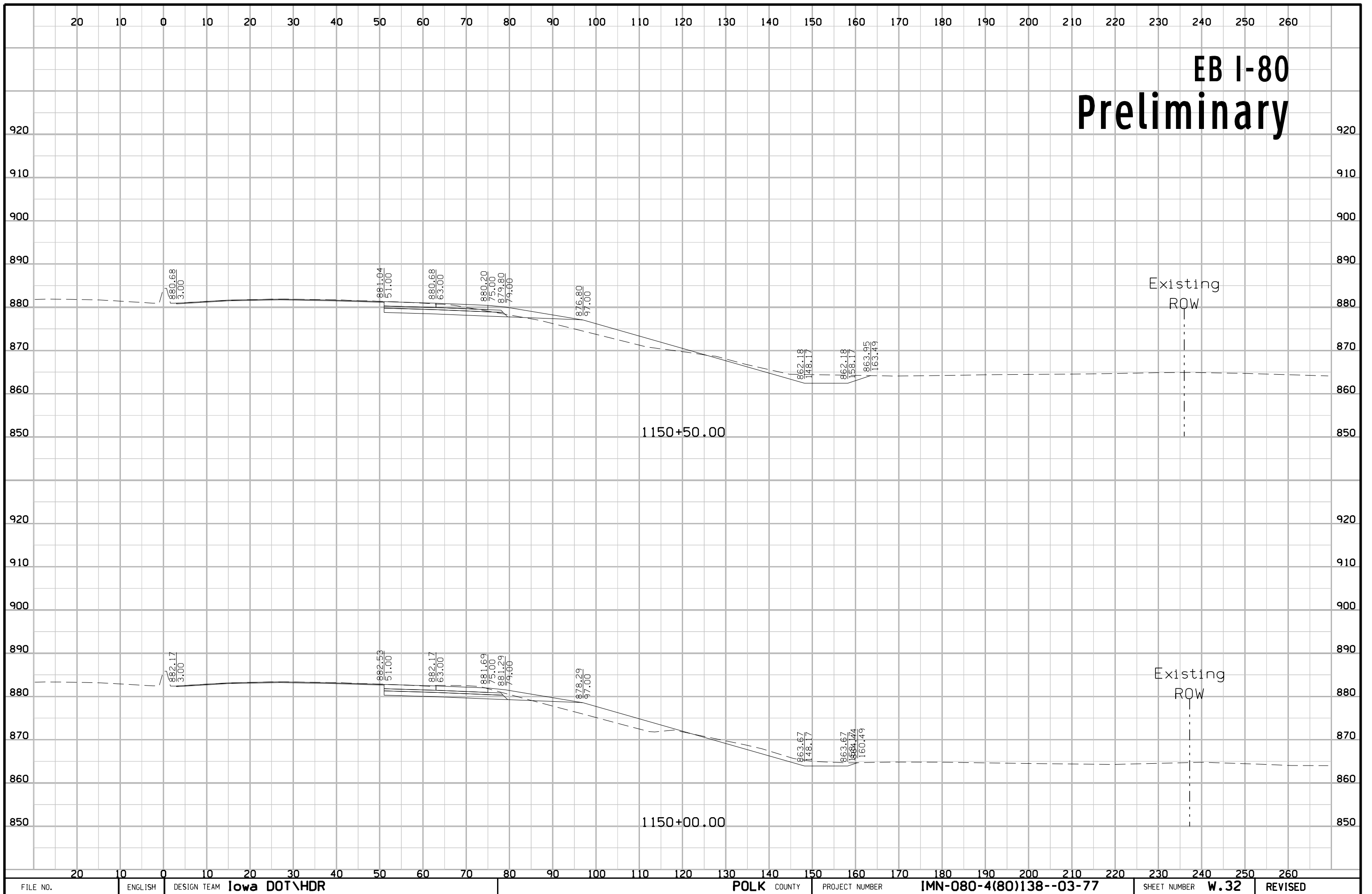
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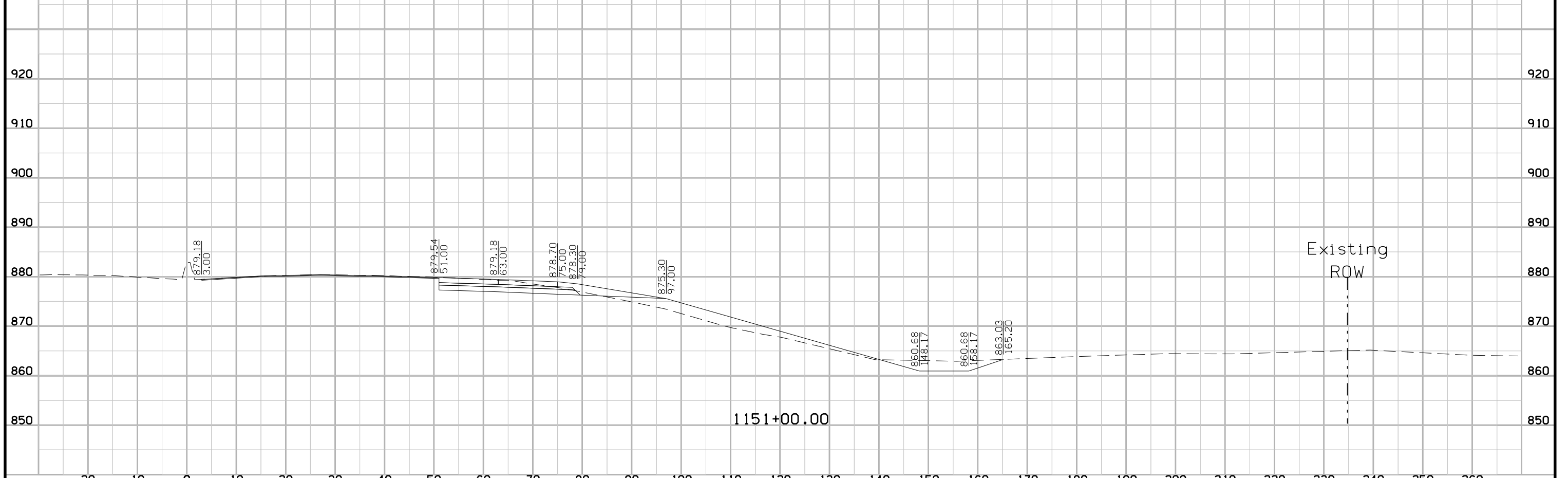
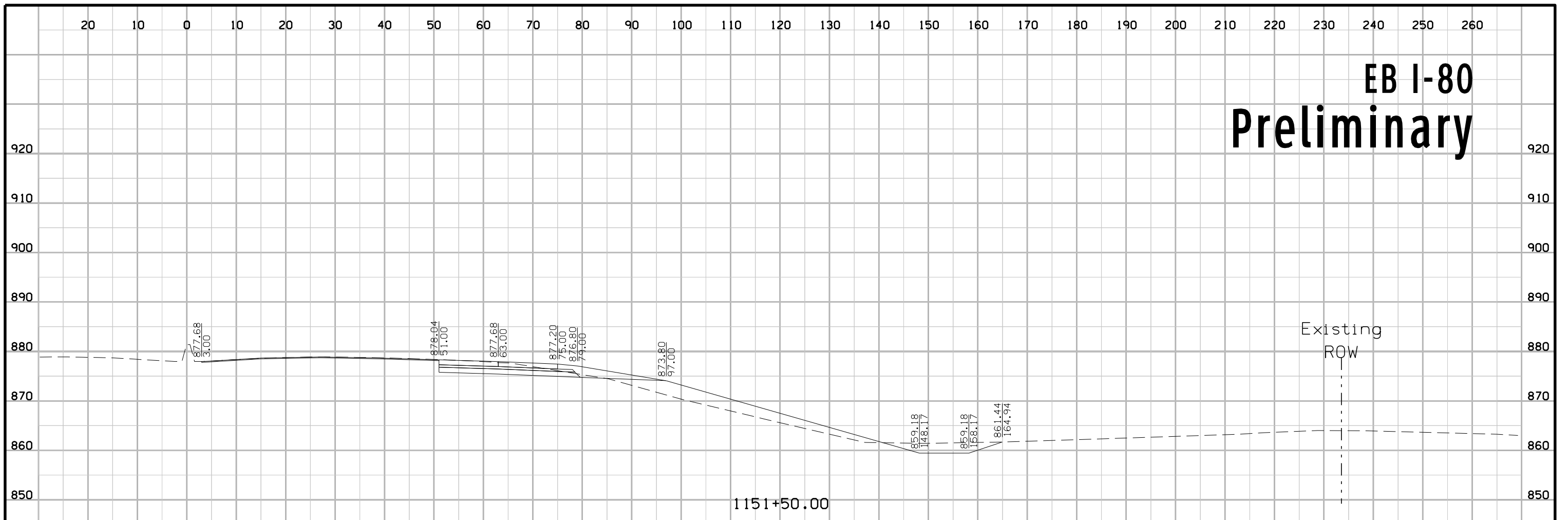


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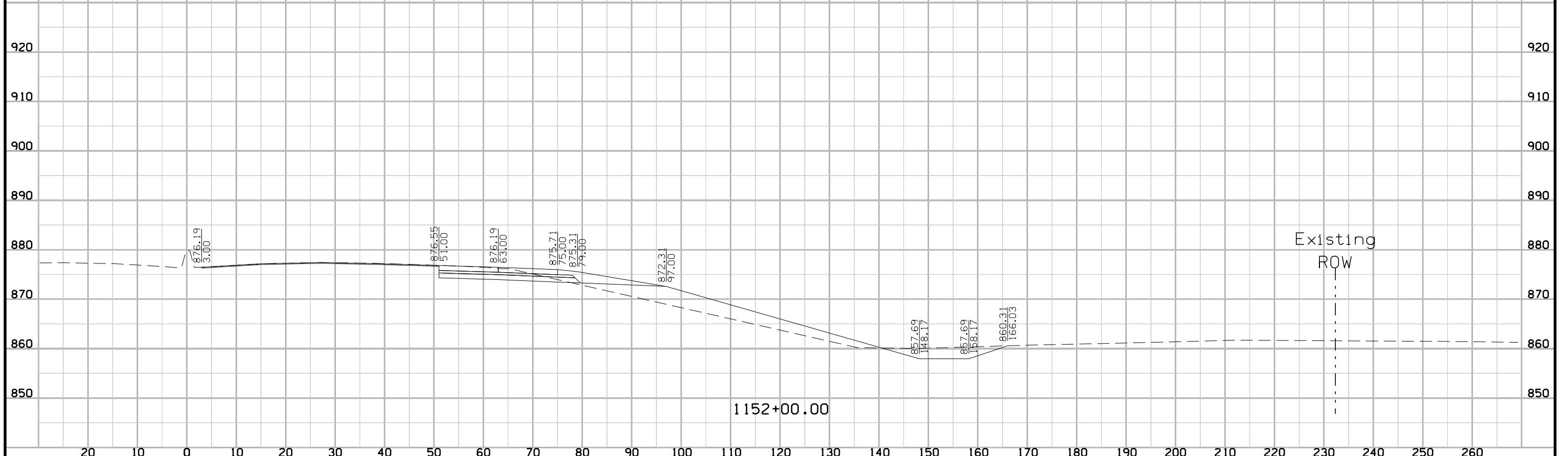
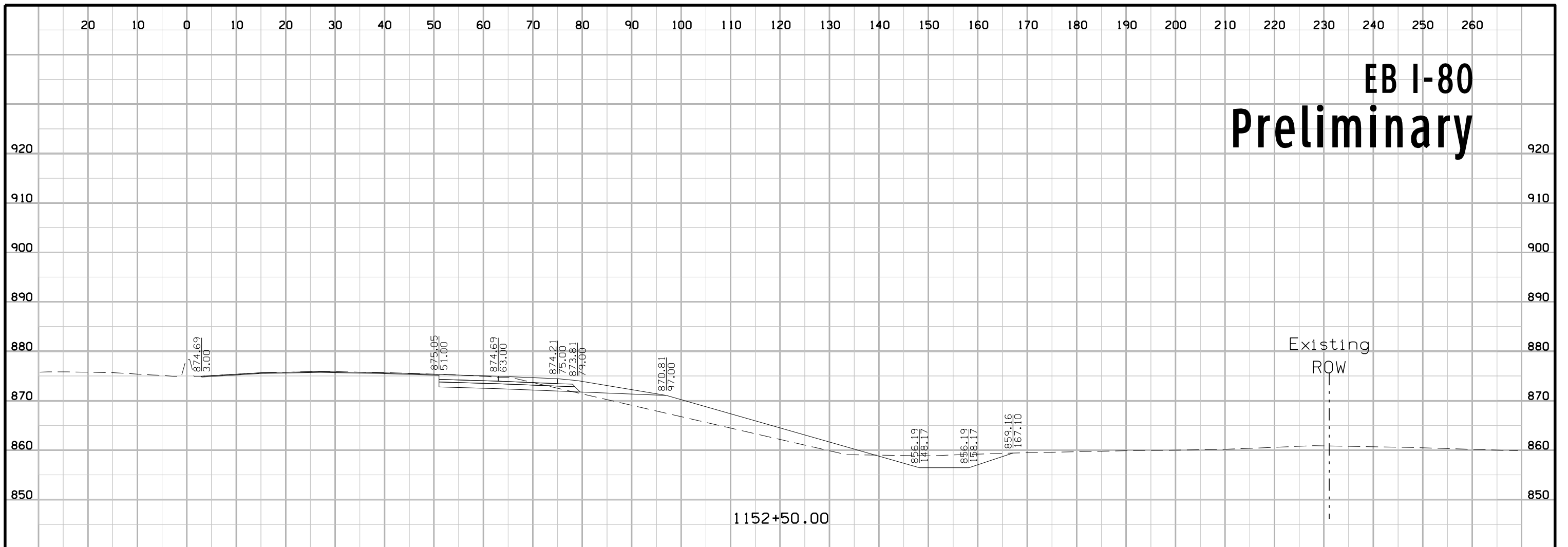




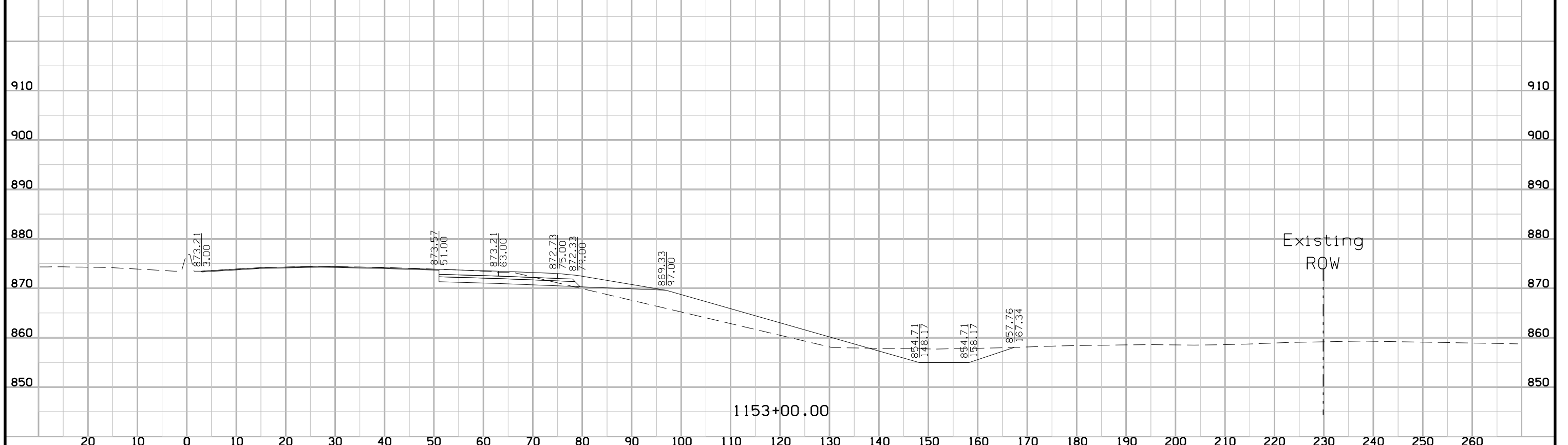
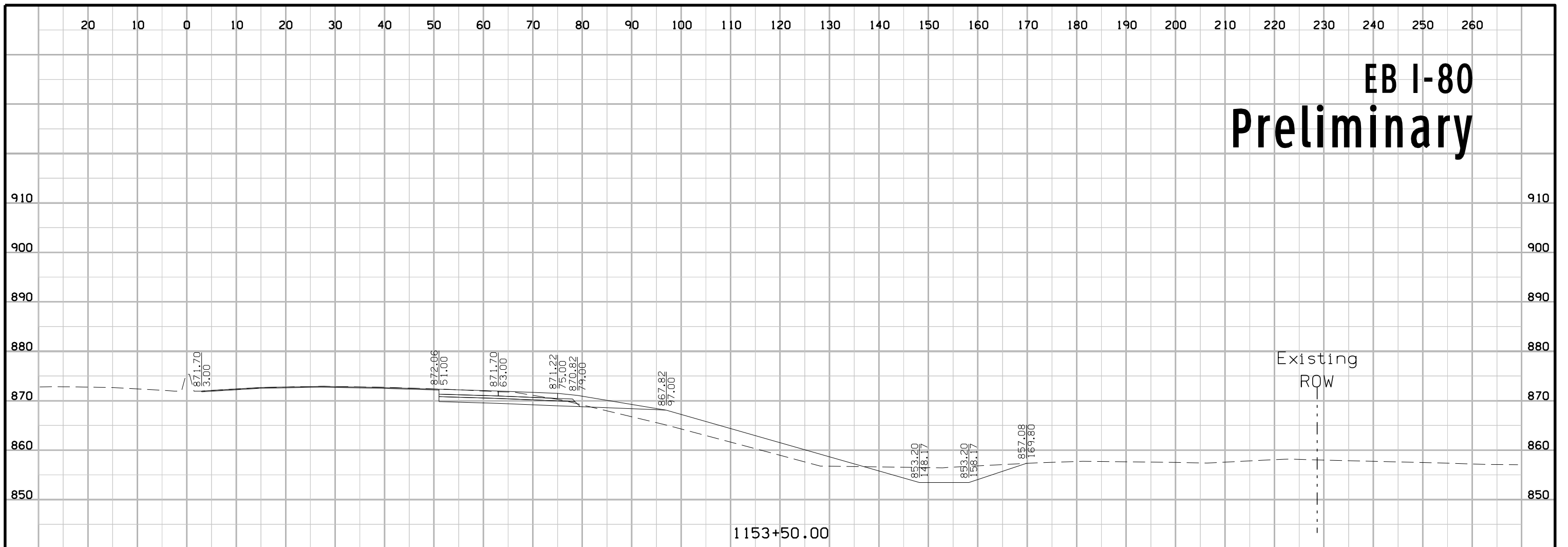
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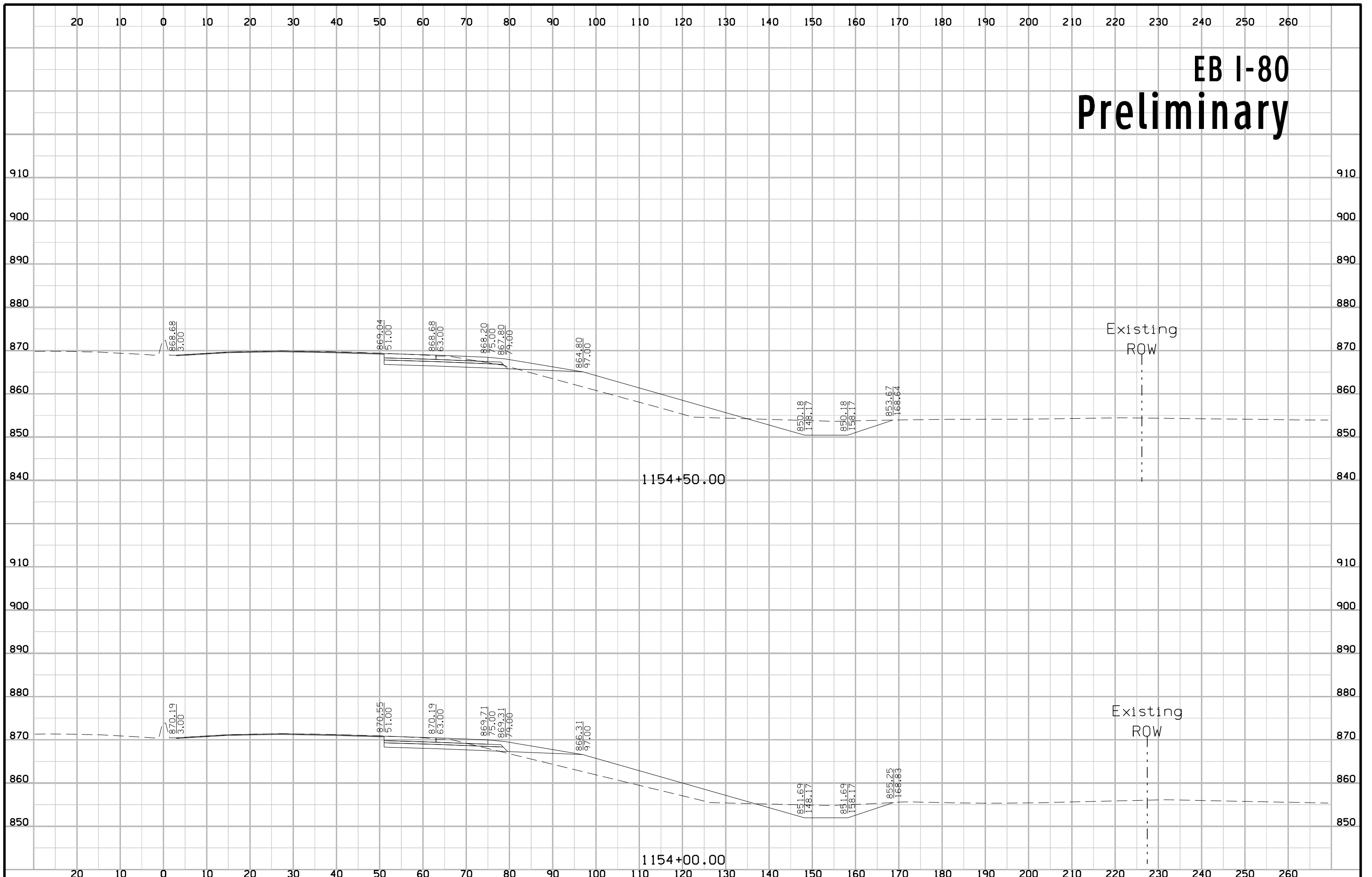
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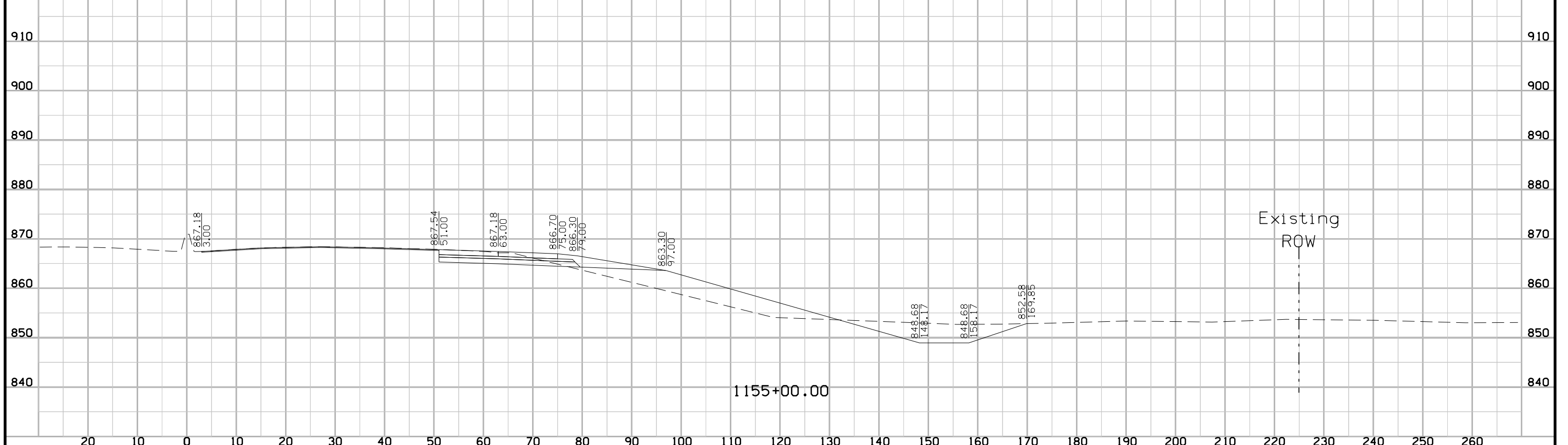
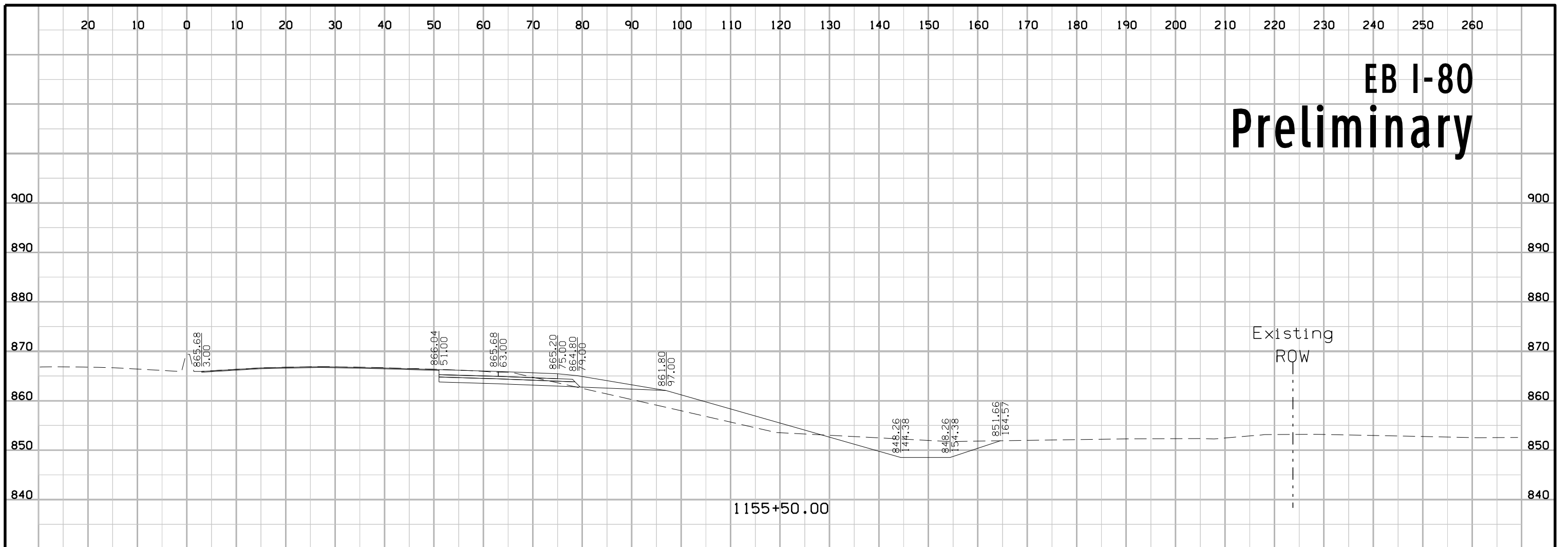
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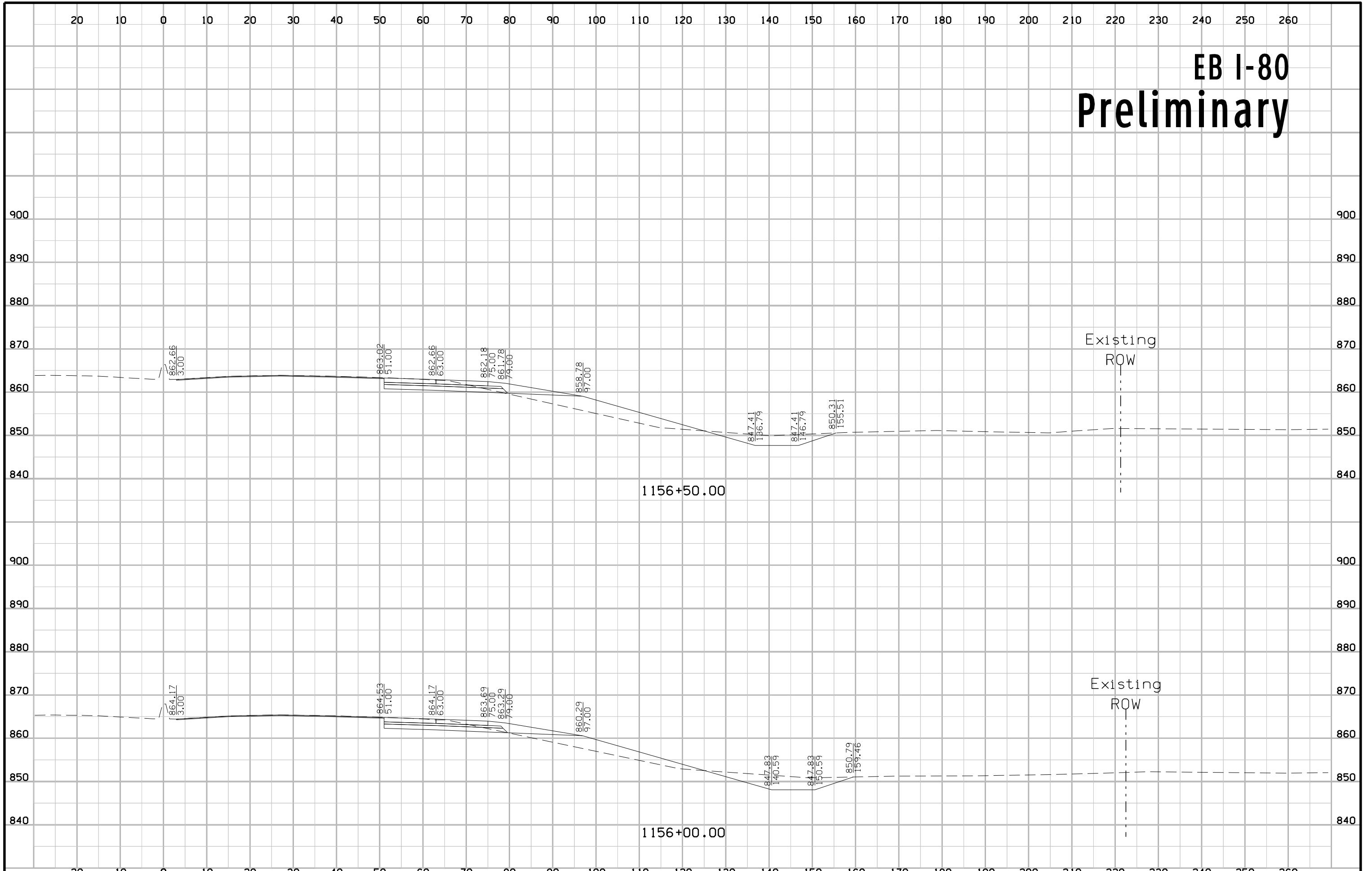
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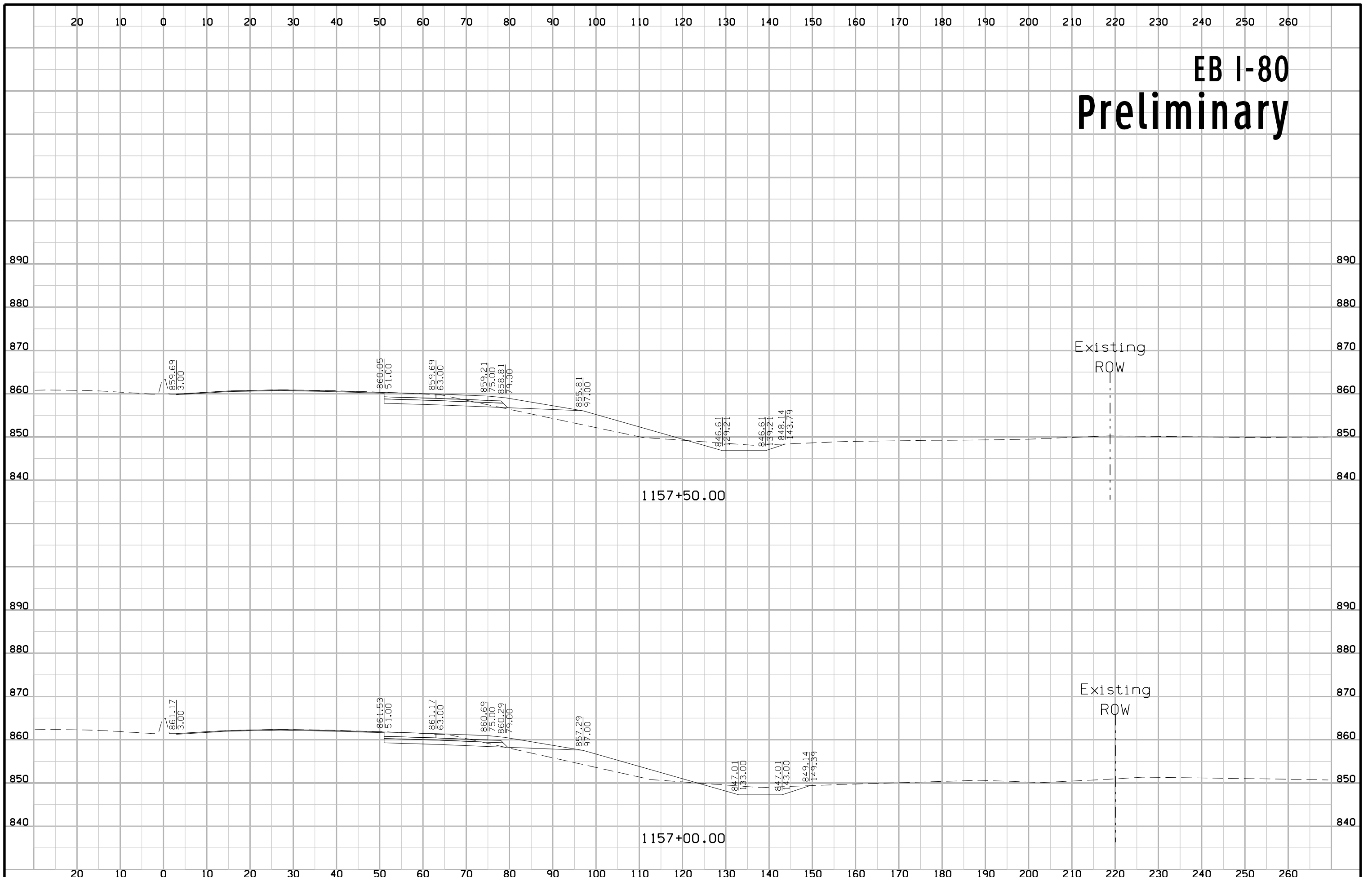
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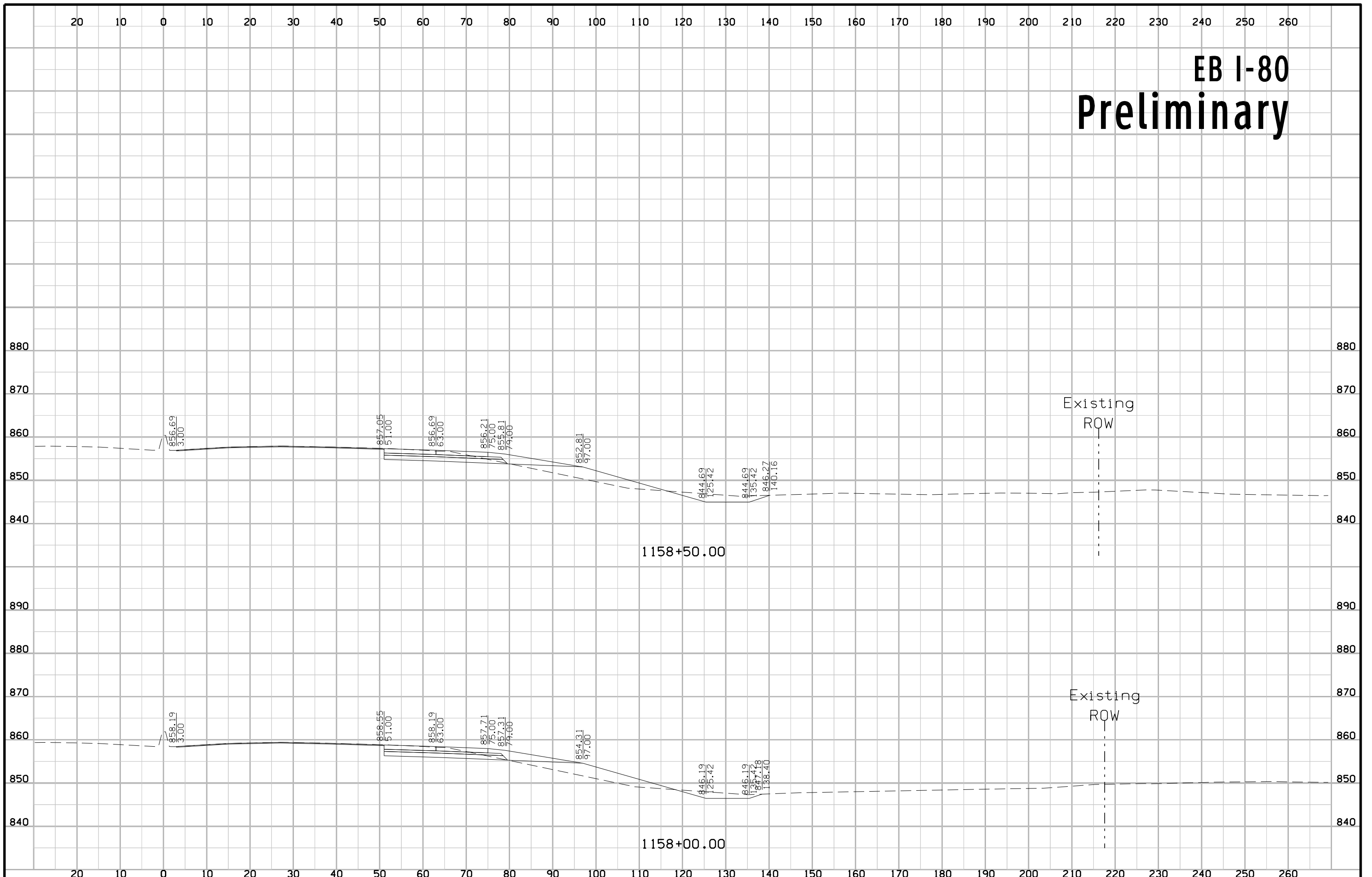
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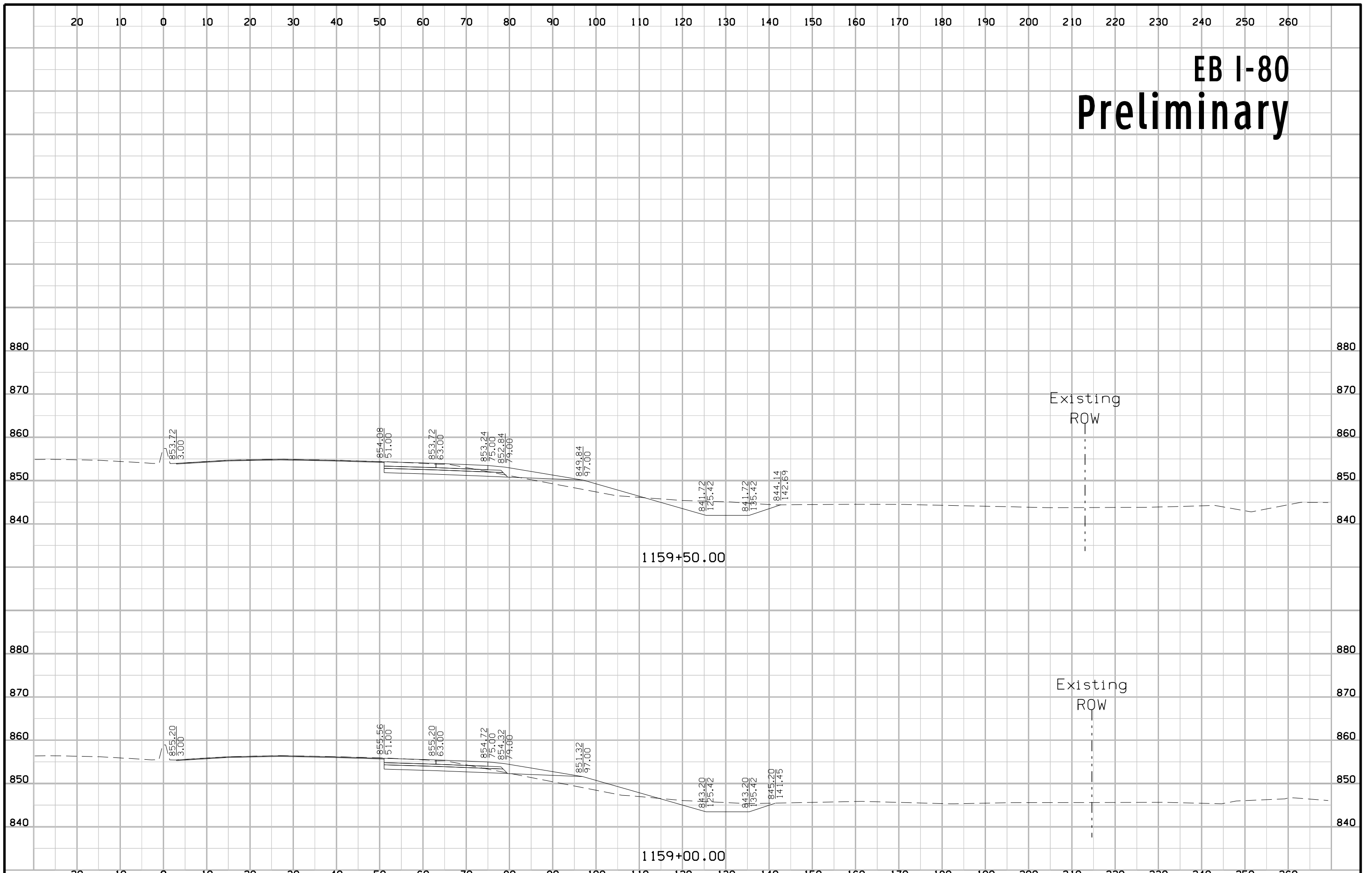


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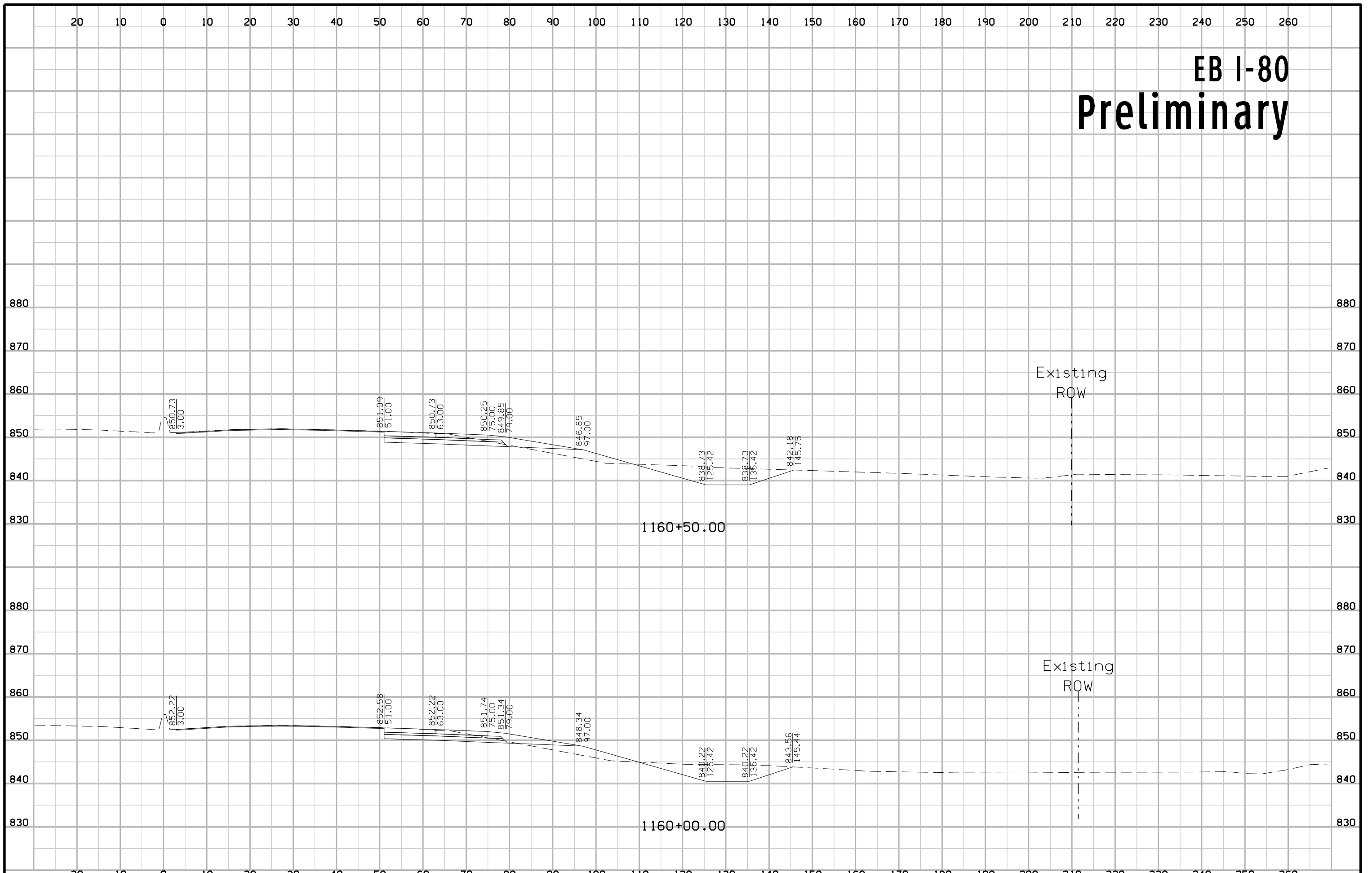




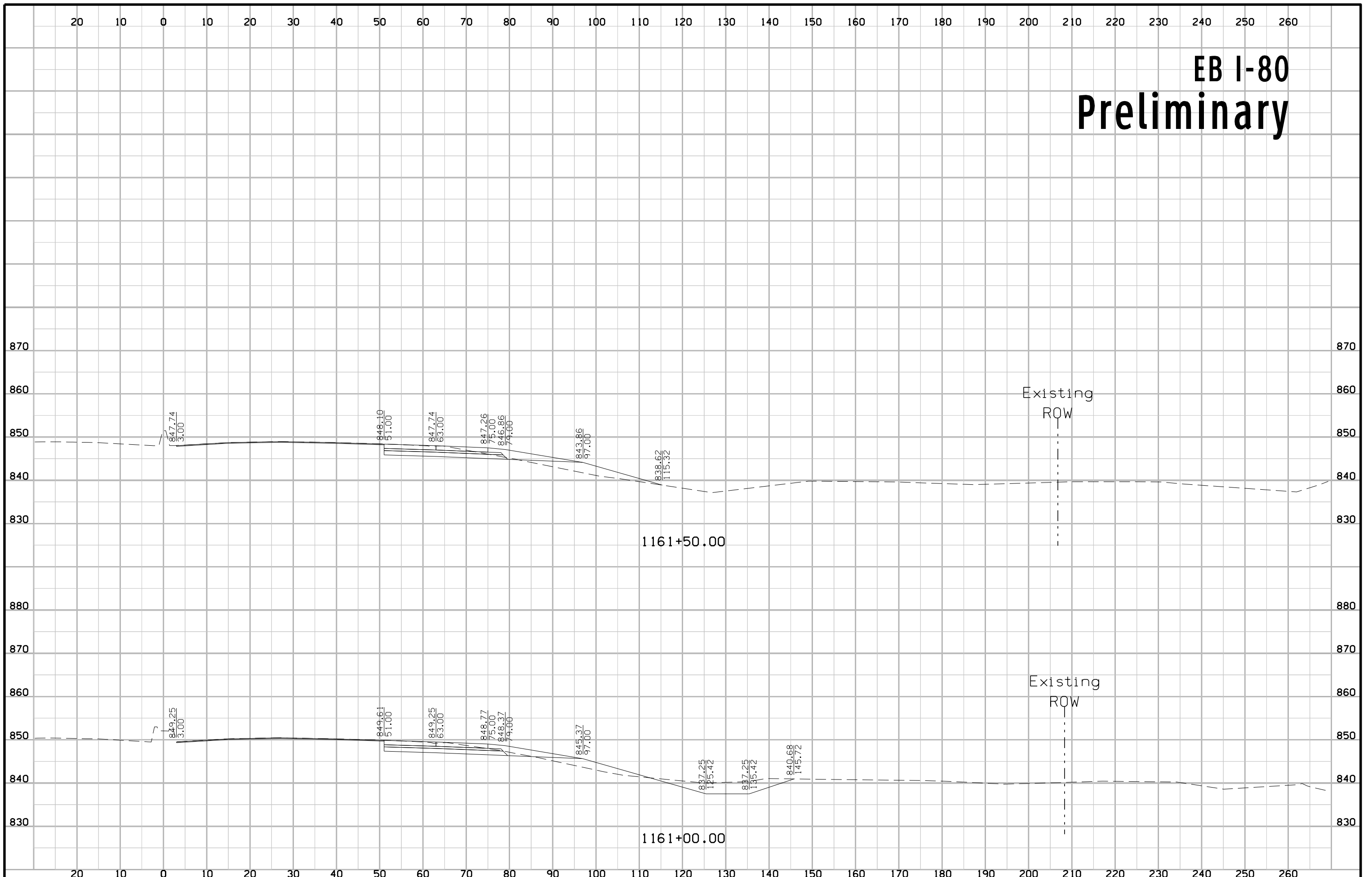
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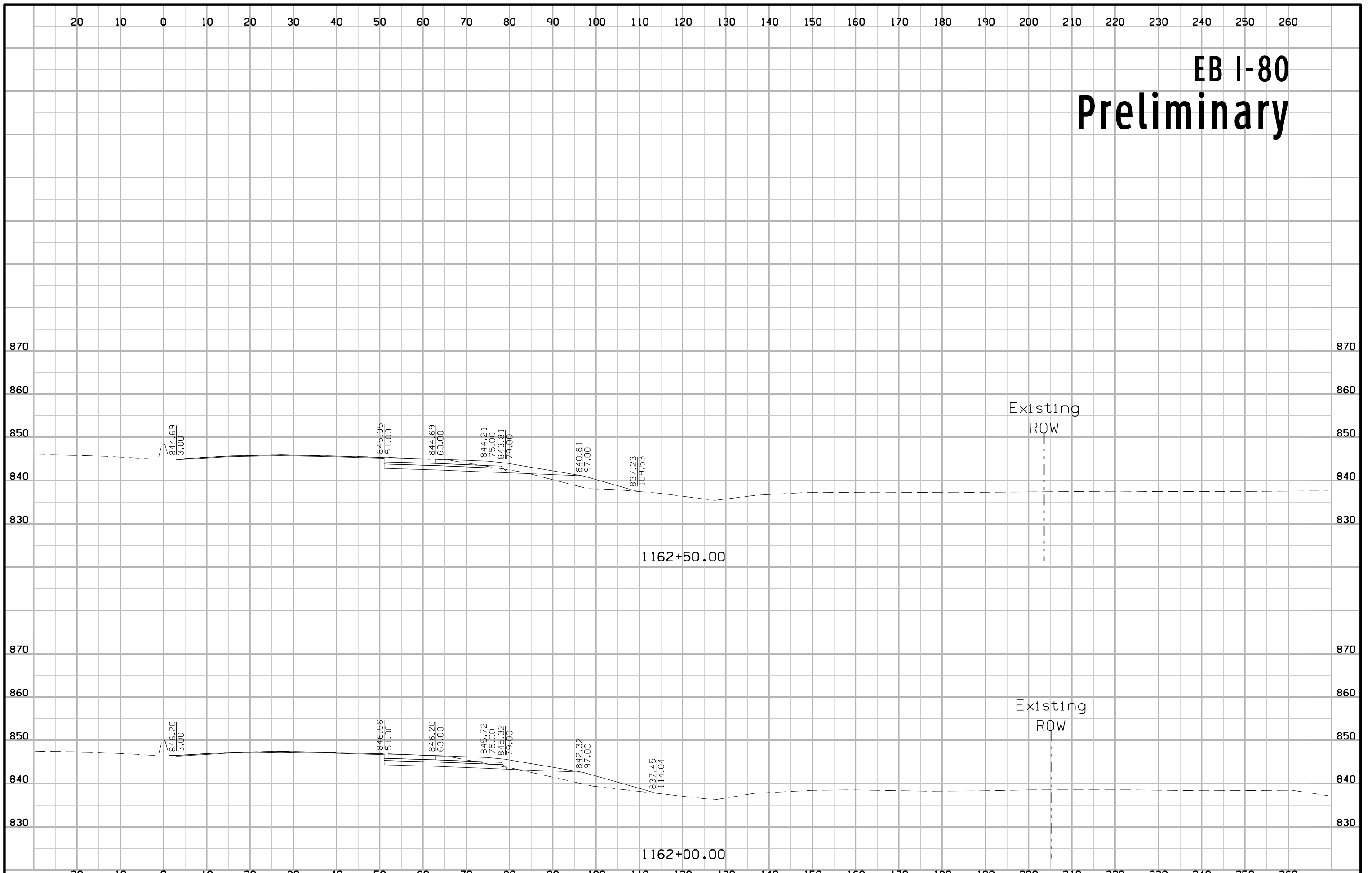
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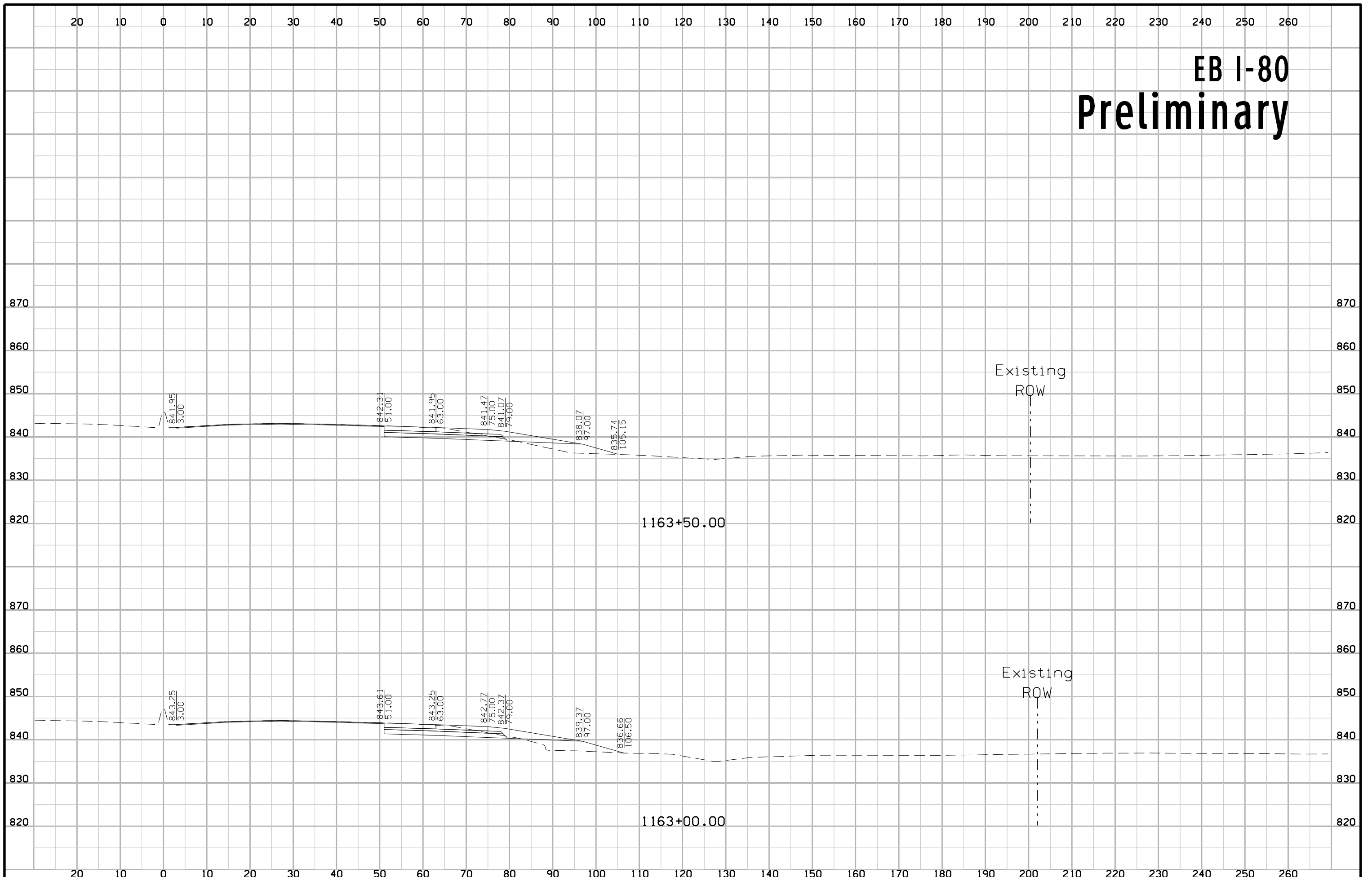
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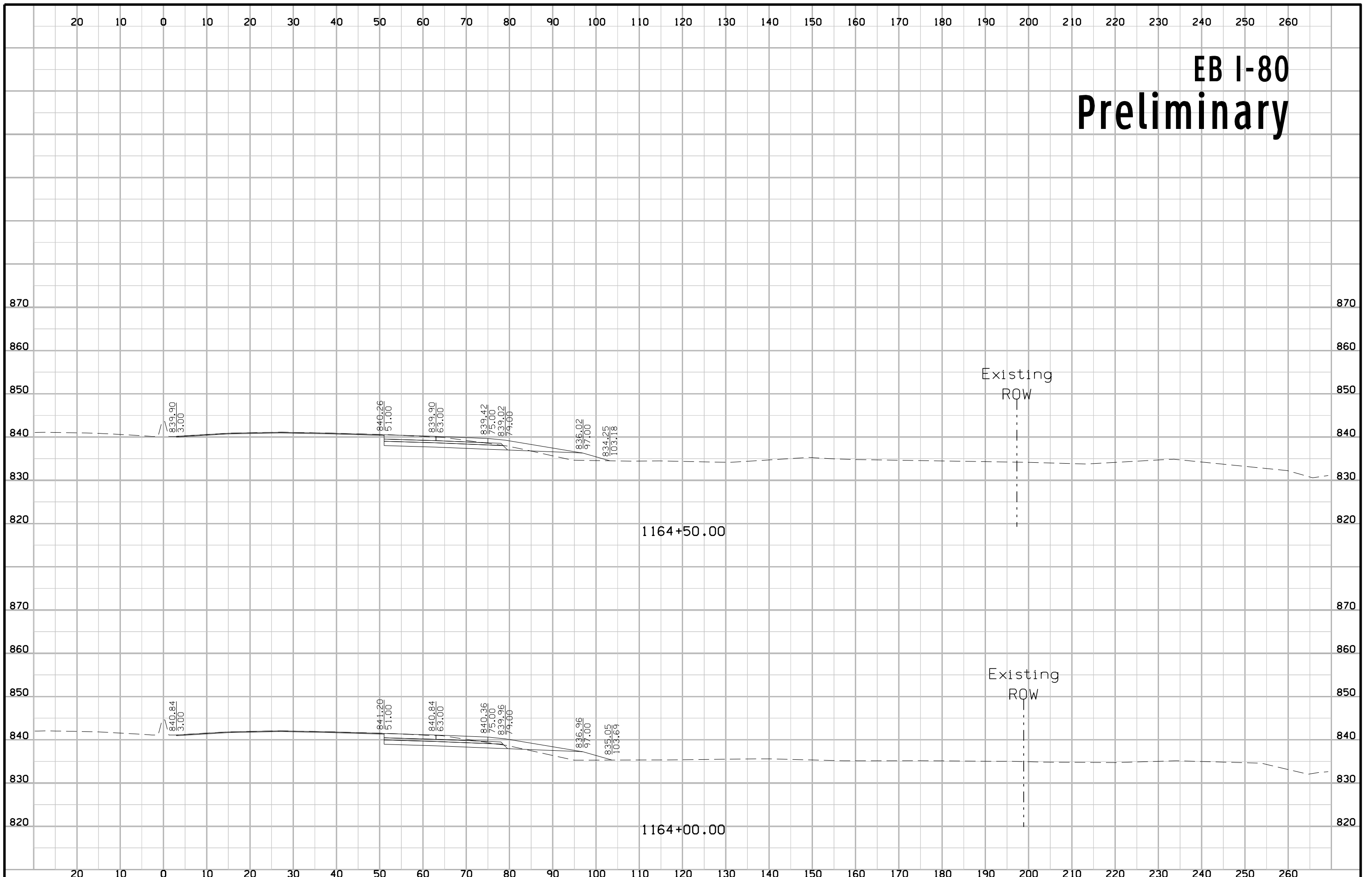
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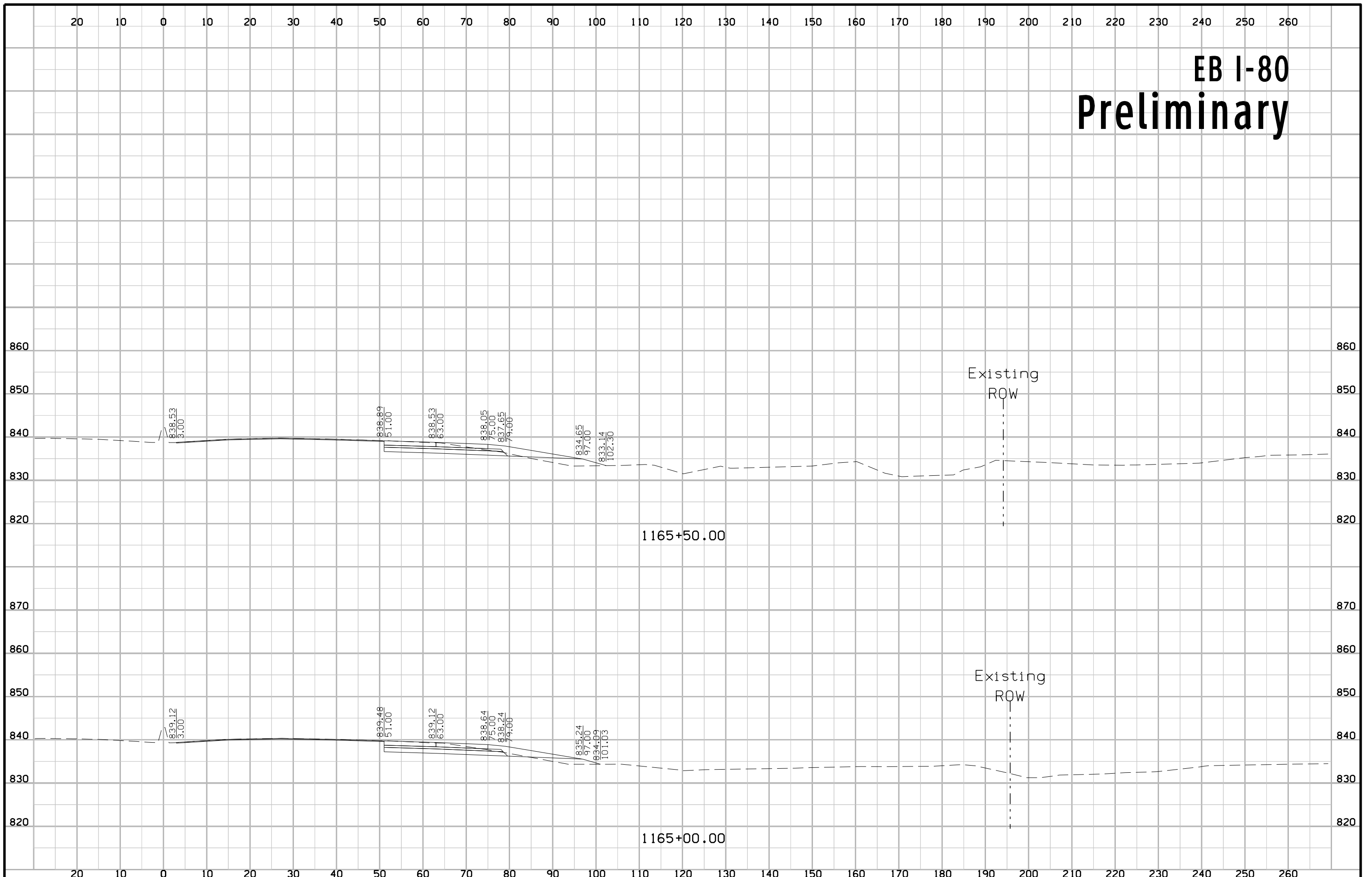
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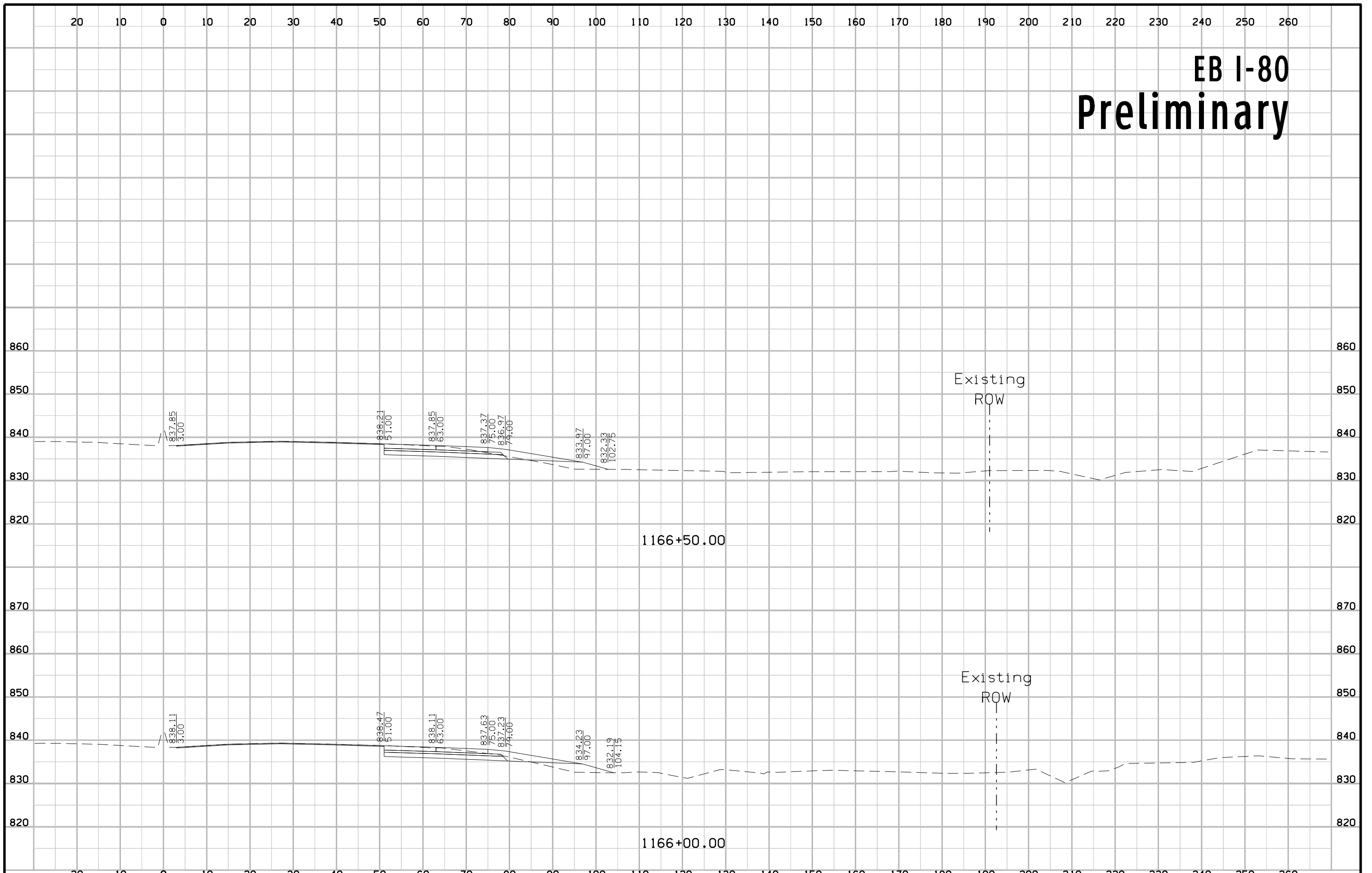
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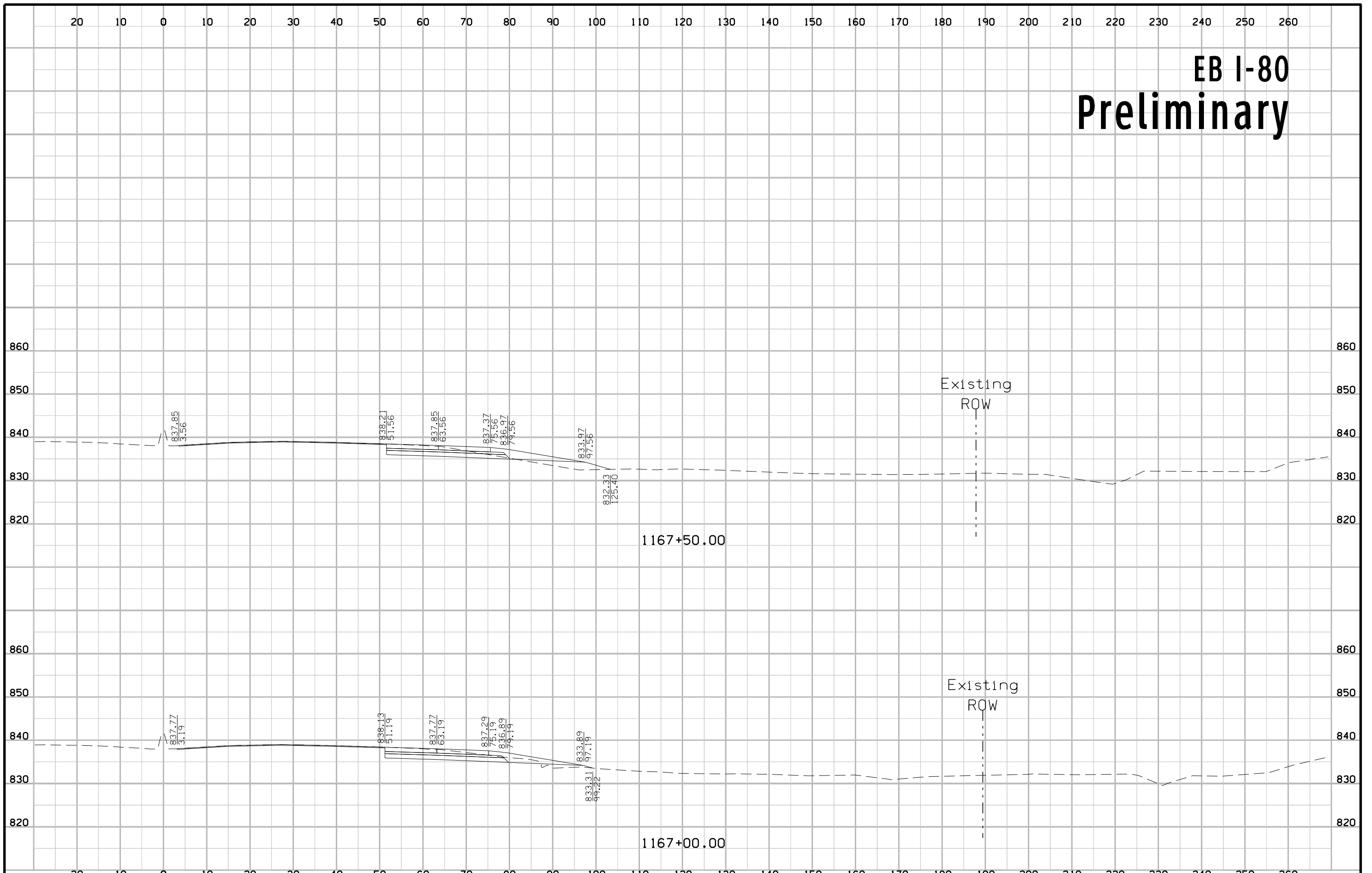


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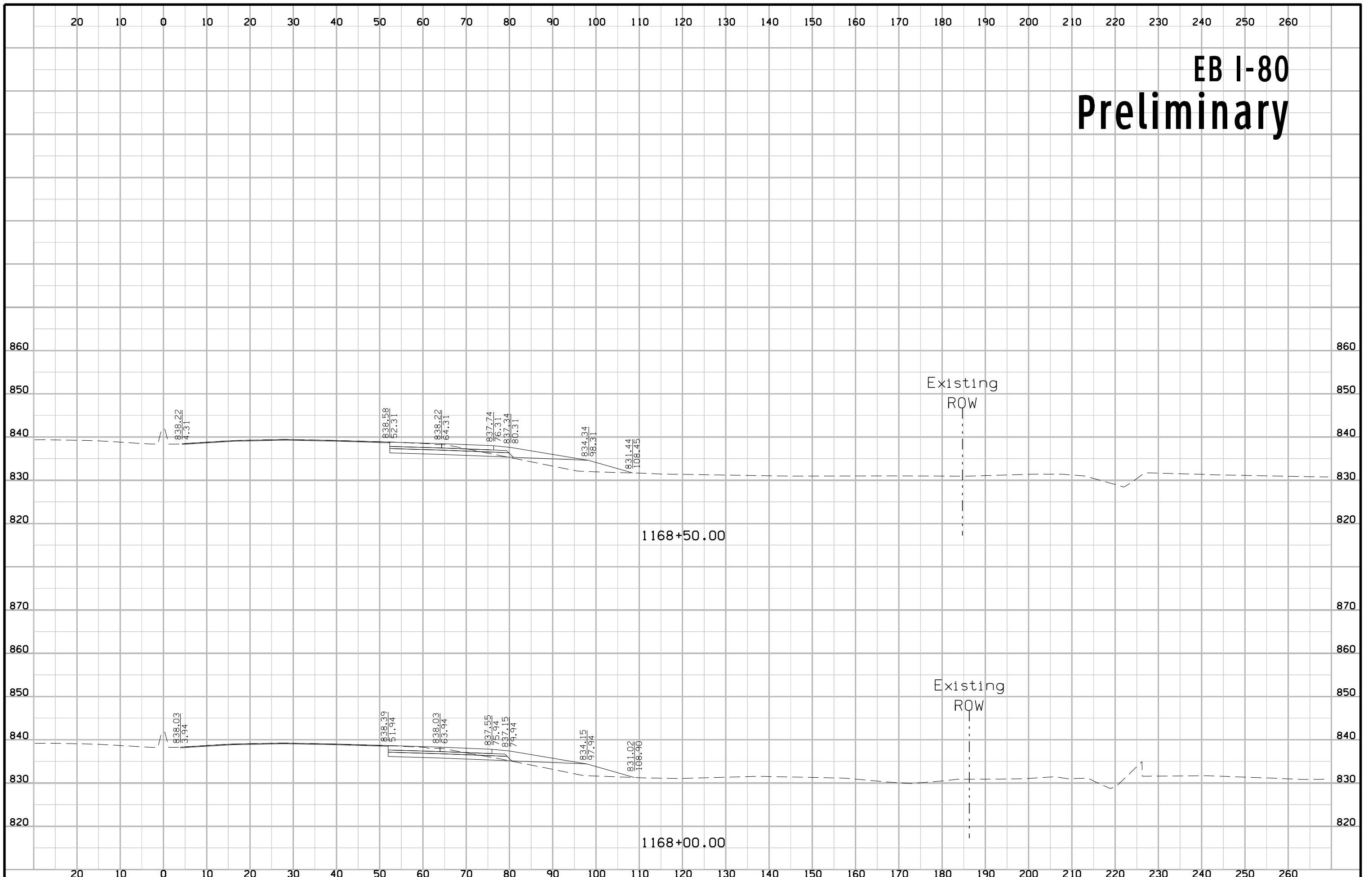




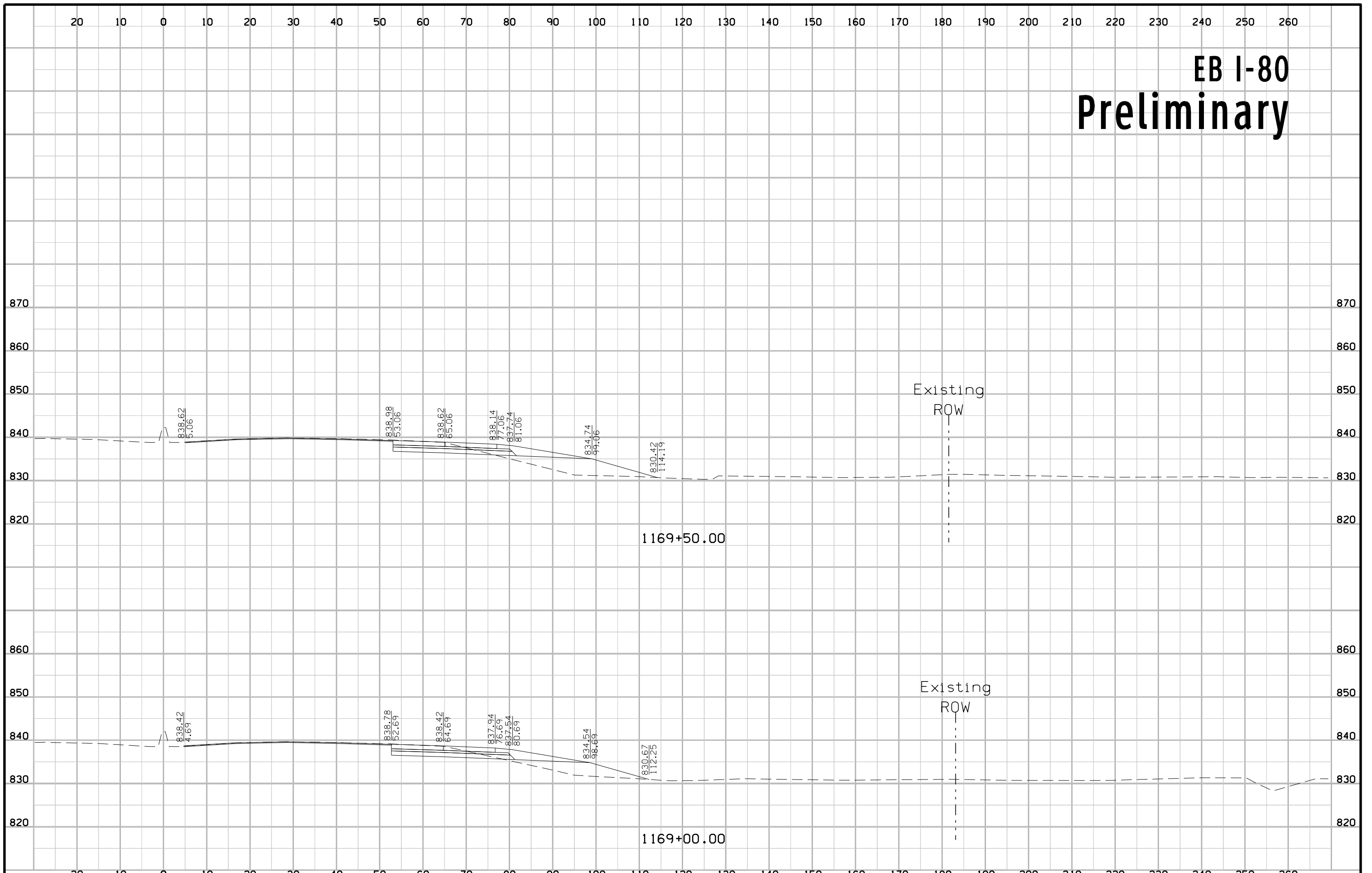
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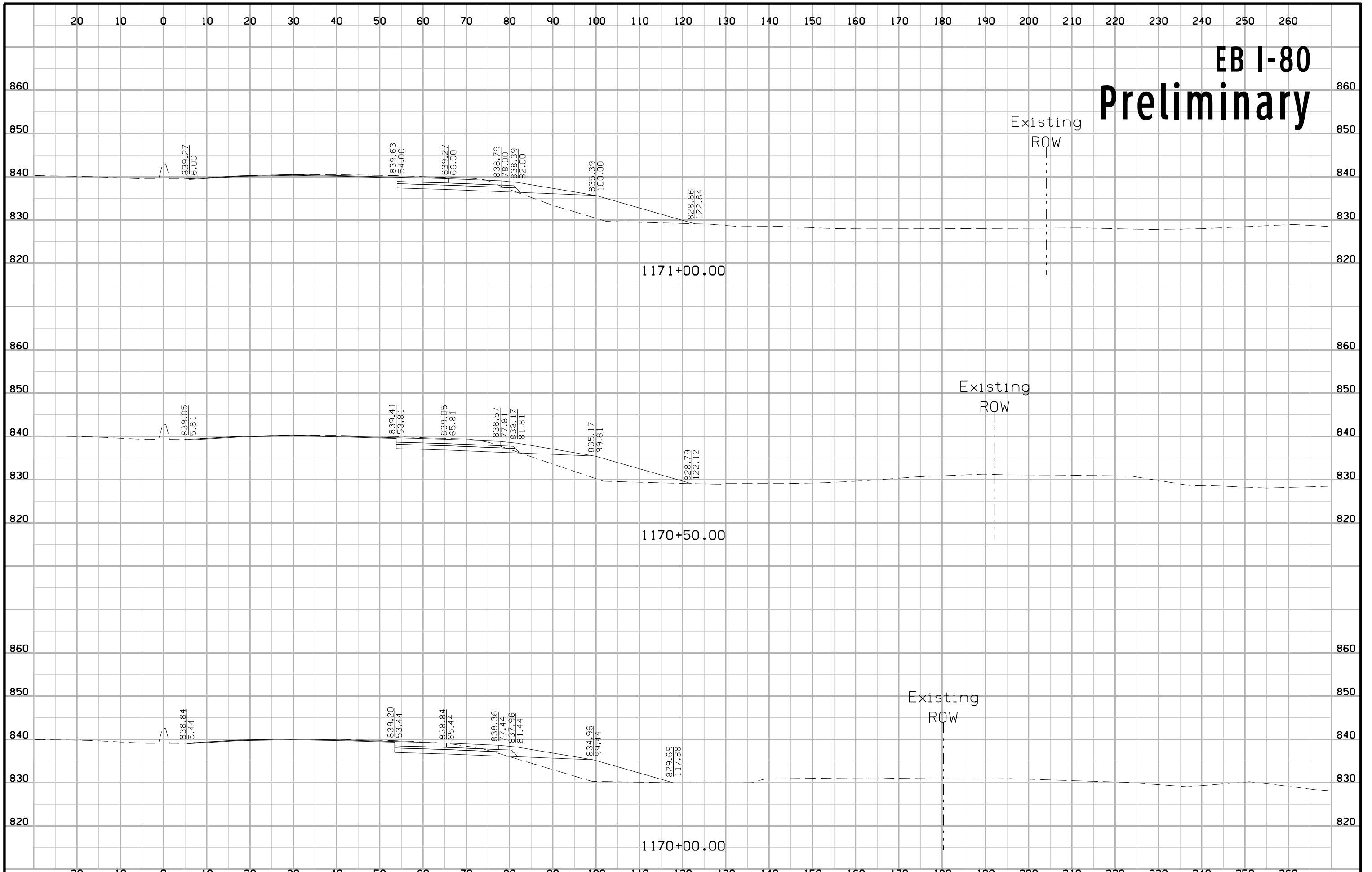
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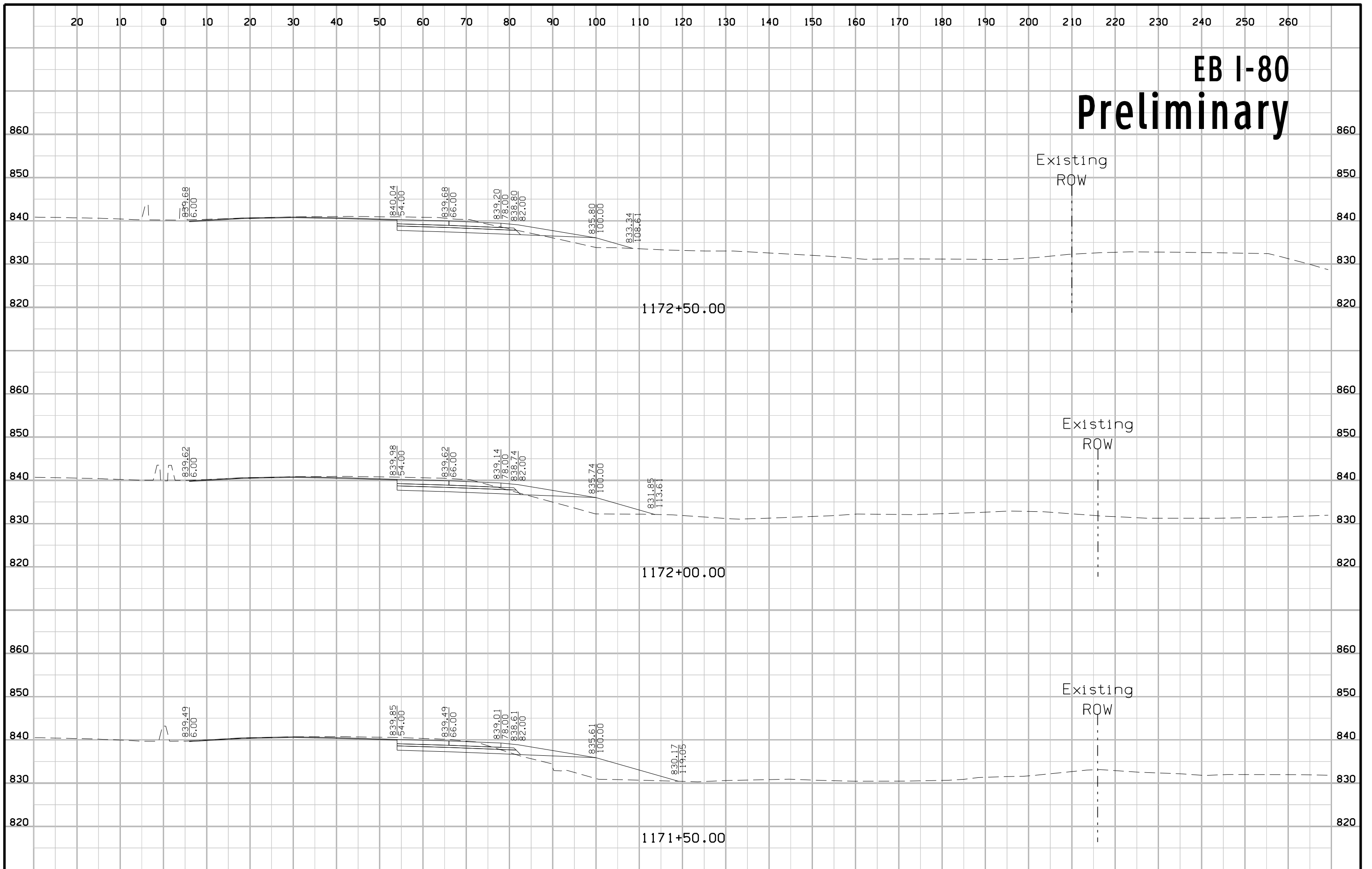
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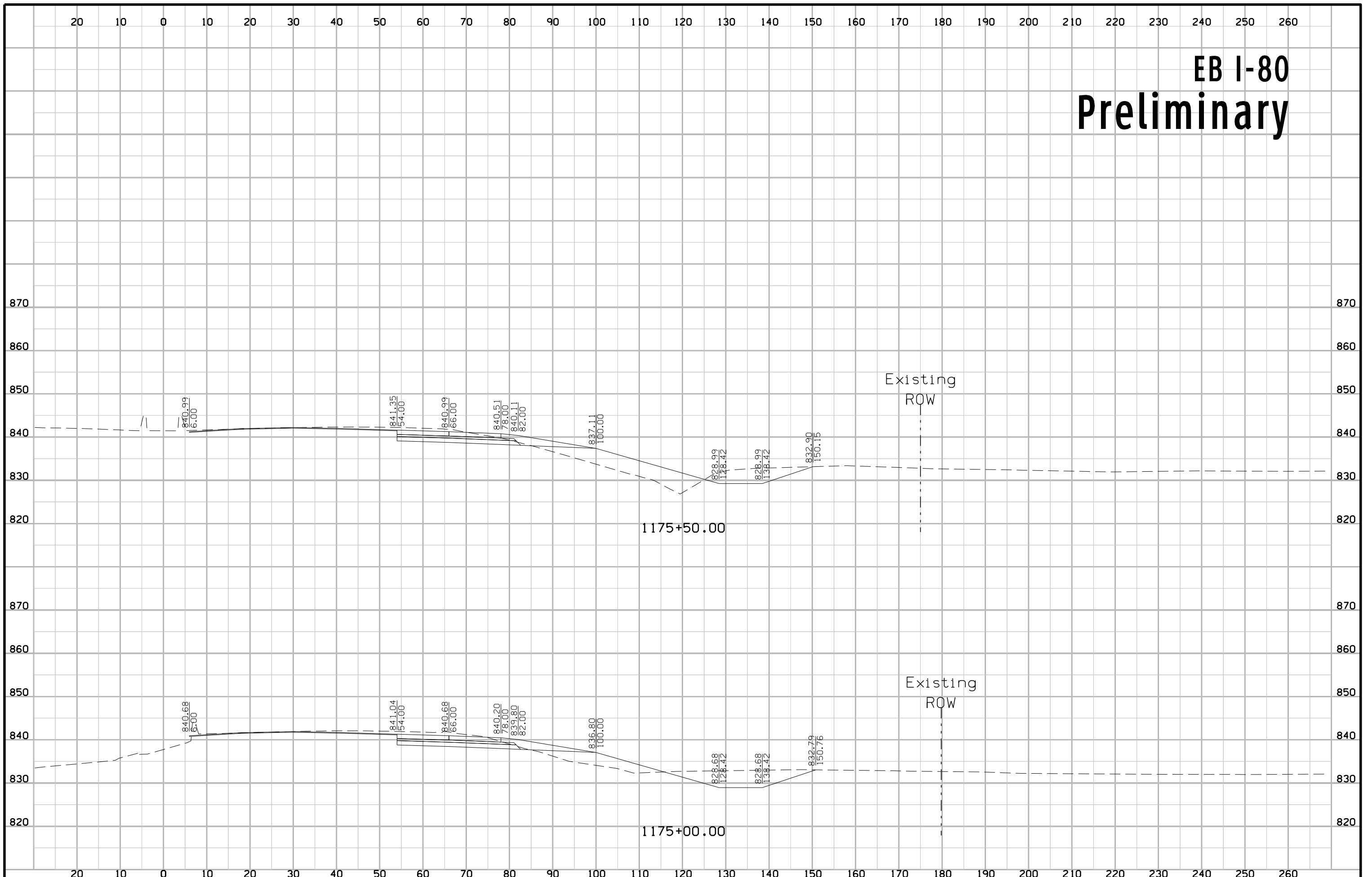
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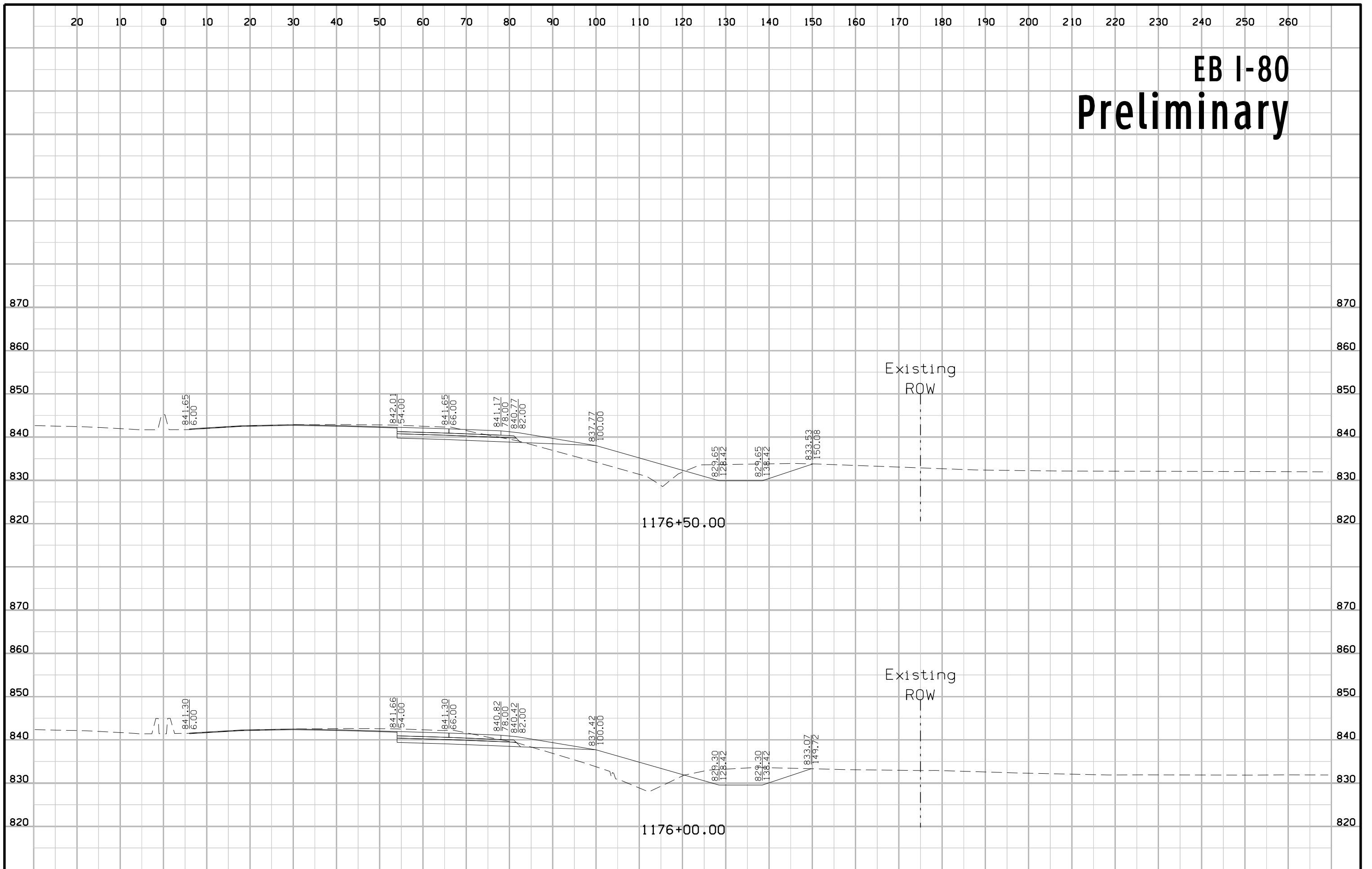
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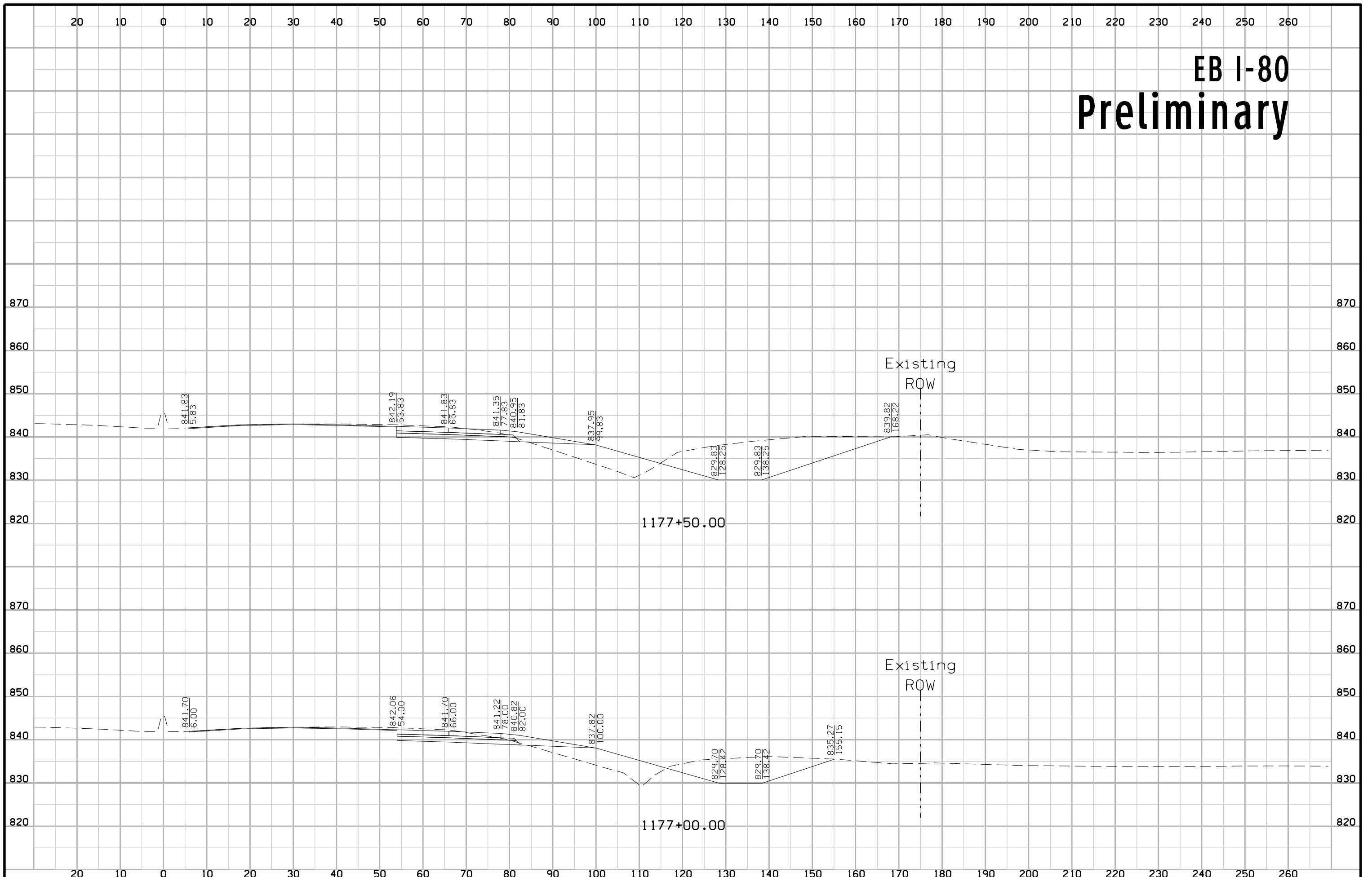
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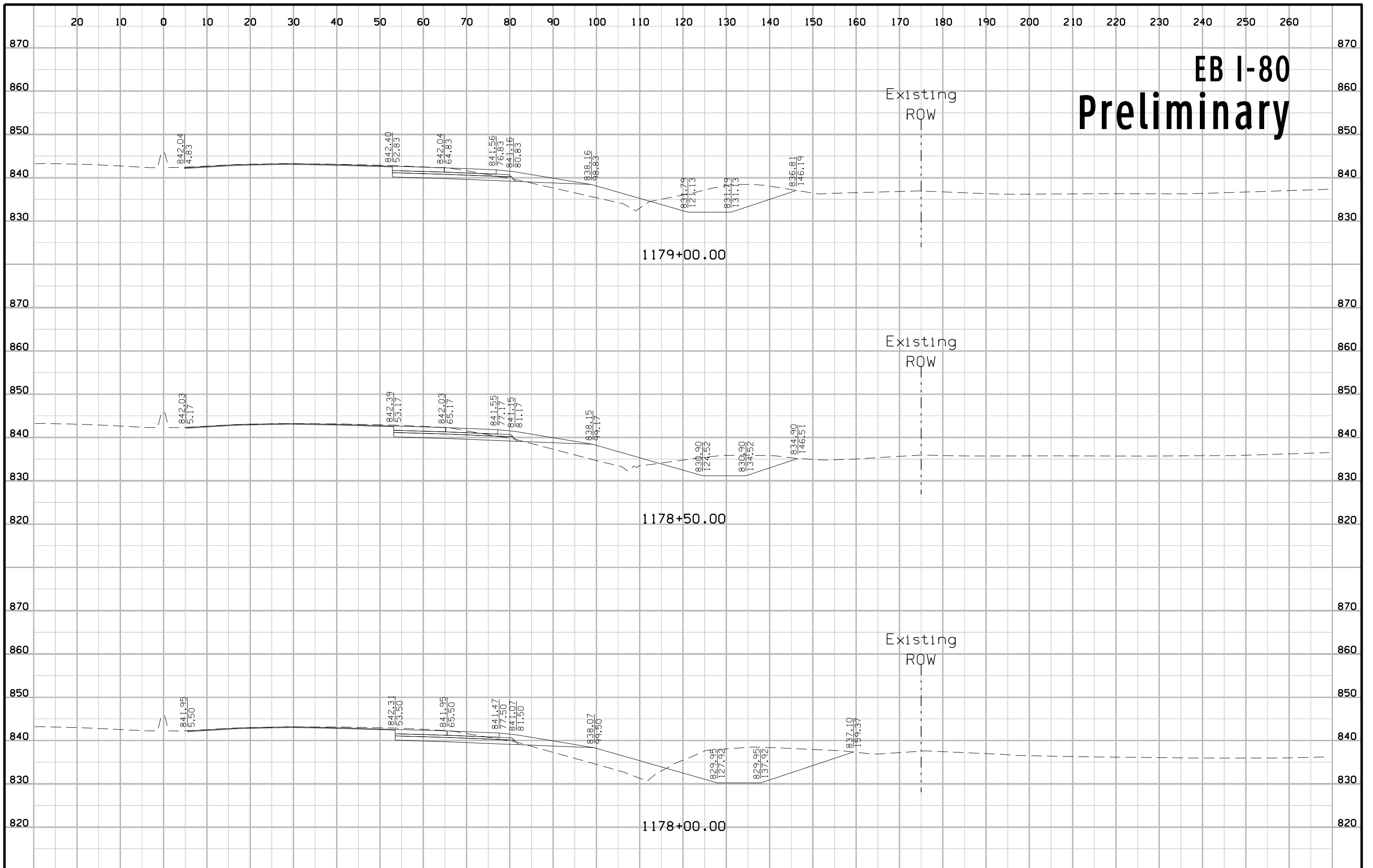


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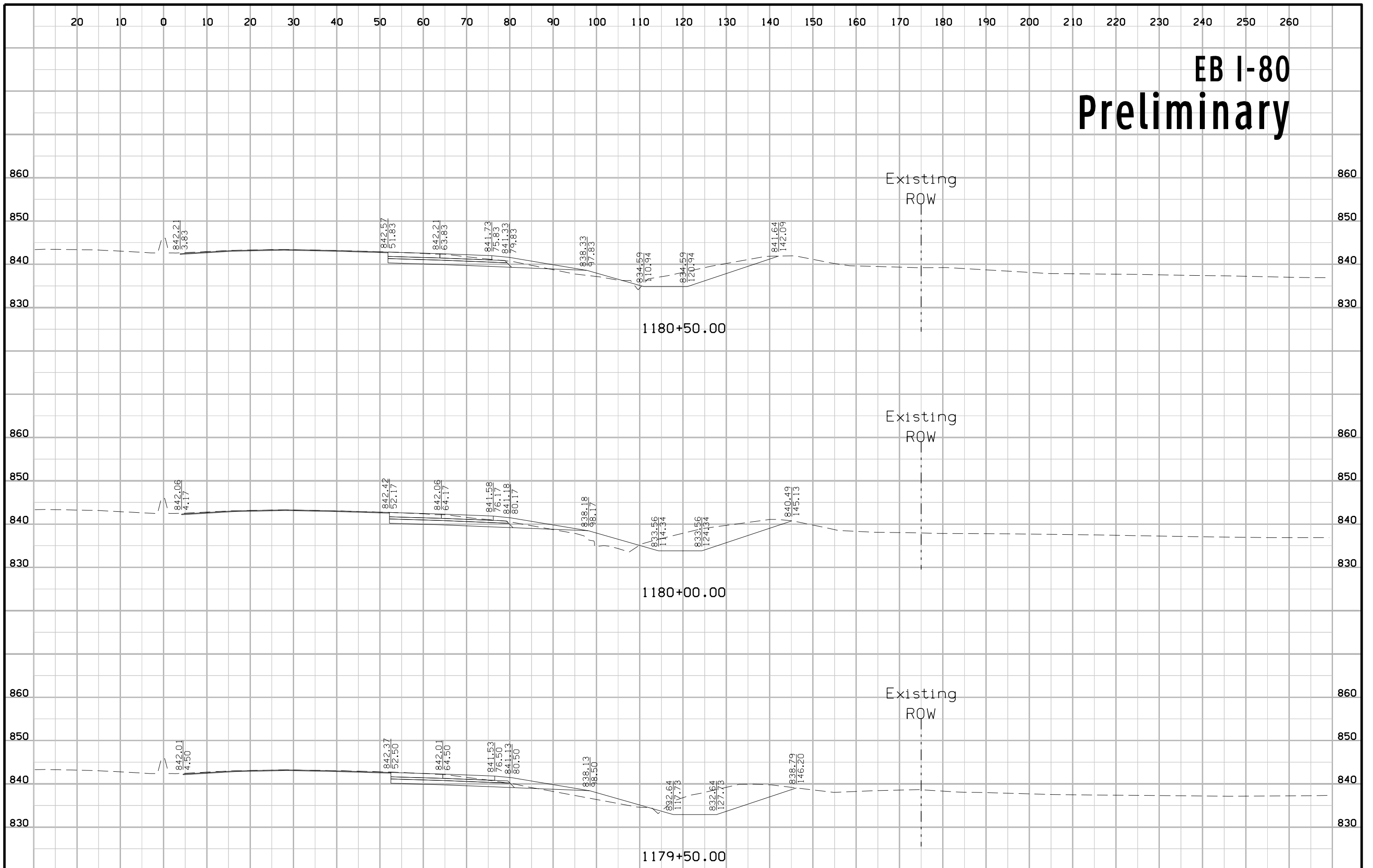




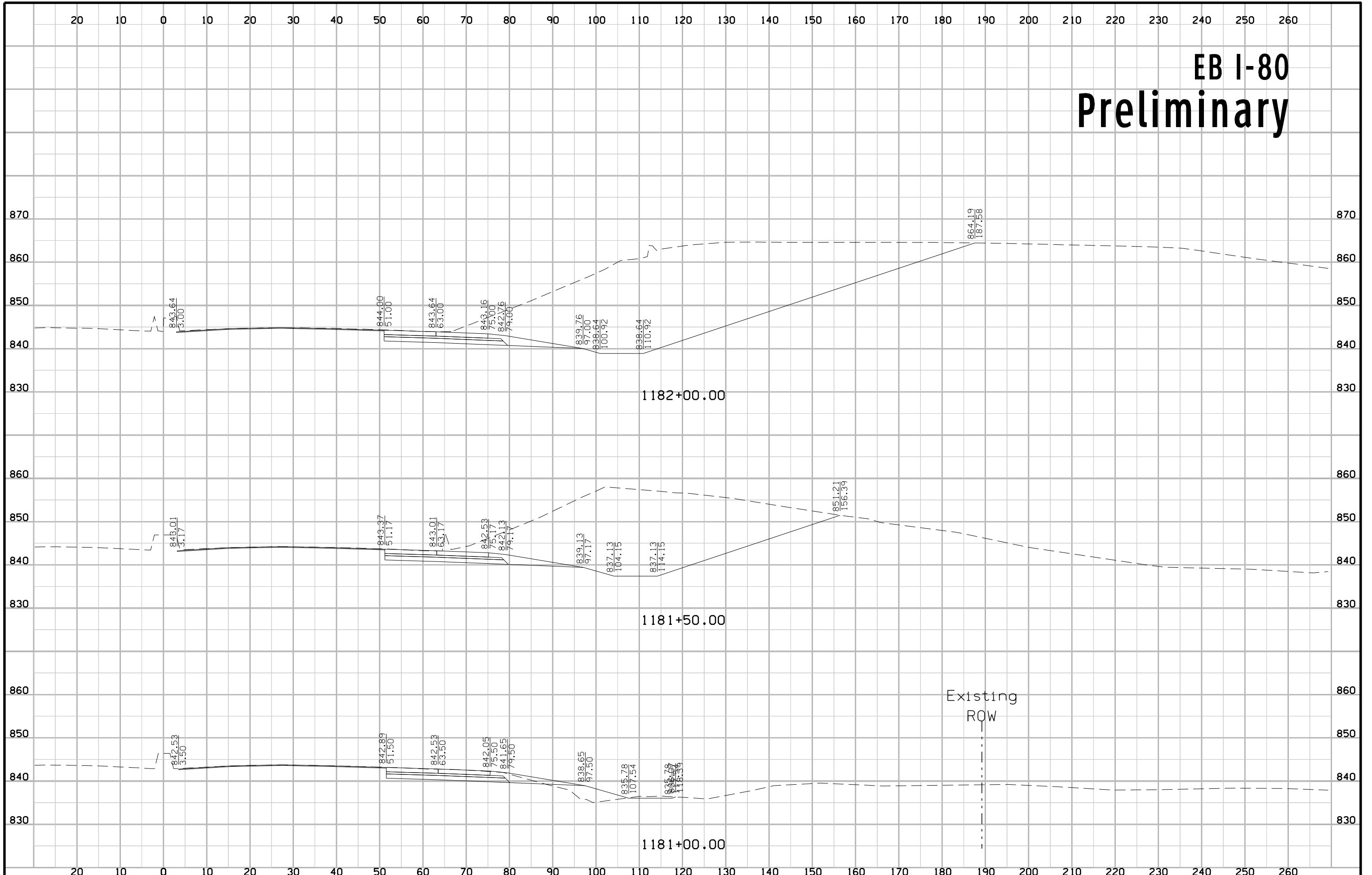
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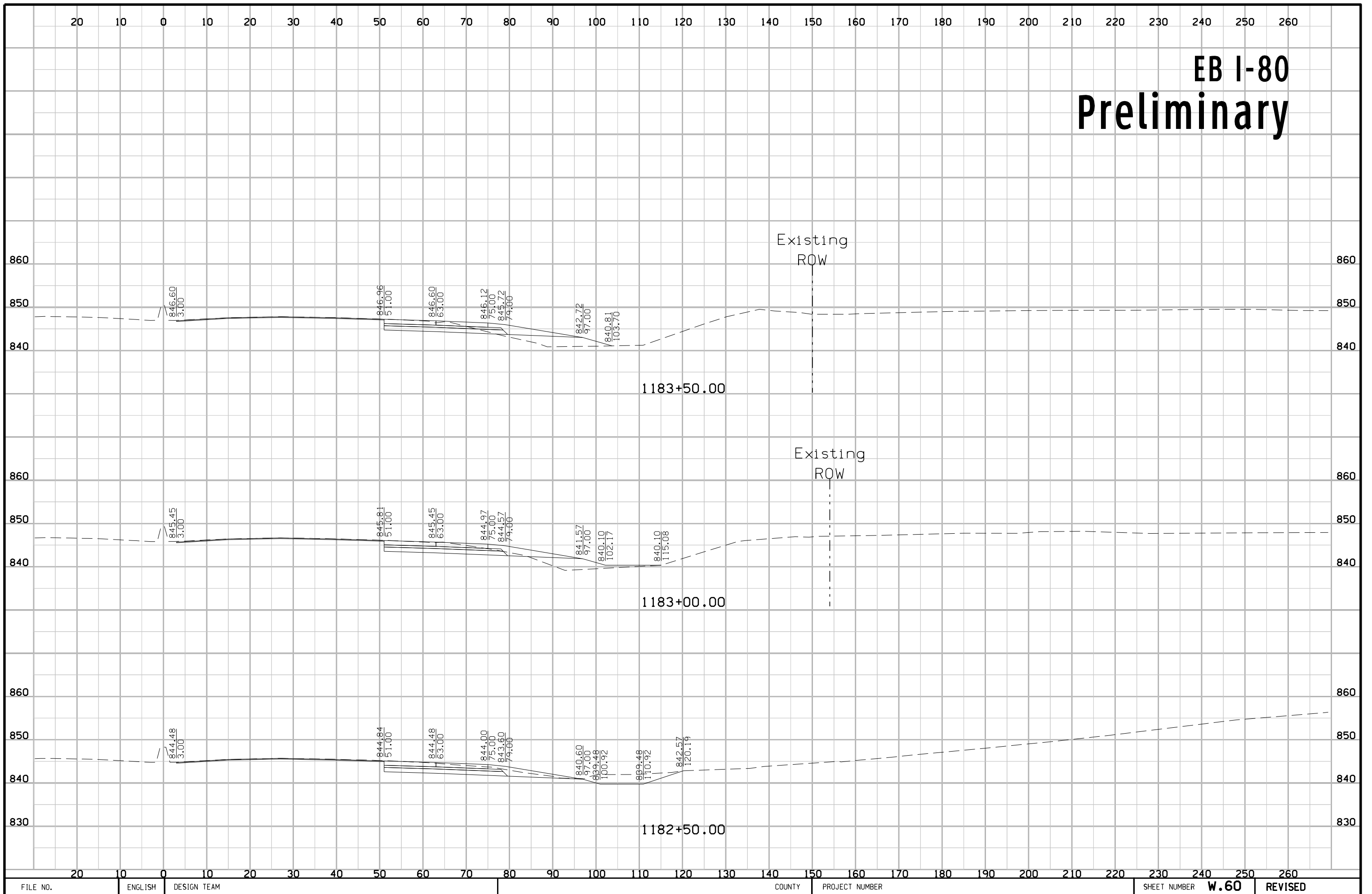
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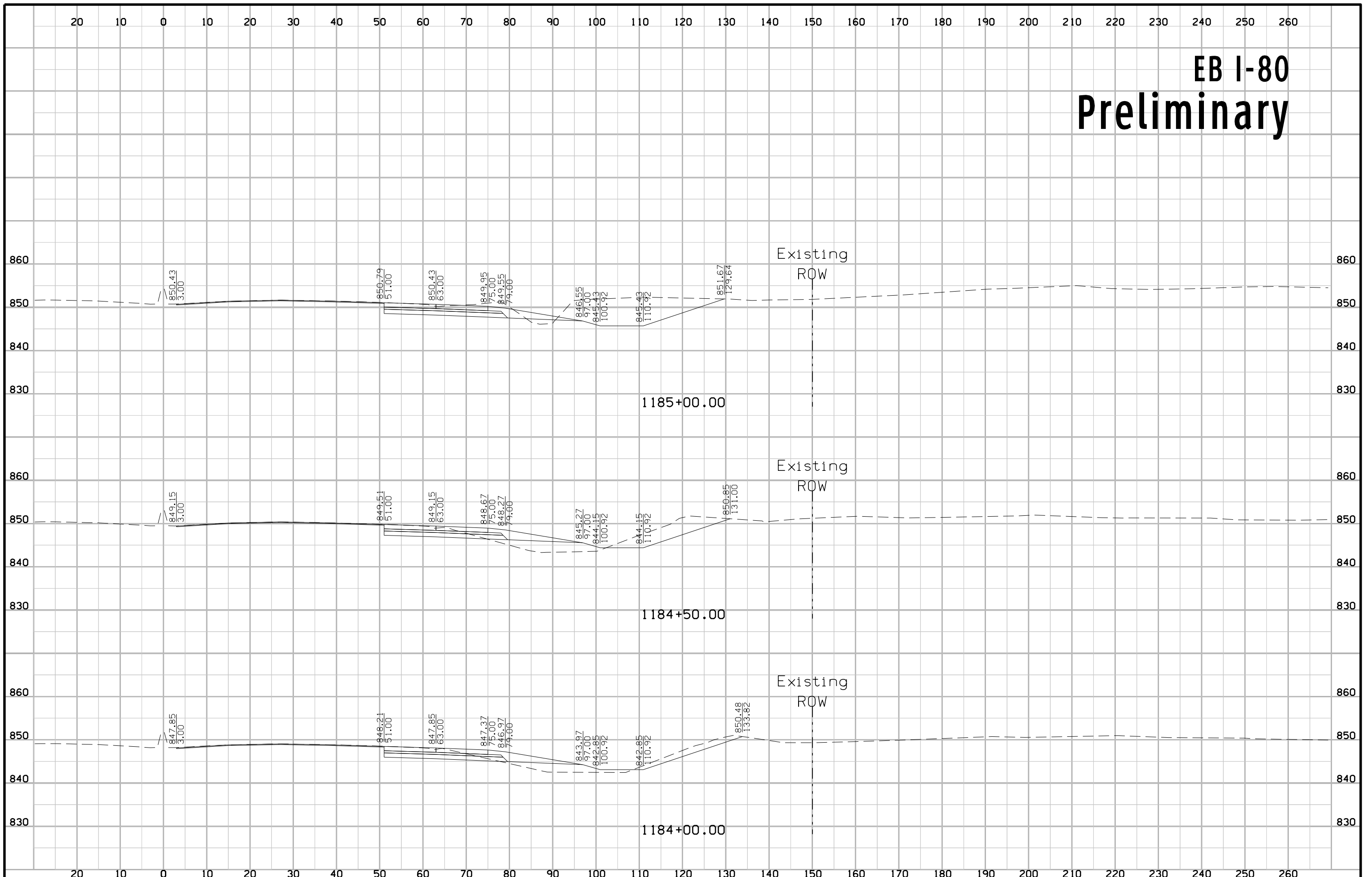
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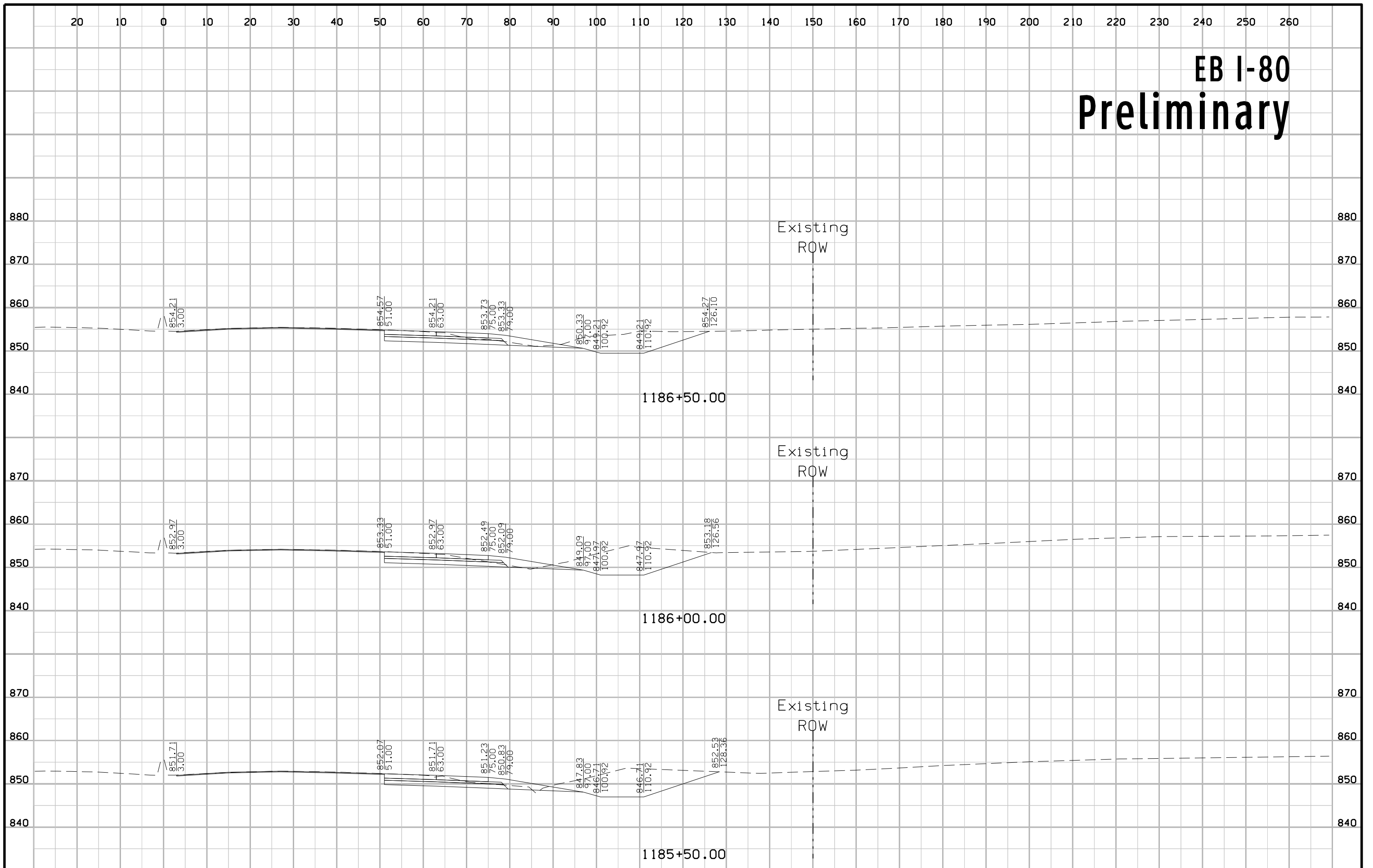
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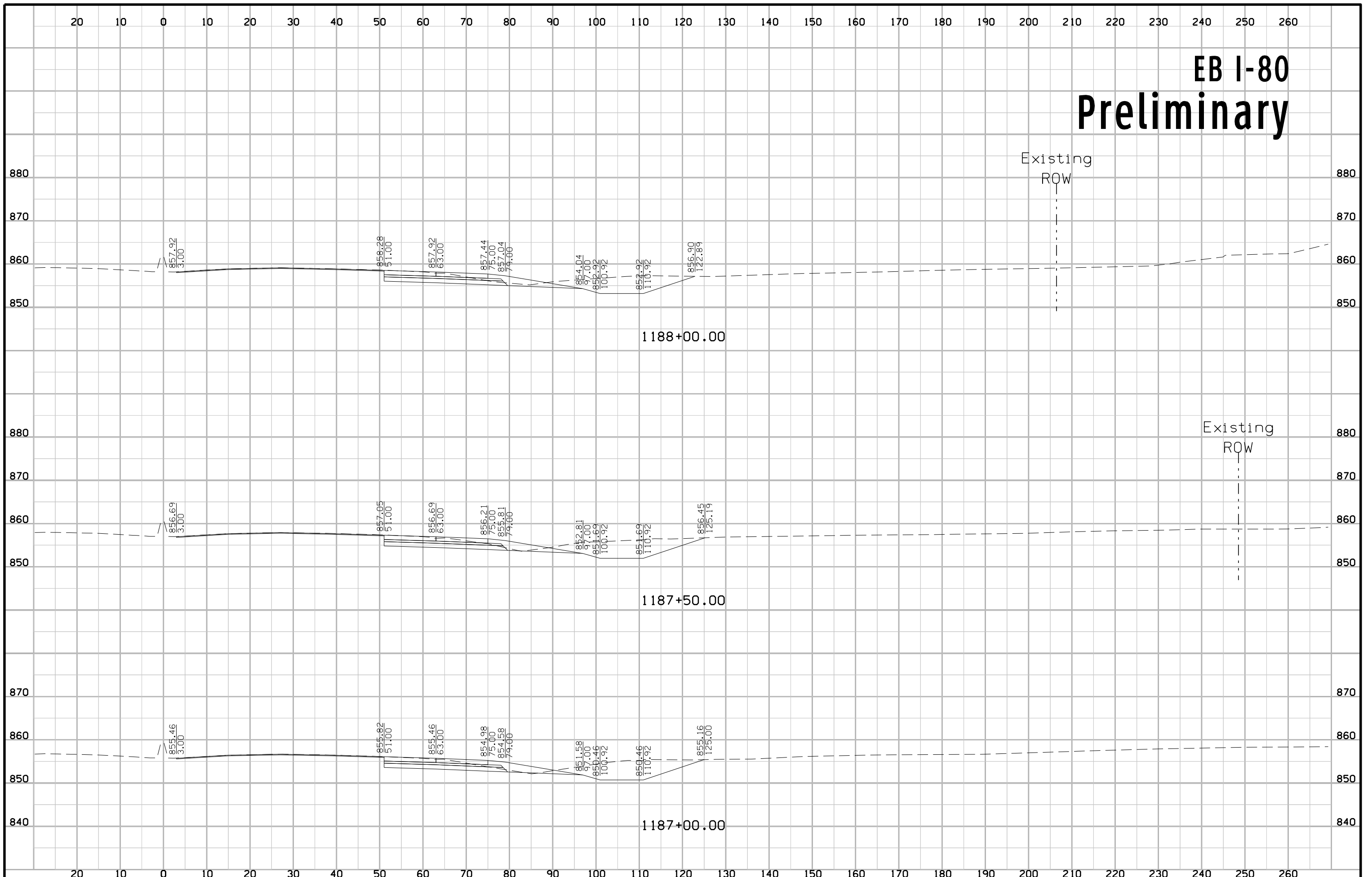
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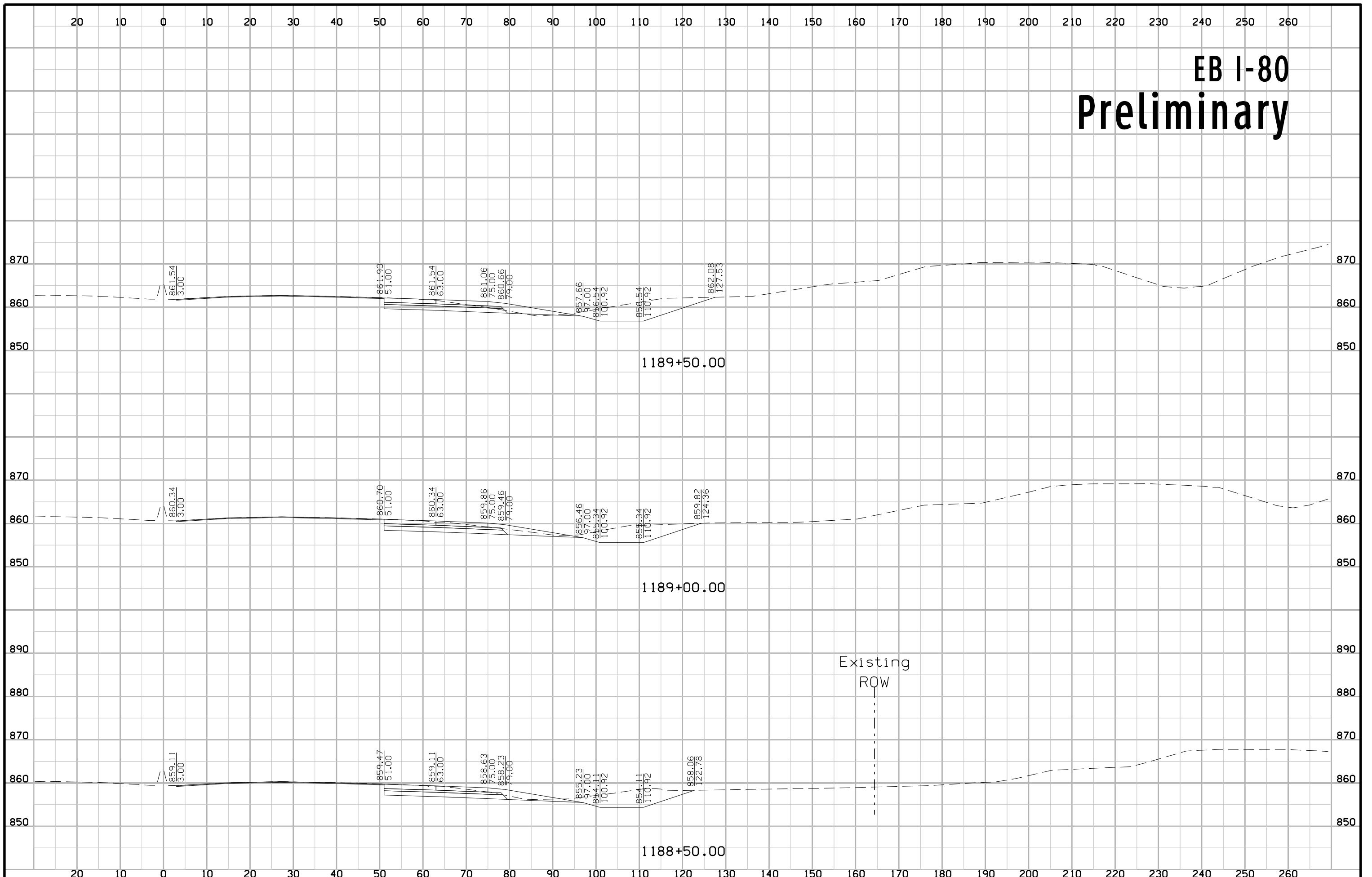
# EB I-80 Preliminary



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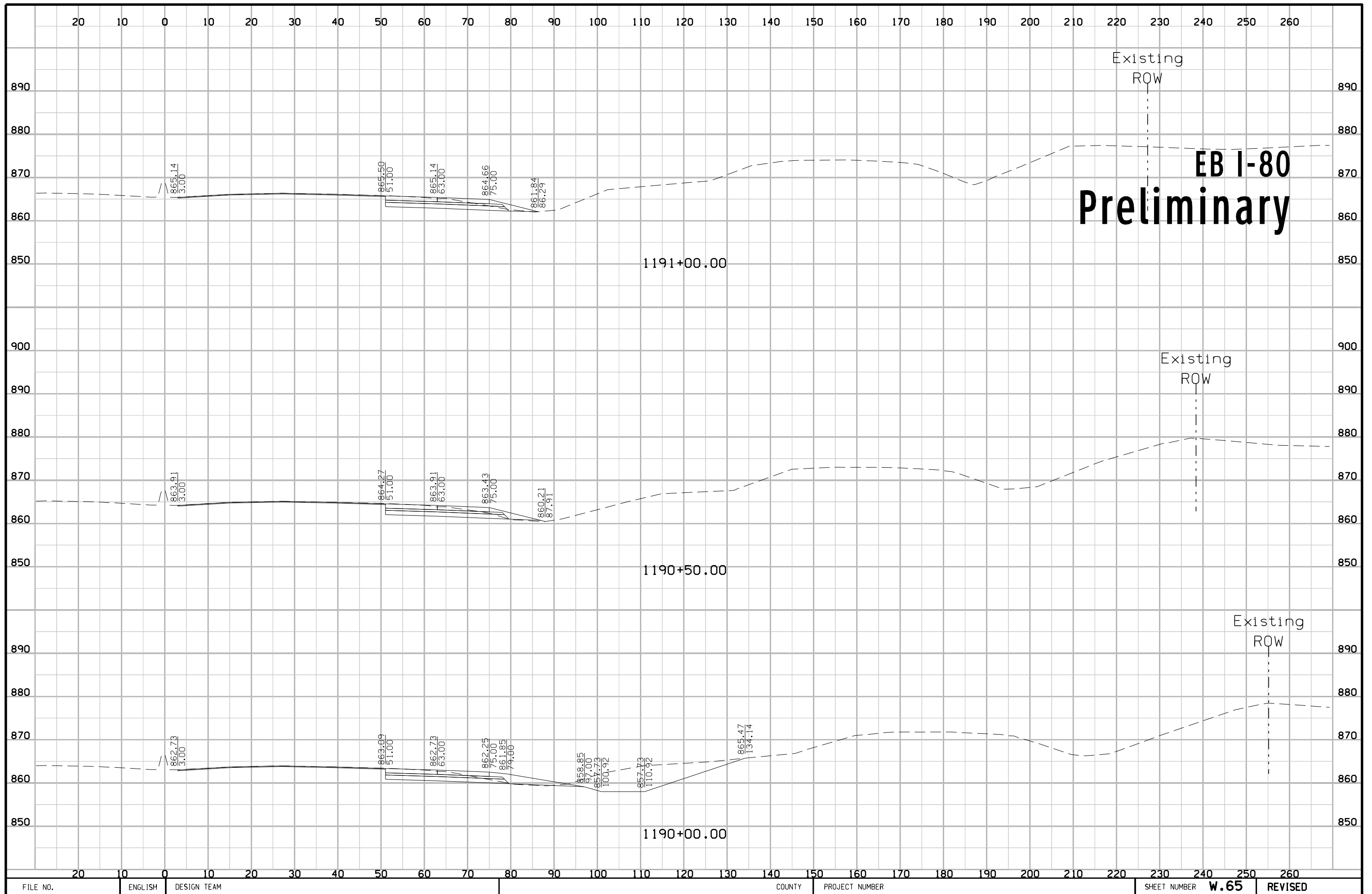


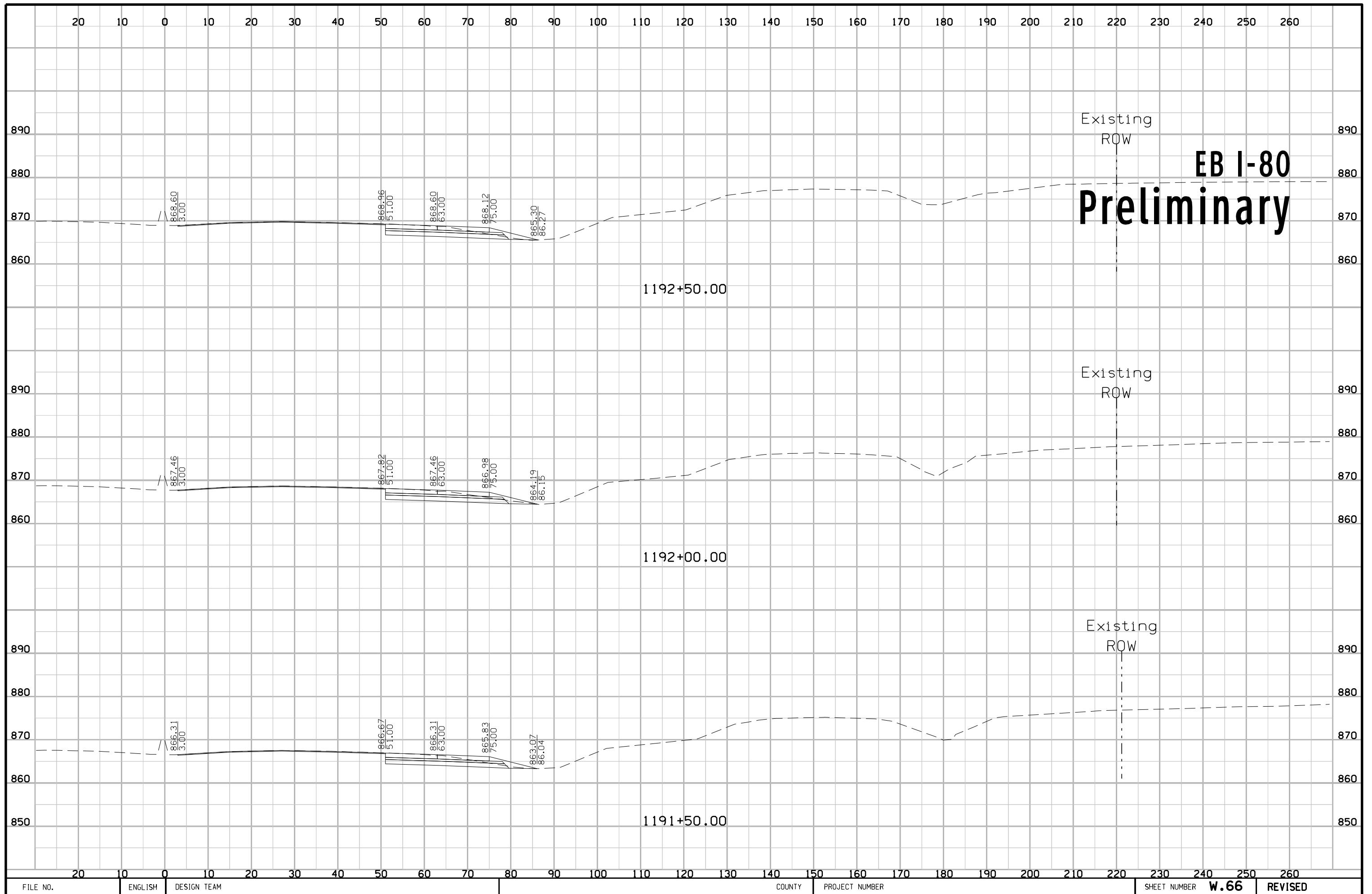
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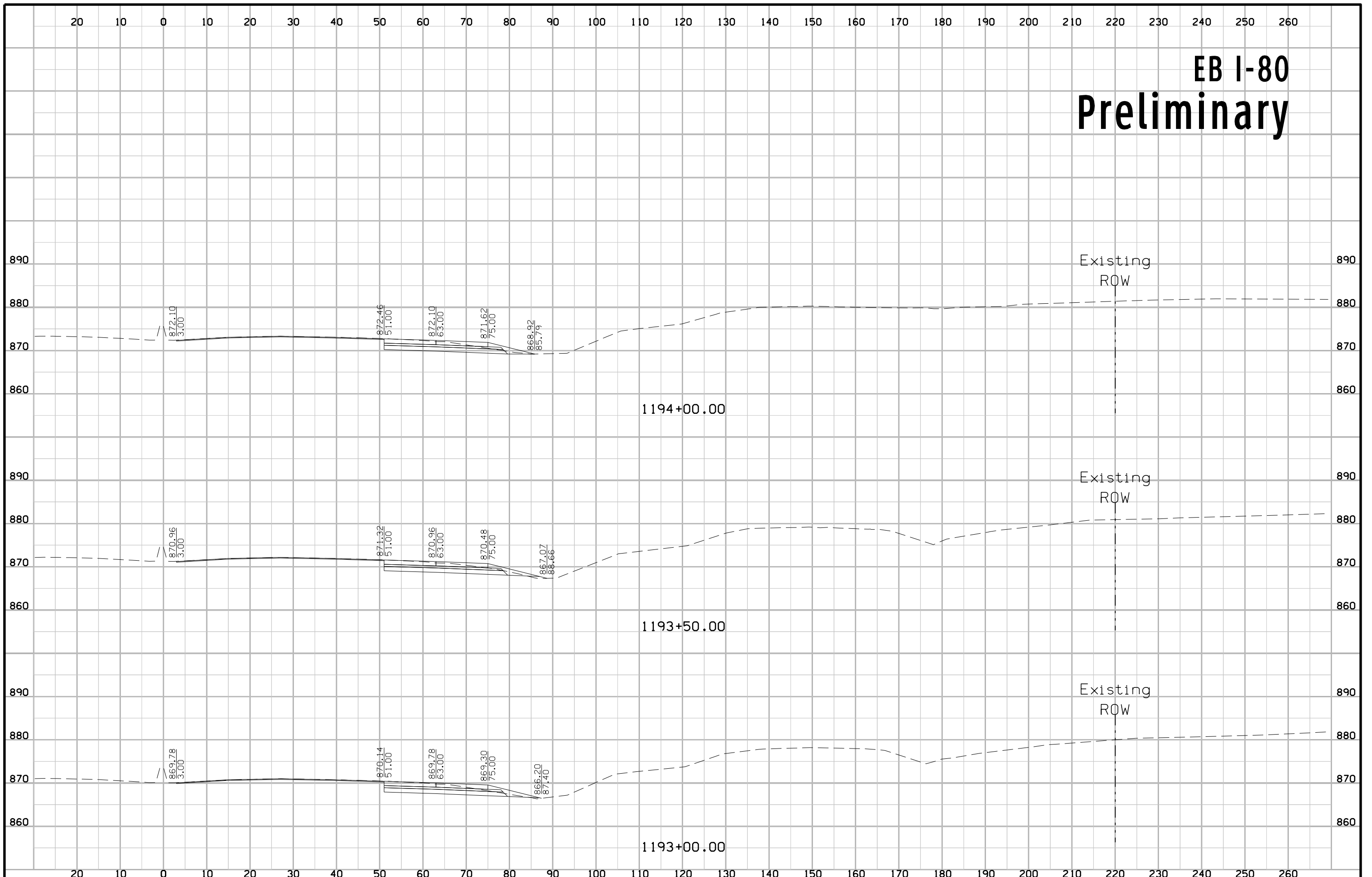
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ROW

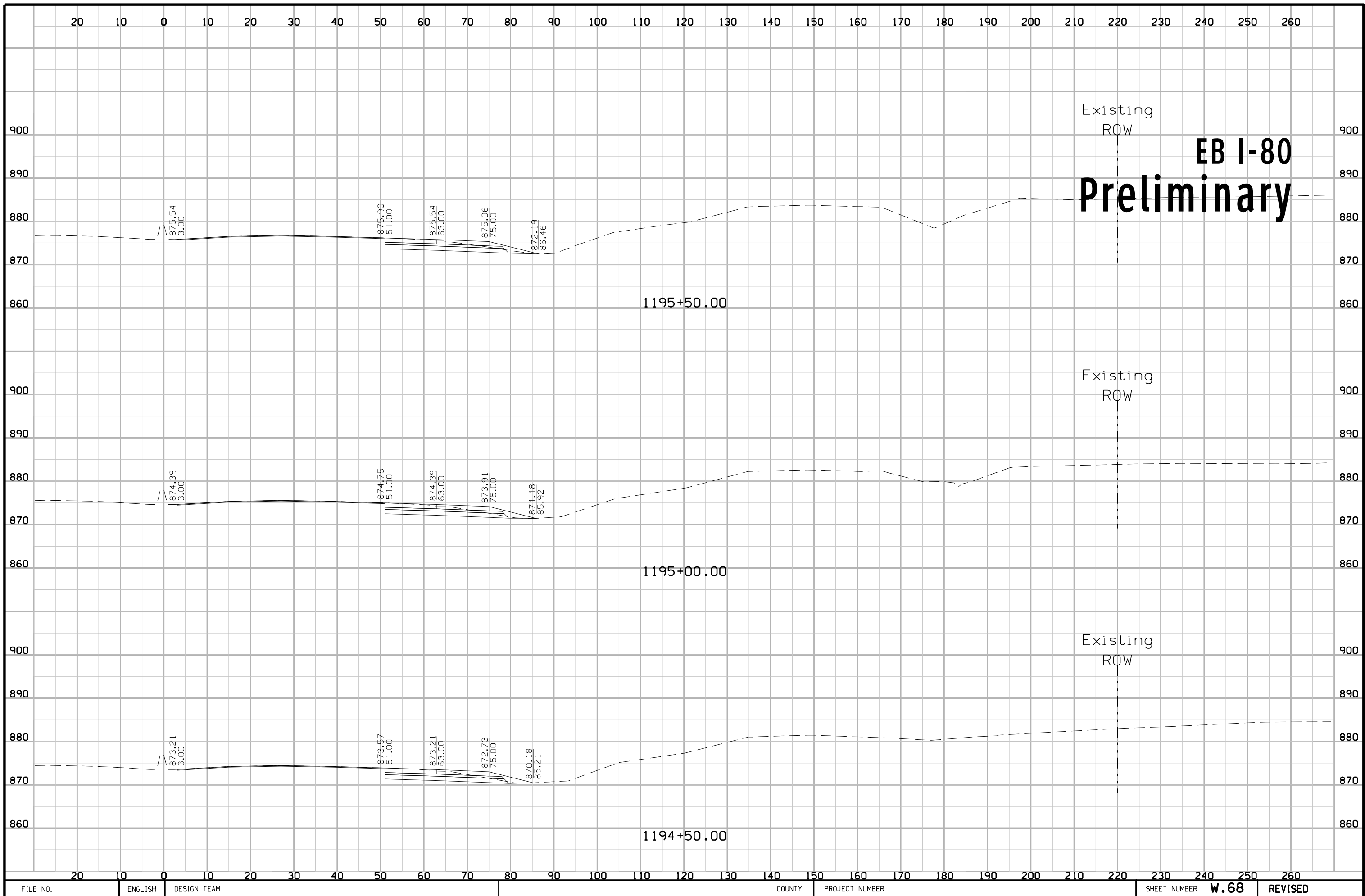






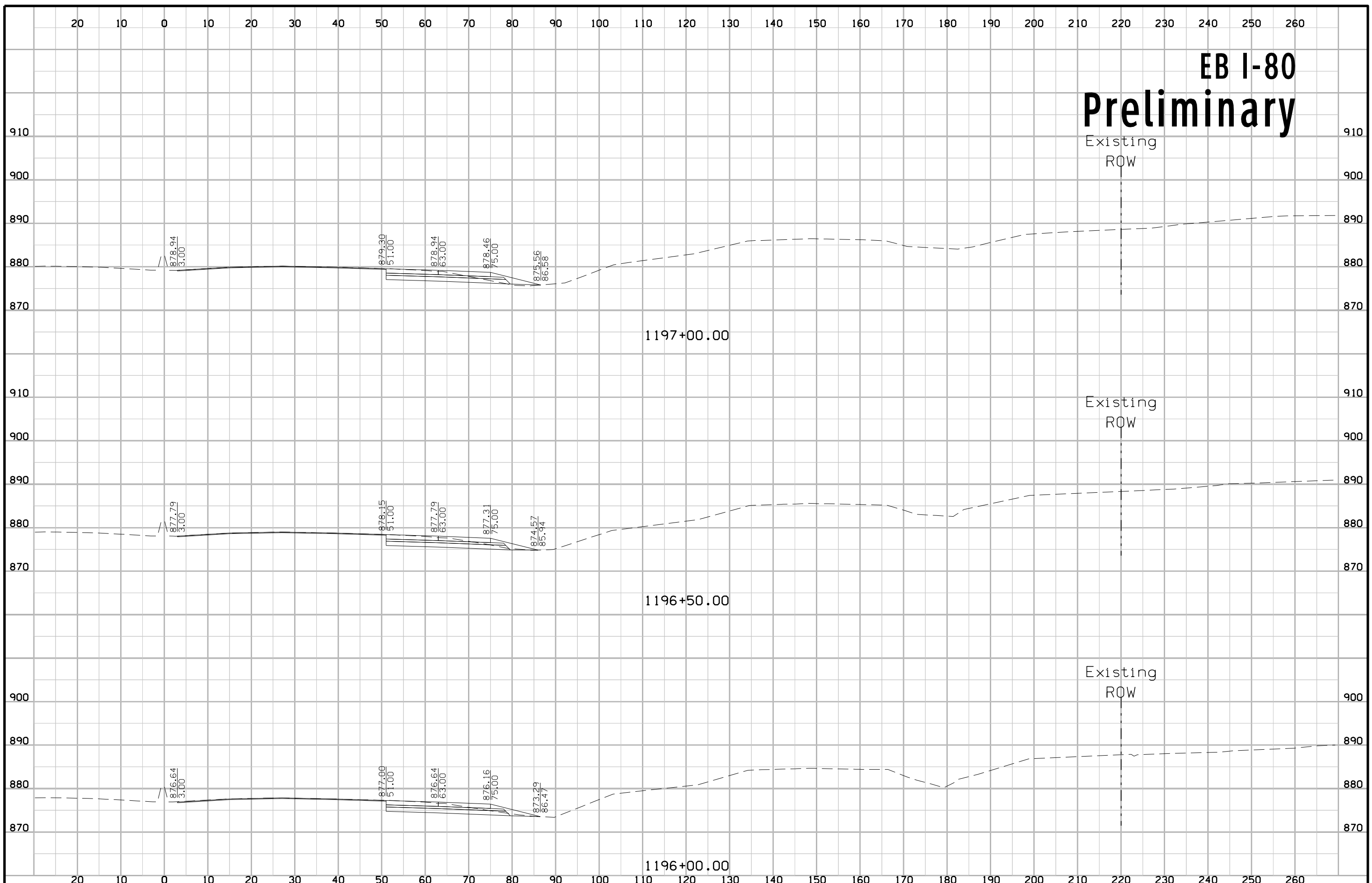
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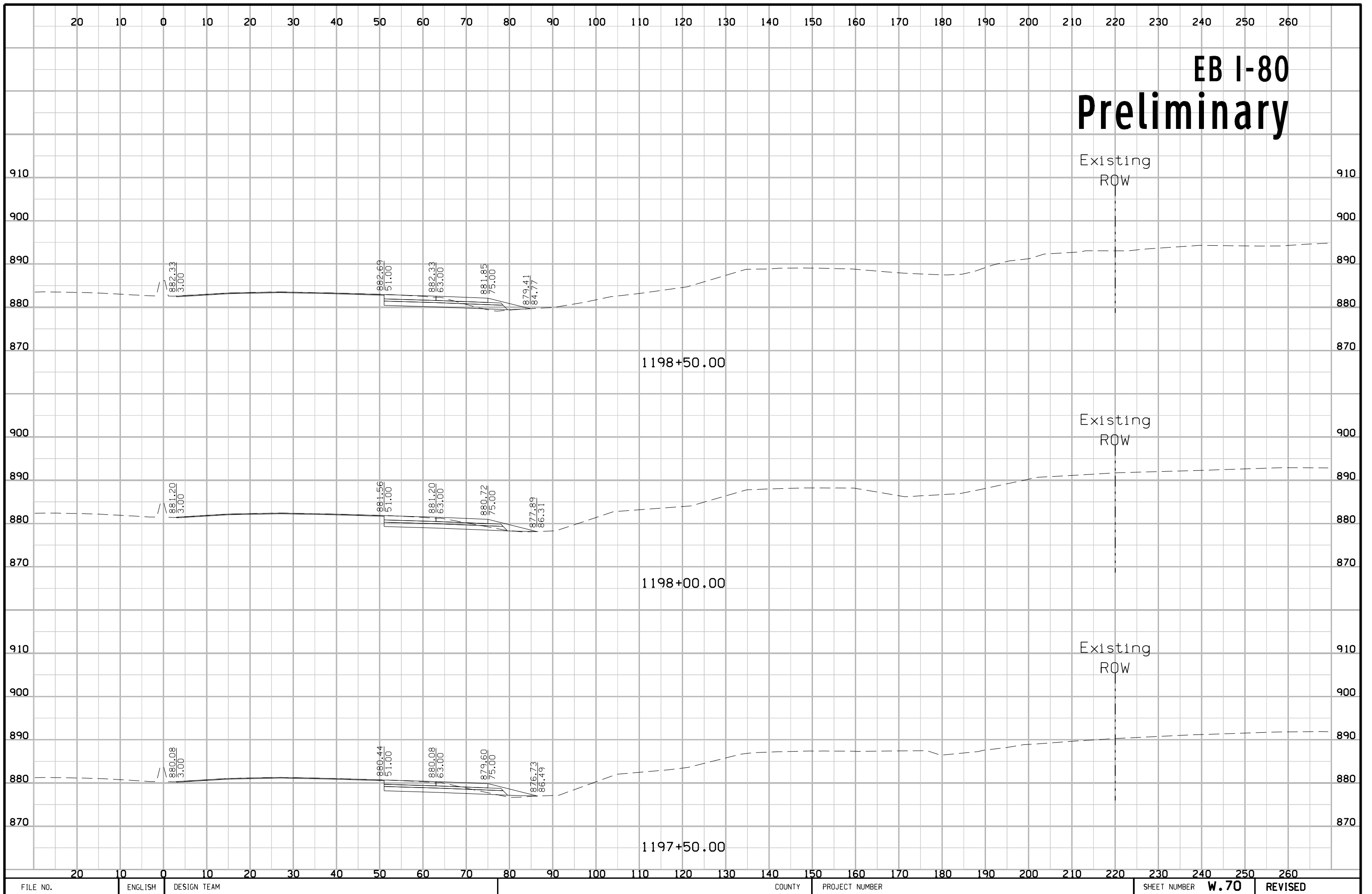


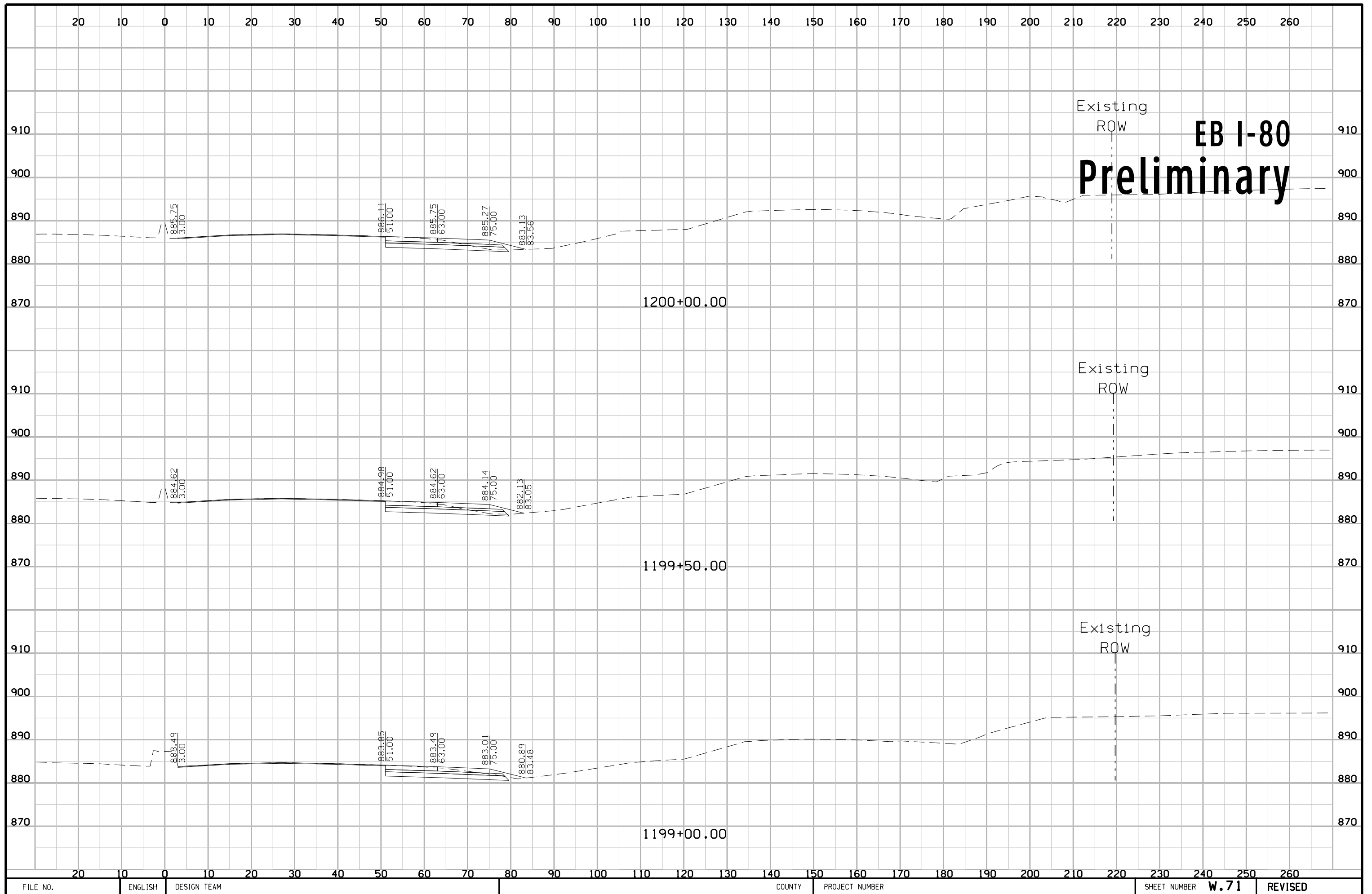
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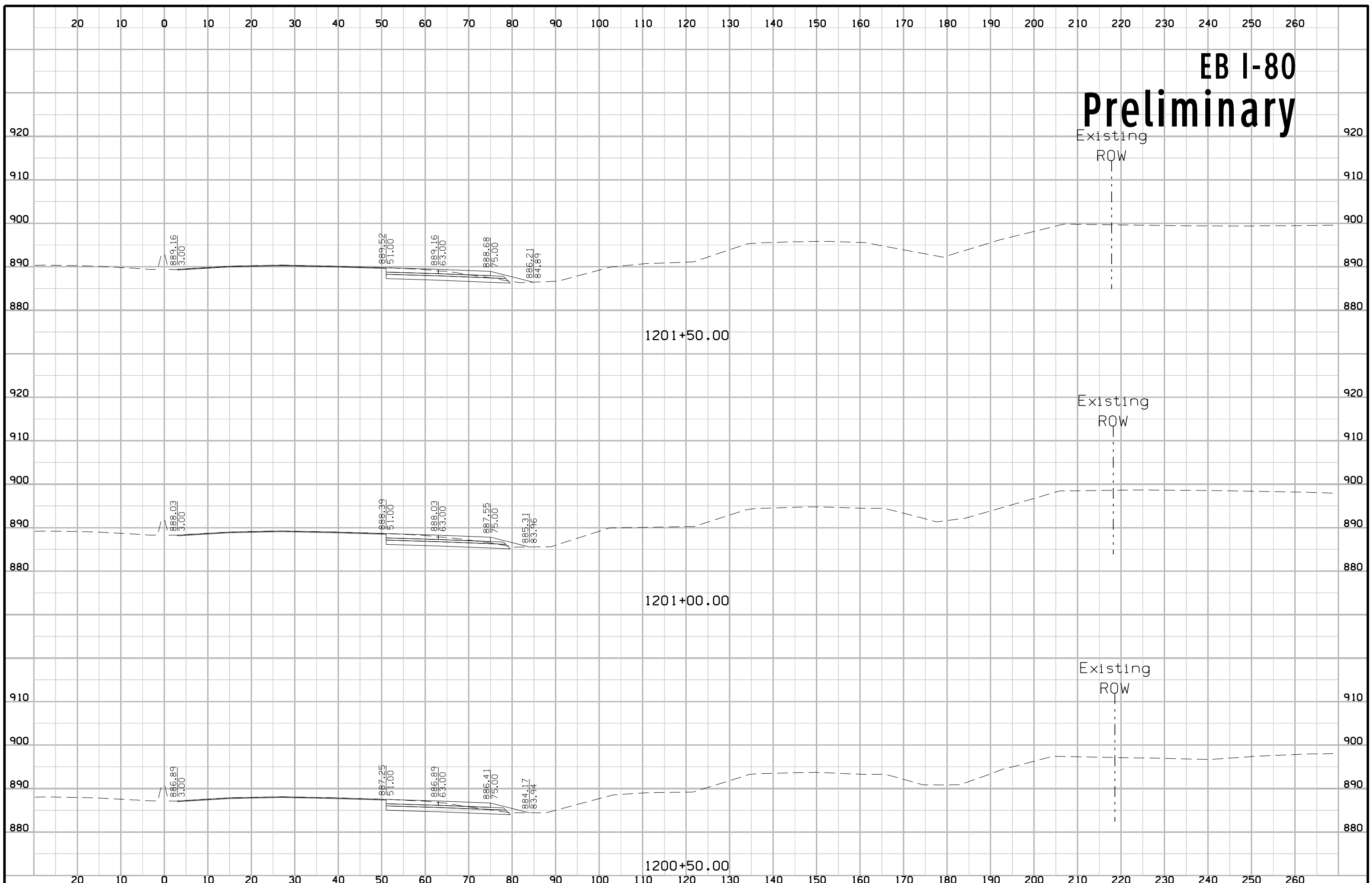
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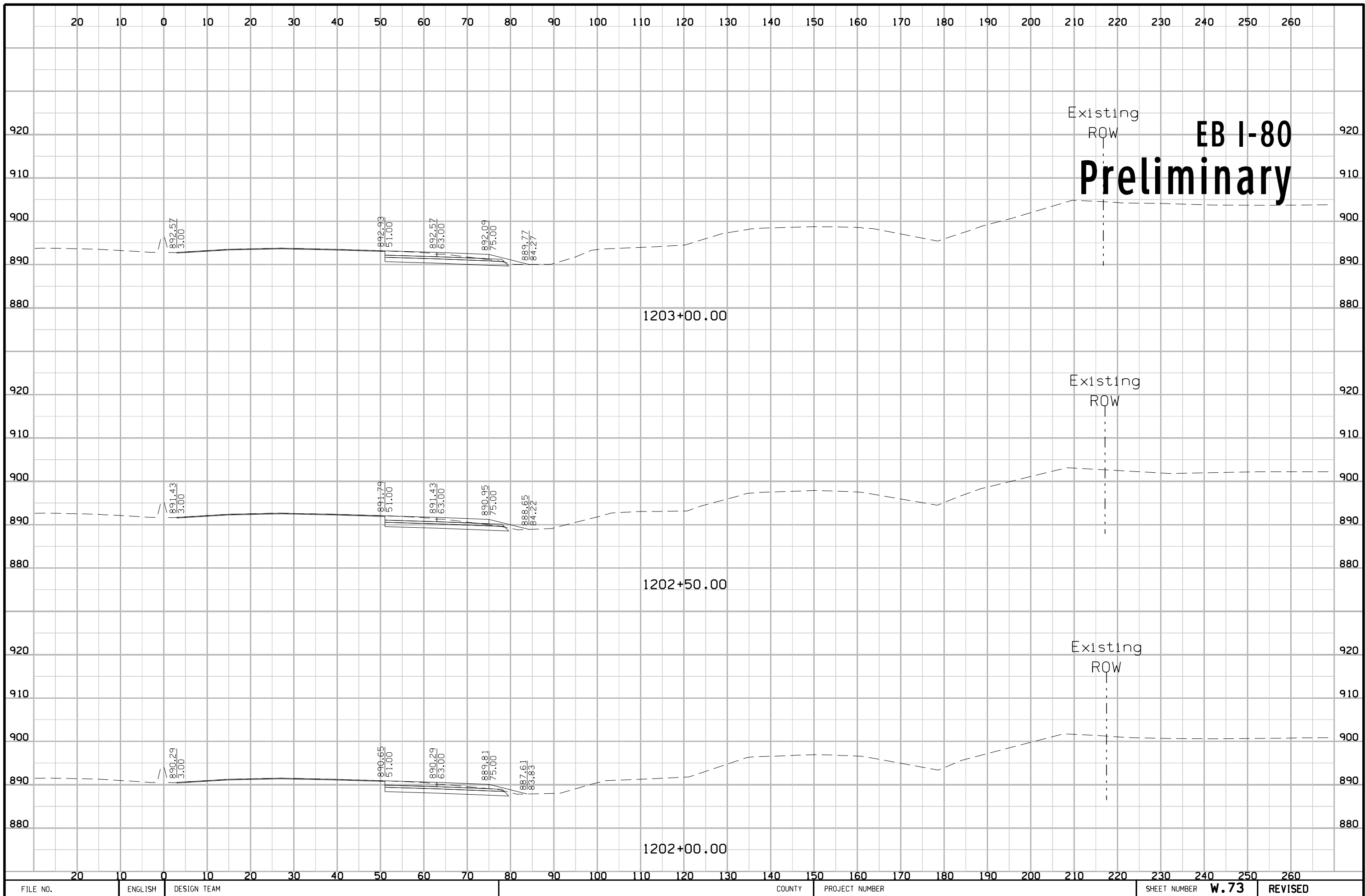


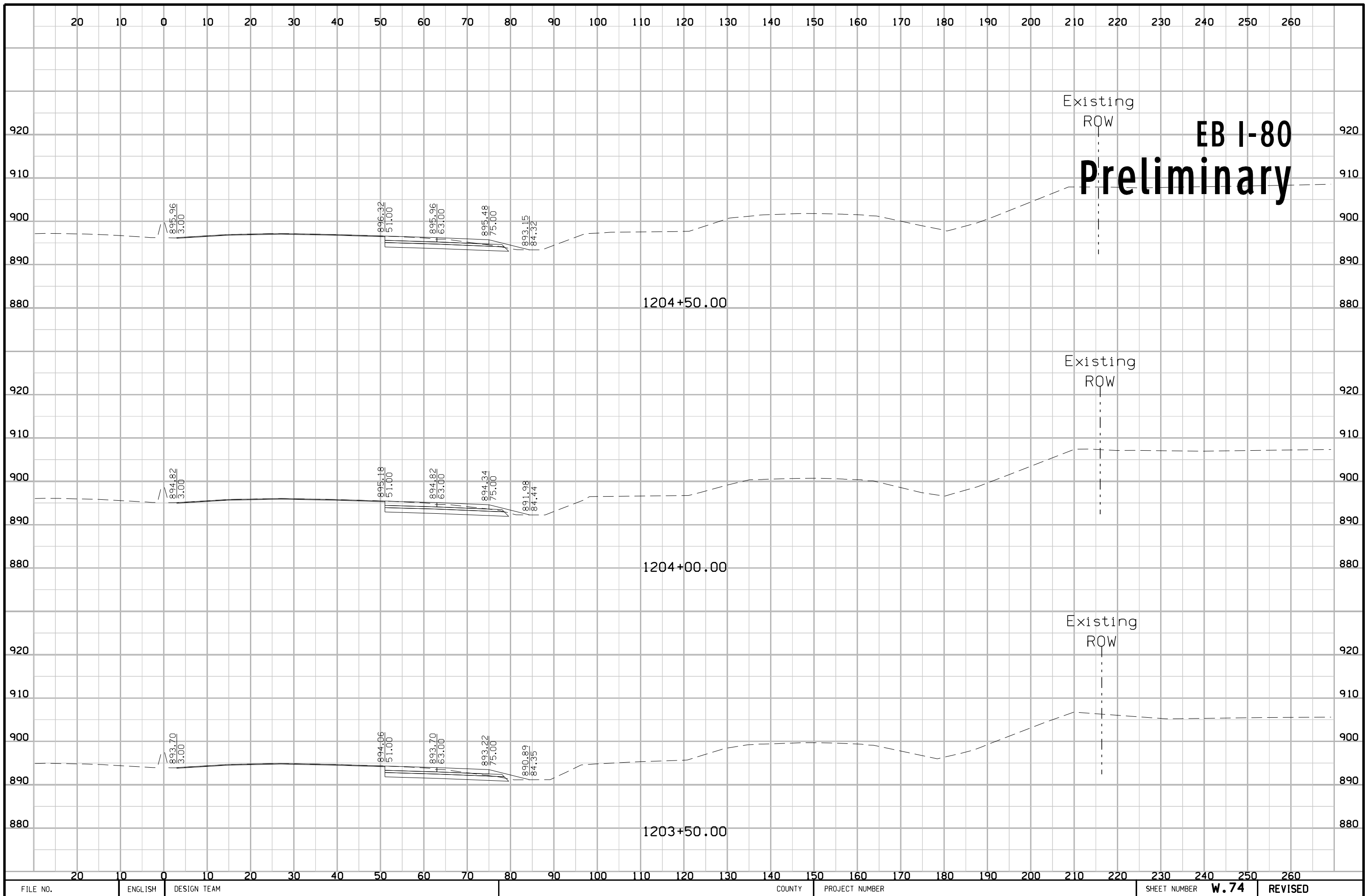
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# Preliminary

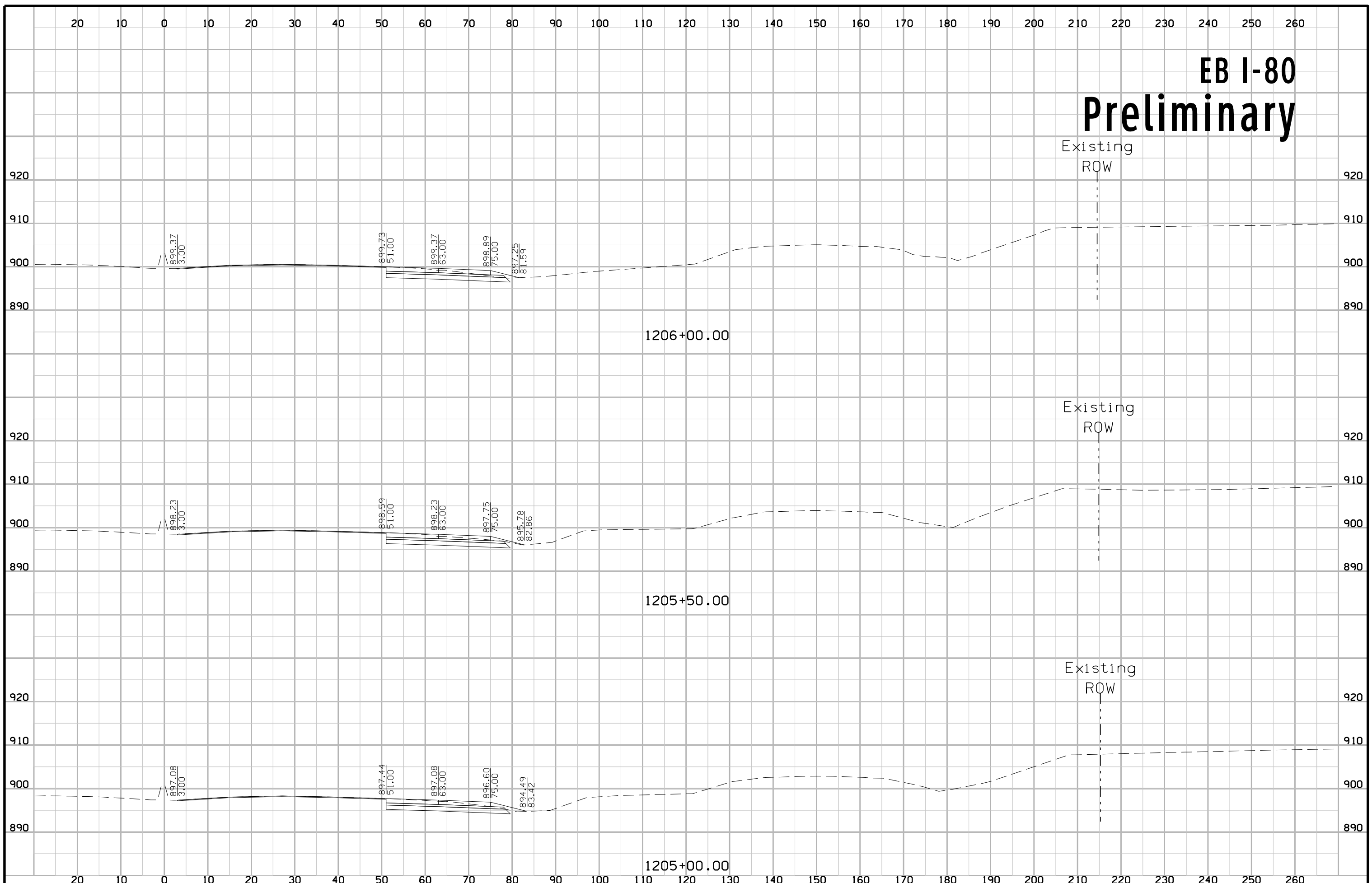




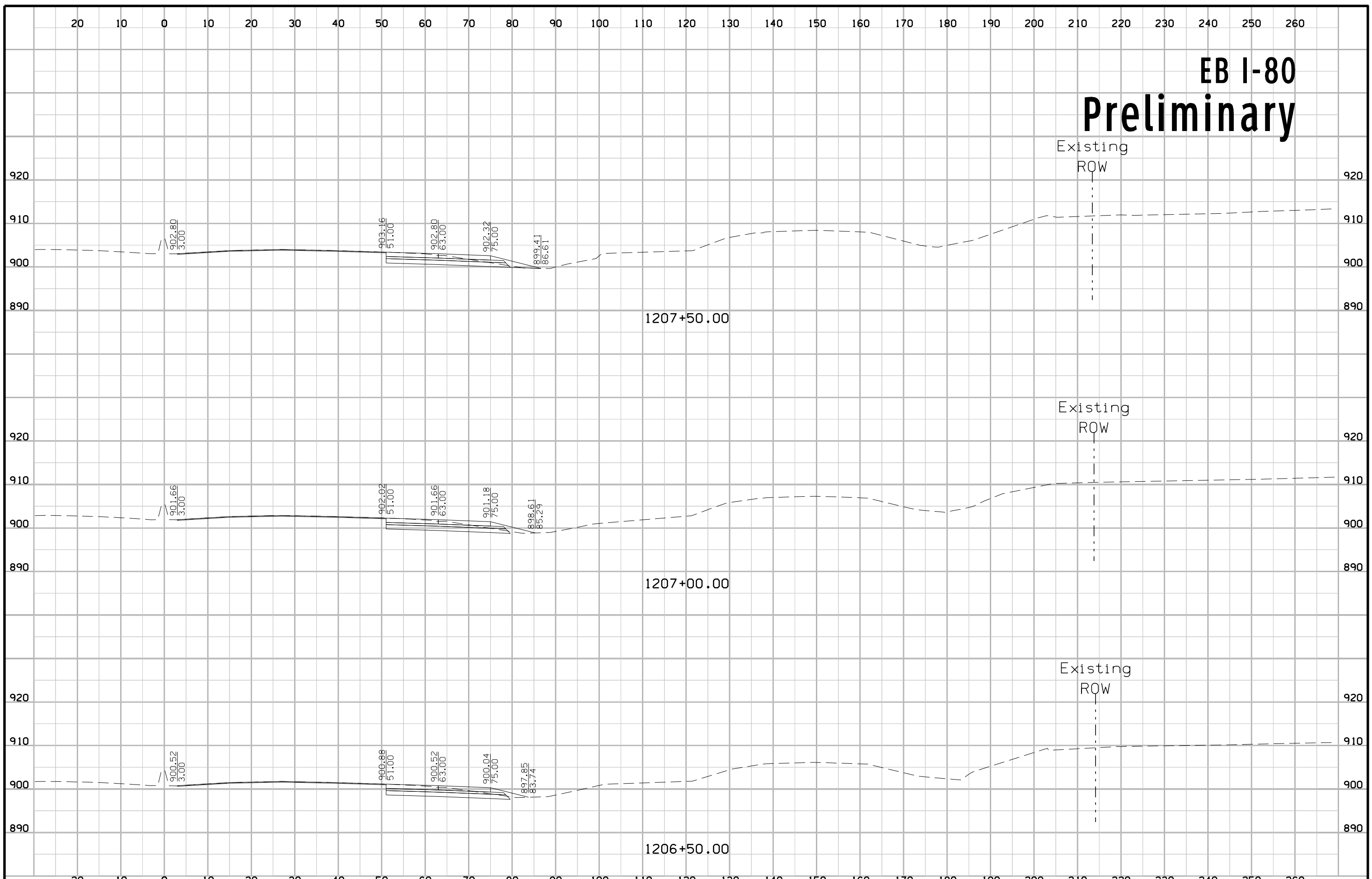




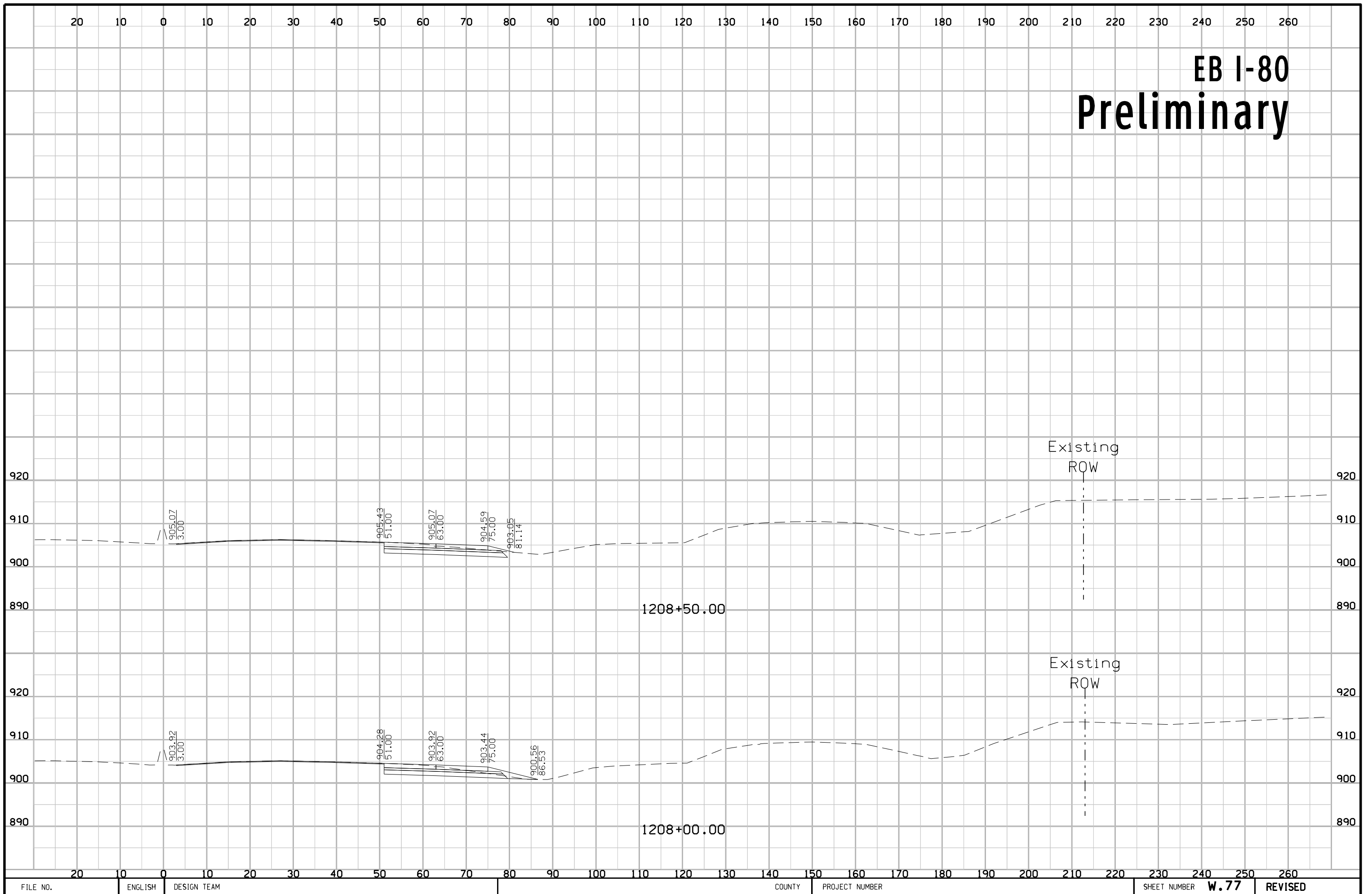
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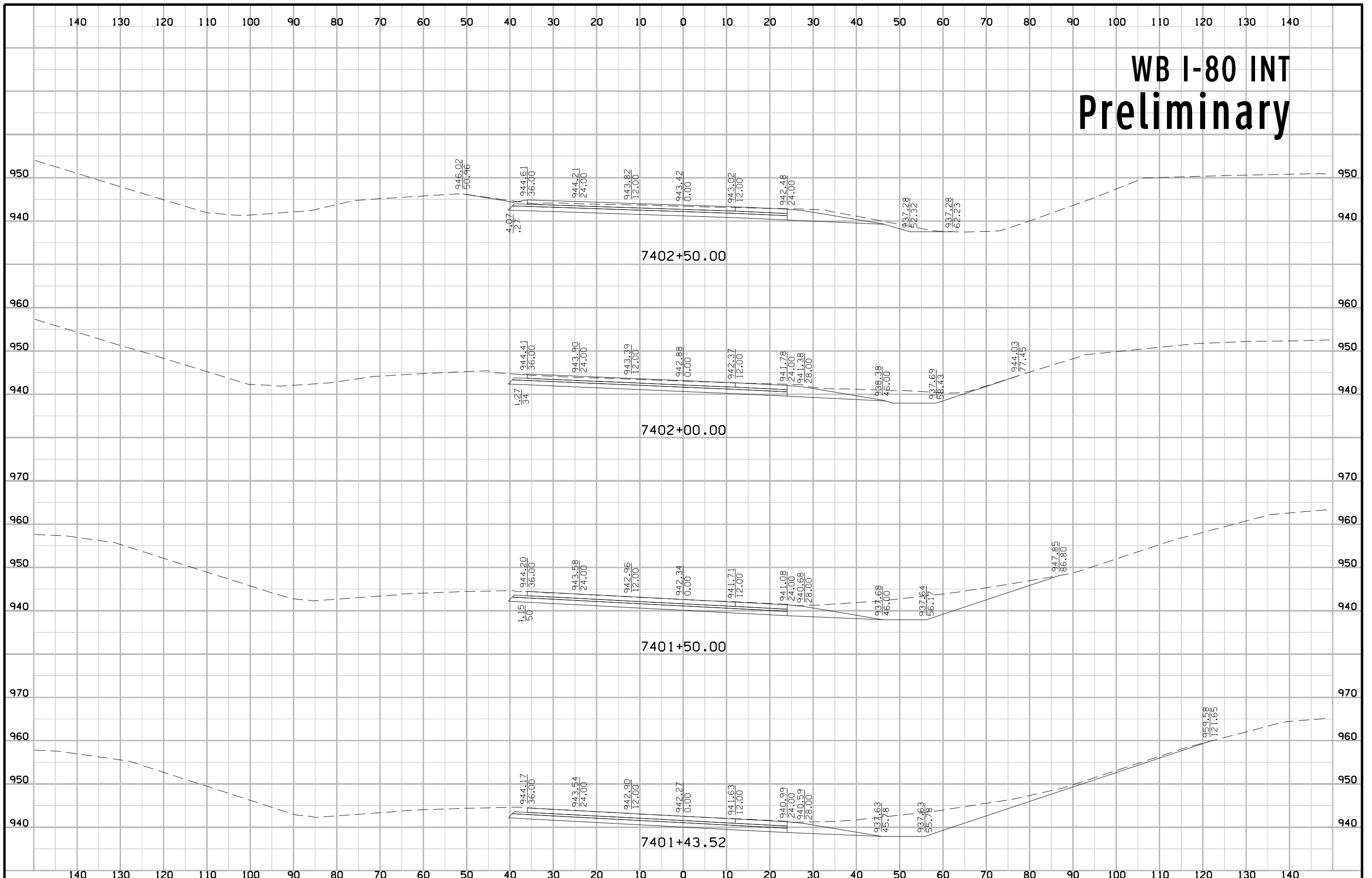
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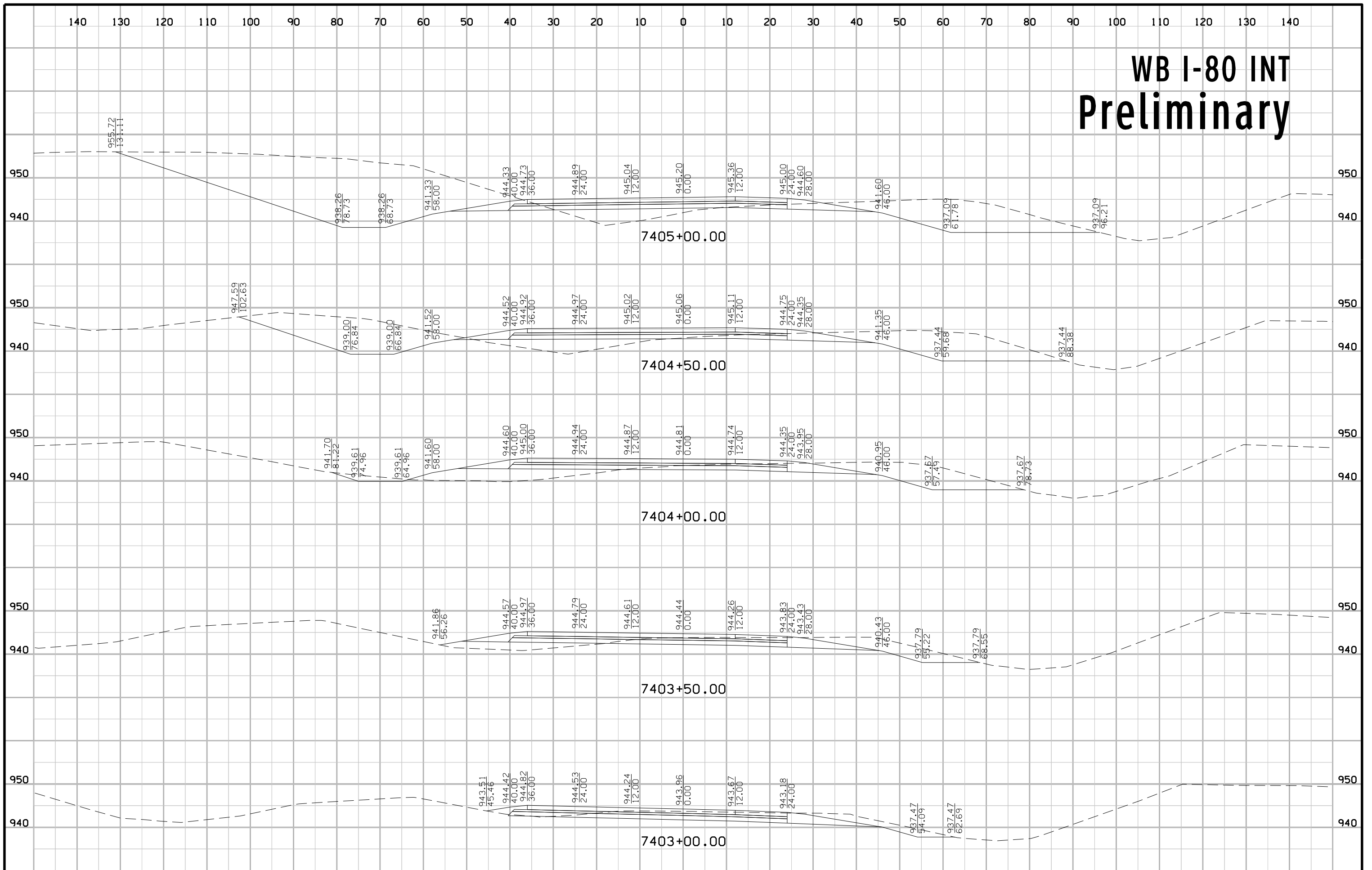
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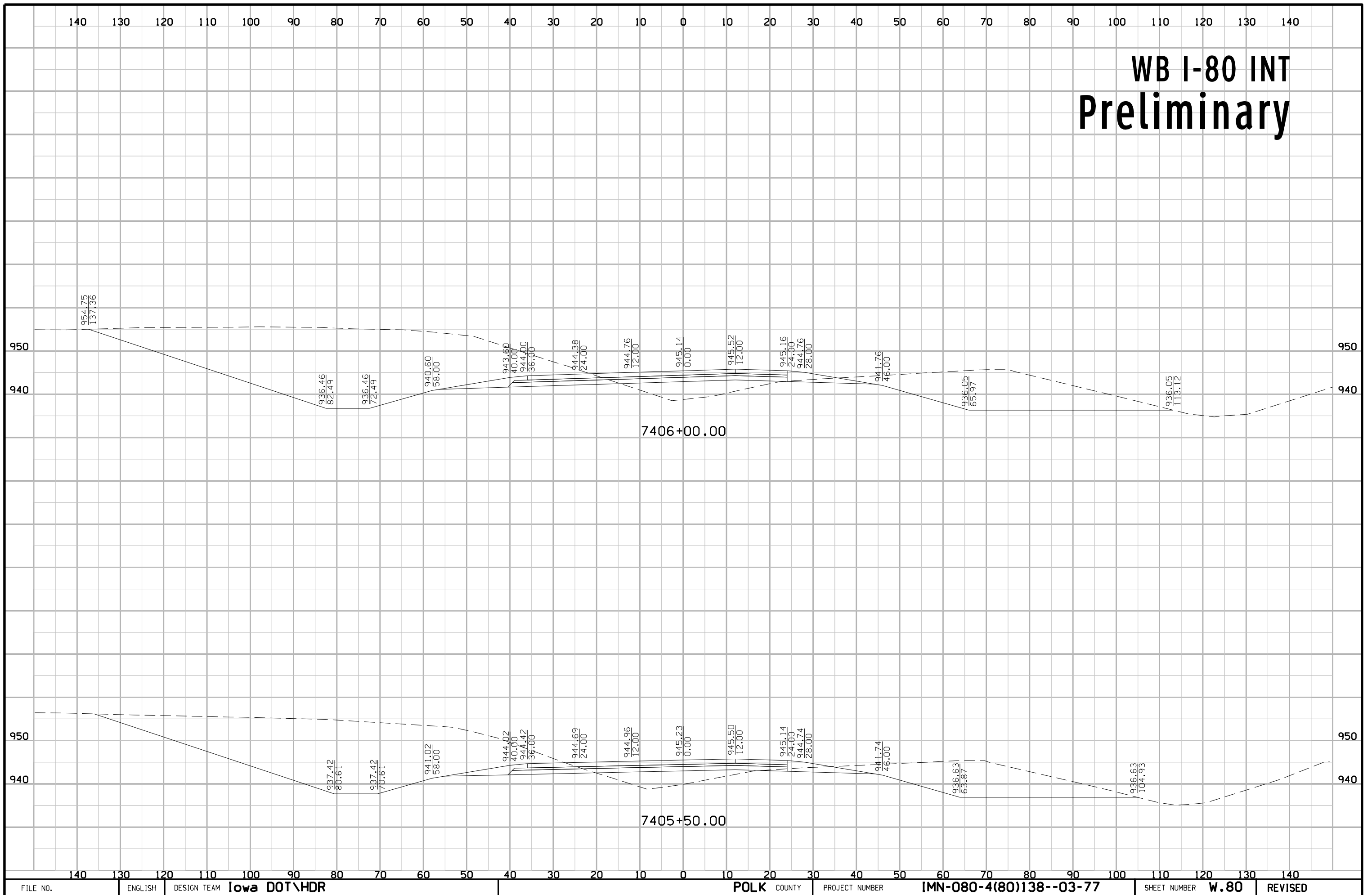
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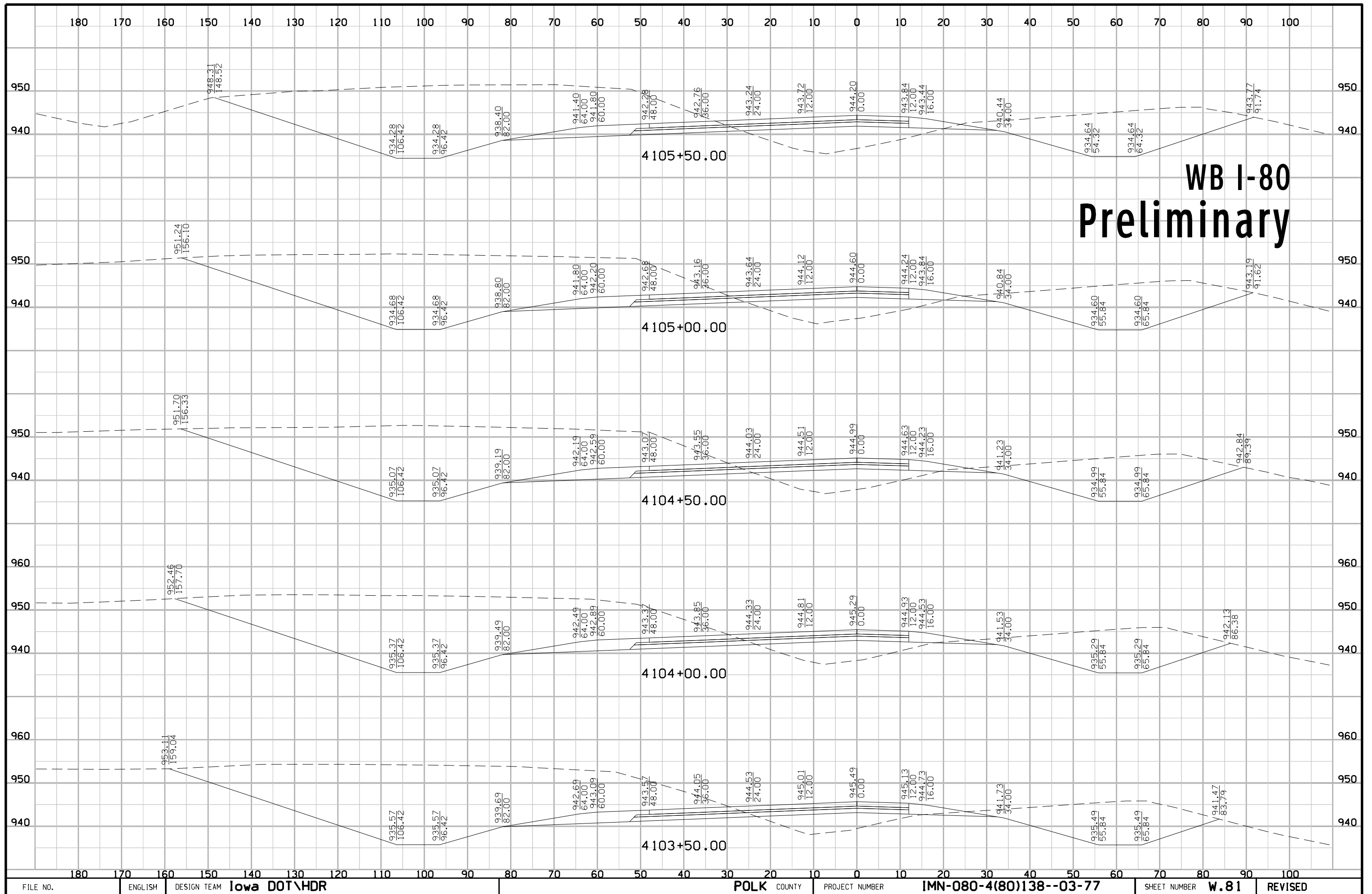
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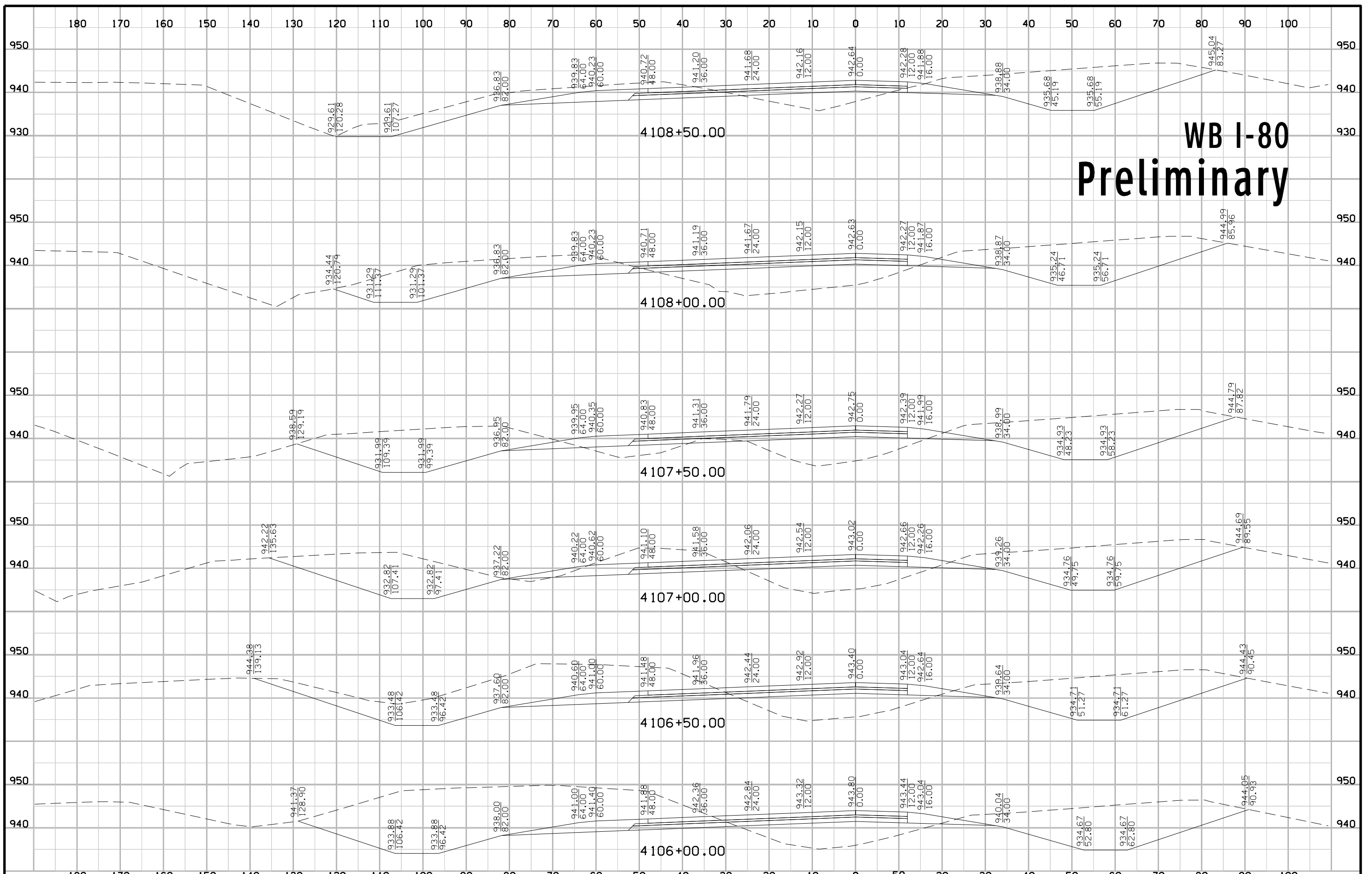
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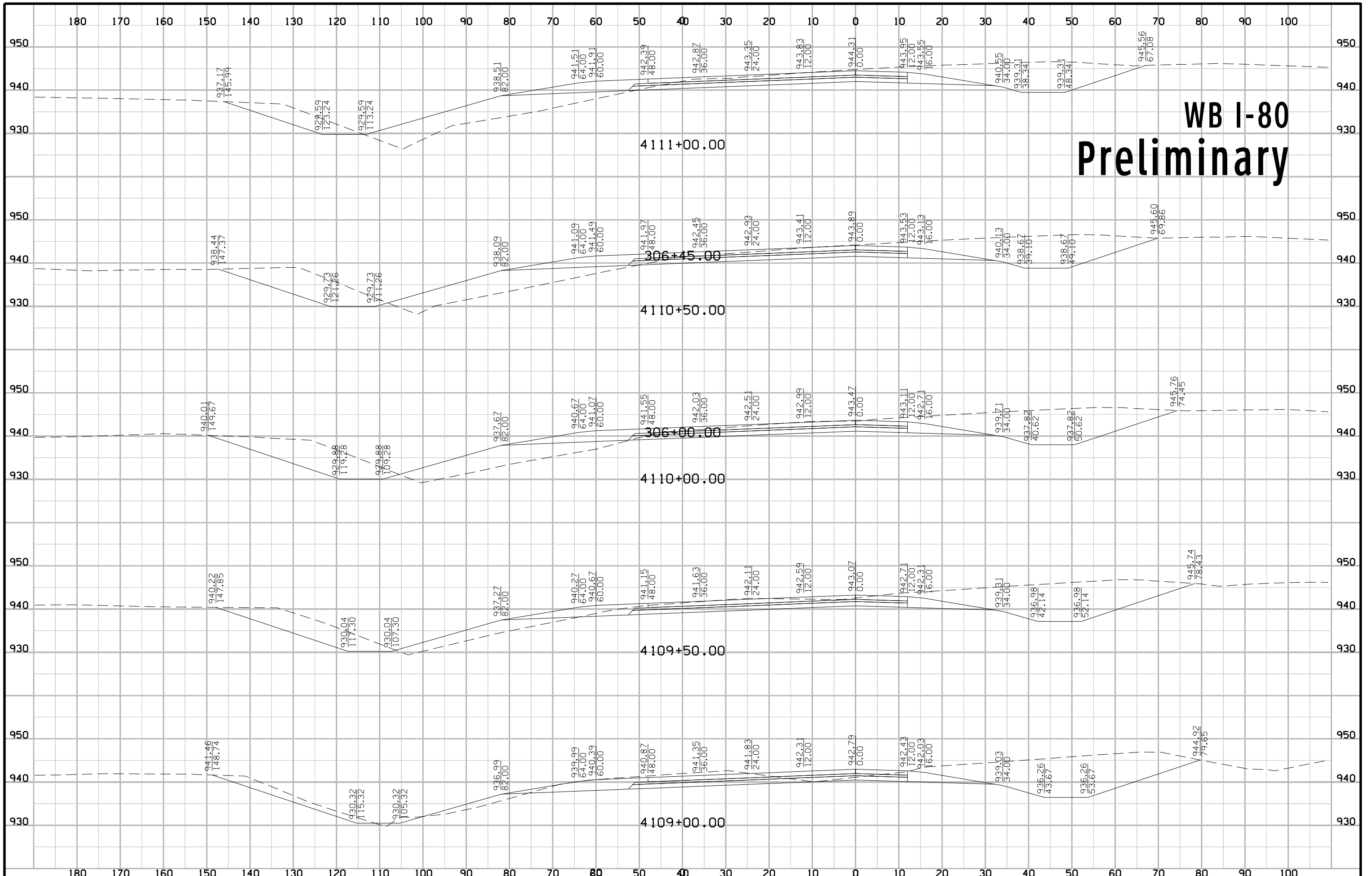




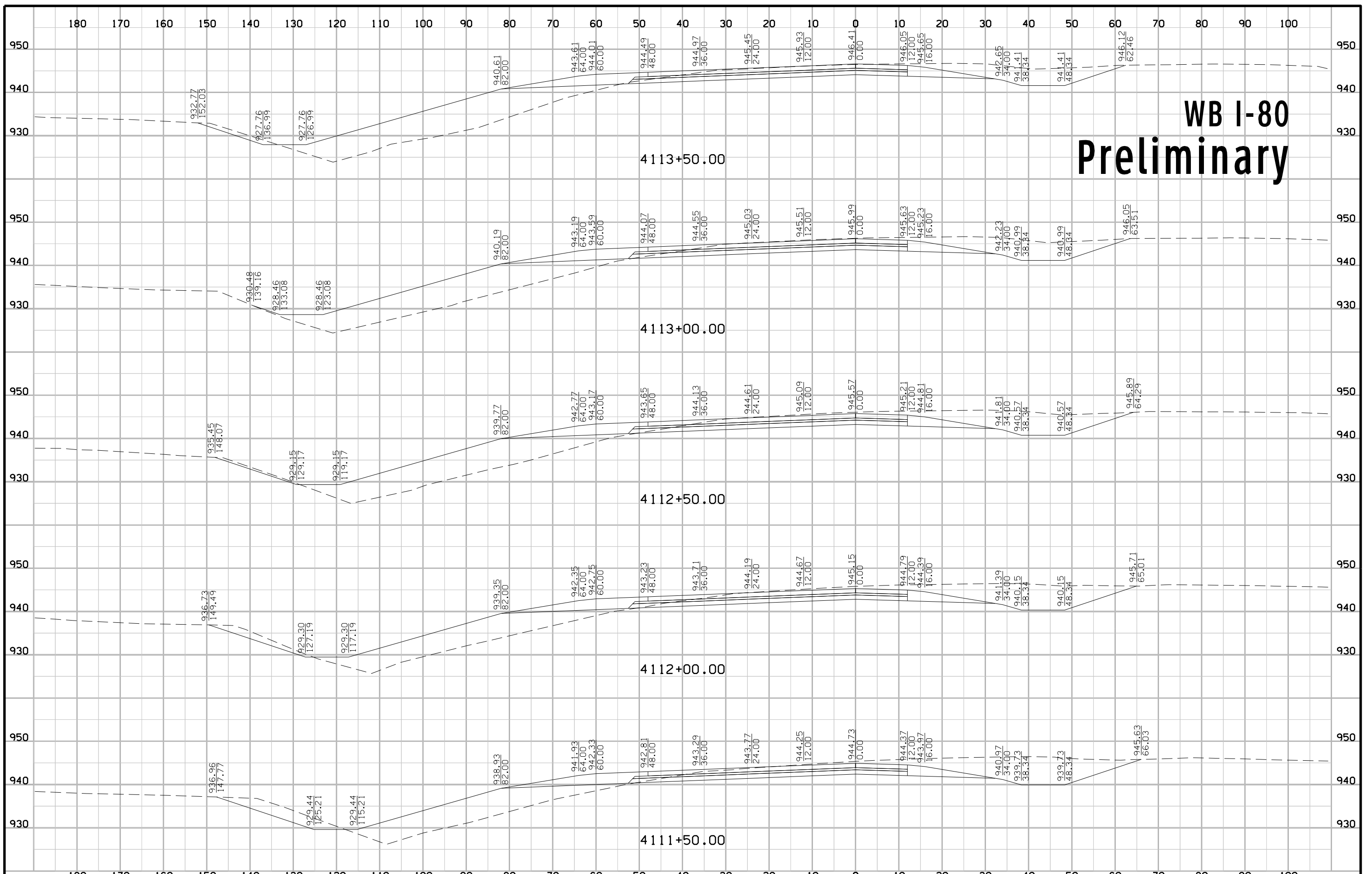
# WB I-80 Preliminary

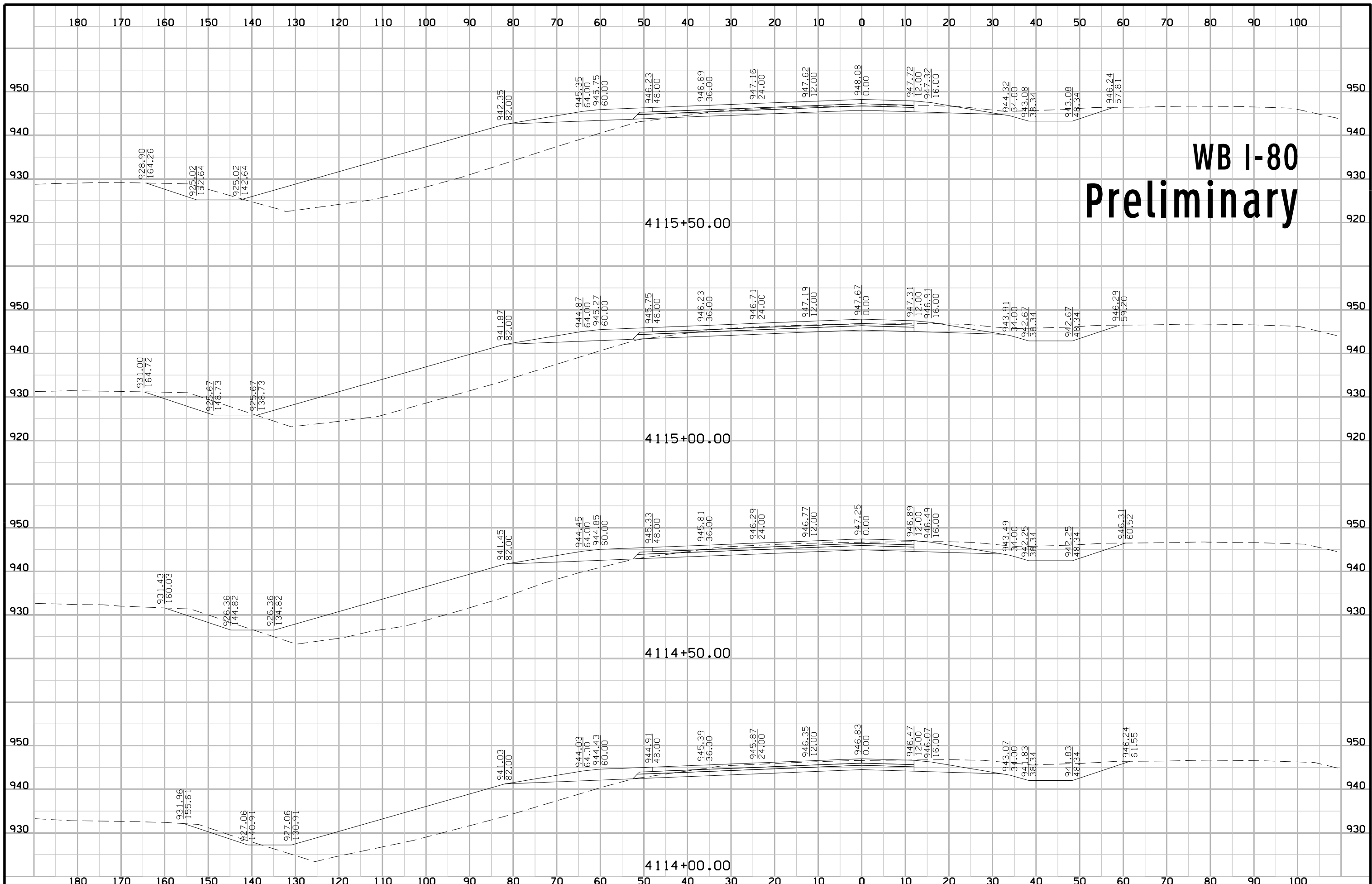


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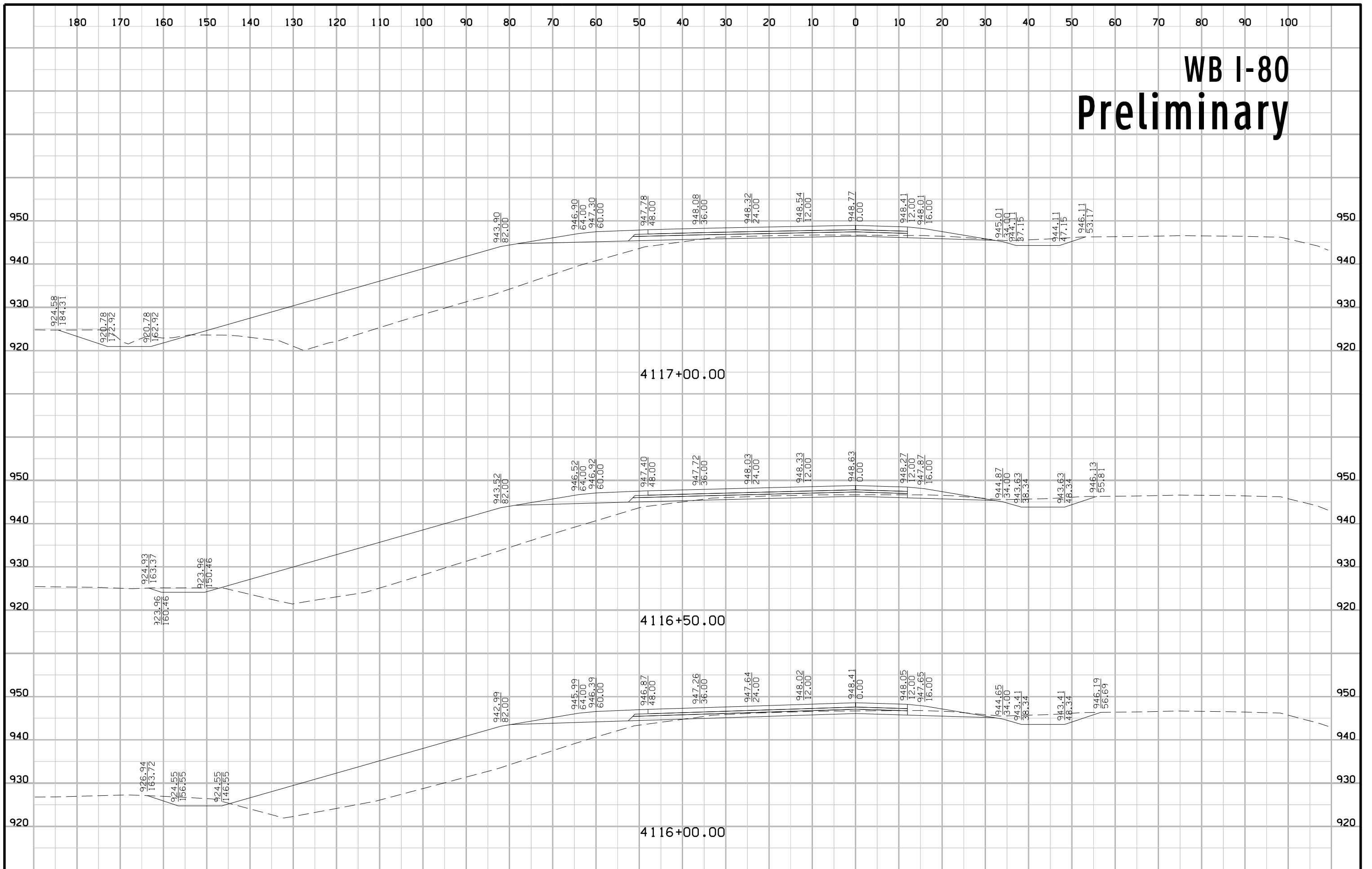


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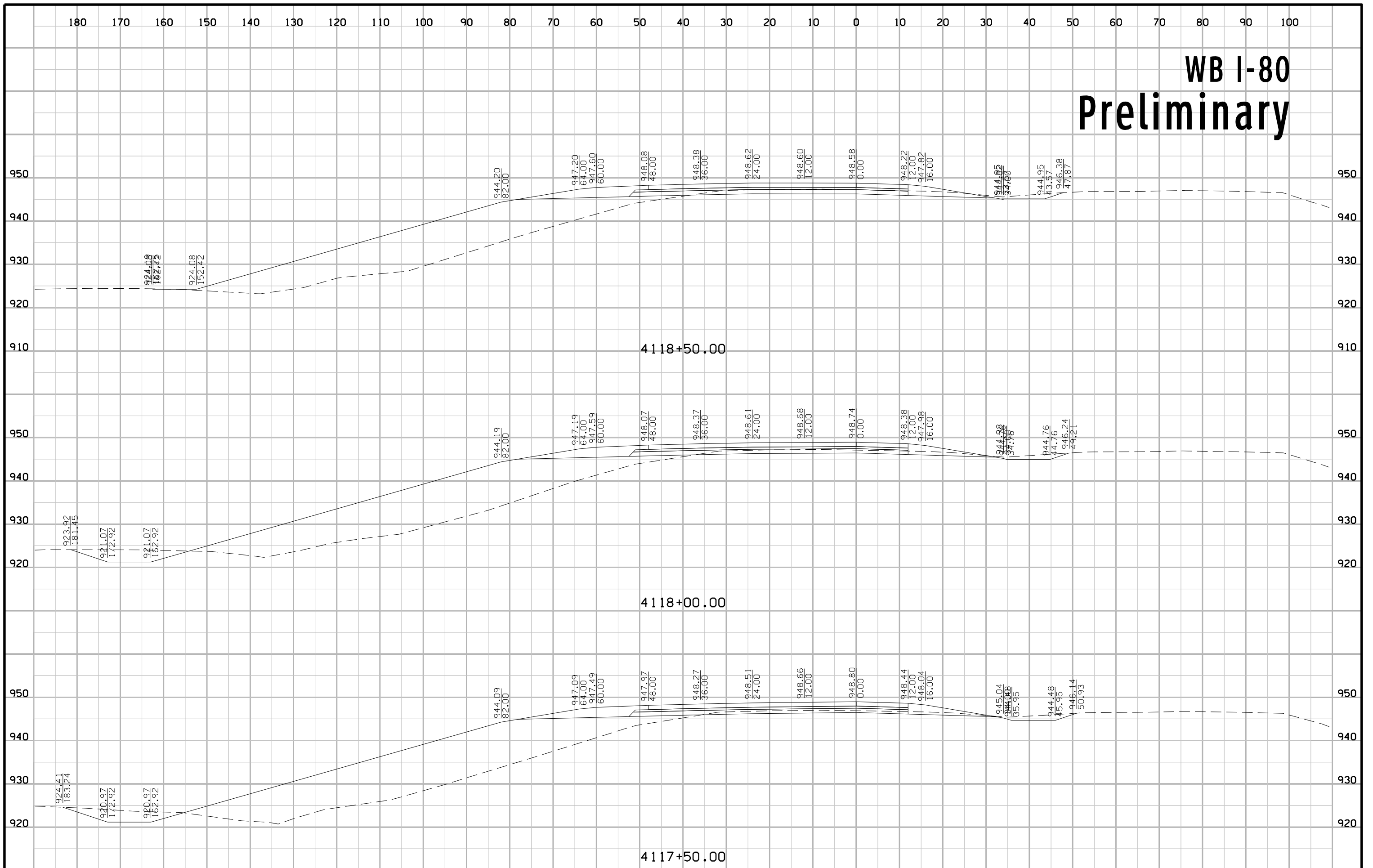




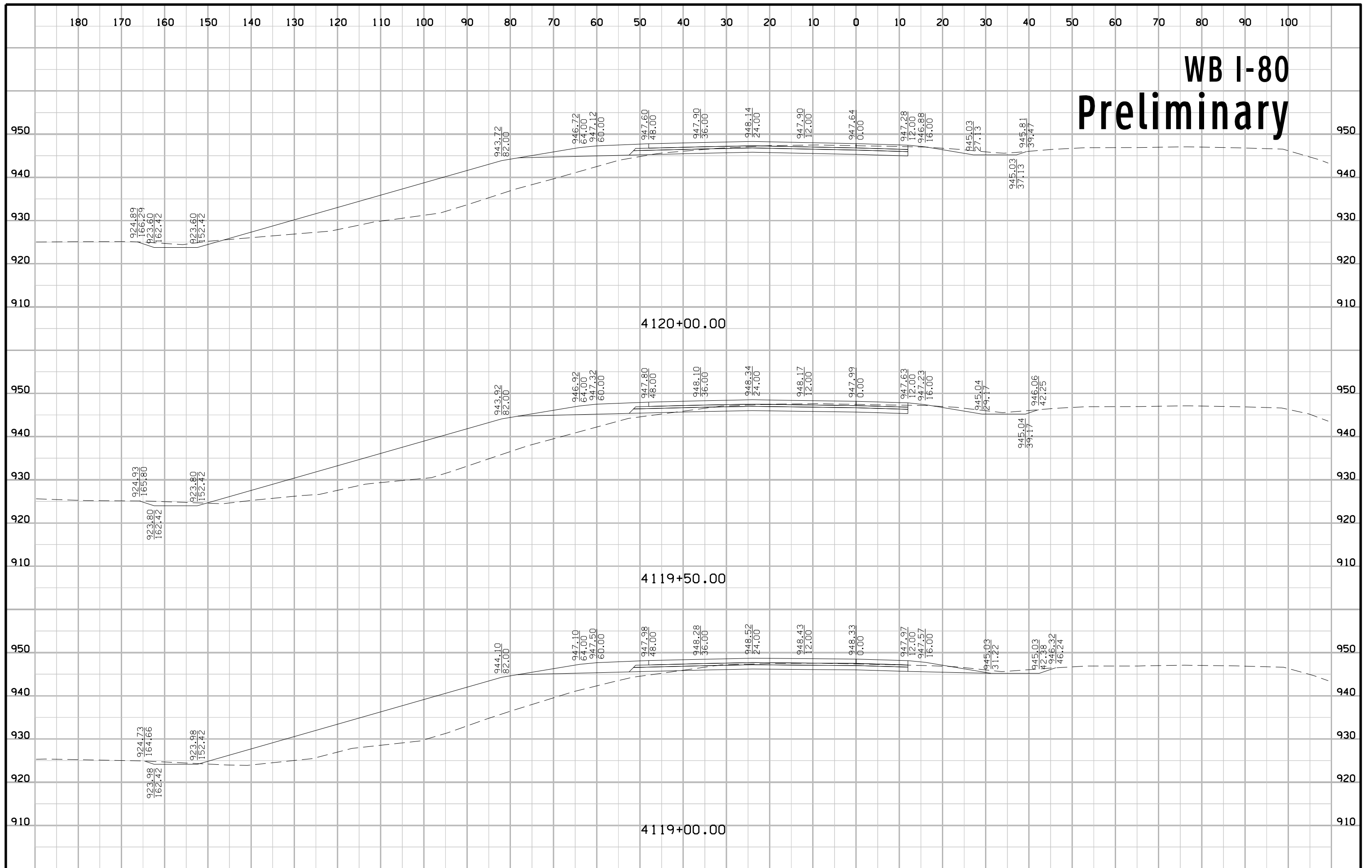
# WB I-80 Preliminary



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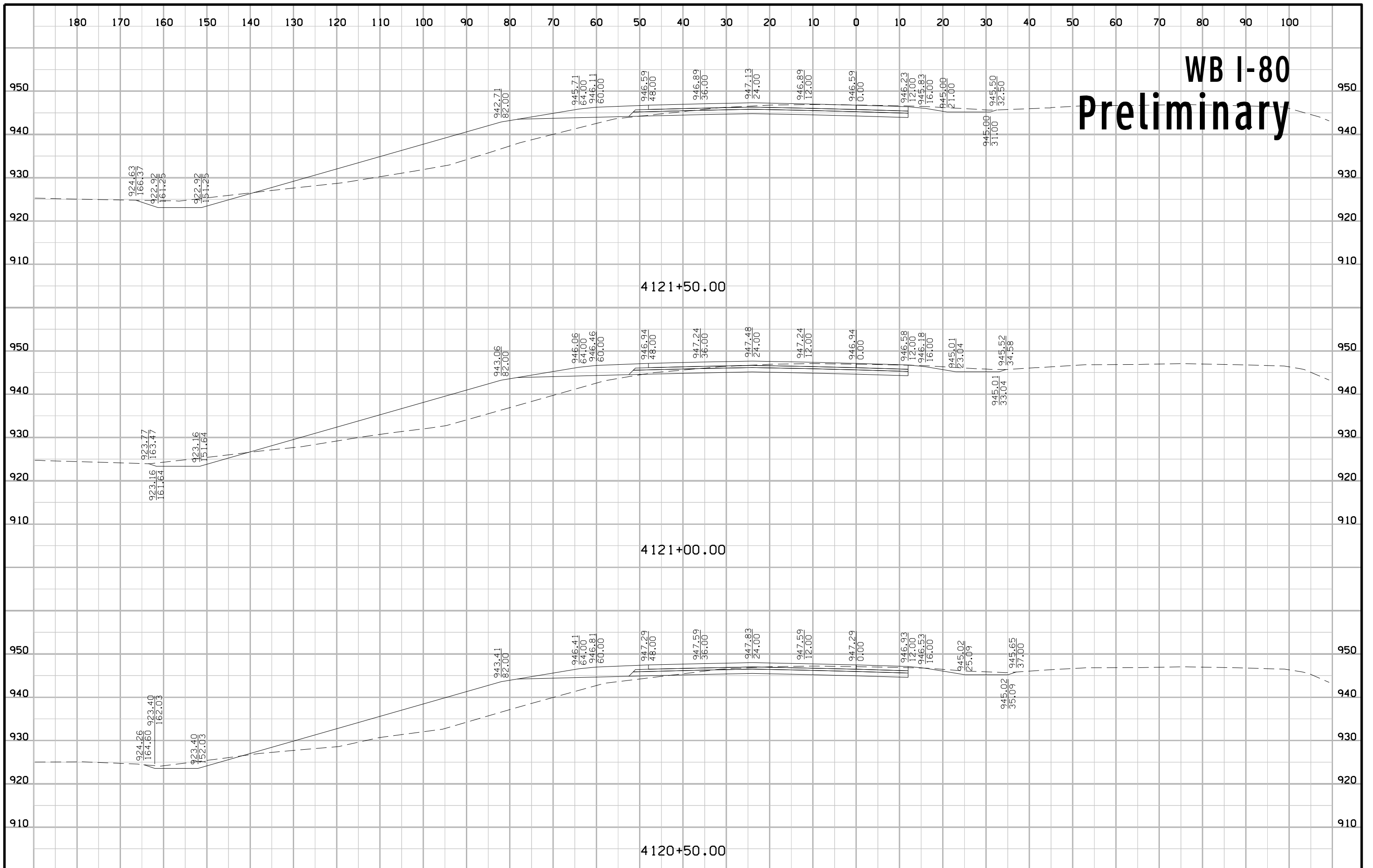


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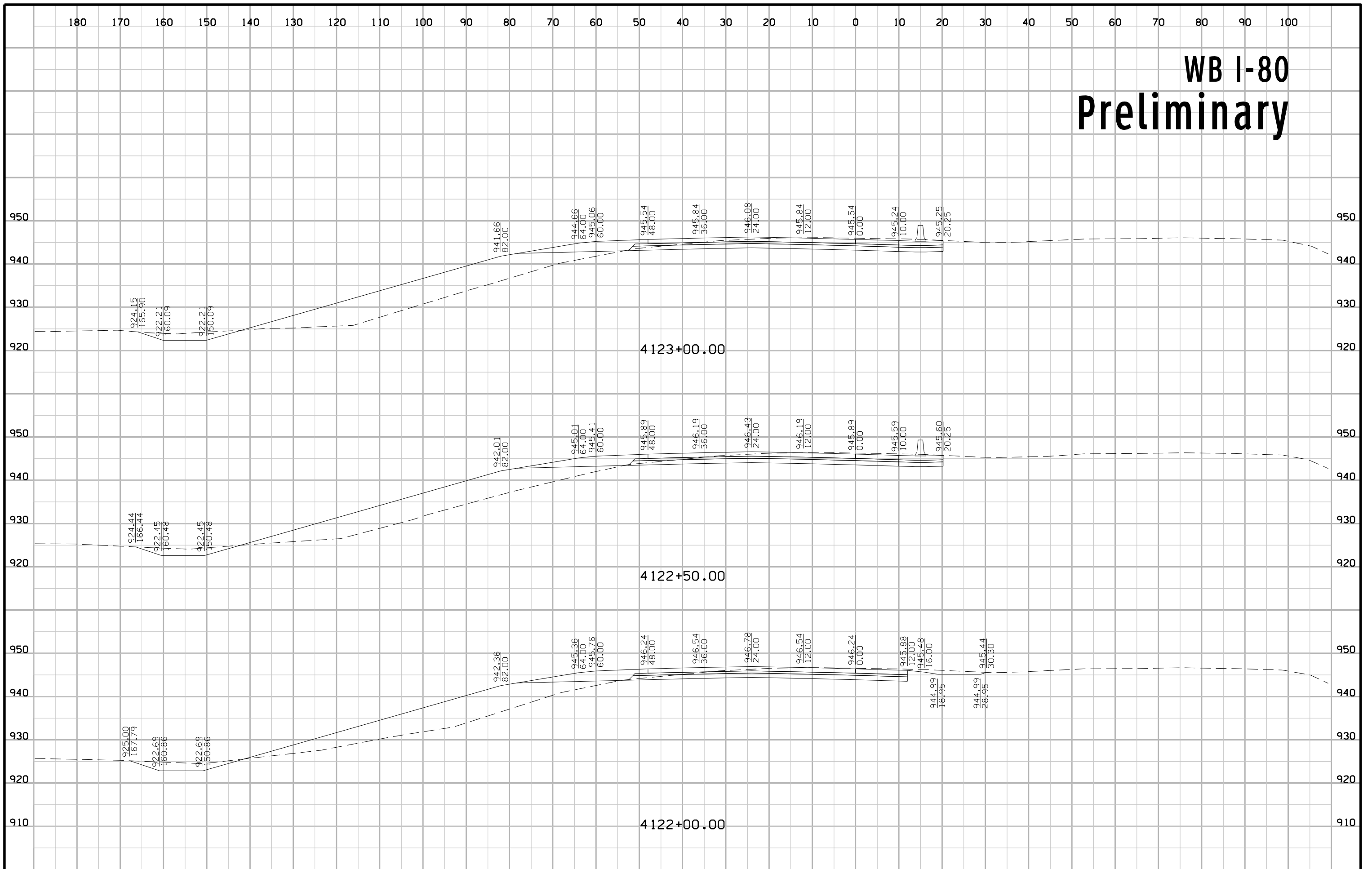




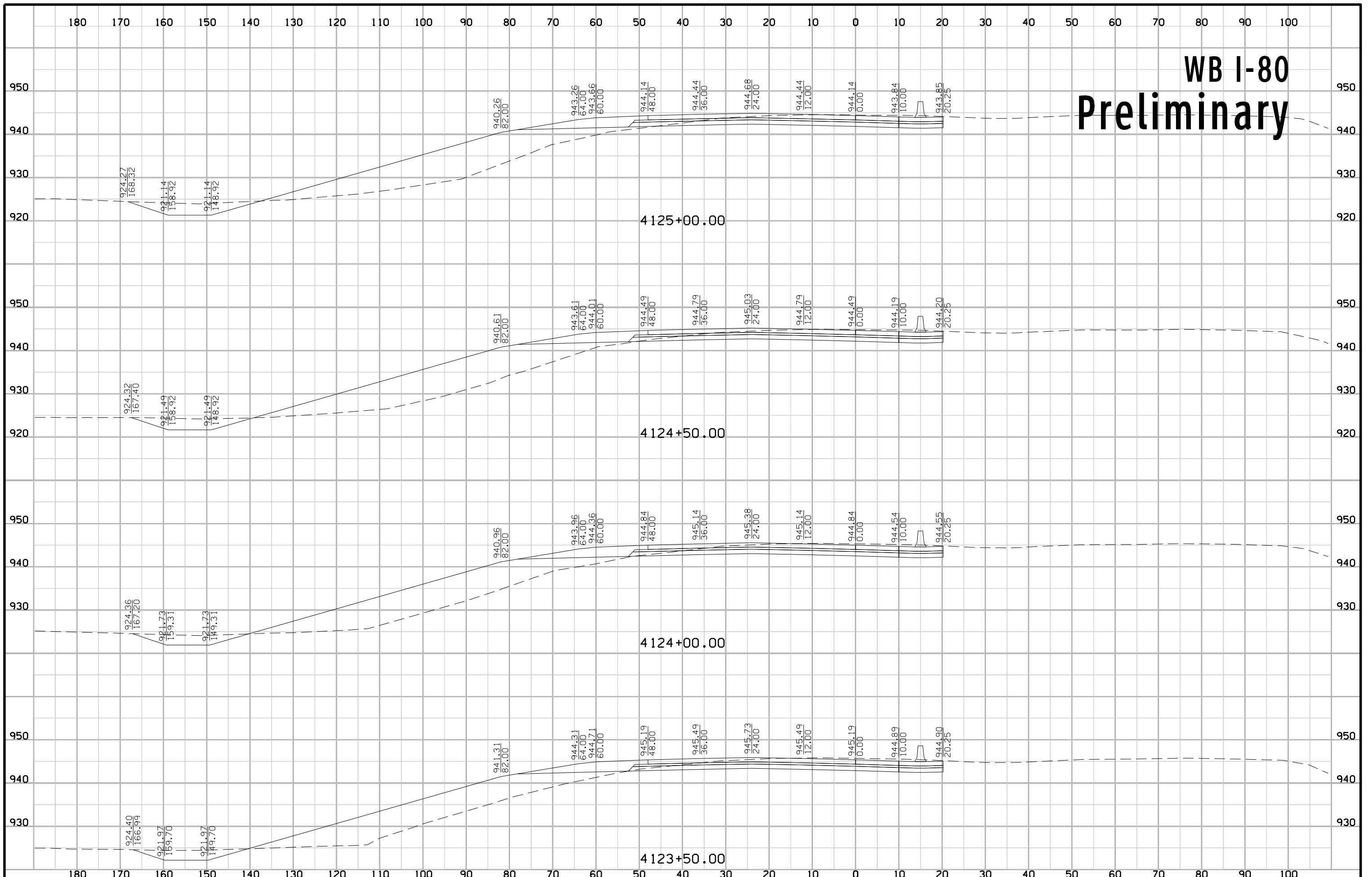
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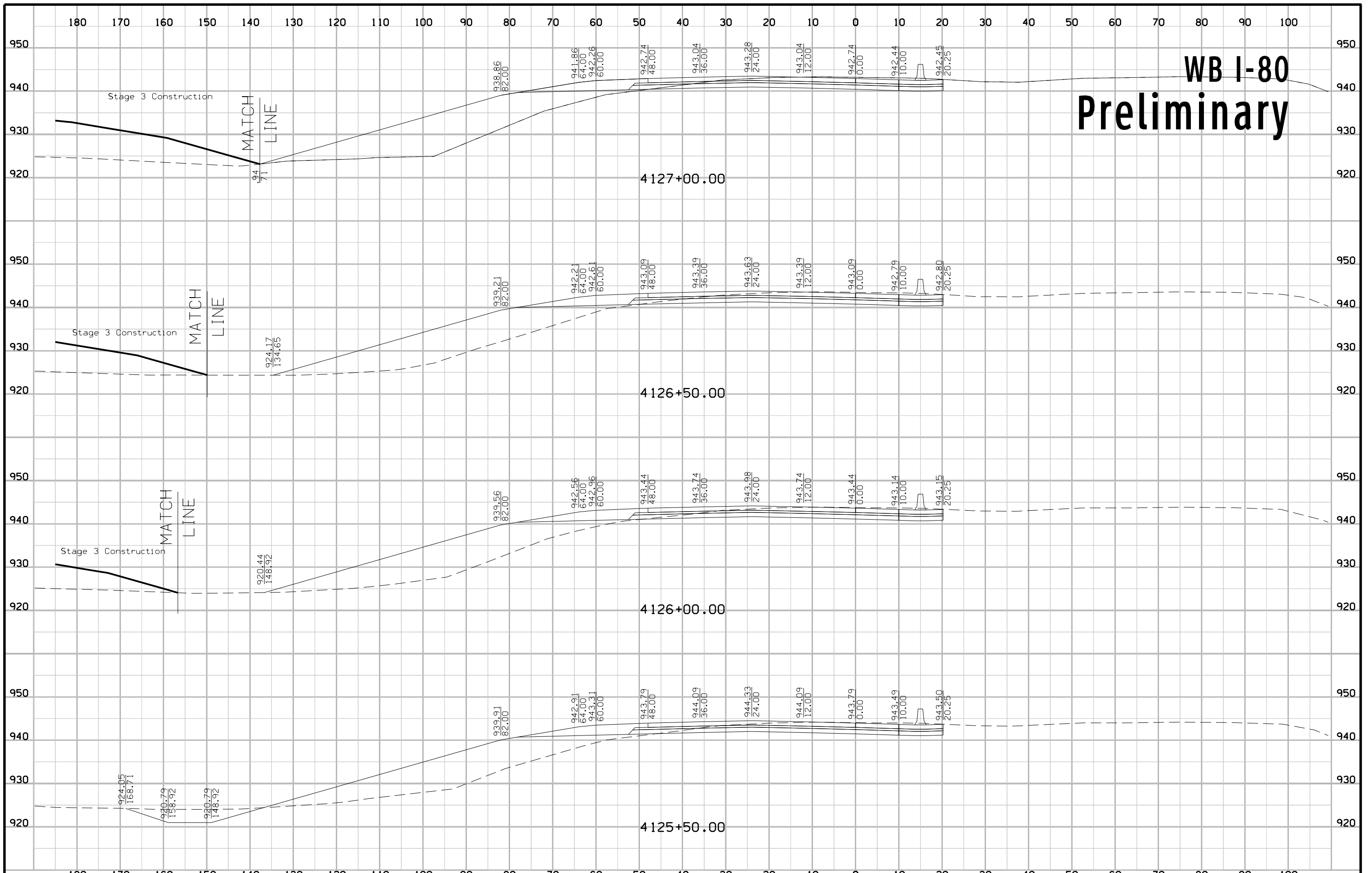
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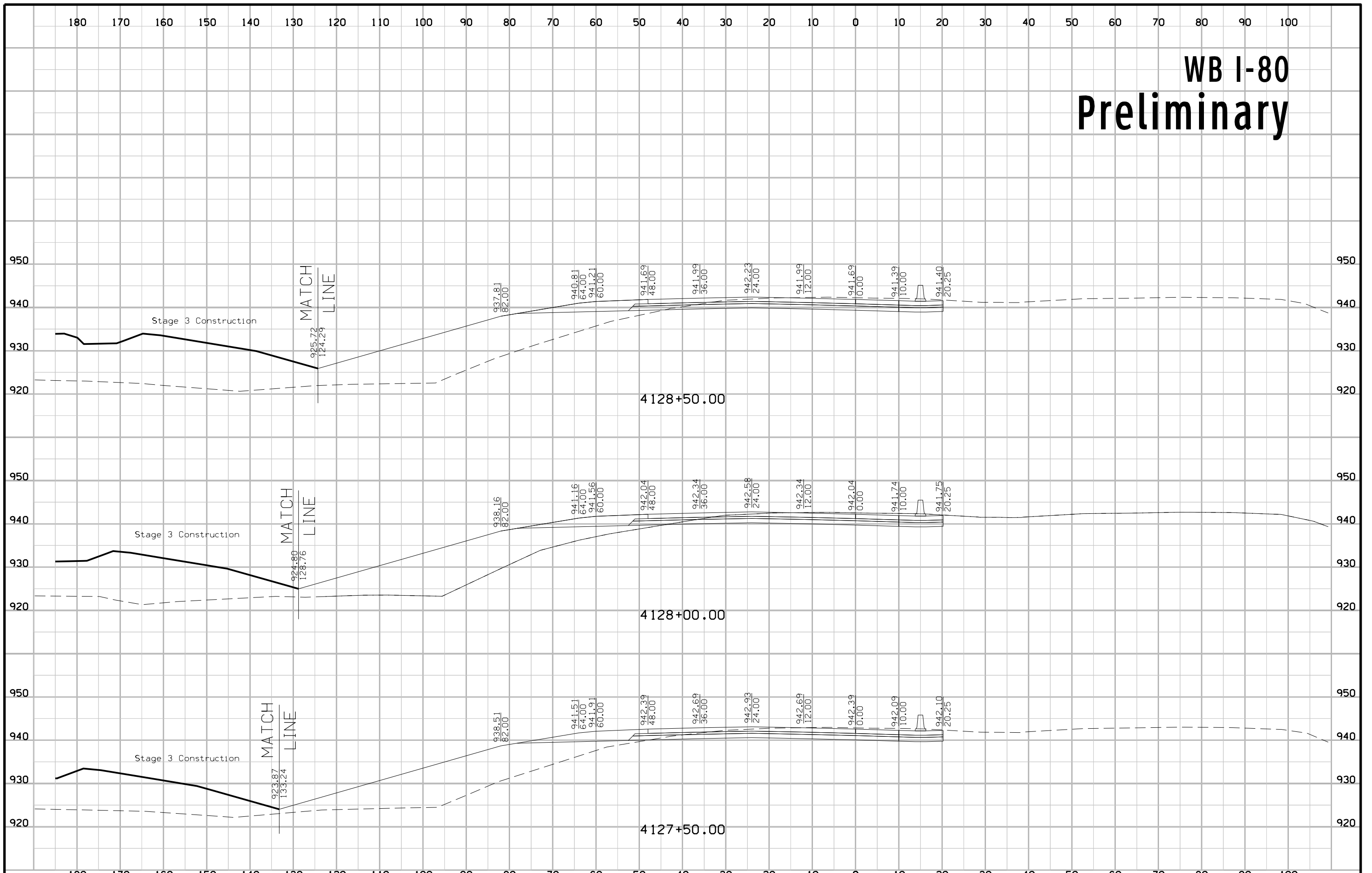
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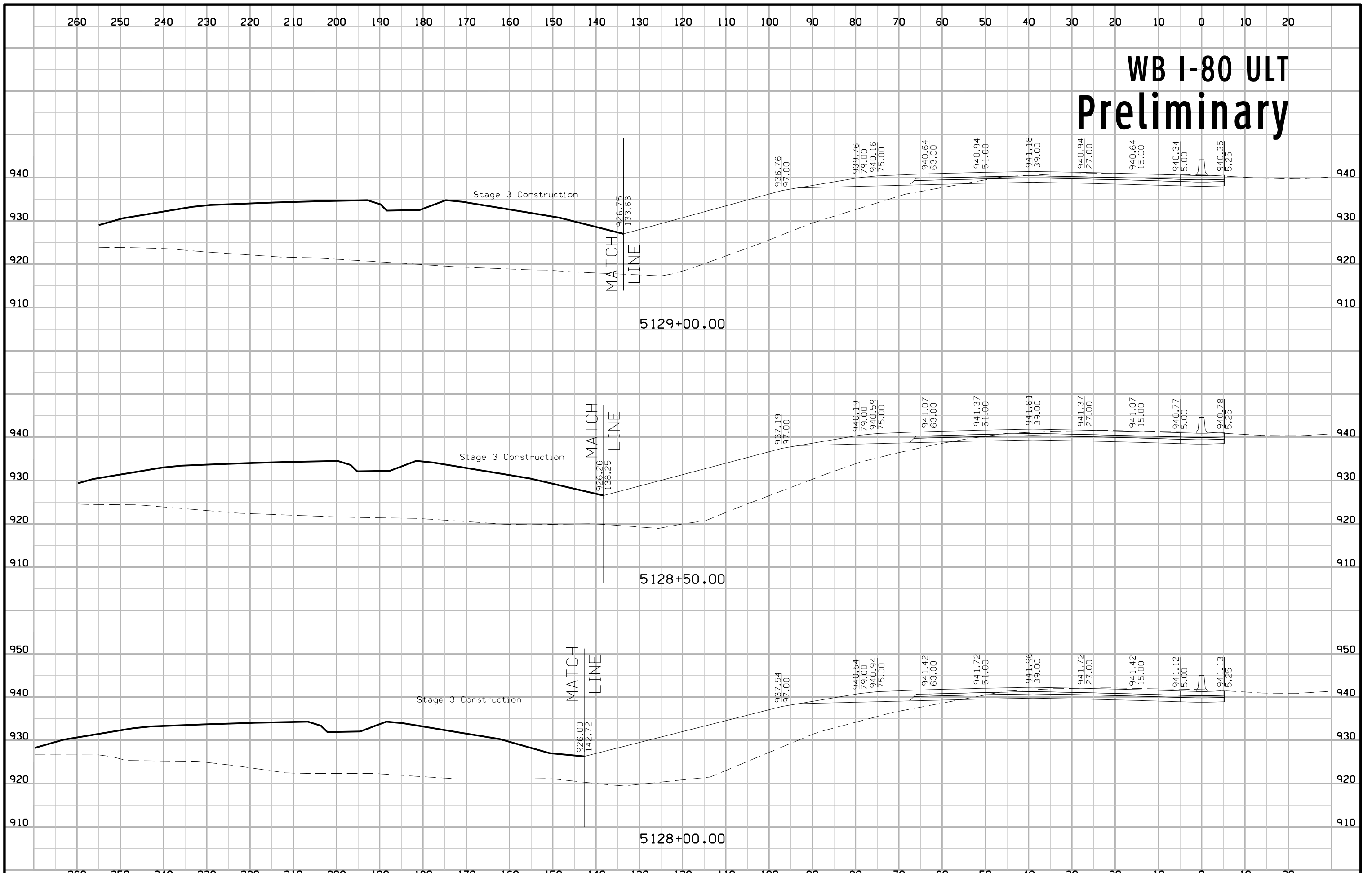
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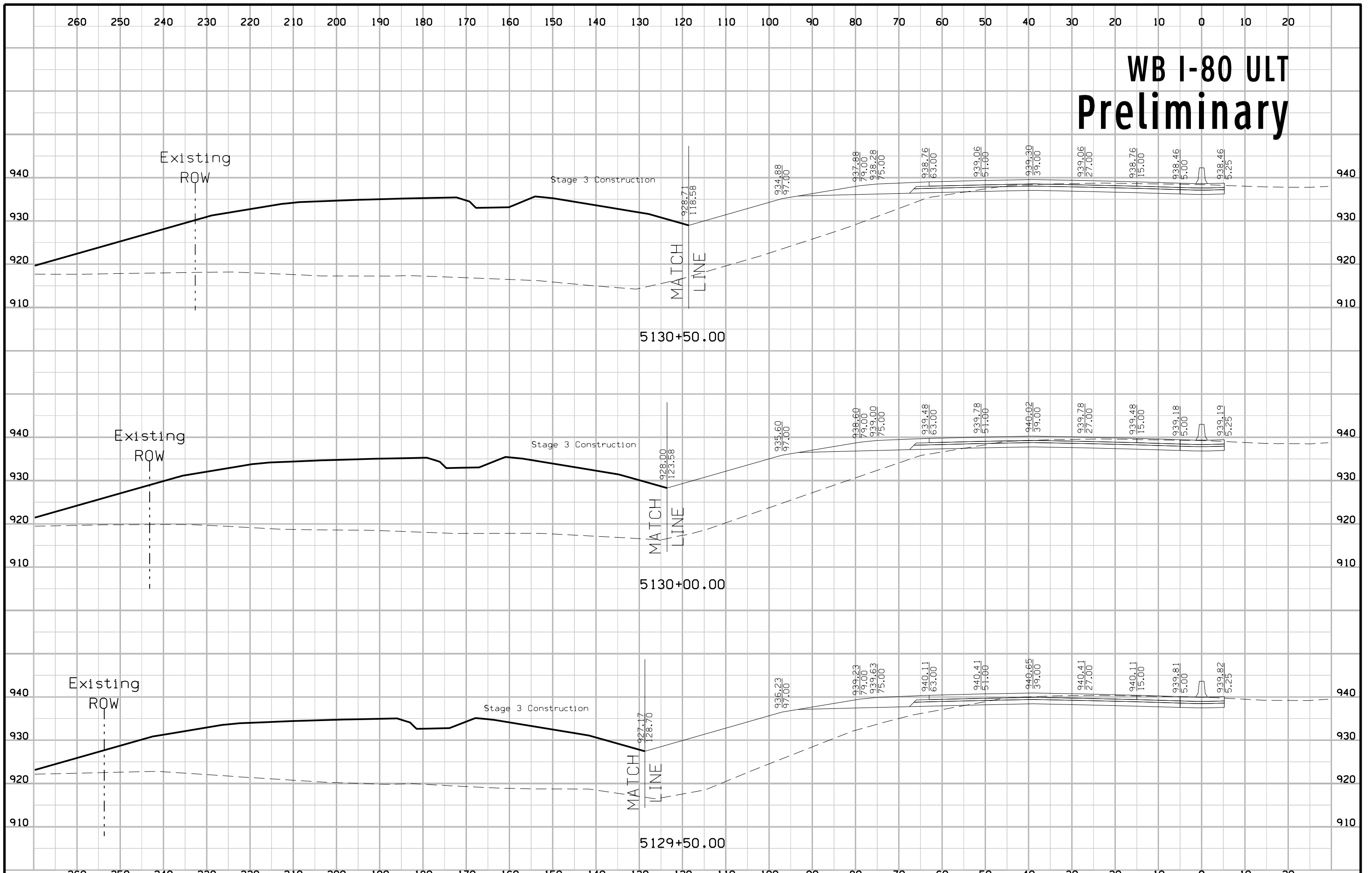
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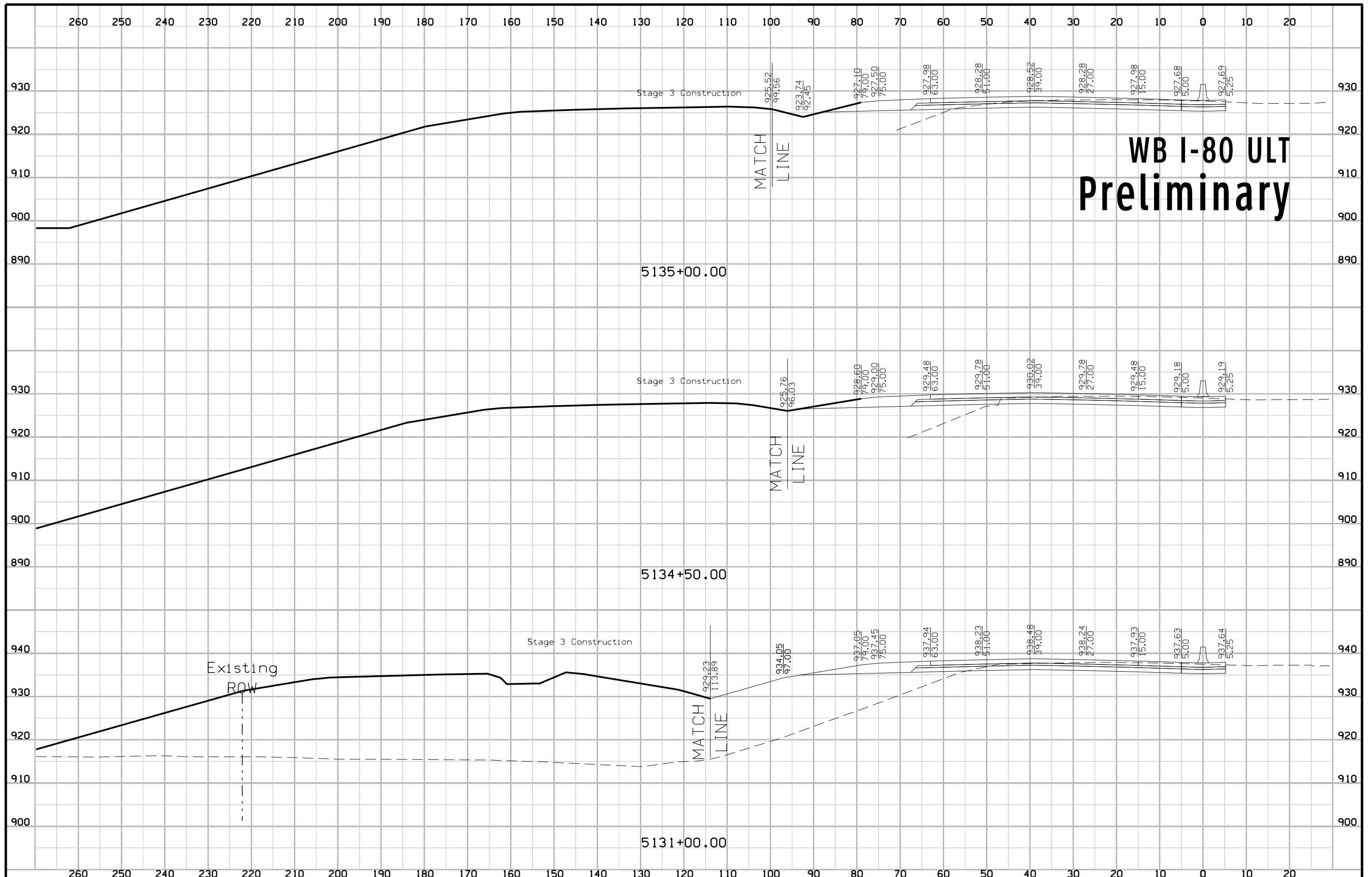


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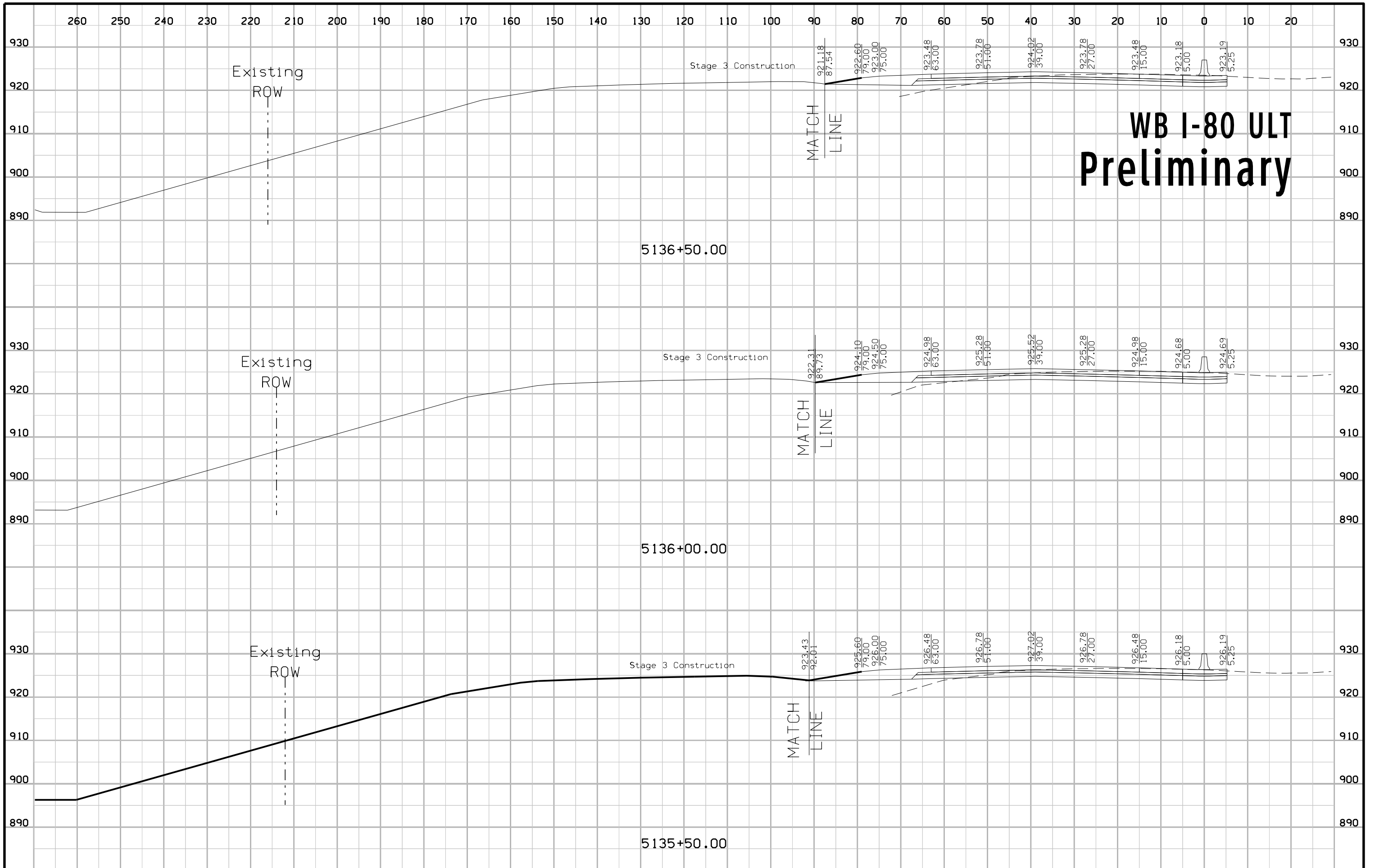
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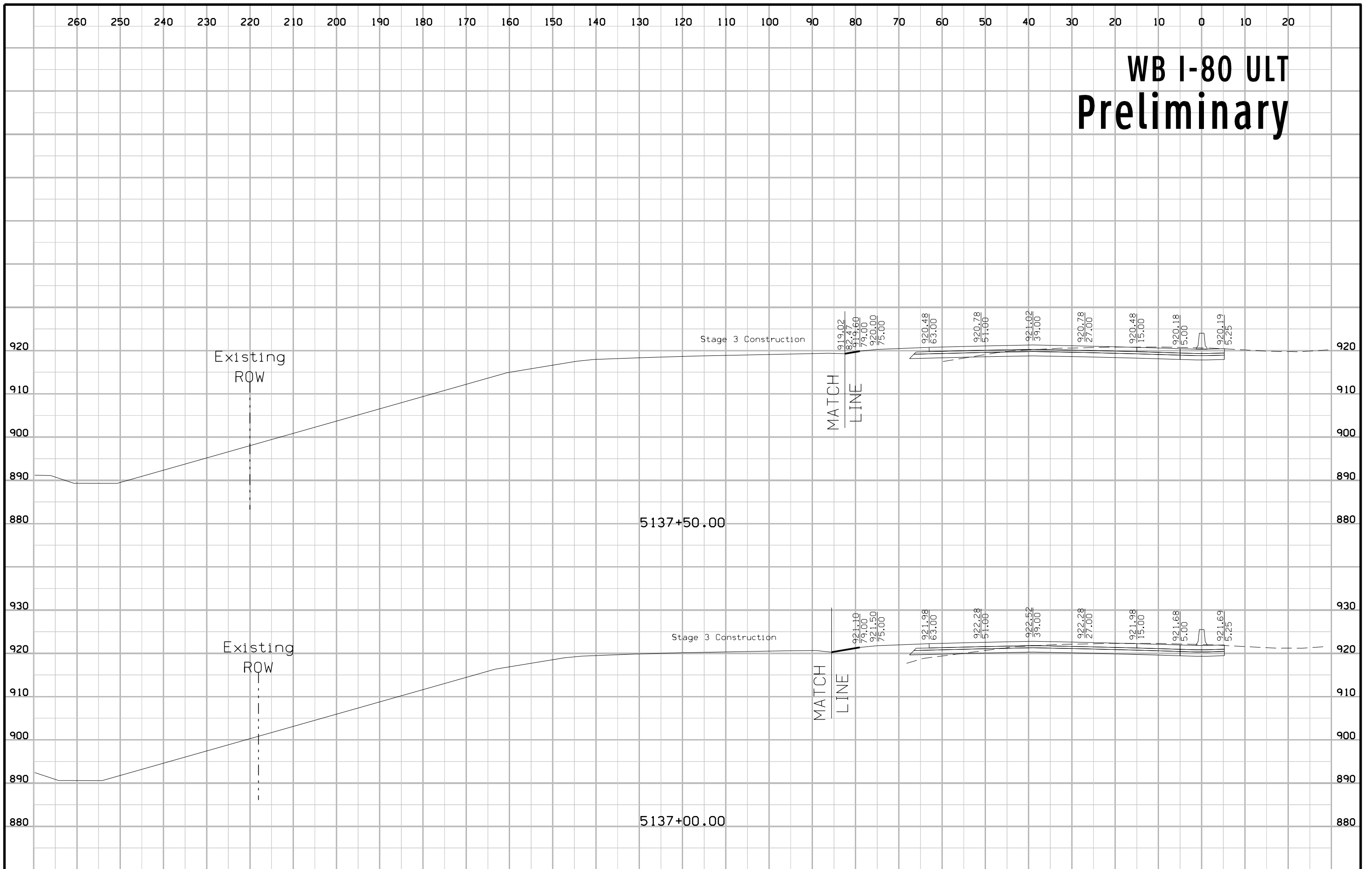


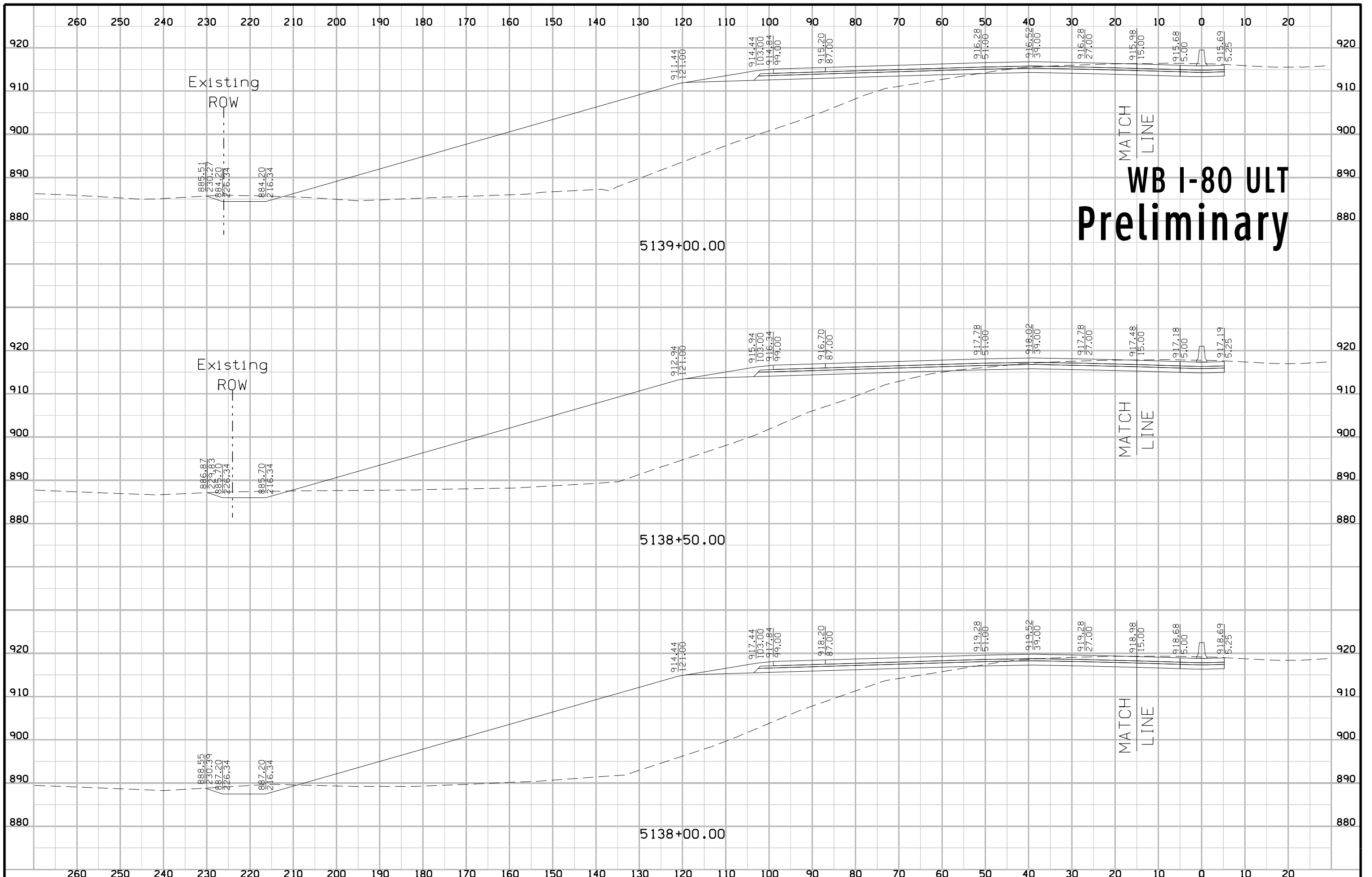


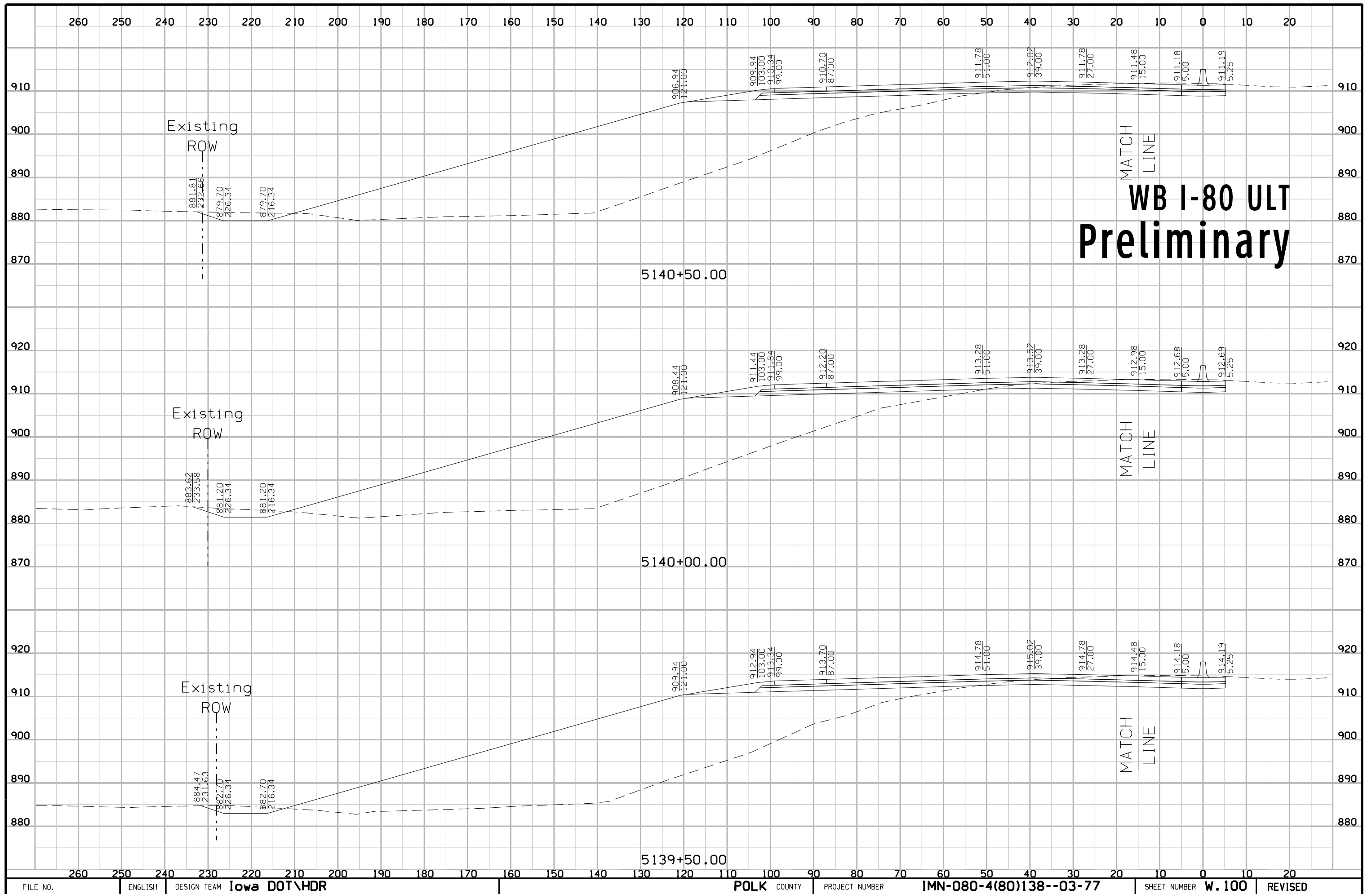
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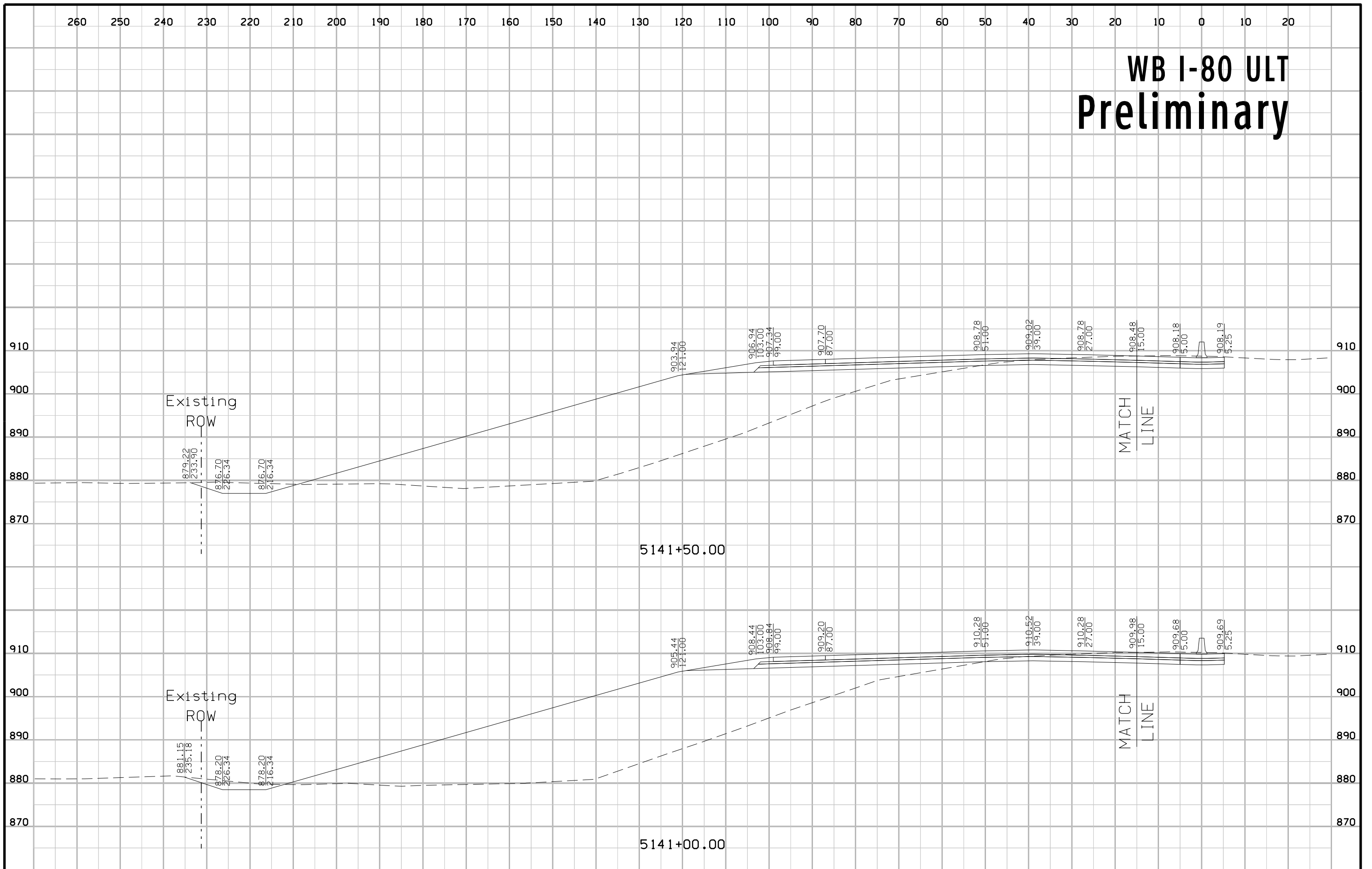
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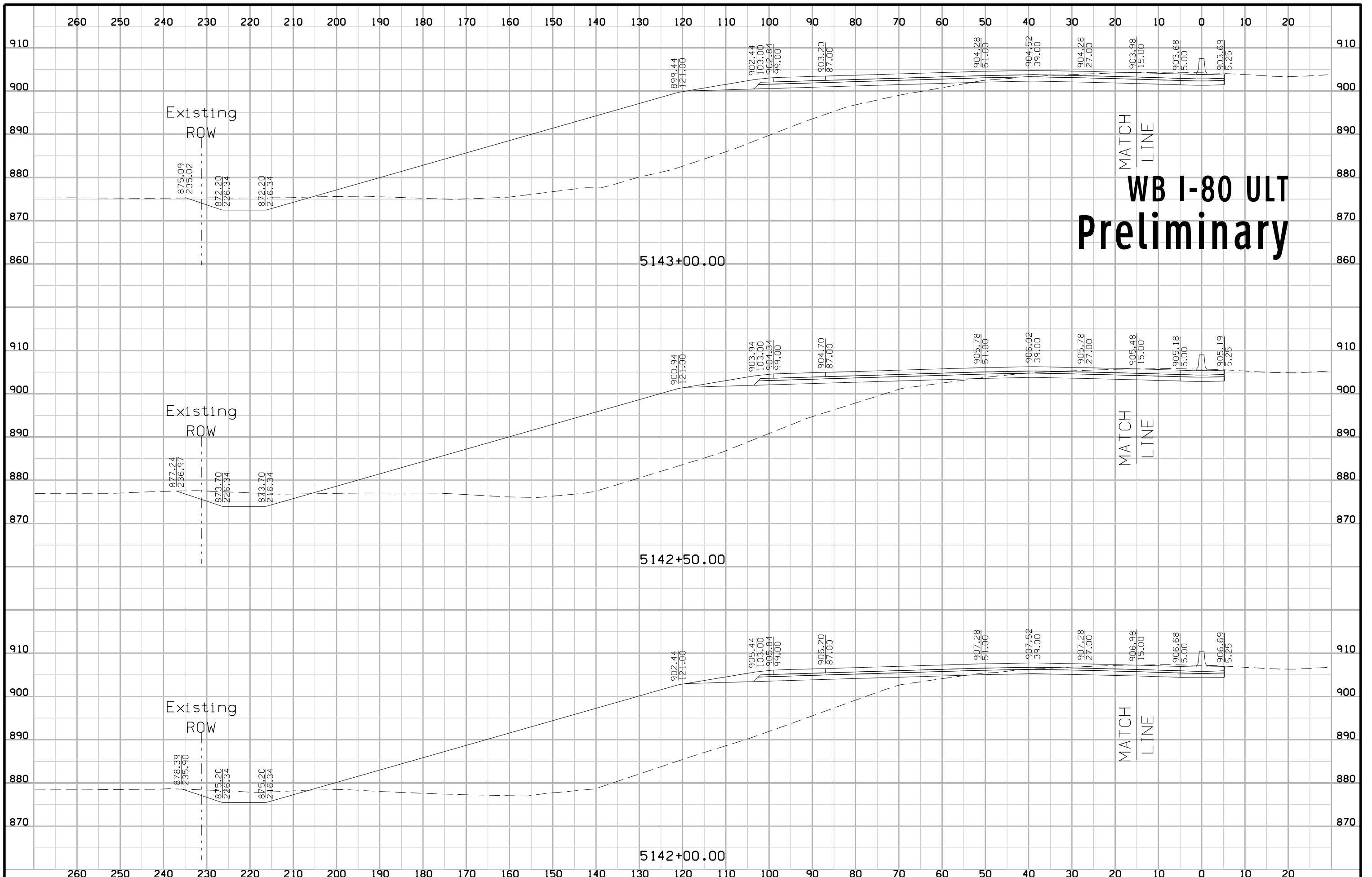






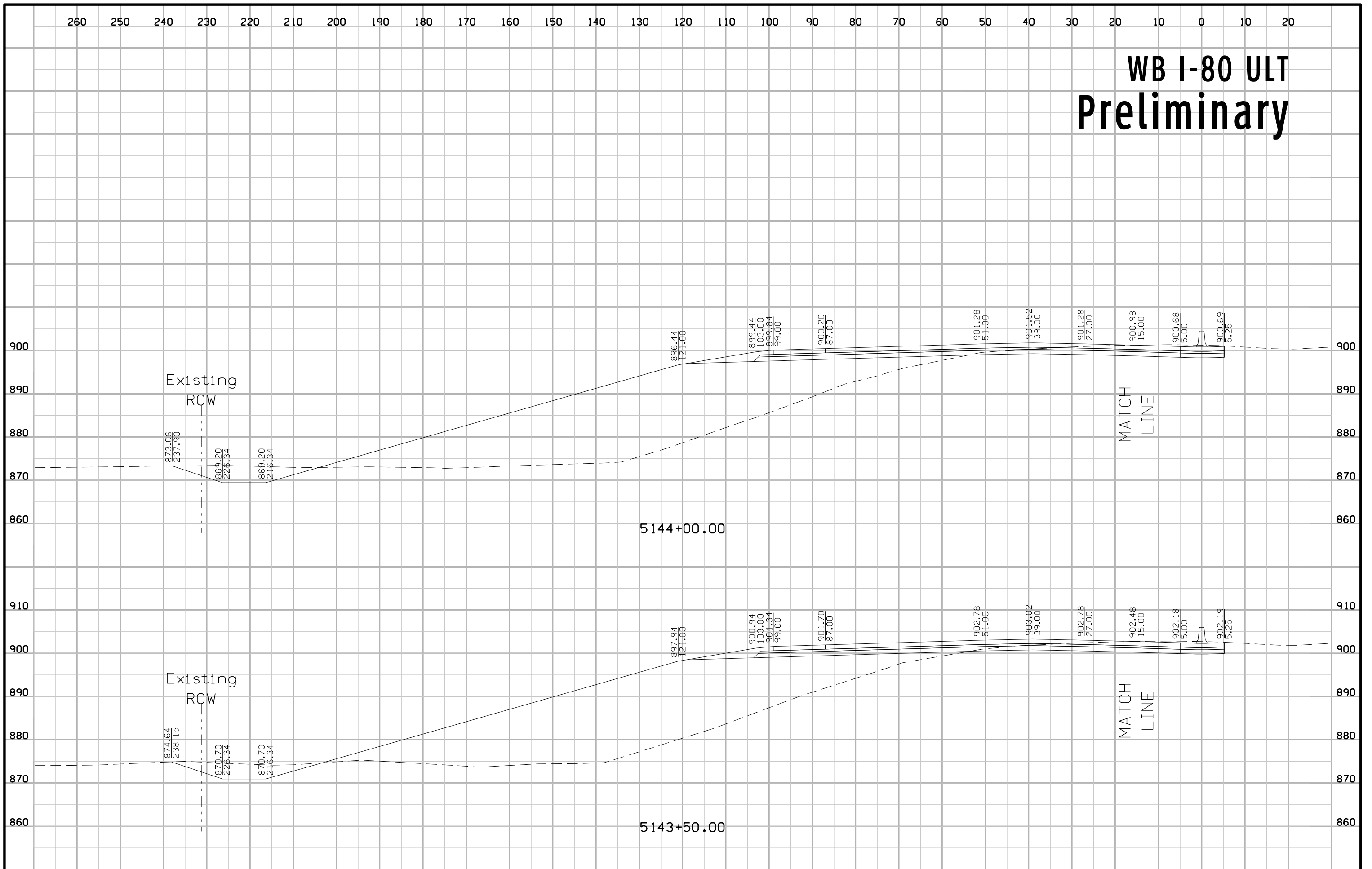
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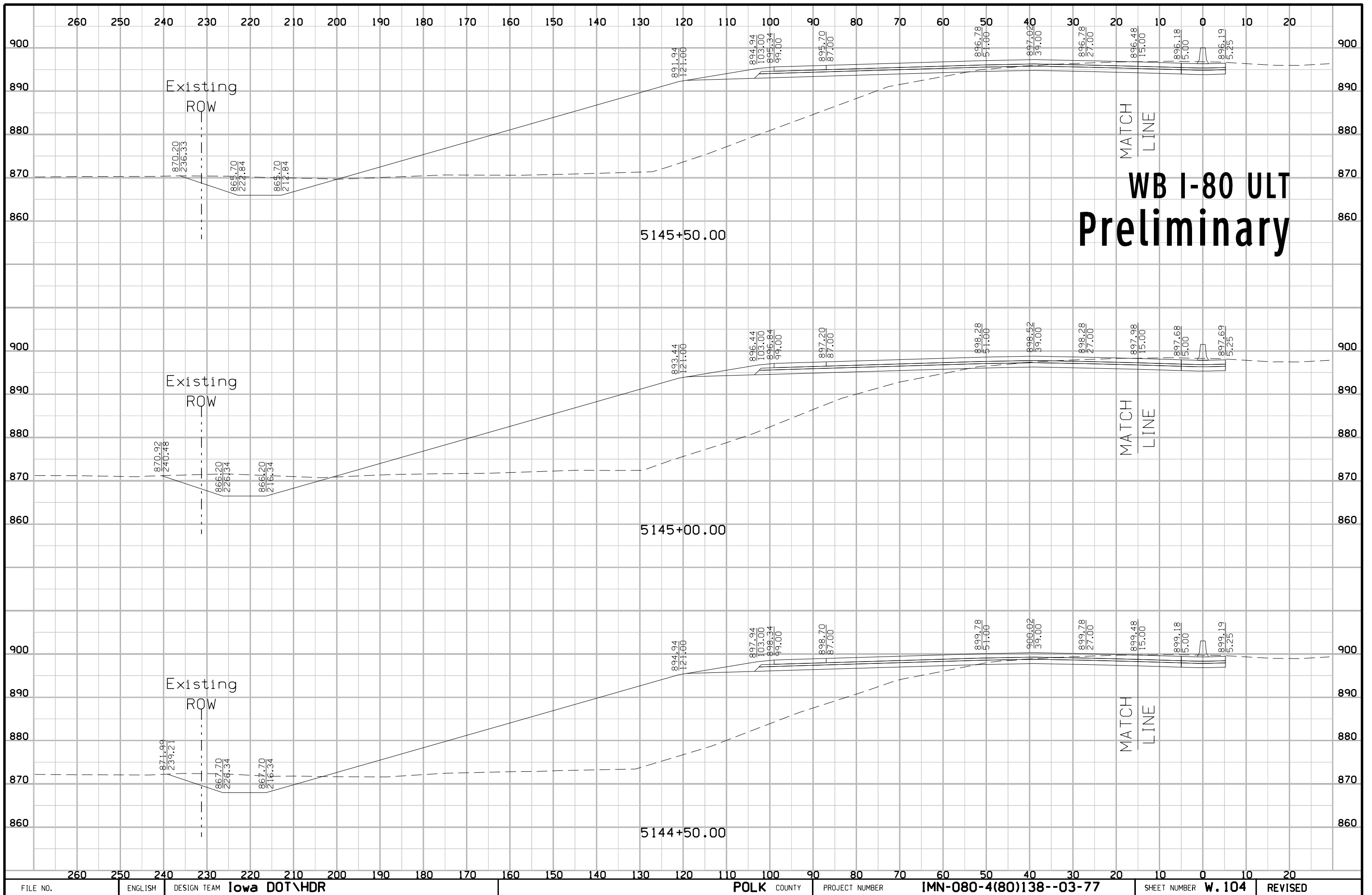




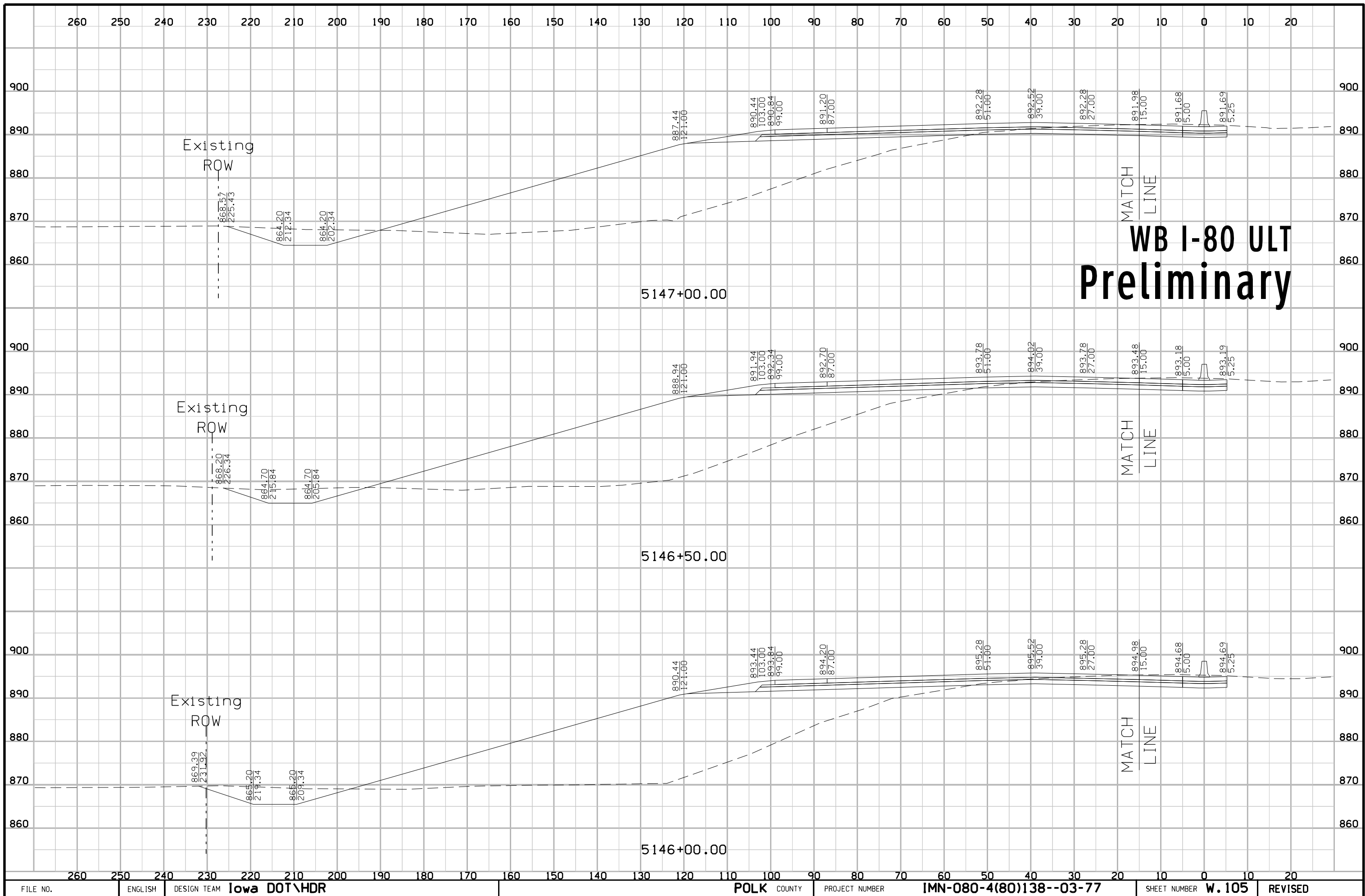
# WB I-80 ULT Preliminary

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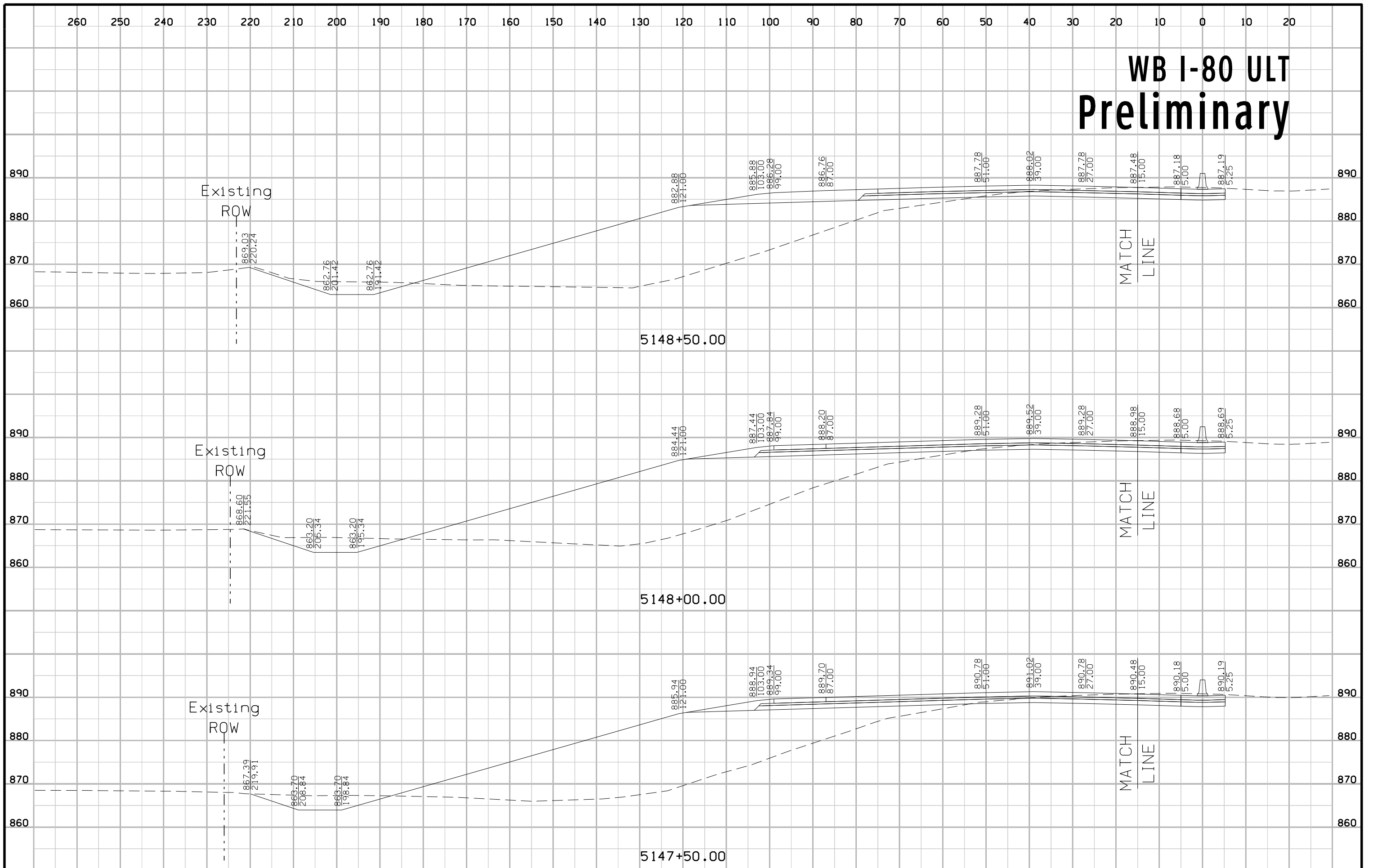




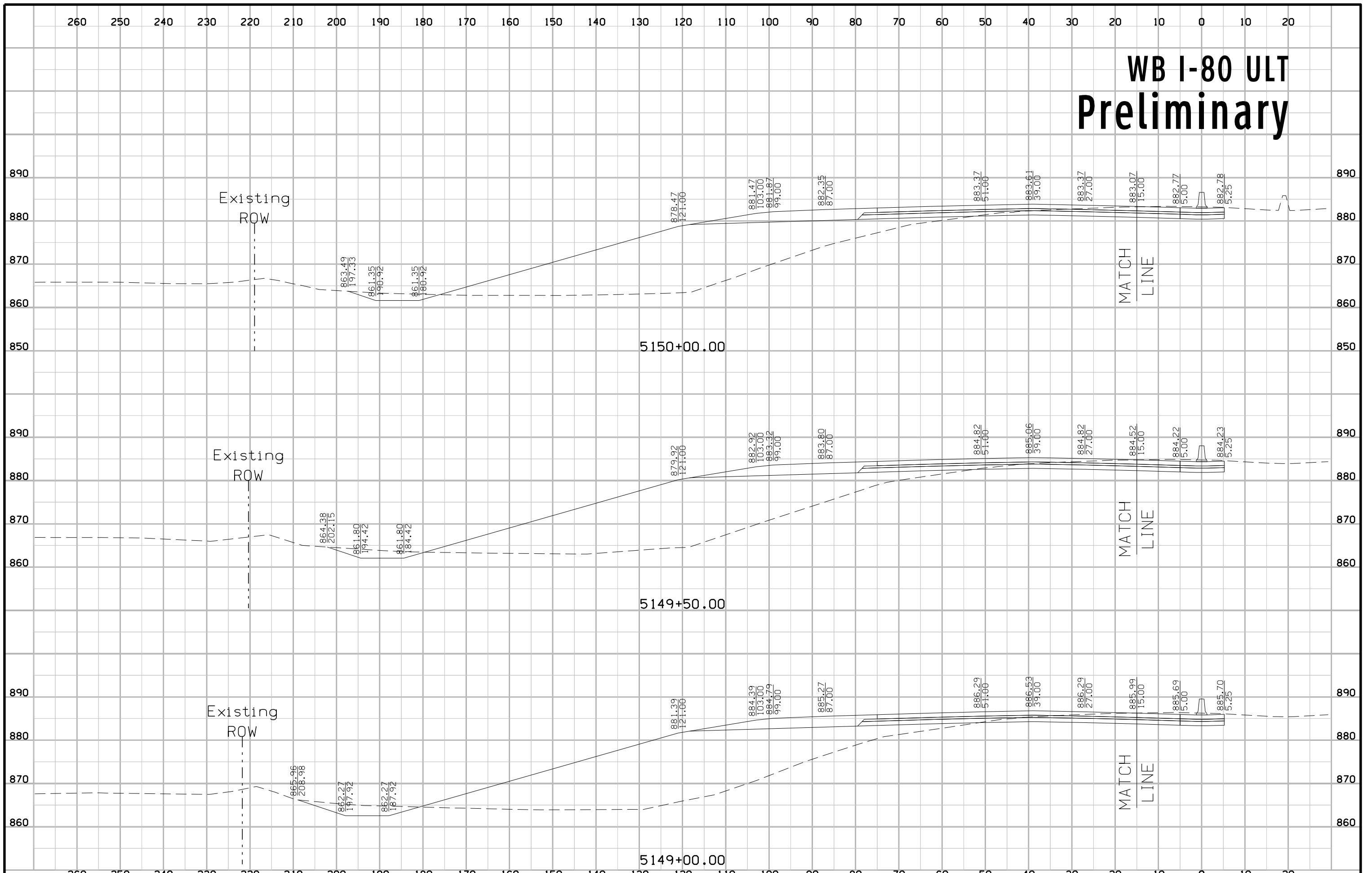




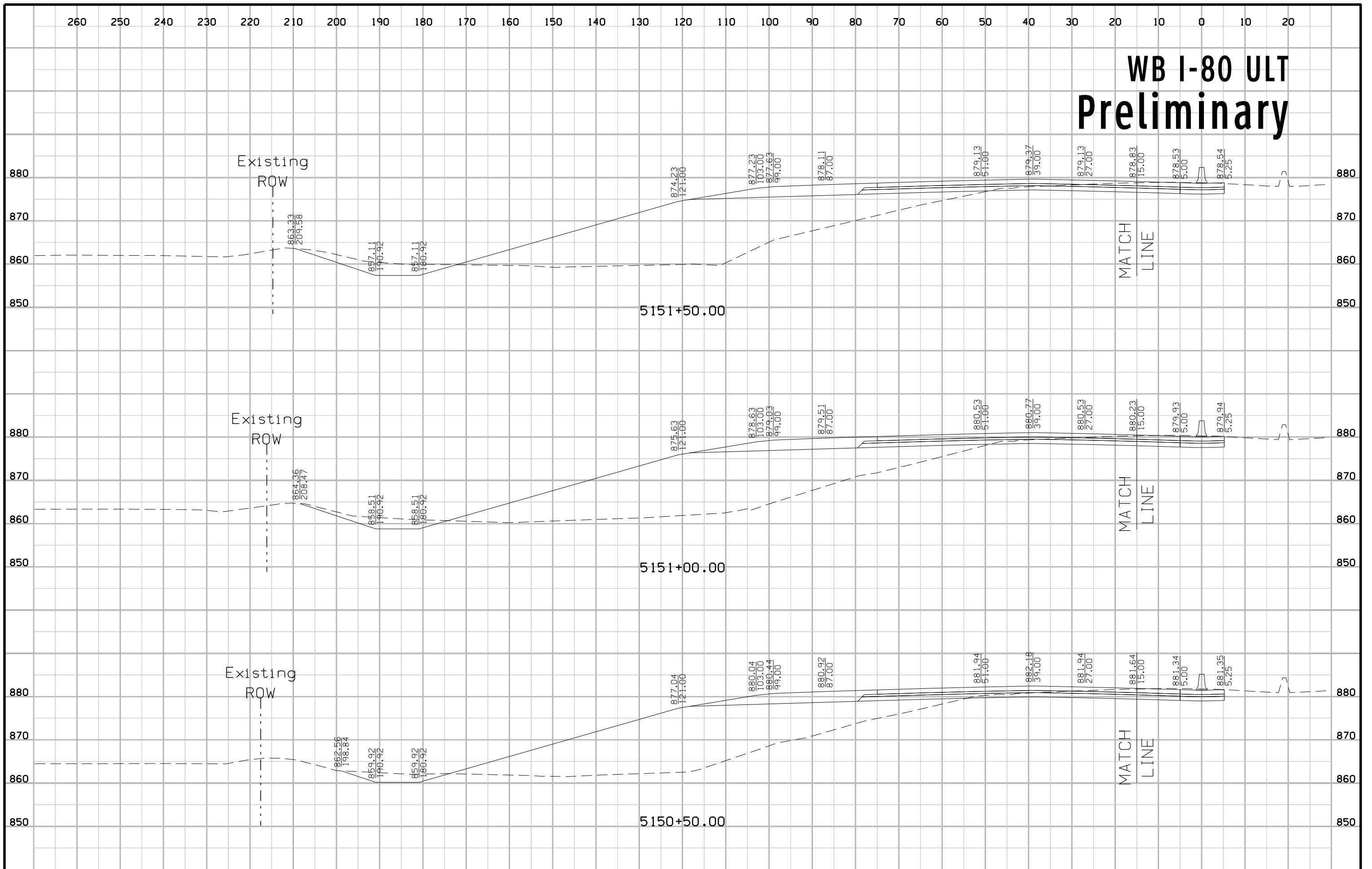
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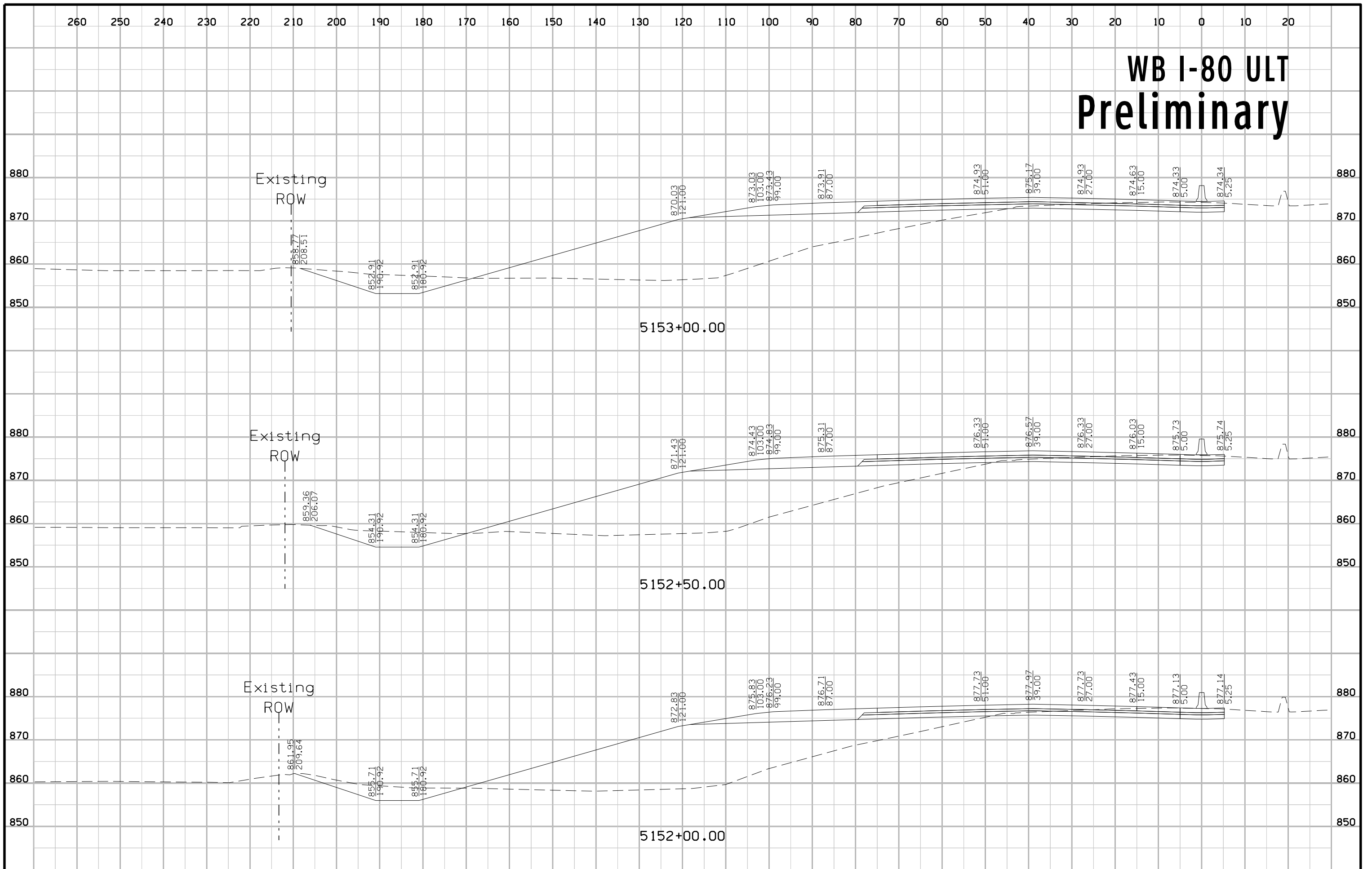
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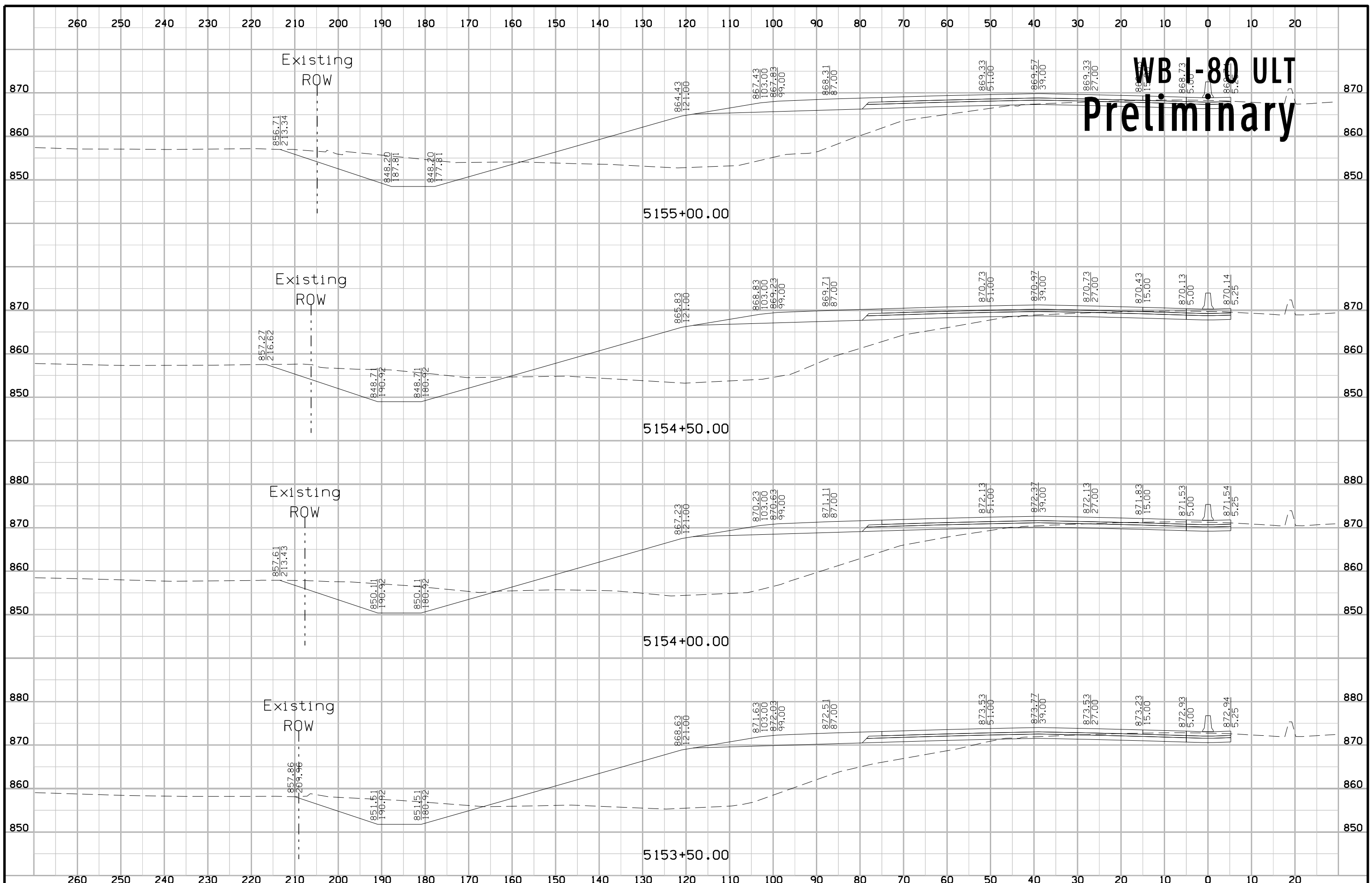
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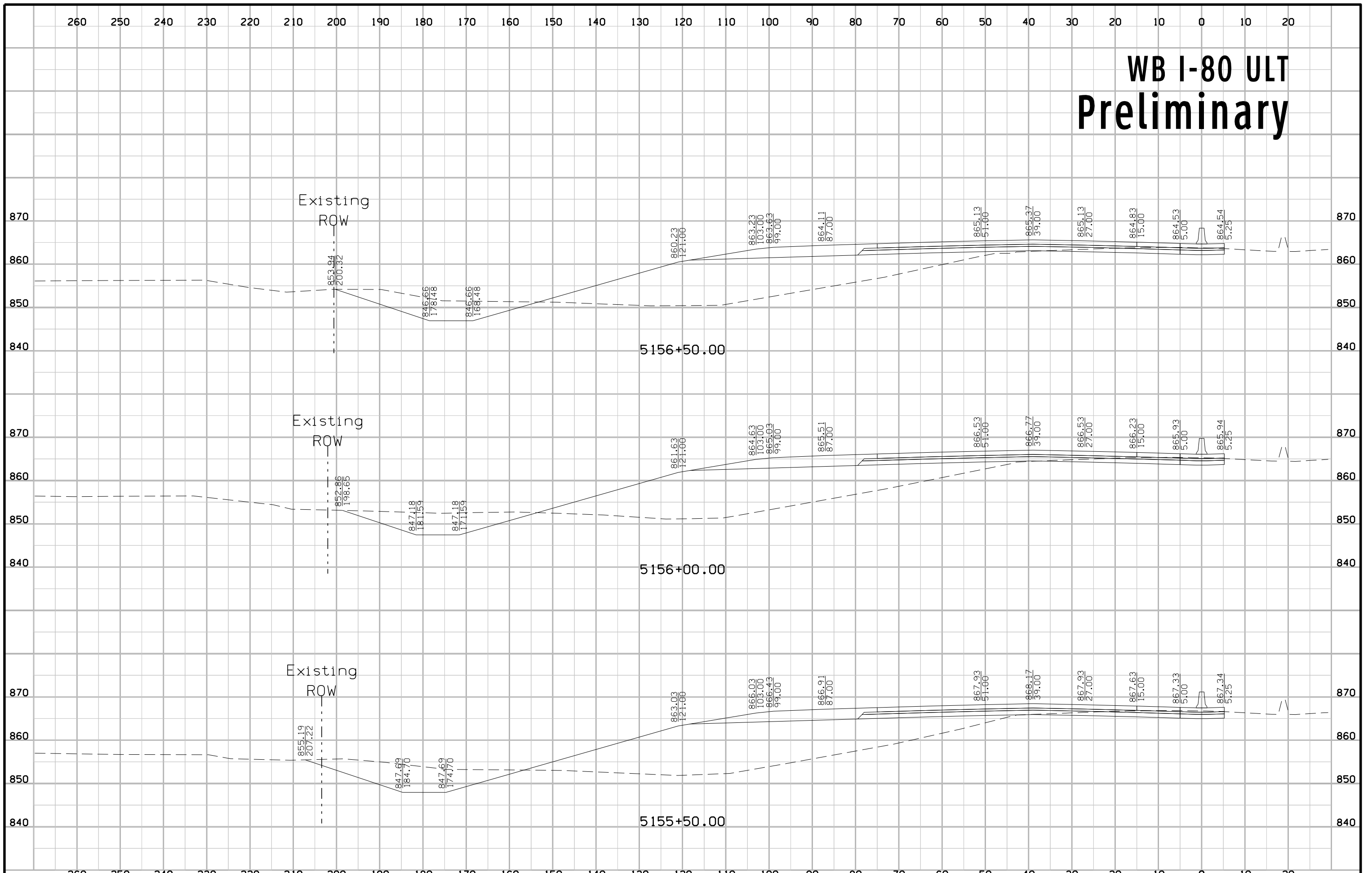
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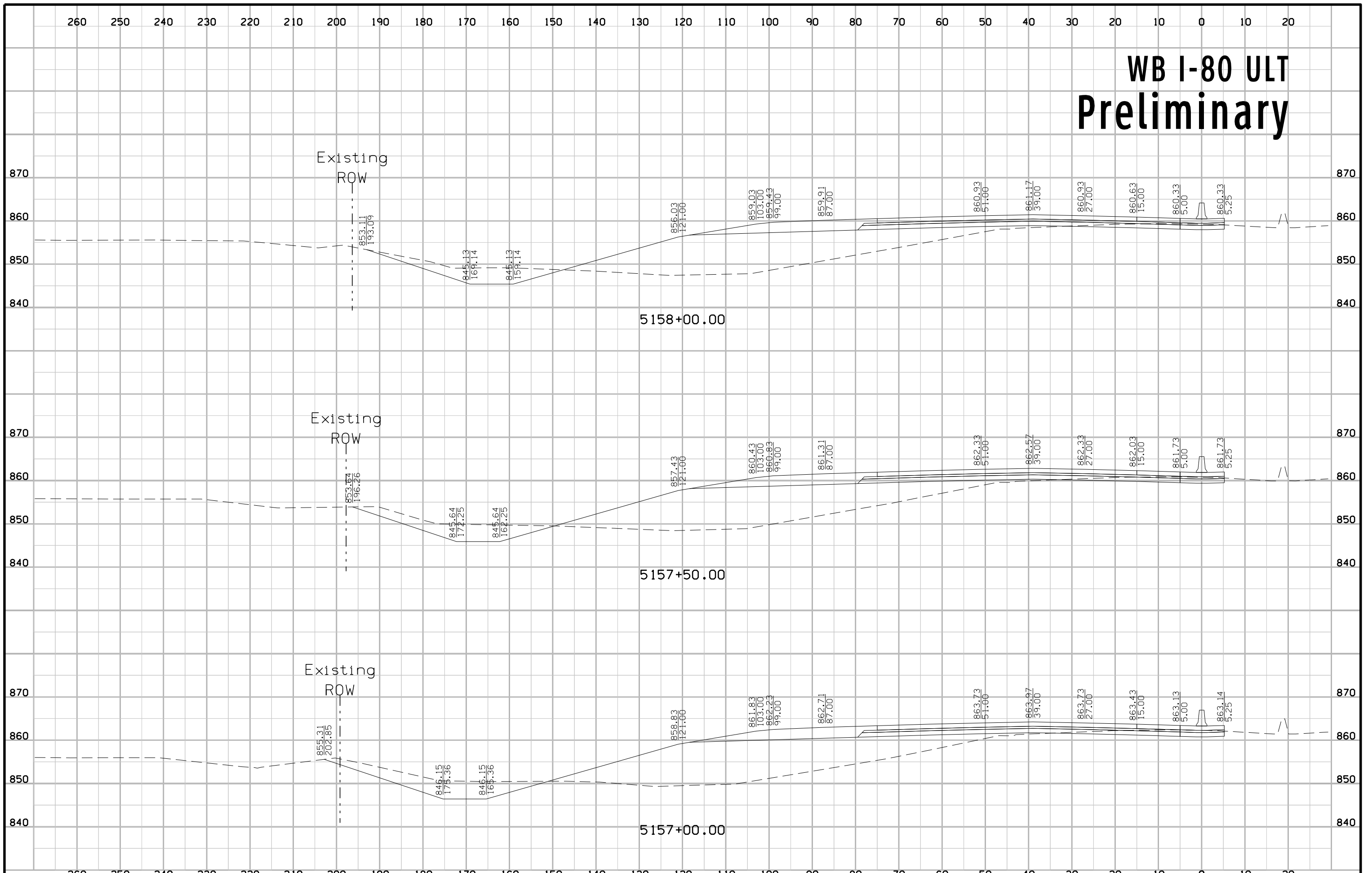
# WB I-80 ULT Preliminary



# WB I-80 ULT Preliminary

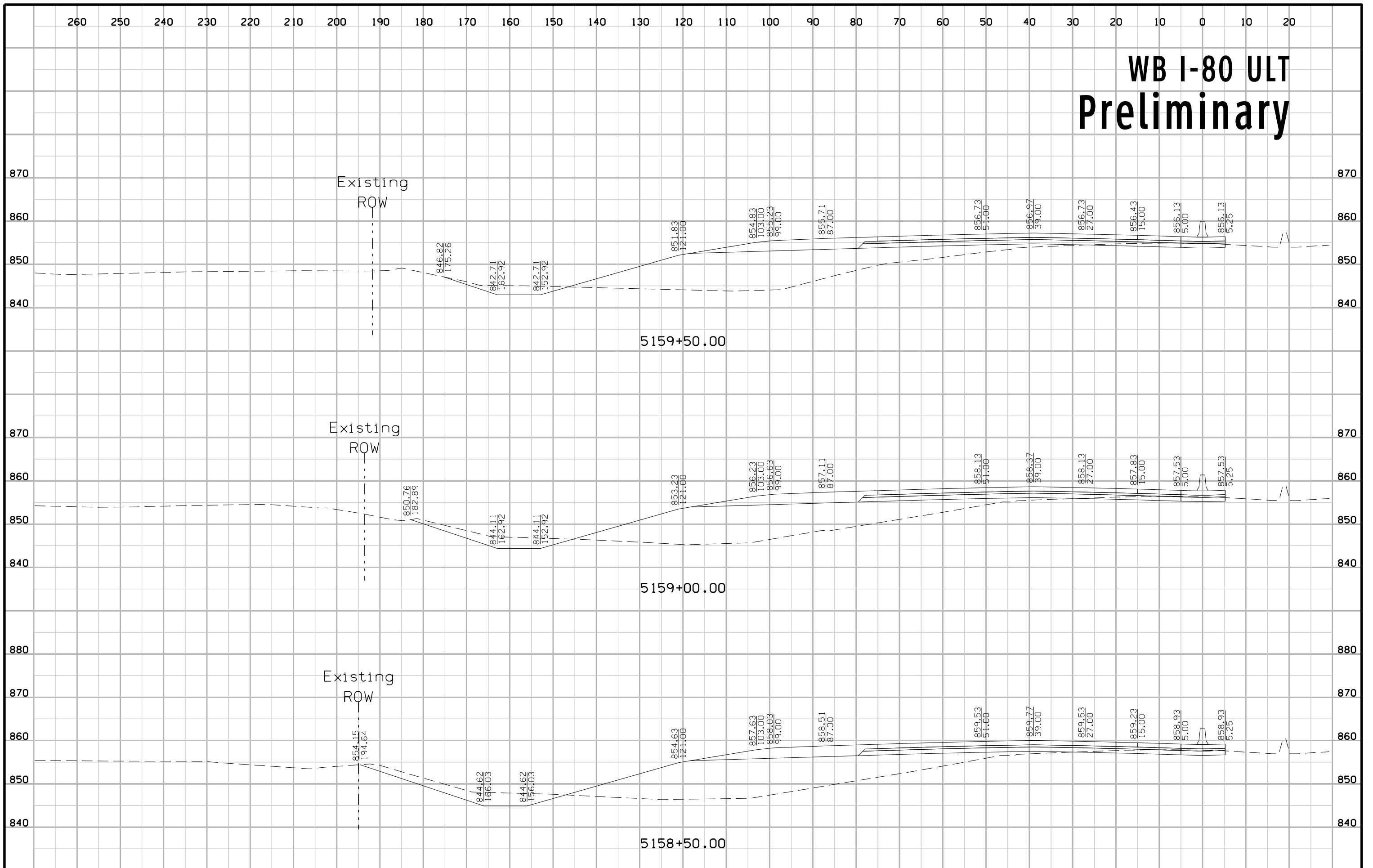


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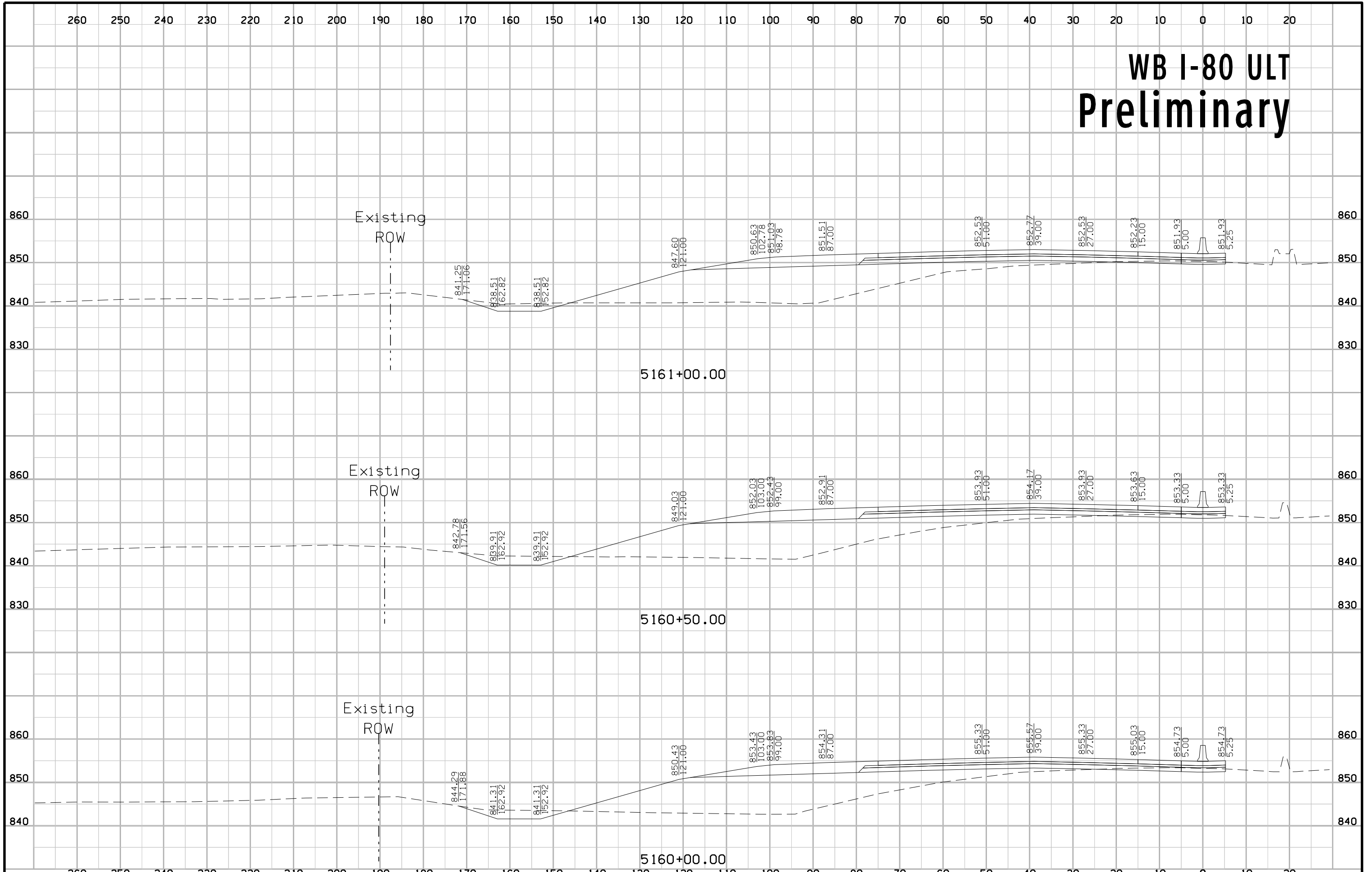


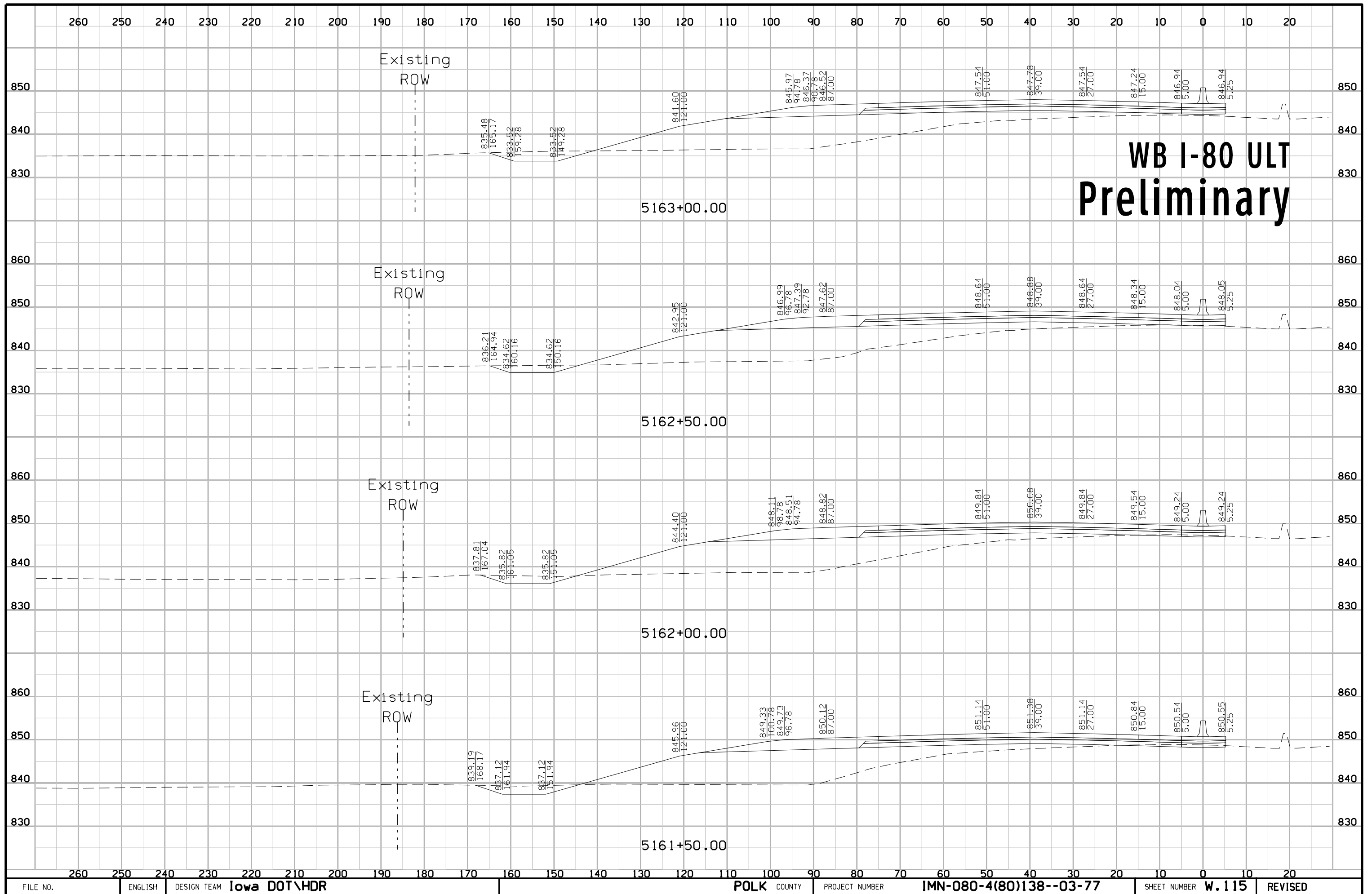


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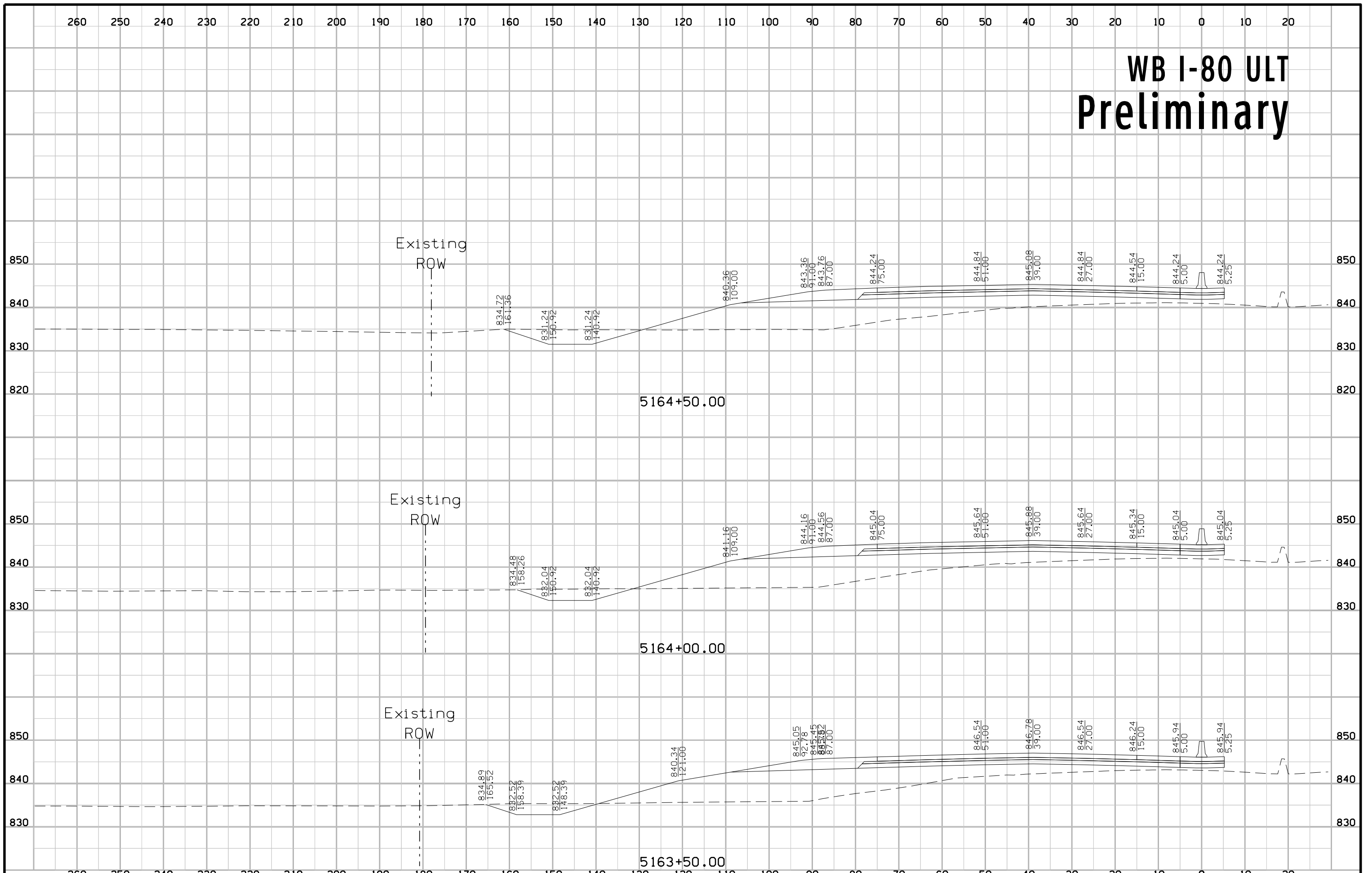


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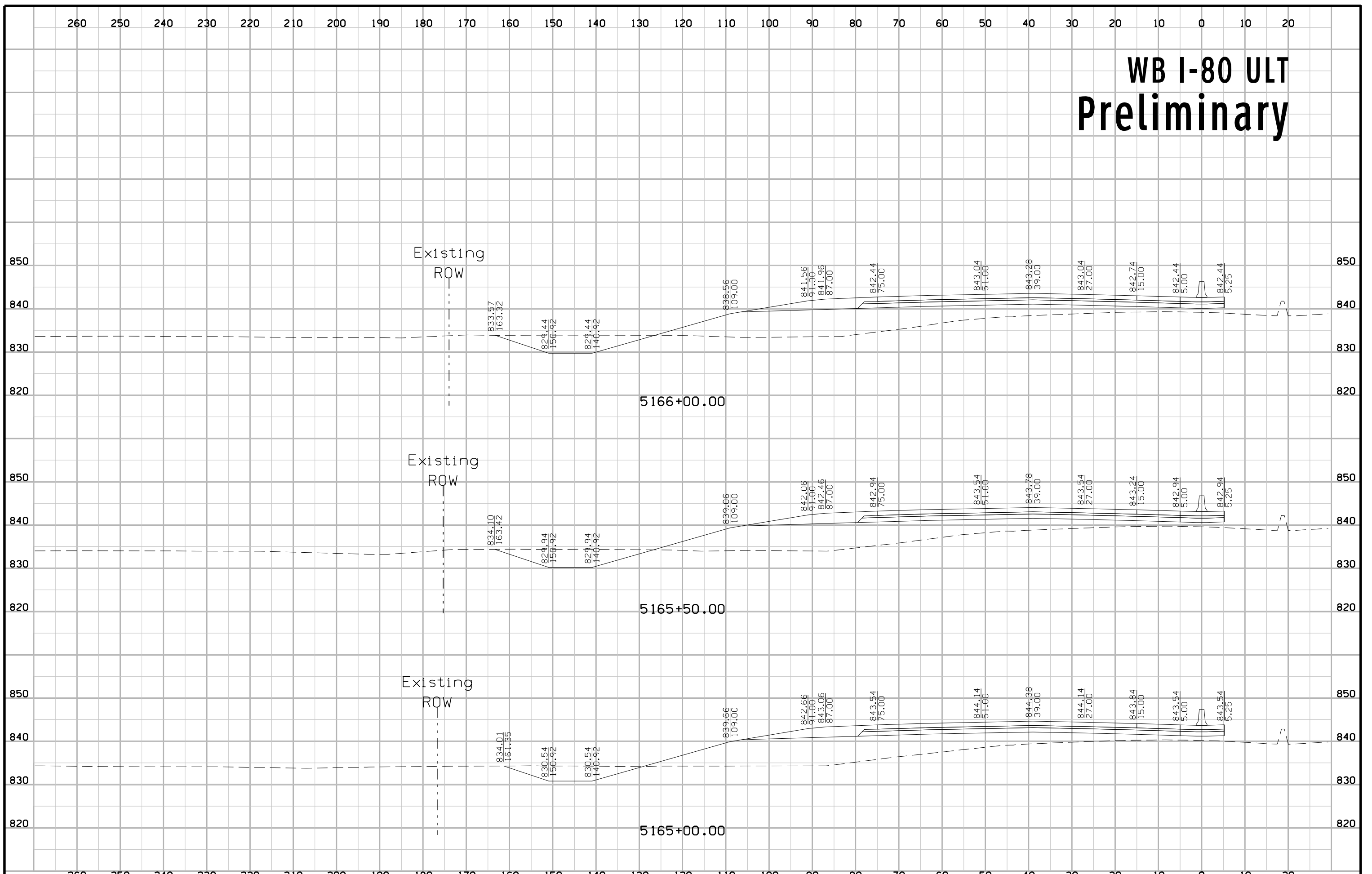


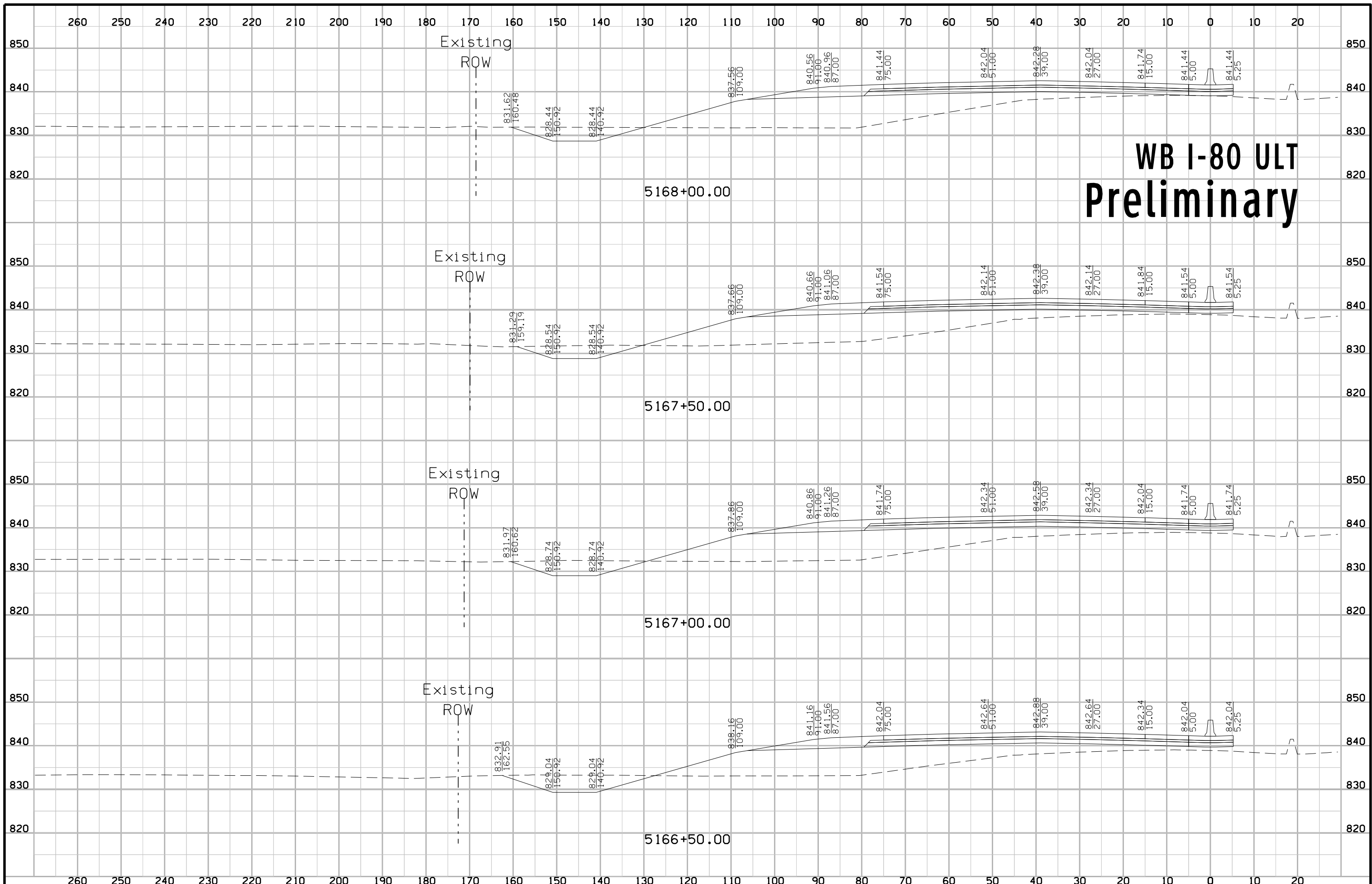


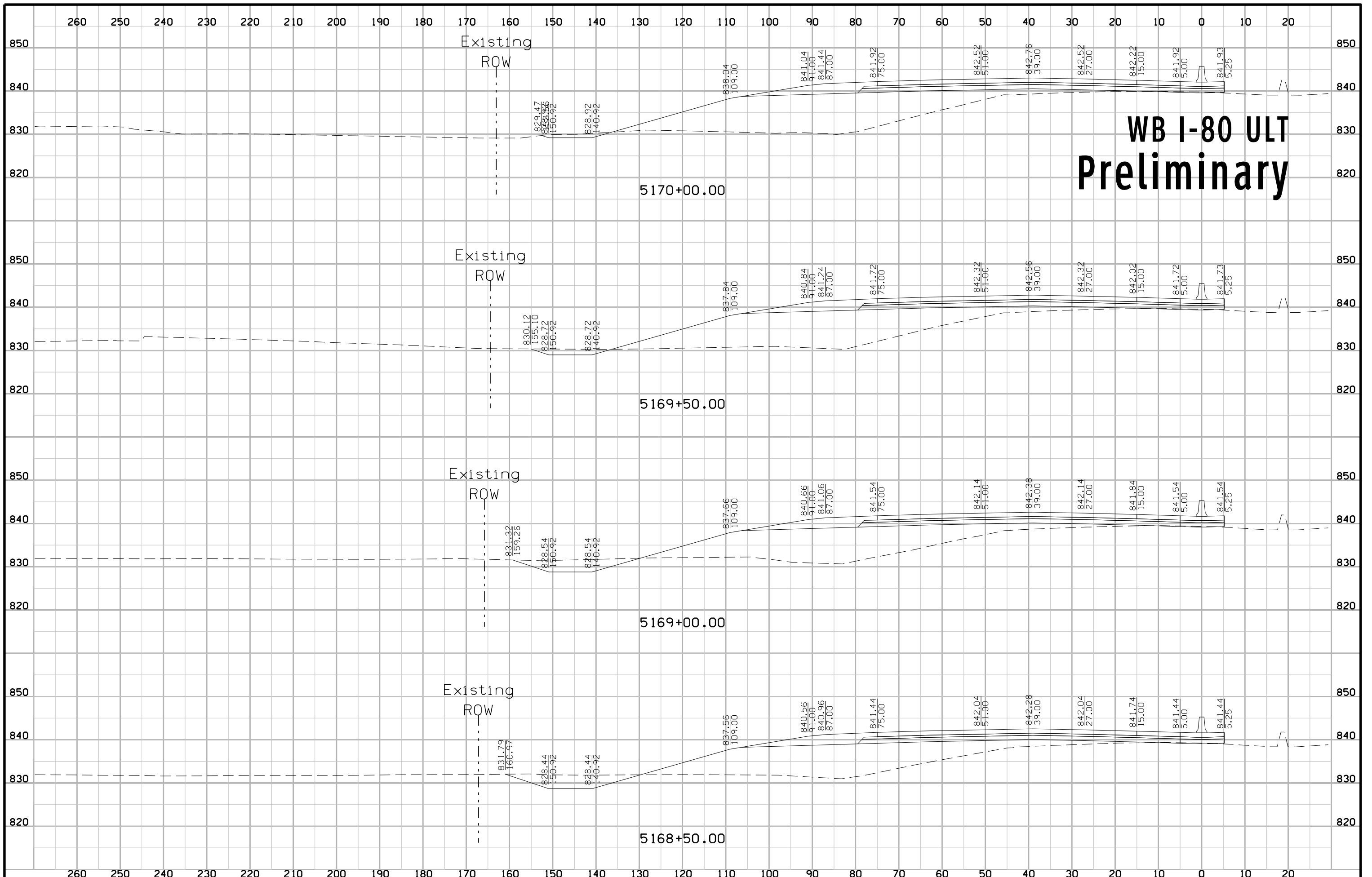
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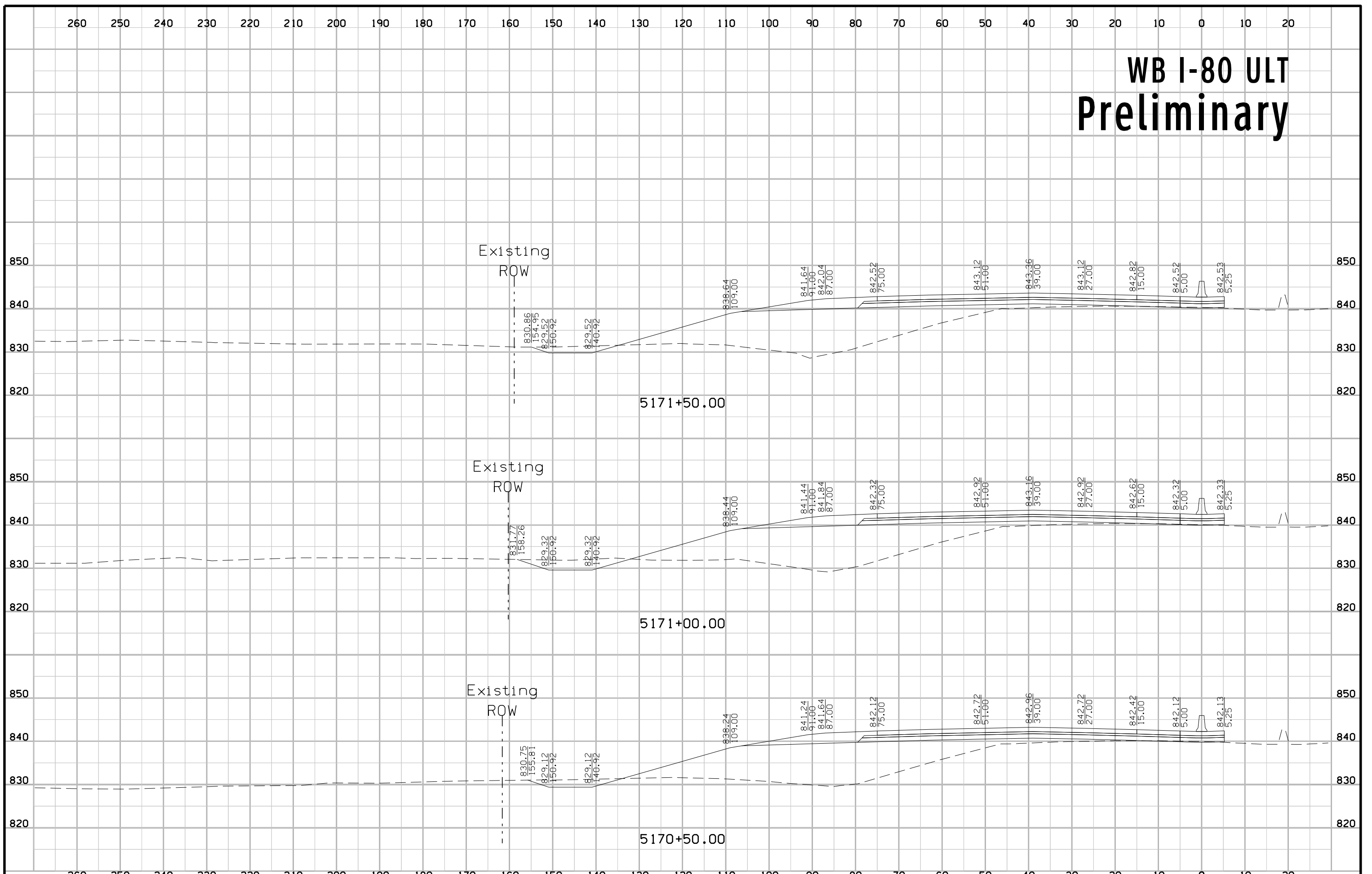
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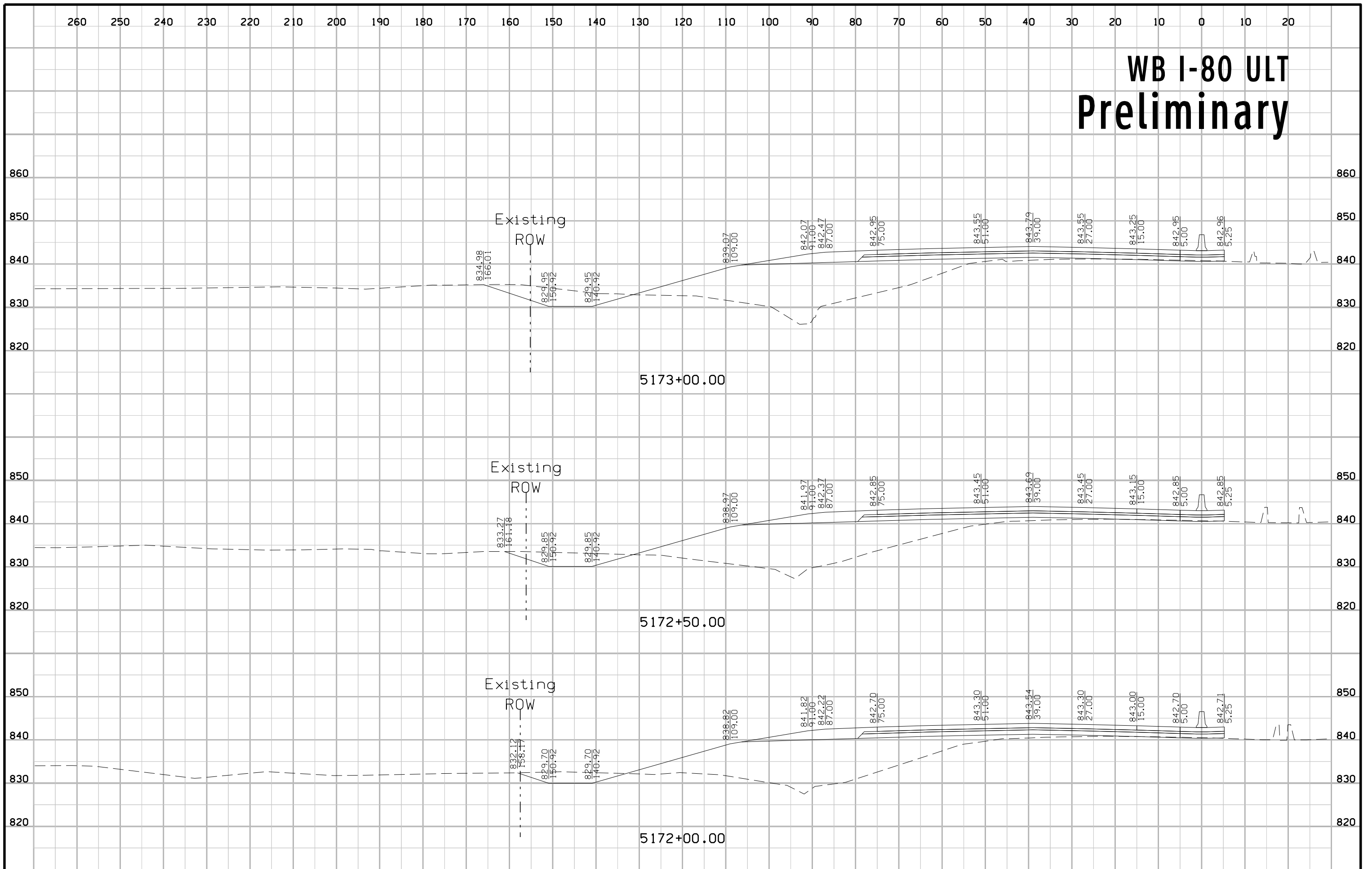


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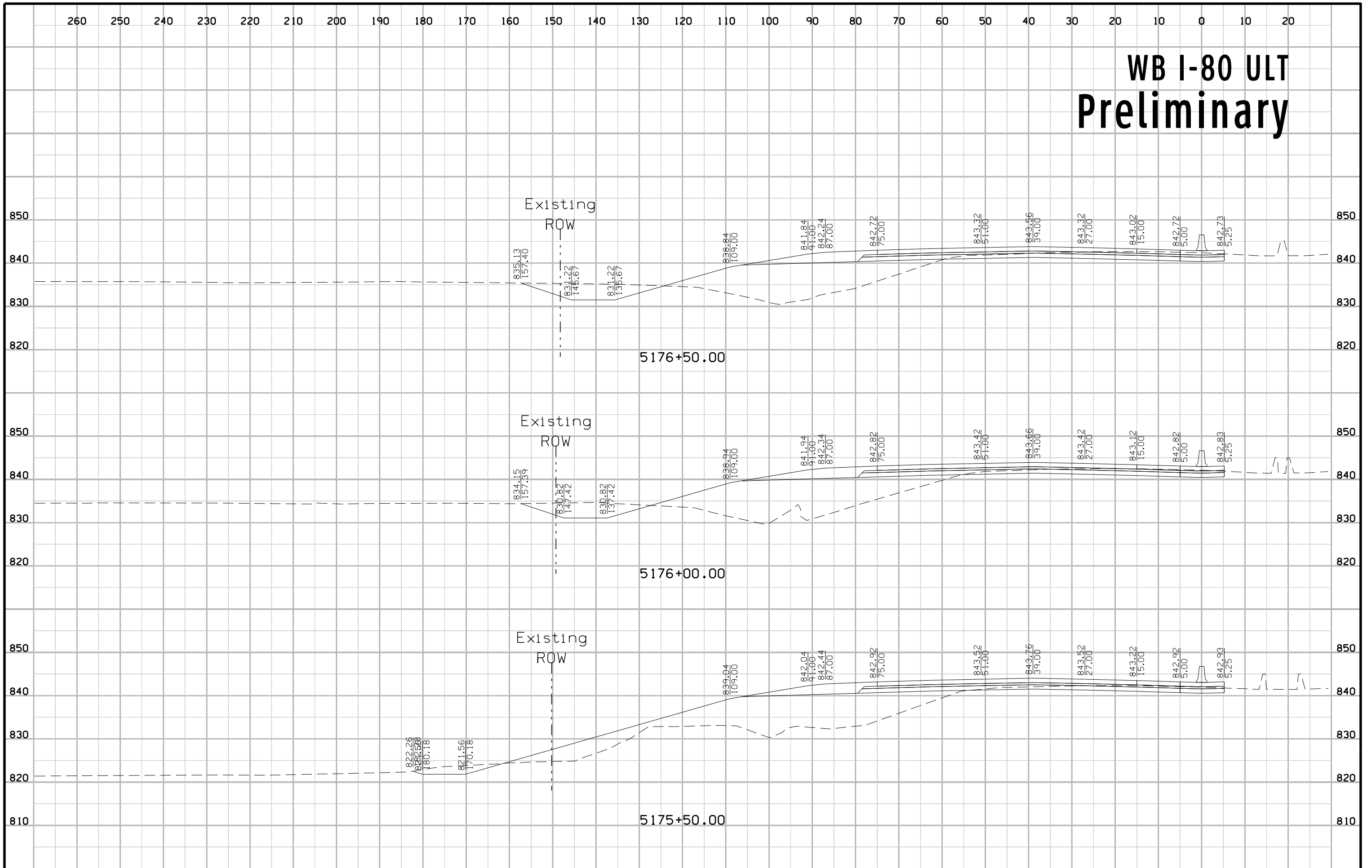




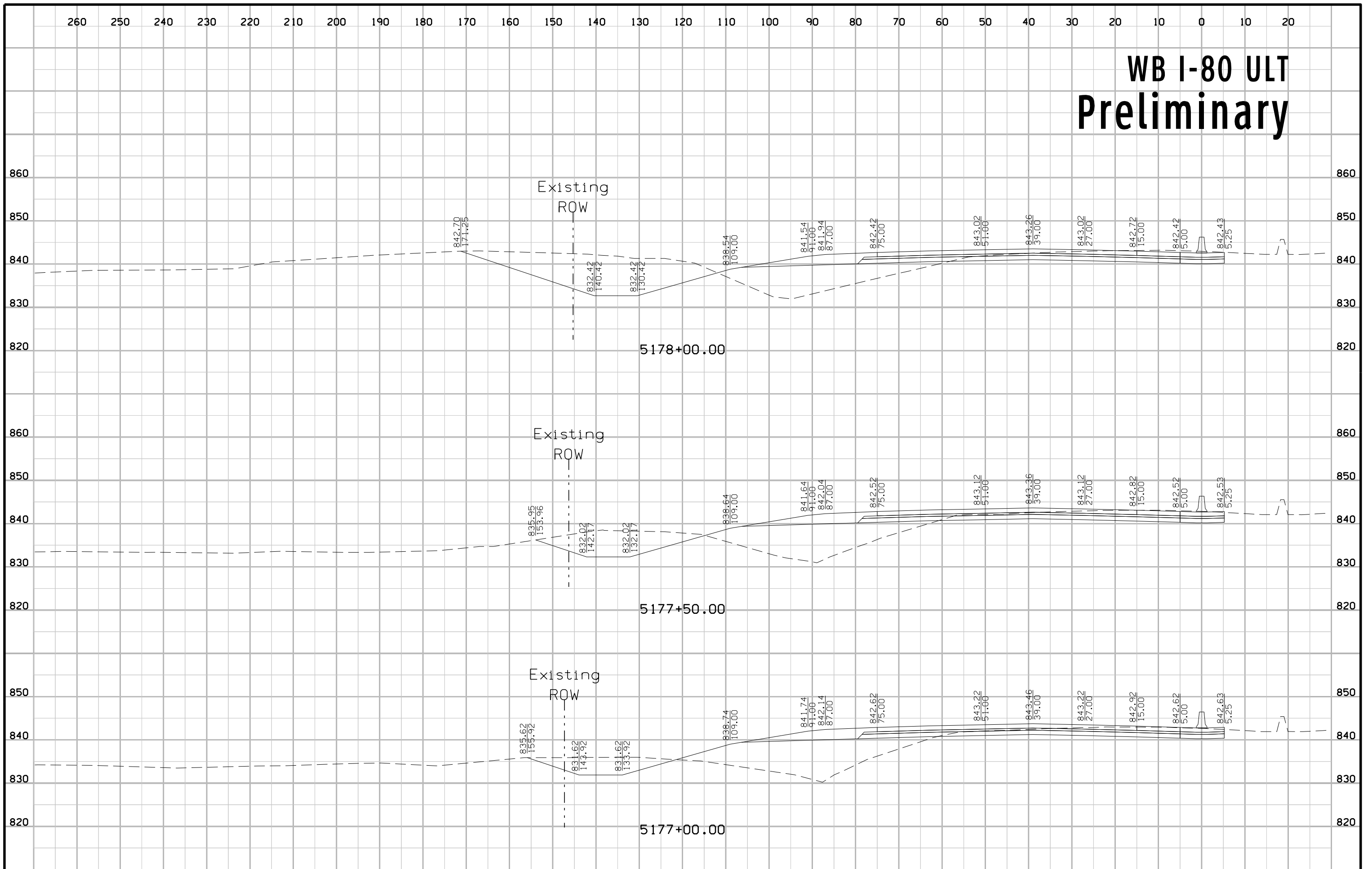
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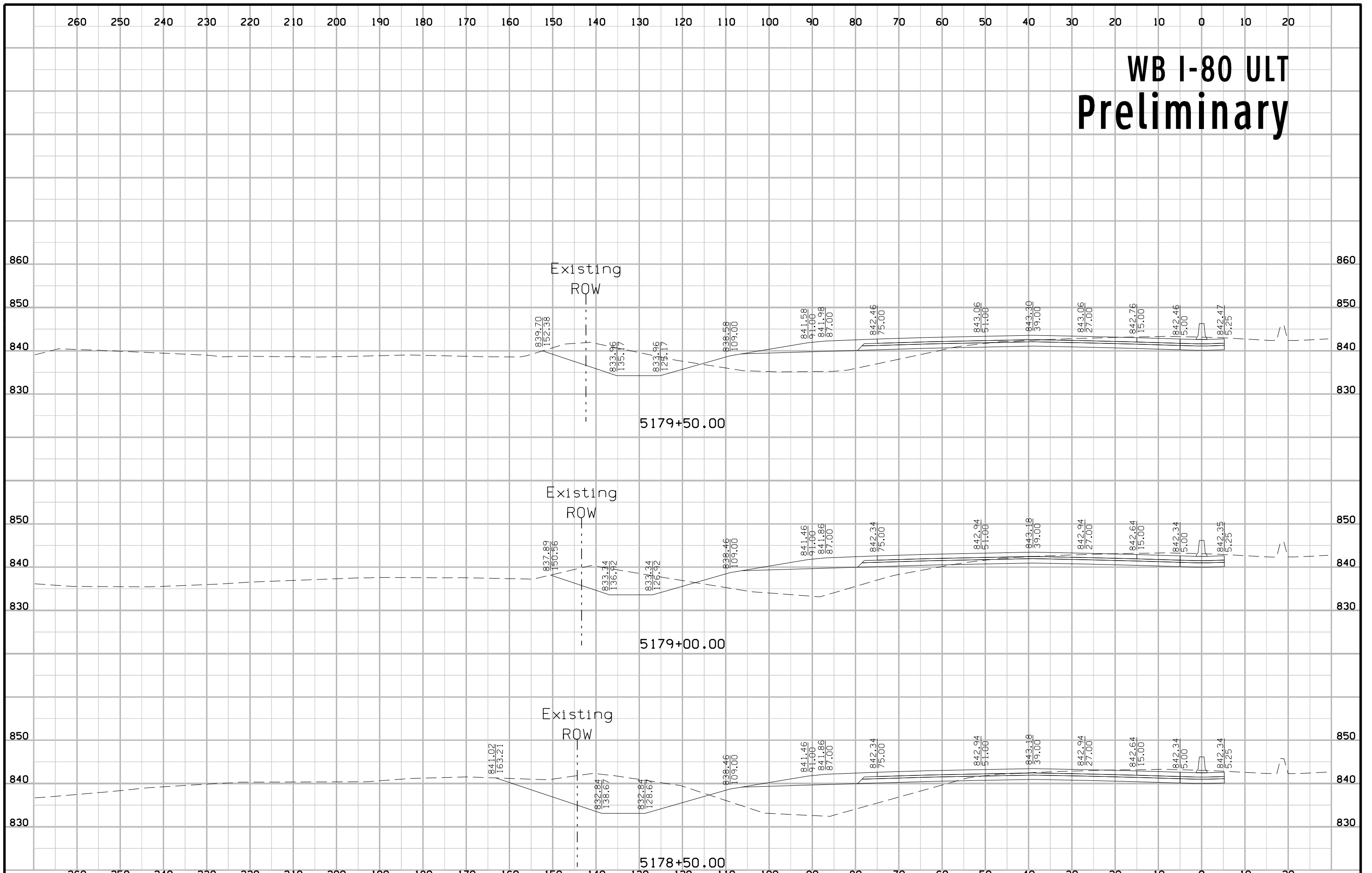
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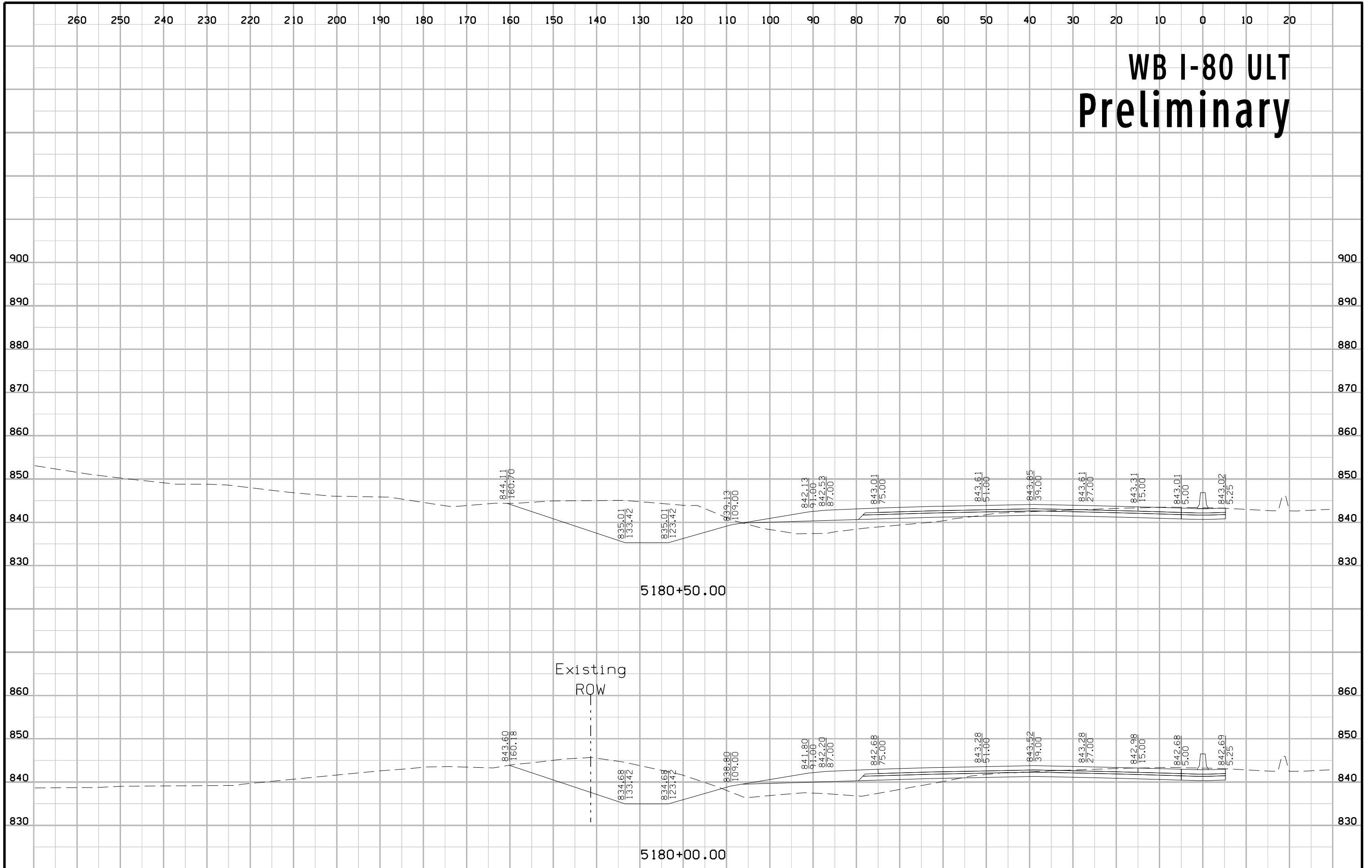
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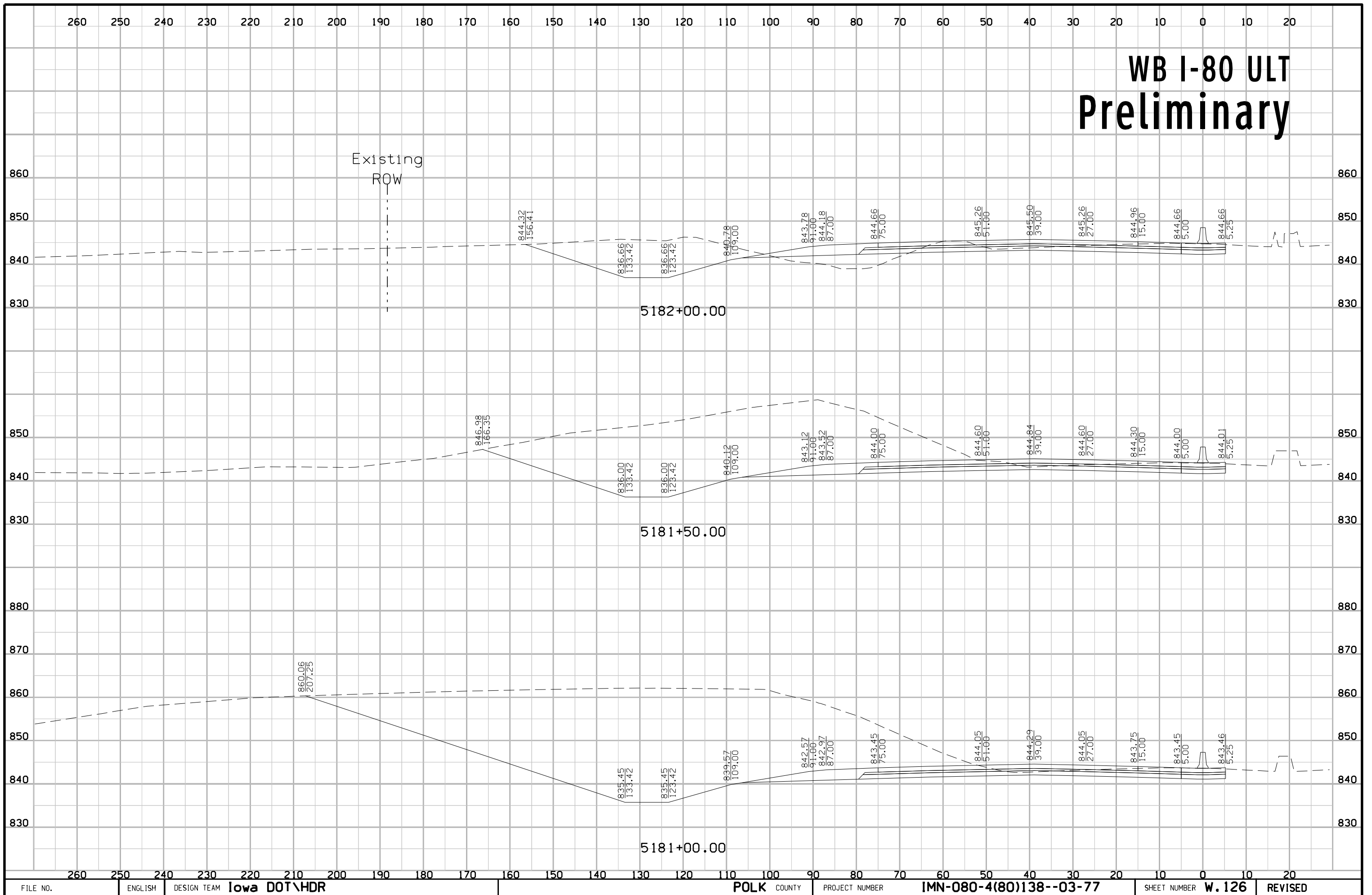
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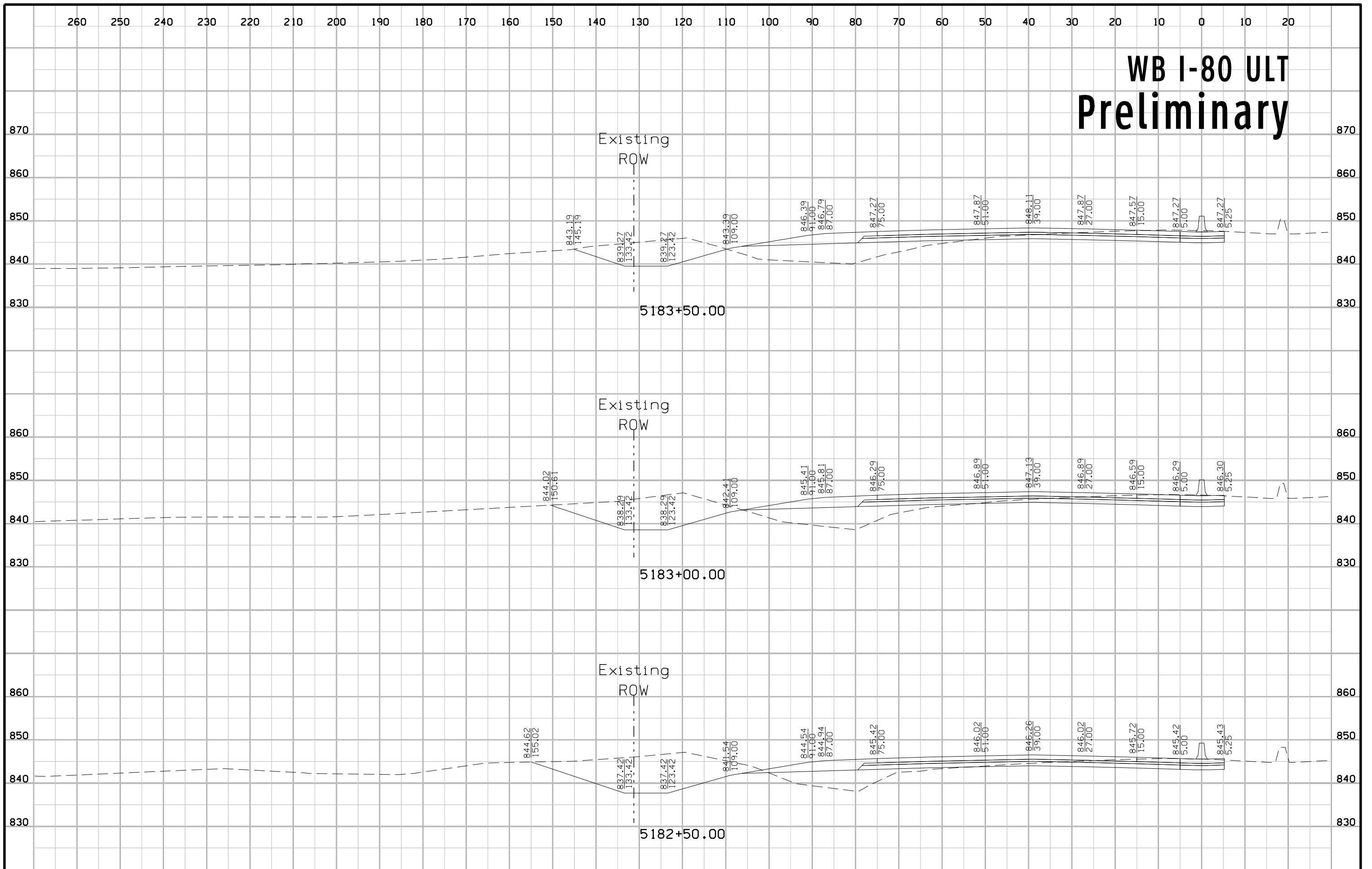
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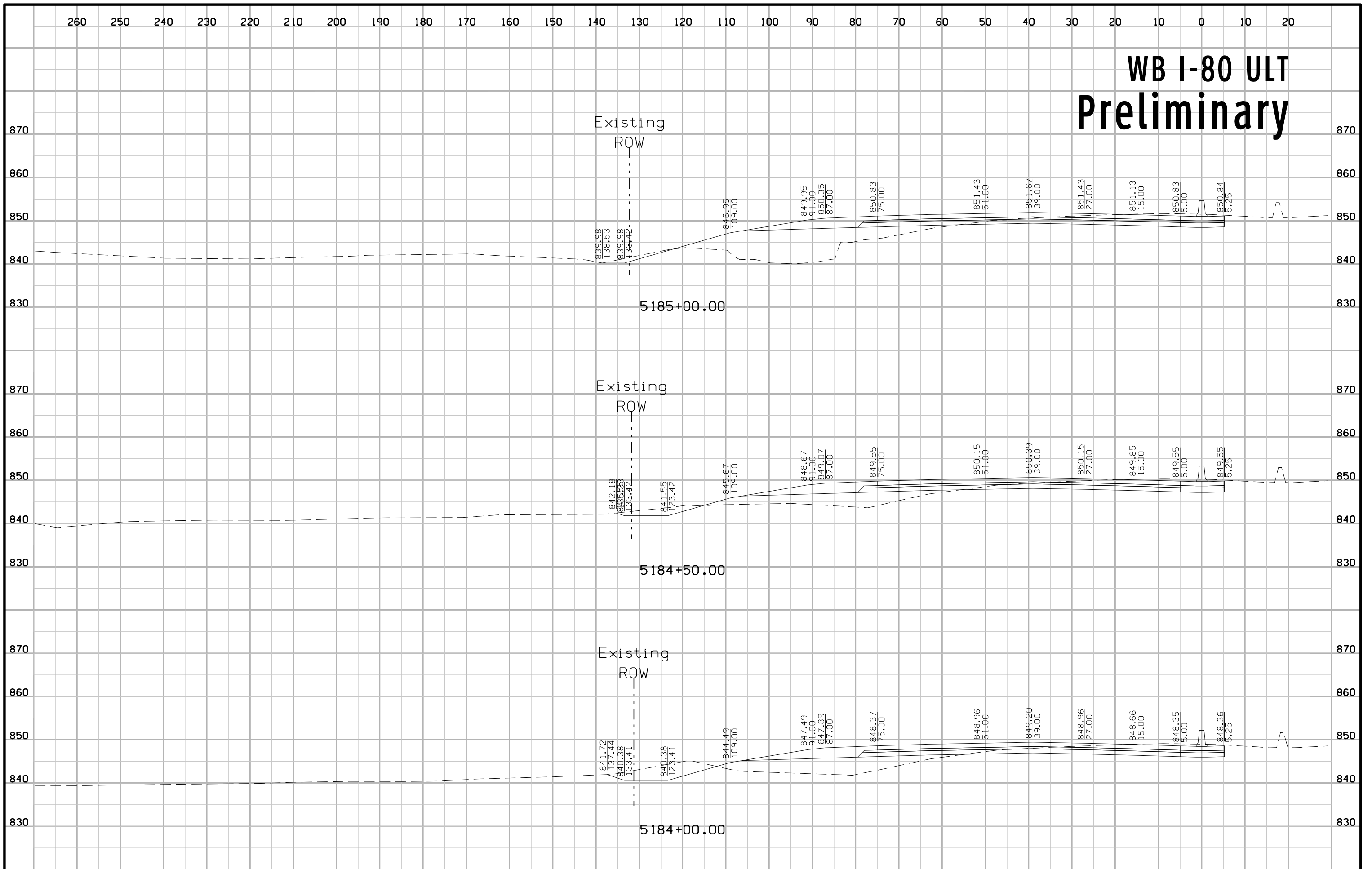
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# WB I-80 ULT Preliminary

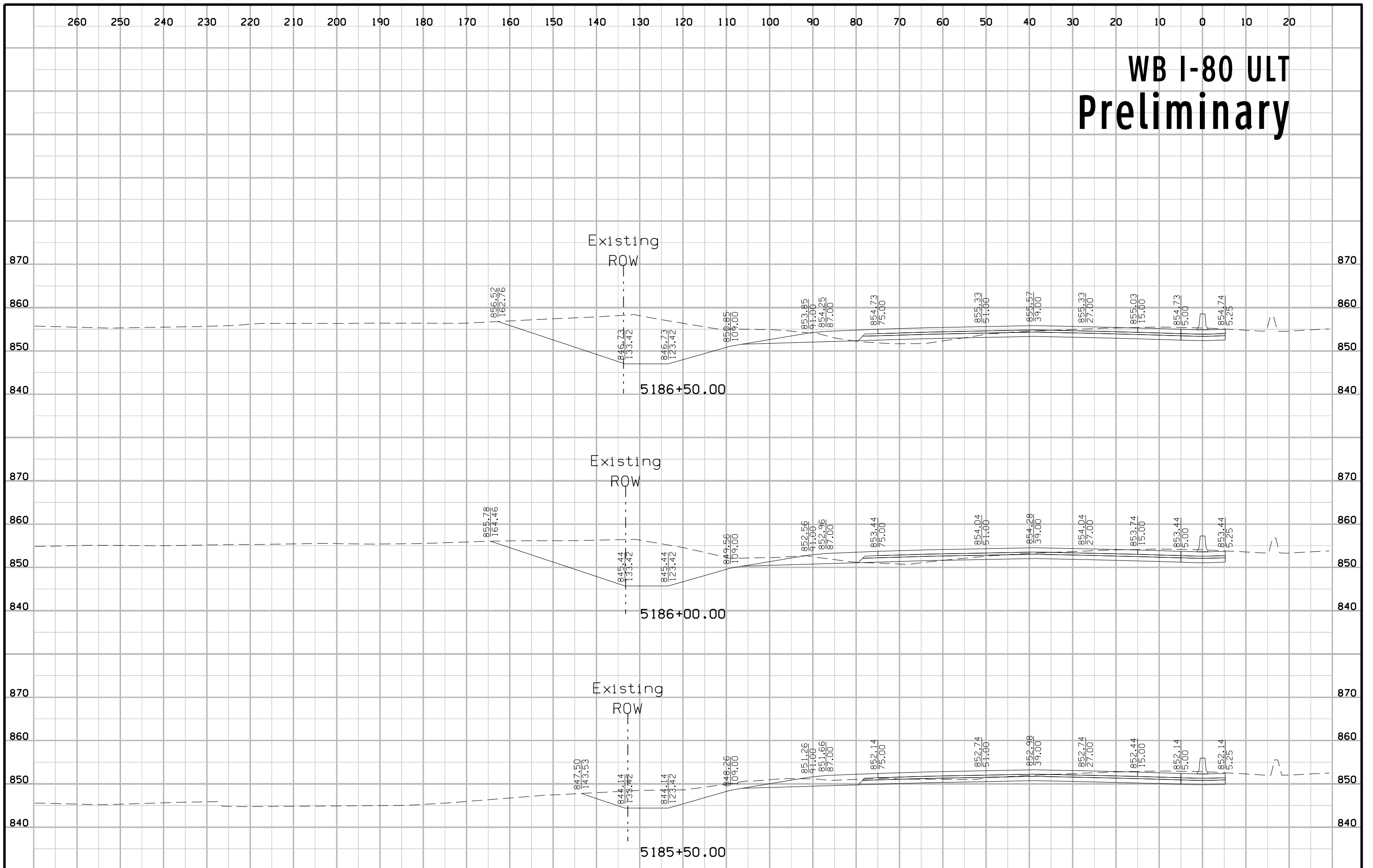


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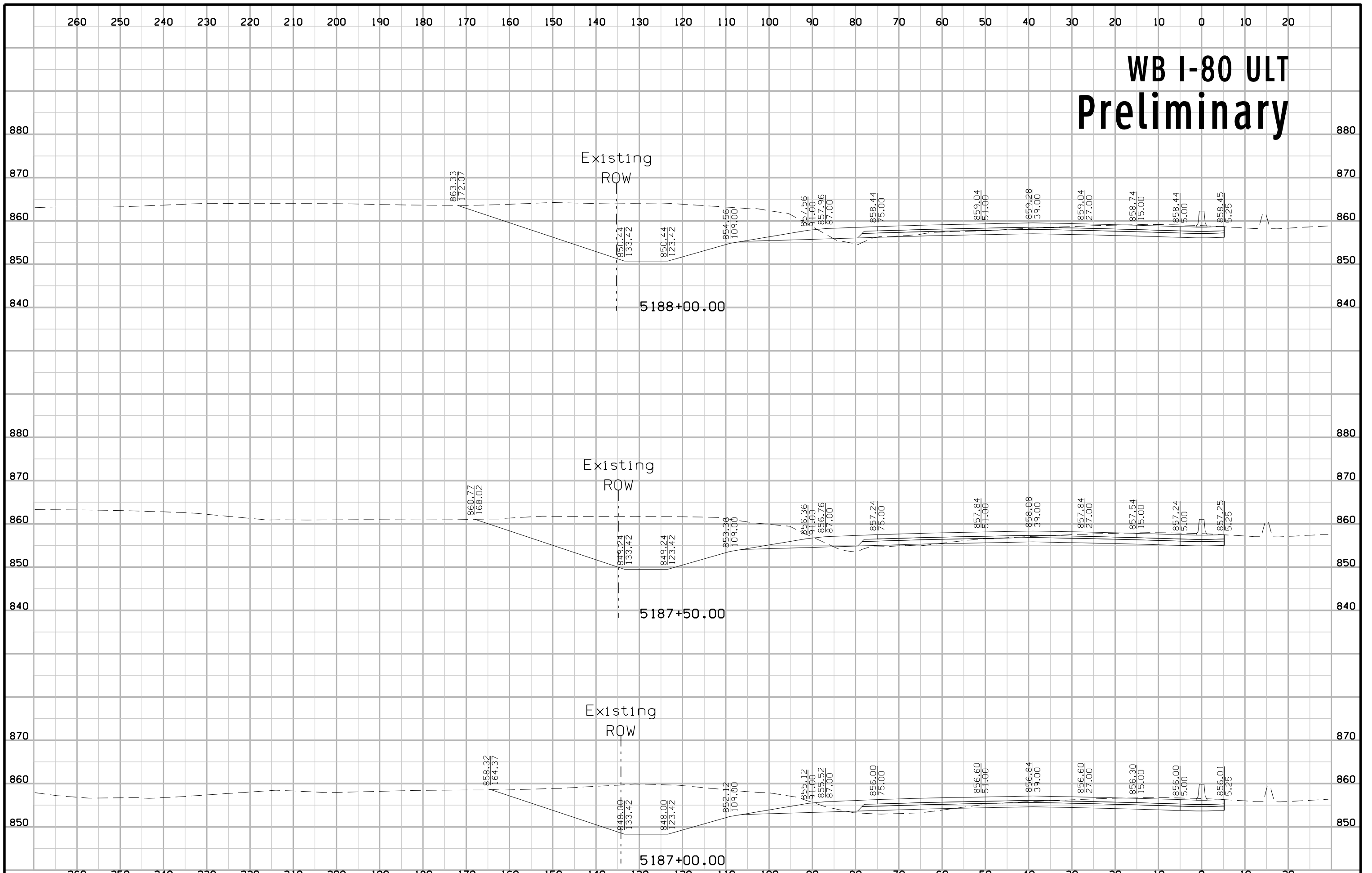




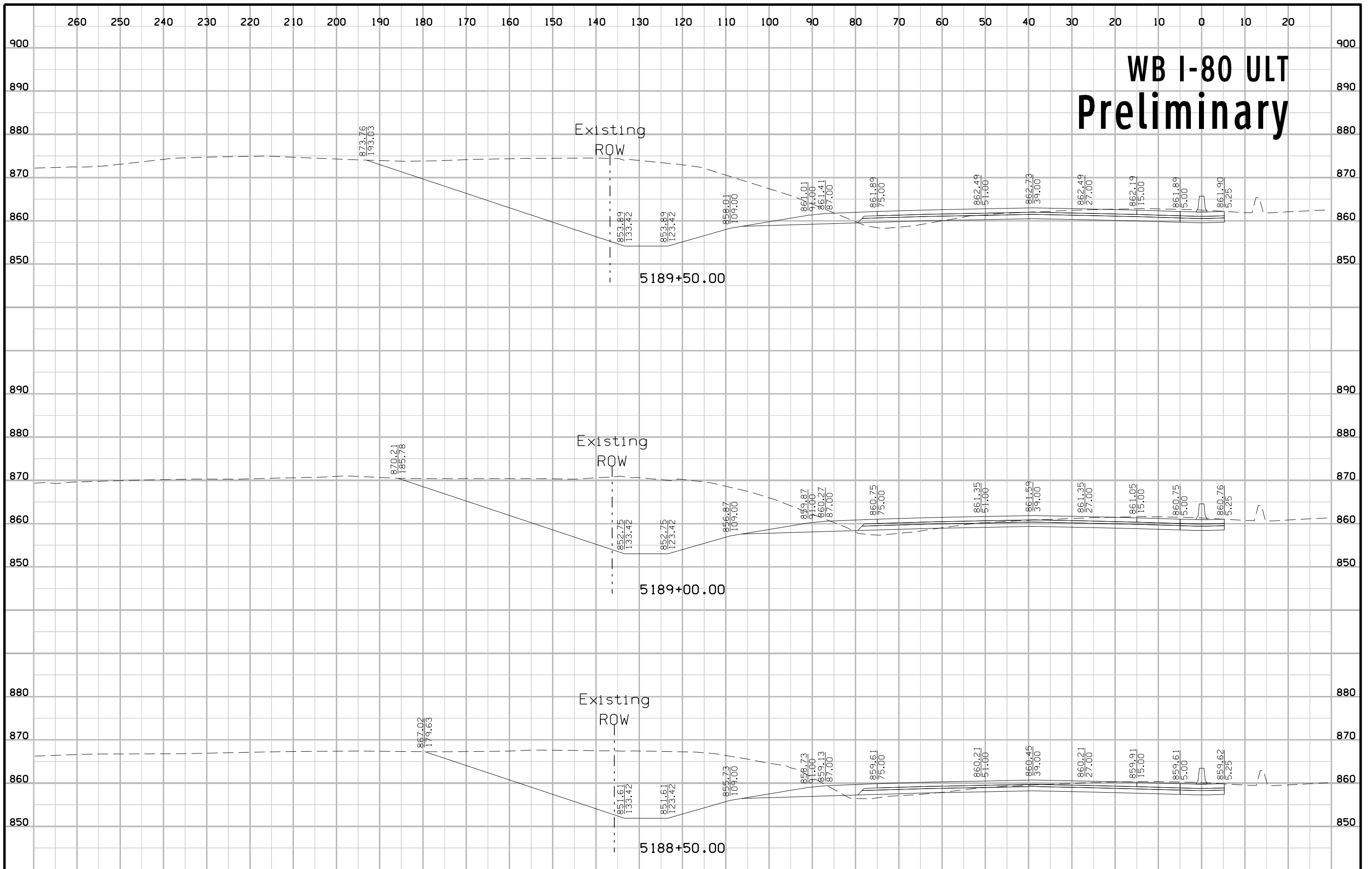
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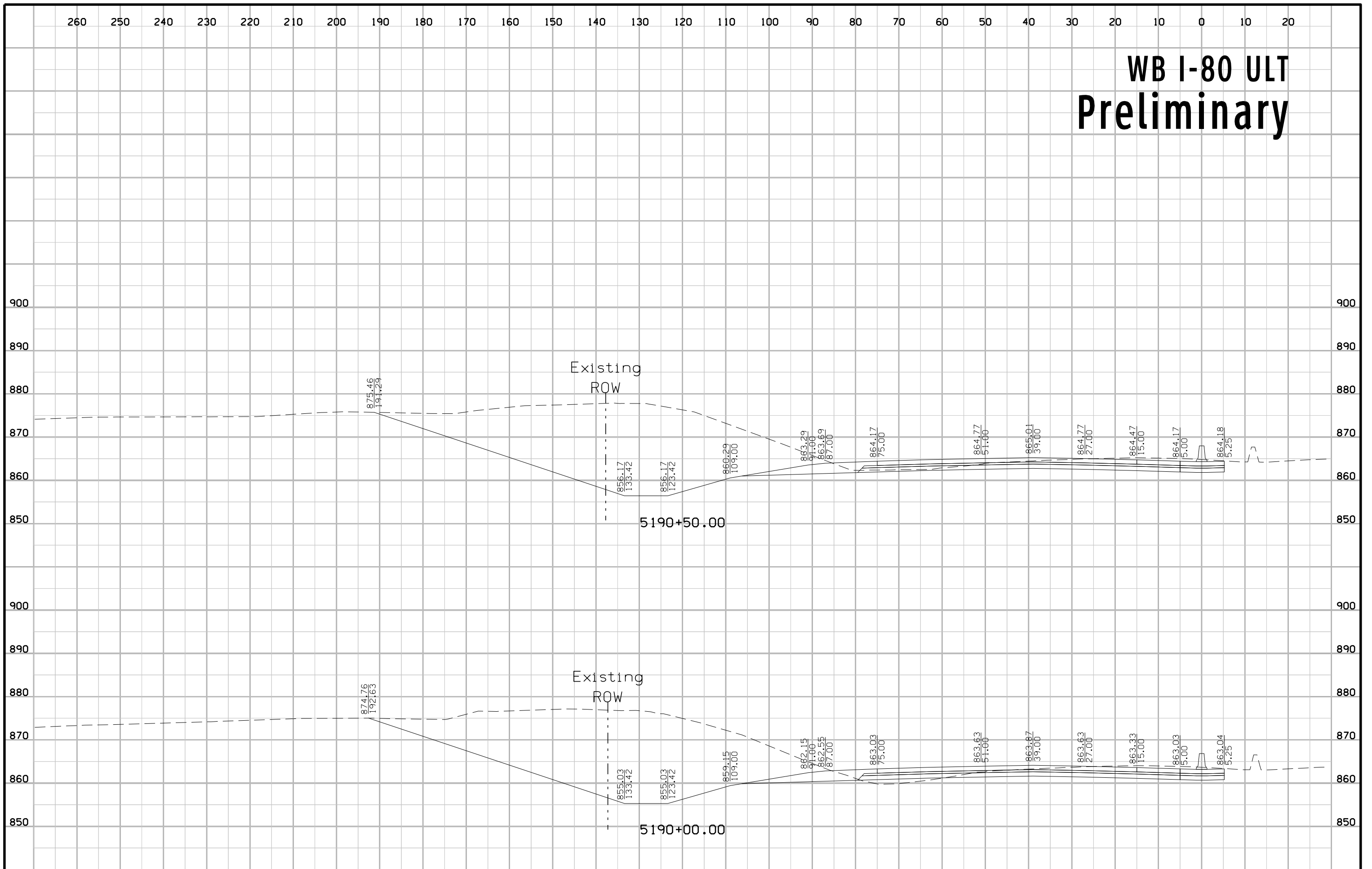
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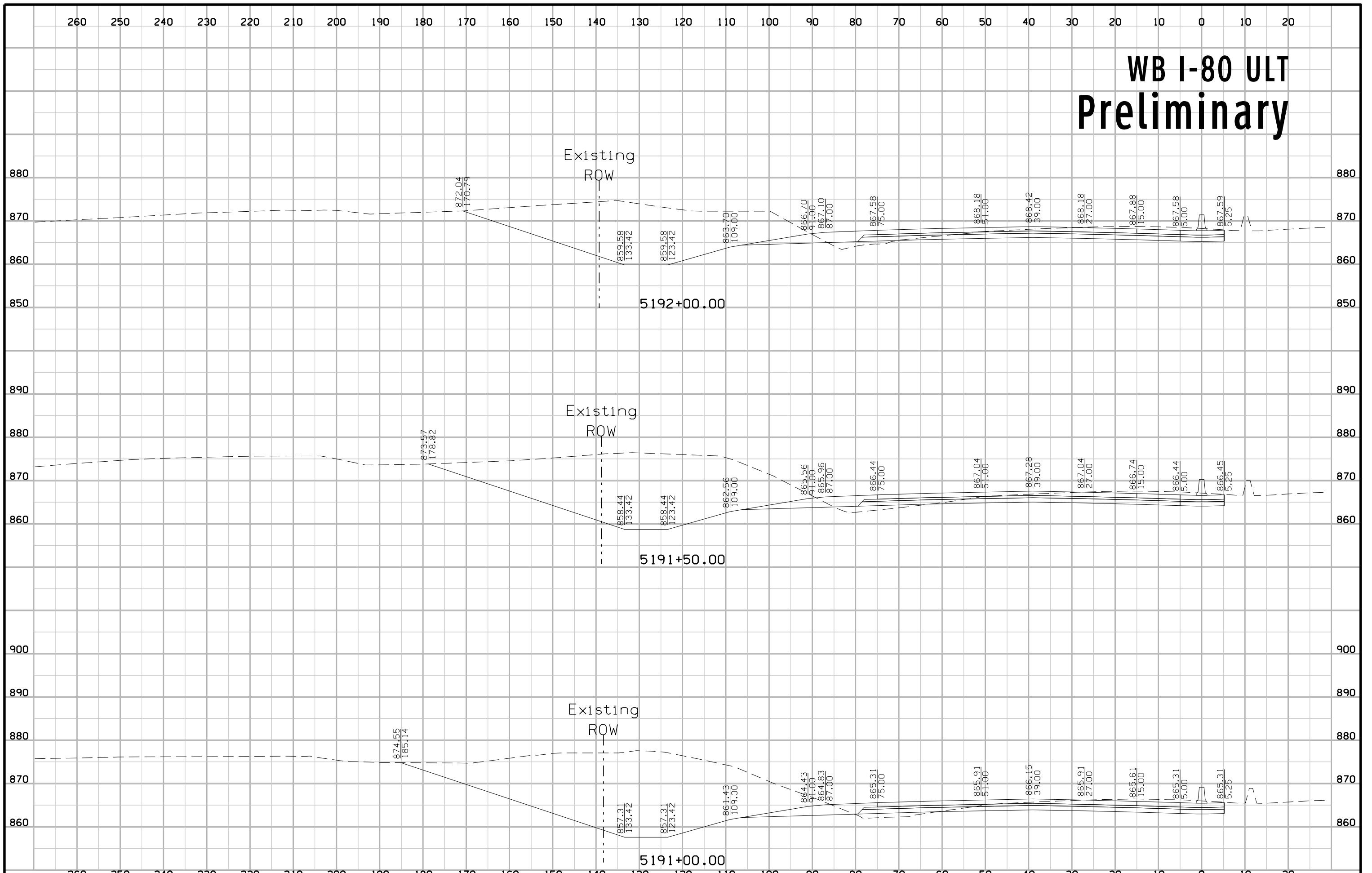
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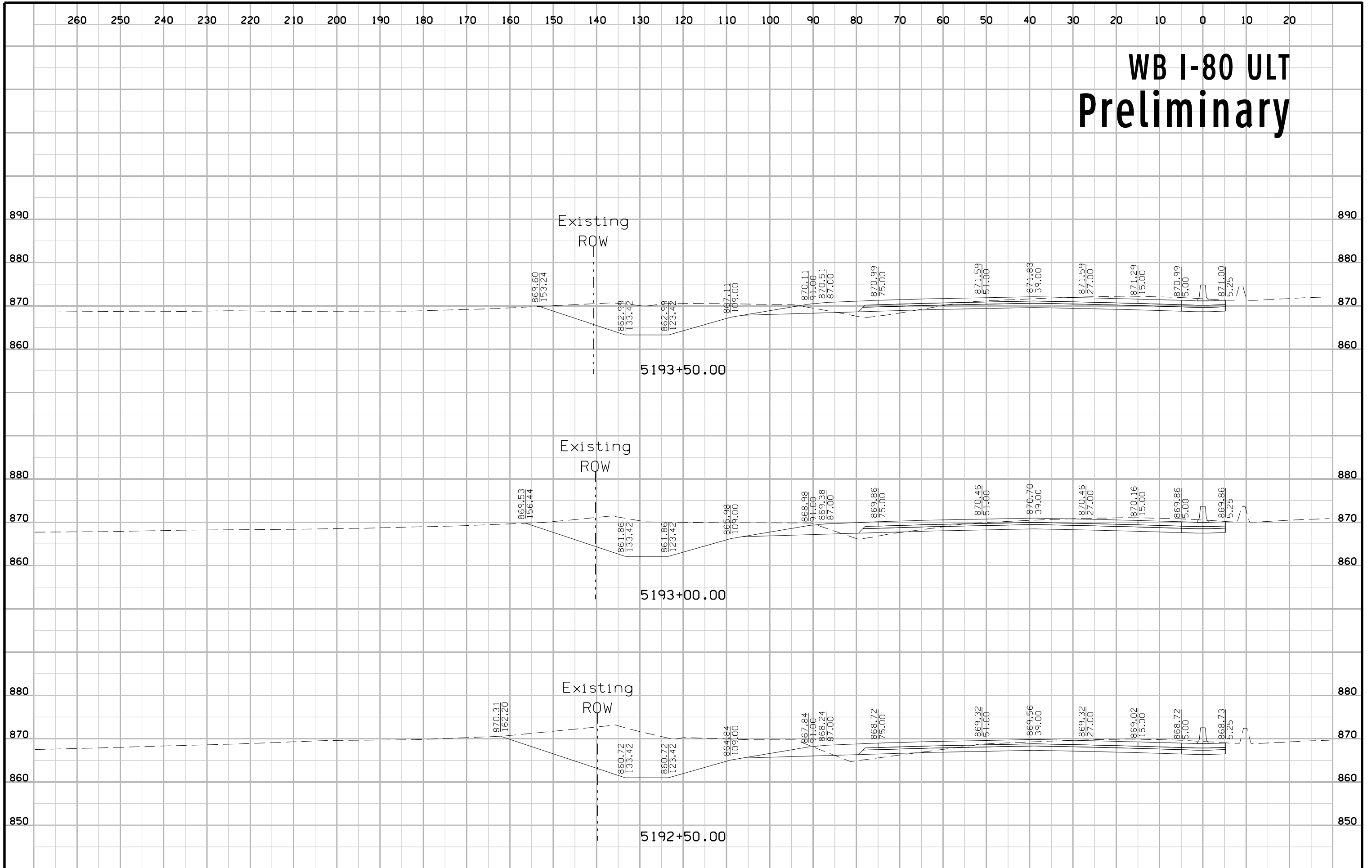
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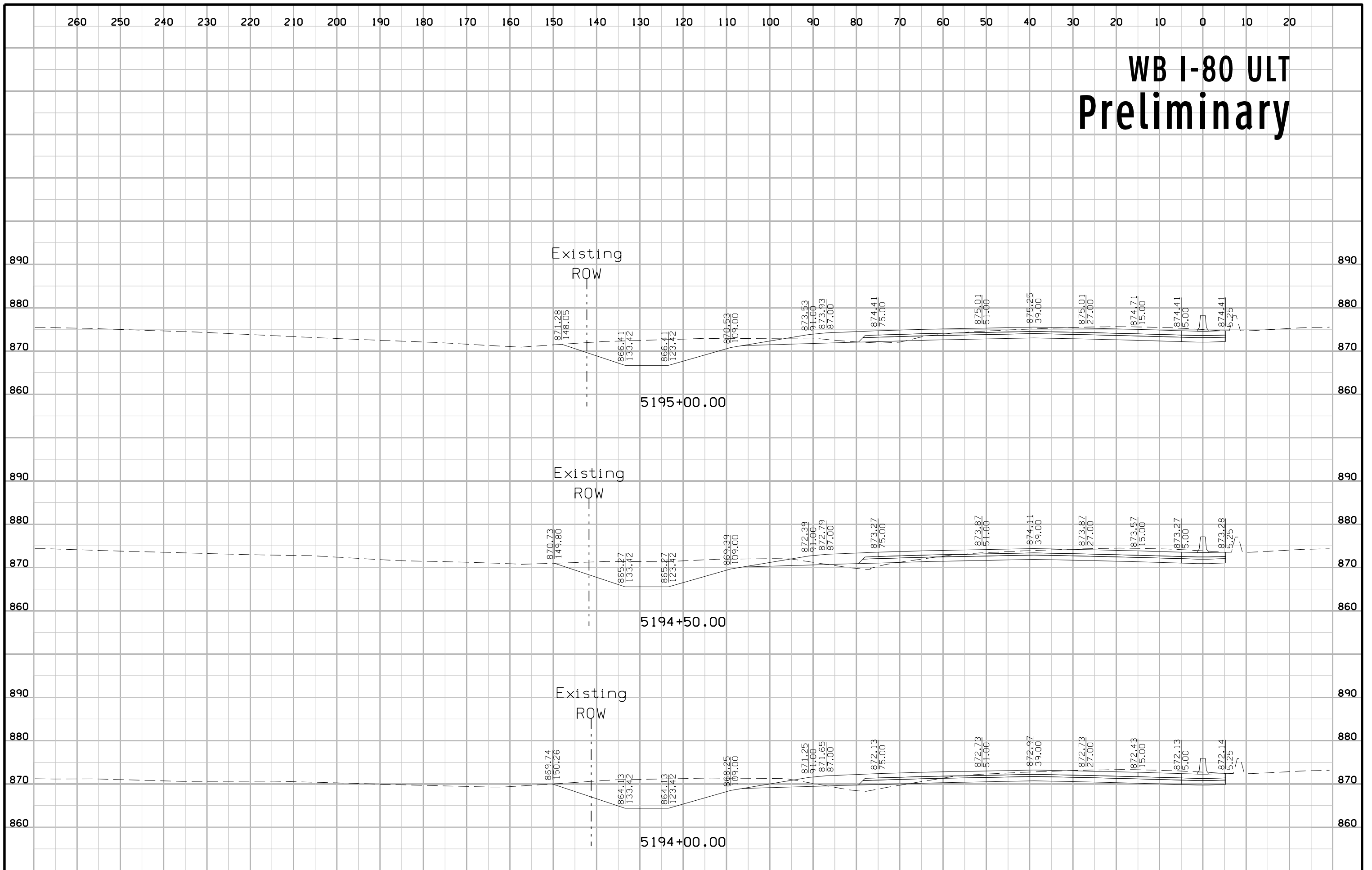
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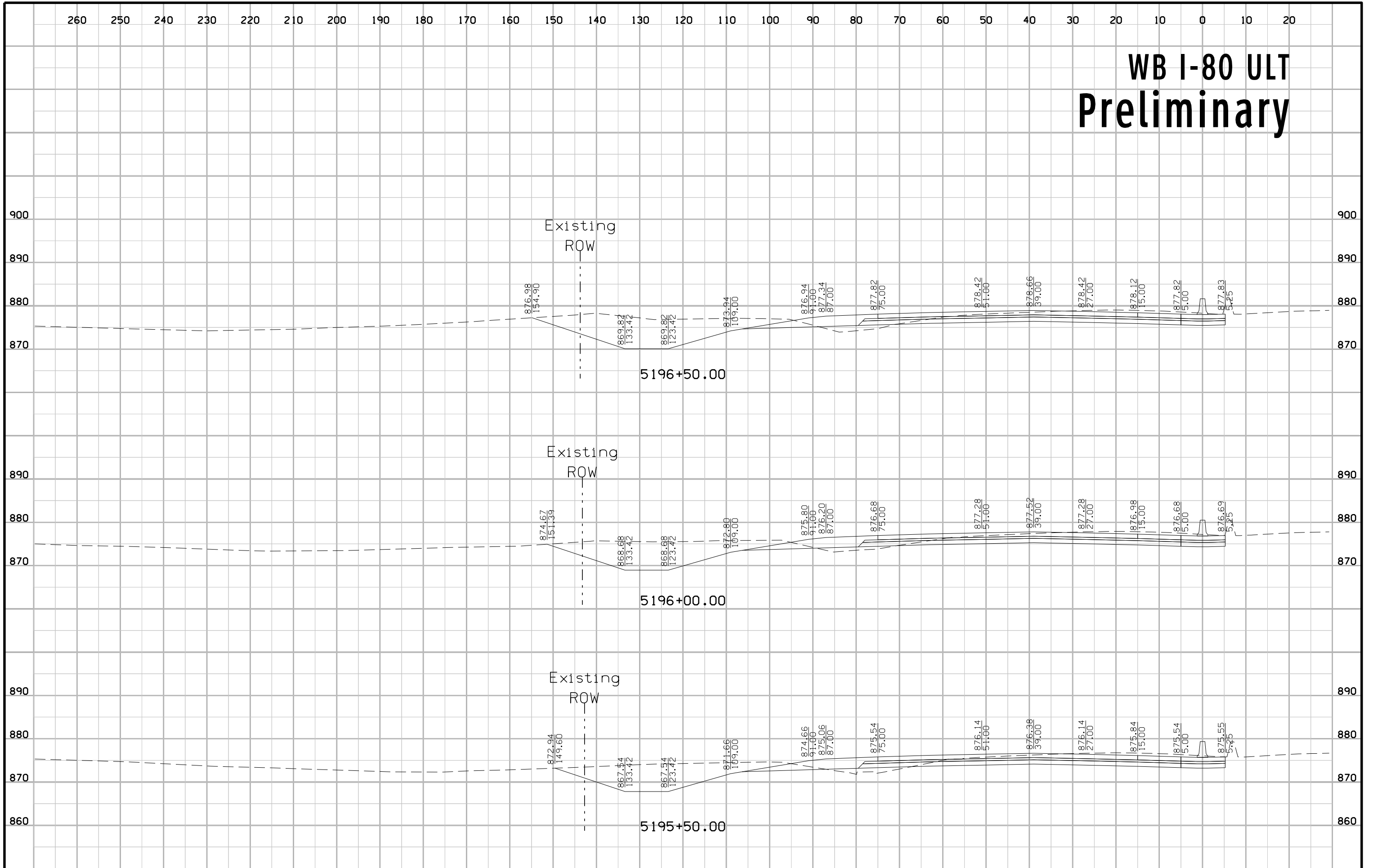
# WB I-80 ULT Preliminary



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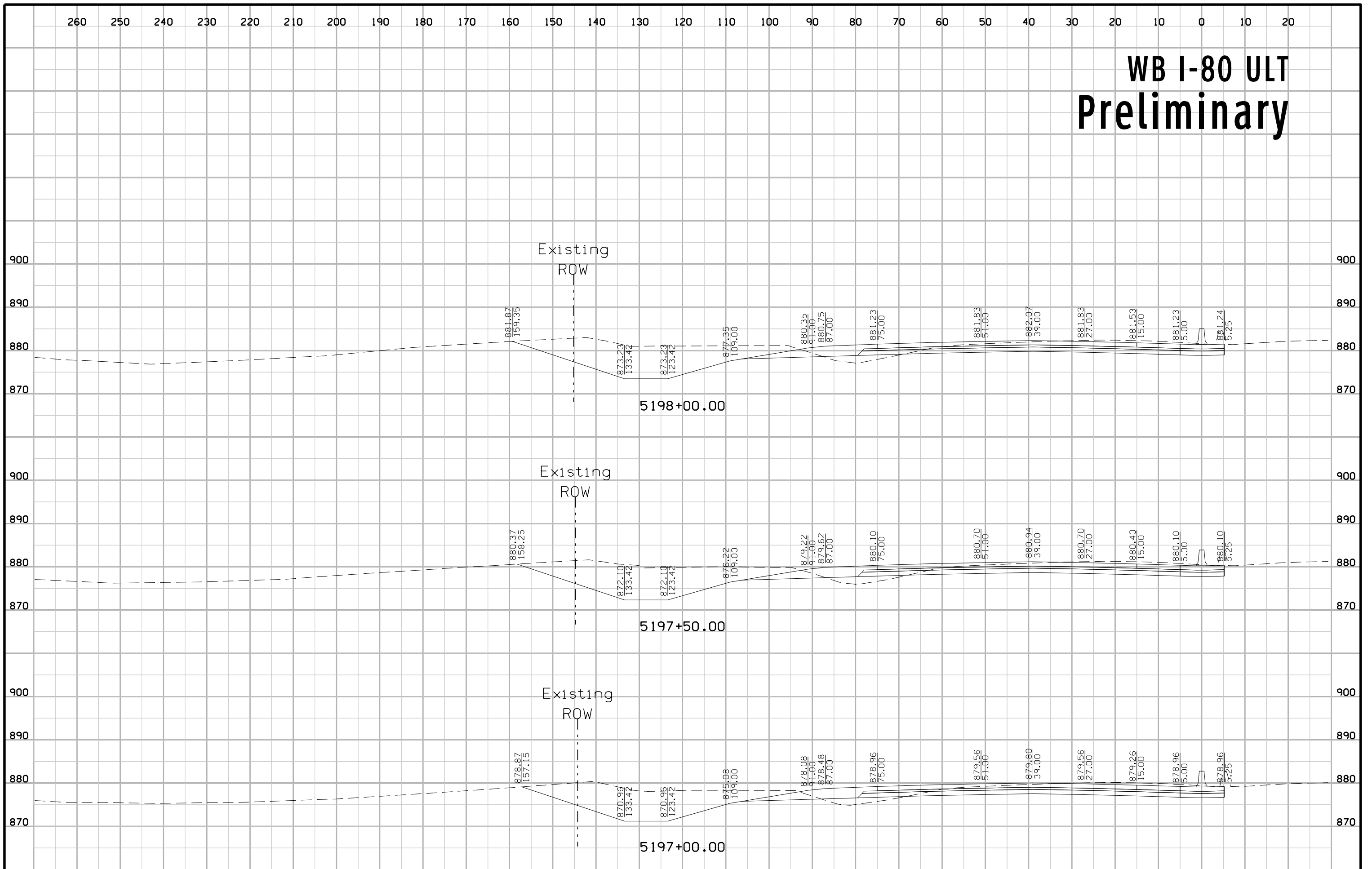


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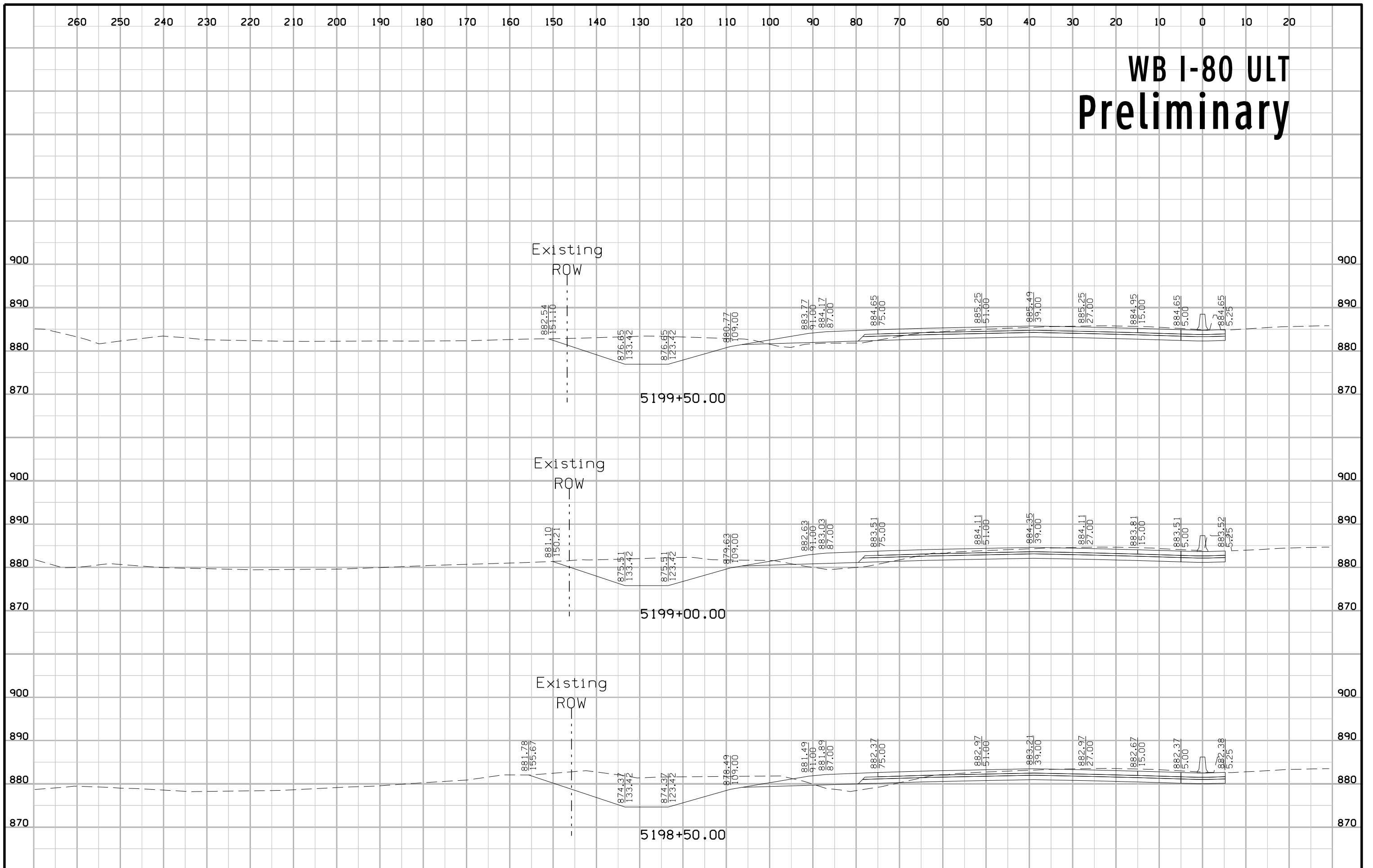




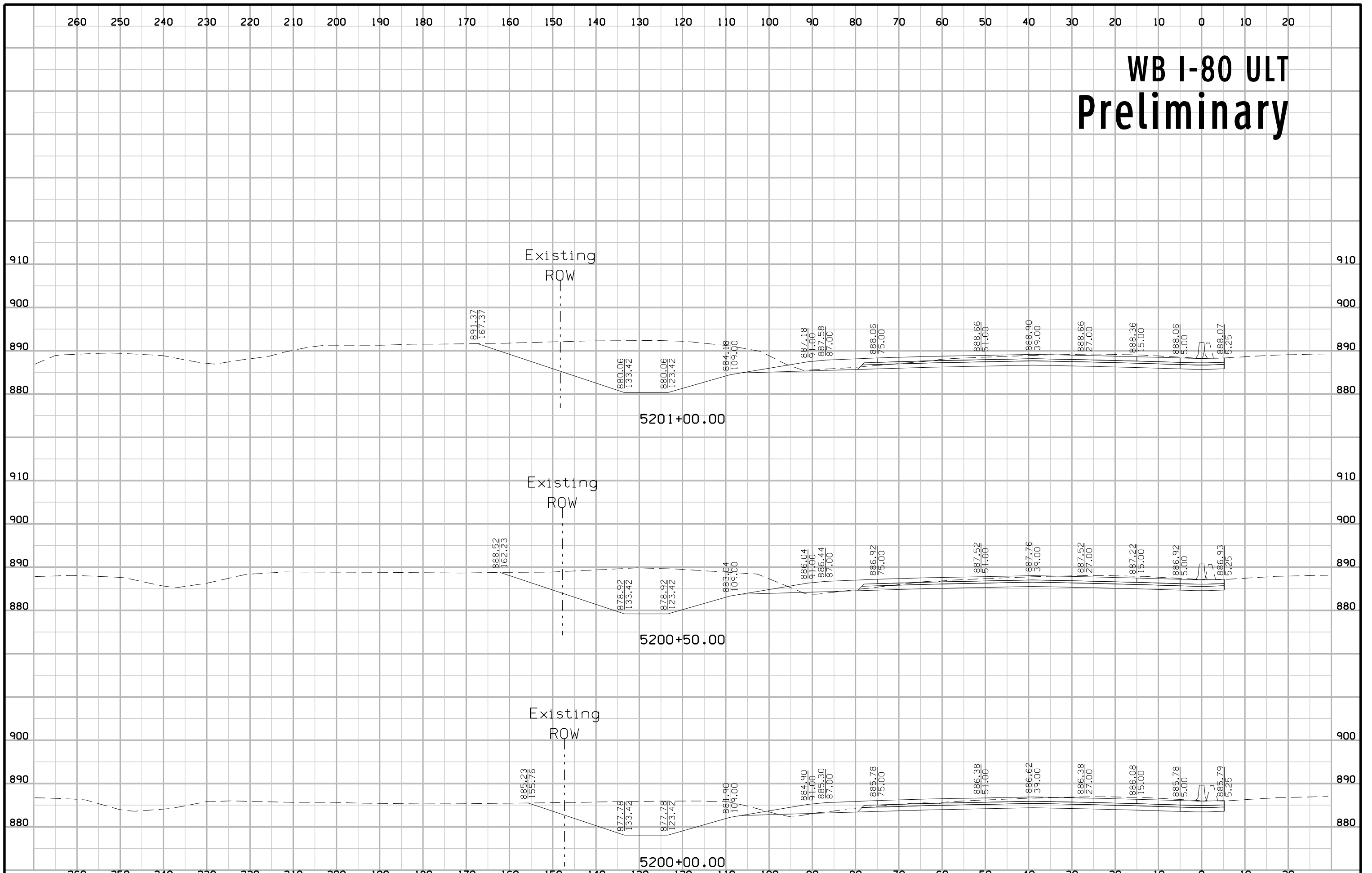
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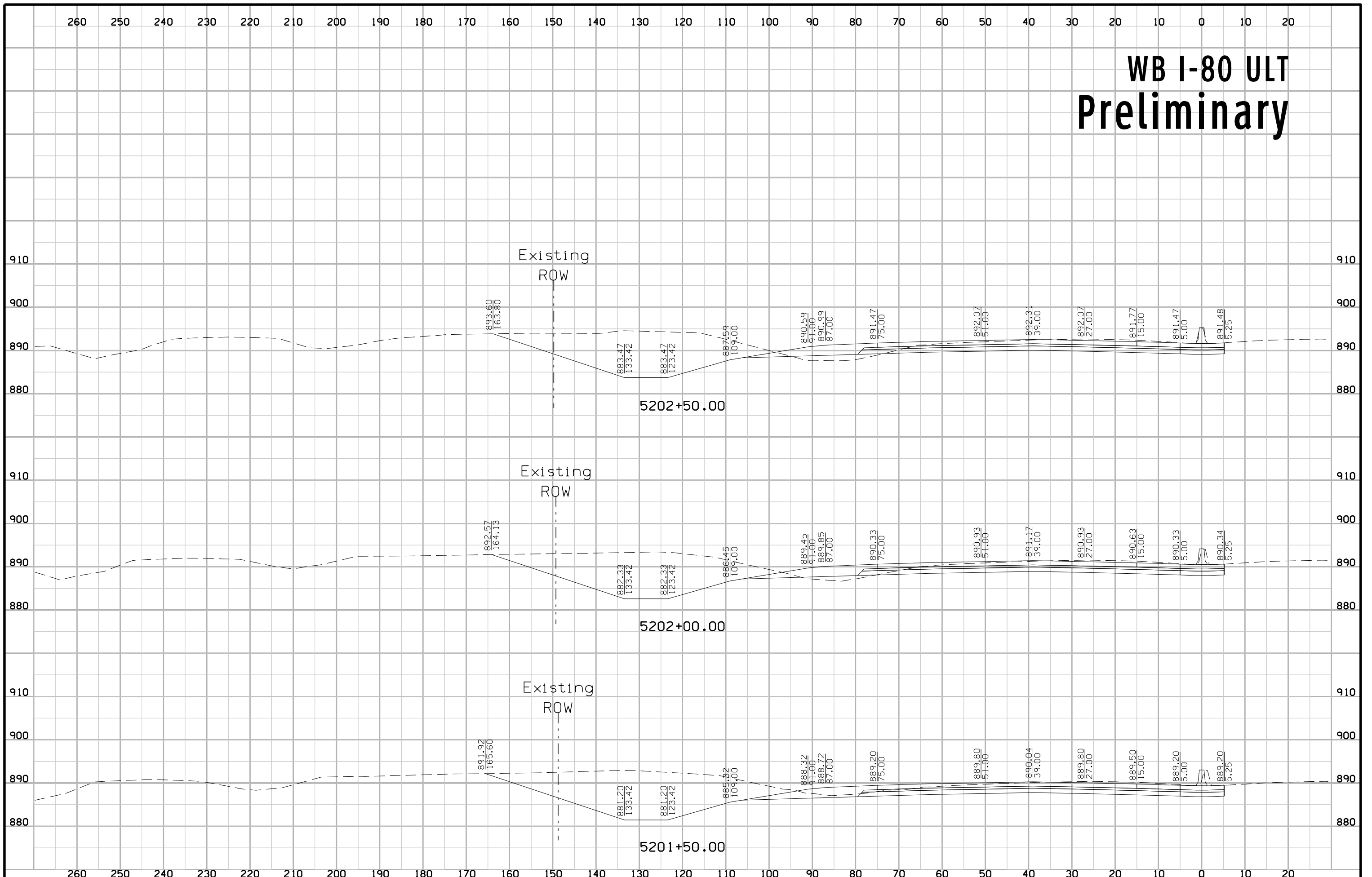
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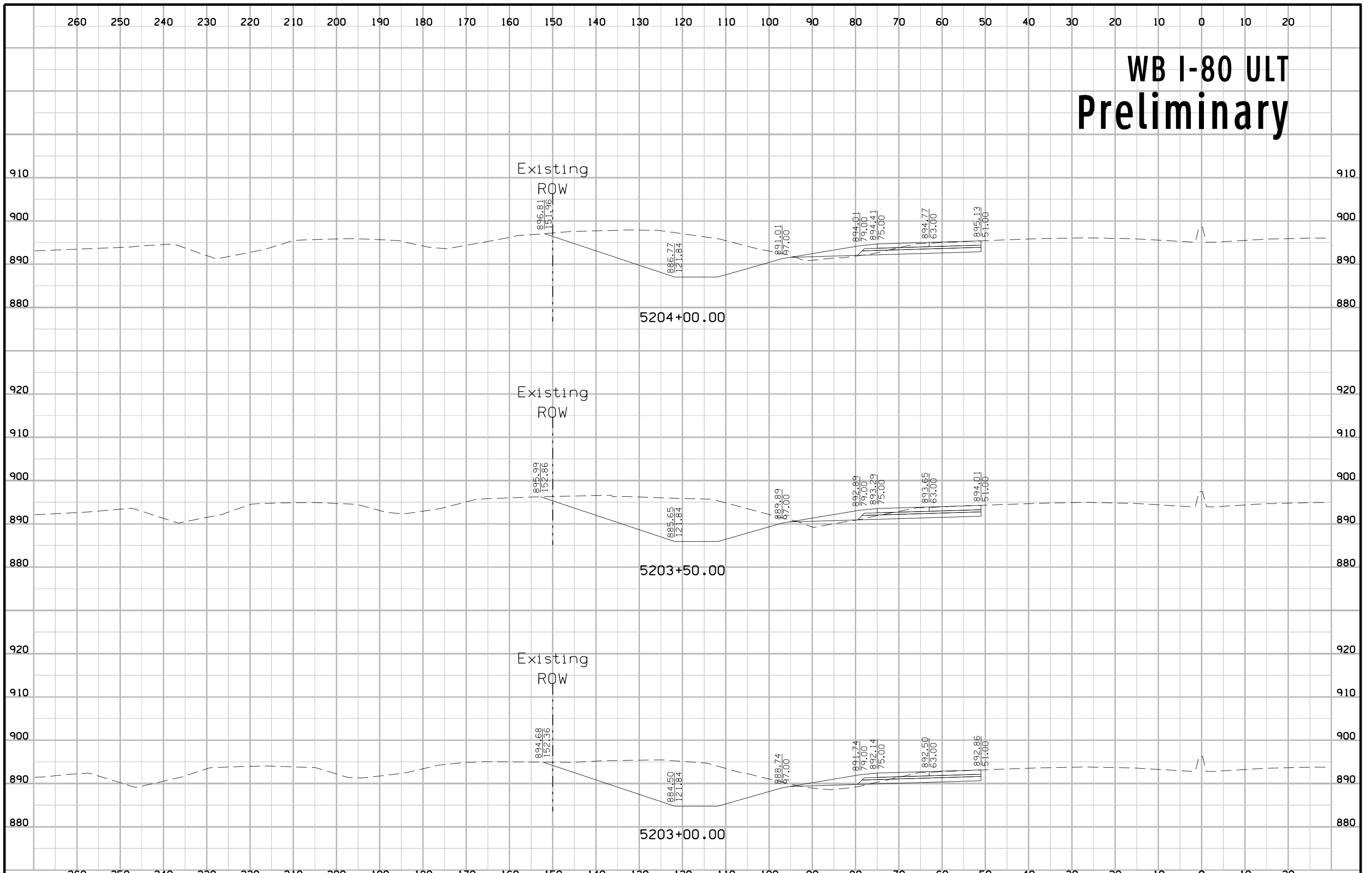
# WB I-80 ULT Preliminary



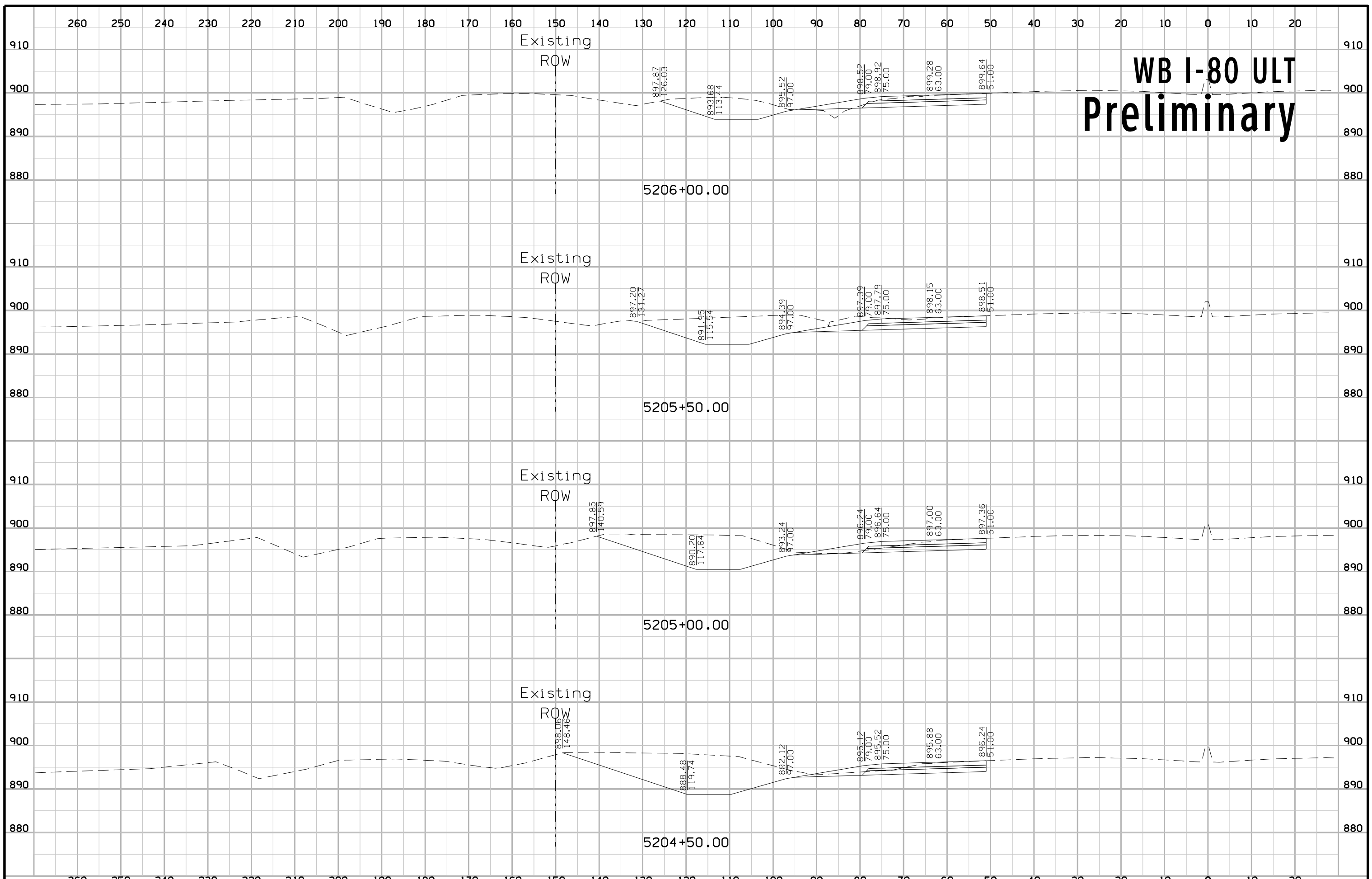
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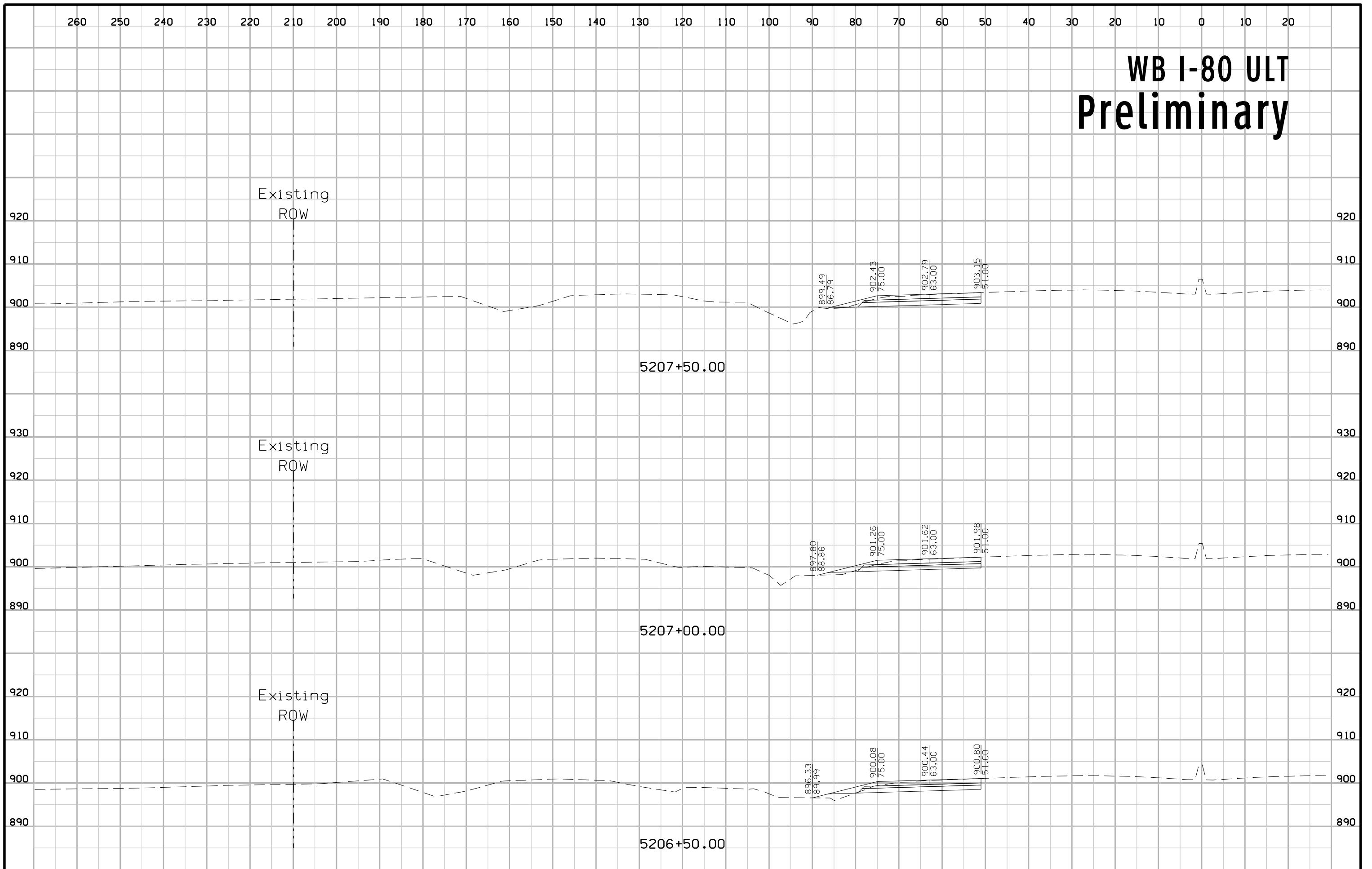
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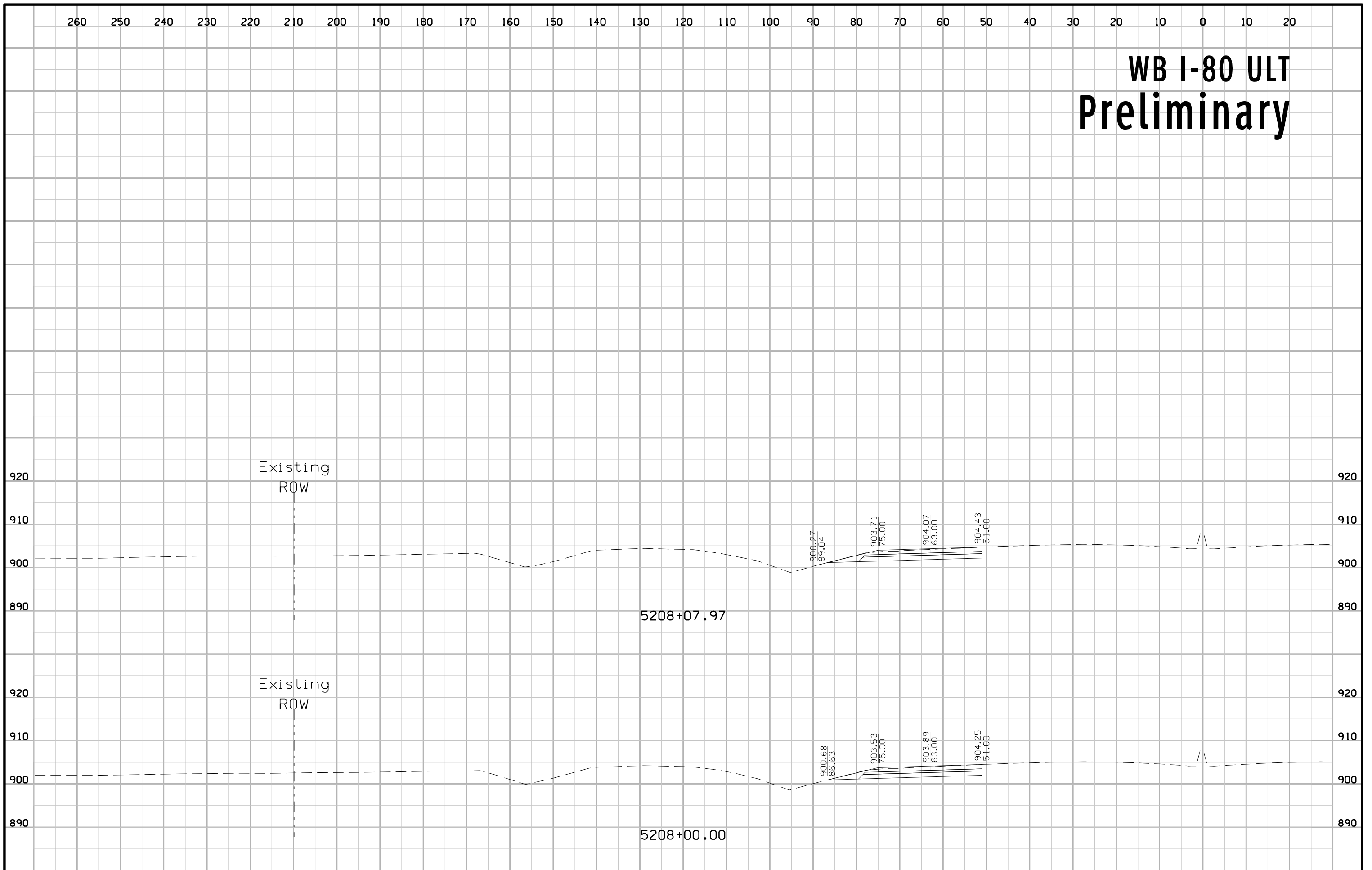
# WB I-80 ULT Preliminary



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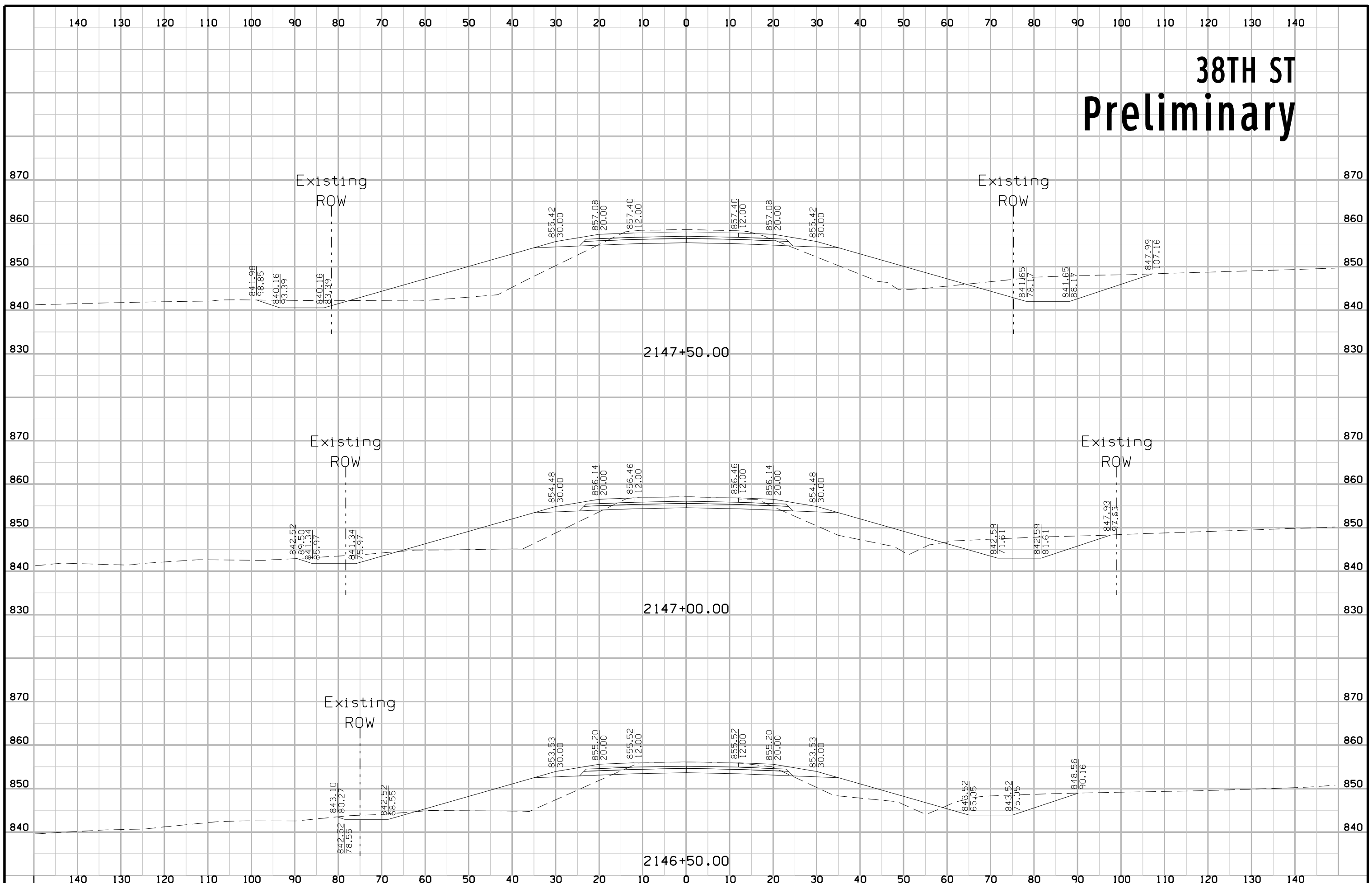


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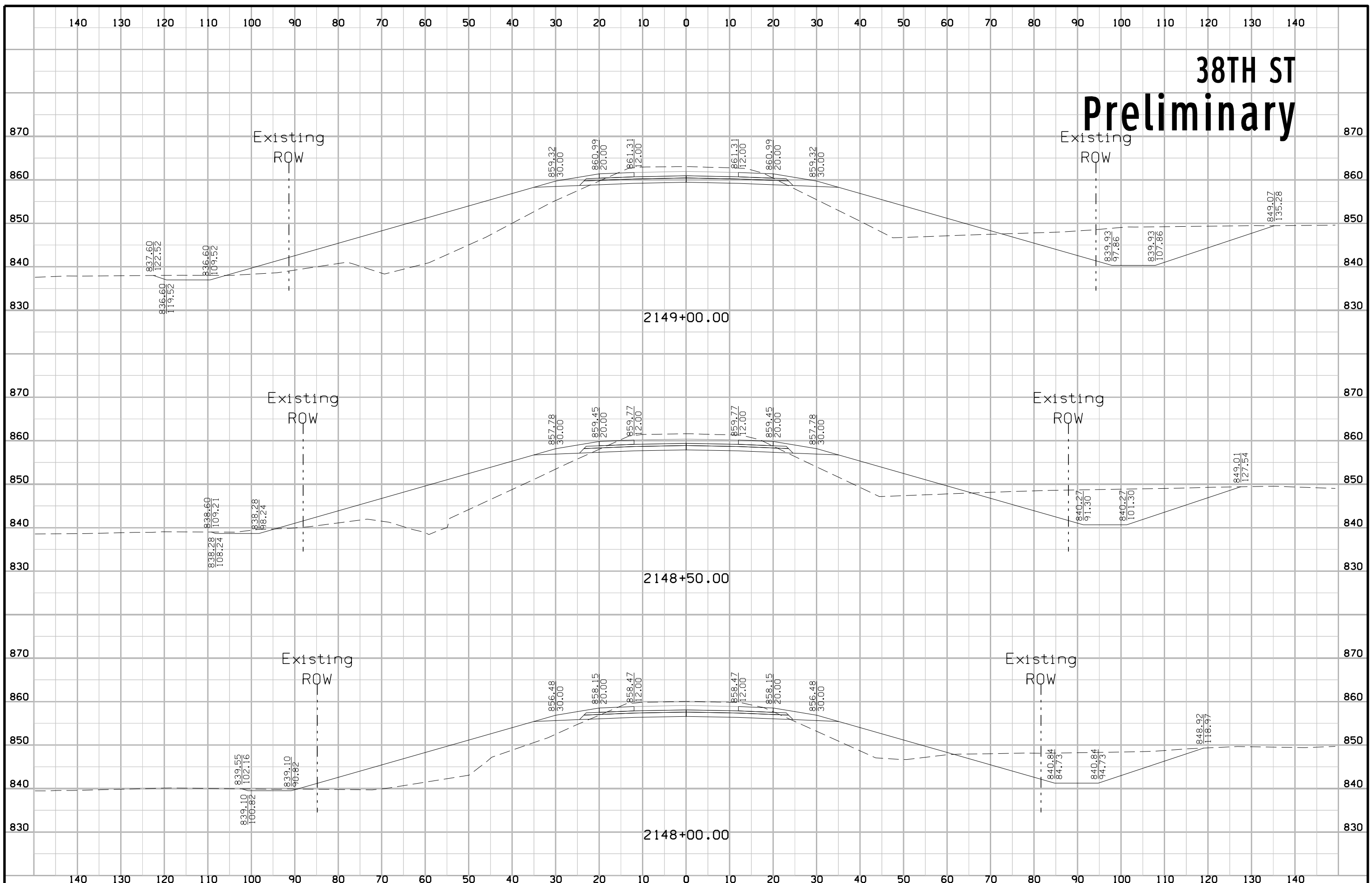




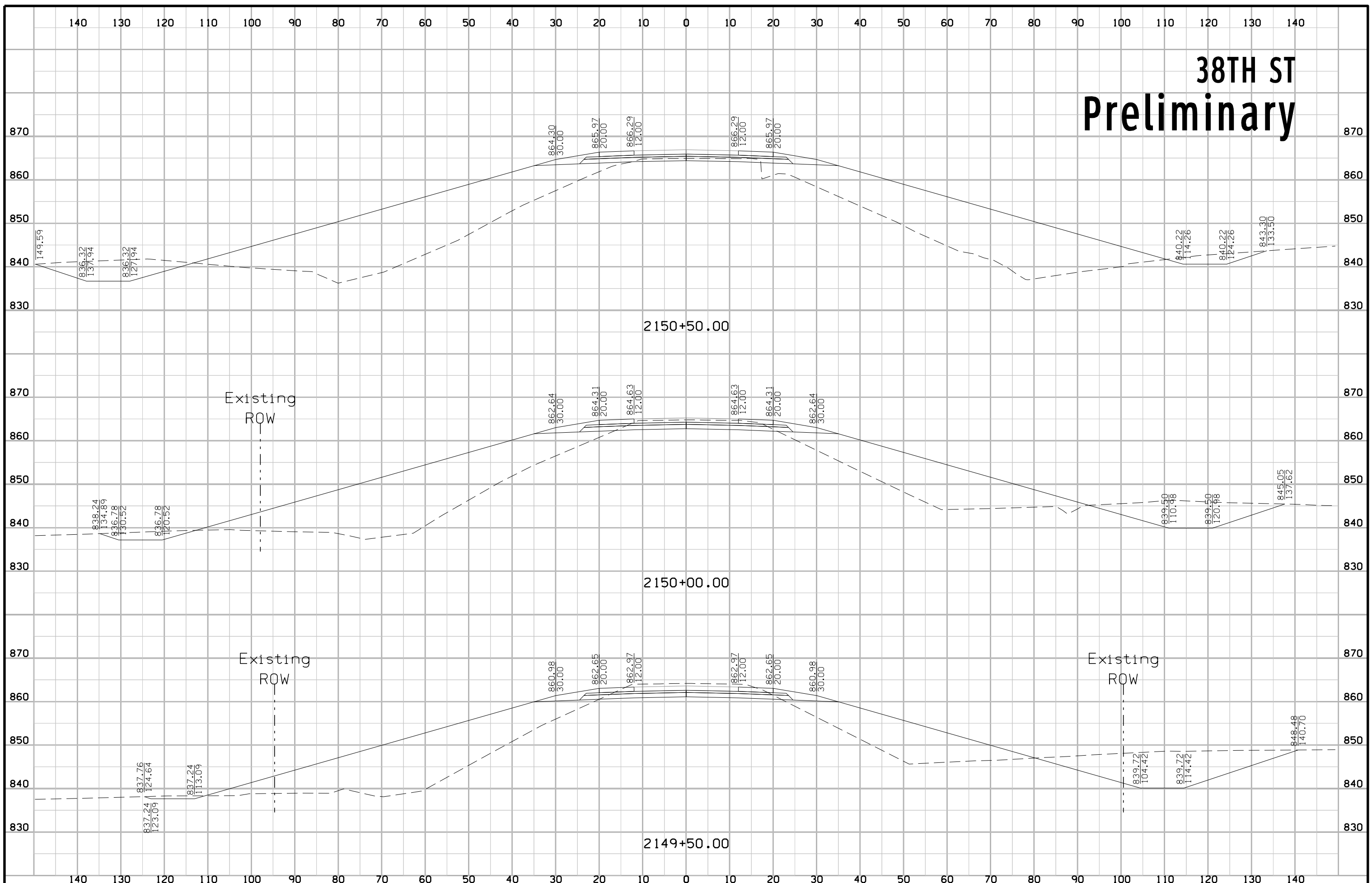
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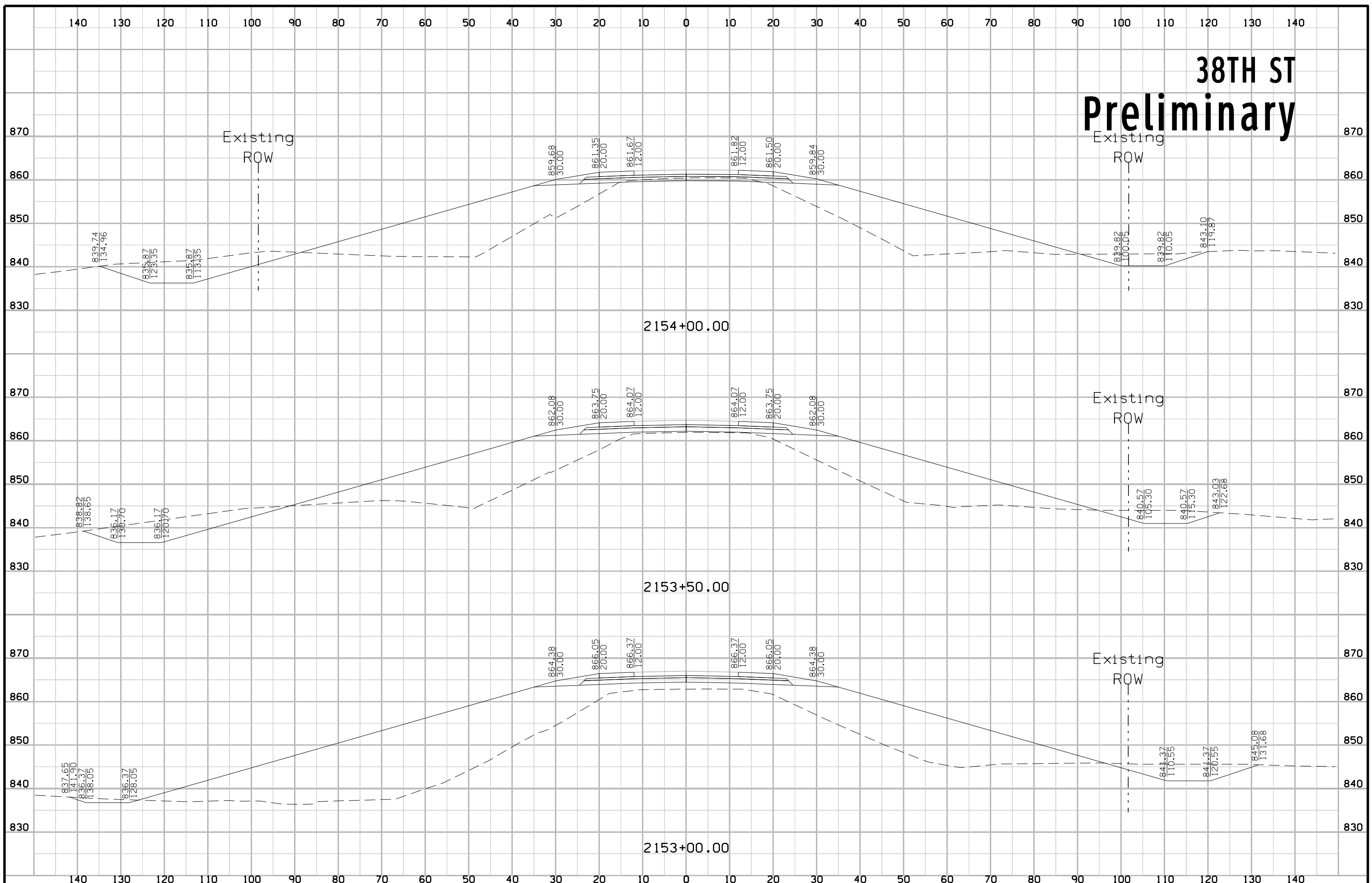
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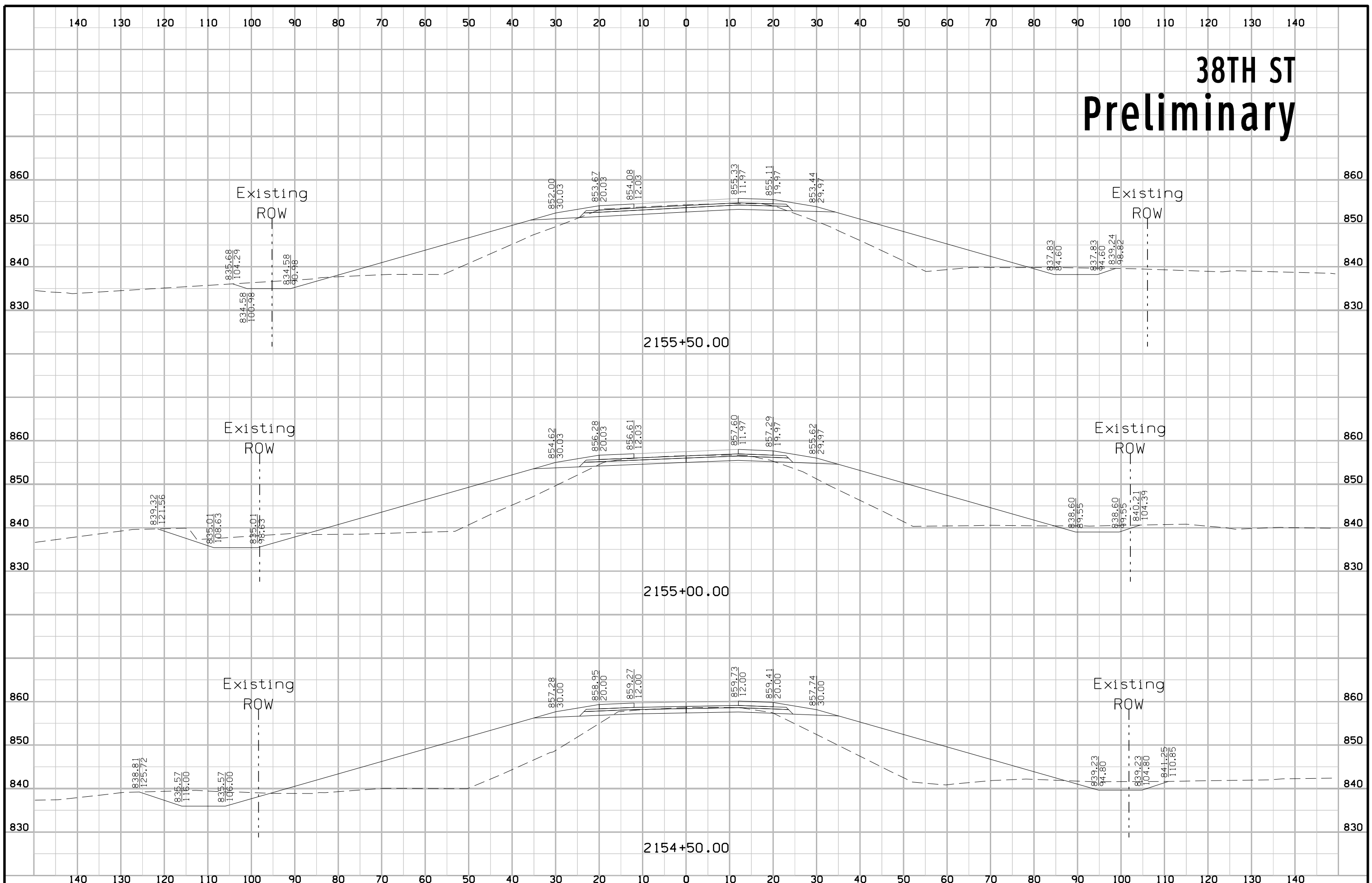
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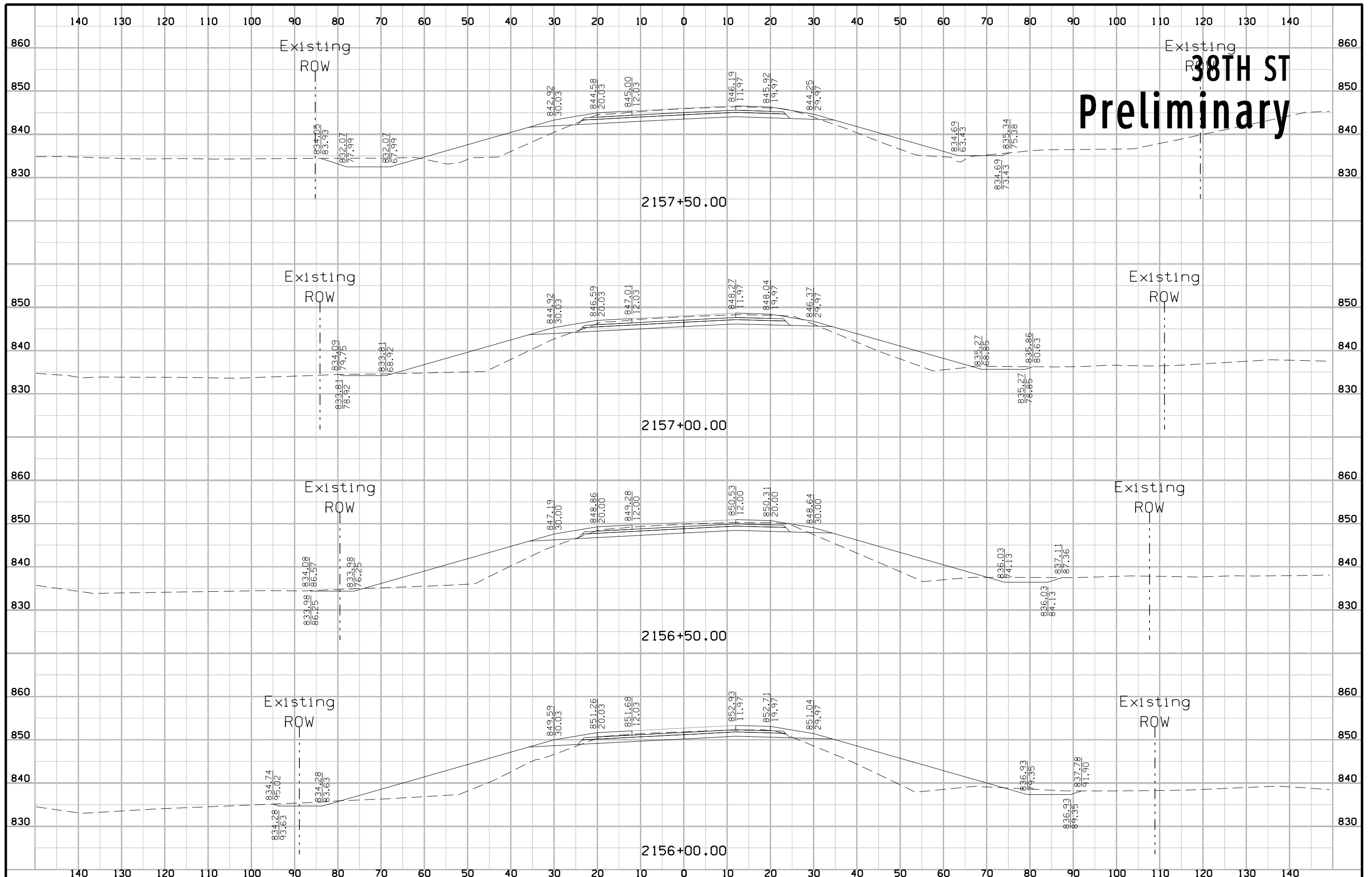


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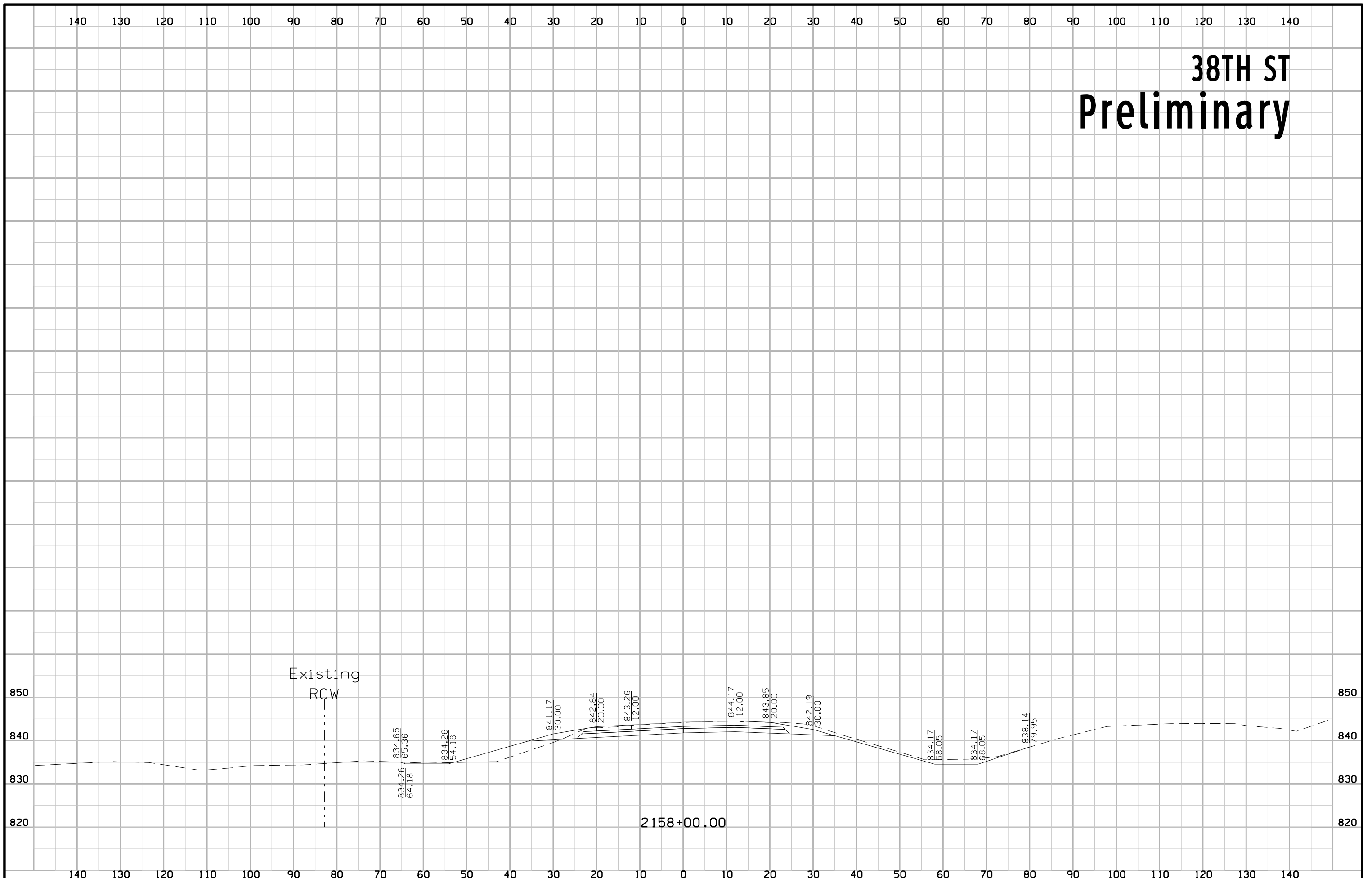


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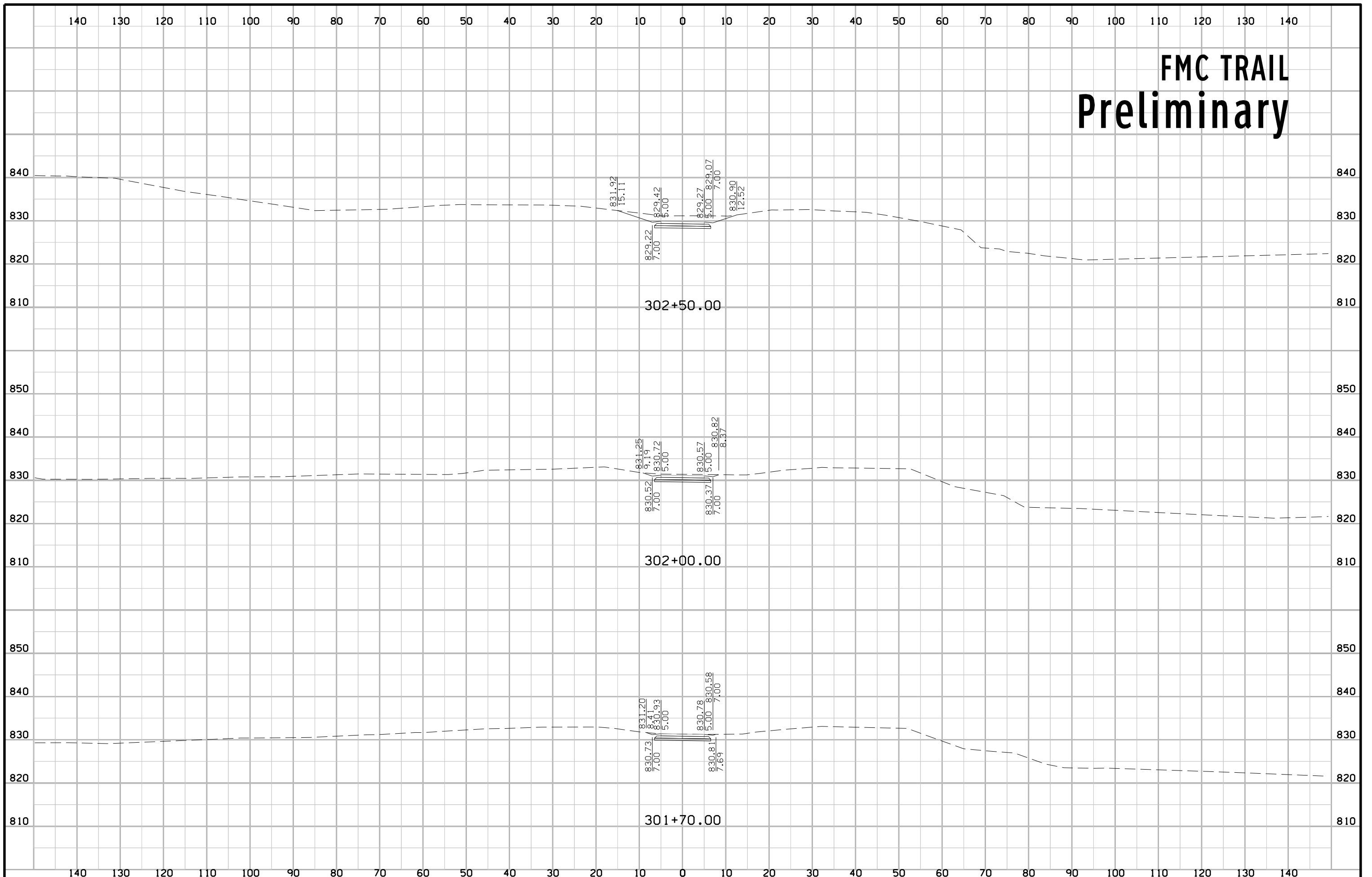




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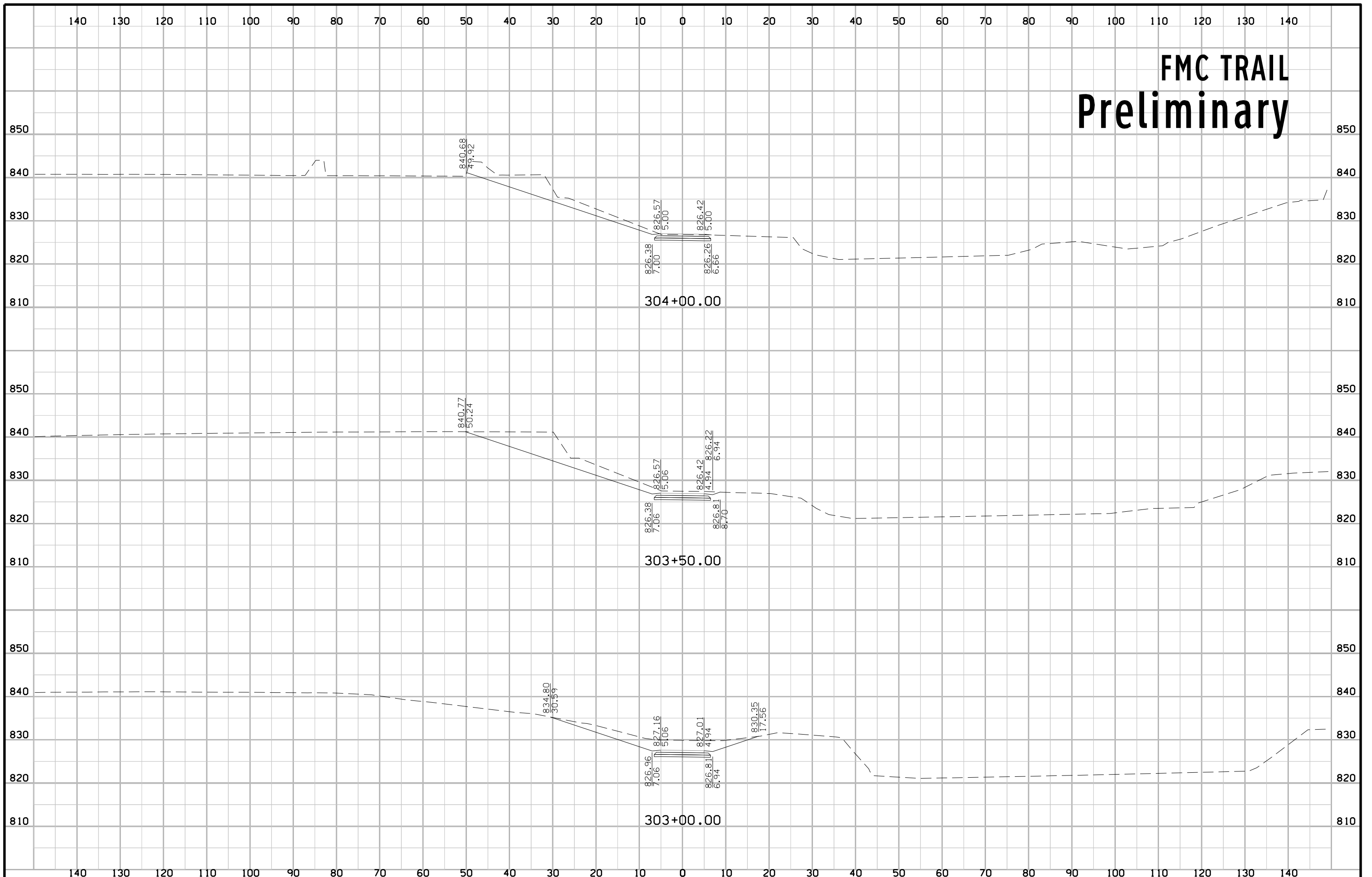


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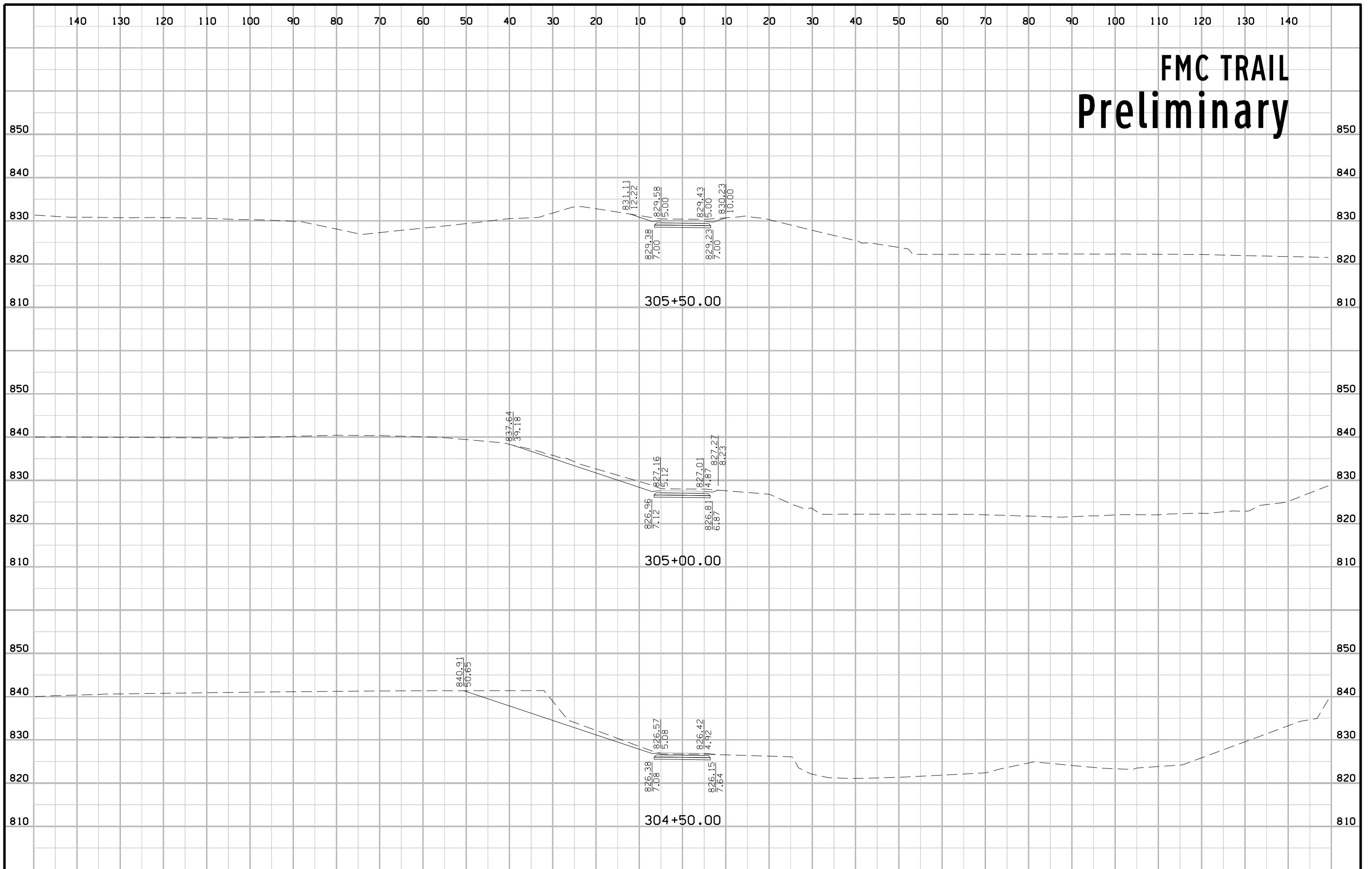




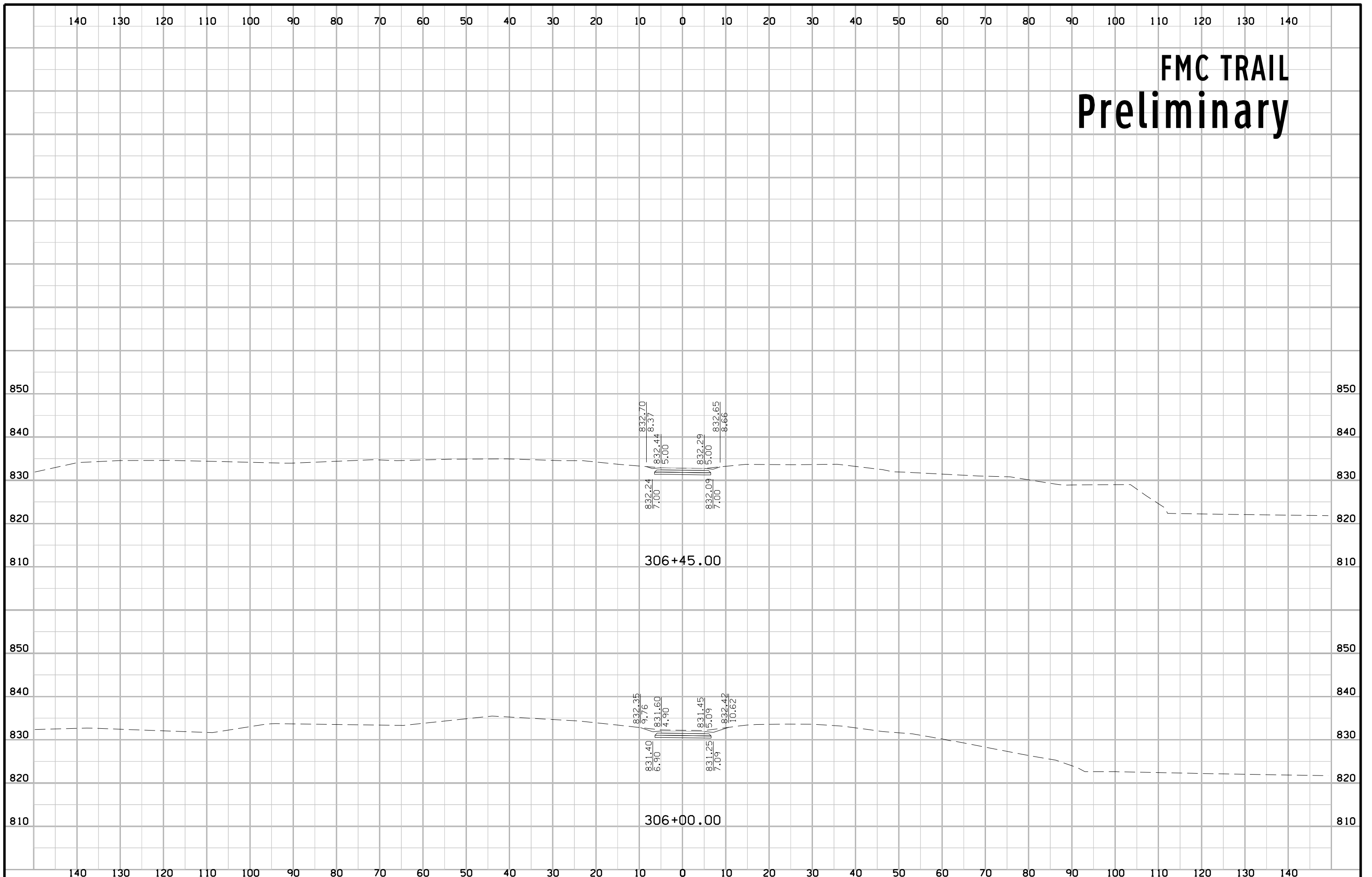
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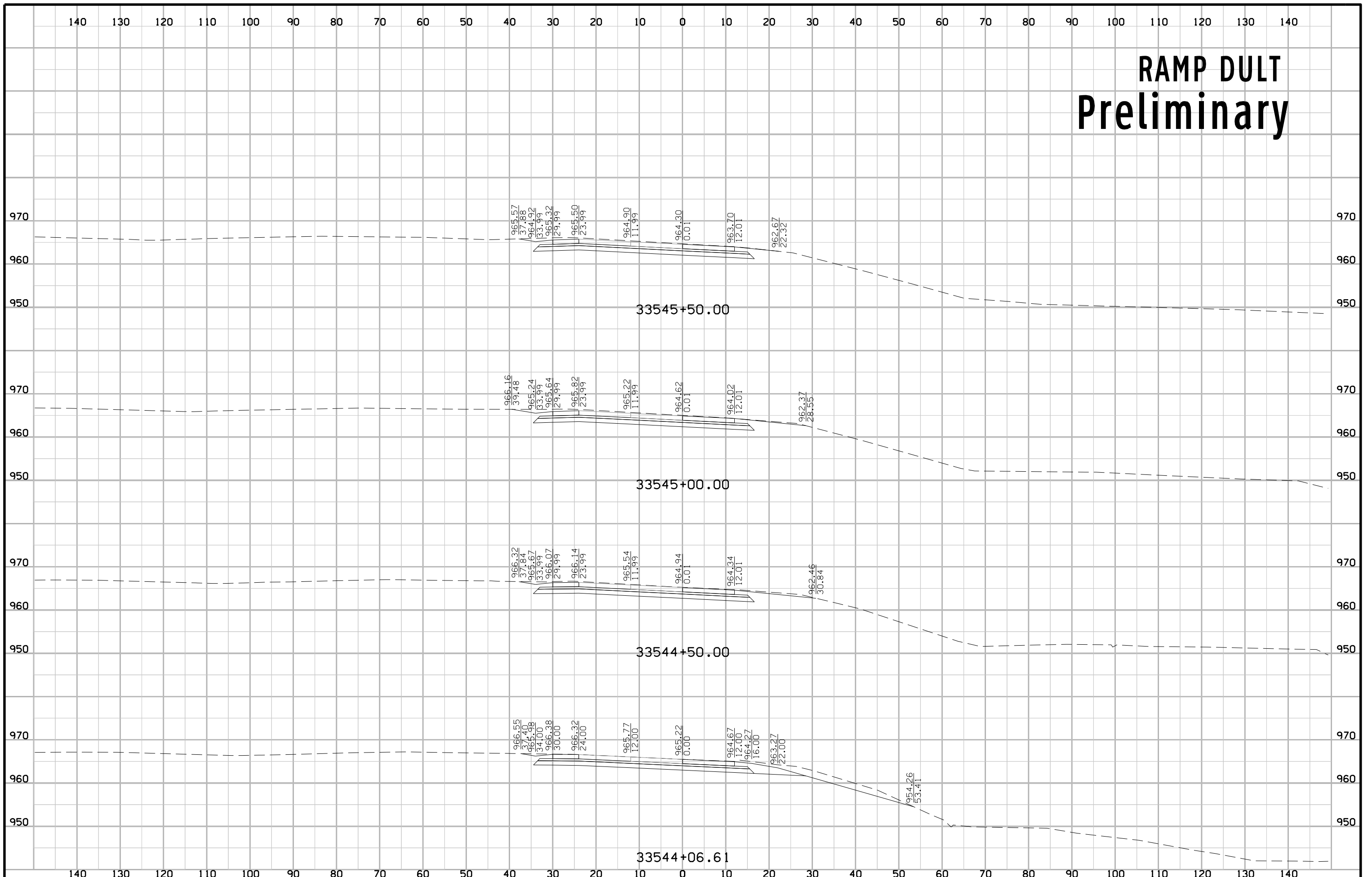
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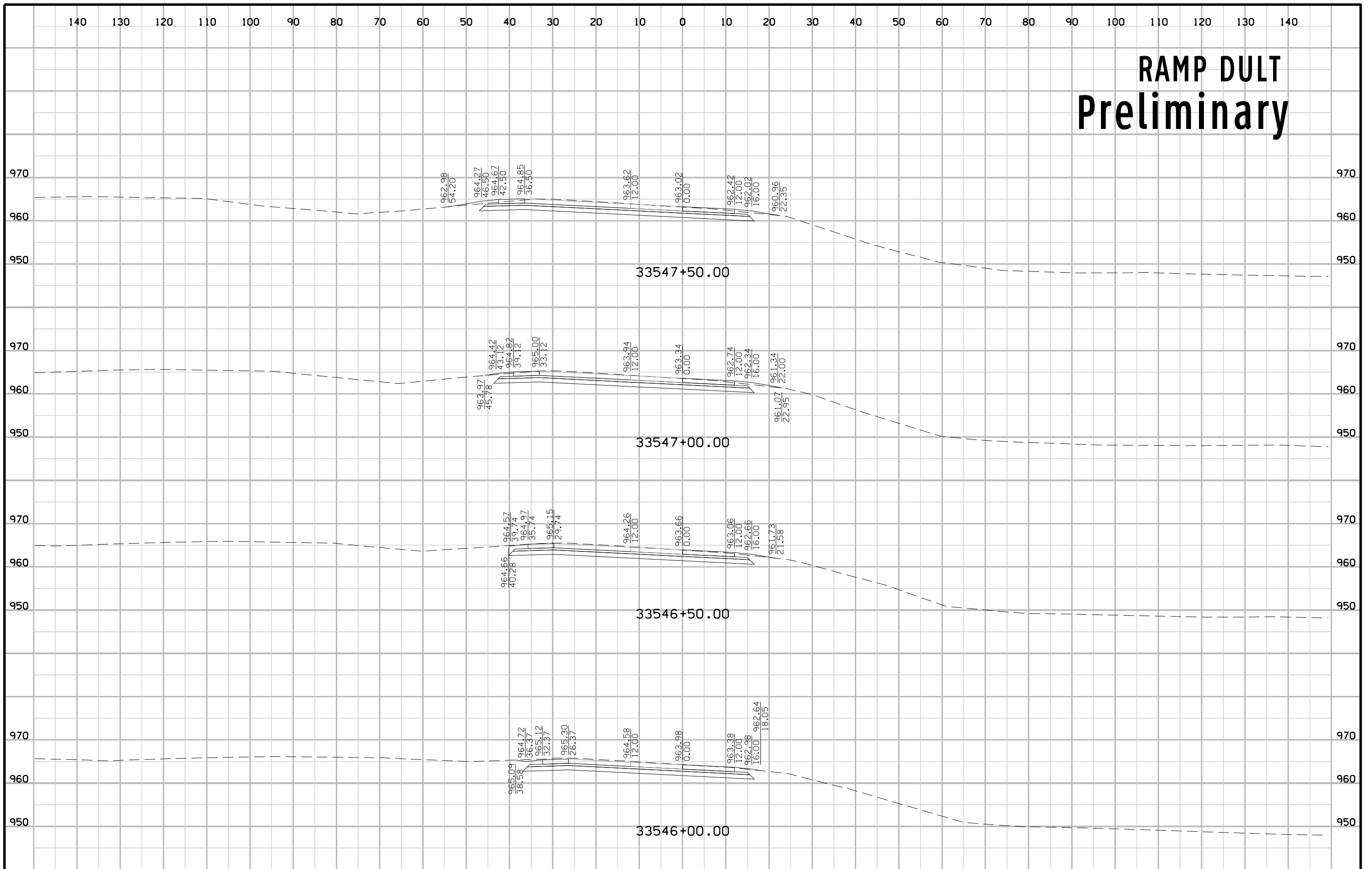
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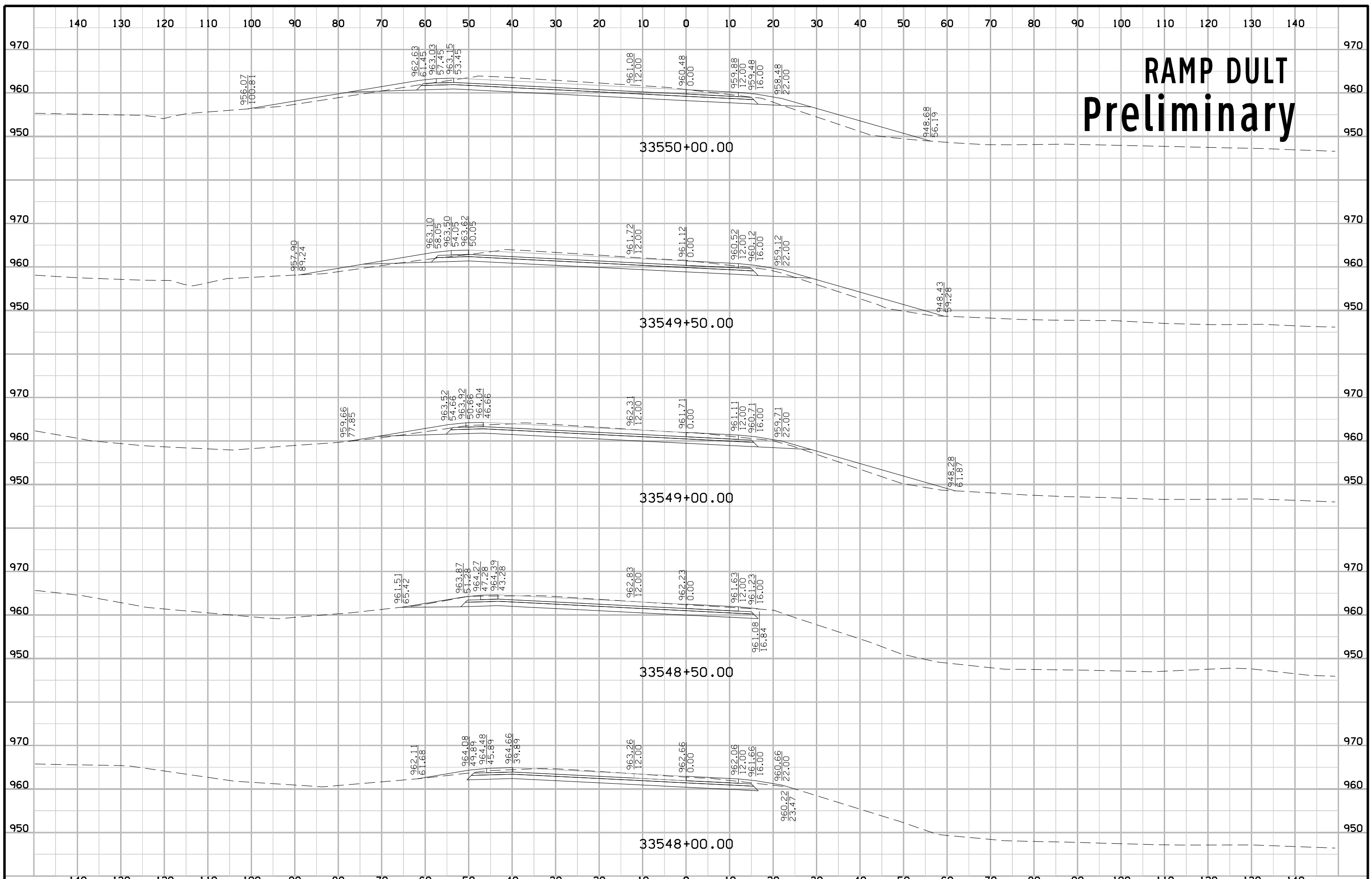
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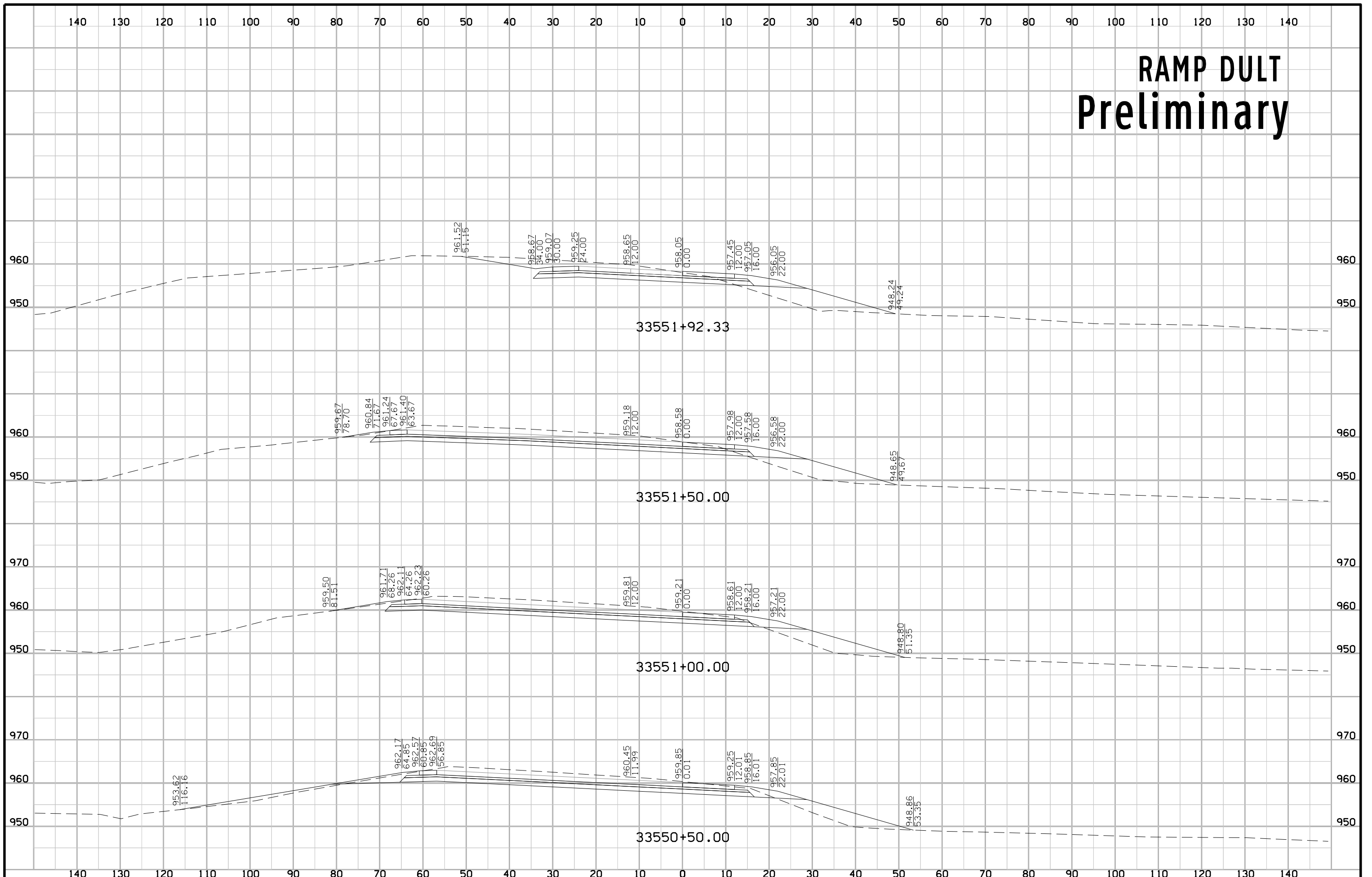
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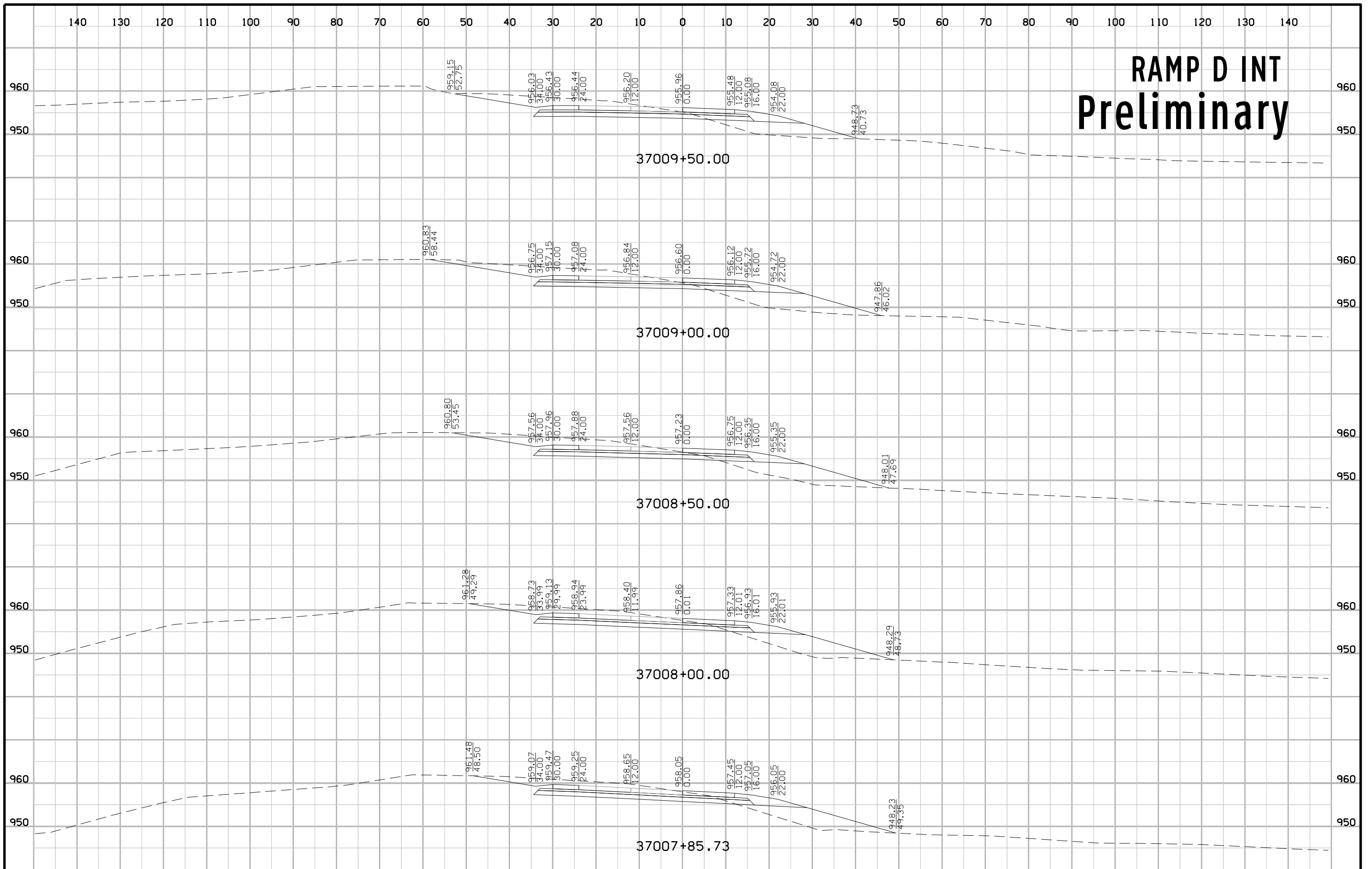
# RAMP DULT Preliminary



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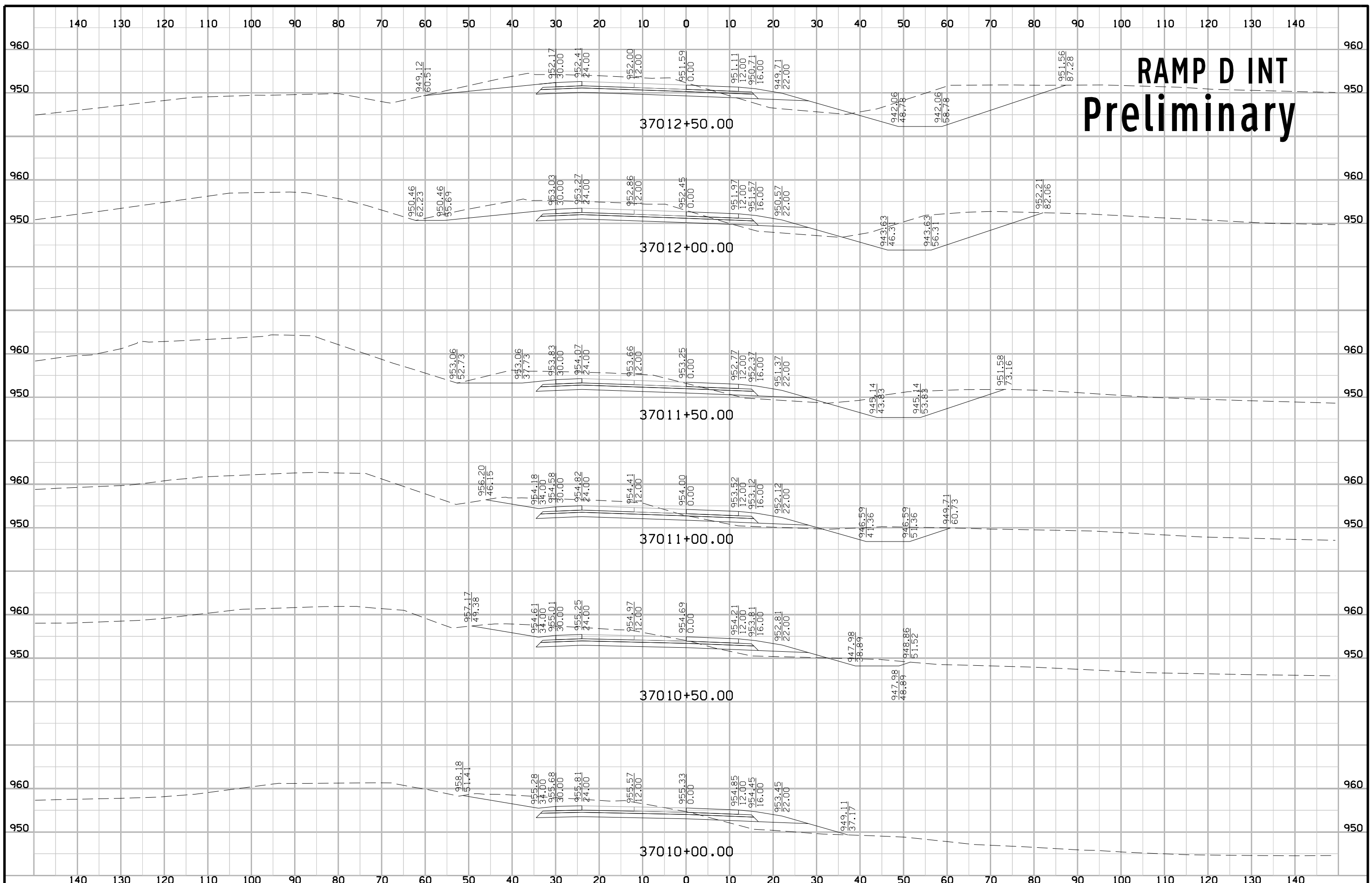


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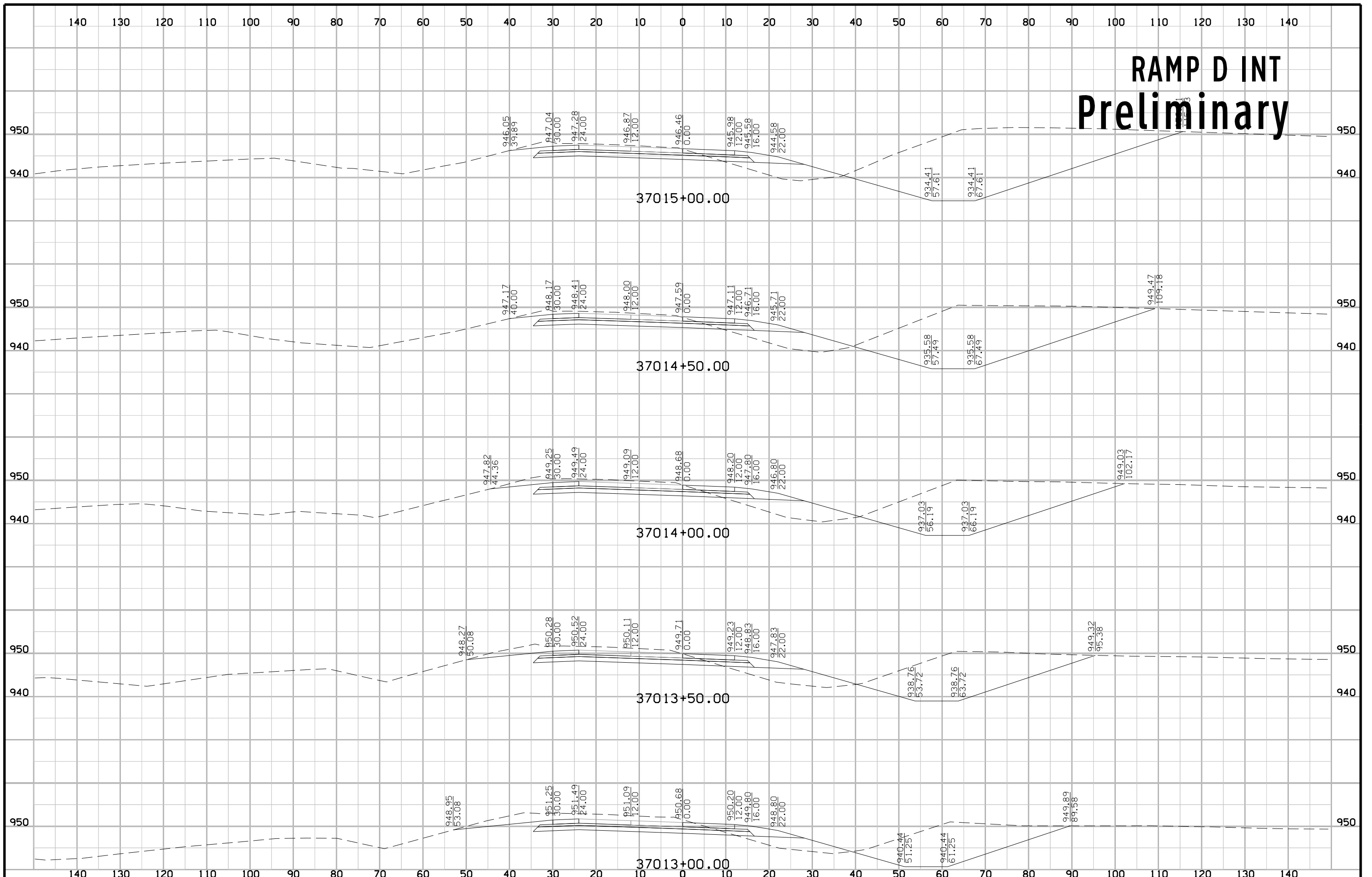




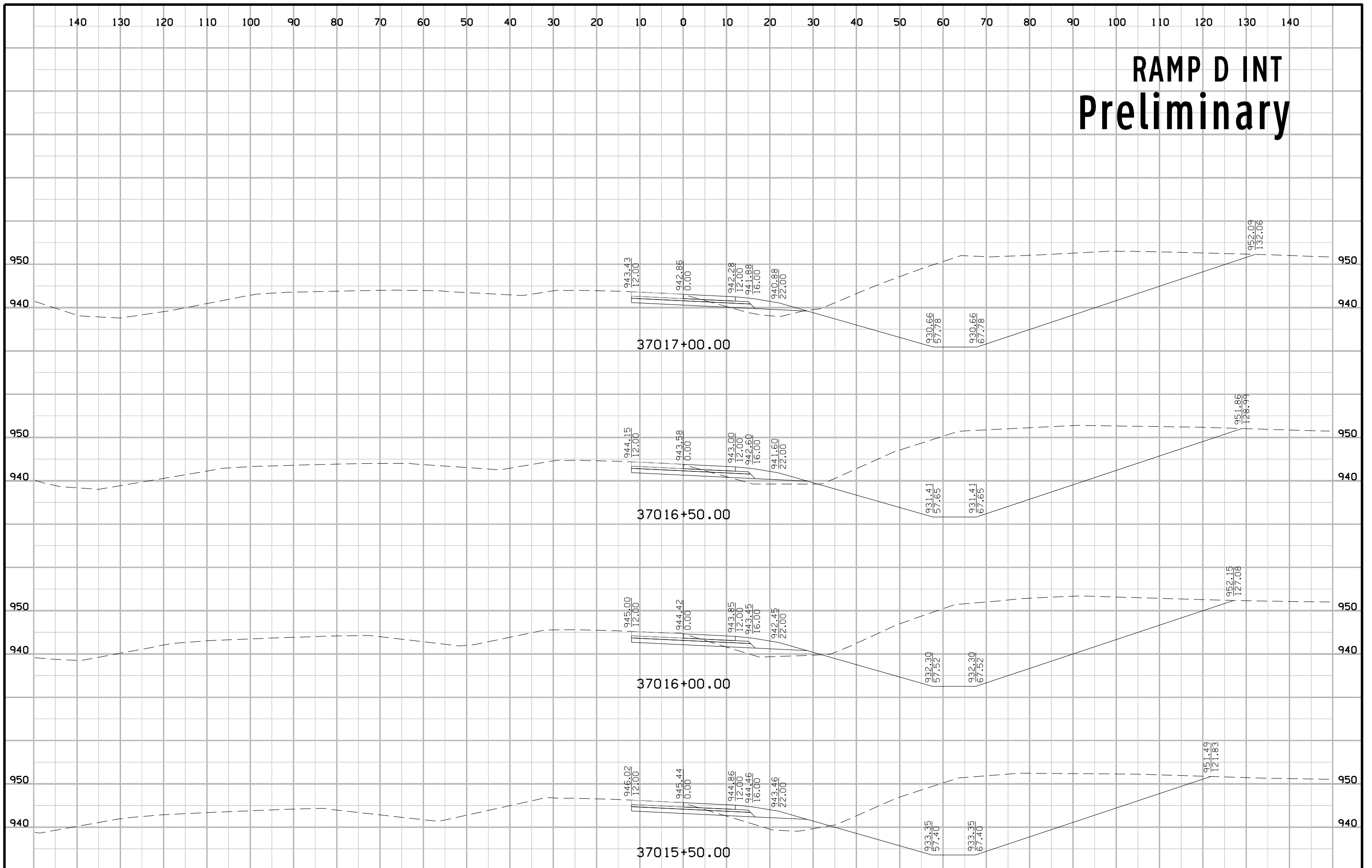
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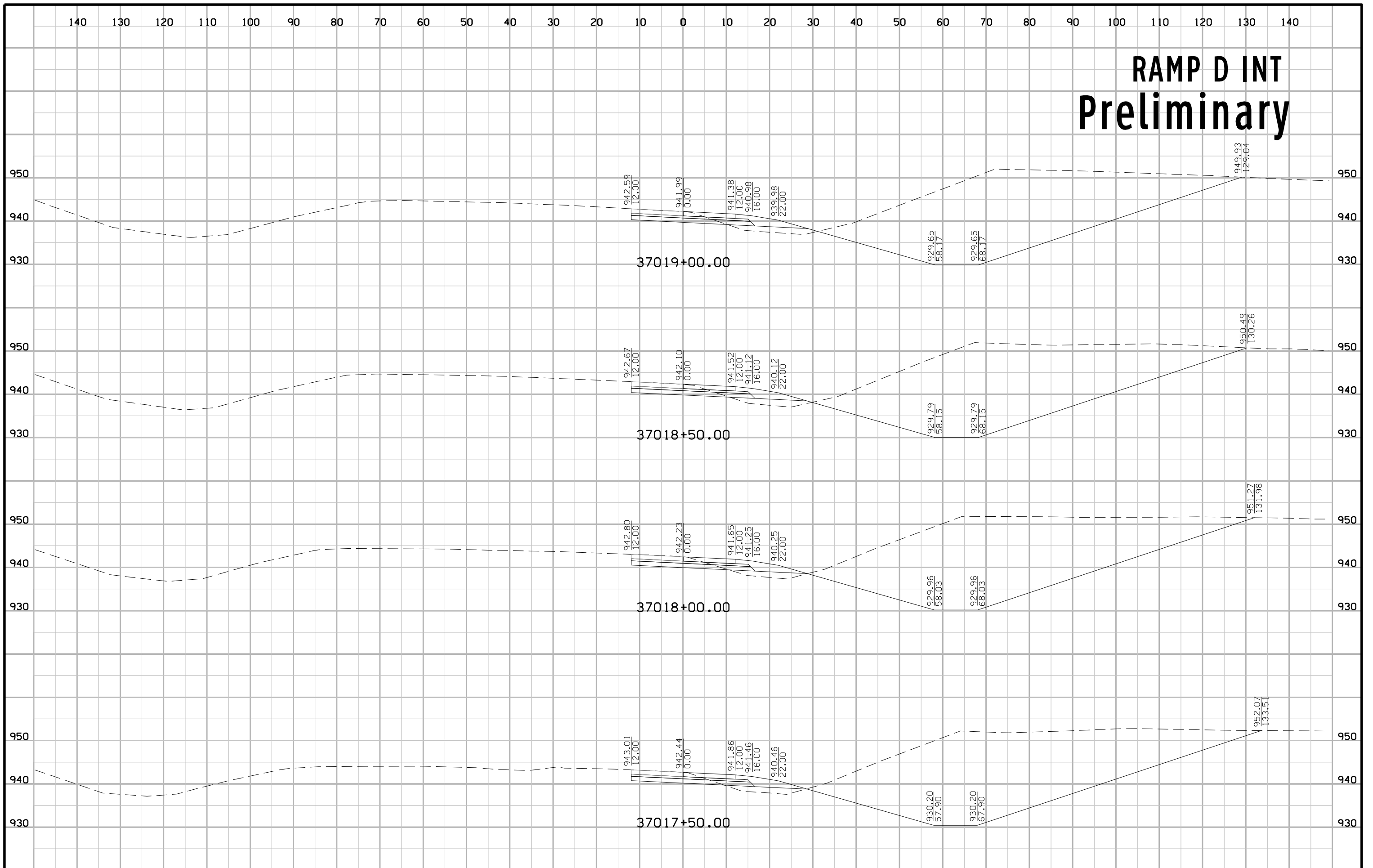
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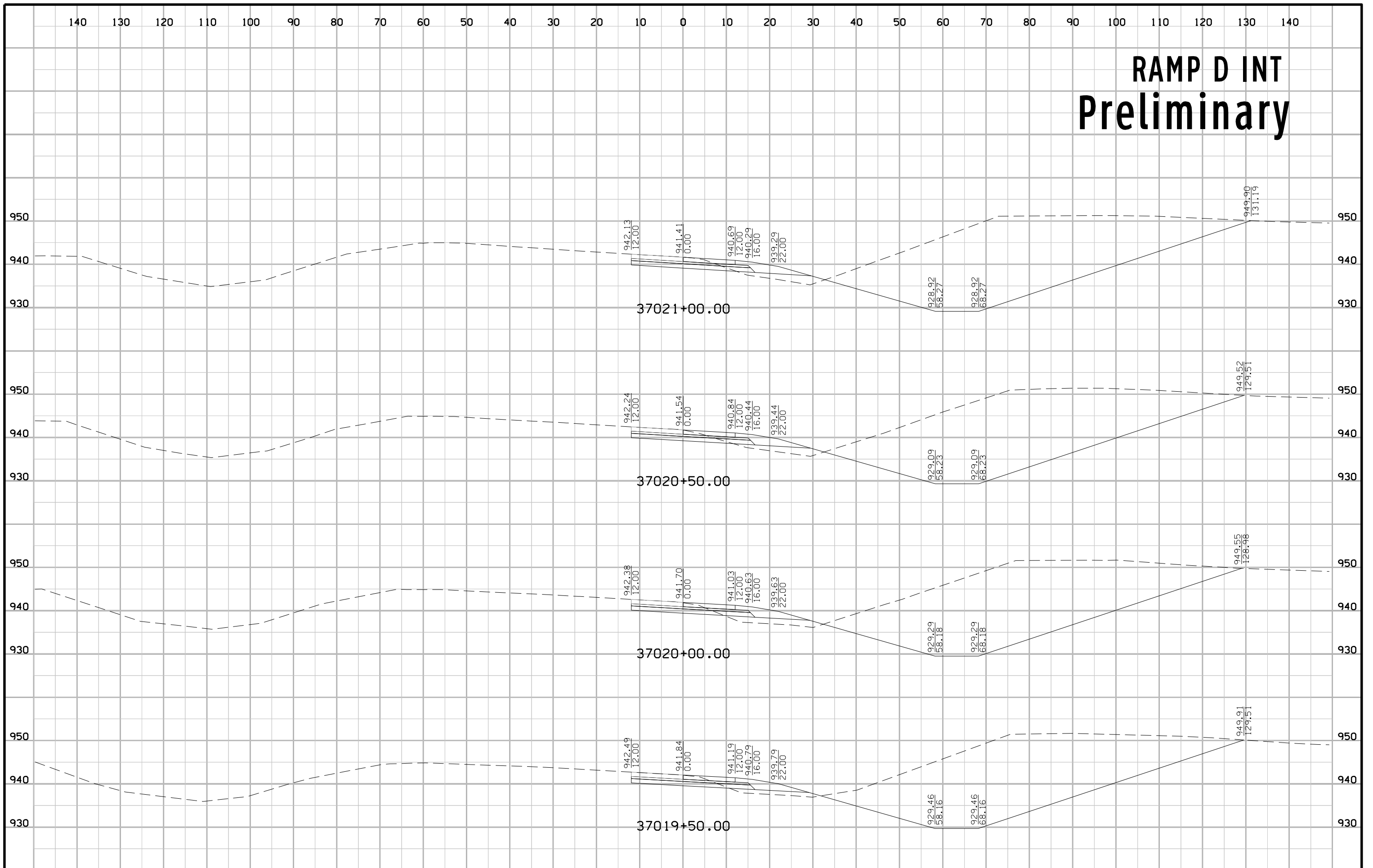
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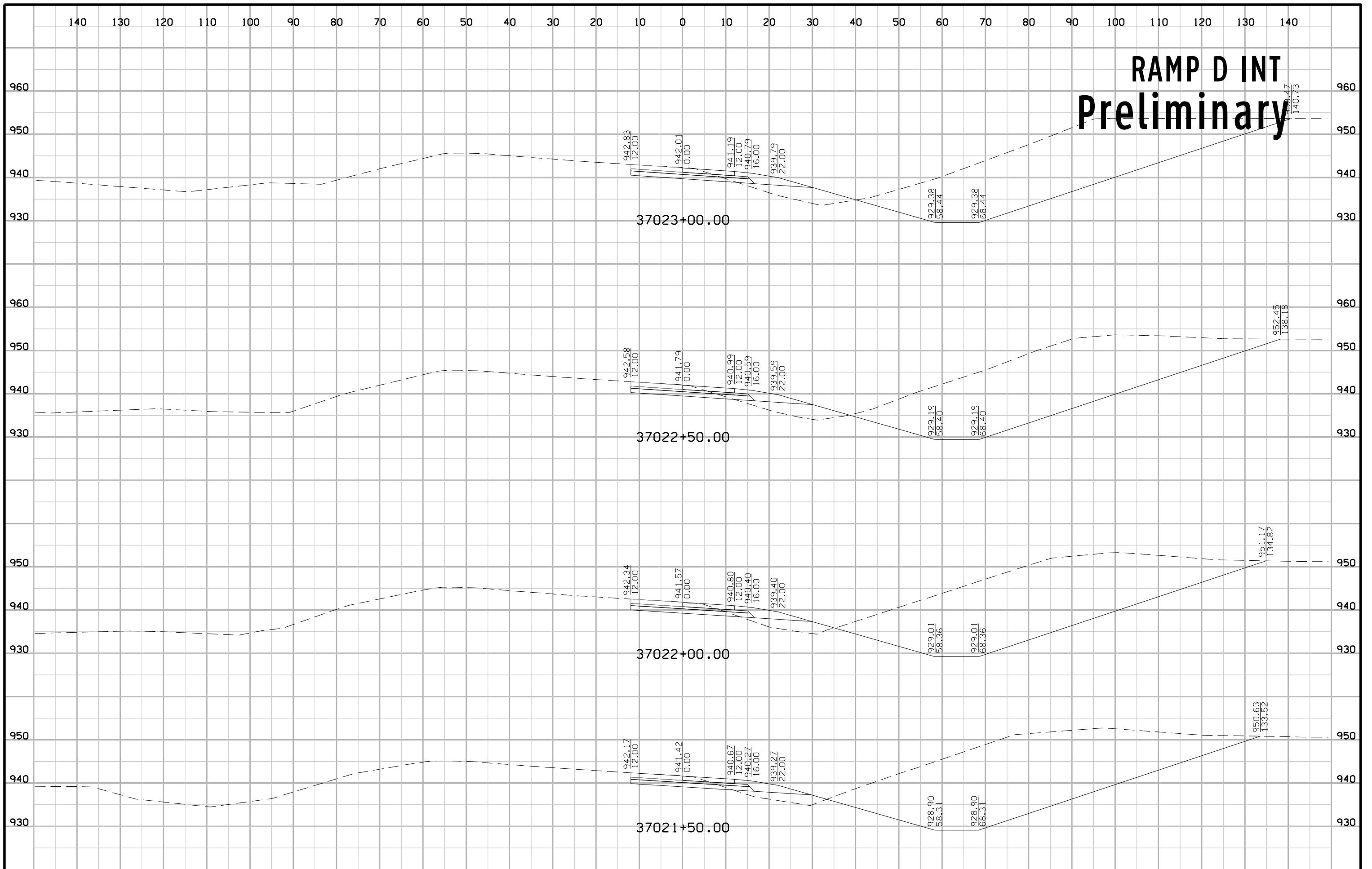
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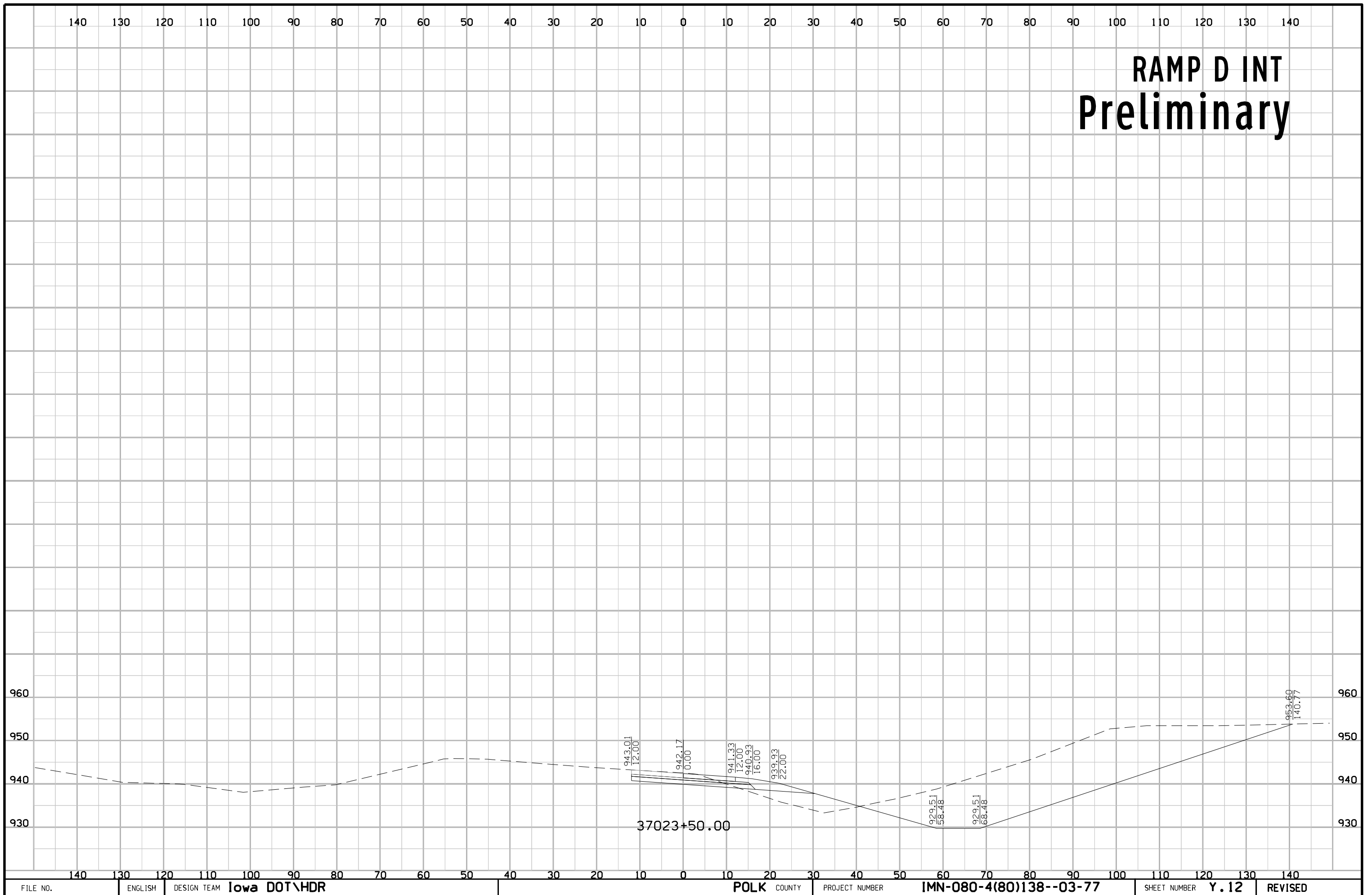
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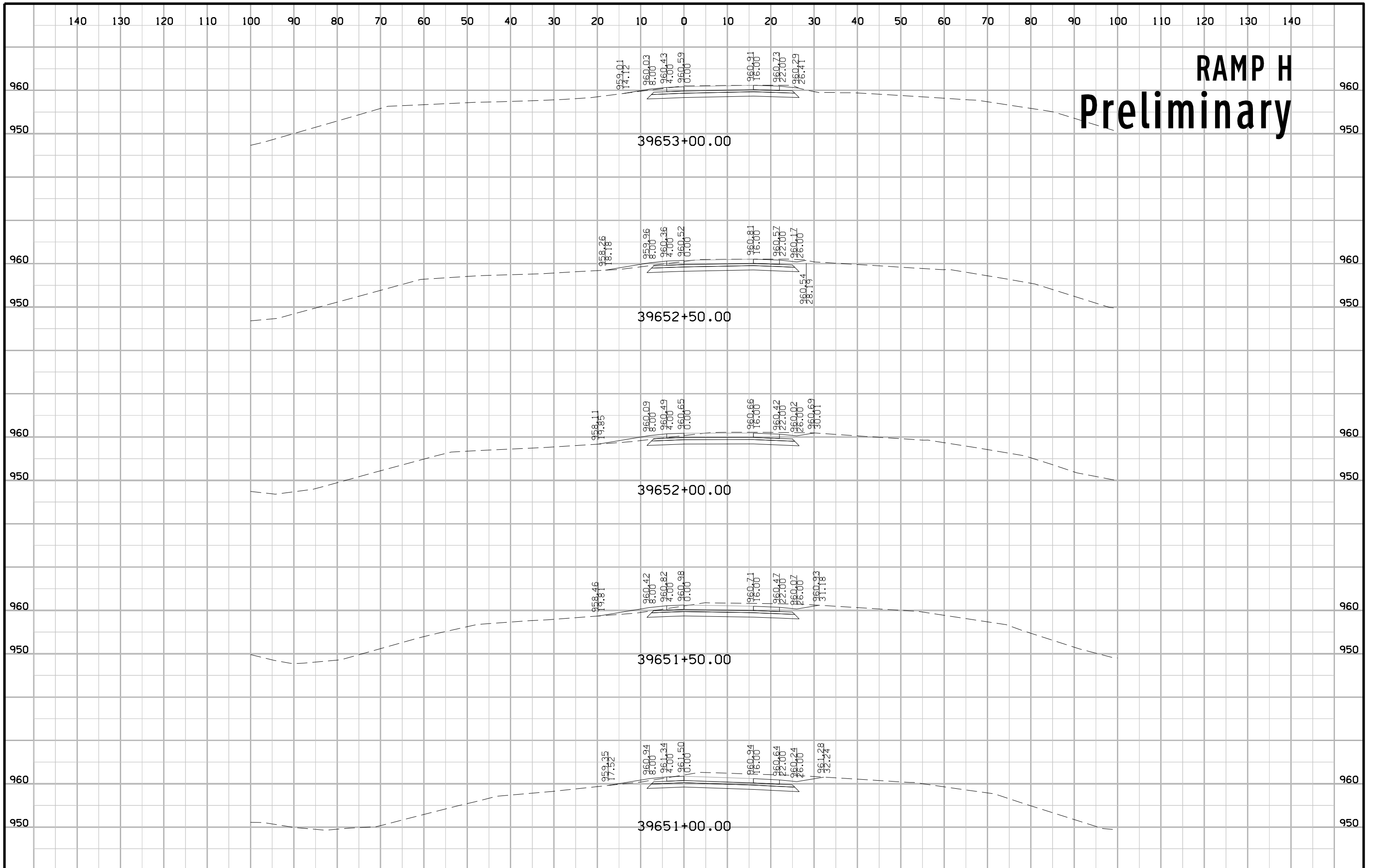
# RAMP D INT Preliminary



# RAMP D INT Preliminary



# RAMP H Preliminary





# RAMP H Preliminary

