LETTING DATE 12/18/2029

Bridge Unspecified

IMX-080-1(566)29--02-78

POTTAWATTAMIE COUNTY

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 13	Concept
A.14 - 16	Design Criteria
B Sheets	**Typical Cross Sections and Details**
B.1 - 4	Typical Cross Sections and Details
D Sheets	**Mainline Plan and Profile Sheets**
D.1	Plan & Profile Legend & Symbol Information Sheet
D.2 - 3	I-80
E Sheets	**Side Road Plan and Profile Sheets**
E.1 - 2	Co Rd L66
G Sheets	**Survey Sheets**
G.1 - 3	Reference Ties and Bench Marks
J Sheets	**Traffic Control and Staging Sheets**
J.1	Traffic Control Plan
J.1	511 Travel Restrictions
J.1	Coordinated Operations
J.2	Co Rd L66 Detour Map
K Sheets	**Interchange Sheets**
K.1 - 2	Ramp B Plan and Profile Sheets
K.3 - 4	Ramp C Plan and Profile Sheets
K.5 - 6	Ramp D Plan and Profile Sheets
K.7 - 8	Ramp E Plan and Profile Sheets
W Sheets	**Mainline Cross Sections**
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 15	I-80 Cross Sections
X Sheets	**Side Road Cross Sections**
X.100 - 118	Co Rd L66 Cross Sections
Y Sheets	**Ramp Cross Sections**
Y.100 - 102	Ramp B Cross Sections
Y.200 - 205	Ramp C Cross Sections
Y.300 - 303	Ramp D Cross Sections
Y.400 - 402	Ramp E Cross Sections

IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

POTTAWATTAMIE COUNTY

Bridge Unspecified

Co Rd L66 Interchange

SCALES: As Noted

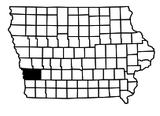
Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.13 of the Specifications.

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

REVISIONS

	TOTAL
	88
PROJECT IDENTIFICATION NUMBER	
25-78-080-080	
PROJECT NUMBER	
IMX-080-1(566)29--02-78	
R.O.W. PROJECT NUMBER	



INTERSTATE 80			
DESIGN DATA RURAL			
2030	AADT	27,900	V.P.D.
2050	AADT	34,800	V.P.D.
20 --	DHV	–	V.P.H.
TRUCKS		40	%
Total Design ESALs		–	

Co Rd L66			
DESIGN DATA URBAN			
2024	AADT	800	V.P.D.
20 –	AADT	--	V.P.D.
20 –	DHV	--	V.P.H.
TRUCKS		21	%
Total Design ESALs		--	

INDEX OF SEALS

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

Future Event Dates:

D03: 10/16/2026
D05: 3/12/2029
D04: 8/7/2029

PRELIMINARY PLANS

Subject to change by final design.

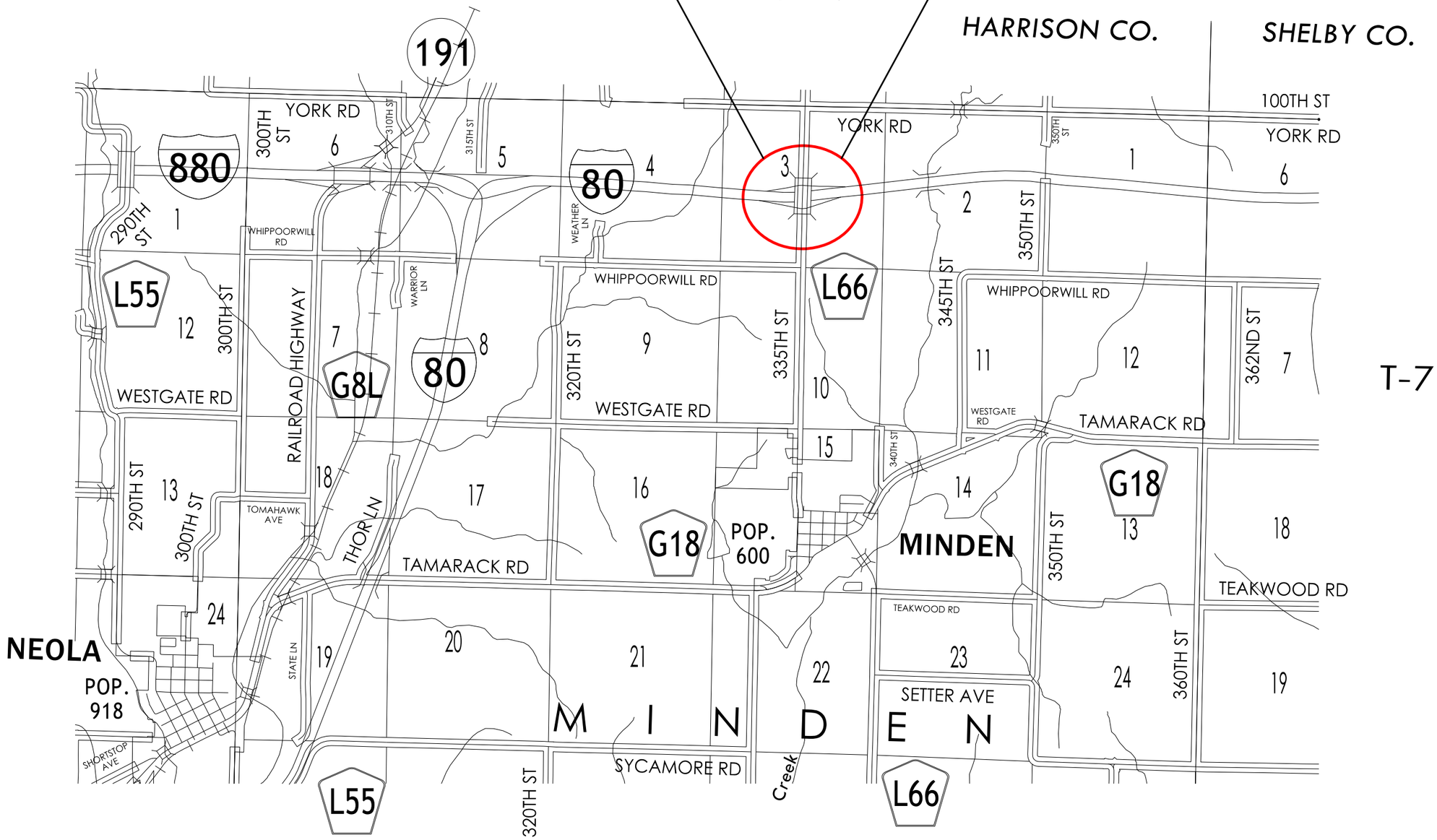
D2 PLAN - Date: 9/15/26

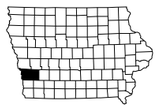
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I-80 Ref. Loc. MP: 29.4
STA. 1079+00.93 (I-80)
STA. 6079+39.22 (Co. Rd. L66)

BRIDGE
Co. Rd. L66 Over I-80
Asset #: 7829.6O080
FHWA #: 45420





LOCATION MAP SCALE
0 0.5 1
Miles

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER A.2

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IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE:	District 4	**DATE:**	March 12, 2026
ATTENTION:	Scott Schram	**PROJECT:**	Pottawattamie County IMX-080-1(566)29--02-78 Project Code: 25-78-080-080
FROM:	John E. Bartholomew		
BUREAU:	Design		
SUBJECT:	Project Concept Statement; (FINAL, D00)		

This project involves the replacement of the I-80 bridge (Maint No. 7829.6O080) at the Co Rd L66 interchange.

A concept review was held on November 17, 2025. Those present included Nathaniel Epperson, Daniel Redmond, Scott Schram, and Wes Mayberry from the District 4 Office; Jimmy Ellis from the Bridges and Structures Bureau; Chelsea Duncan, Claire Asberry, and Christine Schwienebart from the Location and Environment Bureau; John Bartholomew, Jason Holst, Yuejia Gu and Yanxiao Jia from the Design Bureau; Tyler Gamerdinger and Dan Kimball from AECOM.

The two alternatives considered were:

1. Replace with a 232’ x 40’ pretensioned prestressed concrete beam (PPCB) bridge (Estimated Cost **$2,946,313**)
2. Replace with a 227’ x 40’ continuous welded plate girder (CWPG) bridge (Estimated Cost **$3,154,203**)

Alternative 1 is the preferred alternative. Additional right of way may be required. Traffic will be maintained by offsite detour.

The Draft Project Concept Statement was sent out for review and comment with concerns to be resolved by Wednesday, March 4 2026. Comments received during the review period have been considered and resolved.

This project is recommended for construction in FY 2030. The Design Bureau will coordinate plan preparation with assistance from the Bridges and Structures Bureau.

JEB:
Attach.
cc:

C. Purcell
M. Dell
M. A. Swenson
S. Majors
D. L. Newell
W. A. Sorenson
A. A. Welch
B. Hofer

J. Holst
T. Lovan
D. Dudley
A. Knight L. Narigon
M. E. Khoda
J. Ellis J. Sallach
J. Cihacek
S. Suhr
W. Mayberry
N. Mocha
P. Flattery

K. D. Nicholson
C. Carter
D. E. Sprengeler
A. Poole
D. Breitbach
E. C. Wright
J. Harris
G. Karssen
S. Anderson
R. Harris
M. Solberg
L. Armstrong
J. Hauber
M. Gordy
J. Garton
D. Redmond
J. Woodcock
C. Schwienebart
B. Asberry

Y. Jia
M. Nop
C. C. Poole
K. Brink
J. W. Laaser-Webb
M. E. Ross
M. Van Dyke
D. Johnson
D. Stokes
B. Dolan
T. Gustafson
B. Smith
S. Sersland
M. Todsen
O. Lechnowsky
N. Epperson
C. Asberry
T. Frank
J. Keller

FINAL PROJECT CONCEPT STATEMENT

Bridge over I-80 at the Co Rd L66 Interchange

Pottawattamie County
IMX-080-1(566)29--02-78
Project Code: 25-78-080-080
Maint. No. 45420
FHWA No. 7829.6O080

Highway Division
Design Bureau

John Bartholomew, P.E.
515-239-1540

March 12, 2026

I. STUDY AREA

A. Project Description

This project involves the replacement of the I-80 bridge (Maint No. 7829.6O080) at the Co Rd L66 interchange.

The two alternatives considered were:

1. Replace with a 232’ x 40’ pretensioned prestressed concrete beam (PPCB) bridge **(Estimated Cost $2,946,313)**
2. Replace with a 227’ x 40’ continuous welded plate girder (CWPG) bridge **(Estimated Cost $3,154,203)**

Alternative 1 is the preferred alternative due to lower costs and ease of construction.

B. Need for Project

This is a 223' 9” x 28' pretensioned prestressed concrete beam (PPCB) bridge that was built in 1965. The bridge was overlaid in 1994 and is near the end of its useful life. The deck has several PC patches and delaminated areas. The substructure has several heavy leaching cracks, delamination, and spalled areas with exposed steel. The bridge was designed for live loads below the current standards. Due to the overall condition of the bridge, a replacement is recommended.



Figure 1: with route, 2025



Figure 3: left (west) profile, 2025



Figure 2: right (east) profile, 2025



Figure 4: against route, 2025

C. Present Facility

The existing structure is a 223’ 9” x 28’, PPCB bridge constructed in 1965.

Co Rd L66 in the project area is 24’wide PCC pavement with 10’ wide granular shoulders.

D. Traffic Estimates

The 2030 construction year and 2050 design year average daily traffic estimates for I-80 are 27,900 ADT with 40% trucks and 34,800 ADT with 40% trucks, respectively.

E. Sufficiency Ratings

I-80 is classified as an “Interstate" route and is a maintenance service level "A" roadway. The Bridge Condition Index is 57.0 and the Bridge Condition Rating is "Fair".

F. Access Control

Access rights will not be acquired for this project.

G. Crash History

During the five-year study period from January 1, 2020 through December 31, 2024, there were 3 personal injury crashes and 3 personal property crashes.

The potential for crash reduction (PCR) for Co Rd L66 at the bridge is negligible for all and severe crashes. The PCR value is -0.04 crash/mile/year and -1.20 crash/mile/year for all and severe crashes, respectively.

II. PROJECT CONCEPT

A. Feasible Alternatives

Alternative #1 - Replace with a PPCB bridge

The existing 223’ 9” x 28’, PPCB bridge will be replaced with a two span, 232’ x 40’, PPCB bridge at a 6.25 degree skew.

The typical cross section adjacent to the bridge approaches will consist of a 24’ wide roadway with 10’ granular shoulders and 3:1 foreslopes.

The existing grade will need to be raised a minimum of 9” which will require approximately 600’ of roadway reconstruction. New bridge approaches will be constructed. The existing guardrail will be replaced with new guardrail and the shoulders will be paved 20’ beyond the ends of the guardrail. Class 10 will be necessary to flatten the existing foreslopes and to construct the new guardrail blisters. Class E revetment will be placed under the bridge for slope protection. New bridge end drains will be constructed on both ends of the bridge.

Apply erosion control and rural seeding and fertilizing to all disturbed areas.

It appears that right of way may be required for this project.

Traffic will be maintained by an off-site detour utilizing the adjacent interchange ramps at 385th St and the I-880 interchange.

Bridge Items	Estimated Costs
Bridge - 10144 sf @ $150/sf	$1,521,600
Remove Exist. Bridge 6798 sf @ $20/sf	135,960
Mobilization (10%)	165,756
Contingency and Misc. (20%)	331,512
Total	$2,154,828
Roadway Items	
Bridge Approaches	$146,810
Removal of Pavement	26,800
PCC Pavement	144,950
Modified Subbase	40,700
Granular Shoulder	54,200
Embankment in place, contractor furnished	11,750
Guardrail Removal	2,500
New Guardrail	28,850
Paved Shoulder	44,150
Class 10 for Guardrail Blisters	33,500
Bridge End Drains	14,000
Clearing and Grubbing	5,650
Seeding and Fertilizing	650
Erosion Control	50,000
Right of Way	5,000
Traffic Control - 5%	27,650
Mobilization - 5%	27,650
M & C - 20%	110,600
Roadway costs	**$ 791,485**
Project Total	**$2,946,313**

Alternative #2 - Replace with a CWPG bridge

The existing 223’ 9” x 28’, PPCB bridge will be replaced with a two span, 227’ x 40’ CWPG bridge at a 6.25 degree skew.

The typical cross section adjacent to the bridge approaches will consist of a 24’ wide roadway with 10’ granular shoulders and 3:1 foreslopes.

The existing grade will need to be raised a minimum of 1” which will require

approximately 580' of roadway reconstruction. New bridge approaches will be constructed. The existing guardrail will be replaced with new guardrail and the shoulders will be paved 20' beyond the ends of the guardrail. Class 10 will be necessary to flatten the existing foreslopes and to construct the new guardrail blisters. Class E revetment will be placed under the bridge for slope protection. New bridge end drains will be constructed on both ends of the bridge.

Apply erosion control and rural seeding and fertilizing to all disturbed areas.

It appears that right of way may be required for this project.

Traffic will be maintained by an off-site detour utilizing the adjacent interchange ramps at 385th St and the I-880 interchange.

Bridge Items	Estimated Costs
Bridge - 9928 sf @ $175/sf	$1,737,400
Remove Exist. Bridge 6798 sf @ $20/sf	135,960
Mobilization (10%)	187,336
Contingency and Misc. (20%)	374,672
Total	$2,435,368
Roadway Items	
Bridge Approaches	$146,810
Removal of Pavement	26,025
PCC Pavement	100,750
Modified Subbase	38,925
Granular Shoulder	52,075
Embankment in place, contractor furnished	4,050
Guardrail Removal	2,500
New Guardrail	28,850
Paved Shoulder	44,150
Class 10 for Guardrail Blisters	33,500
Bridge End Drains	14,000
Clearing and Grubbing	5,650
Seeding and Fertilizing	650
Erosion Control	50,000
Right of Way	5,000
Traffic Control - 5%	27,650
Mobilization - 5%	27,650
M & C - 20%	110,600
Roadway costs	**$ 718,835**
Project Total	**$3,154,203**

B. Detour Analysis

The section of Co Rd L66 over I-80 will be closed and an offsite detour will be utilized. It is anticipated the detour will be in place for approximately 180 days. The detour for NB L66 to WB I-80 would follow the ramps at the Co Rd L66 interchange onto I-80 east to the Shelby interchange. Out of distance travel is 5 miles. Traffic entering I-80 EB from L66 SB will follow I-80 WB to the interchange at I-880/IA 191 to turn around and proceed EB. The total distance user cost is anticipated to be $499,700. The cost for county road maintenance will be $18,400 as calculated by the Gas Tax Method. Detour signing costs will be $10,000.

C. Recommendations

It is recommended that the present structure be replaced, as described in Alternative No. 1.

D. Construction Sequence

It is anticipated that all work on this project will be awarded to one prime contractor. The Bridges and Structures Bureau will coordinate the plan preparation with assistance from the Design Bureau.

E. ADA Accommodations

There are no bike paths or sidewalks adjacent to Co Rd L66; therefore, no ADA accommodations are planned in conjunction with this project.

F. Special Considerations

This will not be a traffic critical project.

The ABC Rating Score of 27 is less than the first stage filter threshold of 50, therefore this bridge will be replaced utilizing traditional construction methods.

No bike path or sidewalk will be required as part of this project.

There are no additional survey requests.

Right of Way may be required for this project.

The Location and Environment Bureau has not reviewed this project at this time. Once their review is completed, comments will be incorporated into the final concept statement.

An Environmental Research Study Area (ERSA) has been developed for this project and can be viewed in the concept attachments.

G. Program Status

Site data has been developed by the Design Bureau. This project is listed in the 2026-2030 Iowa Transportation Improvement Program, with $5,000 programmed for right of way in FY 2030, and $12,098,000 for replacement in FY 2030. Costs for this project may be eligible for bridge replacement funds. A schedule of events will be developed following approval of the Project Concept.

JEB:

Utilities

Iowa Communications Network Fiber Transmission
David Augspurger, Sr Telecom Specialist | OSP Lead
400 East 14th Street Des Moines, IA, 50319
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cell: (515) 229-2013
david.augspurger@icn.state.ia.us

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4242 Main str. Elk Horn, IA, 51531
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jim@metcteam.com

Regional Water Inc. Water
Steve Nevins, Distribution Superintendent
108 Hwy 59 Avoca, IA, 51521
ph: 7123432413
cell: 7123071236
rwdist9@gmail.com

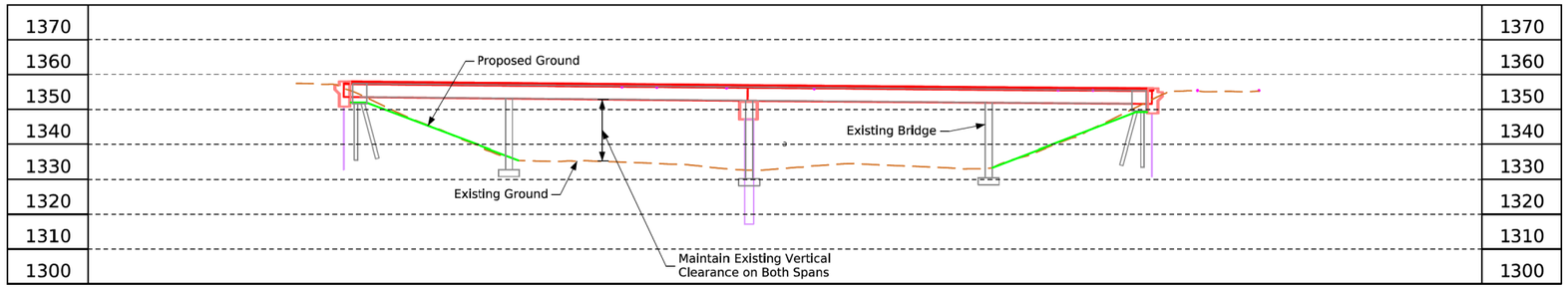
Western Iowa Wireless
Chris Corrin
105 Third Street, Neola IA 51559
ph: 712-485-7200
support@wiaw.net

Iowa Department of Transportation Fiber Distribution
Jason Dale, ITS Maintenance Engineer
800 Lincoln Way Ames, IA, 50010
ph: 515-239-1995
Jason.Dale@iowadot.us

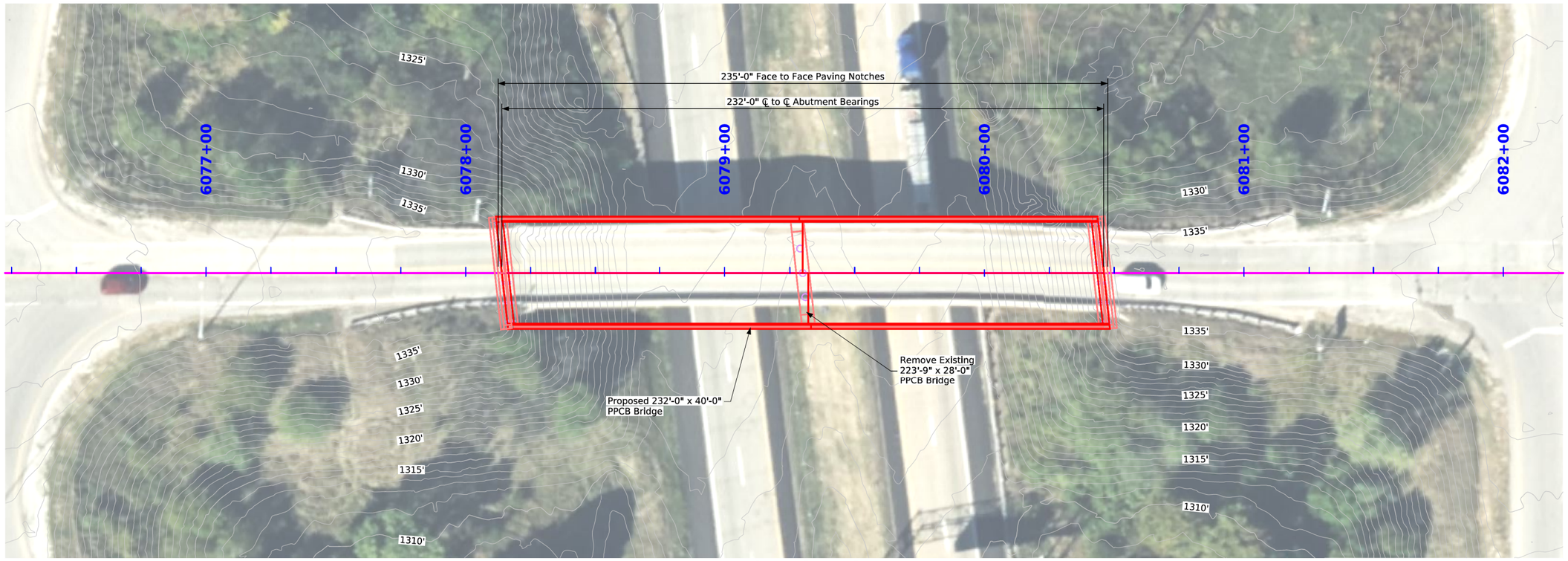
MidAmerican Energy Company Electric Distribution
Scott Behrens, Lead, Electric Distribution Engineering SW Iowa
3003 S. 11th St Council Bluffs, IA, 51501
ph: (712) 366-5636
cell: (402) 657-1059
scott.behrens@midamerican.com

Windstream Communications Fiber Distribution
Steve Kness, Engineer OSP
1450 N. Center Pt. Rd. Hiawatha, IA, 52233
ph: 3197907678
cell: 3195381985
stephen.kness@windstream.com





BRG TSL Longitudinal Section Along ℄ Co Rd L66



Situation Plan

Location

Co Rd L66 Over I-80
T-77N R-41W
Section 3
Minden Township
Pottawattamie County
FHWA No. 45420
Latitude 41.498056°
Longitude -95.546191°

N

0 20
Scale In Feet

Design For 6.25 Degree LA

232'-0" X 40'-0" Pretensioned Prestressed Conc. Beam Bridge

116'-0" End Spans

Situation Plan

STA. 6079+30 (Co Rd L66)

Turn-in Date: -

Pottawattamie County

IOWA DEPARTMENT OF TRANSPORTATION

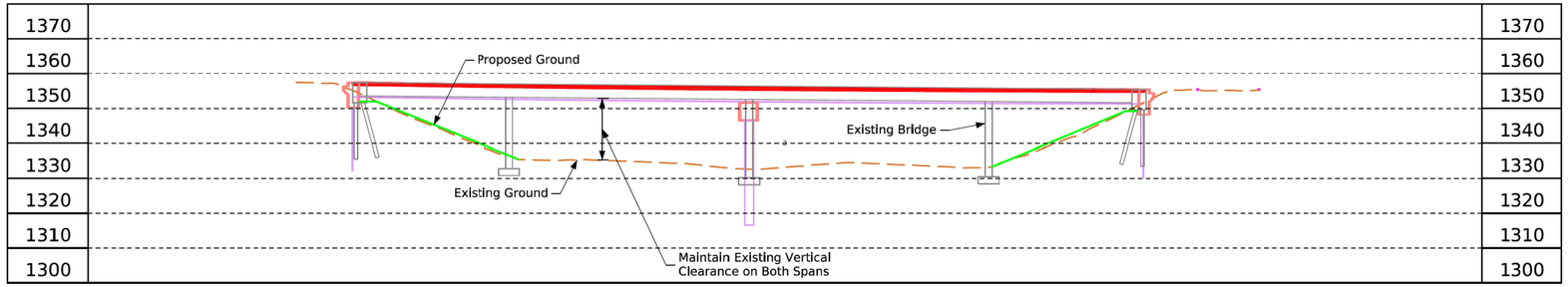
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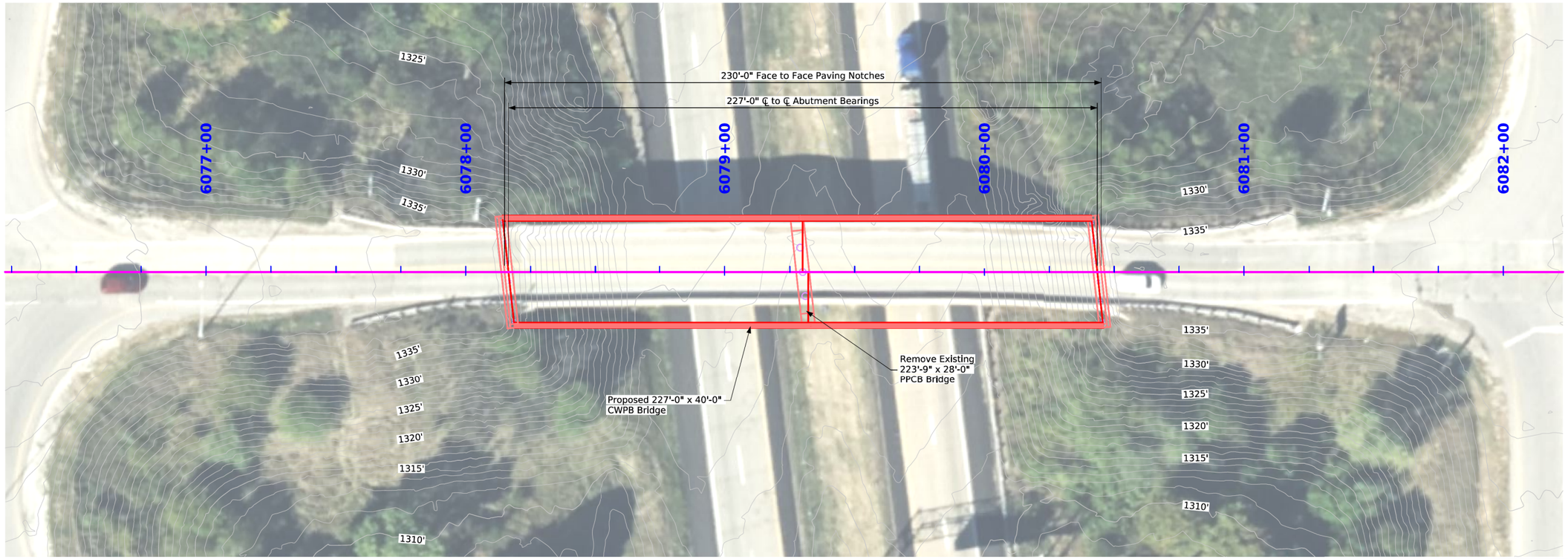
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BRG TSL Longitudinal Section Along ℄ Co Rd L66



Situation Plan

Location

Co Rd L66 Over I-80
T-77N R-41W
Section 3
Minden Township
Pottawattamie County
FHWA No. 45420
Latitude 41.498056°
Longitude -95.546191°

N

0 20
Scale In Feet

Design For 6.25 Degree LA
227'-0" x 40'-0" Continuous
Welded Plate Girder
113'-6" End Spans

Situation Plan

STA. 6079+30 (Co Rd L66)

Turn-in Date: -

Pottawattamie County
IOWA DEPARTMENT OF TRANSPORTATION

Design No. - Design Sheet No. 1 of 1 FHWA No. 45420

FILE NO.	ENGLISH	DESIGN TEAM **AECOM**	**Pottawattamie** COUNTY	PROJECT NUMBER **IMX-080-1(566)--02-78**	SHEET NUMBER V.1	

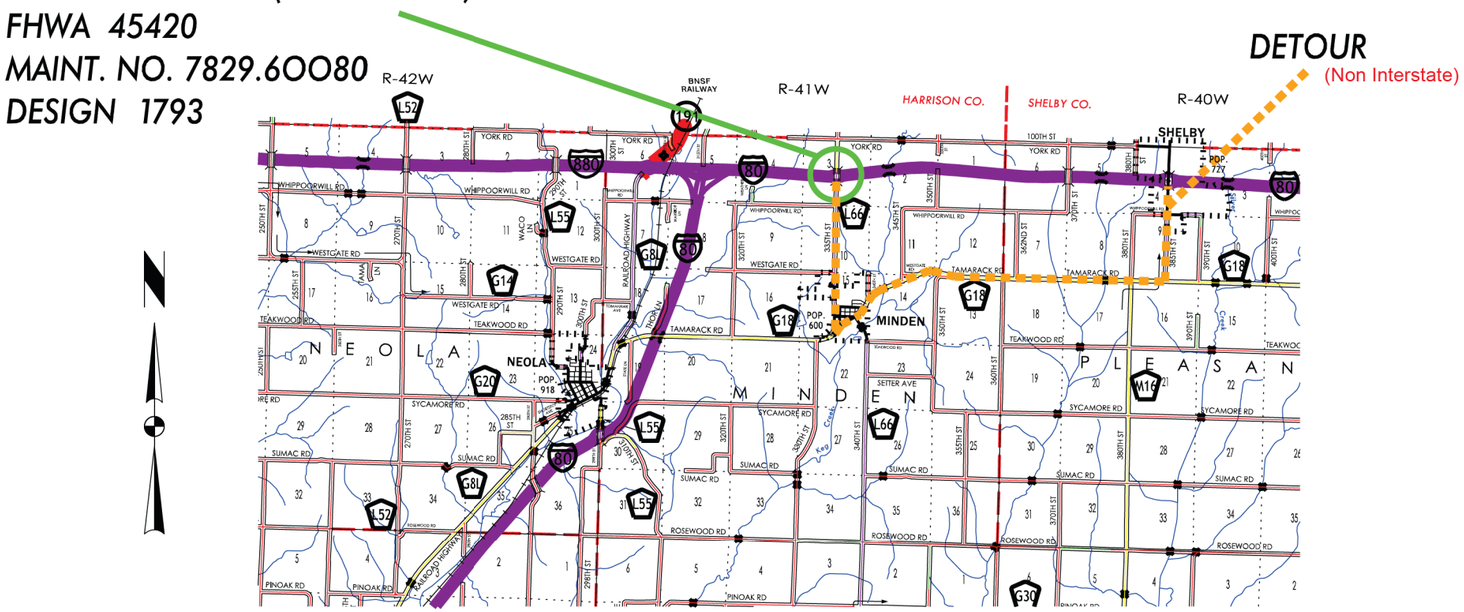
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POTTAWATTAMIE COUNTY

STA 1079+00.93 (I–80)
STA 6079+39.22 (CO RD L66)
FHWA 45420
MAINT. NO. 7829.60080
DESIGN 1793





AT THE CO RD L66 AND I–80 INTERCHANGE
IMX–080–1(566)29—02–78
PROJECT CODE: 25–78–080–080

78

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER A.11

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Bridge Bureau Attachment for Concept Statement

Date: November 14, 2025
By: Dan Kimball, AECOM
Location: Co Rd L66 Interchange

County: Pottawattamie County
Phase No.: IMX-080-1(566)29--02-78
Project Code: 25-78-080-080

1. Regulatory/Coordination
   a. Iowa DNR Flood Plain permit = No
   b. Iowa DNR Sovereign Lands permit = No
   c. Local Record of Coordination = No
   d. Flood Insurance Study = No
   e. Drainage District = No
   f. Corps of Engineers Section 408 = No
   g. State Water Trail or Paddling Route = No
   h. Historic Structure = No
   i. Federally owned land in vicinity = No
   j. USGS or Iowa Flood Center (IFC) gage or sensor impacted? No
   k. Obstruction Evaluation/Airport Airspace Analysis per FAA website = No

2. Hydrologic/Hydraulic Analysis/RIDB Dataset
   a. Design discharge methodology = N/A
   b. Hydraulic analysis done = No
   c. If DA > 10 sq. mi. Riverine Infrastructure Database (RIDB) dataset is required with B1 submittal = No

3. Structure/Roadway Layout Considerations
   a. Existing Structure: 223’-9 x 28’ 4-span PPCB on 15 degree skew built in 1965 and overlaid in 1994. Several PC patches and delaminated areas noted.
   b. Existing Structure designed for live loads below current standards.
   c. Wood piling used in as-built structure
   d. Roadway profile grade raise of 9” anticipated for option A (2-span PPCB Option with BTC Beams, 232’x40’)
   e. Roadway profile grade raise of 1” anticipated for option B (2-span CWPG, 227’x40’)
   f. 16.5’ Minimum clearance for I-80, Existing clearance is 16’-8” and is expected to be maintained.
   g. Profile adjustment to remain outside of the existing ramp intersections.

4. Special construction issues
   a. It is desirable for new structure foundations to avoid existing foundations when possible. Will not be possible for center pier. Abutments will be set back approximately 3.5’ for PPCB option and 1.5’ for CPWG option.
   b. Firm to stiff clay noted in as-built borings, no bedrock encountered to boring refusal.

5. Special survey = No
6. Aesthetic enhancements = No
7. Other
   a. Maintenance of Traffic - Off site detours, Rolling closures on I-80 for existing bridge removal and placing beams for the new bridge.

Roadway	Co. Rd. L66 over I-80			
PIN Number	25-78-080-080		**Submittal Date**	
Project Number	IMX-080-1(566)29--02-80			**Approval Date**
District	District 4	**Assistant District Engineer**	W. Mayberry	
County	POTTAWATTAMIE		**or**	
Route	Co. Rd. L-66 over I-80	**Office Director**		
Location	Co. Rd. L-66 Interchange			
Work Type	Bridge Replacement			
Segment Manager				
Designer				

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

Rural Two-Lane Highways (Rural Arterials)

Design Element		Preferred	Acceptable	Project Values
Design speed (mph)		60	50	50
Maximum superelevation rate (Refer to Section 2A-2)		6%	8%	NA
Design lane width (ft)		12	12	12 ft.
Full depth paved width (ft)		12	12	12 ft.
Right turn lane (ft)		12	10	NA
Climbing Lane (ft)		12	12	NA
Left turn lane (ft)		12	10	NA
Pavement cross-slope (on tangent sections)	Through lanes	2%	1.5% minimum, 2% maximum	NA
	Auxiliary and turn lanes	3%	3% maximum	NA
	Crown break at centerline	4%	4% maximum	4%
Shoulder cross-slope (on tangent sections)		4%	Shoulder cross-slope cannot be less than the adjacent lane, 6% max for paved or granular shoulders, 8% max for earth shoulders	4%
Curb type (Refer to Section 3C-2)	Design speed = 50 or 55 mph	6-inch sloped	6-inch standard	NA
	Design speed ≥ 60 mph	4-inch sloped	6-inch sloped	NA
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	3:1	3:1
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	
	Curbed roadways	2%	not steeper than 3:1	NA
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1	3:1
Transverse Slopes	w/ drainage structures	8:1	6:1	NA
	w/o drainage structures	10:1	6:1	NA
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--	
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	NA
	Bridge length > 200 ft	design lane widths + effective shoulder widths	design lane width + 4' right and left of the design lane widths	40
Bridge width—existing*		design lane widths + no less than 2 ft left and right	design lane widths + 2 ft. offset left and right	28
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16	16.5
	Over non-primary	16.5 at interchange locations, 15 at all other locations	14	NA
	Over railroad	23.3	23.3	NA
	Sign trusses and pedestrian bridges	17.5	17	NA
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	
Level of Service		B	B	

*FHWA notification via email is required if acceptable critera is not met on the NHS system (No formal design exeption is required)

Design year ADT = 800 in 2024

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

Effective Shoulder Width and Type for Two-Lane Highways

Preferred (values shown in feet)			Acceptable (values shown in feet)			Project Values
	Rural Roadways	Urban Roadways		Rural Roadways	Urban Roadways	
Turn lanes with shoulders	6	6	Turn lanes with shoulders	6	0	NA
Turn lanes with curbs	6	See Section 3C-2	Turn lanes with curbs	6	0	NA
	Effective Shoulder Width	Paved Width		Effective Shoulder Width	Paved Width	
Climbing Lanes	6	4	Climbing Lanes	4	0	NA
Two-Lane Highways	Effective Shoulder Width	Paved Width	Two-Lane Highways	Effective Shoulder Width	Paved Width	
Routes where bicycles are to be accommodated	10	10	Design year ADT > 2000 vpd	8	0*	10 ft. granular
On roadways approaching urban areas (due to increased bike traffic)	10	10				
On all curves with a superelevation rate of 7.0% or greater	10	10				
On roadways with design year ADT > 5000	10	6	Design year ADT between 400 - 2000 vpd	6	0*	
On all other NHS	10	6				
On non-NHS routes with design year ADT > 3000	10	6	Design year ADT < 400 vpd	4	0*	
On non-NHS routes with design year ADT < 3000	8	0*				

*Requires safety edge-Refer to Section 3C-6

Curbs should be located beyond the outer edge of the effective shoulder width in rural areas

Refer to Section 3C-2 for curb offsets in urban areas

Notes:

Posted Speed limit is 45 mph

Roadway Design Speed (mph) =	50

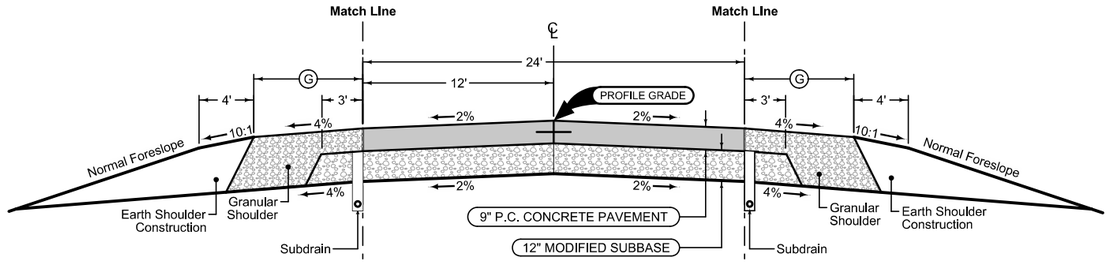
Design Manual Section 1C-1
Last Updated: 04-29-19

Design Criteria for High Speed Roadways

Design Element			Preferred Criteria, Design Speed, mph						Acceptable Criteria, Design Speed, mph						Project Values
			50	55	60	65	70	75	50	55	60	65	70	75	
Stopping sight distance (ft) (Refer to Section 6D-1)			425	495	570	645	730	820	425	495	570	645	730	820	495
Minimum horizontal curve radius (ft) (Refer to Sections 2A-2 and 2A-3)	Method 5 superelevation and side friction distribution	e_{max} = 6%	833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	NA
		e_{max} = 8%	--	--	--	--	--	--	758	960	1200	1480	1810	2210	NA
Minimum vertical curve length (ft) (Refer to Section 2B-1)			150	165	180	195	210	225	150	165	180	195	210	225	250
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	NA
	sag vertical curves	roadways without fixed-source lighting	96	115	136	157	181	206	96	115	136	157	181	206	NA
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	68.85
Minimum gradient (%)	(Refer to Section 2B-1)		0.5						0.3% with a curb, 0.0% without a curb						3.5
Maximum gradient (%)	(Refer to Section 2B-1)	Urban roadways	4		3				7	6	6	–	–	–	NA
		Rural roadways							5	5	4	4	4	4	2.4
		Interstates							5	5	4	4	4	4	NA
Clear zone			See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						16 ft

Granular Shoulder

2_G_SR_ 04-21-20		
STATION TO STATION		Ⓖ Feet
6076+91.64	6078+29.35	8
Bridge		
6080+56.47	6081+42.40	8
Ramp C		
6083+76.84	6084+25.00	8



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

2P_ 04-21-20	
STATION TO STATION	
6074+50.00	6078+29.35
Bridge	
6080+56.47	6084+25.00

Granular Shoulder

2_G_ SR_ 04-21-20		
STATION TO STATION		Ⓖ Feet
6074+50.00	6074+78.26	8
Ramp D		
6077+11.71	6078+29.35	8
Bridge		
6080+56.47	6081+69.06	8
Ramp E		
6084+20.06	6084+25.00	8

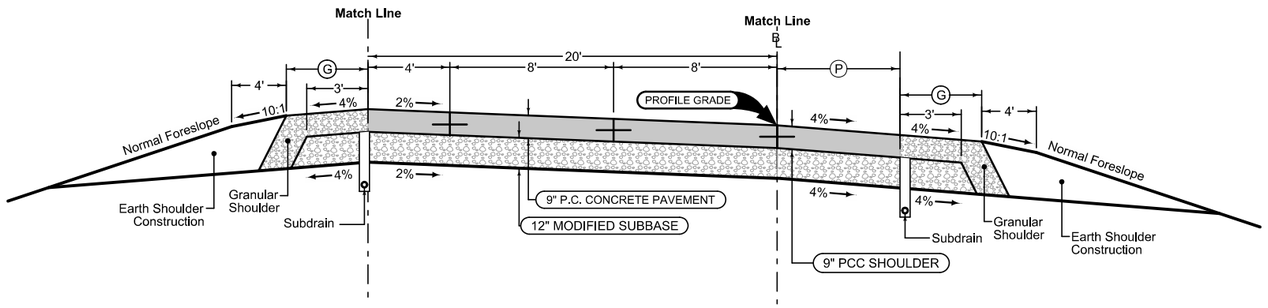
See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

Co Rd L66/335th St

Granular Shoulder

			1R_G_ 10-19-10
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(G) Feet
Ramp B	2078+00.00	2078+82.70	4
Ramp C	1077+00.00	1079+16.51	4
Ramp D	1078+47.91	1079+65.00	4
Ramp E	5079+36.64	5080+25.00	4



Section shown in the direction of traffic.

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

		1RP_ 04-20-21
ROAD IDENTIFICATION	BEGIN STATION	END STATION
Ramp B	2078+00.00	2078+82.70
Ramp C	1077+00.00	1079+16.51
Ramp D	1078+47.91	1079+65.00
Ramp E	5079+36.64	5080+25.00

Full Depth Combination Shoulder (Ramp)

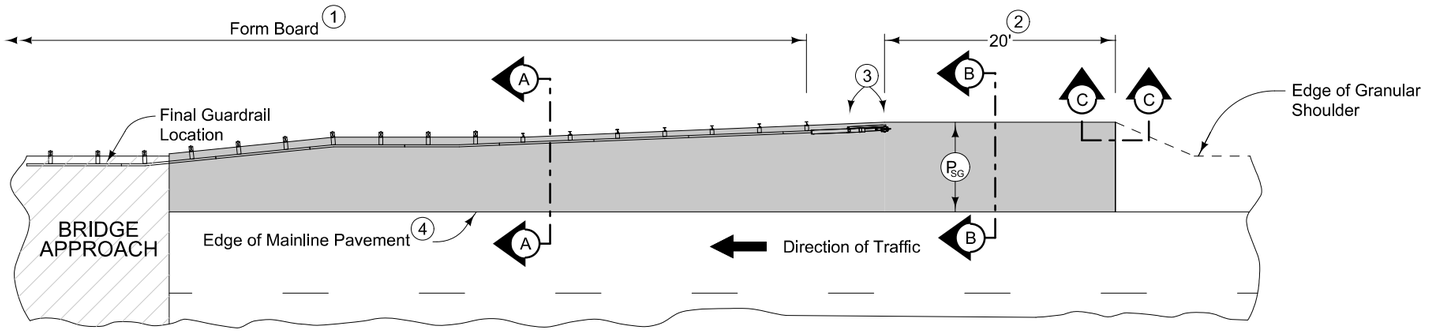
Shoulder Jointing:
Longitudinal joint: BT-2, or L-2
Transverse joints: C at 15' spacing

			1R_P_Full_Comb_ Modified	
ROAD IDENTIFICATION	STATION TO STATION		(P) Feet	(G) Feet
Ramp B	2078+00.00	2078+82.70	6	4
Ramp C	1077+00.00	1079+16.51	6	4
Ramp D	1078+47.91	1079+65.00	6	4
Ramp E	5079+36.64	5080+25.00	6	4

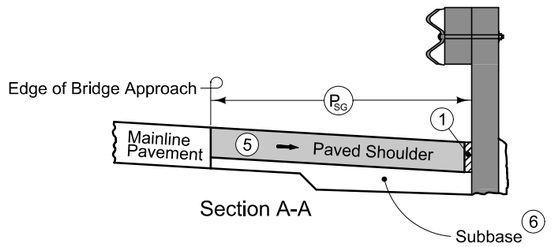
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

I-80 Ramps

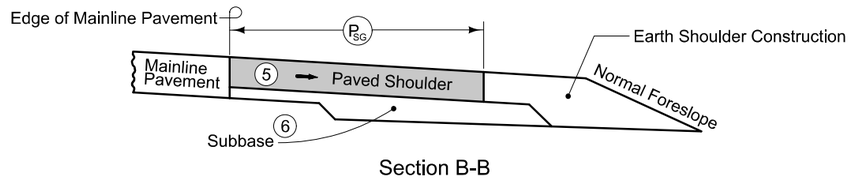
7156B
MODIFIED



PLAN VIEW

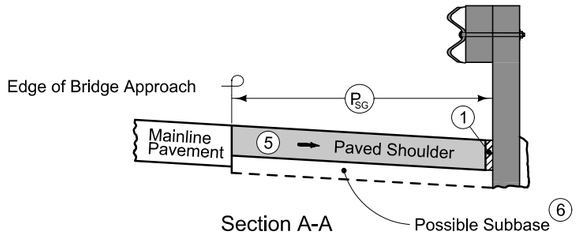


Section A-A

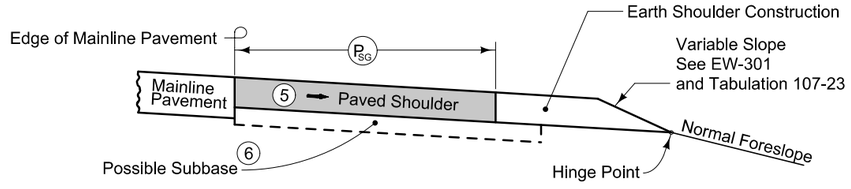


Section B-B

NEW CONSTRUCTION



Section A-A



Section B-B

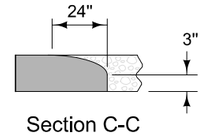
EXISTING SHOULDER

6" PCC Paved Shoulder at guardrail with the following jointing layout:

Match mainline pavement joint spacing. When mainline pavement is 6" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

Refer to Tabulation 112-9 for shoulder quantities.

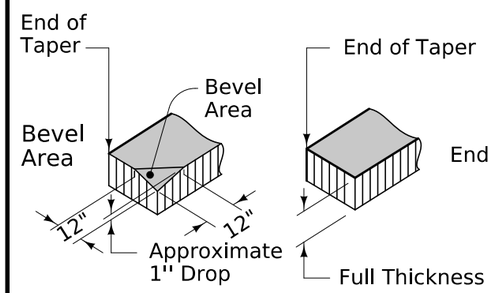
1. When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
2. Continue paved shoulder 20 feet beyond the center of the first post.
3. Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
4. 'BT' joint (per PV-101) for PCC shoulder.
5. Design shoulder slope.
6. Refer to other details in the plan.



Section C-C
Roll down at granular shoulder or earth.

PAVED SHOULDER AT GUARDRAIL
(GRANULAR SHOULDER ADJACENT TO MAINLINE)

7101
04-21-26



DETAIL 'A'

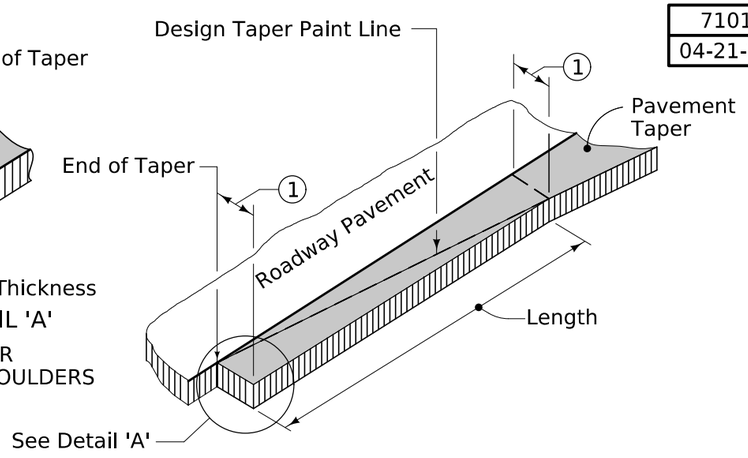
FOR

GRANULAR SHOULDERS

DETAIL 'A'

FOR

PAVED SHOULDERS



(1) Normal width is 2'-0". Match design shoulder width when present (See Typical 7154A).

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

TYPICAL DETAILS OF
PCC PAVEMENT HEADER

SURVEY SYMBOLS

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

UTILITY LEGEND

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

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

- FO — FO1D, Marne & Elk Horn Telephone - Quality D
- FO2 — FO2D, Quick Current Iowa LLC - Quality D
- FO3 — FO3D, ICN Iowa Communications Network - Quality D
- T1 — TL1D, Windstream - Quality D
- E1 — EL1D, Electric Line Co. 1 - Quality D
- PPA, MidAmerican Energy
- ST S — ST1D, Iowa DOT - Quality D

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

RIGHT-OF-WAY LEGEND

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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER D.1	

4:25:27 PM 9/10/2026 mjack pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_LGD_78080566Z06.dgn

Minden TWP.
T-77N R-41W
SEC. 3

Co Rd L66

Δ = 10°41'32.78" (LT)
T = 533.63'
L = 1064.16'
R = 5702.36'
E = 24.91'
e = ___
L = ___
x = ___

1065+00
1070+00
1075+00
1080+00
1085+00
1090+00

PC 1070+14.25

Ramp C

UAC
Sta. 1078+27.5 (44.5' Lt.)
24"x56.9' RCP
D.A.=Median Only A-E

PT 1080+78.41

Ramp E

INTERSTATE 80

PI 1075+47.88

Ramp B

Ramp D

POT STA 1079+00.12 (ML080)
= POT STA 6079+39.39 (SRL66)

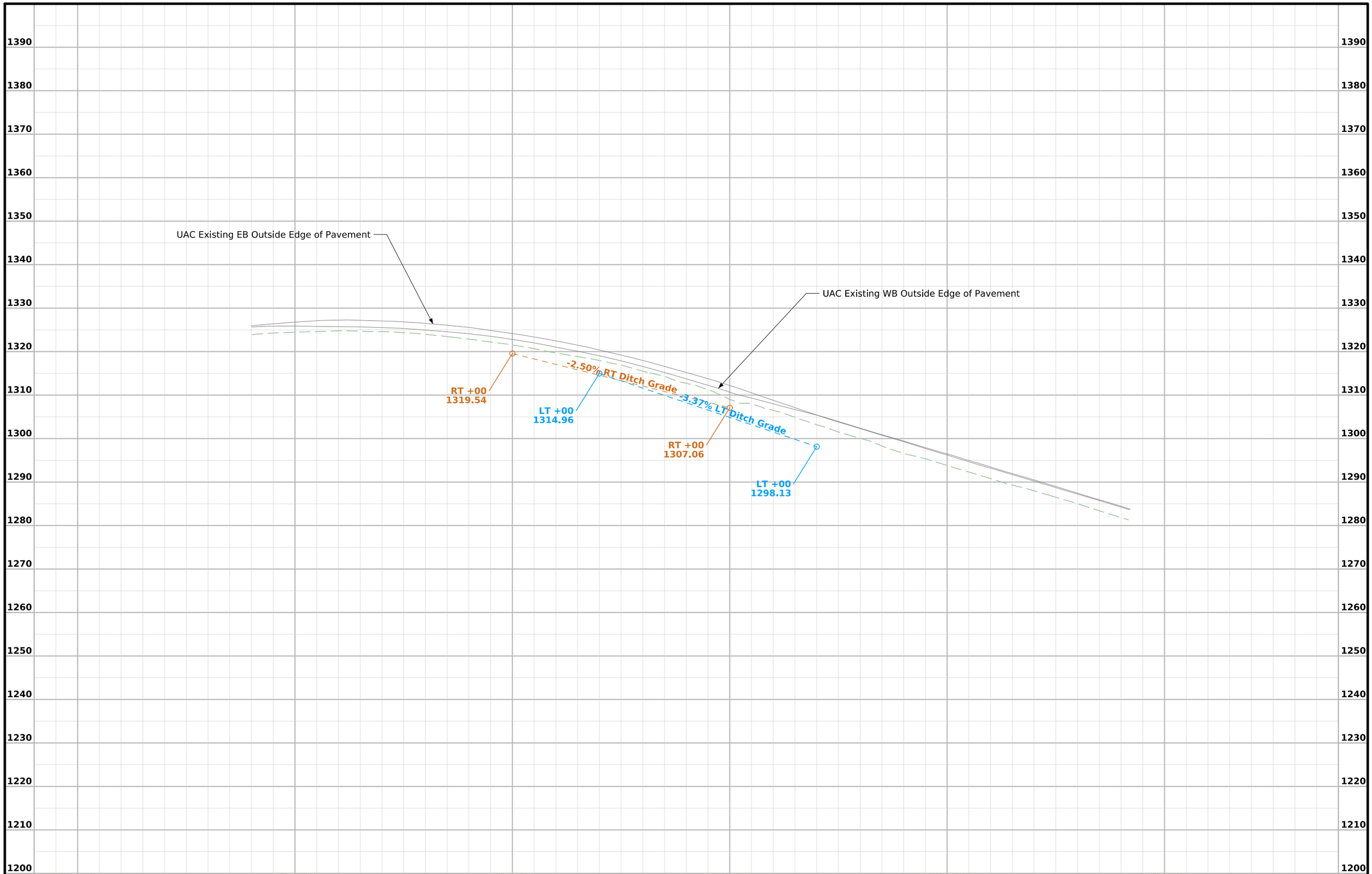
Co Rd L66

0 100
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER D.2	

1:00:34 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_D02_78080566Z06.dgn

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FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER D.3	

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Minden TWP.
T-77N R-41W
SEC. 3

UAC/Replace?
Sta. 6078+60.05
30"x133.3' RCP
D.A.=Median Only A-R

UAC/Replace?
Sta. 6080+19.59
30"x141.1' RCP
D.A.=Median Only A-R

STA 6074+50.00 (SRL66)
BEGIN CONSTRUCTION

STA 6084+25.00 (SRL66)
END CONSTRUCTION

POT STA 6076+10.01 (SRL66)
= POT STA 2078+94.88 (RMPL66B)

POT STA 6082+58.45 (SRL66)
= POT STA 1079+28.79 (RMPL66C)

6065+00

6070+00

6075+00

6080+00

6085+00

6090+00

UAC
12"x77.6'
Plastic

UAC
12"x56.4'
Plastic

UAC
12"x73.7'
Plastic

UAC
18"x65'
C.M.P.

UAC
18"x76.5'
C.M.P.

UAC
18"x34.5'
C.M.P.

Ramp B

Ramp C

Ramp D

Ramp E

Co Rd L66

Co Rd L66

POB 6065+00.00

POE 6093+79.61

POT STA 6075+78.55 (SRL66)
= POT STA 1078+35.13 (RMPL66D)

POT STA 6082+29.38 (SRL66)
= POT STA 5079+24.64 (RMPL66E)

Δ = 10°41'32.78" (LT)
T = 533.63'
L = 1064.16'
R = 5702.36'
E = 24.91'
e = ___
L = ___
x = ___

REMOVE
Sta. 1079+00.26
223'9"x28' Preten.
Prestressed
Conc Beam Bridge

0 100
FEET

Co Rd L66

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER E.1	

1:00:42 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_E01_78080566Z06

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TIE IN
STA 6074+50.00
EL 1345.84

TIE IN
STA 6084+25.00
EL 1343.48

-2.40%
-0.15%
-0.15%
+3.50%

VPI = +15.00
EL = 1337.08
L = 400.00'
K = 177

VPI = +25.00
EL = 1336.48
L = 360.00'
K = 99

1345.84 1345.24 1344.64 1344.04 1343.44 1342.84 1342.24 1341.64 1341.07 1340.54 1340.04 1339.58 1339.15 1338.76 1338.40 1338.08 1337.79 1337.54 1337.32 1337.14 1337.00 1336.89 1336.81 1336.77 1336.73 1336.74 1336.81 1336.95 1337.14 1337.41 1337.73 1338.12 1338.57 1339.08 1339.66 1340.30 1341.00 1341.77 1342.60 1343.48

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER E.2	

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Imagery ©2026 Airbus, Maxar Technologies

SURVEY INDEX

County : Pottawattamie
Project Code : 25-78-080-080
Phase Number : IMX-080-1(566)29--02-78
Location : Co Rd L66 Interchange
Work Code : 2001-Bridge-Unspecified
Project Directory : 7808008025

Survey Personnel

Clayton Henningsen – Survey Party Chief
Jason Arn – Survey Party Chief

Date(s) of Survey

Begin Date	04/20/2026
End Date	06/11/2026

General Information

This survey is for I-80 interchange of county Rd L66. This survey request was for the I-80 corridor only. This project is a Full Field DTM survey.

Utility Information

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

Project Control

Coordinates were determined for primary project control points by conducting concurrent six-hour static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 06 (U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for this survey has been provided by the district 4 office.

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 06 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 06 (U.S. Survey Foot)

VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Feature Definition-Description
78508	7057688.43	16551321.52	1321.13	CP POTTAWATTAMIE COUNTY GPS POINT AS DESRIBED IN GOOD CONDITION
78080029	7055241.37	16551190.23	1345.18	CP FENO MONUMENT NE OF I-80 INTERCHANGE WITH COUNTY RD L66
780800305	7055689.63	16557185.69	1246.82	CP FENO MONUMENT NORTH ROW OF I-80 NEAR MILE MARKER 30.5

108-23A
08-01-08

TRAFFIC CONTROL PLAN

Traffic on I-80 will be maintained at all times.

Traffic on L66 will be maintained by an off-site detour. Detour shall be signed and Maintained by Contractor.

111-01
04-17-12

COORDINATED OPERATIONS

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

Project	Type of Work
None Provided	

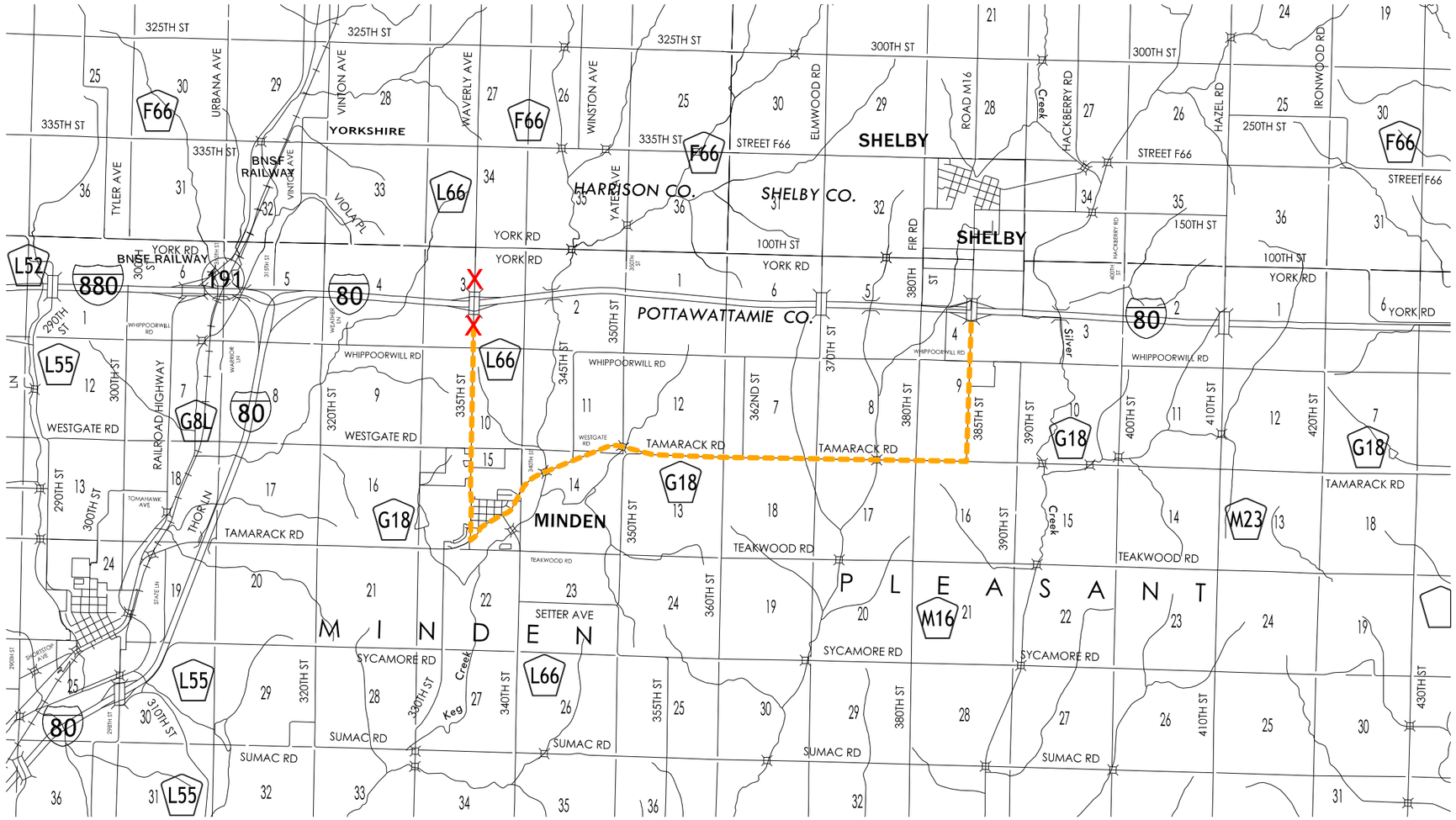
108-25
10-21-14

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			No Travel Restrictions Expected.									

R-42W R-41W R-40W

T-77N



R-42W R-41W R-40W

NOT TO SCALE

LEGEND	
DETOUR ROUTE	
CLOSED	X

Co Rd L66
DETOUR

FILE NO.	ENGLISH	DESIGN TEAM **Flattery\Bell\Jack**	**POTTAWATTAMIE** COUNTY	PROJECT NUMBER **IMX-080-1(566)29--02-78**	SHEET NUMBER **J.2**	

8:56:18 AM 9/11/2026 mjack pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_J02_78080566Z06.dgn

Minden TWP.
T-77N R-41W
SEC. 3

Ramp C

INTERSTATE 80

Ramp B

Co.Rd L66

STA 2078+00.00 (RMPL66B)
BEGIN CONSTRUCTION

STA 2078+82.70 (RMPL66B)
END CONSTRUCTION

POT STA 2078+94.84 (RMPL66B)
= POT STA 6076+10.02 (SRL66)

POT 2078+94.84

PT 2064+68.79

2065+00

2070+00

2075+00

Δ = 04°07'59.95" (RT)
T = 59.08'
L = 118.10'
R = 1637.14'
E = 1.07'
e = ___
L = ___
x = ___

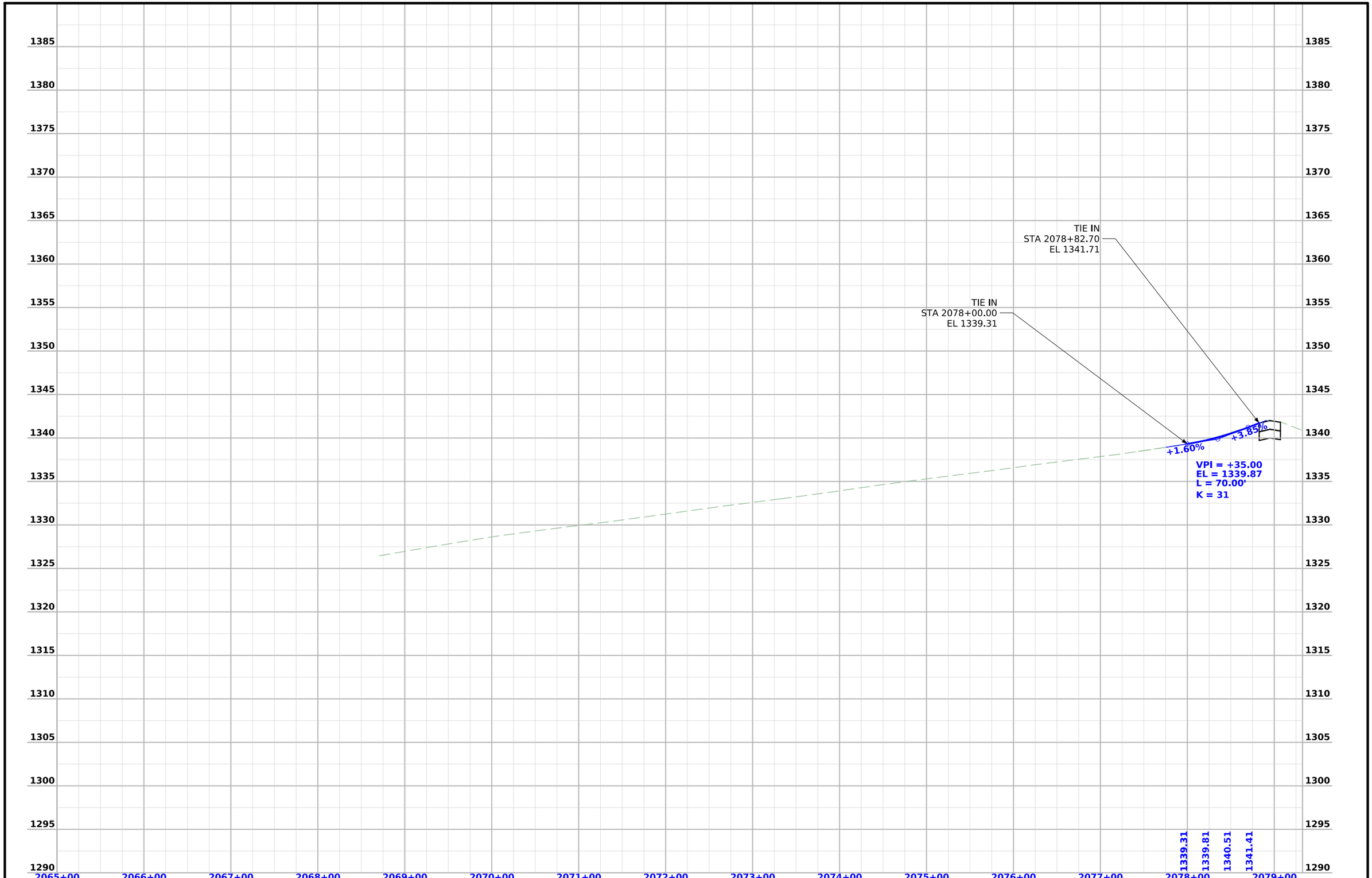
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FEET

Ramp B

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER K.1	

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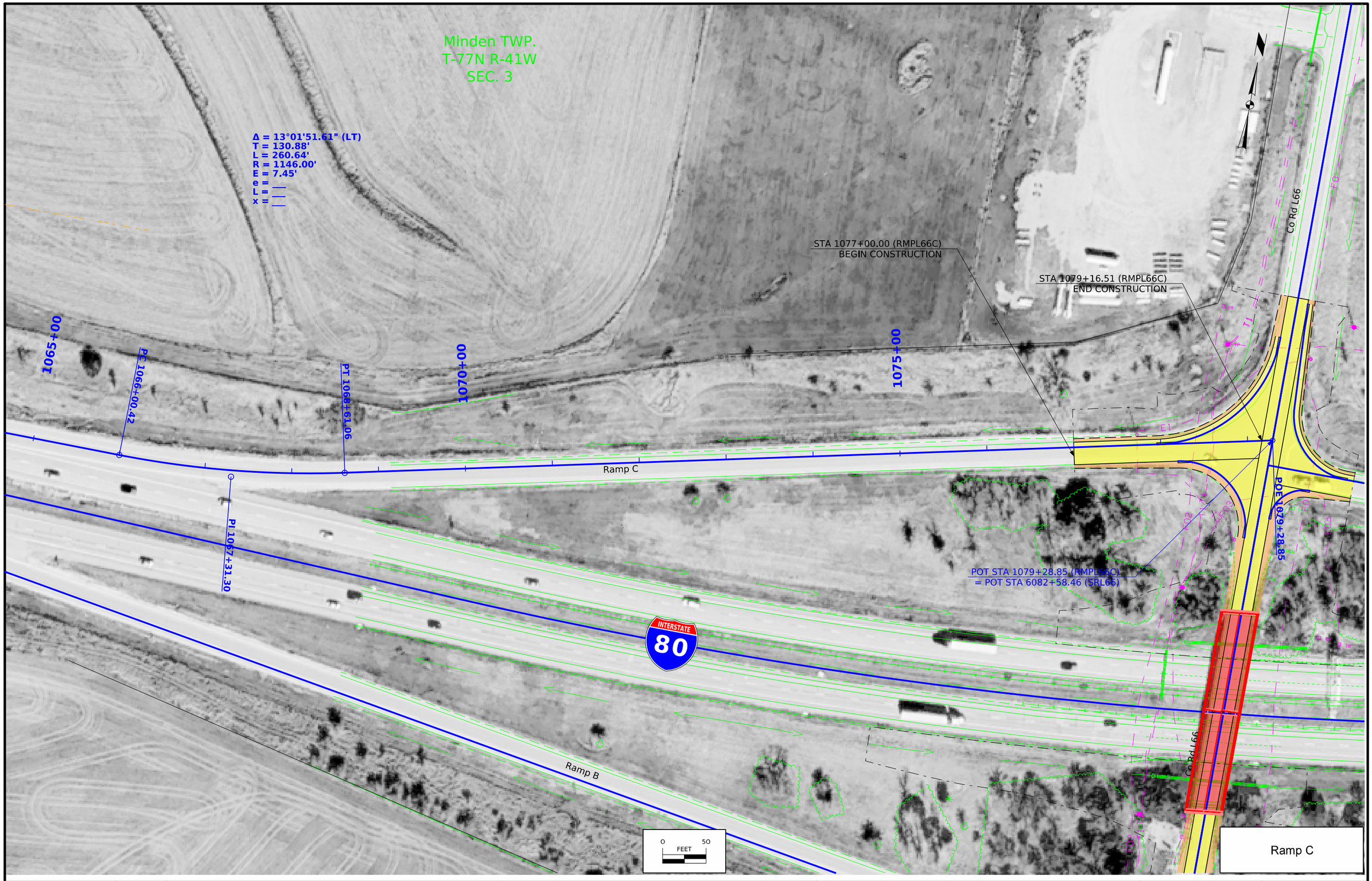
Imagery ©2026 Airbus, Maxar Technologies



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER K.2

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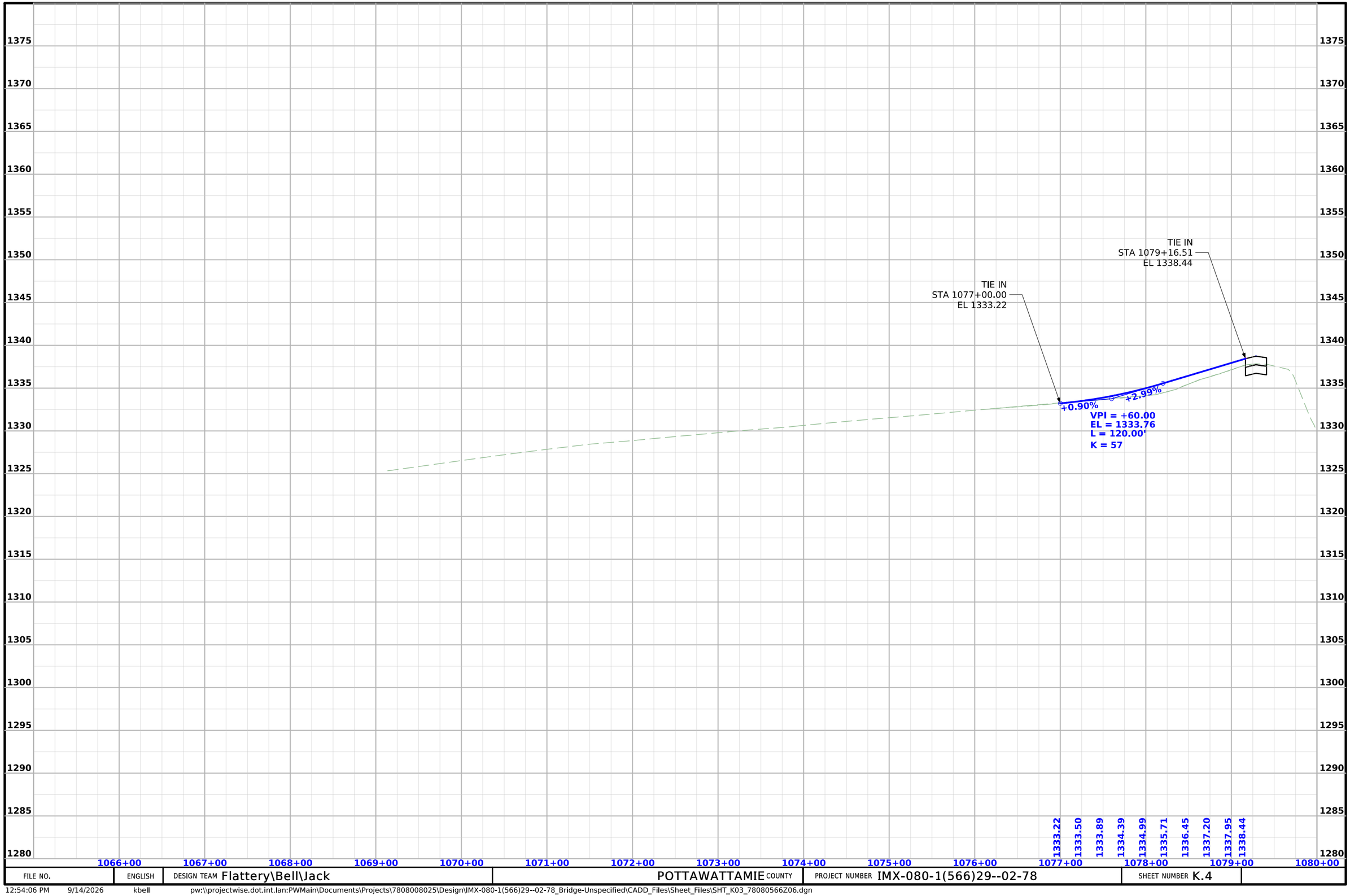
Imagery ©2026 Airbus, Maxar Technologies



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER K.3	

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Imagery ©2026 Airbus, Maxar Technologies



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER K.4

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Imagery ©2026 Airbus, Maxar Technologies

Minden TWP.
T-77N R-41W
SEC. 3

Ramp E

Co Rd L66

INTERSTATE 80

POT STA 1078+35.13 (RMPL66D)
= POT STA 6075+78.55 (SRL66)

Ramp D

POB 1078+35.13

1080+00

1085+00

1090+00

PI 1091+16.99

PC 1090+43.84

PT 1092+49.58

STA 1079+65.00 (RMPL66D)
END CONSTRUCTION

STA 1078+47.91 (RMPL66D)
BEGIN CONSTRUCTION

Δ = 10°17'11.09" (RT)
T = 103.15'
L = 205.74'
R = 1146.00'
E = 4.63'
e = ___
L = ___
x = ___

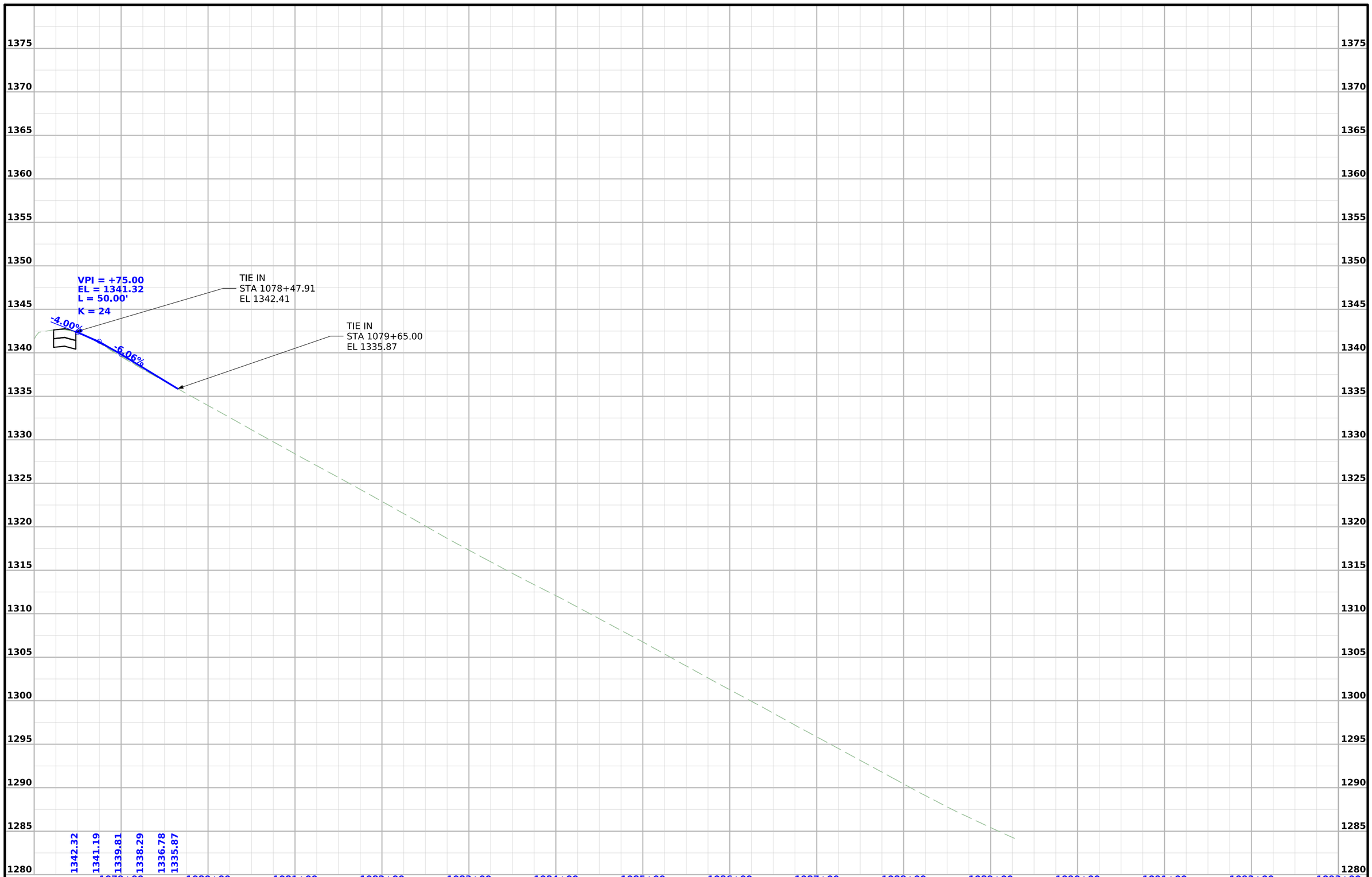
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FEET

Ramp D

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Imagery ©2026 Airbus, Maxar Technologies



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER K.6	

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Imagery ©2026 Airbus, Maxar Technologies

Minden TWP.
T-77N R-41W
SEC. 3

Co Rd L66

STA 5079+36.64 (RMPL66E)
BEGIN CONSTRUCTION

STA 5080+25.00 (RMPL66E)
END CONSTRUCTION

5080+00

5085+00

5090+00

PC 5092+63.10

Δ = 05°28'01.88" (LT)
T = 78.17'
L = 156.22'
R = 1637.14'
E = 1.87'
e = ___
L = ___
x = ___

Ramp E

POB 5079+24.64

POT STA 5079+24.64 (RMPL66E)
= POT STA 6082+29.38 (SRL66)

PI 5093+71.26

INTERSTATE 80

Ramp D

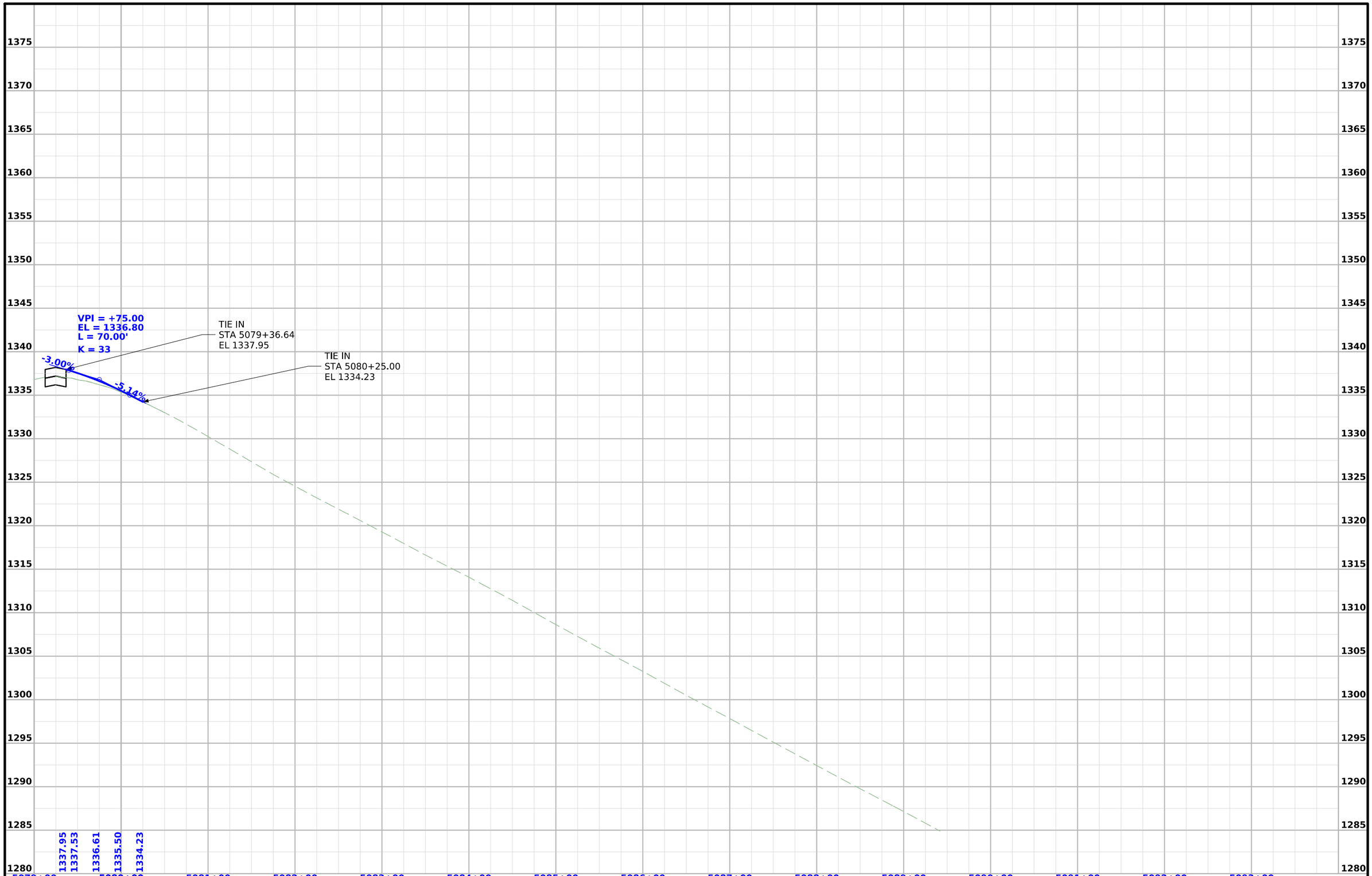
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FEET

Ramp E

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Imagery ©2026 Airbus, Maxar Technologies



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER K.8	

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Imagery ©2026 Airbus, Maxar Technologies

CROSS SECTION VIEW COLOR LEGEND

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

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

NOTES:

Text

NOTES:

Text

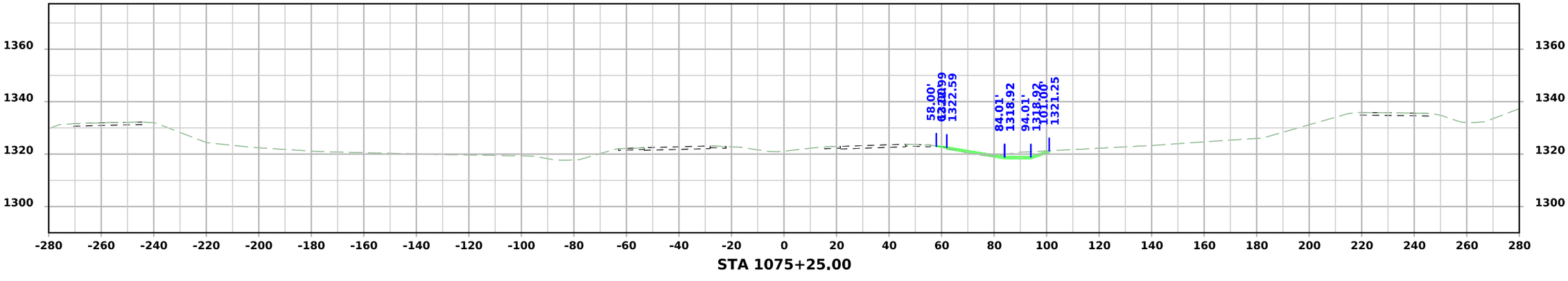
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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

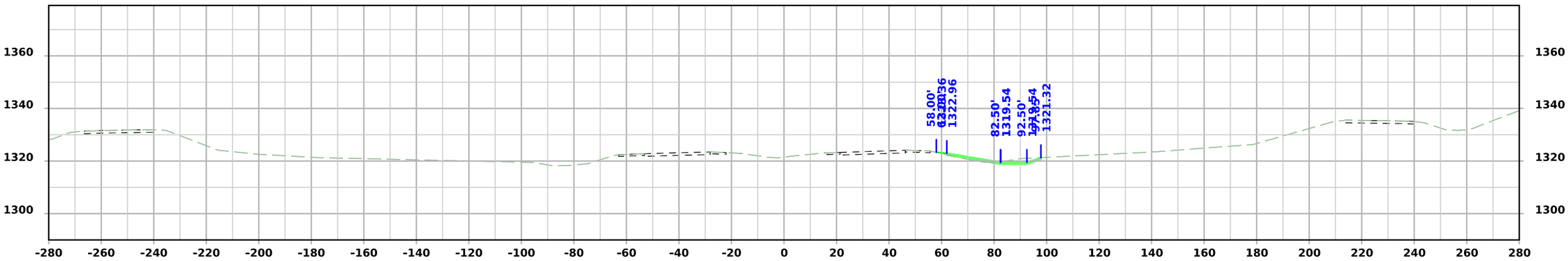
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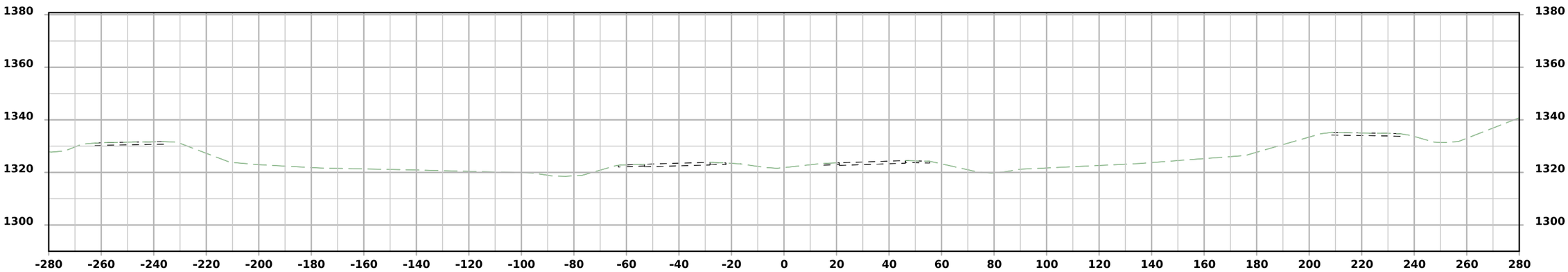
I-80



STA 1075+25.00



STA 1075+00.00

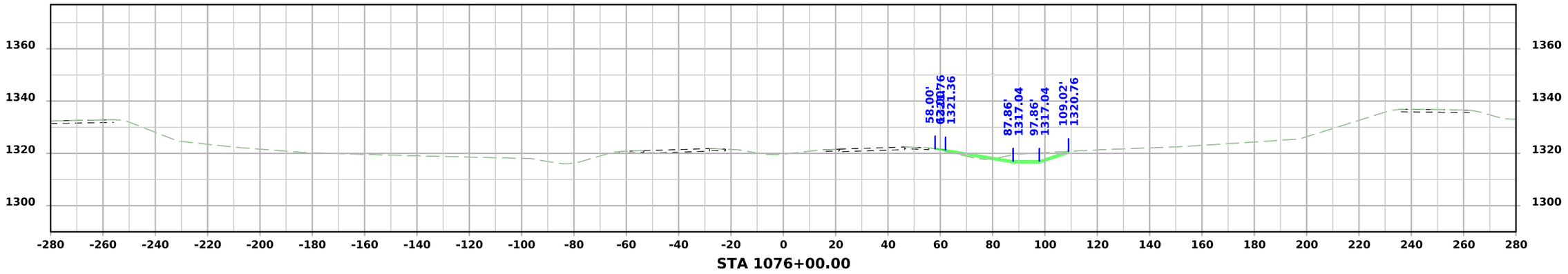


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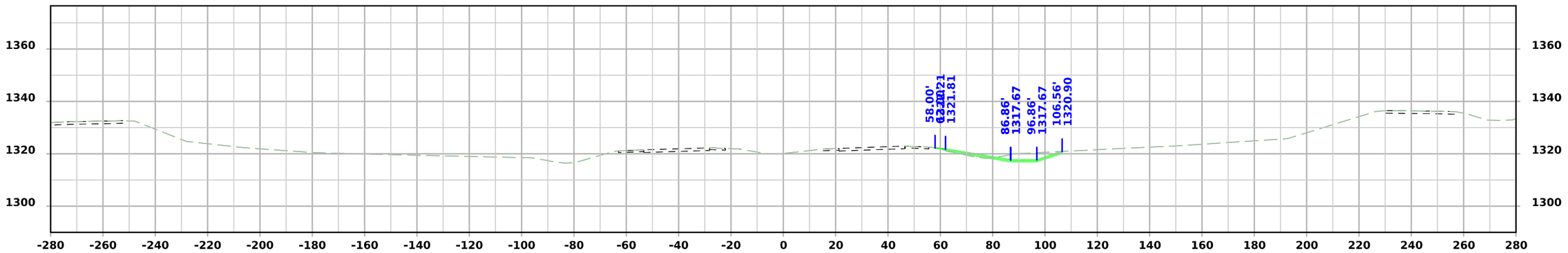
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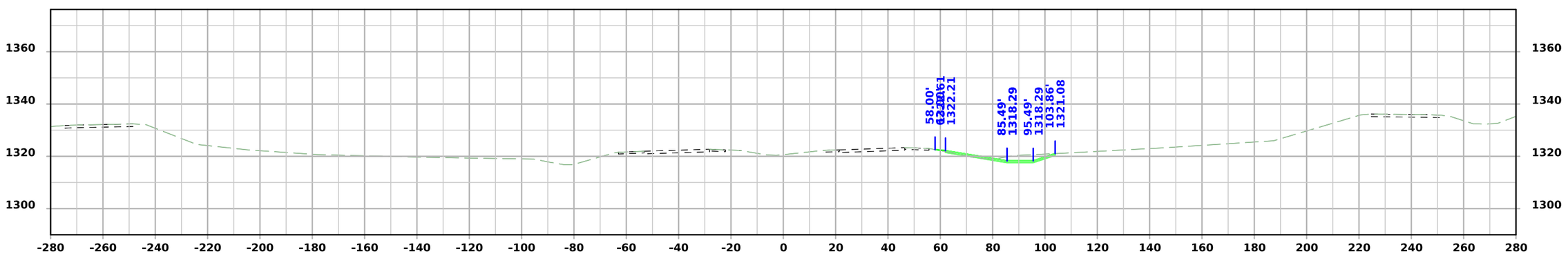
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STA 1076+00.00



STA 1075+75.00

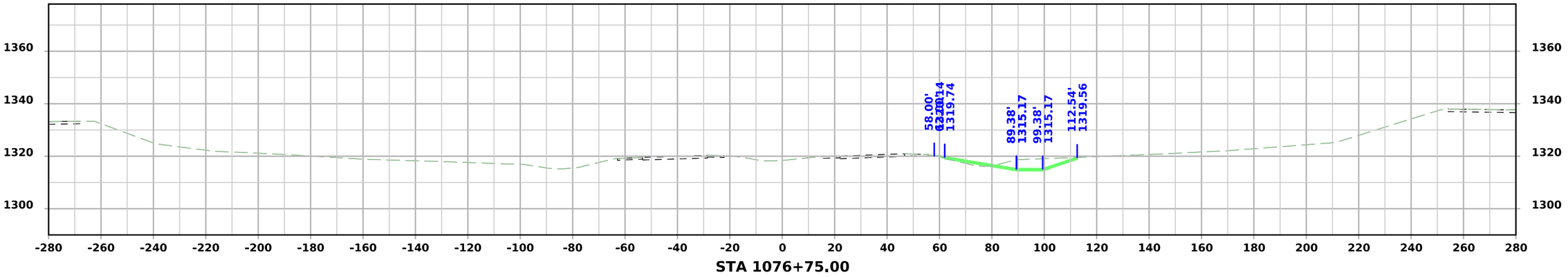


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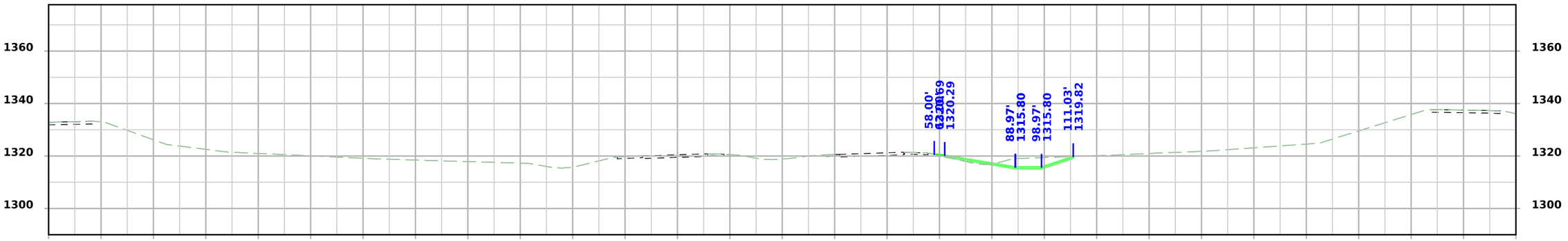
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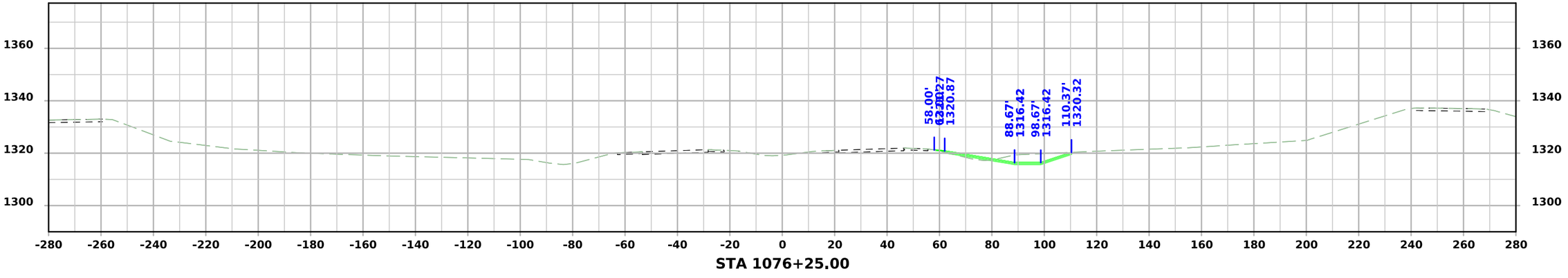
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STA 1076+75.00



STA 1076+50.00

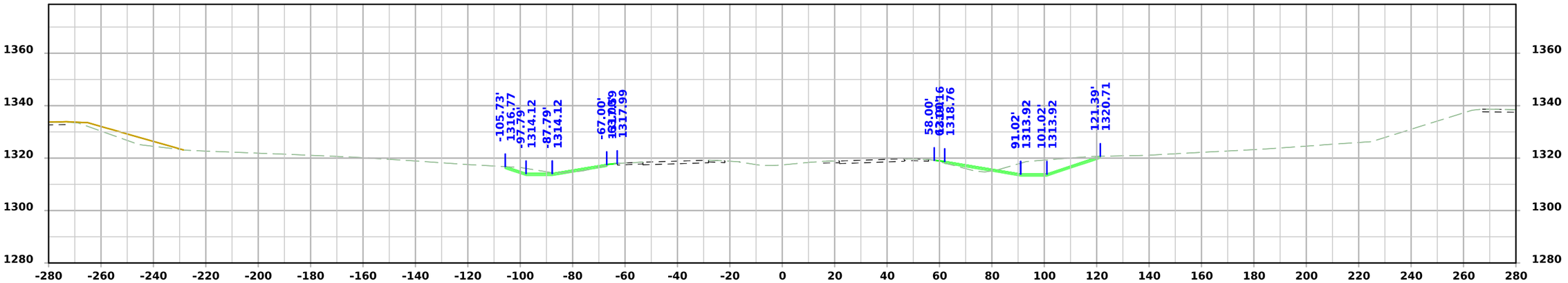


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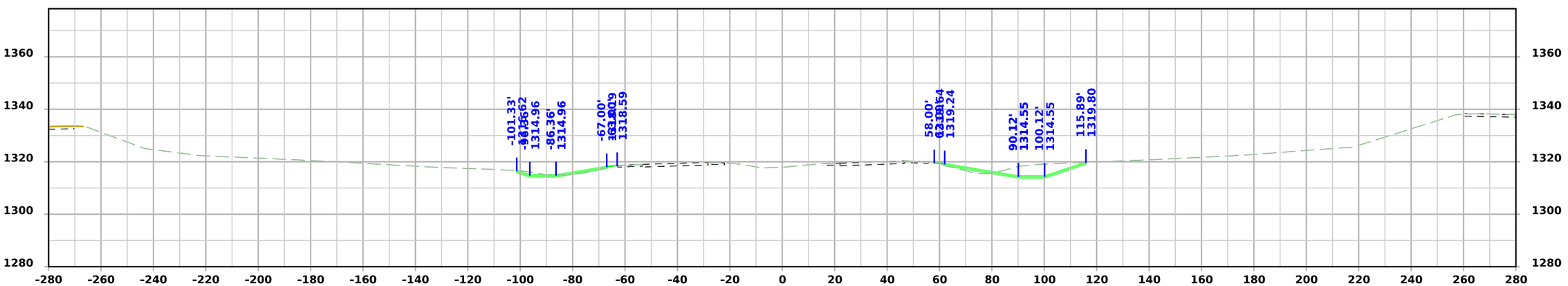
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I-80



STA 1077+25.00

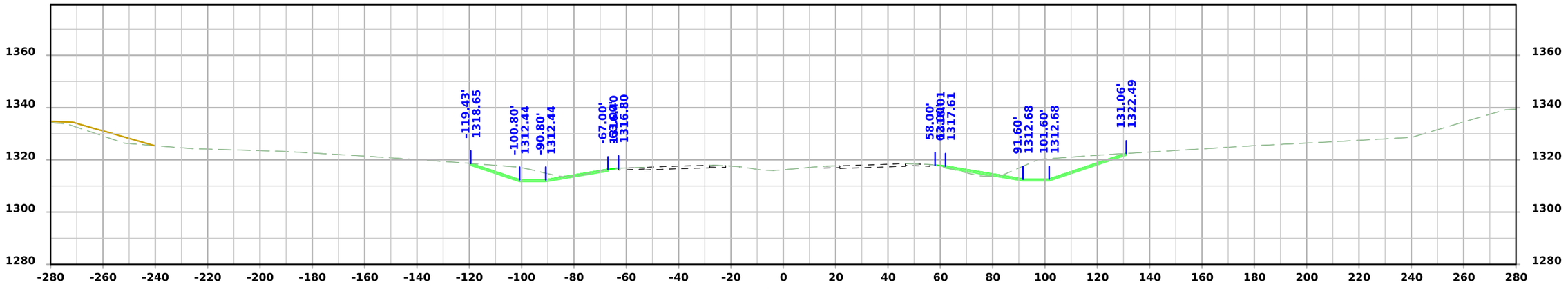


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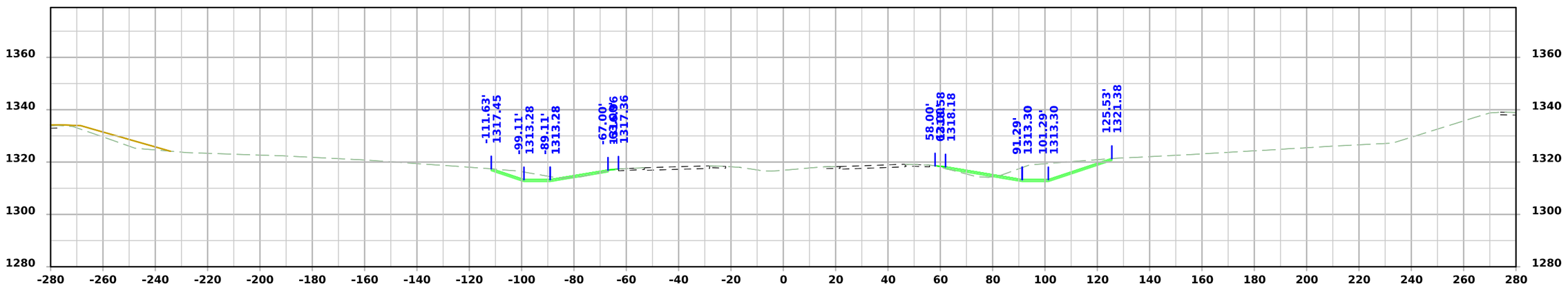
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I-80



STA 1077+75.00

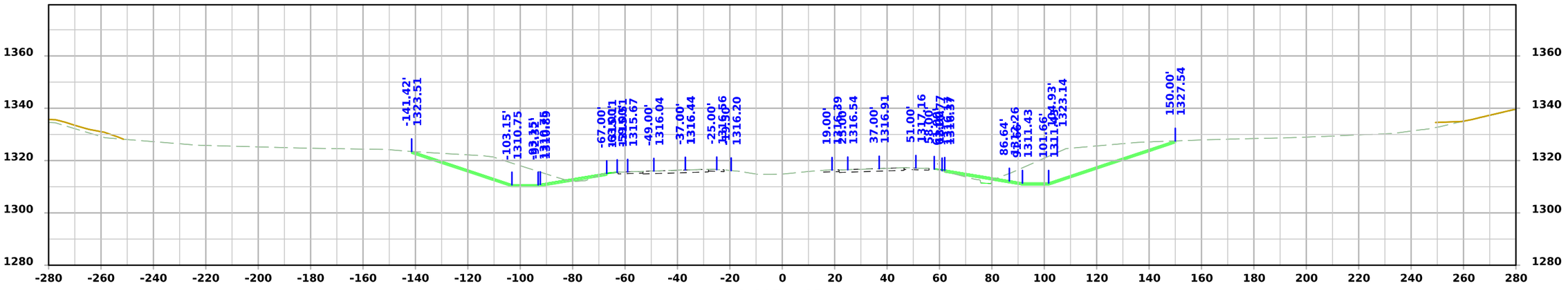


STA 1077+50.00

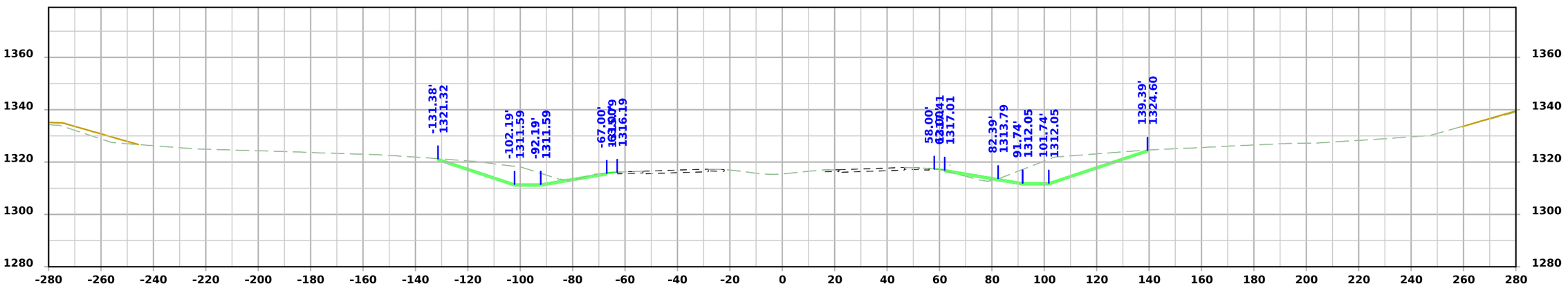
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I-80



STA 1078+25.00

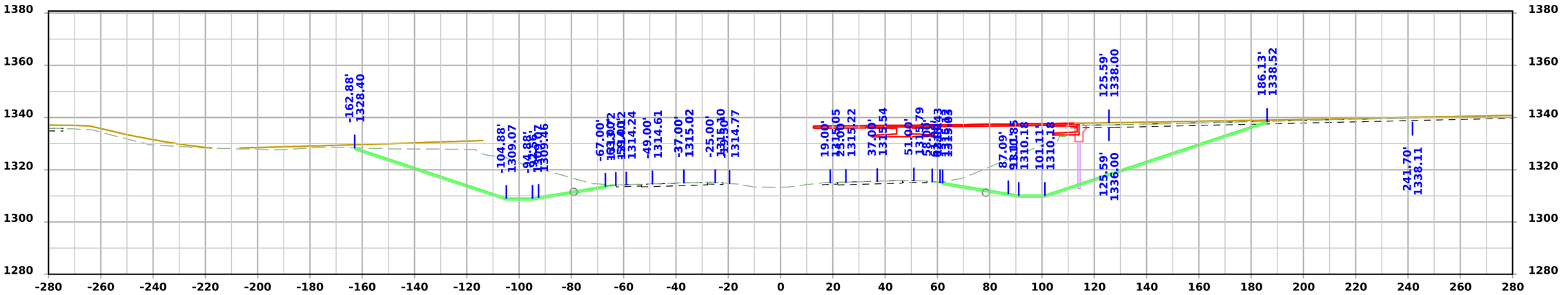


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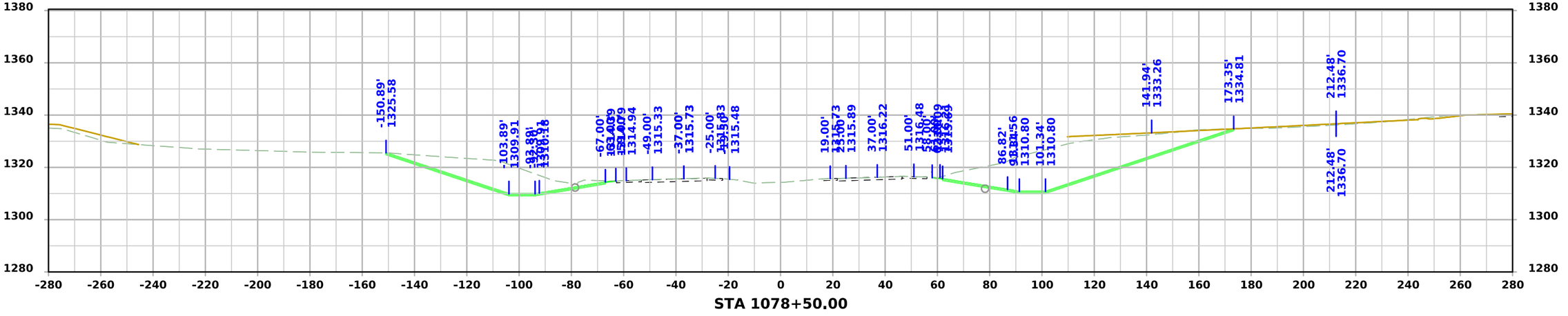
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I-80



STA 1078+75.00

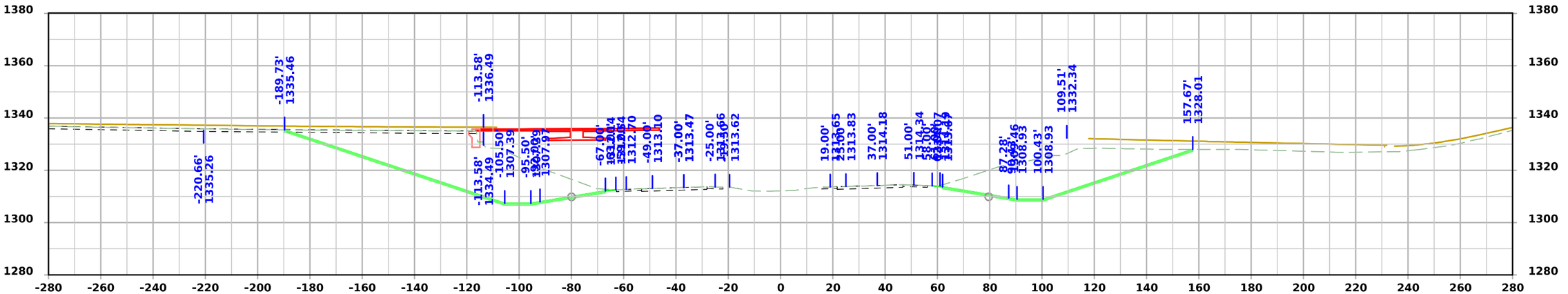


STA 1078+50.00

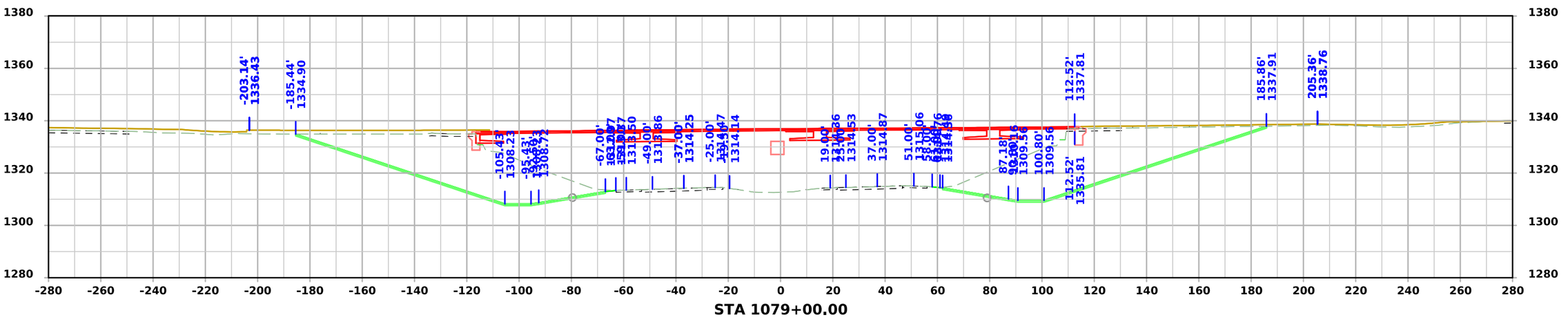
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER W.8

3:01:10 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_W02_78080566Z06.dgn

I-80



STA 1079+25.00

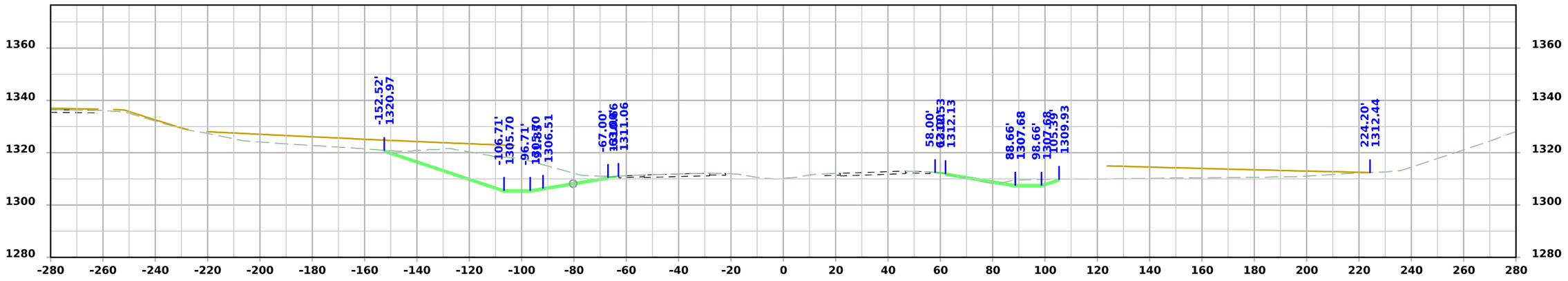


STA 1079+00.00

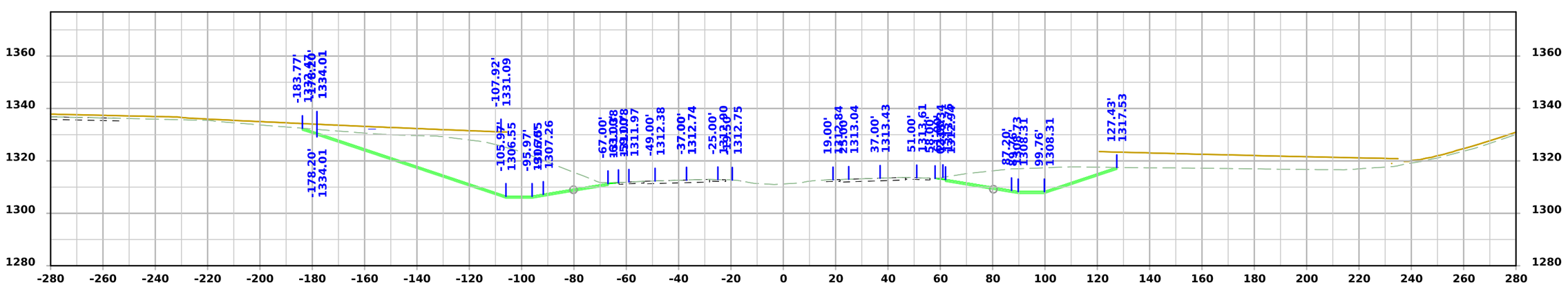
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER W.9

3:01:11 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_W02_78080566Z06.dgn

I-80



STA 1079+75.00

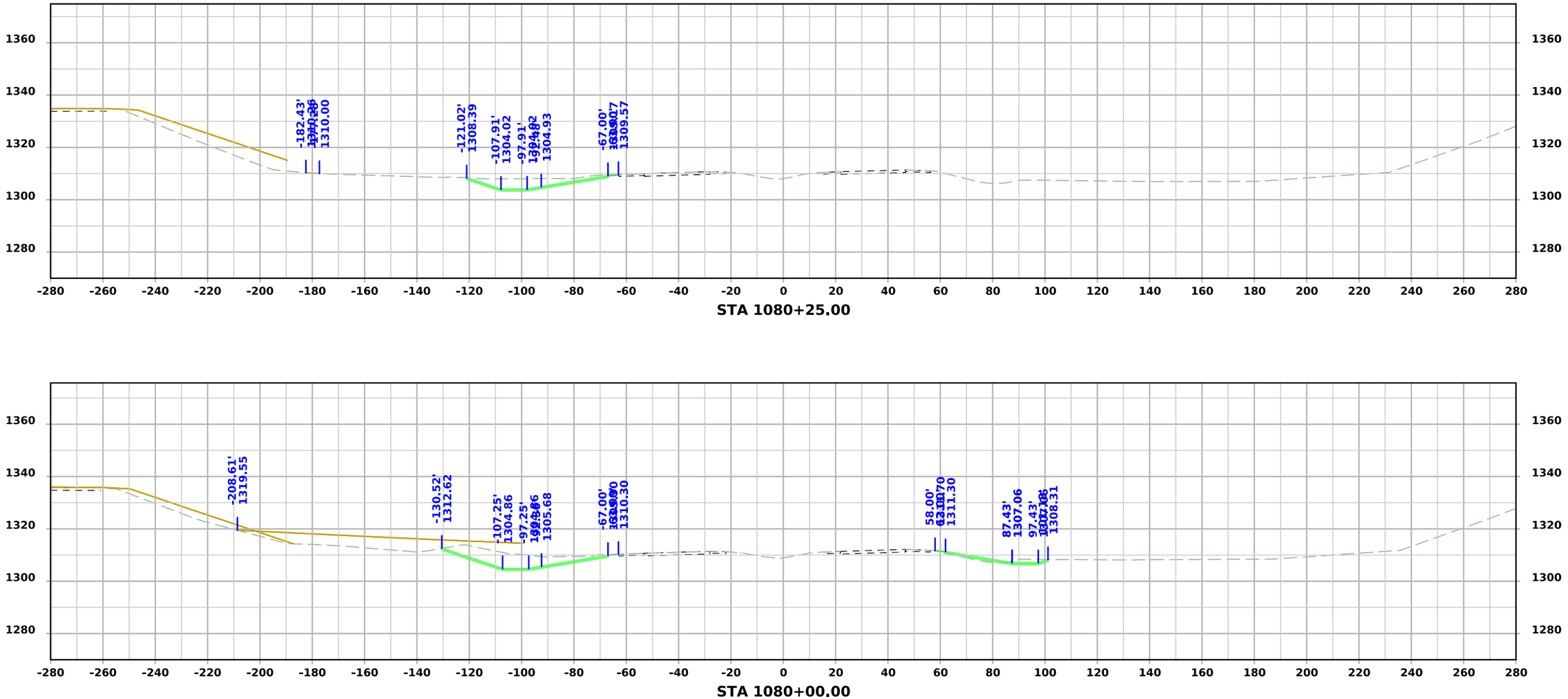


STA 1079+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER W.10

3:01:12 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_W02_78080566Z06.dgn

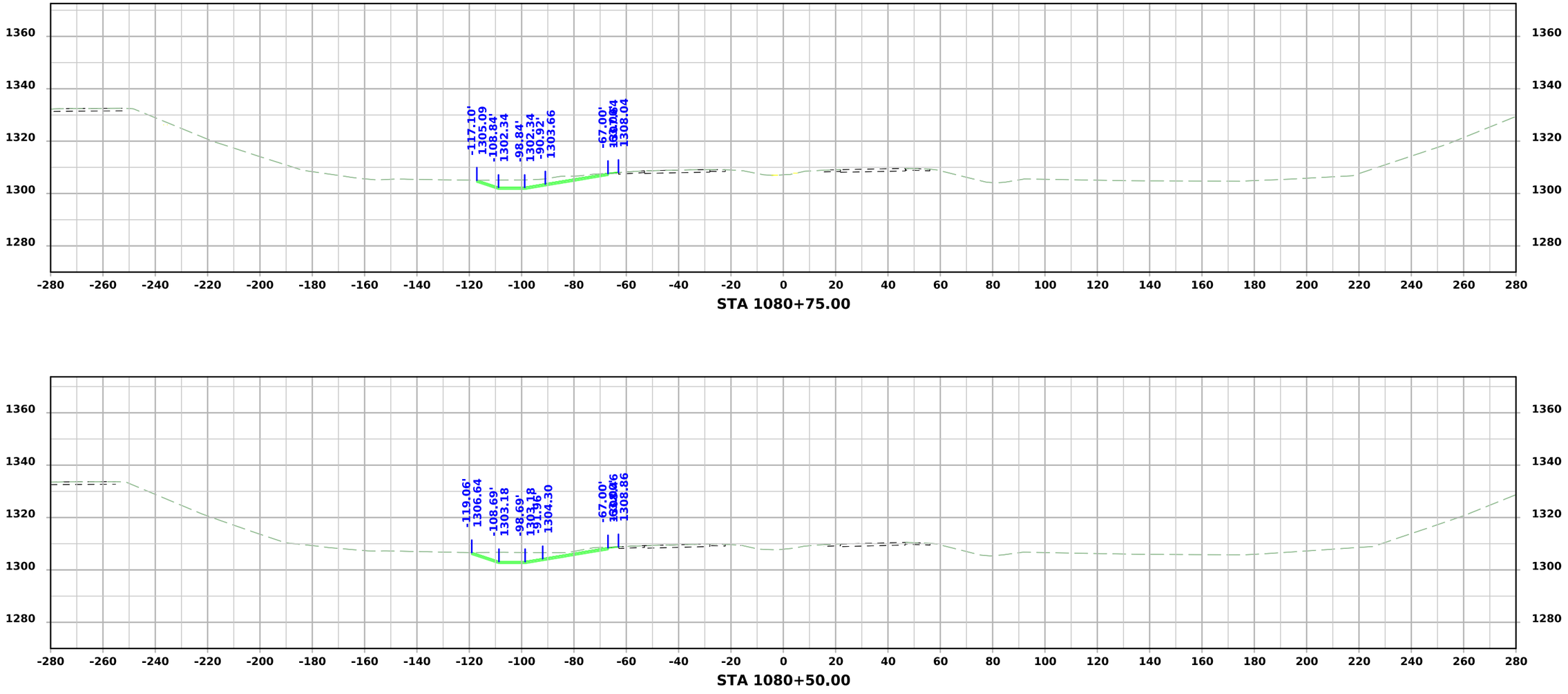
I-80



FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER W.11

3:01:13 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_W02_78080566Z06.dgn

I-80



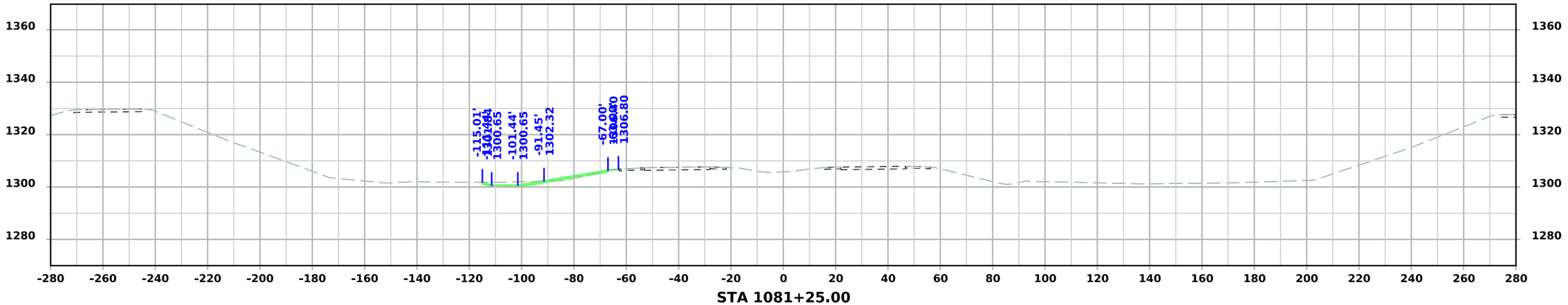
STA 1080+75.00

STA 1080+50.00

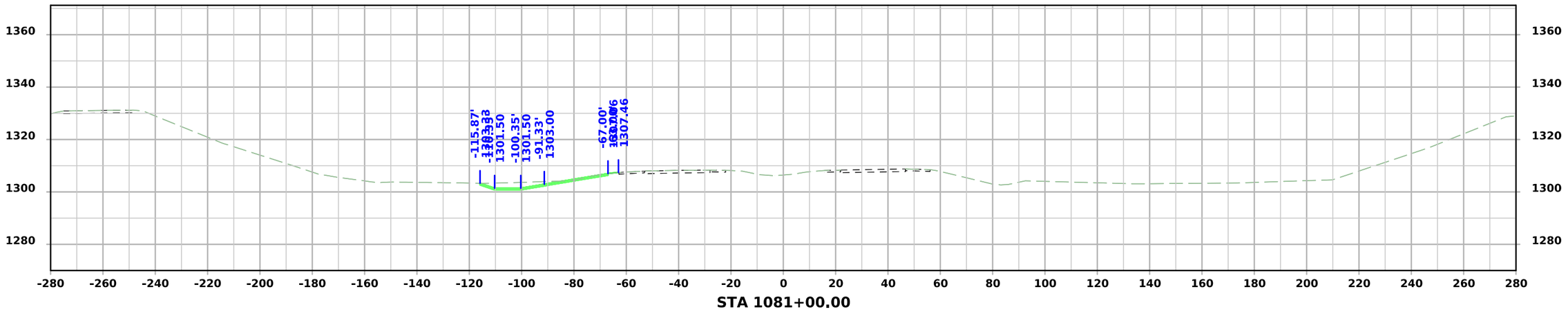
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER W.12

3:01:14 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_W02_78080566Z06.dgn

I-80



STA 1081+25.00

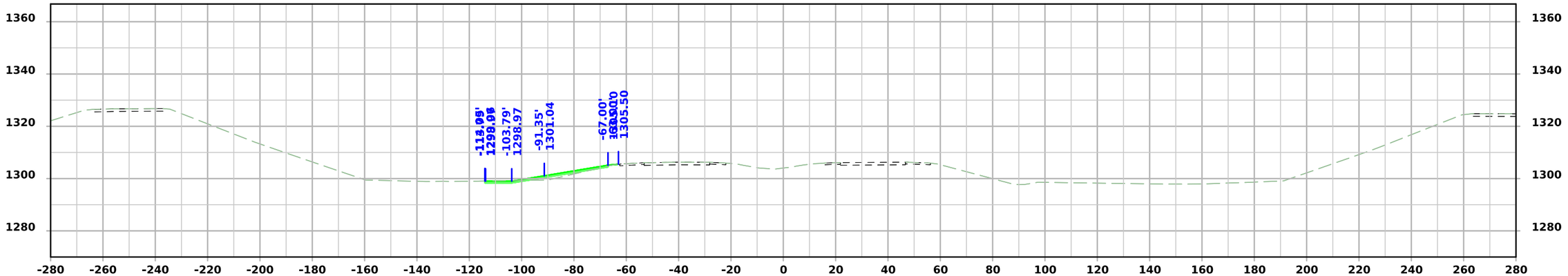


STA 1081+00.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER W.13

3:01:15 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_W02_78080566Z06.dgn

I-80



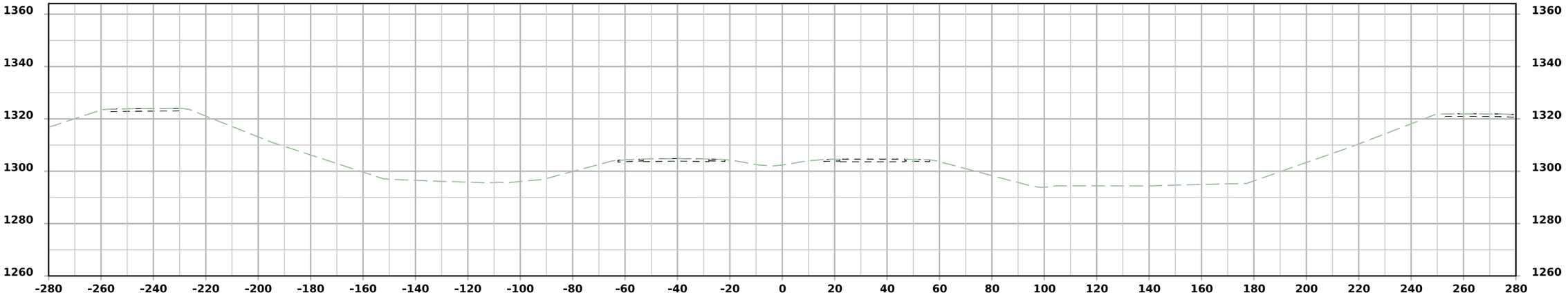
STA 1081+50.00

STA 1081+75.00

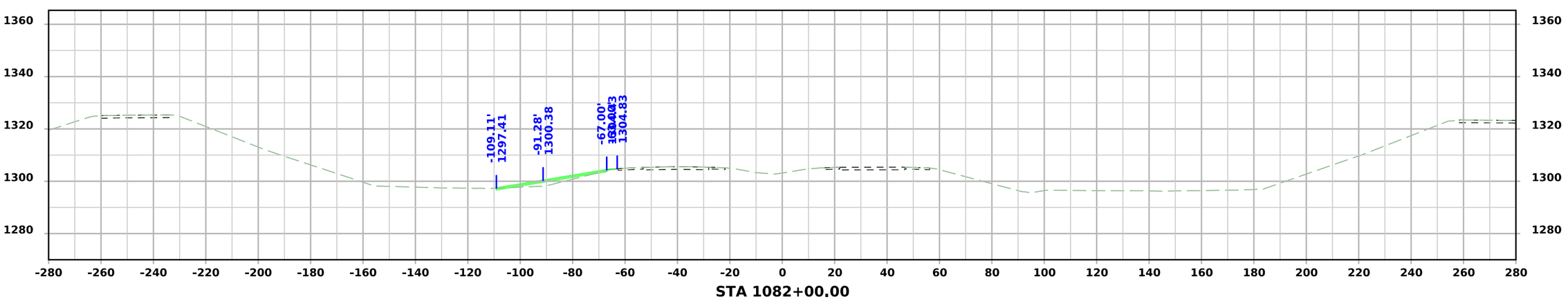
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3:01:16 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_W02_78080566Z06.dgn

I-80



STA 1082+25.00

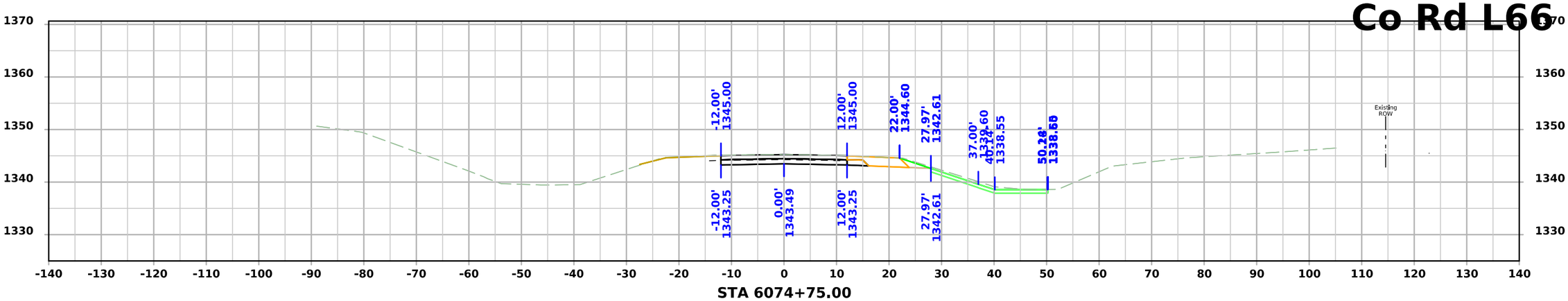


STA 1082+00.00

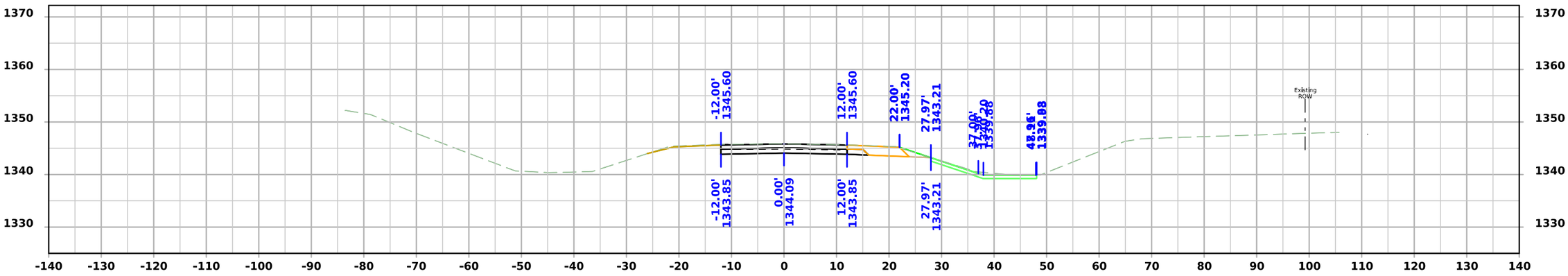
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3:01:17 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_W02_78080566Z06.dgn

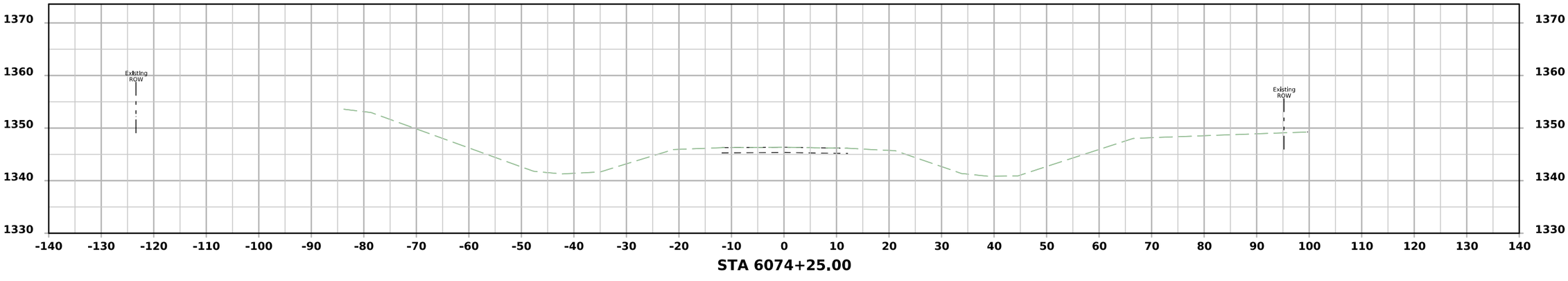
Co Rd L66



STA 6074+75.00



STA 6074+50.00

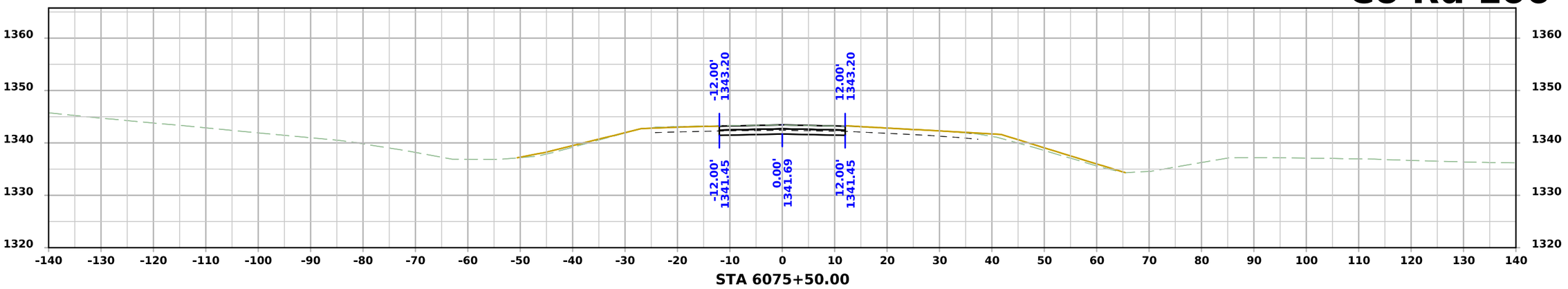


STA 6074+25.00

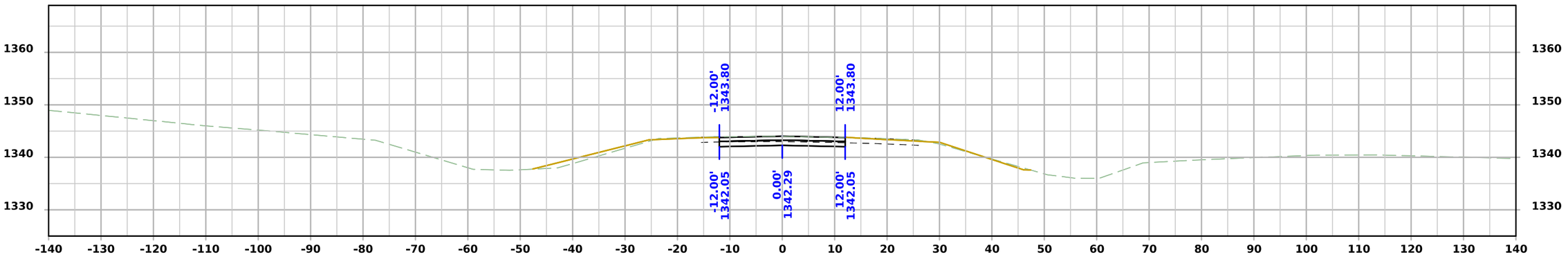
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.100	

3:01:25 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

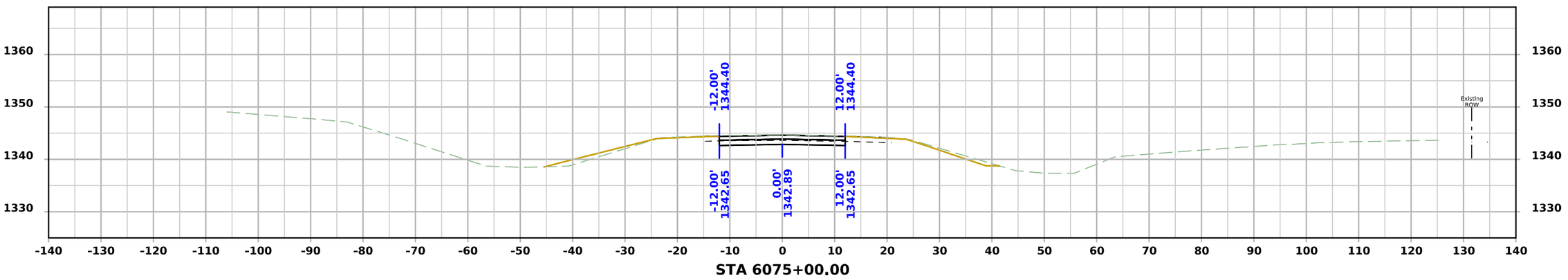
Co Rd L66



STA 6075+50.00



STA 6075+25.00

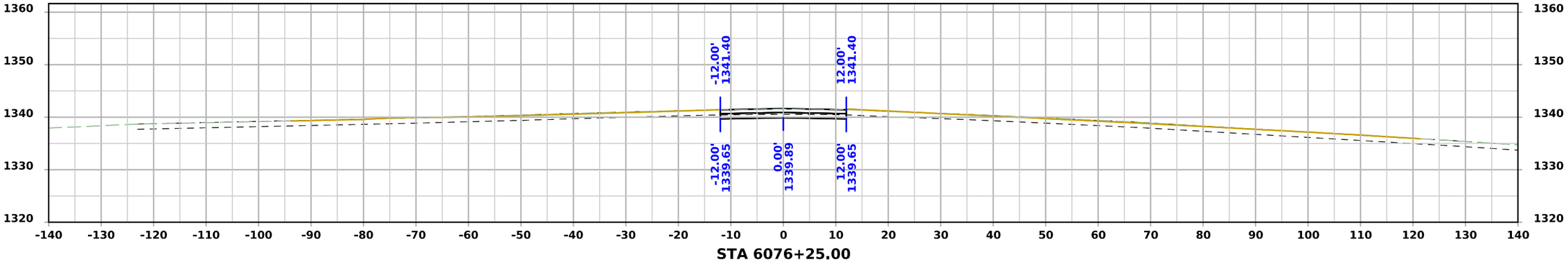


STA 6075+00.00

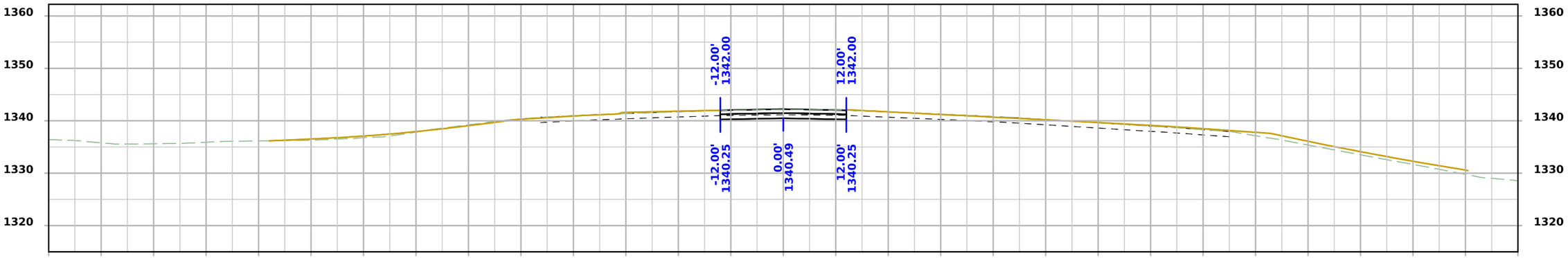
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.101

3:01:26 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

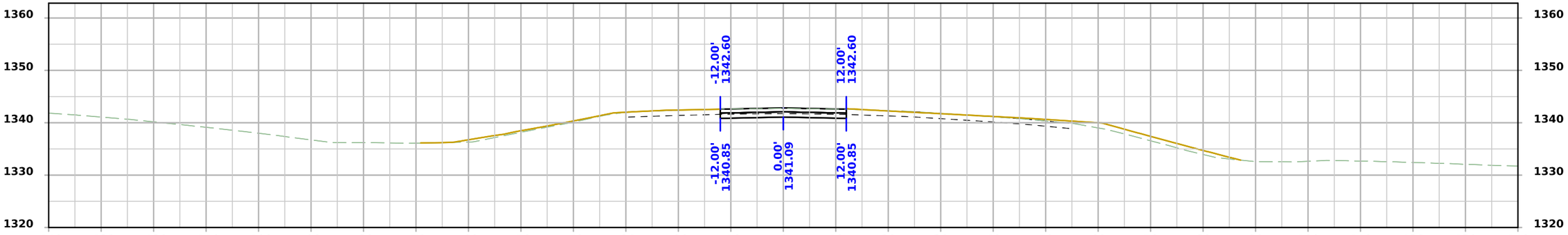
Co Rd L66



STA 6076+25.00



STA 6076+00.00

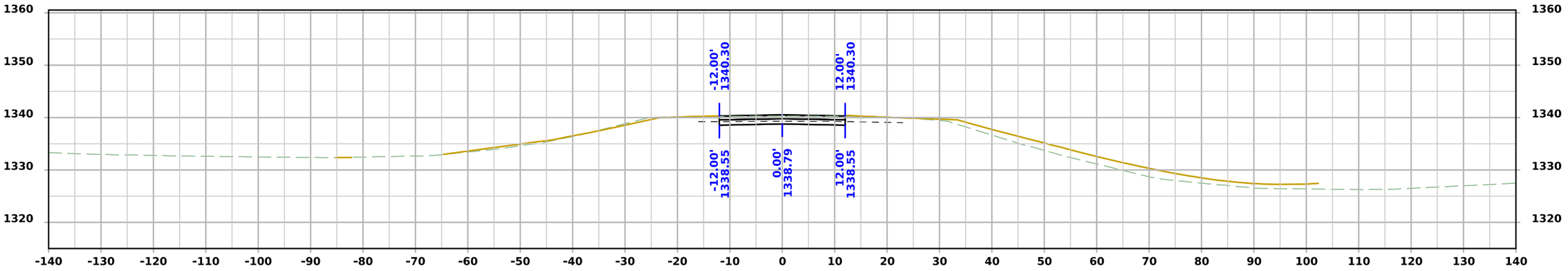


STA 6075+75.00

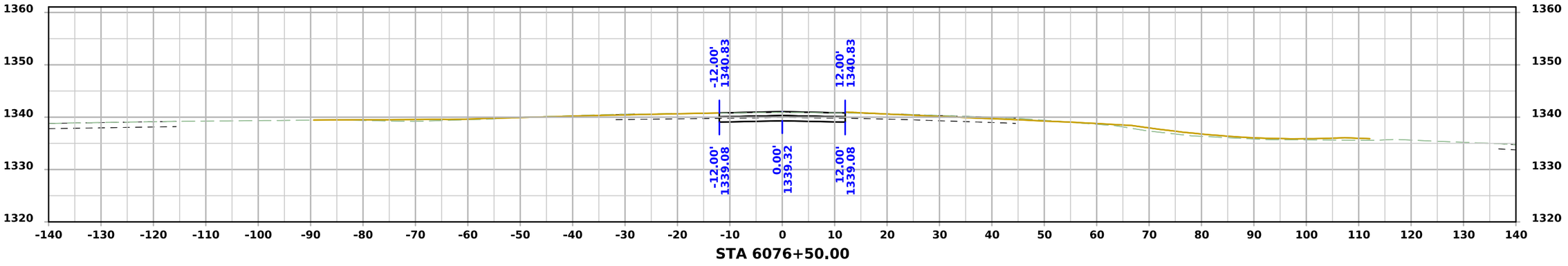
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3:01:27 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6076+75.00

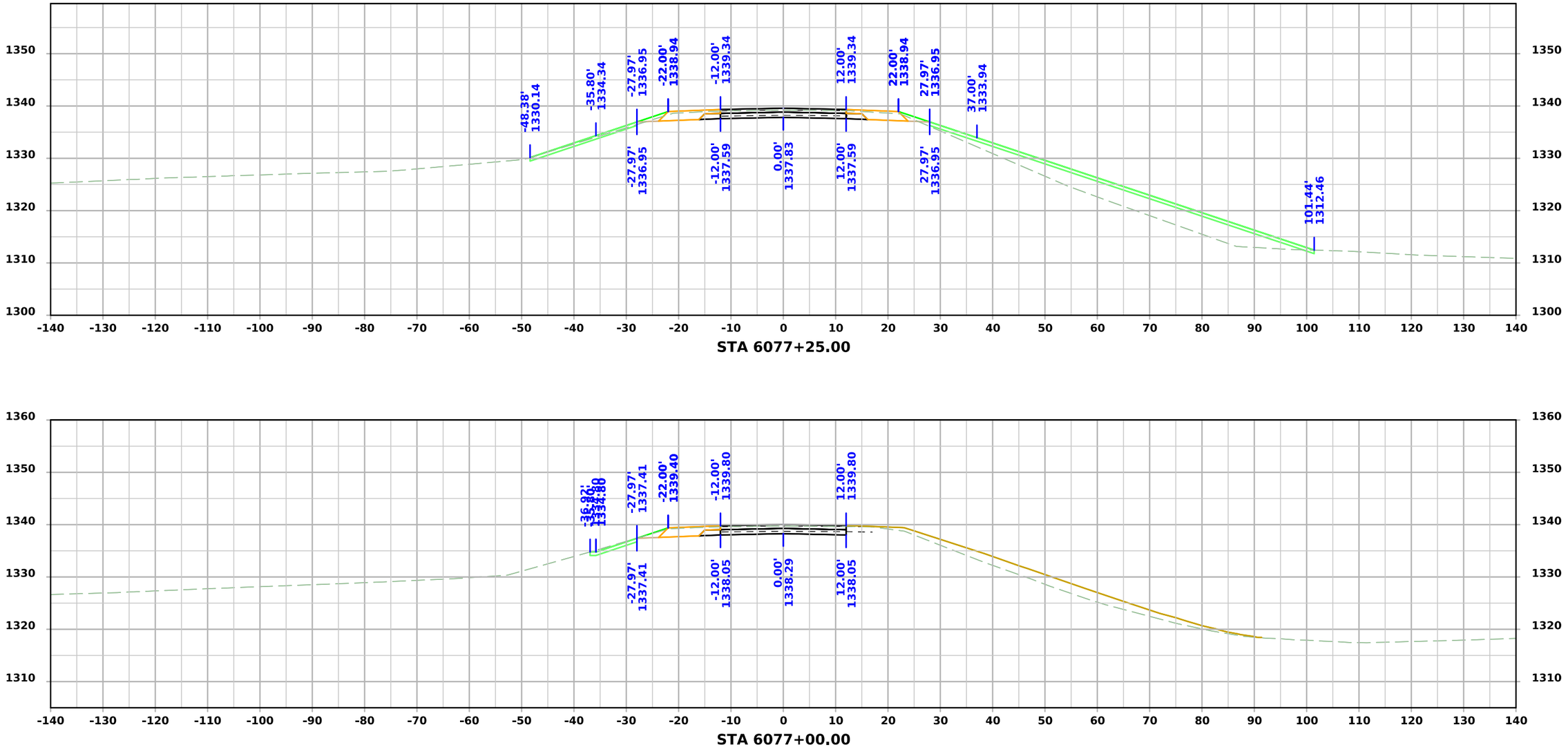


STA 6076+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.103

3:01:27 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



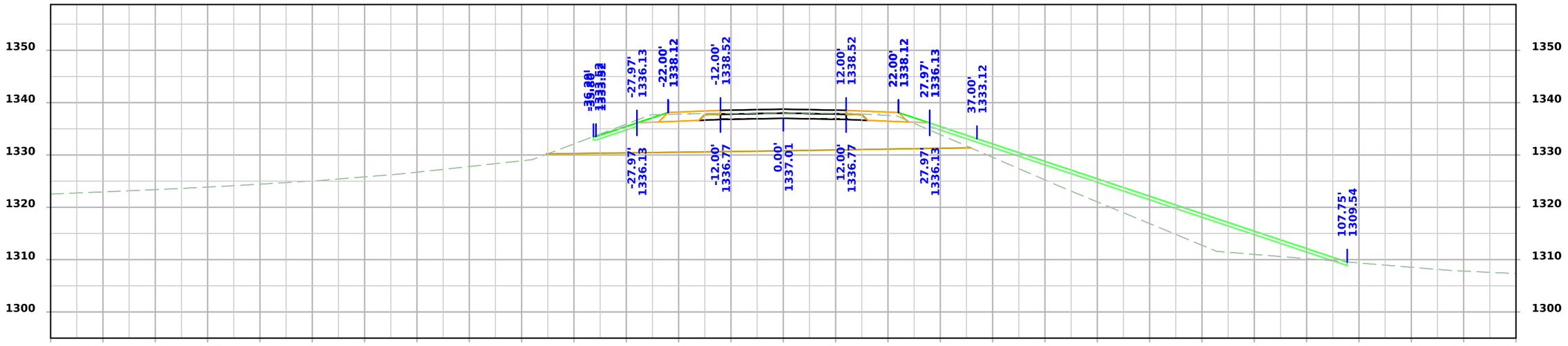
STA 6077+25.00

STA 6077+00.00

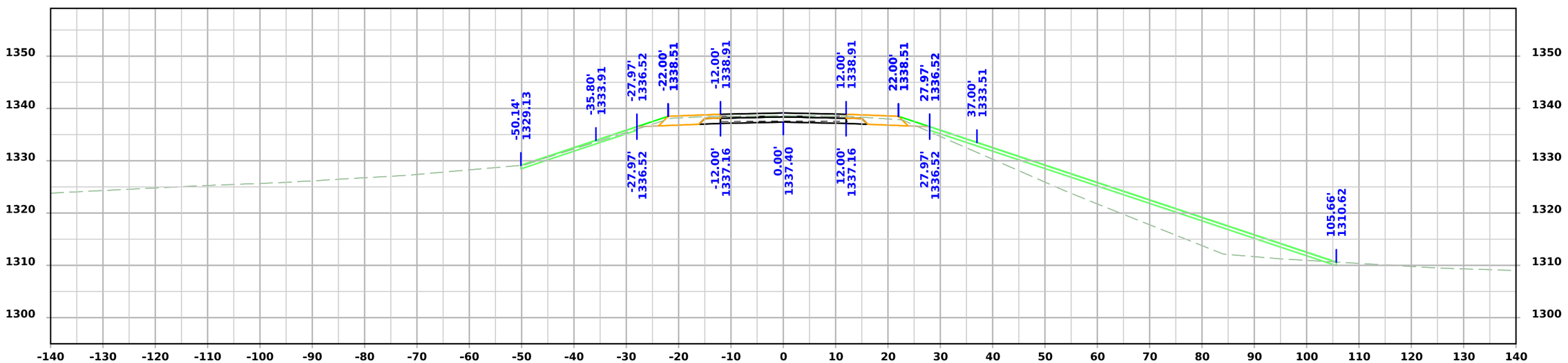
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3:01:28 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6077+75.00

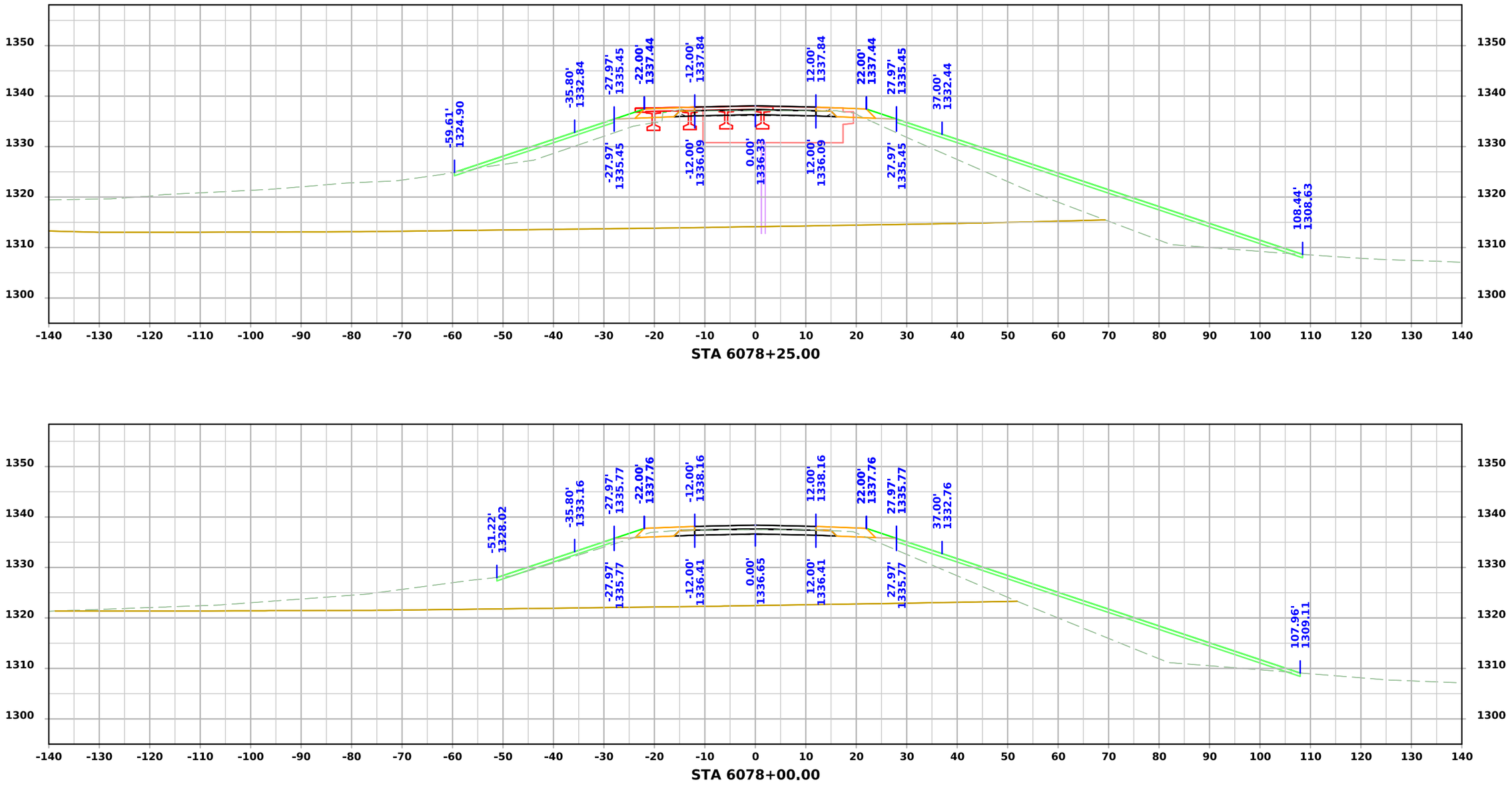


STA 6077+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.105

3:01:28 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



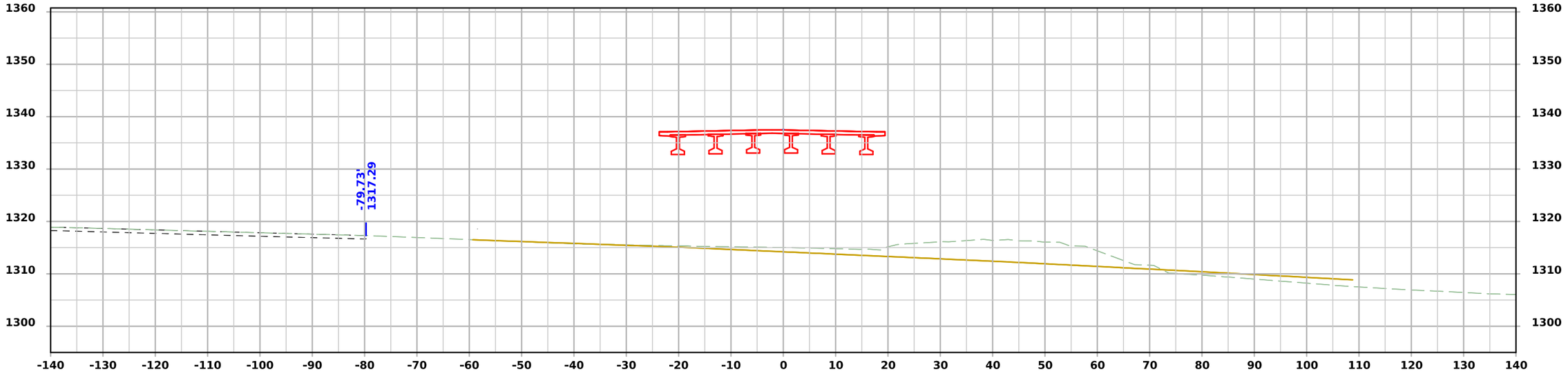
STA 6078+25.00

STA 6078+00.00

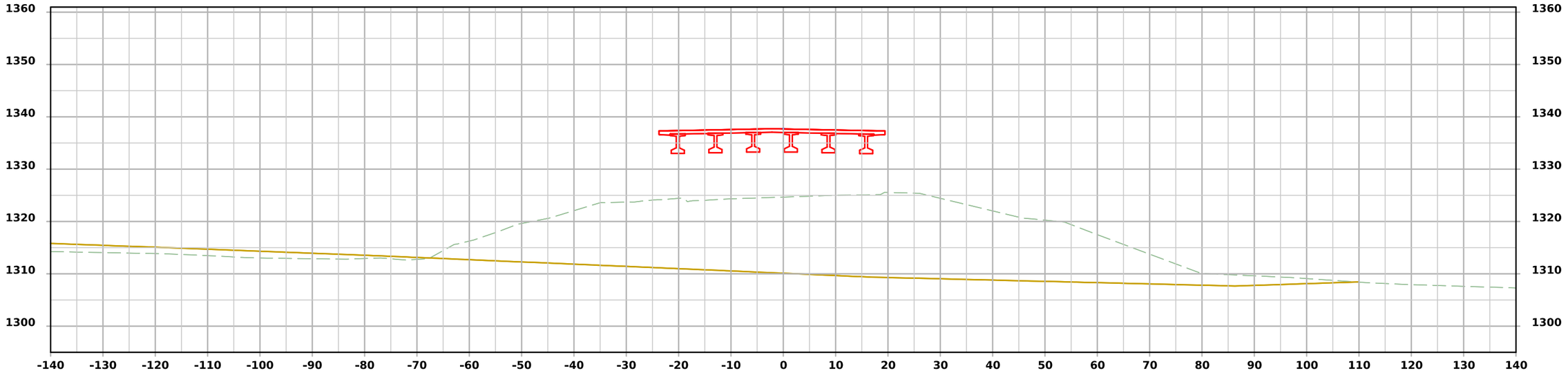
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.106

3:01:29 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6078+75.00

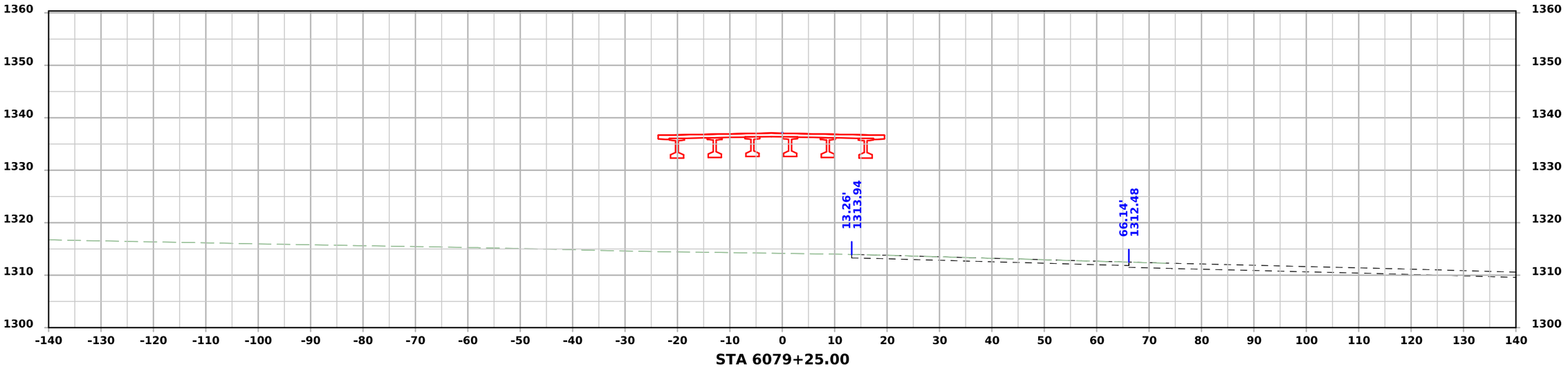


STA 6078+50.00

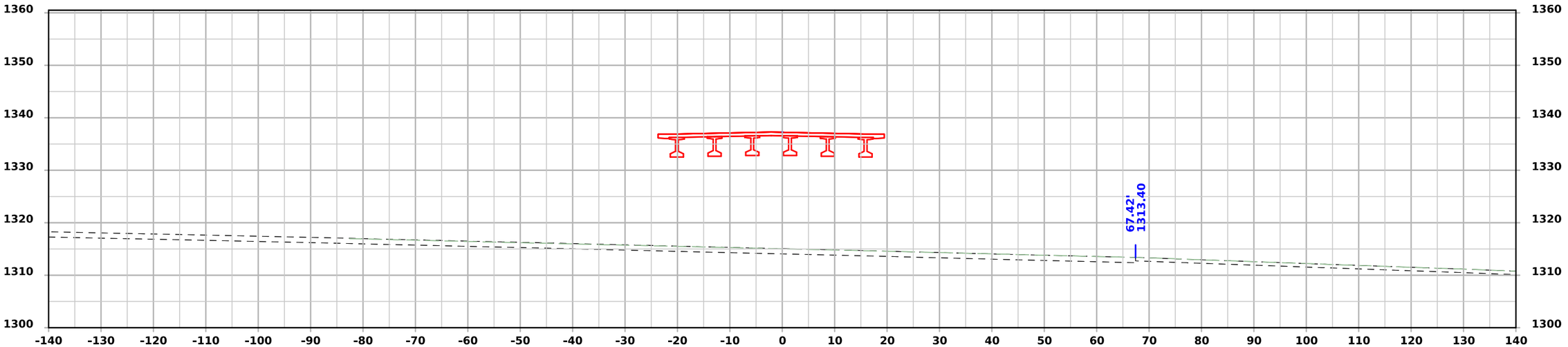
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.107

3:01:30 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6079+25.00

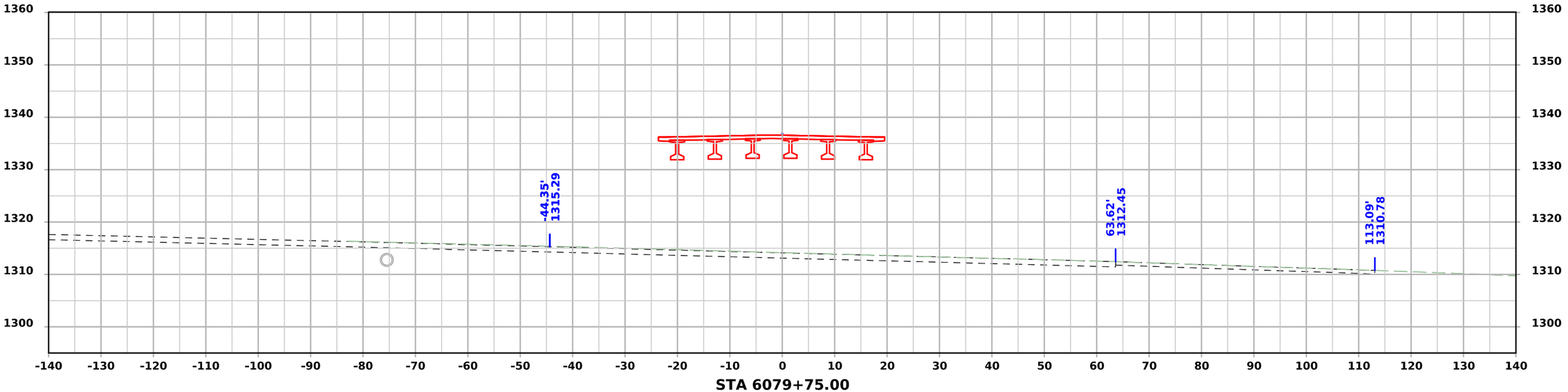


STA 6079+00.00

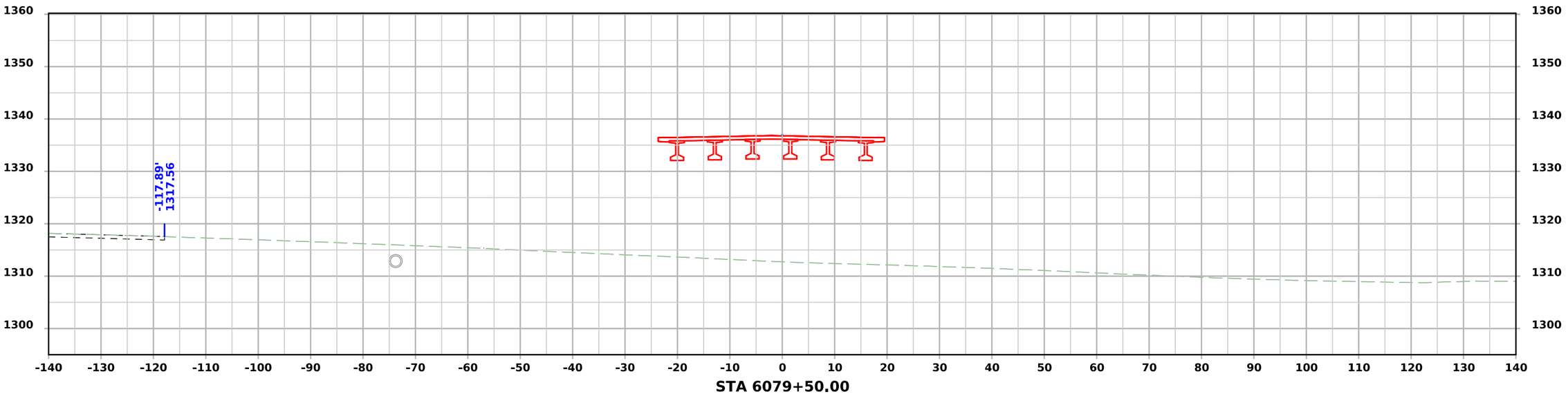
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.108

3:01:30 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6079+75.00

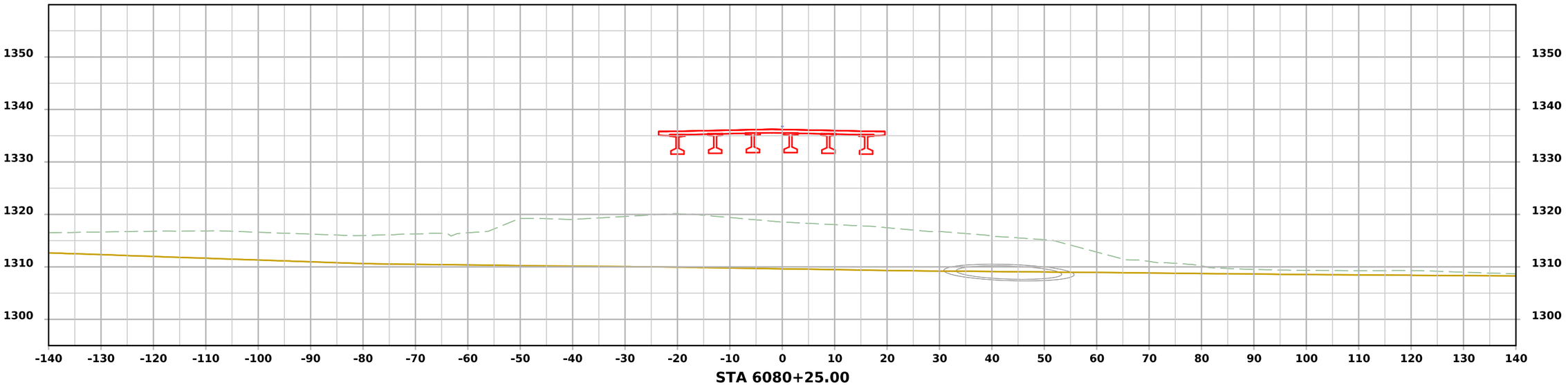


STA 6079+50.00

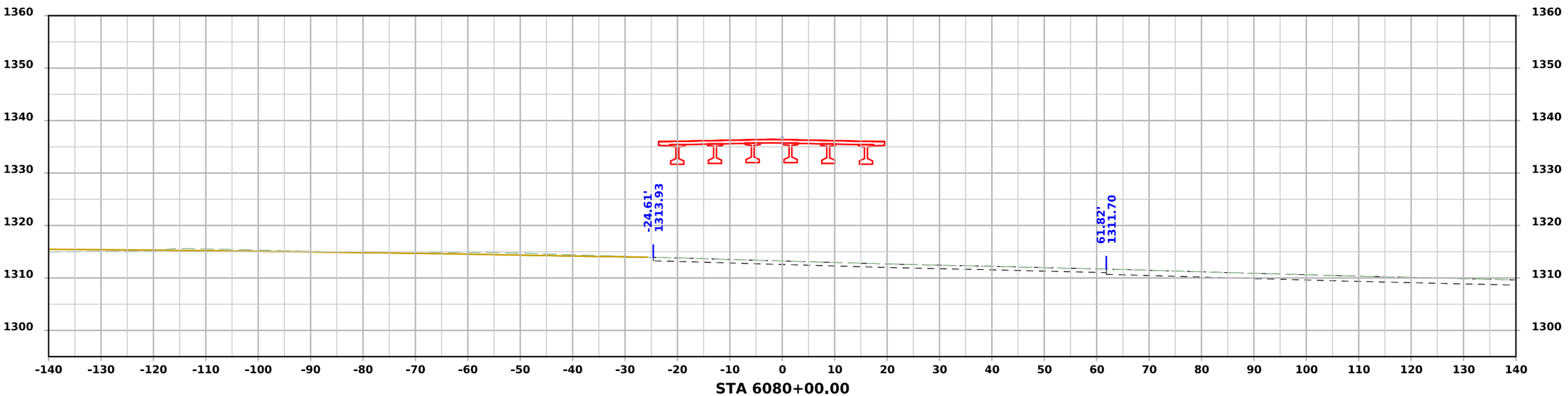
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Co Rd L66



STA 6080+25.00

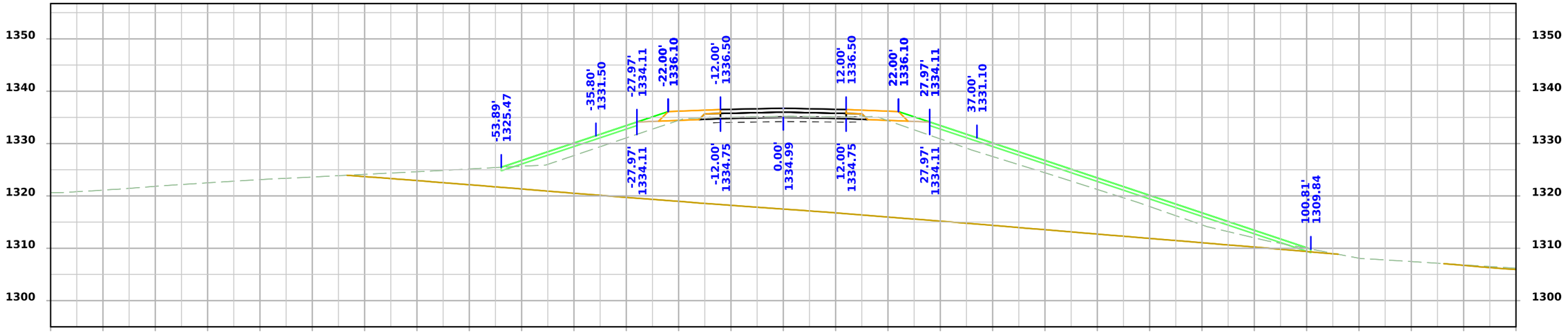


STA 6080+00.00

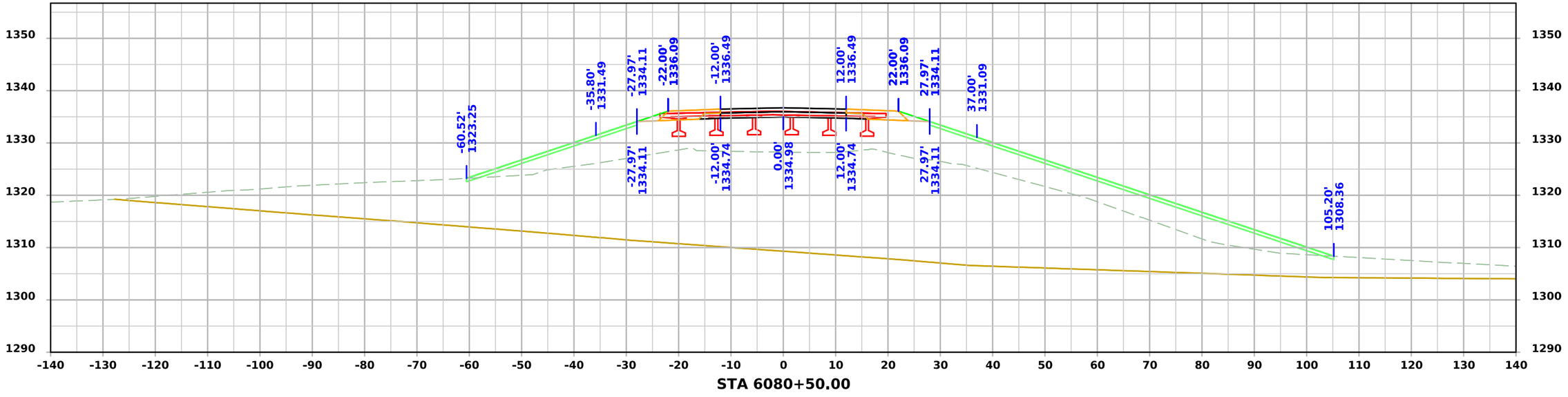
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.110

3:01:32 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6080+75.00

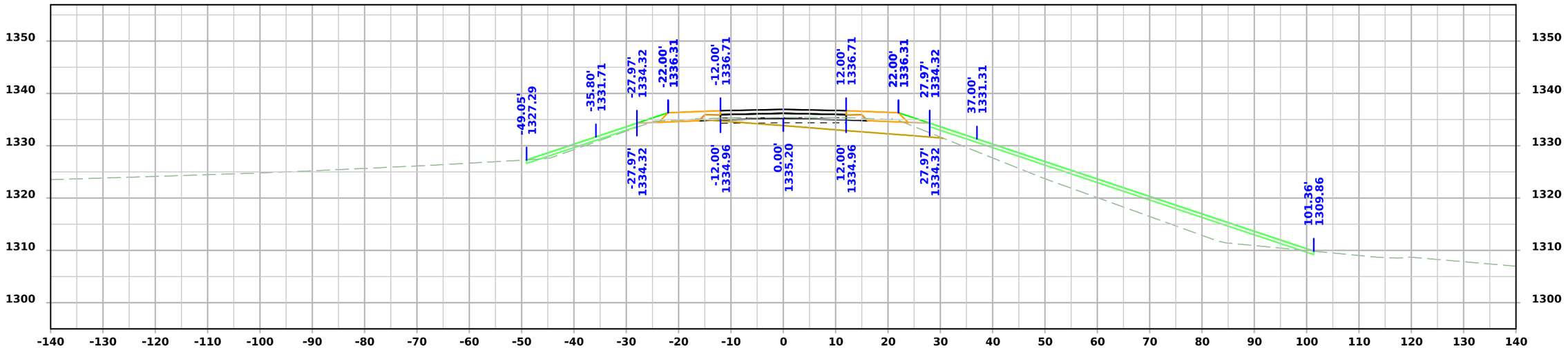


STA 6080+50.00

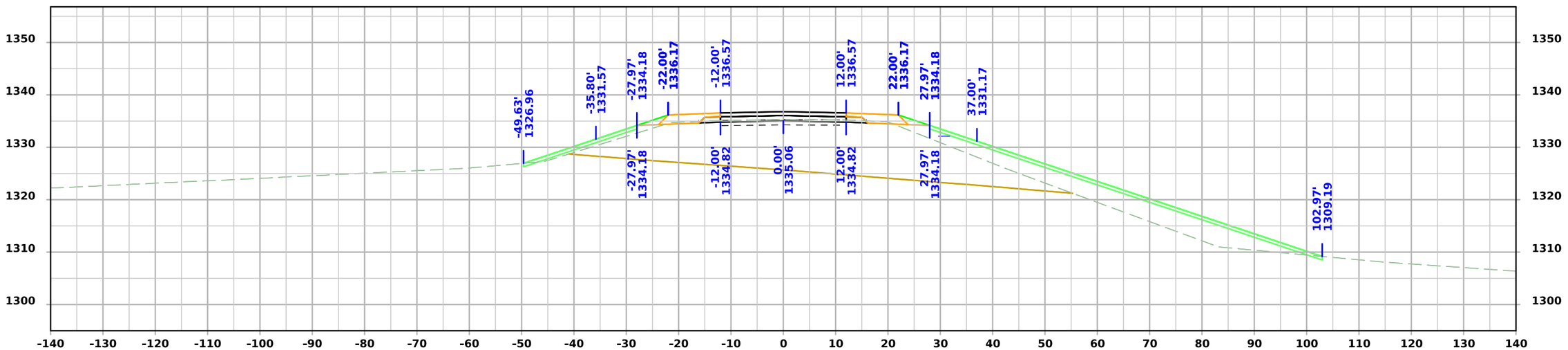
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.111

3:01:33 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6081+25.00

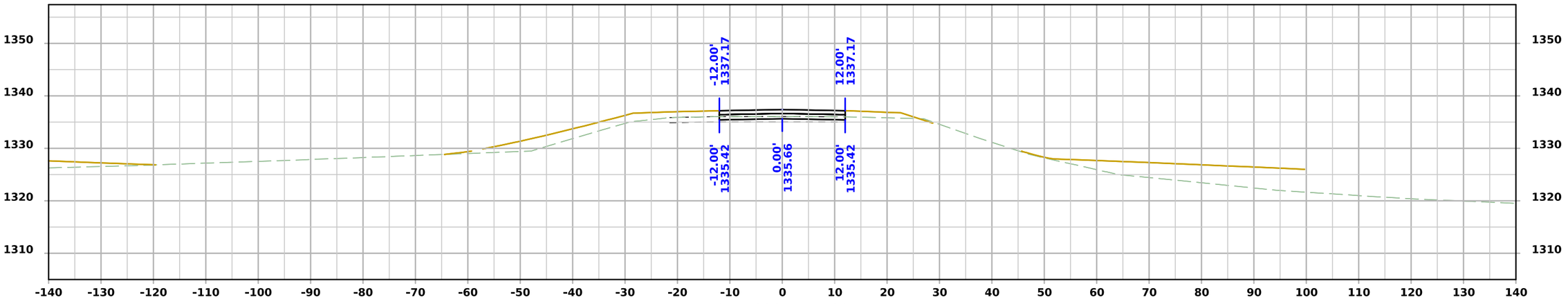


STA 6081+00.00

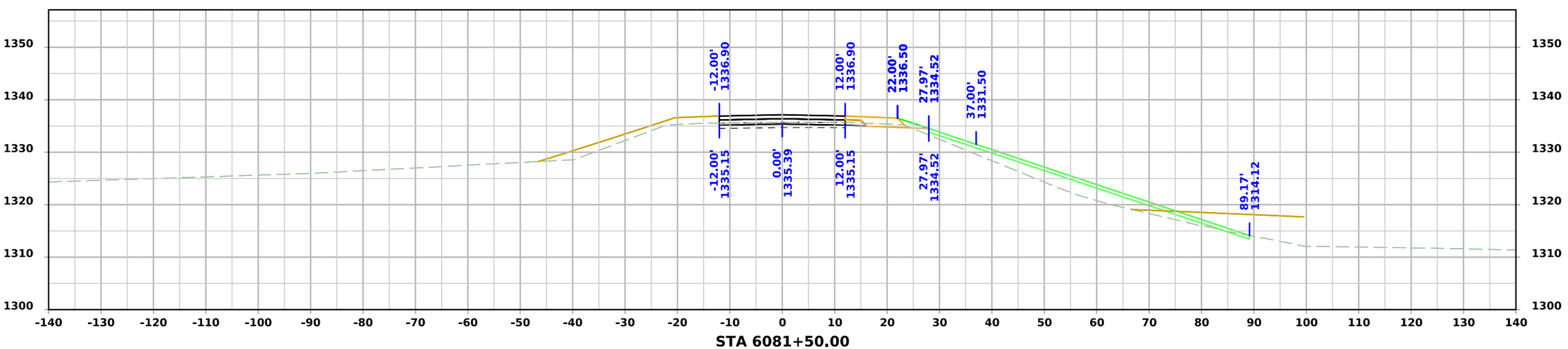
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.112

3:01:33 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6081+75.00

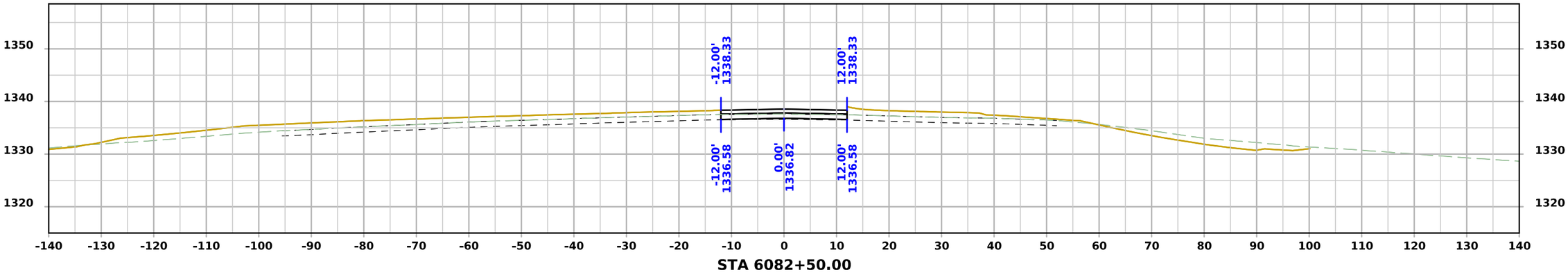


STA 6081+50.00

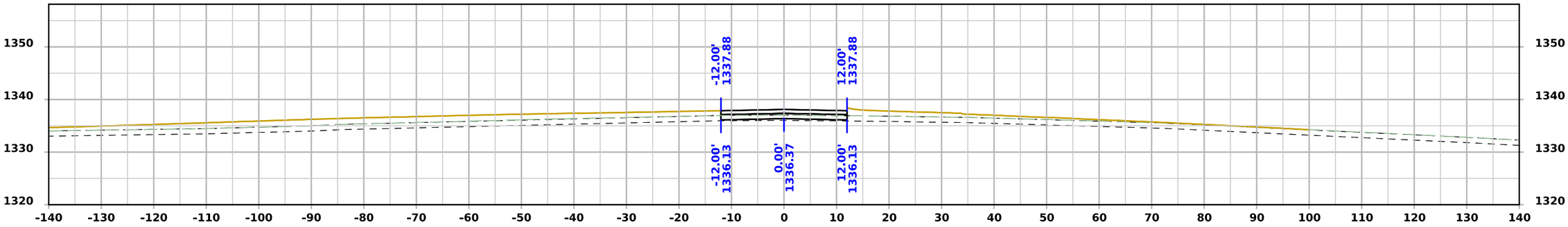
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.113

3:01:34 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

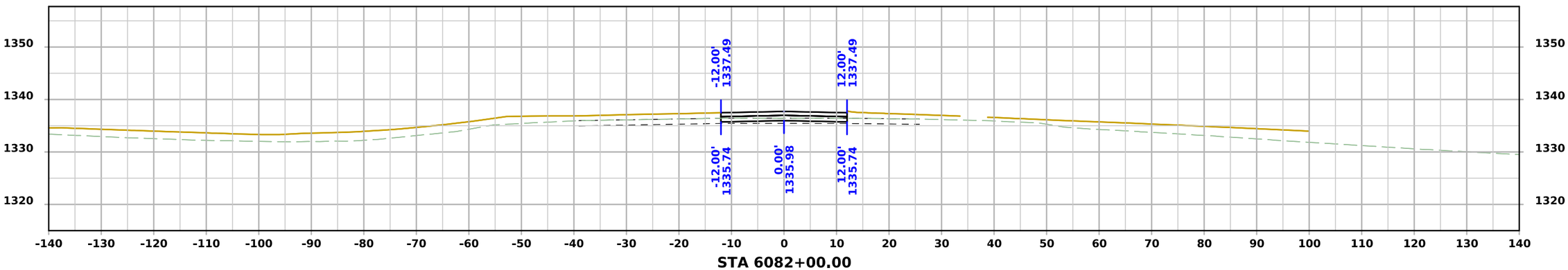
Co Rd L66



STA 6082+50.00



STA 6082+25.00

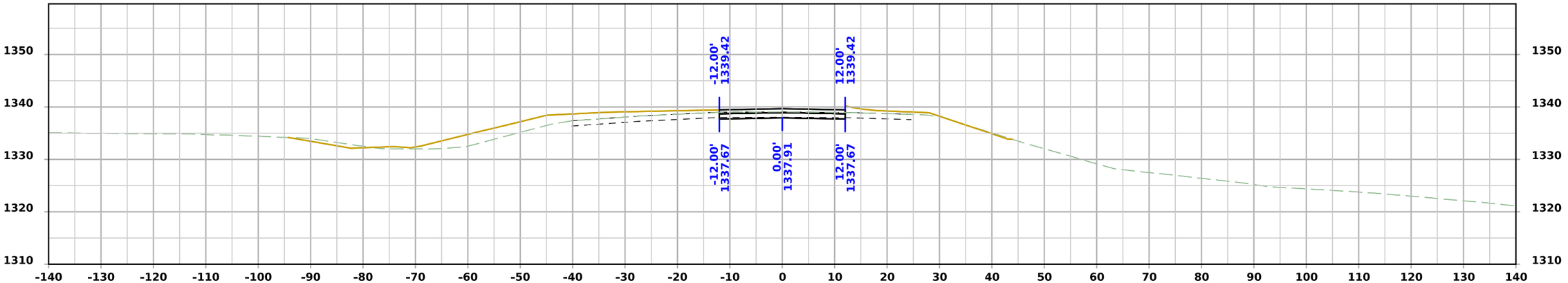


STA 6082+00.00

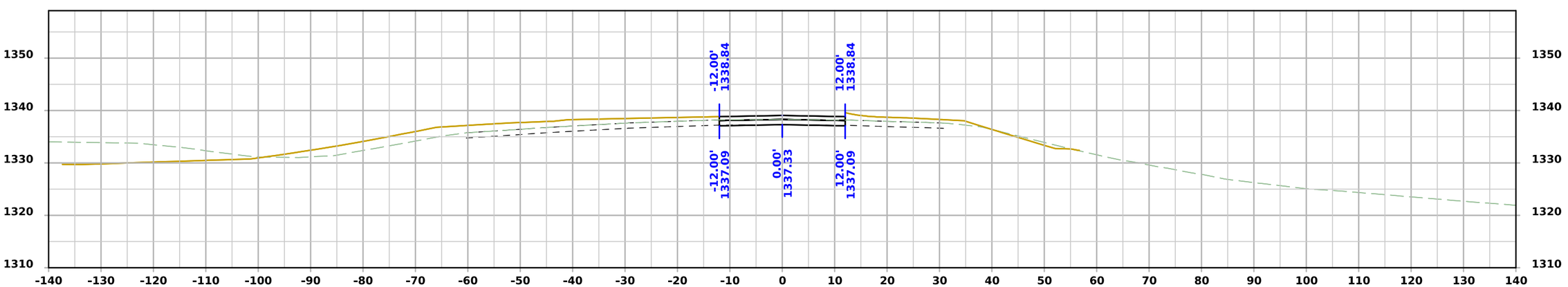
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.114

3:01:34 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6083+00.00

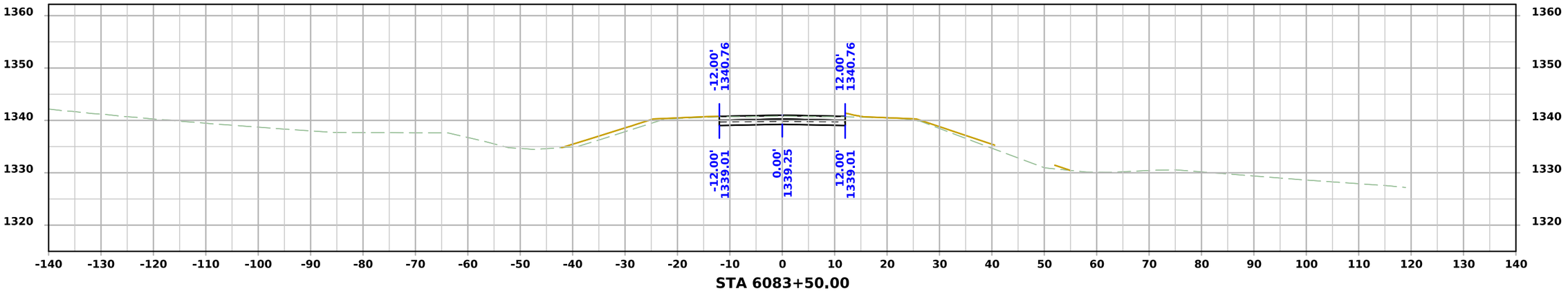


STA 6082+75.00

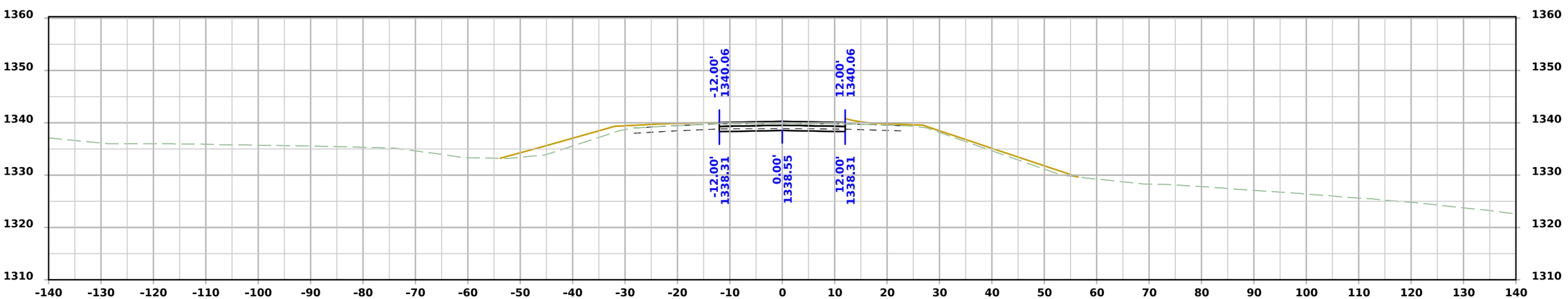
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.115

3:01:35 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66



STA 6083+50.00

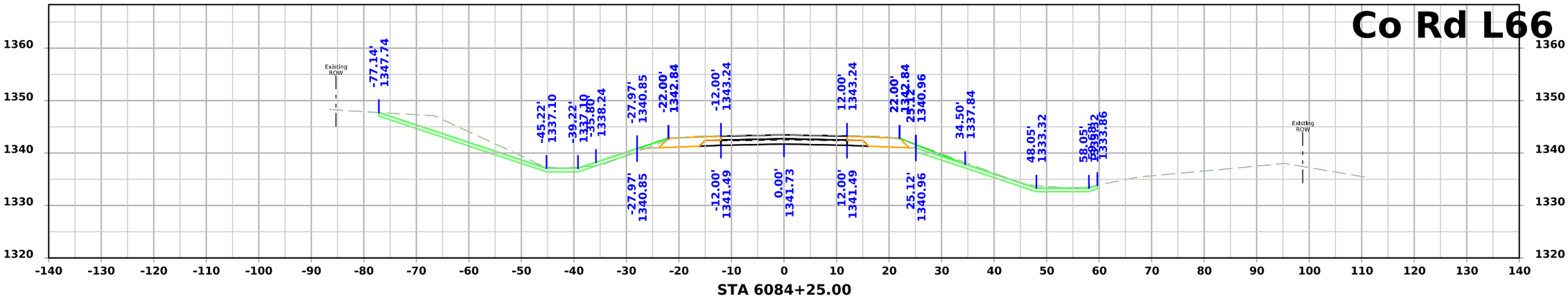


STA 6083+25.00

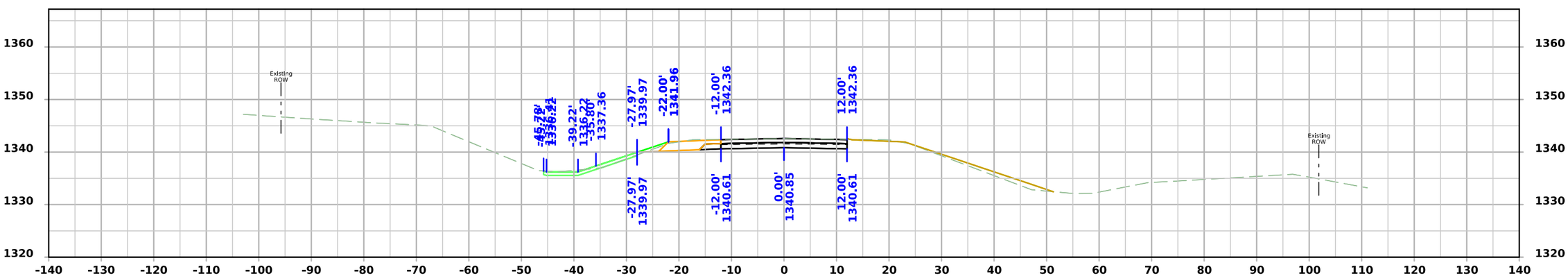
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.116	

3:01:36 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

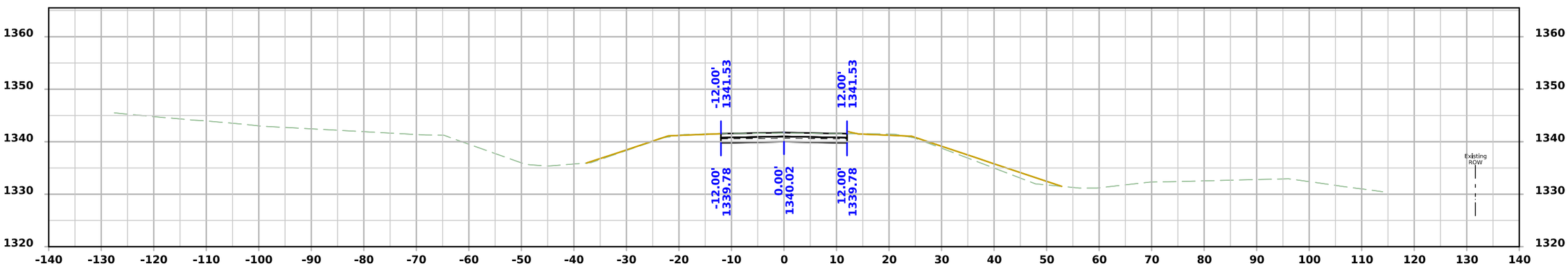
Co Rd L66



STA 6084+25.00



STA 6084+00.00

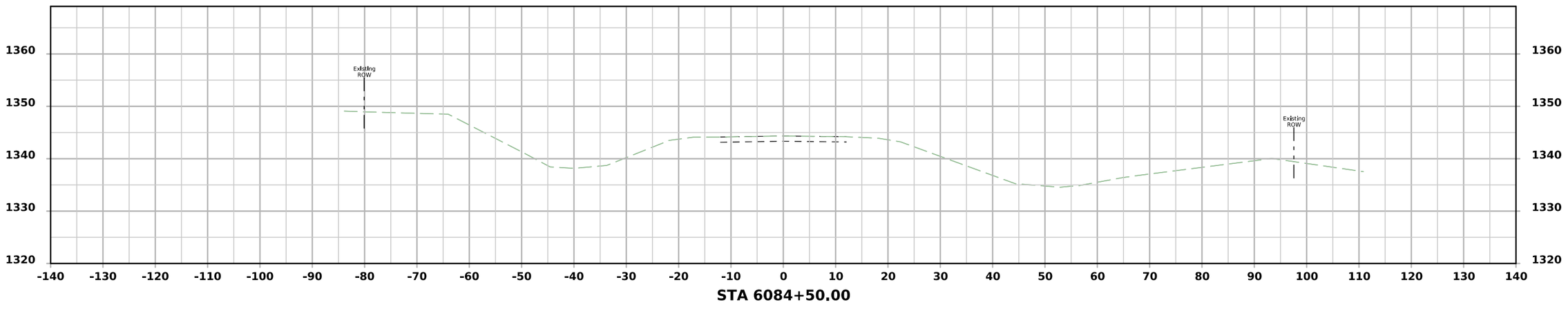


STA 6083+75.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.117

3:01:37 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Co Rd L66

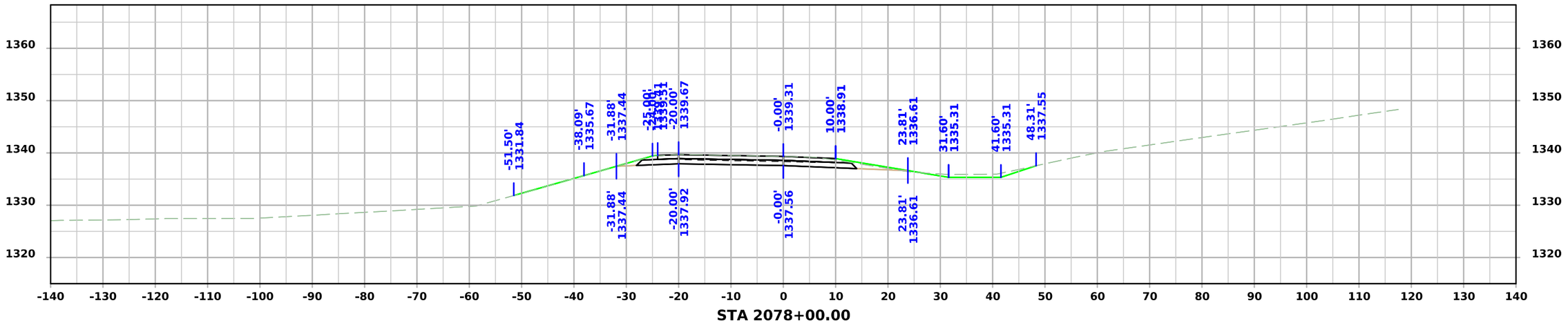


STA 6084+50.00

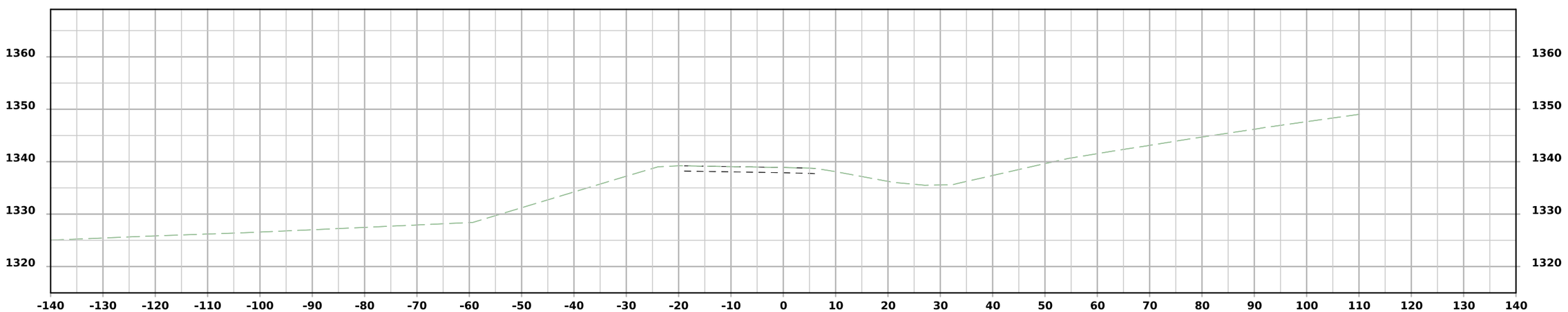
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER X.118

3:01:37 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_X100_78080566Z06.dgn

Ramp B (Co Rd L66)



STA 2078+00.00

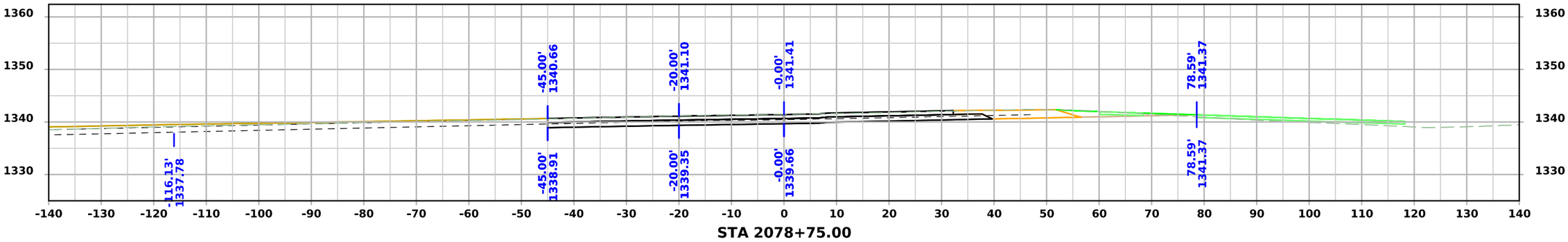


STA 2077+75.00

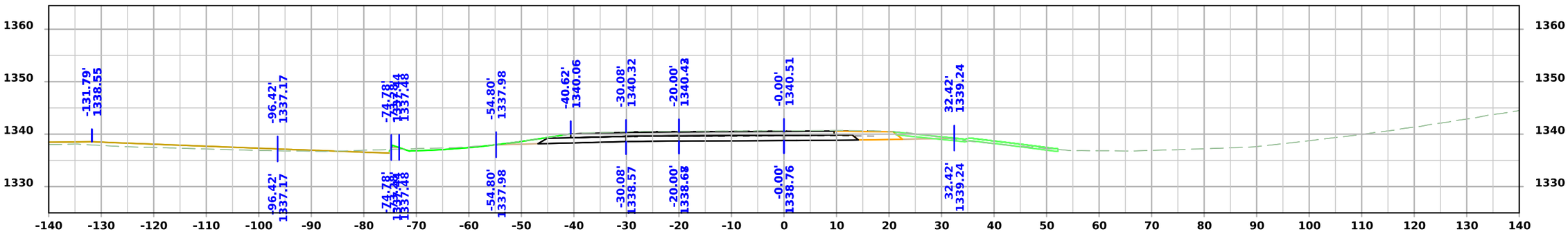
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.100

3:01:46 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y100_78080566Z06.dgn

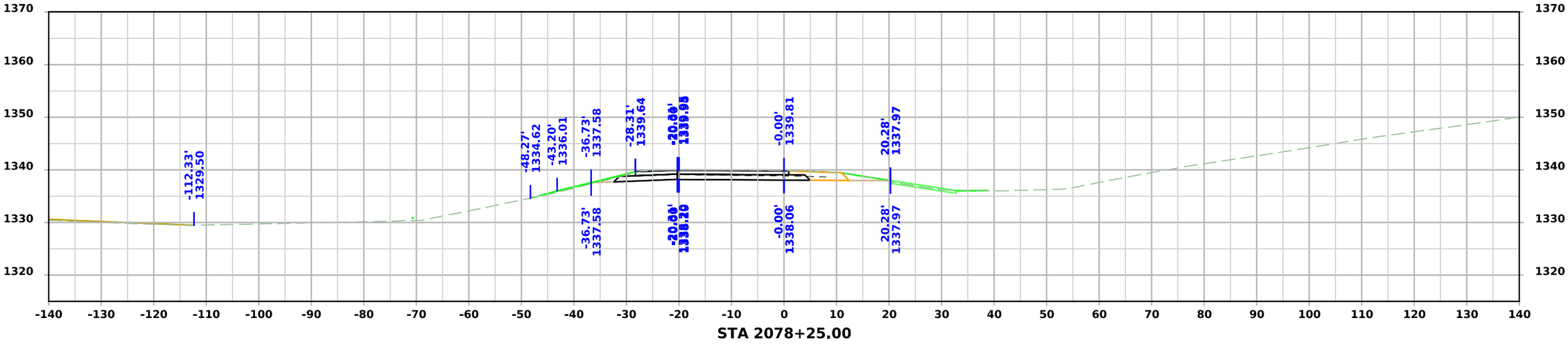
Ramp B (Co Rd L66)



STA 2078+75.00



STA 2078+50.00

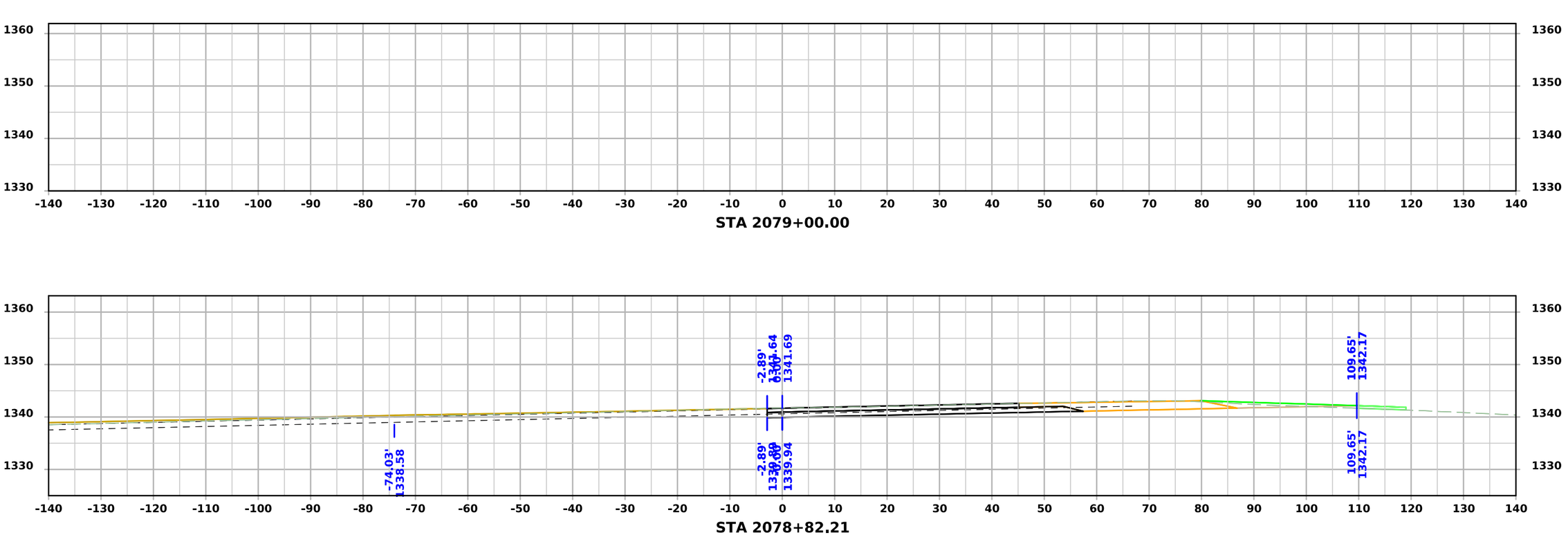


STA 2078+25.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.101

3:01:47 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y100_78080566Z06.dgn

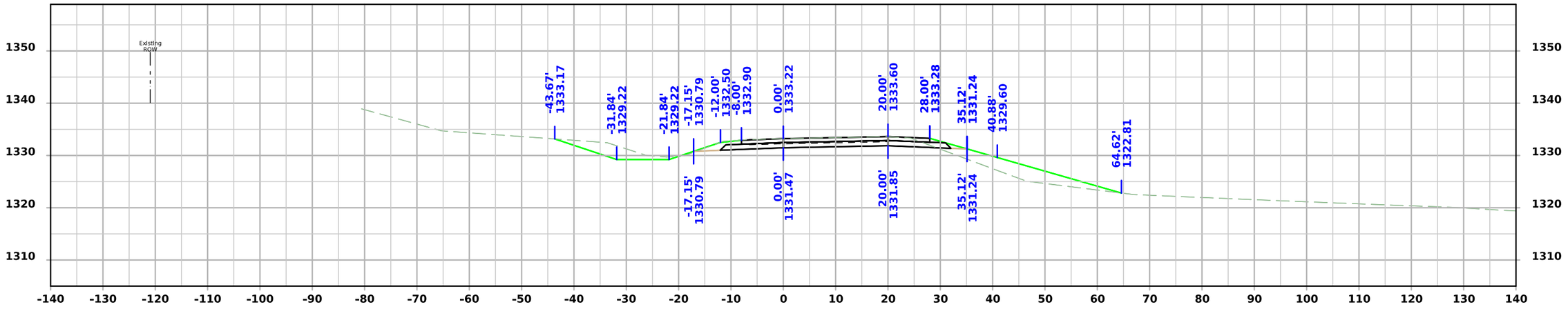
Ramp B (Co Rd L66)



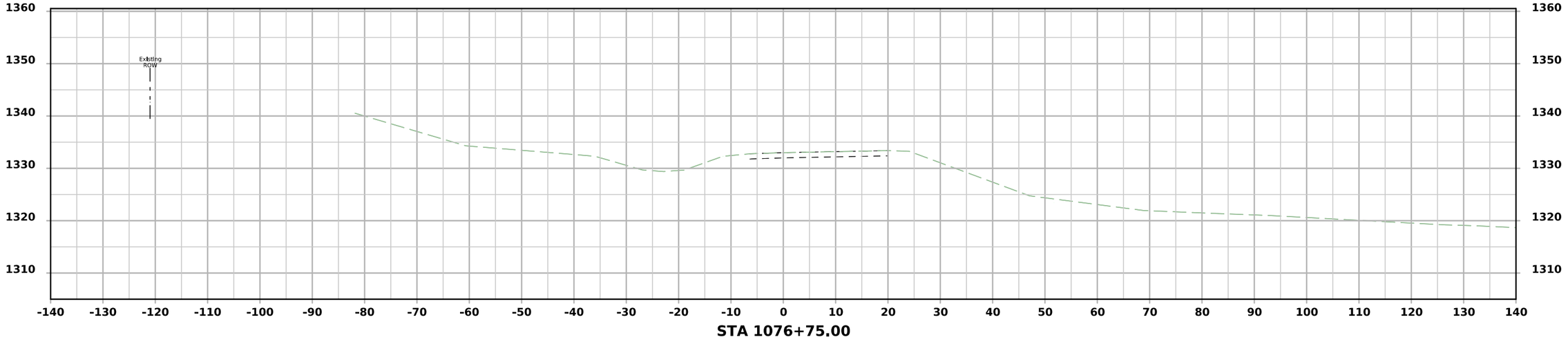
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.102

3:01:48 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y100_78080566Z06.dgn

Ramp C (Co Rd L66)



STA 1077+00.00

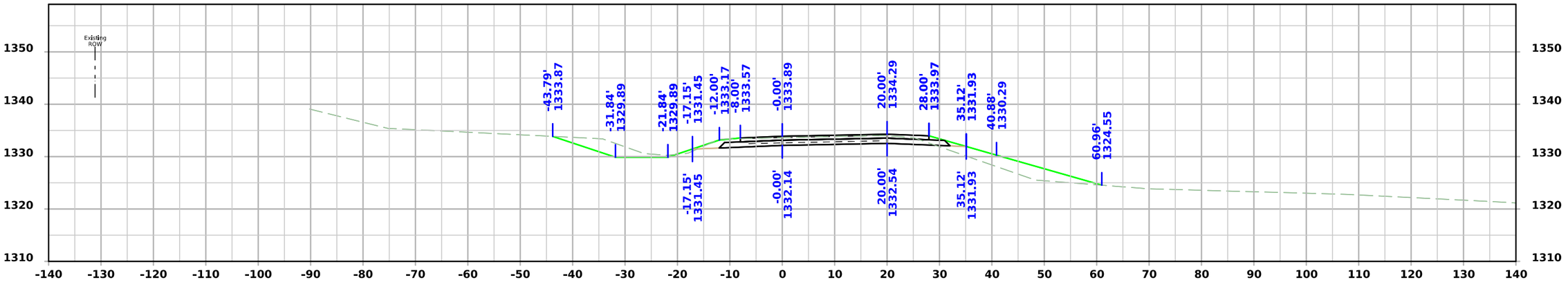


STA 1076+75.00

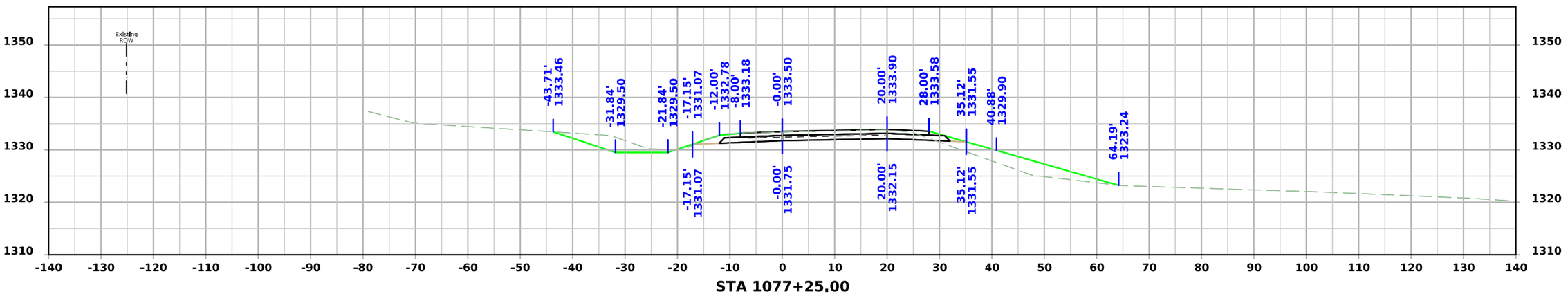
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.200

3:01:57 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y200_78080566Z06.dgn

Ramp C (Co Rd L66)



STA 1077+50.00

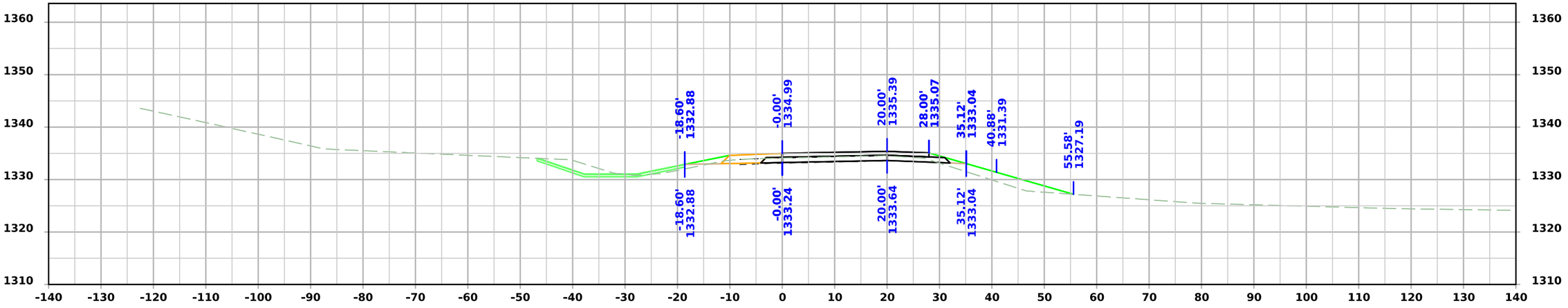


STA 1077+25.00

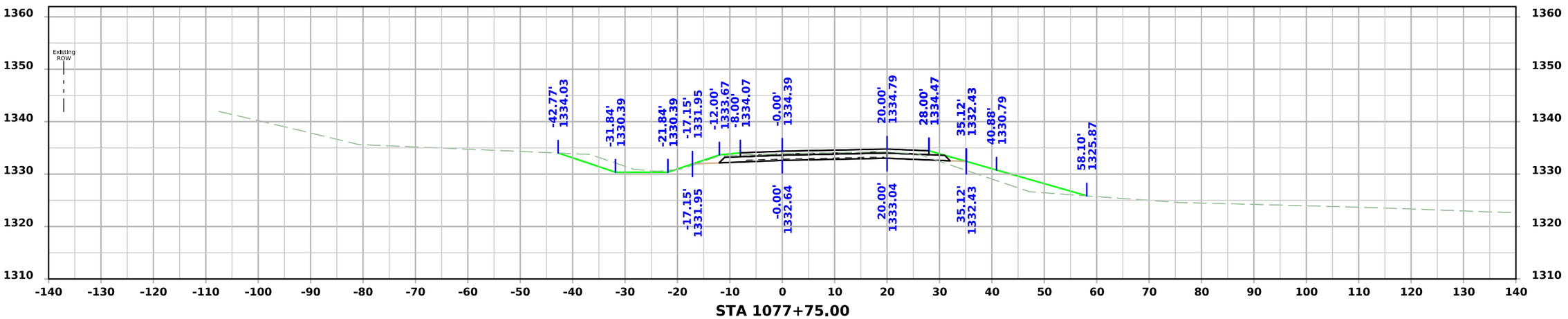
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.201	

3:01:58 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y200_78080566Z06.dgn

Ramp C (Co Rd L66)



STA 1078+00.00

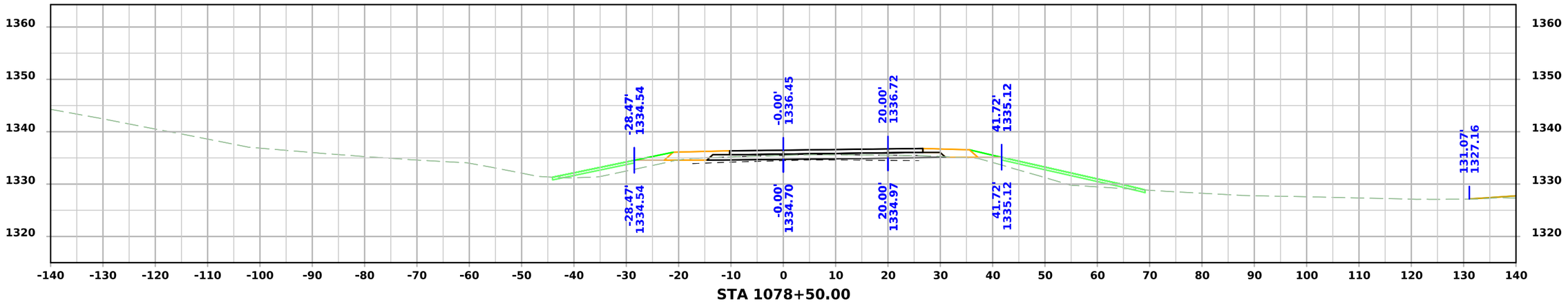


STA 1077+75.00

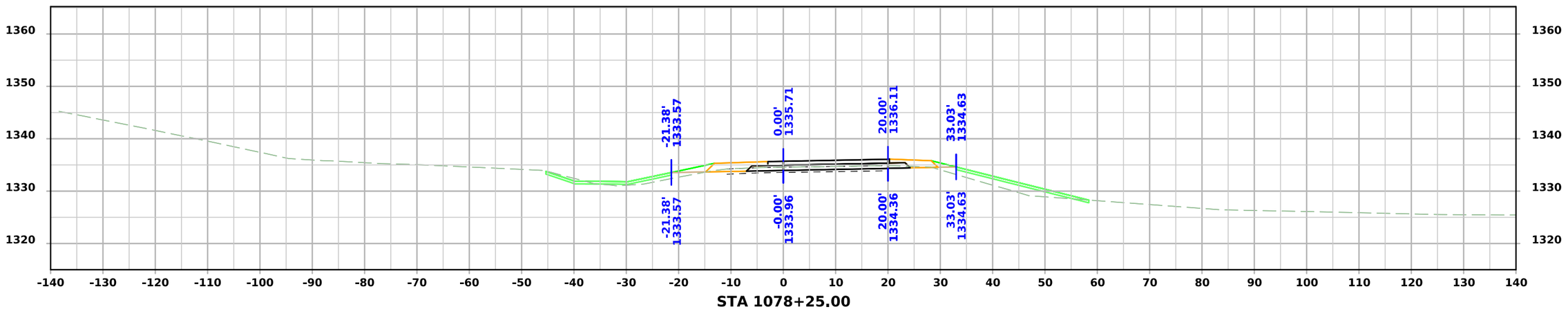
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.202

3:01:58 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y200_78080566Z06.dgn

Ramp C (Co Rd L66)



STA 1078+50.00

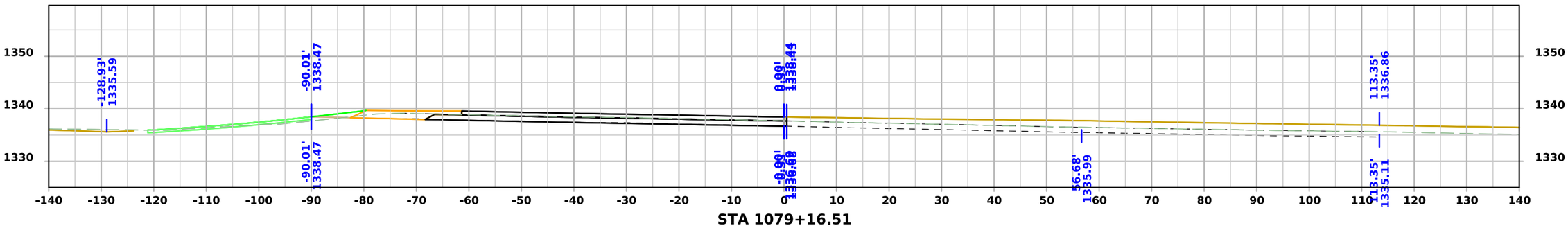


STA 1078+25.00

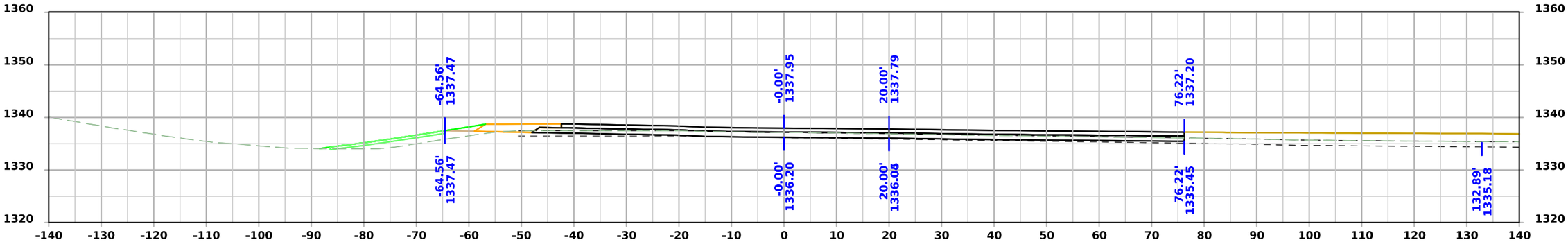
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.203

3:01:59 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y200_78080566Z06.dgn

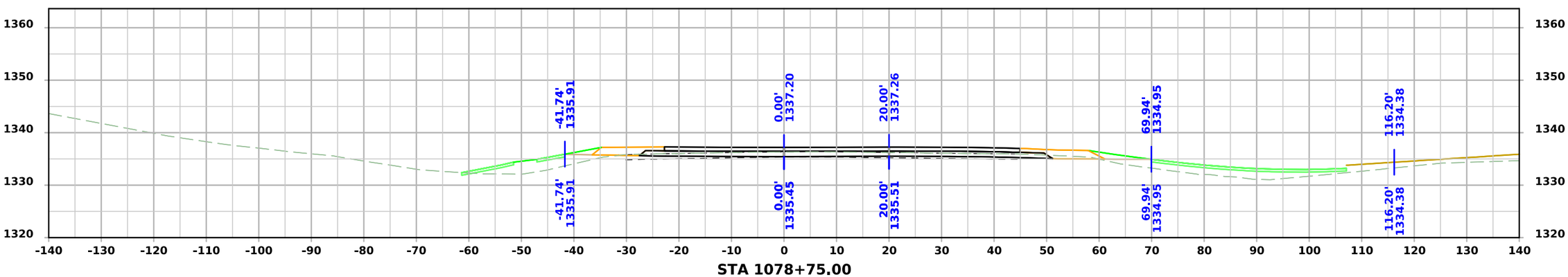
Ramp C (Co Rd L66)



STA 1079+16.51



STA 1079+00.00

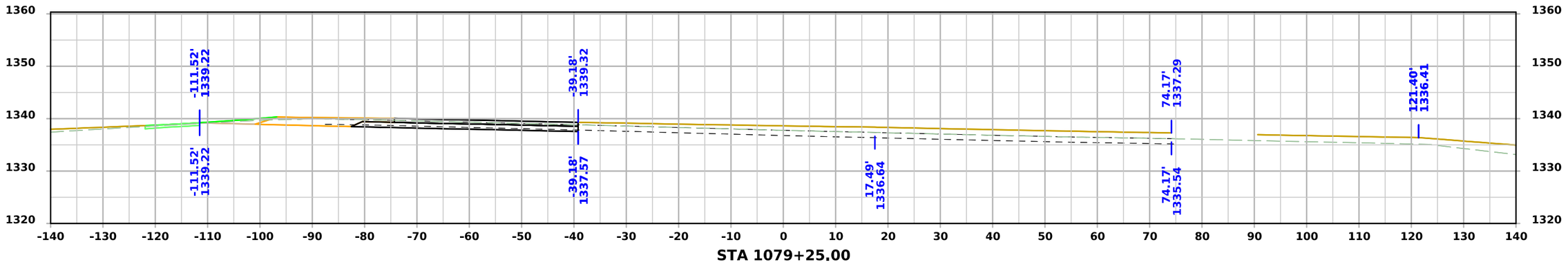


STA 1078+75.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.204

3:02:00 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y200_78080566Z06.dgn

Ramp C (Co Rd L66)

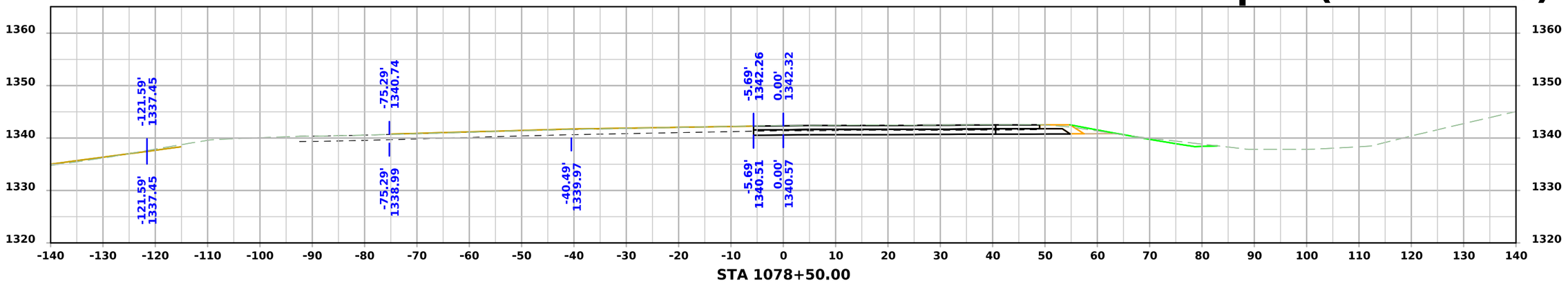


STA 1079+25.00

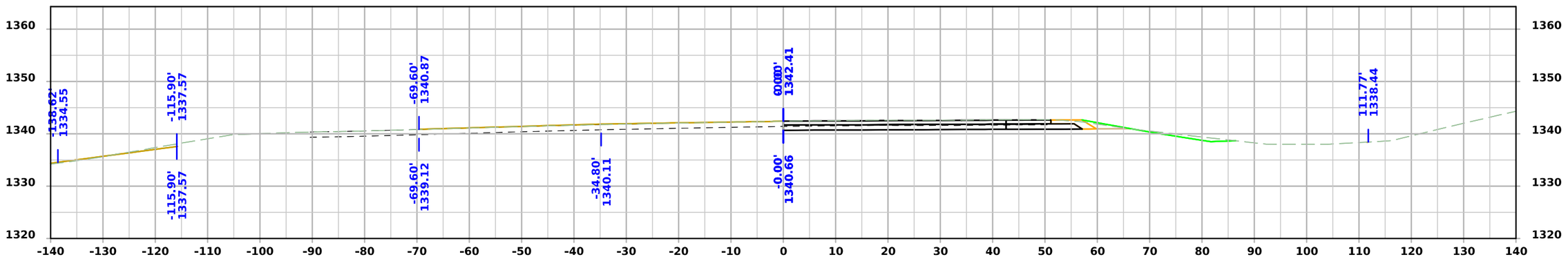
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.205

3:02:00 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y200_78080566Z06.dgn

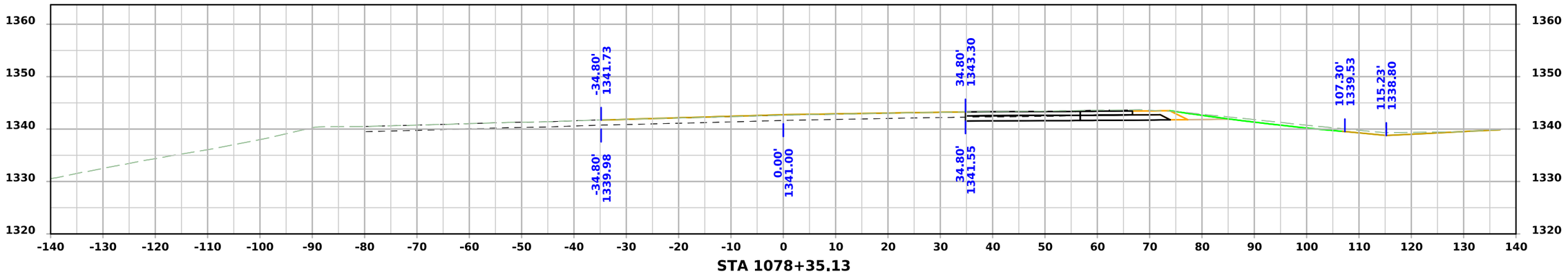
Ramp D (Co Rd L66)



STA 1078+50.00



STA 1078+47.91

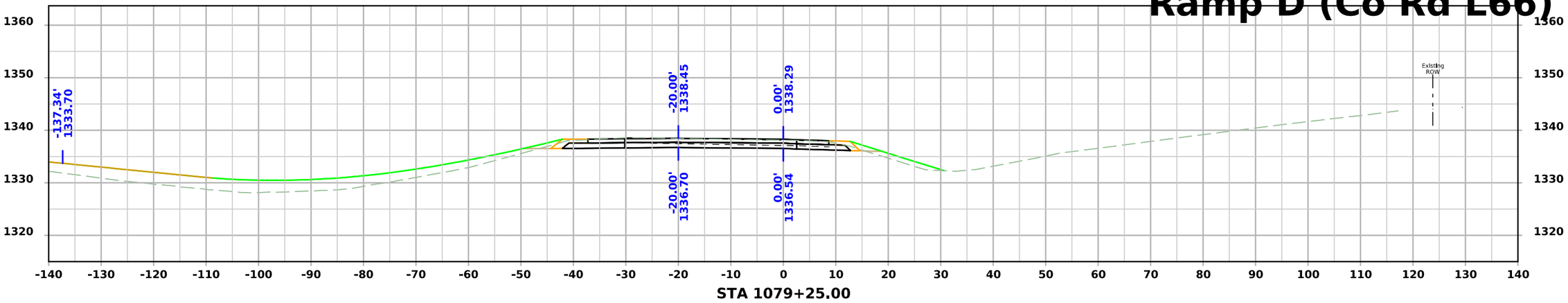


STA 1078+35.13

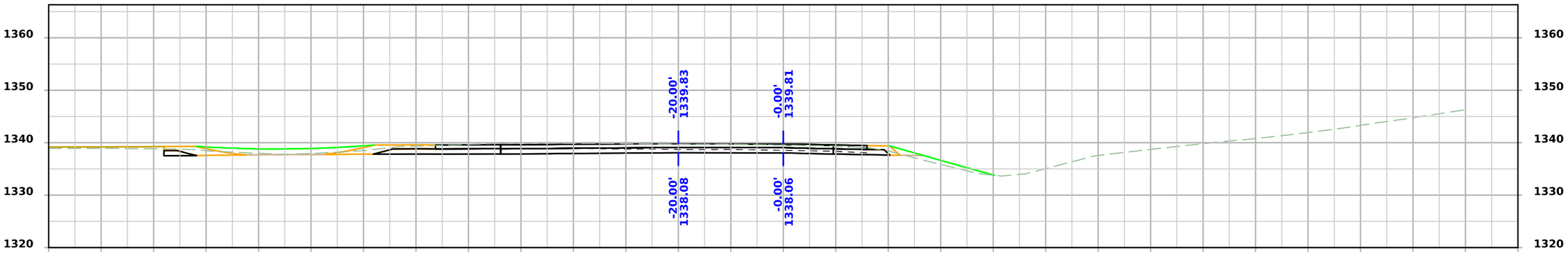
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.300

3:02:09 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y300_78080566Z06.dgn

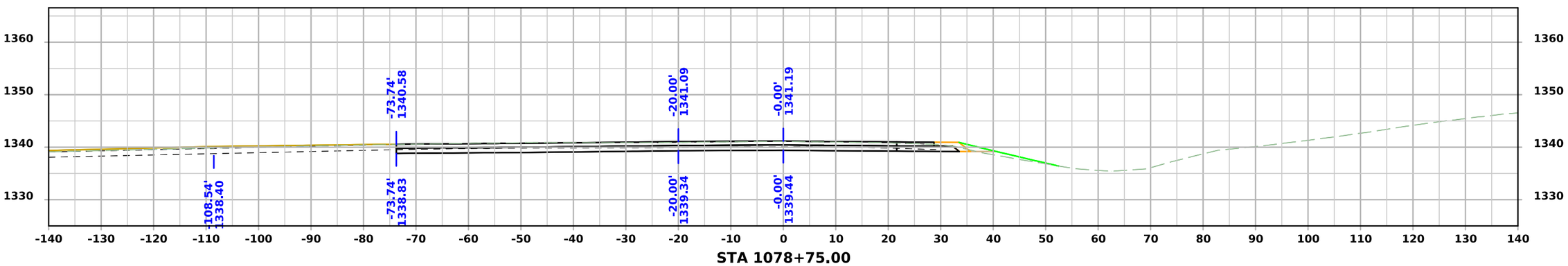
Ramp D (Co Rd L66)



STA 1079+25.00



STA 1079+00.00

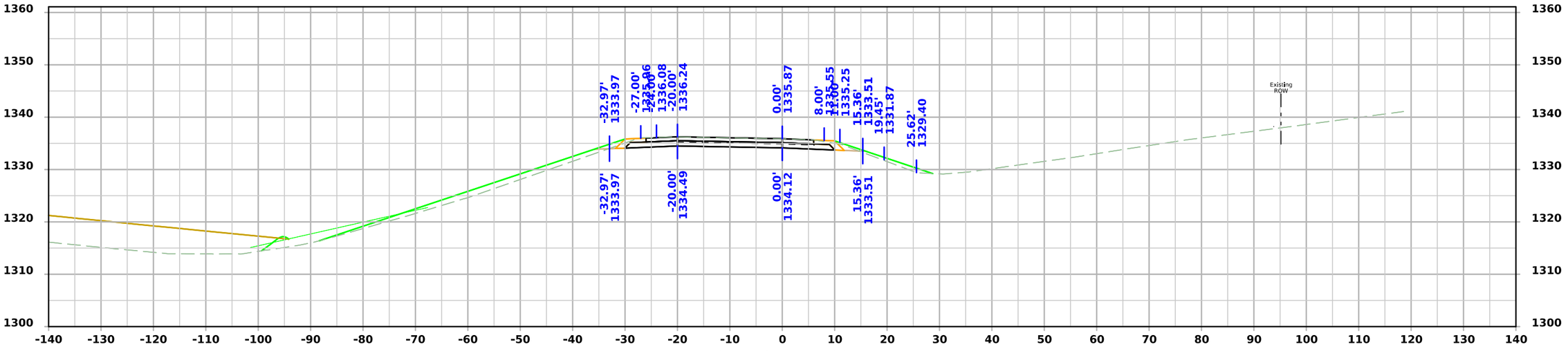


STA 1078+75.00

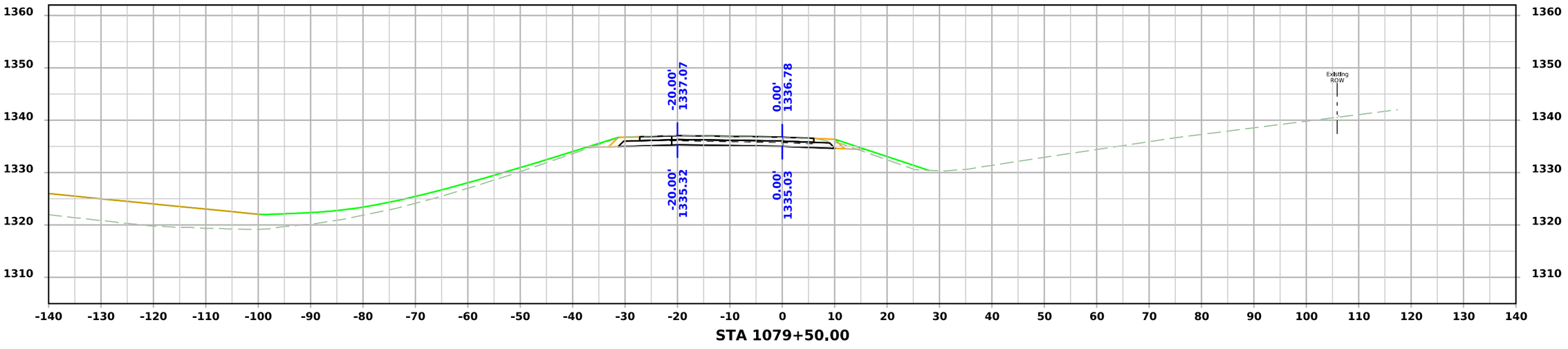
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.301

3:02:10 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y300_78080566Z06.dgn

Ramp D (Co Rd L66)



STA 1079+65.00

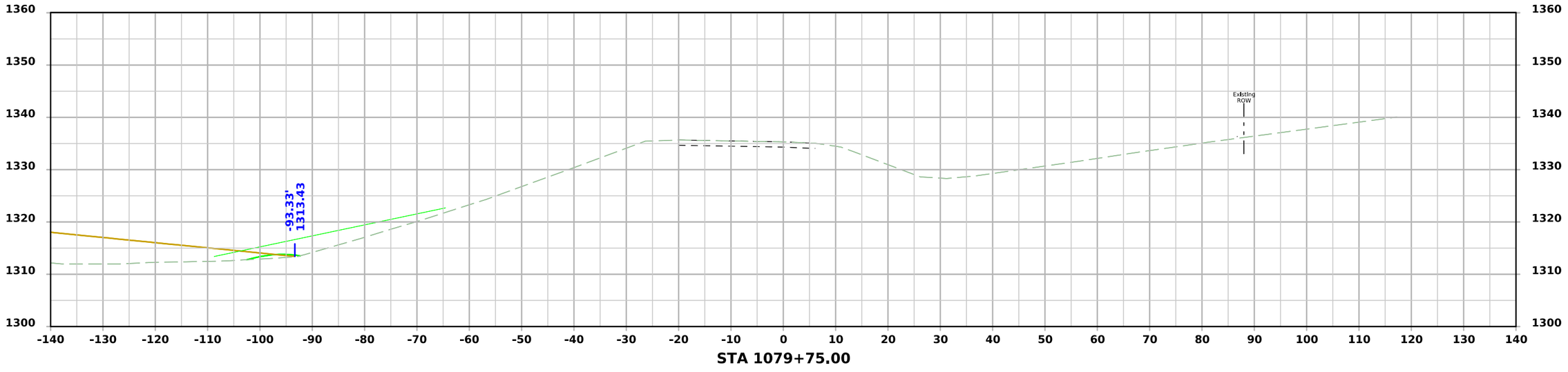


STA 1079+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.302

3:02:11 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y300_78080566Z06.dgn

Ramp D (Co Rd L66)

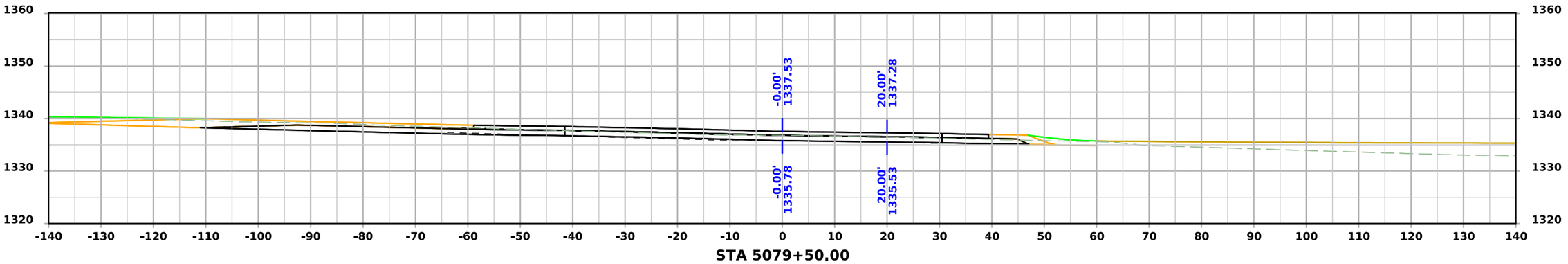


STA 1079+75.00

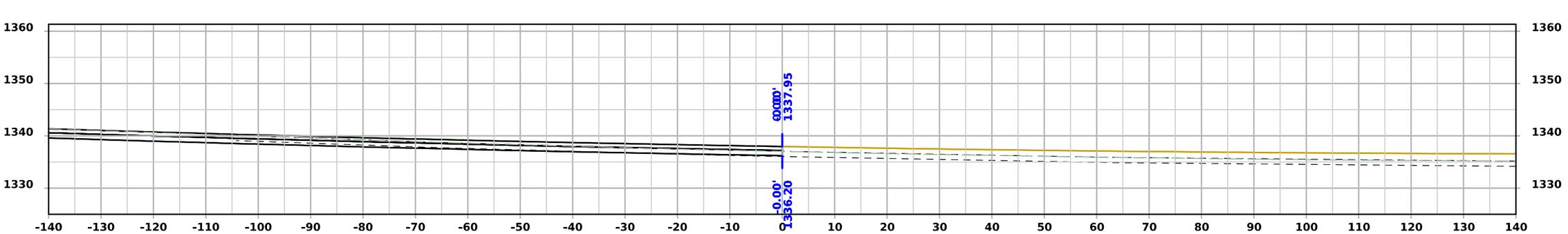
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.303

3:02:12 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y300_78080566Z06.dgn

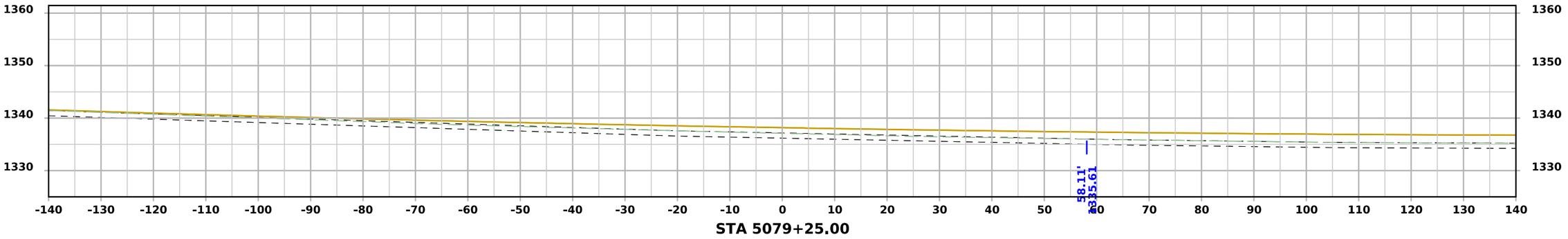
Ramp E (Co Rd L66)



STA 5079+50.00



STA 5079+36.64

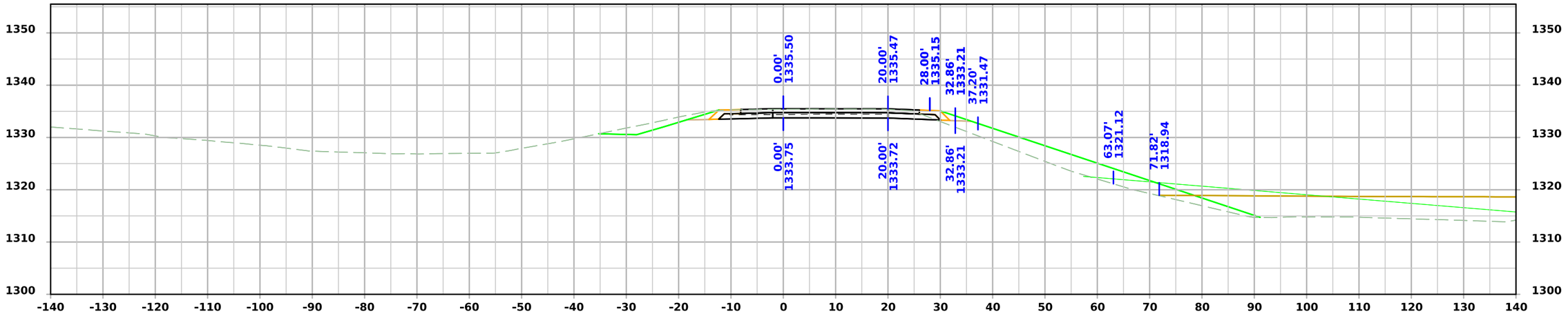


STA 5079+25.00

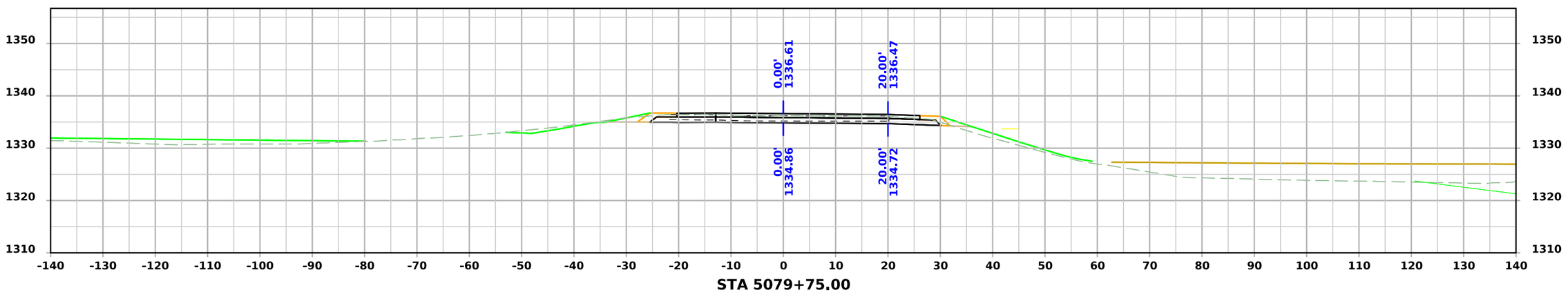
FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.400	

3:02:19 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y400_78080566Z06.dgn

Ramp E (Co Rd L66)



STA 5080+00.00

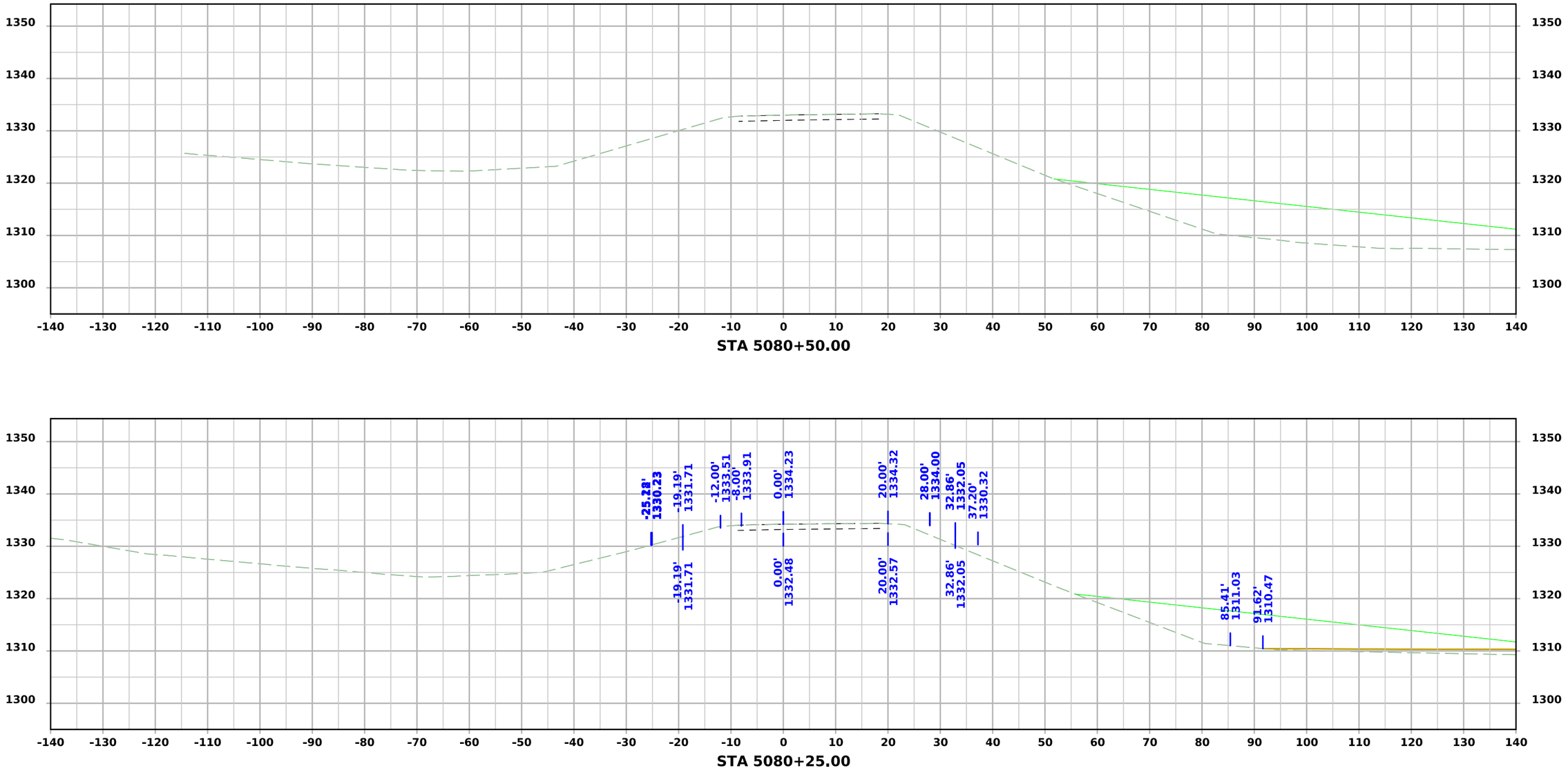


STA 5079+75.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.401

3:02:20 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y400_78080566Z06.dgn

Ramp E (Co Rd L66)



STA 5080+50.00

STA 5080+25.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery\Bell\Jack	POTTAWATTAMIE COUNTY	PROJECT NUMBER IMX-080-1(566)29--02-78	SHEET NUMBER Y.402

3:02:21 PM 9/14/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\7808008025\Design\IMX-080-1(566)29--02-78_Bridge-Unspecified\CADD_Files\Sheet_Files\SHT_Y400_78080566Z06.dgn