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PLANS OF PROPOSED IMPROVEMENT ON THE
INTERSTATE ROAD SYSTEM
Polk COUNTY
PCC Pavement - Grade and New
 W of 60th St to SW I-35/235 Interchange in West Des Moines (EB)

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

TOTAL
..
PROJECT IDENTIFICATION NUMBER
20-77-080-020-01
PROJECT NUMBER
IMX-080-3(309)122--02-77
R.O.W. PROJECT NUMBER

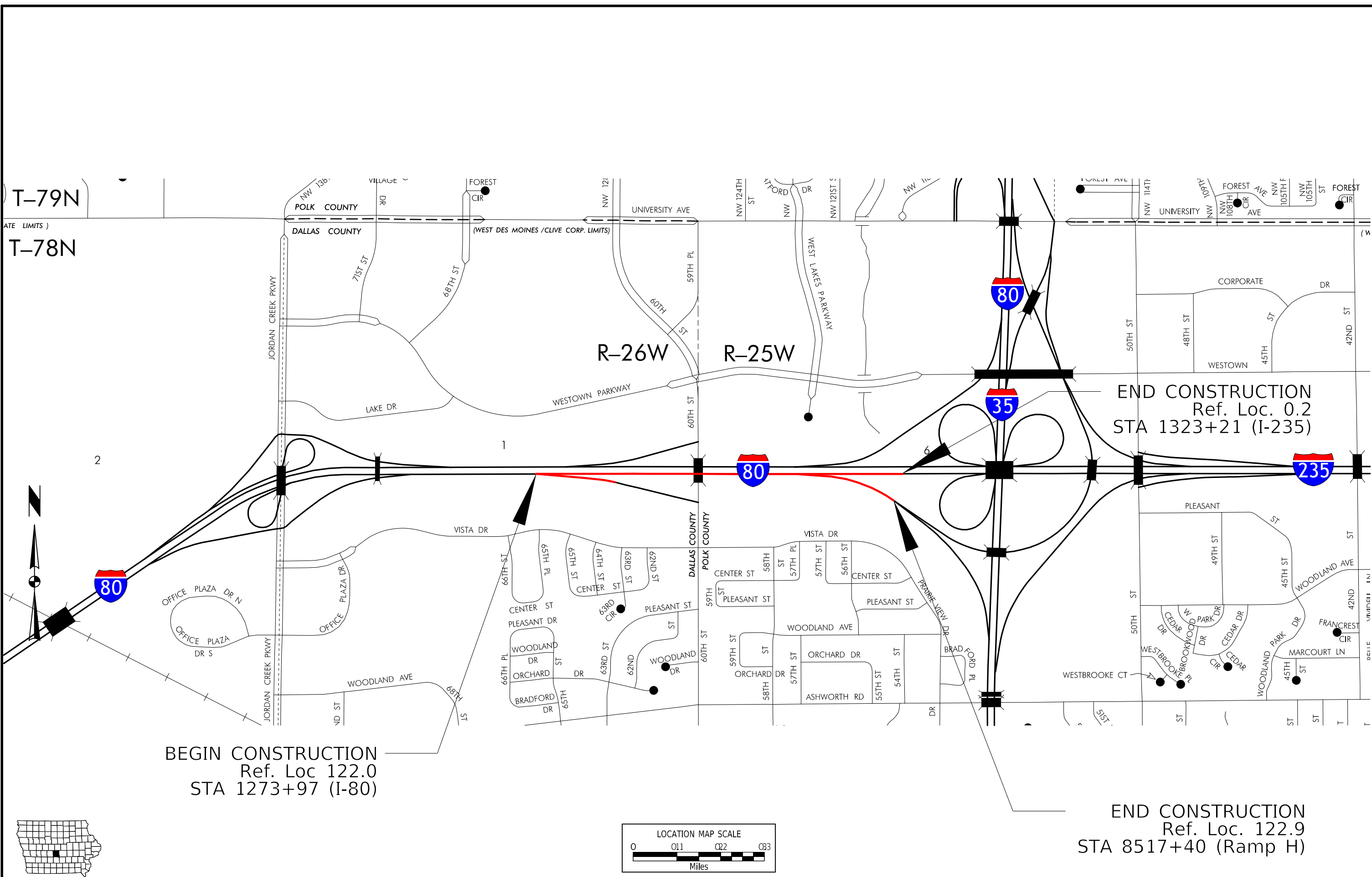
DESIGN DATA URBAN

2020	AADT	89,000	V.P.D.
2035	AADT	128,500	V.P.D.
20 --	DHV	--	V.P.H.
	TRUCKS	--	%
	Total		
	Design ESALs	--	

PRELIMINARY PLANS

Subject to change by final design.

D3 PLAN - Date: 06/03/2022



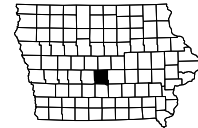
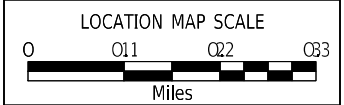
T-79N

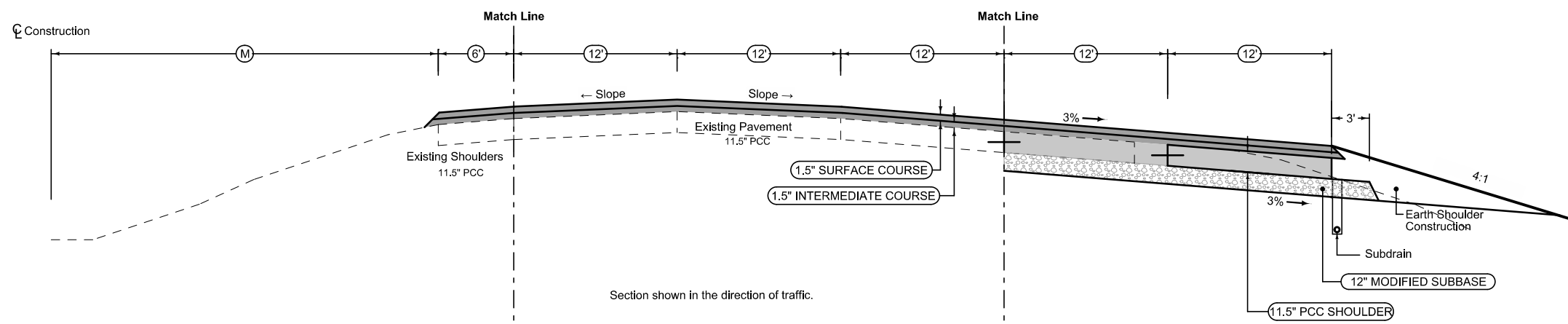
T-78N

BEGIN CONSTRUCTION
 Ref. Loc 122.0
 STA 1273+97 (I-80)

END CONSTRUCTION
 Ref. Loc. 0.2
 STA 1323+21 (I-235)

END CONSTRUCTION
 Ref. Loc. 122.9
 STA 8517+40 (Ramp H)



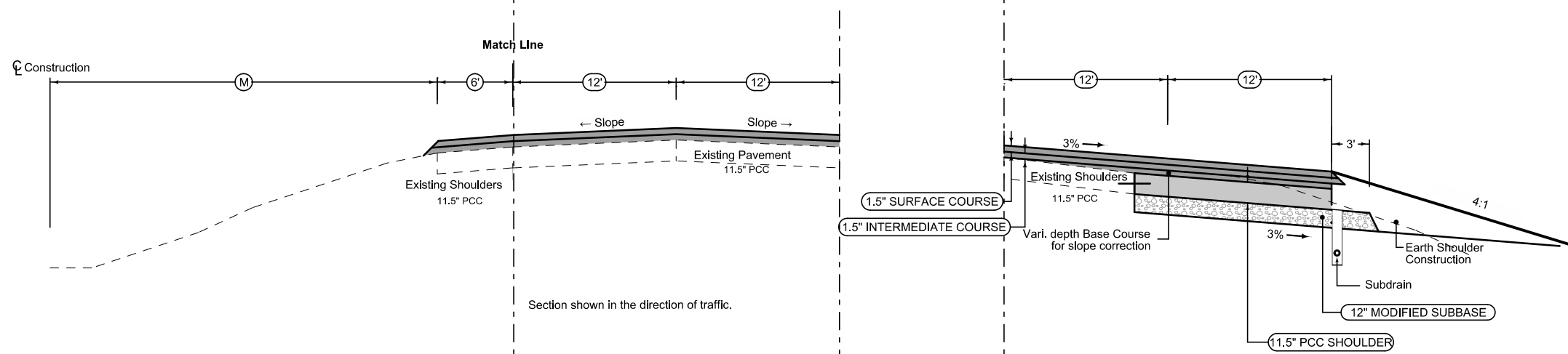


RESURFACING		
BEGIN STATION	END STATION	
1273+96.93	1309+65.47	

Auxiliary lane with Full Depth PCC Shoulder

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

2_P_FullPCC_04-21-20		
STATION TO STATION		
1273+96.93	1287+64.61	



RESURFACING		
BEGIN STATION	END STATION	
1309+65.47	1321+70.63	
1321+70.63	1323+20.63	PR-201

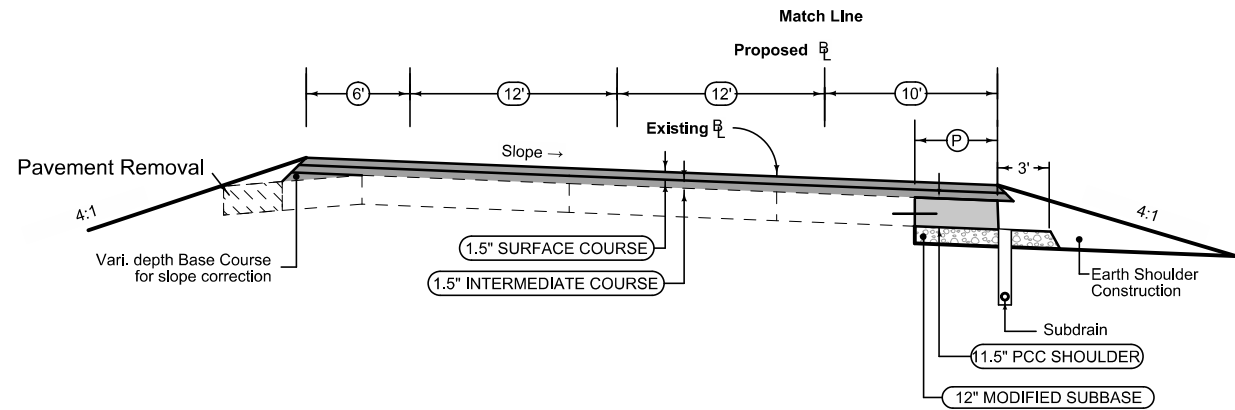
Full Depth PCC Shoulder

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

2_P_FullPCC_04-21-20		
STATION TO STATION		
1287+64.61	1320+00.00	

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

I-80 East Bound



Section shown in the direction of traffic.

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

2RP_ 04-21-20	
BEGIN STATION	END STATION
8509+67.01	8515+90.00

Full Depth PCC Shoulder

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

2_P_FullPCC_ MODIFIED		
STATION TO STATION		(P) Feet
8509+67.01	8514+50.01	VARI.

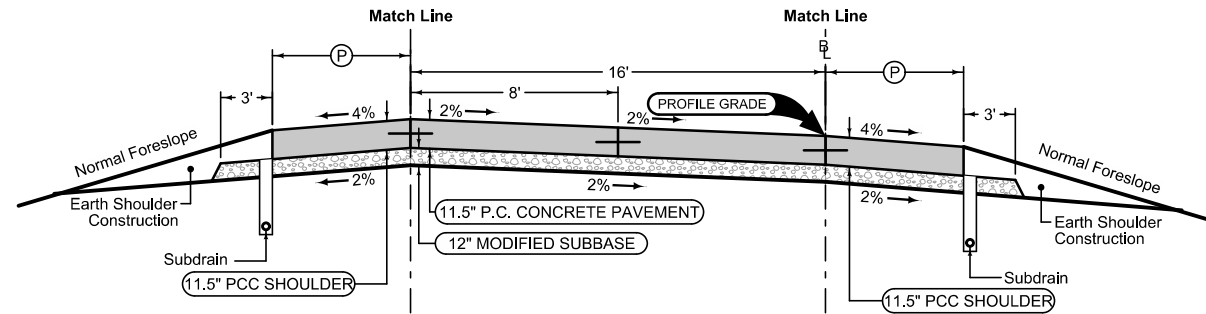
See Tab 100-24 or 100-25 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

Ramp H I-80 EB

Full Depth PCC Shoulder

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

2_P_FullPCC_MODIFIED		
STATION TO STATION		(P) Feet
21279+96.66	21283+76.53	4'



Section shown in the direction of traffic.

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

2RP_04-21-20	
BEGIN STATION	END STATION
21279+96.66	21283+76.53

Full Depth PCC Shoulder

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

2_P_FullPCC_MODIFIED		
STATION TO STATION		(P) Feet
21279+96.66	21283+76.53	6'

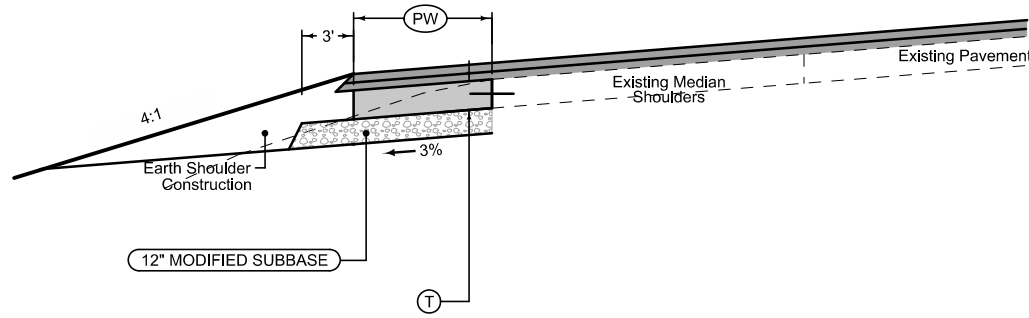
See Tab 100-24 or 100-25 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

Ramp B 60th St

LOCATION			DIMENSIONS						6" Special Backfill	Earth Shoulder Construction
ROAD IDENTIFICATION	STATION TO STATION		HMA			PCC				
			(PW) Feet	(T) Inches	(SGW) Feet	(PW) Feet	(T) Inches	(SGW) Feet	Tons/Station	Station
I-80 EB	1270+85	1291+00.00		12			9			

Quantity calculations based on vertical pavement edges.
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

① Possible HMA 1:1 slope



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
- Water Hydrant (Rural)
- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Satellite TV Dish
- Water Hook Up
- Radio Tower
- Tower Anchor
- Guardrail (Beam or Cable)
- Guard Post (one or two)
- Guard Post (over two)
- Filler Pipe
- Gas Valve
- Water Valve
- Speed Limit Sign
- Mile Marker Post
- Sign
- Traffic Signal Control Box
- Rail Road Signal Control Box
- Telephone Switch Box
- Electric Box

UTILITY LEGEND

- E1 - EL1D, Mid American Energy - Quality D
- E5 - EL5D, Iowa DOT - Quality D
- F013 - FO13D, Wells Fargo Home Mortgage - Quality D
- F0 - FO2D, Lumen (Century Link) - Quality D
- F04 - FO4D, Aureon Network Services - Quality D
- F08 - FO8D, City of West Des Moines Traffic - Quality D
- G - GL1D, Mid American Gas - Quality D
- TV - TV1D, Mediacom - 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.	
Yellow	(4)		Proposed PCC Pavement Widening
Red	(3)		Delineates Restricted Areas
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed HMA Resurfacing Shading
Gray, Med	(80)		Proposed Granular Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)		Grading Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading
Lavender	(9)		Temporary Pavement Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

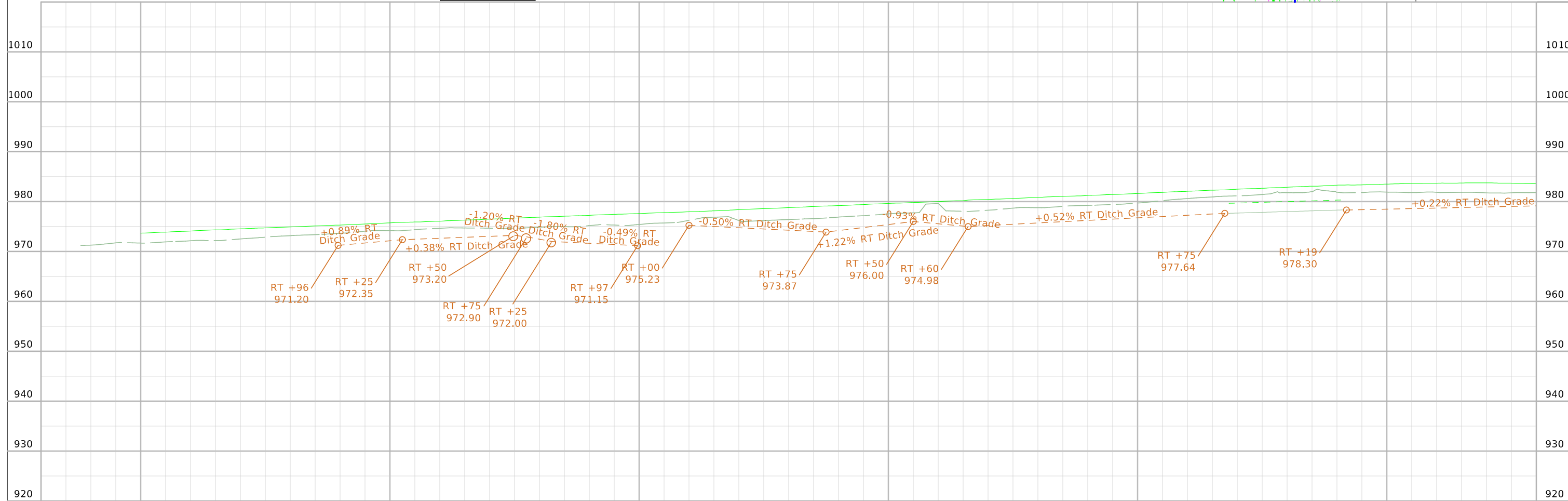
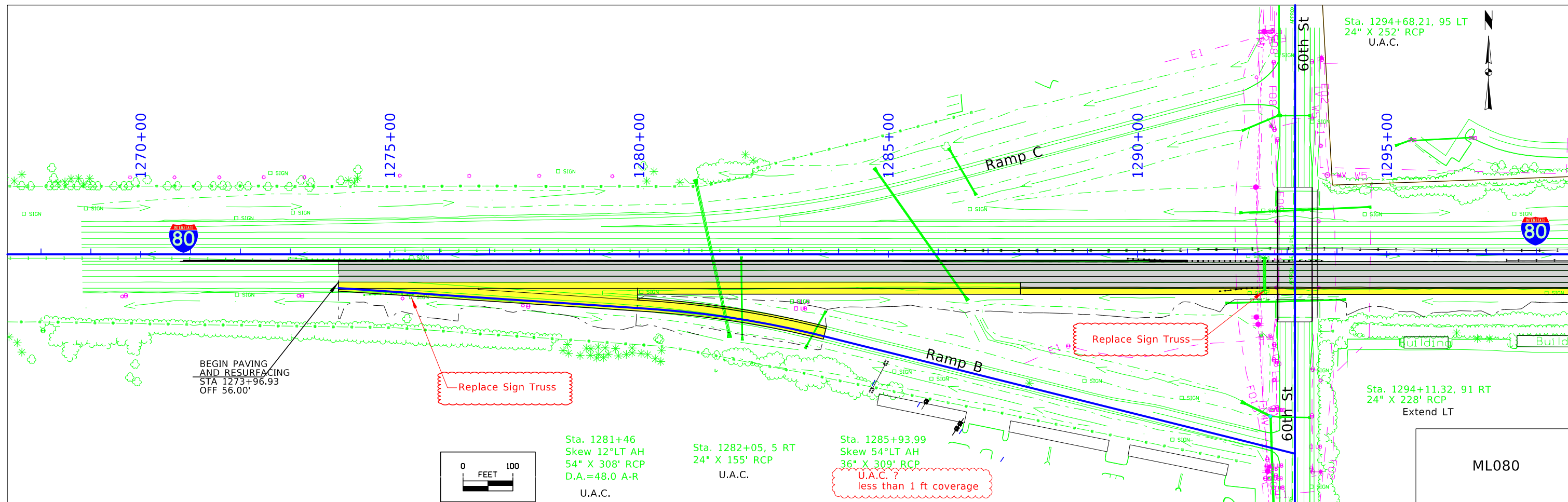
LINEWORK		Design Color No.	
Green	(2)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

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

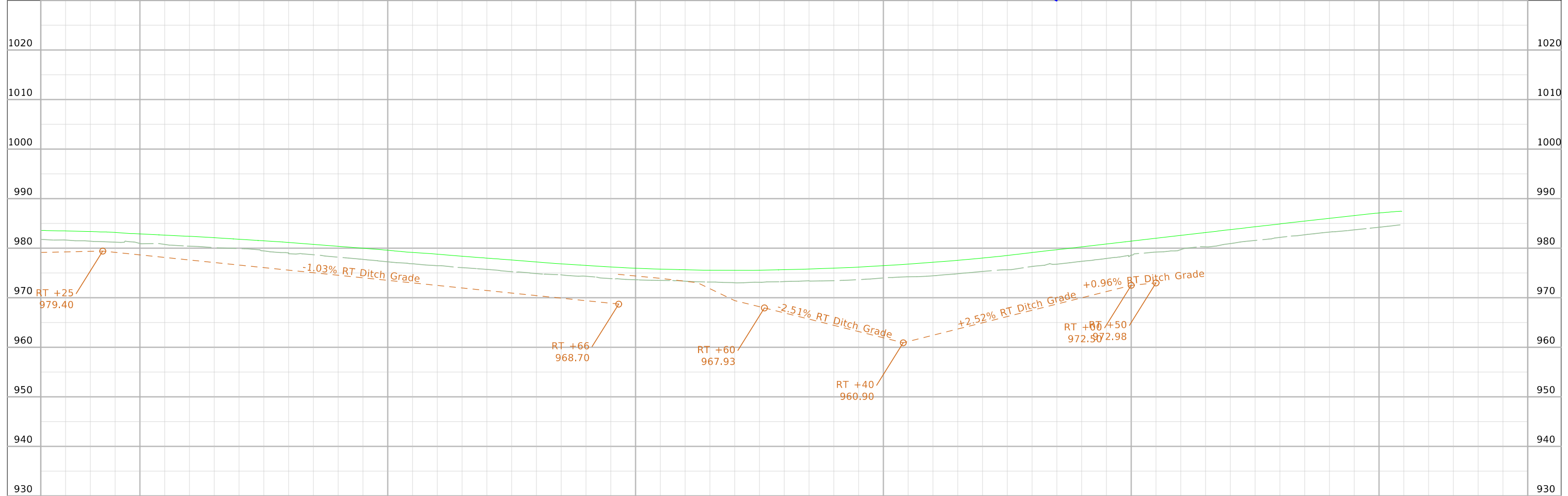
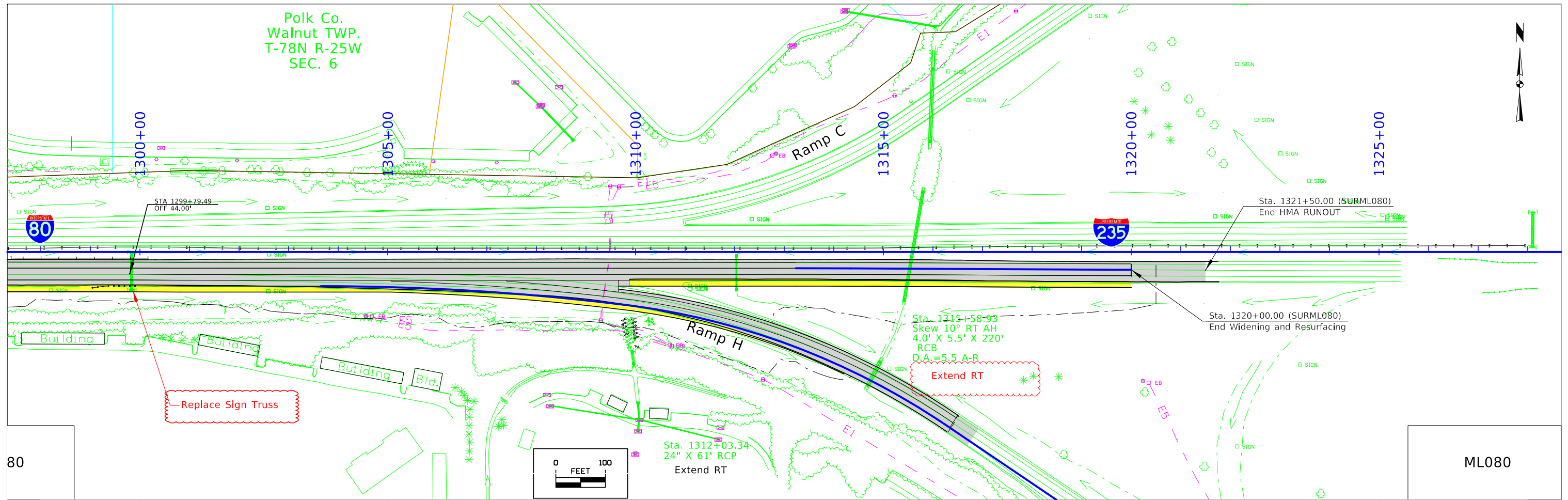
- #### RIGHT-OF-WAY LEGEND
- Proposed Right-of-Way
 - Existing Right of Way
 - Existing and Proposed Right-of-Way
 - Easement and Existing Right-of-Way
 - Easement (Temporary)
 - Easement
 - Access Control
 - Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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



FILE NO. -	ENGLISH	DESIGN TEAM Strum/Janus	Polk COUNTY	PROJECT NUMBER IMX-080-3(309)122--02-77	SHEET NUMBER D.2
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FILE NO. -	ENGLISH	DESIGN TEAM Strum/Janus	Polk COUNTY	PROJECT NUMBER IMX-080-3(309)122--02-77	SHEET NUMBER D.3
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Survey Information

SURVEY INDEX

County: Dallas
PIN: 20-77-080-020
Project Number: IMX-080-3(299)122--02-77
Location: Westbound I-80 Ramp at W I-35/235 Interchange
Type of Work: Slide Repair
Project Directory: 5103401021

Party Personnel

Jody Budde - PLS
Wes Shimp – PLS
Jon Miranda – Party Chief
Ben Sullivan – Party Chief
Dave Overman - Party Chief
Aaron Paulsen - Party Chief
Lee Budde - Party Chief
Levi Suhr – Assistant Survey Party Chief
Jason Flaherty - Assistant Survey Party Chief
Scott Dillavou - Assistant Survey Party Chief

Date(s) of Survey

Begin Date 08/21/2021
End Date 09/30/2021

General Information

Measurement units for this survey are US survey feet. This survey is for converting the ramp from SB/WB I-35/80 to WB I-80 in the Southwest Mixmaster (SWMM) from the existing dual-lane, inside-merge entrance ramp to a dual lane entrance with dual auxiliary lanes. 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 and partial interchange for I-80 / I-35 interchange for west section of the interchange. Project horizontal datum is NAD83 (2011), Iowa RCS Zone 8 (Ames – Des Moines).

Vertical Control

Vertical datum for this survey is relative to NAVD88 (computed using Geoid12B for the new FENO for this project: FENO 11. This survey consisted of observing one new, and two existing FENO 1-meter rod monuments using minimum 2hr initial static

observations along with data from 4 Iowa RTN CORS sites: Des Moines (IADM), De Soto (IADS), Martensdale (IAMD) and Boone (IABN).

POT Sta. 396+14.574 m = 1299+68.815 ft Plan
= Survey POT Sta. 1299+68.80 ft

Two existing FENOs set by Foth during the prior 2019 I-80 Dallas County survey were observed and included for overall control adjustment:

POT Sta. 405+23.547 m = 1329+51.00 ft Plan
= Survey POT Sta. 1329+50.92 ft

FENO 9 has a published Elv of: 964.37 usft

POT Sta. 411+07.574 m = 1348+67.10 ft Plan
= Survey POT Sta. 1348+66.98 ft

FENO 10 has a published Elv of: 973.17 usft

The final vertical adjustment results show standard deviations were less than 0.02 ft. at 95% confidence level (2 sigma) for the new FENO monuments.

Horizontal Control

The project coordinate system for this survey is NAD83 (2011) Iowa RCS Zone 8 (Ames – Des Moines) US survey feet. 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 first observation and 35 minutes minimum for the second observation with appropriate time spans between each session.

For the August 2021 survey portion which added FENO monument FENO11, the same three IaRTN CORS stations were utilized, in addition to Boone (IABN). FENO9 and FENO10 were re-observed as part of the establishment of the new FENO11 mark to complete out the survey project control network.

The horizontal standard deviation of these adjusted observations was less than 0.02 ft. at 95% confidence level (2 sigma).

Alignment Information

Alignment for this survey is a retrace of Metric As-built plans I-80-3(18)125--1-77. Stationing was converted from metric to English. Stationing was held at POT station 1293+12.65 and carried ahead without station equation throughout the project.

Survey stationing relates to As-built plan stationing as follows:

POT Sta. 394+14.574 m = 1293+12.65 ft Plan
= Survey POT Sta. 1293+12.65 ft

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) EPOCH 2010.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 08

Coordinate listing from next sheet will be used with 1aRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 08
Project Control Marks are Bench Marks

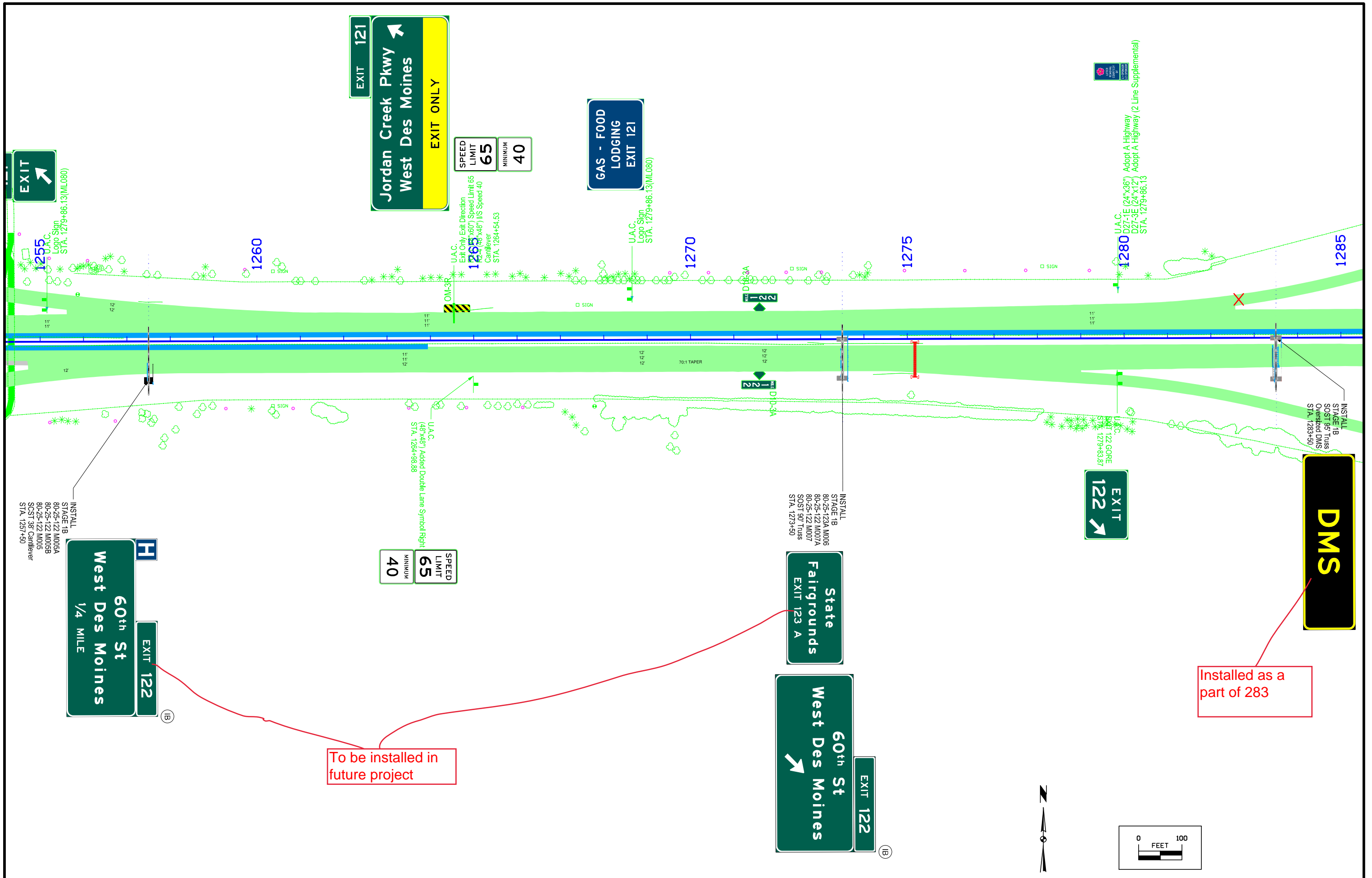
Pt. Num	N	E	Elevation	Description
FENO9	7488897.18	18476761.16	964.37	FENO Type monument. 4 ft North of chainlink fence, 43 feet SW of Light pole. 55 ft South from edge of pavement. 30 feet NW of edge of parking lot
FENO10	7489182.34	18481417.43	973.17	FENO Type monument. 9 ft South of chainlink fence, 11 ft NW of utility manhole. 48 ft North of edge of pavement and 327 ft West of Luminaire
FENO11	7489208.11	18487716.66	996.20	FENO Type monument. 16 ft West of 42nd Street centerline. 91 ft SW of light pole. 21 ft NW of bridge deck Centerline of Bridge over I-235. 134 ft SE of parking lot light pole

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	SURML080	252+59.883 R1	7489020.59	18475720.46															
2	SURML080	293+12.650 R1	7489034.77	18479773.20															
3	SURML080	299+68.803 R1	7489037.02	18480429.35															
4	SURML080	329+50.923 R1	7489047.25	18483411.45															
4	SURML080	348+66.977 R1	7489053.82	18485327.50															
1	RPB060	273+96.392 R1	7488960.06	18477857.73															
2	RPB060							280+20.877 R1	7488920.70	18478480.98	281+99.174 R1	7488909.47	18478658.92	283+76.530 R1	7488866.93	18478832.07			
3	RPB060	293+50.199 R1	7488634.64	18479777.62															
1	RPH080							503+68.086 R1	7488969.38	18480825.89	506+67.906 R1	7488970.40	18481125.71	509+67.009 R1	7488935.60	18481423.51			
2	RPH080							509+67.009 R1	7488935.60	18481423.51	513+36.406 R1	7488892.71	18481790.41	516+91.930 R1	7488687.15	18482097.32			
4	RPH080							525+05.000 R1	7488234.68	18482772.86	539+65.035 R1	7487422.18	18483985.93	545+80.000 R1	7488793.54	18484487.00			
5	RPH080							545+80.000 R1	7488793.54	18484487.00	560+40.035 R1	7487422.18	18483985.93	566+55.000 R1	7488234.68	18482772.86			

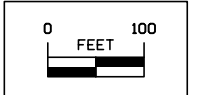
SPIRAL OR CIRCULAR CURVE DATA

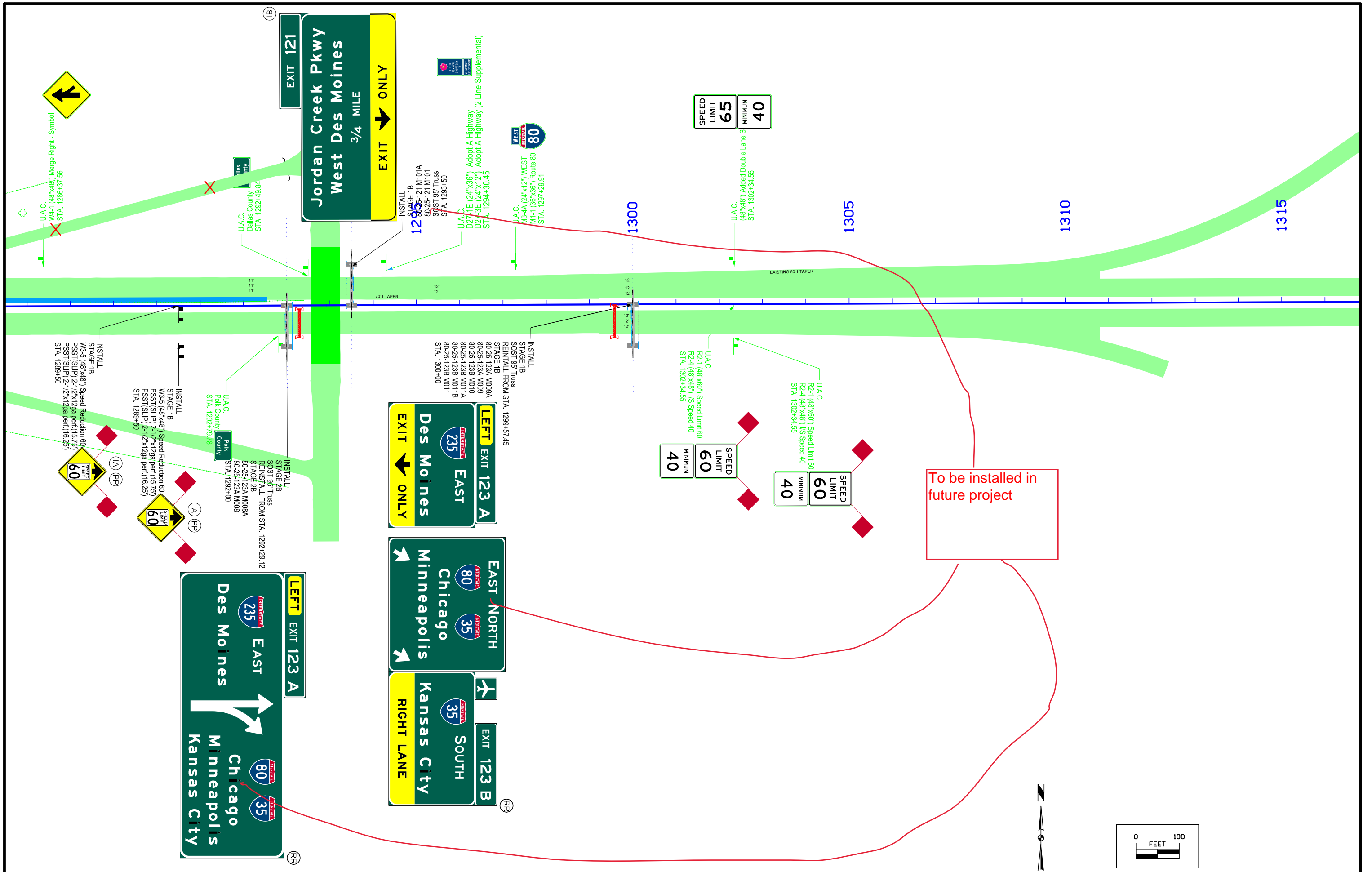
Name	Location	ΔSCS	Horizontal Alignment Data												Remarks										
			Spiral Data						Curve Data																
			θS	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	ΔC	T	L	R		E									
C1	RPB060																								
C1	RPH080																								
C4	RPH080																								
C2	RPH080																								
C3	RPH080																								



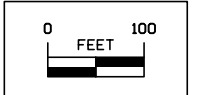
To be installed in future project

Installed as a part of 283





To be installed in future project



FILE NO.	ENGLISH	DESIGN TEAM A	COUNTY	PROJECT NUMBER	SHEET NUMBER
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STAGING NOTES

Stage 1A

Traffic Control

I-80 EB, 60th St Ramp B, and I-35/80 Ramp H traffic will remain on existing lanes. Close outside shoulders with TBR.
Maintain three lanes of traffic on I-80 EB to I-35/80 Ramp H and two lanes of traffic on I-235 East of Ramp H.
Maintain two lanes of traffic on I-35/80 Ramp H, and one lane of traffic on 60th St Ramp B

Construction

Widen I-80 and I-35/80 Ramp H outside pavement

Stage 1B

Traffic Control

60th St Ramp B and I-35/80 Ramp H traffic will remain on existing lanes.
Reduce width of two inside I-80 EB lanes to 11 ft.
Close I-80 inside shoulder with TBR.
Maintain three lanes of traffic on I-80 EB to I-35/80 Ramp H and two lanes of traffic on I-235 East of Ramp H.
Maintain two lanes of traffic on I-35/80 Ramp H, and one lane of traffic on 60th St Ramp B

Construction

Widen I-80 inside pavement

Stage 2A

Traffic Control

Maintain at least one lane of traffic on I-80 EB and I-35/80 Ramp H

Construction

Resurface all I-80 EB and I-35/80 Ramp H.
Resurfacing will require slope correction on the outside through lane of I-80 EB, and on inside shoulders of I-35/80 Ramp H

Stage 2B

Traffic Control

Shift I-80 EB Traffic to median shoulders and current I-80 EB lanes.
Maintain three lanes of traffic on I-80 EB to I-35/80 Ramp H and two lanes of traffic on I-235 East of Ramp H.
Close 60th St Ramp B.

Construction

Construct 60th St. Ramp B

Stage 2C

Traffic Control

Shift I-35/80 Ramp H traffic to the new alignment
Close I-35/80 Ramp H inside shoulder with TBR, Close I-80 outside shoulder with TBR. Maintain two lanes of traffic on I-235 East of Ramp H.

Construction

Construct remaining I-80 outside widening east of I-35/80 Ramp H

Stage 3A and 3B

Construction

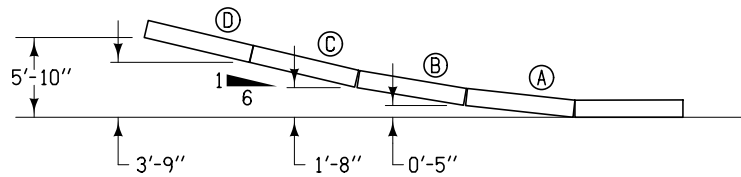
Resurface I-80 EB and I-35/80 Ramp H.

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

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

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



BARRIER OFFSETS FOR FLARE SECTIONS

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

SHADING	Design Color No.	
Gray, Light	(48)	Traffic, Paved
Gray, Med	(48)	Traffic, Granular
Gray, Med	(80)	Proposed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

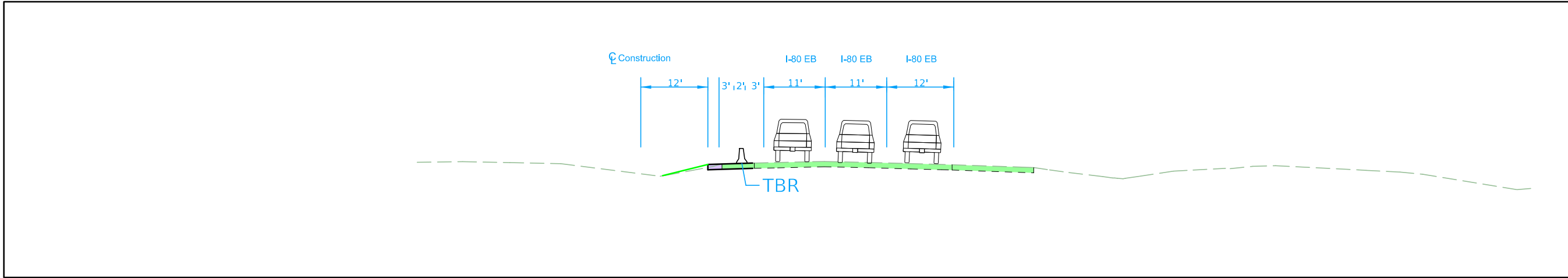
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

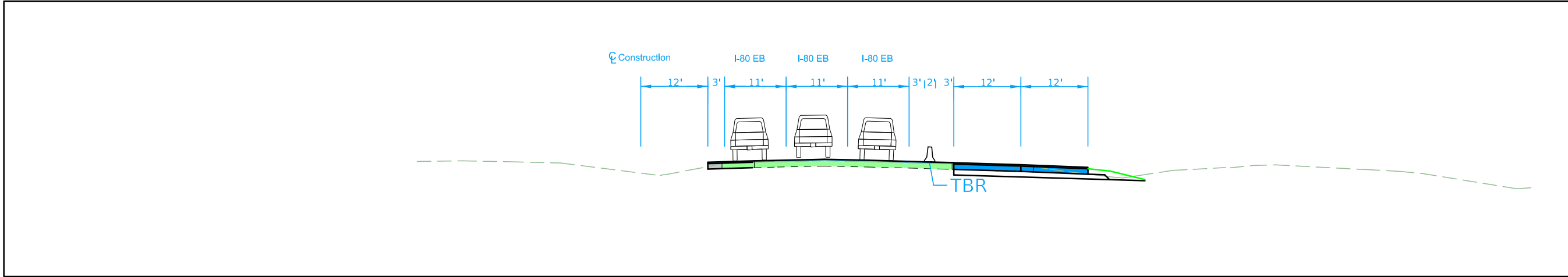
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

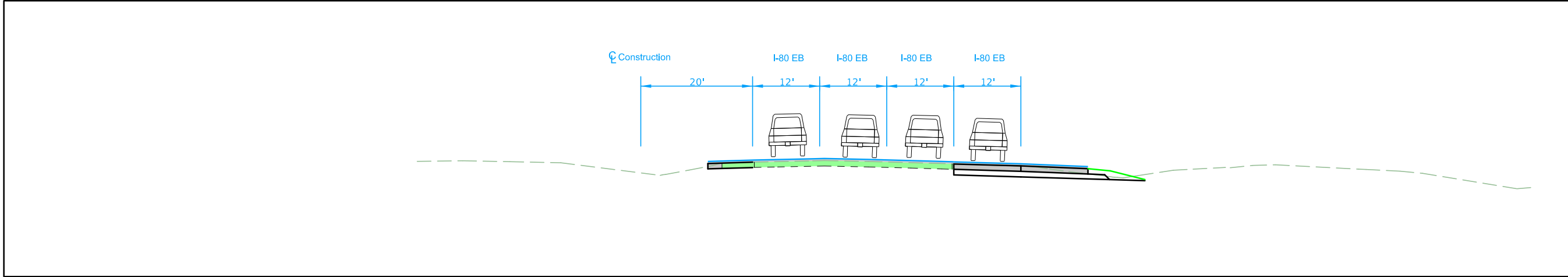
(COVERS SHEET SERIES J)



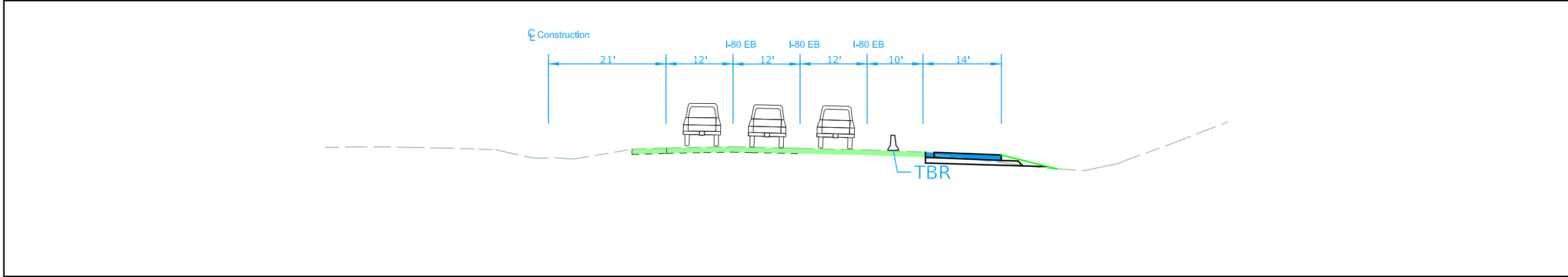
STA. 1282+00.00 - STAGE 1



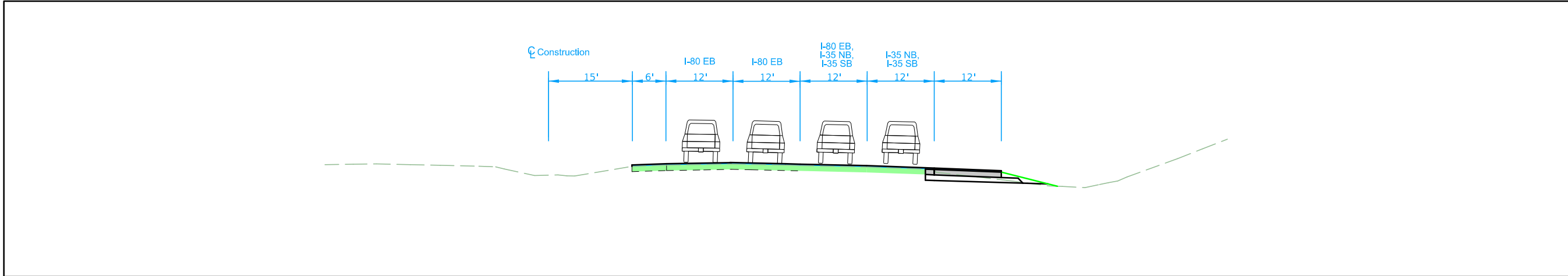
STA. 1282+00.00 - STAGE 2



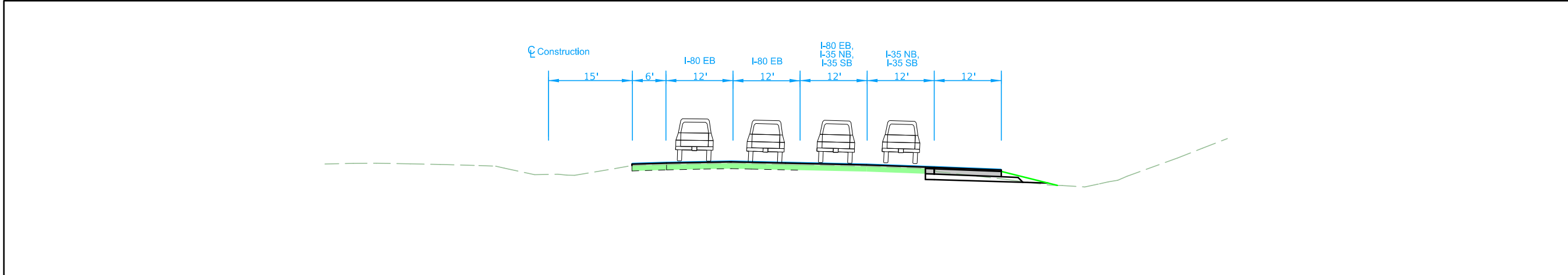
STA. 1282+00.00 - STAGE 3



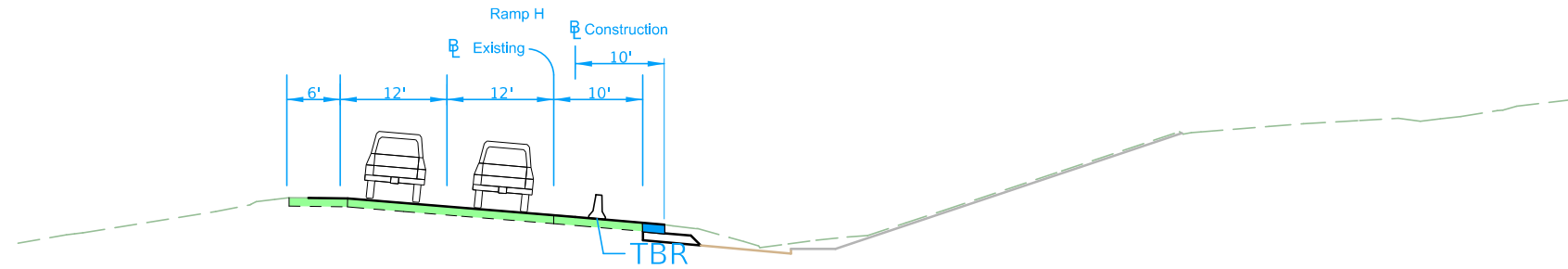
STA. 1301+00.00 - STAGE 1



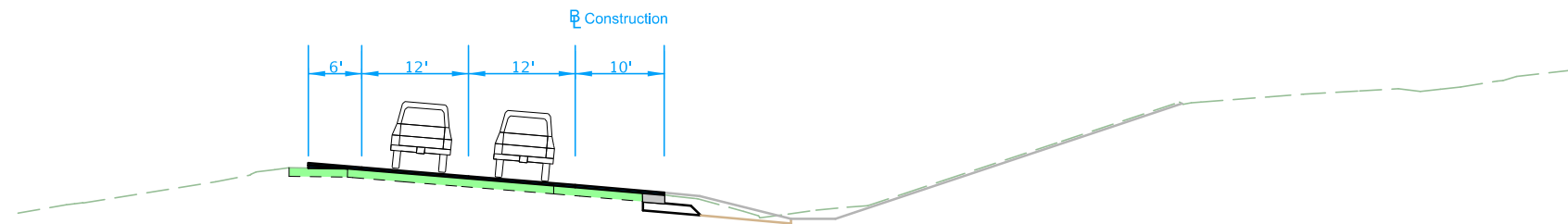
STA. 1301+00.00 - STAGE 2



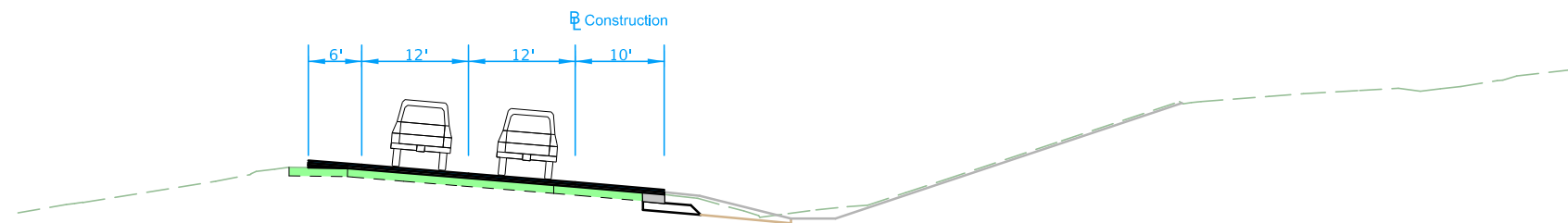
STA. 1301+00.00 - STAGE 3



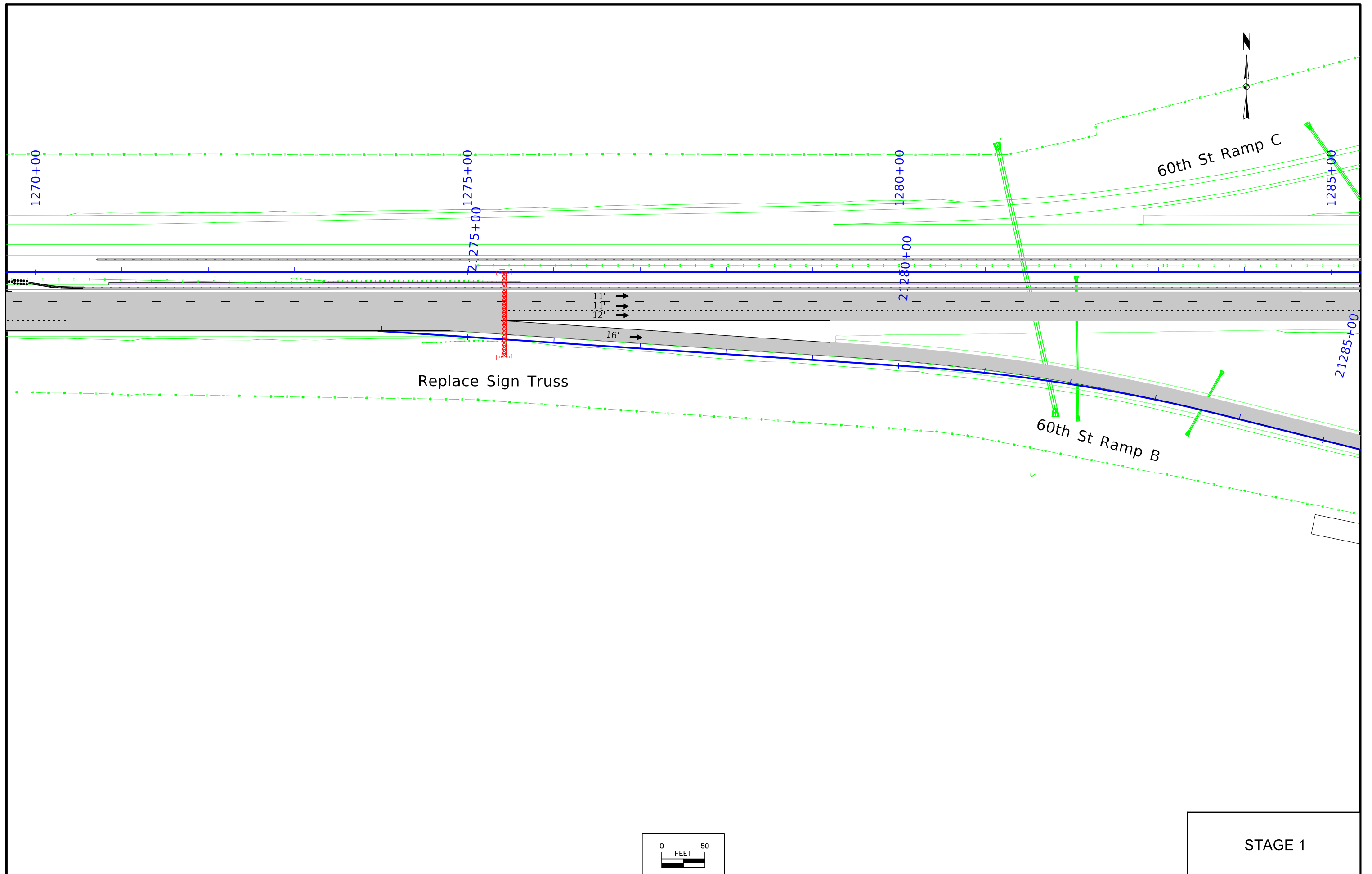
STA. 8513+00.00 - STAGE 1



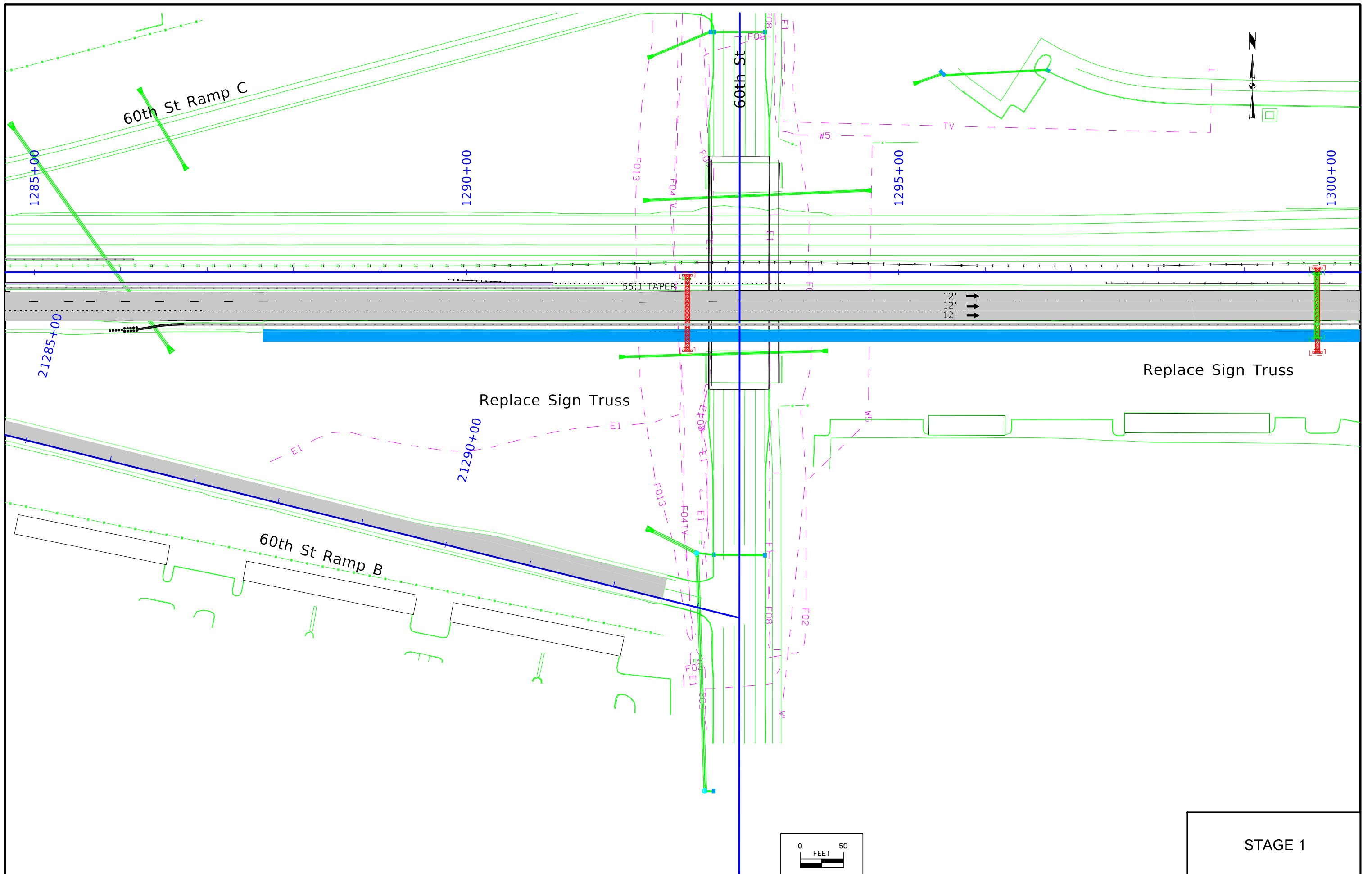
STA. 8513+00.00 - STAGE 2



STA. 8513+00.00 - STAGE 3



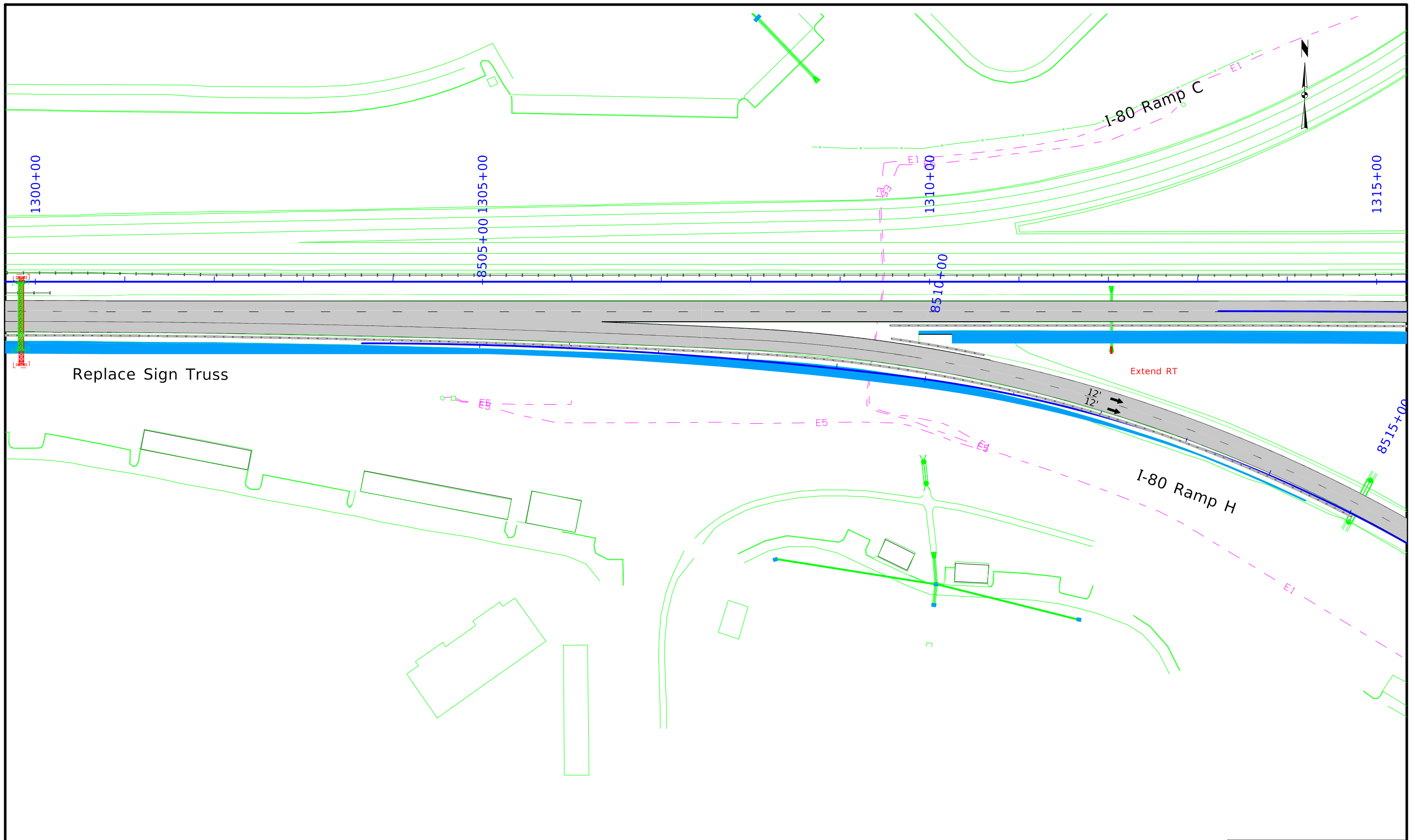
STAGE 1



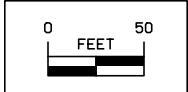
Replace Sign Truss

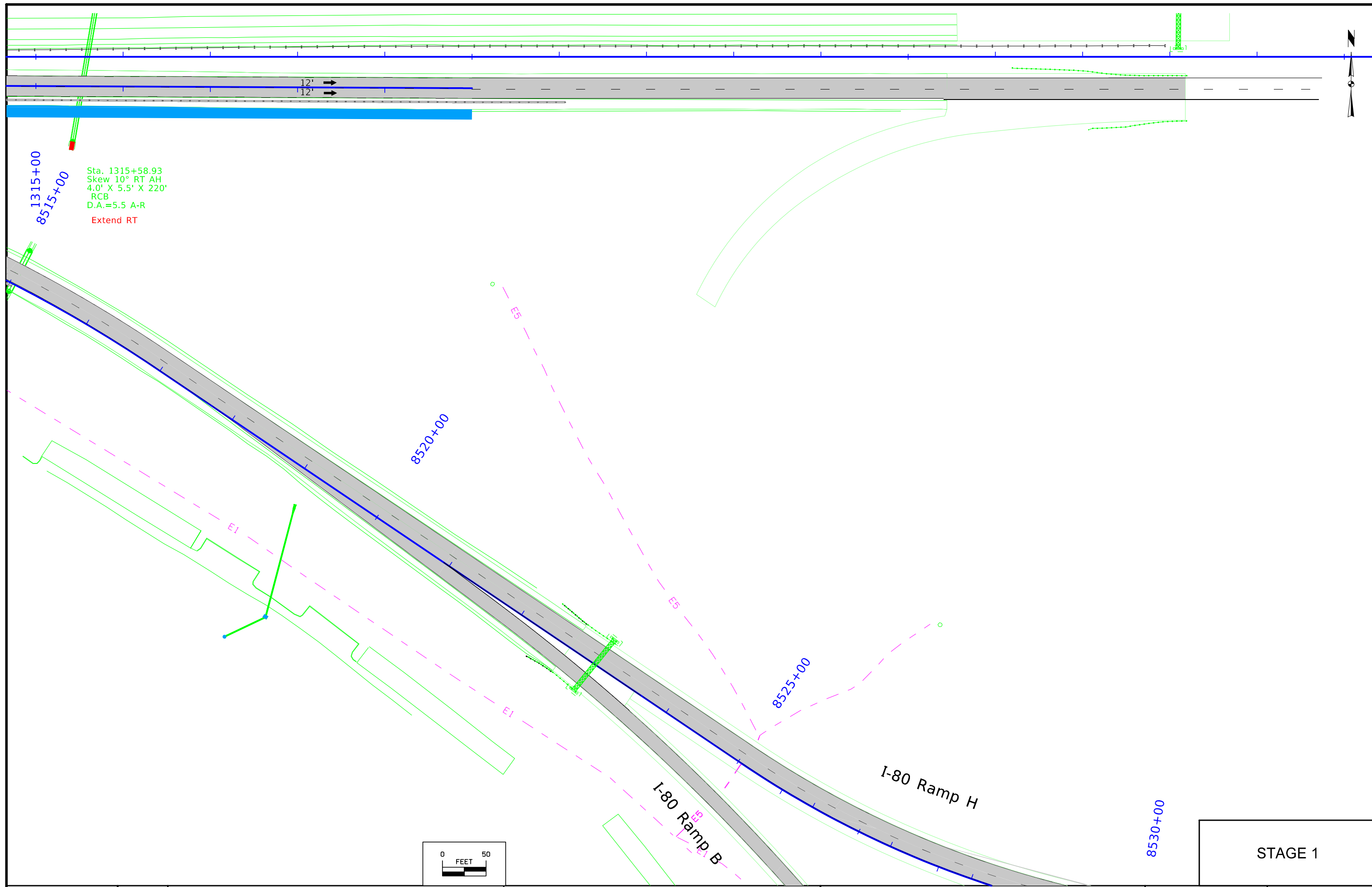
Replace Sign Truss

STAGE 1



STAGE 1





1315+00
8515+00
Sta. 1315+58.93
Skew 10° RT AH
4.0' X 5.5' X 220'
RCB
D.A.=5.5 A-R
Extend RT

8520+00

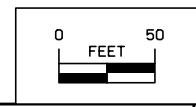
8525+00

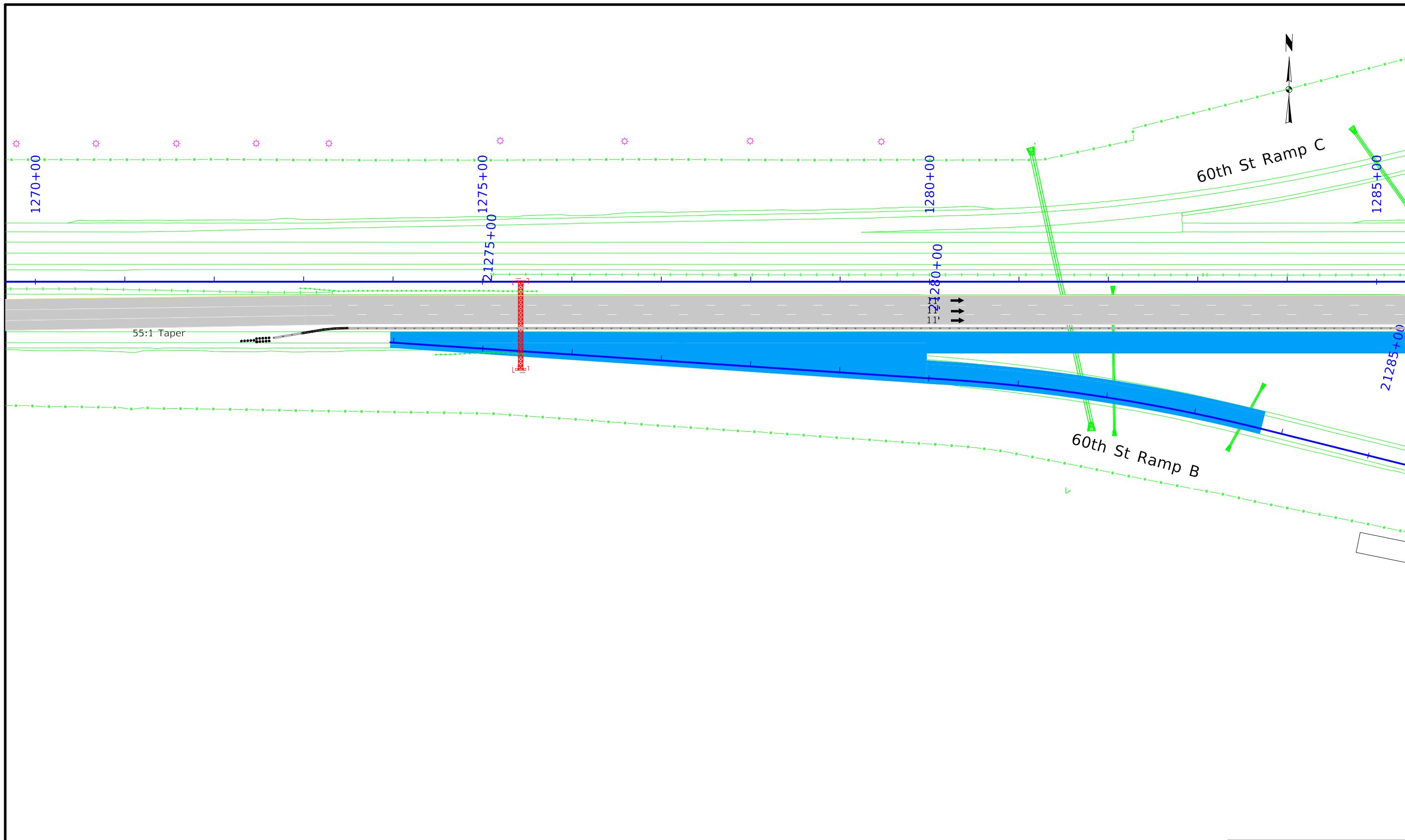
8530+00

I-80 Ramp B

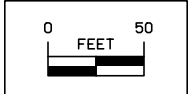
I-80 Ramp H

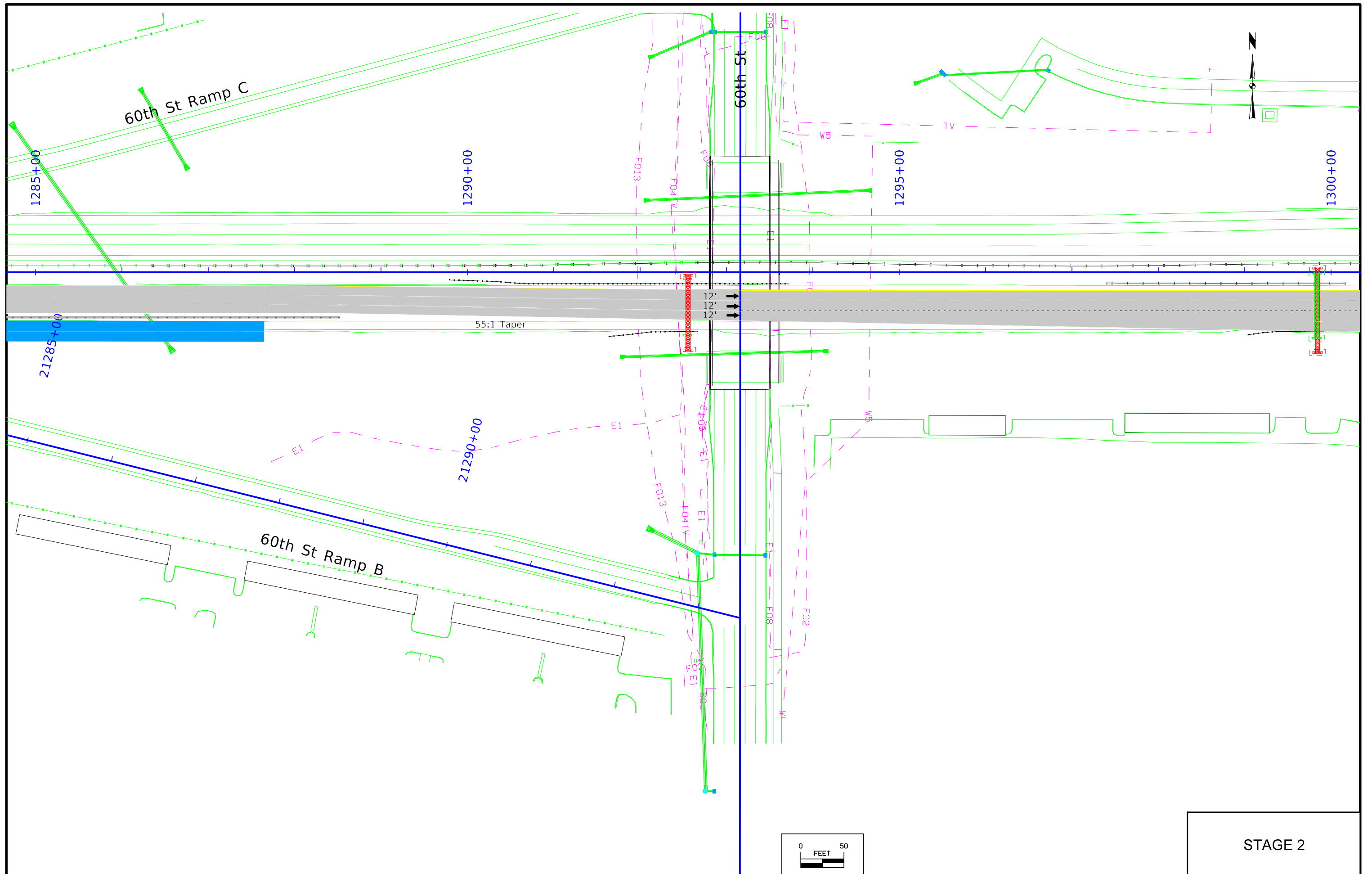
STAGE 1



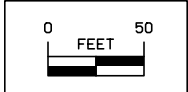
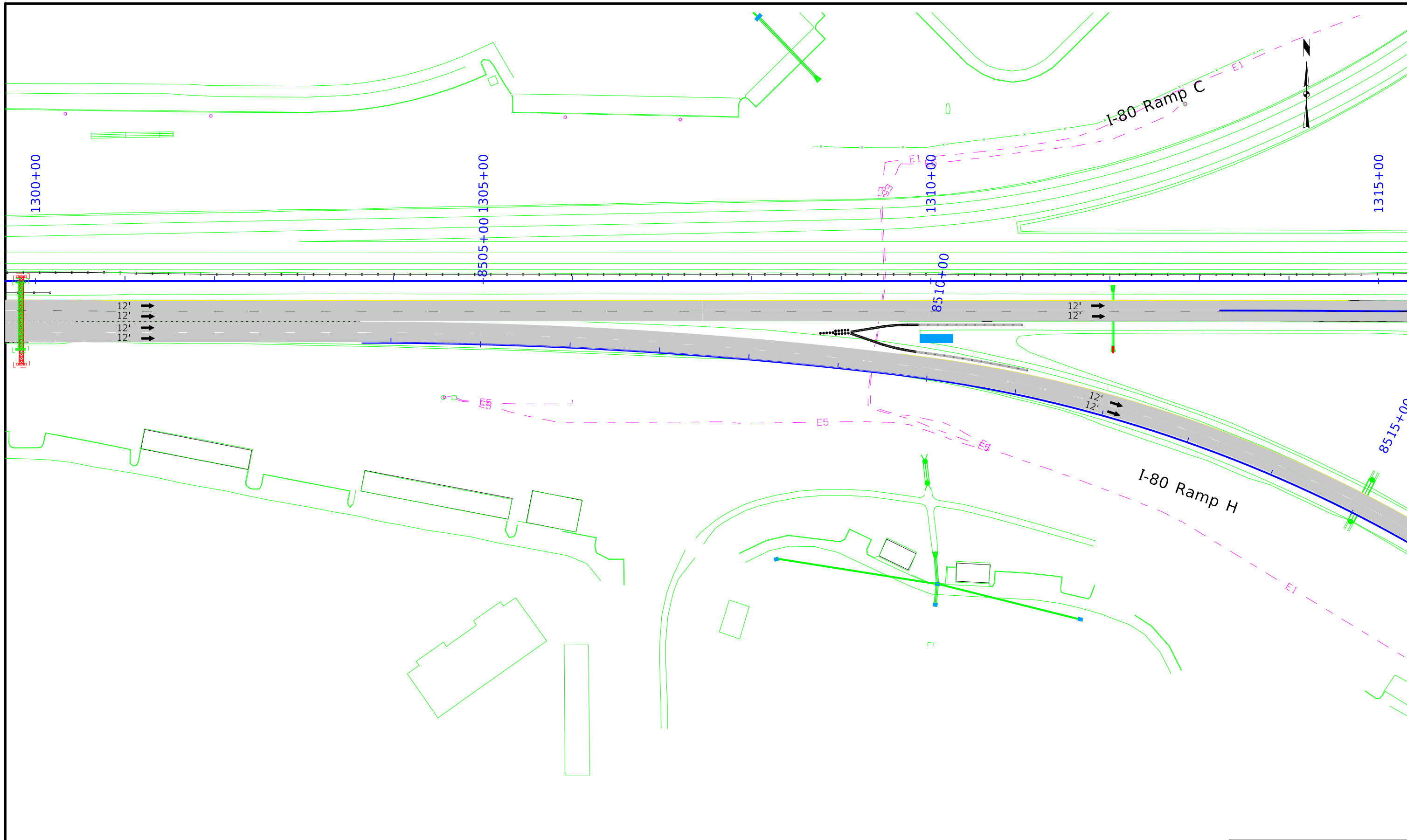


STAGE 2

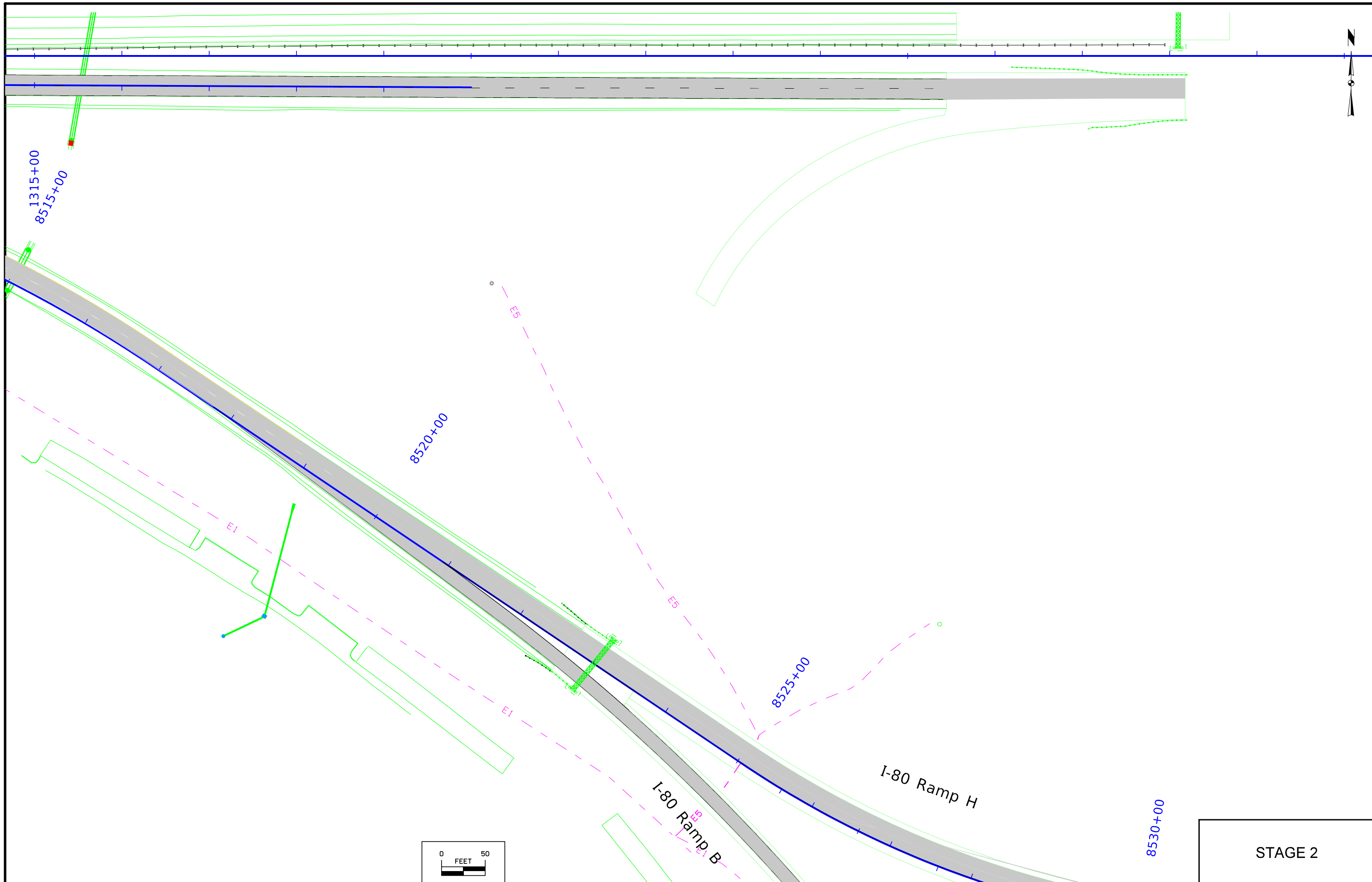




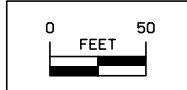
STAGE 2

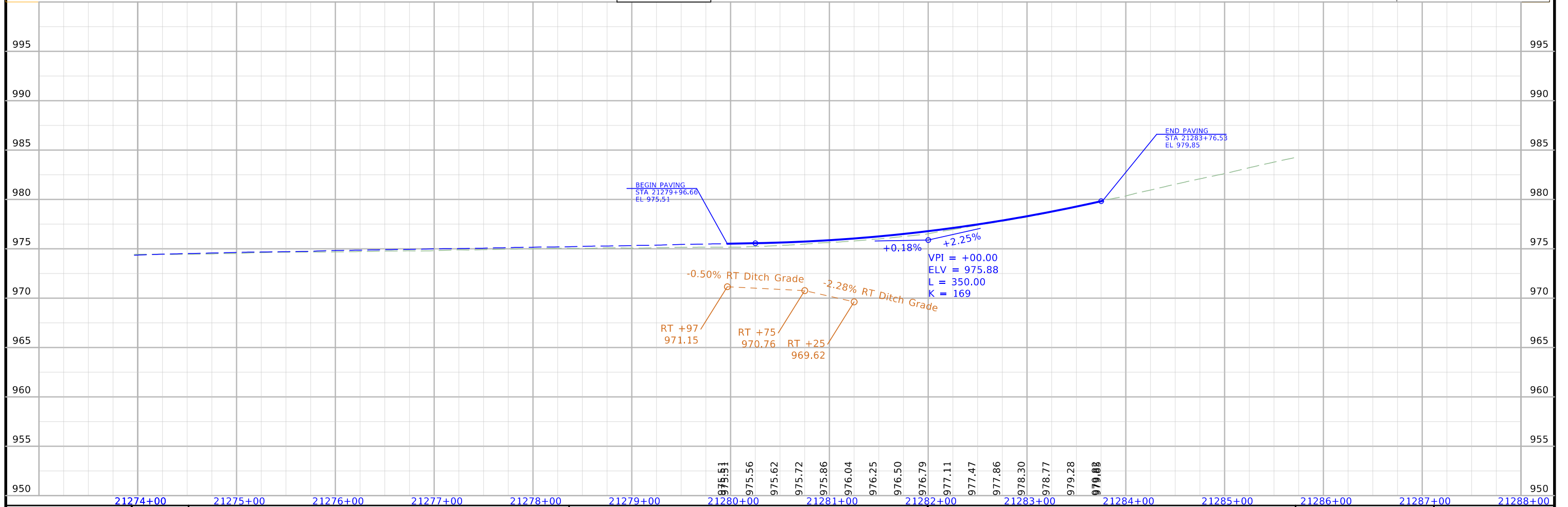
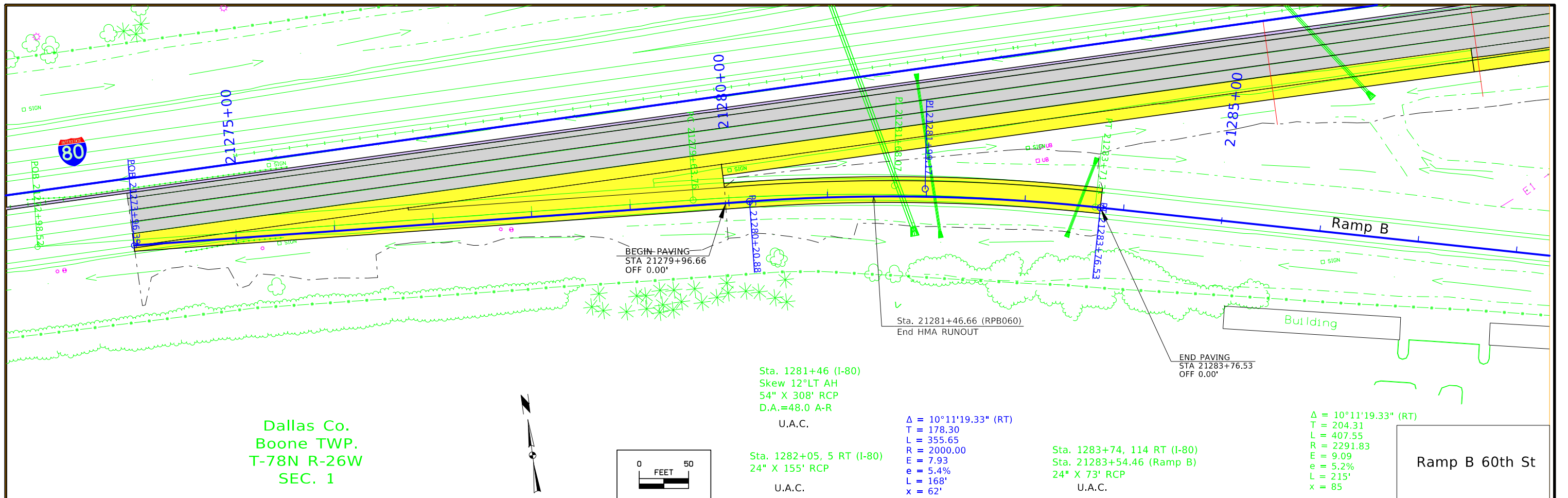


STAGE 2

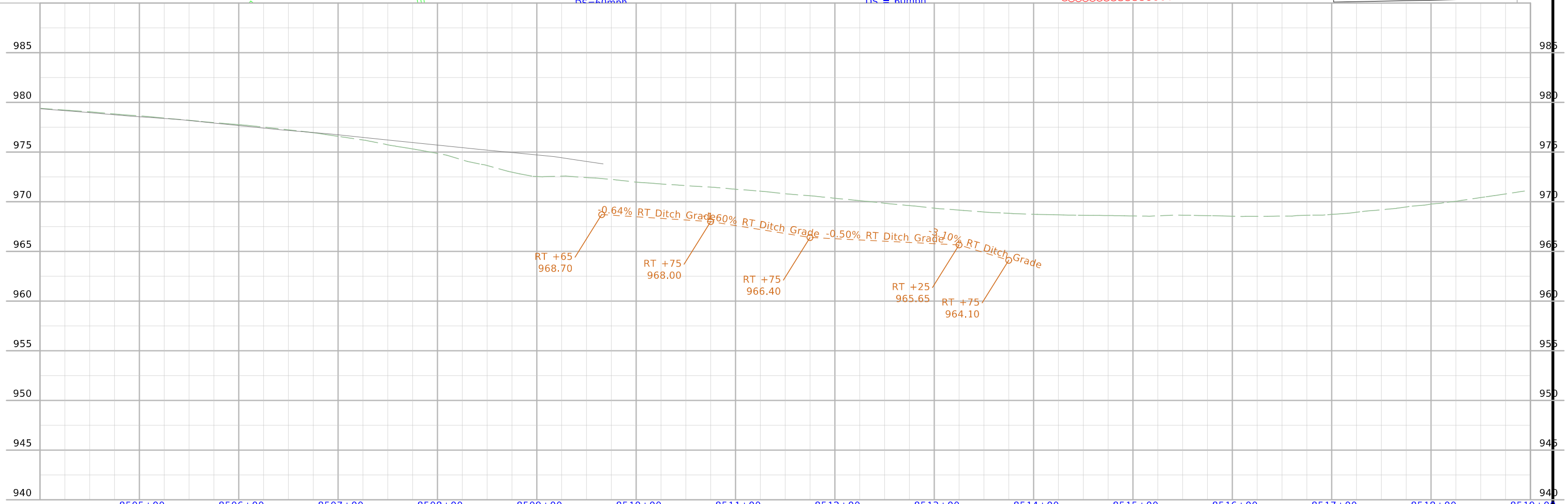
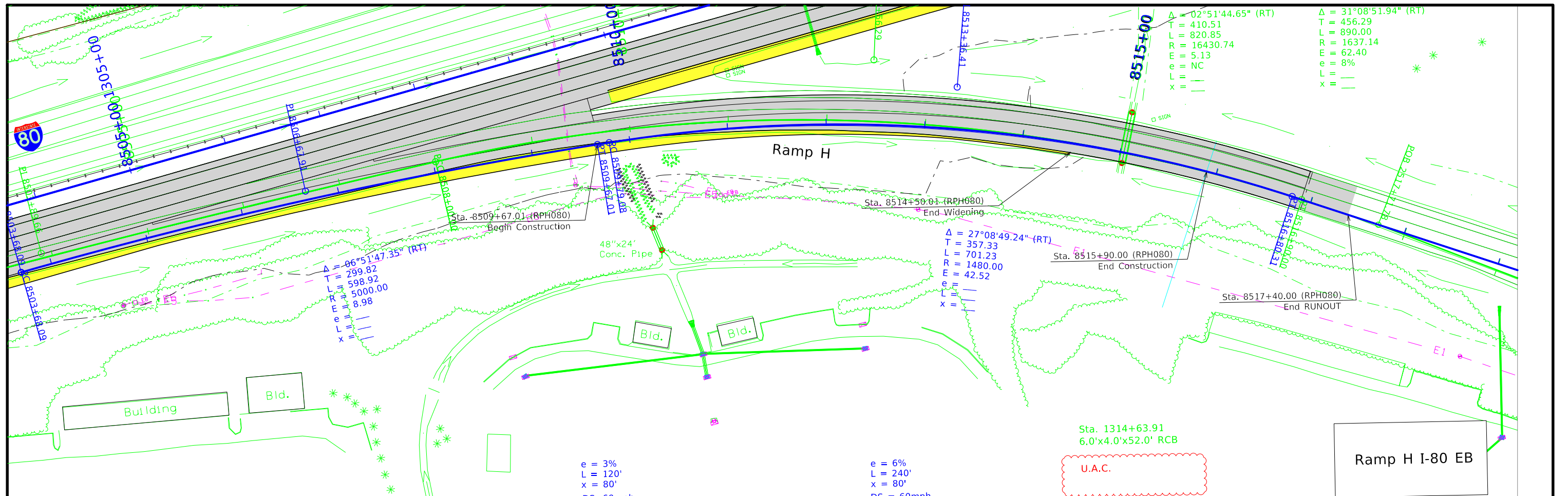


STAGE 2



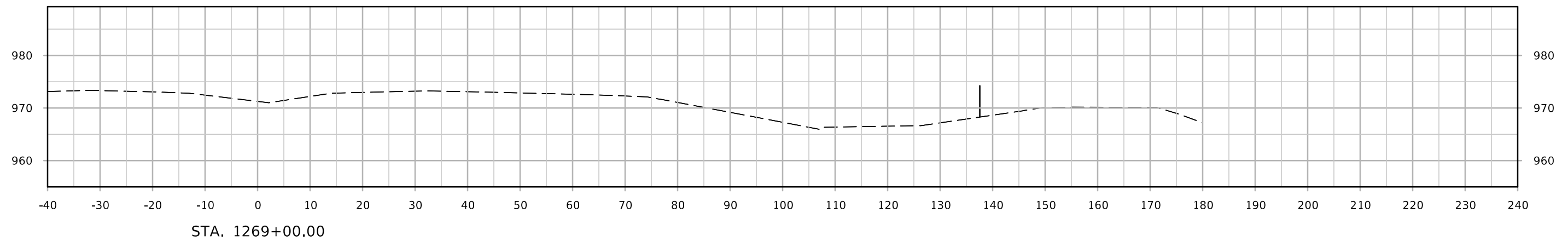
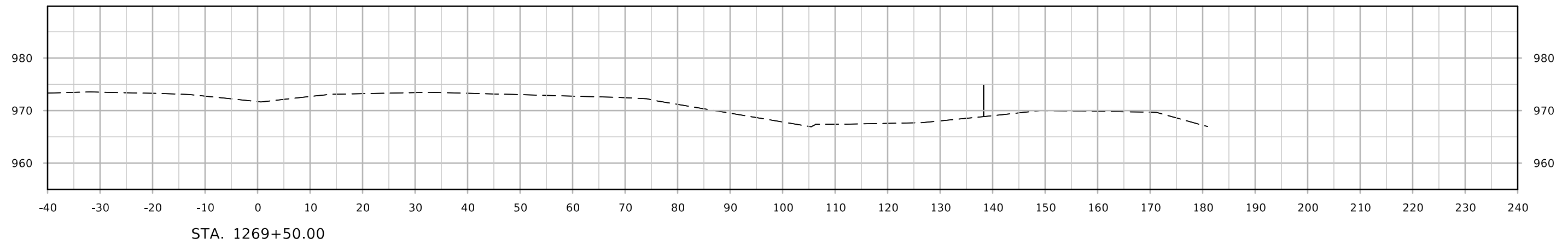
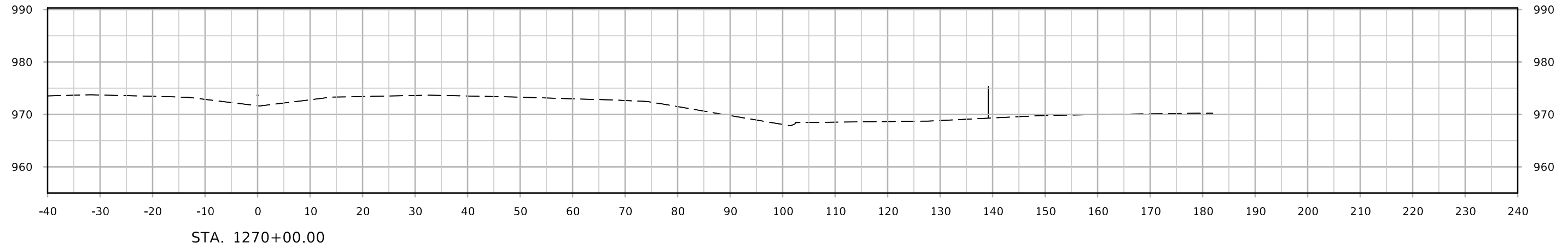


FILE NO. -	ENGLISH	DESIGN TEAM Strum/Janus	Polk COUNTY	PROJECT NUMBER IMX-080-3(309)122--02-77	SHEET NUMBER K.1
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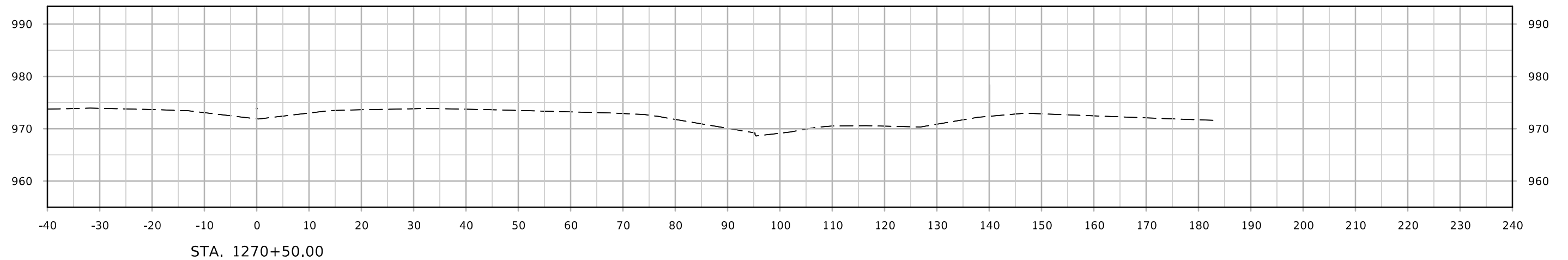
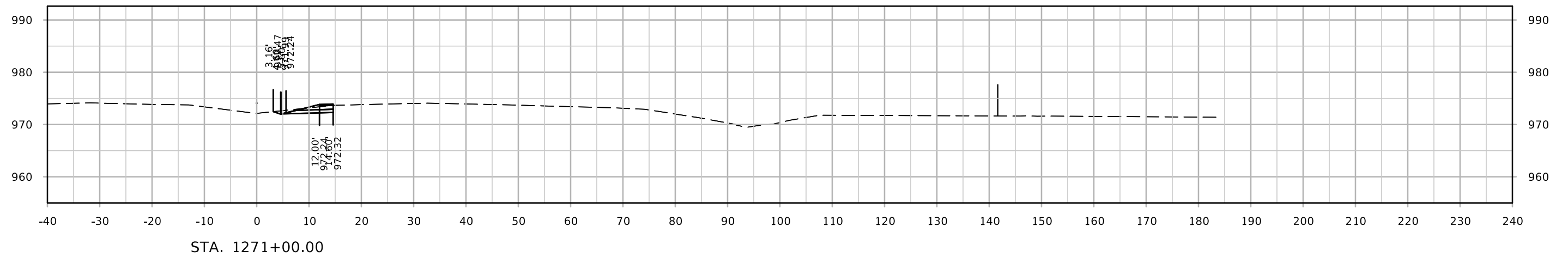
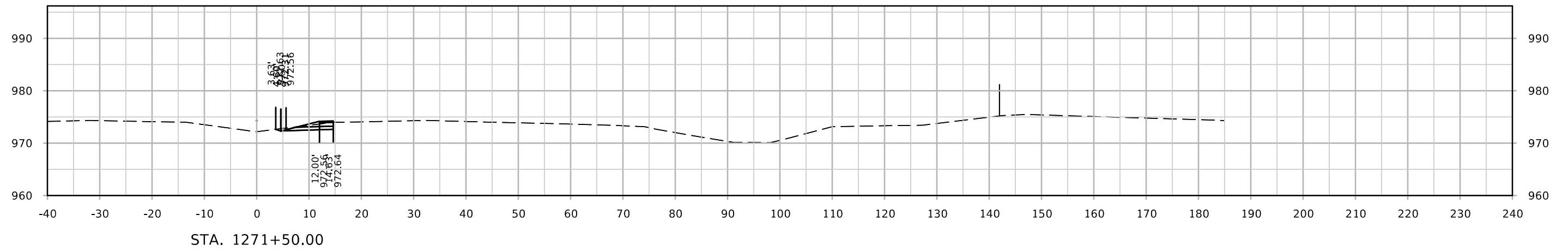


FILE NO. -	ENGLISH	DESIGN TEAM Strum/Janus	Polk COUNTY	PROJECT NUMBER IMX-080-3(309)122--02-77	SHEET NUMBER K.2
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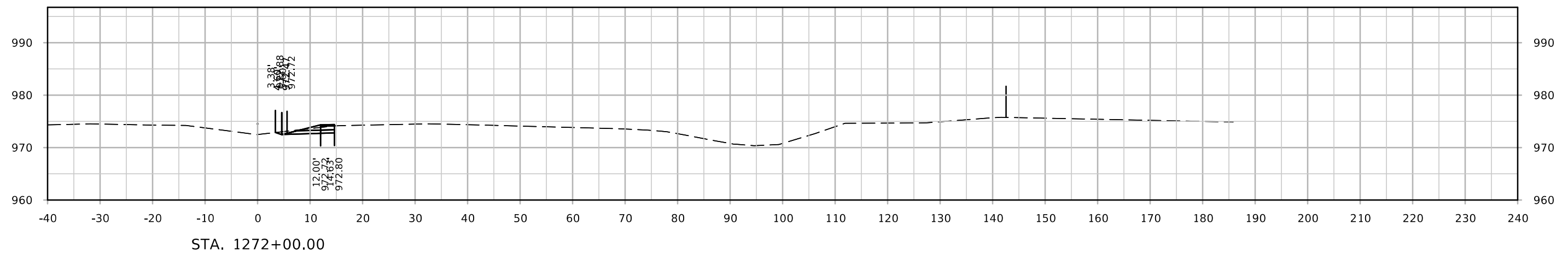
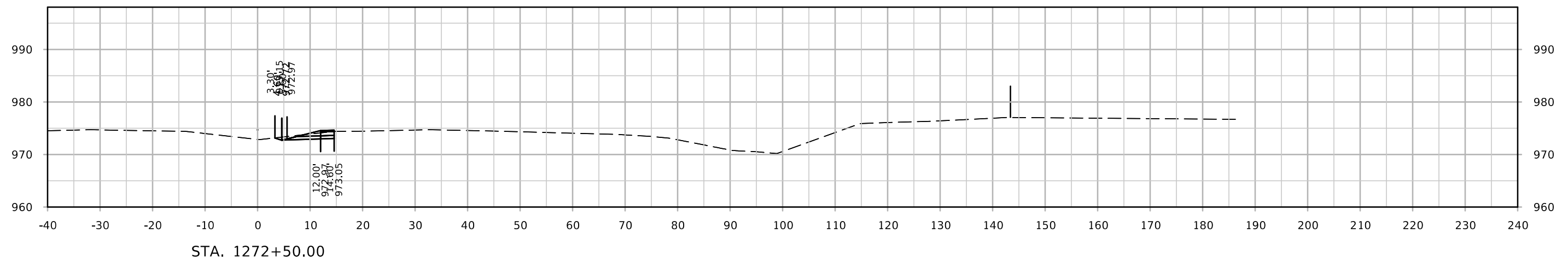
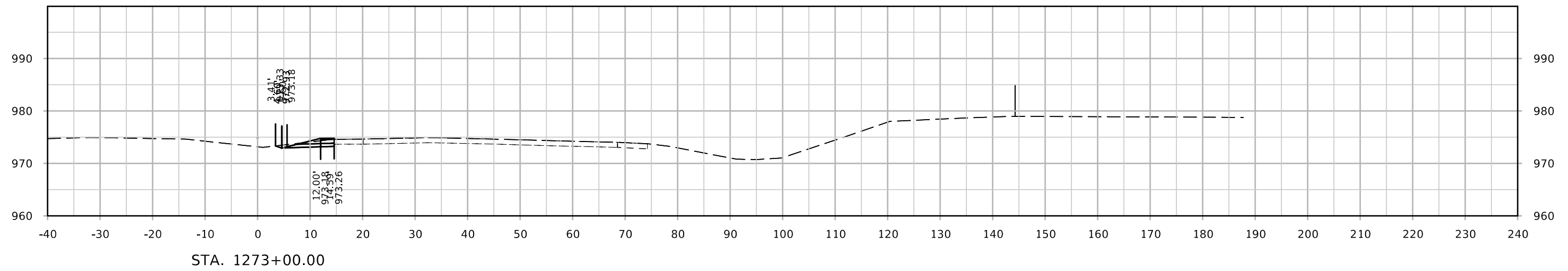
ML - I-80



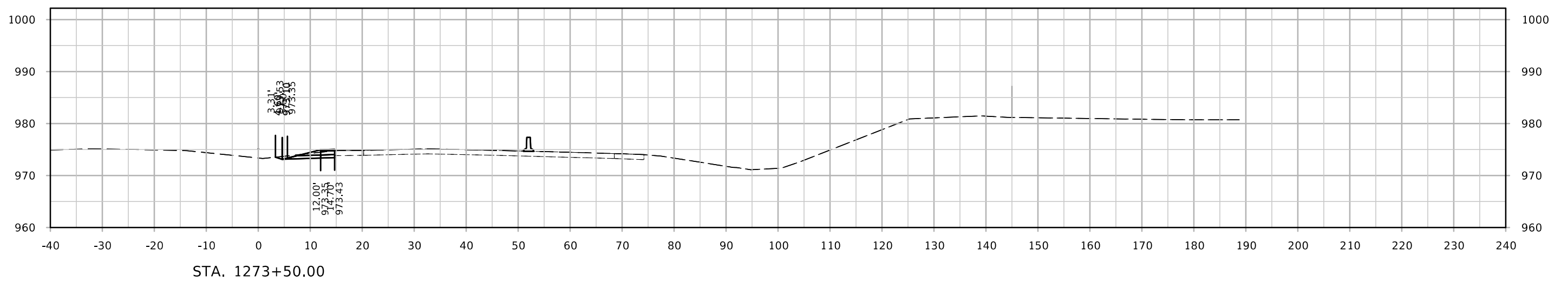
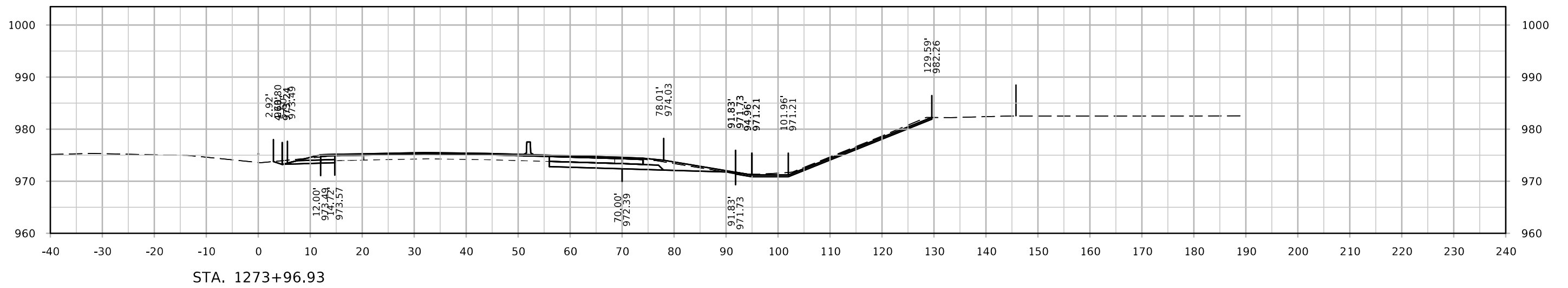
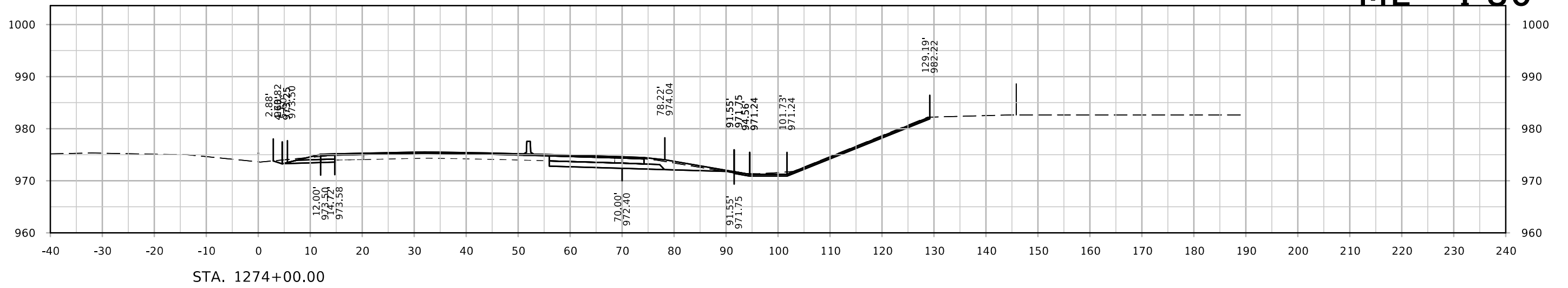
ML - I-80



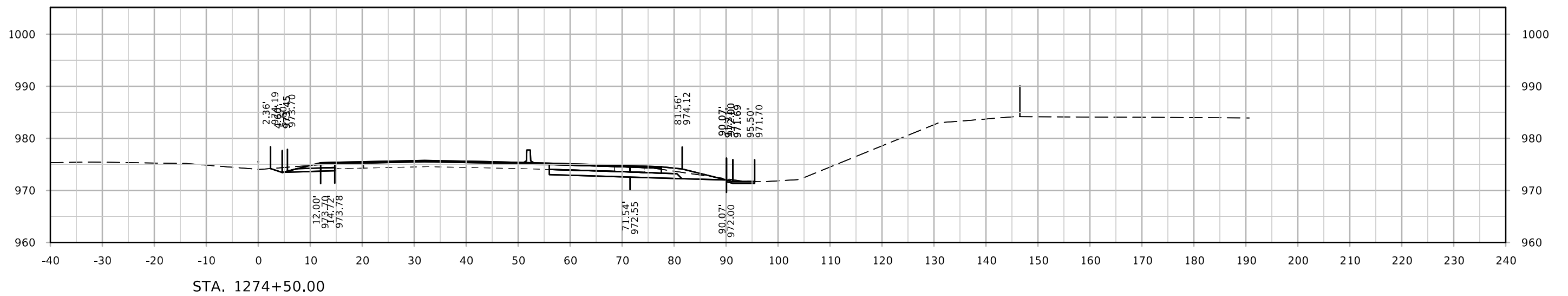
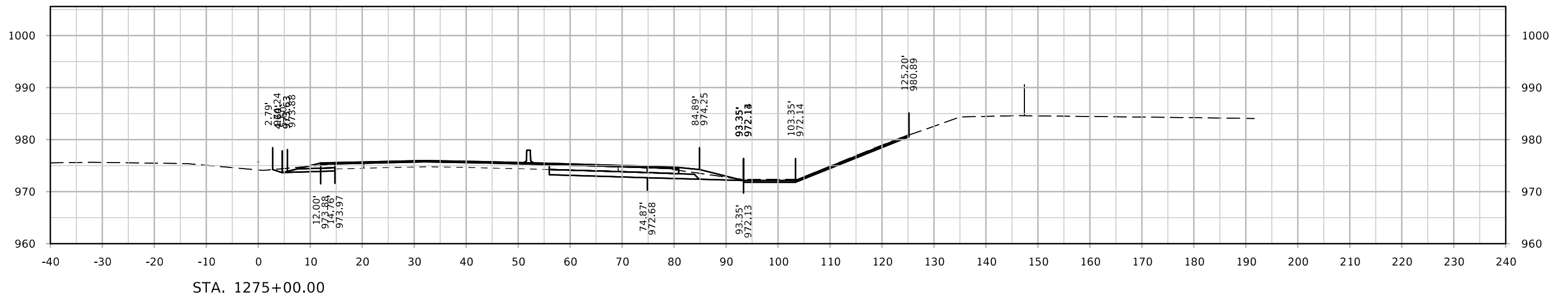
ML - I-80



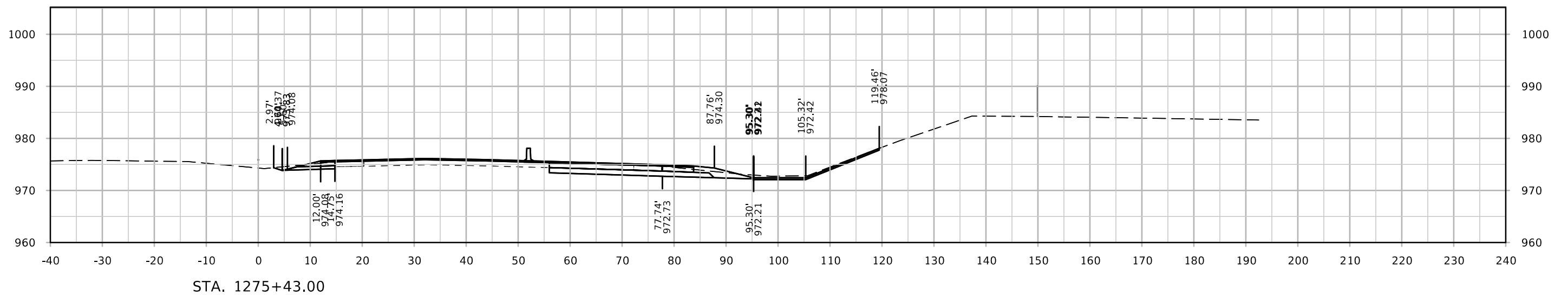
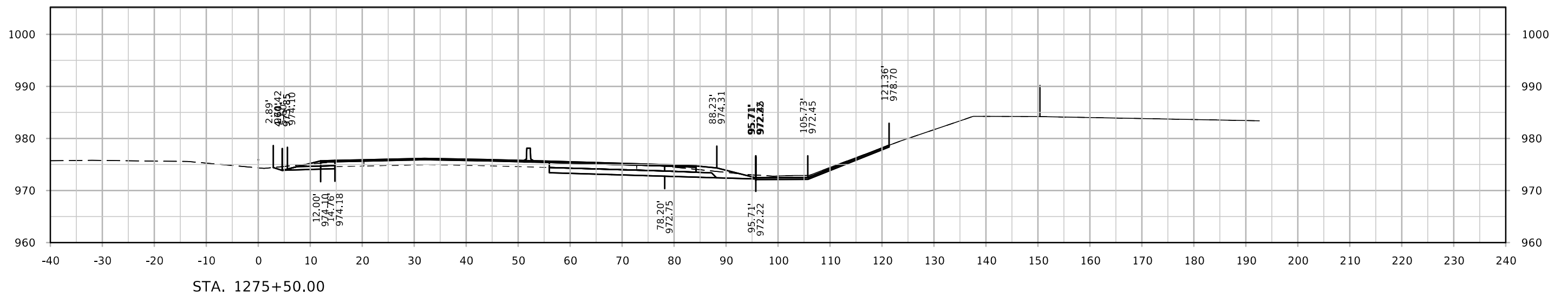
ML - I-80



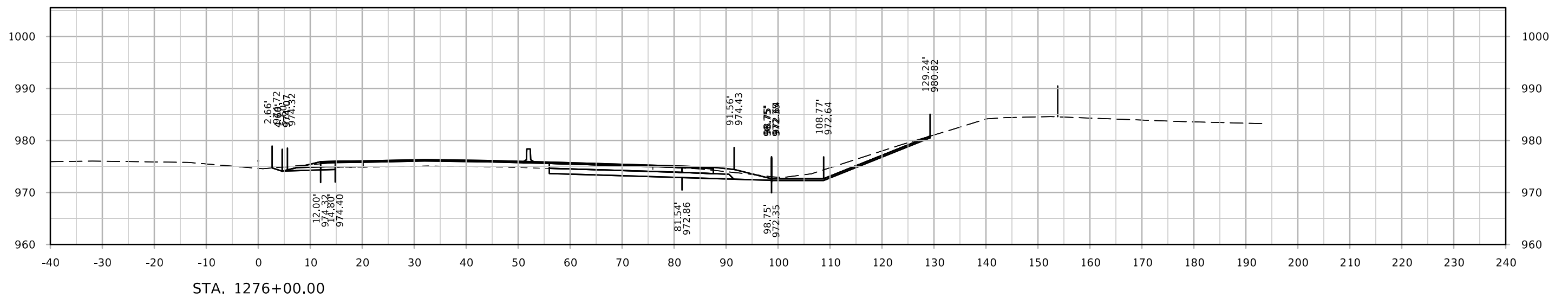
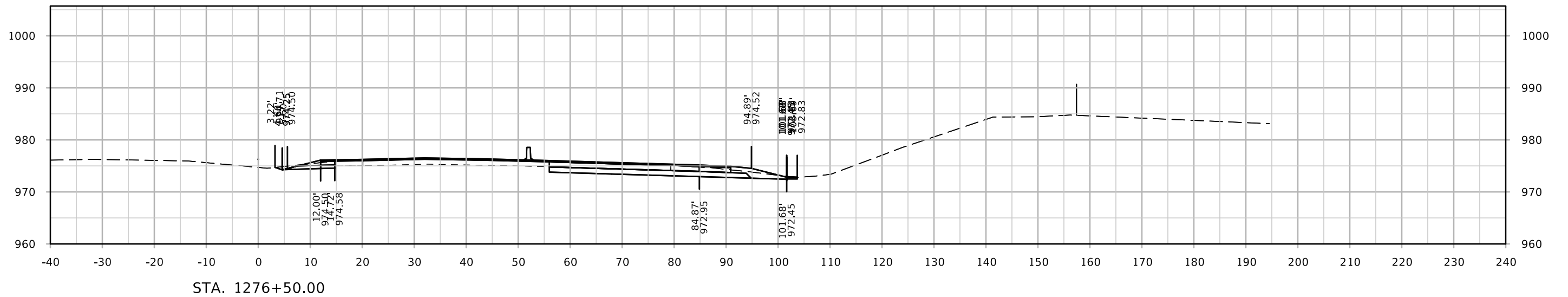
ML - I-80



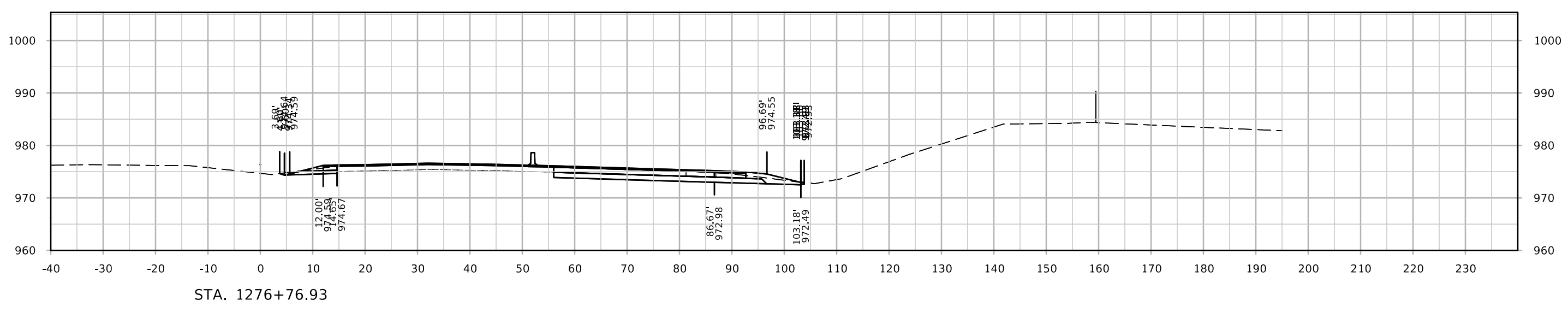
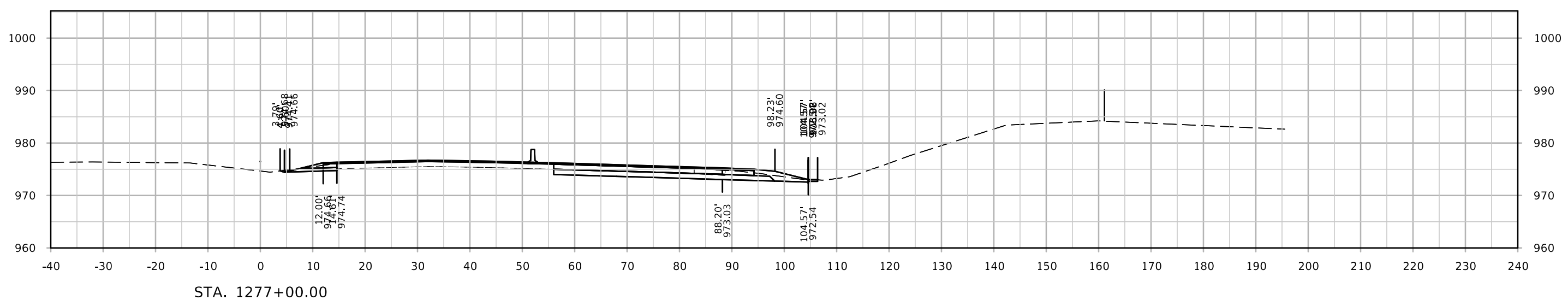
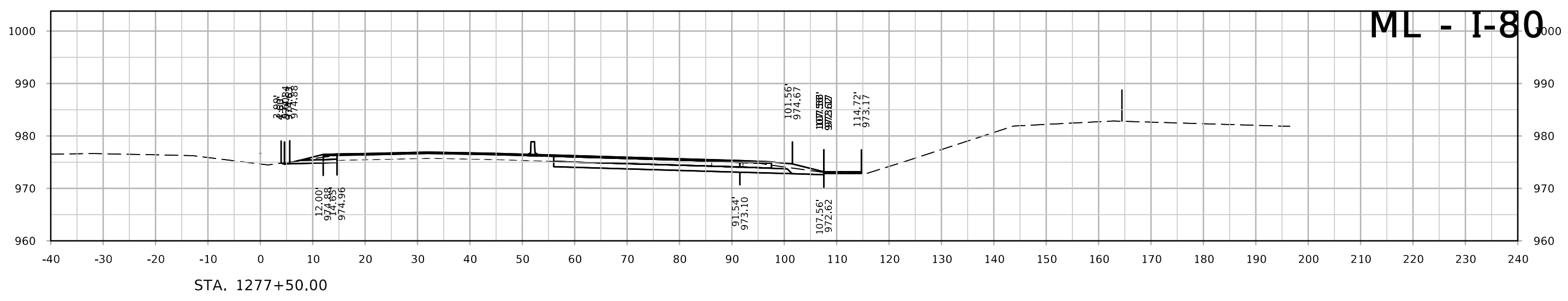
ML - I-80



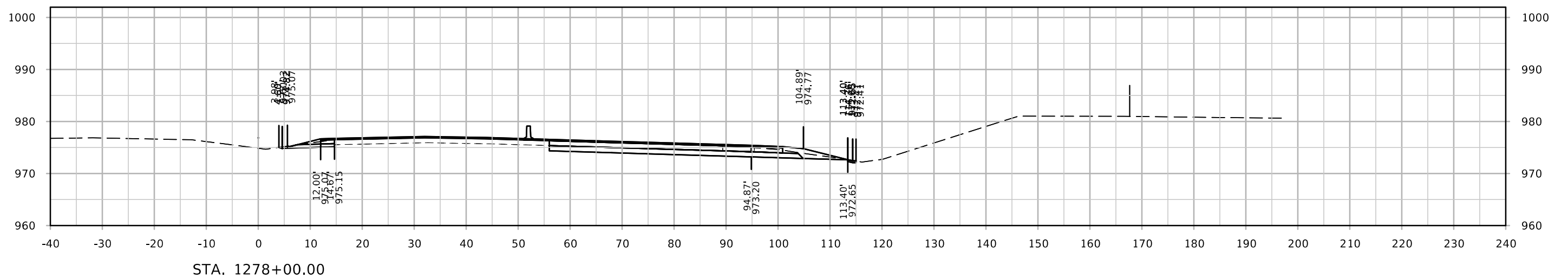
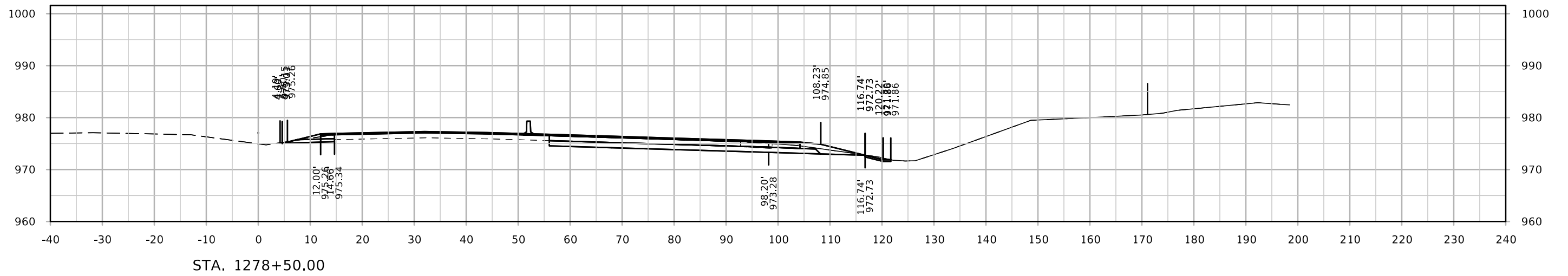
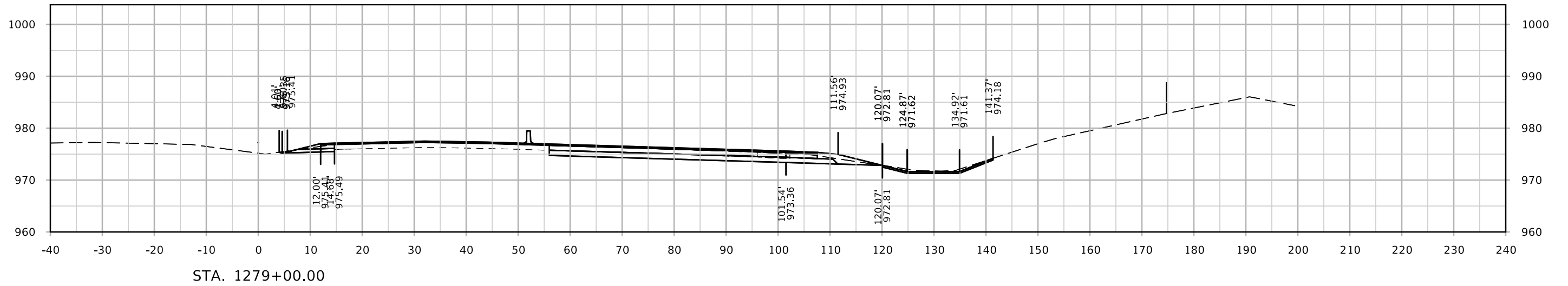
ML - I-80



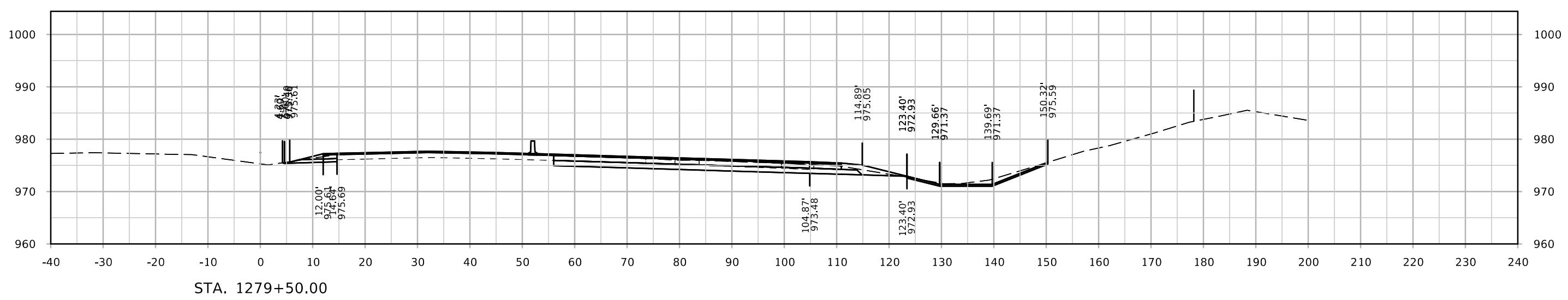
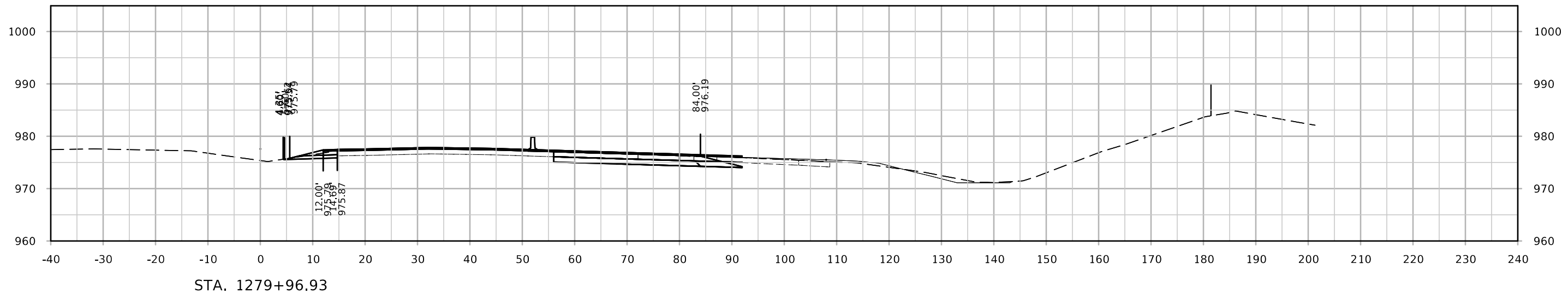
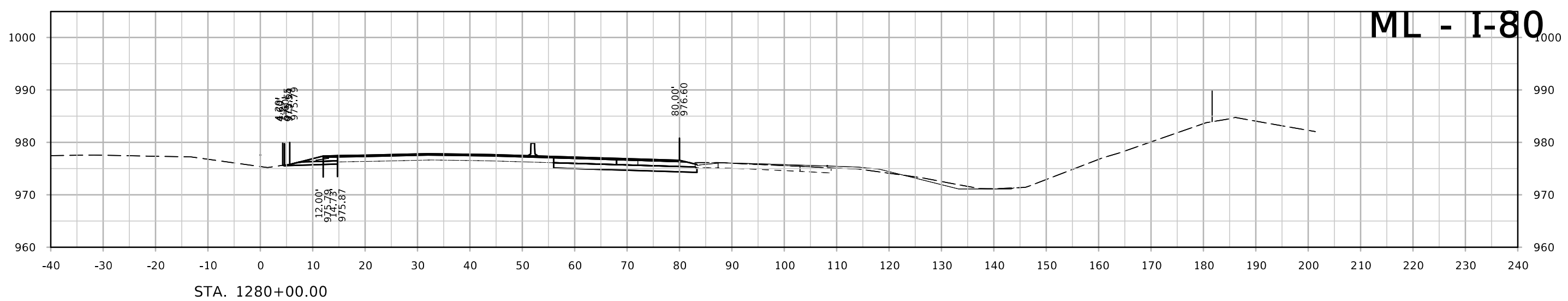
ML - I-80



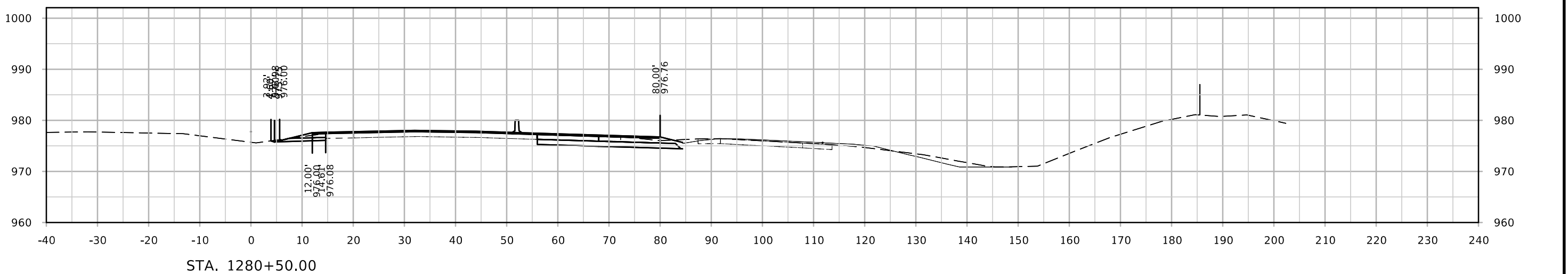
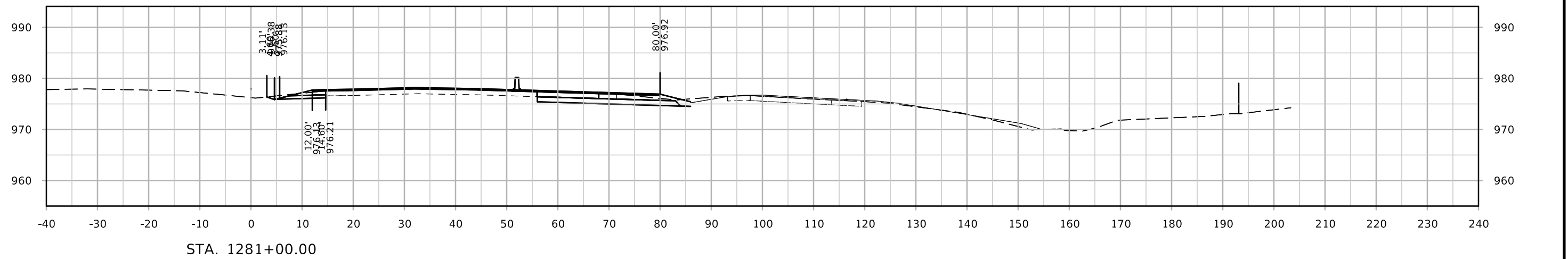
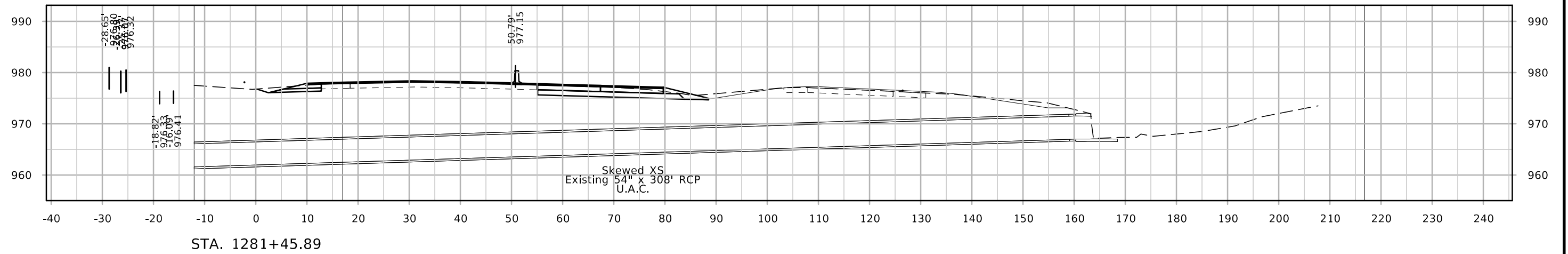
ML - I-80



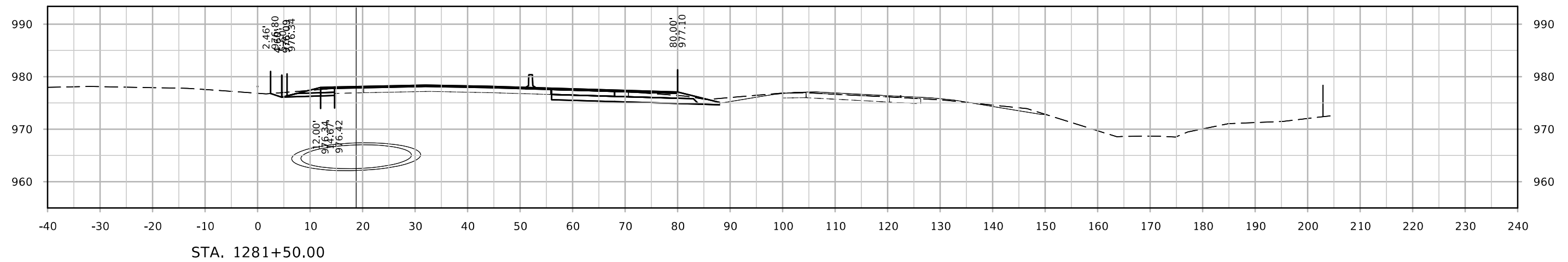
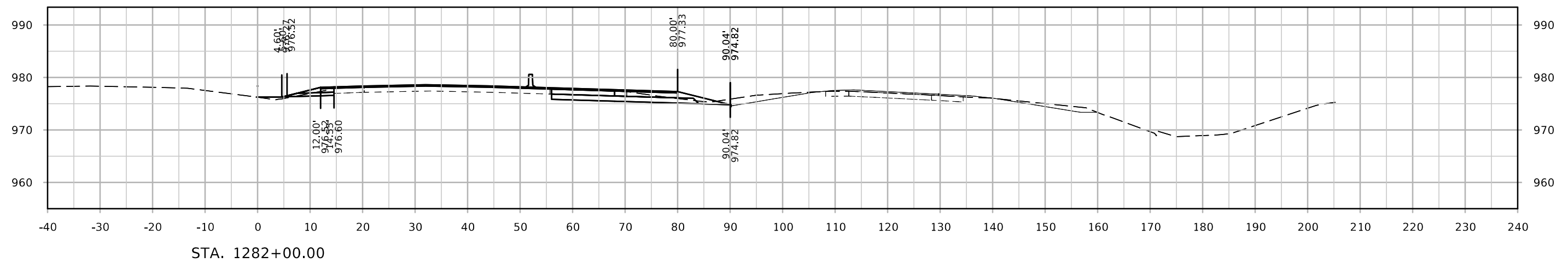
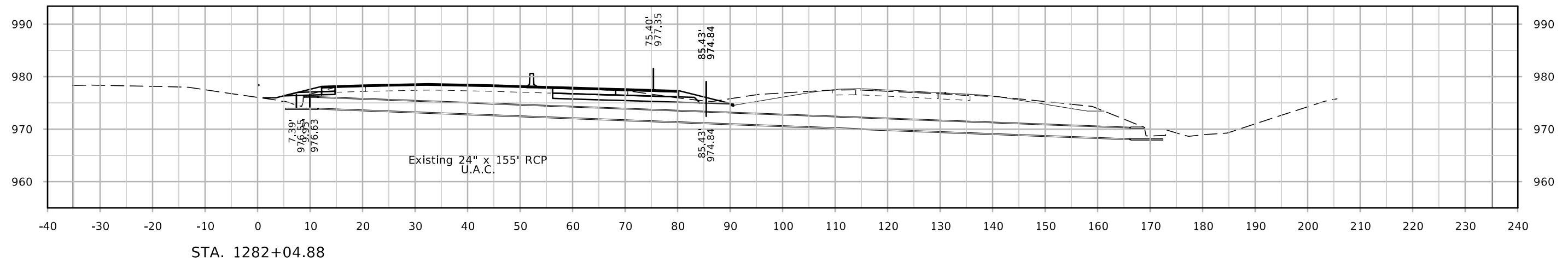
ML - I-80



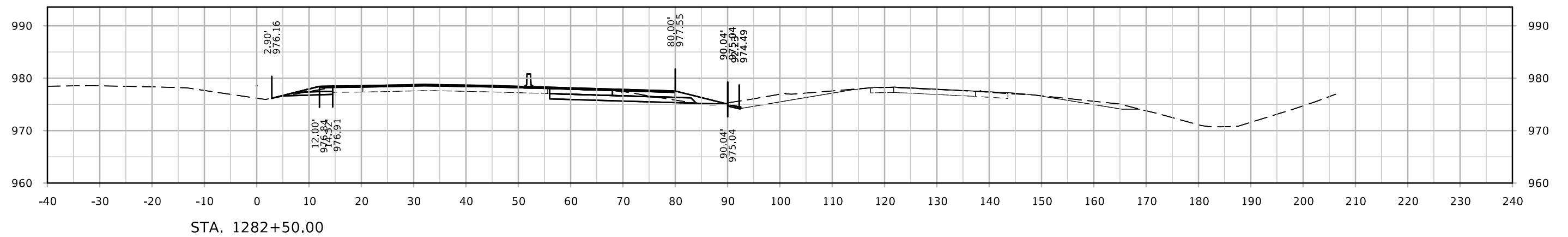
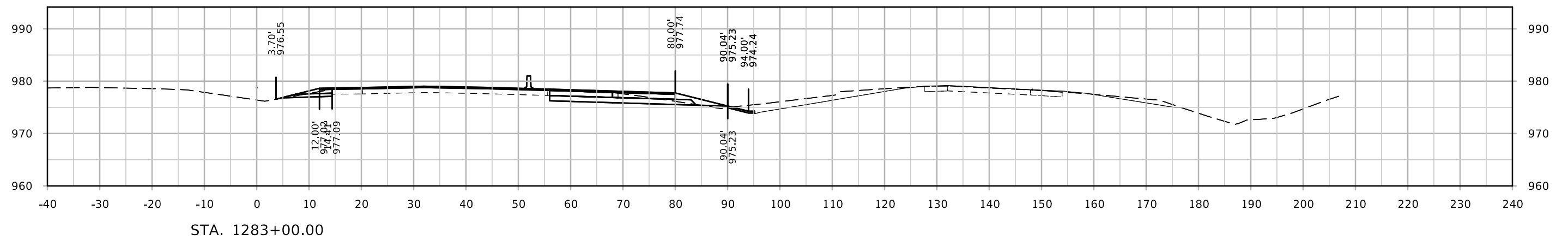
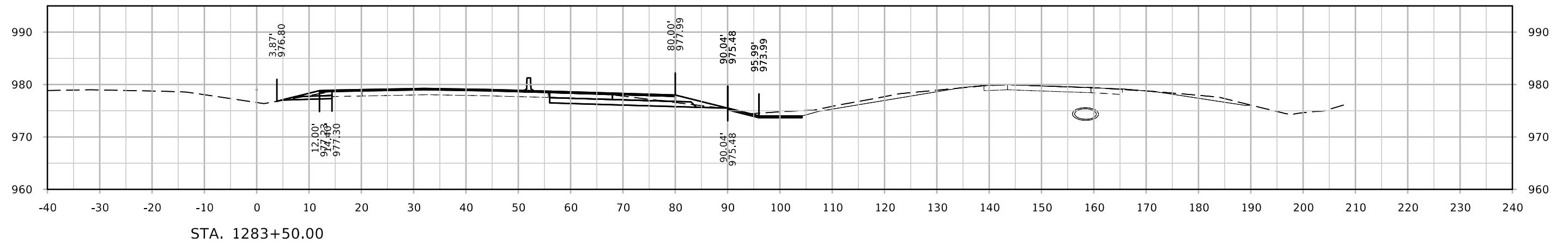
ML - I-80



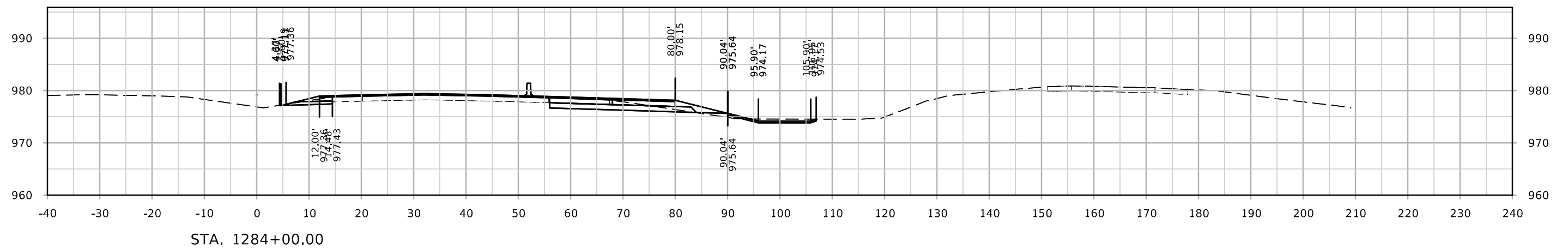
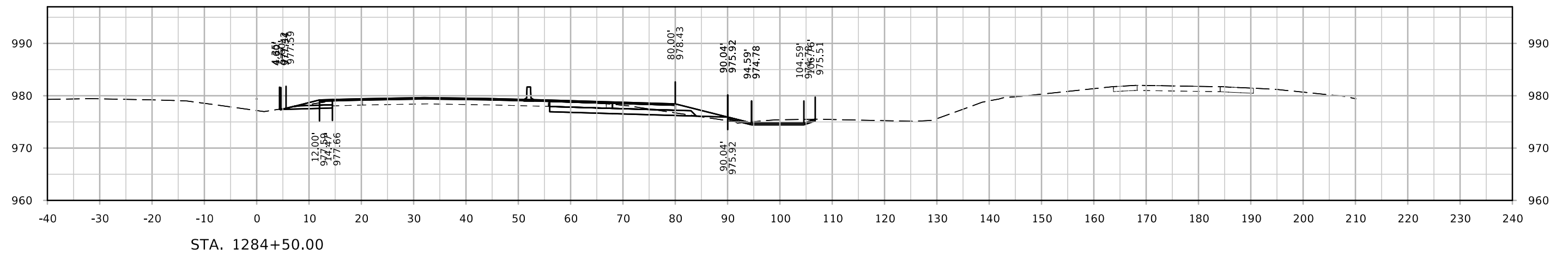
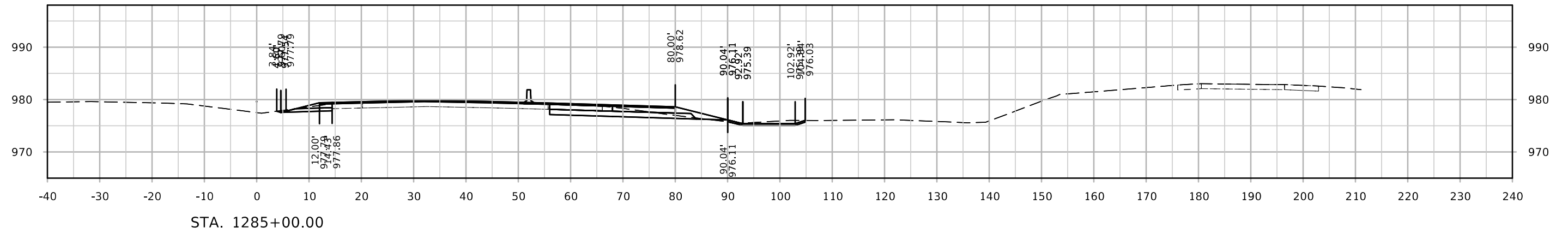
ML - I-80



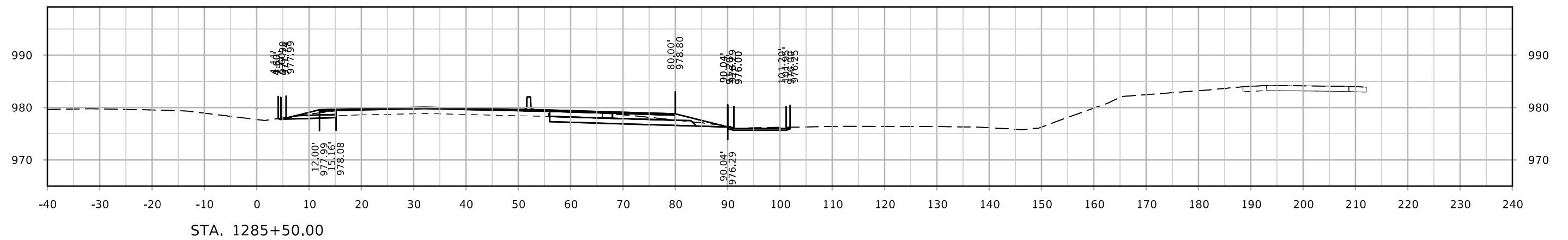
ML - I-80



ML - I-80

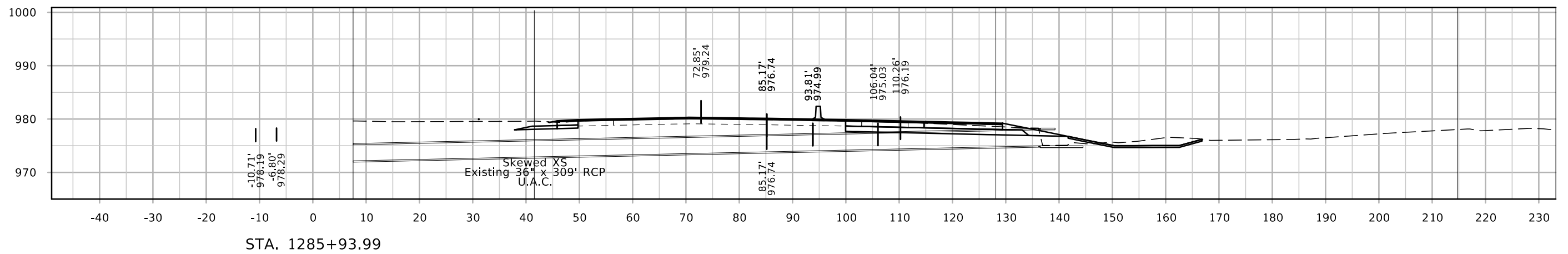
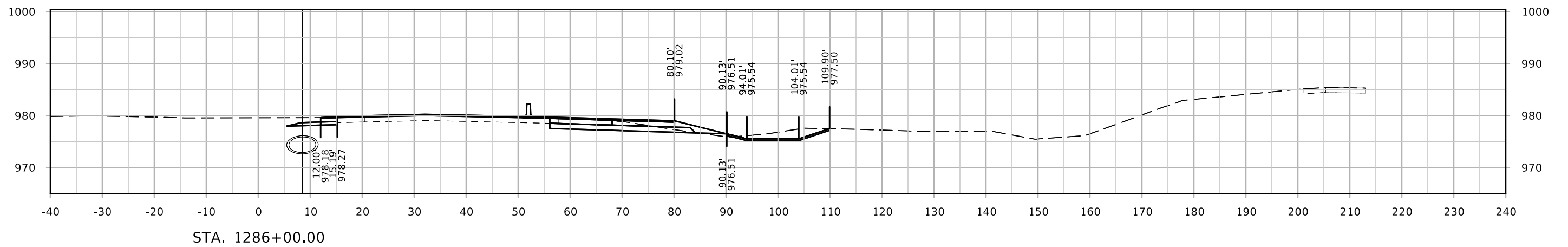
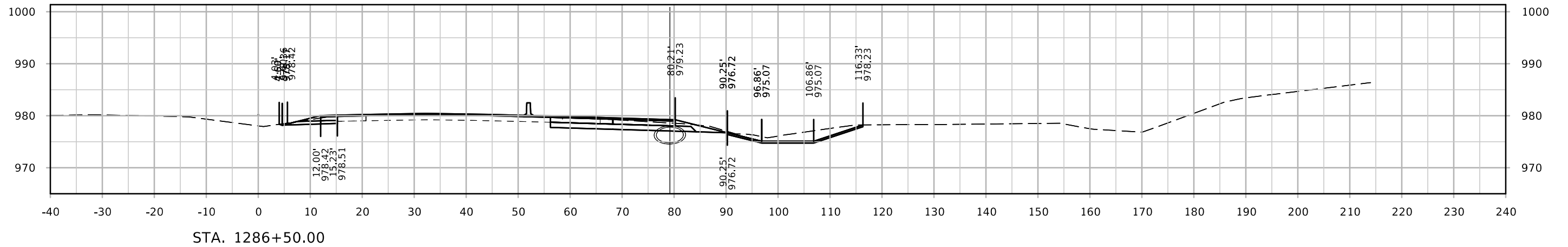


ML - I-80

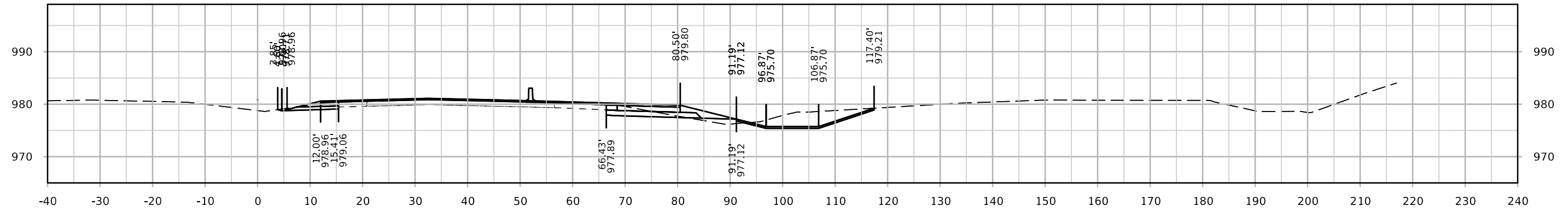


STA. 1285+50.00

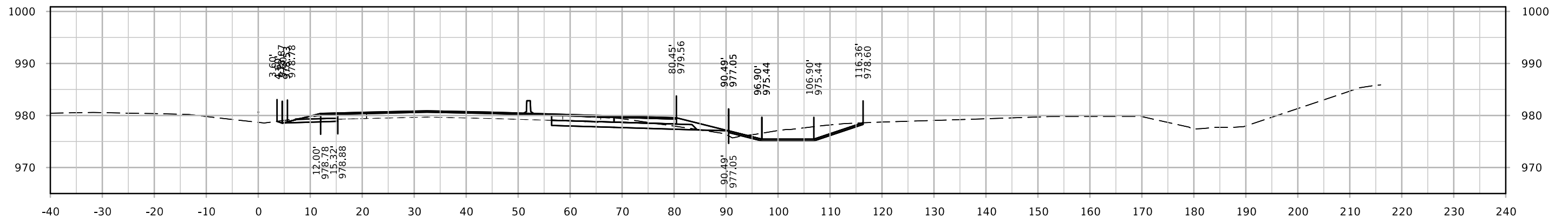
ML - I-80



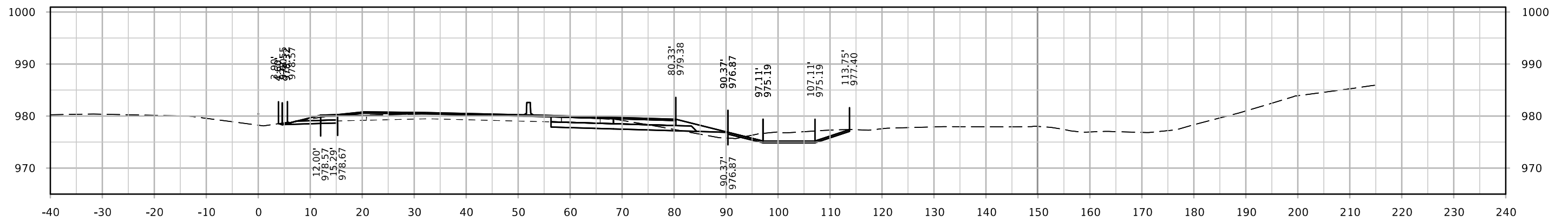
ML - I-80



STA. 1288+00.00

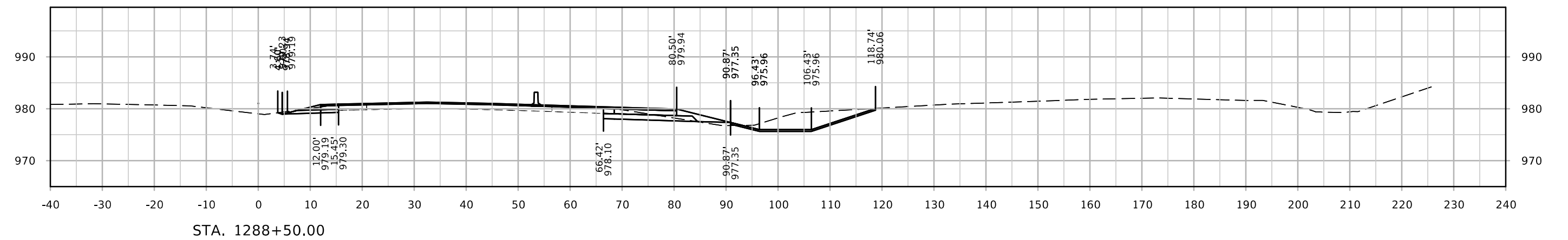
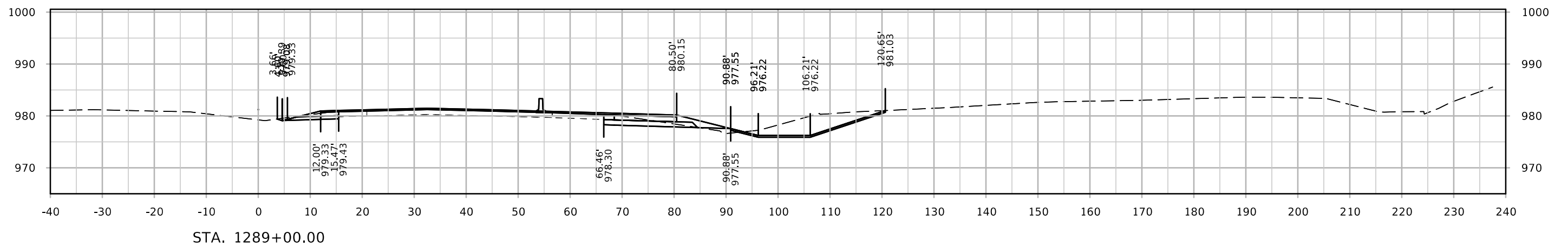
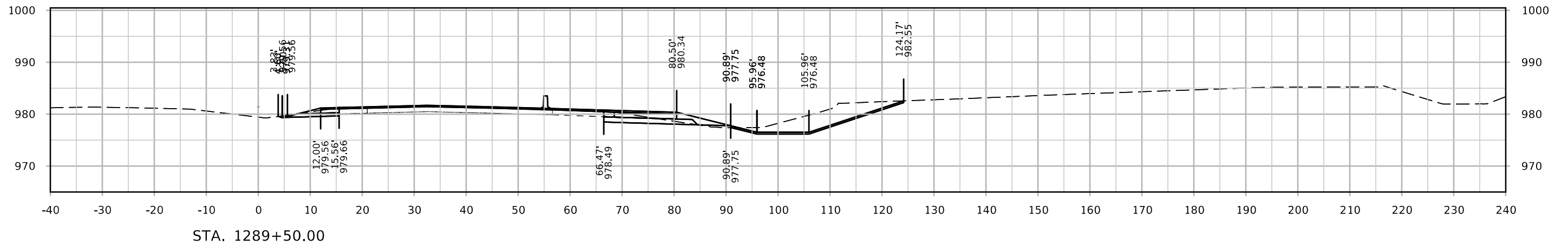


STA. 1287+50.00

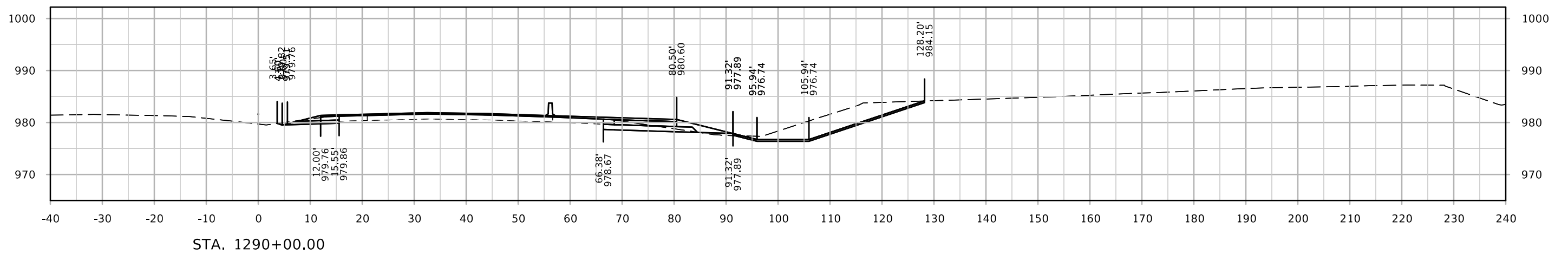
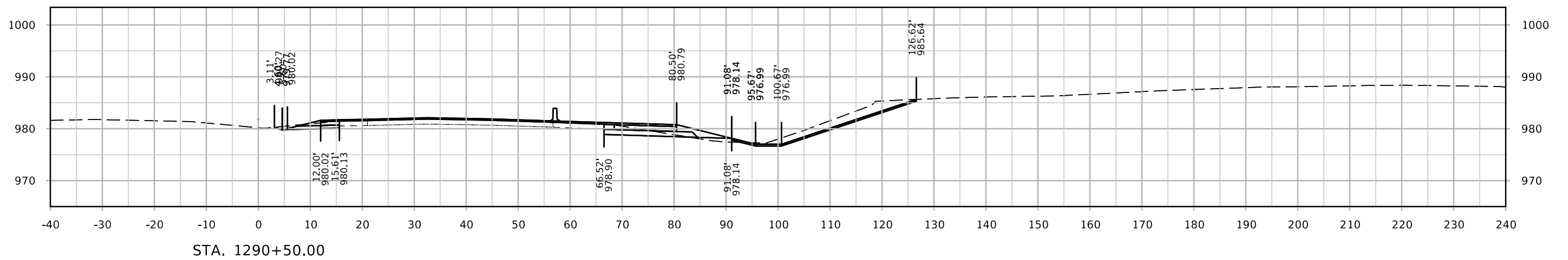
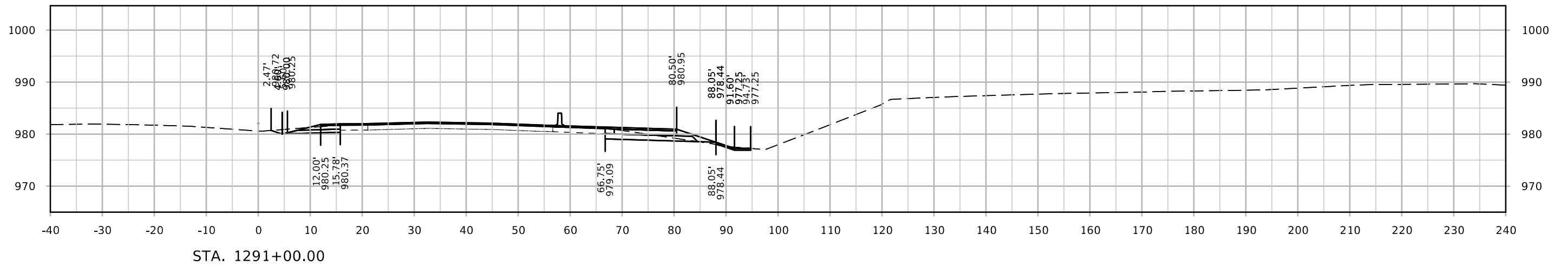


STA. 1287+00.00

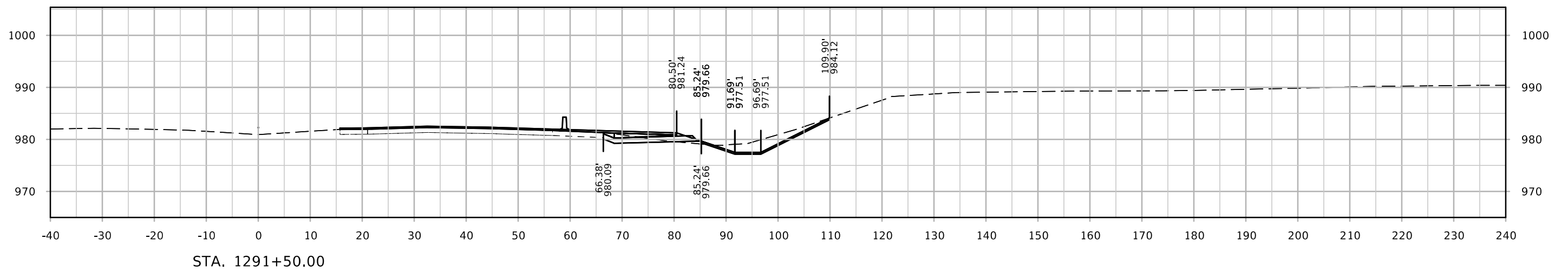
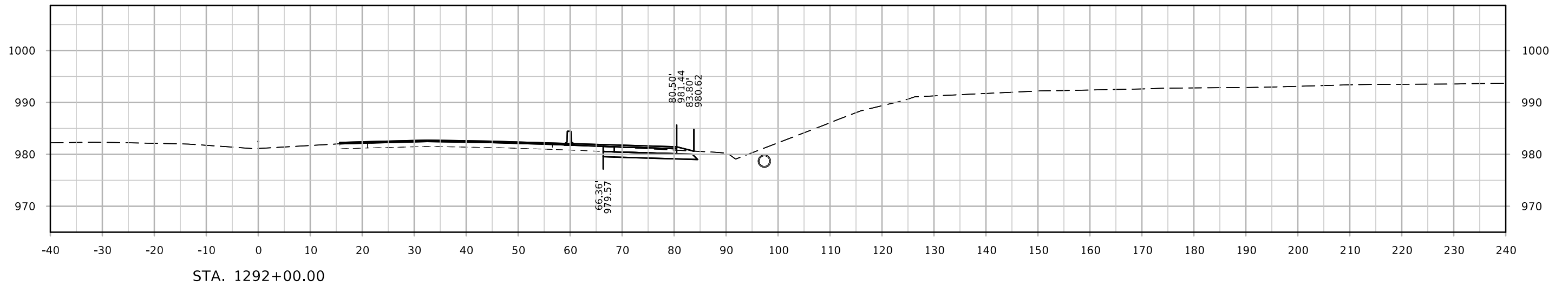
ML - I-80



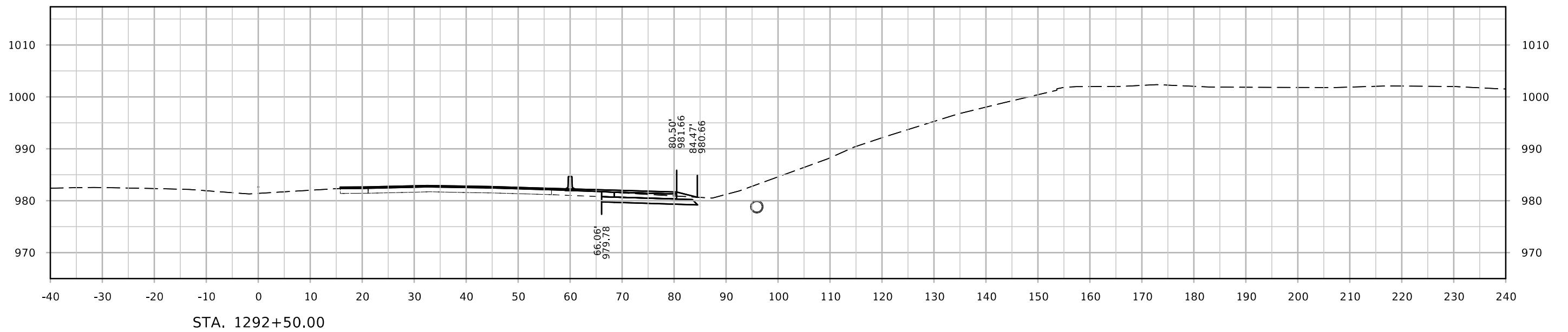
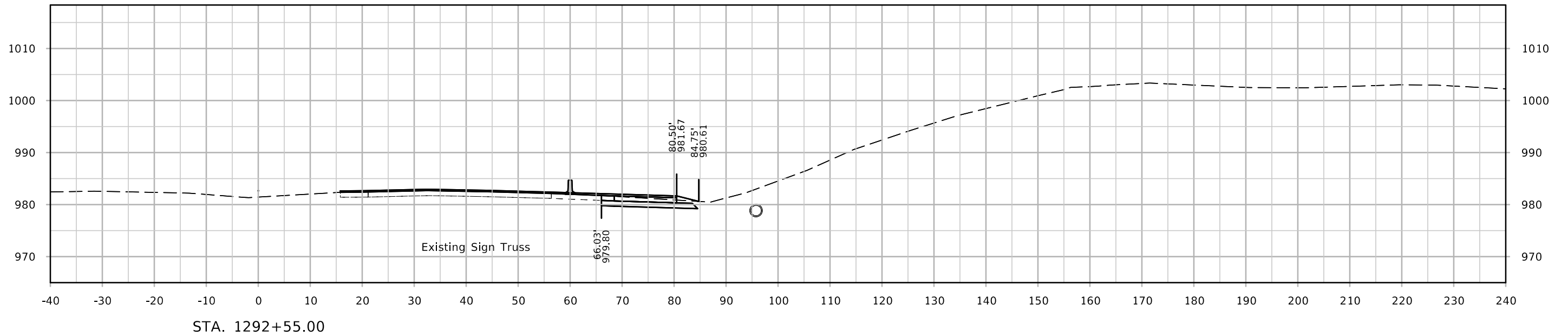
ML - I-80



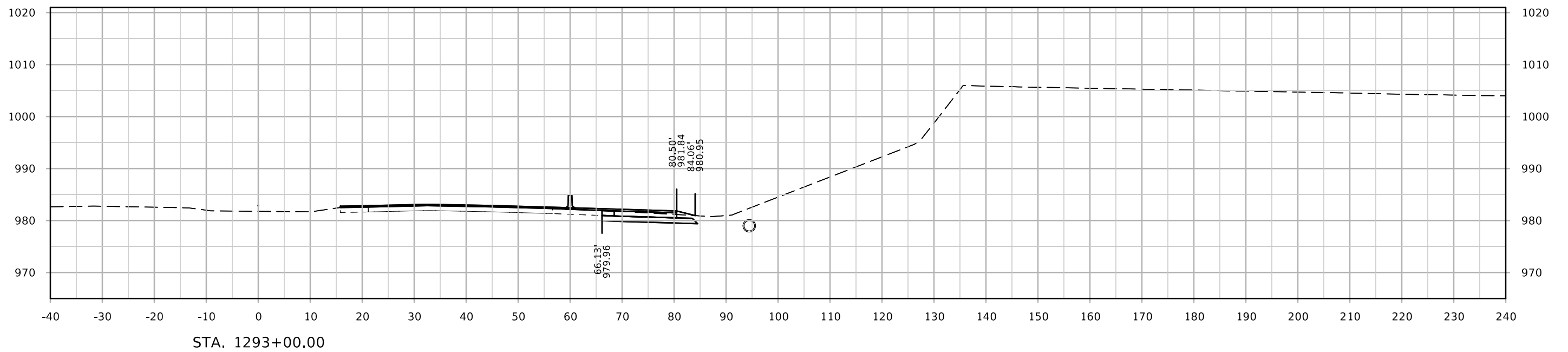
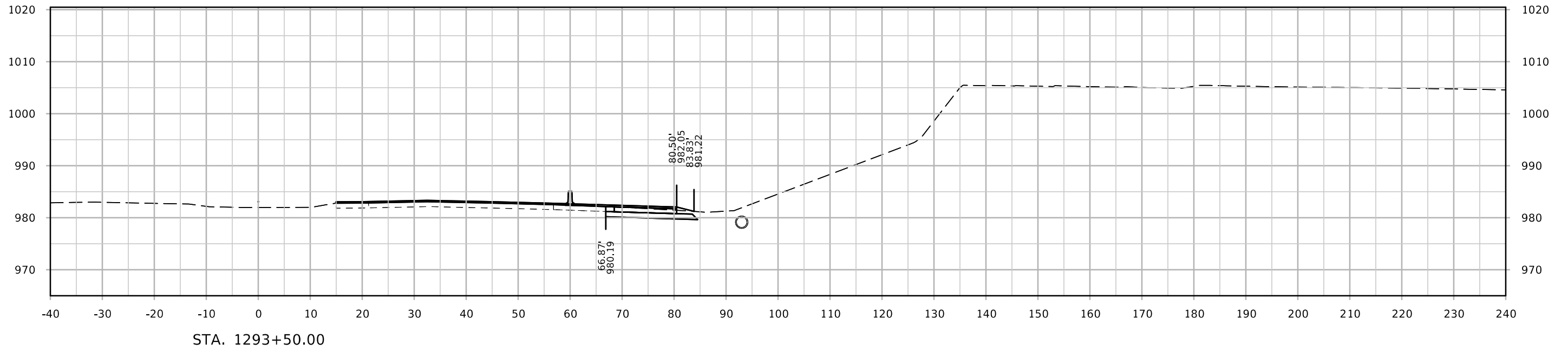
ML - I-80



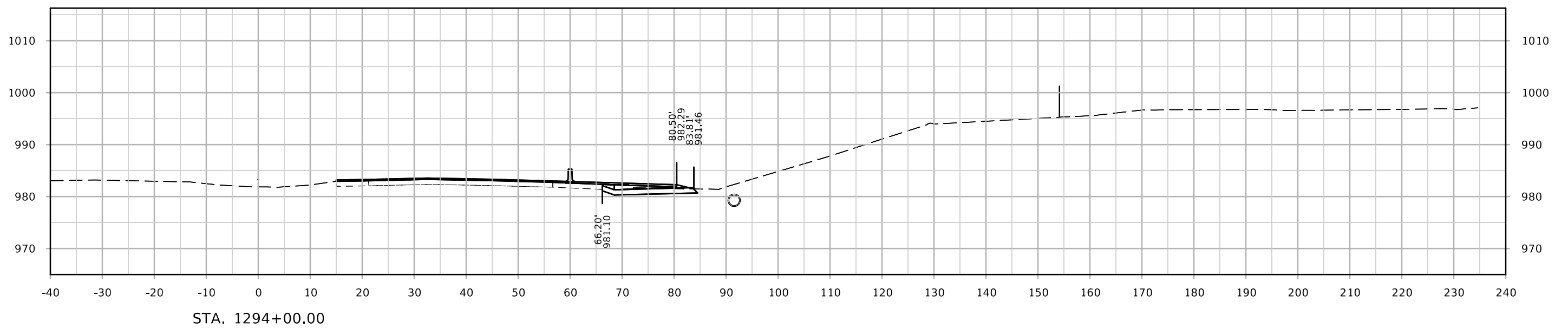
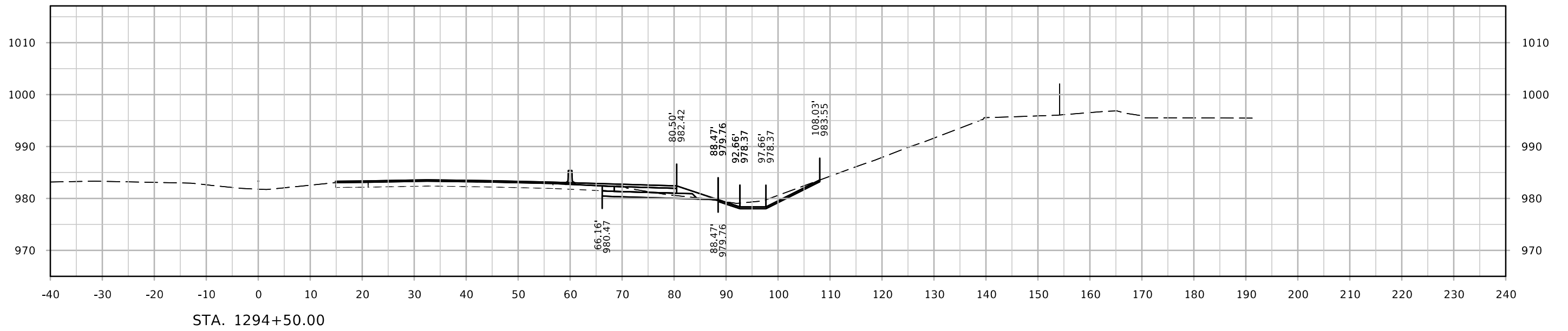
ML - I-80



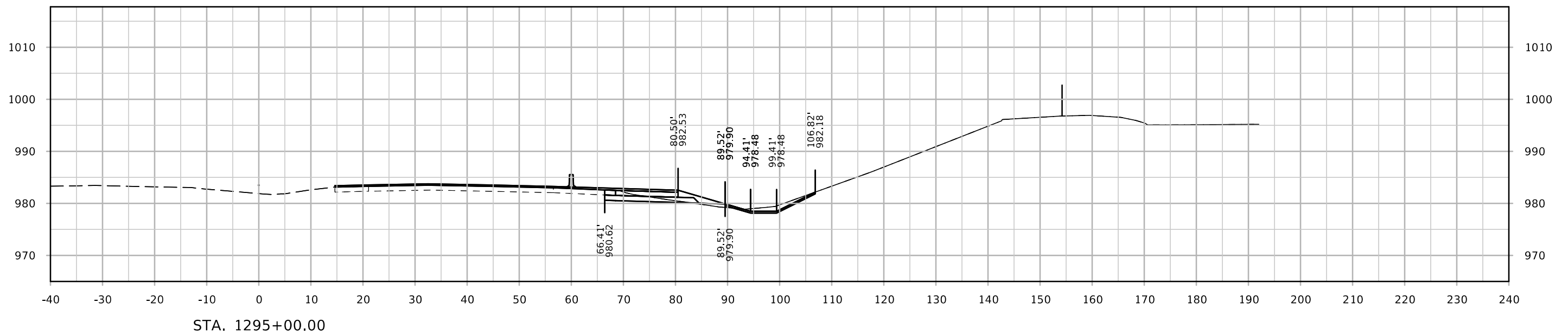
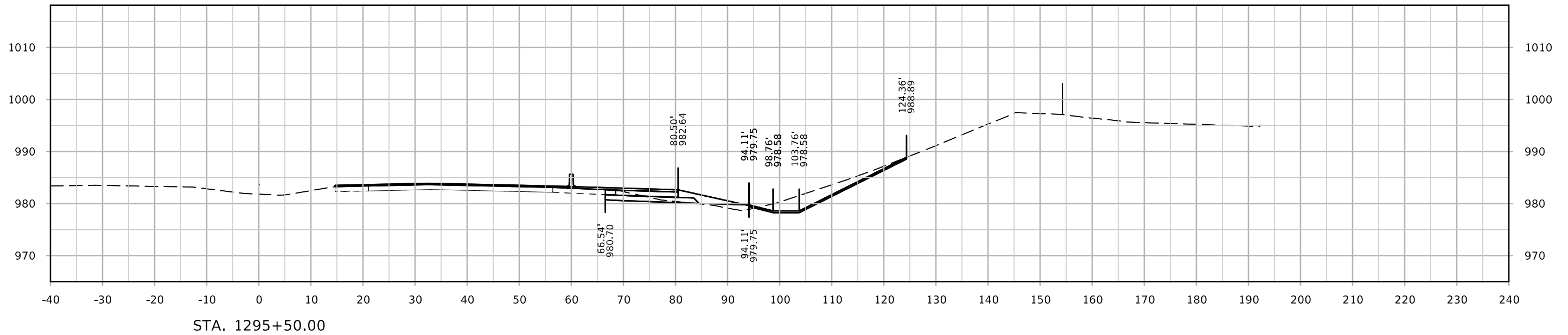
ML - I-80



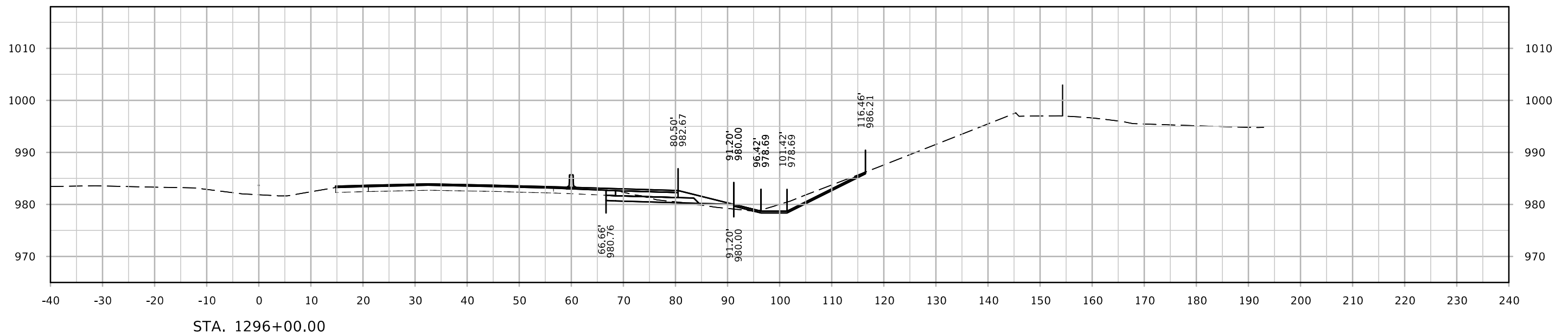
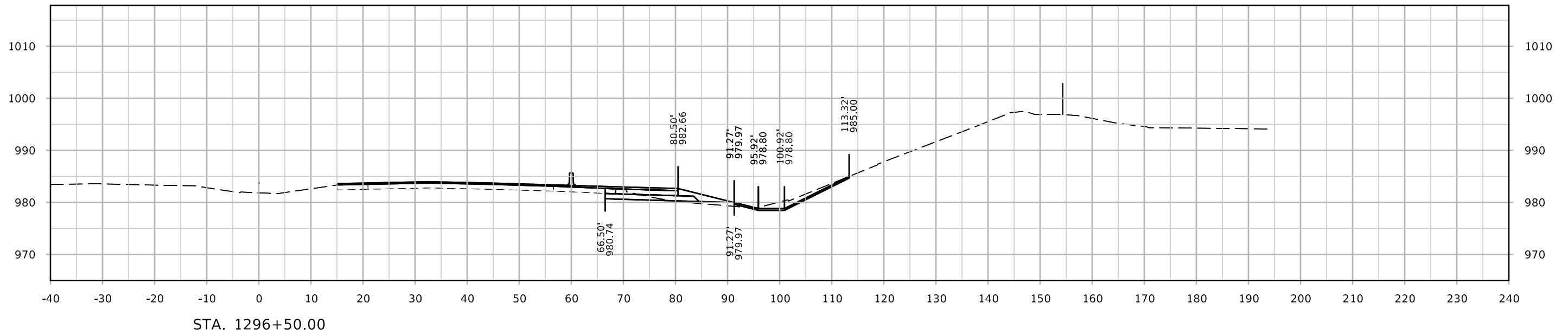
ML - I-80



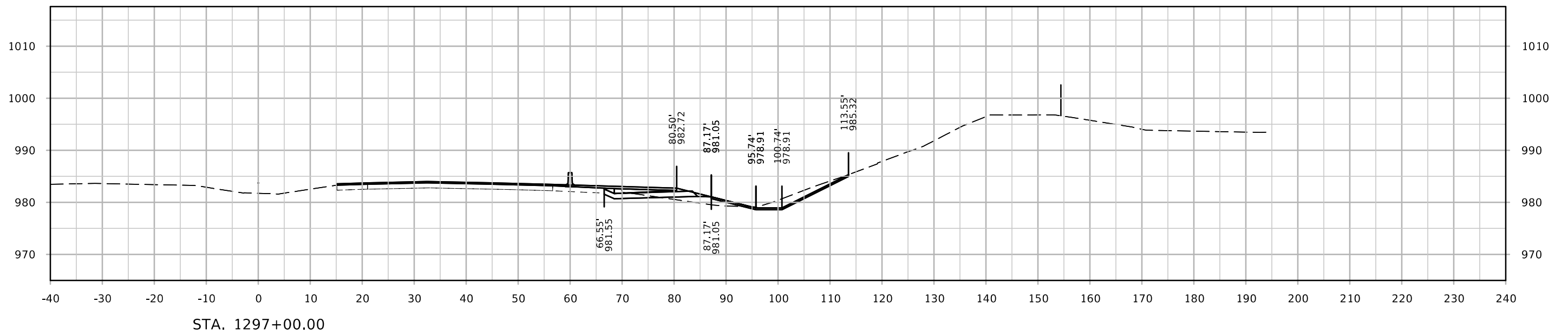
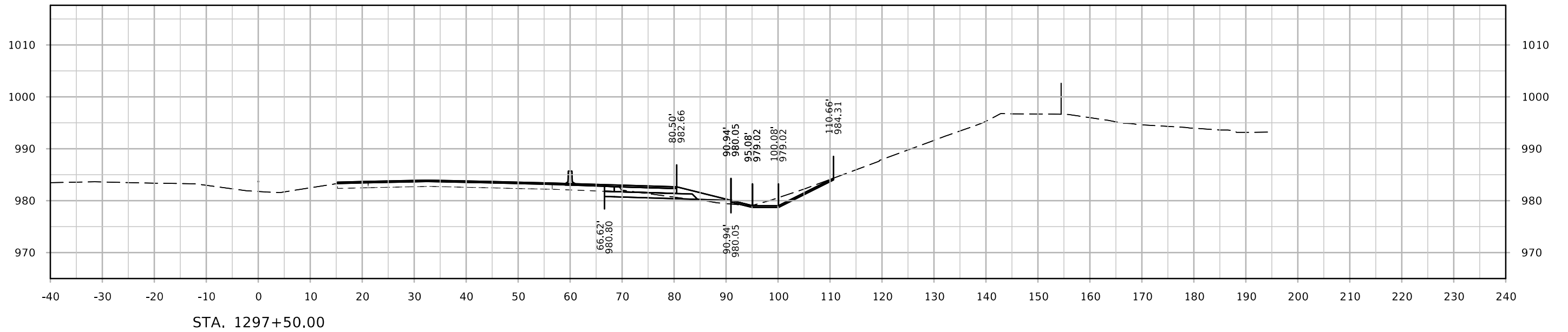
ML - I-80



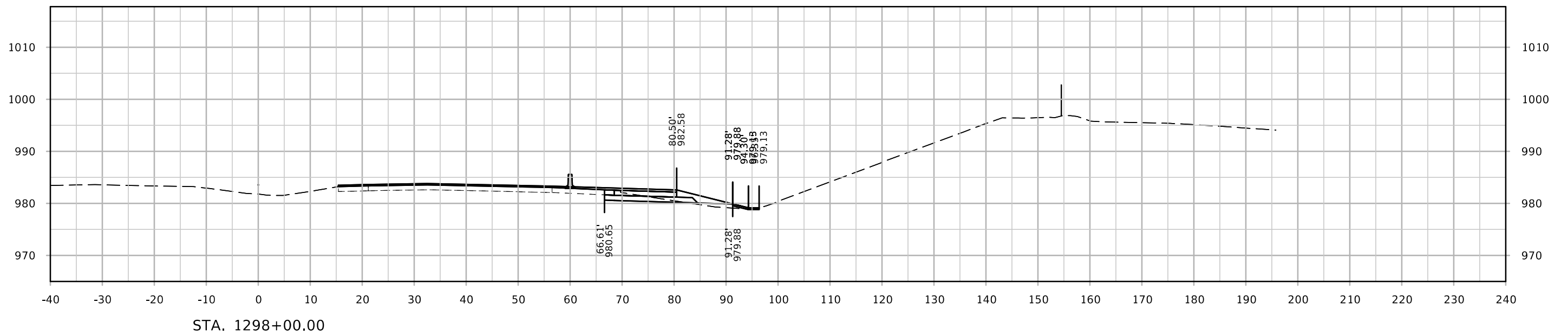
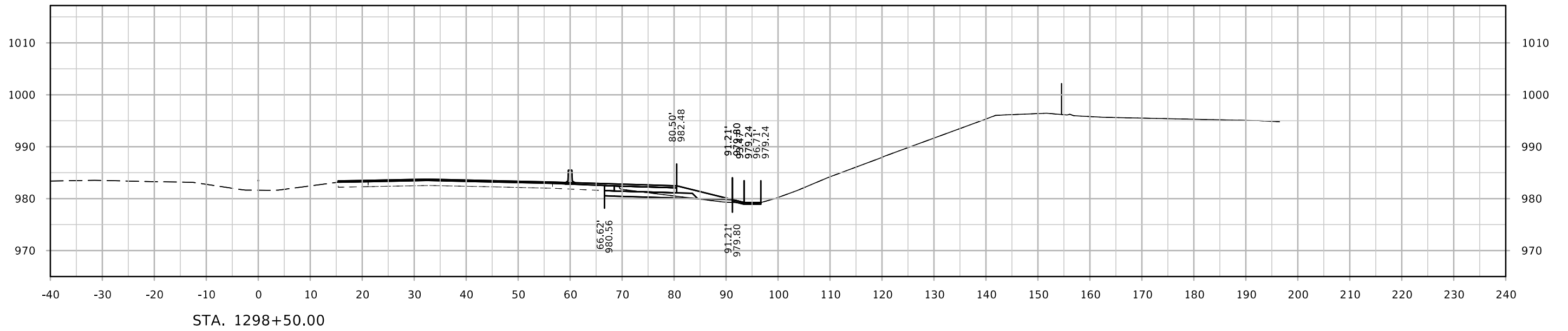
ML - I-80



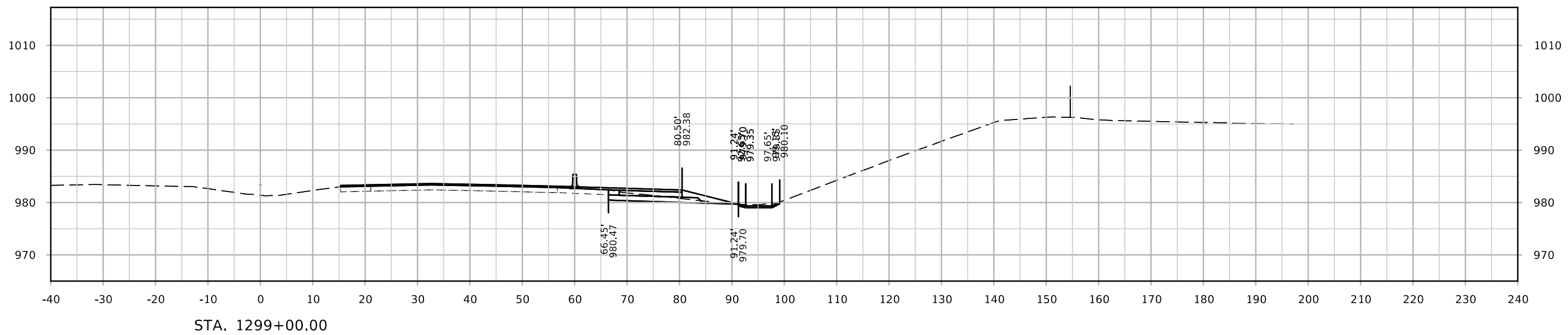
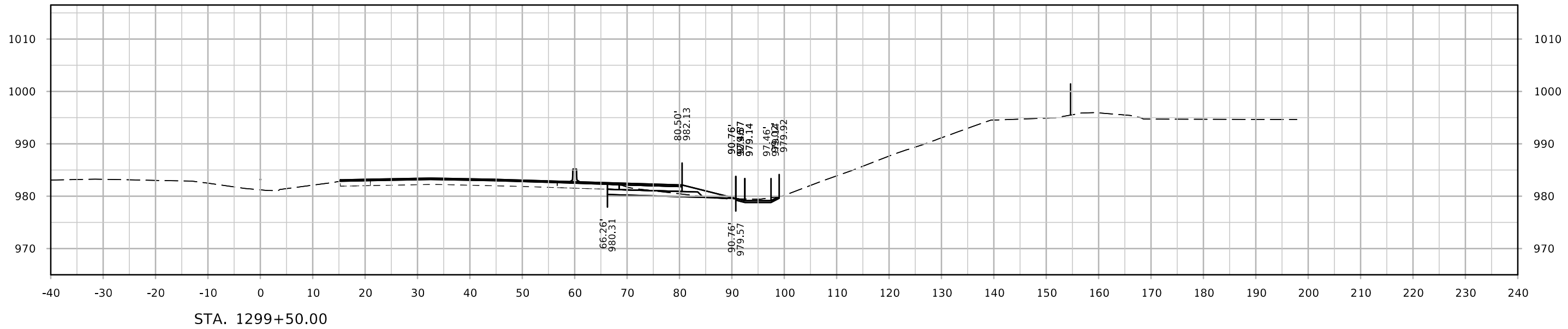
ML - I-80



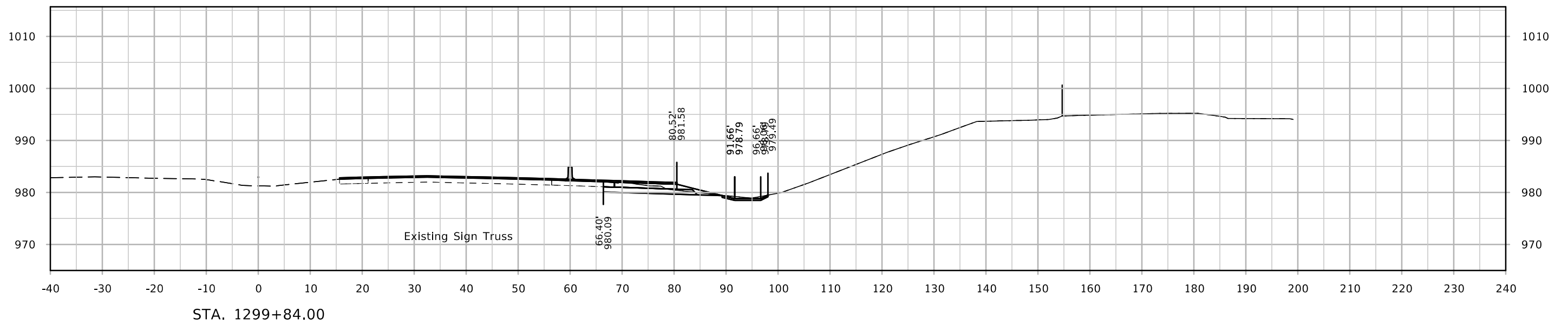
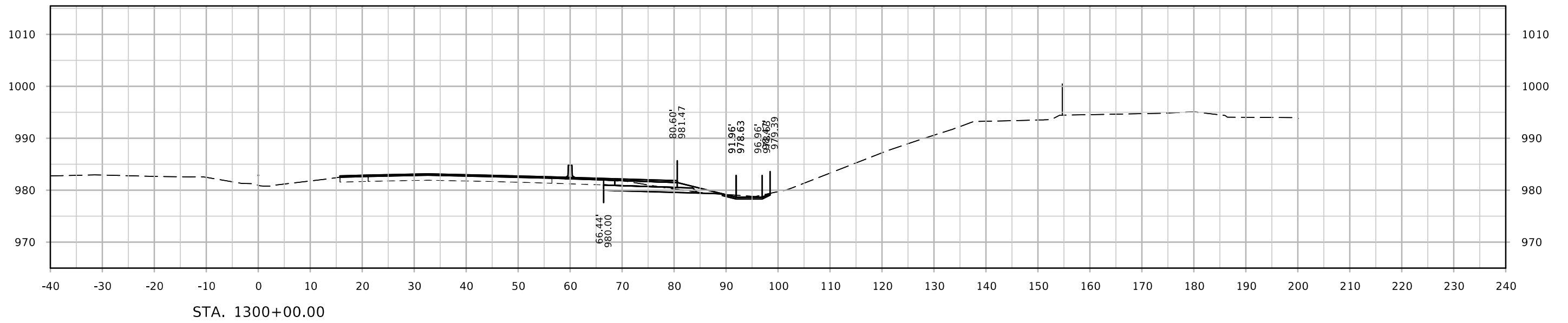
ML - I-80



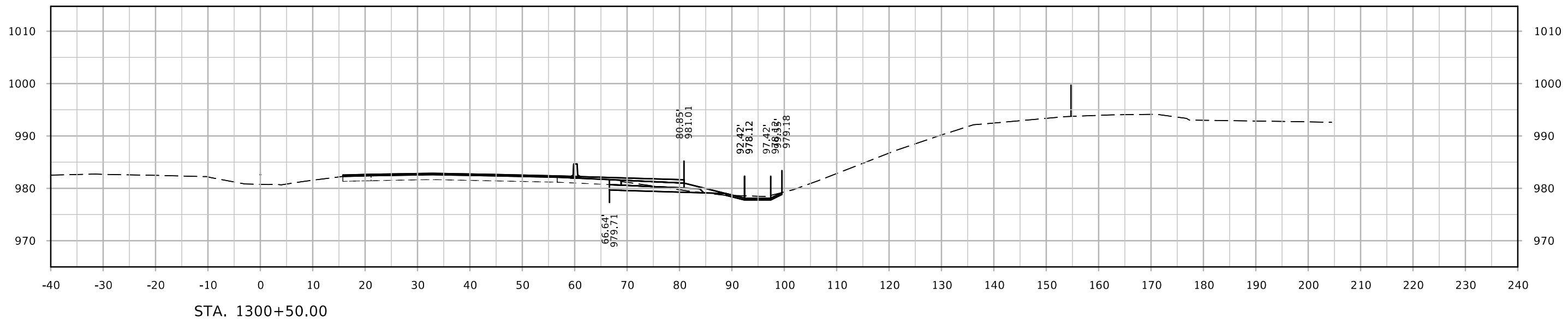
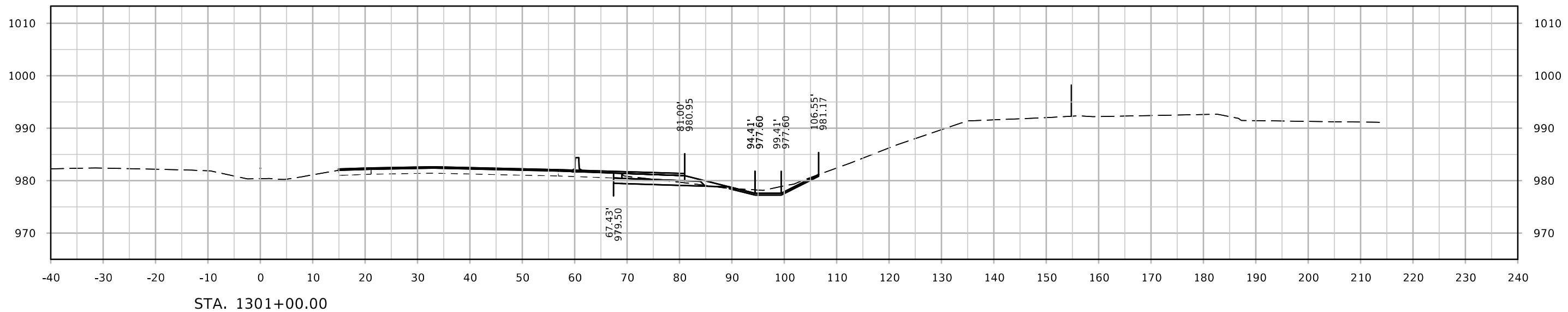
ML - I-80



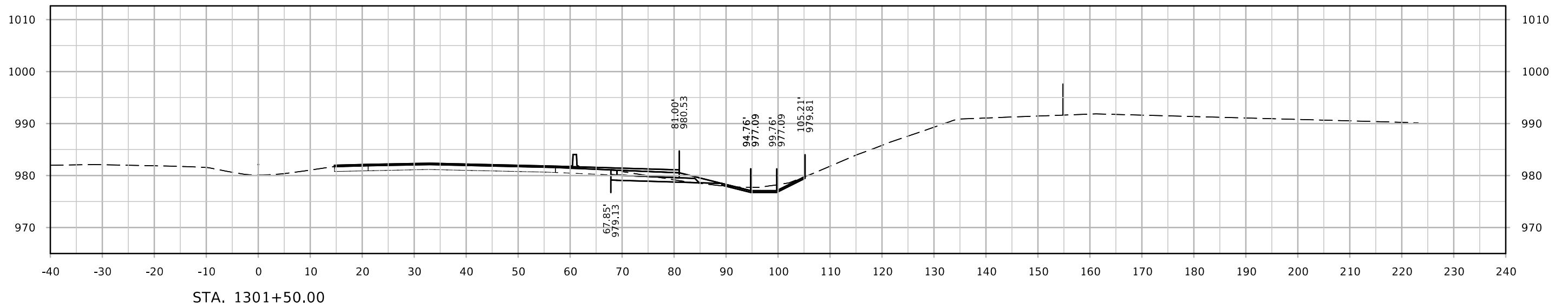
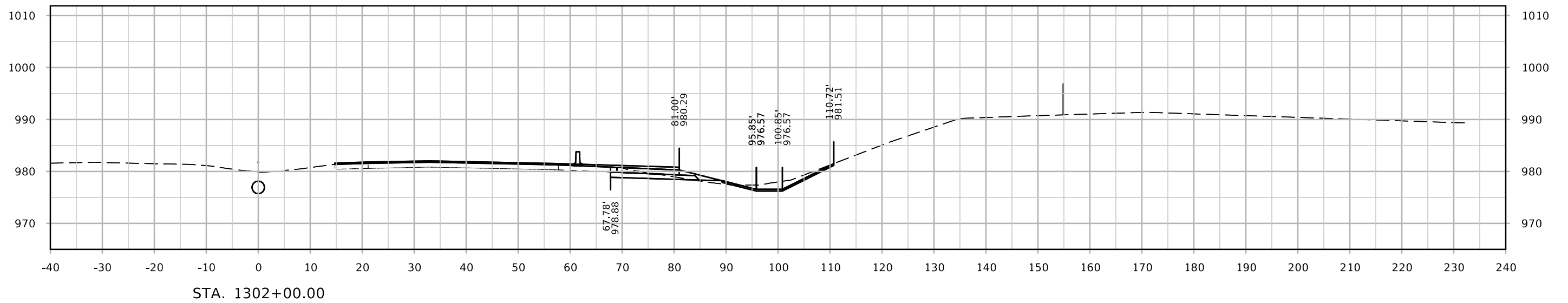
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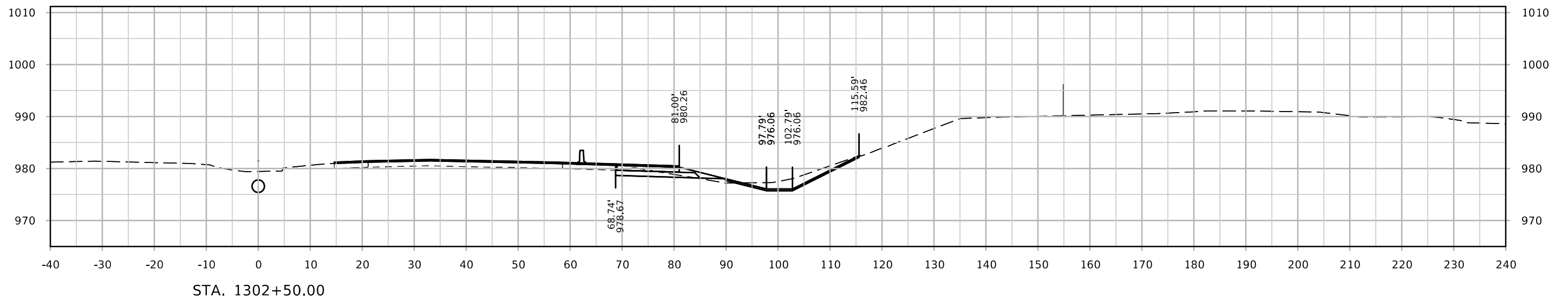
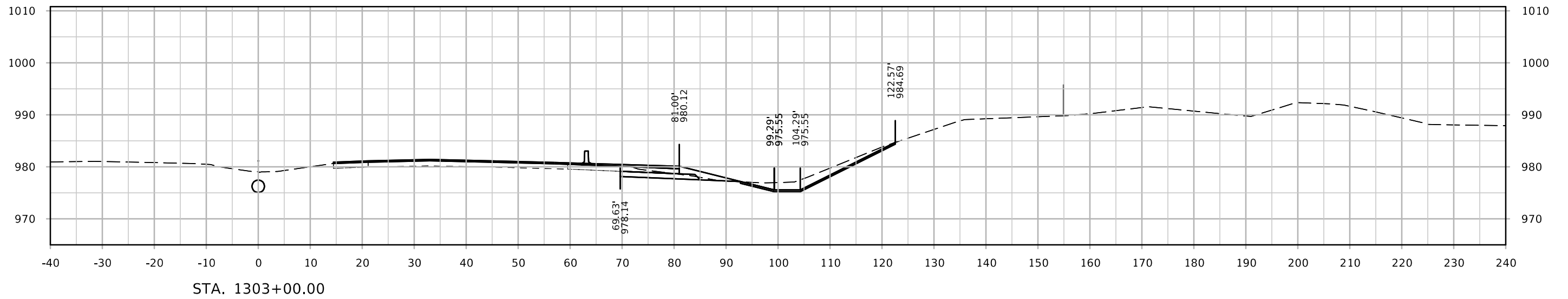
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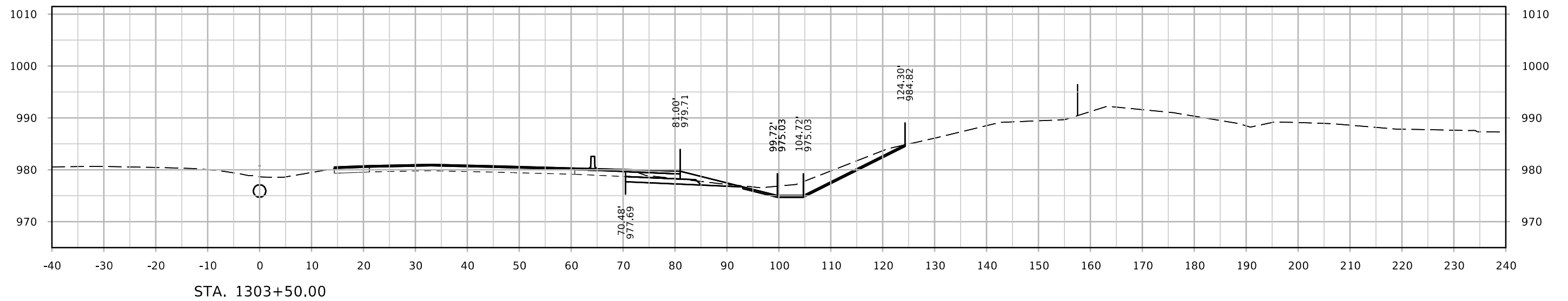
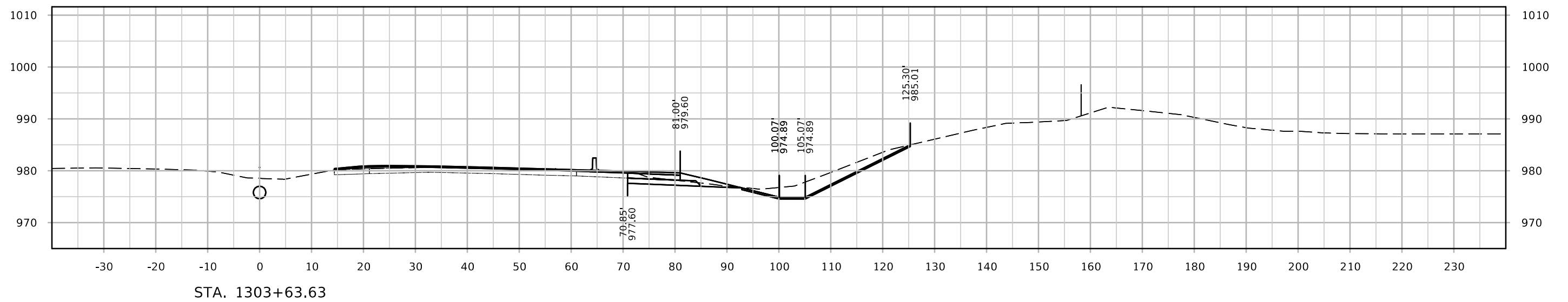
ML - I-80



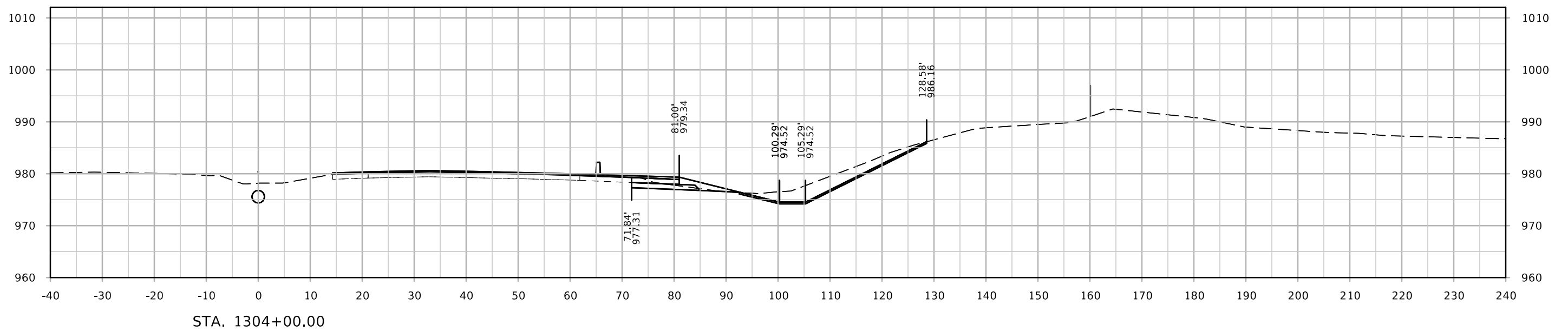
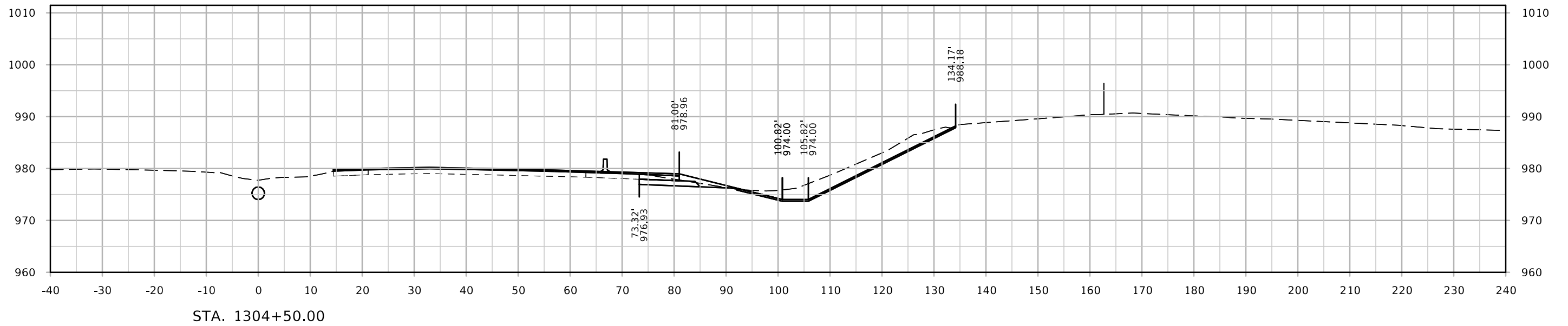
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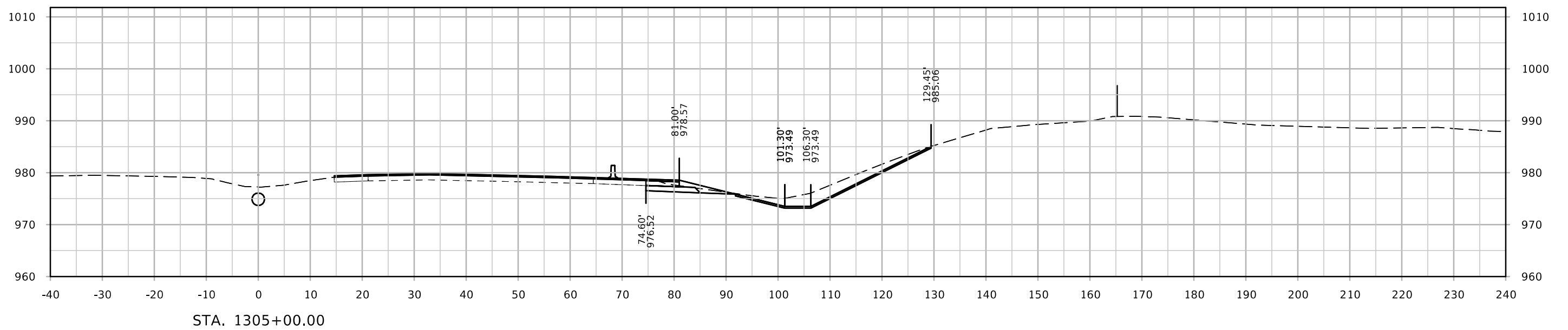
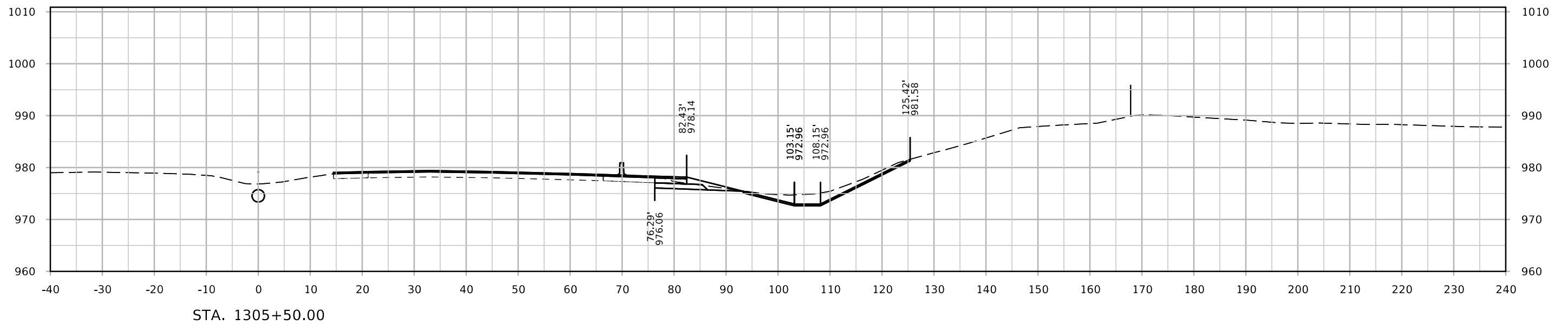
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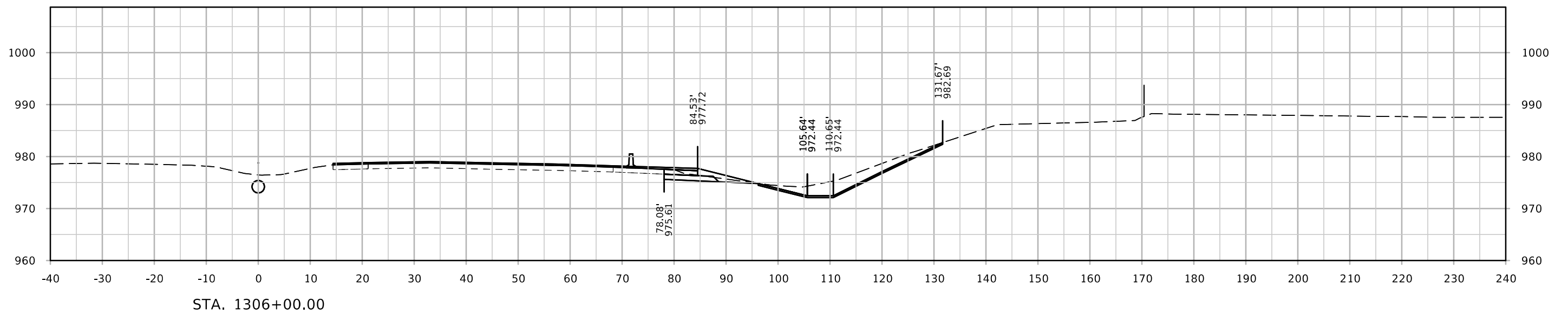
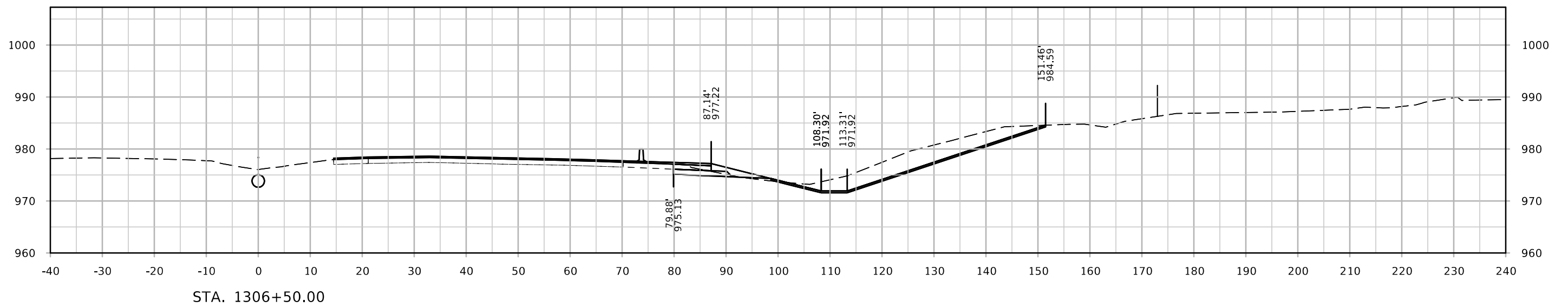
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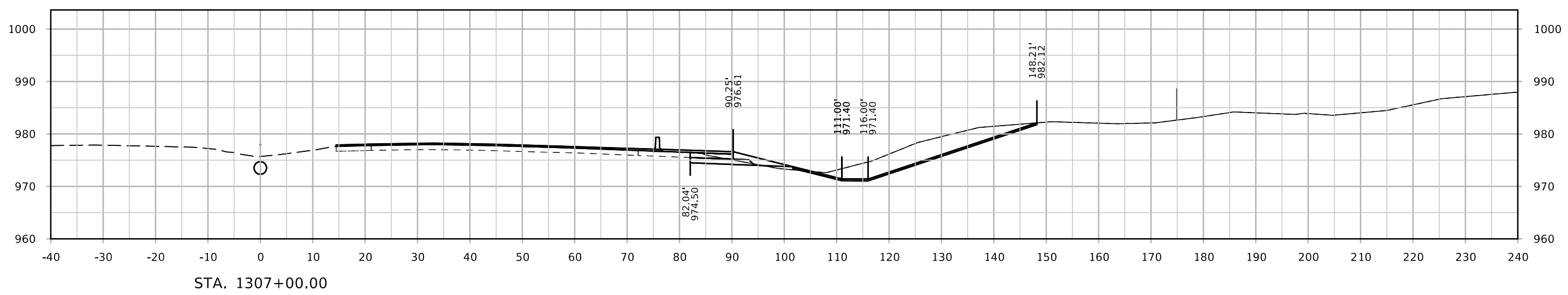
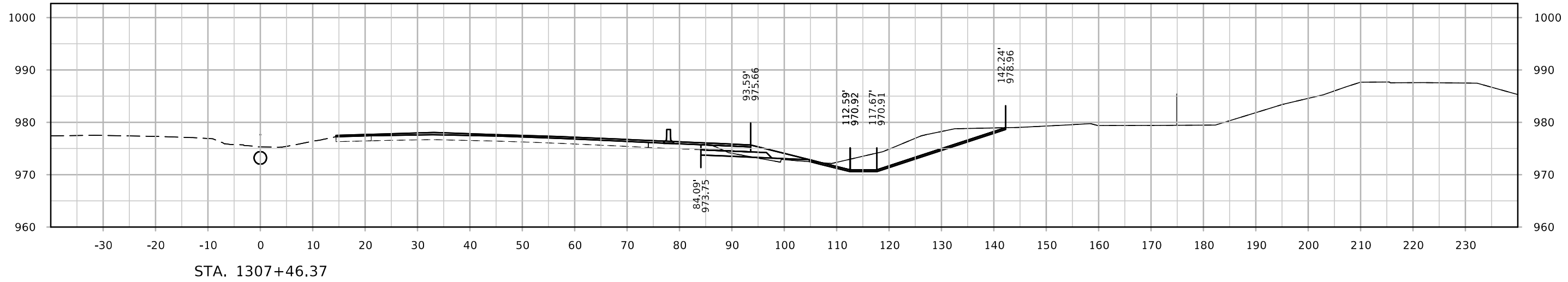
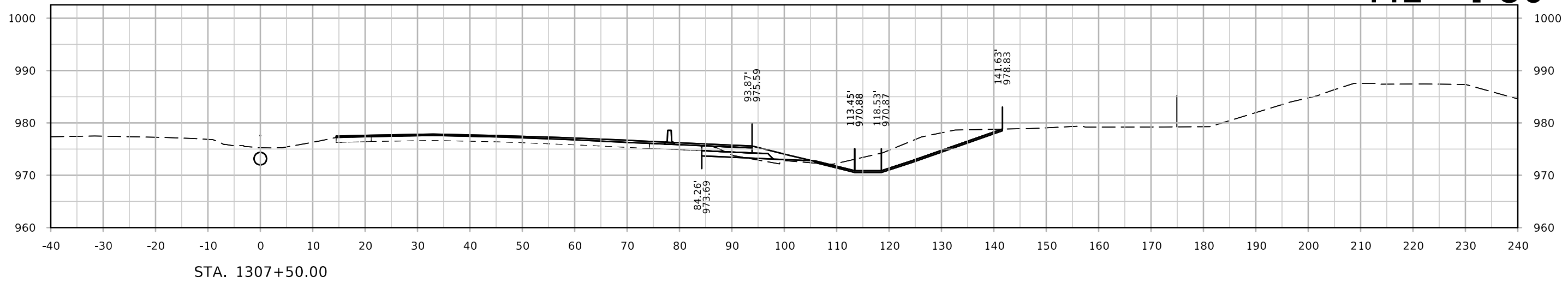
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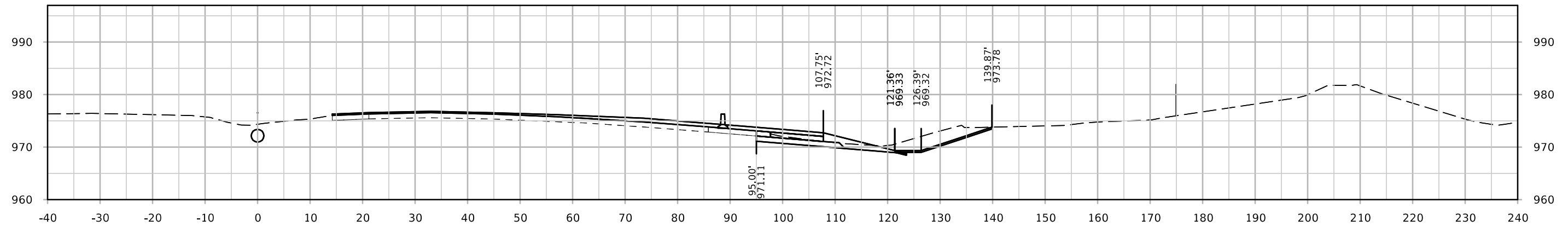
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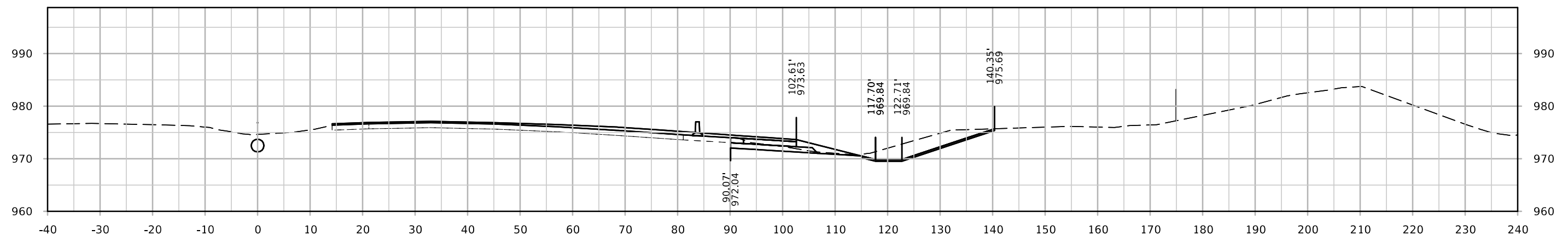
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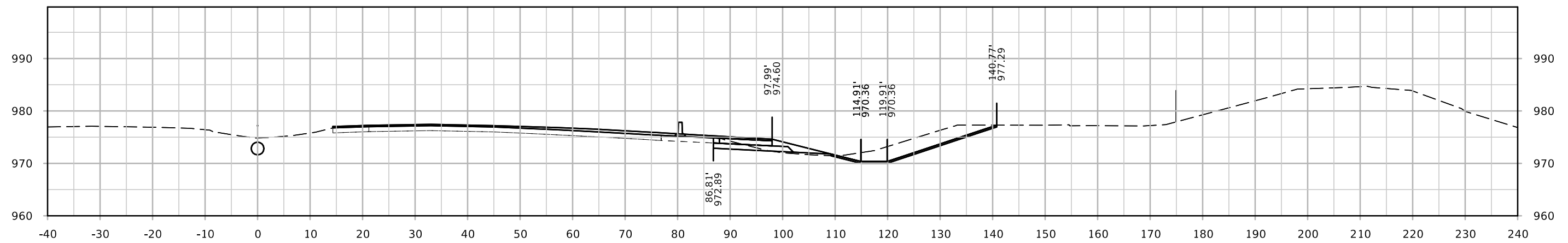
ML - I-80



STA. 1309+00.00

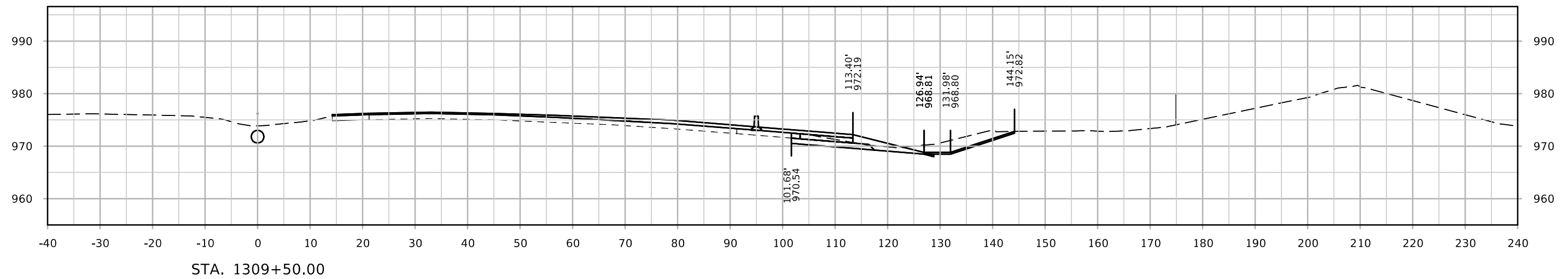
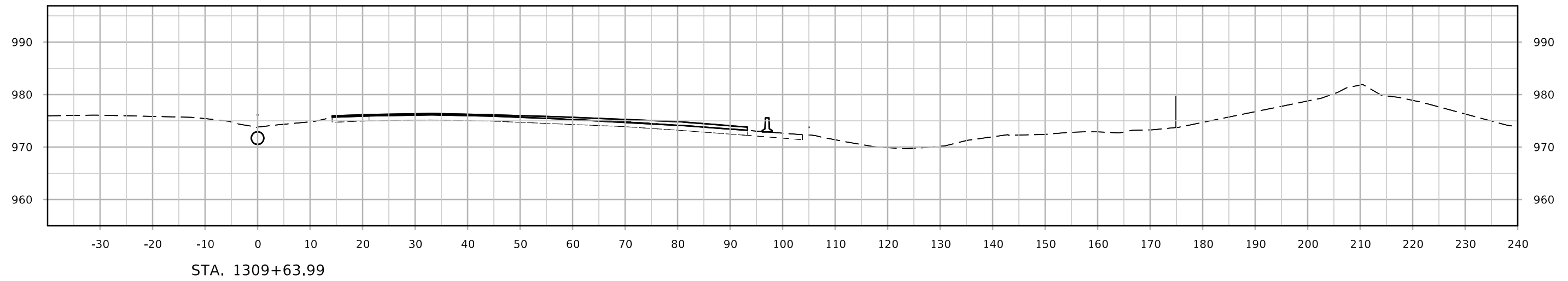
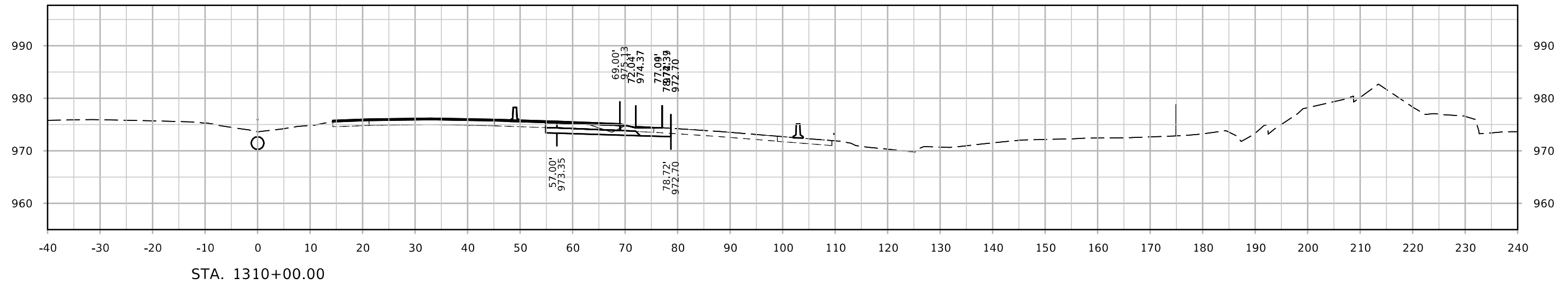


STA. 1308+50.00

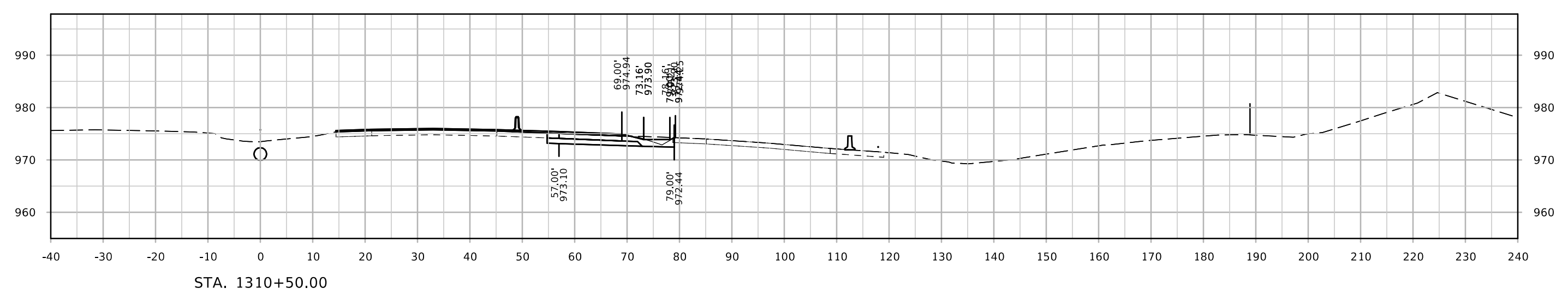
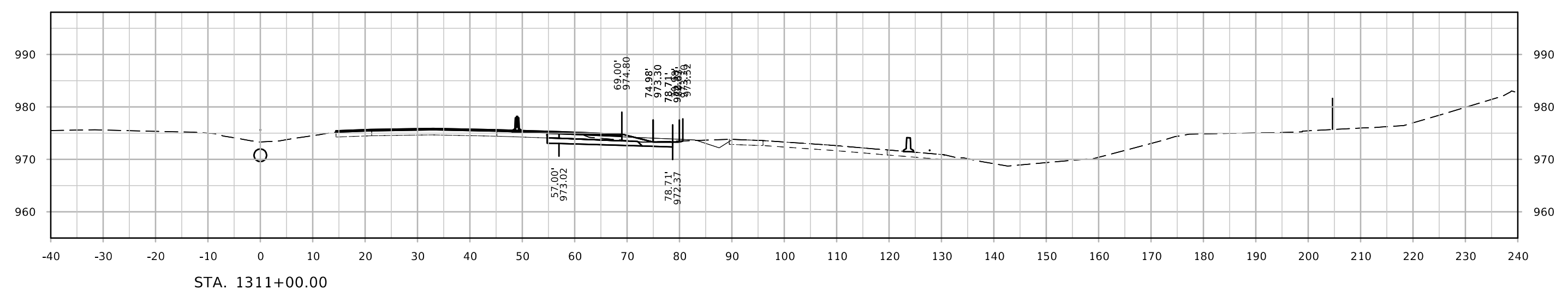
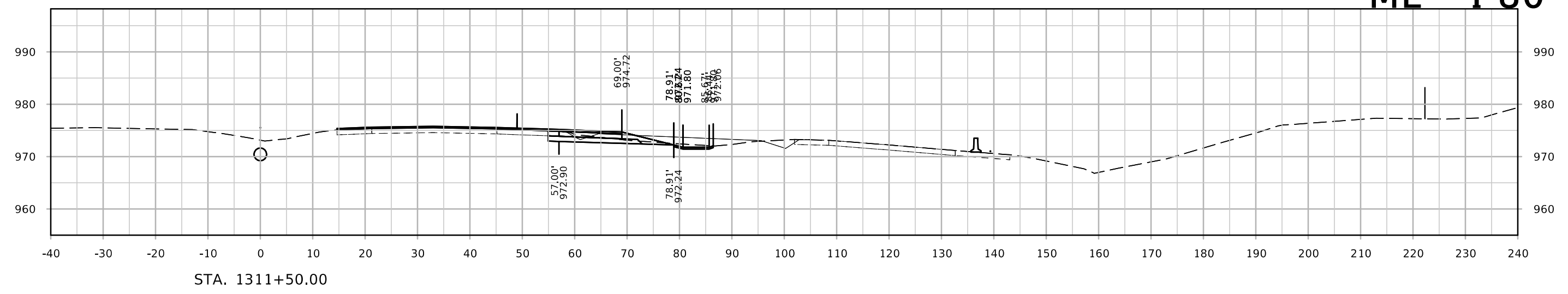


STA. 1308+00.00

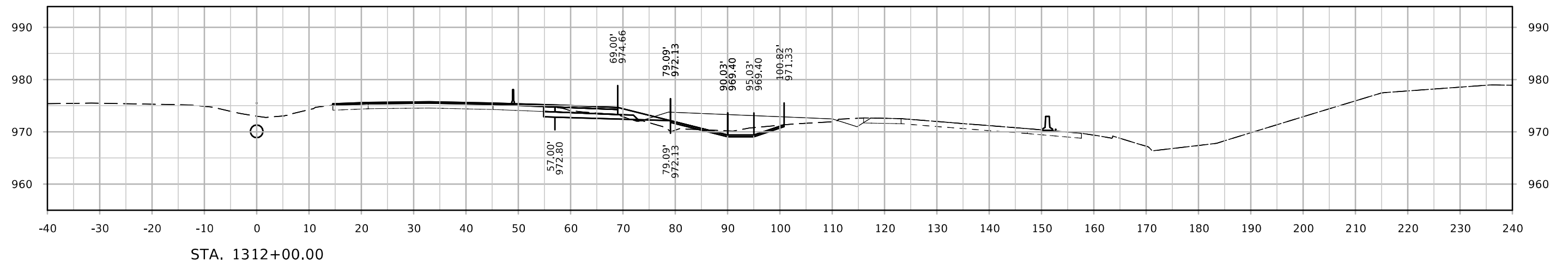
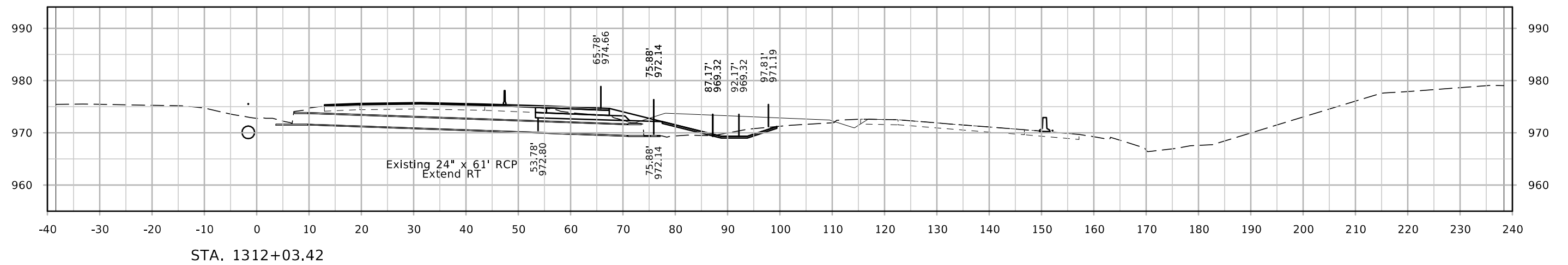
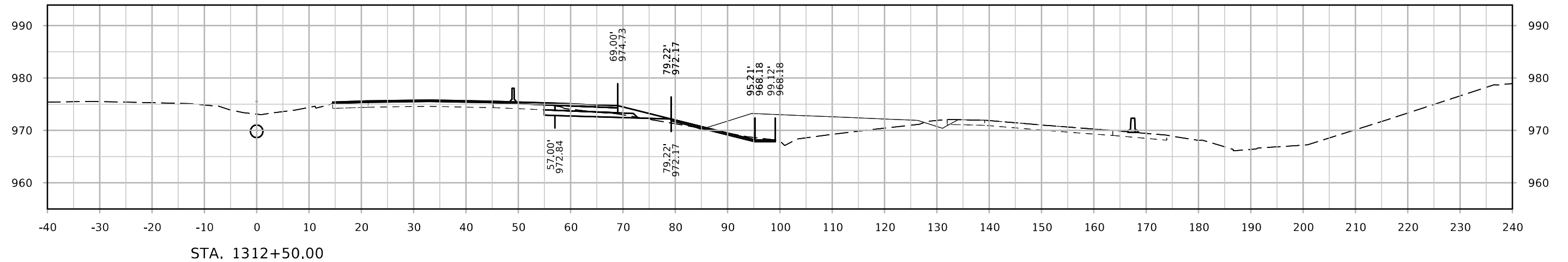
ML - I-80



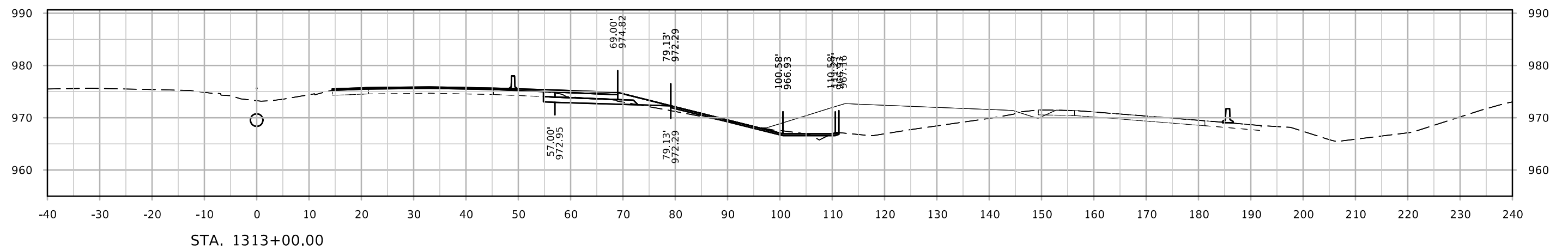
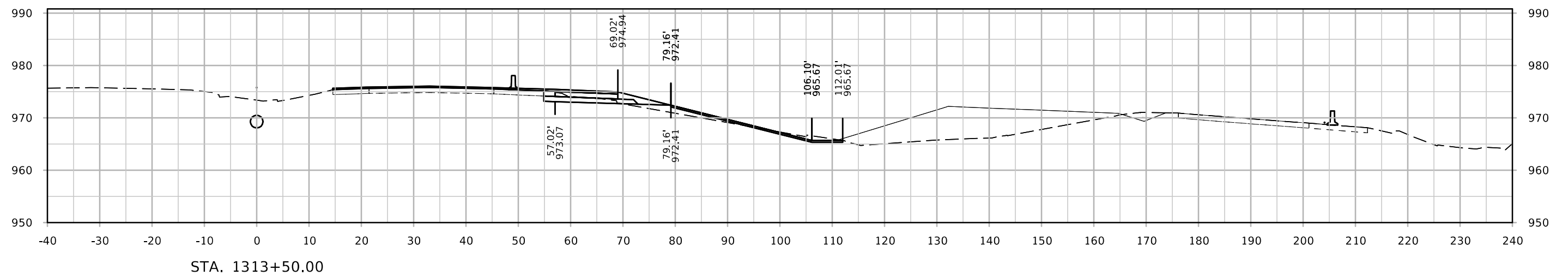
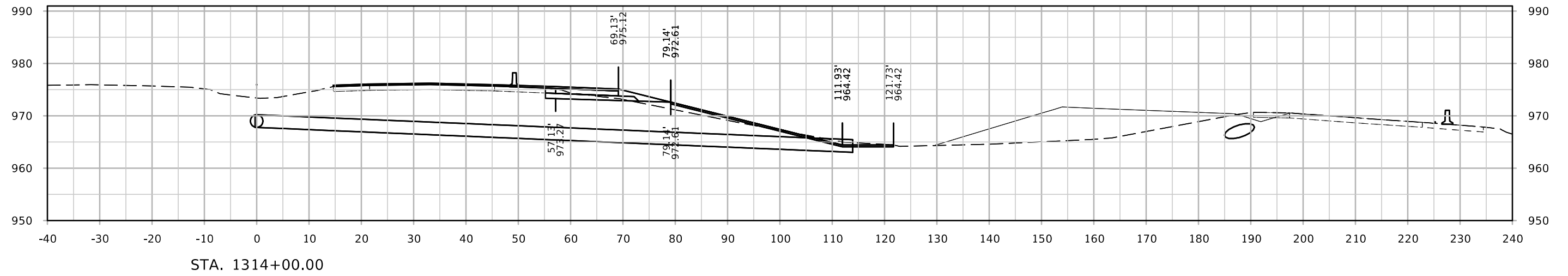
ML - I-80



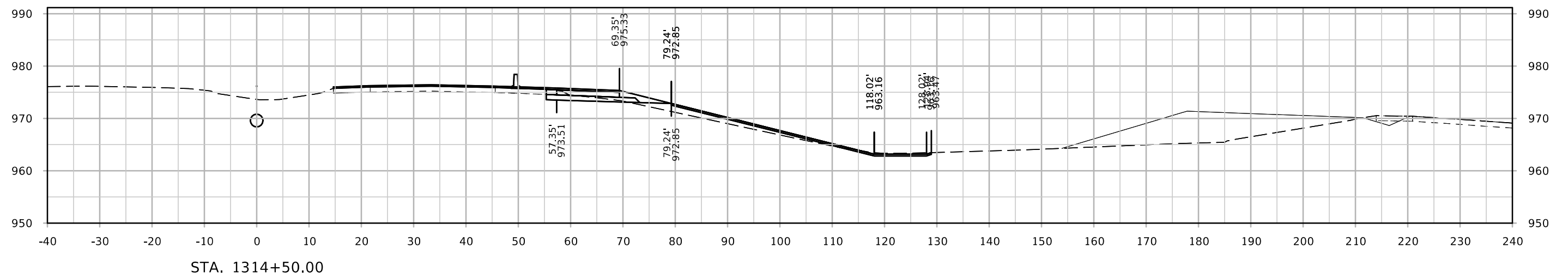
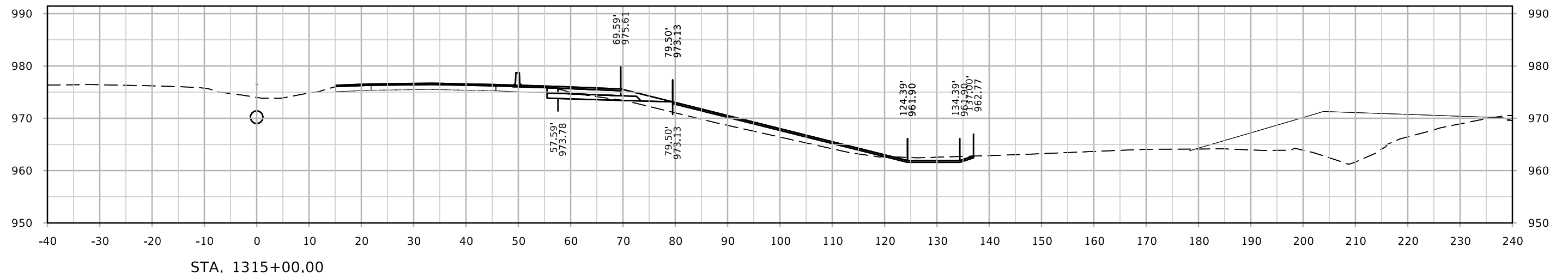
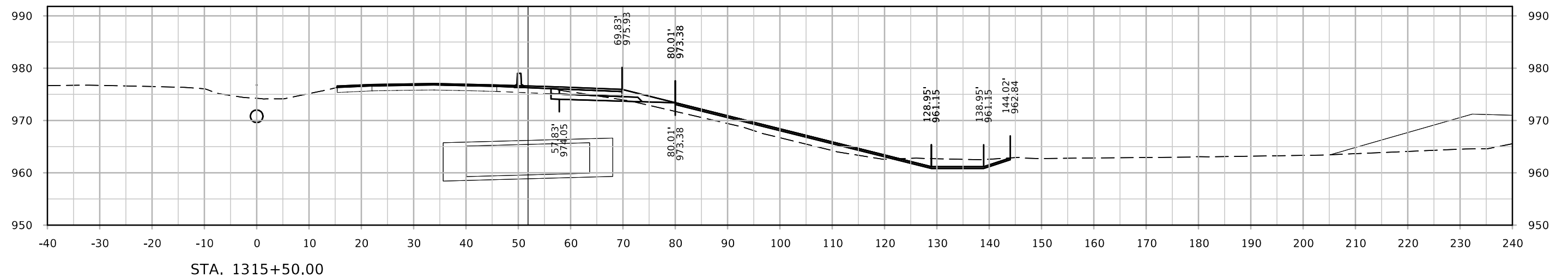
ML - I-80



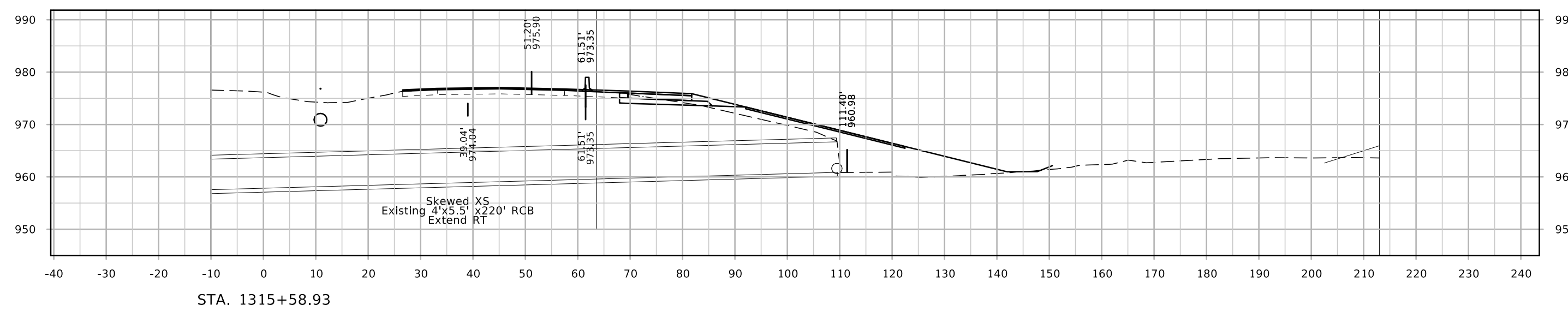
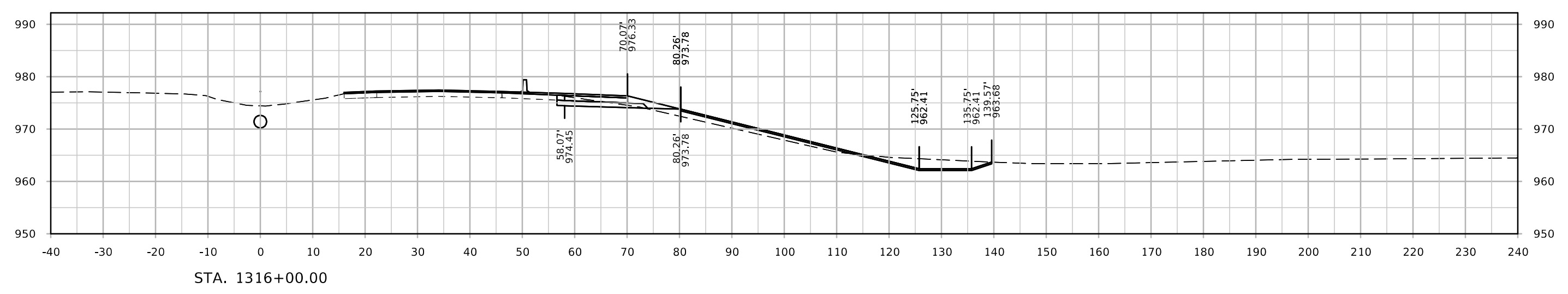
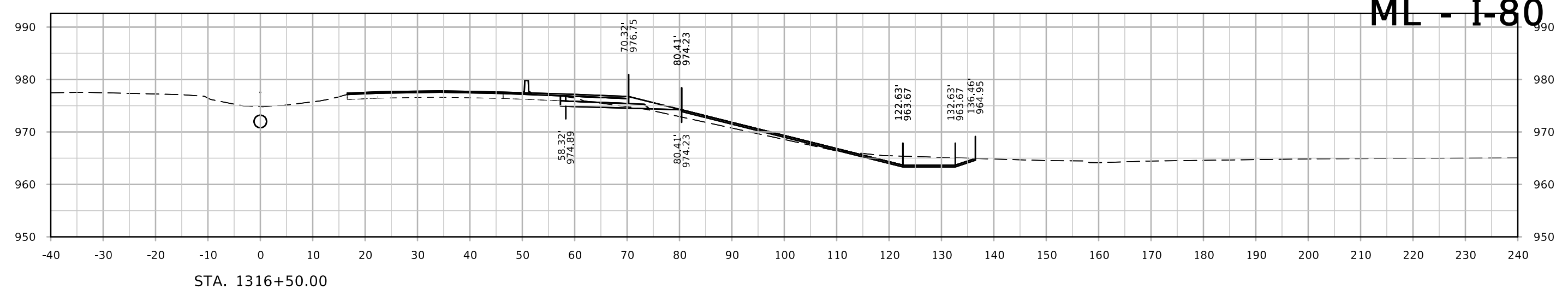
ML - I-80



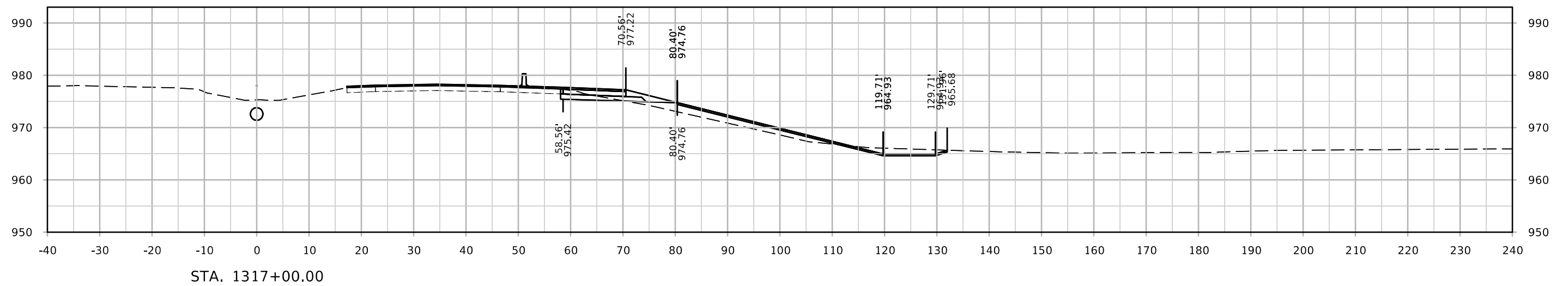
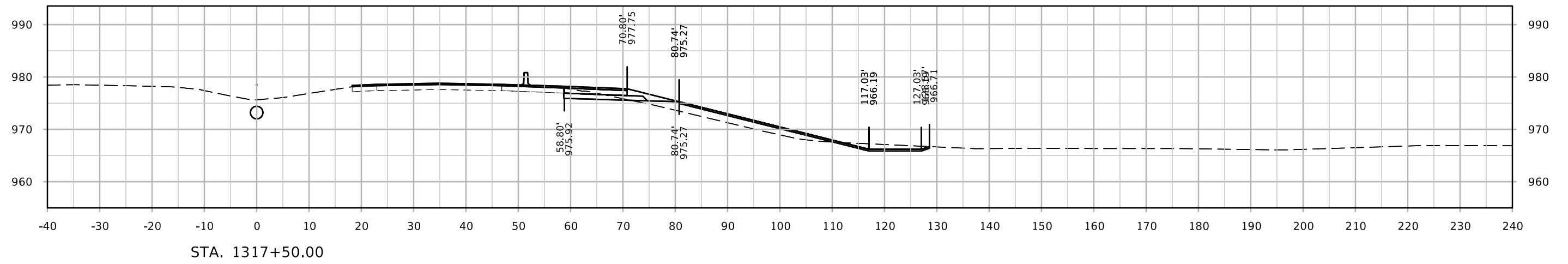
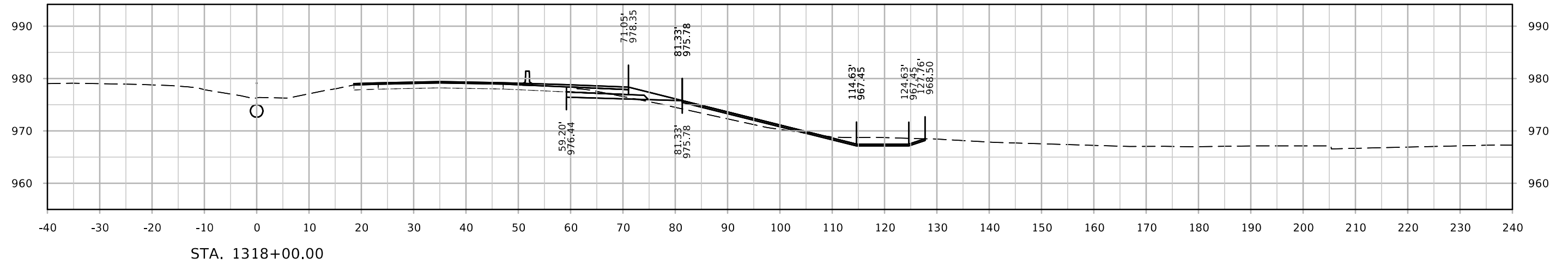
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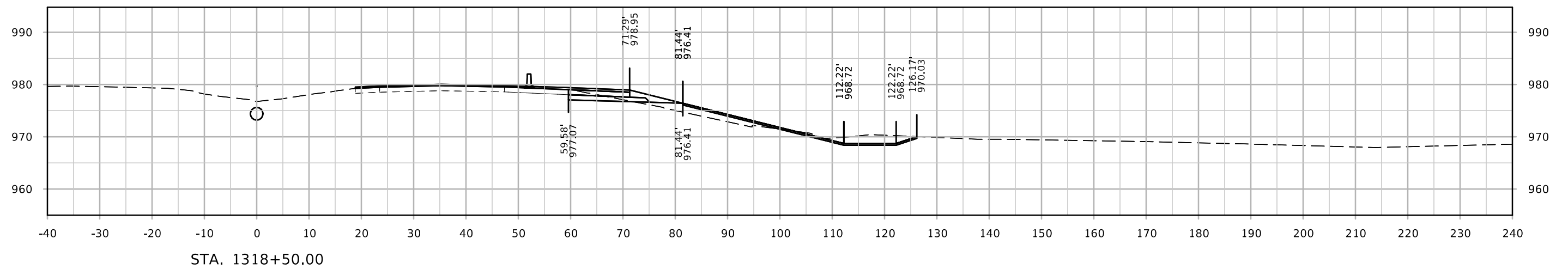
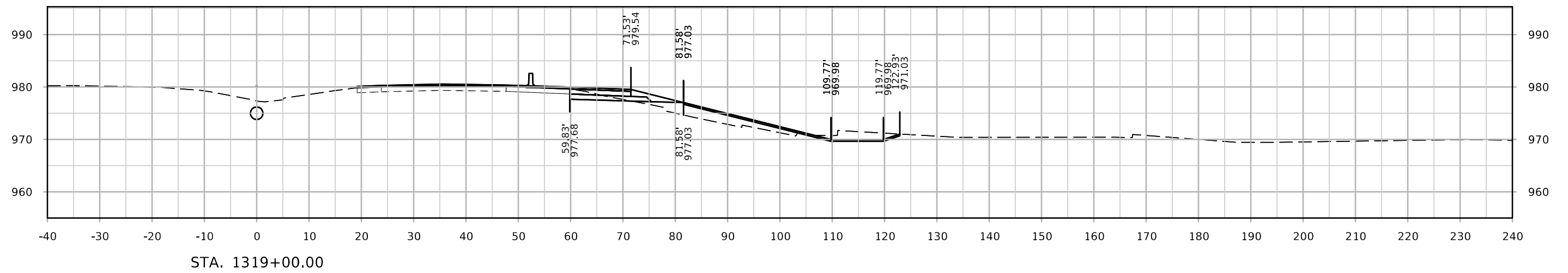
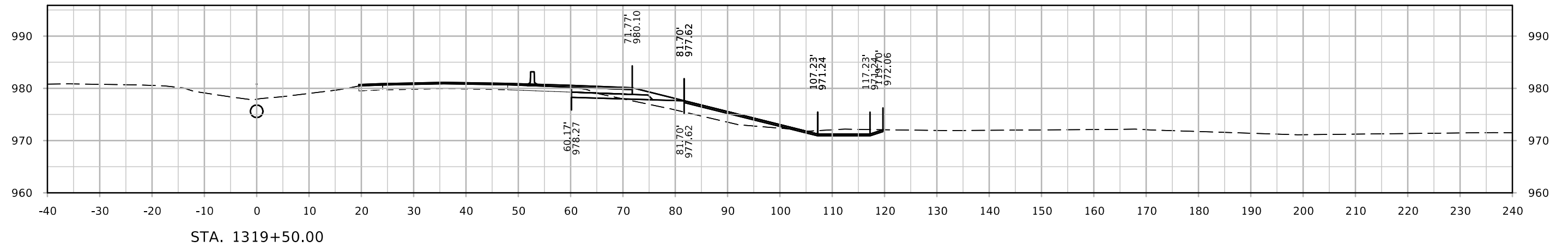
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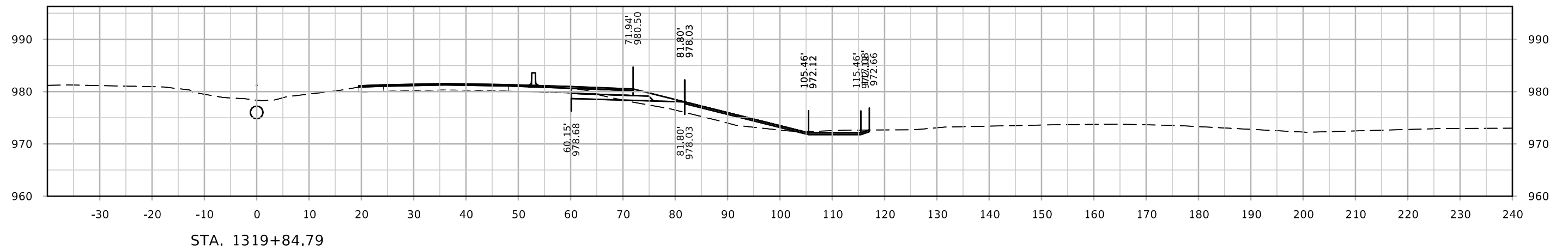
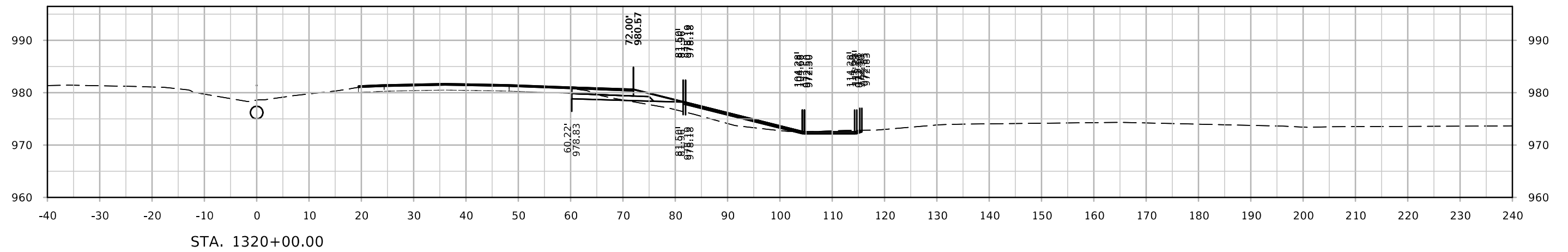
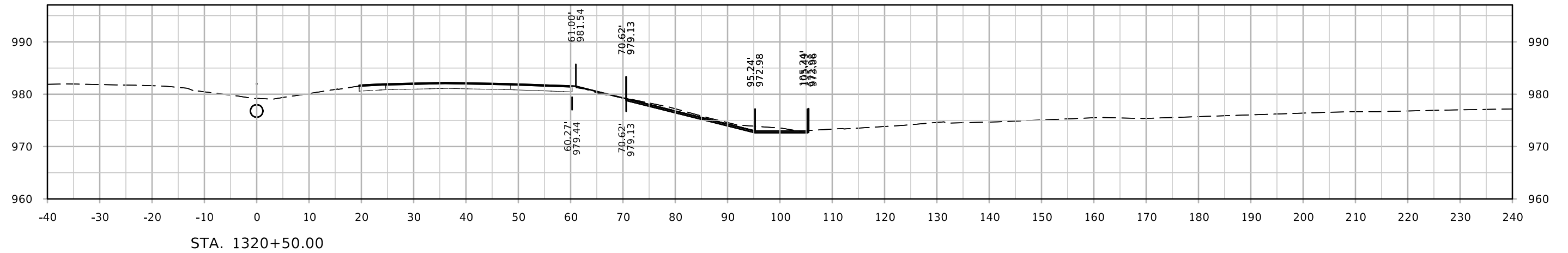
ML - I-80



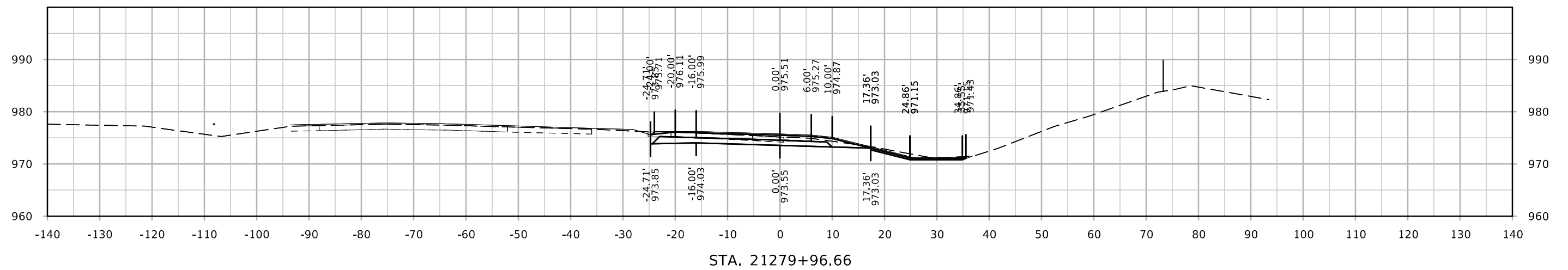
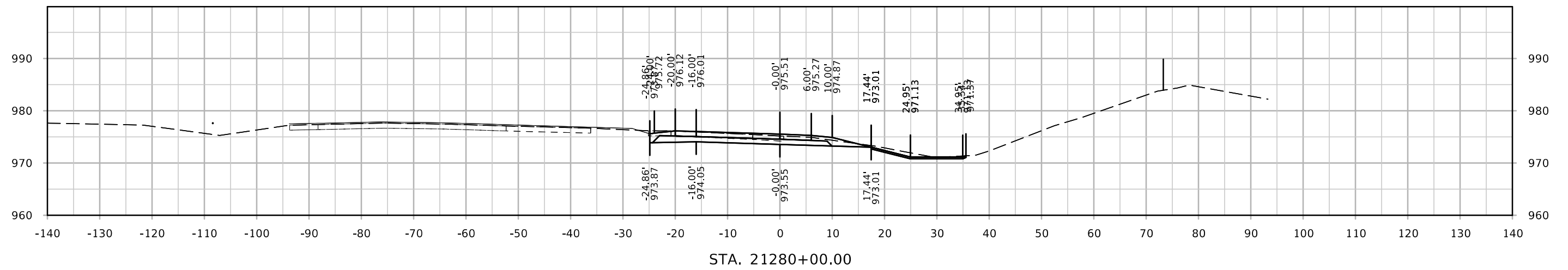
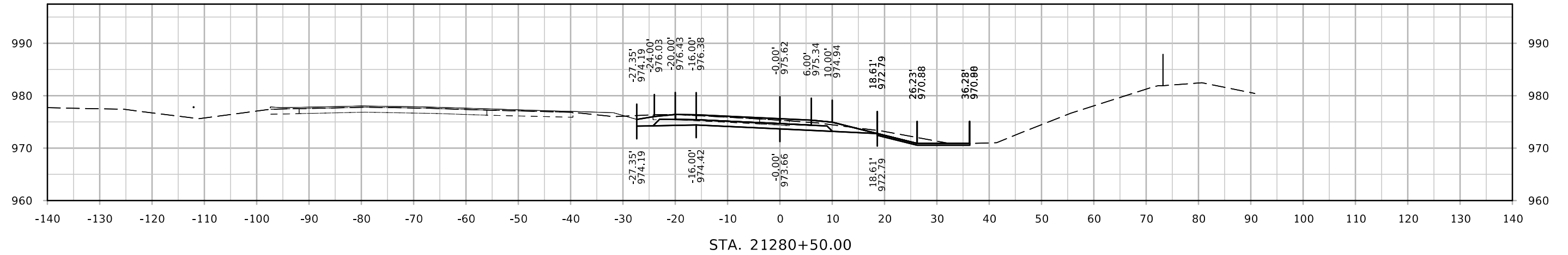
ML - I-80



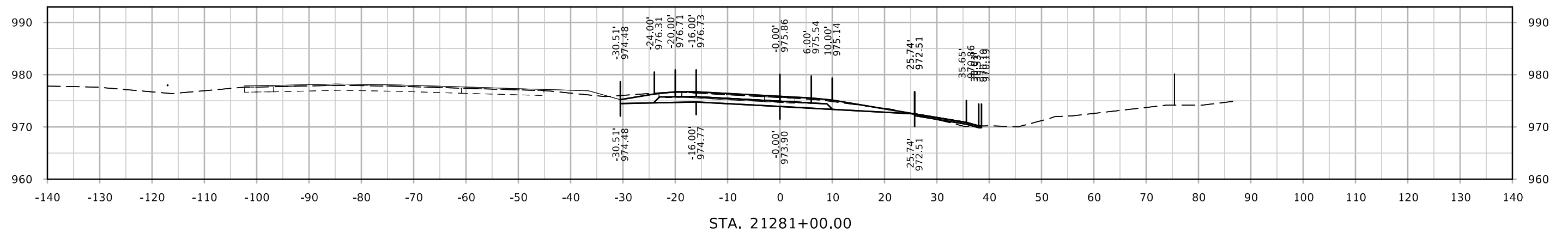
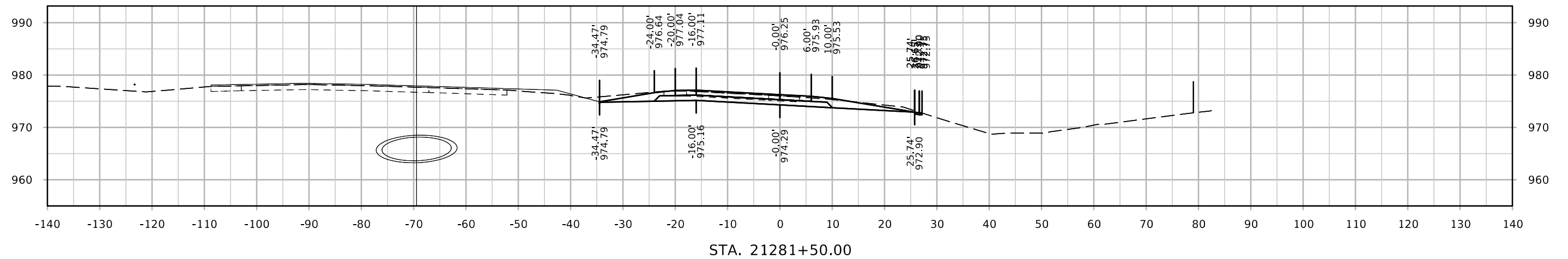
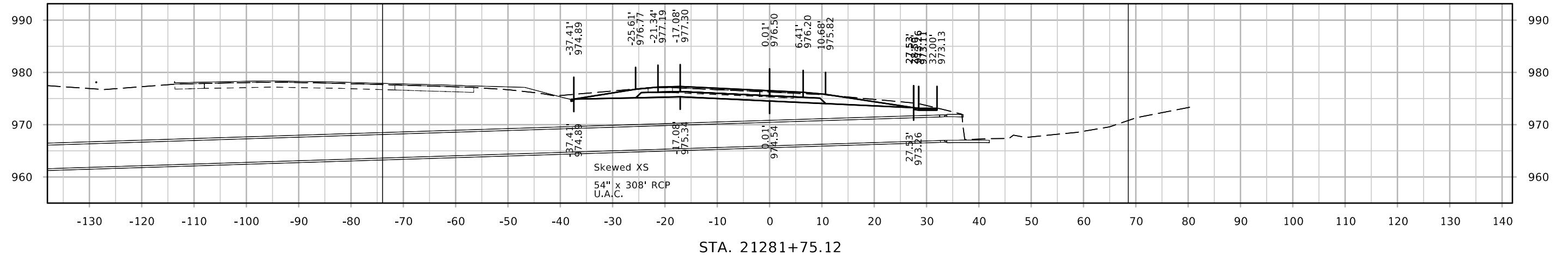
ML - I-80



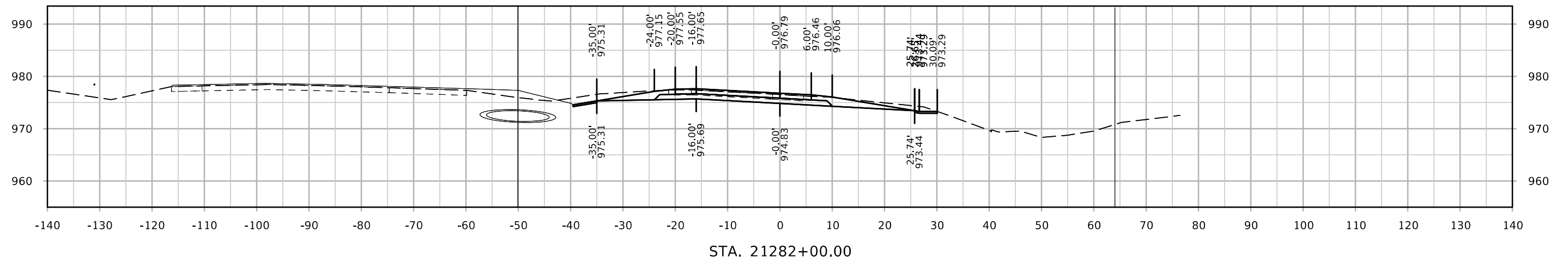
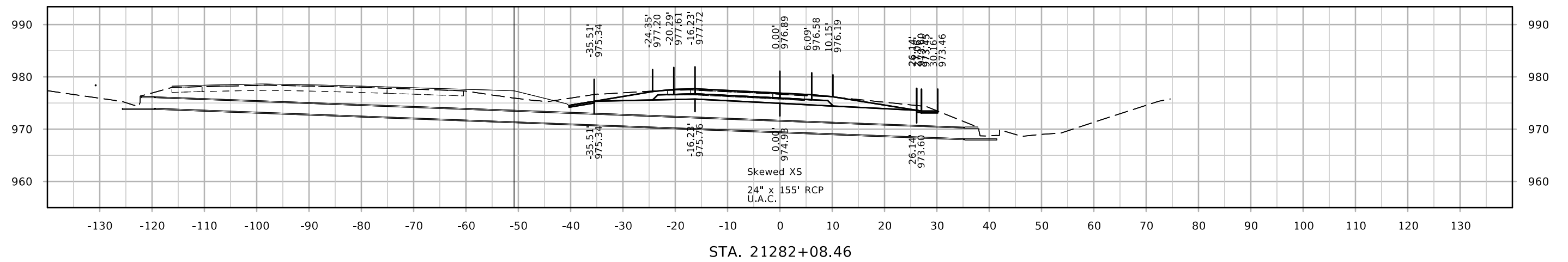
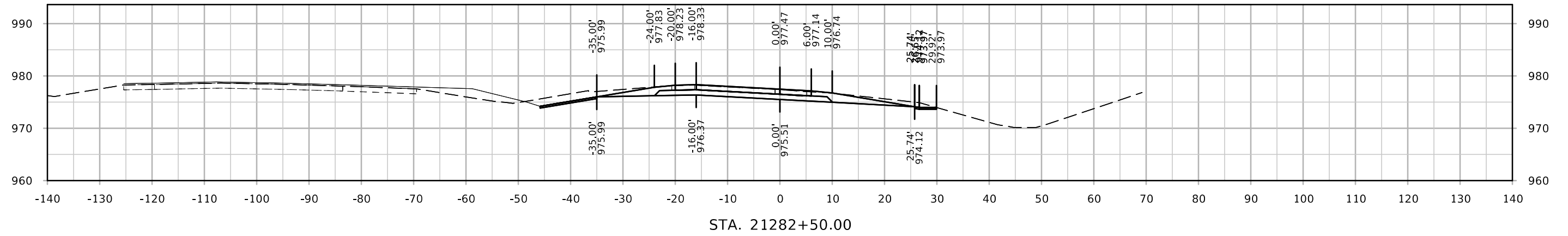
Ramp B 60th St



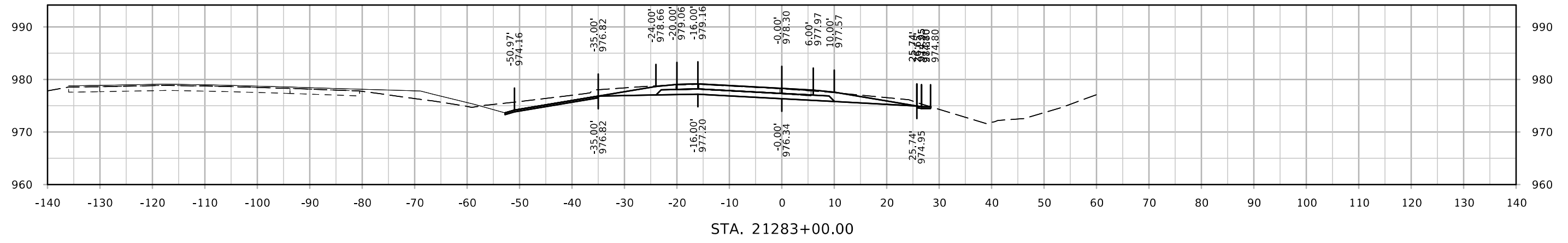
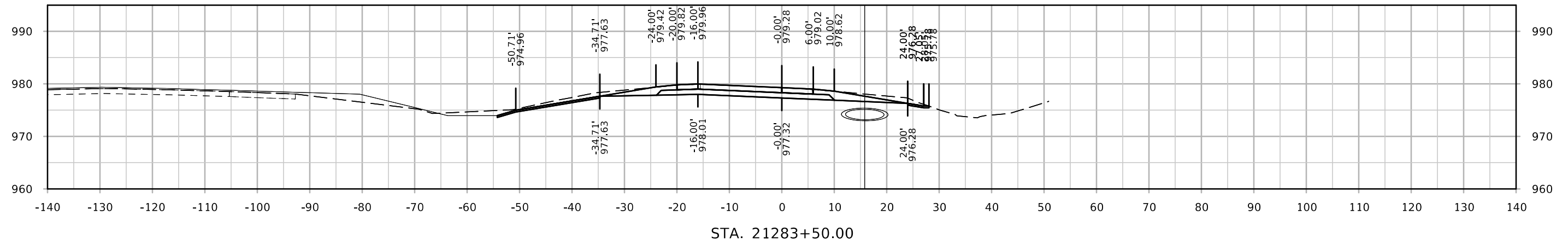
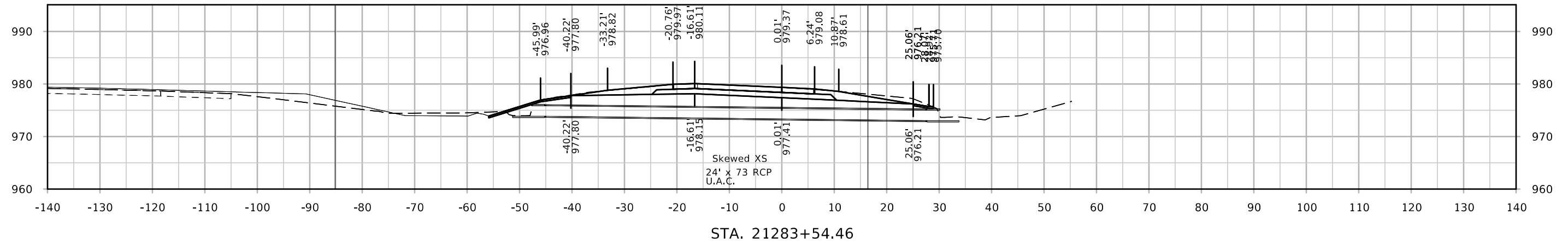
Ramp B 60th St



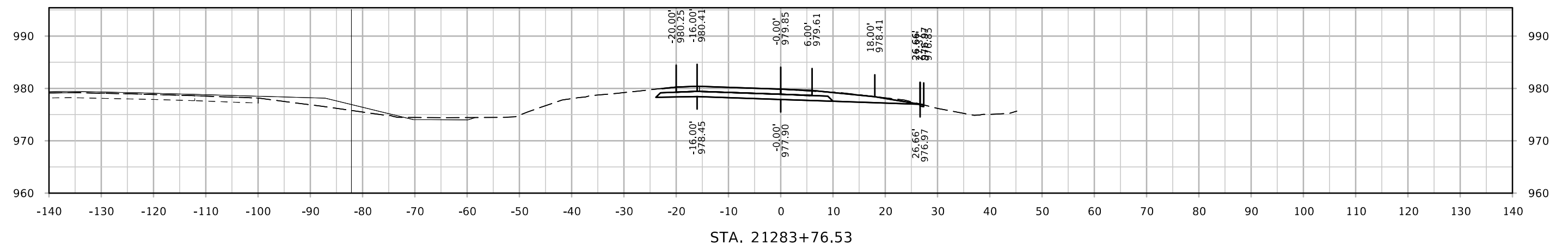
Ramp B 60th St



Ramp B 60th St

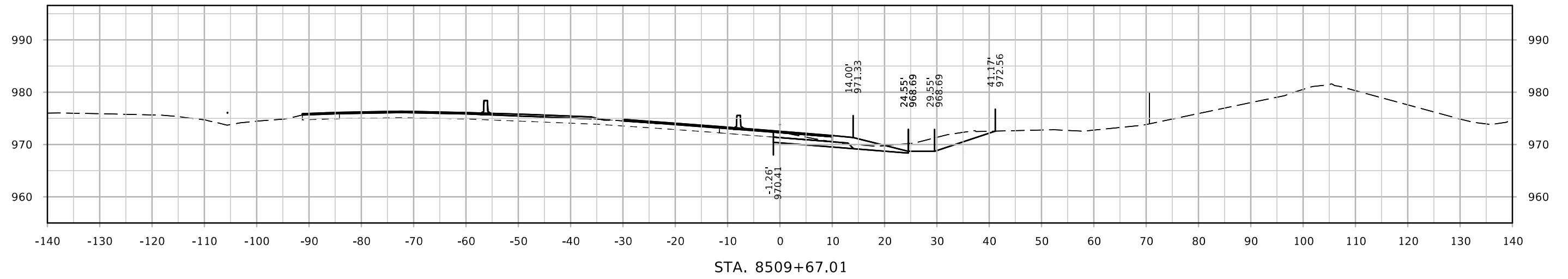
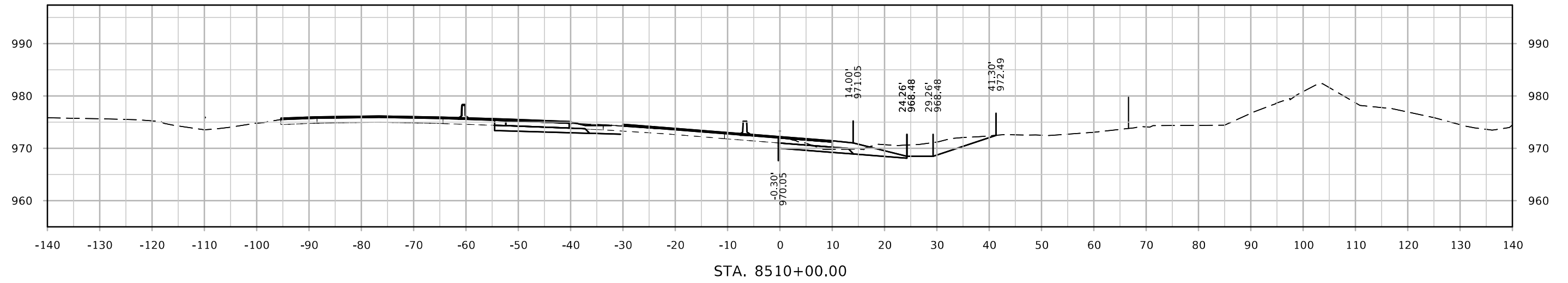
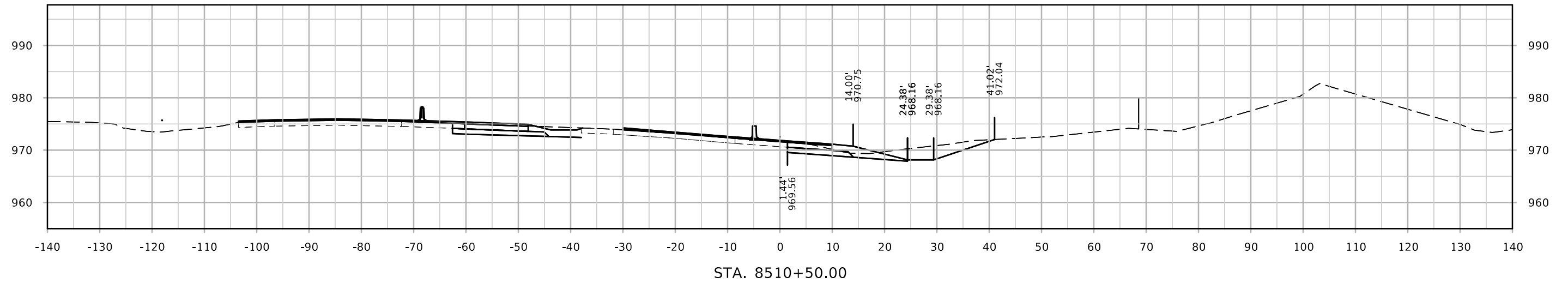


Ramp B 60th St

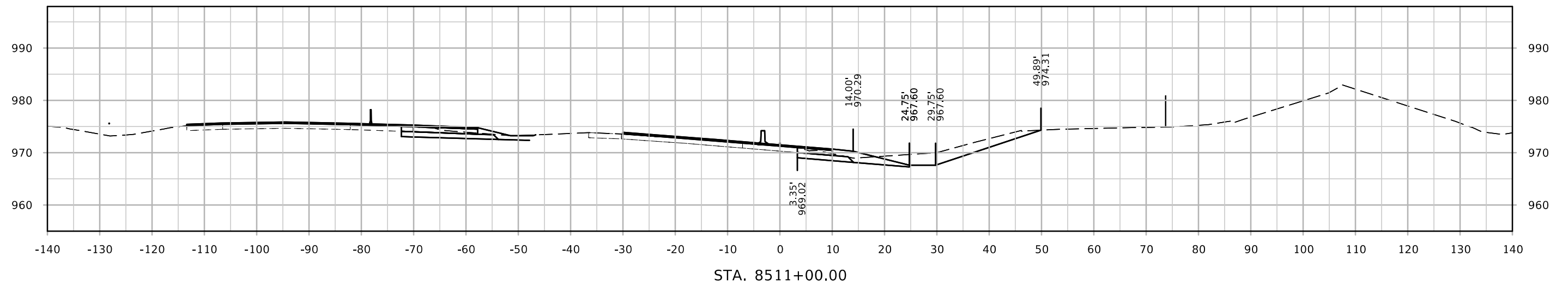
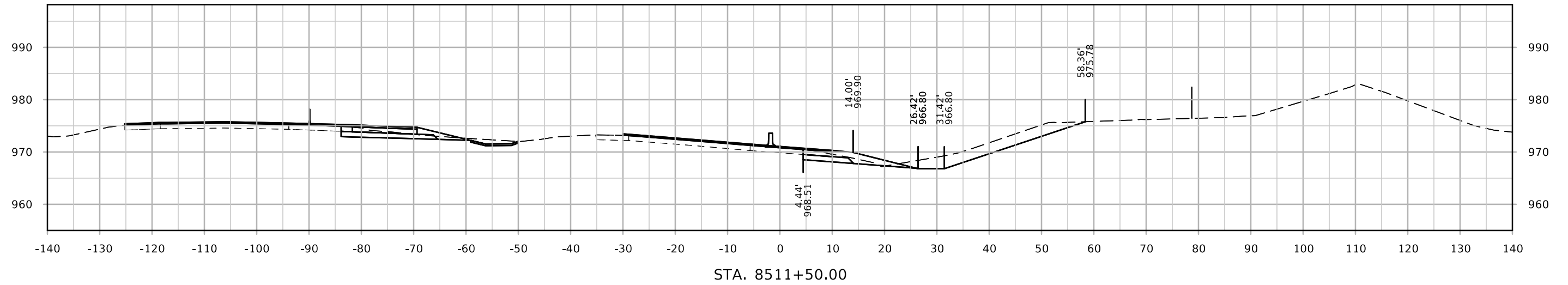
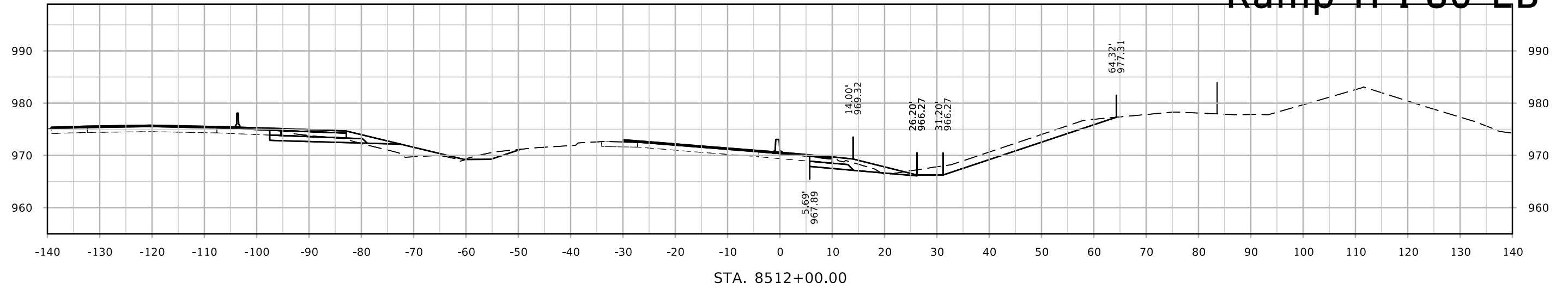


STA. 21283+76.53

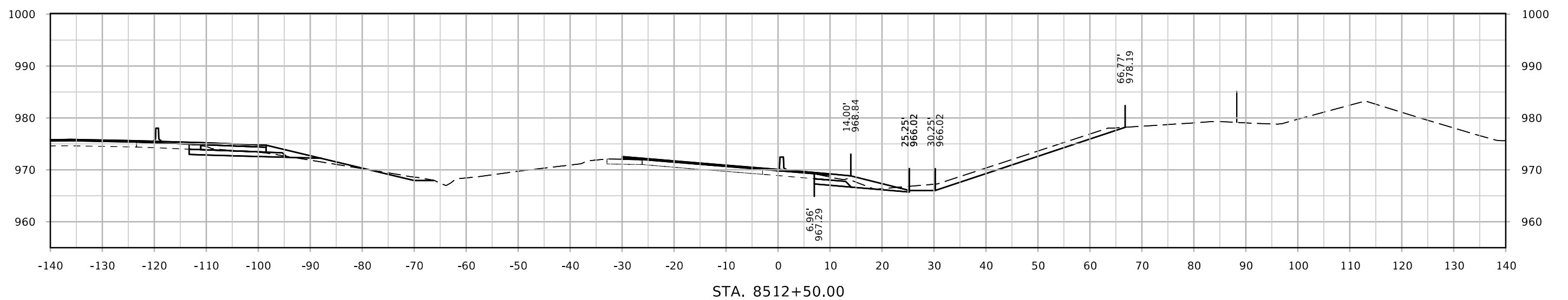
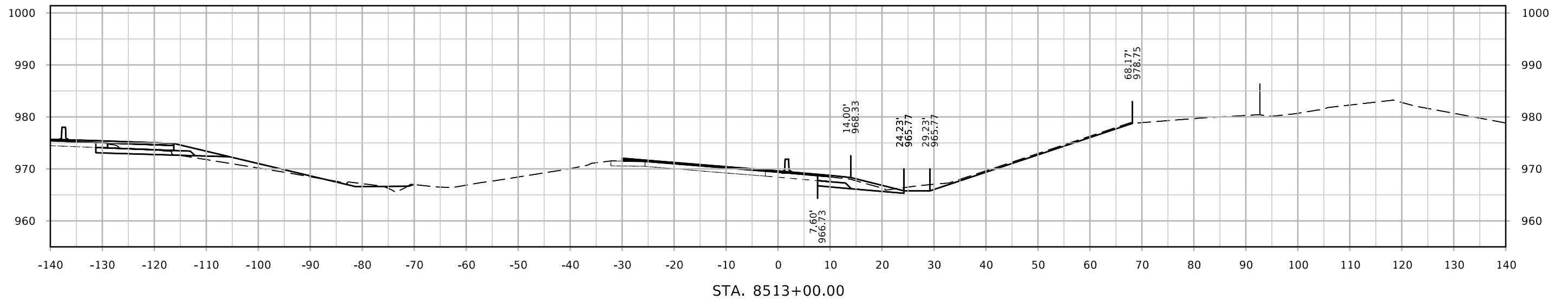
Ramp H I-80 EB



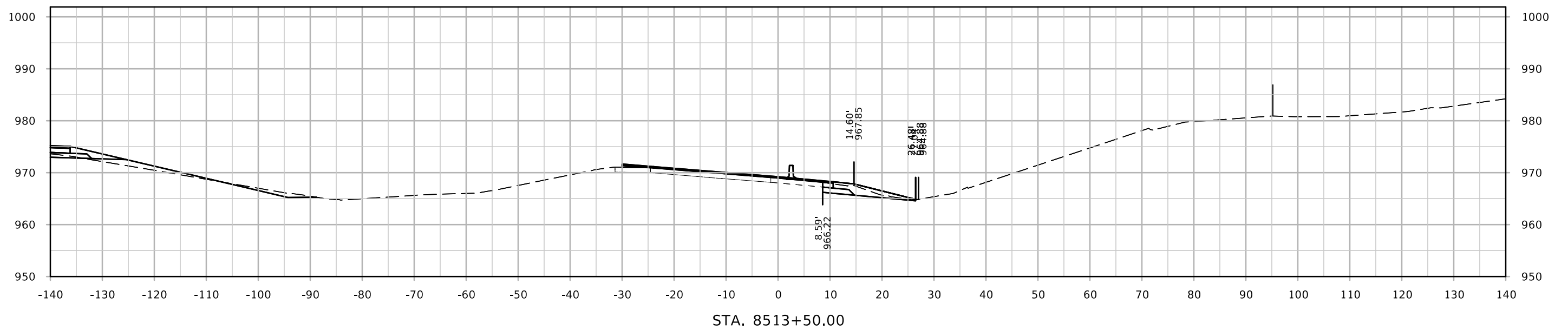
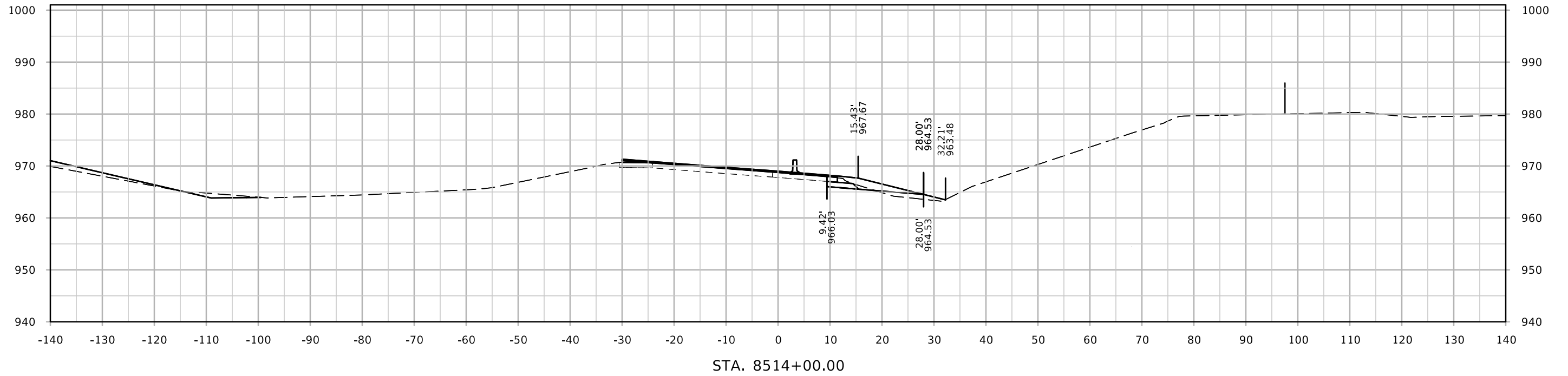
Ramp H I-80 EB



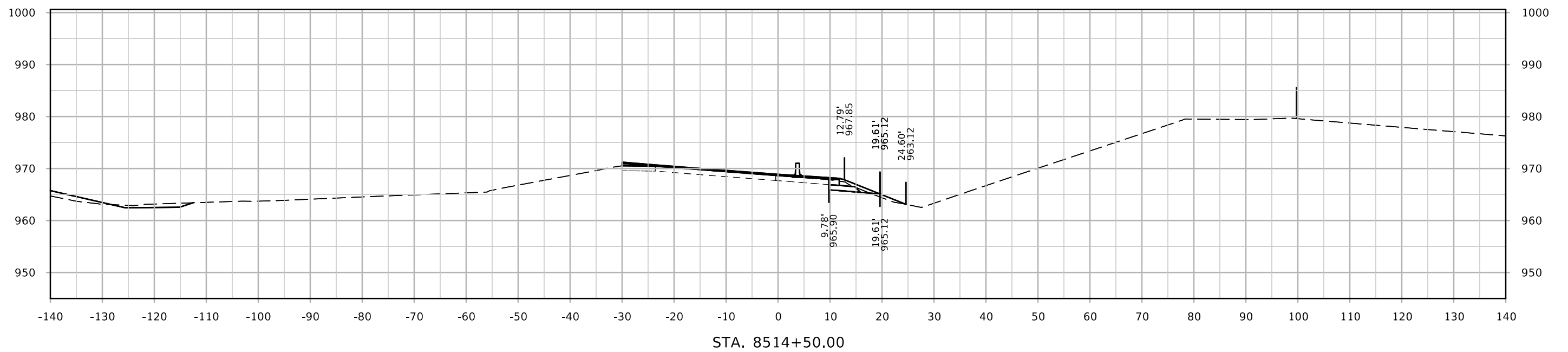
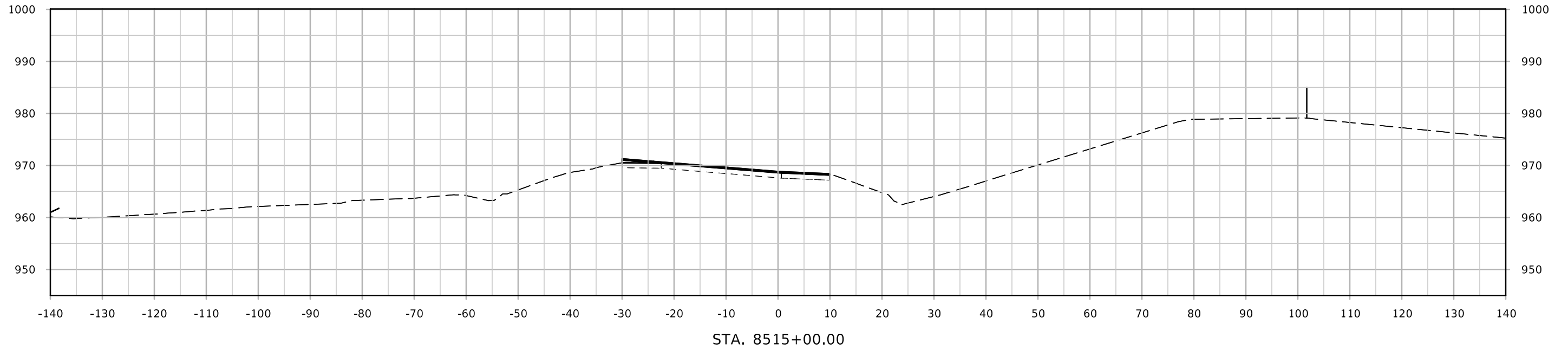
Ramp H I-80 EB



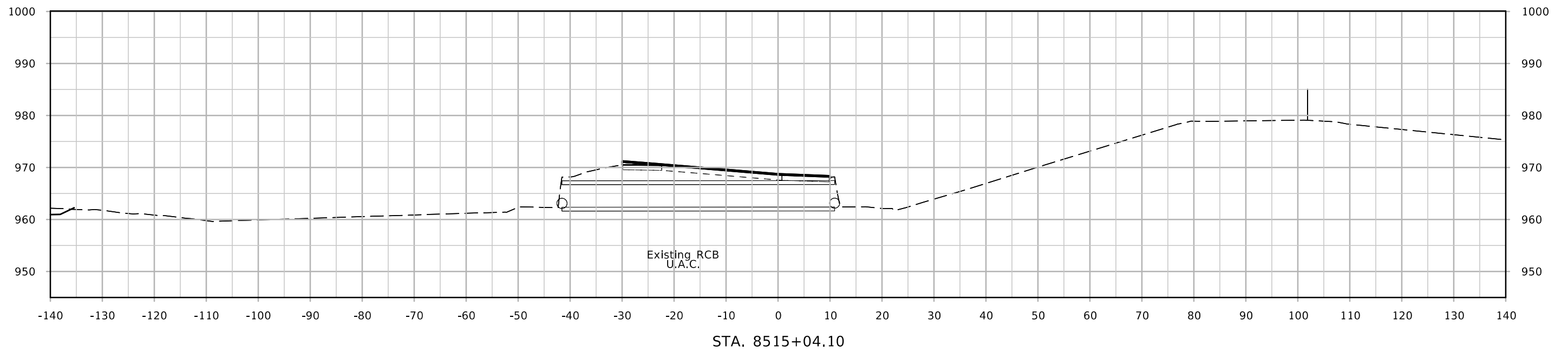
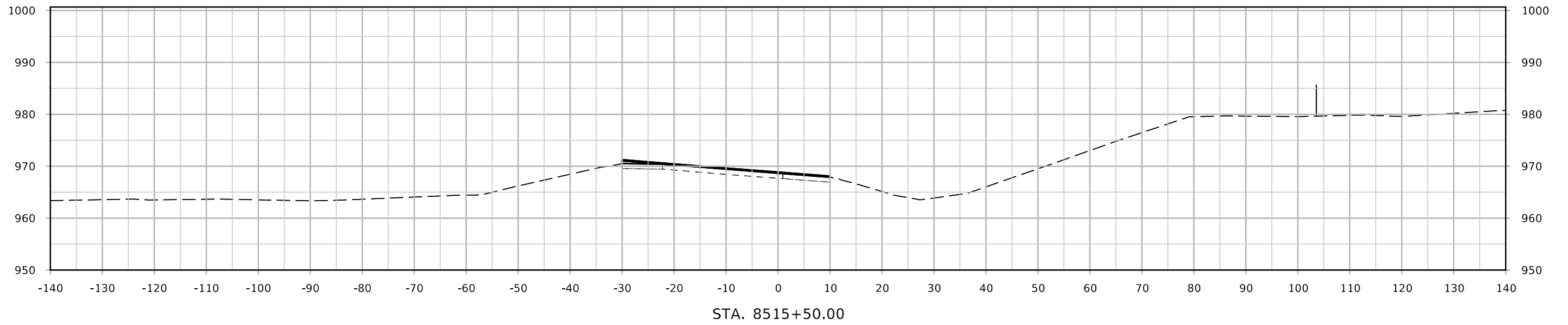
Ramp H I-80 EB



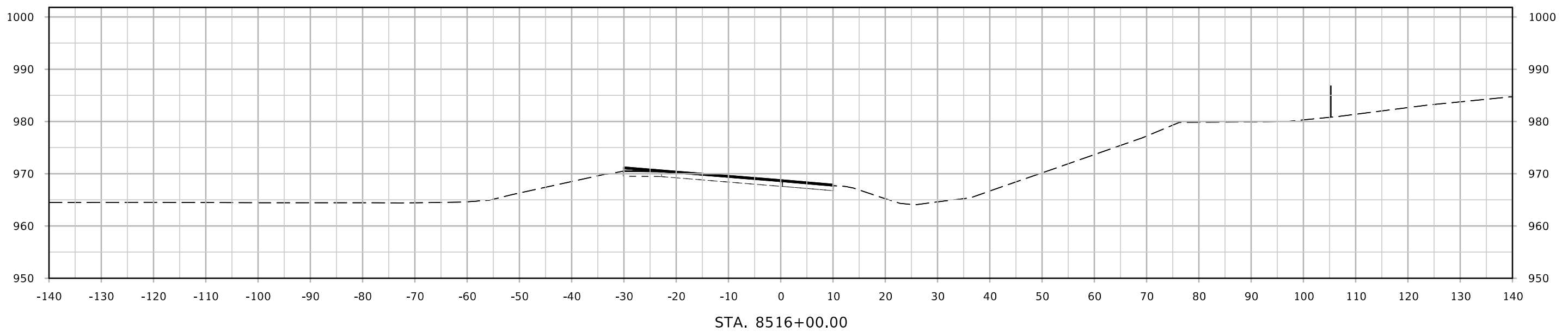
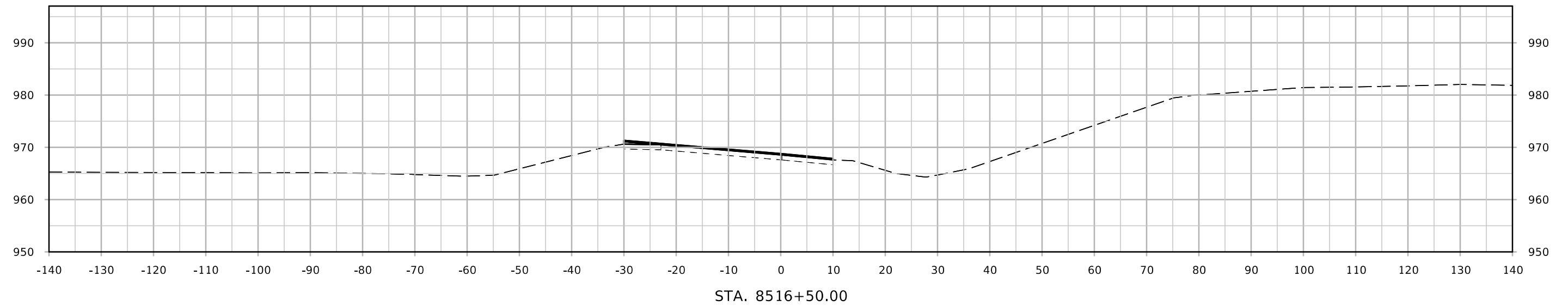
Ramp H I-80 EB



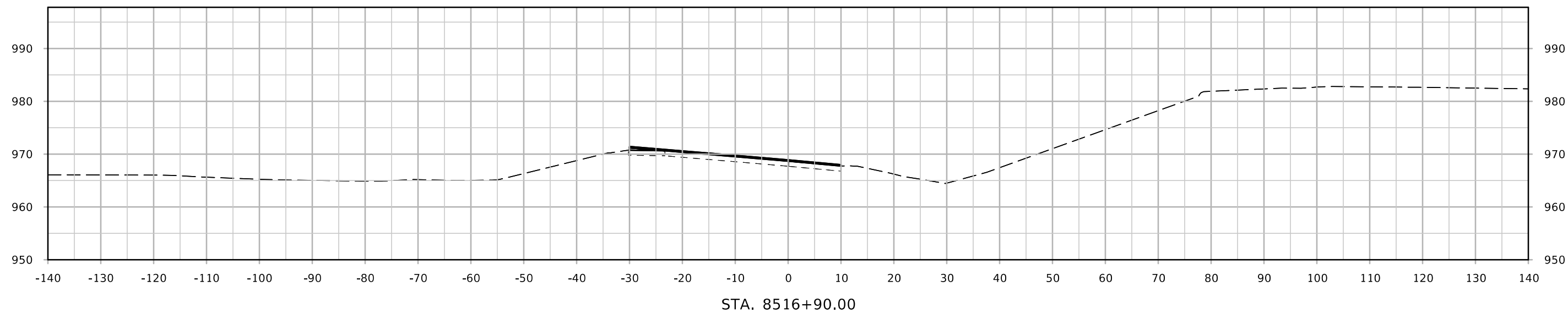
Ramp H I-80 EB



Ramp H I-80 EB



Ramp H I-80 EB



STA. 8516+90.00