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<-- H Sheets



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
DALLAS COUNTY
PCC PAVEMENT - NEW
W OF US 6/169 TO E OF US6/169 INTERCHANGE (EB/WB)

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
22-25-080-030
PROJECT NUMBER
IMX-NHS-080-3(322)110--02-25
R.O.W. PROJECT NUMBER
IMN-080-3(325)110--0E-25

MILEAGE SUMMARY			
DIV.	LOCATION	LIN. FT.	MILES
	I-80 EB		
	Sta. 1591+50.00 to Sta. 1693+74.93	10,224.93	1.937
	Deduct Bridge from Sta. 1643+61.17 to Sta. 1645+69.60	208.43	0.039
	I-80 WB		
	Sta. 2639+00.00 to Sta. 2654+00.00	1,500.00	0.284
	Deduct Bridge from Sta. 2644+16.40 to Sta. 2646+27.49	211.09	0.040
	Ramp B		
	Sta. 2527+38.95 to Sta. 2533+00.00	561.05	0.106
	Ramp D		
	Sta. 4529+25.00 to Sta. 4536+90.16	765.16	0.145
	Total length of Roadway in Project	12,631.62	2.392
	Total length of Bridge in Project	419.52	0.079
	Total length of Project	13,051.14	2.471

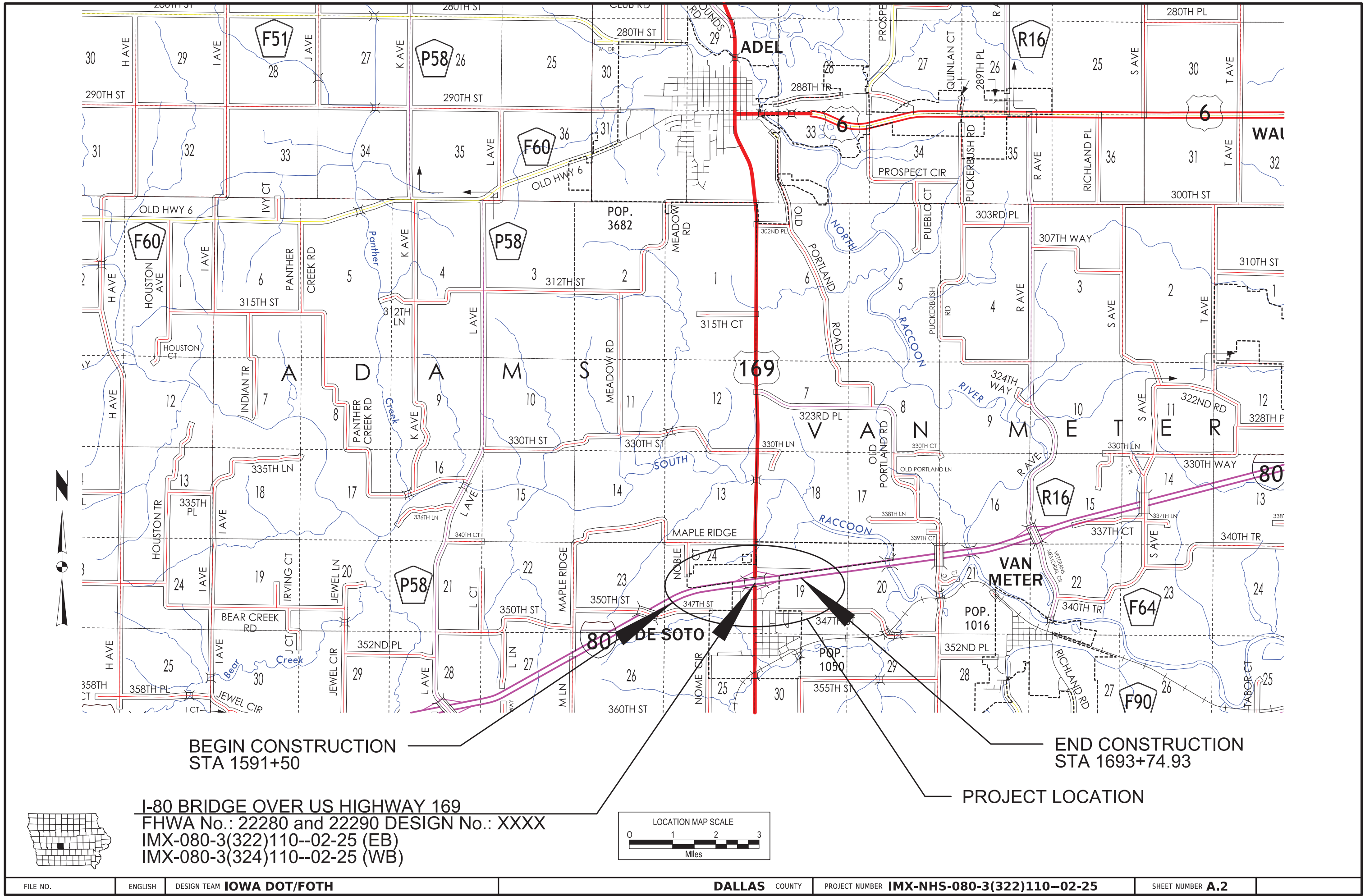
DESIGN DATA RURAL			
20 22	AADT	37,500	V.P.D.
20 50	AADT	61,300	V.P.D.
20 --	DHV	--	V.P.H.
TRUCKS		26.5	%
Total Design ESALs		--	

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	X	Primary Signature Block
X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: Apr 29, 2026

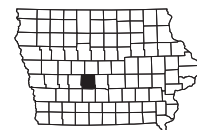
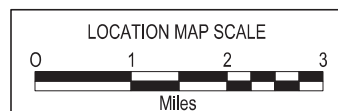


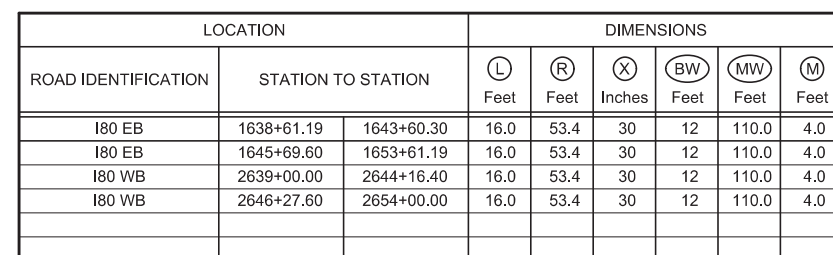
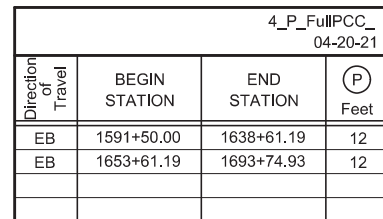
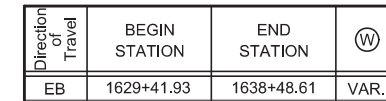
BEGIN CONSTRUCTION
STA 1591+50

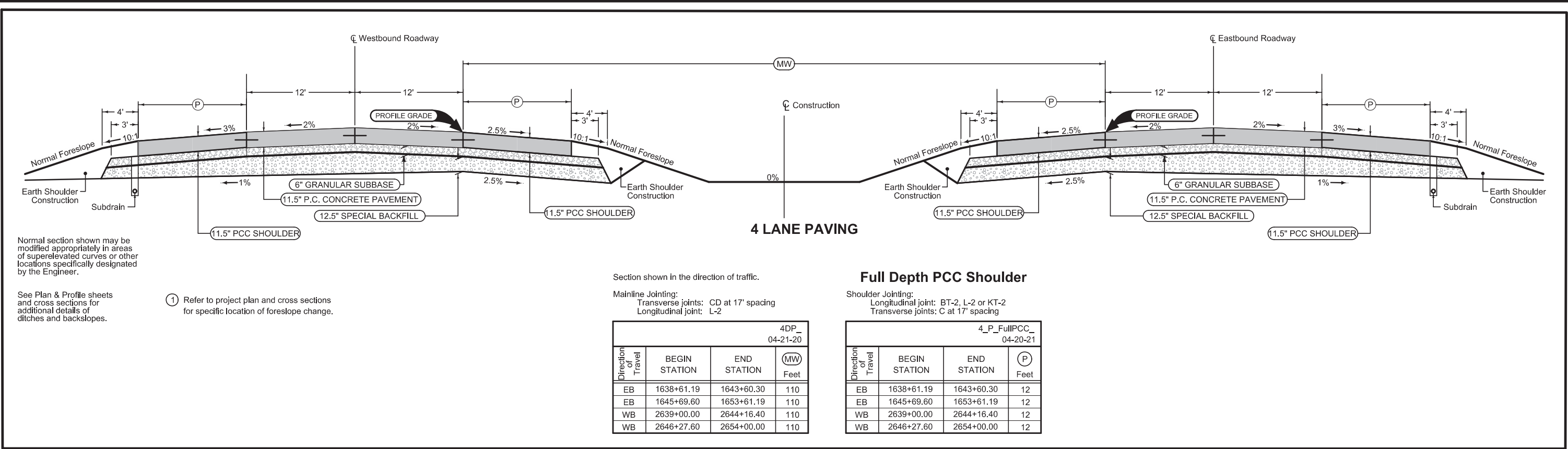
END CONSTRUCTION
STA 1693+74.93

PROJECT LOCATION

I-80 BRIDGE OVER US HIGHWAY 169
FHWA No.: 22280 and 22290 DESIGN No.: XXXX
IMX-080-3(322)110--02-25 (EB)
IMX-080-3(324)110--02-25 (WB)







LOCATION				Area	6" Special Backfill	Earth Shoulder Construction	
ROAD IDENTIFICATION	STATION TO STATION		SIDE				
I80 EB (Existing)	1575+40.39	1628+35.98	Right				
I80 WB (Existing)	2587+40.67	2620+94.97	Right				

- 1

Possible HMA 1:1 slope
- 2

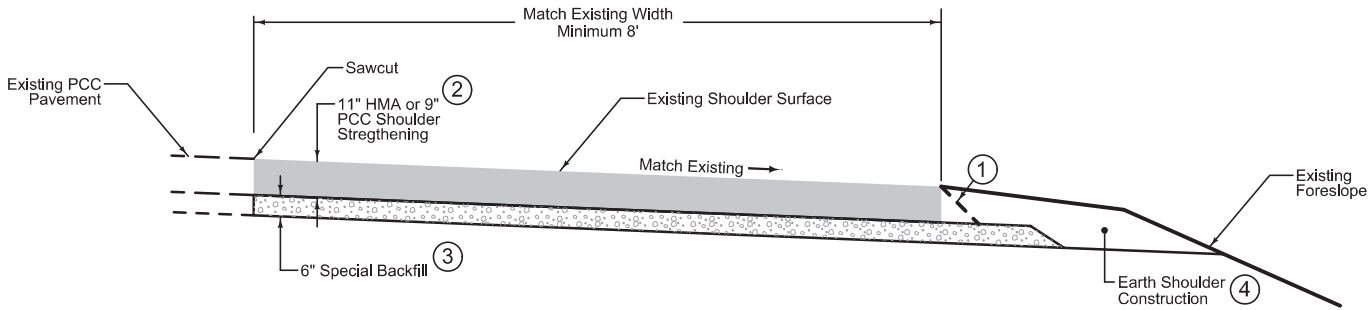
No shoulder drop off will be allowed. Fillet required if full HMA depth is not in place while adjacent lane is open to traffic. Placing and removing fillets will be considered incidental to Detour Pavement.
- 3

If present, existing shoulder subbase material may be used with Engineer Approval. Quantity assumes 6\" of special backfill will be placed by the Contractor at all shoulder strengthening detour pavement locations.
- 4

Earth shoulder construction is incidental to Shoulder Strengthening.

Quantity calculations based on vertical pavement edges and a Special Backfill unit weight of 140 pounds per cubic foot.

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



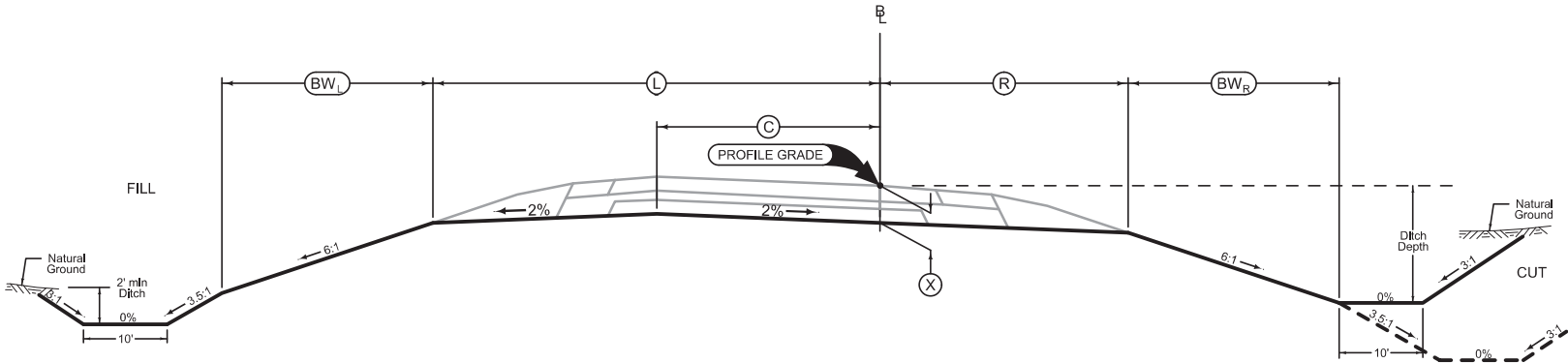
SHOULDER STRENGTHENING
DETOUR PAVEMENT

Jointing
PCC Shoulder Jointing:
Transverse joints: Refer to PV-121.
Longitudinal Joint: BT-2, L-2, or KT-2
HMA Shoulder Jointing:
Longitudinal Joint: B

Section view is in direction of traffic.

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

LOCATION				DIMENSIONS						
INTERCHANGE	RAMP	STATION TO STATION		L Feet	R Feet	C Feet	X Inches	BW _L Feet	BW _R Feet	
US 169 & I80	B	2527+38.95	2531+50.00	37.9	23.9	16	22	VAR.	VAR.	
US 169 & I80	B	2531+50.00	2533+00.00	VAR.	VAR.	16	22	VAR.	VAR.	
US 169 & I80	D	4529+25.00	4531+75.00	41.8	16.8	24	22	14.1	13.6	
US 169 & I80	D	4531+75.00	4533+75.00	VAR.	16.8	VAR.	22	VAR.	13.6	
US 169 & I80	D	4533+75.00	4536+90.16	VAR.	16.8	VAR.	22	VAR.	VAR.	

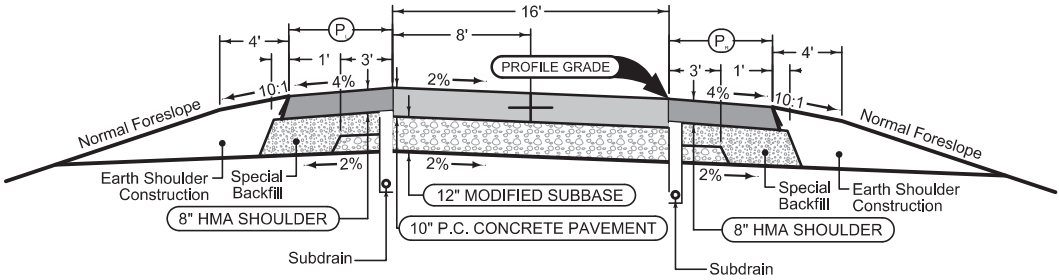


RAMP GRADING

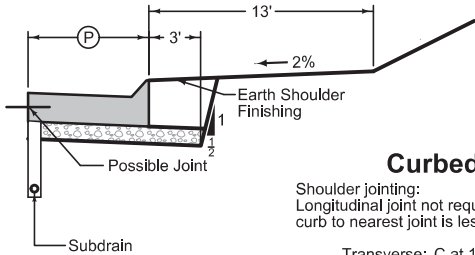
HMA Shoulder

Shoulder Jointing:
Longitudinal joint: B

1R_P_HMA_ 10-19-10				
RAMP	BEGIN STATION	END STATION	(P) Feet	(P) Feet
B	2527+38.95	2533+00.00	4	6
D	4534+20.51	4536+90.16	4	6



RAMP PAVING



Curbed Shoulder

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

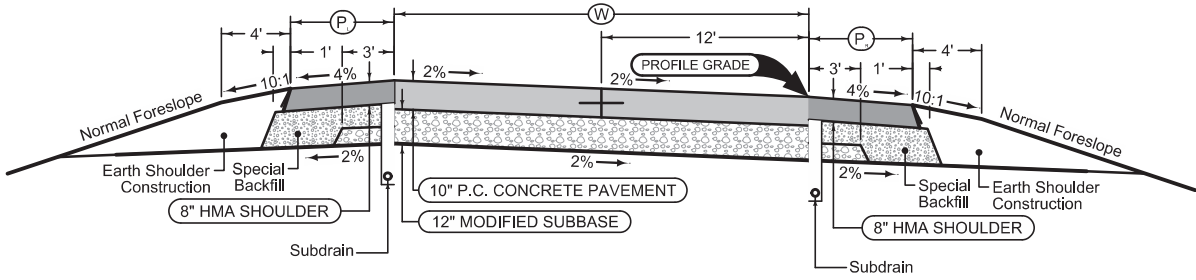
Transverse: C at 15' spacing
Single pour: L-2
Staged : KT-2

1R_Curb_ 10-18-22				
RAMP	BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
D	4535+32.39	4540+17.53	6	4" Sloped

HMA Shoulder

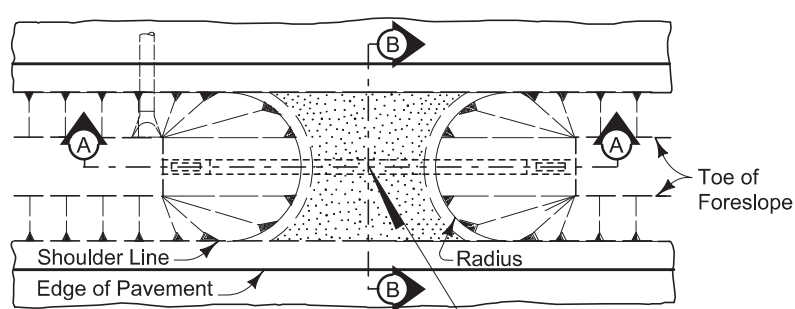
Shoulder Jointing:
Longitudinal joint: B

1R_P_HMA_ 10-19-10			
BEGIN STATION	END STATION	(P) Feet	(P) Feet
4529+25.00	4531+80.51	4	6
4531+80.51	4534+20.51	4	6



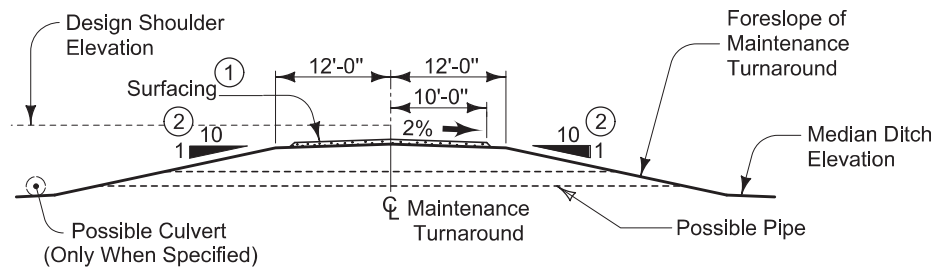
2 LANE RAMP PAVING
(RAMP D)

BEGIN STATION	END STATION	(W) Feet
4529+25.00	4531+80.51	24
4531+80.51	4534+20.51	16-24

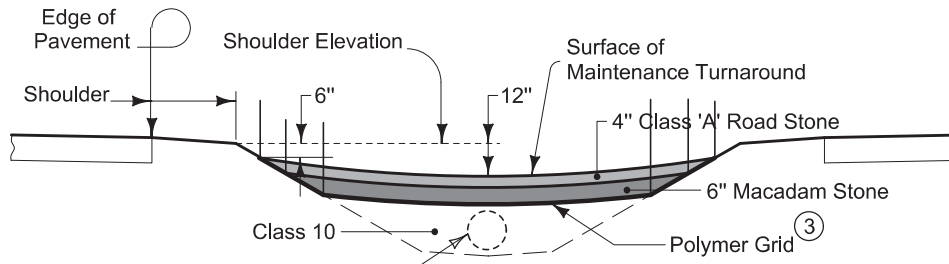


PLAN

- ① Surfacing quantities based on a 6 inch layer of Macadam Stone base and a 4 inch layer of Class 'A' Road Stone. Apply surfacing as directed by the Engineer.
- ② Construct 8:1 foreslope when drainage pipe is incorporated into the maintenance turnaround.
- ③ Install Polymer Grid between Class 10 and stone material.
- ④ See Standard Road Plan DR-212.



SECTION A-A

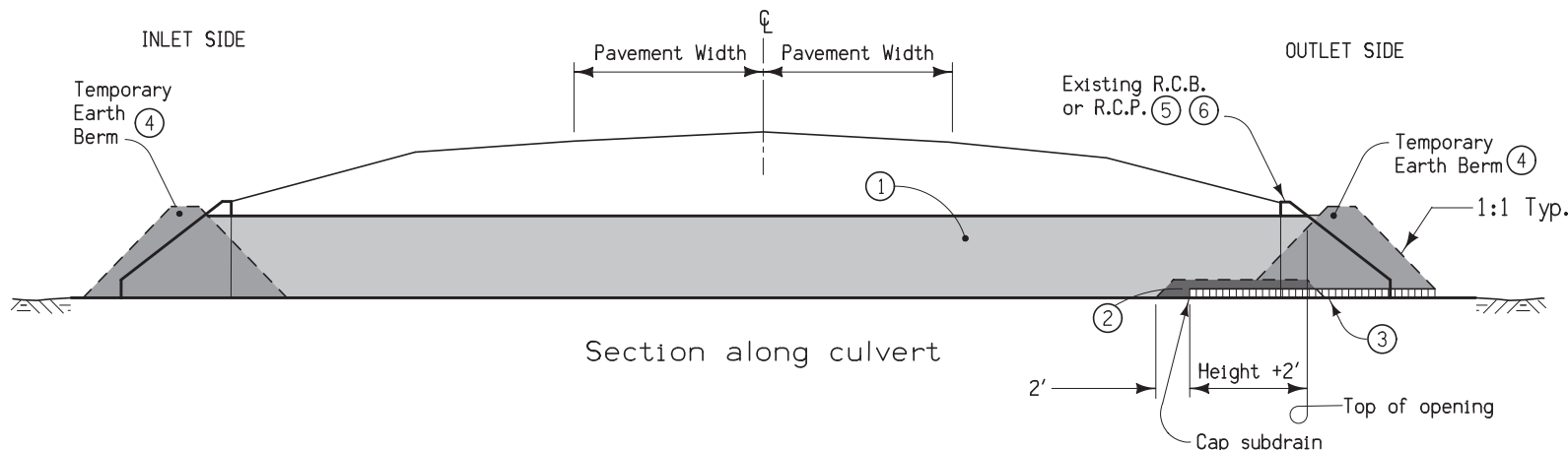
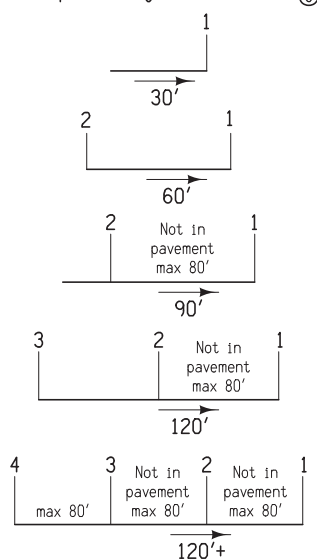


SECTION B-B

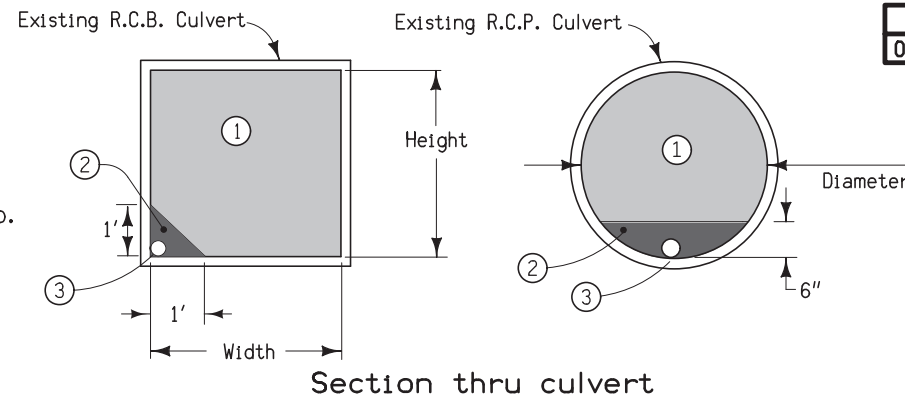
MAINTENANCE TURNAROUND

Location		Class 'A' Road Stone	Macadam Stone	Polymer Grid	Class 10	Pipe Length	Beveled Pipe & Guard	Radius	Remarks
Road Identification	Station	TONS	TONS	SY	CY	LF	EACH	FT	
I80 EB/WB					See T Sheets			19	

Required Injection Points ⑥



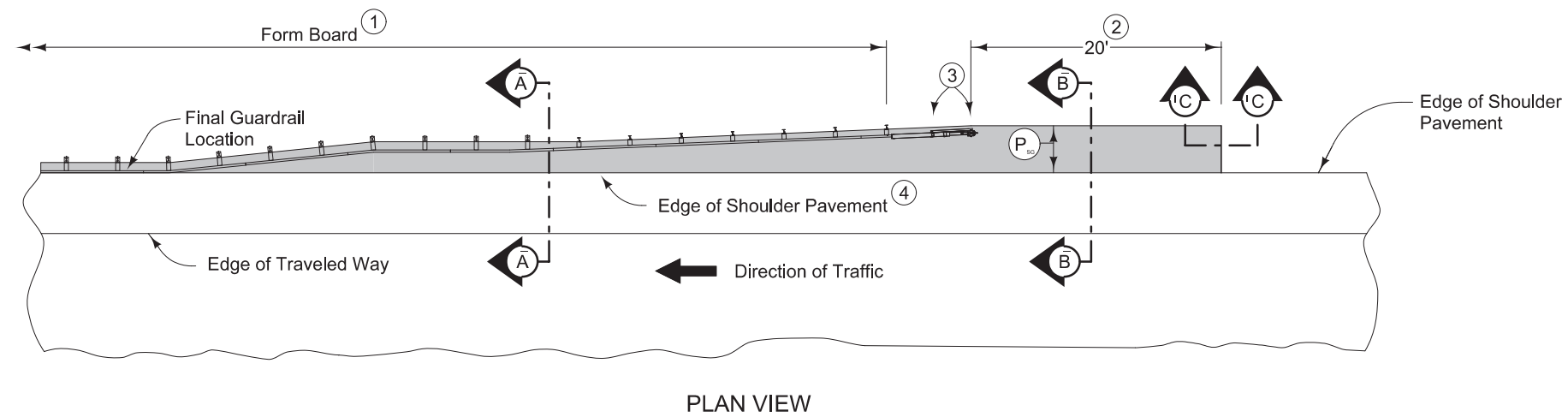
Section along culvert



Section thru culvert

- ① Flowable Mortar.
- ② Granular Backfill.
- ③ 4" subdrain at flowline elevation of culvert shall be extended into the culvert a distance of 2' plus the height of the culvert. Granular Backfill covers subdrain and extends an additional 2'. Subdrain and granular backfill are incidental to flowable mortar.
- ④ Ends of culvert shall be plugged sufficiently to retain flowable mortar. Temporary earth berms are incidental to flowable mortar.
- ⑤ Removal of headwalls may be required.
- ⑥ Outlet shall be filled first. See injection point detail for additional information.

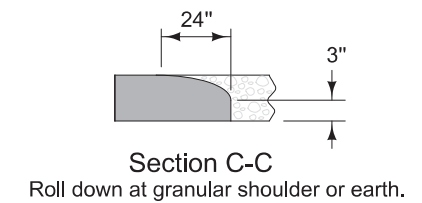
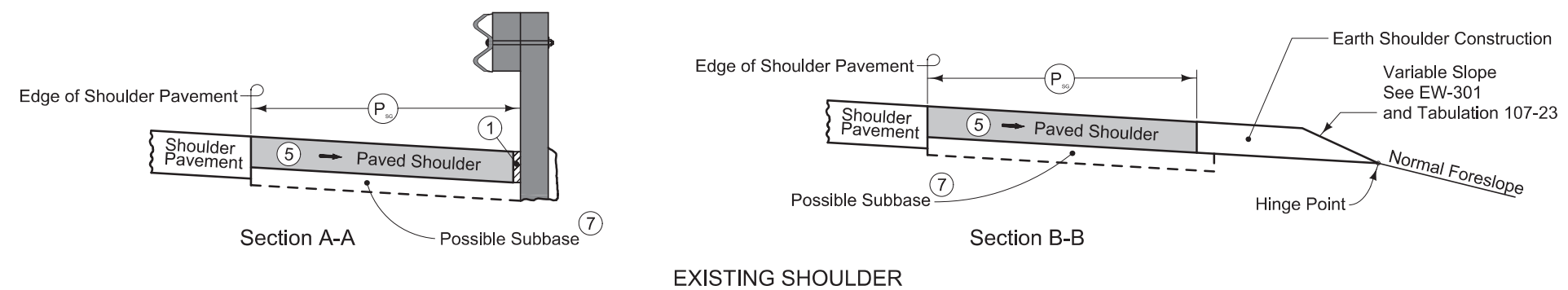
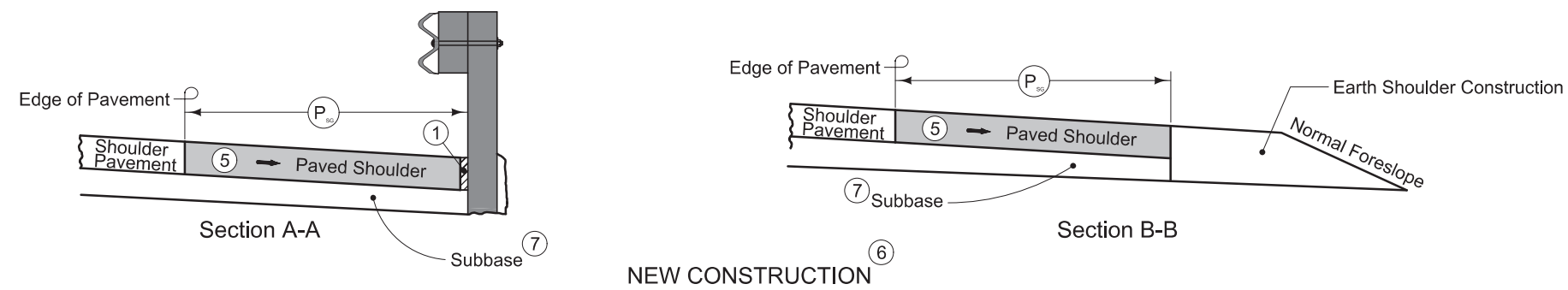
DETAILS OF CULVERT ABANDONMENT WITH FLOWABLE MORTAR
(Rectangular structures less than 8' in either height or width.
Circular structures less than 10' Dia.)



Match mainline pavement joint spacing. When mainline pavement is 8" 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 'KT' (per PV-101) joint for PCC shoulder.
- ⑤ Match shoulder slope.
- ⑥ The Contractor has the option to pave the paved shoulder at guardrail and the full width paved shoulder as one operation.
- ⑦ Refer to other details in the plan.

PAVED SHOULDER AT GUARDRAIL
(ADJACENT TO FULL WIDTH PAVED SHOULDER)

SURVEY SYMBOLS

	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		Cistern
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)
	County Road Highway Symbol		Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Luminaire
	Fruit Tree		Traffic Signal
	Shrub (Bushes)		Traffic Signal with Luminaire
	Timber		Telephone Pedestal
	Hedge		Television Pedestal
	Stump		Telephone Pole
	Swamp		Telephone Pole (Second Company)
	Rock Outcrop		Telephone Pole (Third Company)
	Broken Concrete		Telephone Pole (Fourth Company)
	Revetment (Rip Rap)		Telephone Pole (Fifth Company)
	Cemetery		Power Pole
	Grave		Power Pole (Second Company)
	Cave		Power Pole (Third Company)
	Sink Hole		Power Pole (Fourth Company)
	Board Fence		Power Pole (Fifth Company)
	Chain Link or Security Fence		Electrical Highline Tower (Metal or Concrete)
	Wire Fence		Telephone Riser Pole
	Terrace		Power Riser Pole
	Earth Dam or Dike (Existing)		Telegraph Pole
	Earth Dam or Dike (Proposed)		Satellite TV Dish
	Tile Outlet		Water Hook Up
	Edge of Water		Radio Tower
	Existing Drainage		Tower Anchor
	Proposed Drainage		PCT Photo Control Target
	Right of Way Rail or Lot Corner		DTM Photogrammetry Elv Control Check
	Concrete Monument		FENO FENO Monument
	Well		CP Control Point
	Windmill		BM Bench Mark
	Beehive Intake		
	Existing Intake		
	Proposed Intake		
	Existing Utility Access (Manhole)		
	Proposed Utility Access (Manhole)		
	Fire Hydrant		
	Water Hydrant (Rural)		

UTILITY LEGEND

	DE SOTO Contact: Dan Vanlangn Phone: 515-208-0066
	MidAmerican Contact: Jamie Neer Phone: 515-252-6972
	IOWA COMMUNICATIONS NETWORK Contact: Doug Ebelsheiser Phone: 515-725-4742
	IOWA DOT Contact: Pete Wonders Phone: 515-834-2368
	Windstream Communications Contact: Locate Desk Phone: 800-289-1901
	XENIA RURAL WATER DISTRICT Contact: Laird VanDee Phone: 515-676-2117
	ADM SCHOOL Contact: Jennifer Cosby Phone: 515-262-7686
	MEDIACOM Contact: Jerry Broughton Phone: 845-587-2521

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
Lavender	(9)		Temporary Pavement Shading 0%
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%
Violet	(15)		Proposed Grade and Pave Shading (In conjunction with a paving project) 0%
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%
Green, Light	(225)		Existing Pavement 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

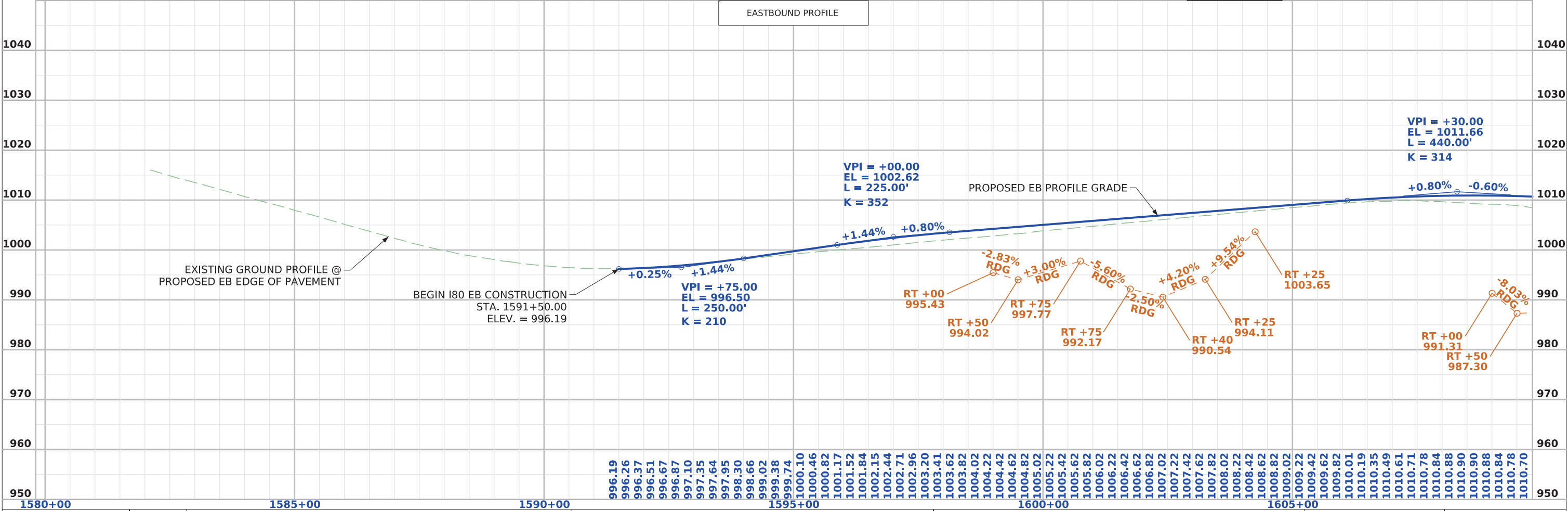
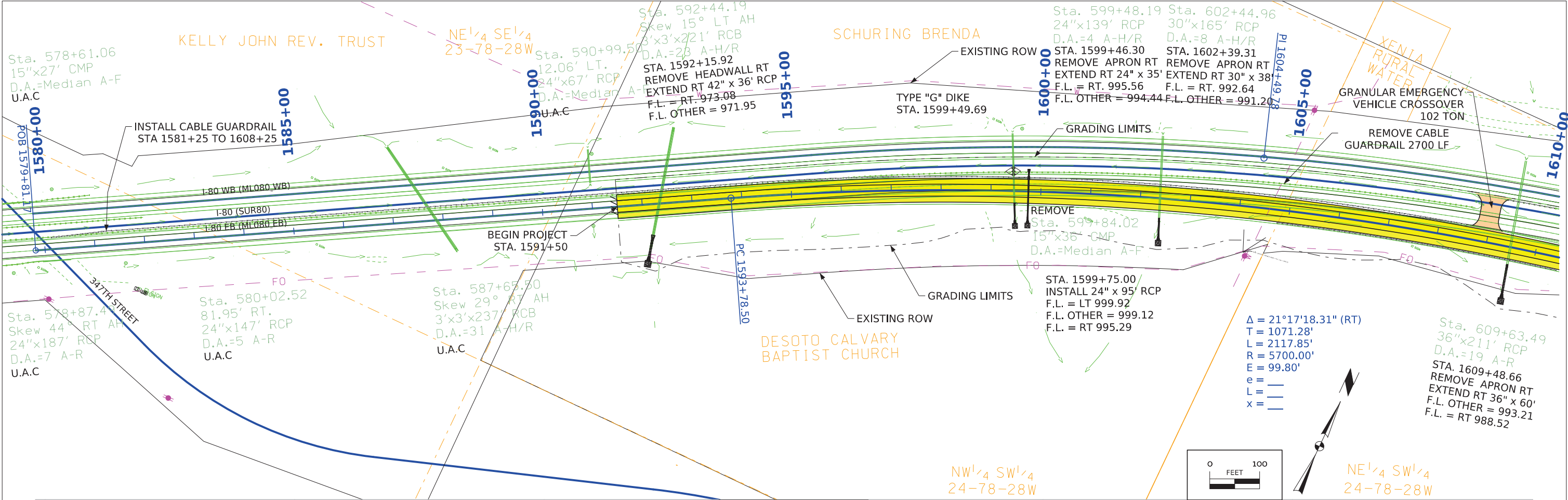
	Reference Point
	Station
	Survey Line
	Section Corner
	Ground Line Intercept
	Saw Cut
	Guardrail
	Trench Drain
	HighTension Cable Guardrail
	Sheet Pile
	Pavement Removal
	Clearing & Grubbing Area

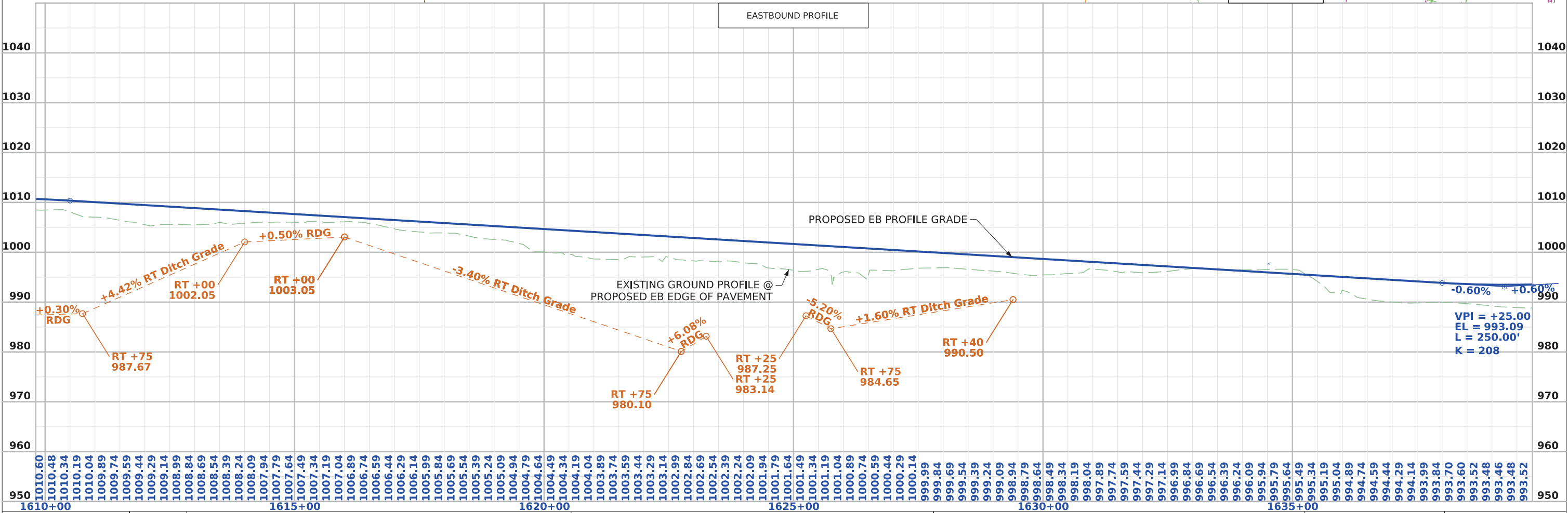
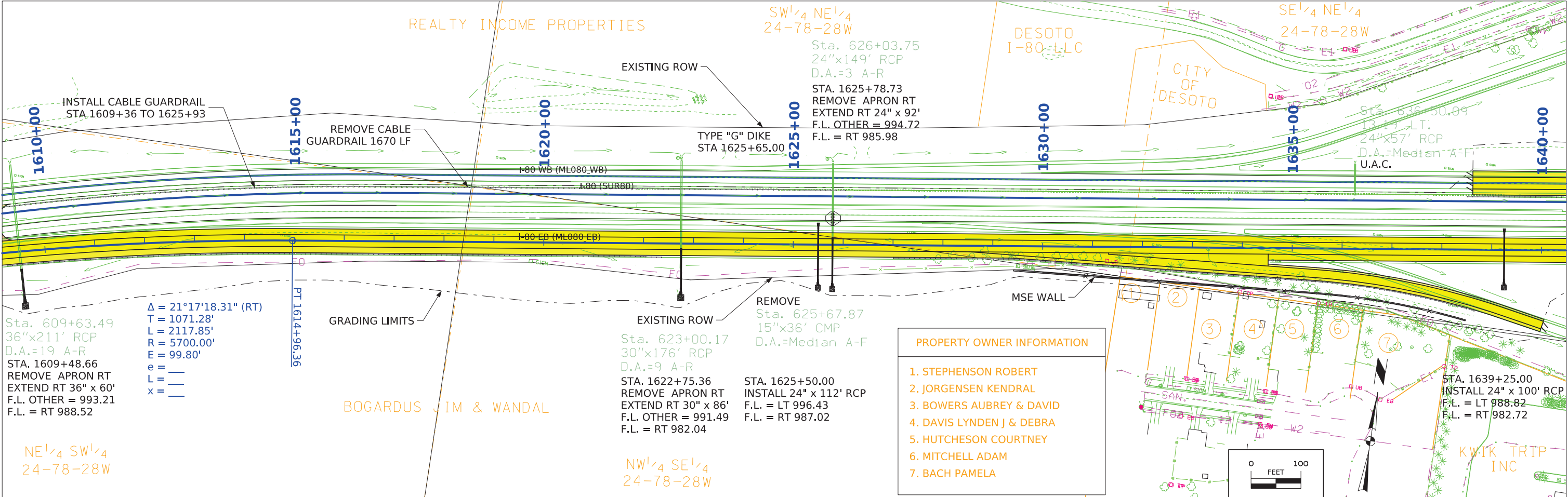
RIGHT-OF-WAY LEGEND

	Proposed Right-of-Way
	Existing Right of Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Easement (Temporary)
	Easement
	Access Control
	Property Line

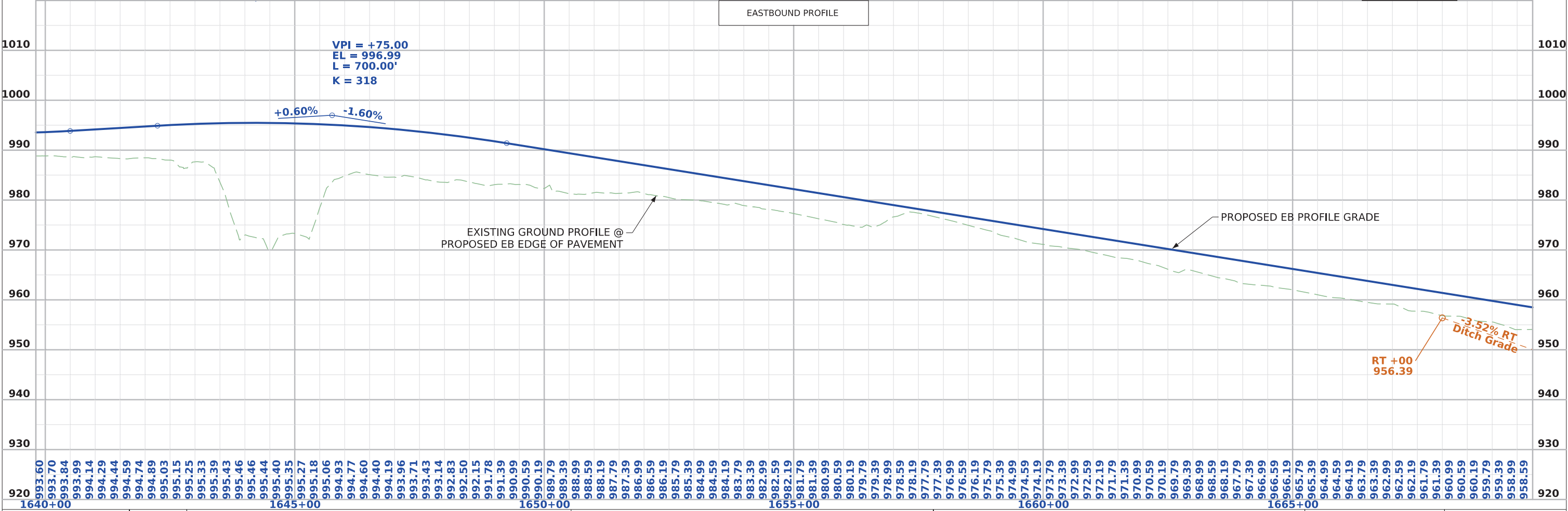
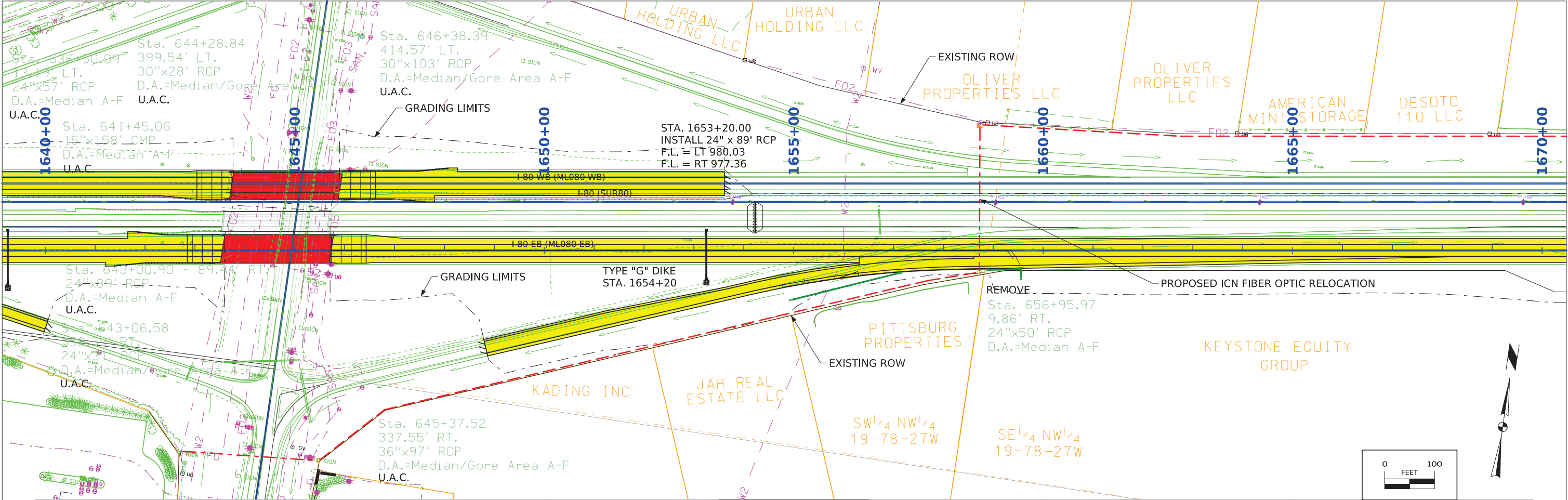
PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET

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

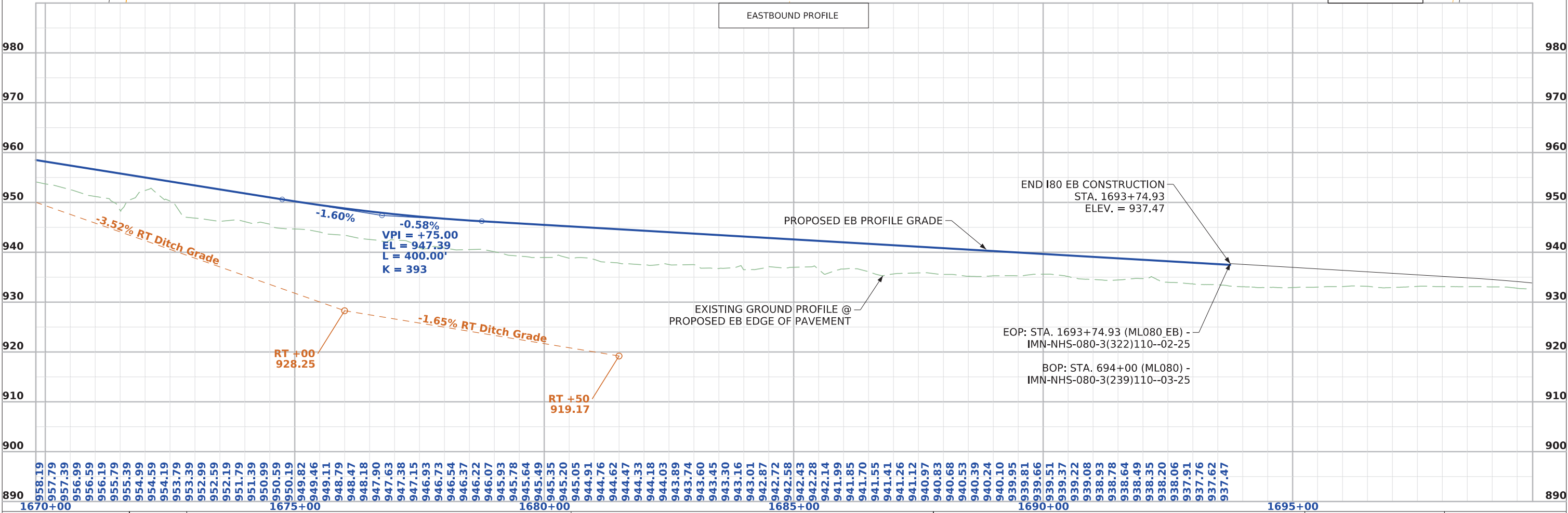
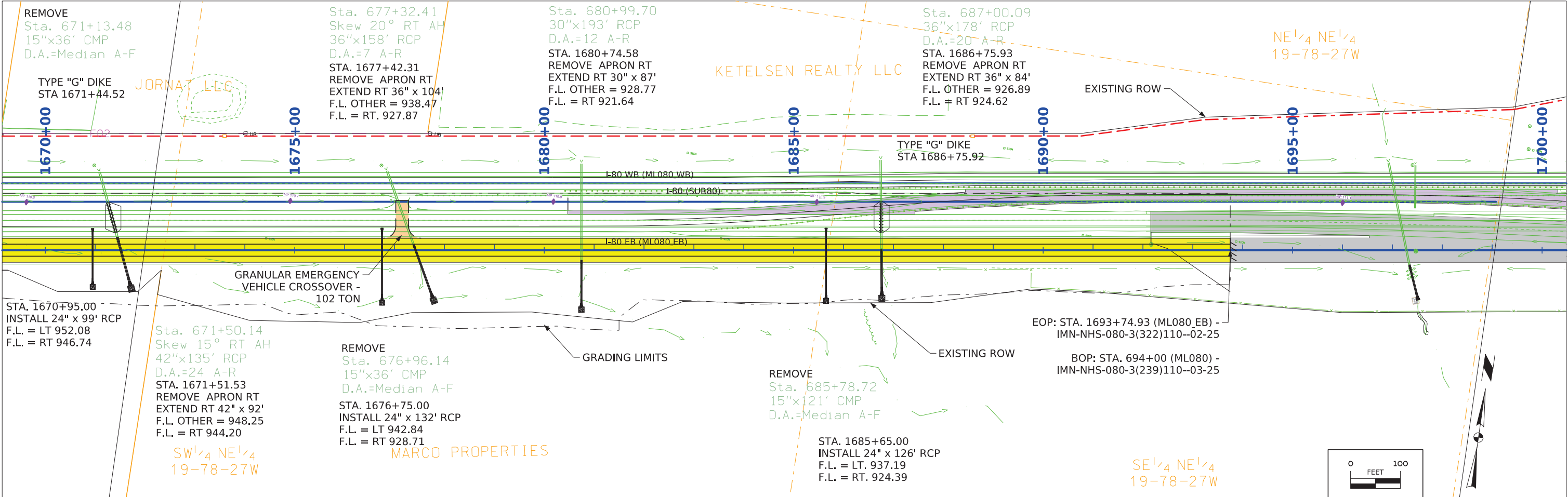


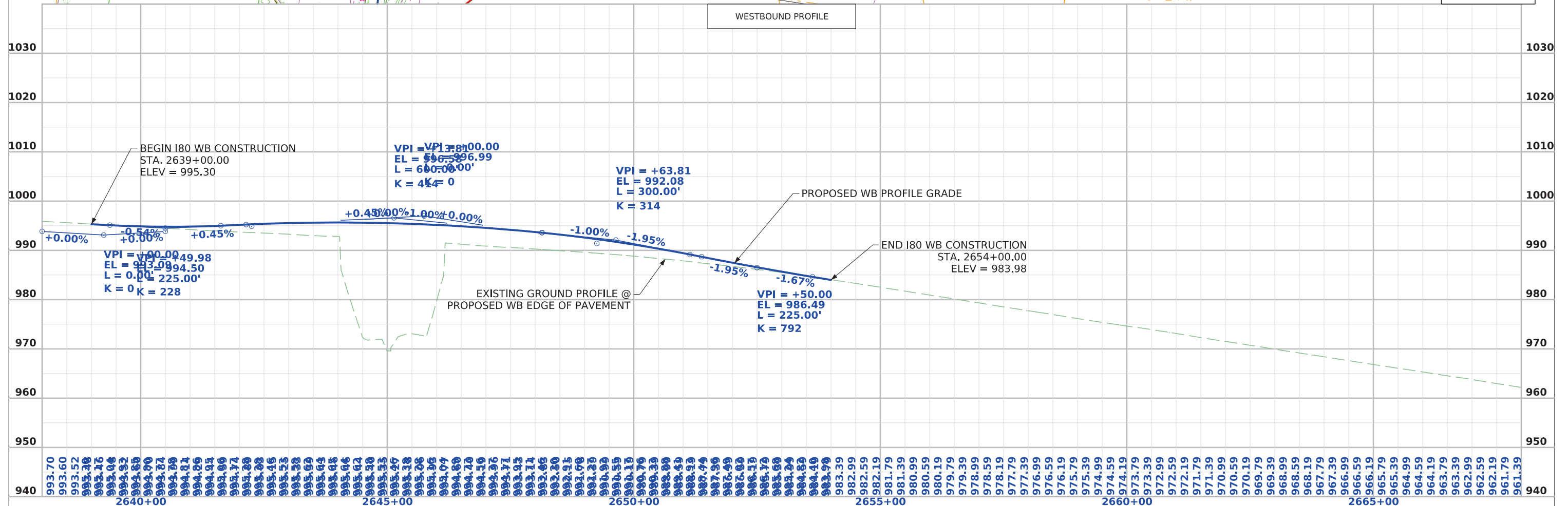
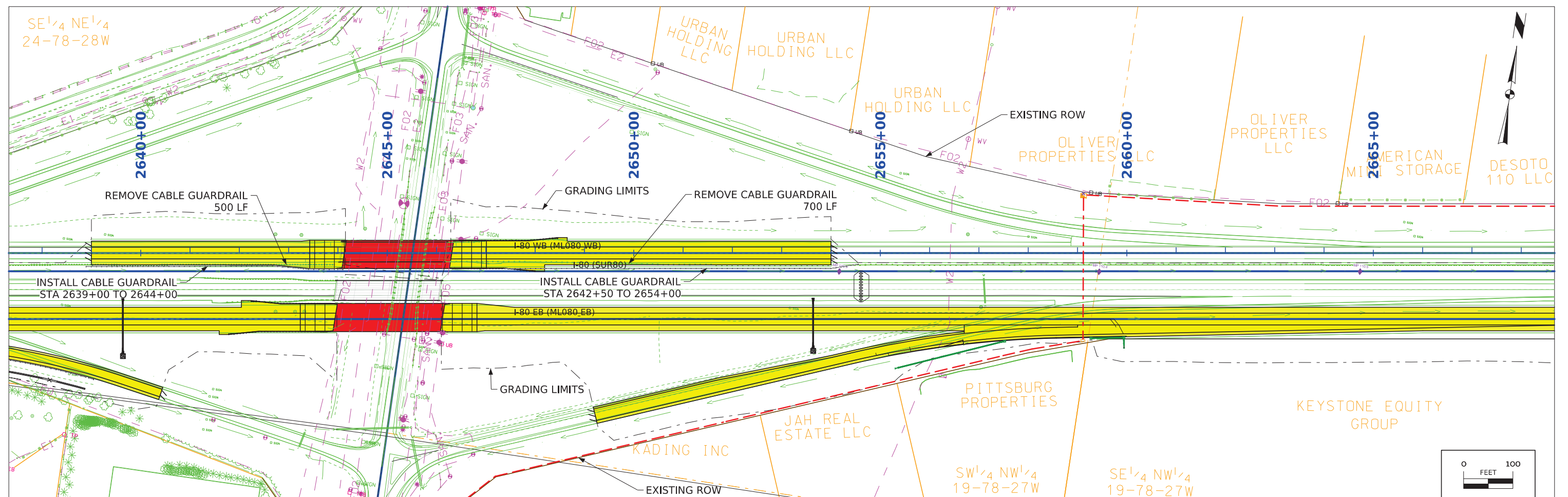


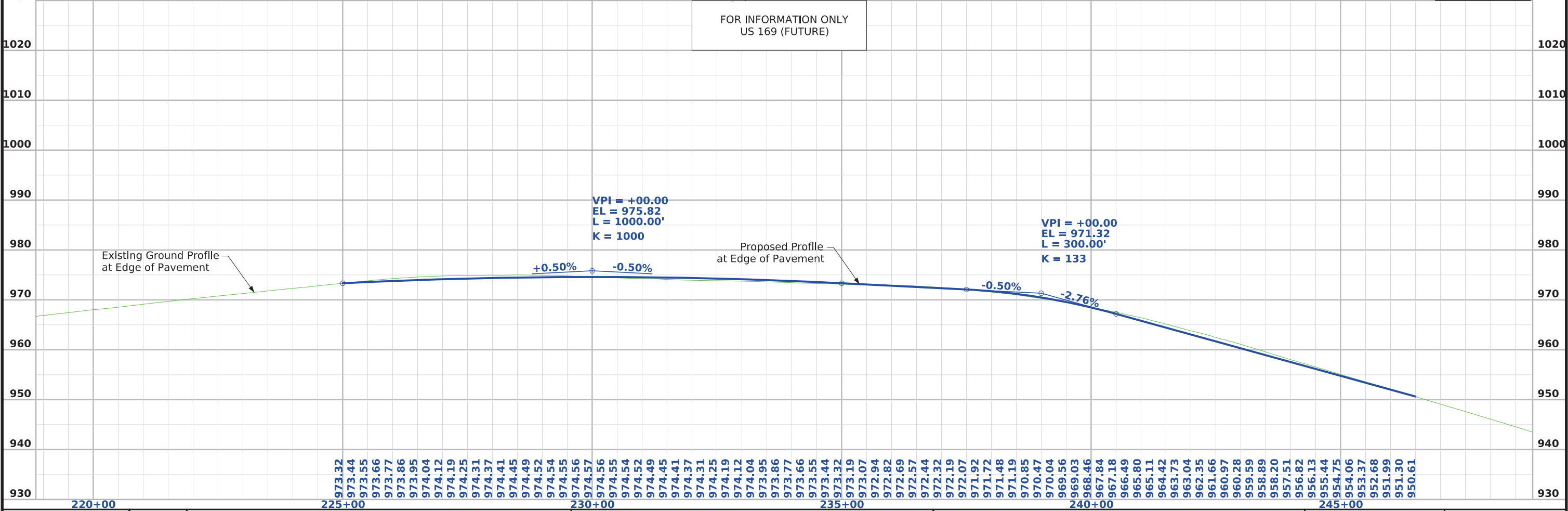
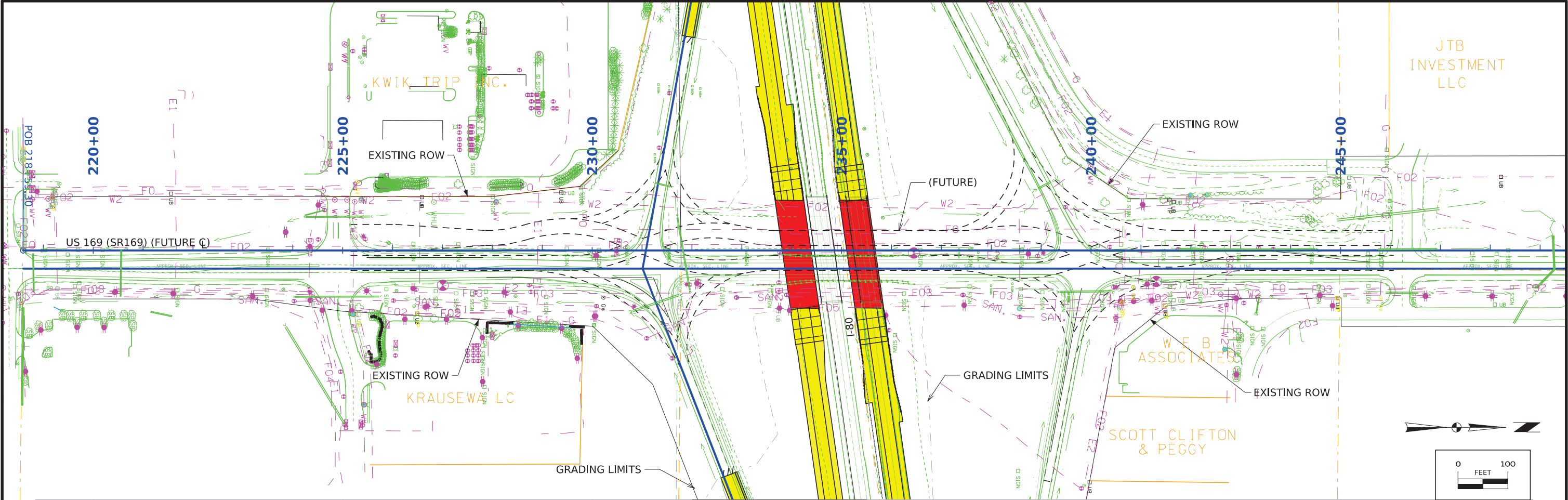
FILE NO.	ENGLISH	DESIGN TEAM	IOWA DOT/FOTH	DALLAS	COUNTY	PROJECT NUMBER	IMX-NHS-080-3(322)110-02-25	SHEET NUMBER	D.3
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FILE NO.	ENGLISH	DESIGN TEAM	IOWA DOT/FOTH	DALLAS	COUNTY	PROJECT NUMBER	IMX-NHS-080-3(322)110-02-25	SHEET NUMBER	D.4
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Survey Information

SURVEY INDEX

County: Dallas
PIN: 22-25-080-030
Project Number: IMX-080-3(322)110—02-25
Location: W of US 6/169 Interchange (EB/WB)
Type of Work: Bridge Replacement
Project Directory: 2508003022

Survey Personnel

Jody Budde - PLS
Wes Shimp - PLS
Dave Overman - Party Chief
Lee Budde - Party Chief
Katerina Wyatt - Party Chief
Jason Flaherty - Assistant Survey Party Chief
Ronaldo Rodriguez - Assistant Survey Party Chief

Date(s) of Survey

Begin Date 12/15/2023
End Date 08/01/2024

General Information

This survey is for the I-80/US 6&169 Bridge Replacement in Dallas County. This project is a Partial Field DTM with Photo control.

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 for new project control points FENO100, FENO101, and FENO102, were determined by conducting three sessions of two hour and ten-minute static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations. Horizontally constrained to CORS sites IADM, IADS, and IAMD. Along with HARNs monument A162 and existing project control points FENO1, and 25005. Vertically constrained to ellipsoidal height of said CORS, and the orthometric height of said HARNs, and existing control. RTN validation shots were within 0.03' horizontally, and 0.04' vertically. For additional details of the control survey, contact the Preliminary Survey department.

Control Point Coordinate List

Point ID	Northing(sft)	Easting(sft)	Elev(sft)	Description
FENO100	7467772.13	18418918.30	952.67	CP SET FENO 800FT SOUTH OF WILLOW ST IN WEST ROW OF 169
FENO101	7471254.19	18427070.30	883.06	CP SET FENO EAST OF SOUTH RACCOON RIVER IN SOUTH ROW OF I80
FENO102	7472931.35	18418907.58	938.40	CP SET FENO 450 FT NORTH OF MAPLE RIDGE IN WEST ROW OF 169
25002	7470971.24	18422177.00	957.79	CP FOUND FENO EXISTING JEO
25005	7470137.41	18417327.09	1007.86	CP FOUND FENO EXISTING JEO
FENO1	7468376.54	18413068.82	1019.46	CP FOUND EXISTING FENO

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 08
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Survey Information

Alignment Information

The horizontal alignment for this survey is a retrace of As-built Plans No. I-80-3(14)109, I-80-3(15)113, I-80-3(20)121. Survey stationing was equated to the plan PI at STA 606+22.0 and run back and ahead throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PI STA 606+22.0 As-built Plans Project No. I-80-3(14)109
Survey PI STA 606+22.0

PI STA 783+24.4 As-built Plans Project No. I-80-3(15)113
Survey PI STA 783+23.03

PI STA 833+66.1 As-built Plans Project No. I-80-3(15)113
Survey PI STA 833+59.82

PI STA 1016+72.0 As-built Plans Project No. I-80-3(15)113
Survey PI STA 1016+58.94

PI STA 1074+13.1 As-built Plans Project No. I-80-3(20)121
Survey PI STA 1073+94.23

PI STA 1243+30.0 As-built Plans Project No. I-80-3(20)121
Survey PI STA 1242+99.94

The horizontal alignment for US 169 this survey is a retrace of As-built Plans Project No. I-80-3(14)109. Survey stationing was equated to the plan POT Sta. 118+59.3 and carried back and ahead with/without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

POT Sta. 118+59.3 As-built Plans Project No. I-80-3(14)109
Survey POT Sta. 118+59.3

POT Sta. 135+08.64 As-built Plans Project No. I-80-3(14)109
Survey POT Sta. 135+09.74

PC Sta. 166+18.4 As-built Plans Project No. I-80-3(14)109
Survey PC Sta. 166+18.4

The horizontal alignment for the Ramp “A” Alignment of this survey is a retrace of As-built Plans Project No. I-80-3(14)109. Survey stationing was equated to the plan POT Sta. 1540+12.35 and carried back without equation throughout the survey. Survey stationing relates to as built plan stationing as follows:

PT Sta. 1530+06.59 As-built Plans Project No. I-80-3(14)109
Survey PT Sta. 1530+03.40

POT Sta. 1540+12.35 As-built Plans Project No. I-80-3(14)109
Survey POT Sta. 1540+12.35

The horizontal alignment for the Ramp “B” Alignment of this survey is a retrace of As-built Plans Project No. I-80-3(14)109. Survey stationing was equated to the plan POT Sta. 2537+73.85 and carried back without equation throughout the survey. Survey stationing relates to as built plan stationing as follows:

PT Sta. 2529+95.53 As-built Plans Project No. I-80-3(14)109
Survey PT Sta. 2529+97.76

POT Sta. 2537+73.85 As-built Plans Project No. I-80-3(14)109
Survey POT Sta. 2537+73.85

The horizontal alignment for the Ramp “C” Alignment of this survey is a retrace of As-built Plans Project No. I-80-3(14)109. Survey stationing was equated to the plan POT Sta. 3526+31.06 and carried ahead without equation throughout the survey. Survey stationing relates to as built plan stationing as follows:

POT Sta. 3526+31.06 As-built Plans Project No. I-80-3(14)109
Survey POT Sta. 3526+31.06

PC Sta. 3536+80.14 As-built Plans Project No. I-80-3(14)109
Survey PC Sta. 3536+79.33

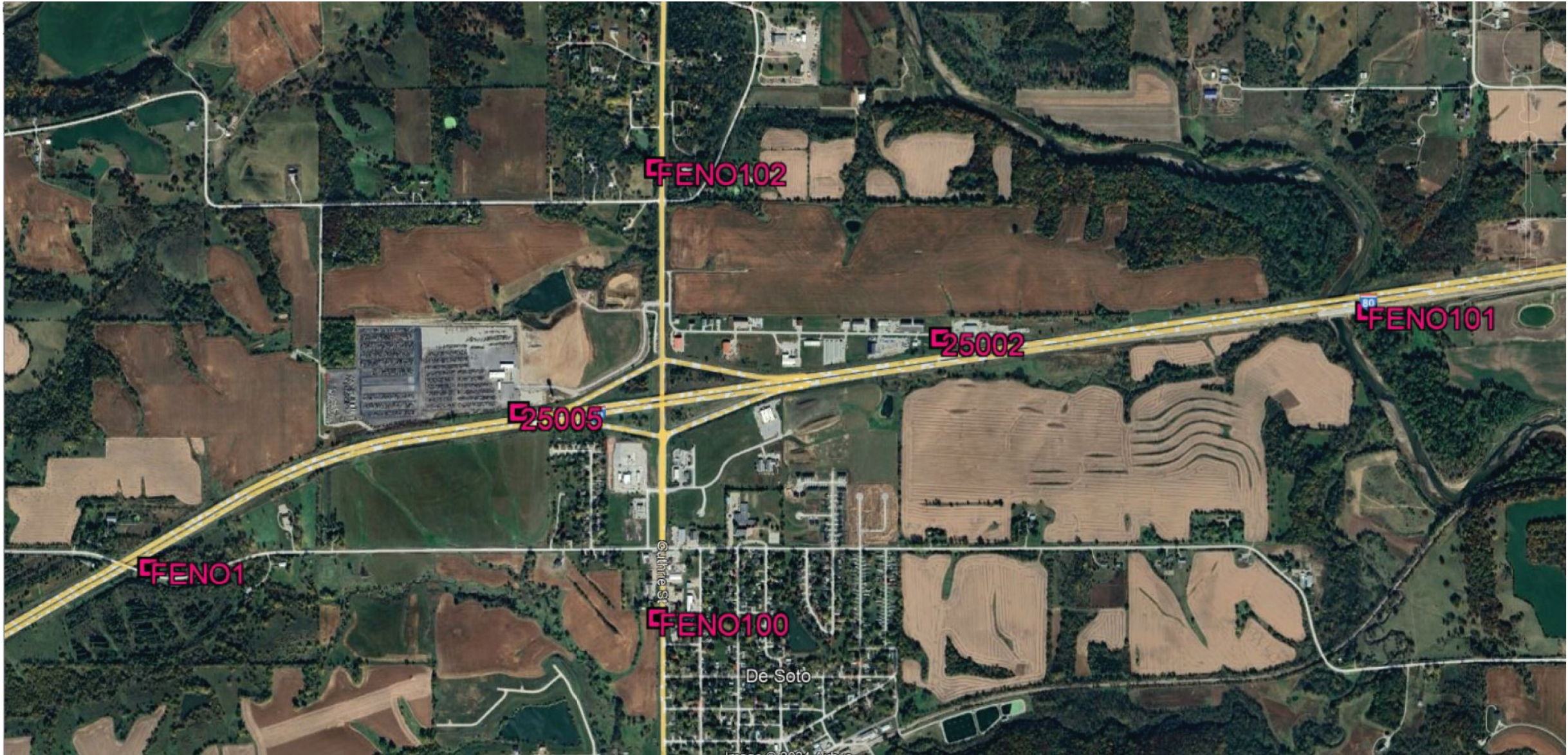
The horizontal alignment for the Ramp “D” Alignment of this survey is a retrace of As-built Plans Project No. I-80-3(14)109. Survey stationing was equated to the plan POT Sta. 4524+76.93 and carried ahead without equation throughout the survey. Survey stationing relates to as built plan stationing as follows:

POT Sta. 4524+76.93 As-built Plans Project No. I-80-3(14)109
Survey POT Sta. 4524+76.93

PC Sta. 4538+05.68 As-built Plans Project No. I-80-3(14)109
Survey PC Sta. 4538+05.46

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 08 (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 08 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point ID	Northing(sft)	Easting(sft)	Elev (sft)	Description
FENO100	7467772.13	18418918.30	952.67	CP SET FENO 800FT SOUTH OF WILLOW ST IN WEST ROW OF 169
FENO101	7471254.19	18427070.30	883.06	CP SET FENO EAST OF SOUTH RACCOON RIVER IN SOUTH ROW OF 180
FENO102	7472931.35	18418907.58	938.40	CP SET FENO 450 FT NORTH OF MAPLE RIDGE IN WEST ROW OF 169
25002	7470971.24	18422177.00	957.79	CP FOUND FENO EXISTING JEO
25005	7470137.41	18417327.09	1007.86	CP FOUND FENO EXISTING JEO
FENO1	7468376.54	18413068.82	1019.46	CP FOUND EXISTING FENO

11:00:17 AM

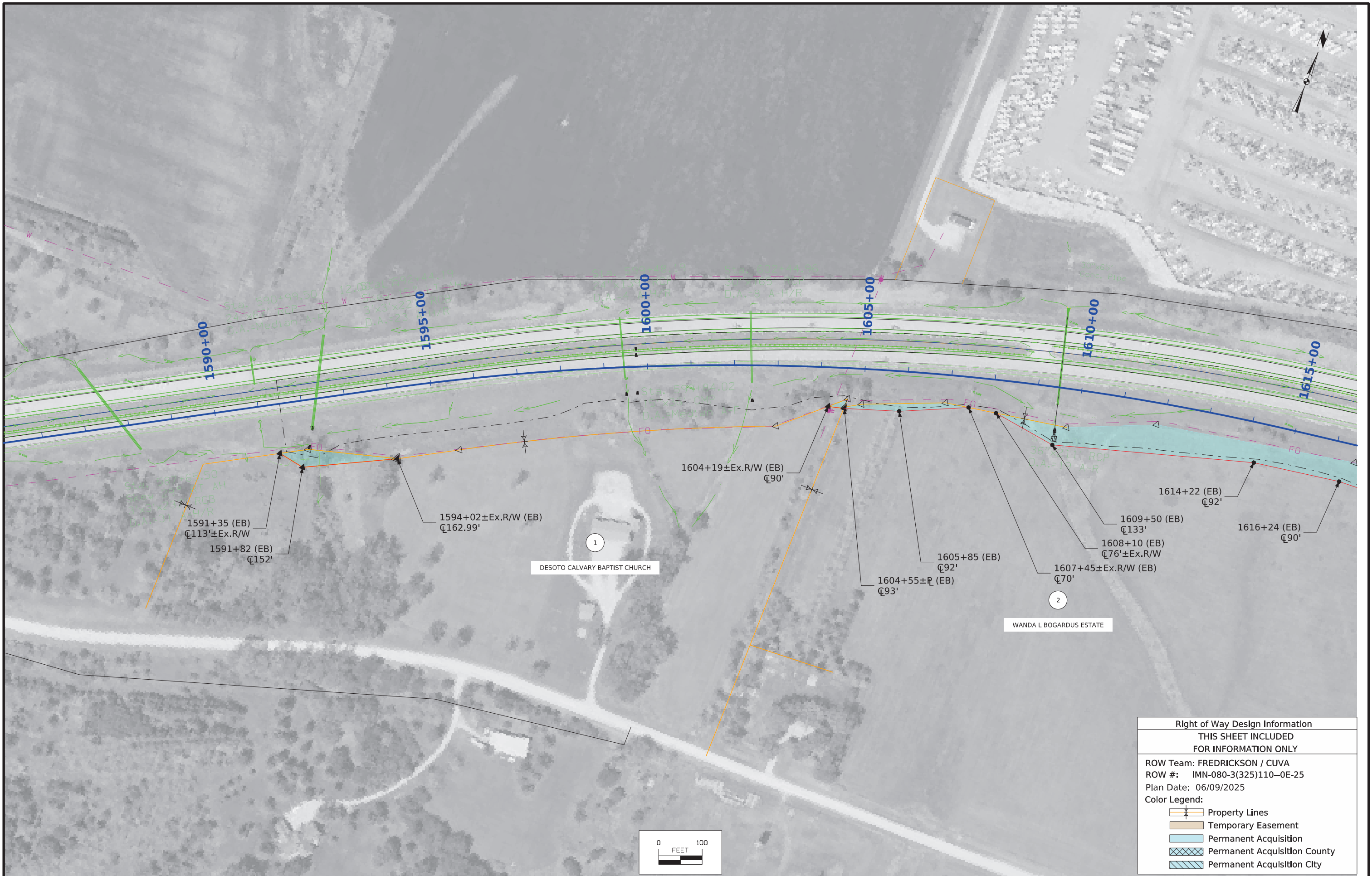
4/23/2026

axc2

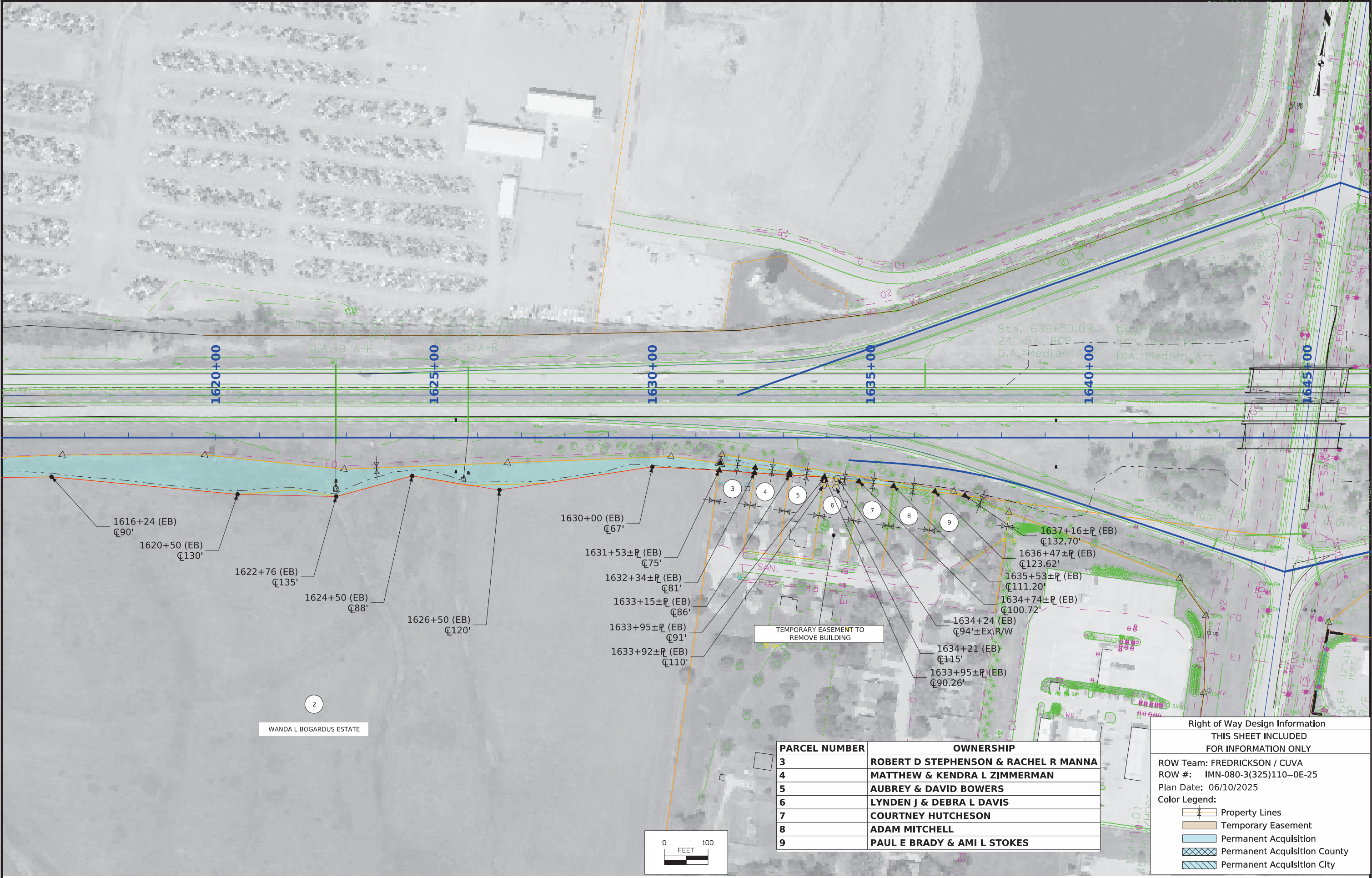
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NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

ACCESS CONTROL PREVIOUSLY ACQUIRED.

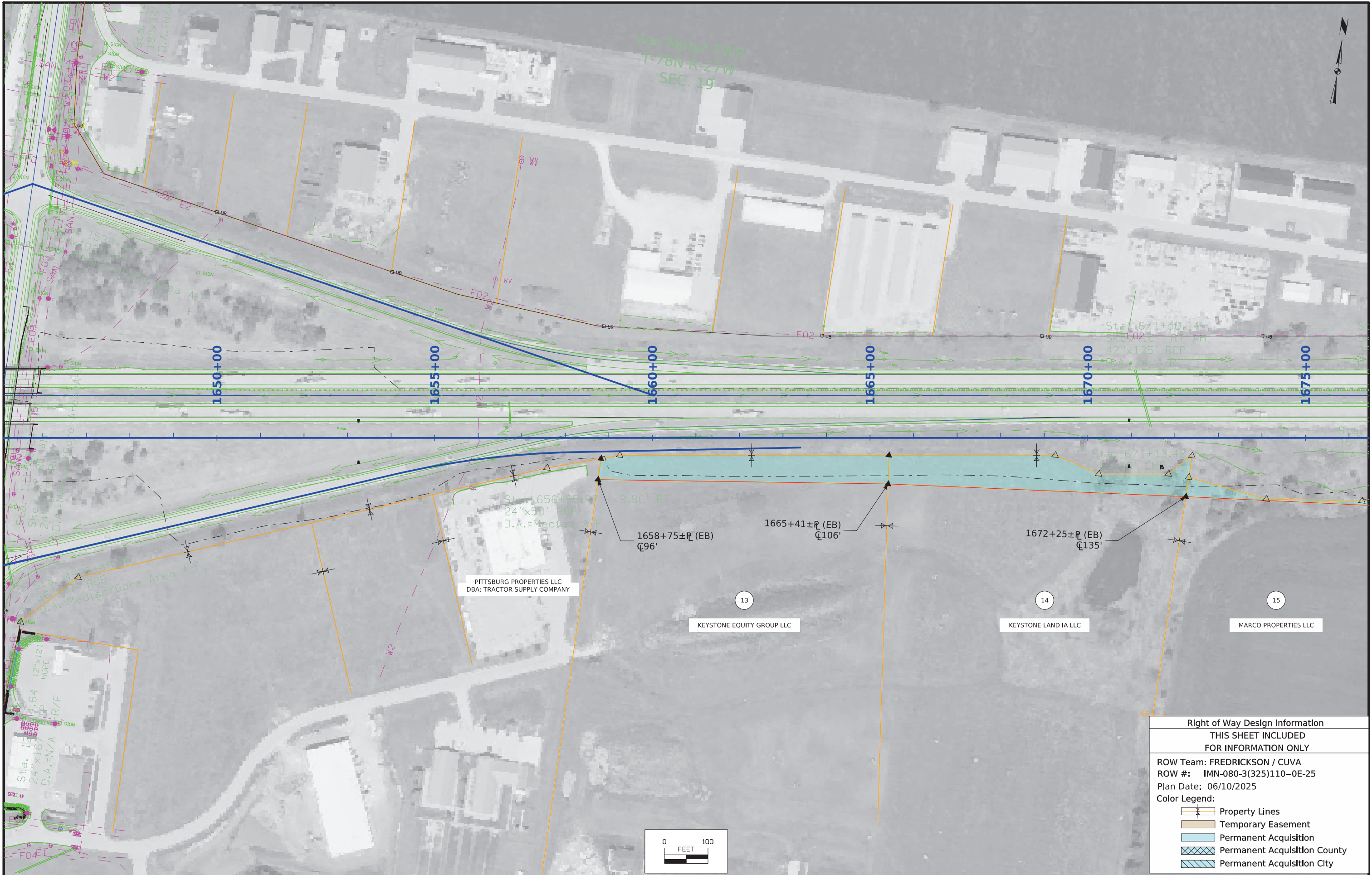


Right of Way Design Information	
THIS SHEET INCLUDED	
FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: IMN-080-3(325)110--0E-25	
Plan Date: 06/09/2025	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City

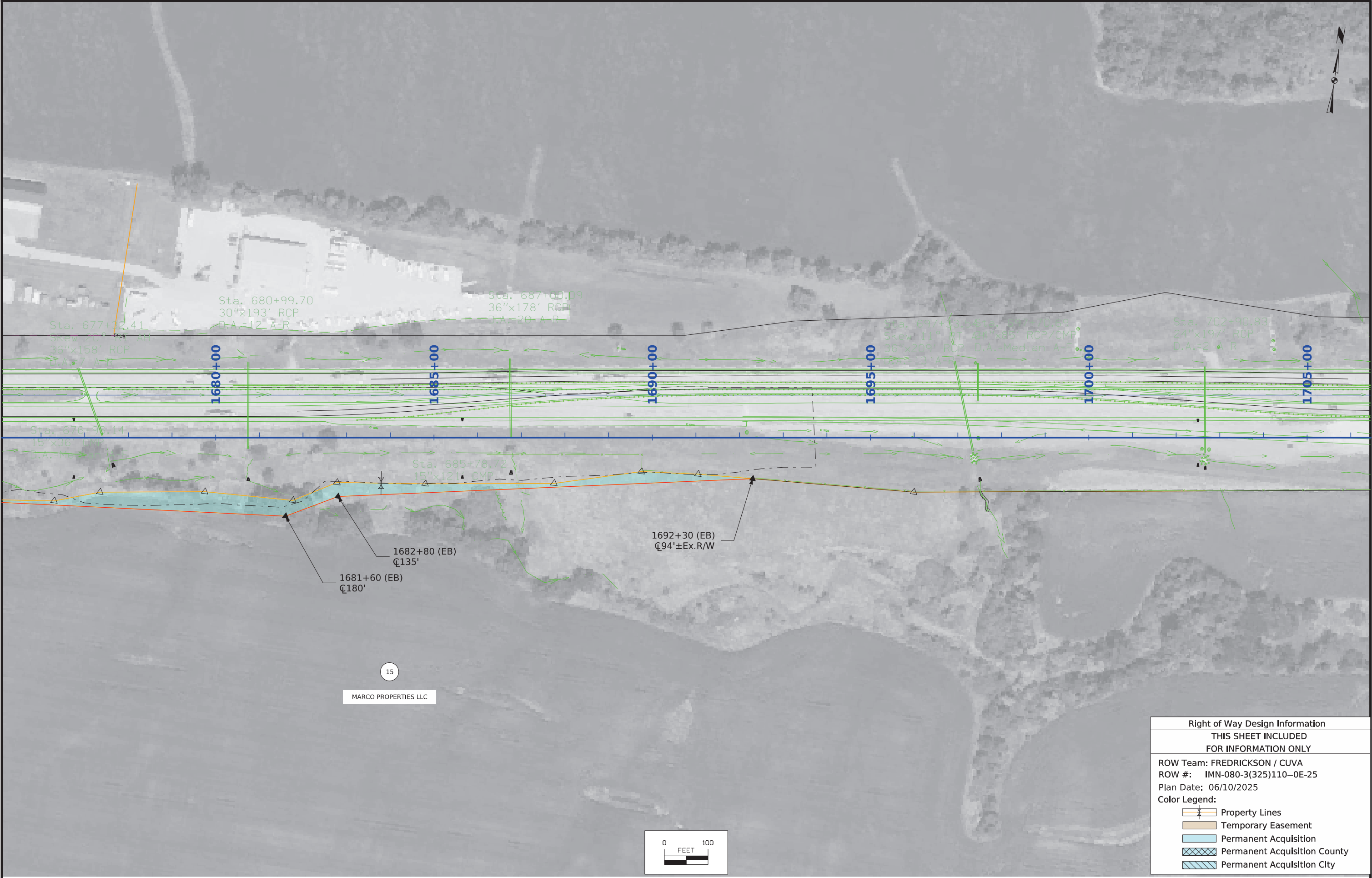


PARCEL NUMBER	OWNERSHIP
3	ROBERT D STEPHENSON & RACHEL R MANNA
4	MATTHEW & KENDRA L ZIMMERMAN
5	AUBREY & DAVID BOWERS
6	LYNDEN J & DEBRA L DAVIS
7	COURTNEY HUTCHESON
8	ADAM MITCHELL
9	PAUL E BRADY & AMI L STOKES

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: FREDRICKSON / CUVA	
ROW #: IMN-080-3(325)110-0E-25	
Plan Date: 06/10/2025	
Color Legend:	
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	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



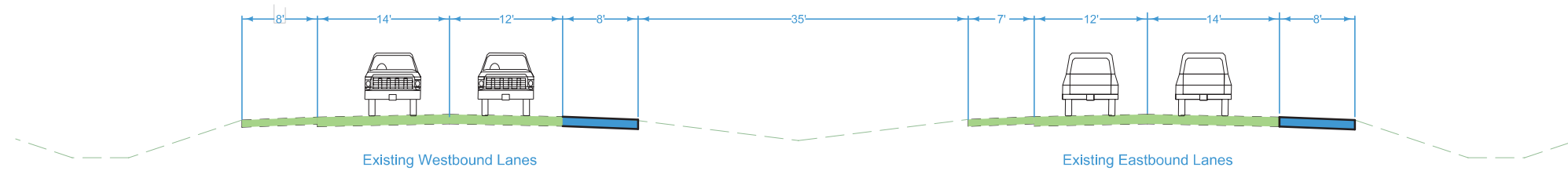
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	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City



15
MARCO PROPERTIES LLC

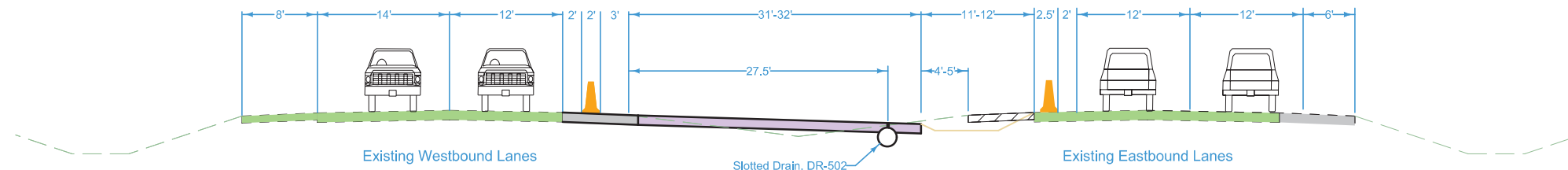
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ROW #: IMN-080-3(325)110-0E-25	
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	Temporary Easement
	Permanent Acquisition
	Permanent Acquisition County
	Permanent Acquisition City

Stage 1



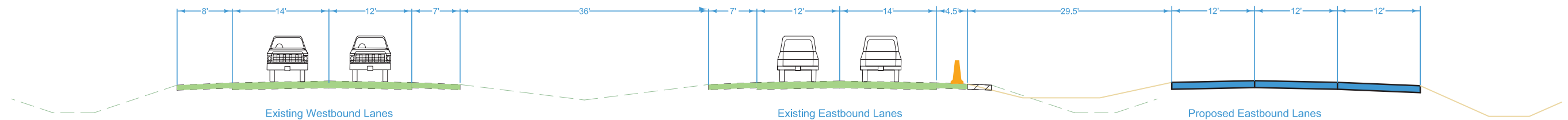
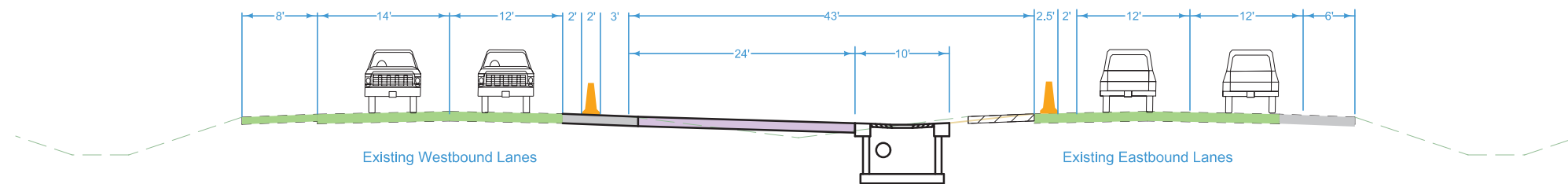
Shoulder Strengthening (During Approved Single-Lane Closure)
Eastbound Approximate Sta. 1575+40 +/- to 1628+50 +/-
Westbound Approximate Sta. 1587+50 +/- to 1620+50 +/-

Stage 2



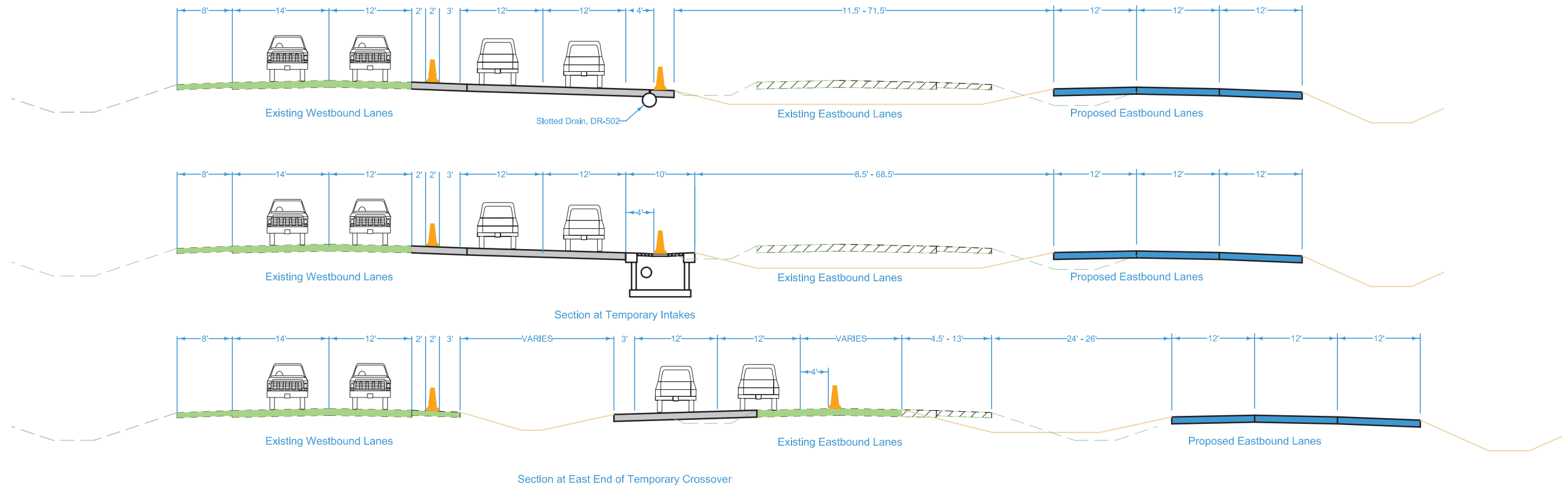
Section at Temporary Intakes

Eastbound Temporary Crossover Pavement Construction
Sta. 1579+90 +/- to 1628+00 +/-

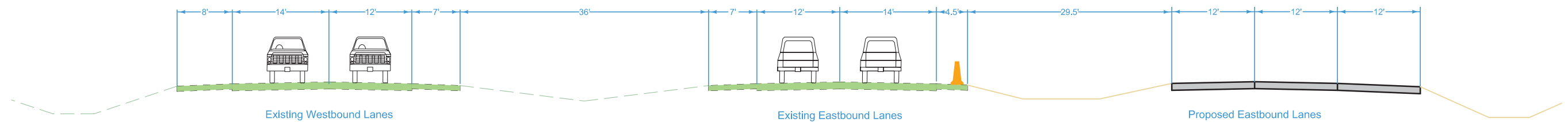


Eastbound Proposed Pavement Construction
Sta. 1638+00 to 1653+50
Sta. 1668+60 +/- to 1693+75 +/-

Stage 3

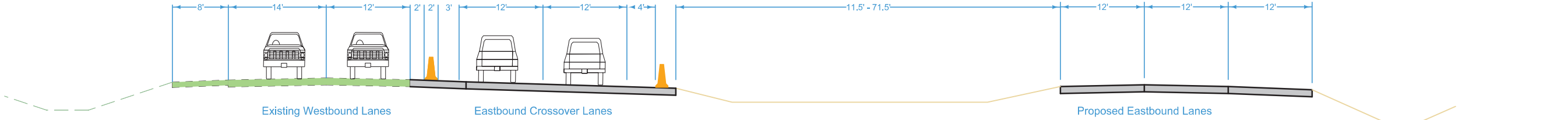


Eastbound Proposed Pavement Construction Sta. 1591+00 to 1628+50 +/-

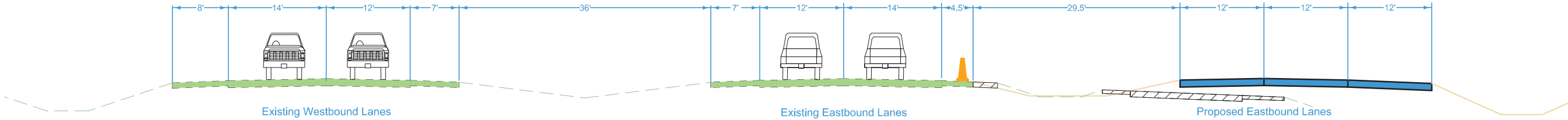


Sta. 1638+00 to 1653+50 Sta. 1668+60 +/- to 1693+75 +/-

Stage 4

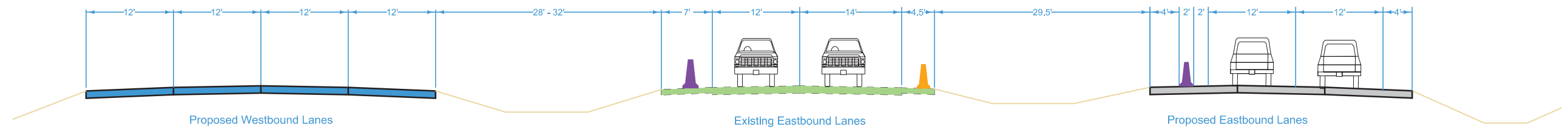


Sta. 1591+00 to 1628+50 +/-

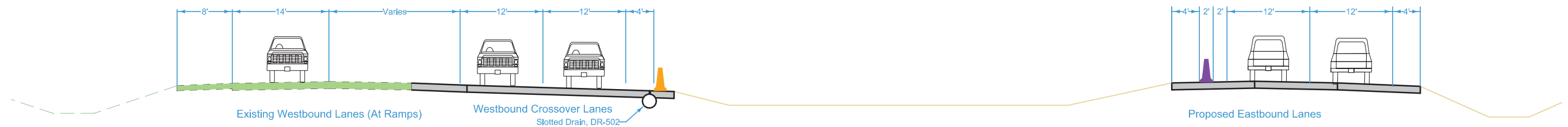


Eastbound Exit & Entrance Ramps
Sta. 1628+50 +/- to 1638+00
Sta. 1653+50 to 1668+60 +/-

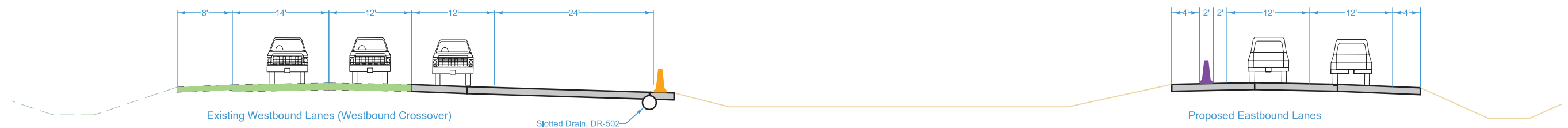
Stage 5



Westbound Proposed Pavement Construction
Approximate Sta. 1634+00 +/- to 1659+00 +/-

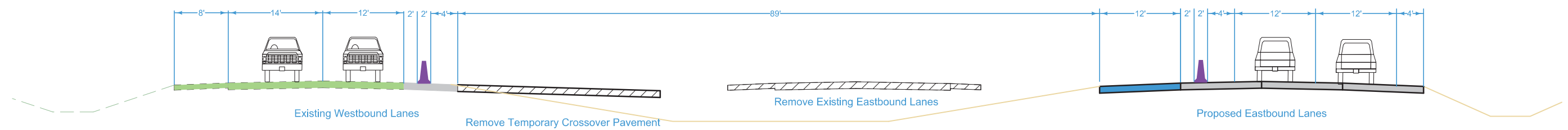


Westbound Crossovers
Approximate Sta. 1615+00 +/- to 1628+00 +/-
Approximate Sta. 1680+00 +/- to 1696+00 +/-



Westbound Entrance Ramp
Approximate Sta. 1587+00 +/- to 1615+00 +/-

Stage 6



Eastbound Inside Shoulder, Existing Pavement Removal, and Median Grading
Sta. 1586+50 +/- to 1693+75 +/-

STAGE 3 - PROPOSED DETOUR

Legend:

- TRAFFIC SIGN
- TYPE III BARRICADE
- DETOUR ROUTE
- WORK AREA
- SAFETY FENCE

Signs and Symbols:

- (A) EXIT 110 TO US 169 CLOSED FOLLOW DETOUR
- (B) RAMP WORK AHEAD
- (C) EXIT CLOSED
- (D) END DETOUR
- (E) DETOUR M4-8 M1-1 M6-3
- (F) DETOUR M4-8 M1-1 M5-1
- (G) DETOUR M4-8 M1-1 M6-1
- (H) DETOUR M4-8 M1-1 M5-2
- (I) DETOUR M4-8 M1-1 M6-2
- (J) DETOUR M4-8 M1-1 M6-1
- (K) DETOUR M4-8 M1-1 M6-3
- (L) DETOUR M4-8 M1-1 M5-1
- (M) DETOUR M4-8 M1-1 M6-1

Map Details:

- Highways:** US 169, US 80, US 75, US 121, US 121A, US 121B, US 121C, US 121D, US 121E, US 121F, US 121G, US 121H, US 121I, US 121J, US 121K, US 121L, US 121M, US 121N, US 121O, US 121P, US 121Q, US 121R, US 121S, US 121T, US 121U, US 121V, US 121W, US 121X, US 121Y, US 121Z.
- Streets:** IRVING, JEWELL, 350TH ST, 347TH ST, 360TH ST, 365TH ST, KNOX AVE, M AVE, NOME CIR, OSAGE AVE, J CT, L CT, M LN, N LN, O LN, P LN, Q LN, R LN, S LN, T LN, U LN, V LN, W LN, X LN, Y LN, Z LN.
- Landmarks:** MAPLE RIDGE, NOBLE CT, JEWEL CIR, LAVE, L WAY, KNOX AVE, M AVE, NOME CIR, OSAGE AVE.
- Other:** P58, F90, 14, 13, 18, 22, 23, 27, 26, 25, 30, 32, 33, 34, 35, 36, 31.

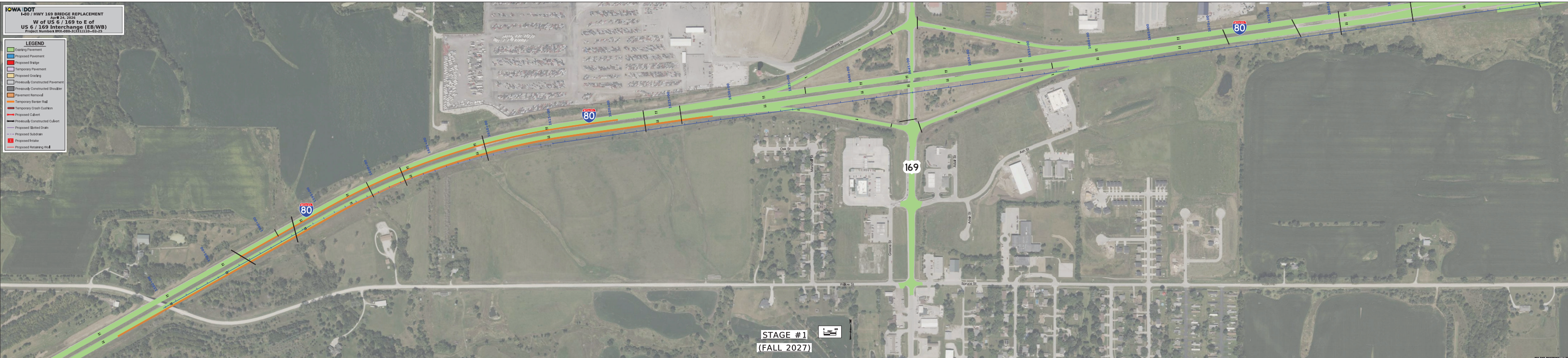
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- ENGLISH
- DESIGN TEAM IOWA DOT/FOTH
- DALLAS COUNTY
- PROJECT NUMBER IMX-NHS-080-3(322)110-02-25
- SHEET NUMBER J.7

SHEET NUMBER J.7

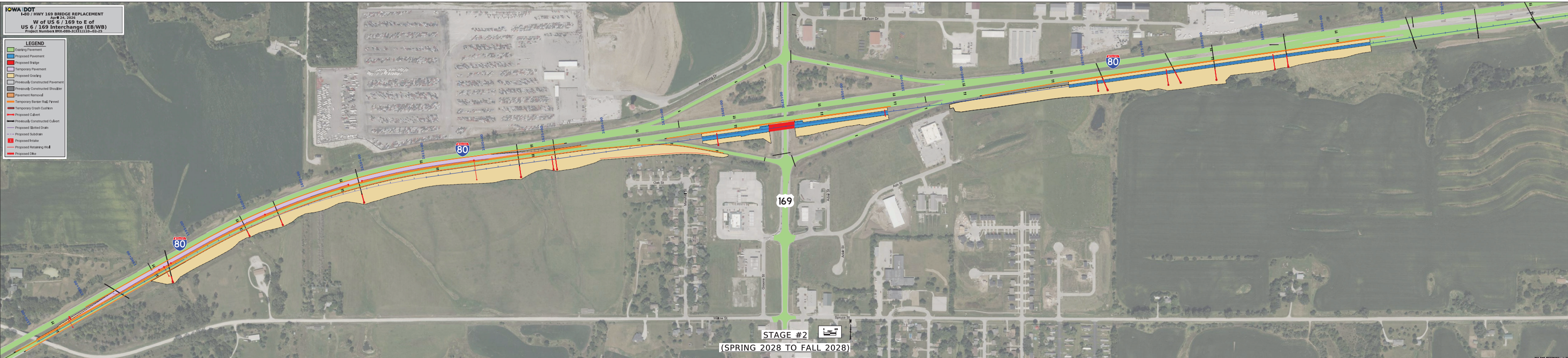
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I-80 / HWY 169 BRIDGE REPLACEMENT
April 24, 2024
W of US 6 / 169 to E of
US 6 / 169 Interchange (EB/WB)
Project Number R00-288-31(3)1110-02-23

- LEGEND
- Existing Pavement
 - Proposed Pavement
 - Proposed Bridge
 - Temporary Pavement
 - Proposed Grading
 - Previously Constructed Pavement
 - Previously Constructed Shoulder
 - Pavement Removal
 - Temporary Barrier Road
 - Temporary Drain Curb
 - Proposed Culvert
 - Previously Constructed Culvert
 - Proposed Shaded Drain
 - Proposed Subdrain
 - Proposed Retain
 - Proposed Retaining Wall



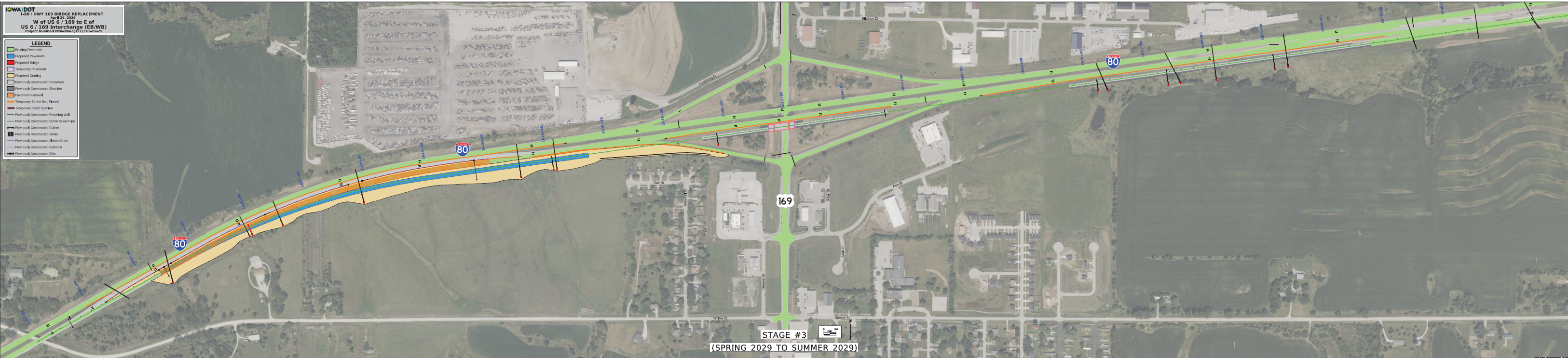
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April 24, 2025
W of US 6 / 169 to E of
US 6 / 169 Interchange (EB/WB)
Project Number IOW-2024-31/33/1110-02-23

- LEGEND
- Existing Pavement
 - Proposed Pavement
 - Proposed Bridge
 - Temporary Pavement
 - Proposed Grading
 - Previously Constructed Pavement
 - Previously Constructed Shoulder
 - Pavement Removal
 - Temporary Barrier Road, Paved
 - Temporary Drain Curb
 - Proposed Culvert
 - Previously Constructed Culvert
 - Proposed Shaded Drain
 - Proposed Subdrain
 - Proposed Retaining Wall
 - Proposed Dike



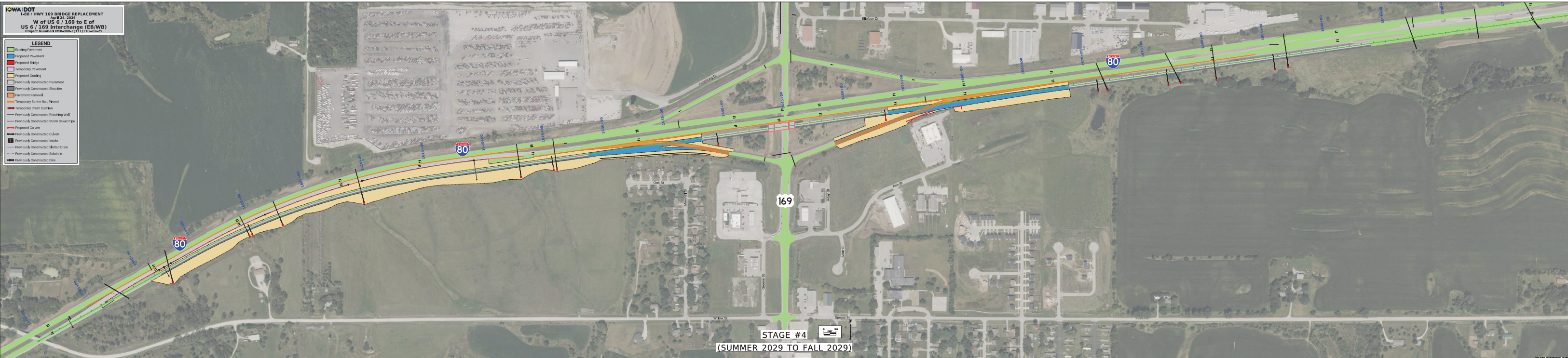
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April 24, 2025
W of US 6 / 169 to E of
US 6 / 169 Interchange (EB/WB)
Project Number RMX-288-21(3)1110-02-23

- LEGEND
- Existing Pavement
 - Proposed Pavement
 - Proposed Bridge
 - Temporary Pavement
 - Proposed Grading
 - Previously Constructed Pavement
 - Previously Constructed Shoulder
 - Pavement Removal
 - Temporary Barrier Road, Paved
 - Temporary Crash Curbs
 - Previously Constructed Retaining Wall
 - Previously Constructed Storm Sewer Pipe
 - Previously Constructed Culvert
 - Previously Constructed Inlets
 - Previously Constructed Signal Drains
 - Previously Constructed Subdrain
 - Previously Constructed Ditch



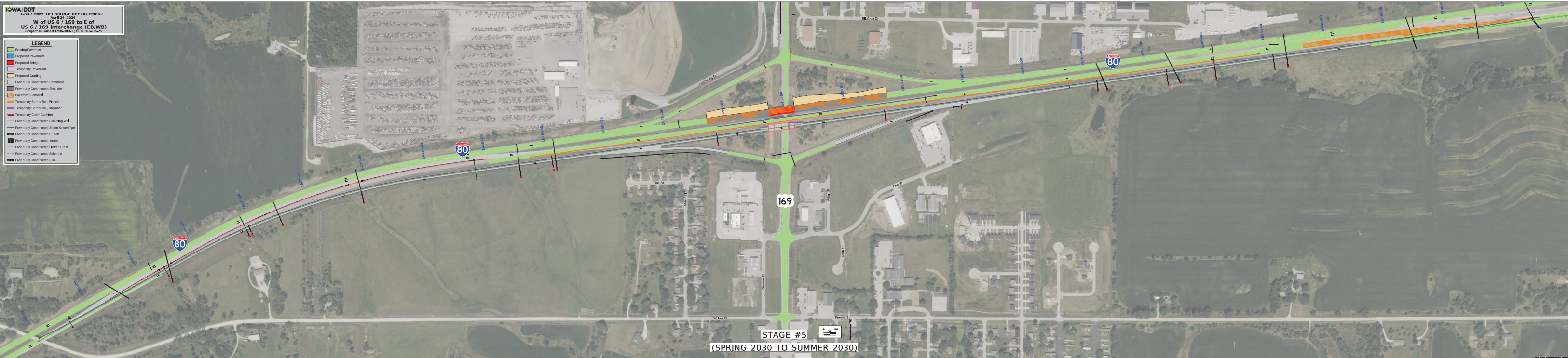
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April 24, 2024
W of US 6 / 169 to E of
US 6 / 169 Interchange (EB/WB)
Project Number IOW-2024-21/23/1110-02-23

- LEGEND
- Existing Pavement
 - Proposed Pavement
 - Proposed Bridge
 - Temporary Pavement
 - Proposed Grading
 - Previously Constructed Pavement
 - Previously Constructed Shoulder
 - Pavement Removal
 - Temporary Barrier Road, Paved
 - Temporary Drain Culvert
 - Previously Constructed Retaining Wall
 - Previously Constructed Storm Sewer Pipe
 - Proposed Culvert
 - Previously Constructed Culvert
 - Previously Constructed Bridge
 - Previously Constructed Shaded Drain
 - Previously Constructed Subdrain
 - Previously Constructed Ditch



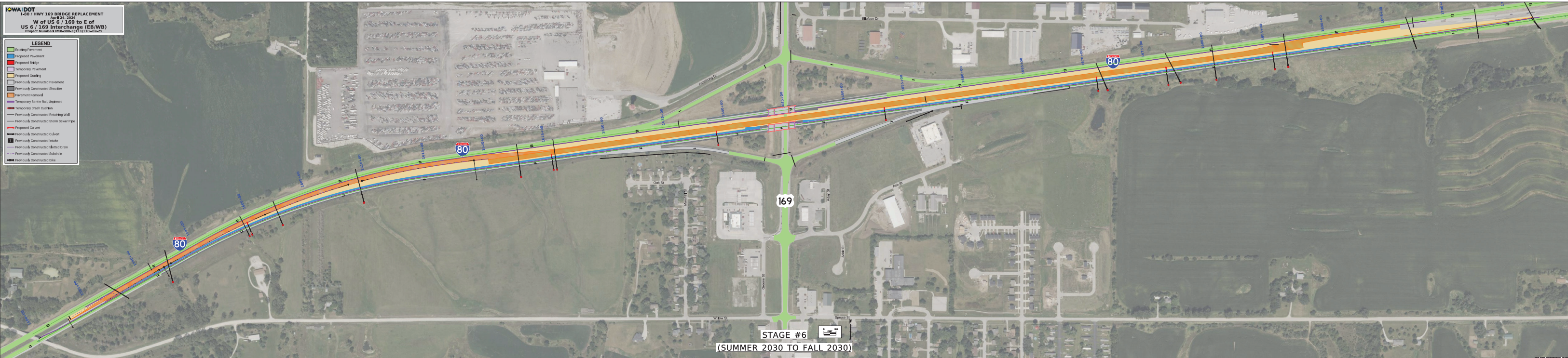
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I-80 / HWY 169 BRIDGE REPLACEMENT
April 24, 2025
W of US 6 / 169 to E of
US 6 / 169 Interchange (EB/WB)
Project Number IOW-2024-31/33/3110-02-23

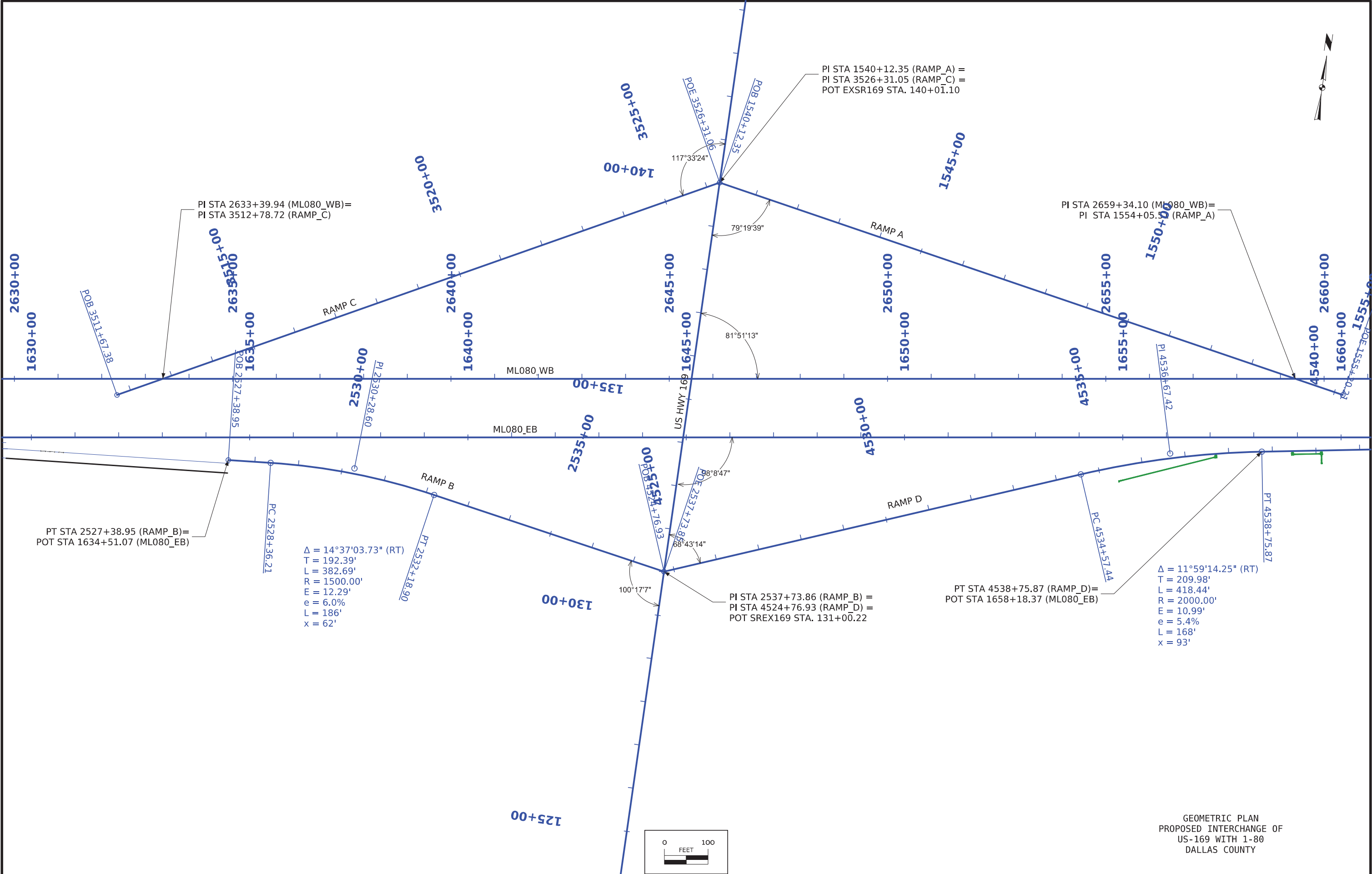
- LEGEND
- Existing Pavement
 - Proposed Pavement
 - Proposed Bridge
 - Temporary Pavement
 - Proposed Grading
 - Previously Constructed Pavement
 - Previously Constructed Shoulder
 - Pavement Removal
 - Temporary Barrier Road Pinned
 - Temporary Barrier Road Unpinned
 - Temporary Crash Cushion
 - Previously Constructed Retaining Wall
 - Previously Constructed Storm Sewer Pipe
 - Previously Constructed Culvert
 - Previously Constructed Manhole
 - Previously Constructed Street Drain
 - Previously Constructed Subdrain
 - Previously Constructed Ditch

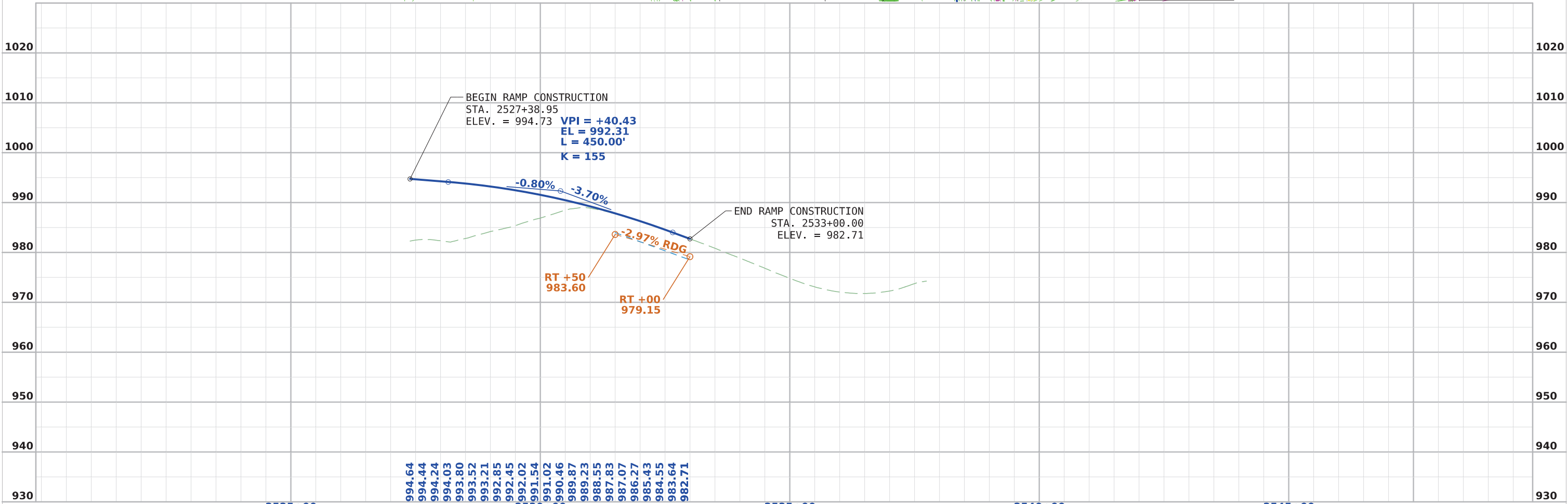
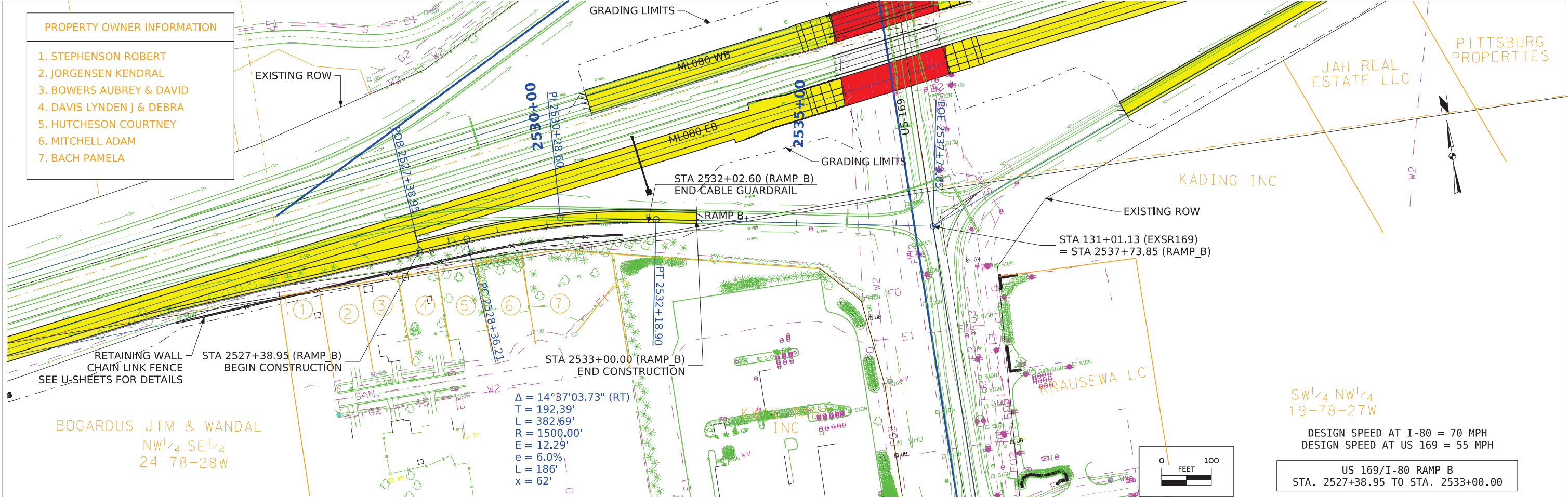


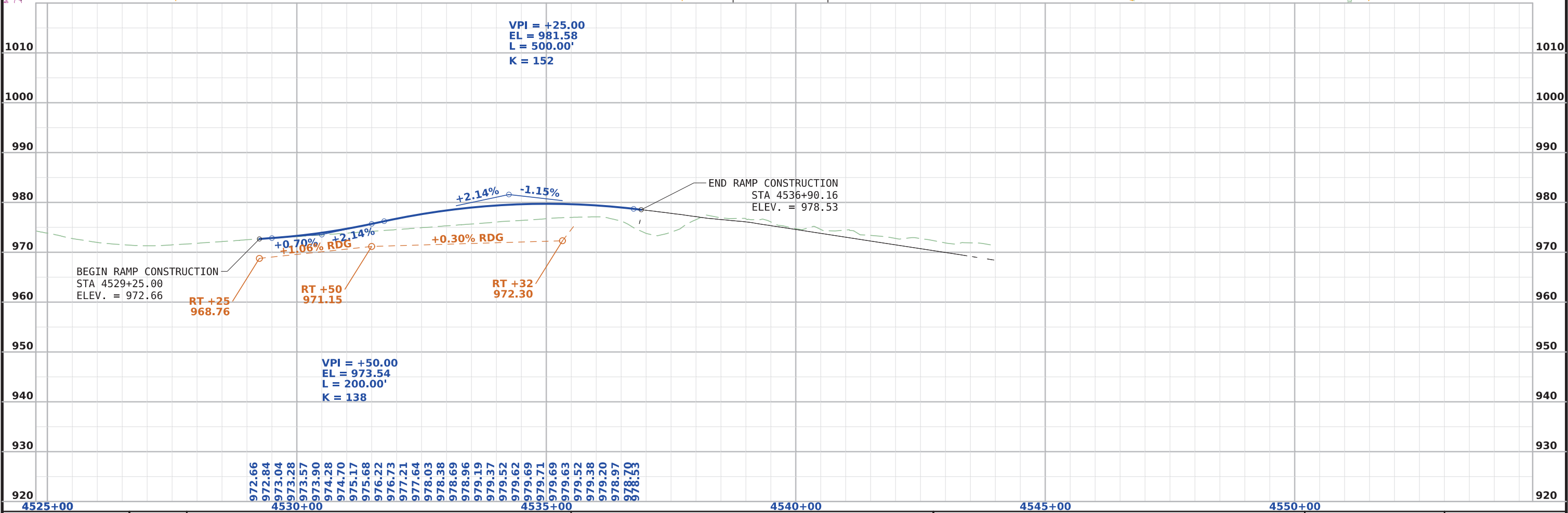
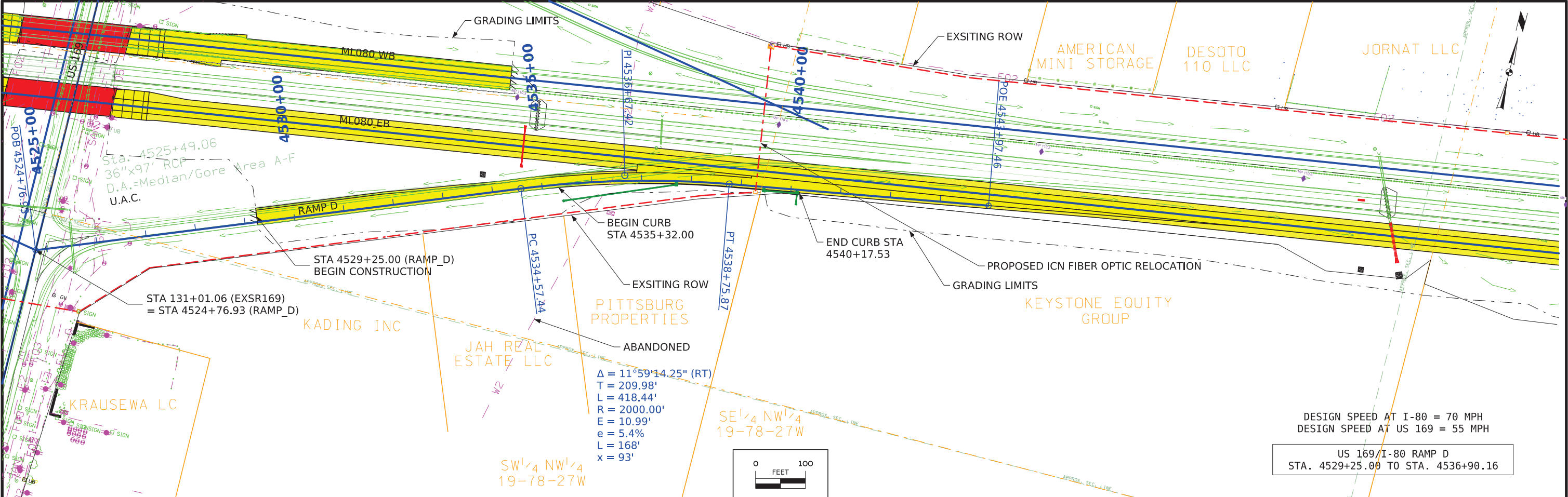
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April 24, 2024
W of US 6 / 169 to E of
US 6 / 169 Interchange (EB/WB)
Project Number RMX-200-31/33/3110-02-23

- LEGEND
- Existing Pavement
 - Proposed Pavement
 - Proposed Bridge
 - Temporary Pavement
 - Proposed Grading
 - Previously Constructed Pavement
 - Previously Constructed Shoulder
 - Pavement Removal
 - Temporary Barrier Road, Unopened
 - Temporary Drain Culvert
 - Previously Constructed Retaining Wall
 - Previously Constructed Storm Sewer Pipe
 - Proposed Culvert
 - Previously Constructed Culvert
 - Previously Constructed Bridge
 - Previously Constructed Street Drain
 - Previously Constructed Subdrain
 - Previously Constructed Ditch









SURVEY SYMBOLS

	Interstate Highway Symbol		Septic Tank
	U.S. Highway Symbol		Cistern
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)
	County Road Highway Symbol		Underground Storage Tank
	Evergreen Tree		Latrine
	Deciduous Tree		Satellite TV Dish
	Fruit Tree		Water Hook Up
	Shrub (Bushes)		Radio Tower
	Timber		Tower Anchor
	Hedge		Guardrail (Beam or Cable)
	Stump		Guard Post (one or two)
	Swamp		Guard Post (over two)
	Rock Outcrop		Filler Pipe
	Broken Concrete		Gas Valve
	Revetment (Rip Rap)		Water Valve
	Cemetery		Speed Limit Sign
	Grave		Mile Marker Post
	Cave		Sign
	Sink Hole		Traffic Signal Control Box
	Board Fence		Rail Road Signal Control Box
	Chain Link or Security Fence		Telephone Switch Box
	Wire Fence		Electric Box
	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)		

UTILITY LEGEND

	DE SOTO Contact: Dan Vanlangn Phone: 515-208-0066
	MidAmerican Contact: Jamie Neer Phone: 515-252-6972
	IOWA COMMUNICATIONS NETWORK Contact: Doug Ebelshaiser Phone: 515-725-4742
	IOWA DOT Contact: Pete Wonders Phone: 515-834-2368
	Windstream Communications Contact: Locate Desk Phone: 800-289-1901
	XENIA RURAL WATER DISTRICT Contact: Laird VanDee Phone: 515-676-2117
	ADM SCHOOL Contact: Jennifer Cosby Phone: 515-262-7686
	MEDIACOM Contact: Jerry Broughton Phone: 845-587-2521

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.		
Green	(2)		Existing Topographic Features, and Labels
Magenta	(5)		Existing Utilities
Blue, Dark	(1)		Proposed Storm Sewer Pipes, Alignment, Stationing, and Tic Marks
Blue, Light	(230)		Proposed Storm Sewer Intakes or Structures
SHADING	Design Color No.		
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed Pavement Shading
Gray, Medium	(80)		Proposed Granular Shading
Tan	(8)		Proposed Sidewalk Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

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

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

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

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

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

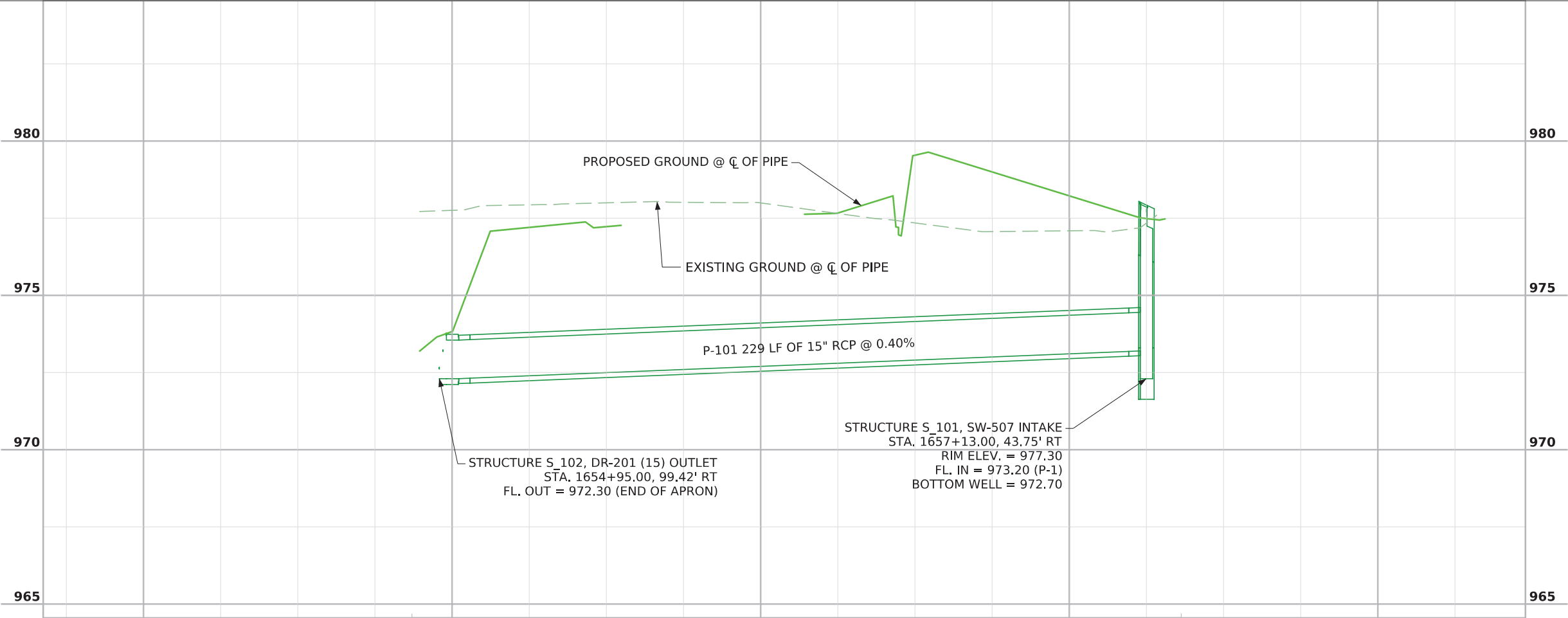
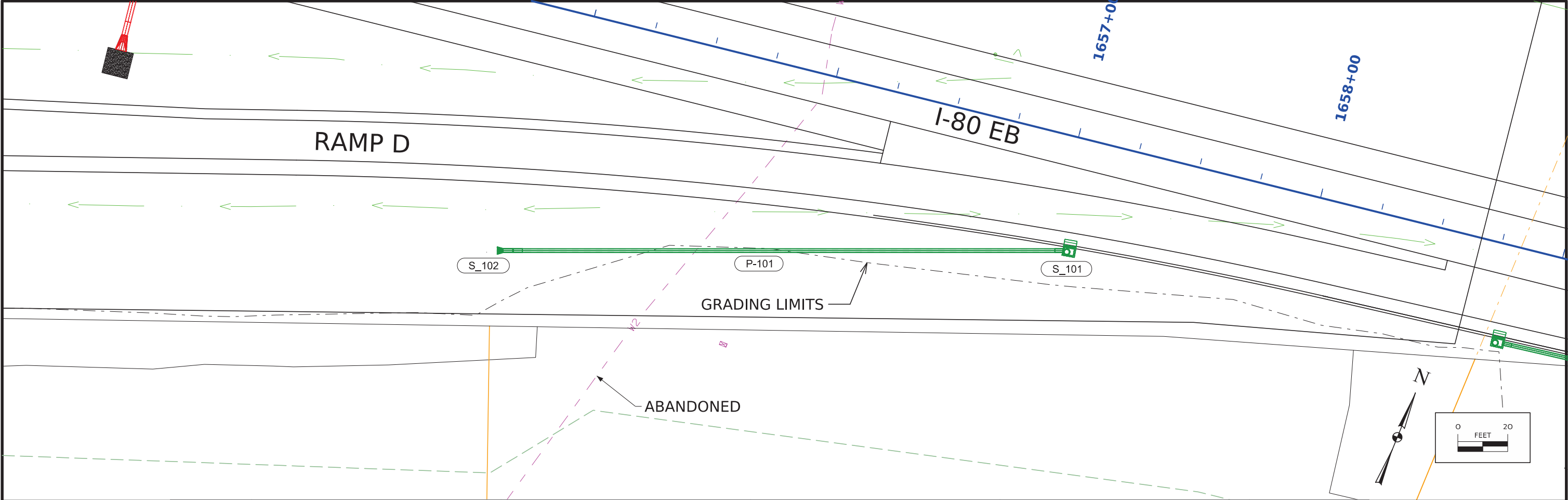
RIGHT-OF-WAY LEGEND

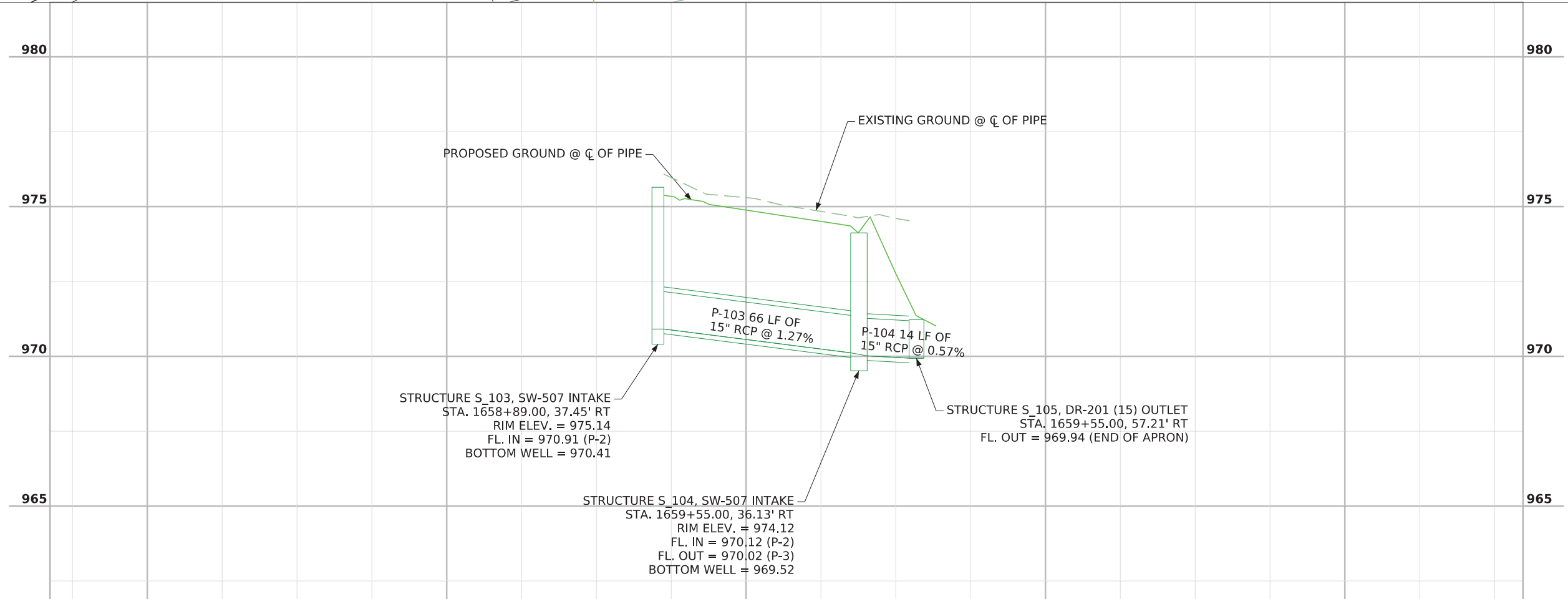
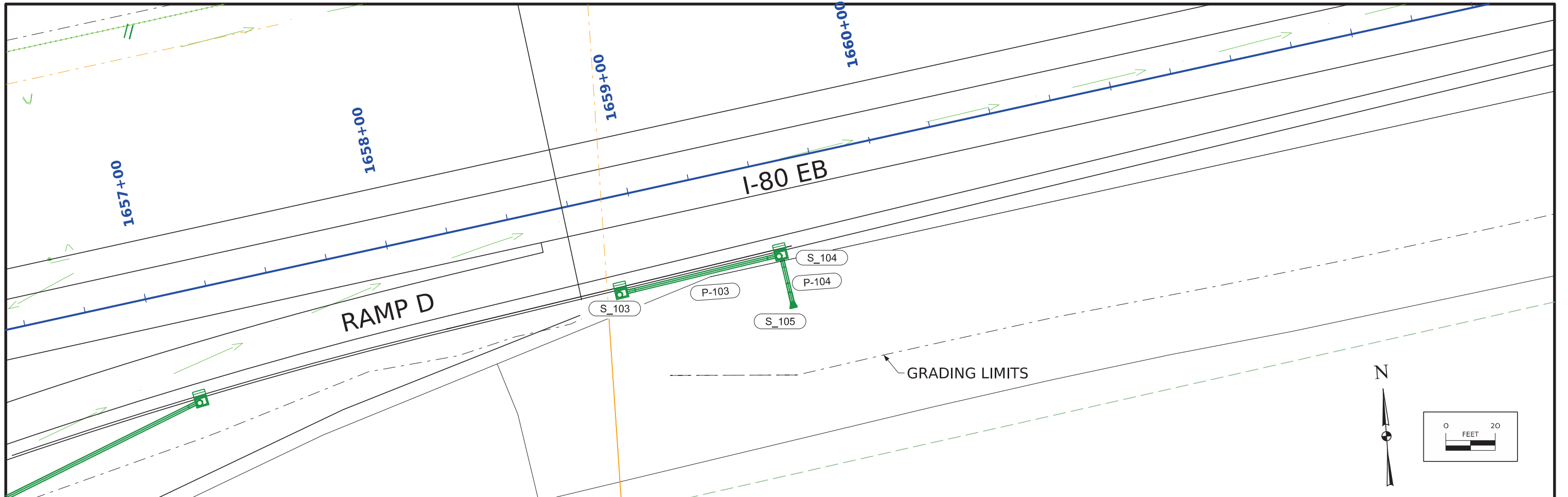
	Proposed Right-of-Way
	Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way
	Borrow
	Easement (Temporary)
	Easement
	Excess
	Access Control

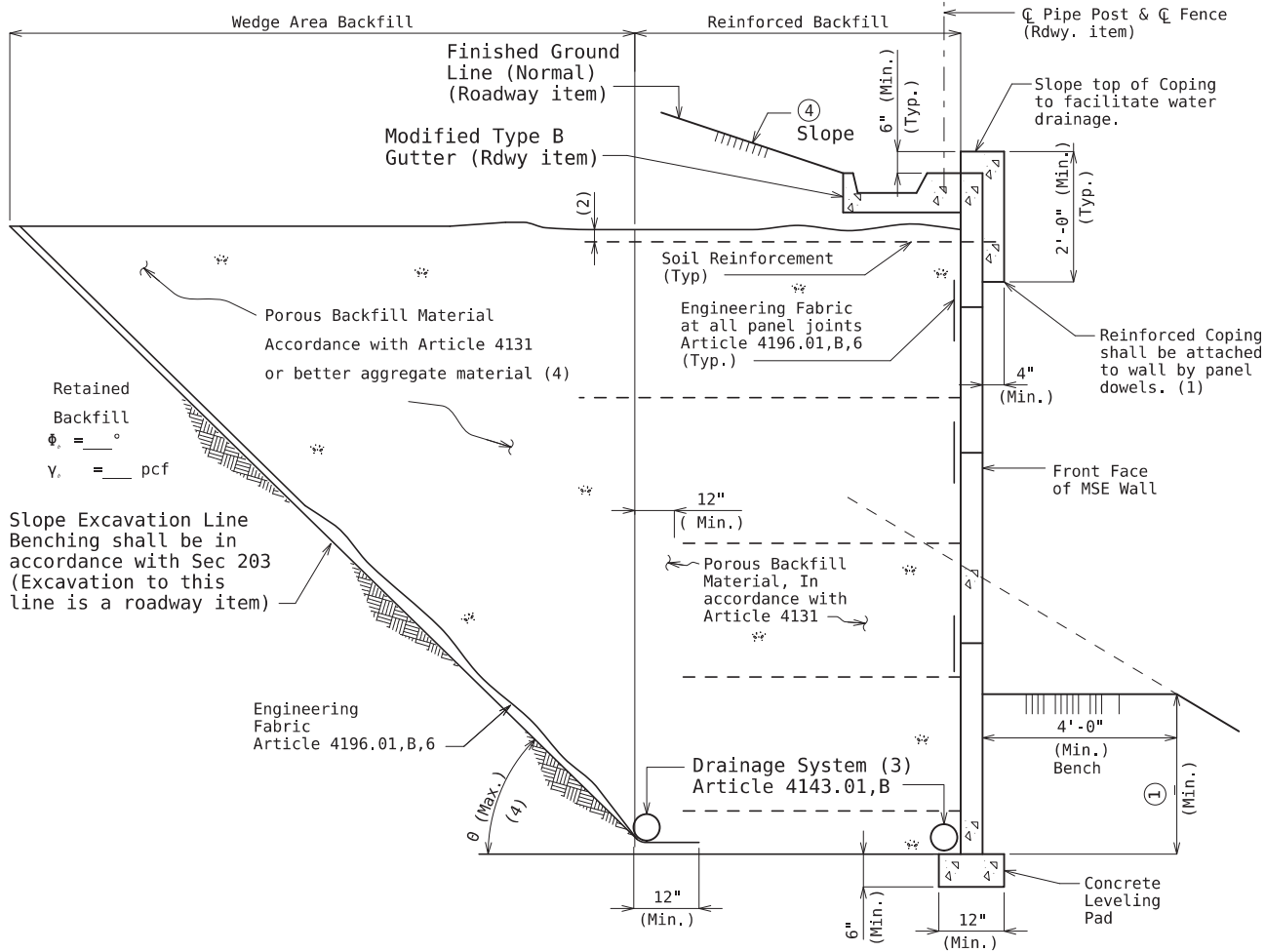
	Reference Point	
	Station	Survey Line
	Section Corner	
	Ground Line Intercept	
	Saw Cut	
	Guardrail	
	Clearing & Grubbing Area	
	Pavement Removal	

STORM SEWER
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES M)







TYPICAL SECTION THRU PRECAST MODULAR PANEL WALL (GENERAL)

(4) Porous backfill material shall extend a minimum of 12" beyond the end of all soil reinforcement. Where the angle, θ , between the retained backfill excavation/fill line and the horizontal is less than 90°, the wedge area backfill between θ and 90° shall be filled with porous backfill material for structural systems meeting the requirements of Article 4131.

- For $45^\circ < \theta \leq 90^\circ$, properties for retained backfill shall be used for active force computations.

- For $\theta \leq 45^\circ$, contractor shall have the option to use select granular backfill, ϕ_r , or better aggregate material for active force computations in the wedge area backfill. For active force computations, the angle of internal friction for wedge area backfill material, ϕ_r , shall be limited to 34° unless determined otherwise in accordance with Section 1010. If $\phi_r > 34^\circ$ is desired for wedge area backfill then test report shall be submitted with manufacturer's design plans. ϕ_r shall not be greater than 40°. Final configuration of this option shall be sent to Geotechnical Section for a new overall global stability analysis. Design ϕ_r° shall be shown on manufacturer's plans if used.

The slope excavation line shall be benched and engineering fabric shall be placed between the retained backfill and porous backfill material or better aggregate material.

Show range of acceptable theta (θ) angle on shop drawings which must be consistent with design computations and proposed construction of wall. Show active force computation properties ($\phi^\circ = \phi_r^\circ$ and $\gamma = \gamma_r$ or $\phi^\circ = \phi_r^\circ$ and $\gamma = \gamma_r$) on shop drawings and in design computations. Coordination between wall designer (manufacturer) and contractor is required before shop drawing submittal.

Detailed _____
Checked _____

Note: This drawing is not to scale. Follow dimensions.

(1) Inverted U-shape reinforced capstone may be used in lieu of coping. Panel dowels for level-up concrete shall be required, and provided by manufacturer. The dowels shall be field trimmed to clear the capstone by a minimum of 1 1/2 inches and a maximum of 2 1/2 inches.

(2) Topmost layer of reinforcement shall be fully covered with porous backfill material for structural systems, as approved by the wall manufacturer, before placement of the Engineering Fabric.

(3) Minimum ④ diameter perforated PVC or PE pipe.

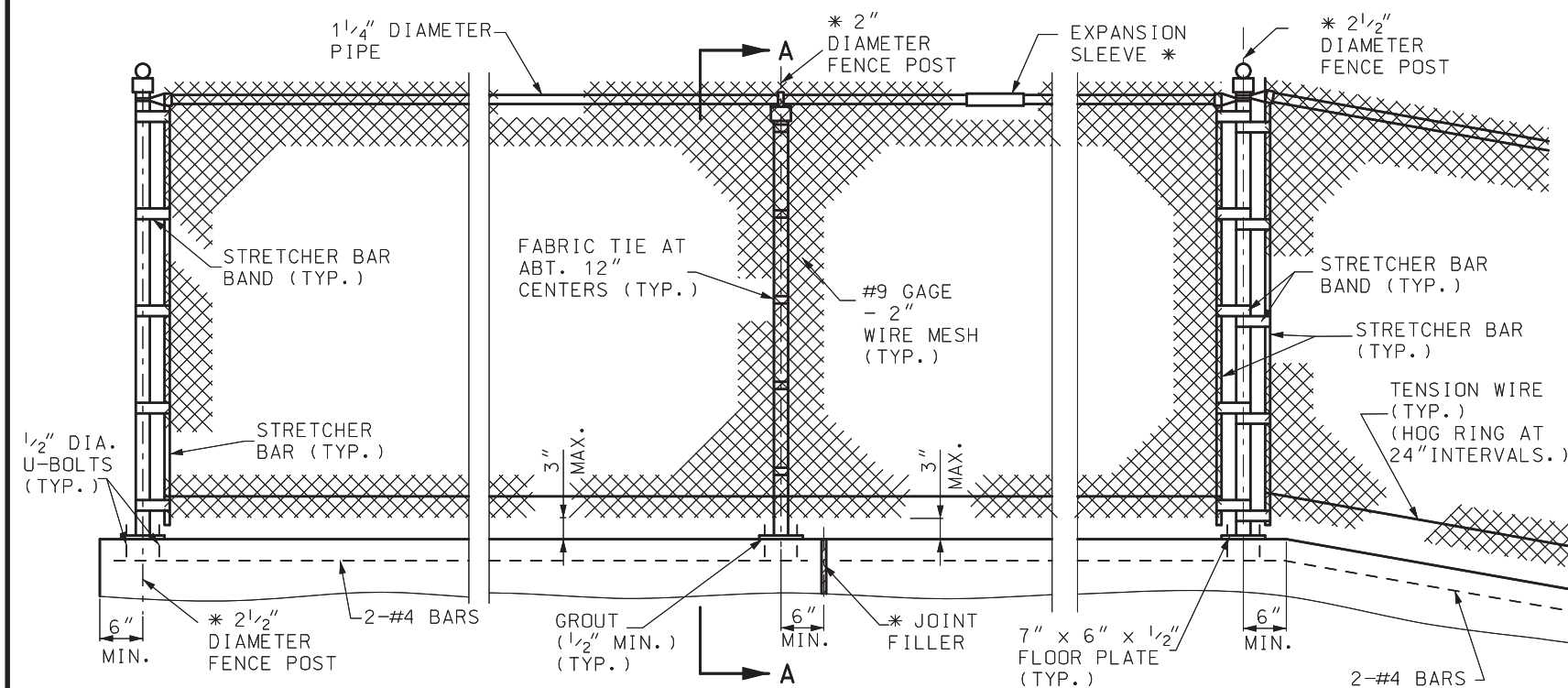
Manufacturer shall show drain details on design plans to be submitted as shown on MSE wall plans and/or roadway plans.

Contractor shall modify the drain details as shown if it will improve flow as may be the case for stepped leveling pad, and for an uneven ground line (approval of the engineer required).

Material Properties Used in Design					
Reinf. Fill/Porous Backfill Material			Active Force Computations		Foundation
ϕ°	γ_r (pcf)		ϕ°	γ (pcf)	ϕ_r°

MSE Wall designer shall include table on shop drawings and provide values used in the design computations. Effects of cohesion shall be ignored unless approved by the engineer.

DETAILS FOR GENERIC MSE WALL



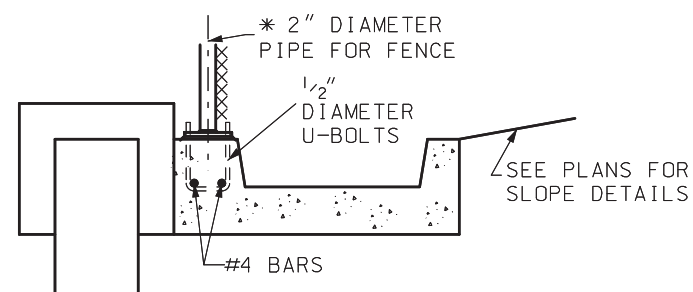
TERMINAL POST

LINE POST

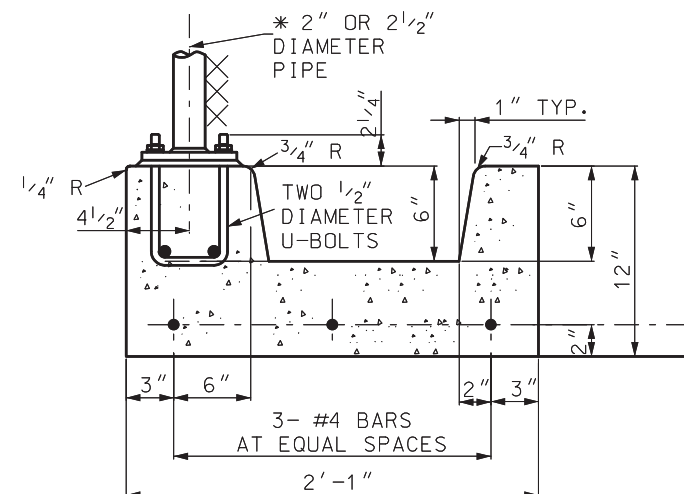
PULL POST

* PLACE EXPANSION SLEEVE AT ABOUT 30'-0" CENTERS WITH AT LEAST ONE EXPANSION SLEEVE BETWEEN PULL POSTS.

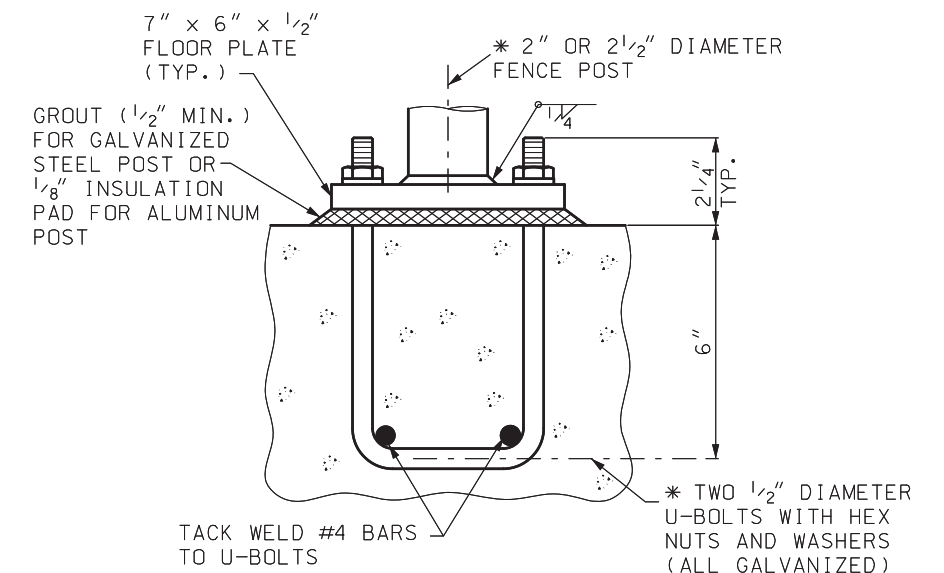
PART ELEVATION (TYPICAL)



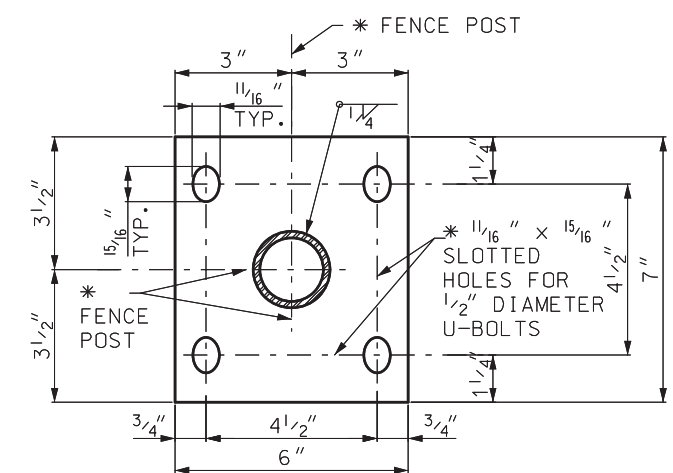
ALTERNATE SECTION A-A FOR MSE WALLS



MODIFIED TYPE B GUTTER



TYPICAL FENCE POST CONNECTION



PLAN OF FLOOR PLATE

GENERAL NOTES:

PAYMENT FOR U-BOLTS WITH NUTS, WASHERS, AND #4 BARS WILL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR FENCE, CHAIN LINK, ON WALL.

PULL POST SHALL BE USED AT SHARP BREAKS IN VERTICAL GRADE OR AT APPROXIMATE 100'-0" CENTERS ON STRAIGHT RUNS.

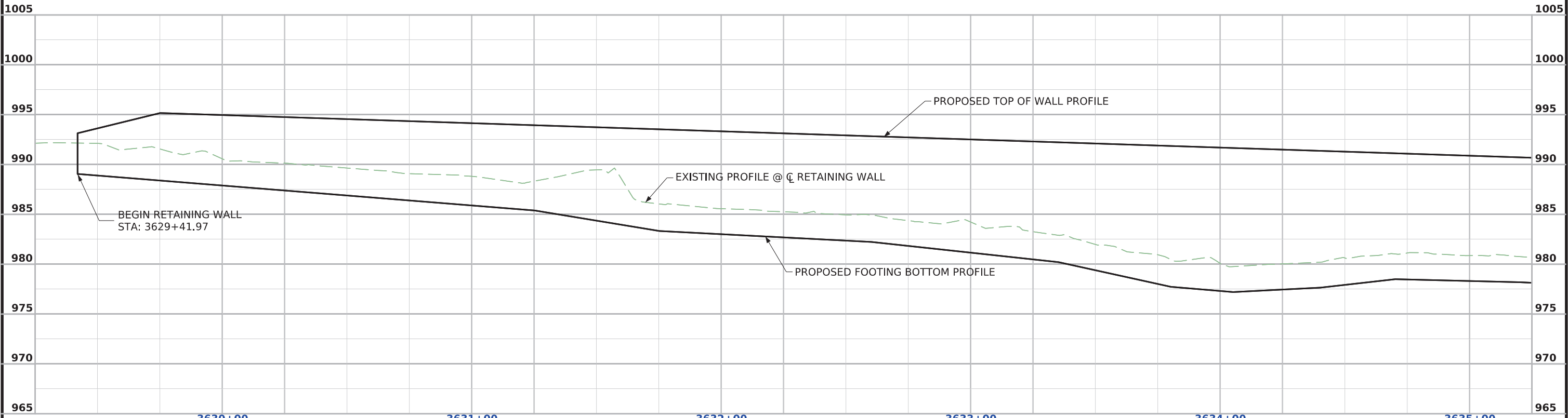
THE CHAIN-LINK FENCE SHALL BE IN ACCORDANCE WITH APPLICABLE PARTS OF SEC 4154.

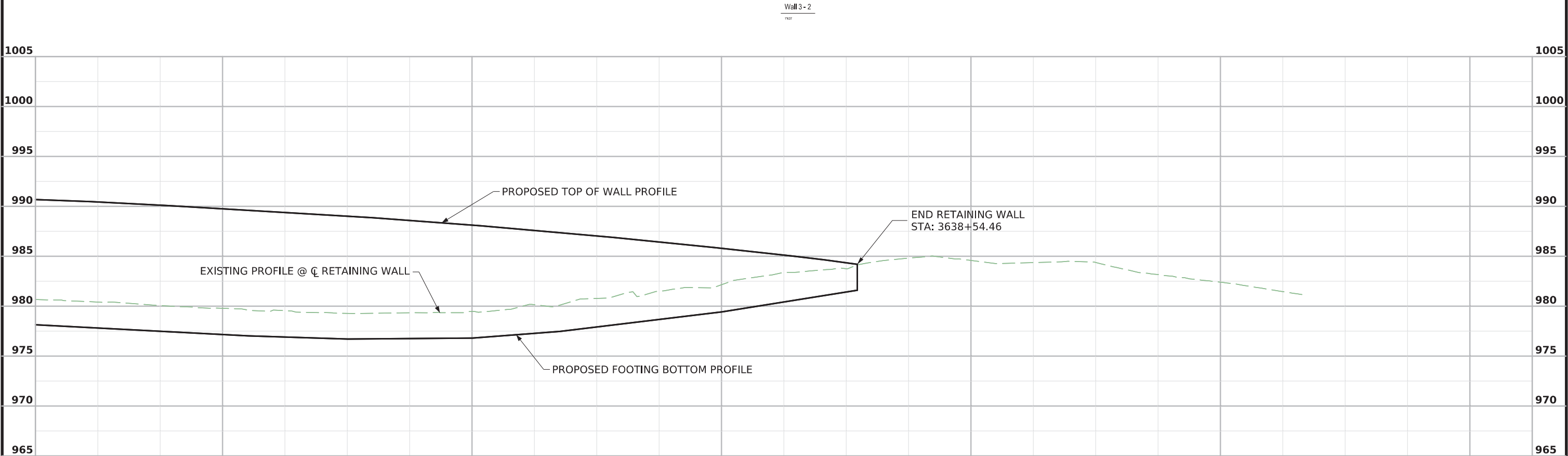
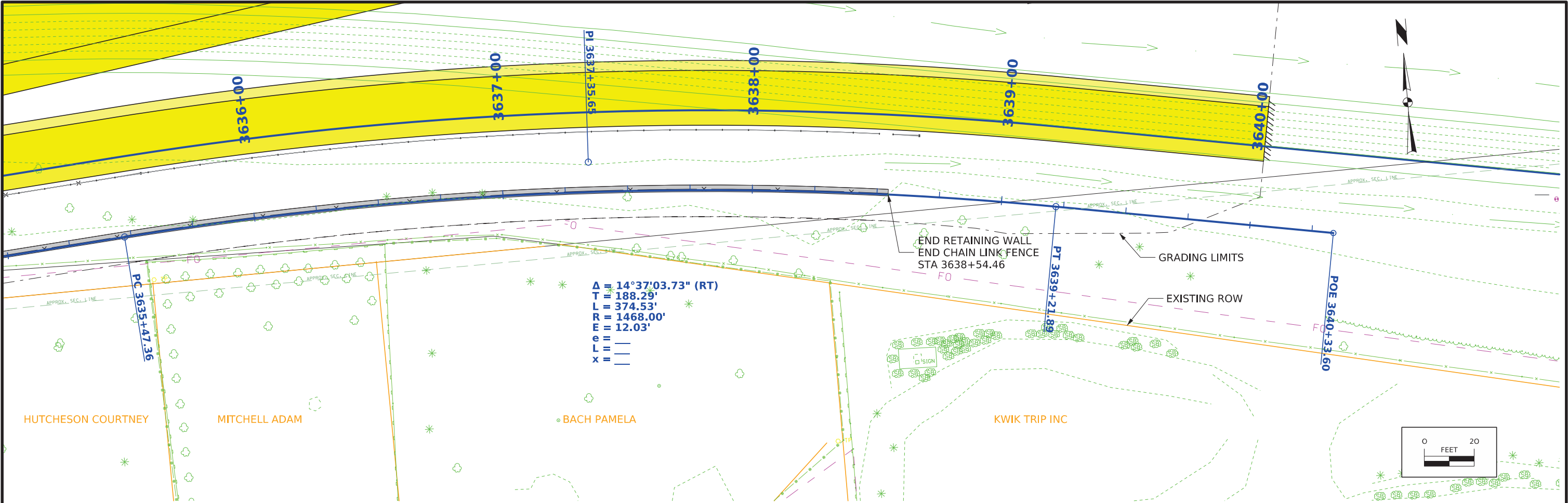
MAXIMUM POST SPACING IN HORIZONTAL DIRECTION SHALL BE 10'-0".

PIPE POST SIZES ARE NOMINAL INSIDE DIAMETERS.

FENCE CONNECTION FOR MSE WALLS

FILE NO.	ENGLISH	DESIGN TEAM IOWA DOT/FOTH	DALLAS COUNTY	PROJECT NUMBER IMX-NHS-080-3(322)110-02-25	SHEET NUMBER U.2
11:10:21 AM	4/23/2026	axc2	pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\2508003022\Design\CADD_Files\Sheet_Files\SHT_U_25080325208.dgn		





Traffic Estimate
(US 169)

2022 AADT	10,200	V.P.D.
2050 AADT	20,200	V.P.D.
2077 DHV	???	V.P.H.
TRUCKS	8	%
Total	???	
Design ESALs	???	

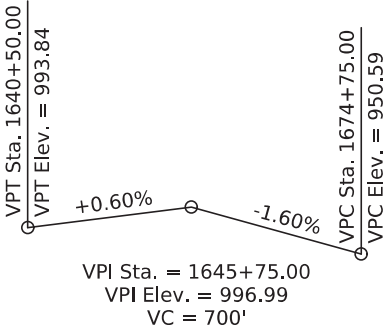
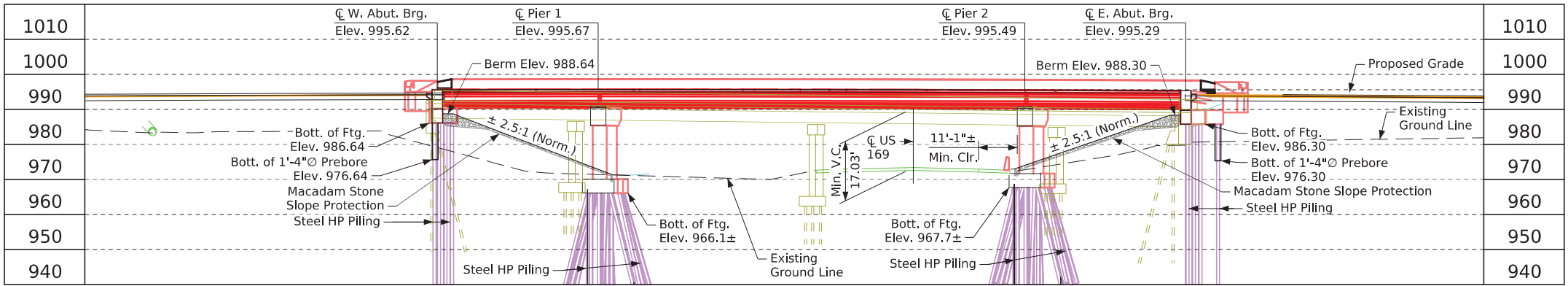
Traffic Estimate
(I-80)

2022 AADT	37,500	V.P.D.
2050 AADT	61,300	V.P.D.
2077 DHV	???	V.P.H.
TRUCKS	26.5	%
Total	???	
Design ESALs	???	

Notes:

- This design is for the replacement of the existing 211'-3" x 39' PPCB Bridge, Dallas Design No. 465, FHWA No. 22280, Maint. No. 2510.1R080.
- TSS TL-5 bridge railing proposed.
- Pier type - Multi-column frame pier with an assumed column diameter of 4'-0".
- Pier 2 is located within the acceptable clear zone. The pier is exempt from collision force requirements due to redirection or absorption of the collision load (verify during Final Design).
- The existing profile grade of US 169 is not being changed and is used to calculate the minimum vertical clearance.
- Final design shall consider the need for temporary shoring to accommodate construction near active traffic lanes.

Control Point 25005: CP Found FENO Existing JEO, 7470137.41 N, 18417327.09 E, Elev. = 1007.86.



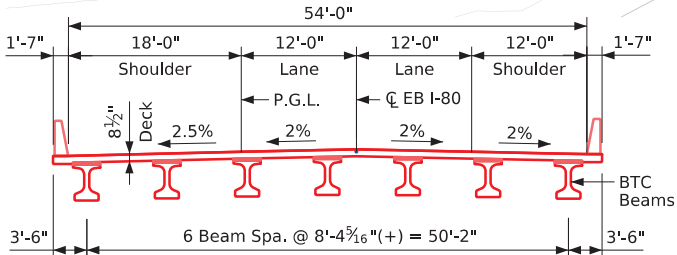
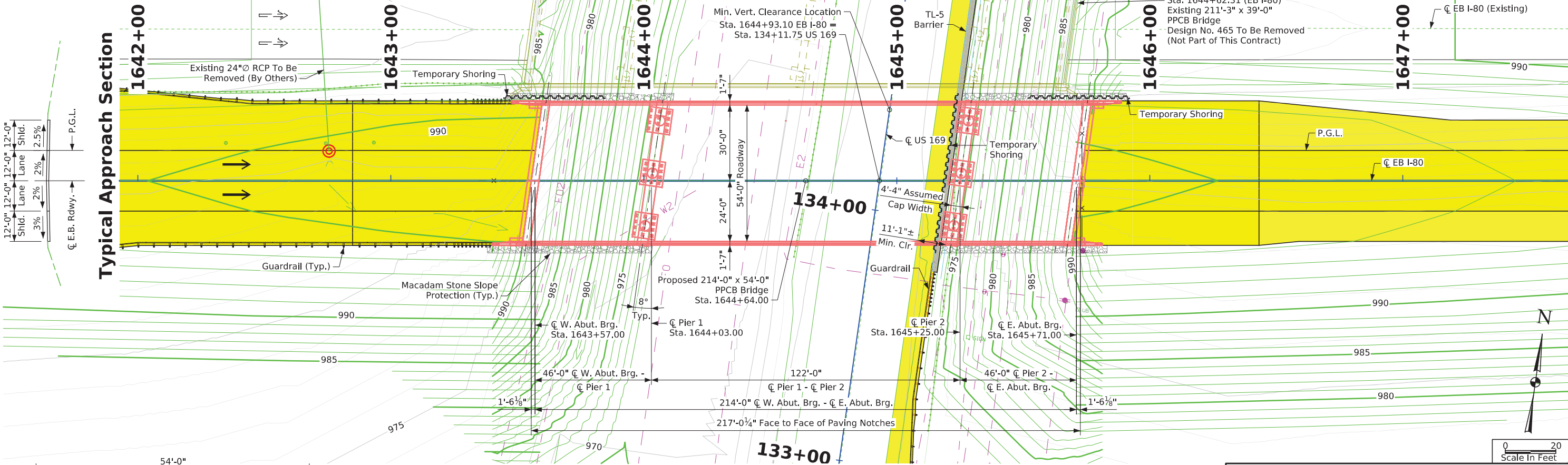
Proposed Profile
Grade EB I-80 P.G.L.

Utilities Note:

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

General Utility Symbols:

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



Typical Deck Section

Minimum Vertical Clearance

Overhead Station = 1644+97.12, Offset 28.08' Lt.
Overhead Elevation = 994.96
Depth of Superstructure = 4.63'
Deck Thickness = 8.5"
Estimated Haunch = 2"
Beam Depth = 3.75' (BTC)
Underpass Station = 134+40.11, Offset 0.00' Rt.
Underpass Elevation = 973.30
Minimum Vertical Clearance = 17.03'

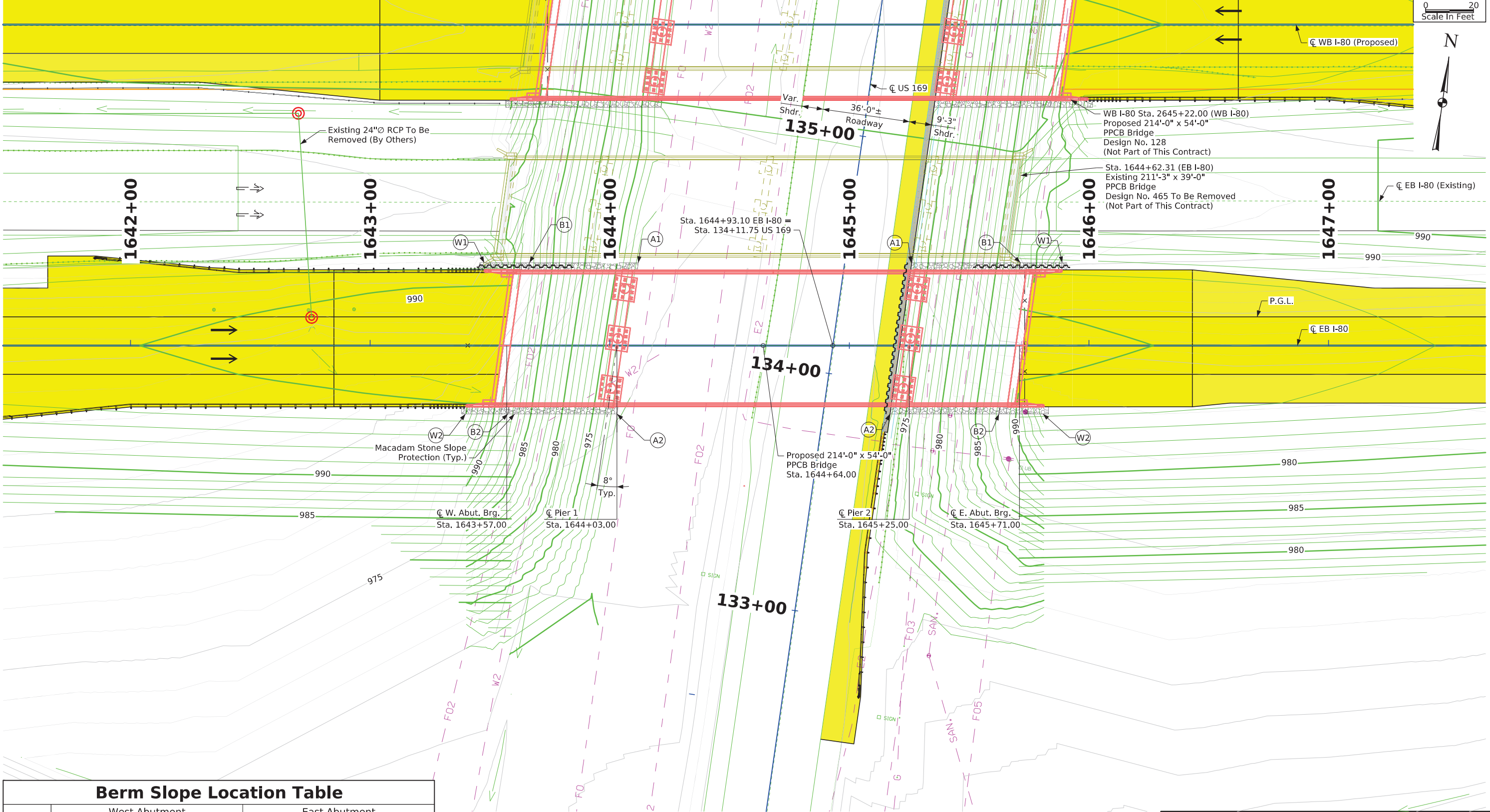
Situation Plan

Location

On EB I-80 over US 169
T-78N R-27W & R-28W
Section 19 & 24
Adams & Van Meter Township
Dallas County
In City of De Soto
FHWA No. 22281
Bridge Maint. No. 2510.1R080
Latitude 41.539947°
Longitude -94.012745°

Design For 8 Degree LA
214'-0" x 54'-0" Prestressed Concrete Beam Bridge
46'-0" End Spans 122'-0" Interior Span
Situation Plan
STA. 1644+64.00 (EB I-80) Turn-in Date: May 2024
Dallas County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. 427 Design Sheet No. 1 of 2 FHWA No. 22281

Control Point 25005: CP Found FENO Existing JEO, 7470137.41 N, 18417327.09 E, Elev. = 1007.86.



Berm Slope Location Table						
Points	West Abutment			East Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	1644+11.94	34,583' Lt.	971.65	1645+25.78	34,583' Lt.	972.95
A2	1644+03.06	28,583' Rt.	971.05	1645+16.90	28,583' Rt.	972.95
B1	1643+66.40	34,583' Lt.	988.64	1645+71.32	34,583' Lt.	988.30
B2	1643+57.53	28,583' Rt.	988.64	1645+62.44	28,583' Rt.	988.30
W1	1643+47.72	34,583' Lt.	994.79	1645+88.72	34,583' Lt.	994.39
W2	1643+40.13	28,583' Rt.	994.98	1645+81.13	28,583' Rt.	994.64

Berm slope elevations reflect the grading surface.
All offsets are from EB I-80.

FILE NO.	32559	ENGLISH	DESIGN TEAM	Foth	Dallas COUNTY	PROJECT NUMBER	IMX-080-3(323)110--02-25	SHEET NUMBER	V.2
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1:32:27 PM 4/10/2026 JAE pw:\\projectwise.dot.int.lan:PWMMain\\Documents\\Projects\\2508003022\\Bridge\\(323)_Bridge Replacement-PPCB\\SHT_25080323_0427_22281_Z08.dgn

Design For 8 Degree LA

214'-0" x 54'-0" Pretensioned
Prestressed Concrete Beam Bridge

46'-0" End Spans 122'-0" Interior Span

Situation Plan - Site

STA. 1644+64.00 (EB I-80) Turn-in Date: May 2024

Dallas County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 427 Design Sheet No. 2 of 2 FHWA No. 22281

PRELIMINARY BRIDGE TSL DEVELOPMENT REPORT

May 31, 2024

EB I-80 over US 169

Project No. IMX-080-3(323)110--02-25

Project Code: 22-25-080-030

File No. 32559

Dallas County - Design No. 427

214'-0 x 54'-0 Pretensioned Prestressed Concrete Beam (PPCB) Bridge

Location: At the US 6/169 Interchange (EB)

Station 1644+64.00 (CL EB I-80)

Maintenance No. 2510.1R080

FHWA No. 22281

Work Description: Bridge Replacement - PPCB

Prepared for: Iowa DOT

Prepared by: Foth IE

TSL DEVELOPMENT DETAILS

1. BDM 3.3.1 - Clearances

a. Horizontal Clearance

1. Horizontal clearance was reviewed for both the existing US169 configuration and the future diverging diamond interchange (DDI) configuration.

2. The minimum horizontal clearance for the existing condition is less than the required clearance, therefore, guardrail is needed to protect Pier No. 2.

3. In the future condition, the required clear zone width will be 10' from back of curb. Both piers will be able to meet this requirement.
2. BDM 3.3.2 - Ditch Drainage

a. US169 ditch drainage will be maintained with existing ditch grading.
3. BDM 3.6.1.6 - Superstructures - PPCB

a. A 214'-0" x 54'-0" PPCB Bridge with a 8 1/2" deck thickness is proposed.

b. Estimated 2" haunches at both abutments.

c. BTC beams are proposed.
4. BDM 3.6.2.1 - Width - Highway

a. The width of the bridge was set by adding together the proposed lane widths and effective shoulder widths. Additional width was added to the inside shoulder to accommodate future inspections and repairs.
5. BDM 3.6.2.2 - Sidewalk, Shared Use Path, and Bicycle Lane

a. No pedestrian or bicycle facilities are included in the proposed bridge.
6. BDM 3.6.6 - Deck Drainage

a. The proposed bridge is located on a crest vertical curve. Deck drain locations will be determined during final design.
7. BDM 3.6.8 - Barrier Rails

a. TL-5 barrier rails conform with the BDM requirements for an interstate bridge.

b. Barrier rails for this project will be the TSS TL-5 rails.
8. BDM 3.6.9. - Staging

a. EB traffic will be maintained on existing EB bridge during construction.

b. WB traffic will be maintained on existing WB bridge during construction.

c. Partial removal of the existing abutment wings and temporary shoring will be required to construct the abutments.

d. Pier No. 2 construction will require a shoulder closure on US 169 and temporary shoring.
9. BDM 3.7.1 - Substructures - Skew

a. The bridge abutments and piers will be placed at a 8 degree skew to match the alignment of US169.
10. BDM 3.7.2 - Abutments

a. Integral abutments with 10' prebored HP piling are proposed.
11. BDM 3.7.3.1 - Berm Slope

a. Recoverable berm slopes were not included. With the existing US 169 condition, the west berm is not adjacent to traffic and the east berm is protected by guardrail due to the location of Pier No. 2. With the future DDI condition both berms will be outside the anticipated clear zone width.
12. BDM 3.7.3.5 - Slope Protection

a. Macadam stone slope protection is proposed.
13. BDM 3.7.4 - Piers and Pier Footings

a. Multi-column frame Piers are proposed for the piers.

b. Pier No. 2 is located within the acceptable clear zone. The pier is exempt from collision force requiements due to redirection or absorption of the collision load with a TL-5 concrete barrier rail.

c. The top of the traffic face of the concrete barrier shall be at least 3'-3" from the edge of the pier column.

d. Vehicular collision force requirements shall be verified during final design.

e. Pier Column width is assumed as 4'-0".

f. The bottom of the pier footings shall be placed a minimum of 5'-0" below the adjacent ground line.

Design For 8 Degree LA

214'-0" x 54'-0" Pretensioned
Prestressed Concrete Beam Bridge

46'-0" End Spans122'-0" Interior Span

TSL Development Report

STA. 1644+64.00 (EB I-80)Turn-in Date: May 2024

Dallas County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 427Design Sheet No. ofFHWA No. 22281

Traffic Estimate
(US 169)

2022 AADT	10,200	V.P.D.
2050 AADT	20,200	V.P.D.
2077 DHV	???	V.P.H.
TRUCKS	8	%
Total	???	
Design ESALs	???	

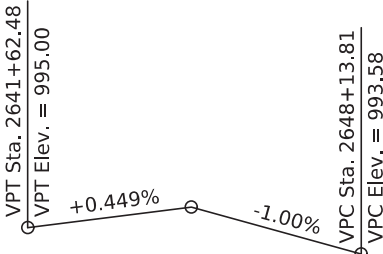
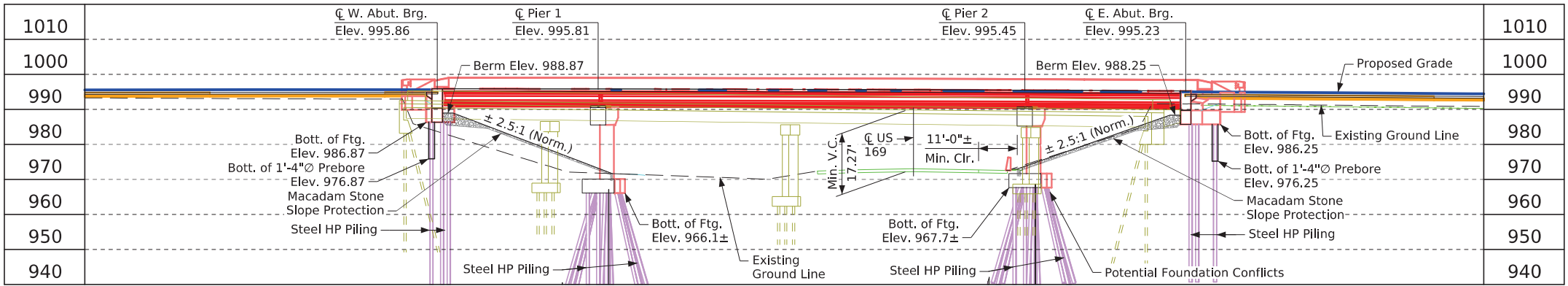
Traffic Estimate
(I-80)

2022 AADT	37,500	V.P.D.
2050 AADT	61,300	V.P.D.
2077 DHV	???	V.P.H.
TRUCKS	26.5	%
Total	???	
Design ESALs	???	

Notes:

- 1) This design is for the replacement of the existing 211'-3" x 39' PPCB Bridge, Dallas Design No. 465, FHWA No. 22290, Maint. No. 2510.1L080.
- 2) TSS TL-5 bridge railing proposed.
- 3) Pier type - Multi-column frame pier with an assumed column width of 4'-0".
- 4) There is a potential for conflicts with the existing east pier foundation.
- 5) Pier 2 is located within the acceptable clear zone. The pier is exempt from collision force requirements due to redirection or absorption of the collision load (verify during Final Design).
- 6) Work under the contract shall include the removal of the existing I-80 WB bridge, Dallas County Design No. 465.
- 7) The existing profile grade of US 169 is not being changed and is not used to calculate the minimum vertical clearance.
- 8) Final design shall consider the need for temporary shoring to accommodate construction near active traffic lanes.

Control Point 25005: CP Found FENO Existing JEO, 7470137.41 N, 18417327.09 E, Elev. = 1007.86.



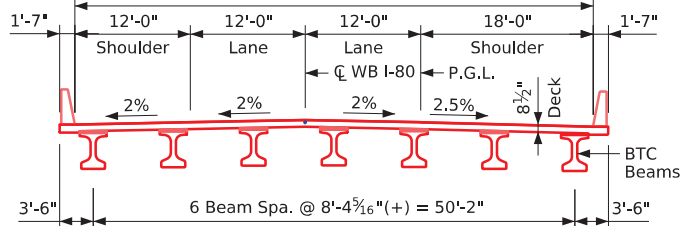
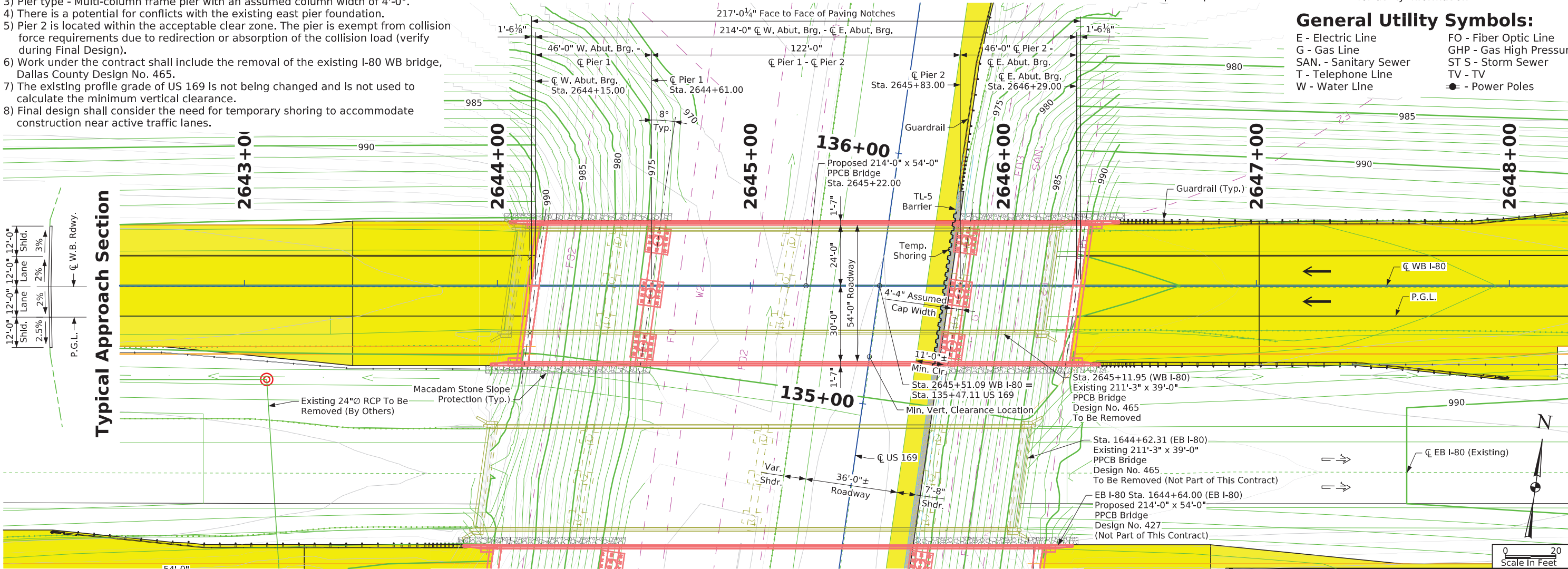
Proposed Profile
Grade WB I-80 P.G.L.

Utilities Note:

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

General Utility Symbols:

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



Typical Deck Section

Minimum Vertical Clearance

Overhead Station = 2645+47.07, Offset 28.08' Rt.
Overhead Elevation = 994.99
Depth of Superstructure = 4.63'
Deck Thickness = 8.5"
Estimated Haunch = 2"
Beam Depth = 3.75' (BTC)
Underpass Station = 135+18.74, Offset 0.00'
Underpass Elevation = 973.09
Minimum Vertical Clearance = 17.27'

Situation Plan

Location

On WB I-80 over US 169
T-78N R-27W & R-28W
Section 19 & 24
Adams & Van Meter Township
Dallas County
In City of De Soto
FHWA No. 22291
Bridge Maint. No. 2510.1L080
Latitude 41.540318°
Longitude -94.012746°

214'-0" x 54'-0" Prestressed Concrete Beam Bridge

46'-0" End Spans 122'-0" Interior Span

Situation Plan

STA. 2645+22.00 (WB I-80) Turn-in Date: May 2024

Dallas County

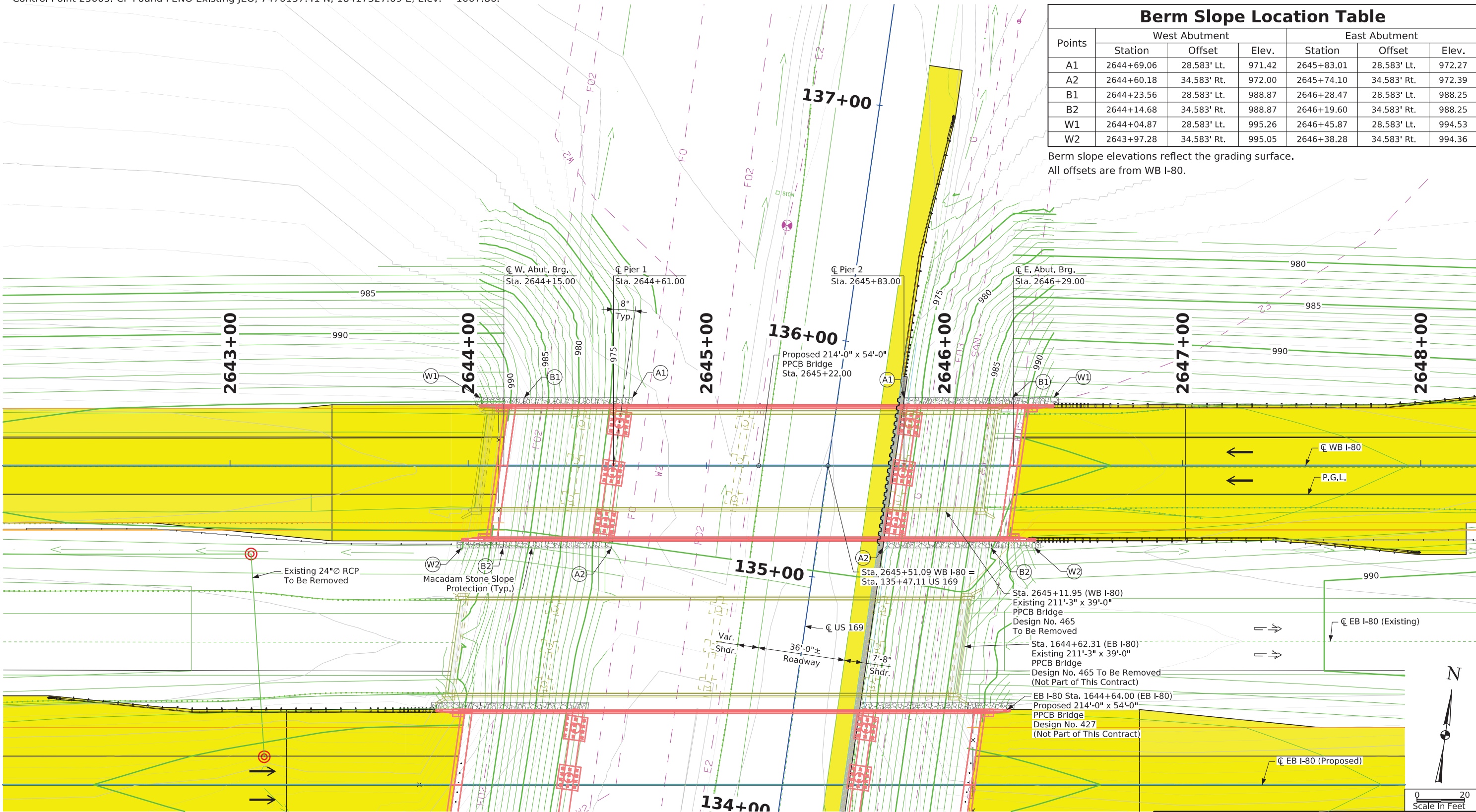
IOWA DEPARTMENT OF TRANSPORTATION
Design No. 128 Design Sheet No. 1 of 2 FHWA No. 22291

Control Point 25005: CP Found FENO Existing JEO, 7470137.41 N, 18417327.09 E, Elev. = 1007.86.

Berm Slope Location Table

Points	West Abutment			East Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	2644+69.06	28.583' Lt.	971.42	2645+83.01	28.583' Lt.	972.27
A2	2644+60.18	34.583' Rt.	972.00	2645+74.10	34.583' Rt.	972.39
B1	2644+23.56	28.583' Lt.	988.87	2646+28.47	28.583' Lt.	988.25
B2	2644+14.68	34.583' Rt.	988.87	2646+19.60	34.583' Rt.	988.25
W1	2644+04.87	28.583' Lt.	995.26	2646+45.87	28.583' Lt.	994.53
W2	2643+97.28	34.583' Rt.	995.05	2646+38.28	34.583' Rt.	994.36

Berm slope elevations reflect the grading surface.
All offsets are from WB I-80.



Site Plan

Design For 8 Degree LA

214'-0" x 54'-0" Prestensioned
Prestressed Concrete Beam Bridge

46'-0" End Spans122'-0" Interior Span

Situation Plan - Site

STA. 2645+22.00 (WB I-80)Turn-in Date: May 2024

Dallas County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 128Design Sheet No. 2 of 2FHWA No. 22291

PRELIMINARY BRIDGE TSL DEVELOPMENT REPORT

May 31, 2024

WB I-80 over US 169

Project No. IMX-080-3(324)110--02-25

Project Code: 22-25-080-030

File No. 32559

Dallas County - Design No. 128

214'-0 x 54'-0 Pretensioned Prestressed Concrete Beam (PPCB) Bridge

Location: At the US 6/169 Interchange (WB)

Station 2645+22.00 (CL WB I-80)

Maintenance No. 2510.1L080

FHWA No. 22291

Work Description: Bridge Replacement - PPCB

Prepared for: Iowa DOT

Prepared by: Foth IE

TSL DEVELOPMENT DETAILS

1. BDM 3.3.1 - Clearances

a. Horizontal Clearance

1. Horizontal clearance was reviewed for both the existing US169 configuration and the future diverging diamond interchange (DDI) configuration.

2. The minimum horizontal clearance for the existing condition is less than the required clearance, therefore, guardrail is needed to protect Pier No. 2.

3. In the future condition, the required clear zone width will be 10' from back of curb. Both piers will be able to meet this requirement.
2. BDM 3.3.2 - Ditch Drainage

a. US169 ditch drainage will be maintained with existing ditch grading.
3. BDM 3.6.1.6 - Superstructures - PPCB

a. A 214'-0" x 54'-0" PPCB Bridge with a 8 1/2" deck thickness is proposed.

b. Estimated 2" haunches at both abutments.

c. BTC beams are proposed.
4. BDM 3.6.2.1 - Width - Highway

a. The width of the bridge was set by adding together the proposed lane widths and effective shoulder widths. Additional width was added to the inside shoulder to accommodate future inspections and repairs.
5. BDM 3.6.2.2 - Sidewalk, Shared Use Path, and Bicycle Lane

a. No pedestrian or bicycle facilities are included in the proposed bridge.
6. BDM 3.6.6 - Deck Drainage

a. The proposed bridge is located on a crest vertical curve. Deck drain locations will be determined during final design.
7. BDM 3.6.8 - Barrier Rails

a. TL-5 barrier rails conform with the BDM requirements for an interstate bridge.

b. Barrier rails for this project will be the TSS TL-5 rails.
8. BDM 3.6.9. - Staging

a. WB traffic will be maintained on existing EB bridge during construction.

b. EB traffic will be maintained on the new EB bridge, Design No. 427.

c. Pier No. 2 construction will require a shoulder closure on US 169 and temporary shoring.
9. BDM 3.7.1 - Substructures - Skew

a. The bridge abutments and piers will be placed at a 8 degree skew to match the alignment of US169.
10. BDM 3.7.2 - Abutments

a. Integral abutments with 10' prebored HP piling are proposed.
11. BDM 3.7.3.1 - Berm Slope

a. Recoverable berm slopes were not included. With the existing US 169 condition, the west berm is not adjacent to traffic and the east berm is protected by guardrail due to the location of Pier No. 2. With the future DDI condition both berms will be outside the anticipated clear zone width.
12. BDM 3.7.3.5 - Slope Protection

a. Macadam stone slope protection is proposed.
13. BDM 3.7.4 - Piers and Pier Footings

a. Mutlti-column frame piers are proposed for the piers.

b. Pier No. 2 is located within the acceptable clear zone. The pier is exempt from collision force requirements due to redirection or absorption of the collision load with a TL-5 concrete barrier rail.

c. The top of the traffic face of the concrete barrier shall be at least 3'-3" from the edge of the pier column.

d. Vehicular collision force requirements shall be verified during final design.

e. Pier Column width is assumed as 4'-0".

f. The bottom of the pier footings shall be placed a minimum of 5'-0" below the adjacent ground line.

Design For 8 Degree LA

214'-0" x 54'-0" Pretensioned
Prestressed Concrete Beam Bridge

46'-0" End Spans122'-0" Interior Span

TSL Development Report

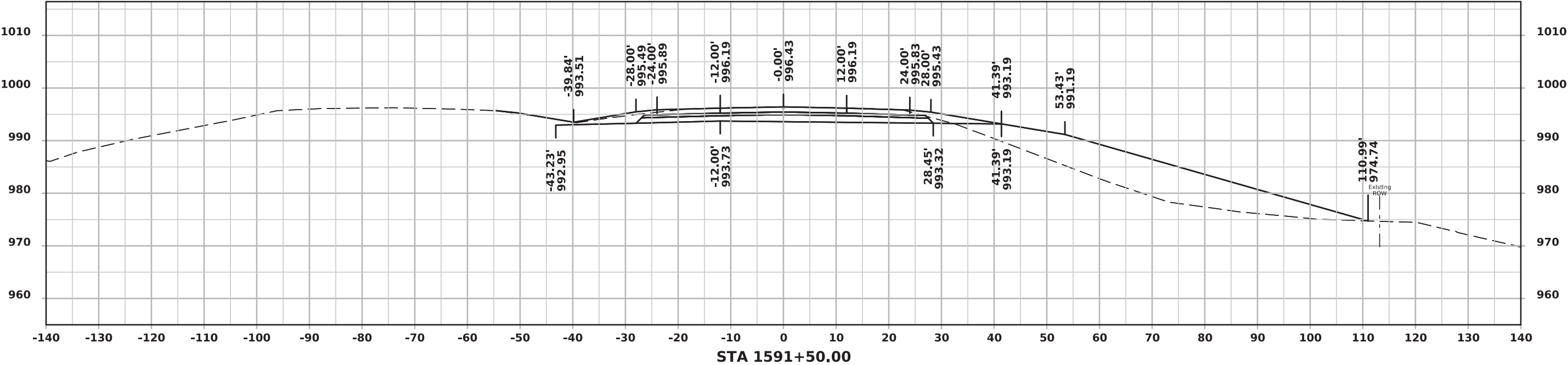
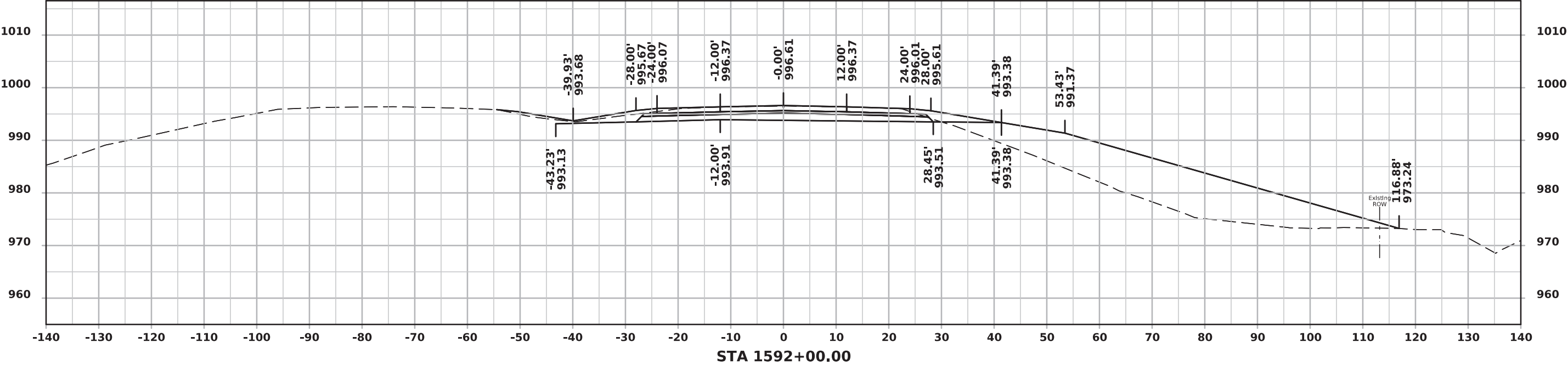
STA. 2645+22.00 (WB I-80)Turn-In Date: May 2024

Dallas County

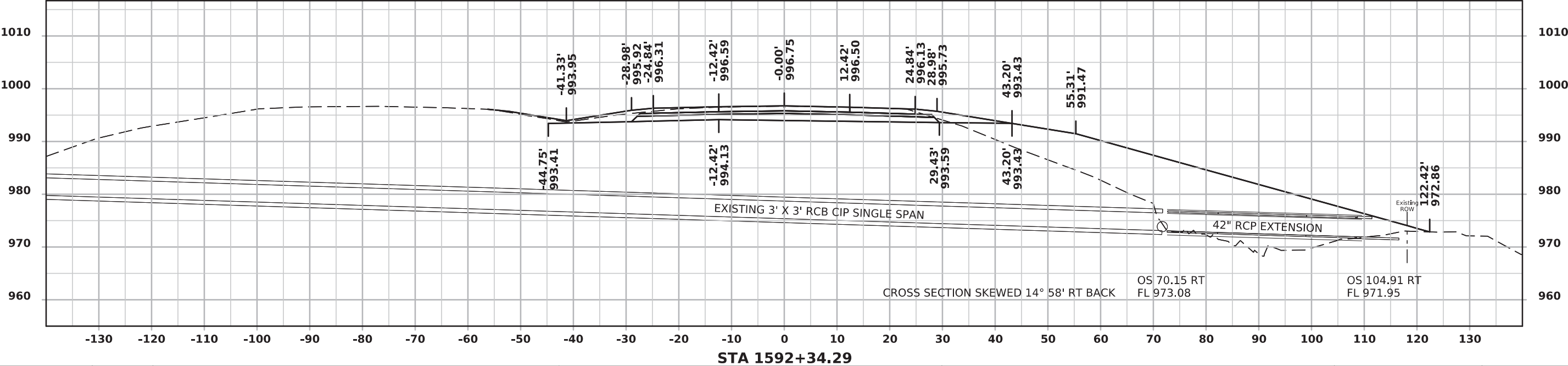
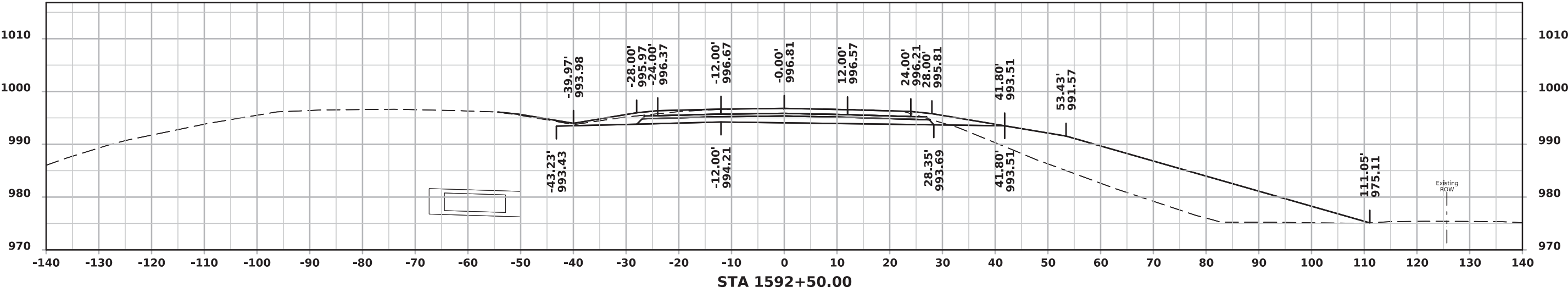
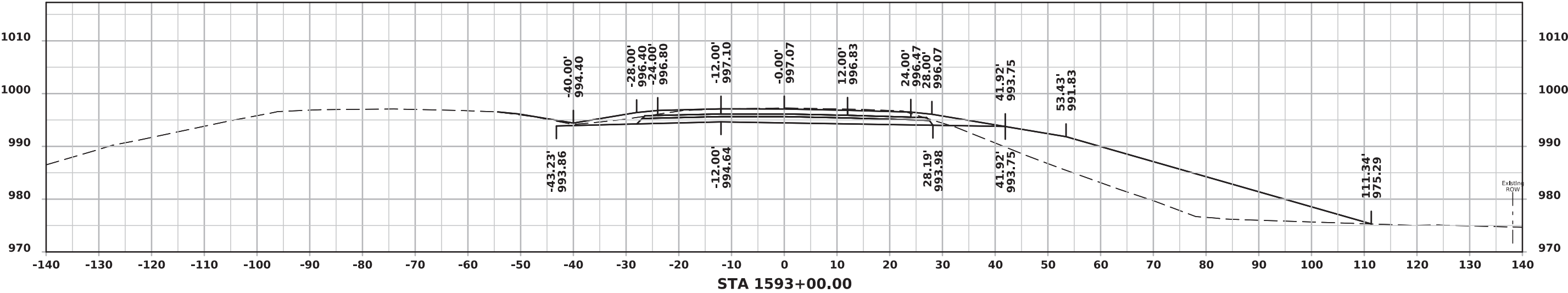
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 128Design Sheet No. ofFHWA No. 22291

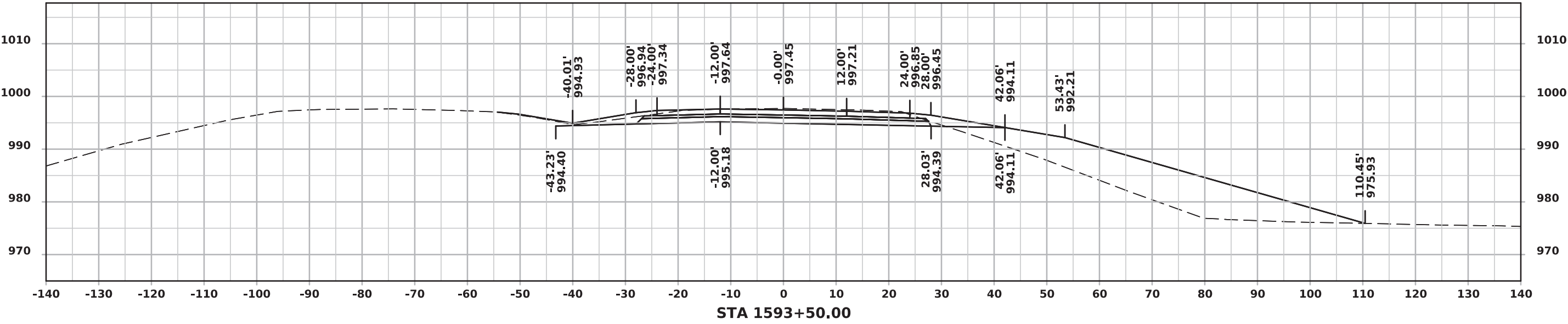
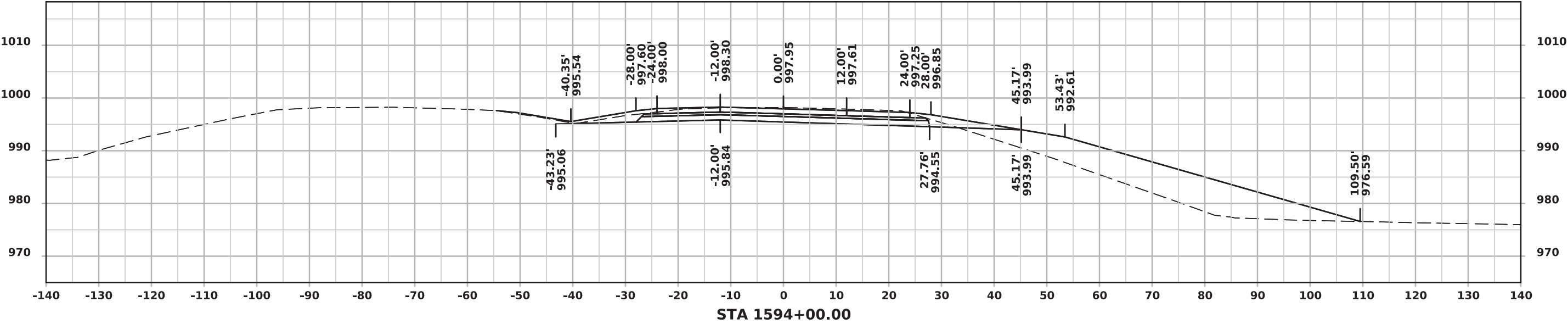
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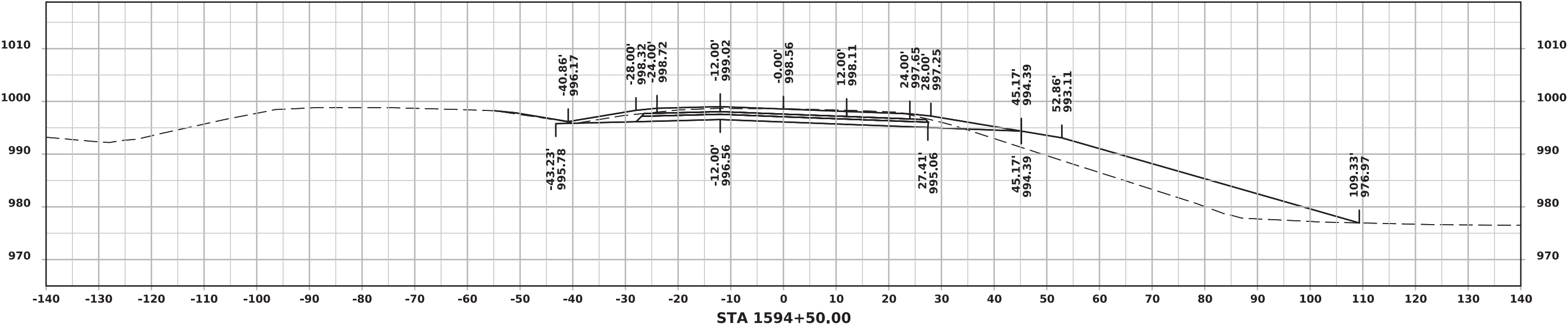
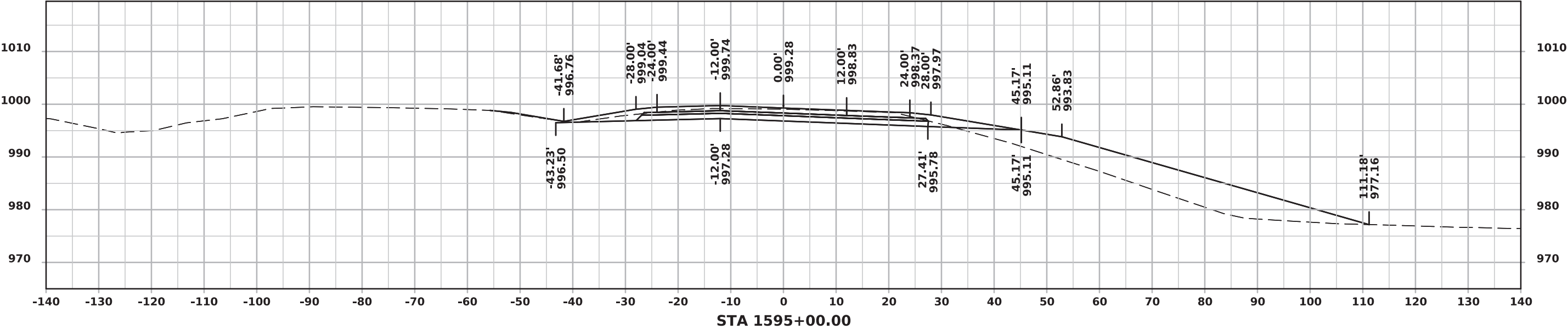
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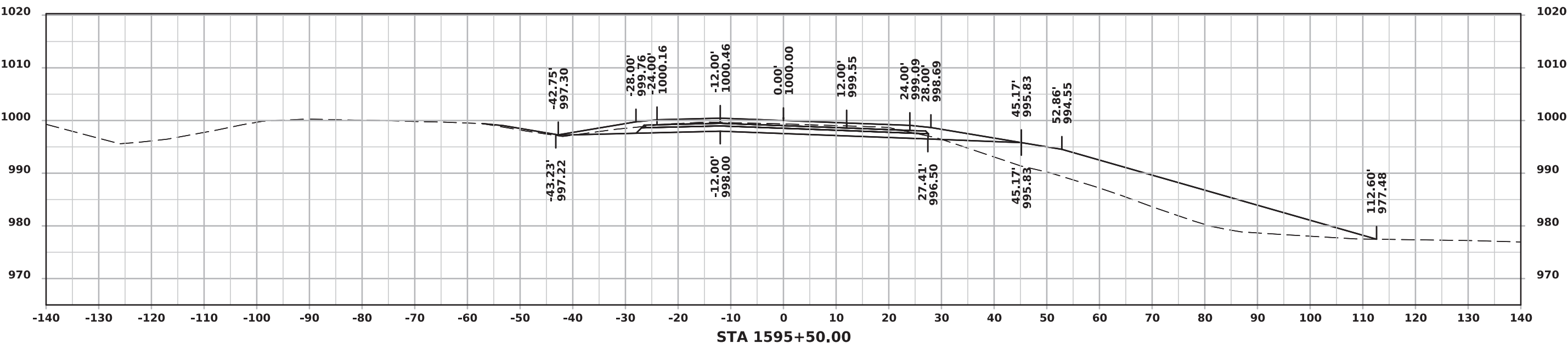
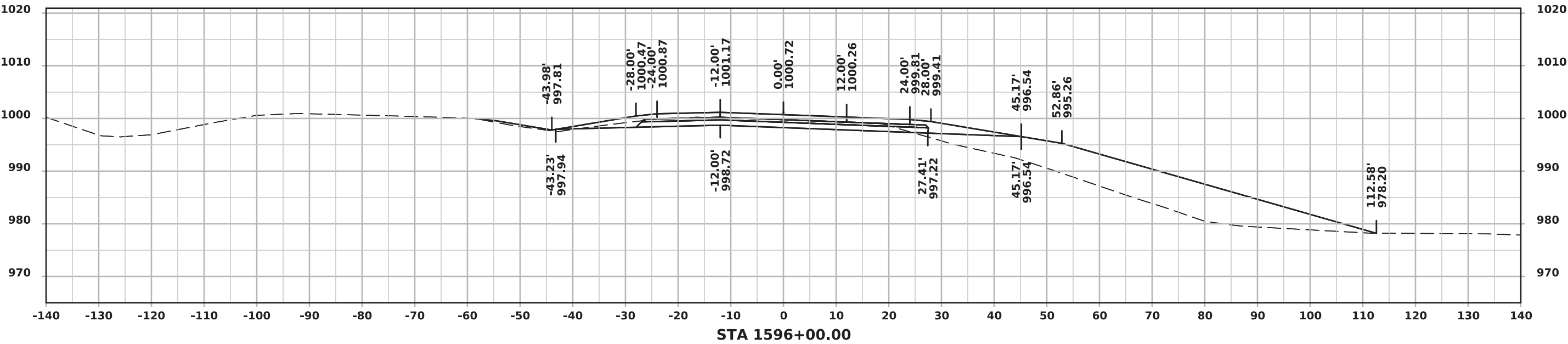
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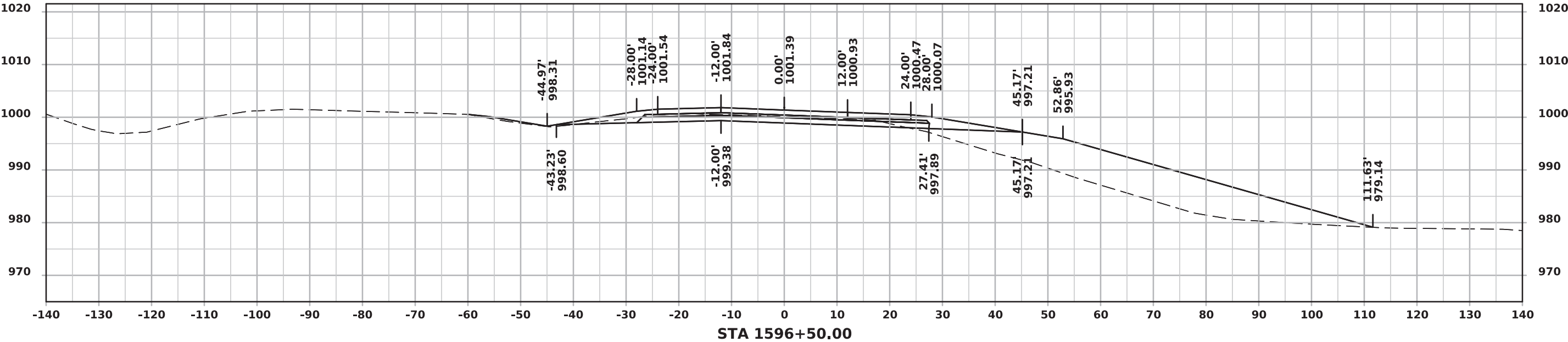
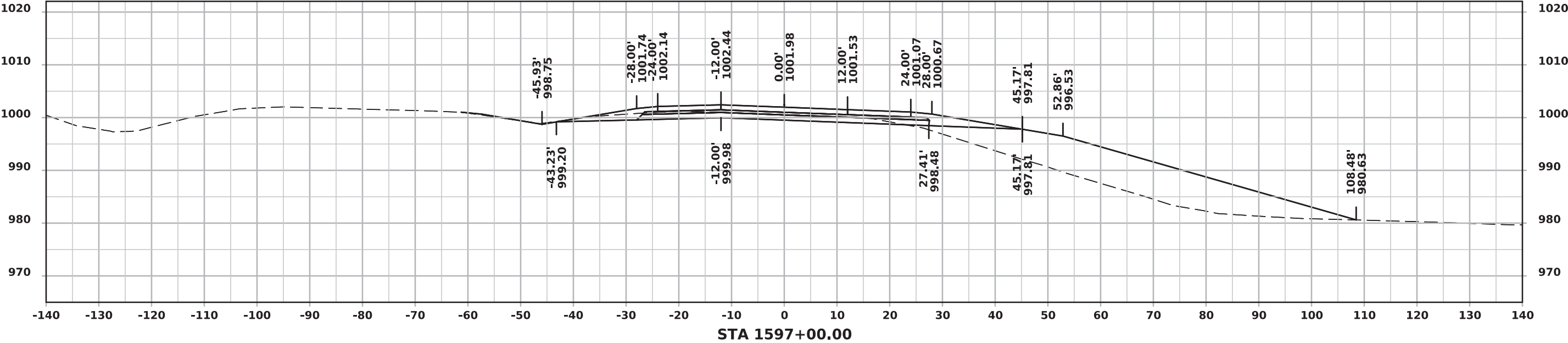
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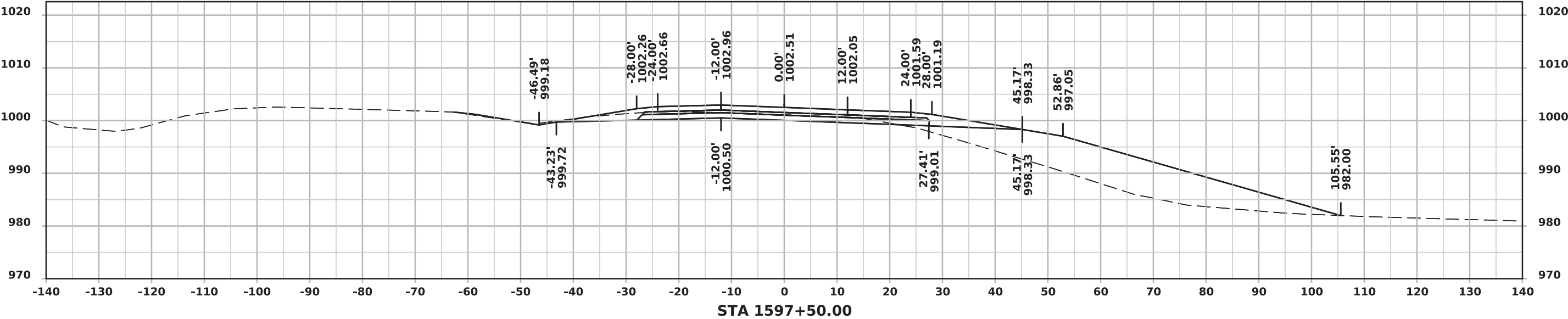
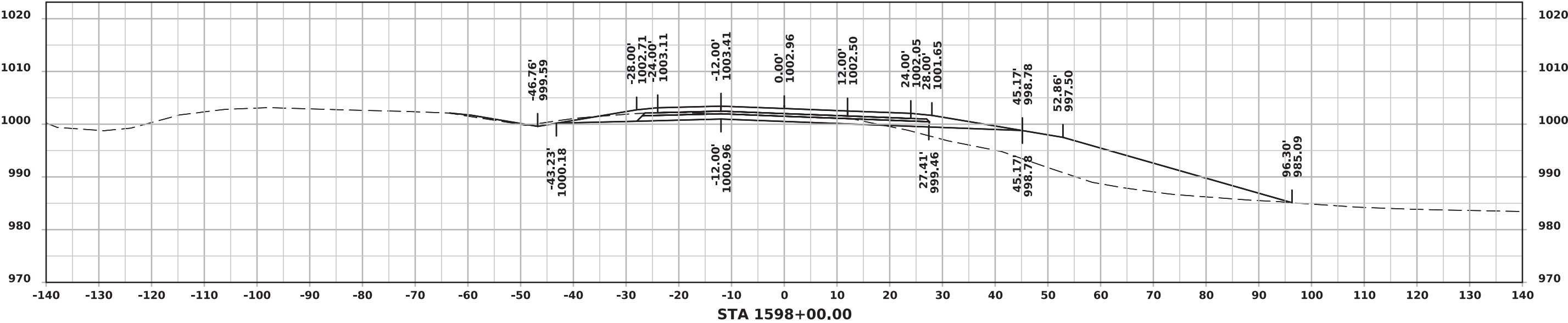
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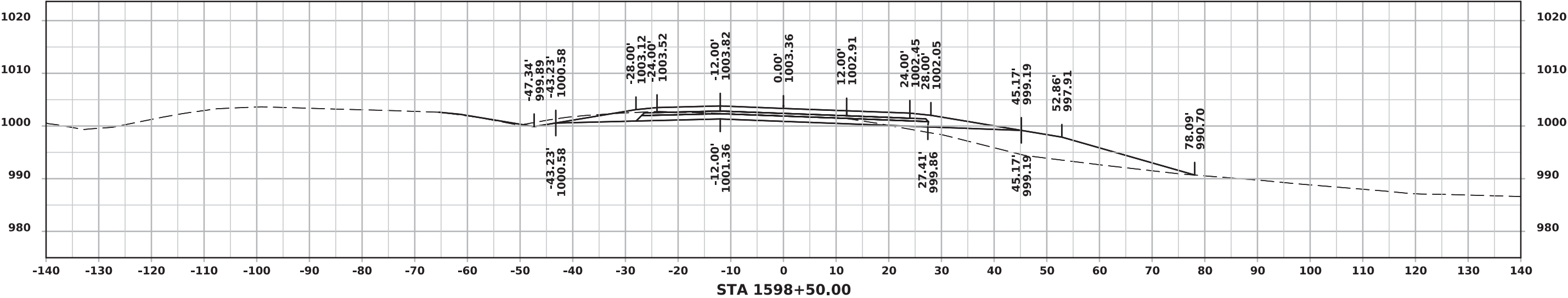
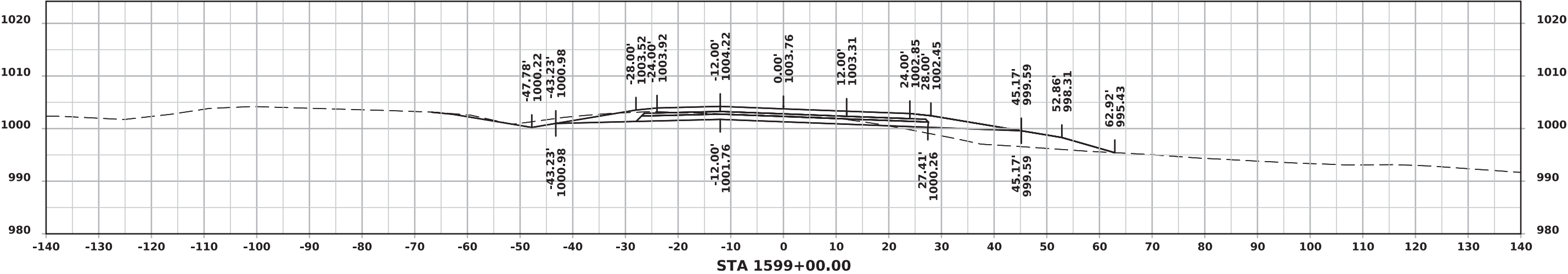
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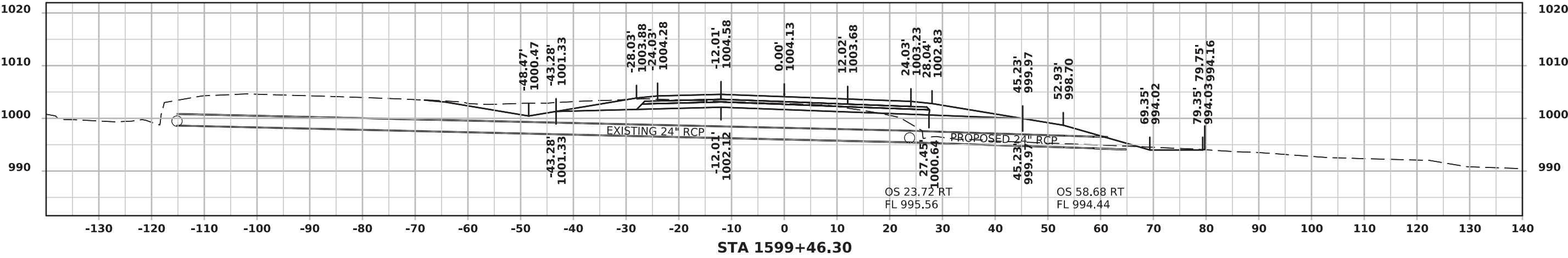
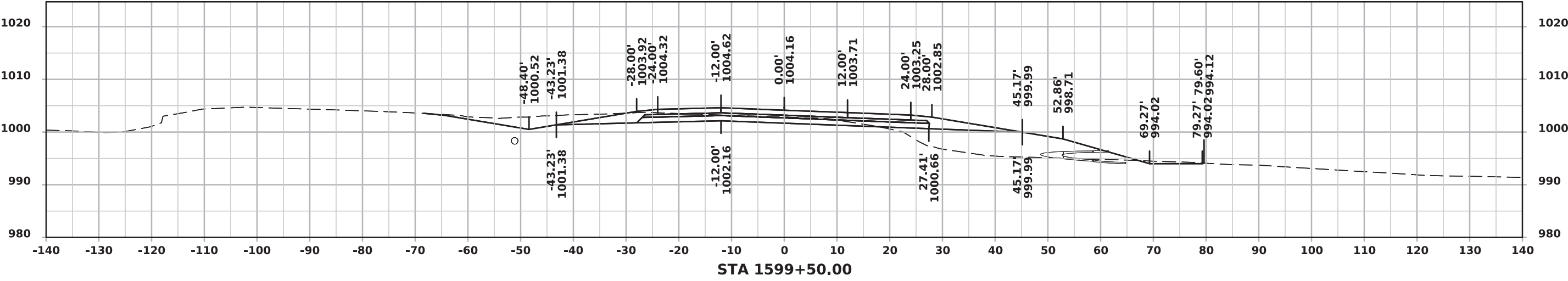
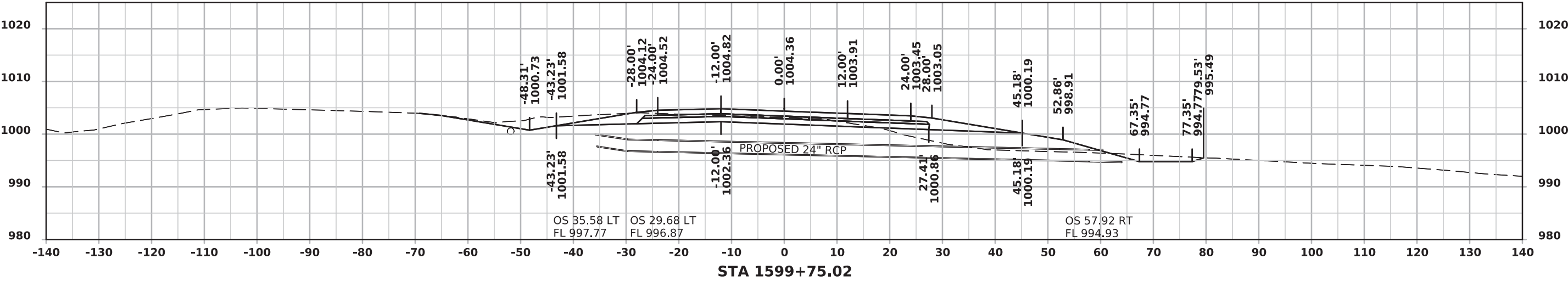
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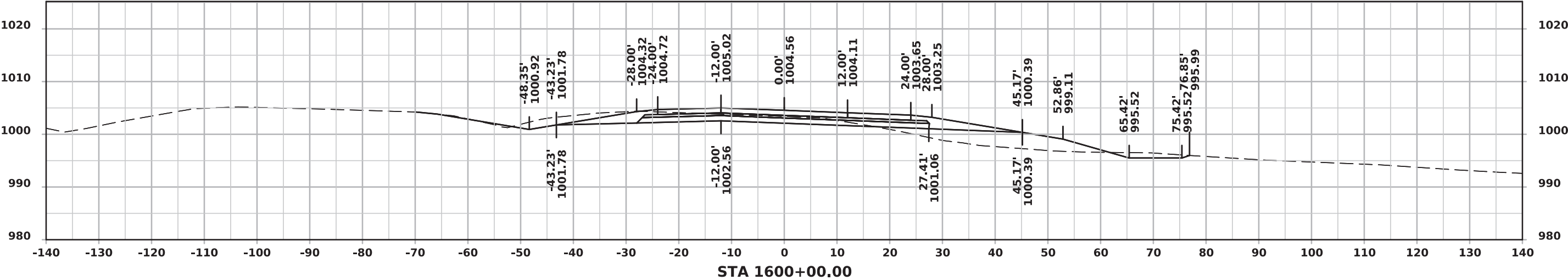
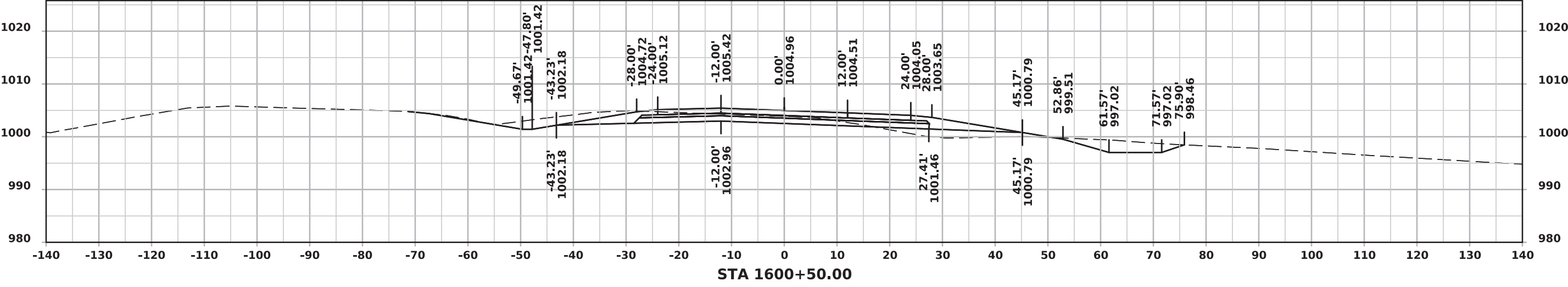
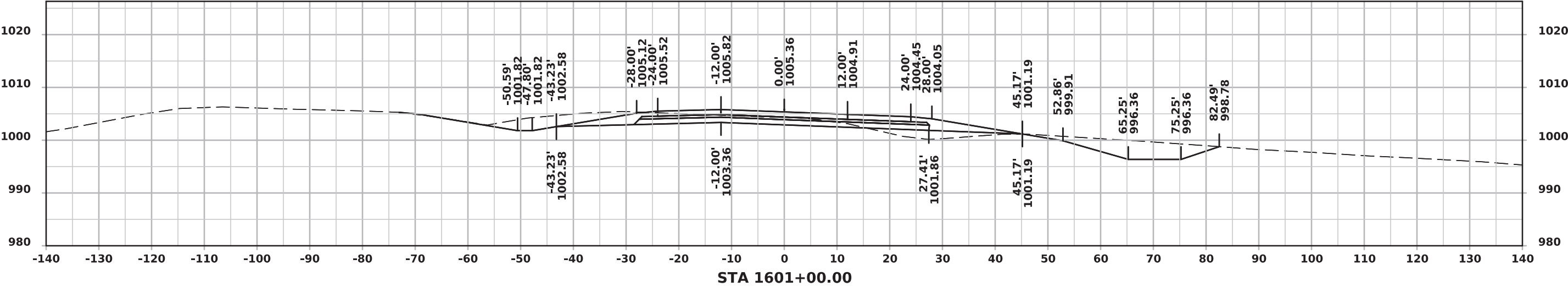
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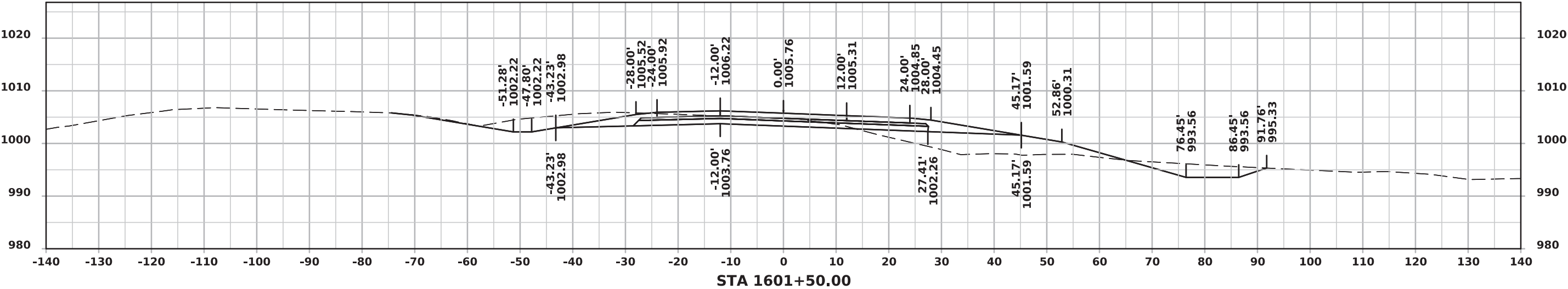
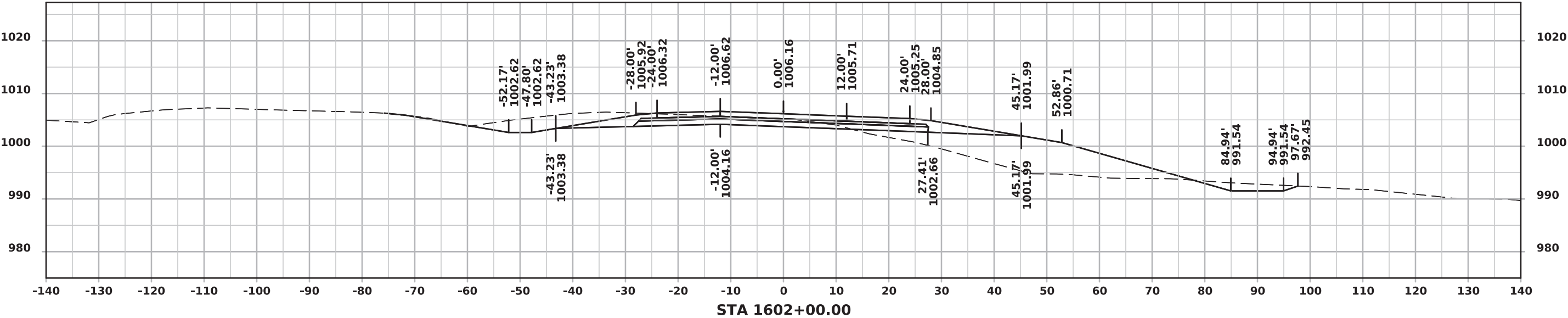
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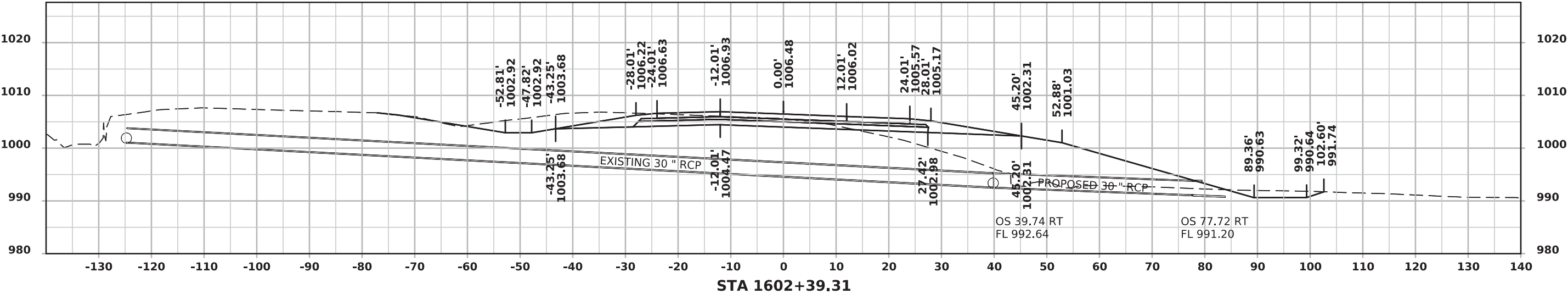
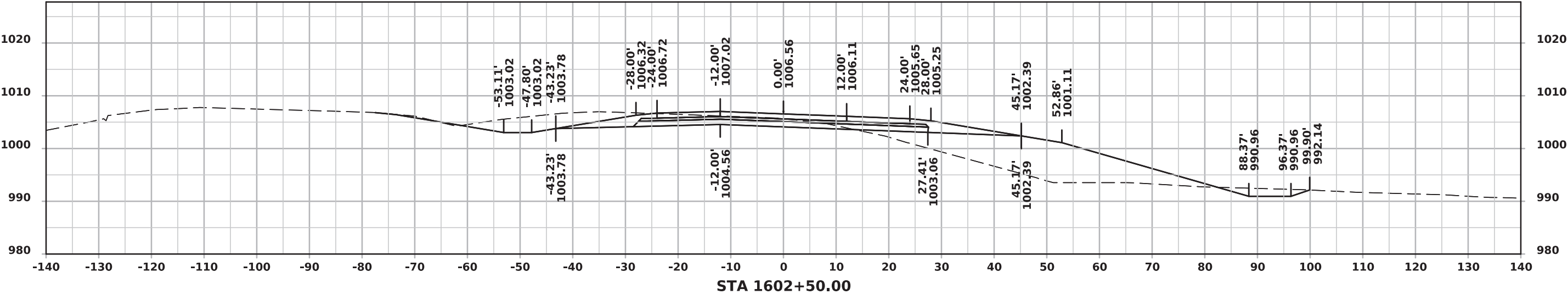
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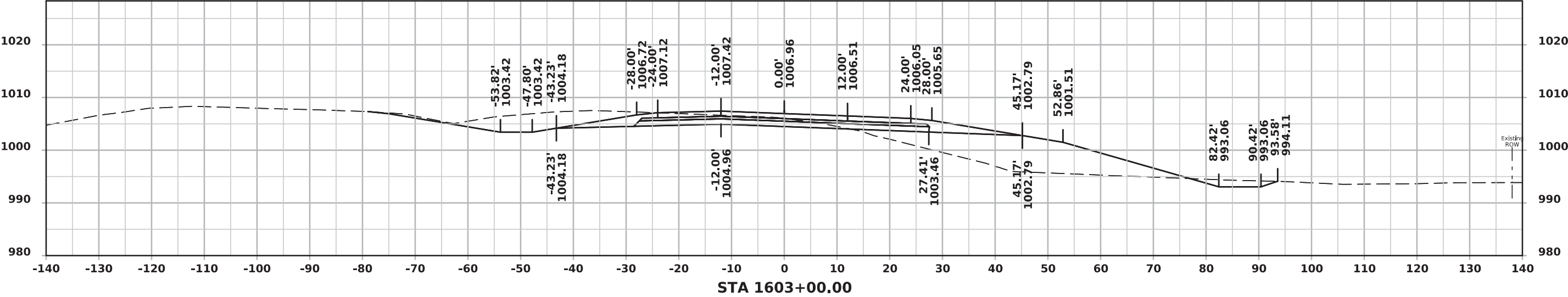
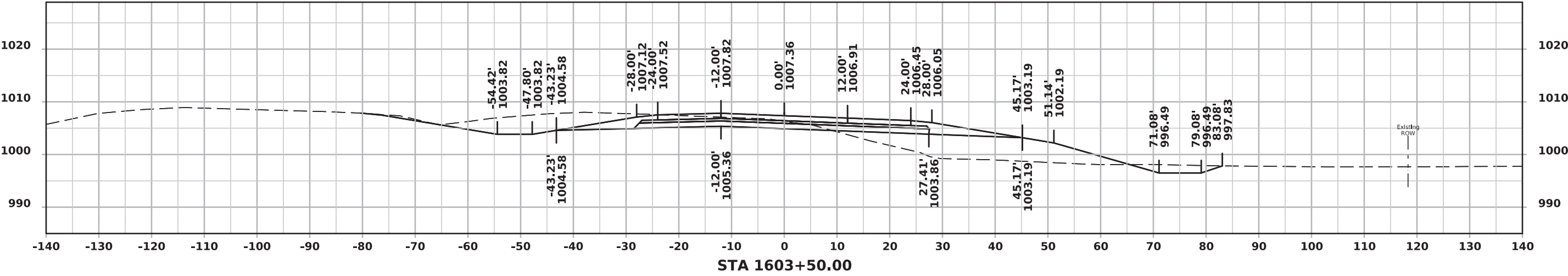
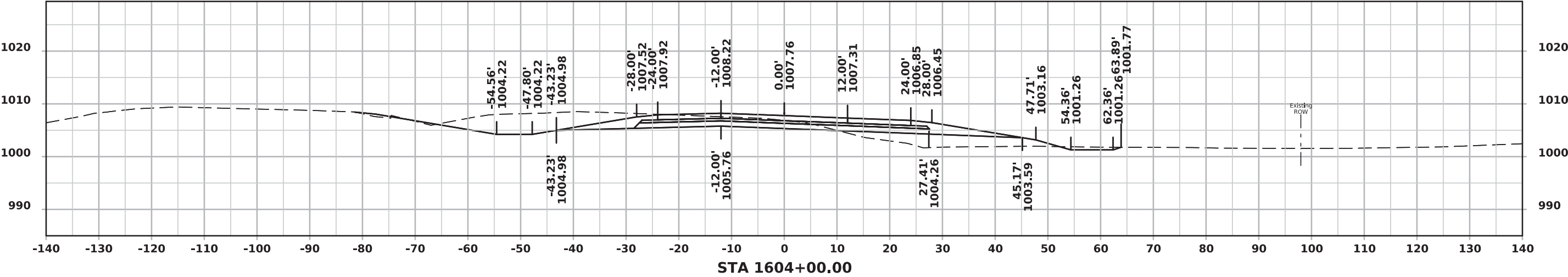
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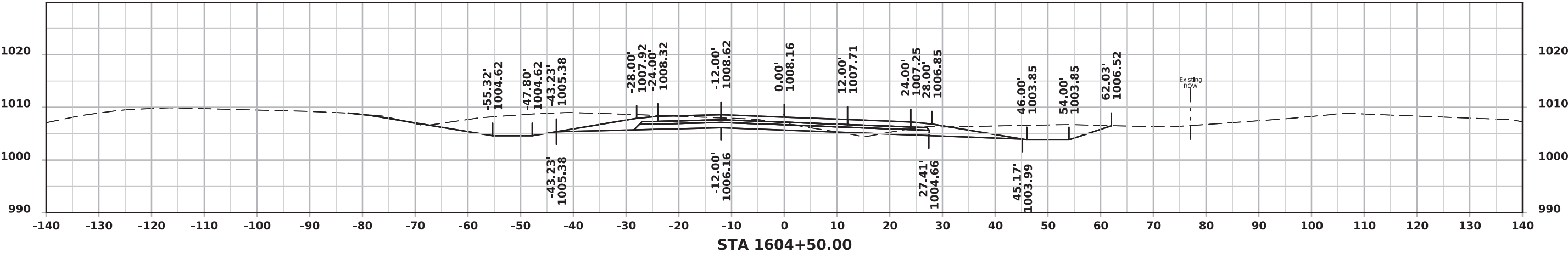
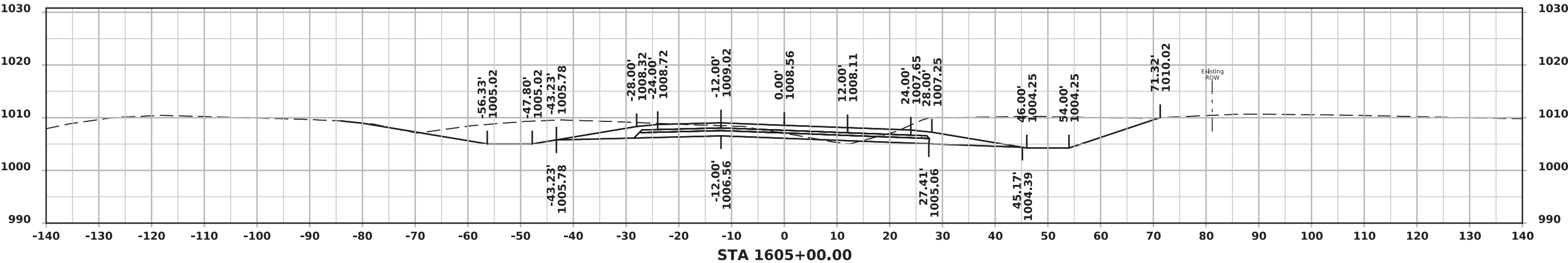
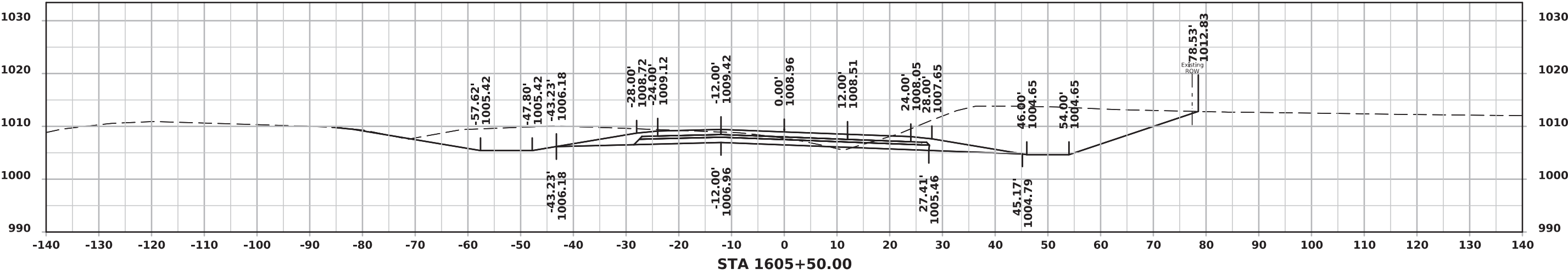
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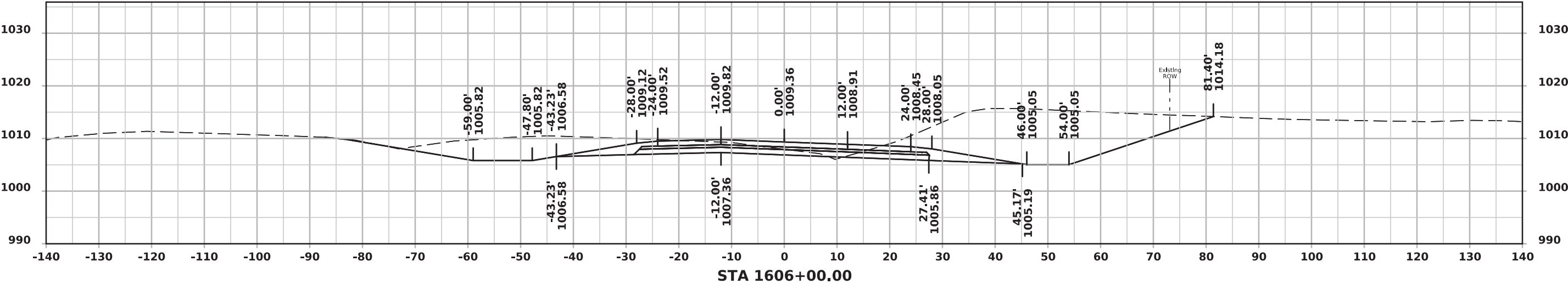
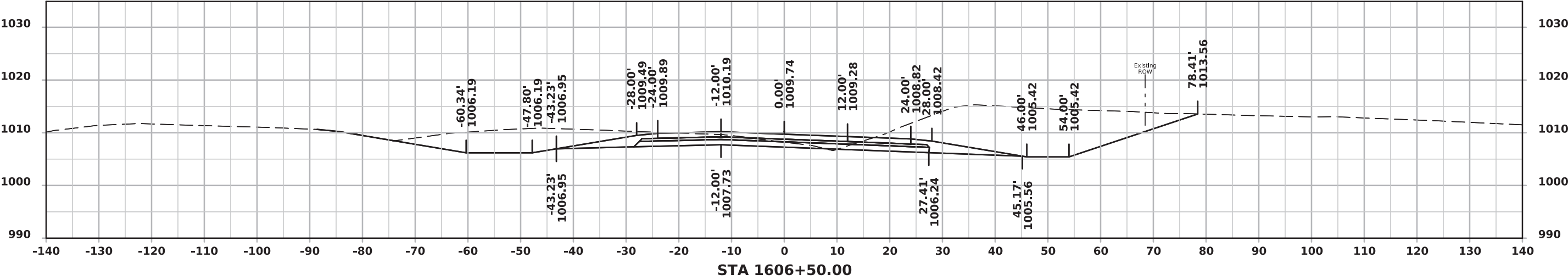
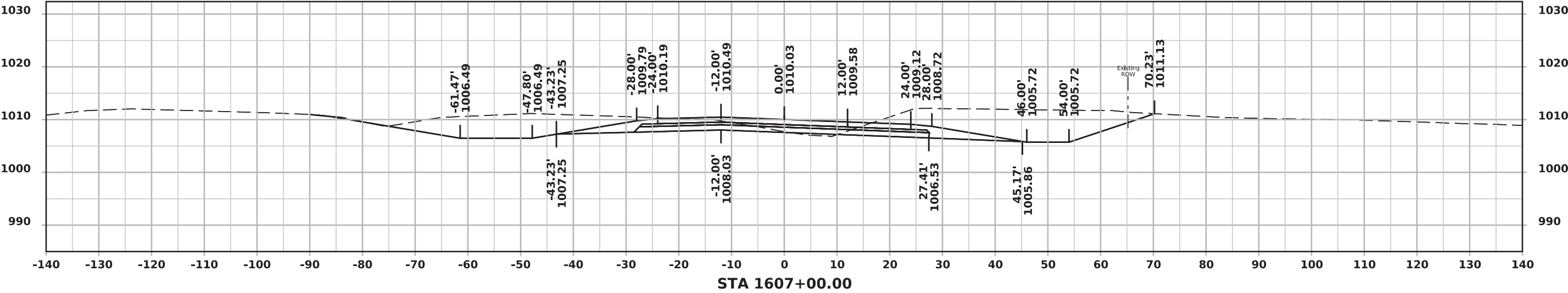
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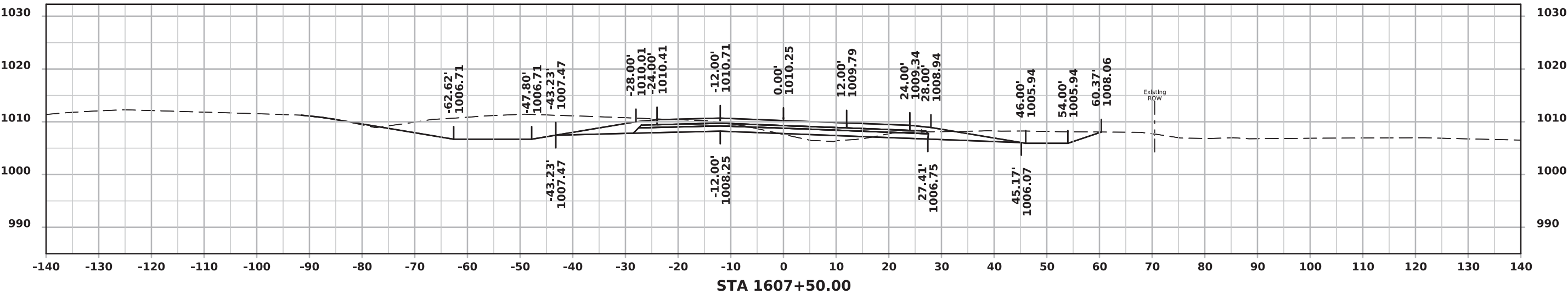
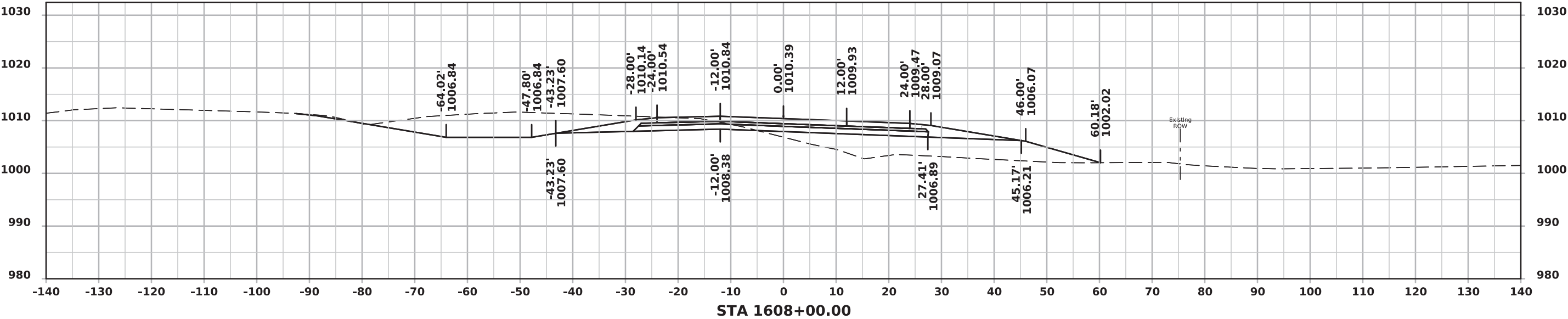
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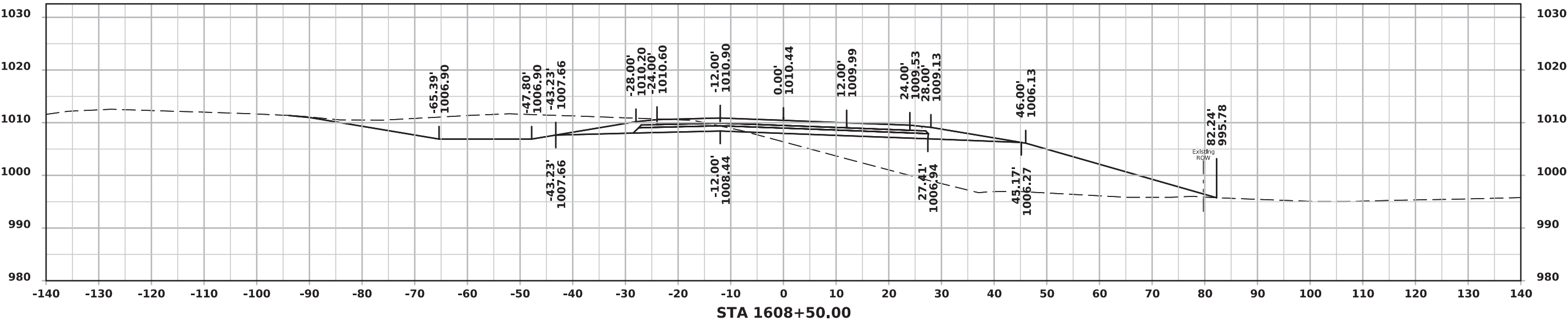
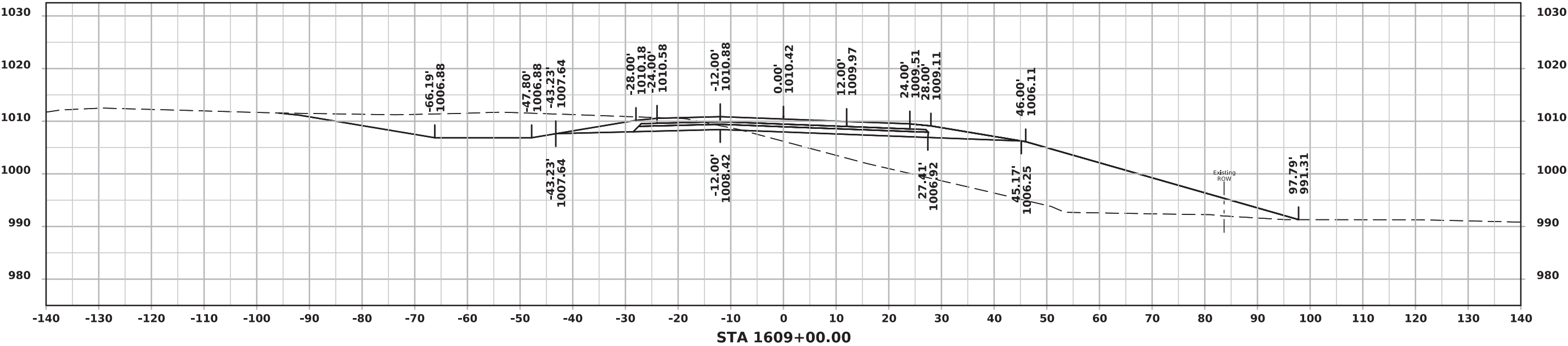
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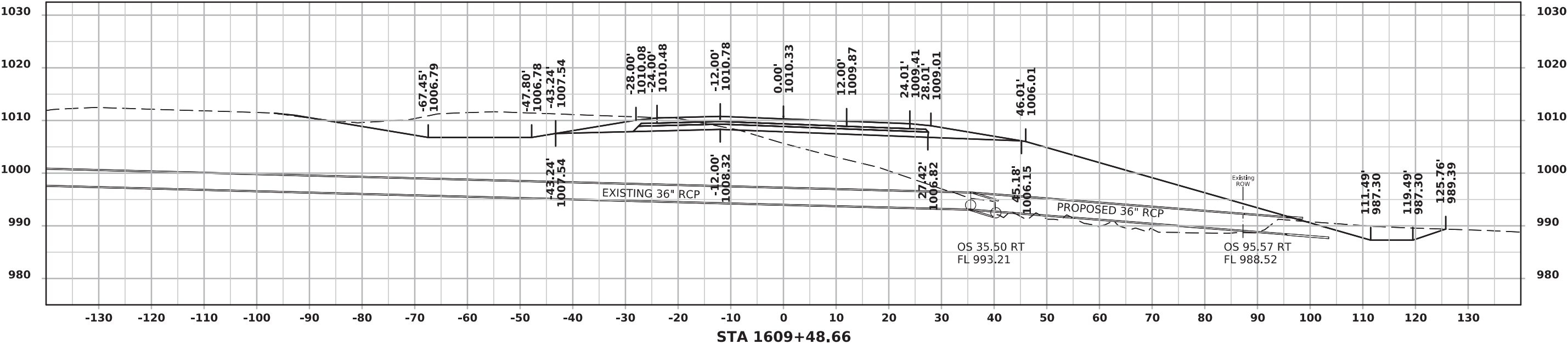
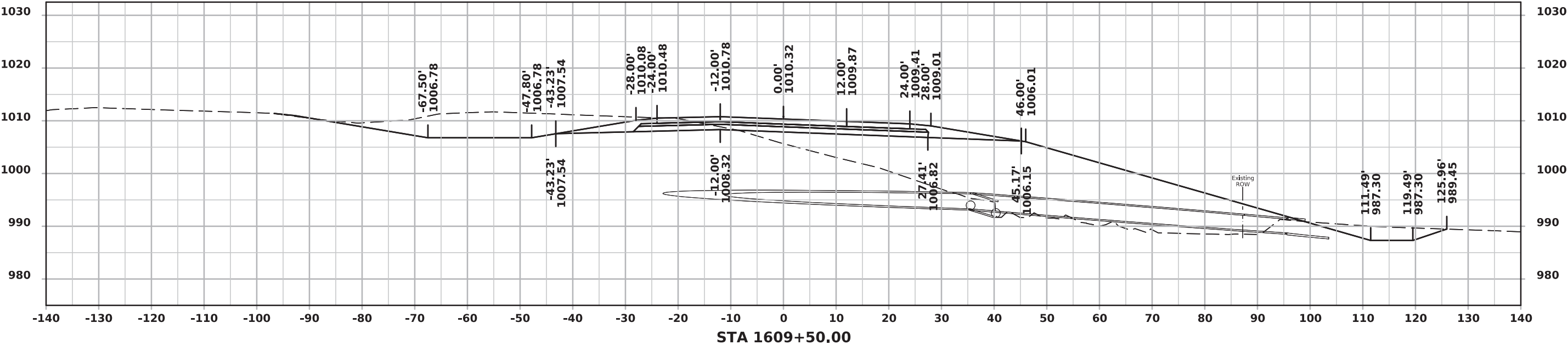
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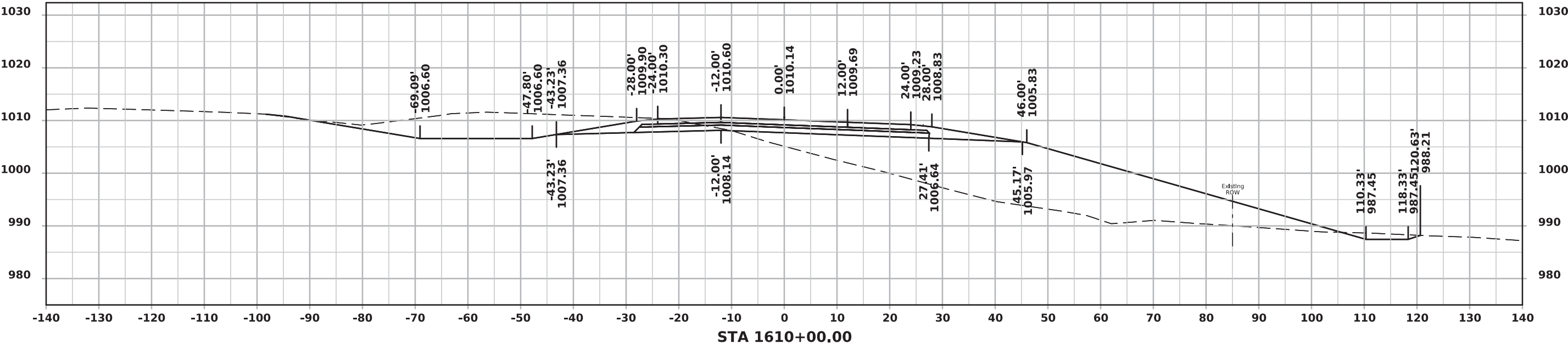
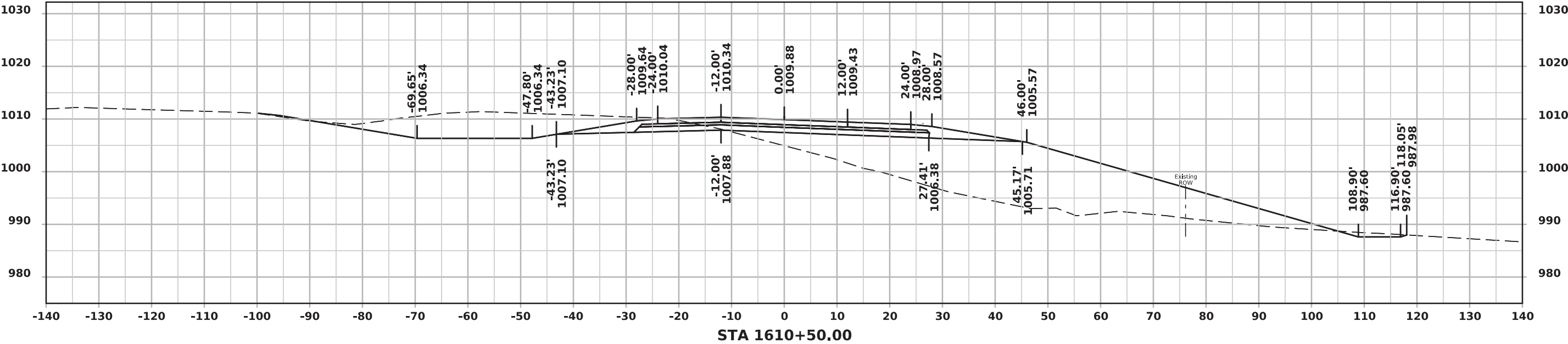
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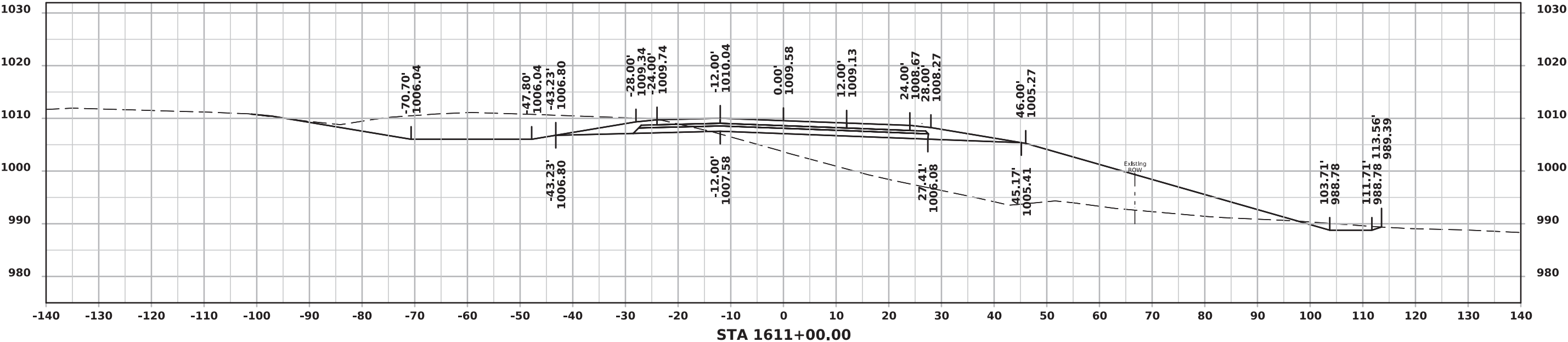
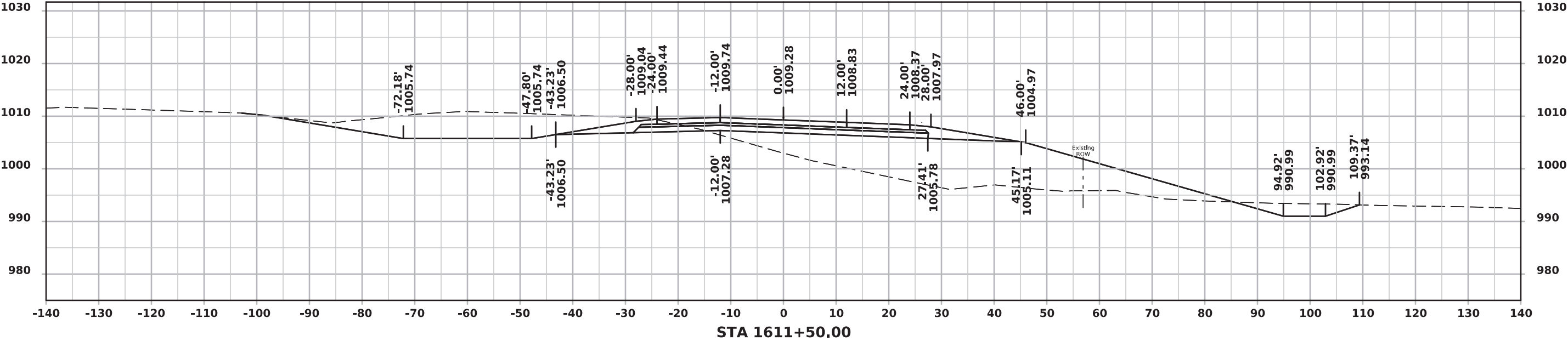
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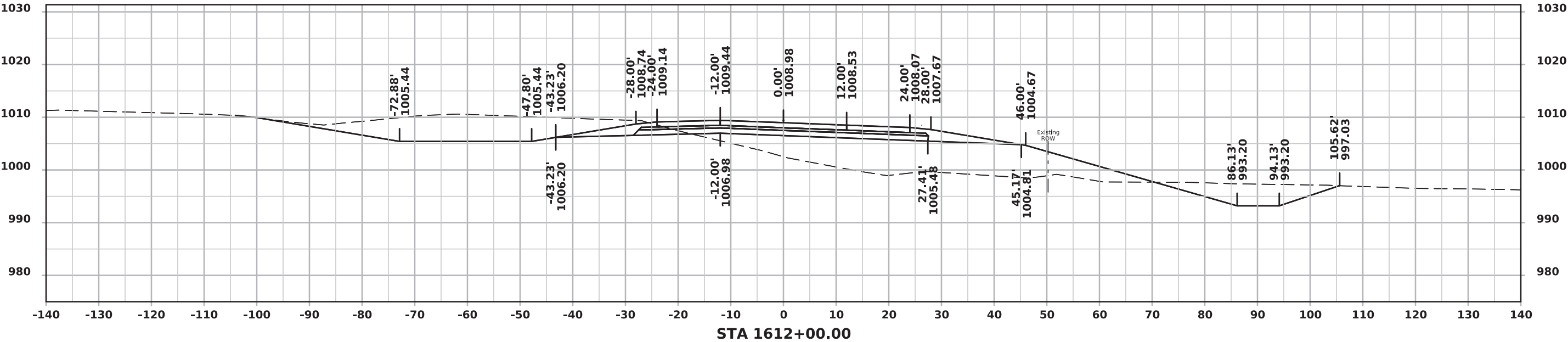
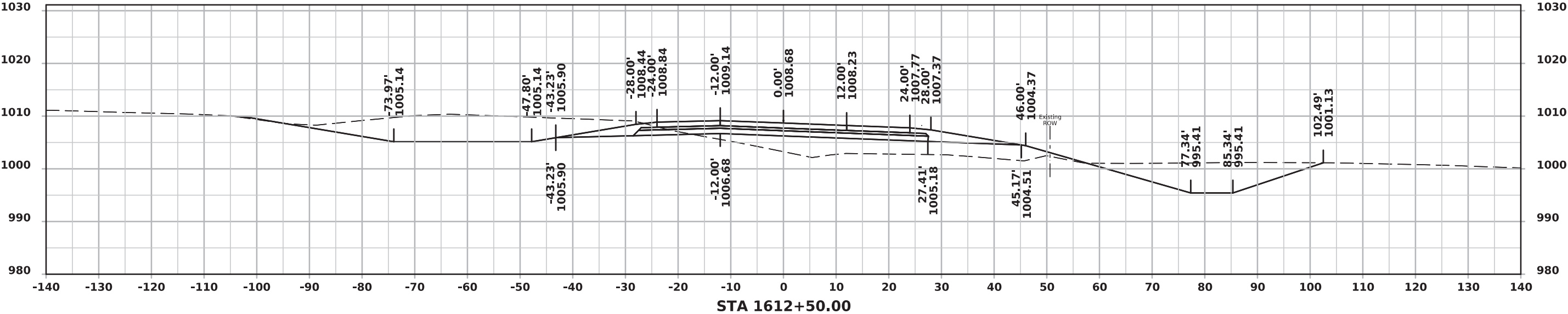
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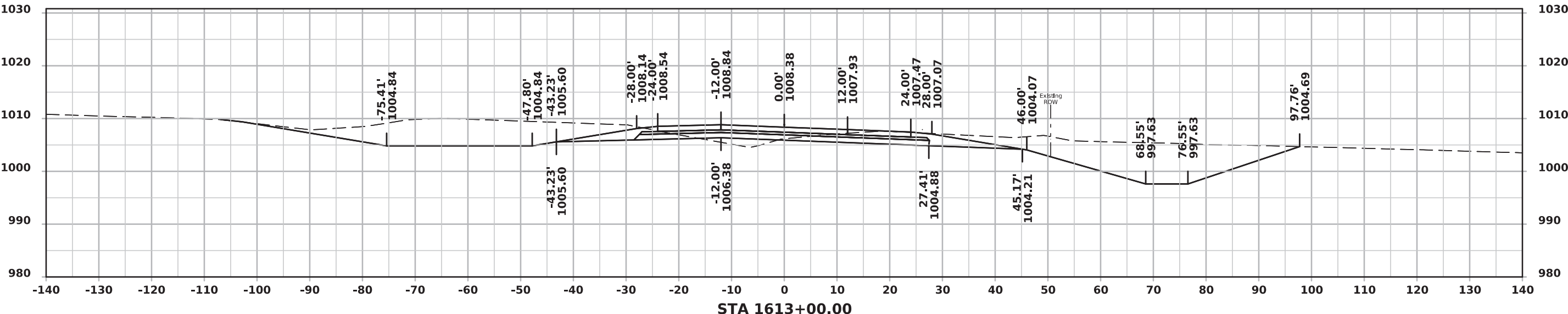
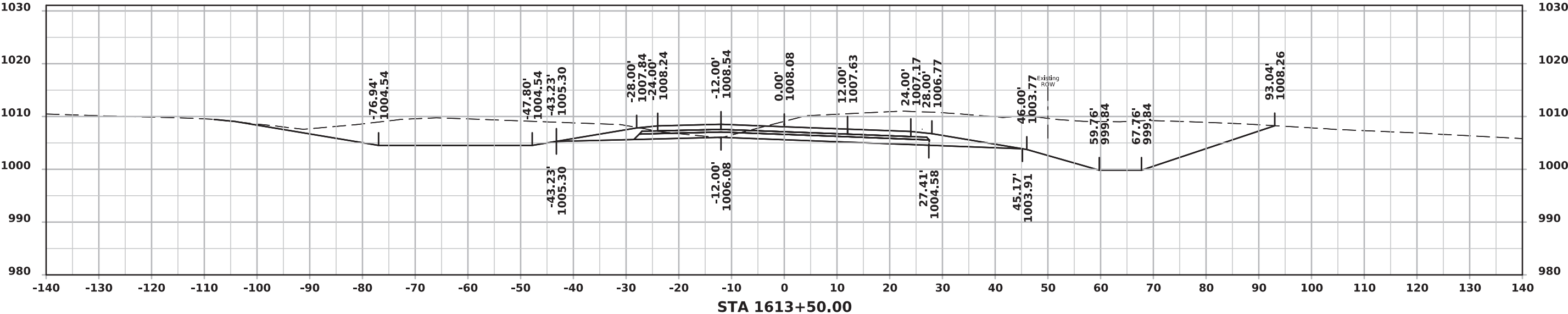
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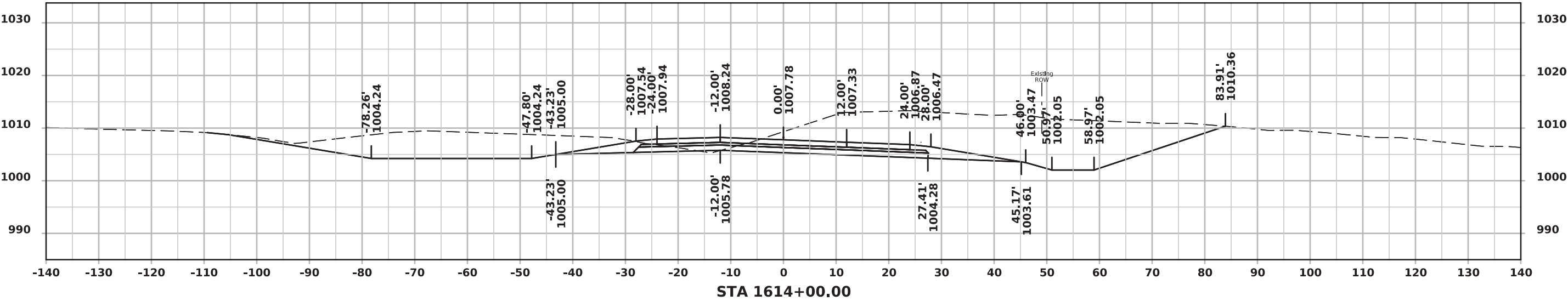
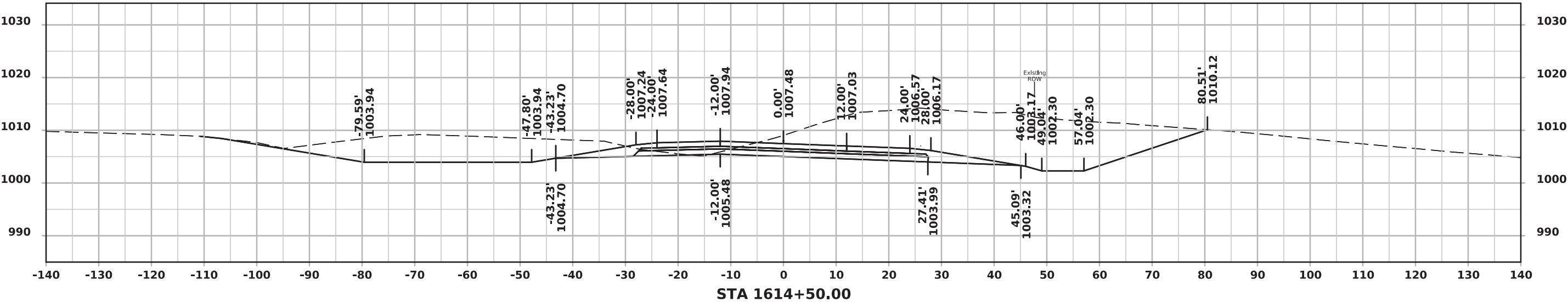
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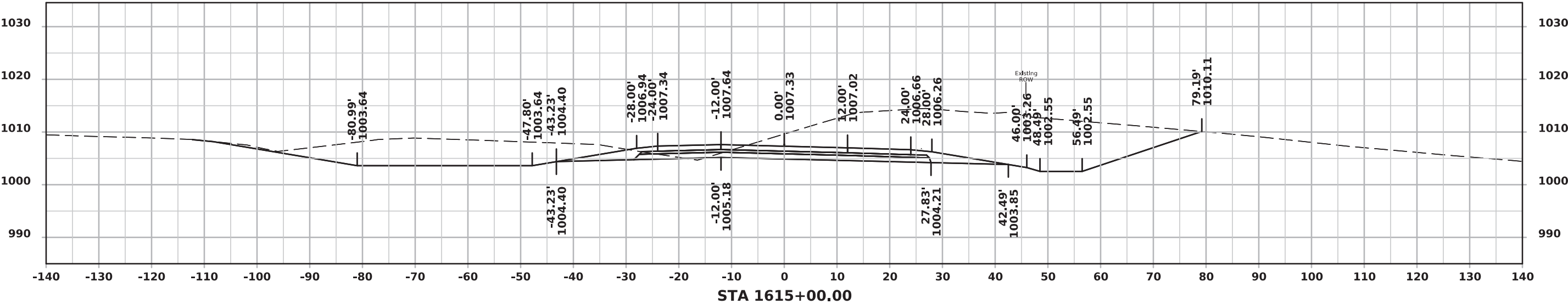
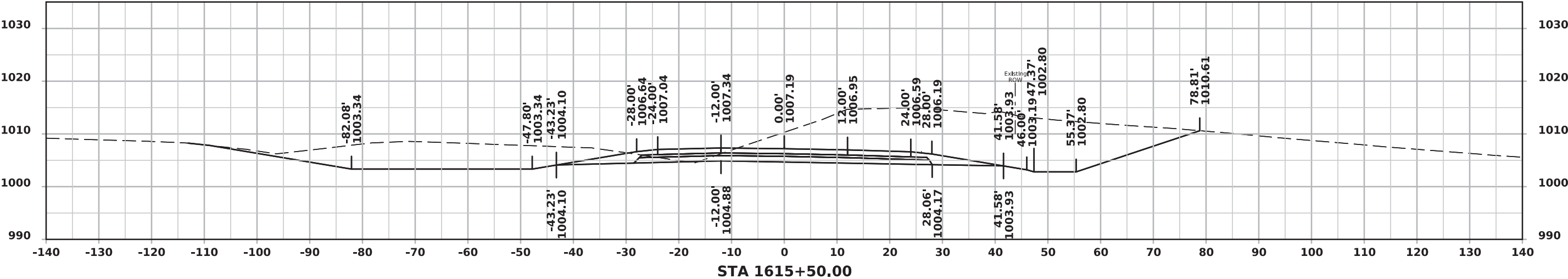
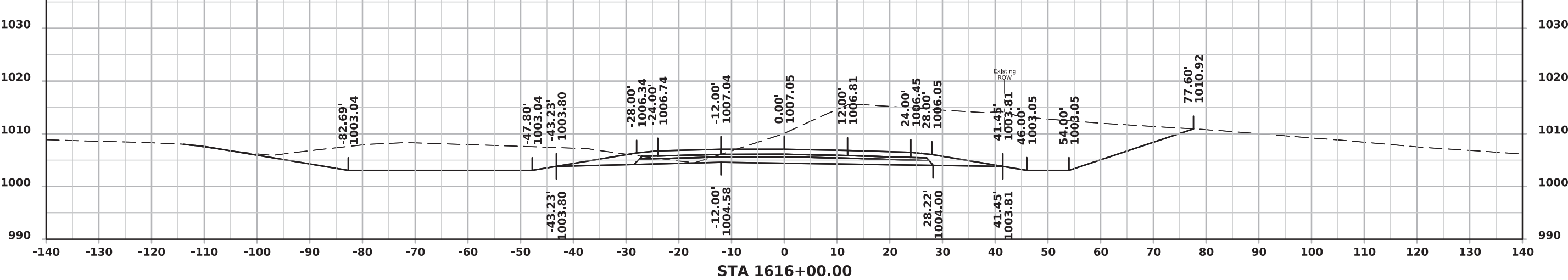
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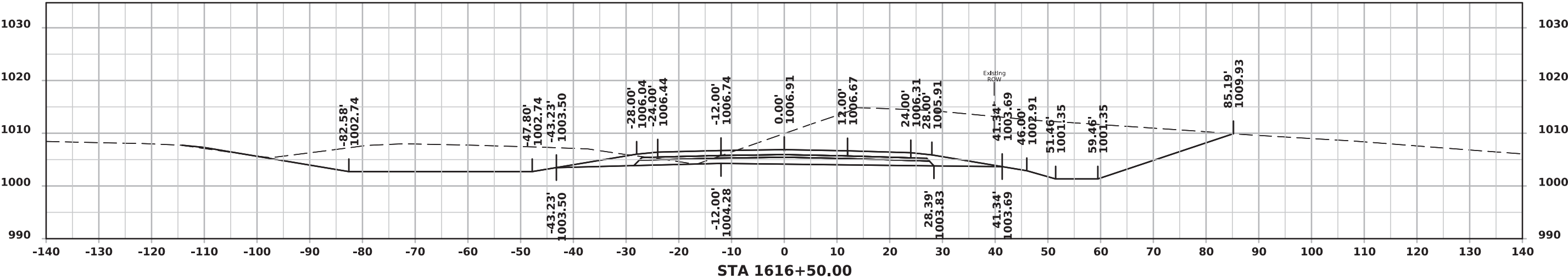
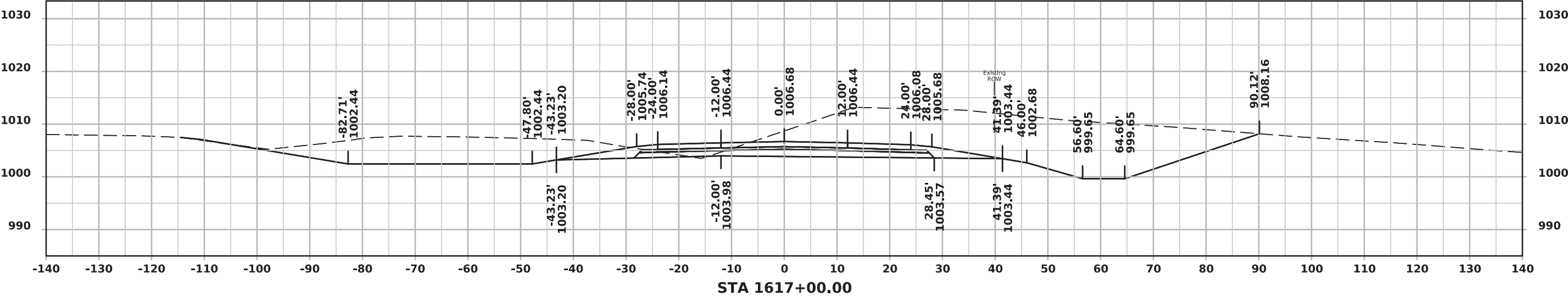
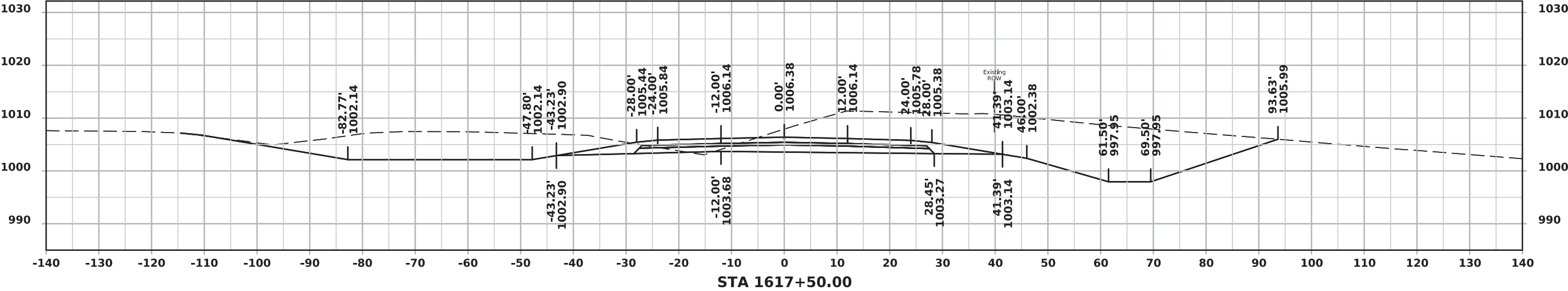
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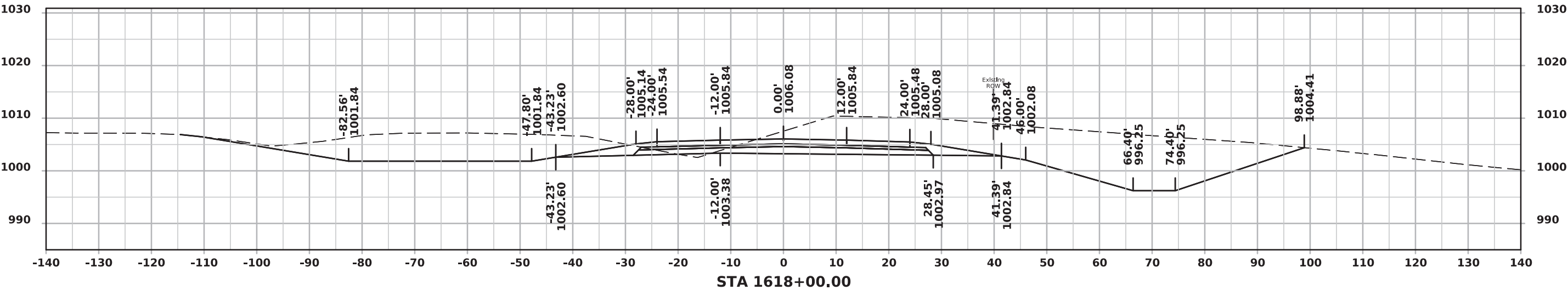
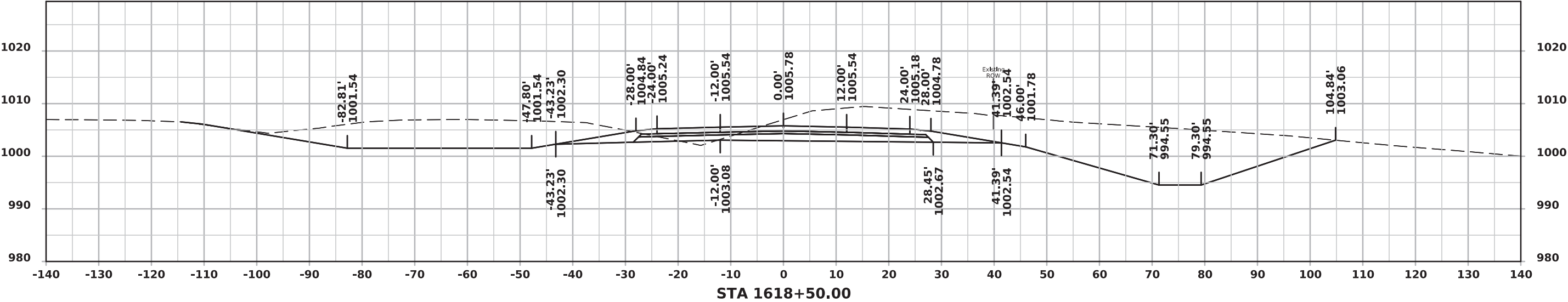
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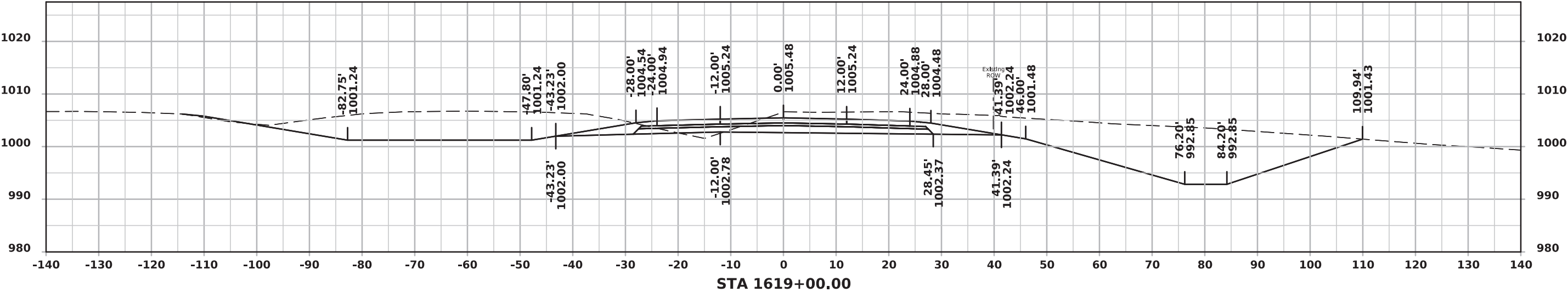
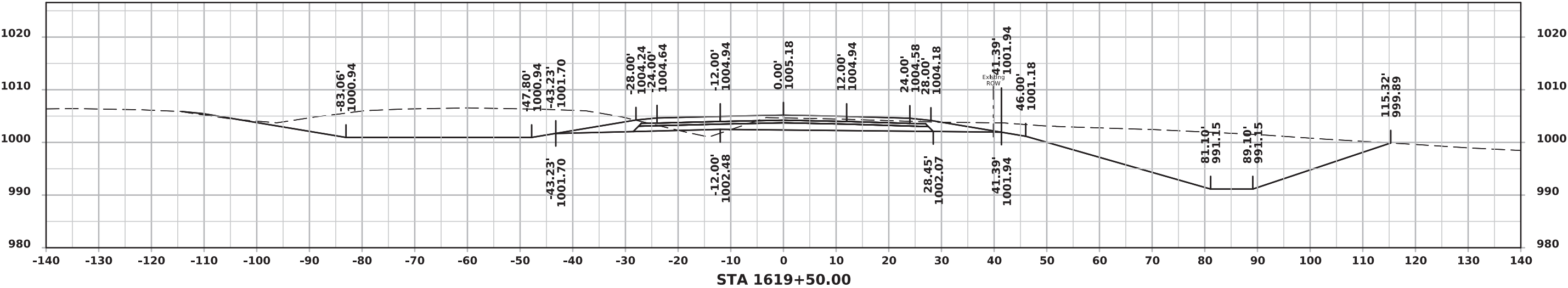
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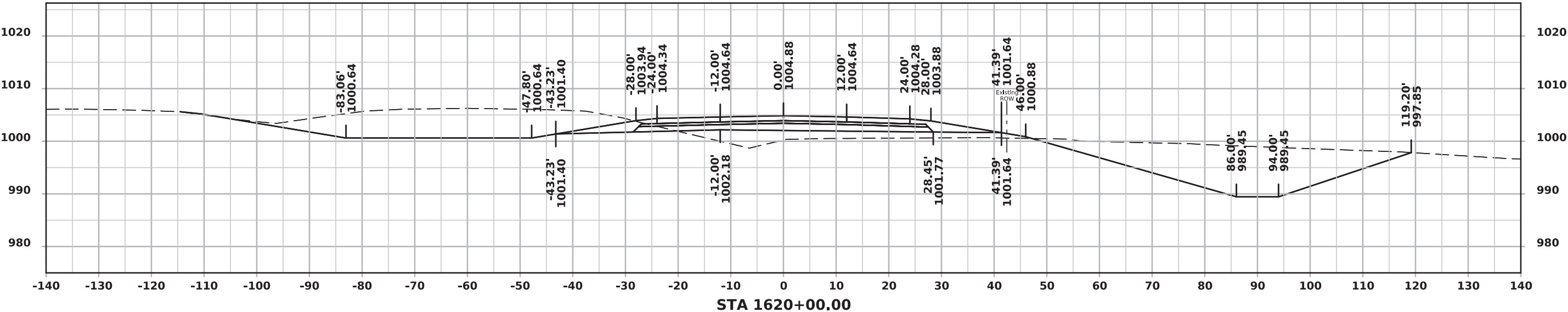
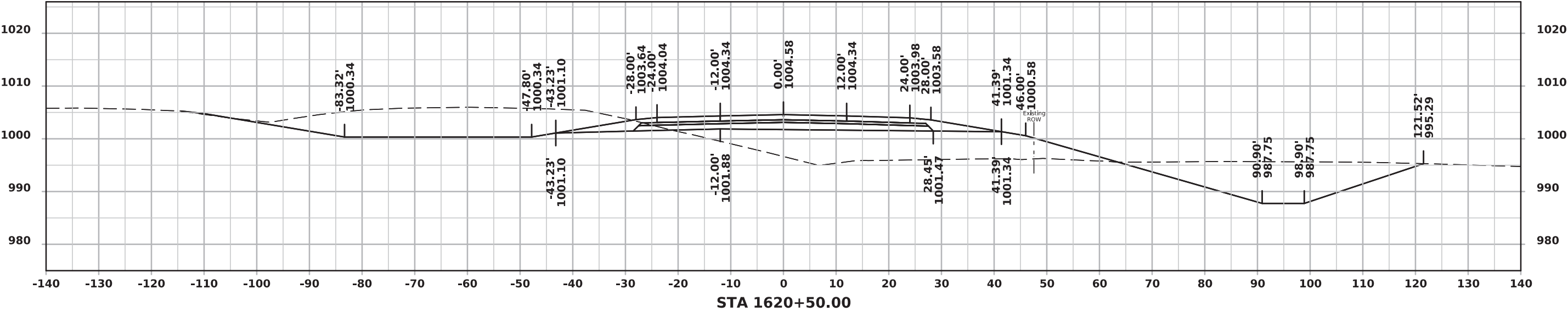
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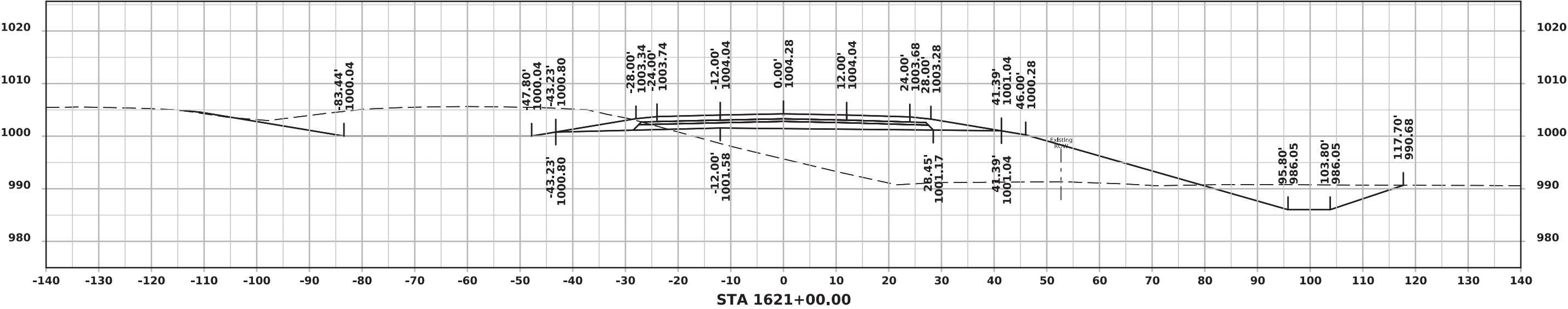
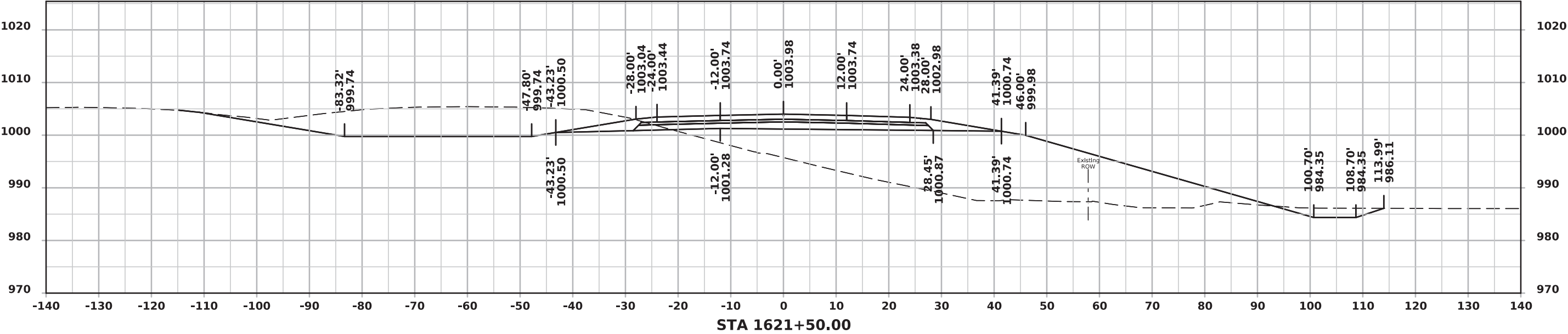
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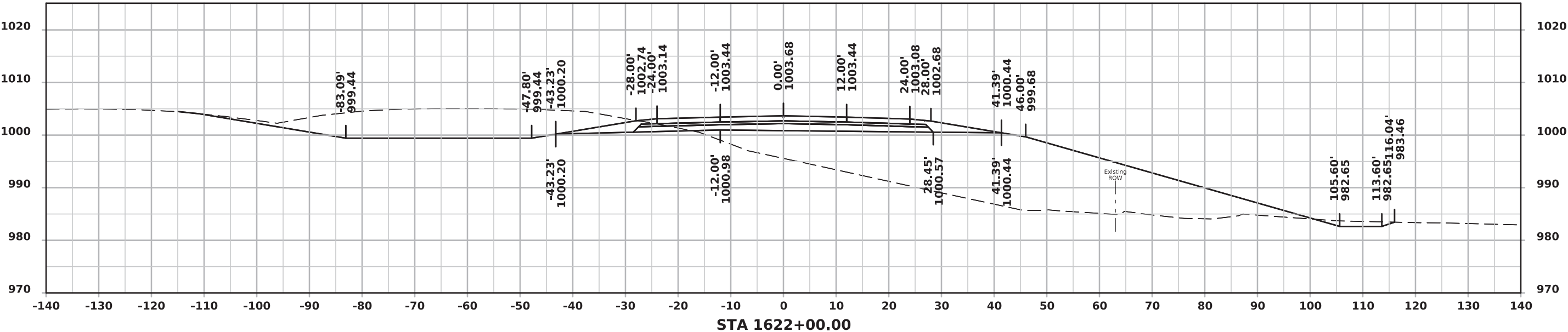
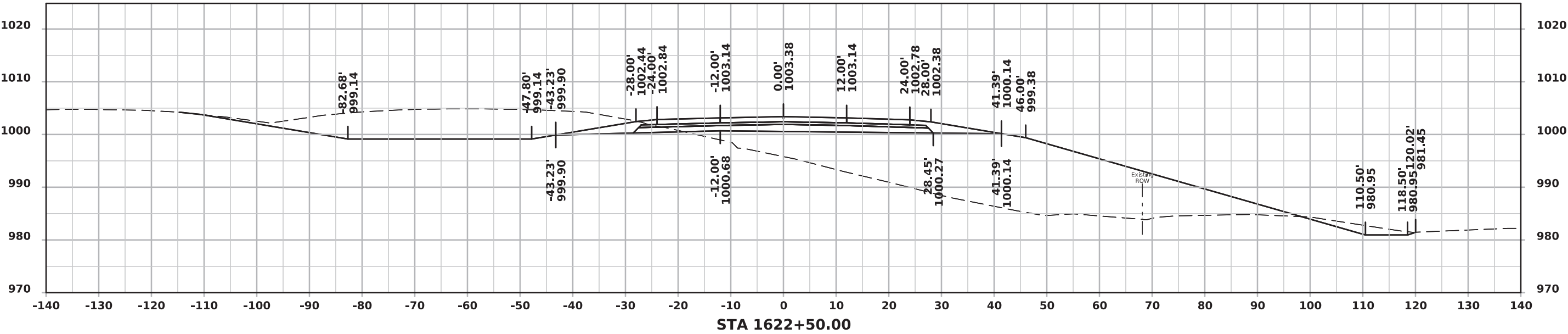
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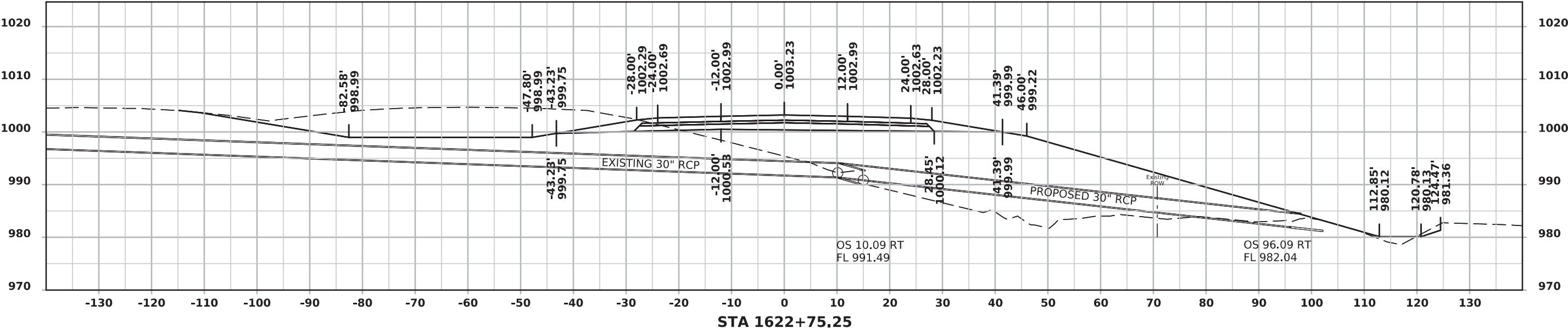
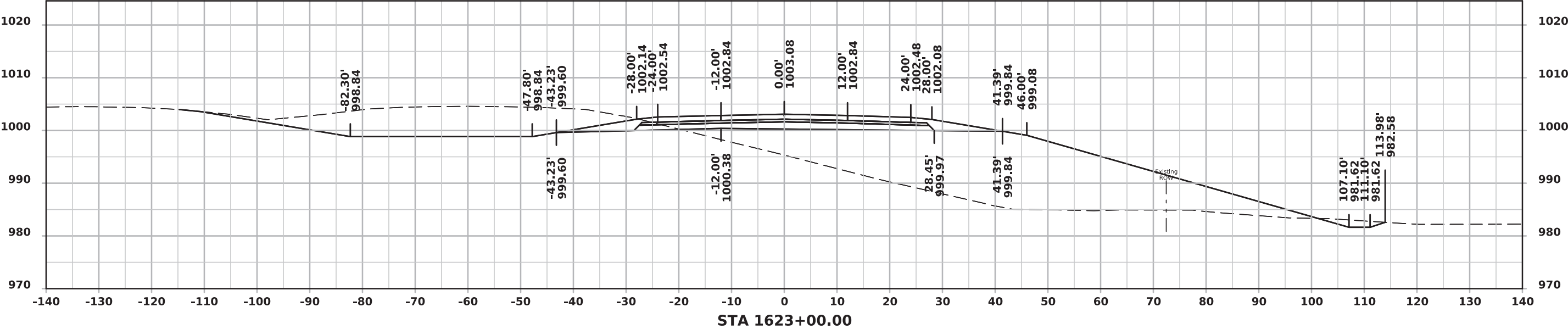
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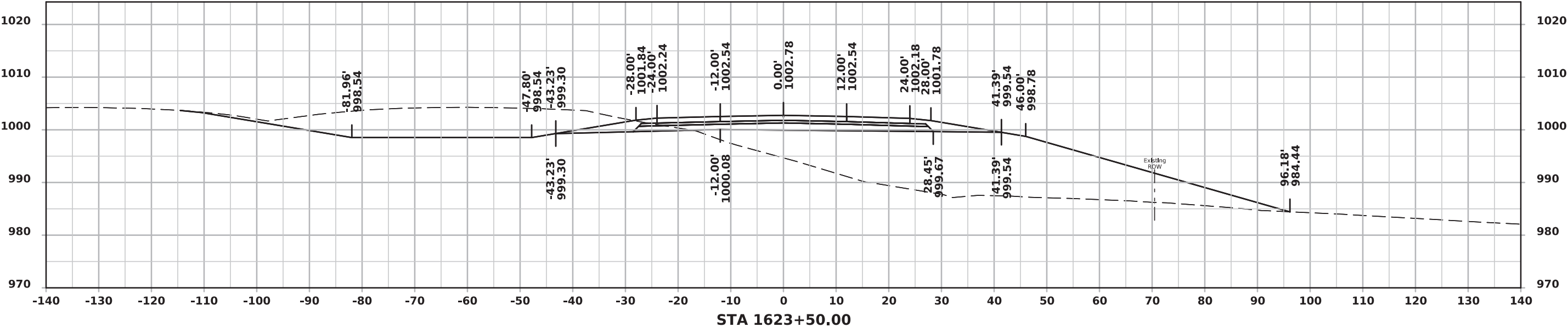
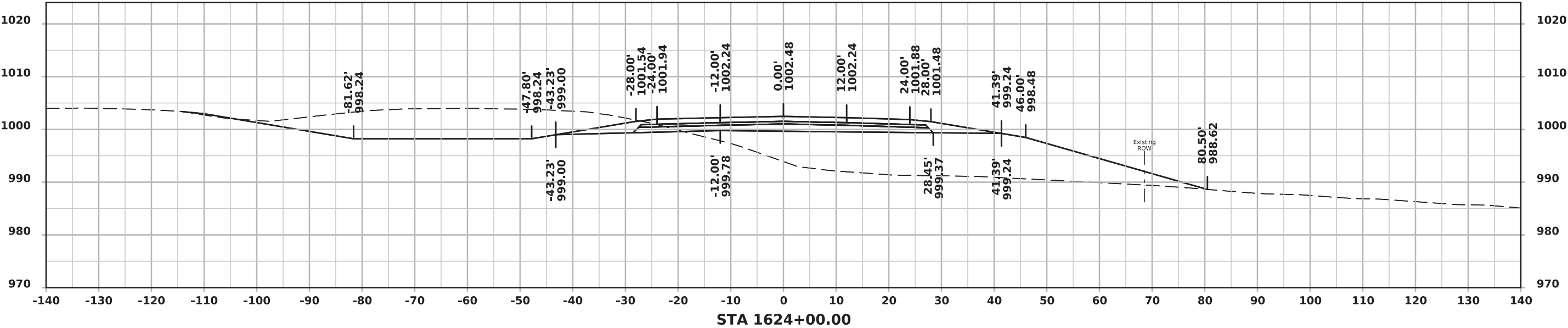
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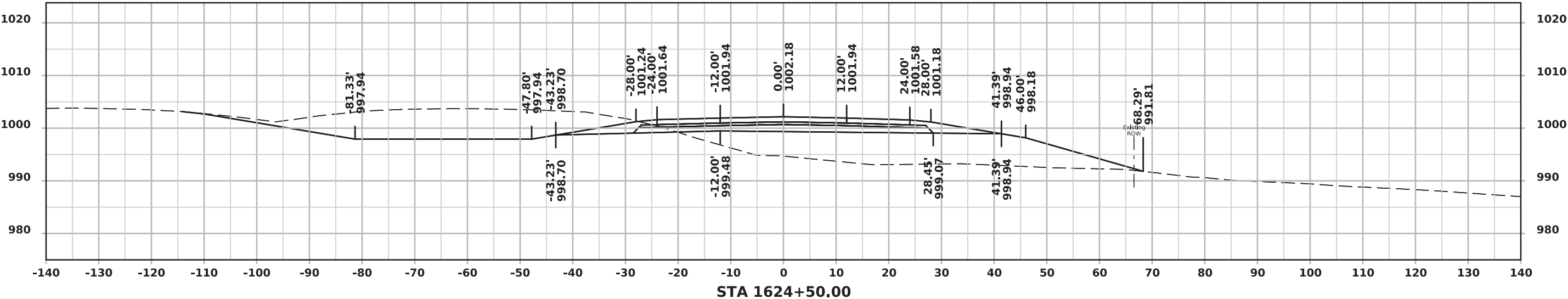
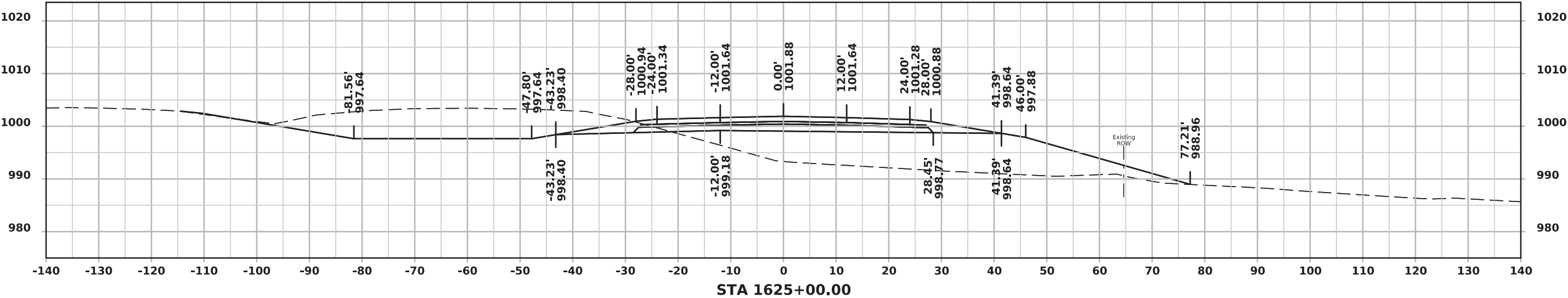
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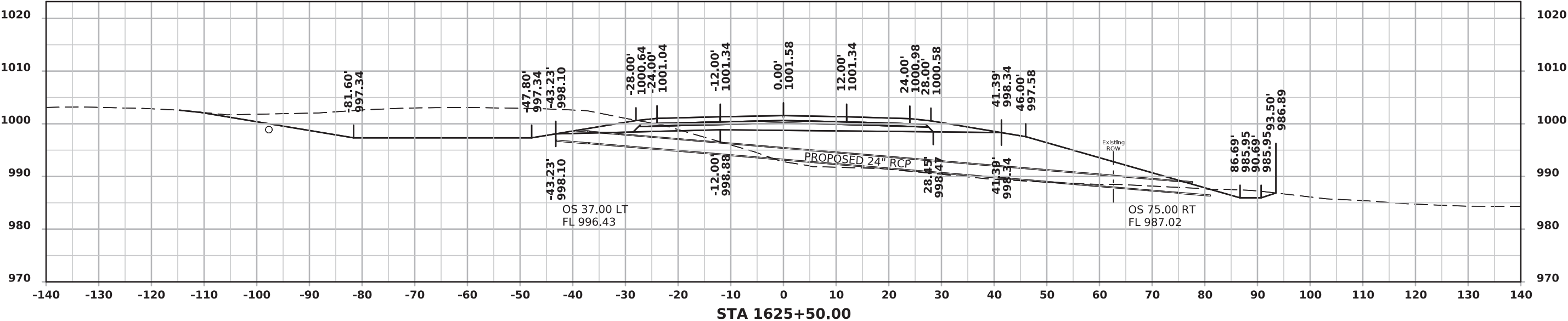
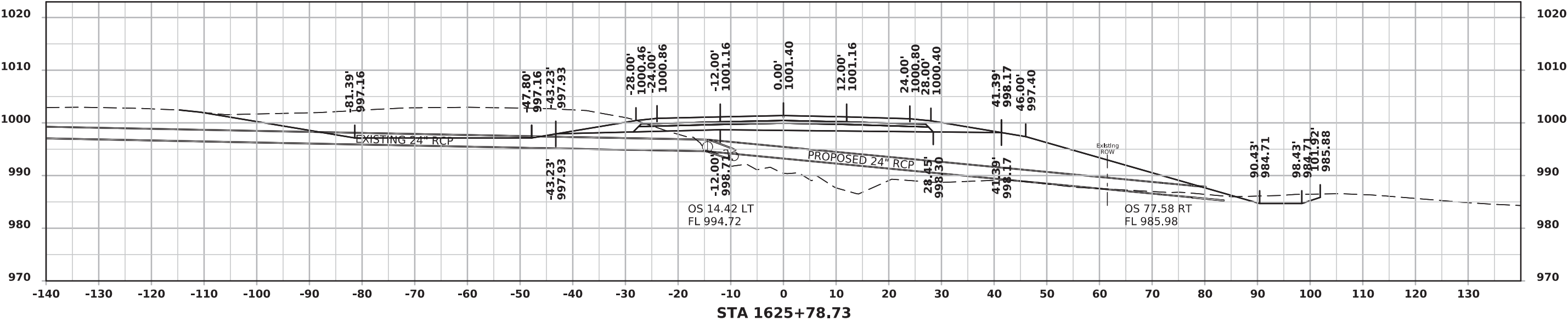
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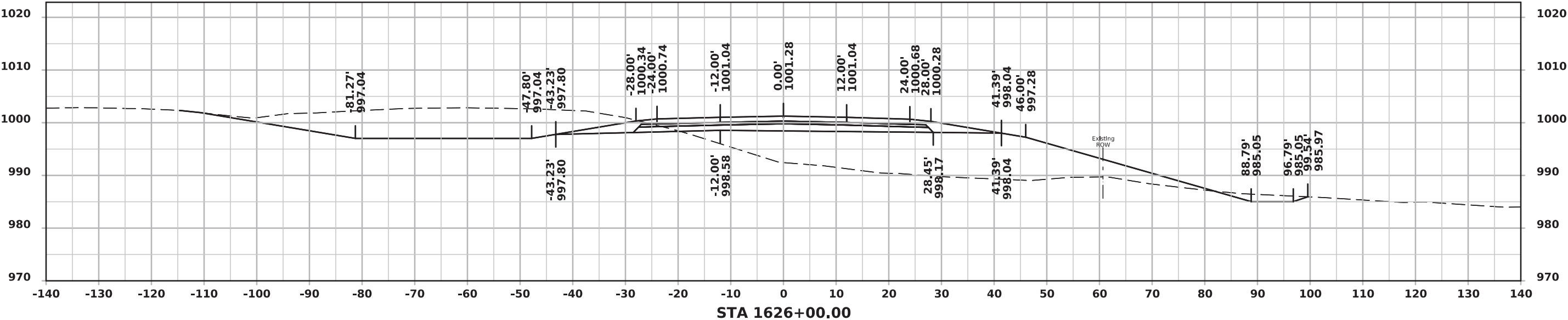
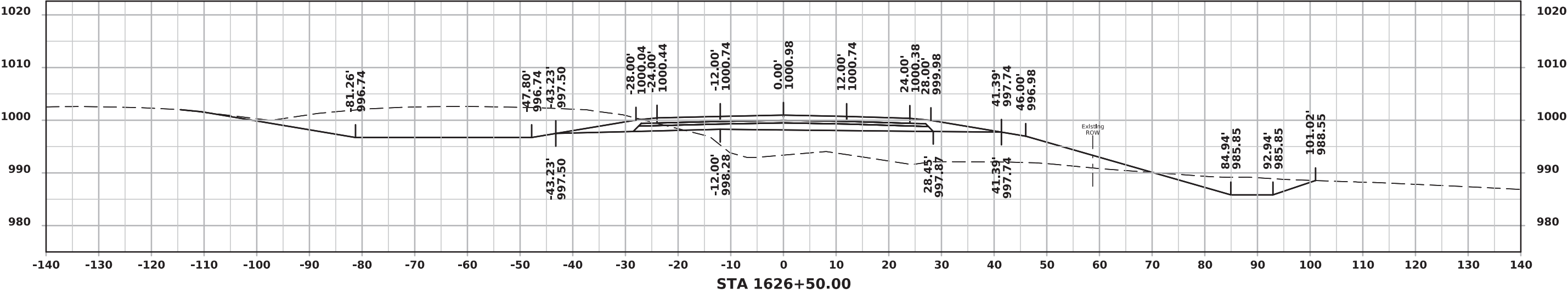
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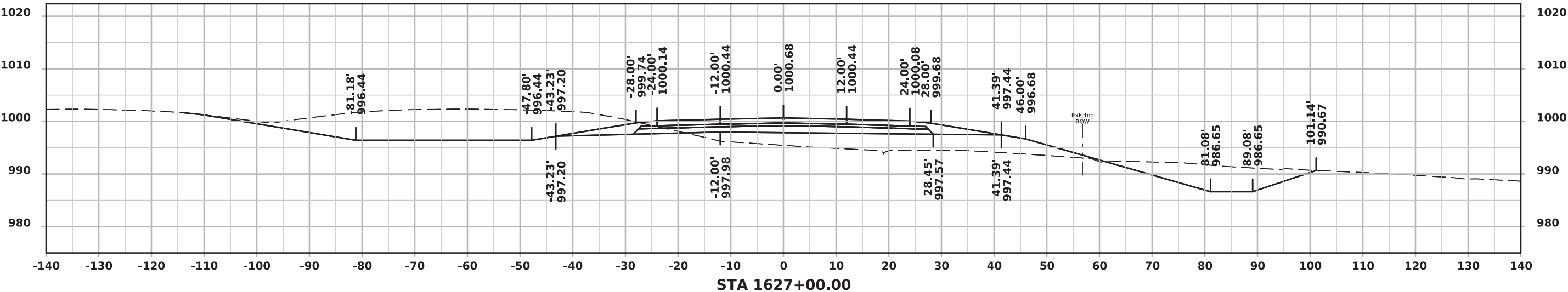
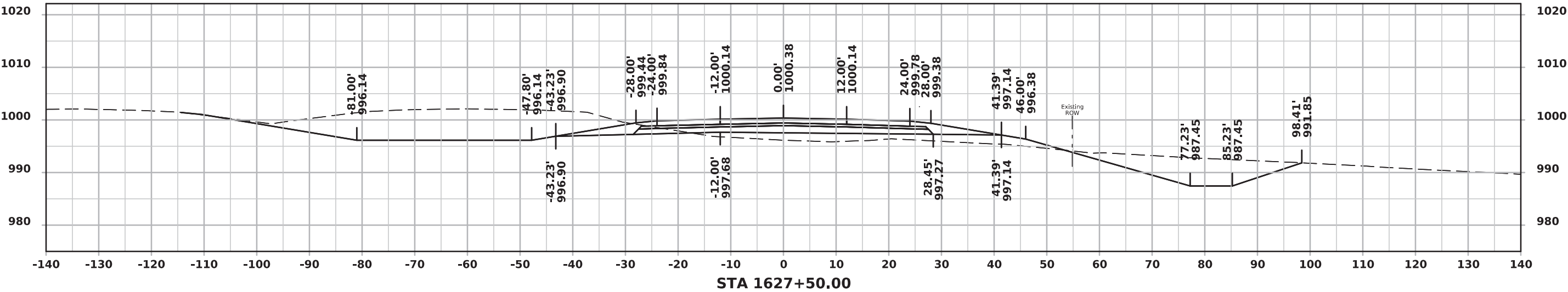
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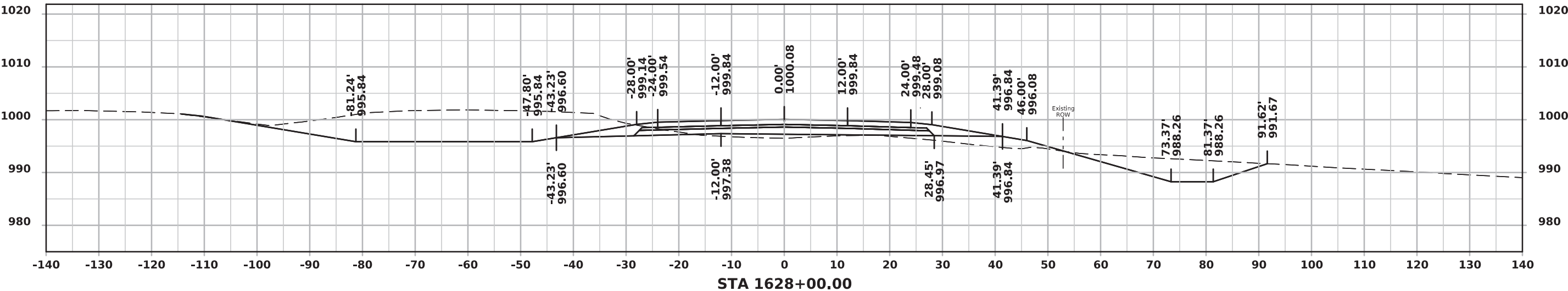
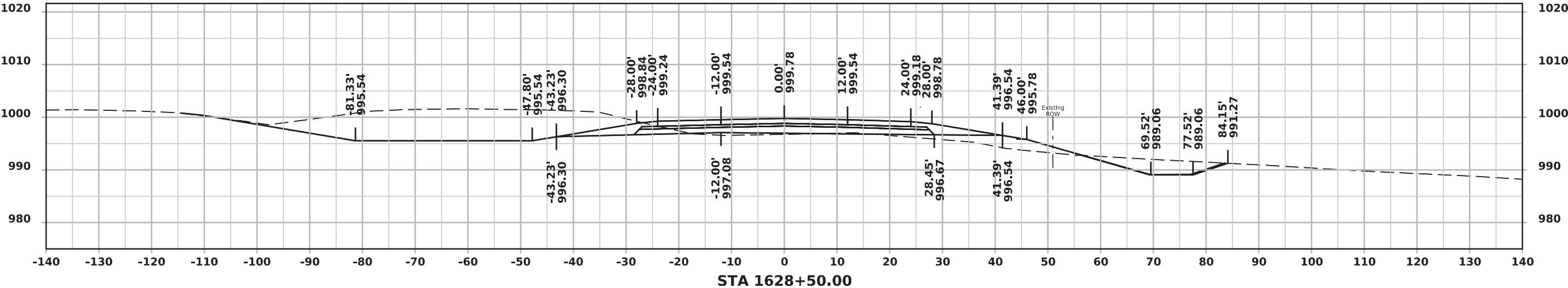
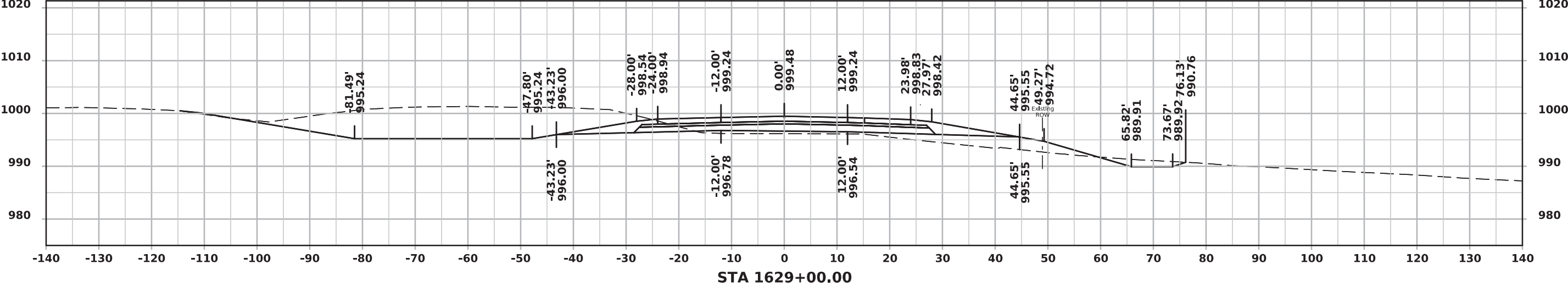
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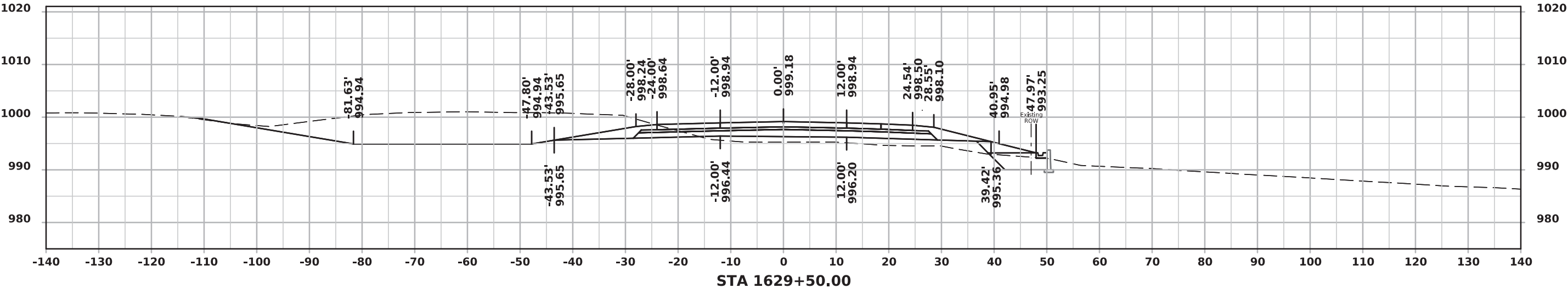
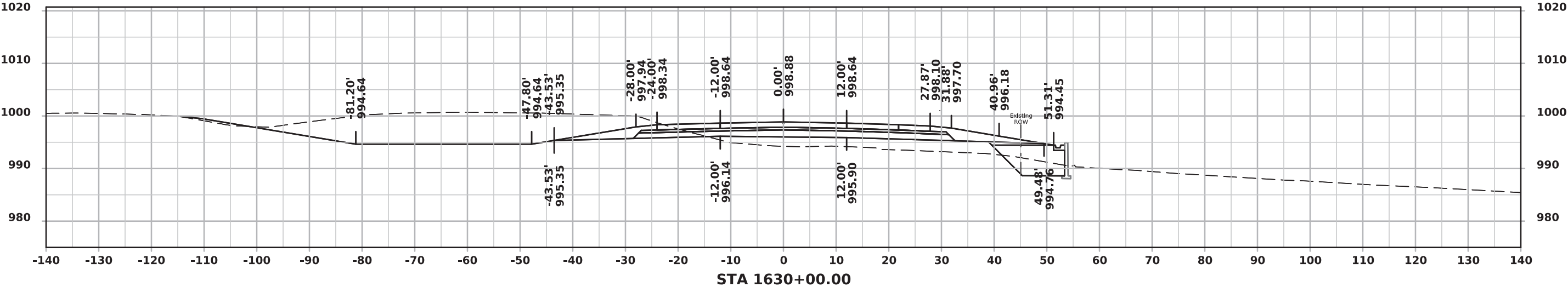
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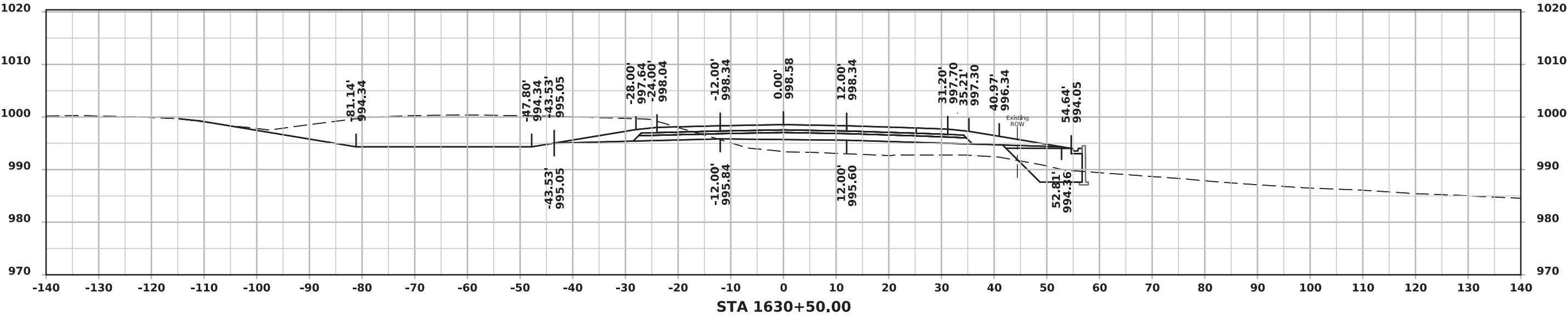
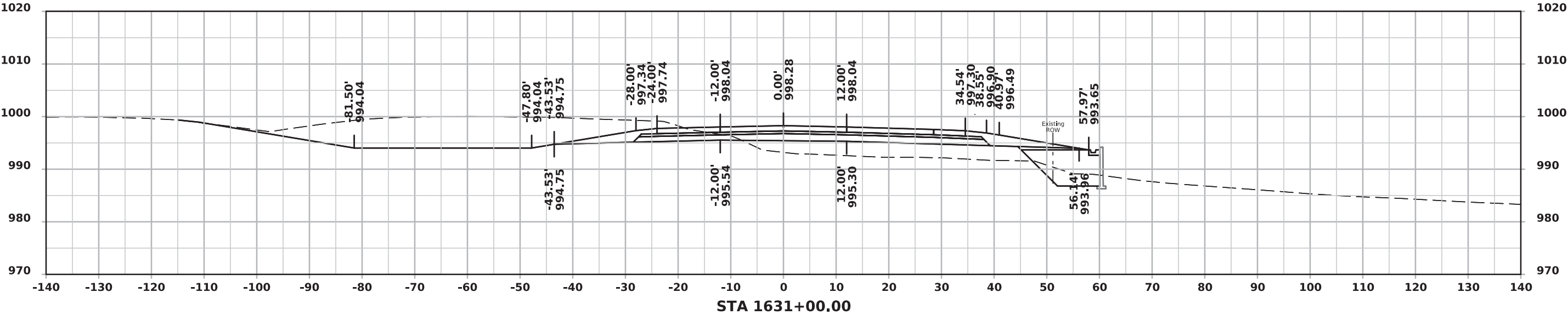
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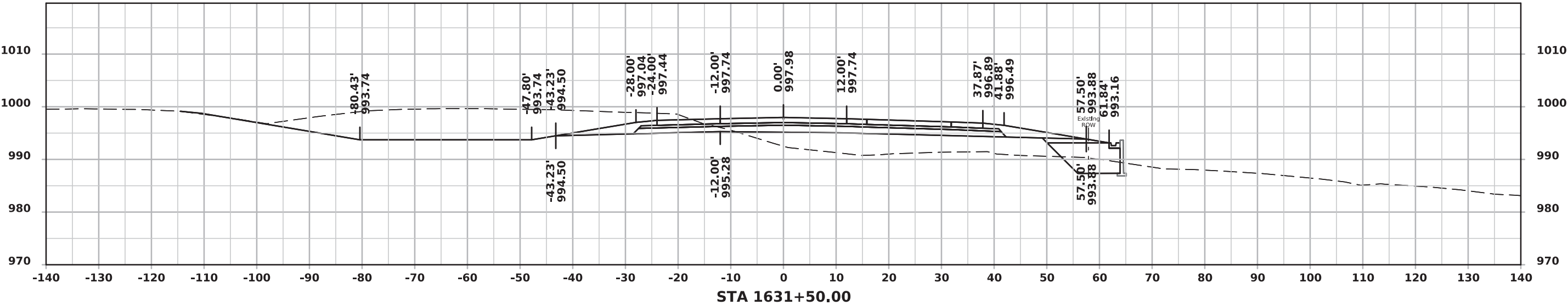
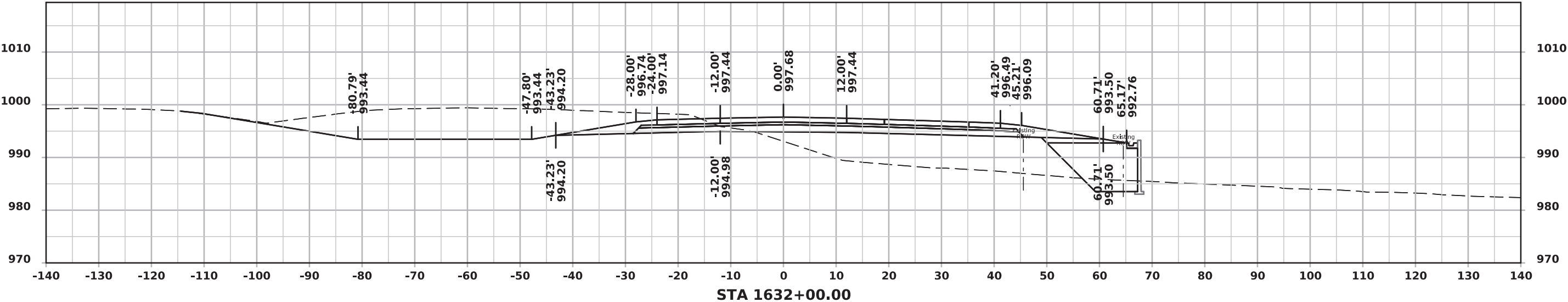
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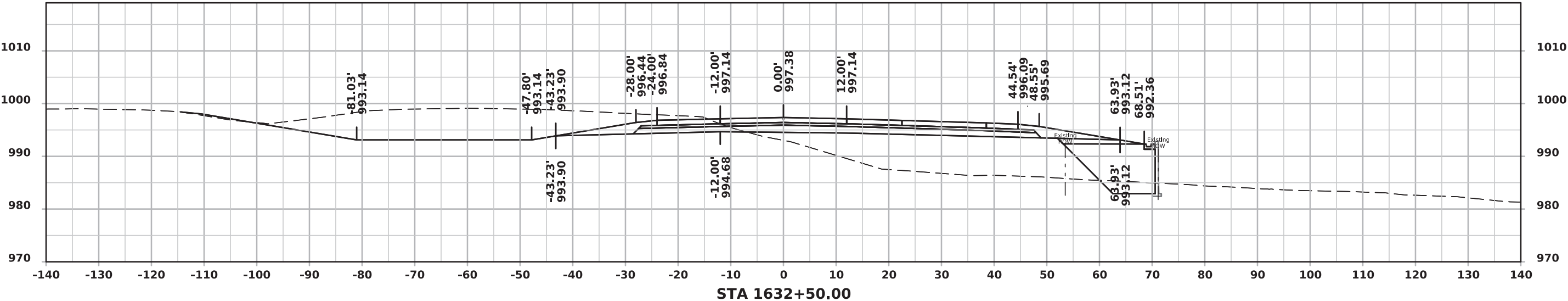
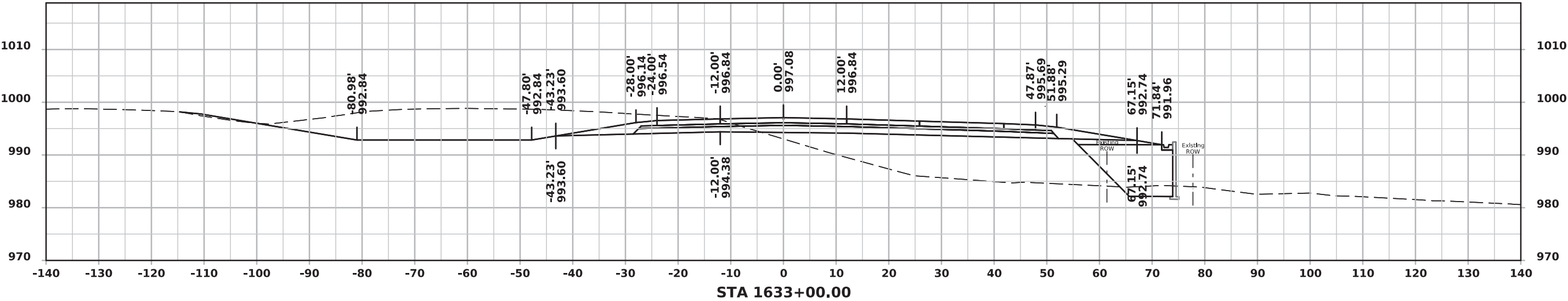
ML - I 80 (EASTBOUND)



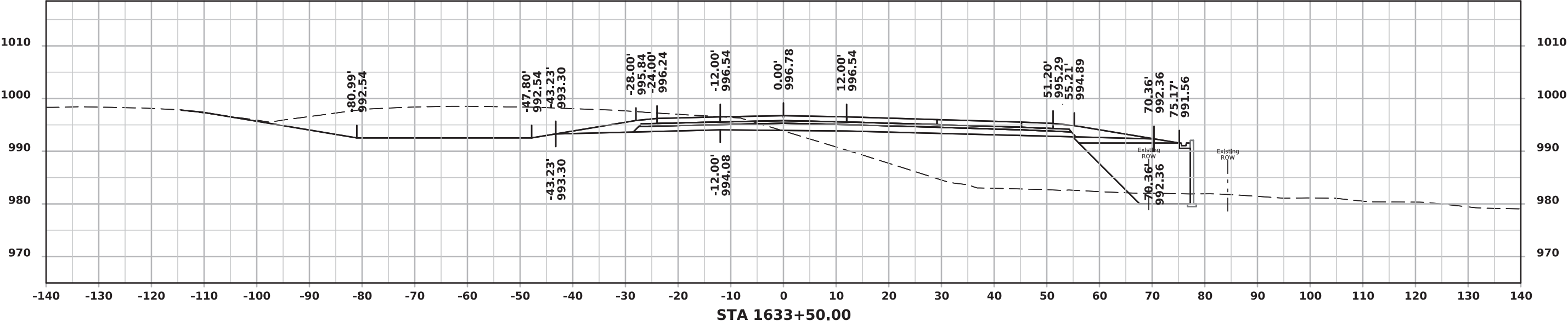
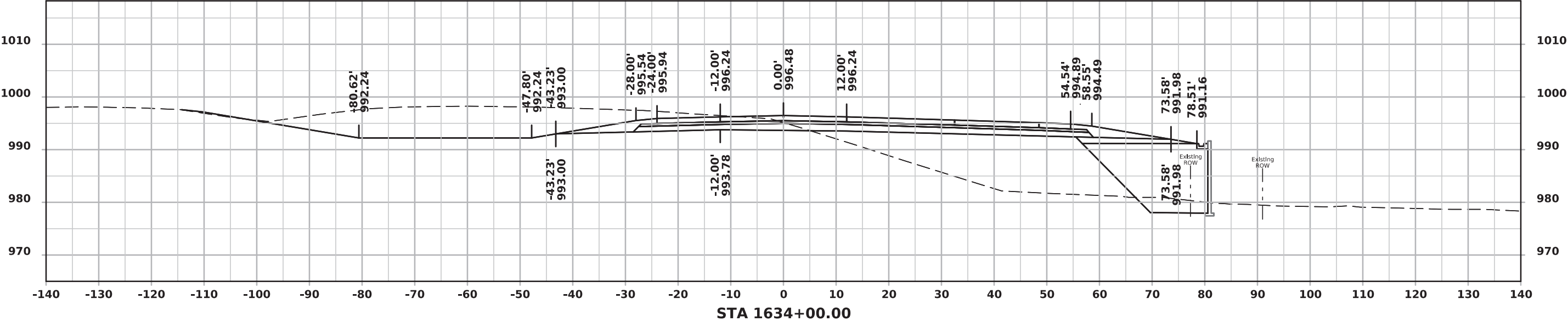
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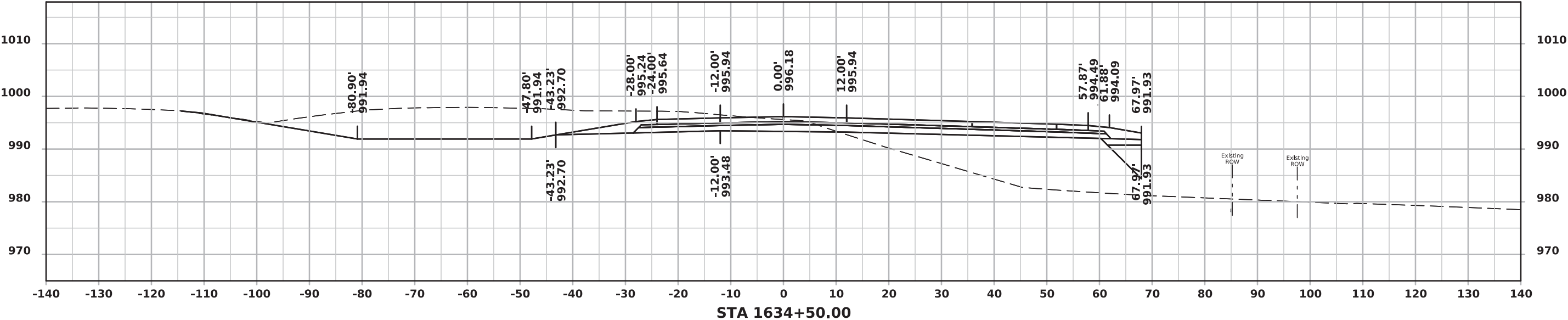
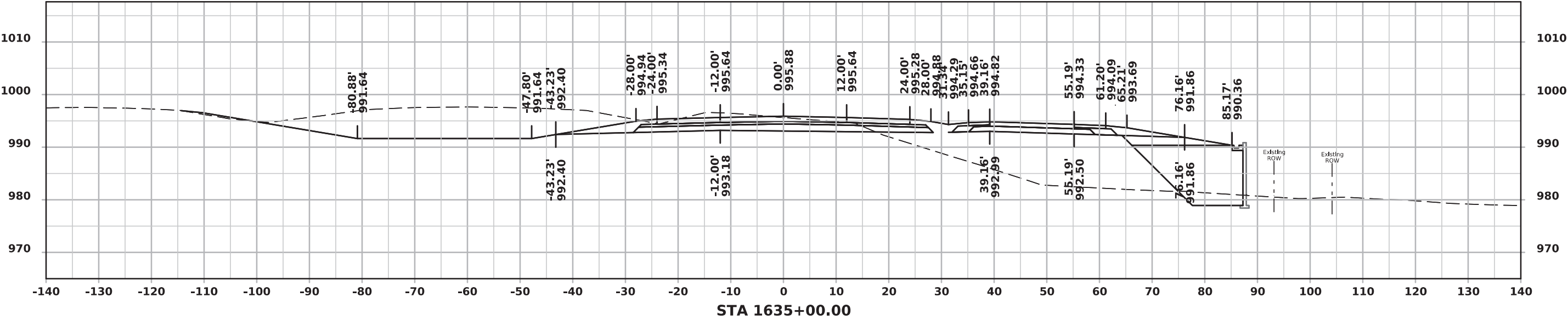
ML - I 80 (EASTBOUND)



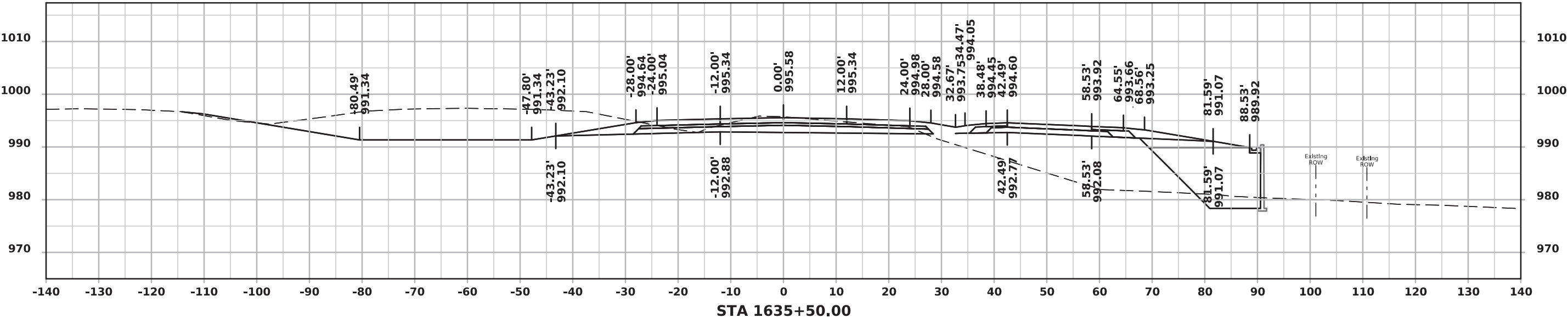
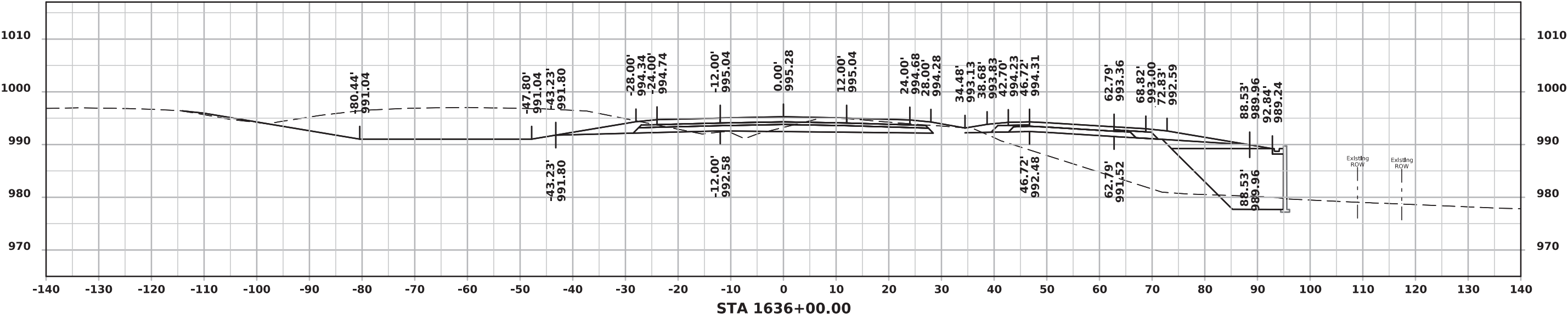
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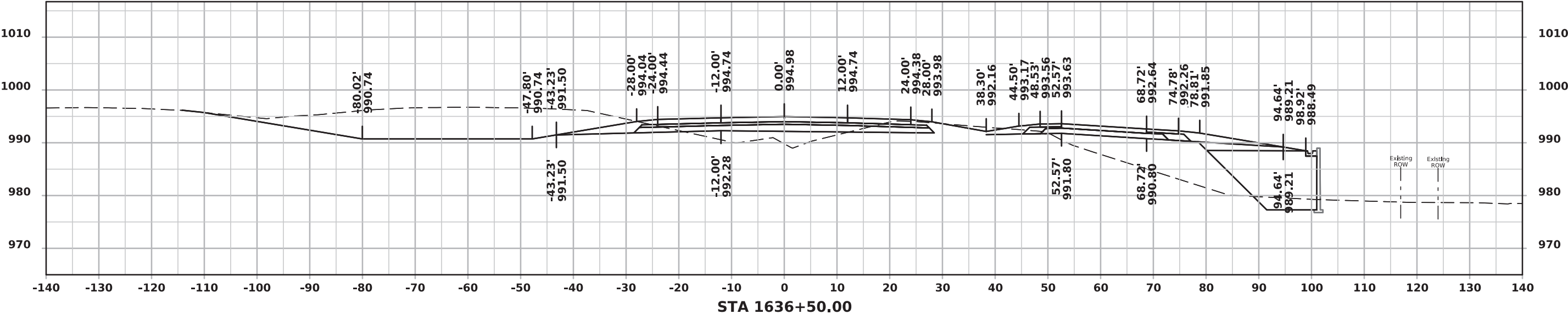
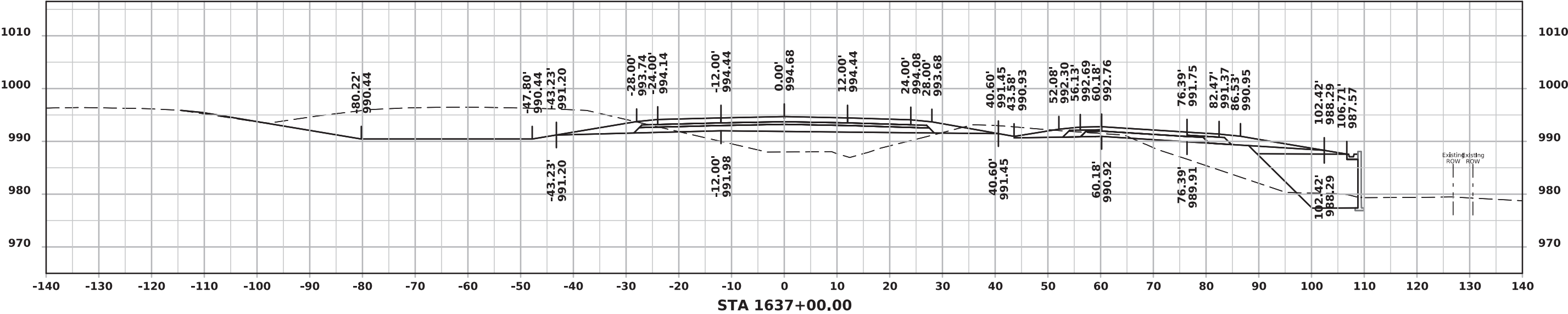
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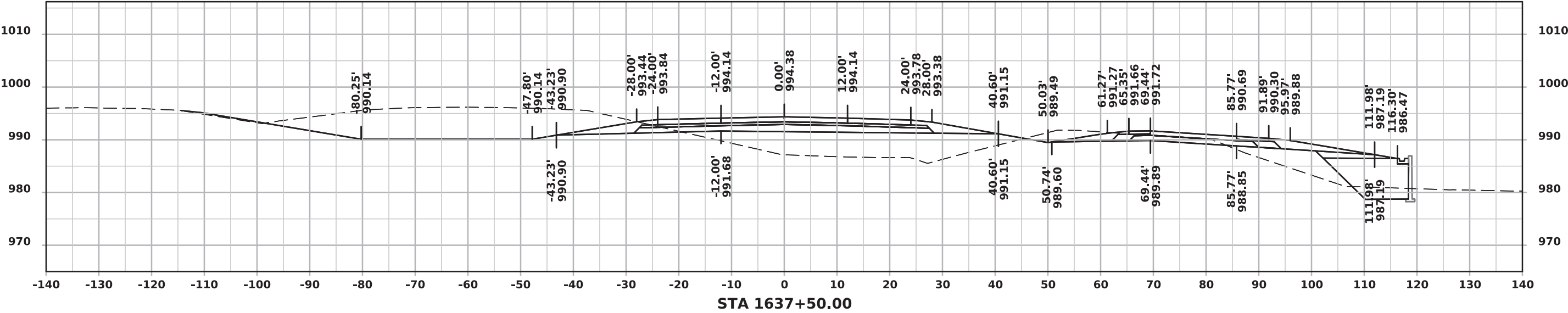
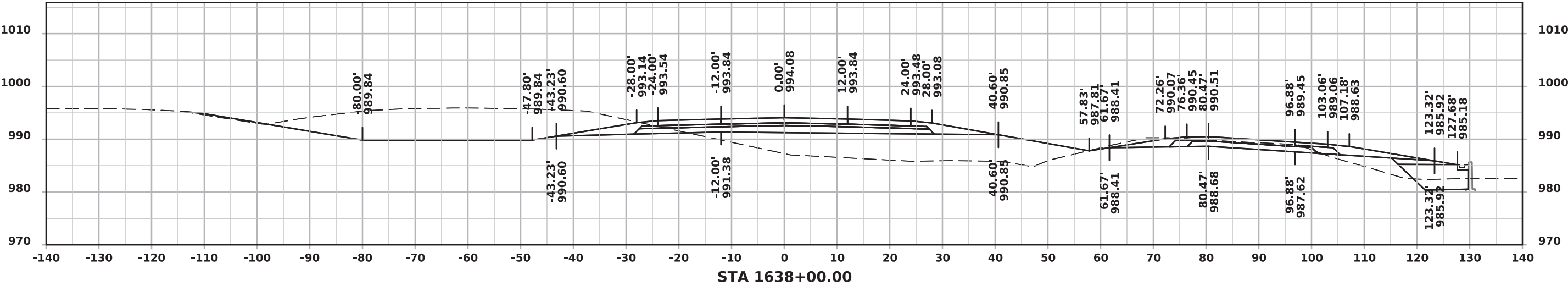
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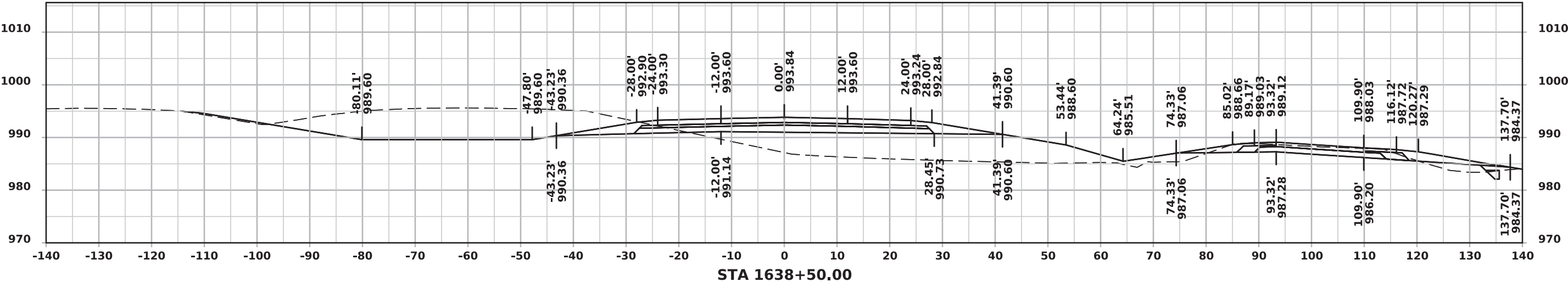
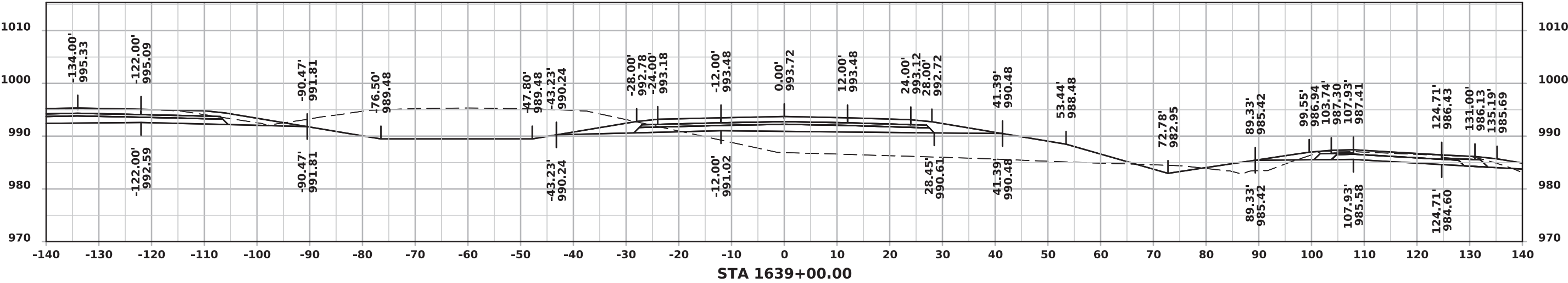
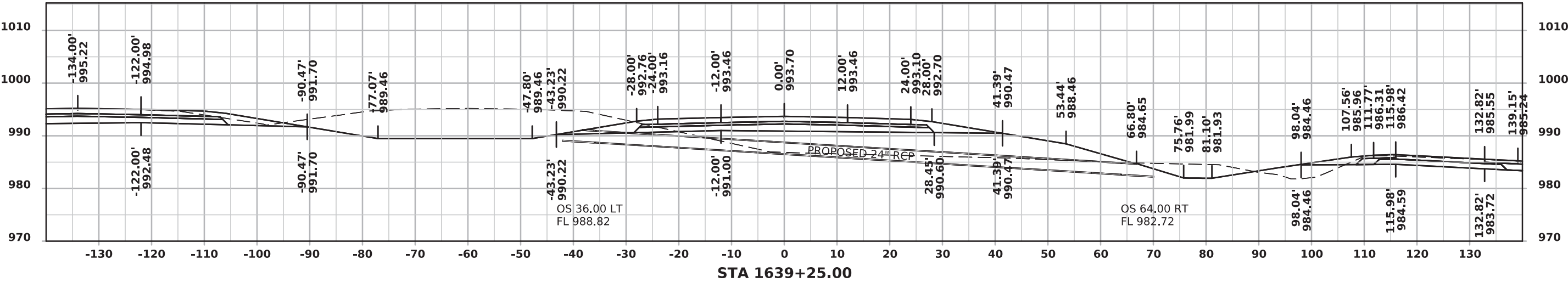
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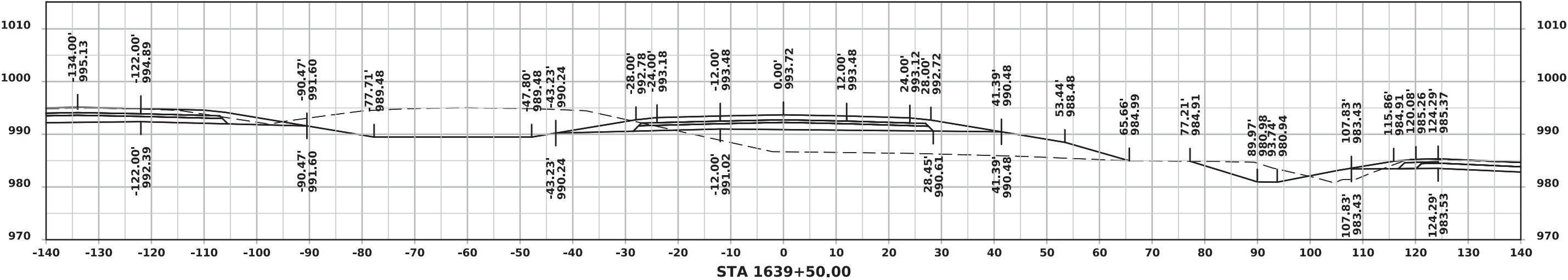
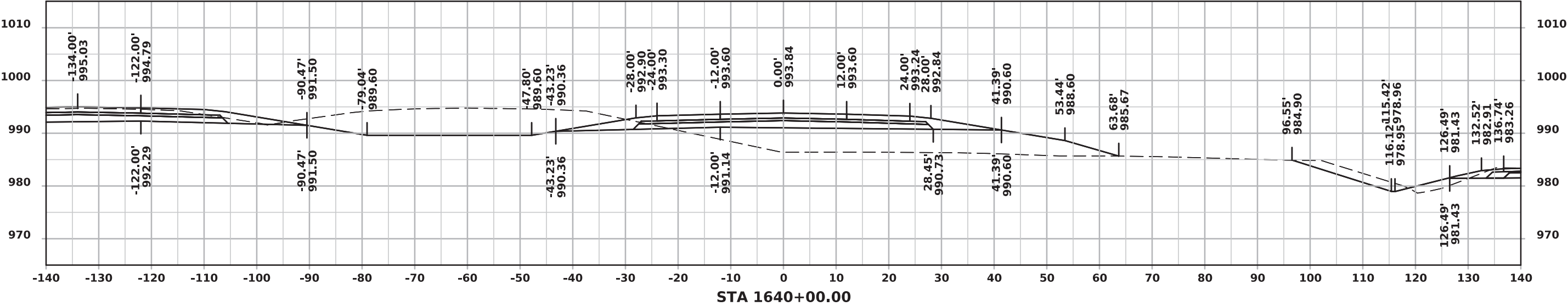
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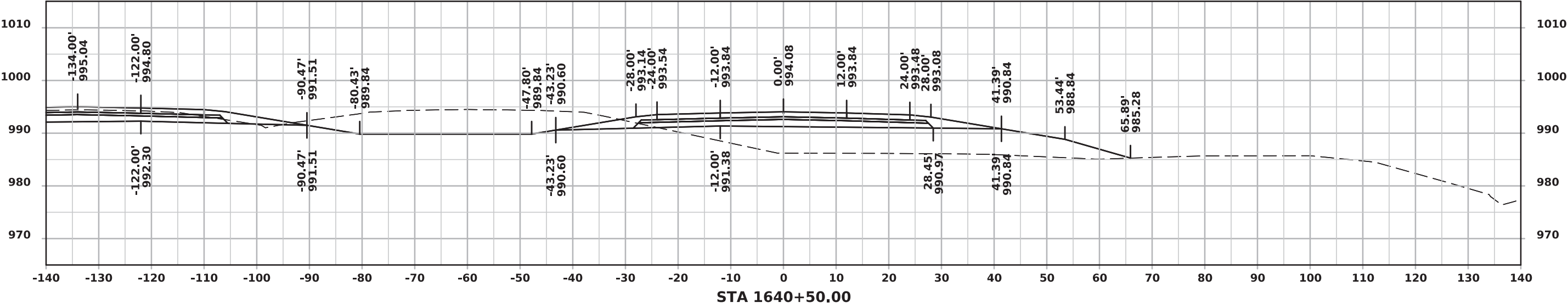
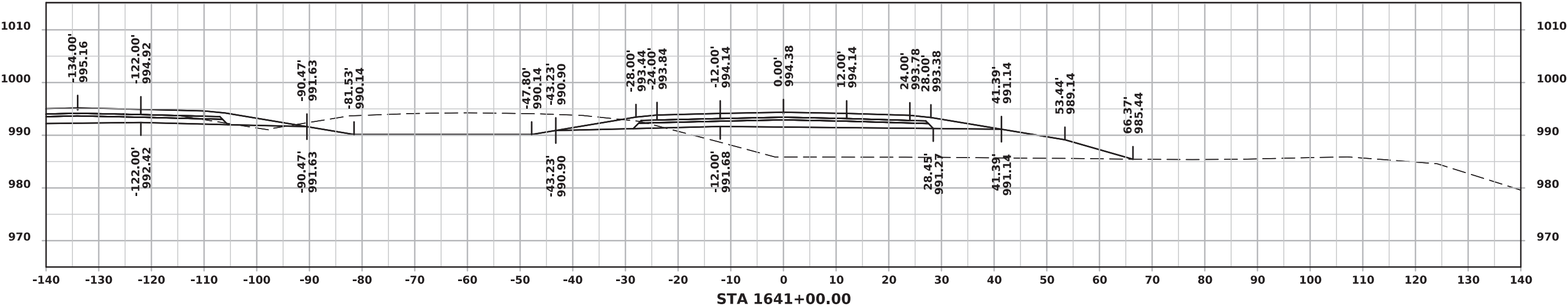
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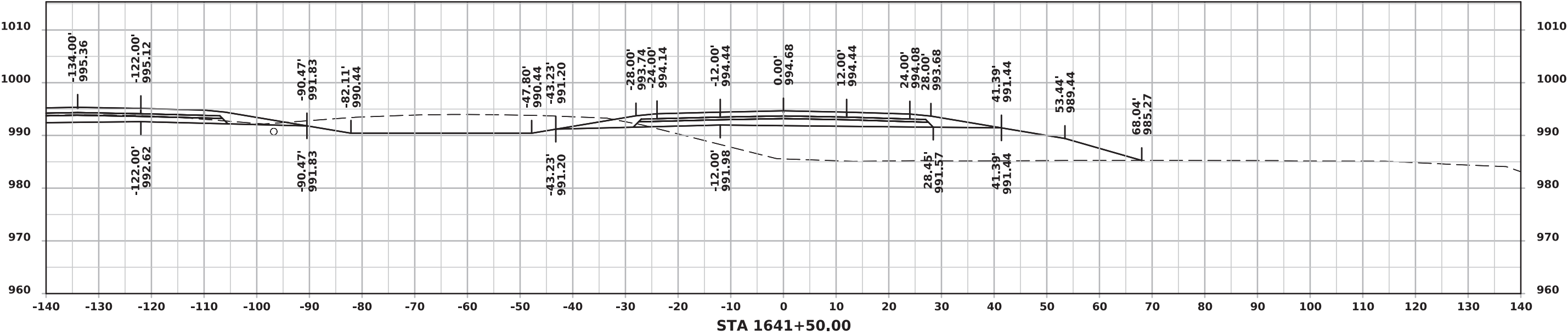
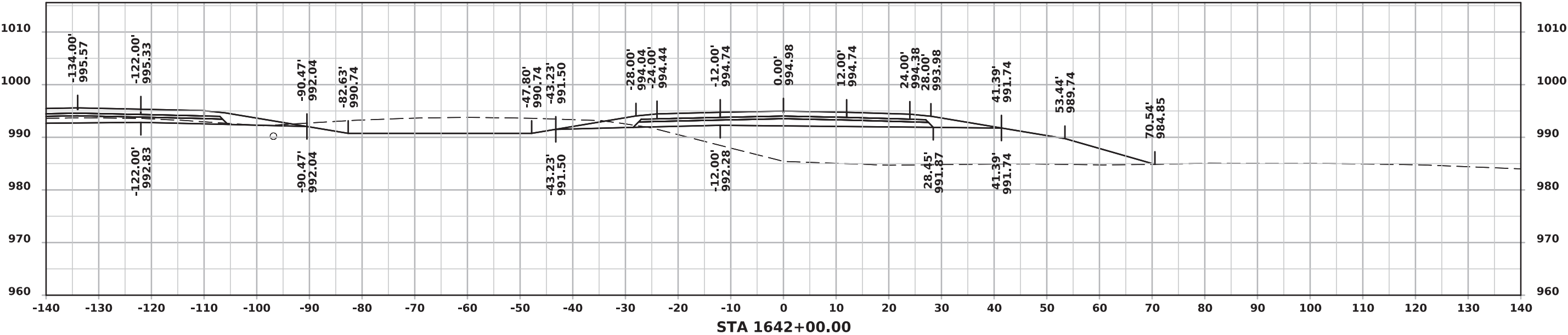
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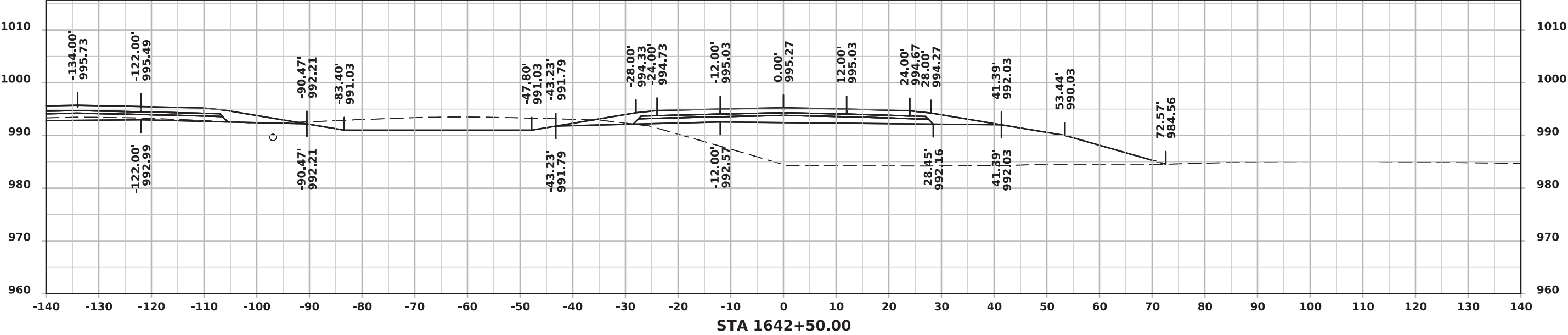
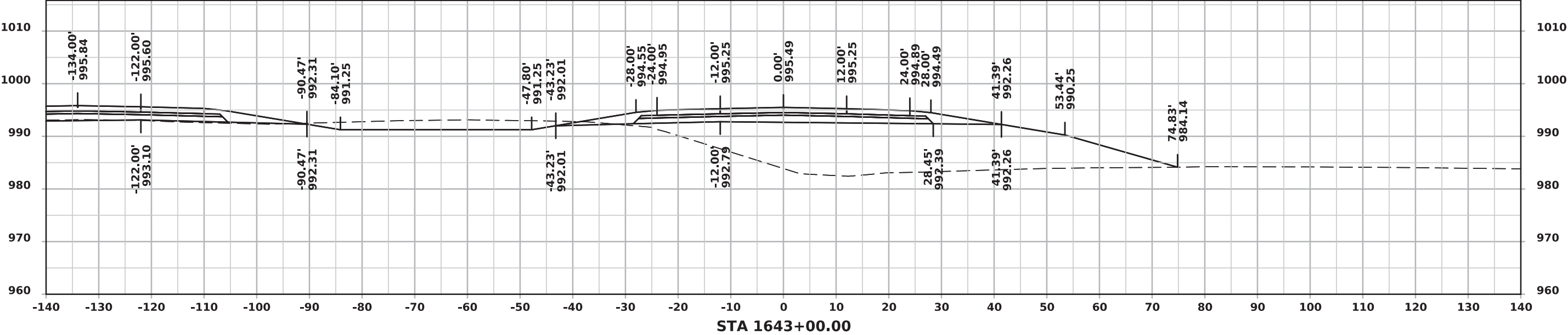
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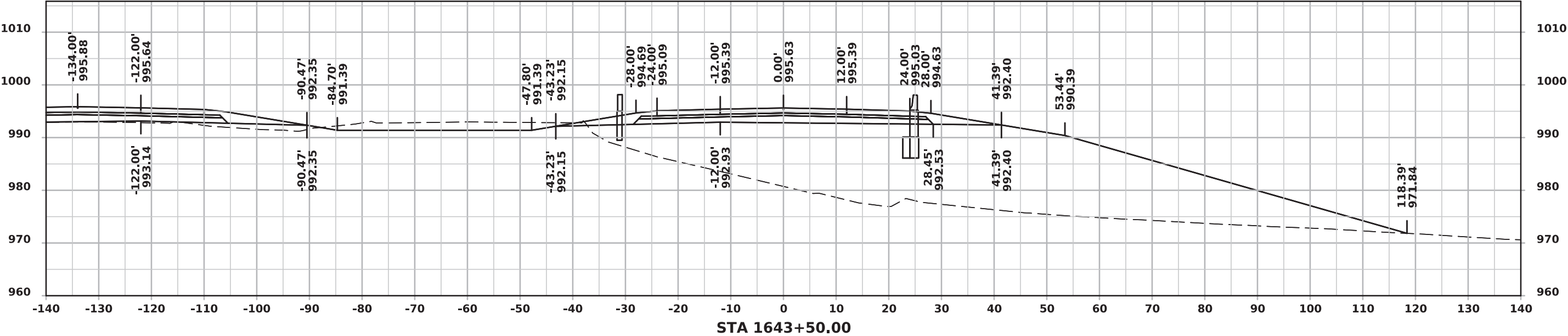
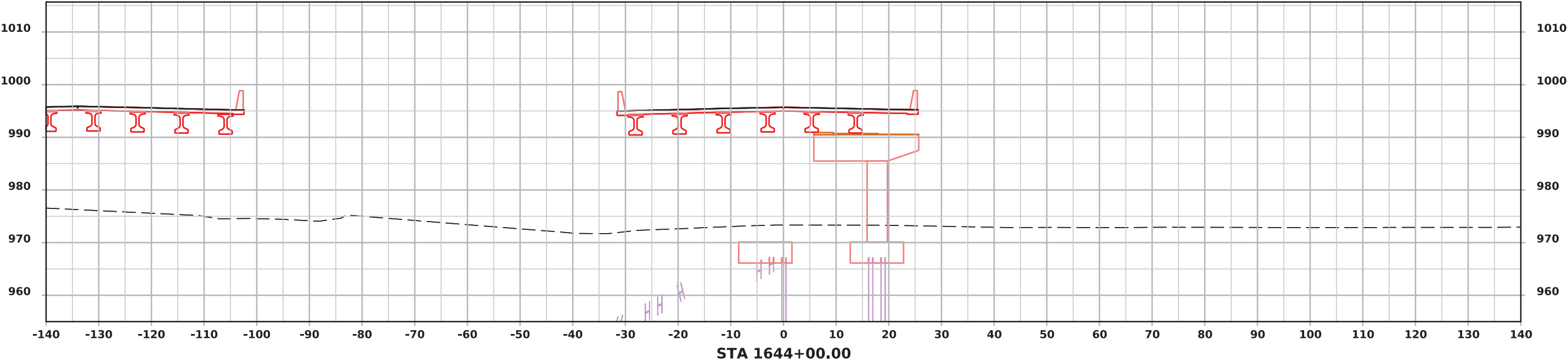
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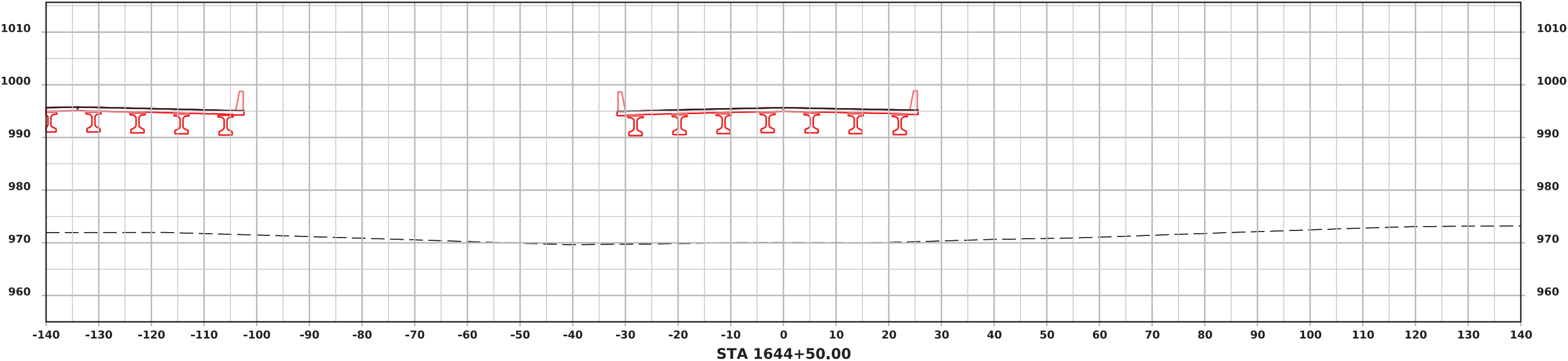
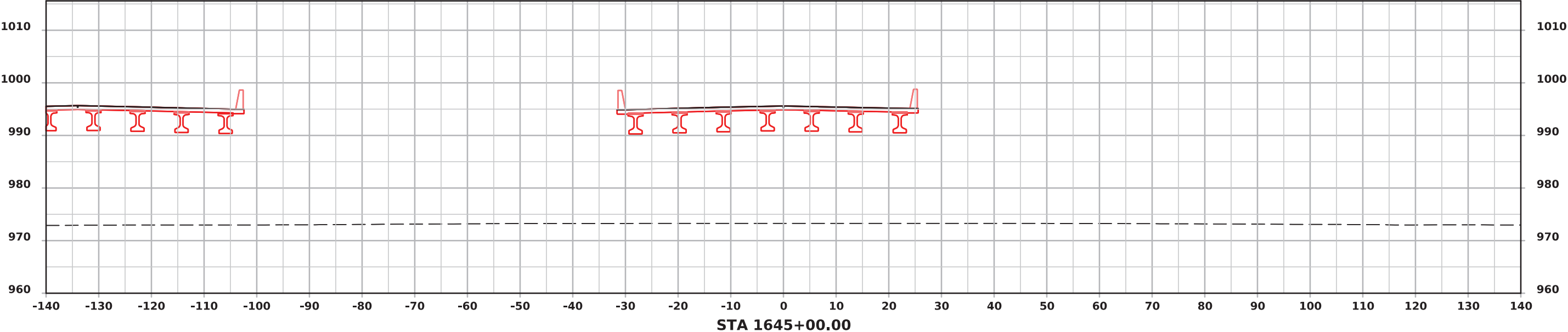
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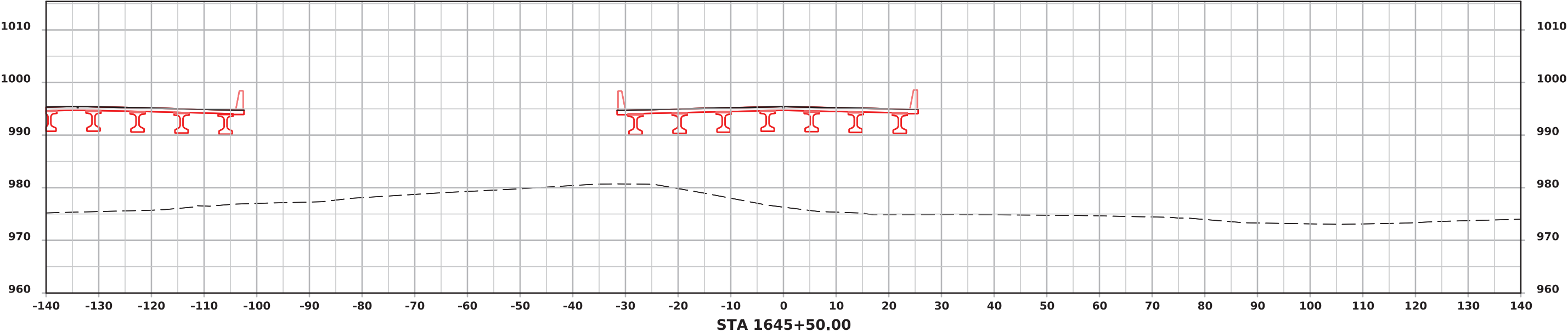
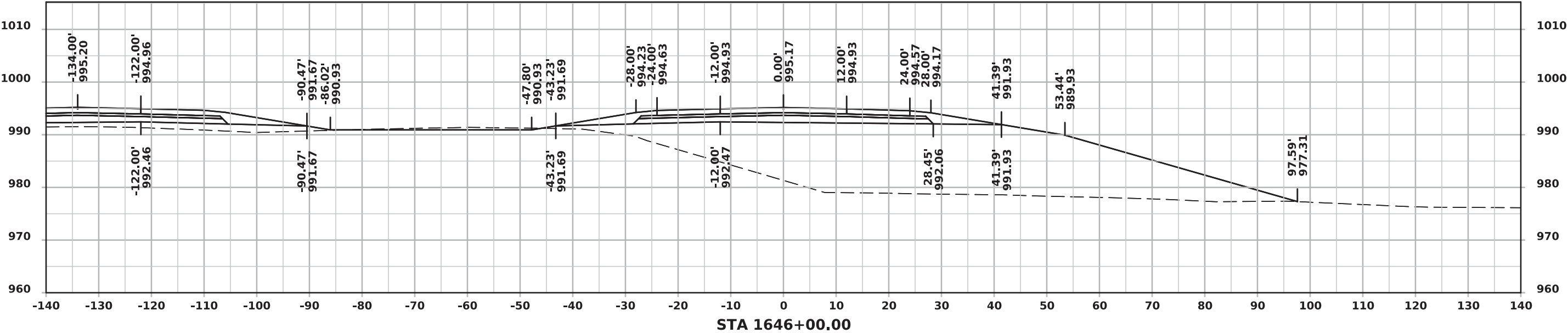
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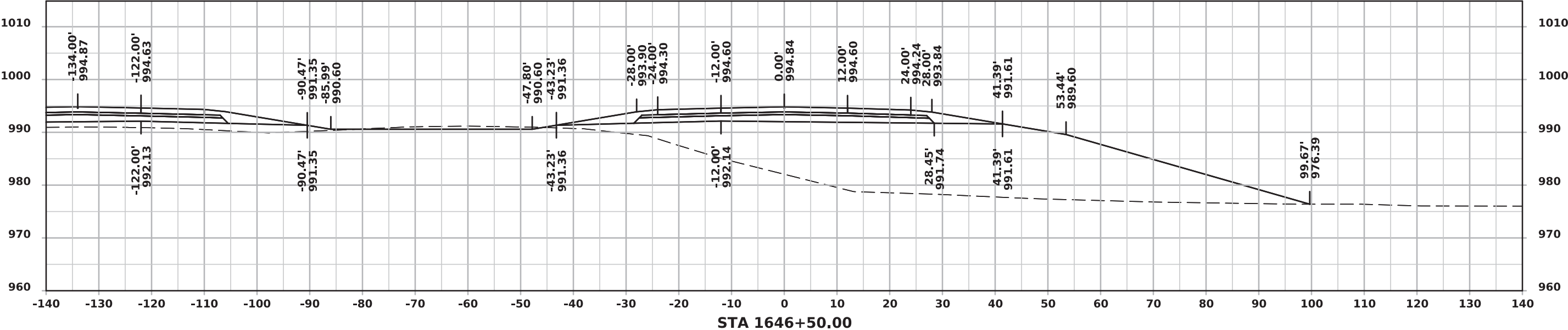
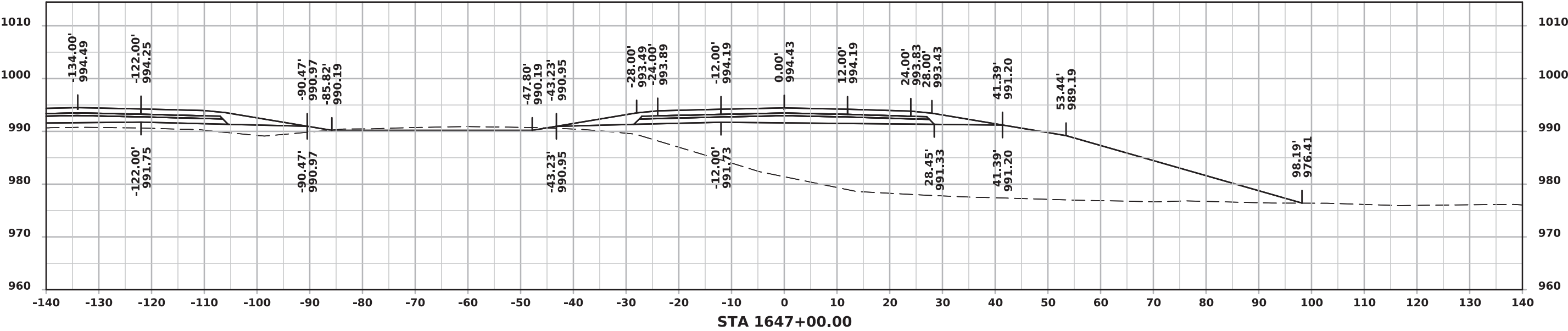
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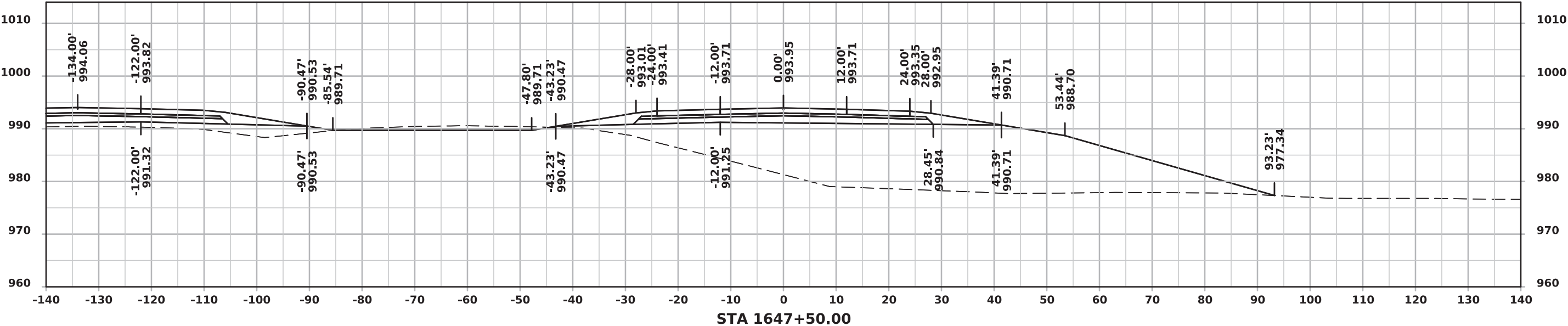
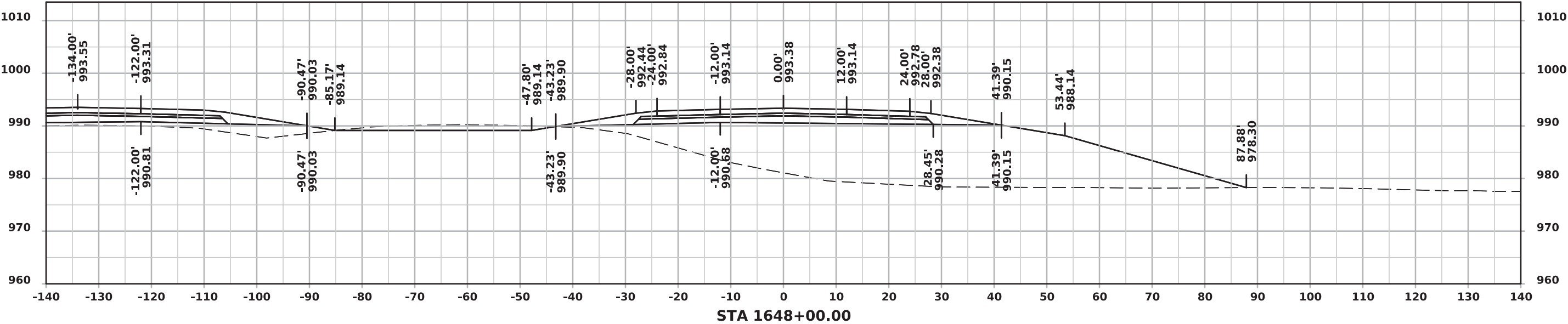
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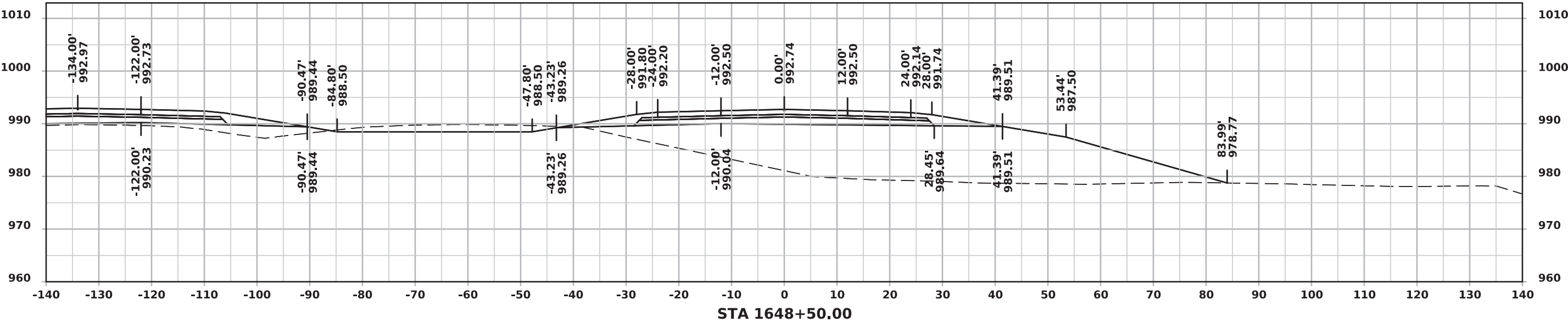
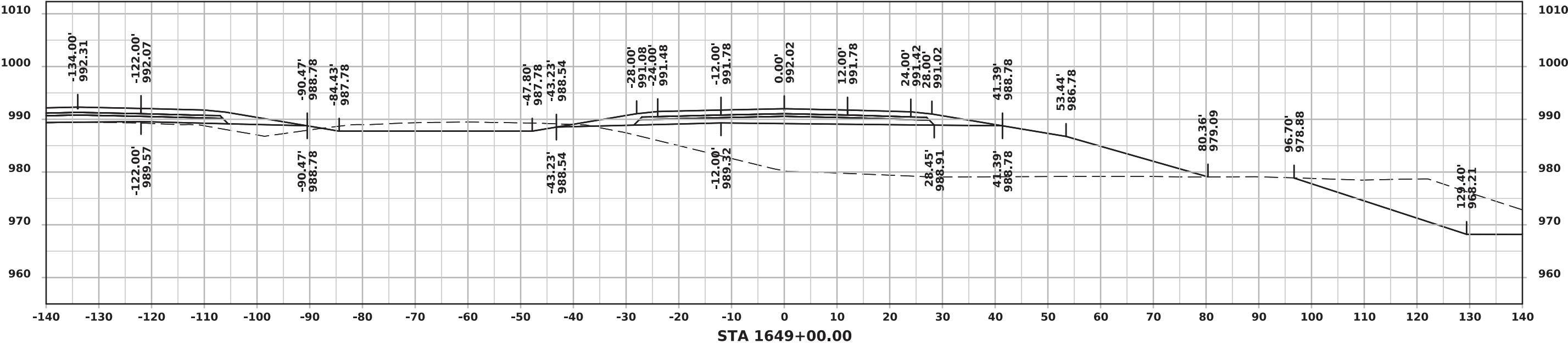
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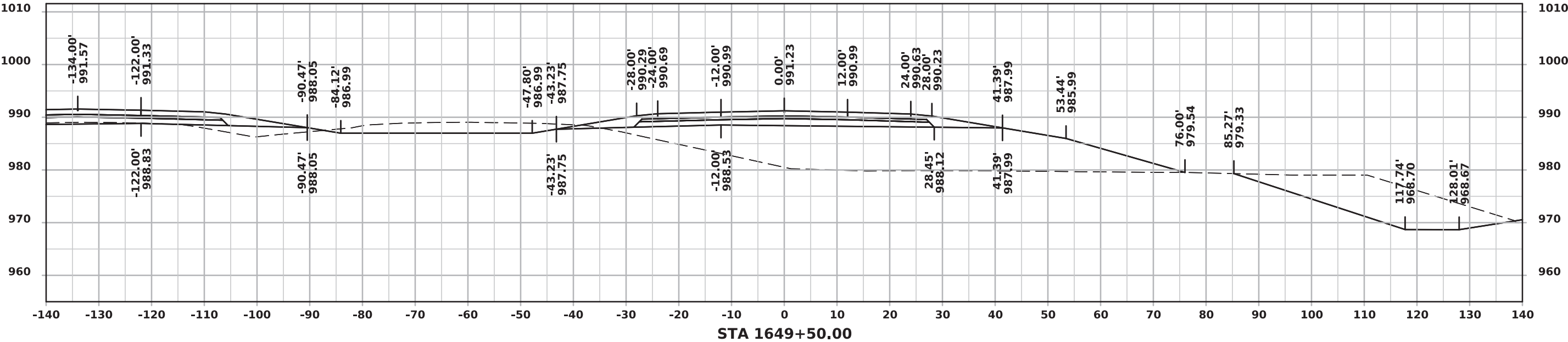
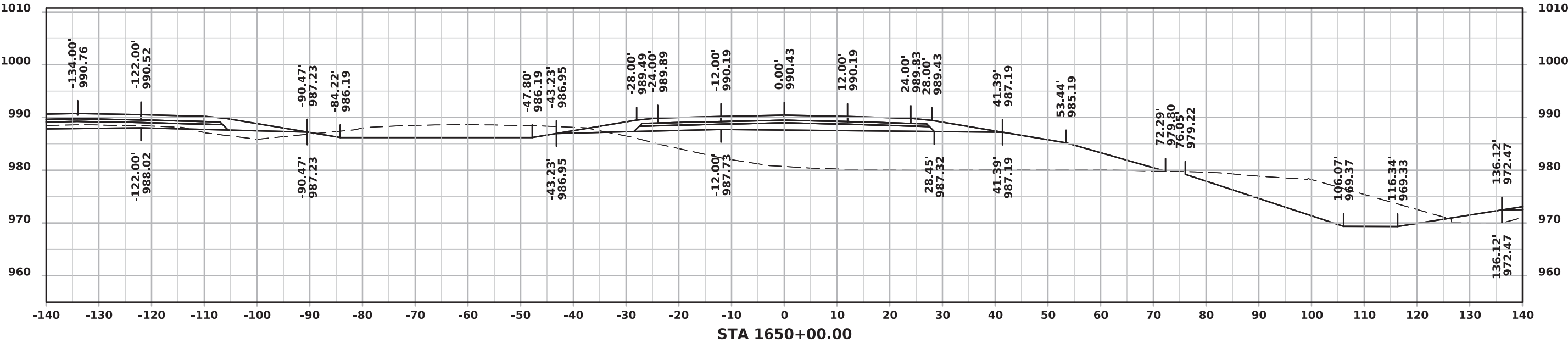
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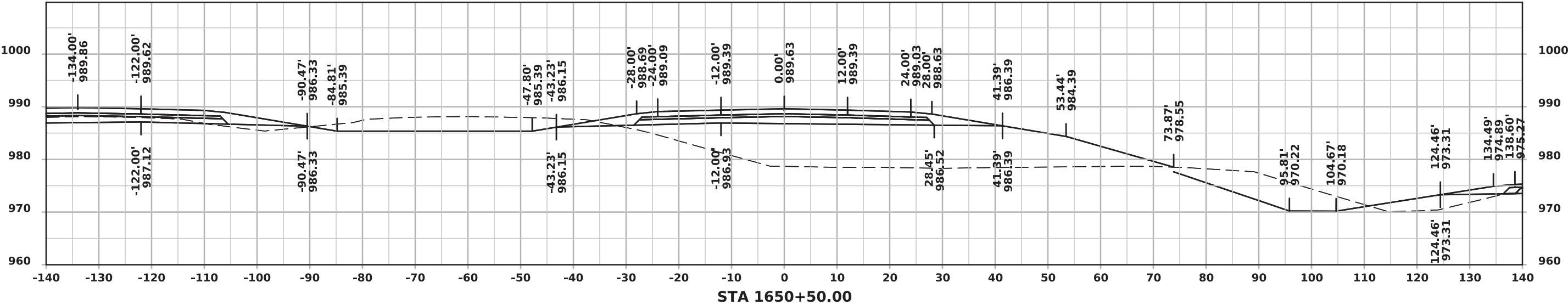
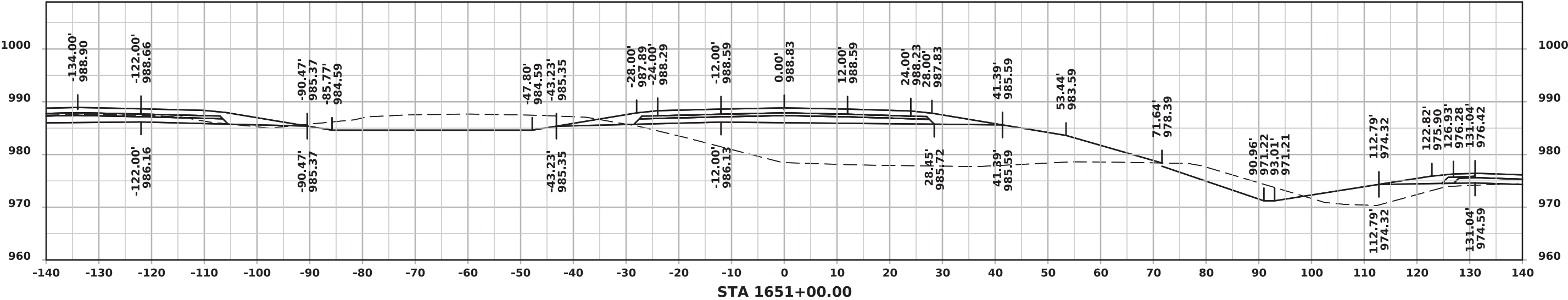
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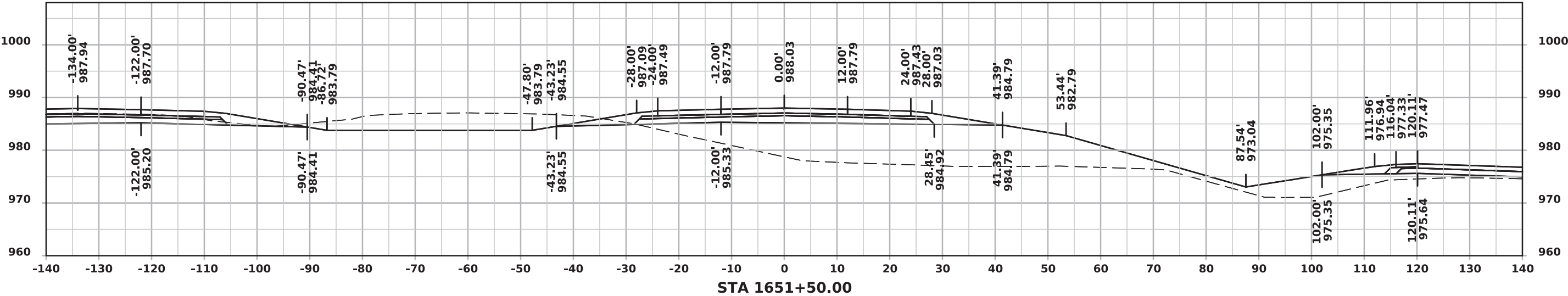
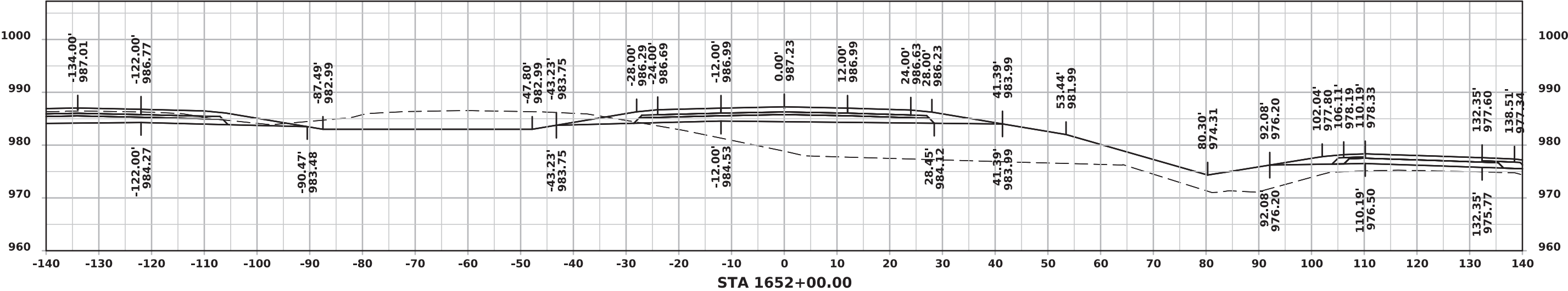
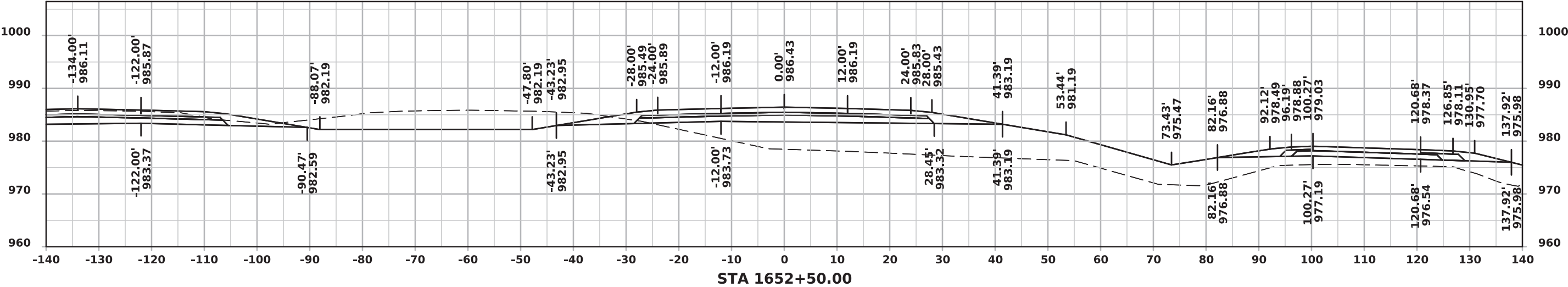
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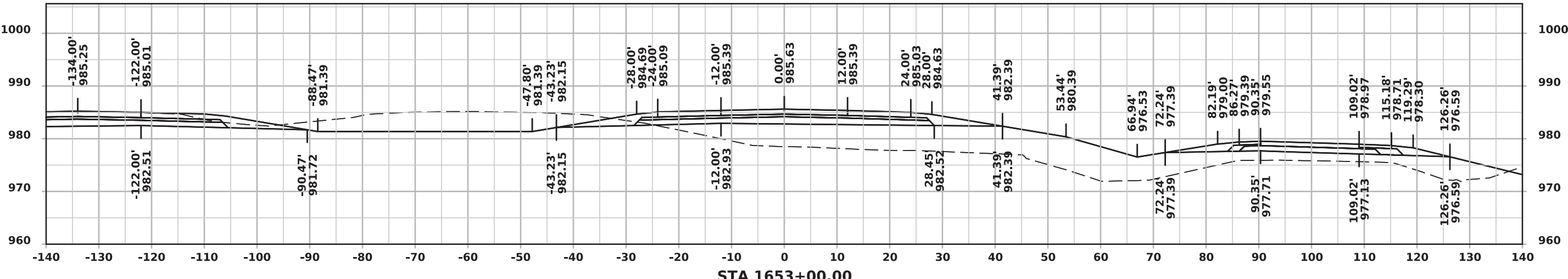
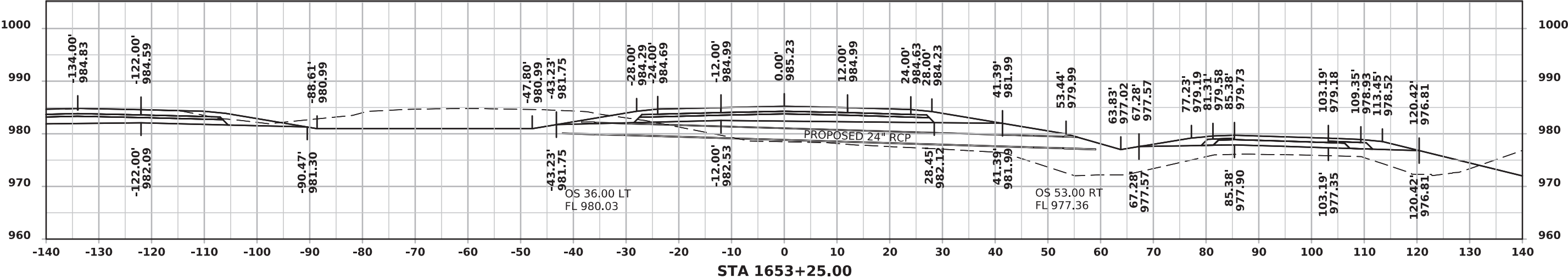
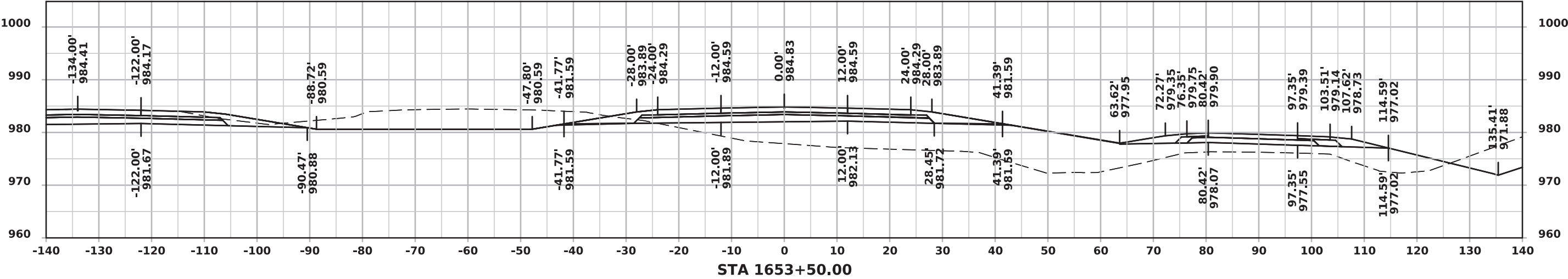
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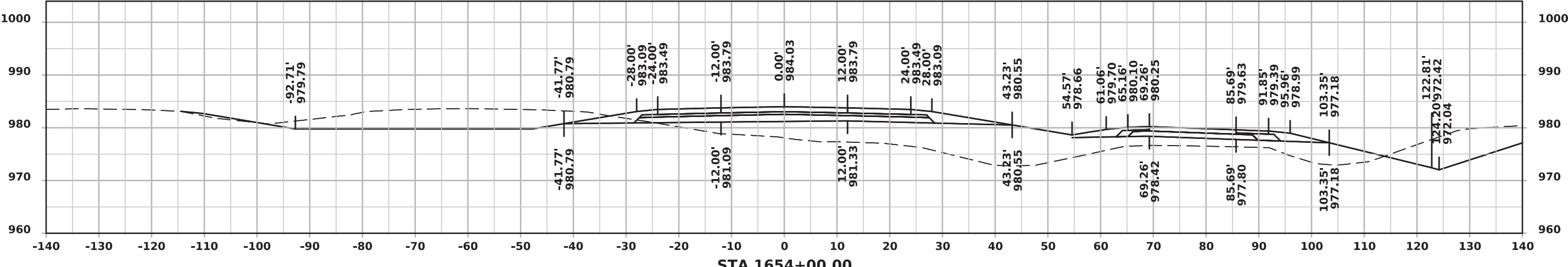
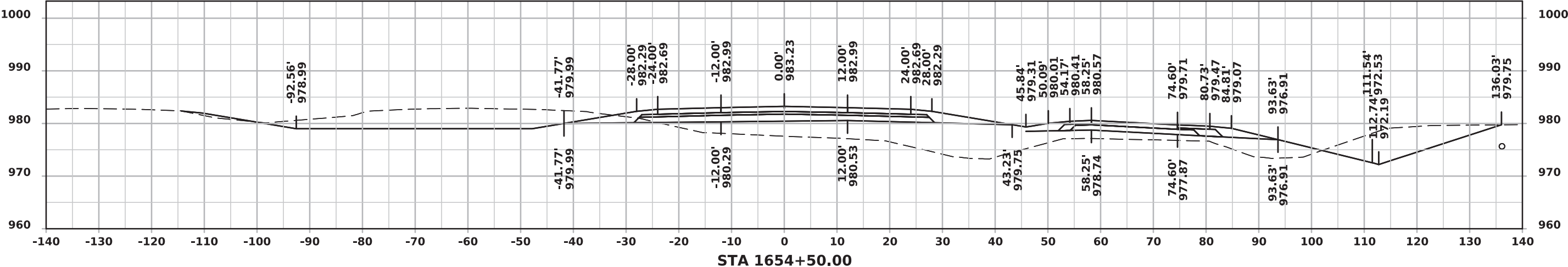
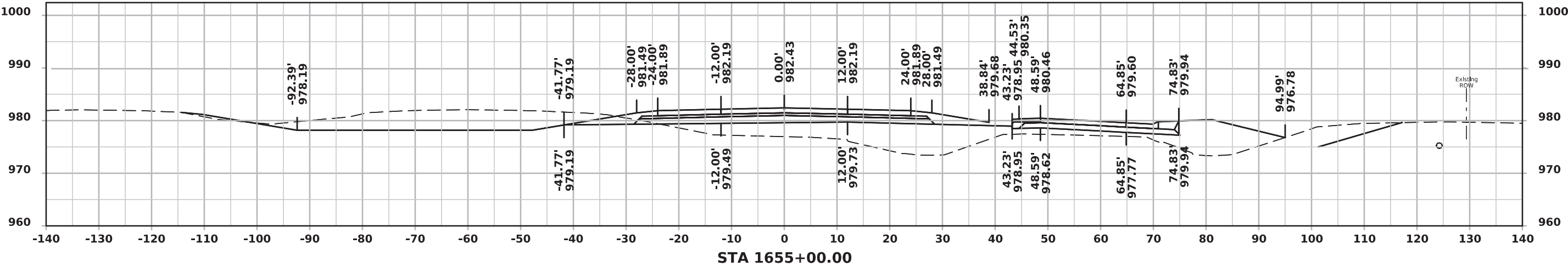
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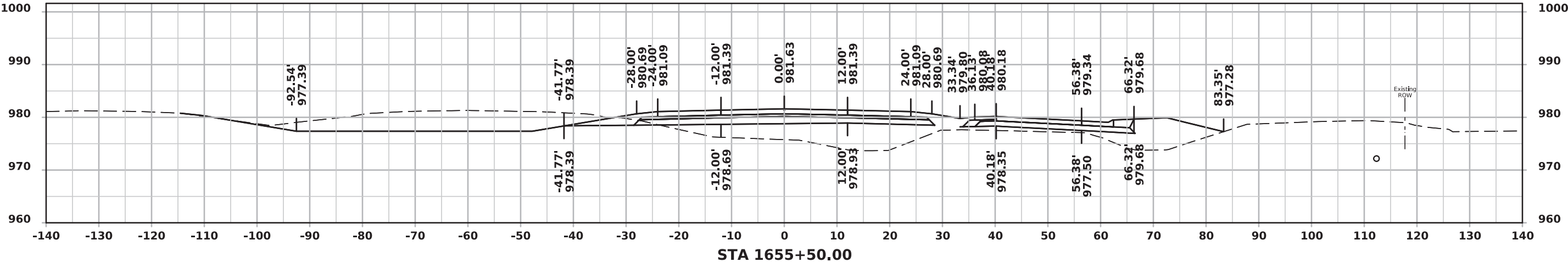
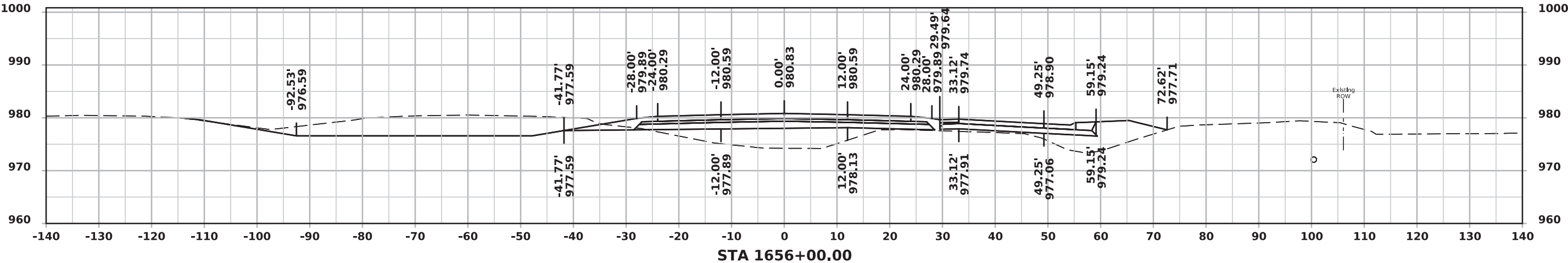
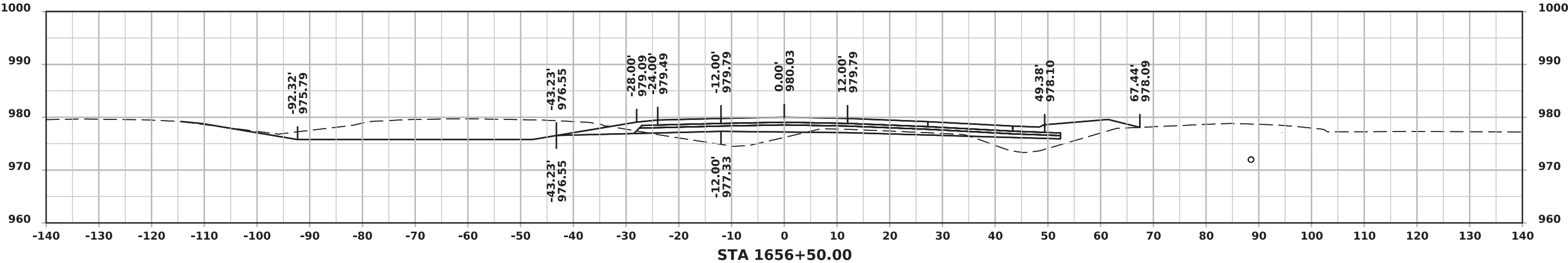
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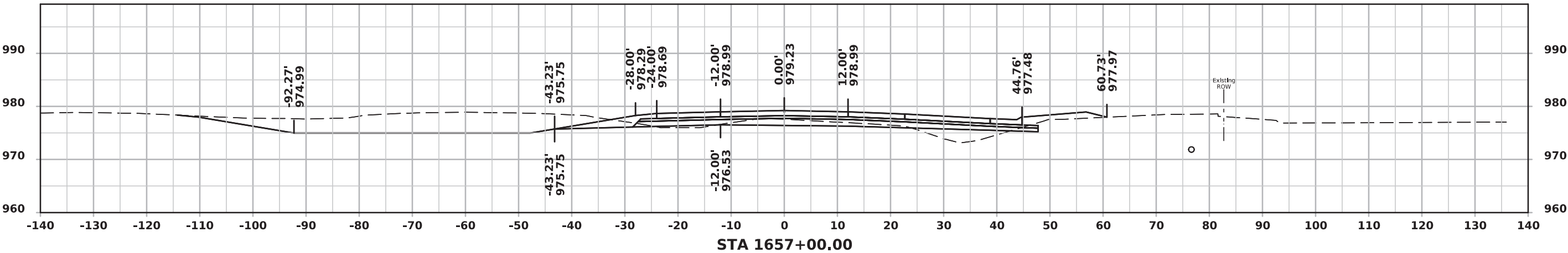
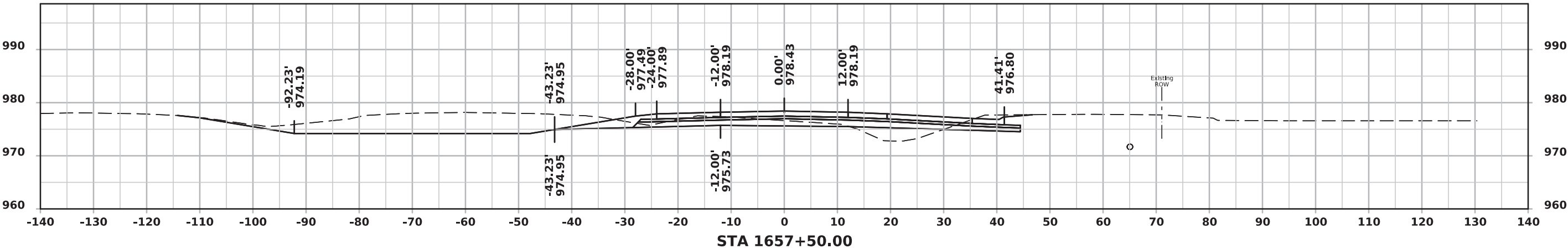
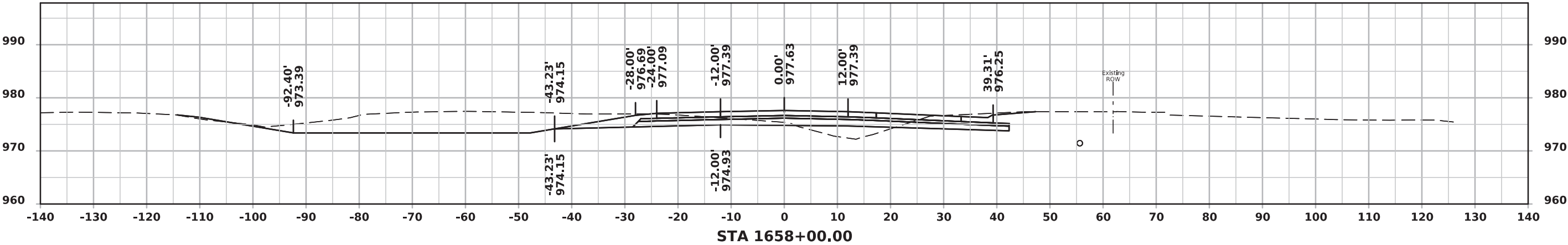
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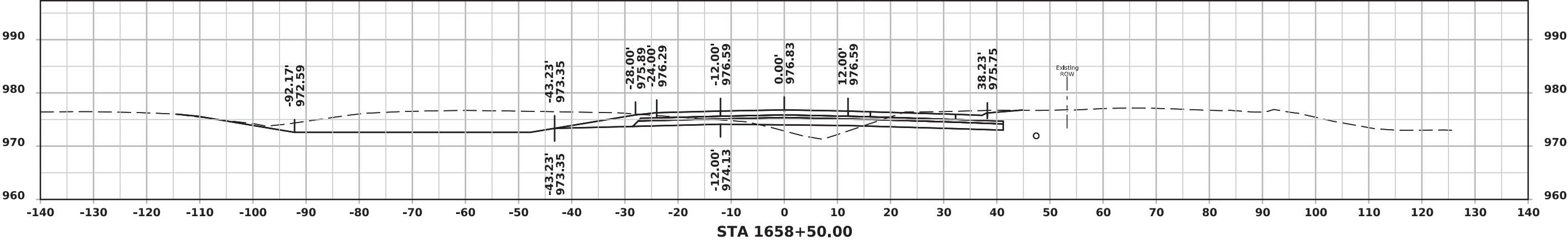
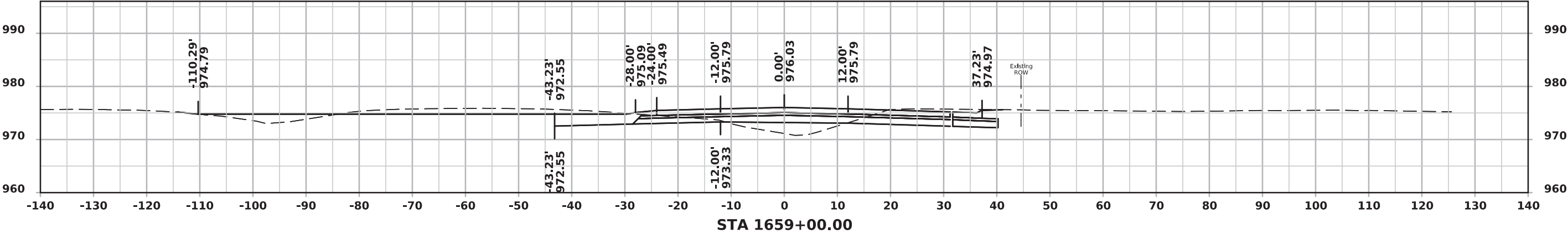
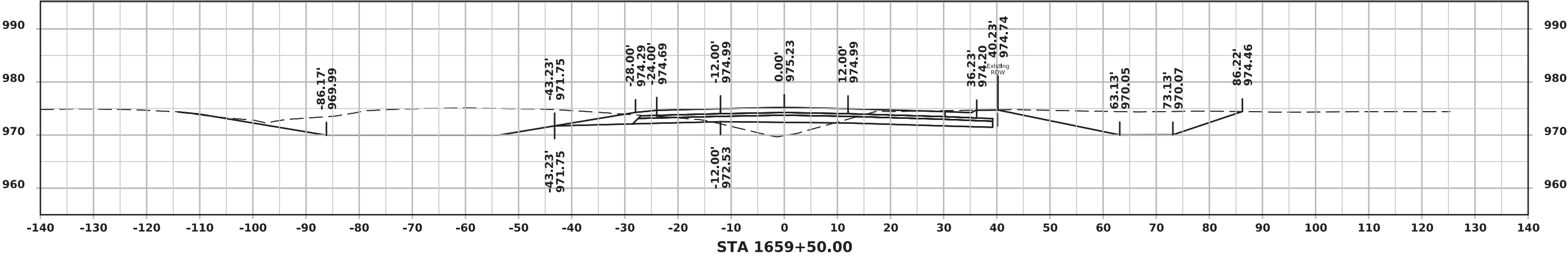
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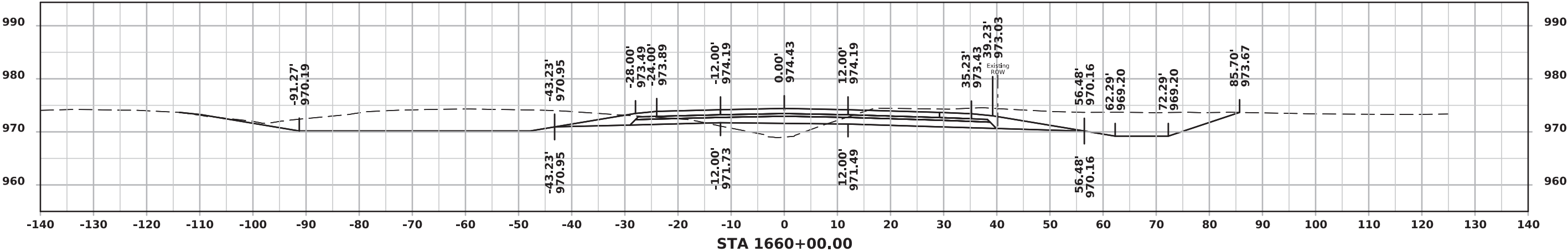
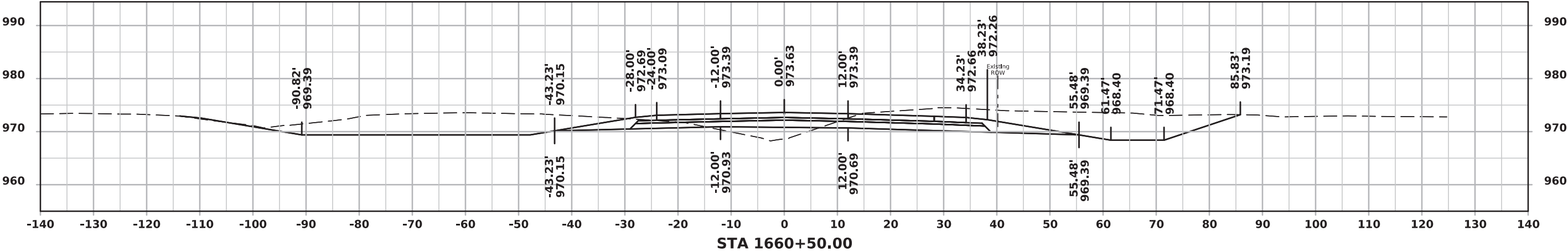
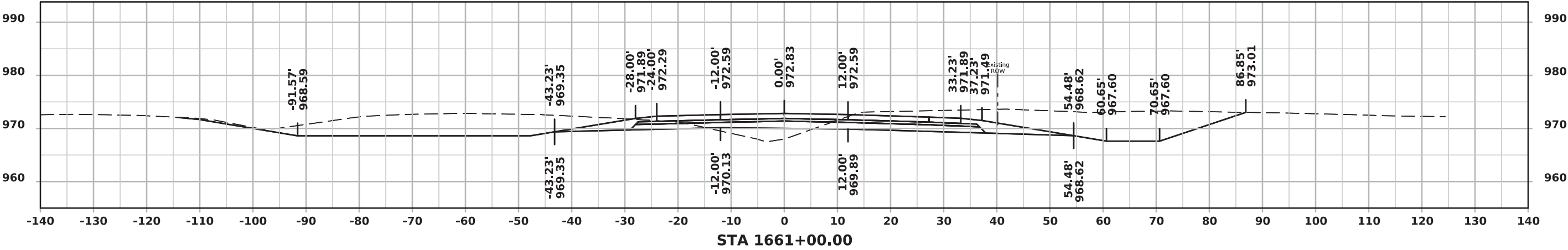
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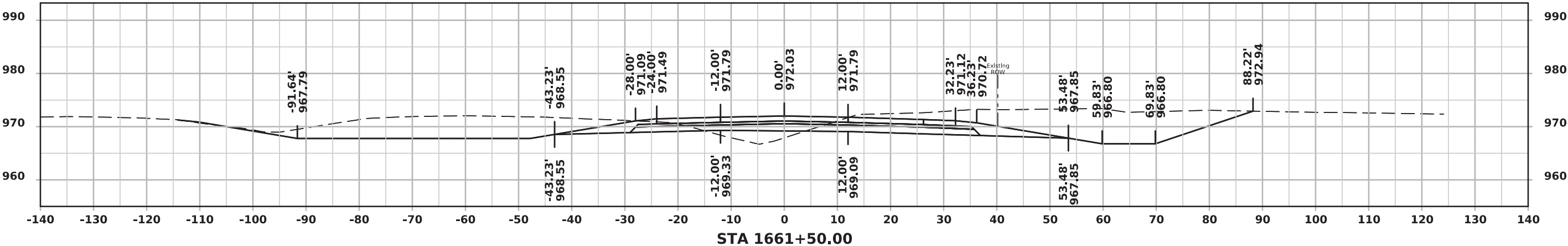
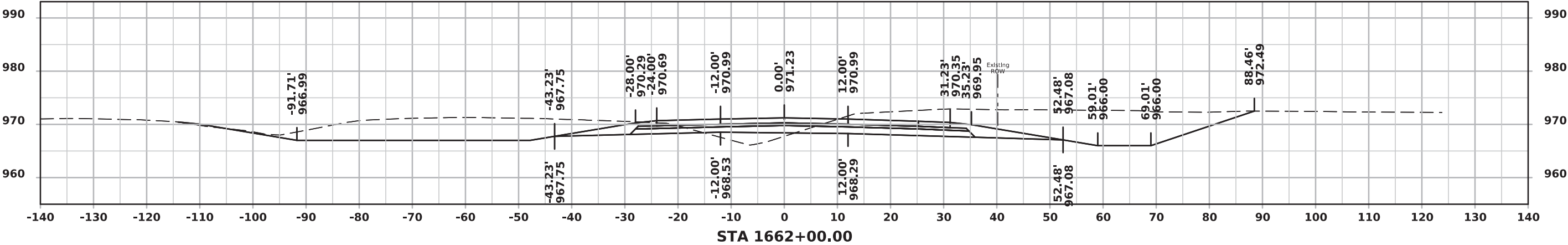
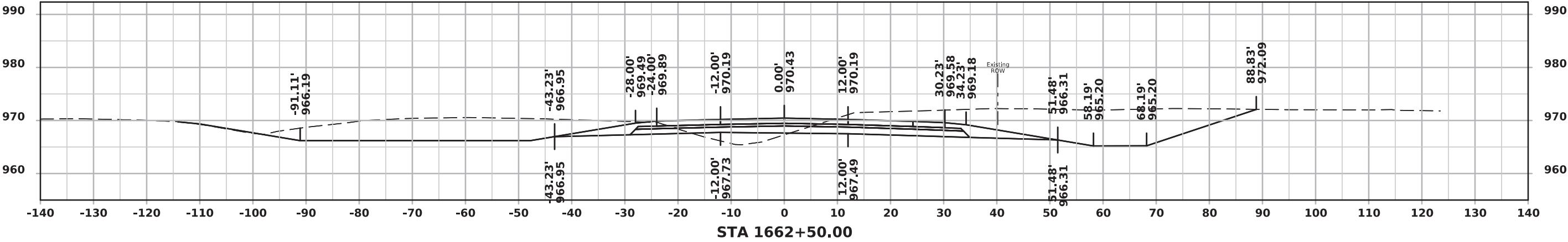
ML - I 80 (EASTBOUND)



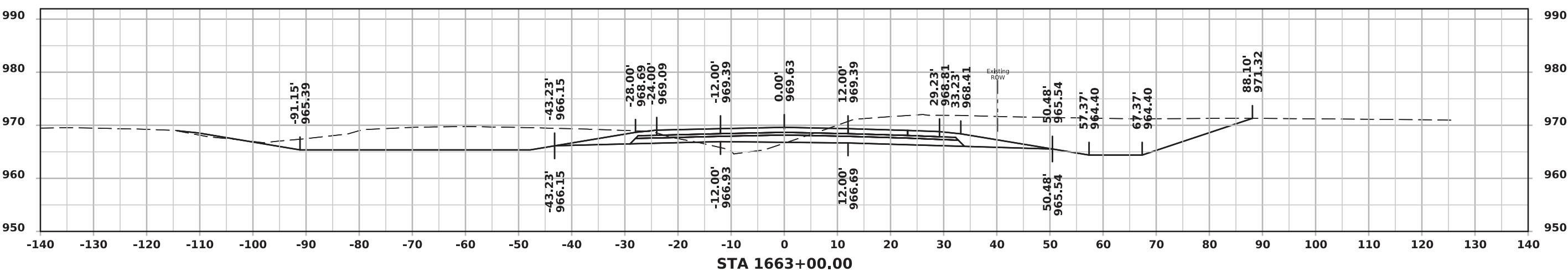
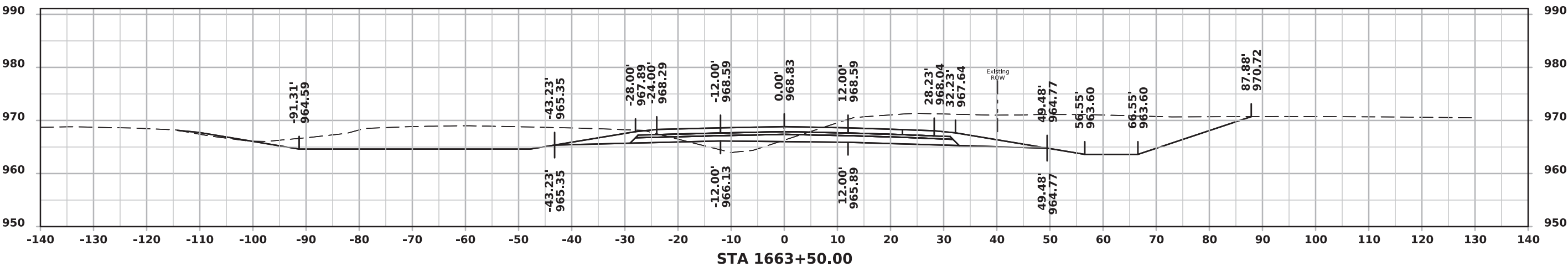
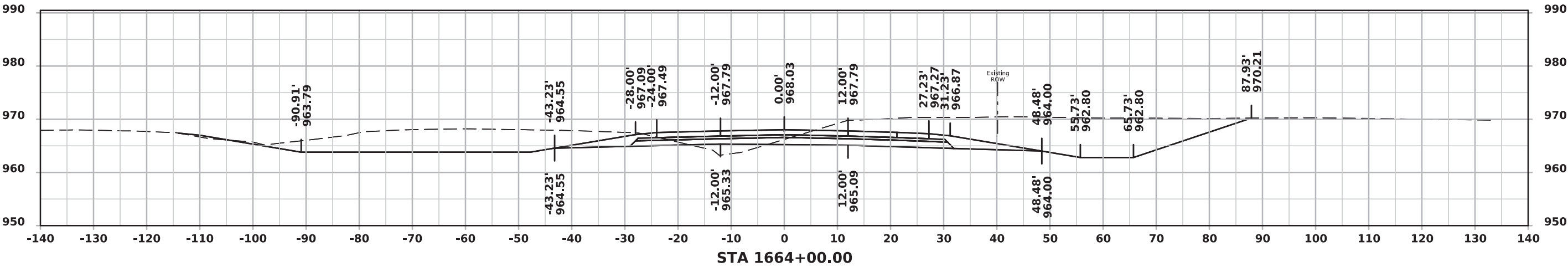
ML - I 80 (EASTBOUND)



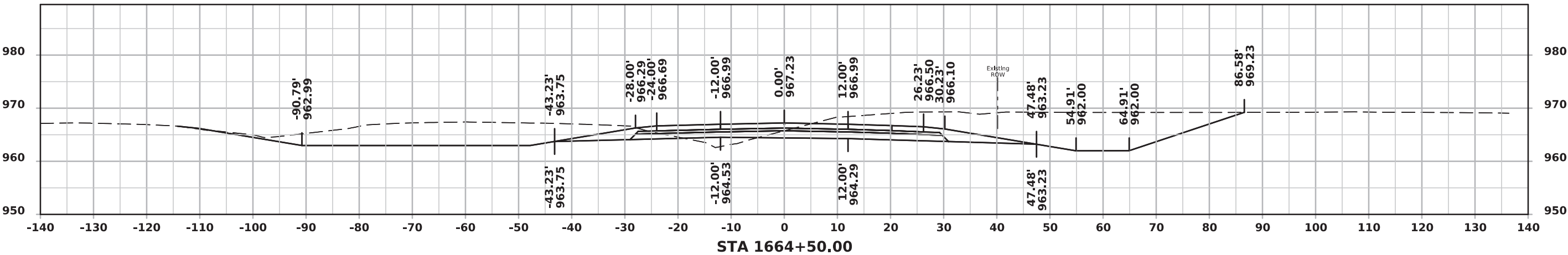
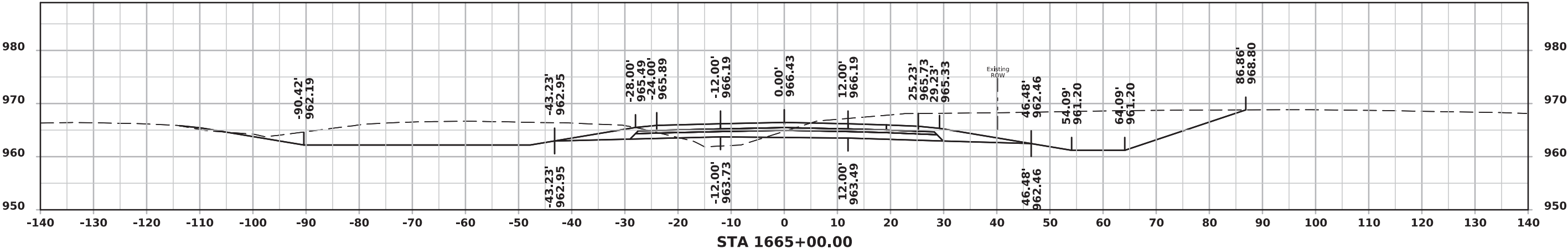
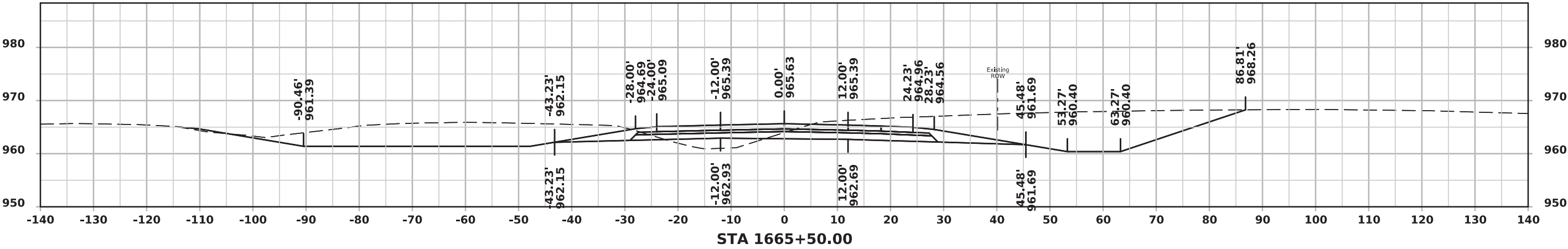
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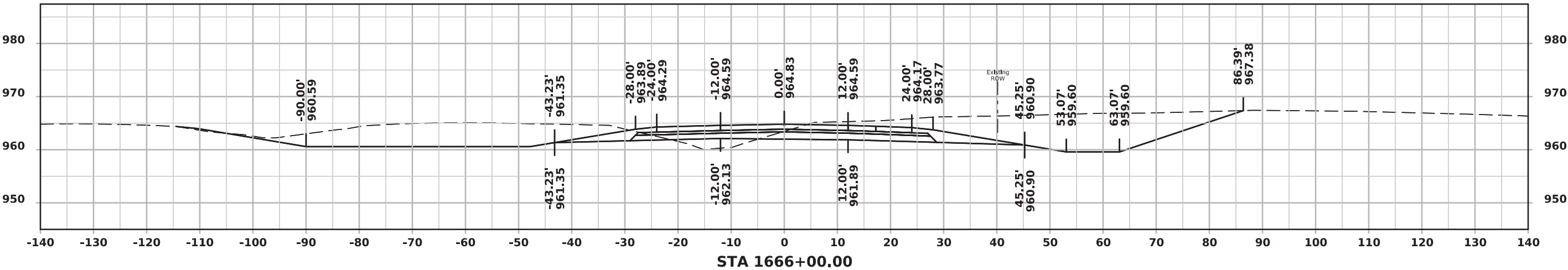
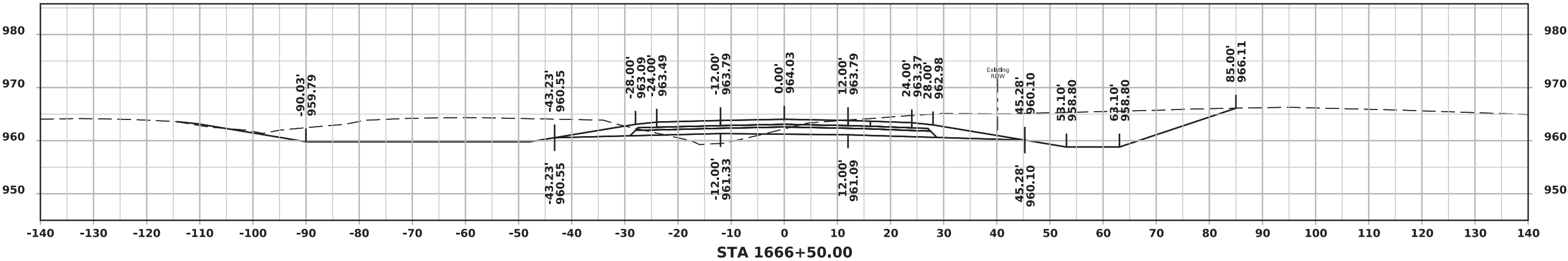
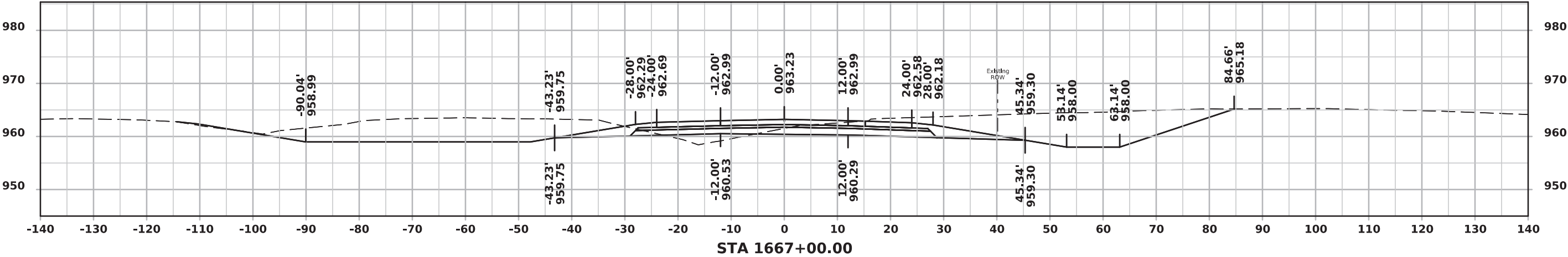
ML - I 80 (EASTBOUND)



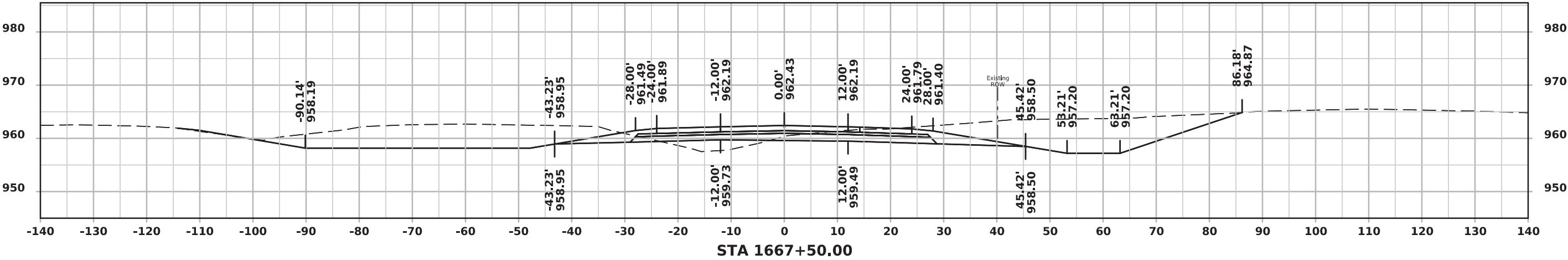
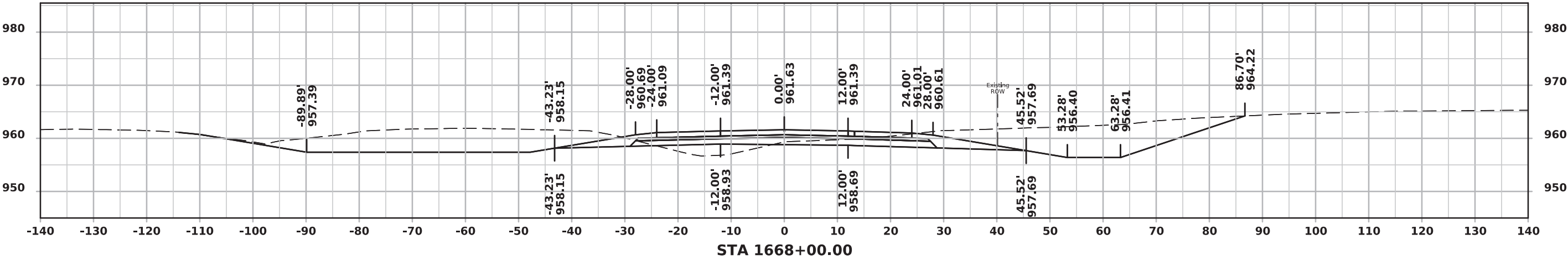
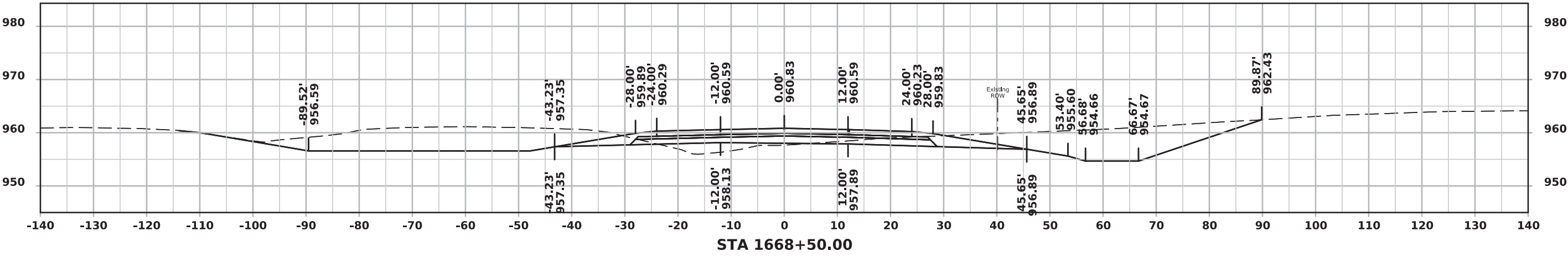
ML - I 80 (EASTBOUND)



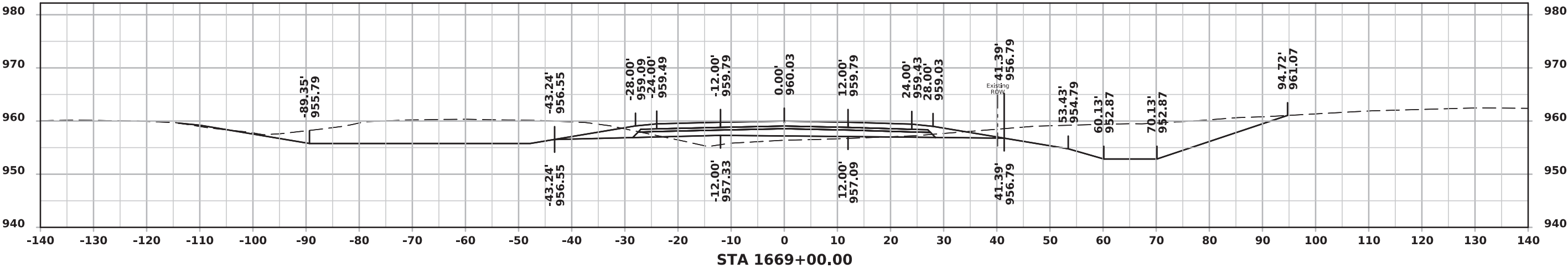
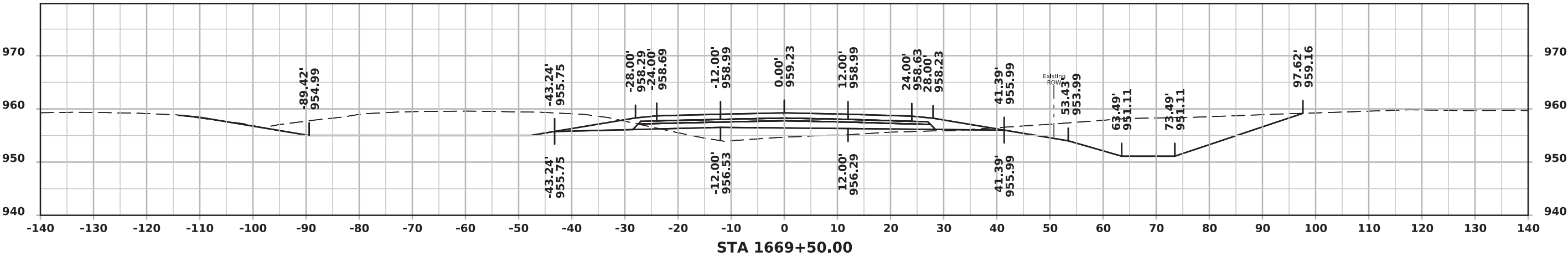
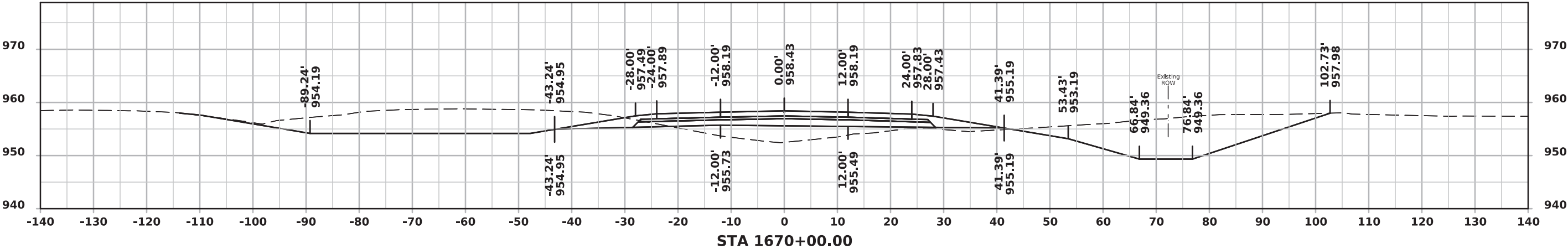
ML - I 80 (EASTBOUND)



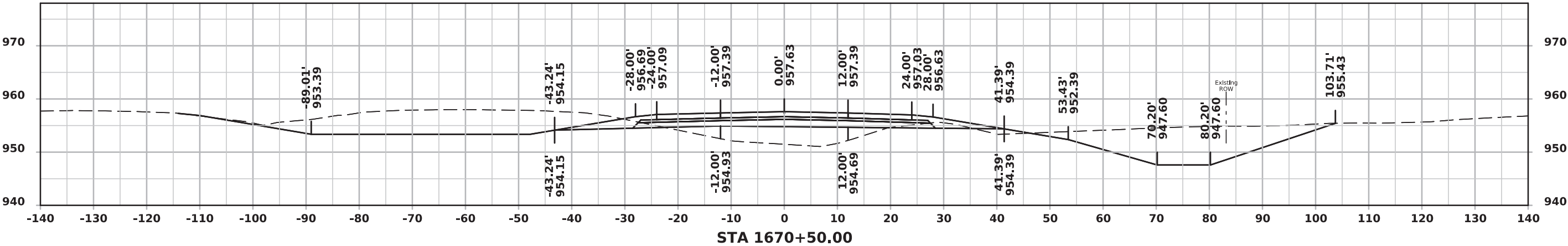
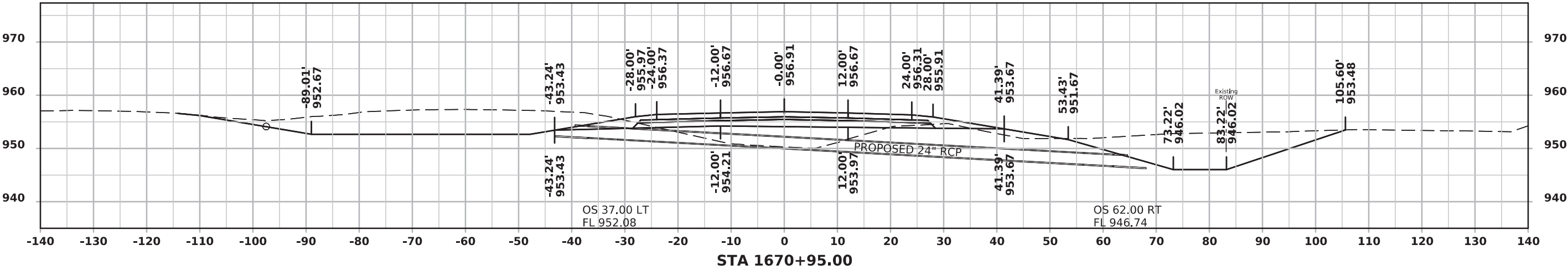
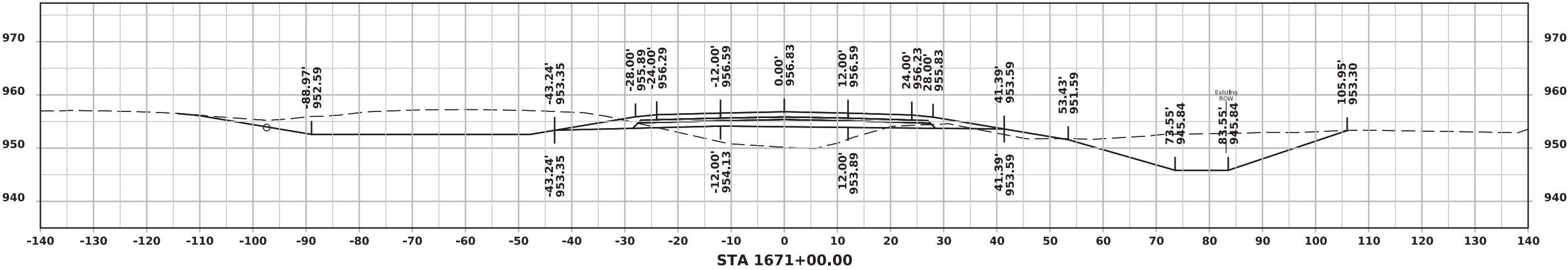
ML - I 80 (EASTBOUND)



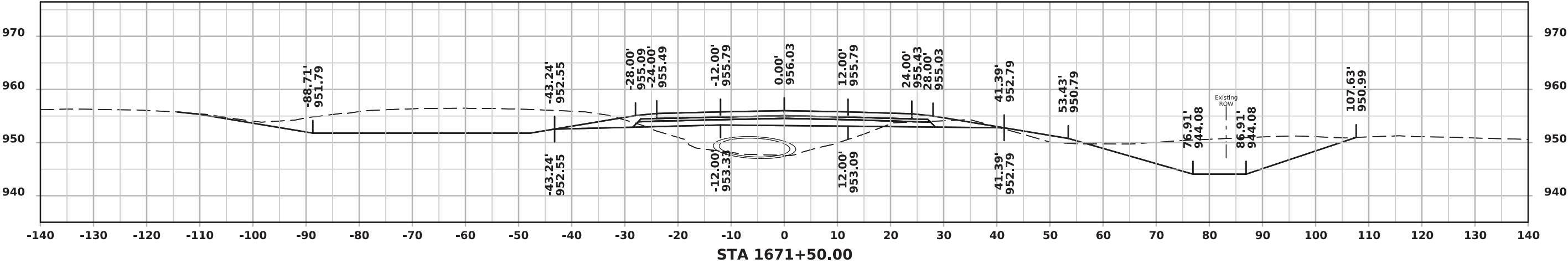
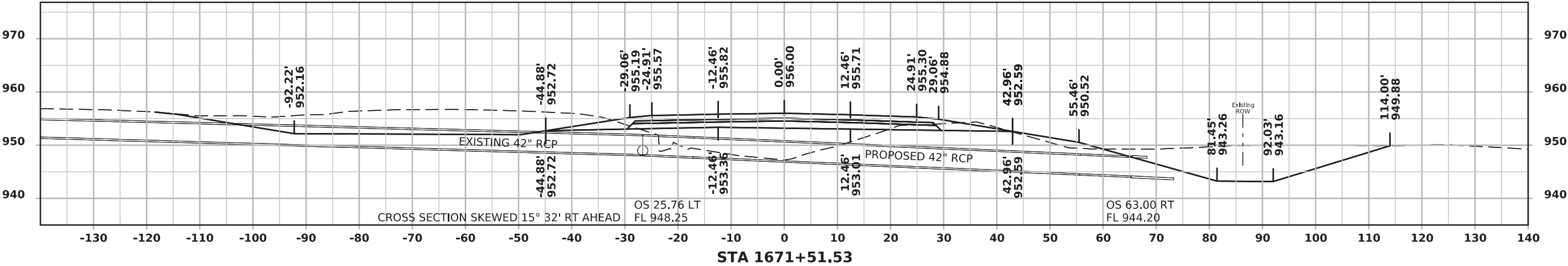
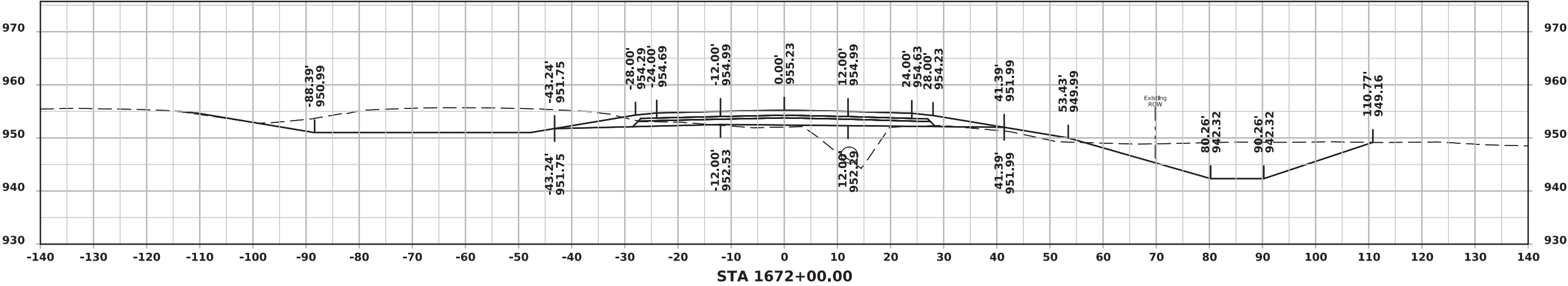
ML - I 80 (EASTBOUND)



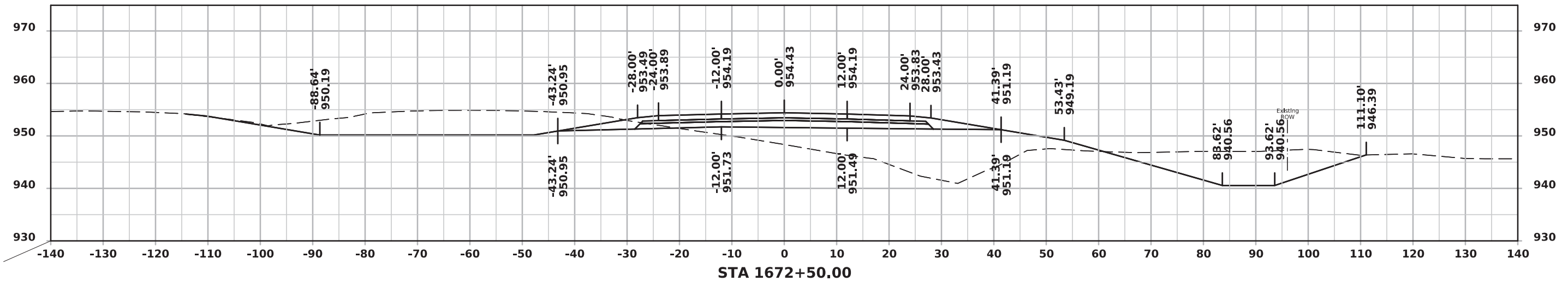
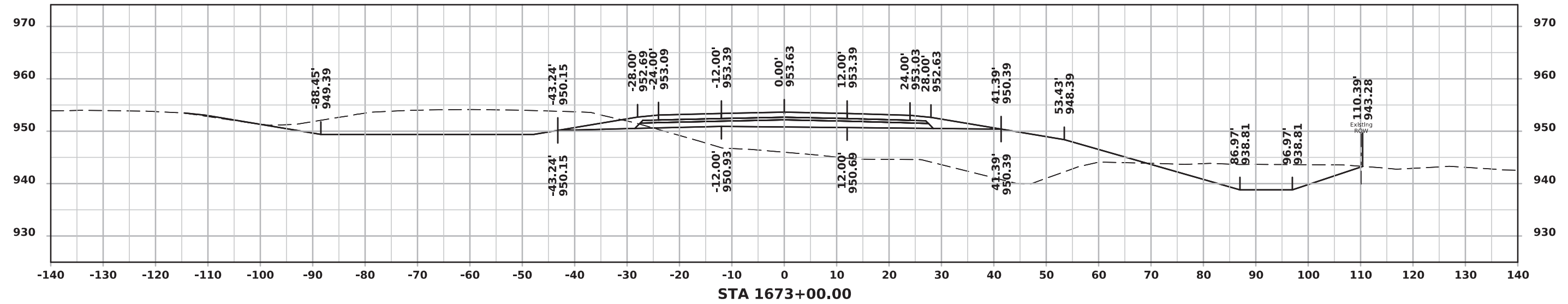
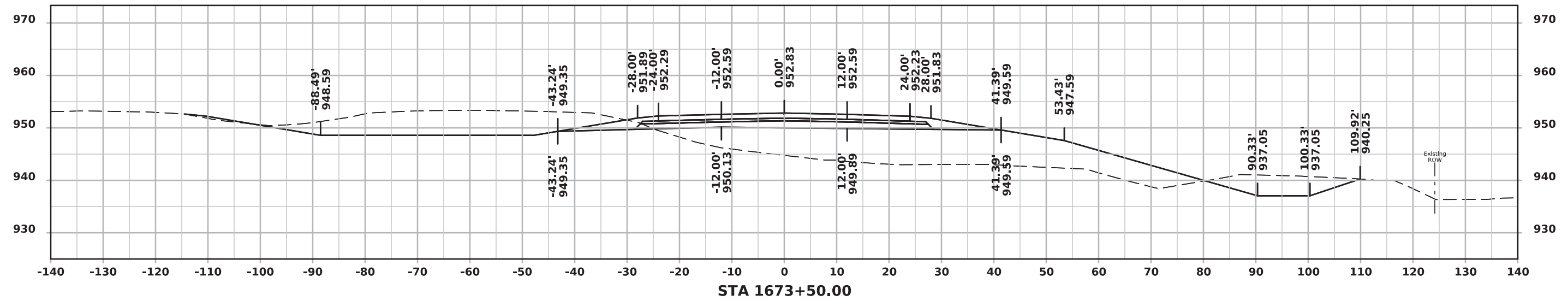
ML - I 80 (EASTBOUND)



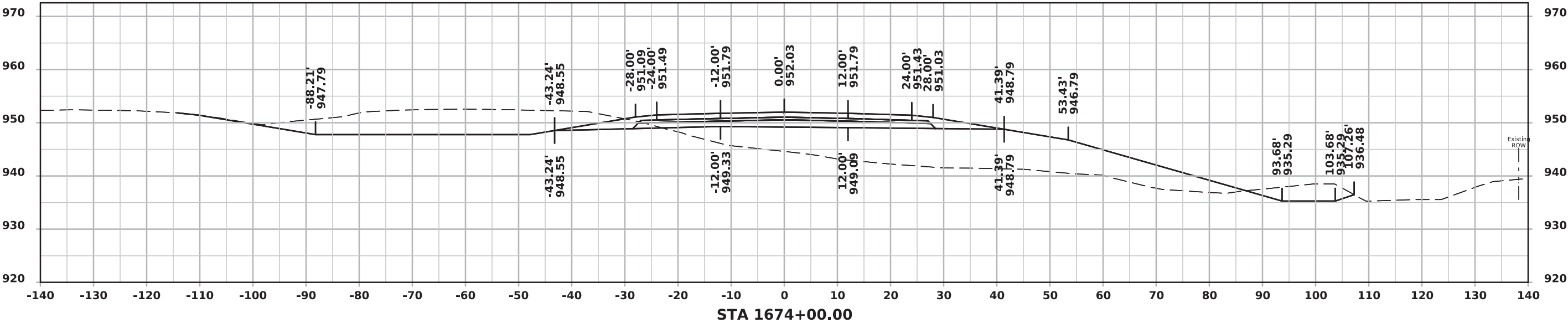
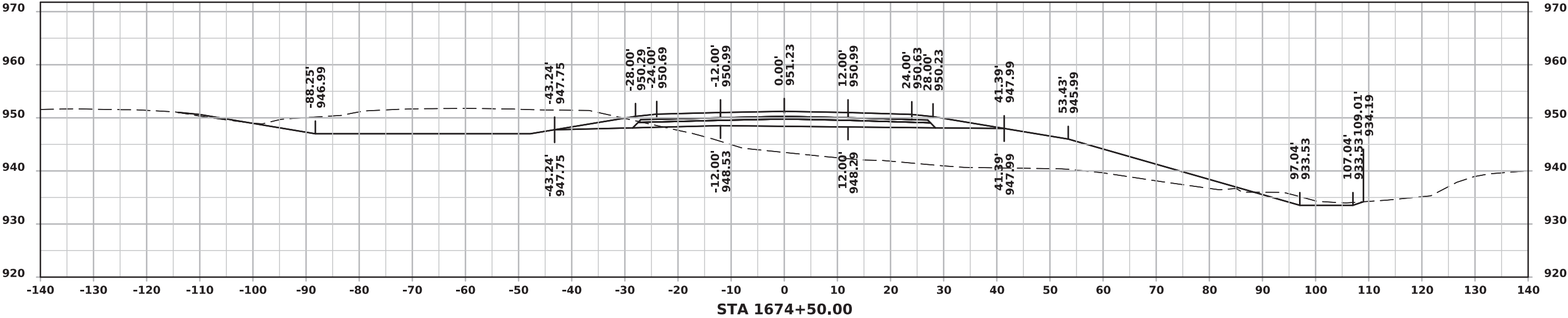
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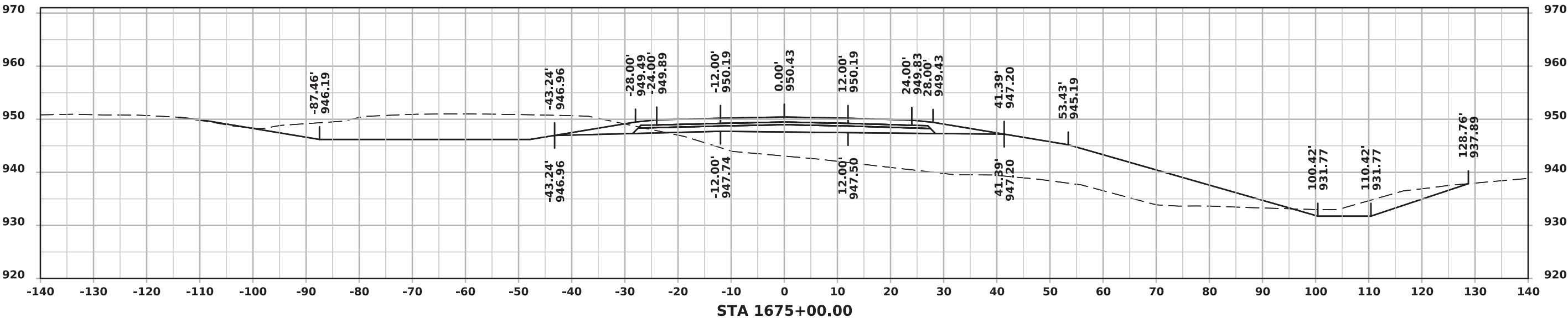
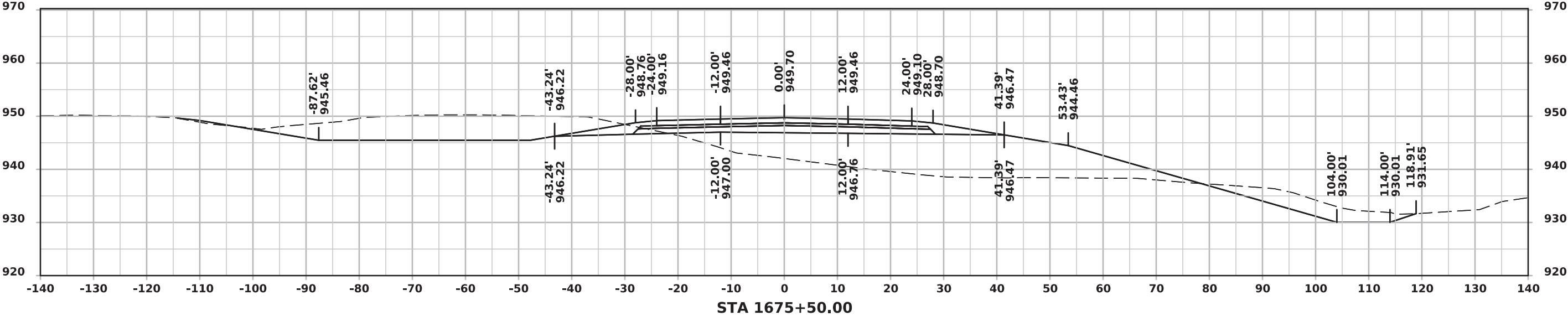
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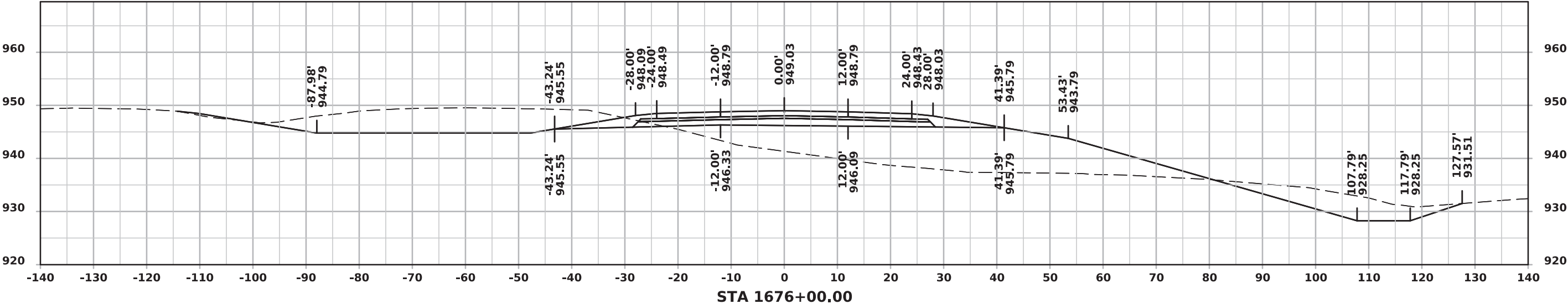
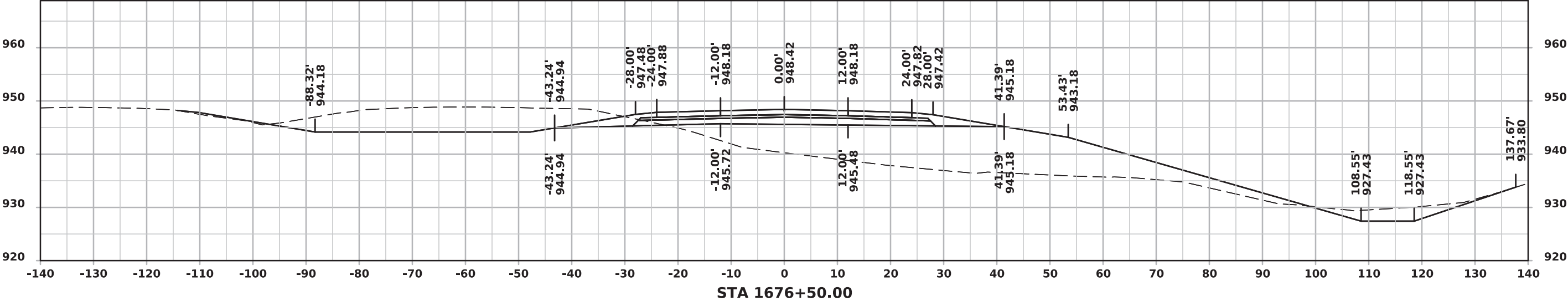
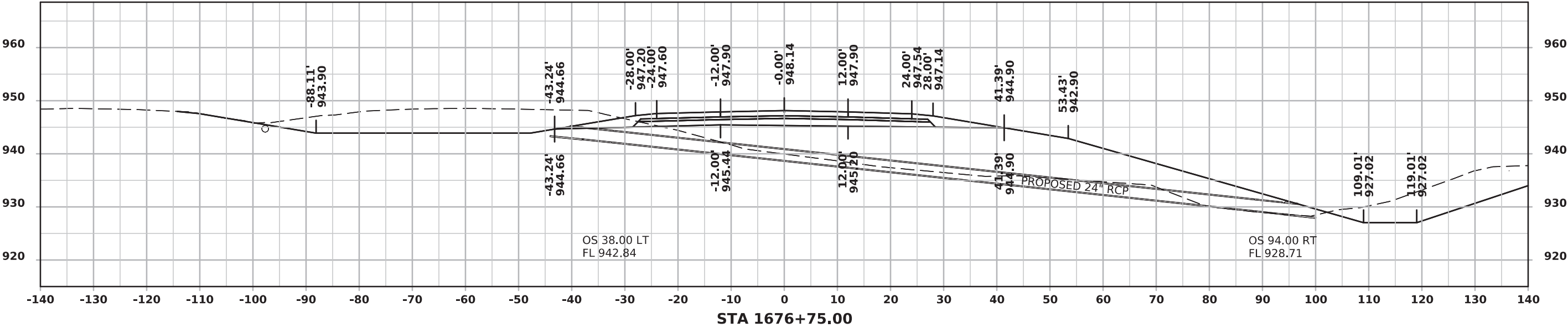
ML - I 80 (EASTBOUND)



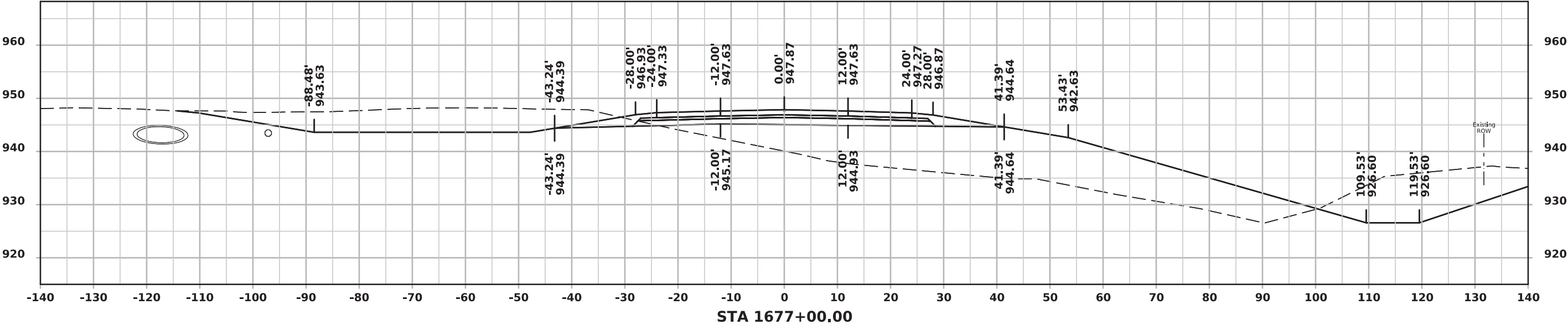
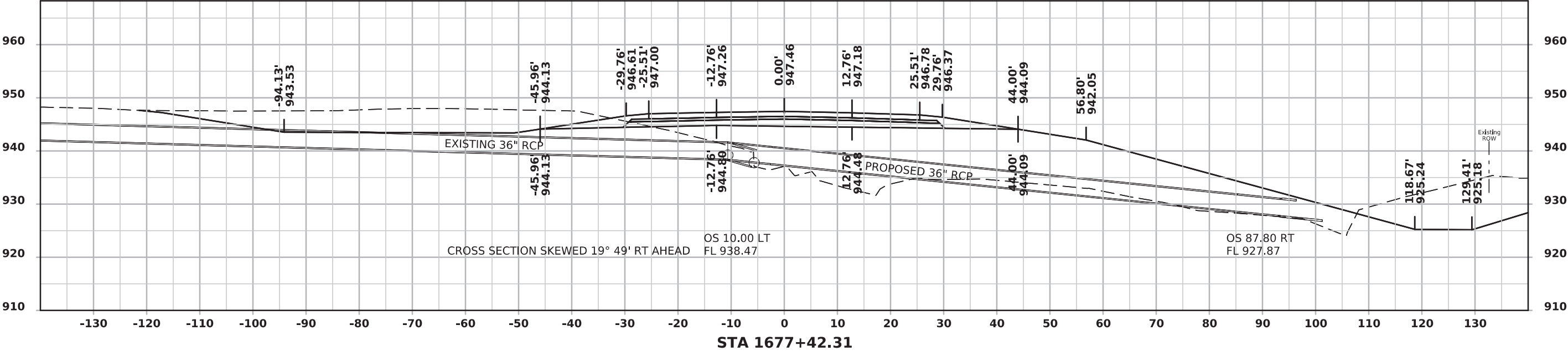
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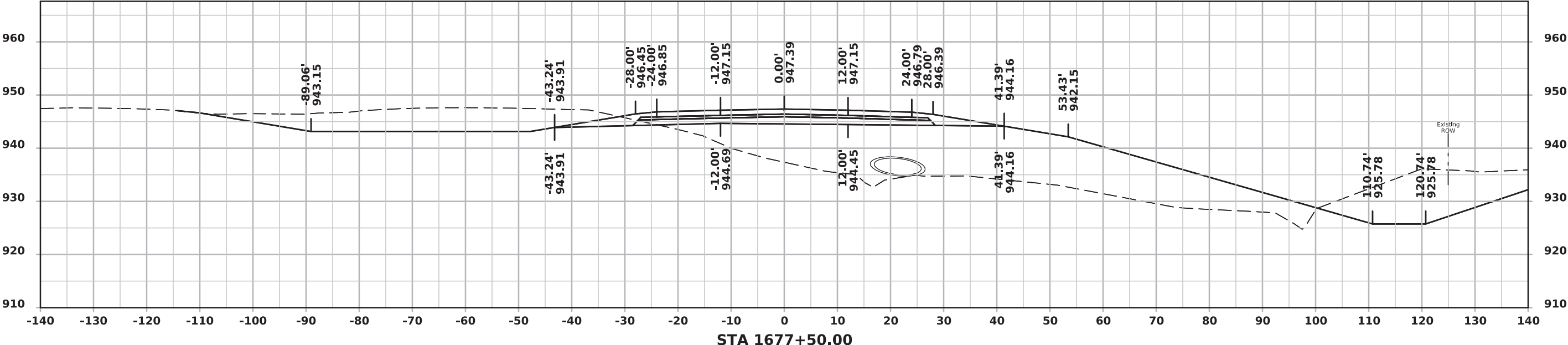
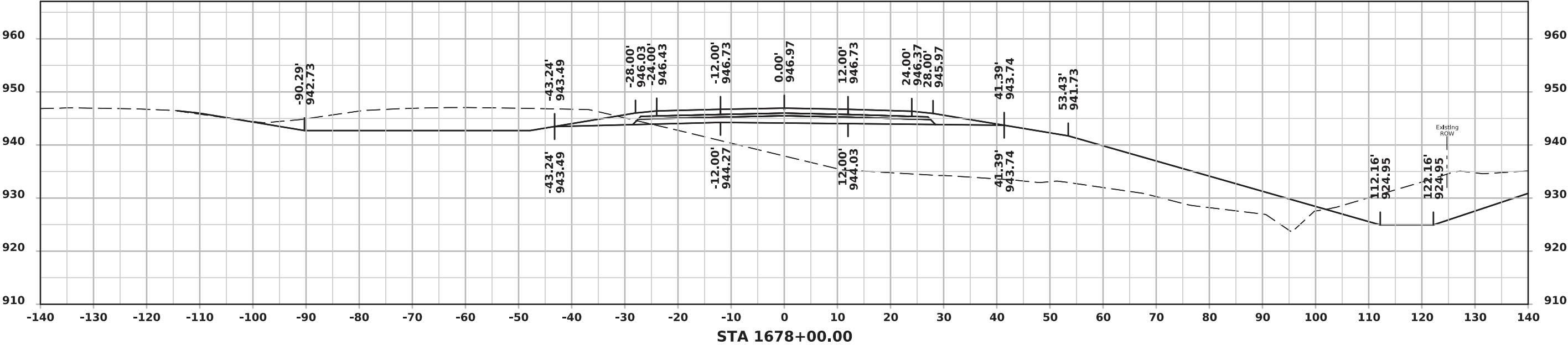
ML - I 80 (EASTBOUND)



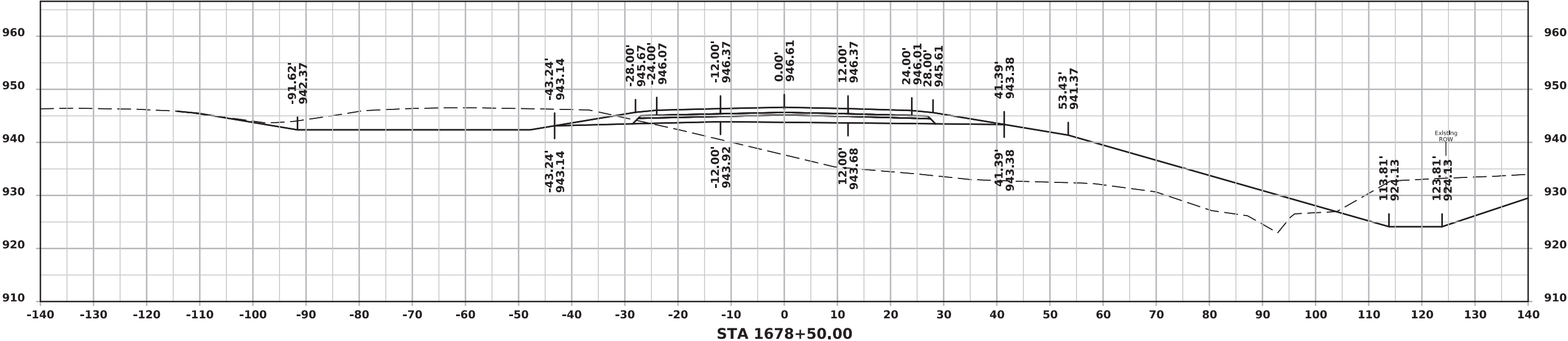
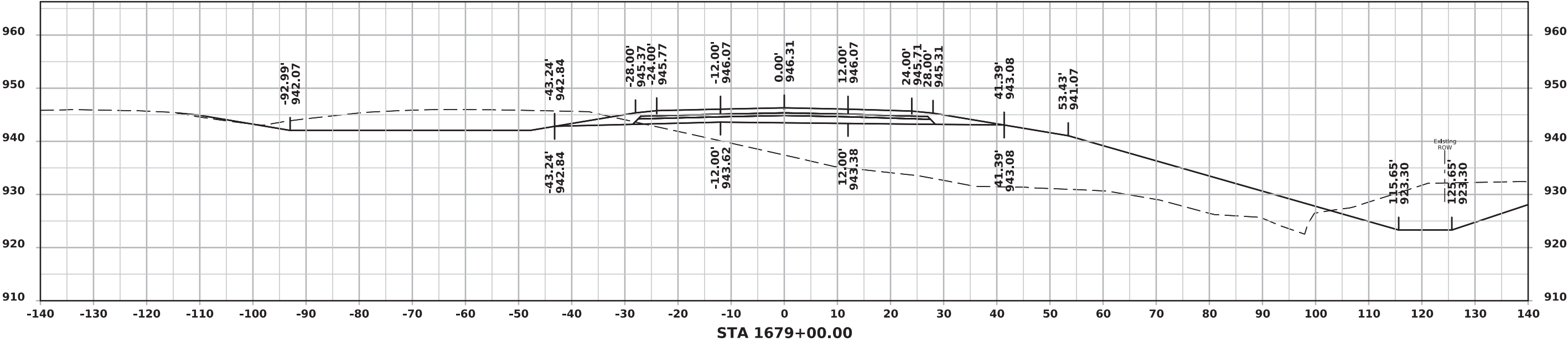
ML - I 80 (EASTBOUND)



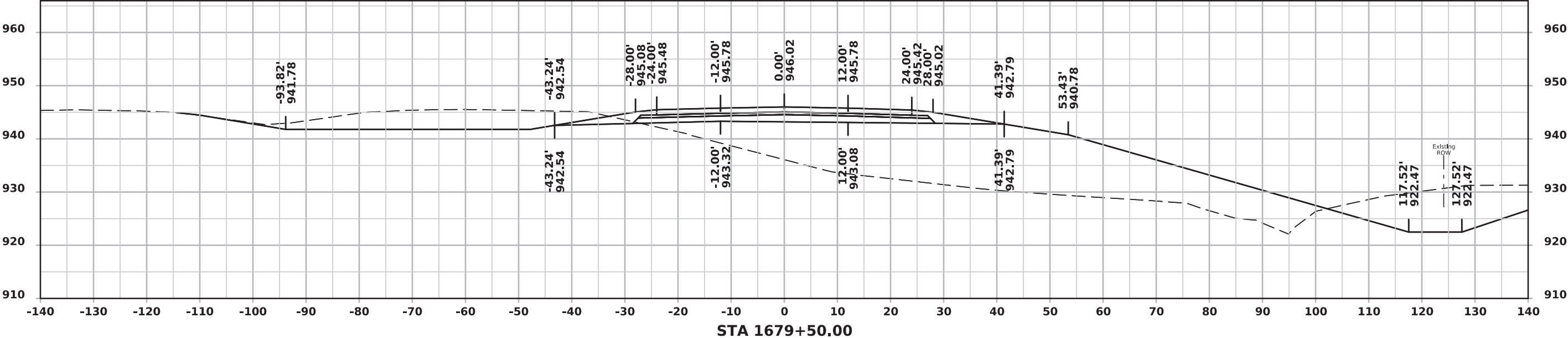
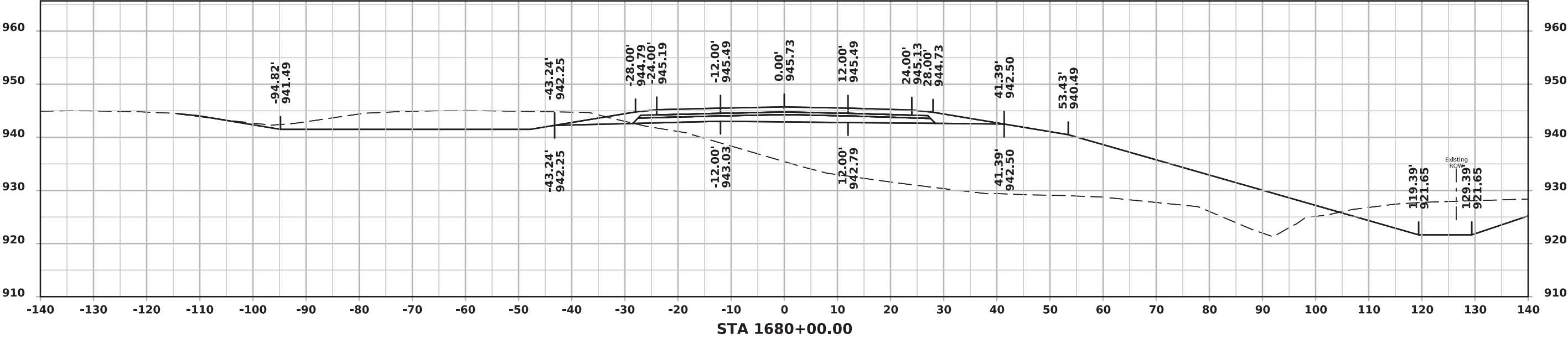
ML - I 80 (EASTBOUND)



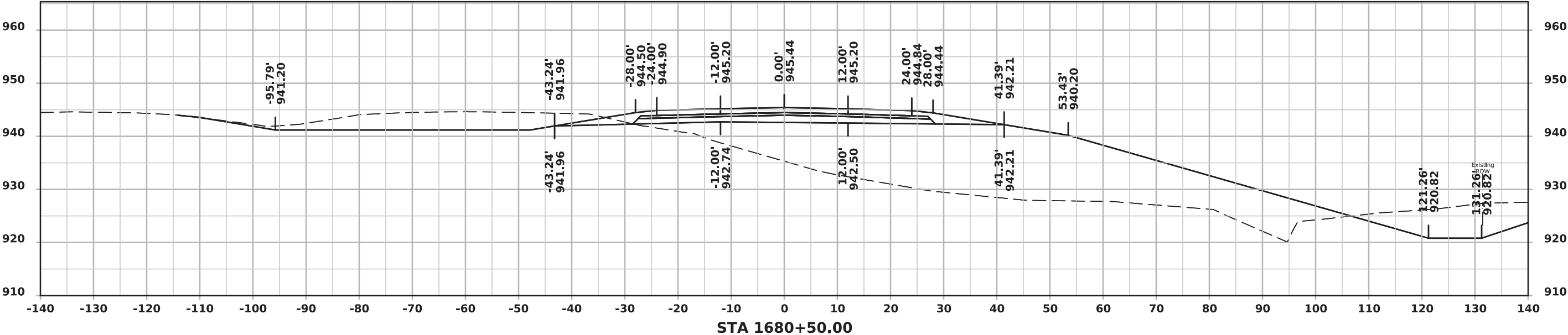
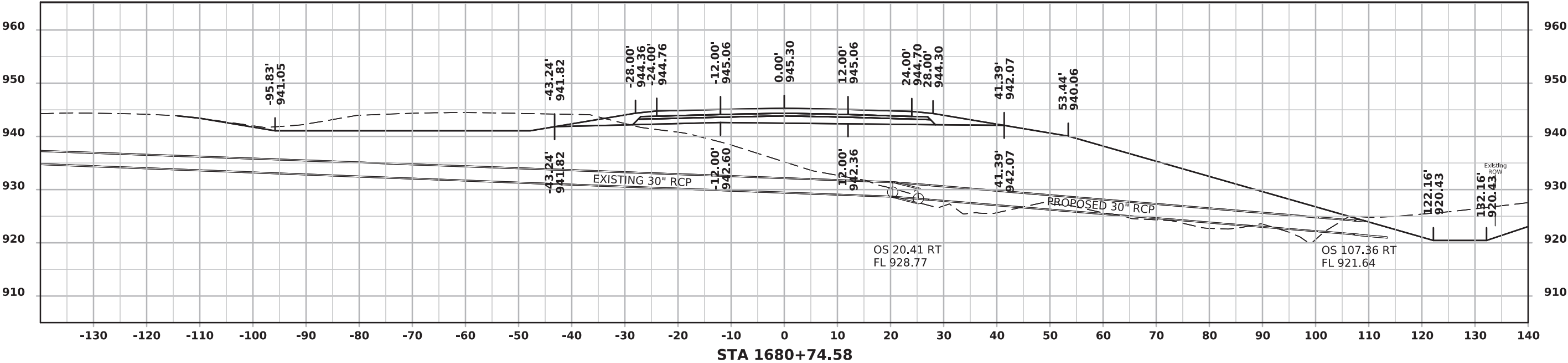
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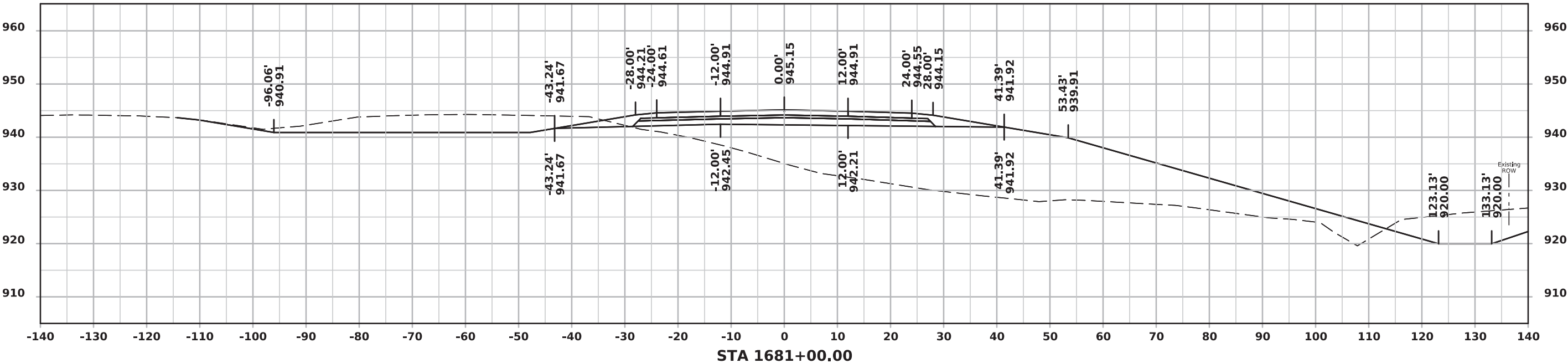
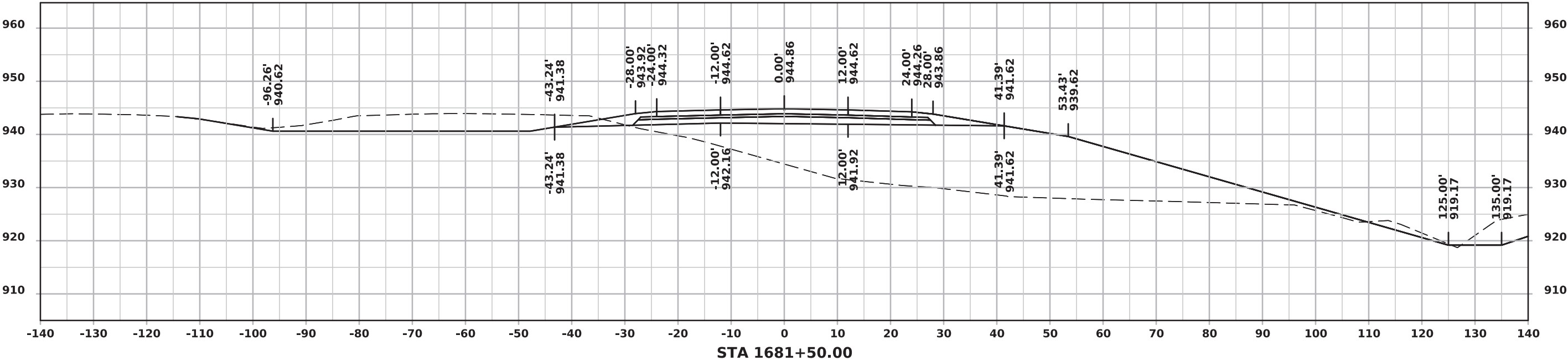
ML - I 80 (EASTBOUND)



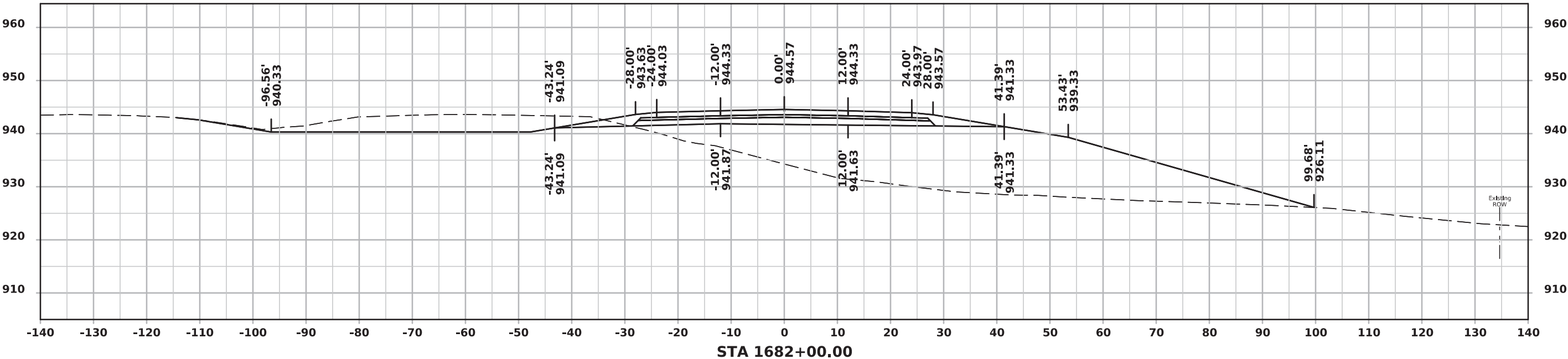
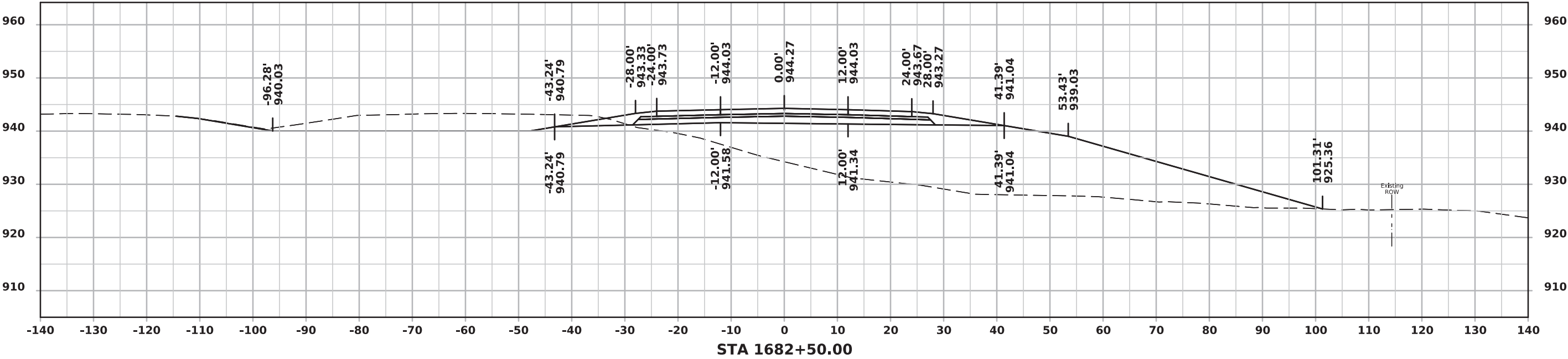
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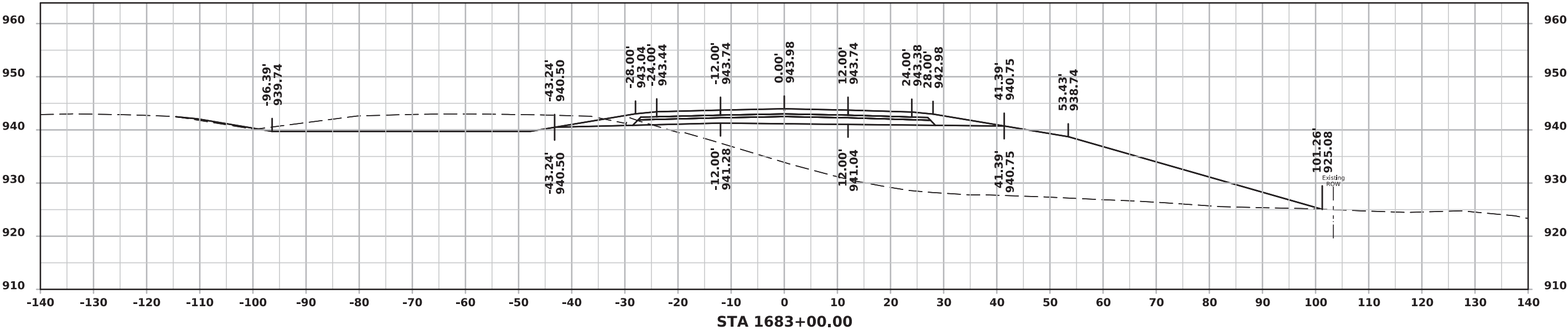
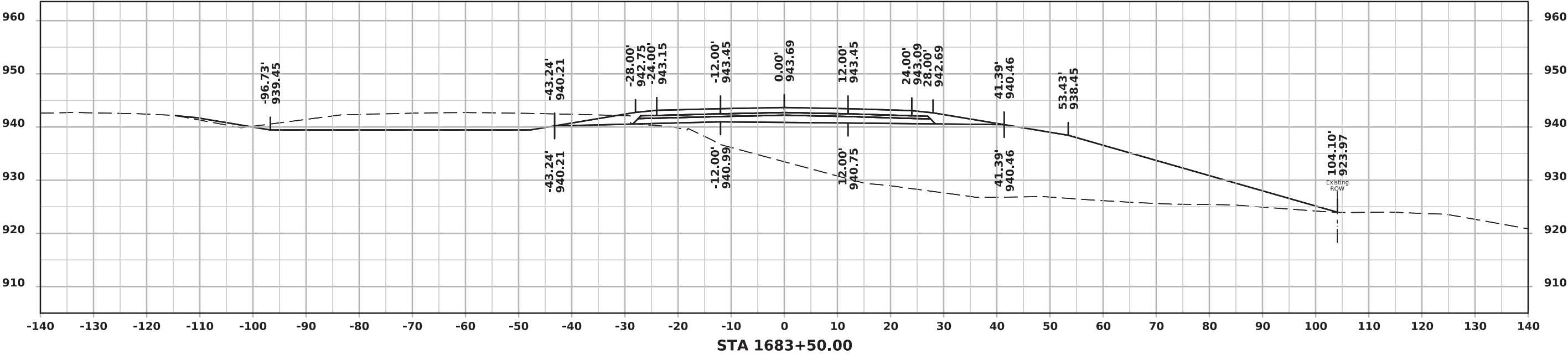
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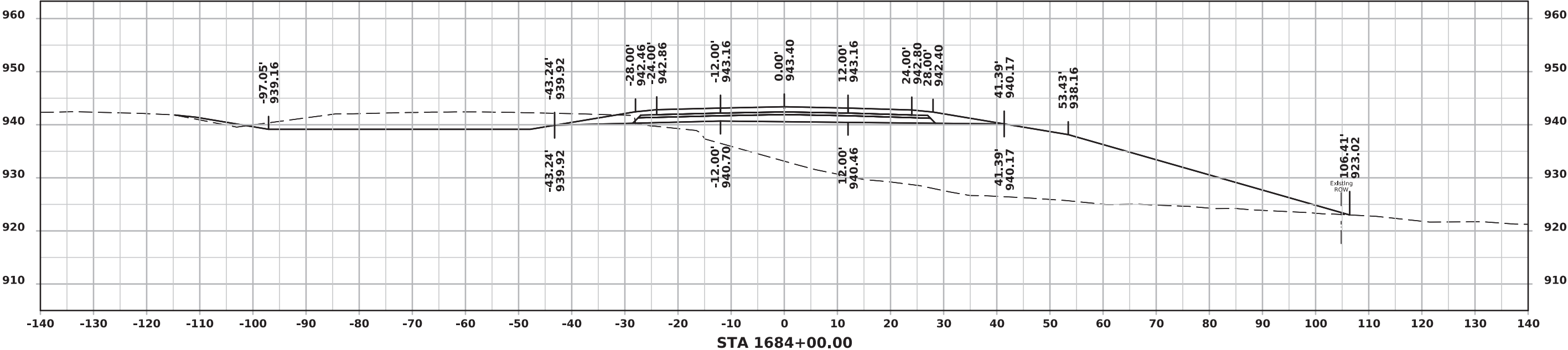
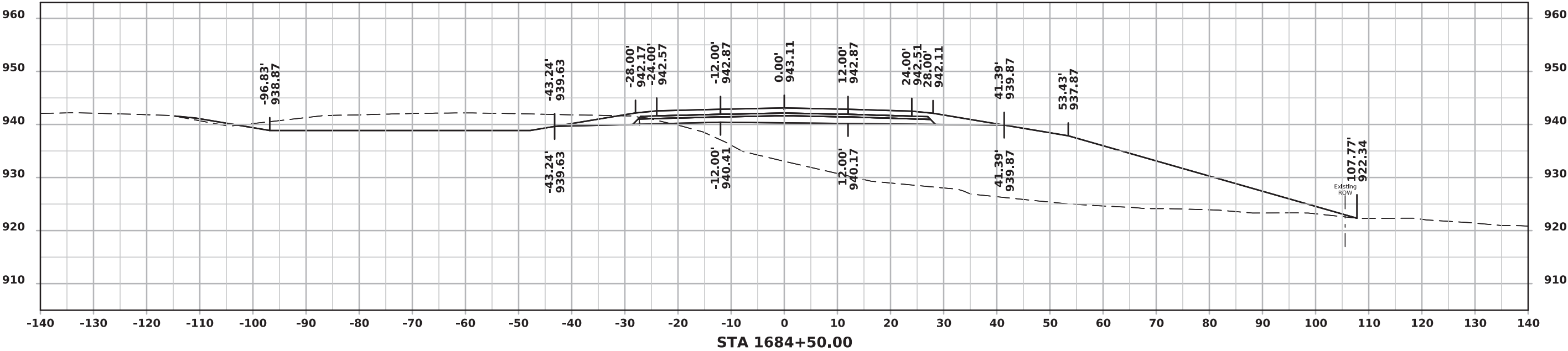
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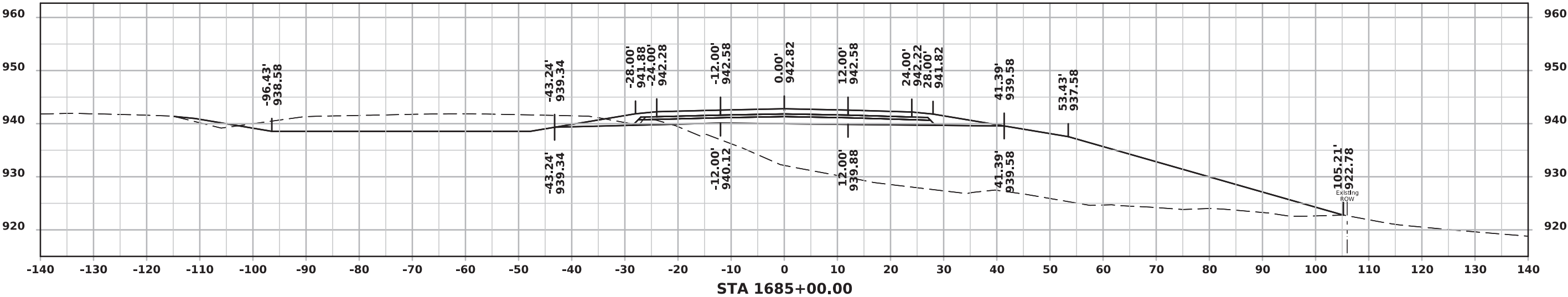
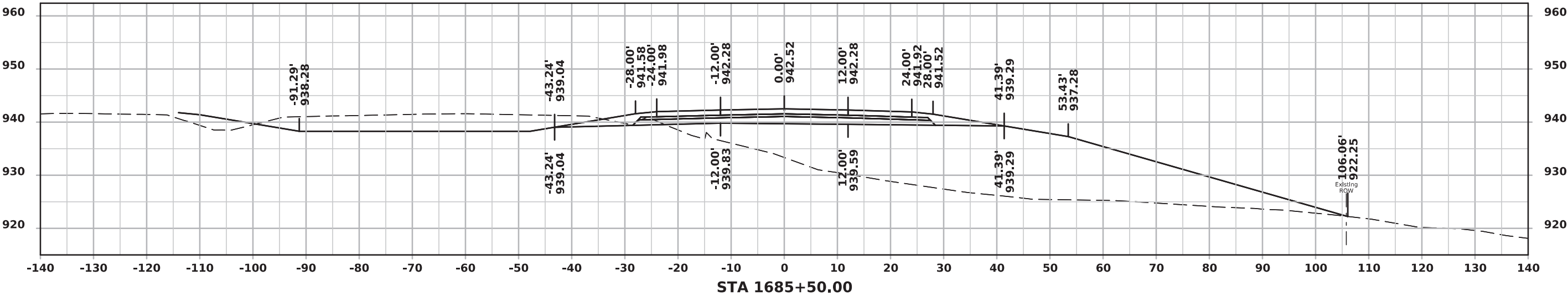
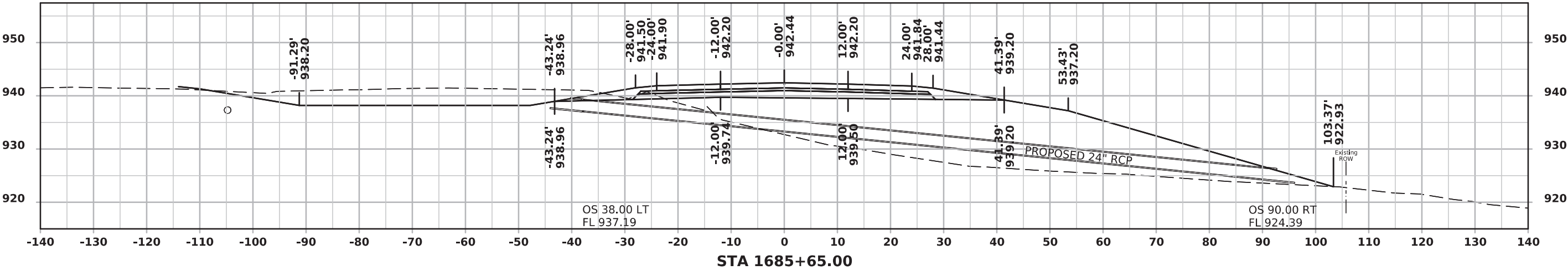
ML - I 80 (EASTBOUND)



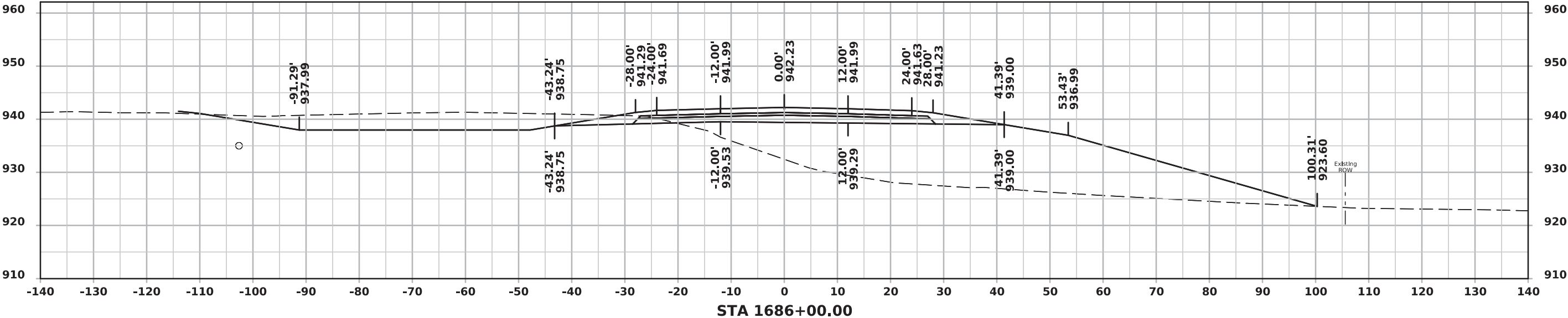
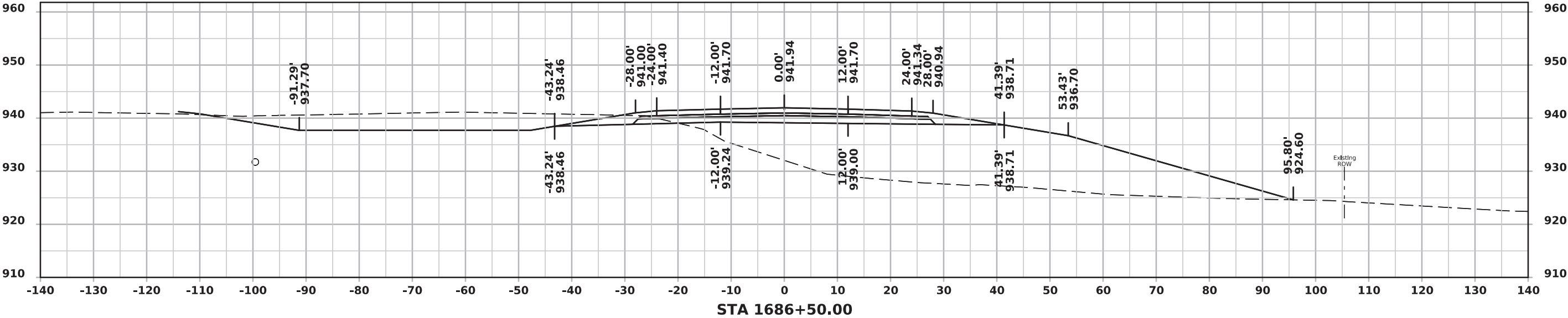
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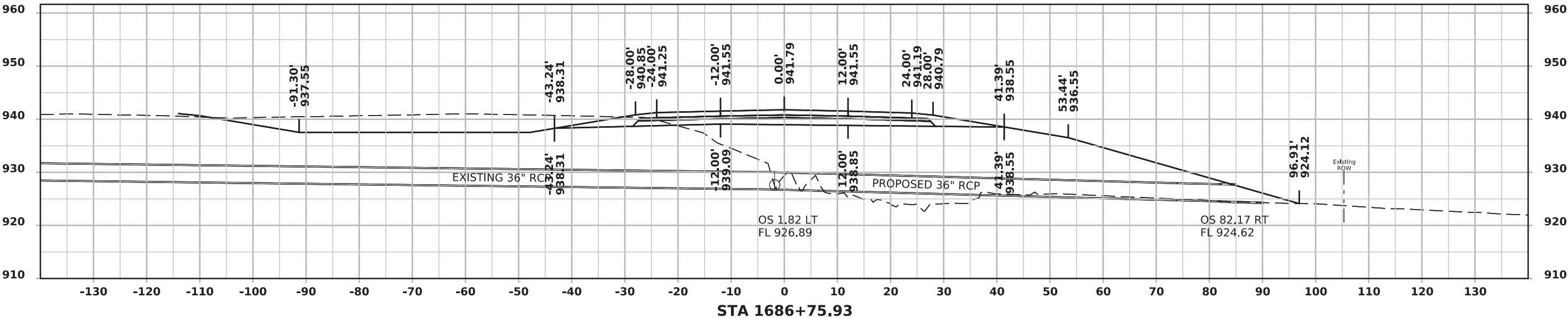
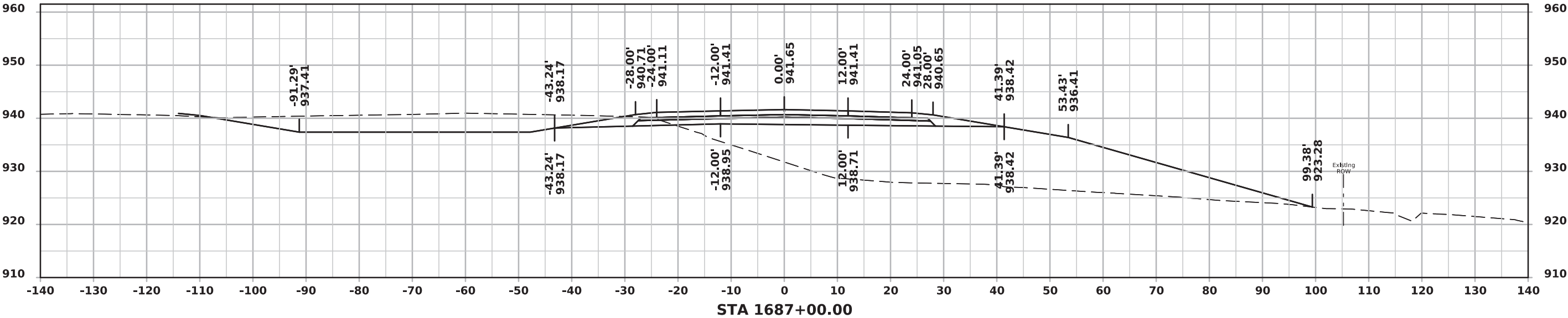
ML - I 80 (EASTBOUND)



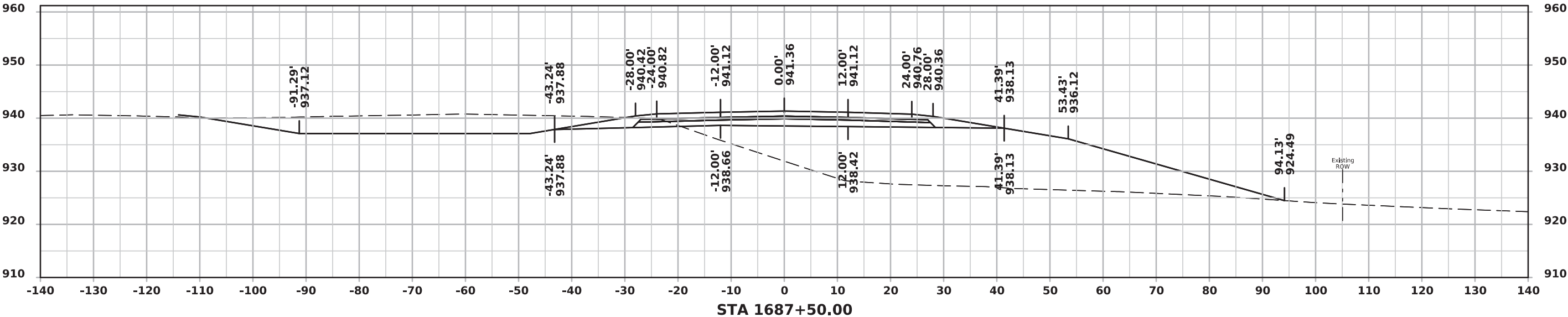
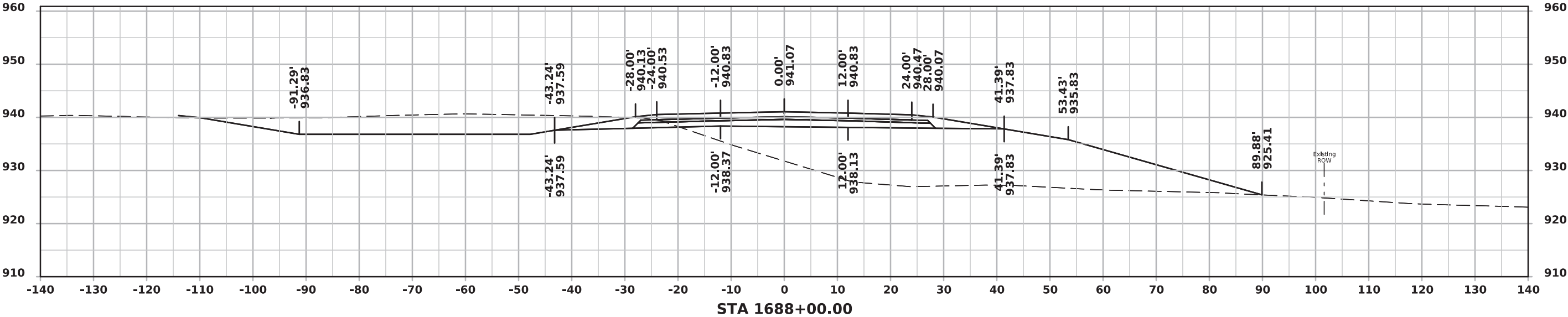
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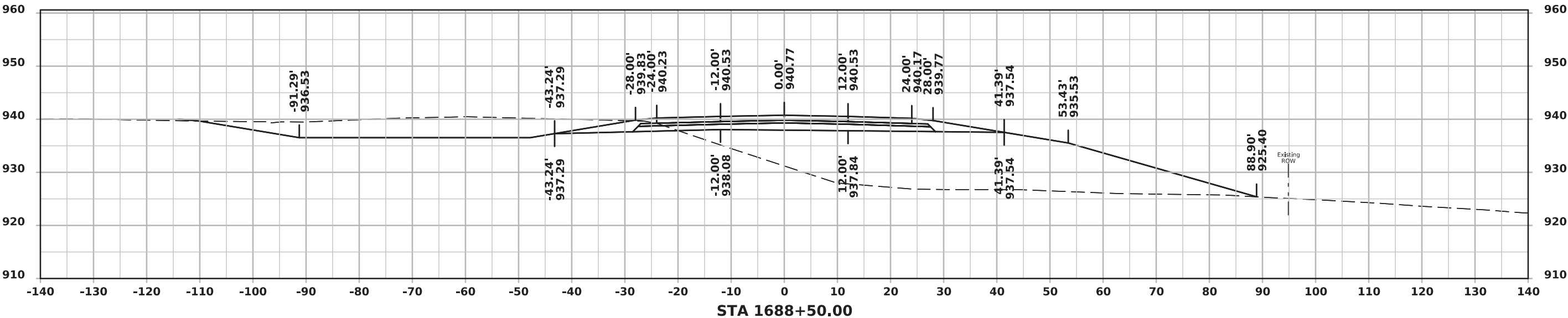
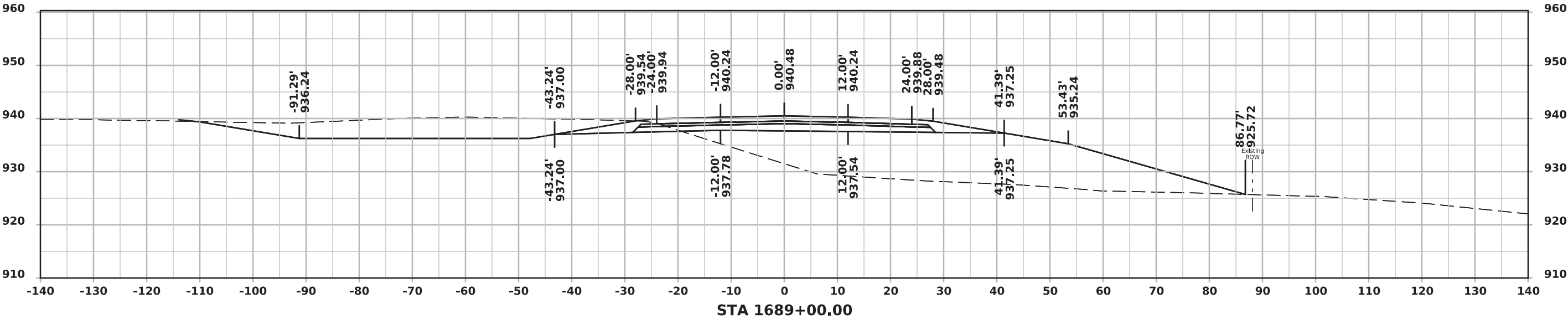
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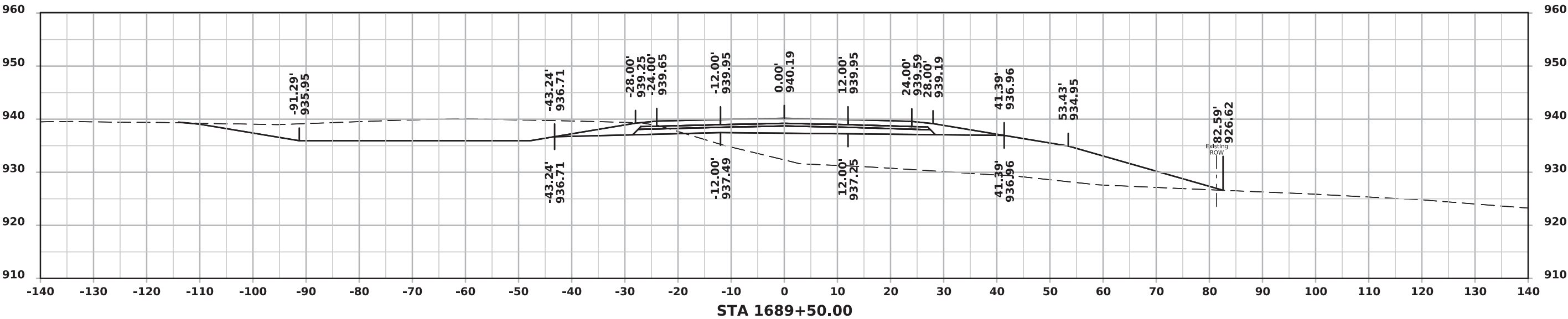
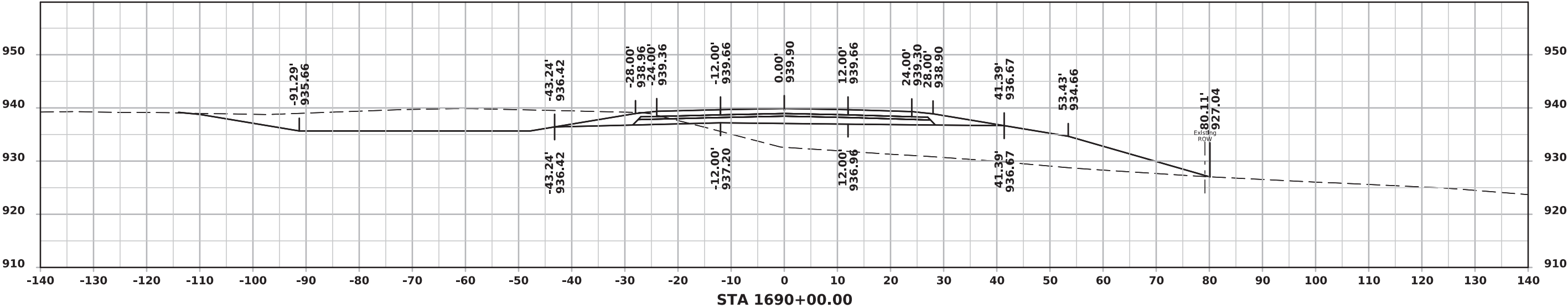
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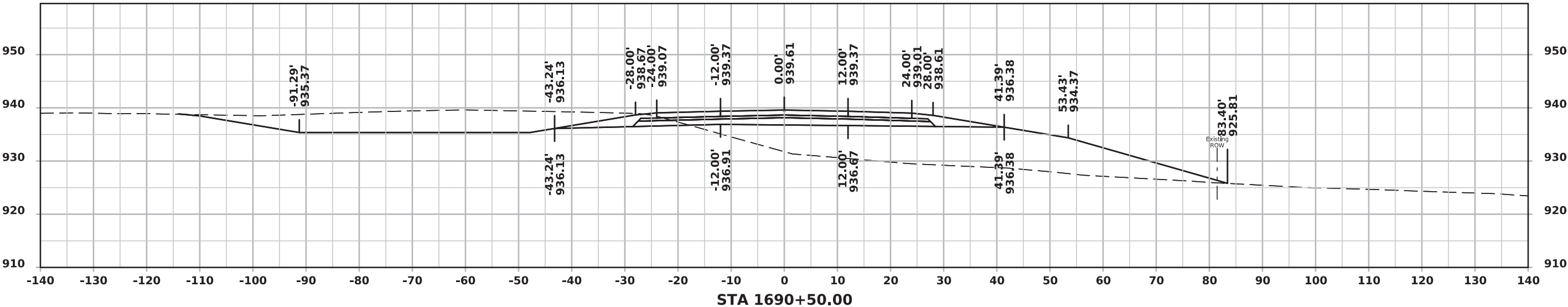
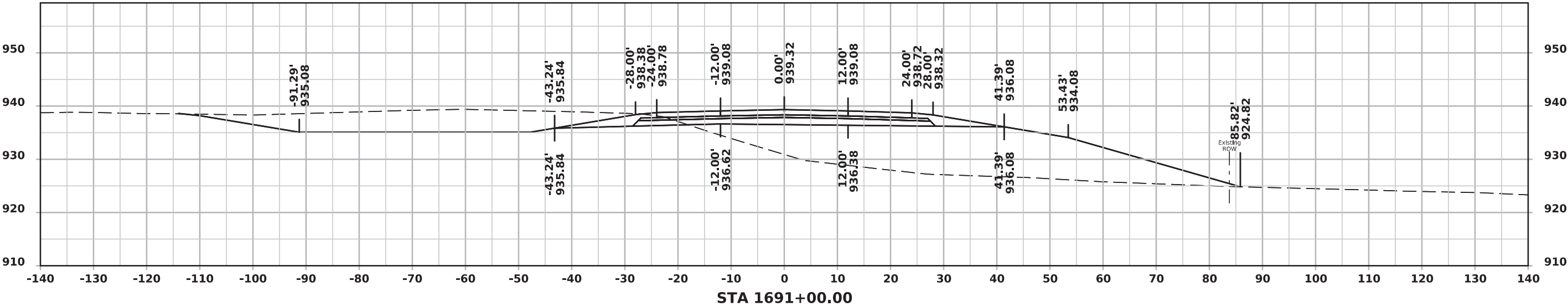
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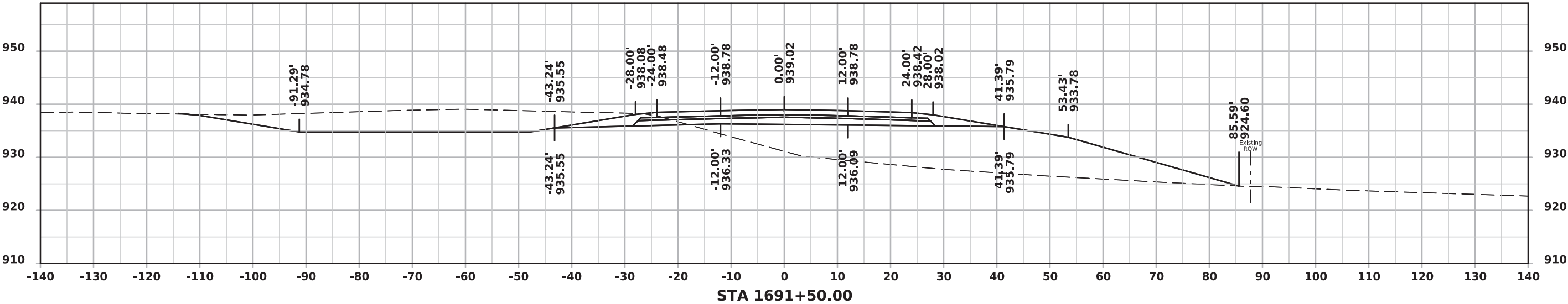
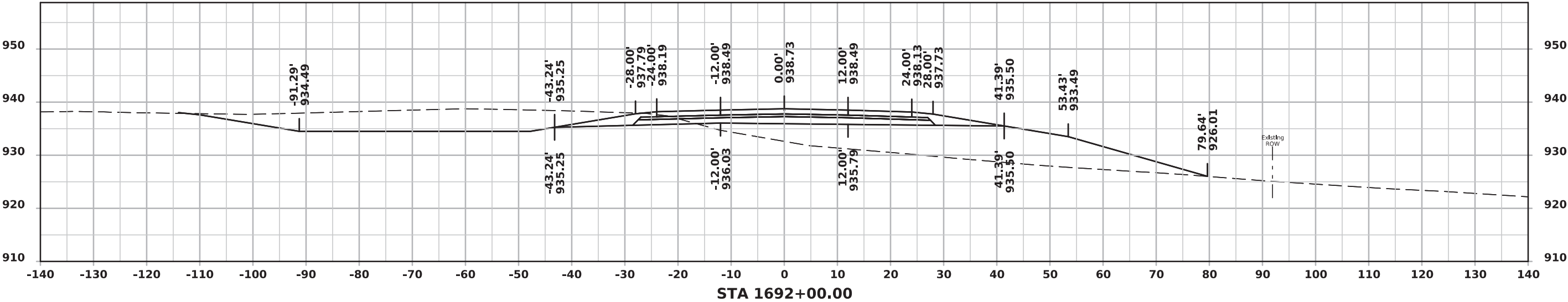
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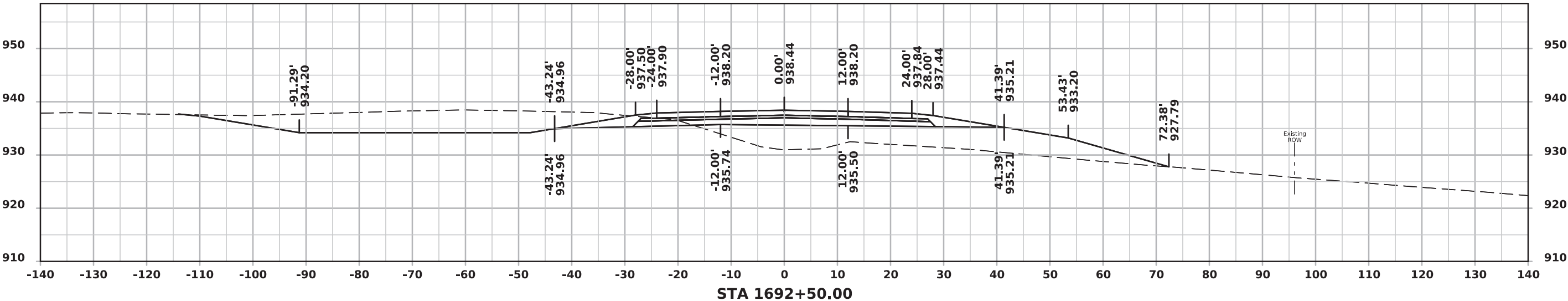
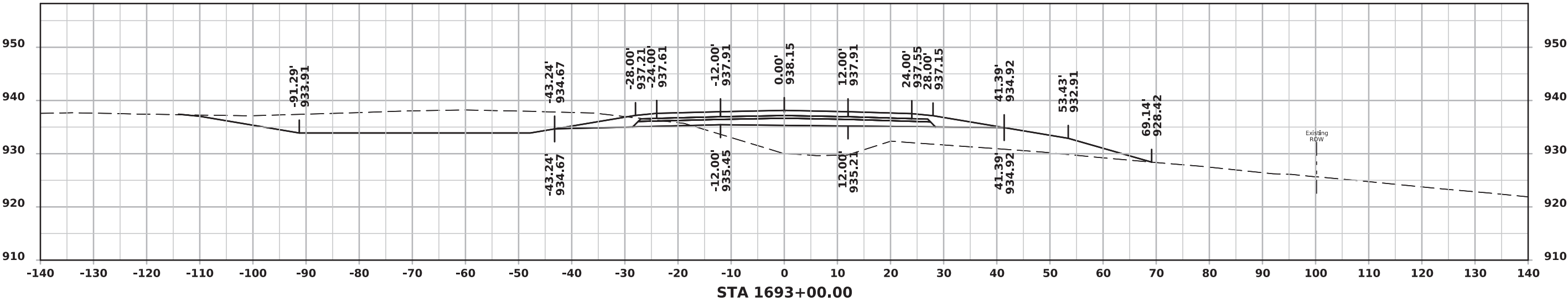
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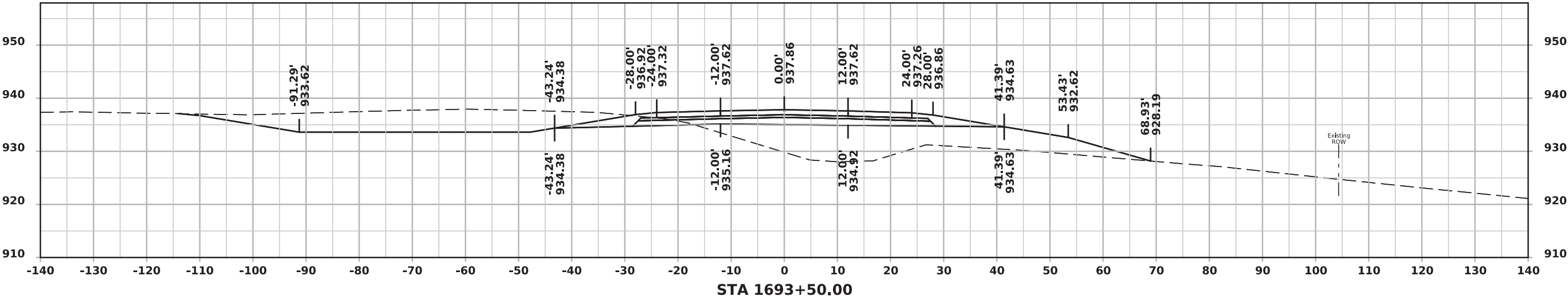
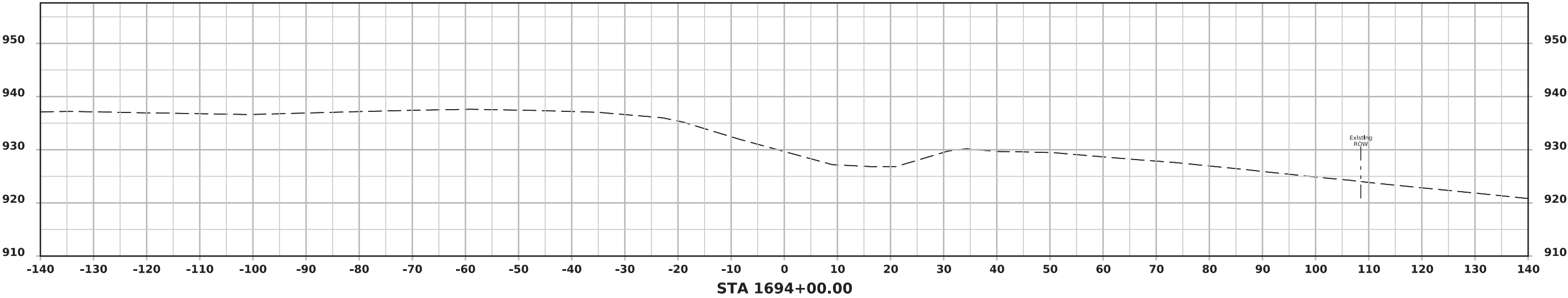
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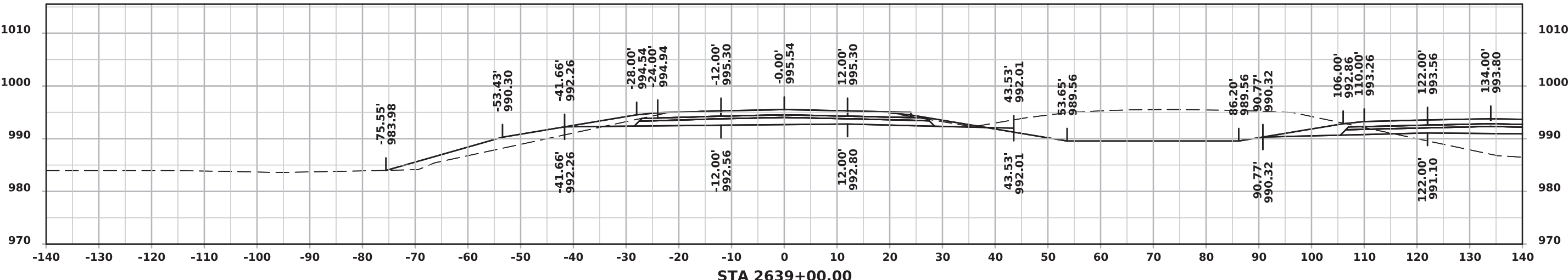
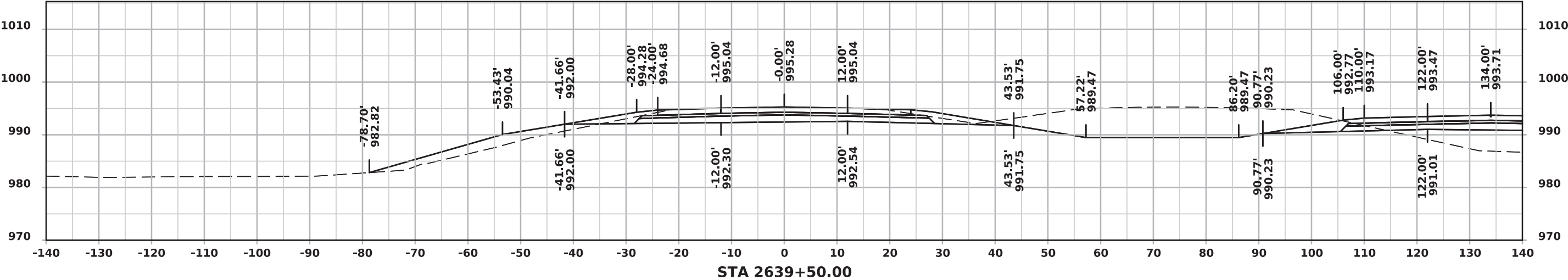
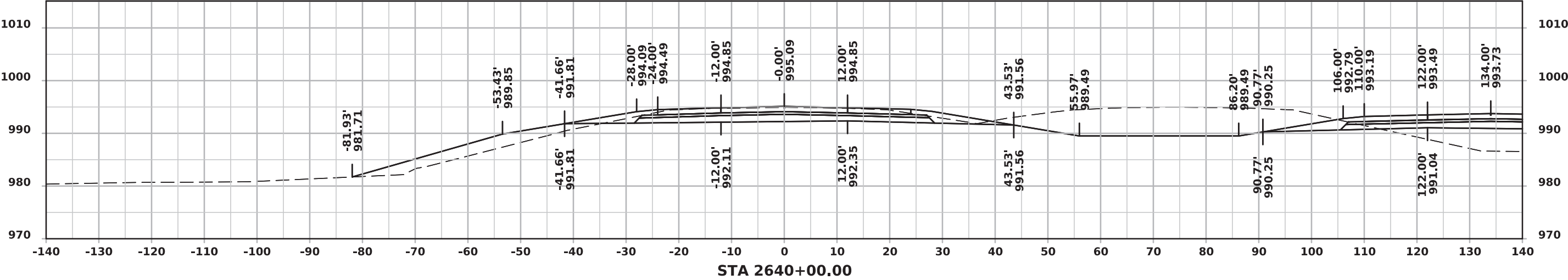
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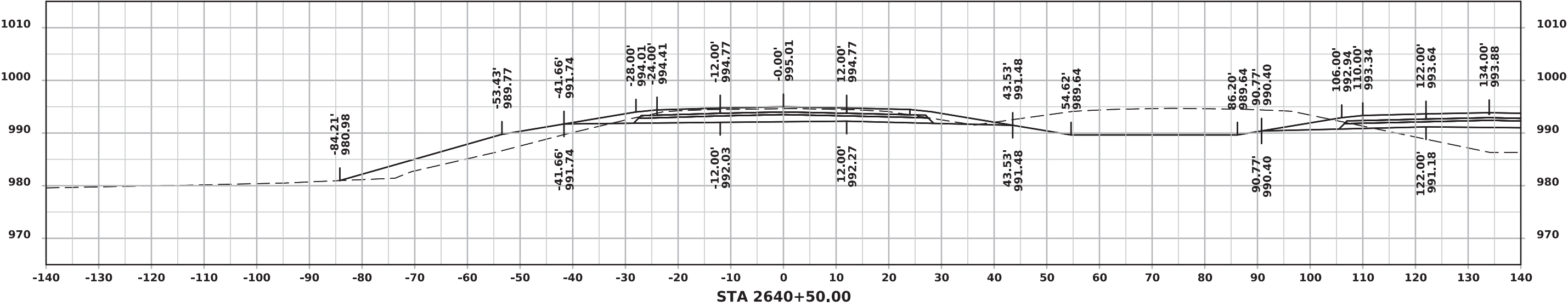
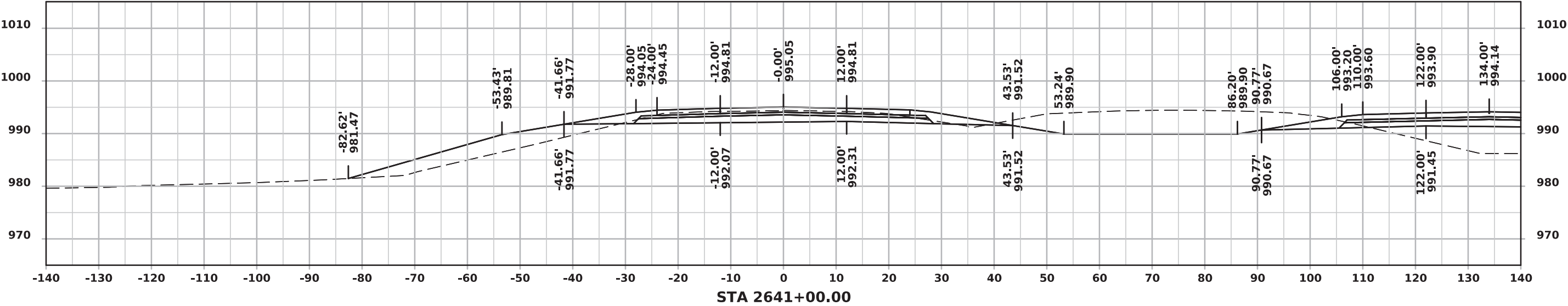
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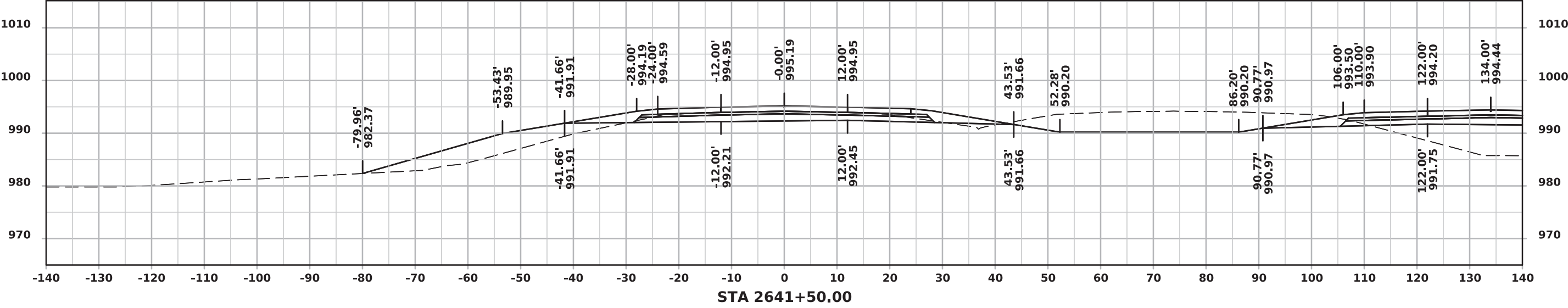
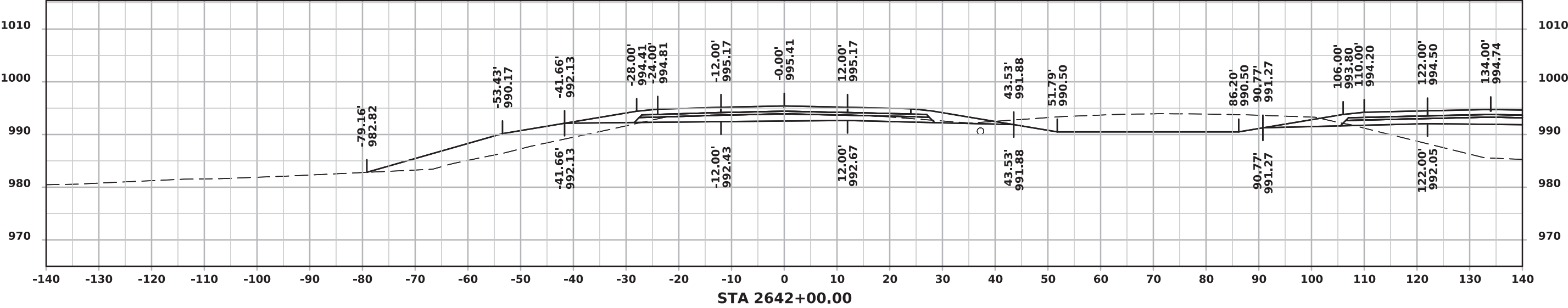
ML - I 80 (WESTBOUND)



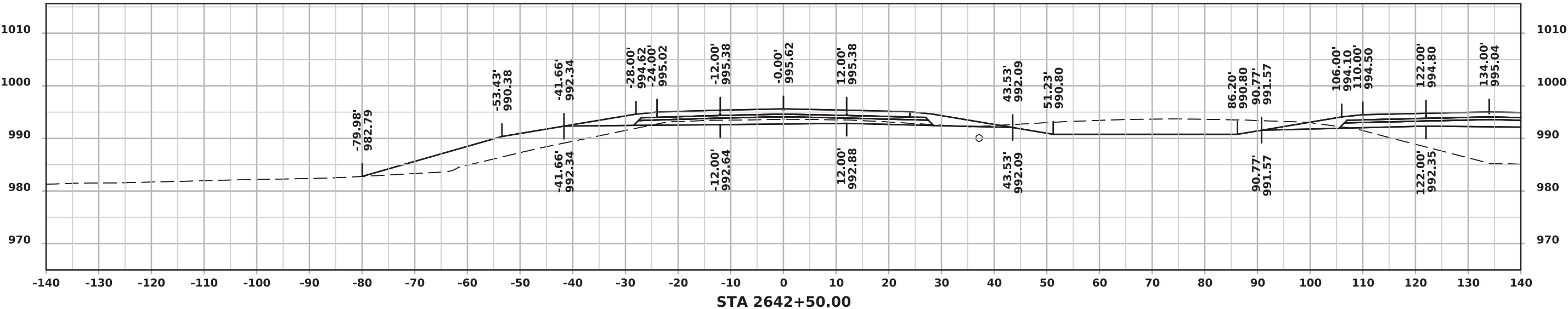
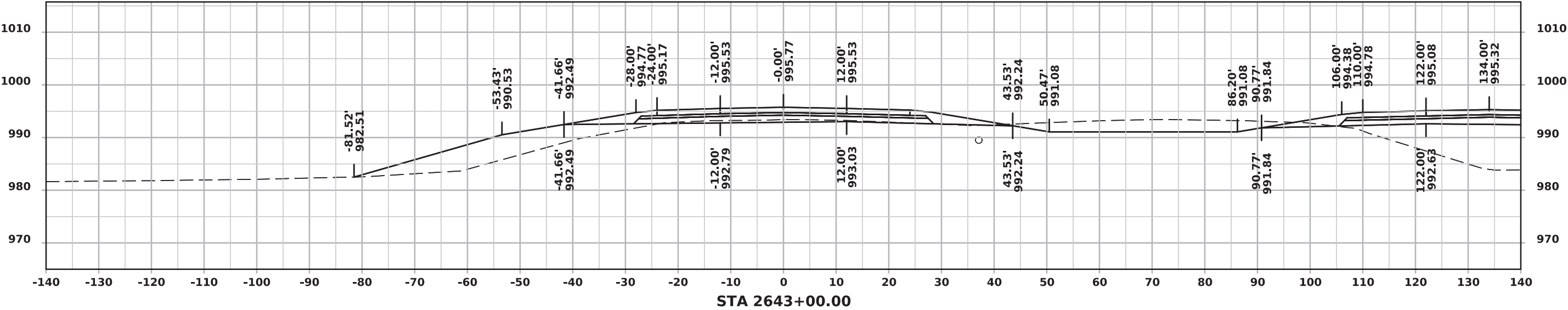
ML - I 80 (WESTBOUND)



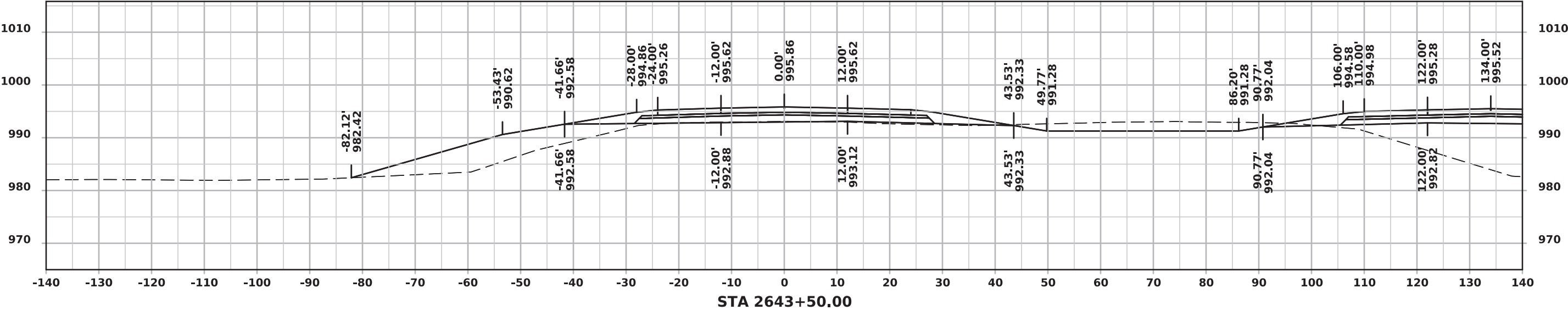
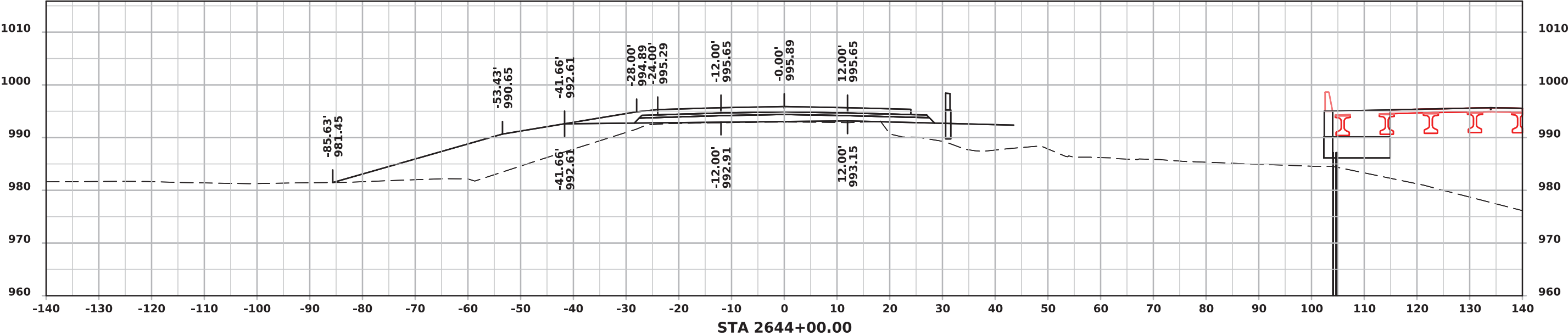
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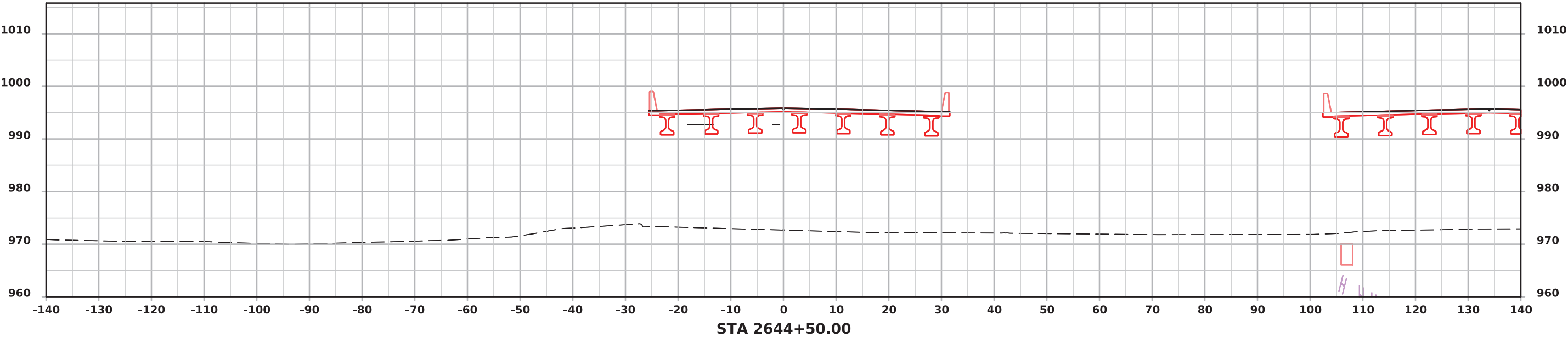
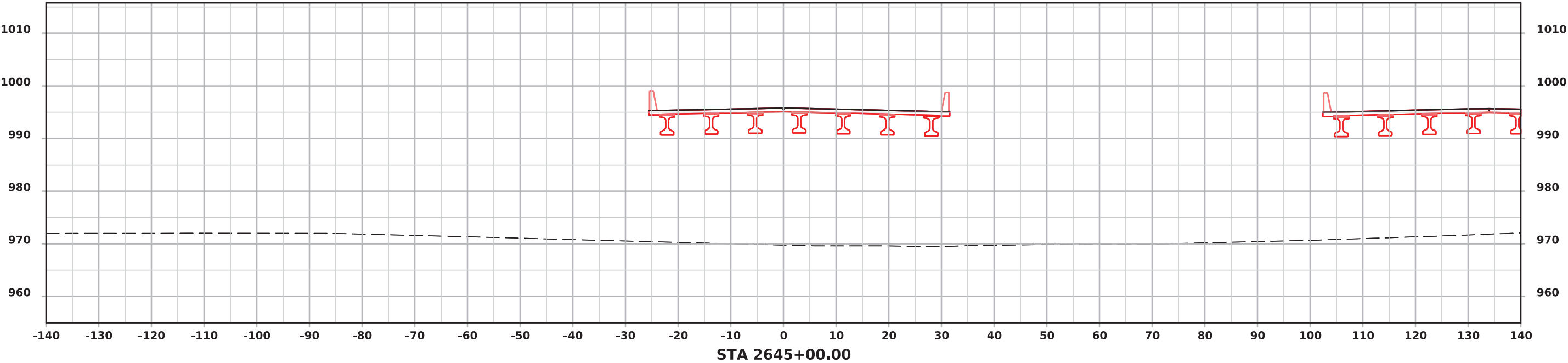
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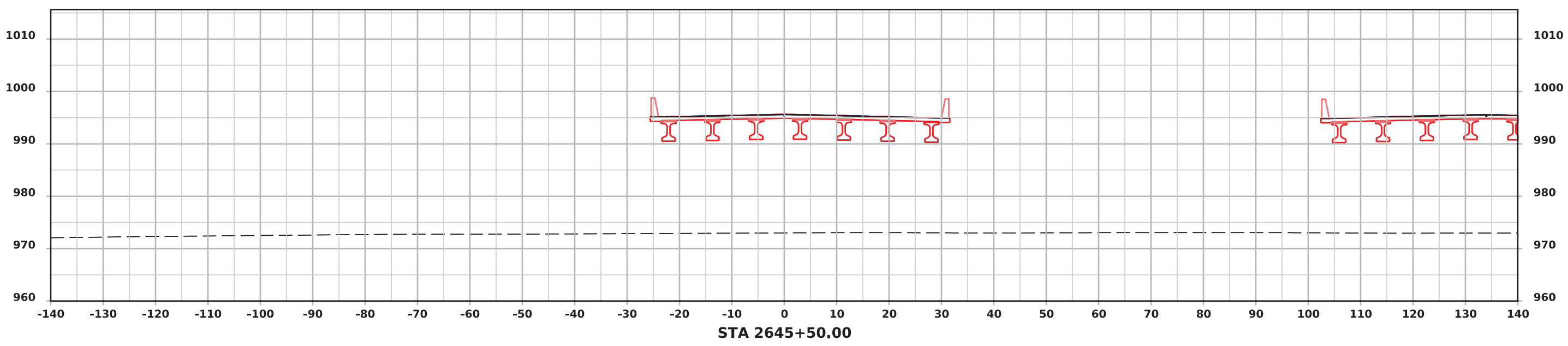
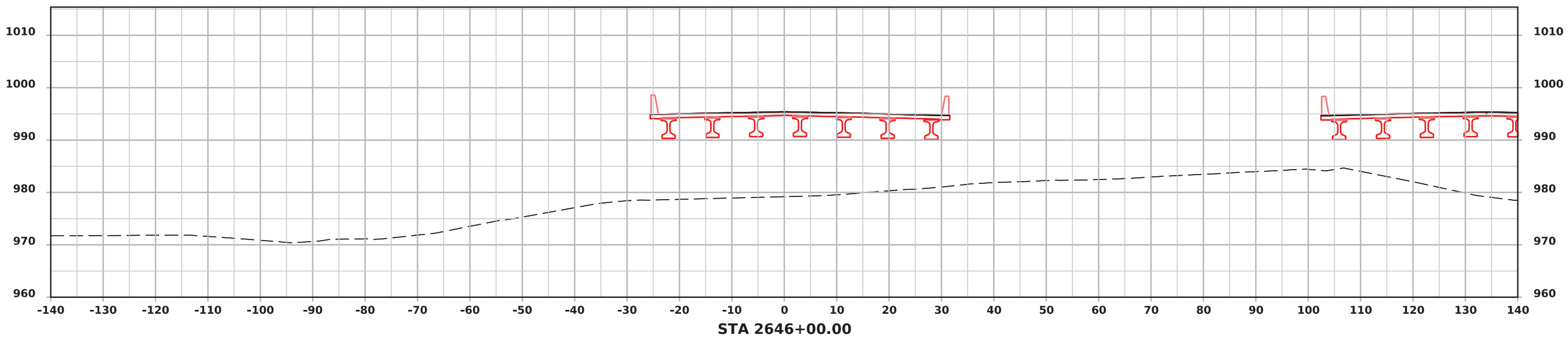
ML - I 80 (WESTBOUND)



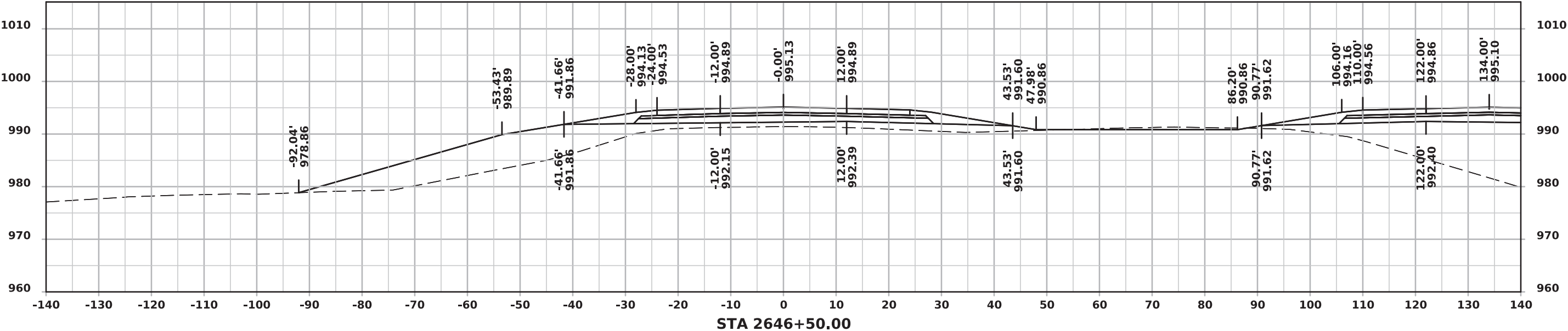
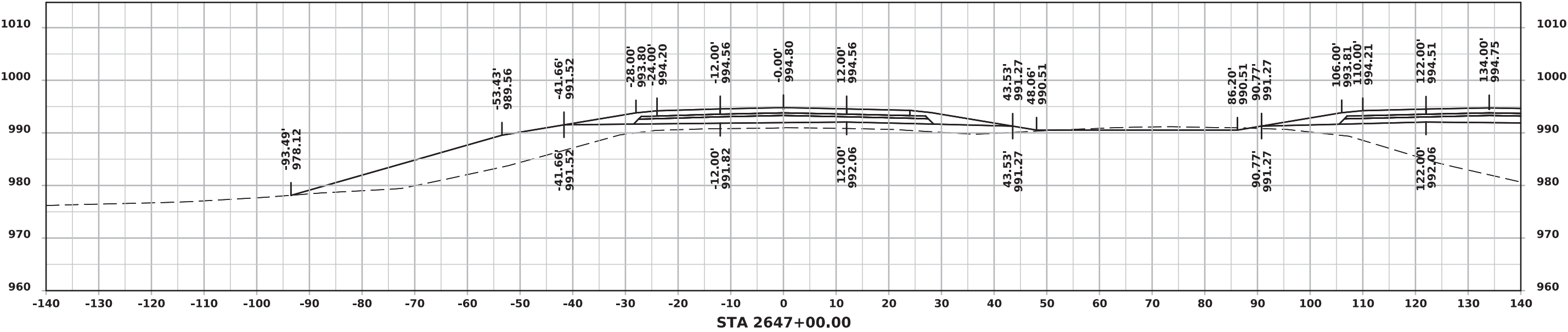
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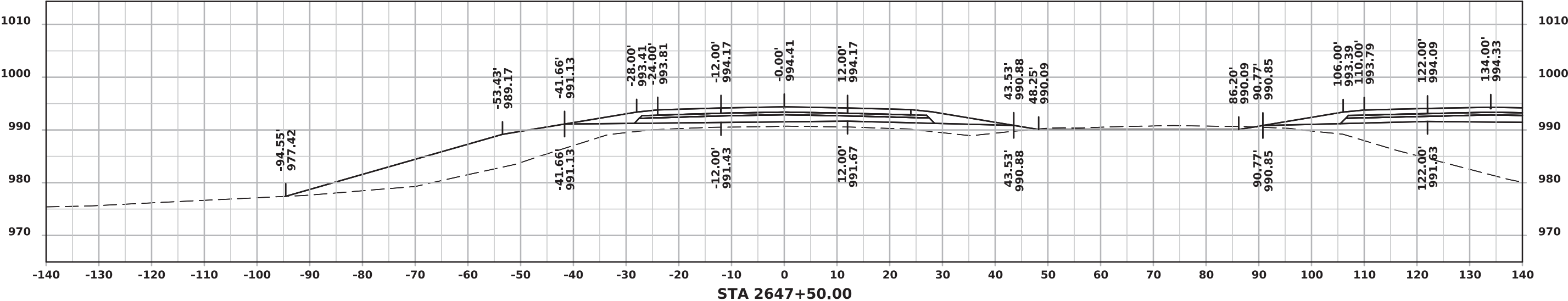
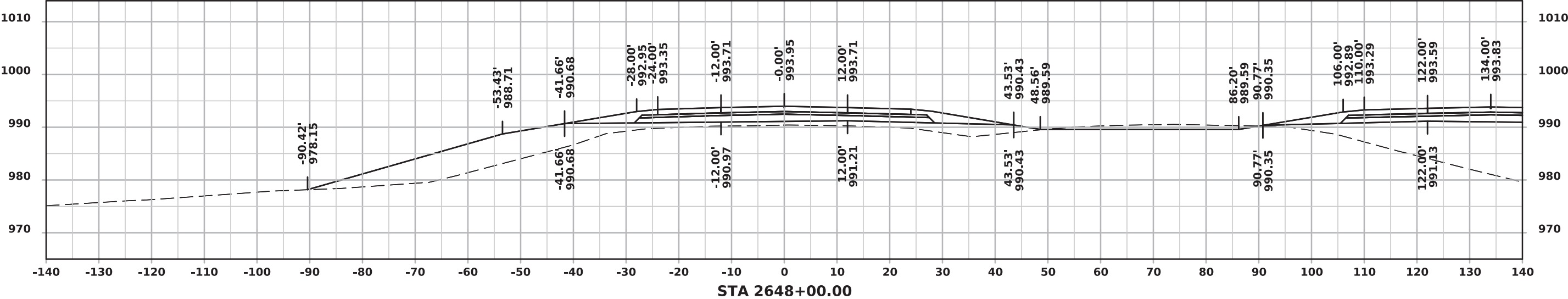
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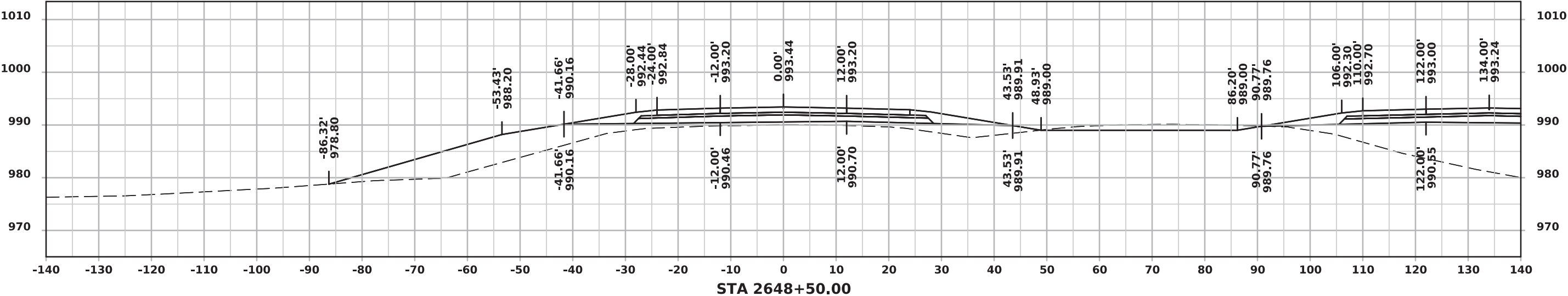
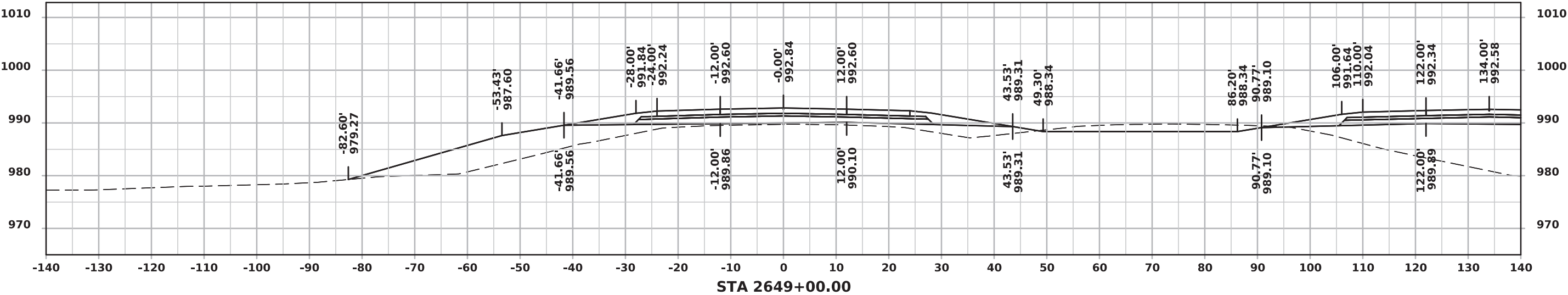
ML - I 80 (WESTBOUND)



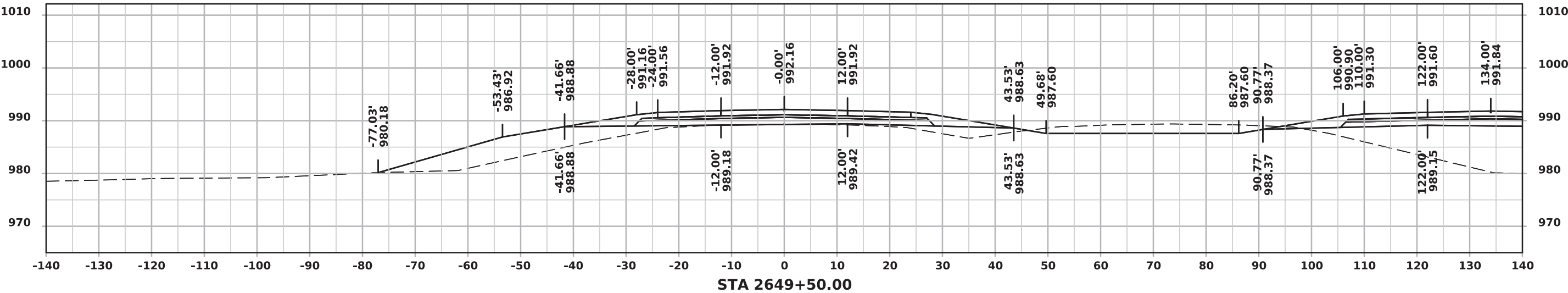
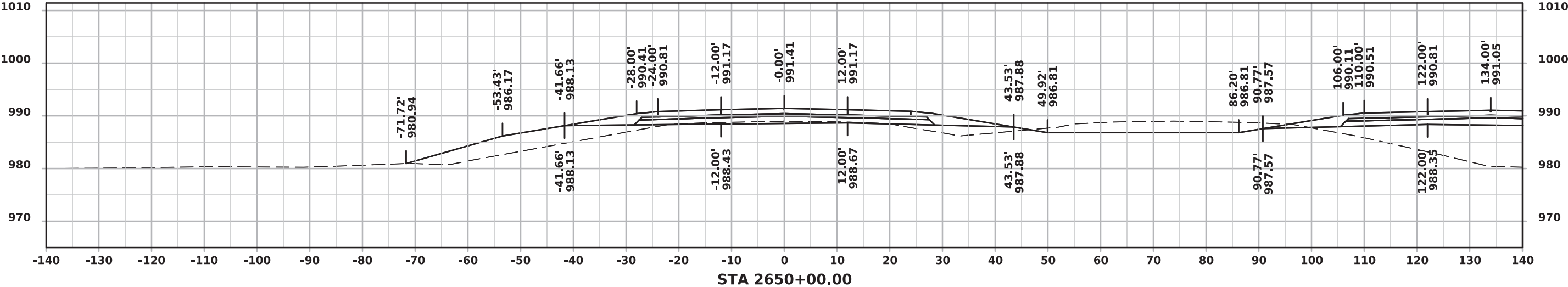
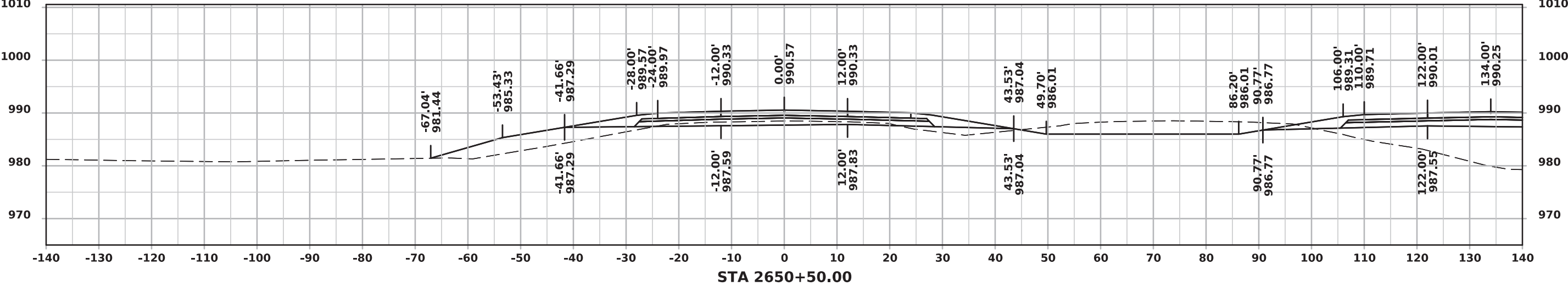
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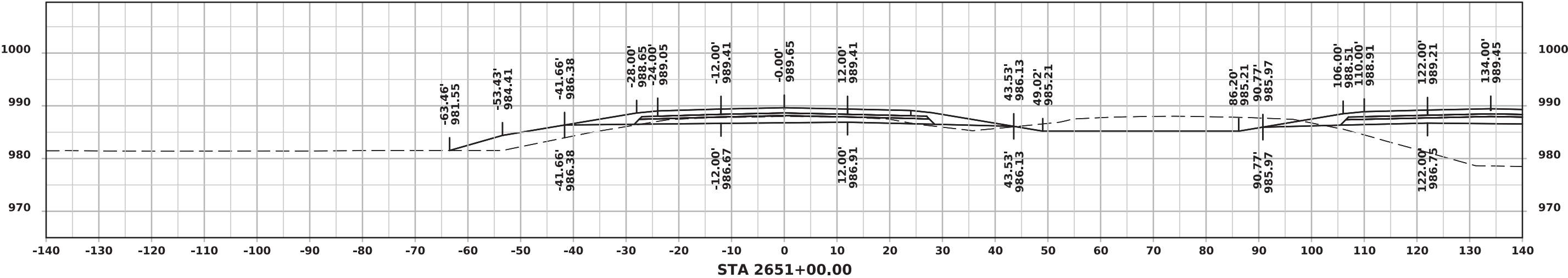
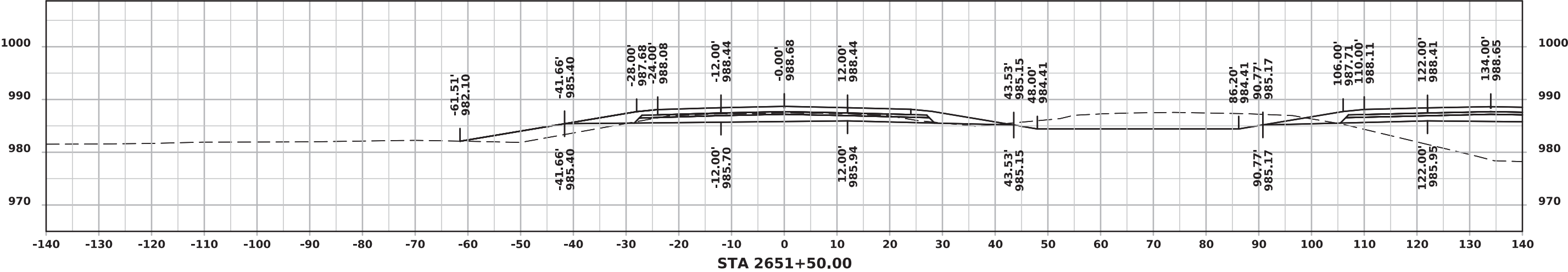
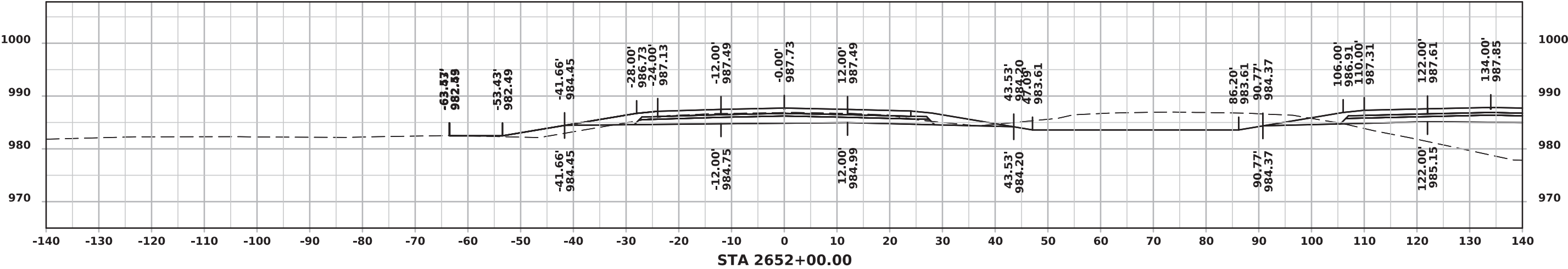
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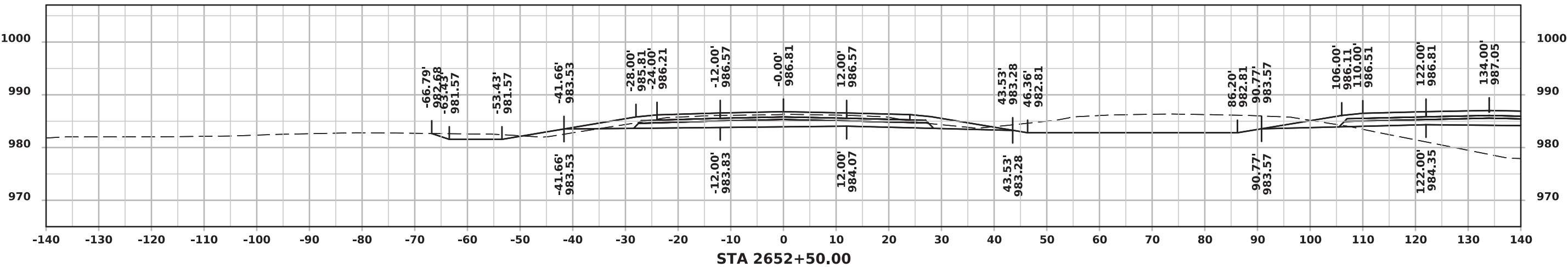
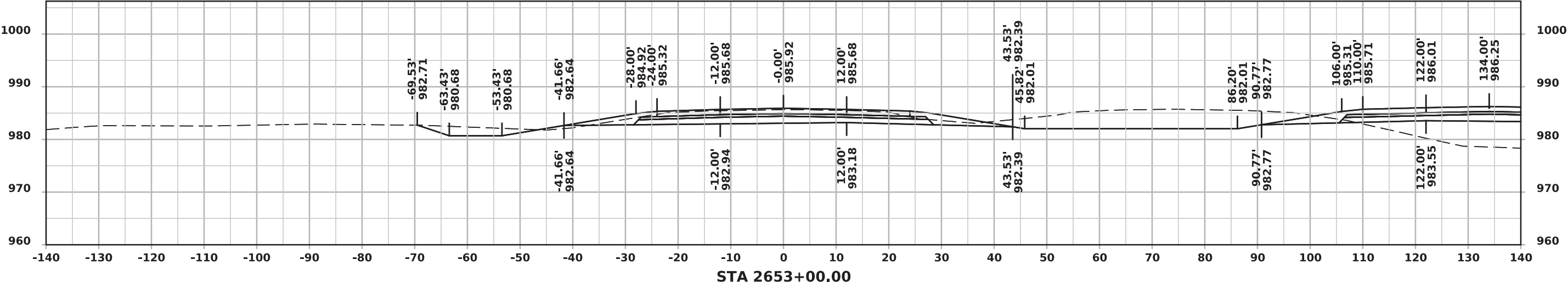
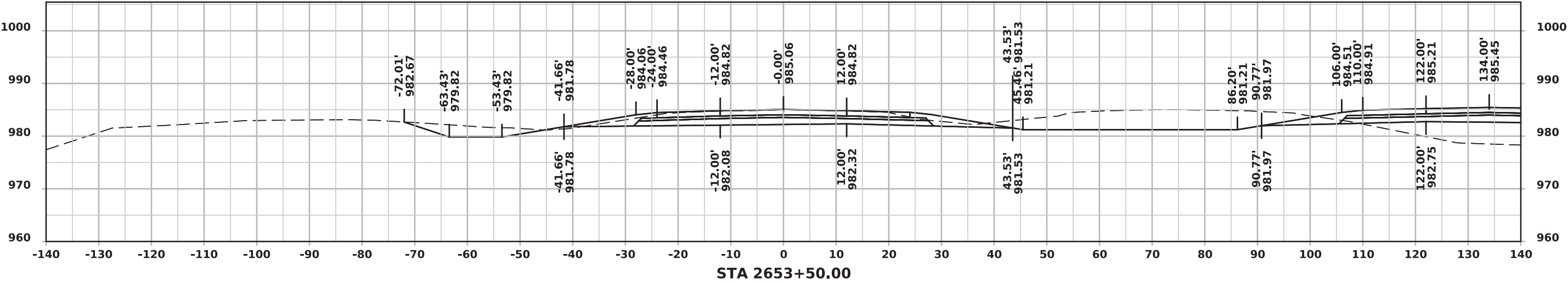
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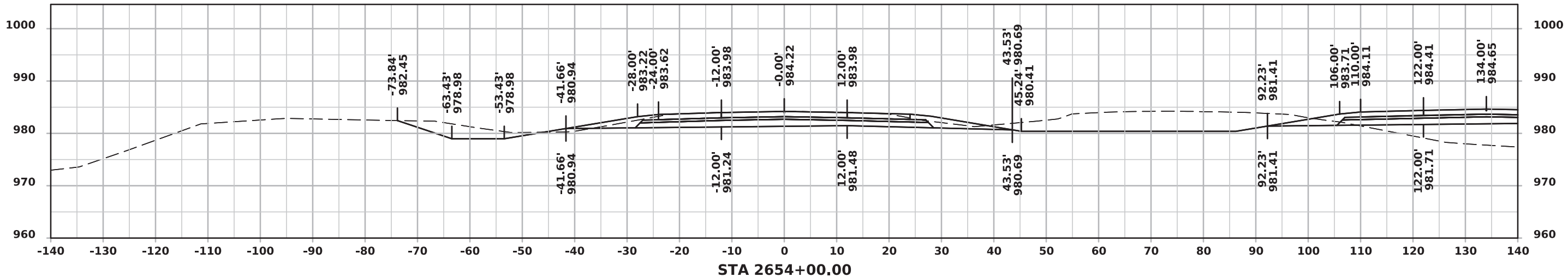
ML - I 80 (WESTBOUND)



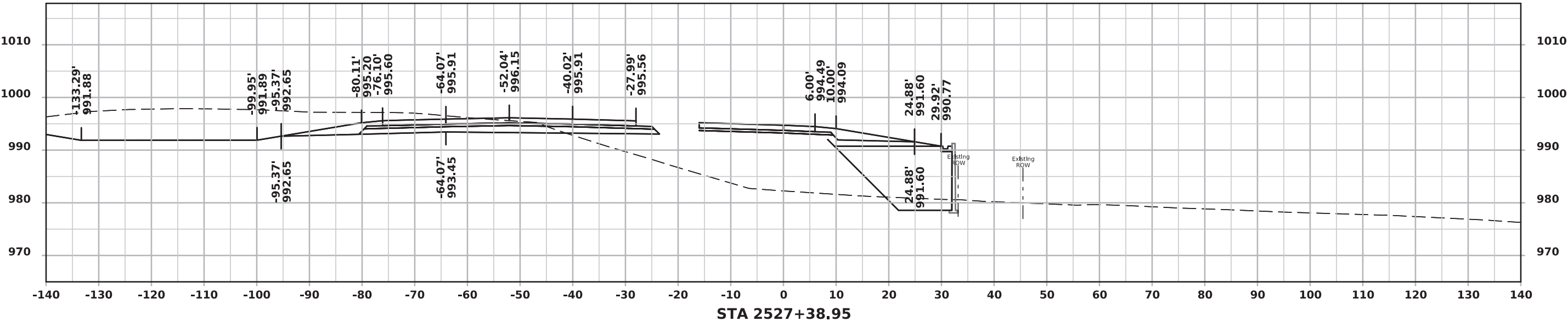
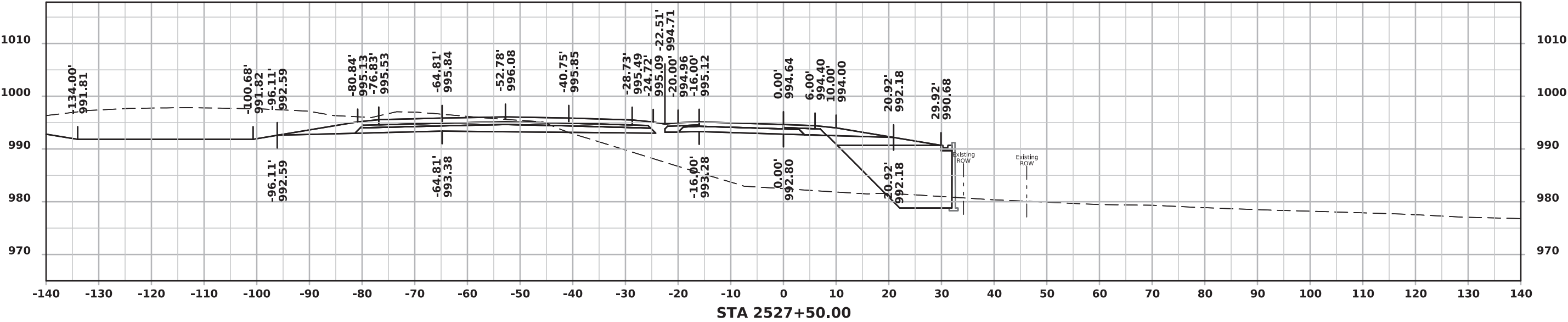
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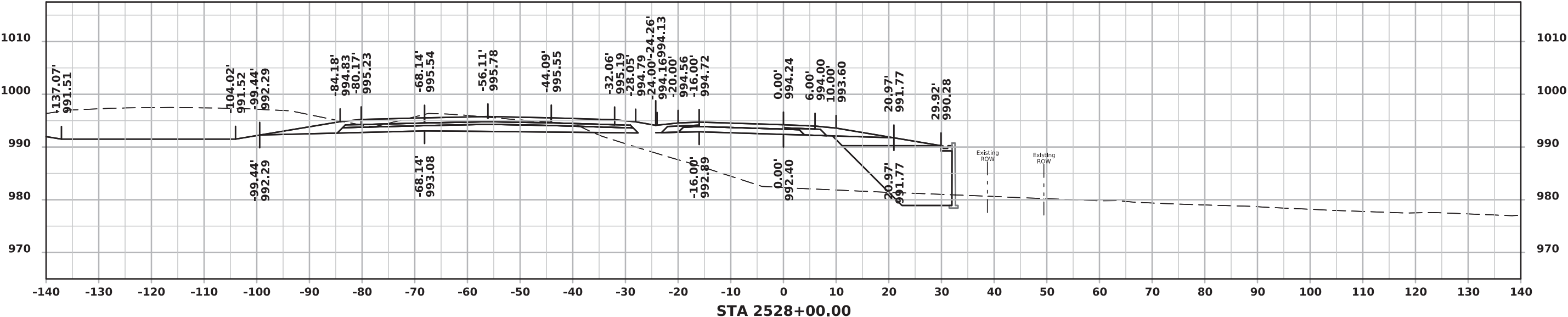
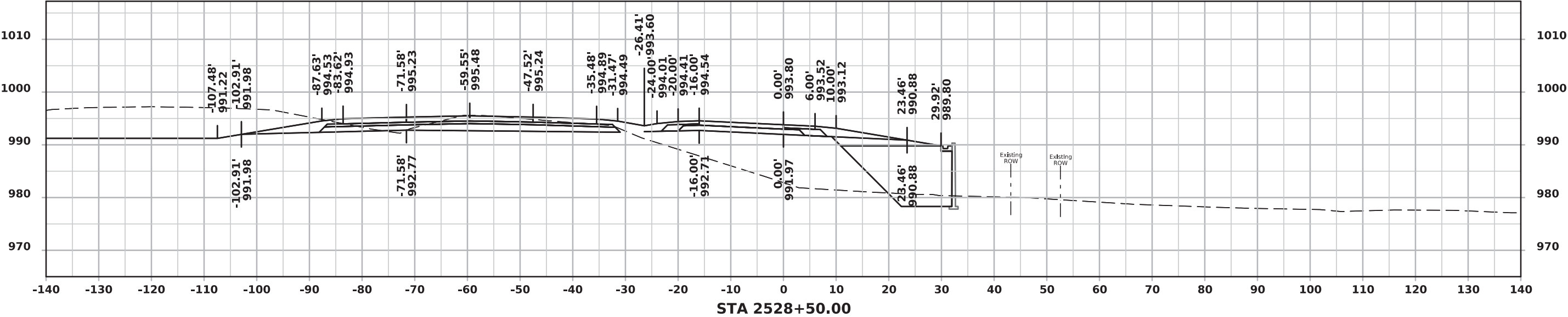
ML - I 80 (WESTBOUND)



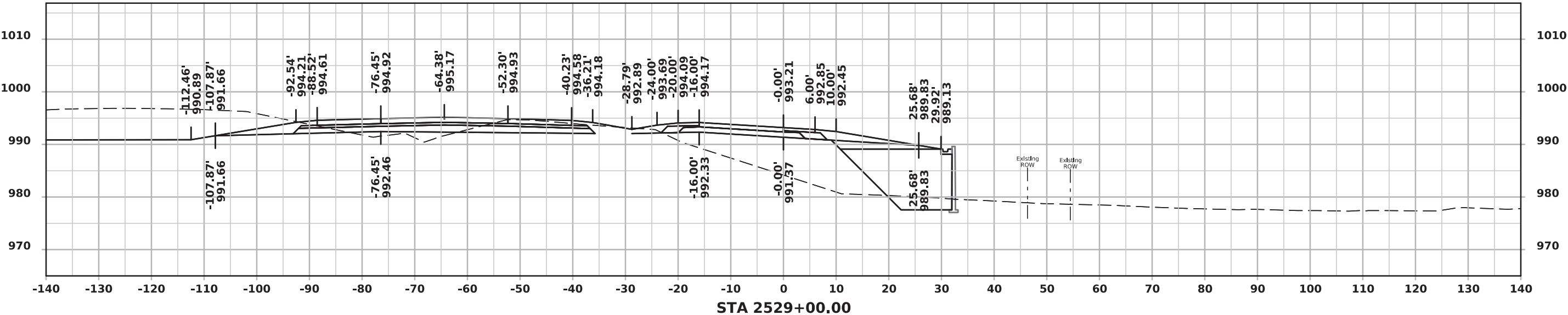
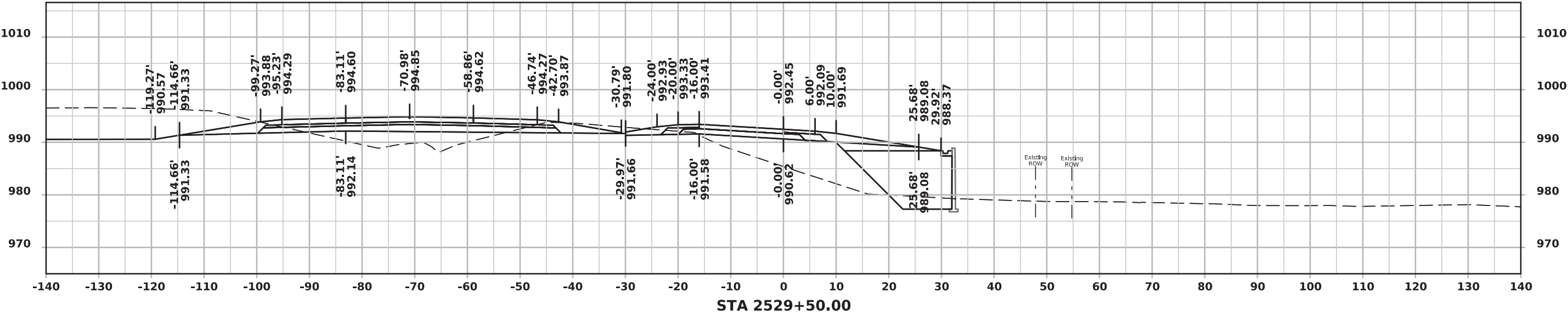
RAMP B



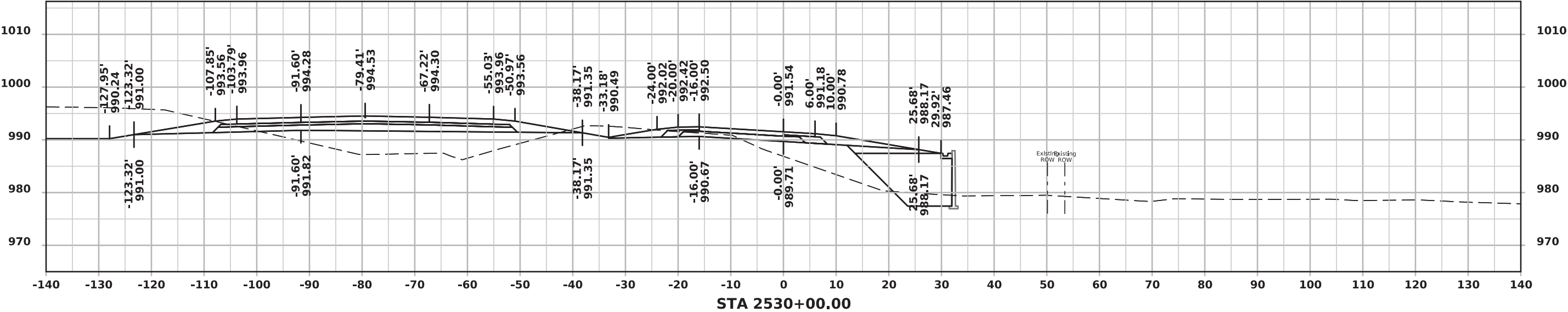
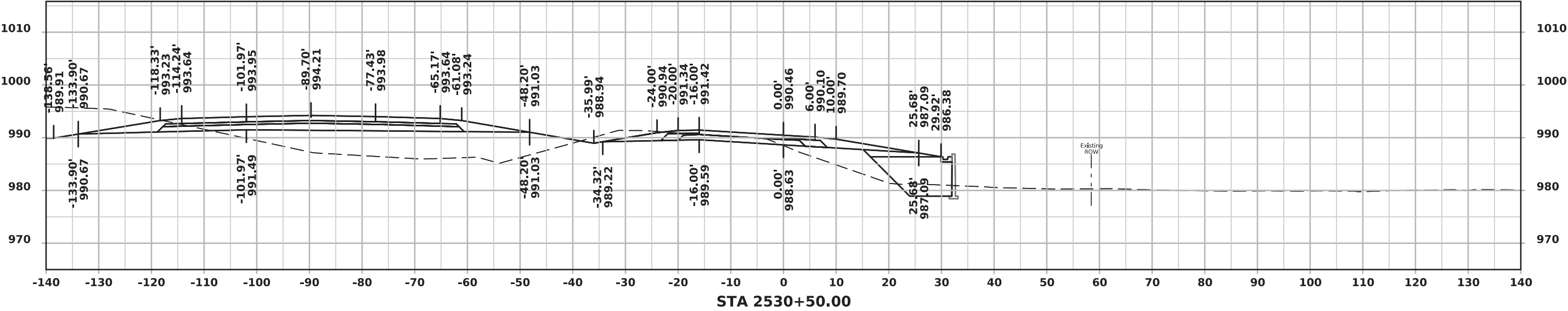
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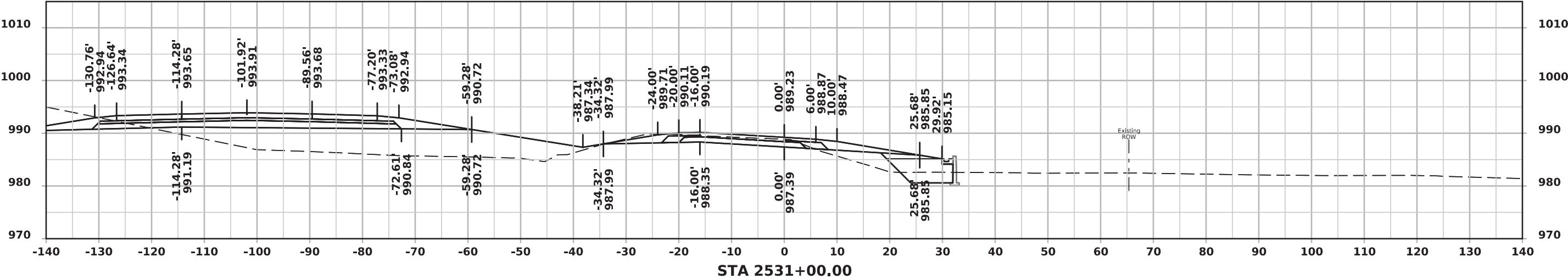
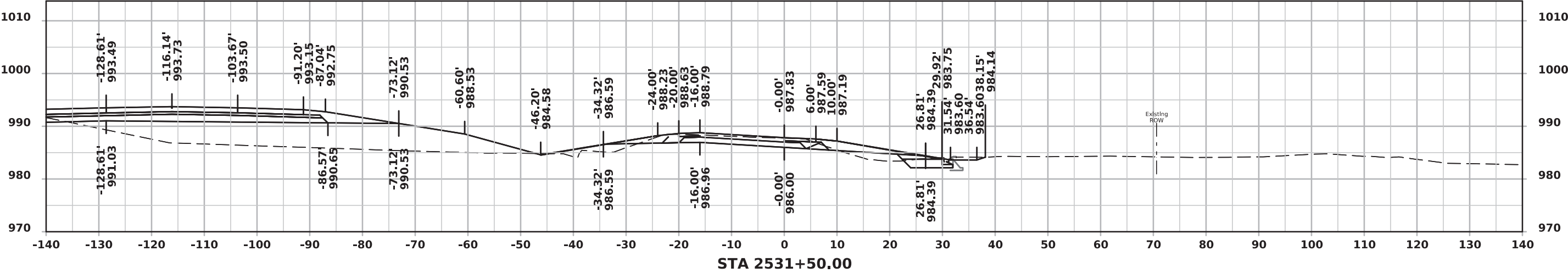
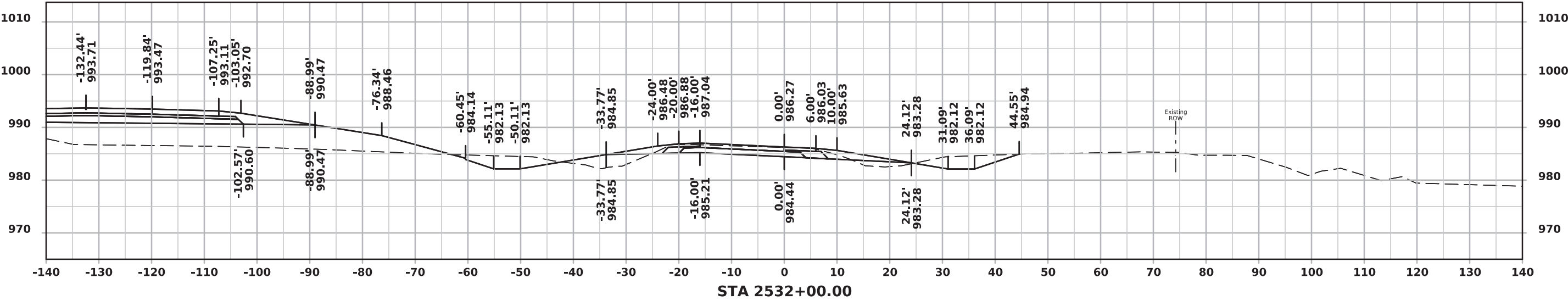
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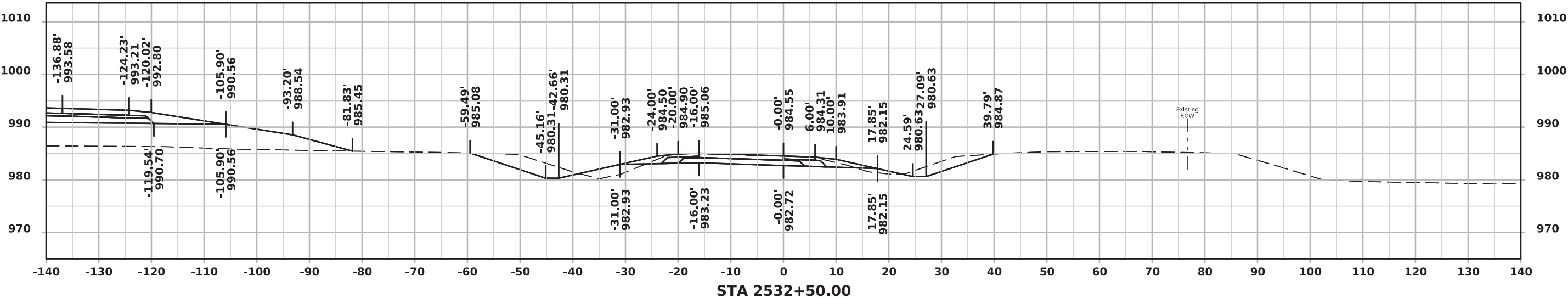
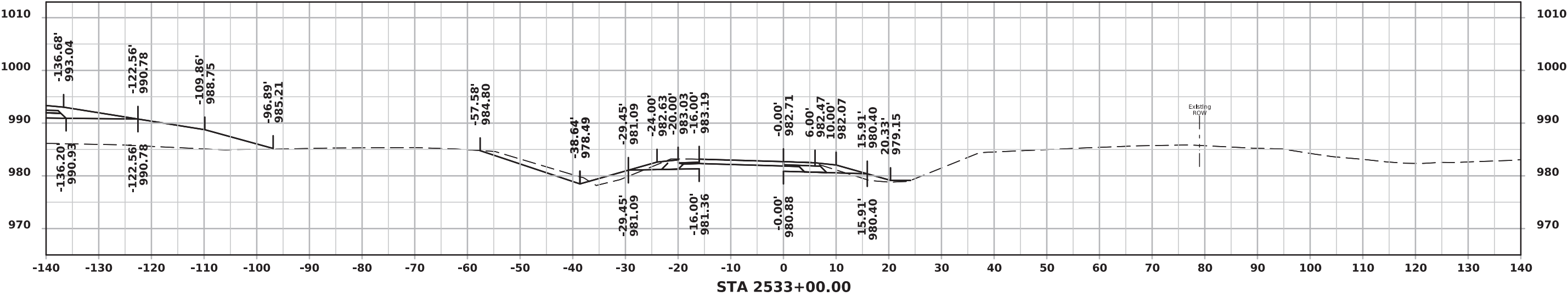
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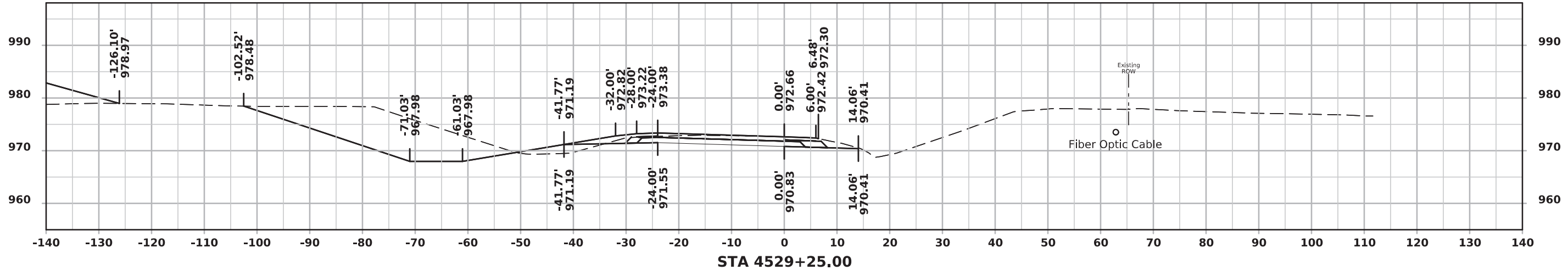
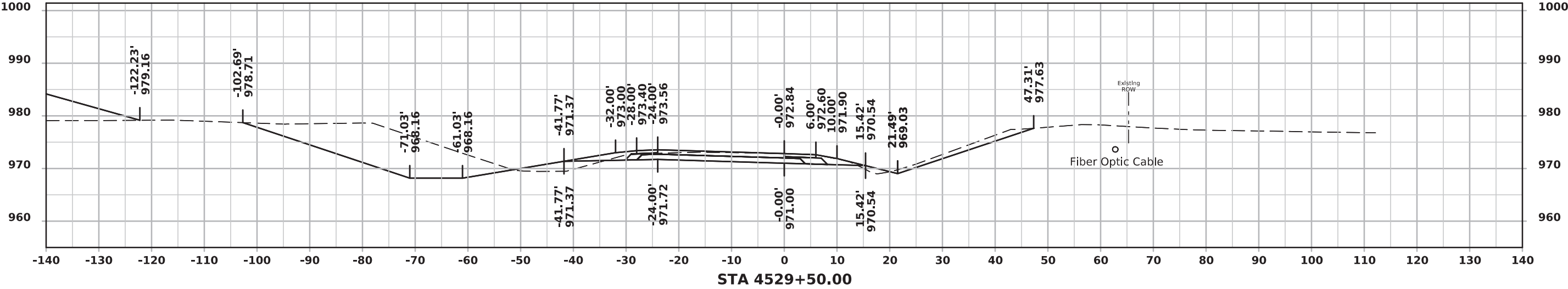
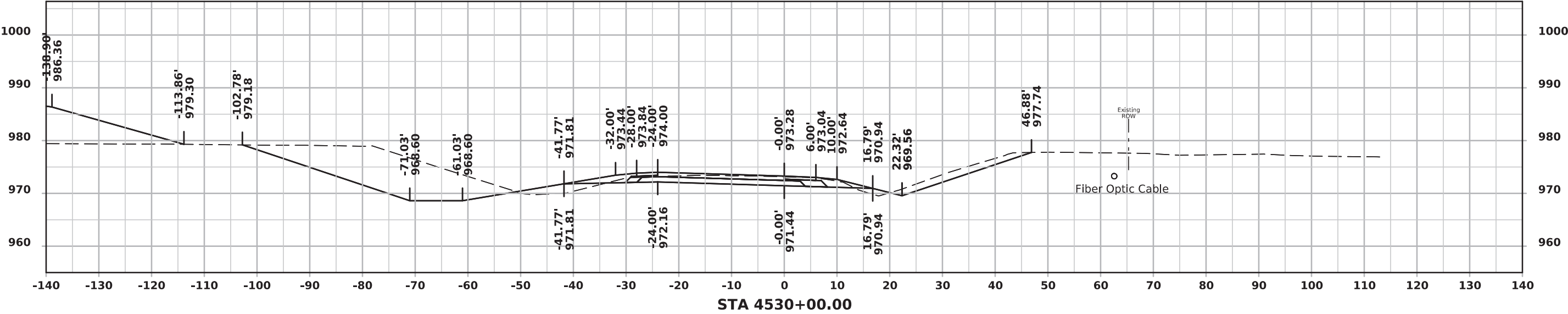
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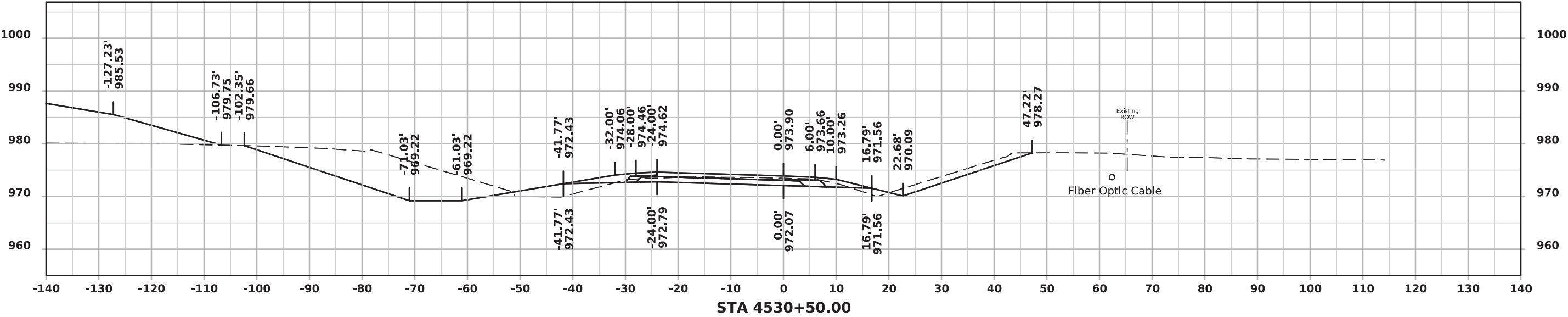
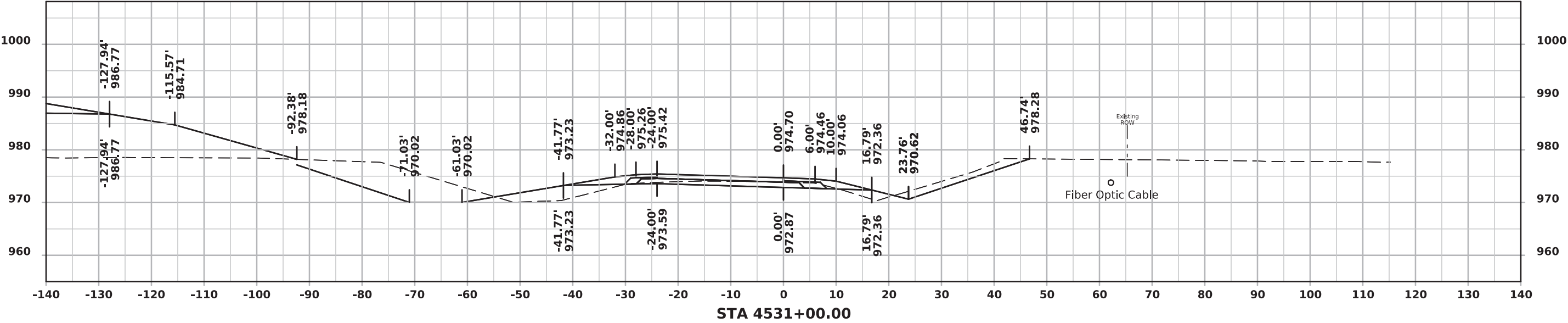
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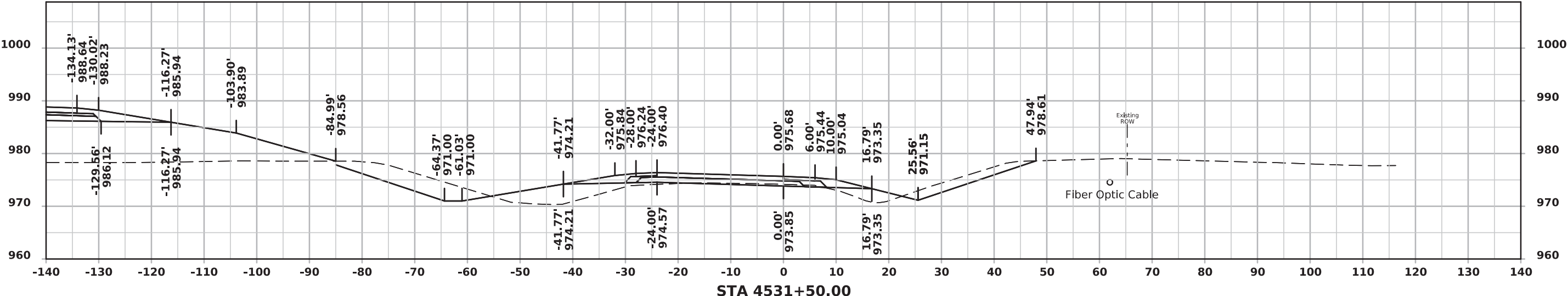
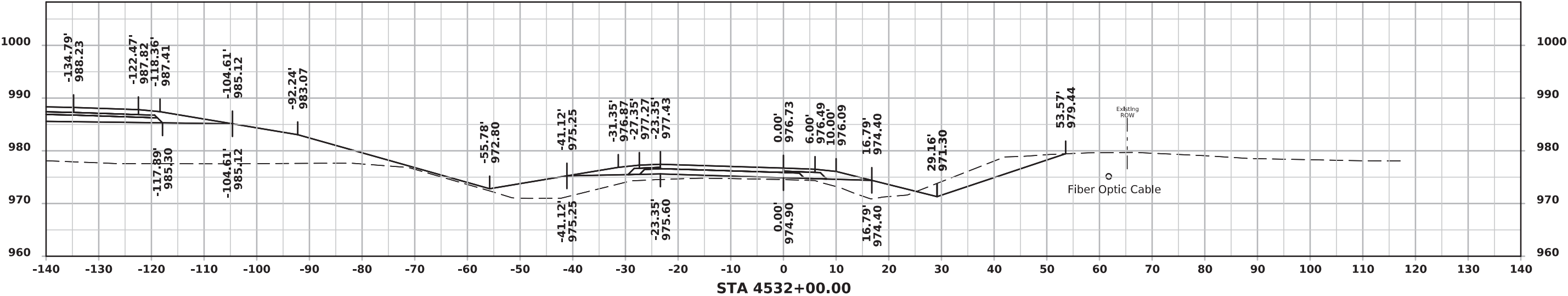
RAMP D



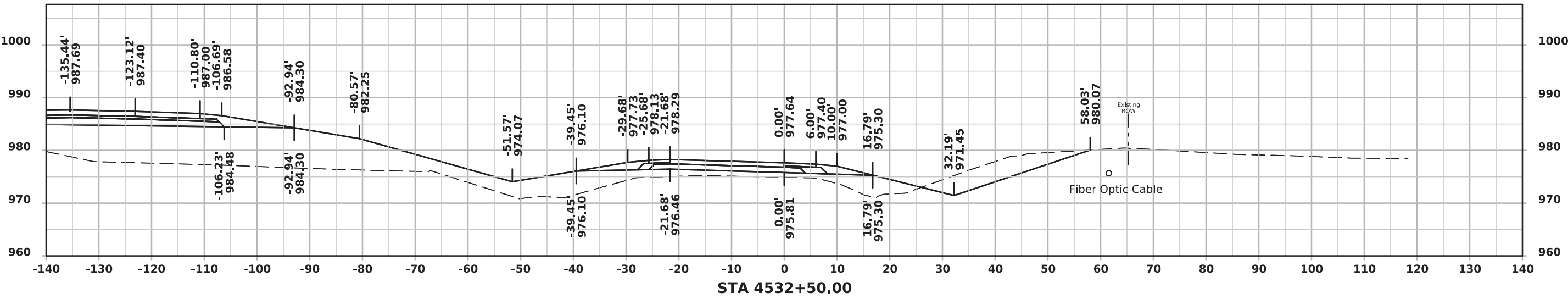
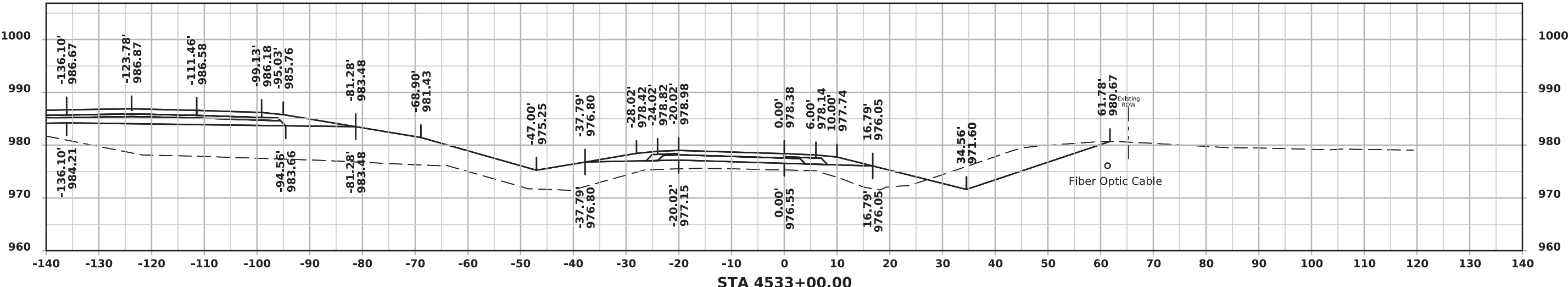
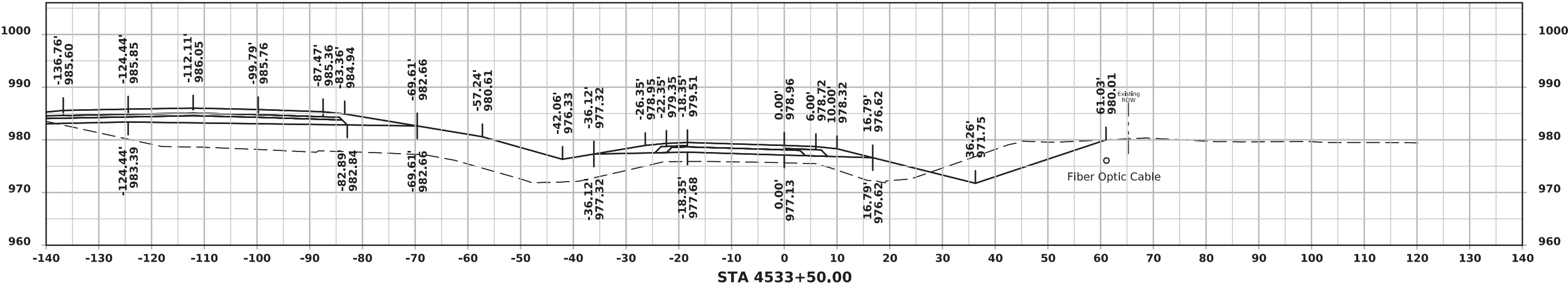
RAMP D



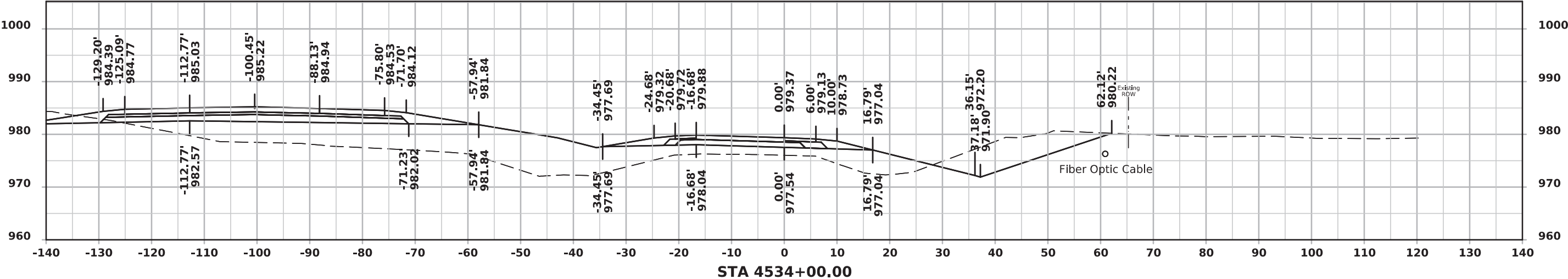
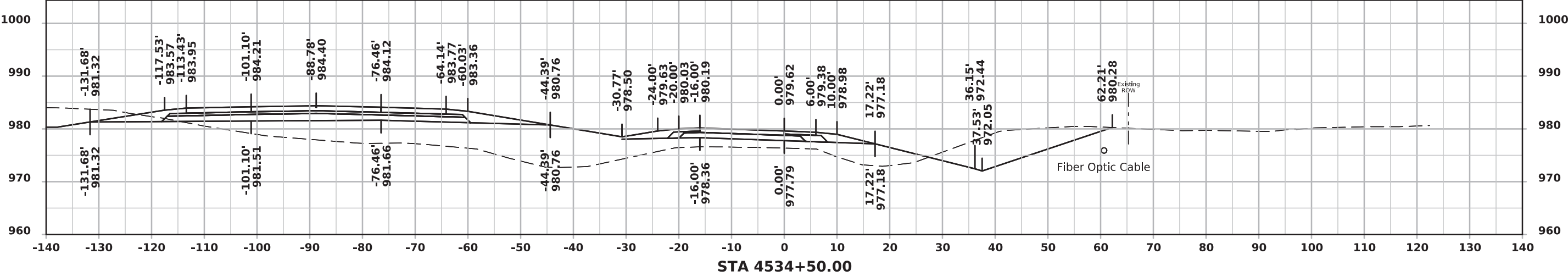
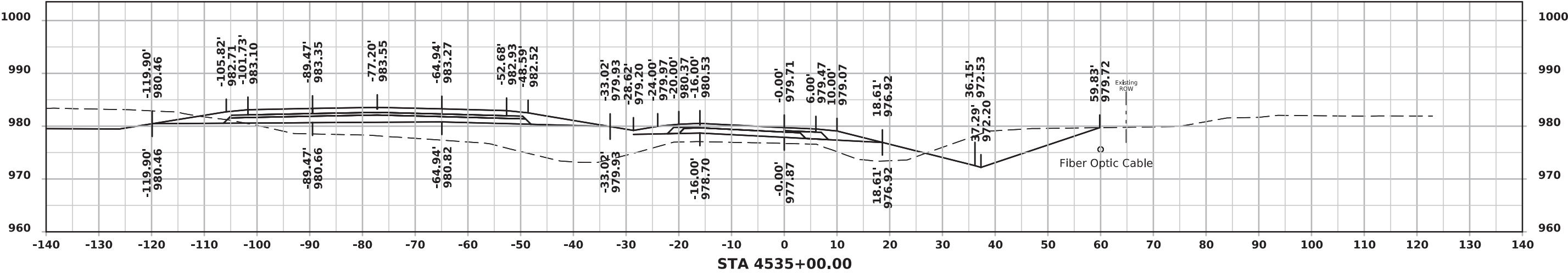
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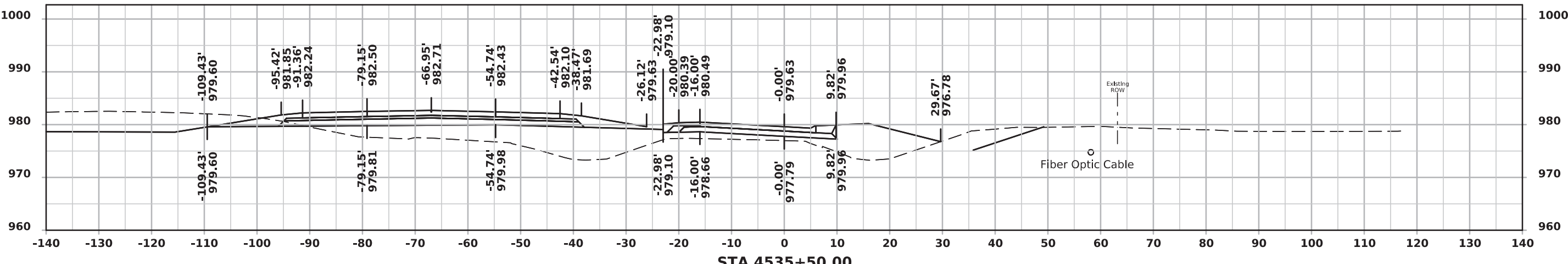
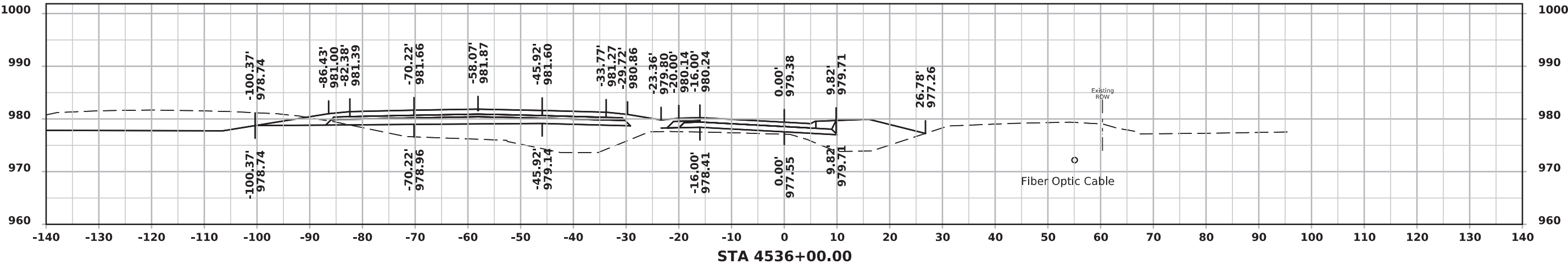
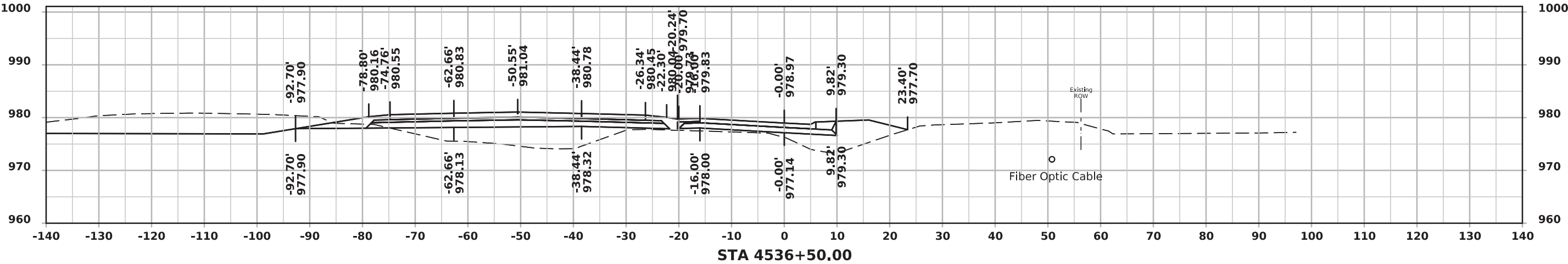
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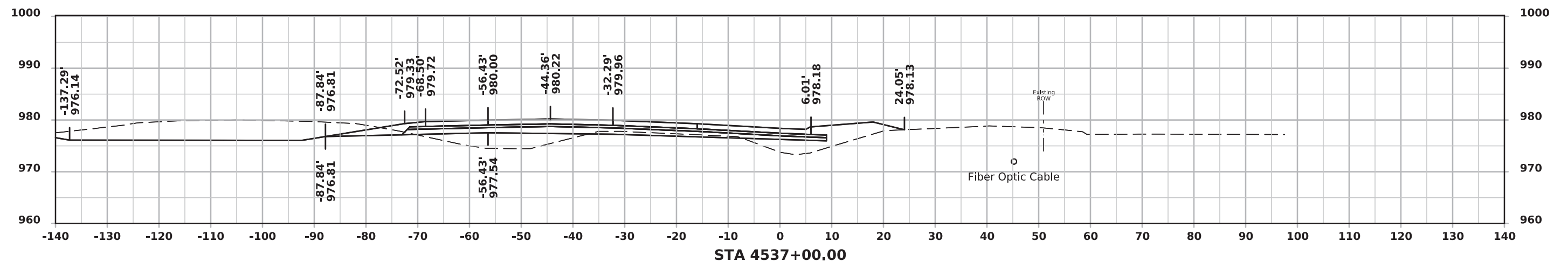
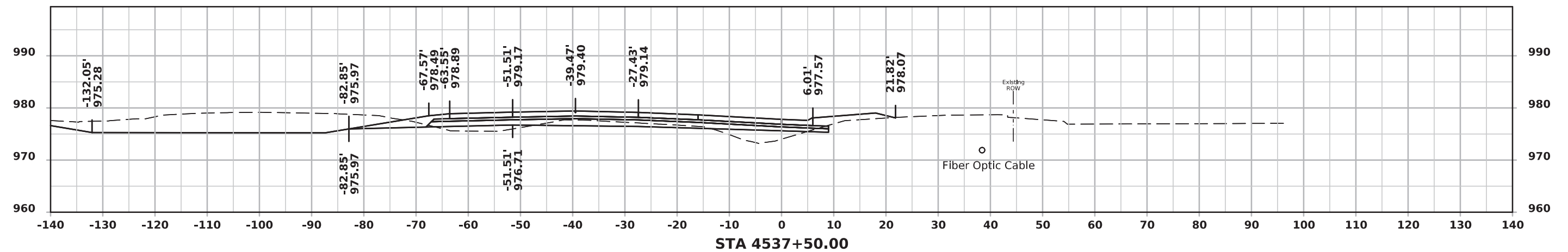
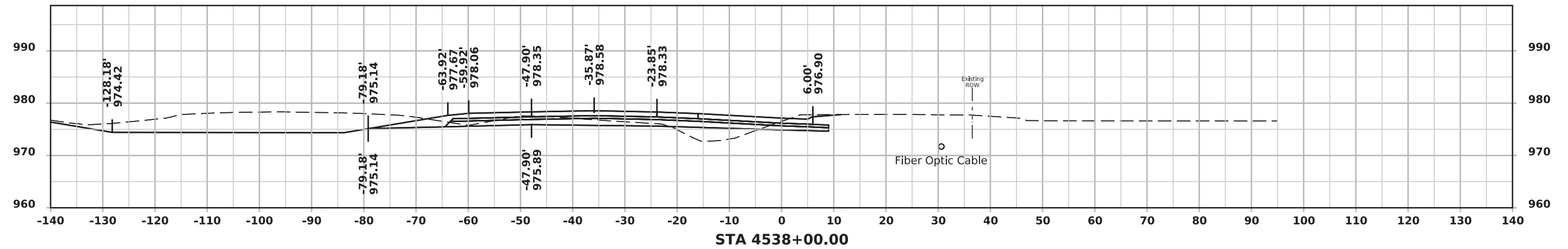
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