

PCC PAVEMENT - GRADE AND REPLACE
IMX-080-5(386)147--02-77

POLK COUNTY

LETTING DATE
02-18-2025

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Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

POLK COUNTY

PCC PAVEMENT - GRADE AND REPLACE

Rest Area I-80 near Mitchellville (WB)

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

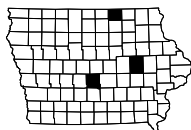
Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



REVISIONS	
NO.	DESCRIPTION

PROJECT IDENTIFICATION NUMBER	
	22-77-080-070
	PROJECT NUMBER
	IMX-080-5(386)147--02-77
	R.O.W. PROJECT NUMBER
	IMN-080-5(389)147--0E-77

For Project Location Map
Refer to Sheet No. A.2



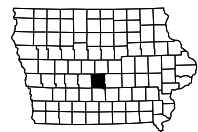
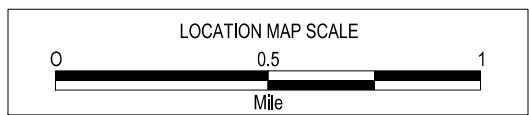
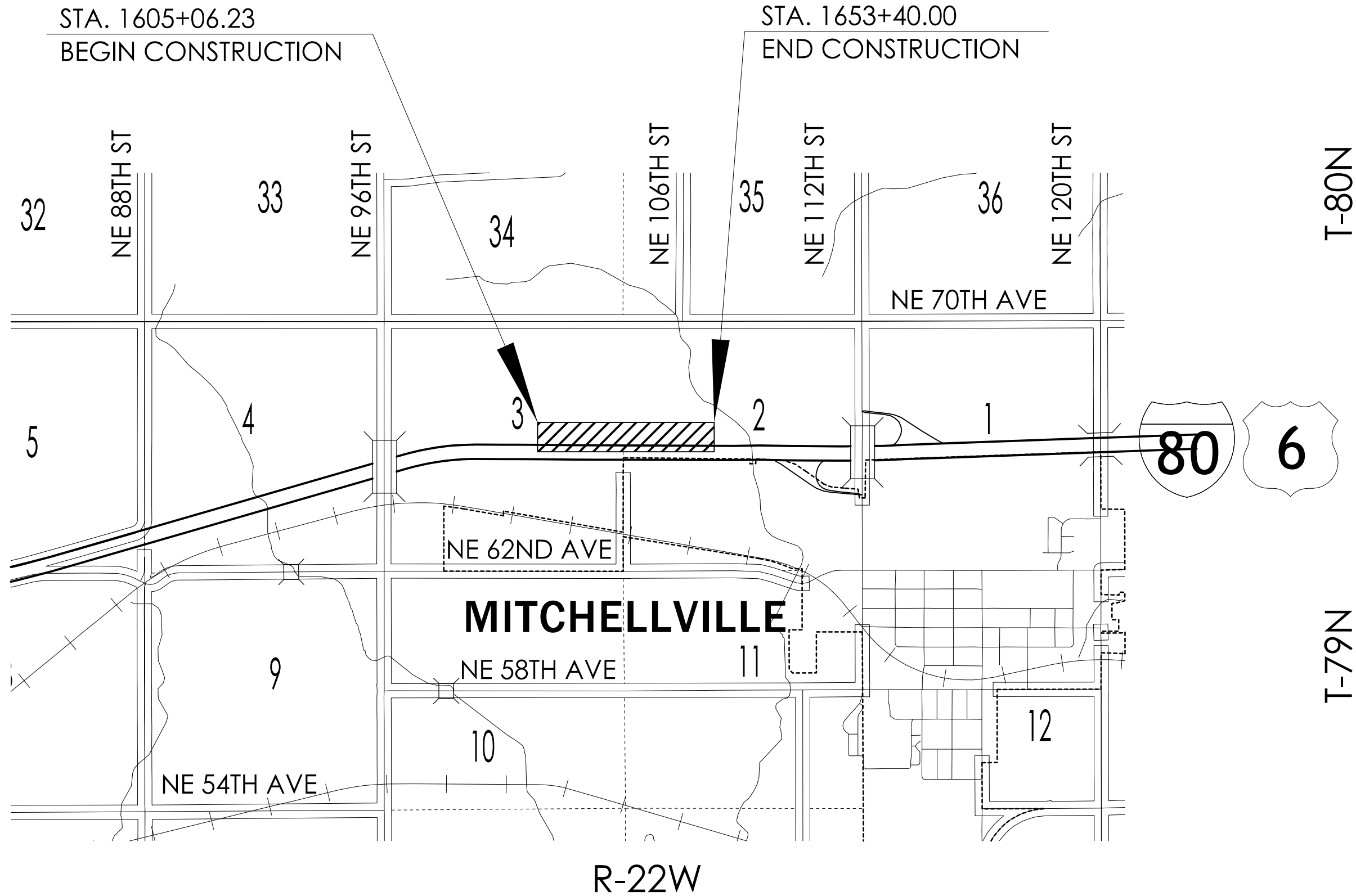
I-80 WB	
DESIGN DATA RURAL	
2021 AADT	19500 V.P.D.
2021 AADT	-- V.P.D.
20 -- DHV	-- V.P.H.
TRUCKS	23.8 %
Total Design ESALs	--

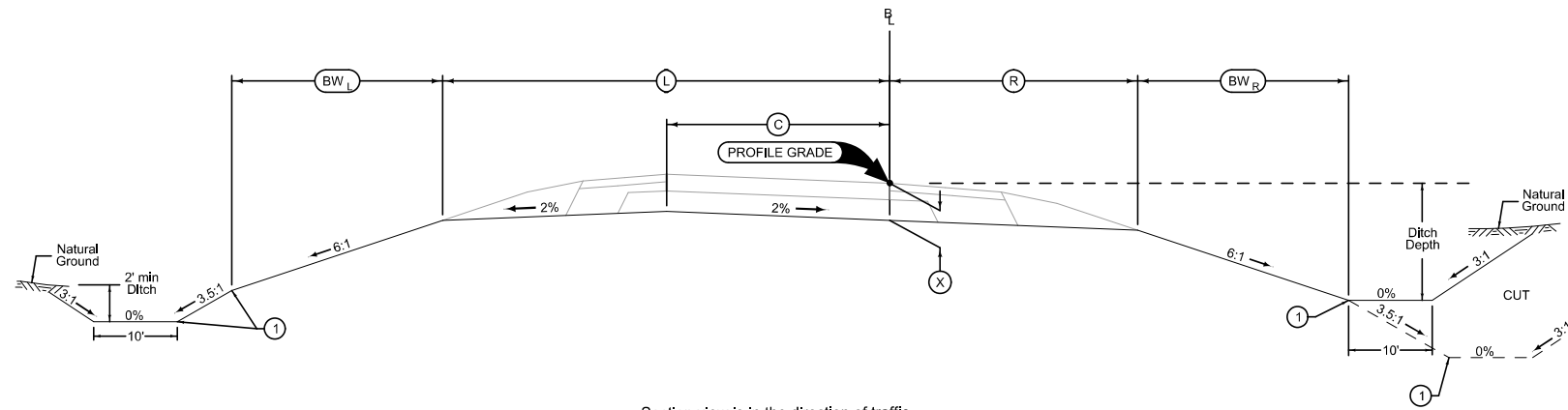
INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	X	Primary Signature Block	X
X	X	X	X

PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 08/11/2023





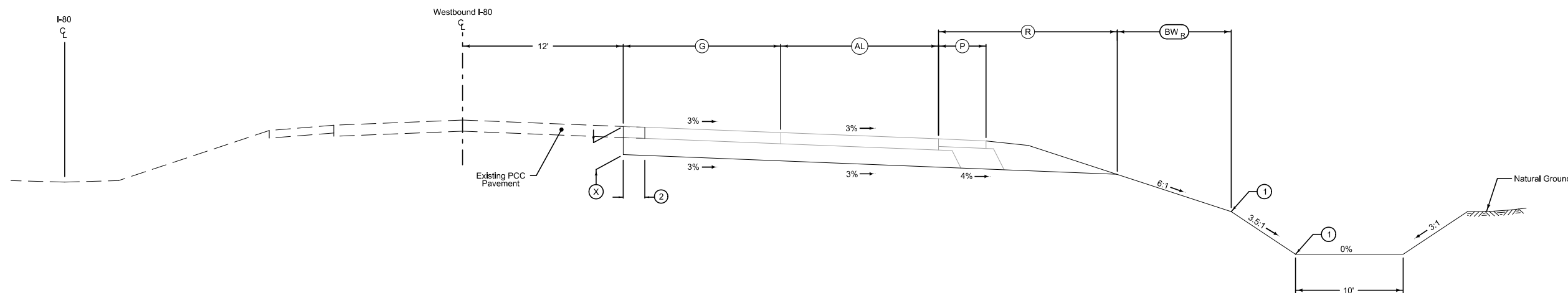
Section view is in the direction of traffic.

LOCATION			DIMENSIONS						
INTERCHANGE	RAMP	STATION TO STATION	L Feet	R Feet	C Feet	X Inches	BW _L Feet	BW _R Feet	
WB REST AREA	A	1011+70.07 - 1019+56.58	33.77	19.5	16	22	6.2	4.5	
WB REST AREA	E	5013+10.30 - 5018+70.33	33.77	19.5	16	22	6.2	4.5	

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

Normal sections shown may be appropriately modified for areas specifically designated by the Engineer such as Intersections or super-elevated curves.

RAMP A AND RAMP E GRADING



Gore and Deceleration Lane

Section view is in the direction of traffic.

Direction of Travel	BEGIN STATION	END STATION	G Feet	AL Feet	X Inches	P Feet	R Feet	BWR Feet
WB	1628+24.95	1631+55.08	24 - 2	16	22	6	19.5	4.5
WB	1631+55.08	1632+45.62	0	18 - 12	22	6	19.5	4.5
WB	1632+45.62	1642+45.62	0	12	22	6	19.5	4.5
WB	1642+45.62	1645+45.62	0	12 - 0	22	6 - 12	19.5	4.5

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

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

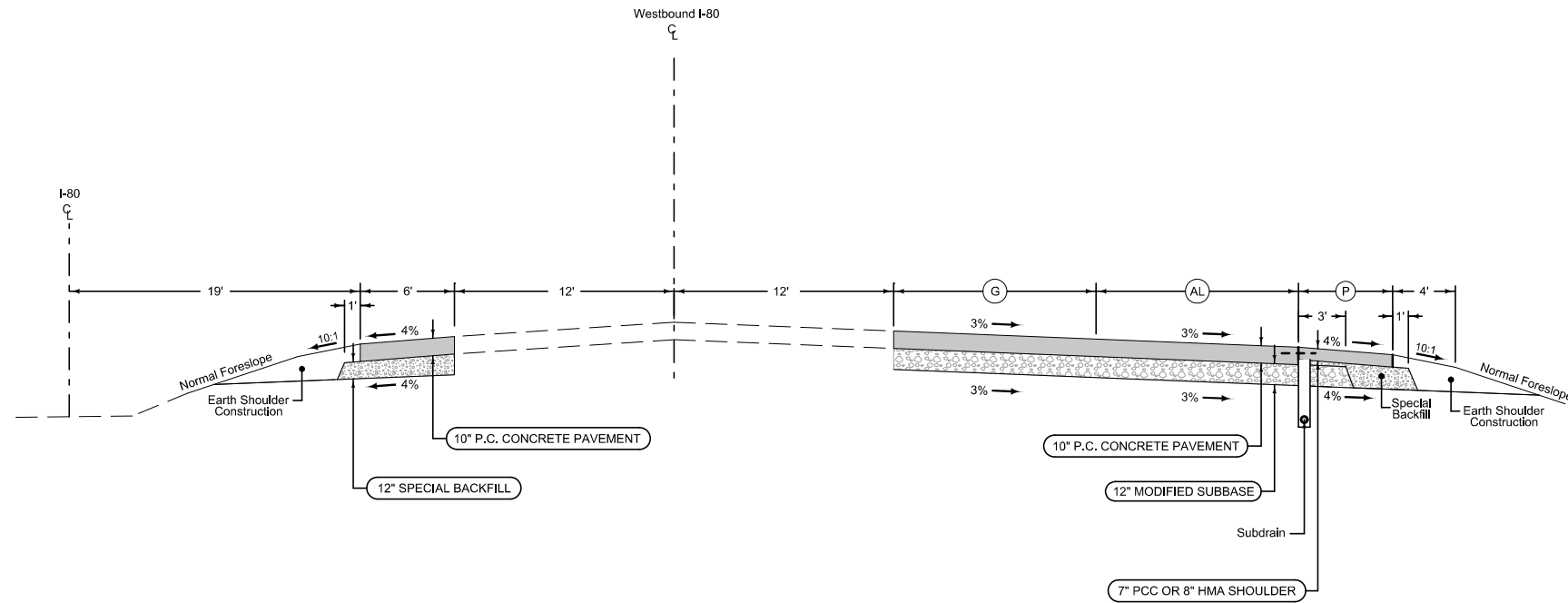
② Remove 2'-0" existing slab.

I-80 WESTBOUND GRADING

PCC Paved Shoulder

Longitudinal joint: KT-2
 Transverse joints: CD matching mainline joints

Direction of Travel	BEGIN STATION	END STATION
EB	1616+32.00	1653+40.00



Paved Shoulder Alternates

PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 17' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
WB	1618+62.23	1622+54.79	10
WB	1628+24.95	1643+95.74	6
WB	1643+95.74	1645+45.62	6 - 12

Gore and Deceleration Lane

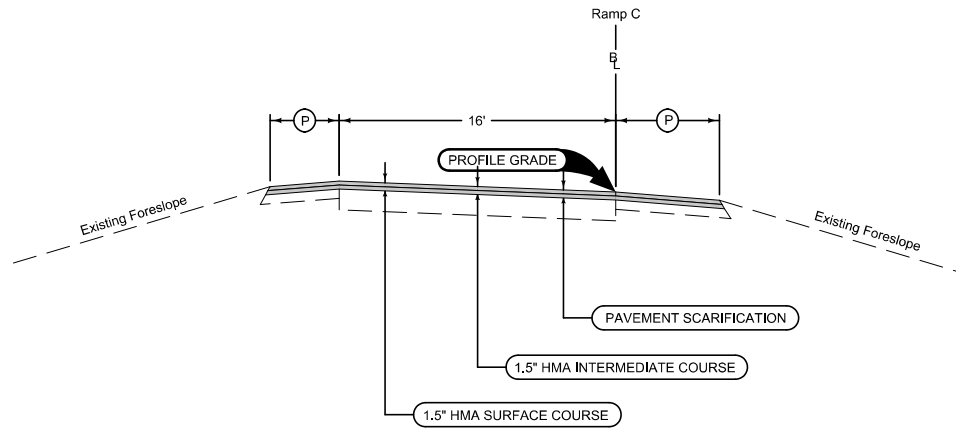
Longitudinal joint: L or KT
 Transverse joint: Match Mainline

Direction of Travel	BEGIN STATION	END STATION	(G) Feet	(AL) Feet
WB	1628+24.95	1631+55.08	24-2	16
WB	1631+55.08	1632+45.62	0	18 - 12
WB	1632+45.62	1642+45.62	0	12
WB	1642+45.62	1645+45.62	0	12 - 0

I-80 WESTBOUND PAVING

HMA Shoulder

STATION TO STATION		(P) Feet
3005+68.22	3009+71.63	4



HMA Shoulder

STATION TO STATION		(P) Feet
3005+68.22	3009+71.63	6

Section shown in the direction of traffic.

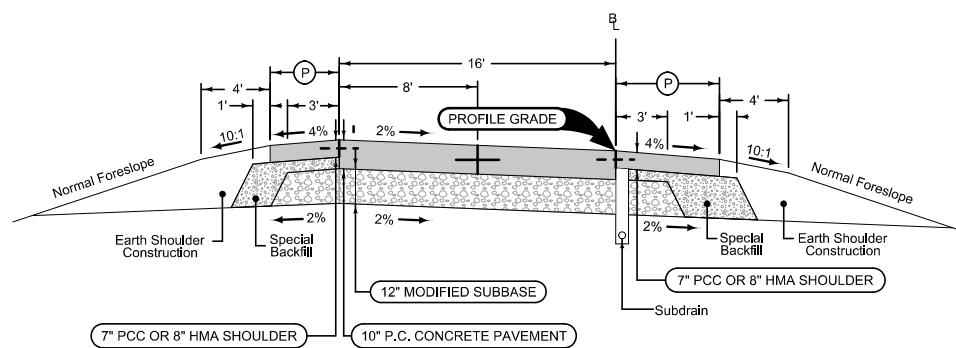
STATION TO STATION	
3005+68.22	3009+71.63

RAMP C PAVING

Paved Shoulder Alternates

PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 17' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

ROAD IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
RAMP A	1011+70.07	1019+56.58	4
RAMP E	5013+10.30	5018+70.33	4



Section shown in the direction of traffic.

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

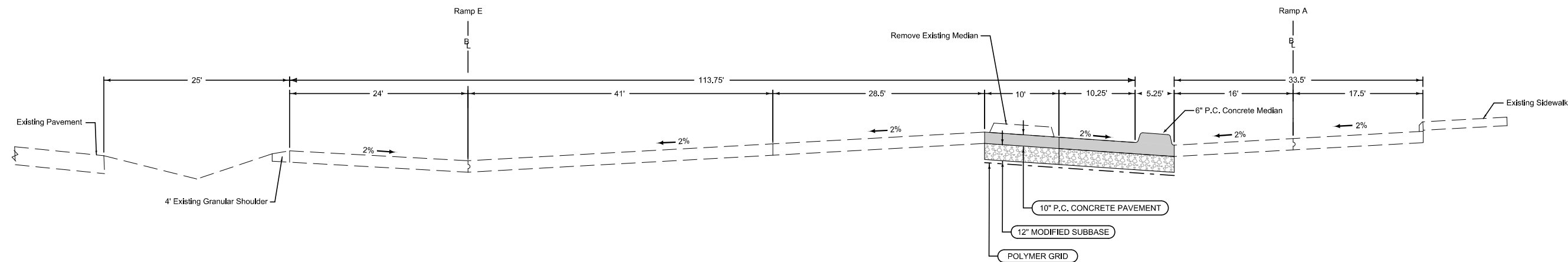
ROAD IDENTIFICATION	BEGIN STATION	END STATION
RAMP A	1011+70.07	1019+56.58
RAMP E	5013+10.30	5018+70.33

Paved Shoulder Alternates

PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 17' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

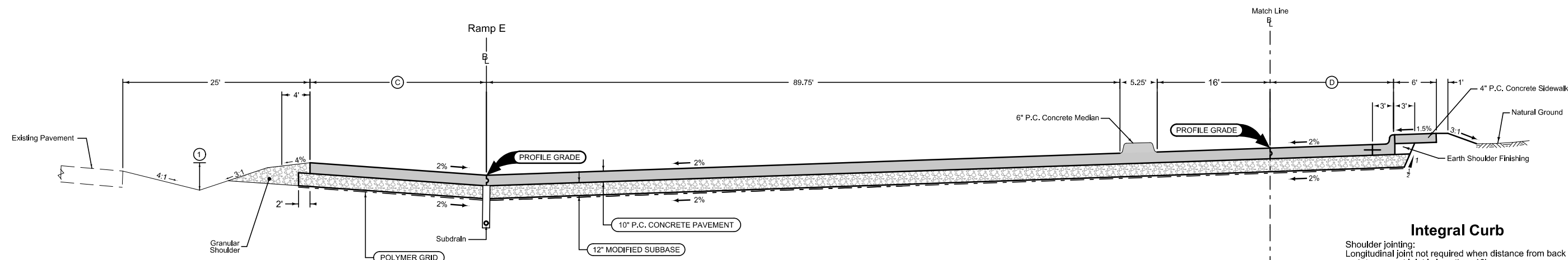
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
RAMP A	1011+70.07	1019+56.58	6
RAMP E	5013+10.30	5018+70.33	4

RAMP A AND RAMP E PAVING



Section view is in direction of traffic.

RAMP A STA. 1000+34.50 TO STA. 1004+79.36
RAMP E STA. 5000+34.50 TO STA. 5004+79.36



Section view is in direction of traffic.

RAMP A STA. 1004+99.65 TO STA. 1011+70.07
RAMP E STA. 5004+79.36 TO STA. 5013+10.30

① Ditch Depth is 1.5' from edge of truck parking lot.

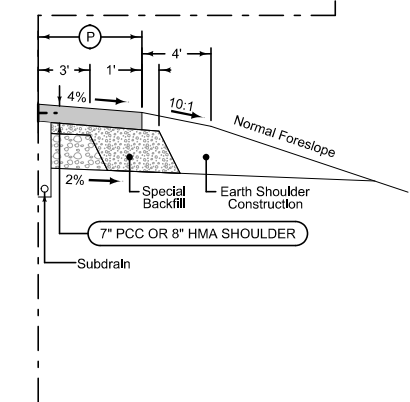
ROAD IDENTIFICATION	BEGIN STATION	END STATION	Ⓢ Feet
Ramp E	5004+79.36	5010+70.30	24
Ramp E	5010+70.30	5013+10.30	24 - 0

Integral Curb
 Shoulder jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 16'.
 Transverse: CD at 17' spacing
 Single pour: L-2
 Staged: KT-2

BEGIN STATION	END STATION	Ⓢ Feet	Curb Type See PV-102
1004+99.65	1009+54.29	17.5	6" Standard
1009+54.29	1009+67.90	17.5 - 0	6" Standard

Paved Shoulder Alternates
 PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 17' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

ROAD IDENTIFICATION	BEGIN STATION	END STATION	Ⓢ Feet
RAMP A	1009+67.90	1011+70.07	6



REST AREA PARKING

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

- CENTURYLINK**
SADIE HULL
9185470147
sadie.hull@lumen.com
- FO -** IOWA COMMUNICATIONS NETWORK
SHANNON MARLOW
8005723940
icnoutsideplantiowaonecall@iowa.gov
- MIDAMERICAN ENERGY (ELECTRIC)
CRAIG RANFELD
5152526632
mecdsmdesignlocates@midamerican.com
- MIDAMERICAN ENERGY (ELECTRIC)
JAMIE NEER
5152526972
mecdsmdesignlocates@midamerican.com
- CITY OF MITCHELLVILLE
WAYNE PATTERSON
wayne.mitchellville@yahoo.com
- SOUTHEAST POLK RURAL WATER DISTRICT
ED CLARK
5153236244
onecallmaps@dmww.com
- W -** DES MOINES WATER WORKS
Contact Name:
Contact Phone:
Contact Email:
- SAN -** IOWA DEPARTMENT OF TRANSPORTATION

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.	
Lavender	(9)		Temporary Pavement Shading
Yellow	(4)		Proposed Pavement Shading
Yellow	(132)		Proposed Pavement Scarification and Overlay
Dark Red	(136)		Proposed Routing and Sealing
Orange	(6)		Proposed Granular Shading
Orange	(70)		Proposed Shoulder Granular Shading
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)		Grading Shading
Orange, Light	(134)		Proposed Granular Entrance Shading
Yellow	(220)		Proposed Paved Entrance Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading
Green, Light	(225)		Existing Pavement Shading
Red	(3)		Proposed Structure Shading
Red	(3)		Delineates Restricted Areas

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

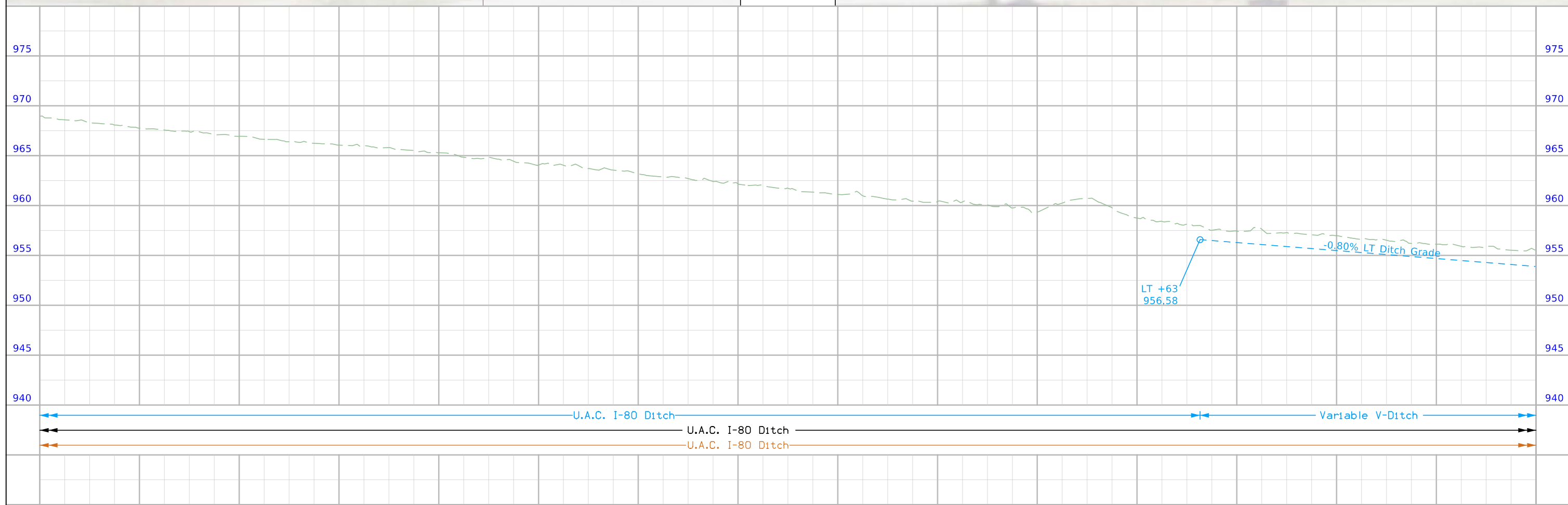
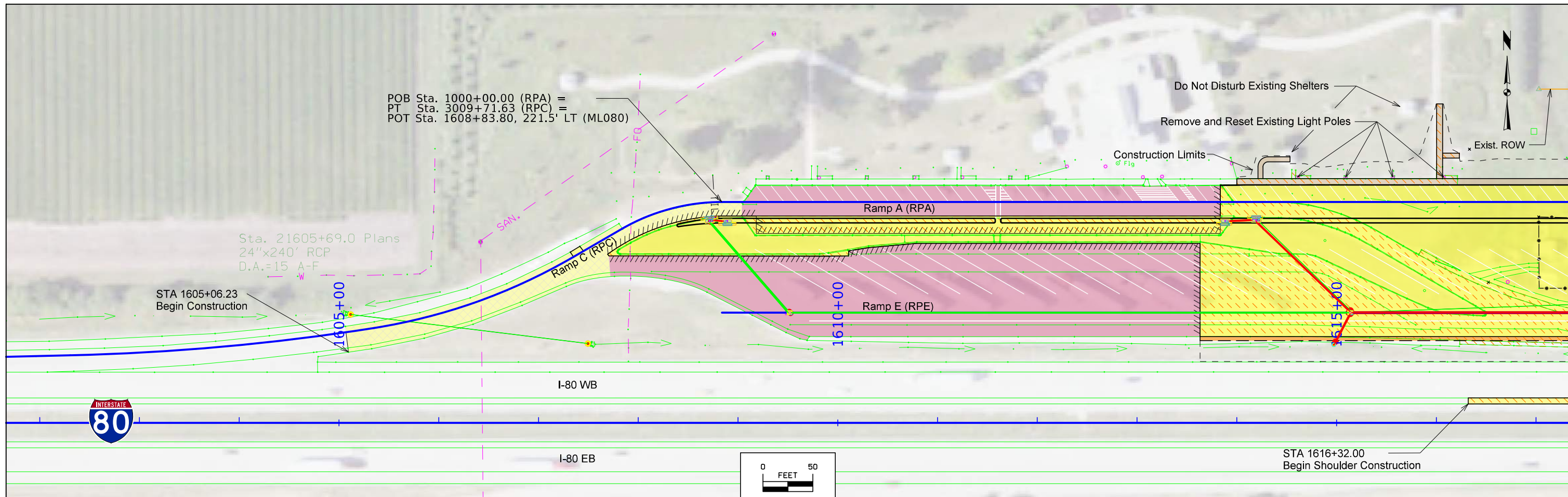
LINEWORK		Design Color No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

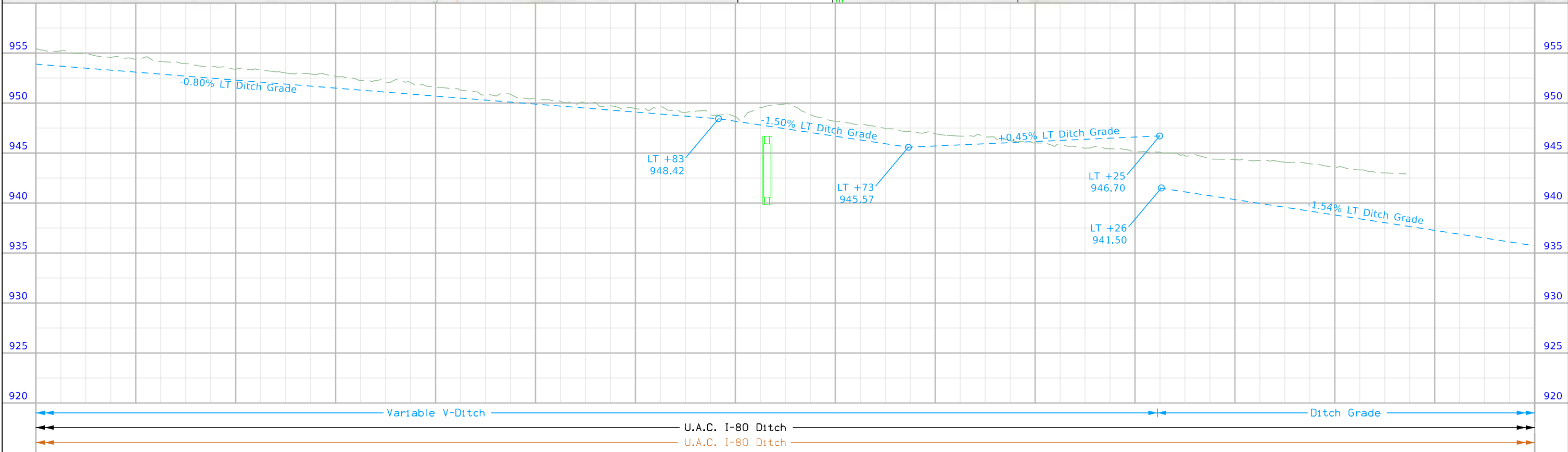
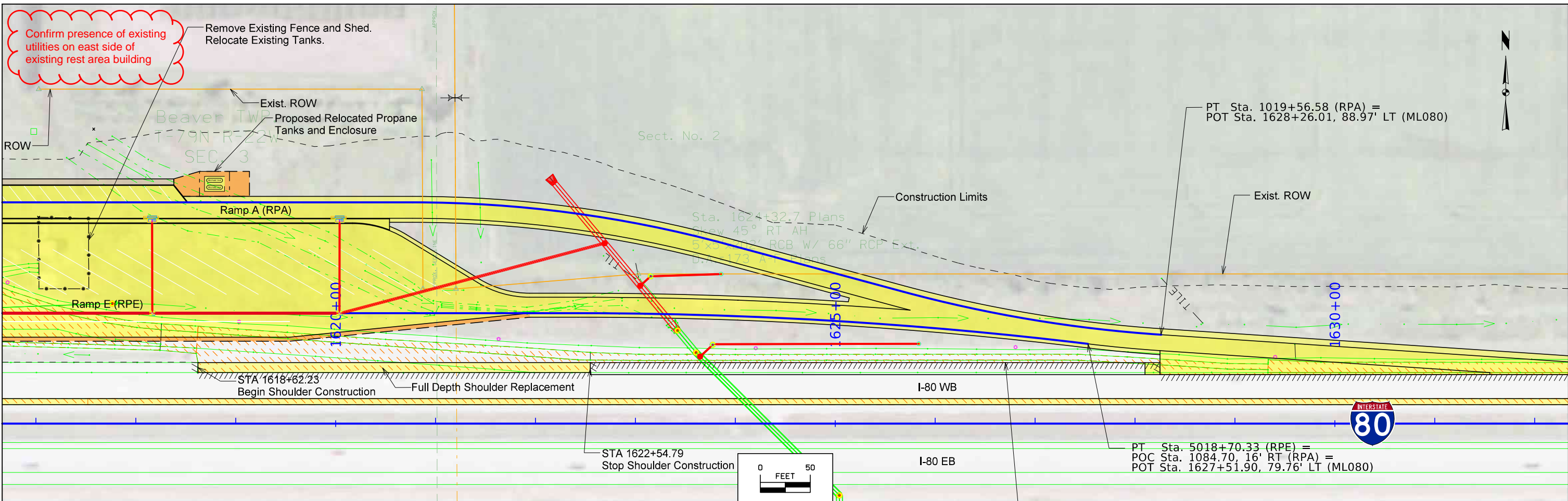
- Reference Point**
- Station
 - Survey Line
 - Section Corner
 - Ground Line Intercept
 - Saw Cut
 - Guardrail
 - Trench Drain
 - HighTension Cable Guardrail
 - Sheet Pile
 - Pavement Removal
 - Clearing & Grubbing Area

- ### 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

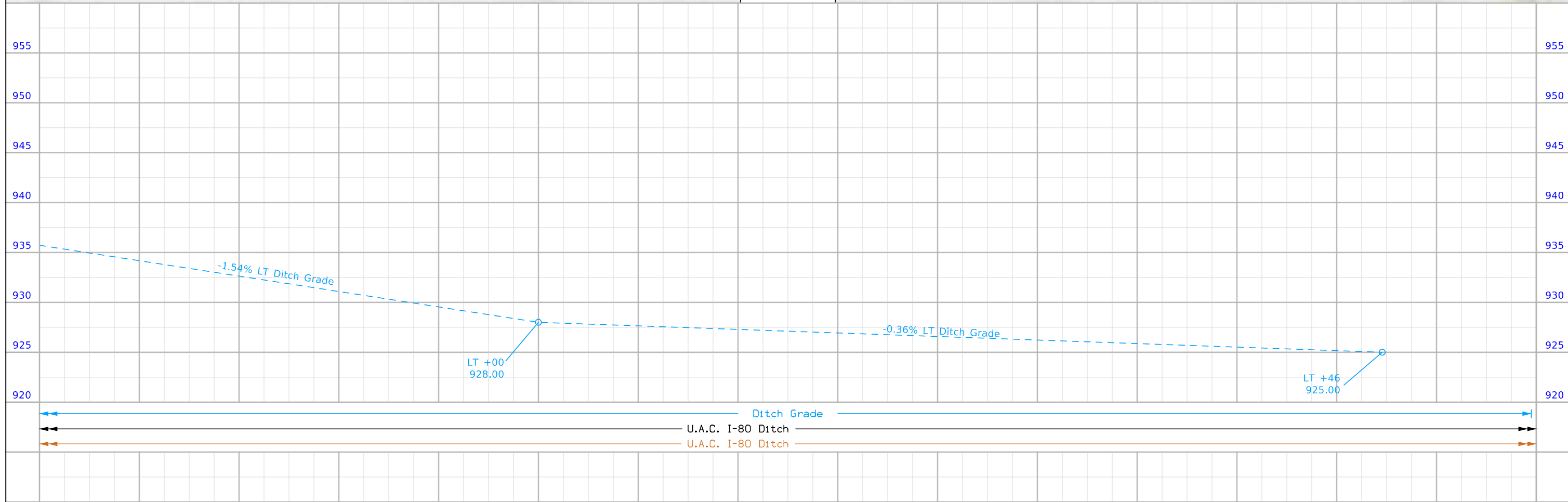
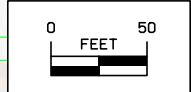
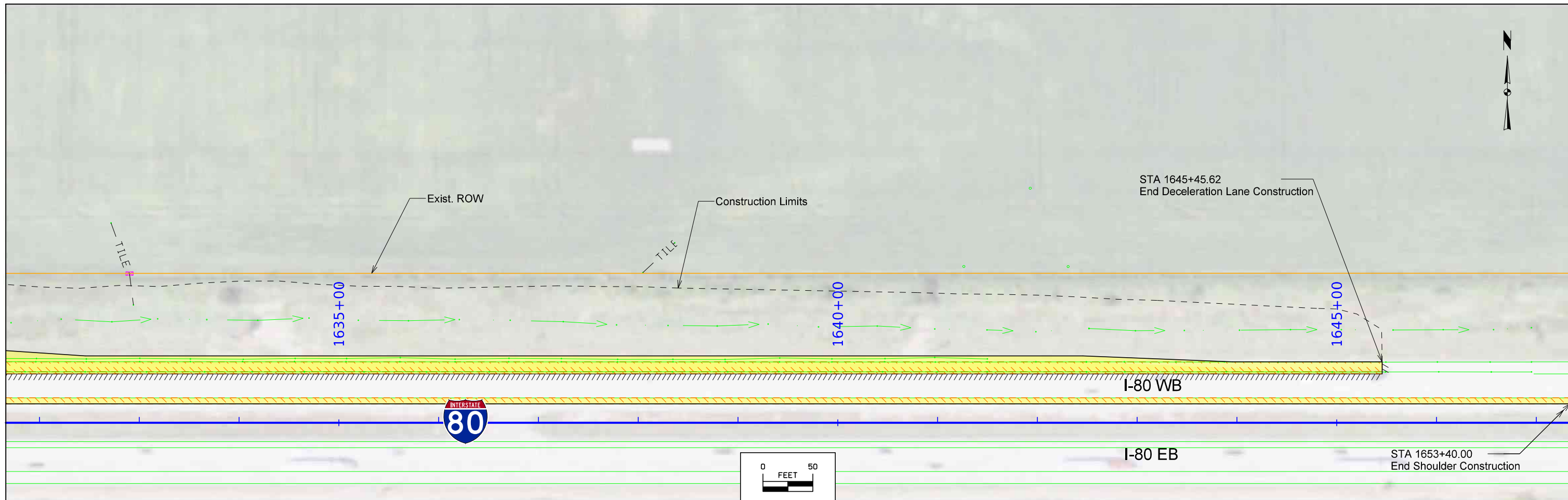
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES D & K)





1617+00	1618+00	1619+00	1620+00	1621+00	1622+00	1623+00	1624+00	1625+00	1626+00	1627+00	1628+00	1629+00	1630+00	1631+00	1632+00
FILE NO.	ENGLISH	DESIGN TEAM HNTB					POLK COUNTY	PROJECT NUMBER	IMX-080-5(386)147--02-77				SHEET NUMBER D.3		



1632+00	1633+00	1634+00	1635+00	1636+00	1637+00	1638+00	1639+00	1640+00	1641+00	1642+00	1643+00	1644+00	1645+00	1646+00	1647+00
FILE NO.	ENGLISH	DESIGN TEAM HNTB				POLK COUNTY	PROJECT NUMBER IMX-080-5(386)147--02-77			SHEET NUMBER D.4					

Survey Information

SURVEY INDEX

County: Polk

PIN: 22-77-080-070

Project Number: IMX-080-5(386)147--02-77

Location: Mitchellville Rest Area 1.2 mi W of Co Rd S27 (WB)

Type of Work: PCC Pavement - Grade and Replace

Project Directory: 7708007022

Survey Personnel

Paul Harry – Survey Party Chief

Jason Arn – Survey Party Chief

Robert Fredrickson – Assistant Survey Party Chief

Dan Duncan – Assistant Survey Party Chief

Date(s) of Survey

Begin Date 04/14/2022

End Date 04/21/2022

General Information

Measurement units for this survey are US survey feet. This survey is for I-80 westbound rest area PCC pavement replacement. Survey located 1.2 mi W of Co Rd S27. A partial field survey with photo control.

Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Two five-minute observations were taken with appropriate time spans between and used in a weighted average to obtain final coordinate values. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) EPOCH 2010.00

VERTICAL DATUM: NAVD88

COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 8

Alignments Information

No alignment is requested for this survey.

Utility Information

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

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00 - Ia. RCS Zone 08
VERT. DATUM: NAVD88 - Geoid Model 2012 bu3

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) EPOCH 2010.00
 1a. Regional Coordinate System Zone 08

VERT. DATUM: NAVD88
 Geoid Model 2012bu3
 Project Control Marks are Bench Marks

Point Name	Northing	Easting	Elevation	Feature Definition-Description
77080148	7521659.10	18589608.68	950.10	FENO SET FENO MONUMENT NEAR I-80 WB REST AREA IN POLK COUNTY MONUMENT IS 85FT NE OF NEAR EDGE OFF RAMP PAVED SHOULDER 67FT E OF NE COR CONC PAD AND 60FT W OF SINGLE WOOD POST
770801474	7521232.32	18587404.78	977.23	CP SET 5/8IN X 40IN REBAR NEAR I-80 EB REST AREA IN POLK COUNTY MONUMENT IS 19FT S OF NEAR EDGE PCC PAVED RAMP SHOULDER 13FT E OF ROW COR POST AND 10FT W OF STA 1595 POST
77080149	7520713.05	18594415.09	946.36	CP FOUND ROW RAIL NEAR THE INTERSECTION OF I-80 AND NE 112TH ST IN POLK COUNTY MONUMENT IS 72FT SW OF CL EB OFF RAMP 54FT NW OF GAS PIPELINE MARKER POST AND 1FT S OF ROW FENCE

NOTE:

The first two digits in the control point name refer to the county number.
 The next 3 digits refer to the highway number.
 The next 3 digits refer to the highway milepost.
 The last digit refers to the distance from the referenced milepost to the nearest tenth of a mile.

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
ML I-80	Point ML080_1	1500+00.00	7519107.27	18578223.57															
	Curve ML080_1							1572+47.12	7521141.41	18585179.36	1580+72.91	7521373.20	18585971.95	1588+87.40	7521371.73	18586797.73			
	Point ML080_2	1674+00.00	7521356.60	18595310.32															
Ramp A	Point RPA 1	1000+00.00	7521589.68	18588794.52															
	Curve RPA 1							1011+93.30	7521587.56	18589987.82	1013+52.36	7521587.28	18590146.88	1015+09.58	7521545.56	18590300.38			
	Curve RPA 2							1016+94.21	7521497.15	18590478.54	1018+25.64	7521462.68	18590605.37	1019+56.22	7521453.70	18590736.50			
Ramp C	Point RPC 1	3000+00.00	7521430.86	18587850.00															
	Curve RPC 1							3002+91.13	7521437.08	18588141.07	3004+44.37	7521440.36	18588294.27	3005+97.16	7521464.00	18588445.68			
	Curve RPC 2							3005+97.16	7521464.00	18588445.68	3007+03.47	7521480.40	18588550.72	3008+07.39	7521533.39	18588642.88			
	Curve RPC 3							3008+66.91	7521563.06	18588694.48	3009+20.50	7521589.78	18588740.93	3009+71.63	7521589.68	18588794.52			
Ramp E	Point RPE 1	5000+00.00	7521478.68	18588794.33															
	Curve RPE 1							5013+58.88	7521476.27	18590153.20	5016+14.91	7521475.81	18590409.24	5018+70.33	7521444.62	18590663.36			

SUPERELEVATION DATA

See PV-300 Series

Road Identification	Circular Curve or Spiral Curve Name	Radius FT	Superelevation Data			Standard Road Plan	Section A-A	Section B-B	Section C-C	Section D-D	Section E-E	Section F-F	Case A	Case B	Case C	Case S	Case T	Case U	Remarks
			e	L	x														
			%	FT	FT														
Ramp A	Curve RPA 1	1200	4.4	107	42	PV-303	1011+66.64		1011+93.30	1012+25.00						1012+15.33	1012+15.33		40 mph
									1015+85.00	1015+09.58	1014+78.00					1014+87.75	1014+87.75		40 mph - Shared B-B with RPA 2 PC
Ramp A	Curve RPA 2	1330	6.0	156	45	PV-303		1015+85.00	1016+94.21	1017+41.00						1016+75.00	1016+75.00		60 mph - Shared B-B with RPA 1 PT
				187	54		See Remarks		1019+56.22	1018+99.00						See Remarks			60 mph - A-A at 3.0% and Case S occur in ML080 gore

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

ACCESS CONTROL PREVIOUSLY ACQUIRED.



1

BILL BARNES INC.

SW 1/4 NE FRL 1/4
SEC. 3-79-22

Sta. 21605+69.0
24' 240' RCP
D.A. 15 A-F

1594+00 1595+00 1596+00 1597+00 1598+00 1599+00 3000+00 1600+00 3001+00 1601+00 3002+00 1602+00 3003+00 1603+00 3004+00 1604+00 3005+00 1605+00 3006+00 1606+00 3007+00 1607+00 1608+00 1609+00



SAN.

SIGN

00+800E

00+600E

1000+00

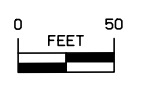
7000+00

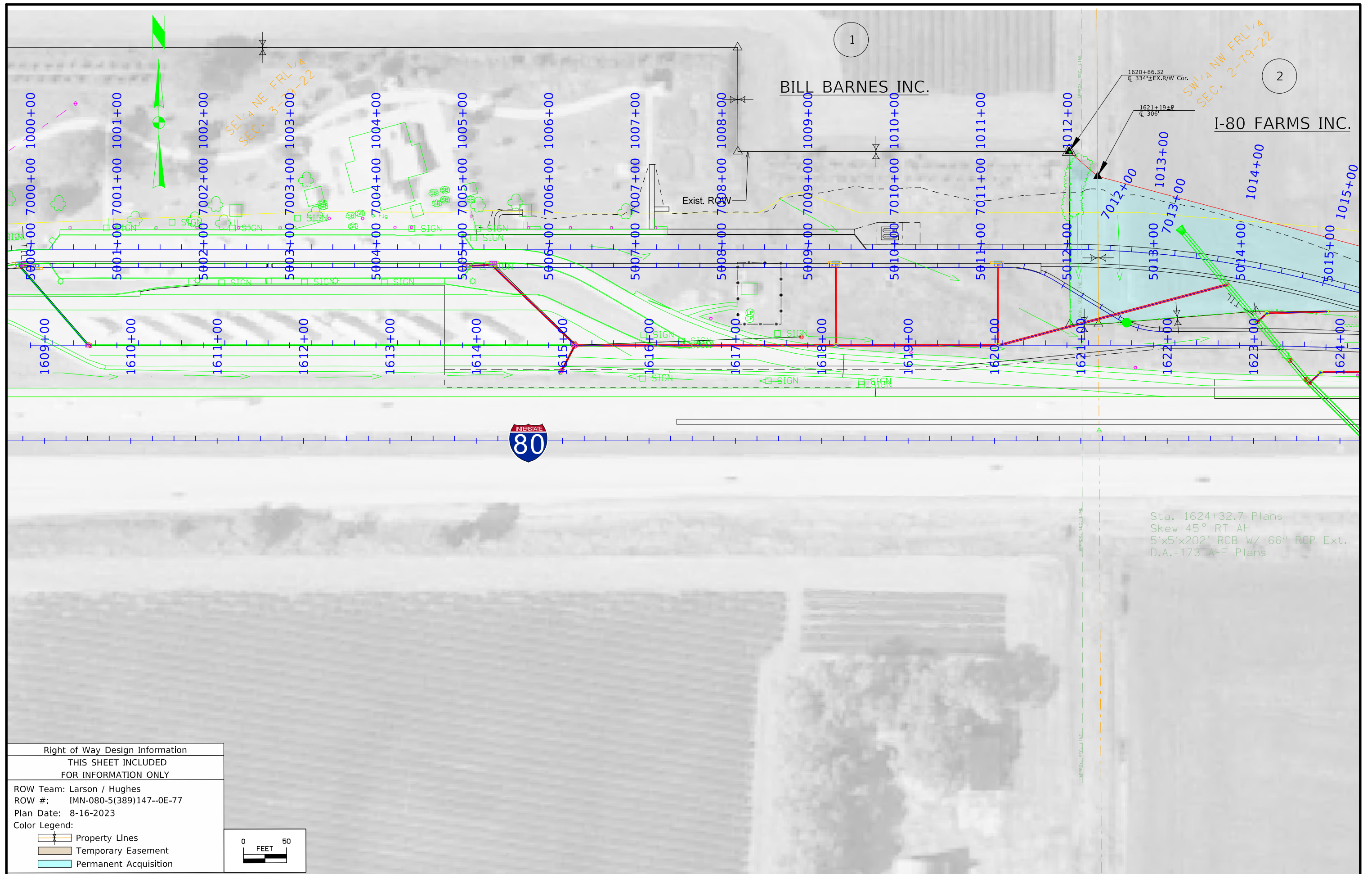
1609+00

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

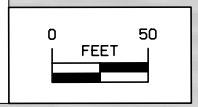
ROW Team: Larson / Hughes
ROW #: IMN-080-5(389)147--0E-77
Plan Date: 8-16-2023

- Color Legend:
- Property Lines
 - Temporary Easement
 - Permanent Acquisition





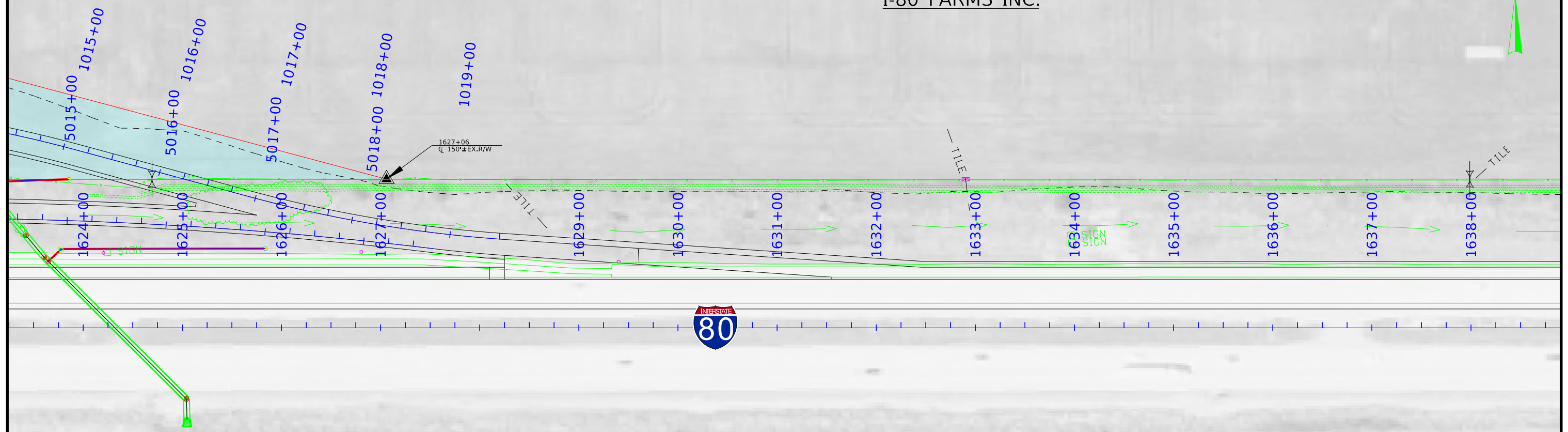
Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Larson / Hughes	
ROW #: IMN-080-5(389)147--0E-77	
Plan Date: 8-16-2023	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



SW 1/4 NW FRL 1/4
SEC. 2-79-22

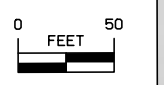
2

I-80 FARMS INC.



Sta. 1624+32.7 Plans
Skew 45° RT AH
5'x5'x202' RCB W/ 66" RCP Ext.
D.A.=173 A-F Plans

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: Larson / Hughes	
ROW #: IMN-080-5(389)147--0E-77	
Plan Date: 8-16-2023	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



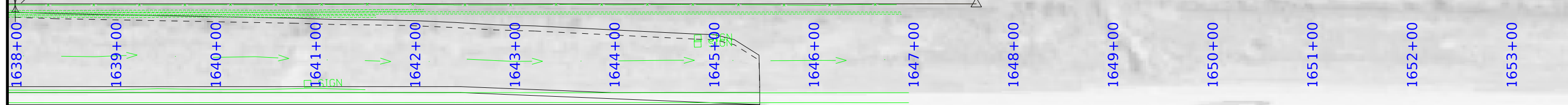
SE 1/4 NW FRL 1/4
SEC. 2-19-22

2

I-80 FARMS INC.



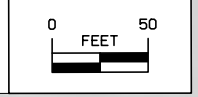
TILE



Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: Larson / Hughes
ROW #: IMN-080-5(389)147--0E-77
Plan Date: 8-16-2023

Color Legend:
Property Lines
Temporary Easement
Permanent Acquisition



108_23A
8/15/22

TRAFFIC CONTROL PLAN

Maintain traffic on WB Interstate 80 at all times in accordance with J Sheets. Inside lane closures will be permitted as necessary during nighttime hours to complete shoulder strengthening in accordance with Tab. 108-23B Modified. The rest area will remain open to traffic when possible.

Refer to Tab. 108-26A for Staging Notes.

For additional information, refer to Part 6 of the Manual on Uniform Traffic Control Devices and the current Standard Specifications.

STAGING NOTES

Prior to Stage 1

Traffic: Close the inside lane of westbound I-80 in accordance with Standard Road Plan TC-418 and allowable nighttime closures in accordance with Tab. 108-23B Modified.

Construction: Construct I-80 inside shoulder strengthening in order to shift traffic in Stage 1.

Stage 1

Traffic: Shift westbound I-80 traffic to the inside as shown in the J Sheets. Existing rest area ramps and parking shall remain open to traffic.

Construction: Construct new deceleration lane, culvert extension, Ramps A and E, and expanded parking beyond the limits of existing rest area pavement as shown in J sheets.

Complete other Stage 1 construction.

Stage 2A

Traffic: Maintain westbound I-80 traffic shift on the inside shoulder. Close the rest area for construction.

Construction: Reconstruct passenger vehicle parking within limits of existing off-ramp and route and seal existing passenger vehicle pavement to remain.

Stage 2B

Traffic: Maintain westbound I-80 traffic shift on the inside shoulder. Open new Ramp A to passenger vehicles only. Maintain closure of the rest area to truck parking.

Construction: Remove remaining existing rest area ramp and parking pavement and construct new truck parking pavement as shown in J Sheets. Route and seal existing truck parking pavement to remain and Ramp C as shown in J Sheets.

Complete other Stage 2 construction.

Final

Traffic: Open new ramps and rest area parking to all traffic. Place westbound I-80 traffic back on existing lanes.

Set up pavement marking operations utilizing Standard Road Plan TC-433.

Set up rumble strip operations in accordance with Standard Road Plan TC-432.

Construction: Complete final pavement markings and mill rumble strips.

111_01
10/14/22

COORDINATED OPERATIONS

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

Project	Type of Work
None Provided	

Nighttime Closures Only
Sun: 9 PM - Mon: 6 AM
Mon - Thurs: 8 PM - 6 AM Nightly

NE 88TH ST

NE 96TH ST

NE 112TH ST

NE 120TH ST

NE 70TH AVE

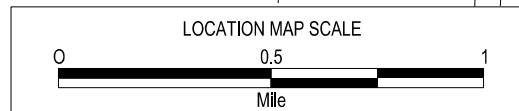


NE 62ND AVE

MITCHELLVILLE

NE 58TH AVE

NE 54TH AVE



Allowable Interstate
Closure Map
Construction
(DOT District 1)

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

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

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

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Blue, Light	(230)	Proposed HMA Overlay Shading
Dark Red	(136)	Proposed Routing and Sealing
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

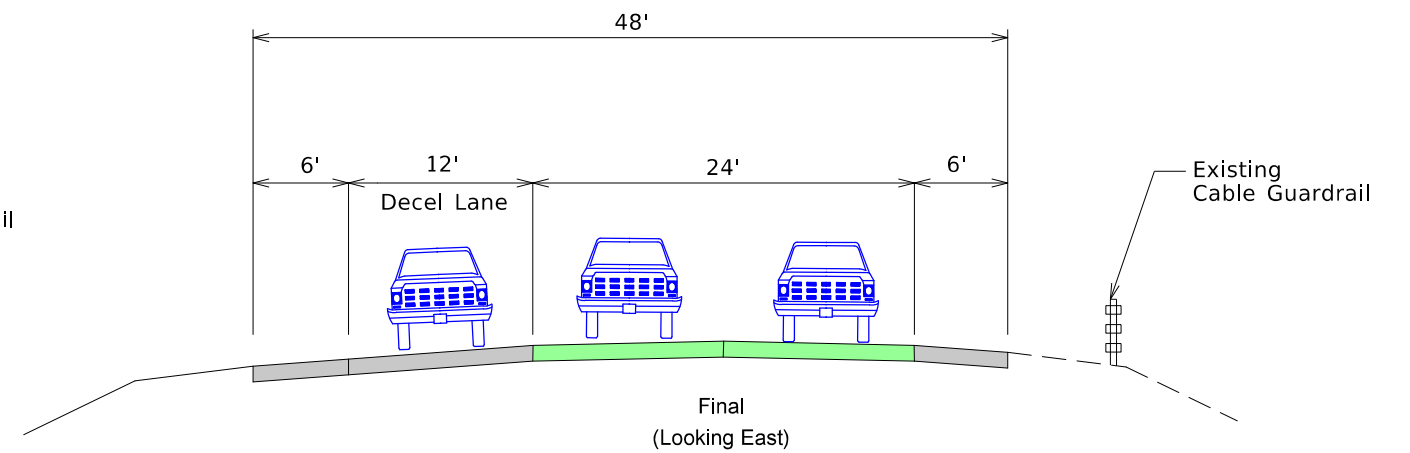
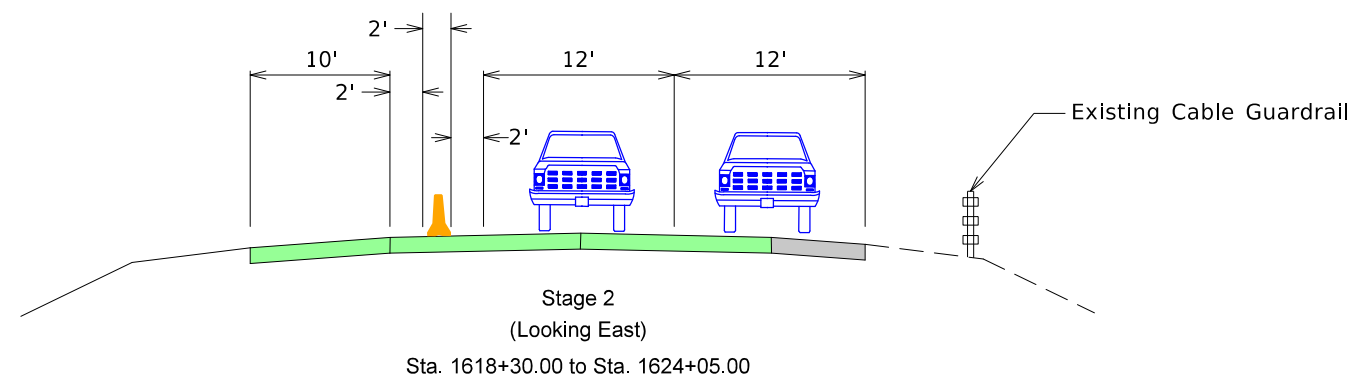
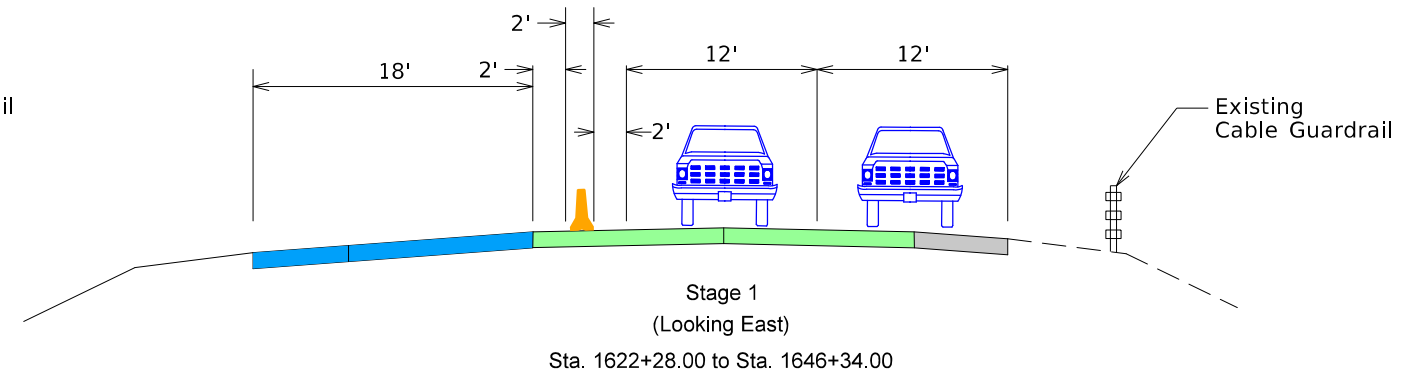
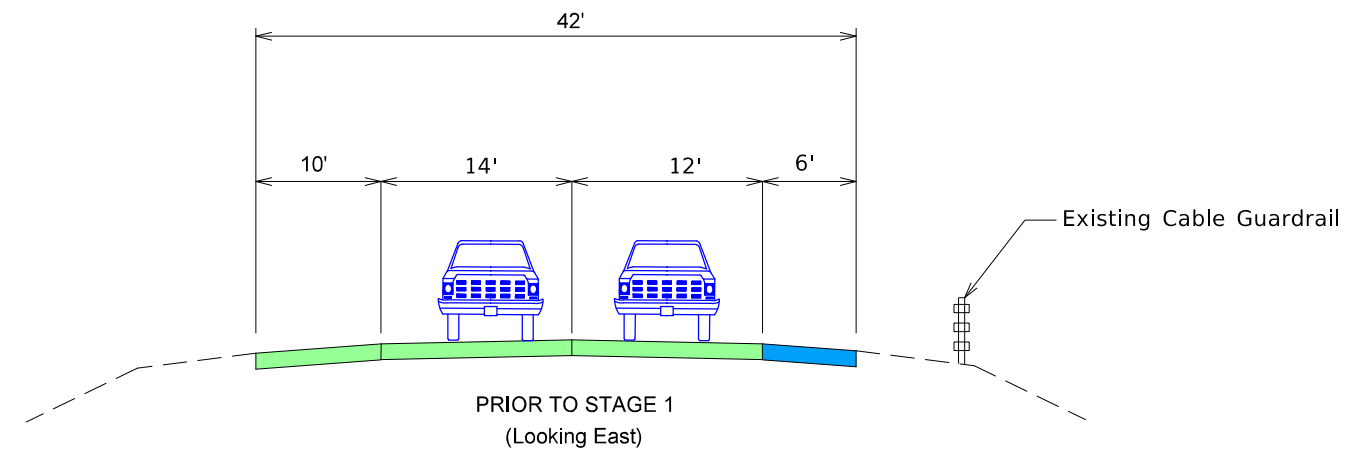
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

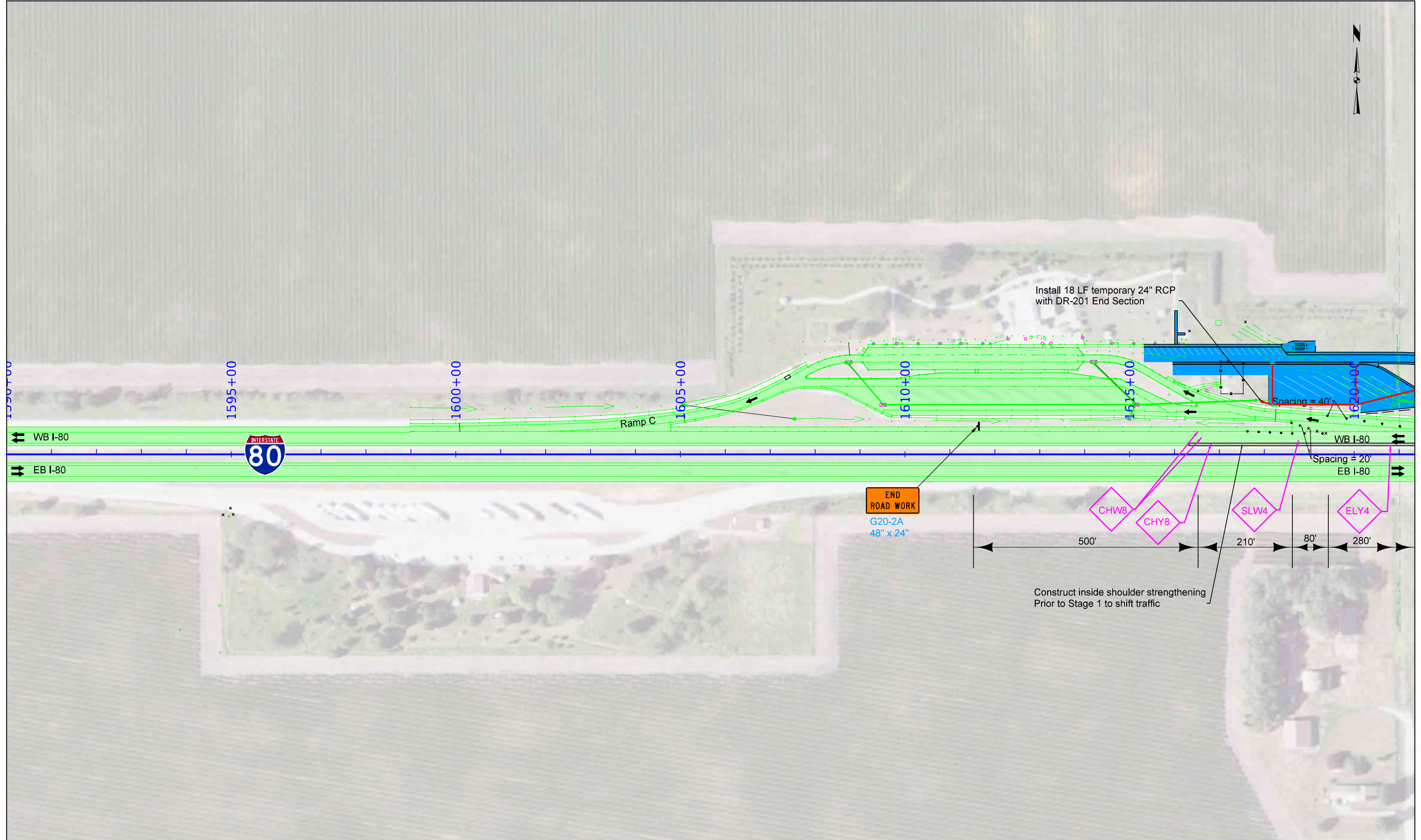
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

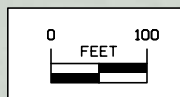
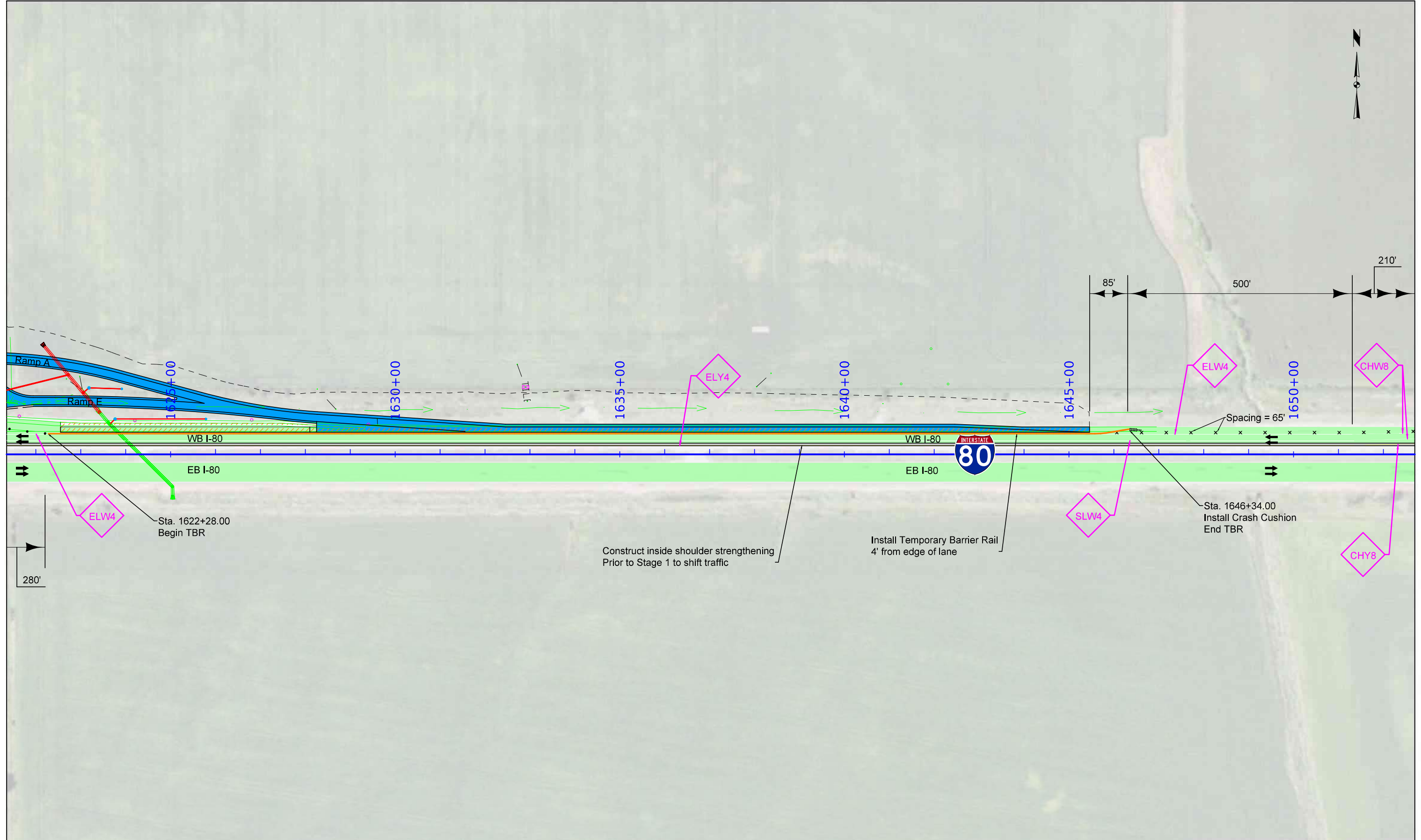
(COVERS SHEET SERIES J)



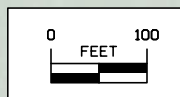
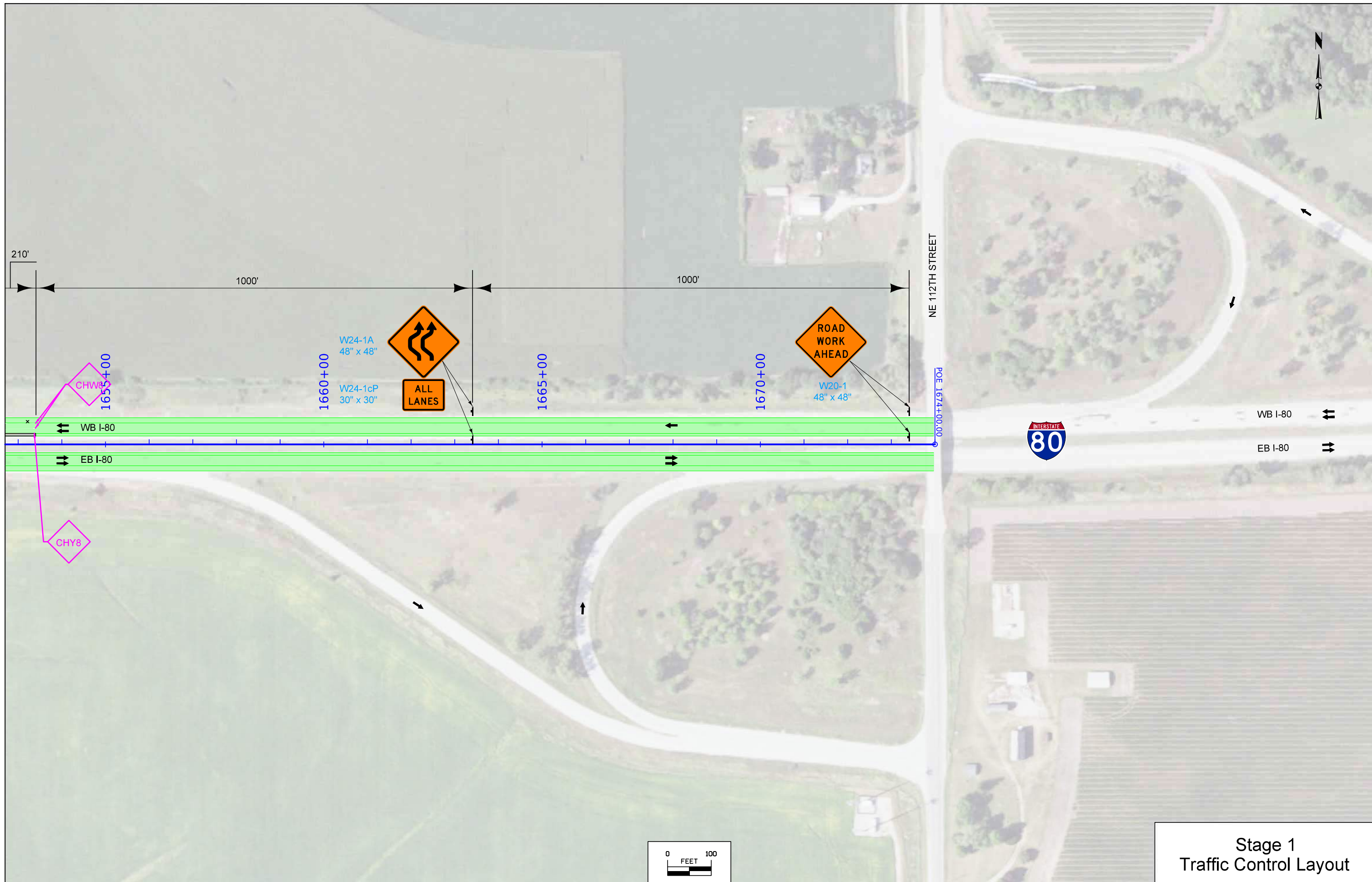
I-80 Westbound
Staging



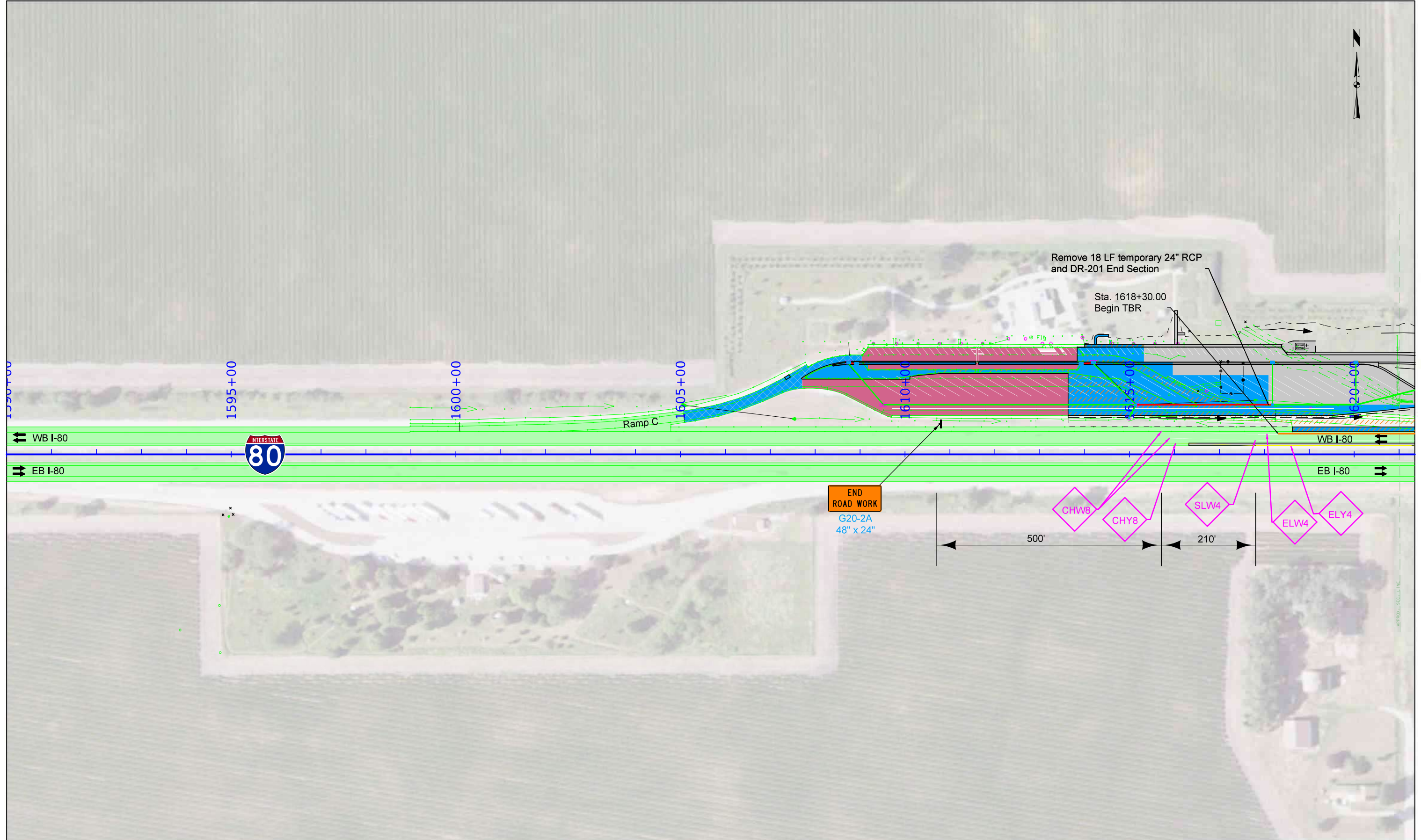
**Stage 1
Traffic Control Layout**



**Stage 1
Traffic Control Layout**

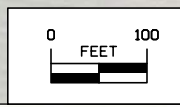
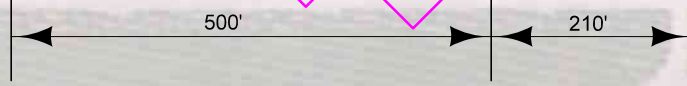


Stage 1
Traffic Control Layout

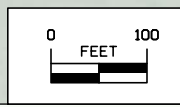
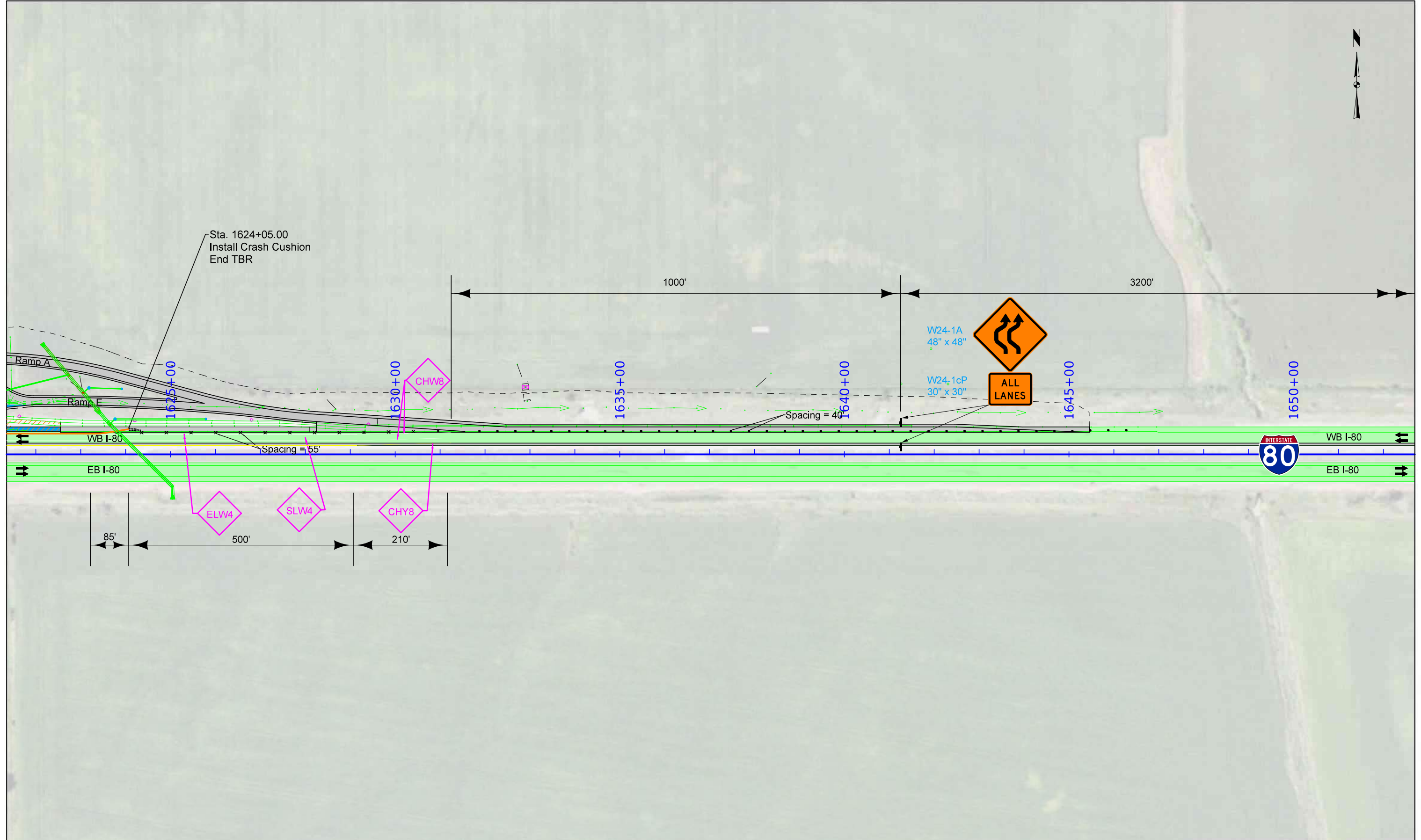


END ROAD WORK
G20-2A
48" x 24"

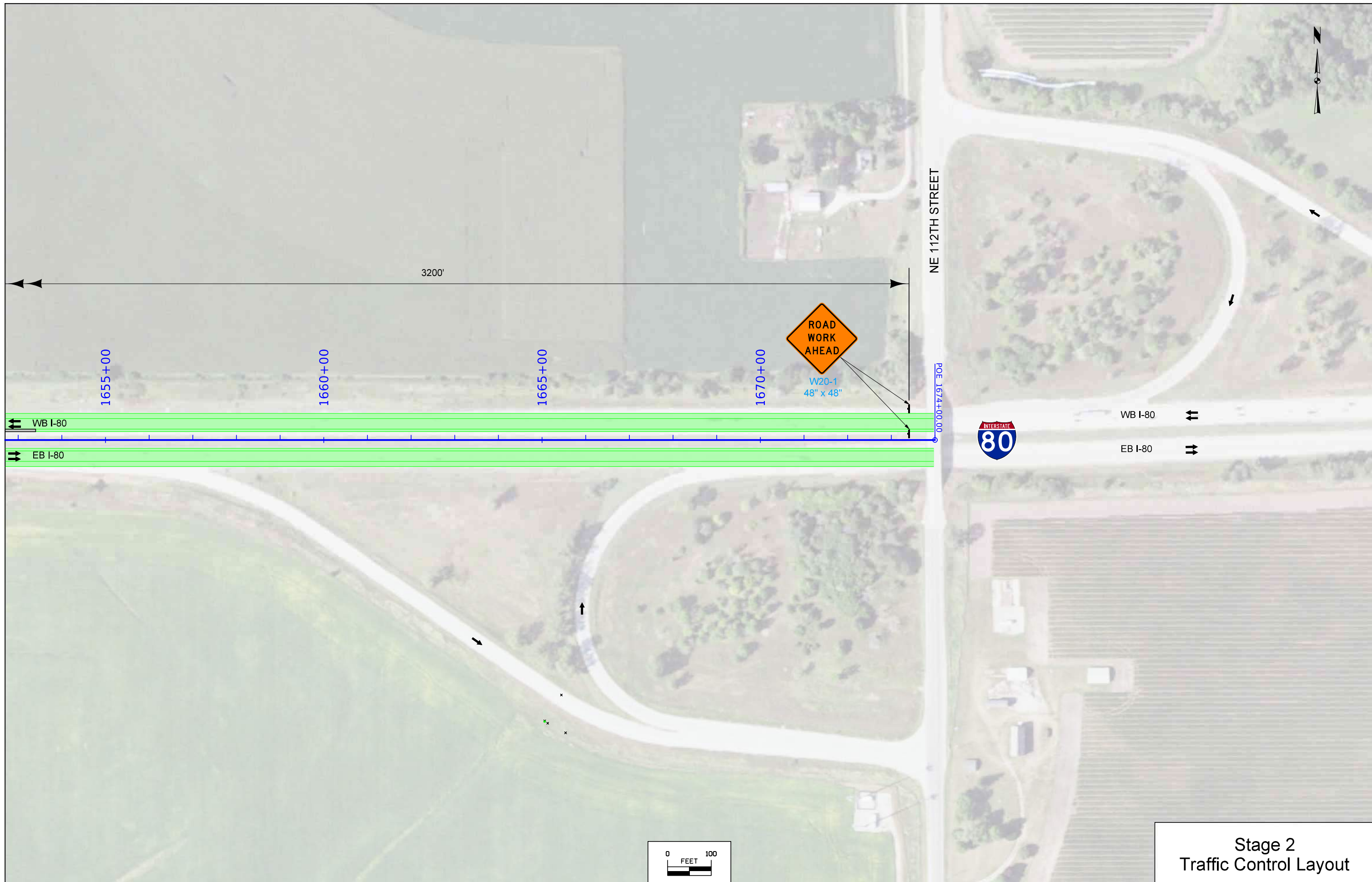
CHW8
CHY8
SLW4
ELW4
ELY4



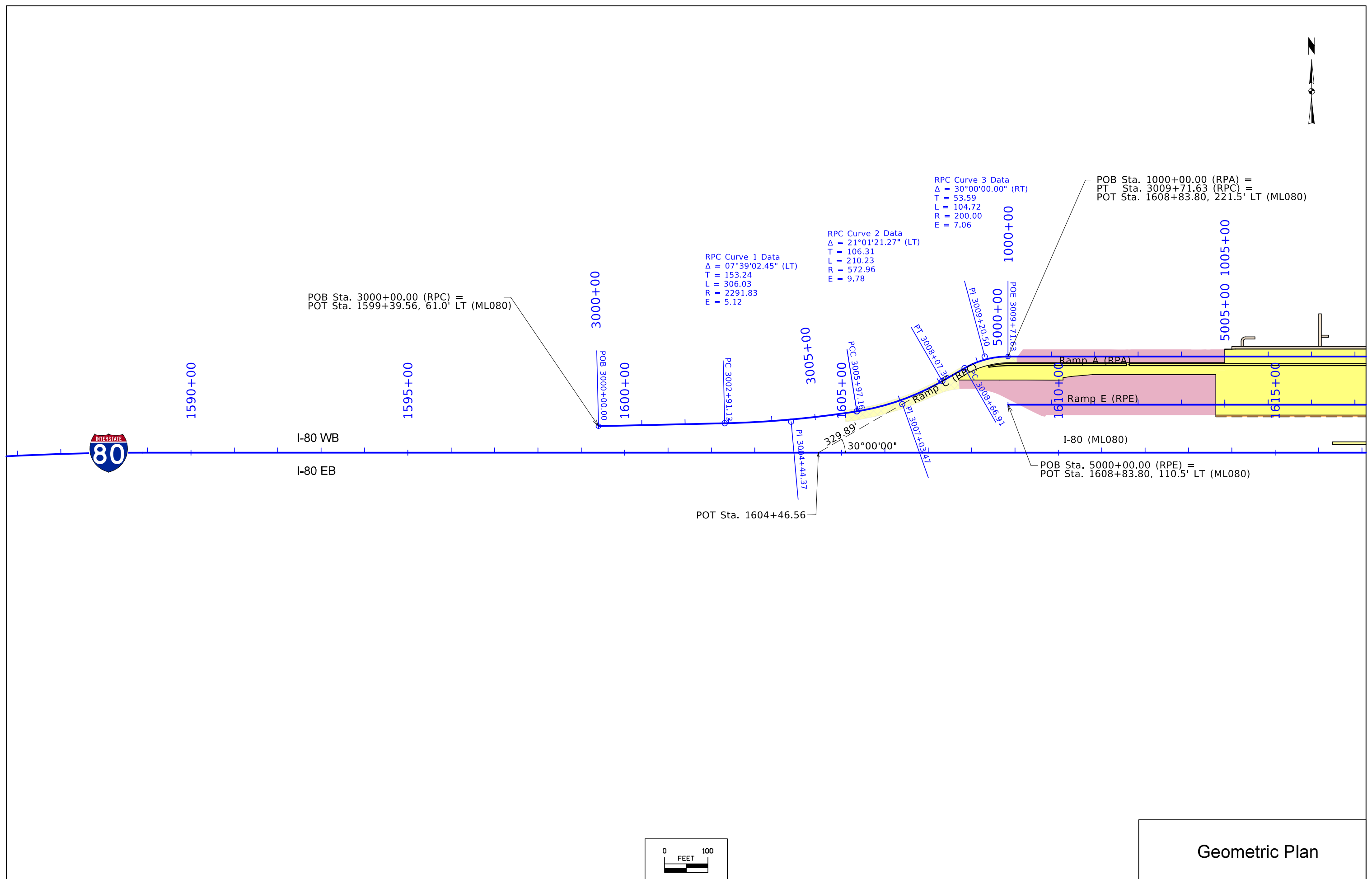
**Stage 2
Traffic Control Layout**



Stage 2
Traffic Control Layout



Stage 2
Traffic Control Layout



POB Sta. 3000+00.00 (RPC) =
 POT Sta. 1599+39.56, 61.0' LT (ML080)

RPC Curve 1 Data
 $\Delta = 07^{\circ}39'02.45''$ (LT)
 T = 153.24
 L = 306.03
 R = 2291.83
 E = 5.12

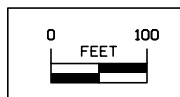
RPC Curve 2 Data
 $\Delta = 21^{\circ}01'21.27''$ (LT)
 T = 106.31
 L = 210.23
 R = 572.96
 E = 9.78

RPC Curve 3 Data
 $\Delta = 30^{\circ}00'00.00''$ (RT)
 T = 53.59
 L = 104.72
 R = 200.00
 E = 7.06

POB Sta. 1000+00.00 (RPA) =
 PT Sta. 3009+71.63 (RPC) =
 POT Sta. 1608+83.80, 221.5' LT (ML080)

POB Sta. 5000+00.00 (RPE) =
 POT Sta. 1608+83.80, 110.5' LT (ML080)

POT Sta. 1604+46.56



Geometric Plan

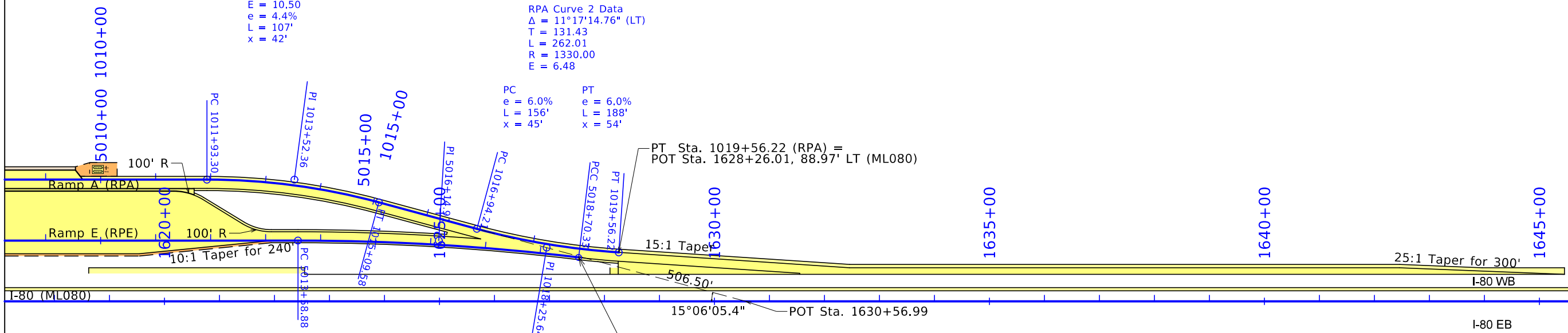


RPA Curve 1 Data
 $\Delta = 15^\circ 06' 05.43''$ (RT)
 T = 159.06
 L = 316.29
 R = 1200.00
 E = 10.50
 e = 4.4%
 L = 107'
 x = 42'

RPA Curve 2 Data
 $\Delta = 11^\circ 17' 14.76''$ (LT)
 T = 131.43
 L = 262.01
 R = 1330.00
 E = 6.48

PC e = 6.0% PT e = 6.0%
 L = 156' L = 188'
 x = 45' x = 54'

RPE Curve 1 Data
 $\Delta = 06^\circ 53' 42.32''$ (RT)
 T = 256.04
 L = 511.45
 R = 4250.00
 E = 7.71
 e = Normal Curve

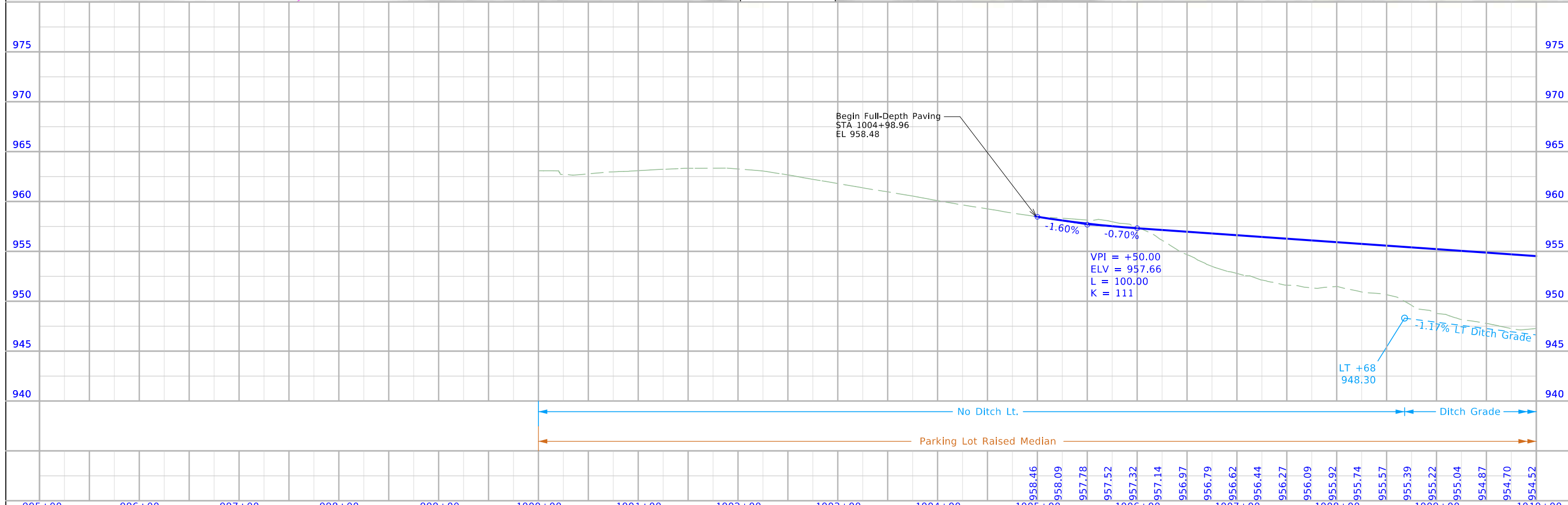
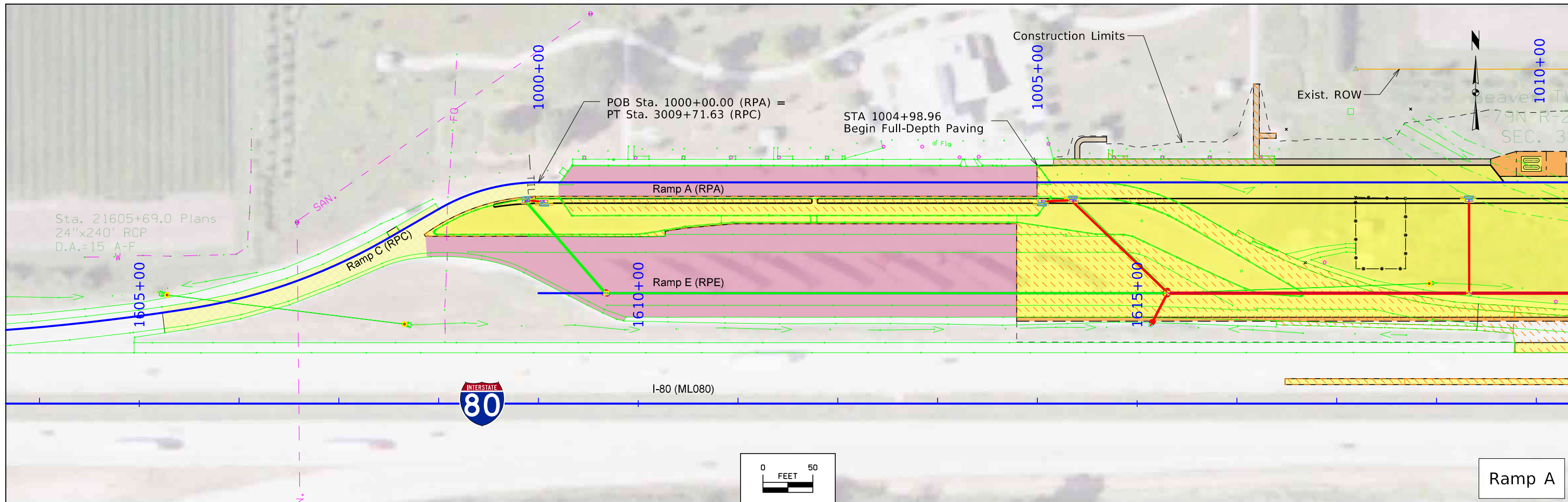


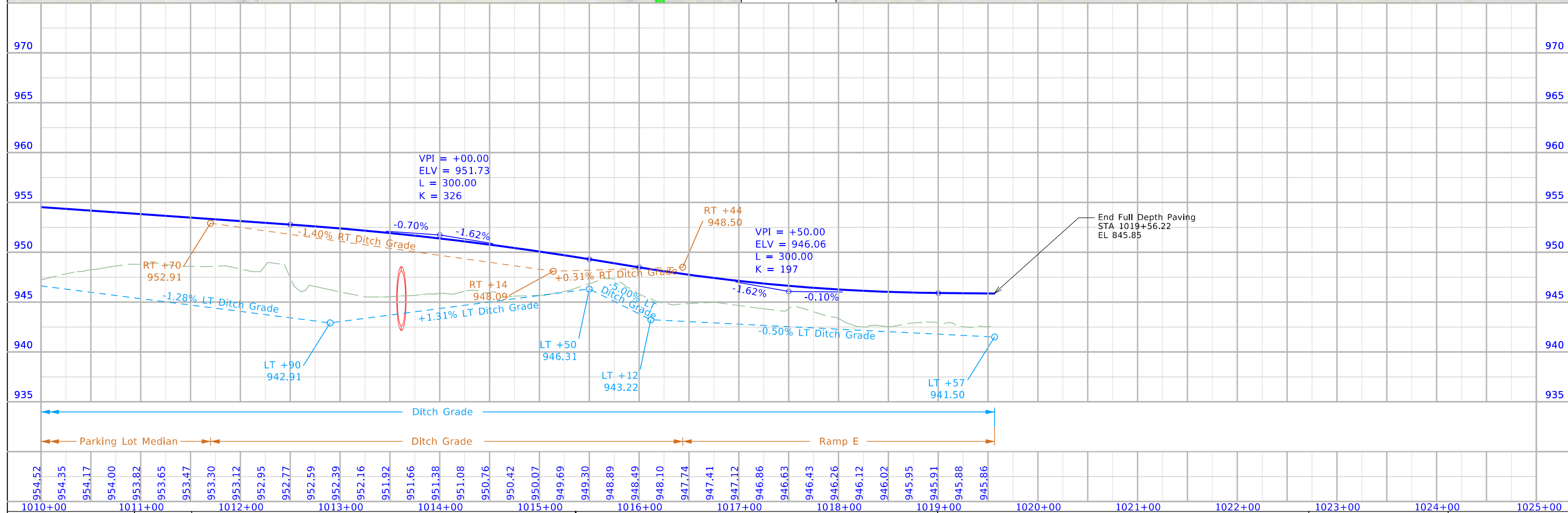
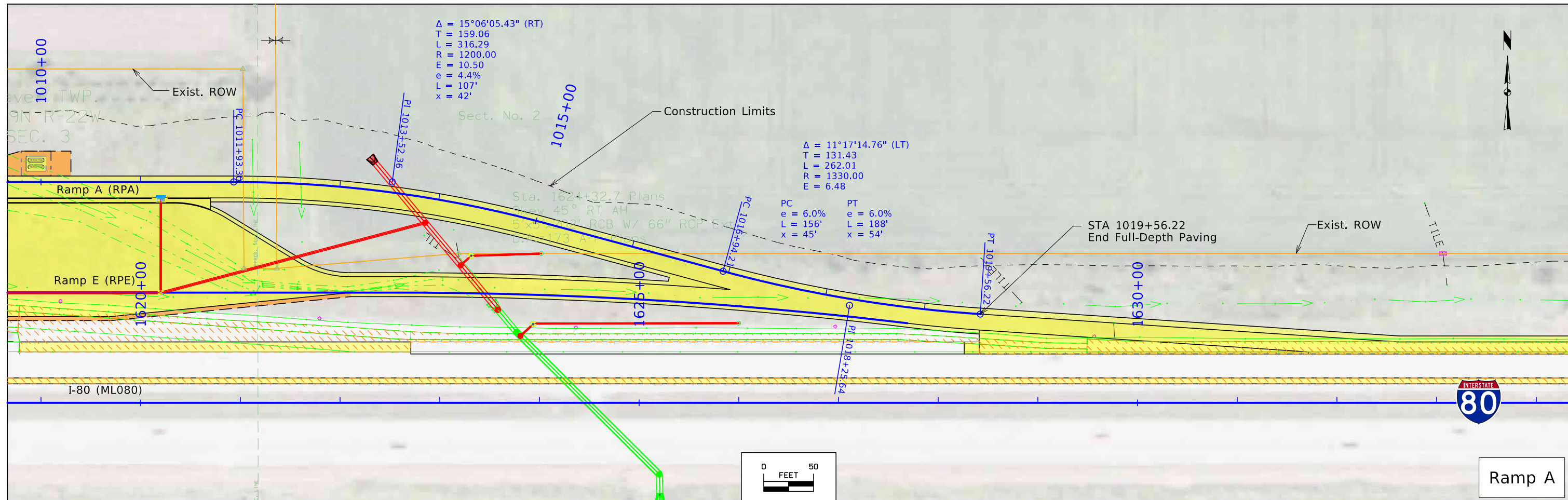
PT Sta. 1019+56.22 (RPA) =
 POT Sta. 1628+26.01, 88.97' LT (ML080)

15°06'05.4" POT Sta. 1630+56.99

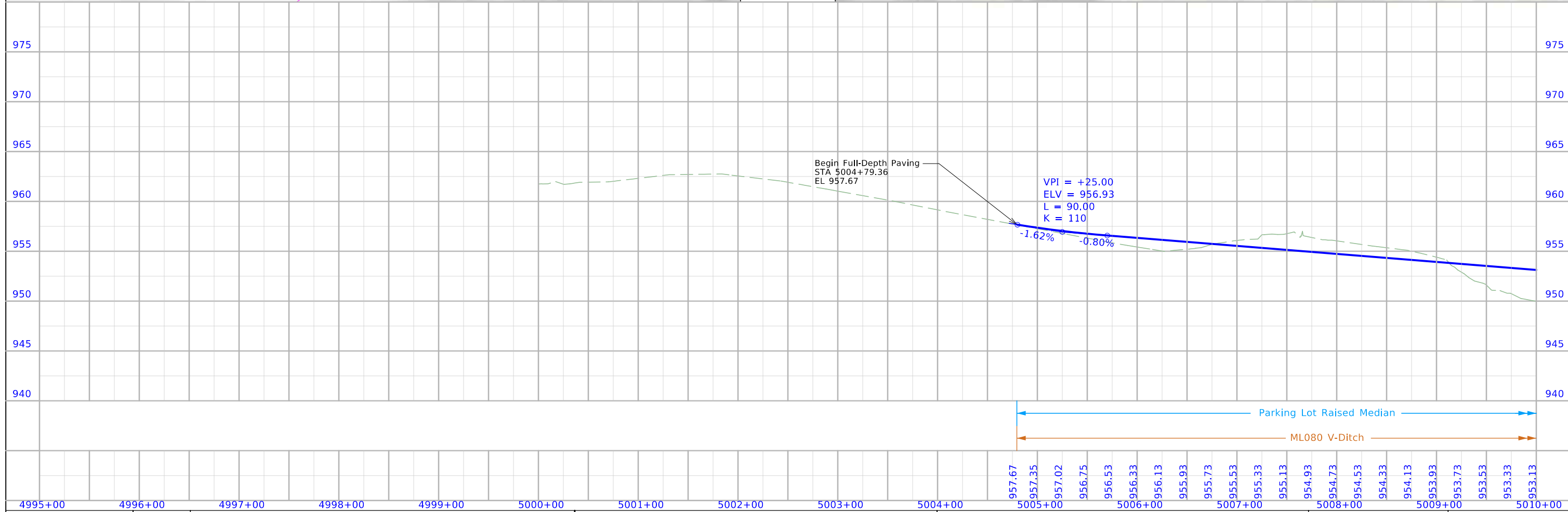
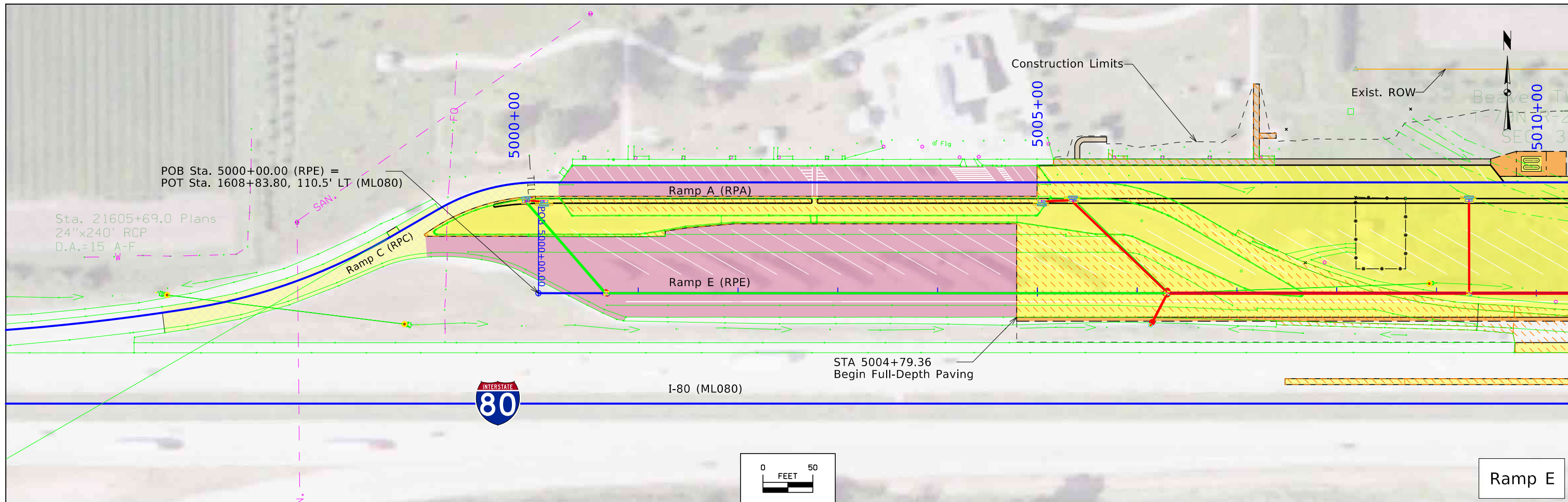
PT Sta. 5018+70.33 (RPE) =
 POC Sta. 1084.70, 16' RT (RPA) =
 POT Sta. 1627+51.90, 79.76' LT (ML080)

Geometric Plan





954.52	954.35	954.17	954.00	953.82	953.65	953.47	953.30	953.12	952.95	952.77	952.59	952.39	952.16	951.92	951.66	951.38	951.08	950.76	950.42	950.07	949.69	949.30	948.89	948.49	948.10	947.74	947.41	947.12	946.86	946.63	946.43	946.26	946.12	946.02	945.95	945.91	945.88	945.86			
1010+00	1011+00	1012+00	1013+00	1014+00	1015+00	1016+00	1017+00	1018+00	1019+00	1020+00	1021+00	1022+00	1023+00	1024+00	1025+00																										



FILE NO.	ENGLISH	DESIGN TEAM HNTB	POLK COUNTY	PROJECT NUMBER IMX-080-5(386)147--02-77	SHEET NUMBER K.5
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STORM SEWER

① Diameter or equivalent diameter
* Bid Item
** For SW-545

INTAKES AND UTILITY ACCESSES **PIPES**

Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 2 ft length is added to each side of the Design Length to account for estimated length to center of structures.

No.	Location Station and Offset	*Type or Standard Road Plan	Form	Bottom	Extension	Notes	Line Number	Intake/Utility Access No.		Class 'D'	Pipe Size	Bid* Length	Design Length	Slope %	Flow Lines			Pipe Profile Sheet No.	Notes
			Grade	Well	Length**			From	To						Inlet Elevation	Outlet Elevation	Other Elevation		
			Elev.	Elev.	FT			IN	FT						FT				
ST-01	5000+05.61 / -90.38	SW-509S	962.43	958.34	N/A		P_01	ST-01	ST-02	2000	12	14	10.0	1.13	958.84	958.73	N/A		(20)
ST-02	1608+71.36 / -204.21	SW-509S (TOP ONLY)	962.04	958.23	N/A	(1)	EX_02	ST-02	EX-03	2000	12	N/A	N/A	0.83	958.73	957.73	N/A		(21)
EX-03	5000+68.03 / 0.00	EXISTING	961.98	957.02	N/A	(2)	EX_03	EX-03	ST-07	2000	12	N/A	N/A	1.01	957.52	951.88	N/A		(21)
ST-04	5005+04.53 / -90.43	SW-509L	958.65	953.54	N/A		P_04	ST-04	ST-05	2000	15	27	23.0	1.37	954.04	953.72	N/A		
ST-05	1005+35.56 / 16.63	SW-509R	958.16	952.92	N/A	(3)	P_05	ST-05	ST-07	2000	15	135	131.0	1.69	953.42	951.65	N/A		(22)
ST-06	5006+13.49 / 32.11	SW-512	956.27	951.66	N/A	(4)	P_06	ST-06	ST-07	2000	18	39	35.0	2.00	952.16	951.48	N/A		(22)
ST-07	5006+29.86 / 0.00	SW-511	956.09	950.40	N/A	(5)	P_07	ST-07	ST-09	2000	24	304	300.0	0.90	950.90	948.20	N/A		
ST-08	1009+32.51 / 16.63	SW-509R	954.69	950.46	N/A		P_08	ST-08	ST-09	2000	15	95	91.0	2.00	950.96	949.16	N/A		
ST-09	5009+32.66 / 0.00	SW-511	953.67	947.40	N/A		P_09	ST-09	ST-11	2000	24	189	185.0	0.79	947.90	946.45	N/A		
ST-10	1011+20.14 / 16.63	SW-509R	953.40	949.08	N/A		P_10	ST-10	ST-11	2000	15	95	91.0	1.90	949.58	947.87	N/A		
ST-11	5011+20.00 / 0.00	SW-511	952.37	945.65	N/A		P_11	ST-11	ST-12	2000	24	275	273.0	0.76	946.15	944.07	N/A		(23)
ST-12	1622+69.19 / -180.52	DR-142 24-66 In 64° Tee	N/A	N/A	N/A	(6)													
ST-15	1623+85.74 / -149.65	SW-512 (Case 2)	948.76	944.45	N/A		P_15	ST-15	ST-16	2000	15	73	69.0	0.52	944.95	944.60	N/A		
ST-16	1623+15.35 / -147.48	SW-401 (48")	950.32	943.80	N/A		P_16	ST-16	ST-17	2000	15	15	13.0	2.45	944.30	944.00	N/A		(23)
ST-17	1623+04.76 / -137.94	DR-142 15-66 Inch Tee	N/A	N/A	N/A	(6)													
ST-20	1625+83.57 / -79.85	SW-512 (24" Case 2)	946.75	942.71	N/A		P_20	ST-20	ST-21	2000	15	209	205.0	0.40	943.21	942.40	N/A		
ST-21	1623+77.38 / -78.87	SW-401 (48")	949.07	941.90	N/A		P_21	ST-21	ST-22	2000	15	18	16.0	0.46	942.40	942.33	N/A		(24)
ST-22	1623+64.71 / -67.10	DR-121 Type 1 Pipe Connection	N/A	N/A	N/A	(7)													

- Notes
- (1) Install SW-509S (TOP ONLY) (DO NOT DISTURB PIPE EX_02)
 - (2) EX-03 shall remain, DO NOT DISTURB
 - (3) Remove Existing Intake and Install SW-509R
 - (4) Remove Existing Intake and Install SW-512
 - (5) Full Replacement of Existing Structure. Connect Existing 12" RCP (EX-03) to ST-07
 - (6) Tee into Proposed 66" RCP
 - (7) Connect to Existing 5'x 5' Box

- Notes
- (20) Connect downstream to ST-02 using SW-211 pipe to structure connection
 - (21) DO NOT DISTURB
 - (22) Remove Existing Pipe and Install Proposed Pipe along same Alignment
 - (23) Tee into Proposed 66" RCP
 - (24) Connect downstream pipe to 5'x 5' Existing Box

TOTALS

INTAKE, SW-509	5	EACH
INTAKE, SW-509S (TOP ONLY)	1	EACH
INTAKE, SW-511	3	EACH
INTAKE, SW-512	3	EACH
MANHOLE, SW-401 (48")	2	EACH

TOTALS

STORM SEWER, 12 IN	14.0	LF
STORM SEWER, 15 IN	667.0	LF
STORM SEWER, 18 IN	39.0	LF
STORM SEWER, 24 IN	768.0	LF

SURVEY SYMBOLS

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

UTILITY LEGEND

- CENTURYLINK
SADIE HULL
9185470147
sadie.hull@lumen.com
- FO -** IOWA COMMUNICATIONS NETWORK
SHANNON MARLOW
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- MIDAMERICAN ENERGY (ELECTRIC)
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- CITY OF MITCHELLVILLE
WAYNE PATTERSON
wayne.mitchellville@yahoo.com
- SOUTHEAST POLK RURAL WATER DISTRICT
ED CLARK
5153236244
onecallmaps@dmww.com
- W -** DES MOINES WATER WORKS
Contact Name:
Contact Phone:
Contact Email:
- SAN -** IOWA DEPARTMENT OF TRANSPORTATION

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK		Design Color No.
Green	(2)	Existing Topographic Features and Labels
Red	(3)	Proposed Storm Sewer Details
Magenta	(5)	Existing Utilities
SHADING		Design Color No.
Lavender	(9)	Temporary Pavement Shading
Yellow	(4)	Proposed Pavement Shading
Orange	(6)	Proposed Granular Shading
Orange	(70)	Proposed Shoulder Granular Shading
Yellow	(68)	Proposed Shoulder Paved Full Depth Shading
Yellow	(132)	Proposed Shoulder Paved Partial Depth Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Orange, Light	(134)	Proposed Granular Entrance Shading
Yellow	(220)	Proposed Paved Entrance Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading
Green, Light	(225)	Existing Pavement Shading
Red	(3)	Proposed Structure Shading
Red	(3)	Delineates Restricted Areas

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

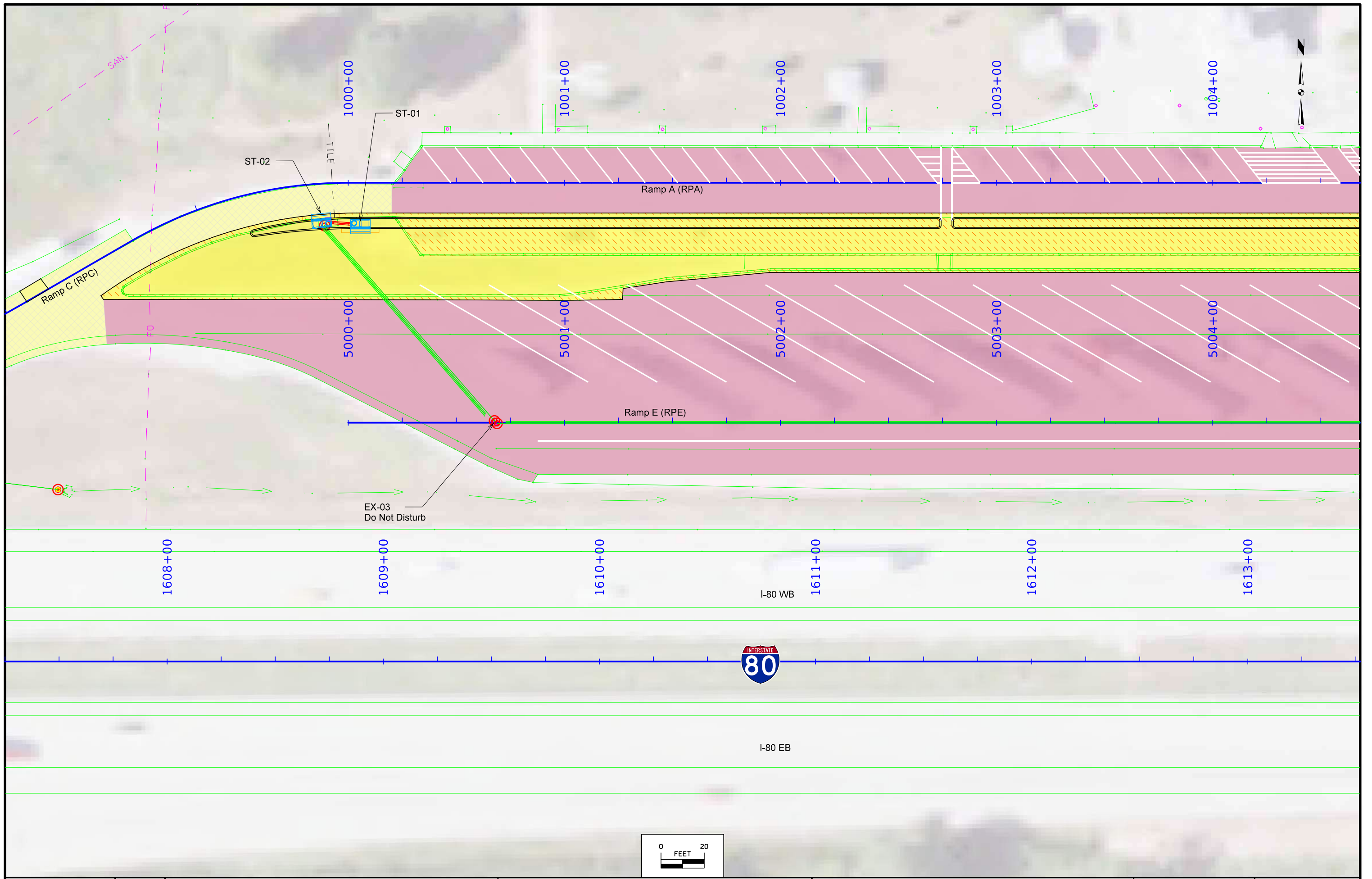
LINEWORK		Design Color No.
Green	(10)	Existing Ground Line Profile
Blue	(1)	Proposed Profile and Annotation
Magenta	(5)	Existing Utilities
Blue, Light	(230)	Proposed Ditch Grades, Left
Black	(0)	Proposed Ditch Grades, Median
Rust	(14)	Proposed Ditch Grades, Right

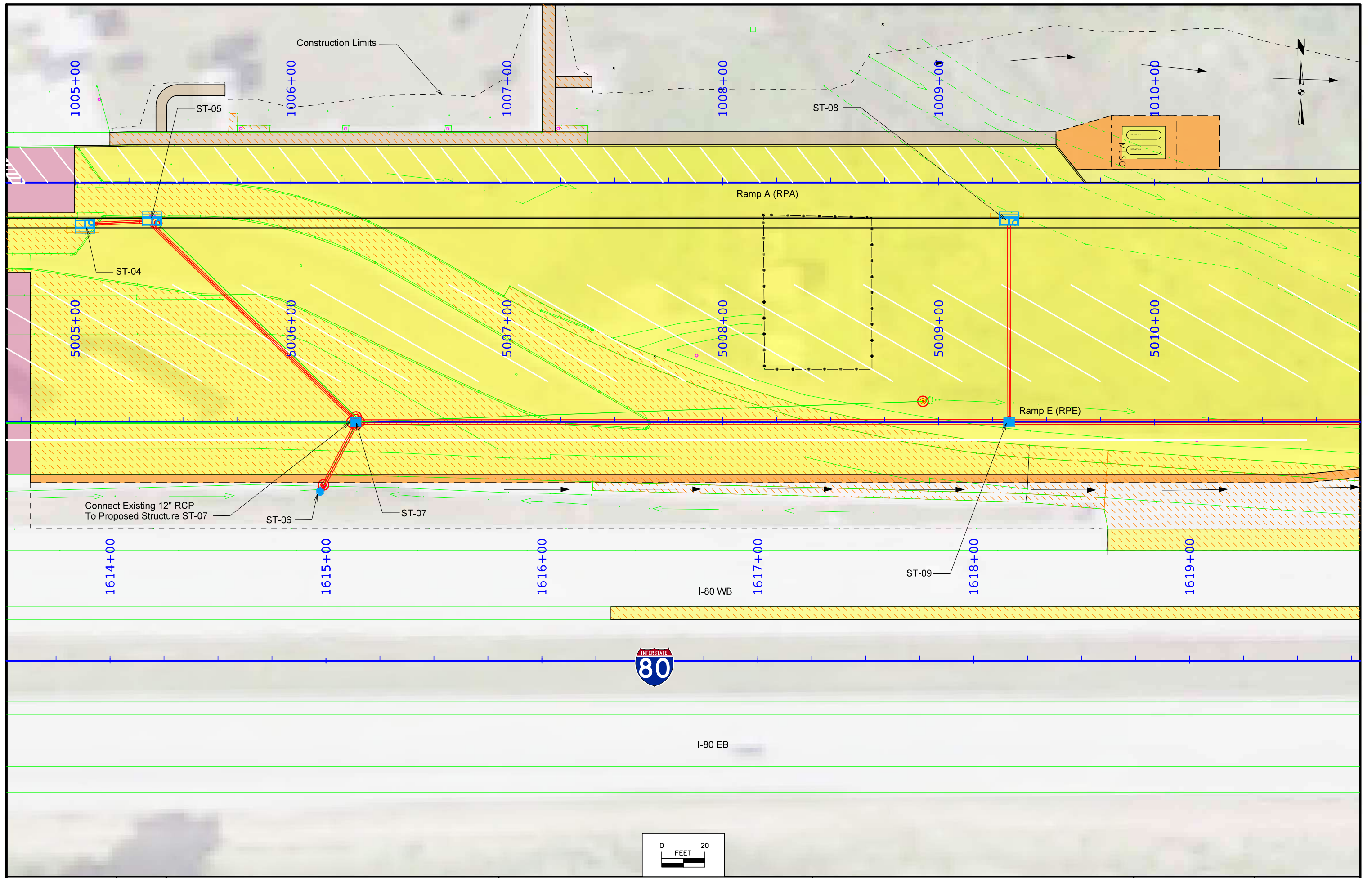
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

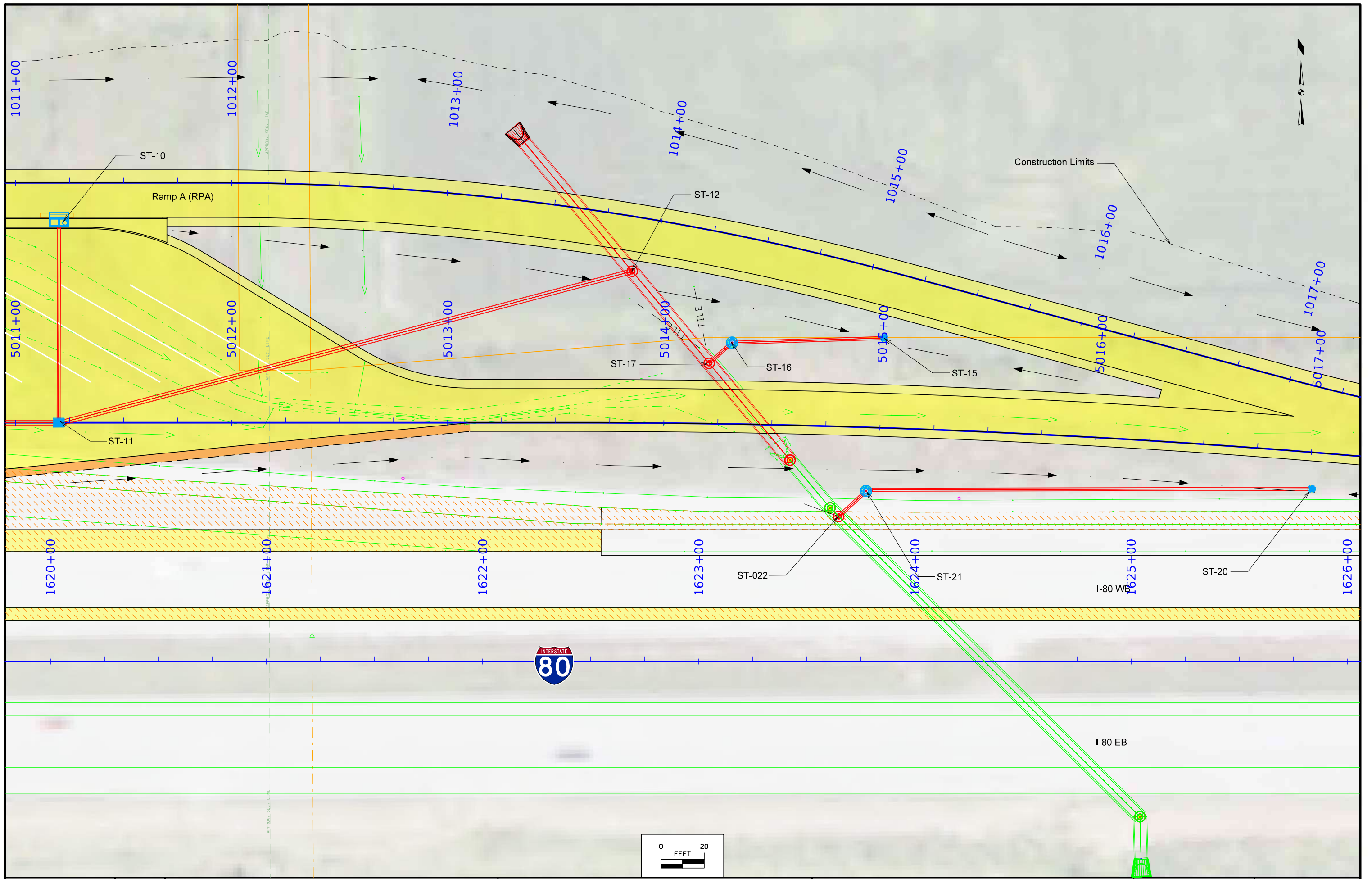
- ### RIGHT-OF-WAY LEGEND
- Proposed Right-of-Way
 - Existing Right of Way
 - Existing and Proposed Right-of-Way
 - Easement and Existing Right-of-Way
 - Easement (Temporary)
 - Easement
 - Access Control
 - Property Line

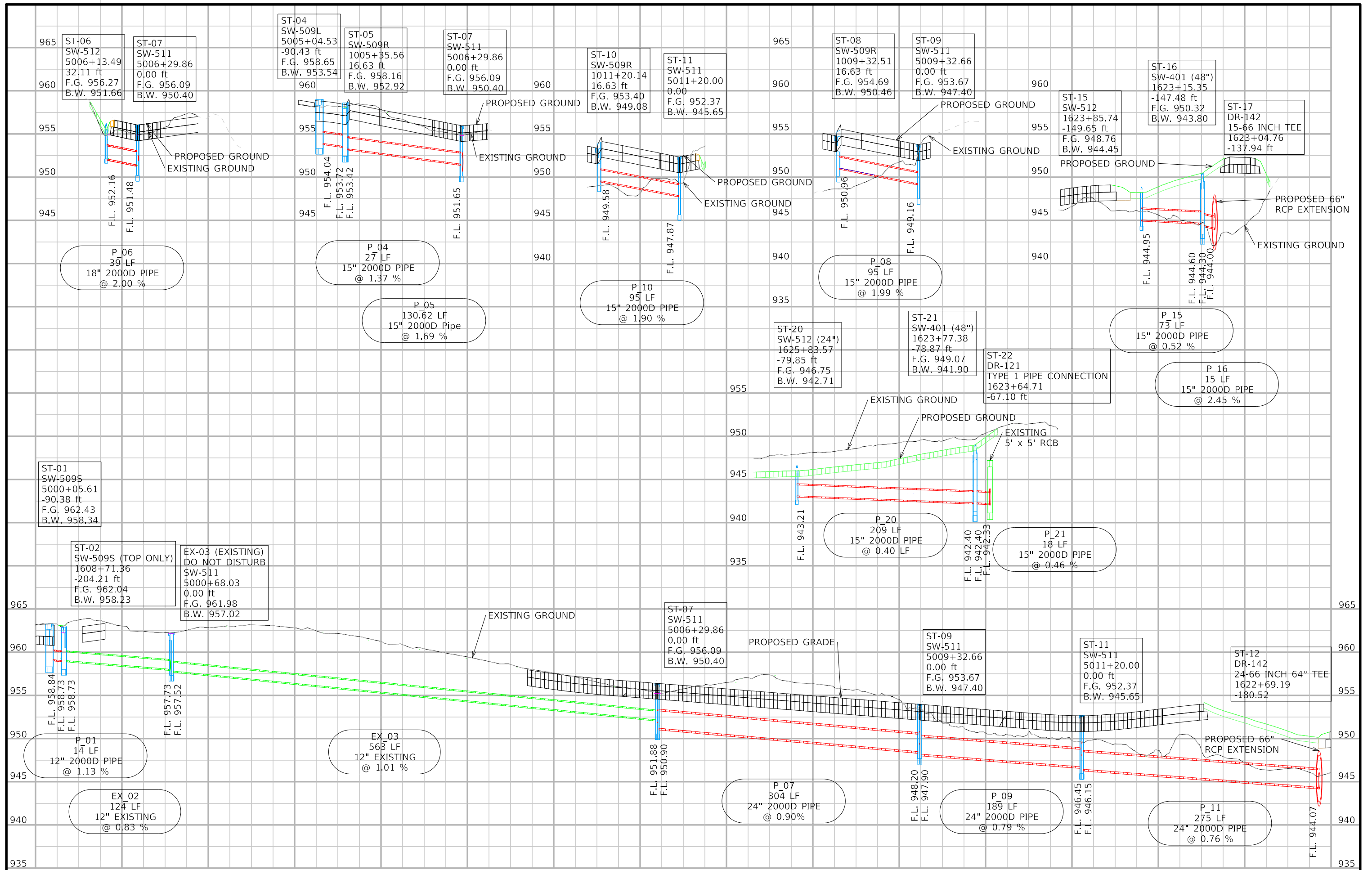
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES M)

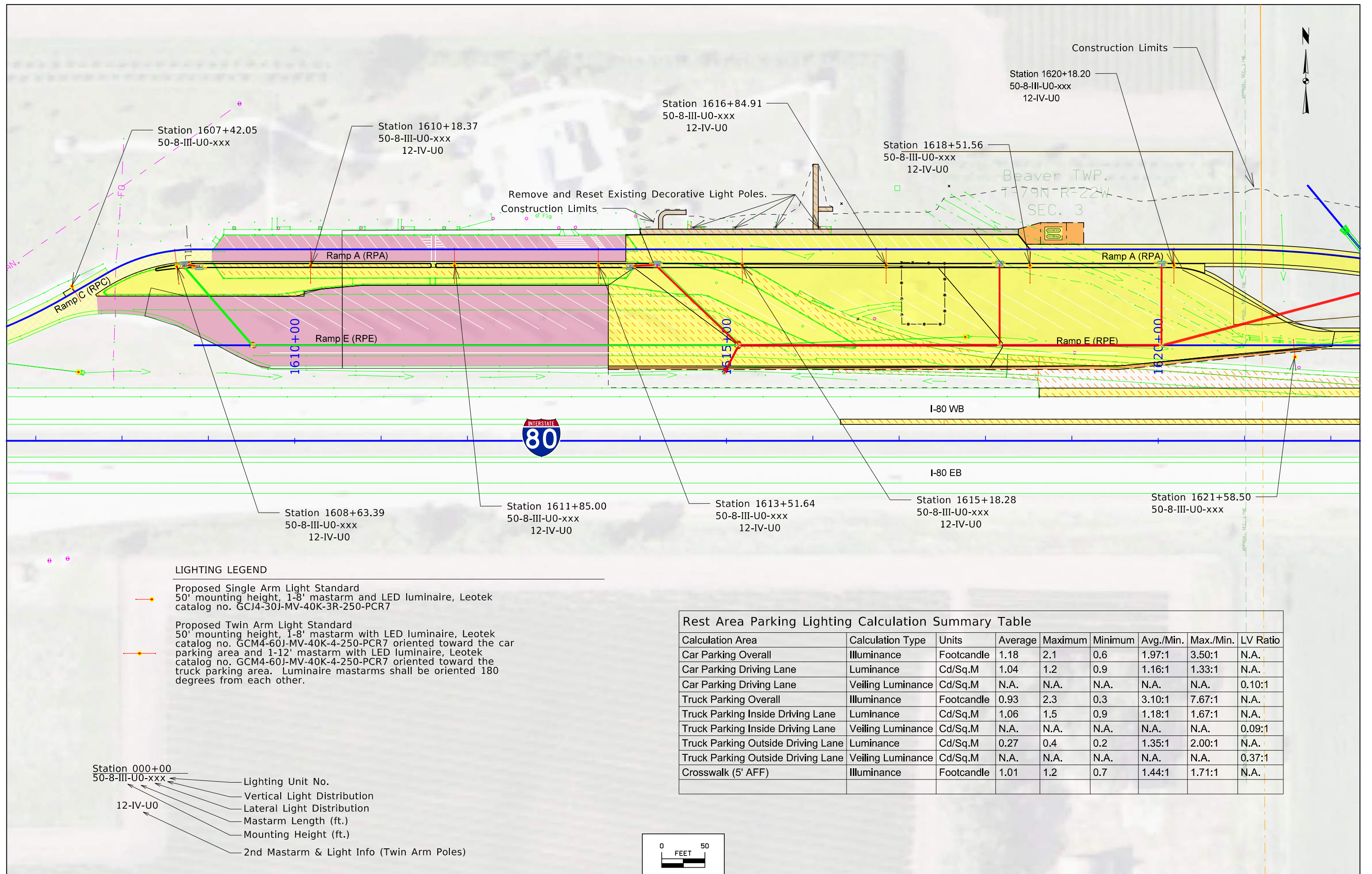


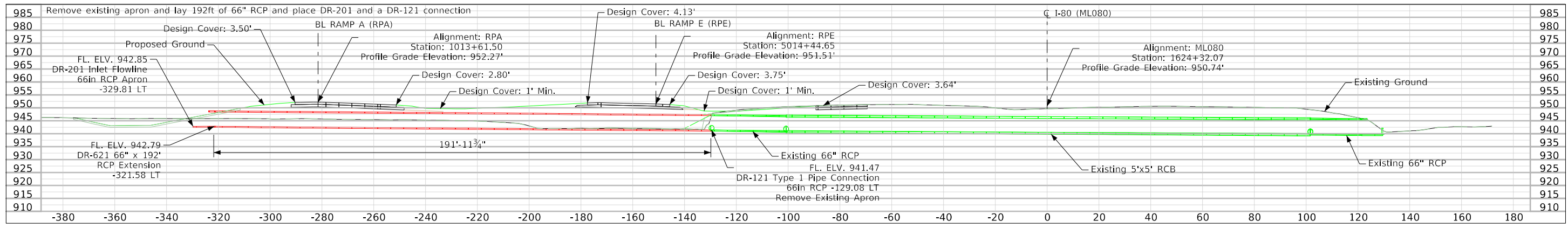






FILE NO.	ENGLISH	DESIGN TEAM HNTB	POLK COUNTY	PROJECT NUMBER IMX-080-5(386)147--02-77	SHEET NUMBER M.6
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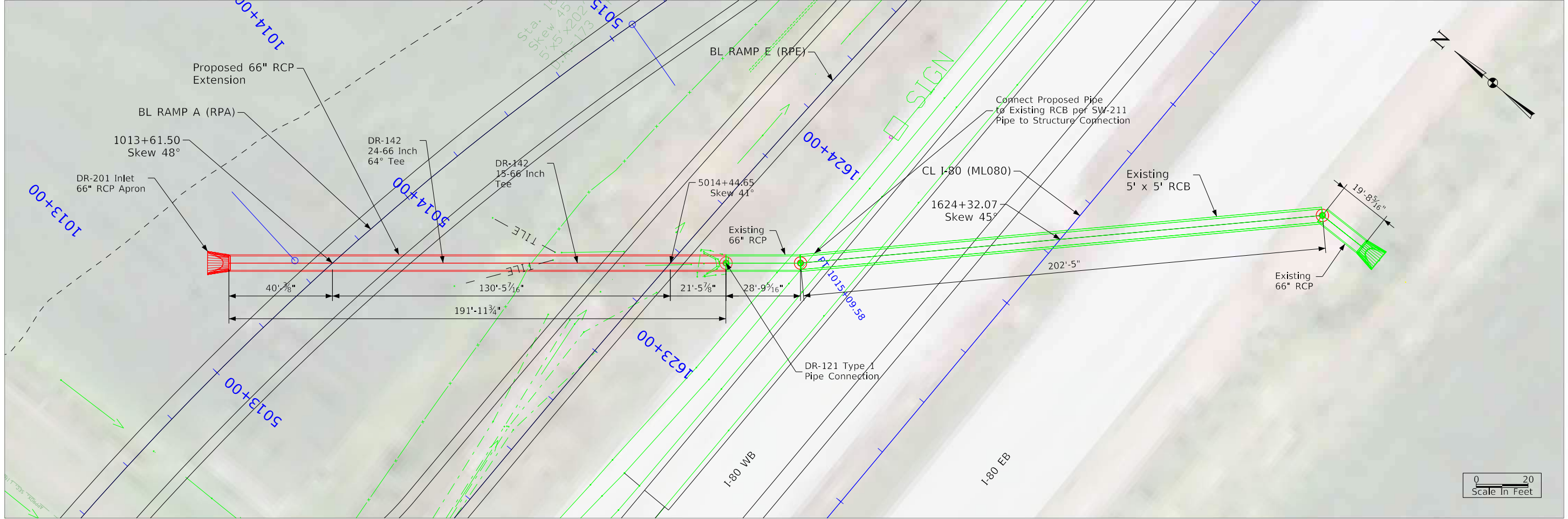




Longitudinal Section Along CUL Culvert

Design Fill Height = 4.13'

Refer to M-sheets for elevations and details of DR-142 & SW-211 connections



Situation Plan

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

Hydraulic Data
RIDB: Not Applicable
Drainage Area = 195 Acres
Q₅₀ = 240 cfs
HW Elev. = 946.86
Exit Velocity = 10.94 fps

Location
Westbound I-80
T-79N R-22W
Section 02
Beaver Township
Polk County
Latitude 41.68111389°
Longitude 93.39002778°

Design For Various Skew (See Plan View)
66"
Reinforced Concrete Pipe Extension
Situation Plan
STA. 1624+32.07 (I-80)
Polk County
IOWA DEPARTMENT OF TRANSPORTATION
July 2023

CROSS SECTION VIEW COLOR LEGEND

Design Color No.	Feature	Design Color No.	Feature
Aggregate			
(64)	Choke Stone	(112)	Noise Wall
(42)	Engineering Fabric	(112)	Noise Wall Footing
(8)	Flooded Backfill	(112)	Retaining Wall Back
(92)	Macadam Stone	(112)	Retaining Wall Back Excavate
(20)	Modified	(112)	Retaining Wall Face
(12)	Plowing Shaping	(112)	Retaining Wall Front Excavate
(14)	Porous Backfill	(112)	Retaining Wall Front Footing
(8)	Revetment Class A	(112)	Retaining Wall MSE Gutter
(6)	Revetment Class B	(112)	Retaining Wall Reinforced Earth
(62)	Revetment Class C	Grading	
(188)	Revetment Class D	(8)	Behind Curb Cut
(28)	Revetment Class E	(6)	Granular
(12)	Shoulder Special Backfill	(13)	Granular Back Fill
(12)	Special Backfill	(48)	Rock Undercut
(20)	Subbase	(8)	Shoulder Earth Fill
(20)	Subbase Lower	(2)	Side Slopes
(20)	Subbase Upper	(226)	Side Slopes Dressing
(118)	Subgrade Treatment	Substrata	
Asphalt			
(207)	HMA Base Course	(128)	Boulder Substrata
(207)	HMA Interim Course	(48)	Broken Weathered Substrata
(207)	HMA Surface Course	(3)	Core Out Substrata
Concrete			
(0)	Barrier Concrete	(203)	Existing Pavement Substrata
(0)	Barrier Concrete Footing	(6)	Loam Substrata
(0)	Curb Gutter	(80)	Rock Substrata
(48)	Flowable Mortar	(4)	Select Sand Substrata
(0)	Median Concrete	(3)	Shale Substrata
(0)	PCC Pavement	(10)	Topsoil Substrata
(0)	Sidewalk	Unsuitable / Waste	
Shoulder			
(209)	Shoulder HMA	(3)	Unsuitable Type A
(0)	Shoulder PCC	(13)	Unsuitable Type B
(6)	Shoulder Granular	(11)	Unsuitable Type C
(3)		(3)	Waste
Existing			
(0)	Existing Pavement		

NOTES:

Text

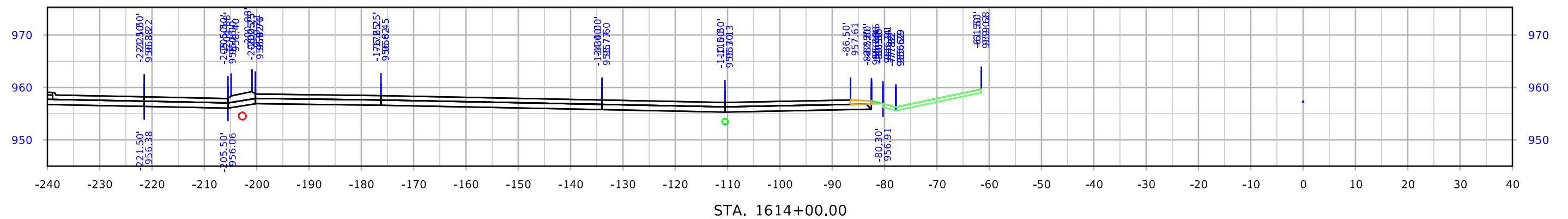
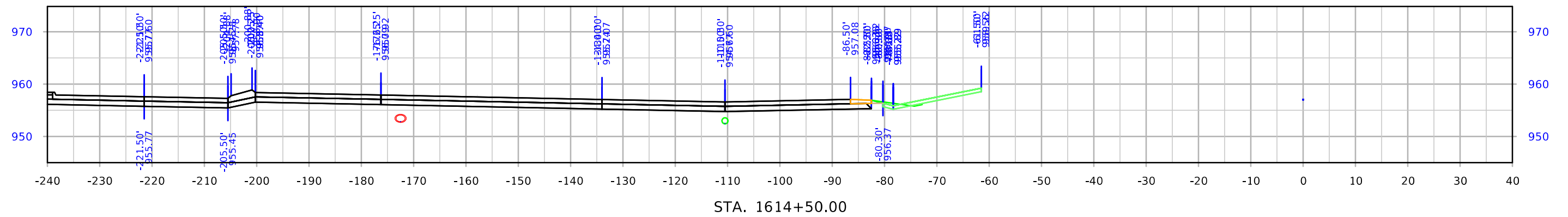
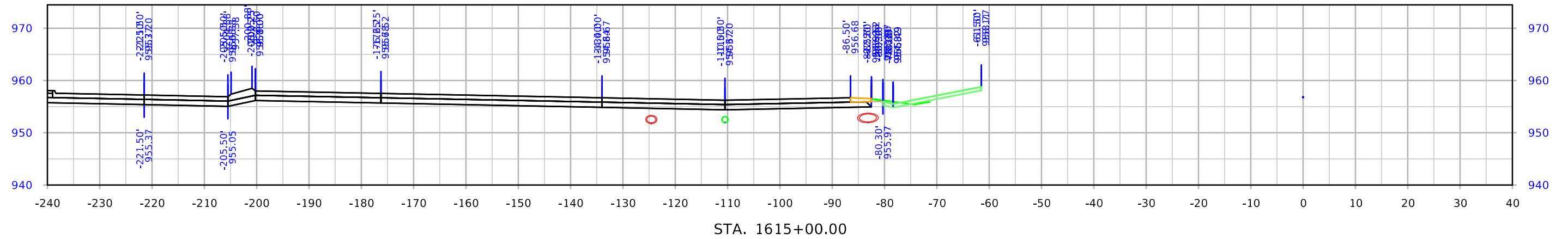
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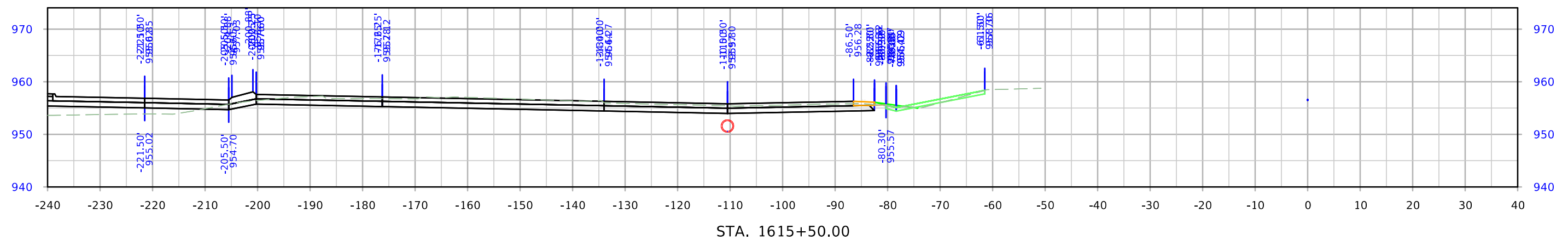
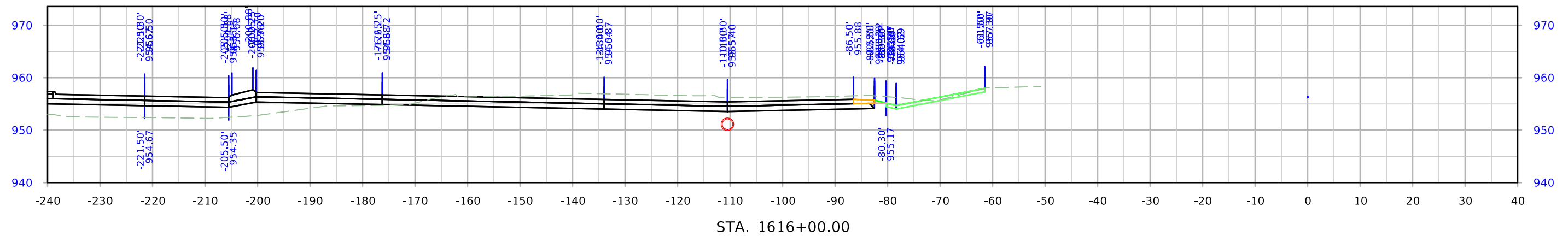
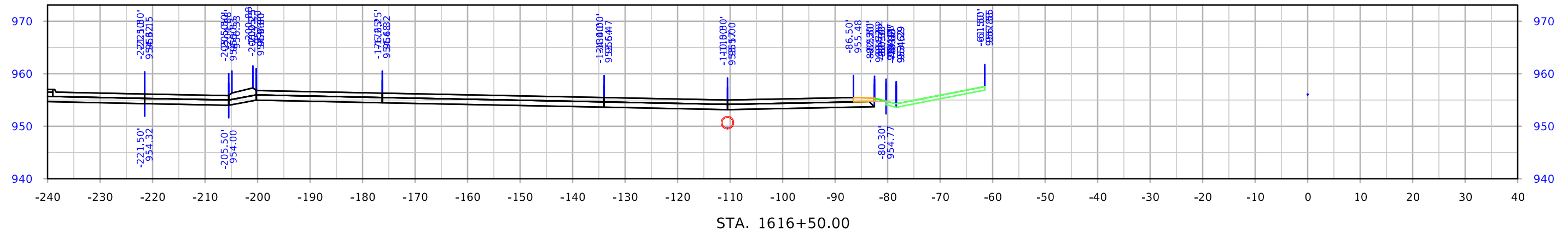
CROSS SECTIONS LEGEND AND INFORMATION SHEET

(COVERS SHEET SERIES W & Y)

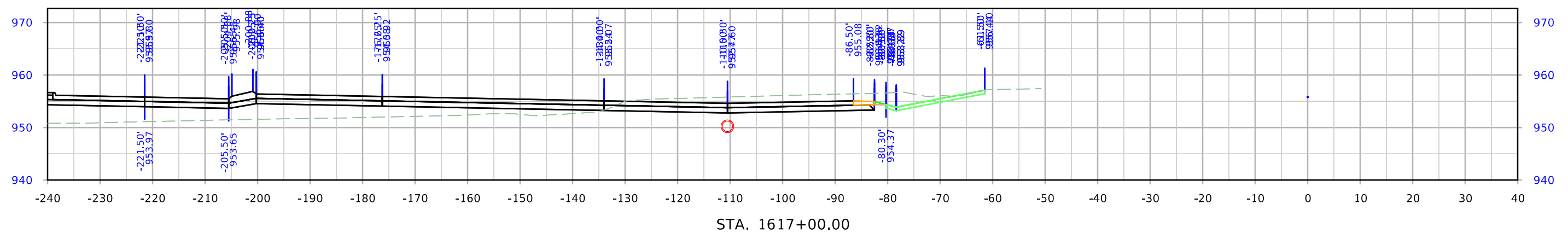
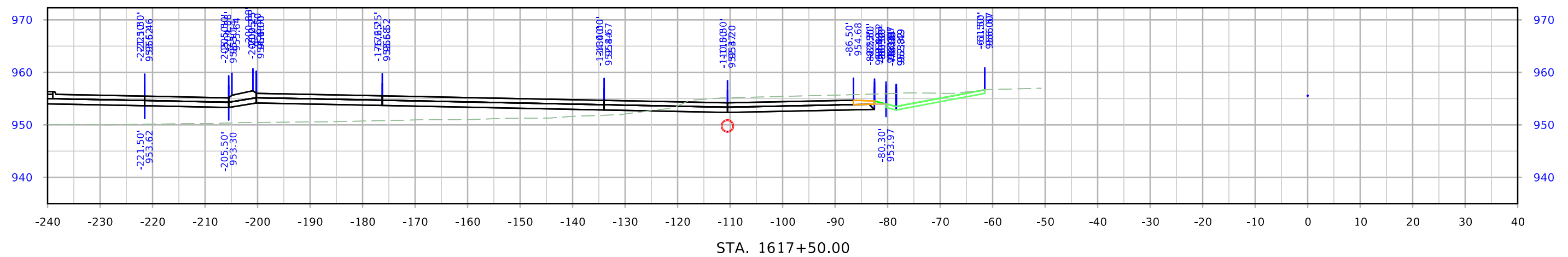
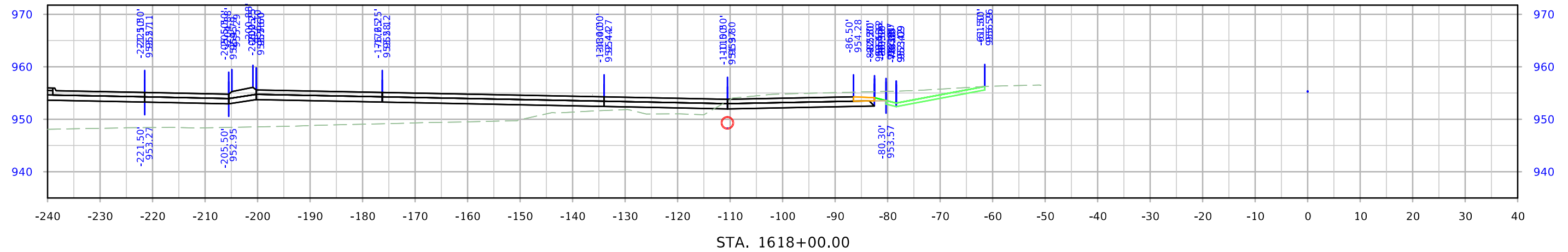
I-80 Westbound



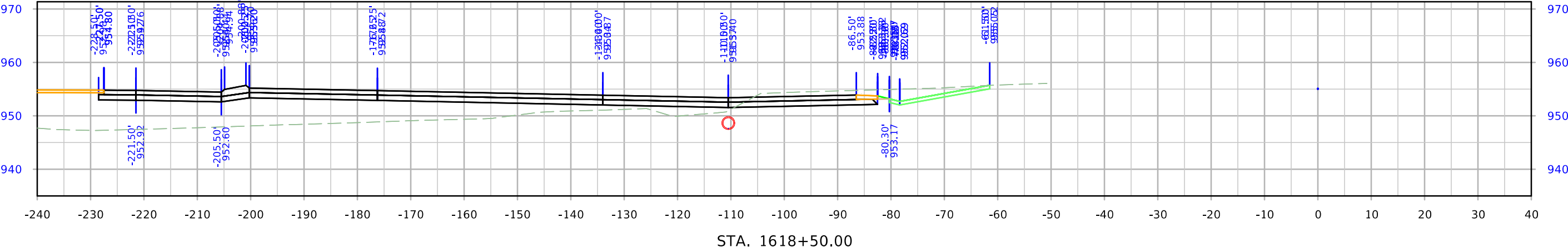
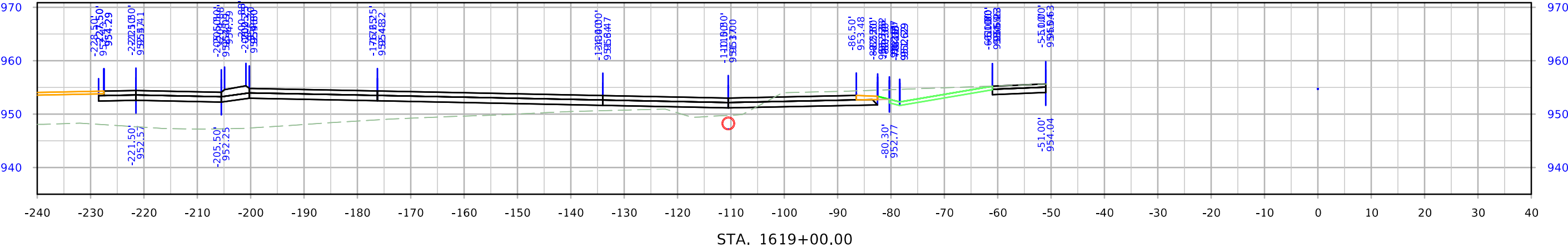
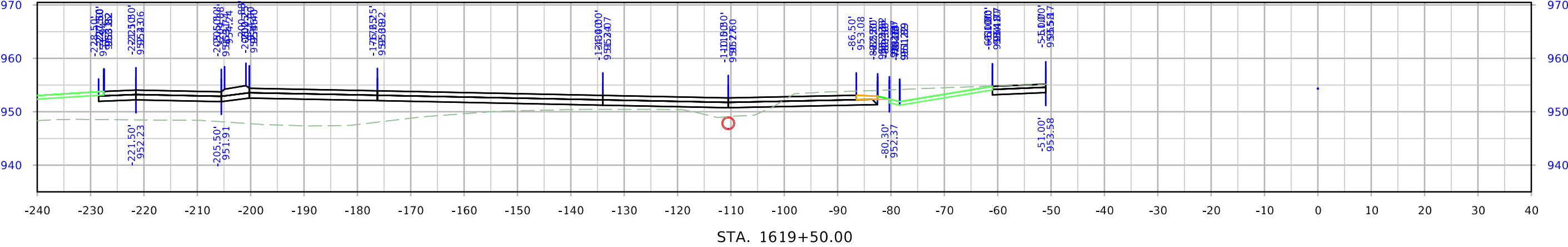
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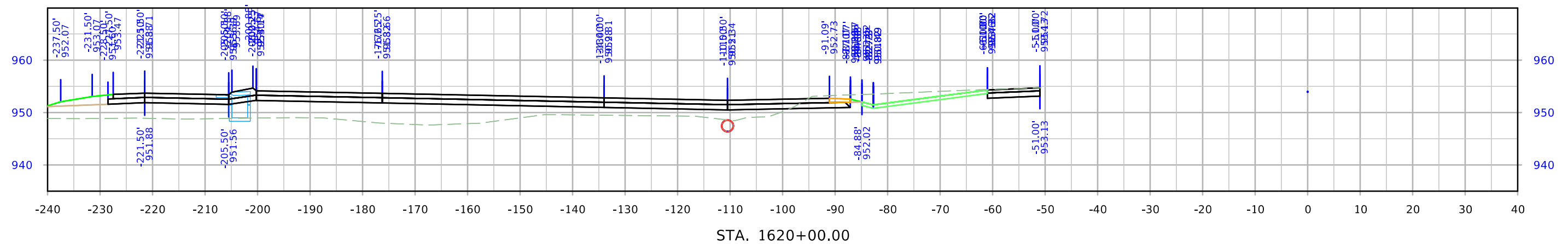
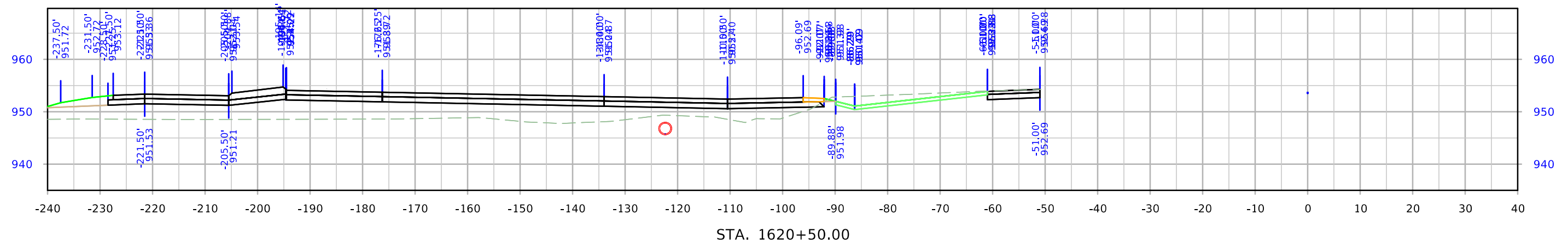
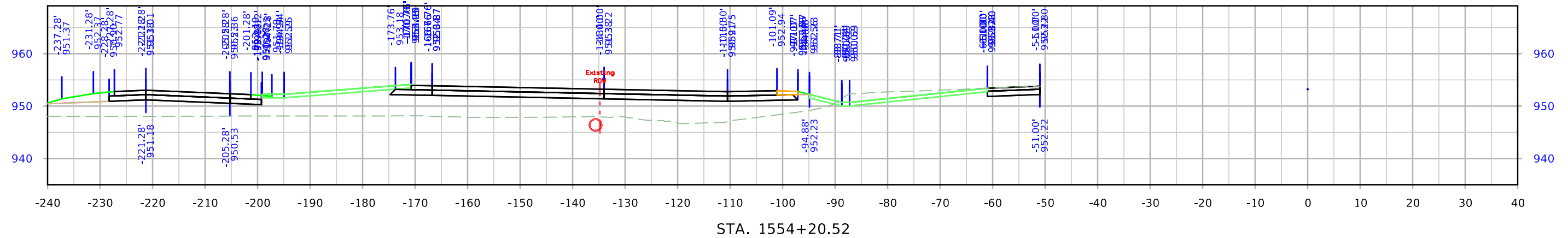
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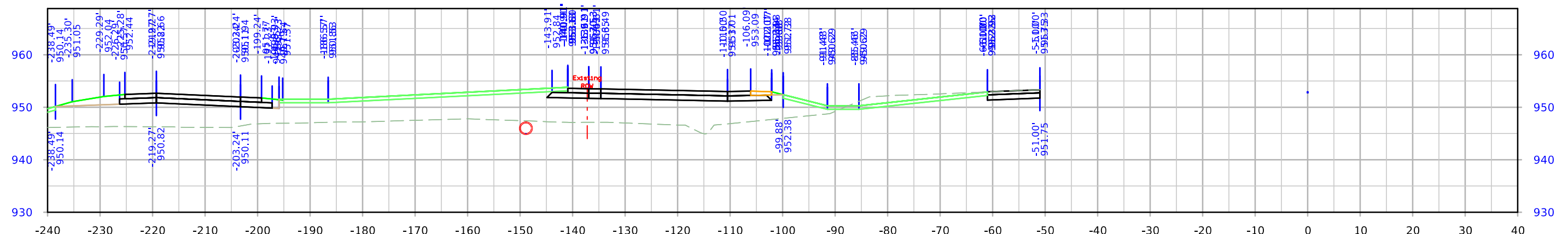
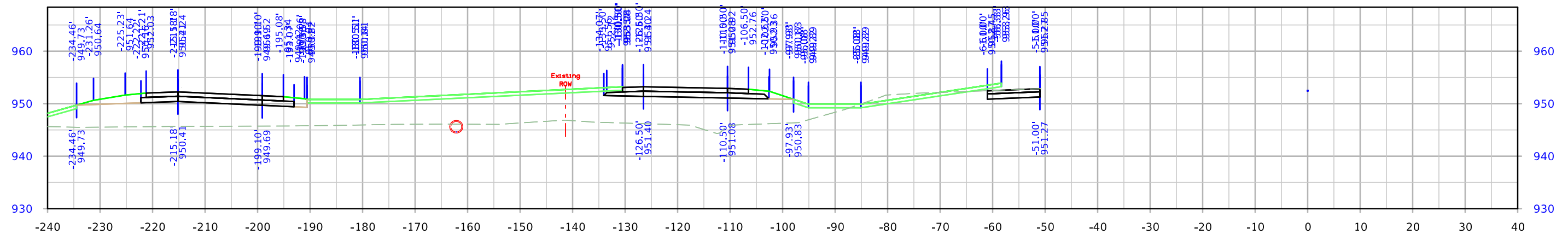
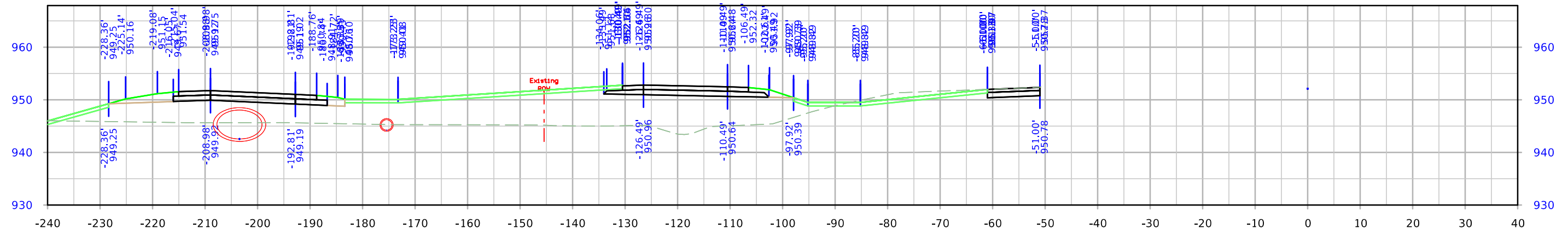
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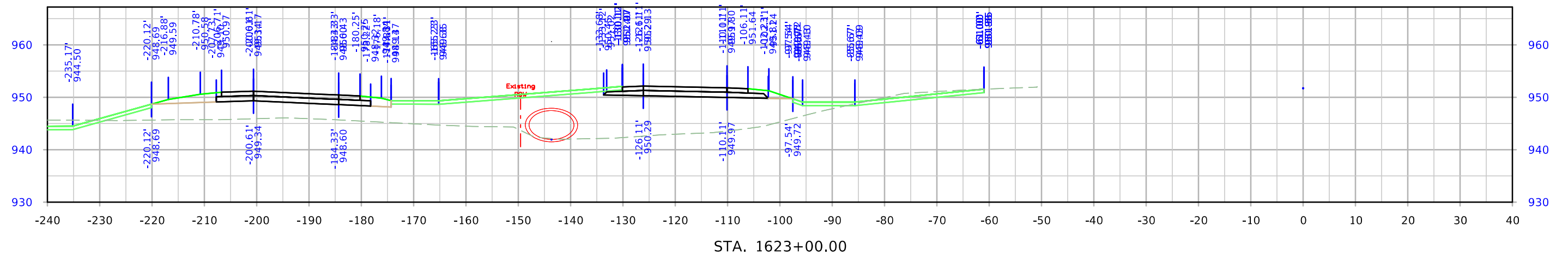
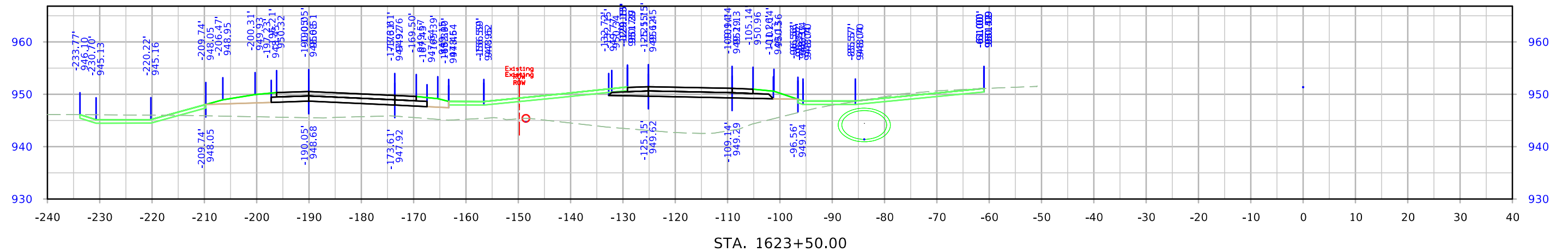
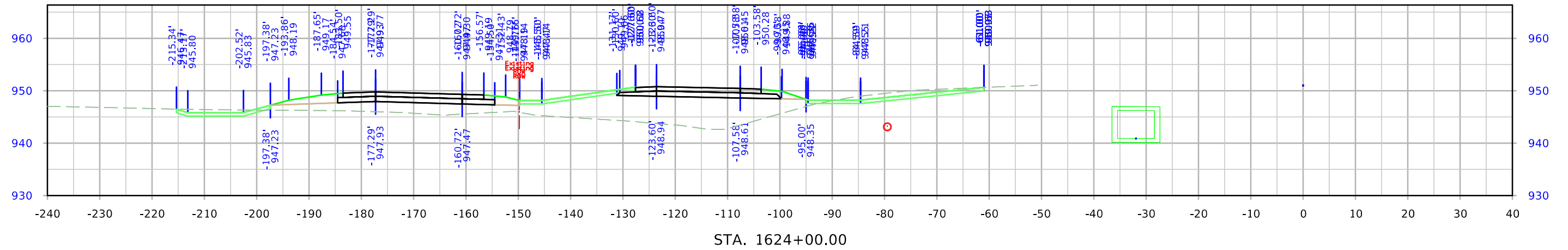
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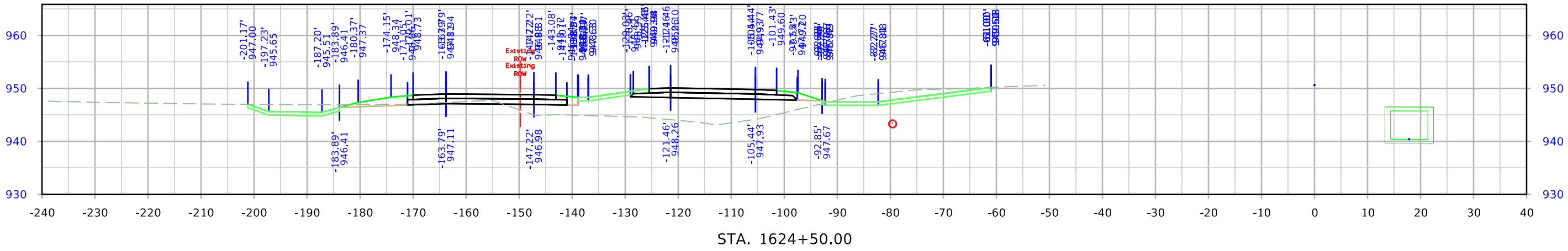
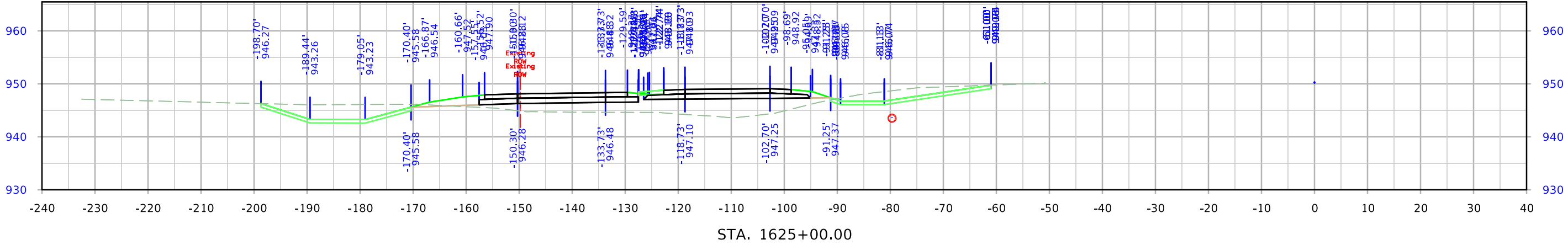
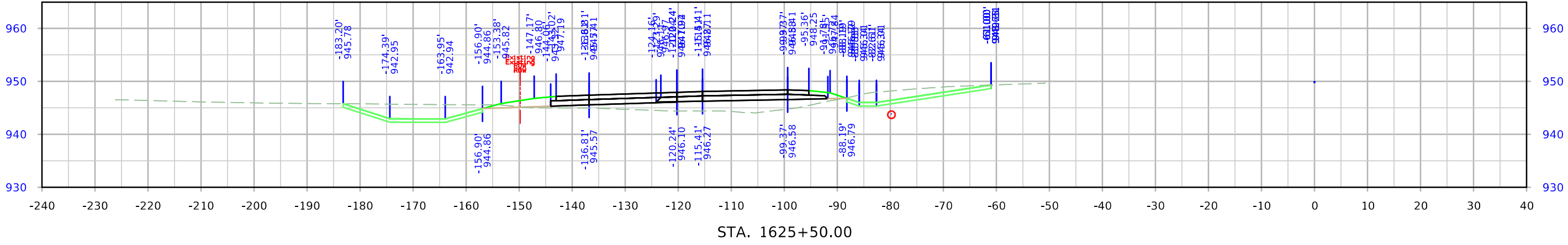
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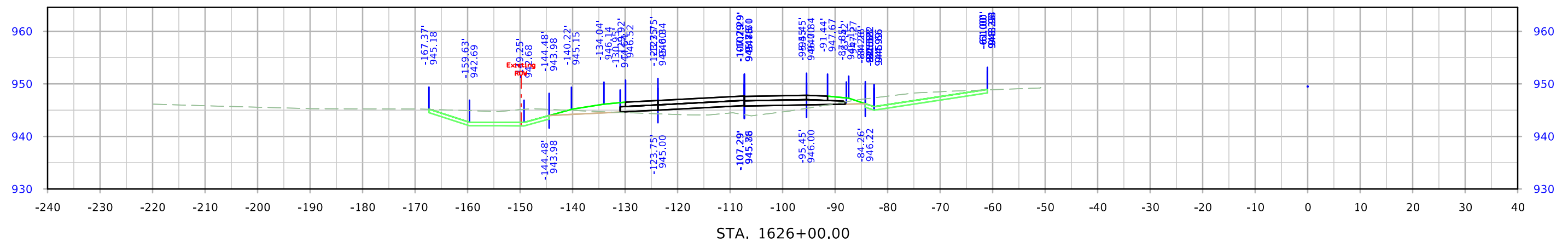
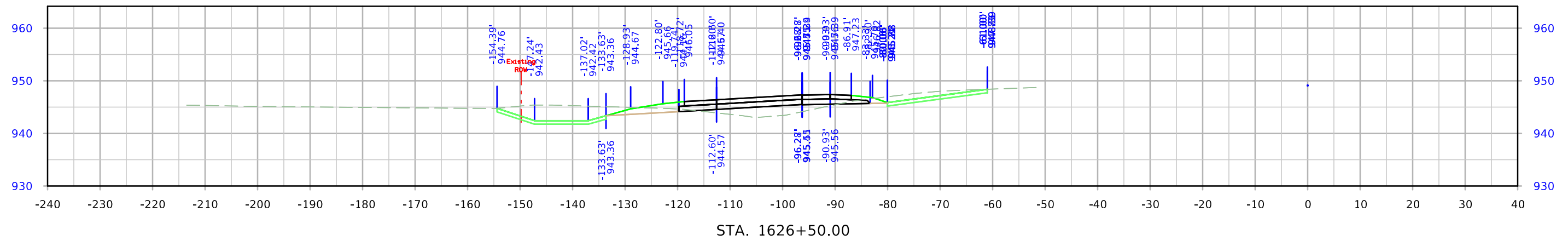
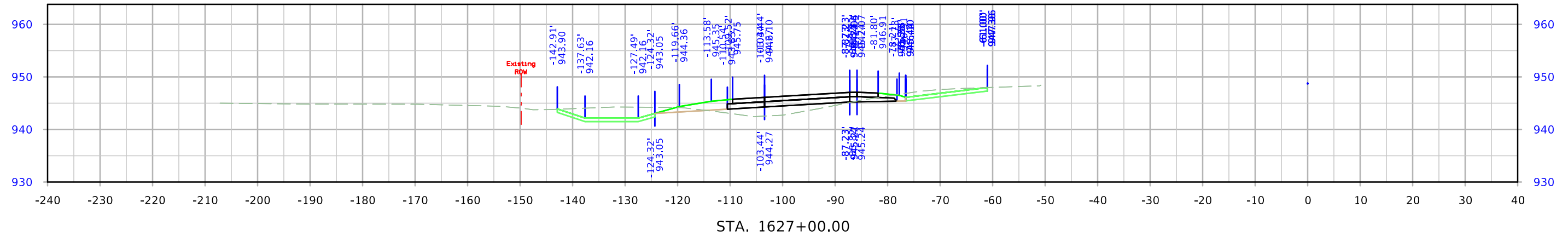
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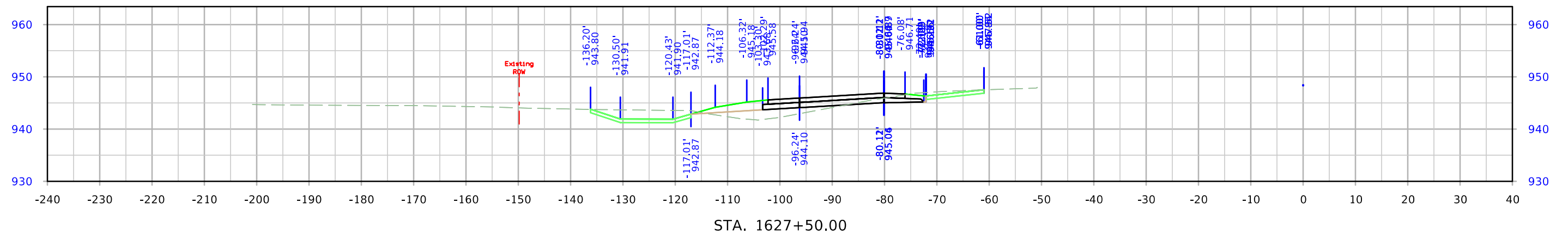
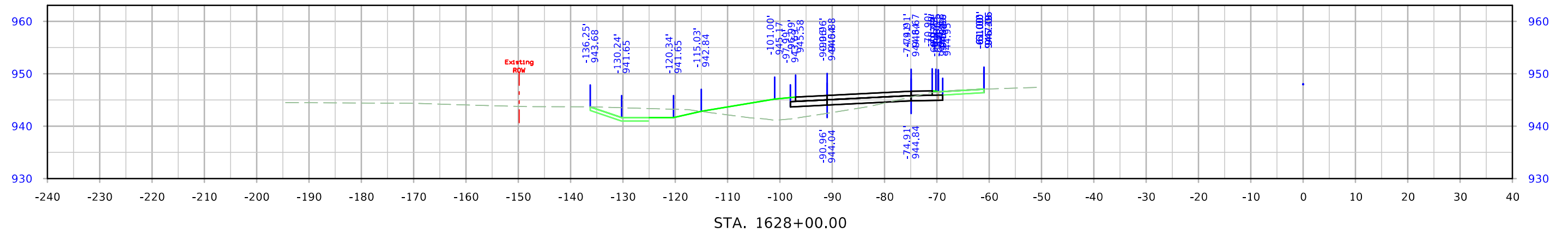
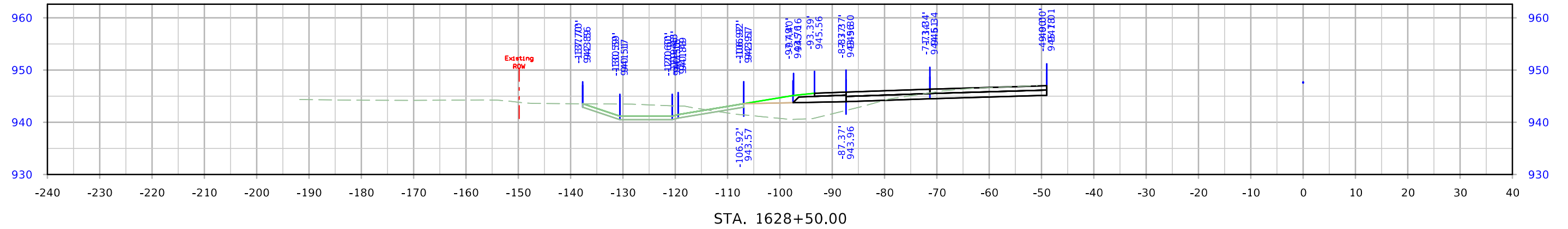
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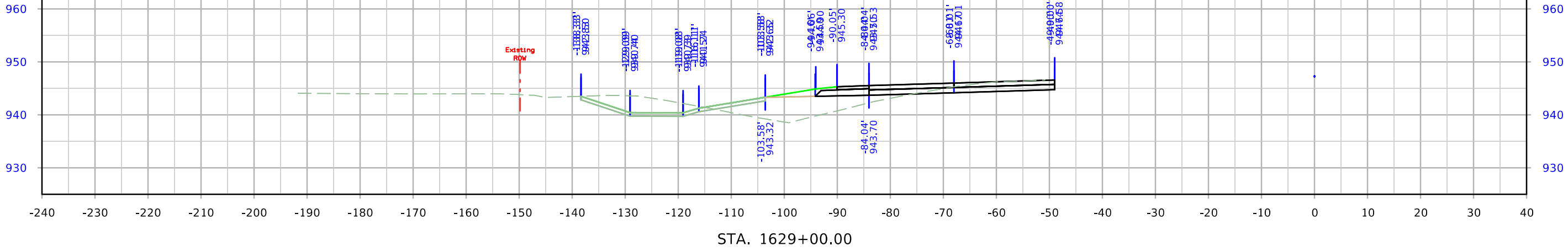
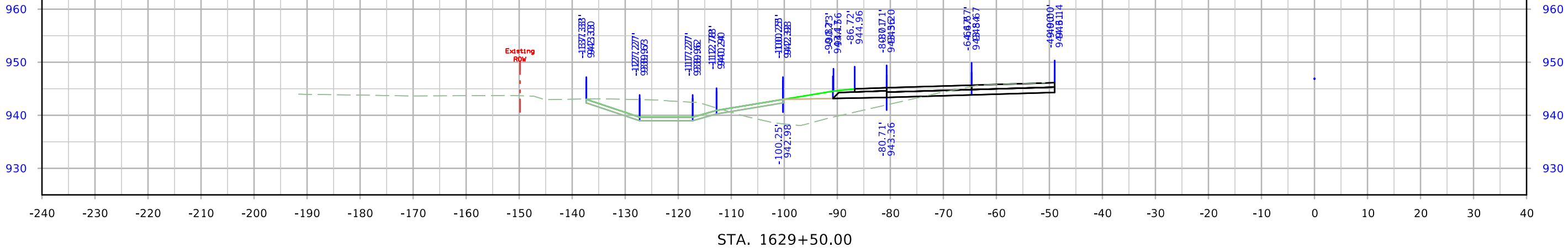
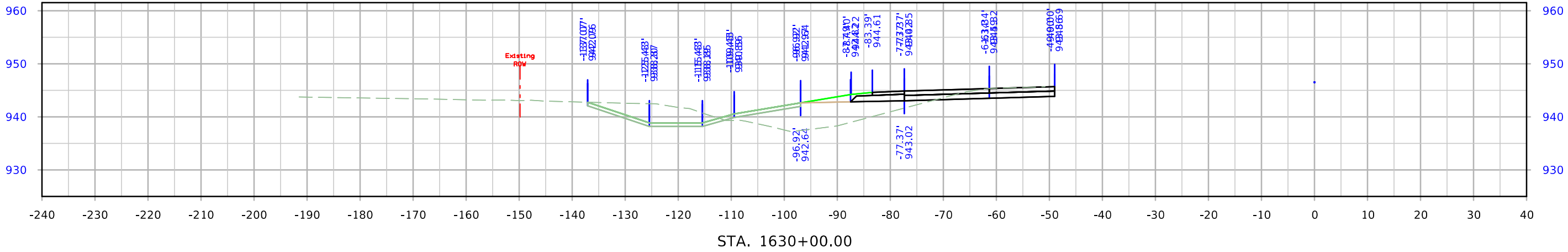
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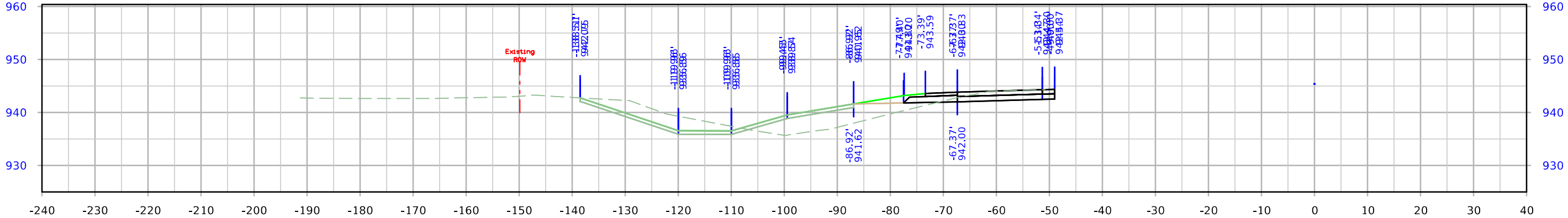
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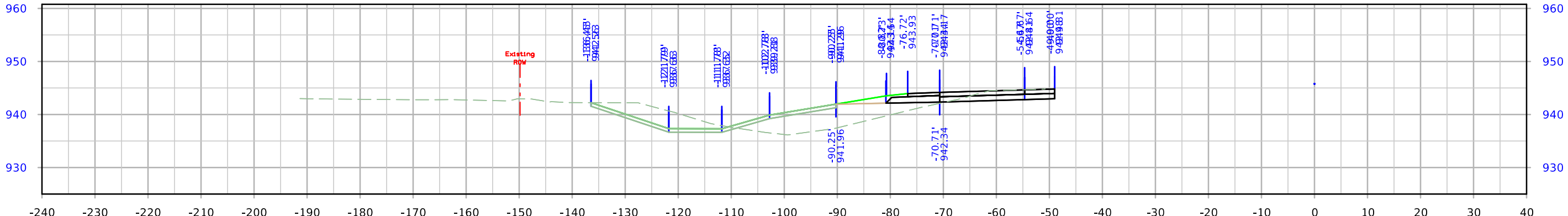
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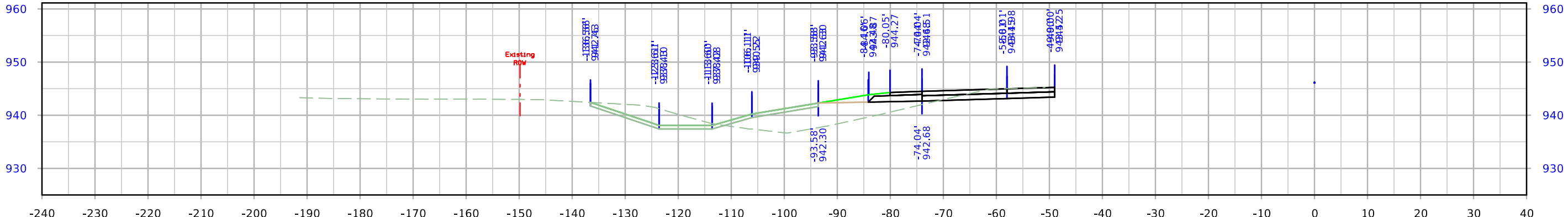
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STA. 1631+50.00

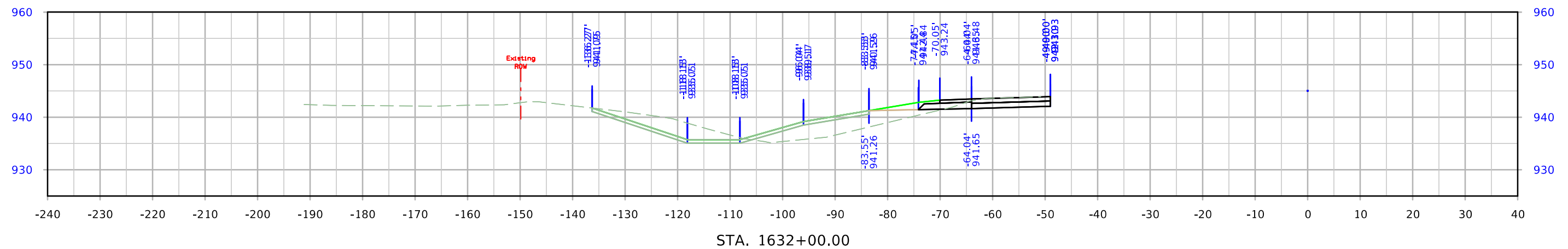
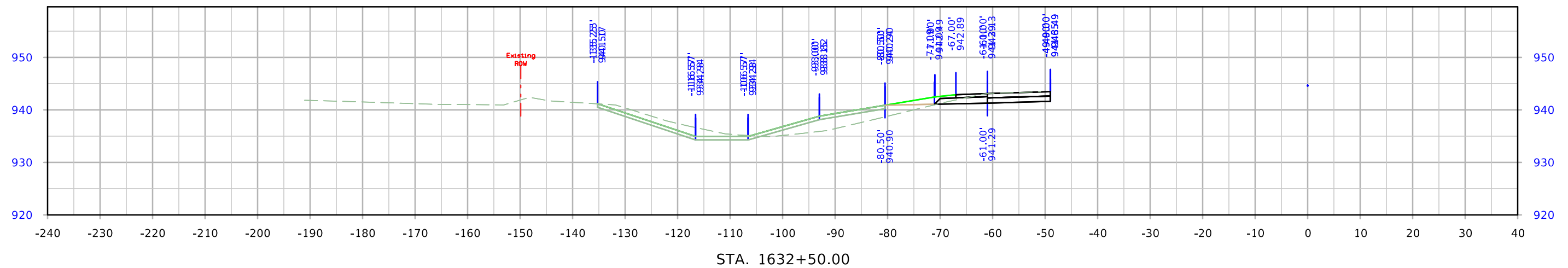
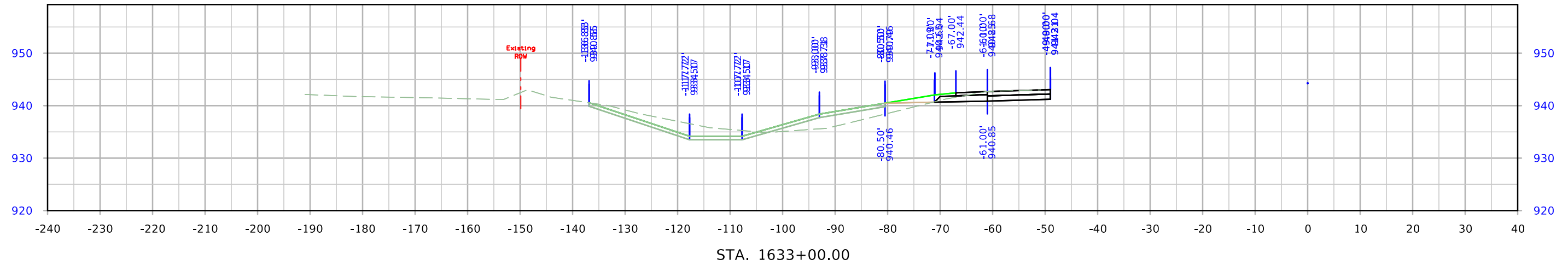


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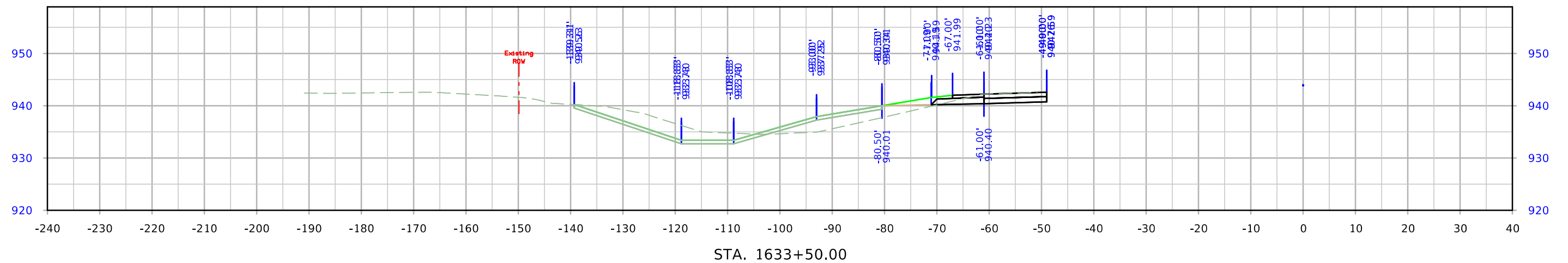
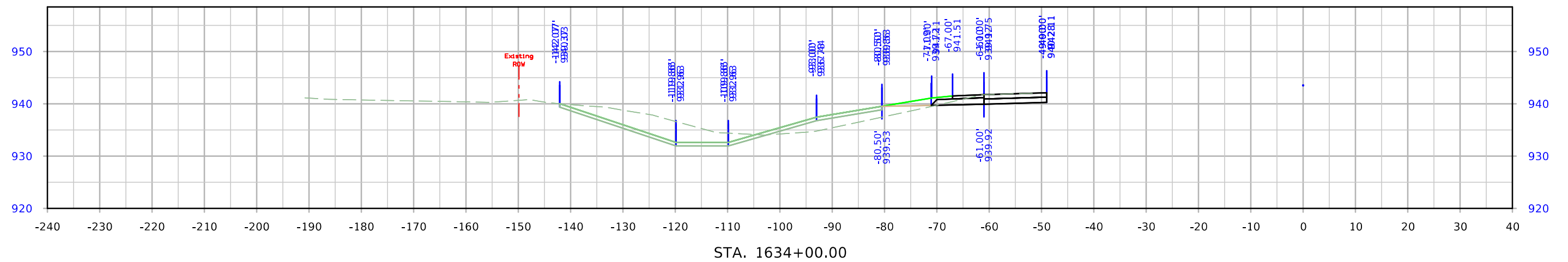
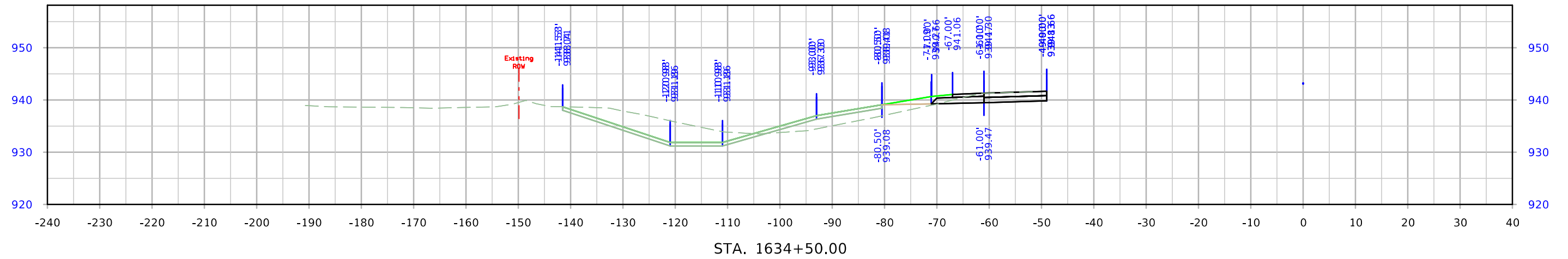


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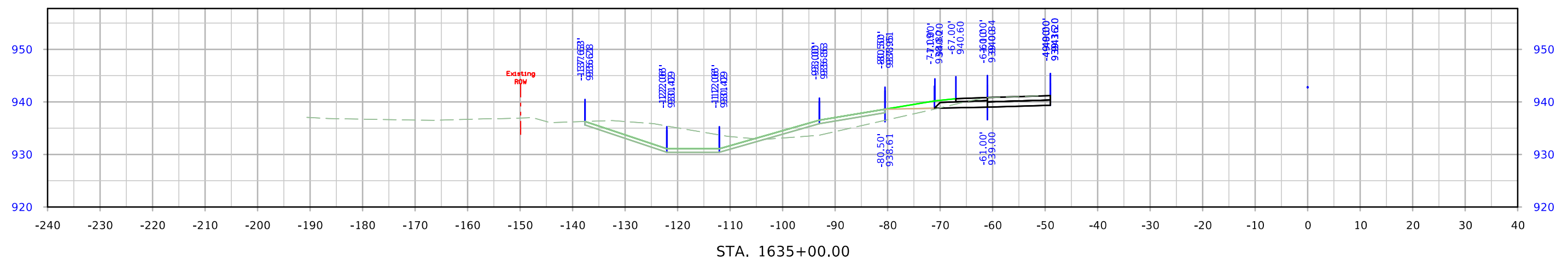
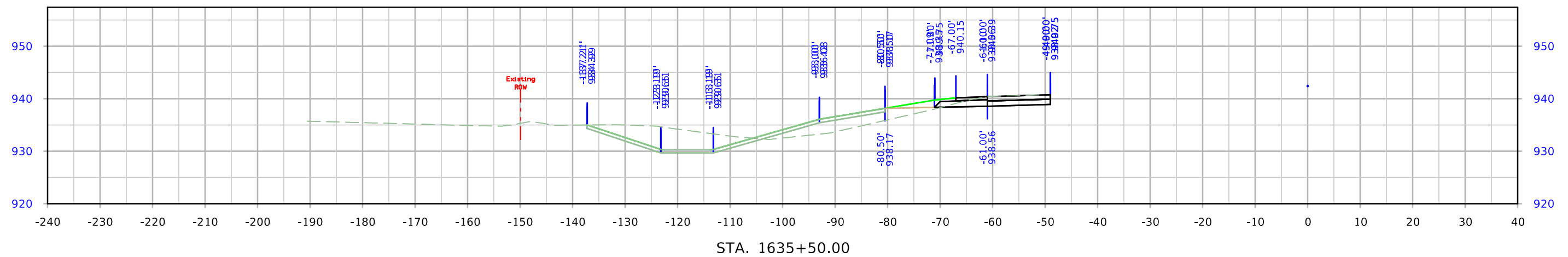
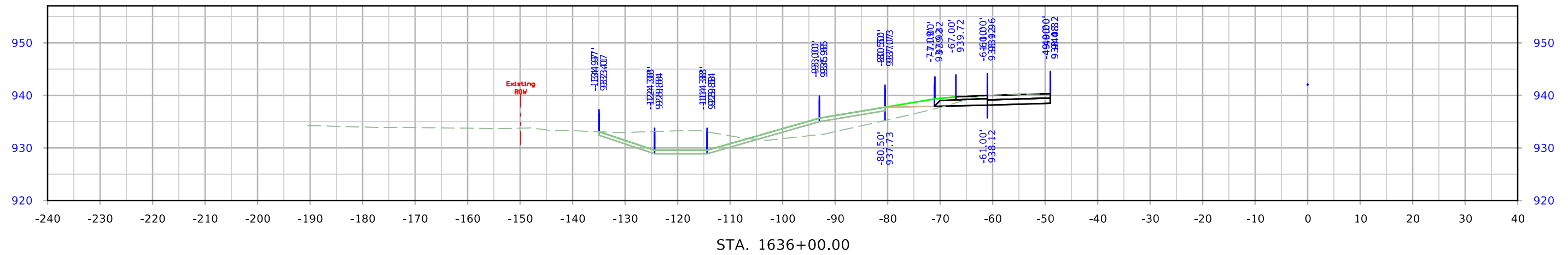
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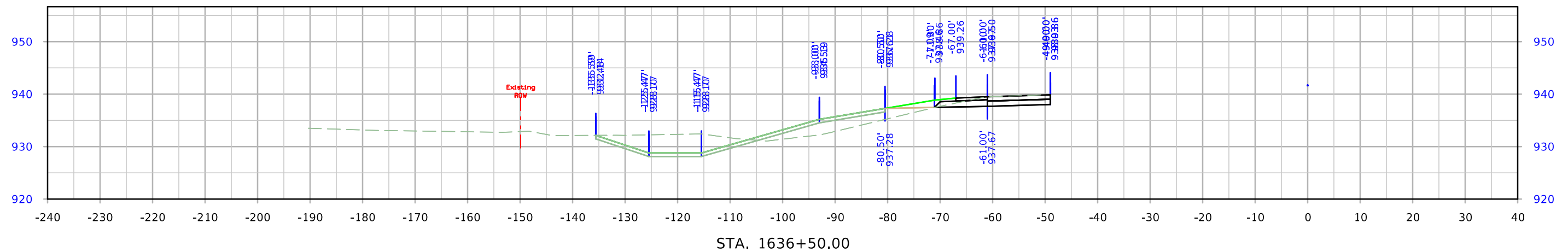
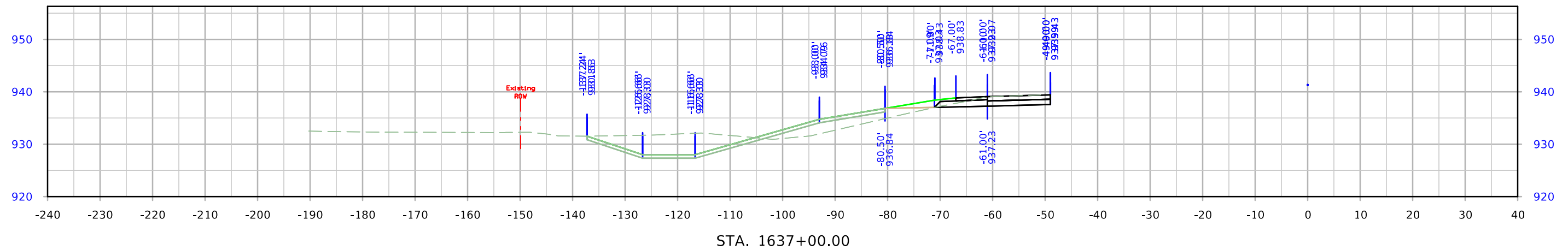
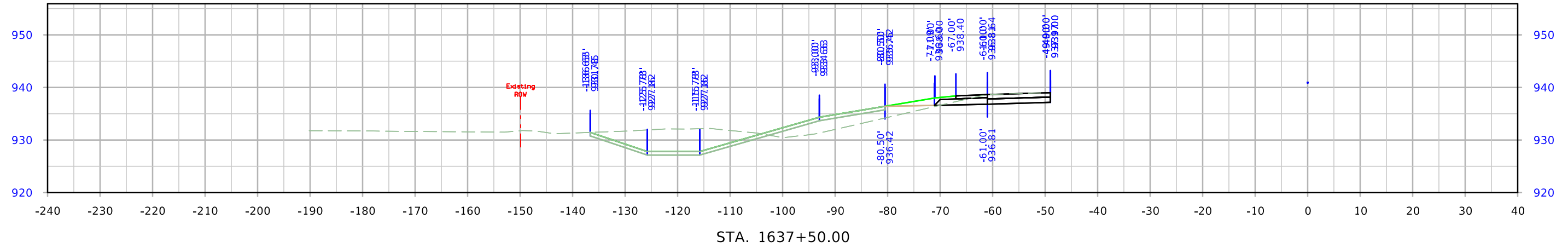
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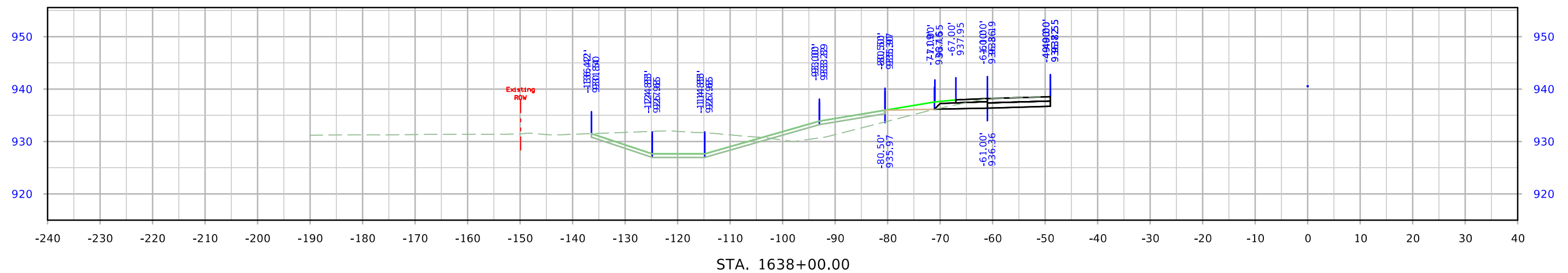
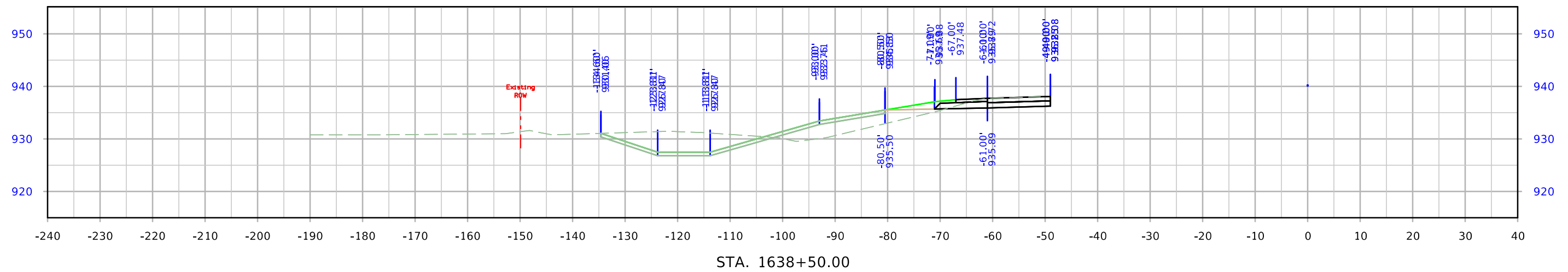
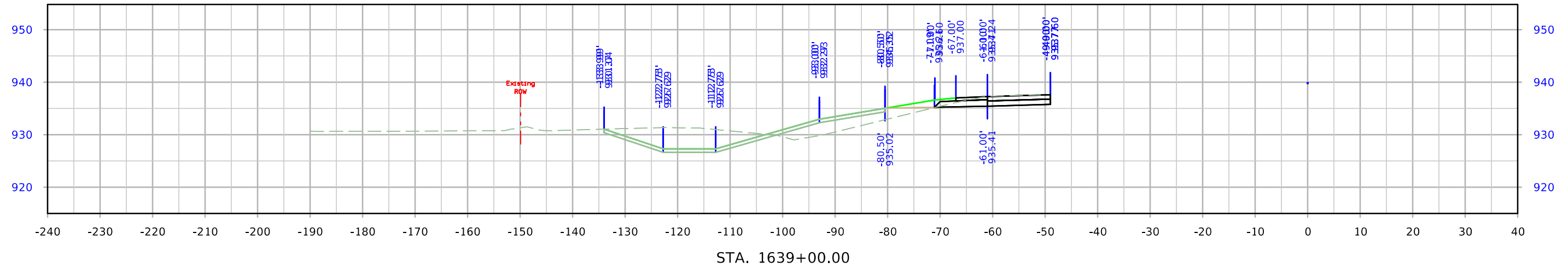
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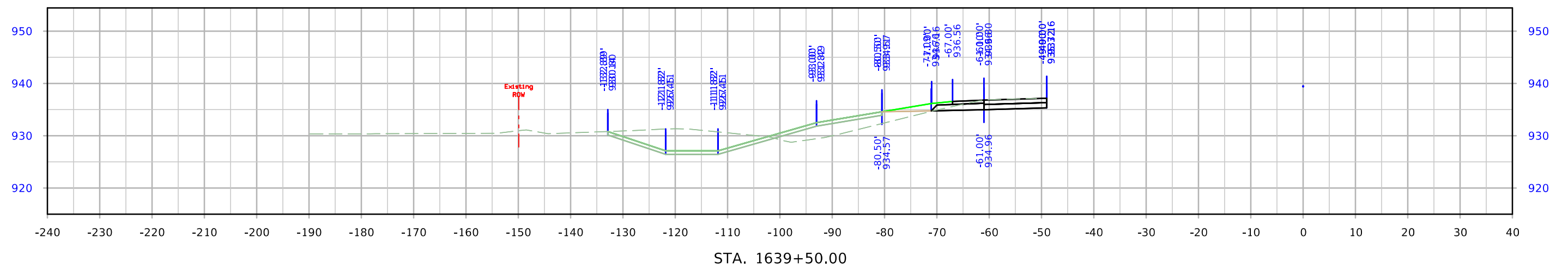
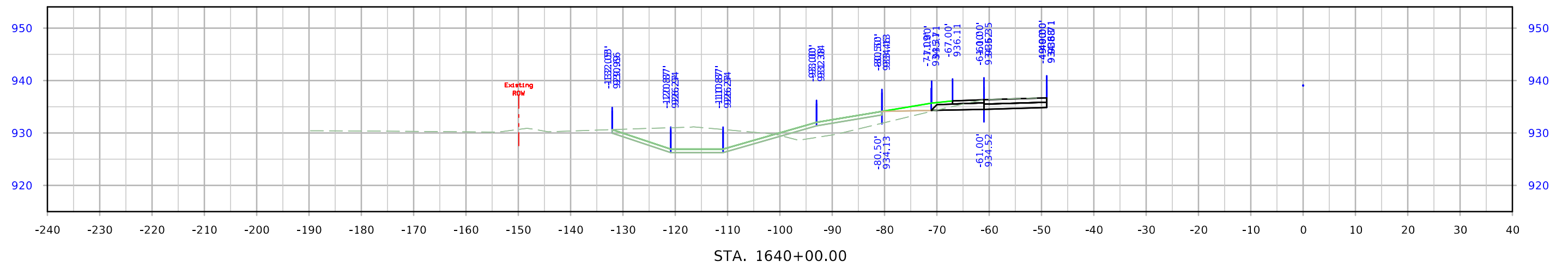
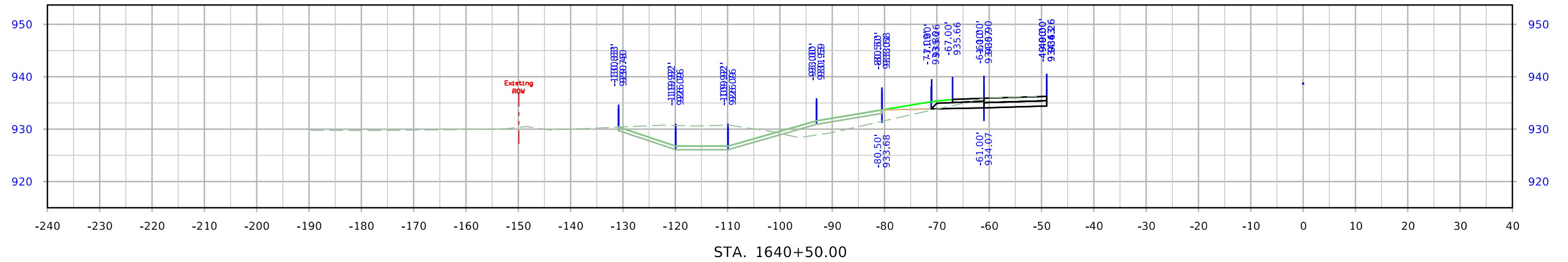
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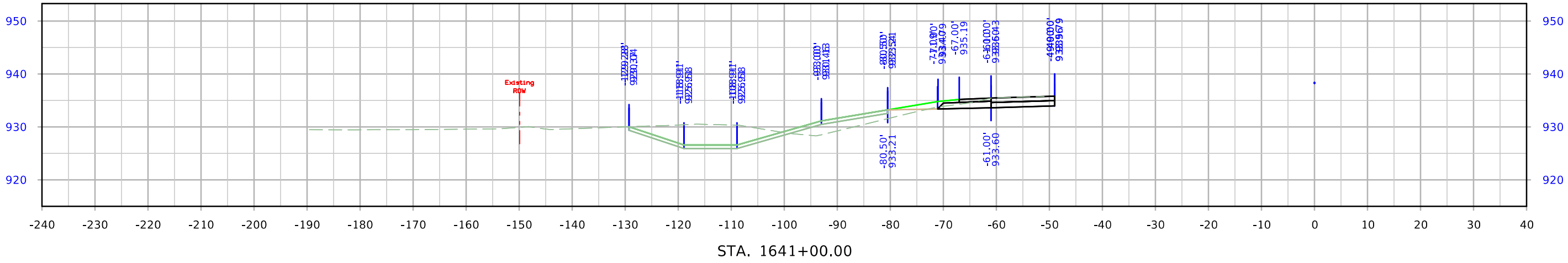
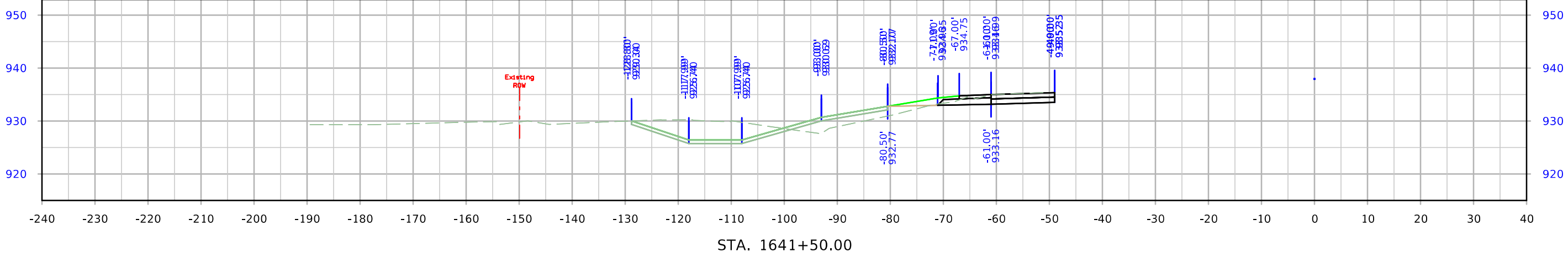
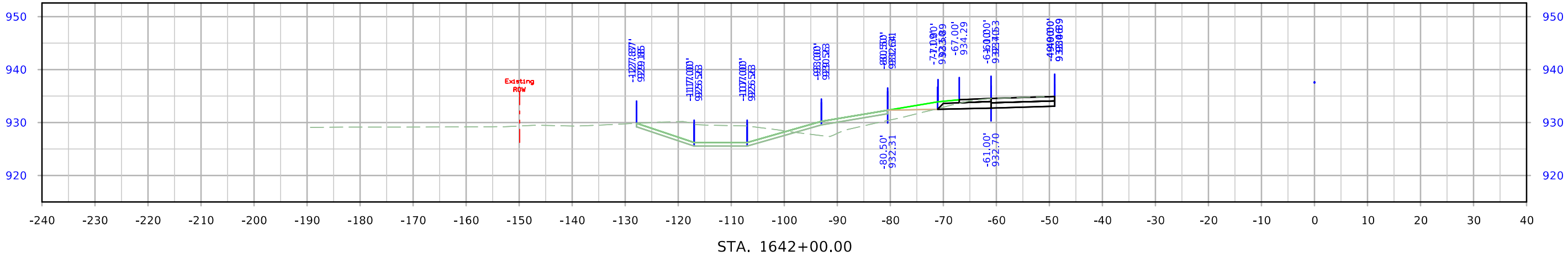
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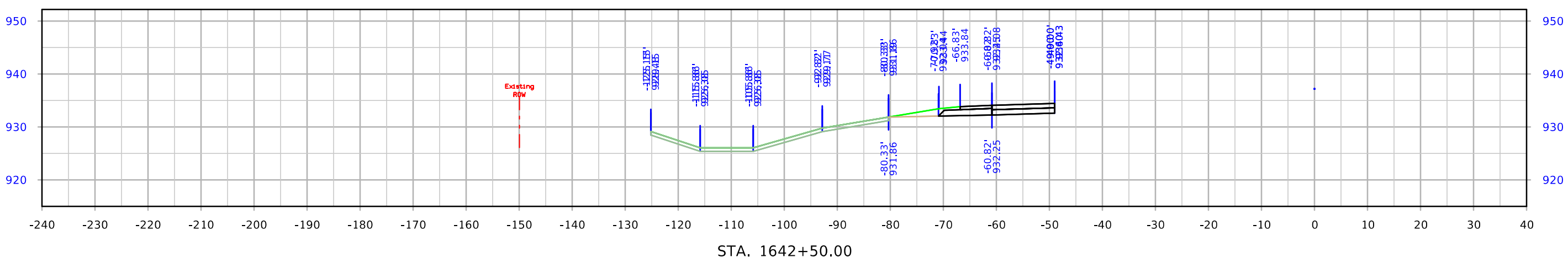
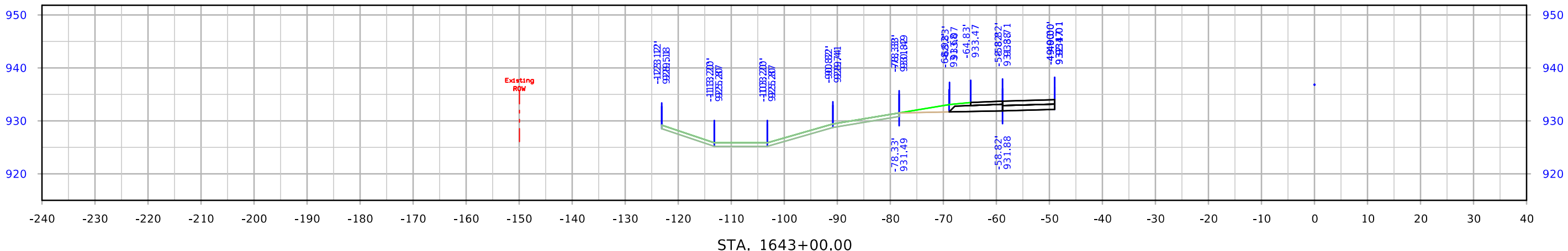
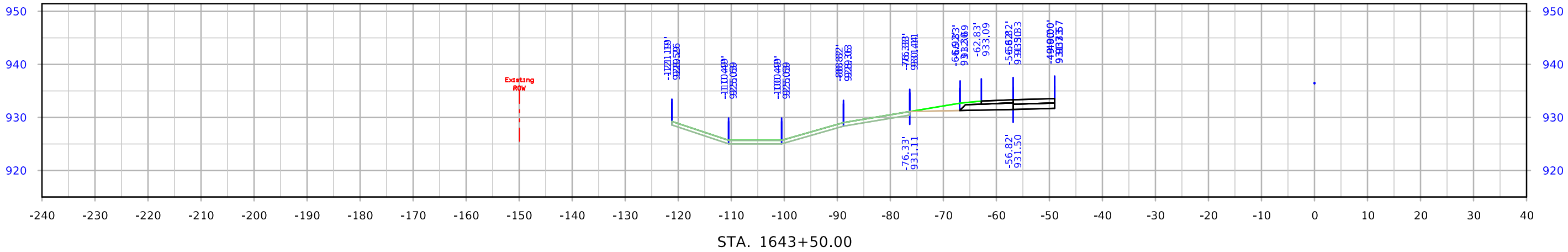
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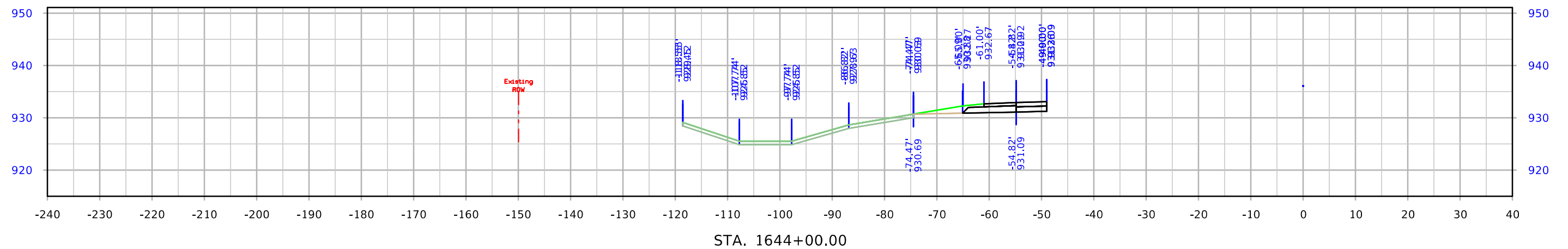
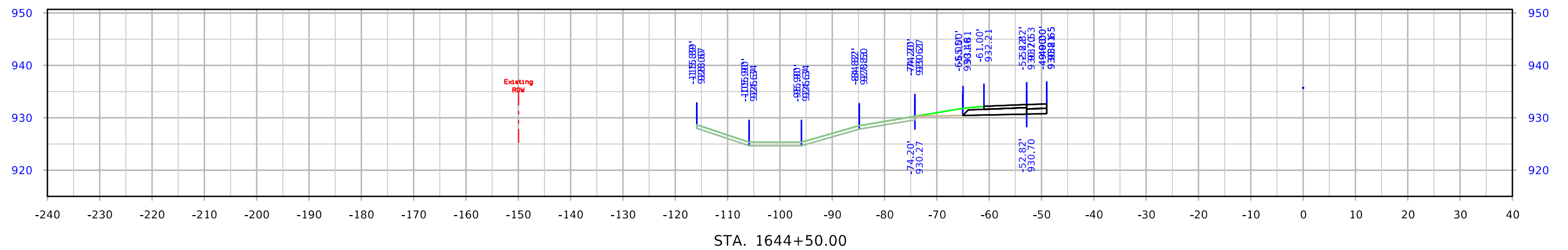
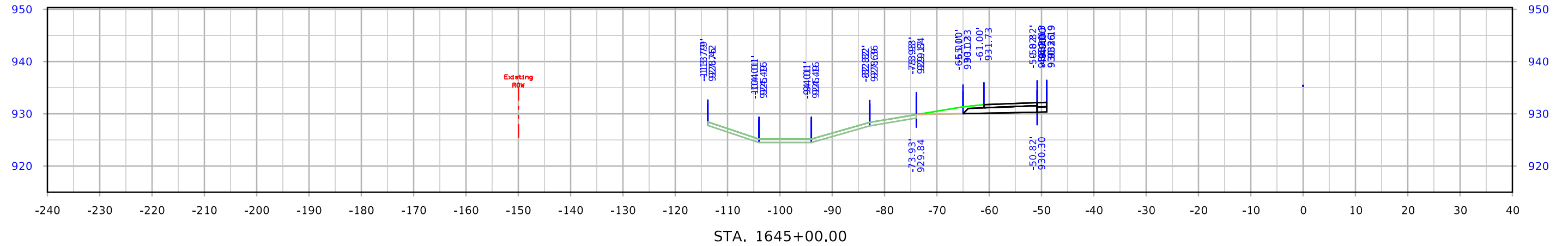
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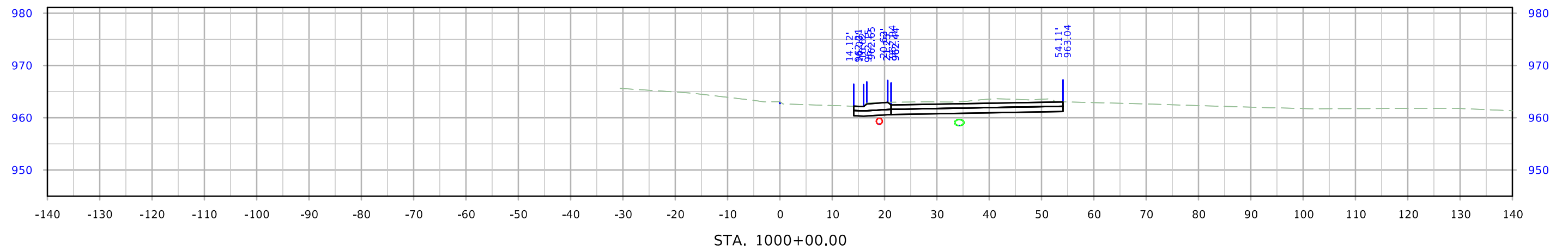
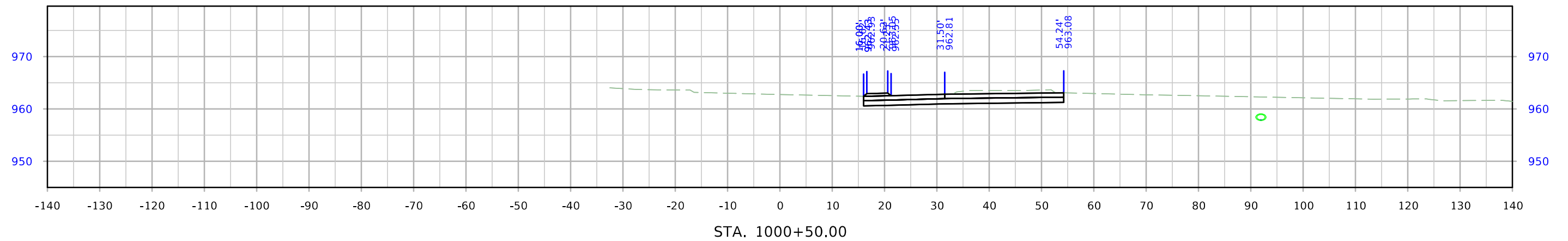
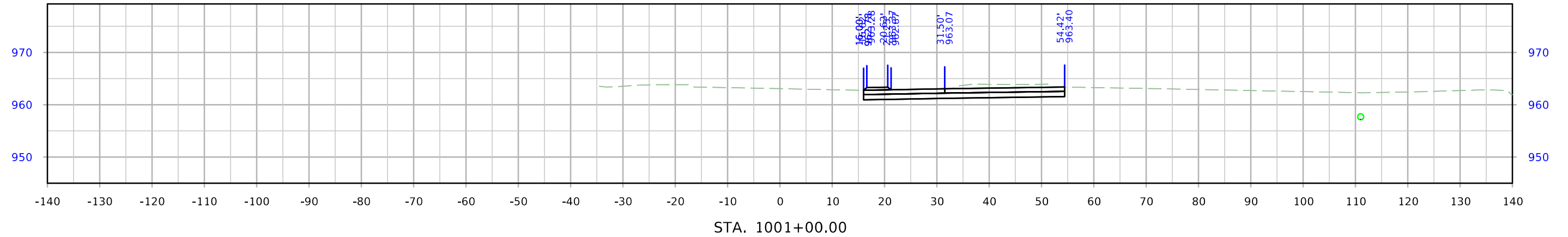
I-80 Westbound



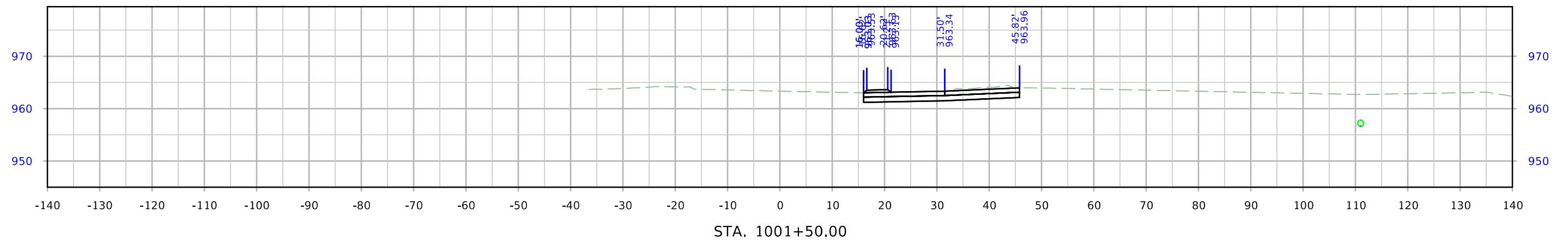
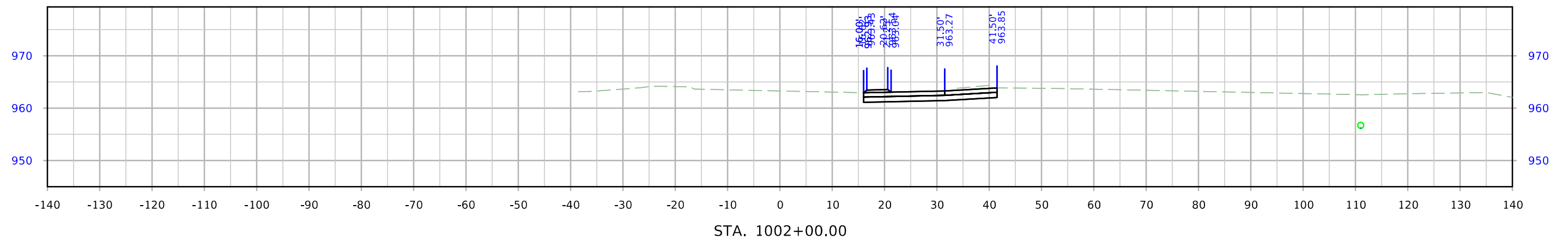
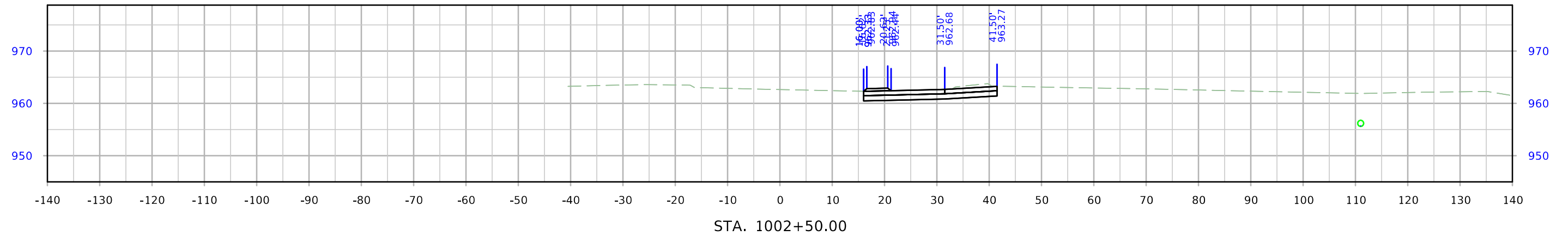
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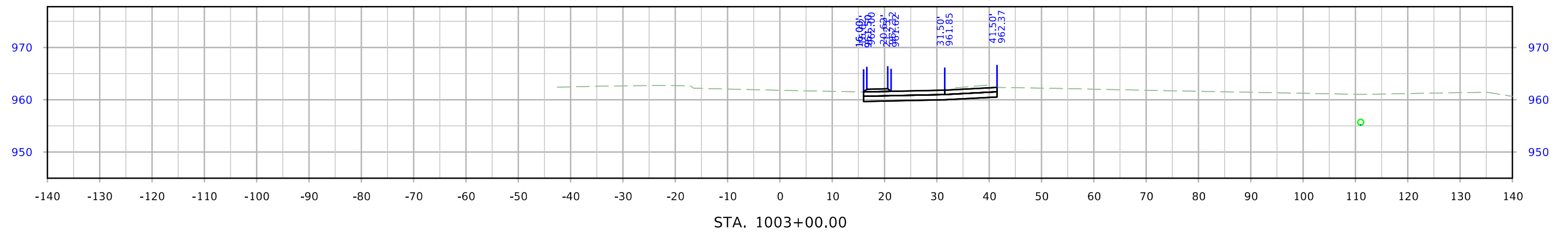
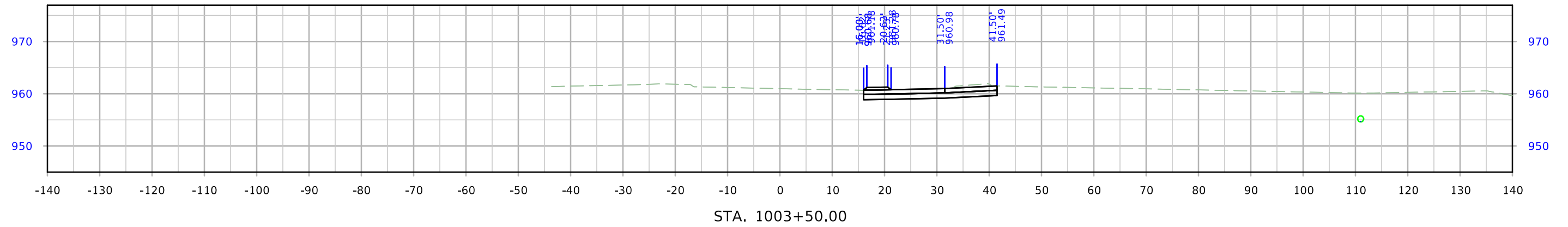
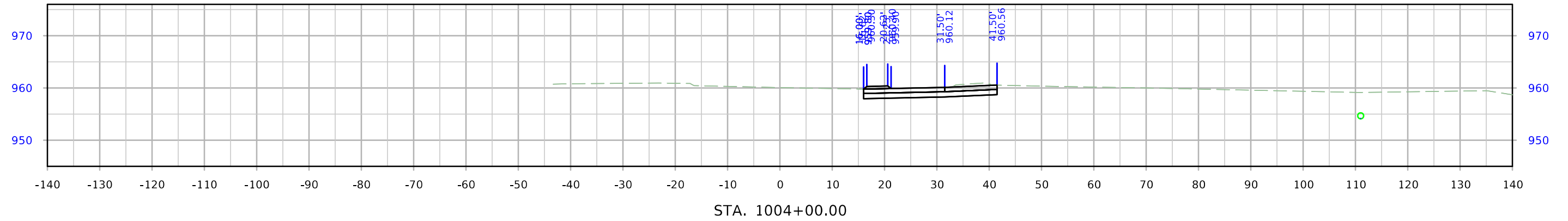
I-80 Ramp A



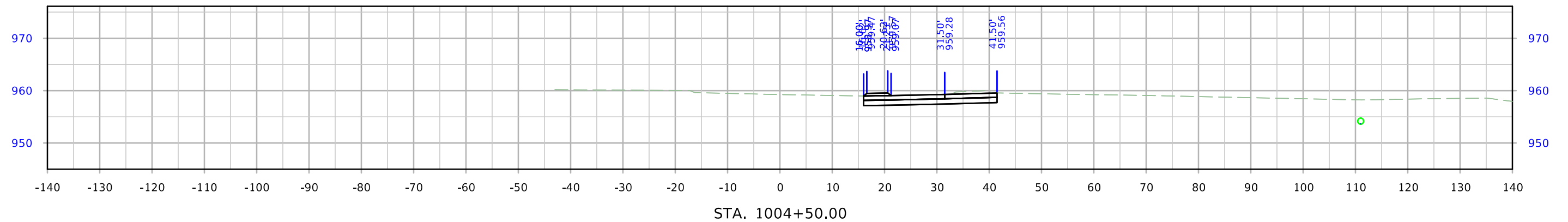
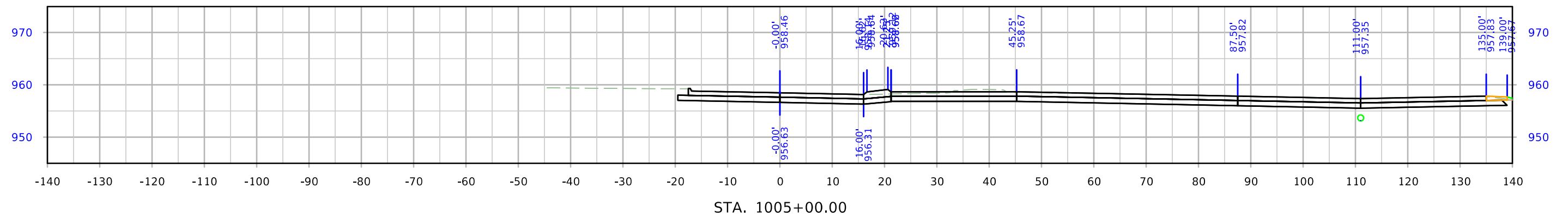
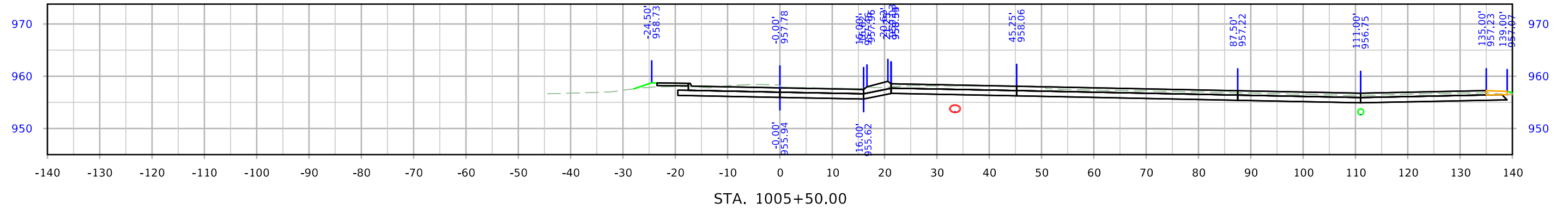
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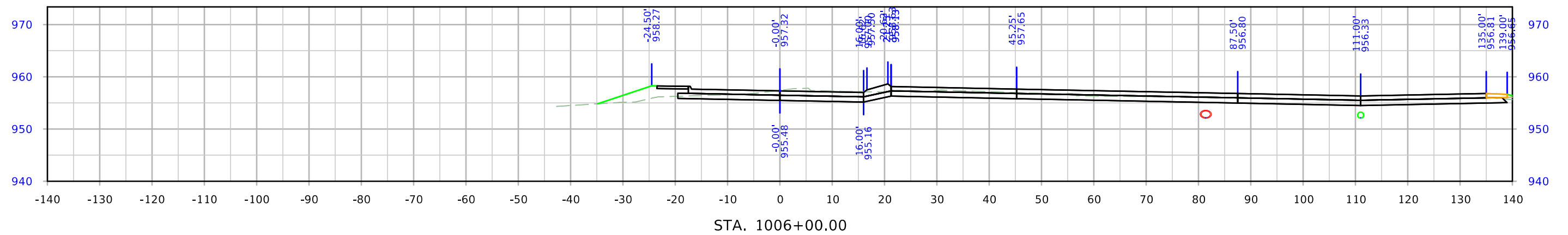
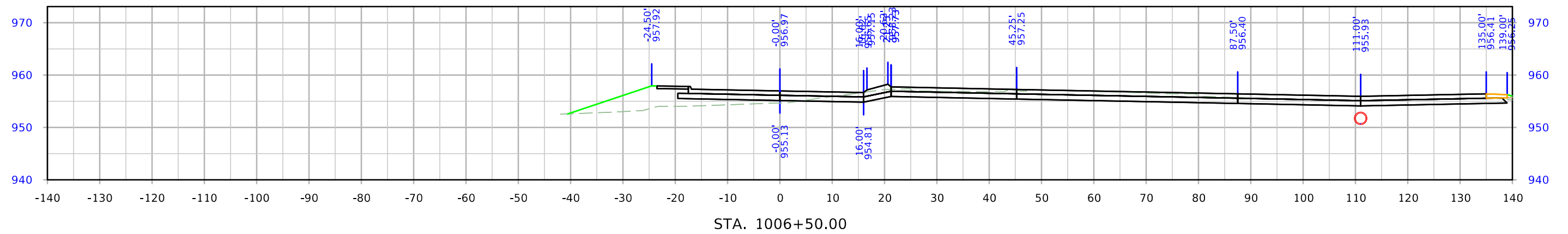
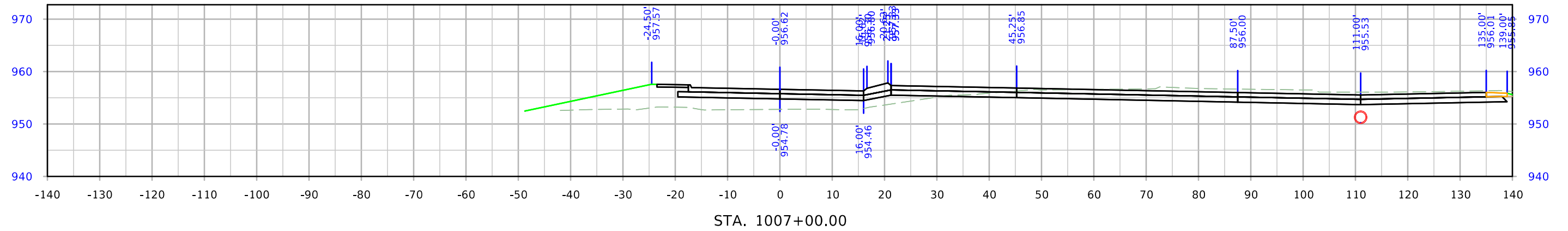
I-80 Ramp A



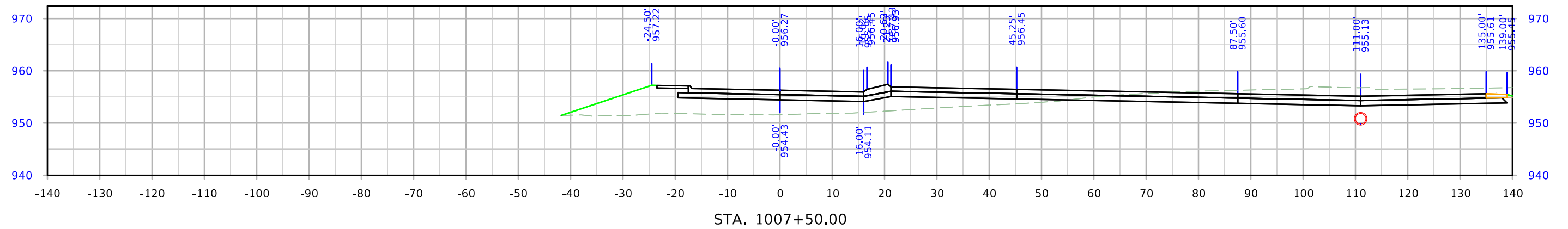
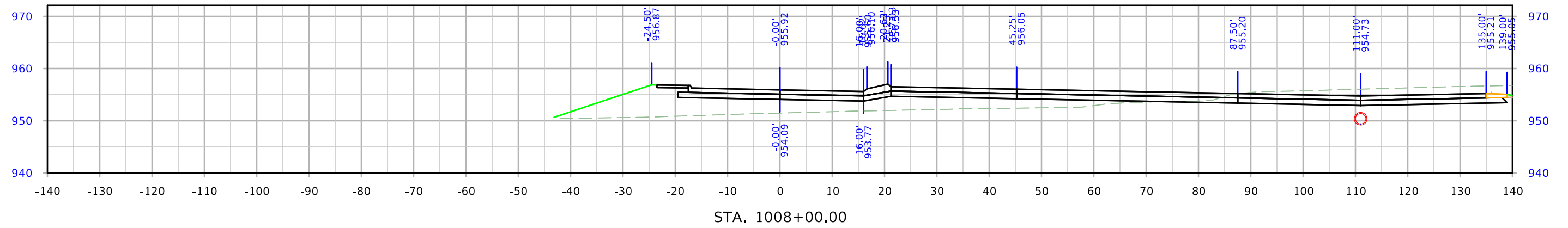
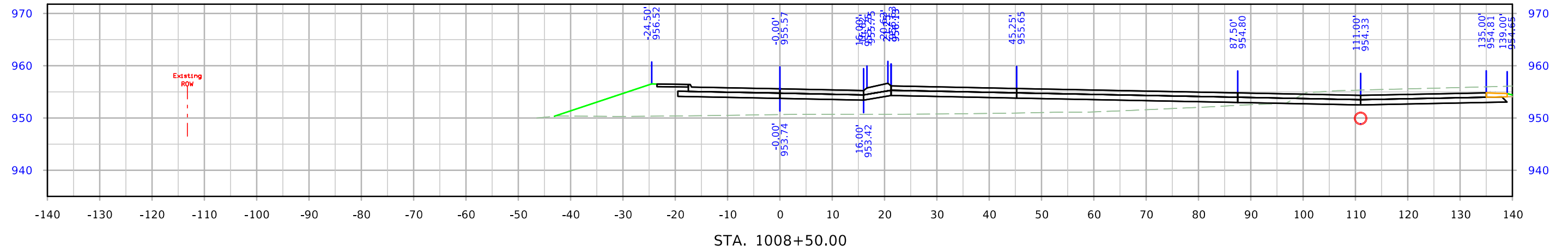
I-80 Ramp A



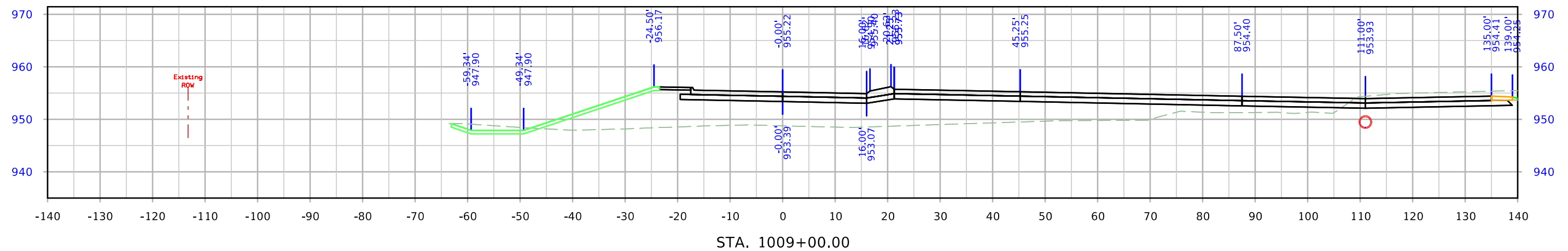
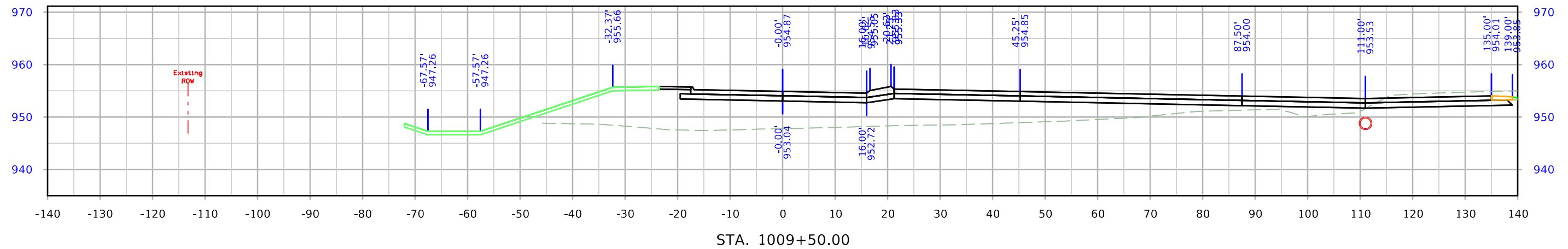
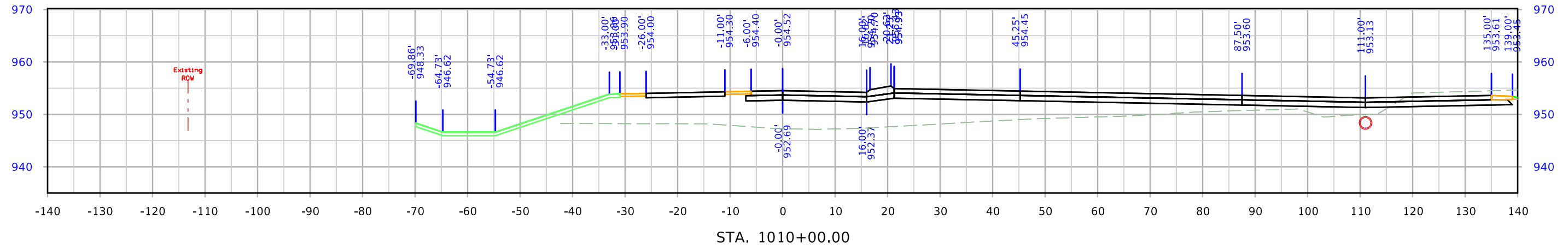
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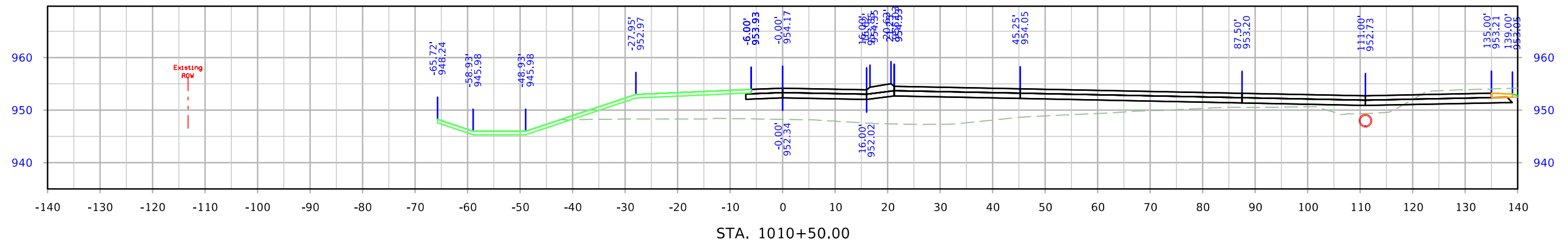
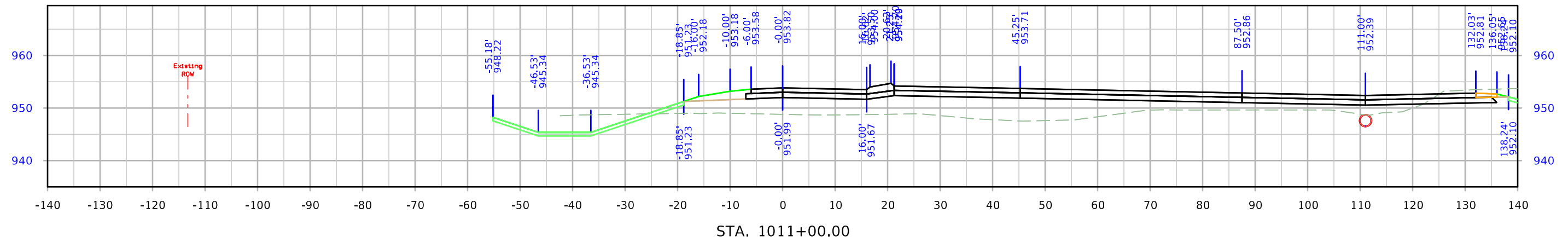
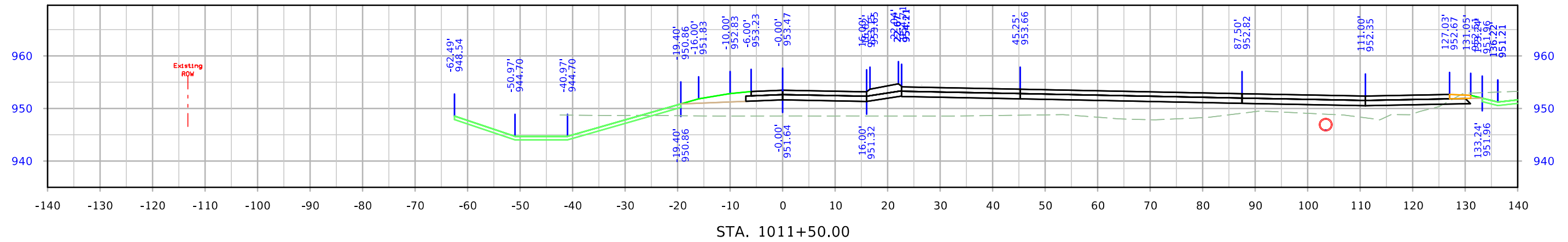
I-80 Ramp A



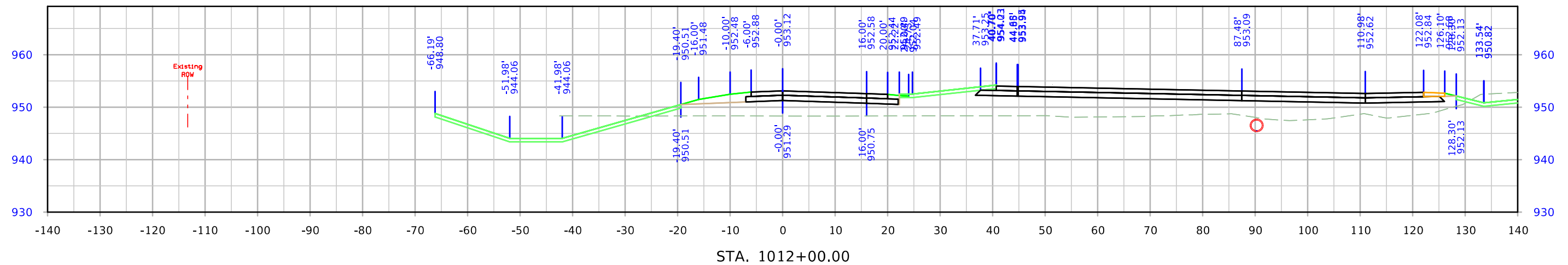
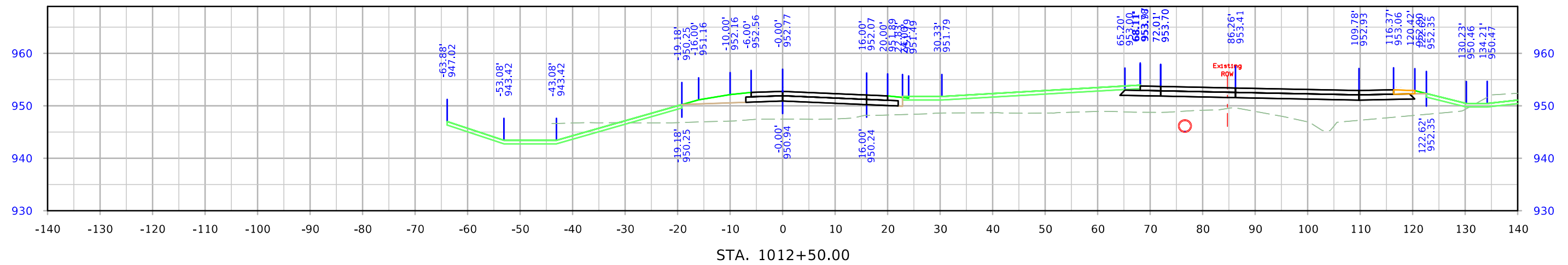
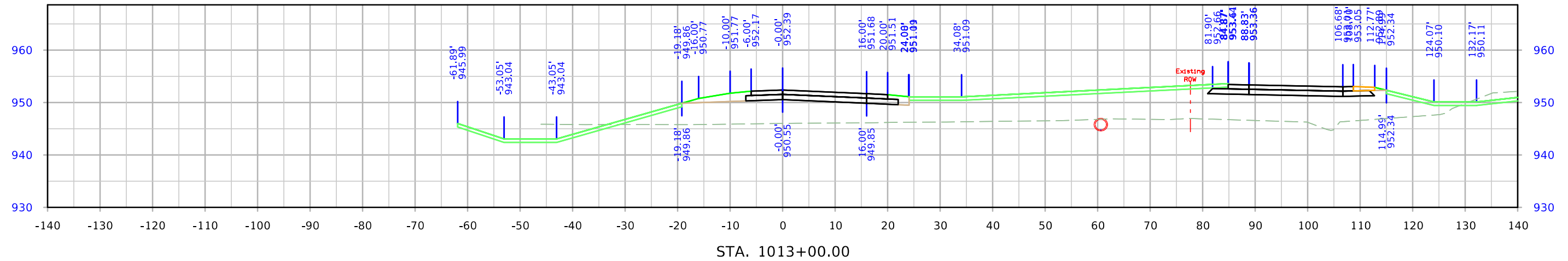
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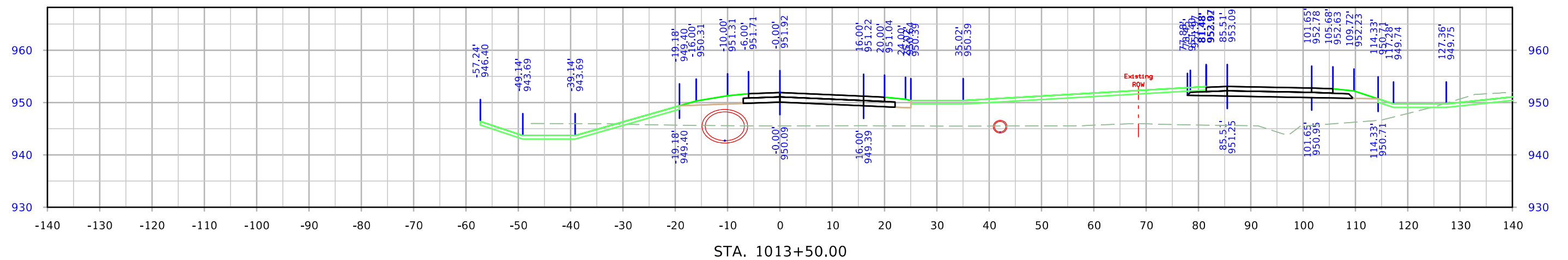
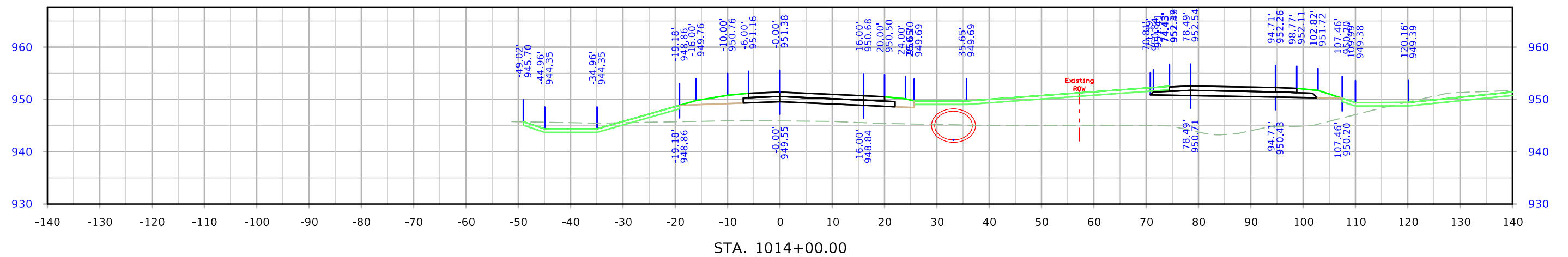
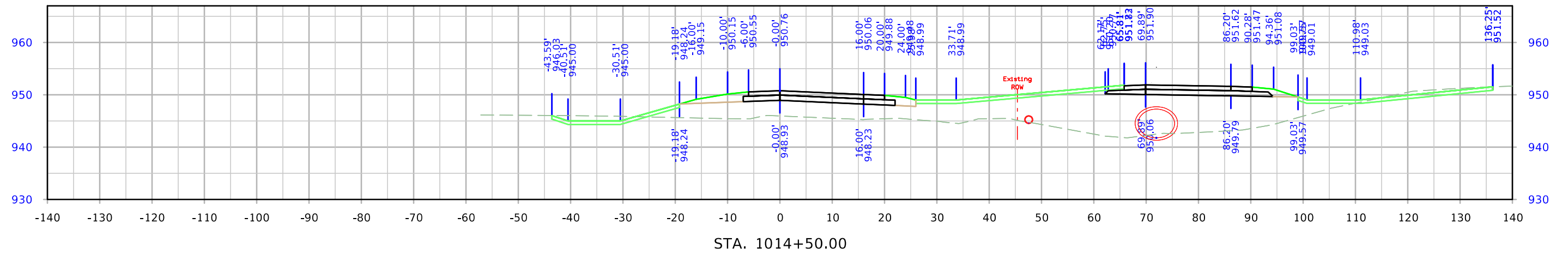
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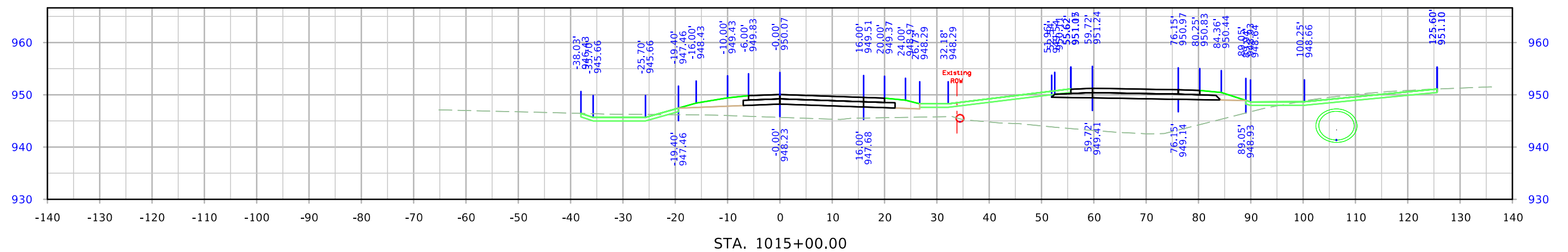
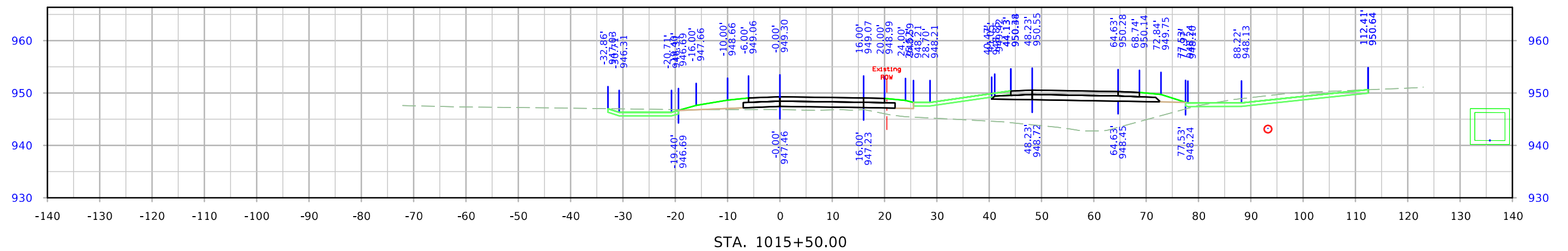
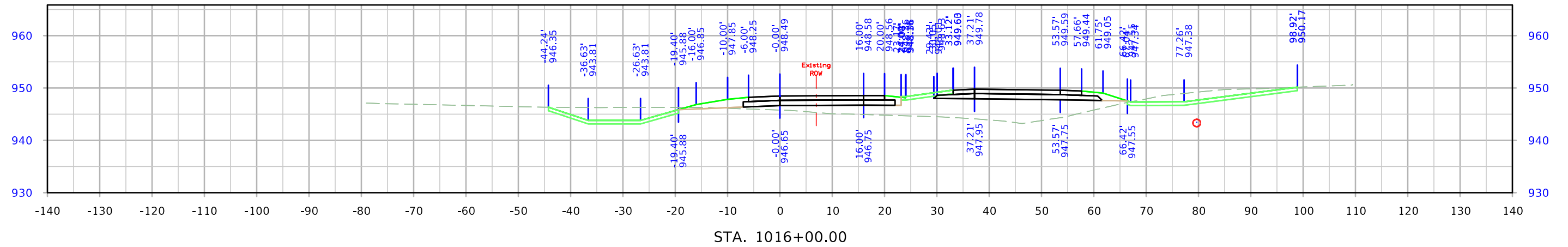
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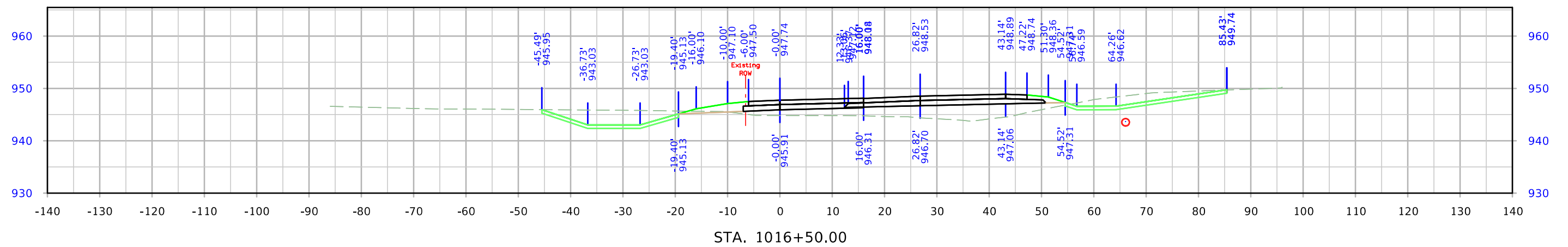
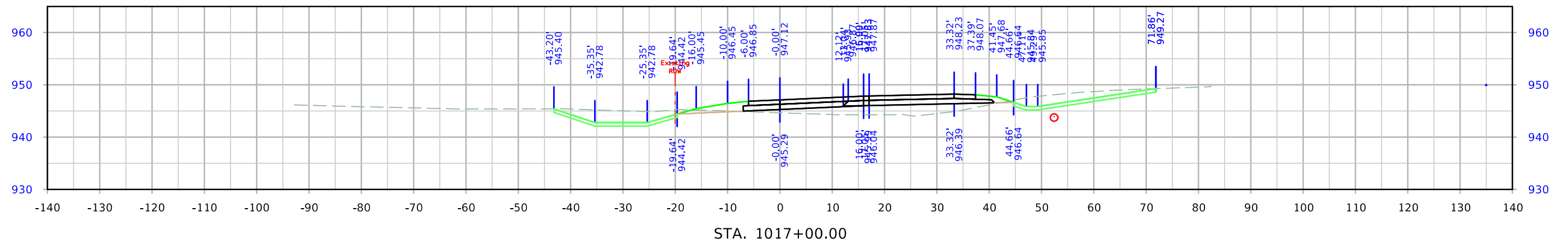
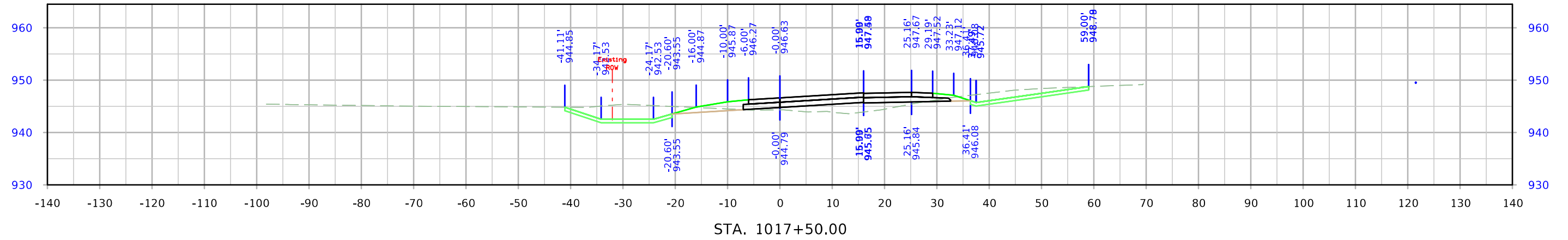
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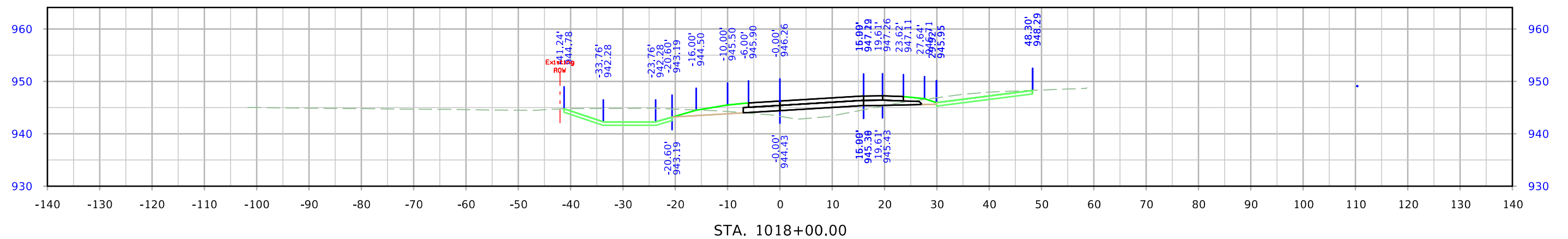
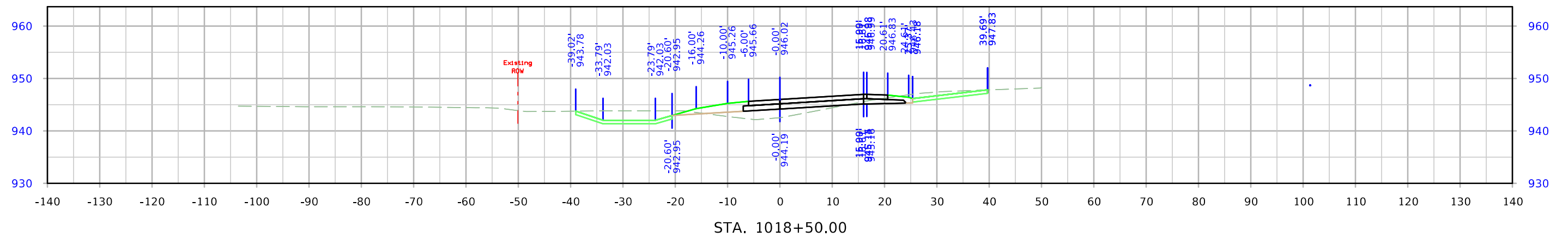
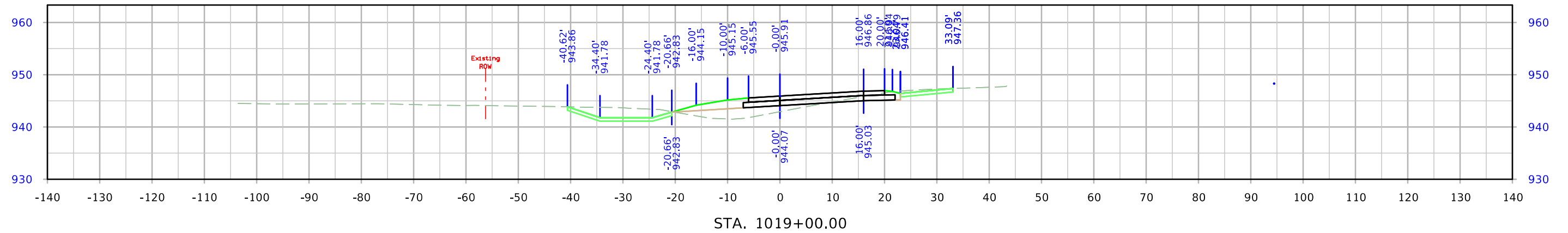
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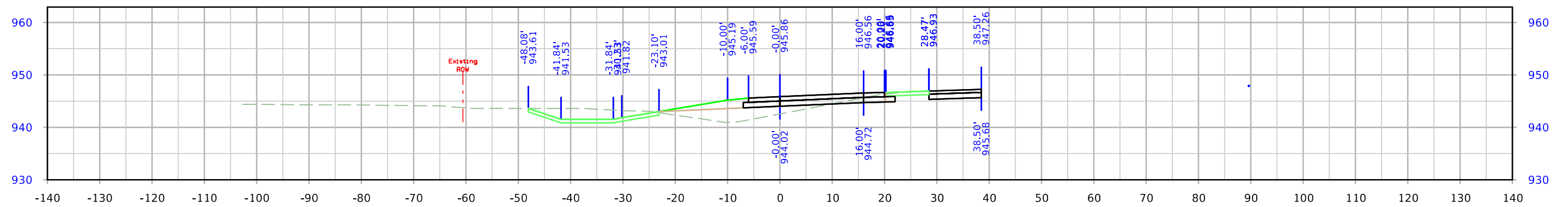
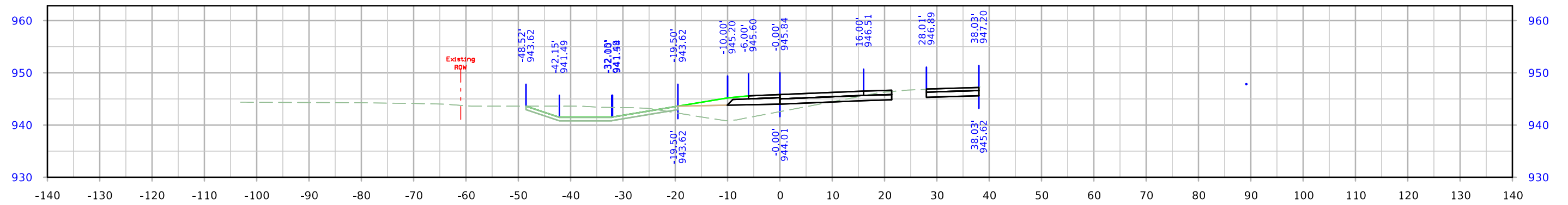
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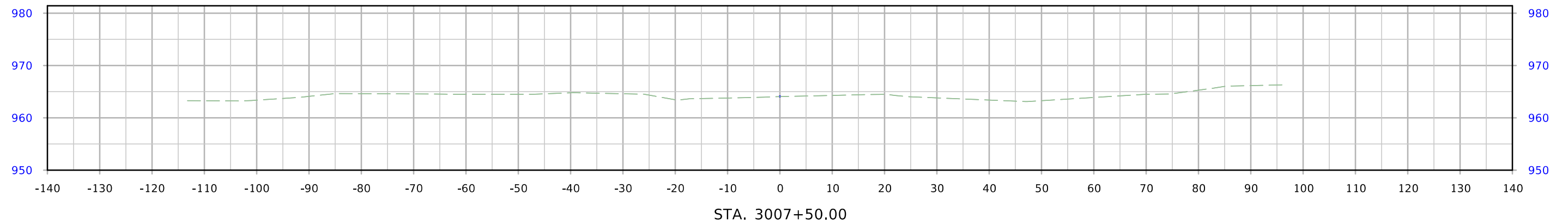
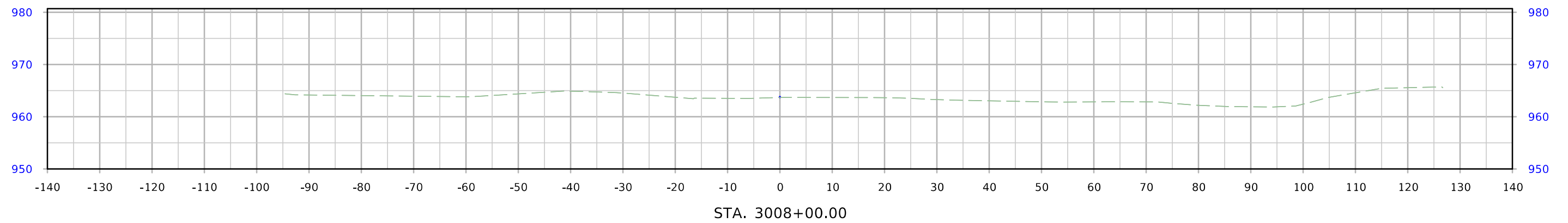
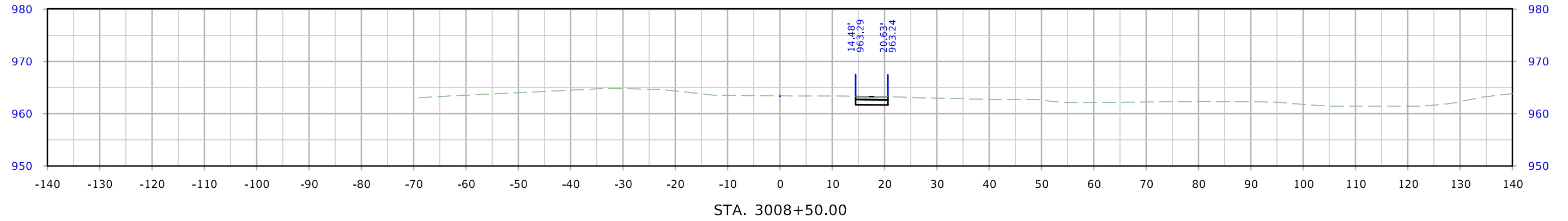
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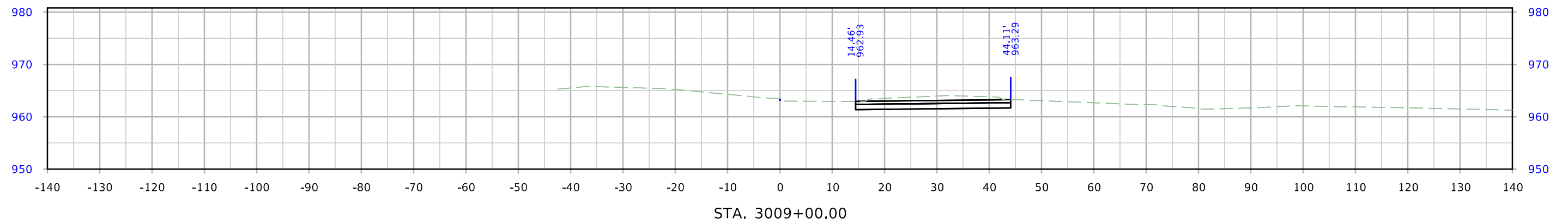
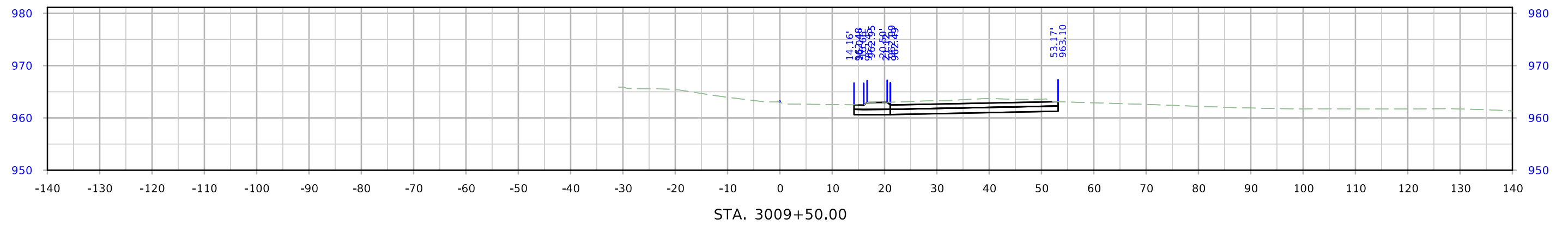
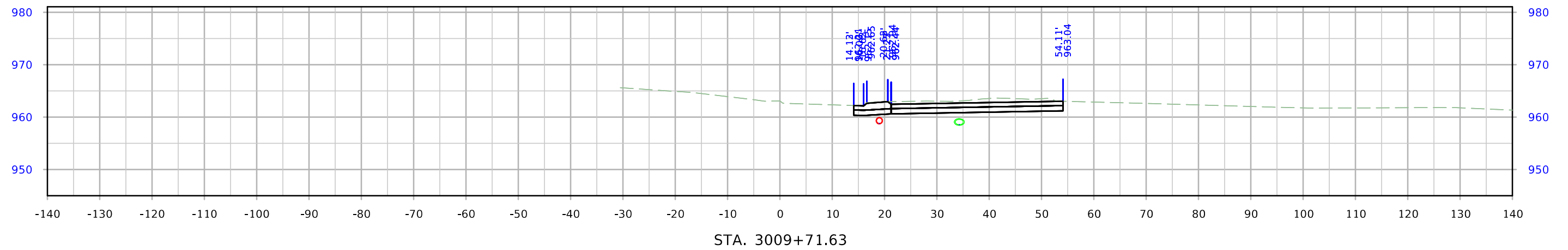
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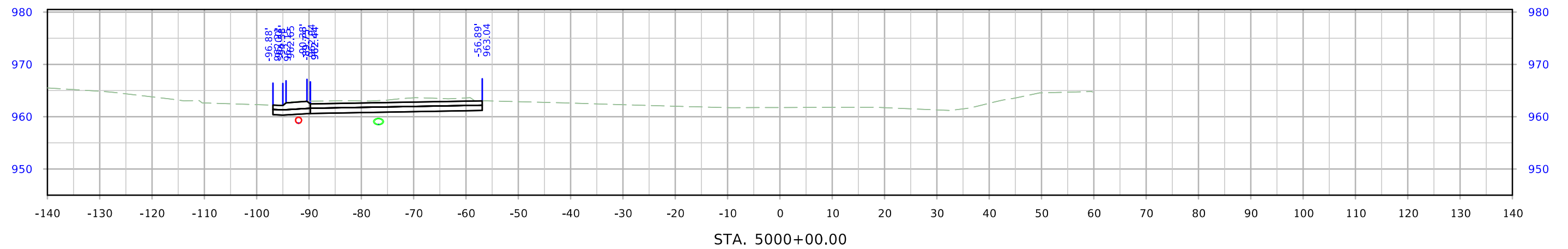
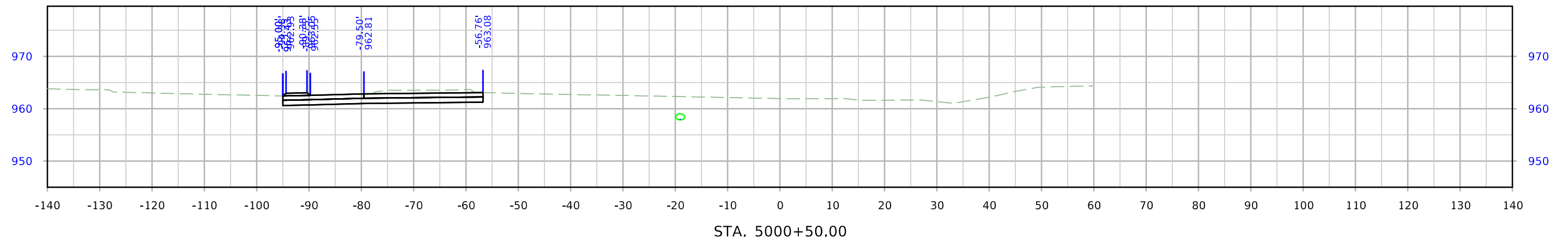
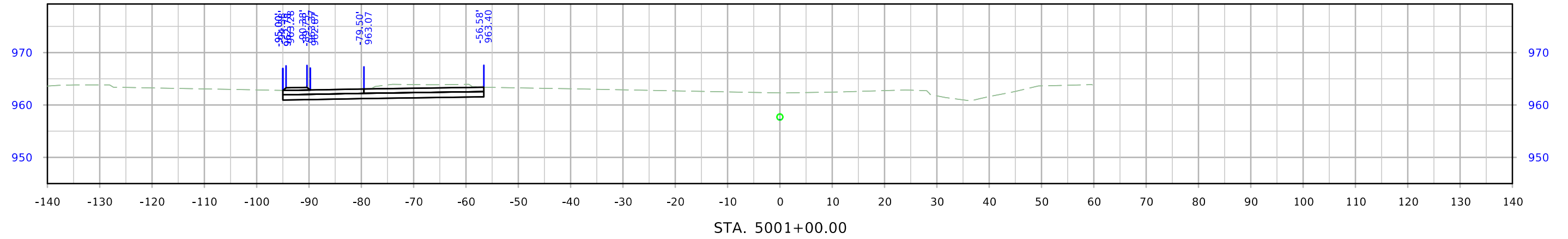
I-80 Ramp C



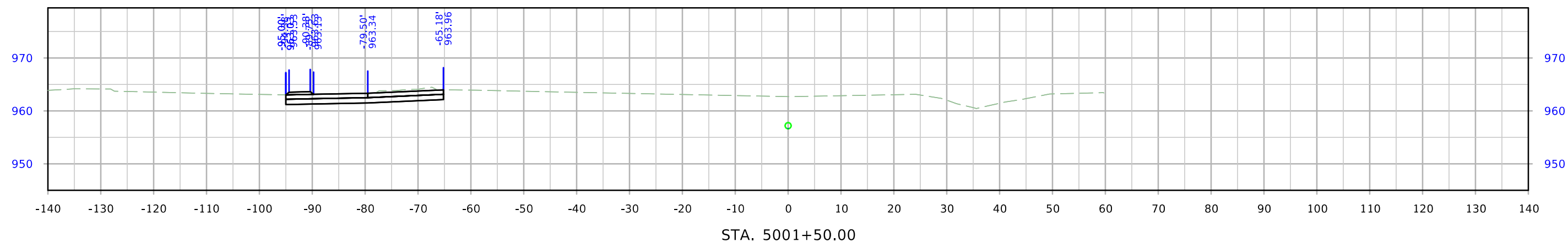
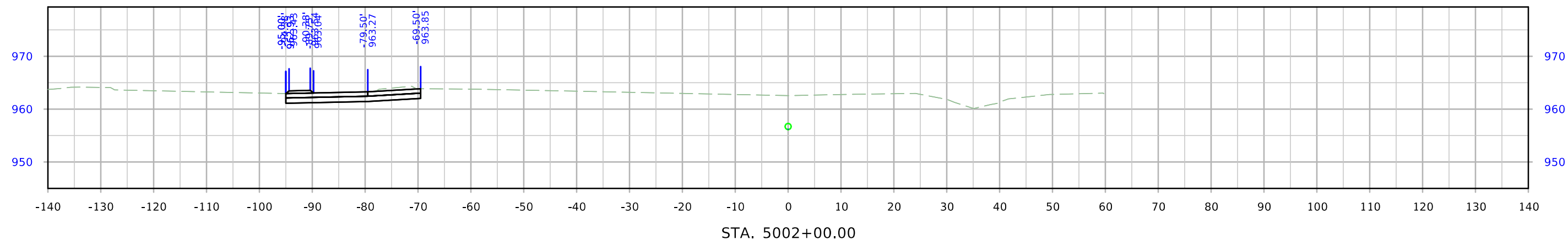
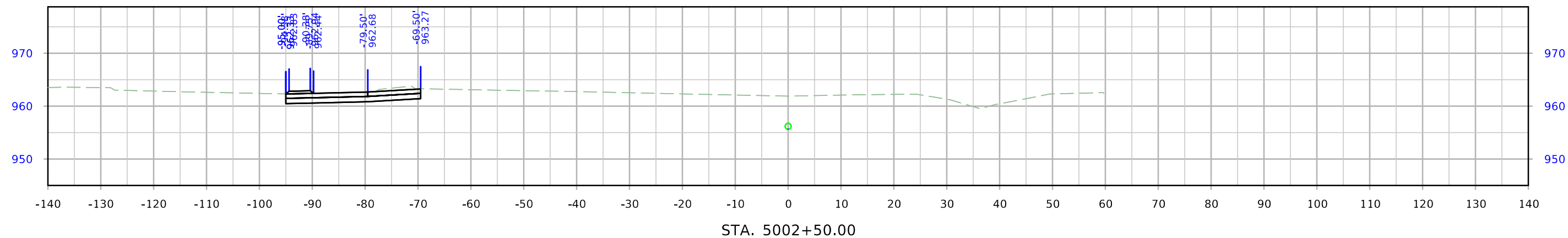
I-80 Ramp C



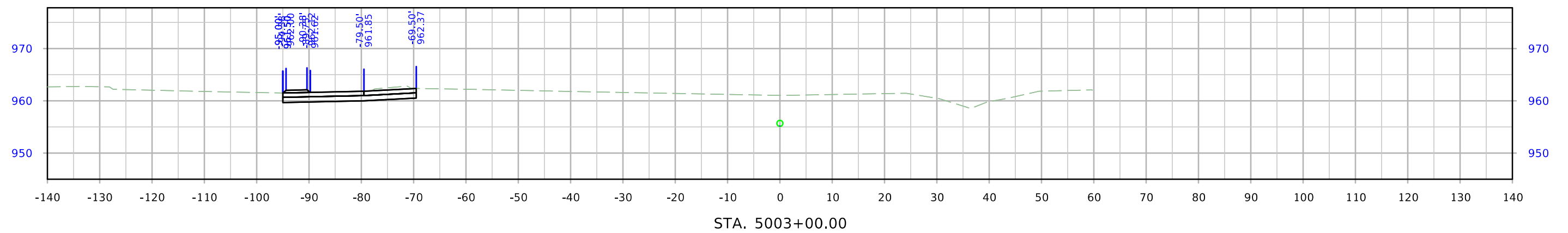
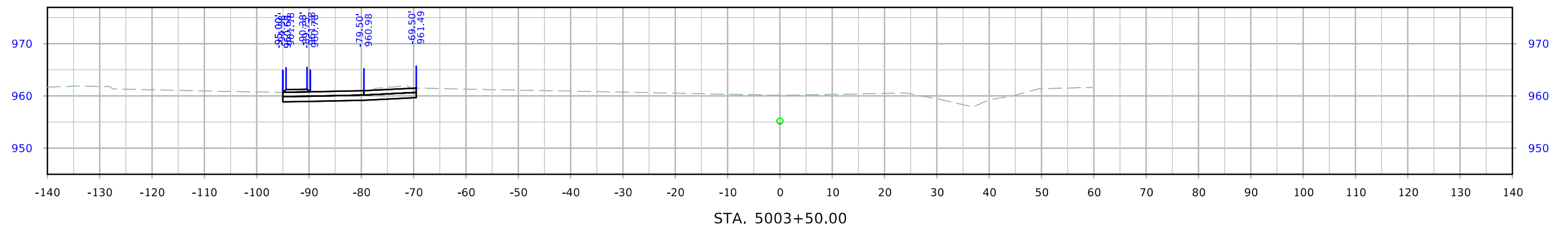
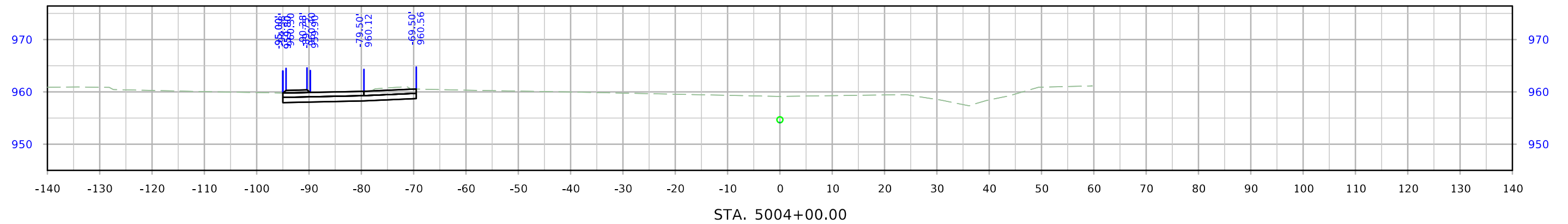
I-80 Ramp E



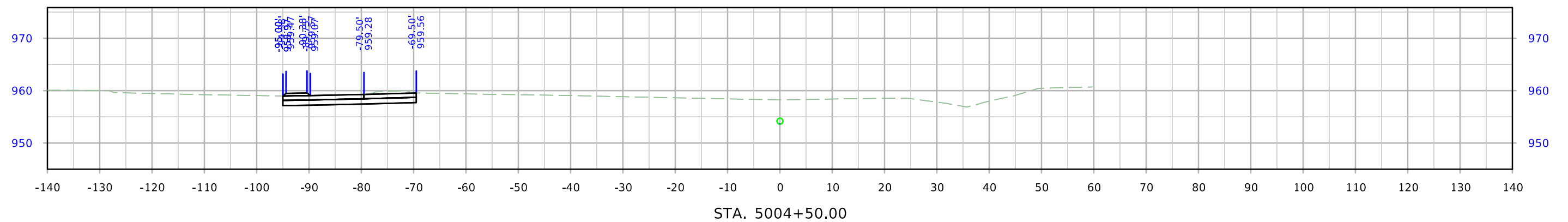
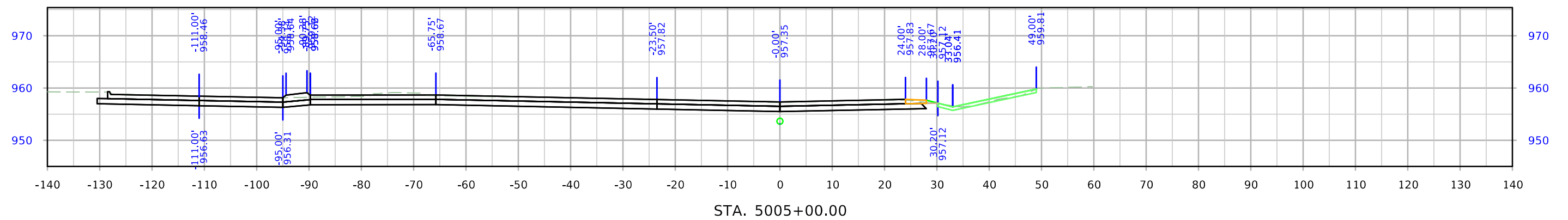
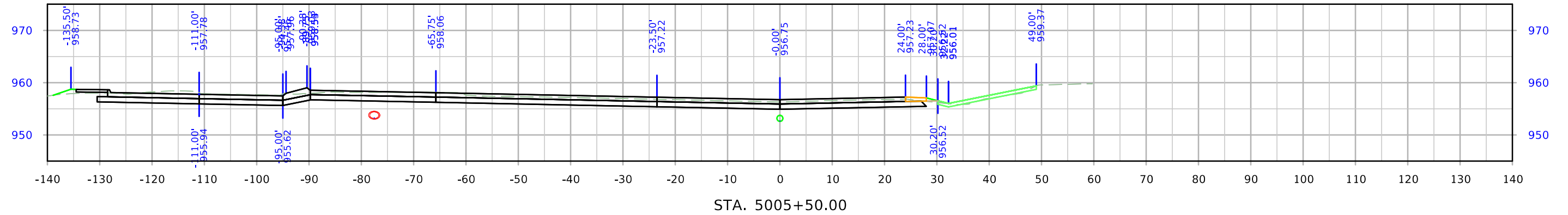
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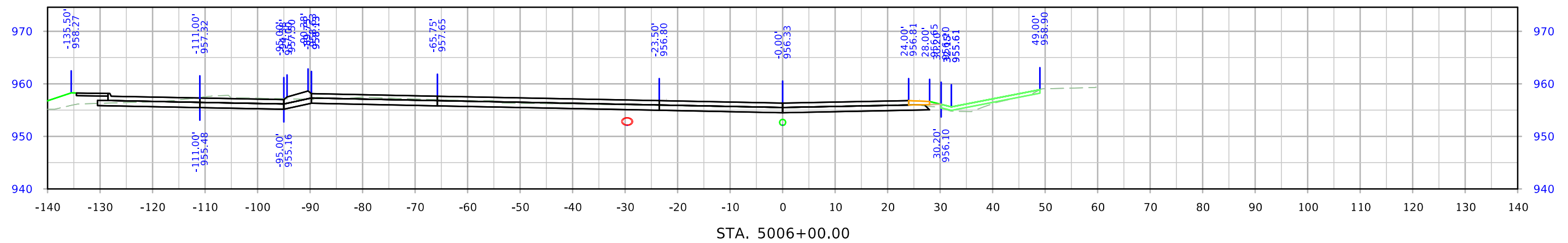
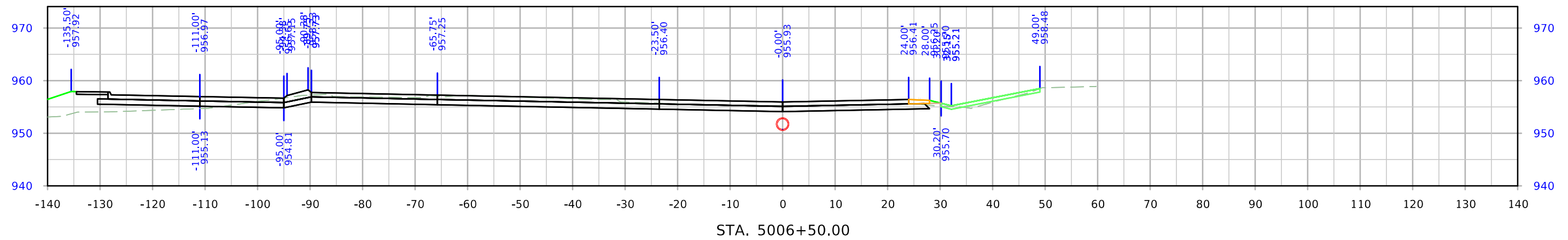
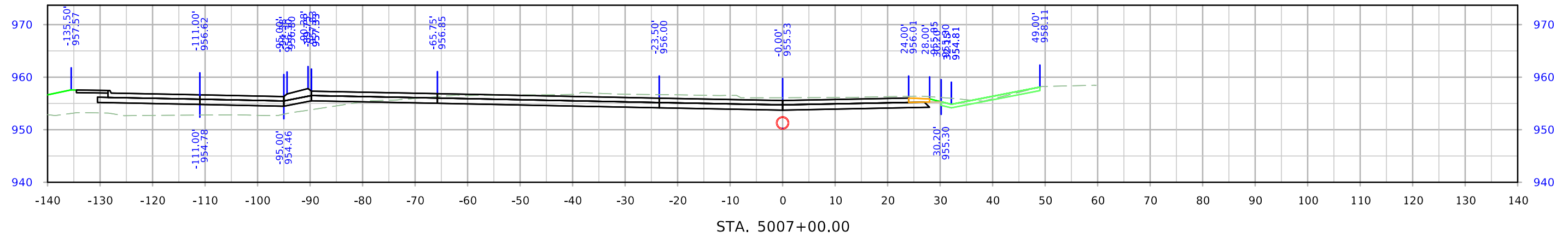
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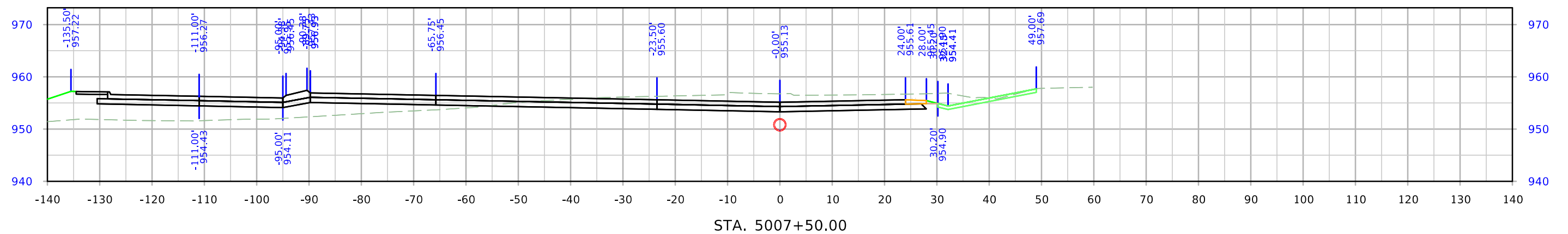
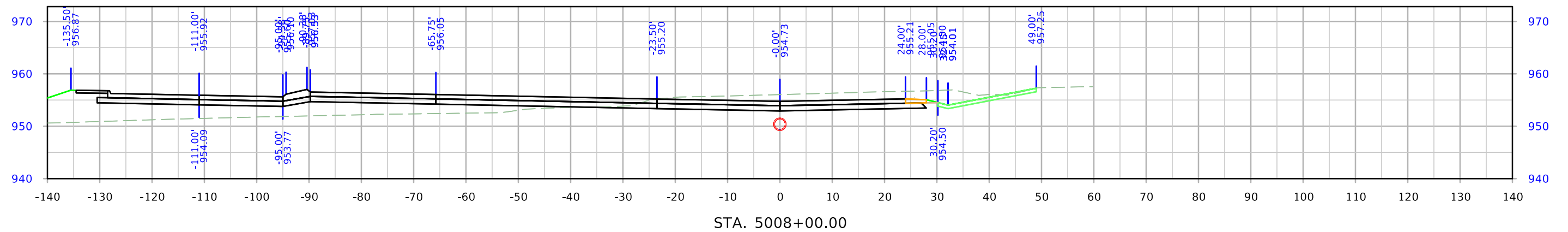
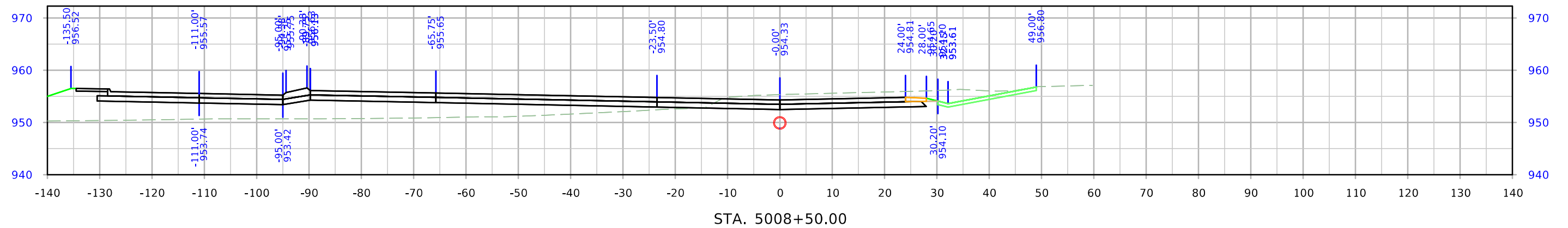
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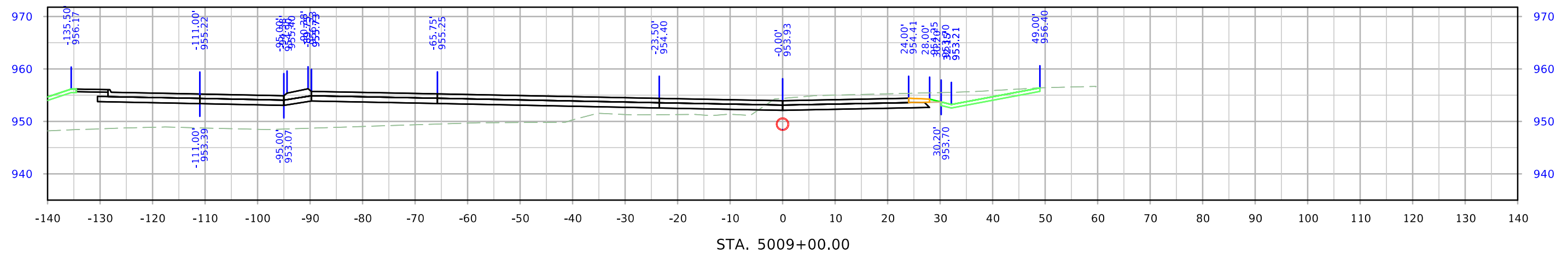
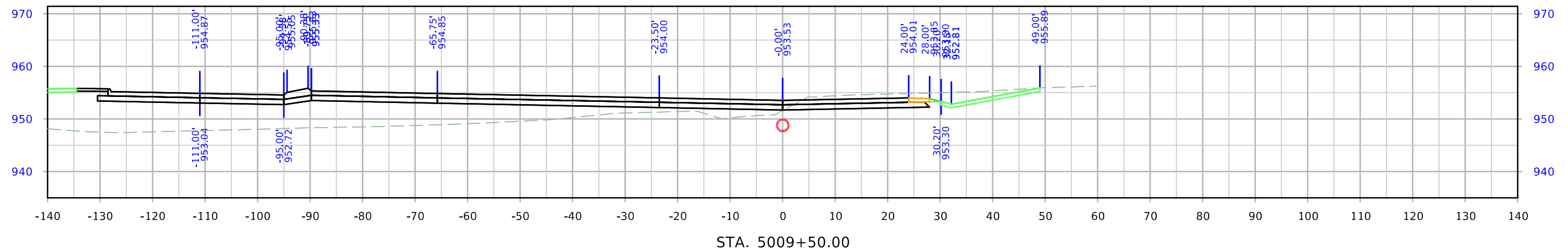
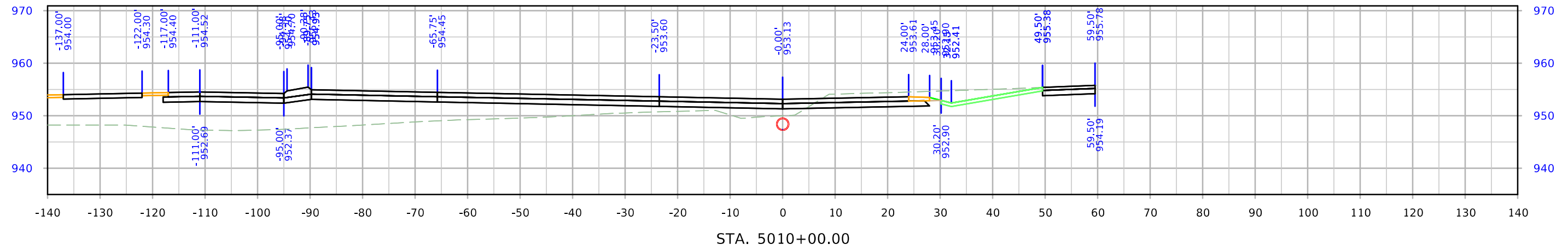
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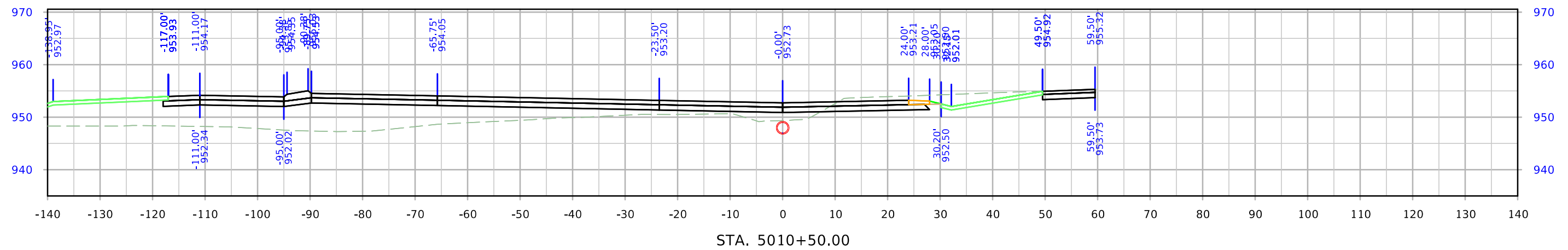
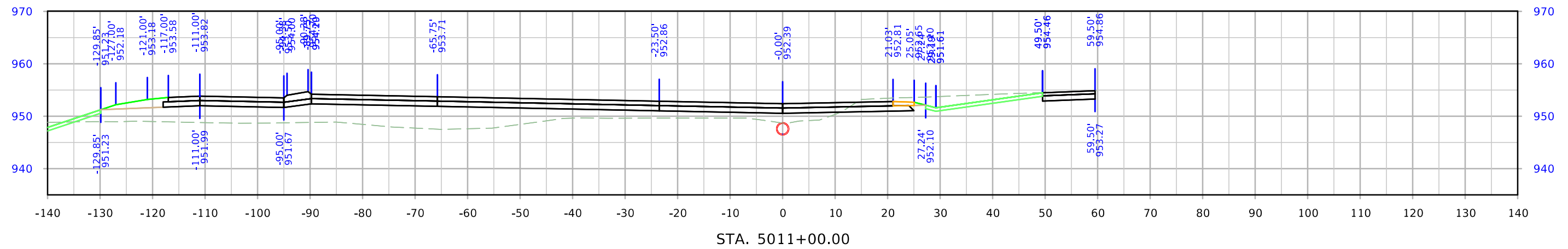
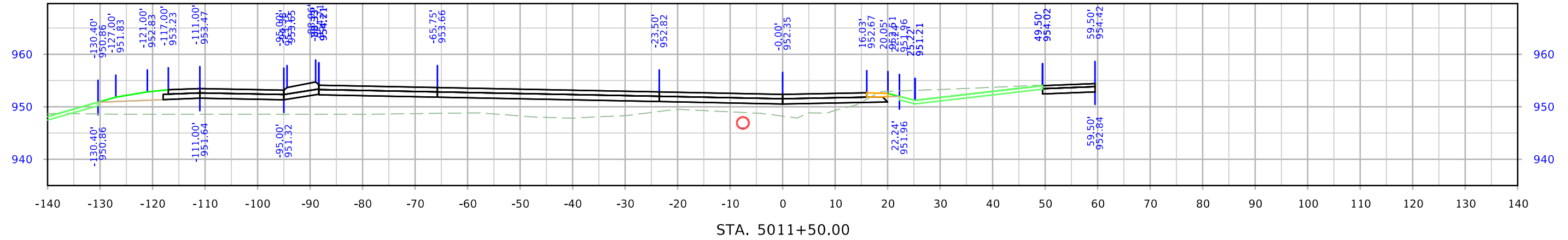
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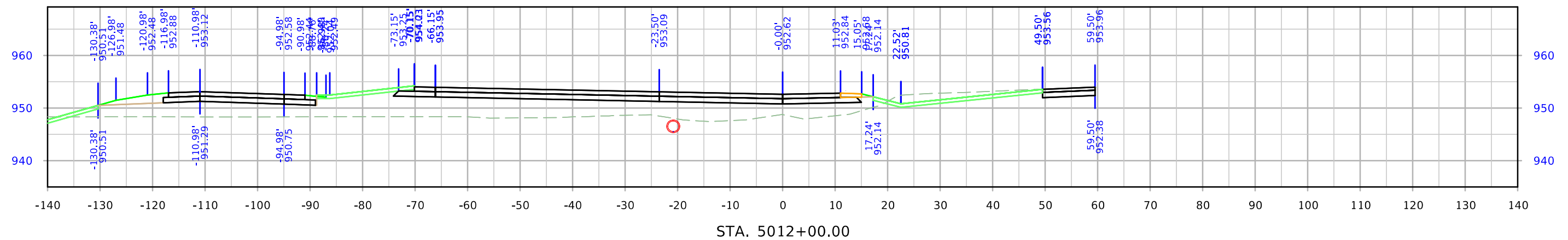
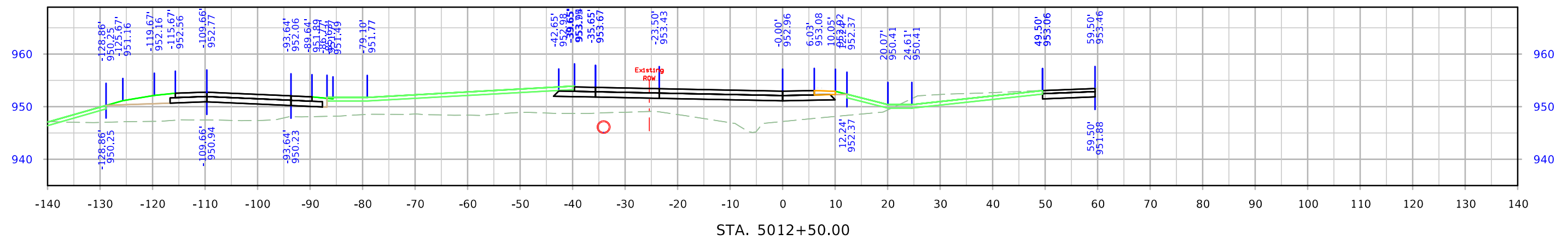
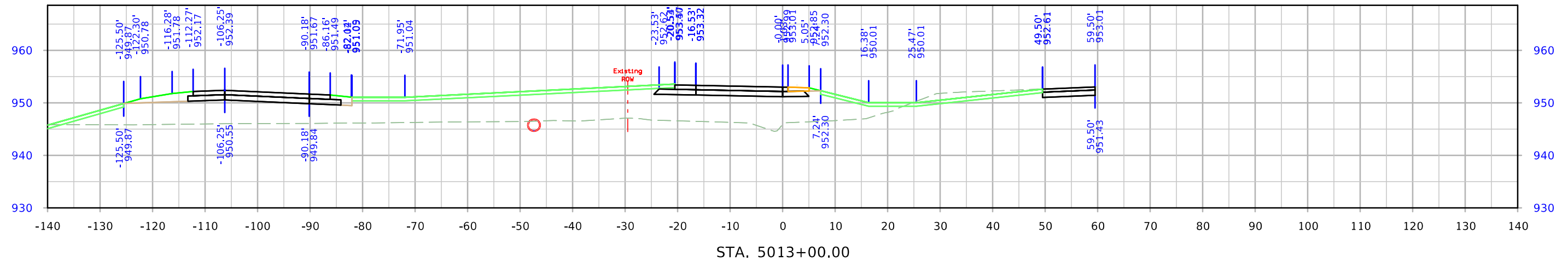
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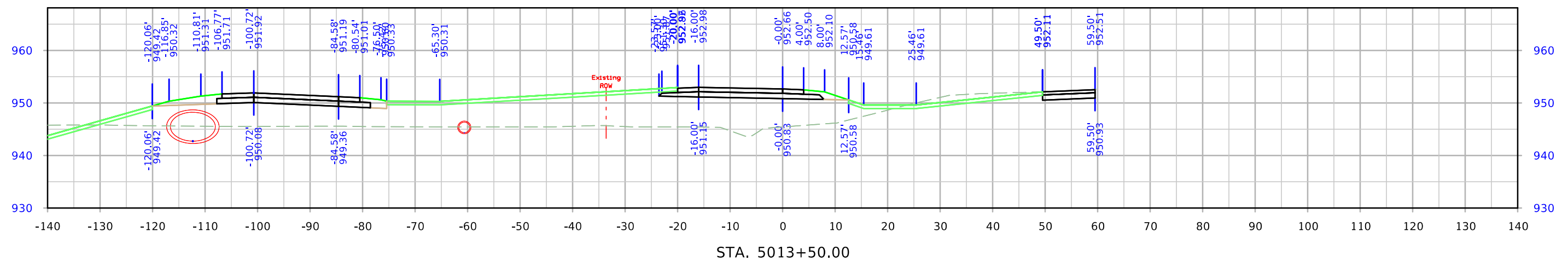
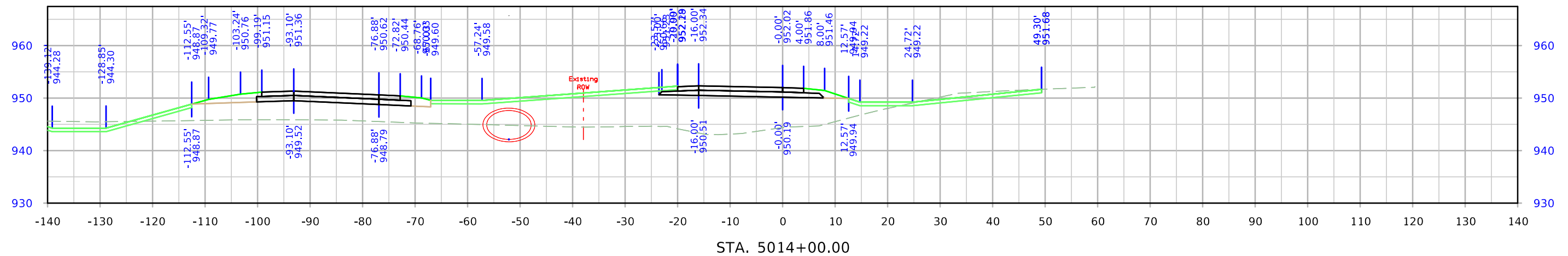
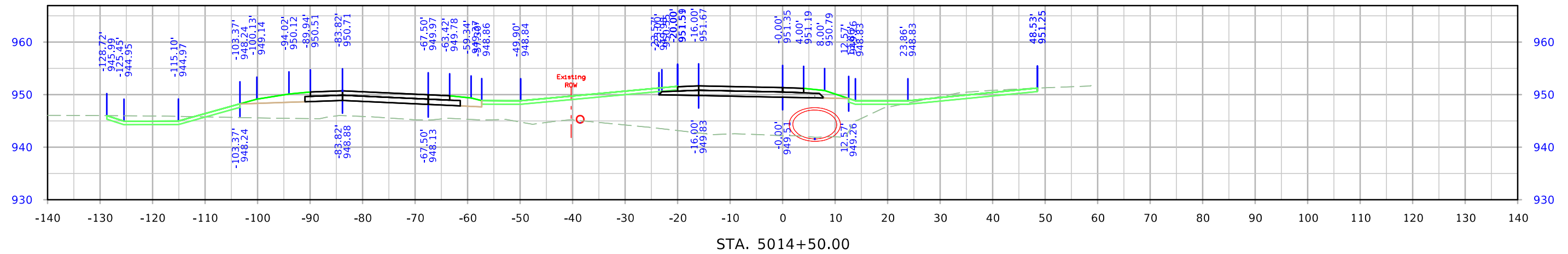
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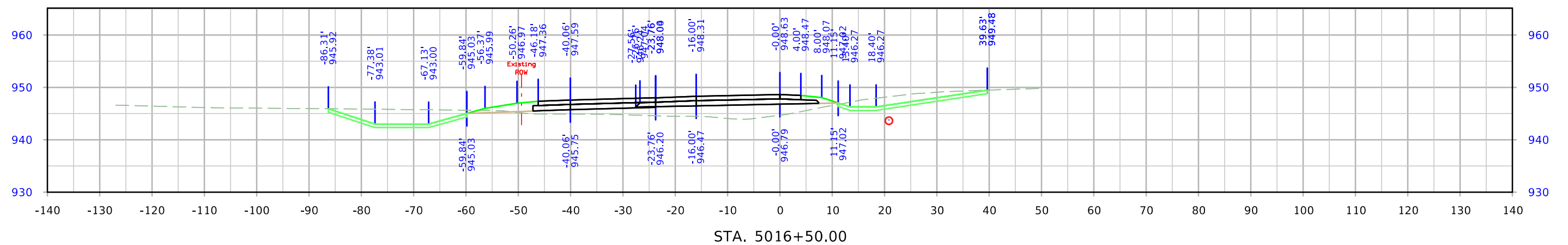
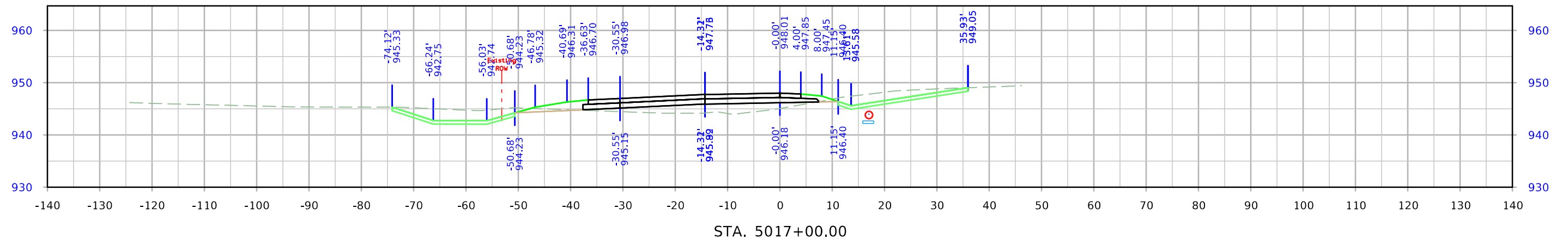
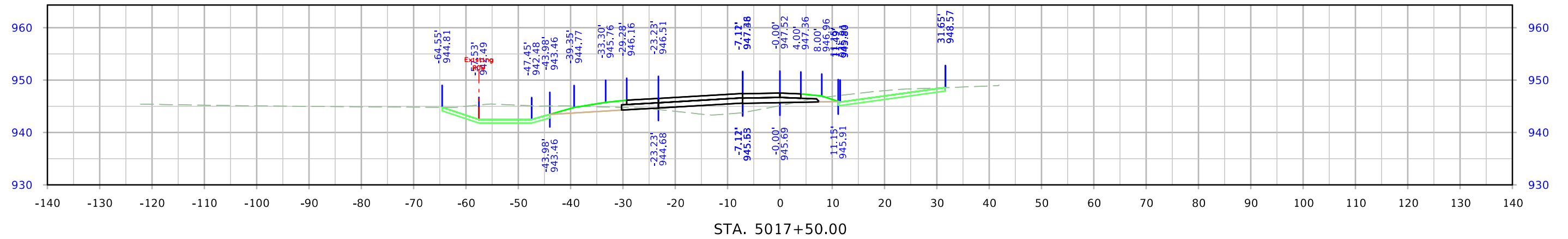
I-80 Ramp E



I-80 Ramp E



I-80 Ramp E



I-80 Ramp E

