

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.

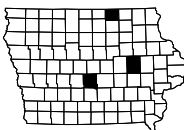
Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



REVISIONS	
NO.	DESCRIPTION

PROJECT IDENTIFICATION NUMBER	
	TOTAL
	--
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	
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For Project Location Map  
Refer to Sheet No. A.2



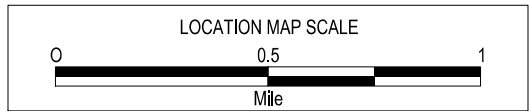
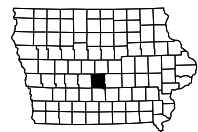
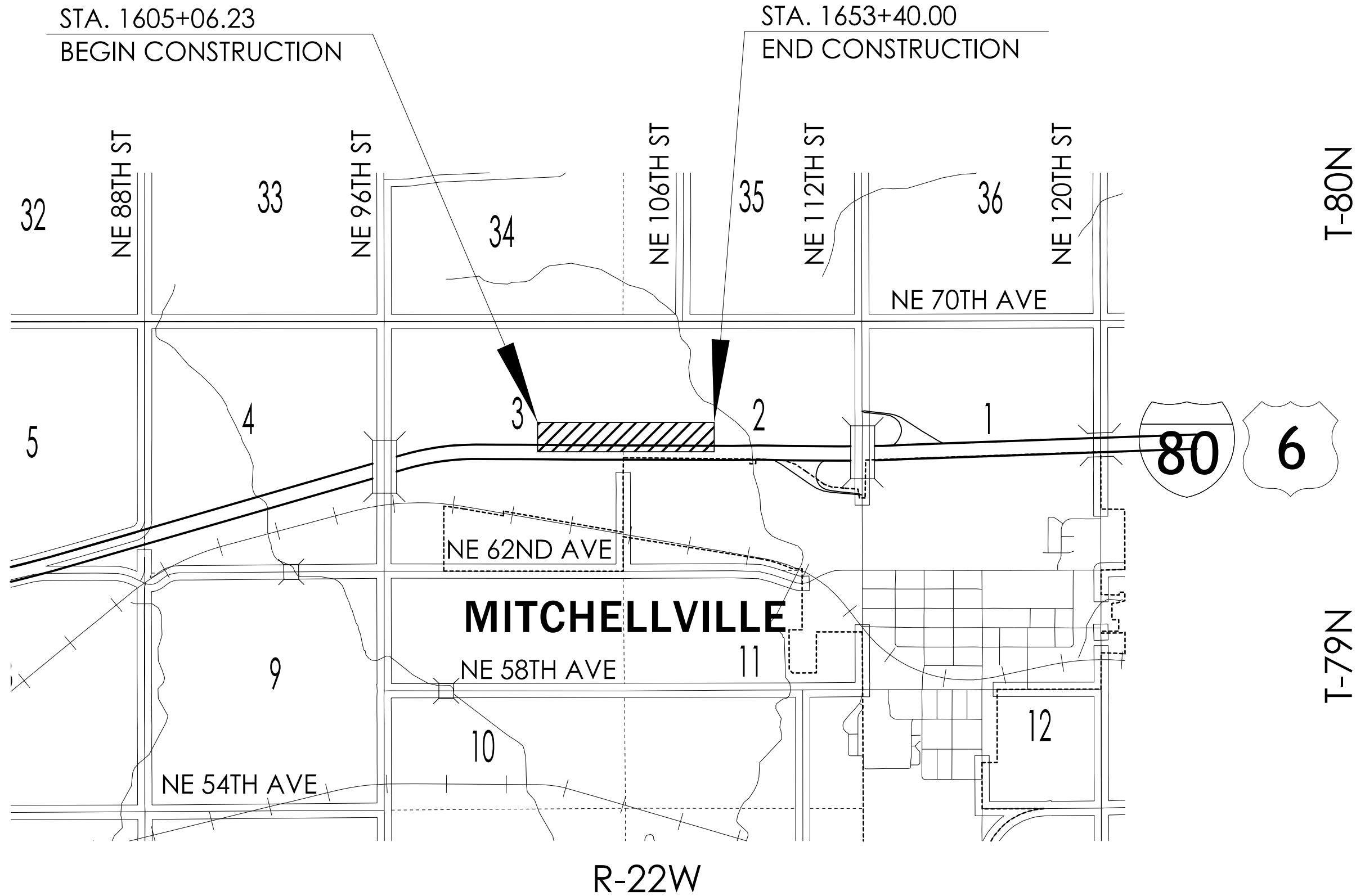
I-80 WB	
DESIGN DATA RURAL	
2021 AADT	19500 V.P.D.
2021 AADT	-- V.P.D.
20 -- DHV	-- V.P.H.
TRUCKS	23.8 %
Total Design ESALs	--

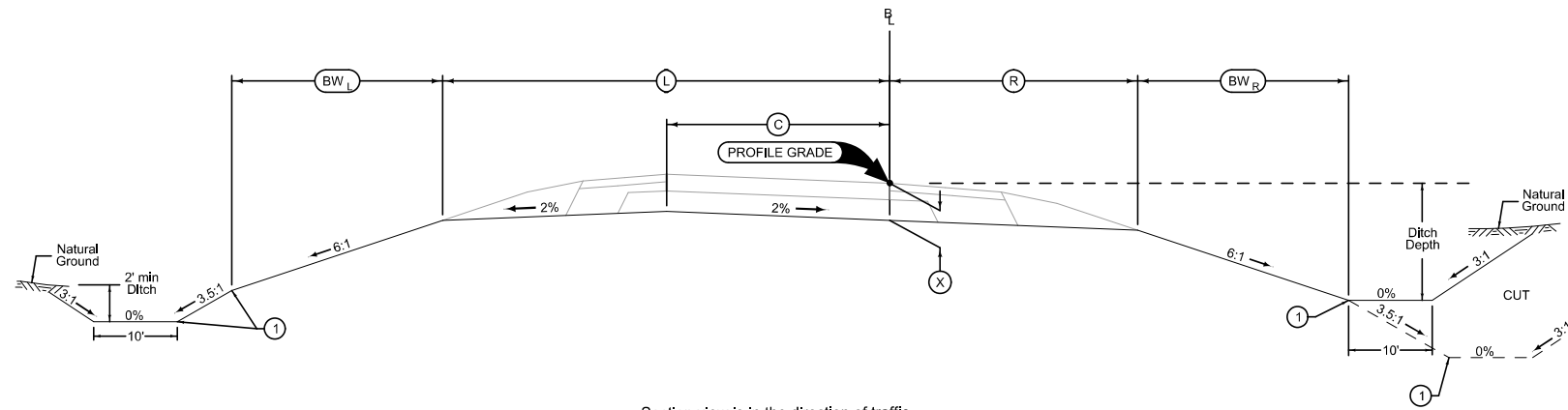
INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	X	Primary Signature Block	X
X	X	X	X

**PRELIMINARY PLANS**

Subject to change by final design.

D5 PLAN - Date: 08/11/2023





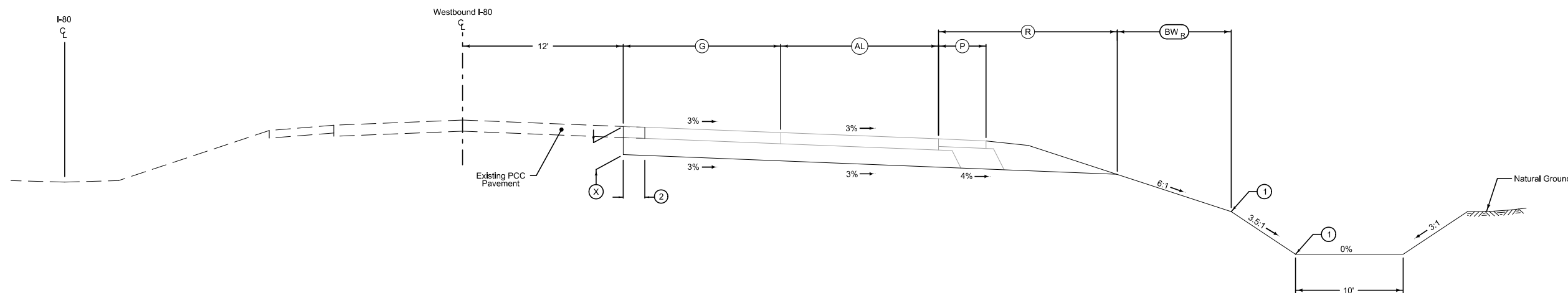
Section view is in the direction of traffic.

LOCATION			DIMENSIONS						
INTERCHANGE	RAMP	STATION TO STATION	L Feet	R Feet	C Feet	X Inches	BW <sub>L</sub> Feet	BW <sub>R</sub> 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.

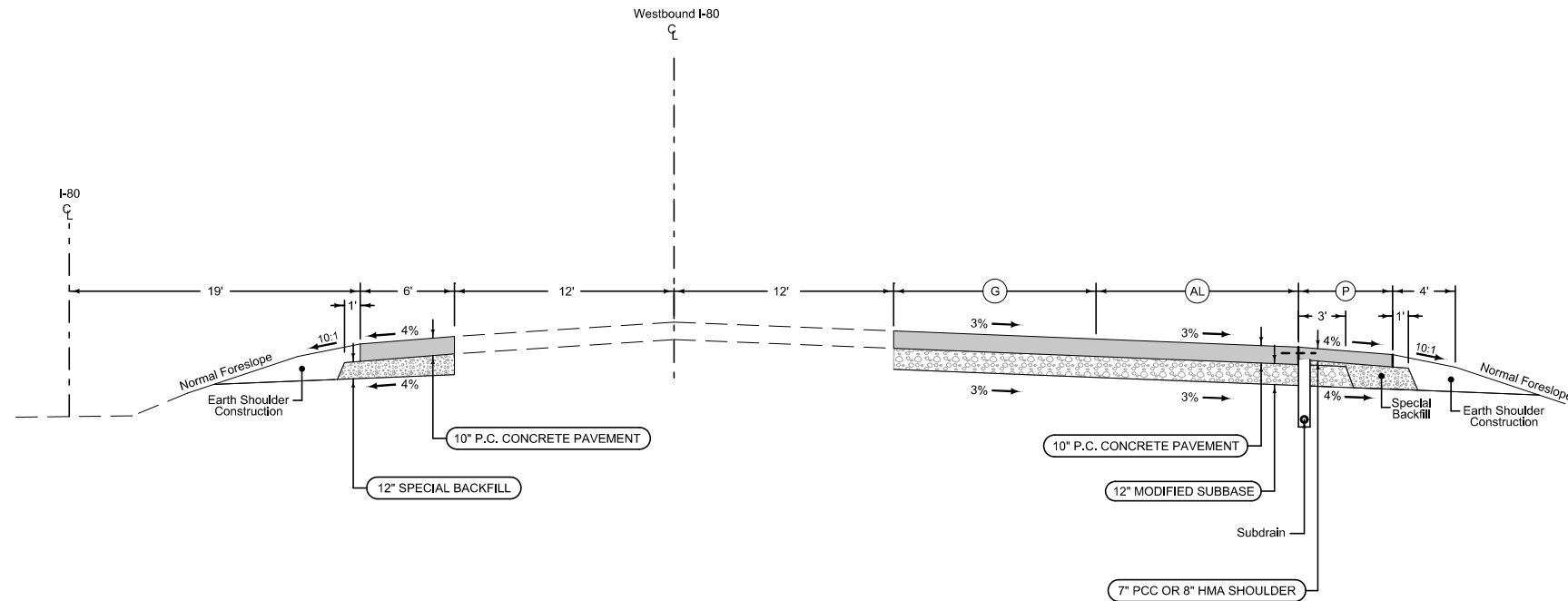
② Remove 2'-0" existing slab.

### 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

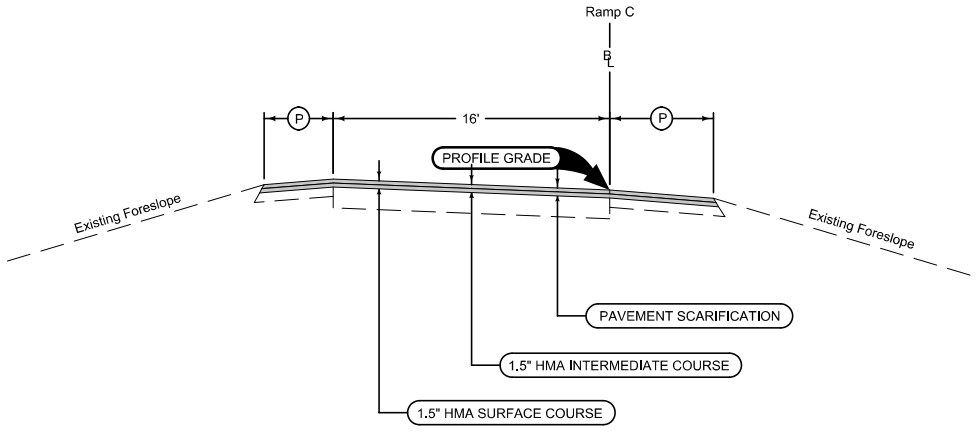
Direction of Travel	BEGIN STATION	END STATION	(G) Feet	(AL) Feet
WB	1628+24.95	1631+55.08	24-2	16
WB	1631+55.08	1632+45.62	0	18 - 12
WB	1632+45.62	1642+45.62	0	12
WB	1642+45.62	1645+45.62	0	12 - 0

**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.

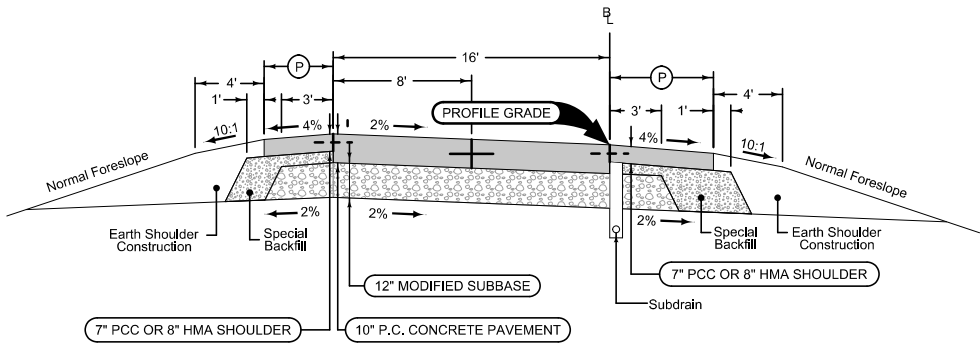
STATION TO STATION	
3005+68.22	3009+71.63

**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

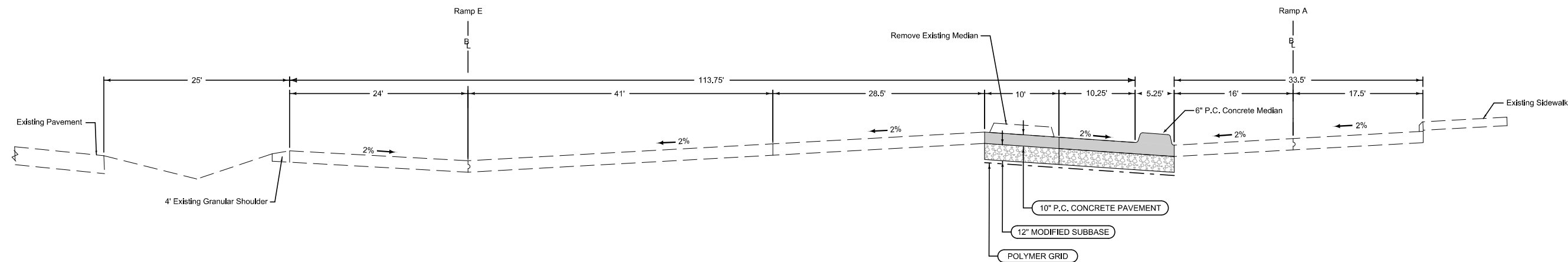
ROAD IDENTIFICATION	BEGIN STATION	END STATION
RAMP A	1011+70.07	1019+56.58
RAMP E	5013+10.30	5018+70.33

**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

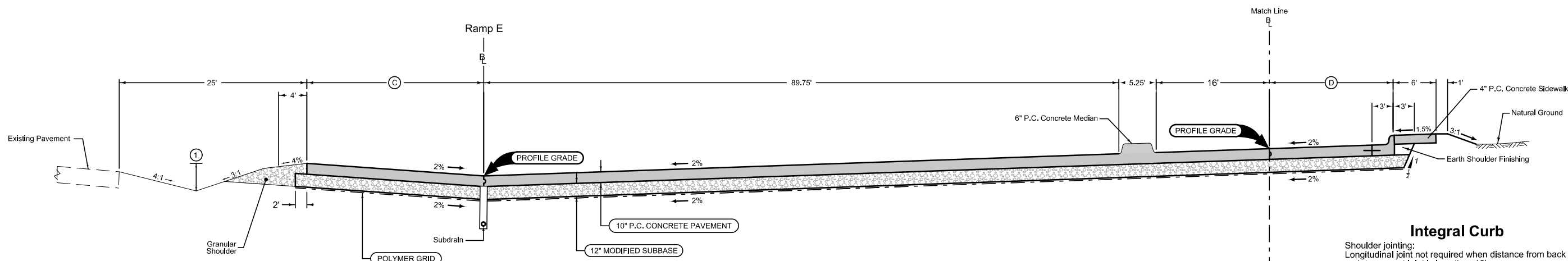
ROAD IDENTIFICATION	BEGIN STATION	END STATION	(P) Feet
RAMP A	1011+70.07	1019+56.58	6
RAMP E	5013+10.30	5018+70.33	4

**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

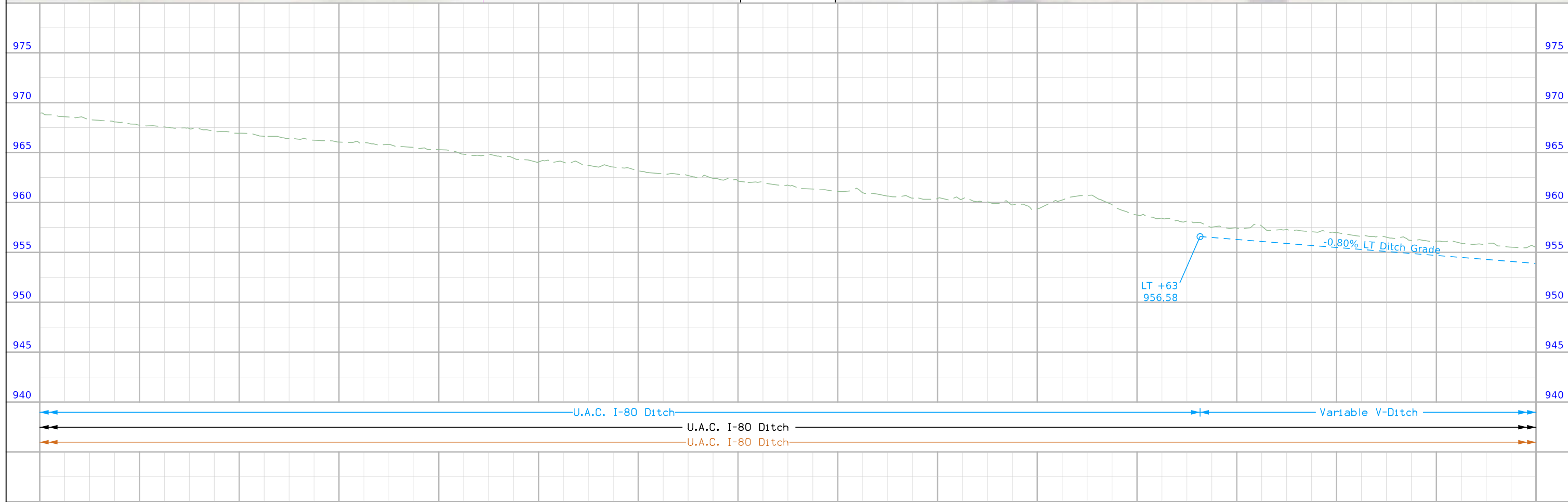
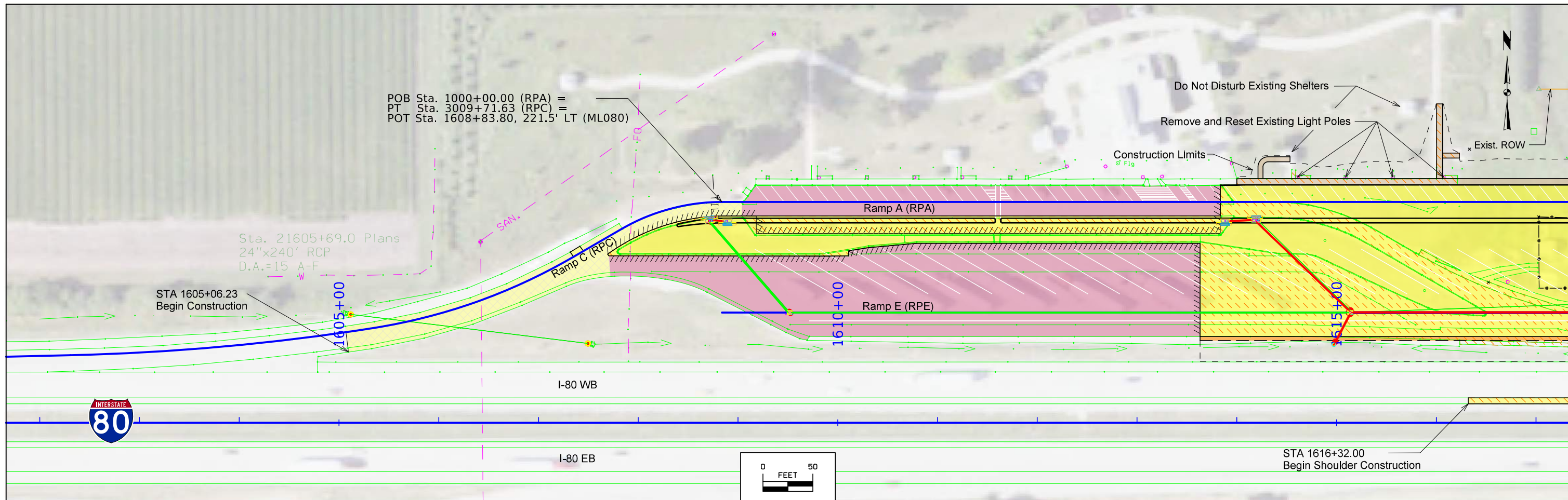
### PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

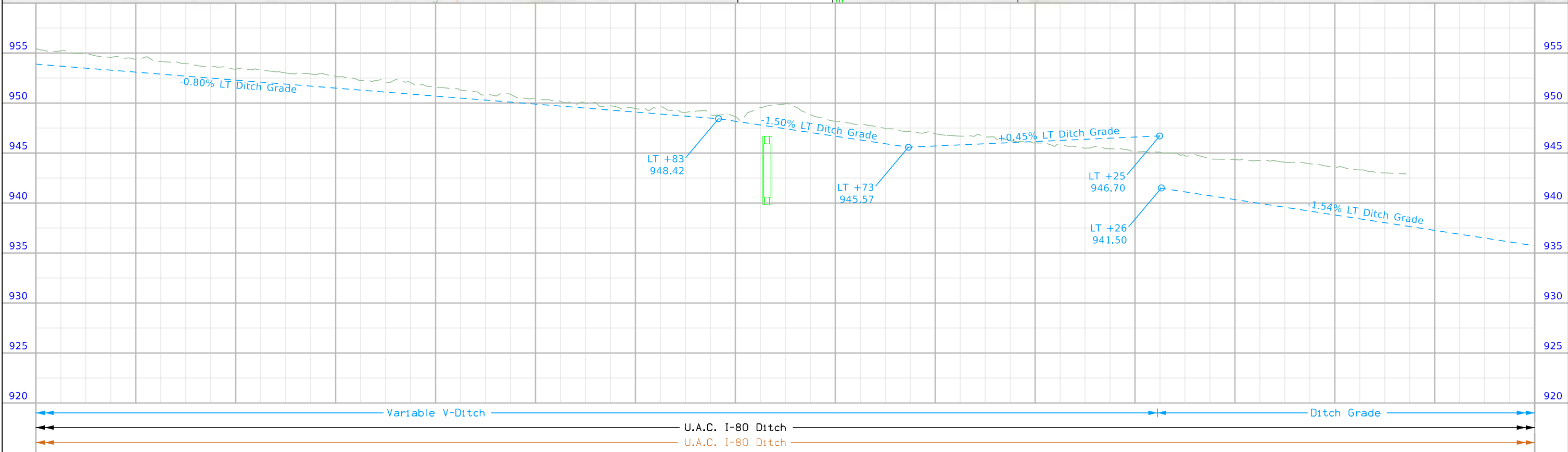
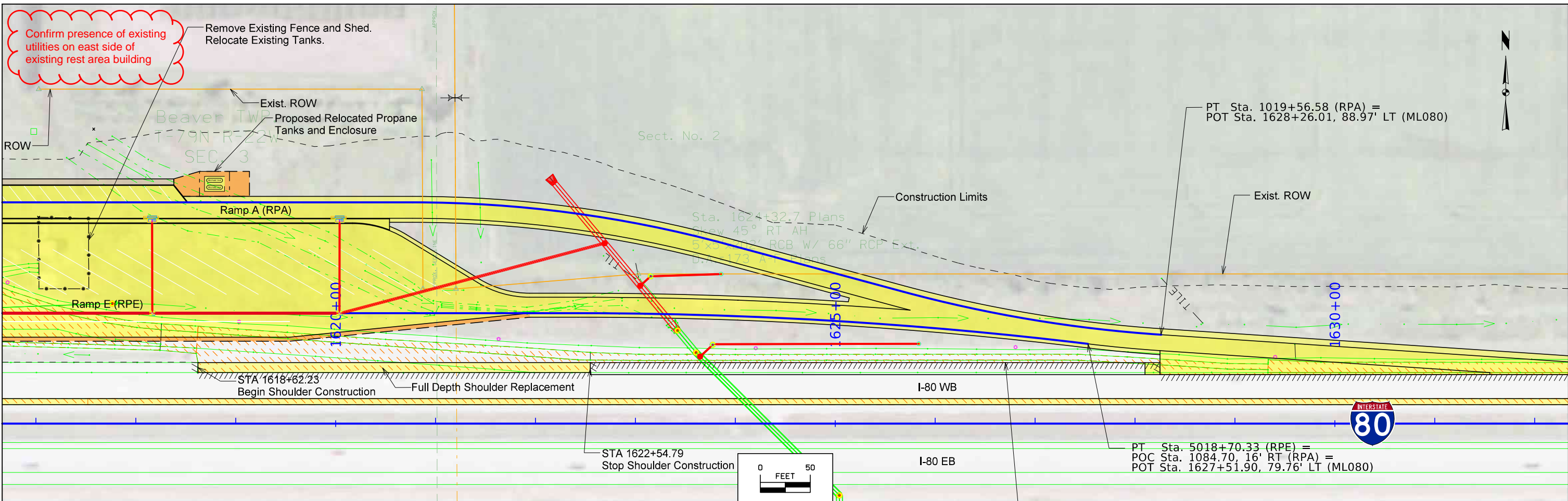
LINEWORK		Design Color No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

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	<h3>RIGHT-OF-WAY LEGEND</h3> 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
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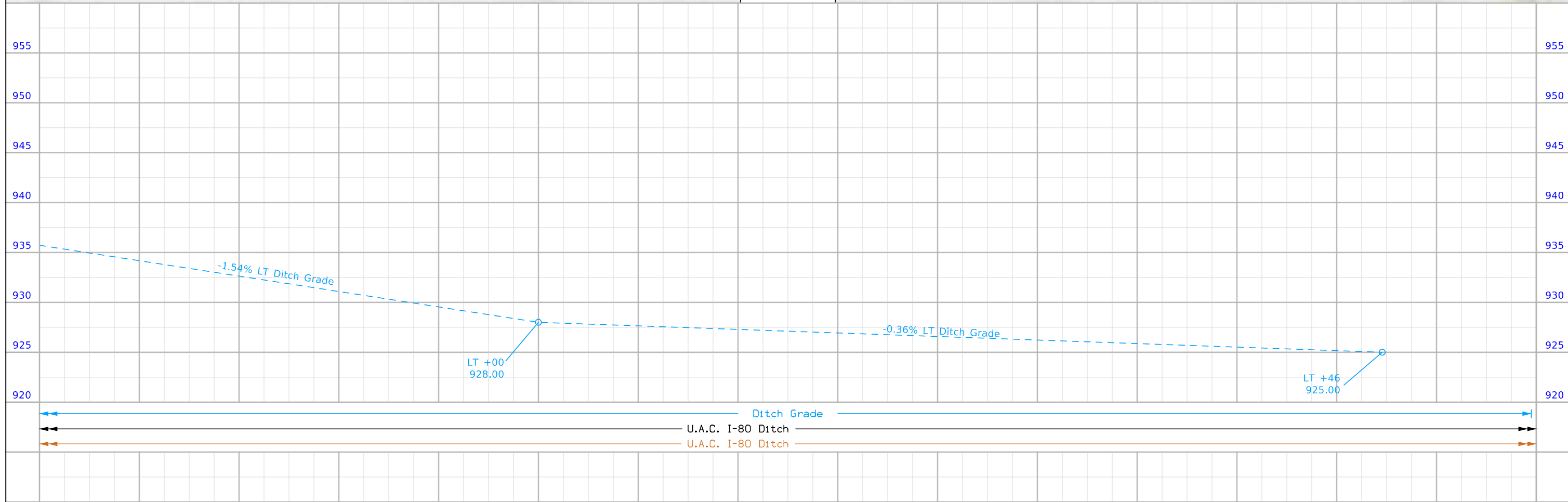
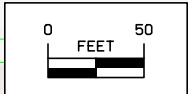
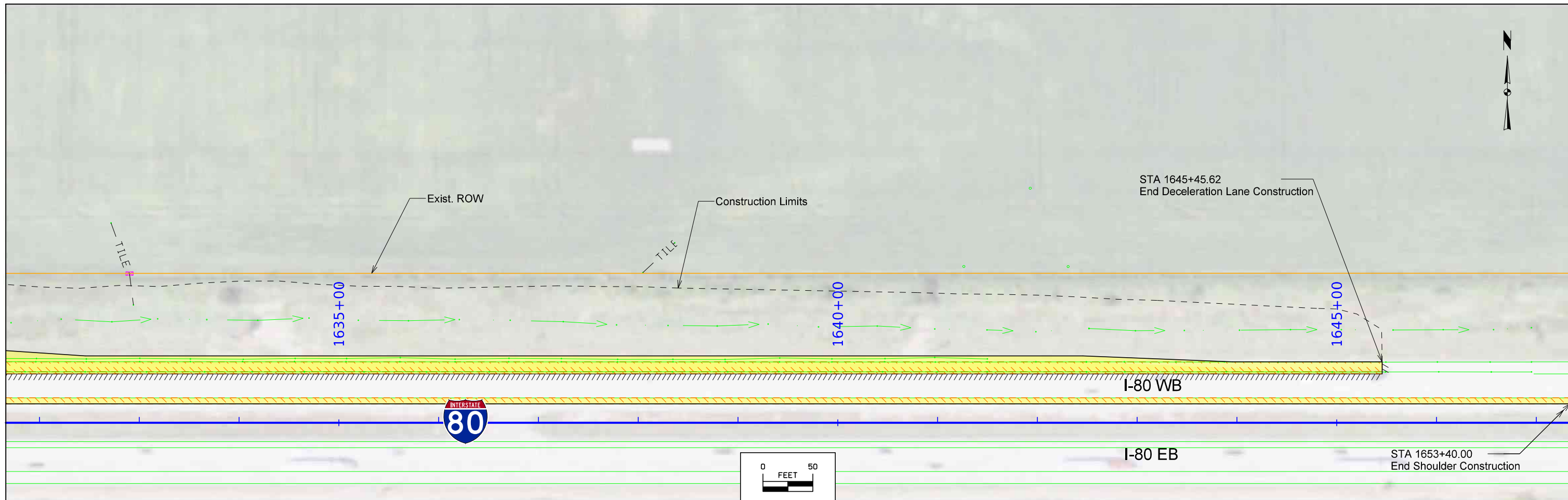
## PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

(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

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

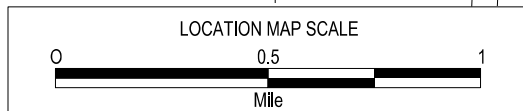


NE 62ND AVE

**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

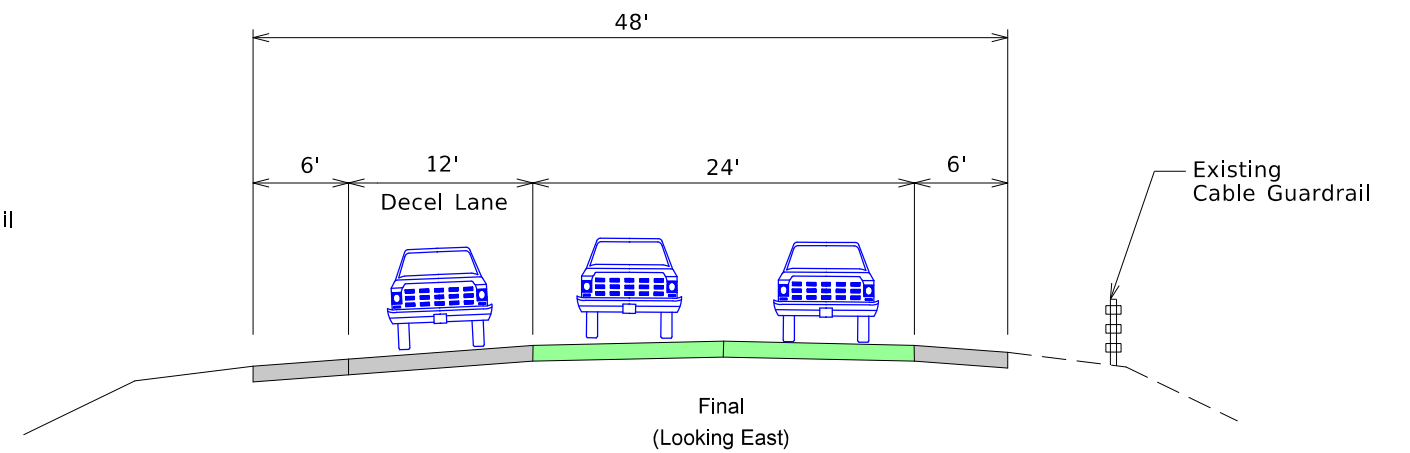
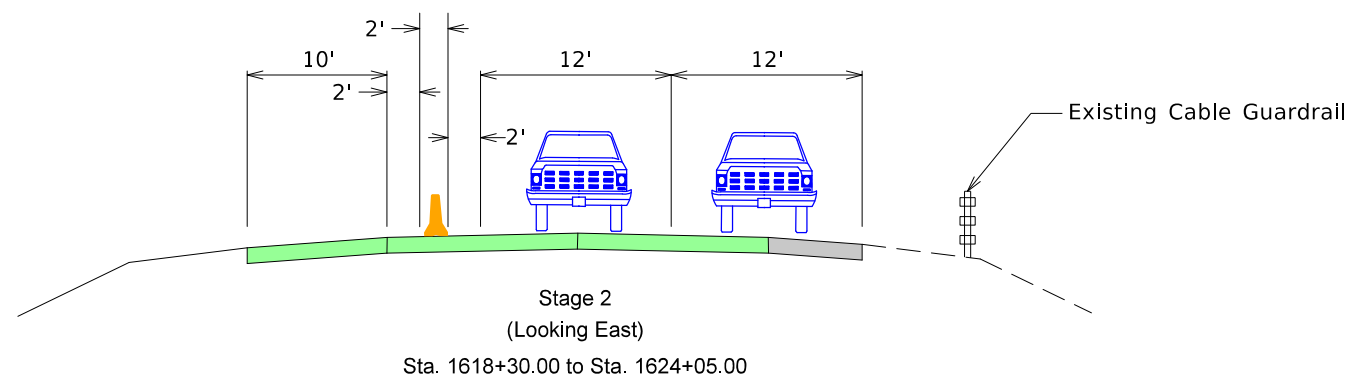
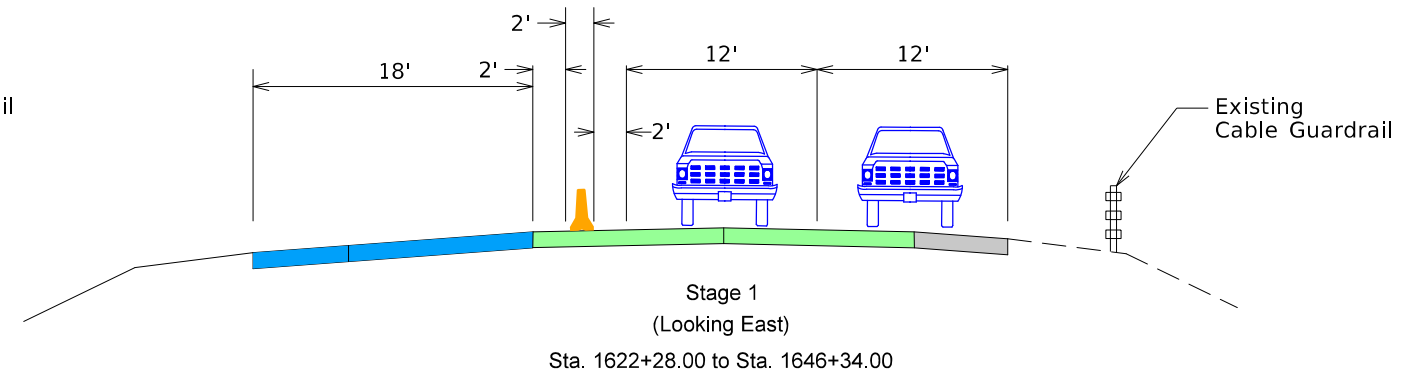
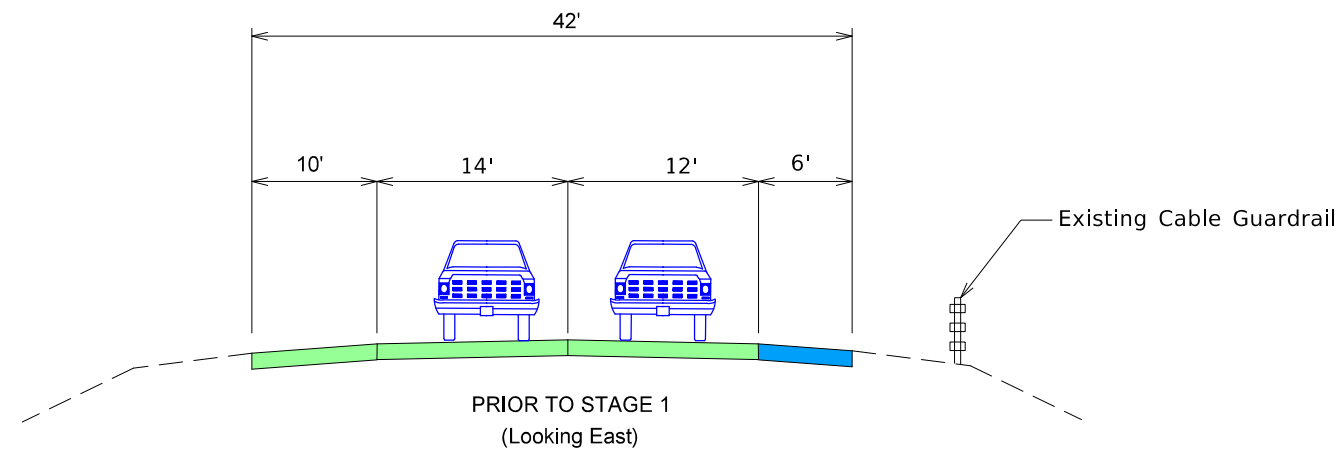
### PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

	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.

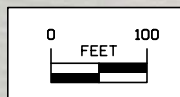
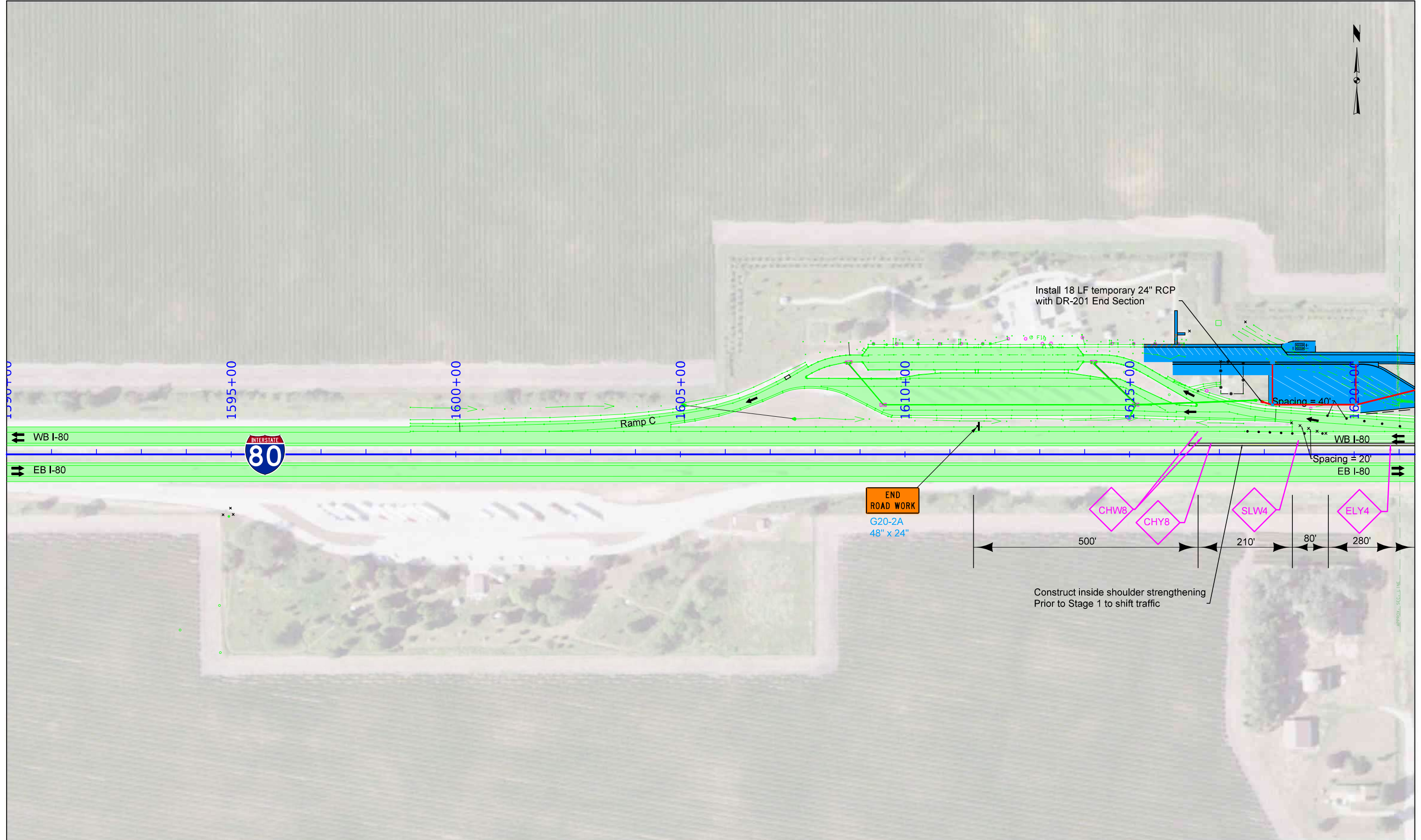
## TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

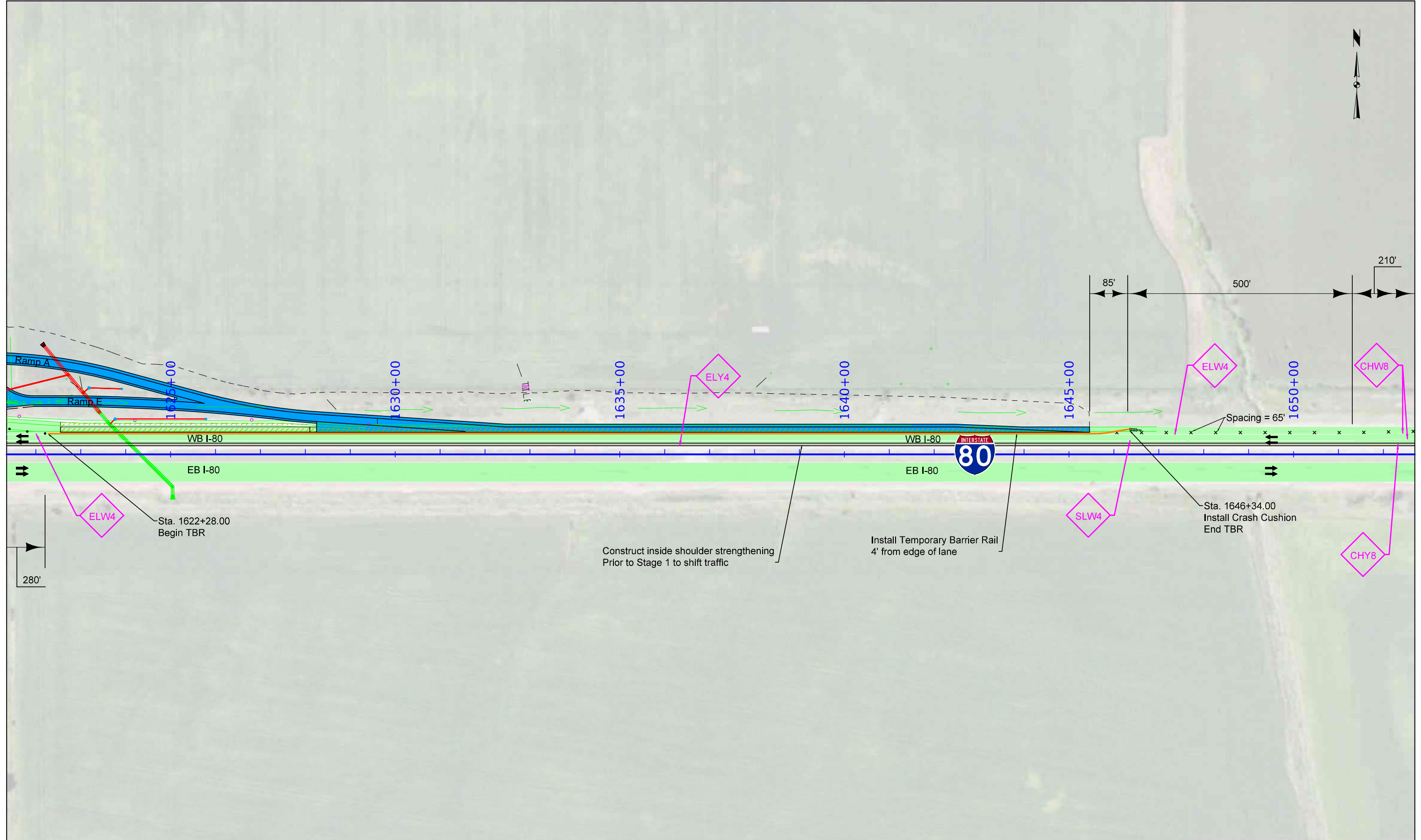


I-80 Westbound  
Staging





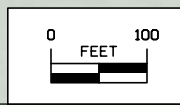
**Stage 1  
Traffic Control Layout**



Construct inside shoulder strengthening  
Prior to Stage 1 to shift traffic

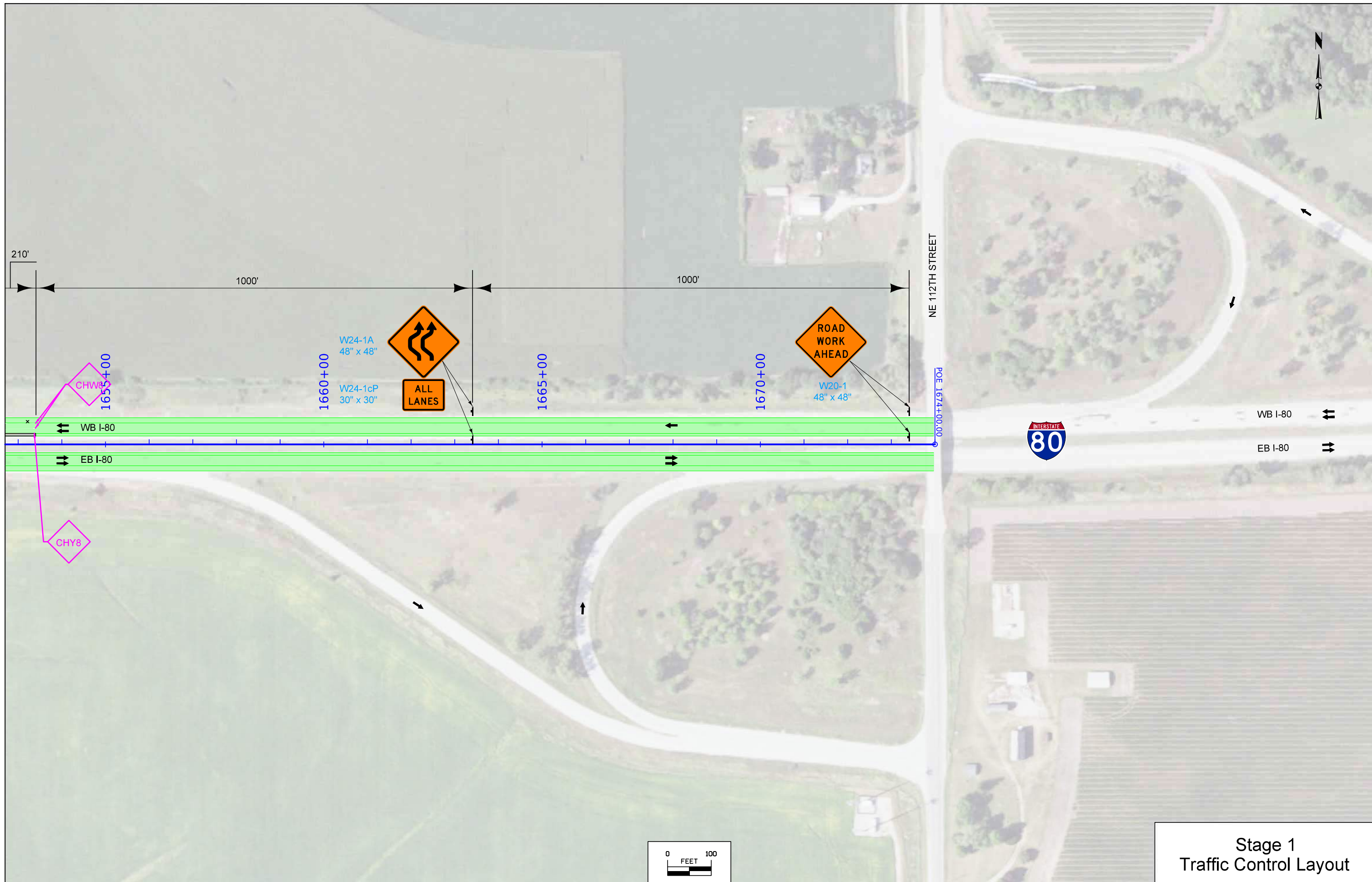
Install Temporary Barrier Rail  
4' from edge of lane

Sta. 1646+34.00  
Install Crash Cushion  
End TBR

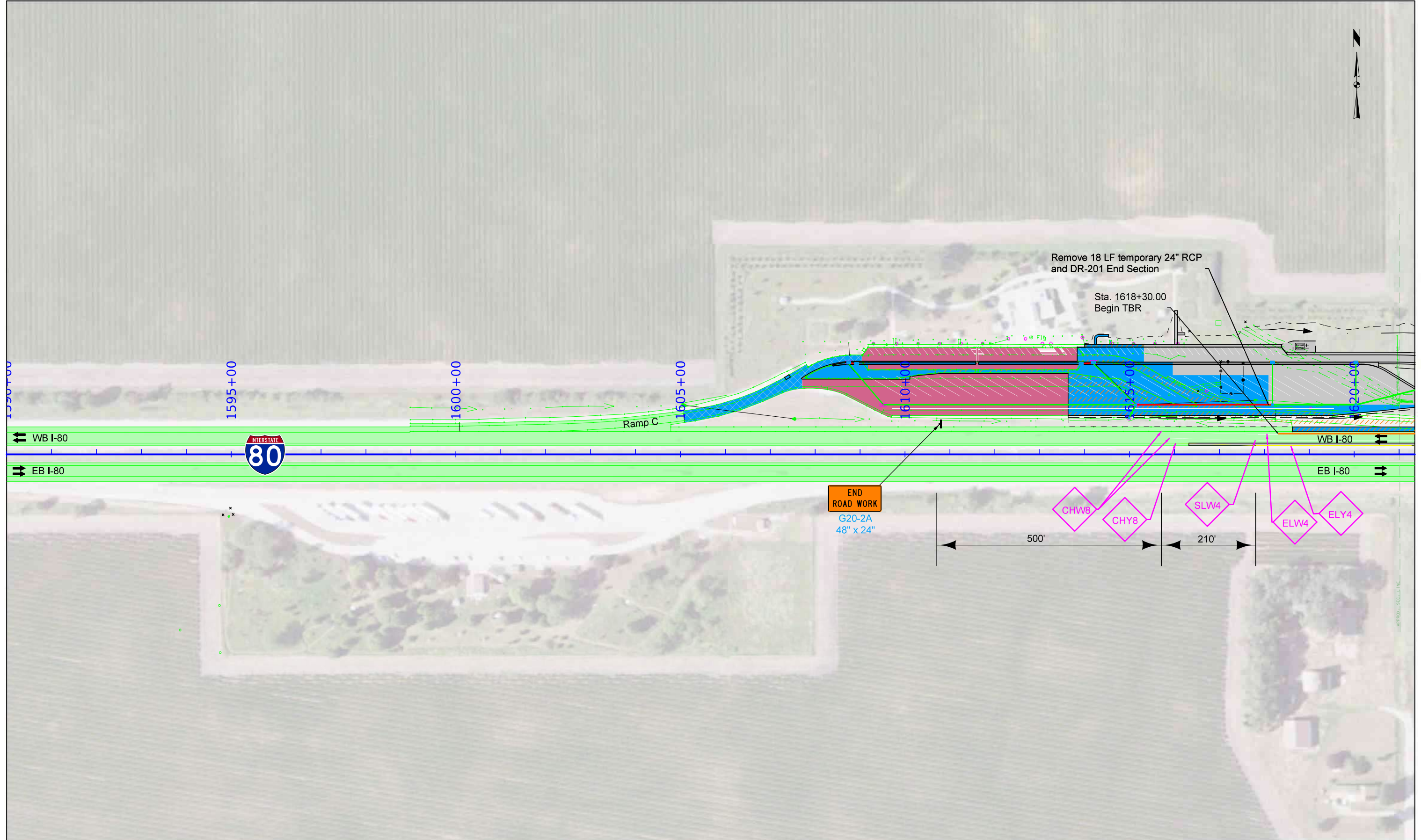


**Stage 1  
Traffic Control Layout**

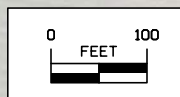




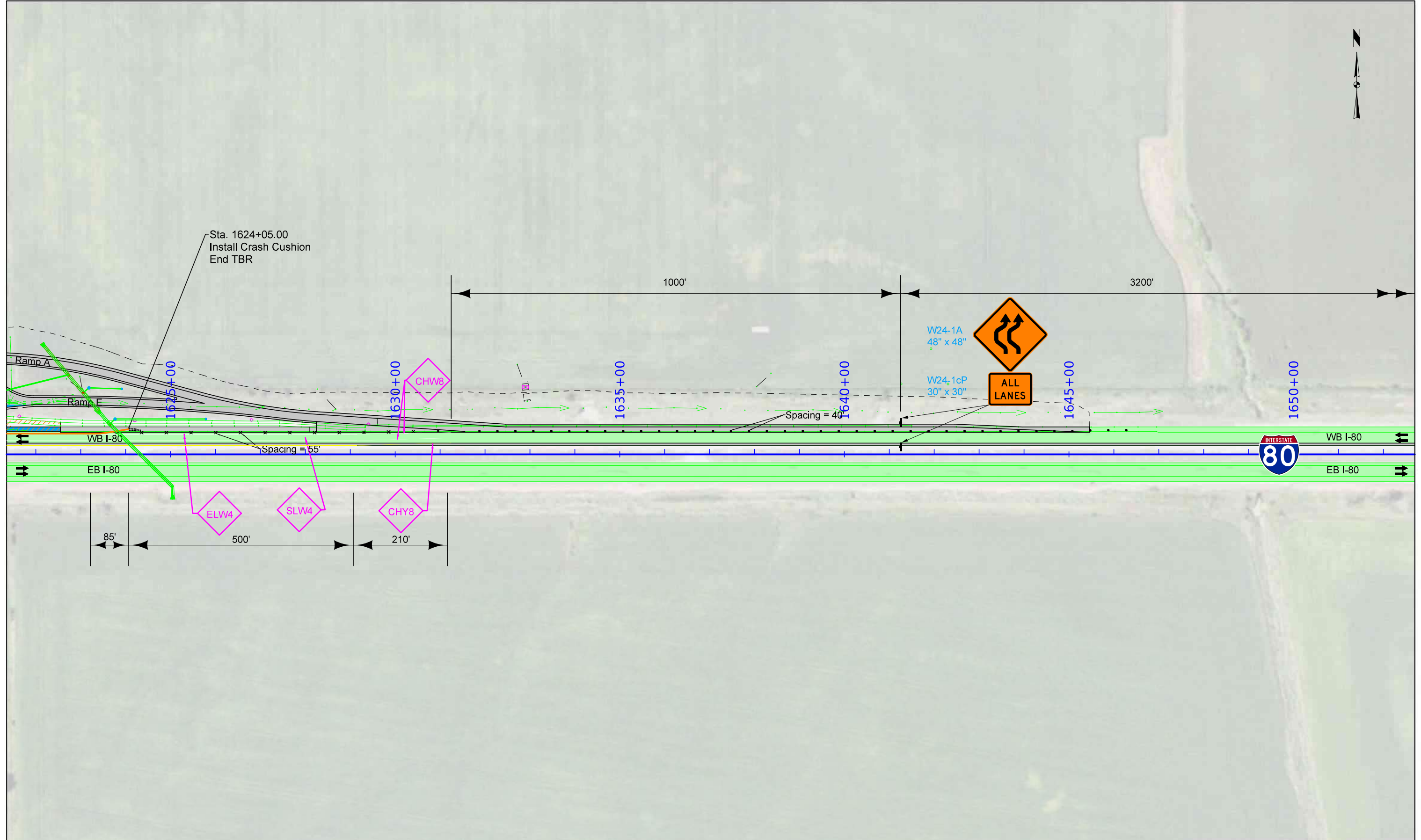
Stage 1  
Traffic Control Layout



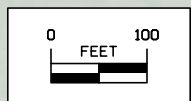
Stage 2  
Traffic Control Layout

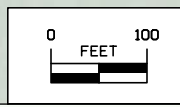
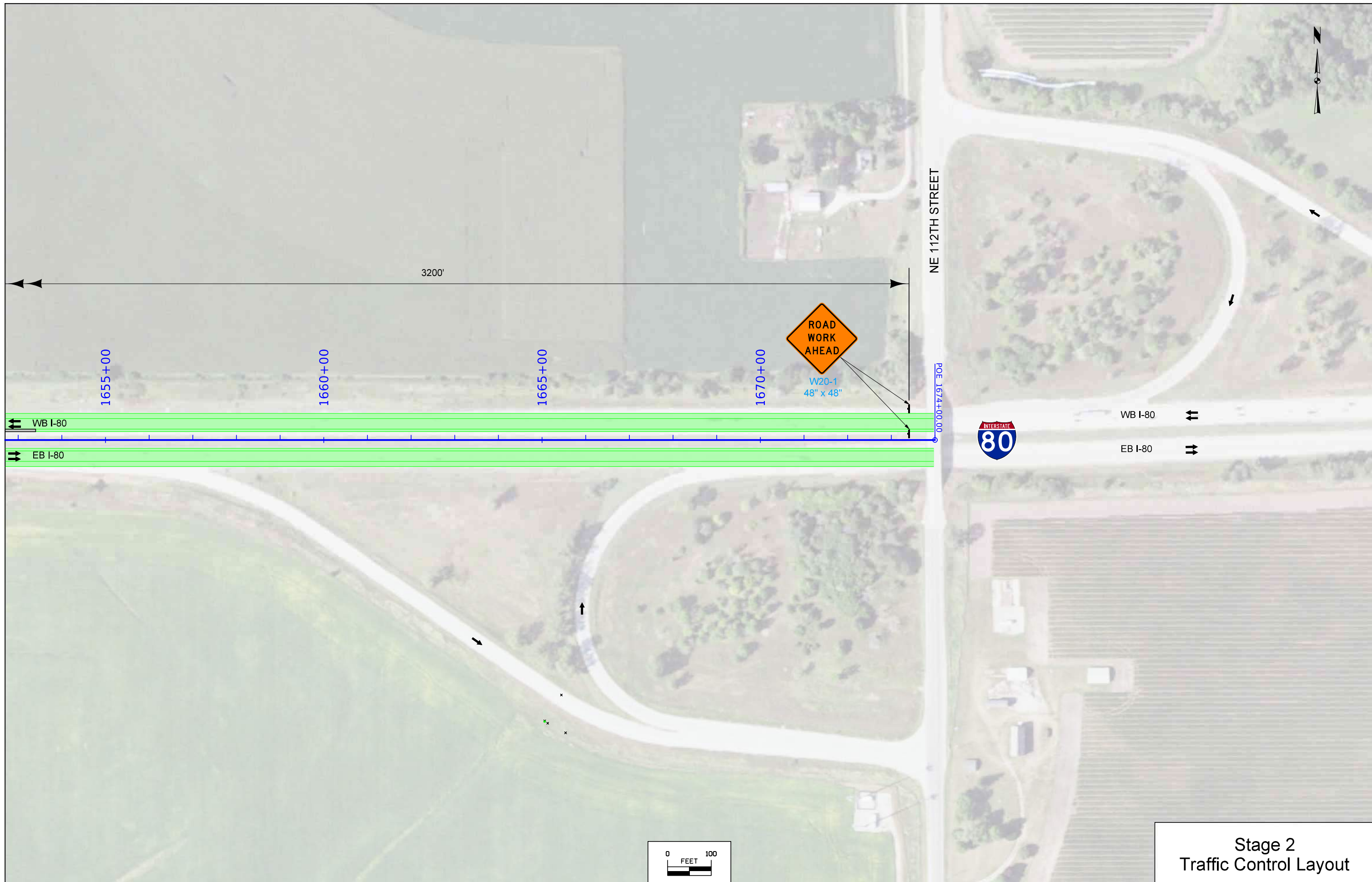




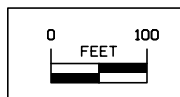
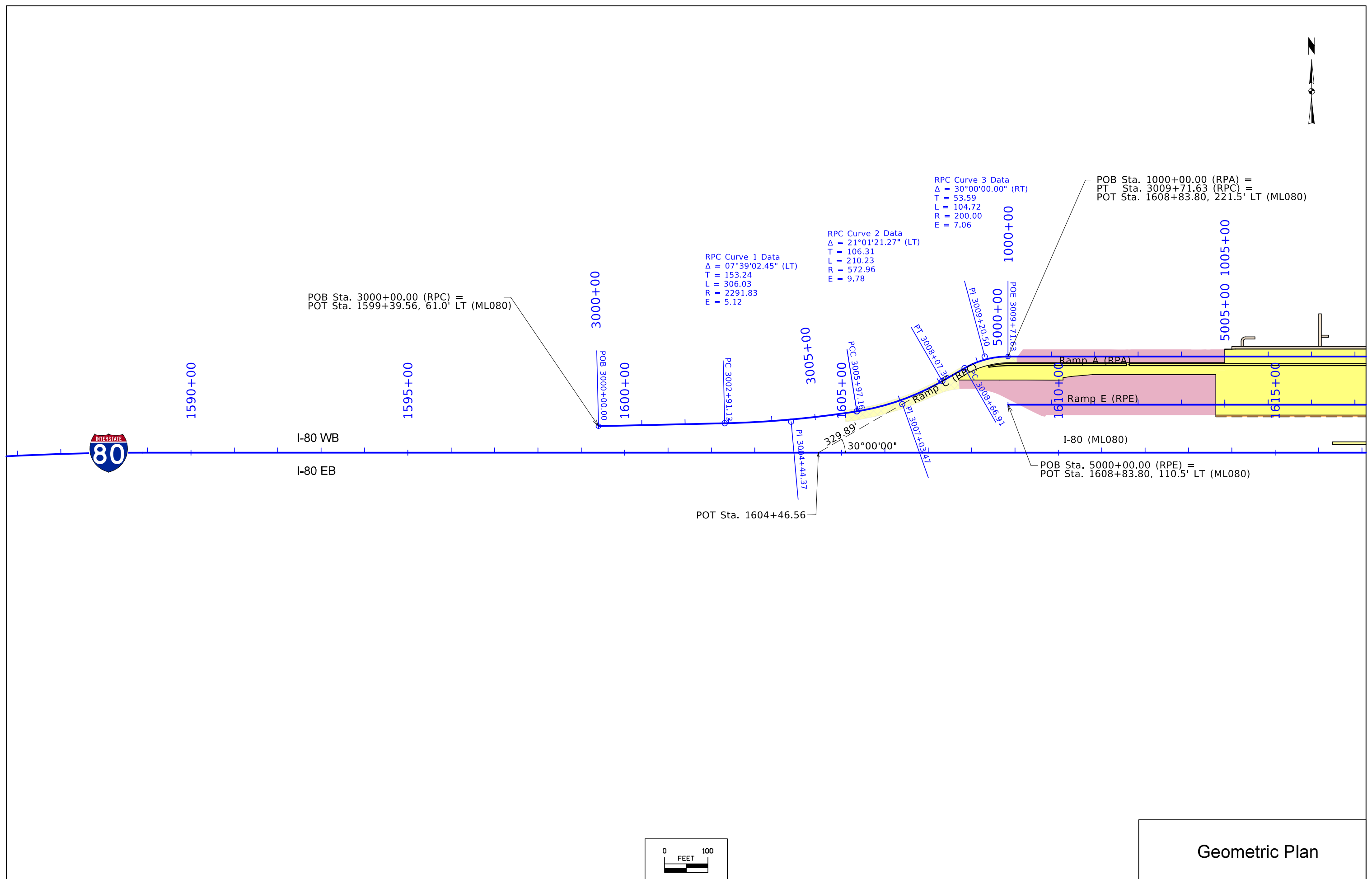


Stage 2  
Traffic Control Layout





**Stage 2  
Traffic Control Layout**



Geometric Plan

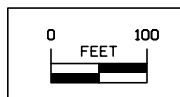
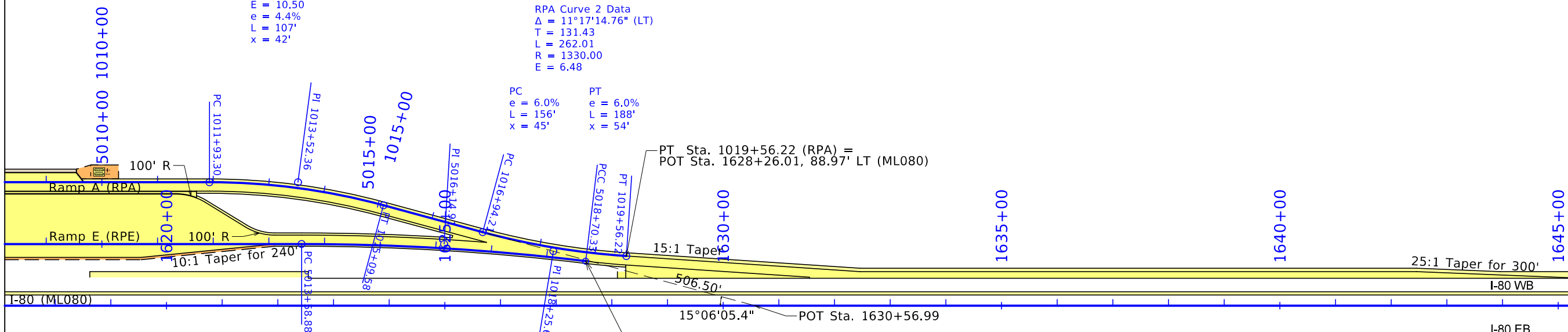


RPA Curve 1 Data  
 $\Delta = 15^\circ 06' 05.43''$  (RT)  
 T = 159.06  
 L = 316.29  
 R = 1200.00  
 E = 10.50  
 e = 4.4%  
 L = 107'  
 x = 42'

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

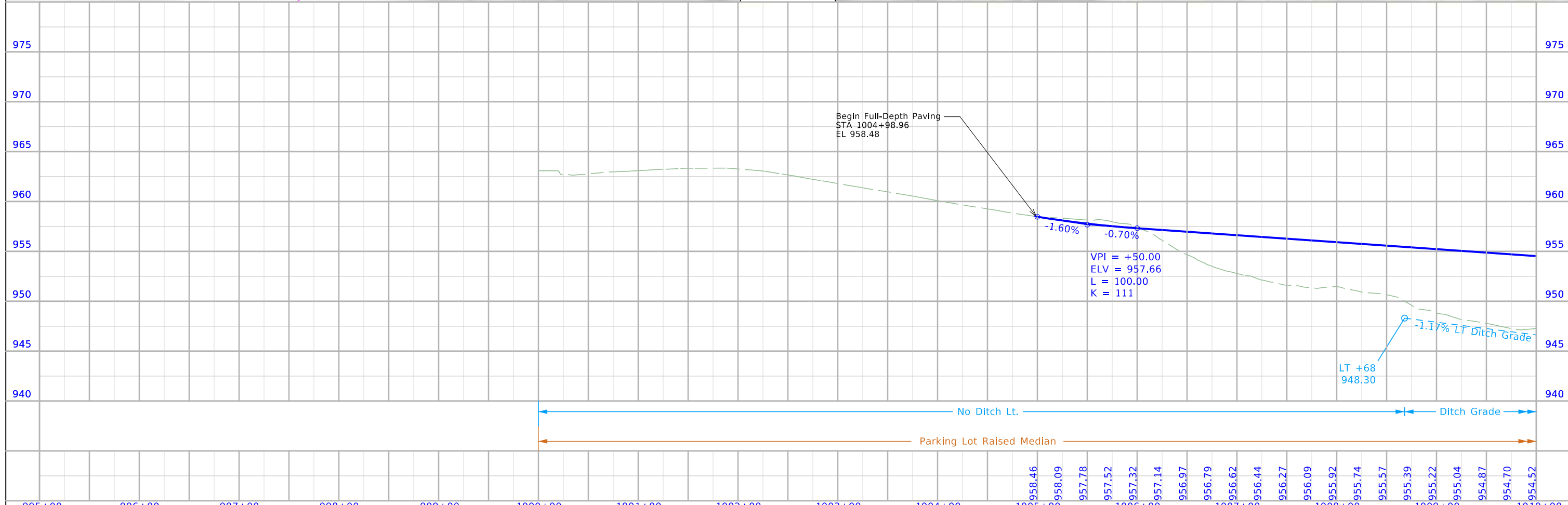
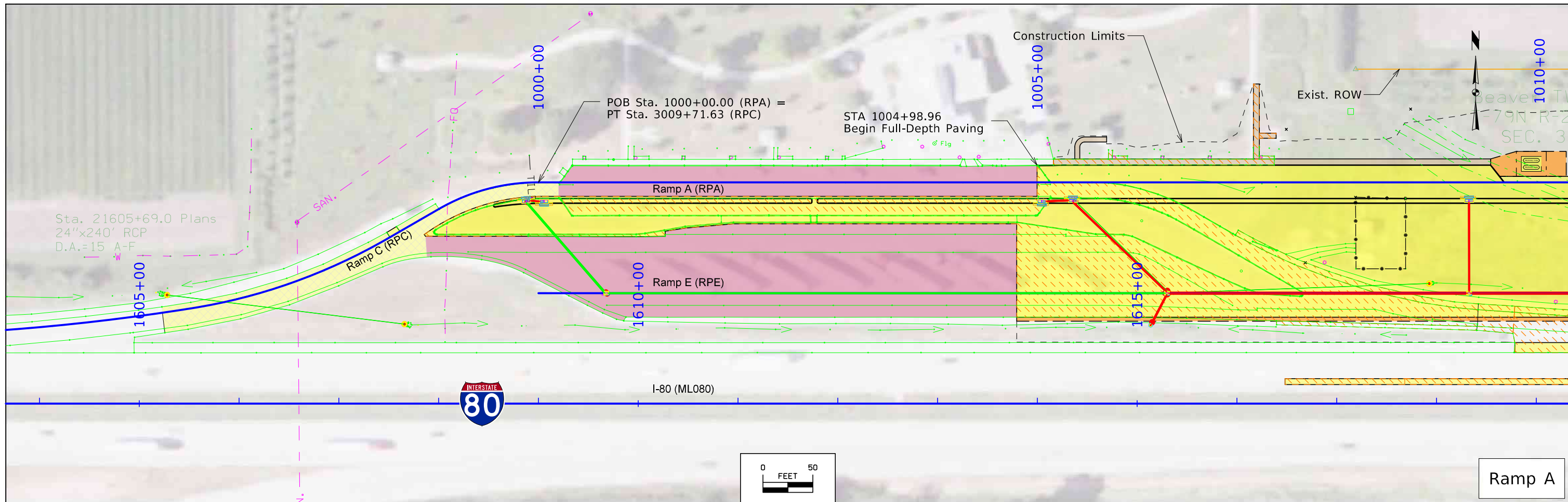
PC e = 6.0% PT e = 6.0%  
 L = 156' L = 188'  
 x = 45' x = 54'

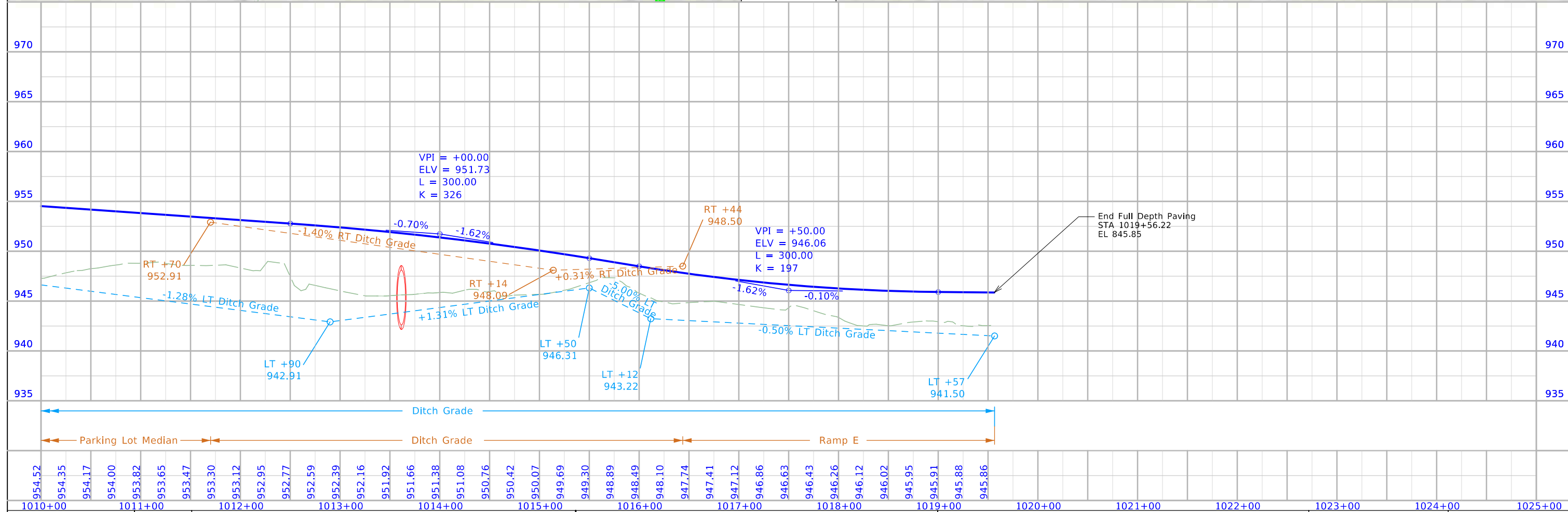
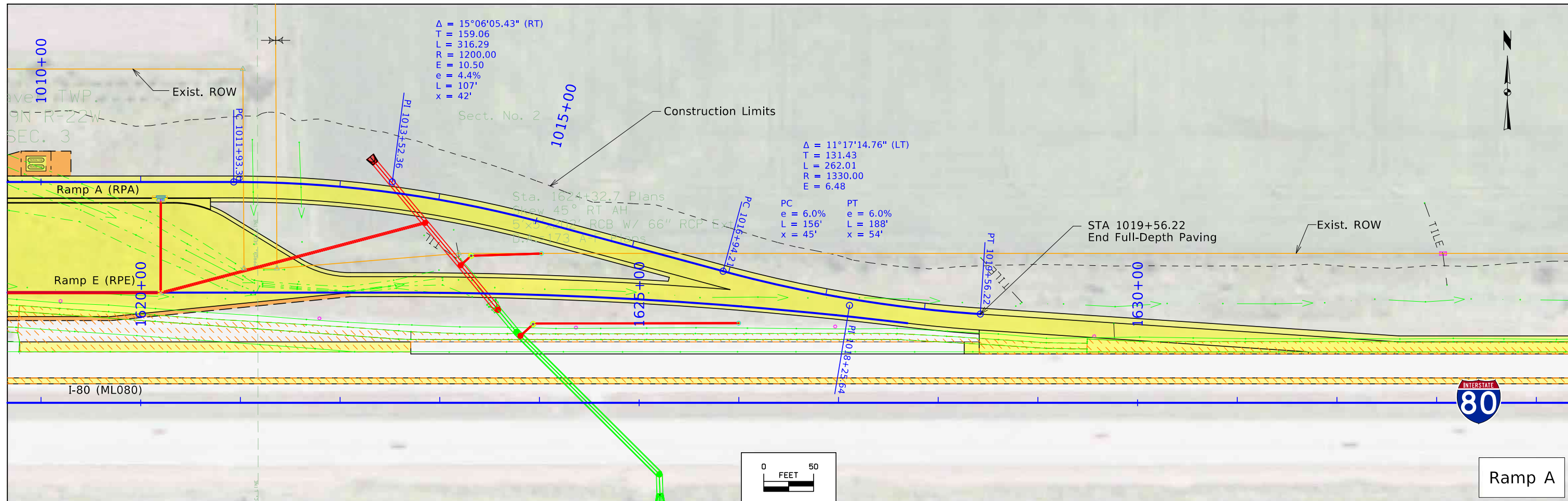
RPE Curve 1 Data  
 $\Delta = 06^\circ 53' 42.32''$  (RT)  
 T = 256.04  
 L = 511.45  
 R = 4250.00  
 E = 7.71  
 e = Normal Curve



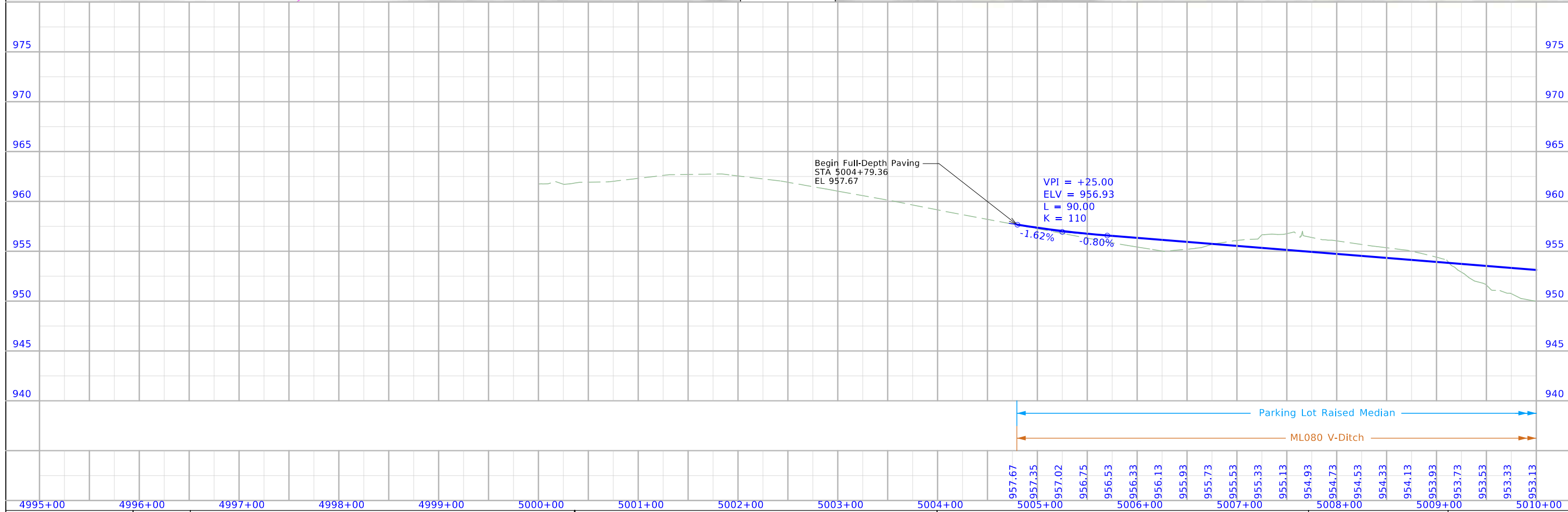
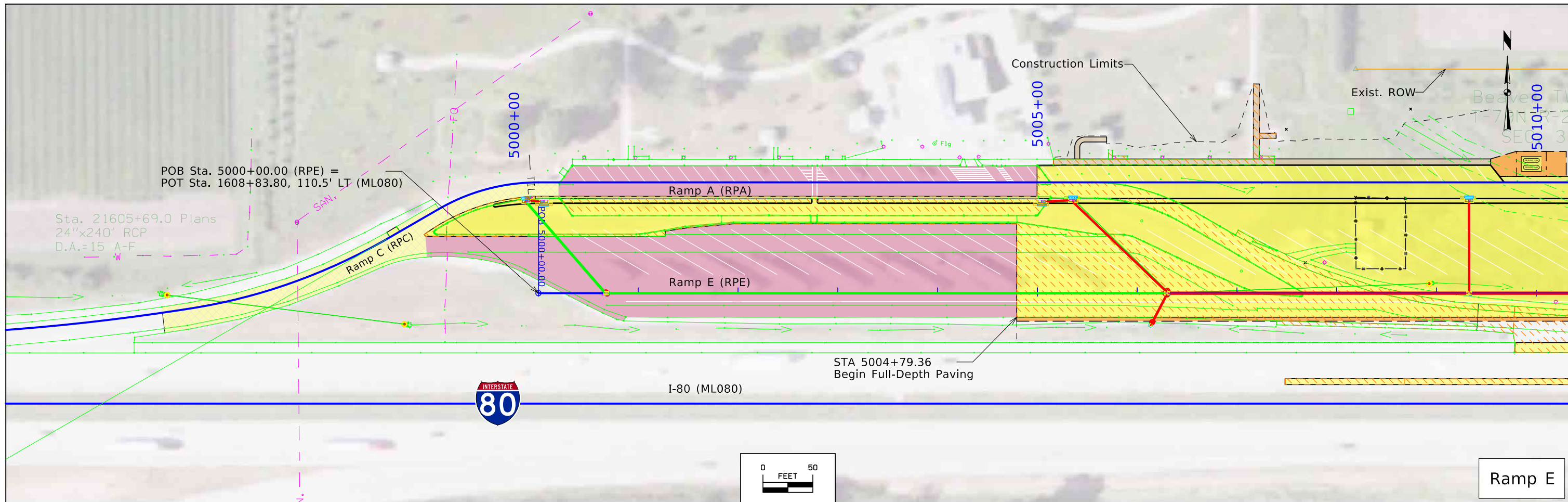
# Geometric Plan

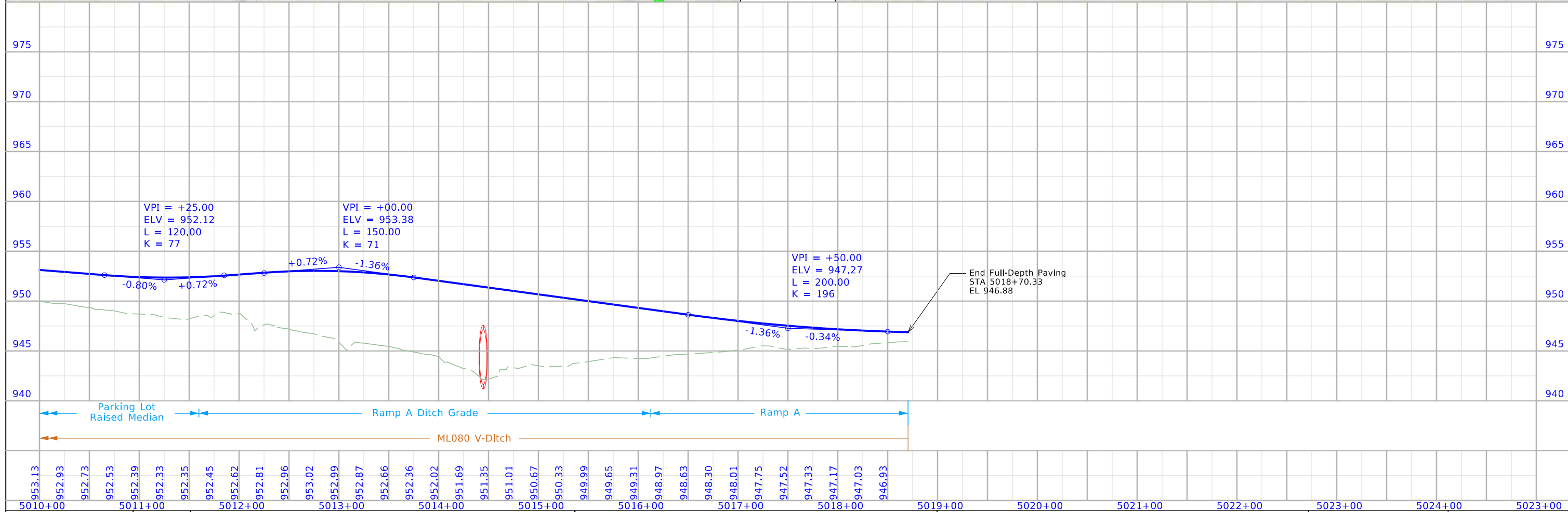
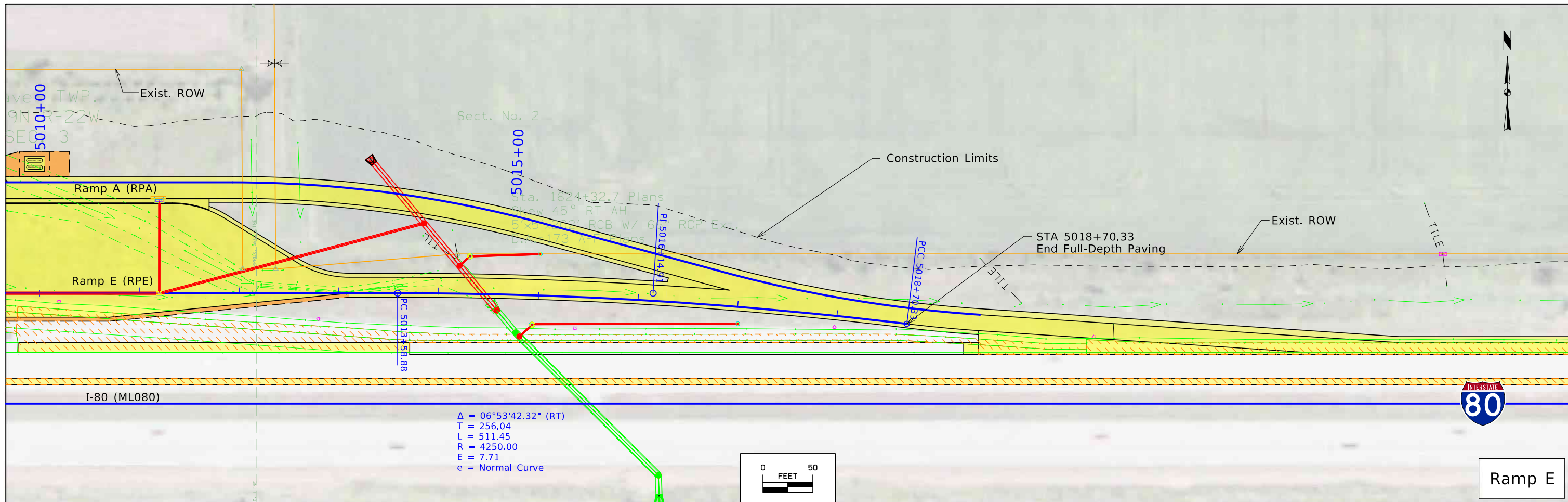






954.52	954.35	954.17	954.00	953.82	953.65	953.47	953.30	953.12	952.95	952.77	952.59	952.39	952.16	951.92	951.66	951.38	951.08	950.76	950.42	950.07	949.69	949.30	948.89	948.49	948.10	947.74	947.41	947.12	946.86	946.63	946.43	946.26	946.12	946.02	945.95	945.91	945.88	945.86				
1010+00	1011+00	1012+00	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																											





5010+00	5011+00	5012+00	5013+00	5014+00	5015+00	5016+00	5017+00	5018+00	5019+00	5020+00	5021+00	5022+00	5023+00	5024+00	5023+00
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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 Grade	Bottom Well	Extension Length**	Notes	Line Number	Intake/Utility Access No.		Class 'D'	Pipe Size	Bid* Length	Design Length	Slope %	Flow Lines			Pipe Profile Sheet No.	Notes	
			Elev.	Elev.	FT			From	To						Inlet Elevation	Outlet Elevation	Other Elevation			
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							Notes													
(1) Install SW-509S (TOP ONLY) (DO NOT DISTURB PIPE EX_02)							(20) Connect downstream to ST-02 using SW-211 pipe to structure connection													
(2) EX-03 shall remain, DO NOT DISTURB							(21) DO NOT DISTURB													
(3) Remove Existing Intake and Install SW-509R							(22) Remove Existing Pipe and Install Proposed Pipe along same Alignment													
(4) Remove Existing Intake and Install SW-512							(23) Tee into Proposed 66" RCP													
(5) Full Replacement of Existing Structure. Connect Existing 12" RCP (EX-03) to ST-07							(24) Connect downstream pipe to 5'x 5' Existing Box													
(6) Tee into Proposed 66" RCP																				
(7) Connect to Existing 5'x 5' Box																				
TOTALS							TOTALS													
			INTAKE, SW-509	5	EACH					STORM SEWER, 12 IN	14.0	LF								
			INTAKE, SW-509S (TOP ONLY)	1	EACH					STORM SEWER, 15 IN	667.0	LF								
			INTAKE, SW-511	3	EACH					STORM SEWER, 18 IN	39.0	LF								
			INTAKE, SW-512	3	EACH					STORM SEWER, 24 IN	768.0	LF								
			MANHOLE, SW-401 (48")	2	EACH															



### 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  
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 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

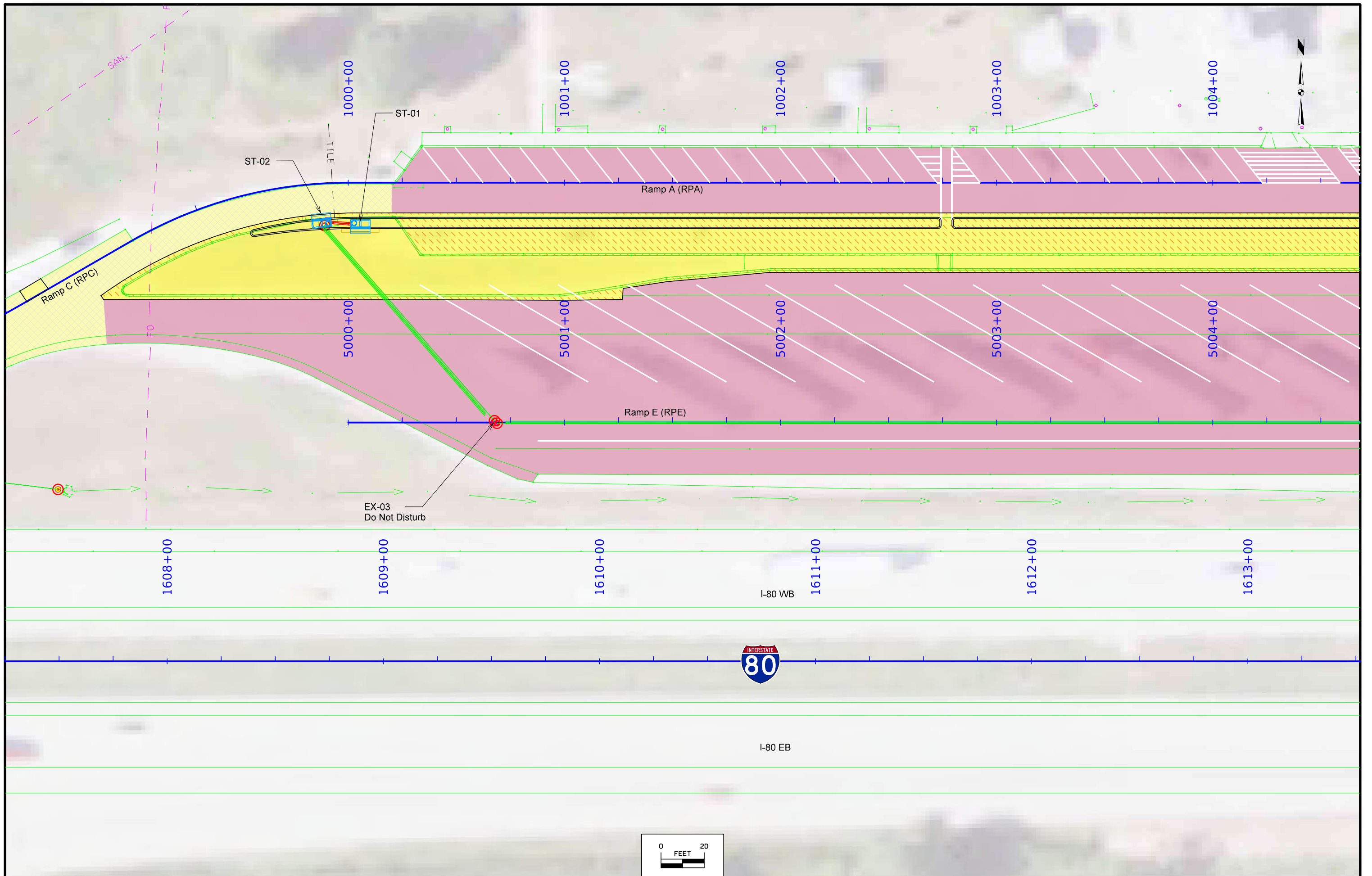
LINEWORK		Design Color No.
Green	(10)	Existing Ground Line Profile
Blue	(1)	Proposed Profile and Annotation
Magenta	(5)	Existing Utilities
Blue, Light	(230)	Proposed Ditch Grades, Left
Black	(0)	Proposed Ditch Grades, Median
Rust	(14)	Proposed Ditch Grades, Right

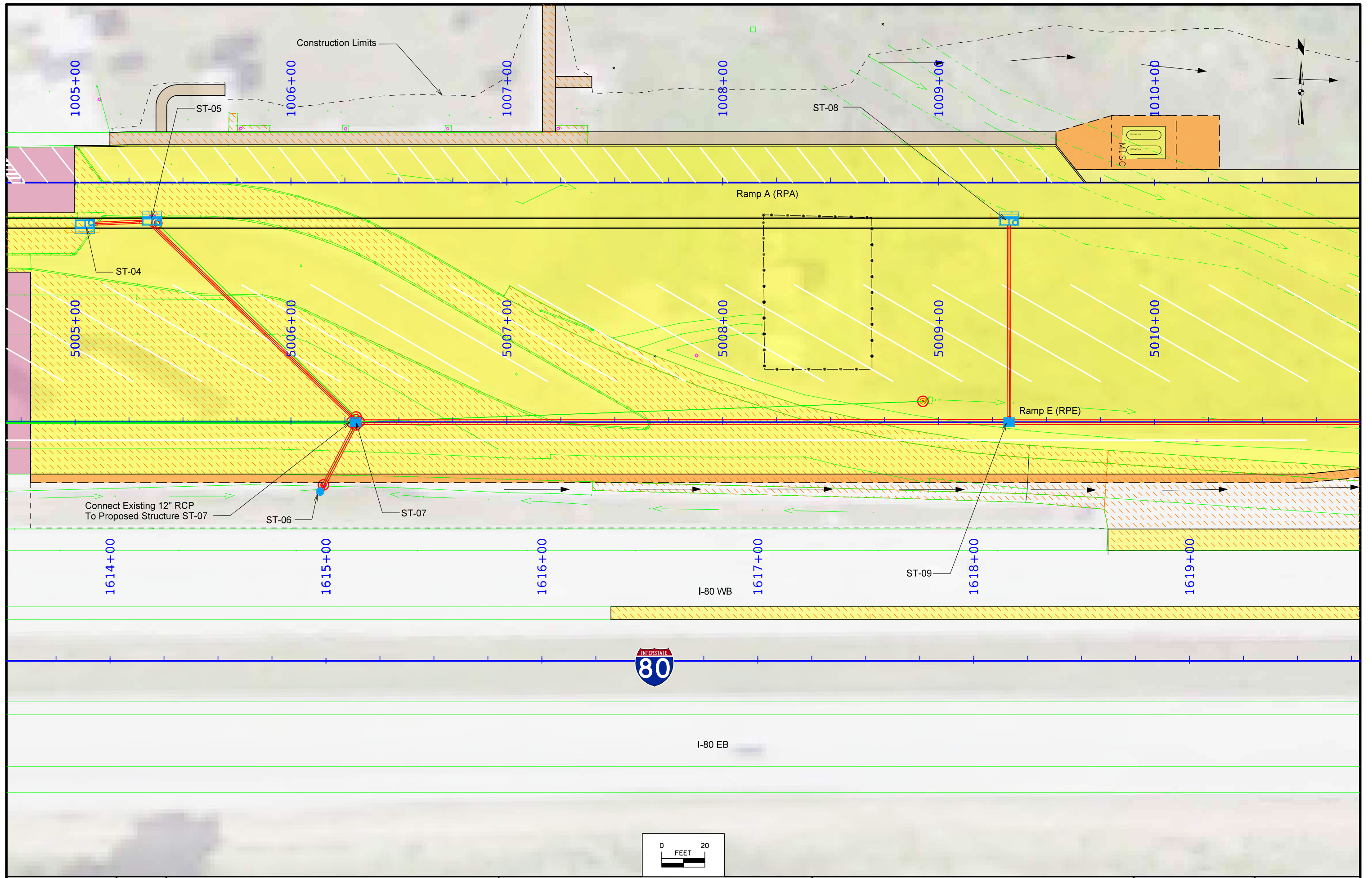
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

- ### 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

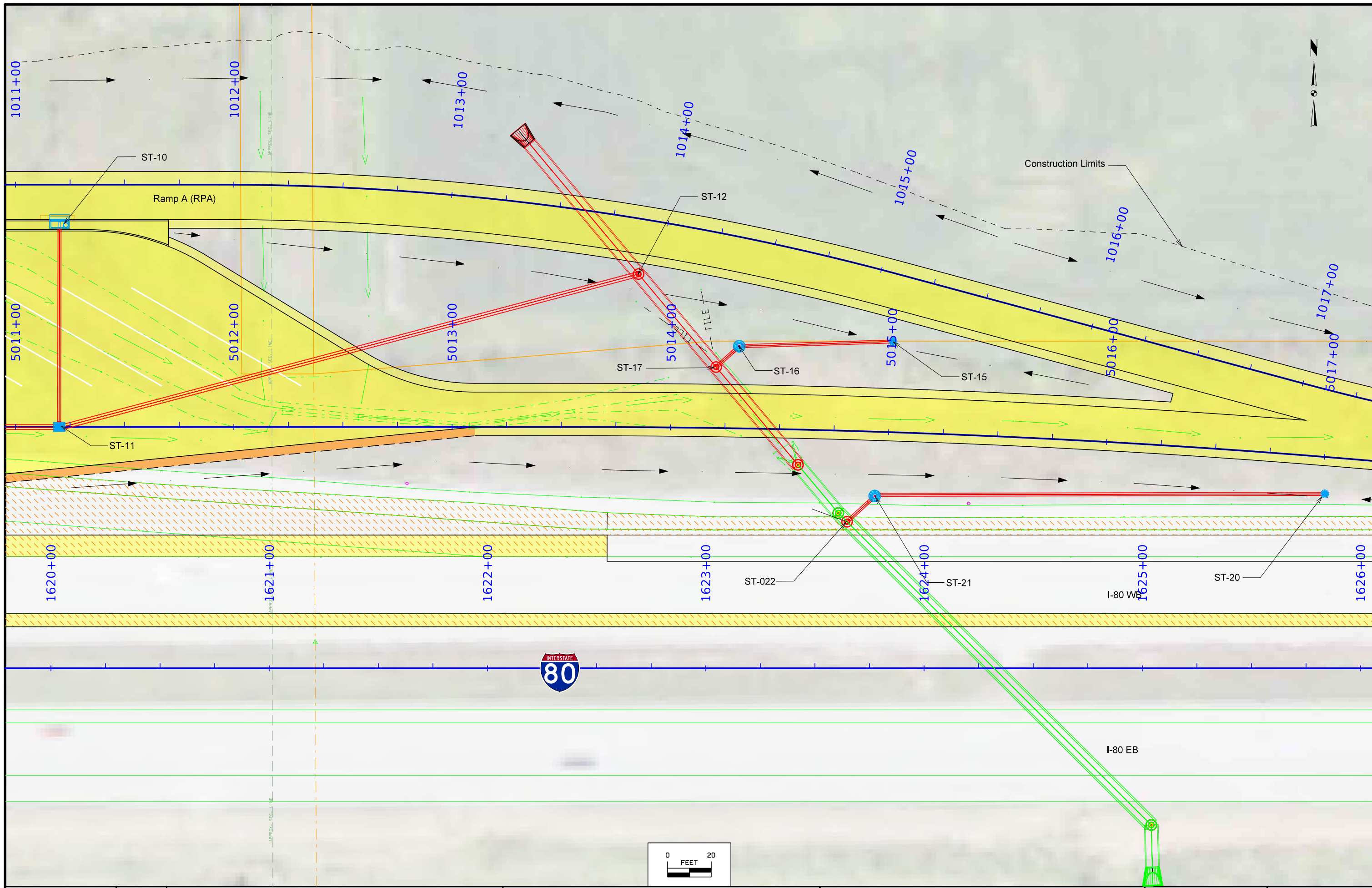
## PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

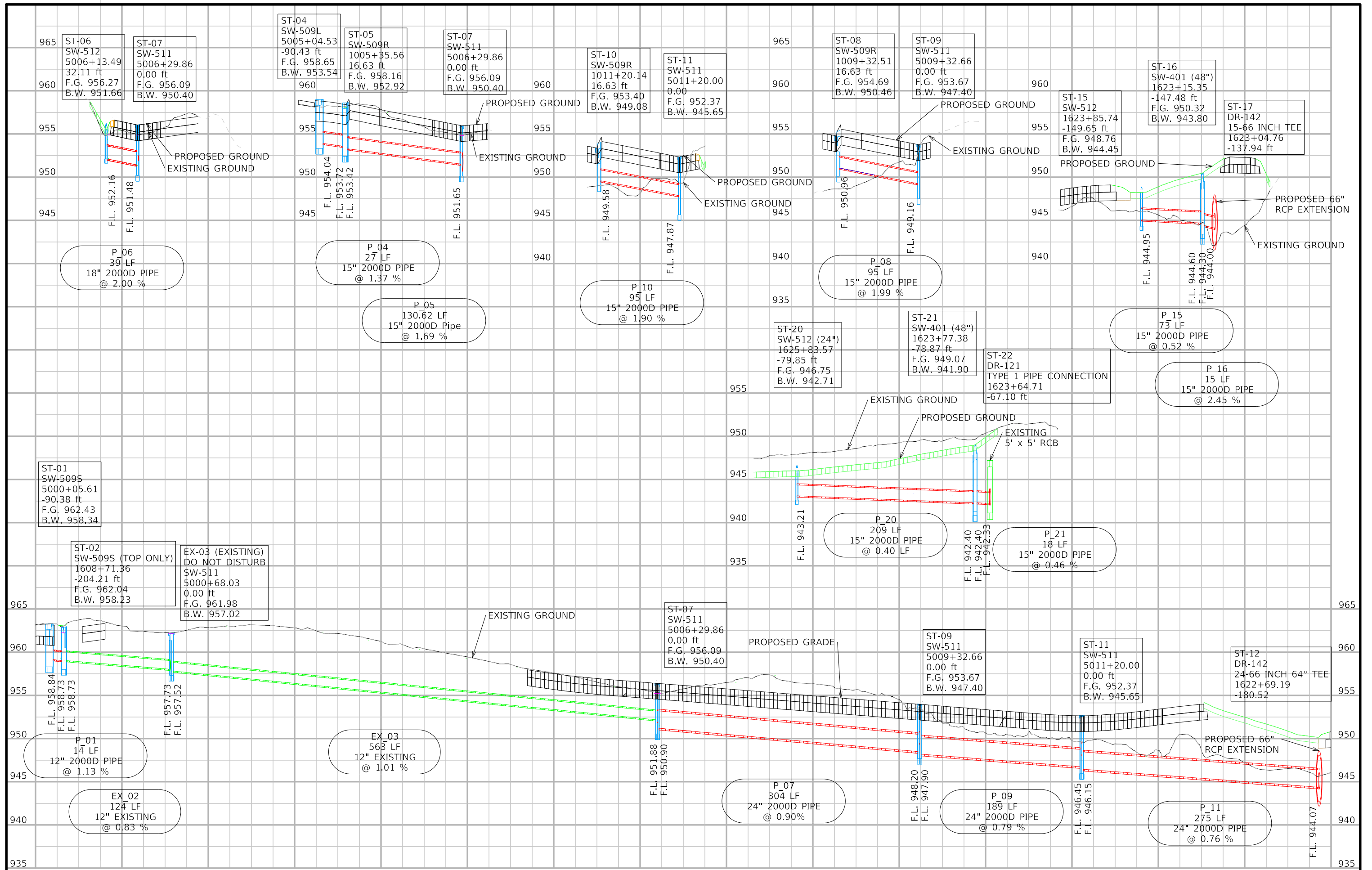
(COVERS SHEET SERIES M)



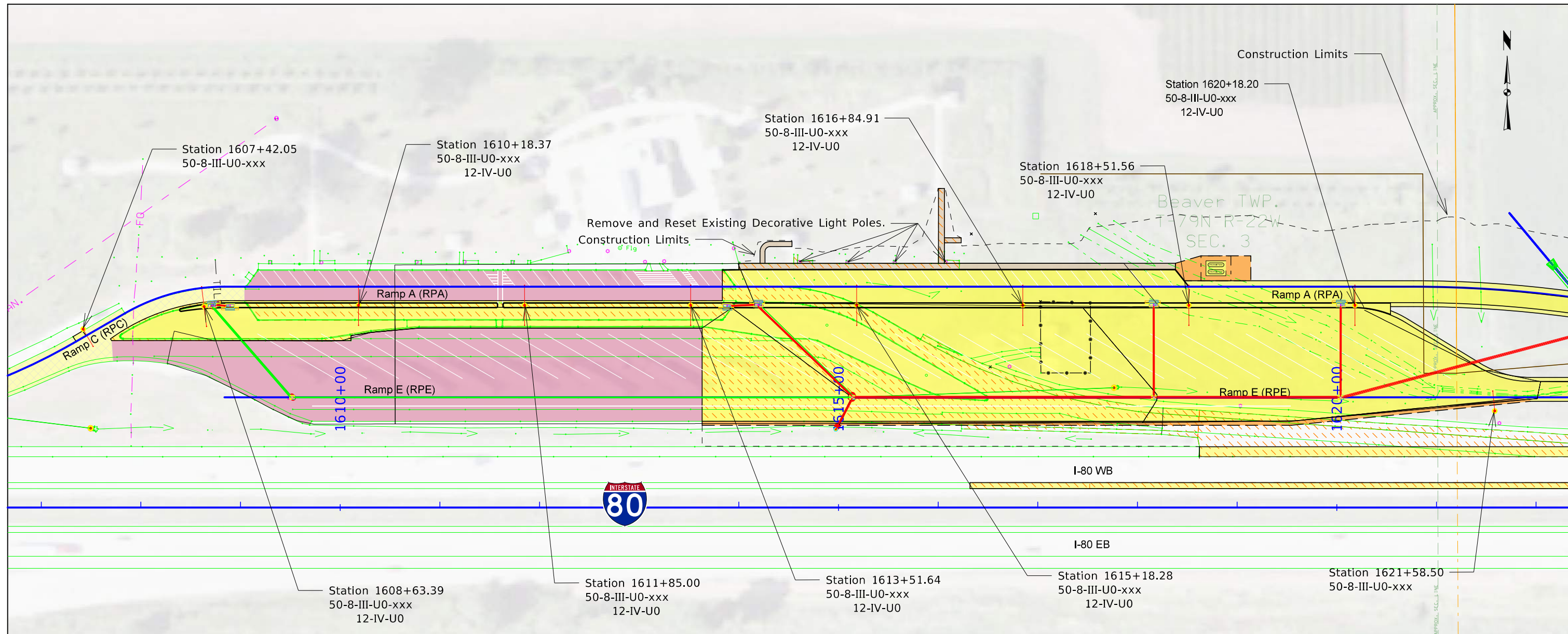










FILE NO.	ENGLISH	DESIGN TEAM HNTB	POLK COUNTY	PROJECT NUMBER IMX-080-5(386)147--02-77	SHEET NUMBER M.6
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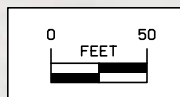
**LIGHTING LEGEND**

- 
 Proposed Single Arm Light Standard  
 50' mounting height, 1-8' mastarm and LED luminaire, Leotek catalog no. GCJ4-30J-MV-40K-3R-250-PCR7
- 
 Proposed Twin Arm Light Standard  
 50' mounting height, 1-8' mastarm with LED luminaire, Leotek catalog no. GCM4-60J-MV-40K-4-250-PCR7 oriented toward the car parking area and 1-12' mastarm with LED luminaire, Leotek catalog no. GCM4-60J-MV-40K-4-250-PCR7 oriented toward the truck parking area. Luminaire mastarms shall be oriented 180 degrees from each other.

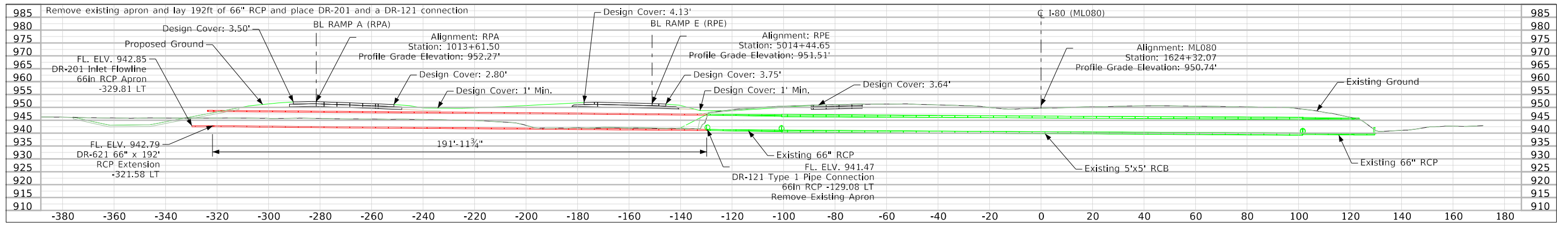
**Rest Area Parking Lighting Calculation Summary Table**

Calculation Area	Calculation Type	Units	Average	Maximum	Minimum	Avg./Min.	Max./Min.	LV Ratio
Car Parking Overall	Illuminance	Footcandle	1.18	2.1	0.6	1.97:1	3.50:1	N.A.
Car Parking Driving Lane	Luminance	Cd/Sq.M	1.04	1.2	0.9	1.16:1	1.33:1	N.A.
Car Parking Driving Lane	Veiling Luminance	Cd/Sq.M	N.A.	N.A.	N.A.	N.A.	N.A.	0.10:1
Truck Parking Overall	Illuminance	Footcandle	0.93	2.3	0.3	3.10:1	7.67:1	N.A.
Truck Parking Inside Driving Lane	Luminance	Cd/Sq.M	1.06	1.5	0.9	1.18:1	1.67:1	N.A.
Truck Parking Inside Driving Lane	Veiling Luminance	Cd/Sq.M	N.A.	N.A.	N.A.	N.A.	N.A.	0.09:1
Truck Parking Outside Driving Lane	Luminance	Cd/Sq.M	0.27	0.4	0.2	1.35:1	2.00:1	N.A.
Truck Parking Outside Driving Lane	Veiling Luminance	Cd/Sq.M	N.A.	N.A.	N.A.	N.A.	N.A.	0.37:1
Crosswalk (5' AFF)	Illuminance	Footcandle	1.01	1.2	0.7	1.44:1	1.71:1	N.A.

- Station 000+00
- 50-8-III-U0-xxx
- 12-IV-U0
- Lighting Unit No.
- Vertical Light Distribution
- Lateral Light Distribution
- Mastarm Length (ft.)
- Mounting Height (ft.)
- 2nd Mastarm & Light Info (Twin Arm Poles)



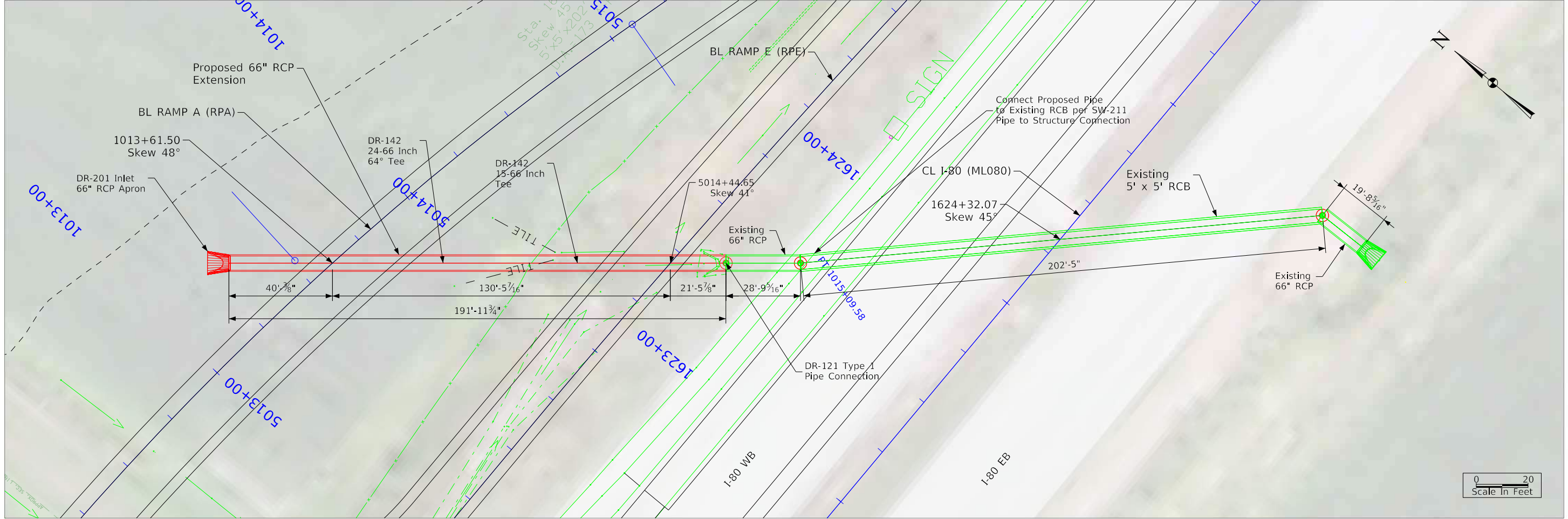




Longitudinal Section Along  $\text{CUL}$  Culvert

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  
 $Q_{50} = 240$  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
<b>Aggregate</b>			
(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	<b>Grading</b>	
(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	<b>Substrata</b>	
<b>Asphalt</b>			
(207)	HMA Base Course	(128)	Boulder Substrata
(207)	HMA Interim Course	(48)	Broken Weathered Substrata
(207)	HMA Surface Course	(3)	Core Out Substrata
<b>Concrete</b>			
(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	<b>Unsuitable / Waste</b>	
<b>Shoulder</b>			
(209)	Shoulder HMA	(3)	Unsuitable Type A
(0)	Shoulder PCC	(13)	Unsuitable Type B
(6)	Shoulder Granular	(11)	Unsuitable Type C
(3)		(3)	Waste
<b>Existing</b>			
(0)	Existing Pavement		

**NOTES:**

Text

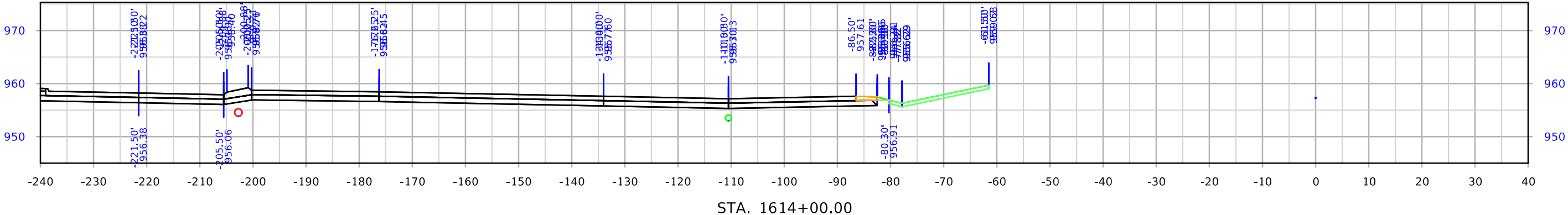
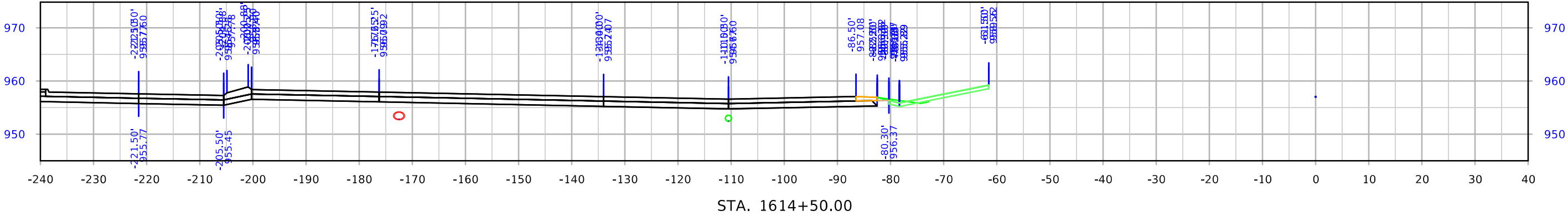
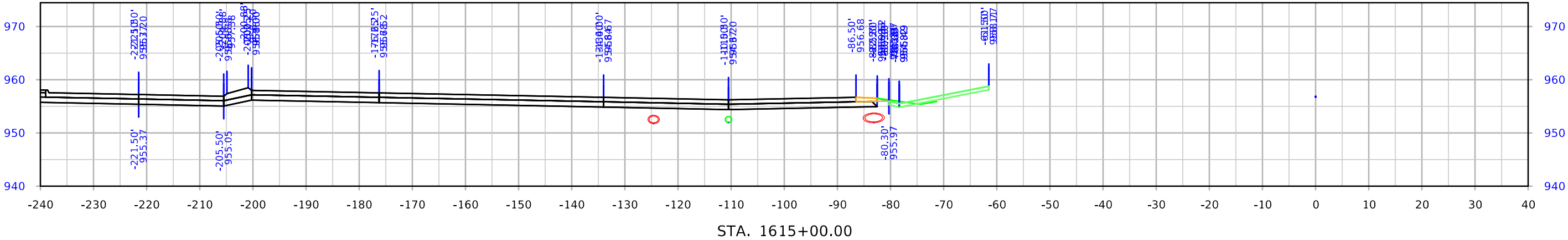
**NOTES:**

Text

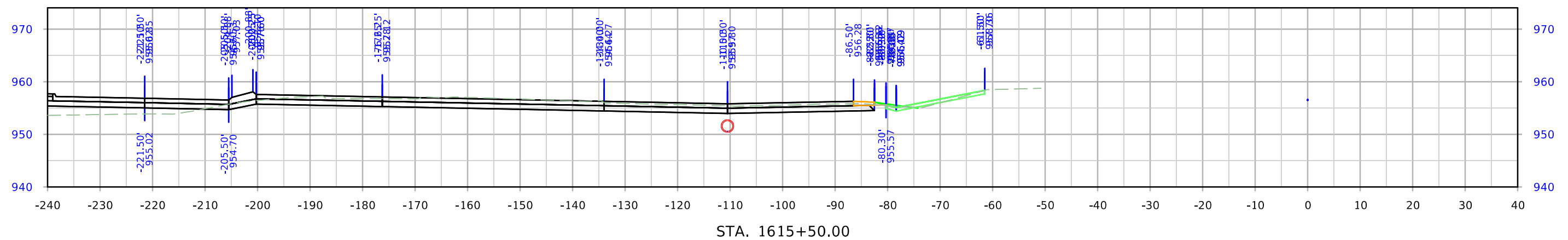
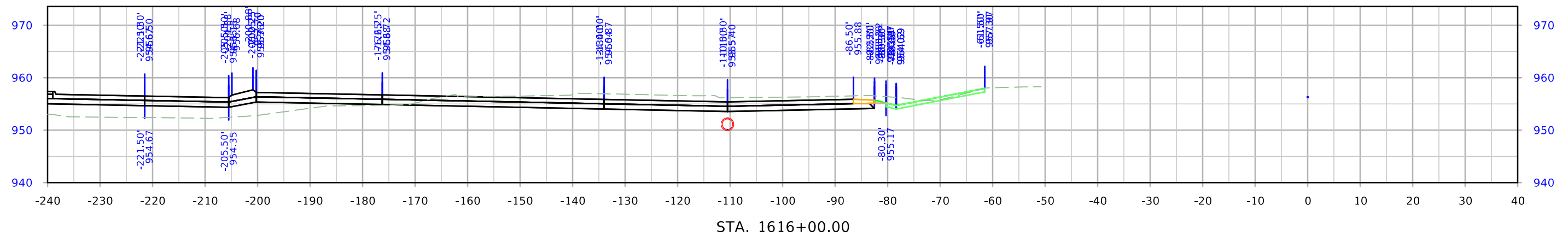
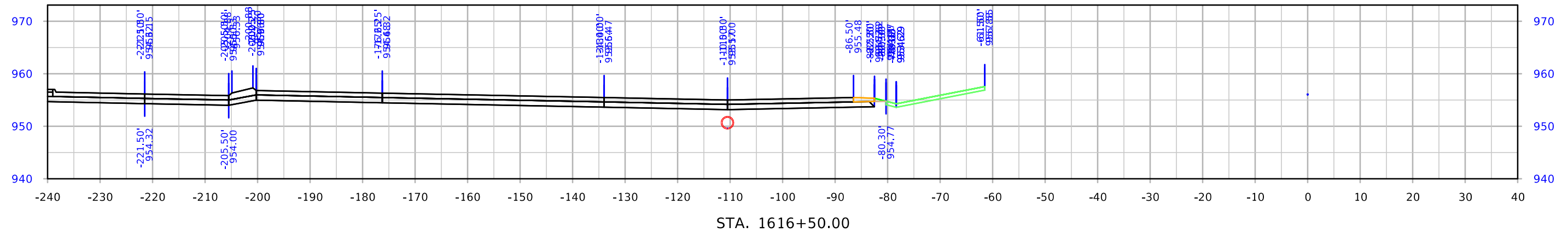
## CROSS SECTIONS LEGEND AND INFORMATION SHEET

(COVERS SHEET SERIES W & Y)

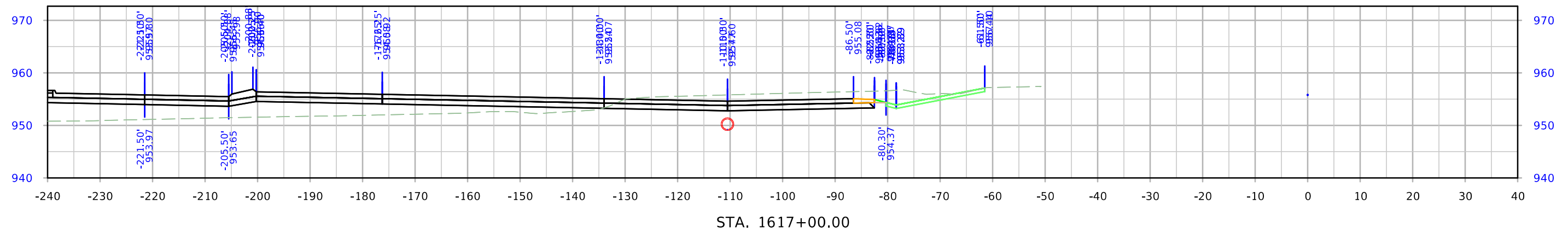
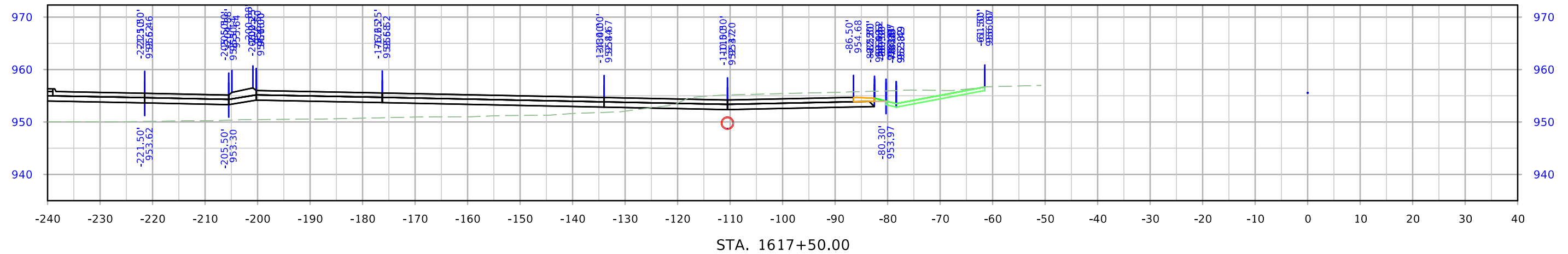
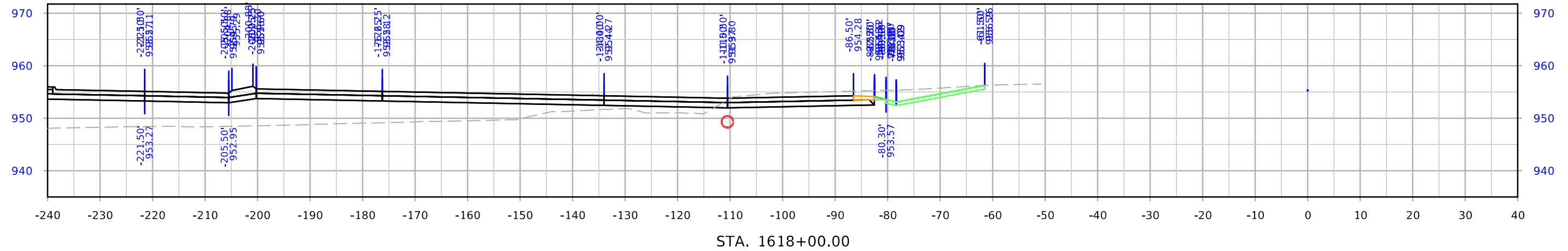
# I-80 Westbound



# I-80 Westbound

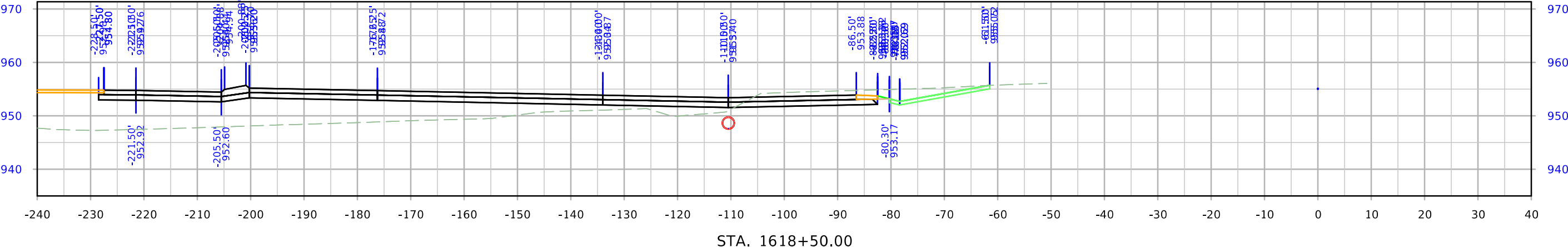
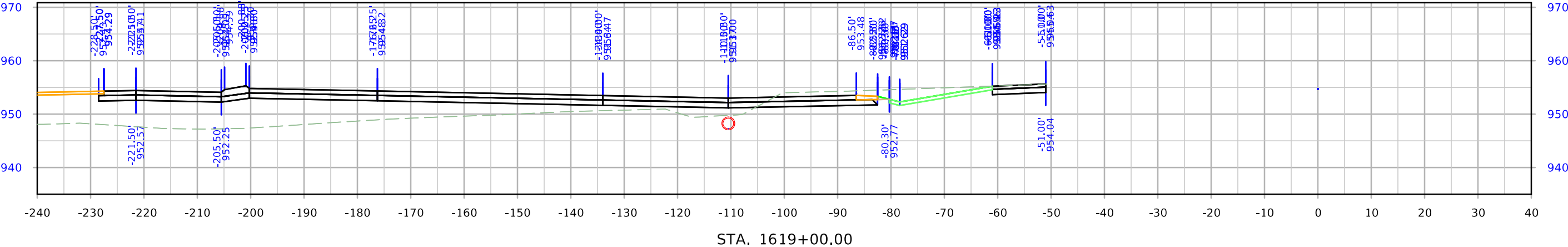
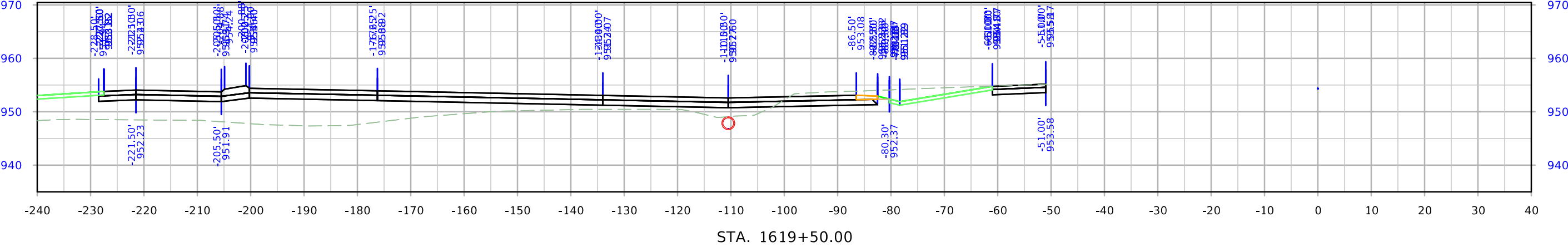


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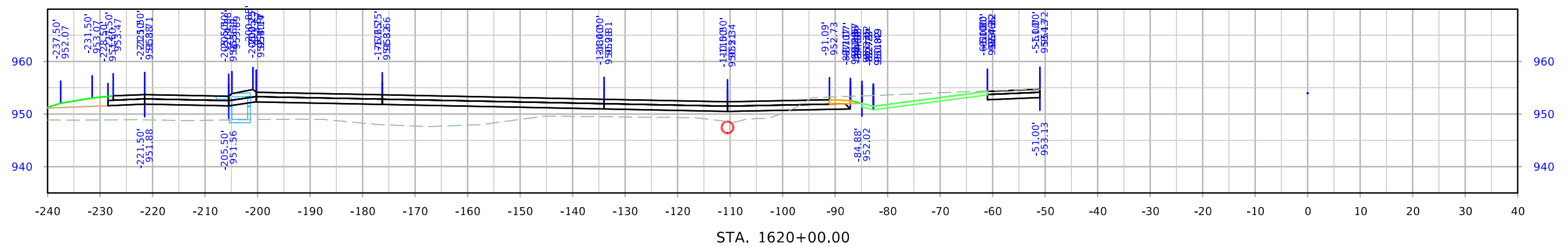
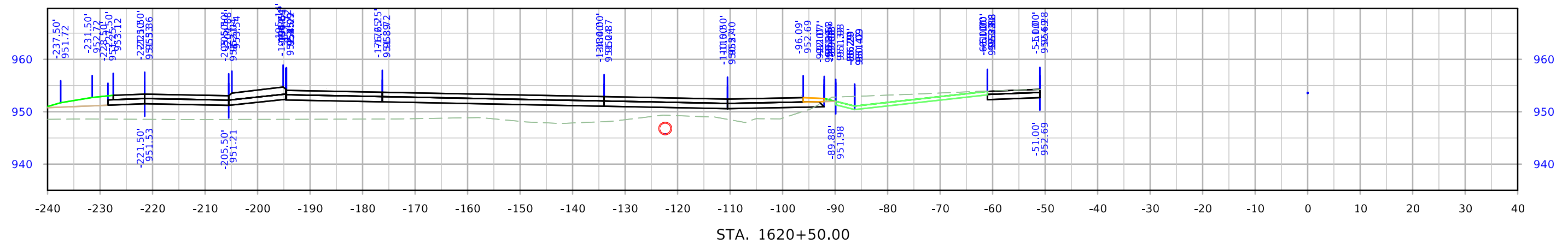
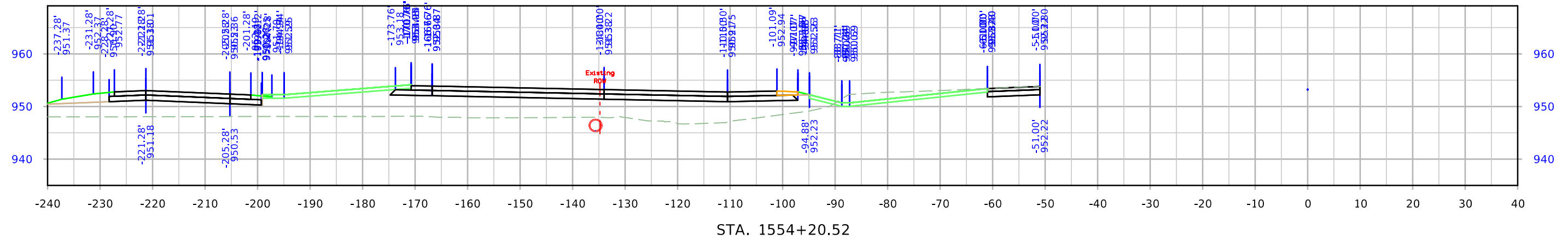




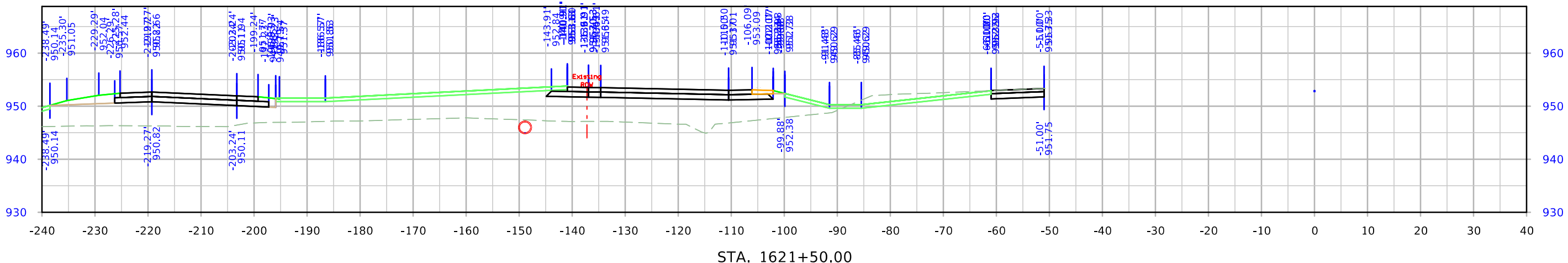
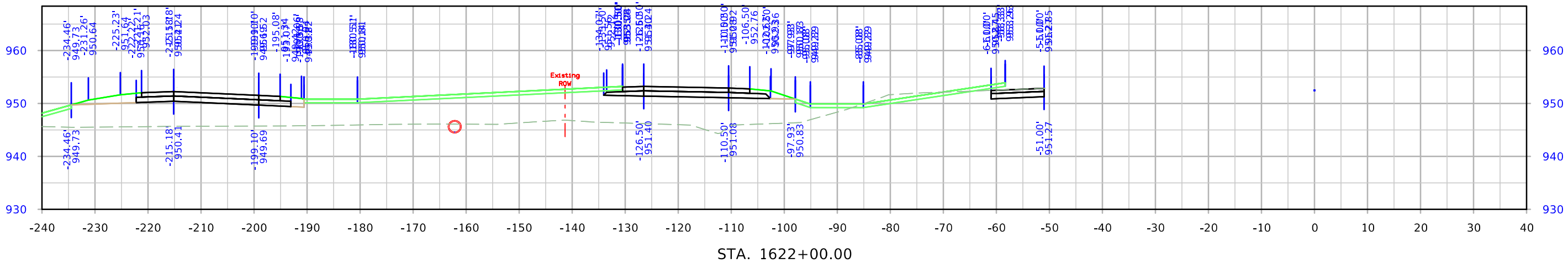
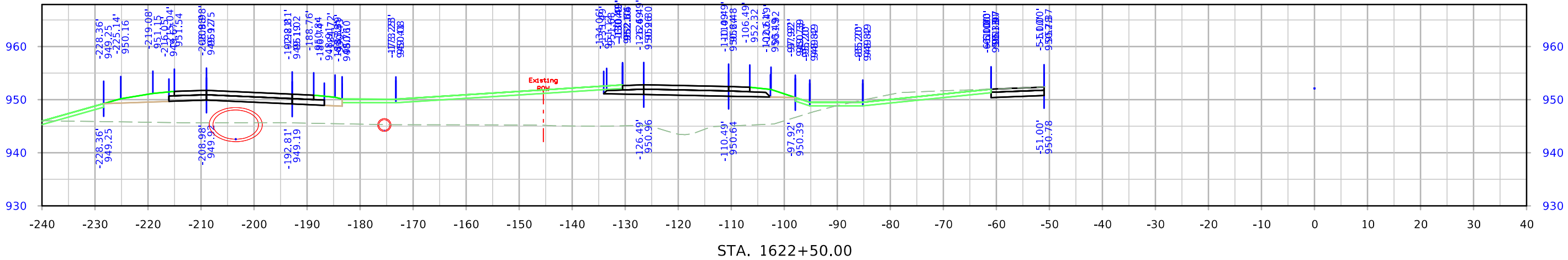
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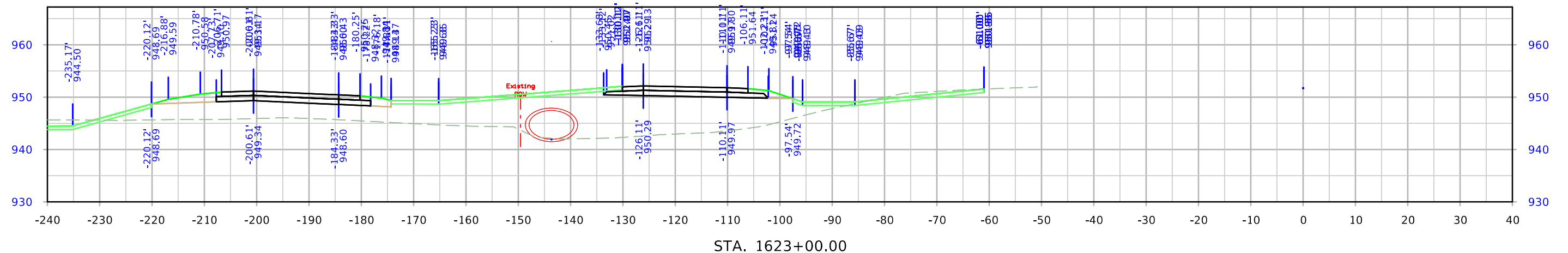
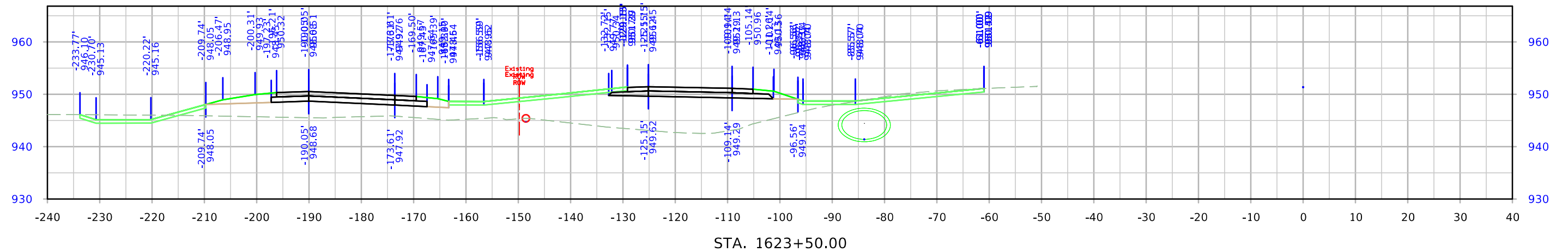
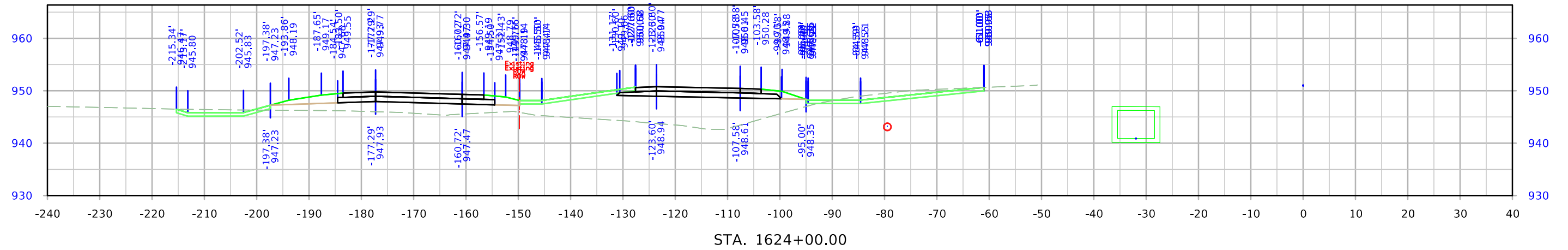
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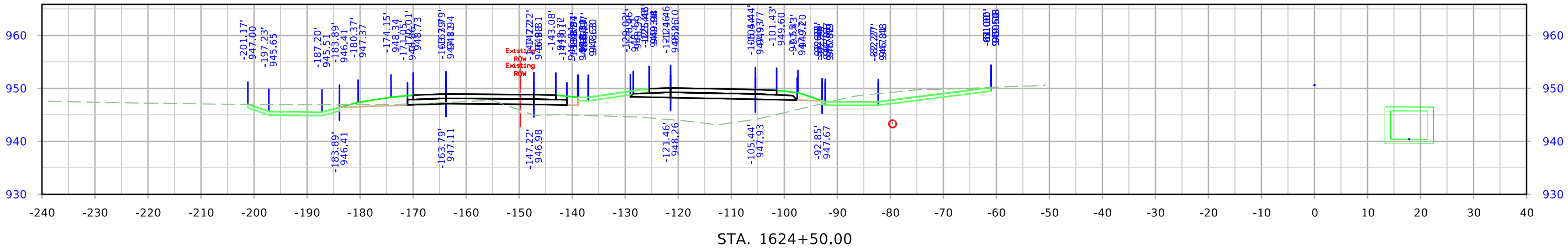
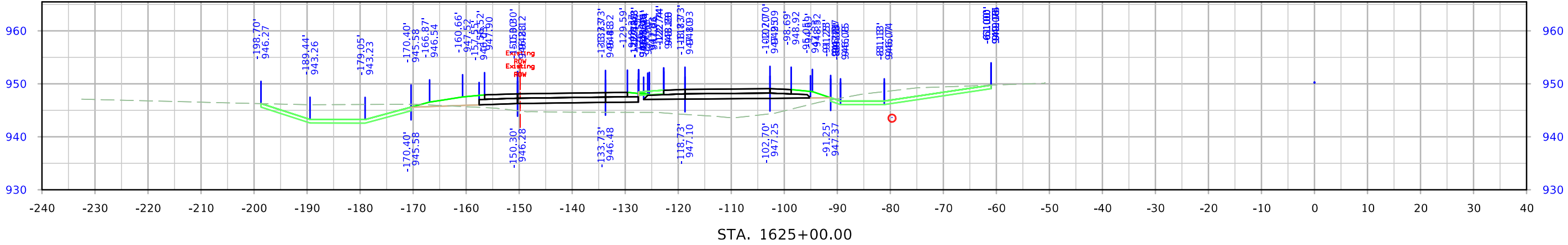
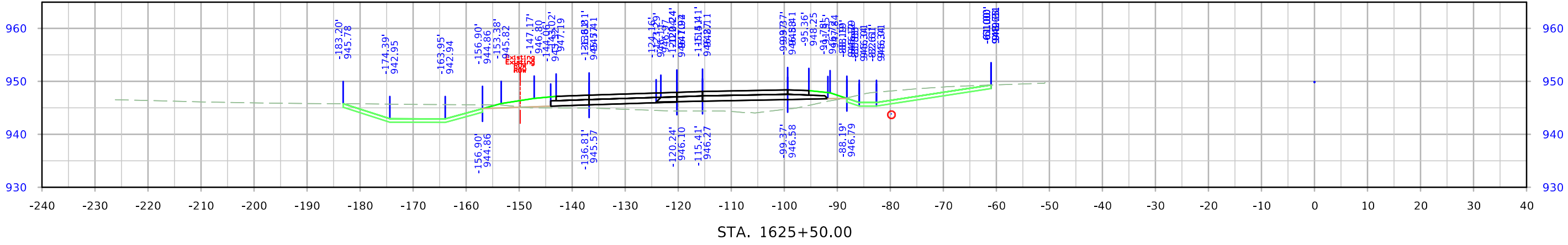
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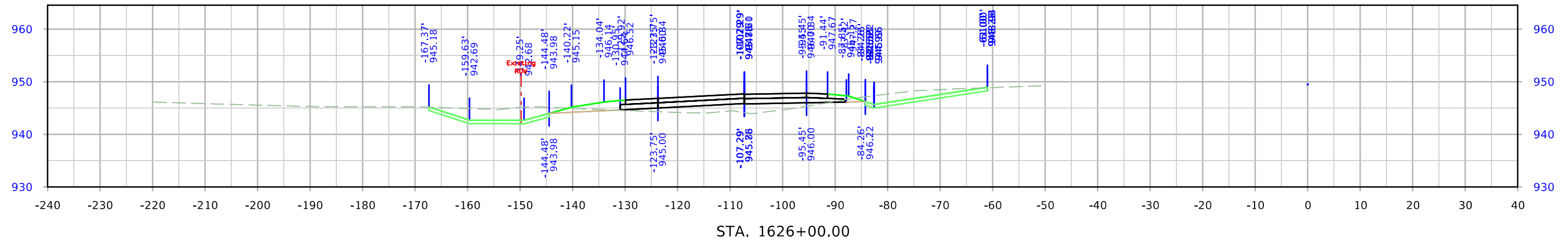
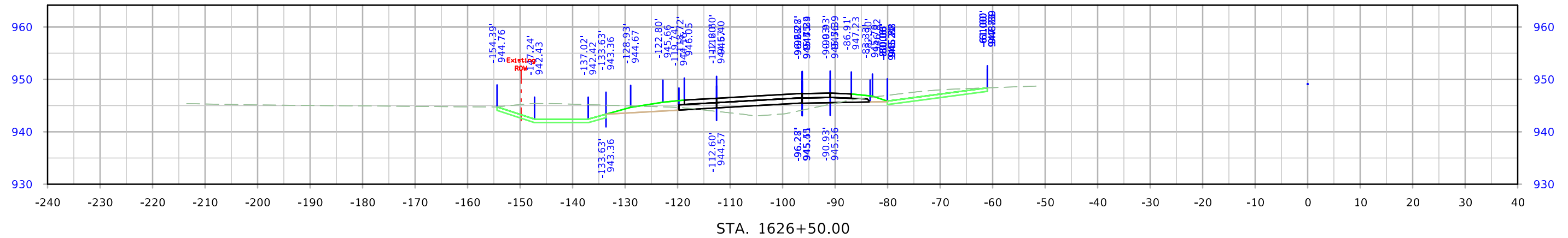
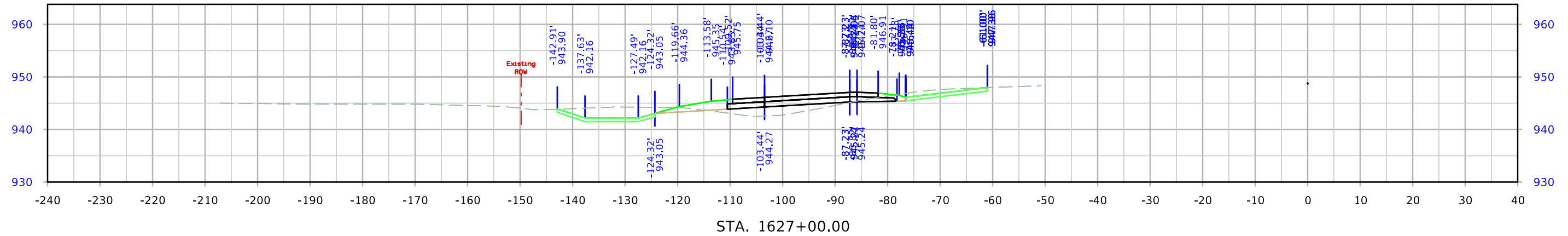
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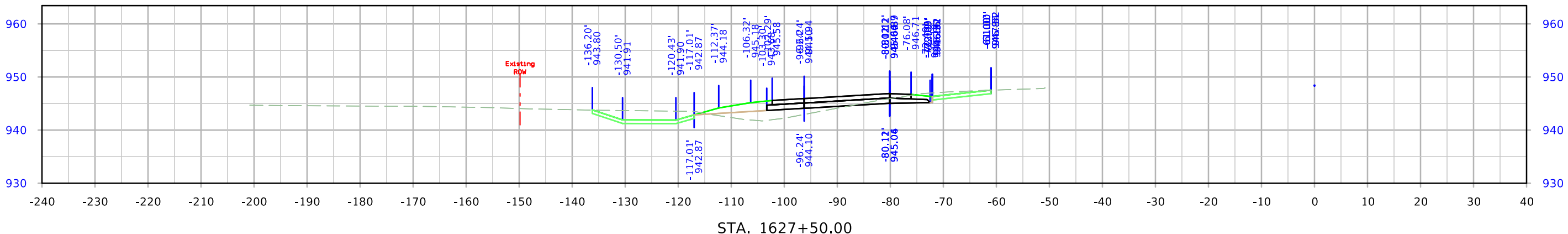
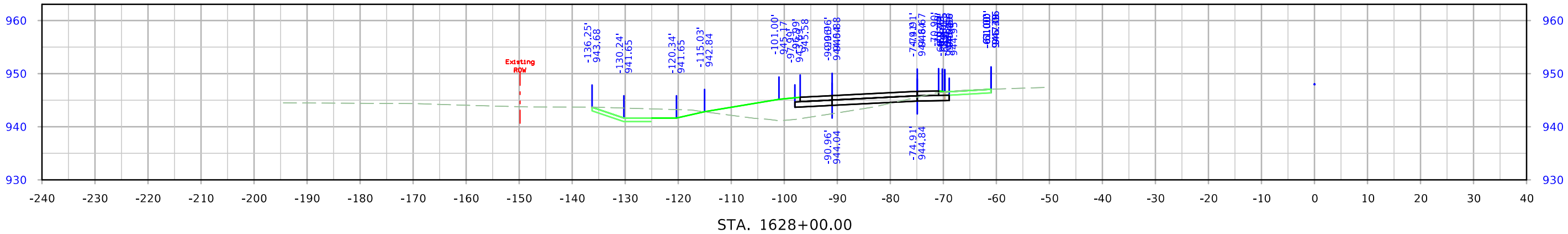
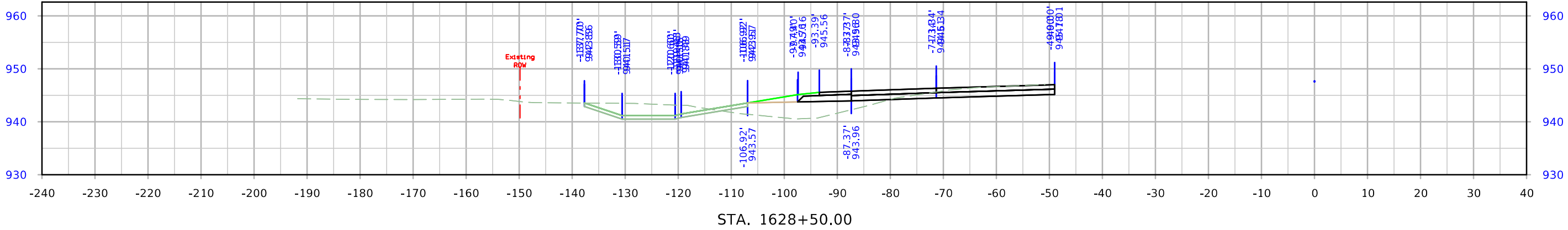
# I-80 Westbound



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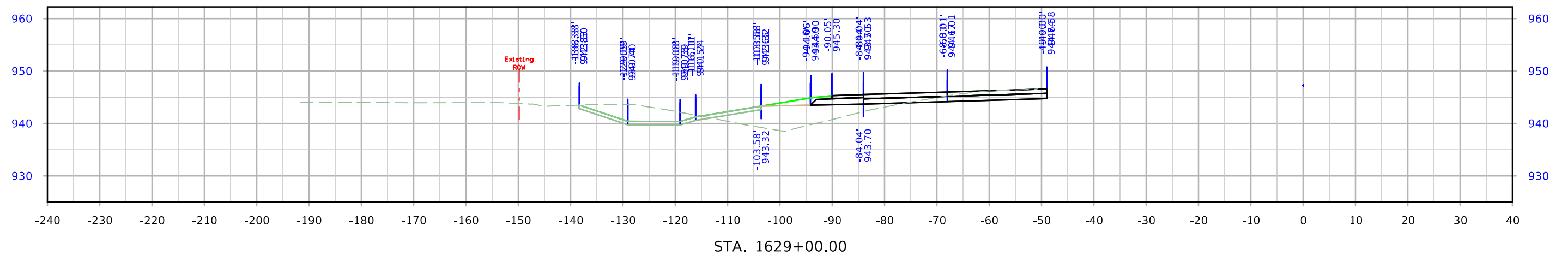
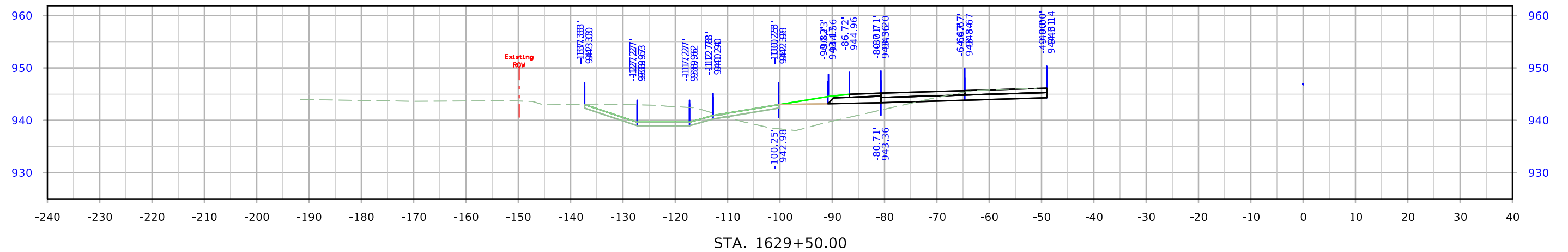
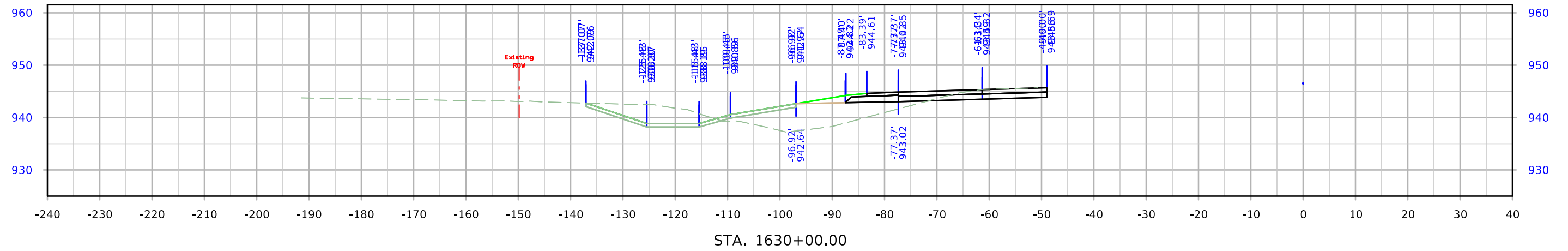


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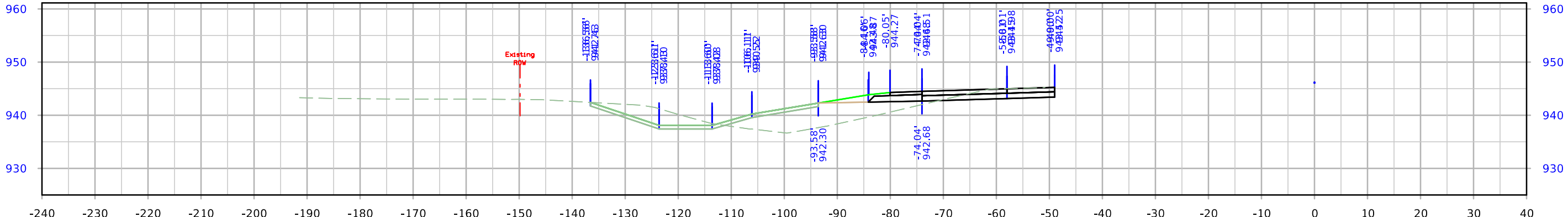
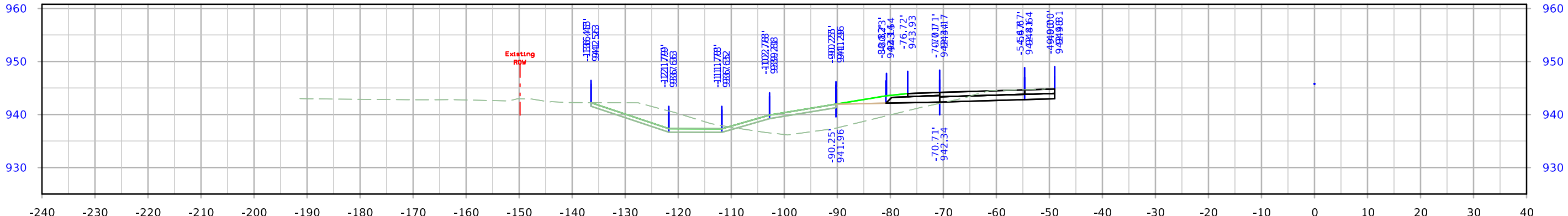
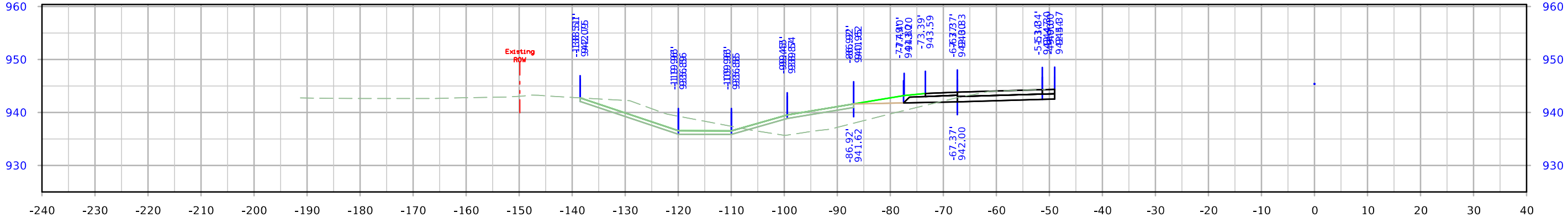




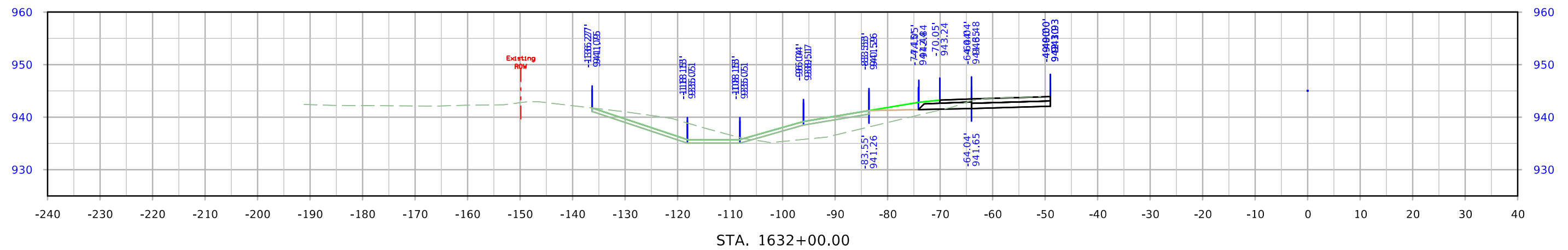
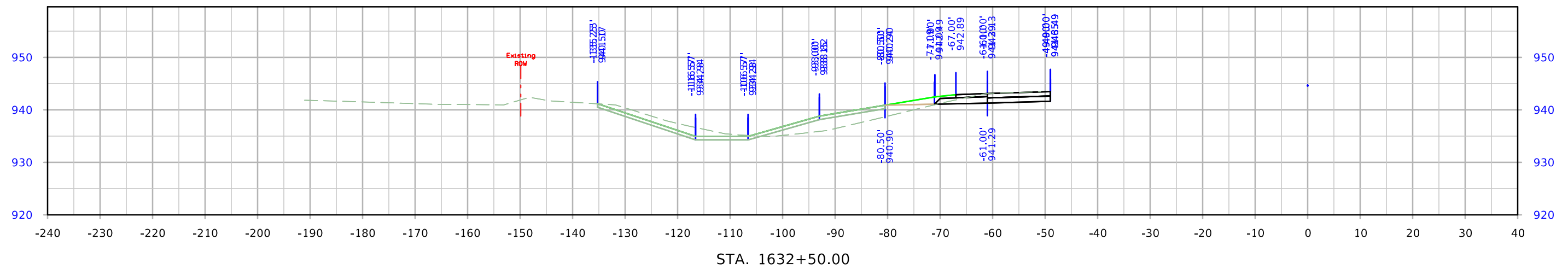
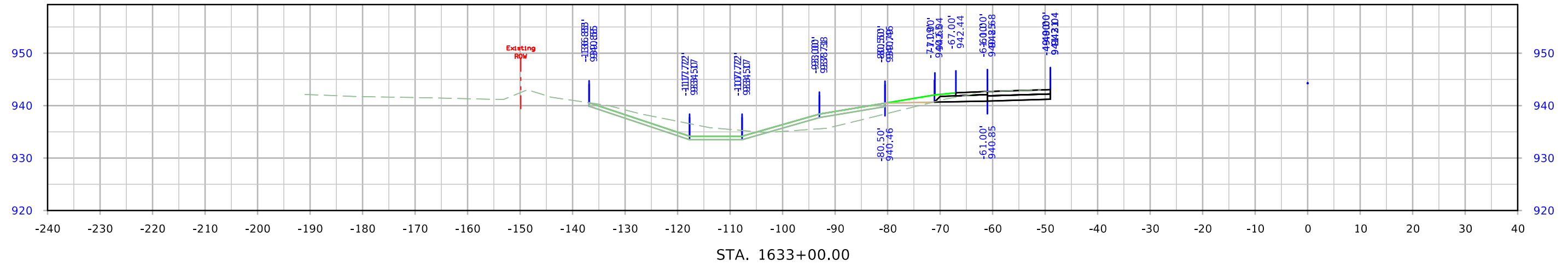
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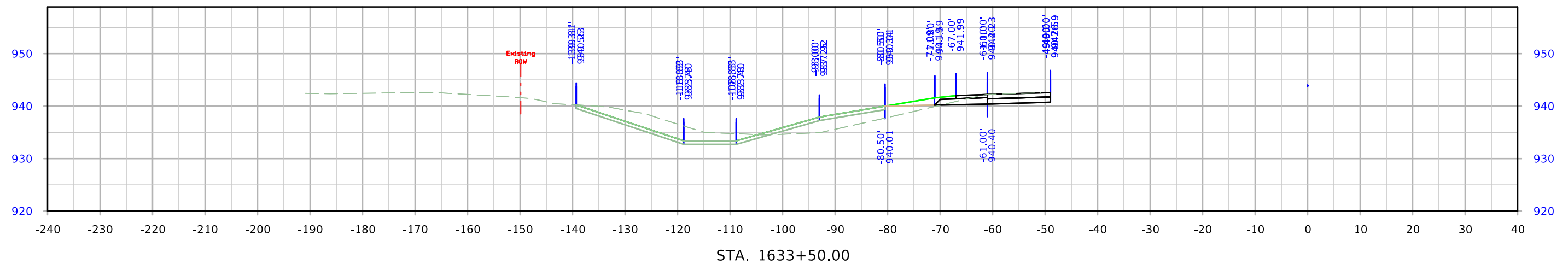
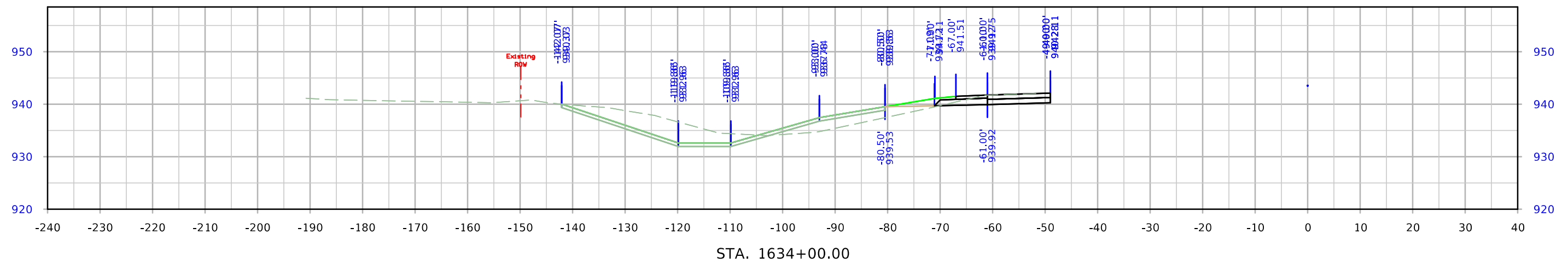
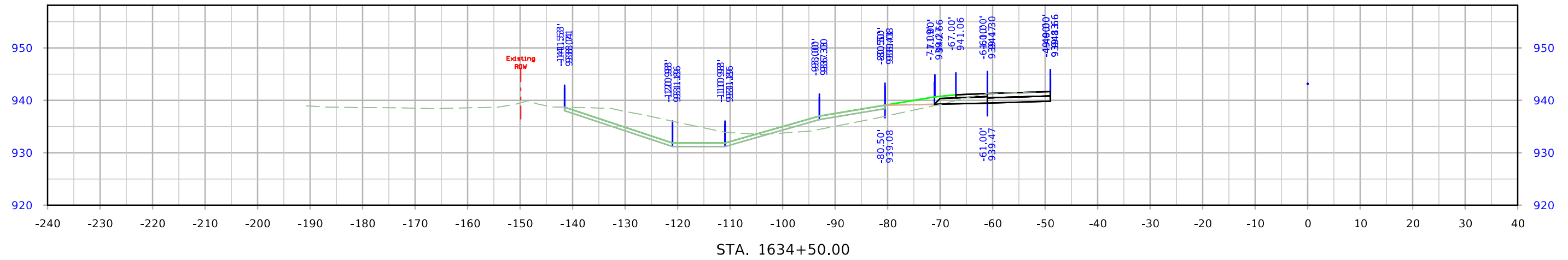
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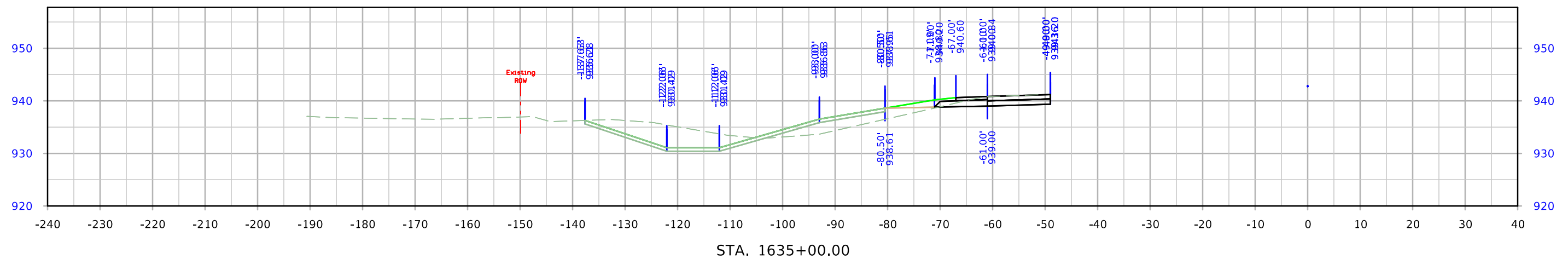
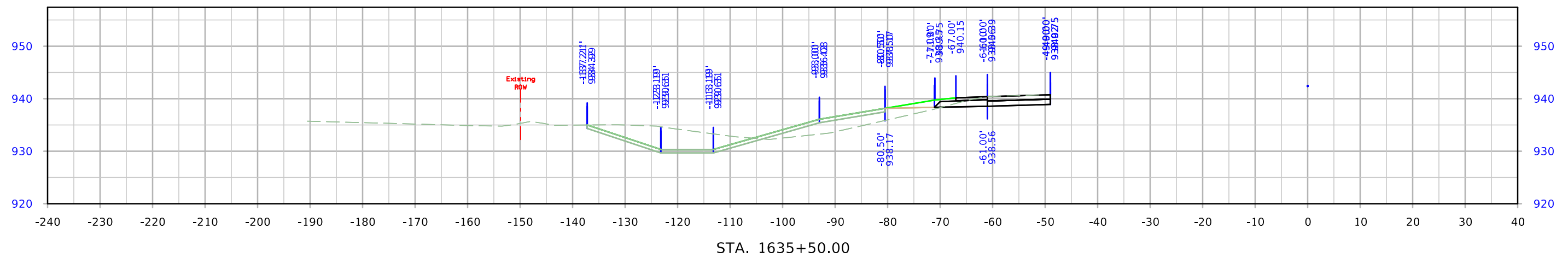
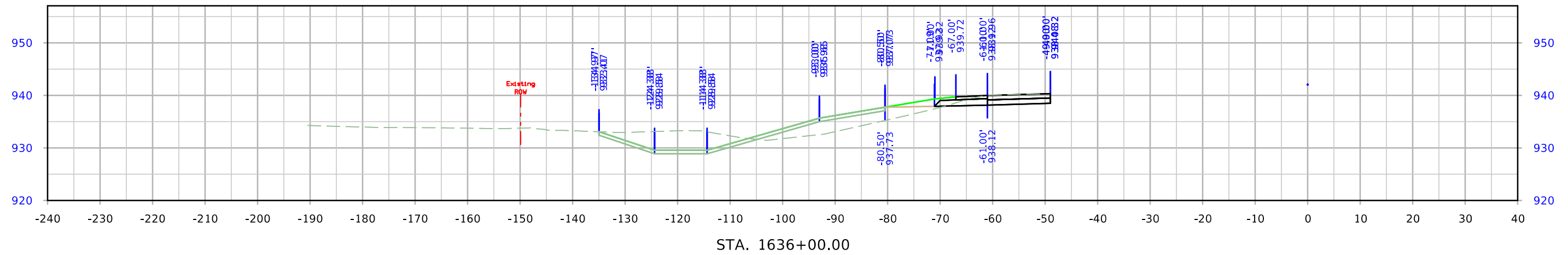
# I-80 Westbound



# I-80 Westbound

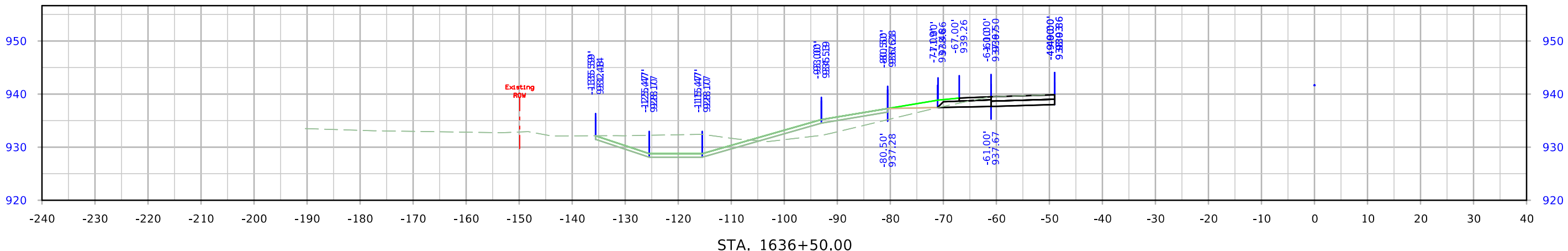
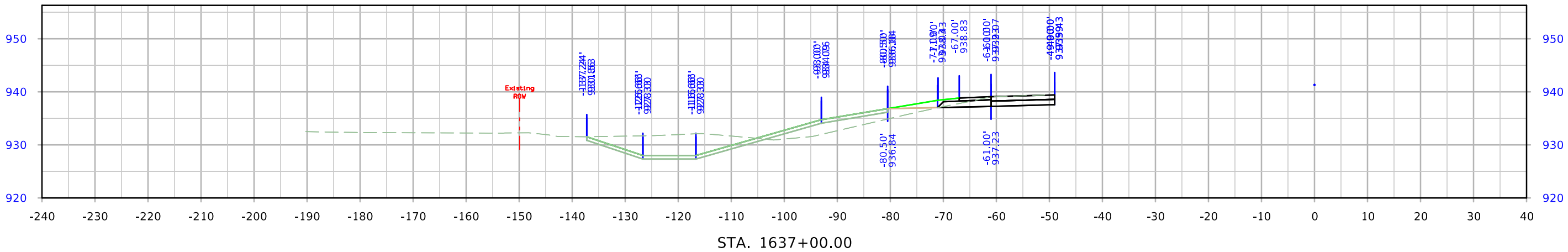
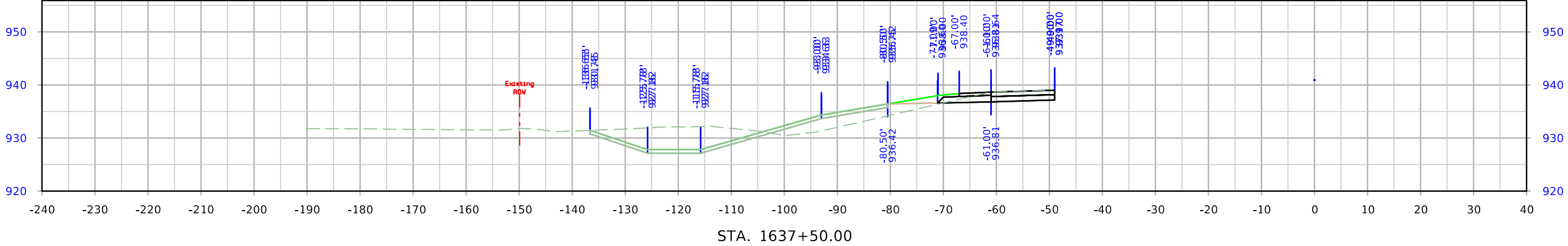


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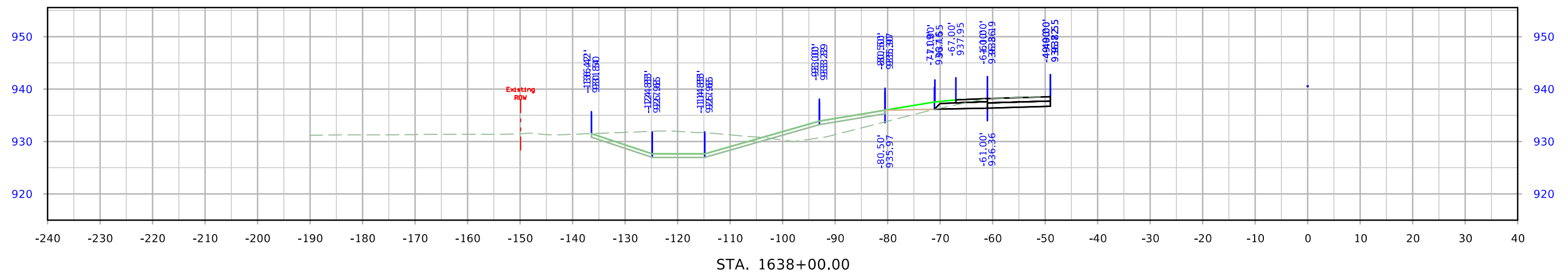
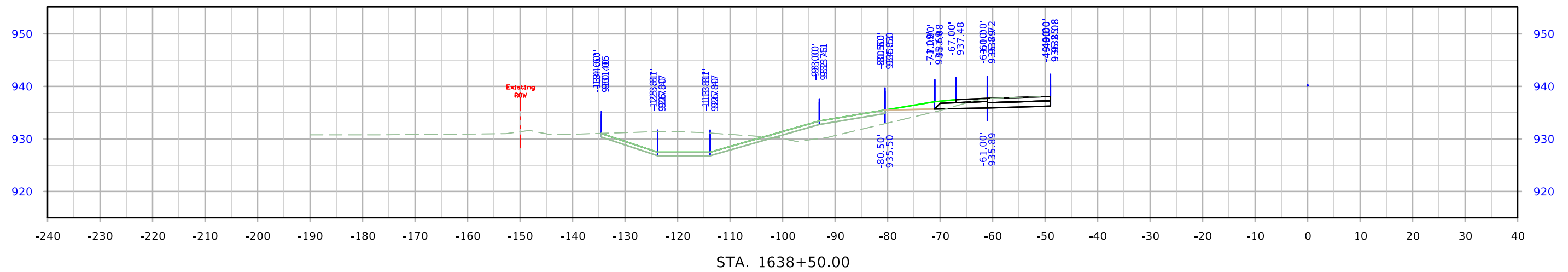
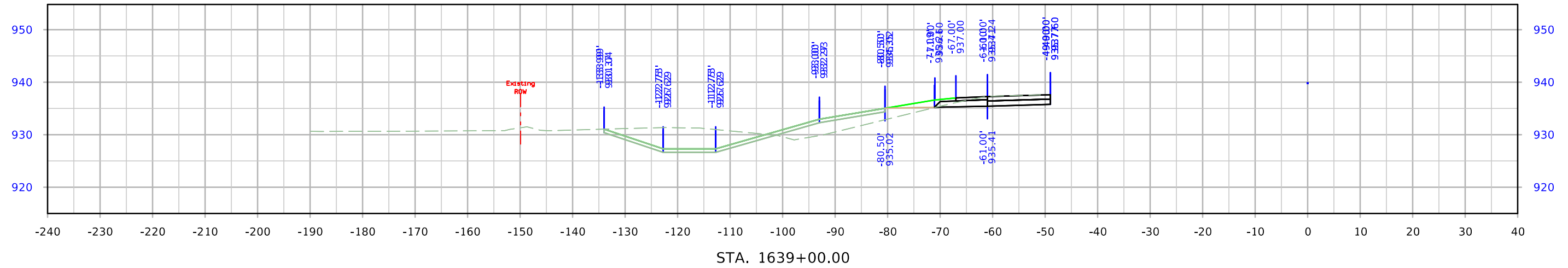




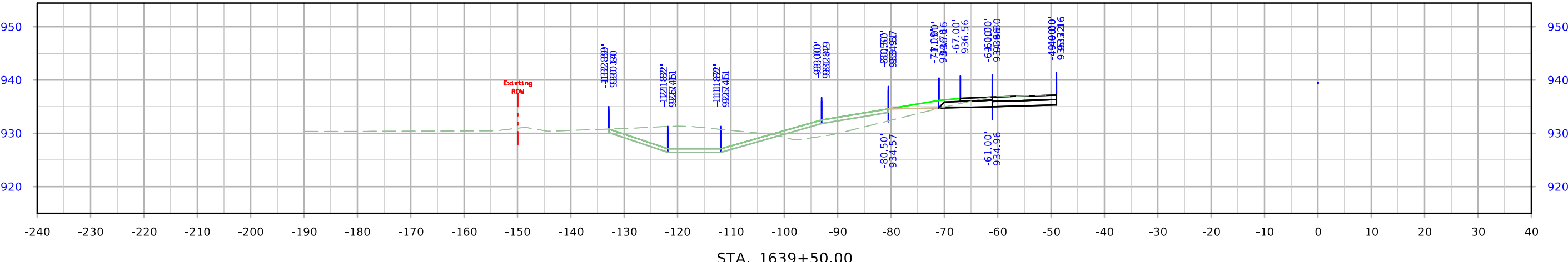
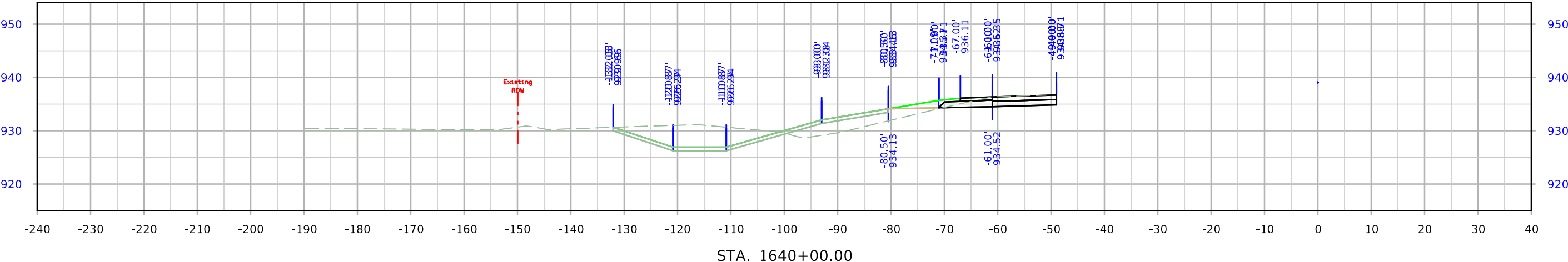
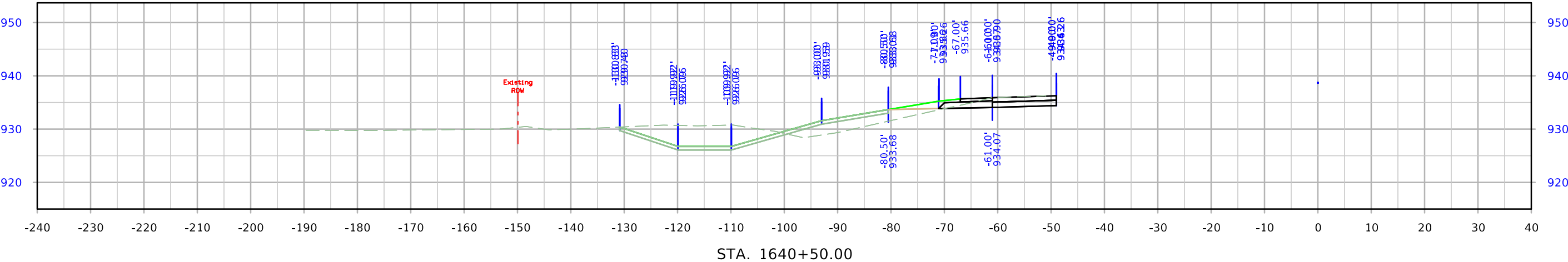
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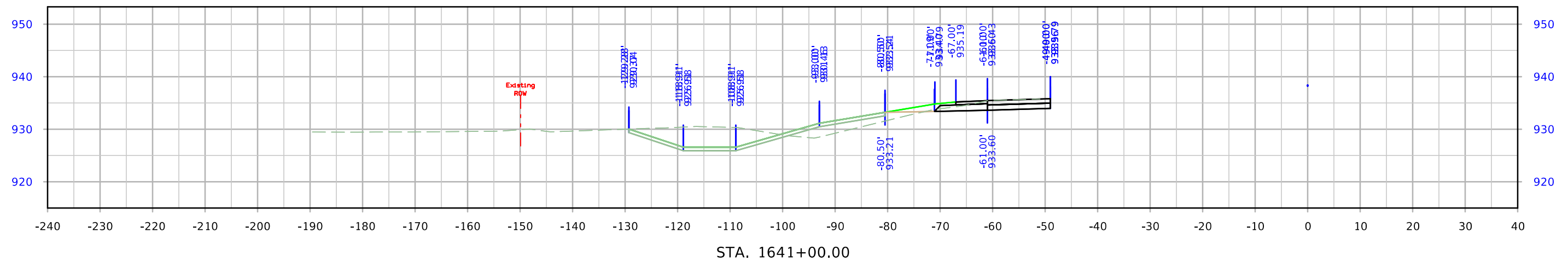
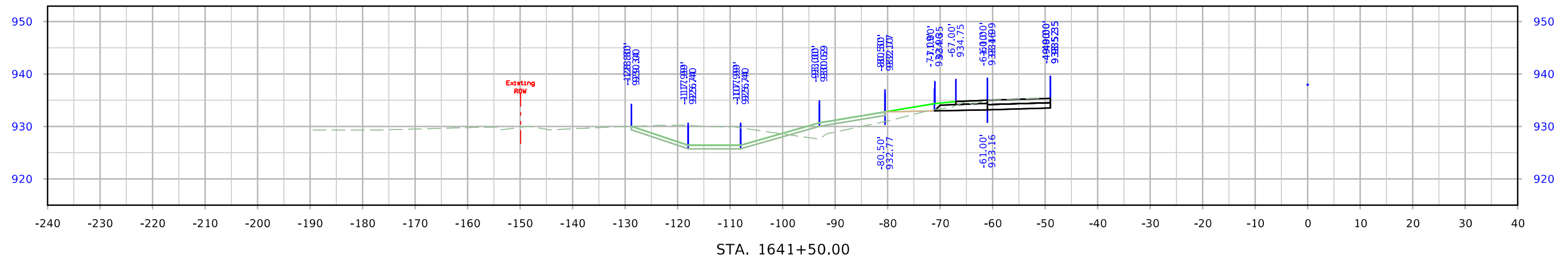
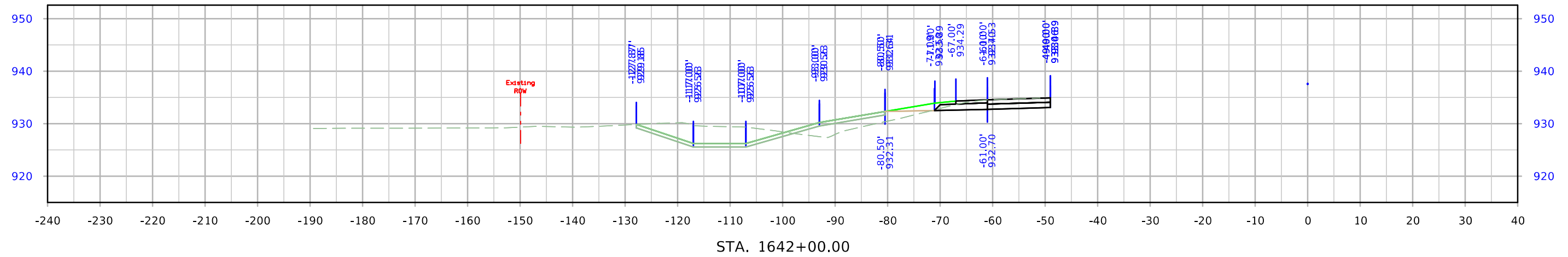
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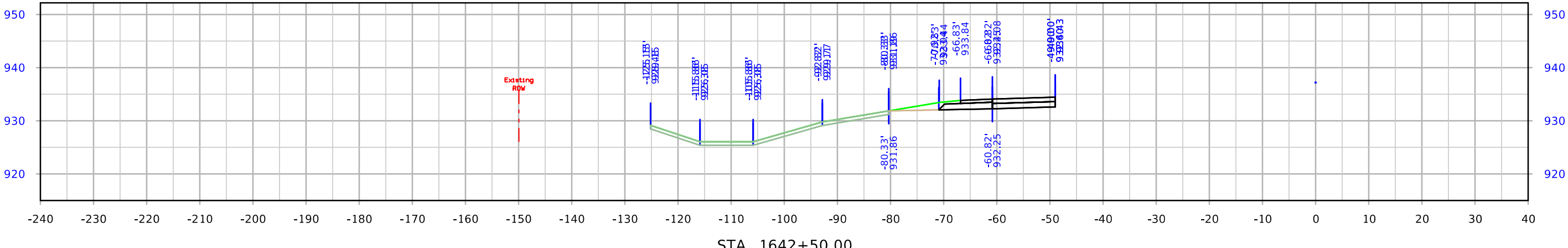
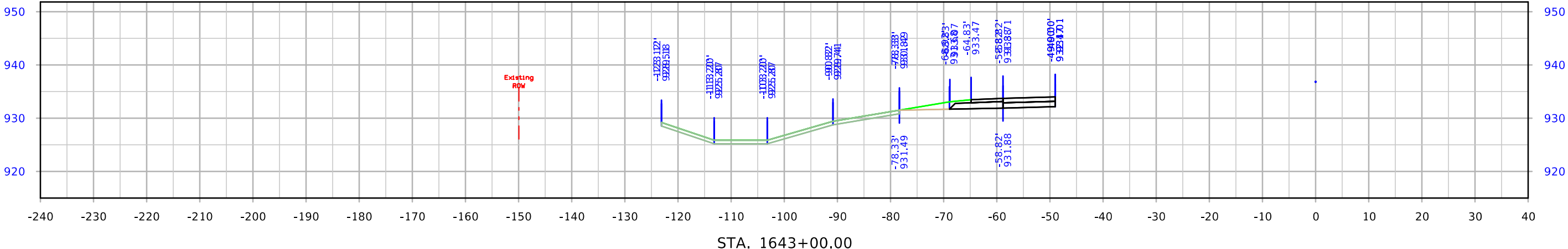
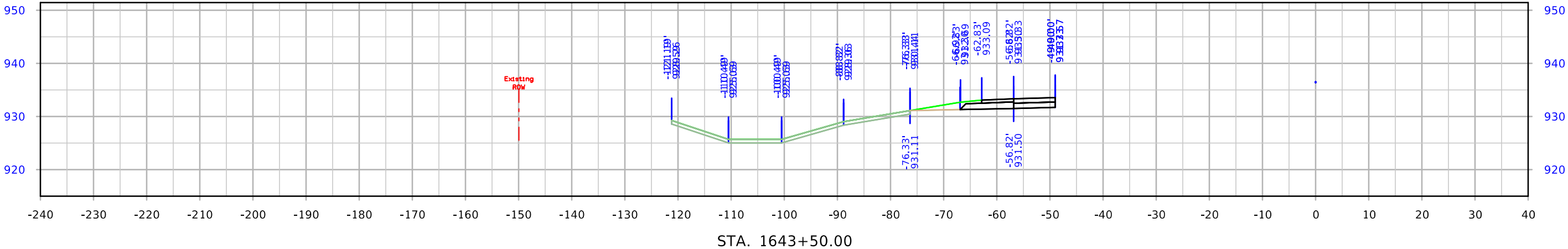
# I-80 Westbound



# I-80 Westbound

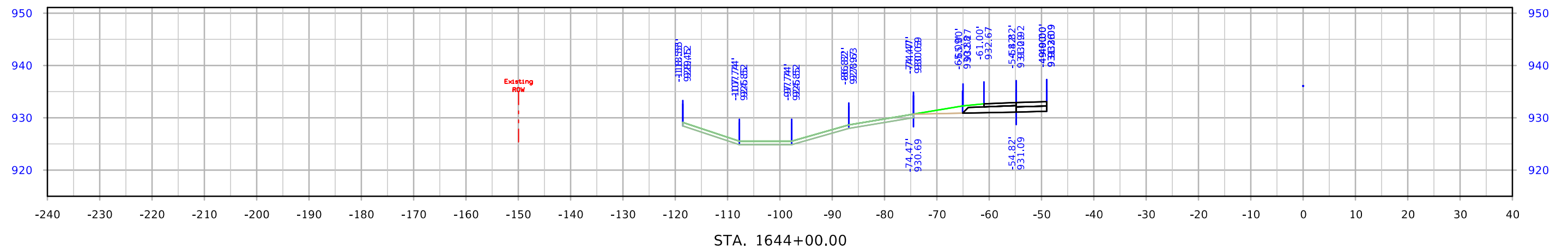
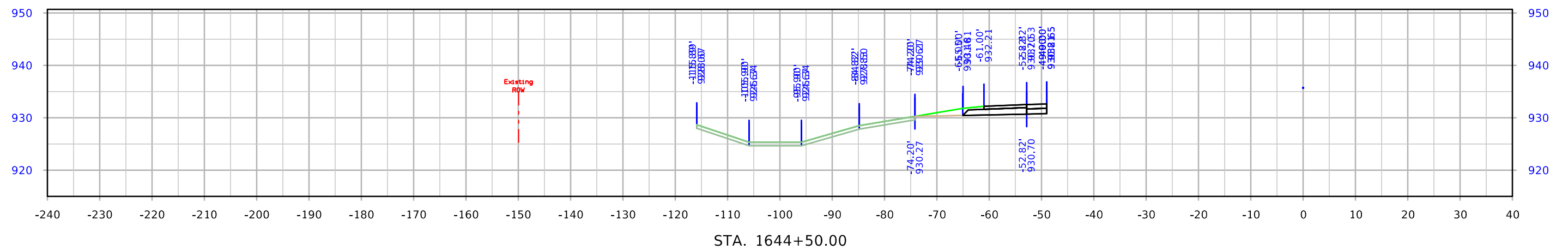
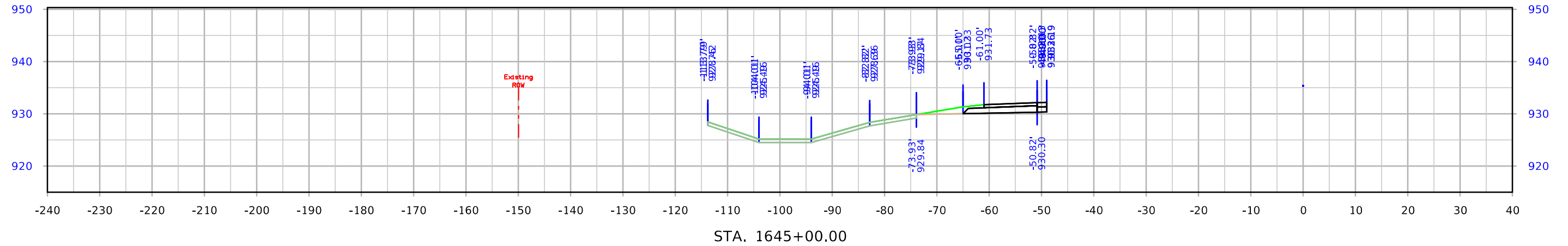


# I-80 Westbound

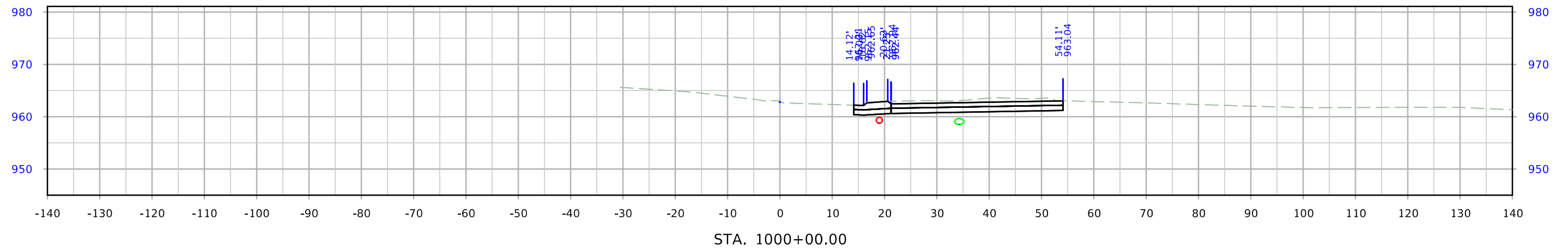
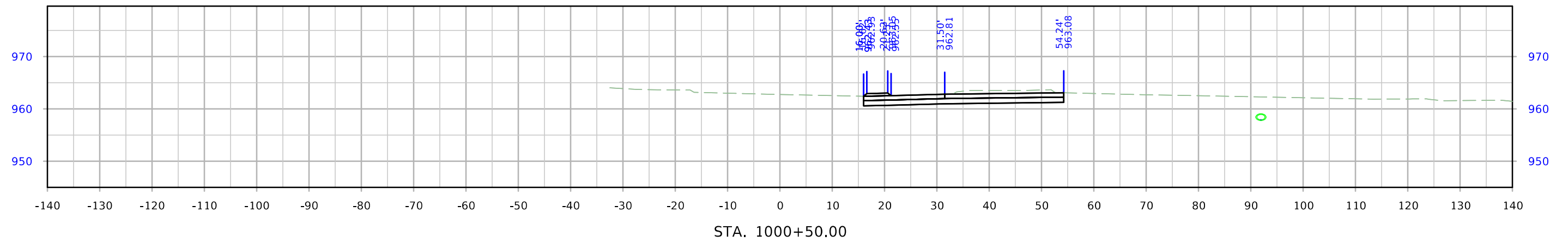
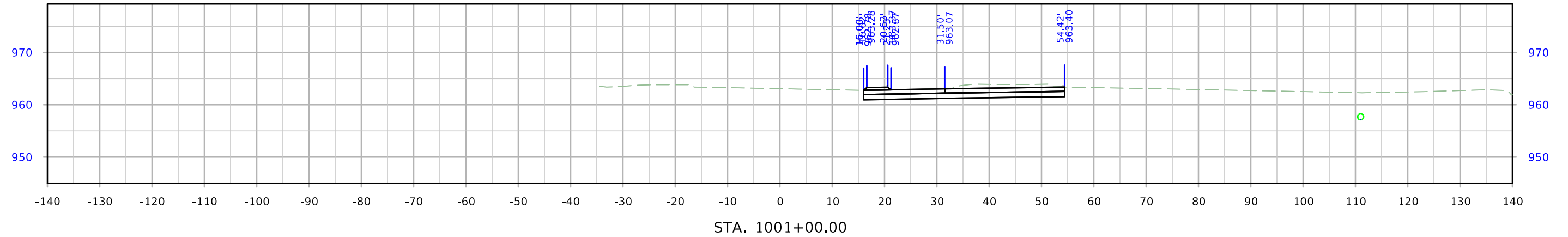




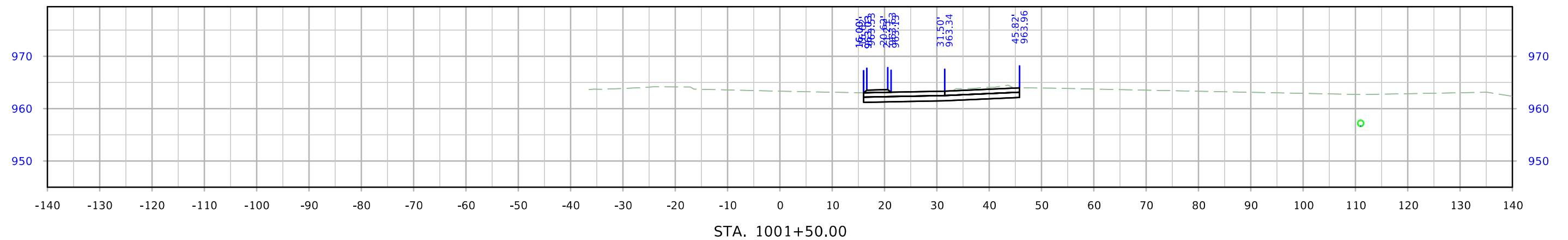
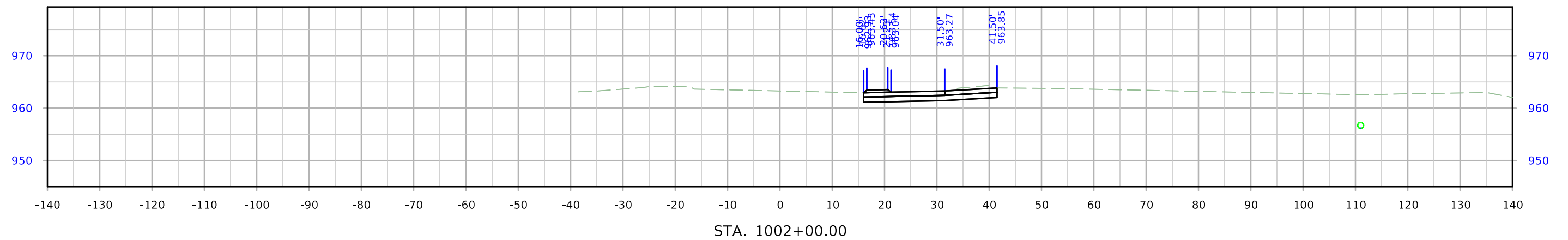
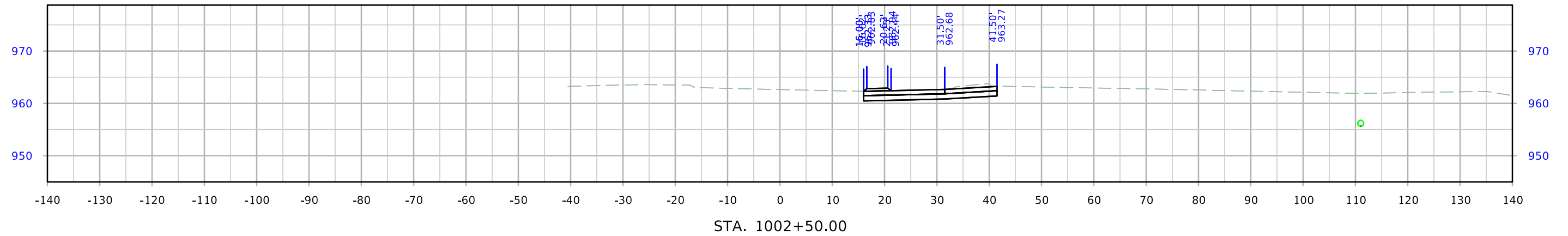
# I-80 Westbound



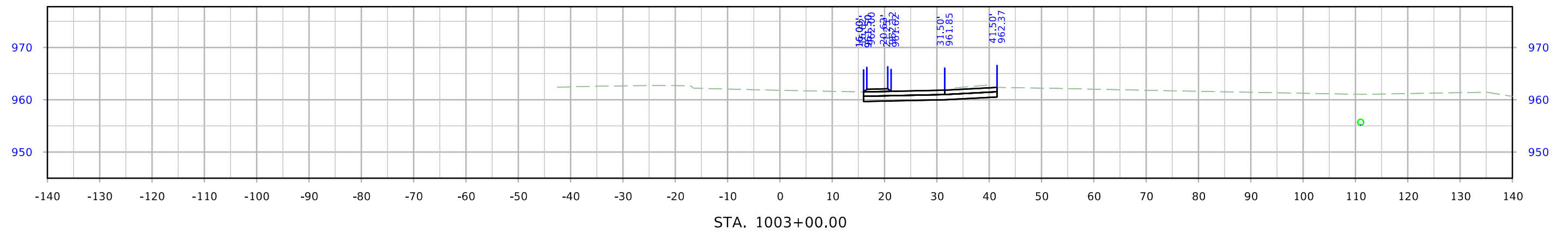
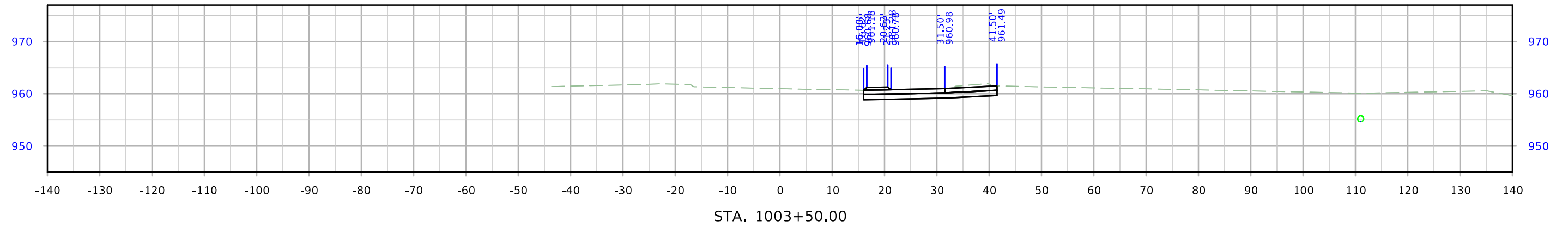
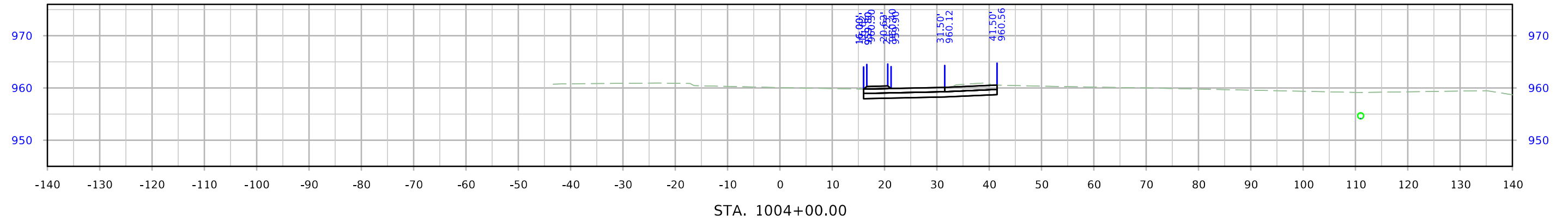
# I-80 Ramp A



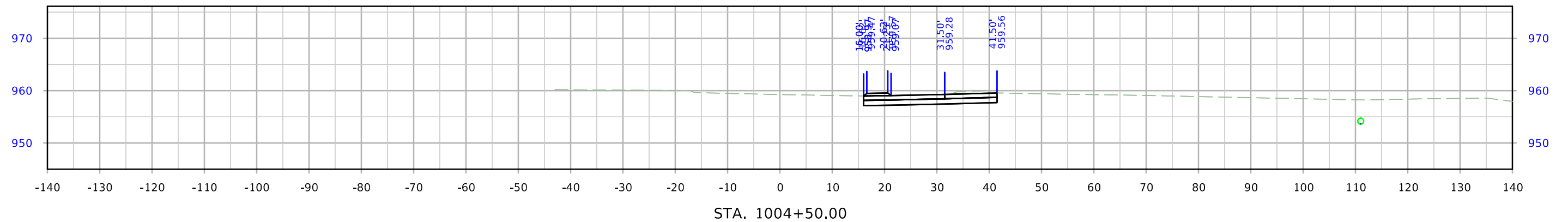
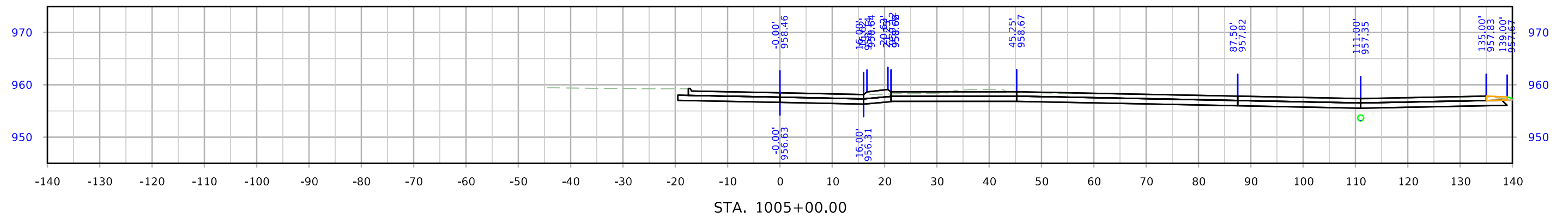
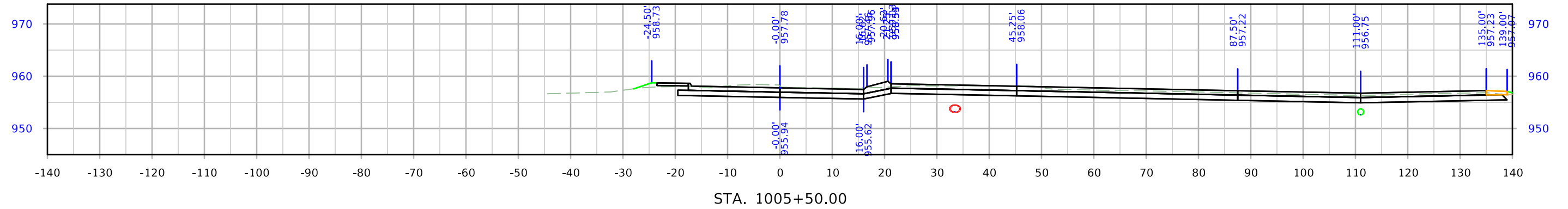
# I-80 Ramp A



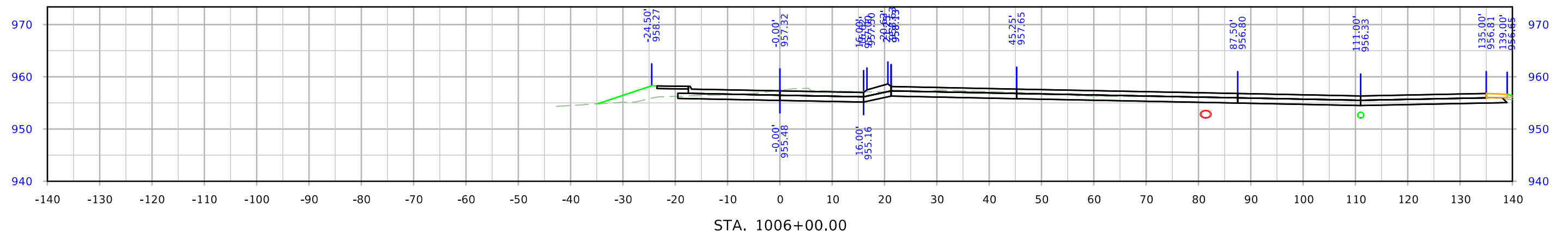
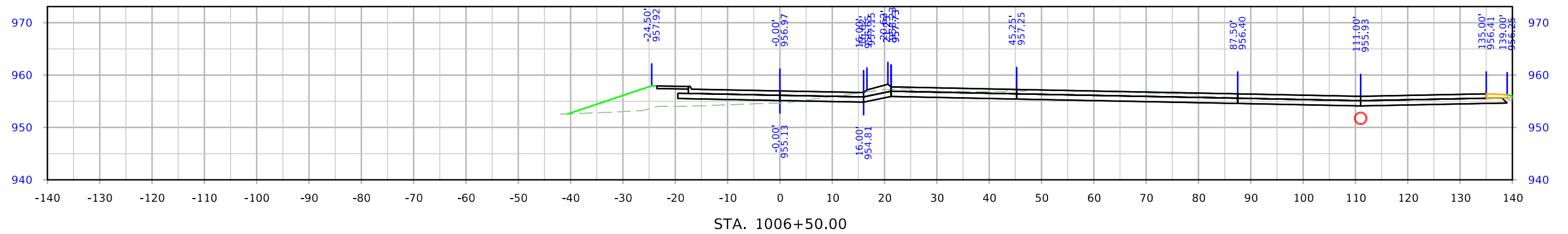
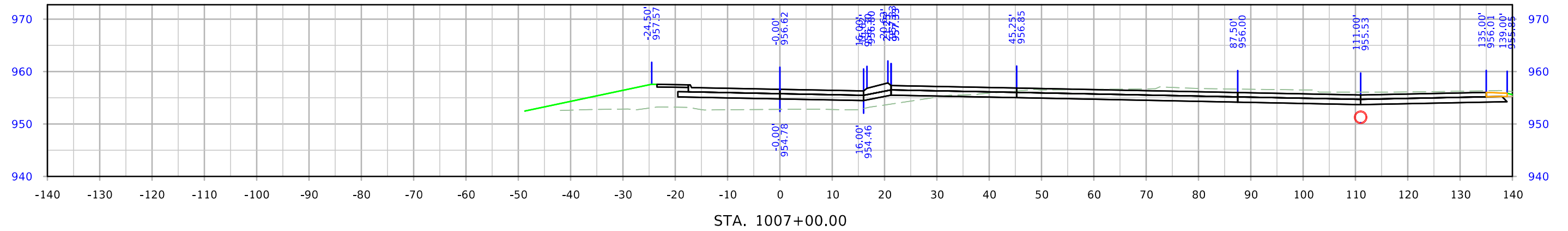
# I-80 Ramp A



# I-80 Ramp A

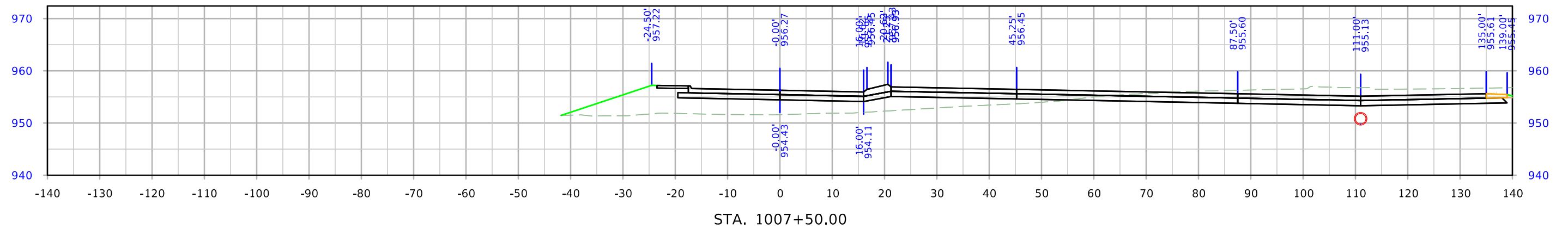
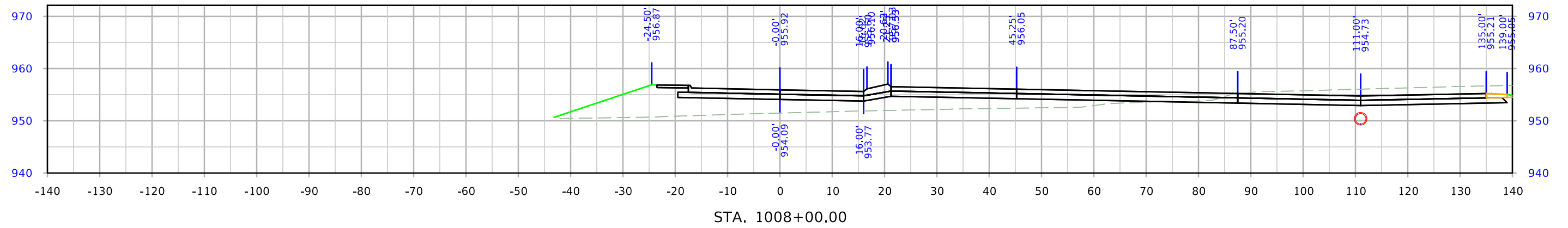
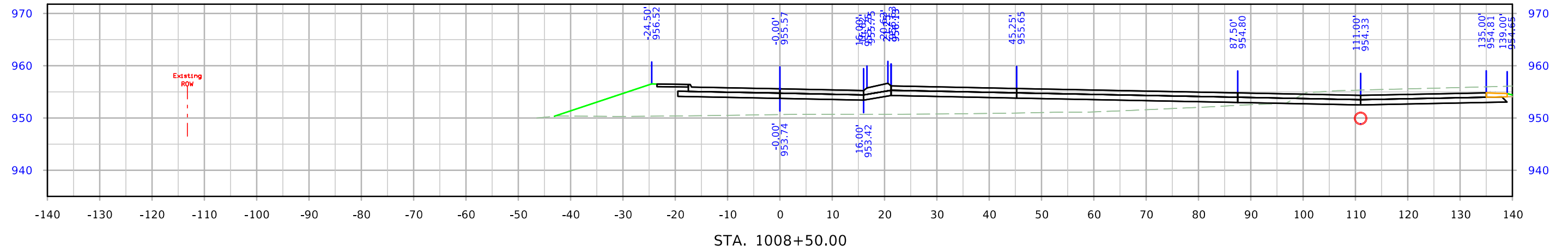


# I-80 Ramp A

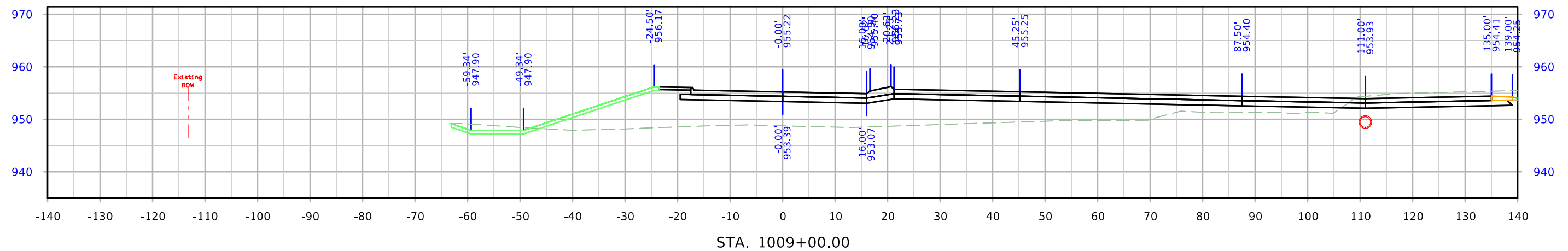
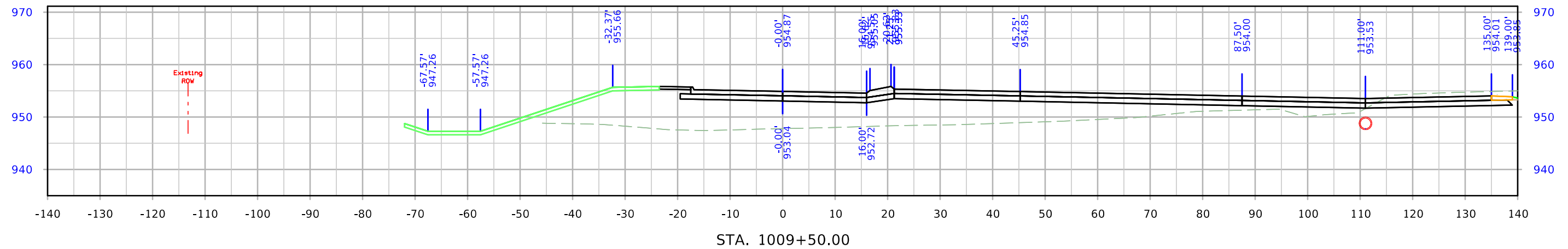
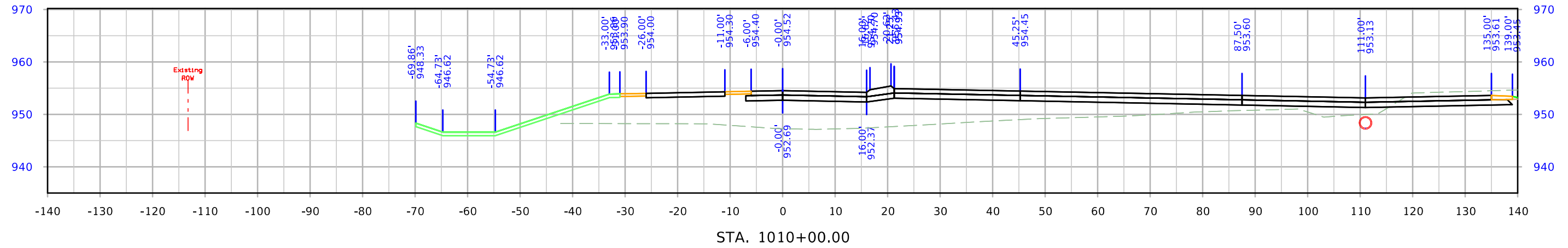




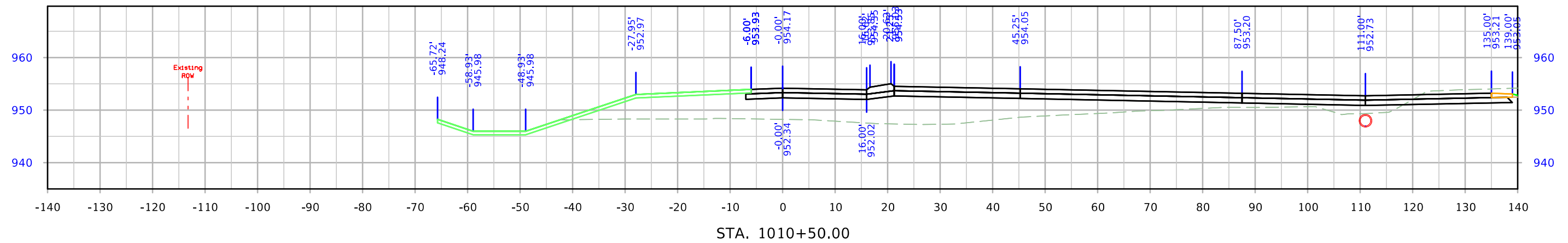
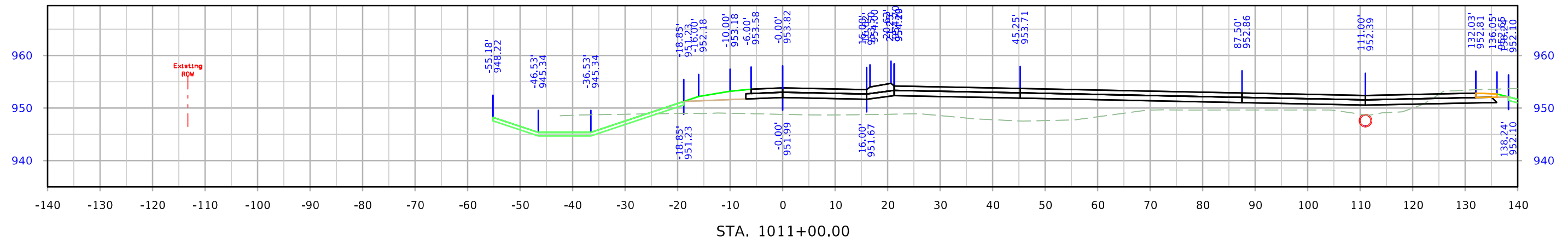
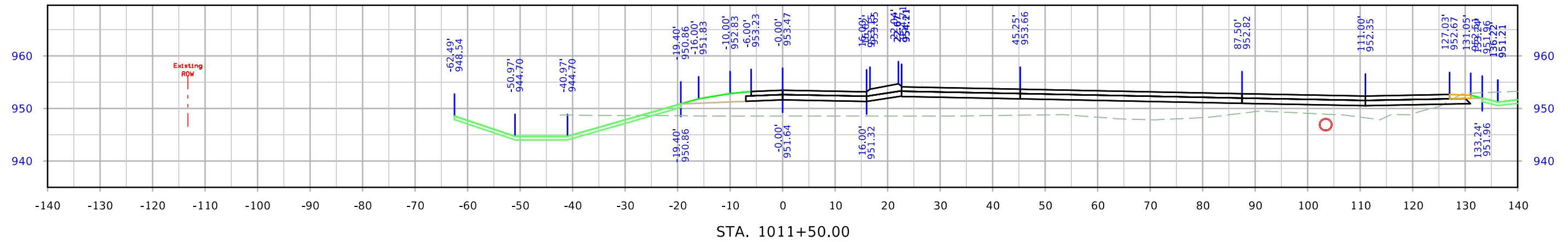
# I-80 Ramp A



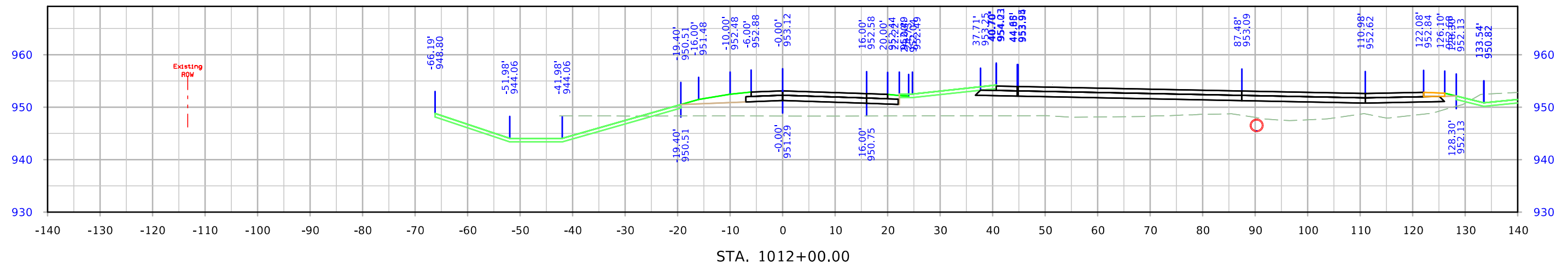
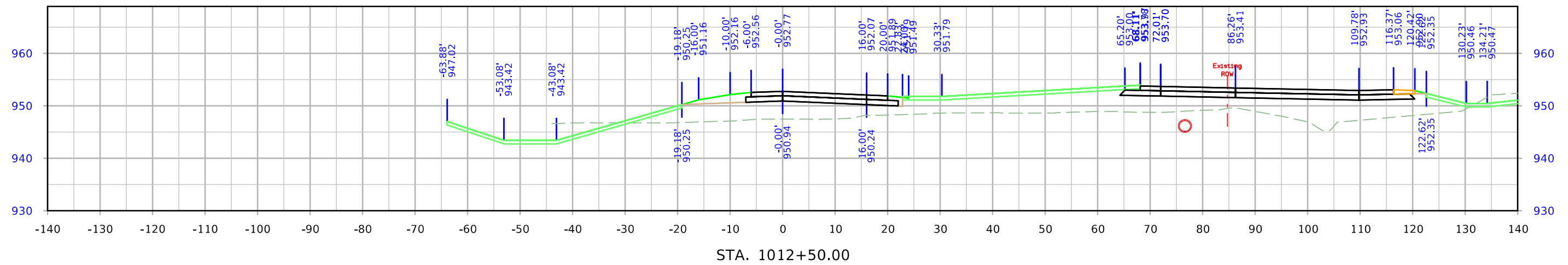
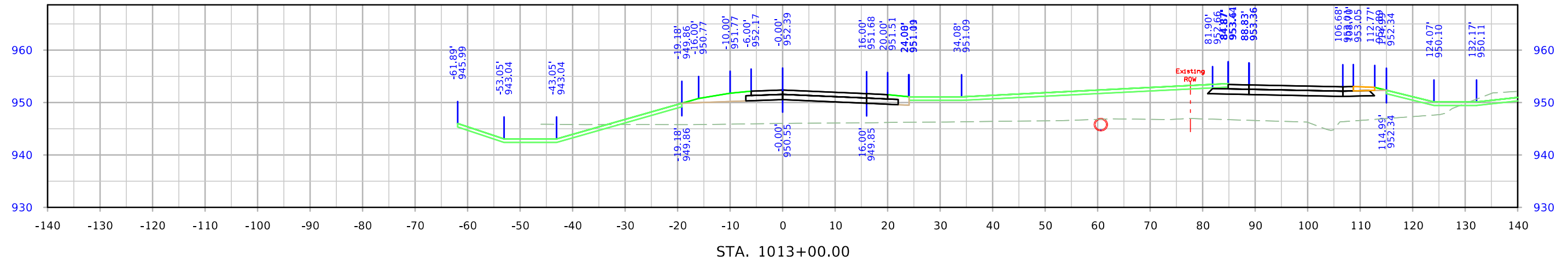
# I-80 Ramp A



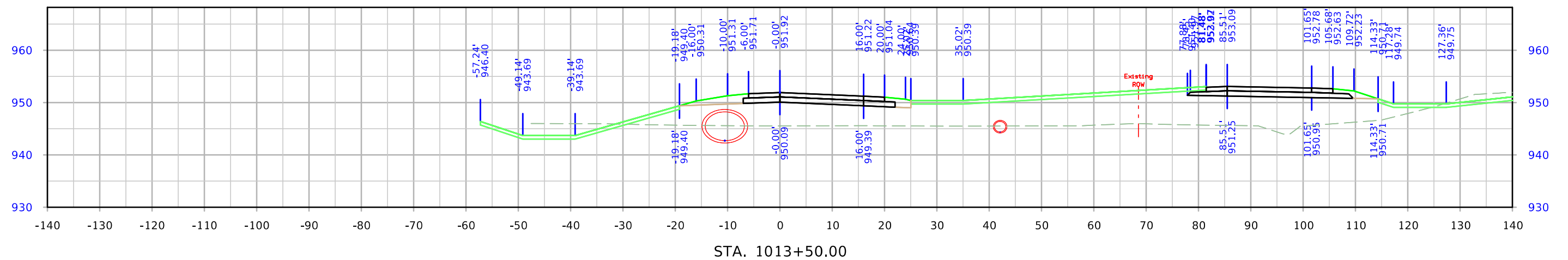
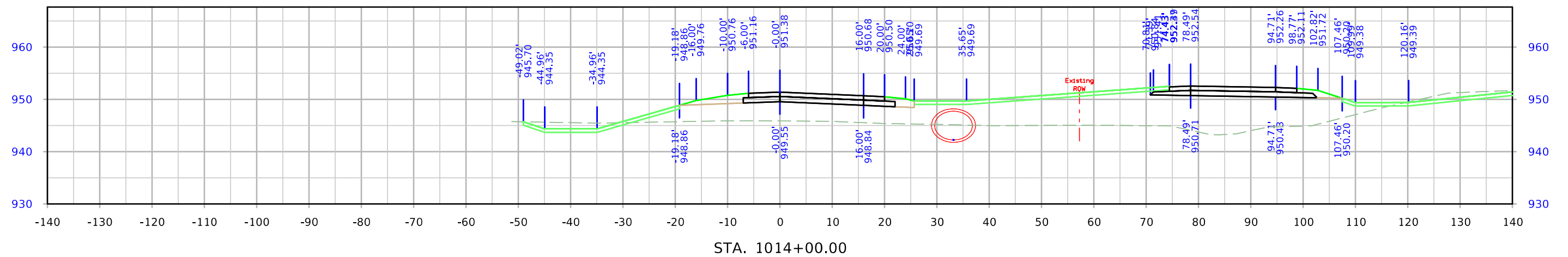
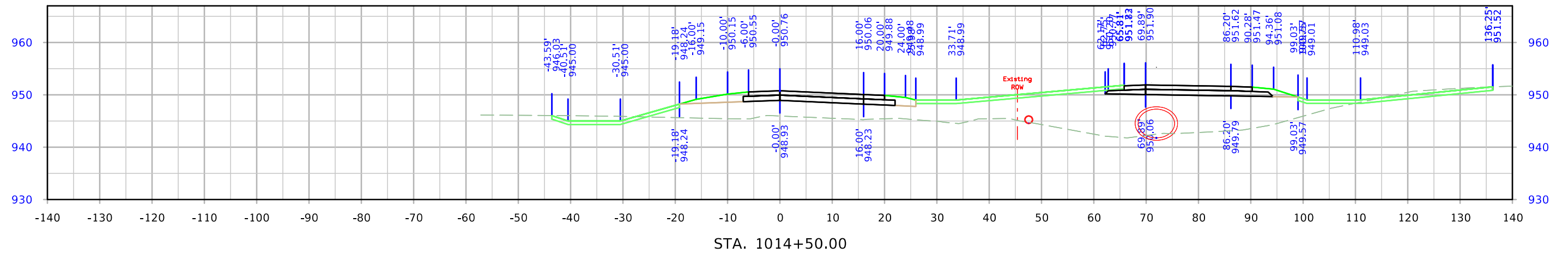
# I-80 Ramp A



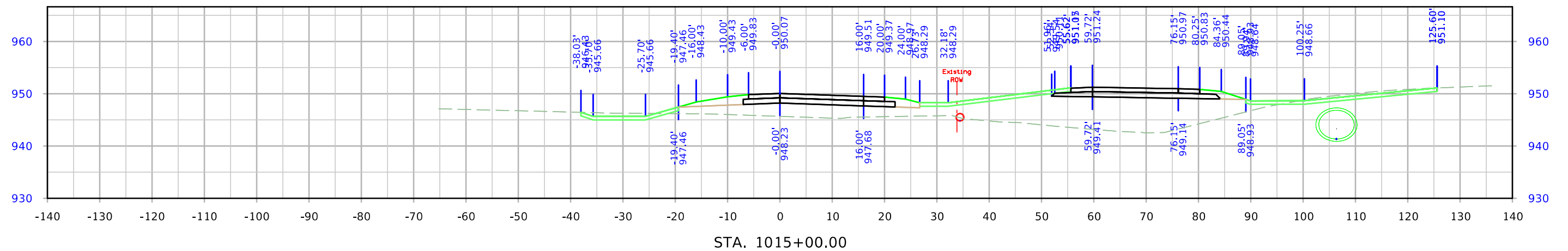
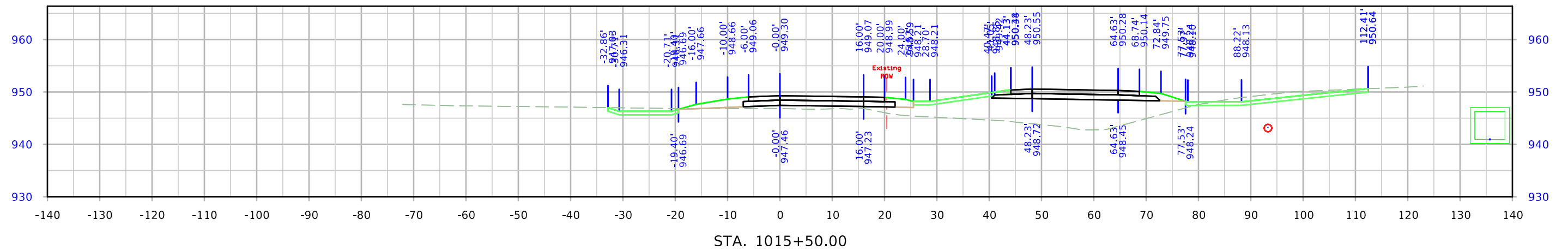
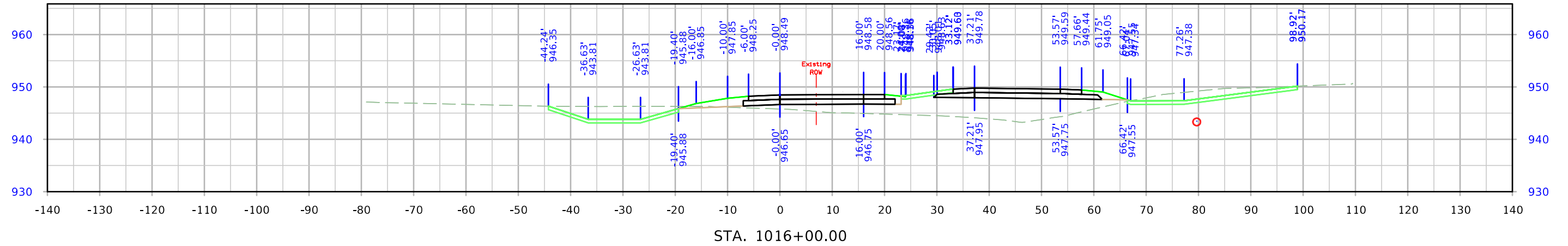
# I-80 Ramp A



# I-80 Ramp A

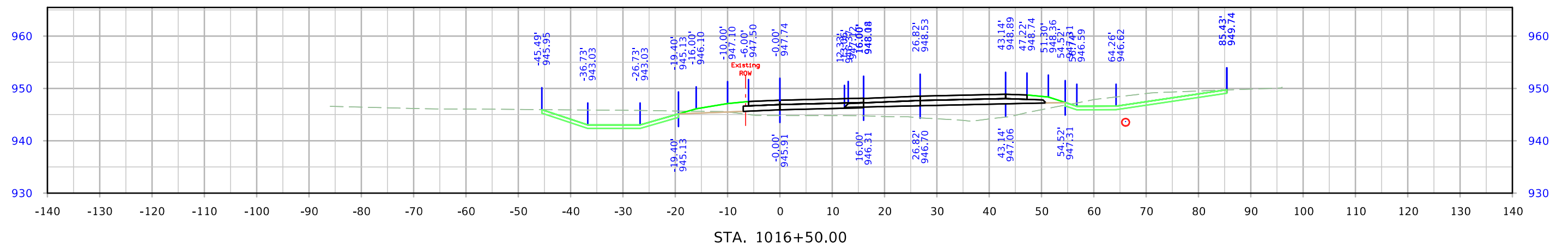
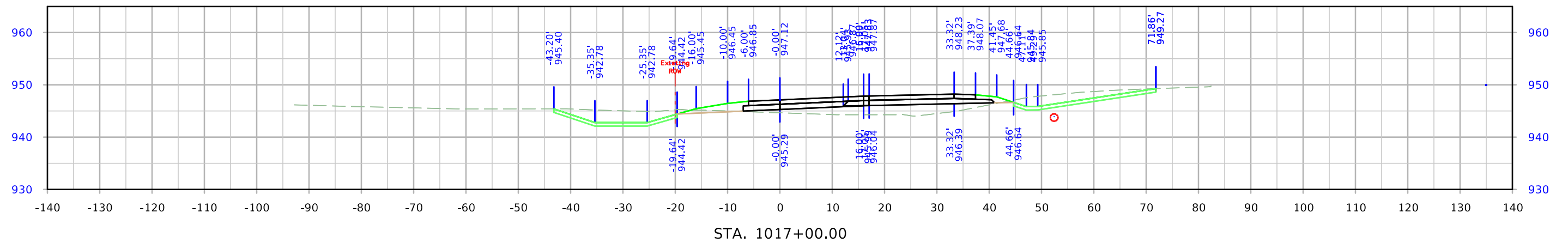
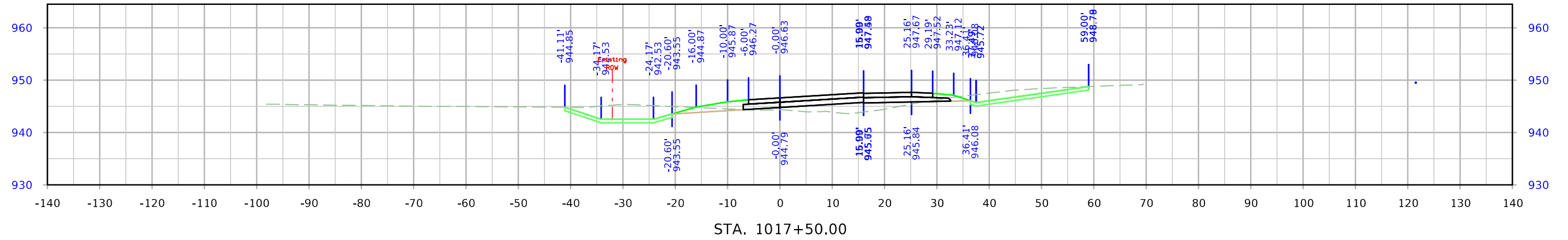


# I-80 Ramp A

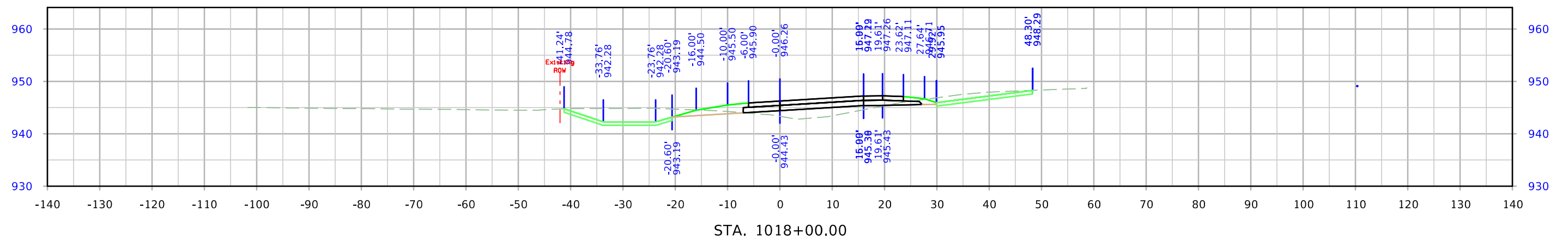
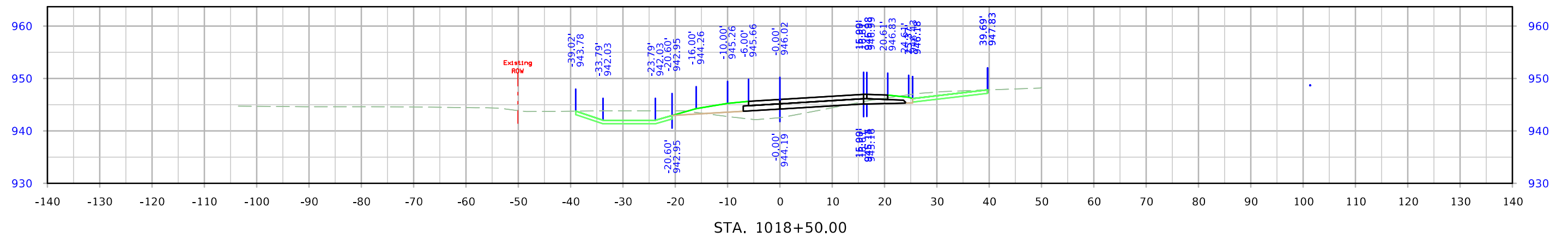
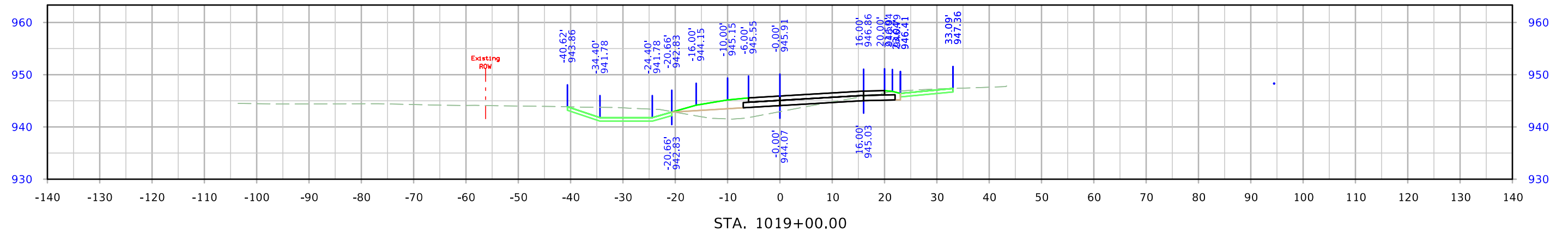




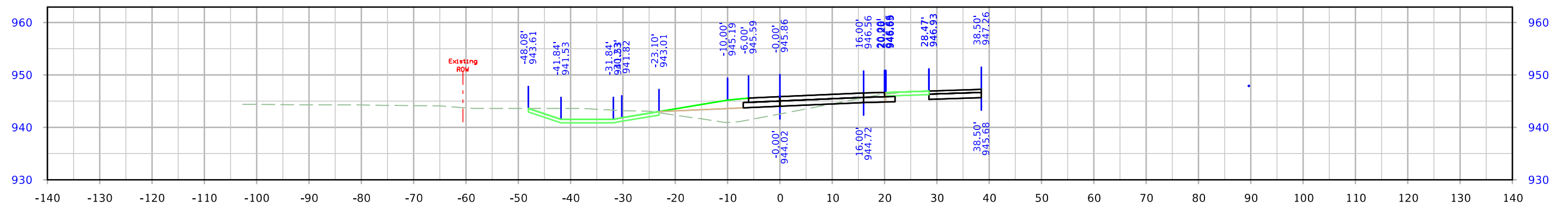
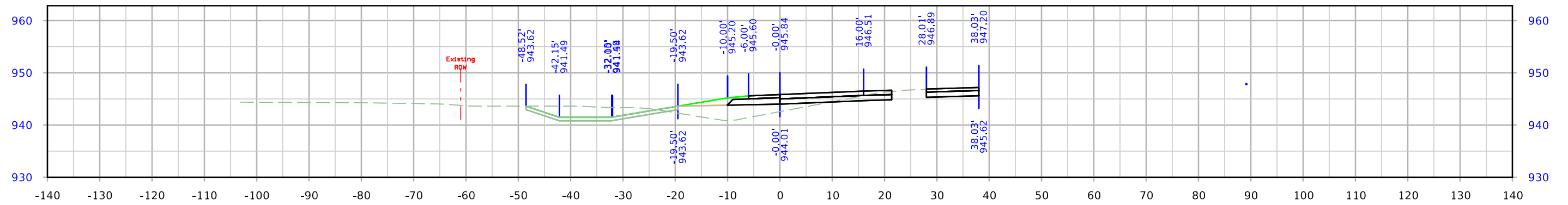
# I-80 Ramp A



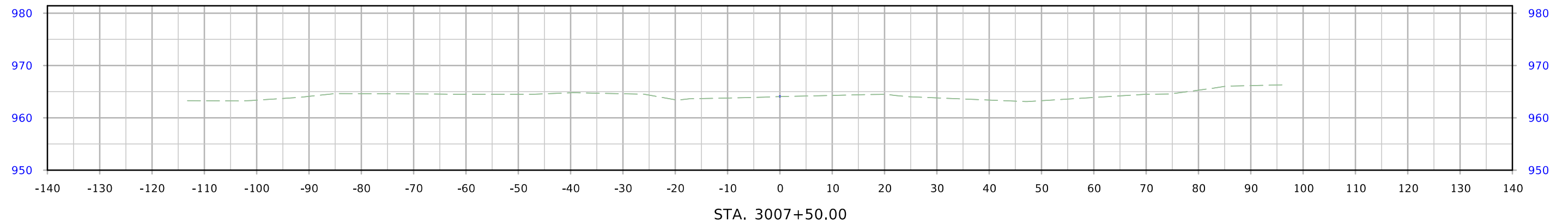
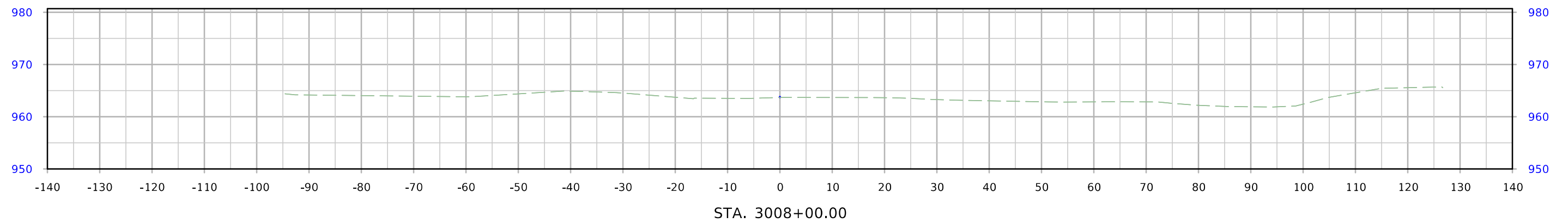
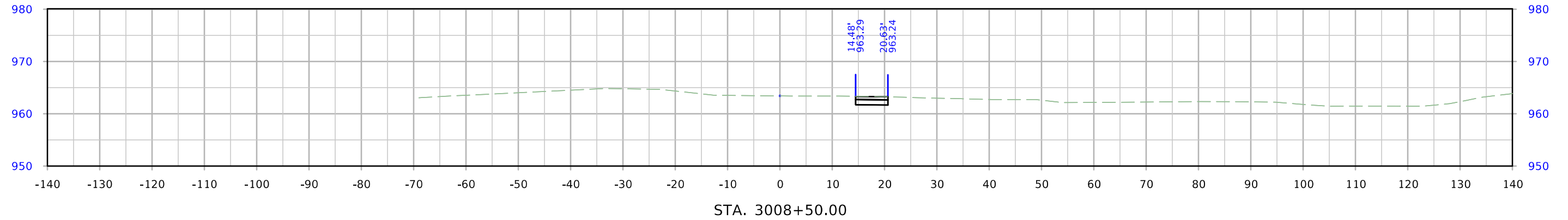
# I-80 Ramp A



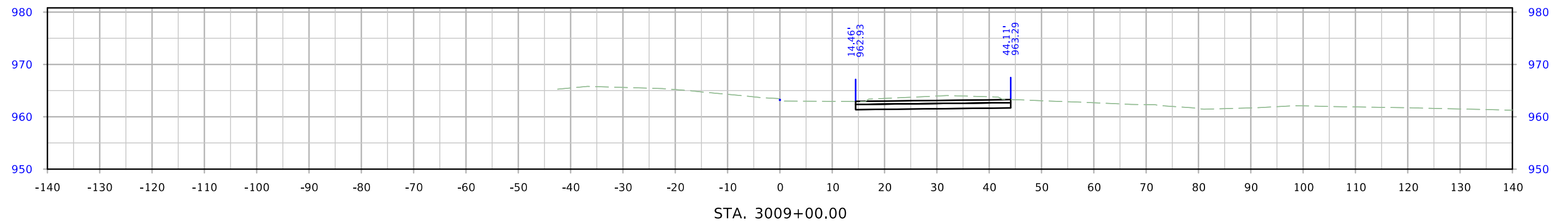
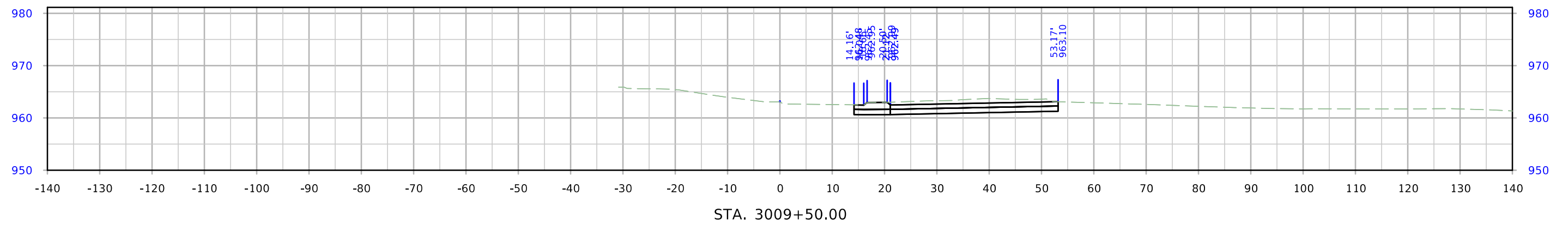
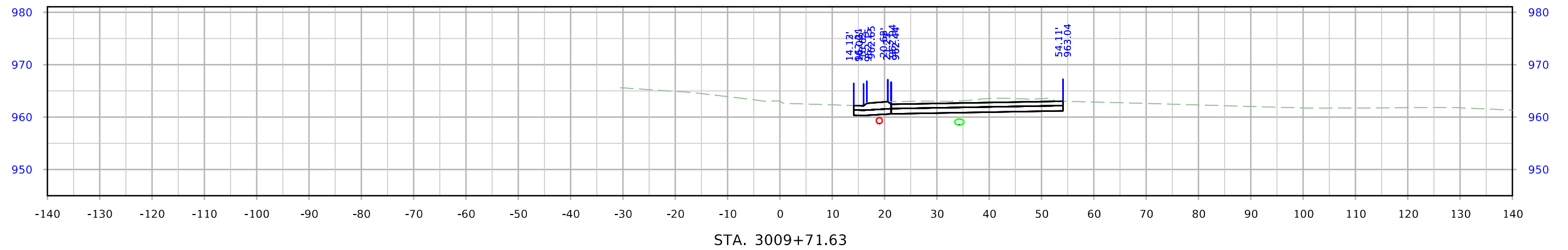
# I-80 Ramp A



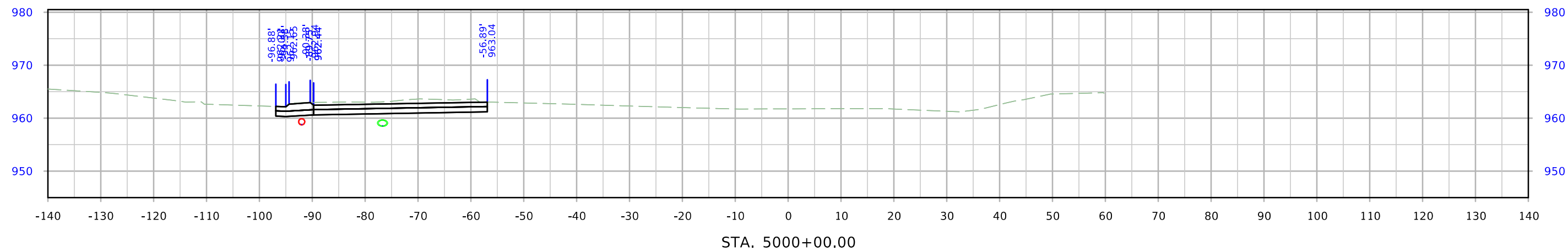
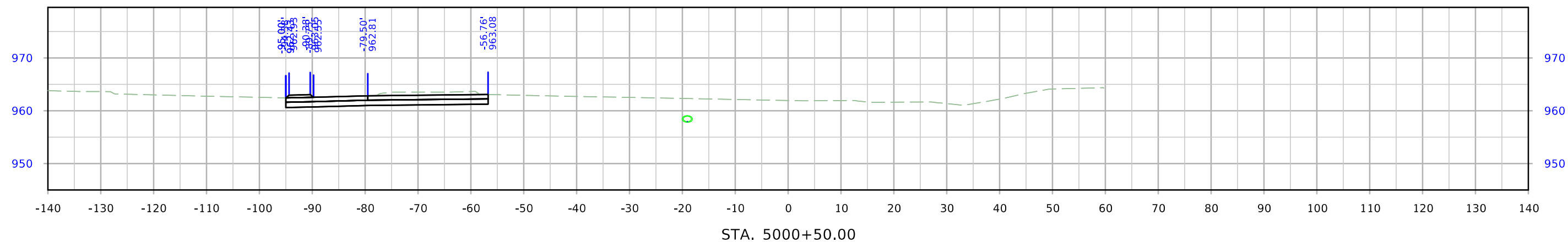
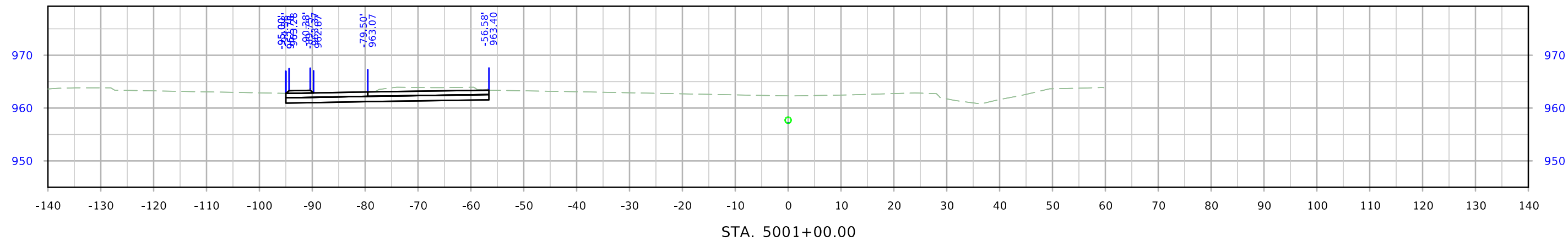
# I-80 Ramp C



# I-80 Ramp C

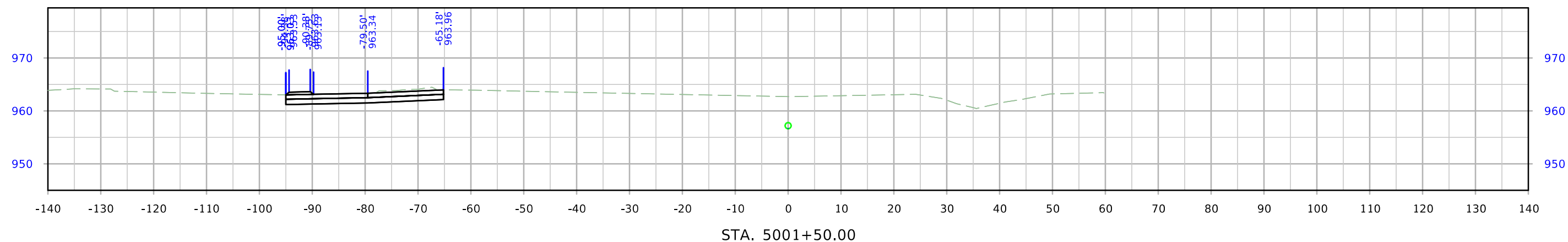
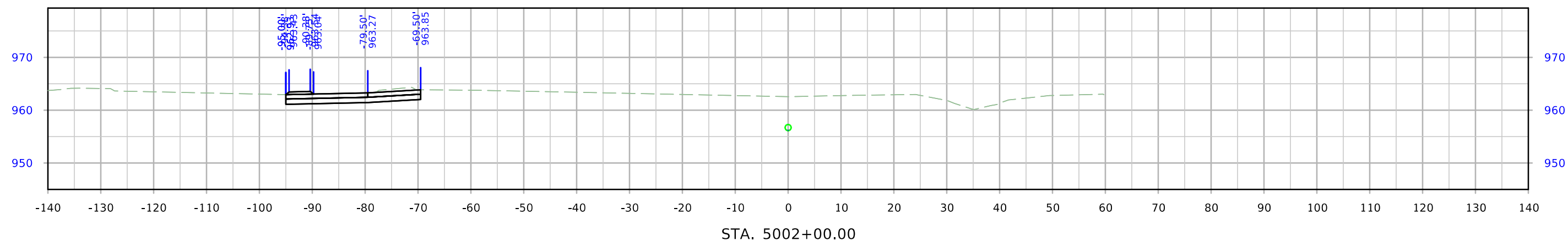
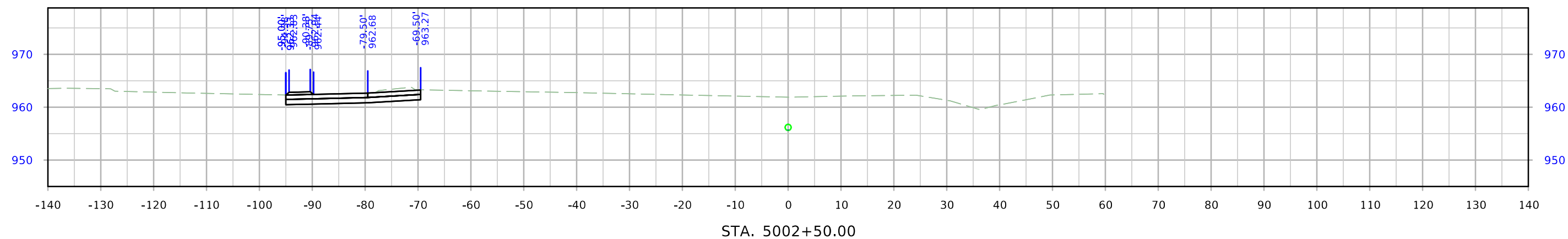


# I-80 Ramp E

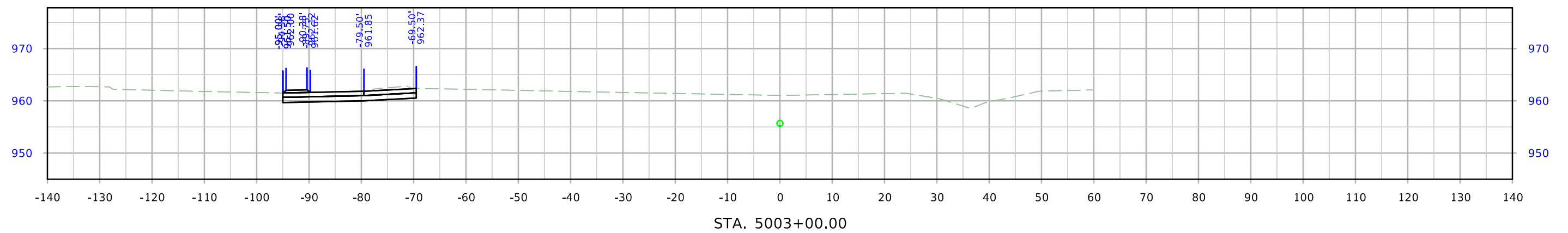
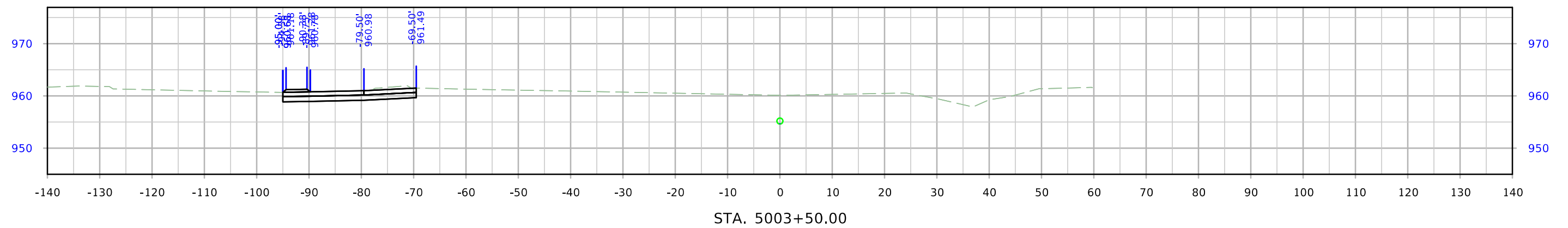
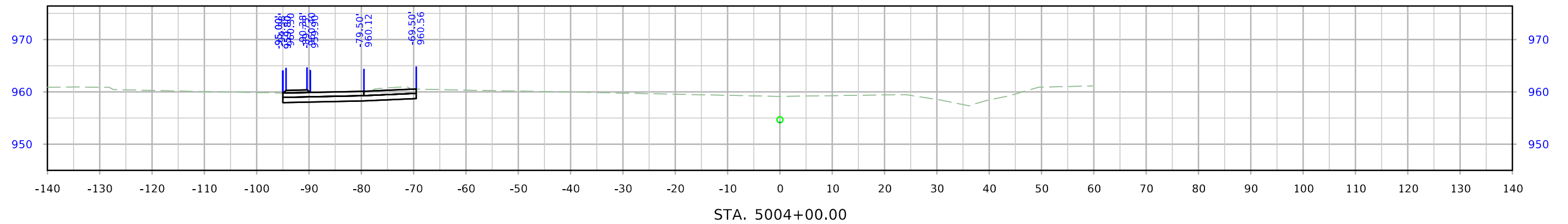




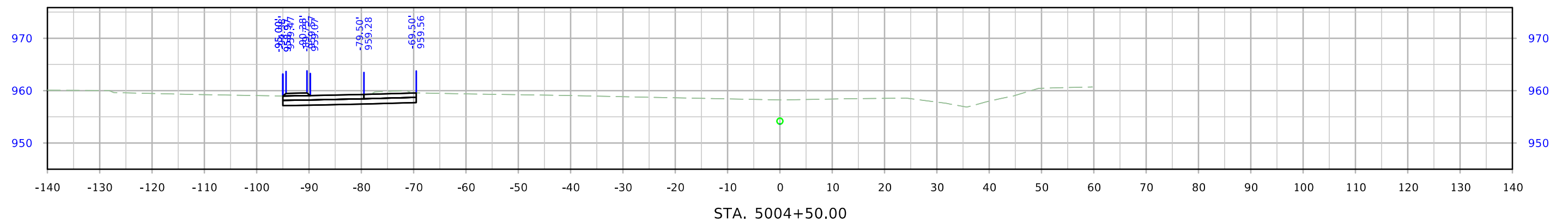
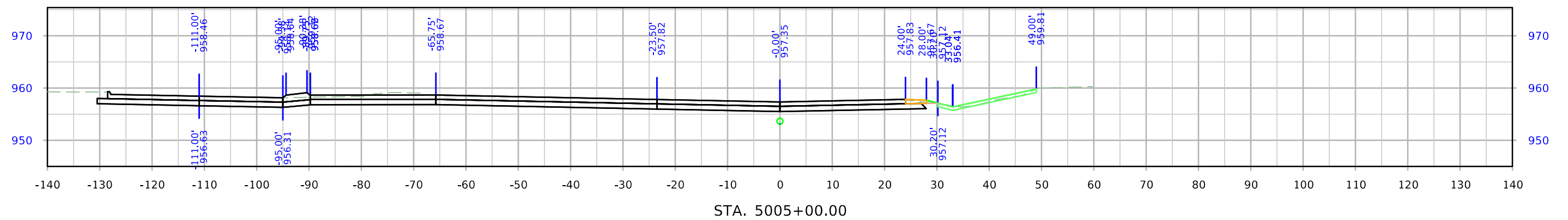
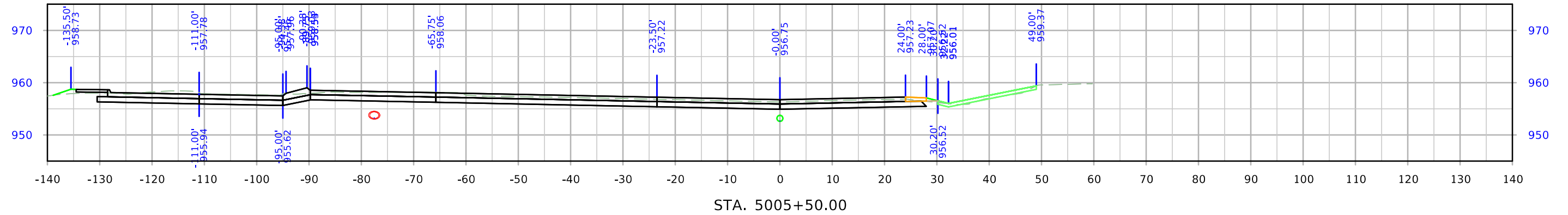
# I-80 Ramp E



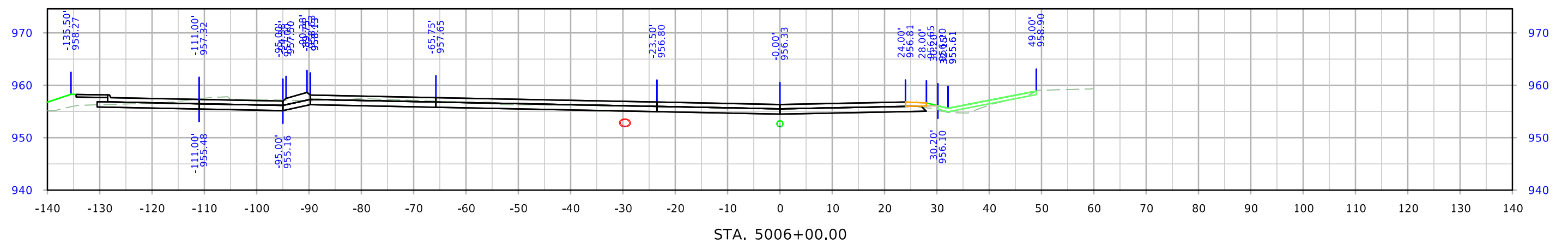
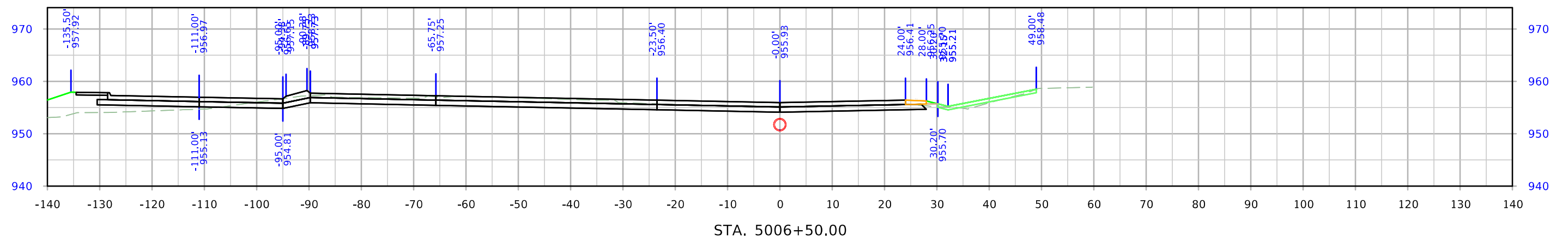
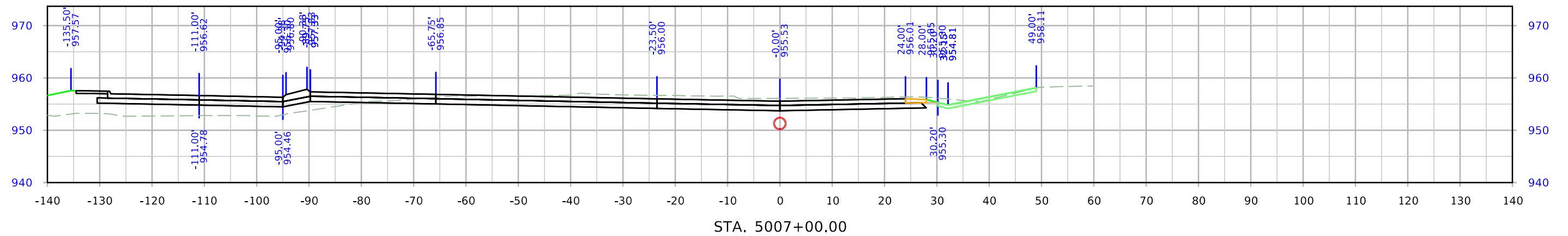
# I-80 Ramp E



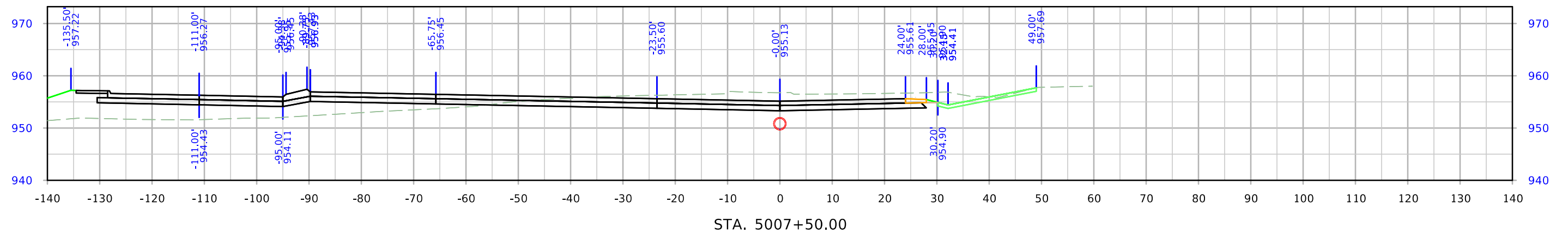
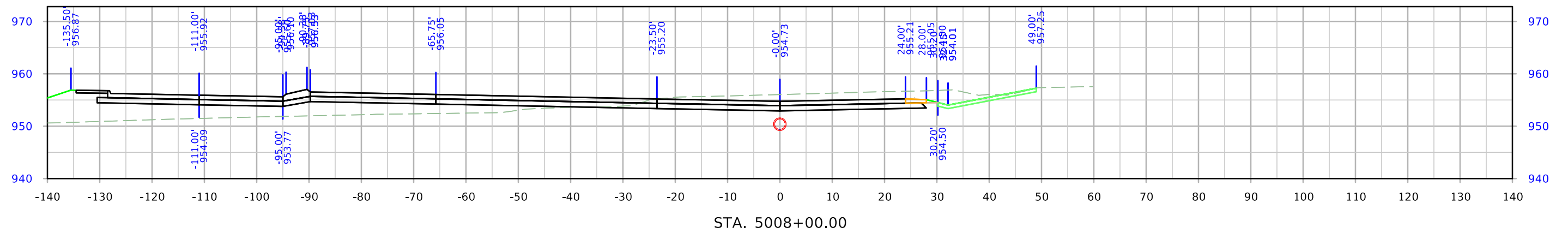
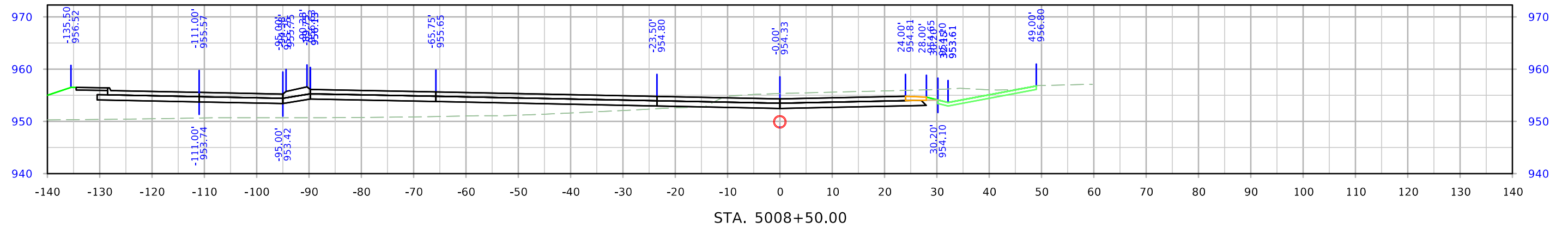
# I-80 Ramp E



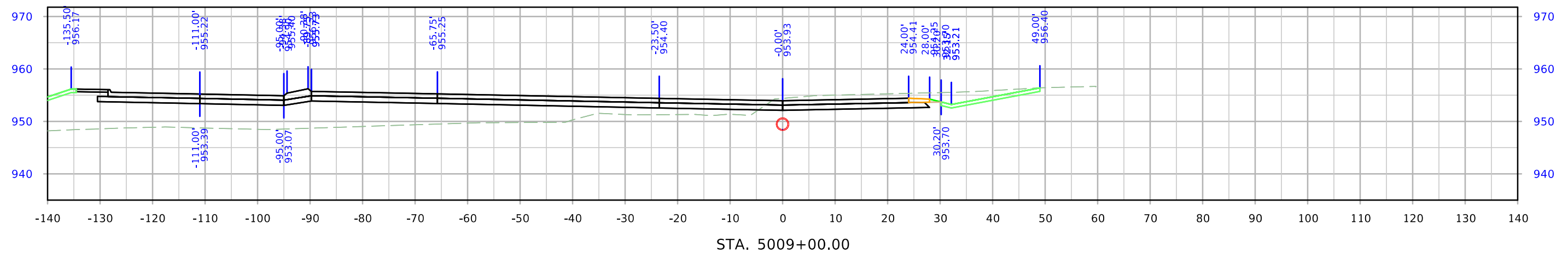
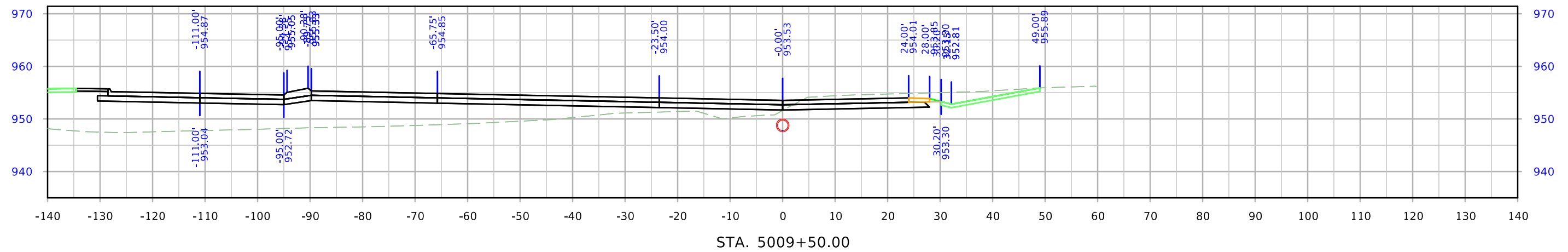
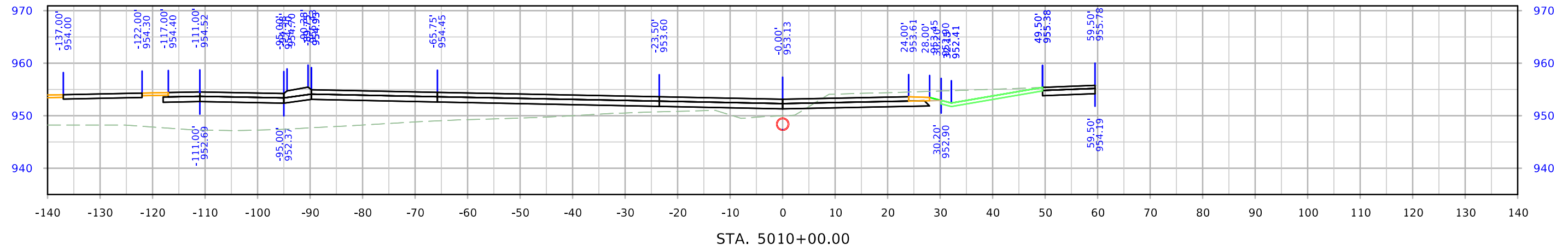
# I-80 Ramp E



# I-80 Ramp E

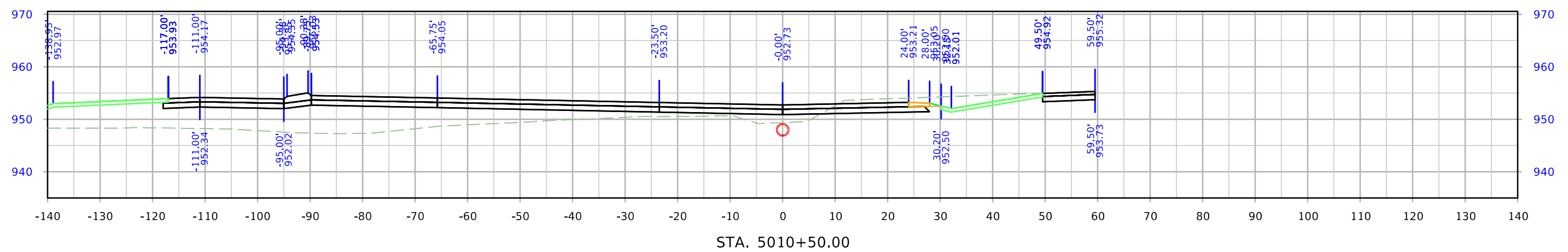
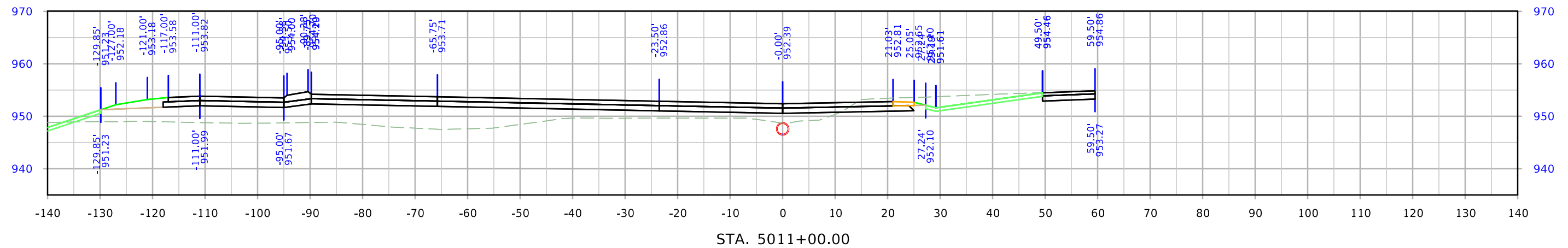
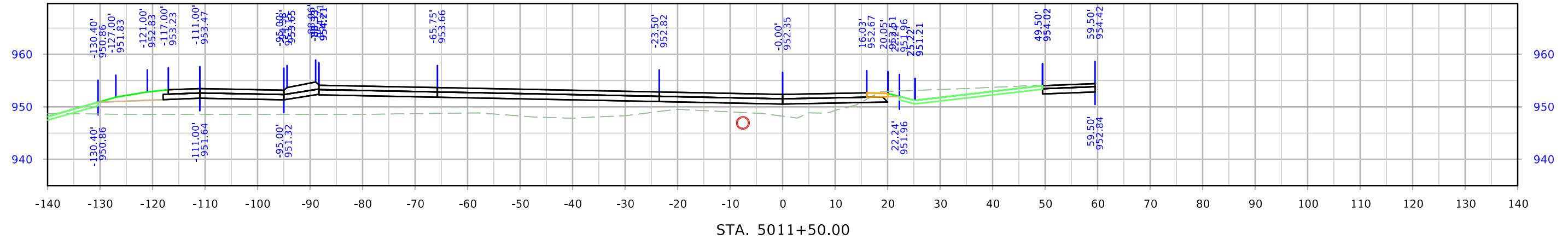


# I-80 Ramp E

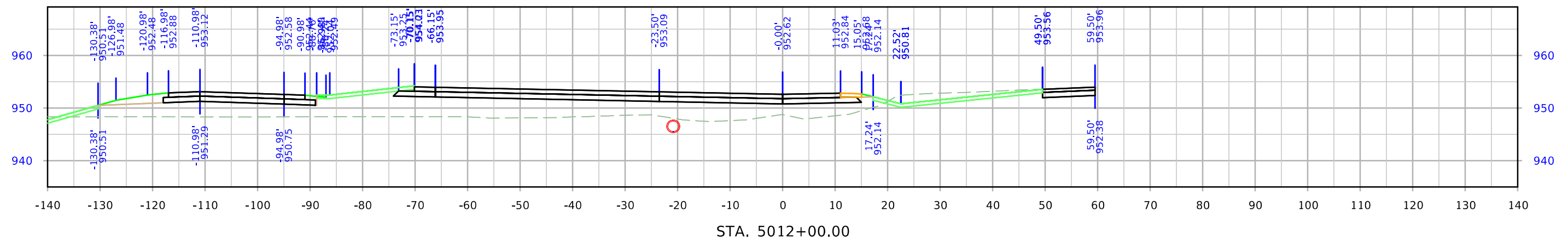
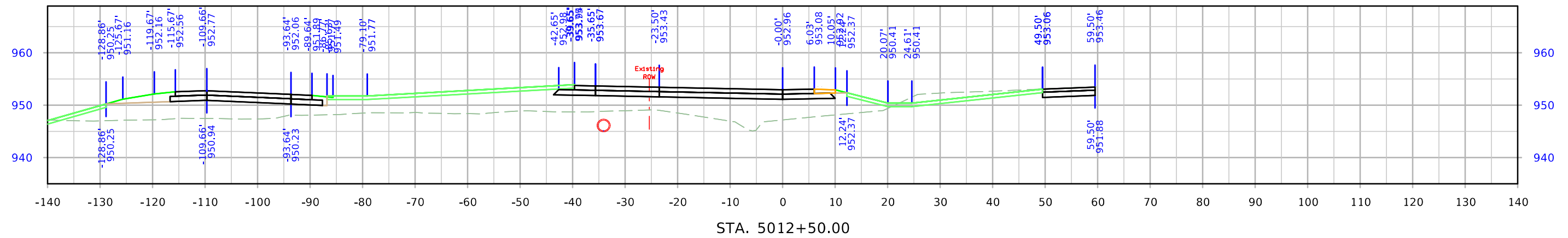
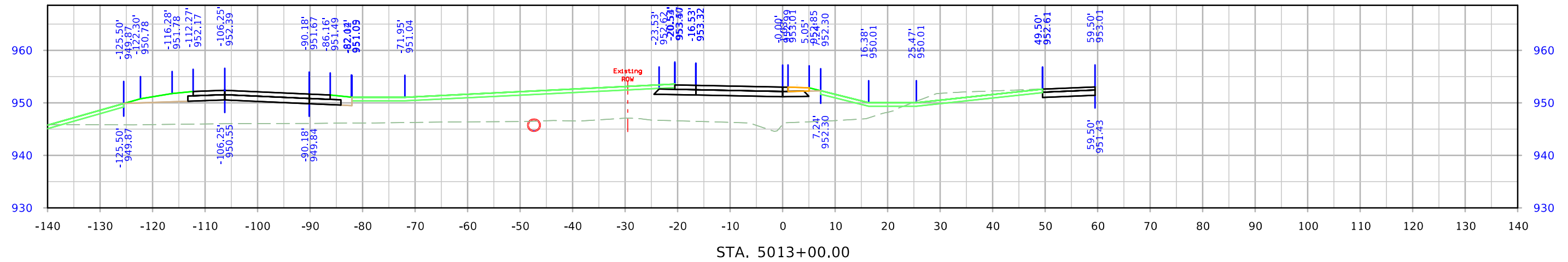




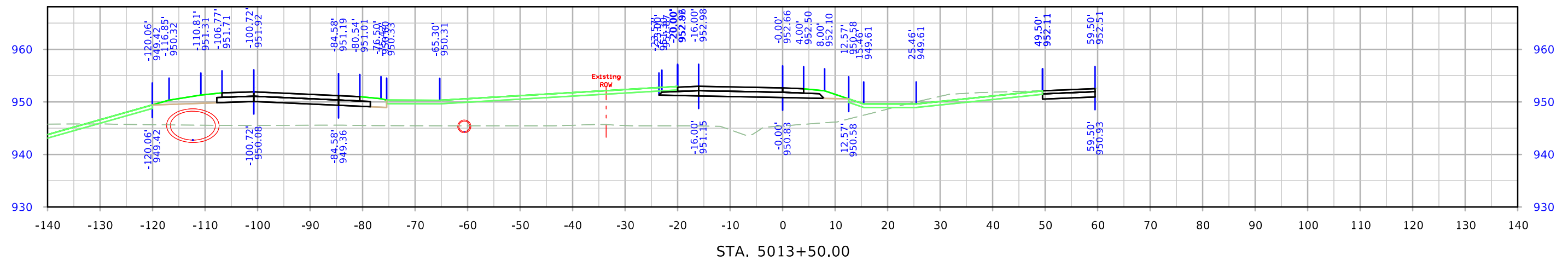
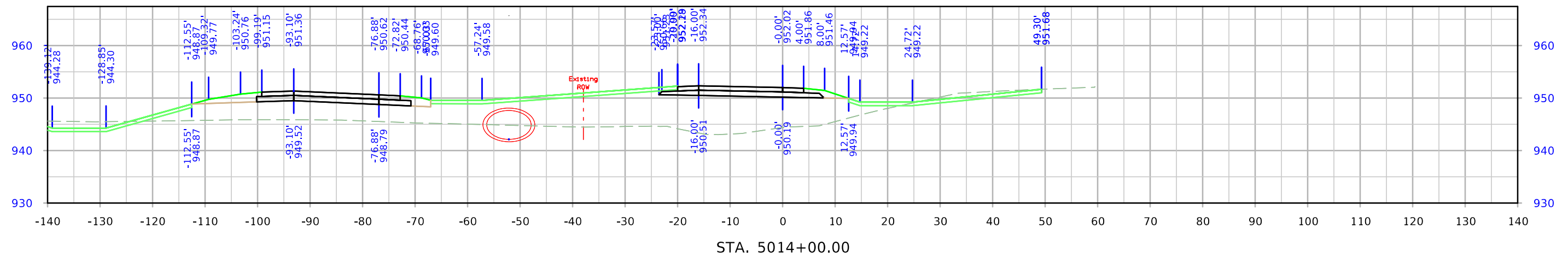
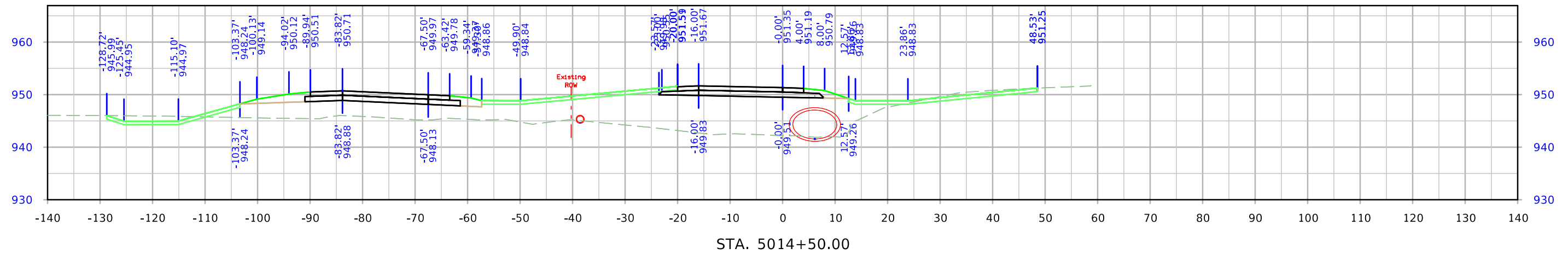
# I-80 Ramp E



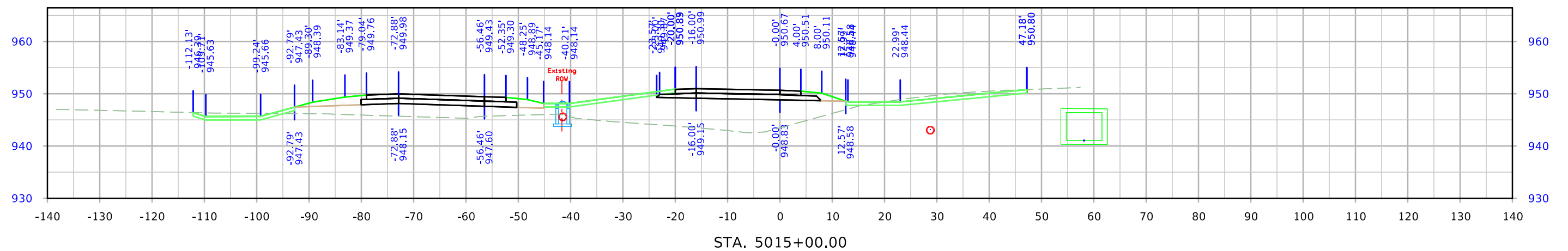
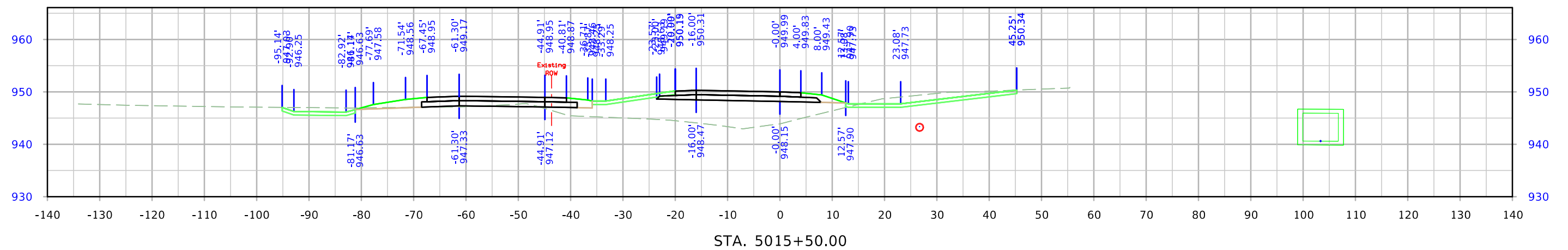
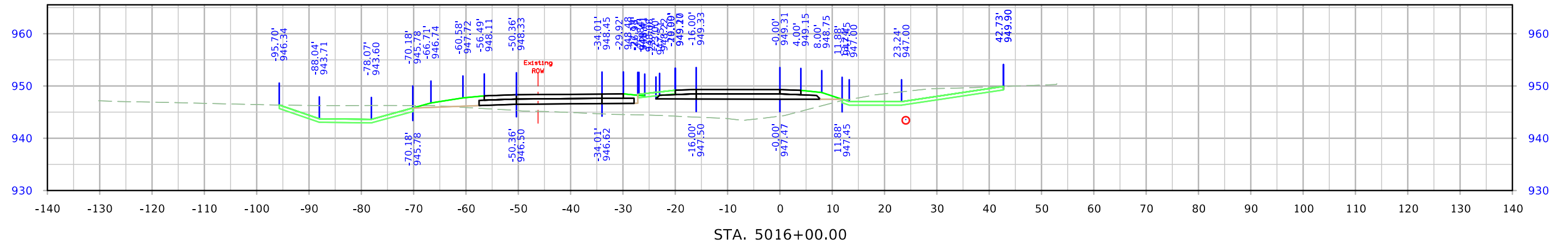
# I-80 Ramp E



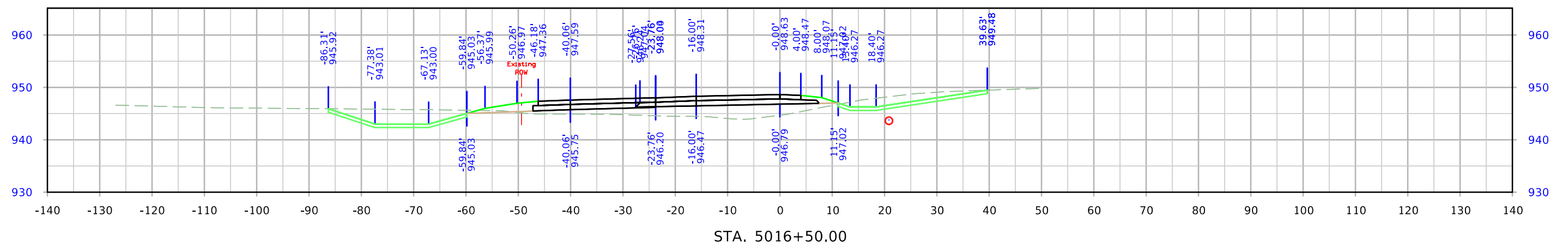
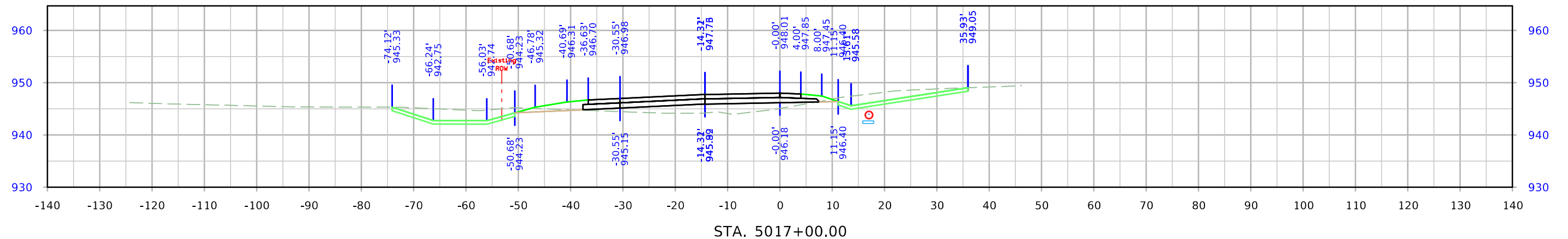
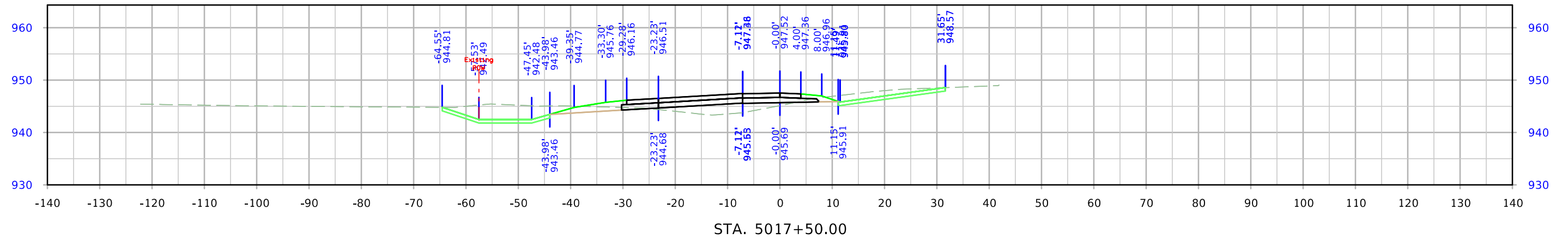
# I-80 Ramp E



# I-80 Ramp E



# I-80 Ramp E



# I-80 Ramp E

