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Bridge TS&Ls from Concept not included due to changes in alignment/staging. Currently being developed for D05 submittal.



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
JASPER COUNTY
2000-Bridge-New/Replace
Cherry Creek 1.2 mi W of IA 14
(EB/WB)

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



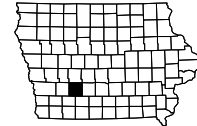
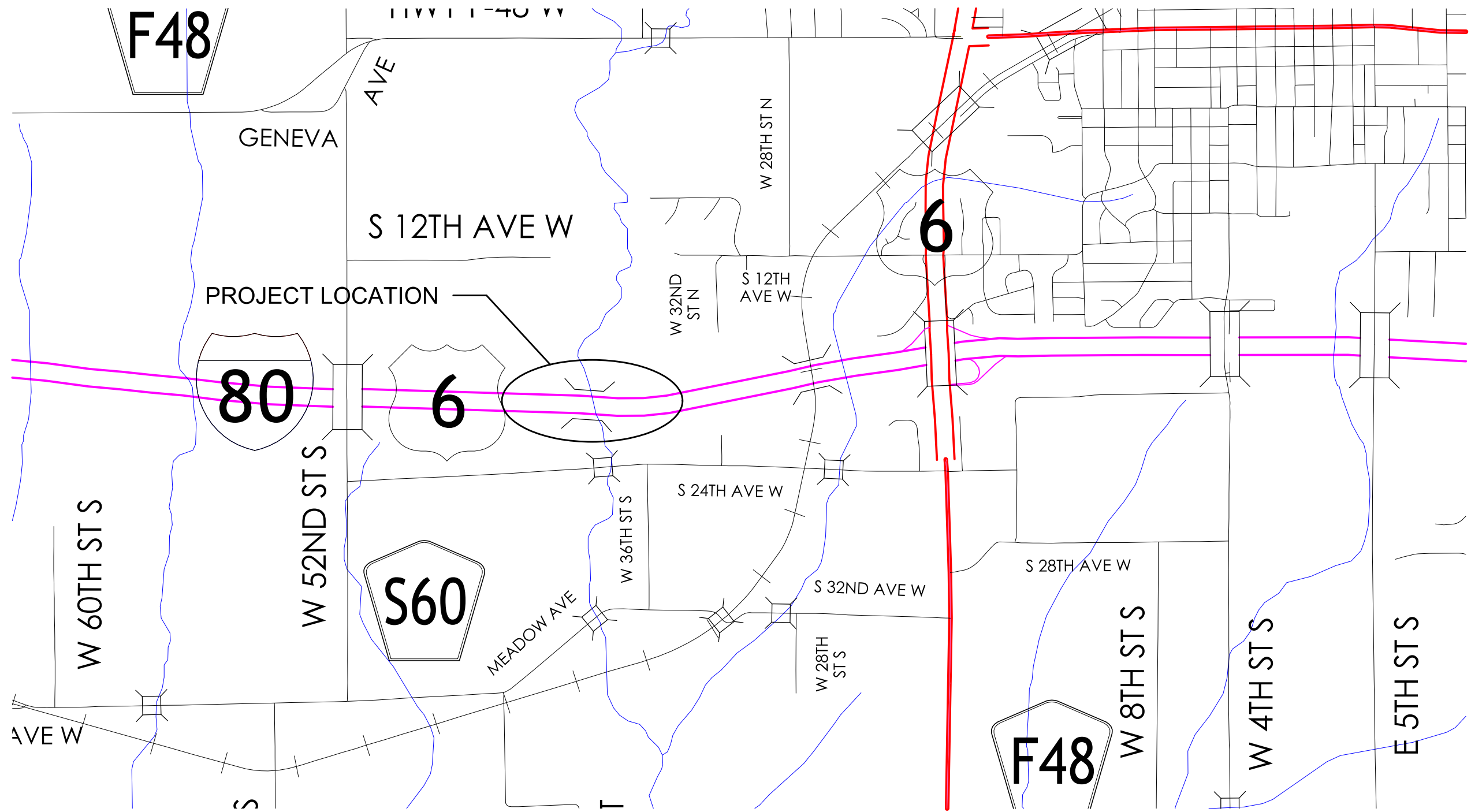
Attendance:

Ben Adey - District 1
Ronny Dykstra - District 1
Dave Phillips - Rail Transportation Bureau
Caleb Wilson - District 1
Christian Kennel = Bridges and Structures Bureau
Blake Walter - LEB
Sean Passick - District 1
Jacob Imming - District 1
Frank Leong - District 1
Greg Mitchell - IAIS Railroad
Josh Opheim - WHKS
Chase Holien - WHKS

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN - Date: 8/19/2026



FIELD EXAM NOTES

Overnight lane and road closures will be necessary during construction

The barrier rail height on both bridges will be 44" - due to interstate and railroad requirements

There is an existing DMS sign for the eastbound lanes just west of the bridge. This will need to be removed with the median project and ultimately replaced.

There is bat habitat in this area and tree clearing will be required on the project.

Project Schedule (Tied to IAIS RR bridge, built at same time):

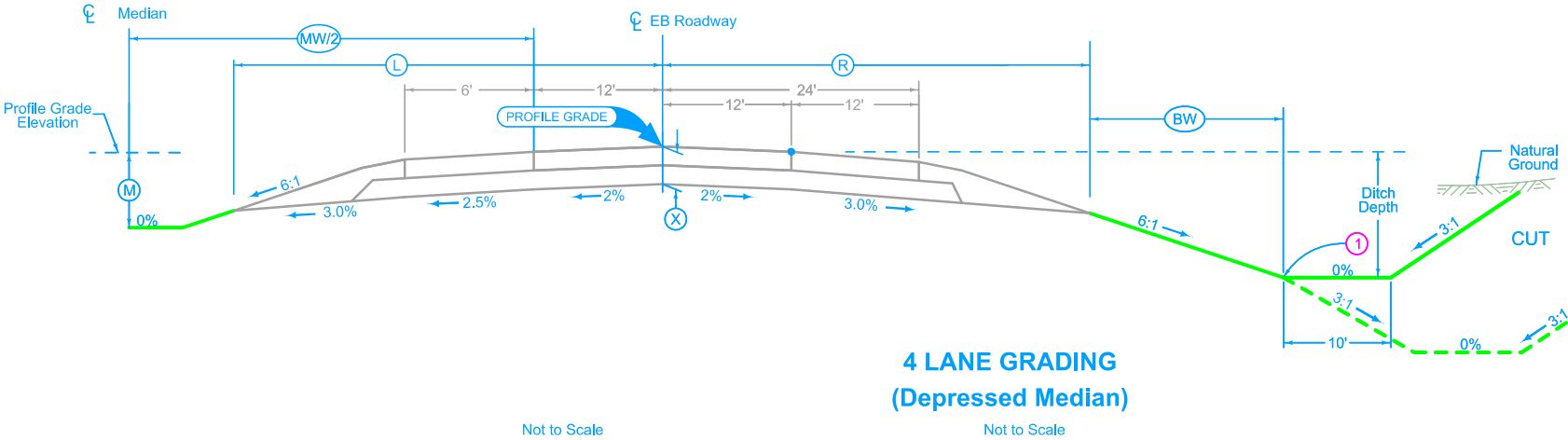
- Median Project
 - B01/B02 Plans - September 4, 2026 (likely to be delayed)
 - D05 Plans - October 30, 2026
 - D04 Plans - August 10, 2027
 - B03 Plans - October 5, 2027
 - L05 - December 21, 2027
 - Construction - 2028 season
- Eastbound Project
 - Letting - Fall/Winter 2028
 - Construction - 2029 season
- Westbound Project
 - Letting - Fall/Winter 2029
 - Construction - 2030 season

FIELD EXAM NOTES

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

See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.

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



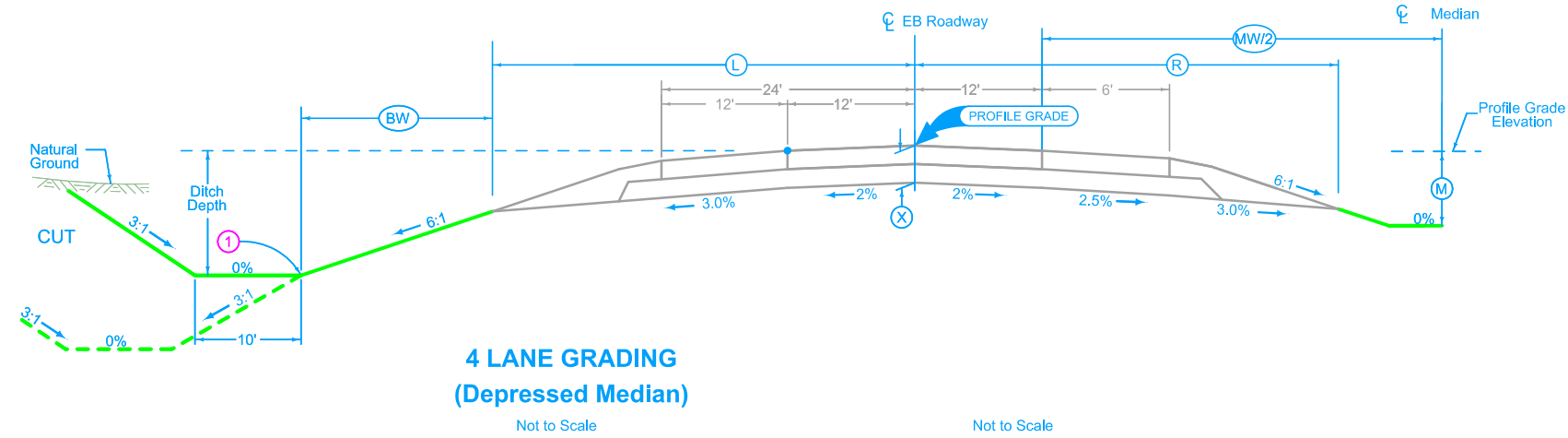
LOCATION			DIMENSIONS						
ROAD IDENTIFICATION	STATION TO STATION		L Feet	R Feet	X Inches	BW Feet	MW Feet	M Feet	
I-80 Eastbound	--	--	--	--	--	--	--	--	

I-80 FULL-WIDTH RECONSTRUCTION (EASTBOUND)

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

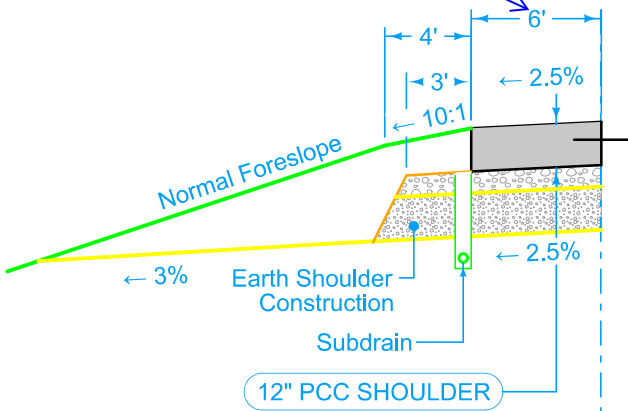
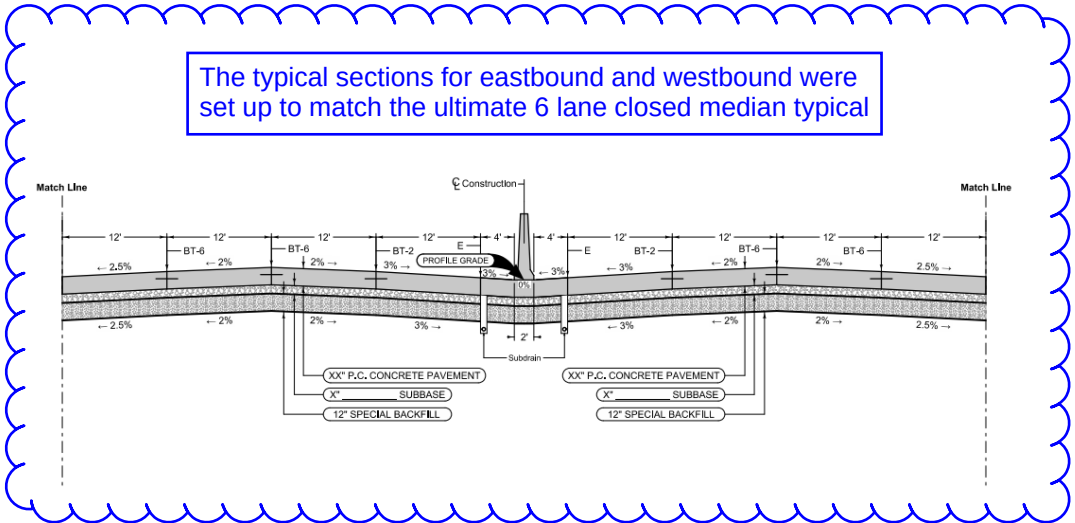
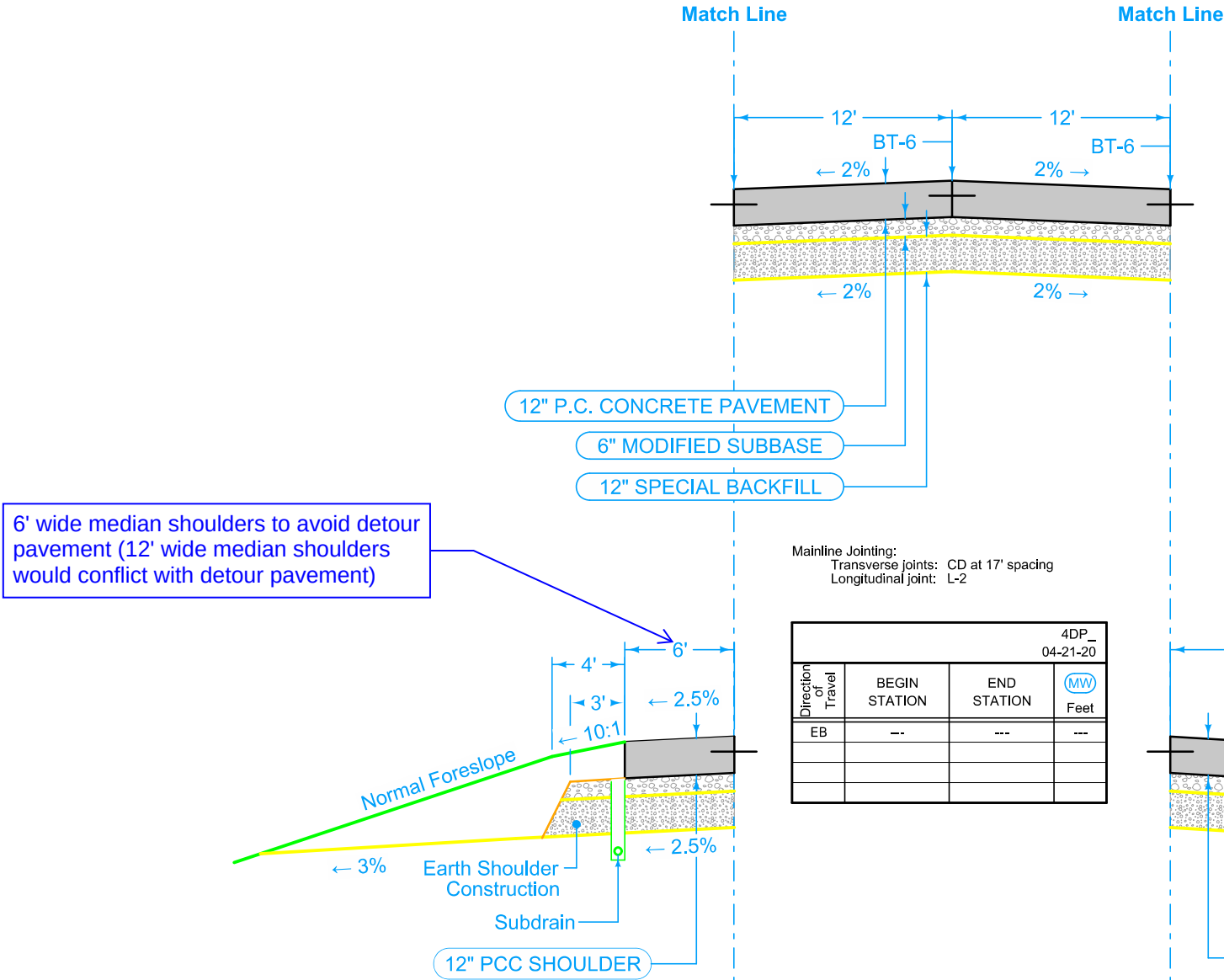
See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.

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



LOCATION			DIMENSIONS						
ROAD IDENTIFICATION	STATION TO STATION		L	R	X	BW	MW/2	M	
			Feet	Feet	Inches	Feet	Feet	Feet	
I-80 Westbound	--	--	--	--	--	--	--	--	--

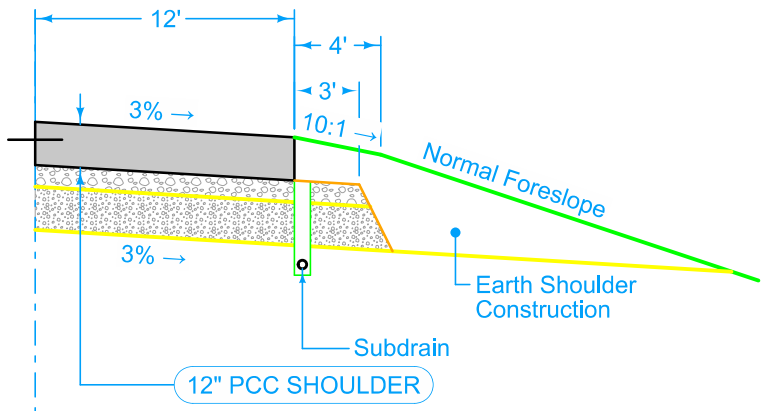
I-80 FULL-WIDTH RECONSTRUCTION (WESTBOUND)



Full Depth PCC Shoulder

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

4_P_FullPCC_L 04-15-25			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
EB	---	---	---

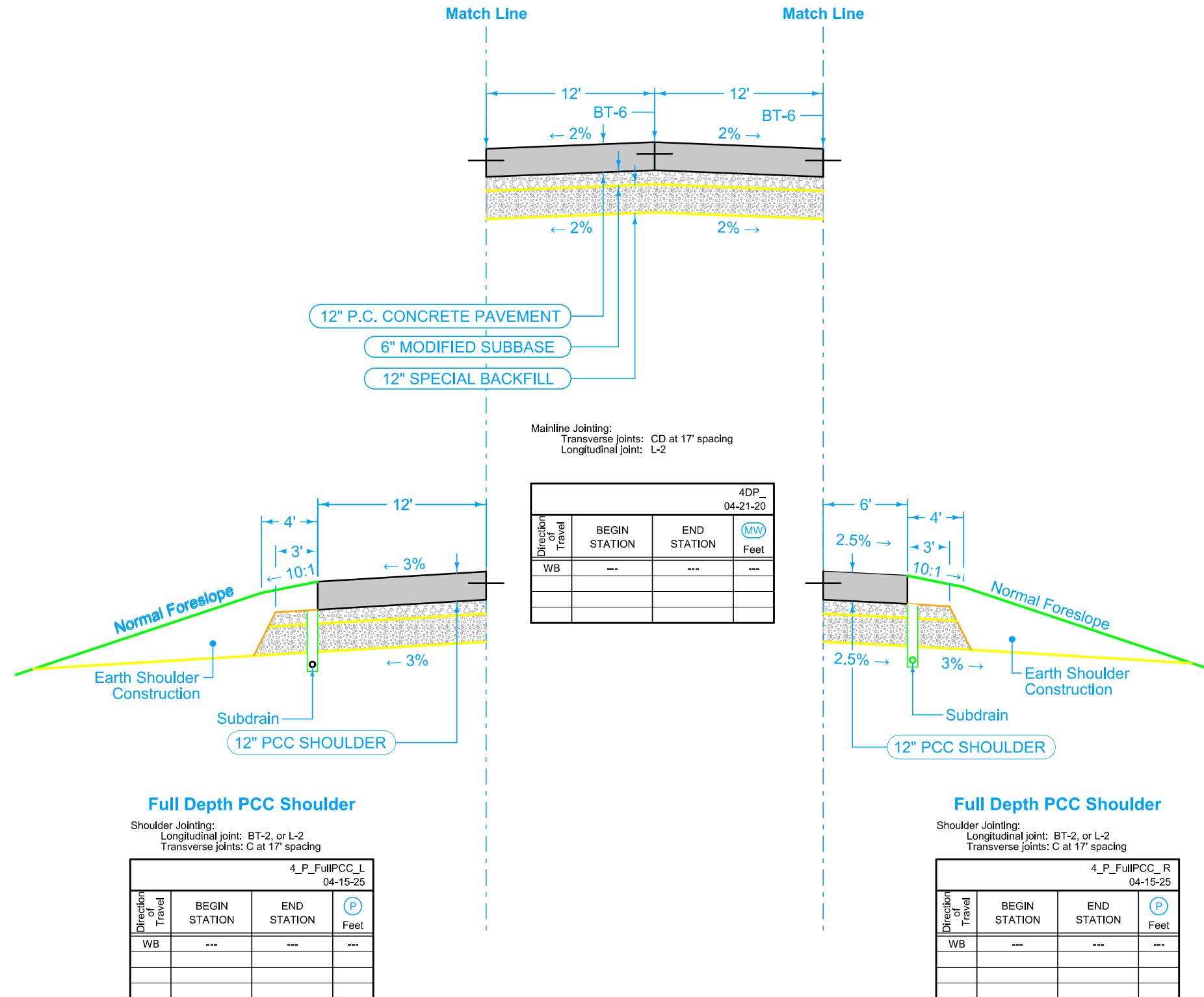


Full Depth PCC Shoulder

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

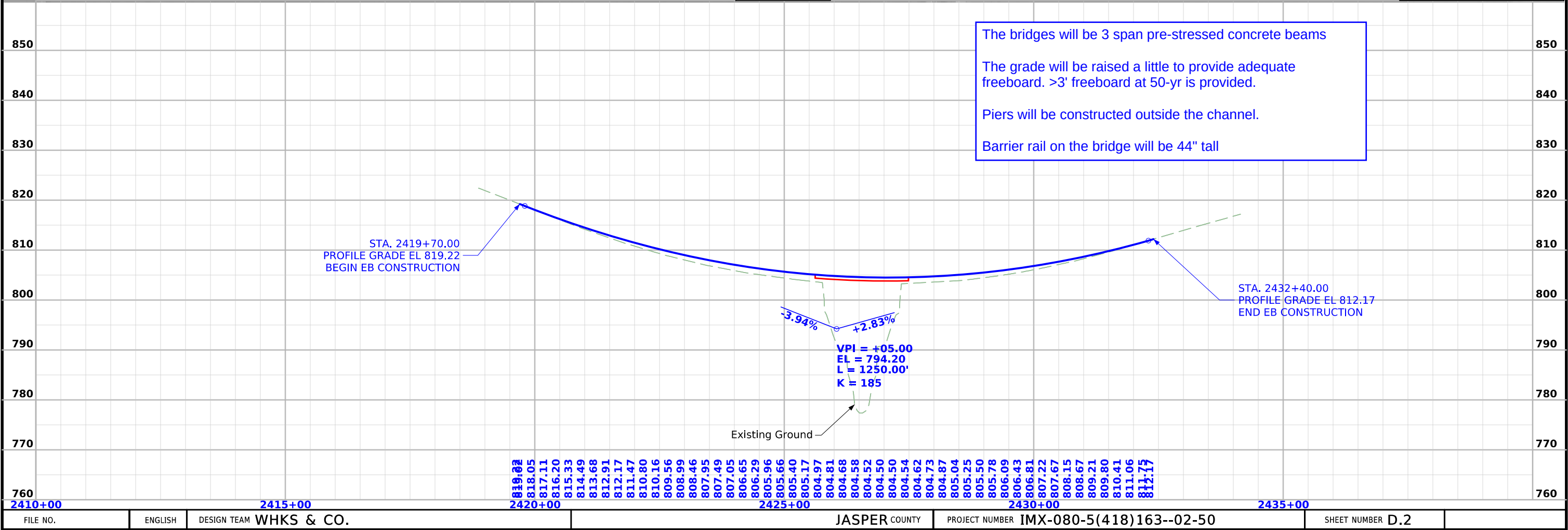
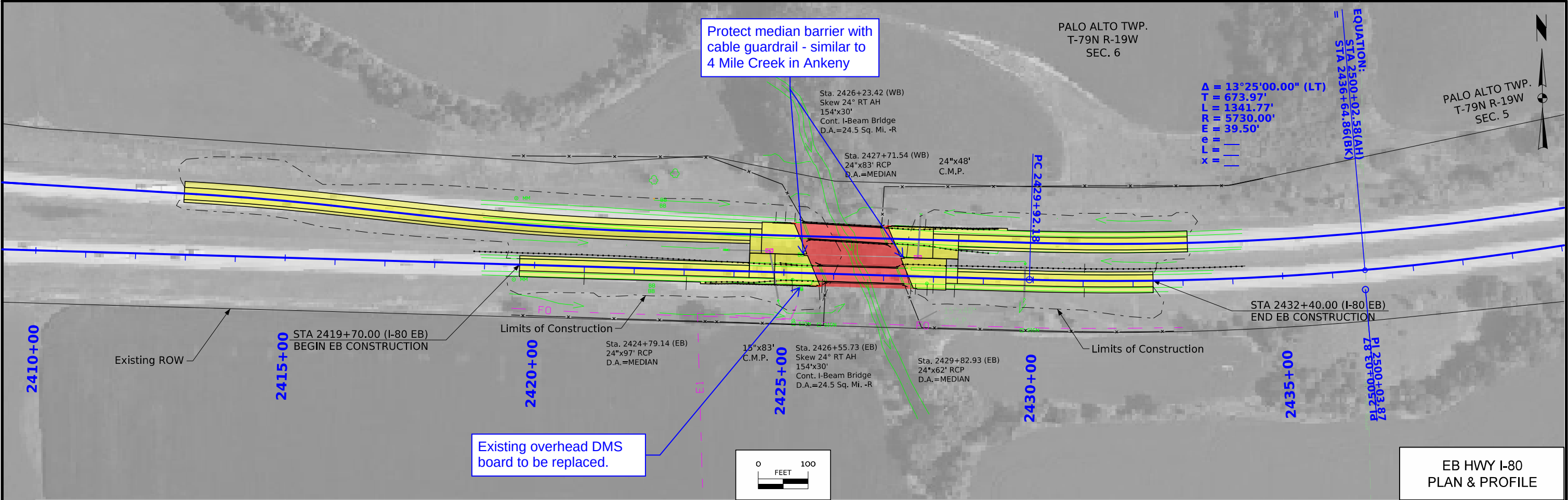
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Direction of Travel	BEGIN STATION	END STATION	(P) Feet
EB	---	---	---

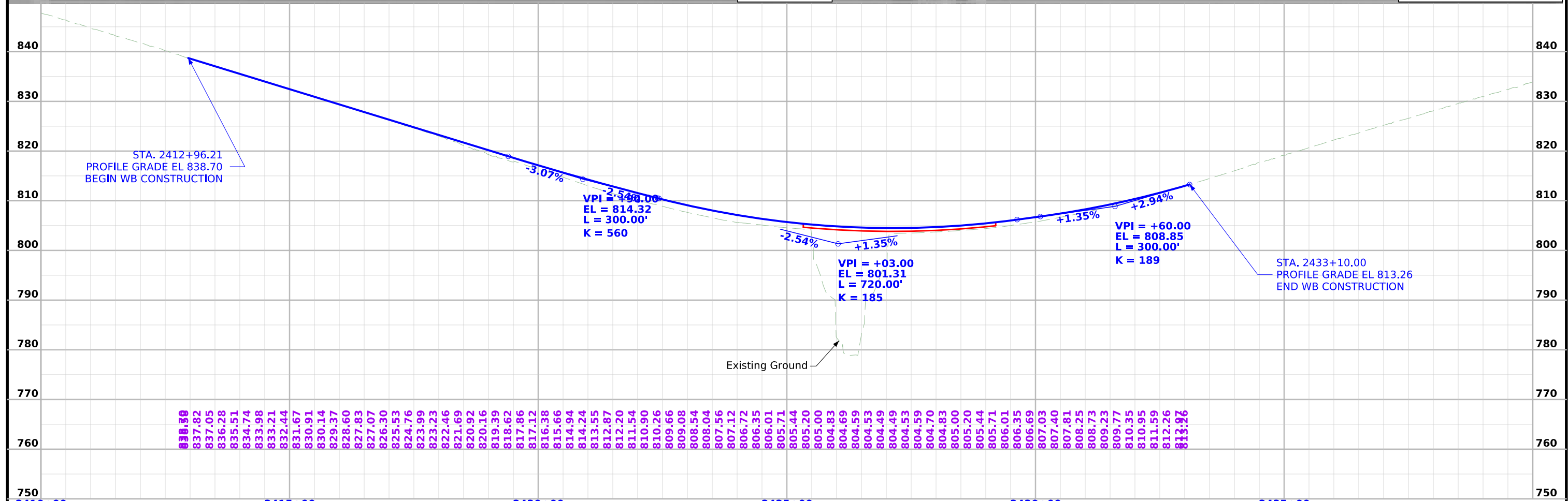
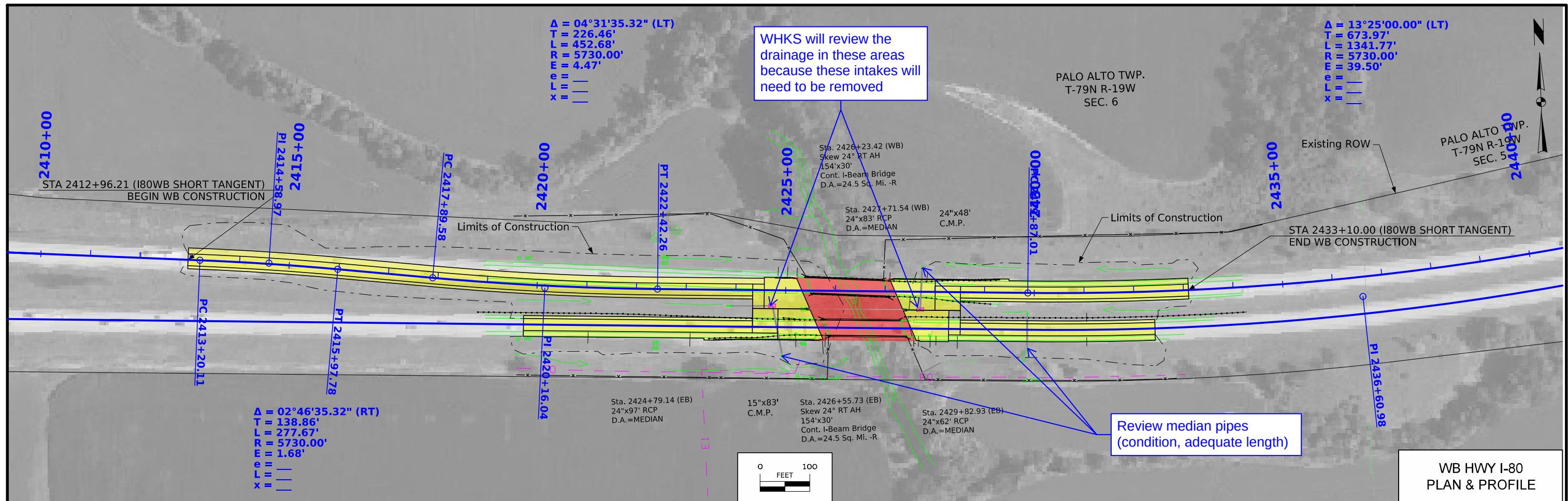
I-80 FULL-WIDTH RECONSTRUCTION (EASTBOUND)



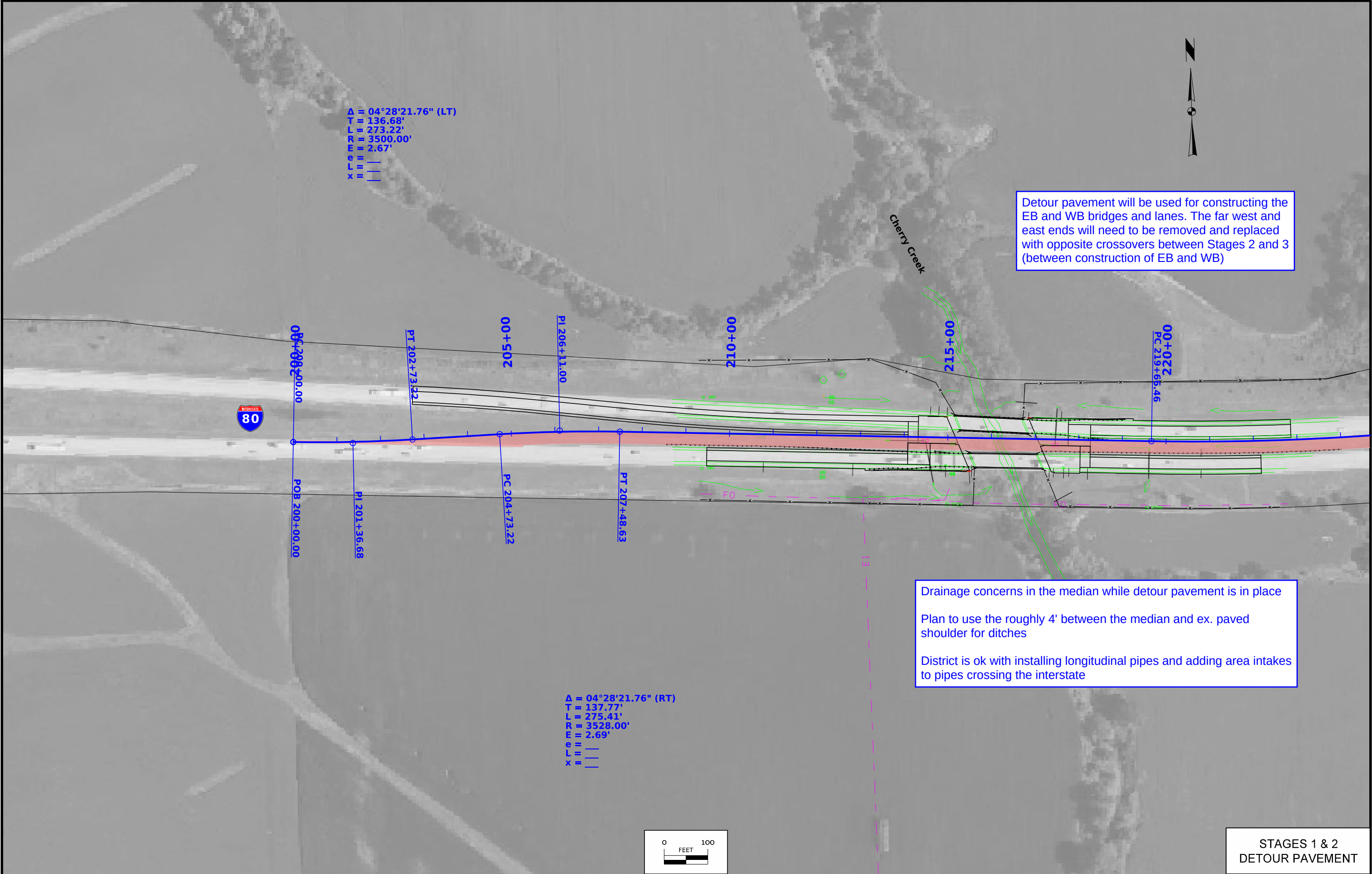
I-80 FULL-WIDTH RECONSTRUCTION (WESTBOUND)

SURVEY SYMBOLS			UTILITY LEGEND		PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS				
	Interstate Highway Symbol		Septic Tank	 	LINEWORK Design Color No.				
	U.S. Highway Symbol		Cistern		Green	(2)		Existing Topographic Features and Labels	
	Iowa Highway Symbol		L.P. Gas Tank (No Footing)		Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
	County Road Highway Symbol		Underground Storage Tank		Magenta	(5)		Existing Utilities	
	Evergreen Tree		Latrine	 	SHADING Design Color No. Transparency				
	Deciduous Tree		Satellite TV Dish		Pink, Dark	(13)		Temporary Pavement Shading	50%
	Fruit Tree		Radio Tower		Yellow	(4)		Proposed Pavement Shading	50%
	Shrub (Bushes)		Tower Anchor		Orange	(6)		Proposed Granular Shading	50%
	Timber		Guard Post (one or two)	 	Orange	(70)		Proposed Shoulder Granular Shading	50%
	Hedge		Filler Pipe		Yellow	(68)		Proposed Shoulder Paved Full Depth Shading	50%
	Stump		Gas Valve		Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading	50%
	Swamp		Speed Limit Sign		Brown, Light	(236)		Grading Shading	50%
	Rock Outcrop		Mile Marker Post	 	Orange, Light	(134)		Proposed Granular Entrance Shading	50%
	Broken Concrete		Sign		Yellow	(220)		Proposed Paved Entrance Shading	50%
	Revetment (Rip Rap)		Traffic Signal Control Box		Tan	(8)		Proposed Sidewalk Shading	50%
	Cemetery		Rail Road Signal Control Box		Blue, Light	(230)		Proposed Sidewalk Landing Shading	50%
	Grave		Telephone Switch Box	 	Red	(11)		Proposed Sidewalk Ramp Shading	50%
	Cave		Electric Box		Red	(3)		Proposed Structure Shading	50%
	Sink Hole				Red	(3)		Delineates Restricted Areas	0%
	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)								
					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	
					RIGHT-OF-WAY LEGEND				
						Proposed Right-of-Way Symbol			
						Proposed Right-of-Way Line			
						Existing Right of Way			
						Existing and Proposed Right-of-Way			
						Easement and Existing Right-of-Way			
						Easement (Temporary) Symbol			
						Easement (Temporary) Line			
						Easement			
						Access Control			
						Property Line Symbol			
						Property Line			
					PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET				
					(COVERS SHEET SERIES D, E, F, & K)				
FILE NO.	ENGLISH	DESIGN TEAM	COUNTY		PROJECT NUMBER		SHEET NUMBER D.01		
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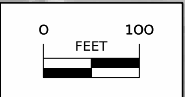


FILE NO.	ENGLISH	DESIGN TEAM	WHKS & CO.	JASPER COUNTY	PROJECT NUMBER	IMX-080-5(418)163--02-50	SHEET NUMBER	D.3
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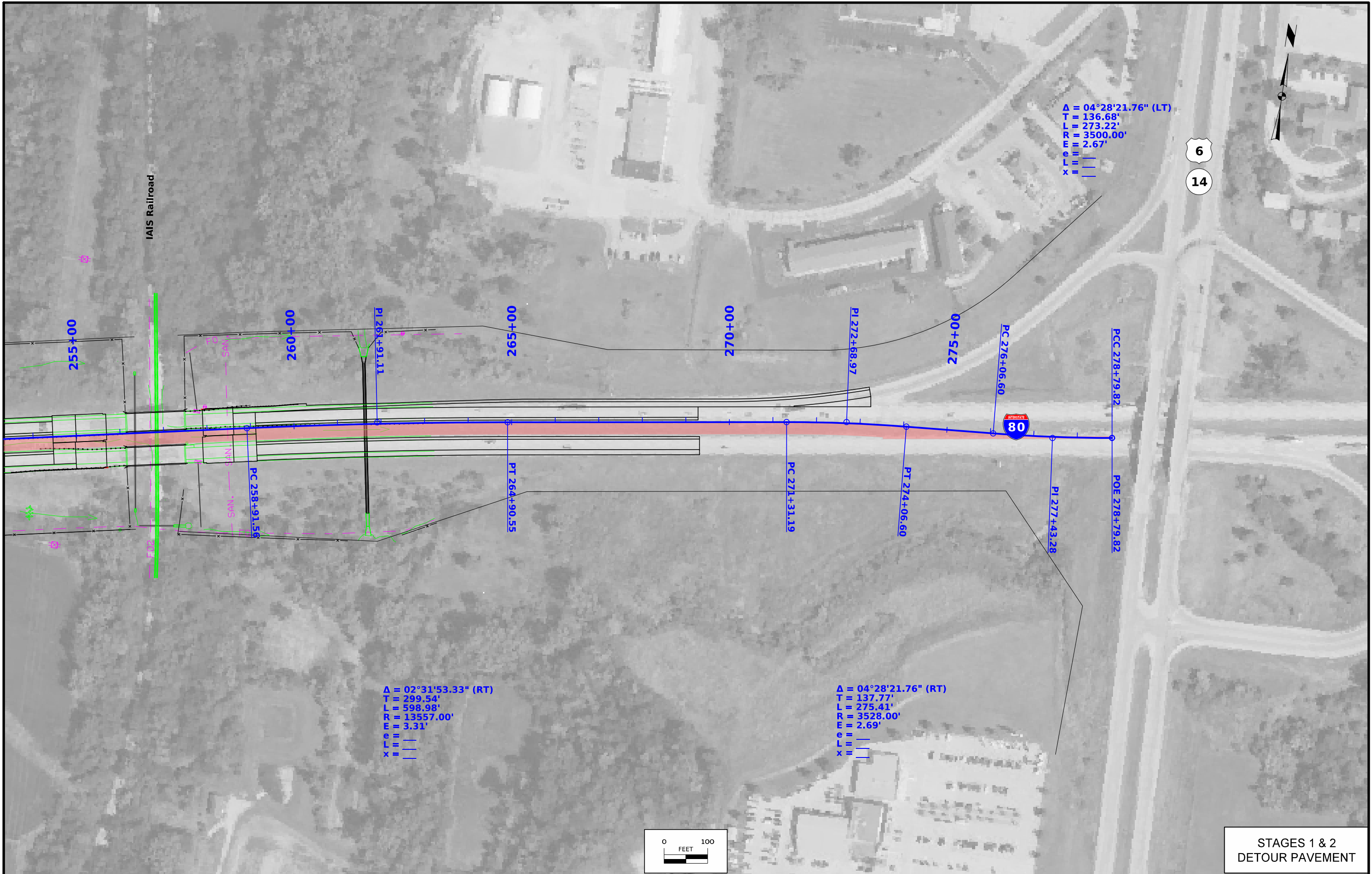


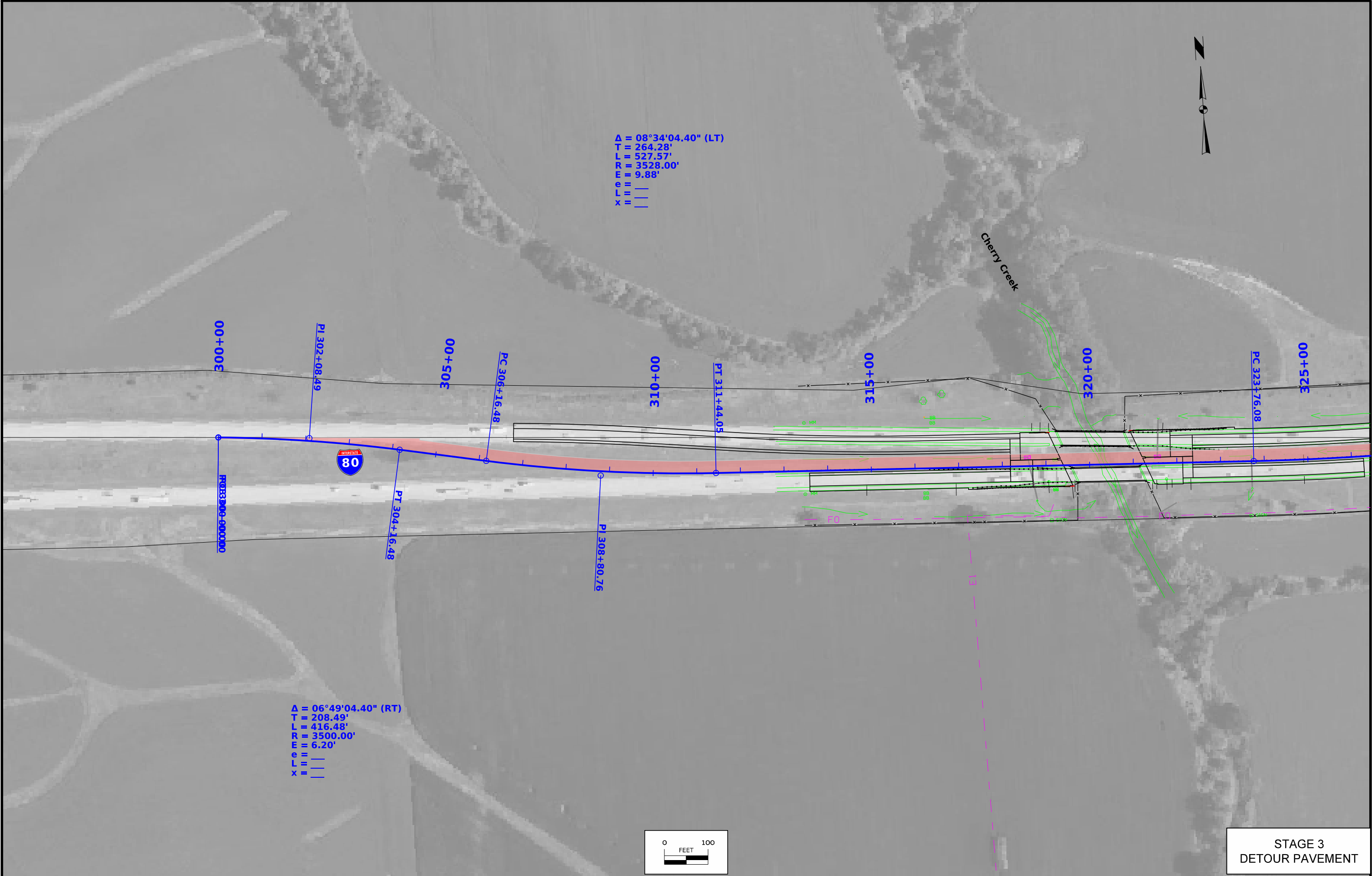
$\Delta = 13^{\circ}25'00.00''$ (LT)
T = 672.32'
L = 1338.49'
R = 5716.00'
E = 39.40'
e =
L =
x =



STAGES 1 & 2
DETOUR PAVEMENT

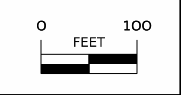
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Δ = 08°34'04.40" (LT)
T = 264.28'
L = 527.57'
R = 3528.00'
E = 9.88'
e = ___
L = ___
x = ___

Δ = 06°49'04.40" (RT)
T = 208.49'
L = 416.48'
R = 3500.00'
E = 6.20'
e = ___
L = ___
x = ___



STAGE 3
DETOUR PAVEMENT

FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER F.4
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER F.5
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Survey Information

SURVEY INDEX

County: Jasper
PIN: 26-50-080-030/25-50-080-030
Project Number: IMX-080-5(418)163--02-50/IMX-080-5(405)164--02-50
Location: I-80 EB/WB Bridges over Cherry Creek & IAIS RR.
Type of Work: Slide Repair
Project Directory: 5008003026

Survey Personnel

Jeremy Leemon – Survey Party Chief
Jacob Powers – Assistant Survey Party Chief
Matt Goedken –Survey Crew
Steve Lentz –Survey Crew

Date(s) of Survey

Begin Date 03/2/2026
End Date 04/10/2026

General Information

Full Field DTM survey for bridge replacement projects on I-80 in Jasper County: Cherry Creek EB/WB and IAIS RR EB/WB.

Utility Information

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

Project Control

Nearby Iowa Real Time Network reference stations were utilized to obtain horizontal and vertical control on primary project control points. Three five-minute observations were taken with a minimum two-hour time span between and used in a weighted average to obtain final coordinate values. After control was established, a base was setup and all control points observed for consistency. For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 9
Newton
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for Interstate 80 (median) this survey is a retrace of As-built Plans No. 80-5(16)163. Survey stationing was equated to the plan PC at Sta. 2429+87.83 and carried ahead and back with equation at 2436+64.86(Bk)=2500+11.28(Ah).

Survey stationing relates to as built plan stationing as follows:

PC Sta. 2429+87.83 As-built Plans No. 80-5(16)163.
Survey PC Sta. 2429+87.83

PT Sta. 2506+67.70 As-built Plans No. 80-5(16)163.
Survey PT Sta. 2506+76.02

PC Sta. 2532+62.90 As-built Plans No. 80-5(16)163.
Survey PC Sta. 2532+61.82

PT Sta. 2538+62.90 As-built Plans No. 80-5(16)163.
Survey PT Sta. 2538+61.82

Survey Information

The horizontal alignment for Interstate 80 (Eastbound) this survey is a retrace of As-built Plans No. 80-5(16)163. Survey stationing was equated to the plan bridge center at Sta. 2426+55.73 and carried ahead and back with equation at 2436+64.86(Bk)=2500+02.58(Ah).

Survey stationing relates to as built plan stationing as follows:

PC Sta. 2429+92.18 As-built Plans No. 80-5(16)163.
Survey PC Sta. 2429+92.15

PT Sta. 2506+72.05 As-built Plans No. 80-5(16)163.
Survey PT Sta. 2506+71.69

The horizontal alignment for Interstate 80 (Westbound) this survey is a retrace of As-built Plans No. 80-5(16)163. Survey stationing was equated to the plan bridge center at Sta. 2426+23.42 and carried ahead and back with equation at 2436+64.86(Bk)=2500+17.24(Ah).

Survey stationing relates to as built plan stationing as follows:

PC Sta. 2428+11.21 As-built Plans No. 80-5(16)163.
Survey PC Sta. 2428+11.21

PT Sta. 2506+63.35 As-built Plans No. 80-5(16)163.
Survey PT Sta. 2506+80.37

CONTROL POINT VICINITY MAP

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



HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 09 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

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

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 09 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code-Description
101	7724180.94	19425193.40	913.19	CP SET 5/8" X 48" REBAR 6" DEEP, 6' SOUTH OF S 12TH AVE W, 35' WEST OF HARBOR AVE
102	7724272.42	19428914.96	921.32	CP SET 5/8" X 48" REBAR 6" DEEP, 2' WEST OF CURB, 22' NORTH OF SW CORNER OF NEWTON 66 PARKING LOT
103	7720048.48	19428997.10	893.09	CP SET 5/8" X 48" REBAR 6" DEEP, 30' EAST OF IA 14 CL, 223' SOUTH OF S 24TH AVE W CL
104	7720377.67	19423545.54	825.72	CP SET 5/8" X 48" REBAR 6" DEEP, 15' WEST OF W 36TH ST S, CL, 70' SOUTH OF S 24TH AVE W CL
105	7720179.11	19418126.44	869.44	CP SET 5/8" X 48" REBAR 6" DEEP, 15' WEST OF W 52ND ST S, CL, AT INTERSECTION W/ S 24TH AVE W CL
106	7724179.56	19418140.12	910.41	CP SET 5/8" X 48" REBAR 6" DEEP, 28' WEST OF W 52ND ST S, CL, AT INTERSECTION W/ S 12TH AVE W CL

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
Orange	(6)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Pink, Dark	(13)	Temporary Pavement Shading
Gray, Dark	(144)	Previously Constructed Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Cyan	(7)	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.

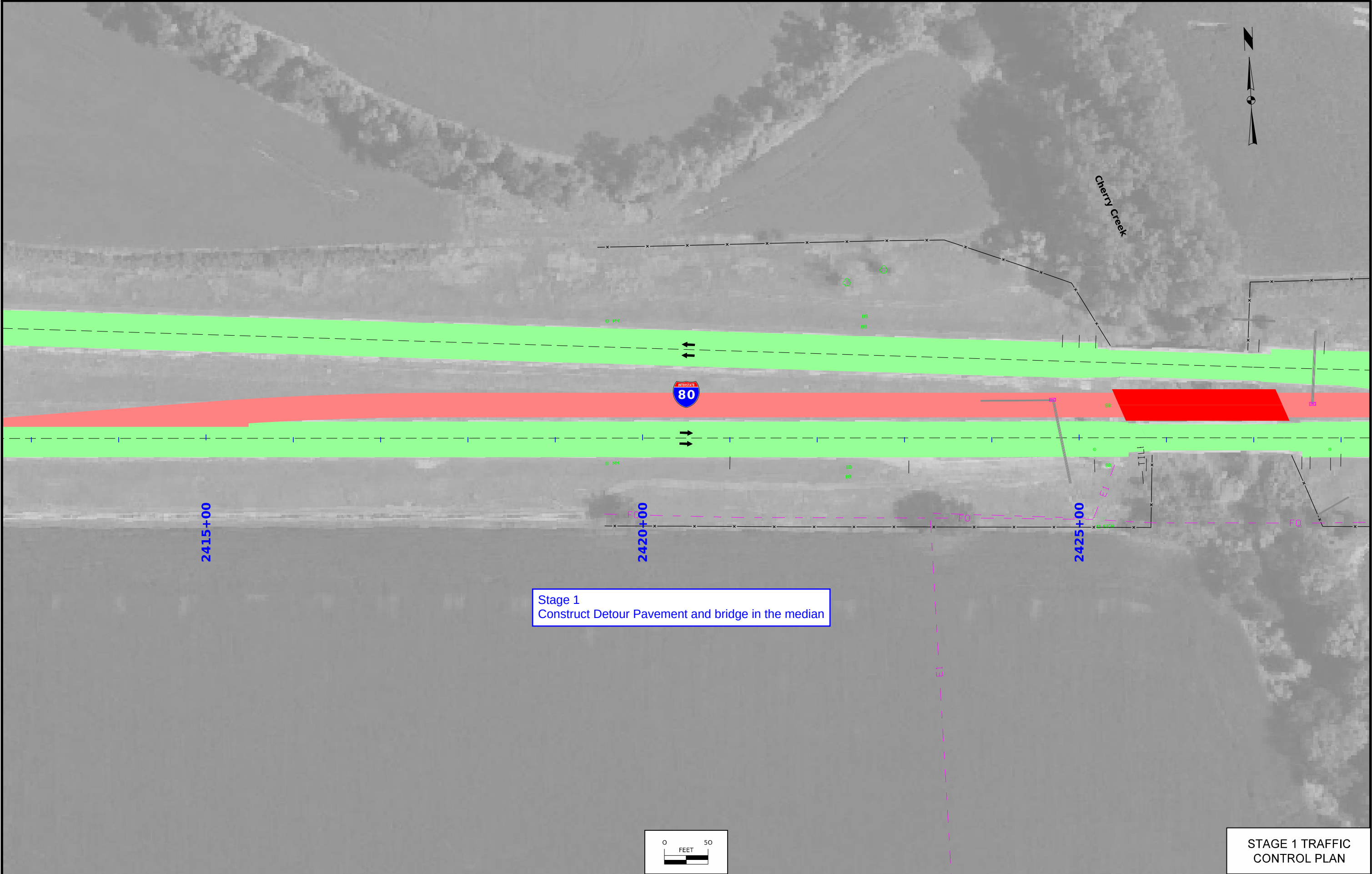
TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

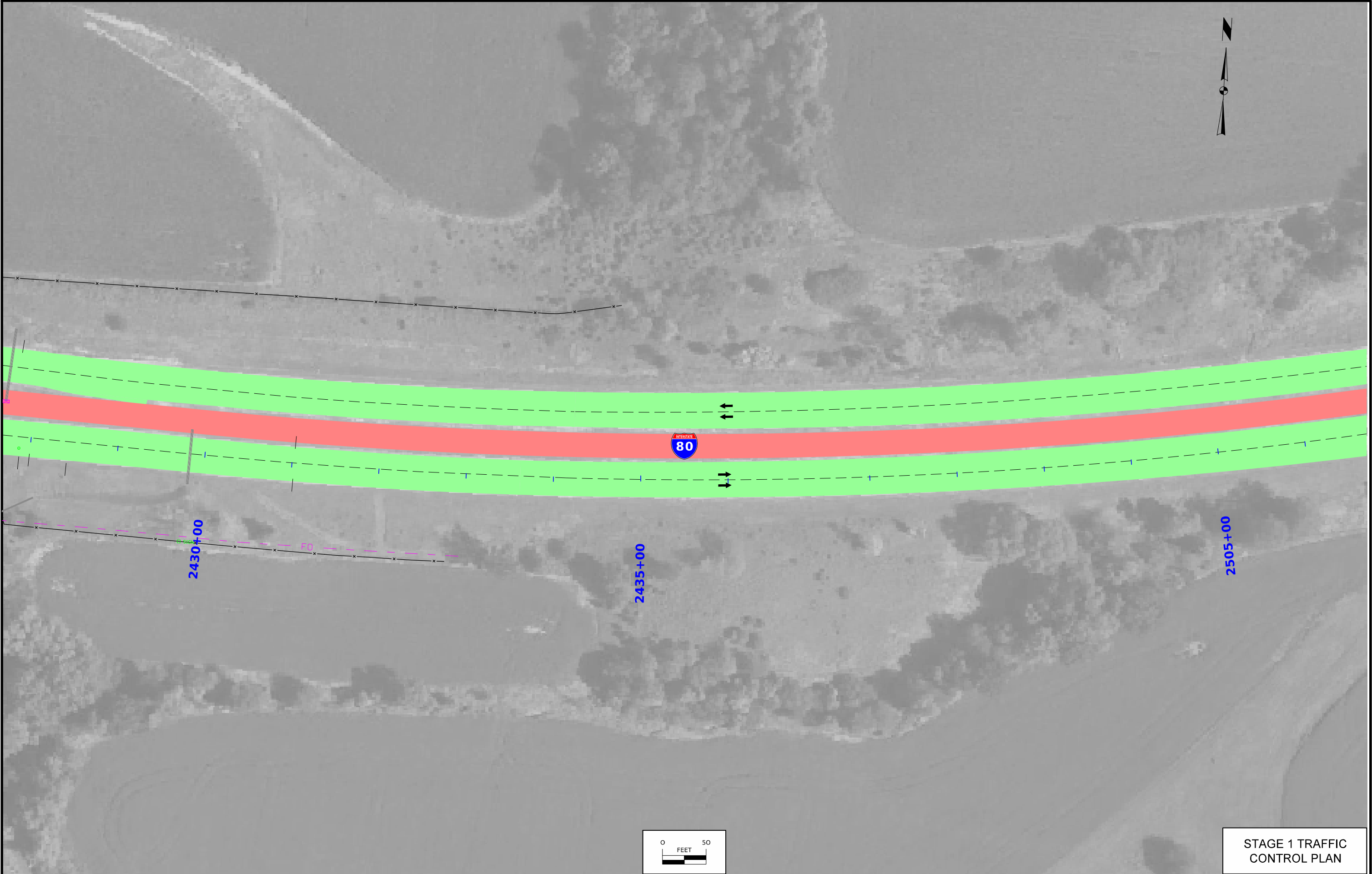
(COVERS SHEET SERIES J)



STAGE 1 TRAFFIC
CONTROL PLAN

FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.2
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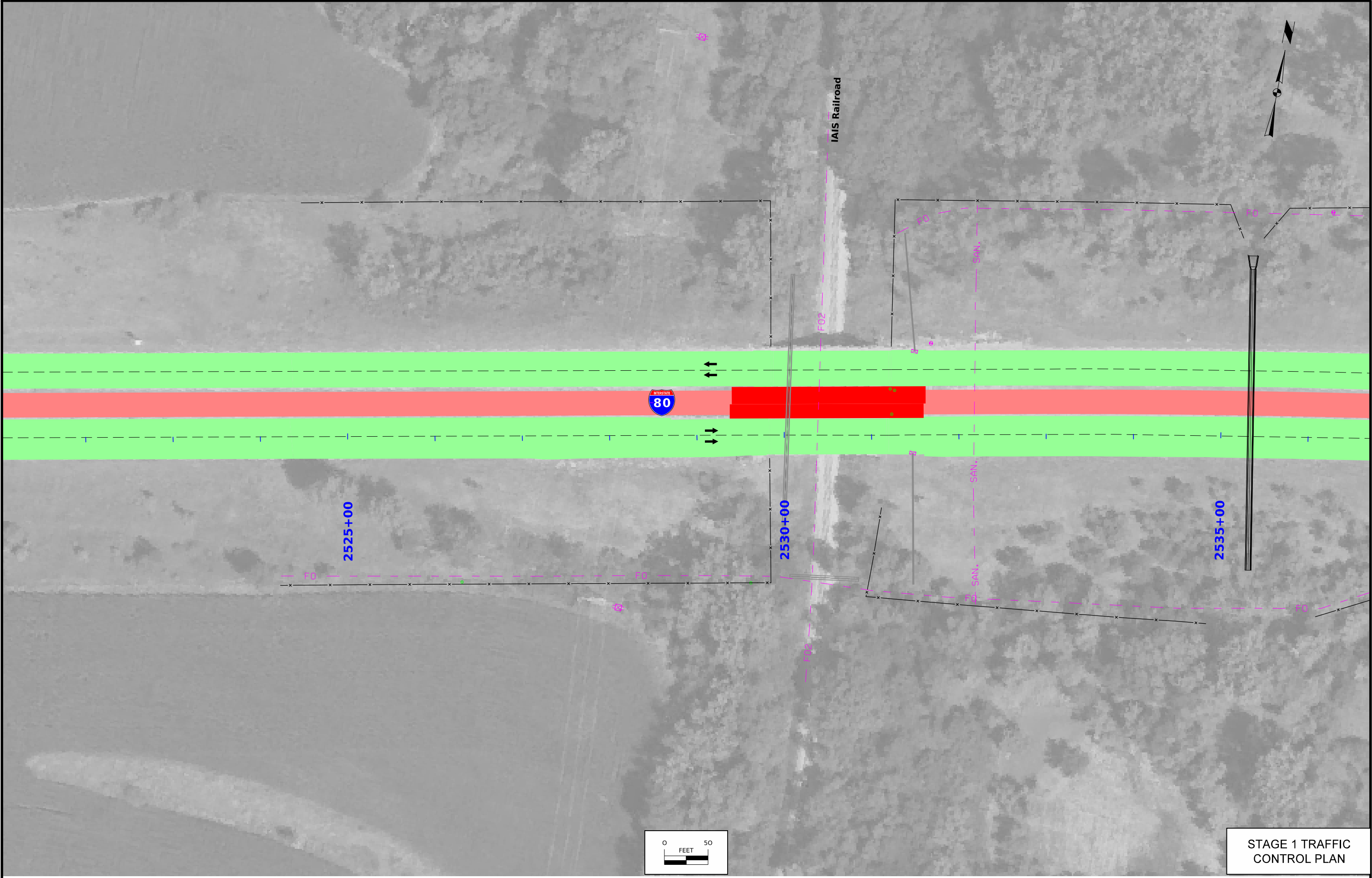


FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.4
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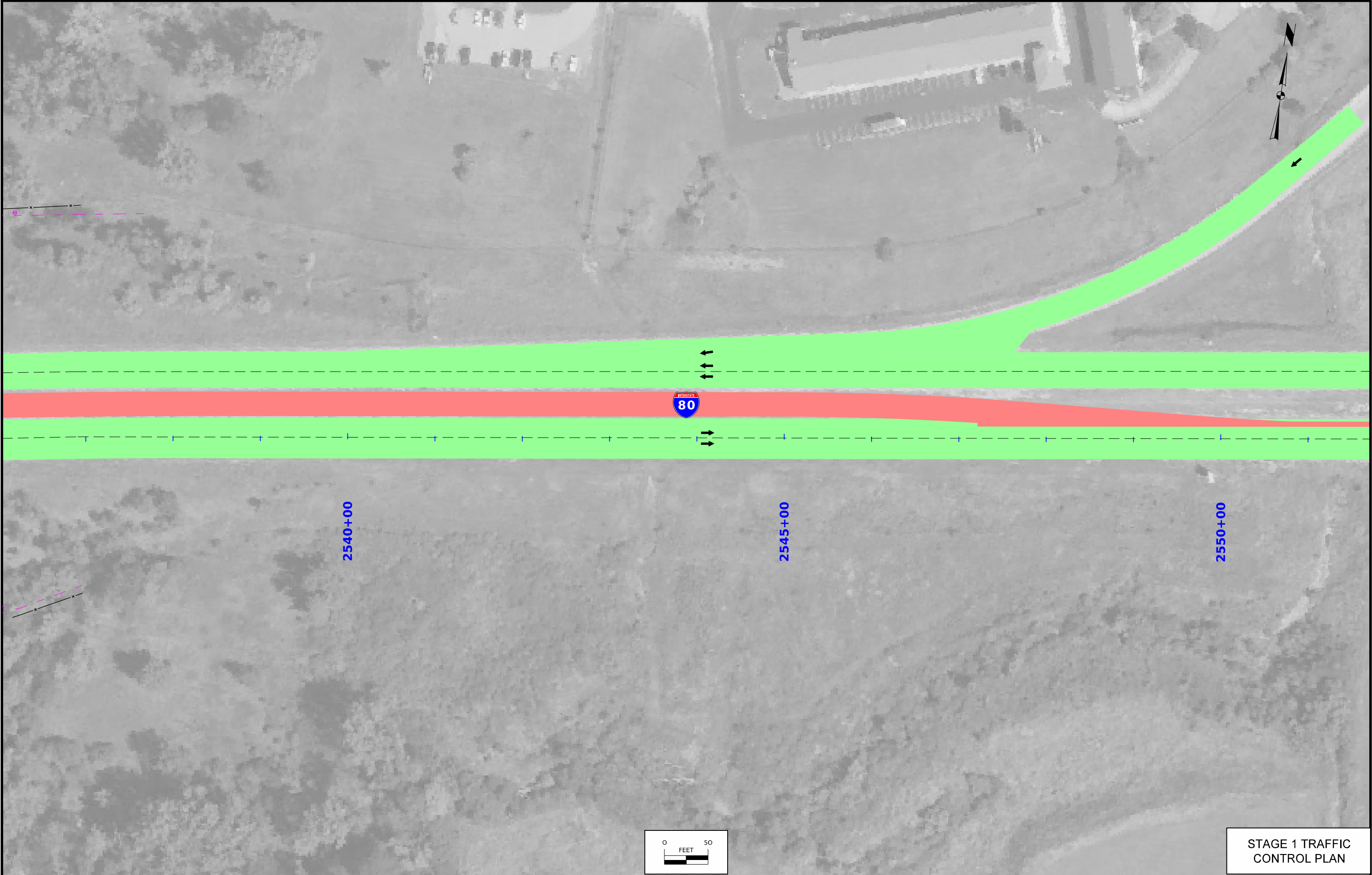


STAGE 1 TRAFFIC
CONTROL PLAN

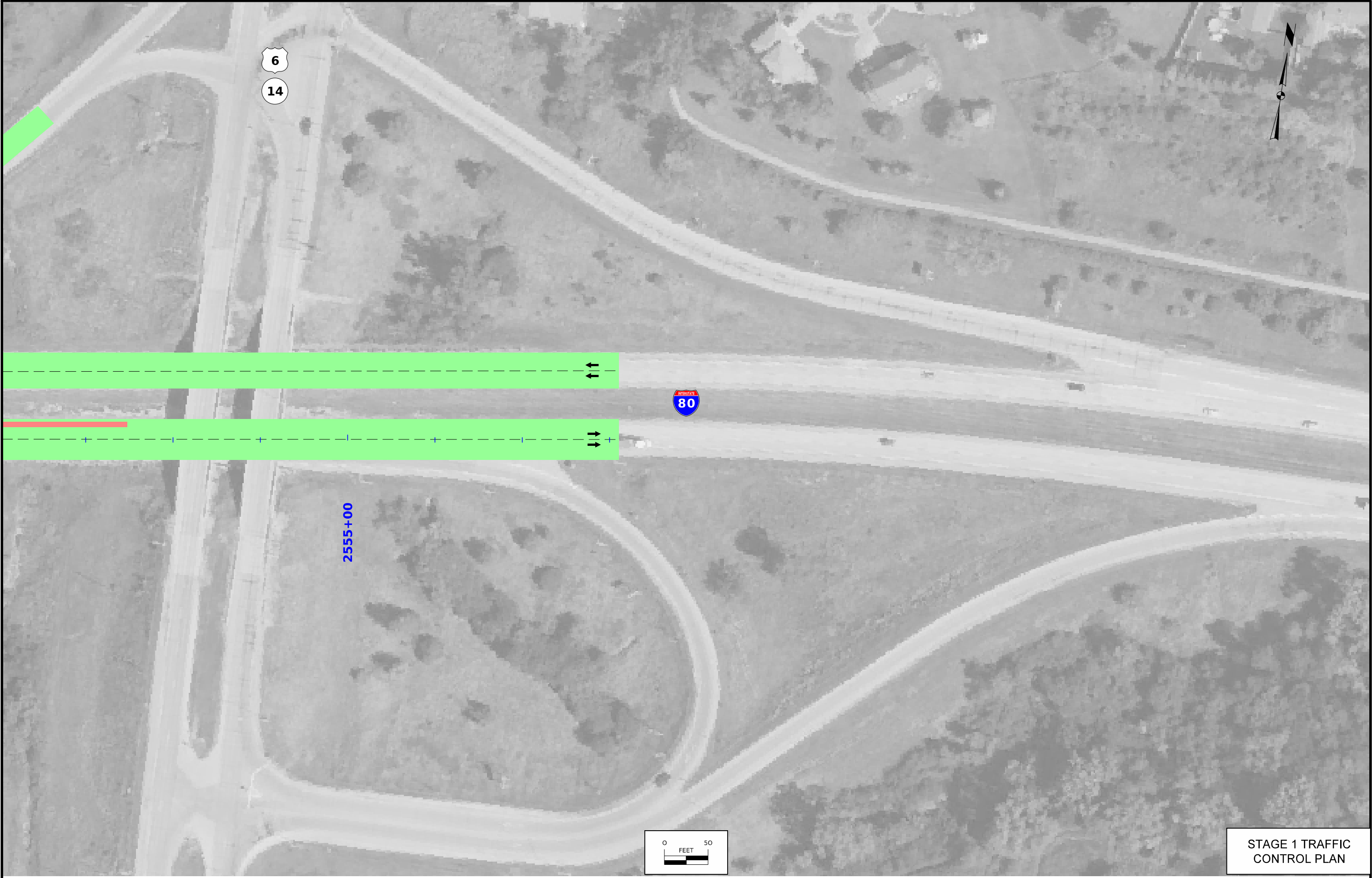
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STAGE 1 TRAFFIC
CONTROL PLAN



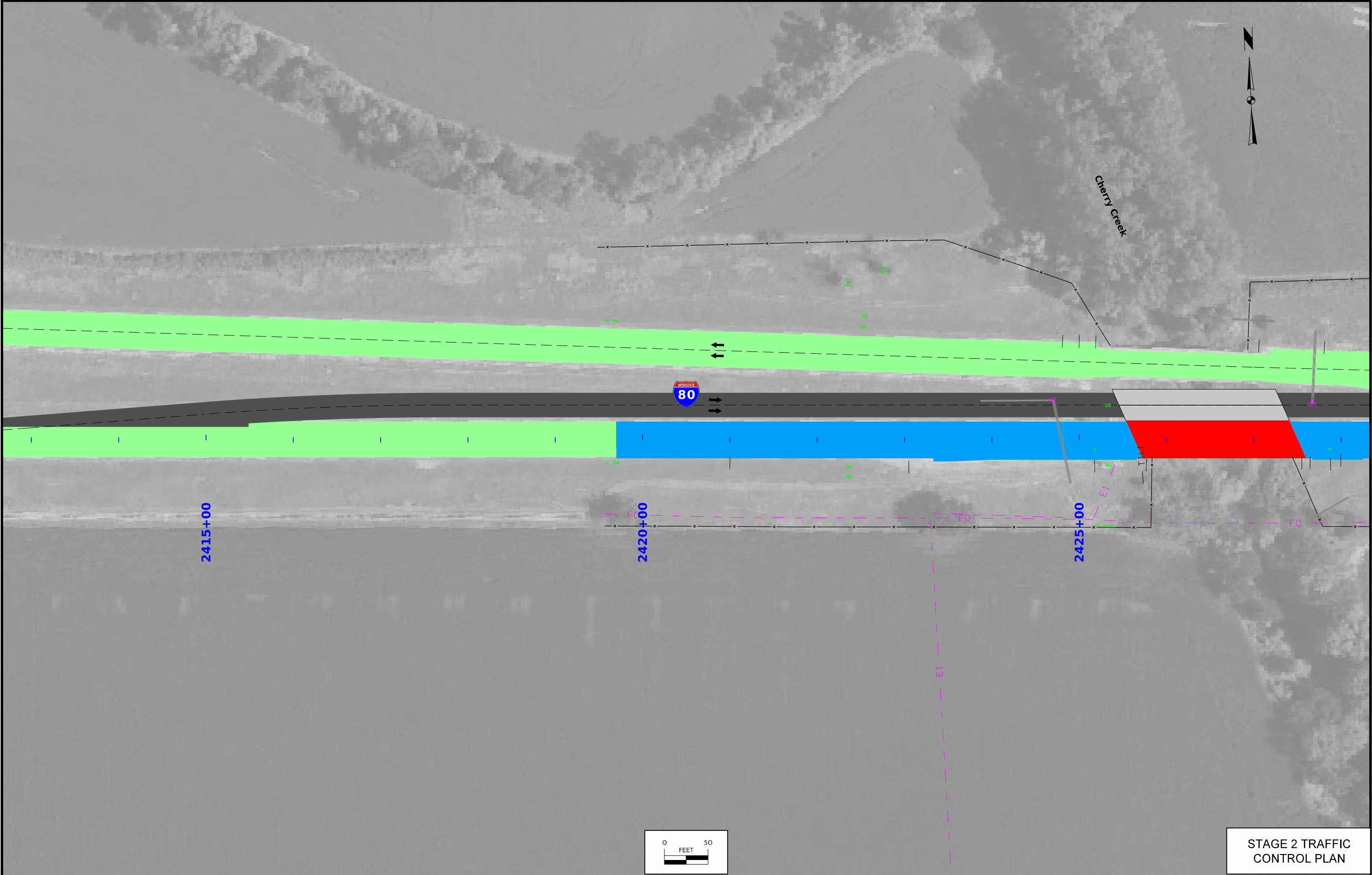
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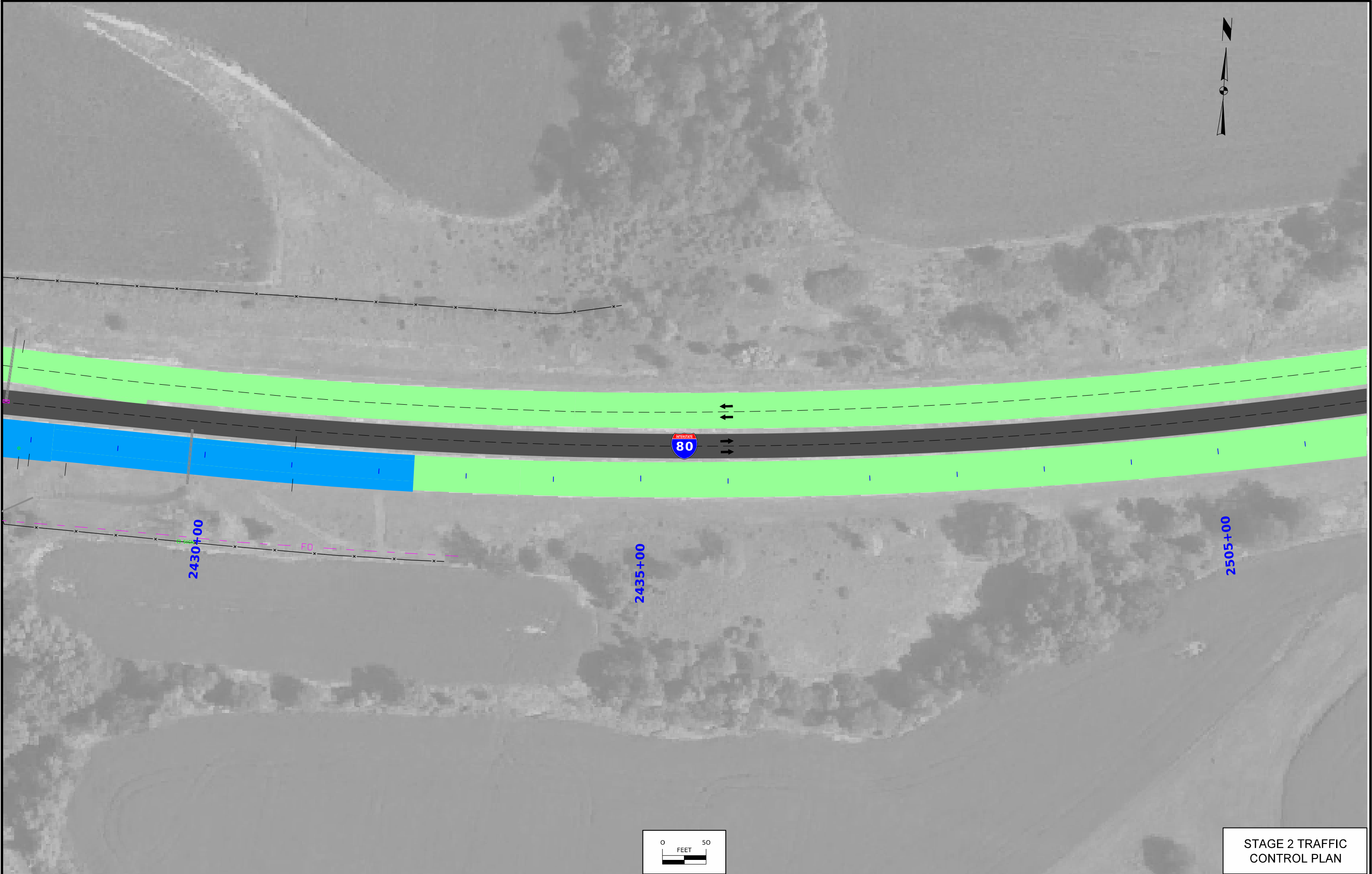
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.9
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.10
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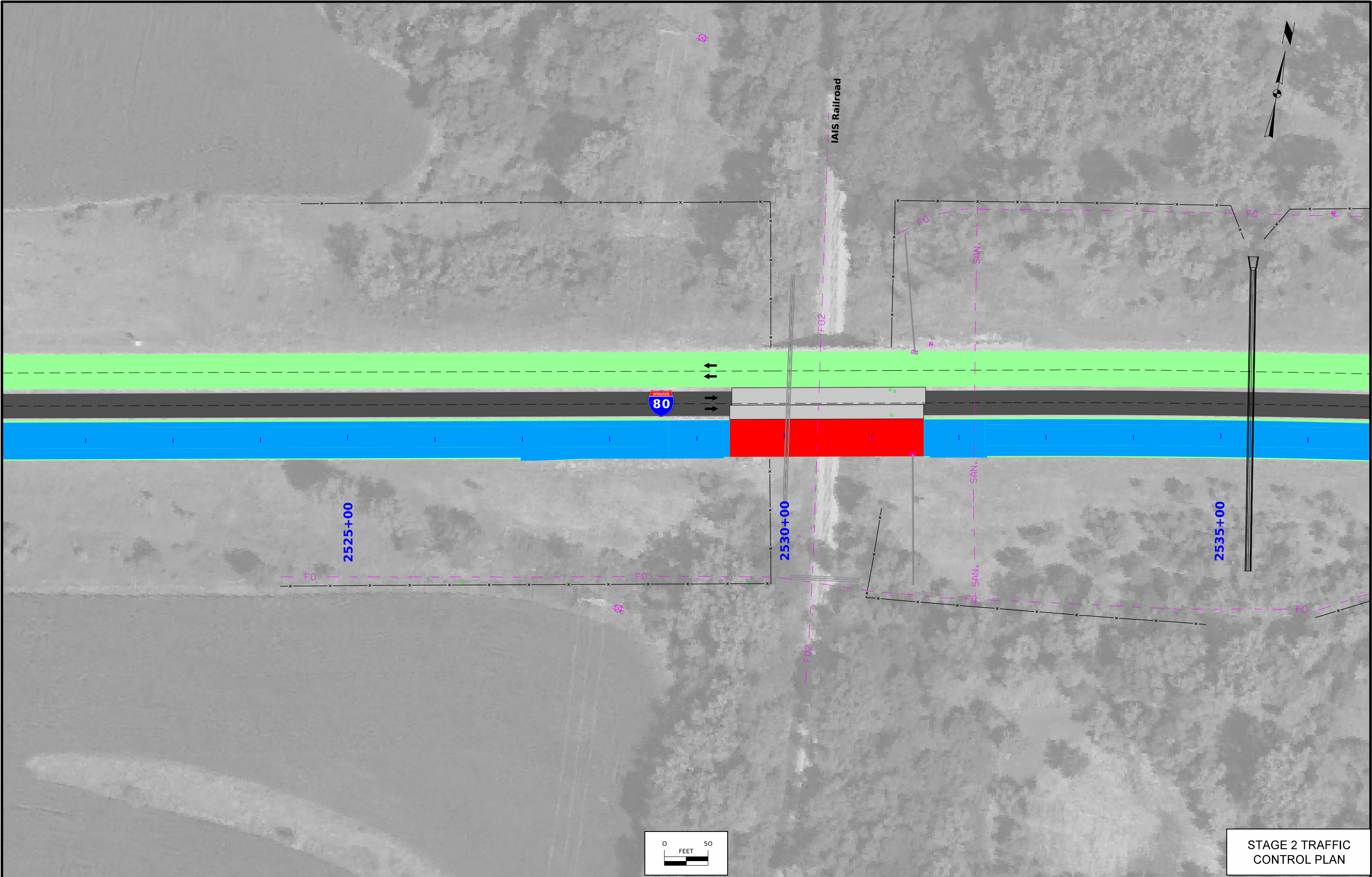


STAGE 2 TRAFFIC
CONTROL PLAN

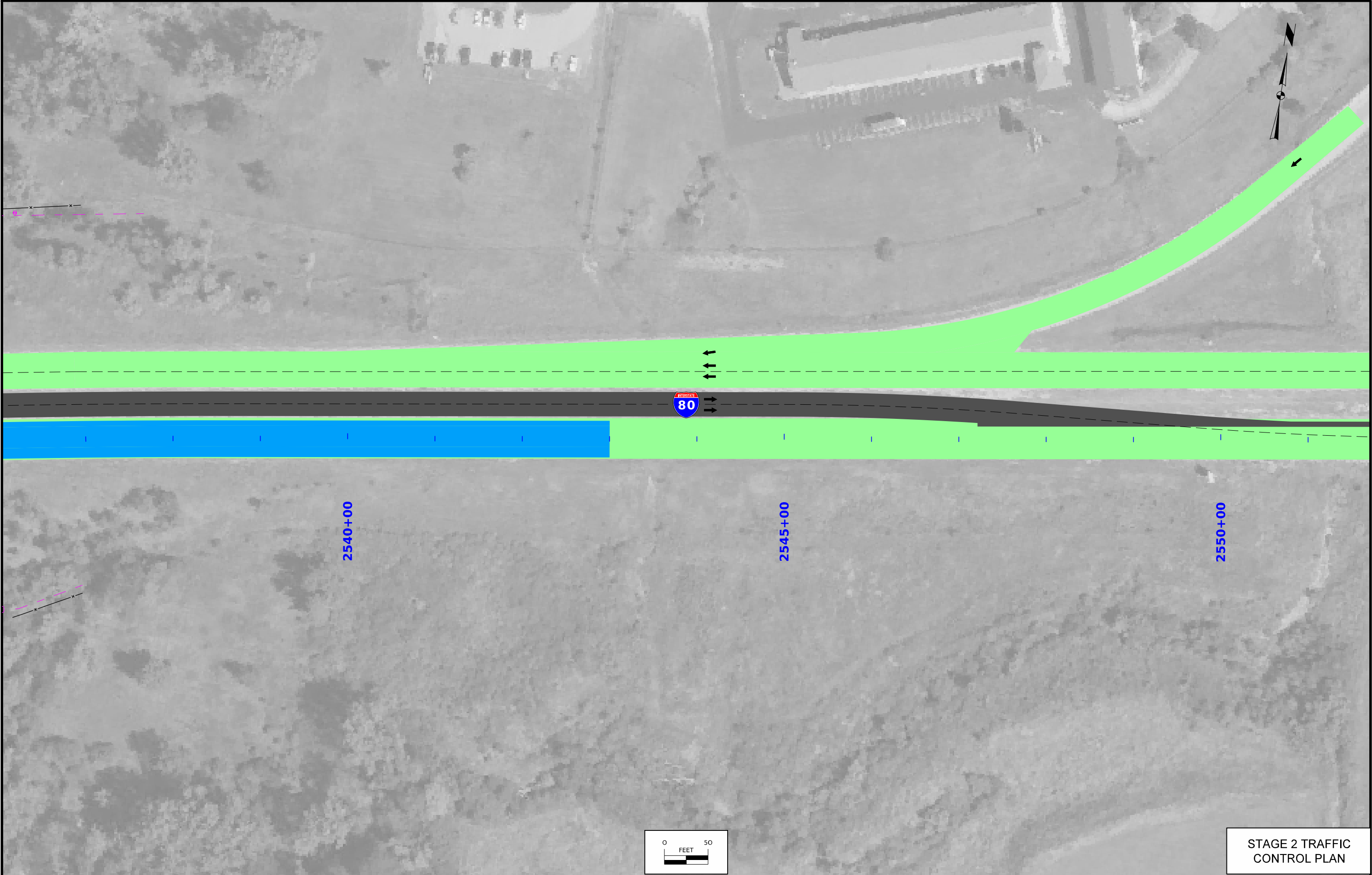
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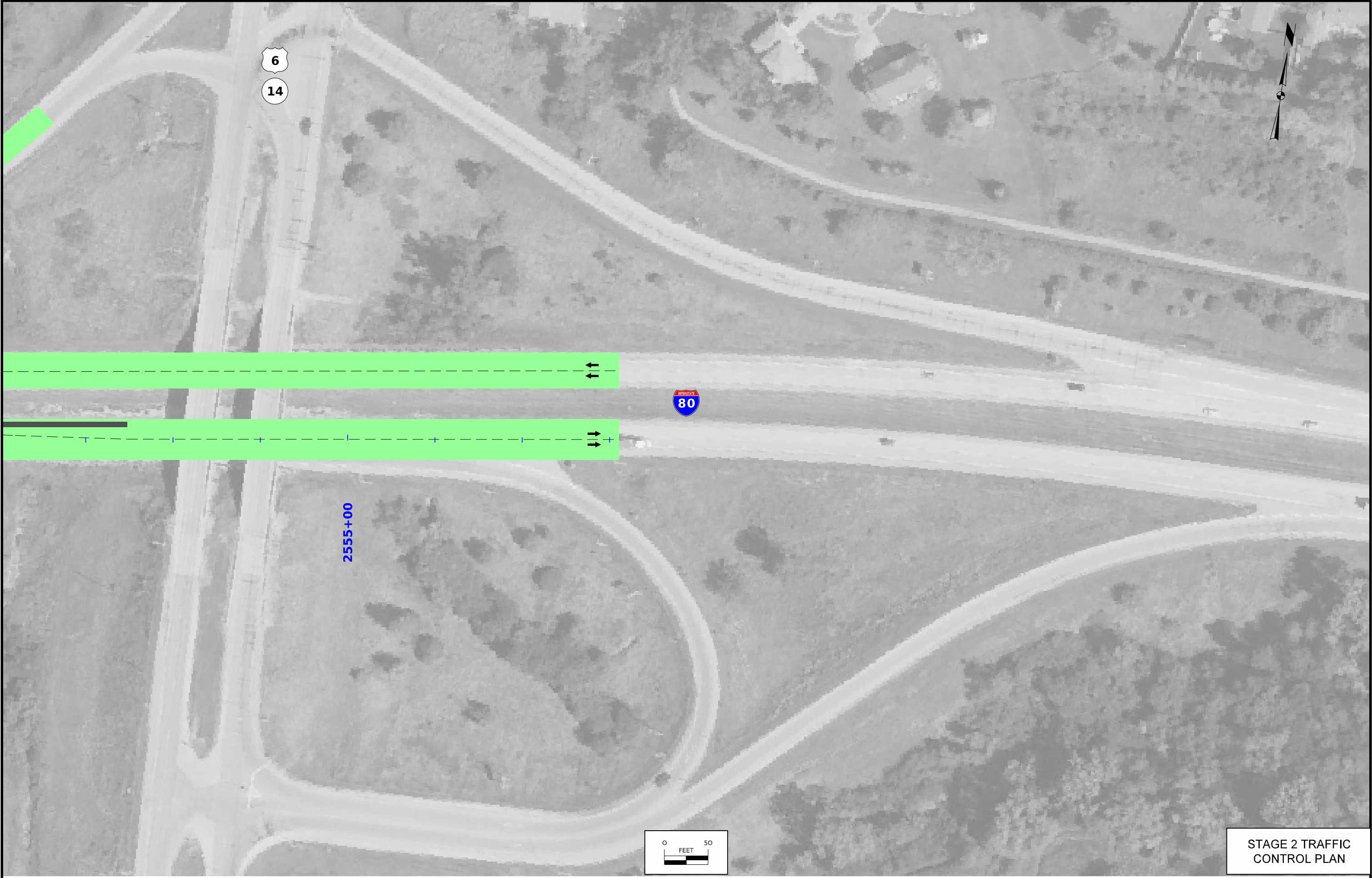


FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.12
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STAGE 2 TRAFFIC
CONTROL PLAN

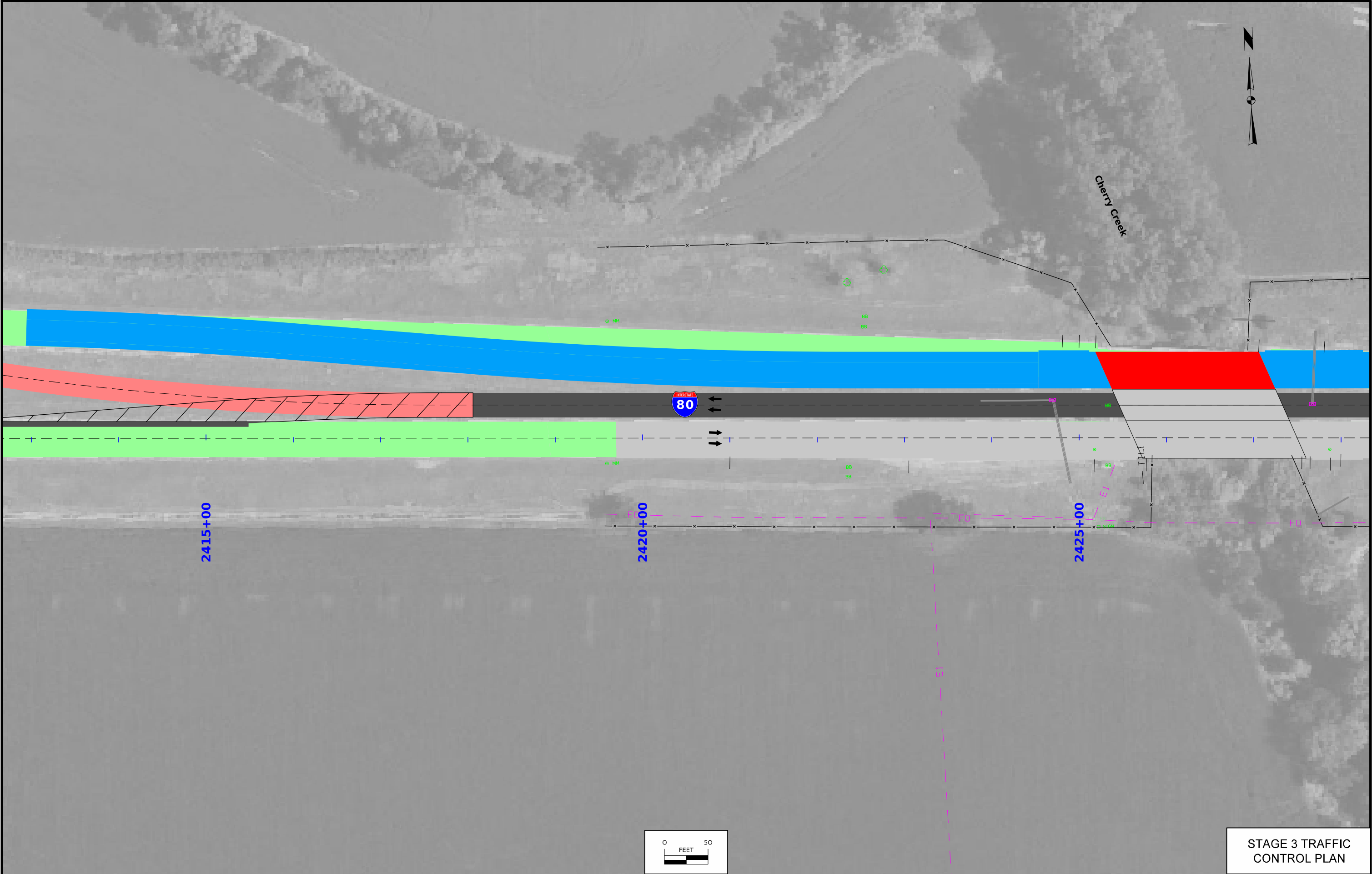




FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.15
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.16
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.17
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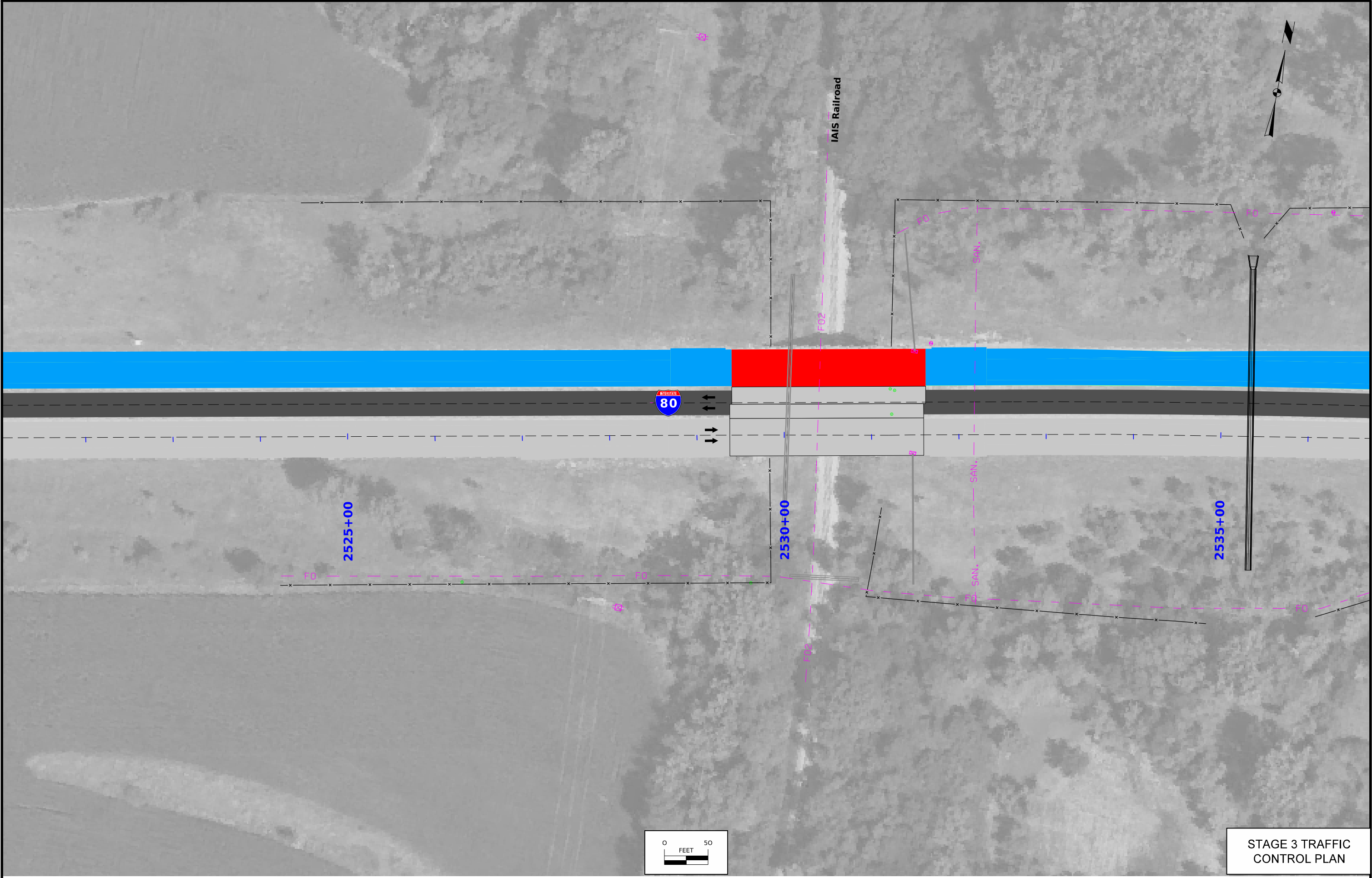


FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.18
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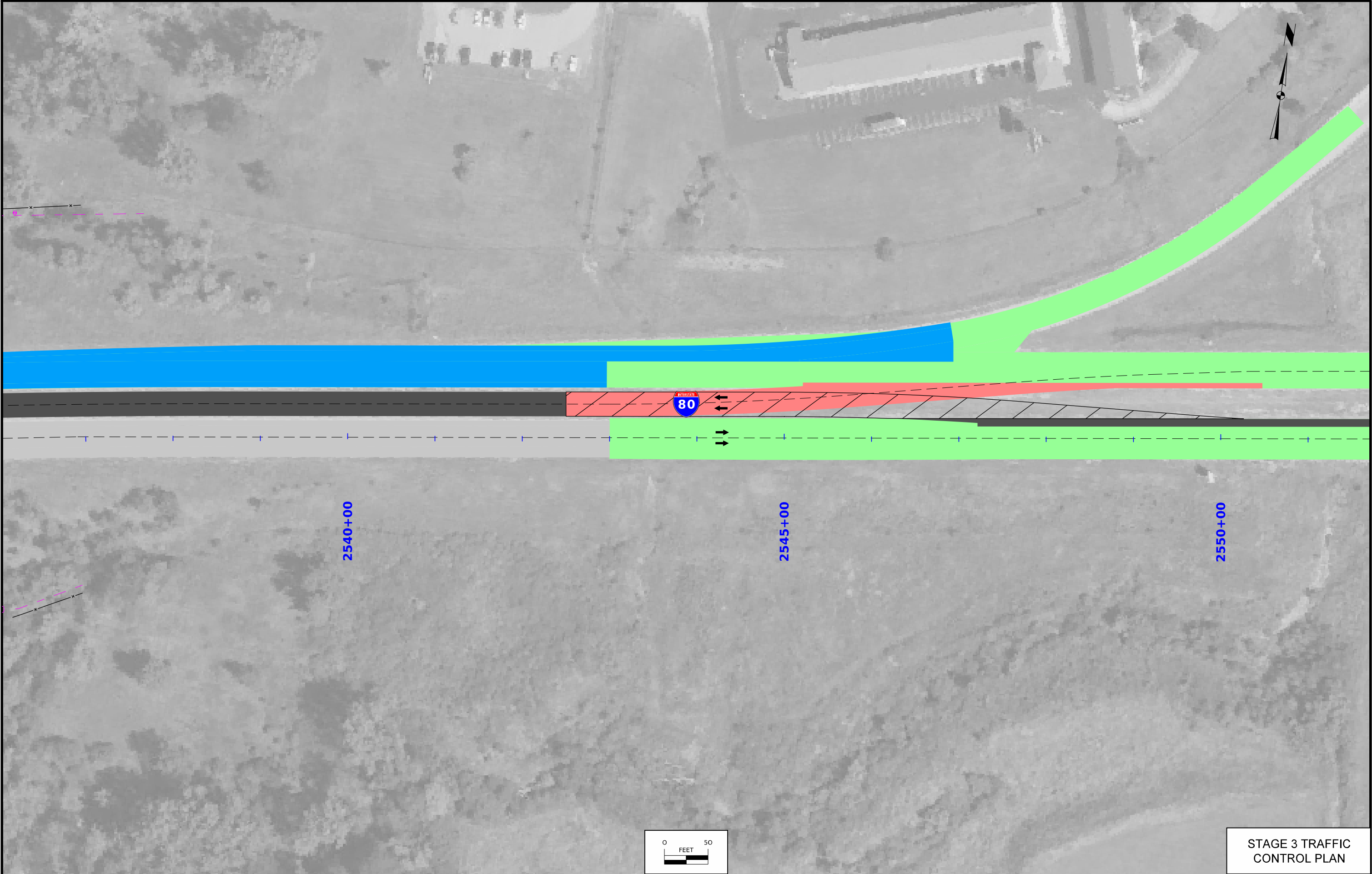
STAGE 3 TRAFFIC
CONTROL PLAN

FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.19
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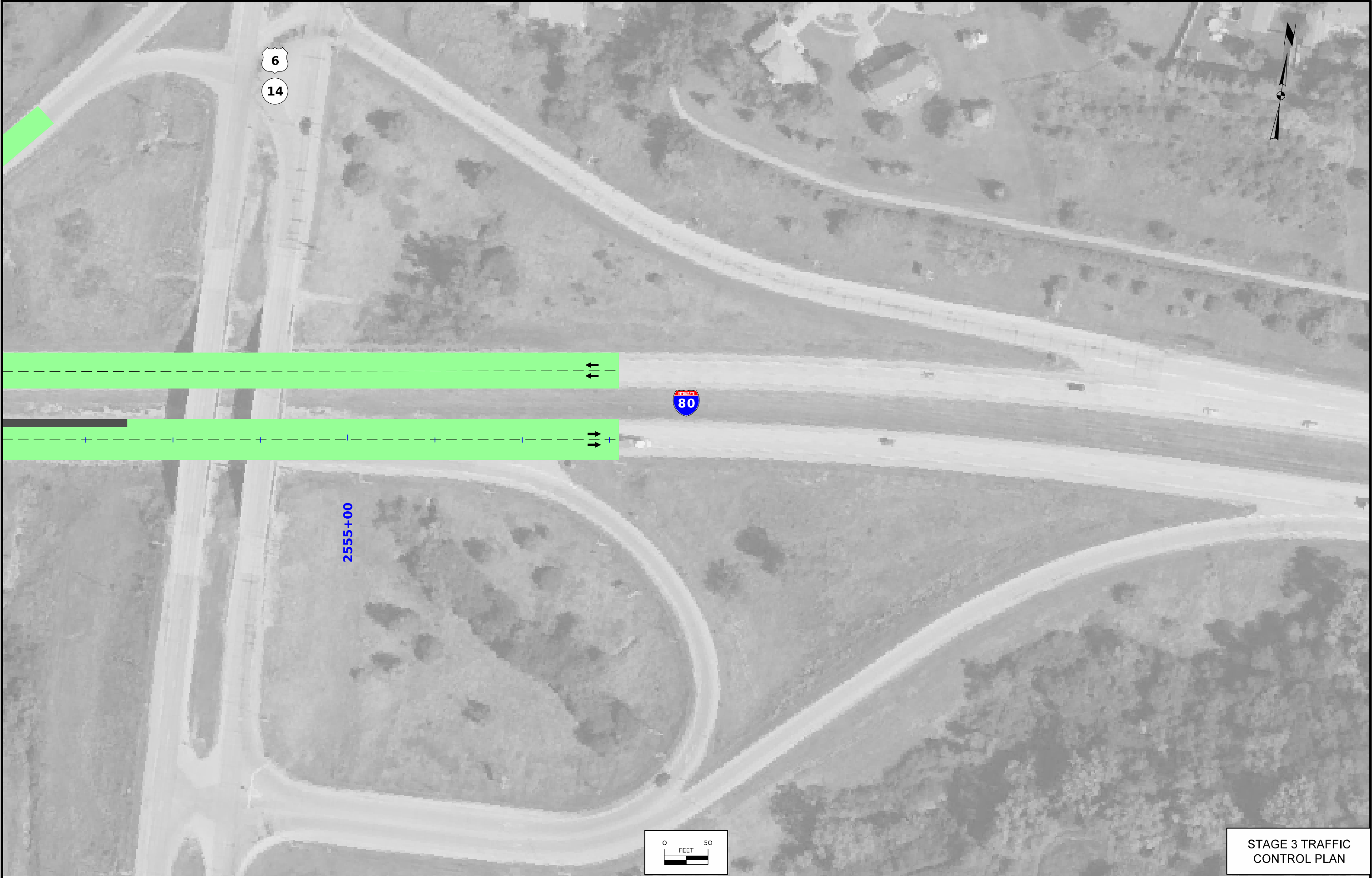


STAGE 3 TRAFFIC
CONTROL PLAN

FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.20
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.21
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FILE NO.	ENGLISH	DESIGN TEAM WHKS & CO.	JASPER COUNTY	PROJECT NUMBER IMX-080-5(418)163--02-50	SHEET NUMBER J.22
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STAGE 4 TRAFFIC
CONTROL PLAN





STAGE 4 TRAFFIC
CONTROL PLAN

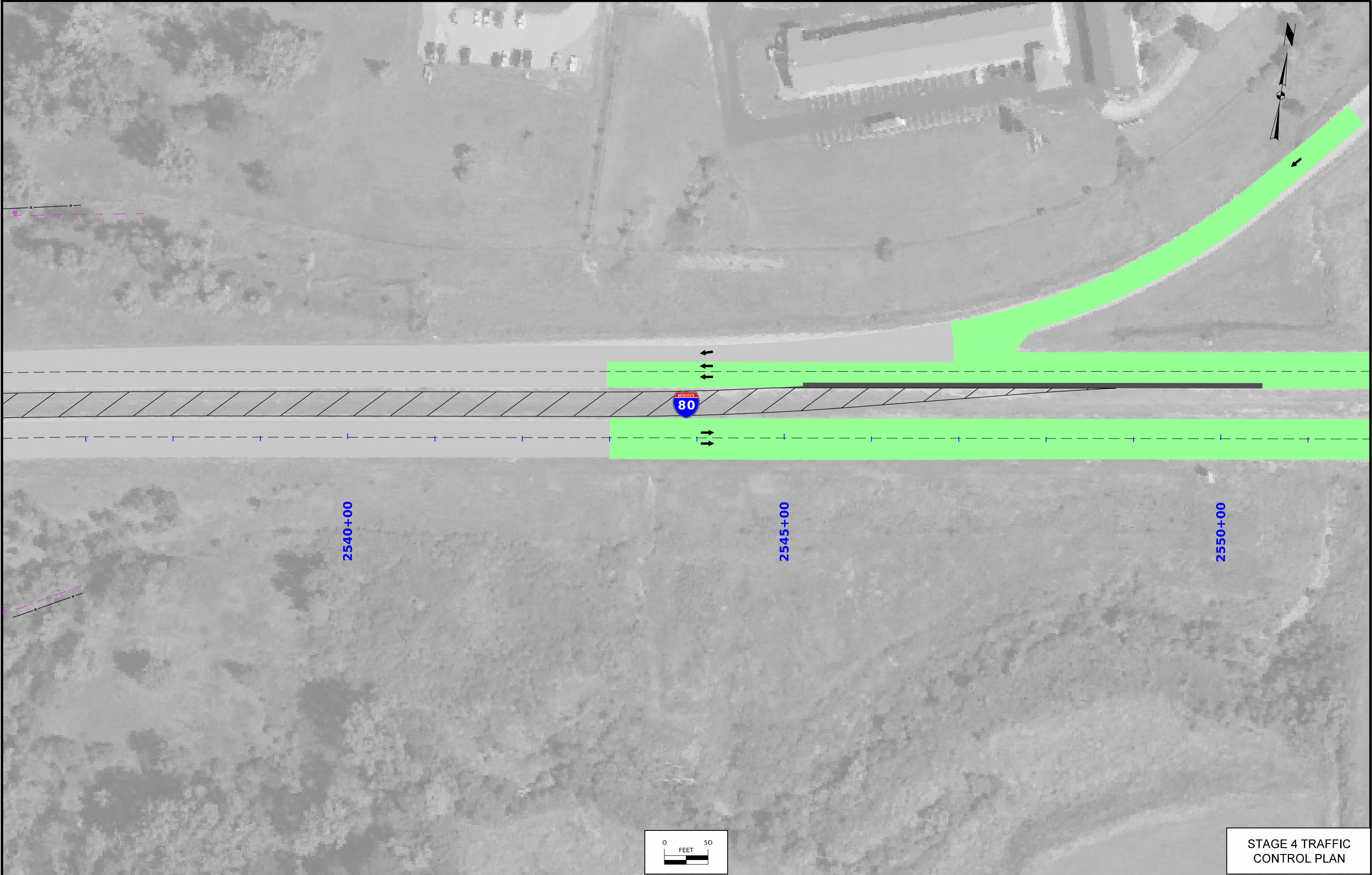
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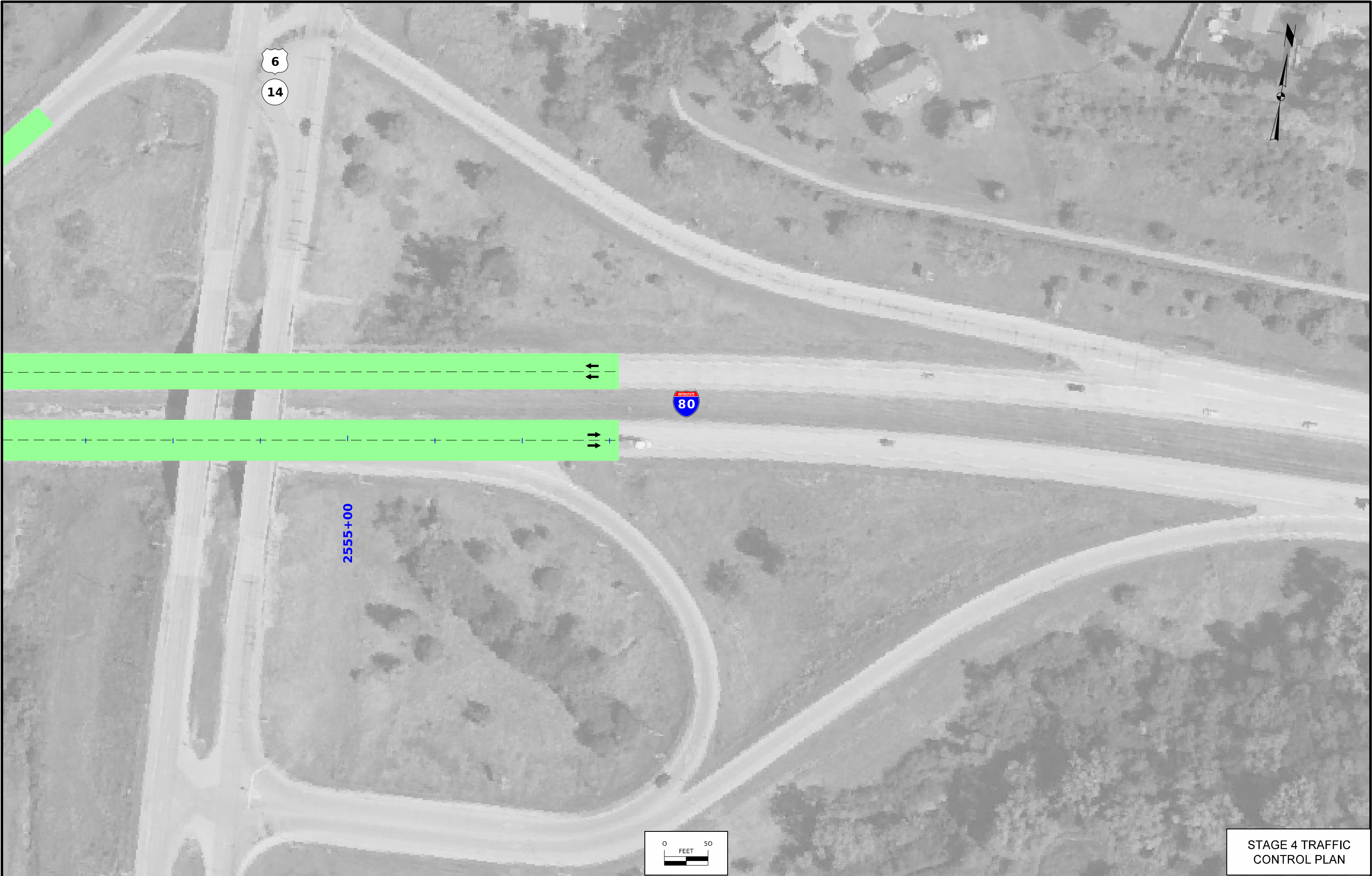
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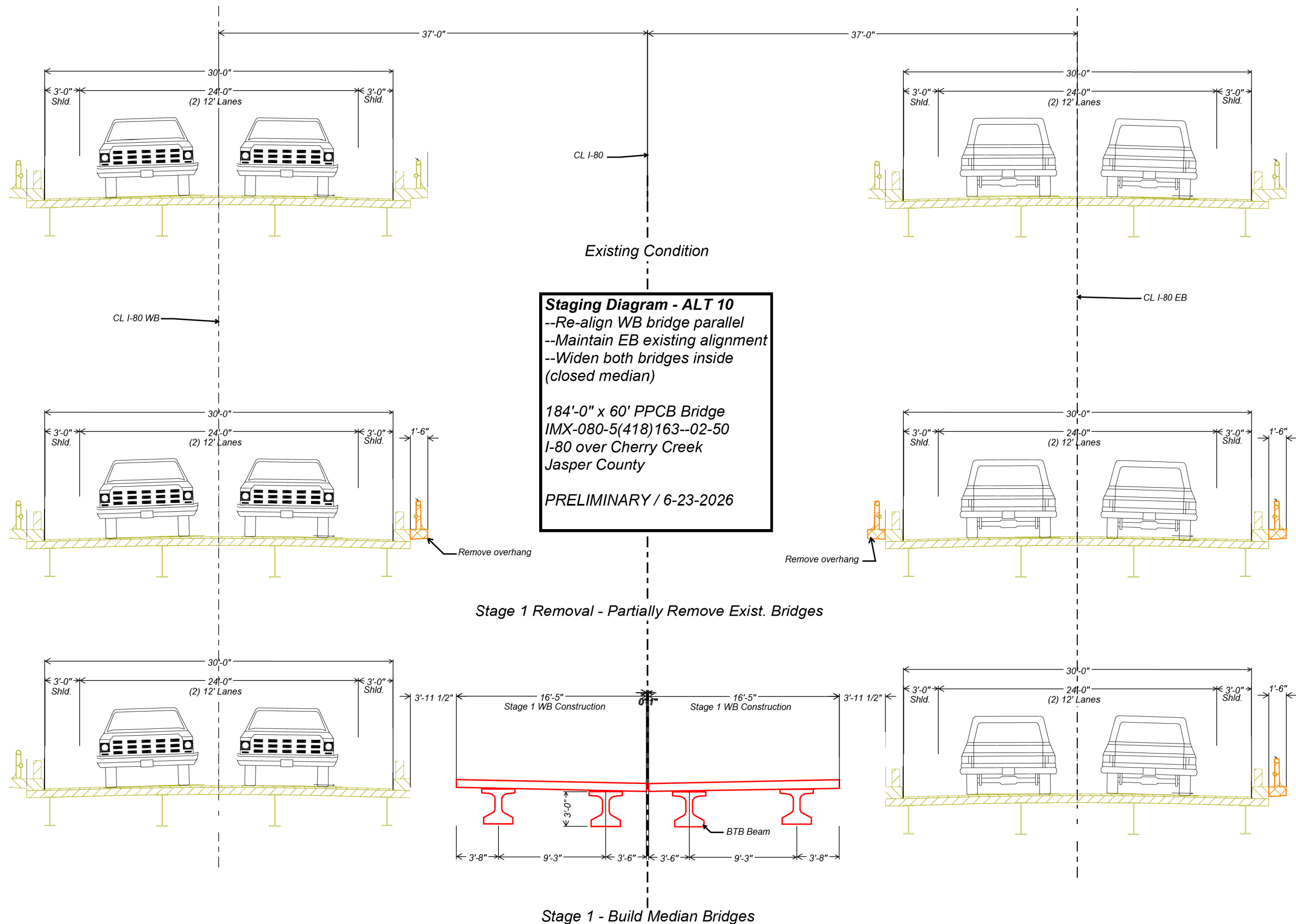
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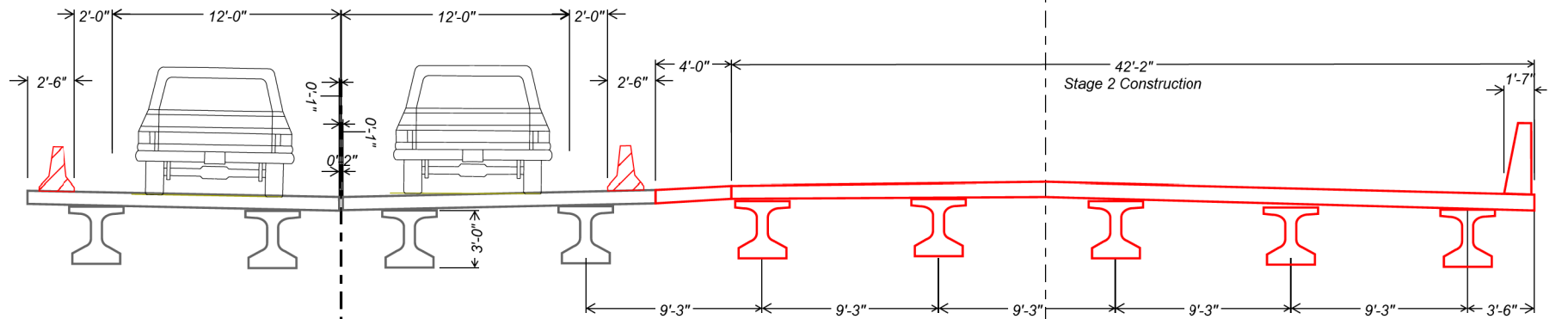
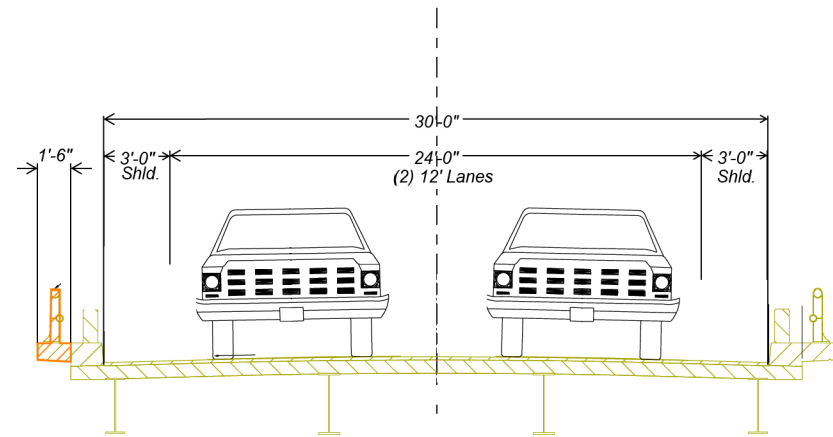
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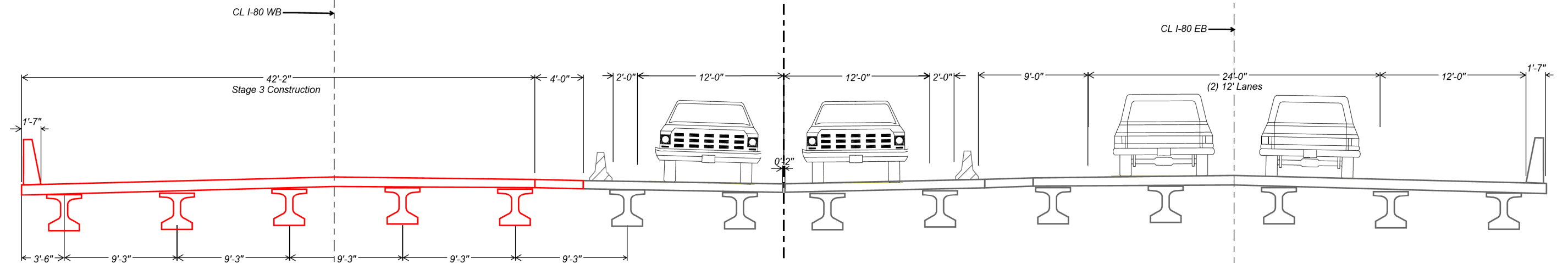
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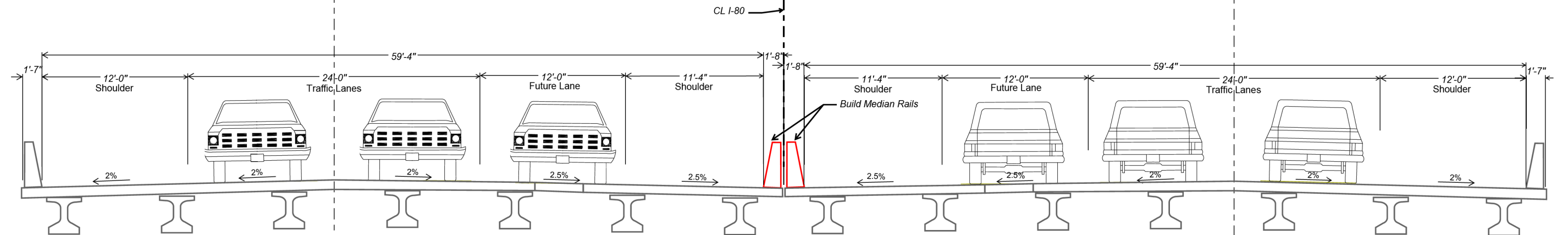
STAGING CROSS SECTIONS
AT CHERRY CREEK



Stage 2 - Build Outside Lanes EB Bridge

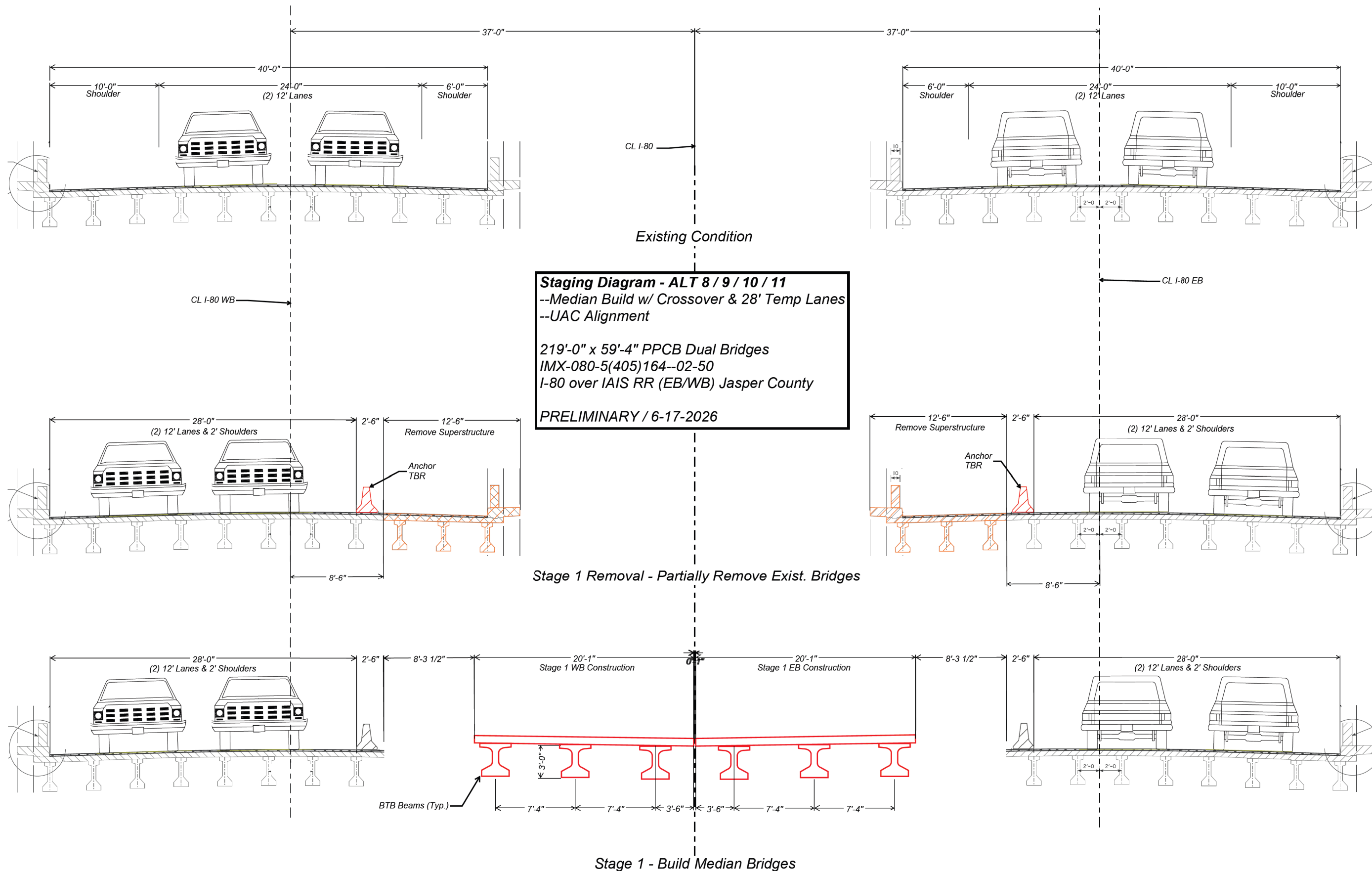


Stage 3 - Build Outside Lanes WB Bridge

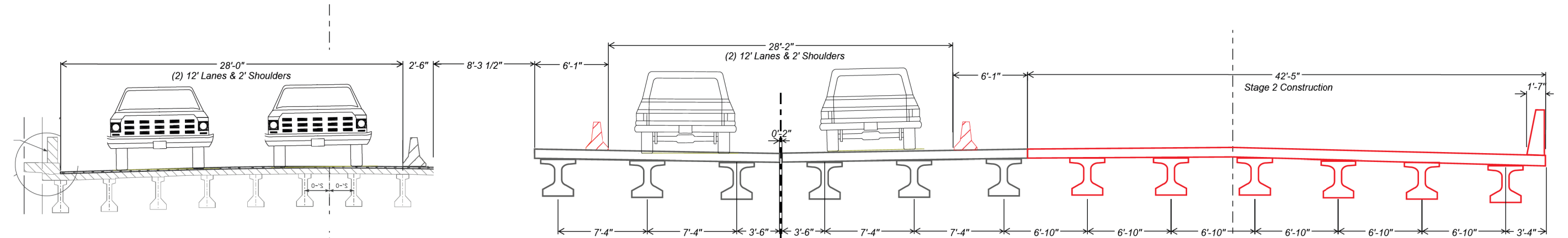


Stage 4 - Build Median Rails & Final Configuration

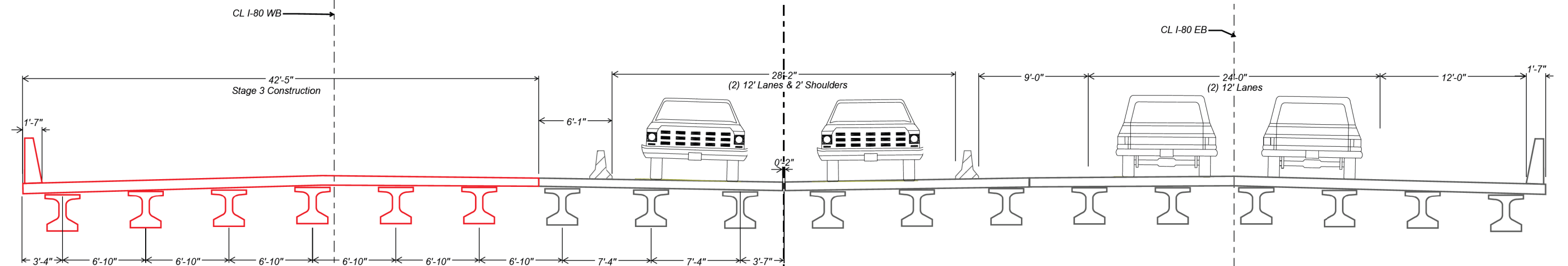
STAGING CROSS SECTIONS
AT CHERRY CREEK



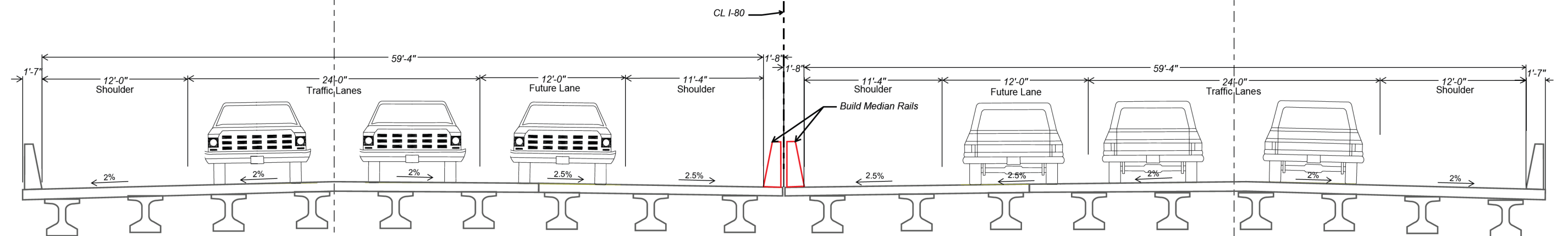
STAGING CROSS SECTIONS
AT IAIS RAILROAD



Stage 2 - Build Outside Lanes EB Bridge



Stage 3 - Build Outside Lanes WB Bridge



Stage 5 - Build Median Rails & Final Configuration

STAGING CROSS SECTIONS
AT IAIS RAILROAD

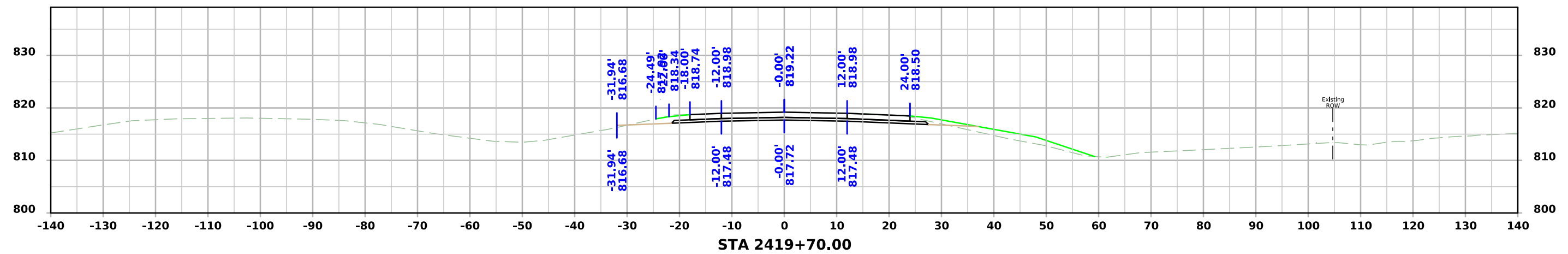
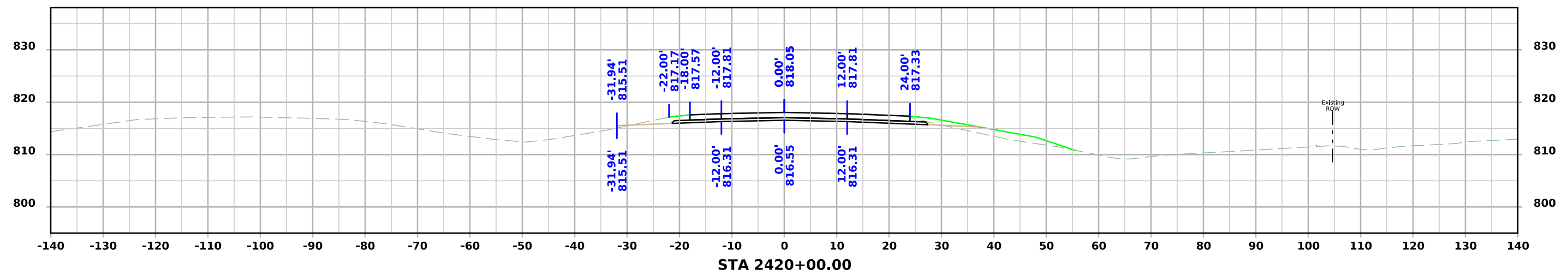
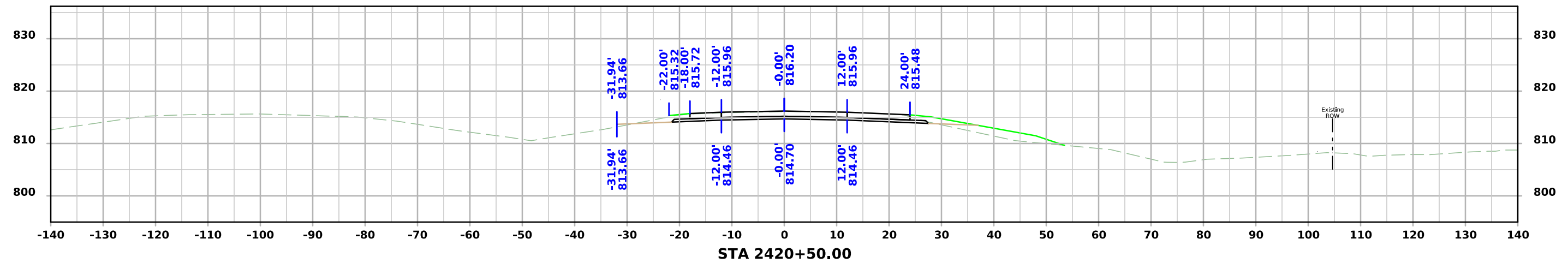
CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Grading	
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
(8)	Revetment Class A	Substrata	
(6)	Revetment Class B	(128)	Boulder
(62)	Revetment Class C	(209)	Boulder Removed
(188)	Revetment Class D	(48)	Broken Weathered
(28)	Revetment Class E	(210)	Broken Weathered Removed
(12)	Shoulder Special Backfill	(3)	Core Out
(12)	Special Backfill	(115)	Core Out Remove Only
(20)	Subbase	(195)	Core Out Remove and Replace
(20)	Subbase Lower	(203)	Existing Pavement
(20)	Subbase Upper	(184)	Existing Pavement Remove Only
(118)	Subgrade Treatment	(200)	Existing Pavement Remove and Replace
Asphalt		(6)	Loam
(207)	HMA Base Course	(211)	Loam Removed
(207)	HMA Interim Course	(80)	Rock
(207)	HMA Surface Course	(212)	Rock Removed
Bridge		(4)	Select Sand
(0)	Bridge	(214)	Select Sand Removed
Concrete		(3)	Shale
(0)	Barrier Concrete	(215)	Shale Removed
(0)	Barrier Concrete Footing	(10)	Topsoil
(0)	Curb Gutter	(2)	Topsoil Remove Only
(48)	Flowable Mortar	(4)	Topsoil Remove and Replace
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(216)	Unsuitable Type A Removed
Existing		(13)	Unsuitable Type B
(0)	Existing Pavement	(217)	Unsuitable Type B Removed
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(218)	Unsuitable Type C Removed
(0)	Shoulder PCC	(3)	Waste
(6)	Shoulder Granular	(219)	Waste Removed
Structural			
(112)	Noise Wall		
(112)	Noise Wall Footing		
(112)	Retaining Wall Back		
(112)	Retaining Wall Back Excavate		
(112)	Retaining Wall Face		
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		

CROSS SECTIONS

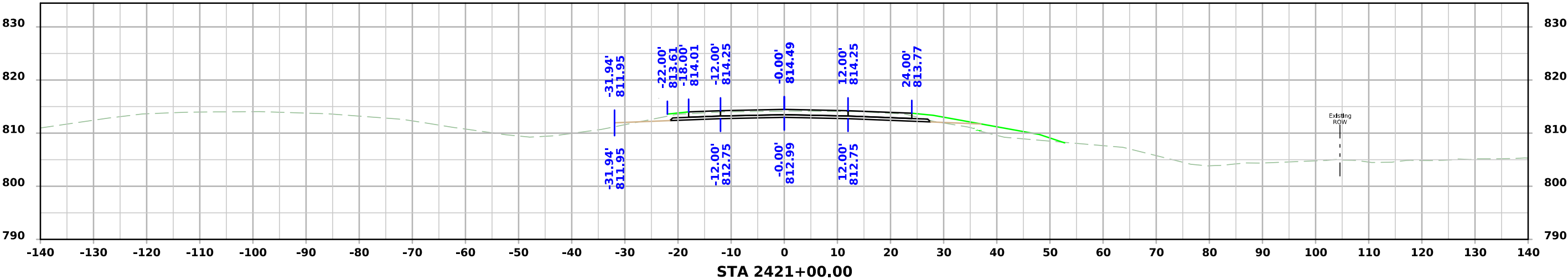
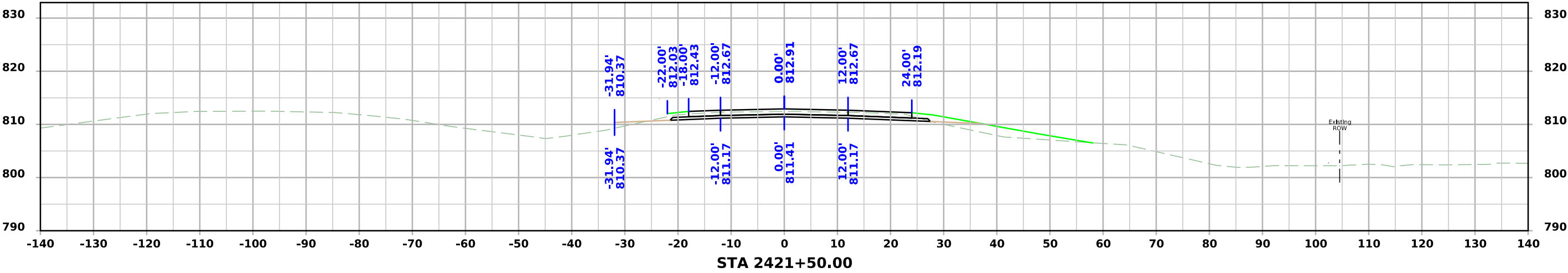
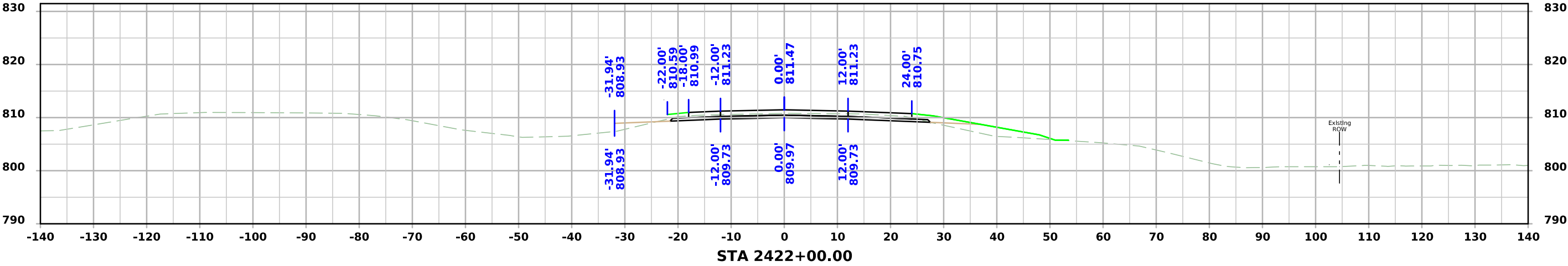
LEGEND AND INFORMATION SHEET

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

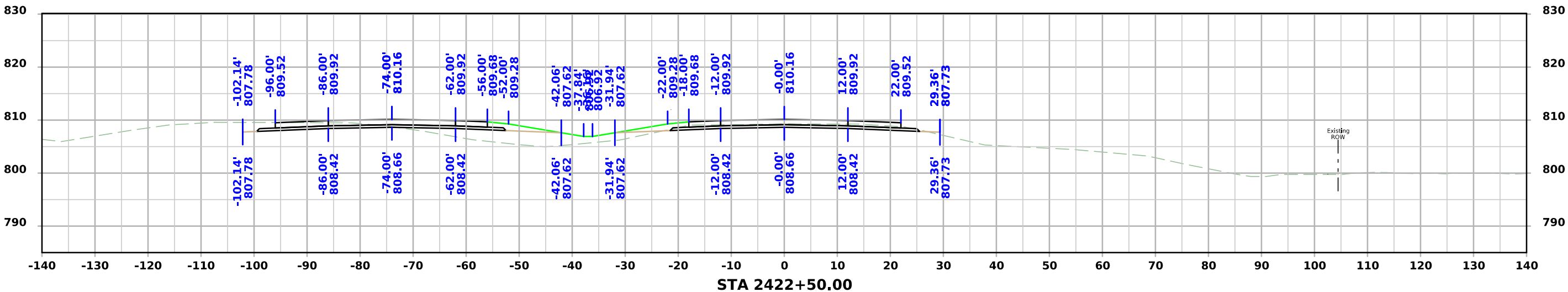
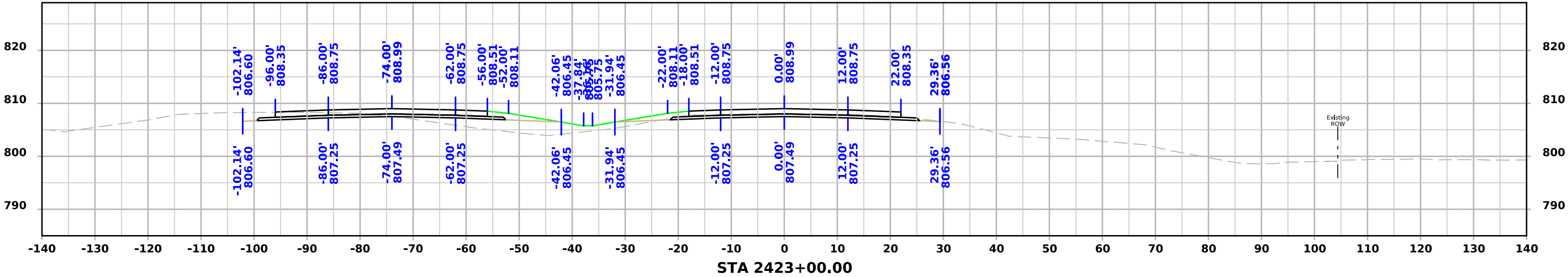
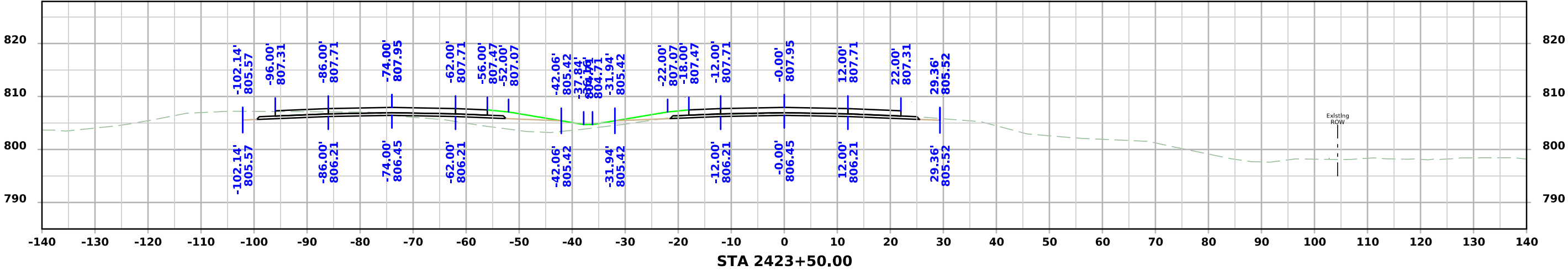
I-80 EB



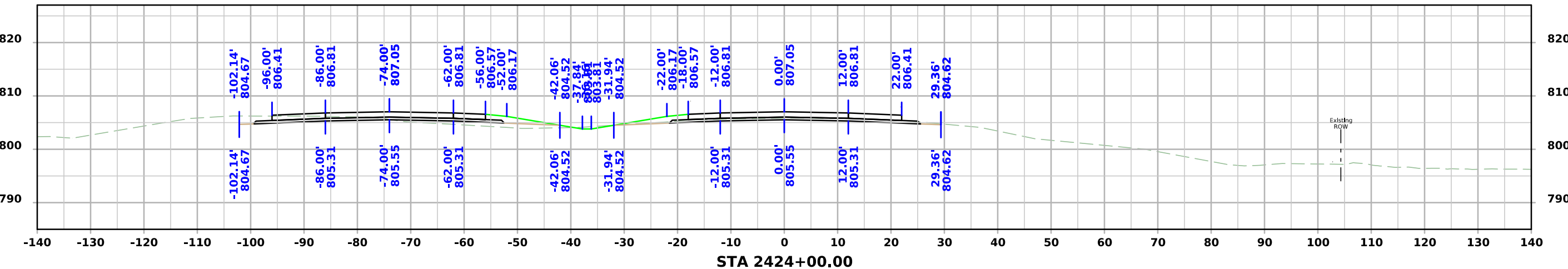
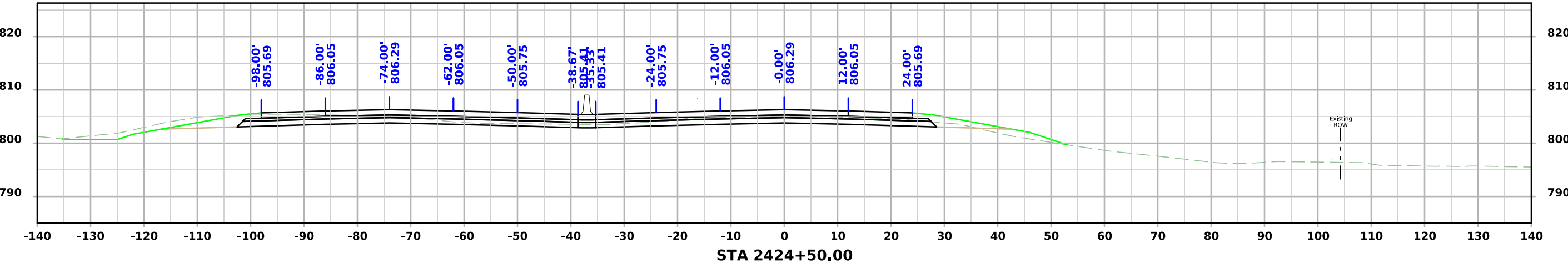
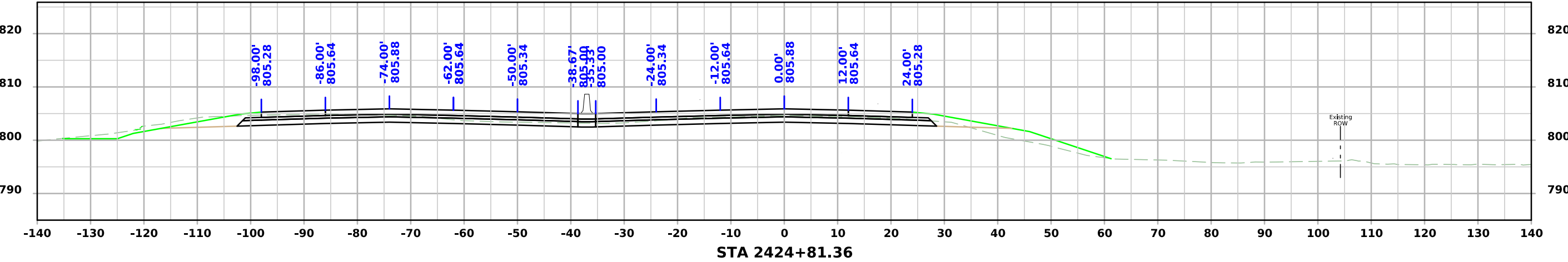
I-80 EB



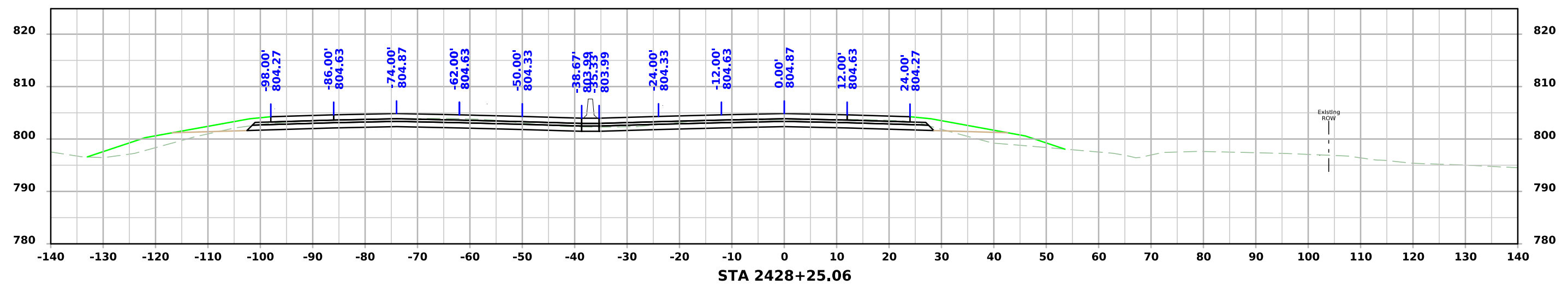
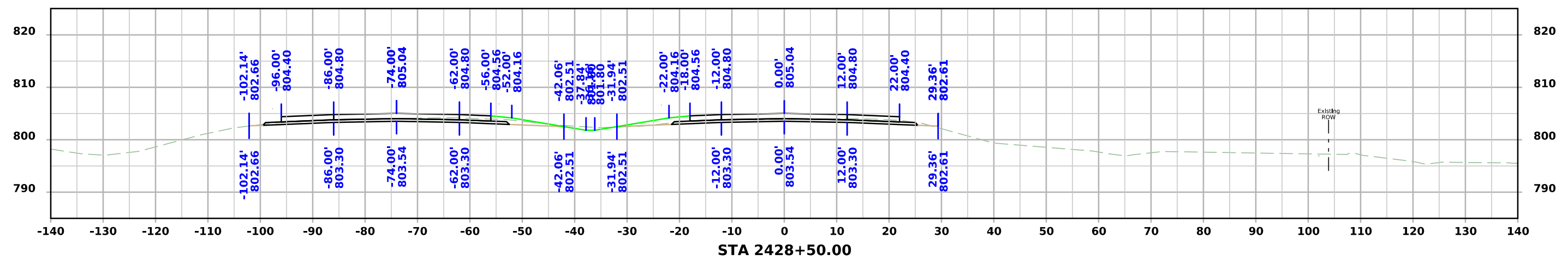
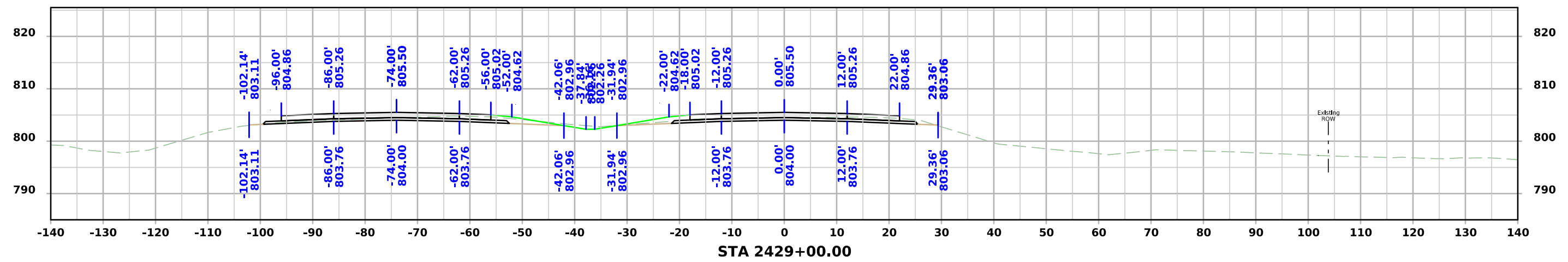
I-80 EB



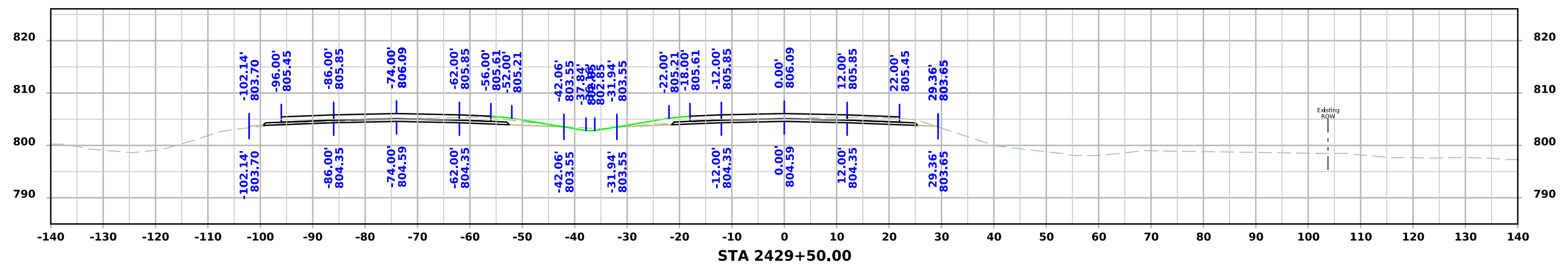
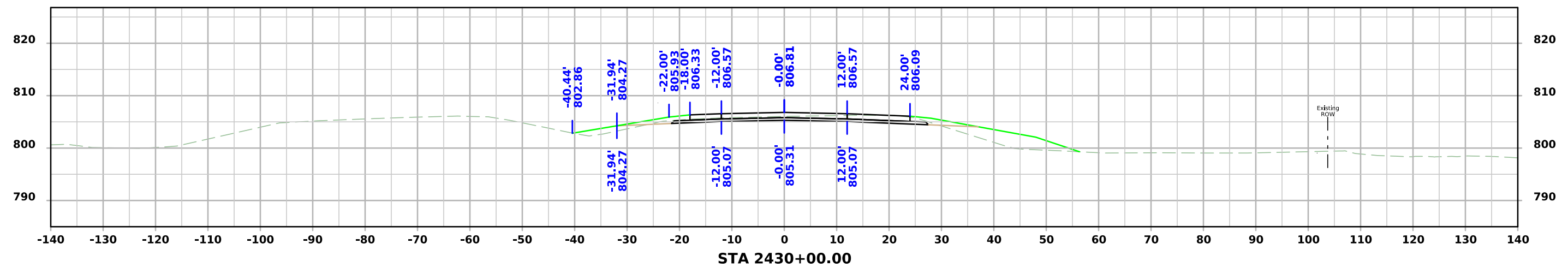
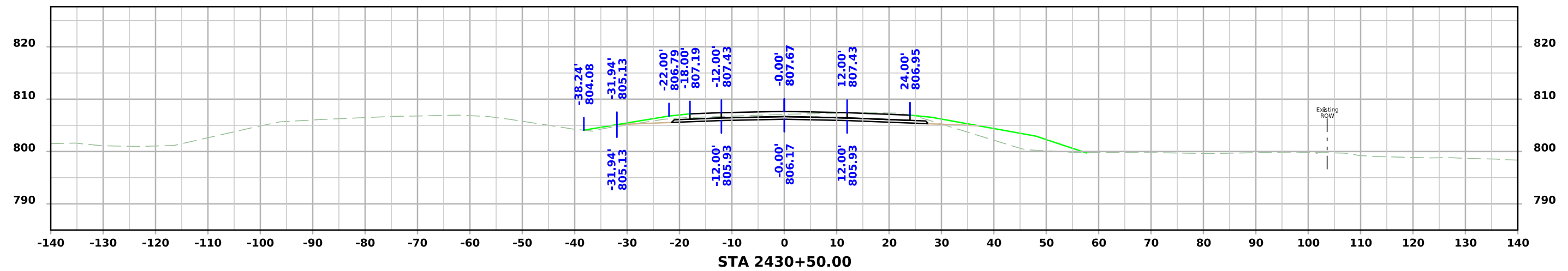
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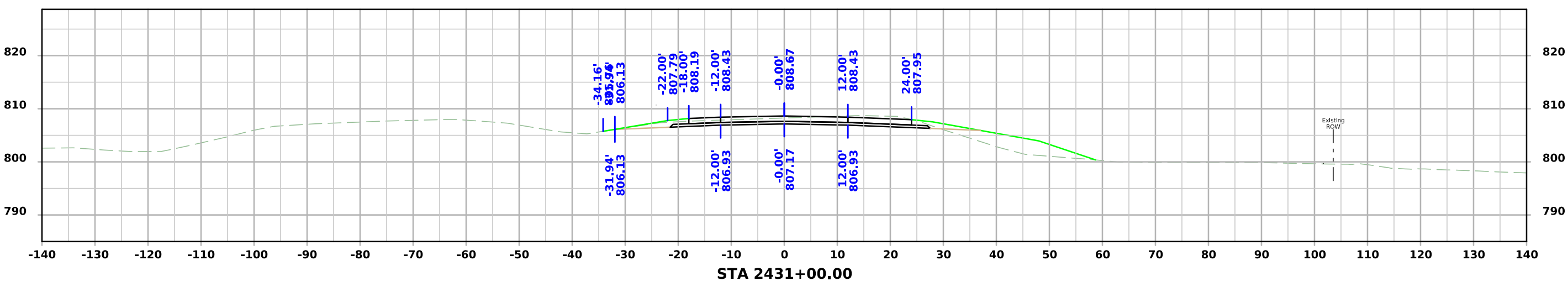
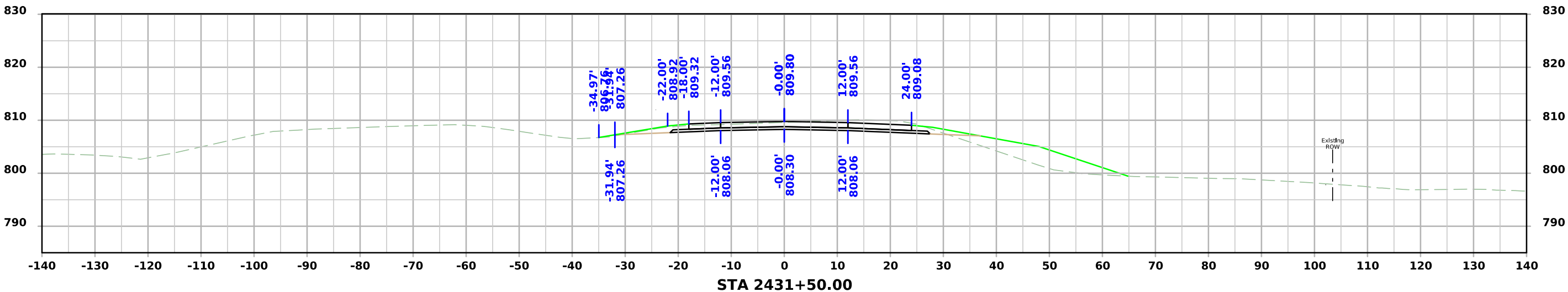
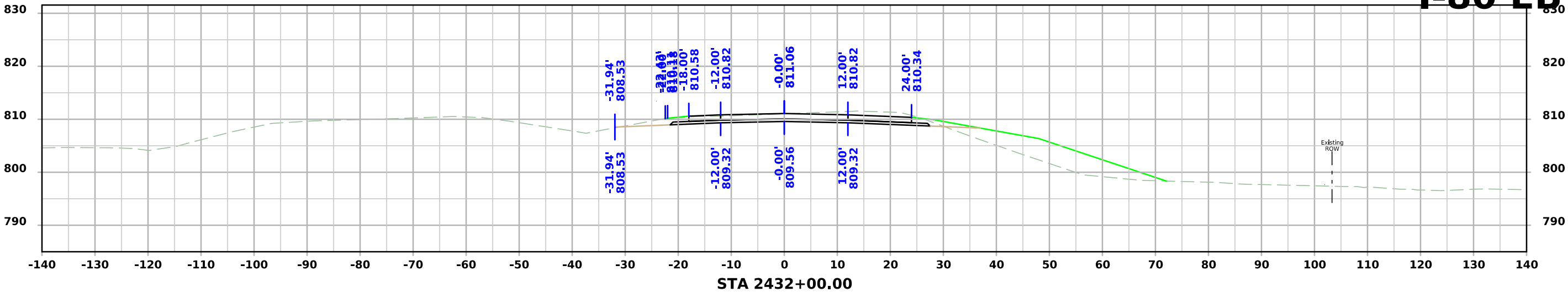
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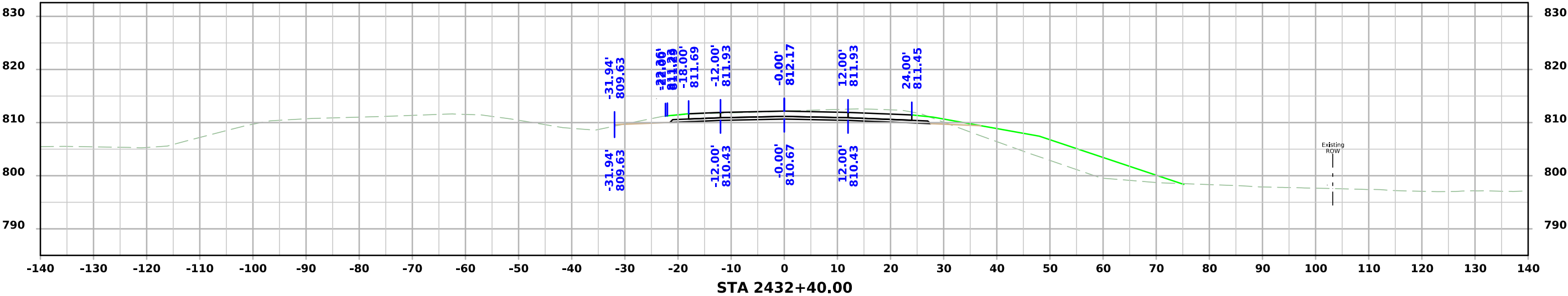
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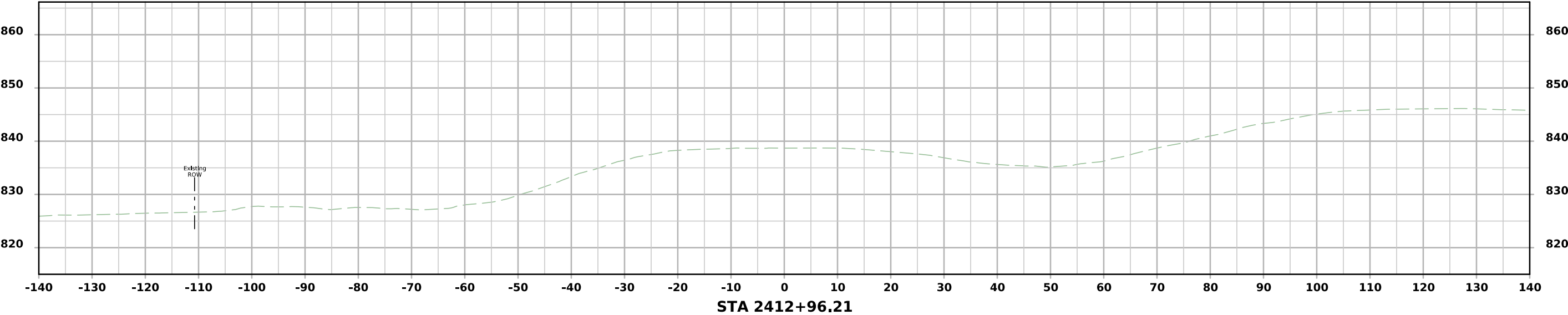
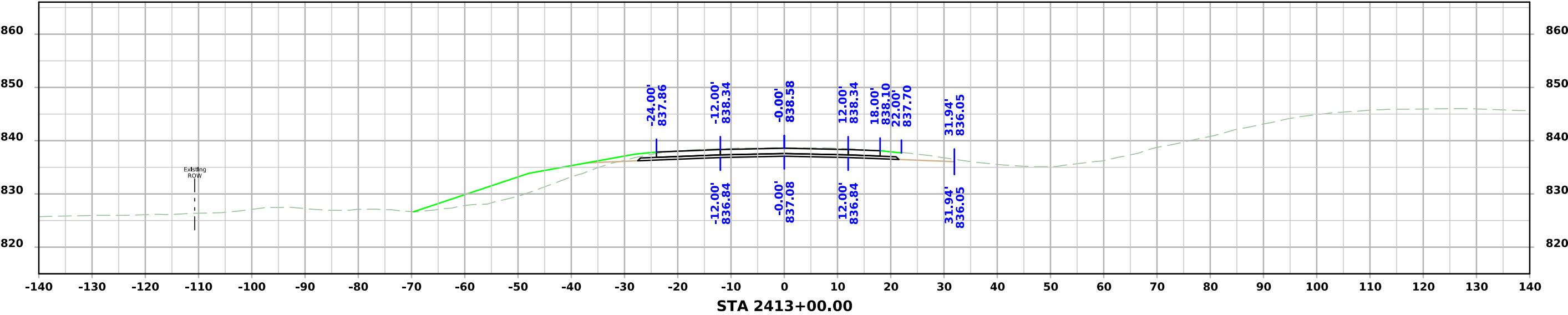
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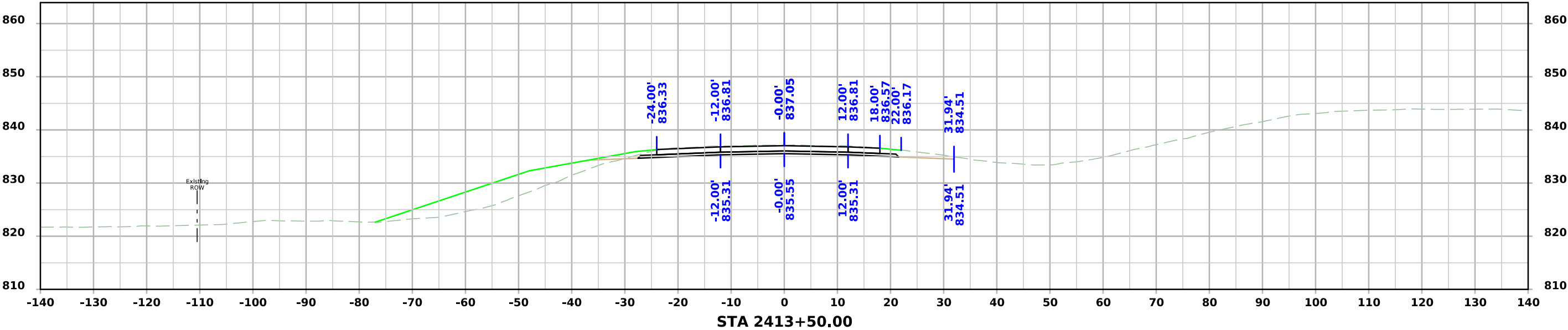
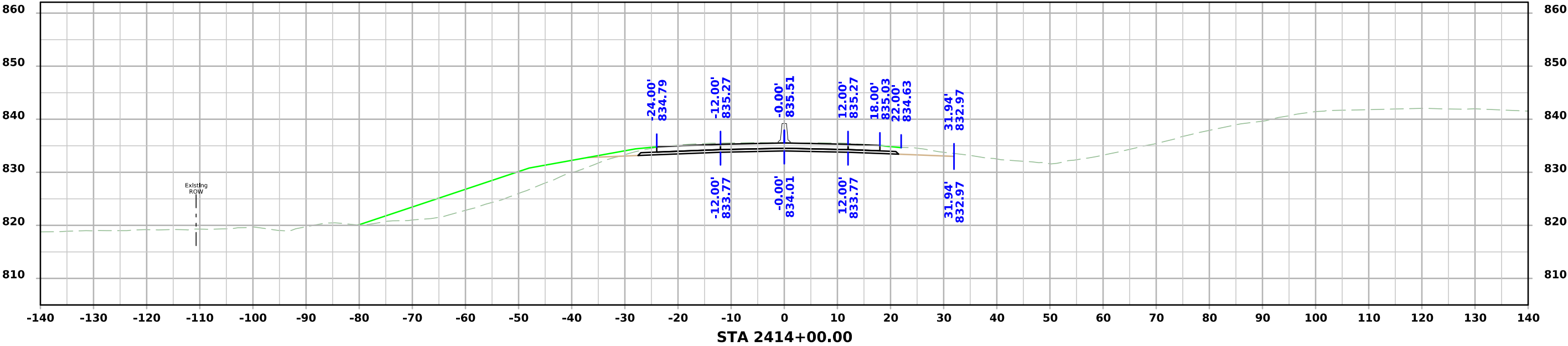
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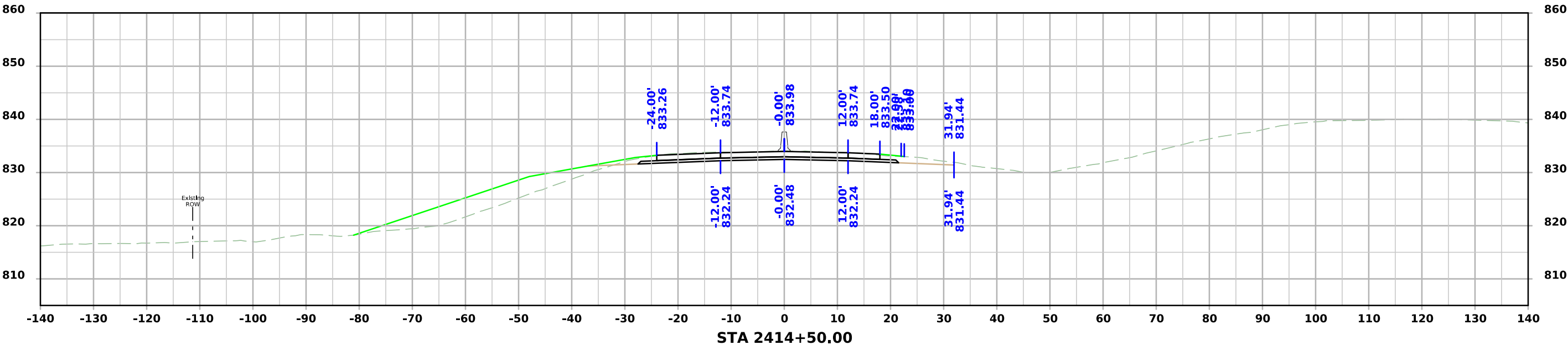
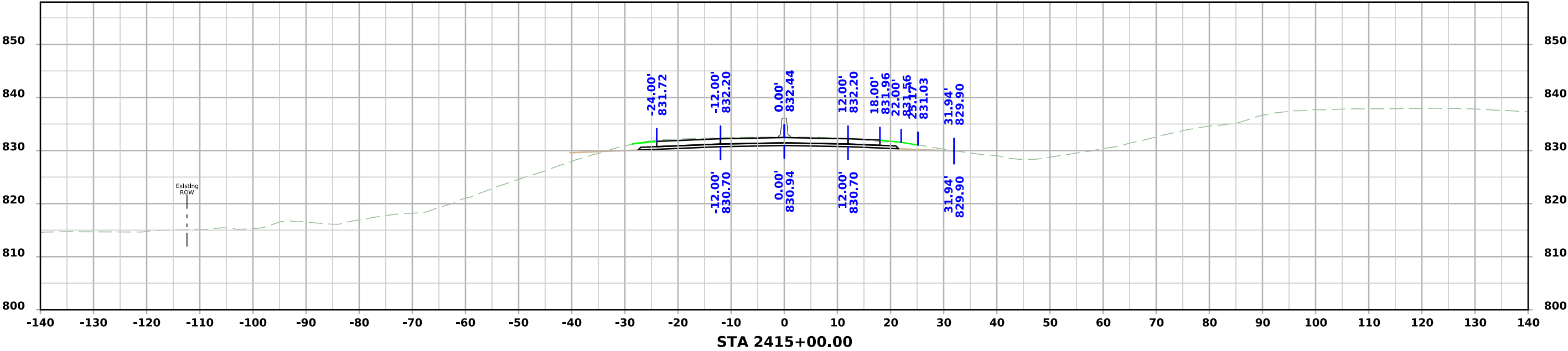
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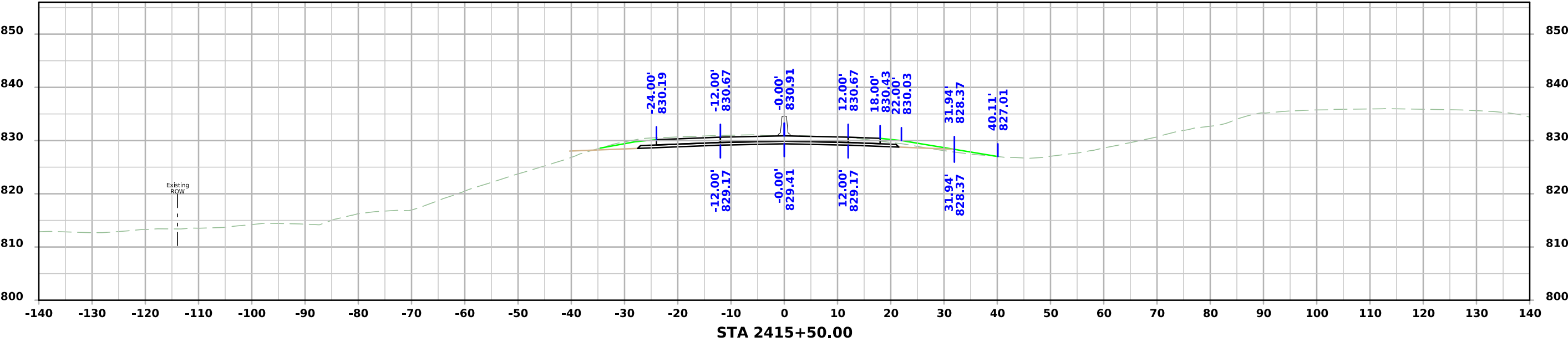
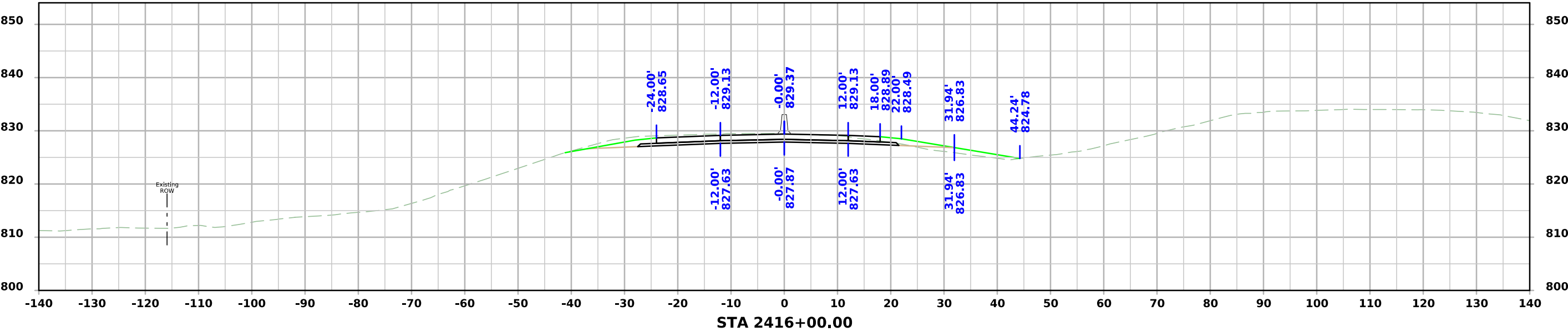
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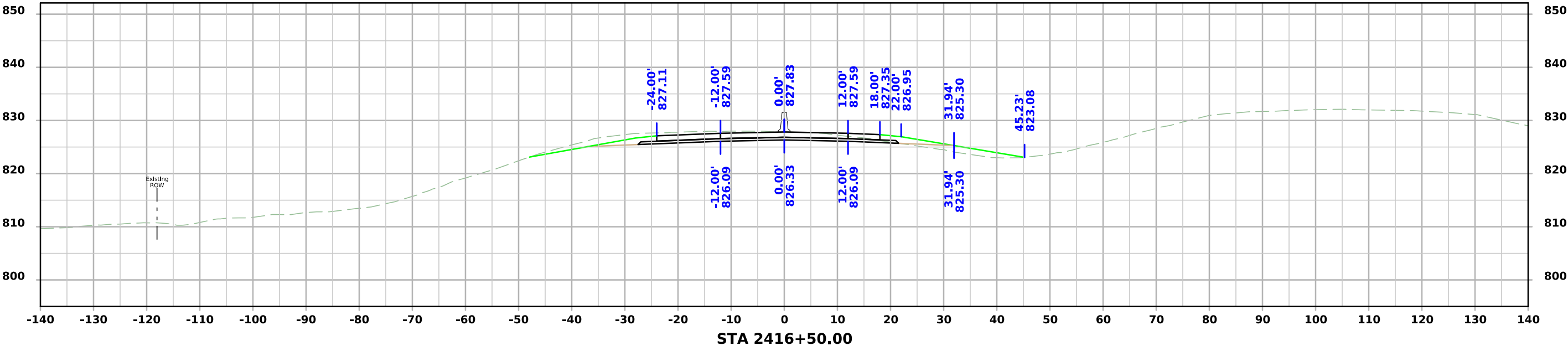
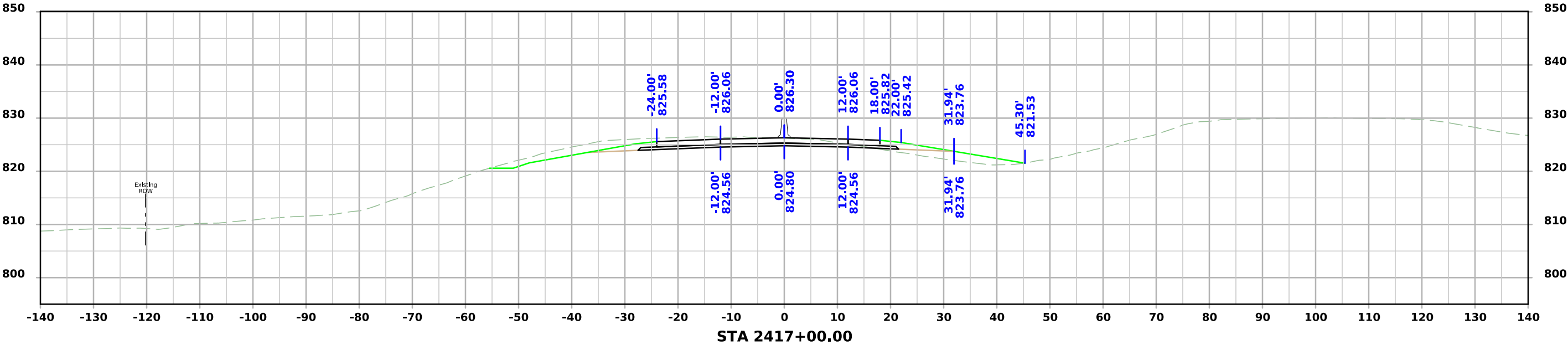
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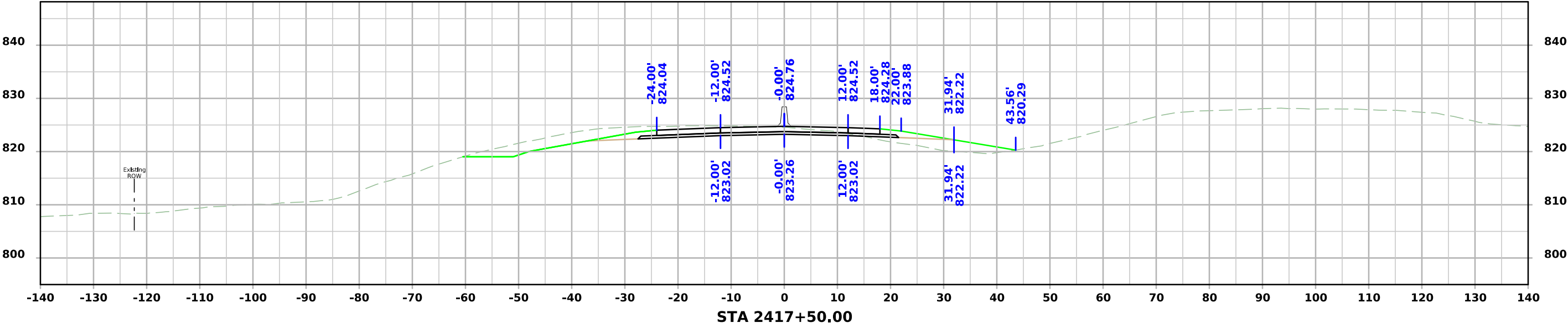
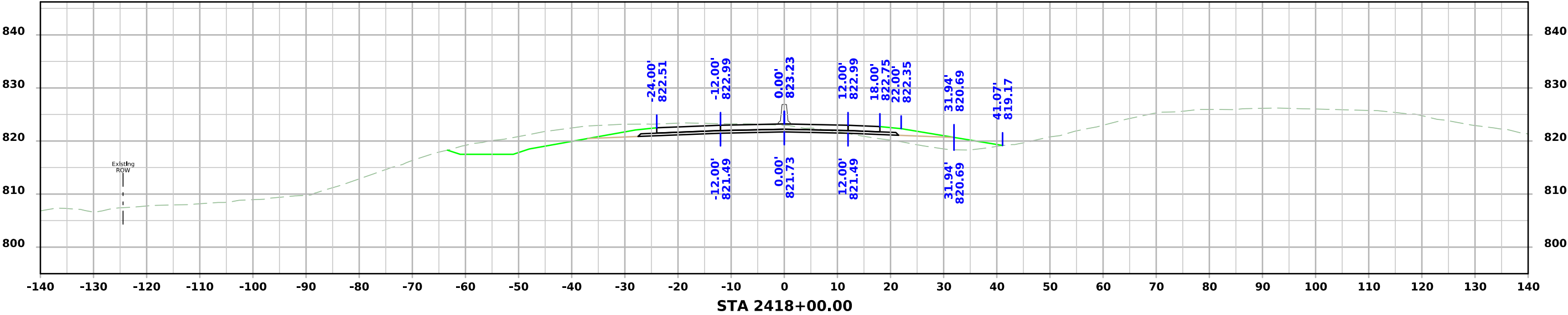
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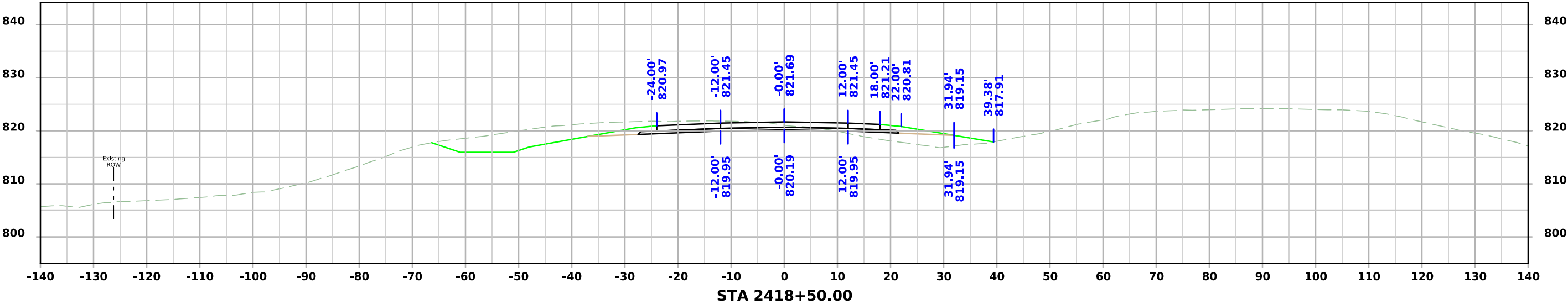
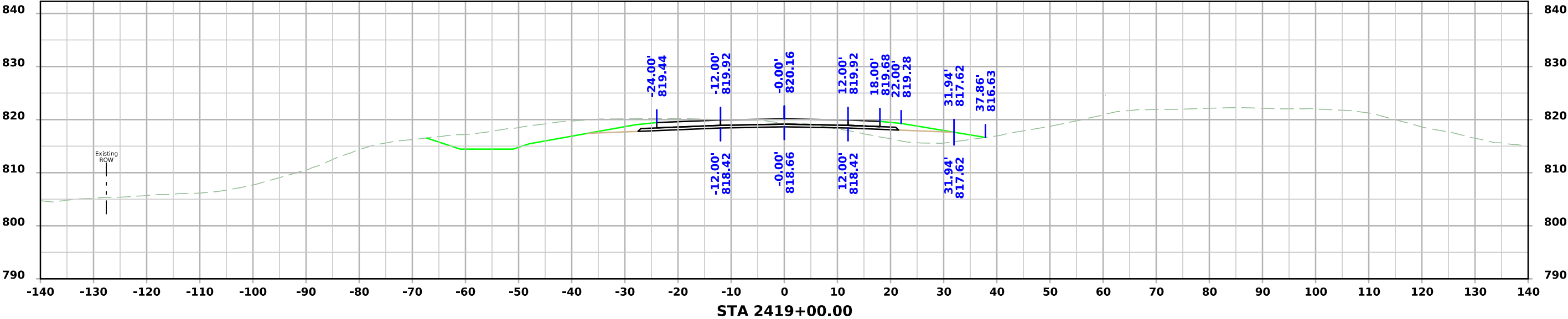
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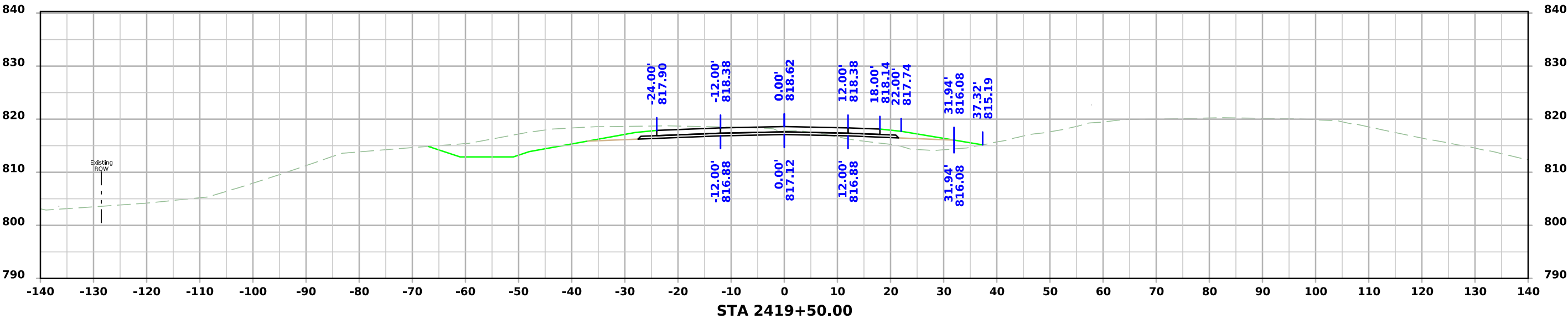
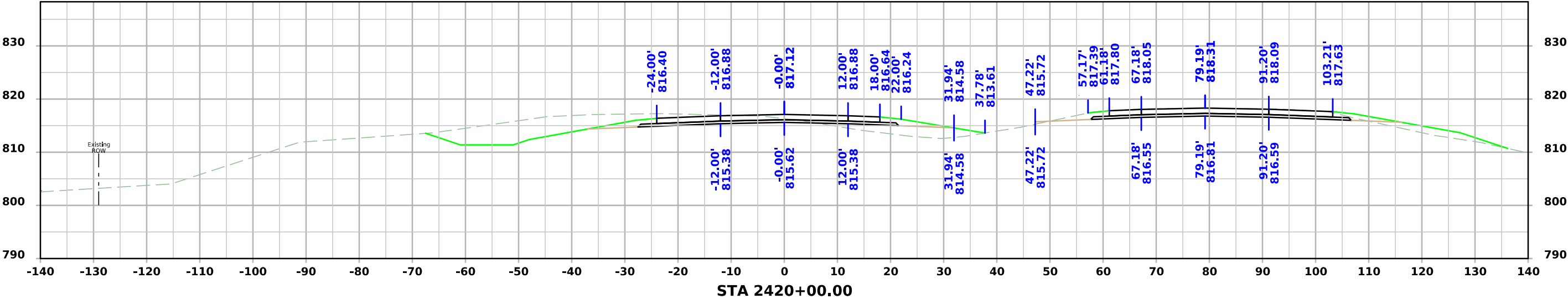
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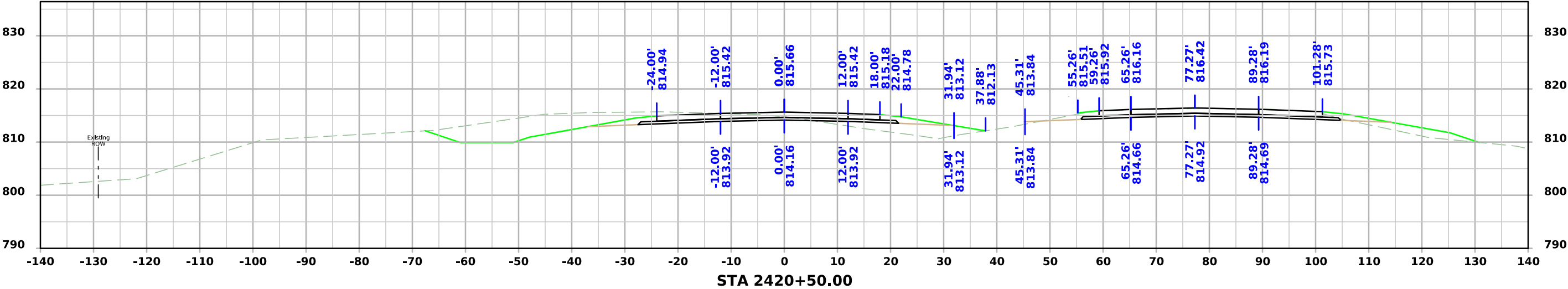
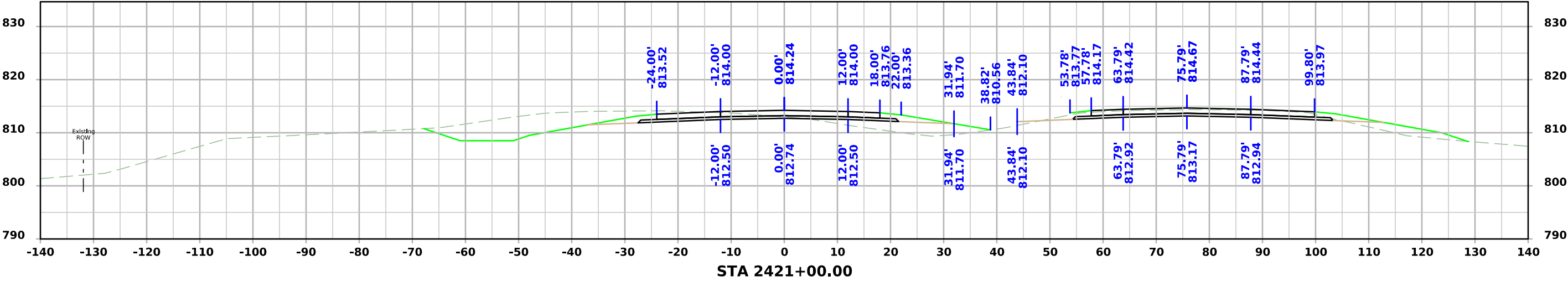
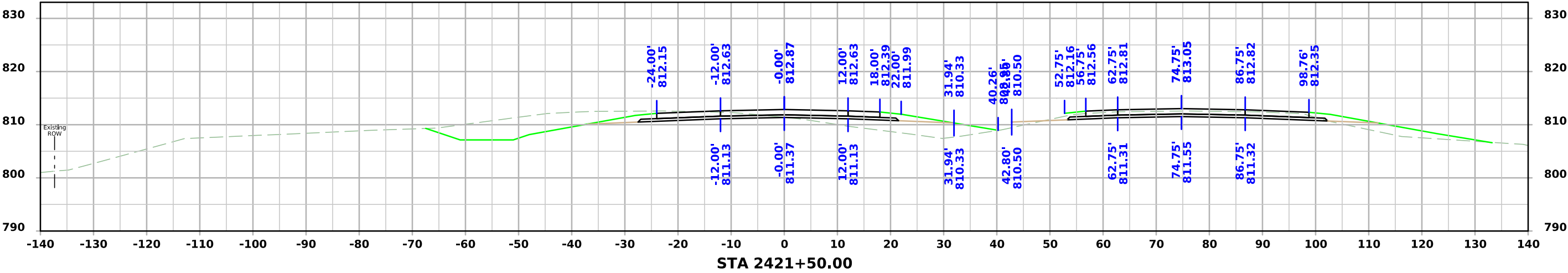
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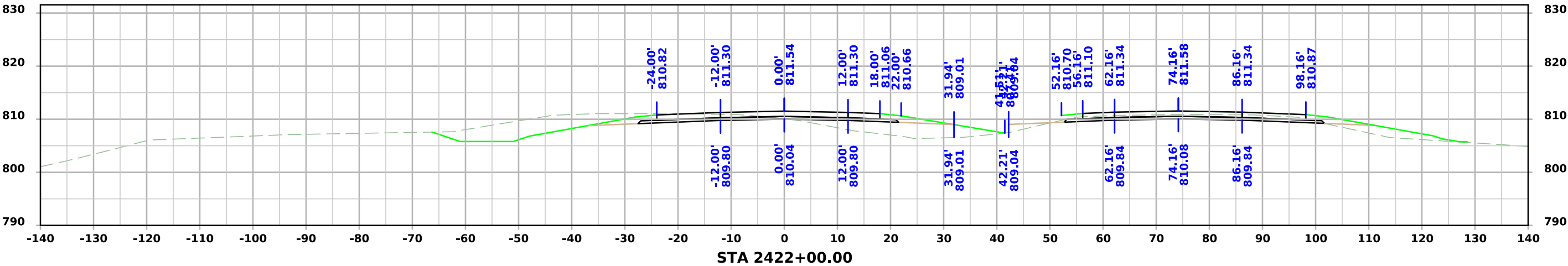
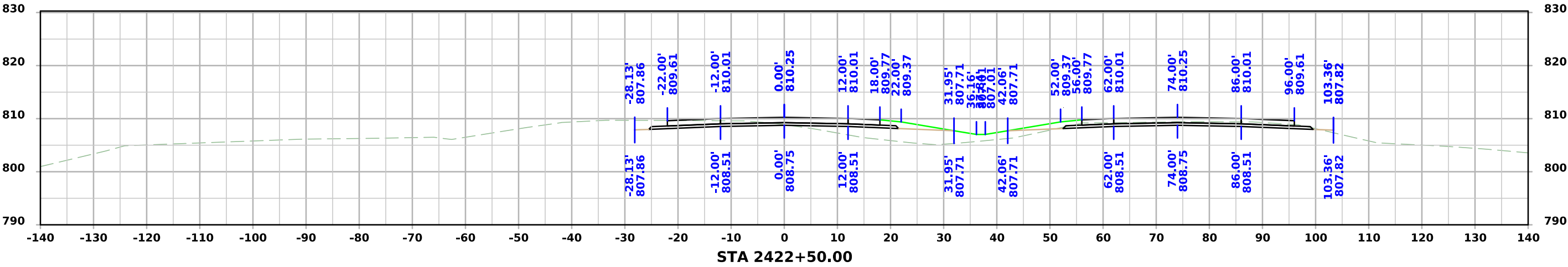
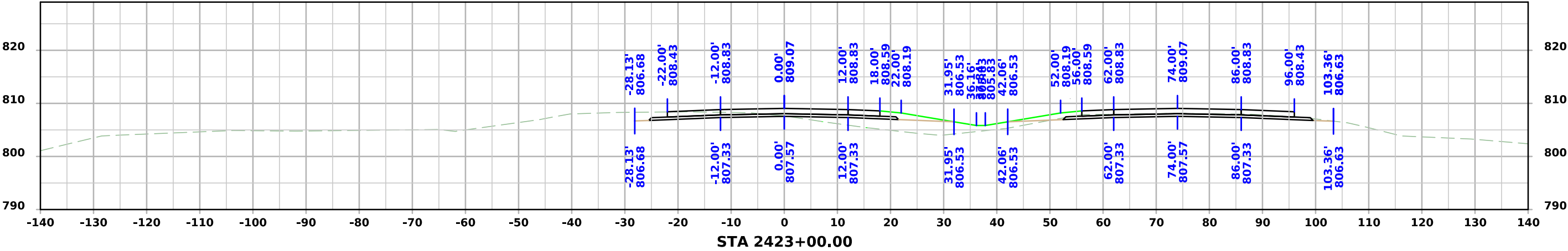
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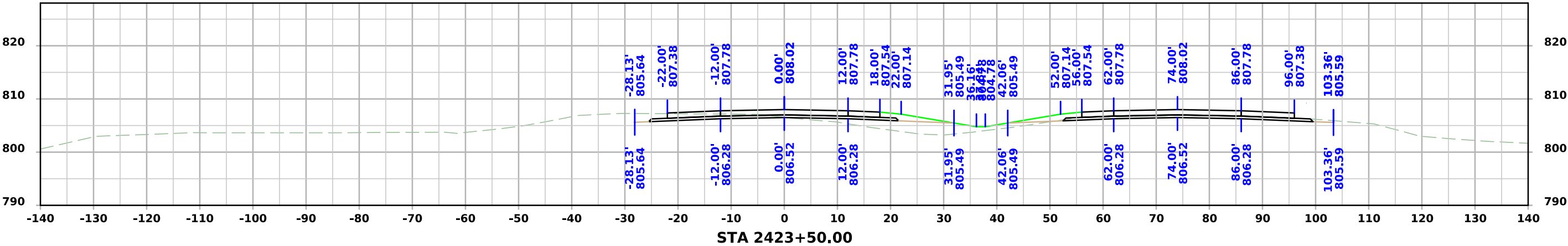
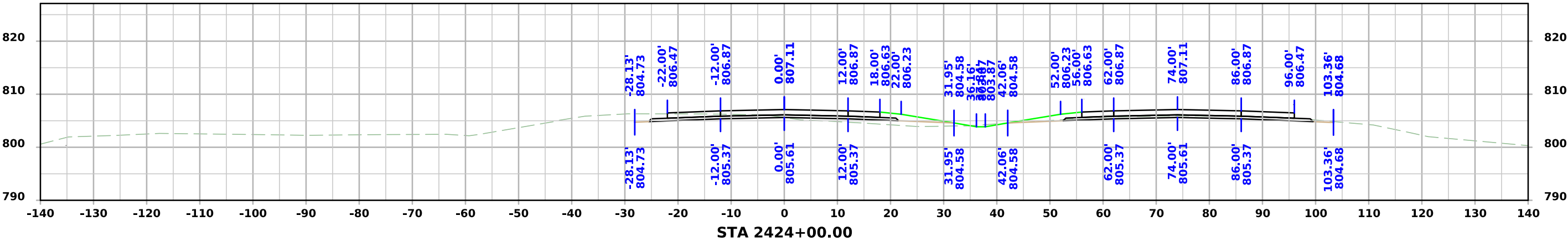
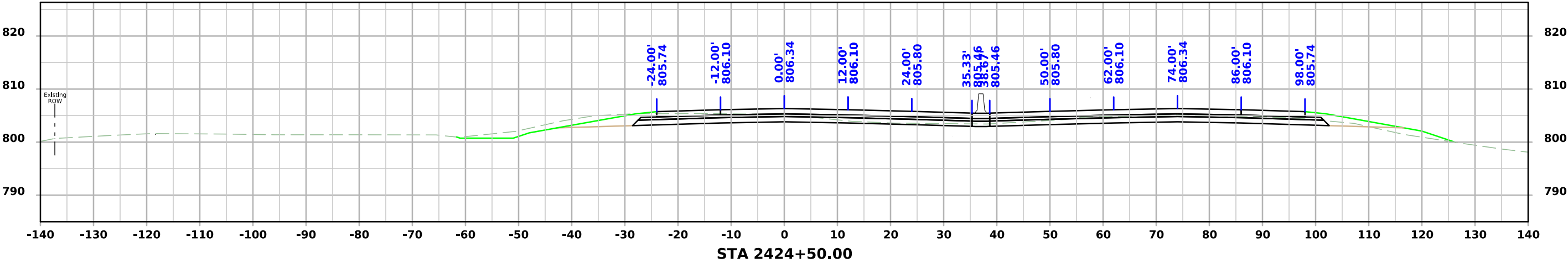
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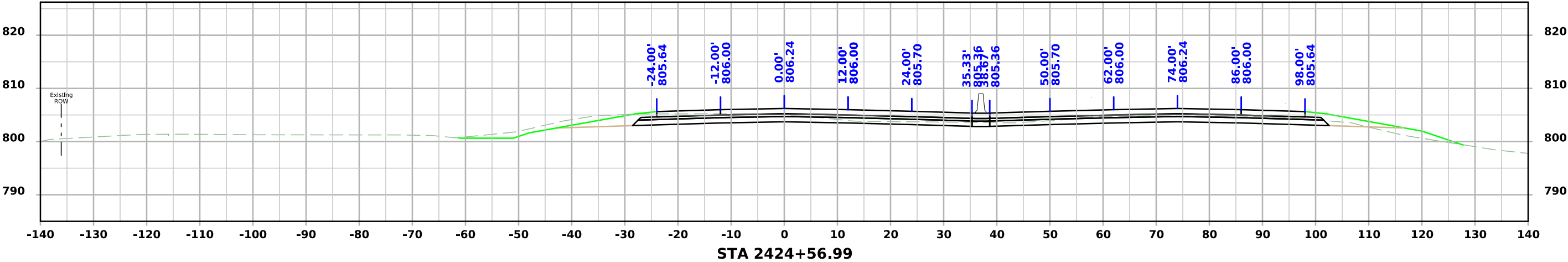
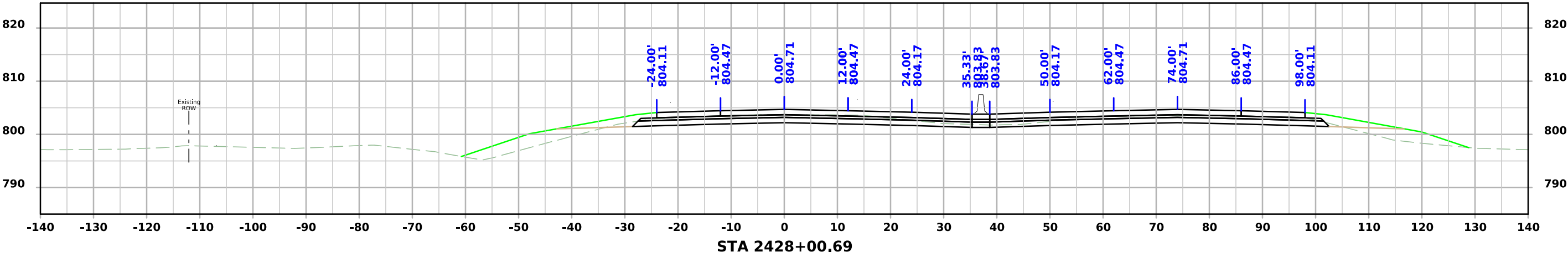
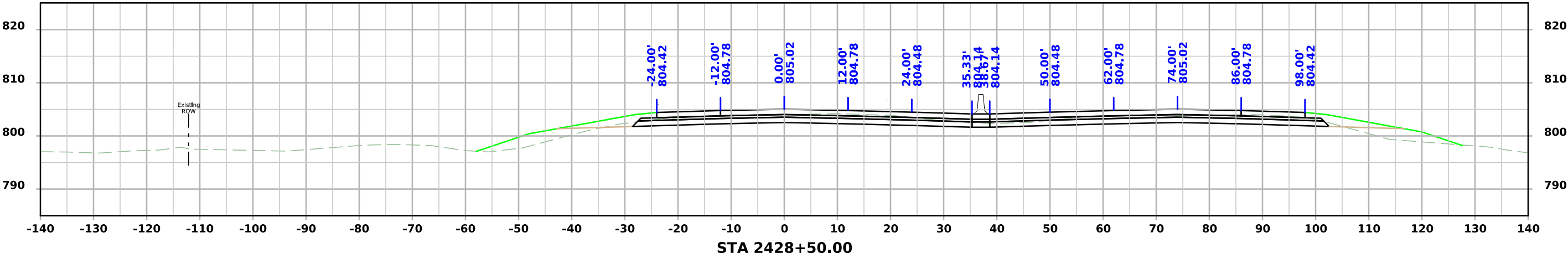
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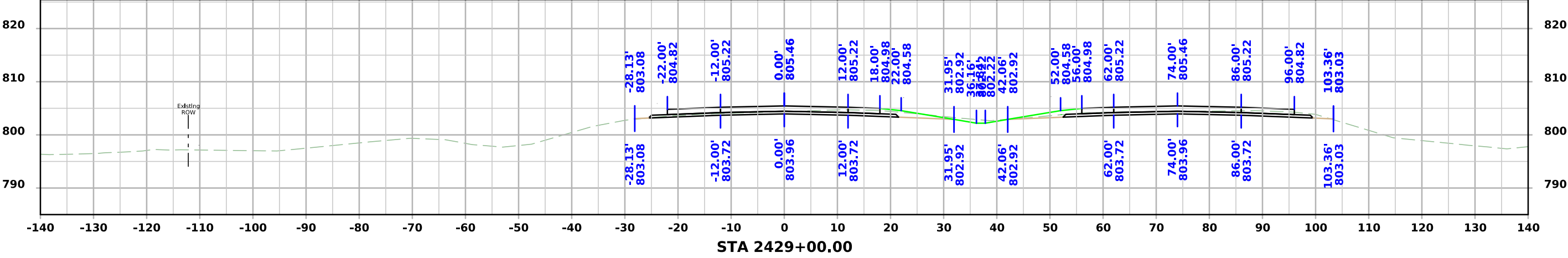
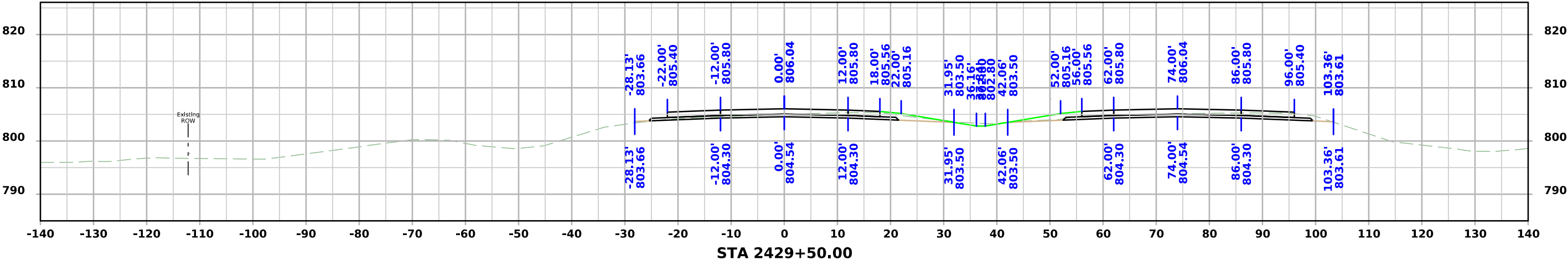
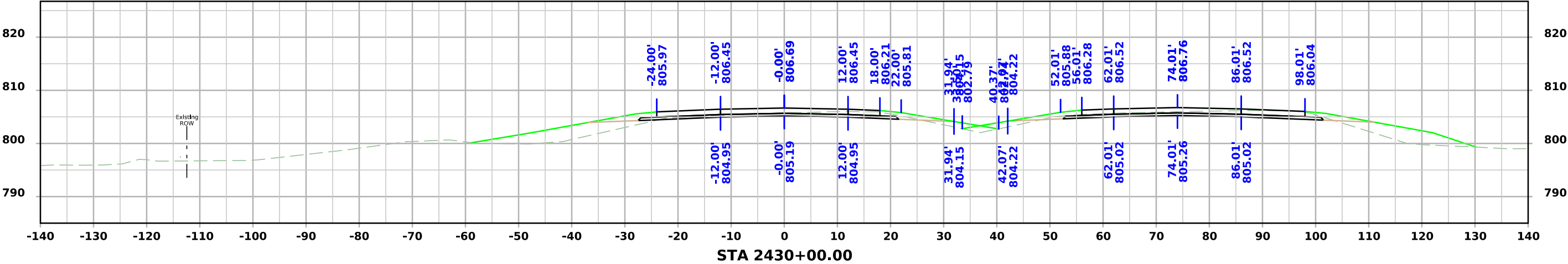
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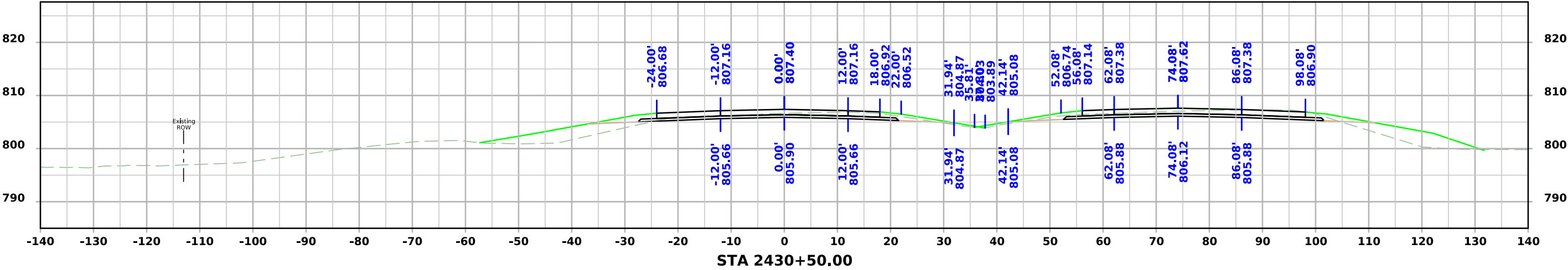
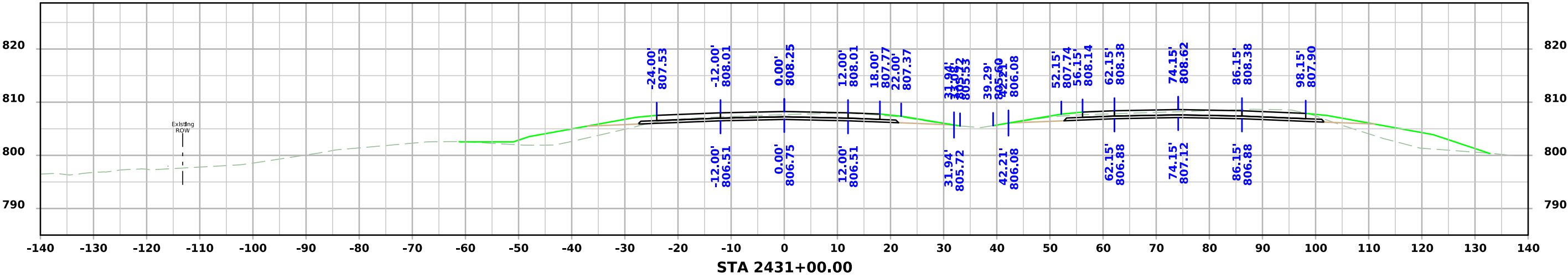
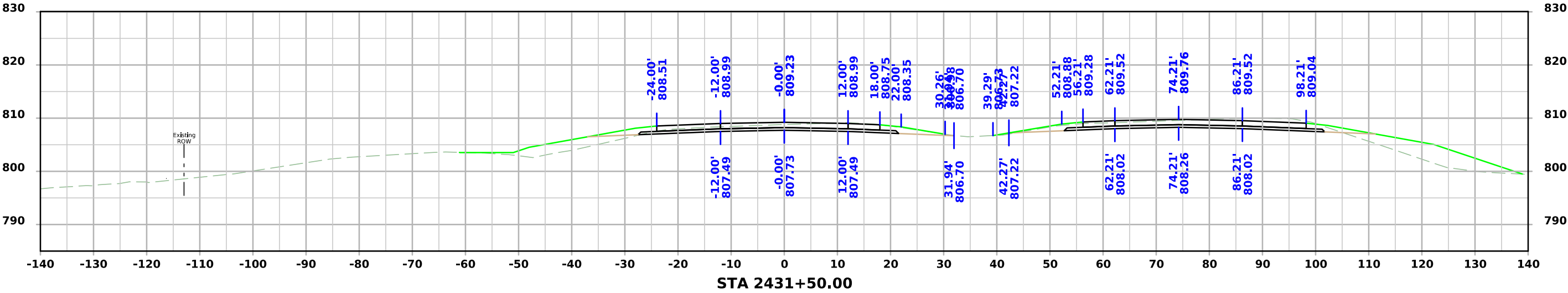
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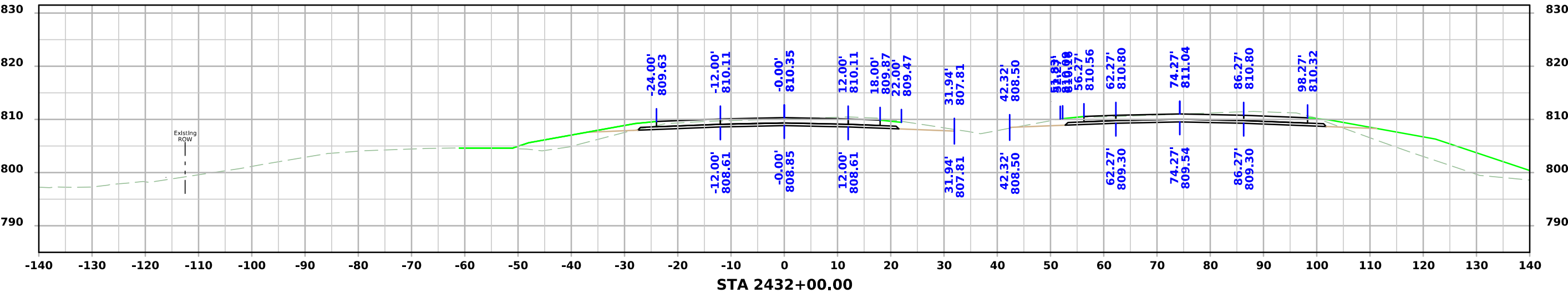
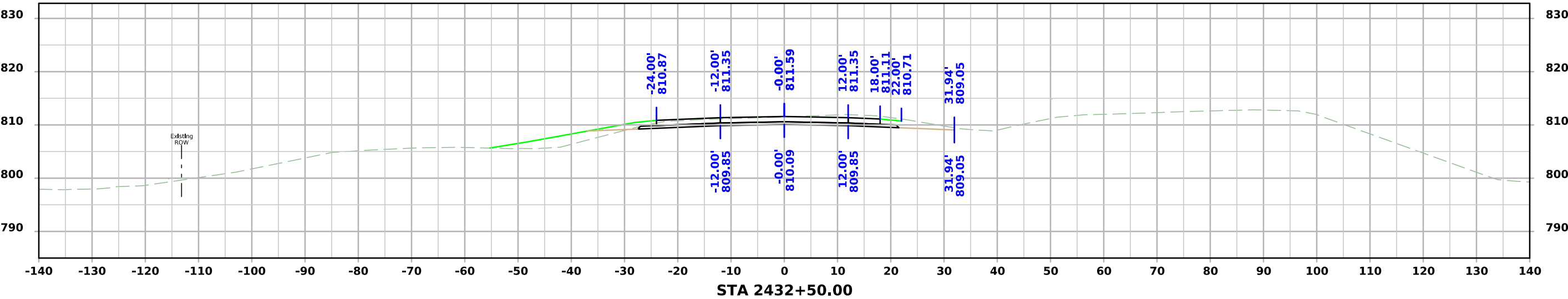
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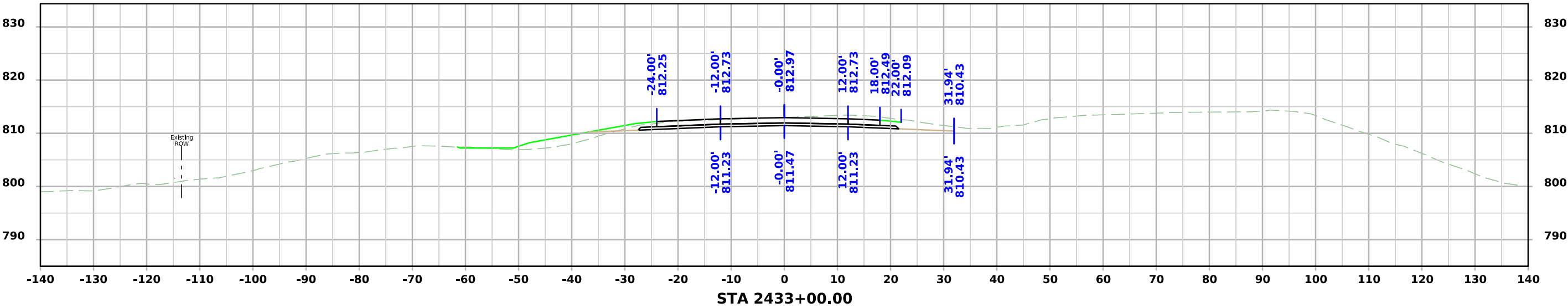
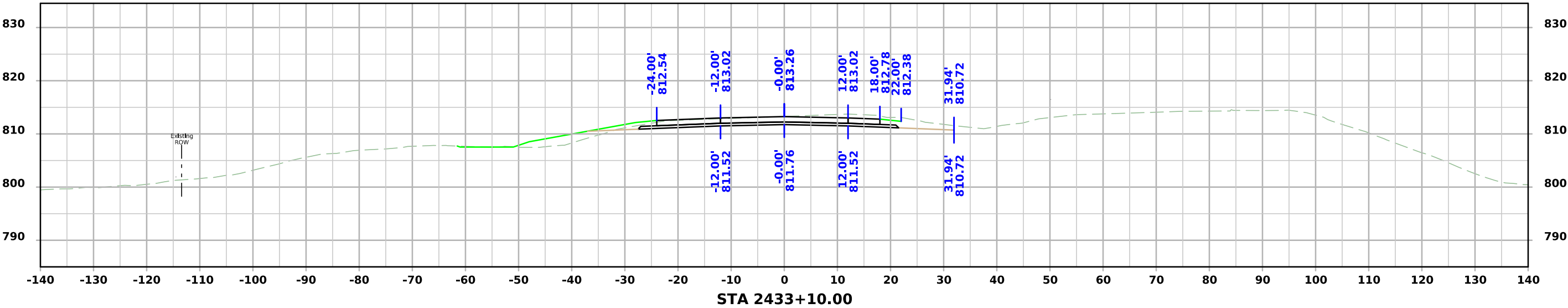
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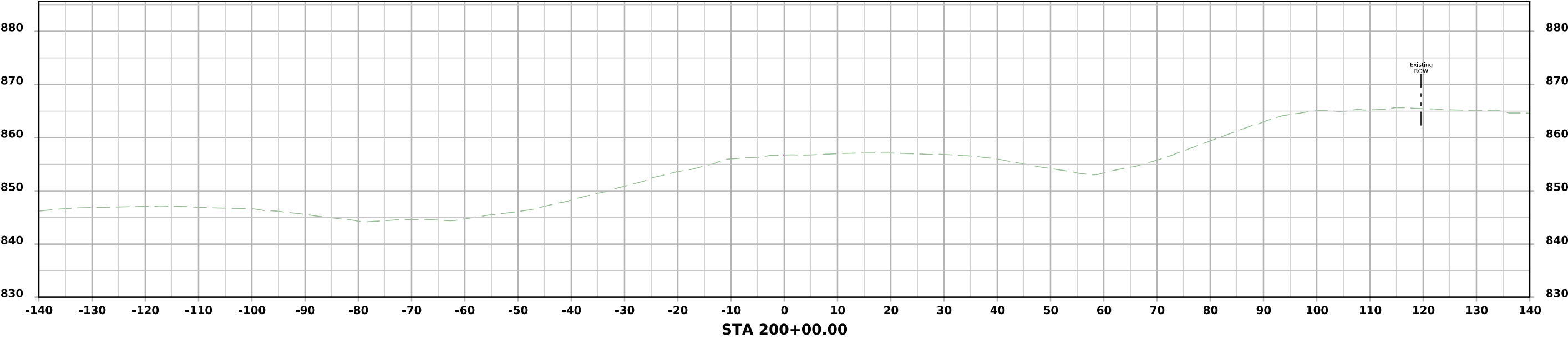
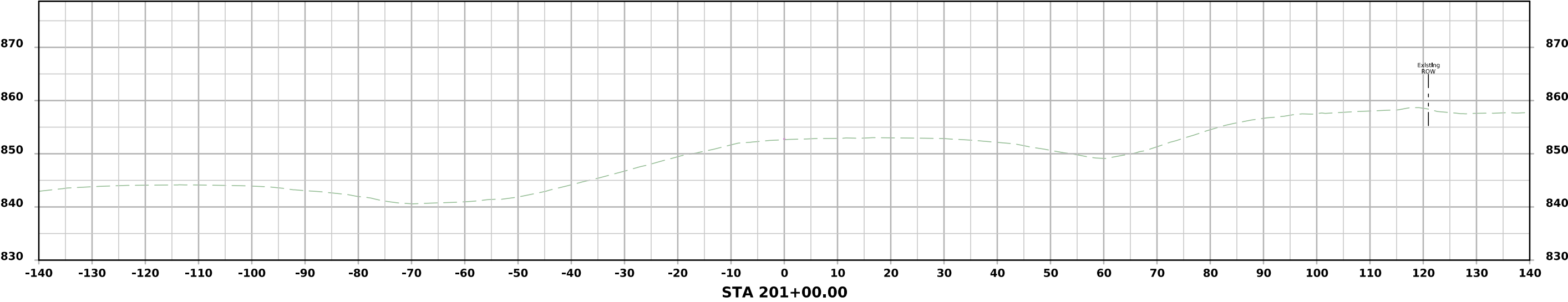
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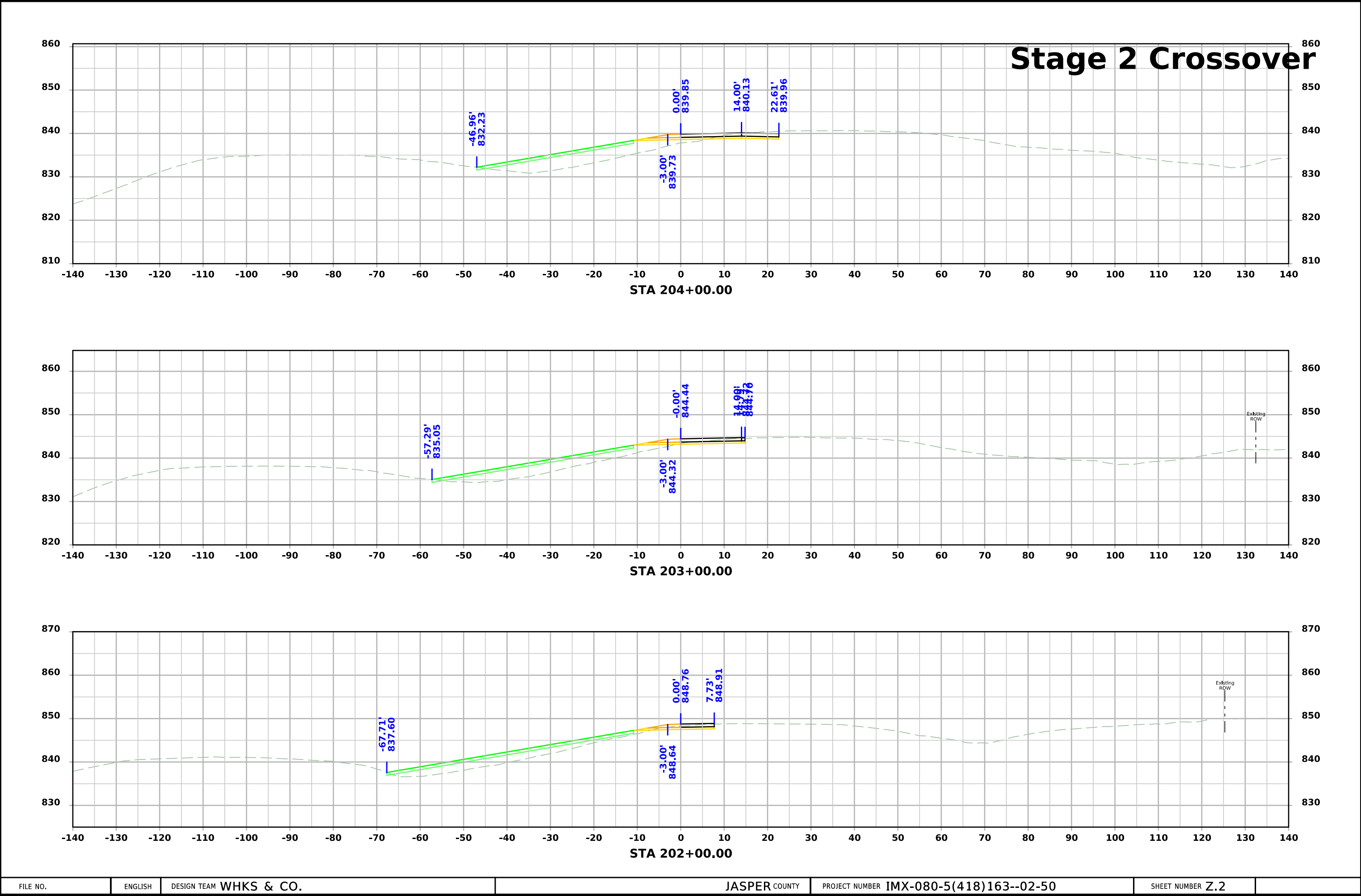


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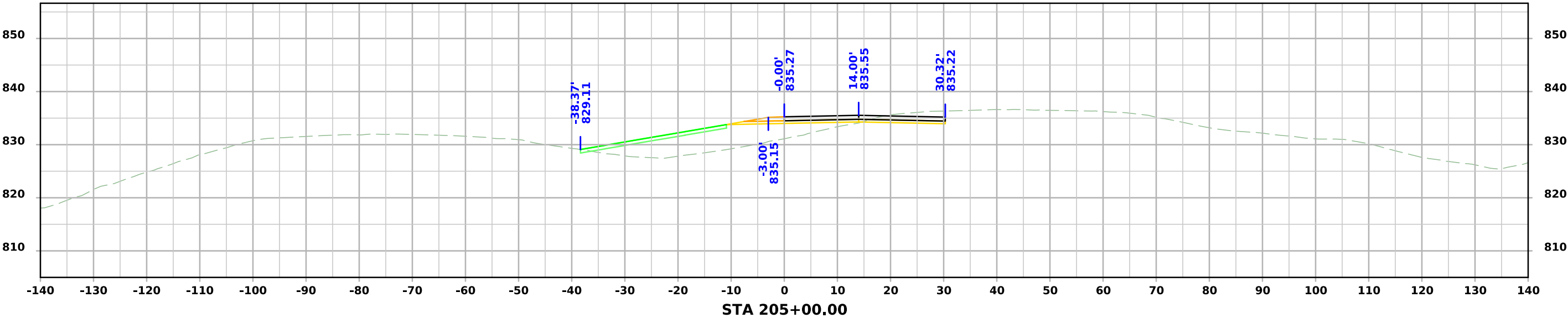
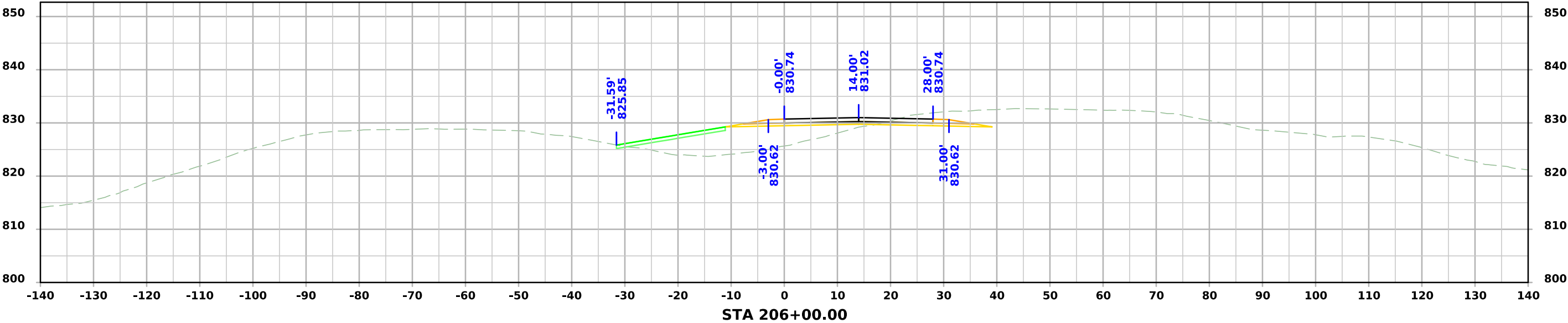


Stage 2 Crossover

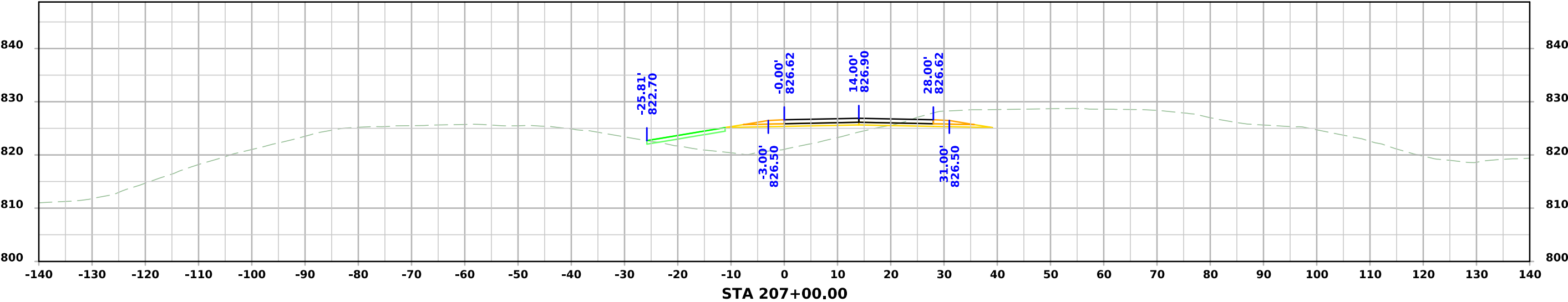
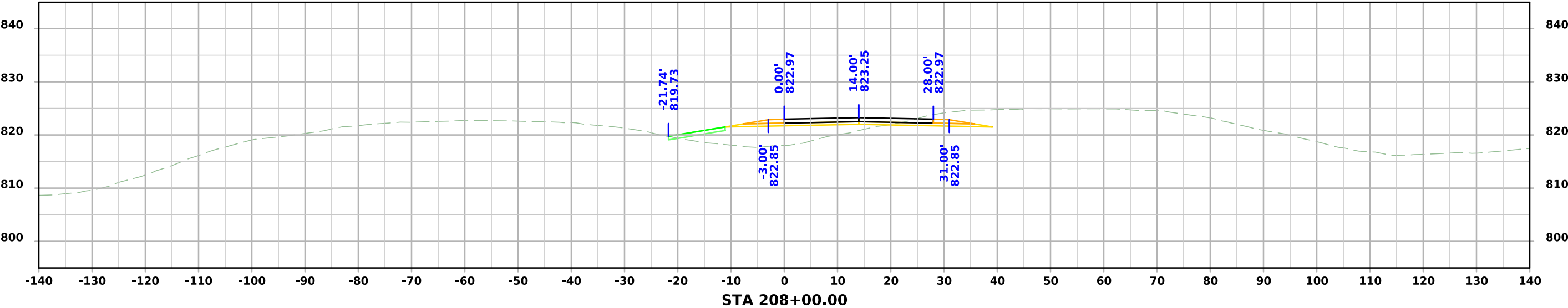




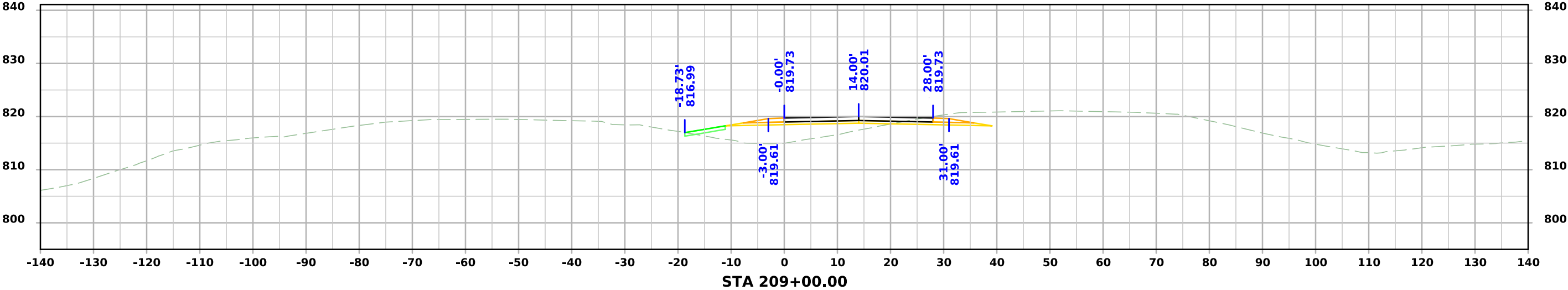
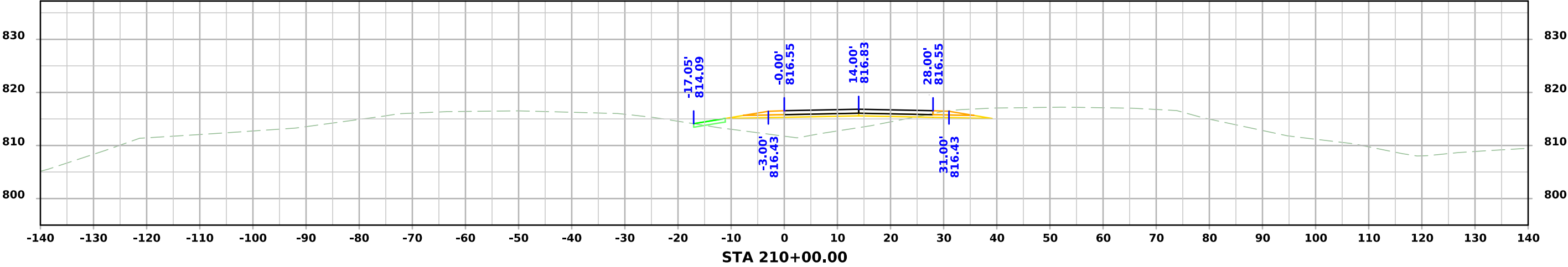
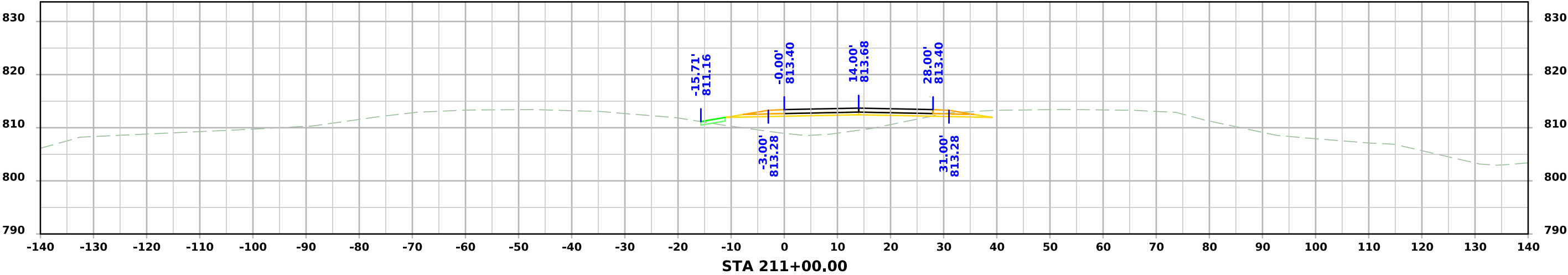
Stage 2 Crossover



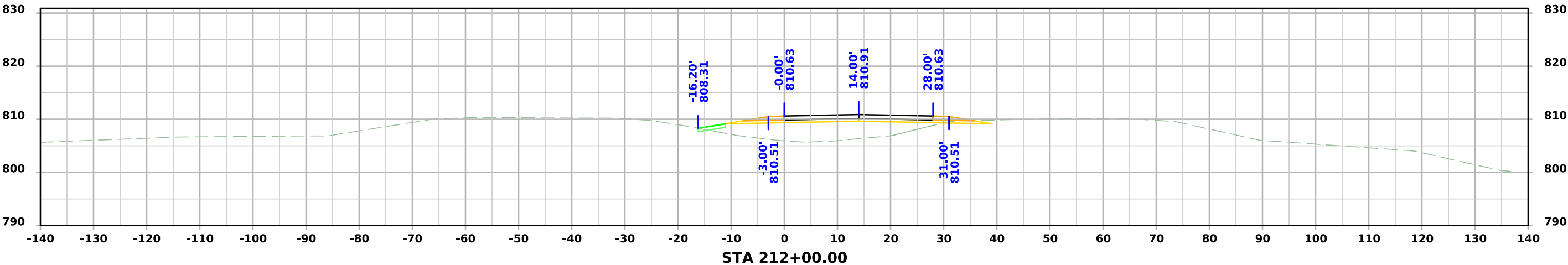
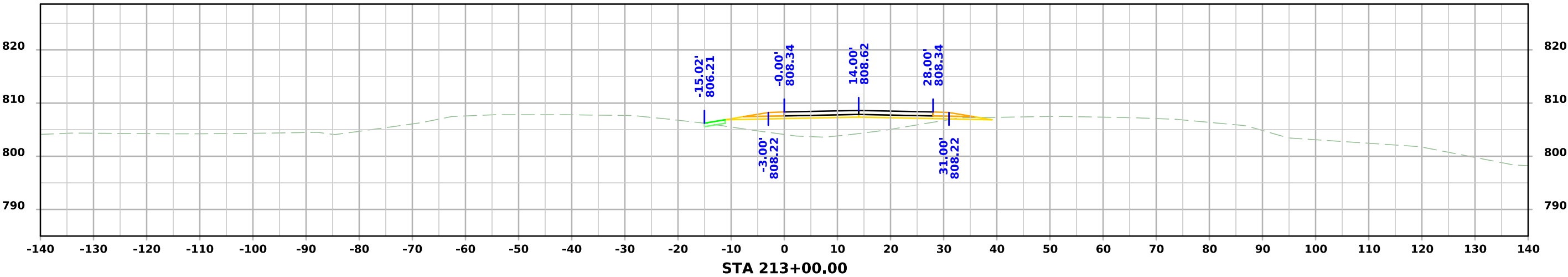
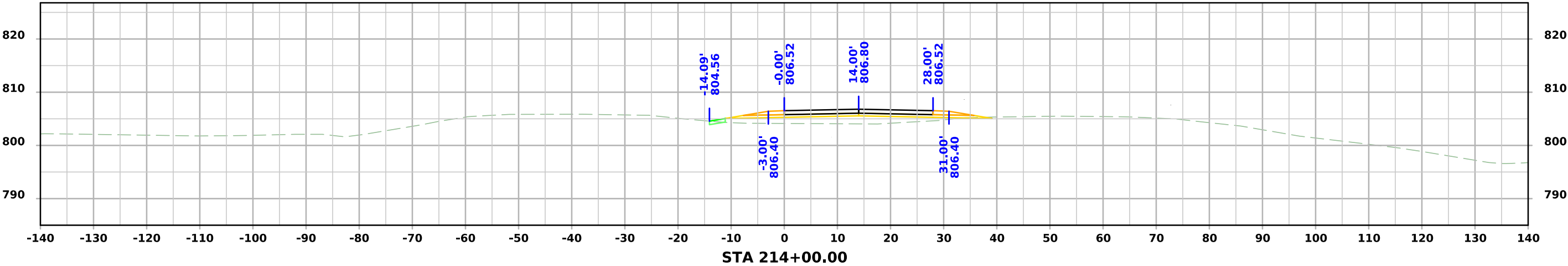
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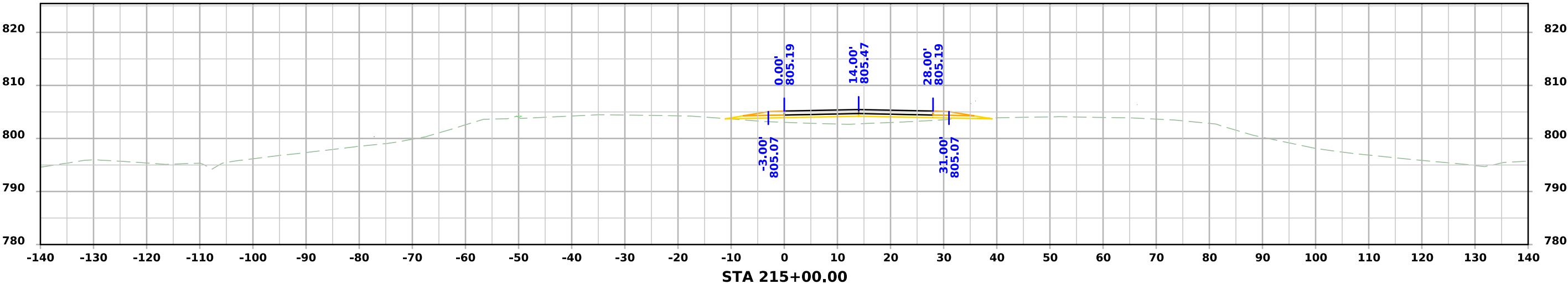
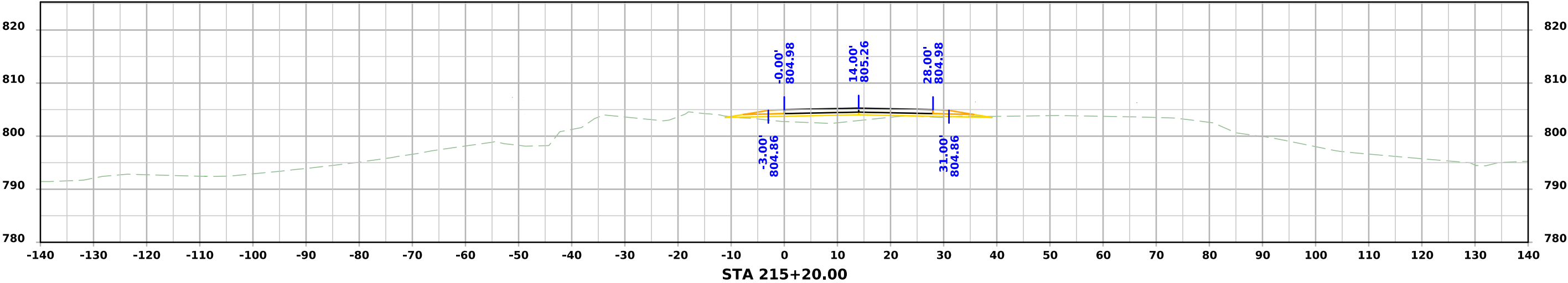
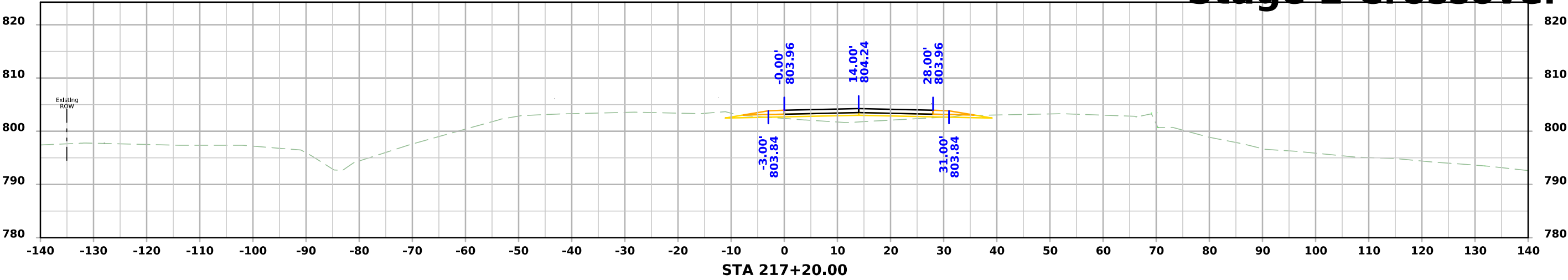
Stage 2 Crossover



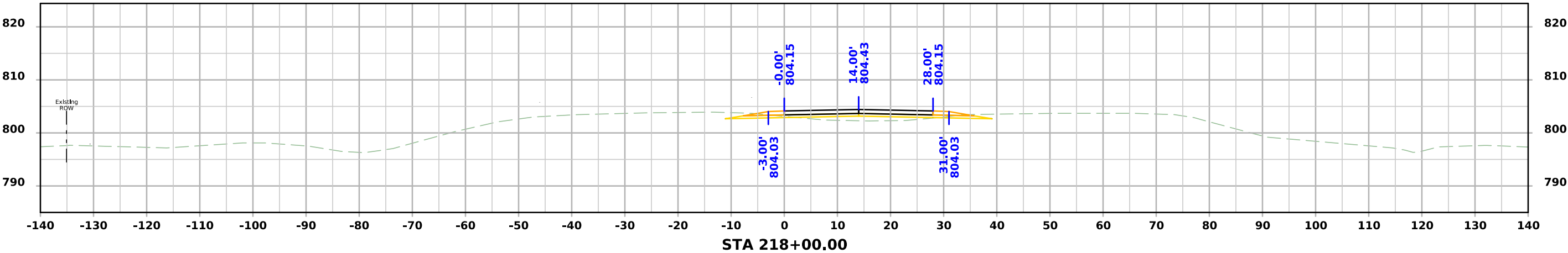
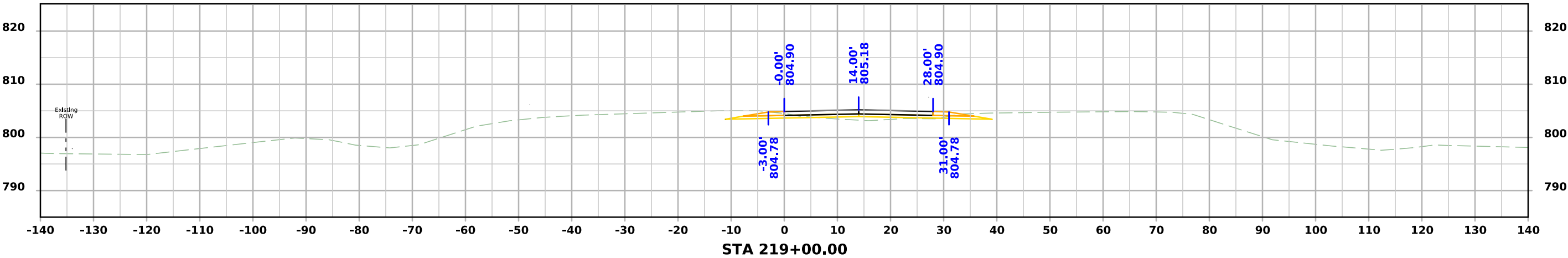
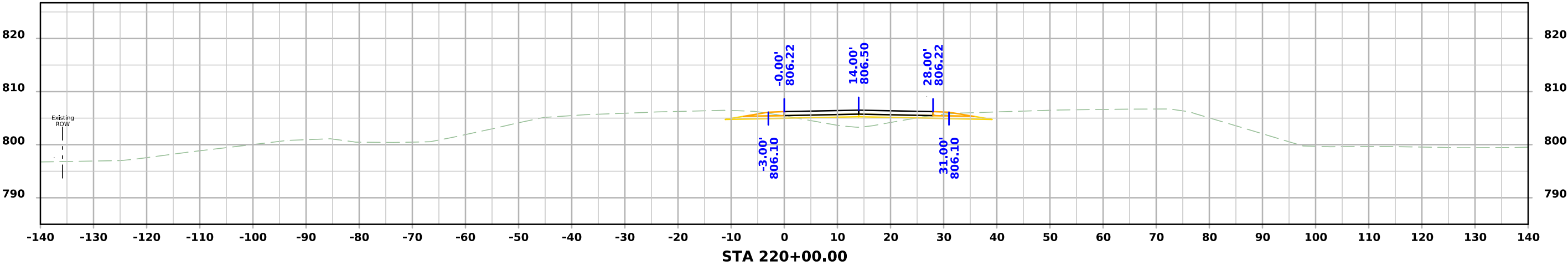
Stage 2 Crossover



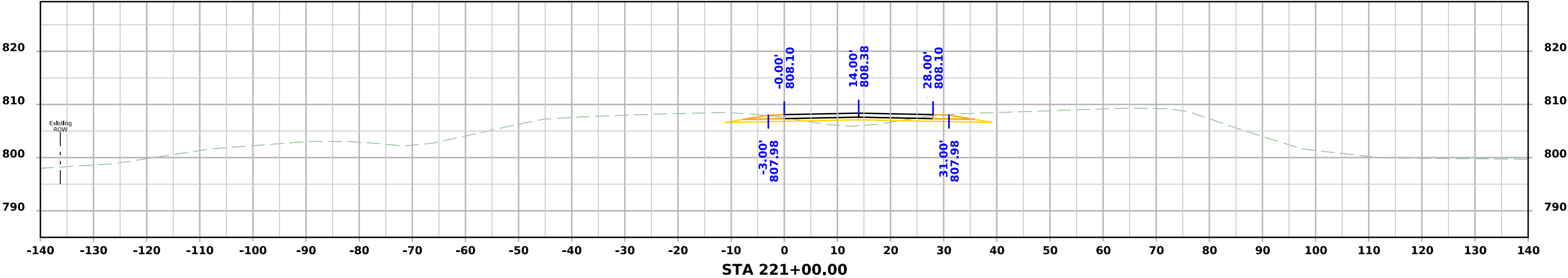
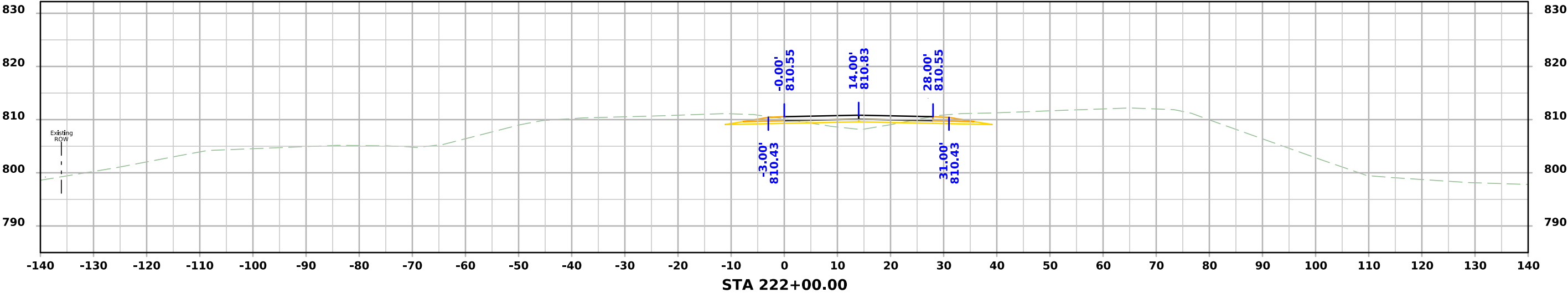
Stage 2 Crossover



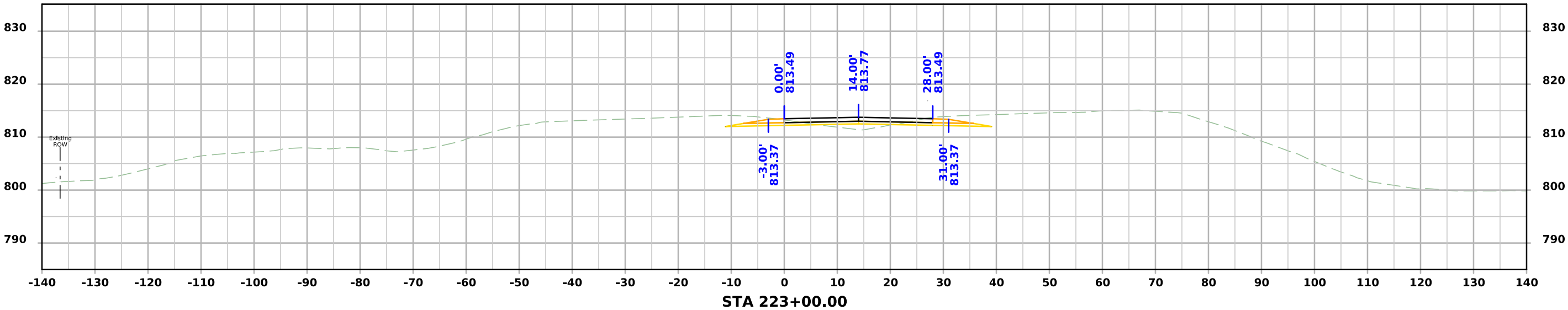
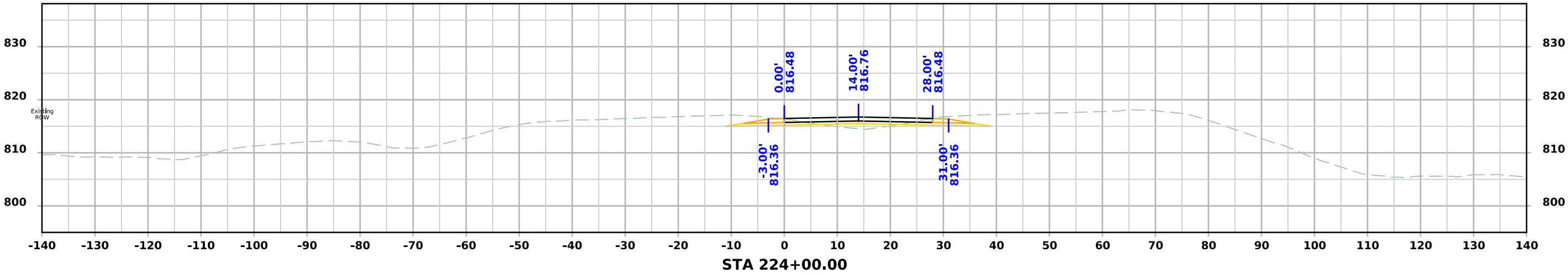
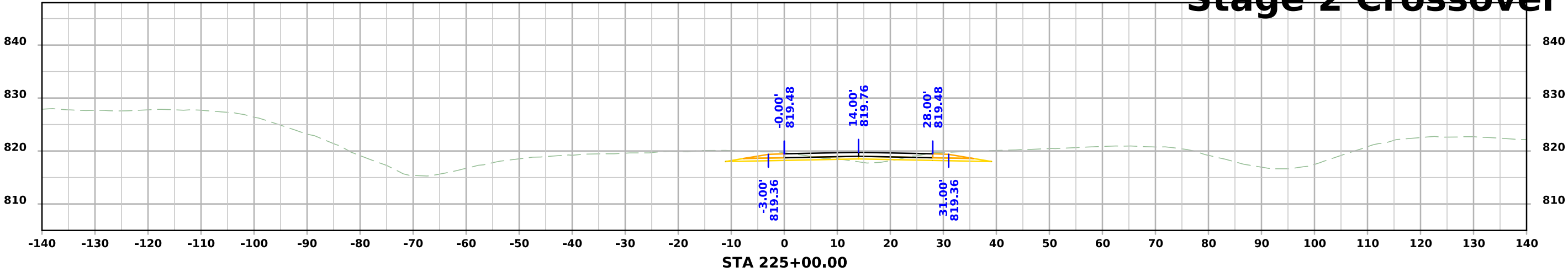
Stage 2 Crossover



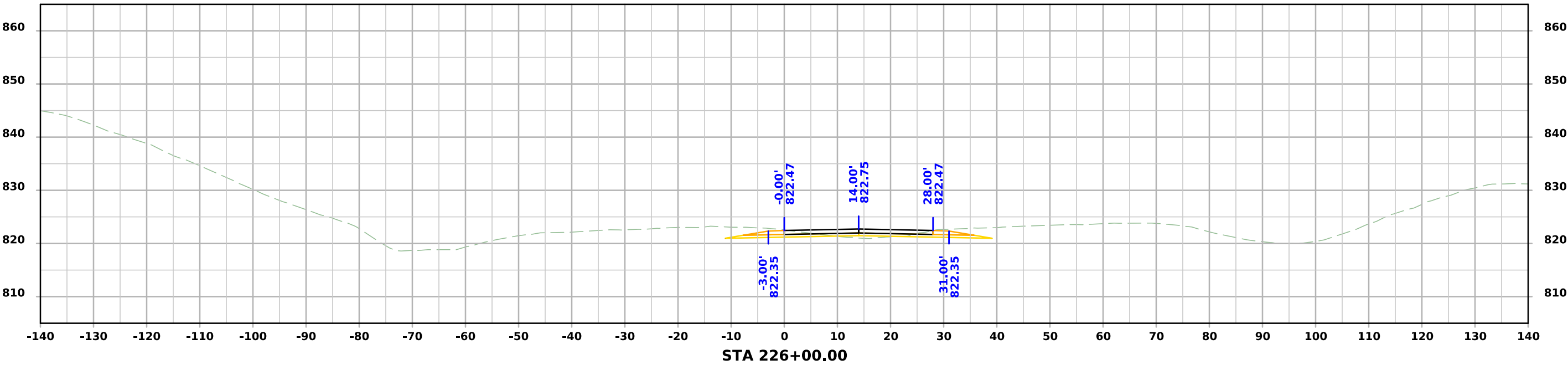
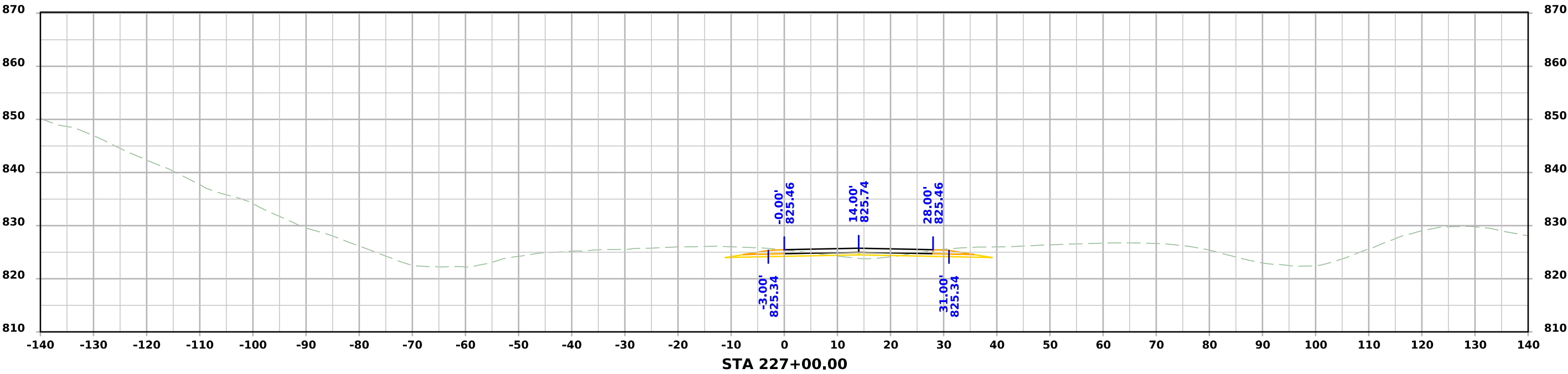
Stage 2 Crossover



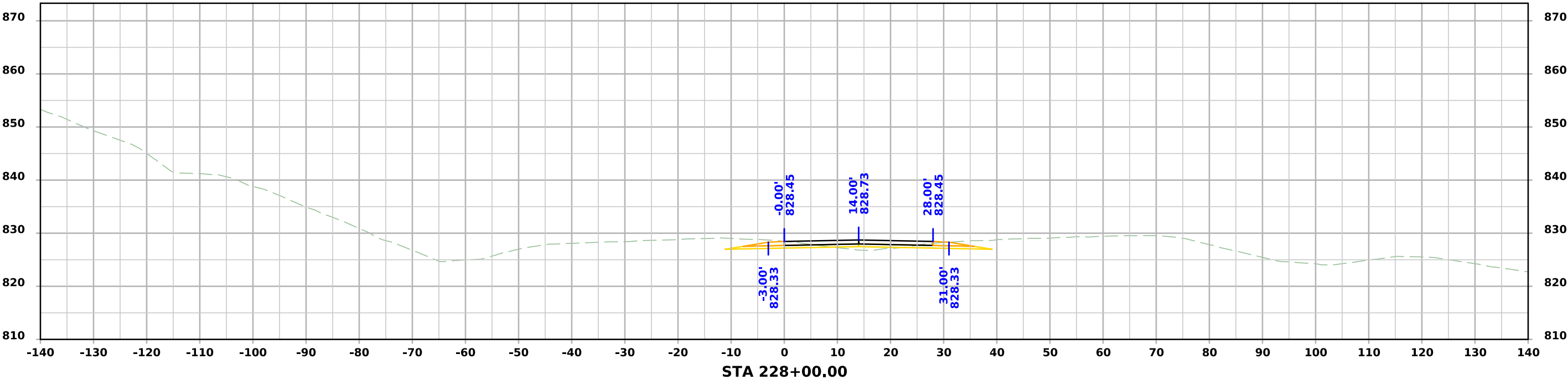
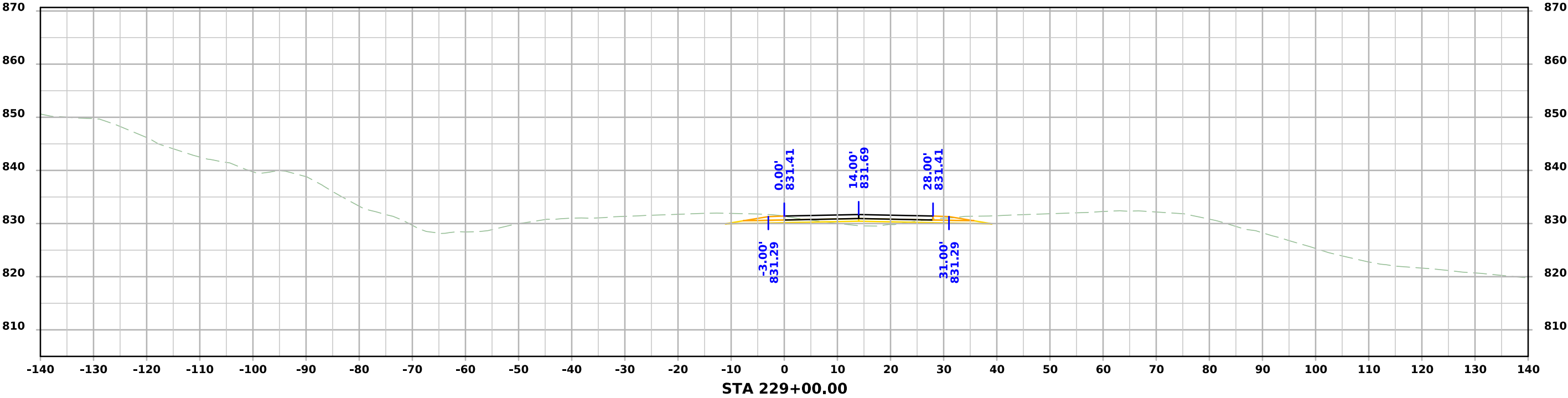
Stage 2 Crossover



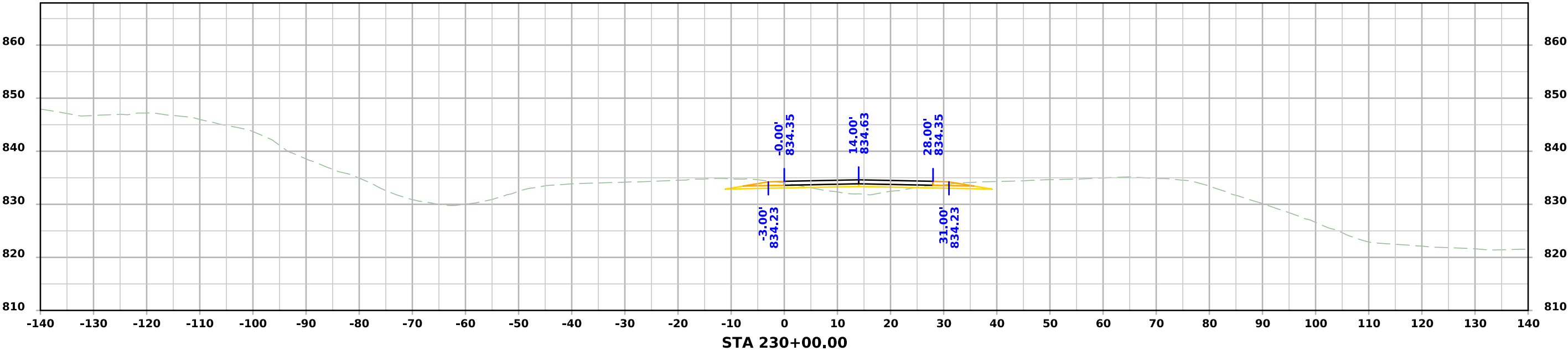
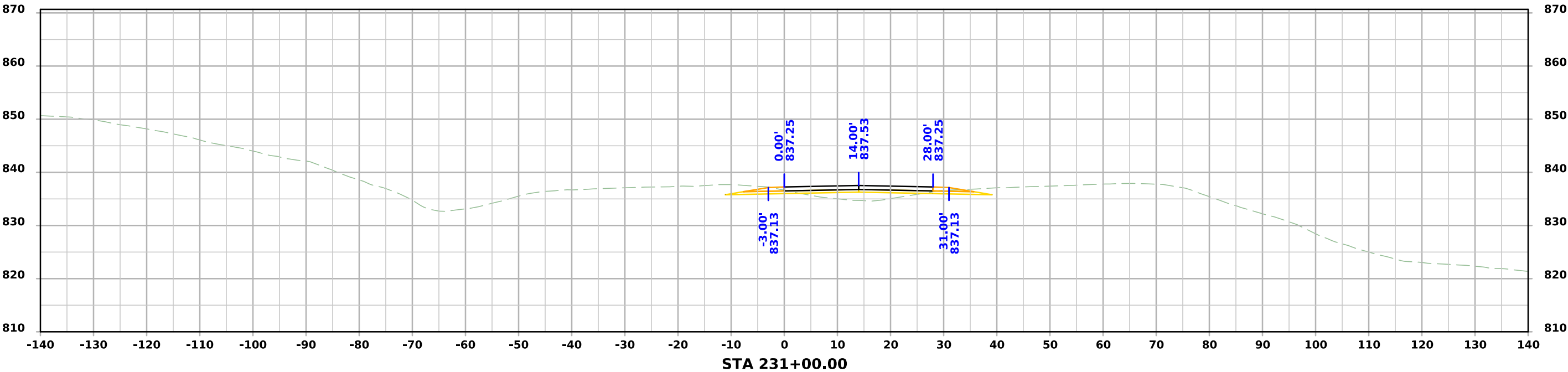
Stage 2 Crossover



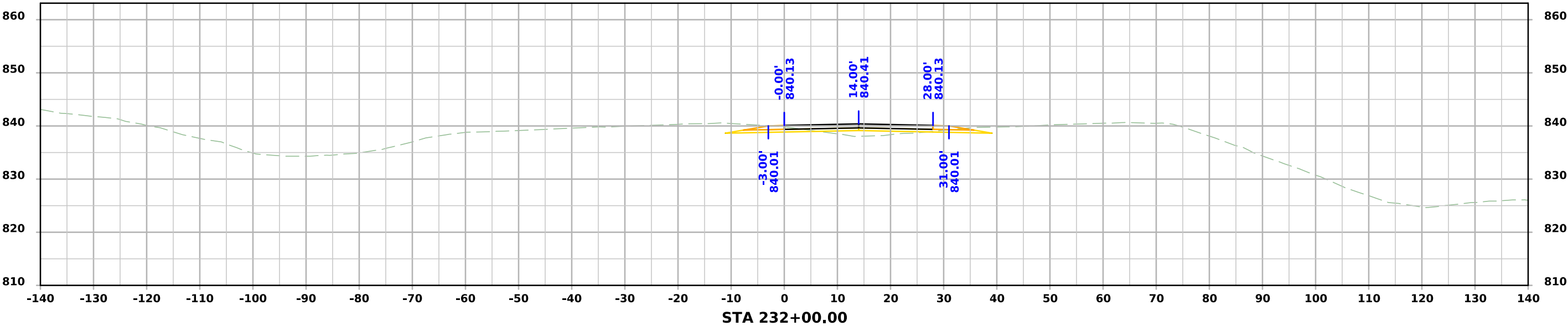
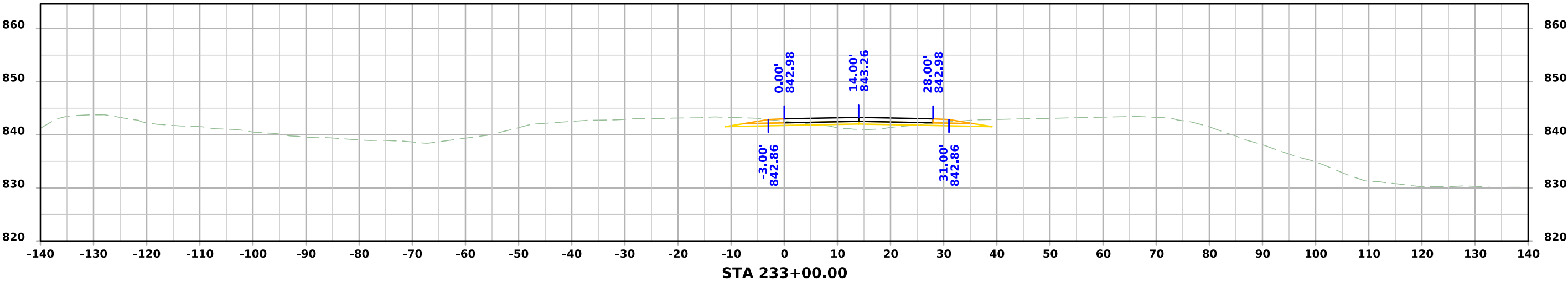
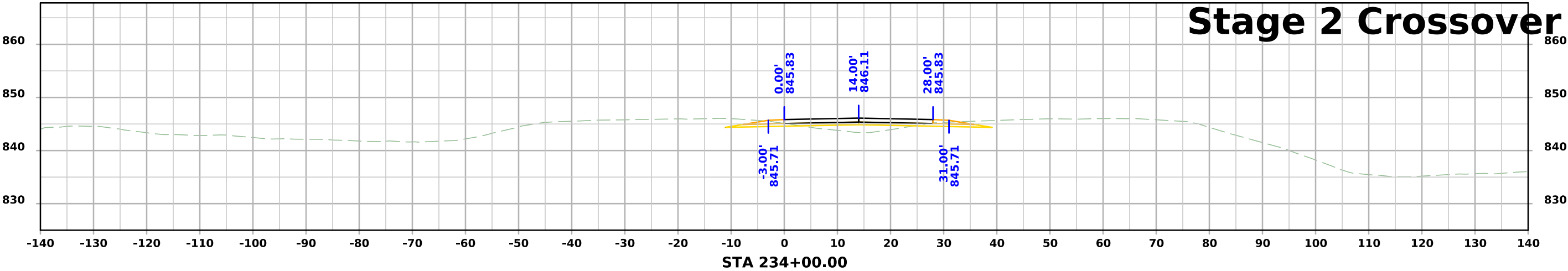
Stage 2 Crossover



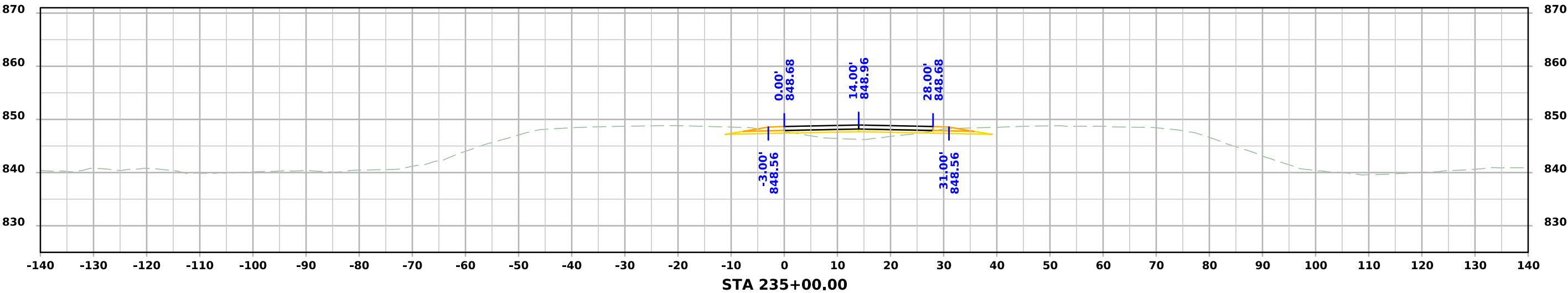
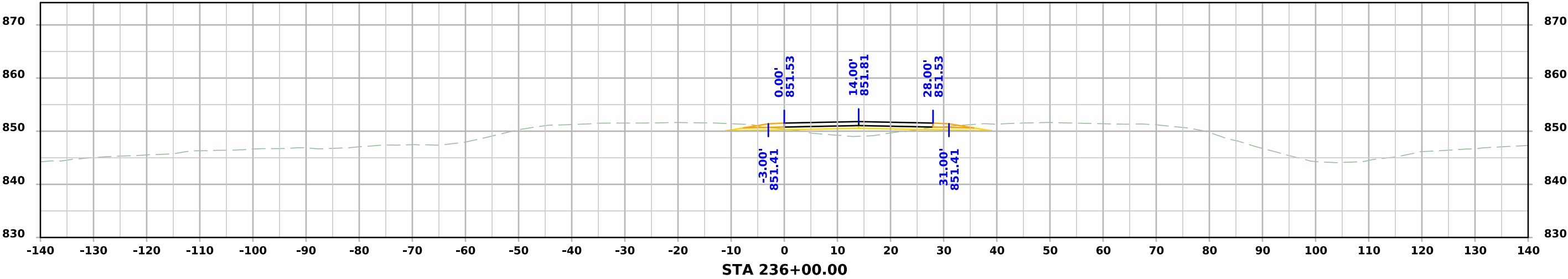
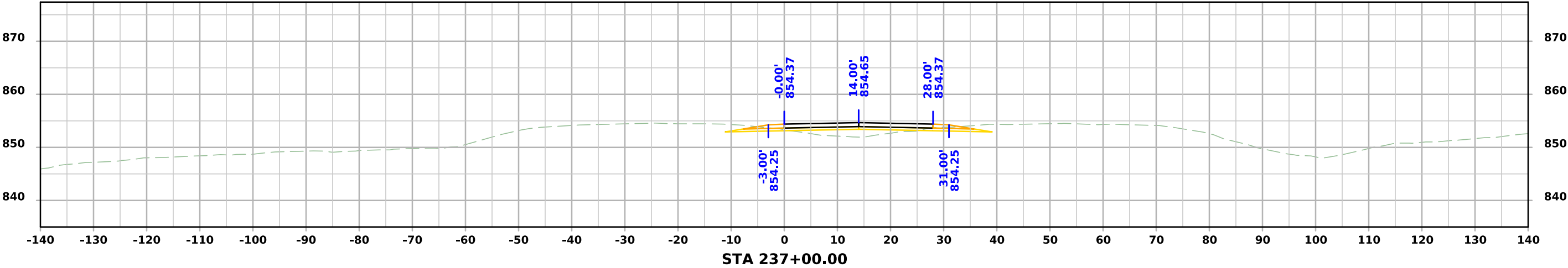
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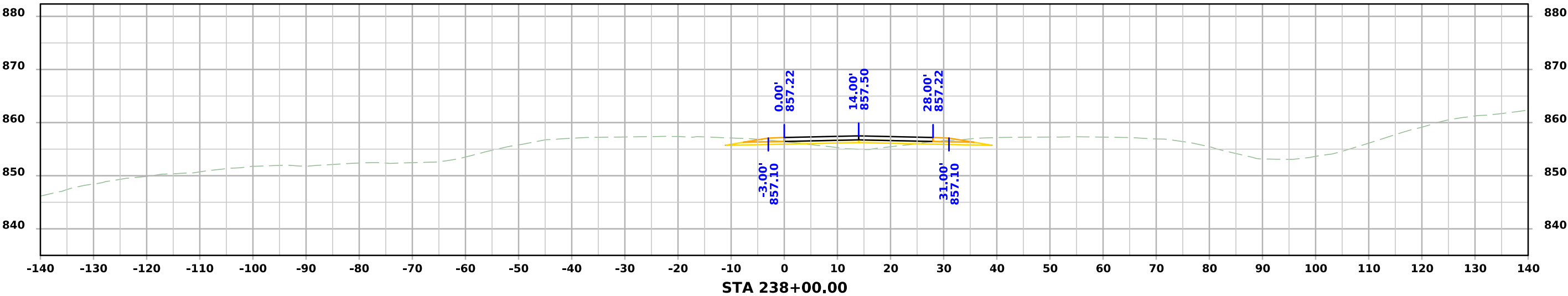
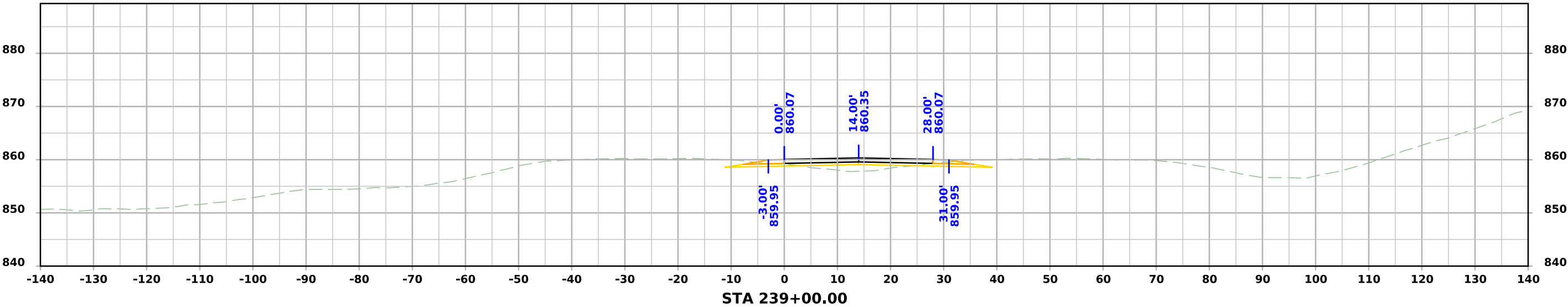
Stage 2 Crossover



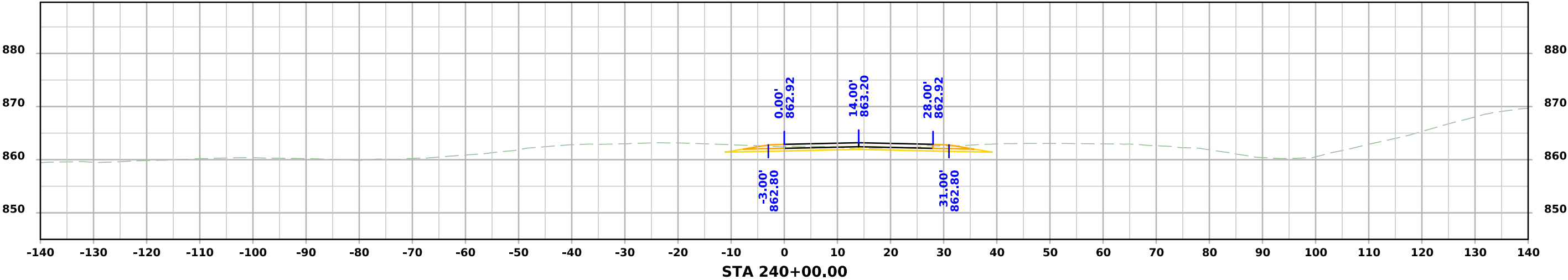
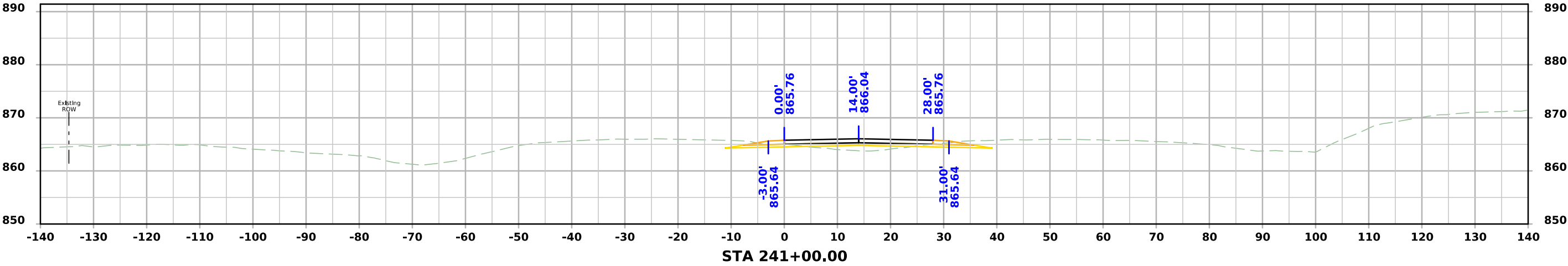
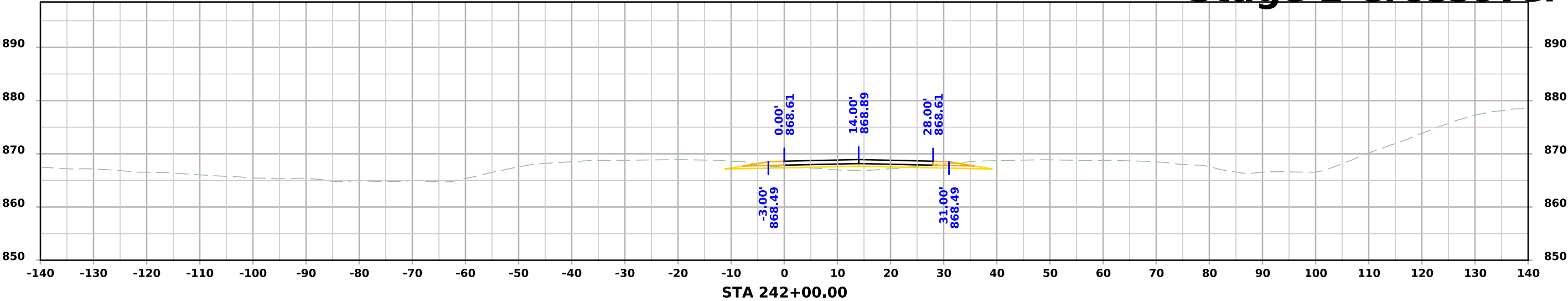
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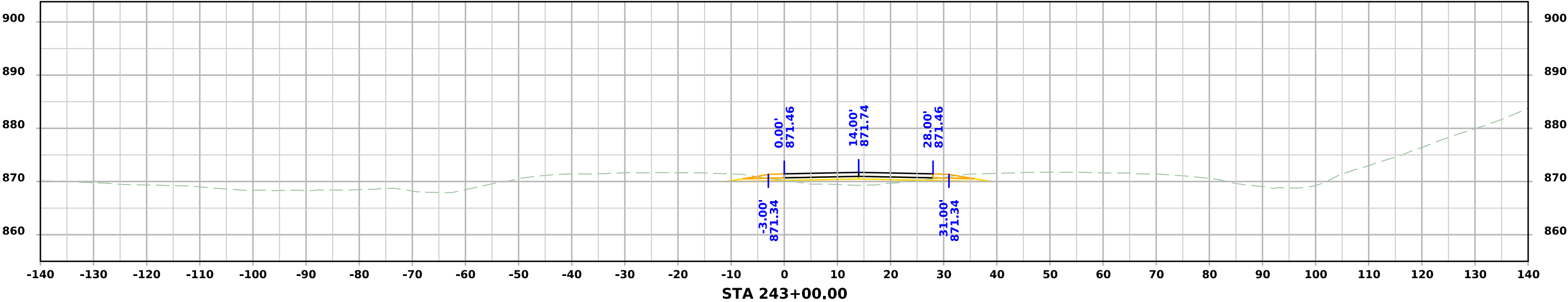
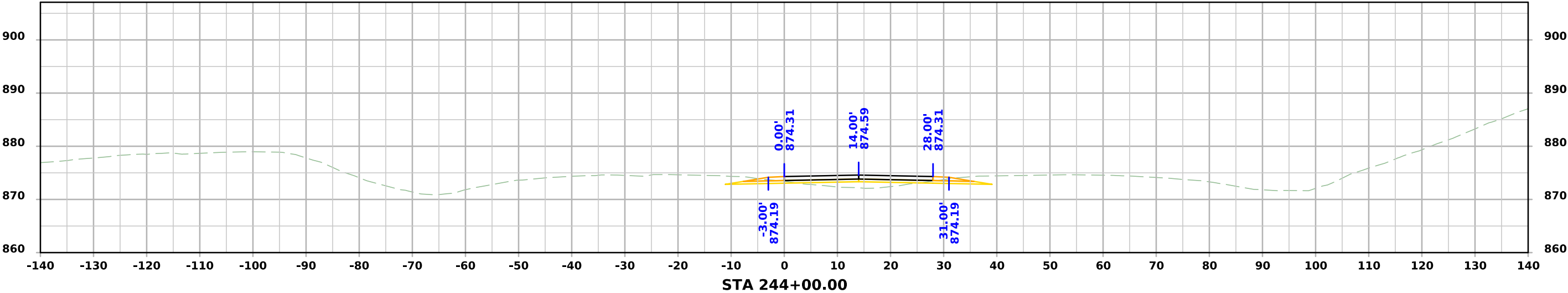
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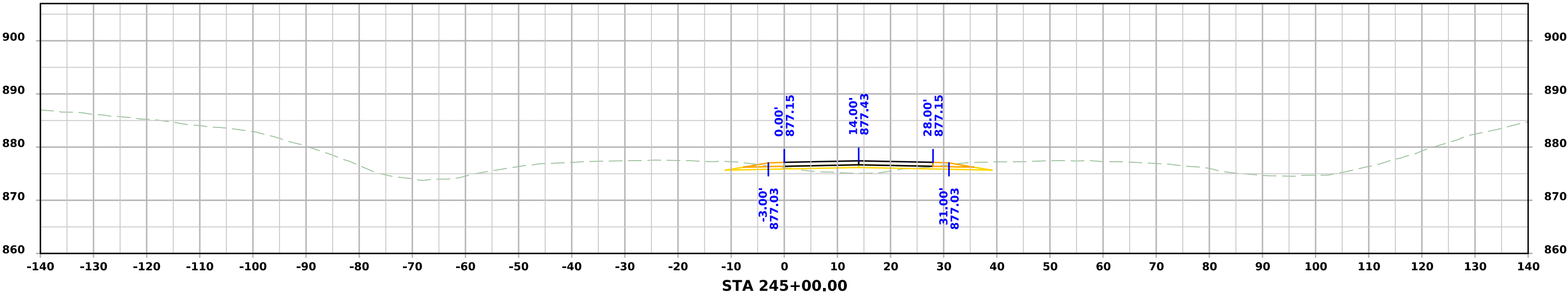
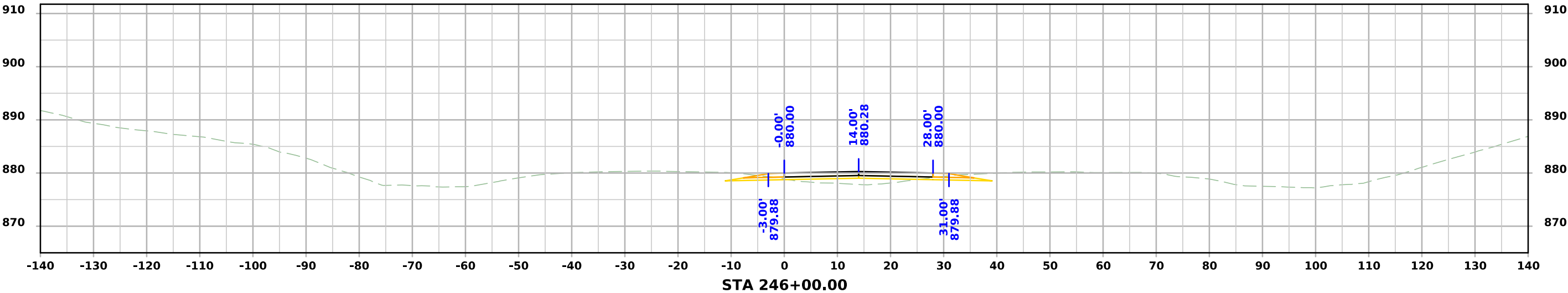
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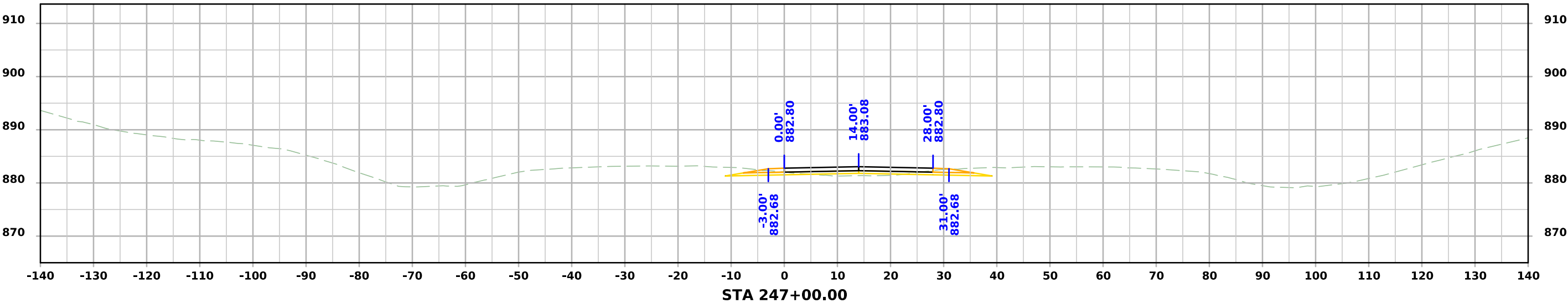
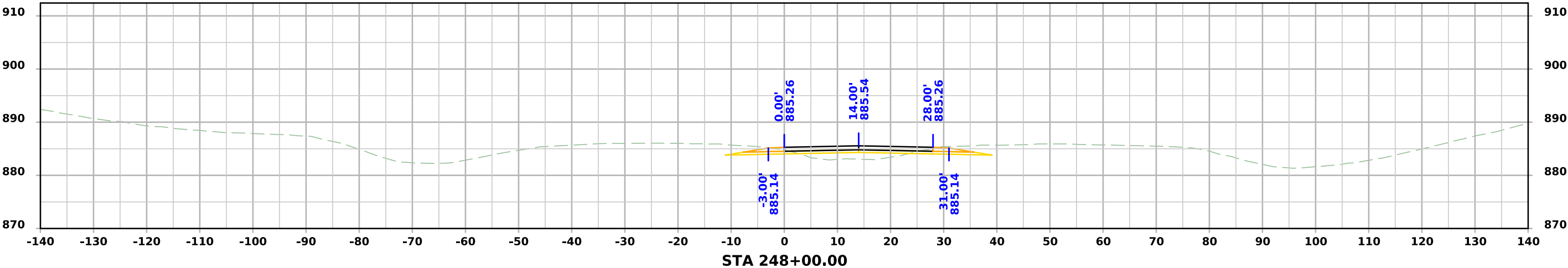
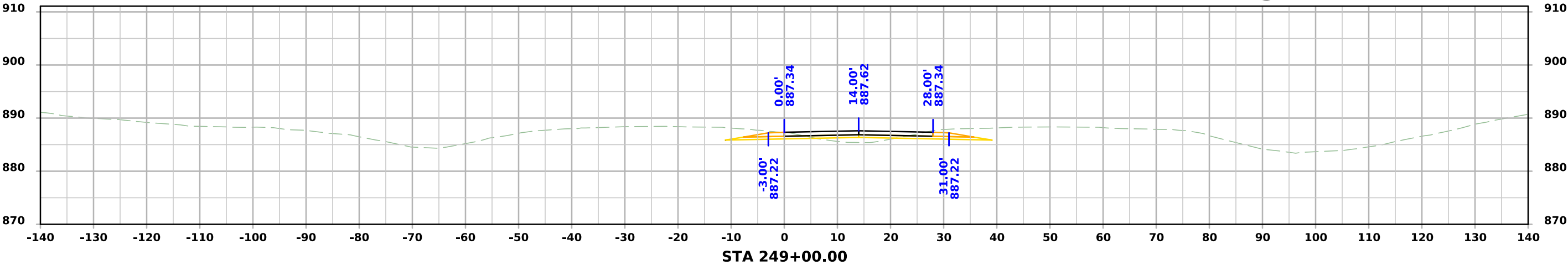
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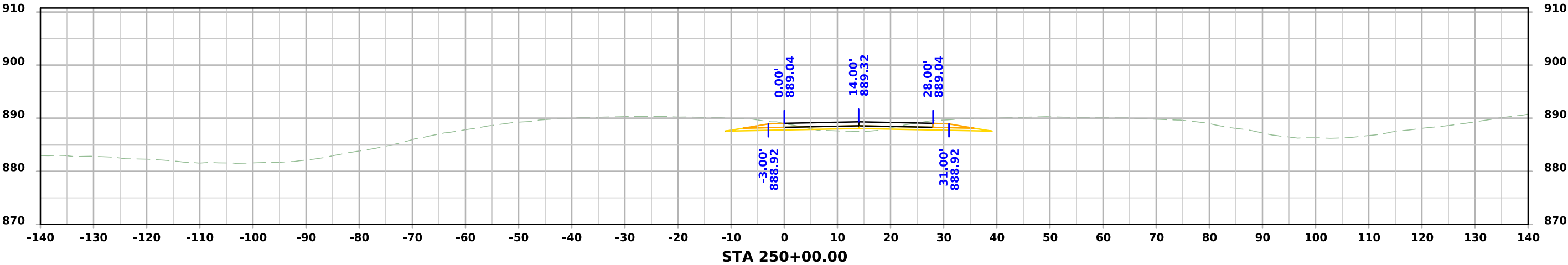
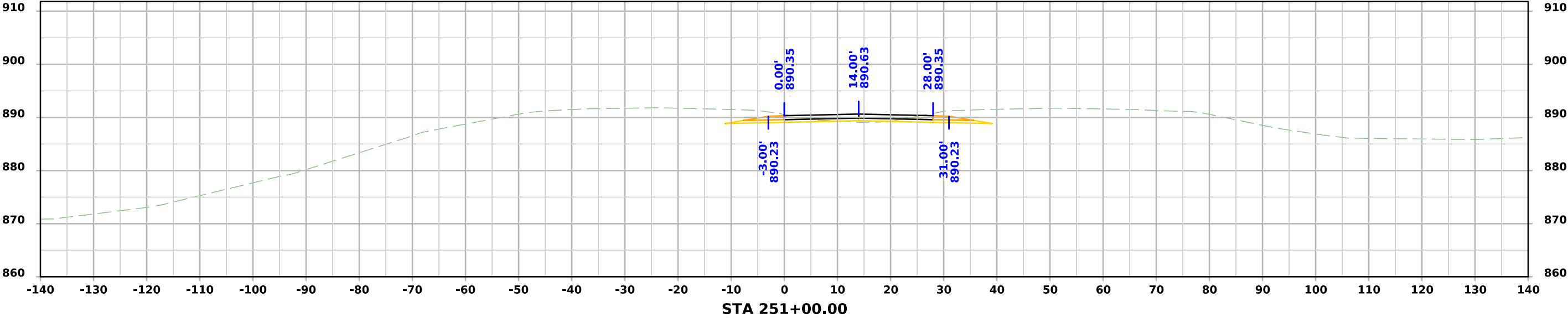
Stage 2 Crossover



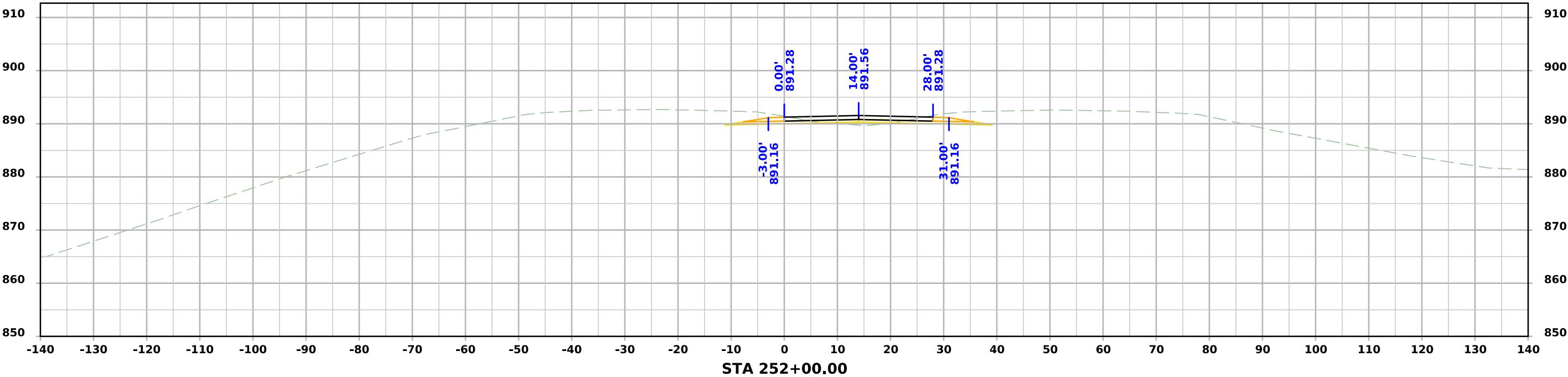
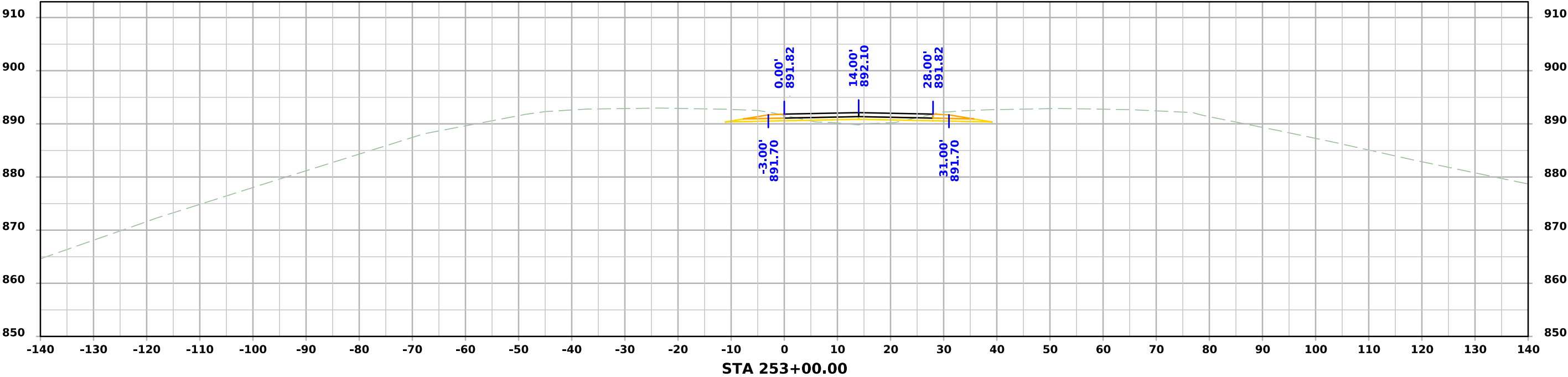
Stage 2 Crossover



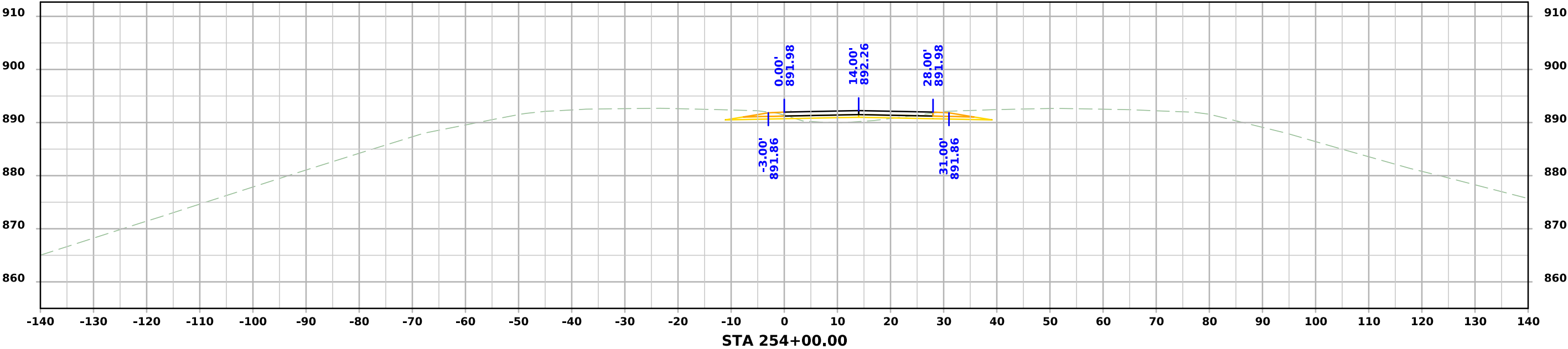
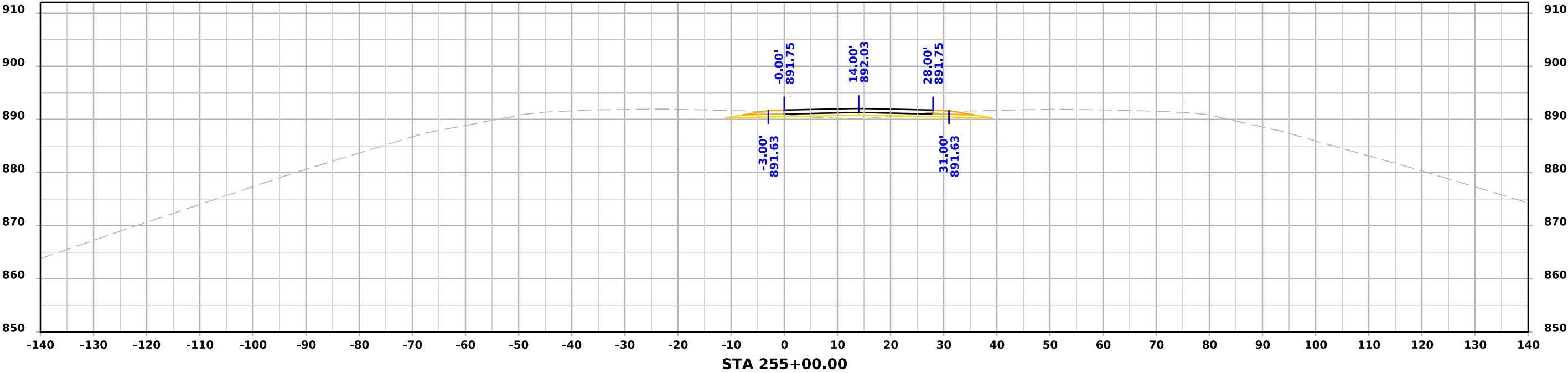
Stage 2 Crossover



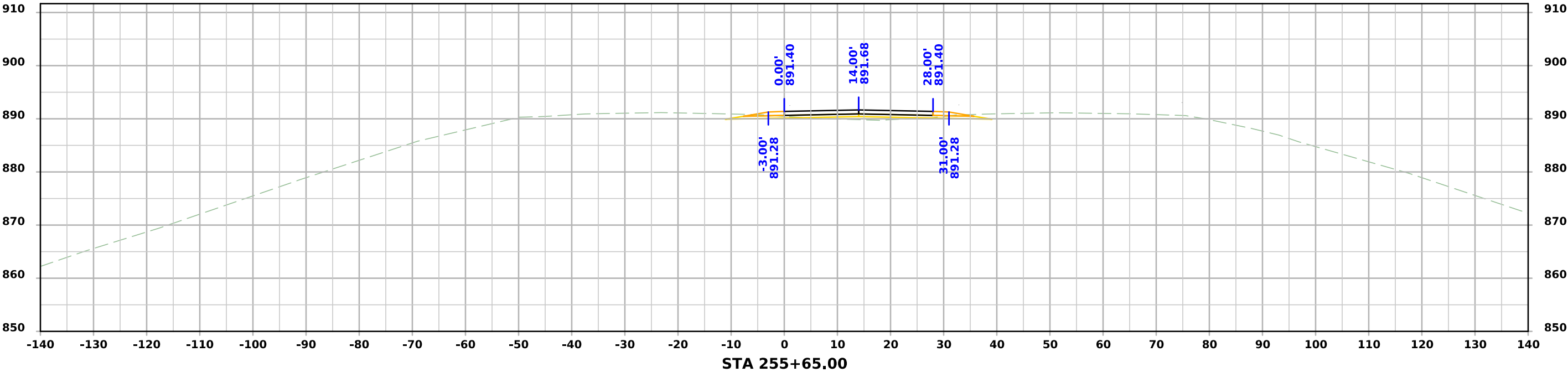
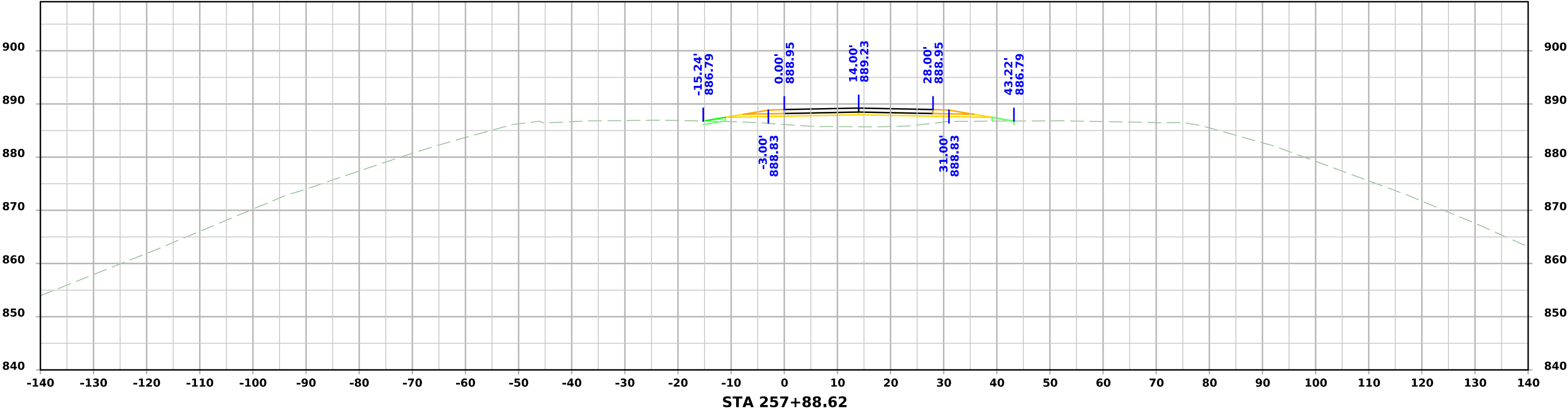
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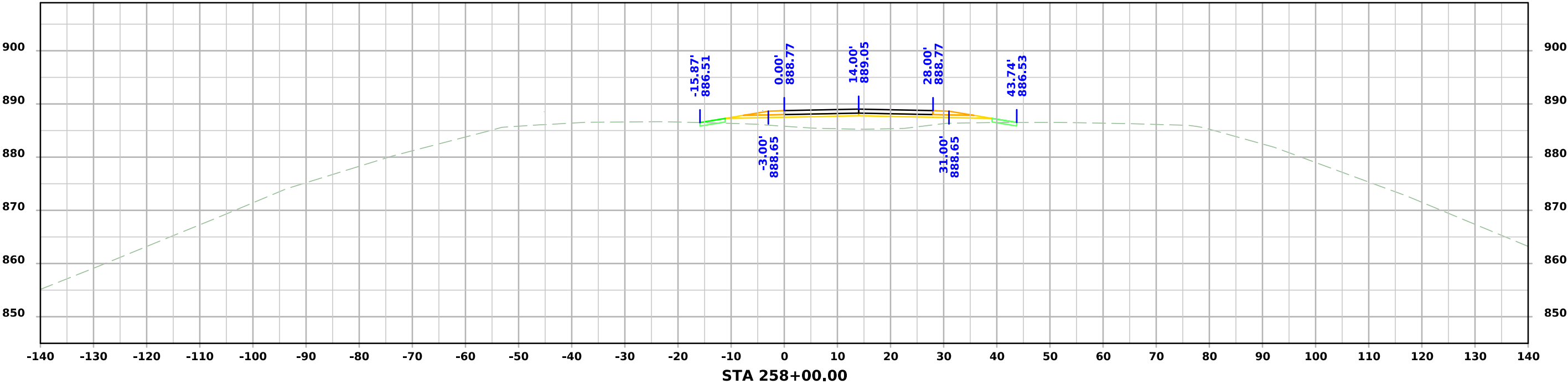
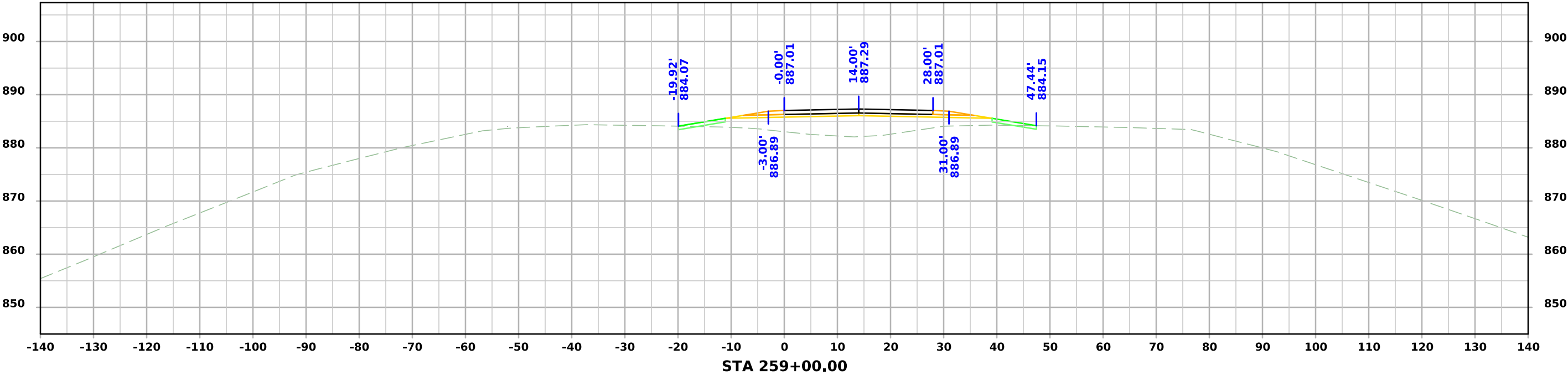
Stage 2 Crossover



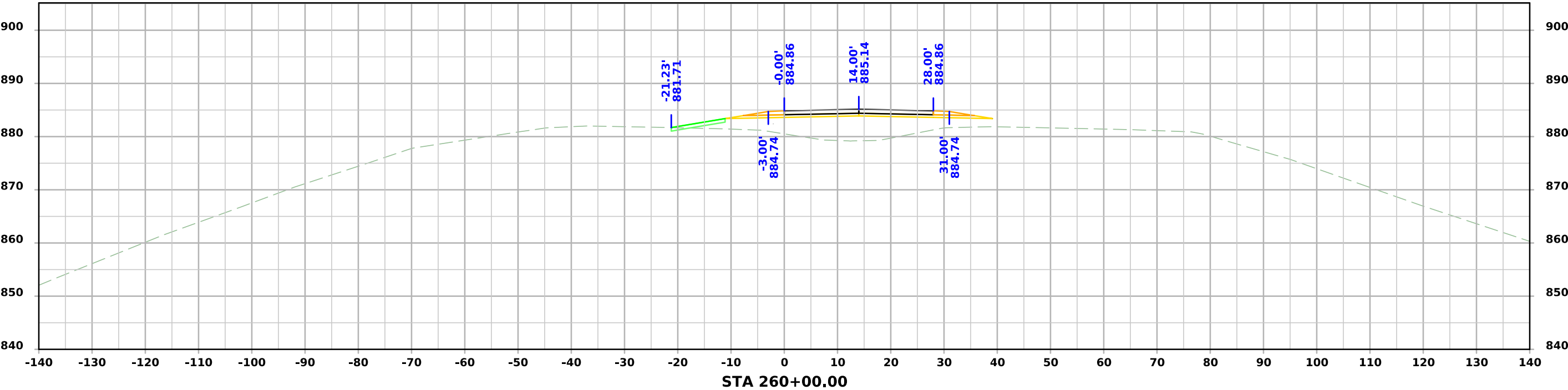
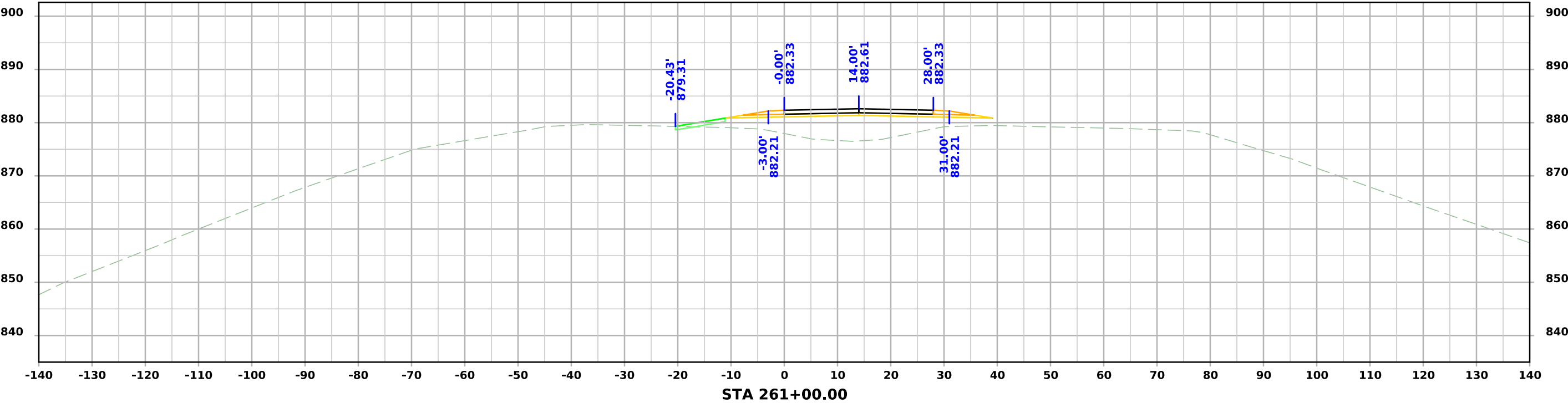
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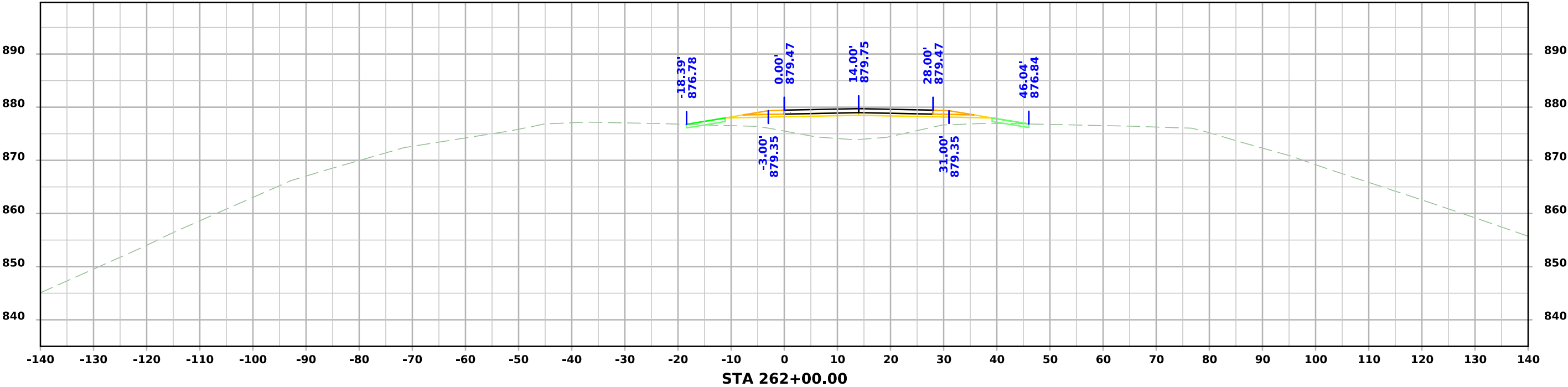
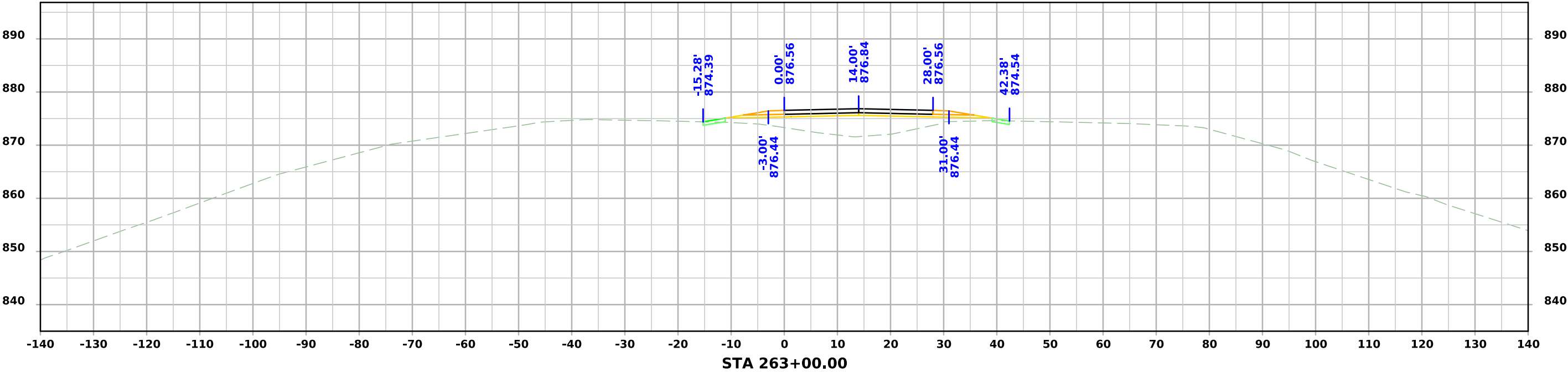
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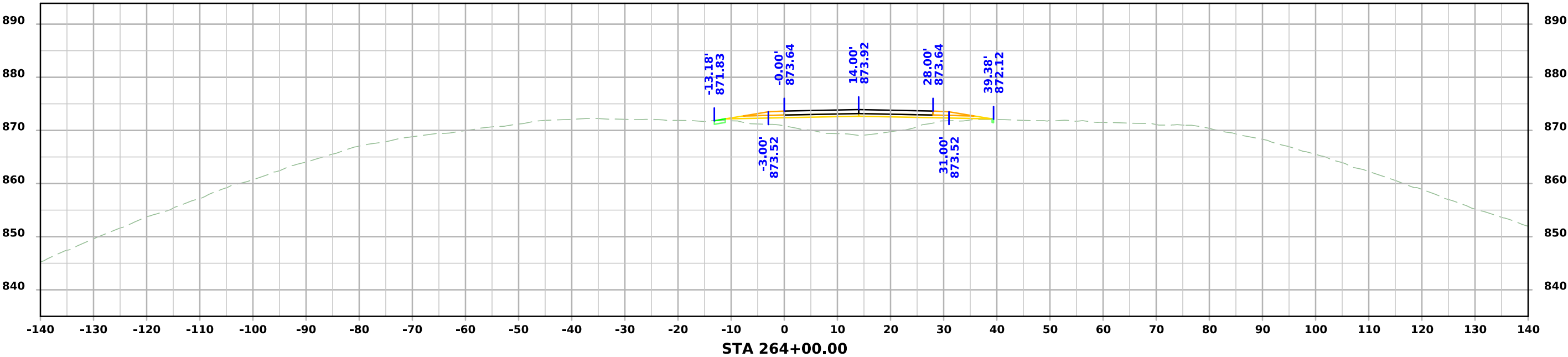
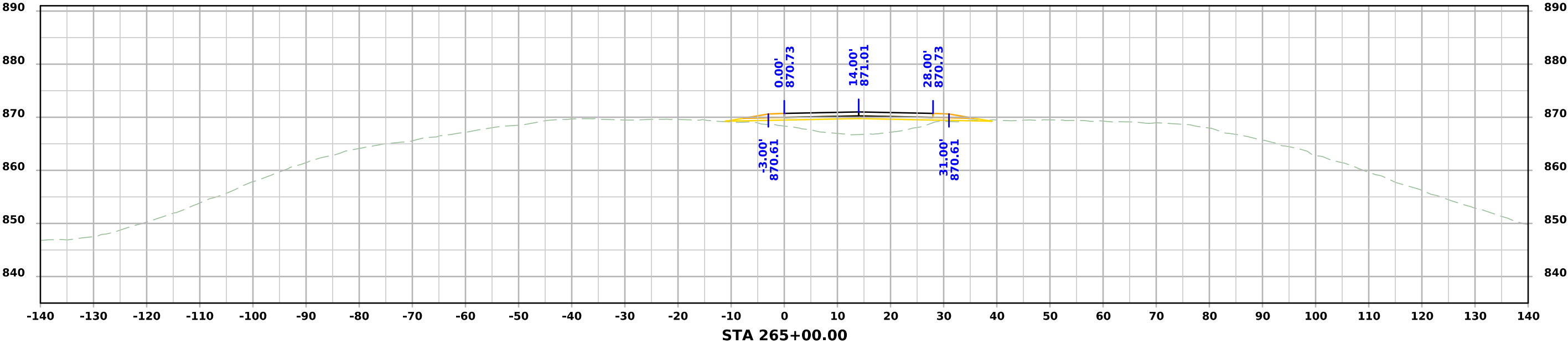
Stage 2 Crossover

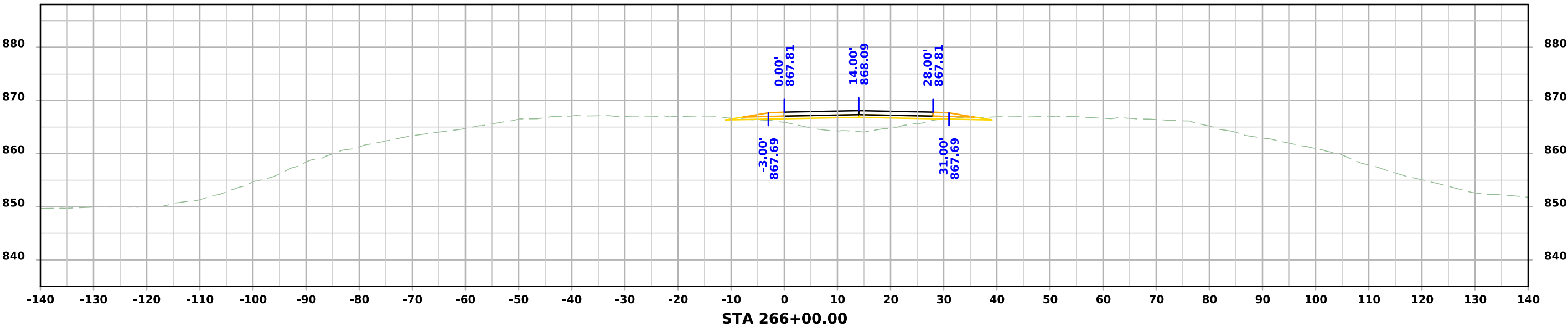
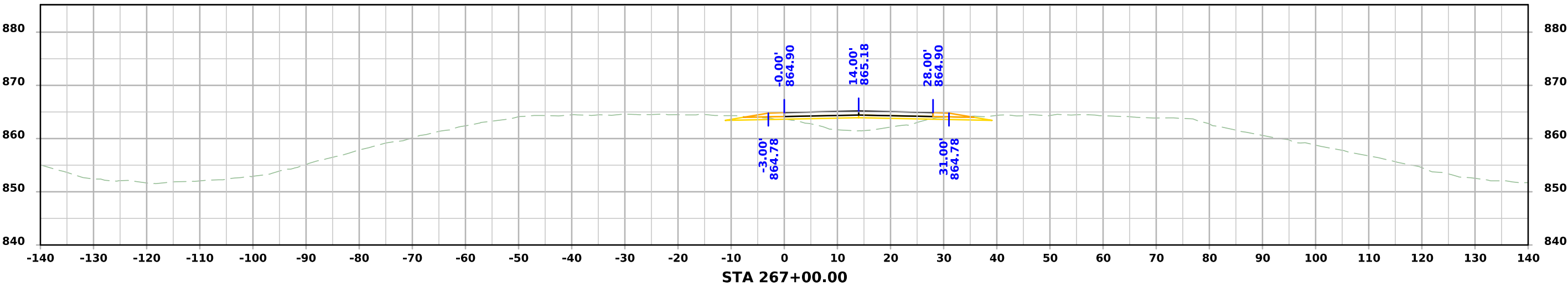
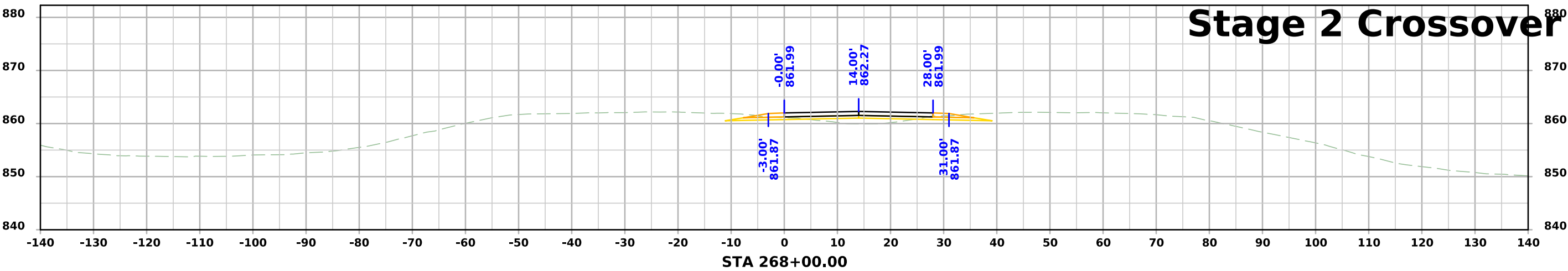


Stage 2 Crossover

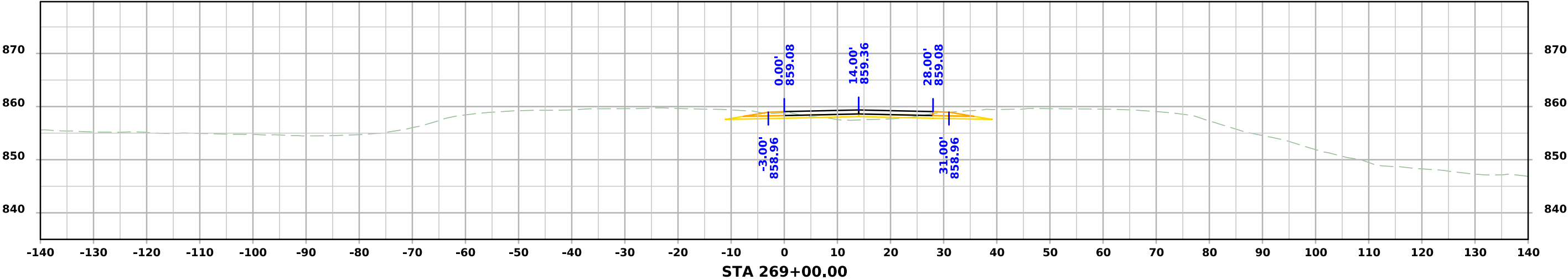
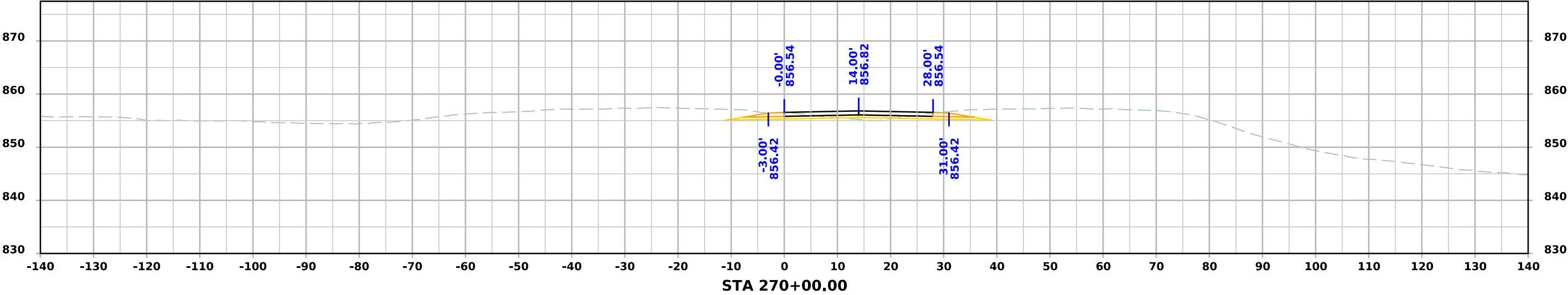
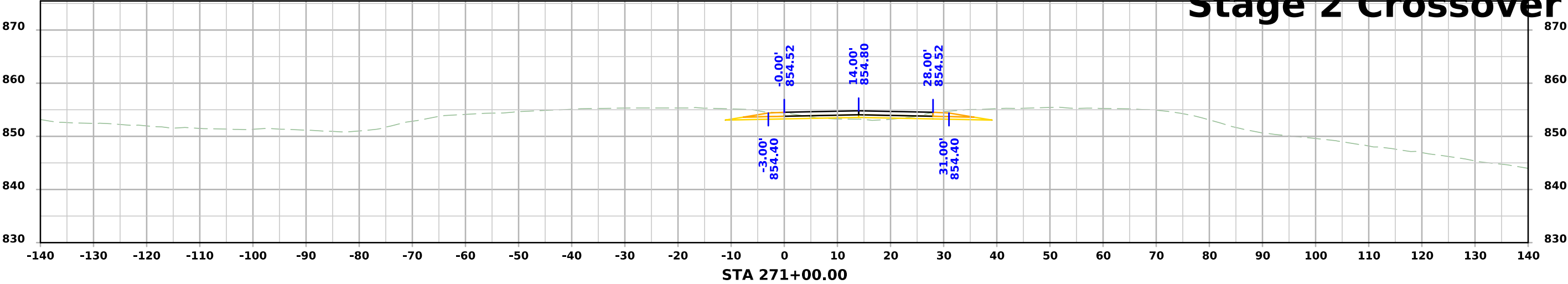


Stage 2 Crossover

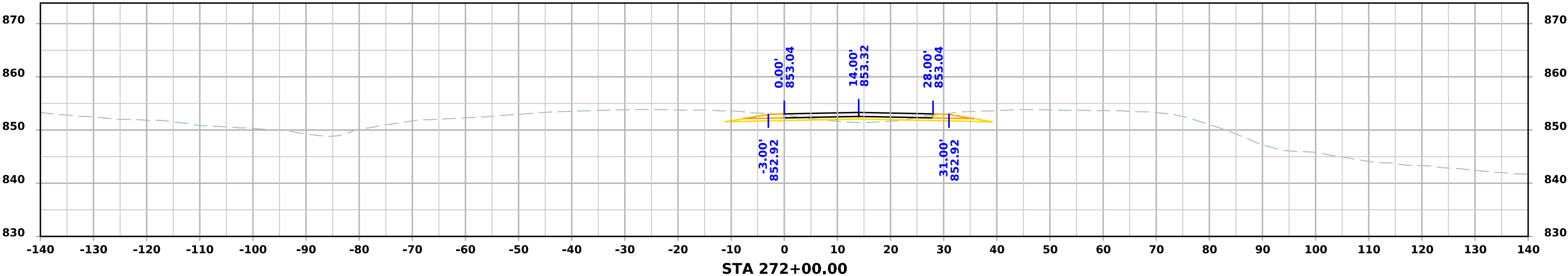
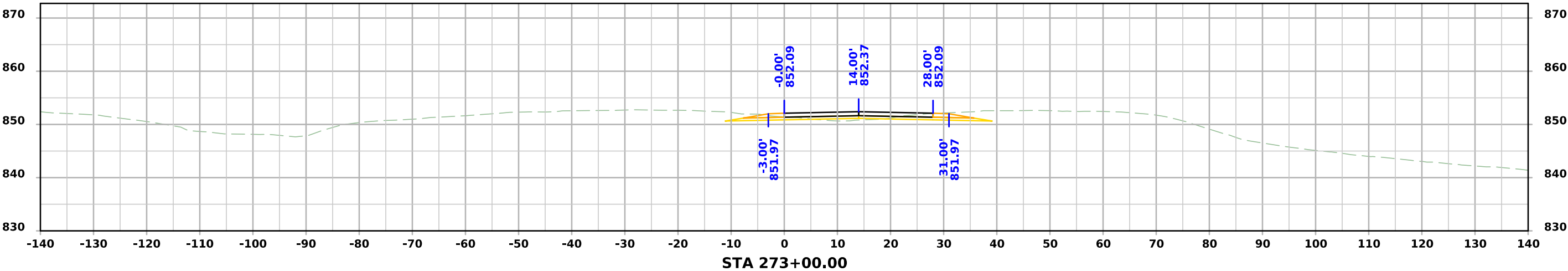
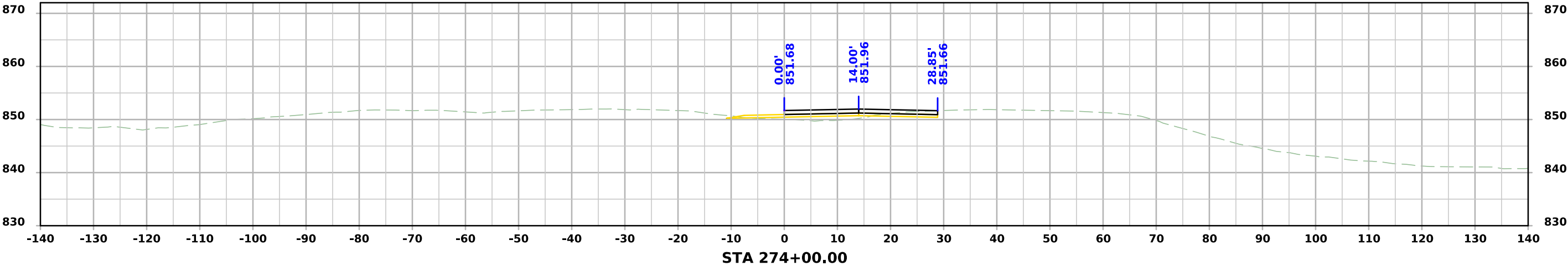




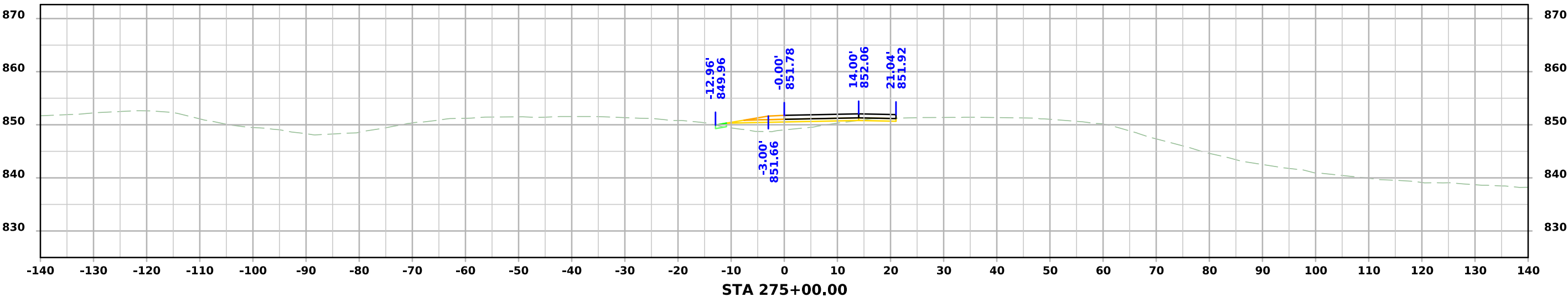
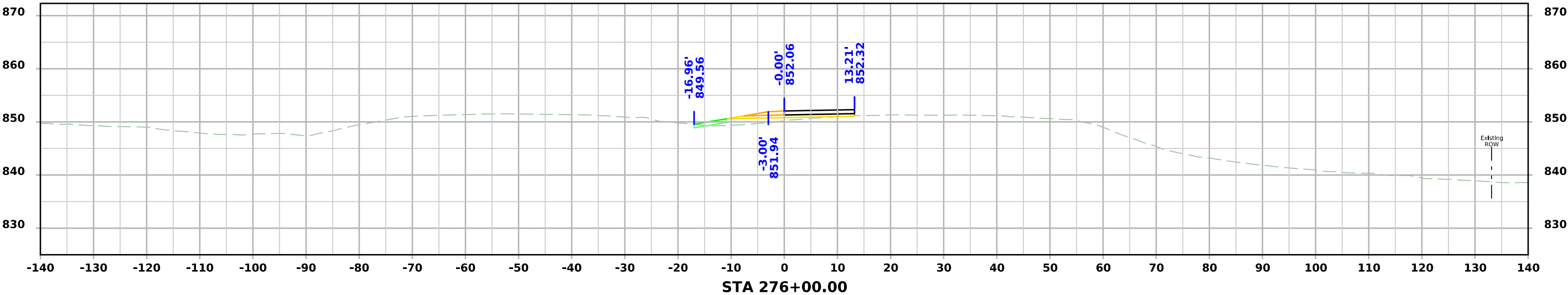
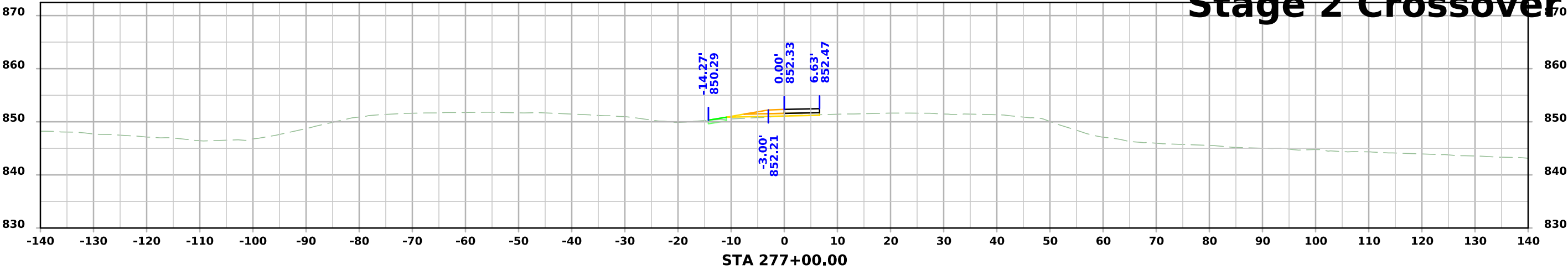
Stage 2 Crossover



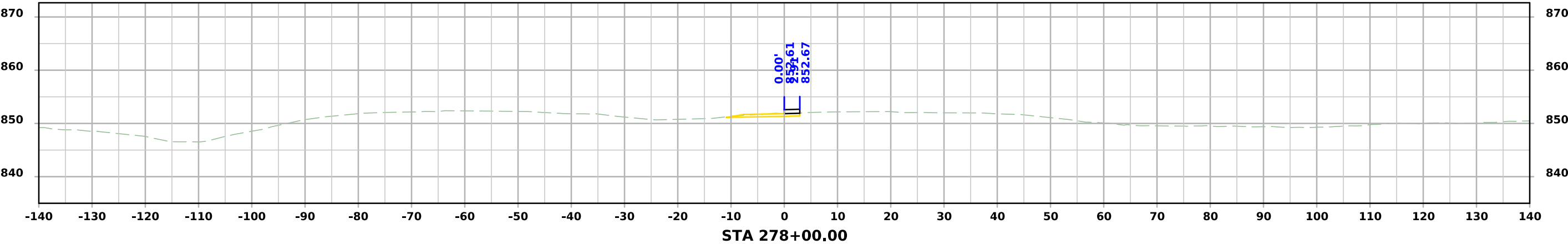
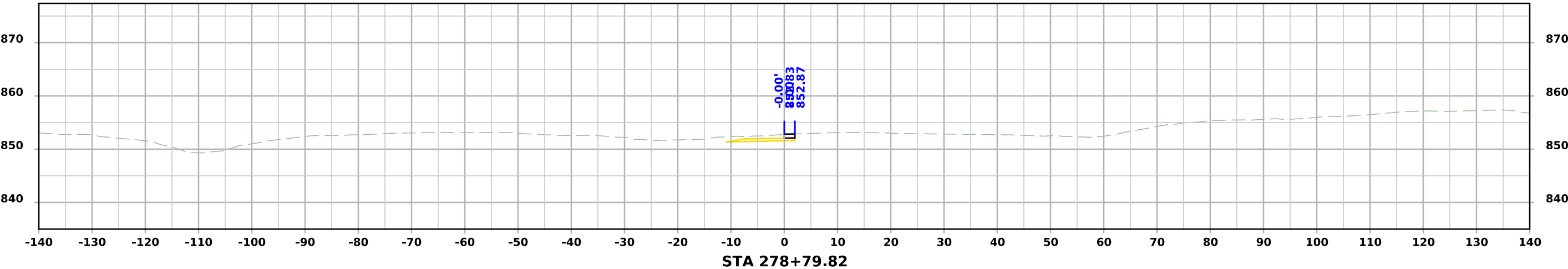
Stage 2 Crossover



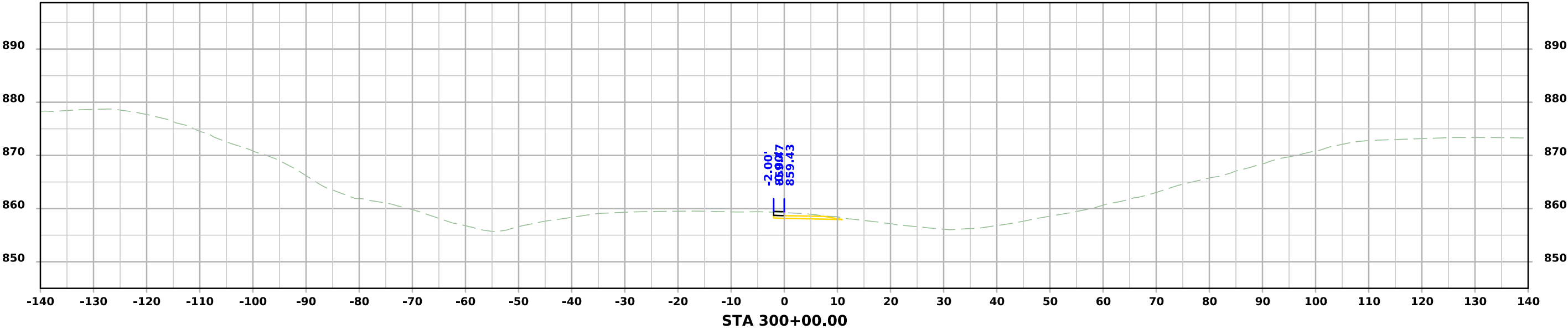
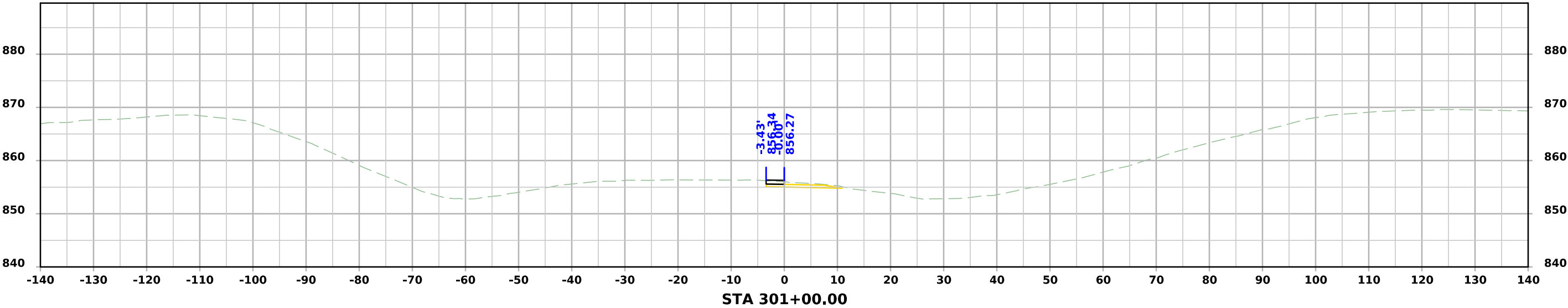
Stage 2 Crossover



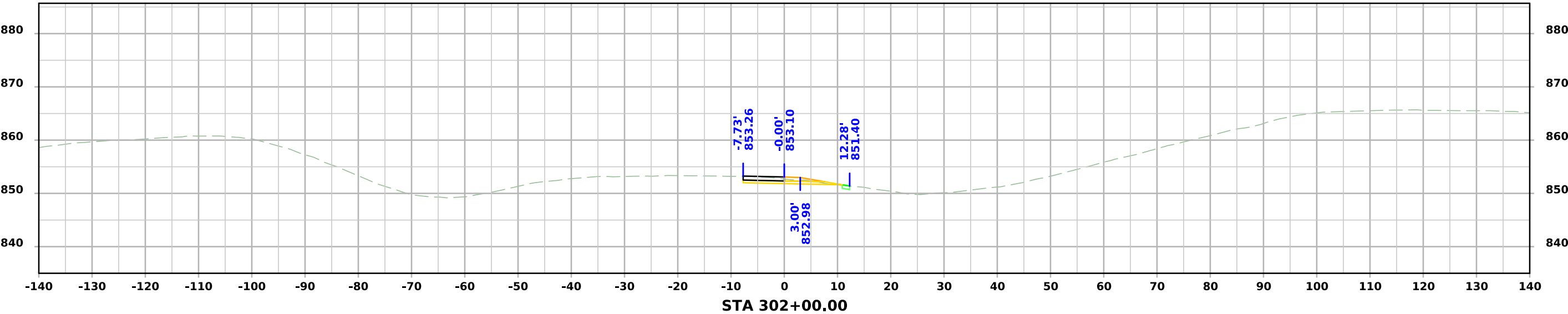
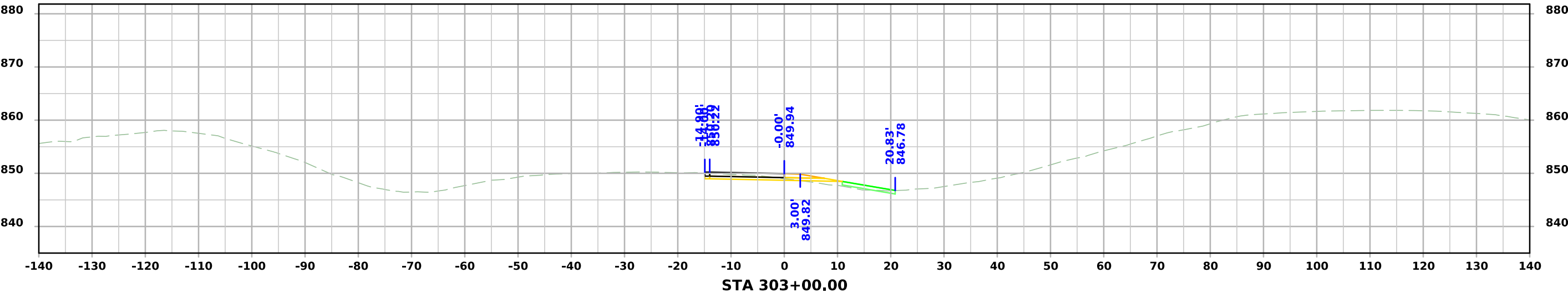
Stage 2 Crossover



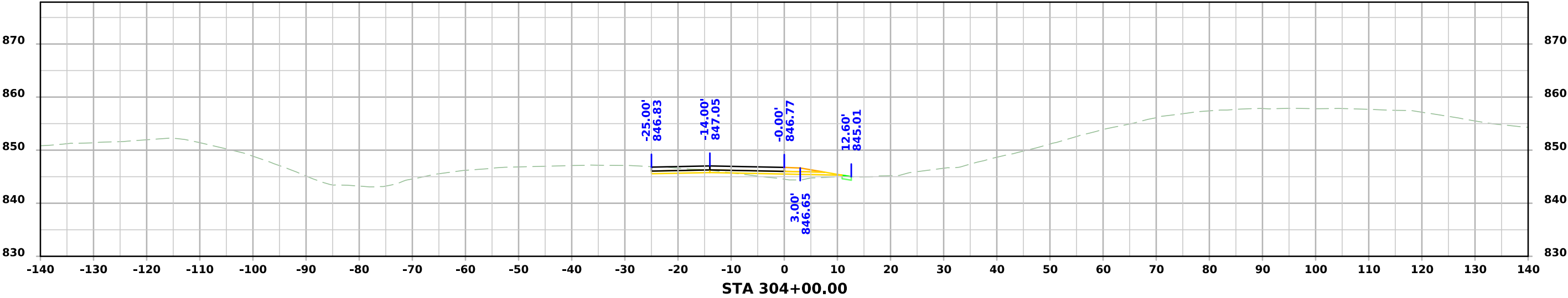
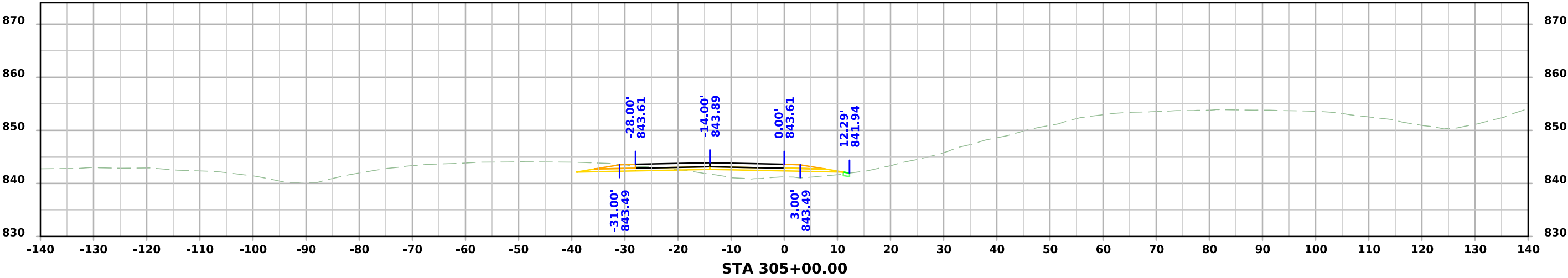
Stage 3 Crossover



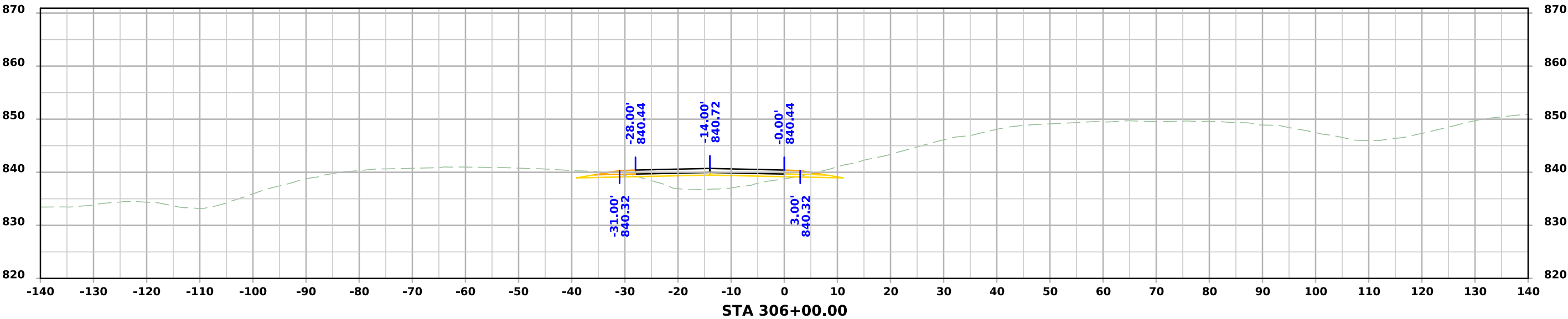
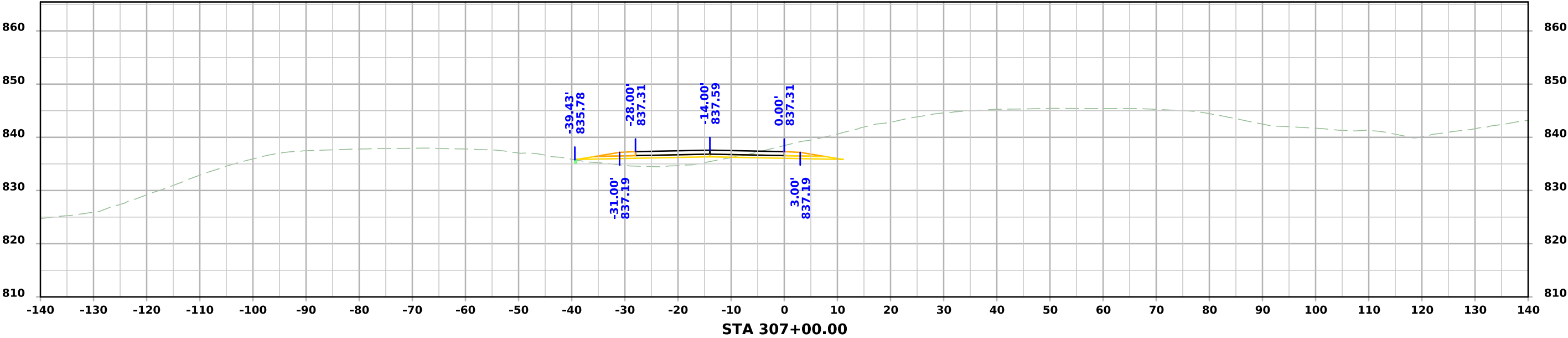
Stage 3 Crossover



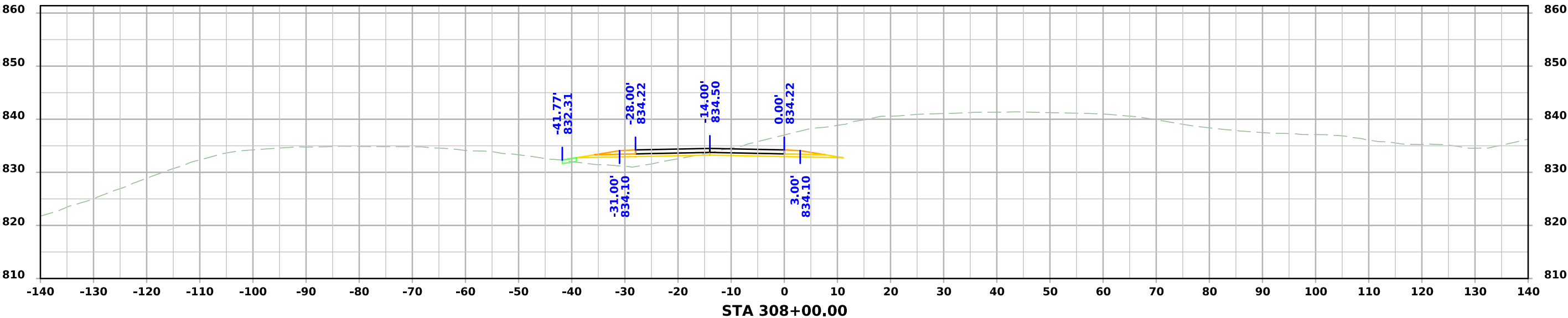
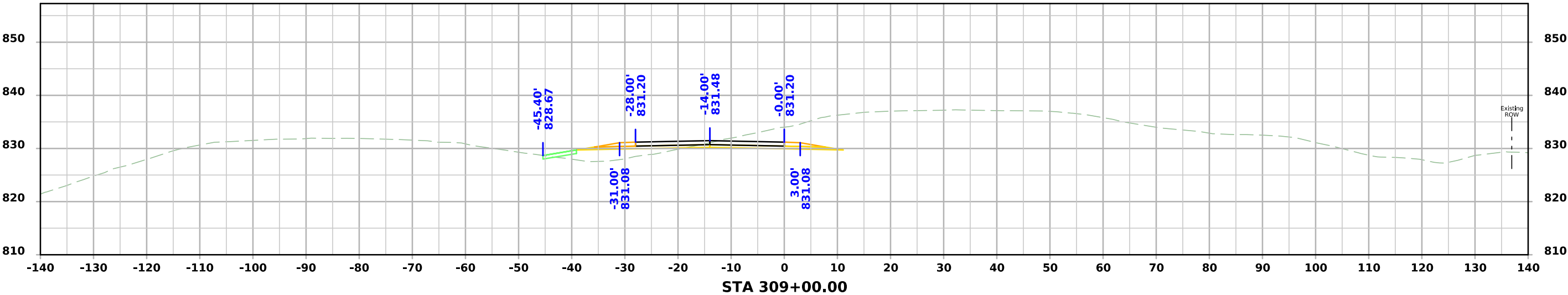
Stage 3 Crossover



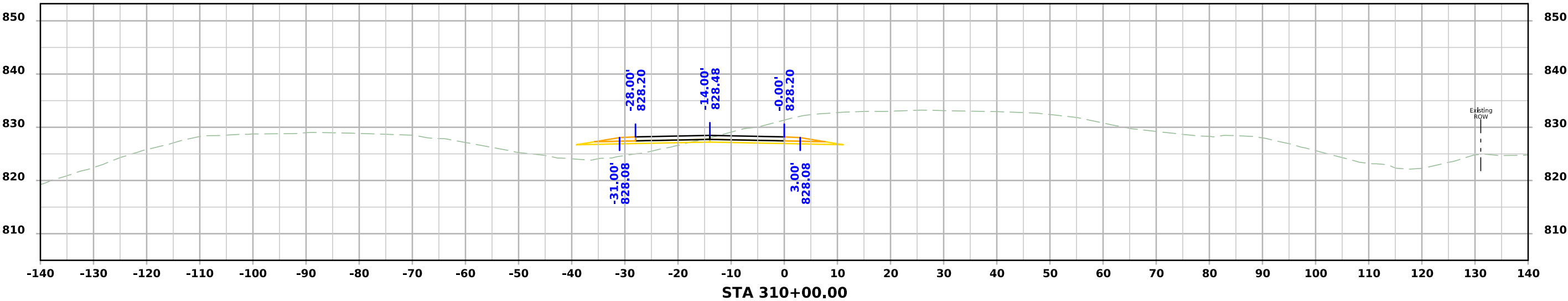
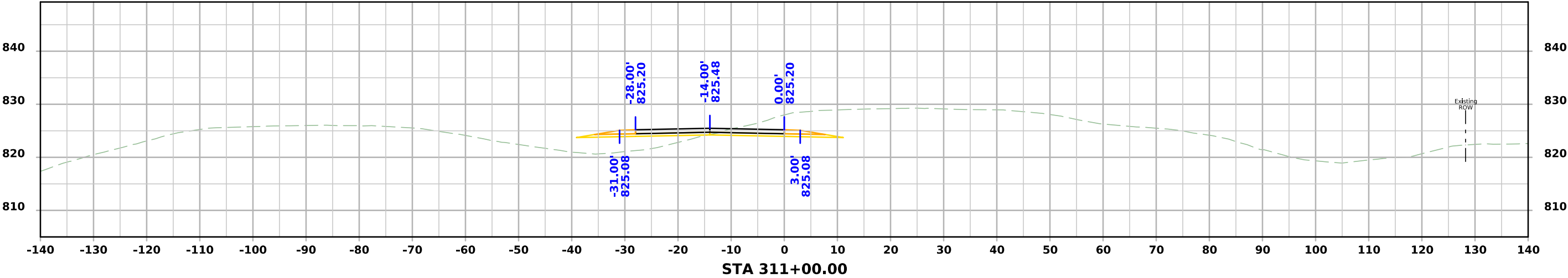
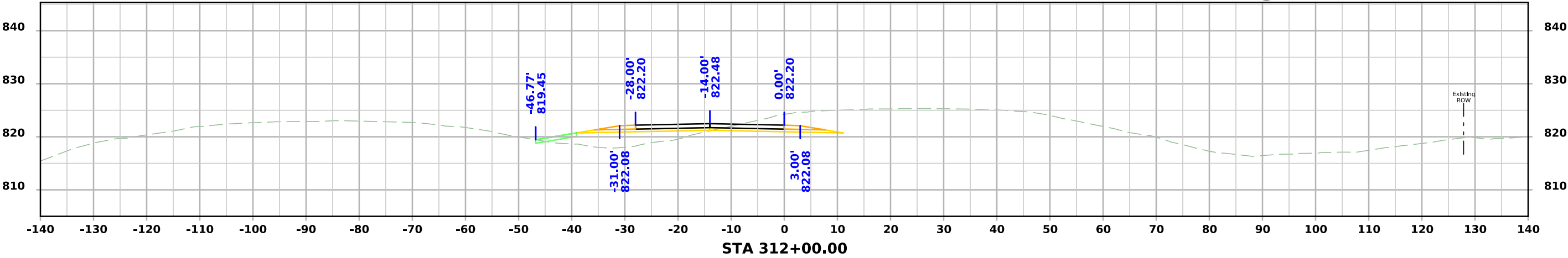
Stage 3 Crossover



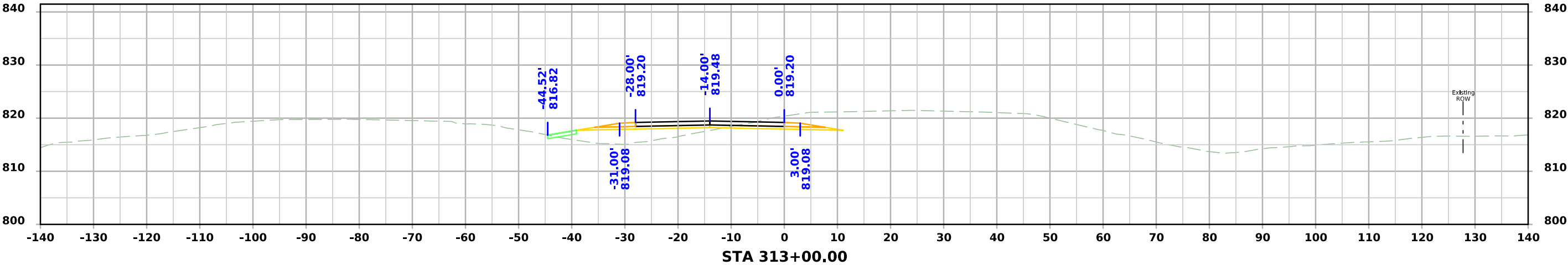
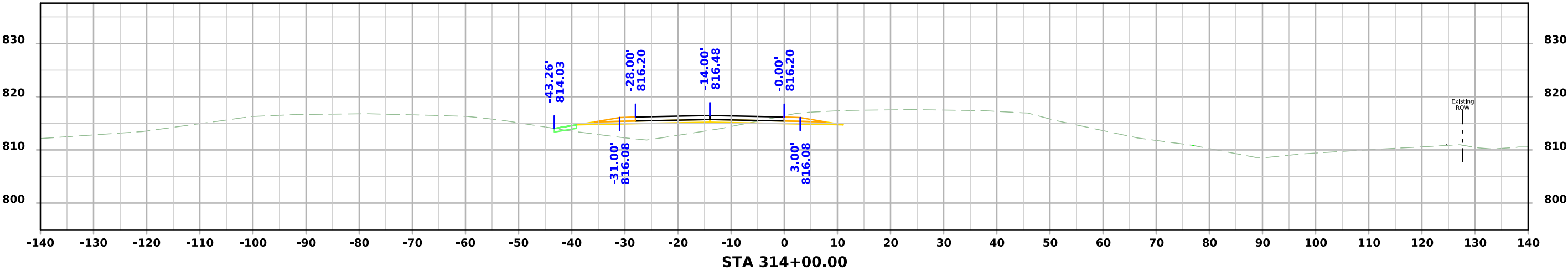
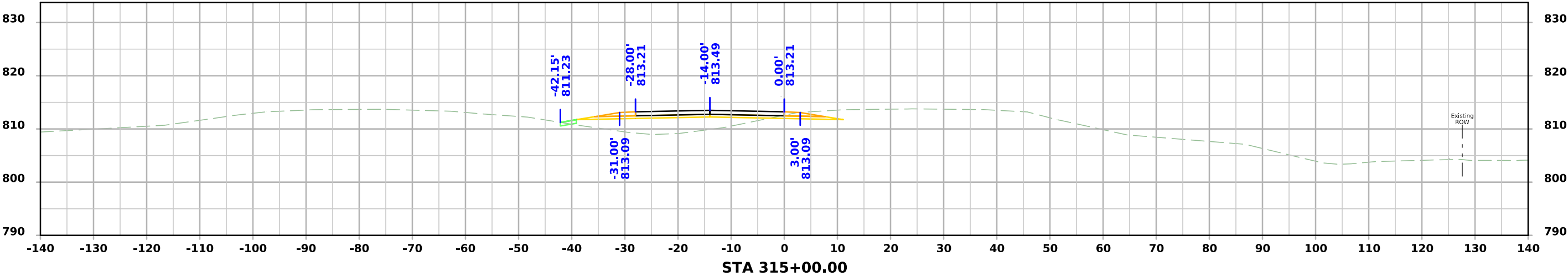
Stage 3 Crossover



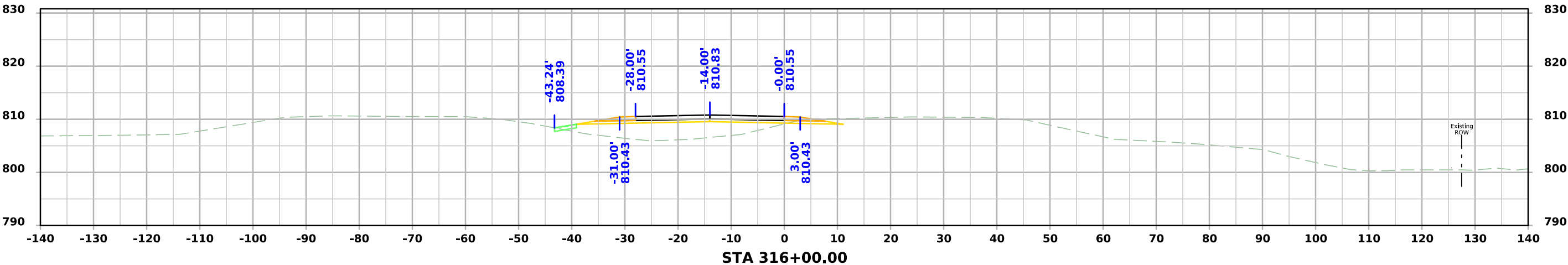
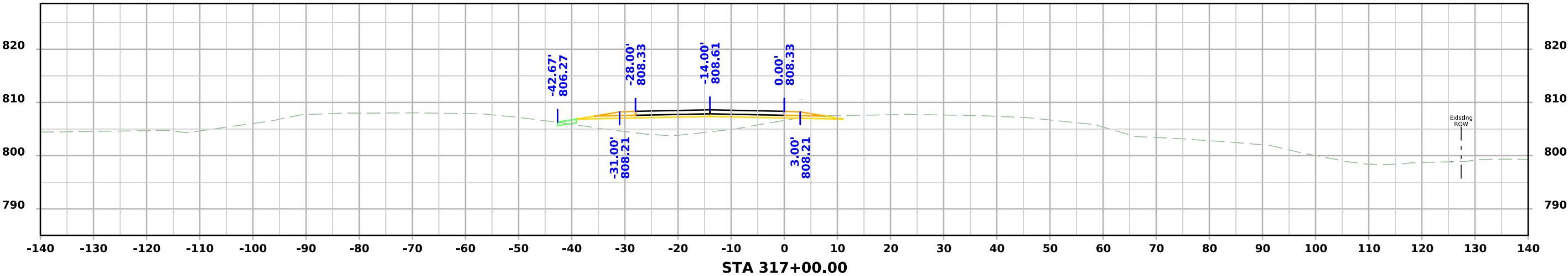
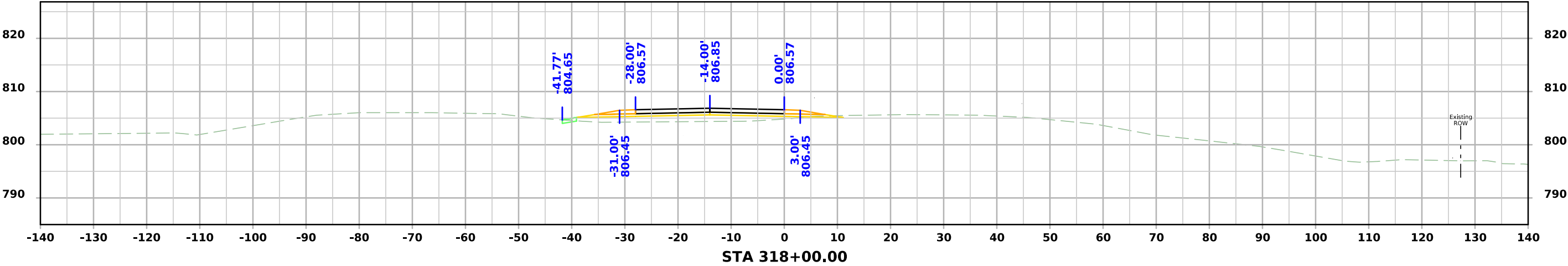
Stage 3 Crossover



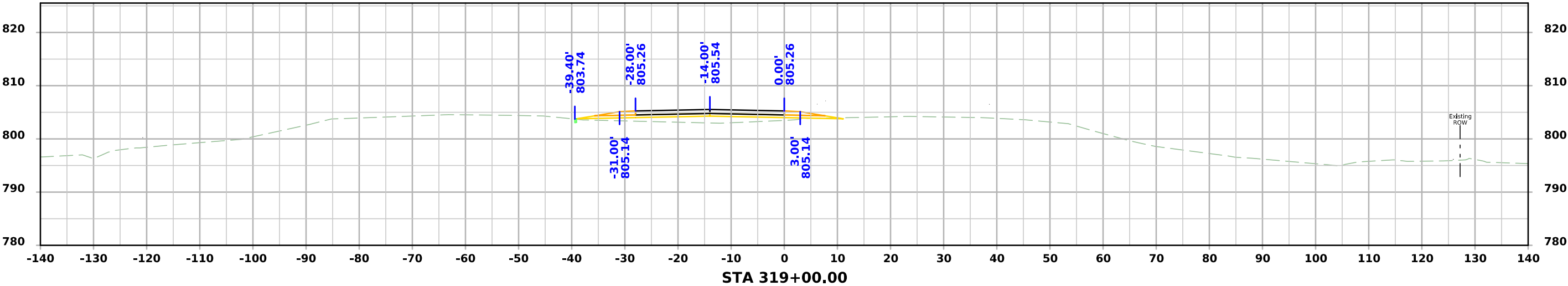
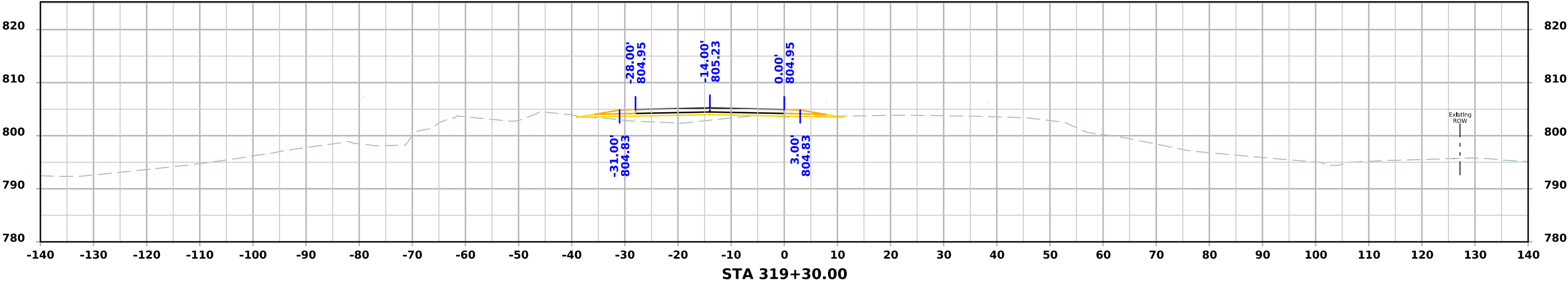
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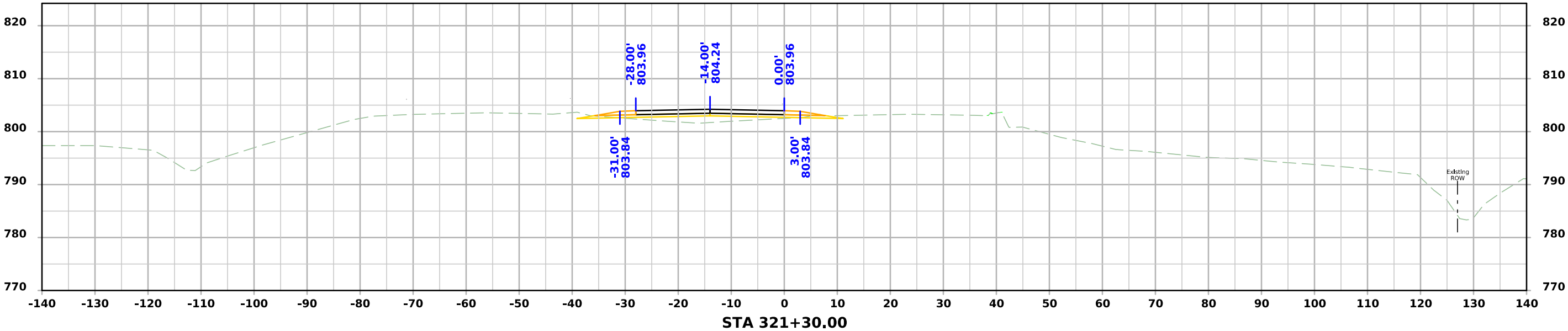
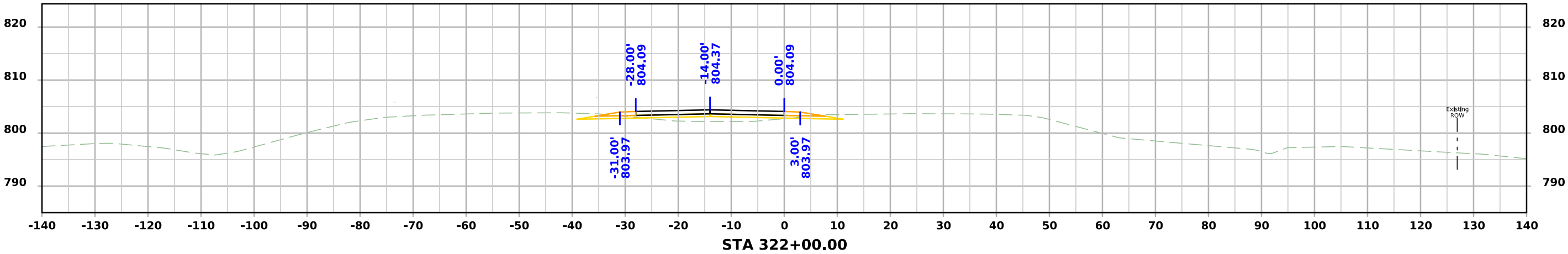
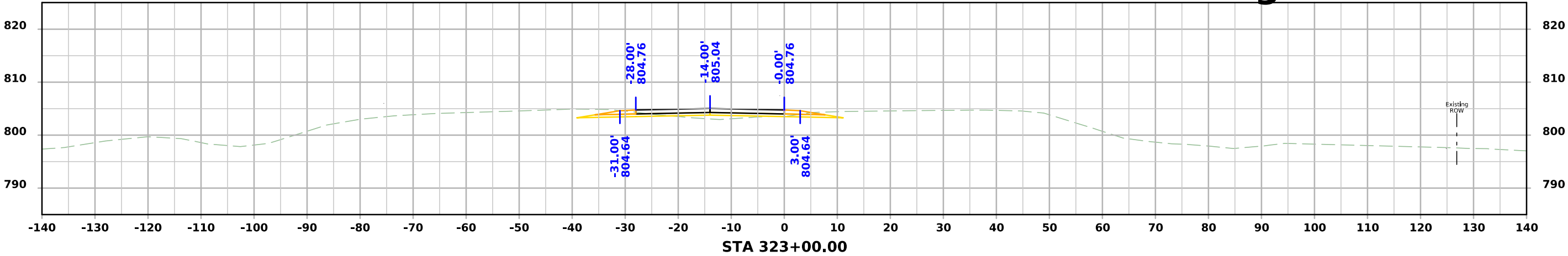
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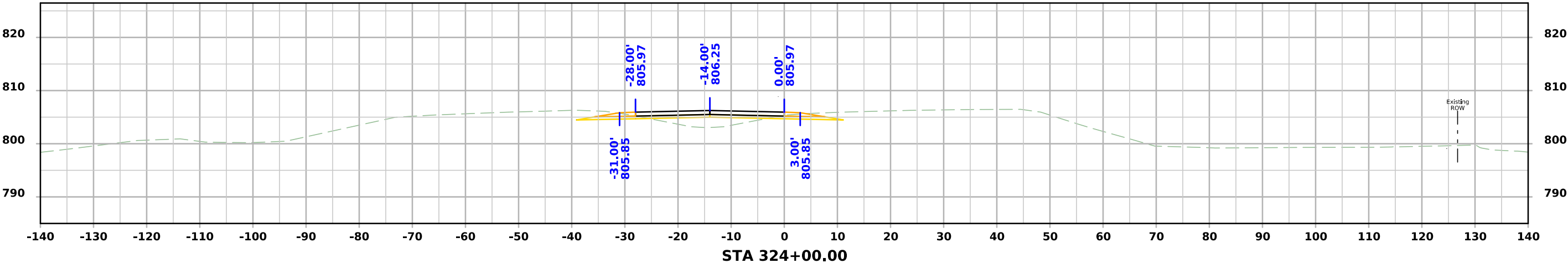
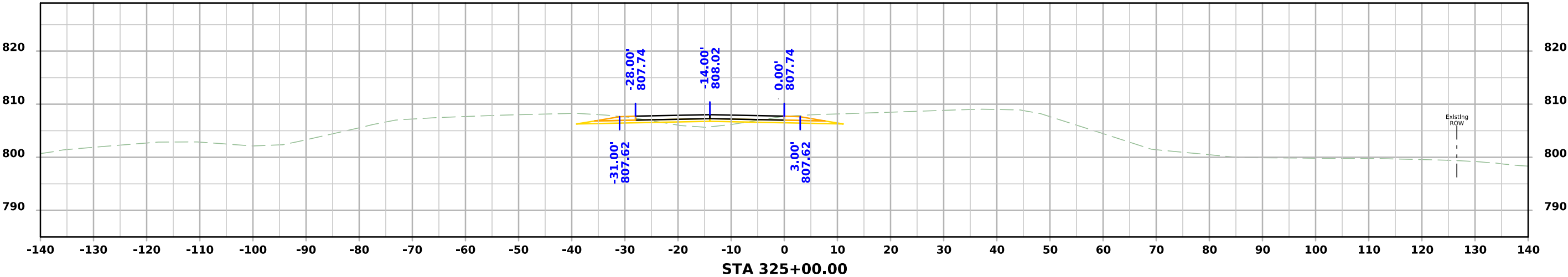
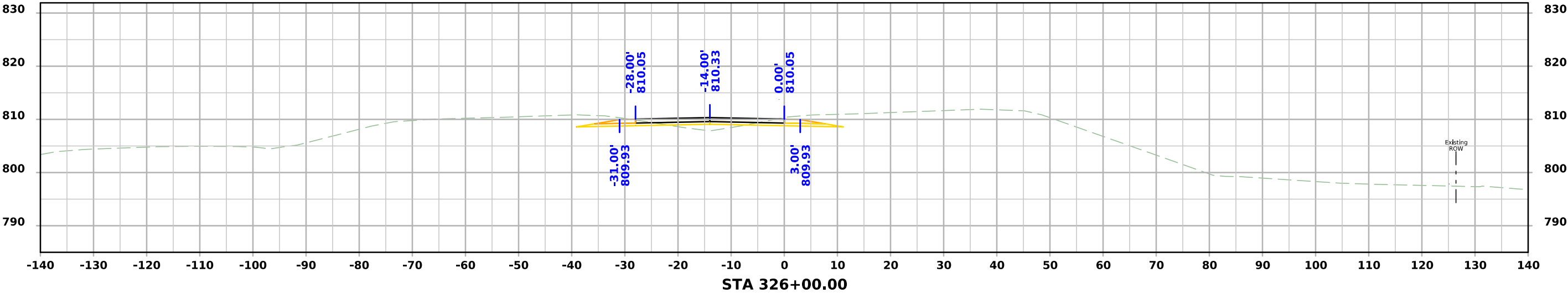
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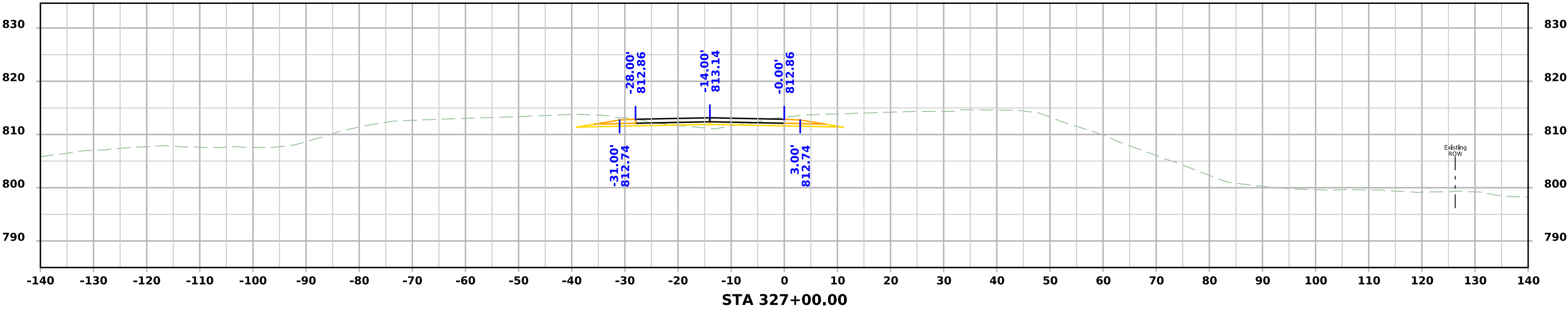
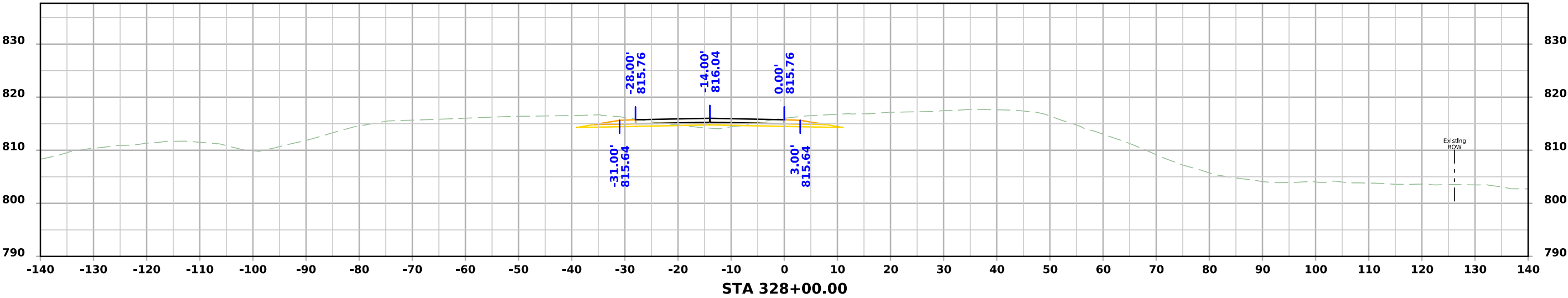
Stage 3 Crossover



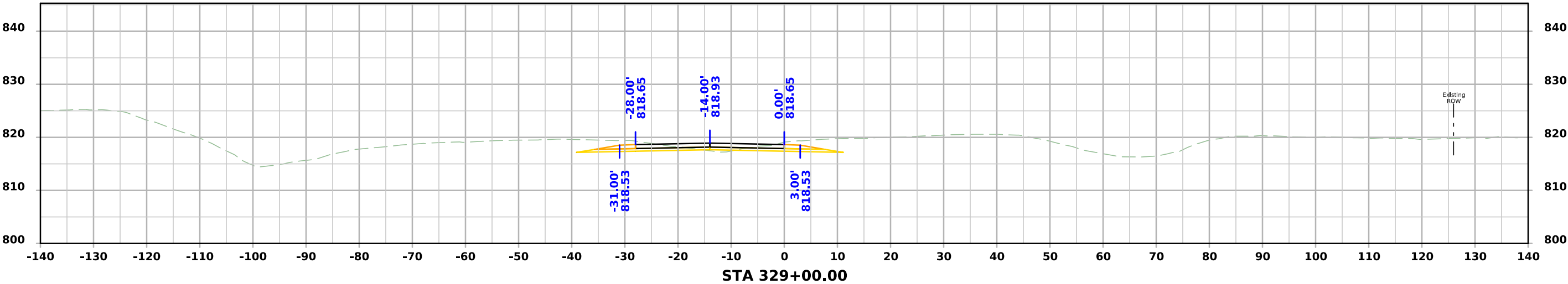
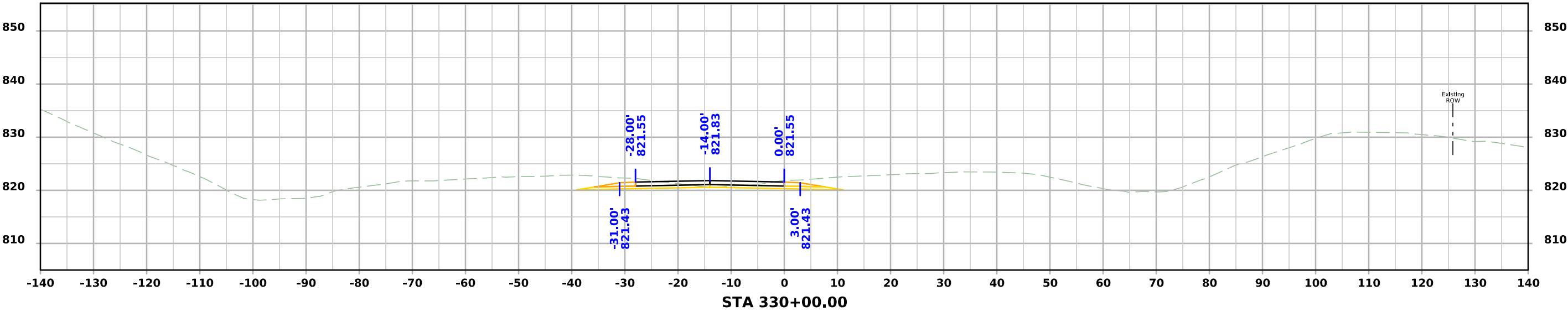
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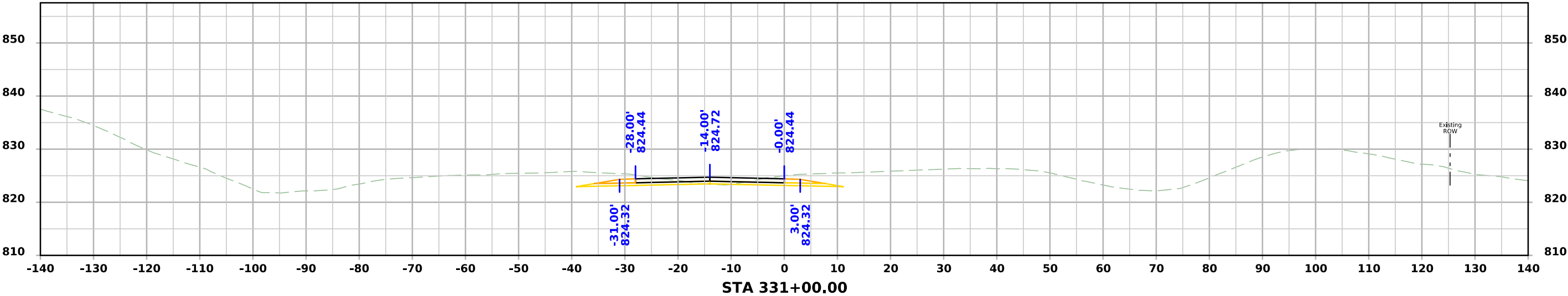
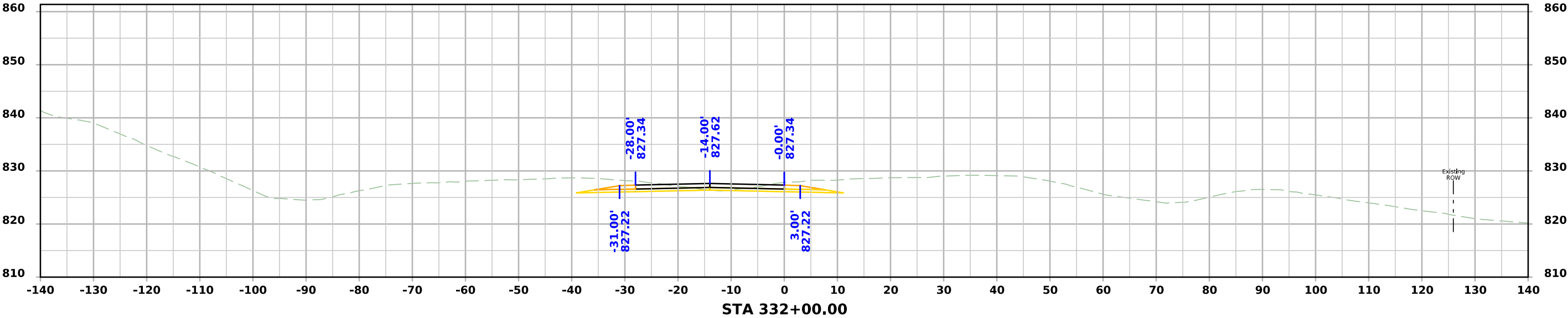
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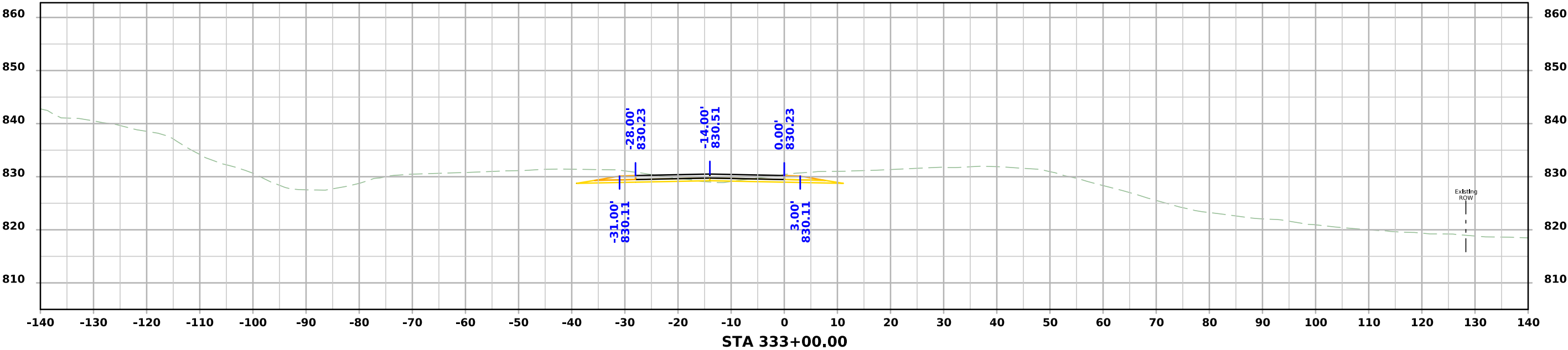
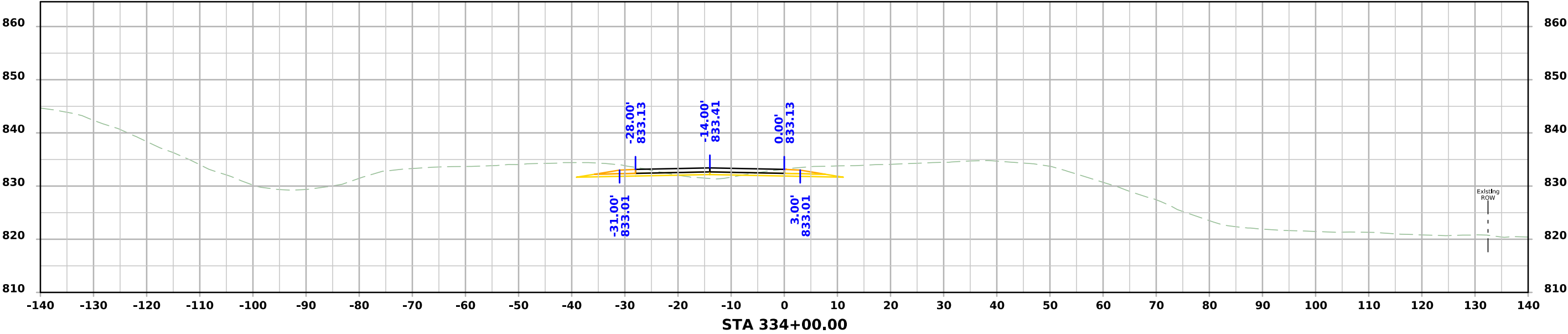
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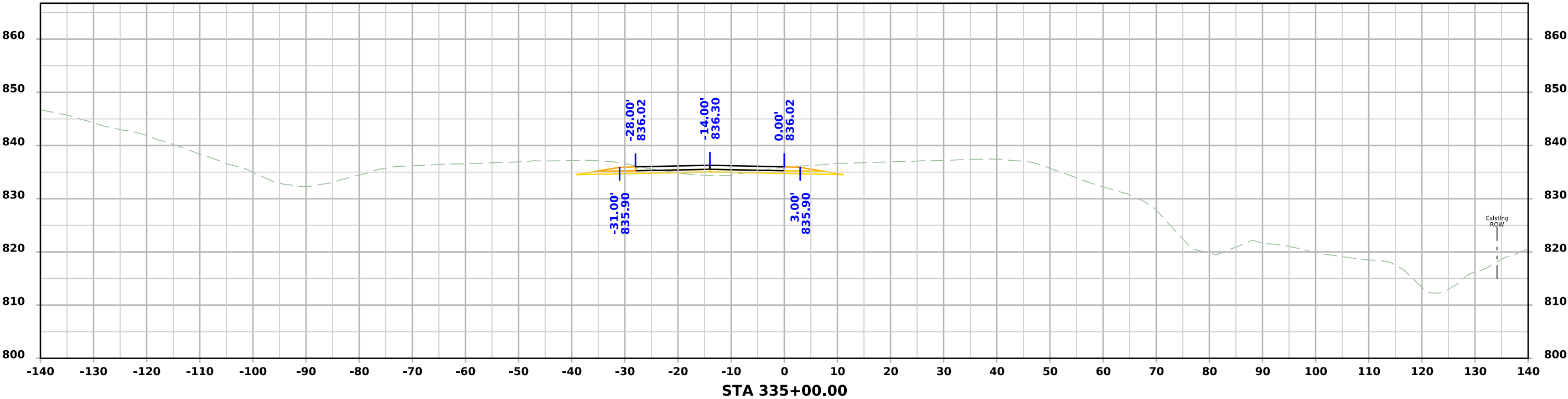
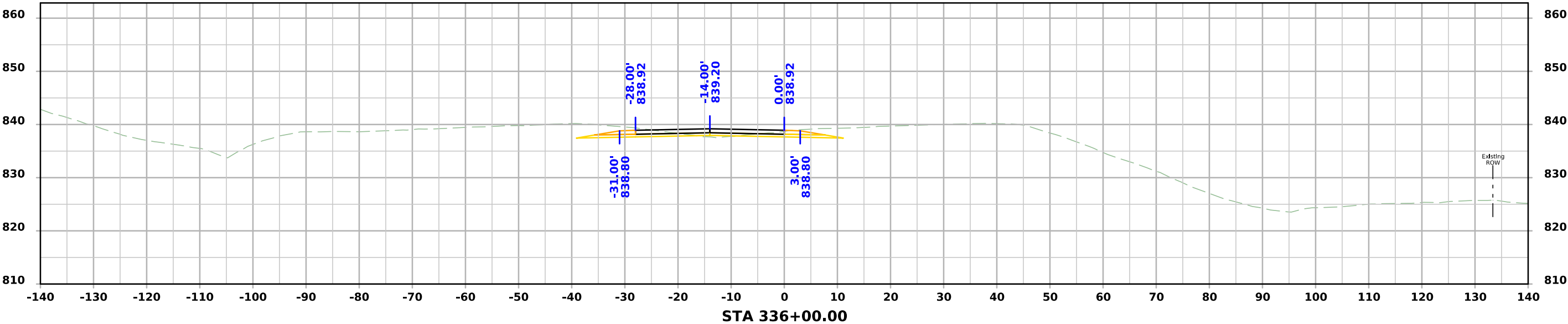
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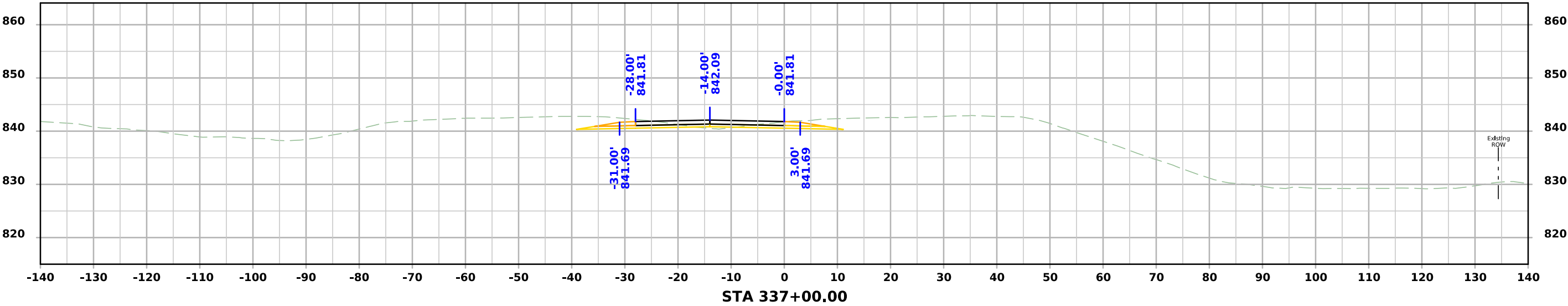
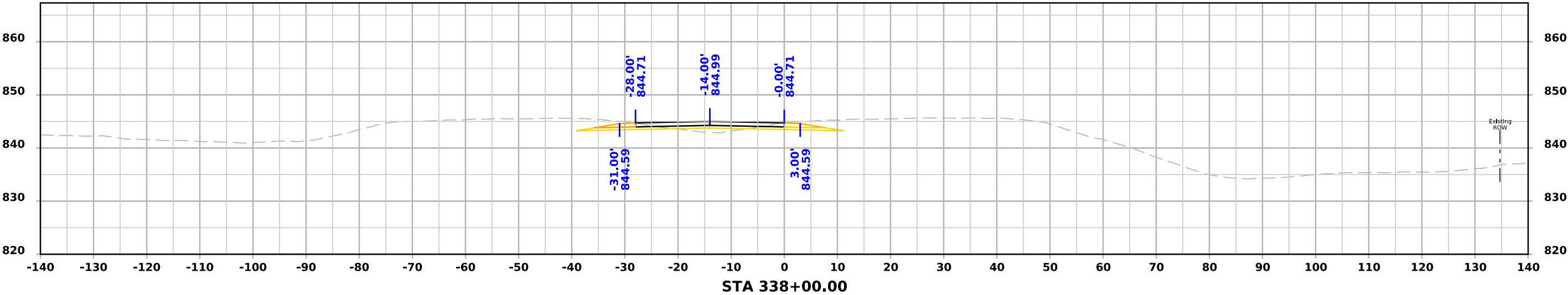
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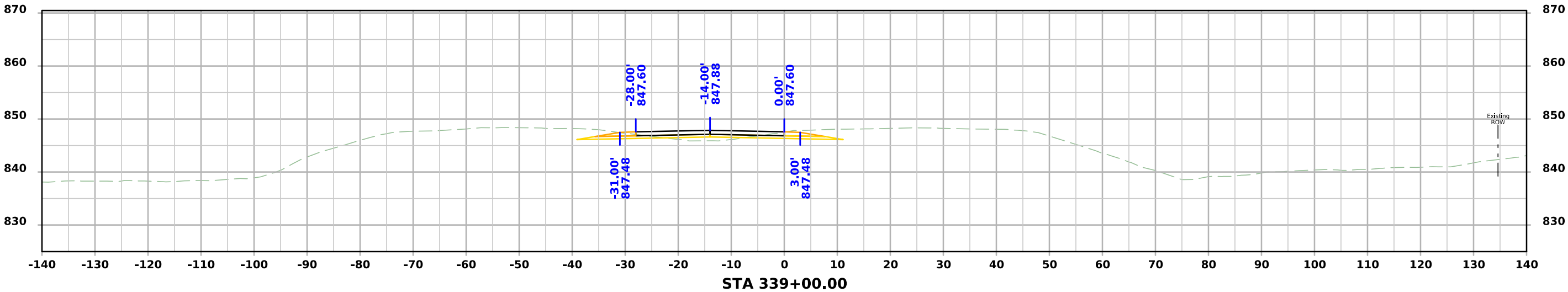
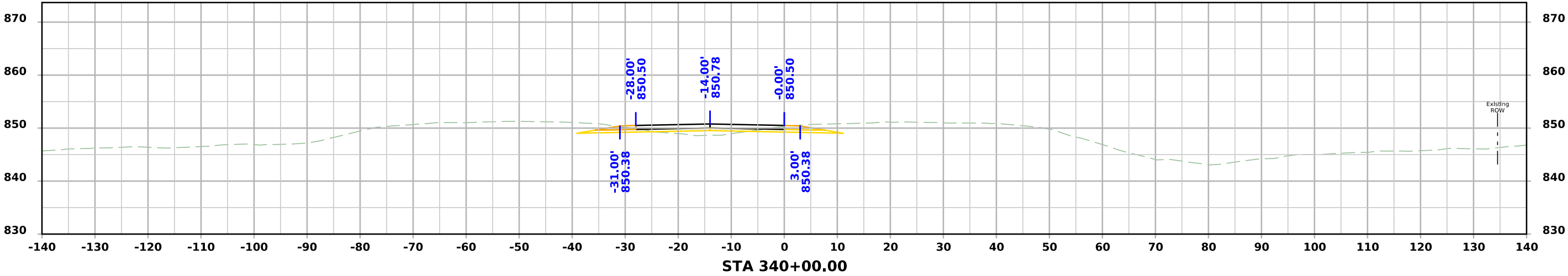
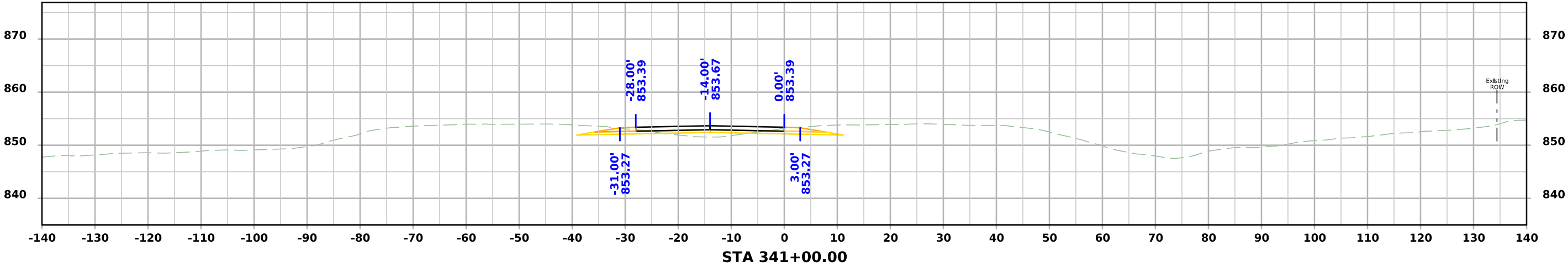
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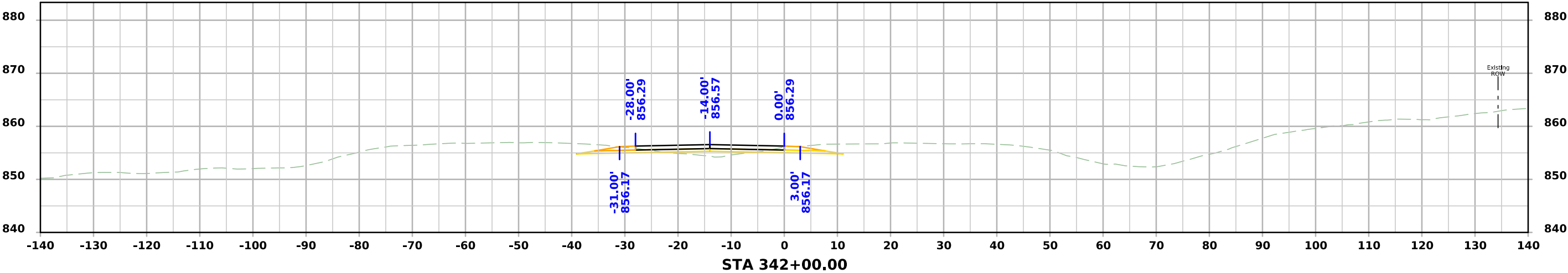
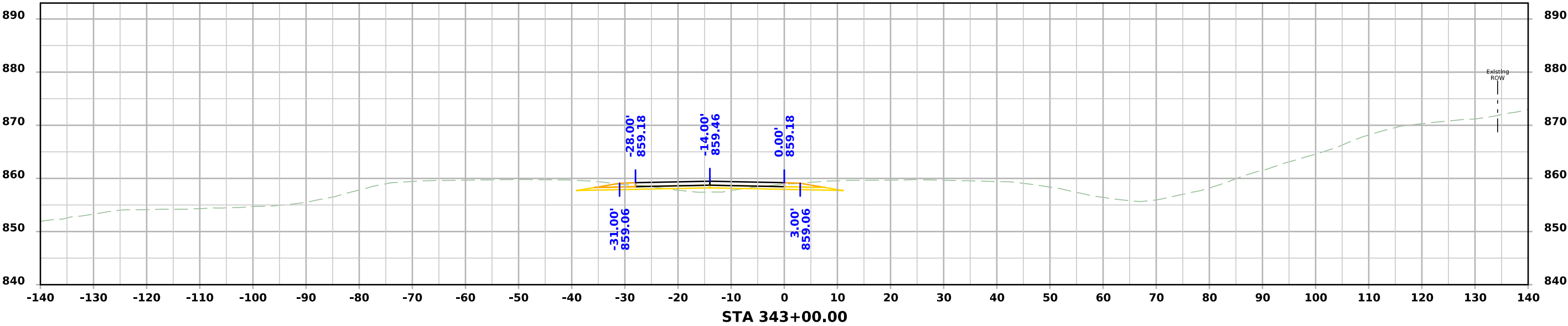
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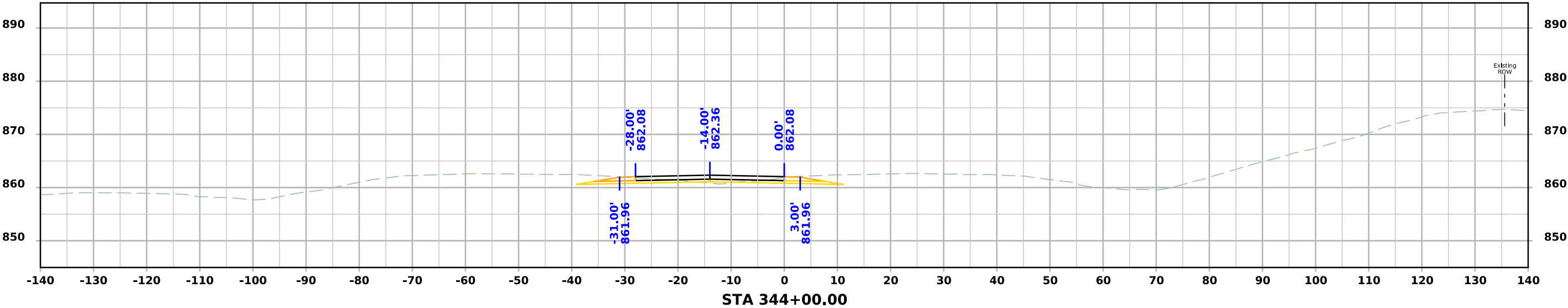
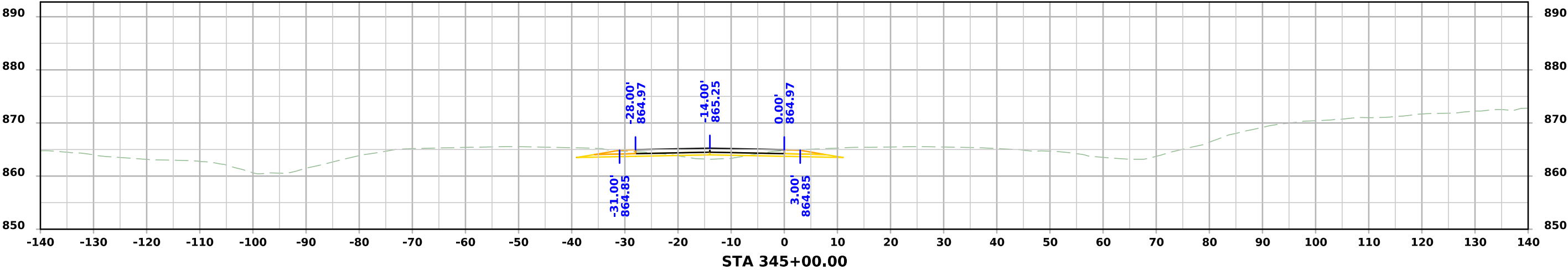
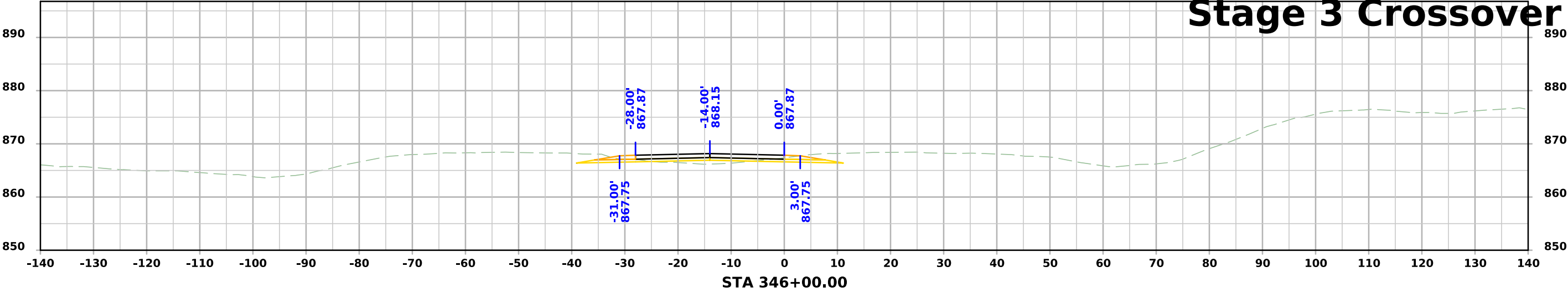
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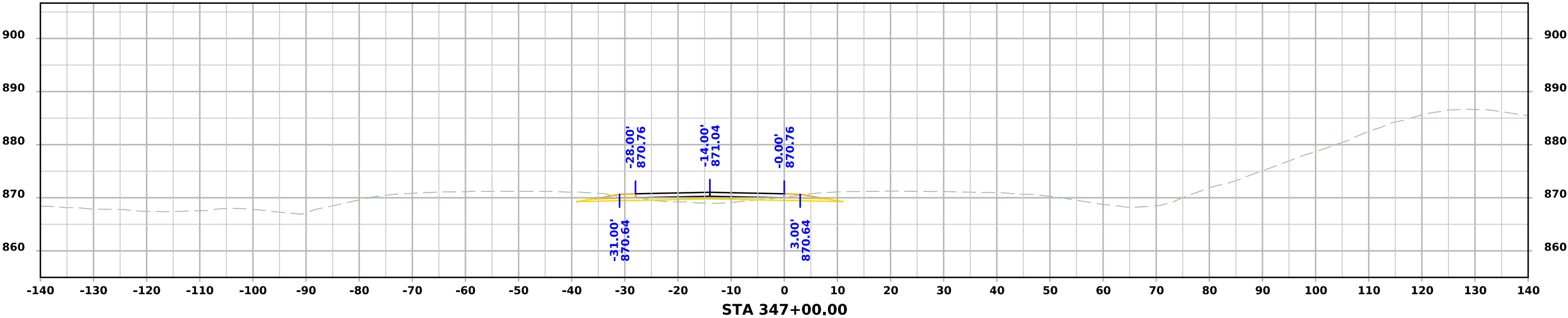
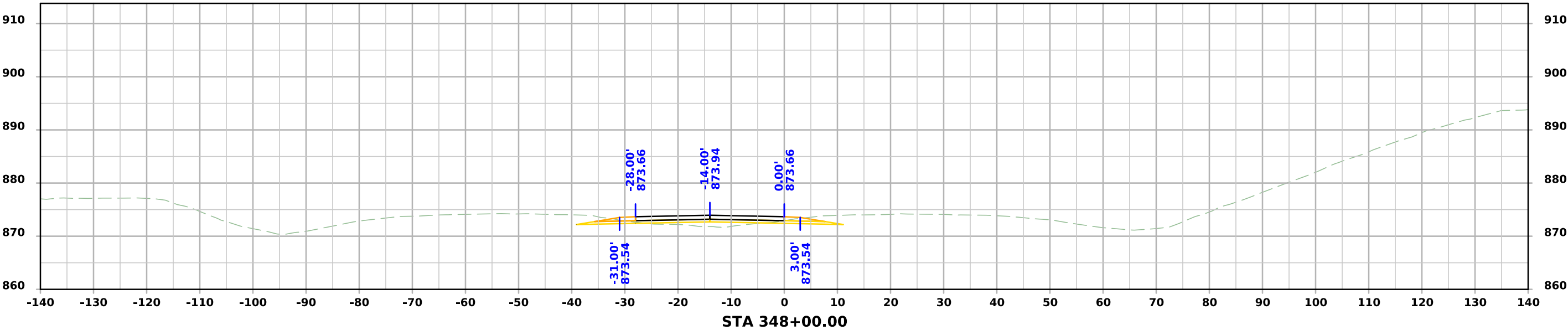
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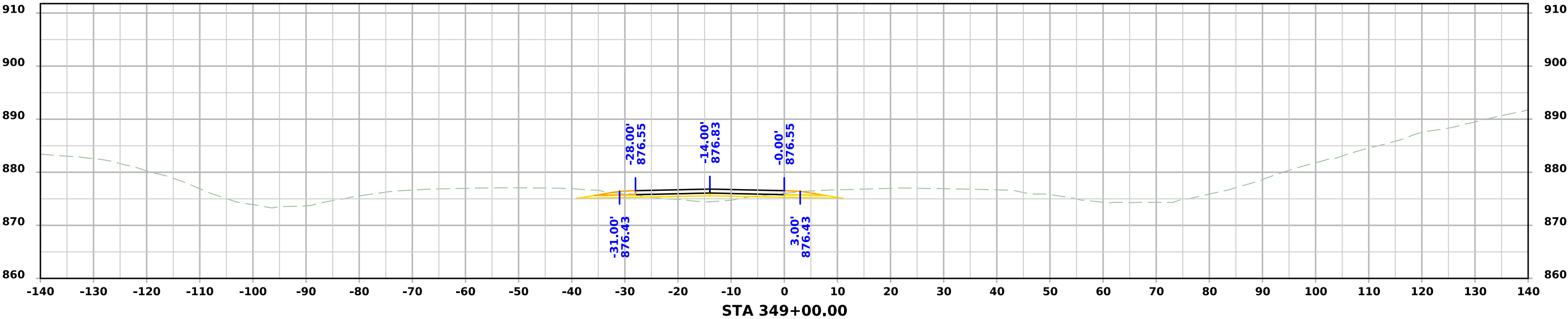
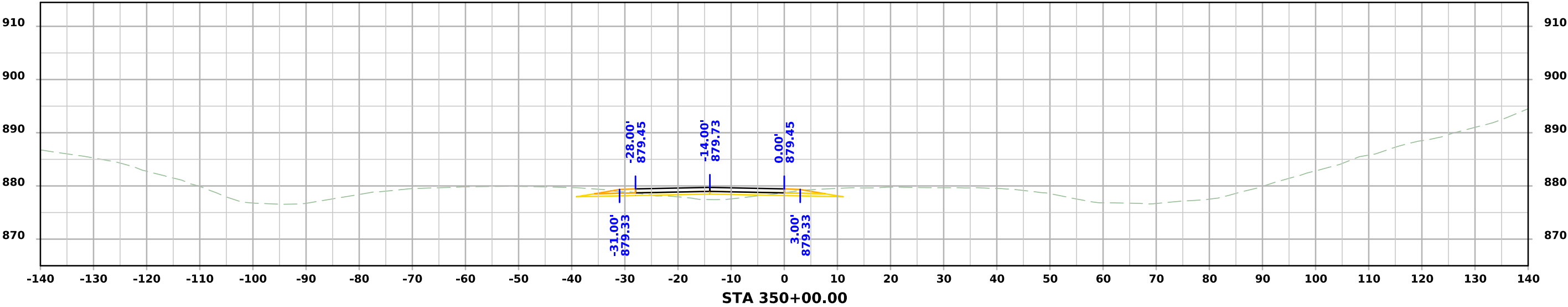
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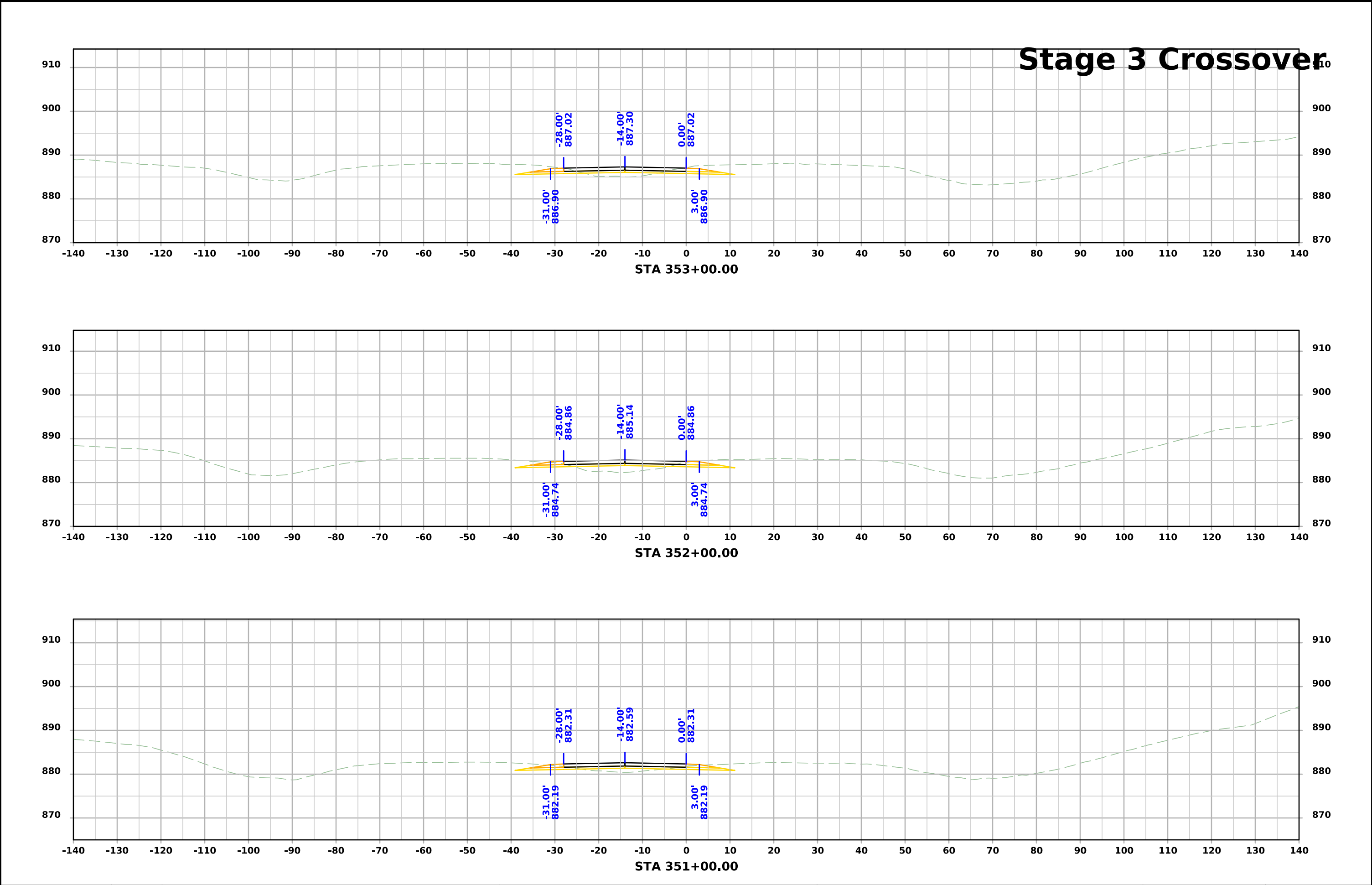


Stage 3 Crossover

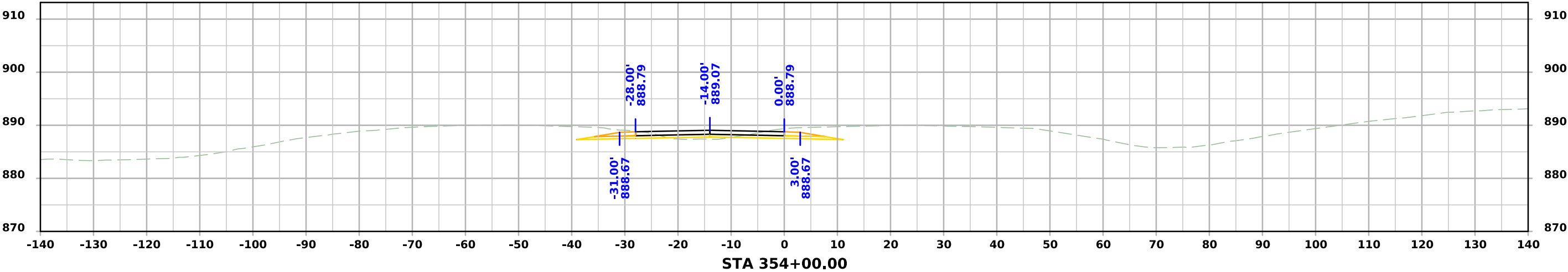
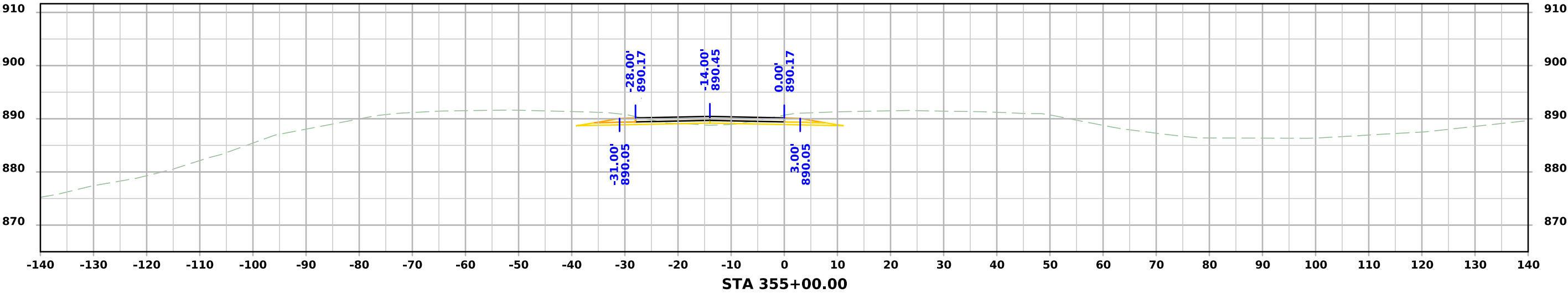


Stage 3 Crossover

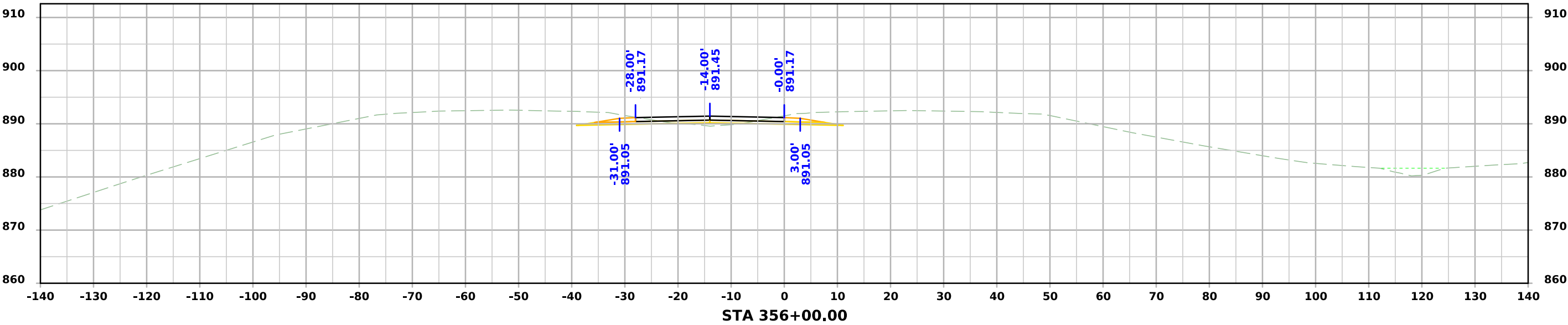
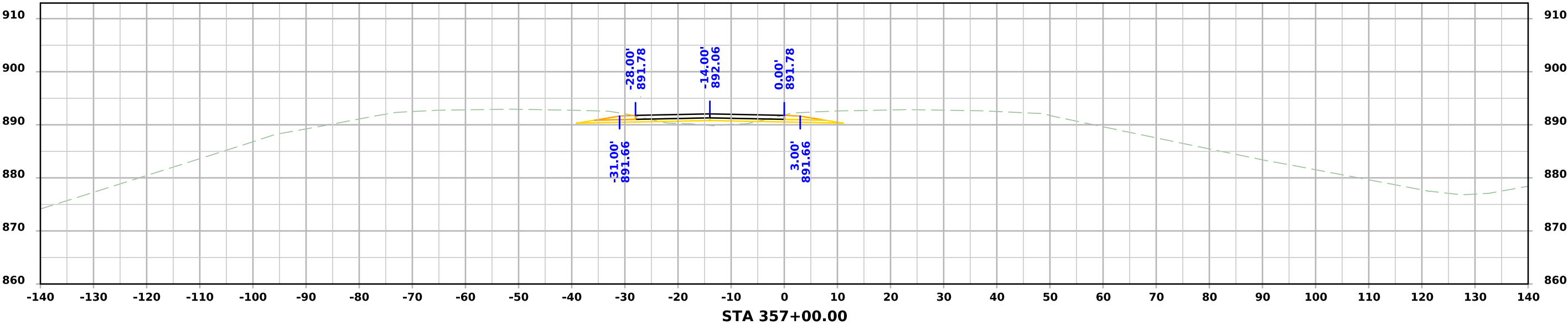




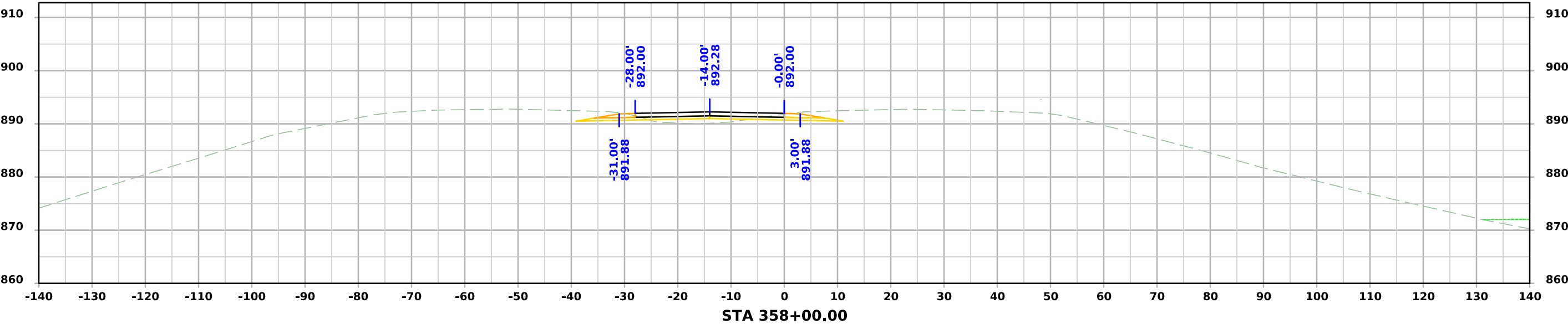
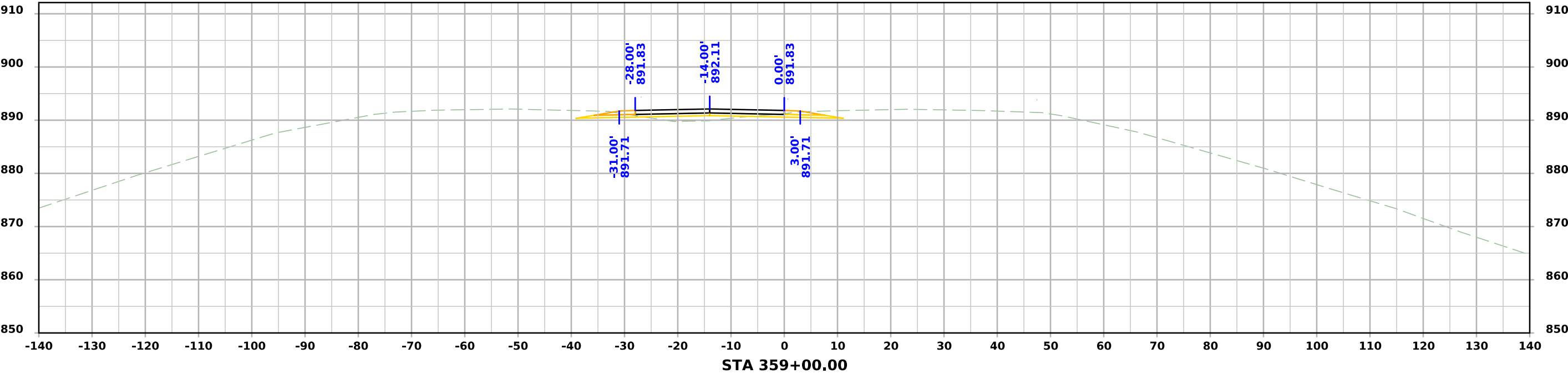
Stage 3 Crossover



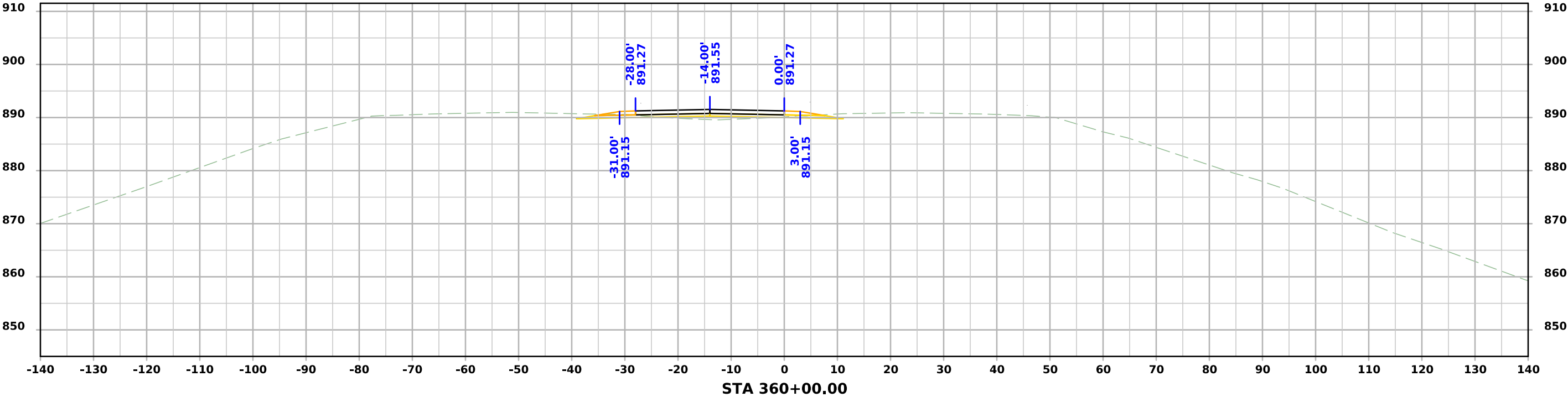
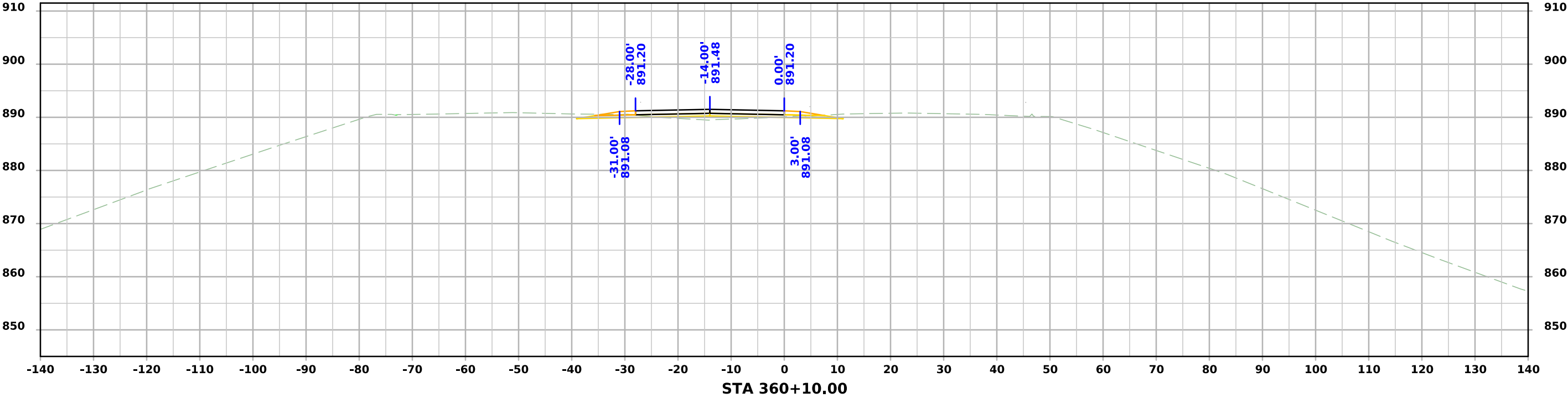
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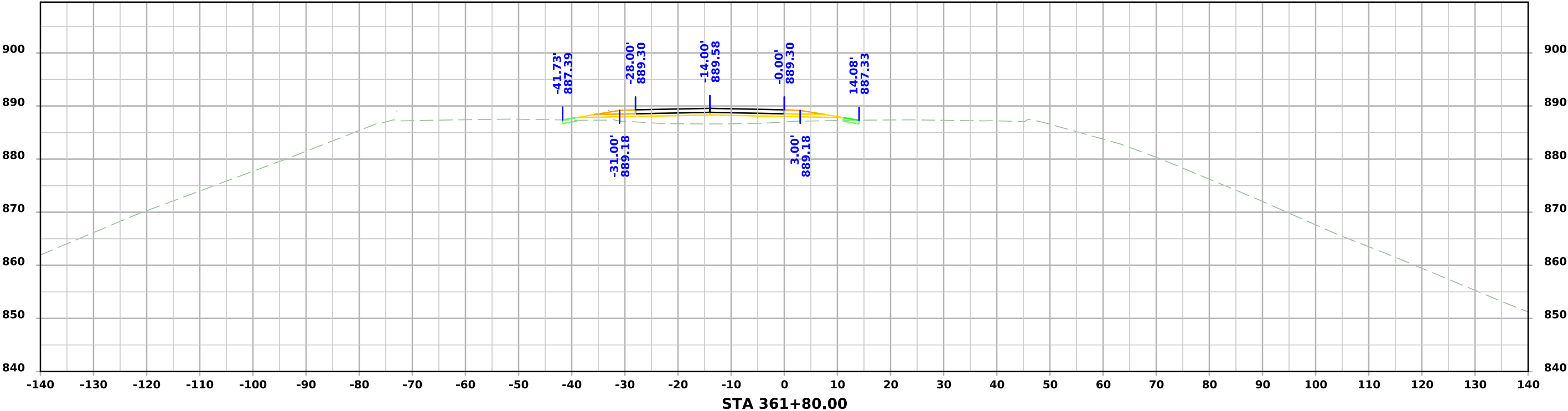
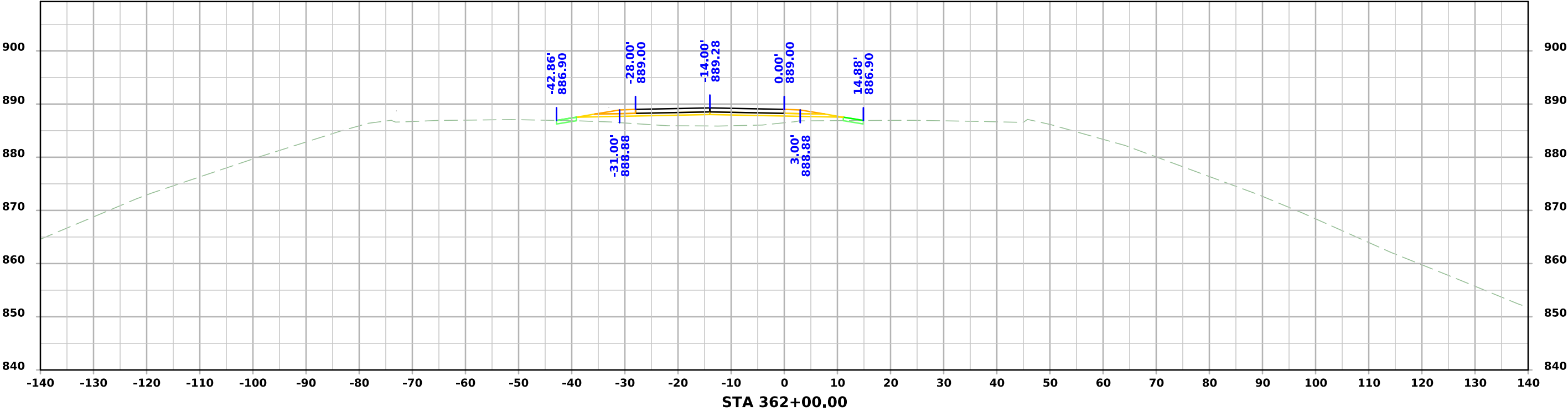
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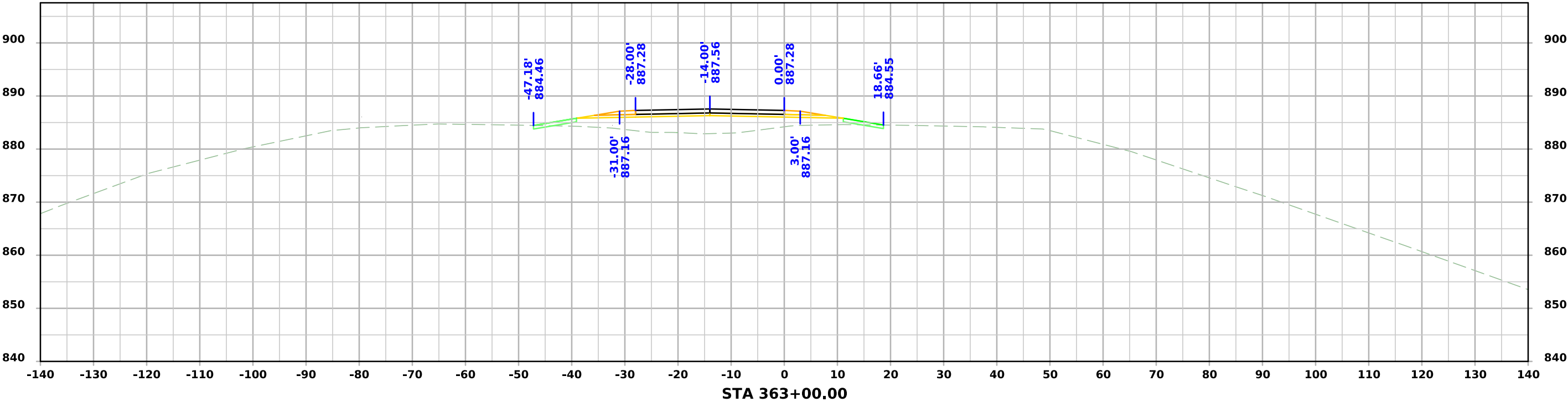
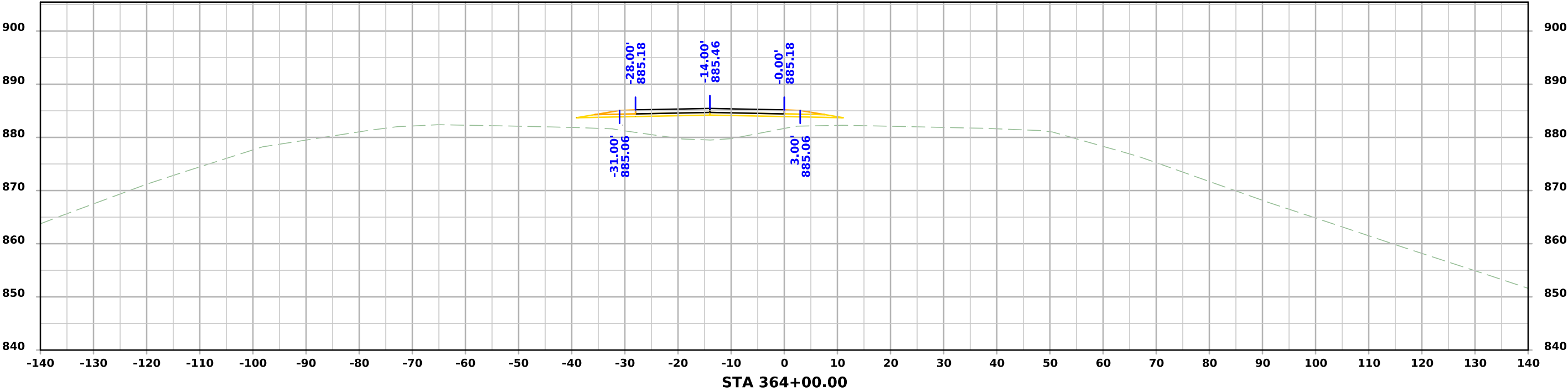
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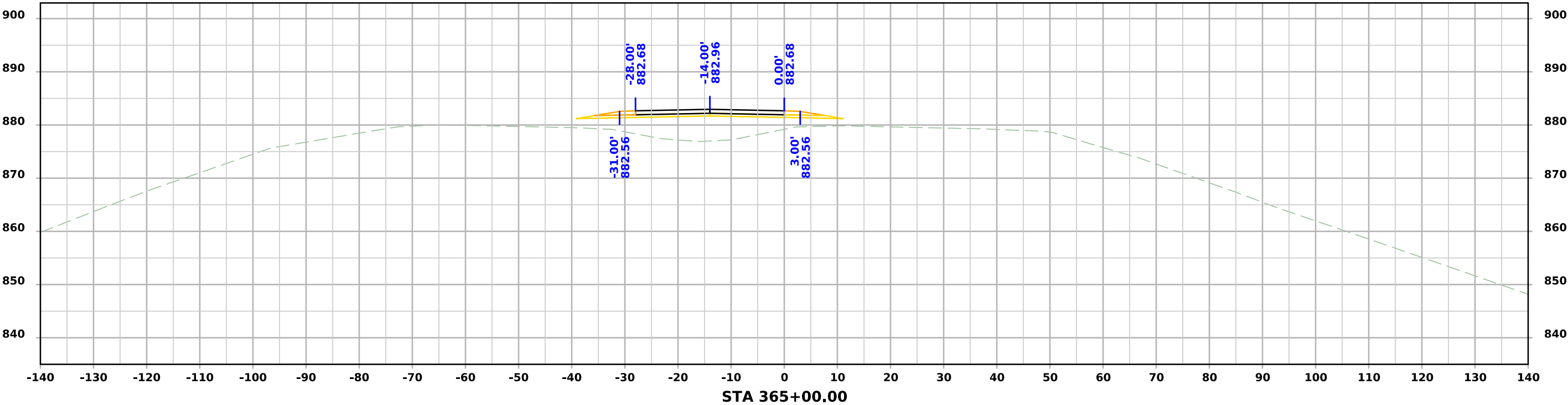
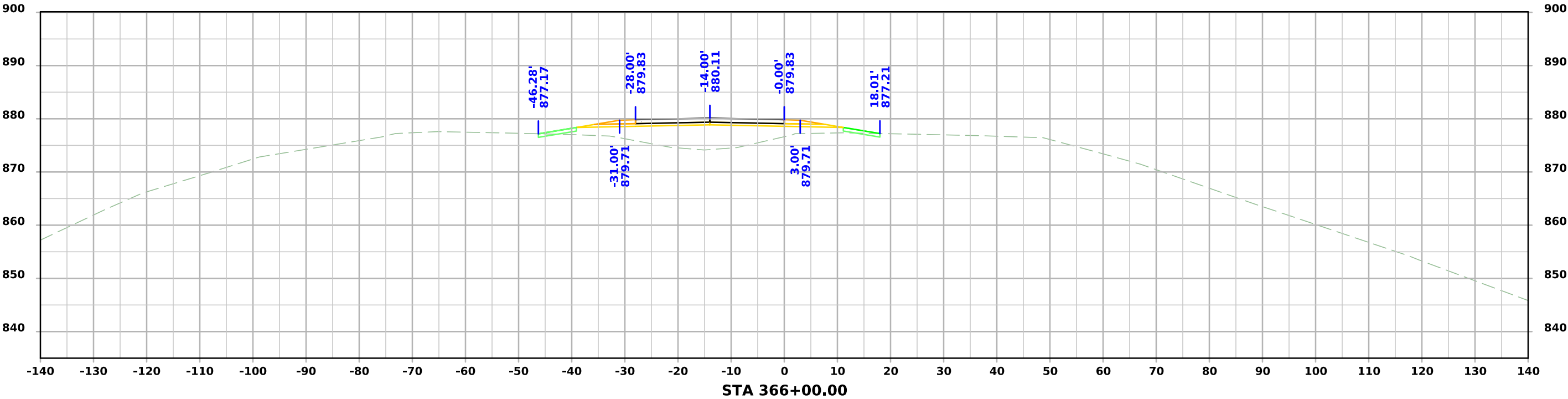
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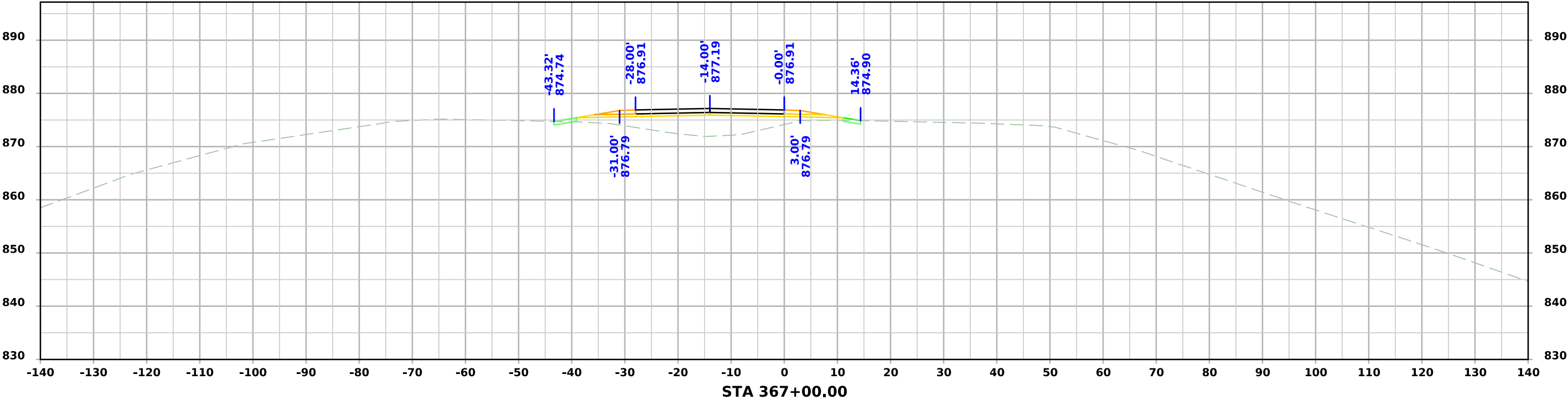
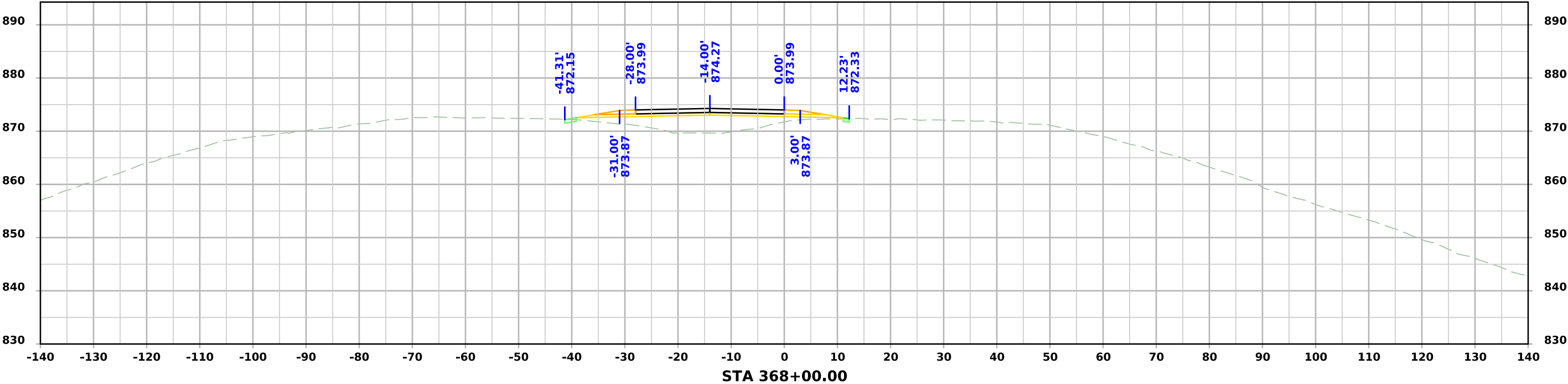
Stage 3 Crossover



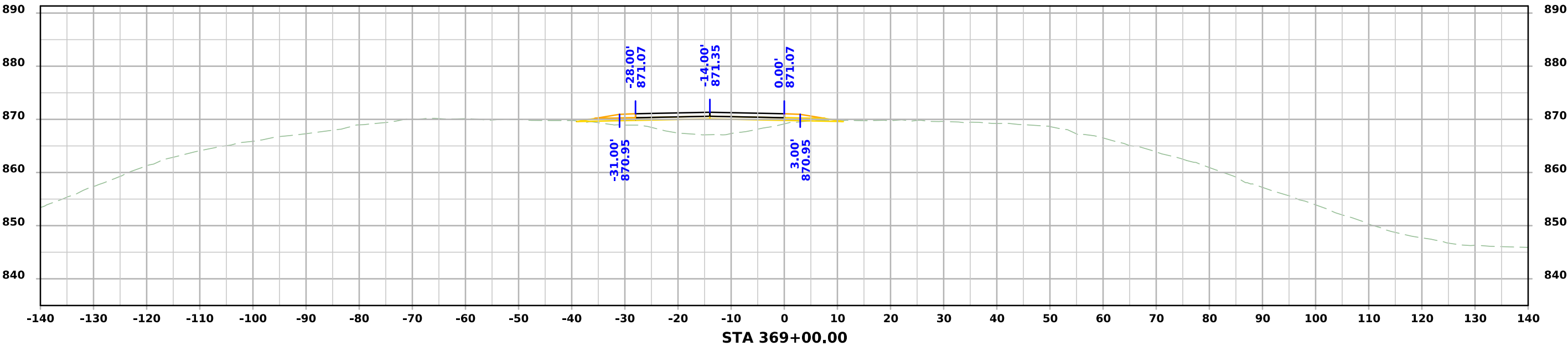
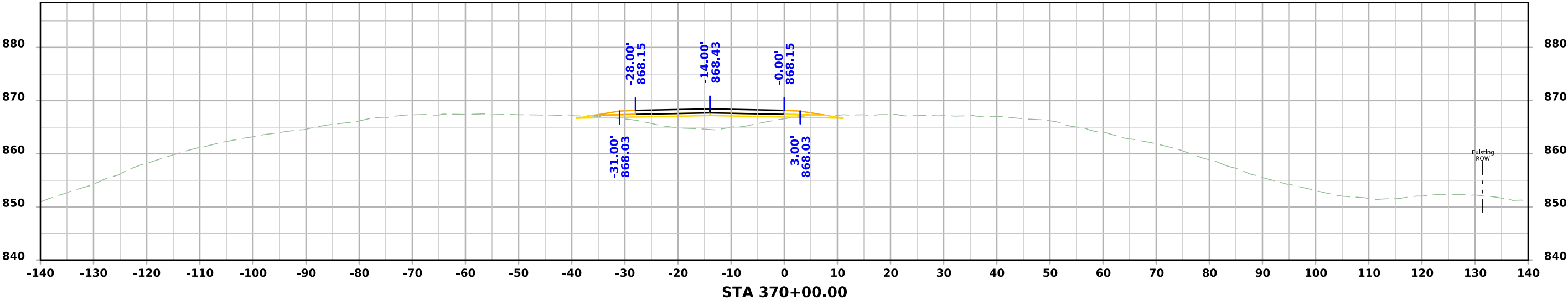
Stage 3 Crossover



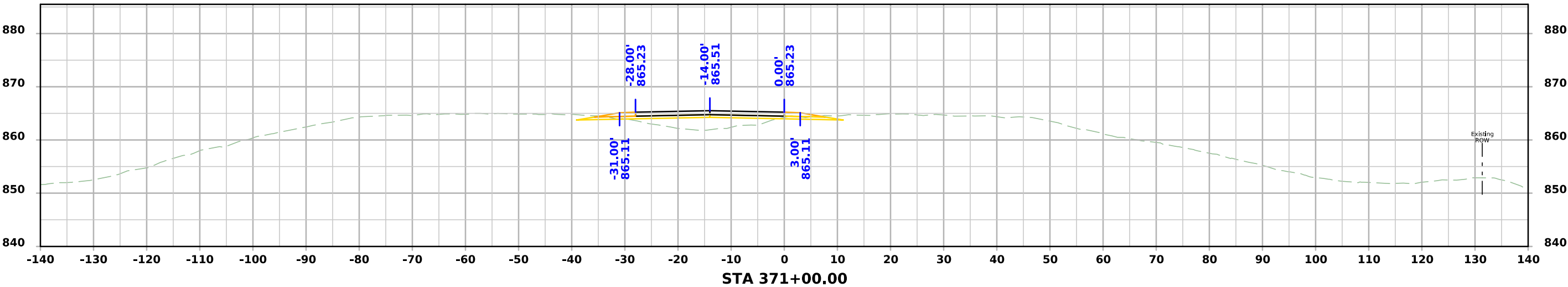
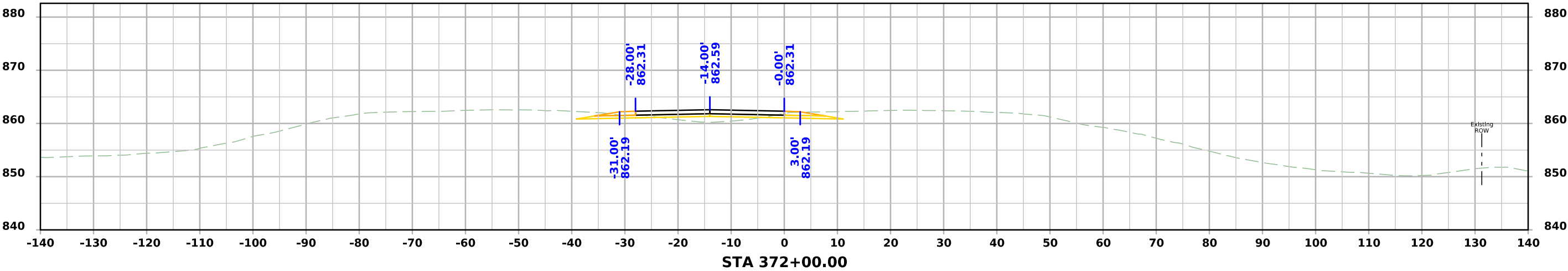
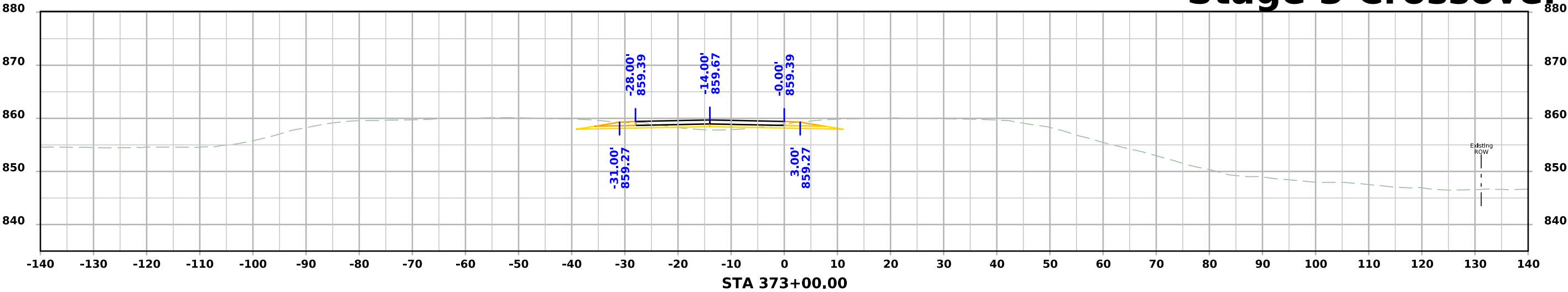
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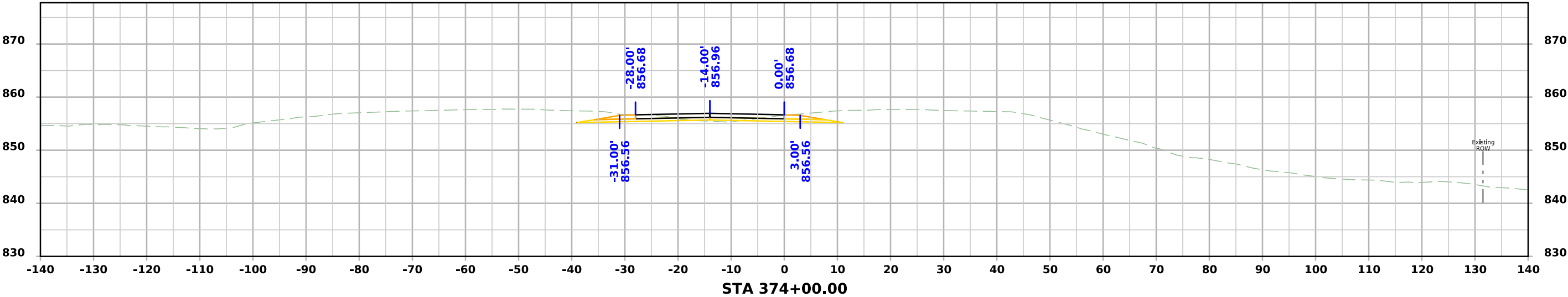
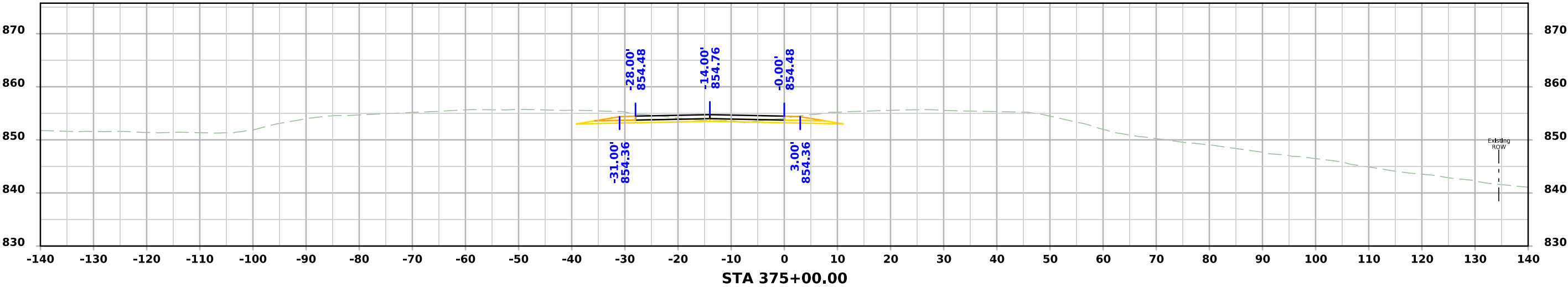
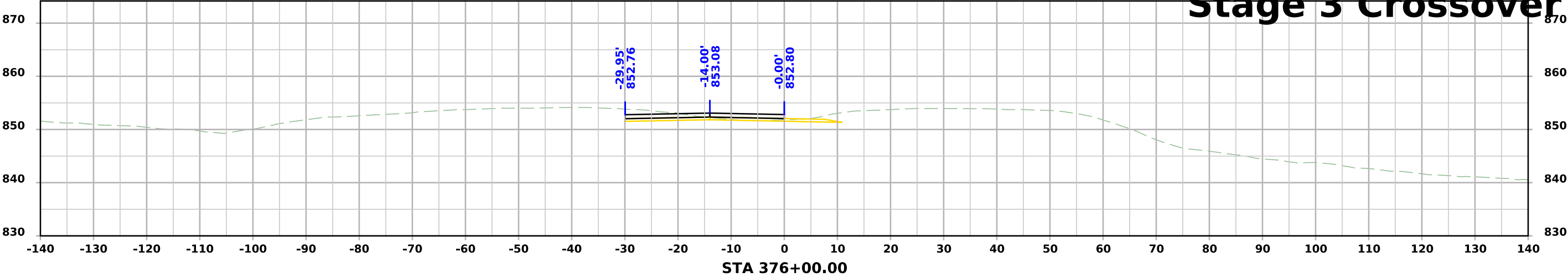
Stage 3 Crossover



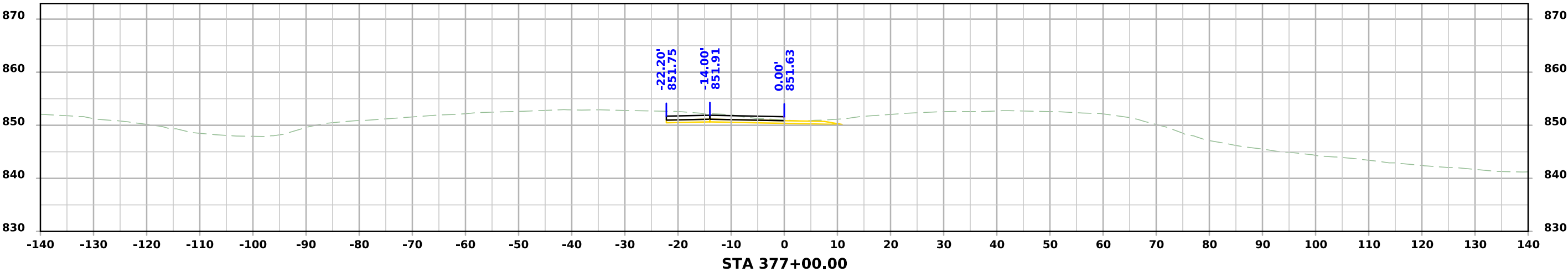
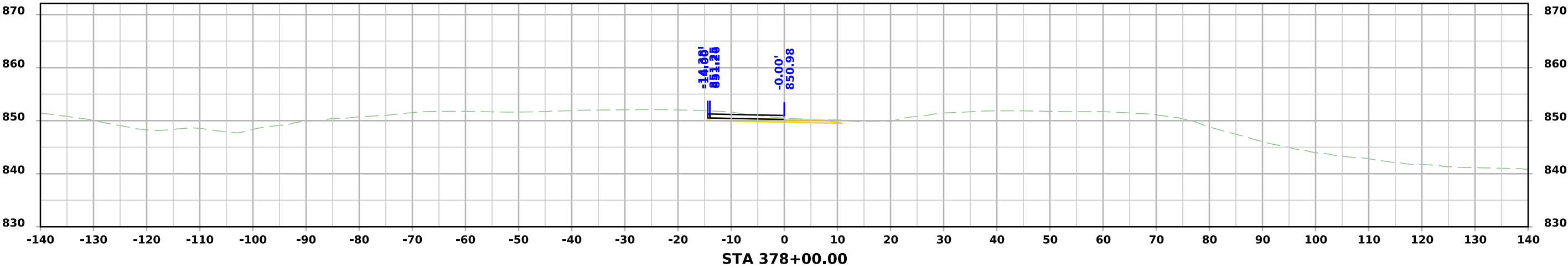
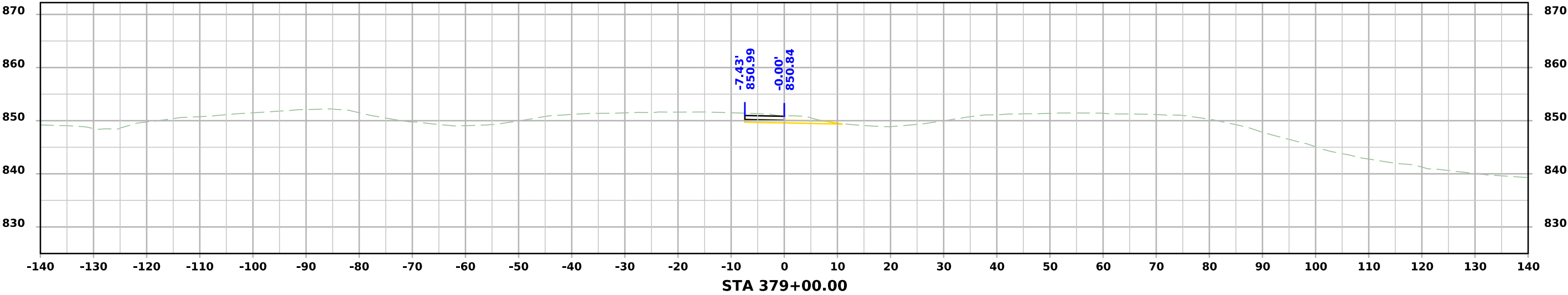
Stage 3 Crossover



Stage 3 Crossover



Stage 3 Crossover



Stage 3 Crossover

