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PLANS OF PROPOSED IMPROVEMENT ON THE  
**INTERSTATE ROAD SYSTEM**  
**Iowa COUNTY**  
**Bridge Replacement**  
I-80/IA-149 Interchange

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

22-48-080-060

PROJECT NUMBER

IMX-080-6(532)219--02-48

R.O.W. PROJECT NUMBER

12345

56478

98765

INDEX OF SHEETS

No.	DESCRIPTION
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**I-80/IA-149 Interchange**  
**DESIGN DATA RURAL**

2027	AADT	33,600	V.P.D.
2047	AADT	38,200	V.P.D.
20	- DHV	--	V.P.H.
	TRUCKS	26	%
	Total		
	Design ESALs	--	

**I-80**  
**DESIGN DATA RURAL**

2027	AADT	34,800	V.P.D.
2047	AADT	39,600	V.P.D.
20	- DHV	--	V.P.H.
	TRUCKS	26	%
	Total		
	Design ESALs	--	

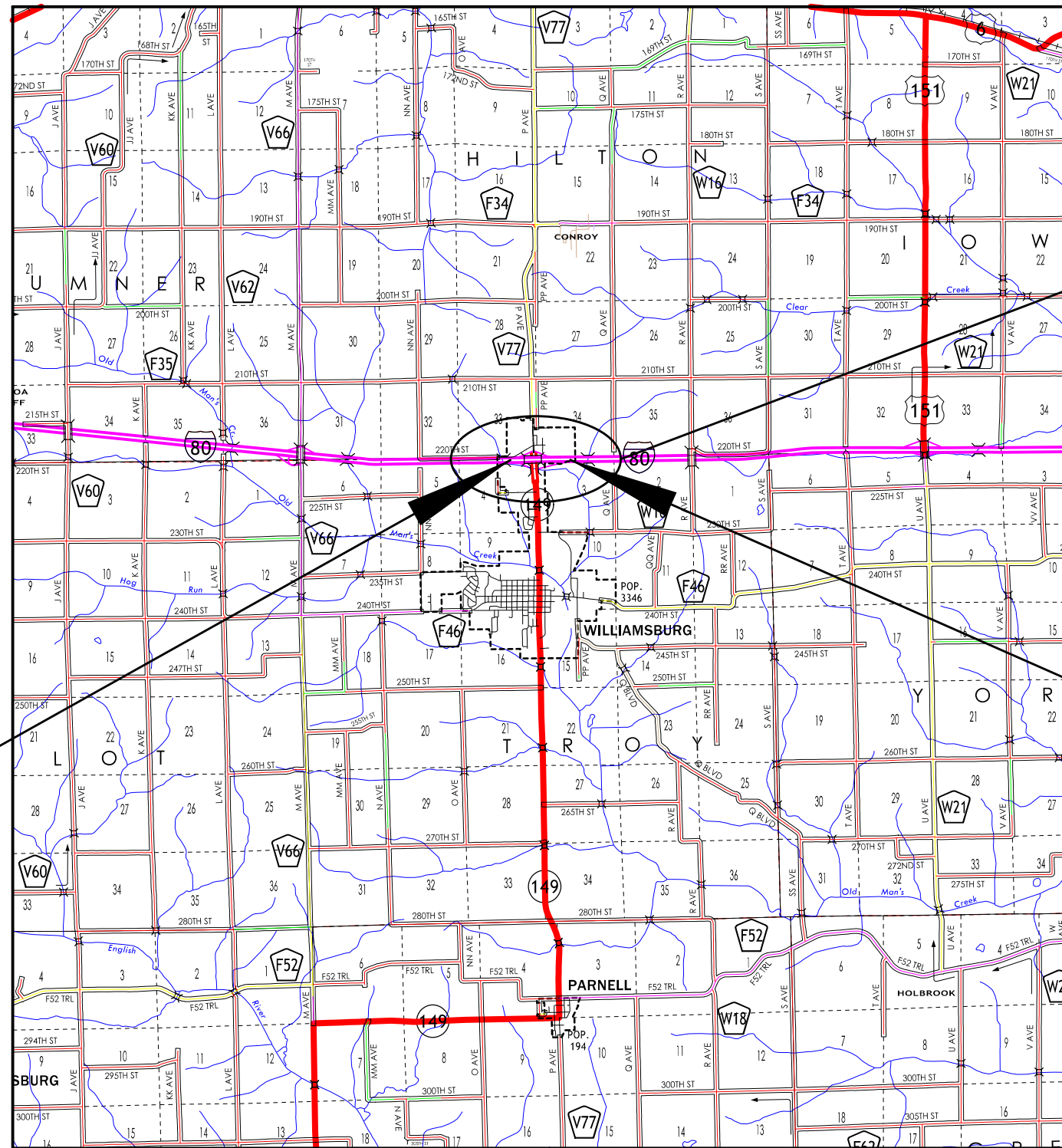
**IA-149**  
**DESIGN DATA RURAL**

2027	AADT	7,600	V.P.D.
2047	AADT	8,900	V.P.D.
20	- DHV	--	V.P.H.
	TRUCKS	4	%
	Total		
	Design ESALs	--	

PRELIMINARY PLANS

Subject to change by final design.

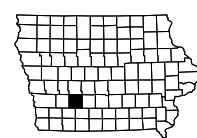
**D3 PLAN - Date: 8/5/2024**

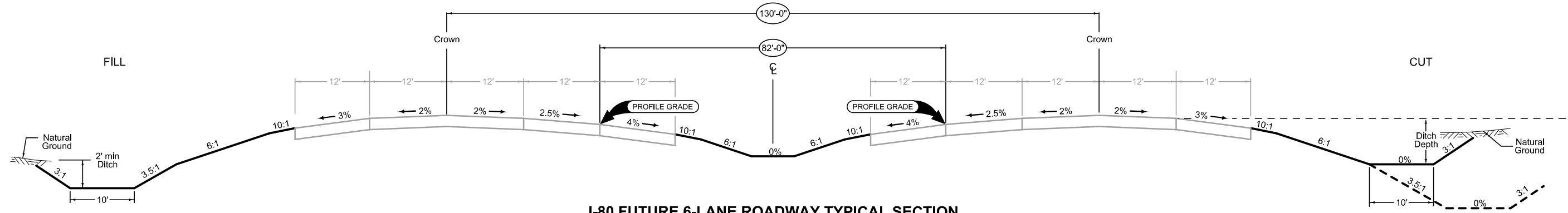


PROJECT LOCATION

END CONSTRUCTION  
 EB I-80 Station 200+25.00  
 WB I-80 Station 1009+50.00

BEGIN CONSTRUCTION  
 EB I-80 Station 122+50.00  
 WB I-80 Station 986+25.00





**I-80 FUTURE 6-LANE ROADWAY TYPICAL SECTION  
BY OTHERS  
FOR INFORMATION ONLY**

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

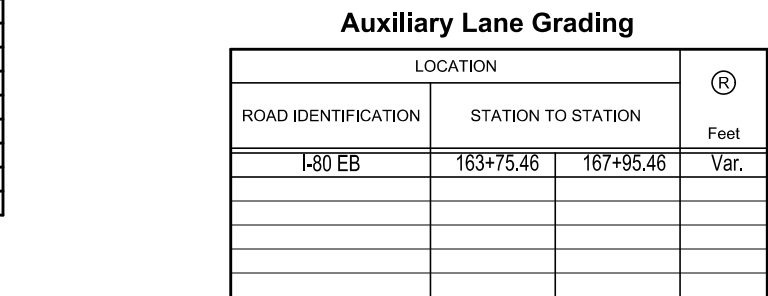
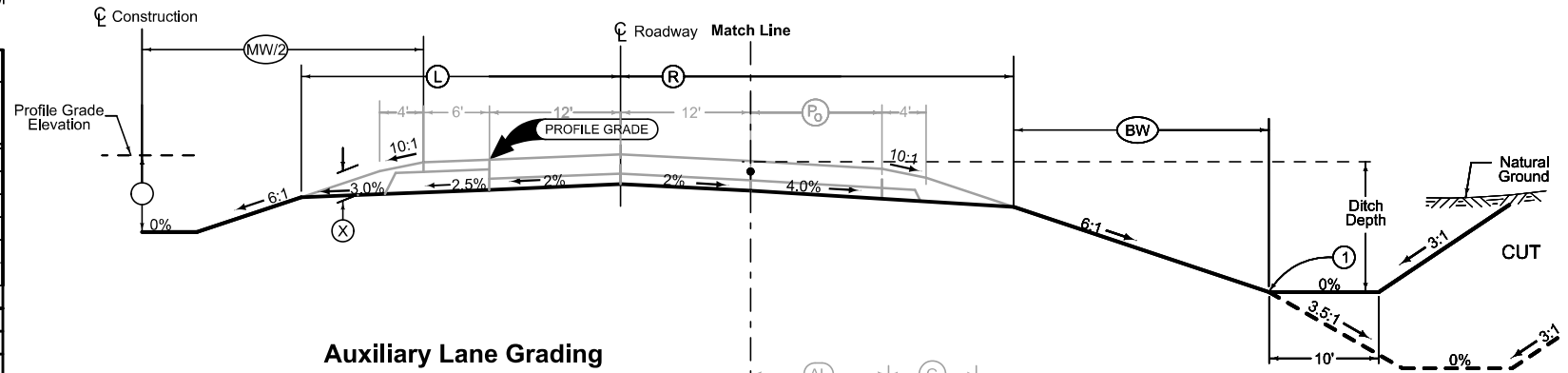
**FUTURE I-80 TYPICAL SECTION**

FILE NO. 98765	ENGLISH	DESIGN TEAM Iowa DOT	Iowa COUNTY	PROJECT NUMBER IMX-080-6(532)219--02-48	SHEET NUMBER B.1
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**6 LANE GRADING  
(Depressed Median)**

G\_6\_Grade\_Depressed  
10-16-18  
MODIFIED

ROAD IDENTIFICATION	LOCATION		DIMENSIONS						
	STATION TO STATION		L Feet	R Feet	X Inches	BW Feet	MW Feet	M Feet	
I-80 WB	986+00.00	987+00.00	30.47	Var.		Var.	106	Var.	
I-80 WB	987+00.00	994+23.32	30.47	37.94		Var.	106	Var.	
I-80 WB	994+23.32	996+03.32	Var.	Var.		Var.	Var.	Var.	
I-80 WB	996+03.32	999+83.32	Var.	Var.		Var.	82	Var.	
I-80 WB	999+83.32	1001+61.83	Var.	Var.		Var.	Var.	Var.	
I-80 WB	1001+61.83	1008+40.00	30.47	37.94		Var.	106	Var.	
I-80 WB	1008+40.00	1010+00.00	Var.	Var.		Var.	106	Var.	
I-80 EB	122+50.00	124+00.16	Var.	Var.		Var.	Var.	Var.	
I-80 EB	124+00.16	145+00.93	29.84	37.94		Var.	Var.	Var.	
I-80 EB	145+00.93	150+75.46	29.84	37.94		Var.	106	Var.	
I-80 EB	150+75.46	168+20.50	29.84	Var.		Var.	106	Var.	
I-80 EB	168+20.50	176+16.77	Var.	Var.		Var.	106	Var.	
I-80 EB	176+16.77	177+97.97	Var.	Var.		Var.	Var.	Var.	
I-80 EB	177+97.97	181+78.77	Var.	Var.		Var.	82	Var.	
I-80 EB	181+78.77	191+51.50	Var.	Var.		Var.	Var.	Var.	
I-80 EB	191+51.50	198+75.00	29.84	37.94		Var.	Var.	Var.	
I-80 EB	198+75.00	200+25.00	29.84	Var.		Var.	Var.	Var.	



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

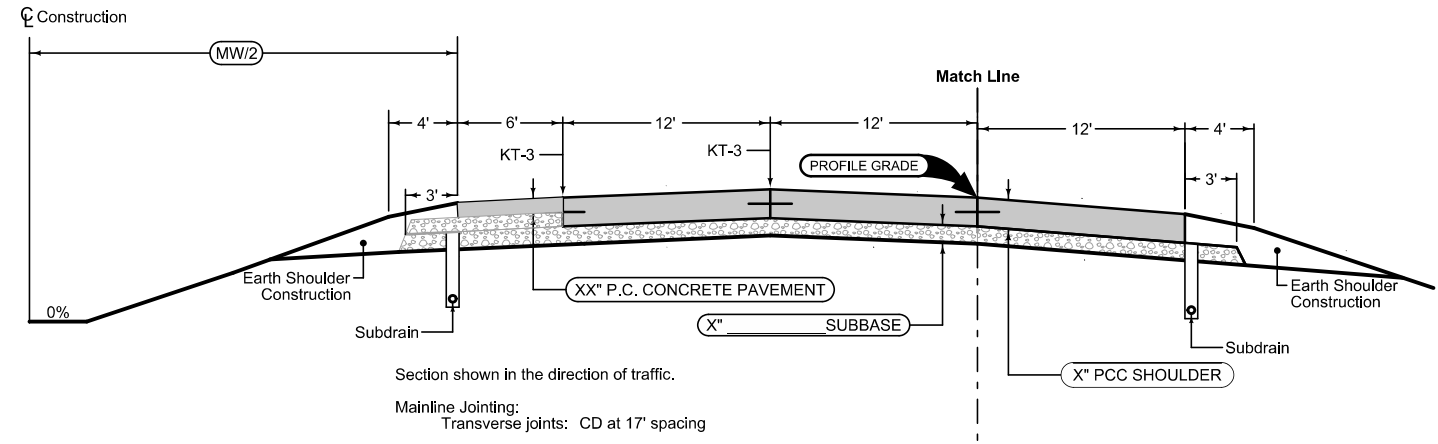
See Plan & Profiles sheets and cross sections for additional details of ditches and backslopes.

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

**Partial Depth PCC Shoulder**

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

6D_Dprs_P_FullPCC_04-20-21		
Direction of Travel	BEGIN STATION	END STATION
WB	986+14.53	996+75.56
WB	999+12.40	1010+00.24
EB	122+50.00	178+69.52
EB	181+13.60	200+25.00

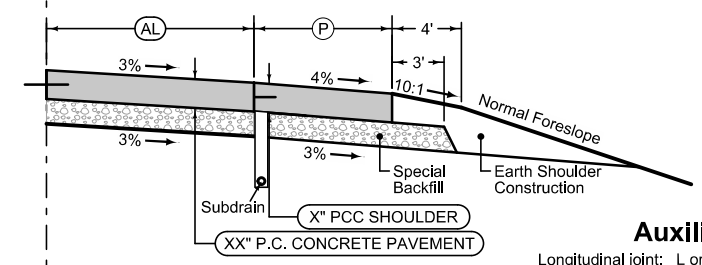


6DP_Dprs_10-20-20			
Direction of Travel	BEGIN STATION	END STATION	MW Feet
WB	986+14.53	996+75.56	50
WB	999+12.40	1010+00.24	50
EB	122+50.00	178+69.52	Var.
EB	181+13.60	200+25.00	Var.

**Full Depth PCC Shoulder**

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

6D_Dprs_P_FullPCC_04-20-21		
Direction of Travel	BEGIN STATION	END STATION
WB	986+14.53	996+75.56
WB	999+12.40	1010+00.24
EB	122+50.00	178+69.52
EB	181+13.60	200+25.00



**Auxiliary Lane Full Depth Shoulder**

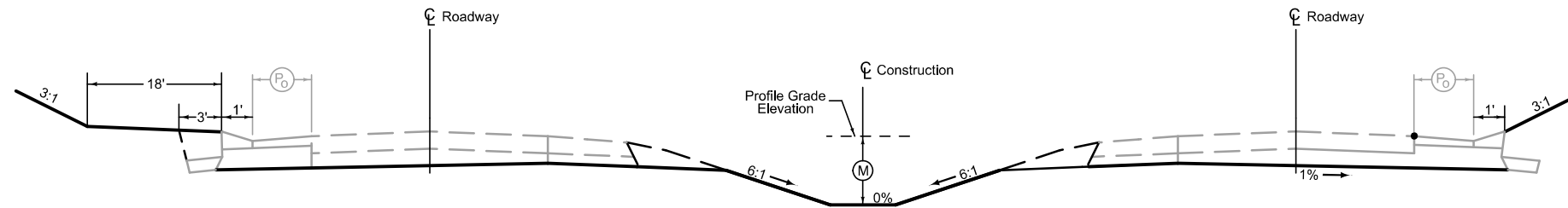
Shoulder Jointing:  
Longitudinal joint: L-2 or KT-2  
Transverse joints: C at 17' spacing

4_AuxLane_PCC_10-18-16				
Direction of Travel	BEGIN STATION	END STATION	AL	P
			Feet	Feet
EB	163+75.46	164+80.46	Var.	6
EB	164+80.46	167+95.96	16	6

**PROJECT I-80 TYPICAL SECTION**

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





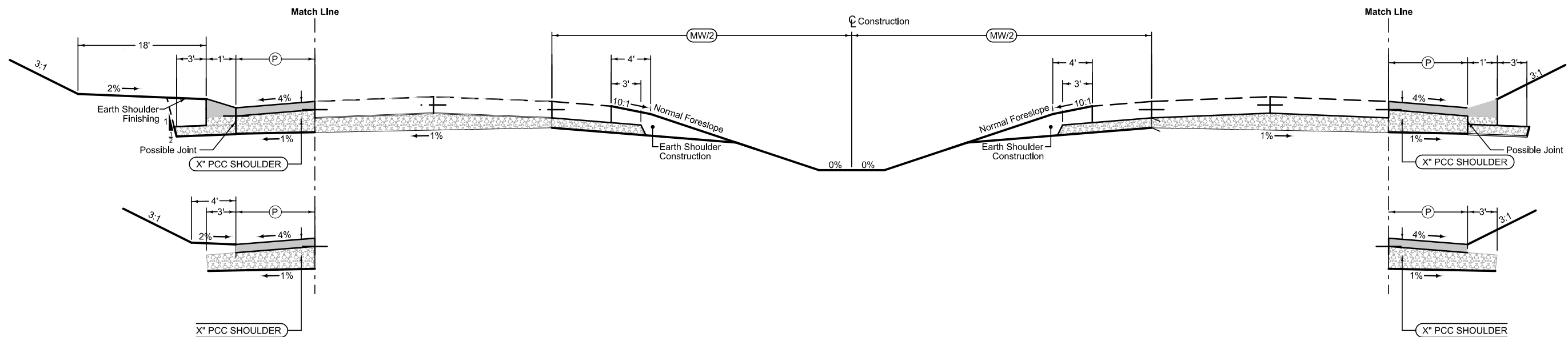
**4 LANE GRADING**

LOCATION		DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION	(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW) Feet	(M) Feet
IA-149 NB	827+52.00 - 831+34.00						
IA-149 SB	2827+00.00 - 2830+76.09						

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

See Plan & Profile 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.



**Partial Depth PCC Shoulder**

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

4_P_FullPCC_04-20-21			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
SB	2827+45.00	2830+26.09	12

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

4DP_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(MW) Feet
SB	2827+45.00	2830+26.09	VAR

Section shown in the direction of traffic.

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

4DP_04-21-20			
Direction of Travel	BEGIN STATION	END STATION	(MW) Feet
NB	828+02.00	830+84.00	VAR

**Partial Depth PCC Shoulder**

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

4_P_FullPCC_04-20-21			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
NB	828+02.00	830+84.00	12

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

**IA-149 I-80 TYPICAL SECTION**



### 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

- EL1C, Electric Line TIP Rural Electric Cooperative - Quality C
- EL2C, Electric Line City of Williamsburg - Quality C
- EL1D, Electric Line TIP Rural Electric Cooperative - Quality D
- EL2D, Electric Line City of Williamsburg - Quality D
- FO1C, Fiber Optic Line CTC Technology - Quality C
- FO2C, Fiber Optic Windstream - Quality C
- FO3C, Fiber Optic Mediacom - Quality C
- FO4C, Fiber Optic Line Unite Private Networks - Quality C
- FO5C, Fiber Optic Line Iowa Communications Network - Quality C
- FO1D, Fiber Optic Line CTC Technology - Quality D
- FO2D, Fiber Optic Windstream - Quality D
- FO4D, Fiber Optic Line Unite Private Networks - Quality D
- FO5D, Fiber Optic Line Iowa Communications Network - Quality D
- FO6D, Fiber Optic Line Aureon Network Services - Quality D
- GL1C, Gas Line Alliant Energy - Quality C
- GL1D, Gas Line Alliant Energy - Quality D
- SA1C, Sanitary Sewer City of Williamsburg - Quality C
- SA1D, Sanitary Sewer City of Williamsburg - Quality D
- ST1C, Storm Sewer City of Williamsburg - Quality C
- ST1D, Storm Sewer City of Williamsburg - Quality D
- WL1C, Water Line Poweshiek Water Association - Quality C
- WL2C, Water Line City of Williamsburg - Quality C
- WL1D, Water Line Poweshiek Water Association - Quality D
- WL2D, Water Line City of Williamsburg - Quality D

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

LINEWORK		Design Color No.	
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities
SHADING		Design Color No.	Transparency
Pink, Dark	(13)		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
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
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 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
- C/A Access Control
- Property Line Symbol
- Property Line

## PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

HILTON TWP.  
T-80N R-10W  
SE 1/4, SEC. 32

Sta. 815+30.87  
Skew 30° LA  
24"x194' RCP

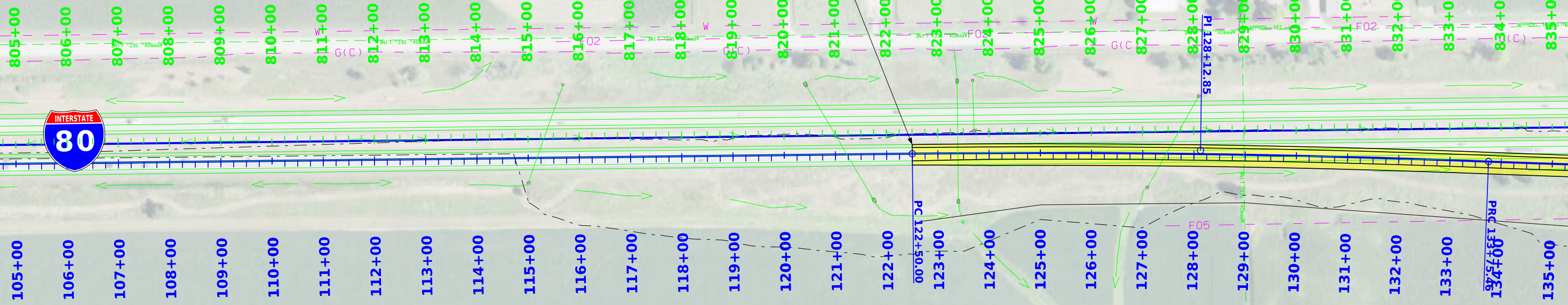
Sta. 821+00.94  
Skew 30° RA  
3'x3'x255.5' RCB

Sta. 823+39.12  
Sta. 823+70.81  
2'x3'x227.1' RCB  
24"x94' RCP/CMP

Sta. 827+70.50  
Skew 30° LA  
24"x195' RCP

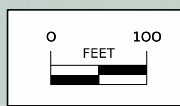


BEGIN PROJECT  
STA 122+50.00

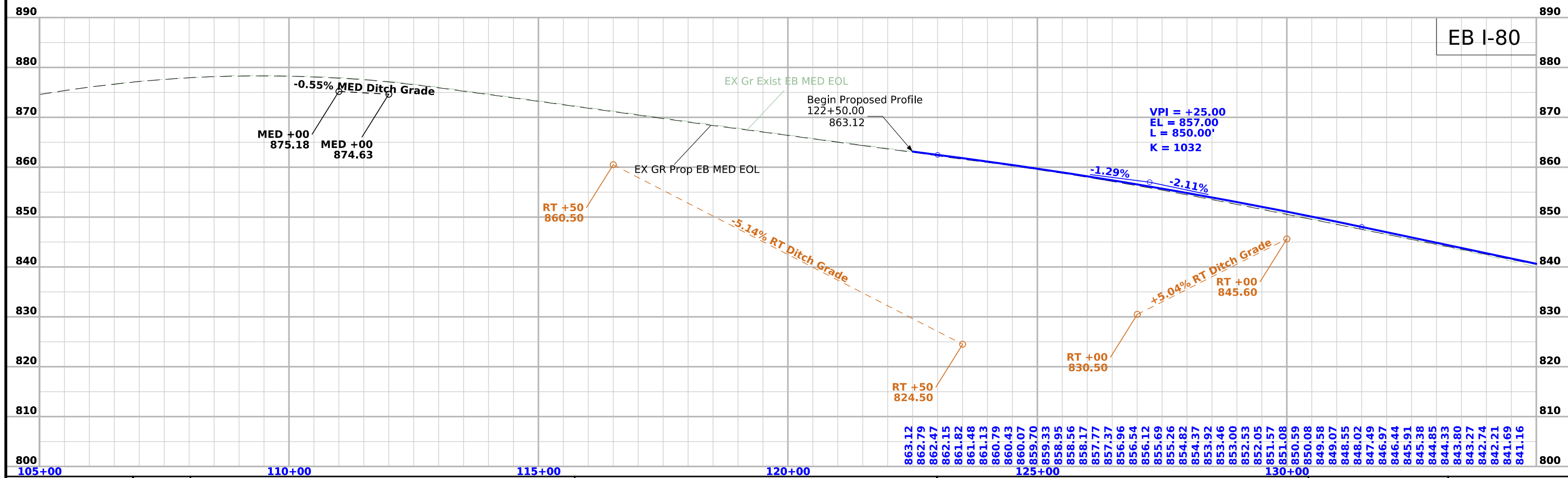
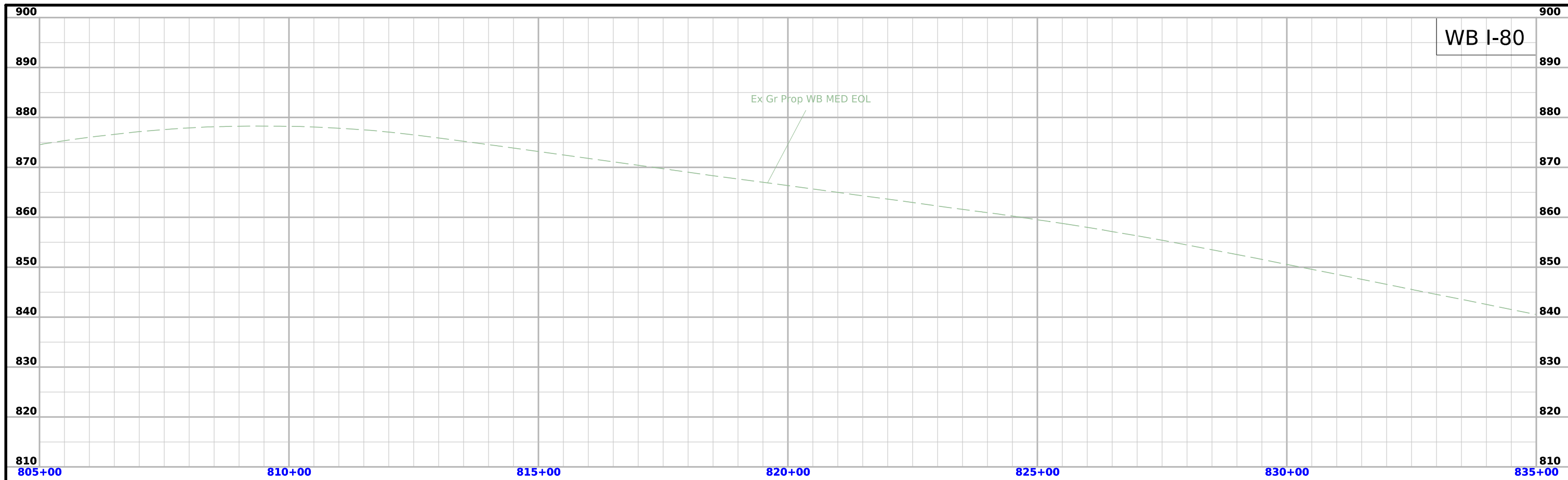


$\Delta = 02^\circ 51' 05.28''$  (RT)  
T = 562.85'  
L = 1125.46'  
R = 22614.45'  
E = 7.00'  
T  
E  
L  
R  
X

TROY TWP.  
T-79N R-10W  
NE 1/4, SEC. 5



I-80



FILE NO. 98765	ENGLISH	DESIGN TEAM Rhoads/Finch/Gunderson	Iowa COUNTY	PROJECT NUMBER IMX-080-6(532)219--02-48	SHEET NUMBER D.3
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Sta. 836+01.15  
24"x57' RCP

15"x298'  
C.M.P. Sta. 841+99.74  
Skew 30° RA  
4'x5'x186.0' RCB

HILTON TWP.  
T-80N R-10W  
SW ¼, SEC. 33

Sta. 967+00.95  
24"x57' RCP

Sta. 973+00.35  
24"x154' RCP

10'x10'x70.2'  
Double Box Culvert



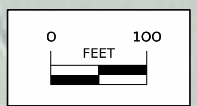
$\Delta = 02^\circ 51' 05.28''$  (LT)  
T = 562.85'  
L = 1125.46'  
R = 22614.45'  
E = 7.00'  
G = |  
X = |

TROY TWP.  
T-79N R-10W  
NW ¼, SEC. 4

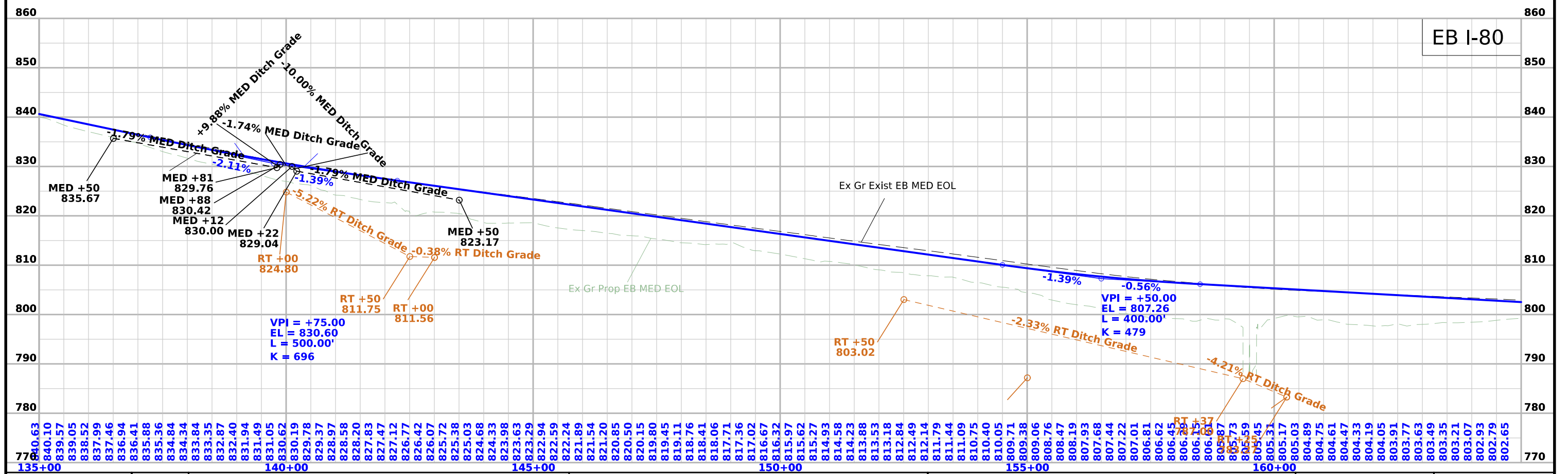
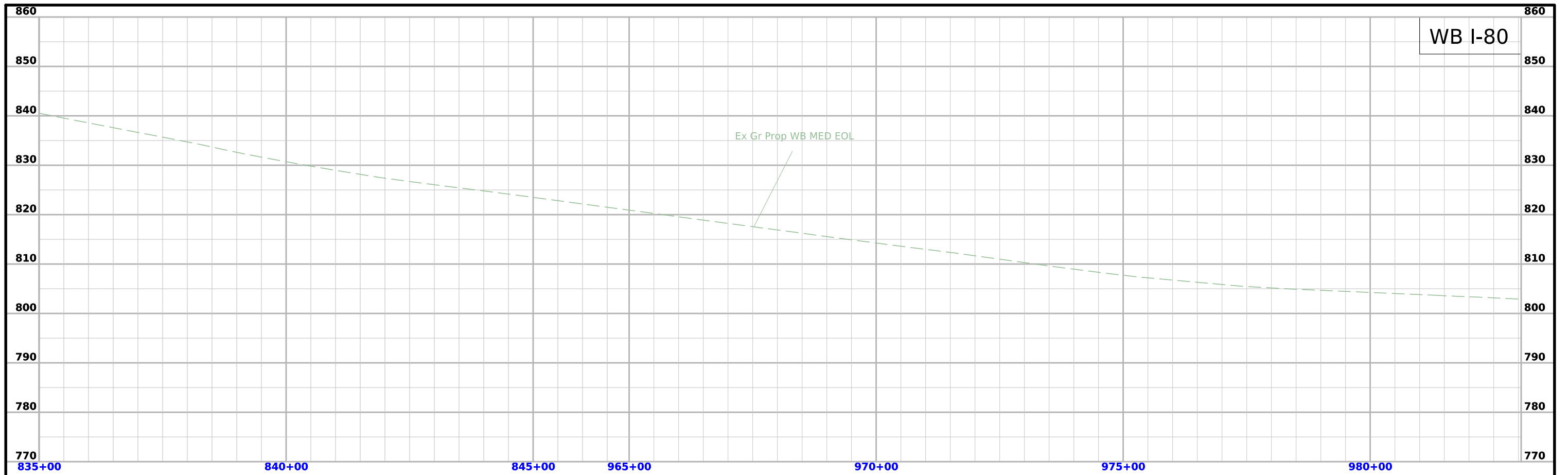
Sta. 977+08.40  
Skew 30° RA  
10'x10'x174.4' RCB

Sta. 977+08.40  
Skew 30° RA  
10'x10'x174.4' RCB

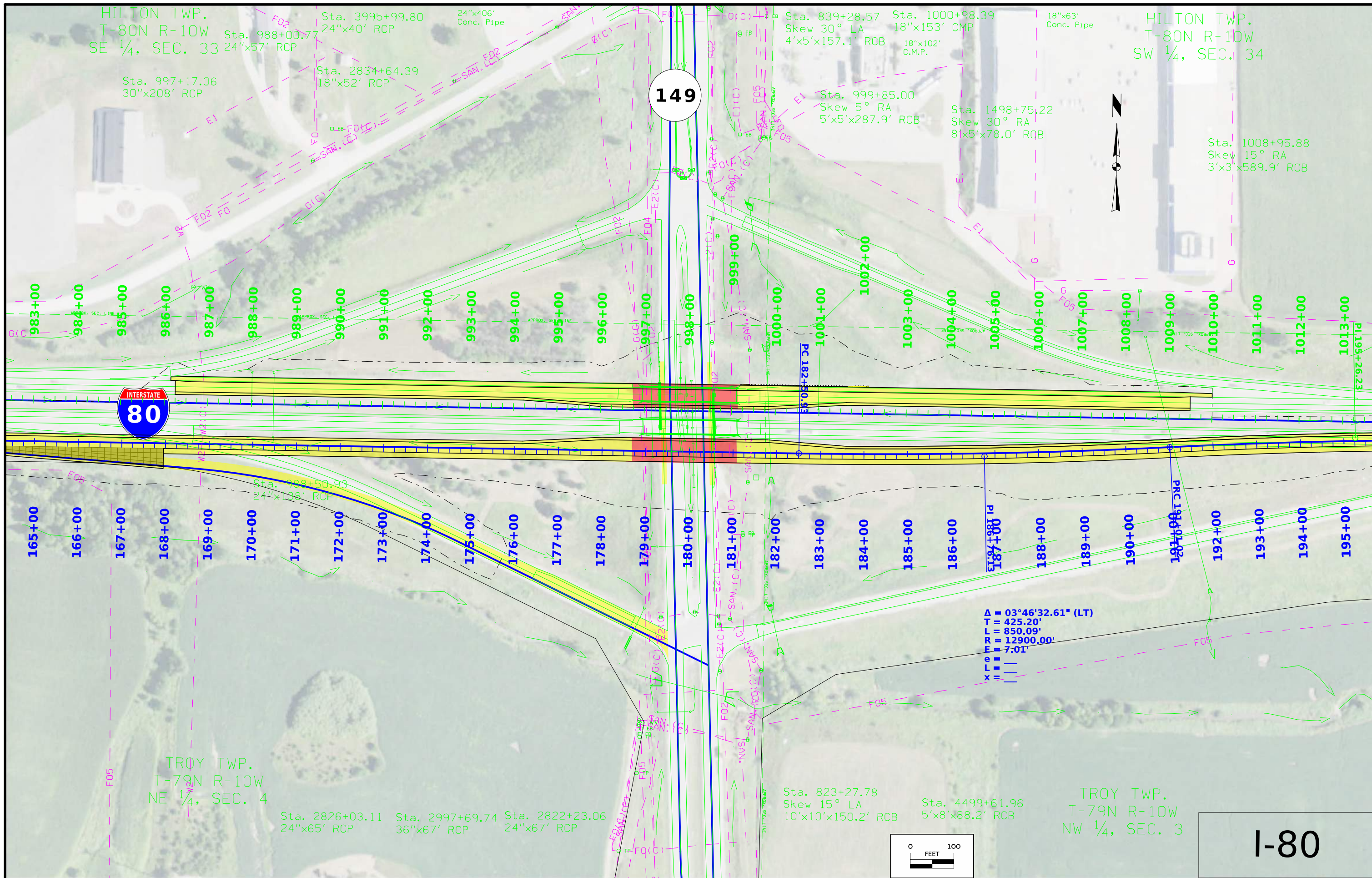
I-80







FILE NO. 98765	ENGLISH	DESIGN TEAM Rhoads/Finch/Gunderson	IOWA COUNTY	PROJECT NUMBER IMX-080-6(532)219--02-48	SHEET NUMBER D.5
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HILTON TWP.  
T-80N R-10W  
SE 1/4, SEC. 33

HILTON TWP.  
T-80N R-10W  
SW 1/4, SEC. 34

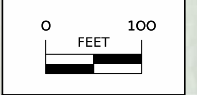
TROY TWP.  
T-79N R-10W  
NE 1/4, SEC. 4

TROY TWP.  
T-79N R-10W  
NW 1/4, SEC. 3

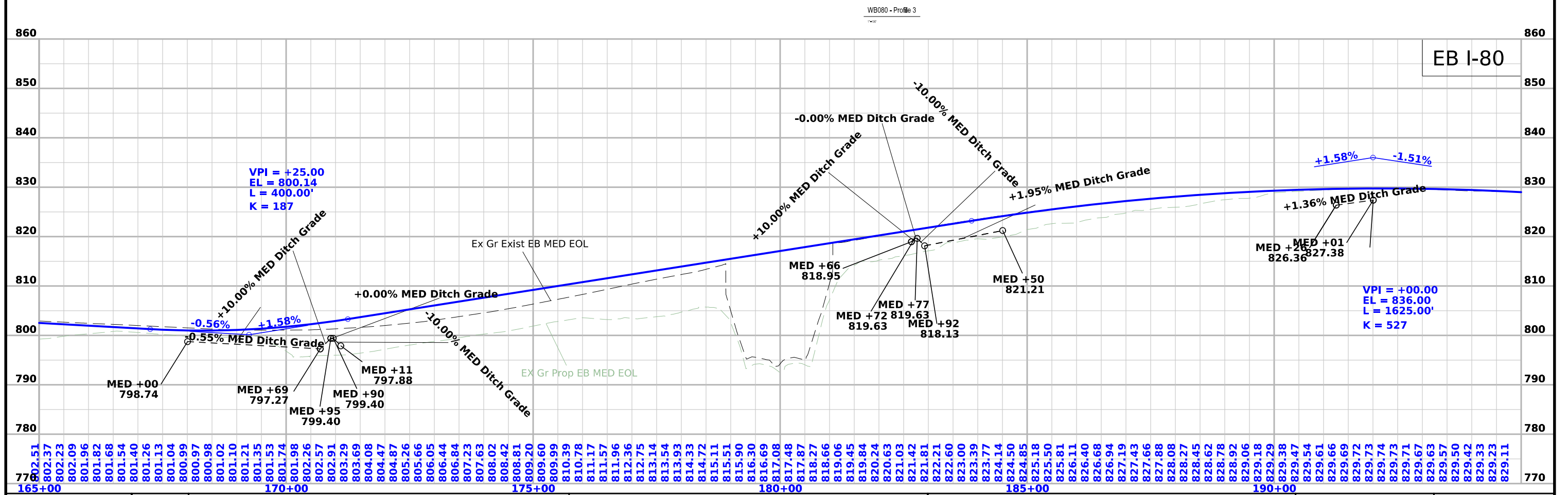
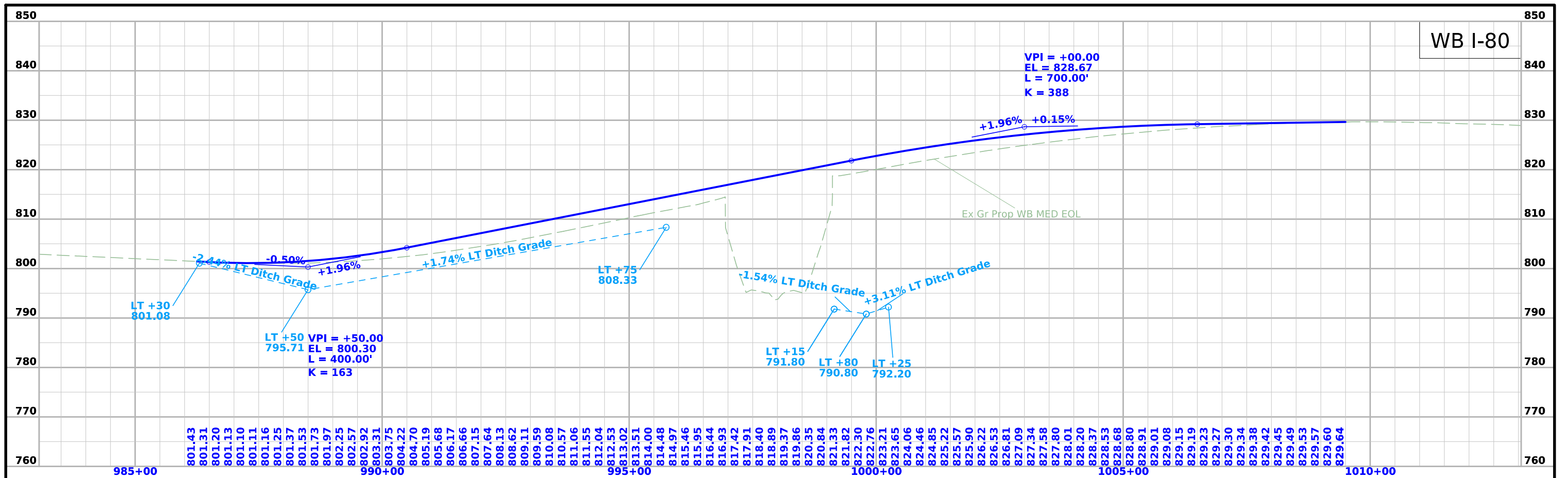


I-80

149







FILE NO. 98765	ENGLISH	DESIGN TEAM Rhoads/Finch/Gunderson	IOWA COUNTY	PROJECT NUMBER IMX-080-6(532)219--02-48	SHEET NUMBER D.7
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Sta. 1015+97.58  
Skew 15° RA ON EXT.  
4'x4'x412.2' RCB

HILTON TWP.  
T-80N R-10W  
SW 1/4, SEC. 34

Sta. 1020+99.89  
24"x78' RCP

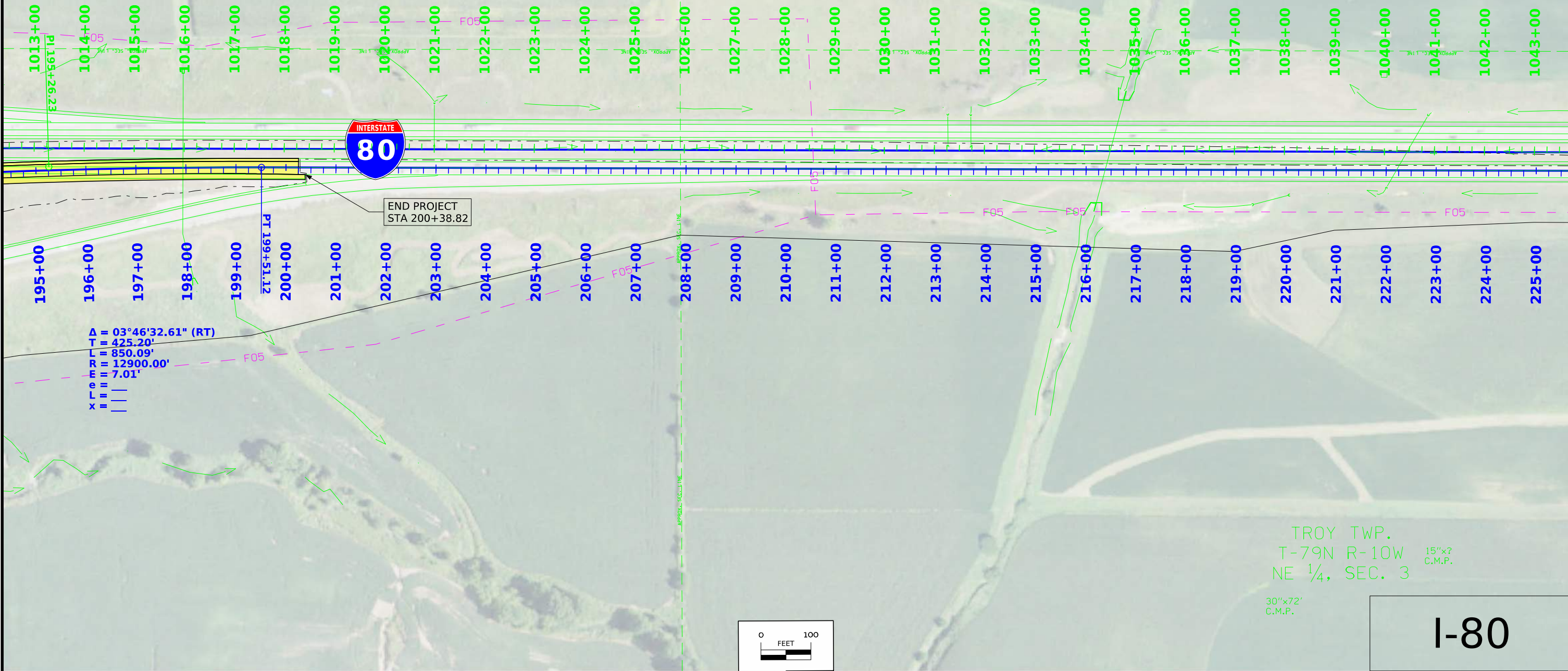
Sta. 1031+27.28  
24"x55' RCP

Sta. 1031+73.27  
24"x56' RCP

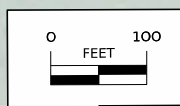
Sta. 1034+51.51  
Skew 15° LA  
10'x10'x211.3' RCB

Sta. 1040+45.30  
Skew 30° LA  
24"x160' RCP

HILTON TWP.  
T-80N R-10W  
SE 1/4, SEC. 34

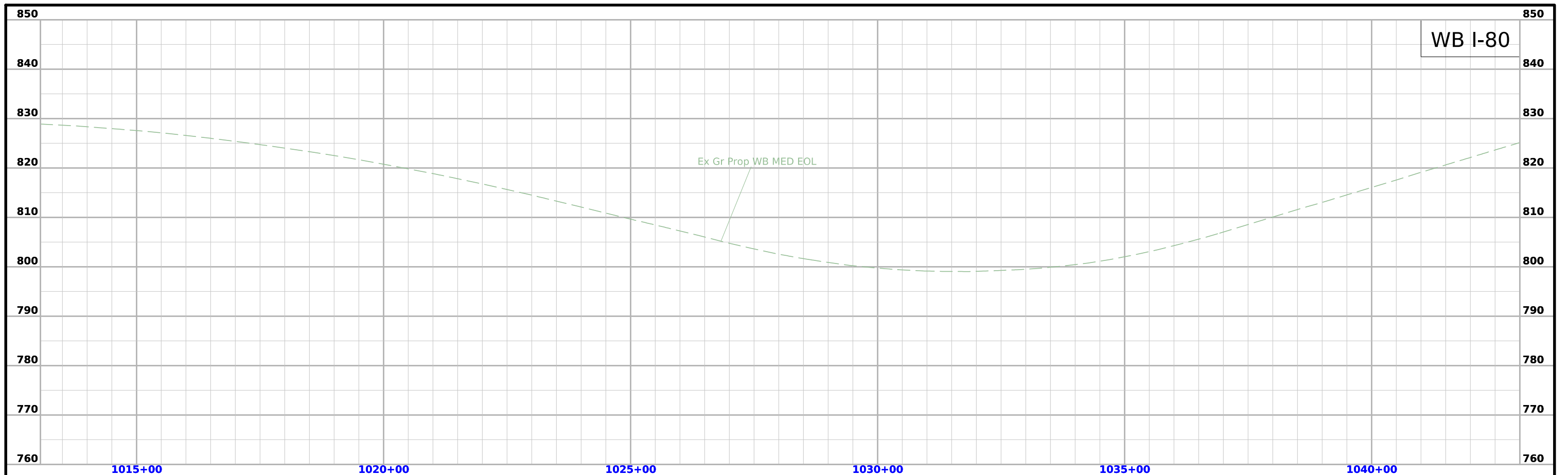


A	=	03°46'32.61" (RT)
T	=	425.20'
L	=	850.09'
R	=	12900.00'
E	=	7.01'
e	=	—
r	=	—
x	=	—



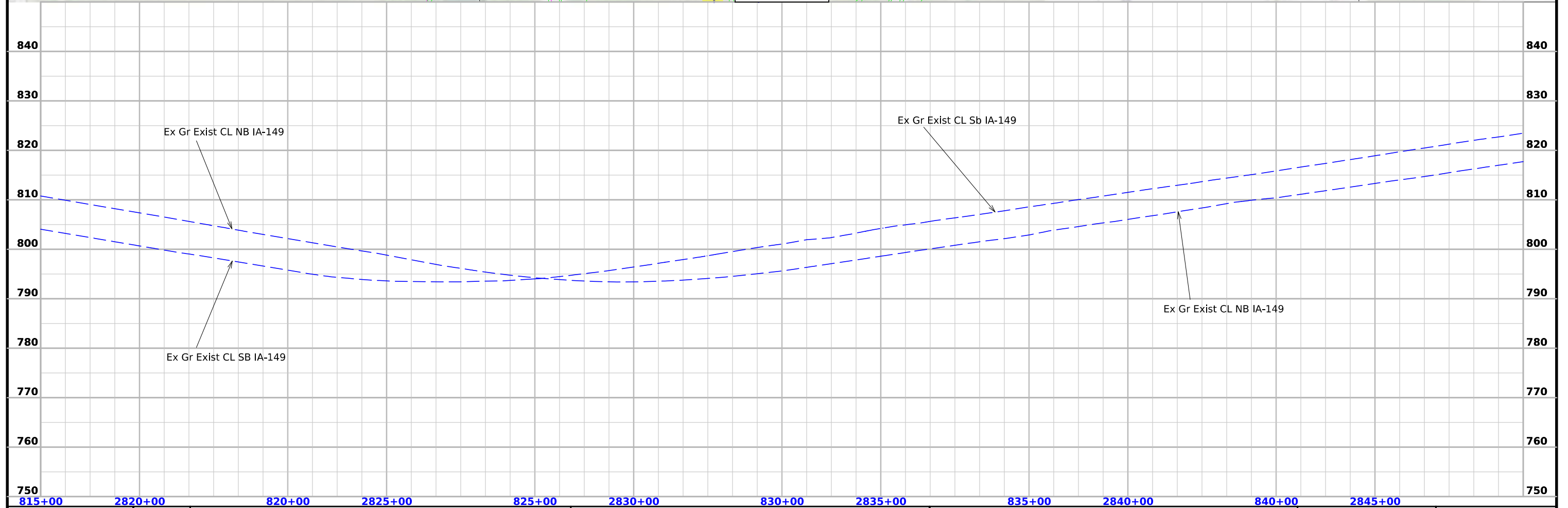
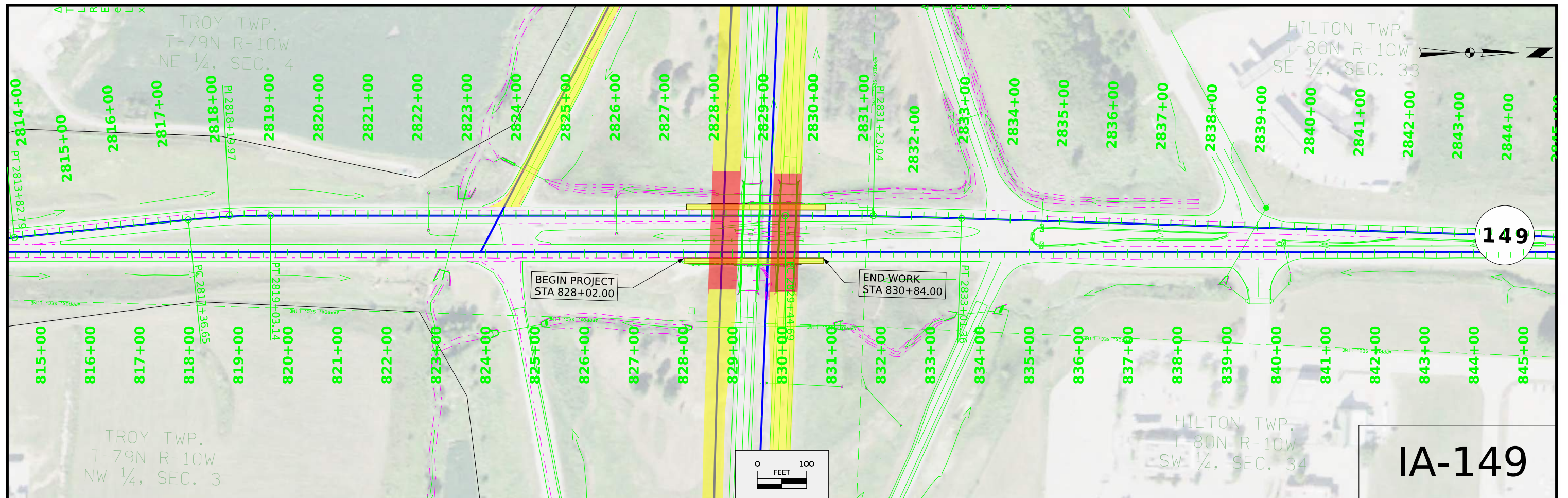
TROY TWP.  
T-79N R-10W  
NE 1/4, SEC. 3  
15"x7'  
C.M.P.  
30"x72'  
C.M.P.

# I-80



FILE NO. <b>98765</b>	ENGLISH	DESIGN TEAM <b>Rhoads/Finch/Gunderson</b>	Iowa COUNTY	PROJECT NUMBER <b>IMX-080-6(532)219--02-48</b>	SHEET NUMBER <b>D.9</b>
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FILE NO. 98765	ENGLISH	DESIGN TEAM Rhoads/Finch/Gunderson	IOWA COUNTY	PROJECT NUMBER IMX-080-6(532)219--02-48	SHEET NUMBER D.10
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## Survey Information

### SURVEY INDEX

Iowa County  
PIN 22-48-080-060  
Project Number: IMX-080-6(532)219--02-48  
Location: I-80 & IA 149 Interchange, Williamsburg, IA  
Type of Work: Preliminary Engineering Survey  
Project Directory: 4808006022

### Survey Personnel

Carson Lay, MO PLS – Survey Crew Chief	Secondary Control, Alignment Survey, Topographic Survey, Utility Survey
Zach Vahle - Survey Tech	Secondary Control, Alignment Survey, Topographic Survey, Utility Survey
Kevin Flood, IA PLS – Project Manager	Topographic Survey

### Date(s) of Survey

Field Survey June 19, 2023 – October 27, 2023

### General Information

Survey to support planning and design efforts of Iowa DOT Project IMX-080-6(532)219--02-48 located in Iowa County, Iowa. General project limits are along Interstate 80 approximately 1-1/2 miles East and West of the interchange with IA 149, along IA 149 approximately 1/2 mile North and South of the interchange with Interstate 80, and the interchange ramps. Survey services included control verification, existing alignment establishment, utility survey, partial DTM survey, and photo control establishment.

### Utility Information

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

### Project Control

The provided primary control was located and verified. The horizontal location for secondary control was established utilizing the Iowa RTN system averaging multiple observations. The vertical location for the secondary control was established using closed circuits with a digital level tied to the primary control, then least-squares adjusted.

PROJECT DATUM: NAD83(2011) EPOCH 2010 (IaRTN 2019 ADJUSTMENT)  
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 10  
(U.S. SURVEY FOOT)  
VERTICAL DATUM: NAVD88  
GEOID: GEOID18

### Alignment Information

The horizontal alignments for this survey is a retracement of I-80 (IM-80-6(175)220—13-48), IA 149 (F-149-2(29)—20-48), IA 149 North Bound lane (I-80-6(13)224—01-48), and IA 149 North Bound lane, IA 149 South Bound Lane, Ramp A, Ramp B, Ramp C, Ramp D (STPN-149-2(62)—2J-48).

I-80 stationing was equated to plan POT Station 808+93.88. I-80 tangent was extended through said POT Station Equation 846+53.33 BK = 964+58.97 AH Measured (846+54.68 BK = 964+60.40 AH Record) to the record tangent distance to POT Station 1088+19.31.

IA 149 North Bound Lane (NBL) was established utilizing the calculated PI Station 998+34.27 (I-80) = Station 829+72.02 (IA 149 NBL) with the record angle from the established I-80 tangent to determine the centerline bearing of IA 149 NBL. No centerline control was recovered (pavement has been overlaid covering record cut "+"). The established alignment fit the field located pavement.

IA 149 South Bound Lane (SBL) was established utilizing the calculated PI Station 997+60.22 (I-80) = Station 2829+12.83 (IA 149 SBL) with the record angle from the established I-80 tangent to determine the centerline bearing of IA 149 SBL. No centerline control was recovered (pavement has been overlaid covering record cut "+"). The established alignment fit the field located pavement.

Ramps A, B, C, D, were re-established per the above referenced plan data. The location of the established ramp alignments fit the field located pavement and available field located station stamps.

Survey stationing relates to asbuilt plan stationing as follows:

POT Station 808+93.88 Plans (P.N. IM-80-6(175)220—13-48) - Found 5/8" rebar

POT Station Equation 846+53.33 BK = 964+58.97 AH Measured (846+54.68 BK = 964+60.40 AH Record) - Found 5/8" rebar 0.06' left of established tangent

POT Station 984+86.95 Measured (984+85.61 Record) Plans (P.N. IM-80-6(175)220—13-48) - Found 5/8" rebar 0.13' left of established tangent

POT Station 1006+95.46 Measured (1006+96.12 Record) Plans (P.N. IM-80-6(175)220—13-48) - Found 5/8" rebar 0.05' right of established tangent

POT Station 1025+93.34 Measured (1025+93.09 Record) Plans (P.N. IM-80-6(175)220—13-48) - Found 5/8" rebar 0.15' left of established tangent

POT Station 1051+93.85 Measured (1051+96.91 Record) Plans (P.N. IM-80-6(175)220—13-48) - Found 5/8" rebar 0.07' left of established tangent

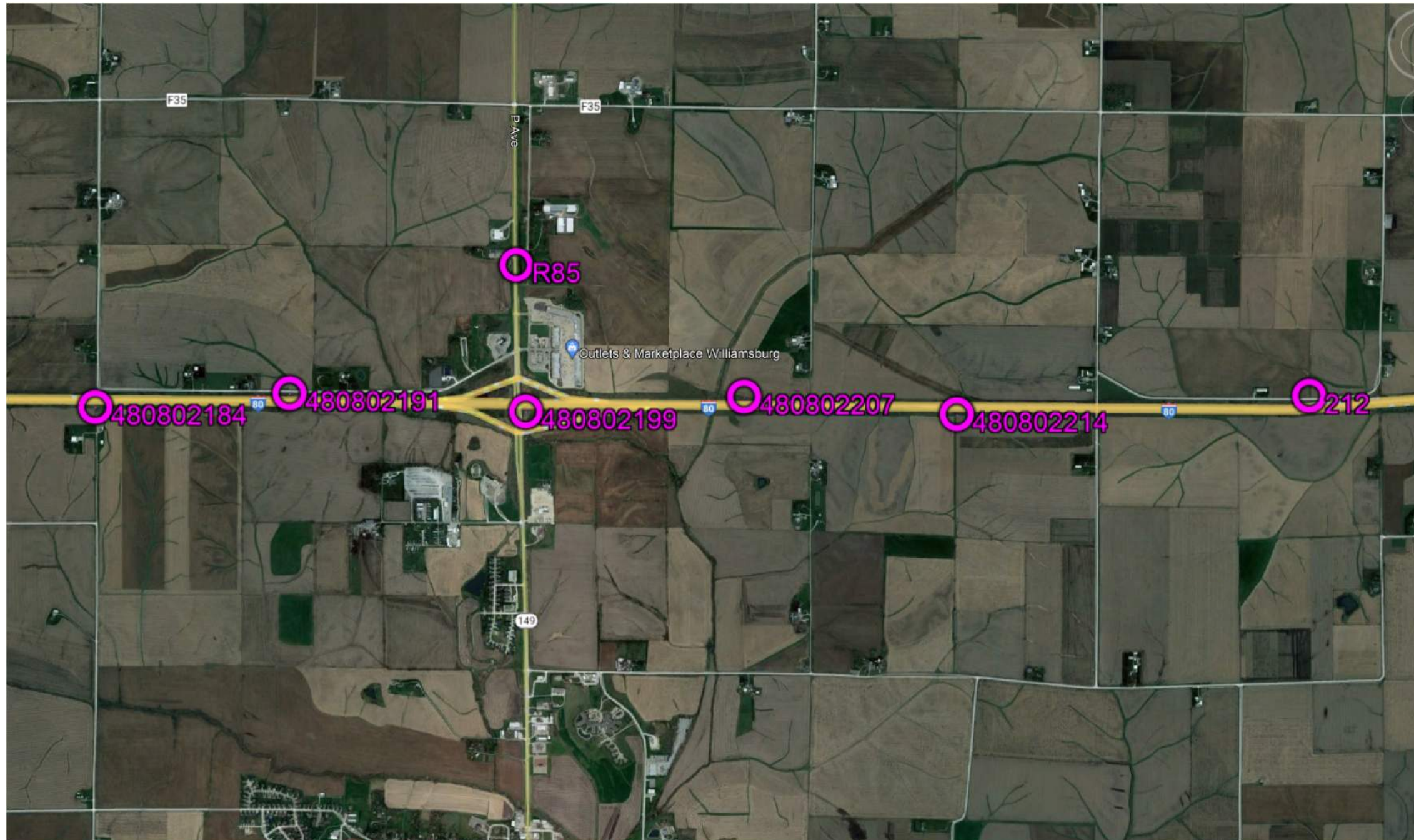
POT Station 1060+38.82 Plans (P.N. IM-80-6(175)220—13-48) - Found 5/8" rebar 0.09' left of established tangent

POT Station 1088+19.31 Plans P.N. (IM-80-6(175)220—13-48) - Found 5/8" rebar



## 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 10 (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 10 (U.S. Survey Foot)  
 VERT. DATUM: NAVD88  
 Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Feature Code - Description
480802184	7946825.90	20398939.00	867.79	FENO Set 3in Deep South of EBL I-80 near mm218.4
480802191	7947081.93	20402508.25	831.75	FENO Set 4in Deep North of WBL I-80 near mm219.1
480802199	7946750.90	20406881.29	793.01	FENO Set 4in Deep South of EBL I-80 near mm219.9
480802207	7947024.98	20410923.47	806.63	FENO Set 4in Deep North of WBL I-80 near mm220.7
480802214	7946704.14	20414855.51	851.78	FENO Set Flush South of EBL I-80 near mm221.4
212	7947044.22	20421368.00	850.14	CP Found Iowa County GPS Mon. 1999-212
R85	7949446.53	20406710.04	834.02	CP Found NGS BM PID MH0027 Top RCB Hdwl East End

**ALIGNMENT COORDINATES**

Line No.	Name	Location	Poin on Tangent Station	Point on Tangent Y Northing	Point on Tangent X Easting	Begin Spiral Station	Begin Spiral Y Northing	Begin Spiral X Easting	Begin Curve Station	Begin Curve Y Northing	Begin Curve X Easting	Simple Curve PI or Master PI Station	Simple Curve PI or Master PI Y Northing	Simple Curve PI or Master PI X Easting	End Curve Station	End Curve Y Northing	End Curve X Easting	End Spiral Station	End Spiral Y Northing	End Spiral X Easting
1.0	SURMLA080	A 108819.307	79468+33.69	20415742.53																
1.0	ML080EB	10000.000 R1	79469+24.86	20398729.06																
1.0	SURMLA080	80000	79469+61.86	20398729.34																
1.0	Geom_RAMPB	115075.000 R1	79468+16.63	20403802.93																
1.0	SBIA149							280800.000 R1	79447+95.52	20406822.82	281091.648 R1	79450+87.03	20406813.81	281382.793 R1	79453+76.12	20406775.25				
1.0	SURMLB149NB	80500	79444+30.54	20406834.1																
2.0	SURMLB149NB							85389.037	79493+17.24	20406683.08	85561.55	79494+89.67	20406677.76	85734.037	79496+62.18	20406677.62				
2.0	Geom_RAMPB	115125.000 R1	79468+16.26	20403852.92																
2.0	ML080EB							12250.000 R1	79469+07.91	20400979	12812.848 R1	79469+03.67	20401541.83	13375.465 R1	79468+71.43	20402103.76				
3.0	ML080EB							13375.465 R1	79468+71.43	20402103.76	13938.313 R1	79468+39.20	20402665.68	14500.929 R1	79468+34.96	20403228.51				
3.0	Geom_RAMPB	115375.200 R1	79468+04.37	20404102.84																
3.0	SBIA149							281736.645 R1	79457+26.86	20406728.47	281819.966 R1	79458+09.45	20406717.45	281903.143 R1	79458+92.73	20406714.88				
3.0	SURMLB149NB	86099.997	79500+28.14	20406677.33																
4.0	Geom_RAMPB	116375.200 R1	79467+96.84	20405102.81																
5.0	SBIA149							282944.693 R1	79469+33.79	20406682.7	283123.042 R1	79471+12.05	20406677.2	283301.363 R1	79472+90.40	20406677.24				
5.0	ML080EB							18250.929 R1	79468+06.71	20406978.41	18676.130 R1	79468+03.51	20407403.6	19101.024 R1	79468+28.31	20407828.07				
5.0	Geom_RAMPB							116864.268 R1	79467+60.63	20405590.54	117187.877 R1	79467+36.67	20405913.26	117503.835 R1	79465+95.82	20406204.61				
6.0	ML080EB							19101.024 R1	79468+28.31	20407828.07	19526.225 R1	79468+53.12	20408252.55	19951.119 R1	79468+49.91	20408677.74				
6.0	SBIA149	285500.633 R1	79494+89.67	20406677.75																
6.0	Geom_RAMPB	118138.179 R1	79463+19.72	20406775.72																
7.0	ML080EB	27015.827 R1	79467+96.69	20415742.25																

**SPIRAL OR CIRCULAR CURVE DATA**










Line No.	Name	Location	SCS	S	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	C	T	L	R	E	Remarks
	C2	ML080EB										2.851	562.848	1125.465	22614.446	7.003	
		ML080EB										2.851	562.848	1125.465	22614.446	7.003	
	C3	ML080EB										3.776	425.201	850.095	12900	7.006	
	C4	ML080EB										3.776	425.201	850.095	12900	7.006	
	C1	Geom_RAMPB										21.556	323.61	639.567	1700	30.527	
	C1	SURMLB149NB										1.725	172.513	345	11459.16	1.298	
	C1	SBIA149										5.828	291.648	582.793	5730	7.417	
	C2	SBIA149										5.827	83.321	166.498	1637	2.119	
	C3	SBIA149										1.783	178.349	356.67	11459.26	1.388	



### 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	(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
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)

FILE NO.	ENGLISH	DESIGN TEAM	COUNTY	PROJECT NUMBER	SHEET NUMBER J.01
SYSTEMTIME	SYSTEMDATE	USERNAME	DGNSPEC		



108\_23A  
8/15/22

## TRAFFIC CONTROL PLAN

Maintain two lanes of traffic on I-80 in each direction throughout the duration of the project. Some short term lane closures may be needed. Allowable lane closures are provided in the plans on the District 6 lane closure map.

Maintain all ramp movements throughout the duration of the project.

Maintain a single lane of traffic on IA-149 in each direction throughout the duration of the project except during bridge demolition and setting beams. Bridge demolition and setting beams will be done overnight. During bridge demolition and setting beams, maintain a single lane of traffic on IA-149 in one direction.

## STAGING NOTES

### YEAR ONE

Stage 1 Work - Construct temporary median widening along eastbound I-80. Construct temporary widening along existing Ramp B.

Stage 1 Traffic Control - Eastbound I-80 will need to be reduced to a single lane while the temporary widening is constructed in the median. Allowable lane closures for I-80 are included in the plans on the District 6 allowable lane closure map.

Stage 2 Work - Construct proposed eastbound I-80 on offset alignment except in the area where Ramp B traffic will be maintained, proposed eastbound bridge, and portion of the pavement along northbound and southbound IA-149.

Stage 2 Traffic Control - Eastbound I-80 traffic is shifted onto the temporary widening constructed in Stage 1. Ramp B traffic is maintained on the existing Ramp B pavement. Some closures on IA-149 will be needed for setting beams for the proposed eastbound bridge.

Stage 3 Work - Construct remaining proposed eastbound I-80 on offset alignment and continue construction on proposed eastbound bridge.

Stage 3 Traffic Control - Eastbound I-80 traffic remains shifted onto the temporary widening constructed in Stage 1. Ramp B traffic is maintained on the newly constructed Ramp B pavement.

Stage 4 Work - Remove temporary widening constructed in Stage 1 and any remaining existing Ramp B pavement.

Stage 4 Traffic Control - Eastbound I-80 and Ramp B traffic is maintained on the newly constructed pavement.

\*\*\*WINTER SHUTDOWN\*\*\*

### YEAR TWO

Stage 5 Work - Construct temporary crossovers and temporary median widening along existing westbound I-80.

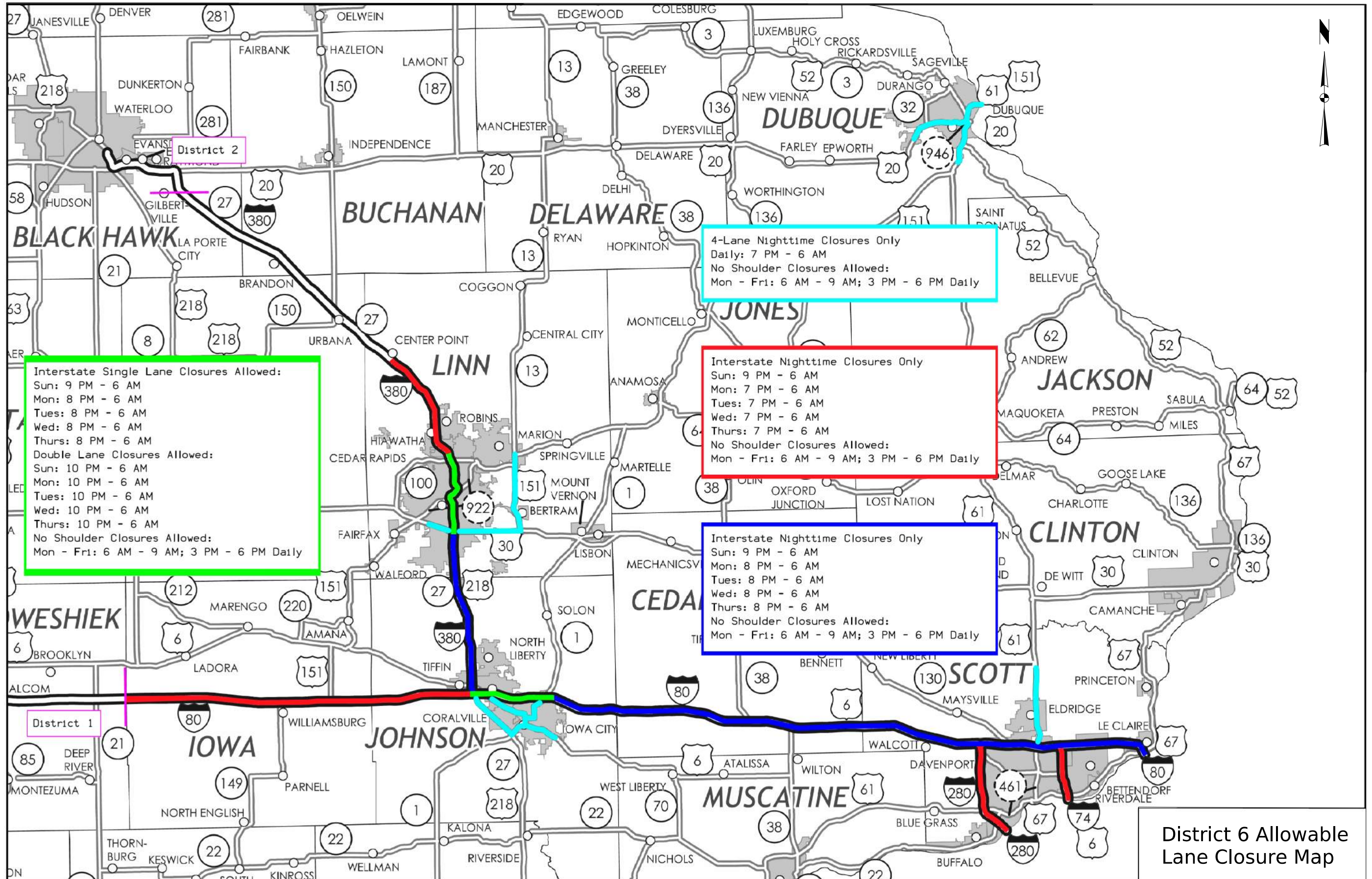
Stage 5 Traffic Control - Westbound I-80 will need to be reduced to a single lane while the temporary widening is constructed in the median. Allowable lane closures for I-80 are included in the plans on the District 6 allowable lane closure map.

Stage 6 Work - Construct proposed westbound I-80 pavement, westbound I-80 bridge, and remaining portions of the pavement along northbound and southbound IA-149.

Stage 6 Traffic Control - Westbound I-80 traffic is shifted onto the existing eastbound lanes. Eastbound I-80 traffic is maintained on the newly constructed eastbound pavement. Some closures on IA-149 will be needed for setting beams for the proposed westbound bridge and for the removal of the existing westbound bridge.

Stage 7 Work - Remove temporary widening and median crossovers constructed in Stage 5 and the existing eastbound I-80 pavement and existing eastbound I-80 bridge.

Stage 7 Traffic Control - Traffic on I-80 is returned to normal operations. Some closures on IA-149 will be needed for the removal of the existing eastbound bridge.







Stage 1

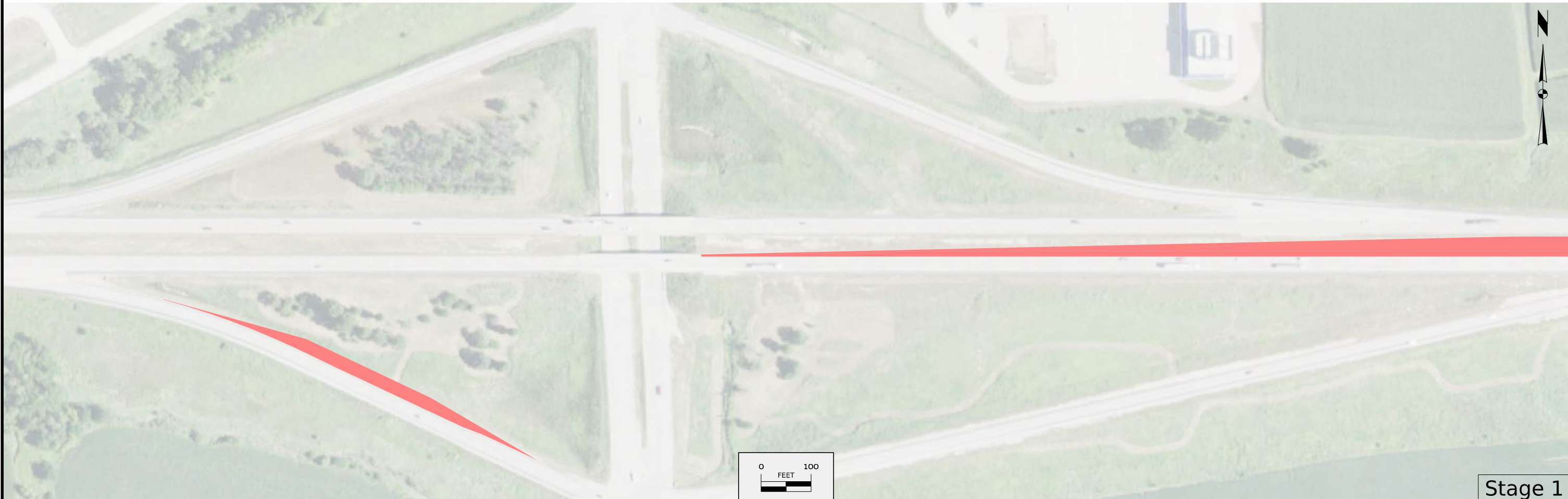


Stage 1





Stage 1



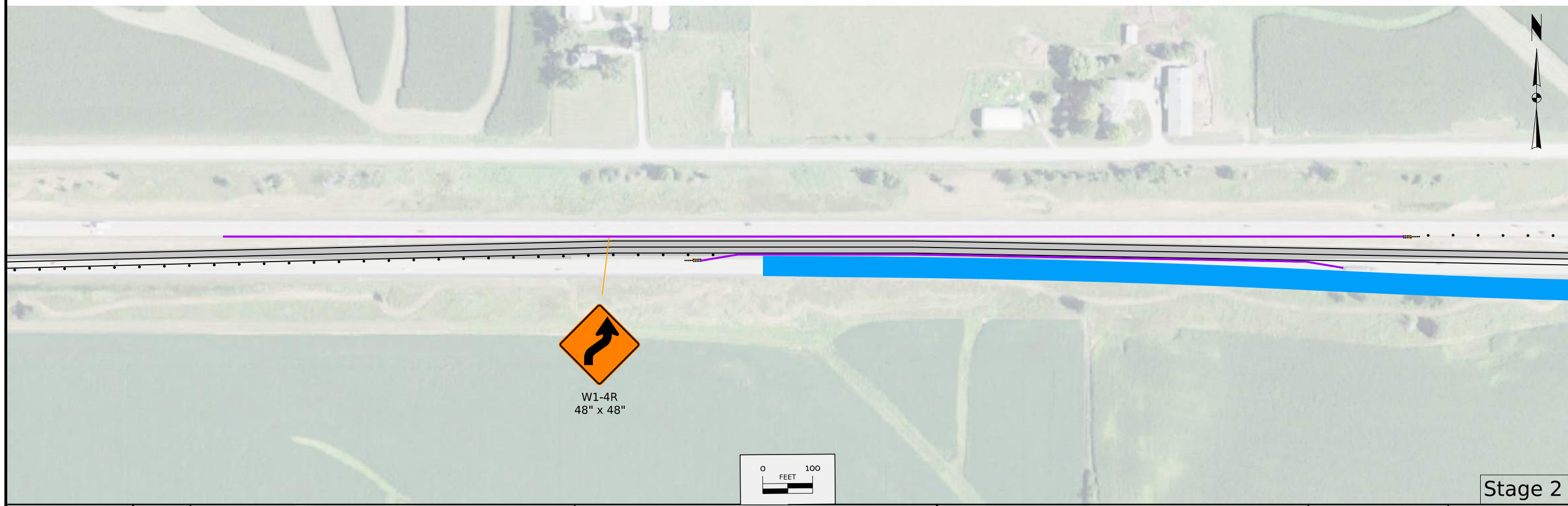
Stage 1



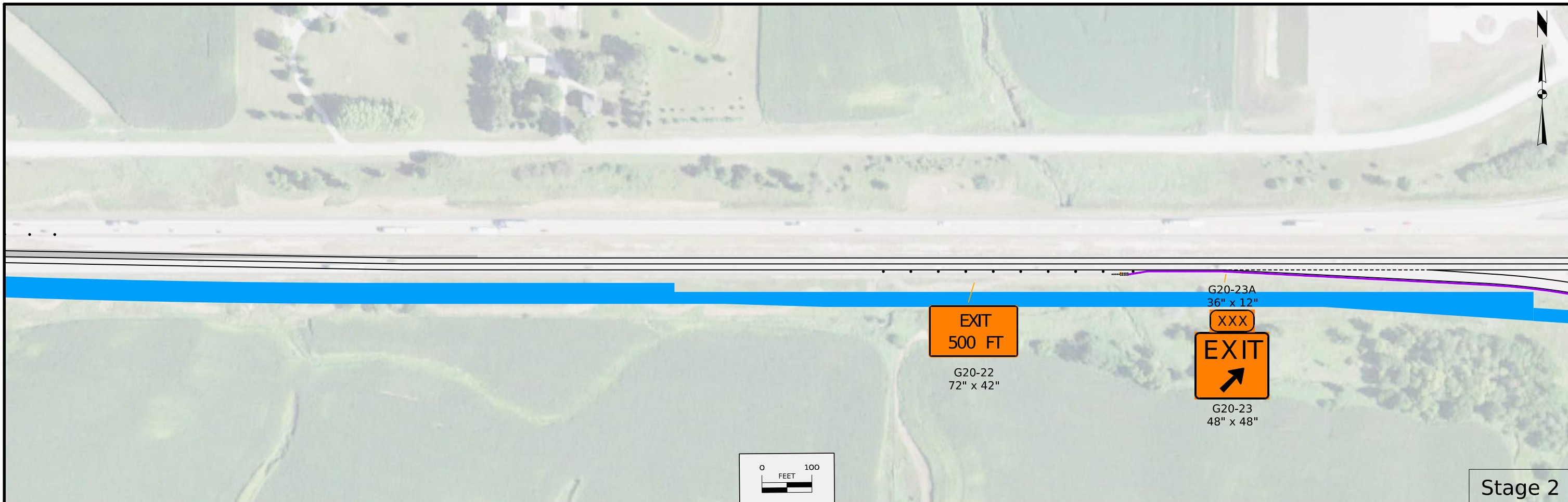




Stage 2

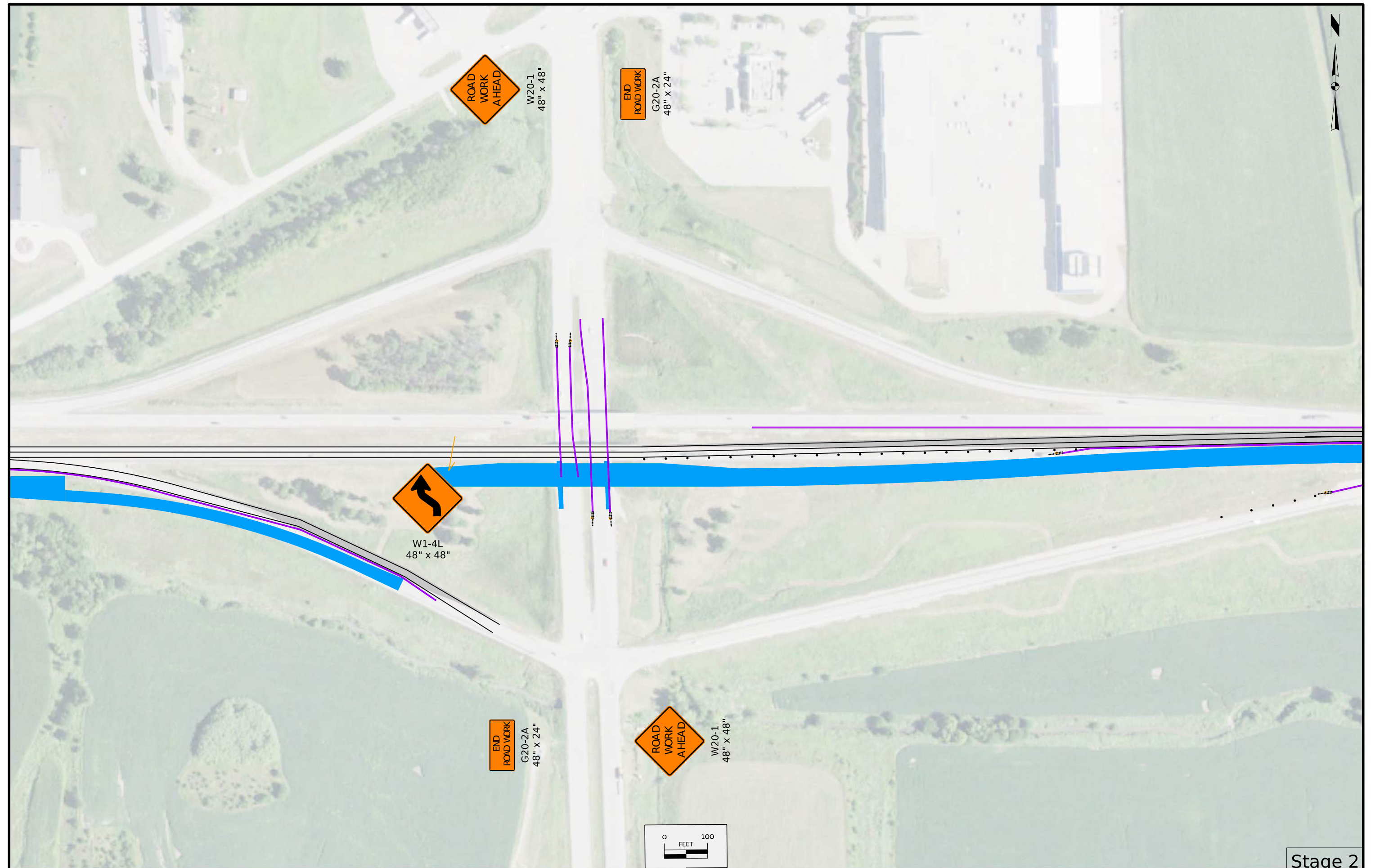


Stage 2

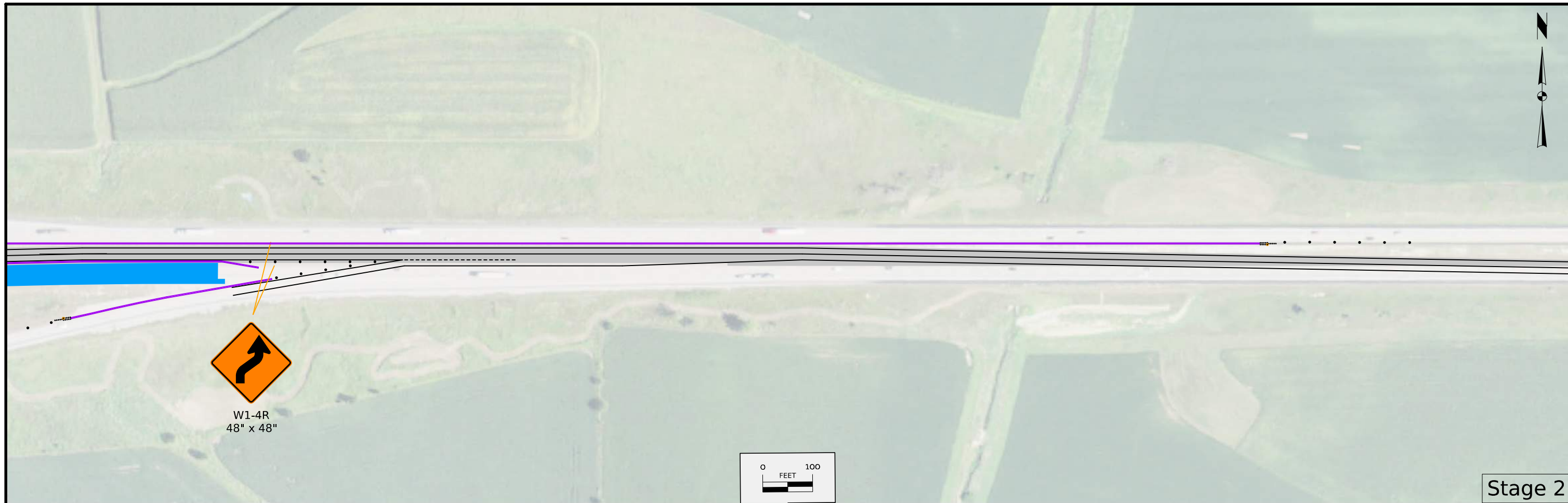


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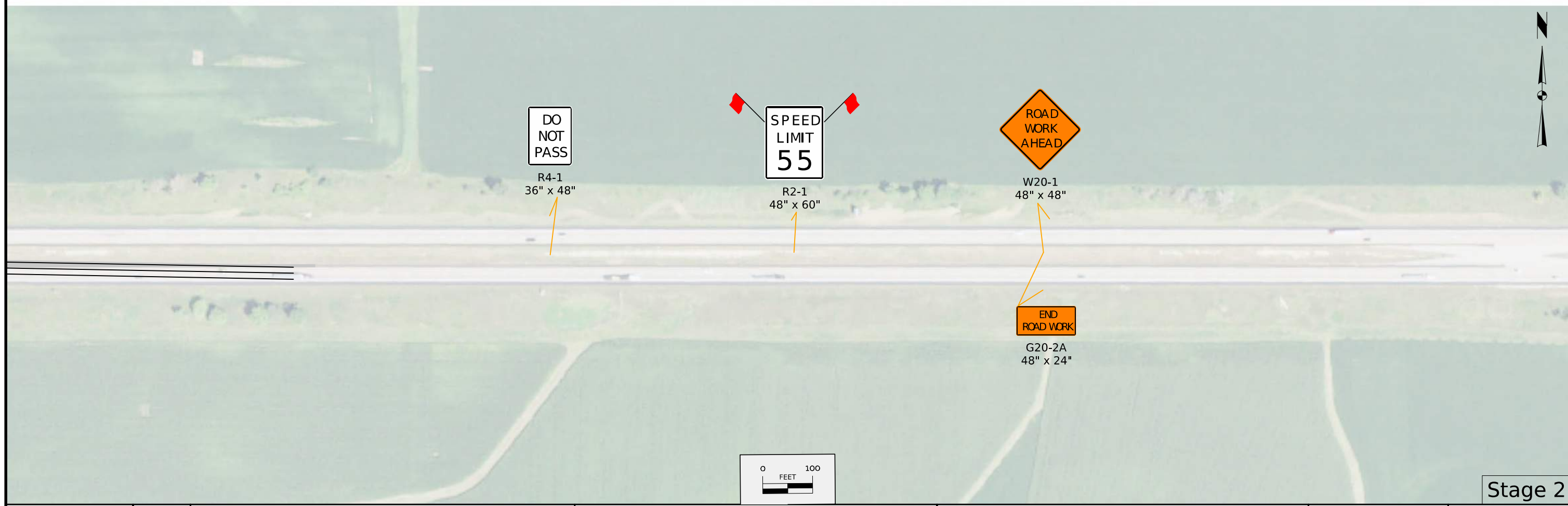








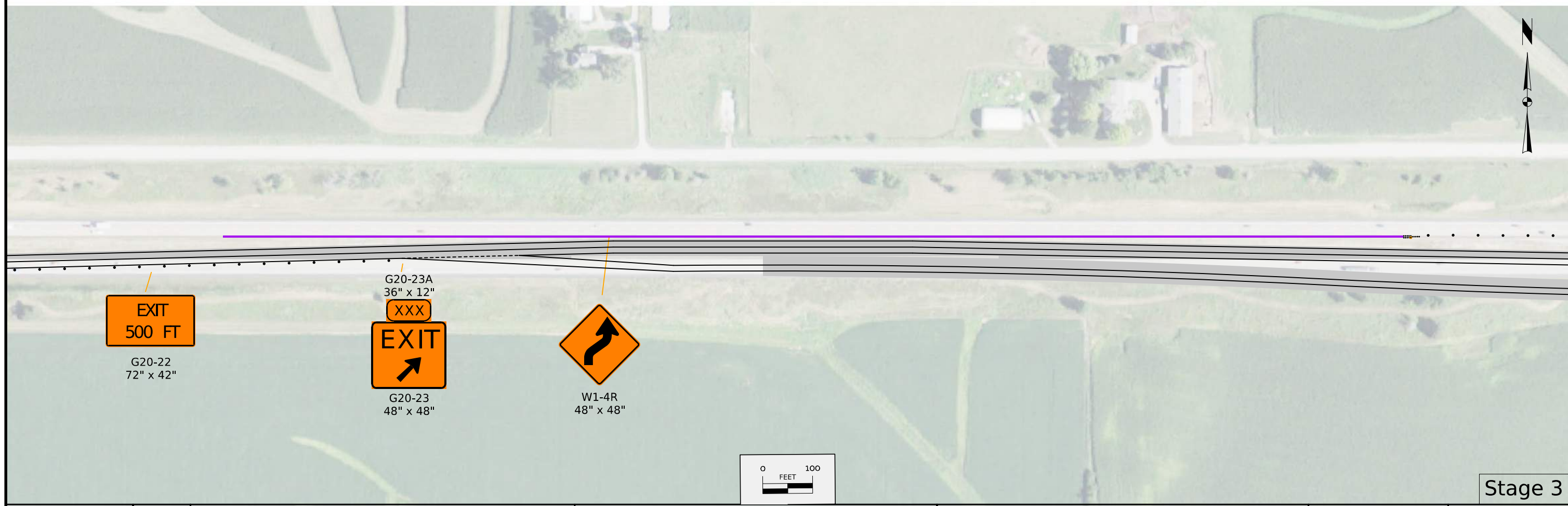
Stage 2



Stage 2



Stage 3



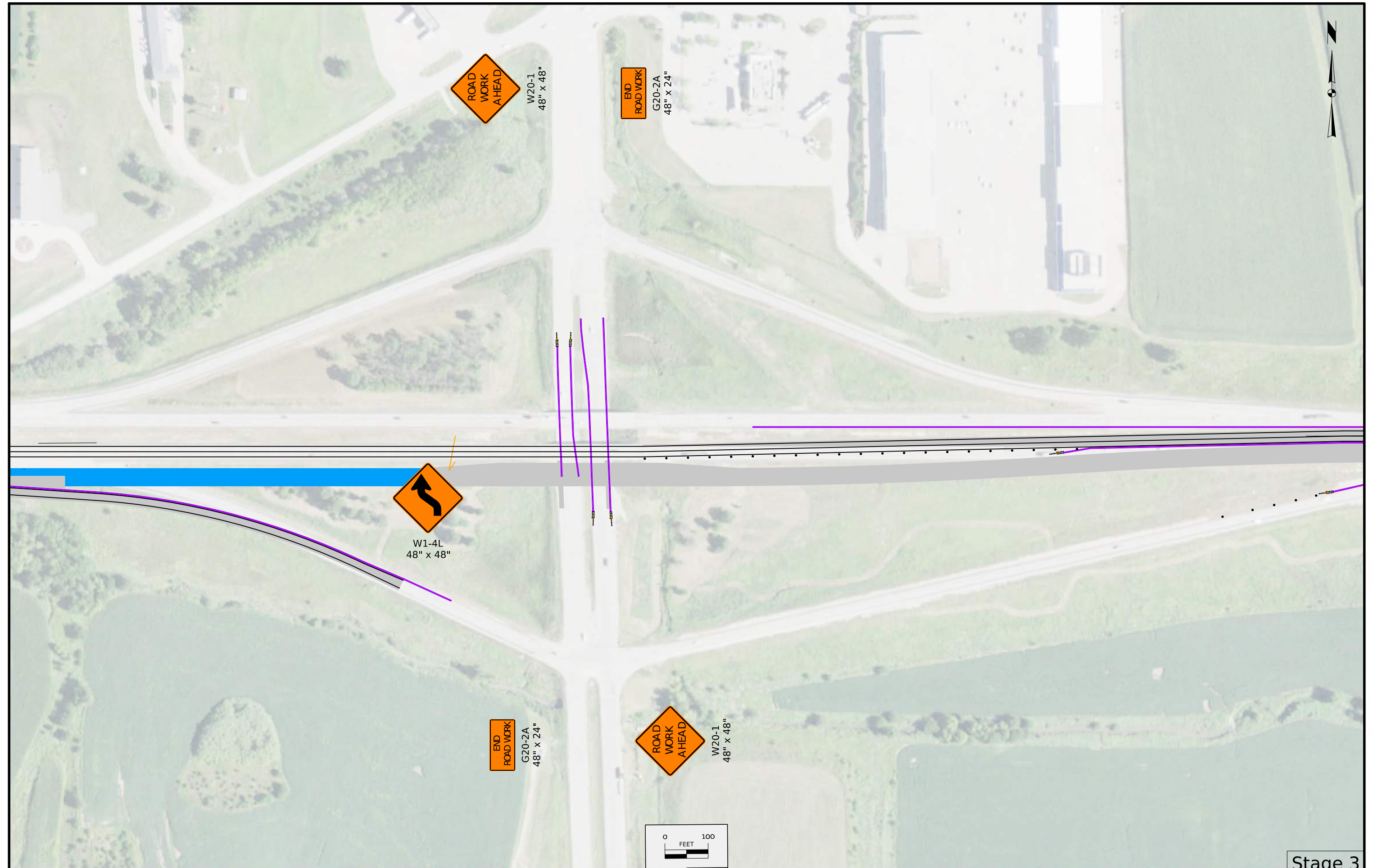
Stage 3

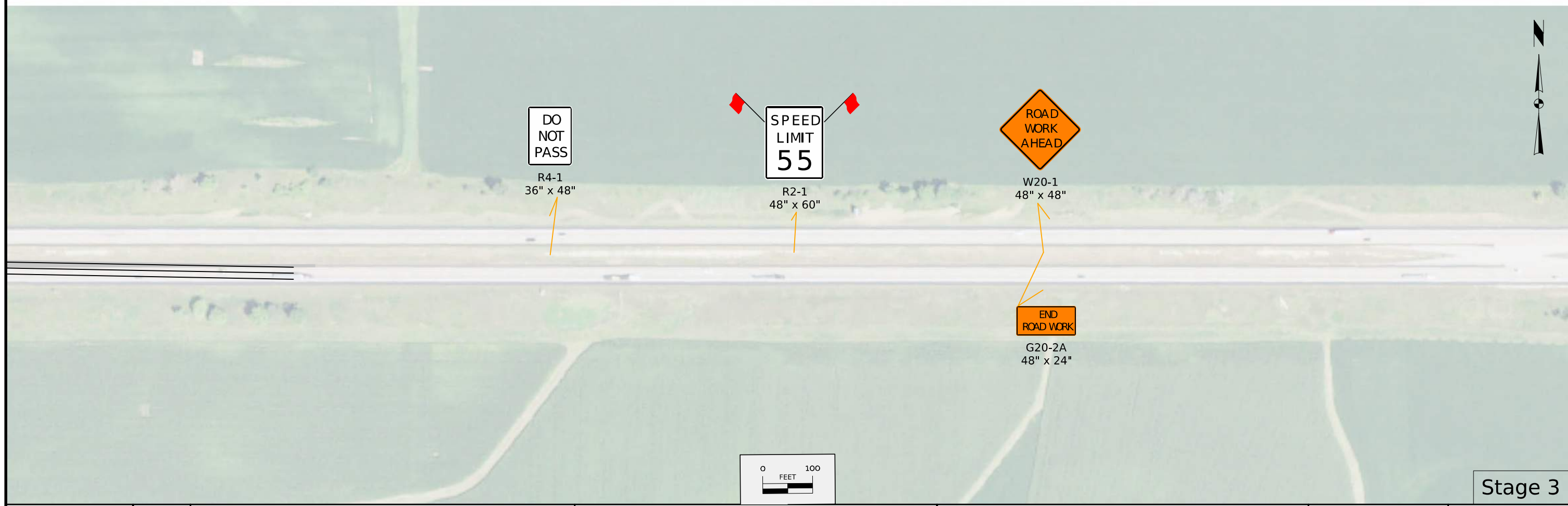
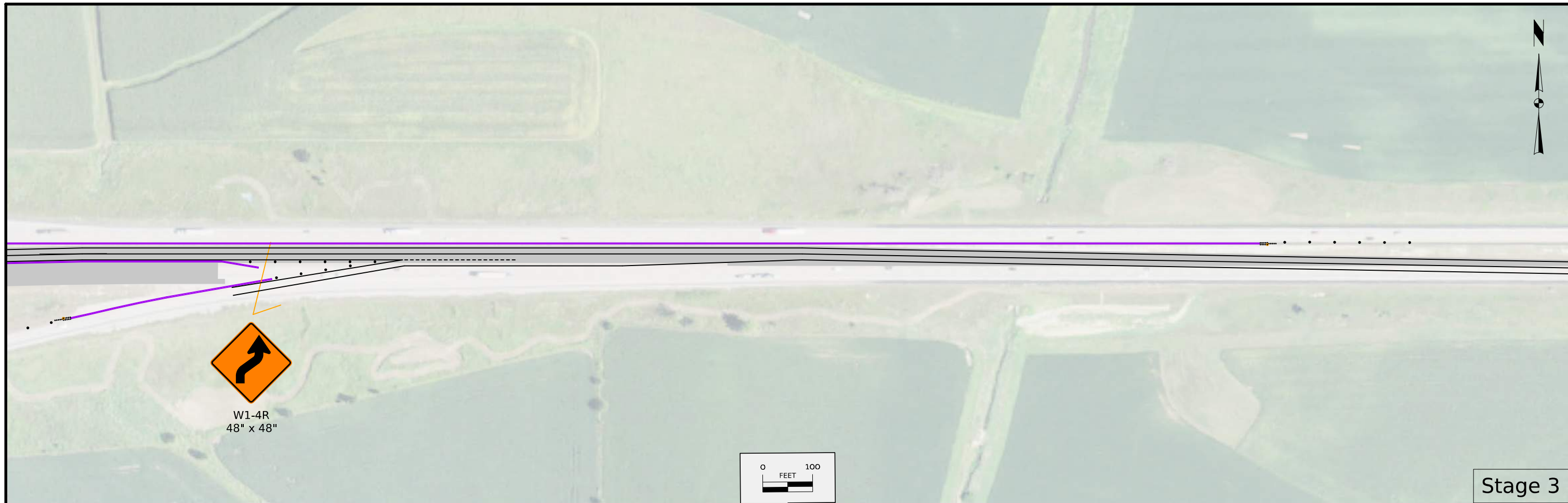




Stage 3











Stage 4  
Winter Shutdown

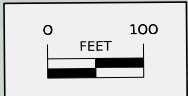


Stage 4  
Winter Shutdown





Stage 4  
Winter Shutdown





W20-1  
48" x 48"



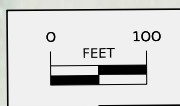
G20-2A  
48" x 24"



W20-1  
48" x 48"



G20-2A  
48" x 24"



Stage 4  
Winter Shutdown





Stage 4  
Winter Shutdown



Stage 4  
Winter Shutdown

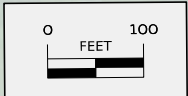




Stage 5



Stage 5



Stage 5





W20-1  
48" x 48"



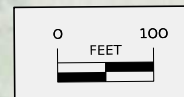
G20-2A  
48" x 24"



W20-1  
48" x 48"

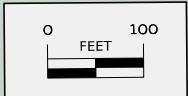


G20-2A  
48" x 24"



Stage 5





DO NOT PASS

R4-1  
36" x 48"

SPEED LIMIT  
55

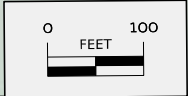
R2-1  
48" x 60"

ROAD WORK AHEAD

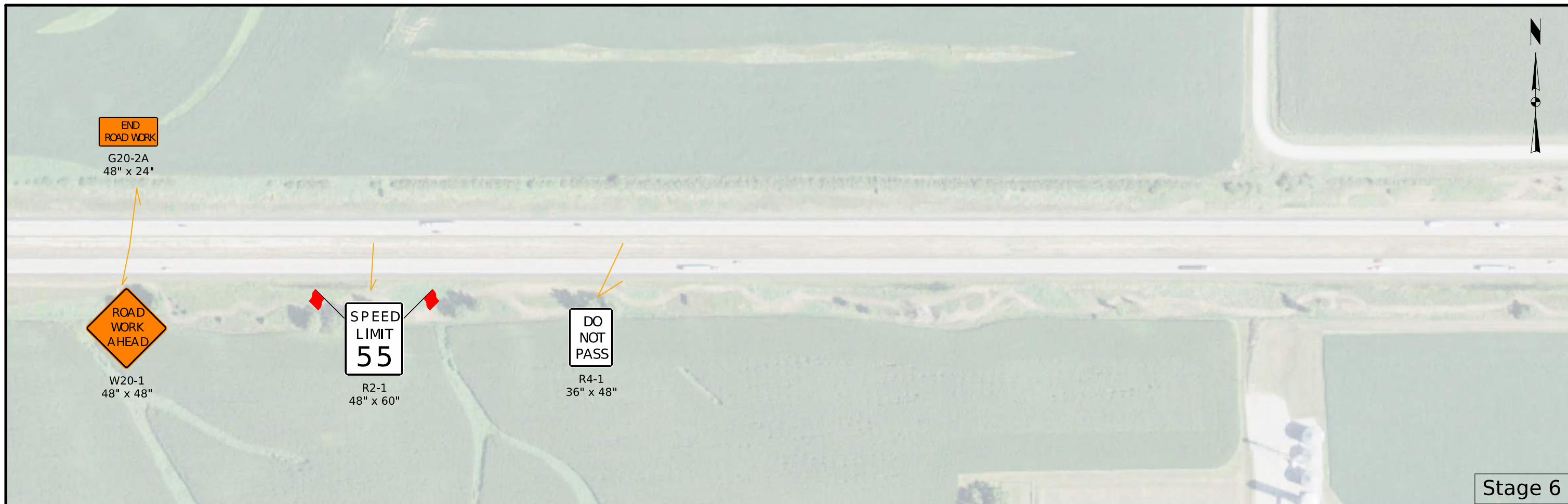
W20-1  
48" x 48"

END ROAD WORK

G20-2A  
48" x 24"



Stage 5



Stage 6



Stage 6





Stage 6



ROAD WORK AHEAD  
W20-1  
48" x 48"

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



W1-4R  
48" x 48"

G20-2  
36" x 1  
XX  
EX  
G20-2  
48" x 4

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

ROAD WORK AHEAD  
W20-1  
48" x 48"

Stage 6

FILE NO. 98765

ENGLISH

DESIGN TEAM Iowa DOT

Iowa COUNTY

PROJECT NUMBER IMX-080-6(532)219--02-48

SHEET NUMBER J.26

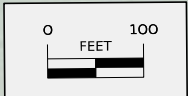


Stage 6

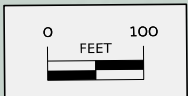


Stage 6





Stage 7  
Substantially Complete



Stage 7  
Substantially Complete

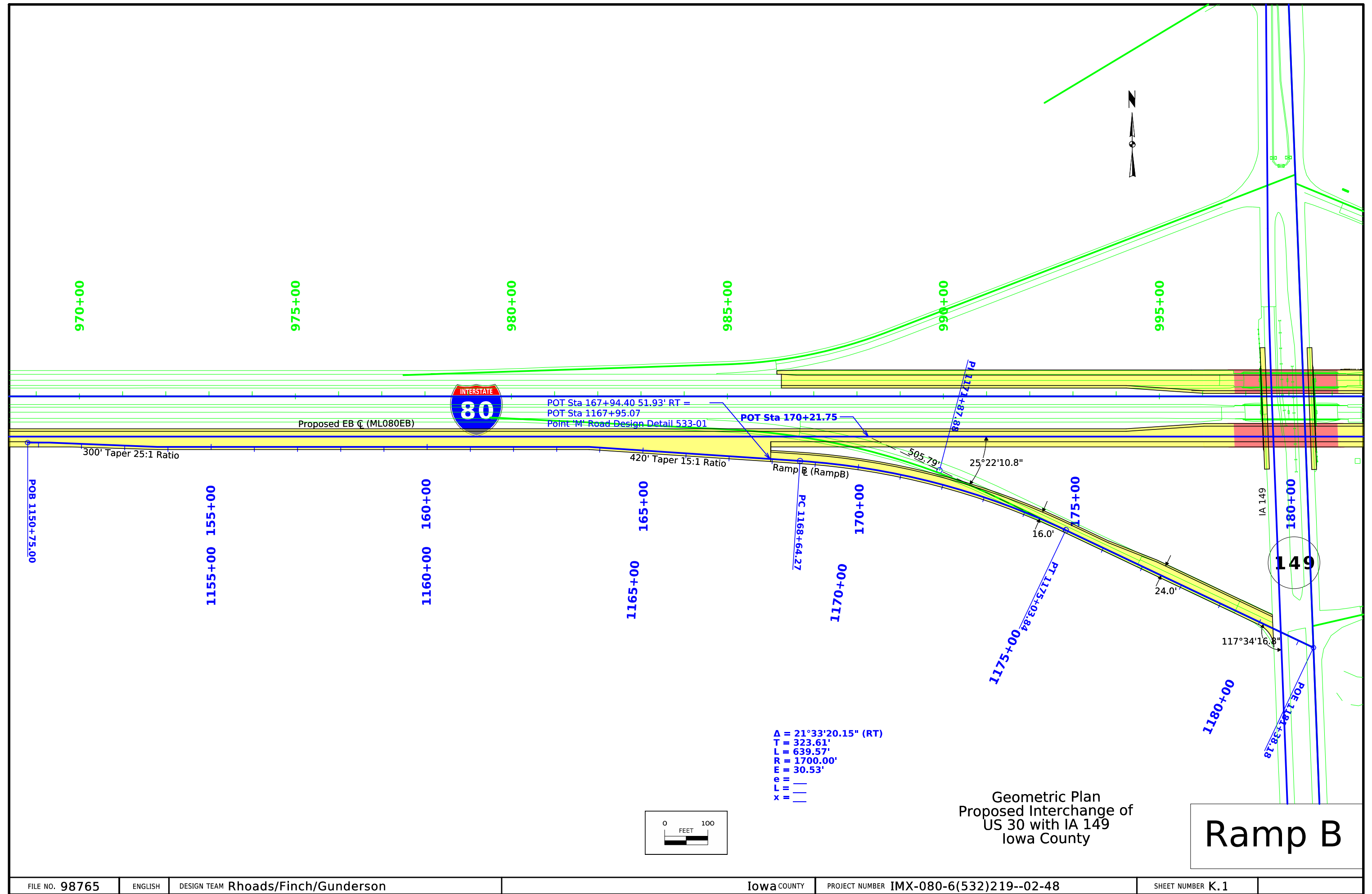


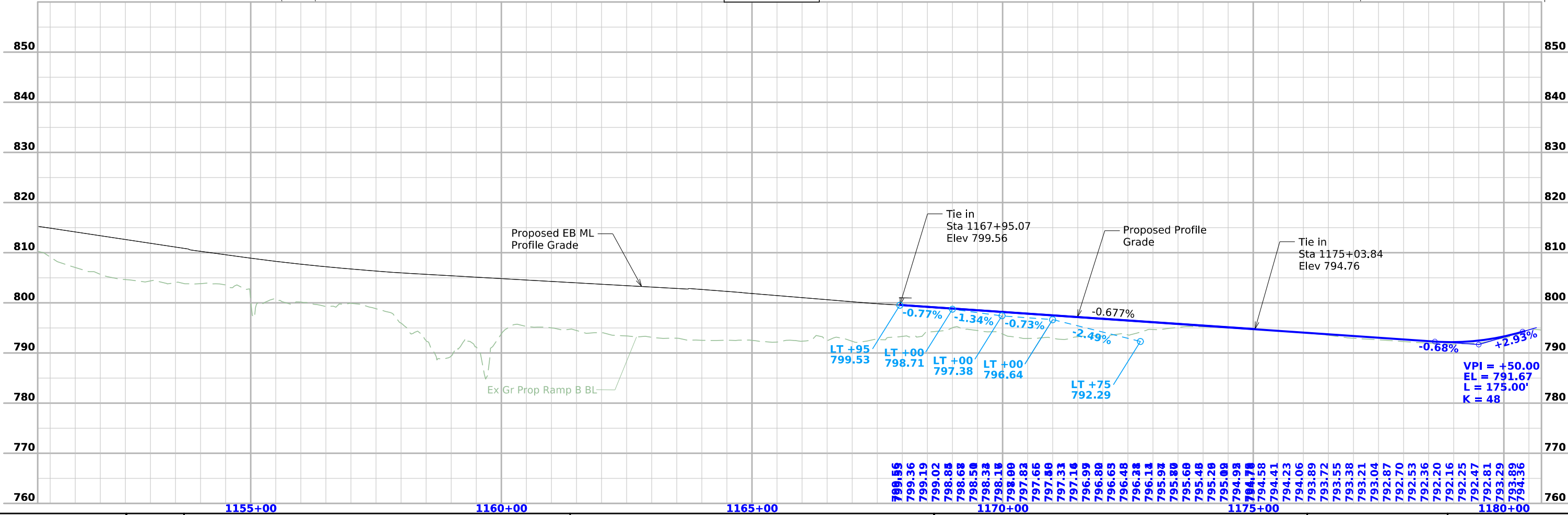
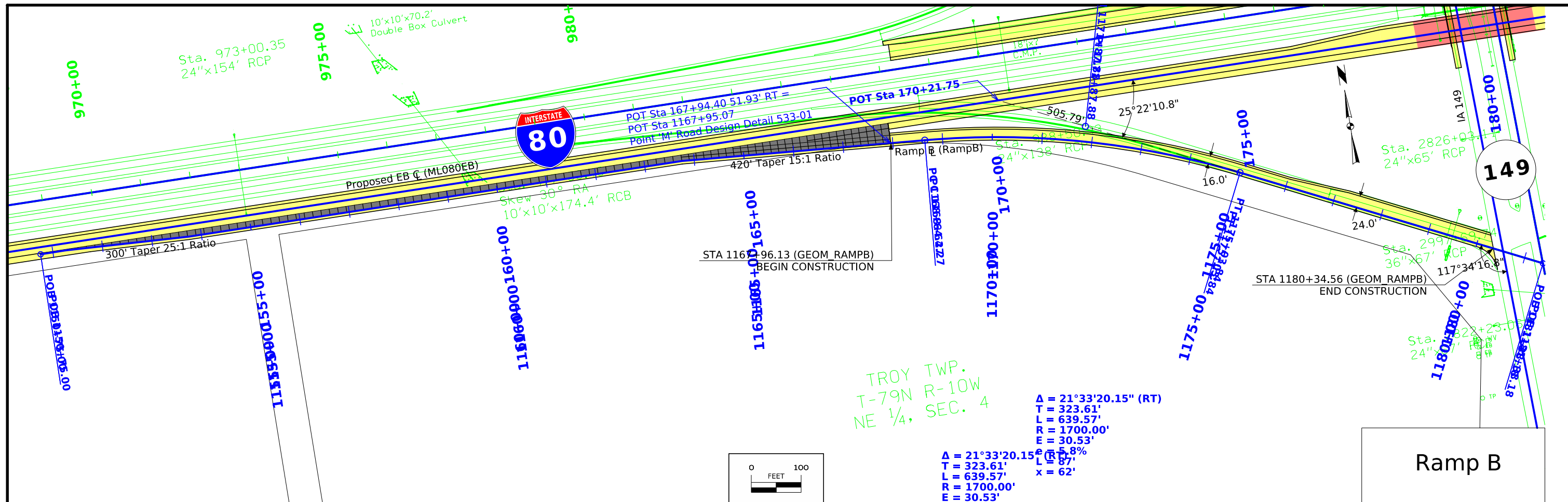




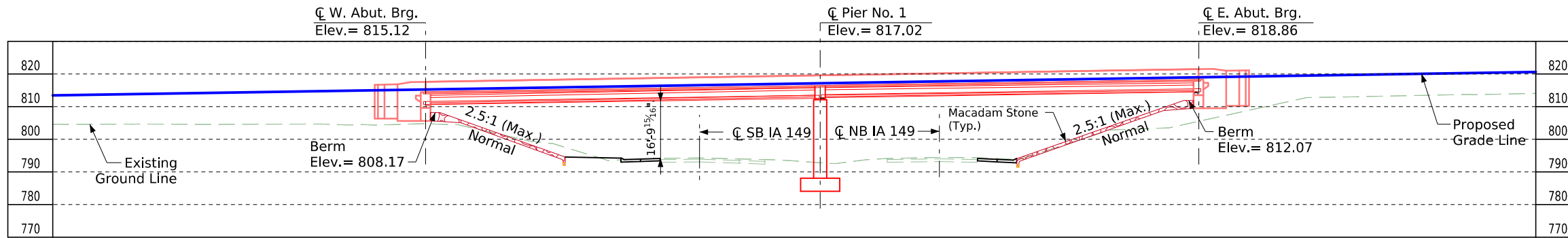
Stage 7  
Substantially Complete











Longitudinal Section Along PGL EB I-80

**Minimum Vertical Clearance**

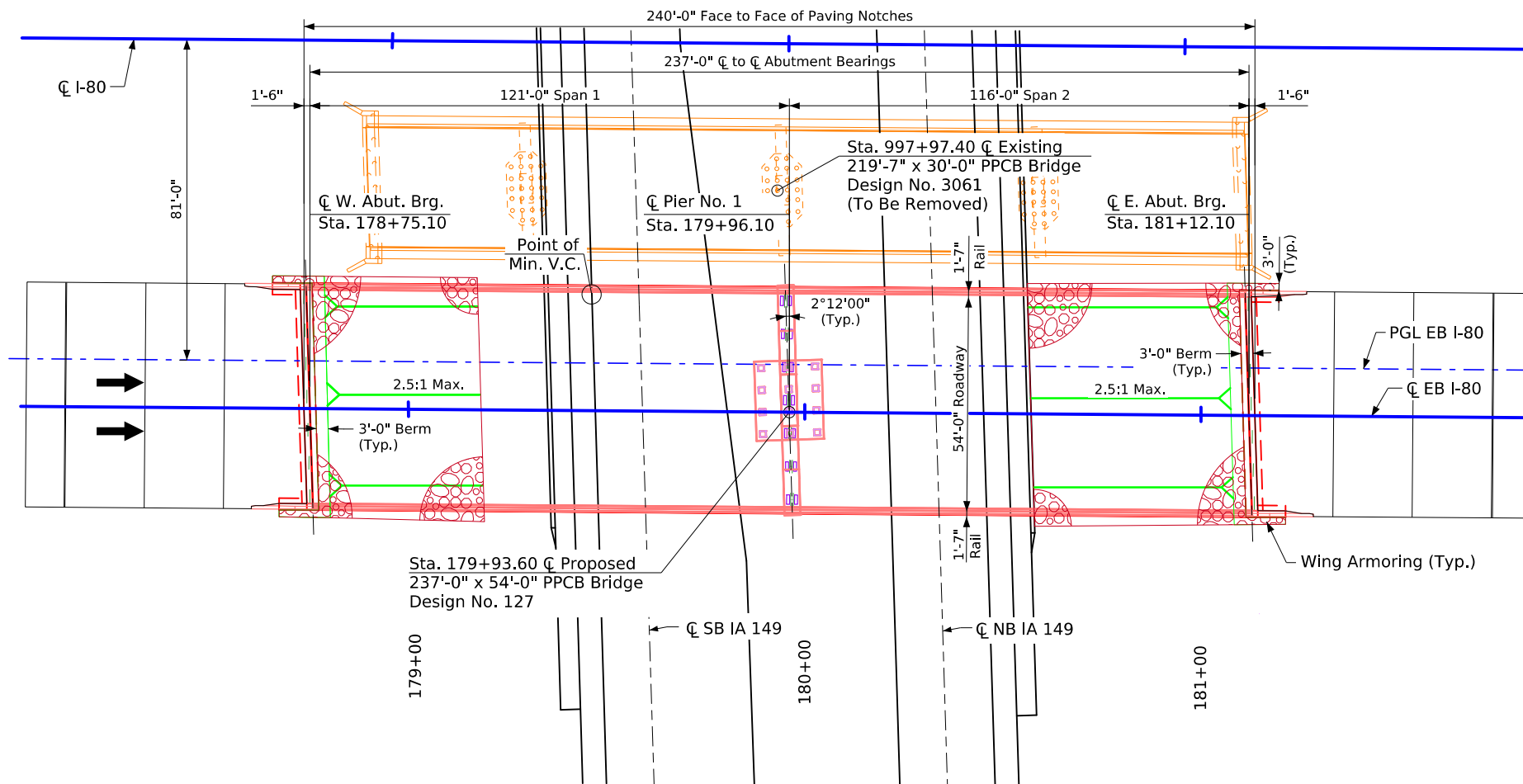
Overhead Station = 179+45.98, Offset 29.35' Lt.  
 Overhead Elevation = 815.83  
 Deck Thickness = 8½"  
 Haunch = 2"  
 Beam Depth = 3'-9"  
 Underpass Station = 2829+49.57, Offset 11.96' Lt.  
 Underpass Elevation = 794.35  
 Minimum Vertical Clearance = 16'-9<sup>15</sup>/<sub>16</sub>"

**Utilities Note:**

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

**General Utility Symbols:**

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



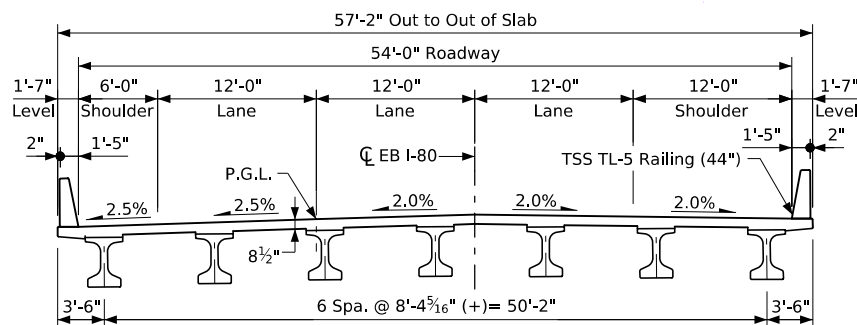
Situation Plan

**Location**

Interstate 80 over IA 149  
 T-79N R-10W  
 Section 4  
 Troy Township  
 Iowa County  
 FHWA No. 029851  
 Latitude 41.687033°  
 Longitude -92.008553°

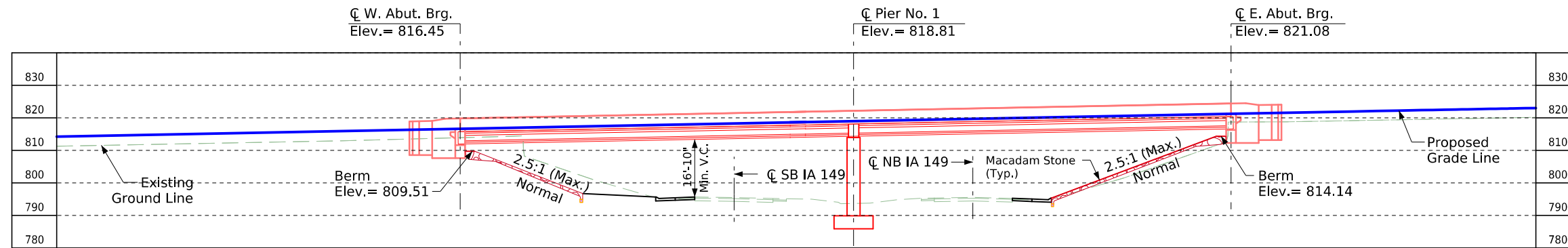
**Traffic Estimate**

2023 AADT	TBD V.P.D.
2043 AADT	TBD V.P.D.
2043 DHV	TBD V.P.H.
TRUCKS	TBD %
Total Design ESALs	TBD



Proposed Bridge Cross Section

Design For 2.2 Degrees R.A.  
**237'-0" x 54'-0" Prestressed Concrete Beam Bridge**  
 121'-0" & 116'-0" End Spans  
**Situation Plan**  
 STA. 179+93.60 (EB I-80) Turn-in Date: July 1, 2024  
**Iowa County**  
 IOWA DEPARTMENT OF TRANSPORTATION  
 Design No. 127 Design Sheet No. 1 of 1 FHWA No. 29851



Longitudinal Section Along PGL WB I-80

+1.96%  
 VPT Sta. = 999+50.00  
 VPT Elev. = 821.82  
 VPC Sta. = 990+50  
 VPC Elev. = 804.22

**Proposed Profile  
 Grade I-80 WB**

**Minimum Vertical Clearance**

Overhead Station = 997+46.27, Offset 60.33' Lt.  
 Overhead Elevation = 817.63  
 Deck Thickness = 8½"  
 Haunch = 2"  
 Beam Depth = 3'-9"  
 Underpass Station = 2829+73.62, Offset 11.65' Lt.  
 Underpass Elevation = 796.177  
 Minimum Vertical Clearance = 16'-10"

**Utilities Note:**

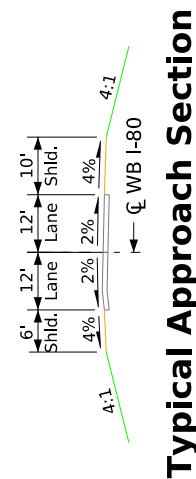
Utilities shown on this sheet are for information only.  
 See Road Design sheets for utility information.

**General Utility Symbols:**

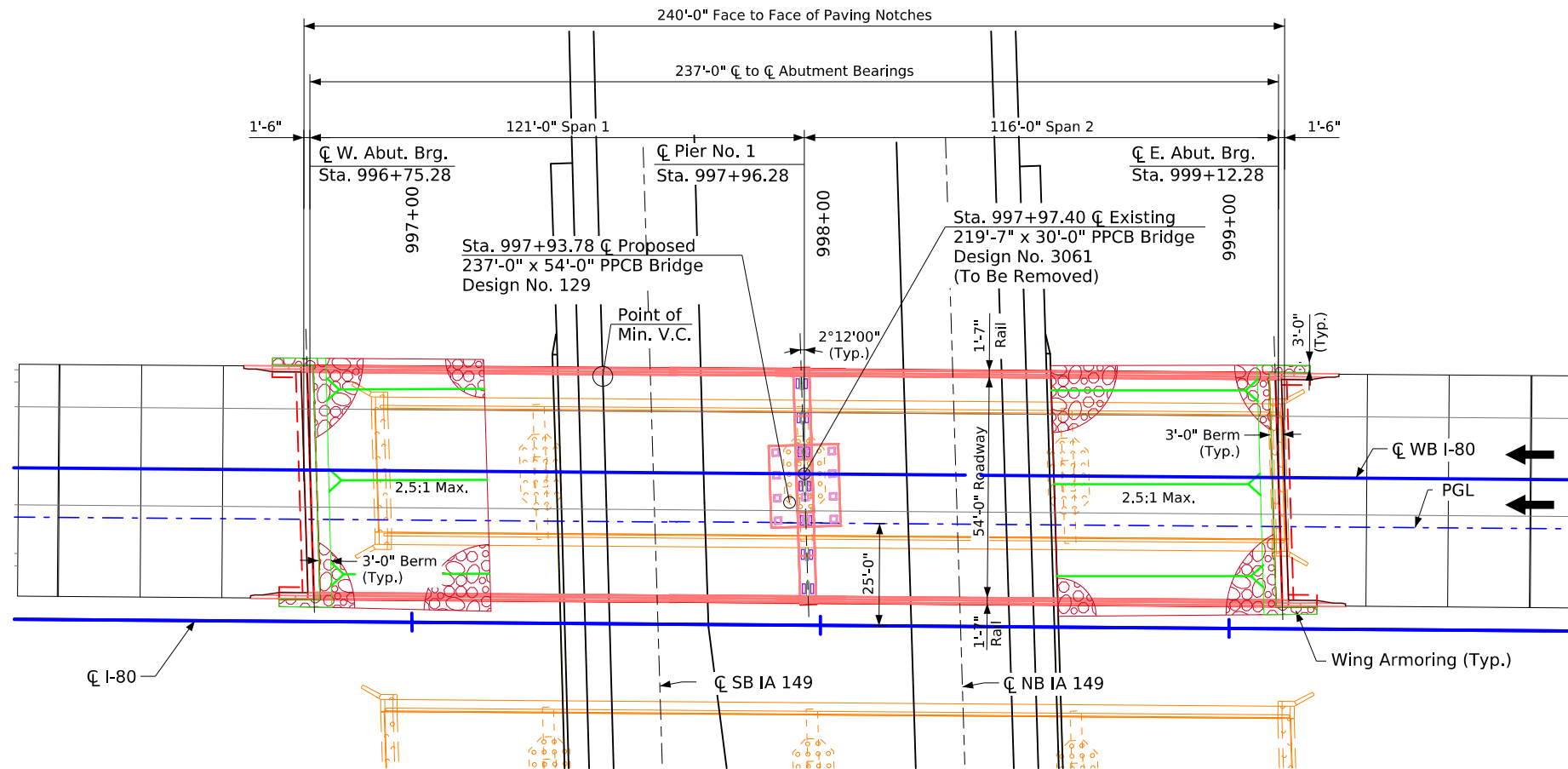
- E - Electric Line
- G - Gas Line
- SAN. - Sanitary Sewer
- T - Telephone Line
- W - Water Line
- FO - Fiber Optic Line
- GHP - Gas High Pressure
- ST S - Storm Sewer
- TV - TV
- = Power Poles

**Traffic Estimate**

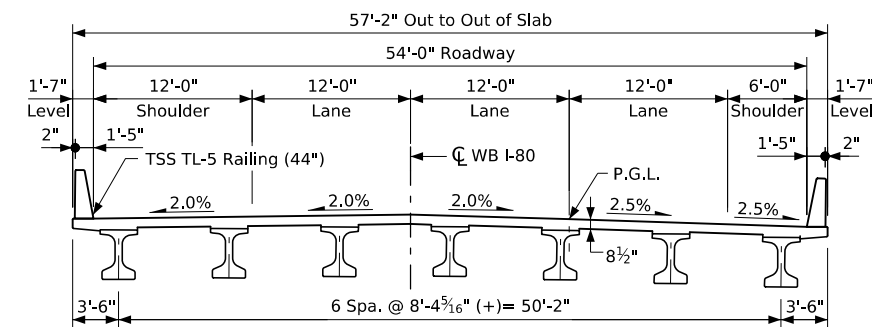
2023 AADT	TBD V.P.D.
2043 AADT	TBD V.P.D.
2043 DHV	TBD V.P.H.
TRUCKS	TBD %
Total Design ESALS	TBD



Typical Approach Section



Situation Plan



Proposed Bridge Cross Section

**Location**

Interstate 80 over IA 149  
 T-79N R-10W  
 Section 4  
 Troy Township  
 Iowa County  
 FHWA No. 029861  
 Latitude 41.687237°  
 Longitude -92.007796°

Design For 2.2 Degrees R.A.  
**237'-0" x 54'-0" Prestressed Concrete Beam Bridge**  
 121'-0" & 116'-0" End Spans  
**Situation Plan**  
 STA. 997+93.78 (WB I-80) Turn-in Date: July 1, 2024  
**Iowa County**  
 IOWA DEPARTMENT OF TRANSPORTATION  
 Design No. 0129 Design Sheet No. 1 of 1 FHWA No. 29861



## CROSS SECTION VIEW COLOR LEGEND

Design Color No.	Feature	Design Color No.	Feature
<b>Aggregate</b>			
(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	<b>Substrata</b>	
(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
<b>Asphalt</b>			
(207)	HMA Base Course	(6)	Loam
(207)	HMA Interim Course	(211)	Loam Removed
(207)	HMA Surface Course	(80)	Rock
<b>Bridge</b>			
(0)	Bridge	(212)	Rock Removed
<b>Concrete</b>			
(0)	Barrier Concrete	(4)	Select Sand
(0)	Barrier Concrete Footing	(214)	Select Sand Removed
(0)	Curb Gutter	(3)	Shale
(48)	Flowable Mortar	(215)	Shale Removed
(0)	Median Concrete	(10)	Topsoil
(0)	PCC Pavement	(2)	Topsoil Remove Only
(0)	Sidewalk	(4)	Topsoil Remove and Replace
<b>Existing</b>			
(0)	Existing Pavement	<b>Unsuitable / Waste</b>	
<b>Shoulder</b>			
(209)	Shoulder HMA	(3)	Unsuitable Type A
(0)	Shoulder PCC	(216)	Unsuitable Type A Removed
(6)	Shoulder Granular	(13)	Unsuitable Type B
<b>Structural</b>			
(112)	Noise Wall	(217)	Unsuitable Type B Removed
(112)	Noise Wall Footing	(11)	Unsuitable Type C
(112)	Retaining Wall Back	(218)	Unsuitable Type C Removed
(112)	Retaining Wall Back Excavate	(3)	Waste
(112)	Retaining Wall Face	(219)	Waste Removed
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		

**NOTES:**

Text

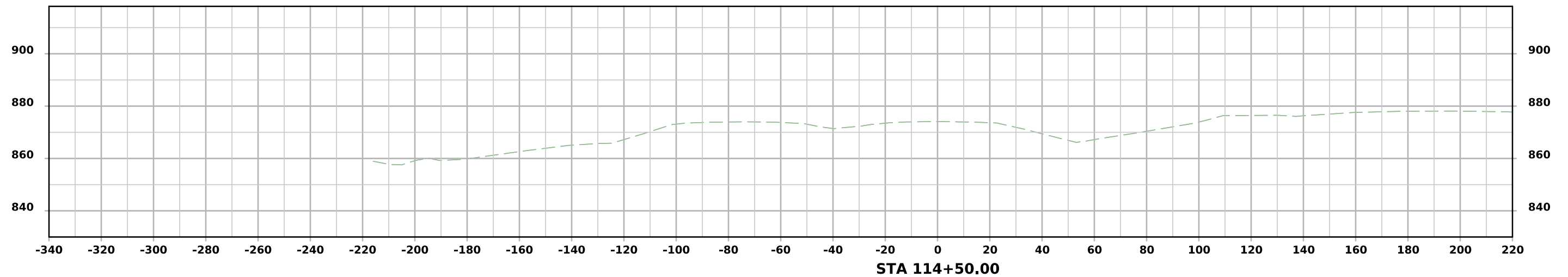
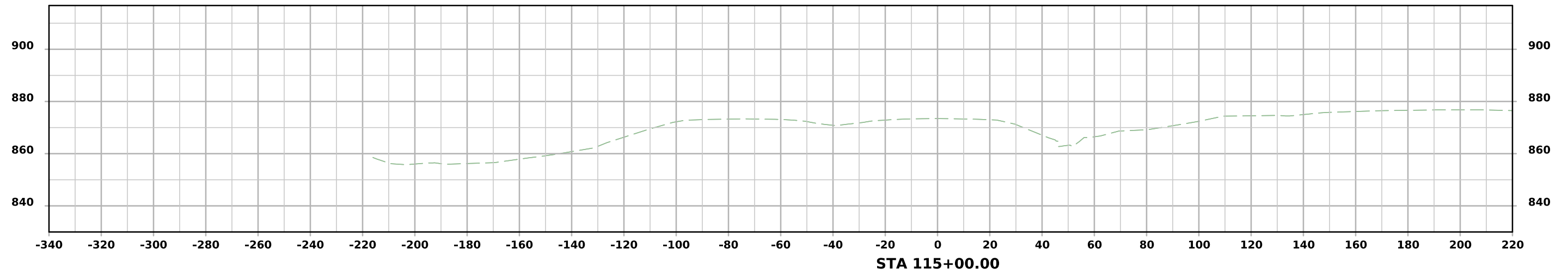
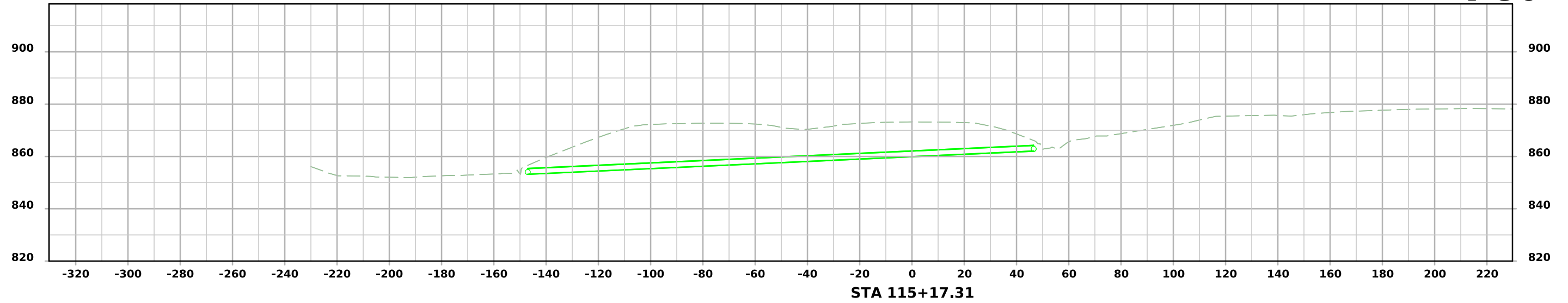
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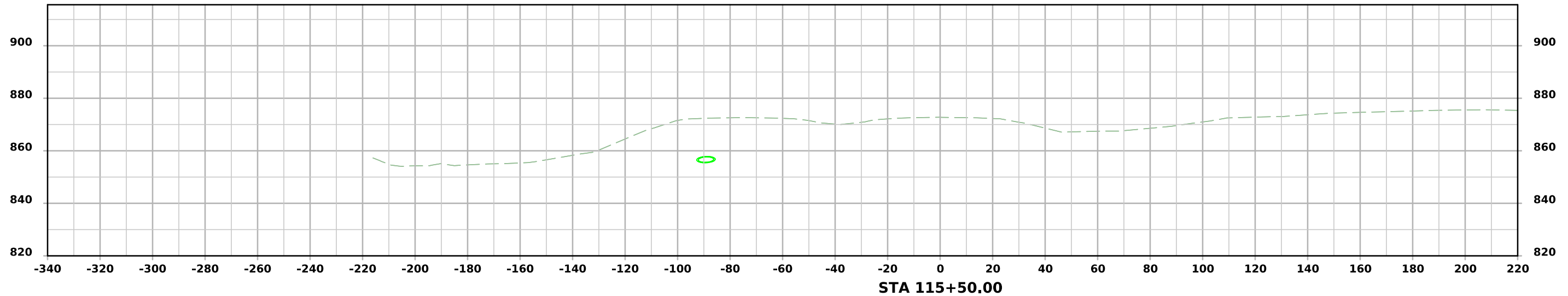
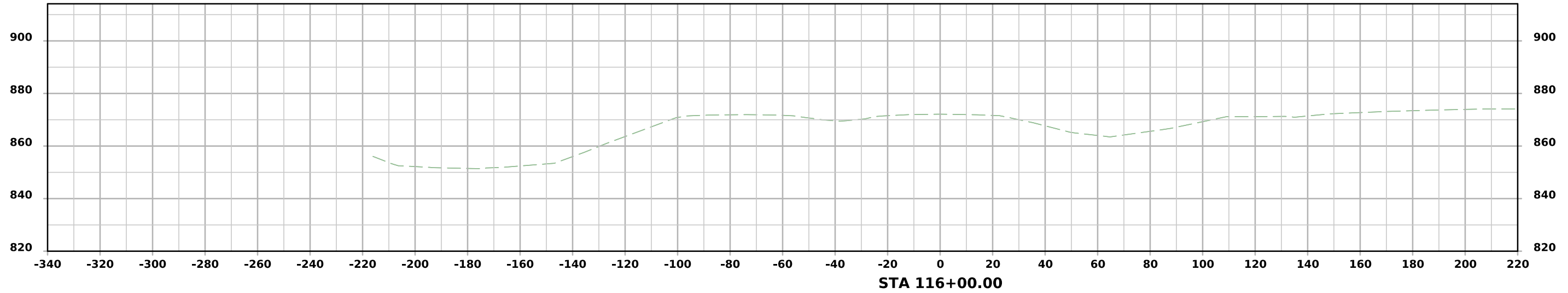
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## CROSS SECTIONS LEGEND AND INFORMATION SHEET

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

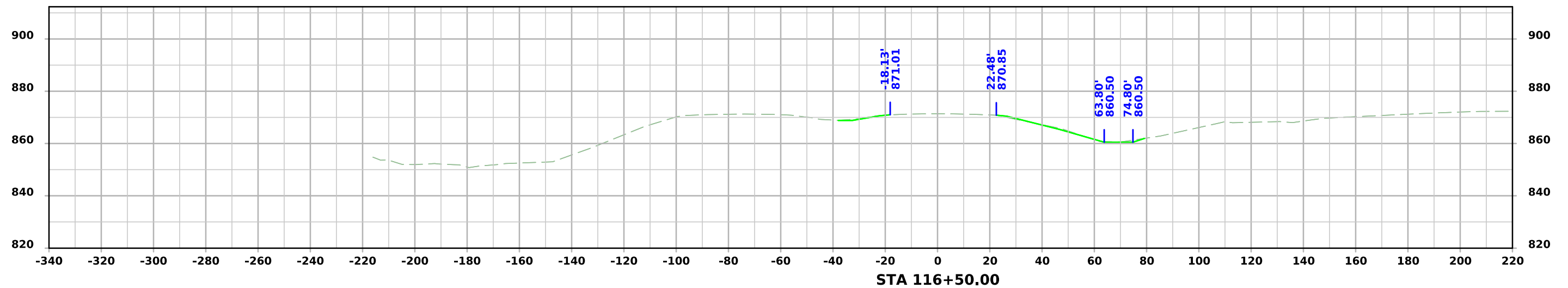
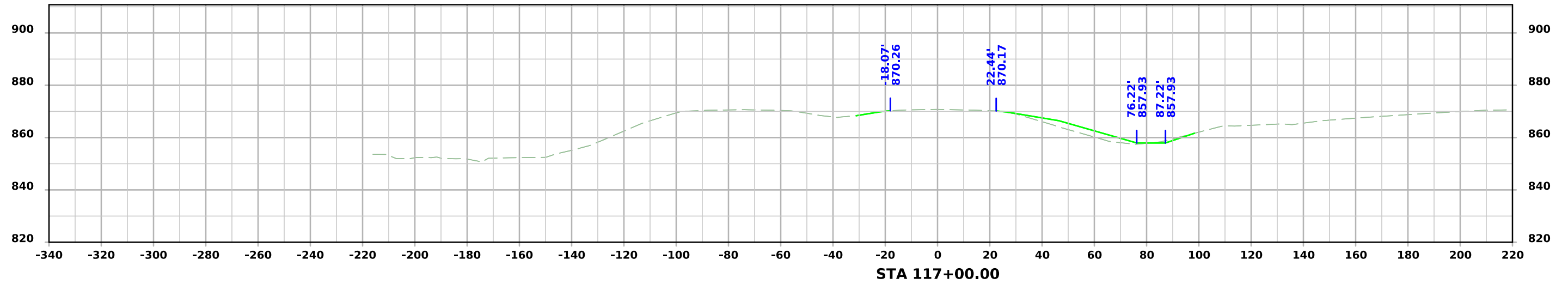
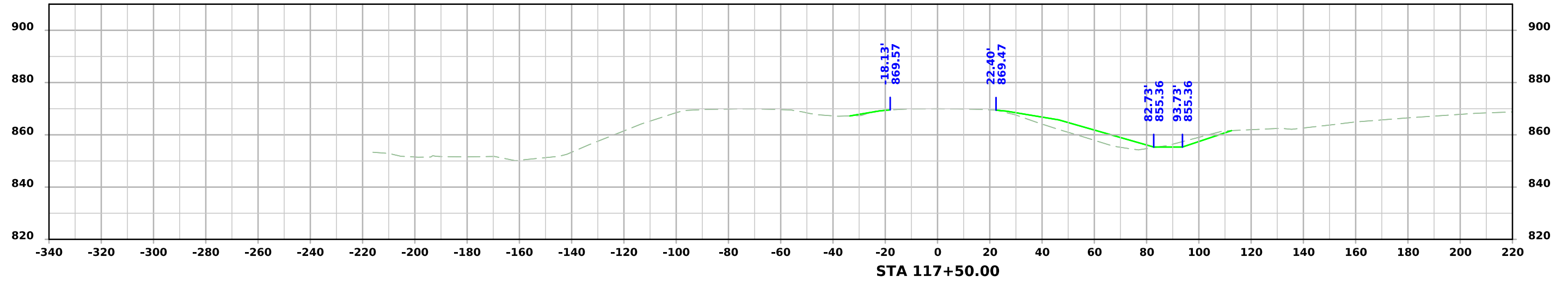
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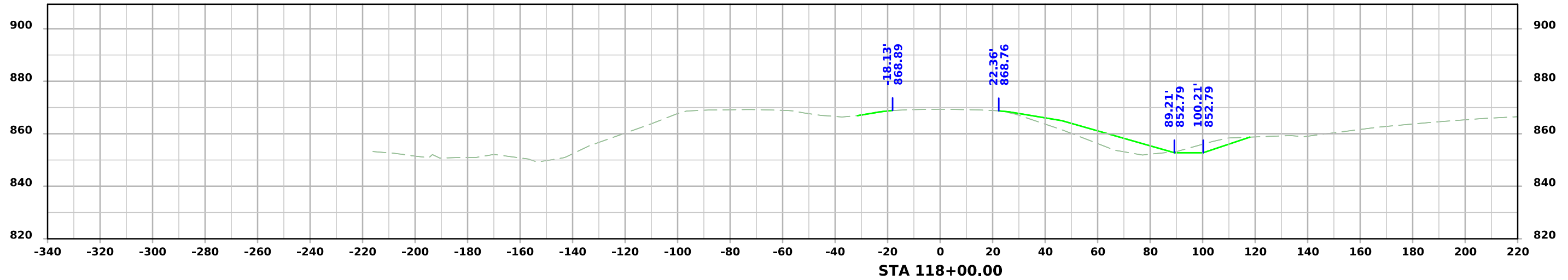
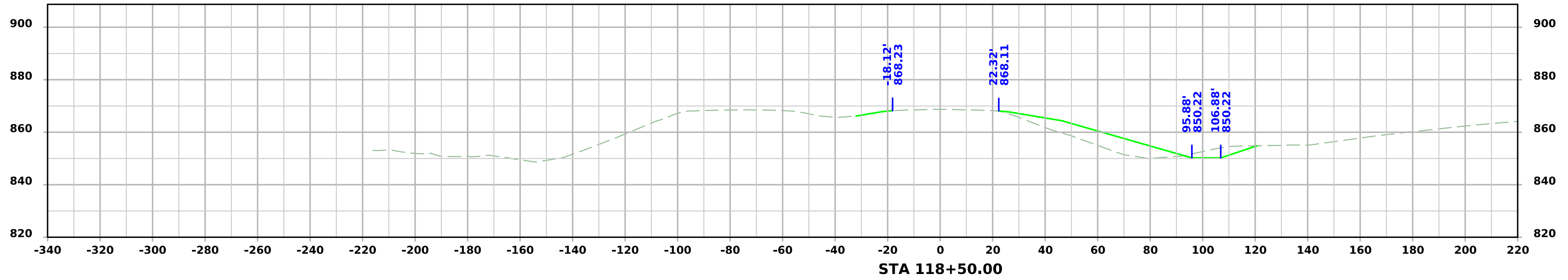
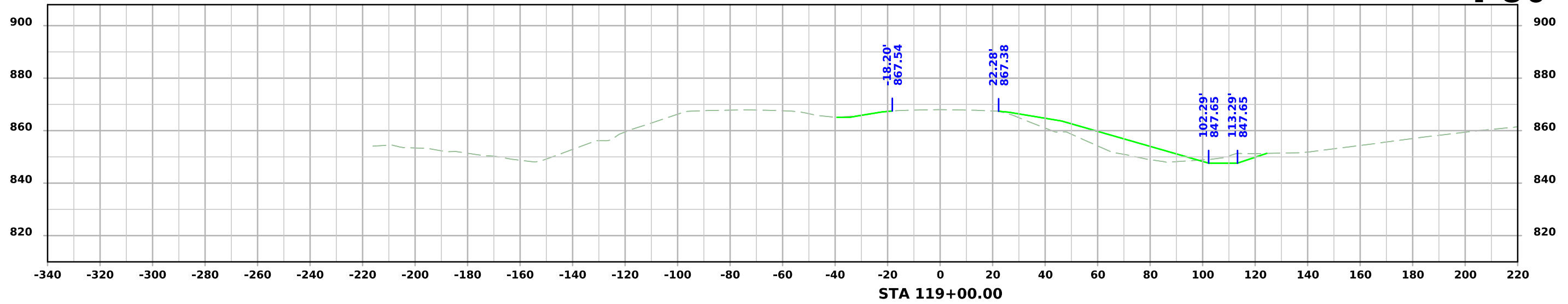


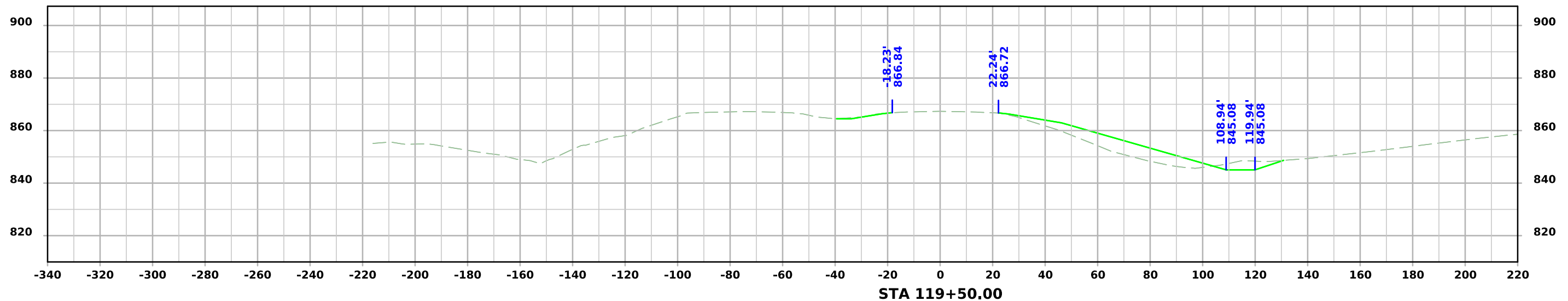
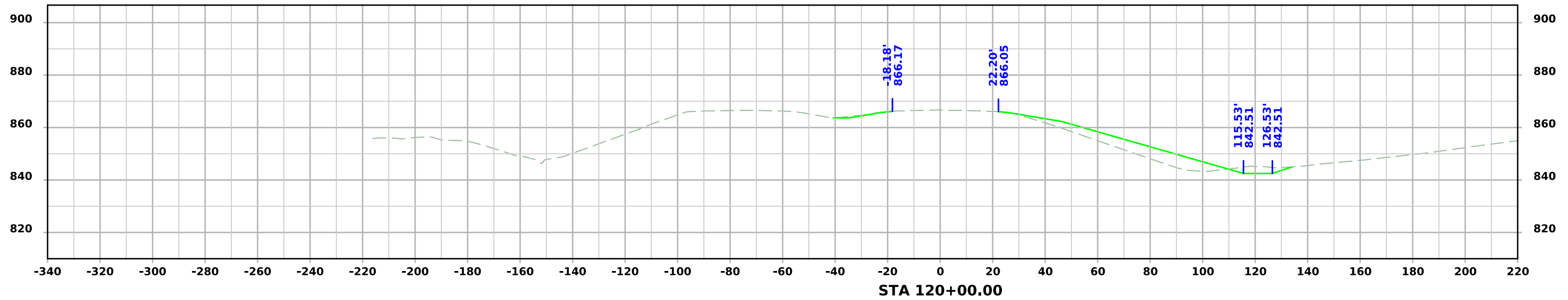


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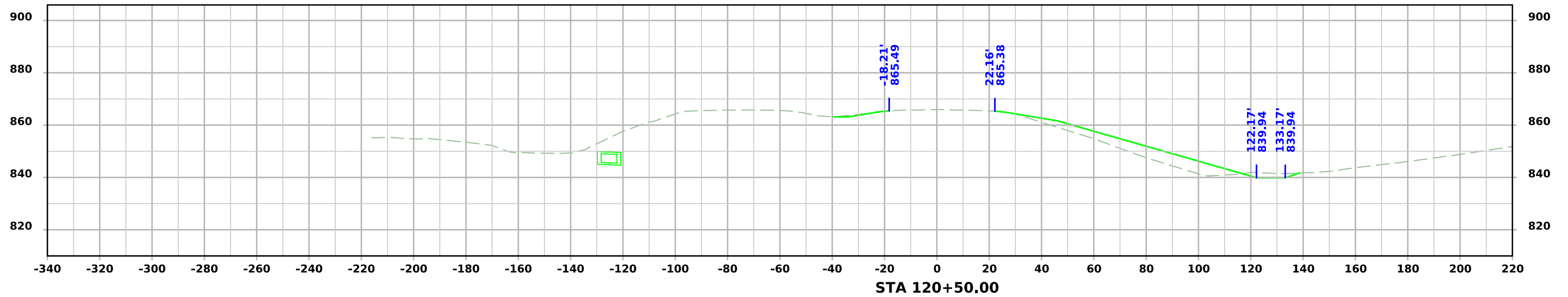
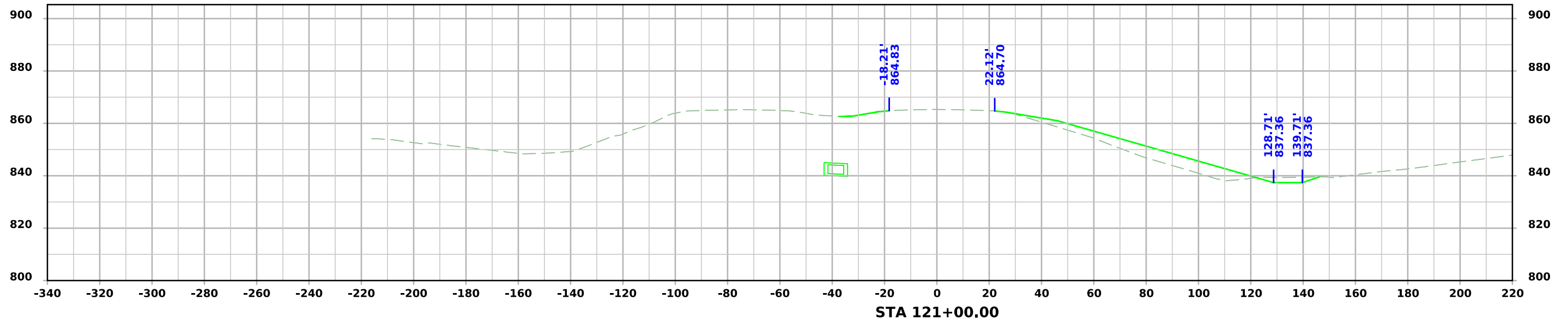


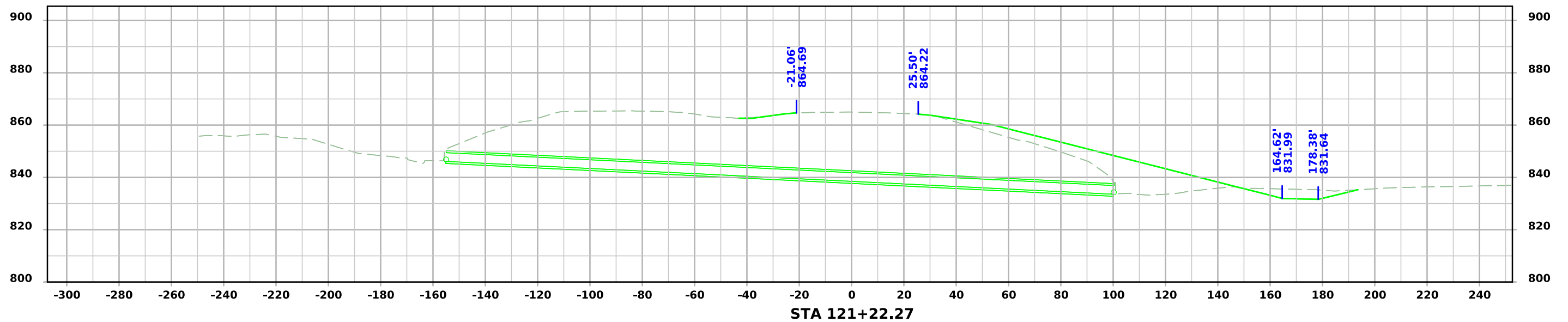
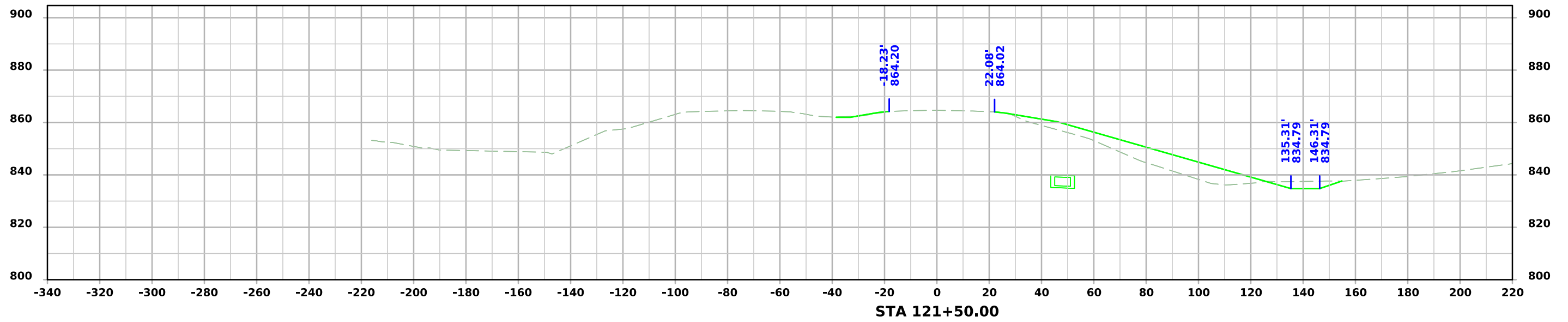
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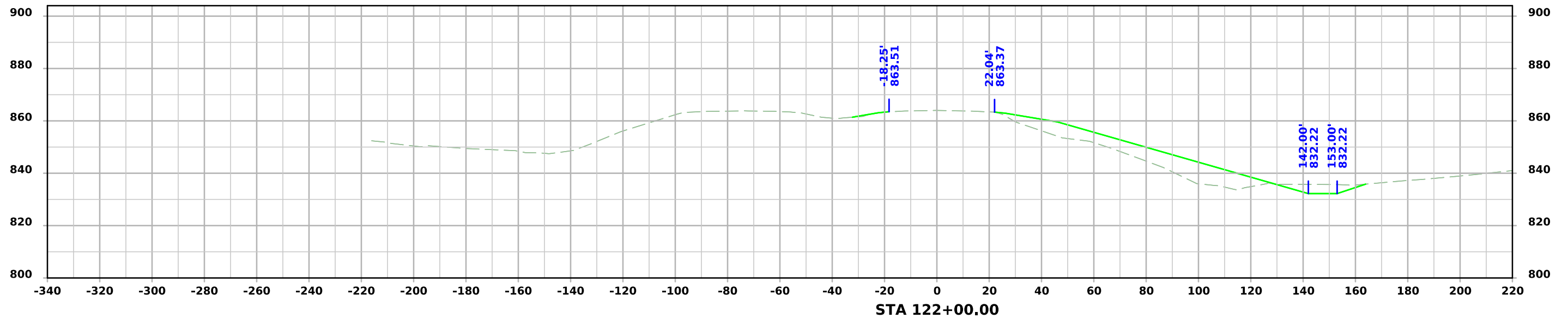
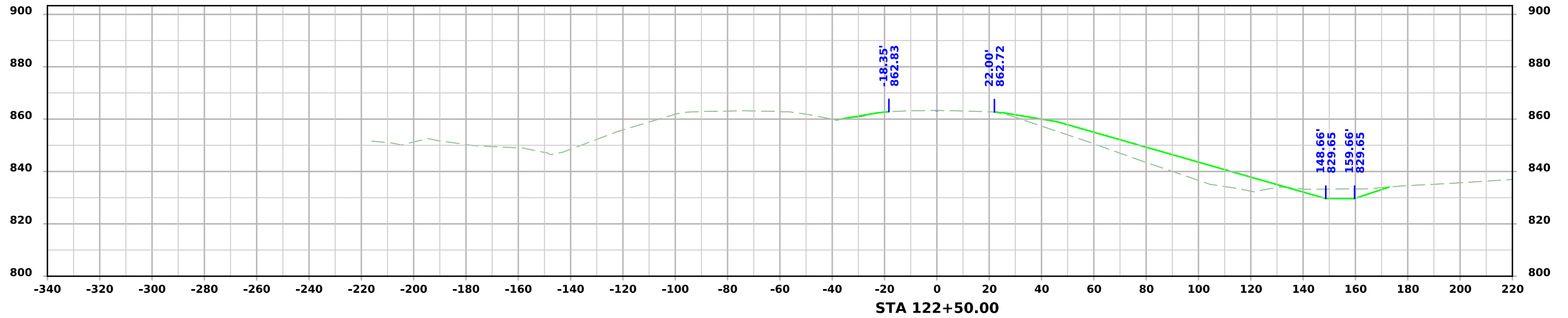




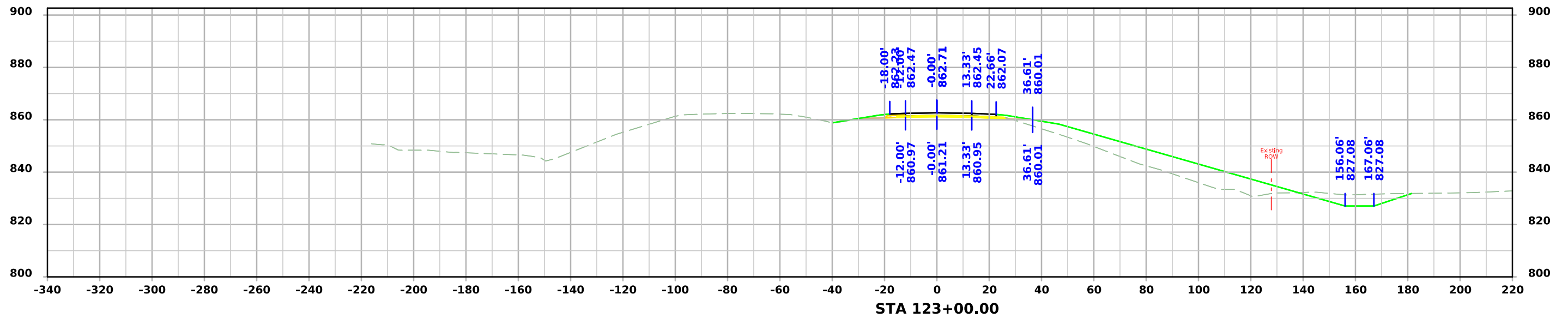
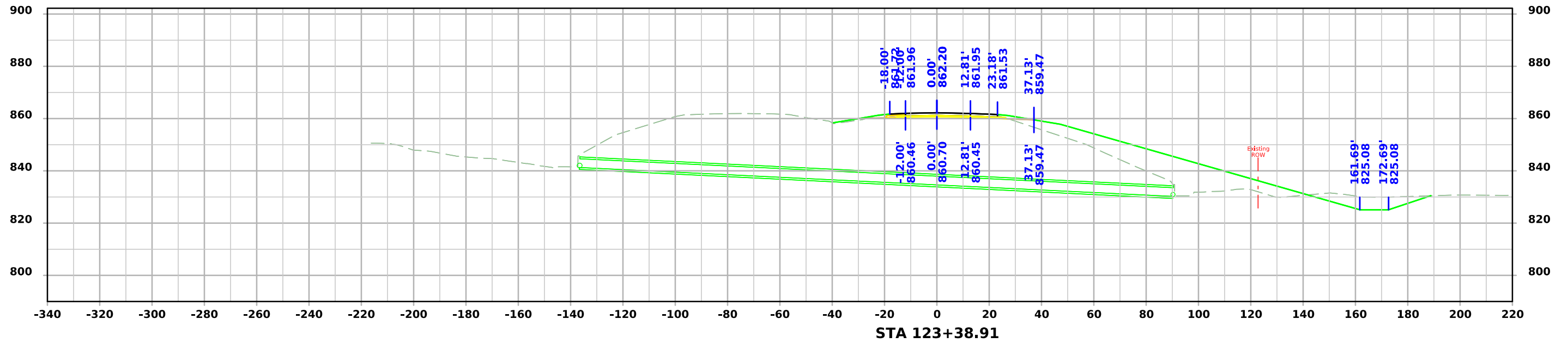


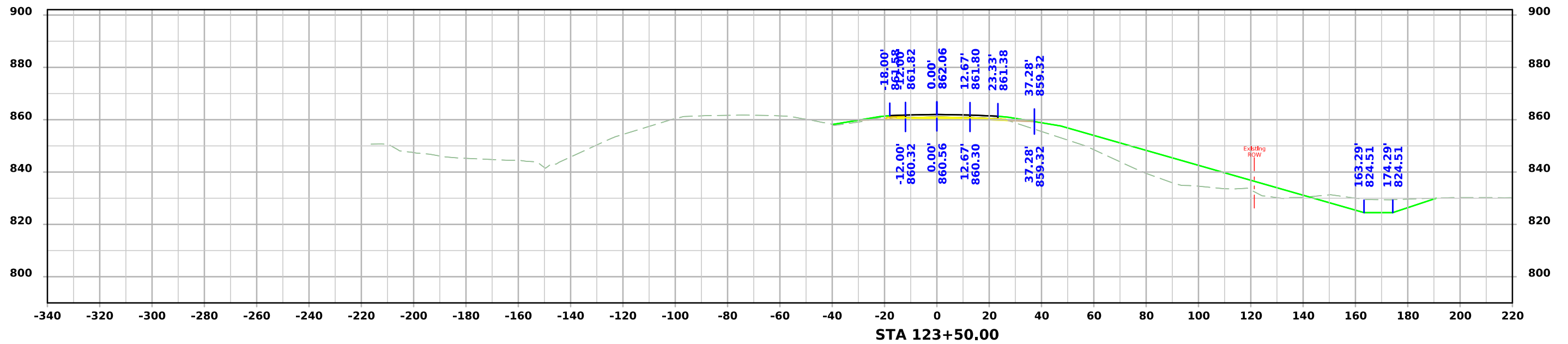
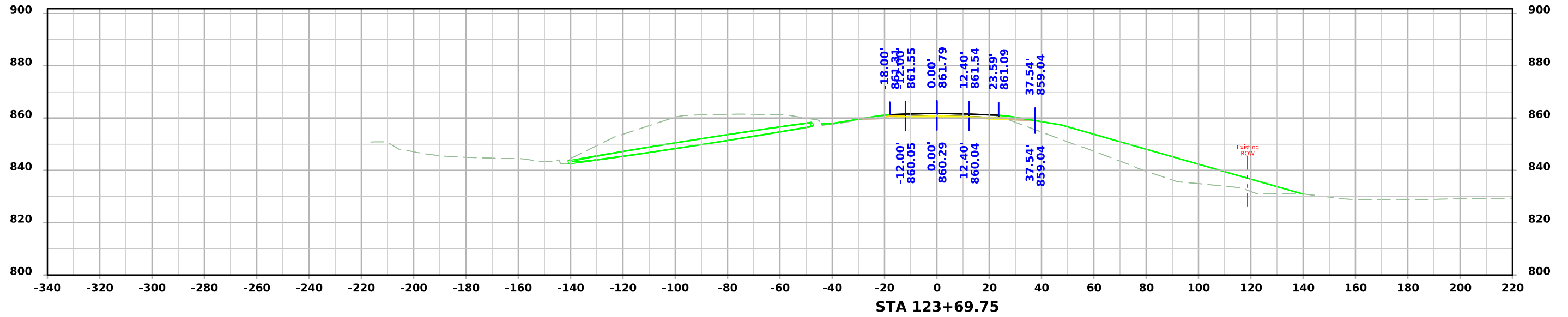


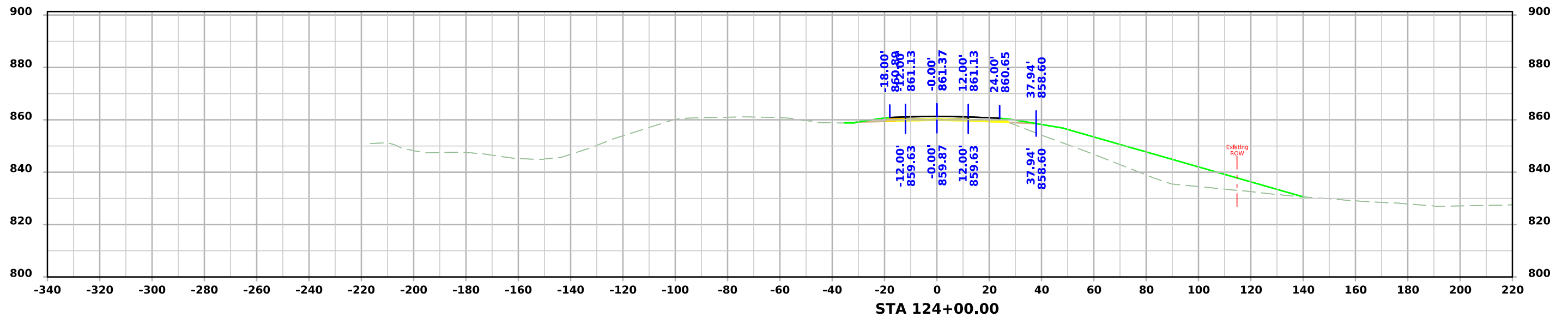
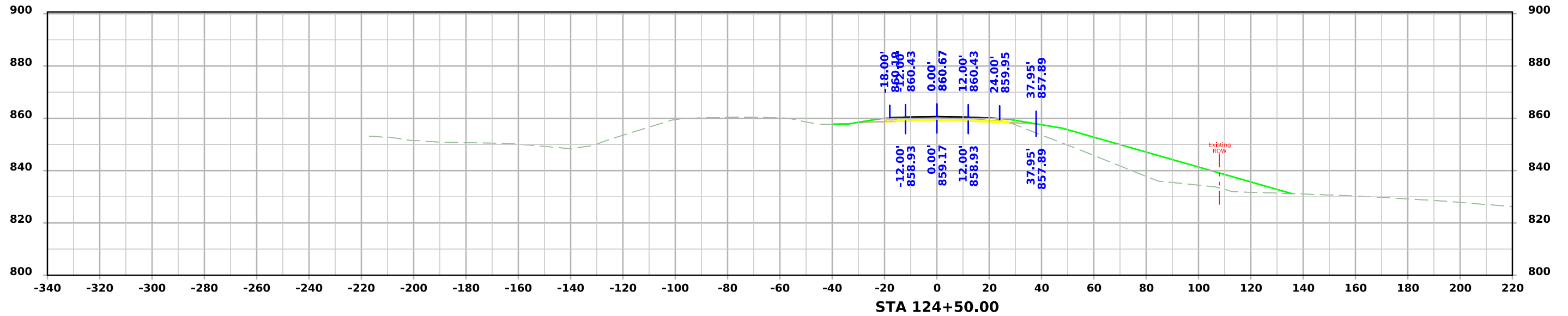




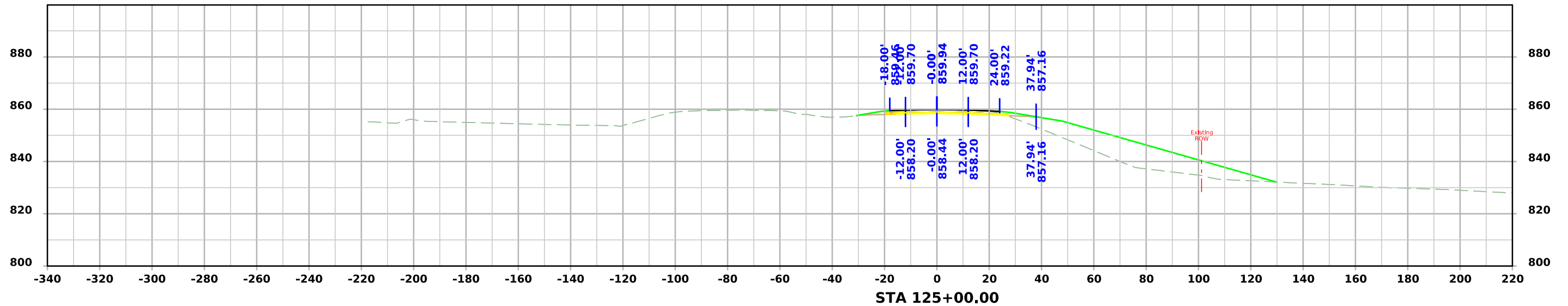
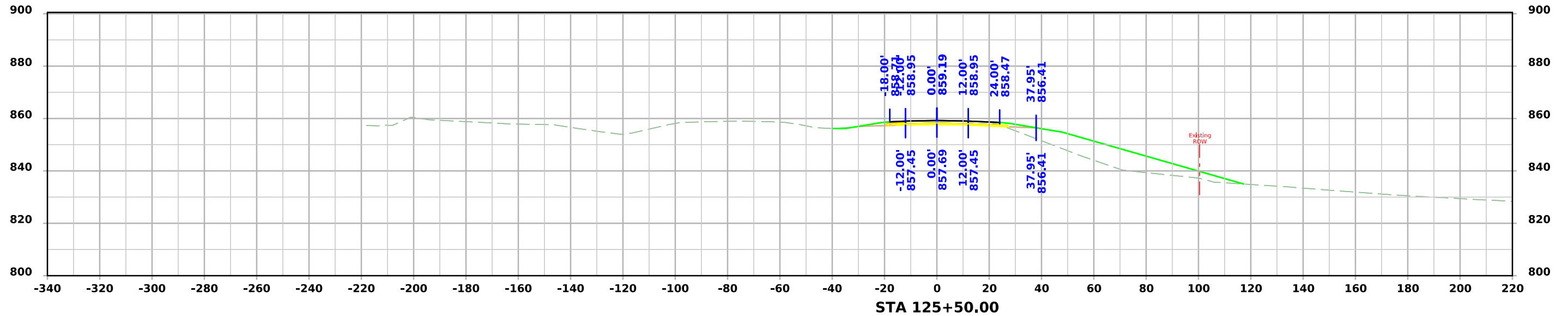


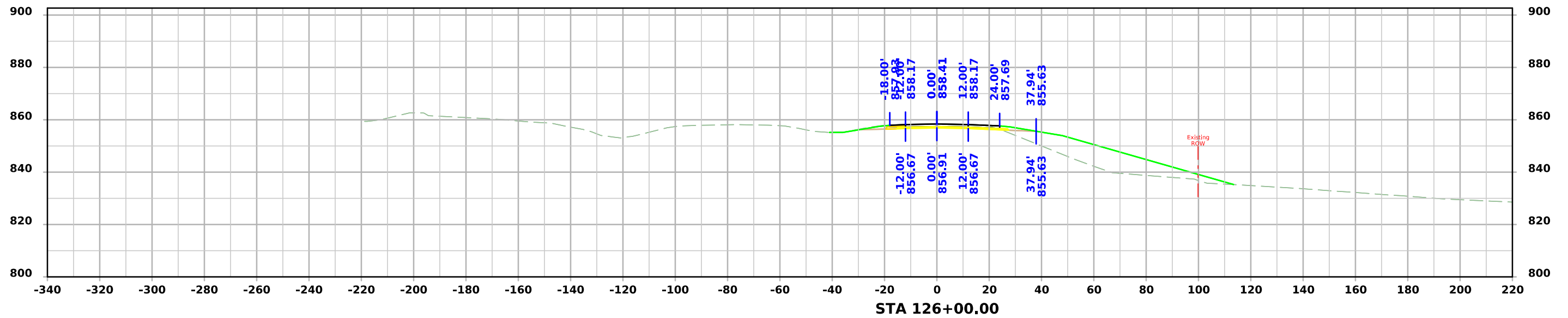
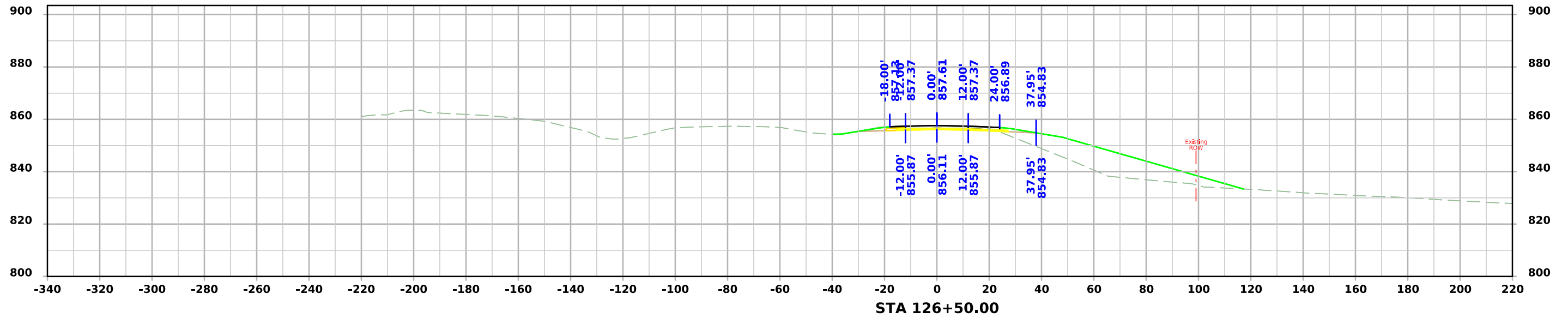


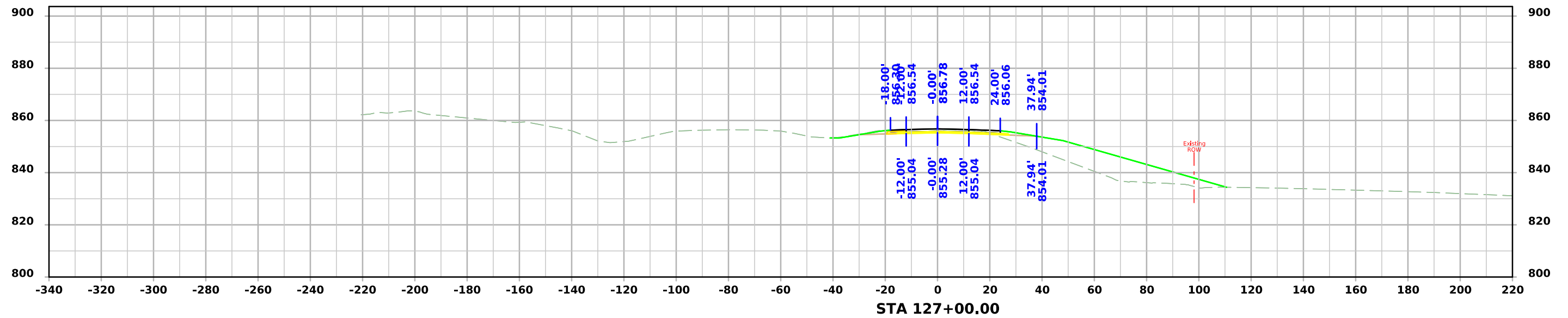
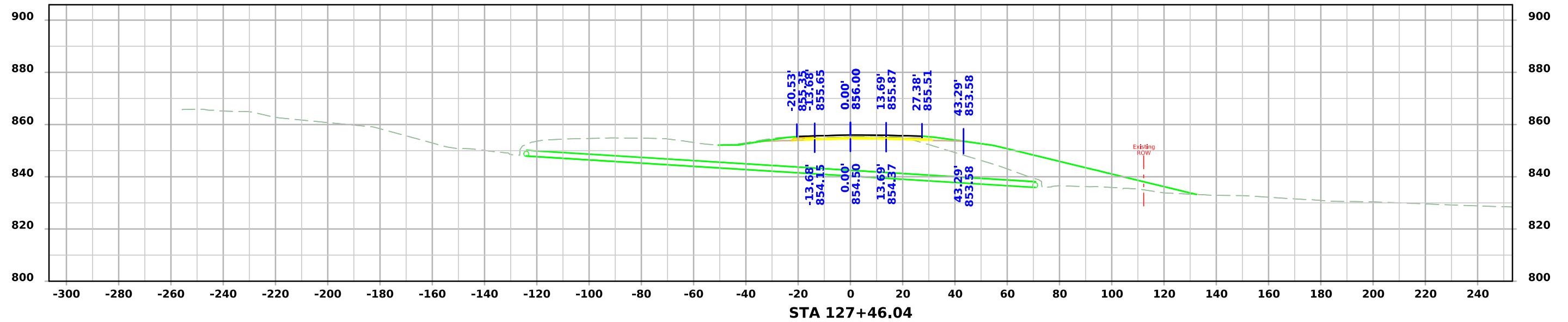




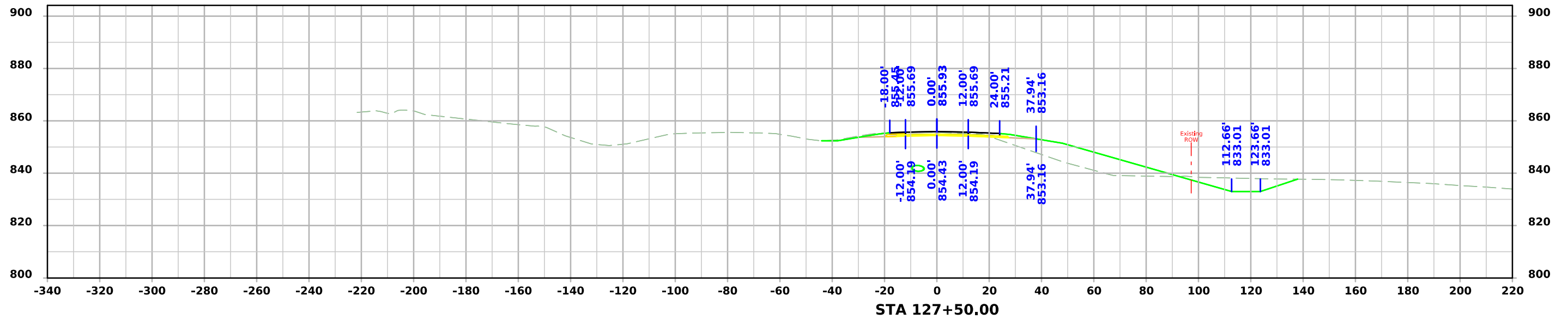
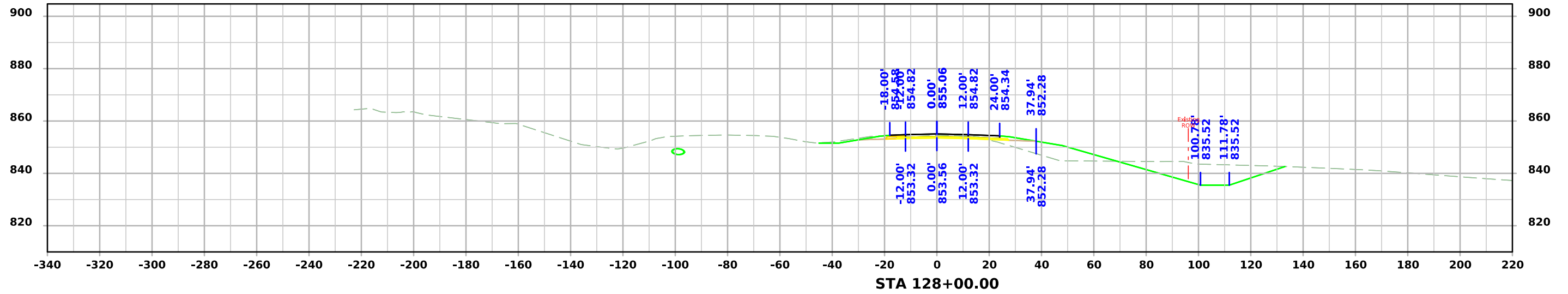


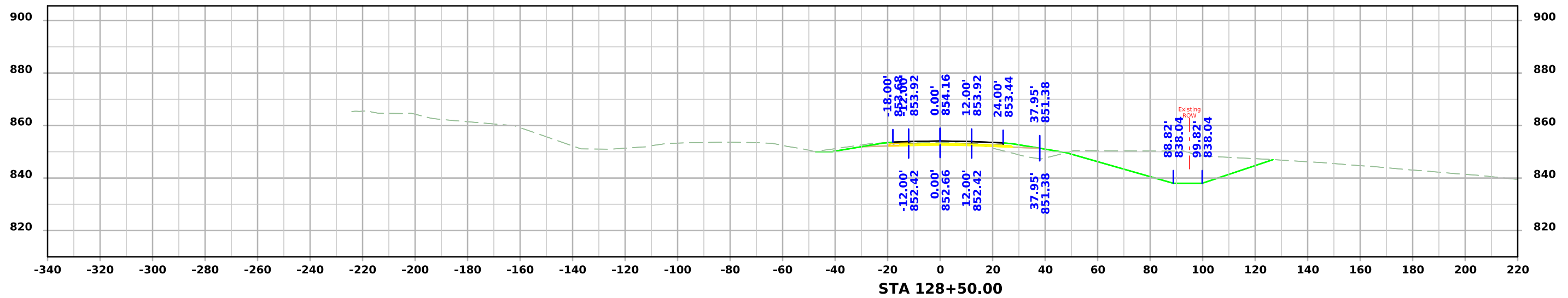
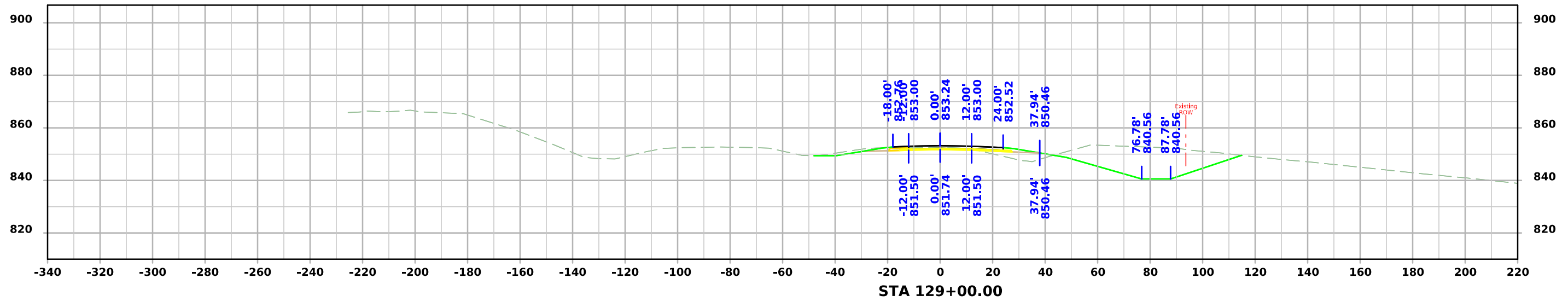




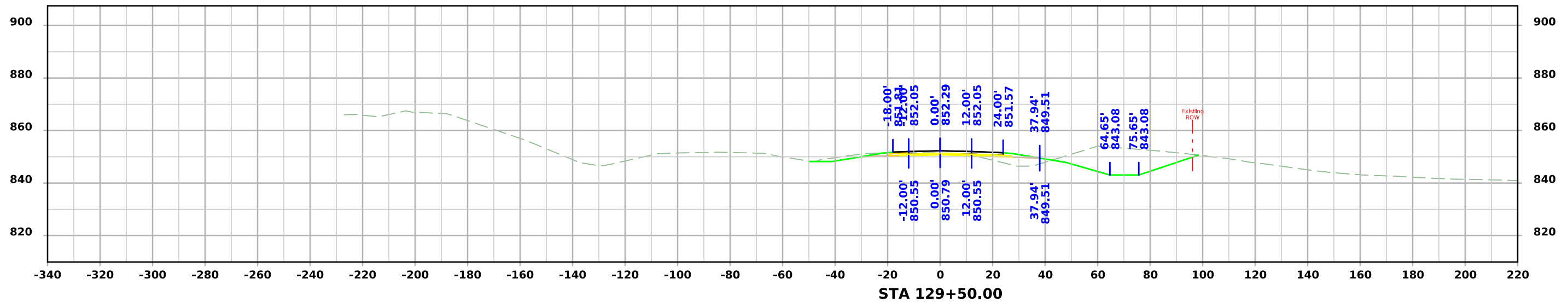
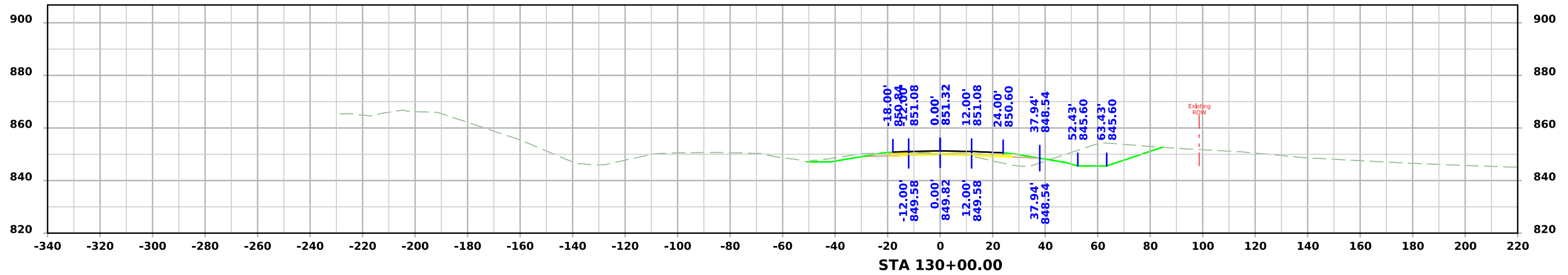
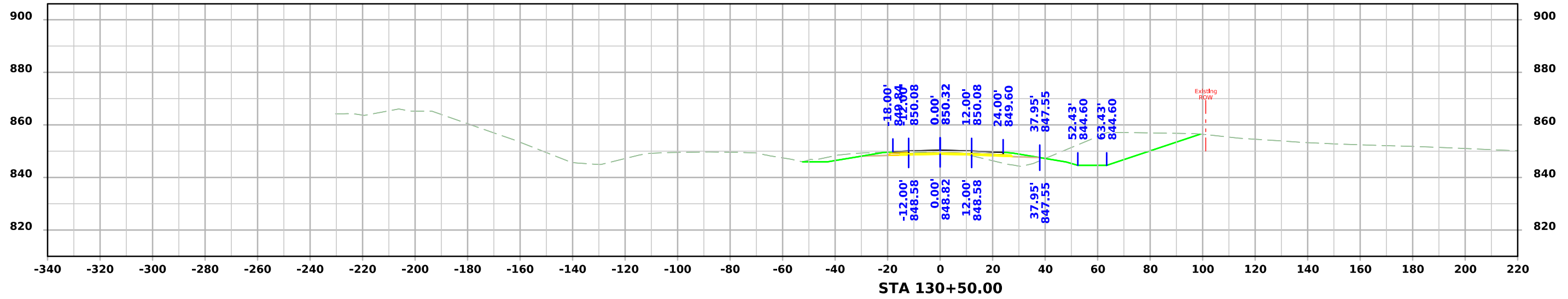




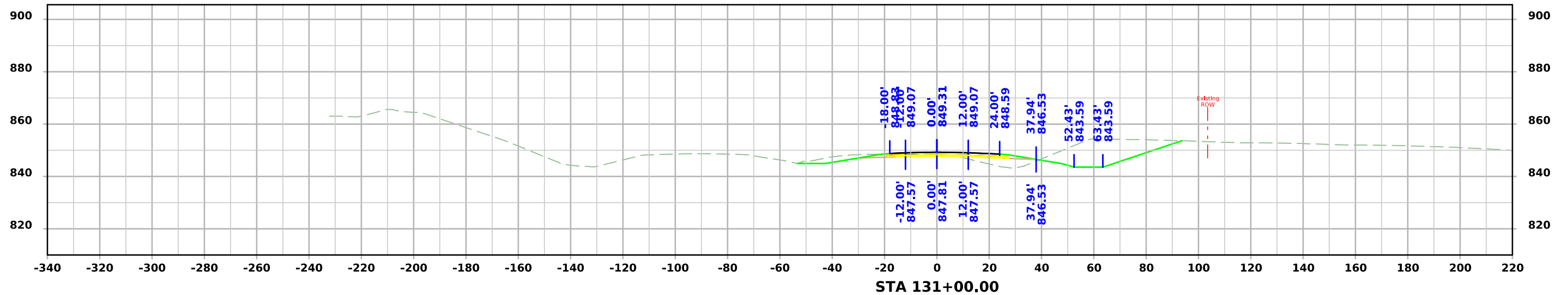
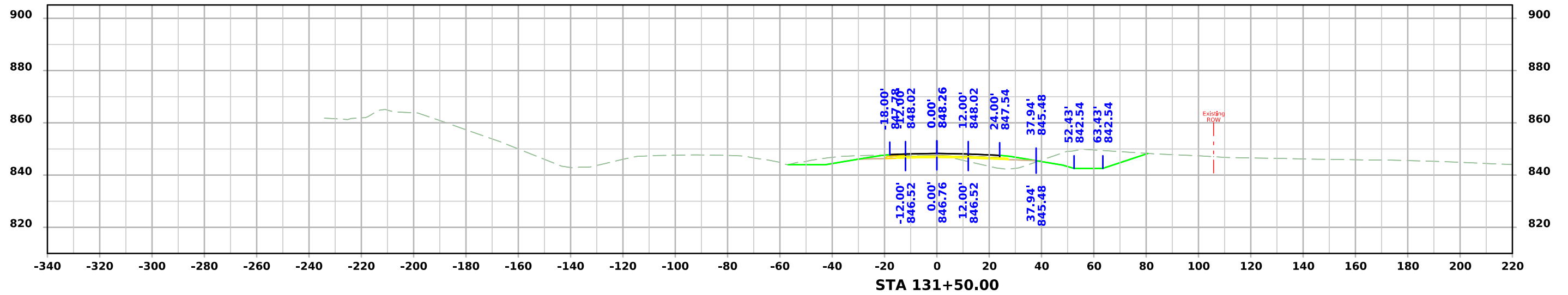




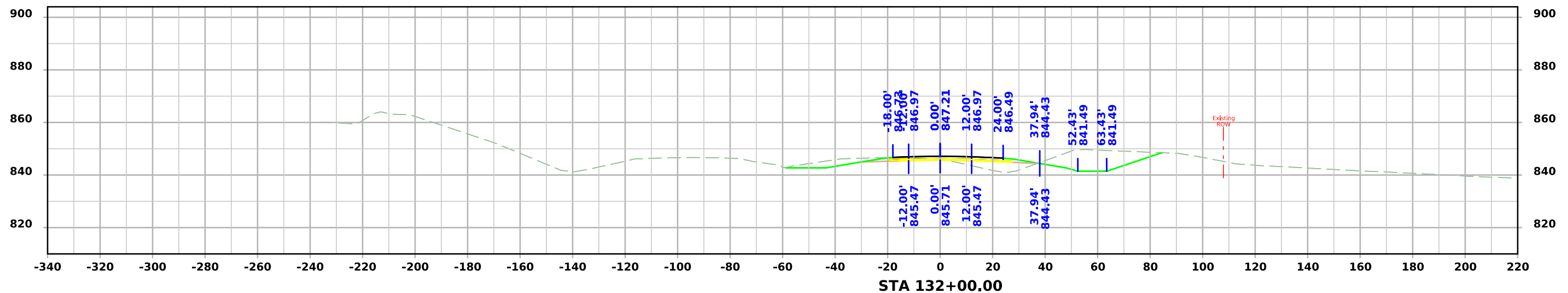
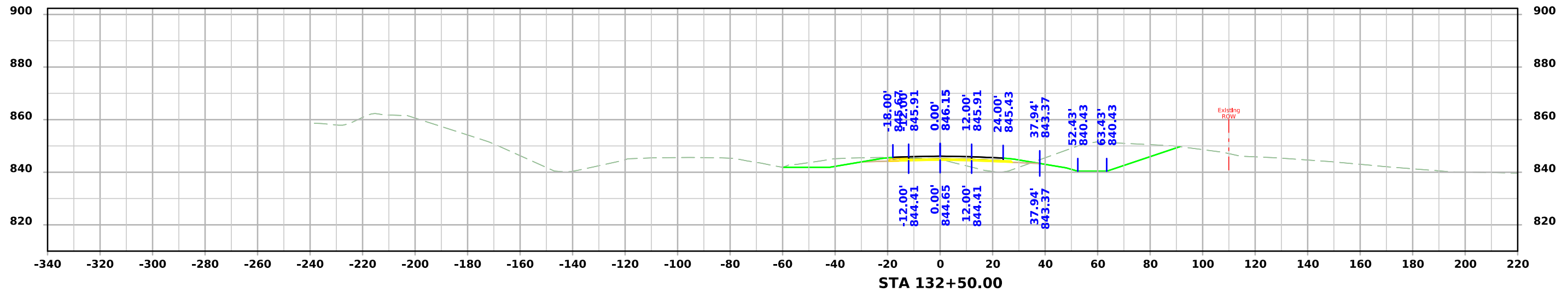
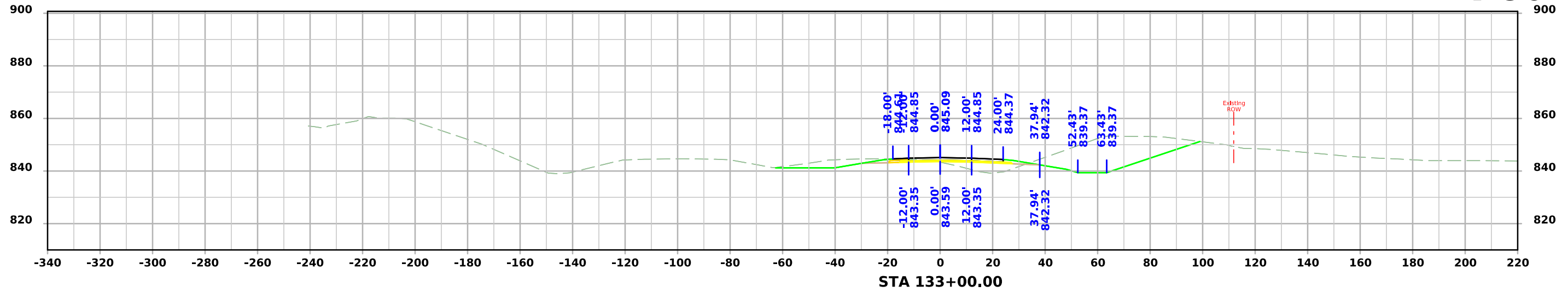
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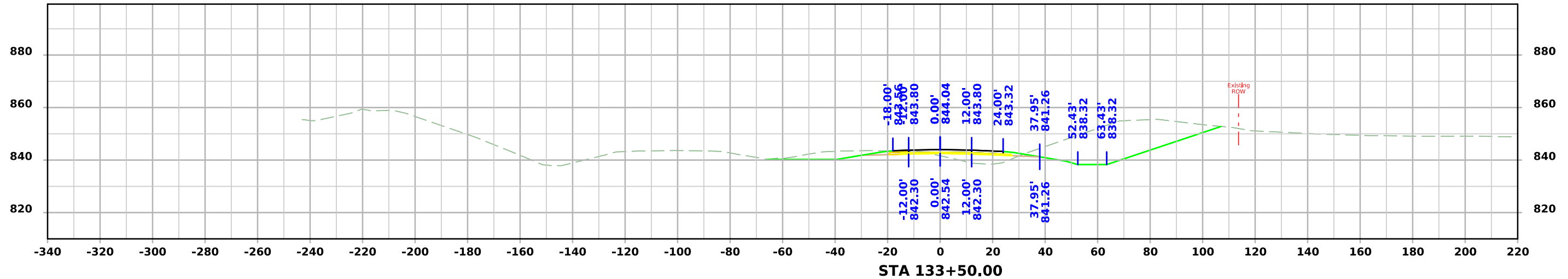
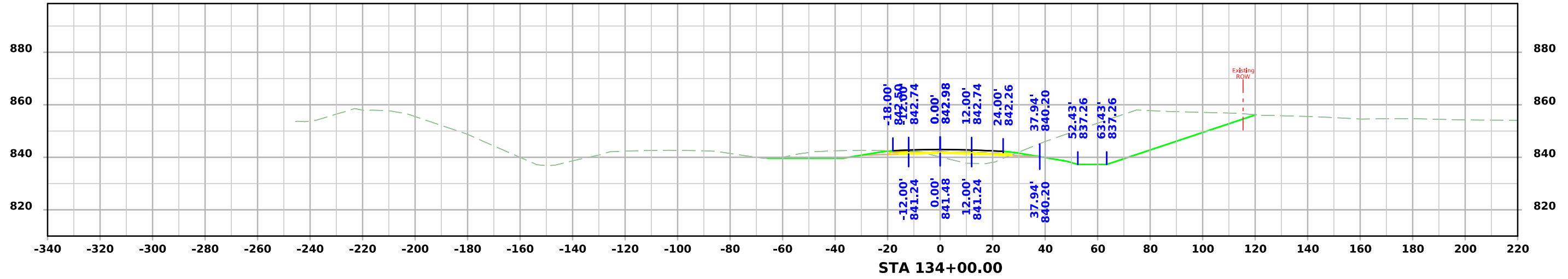
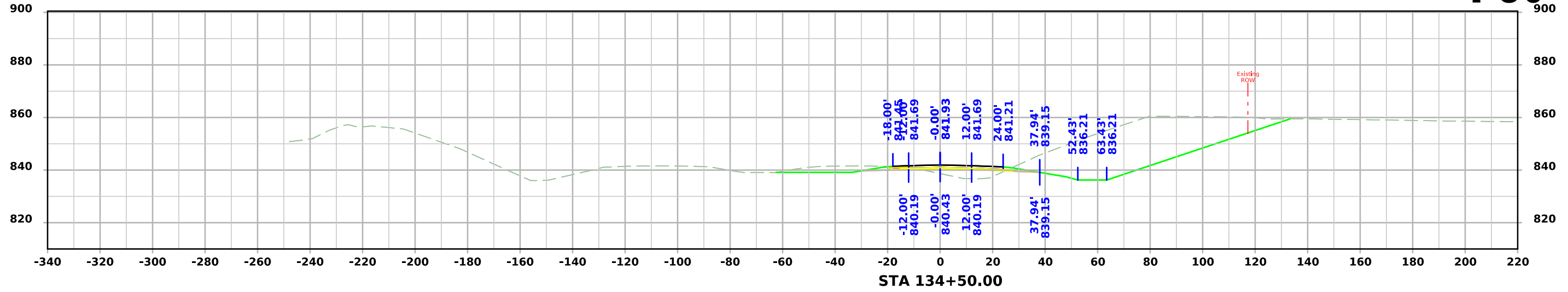




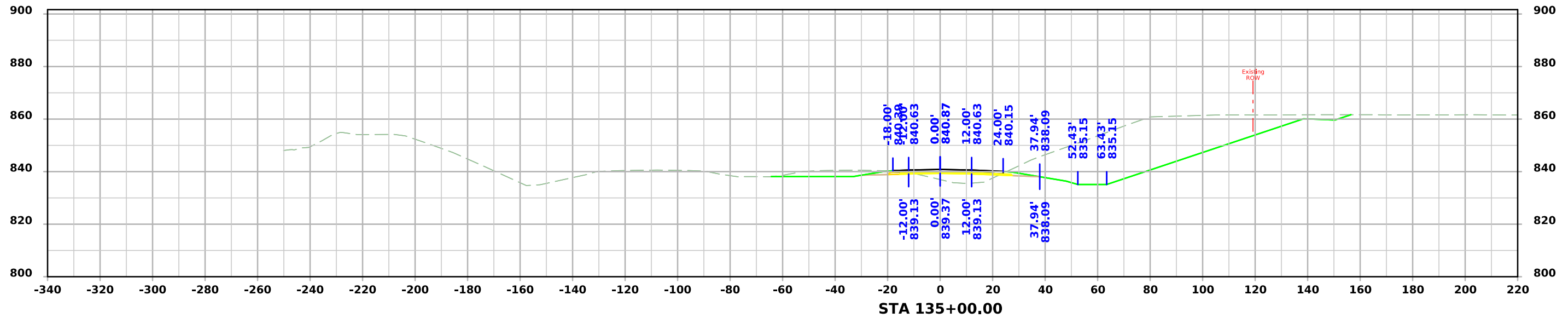
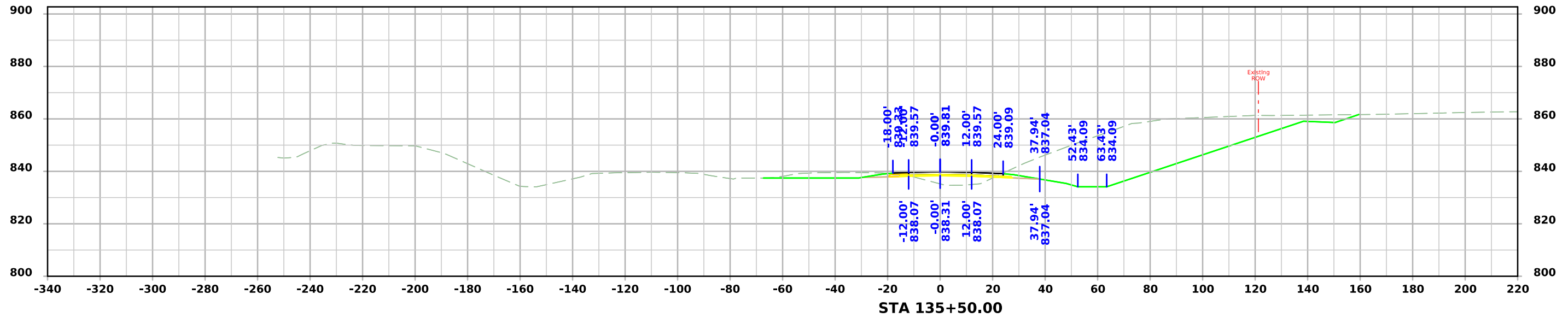


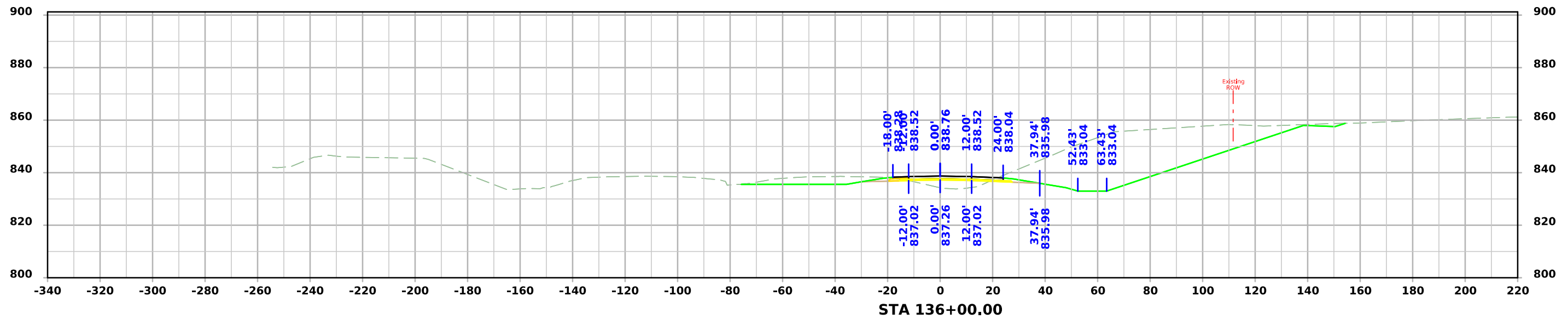
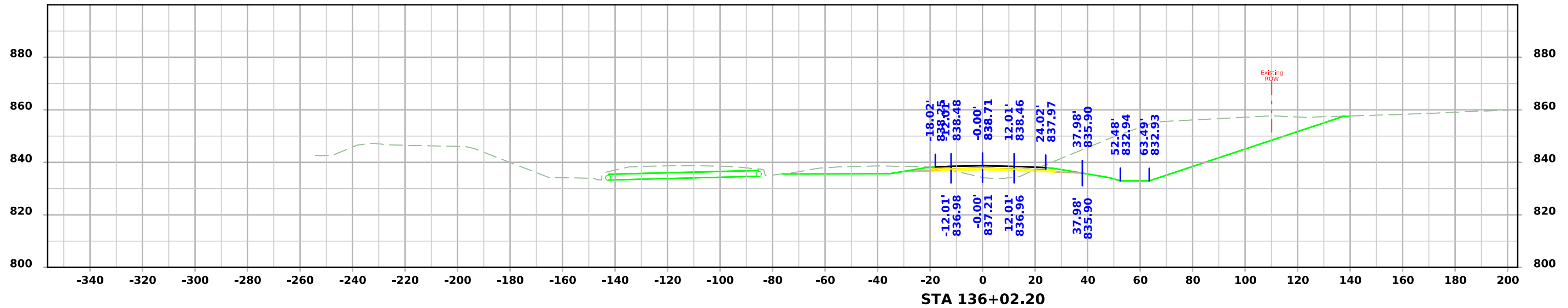
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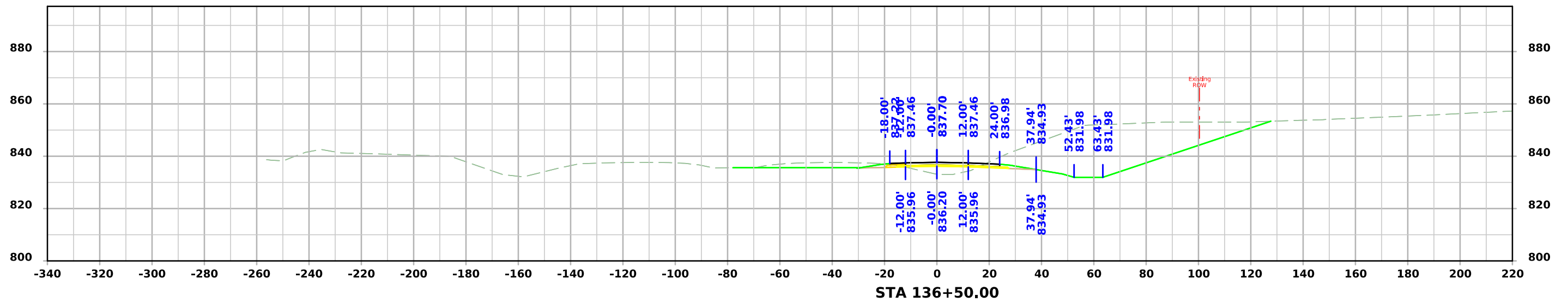
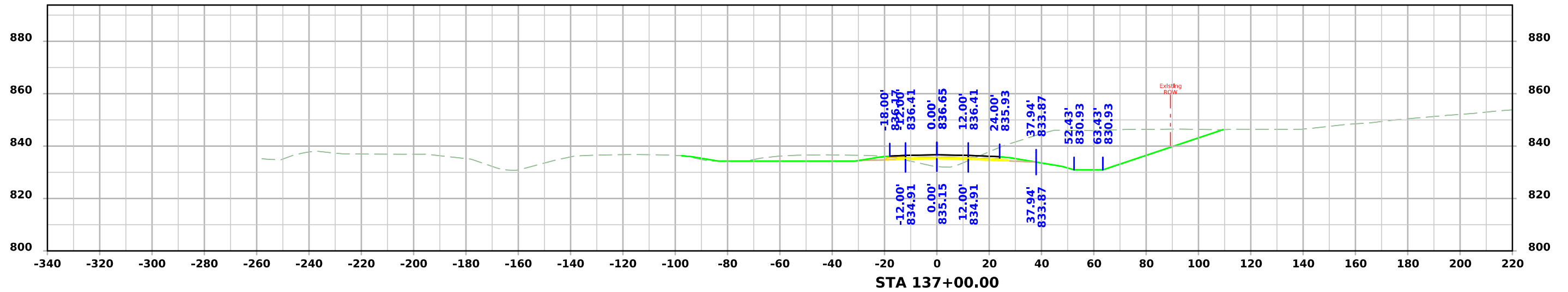






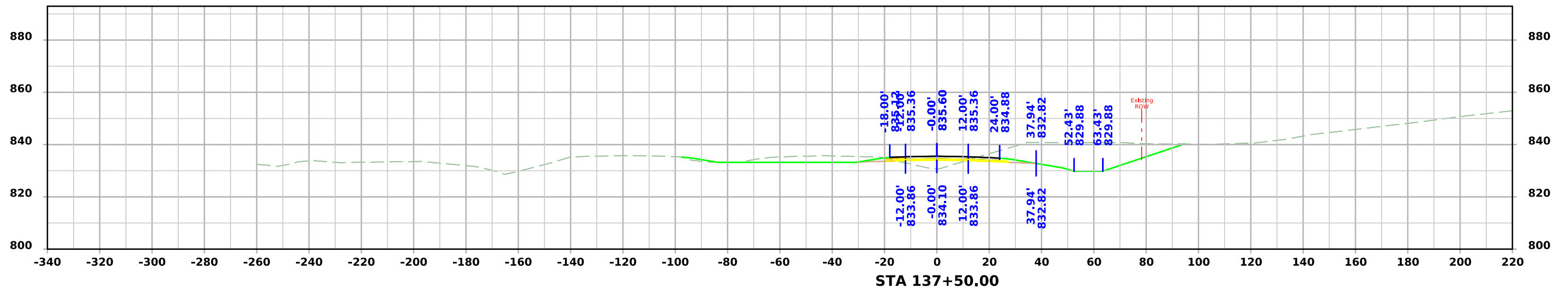
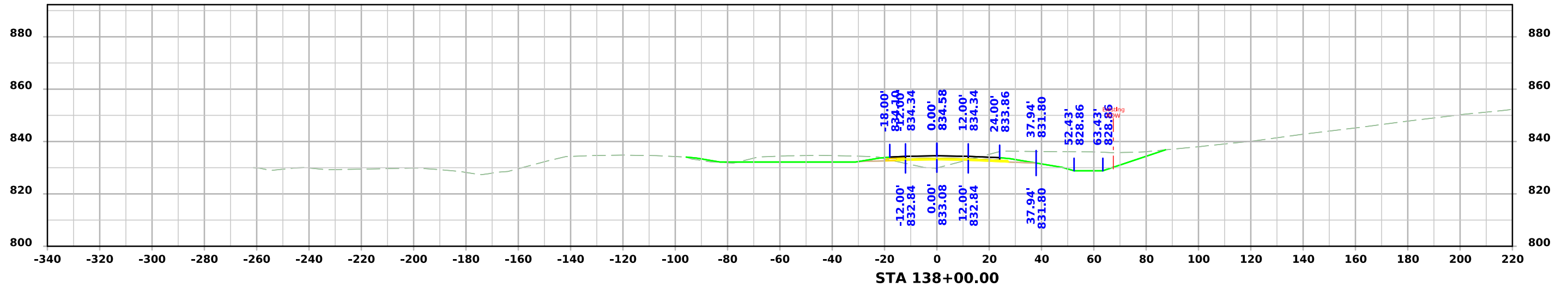
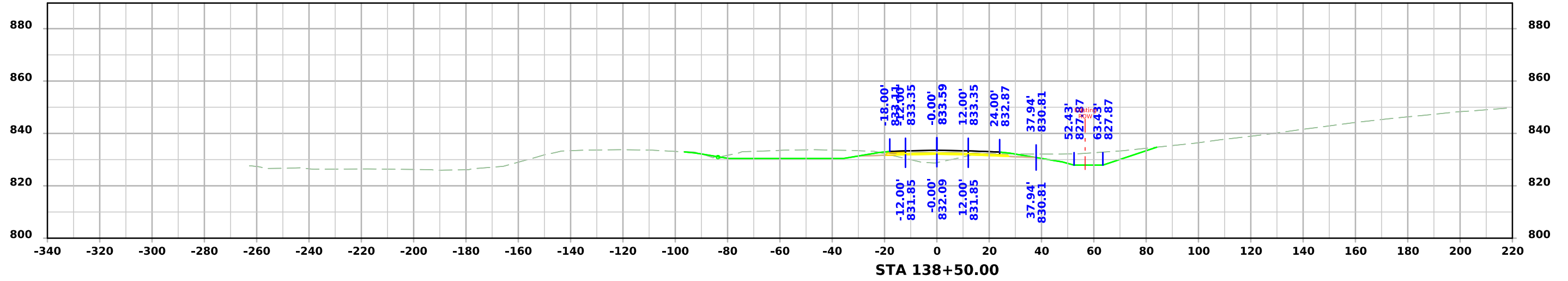




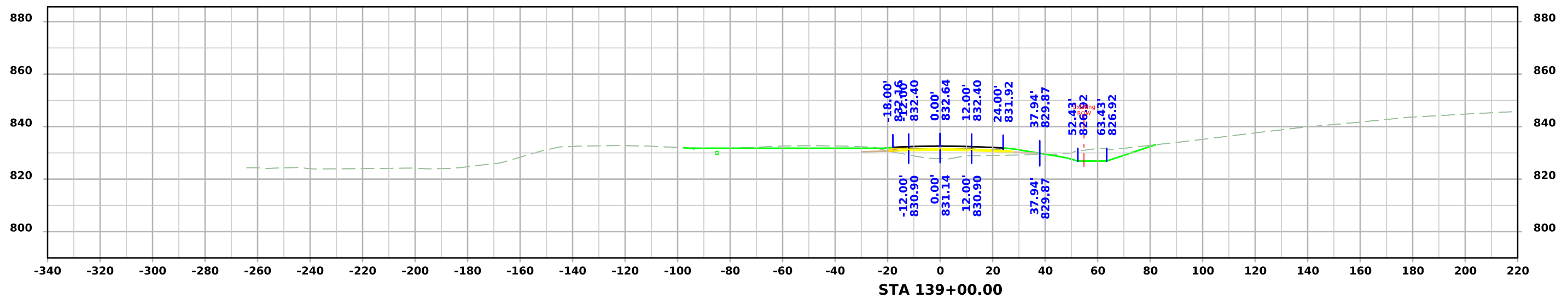
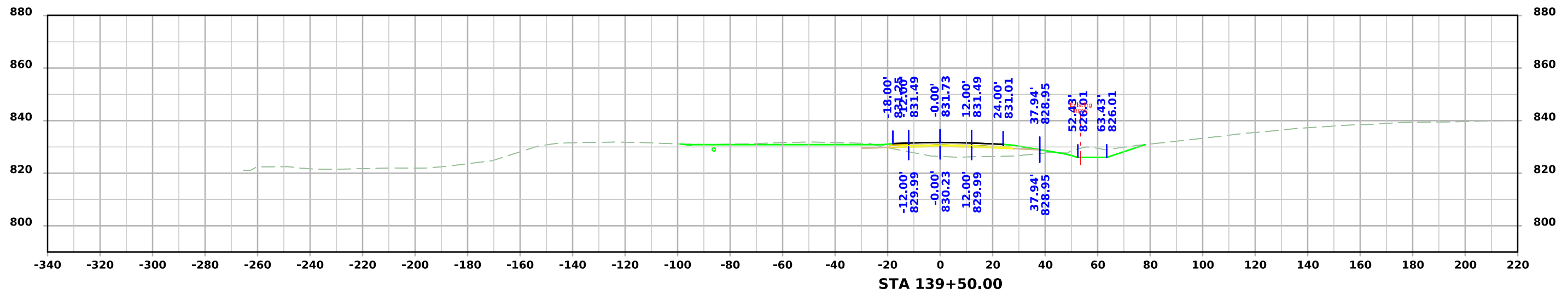
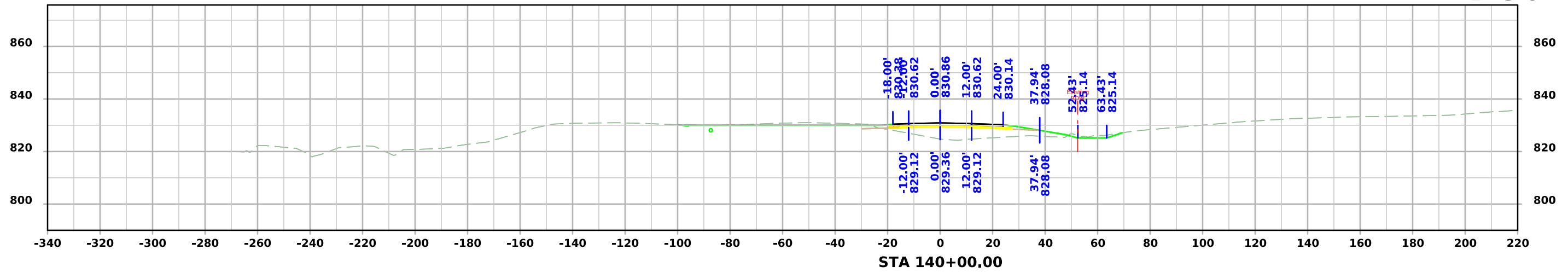


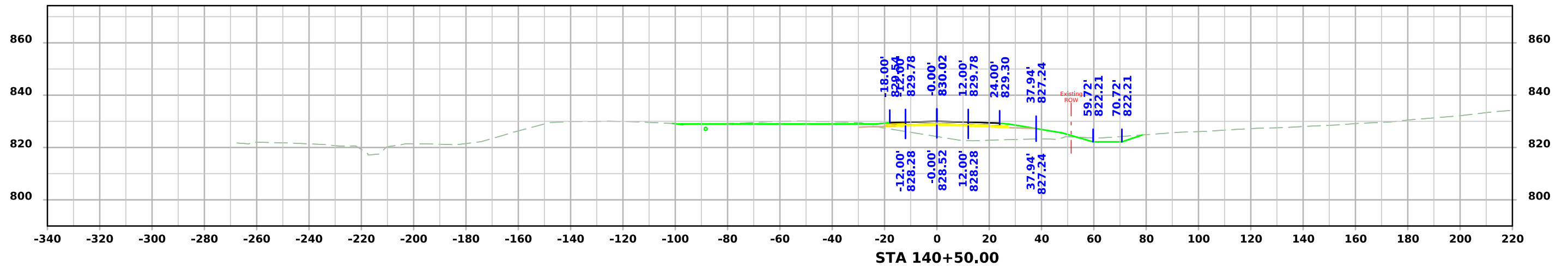
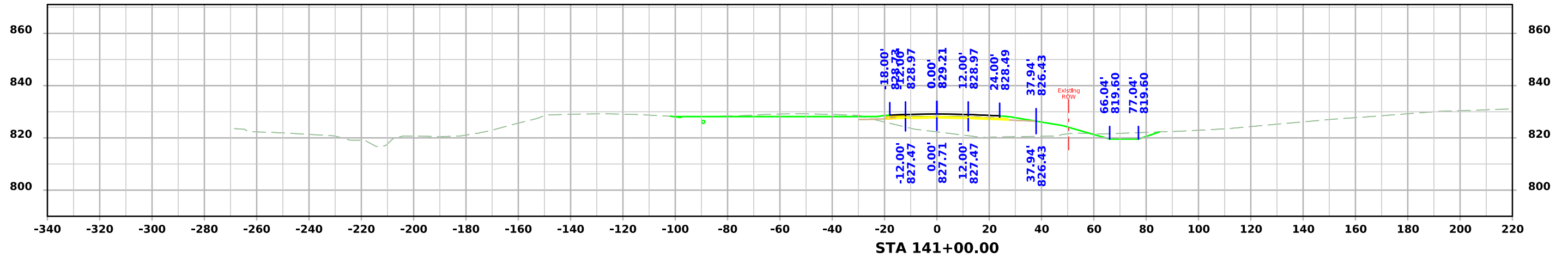
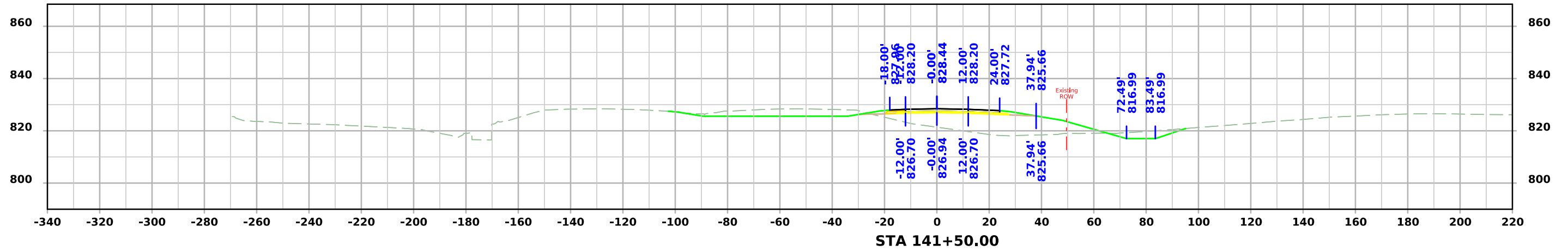


# I-80

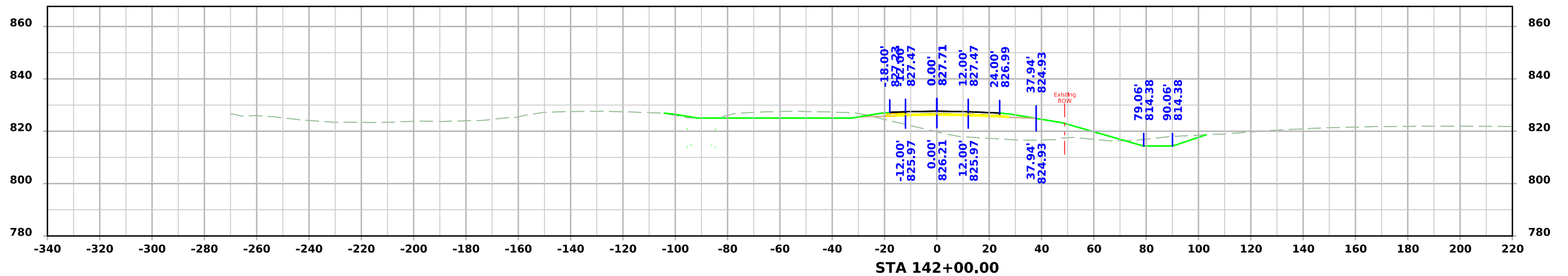
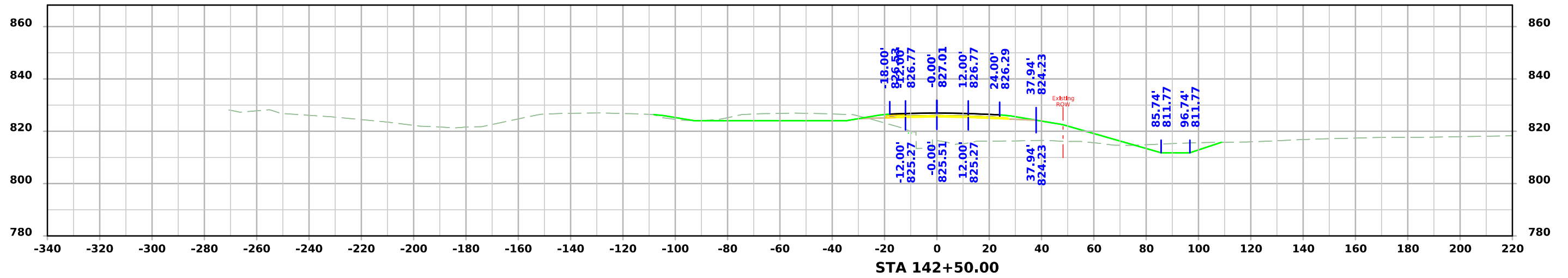
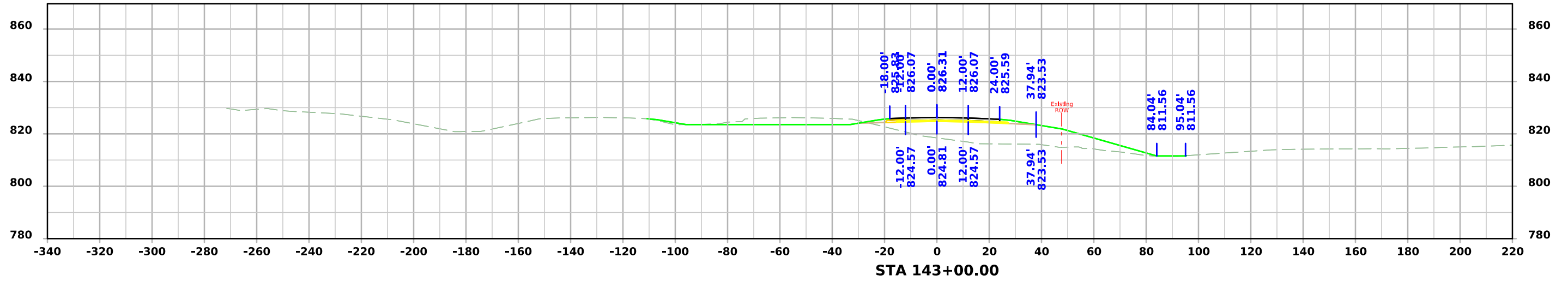


# I-80

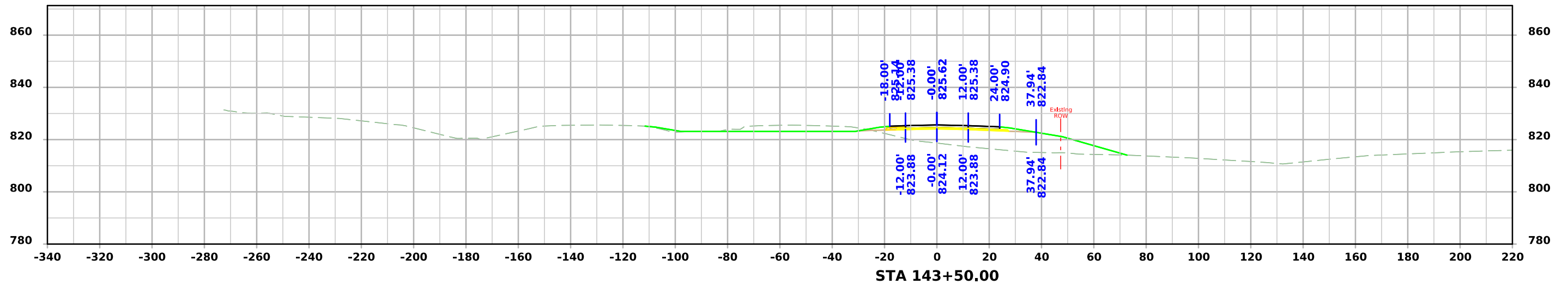
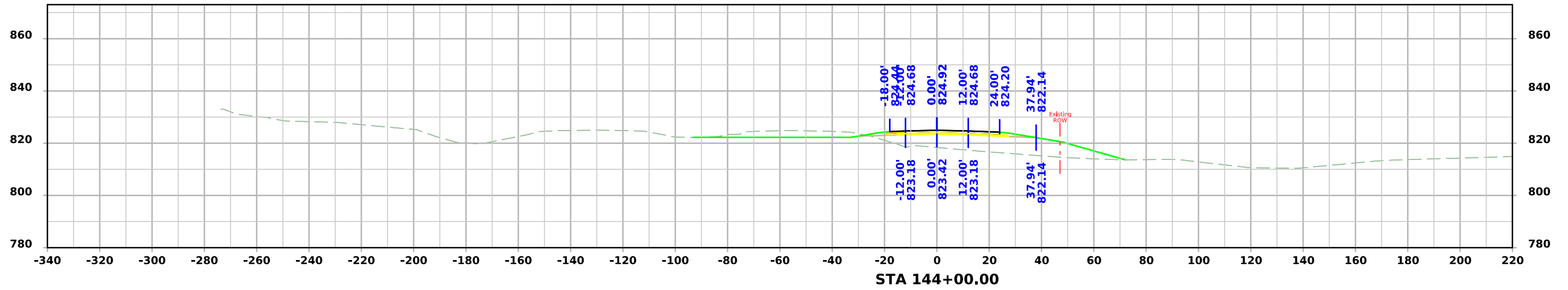
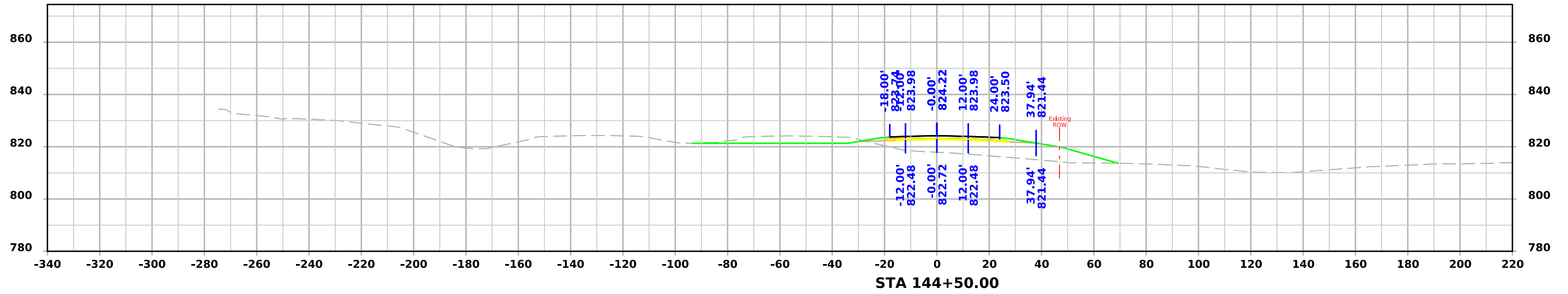


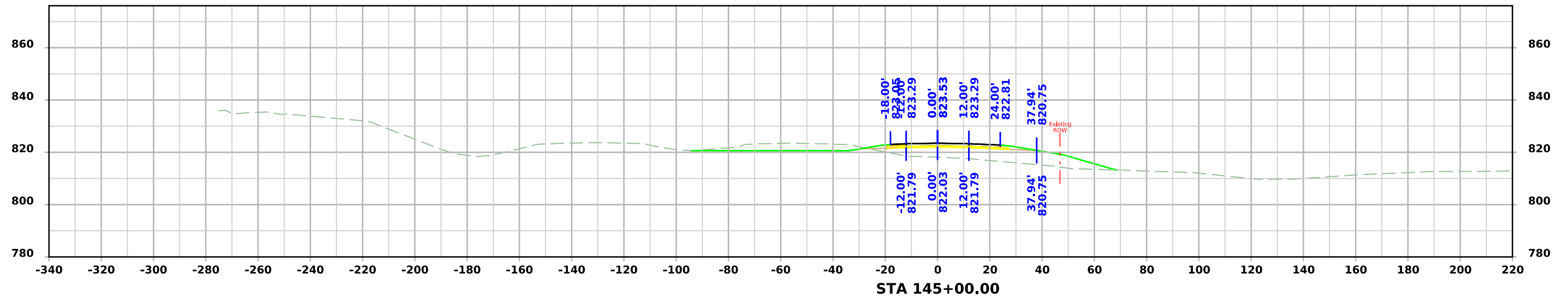
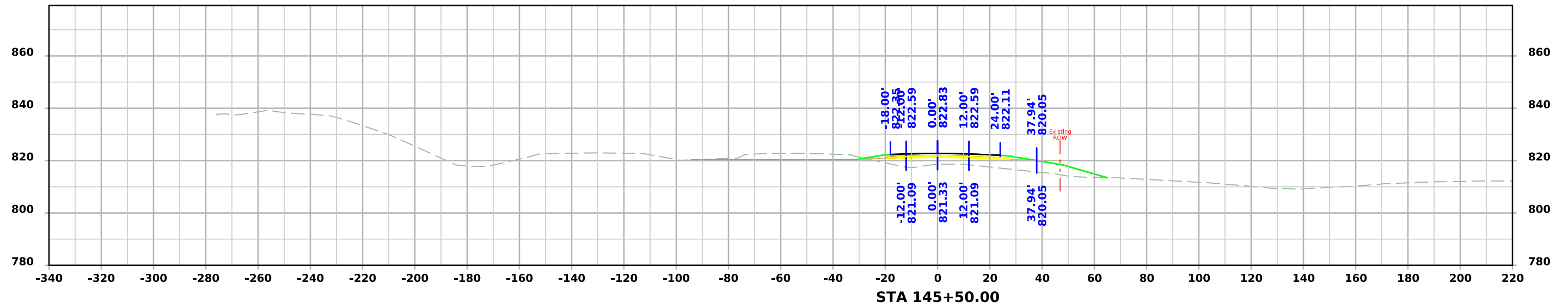


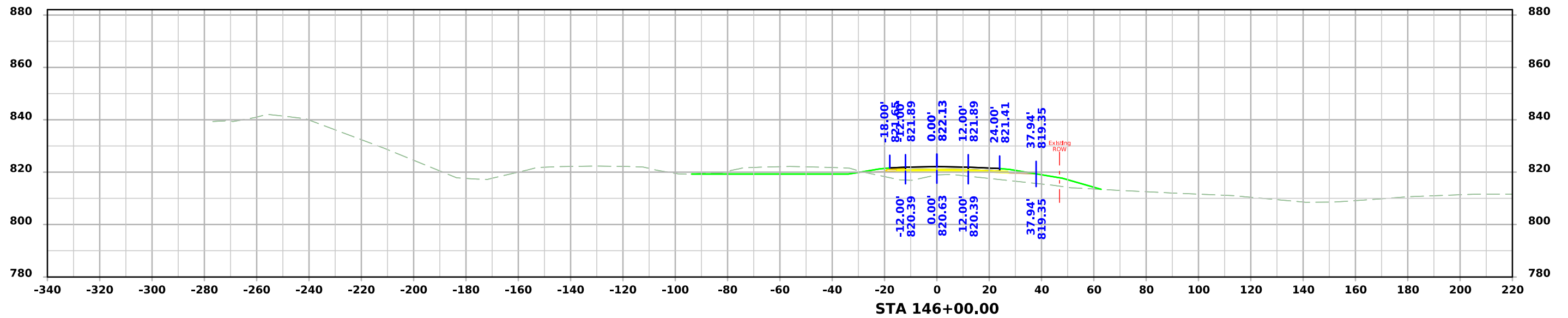
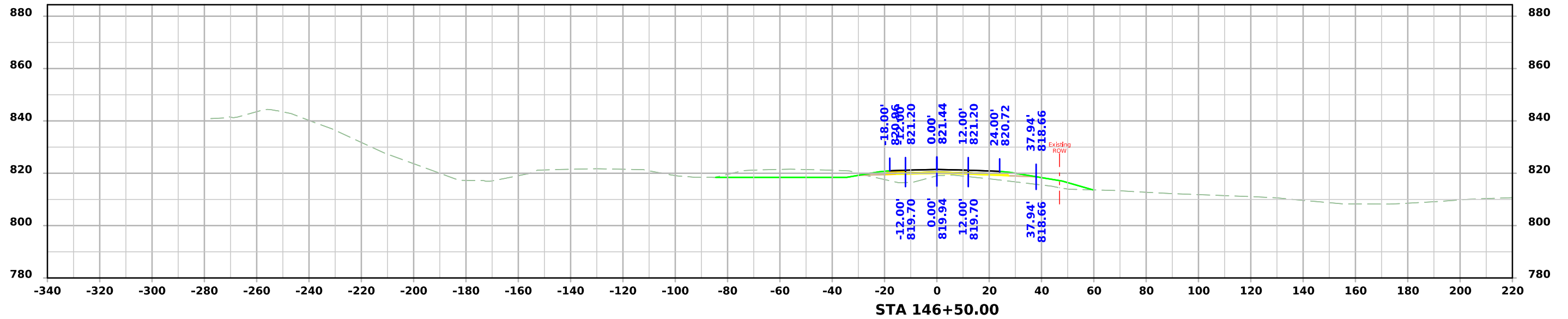
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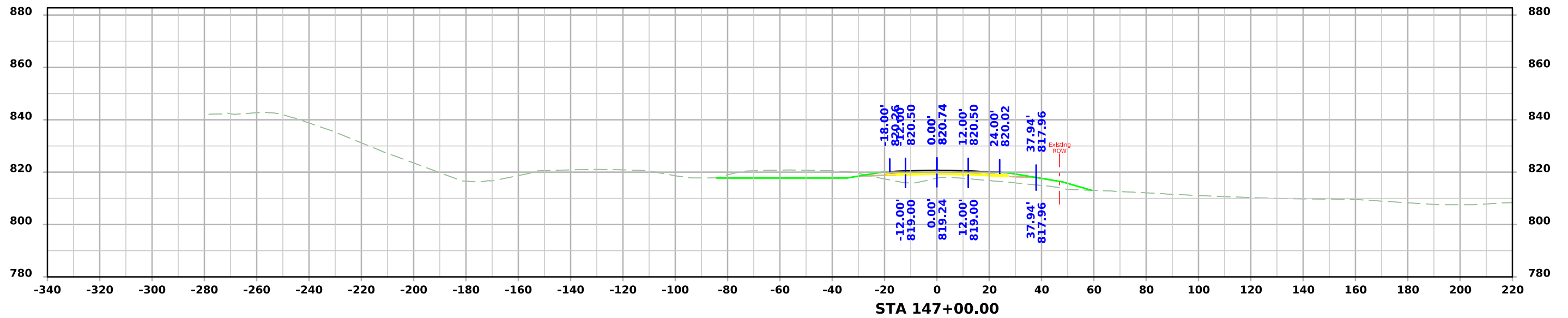
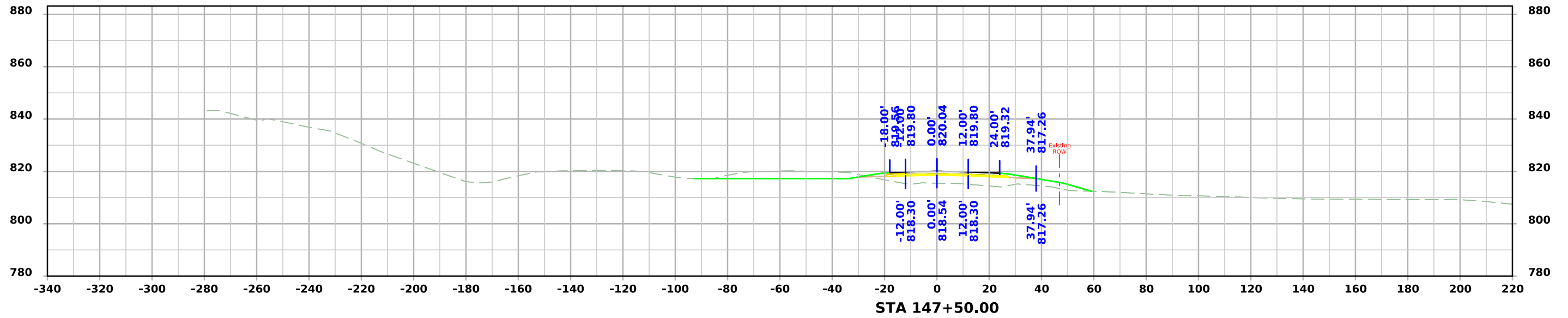




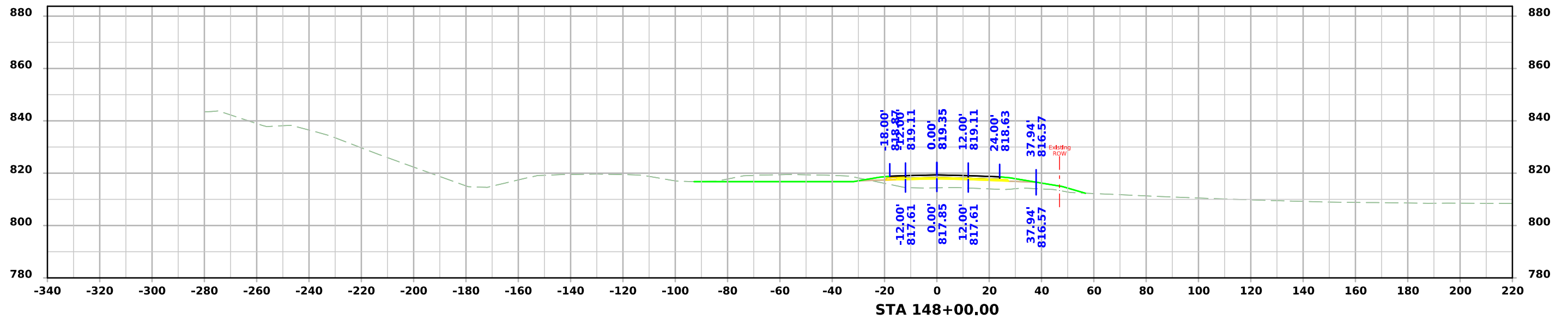
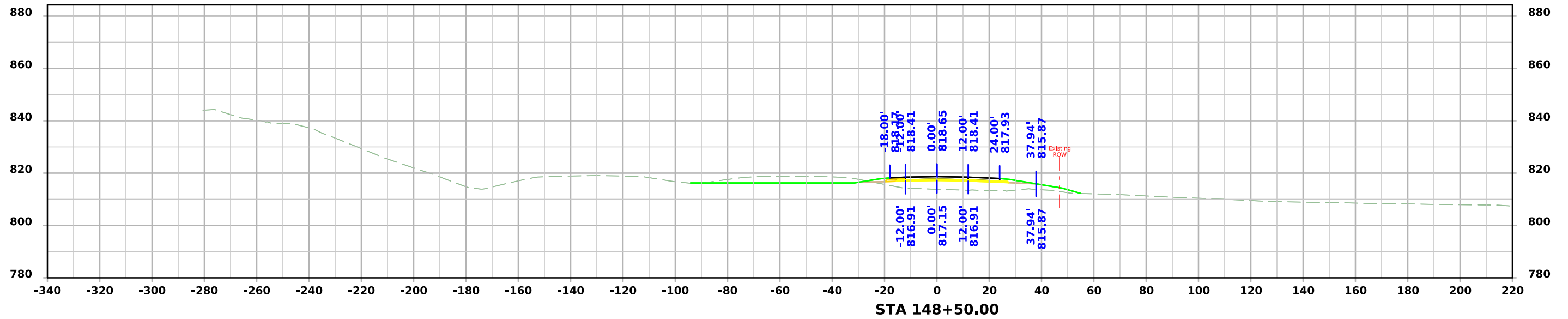


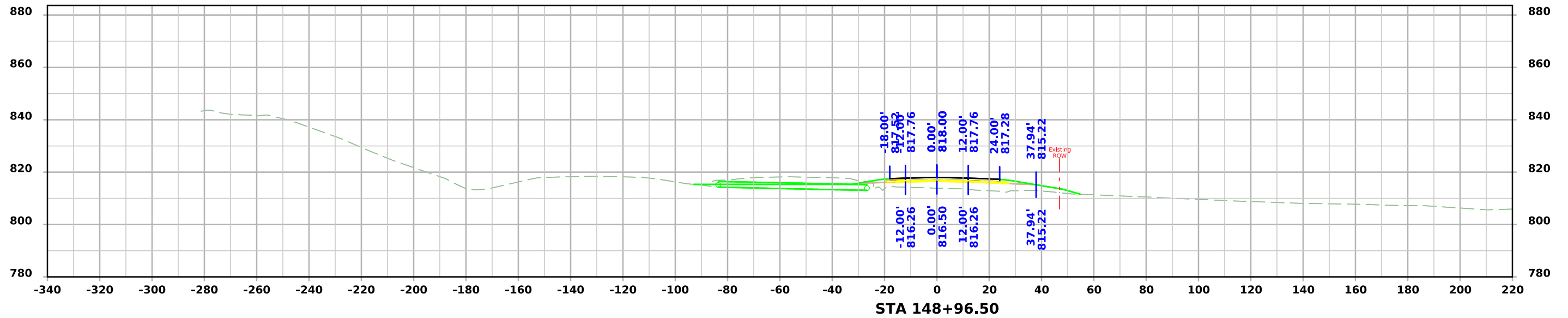
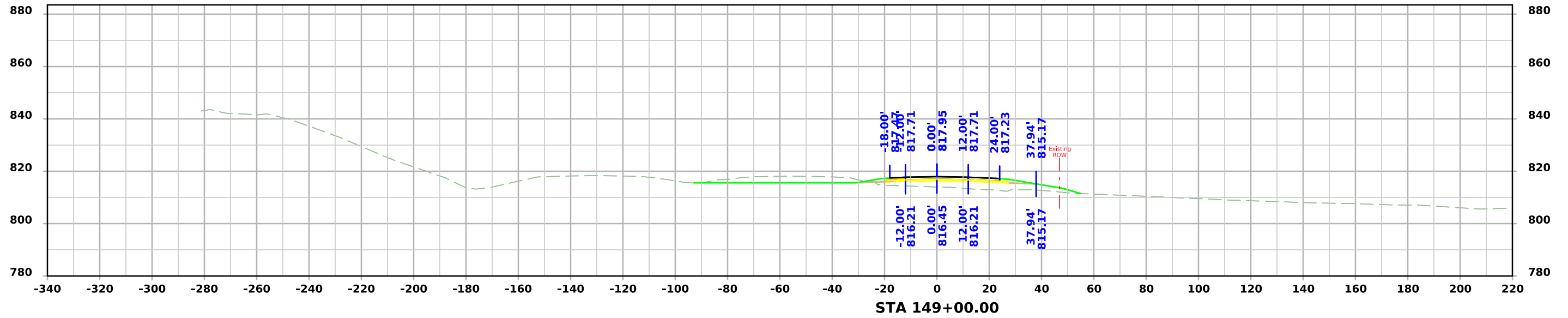


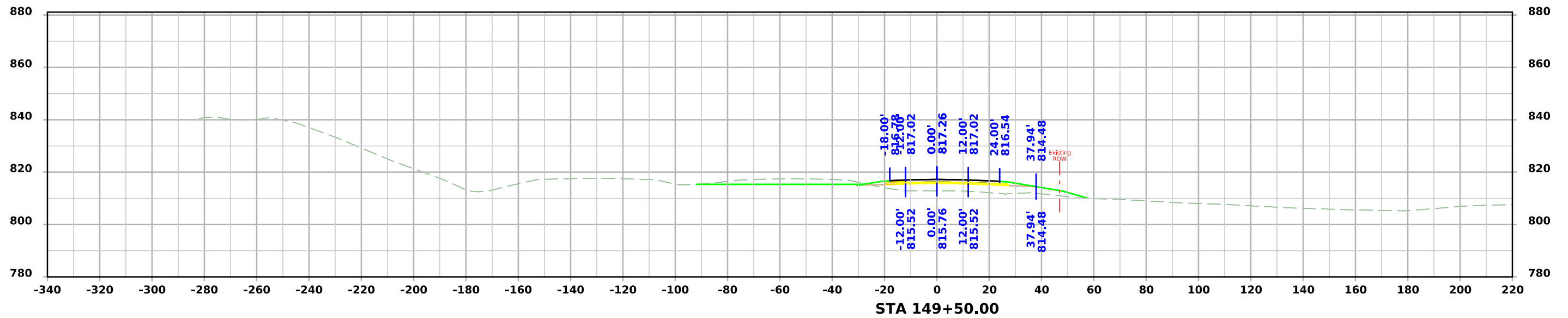
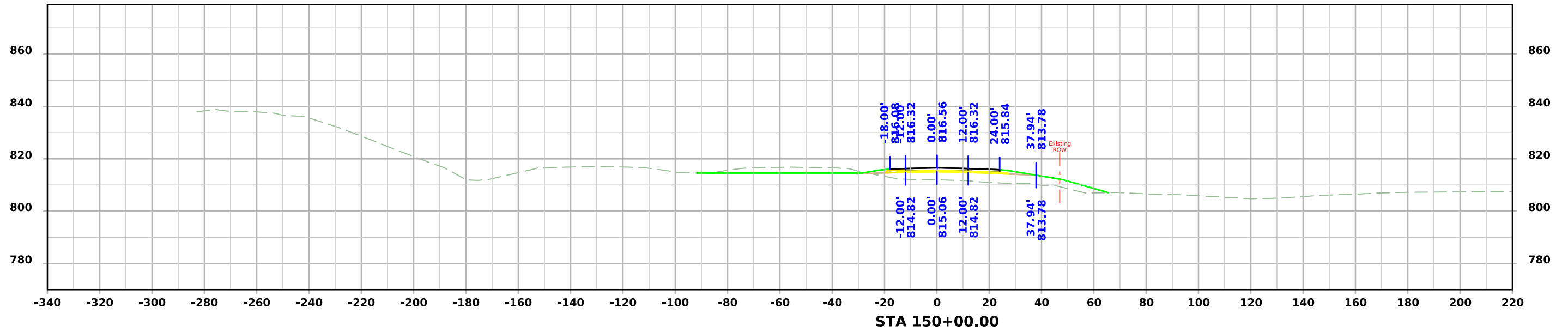


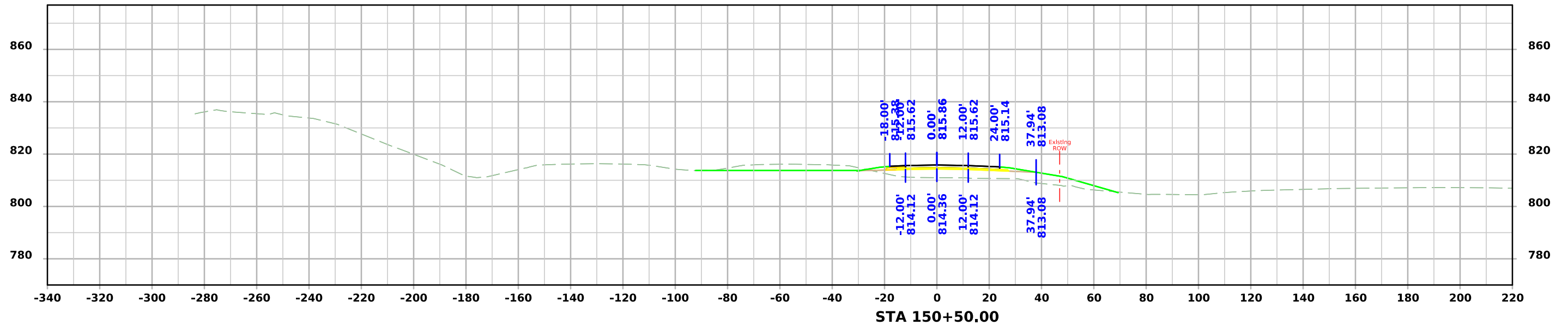
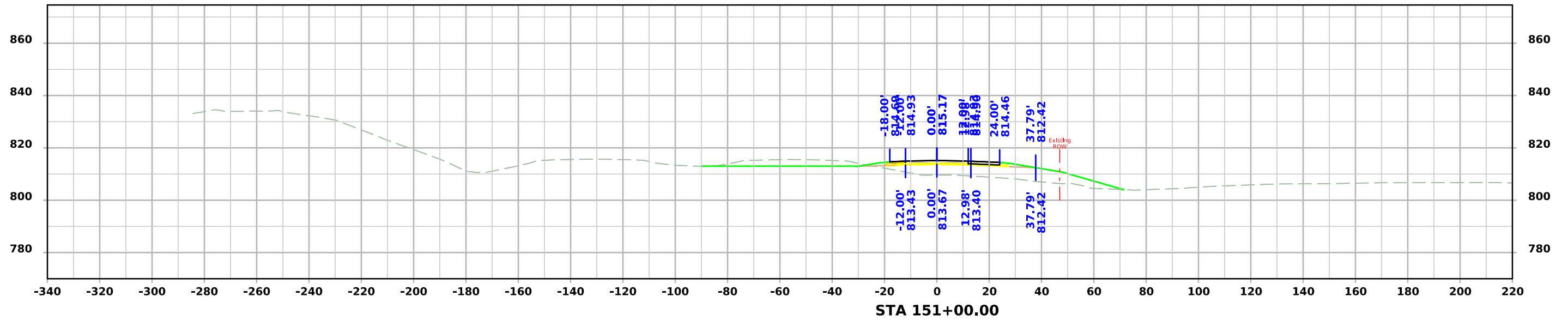




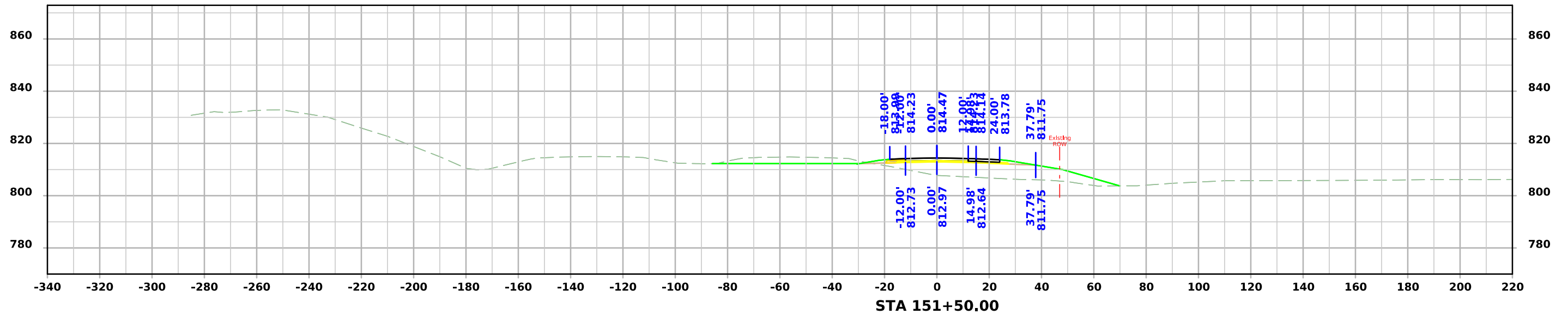
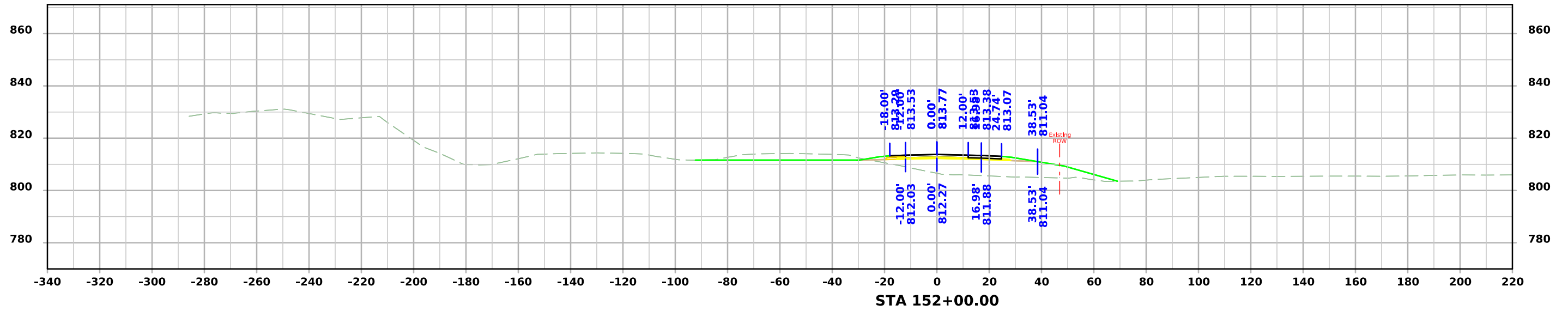


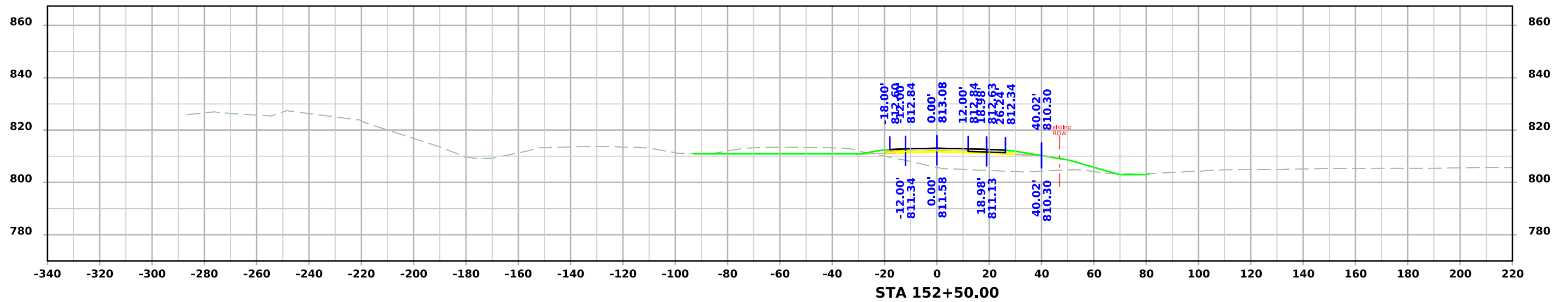
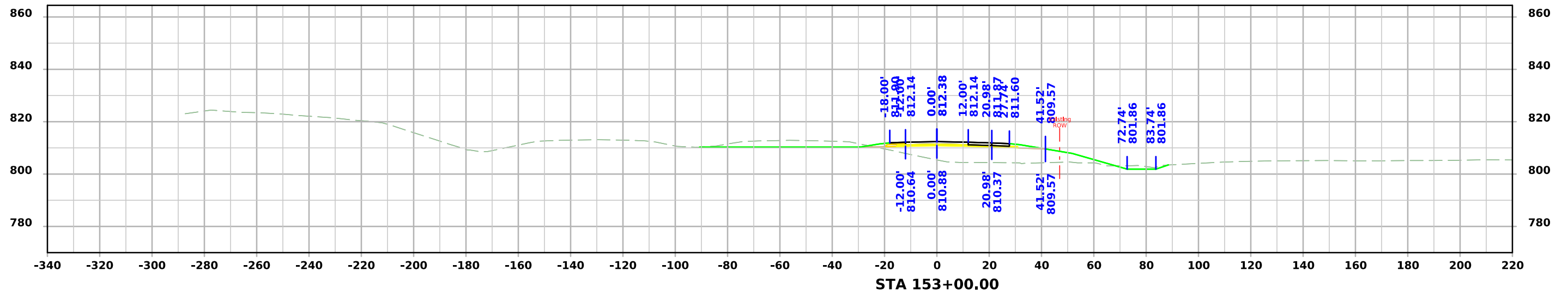


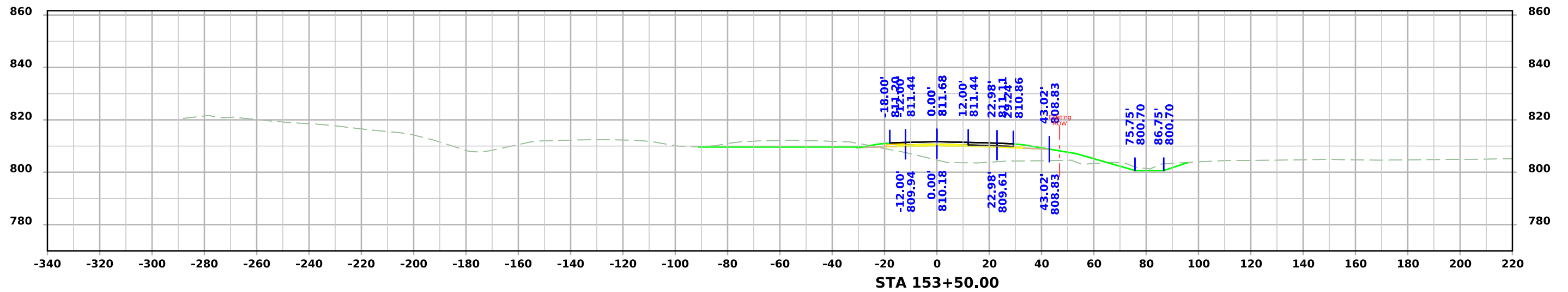
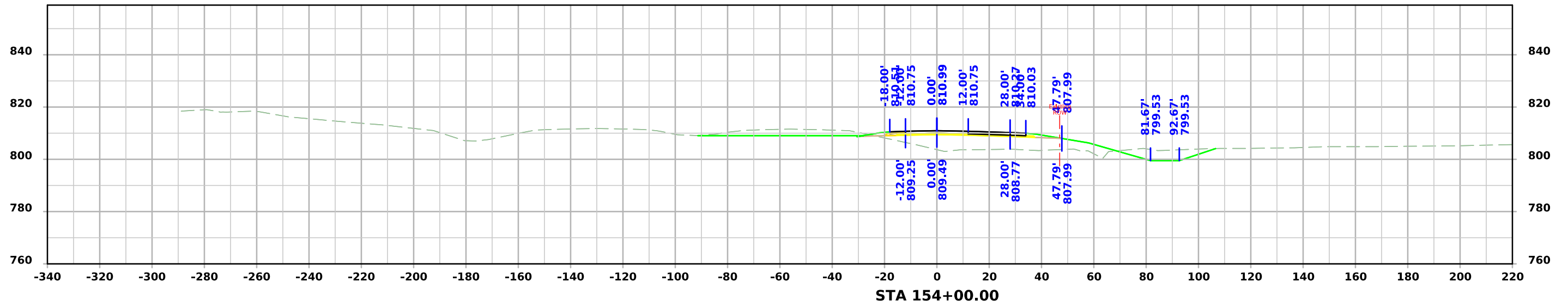


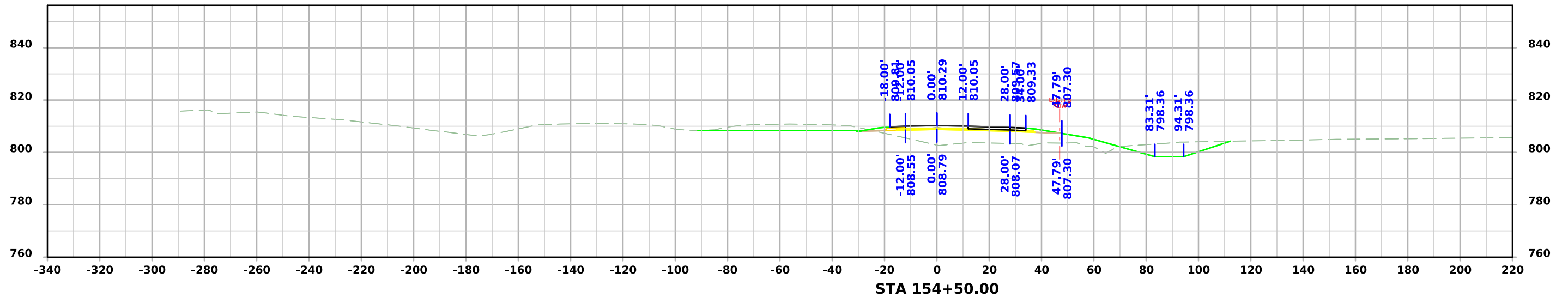
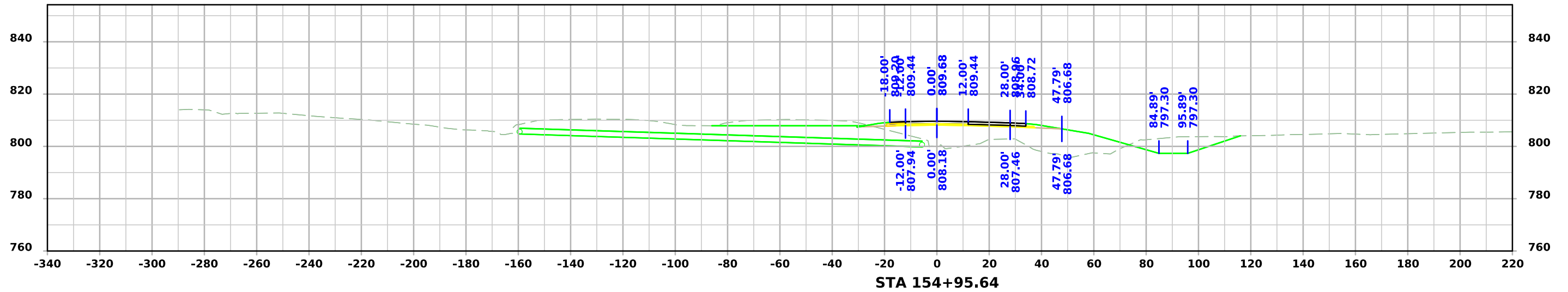






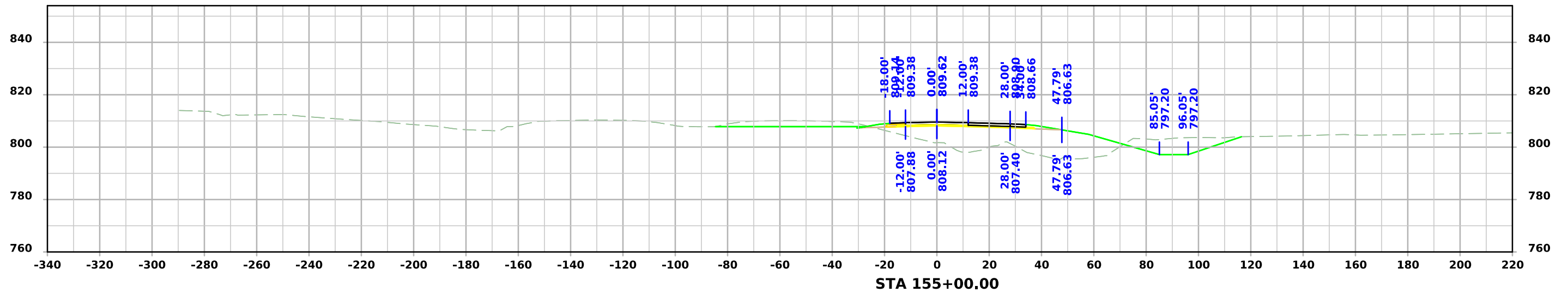
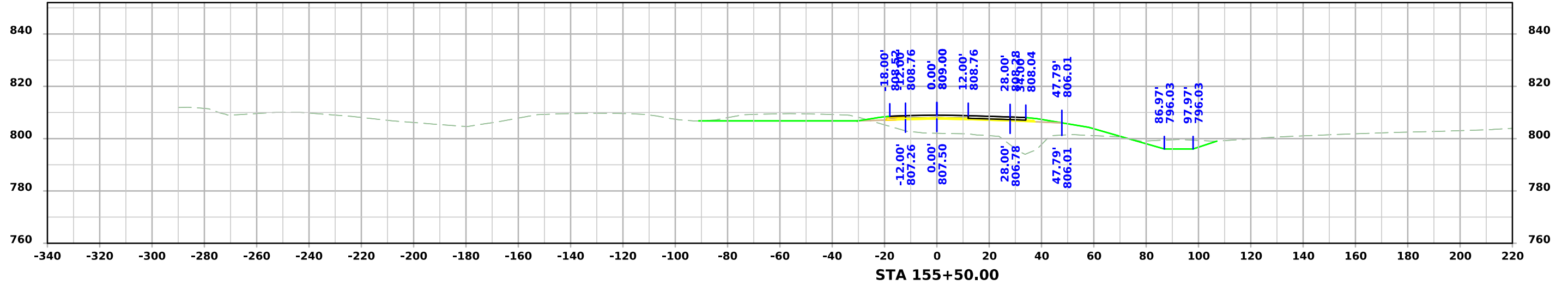
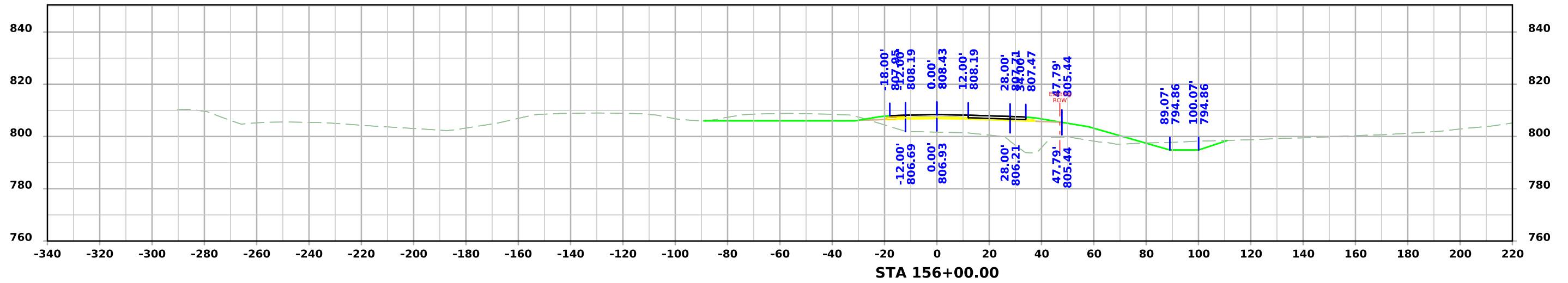




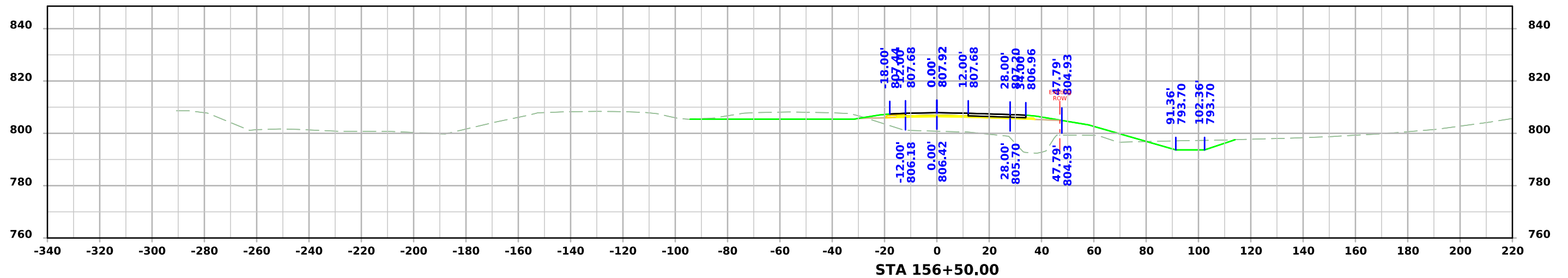
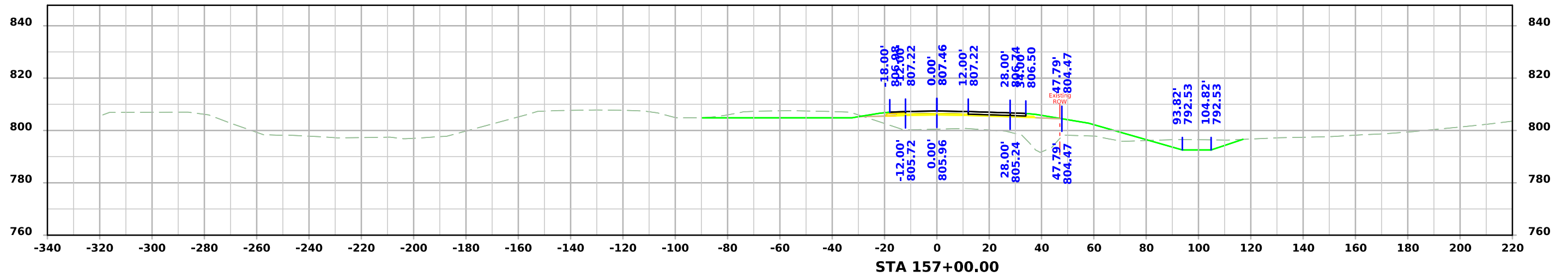
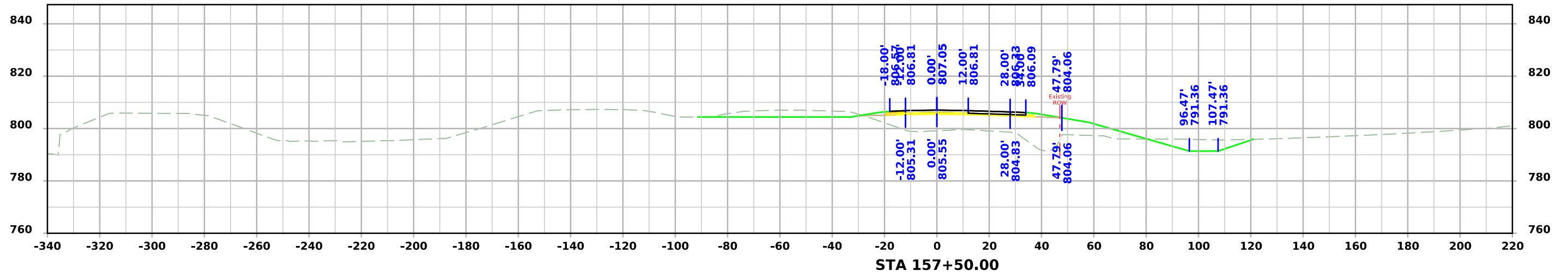




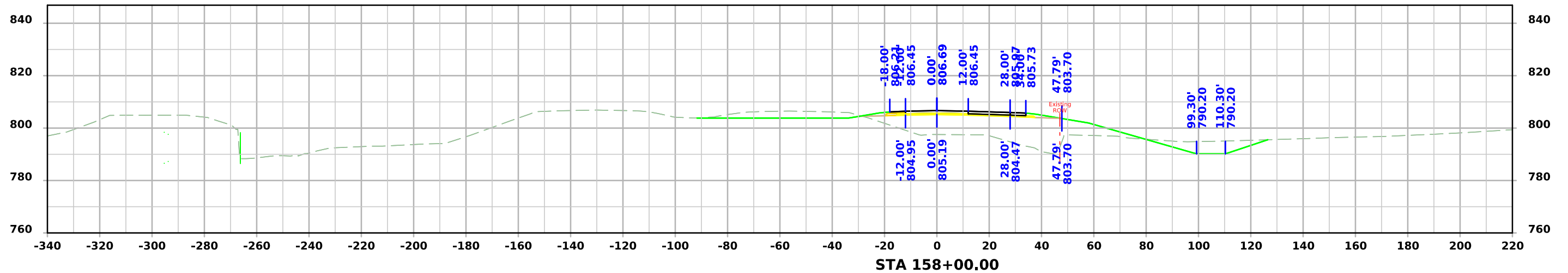
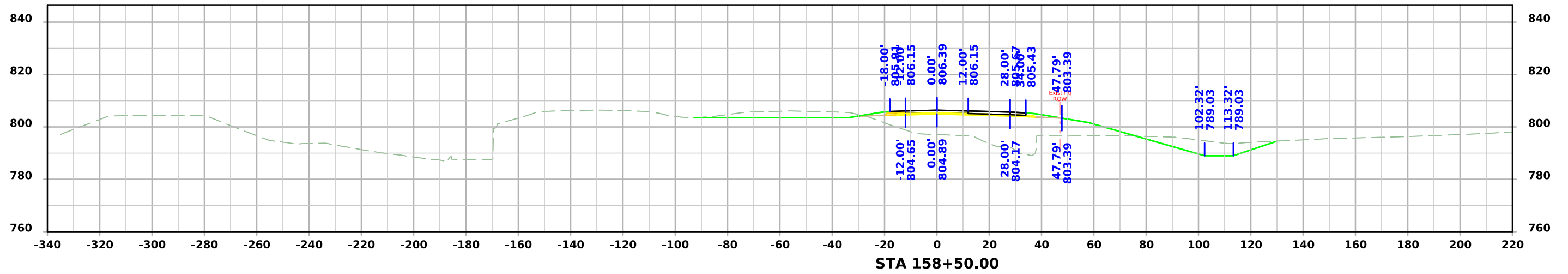
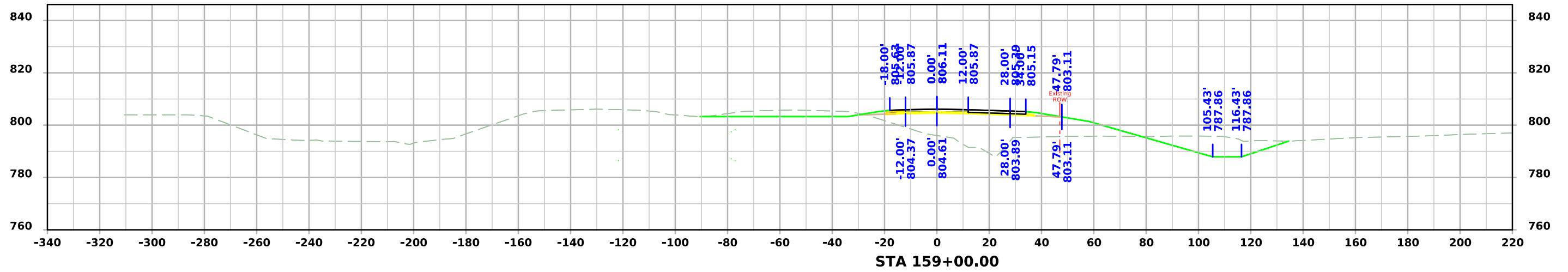
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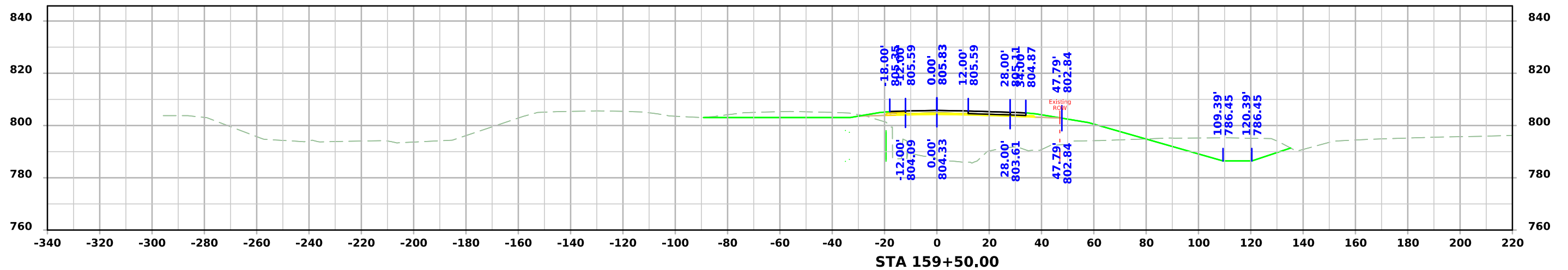
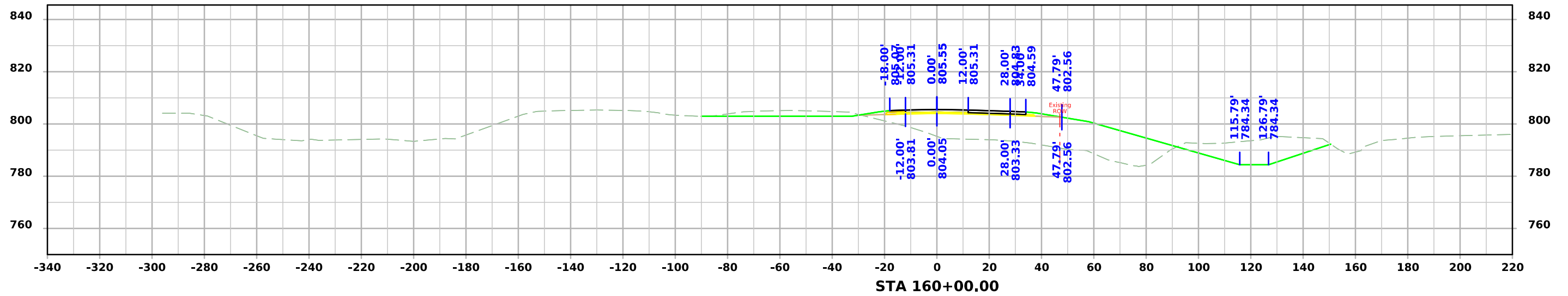
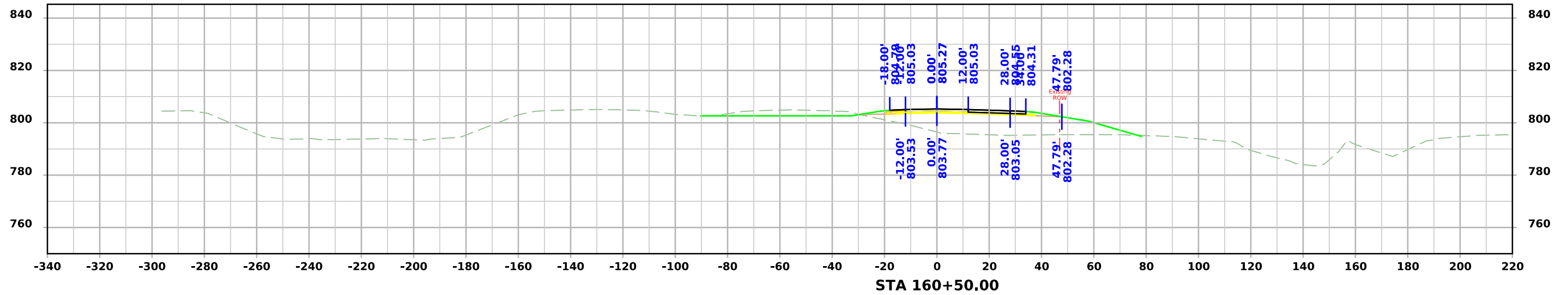
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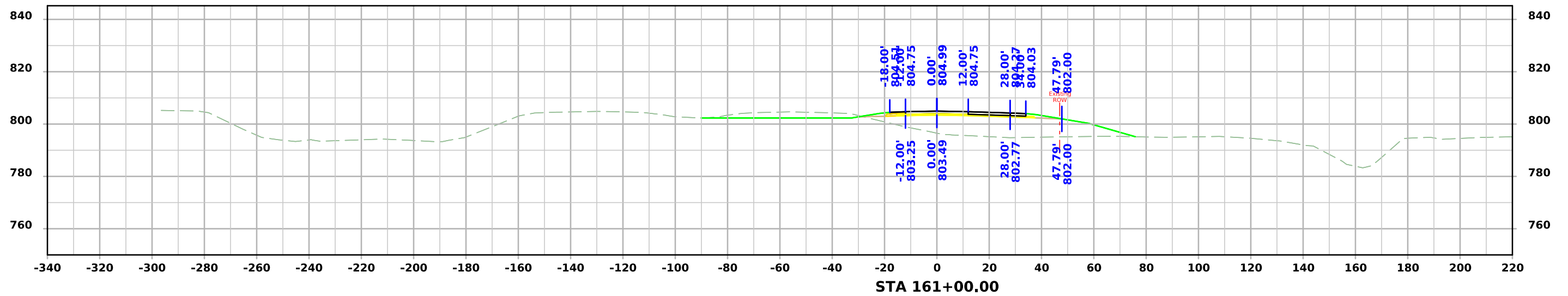
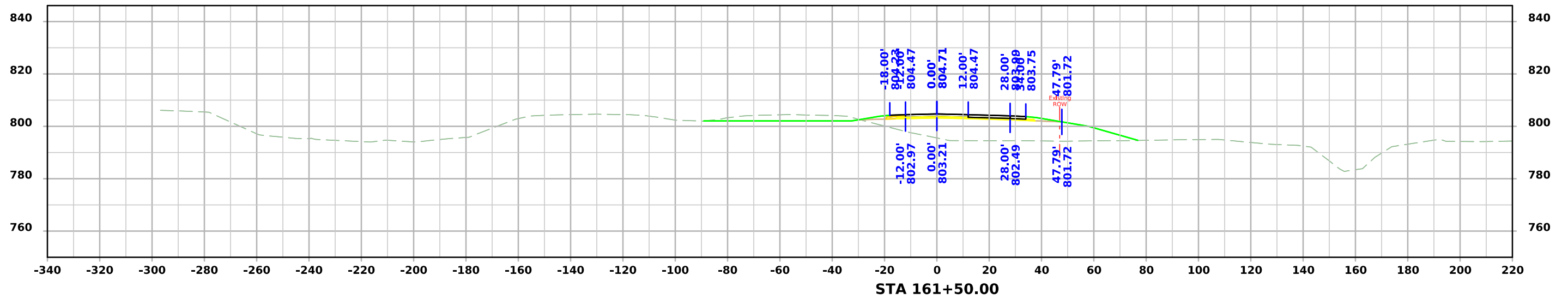
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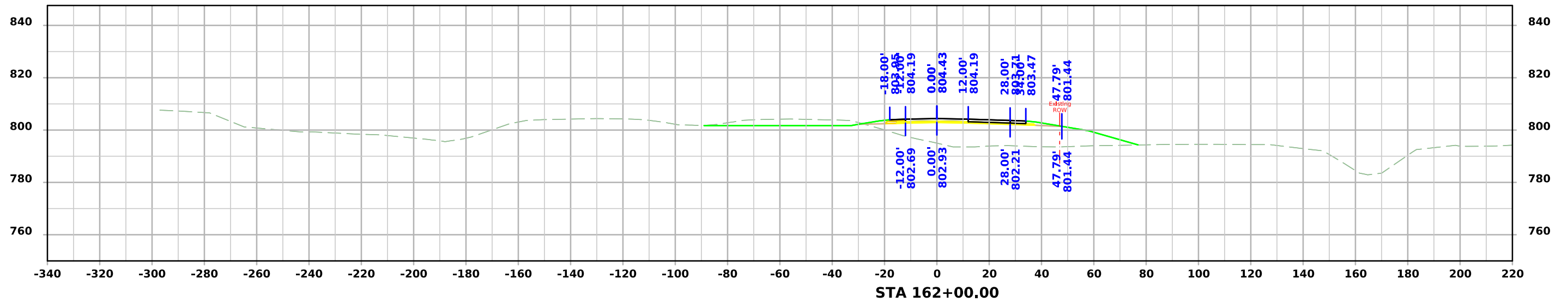
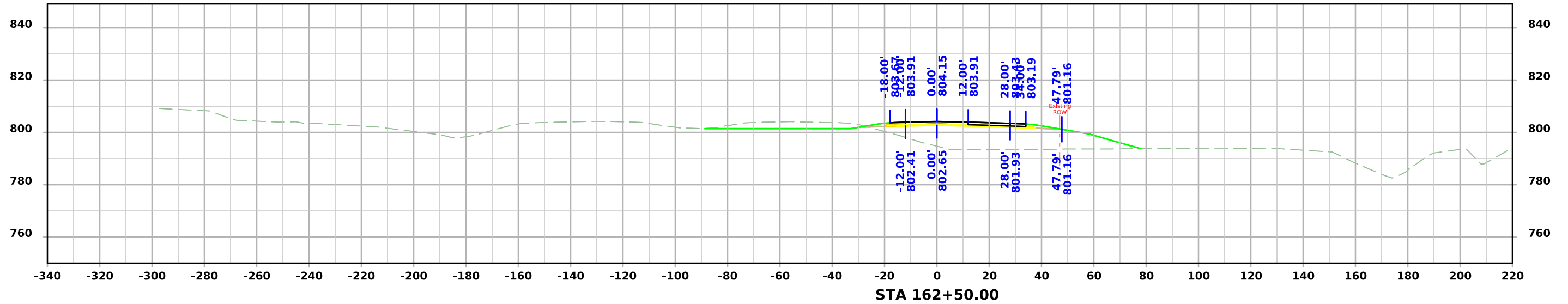


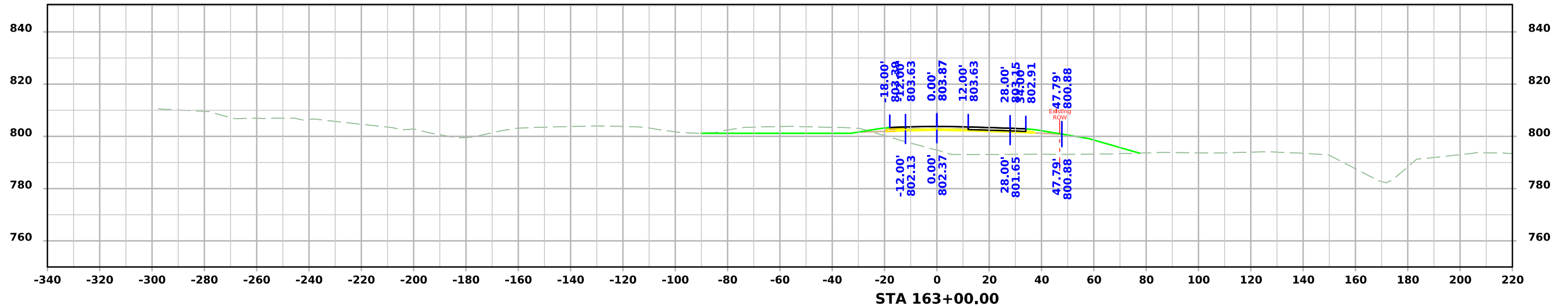
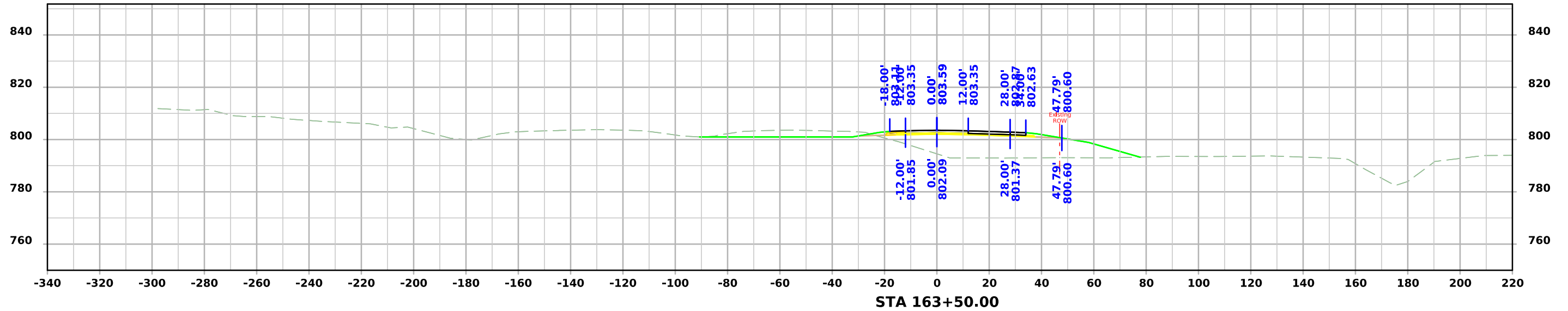
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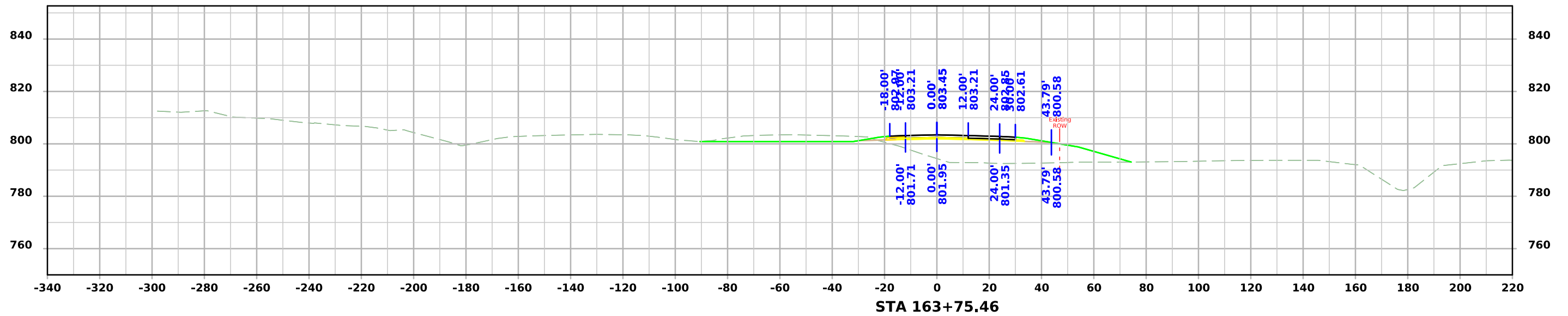
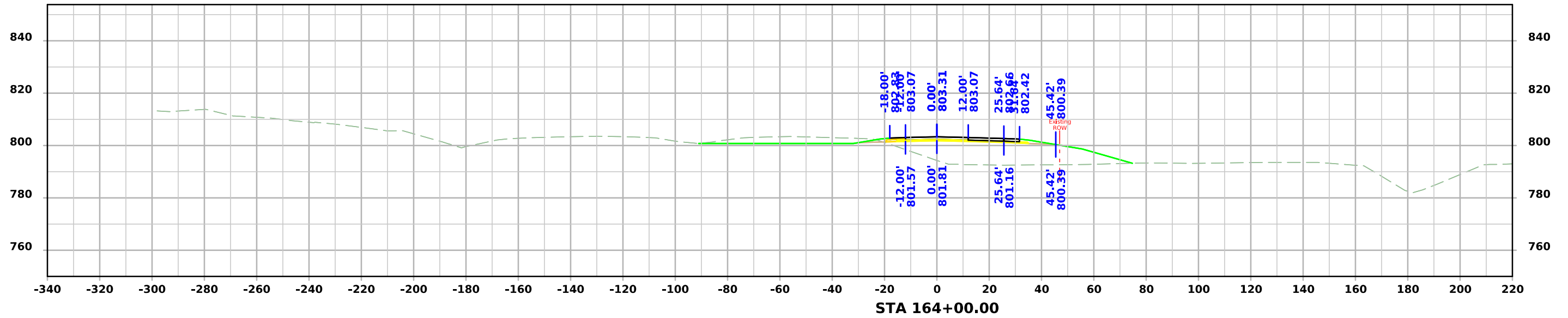




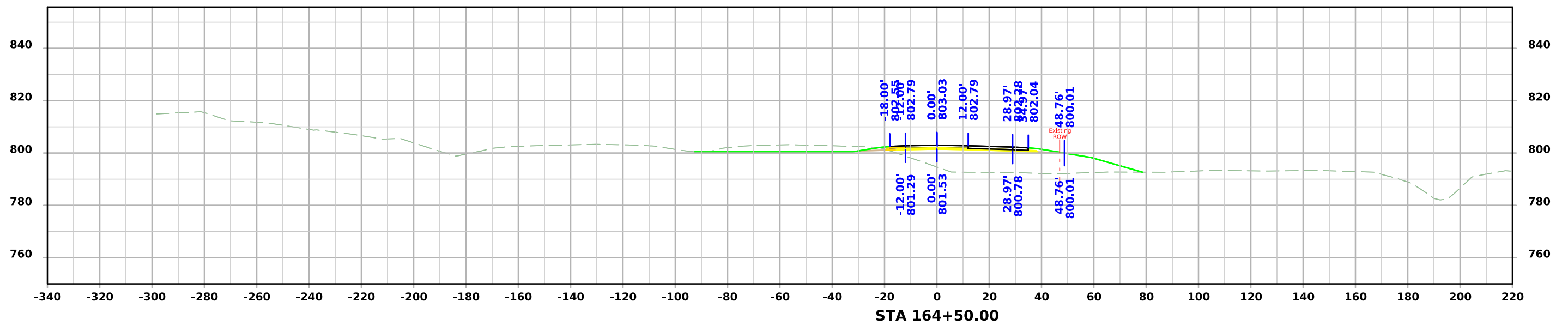
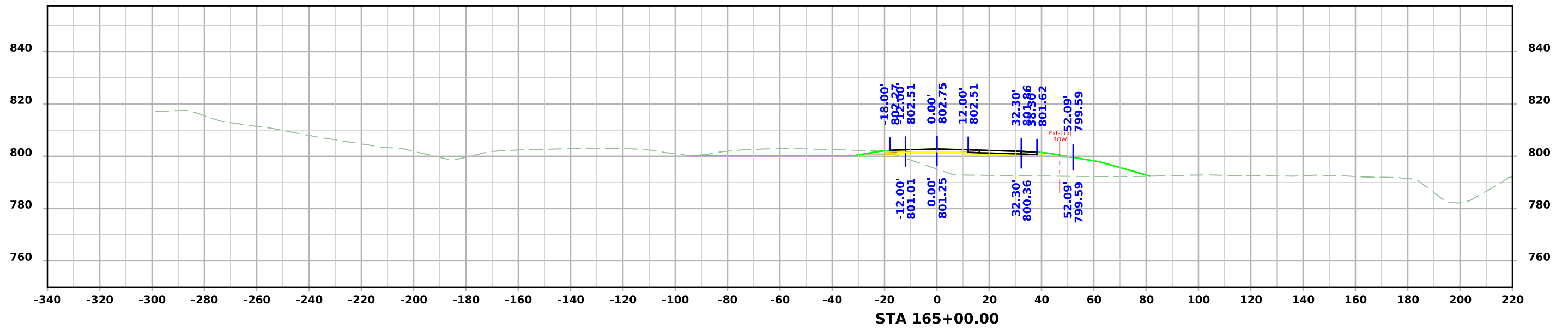


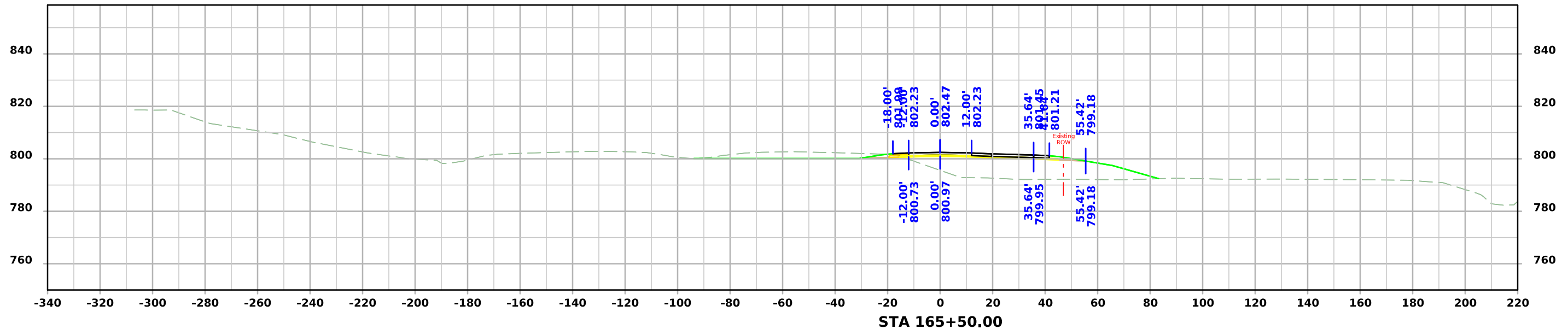
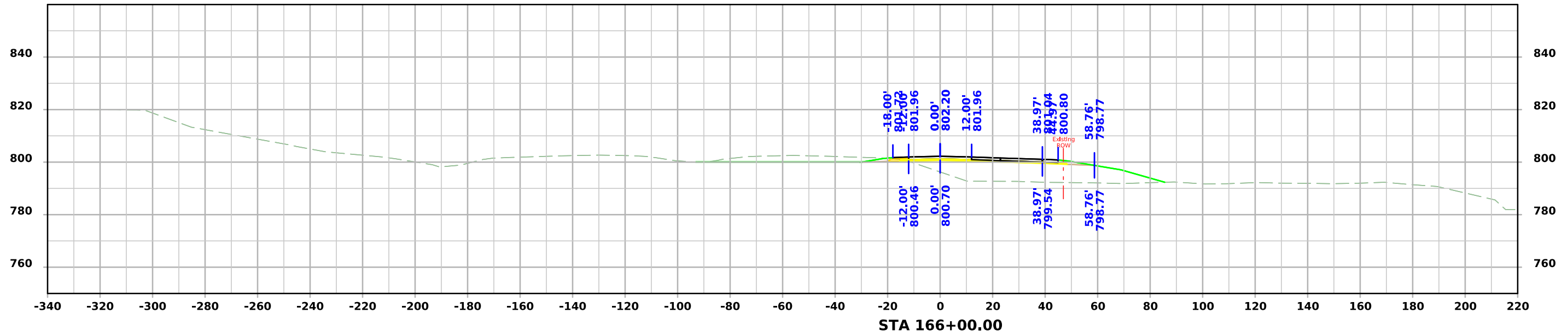


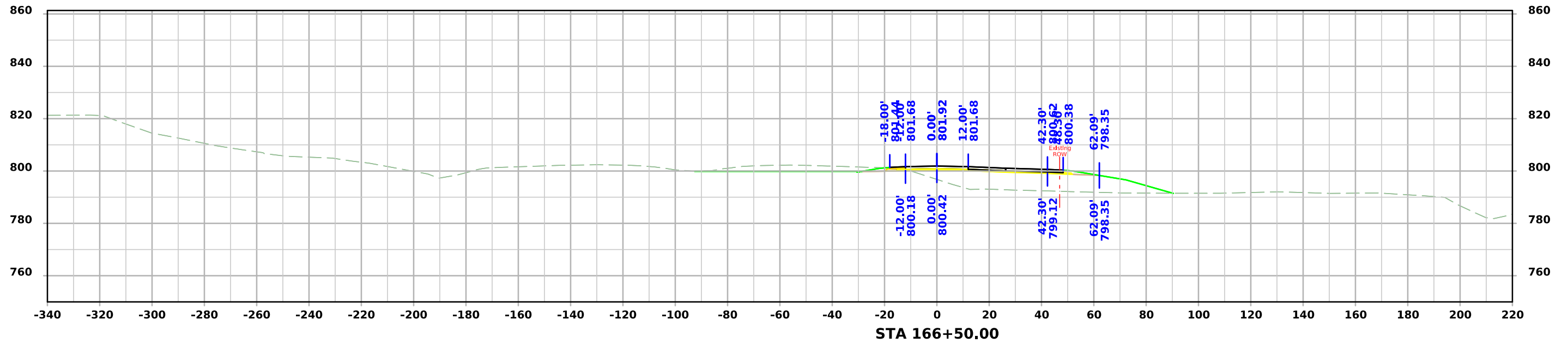
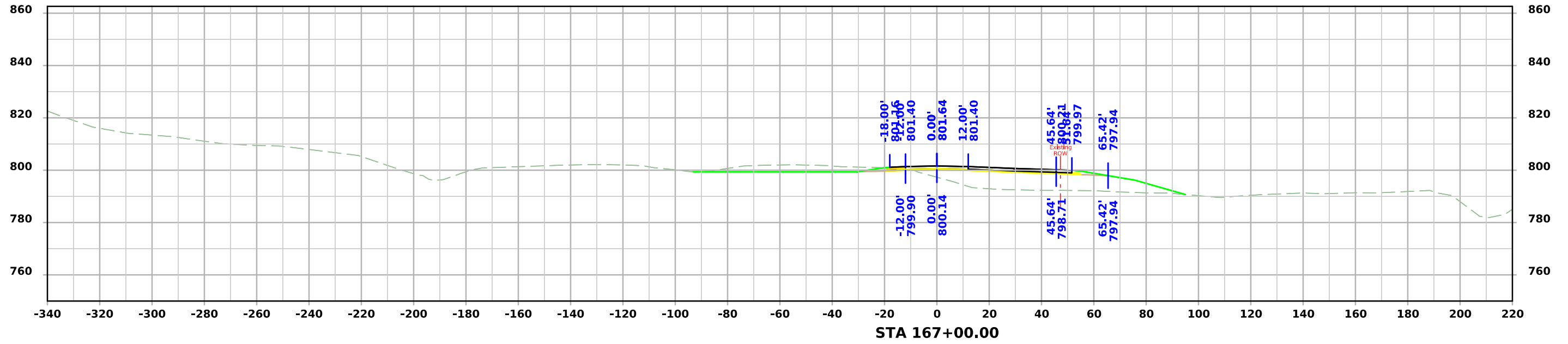


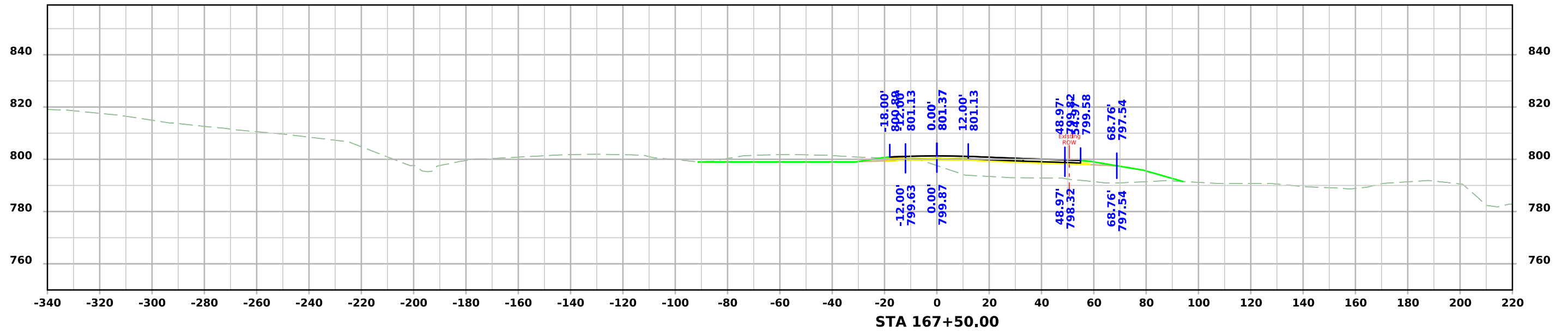
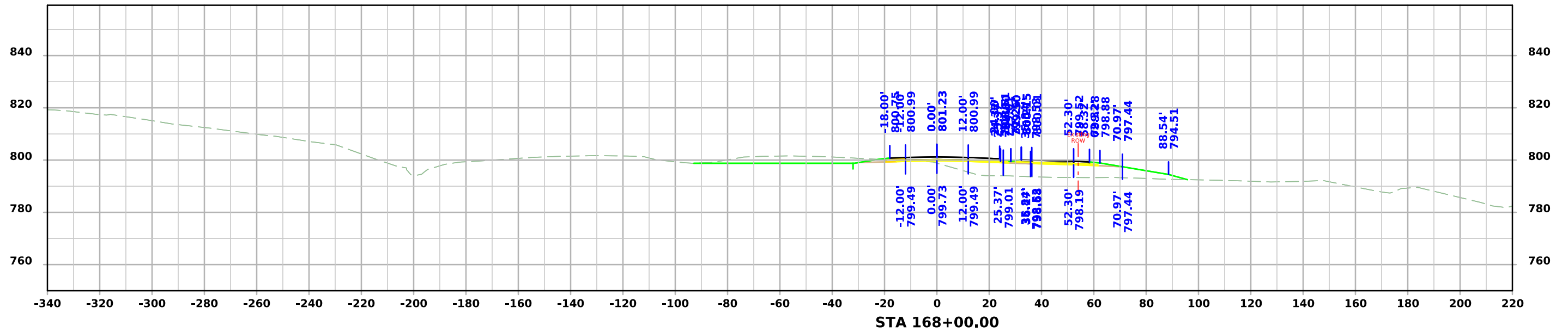




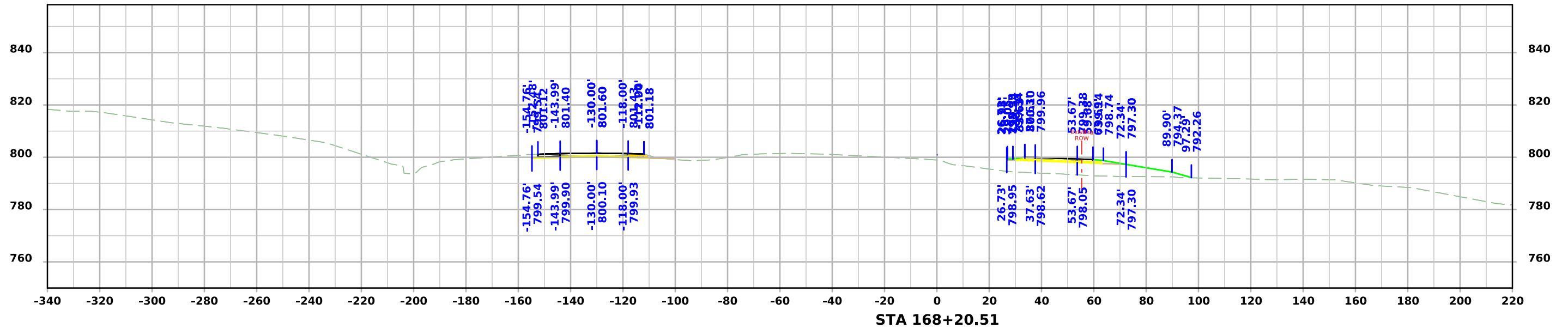
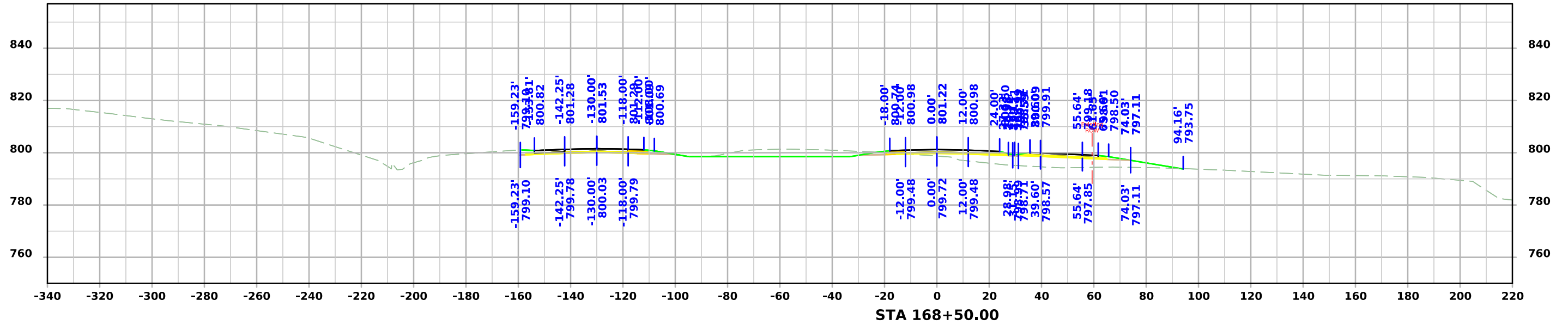


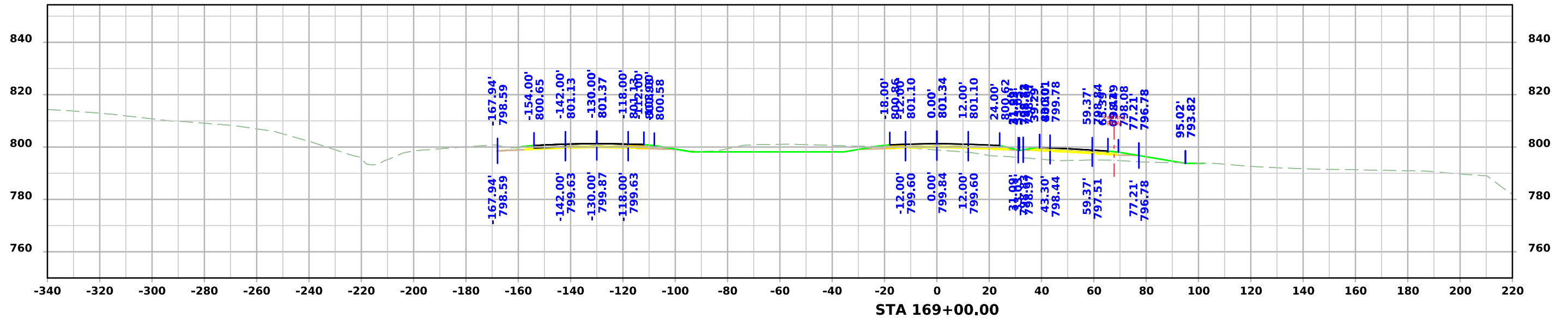
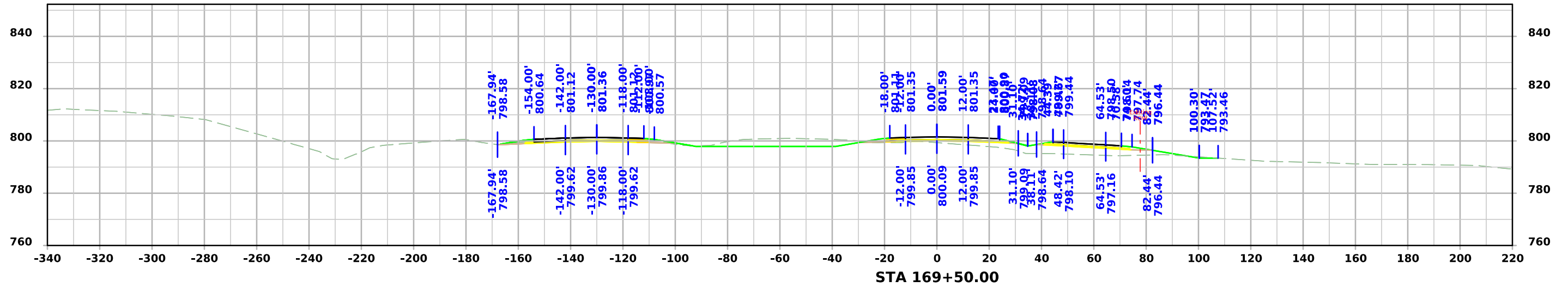




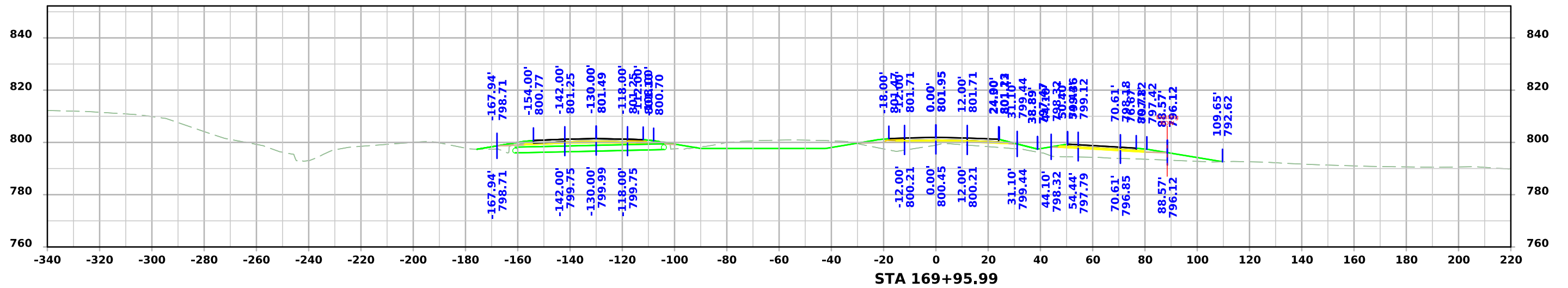
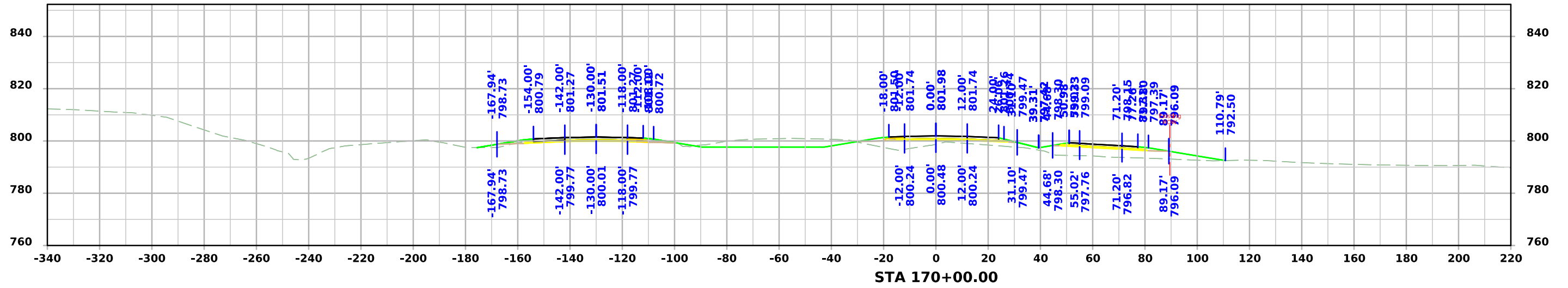
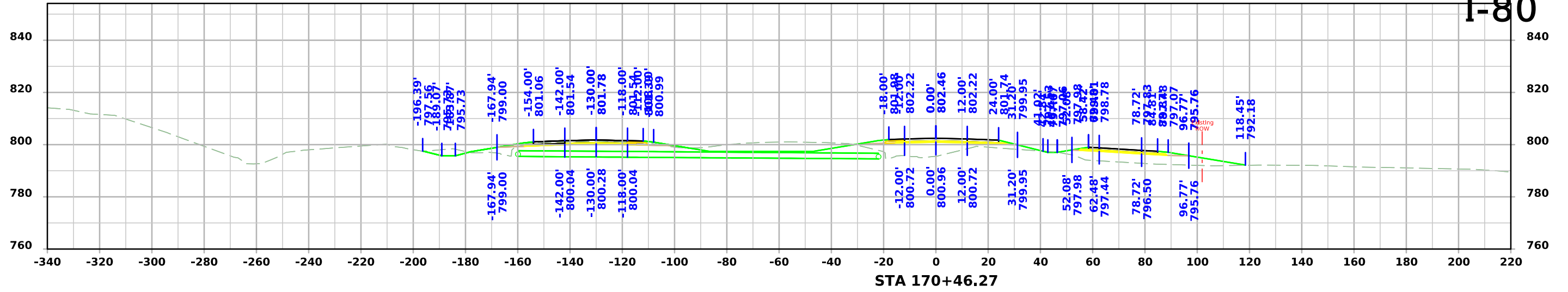




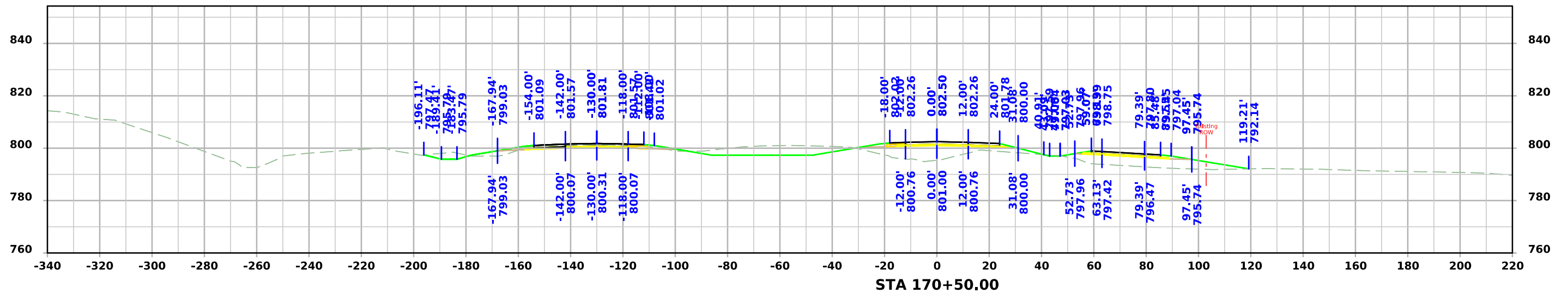
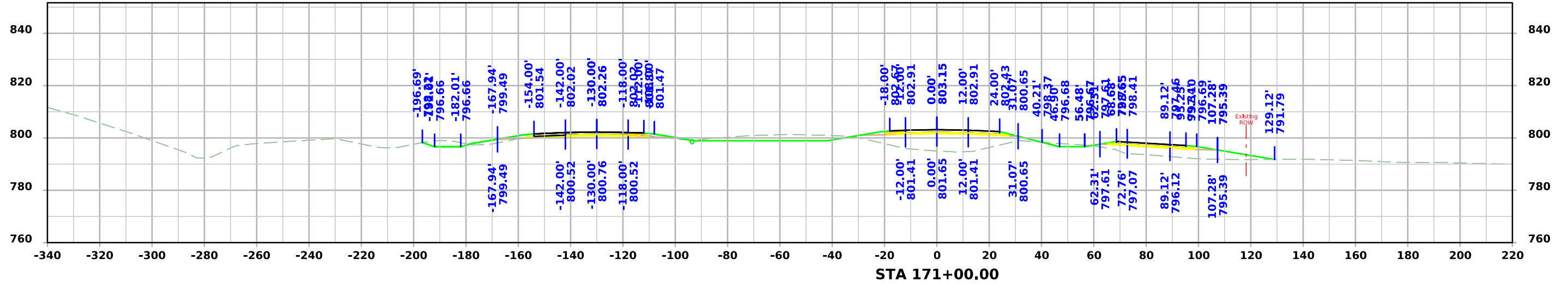
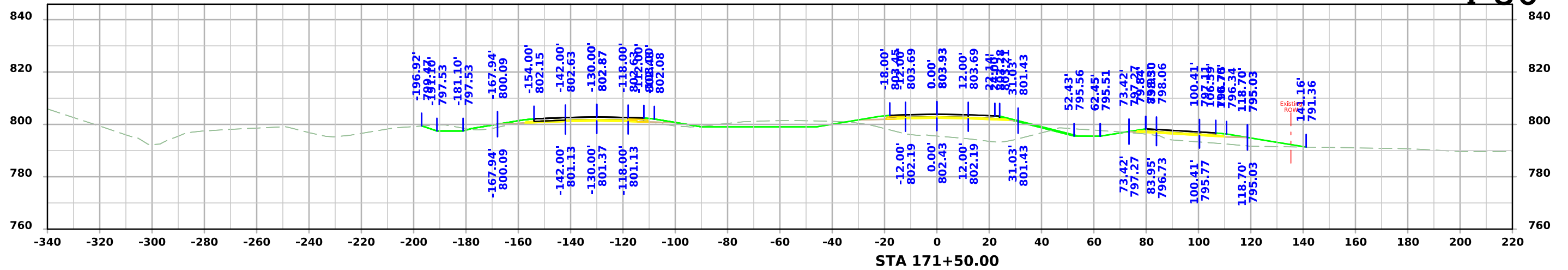




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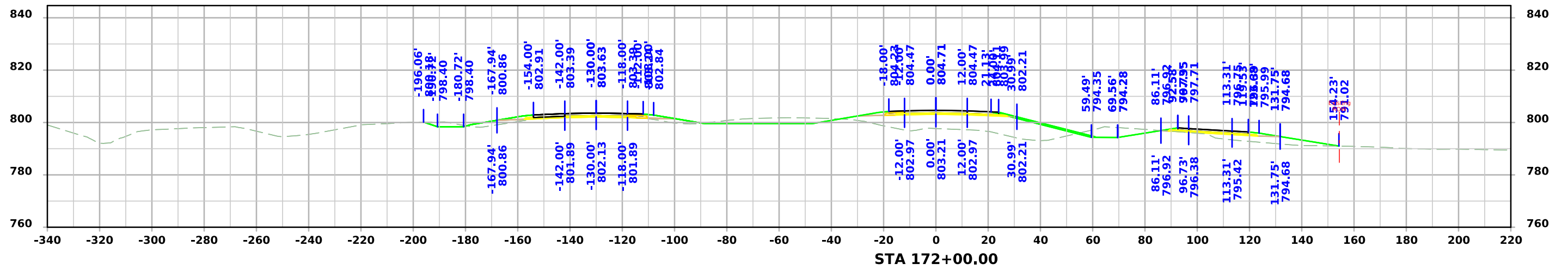
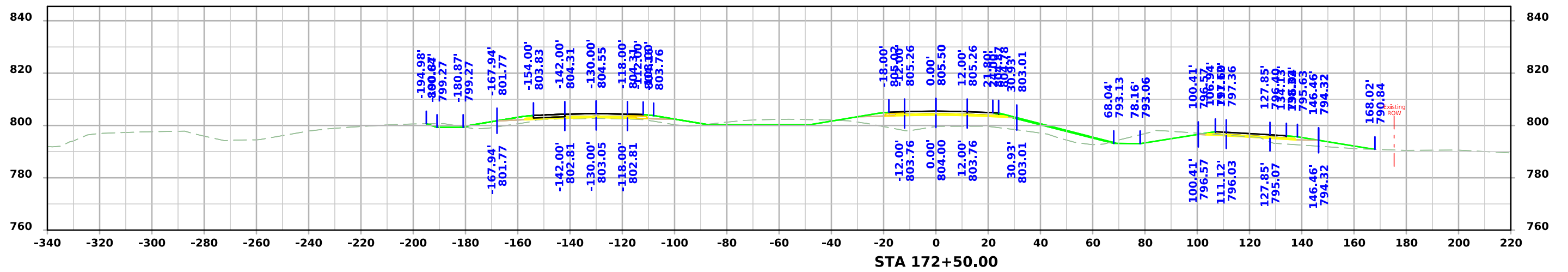
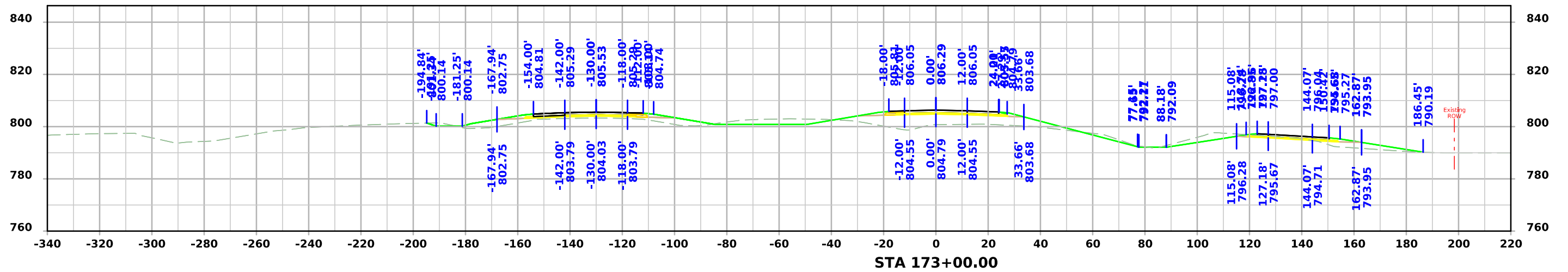


# I-80

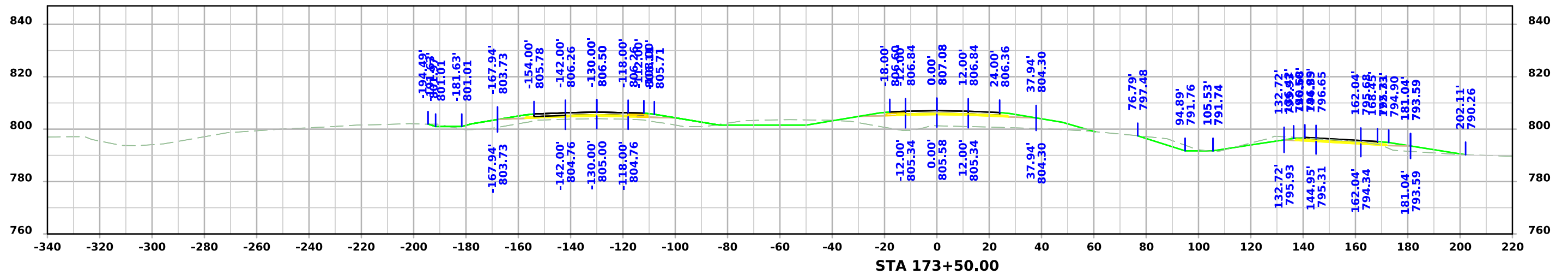
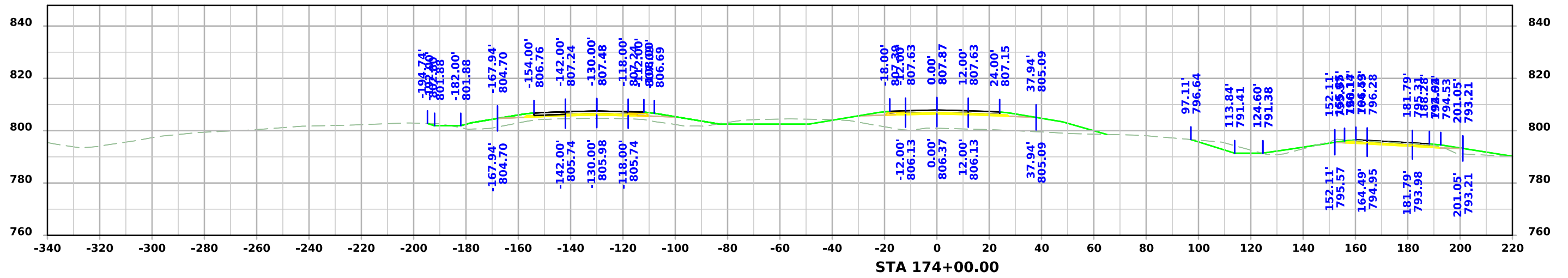
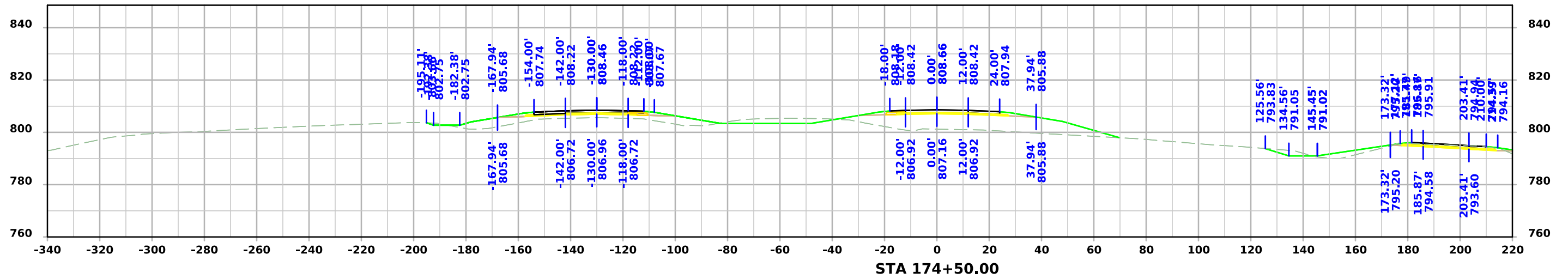




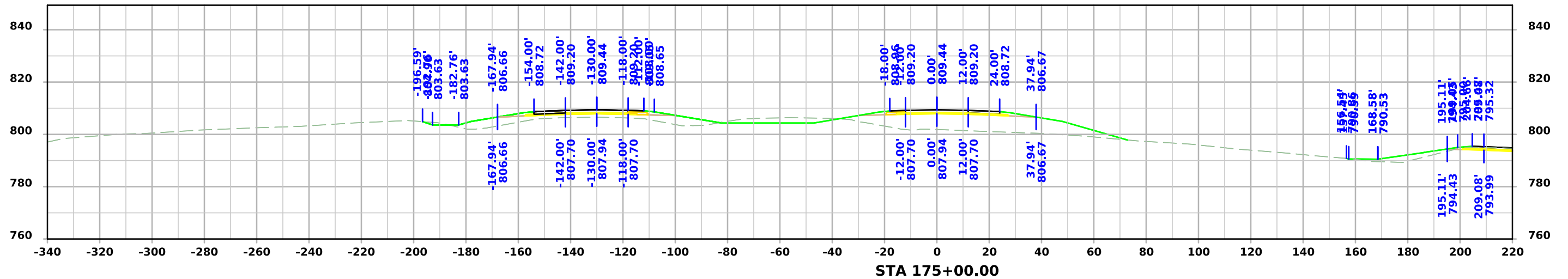
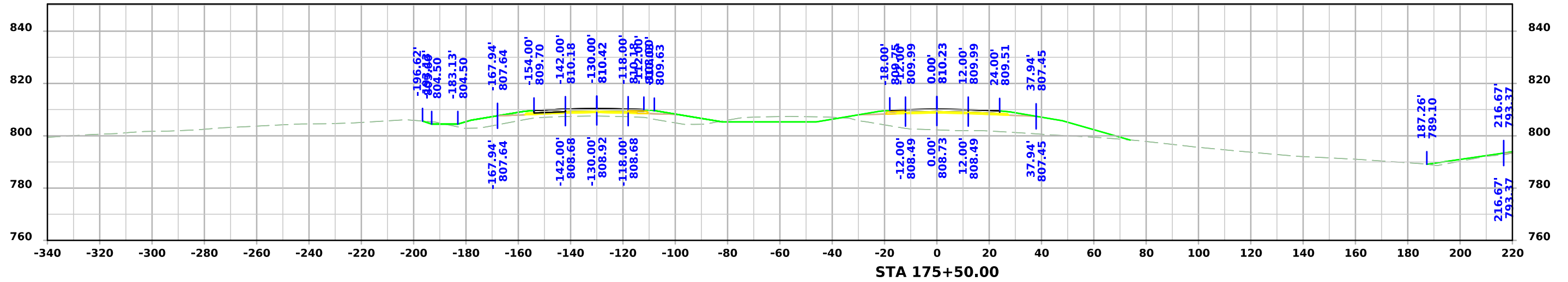
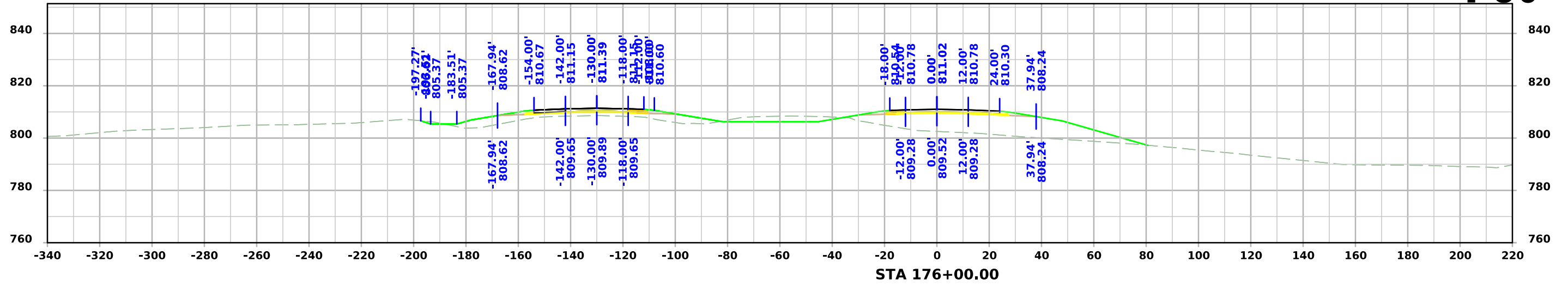
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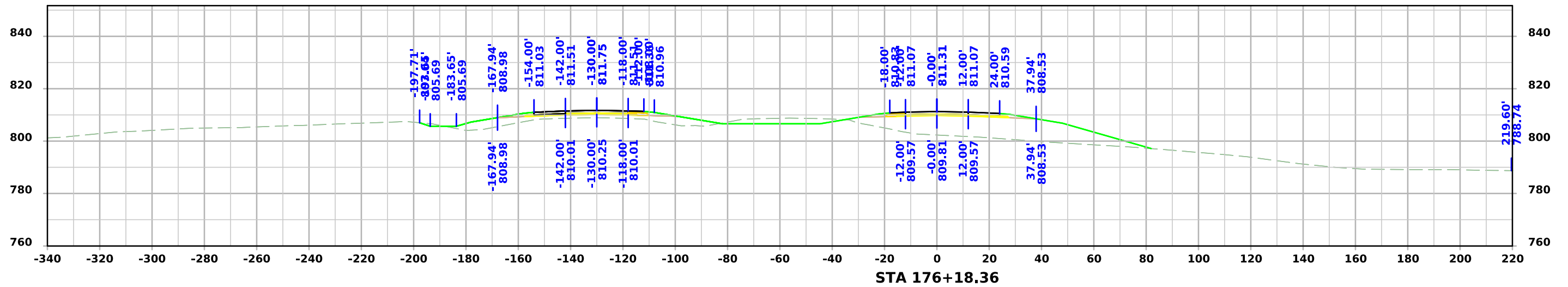
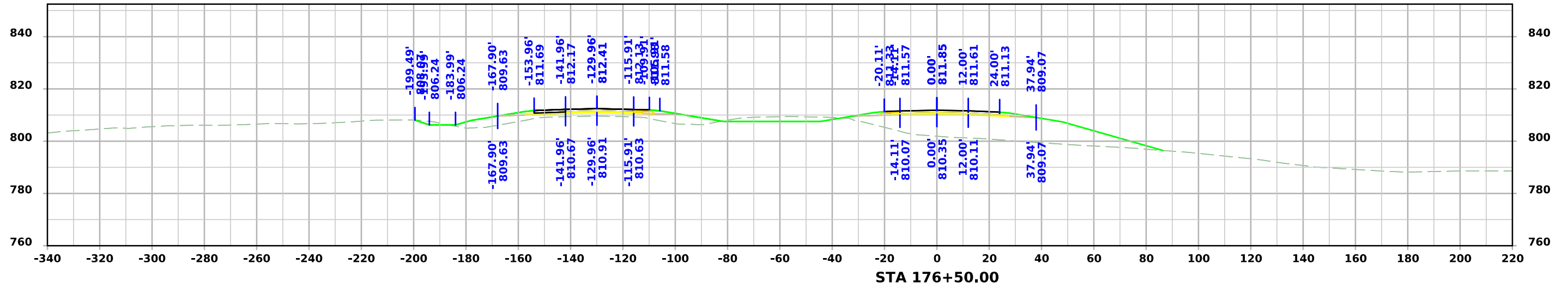
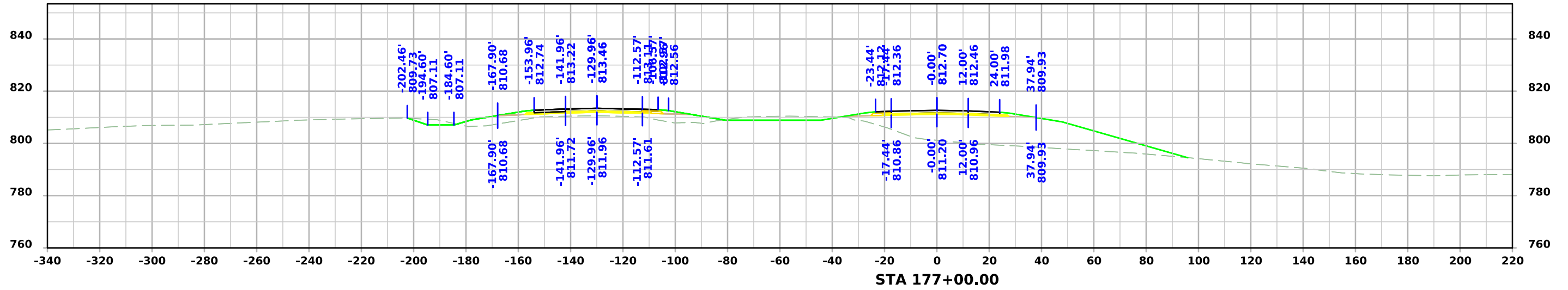
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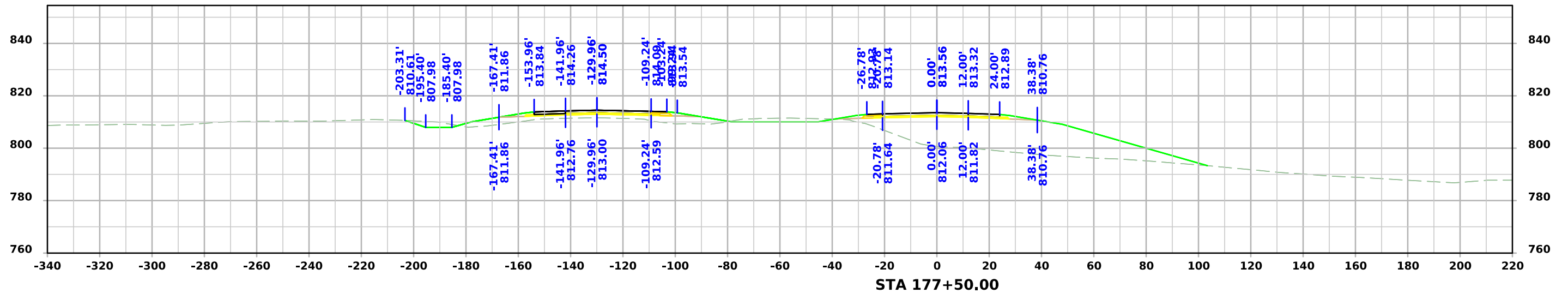
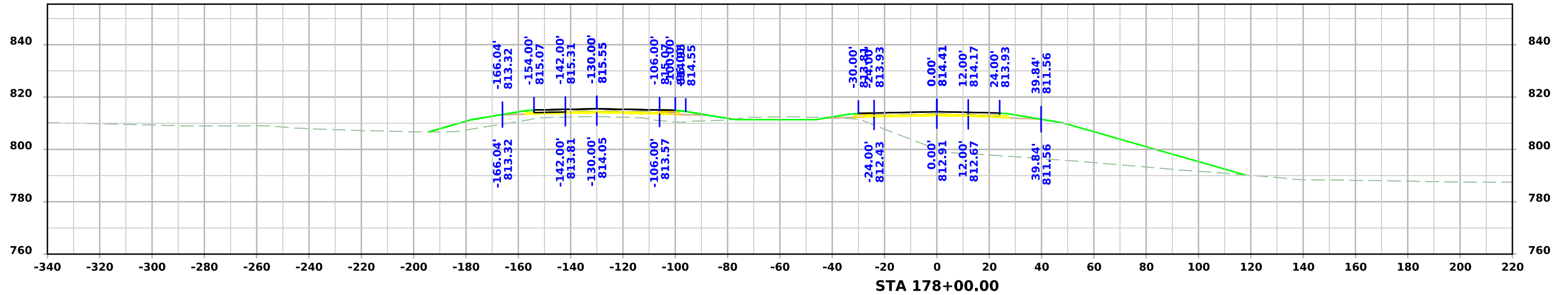


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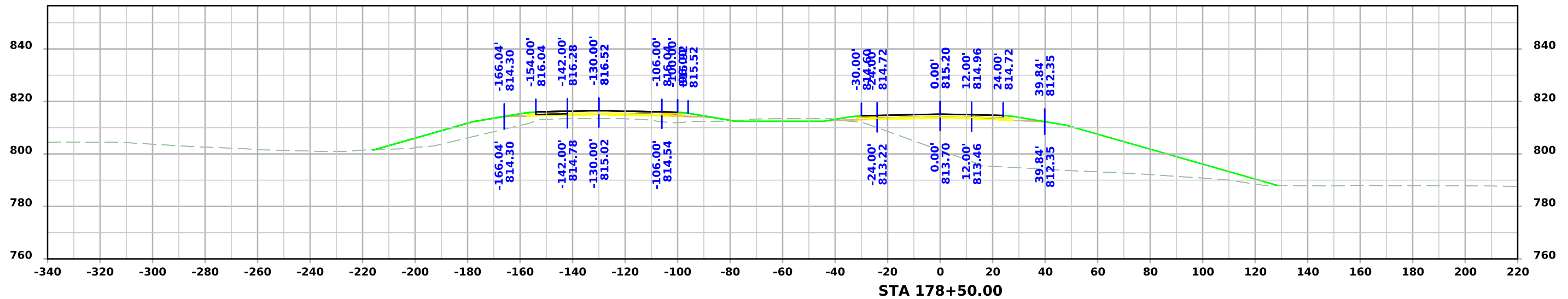
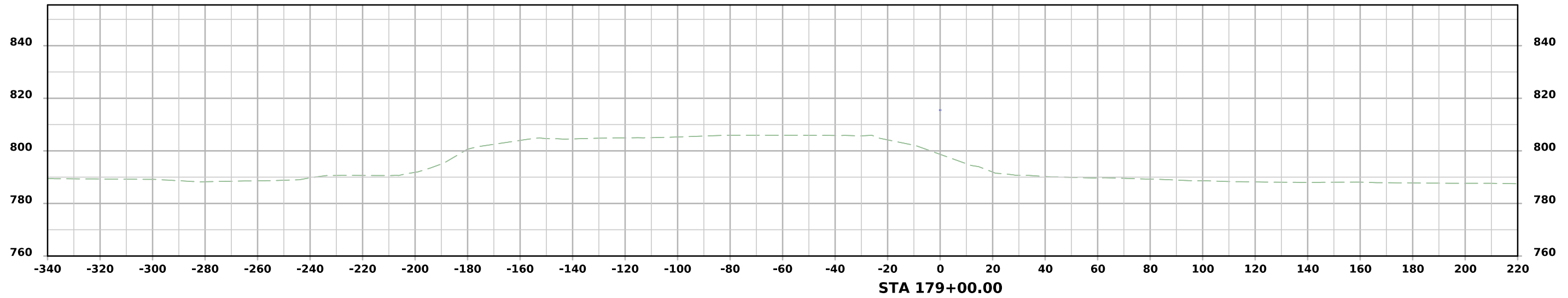


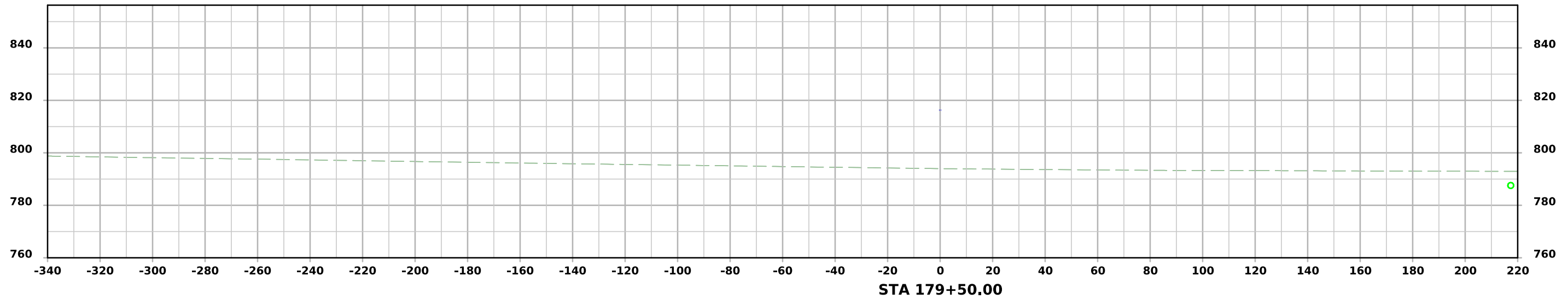
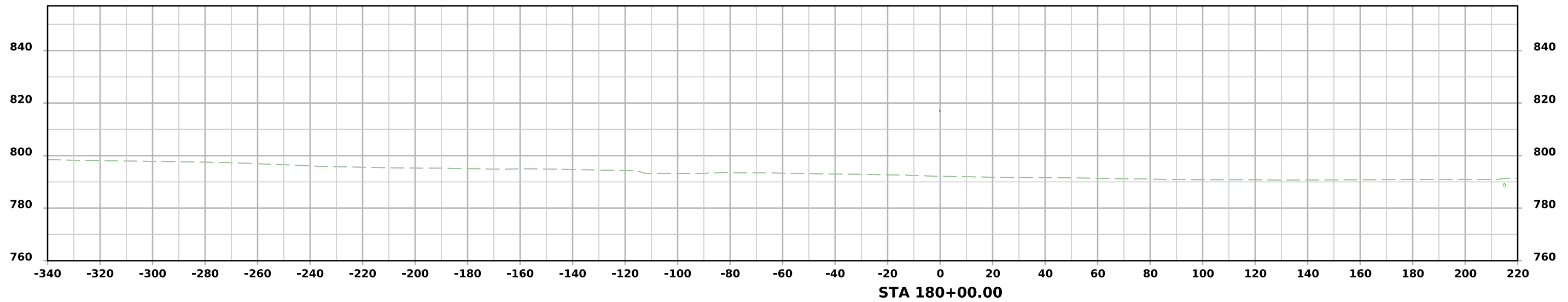
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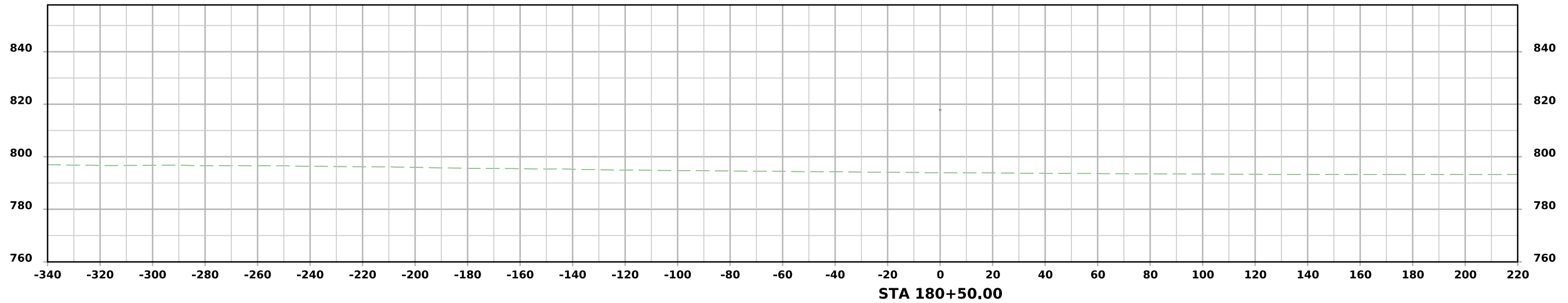
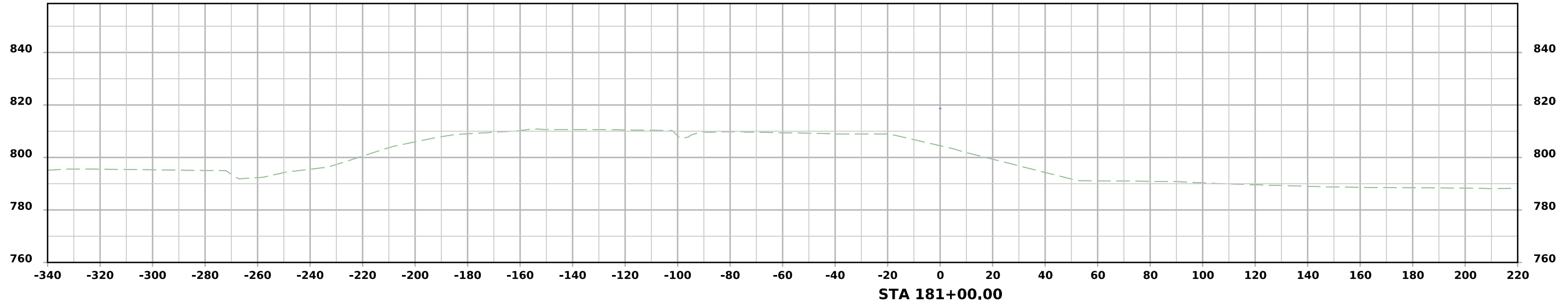


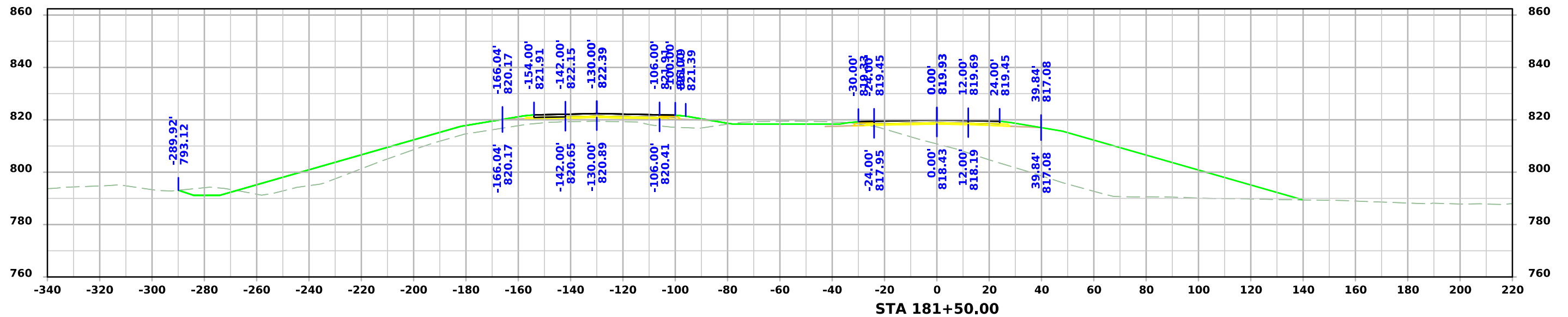
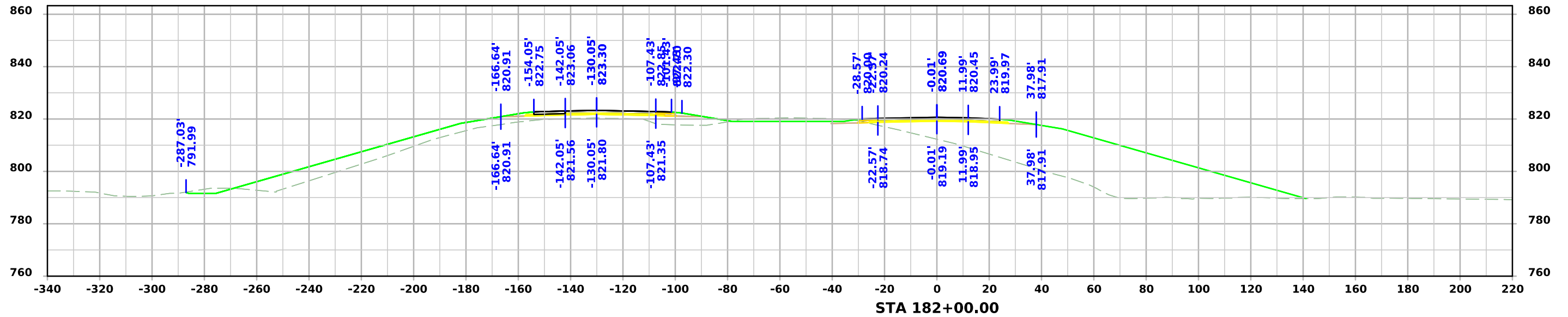


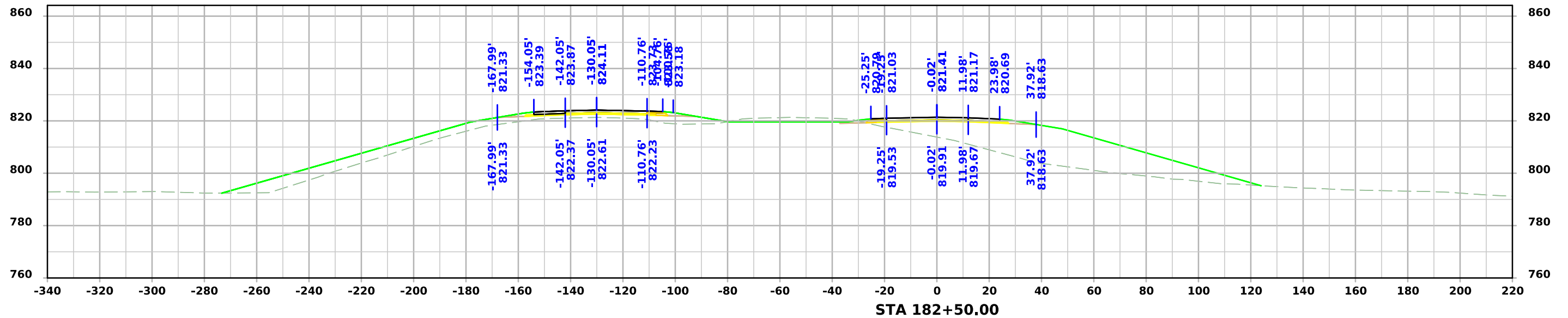
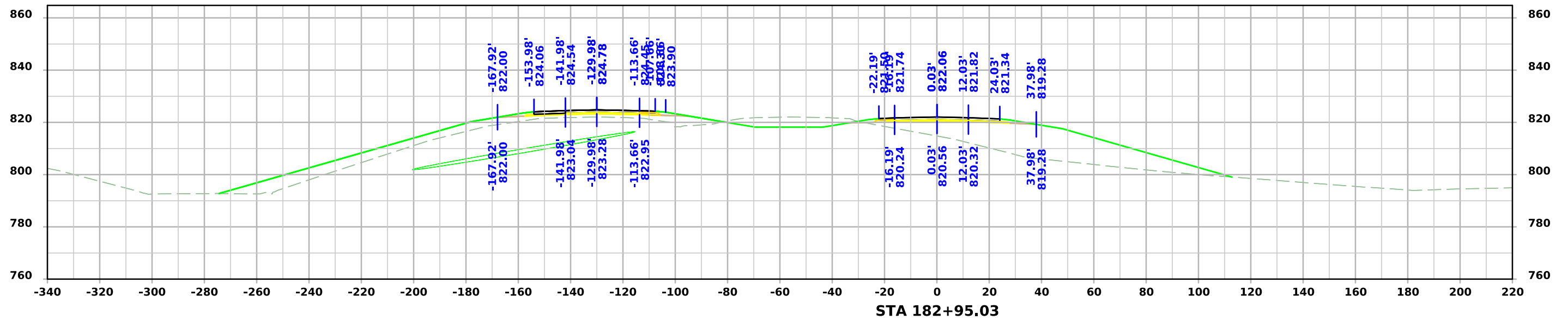




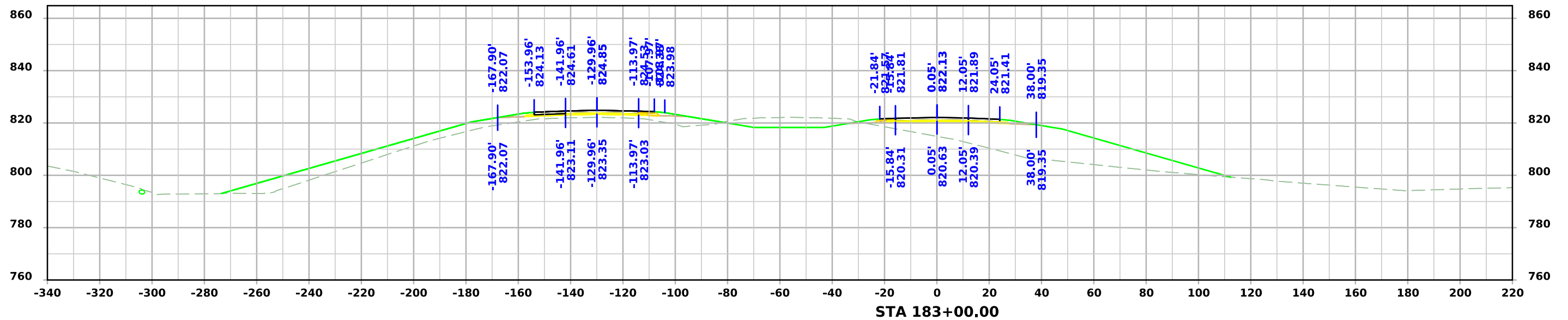
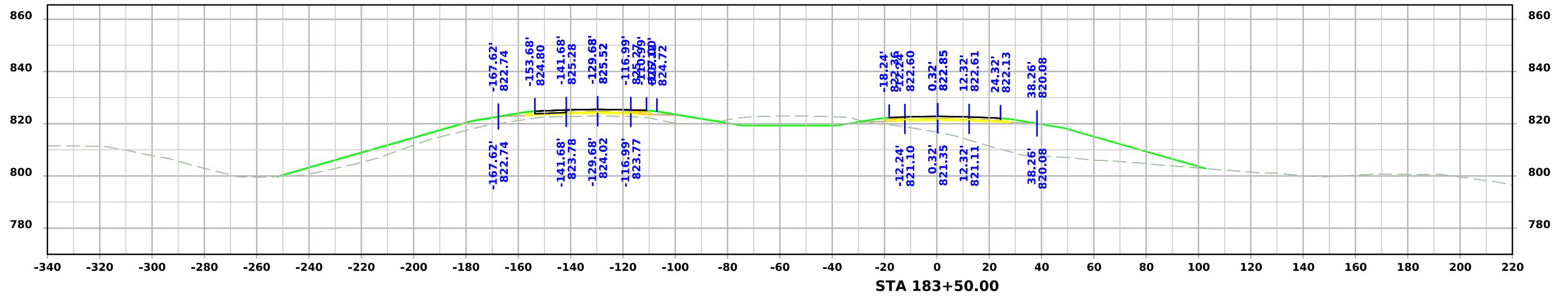


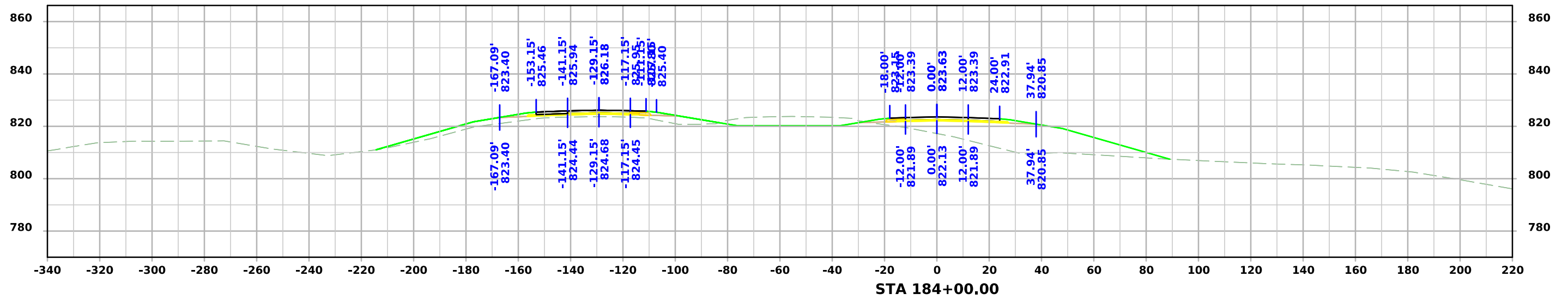
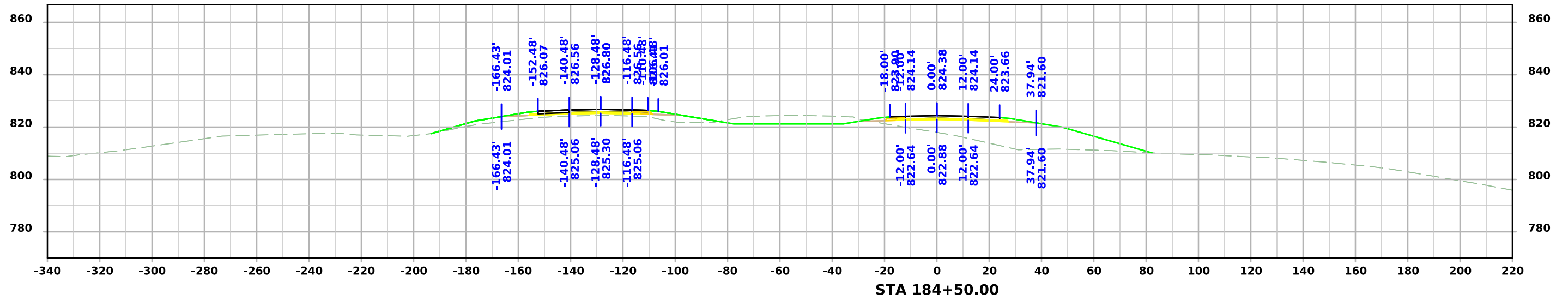


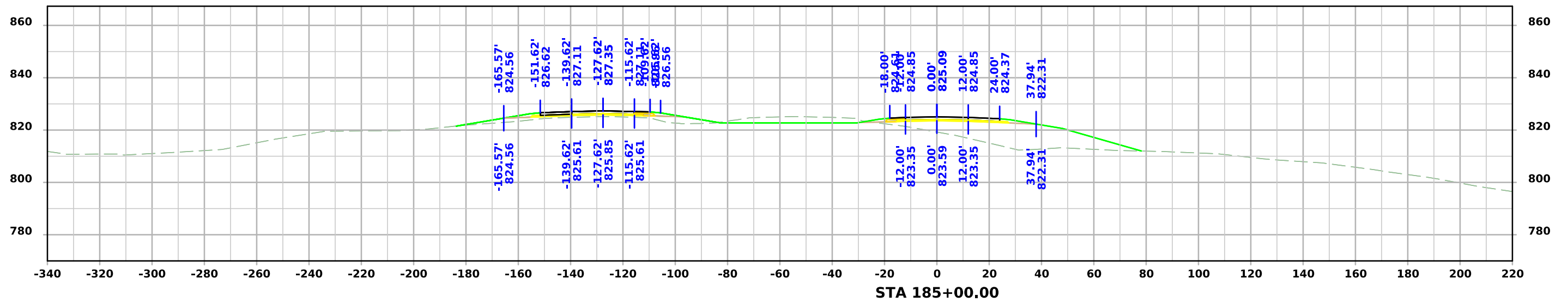
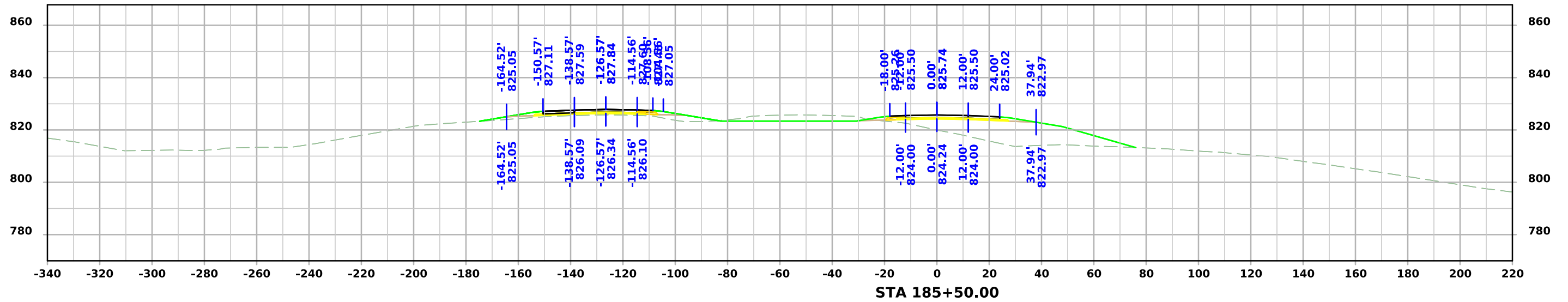


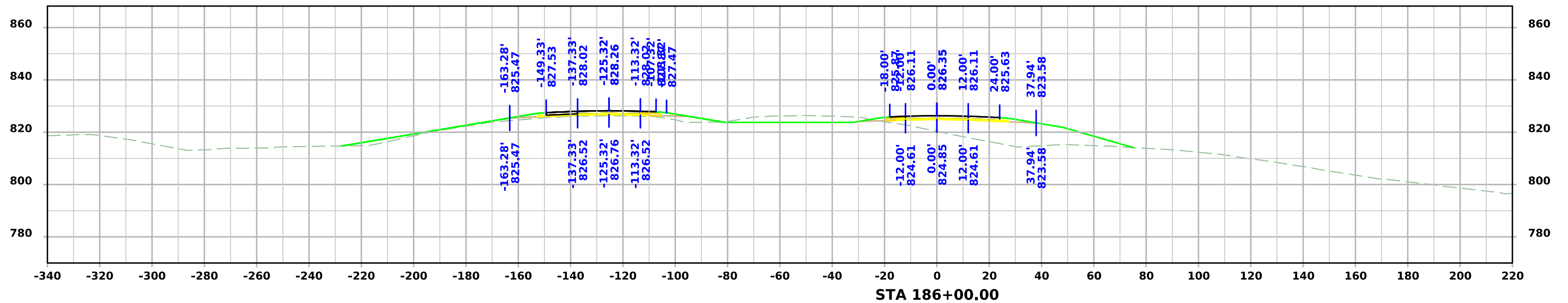
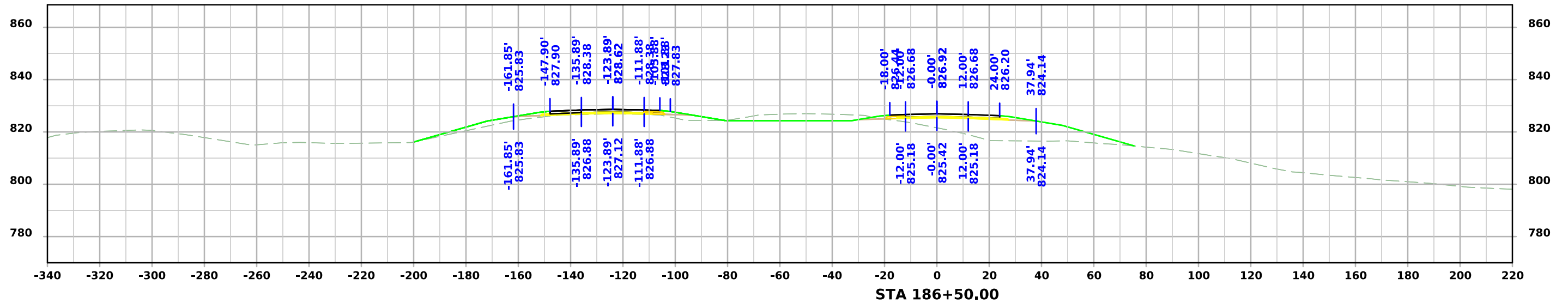


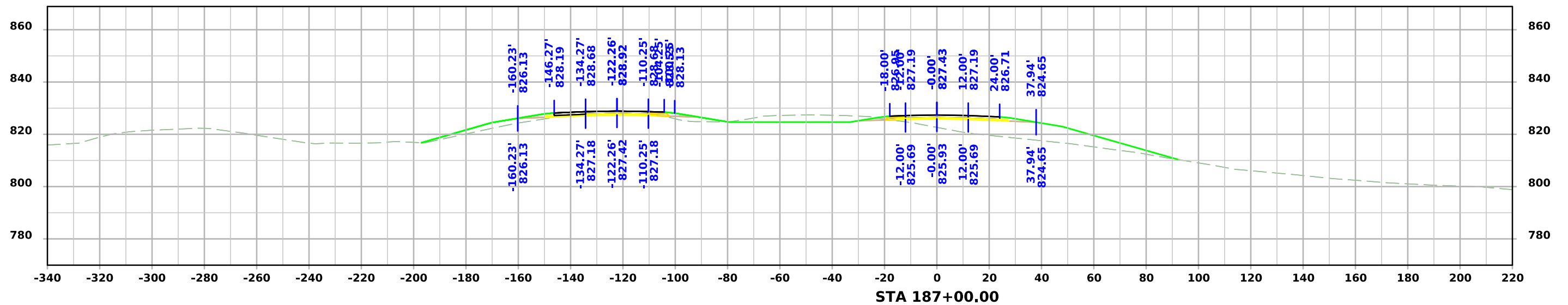
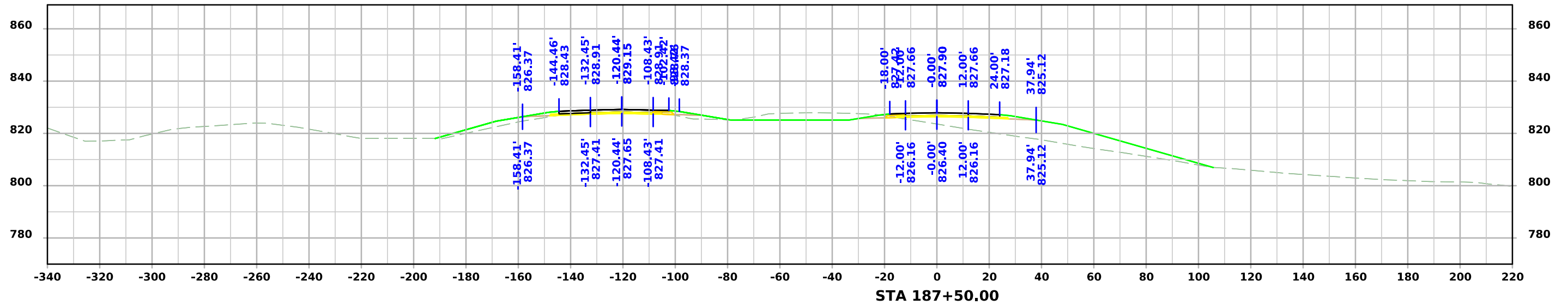




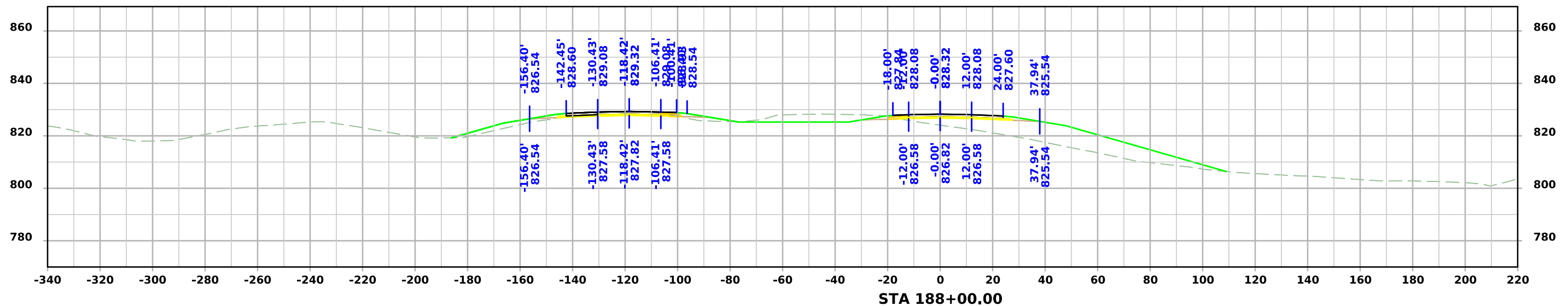
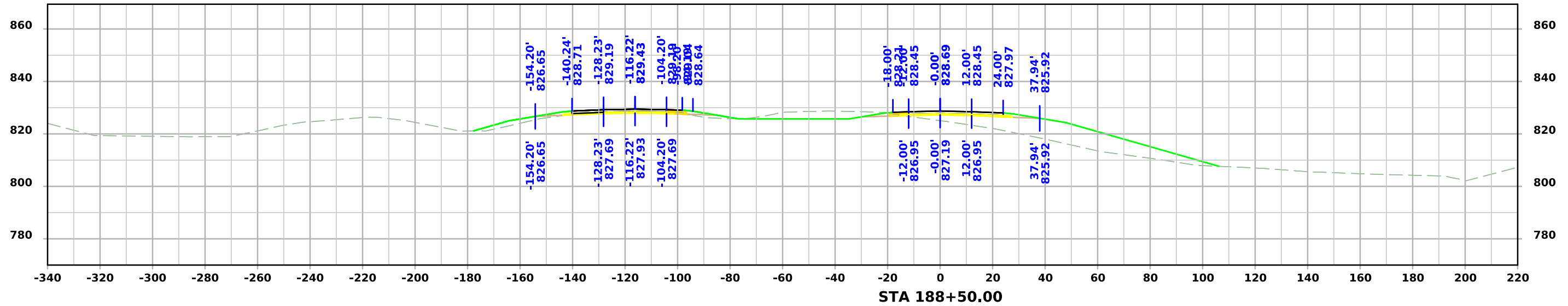




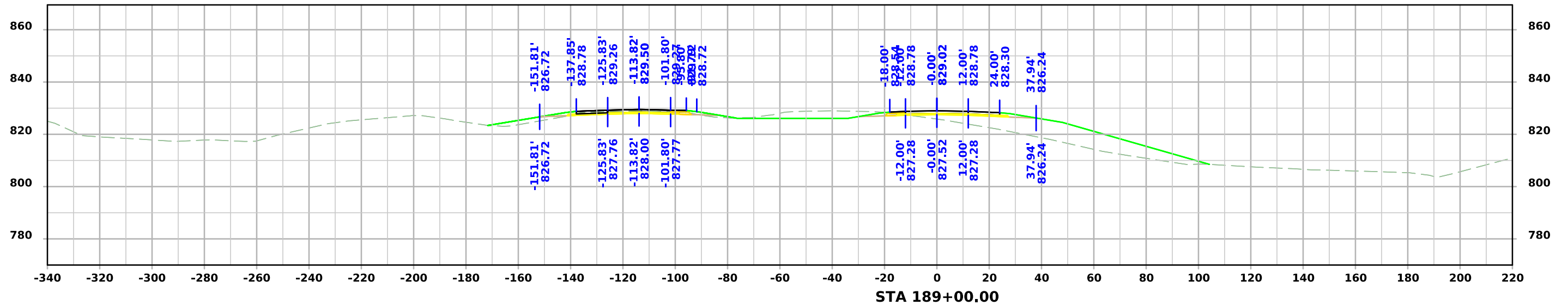
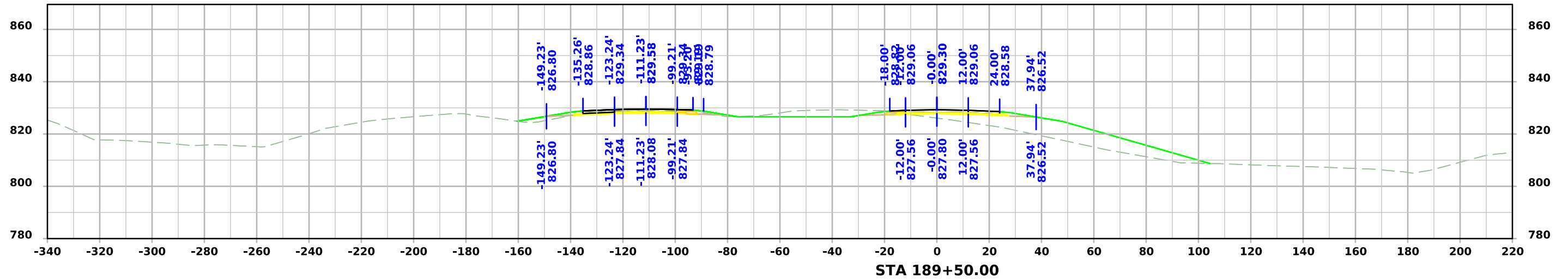
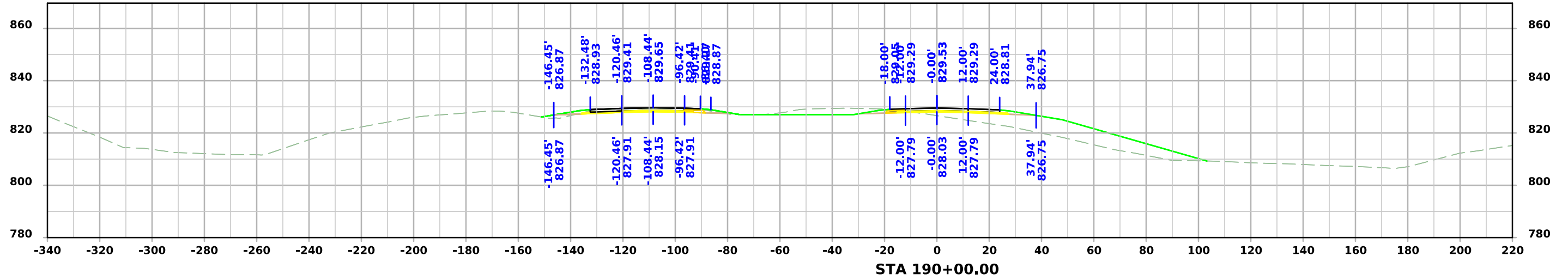




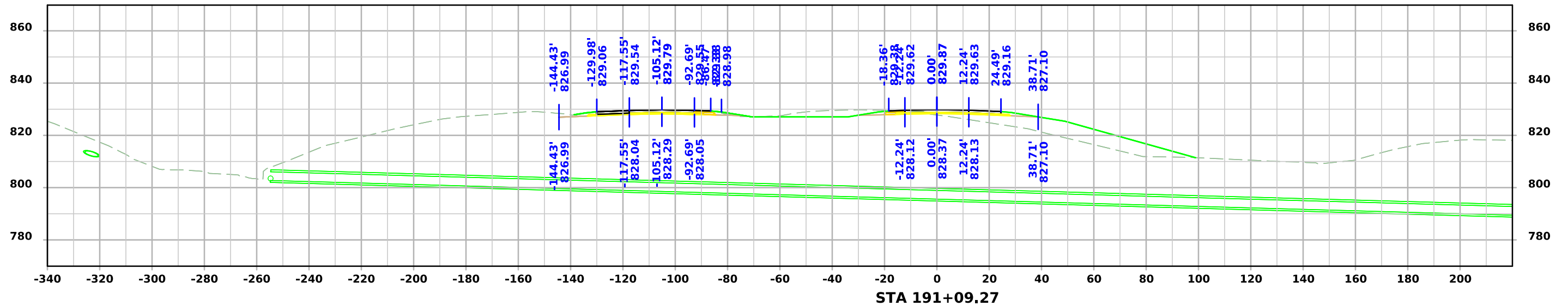
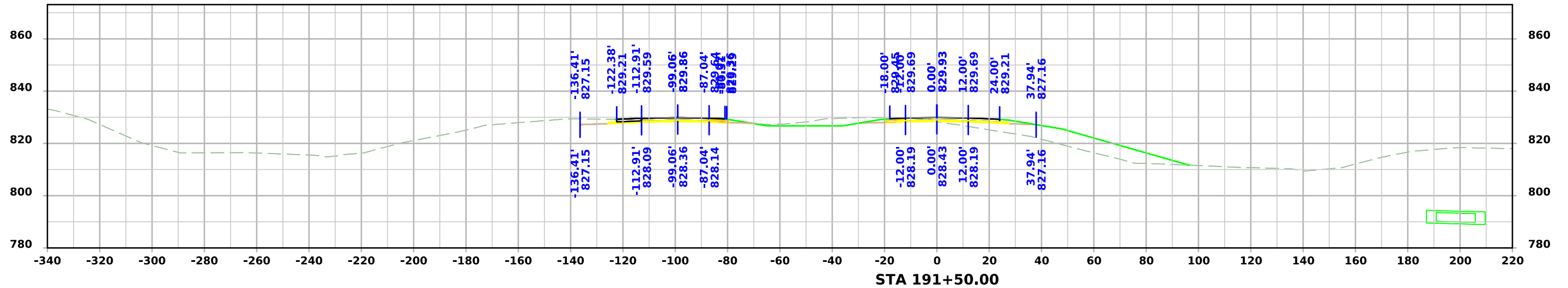




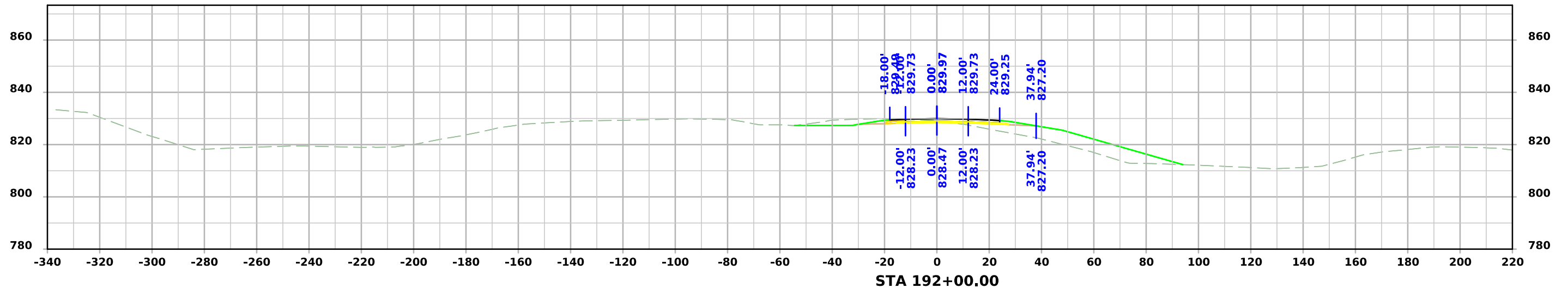
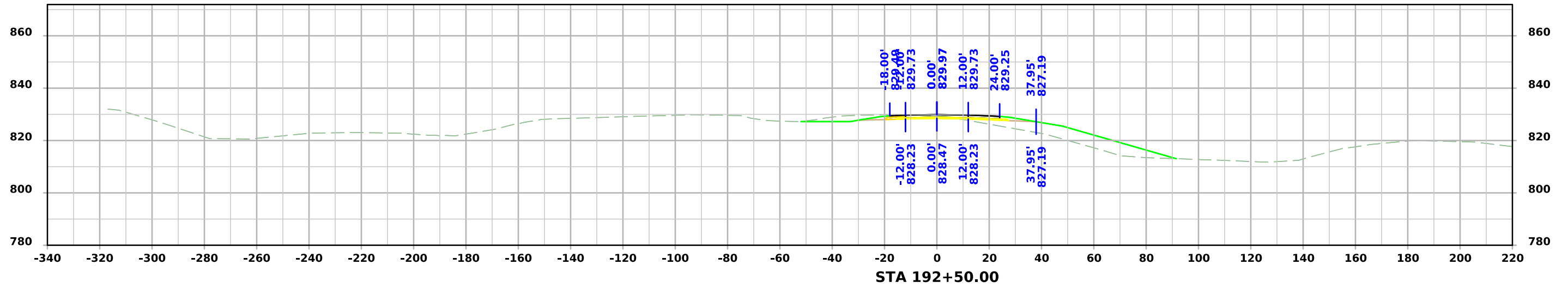
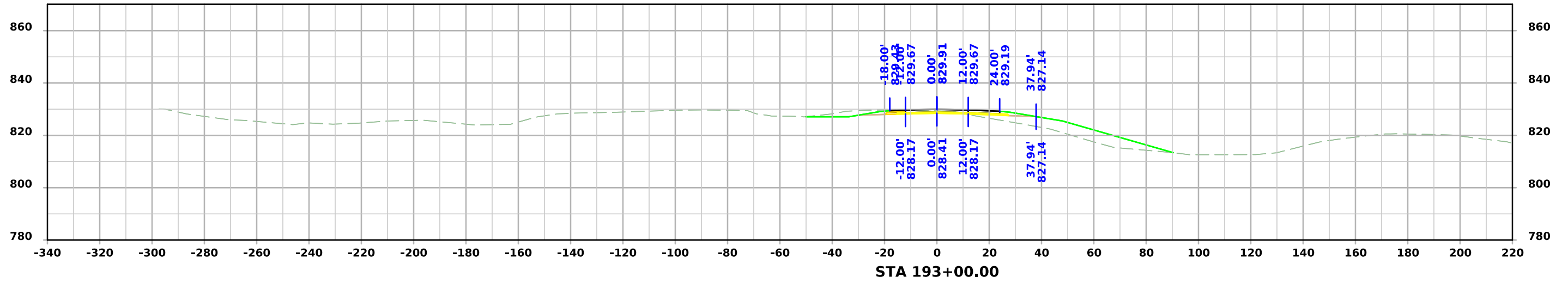
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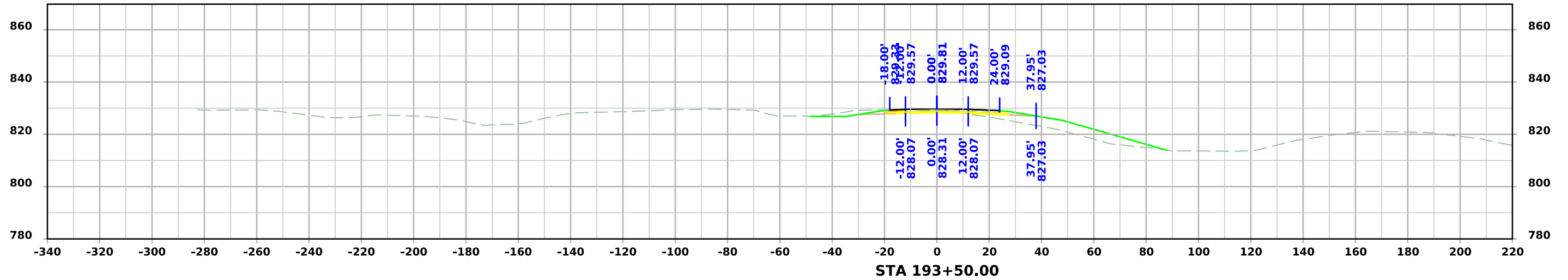
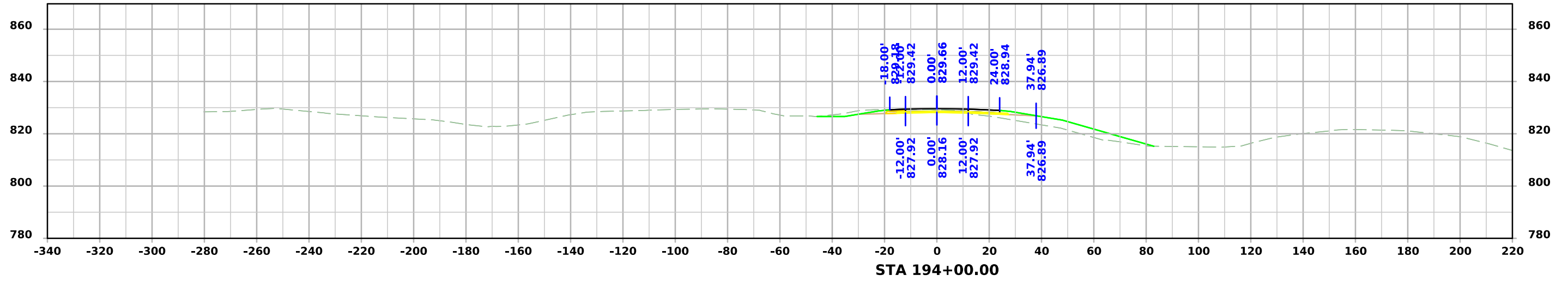
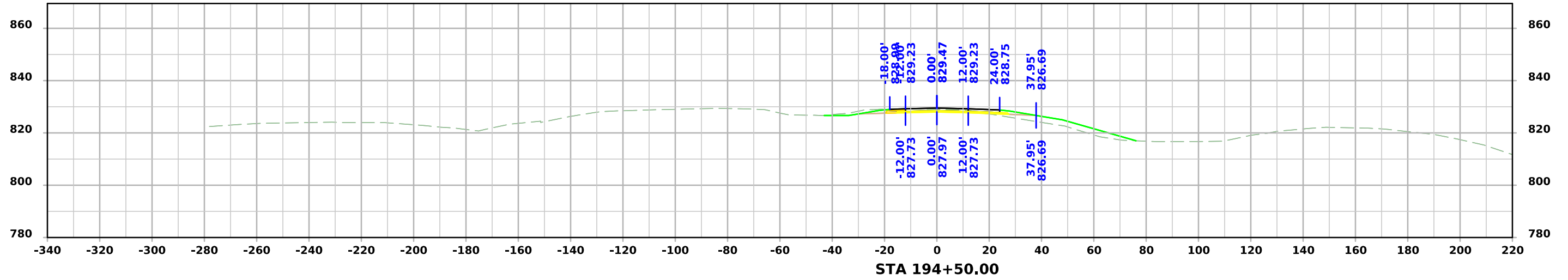


# I-80

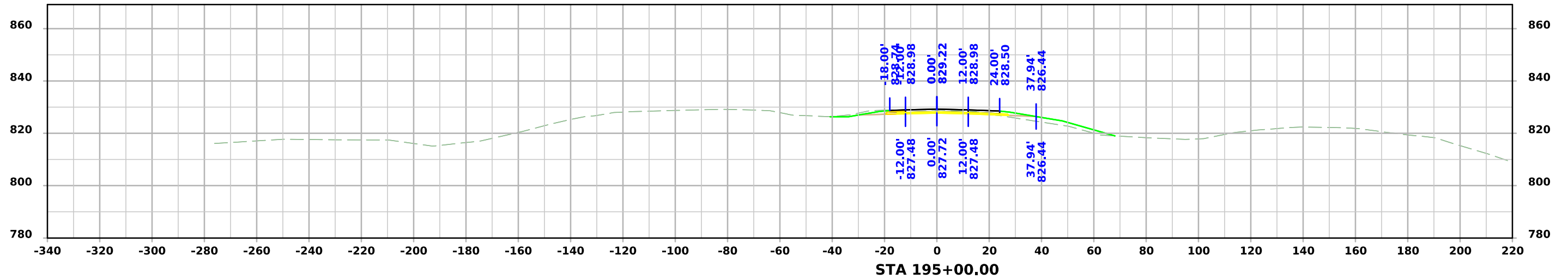
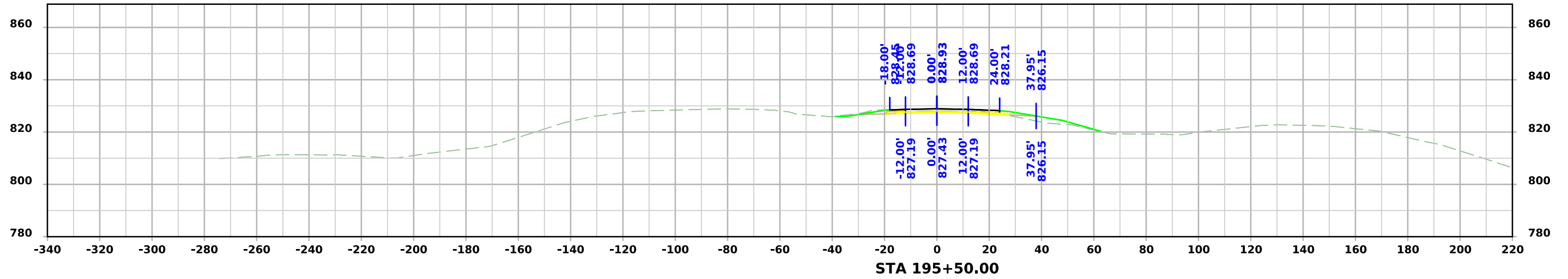
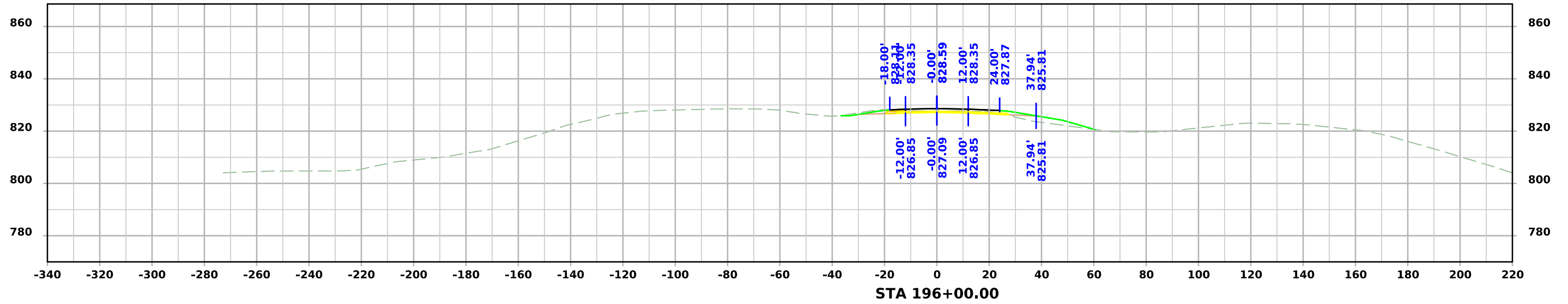


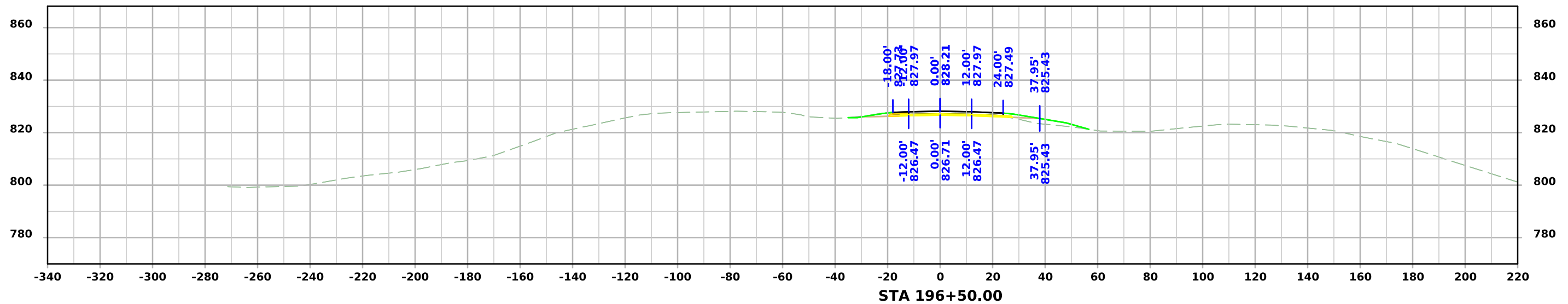
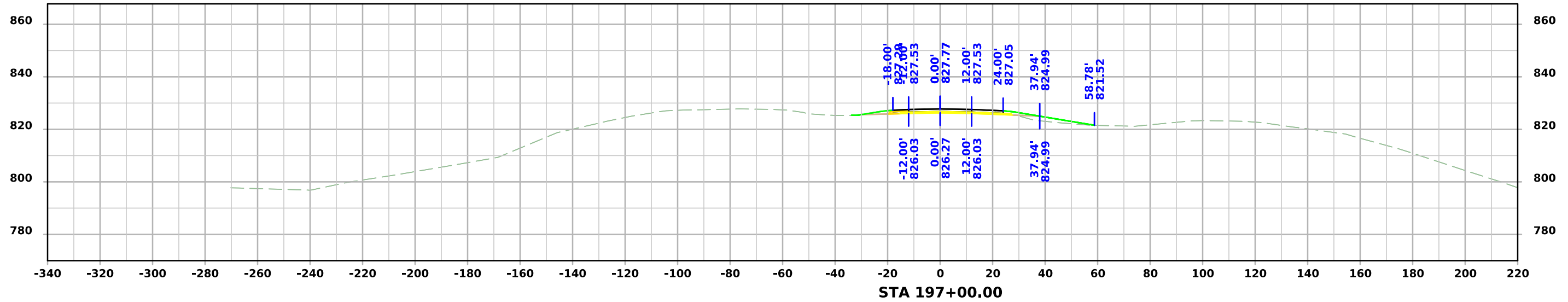


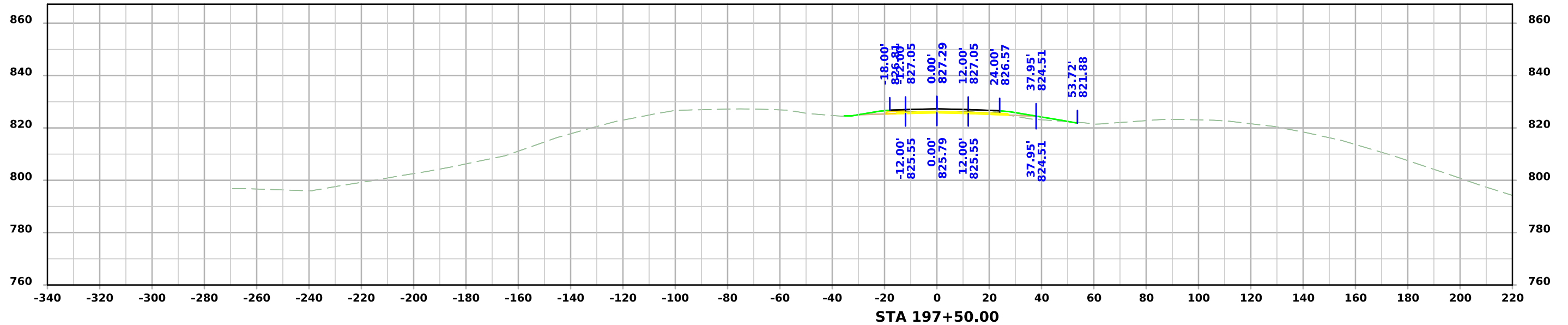
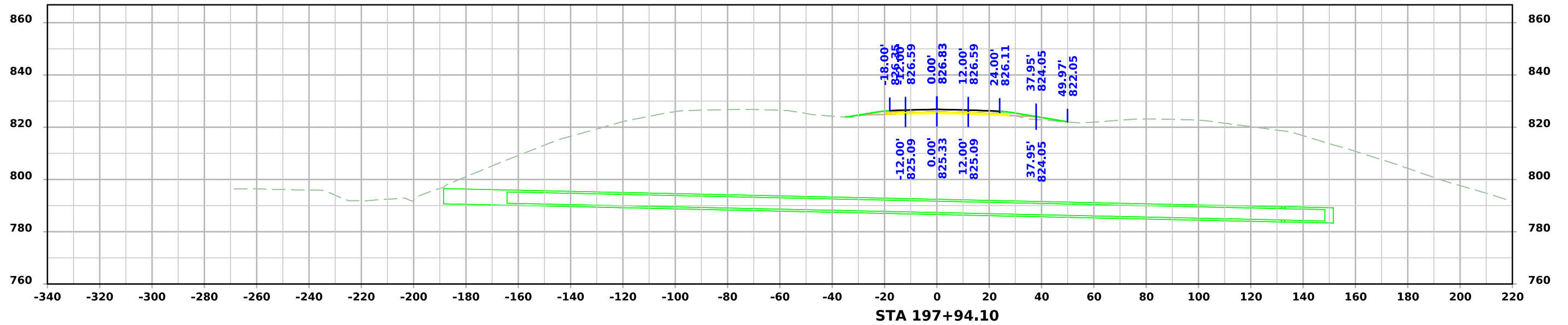
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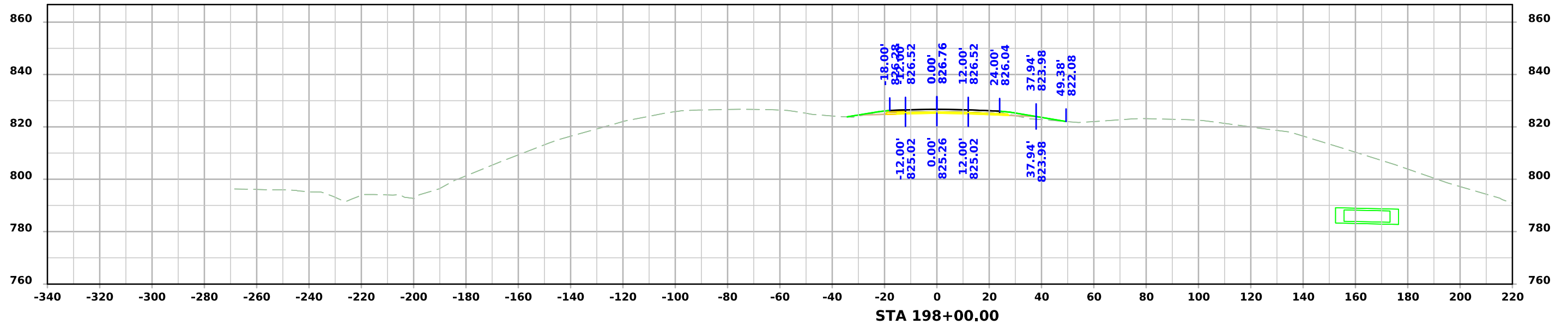
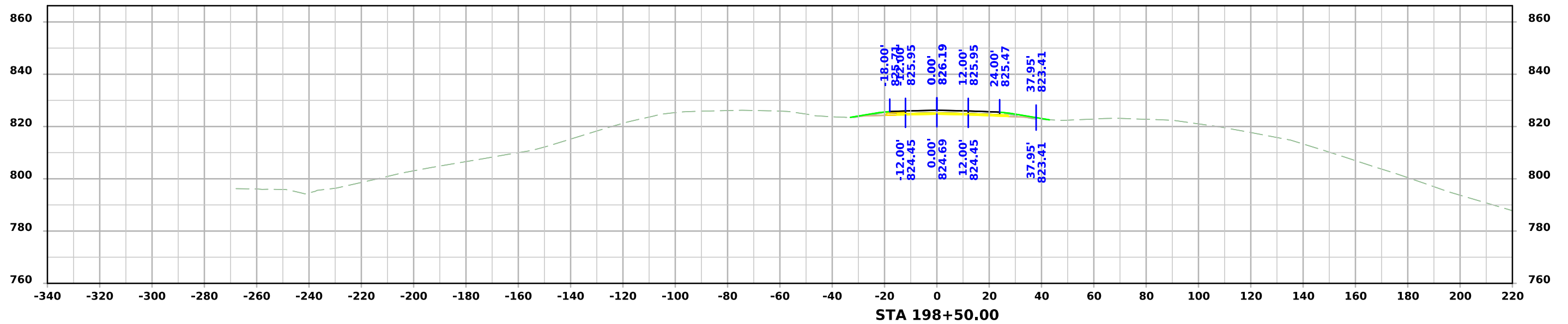


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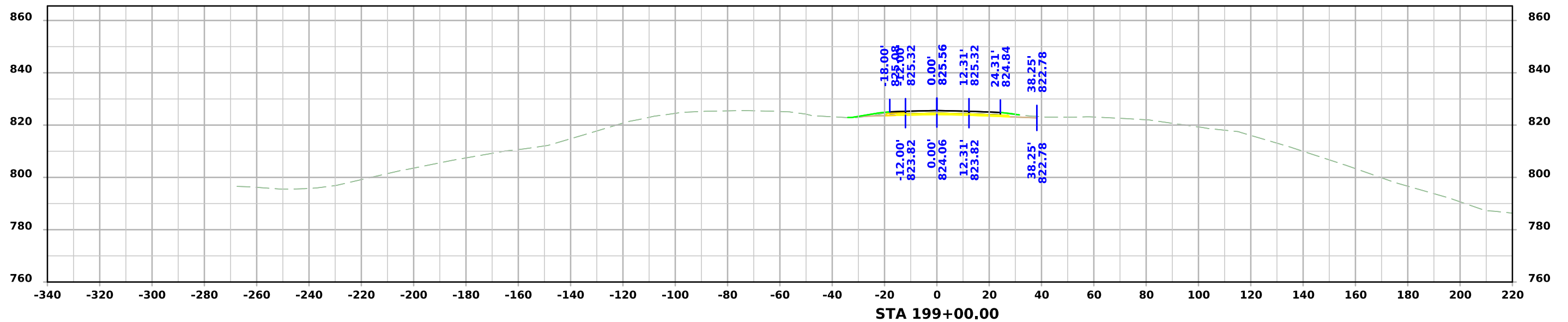
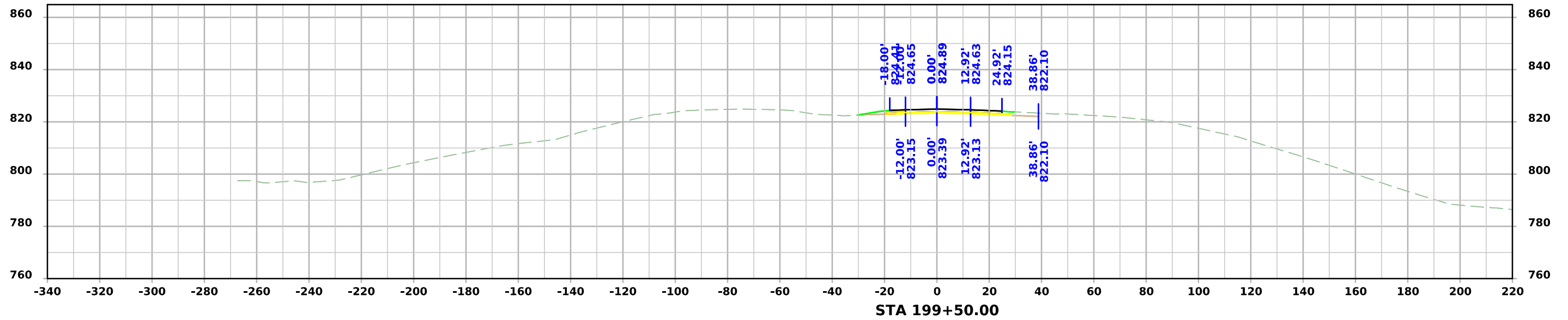


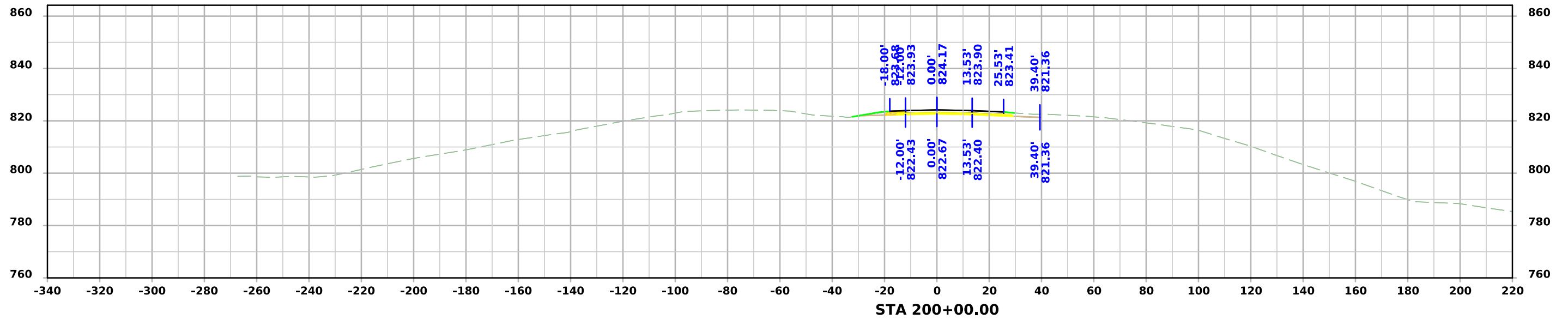
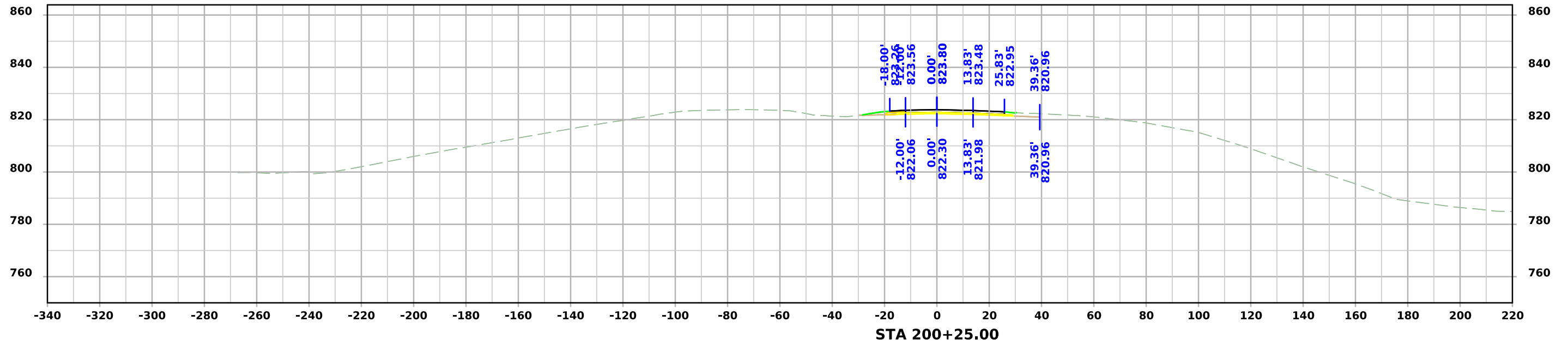


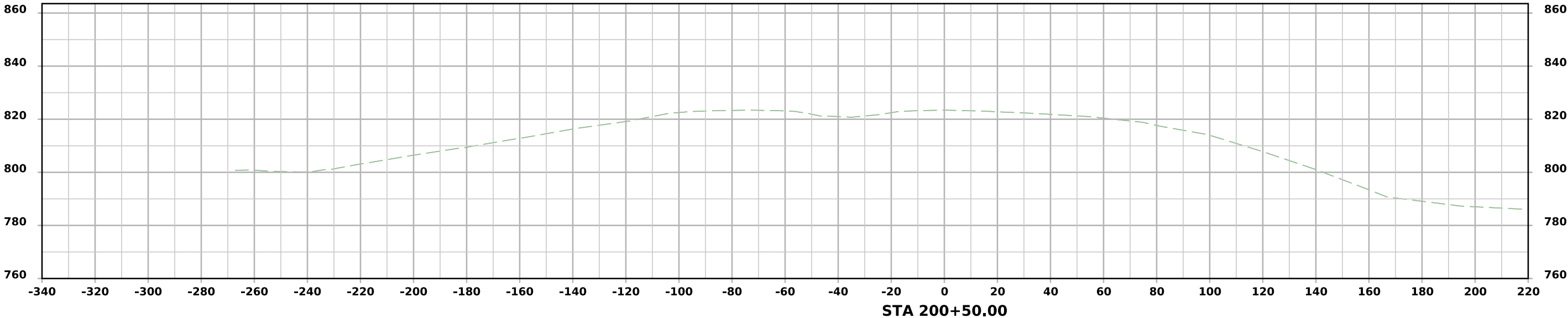




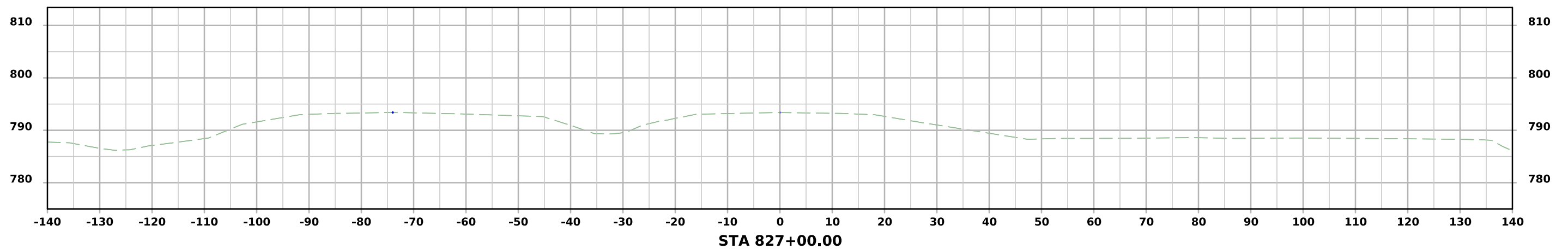
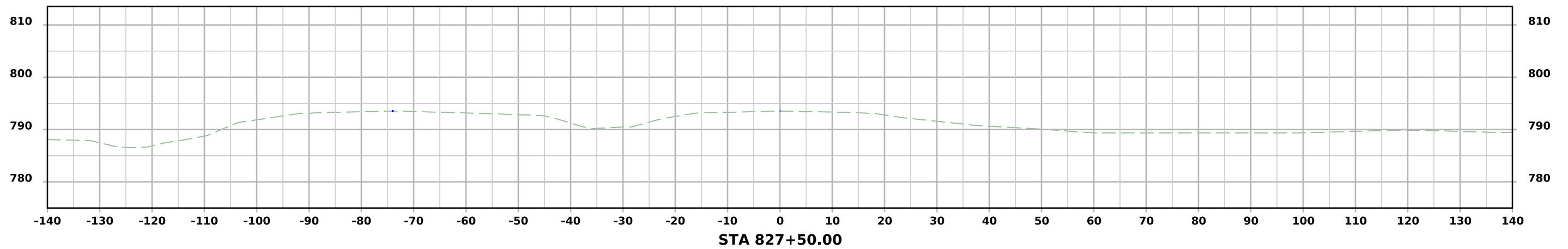
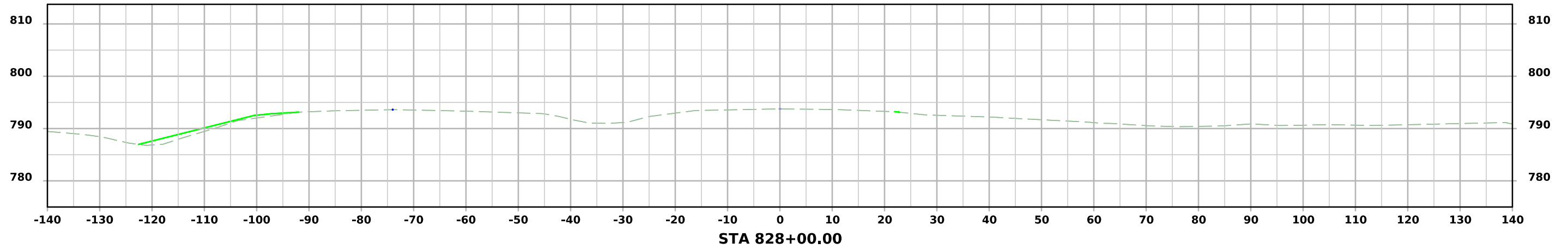




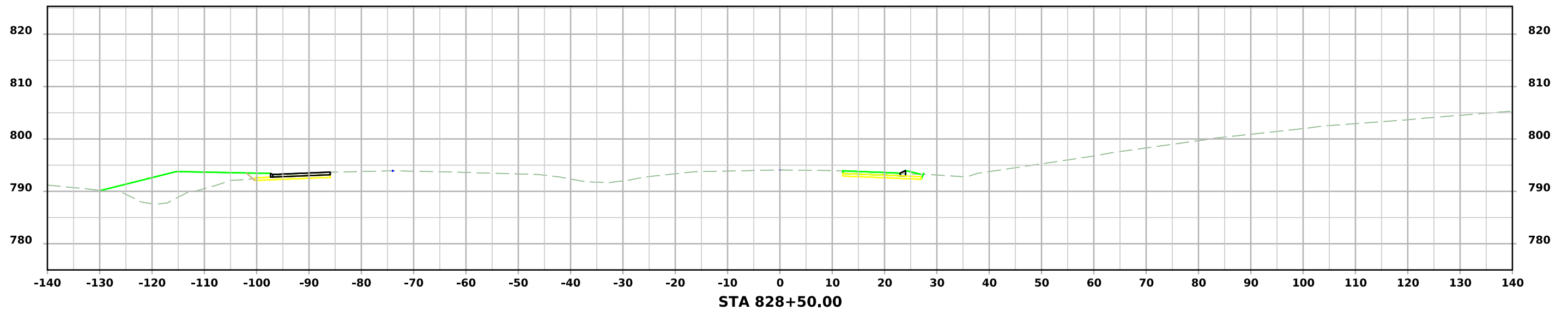
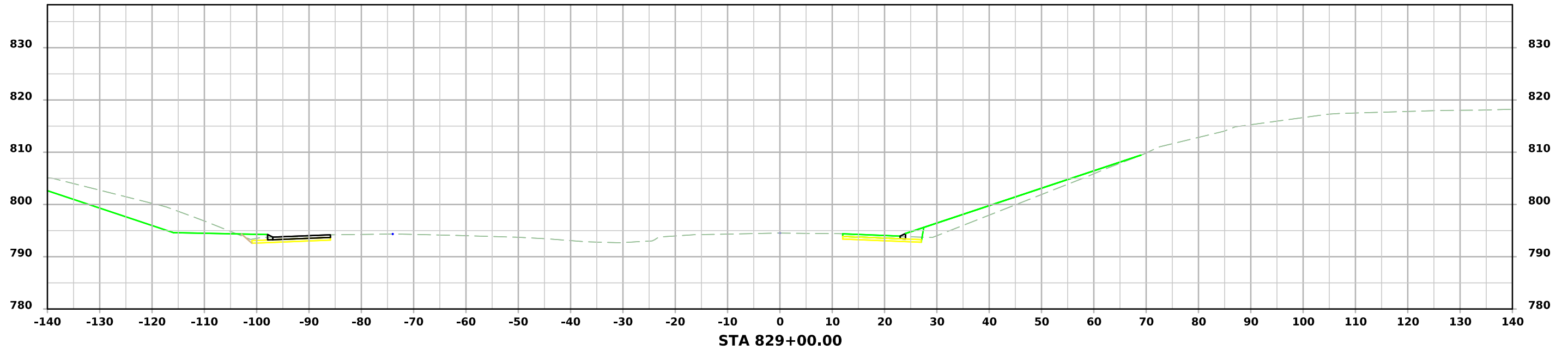




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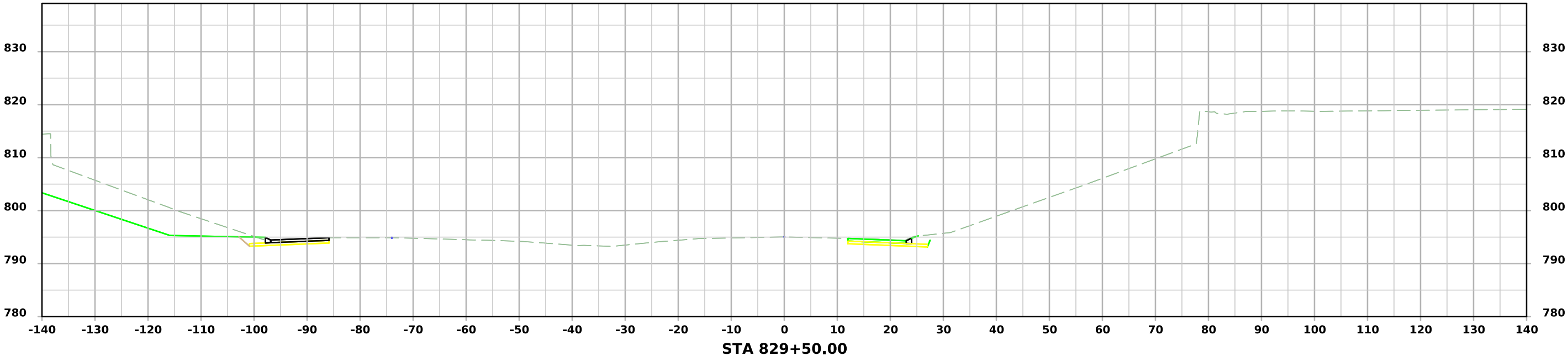
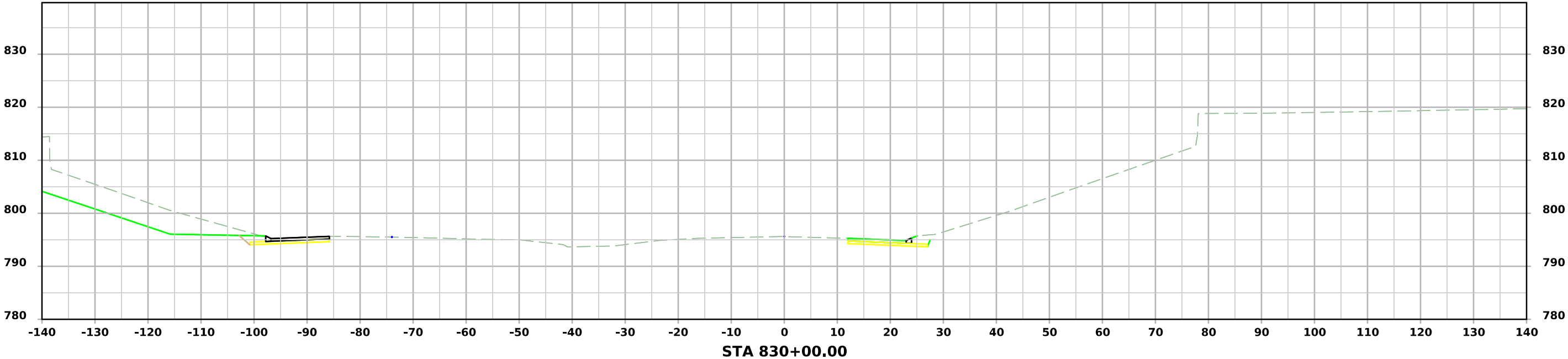


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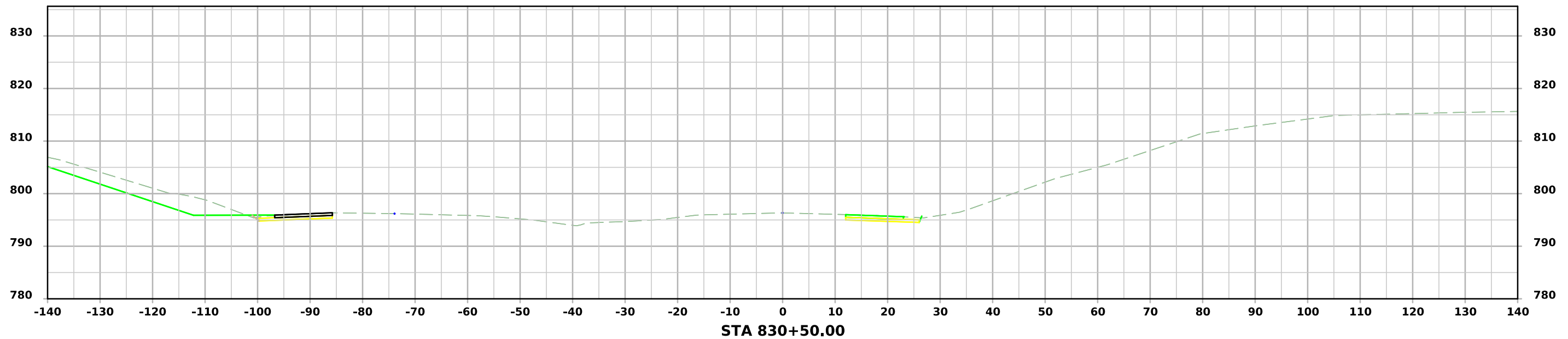
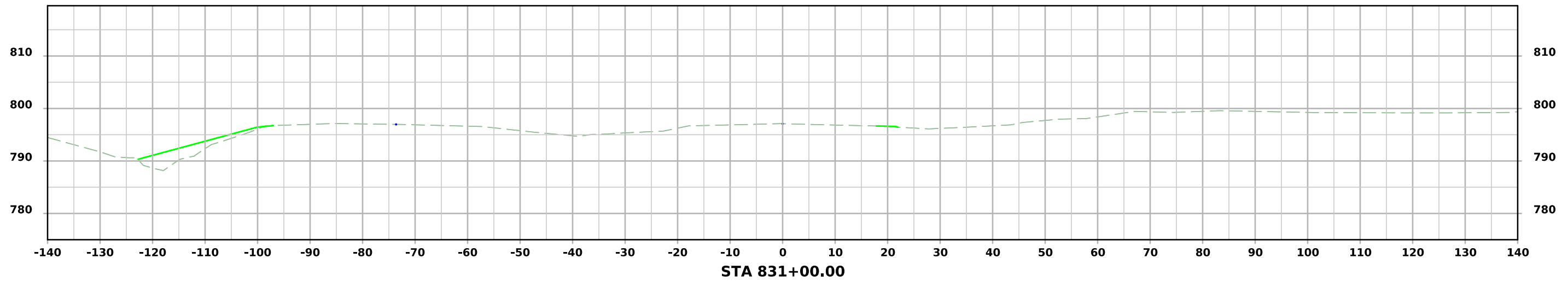




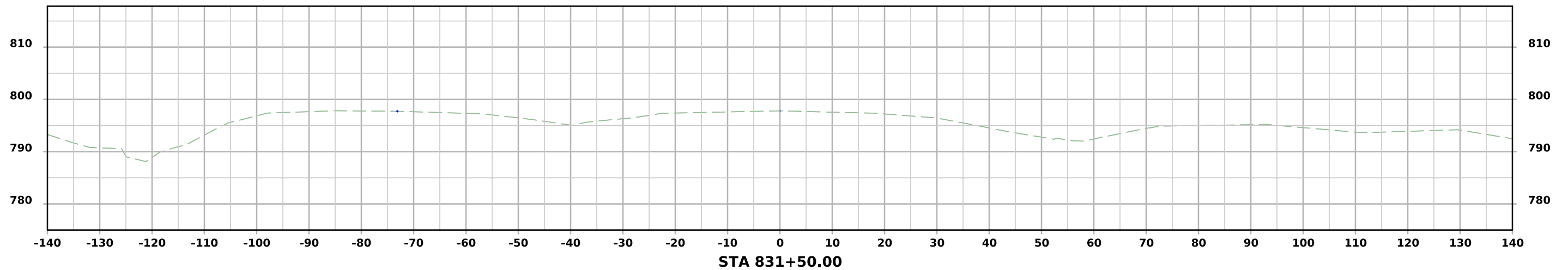
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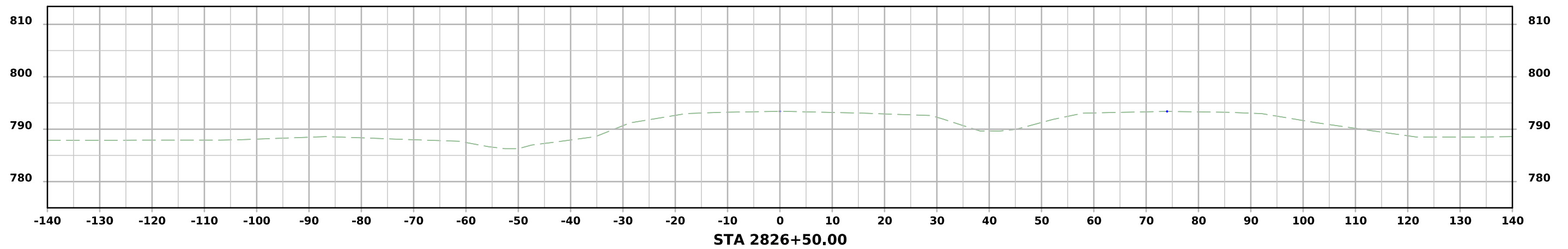
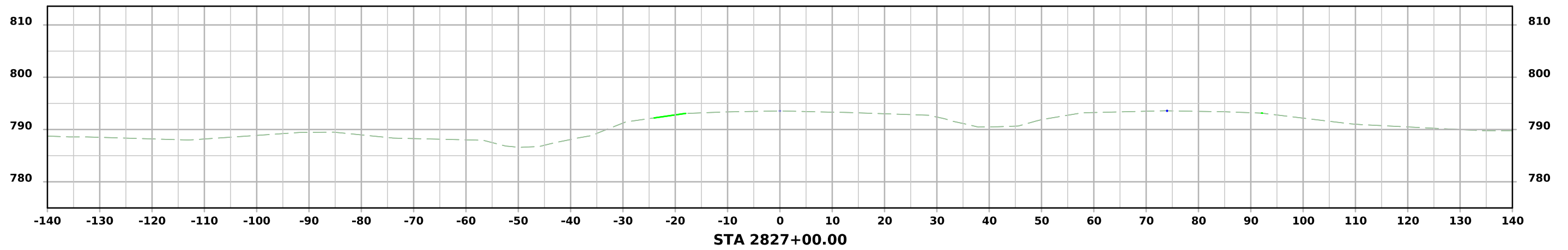
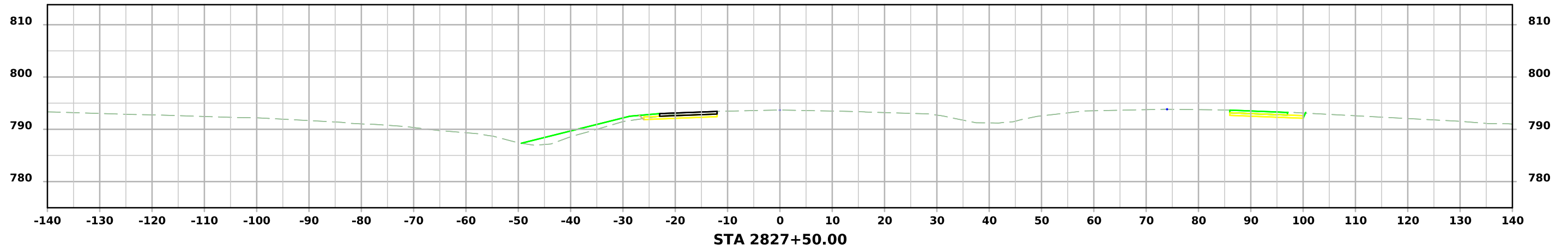
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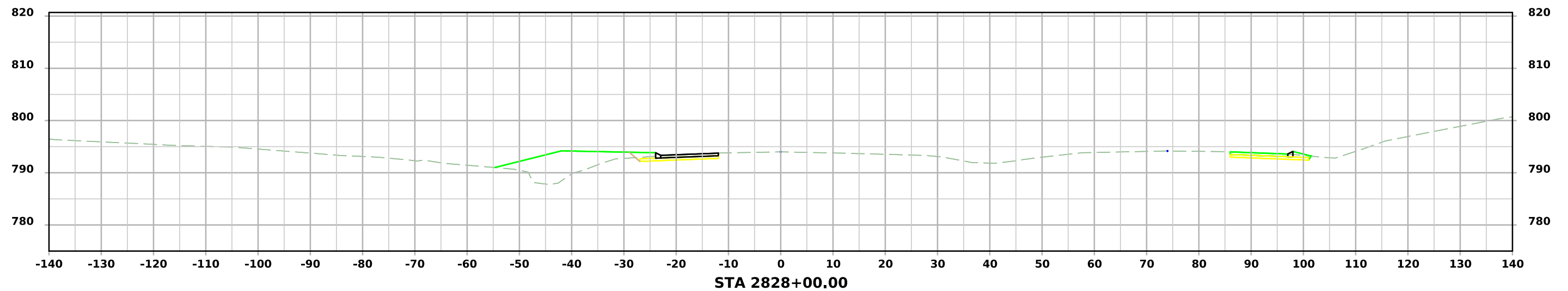
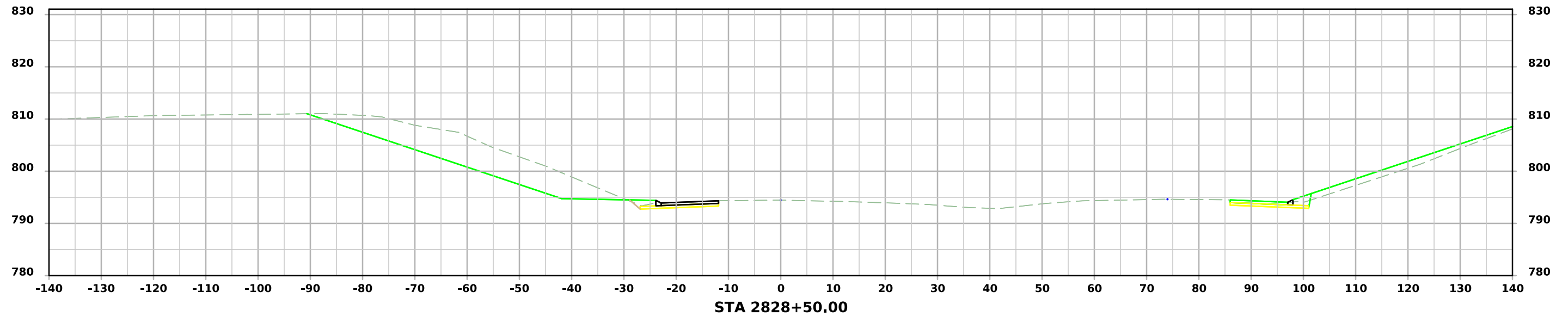
# IA-149 NB



# IA-149 SB

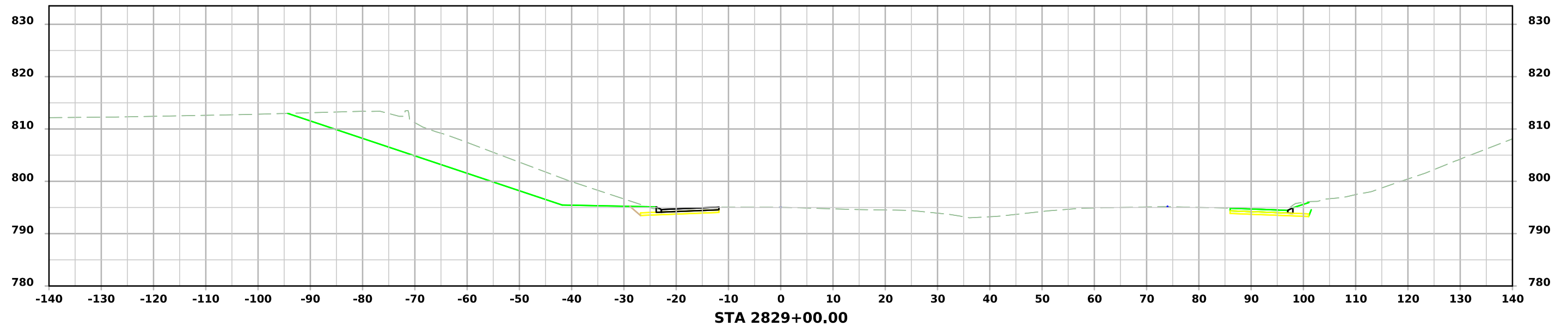
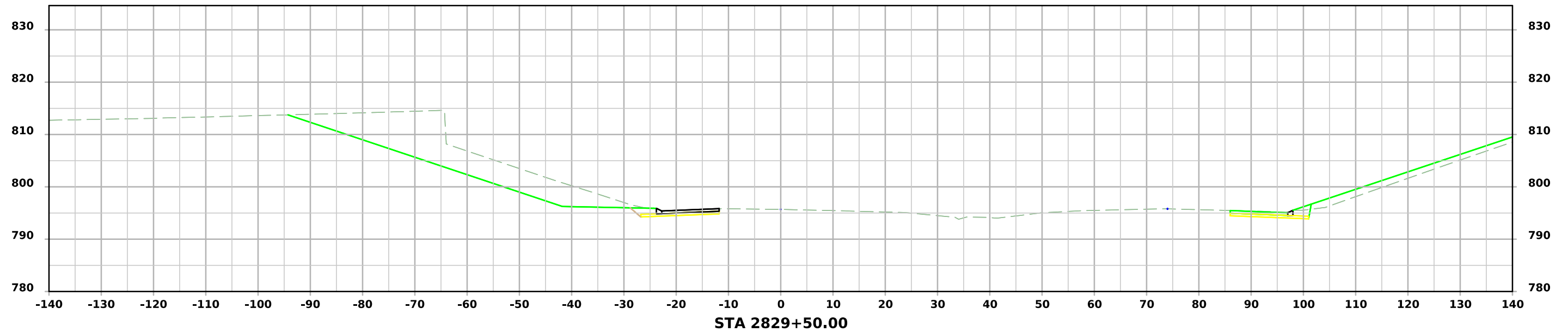


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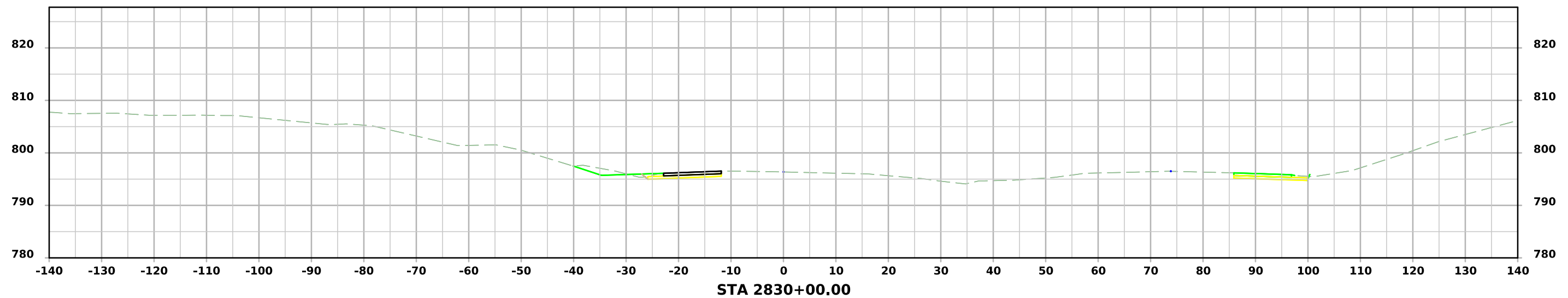
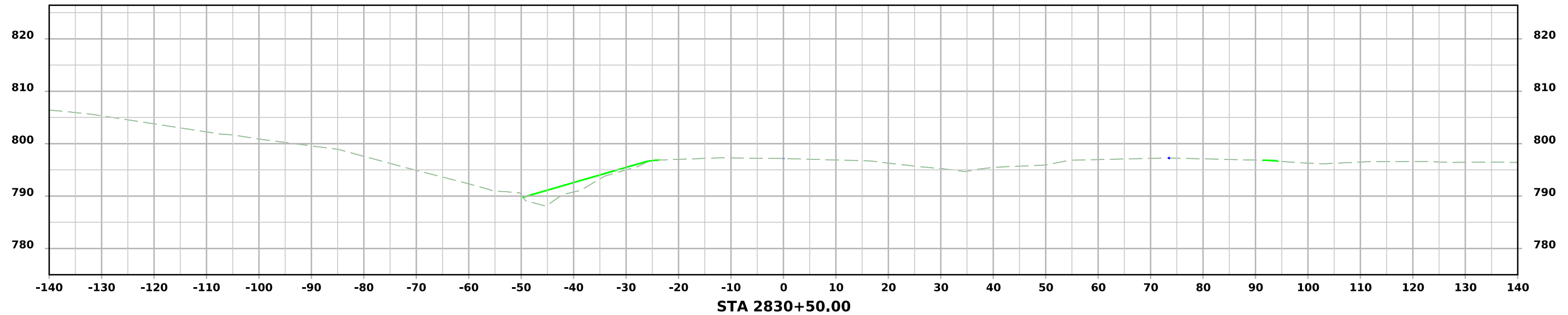




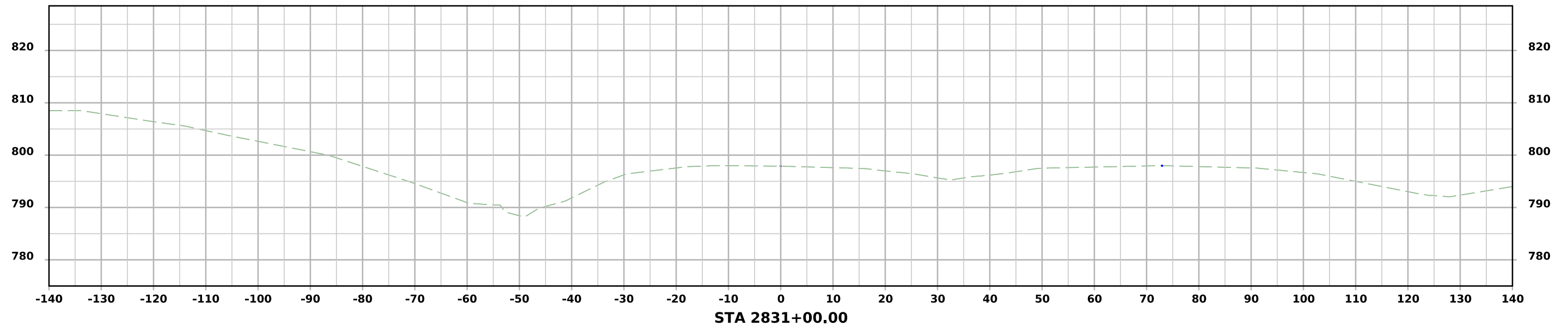
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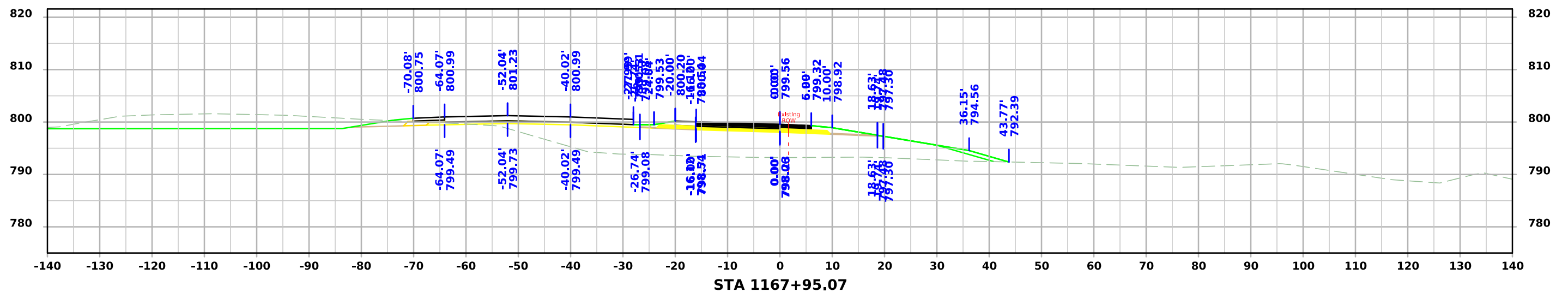
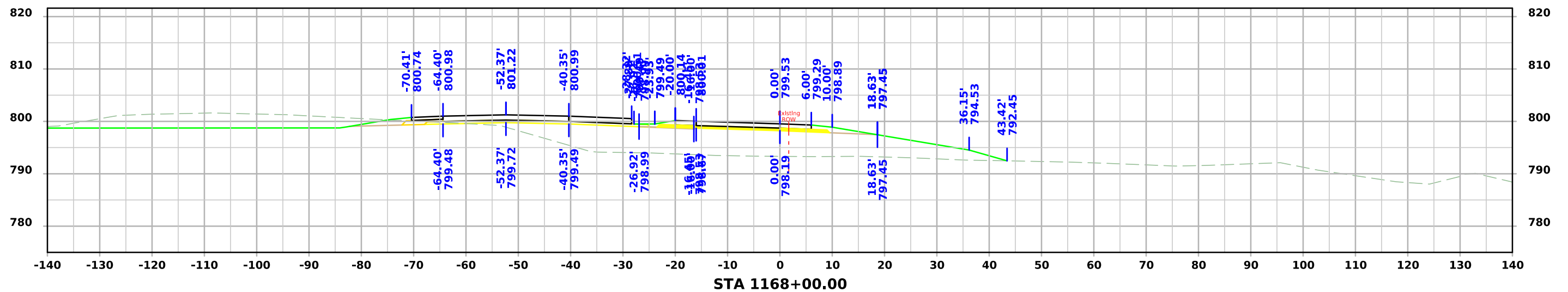
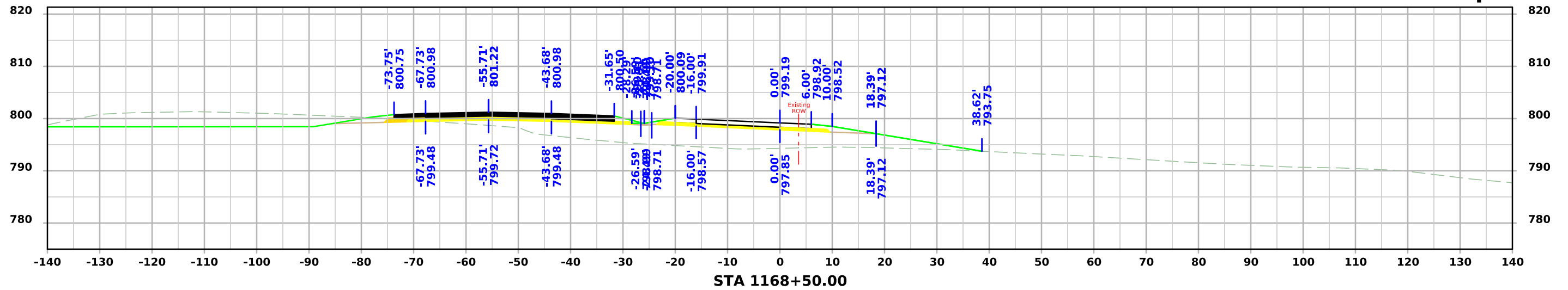
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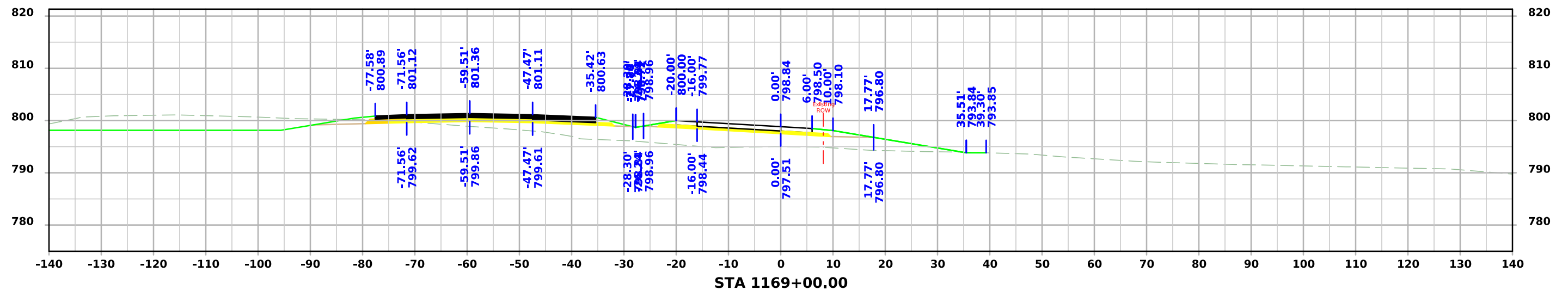
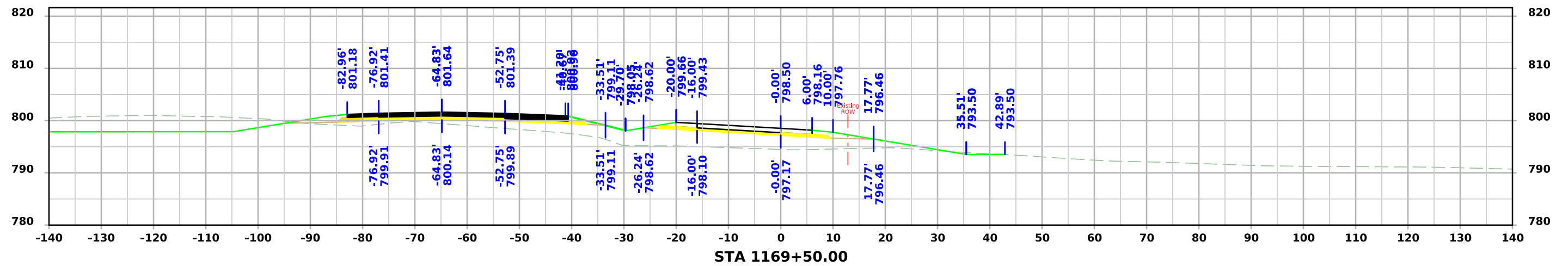
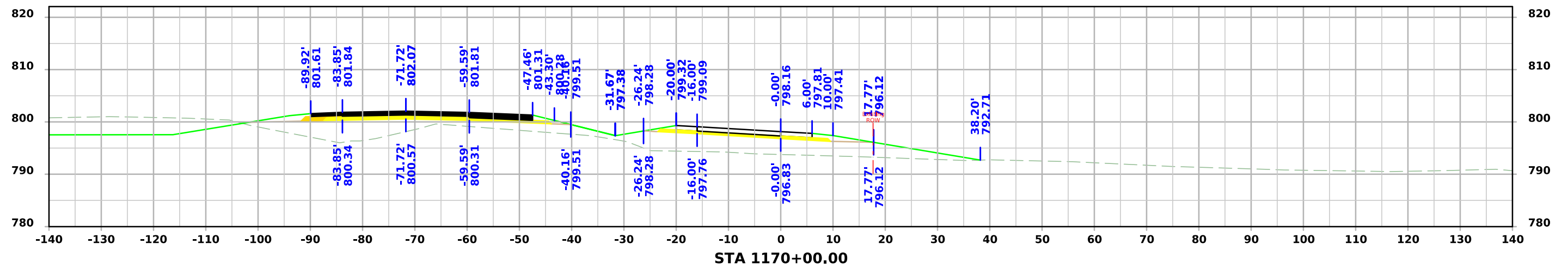
# IA-149 SB



# Ramp B

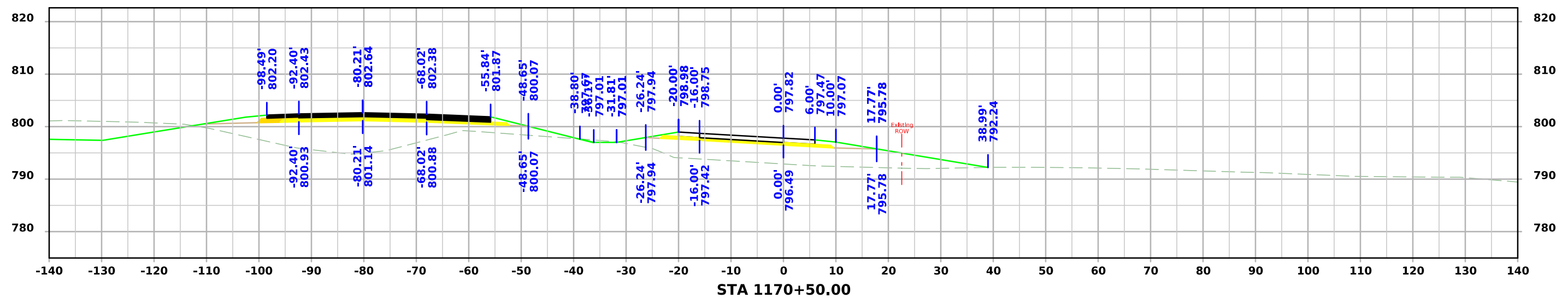
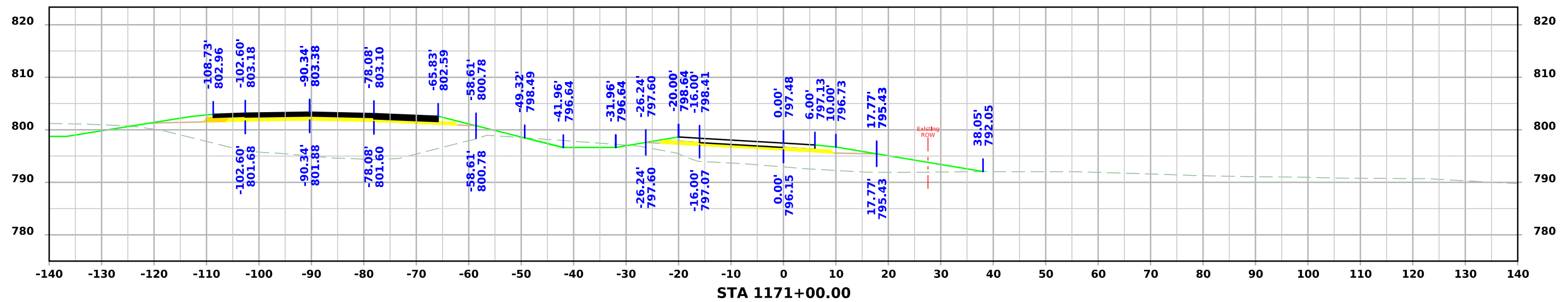


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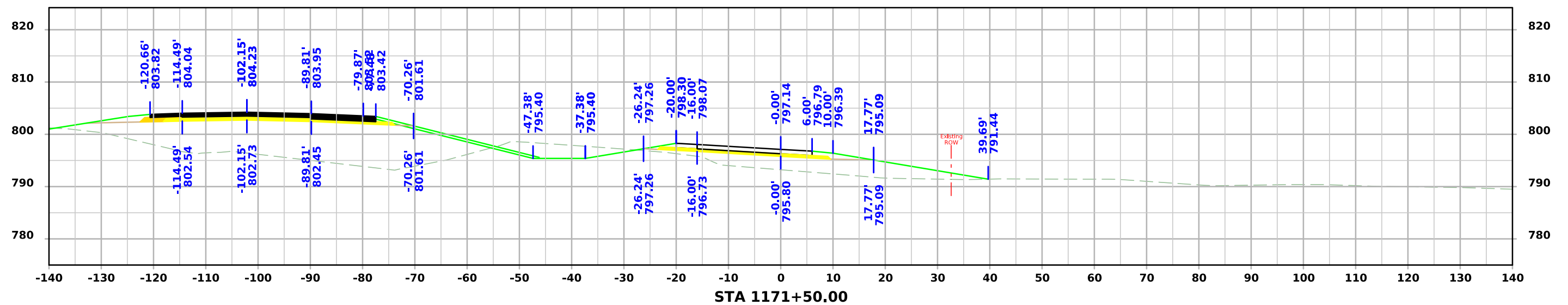
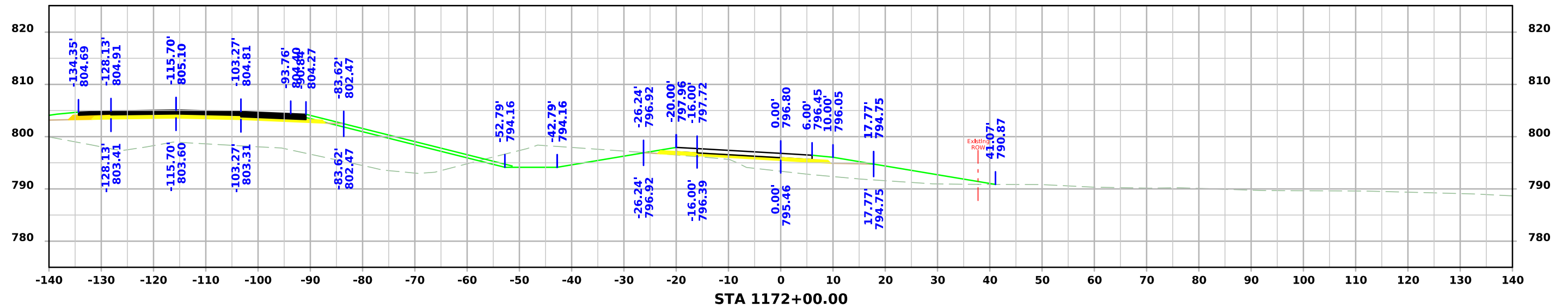




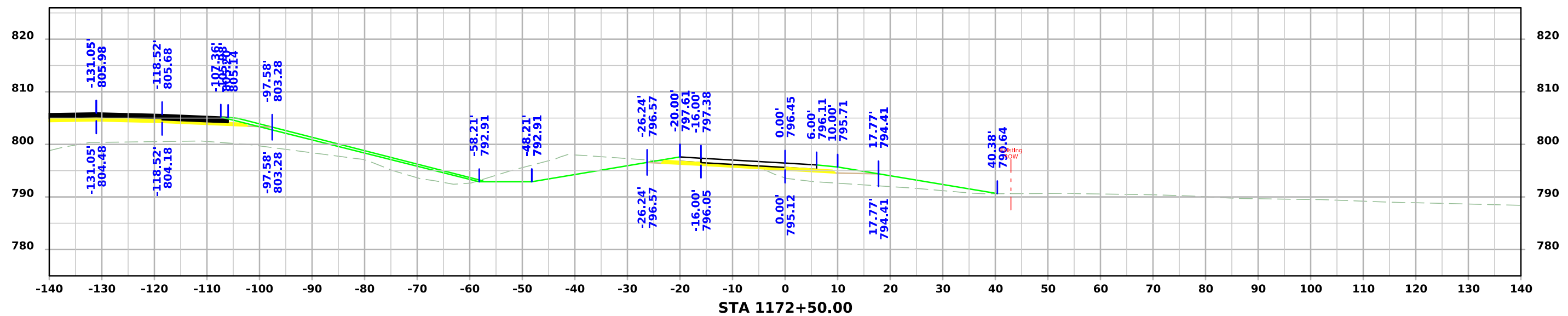
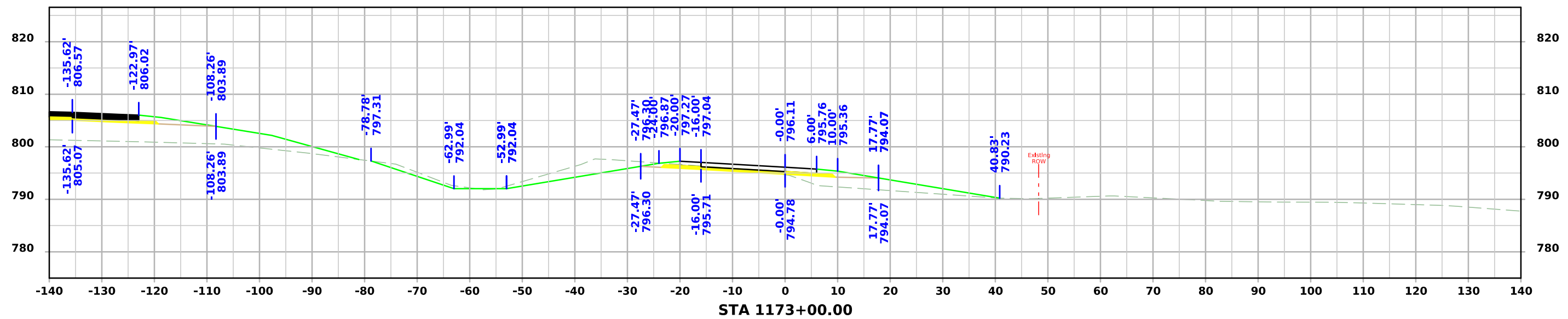
# Ramp B



# Ramp B

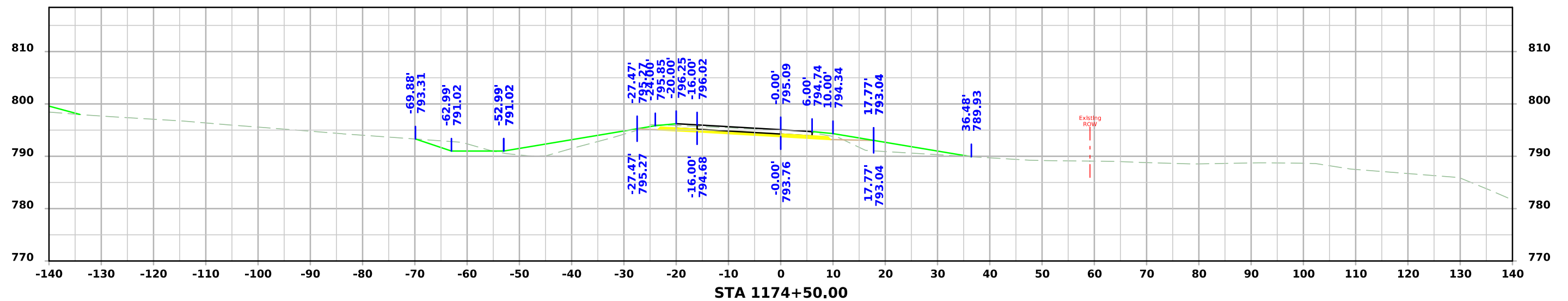
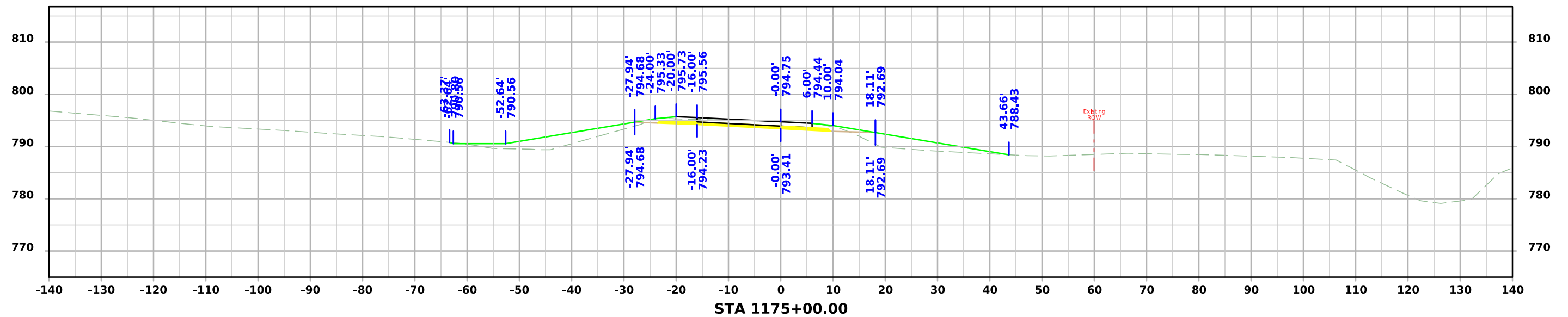


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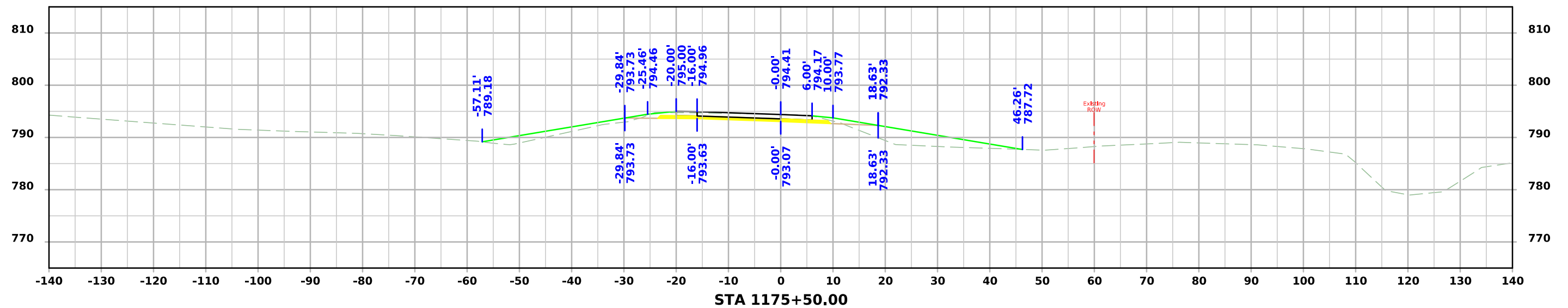
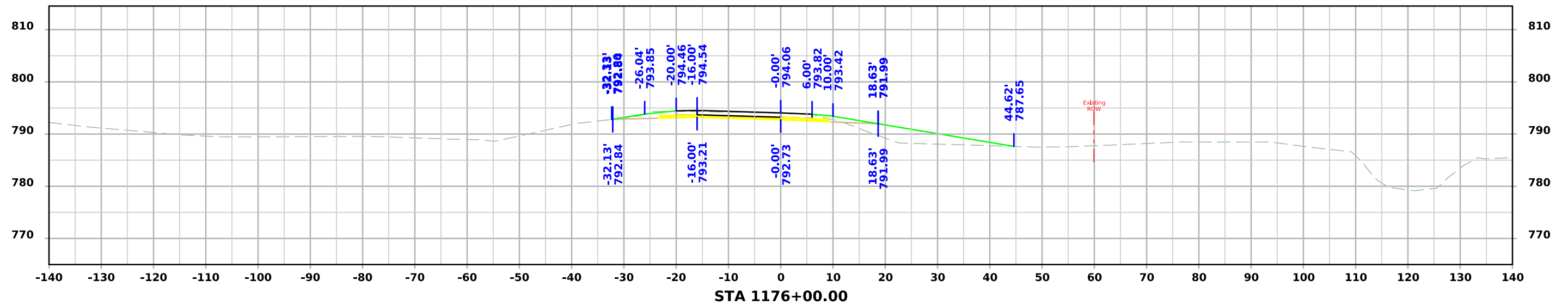




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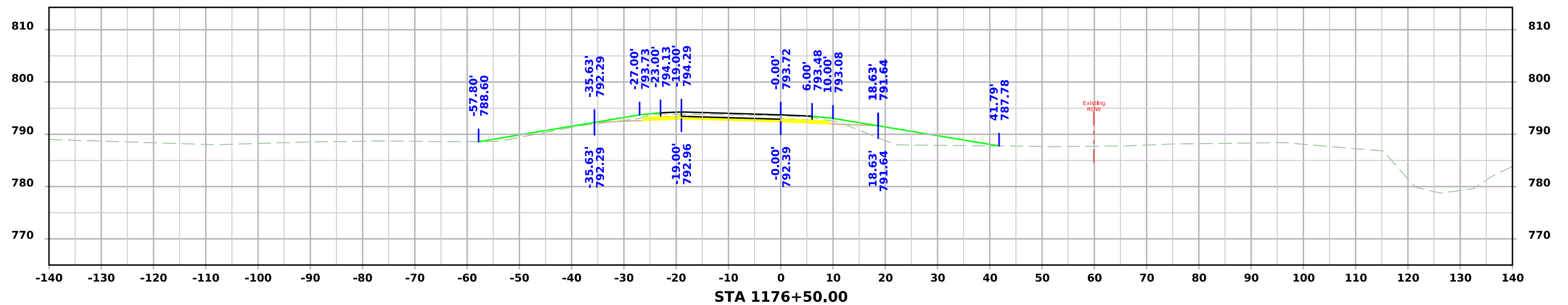
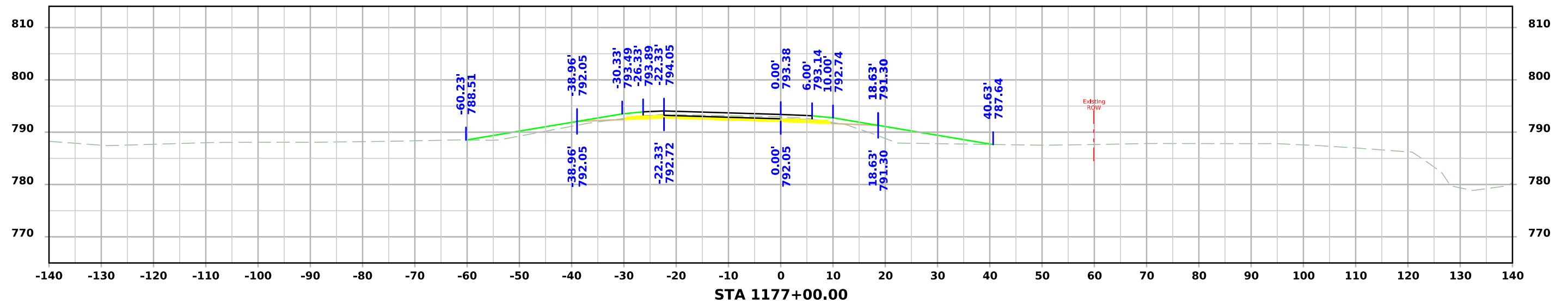


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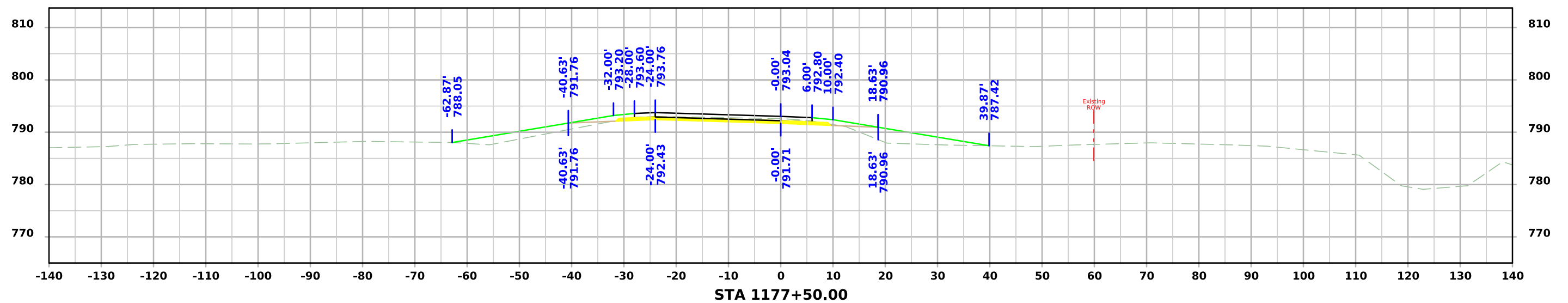
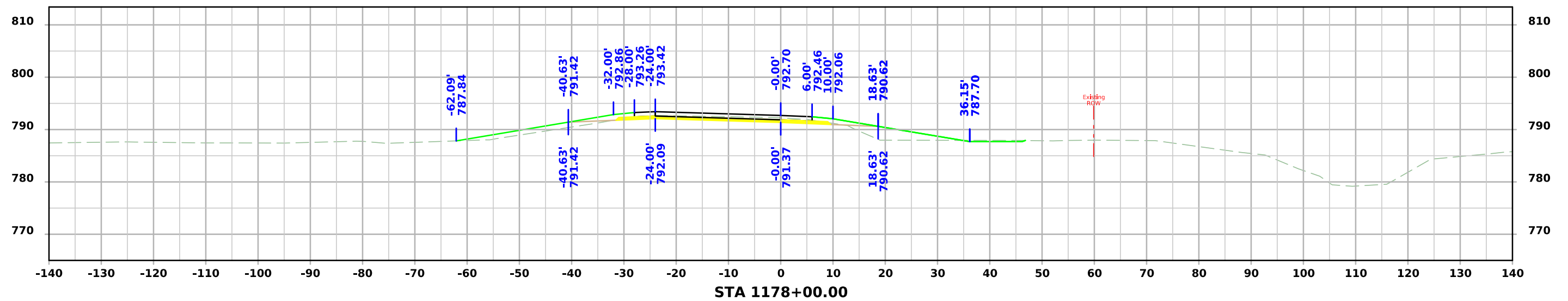




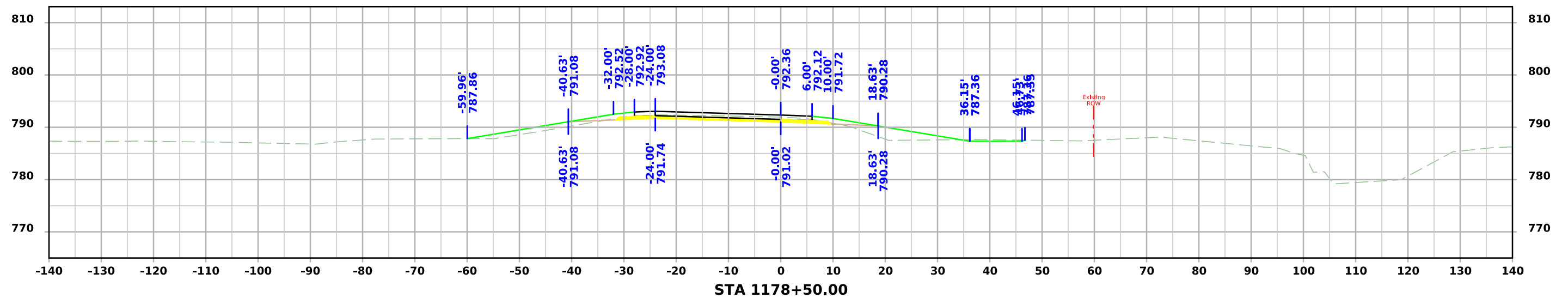
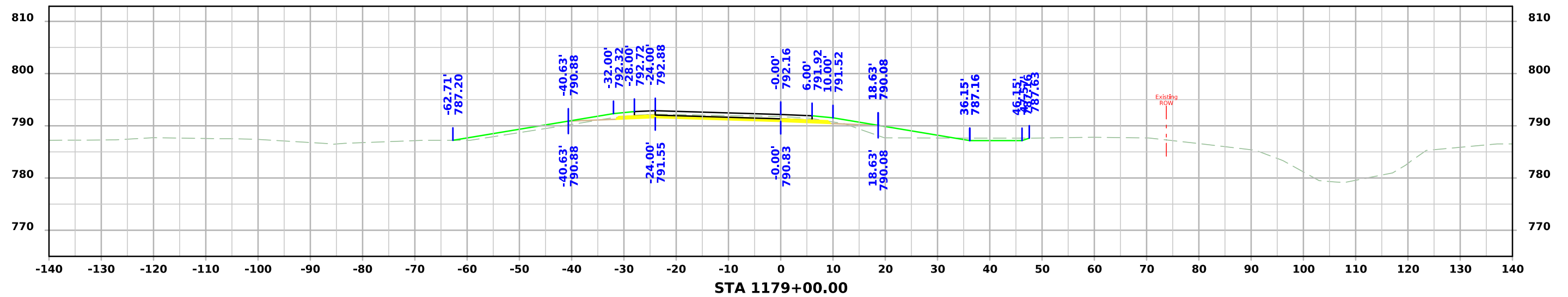
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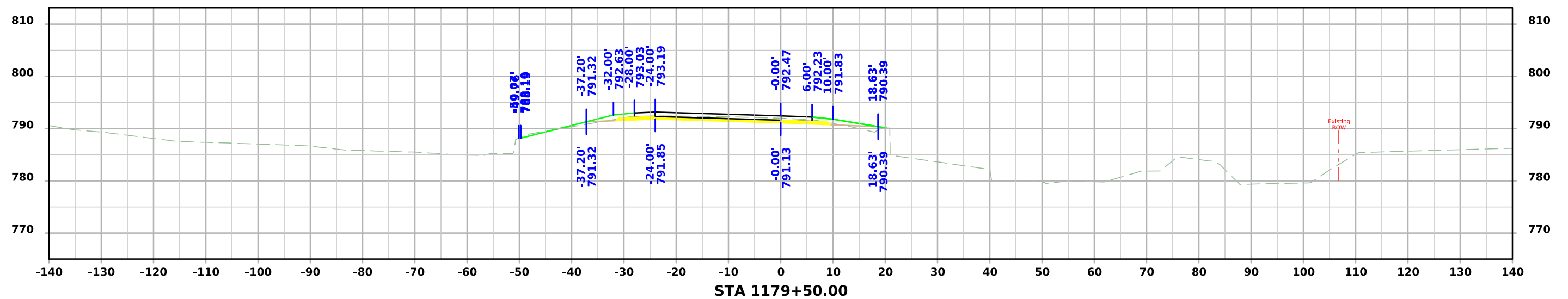
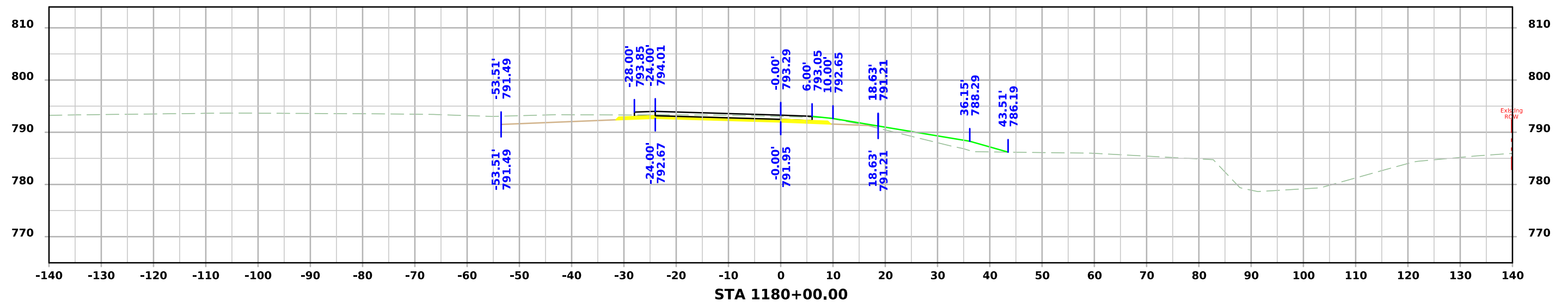
# Ramp B



# Ramp B



# Ramp B



# Ramp B

