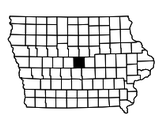
Preliminary Engineering
IM-035-4(329)110--13-85
STORY COUNTY

LETTING DATE 10/19/2027

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	**Typical Cross Sections and Details**
B.1 - 11	Typical Cross Sections and Details
D Sheets	**Mainline Plan and Profile Sheets**
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 11	I-35
E Sheets	**Side Road Plan and Profile Sheets**
* E.1 - 4	US 30
* E.5	Dayton Avenue (For Information Only)
G Sheets	**Survey Sheets**
G.1 - 4	Reference Ties and Bench Marks
G.5 - 7	Reference Ties and Bench Marks
J Sheets	**Traffic Control and Staging Sheets**
* J.1 - 3	Traffic Control Plan and Staging Notes
* J.4	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.5	Proposed Bridge Staging (SB)
K Sheets	**Interchange Sheets**
* K.1	Geometric Plan I-35 Interchange with US 30
* K.2 - 3	I-35 RAMP C Plan and Profile Sheets
* K.4 - 5	I-35 LOOP E Plan and Profile Sheets
* K.6 - 7	I-35 LOOP F Plan and Profile Sheets
* K.8 - 9	I-35 LOOP G Plan and Profile Sheets
* K.10 - 12	I-35 LOOP H Plan Sheets (For Information Only)
* K.13 - 14	Dayton RAMP D Plan and Profile Sheets
U Sheets	**500 Series, Mod.Stds. and Detail Sheets**
U.1 - 2	533-02 Parallel Acceleration Taper for 16' Ramp
U.3 - 4	533-04C Parallel Deceleration Taper for 24' Ramp
U.5 - 6	533-04H Parallel Acceleration Taper for 24' Ramp
U.7 - 8	533-05 Parallel Acceleration Taper for 24' Ramp
U.9 - 11	PV-303M Superelevation Details Ramps
V Sheets	**Bridge and Culvert Situation Plans**
V.1 - 3	I-35 NB PCBB Bridge Sta. 1526+74.98, 37' LT
V.4 - 6	I-35 SB PCBB Bridge Sta. 1526+81.45, 37' RT
V.7	US 30 Twin 10'X10' RCB Extension Sta. 1371+98.50
W Sheets	**Mainline Cross Sections**
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 72	I-35 Cross Sections
X Sheets	**Side Road Cross Sections**
X.1 - 26	US 30 Cross Sections
Y Sheets	**Ramp Cross Sections**
Y.100 - 127	US 30 Ramp C Cross Sections
Y.200 - 210	US 30 Loop E Cross Sections
Y.300 - 310	US 30 Loop F Cross Sections
Y.400 - 408	US 30 Loop G Cross Sections
Y.500 - 505	Dayton Avenue Ramp D Cross Sections

* Color Plan Sheets



IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
STORY COUNTY
Preliminary Engineering

0.5 mi N of Co Rd E57/260th St
to 0.6 mi N of US 30

<<< H SHEETS

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

IOWA ONE CALL
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REVISIONS

	TOTAL
	-
PROJECT IDENTIFICATION NUMBER	
11-85-035-020-04	
PROJECT NUMBER	
IM-035-4(329)110--13-85	
R.O.W. PROJECT NUMBER	
IMN-035-4(328)110--0E-85	

INDEX OF SEALS

SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	Kelly C. Bell	Primary Signature Block	X
V.7	Brian J. Birkland	Hydraulic Design	X

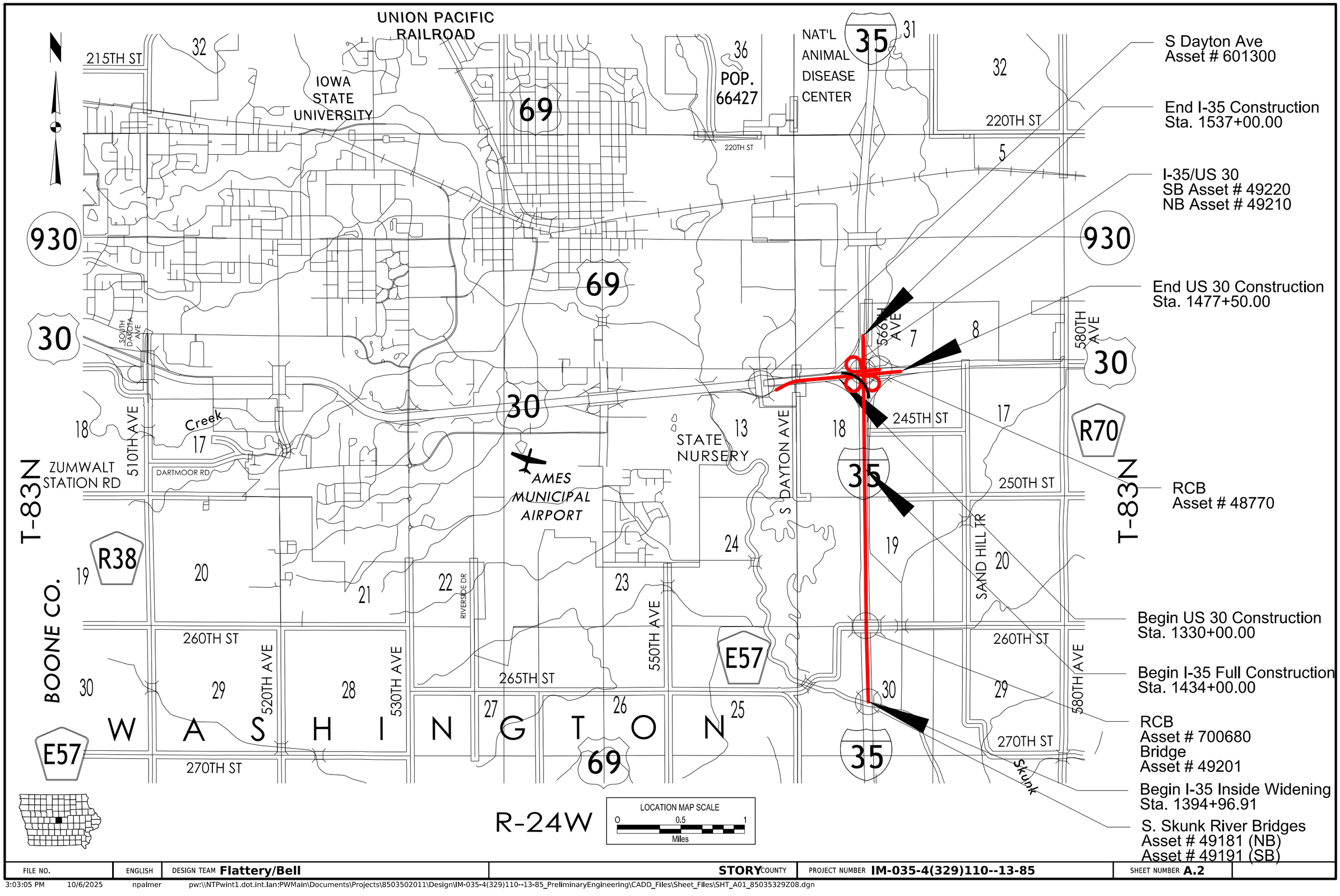
PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN Updated
- Date: 04/10/2026

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER A.1

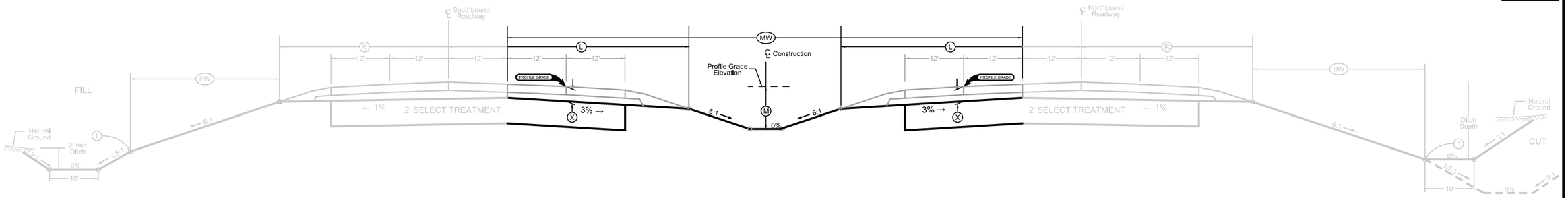
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FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **A.2**

3:03:05 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_A01_85035329Z08.dgn

G_6D_Grade
MODIFIED



6 LANE GRADING

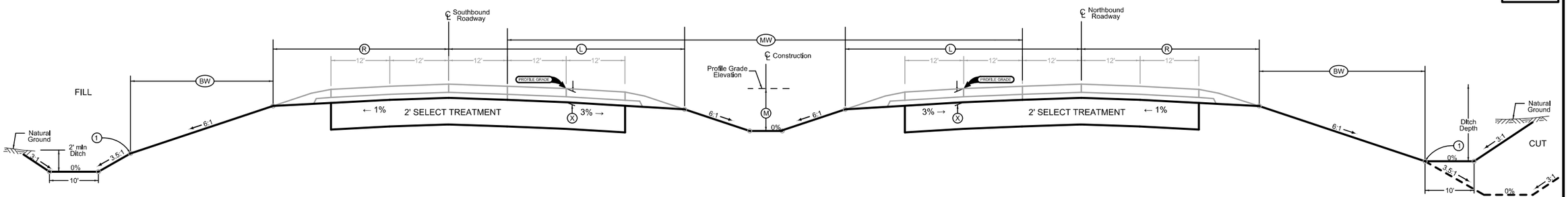
LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW/2) Feet	(M) Feet
INTERSTATE 35 NB	1394+96.91	1434+00.00	36.6		17.5	13.7	53	4.6
INTERSTATE 35 SB	1396+62.16	1449+00.00	36.6		17.5	13.7	53	4.6

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.

G_6D_Grade
MODIFIED



6 LANE GRADING

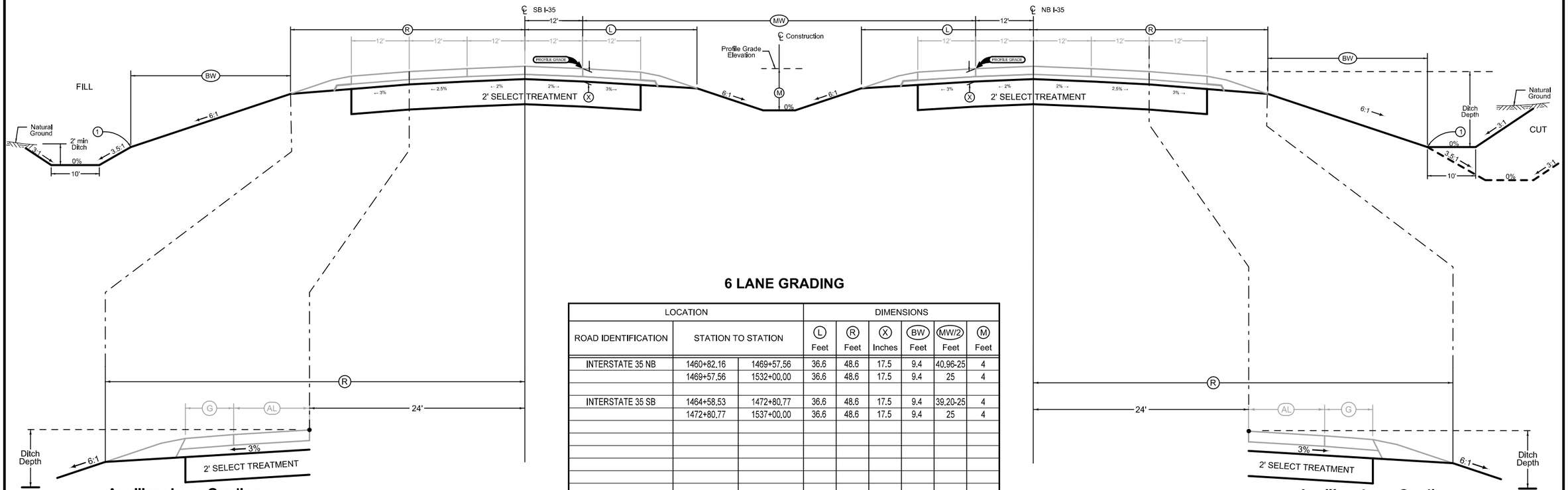
LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW/2) Feet	(M) Feet
INTERSTATE 35 NB	1434+00.00	1454+00.00	48.6	36.6	17.2	38.05	41	4.0
	1454+00.00	1460+82.16	48.6	36.6	17.2	38.05	41-40.96	4.0
INTERSTATE 35 SB	1449+00.00	1454+00.00	37.49	41.39	29.5	12.04	41	4.0
	1454+00.00	1464+58.53	37.49	41.39	29.5	12.04	41-39.20	4.0

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.

G_6D_Grade
Modified



6 LANE GRADING

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW/2) Feet	(M) Feet
INTERSTATE 35 NB	1460+82.16	1469+57.56	36.6	48.6	17.5	9.4	40.96-25	4
	1469+57.56	1532+00.00	36.6	48.6	17.5	9.4	25	4
INTERSTATE 35 SB	1464+58.53	1472+80.77	36.6	48.6	17.5	9.4	39.20-25	4
	1472+80.77	1537+00.00	36.6	48.6	17.5	9.4	25	4

Auxiliary Lane Grading

LOCATION			(R)
ROAD IDENTIFICATION	STATION TO STATION		Feet
US 30 Ramp C	1500+78.82	1506+78.76	54.6-66.6
	1506+78.76	1511+40.52	66.6
	1511+40.52	1514+14.58	66.6-93.9
US 30 Loop E	1528+03.28	1528+77.29	70.7
	1528+77.29	1529+56.27	70.1-72.8
	1529+56.27	1530+45.22	72.8-101.1
US 30 Loop G	1522+43.68	1523+33.07	99.8-74.7
	1523+33.07	1524+57.98	74.7-72.0
	1524+57.98	1525+50.00	72.0

Auxiliary Lane Grading

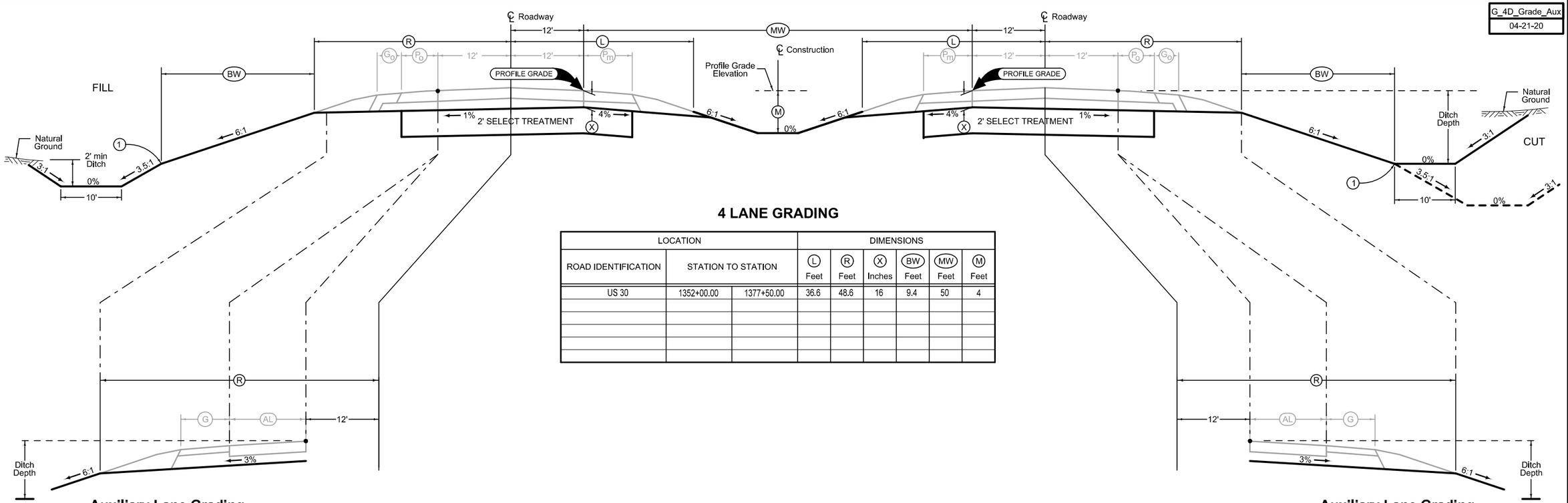
LOCATION			(R)
ROAD IDENTIFICATION	STATION TO STATION		Feet
I-35/126th St. (Ramp D Taper)	1466+26.40	1467+70.00	48.6
	1467+70.00	1469+25.05	48.6-54.6
	1469+25.05	1484+24.88	54.6
	1484+24.88	1487+24.88	54.6-66.6
	1487+24.88	1491+24.80	66.6
	1491+24.80	1494+85.80	66.6-90.6
US 30 Ramp H	1491+37.54	1494+85.80	67.4-41.7
US 30 Loop F	1522+98.09	1525+14.39	89.2-65.6
	1525+14.39	1525+53.81	65.6

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.

G_4D_Grade_Aux
04-21-20



4 LANE GRADING

LOCATION			DIMENSIONS					
ROAD IDENTIFICATION	STATION TO STATION		(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW) Feet	(M) Feet
US 30	1352+00.00	1377+50.00	36.6	48.6	16	9.4	50	4

Auxiliary Lane Grading

LOCATION			(R)
ROAD IDENTIFICATION	STATION TO STATION		Feet
I-35 Loop E	1361+25.59	1373+38.71	43.6
	1373+38.71	1375+40.00	43.6-35.6
	1375+40.00	1377+50.00	35.6

Auxiliary Lane Grading

LOCATION			(R)
ROAD IDENTIFICATION	STATION TO STATION		Feet
US 30	1330+00.00	1333+39.68	43.6
	1333+39.68	1350+99.26	43.6
	1350+99.26	1352+00.00	43.6
	1352+00.00	1360+73.38	42.2
	1368+96.50	1377+50.00	42.2-33.9
Dayton Ramp D/I-35 Ramp C	1333+39.68	1350+63.49	86.5-83.2
I-35 Loop G/Loop F	1360+73.38	1368+96.49	82.2-83.7

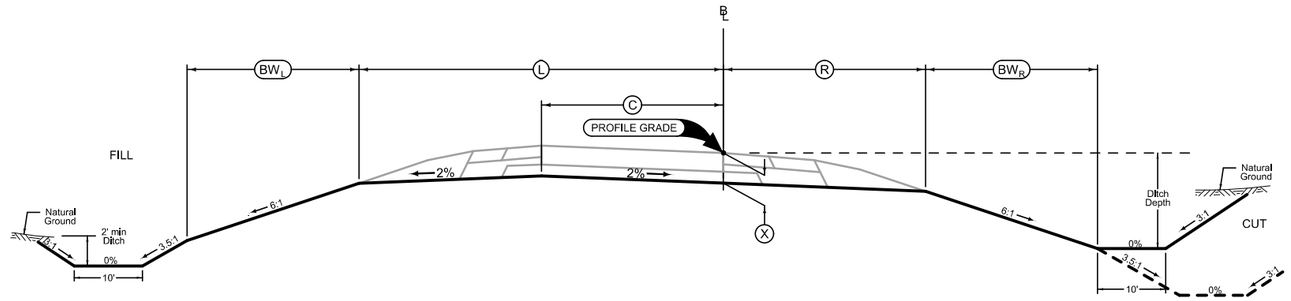
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

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.

LOCATION				DIMENSIONS					
INTERCHANGE	RAMP	STATION TO STATION		(L) Feet	(R) Feet	(C) Feet	(X) Inches	(BW_L) Feet	(BW_R) Feet
I-35/US 30 Ramps	C	7514+11.34	7532+22.66	37.77	18.24	24	22	8.08	8.3
I-35/US 30 Loops	E	5530+40.38	5539+73.02	38.67	18.42	18	22	25.67	8.06
	F	6513+70.51	6523+03.15	37.34	19.87	18	22	8	6.54
	G	7513+54.91	7522+48.68	38.68	18.42	18	22	6.15	8.06
US 30/Dayton	D	4527+00.00	4533+37.50	34.92	24.63	16	22	16.05	11.02

G_1R_Grade
04-15-14



RAMP GRADING

Section view is in direction of traffic.

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

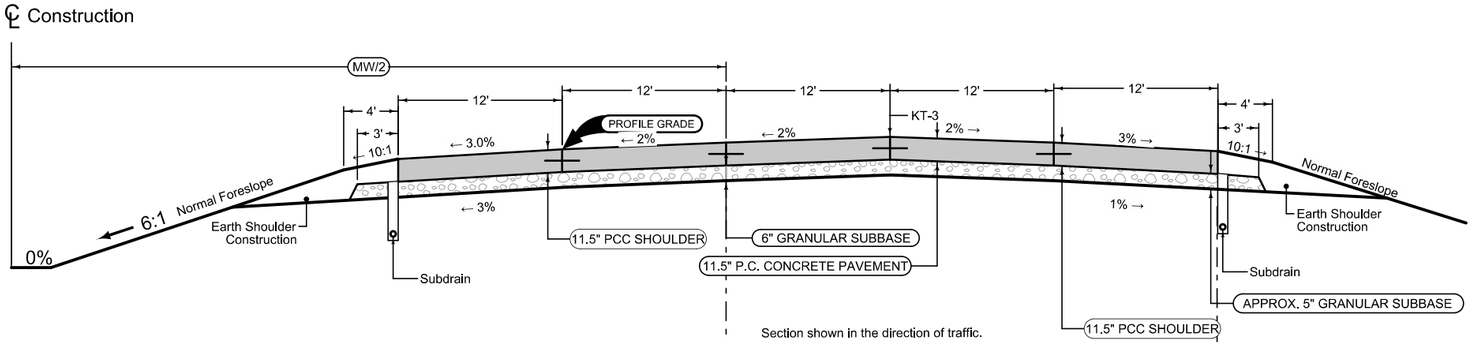
FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **B.4**	

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Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2
Transverse joints: C at 20' spacing

	6D_Dprs_P_FullPCC_ MODIFIED	
Direction of Travel	BEGIN STATION	END STATION
NB	1434+00.00	1525+00.00
	1528+15.00	1532+00.00
SB	1449+00.00	1487+78.82
	1514+14.58	1515+30.06
	1530+44.04	1537+00.00



Full Depth PCC Shoulder

Shoulder Jointing:
Longitudinal joint: L-2
Transverse joints: C at 20' spacing

	6D_Dprs_P_FullPCC_ MODIFIED	
Direction of Travel	BEGIN STATION	END STATION
NB	1434+00.00	1484+25.00
	1494+85.80	1522+99.26
	1528+20.00	1535+13.36
SB	1449+00.00	1525+41.43
	1528+06.46	1537+00.00

Section shown in the direction of traffic.

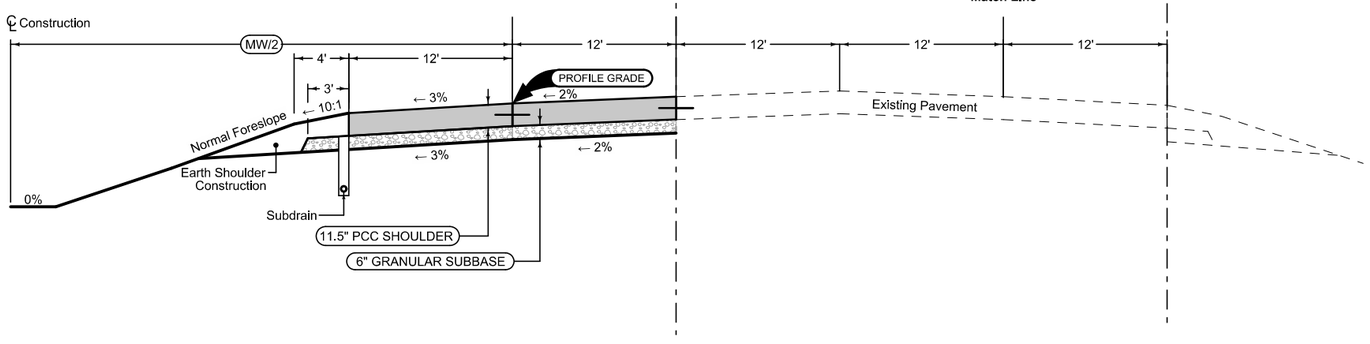
Mainline Jointing:
Transverse joints: CD at 20' spacing

	6DP_Dprs_ MODIFIED		
Direction of Travel	BEGIN STATION	END STATION	(MW/2) Feet
NB	1434+00.00	1454+00.00	41
	1454+00.00	1460+82.16	41-40.96
SB	1449+00.00	1454+00.00	41
	1454+00.00	1464+58.53	41-39.20

Full Depth PCC Shoulder

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

	6D_Dprs_P_FullPCC_ MODIFIED	
Direction of Travel	BEGIN STATION	END STATION
NB	1335+00.00	1388+18.35
SB	1321+00.00	1389+97.80



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

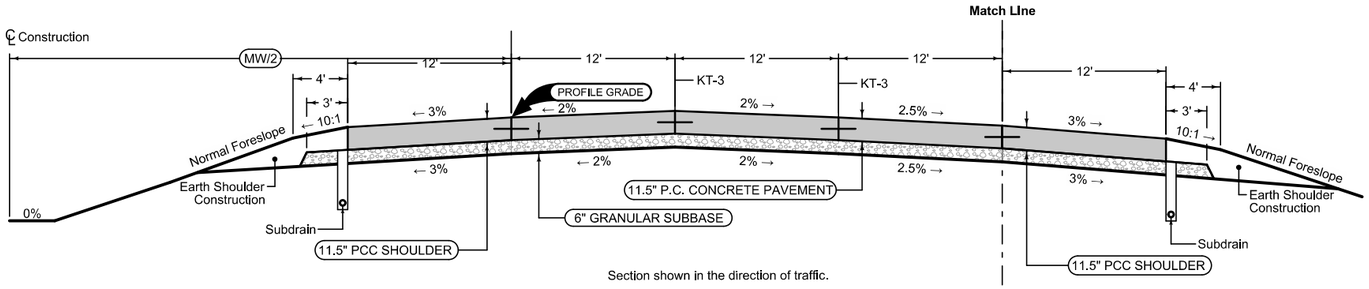
See Tab 112-9 for shoulder quantities.

INTERSTATE 35

Full Depth PCC Shoulder

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

Direction of Travel	BEGIN STATION	END STATION
	6D_Dprs_P_FullPCC_ MODIFIED	
NB	1434+00.00	1525+50.00
	Bridge & Approach	
	1528+15.00	1532+00.00
SB	1449+00.00	1525+40.90
	Bridge & Approach	
	1528+05.90	1537+00.00



Section shown in the direction of traffic.

Mainline Jointing:
Transverse joints: CD at 17' spacing

Direction of Travel	BEGIN STATION	END STATION	(MW) Feet
	6DP_Dprs_ MODIFIED		
NB	1460+82.16	1469+57.56	40.96-25
	1469+57.56	1532+00.00	25
SB	1464+58.53	1472+80.77	39.20-25
	1472+80.77	1537+00.00	25

Full Depth PCC Shoulder

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

Direction of Travel	BEGIN STATION	END STATION
	6D_Dprs_P_FullPCC_ MODIFIED	
NB	1434+00.00	1466+26.40
	Bridge & Approach	
	1494+85.80	1522+99.26
SB	1449+00.00	1487+78.82
	Bridge & Approach	
	1514+14.58	1515+30.06

Auxiliary Lane

Longitudinal joint: L
Transverse joint: Match Mainline

Auxiliary Lane Full Depth Shoulder

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

Direction of Travel	BEGIN STATION	END STATION	(AL) Feet	(P) Feet
	4_AuxLane_PCC_ 10-18-16			4_AL_Shldr_FullPCC_ 04-21-20
SB	1487+78.82	1490+78.73	0-6	12-6
	1490+78.73	1493+78.76	6-12	6
	1493+78.76	1500+79.06	12	6
	1500+79.06	1506+78.94	12-24	6
	1506+78.94	1511+78.82	24	6
	1511+78.82	1514+14.58	24-48	6
	1514+14.58	1522+43.68	12	12
	1522+43.68	1525+40.90	12	12
	Bridge & Approach			
	1528+05.90	1530+45.22	12	0-6
	1530+45.22	1537+00.00	12	6

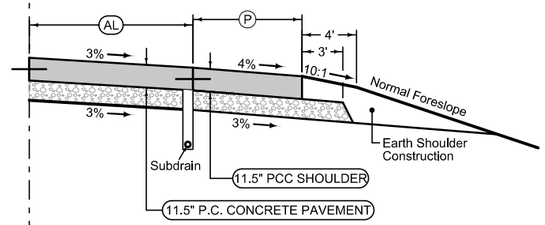
Auxiliary Lane

Longitudinal joint: L
Transverse joint: Match Mainline

Auxiliary Lane Full Depth Shoulder

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

Direction of Travel	BEGIN STATION	END STATION	(AL) Feet	(P) Feet
	4_AuxLane_PCC_ 10-18-16			4_AL_Shldr_FullPCC_ 04-21-20
NB	1466+26.40	1467+75.77	0-6	12-6
	1467+75.77	1469+25.16	6-12	6
	1469+25.16	1484+24.88	12	6
	1484+24.88	1487+25.24	12-24	6
	1487+25.24	1491+25.40	24	6
	1491+25.40	1494+85.80	24-48	6
	1522+99.26	1525+50.00	42-12	6
	Bridge & Approach			
	1528+15.00	1535+12.38	12	6
	1535+12.38	1538+25.00	12-0	6



See Tab 100-24 for pavement quantities.

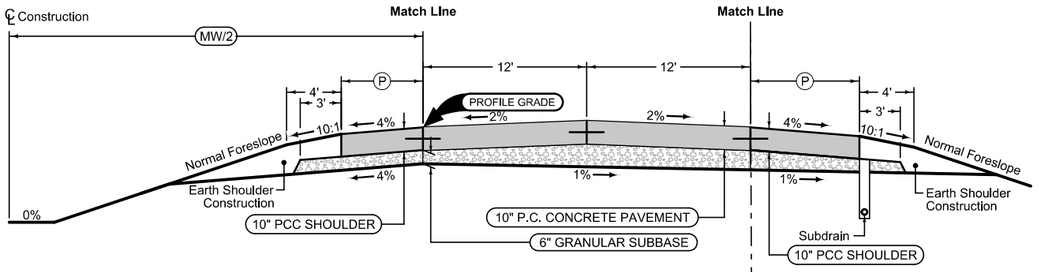
See Tab 112-9 for shoulder quantities.

INTERSTATE 35

Full Depth PCC Shoulder

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

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
			4_P_FullPCC_ 04-20-21
EB	1330+00.00	1377+50.00	6
WB	1330+00.00	1377+50.00	6



Section shown in the direction of traffic.

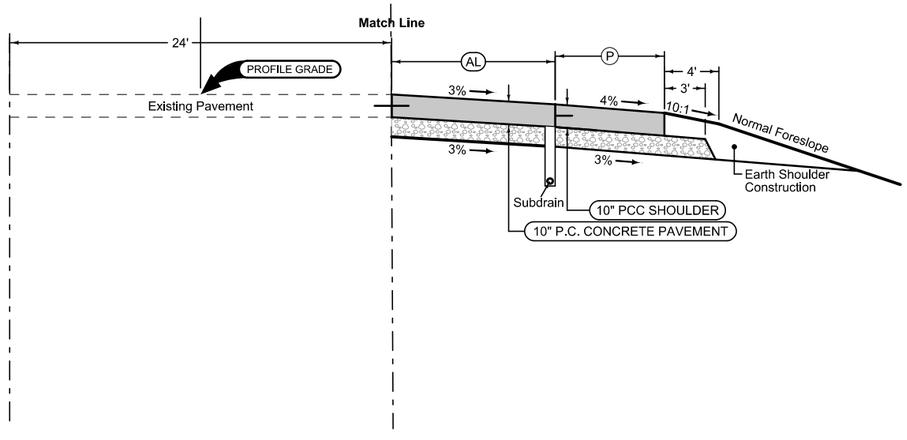
Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

Direction of Travel	BEGIN STATION	END STATION	(MW) Feet
			4DP_ 04-21-20
EB	1352+00.00	1377+50.00	25
WB	1352+00.00	1377+50.00	25

Full Depth PCC Shoulder

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

Direction of Travel	BEGIN STATION	END STATION	(P) Feet
			4_P_FullPCC_ 04-20-21
WB	1352+00.00	1361+25.59	6
	1376+39.82	1377+50.00	6



Auxiliary Lane

Longitudinal joint: L
Transverse joint: Match Mainline

Direction of Travel	BEGIN STATION	END STATION	(AL) Feet	(P) Feet
			4_AuxLane_PCC_ 10-18-16	4_AL_Shldr_FullPCC_ 04-21-20
EB	1330+00.00	1333+39.68	12	6
	1333+39.68	1336+49.83	36-12	6
	1336+49.83	1345+27.99	12	6
	1345+27.99	1350+63.49	12-48	6
	1350+63.49	1360+72.05	12	6
	1368+97.67	1371+50.00	12	0
	1371+50.00	1375+50.00	12-4	6
	1375+50.00	1377+50.00	4-0	6-10
WB	1361+25.59	1373+38.71	12	6
	1373+38.71	1374+88.71	12-6	6
	1374+88.71	1375+40.00	6	6-4
	1375+40.00	1376+38.83	6	4

Auxiliary Lane
Full Depth Shoulder

Match Line

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

See Tab 100-24 for pavement quantities.

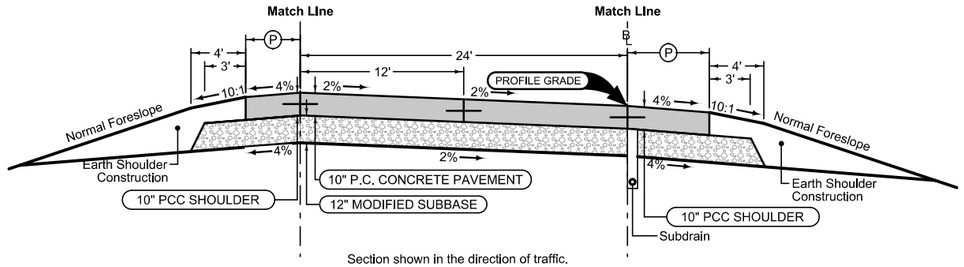
See Tab 112-9 for shoulder quantities.

US HIGHWAY 30

Full Depth PCC Shoulder

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

LOCATION				
INTERCHANGE	RAMP	BEGIN STATION	END STATION	(P) Feet
I-35/US 30	C	3514+11.34	3523+22.66	4



Section shown in the direction of traffic.

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

LOCATION		2RP_ 04-20-21	
INTERCHANGE	RAMP	BEGIN STATION	END STATION
I-35/US 30	C	3514+11.34	3523+22.66

Full Depth PCC Shoulder

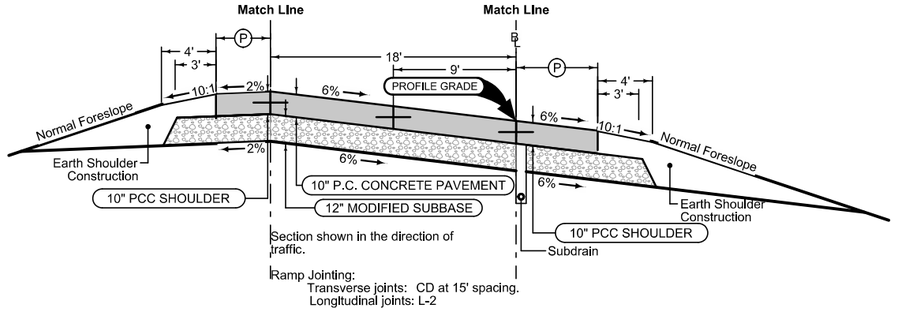
Shoulder Jointing:
Longitudinal joint: L-2
Transverse joints: C at 17' spacing

LOCATION				
INTERCHANGE	RAMP	BEGIN STATION	END STATION	(P) Feet
I-35/US 30	C	3514+11.34	3523+22.66	6

Full Depth PCC Shoulder

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

LOCATION				
INTERCHANGE	LOOP	BEGIN STATION	END STATION	(P) Feet
I-35/US 30	E	5530+40.38	5539+73.02	4
	F	6513+70.51	6523+03.15	4
	G	7513+54.91	7522+48.68	4



Section shown in the direction of traffic.

Ramp Jointing:
Transverse joints: CD at 15' spacing.
Longitudinal joints: L-2

LOCATION		1RP_ 10-17-17	
INTERCHANGE	LOOP	BEGIN STATION	END STATION
I-35/US 30	E	5530+41.55	5539+78.37
	F	6513+64.93	6523+01.75
	G	7513+49.57	7522+47.35

Full Depth PCC Shoulder

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

LOCATION				
INTERCHANGE	LOOP	BEGIN STATION	END STATION	(P) Feet
I-35/US 30	E	5530+40.38	5539+73.02	6
	F	6513+70.51	6523+03.15	6
	G	7513+54.91	7522+48.68	6

See Tab 100-24 for pavement quantities.

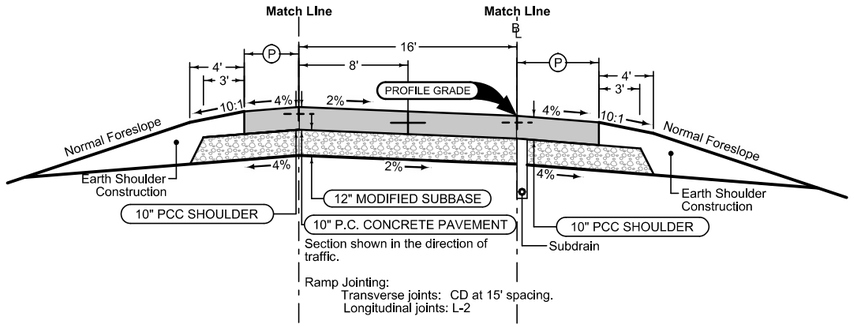
See Tab 112-9 for shoulder quantities.

INTERCHANGE RAMPS

Full Depth PCC Shoulder

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

LOCATION				Ⓟ
INTERCHANGE	RAMP	BEGIN STATION	END STATION	Feet
US 30/Dayton	D	4527+00.00	4533+37.50	4



Ramp Jointing:
Transverse joints: CD at 15' spacing.
Longitudinal joints: L-2

LOCATION		1RP_ 10-17-17	
INTERCHANGE	RAMP	BEGIN STATION	END STATION
US 30/Dayton	D	4527+00.00	4533+37.50

Full Depth PCC Shoulder

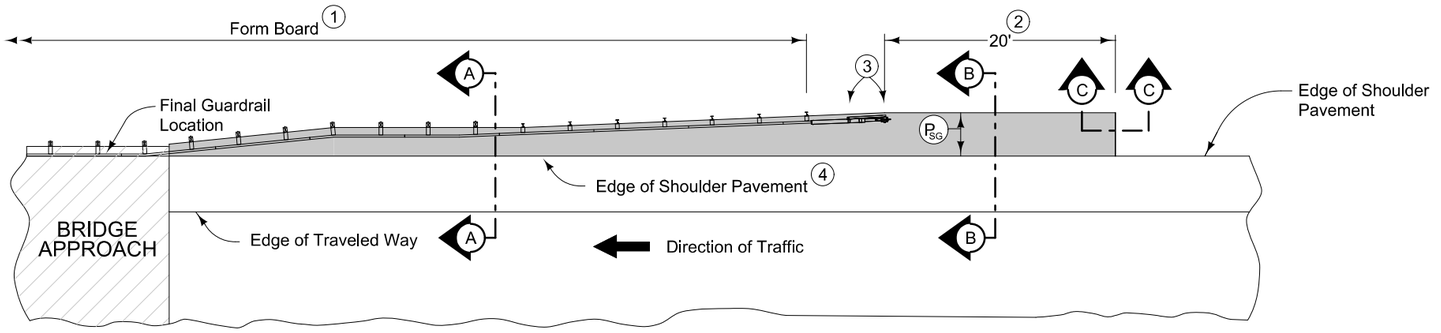
Shoulder Jointing:
Longitudinal joint: L-2
Transverse joints: C at 17' spacing

LOCATION				Ⓟ
INTERCHANGE	RAMP	BEGIN STATION	END STATION	Feet
US 30/Dayton	D	4527+00.00	4533+37.50	6

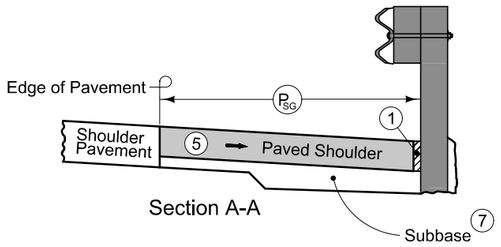
See Tab 100-24 for pavement quantities.
See Tab 112-9 for shoulder quantities.

DAYTON RAMP D

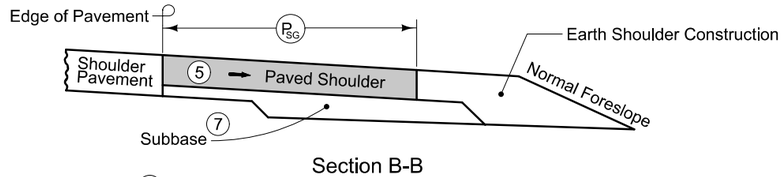
7158B
MODIFIED



PLAN VIEW

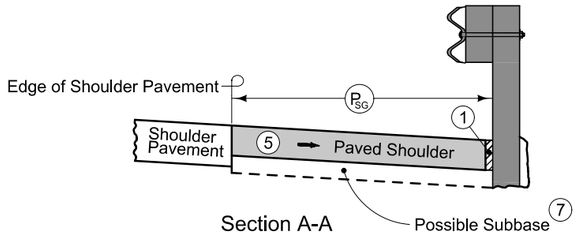


Section A-A

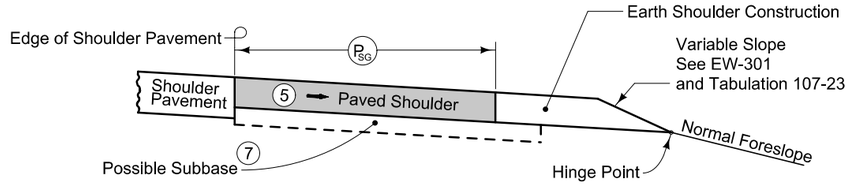


Section B-B

NEW CONSTRUCTION 6



Section A-A



Section B-B

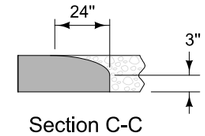
EXISTING SHOULDER

8" PCC Paved Shoulder at guardrail with the following jointing layout:

Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

Refer to Tabulation 112-9 for shoulder quantities.

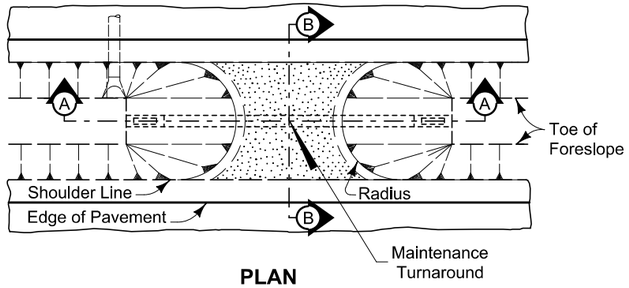
1. When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
2. Continue paved shoulder 20 feet beyond the center of the first post.
3. Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
4. 'BT' joint (per PV-101) for PCC shoulder.
5. Match shoulder slope.
6. The Contractor has the option to pave the paved shoulder at guardrail and the partial width paved shoulder as one operation.
7. Refer to other details in the plan.



Section C-C
Roll down at granular shoulder or earth.

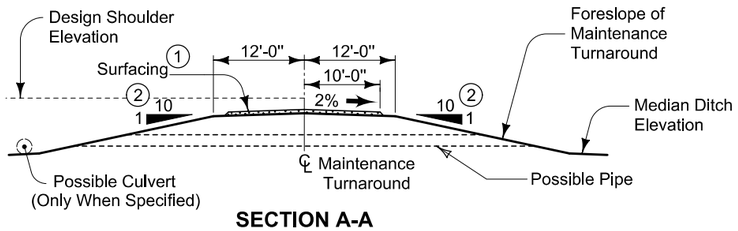
PAVED SHOULDER AT GUARDRAIL
(ADJACENT TO FULL WIDTH PAVED SHOULDER)

8101
04-21-15

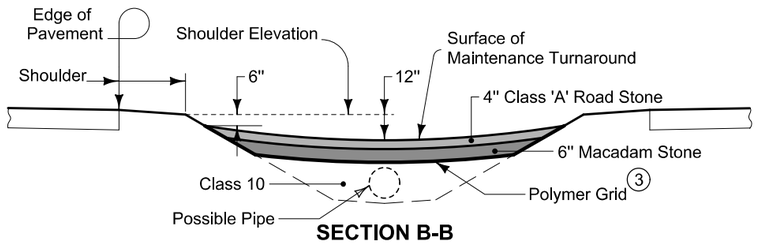


PLAN

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



SECTION A-A

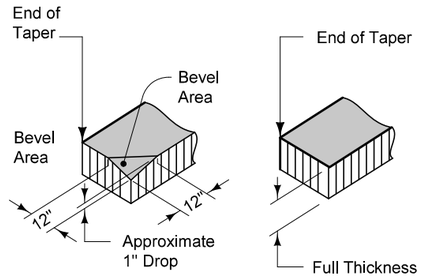


SECTION B-B

MAINTENANCE TURNAROUND

Location		Class 'A' Road Stone	Macadam Stone	Polymer Grid	Class 10	Pipe Length	Beveled Pipe & Guard (4)	Radius	Remarks
Road Identification	Station	TONS	TONS	SY	CY	LF	EACH	FT	

7101
10-19-10



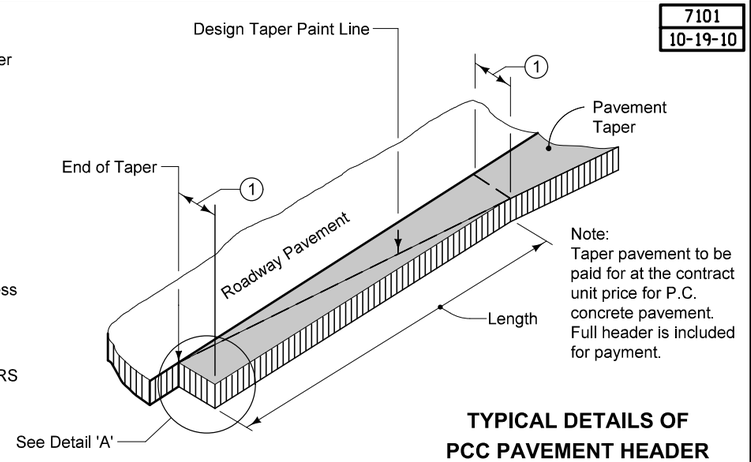
DETAIL 'A'

FOR
GRANULAR SHOULDERS

DETAIL 'A'

FOR
PAVED SHOULDERS

1. Normal width is 2'-0". Construct 4'-0" width when butting into 4' wide HMA shoulders (See Typical 7154A).



TYPICAL DETAILS OF PCC PAVEMENT HEADER

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
- WH Water Hydrant (Rural)
- Septic Tank
- C Cistern
- LP L.P. Gas Tank (No Footing)
- UST Underground Storage Tank
- Latrine
- Satellite TV Dish
- WHU Water Hook Up
- RT Radio Tower
- TA Tower Anchor
- Guardrail (Beam or Cable)
- GP Guard Post (one or two)
- Guard Post (over two)
- FP Filler Pipe
- GV Gas Valve
- WV Water Valve
- SL Speed Limit Sign
- MM Mile Marker Post
- SIGN Sign
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box
- EB Electric Box

UTILITY LEGEND

SURVEYED UTILITY OWNER SYMBOLS

Sub-Surface Utility Mapping Quality Level is in accordance with CI/ASCE 38-02 Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data.

Remark Abbreviations
QLA Quality Level A Highest guideline quality level
QLD Quality Level D Lowest guideline quality level

- E1 — ***EL1D, Alliant Energy - Quality D***
- E2 — ***EL2D, City of Ames Electric Services - Quality D***
- E3 — ***EL3D, Consumers Energy - Quality D***
- E4 — ***EL4D, City of Ames Traffic - Quality D***
- FO — ***FO1D, Aureon Network Services - Quality D***
- FO2 — ***FO2D, Huxley Communications - Quality D***
- FO3 — ***FO3D, Iowa Communications Network - Quality D***
- FO4 — ***FO4D, Century Link (Lumens) - Quality D***
- FO5 — ***FO5D, Metro Fibernet, LLC - Quality D***
- FO6 — ***FO6D, Windstream Communications - Quality D***
- FO7 — ***FO7D, Unite Private Networks - Quality D***
- G — ***GL1D, Alliant Energy - Quality D***
- G2 — ***GL2D, Energy Transfer - Quality D***
- SAN. — ***SA1D, City of Ames - Quality D***
- ST S(B) — ***ST1B, City of Ames - Quality B***
- ST S — ***ST1D, City of Ames - Quality D***
- W — ***WL1D, City of Ames - Quality D***
- W2 — ***WL2D, Iowa Regional Utility Assoc - Quality D***
- W3 — ***WL3D, City of Nevada - Quality D***
- ***PPA, Alliant Energy***

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
SHADING	**Design Color No.**	
Lavender	(9)	Temporary Pavement Shading
Yellow	(4)	Proposed Pavement Shading
Orange	(6)	Proposed Granular Shading
Orange	(70)	Proposed Shoulder Granular Shading
Yellow	(68)	Proposed Shoulder Paved Full Depth Shading
Yellow	(132)	Proposed Shoulder Paved Partial Depth Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Orange, Light	(134)	Proposed Granular Entrance Shading
Yellow	(220)	Proposed Paved Entrance Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading
Green, Light	(225)	Existing Pavement Shading
Red	(3)	Proposed Structure Shading
Red	(3)	Delineates Restricted Areas

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

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

RIGHT-OF-WAY LEGEND

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

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **D.1**

2:15:28 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_LGD_85035329Z08.dgn

GRANT TWP
T-83N R-23W
SEC. 19

S Skunk River

STA 1396+71.00 (ML035)
Begin Shoulder Construction (SB)

1390+00
1395+00
1400+00
1405+00
1410+00
1415+00
1420+00

INTERSTATE 35

STA 1394+96.91 (ML035)
Begin Shoulder Construction (SB)

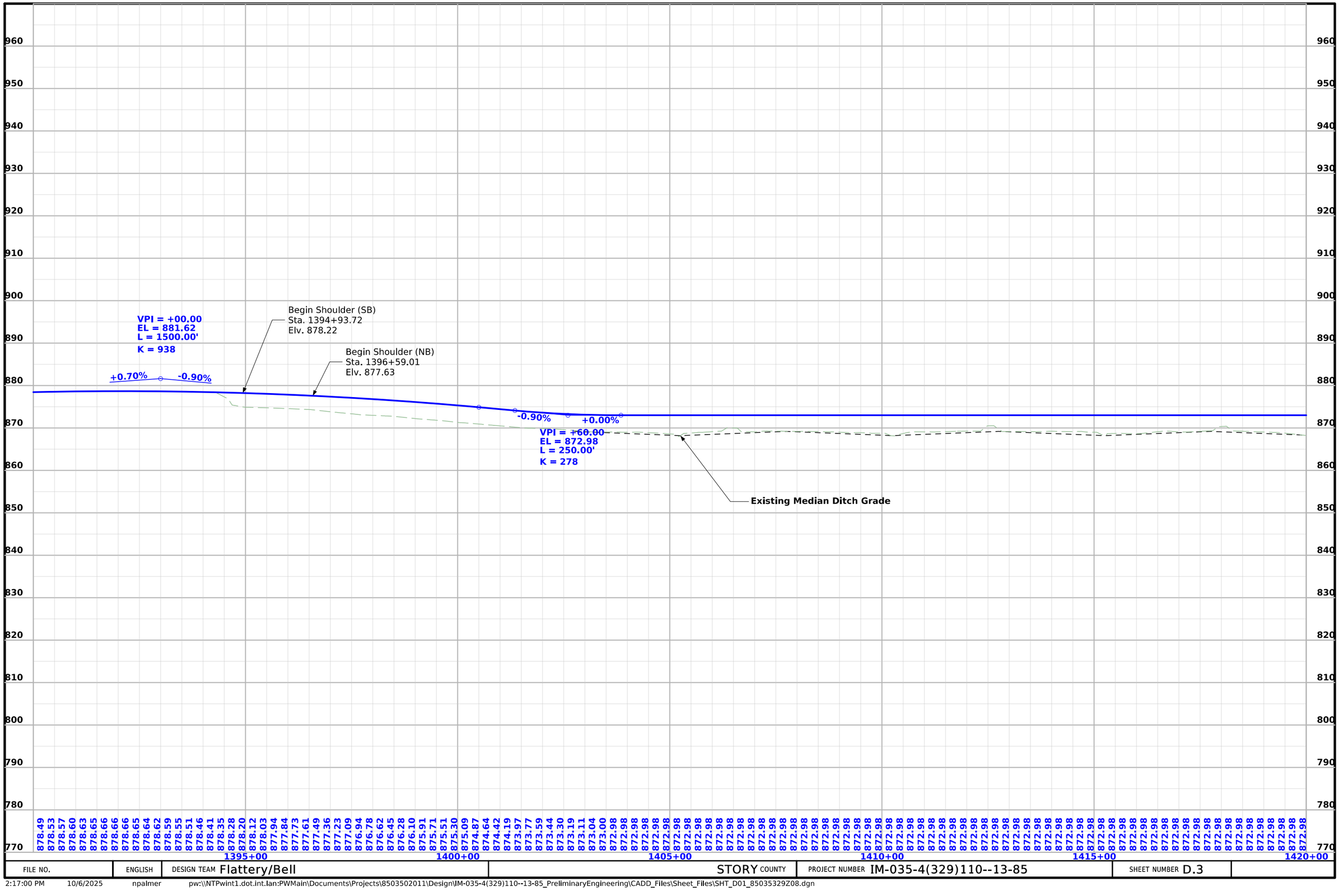
S Skunk River

0 100
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.2	

2:16:58 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_D01_85035329Z08.dgn

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960
950
940
930
920
910
900
890
880
870
860
850
840
830
820
810
800
790
780
770
VPI = +00.00
EL = 881.62
L = 1500.00'
K = 938
+0.70%
-0.90%
Begin Shoulder (SB)
Sta. 1394+93.72
Elv. 878.22
Begin Shoulder (NB)
Sta. 1396+59.01
Elv. 877.63
-0.90%
+0.00%
VPI = +60.00
EL = 872.98
L = 250.00'
K = 278
Existing Median Ditch Grade
878.49 878.53 878.57 878.60 878.63 878.65 878.66 878.66 878.66 878.65 878.64 878.62 878.59 878.55 878.51 878.46 878.41 878.35 878.28 878.20 878.12 878.03 877.94 877.84 877.73 877.61 877.49 877.36 877.23 877.09 876.94 876.78 876.62 876.45 876.28 876.10 875.91 875.71 875.51 875.30 875.09 874.87 874.64 874.42 874.19 873.97 873.77 873.59 873.44 873.30 873.19 873.11 873.04 873.00 872.98 872.98 872.98

GRANT TWP
T-83N R-23W
SEC. 19

GRANT TWP
T-83N R-23W
SEC. 18

260th St

1420+00 1425+00 1430+00 1435+00 1440+00 1445+00 1450+00

INTERSTATE 35

POB 430+00.01

STA 1449+00.00 (ML035)
Begin Full Width
Construction (SB)

STA 1434+00.00 (ML035)
Begin Full Width
Construction (NB)

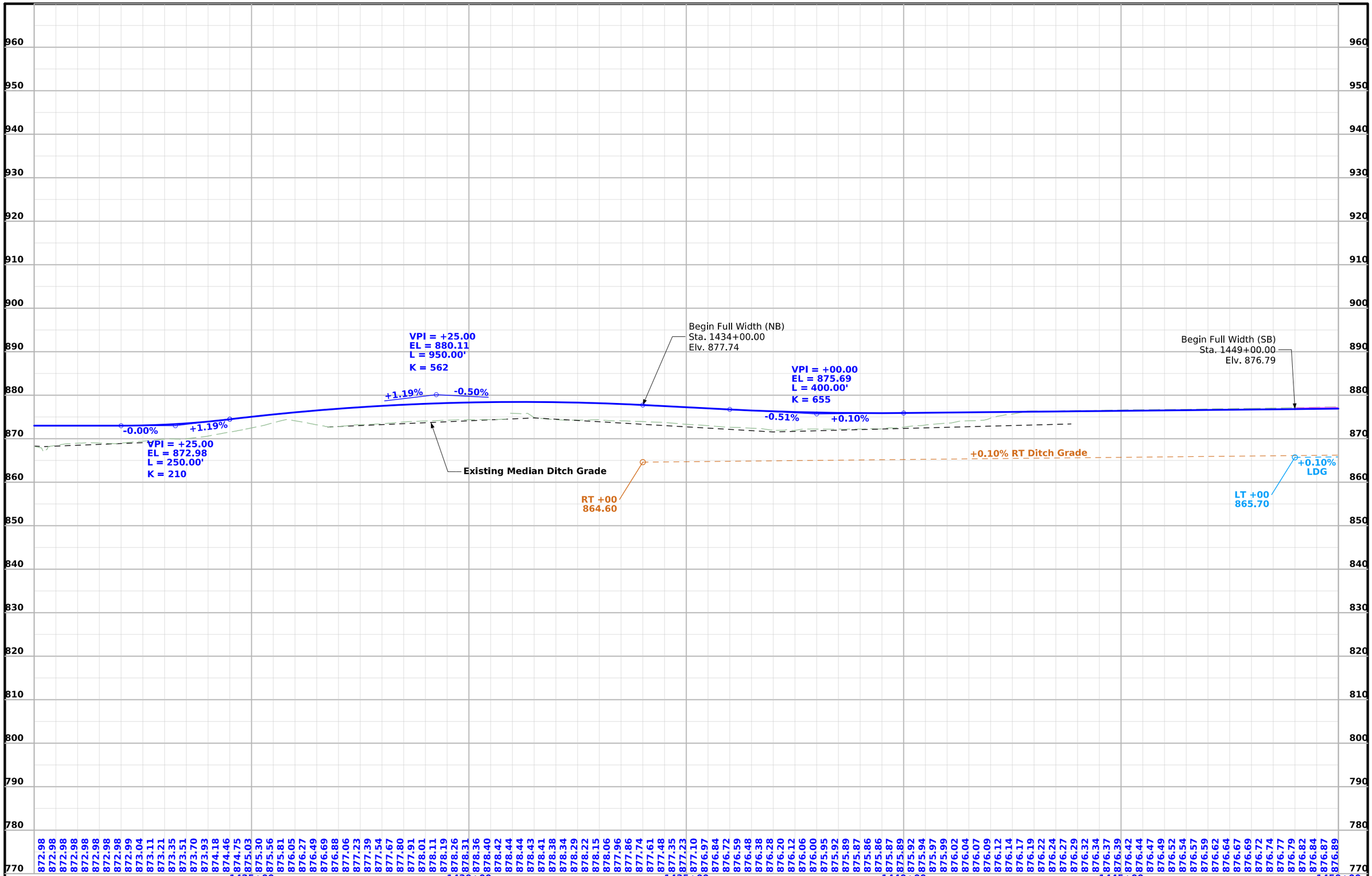
Sta. 437+00/5.6' LT.
24"X75' RCP/GOOD
D.A.=6.19 ac
FLAT

0 100
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.4	

2:17:01 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_D01_85035329Z08.dgn

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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.5

2:17:03 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_D01_85035329Z08.dgn

GRANT TWP
T-83N R-23W
SEC. 18

Sta. 1454+00.00, 41' LT (ML035)
= Sta. 254+00.00 (ML035SB)

Sta. 1472+80.77, 25' LT (ML035)
= Sta. 272+81.83 (ML035SB)

Δ = 02°31'03.63" (LT)
T = 329.62'
L = 659.13'
R = 15000.00'
E = 3.62'
e = ___
L = ___
x = ___

Δ = 00°54'50.65" (RT)
T = 309.75'
L = 619.49'
R = 38830.74'
E = 1.24'
e = ___
L = ___
x = ___

Δ = 03°25'54.33" (RT)
T = 449.35'
L = 898.43'
R = 15000.00'
E = 6.73'
e = ___
L = ___
x = ___

Sta. 453+04/4.5' RT
24"X57" RCP/FAIR
D.A.=2.37 ac
FLAT

Sta. 1454+00.00, 41' RT (ML035)
= Sta. 154+00.00 (ML035NB)

Sta. 467+02/5.0' RT
24"X57" RCP/FAIR
D.A.=2.18 ac
FLAT

Sta. 1469+57.56, 25' RT (ML035)
= Sta. 169+54.69 (ML035NB)

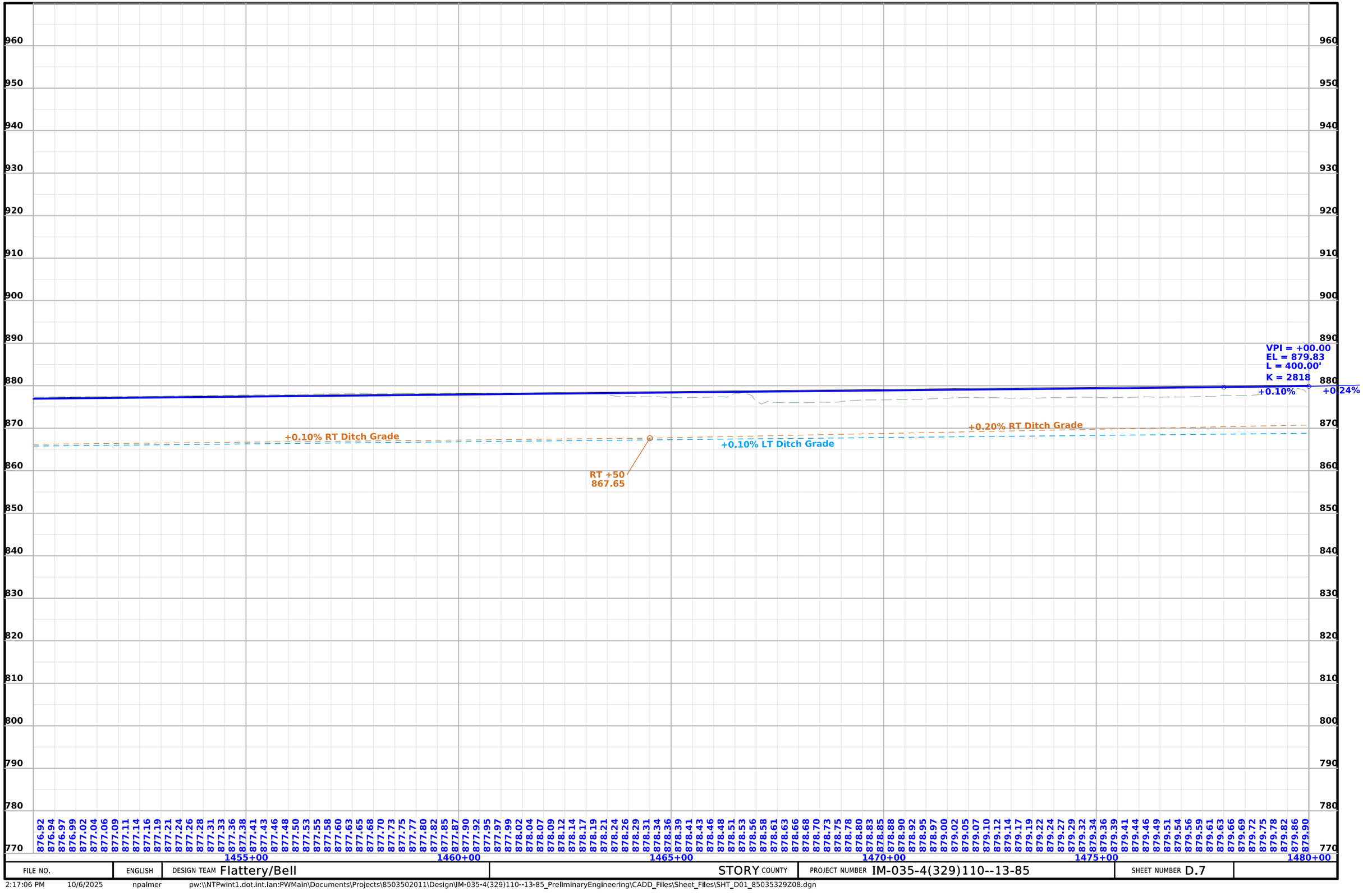
Sta. 480+06
24"X85" STE
D.A.=2.12 a
FLAT

0 100
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.6	

2:17:04 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_D01_85035329Z08.dgn

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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.7

2:17:06 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_D01_85035329Z08.dgn

GRANT TWP
T-83N R-23W
SEC. 18

EQUATION:
STA 549+99.85(AH)
=
STA 502+93.90(BK)

Sta. 552+99/4.5' LT.
24"X69' RCP/FAIR
D.A.=1.88 ac
FLAT

1480+00
1485+00
1490+00
1495+00
1500+00
1505+00
1510+00

INTERSTATE
35

480+00
485+00
490+00
495+00
500+00
550+00
555+00

Ramp H

Sta. 480+06/5.7' RT.
24"X85' STEEL/POOR
D.A.=2.12 ac
FLAT

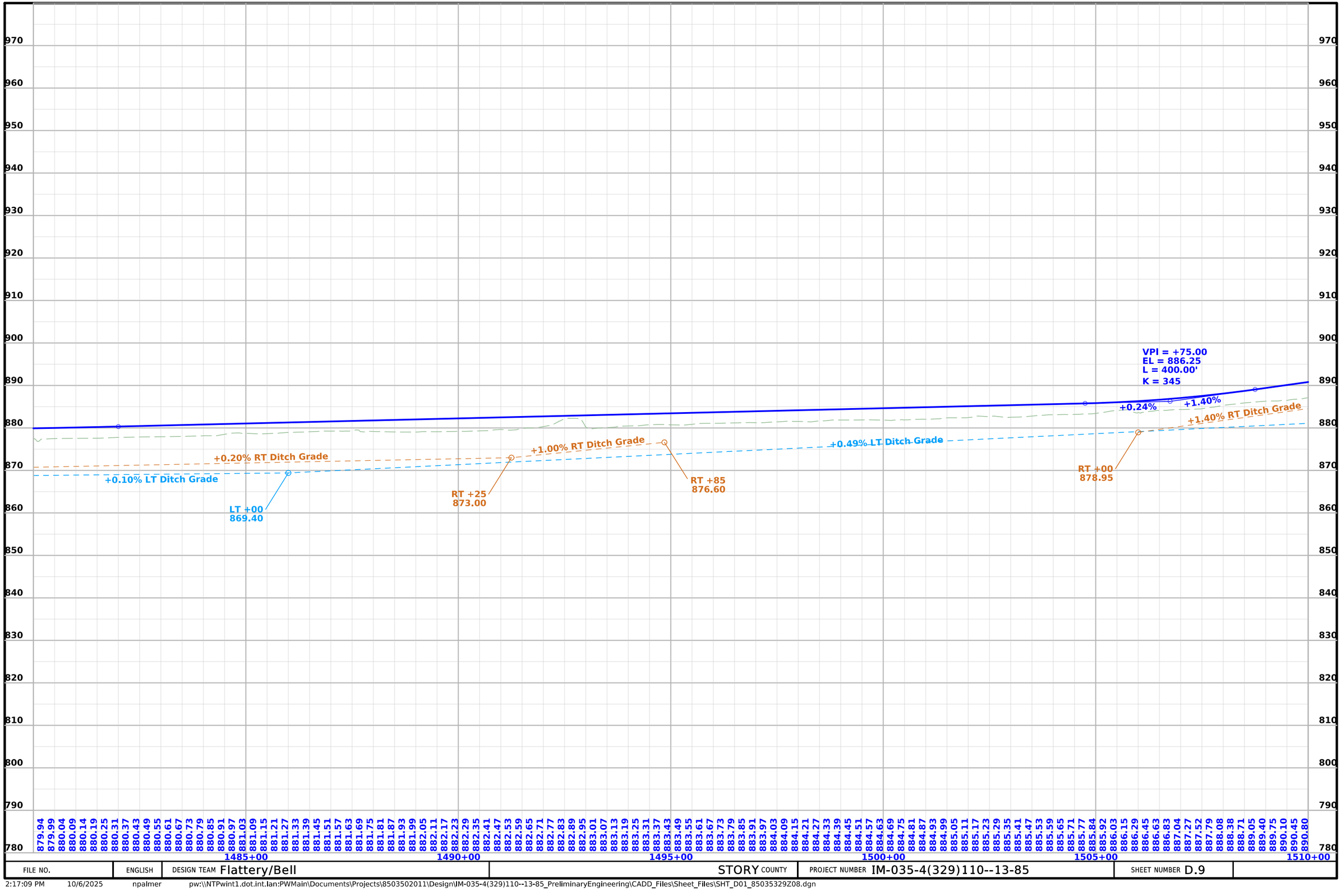
Sta. 493+06/3.4' RT.
24"X121' STEEL/POOR
D.A.=2.23 ac
FLAT

245th St

0 100
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.8

8:46:26 AM 4/10/2026 NTPWICS$ \\Ntpwics\pwics\231\2306040_7\SHT_D01_85035329Z08.dgn



FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.9

2:17:09 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_D01_85035329Z08.dgn

GRANT TWP
T-83N R-23W
SEC. 18

GRANT TWP
T-83N R-23W
SEC. 07

30

Ramp C

Ramp A

Loop G

Loop E

Loop F

Ramp H

Ramp B

Ramp D

INTERSTATE
35

1510+00
1515+00
1520+00
1525+00
1530+00
1535+00
1540+00
560+00
565+00
570+00
575+00
580+00
585+00

Sta. 1537+00.00 (ML035)
End Construction (SB)

Sta. 584+01.7/5.6' LT.
24"X54' RCP/FAIR
D.A.=1.23 ac
FLAT

Sta. 564+02.3/2.6' LT.
24"X86' RCP TO CMP/POOR
D.A.=1.72 ac
FLAT

STA 1532+00.05 (ML035)
End Full Width
Construction (NB)

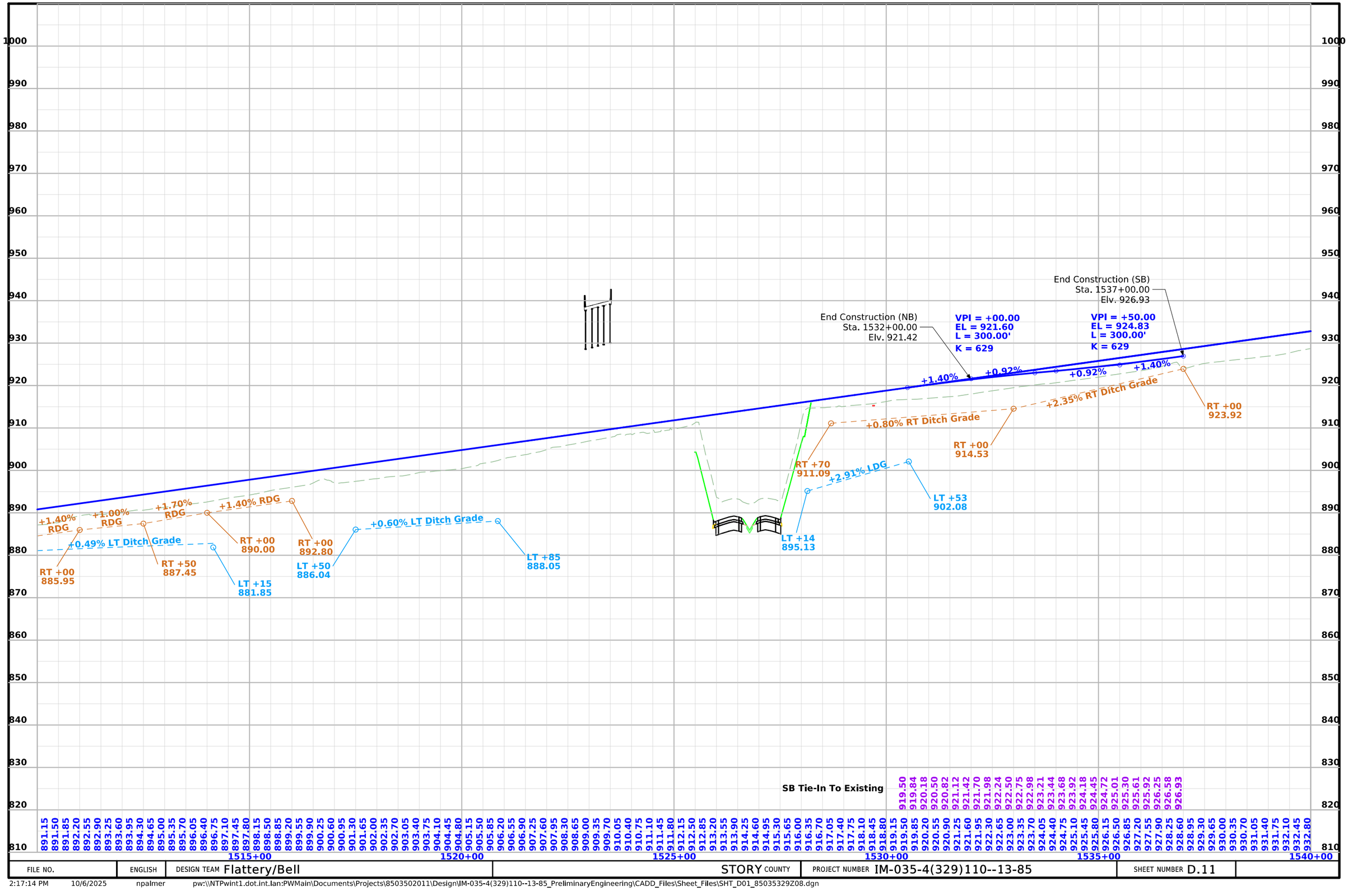
STA 1538+25.00 (ML035)
End Construction (NB)

566th Ave

0 100
FEET

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.10	

8:47:01 AM 4/10/2026 NTPWICS$ \\Ntpwics\pwics\231\2306040_7\SHT_D01_85035329Z08.dgn



FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER D.11

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GRANT TWP
T-83N R-23W
SEC. 07

POE 6330+00.00

Isaac Newton Dr

S Dayton Pl

SE 16th St

S Dayton Ave

1325+00

1330+00

1335+00

1340+00

1345+00

1350+00

Sta. 1337+35
48"X201' RCP/FAIR
D.A.=229.5 ac
FLAT

Sta. 1338+16
48"X199' RCP/POOR
SKEW 4° LT. AHEAD
D.A.=229.5 ac
FLAT

Sta. 1343+50.7/7.8' LT.
24"X88' RCP/POOR
D.A.=5.71 ac
FLAT

Begin Construction (WB)
STA 1352+00.00 (SR030)

Begin Auxilliary Lane
Construction (EB)
Sta. 1330+00.00 (SR030)

30

Dayton Ramp D

Sta. 1337+90
72"X213' RCP/FAIR
D.A.=229.5 ac
FLAT

S Dayton Pl

Begin Full Width Construction (EB)
Sta. 1352+00.00 (SR030)

GRANT TWP
T-83N R-23W
SEC. 18

SE 18th St

0 100
FEET

US Highway 30

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER E.1

9:58:38 AM 4/10/2026 NTPWICS$ \\Ntpwics\pwics\232\2306040_8\SHT_E01_85035329Z08.dgn

970
960
950
940
930
920
910
900
890
880
870
860
850
840
830
820
810
800
790
780

Existing Pavement

Begin Construction (WB)
Sta. 1352+00.00
Elv. 885.01

+1.78% RDG

RT +00
876.07

RT +80
877.50

RT +40
876.75

+0.20% RT Ditch Grade

RT +00
877.47

RT +05
873.77

+0.20% RT Ditch Grade

RT +64
876.28

Begin Construction (EB)
Sta. 1352+00.00
Elv. 884.91

1325+00
1330+00
1335+00
1340+00
1345+00
1350+00

US 30 WB Profile

885.01
885.03
885.05

US 30 EB Profile

884.91
884.94
884.96

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **E.2**

5:20:11 PM 11/12/2025 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_E01_85035329Z08.dgn

GRANT TWP
T-83N R-23W
SEC. 07

S Bell Ave

INTERSTATE 35

1355+00

1360+00

1365+00

1370+00

1375+00

1380+00

Ramp H

Loop E

12"X141' CMP/POOR

Sta. 1371+98.5
(2)10'WX10.3'HX175 RCB/FAIR
SKEW 10° LT. AHEAD
D.A.=2464.0 ac
FLAT

Sta. 1374+97.5/9.7' LT.
24"X50' RCP/POOR
D.A.=1.82 ac
FLAT

End Construction (WB)
Sta. 1377+50.31 (SR030)

15"X350' CMP/GOOD

30

Sta. 1357+50
24"X170' STEEL/FAIR
D.A.=9.69 ac
FLAT

US 30 Ramp C

Sta. 1353+08 (PLAN)
24"X84' STEEL/POOR
D.A.=19.2 ac
FLAT

Loop G

Sta. 1366+58.5
24"X155' RCP/POOR
D.A.=3.23 ac
FLAT

Loop F

US 30 Ramp B

End Construction (EB)
Sta. 1377+50.00 (SR030)

GRANT TWP
T-83N R-23W
SEC. 18

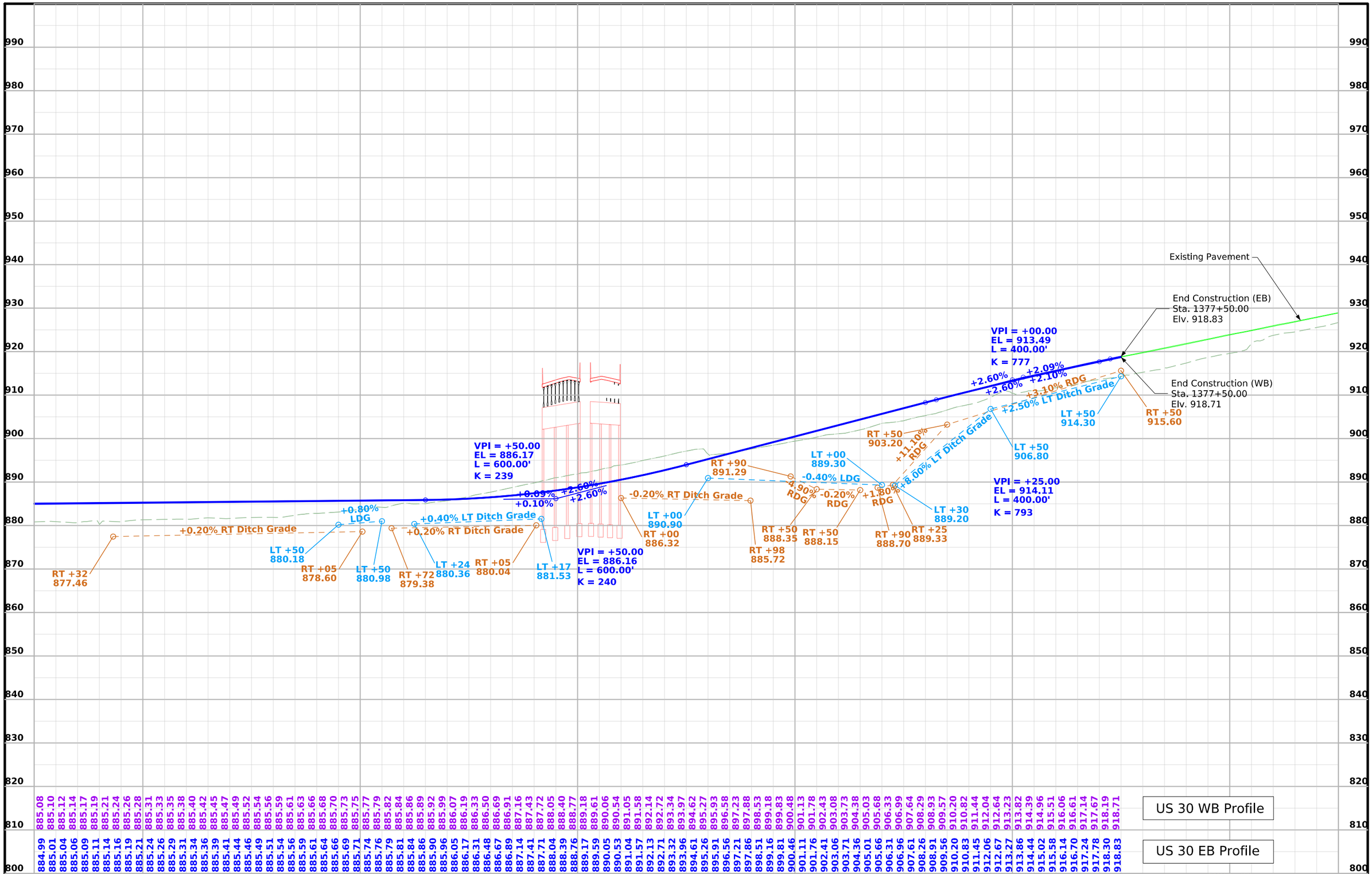
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FEET

US Highway 30

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER E.3

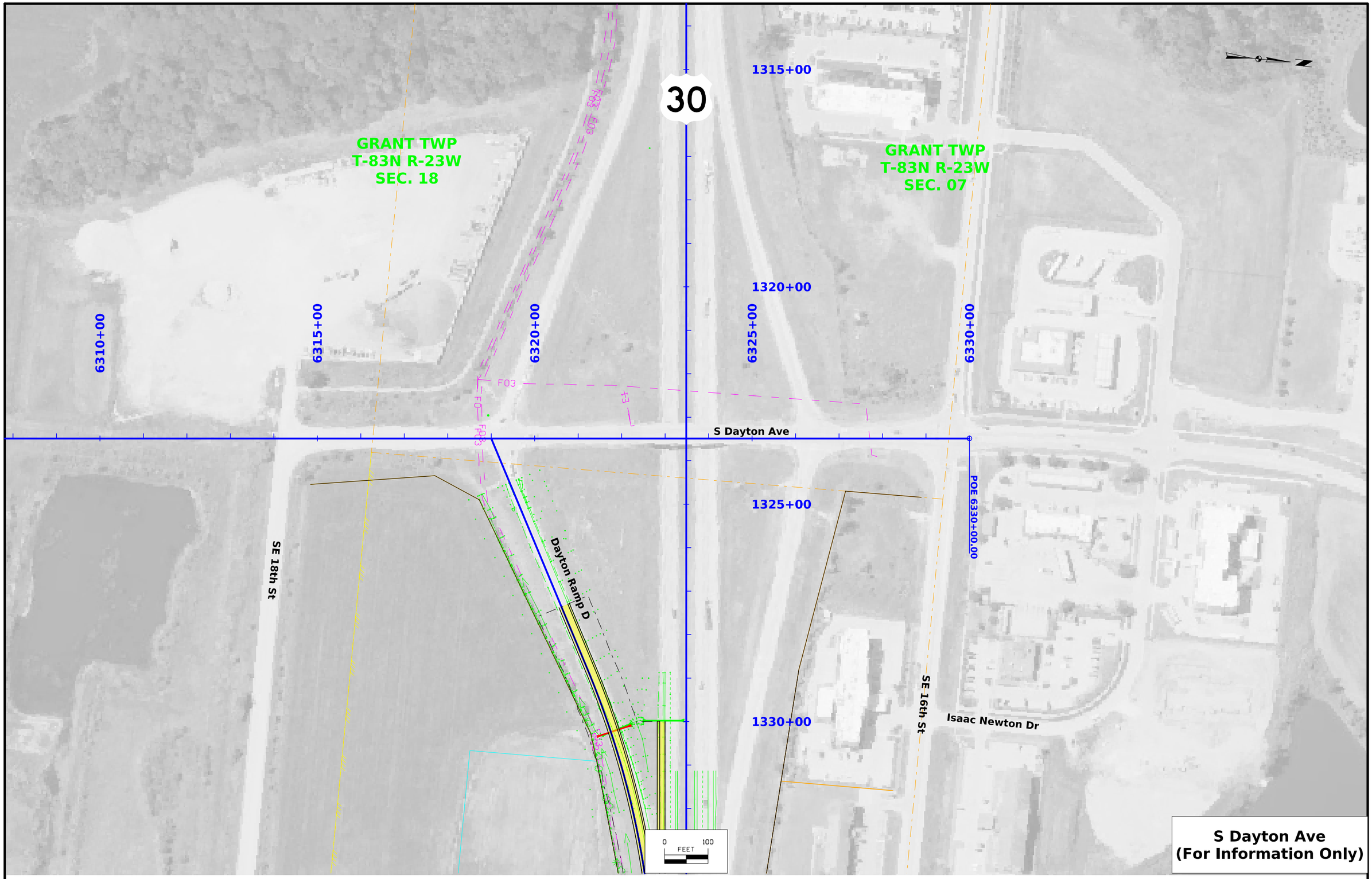
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FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **E.4**

2:21:26 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_E01_85035329Z08.dgn



FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER E.5

2:22:03 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_E05_85035329Z08.dgn

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SURVEY INDEX

County: Story
PIN: 15-77-035-040-02
Project Number: IM-035-4(315)104--13-85
Location: I-35 from Ballard Creek north to just north of E. 13th St.
Type of Work: Partial DTM, project control, photo control and alignment
Project Directory: 7703504015

Survey Personnel

Tom Hoyle – Lead Survey Technician
Brad Duffy – Survey Technician
Max Phillips - Survey Technician
Dave Ciskowski – Survey Technician

Date(s) of Survey

Begin Date 01/06/2023.
End Date 5/18/2023

General Information

This survey is for I-35 in 2 locations from Ballard Creek north to just north of E. 13th St., near Ames. This project is a Partial Field DTM survey, project control, photo control and alignment.

Utility Information

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

Project Control

Coordinates were determined for primary project control points 1 -7, DP4554 and DP4555 by conducting multiple 30-minute static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations.

The RTN position of reference station Ames (IAAM) was held fixed horizontally and vertically, Boone (IABN) was held horizontally. Control points 85004 and FENO9 from SAP 0916 were also held fixed horizontally and vertically.

A double run level loop was run through control points 1, 2, FENO9, 85004 and benchmarks 500-510A. The record elevations of control points FENO9 and 85004 were held fixed. The estimated standard error of the observed height differences from the network adjustment was 0.0098 ft/mile. A second double run level loop was run through control points 3-7, DP4554, DP4555, 85002 and benchmarks 510-530. The GPS derived elevations of control points 3 and 7 were held fixed. The estimated standard error of the observed height differences from the network adjustment was 0.011 ft/mile.

NGS mark GSVS 100 (DP4554) was tied its record orthometric height of 878.89 is 0.008' higher than the elevation derived by this survey of 878.882. NGS mark GSVS 101 (DP4555) was tied its record orthometric height of 912.71 is 0.039' lower than the elevation derived by this survey of 912.749. Control point 85002 (BM1) from project IM-035-4(182)112—13-85 was leveled to, its record orthometric height of 879.210 is 0.121' lower than the elevation derived by this survey of 879.331. The following record benchmarks from project I-IG-35-4(12)103 were found and leveled to; 78A record elevation 909.14 is 0.079' lower than the elevation derived by this survey for BM 500 of 909.219, 87B record elevation 941.15 is 0.108' lower than the elevation derived by this survey for BM 503 of 941.258, 93A record elevation 885.33 is 0.156' lower than the elevation derived by this survey for BM 505 of 885.486, 97 record elevation 890.28 is 0.064' lower than the elevation derived by this survey for BM 508 of 890.344. The following record benchmark from project IM-NHS-035-4(208)109—03-85 was found and leveled to; 85003 record elevation 911.116 is 0.152' lower than the elevation derived by this survey of 911.268.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 8 (U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018

Alignment Information

The horizontal alignment for I-35 on this survey is a retrace of two alignments the original 1965 alignment is a retracement of As-built Plans I-IG-35-4(12)103, I-IG-35-5(13)113—04-85 and IR-35-5(45)111—12-85 and the 2016 alignment is a retracement of plans IM-035-4(182)112—13-85, IM-NHS-035-4(202)109—03-85 and IM-NHS-035-4(208)109—03-85.

For the 1965 alignment the Survey stationing was equated to the plan PI at Sta. 132+63.4 and run back and ahead to the plan equation at PT Sta. 201+71.0(Bk) = 201+80.9(Ah) the stationing was run ahead to the next plan equation at Sta. 502+91.96(Bk) = 549+99.85(Ah) the stationing was run ahead through the remainder of the survey.

Survey stationing relates to as built plan stationing for the 1965 alignment as follows:

Survey Information

PI Sta. 93+05.0 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 93+05.77.

PI Sta. 132+63.4 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 132+63.40.

PI Sta. 198+71.0 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 198+68.63.

PT Sta. Eq. 201+71.0 (Bk) = 201+80.9 (Ah) As-built Plans I-IG-35-4(12)103
Survey PT Sta. Eq. 201+68.62 (Bk) = 201+80.90 (Ah).

PI Sta. 265+06.7 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 265+06.60.

PI Sta. 346+09.9 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 346+09.87.

PI Sta. 359+88.0 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 359+87.85.

PI Sta. 457+07.73 As-built Plans I-IG-35-4(12)103
Survey PI Sta. 457+09.94.

POT Sta. Eq. 502+91.96 (Bk) = 549+99.85 (Ah) As-built Plans I-IG-35-4(12)103
Survey POT Sta. Eq. 502+93.78 (Bk) = 549+99.85 (Ah).

PI Sta. 640+02.37 As-built Plans I-IG-35-5(13)113—04-85
Survey PI Sta. 640+02.37.

PI Sta. 698+20.2 As-built Plans I-IG-35-5(13)113—04-85
Survey PI Sta. 698+16.84.

PI Sta. 743+54.4 As-built Plans I-IG-35-5(13)113—04-85
Survey PI Sta. 743+51.25.

POT Sta. 830+31.6 As-built Plans I-IG-35-5(13)113—04-85
Survey POT Sta. 830+26.79.

For the 2016 alignment the Survey stationing was equated to the plan PI at Sta. 1356+96.67 and run back and ahead through the survey without an equation. The 2016 alignment begins at 32.00 feet left of the 1965 alignment at Survey Sta. 308+99.70 and terminates on the 1965 alignment at Survey Sta. 500+00.14.

Survey stationing relates to as built plan stationing for the 2016 alignment as follows:

PI Sta. 1347+30.93 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1347+30.71.

PI Sta. 1356+96.67 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1356+96.67.

PI Sta. 1458+49.37 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1458+49.37.

PI Sta. 1466+28.11 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1466+28.11.

POE Sta. 1500+00.92 Plans IM-NHS-035-4(208)109—03-85
Survey PI Sta. 1500+00.92.

The horizontal alignment for US highway 30 this survey is a retrace of Plans IM-035-4(182)112—13-85. Survey stationing was equated to the plan PI at Sta 1410+12.36 and run back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PI Sta. 1410+12.36 Plans IM-035-4(182)112—13-85.
Survey PI Sta. 1410+12.36.

The horizontal alignment for 13th Street this survey is a retrace of As-built Plans I-IG-35-5(13)113—04-85. Survey stationing was equated to the plan PI at Sta. 1672+10.5 and run back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

PI Sta. 1672+10.5 As-built Plans I-IG-35-5(13)113—04-85.
Survey PI Sta. 1672+10.50.

The horizontal alignment for E Lincoln Way this survey is a retrace of As-built Plans F.N. PROJ No. 917. Survey stationing was equated to the plan PI at Sta. 82+74.1 and run back and ahead without equation throughout the survey.

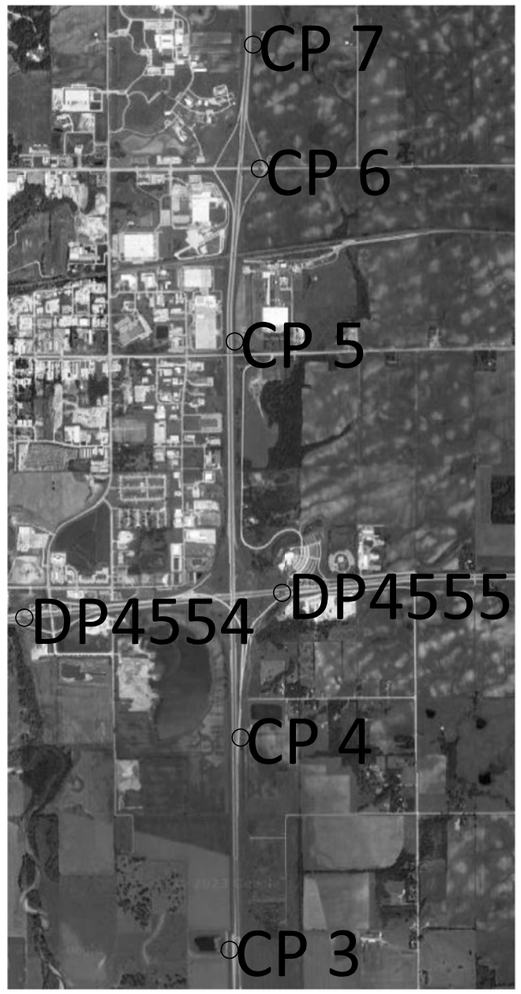
Survey stationing relates to as built plan stationing as follows:

PI Sta. 82+74.1 As-built Plans F.N. PROJ No. 917
Survey PI Sta. 82+74.10.

PI Sta. 109+08.85 As-built Plans F.N. PROJ No. 917
Survey PI Sta. 109+07.32.

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 8 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018

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

Point Name	Northing	Easting	Elevation	Feature Definition - Description
1	7614814.3830	18539854.4431	874.190	CP SET FENO MONUMENT
2	7619710.6650	18539796.9485	913.688	CP SET FENO MONUMENT
3	7632318.3128	18539462.7168	867.732	CP SET FENO MONUMENT
4	7637187.3689	18539750.4093	878.479	CP SET FENO MONUMENT
5	7646272.1391	18539610.0514	943.575	CP SET FENO MONUMENT
6	7650185.3067	18540190.4892	972.536	CP SET FENO MONUMENT
7	7653038.6999	18540038.5384	993.431	CP SET FENO MONUMENT
85004	7608516.4350	18539589.6000	951.995	CP FD FENO MONUMENT
DP4554	7639937.0232	18534748.5842	878.882	CP NGS MONUMENT GSVS 100
DP4555	7640510.0235	18540657.1741	912.749	CP NGS MONUMENT GSVS101
FENO9	7601127.1490	18538989.8000	951.433	CP FD FENO MONUMENT

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	ML035	310+00.840 R1	7618810.77	18539939.86															
2	ML035							341+43.078 R1	7621953.01	18539942.93	347+30.938 R1	7622540.87	18539943.50	353+18.197 R1	7623126.97	18539898.10			
3	ML035							353+18.197 R1	7623126.97	18539898.10	356+96.683 R1	7623504.33	18539868.86	360+75.008 R1	7623882.68	18539858.68			
5	ML035							454+00.000 R1	7633204.29	18539607.83	458+49.350 R1	7633653.48	18539595.74	462+98.432 R1	7634102.59	18539610.56			
6	ML035							462+98.432 R1	7634102.59	18539610.56	466+28.048 R1	7634432.02	18539621.43	469+57.558 R1	7634761.62	18539617.82			
8	ML035	502+94.808 R1	7638098.67	18539581.28															
9	ML035							589+65.390 R1	7646768.73	18539486.37	592+97.264 R1	7647100.59	18539482.74	596+28.721 R1	7647431.51	18539507.90			
11	ML035							646+73.198 R1	7652461.47	18539890.29	651+11.760 R1	7652898.77	18539923.54	655+49.899 R1	7653337.33	18539923.47			
13	ML035							691+62.406 R1	7656949.84	18539922.92	696+46.037 R1	7657433.47	18539922.85	701+29.107 R1	7657915.42	18539963.08			
14	ML035	845+64.484 R1	7672300.77	18541163.89															
1	ML035NB	134+00.000 R1	7631206.12	18539702.61															
2	ML035NB							154+00.000 R1	7633205.40	18539648.81	157+40.205 R1	7633545.48	18539639.66	160+80.293 R1	7633885.62	18539645.93			
3	ML035NB							160+80.293 R1	7633885.62	18539645.93	163+00.802 R1	7634106.10	18539650.00	165+21.280 R1	7634326.59	18539647.59			
4	ML035NB	178+99.049 R1	7635704.28	18539632.50															
1	ML035SB	234+00.000 R1	7631203.91	18539620.64															
2	ML035SB							254+00.000 R1	7633203.19	18539566.84	259+30.504 R1	7633733.50	18539552.57	264+60.566 R1	7634263.50	18539575.80			
3	ML035SB							264+60.566 R1	7634263.50	18539575.80	268+71.298 R1	7634673.84	18539593.78	272+81.825 R1	7635084.54	18539589.28			
4	ML035SB	279+01.050 R1	7635703.73	18539582.50															
1	SR030	1164+88.283	7638573.16	18519617.05															
2	SR030							1404+90.818	7640860.54	18543510.35	1410+09.476	7640909.97	18544026.65	1415+27.428	7640912.58	18544545.30			
4	SR030							1497+60.139	7640954.05	18552777.91	1500+60.006	7640955.56	18553077.77	1503+59.869	7640953.91	18553377.63			
6	SR030							1609+64.826	7640895.44	18563982.43	1617+99.916	7640890.84	18564817.51	1626+23.334	7640648.12	18565616.55			
8	SR030							1636+13.260	7640360.40	18566563.73	1642+21.800	7640183.52	18567146.00	1648+25.793	7640132.93	18567752.44			
9	SR030	1704+37.772	7639666.35	18573344.99															
1	RMP030C	487+78.580 R1	7636582.10	18539536.88															
2	RMP030C	493+78.700 R1	7637181.93	18539518.31															
3	RMP030C	500+78.700 R1	7637881.89	18539510.65															
4	RMP030C	502+94.736 R1	7638097.82	18539503.96															
5	RMP030C	506+78.820 R1	7638481.72	18539492.08															
																			6
																			7
8	RMP030C	537+55.893 R1	7640219.63	18537581.61															
1	RMPDAYD	522+80.550 R1	7639637.91	18535448.10															
2	RMPDAYD							528+55.865 R1	7639909.04	18535955.53	532+56.367 R1	7640097.78	18536308.77	536+46.413 R1	7640135.94	18536707.45			
1	SRDAYTON	6300+00.000	7637746.56	18535629.17															
																			1
1	RMP030E				528+30.920 R1	7640633.70	18539468.52				530+00.217 R1	7640802.99	18539466.67				530+80.920 R1	7640875.98	18539421.71
																			2
																			3
5	RMP030E	551+89.001 R1	7640620.87	18540366.78															
5	RMP030E	554+89.240 R1	7640637.52	18540666.55															
1	RMP030F				511+54.299 R1	7640425.03	18539727.19				513+23.596 R1	7640441.17	18539895.72				514+04.299 R1	7640404.21	18539973.07
2	RMP030F							514+04.299 R1	7640404.21	18539973.07	0+00.00			522+62.380 R1	7640074.63	18539676.81			
3	RMP030F				522+62.380 R1	7640074.63	18539676.81				523+48.110 R1	7640147.62	18539631.85				525+12.380 R1	7640316.91	18539630.00
5	RMP030F	535+12.380 R1	7641316.85	18539619.05															
5	RMP030F	538+12.620 R1	7641616.70	18539603.77															
1	RMP030G				511+38.937 R1	7640387.20	18539331.97				513+08.234 R1	7640371.06	18539163.44				513+88.937 R1	7640320.10	18539094.50
2	RMP030G							513+88.937 R1	7640320.10	18539094.50	0+00.00			522+07.980 R1	7640017.53	18539431.10			
3	RMP030G				522+07.980 R1	7640017.53	18539431.10				522+93.710 R1	7640091.49	18539474.46				524+57.980 R1	7640260.78	18539472.60

SPIRAL OR CIRCULAR CURVE DATA

Name	Chain	ΔSCS	Horizontal Alignment Data													Remarks
			Spiral Data								Curve Data					
			θS	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	ΔC	T	L	R	E	
C1	ML035										T1900xt	587.860	1175.119	15010	11.507	
C2	ML035										T1900xt	378.486	756.811	15014	4.770	
C3	ML035										T1900xt	449.350	898.432	15000	6.729	
C4	ML035										T1900xt	329.616	659.126	15000	3.621	
C5	ML035										T1900xt	331.874	663.330	7640	7.205	
C6	ML035										T1900xt	438.562	876.701	11531	8.337	
C7	ML035										T1900xt	483.631	966.700	11586	10.089	
C1	ML035NB										T1900xt	340.205	680.293	15000	3.857	
C2	ML035NB										T1900xt	220.509	440.987	15000	1.621	
C1	ML035SB										T1900xt	530.504	1060.566	15000	9.378	
C2	ML035SB										T1900xt	410.732	821.260	15000	5.622	
C1	SR030										T1900xt	518.658	1036.610	11466	11.724	
C2	SR030										T1900xt	299.868	599.730	56843	0.791	
C3	SR030										T1900xt	835.090	1658.508	5731	60.523	
C4	SR030										T1900xt	608.540	1212.533	5728	32.233	
C1	RMP030C										T1900xt	510.190	960.000	1146	108.436	
C2	RMP030C										T1900xt	661.099	1256.623	1637	128.452	
C1																

SUPERELEVATION DATA

See PV-300 Series

Road Identification	Circular Curve or Spiral Curve Name	Radius	Superelevation Data			Standard Road Plan	Section A-A	Section B-B	Section C-C	Section D-D	Section E-E	Section F-F	Case A	Case B	Case C	Case S	Case T	Case U	Remarks
			e	L	x														
		FT	%	FT	FT														
US 30 Ramp C		1146	5.8	209	72	PV-303	7511+40.52		7511+78.82	7512+41.52						7511+76.66	7511+76.66		gned for 50mph; adjusted for 3% cross s
US 30 Ramp C		1637	5.8	209	72	PV-303													gned for 60mph; adjusted for 3% cross s
							7534+33.74		7533+95.44	7533+32.74						7533+97.61	7533+97.61		
US 30 Loop E		231	6.0	108	36	PV-303	5530+26.92			5530+80.92						5530+44.92	5530+44.92		slope; will need design documentation c
							5539+93.00			5539+39.00						5539+75.00	5539+75.00		
US 30 Loop F		231	6.0	108	36	PV-303	6513+50.30			6514+04.30						6513+68.30	6513+68.30		
							6523+16.38			6522+62.38						6522+98.38	6522+98.38		
US 30 Loop G		231	6.0	108	36	PV-303	7513+34.94			7513+88.94						7513+52.94	7513+52.94		
							7522+61.98			7522+07.98						7522+43.98	7522+43.98		
Dayton Ramp D		2000	5.4	168	56	PV-303	4527+94.27		4528+55.87	4529+06.27						4528+62.71	4528+62.71		
							4537+08.01		4536+46.41	4535+96.01						4536+39.57	4536+39.57		

NO ACCESS RIGHTS ARE TO BE ACQUIRED ON THIS PROJECT.

ACCESS CONTROL PREVIOUSLY ACQUIRED.

GRANT TWP
T-83N R-23W
SEC. 19

8D
DRAINAGE DISTRICT
SNUNK RIVER 103

1
AG LAND SPECIALIST LLC

1
AG LAND SPECIALIST LLC

STA: 1450+18.41℄
OFF: 170.00' LT

STA: 1457+45.00
OFF: 163.00' LT

1445+00
1450+00
1455+00
1460+00
1465+00
1470+00
1475+00

INTERSTATE 35

STA: 1455+00.00
OFF: 168.80' RT

STA: 1454+98.70℄
OFF: 210.63' RT

2A
DAVID & ANN WHITAKER

2A
DAVID & ANN WHITAKER

2
CITY OF NEVADA

2
CITY OF NEVADA

6D
DRAINAGE DISTRICT
GRANT 13

8D
DRAINAGE DISTRICT
SNUNK RIVER 103

0 100
FEET

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY
ROW Team: FREDRICKSON / CUVA
ROW #: IMN-035-4(328)110--0E-85
Plan Date: 11/20/2025
Color Legend:
Property Lines
Temporary Easement
Permanent Acquisition
Permanent Acquisition County
Permanent Acquisition City

FILE NO. 98765	ENGLISH	DESIGN TEAM Flattery/Bell	Story COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER H.1	

9:14:57 AM 6/9/2026 afredri pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\ROW\IMN-035-4(328)110- -0E-85\ROW_85035328.dgn

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GRANT TWP
T-83N R-23W
SEC. 18

1
AG LAND SPECIALIST LLC

3
MANATTS INC

5
MANATTS INC & LINDA A MANATT REV TRUST

STA: 1476+58.53℄
OFF: 145.00' LT

STA: 1485+55.00
OFF: 150.00' LT

STA: 1494+60.00
OFF: 150.00' LT

STA: 1498+00.00
OFF: 137.00' LT

1475+00 1480+00 1485+00 1490+00 1495+00 1500+00 1505+00

INTERSTATE 35

2A
DAVID & ANN WHITAKER

STA: 1476+57.07℄
OFF: 160.00' RT

STA: 1476+56.95℄
OFF: 183.84' RT

STA: 1489+73.28℄
OFF: 170.00' RT

STA: 1490+28.96℄
OFF: 170.00' RT

2
CITY OF NEVADA

4
JONATHON W BRANDT

6D
DRAINAGE DISTRICT GRANT 13

8D
DRAINAGE DISTRICT SNUNK RIVER 103

0 100 FEET

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: FREDRICKSON / CUVA
ROW #: IMN-035-4(328)110--0E-85
Plan Date: 11/20/2025
Color Legend:
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

FILE NO. 98765	ENGLISH	DESIGN TEAM Flattery/Bell	Story COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER H.2

9:27:39 AM 6/9/2026 afredri pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\ROW\IMN-035-4(328)110- -0E-85\ROW_85035328.dgn

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5

MANATTS INC &
LINDA A MANATT REV TRUST

TEMPORARY EASEMENT
TO SHAPE

MINIMIZE IMPACTS
TO EXISTING TREES

GRANT TWP
T-83N R-23W
SEC. 18

STA: 1520+20.00
OFF: 528.00' LT

PCC STA: 3521+38.82 OFF: 45.00' LT (RMP030C)
=STA: 1519+96.97 OFF: 494.24' LT (ML035)

STA: 1518+75.00
OFF: 385.00' LT

STA: 1516+80.00
OFF: 265.00' LT

PC STA: 3511+78.82 OFF: 50.87' LT (RMP030C)
=STA: 1511+78.82 OFF: 135.87' LT (ML035)

STA: 1514+60.00
OFF: 180.00' LT

PI 3527+99.92

PCC 3521+38.82

PC 3511+78.82

PI 3516+89.01

3525+00
3520+00
3515+00
1505+00
1510+00
1520+00
1525+00
1530+00
1535+00
1360+00
1365+00
1370+00
1375+00

30

INTERSTATE
35

ROBERT DENNIS & CLEVA JOHANNES

JOANN L BARTEN

0 100
FEET

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: FREDRICKSON / CUVA
ROW #: IMN-035-4(328)110–0E-85
Plan Date: 04/15/2026
Color Legend:
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	Story COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER H.3

7:47:10 AM 4/24/2026 afredri pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\ROW\IMN-035-4(328)110- -0E-85\ROW_85035328.dgn

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POE 6330+00.00

6330+00

SE 16th St

Isaac Newton Dr

S Dayton Pl

GRANT TWP
T-83N R-24W
SEC. 12

GRANT TWP
T-83N R-23W
SEC. 07

1320+00

6325+00

S Dayton Ave

1325+00

1330+00

1335+00

1340+00

1345+00

1350+00

POE 3537+55.89

30

6320+00

STA: 1331+30.00
OFF: 198.62' RT

STA: 1327+55.00
OFF: 349.77' RT

STA: 1347+75.00
OFF: 132.88' RT

PT STA: 3533+95.44 OFF: 50.00' LT (RMP030)
=STA: 1348+85.49 OFF:140.94' RT (SR030)

3535+00

PT 3533+95.44

9

DAVID & KIMBERLY JENSEN

TERRILL M BANER MD
LTD PROFIT SHARING PLAN,
CP: AERDEMIS LLC

5

MANATTS INC &
LINDA A MANATT REV TRUST

TEMPORARY EASEMENT
TO SHAPE

MINIMIZE IMPACTS
TO EXISTING TREES

GRANT TWP
T-83N R-24W
SEC. 13

GRANT TWP
T-83N R-23W
SEC. 18

6315+00

SE 18th St

0 100
FEET

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: FREDRICKSON / CUVA
ROW #: IMN-035-4(328)110–0E-85
Plan Date: 04/15/2026
Color Legend:
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	Story COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER HE.1

8:20:03 AM 4/24/2026 afredri pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\ROW\IMN-035-4(328)110- -0E-85\HE_85035328.dgn

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GRANT TWP
T-83N R-23W
SEC. 07

INTERSTATE 35

30

1350+00
1355+00
1360+00
1365+00
1370+00
1375+00
1380+00

1535+00
1530+00
1525+00
1520+00

PI 3527+99.92

STA: 1352+68.00
OFF: 204.00' RT

STA: 1356+10.00
OFF: 353.00' RT

3530+00

5

MANATTS INC &
LINDA A MANATT REV TRUST

TEMPORARY EASEMENT
TO SHAPE

MINIMIZE IMPACTS
TO EXISTING TREES

3525+00

STA: 1520+20.00
OFF: 528.00' LT

PCC STA:3521+38.82 OFF: 45' (RMP030C)
=STA: 1519+96.97 OFF: 494.24' LT (ML30)

PCC 3521+38.82

GRANT TWP
T-83N R-23W
SEC. 18

3520+00

STA: 1518+75.00
OFF: 385.00' LT
(ML30)

PI 3516+89.01

0 100
FEET

J B REAL ESTATE LLC

Right of Way Design Information
THIS SHEET INCLUDED
FOR INFORMATION ONLY

ROW Team: FREDRICKSON / CUVA
ROW #: IMN-035-4(328)110--0E-85
Plan Date: 04/15/2026
Color Legend:
- Property Lines
- Temporary Easement
- Permanent Acquisition
- Permanent Acquisition County
- Permanent Acquisition City

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	Story COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER HE.2	

8:20:08 AM 4/24/2026 afredri pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\ROW\IMN-035-4(328)110- -0E-85\HE_85035328.dgn

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108-23A
08-01-08

TRAFFIC CONTROL PLAN

Copied and Unedited From Flyover Project as a Placeholder

1. Two lanes of traffic shall be maintained on I-35 at all times except as noted in Note 12 & 13.

2. Two lanes of traffic shall be maintained on US 30 at all times except as noted in Note 7, 8, 12 & 13.

3. Traffic shall be maintained on all I-35/US 30 ramps at all times except as noted in Note 5, 9, & 12.

4. Traffic shall be maintained on Dayton Ave. Ramp A at all times except as noted in Note 6.

5. I-35 Ramp A (I-35 SB to US 30 WB) will be closed during Stage 2 and Stage 3.
   For additional information refer to Detour 1 details.

6. Dayton Ave. Ramp A will be closed during Stage 2 and Stage 3.
   For additional information refer to Detour 2 details.

7. US 30 WB single lane traffic only during resurfacing in Stage 3 (See 108-23L1).

8. US 30 EB single lane traffic only during resurfacing in Stage 6 (See 108-23L1).

9. I-35 Ramp B (I-35 NB to US 30 EB) will be closed during Stage 2 and Stage 5.
   For additional information refer to Detour 3 details.

10. Ramp H bridge beams over I-35 SB cannot be set/placed until respective I-35 Ramp A & Dayton Ave. Ramp A are open for detour traffic.

11. No work allowed during Iowa State University football home games.

12. Temporary nighttime road closures will only be allowed for setting beams and setting overhead signs/trusses. Refer to detours 3-7.
    (See 108-23R1).

13. Temporary nightime lane closures for shoulder strengthening (inside lane only) will only be allowed (See 108-23L1):
    A. On I-35 for the construction of the shoulder strengthening.
    B. On US 30 for the construction of the shoulder strengthening.

14. On each allowed work day, no traffic control devices shall be placed before 9:00pm on Sunday or 7:00pm on Monday through Thursday.
    All traffic control devices shall be removed before 6:00am each working day. Refer to Tables 108-23R1 and 108_23L1.

DETOUR DETAILS:

Detours furnished, maintained and removed by contractor.

Contractor shall leave detour signing in place at the end of the project for Detours 1, 4-5.

111-01
04-17-12

COORDINATED OPERATIONS

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

Project	Type of Work
IM-035-3(315)104--13-85	Preliminary Engineering

STAGING NOTES - INTERSTATE 35

Interstate 35
STAGE 1
Traffic:
I-35 Traffic NB & SB in normal lanes with night closures and TBR
I-35/US 30 Ramps open

Construction:
Grade and pave I-35 temporary median widening

STAGE 2
Traffic:
I-35 NB in normal lanes
I-35 SB shifted to new median widening
US 30 Ramp C shifted
US 30 Loops E & G detoured

Construction:
Grade & Pave SB Lanes (outside)
Remove ~10' outside I-35 SB Bridge over US 30
Build ~36' of new outside lanes/shoulder of I-35 SB bridge over US 30
Grade & Pave Outside Ramp C half at a time
Grade & Pave Partial US 30 Loops E & G

STAGE 3
Traffic:
I-35 NB in normal lanes
I-35 SB on new outside SB lanes
US 30 Ramp C open
US 30 Loop E Open/Closed?
US 30 Loop G Open/Closed?

Construction:
Grade & Pave SB Lanes (inside)
Remove remaining existing I-35 SB Bridge over US 30
Build remaining width of new inside lanes/shoulder of I-35 SB bridge over US 30
Grade & pave NB detour crossovers

STAGE 4:
Traffic:
I-35 NB & SB in normal lanes
US 30 Ramp C open
US 30 Loop E Open
US 30 Loop G Open

STAGE 5:
Traffic:
I-35 NB shifted to median original SB/median widening
I-35 SB on new SB lanes; shifted outside at new US 30 Bridge
US 30 Loop F detoured
US 30 Ramp H Open

Construction:
Grade & Pave I-35 NB outside lanes
Remove existing I-35 NB Bridge over US 30
Build new I-35 NB bridge over US 30
Grade & Pave US 30 Ramp H Taper (Staged to remain open)

STAGE 6:
Traffic:
I-35 NB in new lanes (shifted)
I-35 SB on new lanes
US 30 Loop F Open
US 30 Ramp H Open

Construction:
Remove I-35 NB median crossovers and detour pavement
Remove I-35 SB Existing pavement
Grade & Pave I-35 NB & SB median shoulders and lanes

STAGE 7:
Traffic:
All traffic in normal lanes

108-26A
08-01-08

STAGING NOTES - US HIGHWAY 30

US Highway 30
STAGE 1
Traffic:
US 30 Traffic EB & WB in normal lanes
I-35/US 30 Loops open
Dayton Ramp D open

Construction:
Grade and pave median crossovers at Sta. 1329+00 (or 1339+00) & Sta. 1399+00
Grade and pave temporary pavement EB Sta. 1330+00 to 1333+40

STAGE 2

108-25
10-21-14

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks

108-23B
10-17-17

* This is to only be used in conjunction with Tabulation 108-23A
Shaded area indicates times that lane closures are not allowed

TRAFFIC CONTROL CLOSURE TABLE(S)

	AM																								Noon	PM																							
	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30
SUN																																																
MON																																																
TUE																																																
WED																																																
THU																																																
FRI																																																
SAT																																																

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

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

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

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

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

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

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

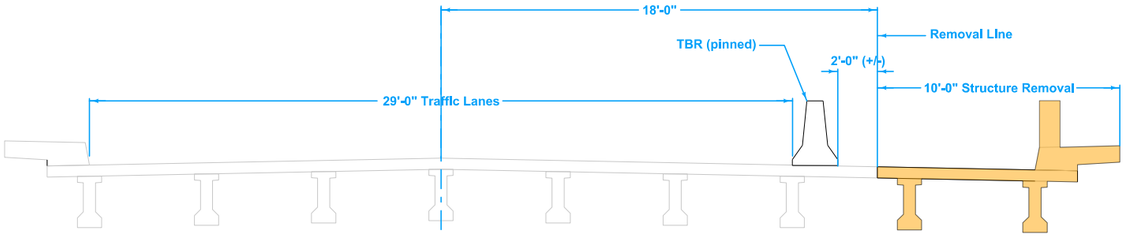
●	Channelizing Device		Crash Cushion (Temp or Perm)
✕	Drum		Traffic Signal
◘	Temporary Lane Separator		Flagger
◆	Tubular Marker		Temporary Floodlighting
♦	Channelizer Marker		Traffic Sign
△	Concrete Barrier Marker		Type III Barricade
⊰	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout	1	Lane Identification

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

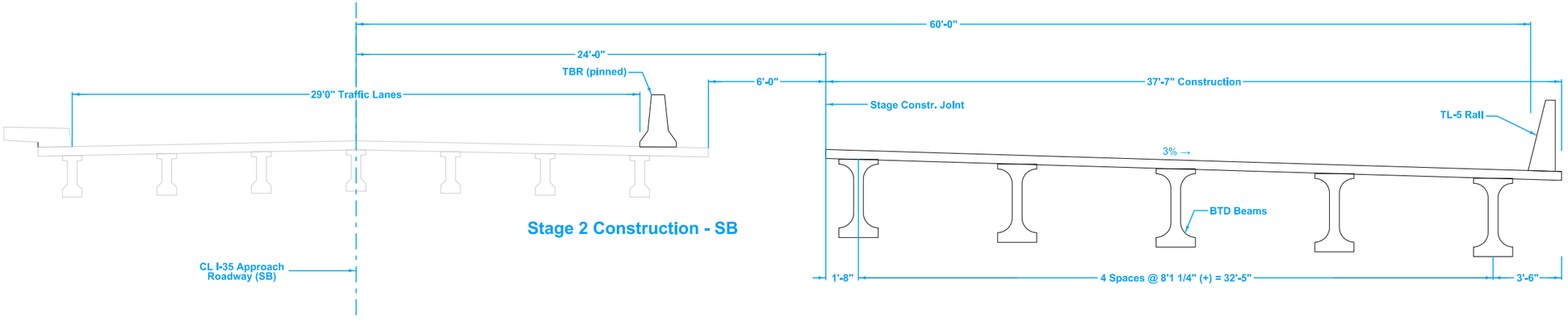
TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

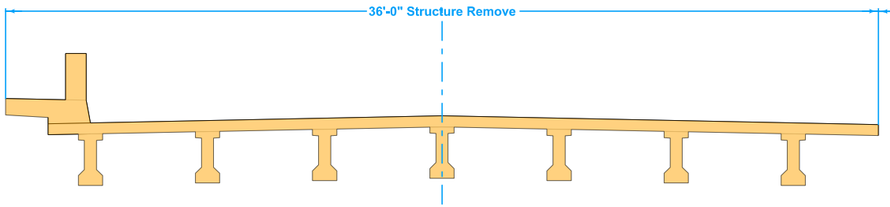
I-35 over US 30
Proposed Bridge Staging (SB)
WHKS / J. Opheim
9/23/2024



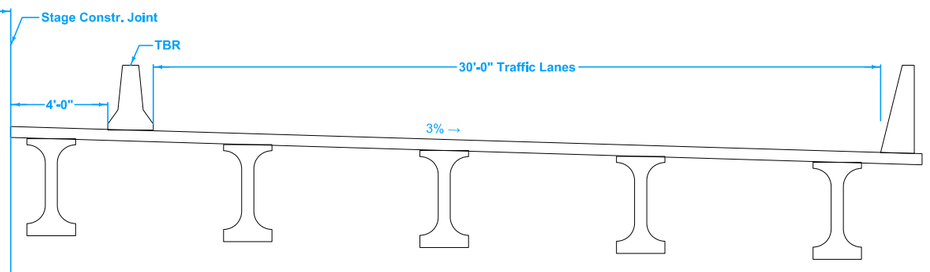
Stage 2 Removal - SB

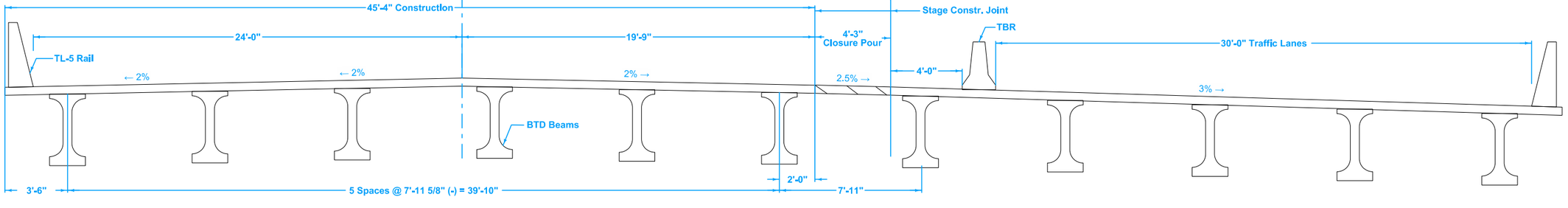


Stage 2 Construction - SB



Stage 3 Removal - SB





Stage 3 Construction - SB

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **J.5**

1:03:21 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_J05_85035329Z08.dgn

I-35 Ramp C Curve Data

Δ = 47°59'47.27" (LT)
T = 510.19'
L = 960.00'
R = 1146.00'
E = 108.44'
e = ___
L = ___
x = ___

Δ = 43°58'56.70" (LT)
T = 661.10'
L = 1256.62'
R = 1637.00'
E = 128.45'
e = ___
L = ___
x = ___

SPIRAL DATA
SCS PI STA 3525+02.88
Δ = 91.9789° (LT)
θ = 0.0000°
Ls = 0.00sf
Ts = 1324.06sf
Es = 605.13sf
P = 0.00sf
K = 0.00
Xc = 0.00sf
Yc = 0.00sf
LT = 0.00sf
ST = 0.00sf
LC = 0.00sf

I-35 Loop E Curve Data

Δ = 212°49'58.32" (LT)
T = 784.04'
L = 858.08'
R = 231.00'
E = 586.36'
e = ___
L = ___
x = ___

I-35 Loop F Curve Data

SPIRAL DATA
SCS PI STA 6512+53.02
Δ = 274.8413° (LT)
θ = 31.0042°
Ls = 250.00sf
Ts = 98.72sf
Es = 97.86sf
P = 11.16sf
K = 123.79
Xc = 242.78sf
Yc = 44.16sf
LT = 169.30sf
ST = 85.73sf
LC = 246.76sf

Δ = 212°49'58.32" (RT)
T = 784.04'
L = 858.08'
R = 231.00'
E = 586.36'
e = ___
L = ___
x = ___

I-35 Loop G Curve Data

Δ = 203°09'01.06" (LT)
T = 1127.83'
L = 819.04'
R = 231.00'
E = 920.24'
e = ___
L = ___
x = ___

I-35 Ramp H Curve Data

Δ = 07°00'00.00" (RT)
T = 140.67'
L = 281.00'
R = 2300.00'
E = 4.30'
e = ___
L = ___
x = ___

Δ = 105°39'19.30" (LT)
T = 1450.65'
L = 2028.44'
R = 1100.00'
E = 720.55'
e = ___
L = ___
x = ___

GRANT TWP
T-83N R-23W
SEC. 18

GRANT TWP
T-83N R-23W
SEC. 07

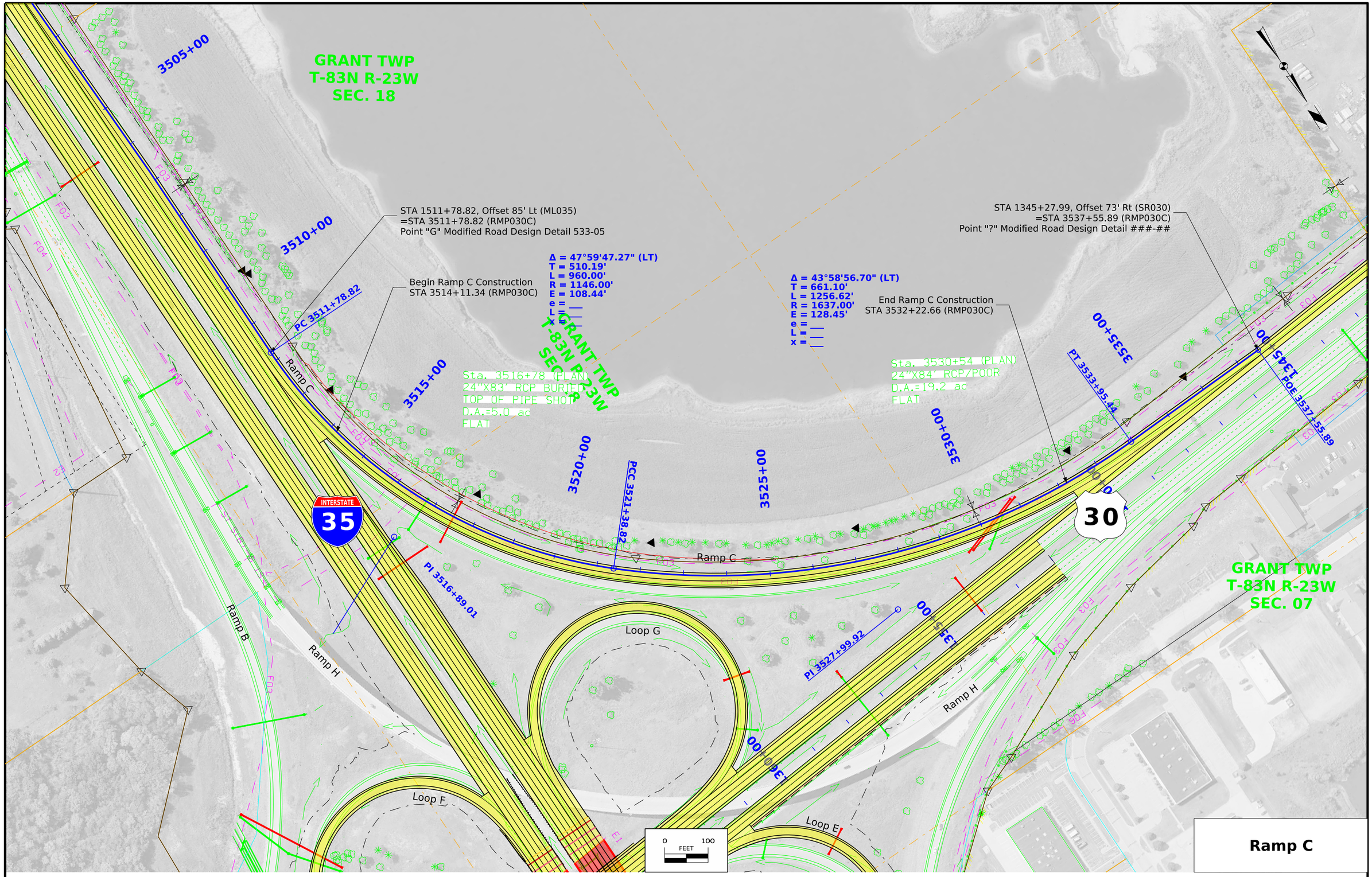
POB 3487+76.58
PCC 3531+28.82
PT 3533+95.44
POE 8542+39.96
PCC 8542+39.96
PI 8540+98.96
PC 8539+58.96
PT 8536+04.06
PI 3527+99.06
POE 3554+89.06
Ramp C
Ramp H
Ramp B
Ramp D
Loop G
Loop E
Loop F
35
30

0 200
FEET

Geometric Plan
I-35 Interchange with US 30

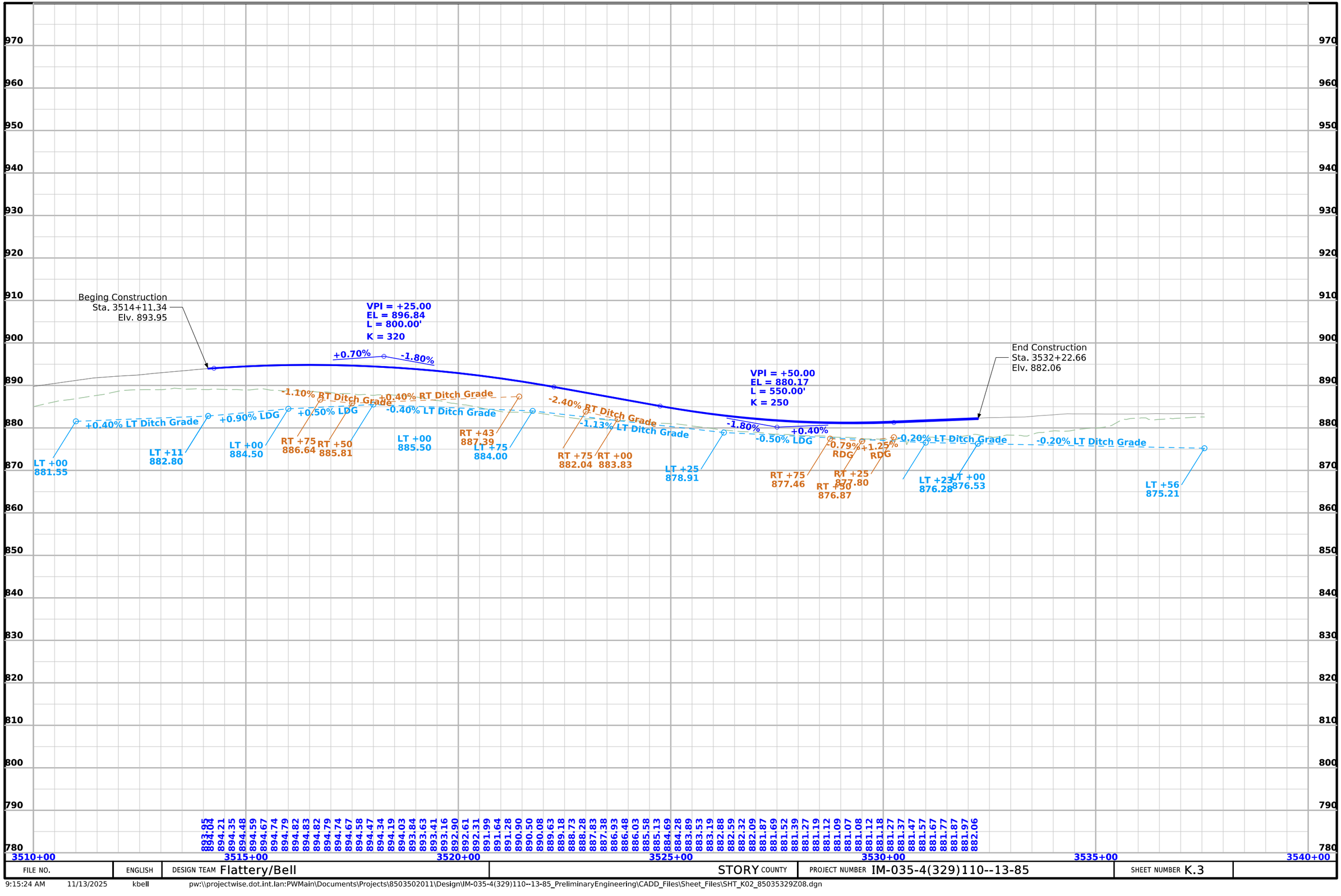
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.1	

2:29:10 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K01_85035329Z08.dgn



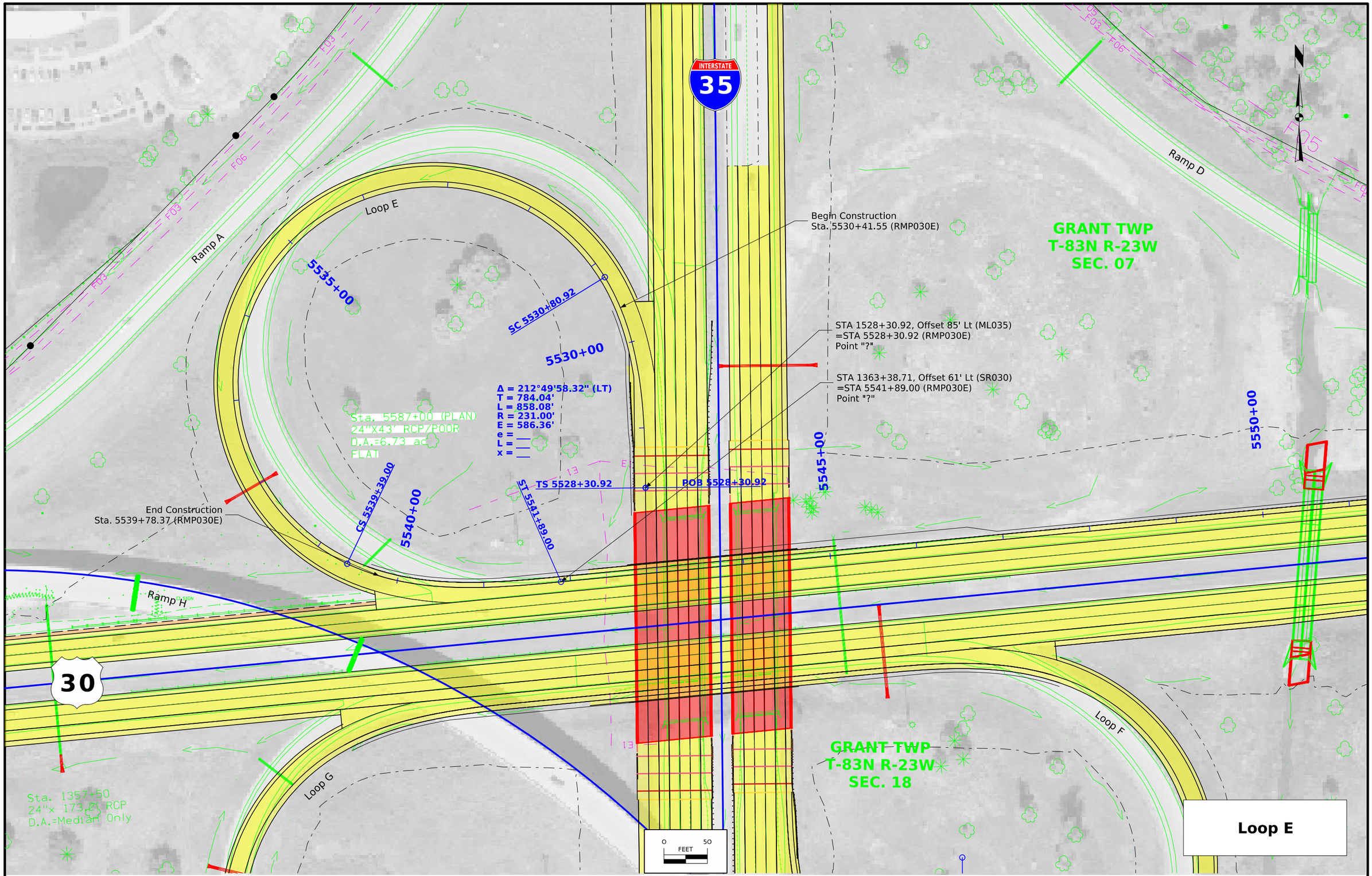
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.2	

10:32:34 AM 4/10/2026 NTPWICS$ \\Ntpwics\pwics\233\2306040_11\SHT_K02_85035329Z08.dgn



FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.3

9:15:24 AM 11/13/2025 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K02_85035329Z08.dgn



FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.4	

2:30:41 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K03_85035329Z08.dgn

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Begin Construction
Sta. 5530+41.55
Elv. 917.25

VPI = +00.00
EL = 916.08
L = 90.00'
K = 35

-2.00%
-4.58%
-3.90% RT Ditch Grade
-3.40% RDG
-0.40% LDG
-4.50% LT Ditch Grade
-2.60% LT Ditch Grade
-2.50% RDG

RT +30
910.33
RT +50
901.75
RT +75
897.50
LT +42
902.08
LT +50
901.65
LT +00
890.40

VPI = +50.00
EL = 881.69
L = 255.00'
K = 38

-4.58%
+2.20%
+0.20% LT Ditch Grade
+0.40% RT Ditch Grade
+0.41% LT Ditch Grade

RT +00
882.30
LT +00
880.00
RT +00
879.80
RT +45
880.38
LT +78
880.36
LT +00
881.26

End Construction
Sta. 5539+73.36
Elv. 884.49

Loop E

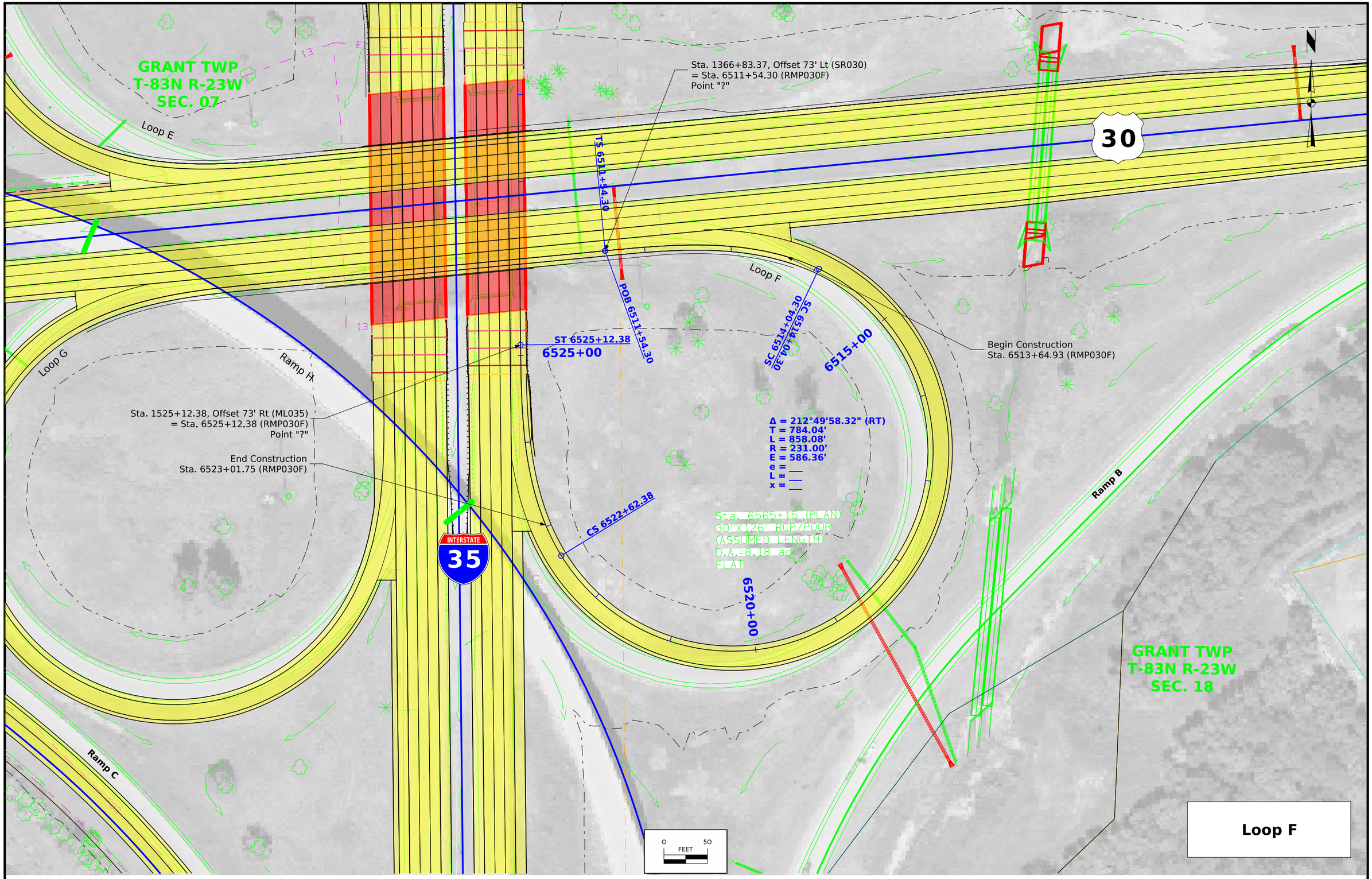
945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860 855 850

917.25 917.08 916.52 915.79 914.87 913.78 912.64 911.49 910.35 909.20 908.05 906.91 905.76 904.62 903.47 902.32 901.18 900.03 898.89 897.74 896.59 895.45 894.30 893.15 892.01 890.86 889.72 888.57 887.43 886.38 885.50 884.79 884.24 883.86 883.64 883.59 883.71 883.99 884.44

5529+00 5530+00 5531+00 5532+00 5533+00 5534+00 5535+00 5536+00 5537+00 5538+00 5539+00 5540+00 5541+00 5542+00 5543+00 5544+00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.5

2:30:45 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K03_85035329Z08.dgn



FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.6	

2:31:05 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K04_85035329Z08.dgn

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Begin Construction
Sta. 6513+64.93
Elv. 896.09

End Construction
Sta. 6523+01.75
Elv. 907.32

VPI = +35.00
EL = 898.79
L = 500.00'
K = 179

VPI = +75.00
EL = 896.54
L = 200.00'
K = 89204

+0.40%
+0.40%
+3.20%
+0.40%
+2.20% LDG
+0.90% LDG
-0.60% LDG
-2.50% LDG
-4.00% LDG
+2.20% LDG
+2.20% LT Ditch Grade
-0.20% RT Ditch Grade
-0.20% RT Ditch Grade
+5.30% RT Ditch Grade

LT +10
893.40

LT +00
895.38

LT +00
896.28

LT +75
895.84

LT +25
889.59

LT +65
887.99

LT +25
889.18

LT +25
900.69

RT +54
886.15

RT +65
885.72

RT +42
884.77

RT +50
895.79

Loop F

945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860 855 850

896.09 896.14 896.24 896.34 896.44 896.54 896.64 896.74 896.84 896.94 897.04 897.14 897.24 897.34 897.44 897.54 897.64 897.74 897.85 897.99 898.16 898.37 898.61 898.89 899.21 899.56 899.94 900.36 900.81 901.30 901.83 902.38 902.98 903.61 904.27 904.97 905.70 906.47 907.32

6511+00 6512+00 6513+00 6514+00 6515+00 6516+00 6517+00 6518+00 6519+00 6520+00 6521+00 6522+00 6523+00 6524+00 6525+00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.7

2:31:08 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K04_85035329Z08.dgn

GRANT TWP
T-83N R-23W
SEC. 07

Sta. 1362+86.34, Offset 73' Lt (SR030)
= Sta. 7511+38.94 (RMP030G)

Loop E

Ramp H

30

POB 7511+38.94

TS 7511+38.94

Begin Construction
Sta. 7513+49.57 (RMP030G)

SC 7513+88.94

Sta. 1357+60
24"x 173.2' RCP
D.A.=Median Only

Sta. 7561+75 (PLAN)
24"X47" RCP/POOR
D.A.=4.97 ac
FLAT

7515+00

Δ = 203°09'01.06" (LT)
T = 1127.83'
L = 819.04'
R = 231.00'
E = 920.24'
e = ___
L = ___
x = ___

SCS 7524+57.98

POE 7524+57.98

Sta. 1524+57.98, Offset 85' Lt (ML035)
= Sta. 7524+.57.98 (RMP030G)

End Construction
Sta. 7522+47.35 (RMP030G)

CS 7522+07.98

7520+00

Loop G

Loop F

Ramp C

SPIRAL DATA
SCS PI STA 7512+78.68
Δ = 265.1587° (LT)
Θ = 31.0042°
Ls = 250.00sf
Ts = 139.74sf
Es = 126.90sf
P = 11.16sf
K = 123.79
Xc = 242.78sf
Yc = 44.16sf
LT = 169.30sf
ST = 85.73sf
LC = 246.76sf

INTERSTATE
35

Ramp B

GRANT TWP
T-83N R-23W
SEC. 18

0 50
FEET

Loop G

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.8	

2:31:28 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K05_85035329Z08.dgn

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Begin Construction
Sta. 7513+49.57
Elv. 884.08

VPI = +20.00
EL = 880.67
L = 325.00'
K = 59

End Construction
Sta. 7522+47.35
Elv. 906.20

-0.20% LT Ditch Grade
-0.20% LT Ditch Grade
-2.00%
+3.51%
+3.70 RDG
+1.00% LT Ditch Grade
+3.10% LDG
+0.30 RT Ditch Grade
+0.40% RT Ditch Grade

LT +39
879.81
LT +50
879.38
RT +50
878.52
LT +50
878.98
RT +00
878.97
RT +00
882.70
LT +00
884.48
LT +75
886.80
RT +25
887.19
RT +16
887.96

Loop G

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.9

2:31:31 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K05_85035329Z08.dgn

GRANT TWP
T-83N R-23W
SEC. 18

INTERSTATE 35

POB 8466+23.49

8470+00

8475+00

8480+00

8485+00

8490+00

8495+00

STA. 1494+85.80, Offset 109' Rt (ML035)
= STA. 8494+85.80 (RMP030H)
Point "M" Road Design Detail 533-04

0 100
FEET

Ramp H
(For Information Only)
(Sheet 1 of 3)

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.10	

2:31:48 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K06_85035329Z08.dgn

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GRANT TWP
T-83N R-23W
SEC. 18

Δ = 105°39'19.30" (LT)
T = 1450.65'
L = 2028.44'
R = 1100.00'
E = 720.55'
e = ___
L = ___
x = ___

Sta. 8357+50
24"x 173.2' RCP
D.A.=Median Only

INTERSTATE 35

PC 8515+75.62

8500+00
8505+00
8510+00
8515+00
8520+00

Sta. 8506+00 (PLAN)
24"X127' RCP/FAIR
D.A.=6.1 ac
FLAT

Sta. 8511+00 (PLAN)
24"X88' RCP/FAIR
D.A.=0.13 ac
FLAT

Sta. 8512+50 (PLAN)
24"X98' RCP/FAIR
D.A.=0.13 ac
FLAT

Sta. 8514+00 (PLAN)
24"X77' RCP/GOOD
D.A.=0.28 ac
FLAT

0 100
FEET

Ramp H
(For Information Only)
(Sheet 2 of 3)

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.11

2:31:50 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K06_85035329Z08.dgn

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Δ = 105°39'19.30" (LT)
T = 1450.65'
L = 2028.44'
R = 1100.00'
E = 720.55'
e = ___
L = ___
x = ___

GRANT TWP
T-83N R-23W
SEC. 18

30

PT 8540+99.54

PC 8539+58.96

PT 8536+04.06

PCC 8542+39.96

Sta. 1348+17.26, Offset 73' LT(SR030)
= Sta. 8542+39.96 (RMP030H)

8530+00

8535+00

8540+00

Sta. 8537+15 (PLAN)
24"X53' RCP/FAIR
D.A.=0.33 ac
FLAT

Δ = 07°00'00.00" (RT)
T = 140.67'
L = 281.00'
R = 2300.00'
E = 4.30'
e = ___
L = ___
x = ___

GRANT TWP
T-83N R-23W
SEC. 07

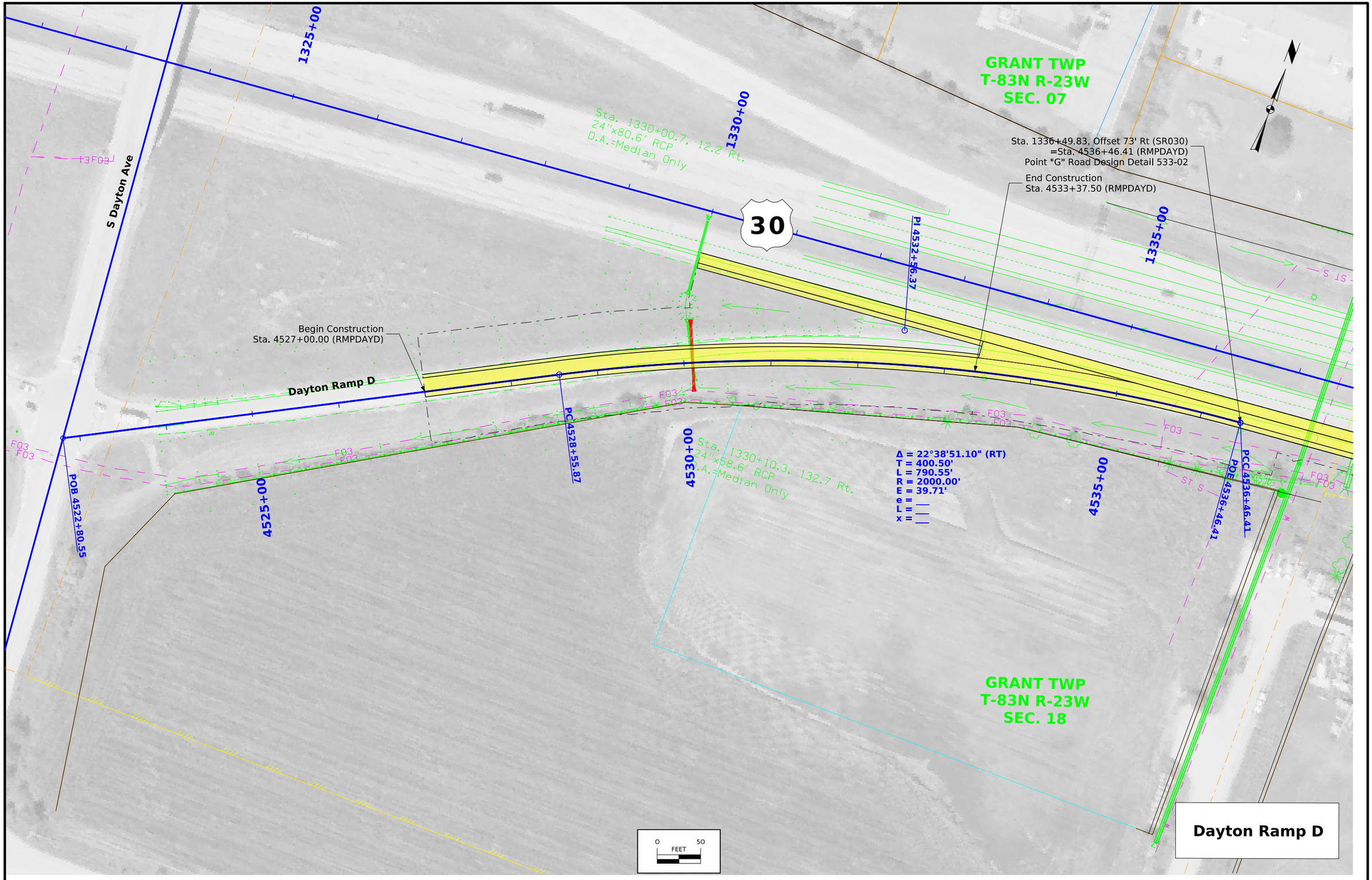
0 100
FEET

Ramp H
(For Information Only)
(Sheet 3 of 3)

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.12

2:31:54 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K06_85035329Z08.dgn

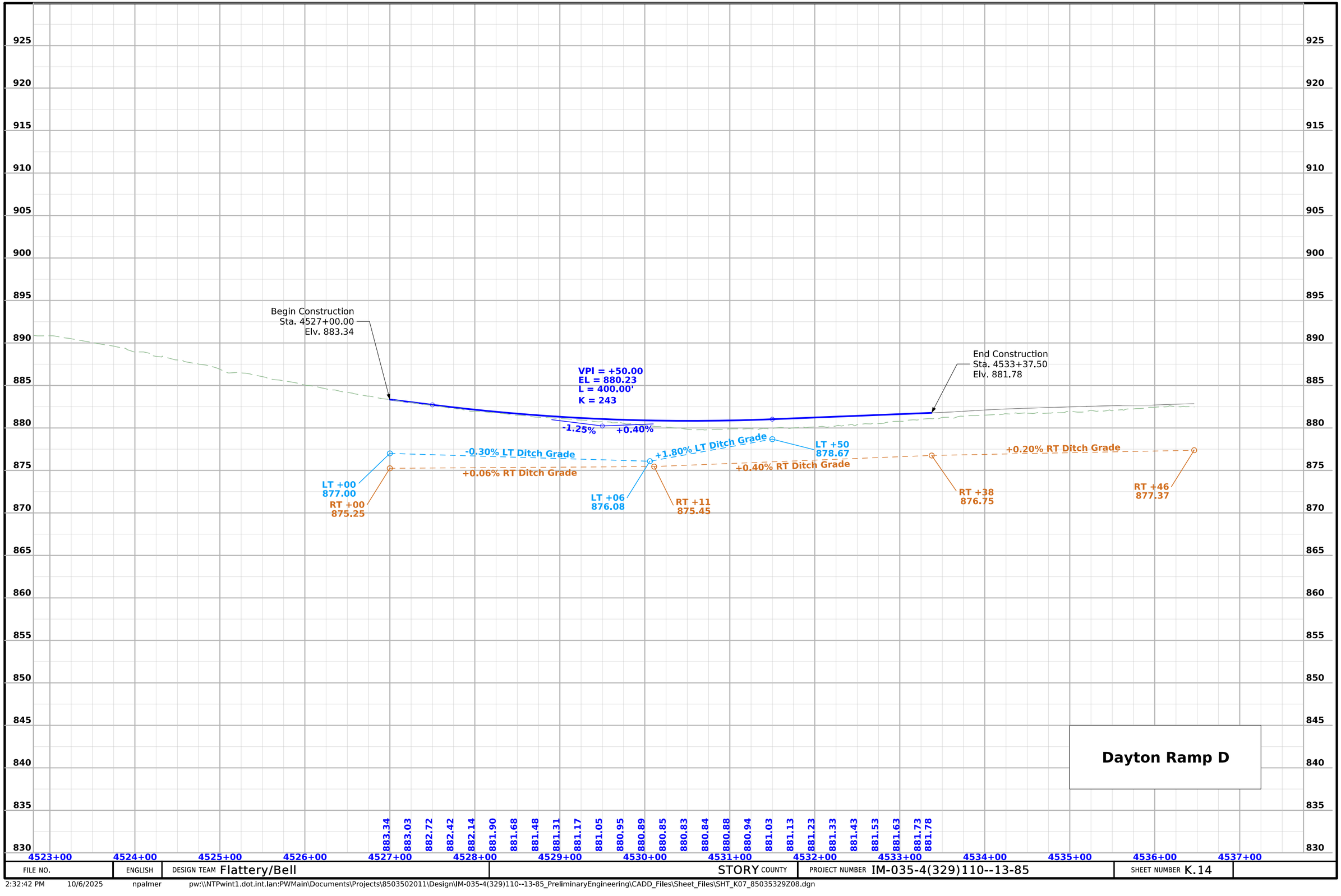
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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.13	

2:32:36 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K07_85035329Z08.dgn

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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER K.14

2:32:42 PM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_K07_85035329Z08.dgn

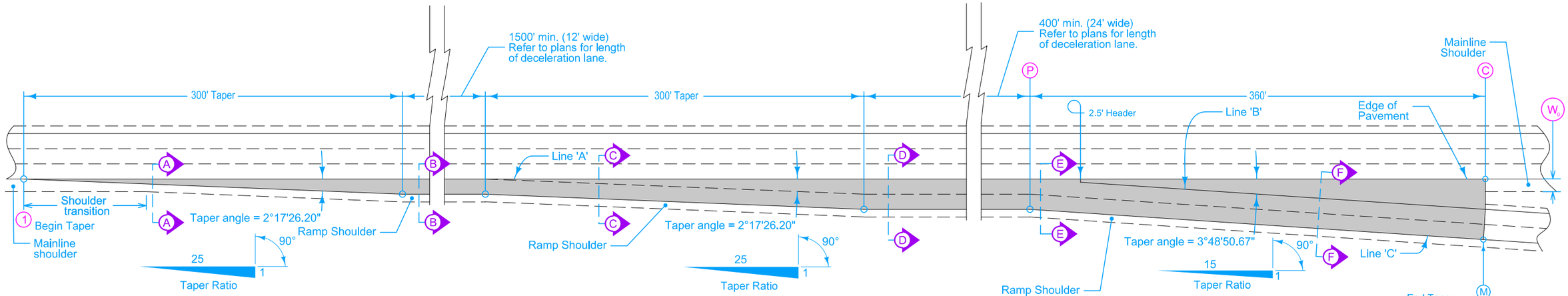
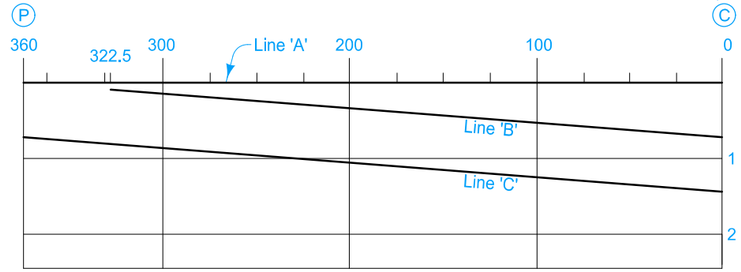
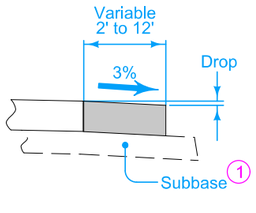


TABLE OF OFFSETS AND DROPS FOR 24' RAMP TAPER																		
DISTANCE FROM POINT (P) ALONG LINE 'A' (Ft.)		360	350	325	322.5	300	275	250	225	200	175	150	125	100	75	50	25	0
From Line 'A' To Line 'B'	OFFSET (Ft.)				2.5	4.00	5.67	7.33	9.00	10.67	12.33	14.00	15.67	17.33	19.00	20.67	22.33	24.00
	SLOPE (%)				← Constant 3.0% Slope →													
	DROP (Ft.)				0.08	0.12	0.17	0.22	0.27	0.32	0.37	0.42	0.47	0.52	0.57	0.62	0.67	0.72
From Line 'B' To Line 'C'	OFFSET (Ft.)				← Constant 24' Offset →													
	SLOPE (%)				← Constant 3.0% Slope →													
	DROP (Ft.)				0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
From Line 'A' To Line 'C'	OFFSET (Ft.)	24.00	24.72	26.39														
	SLOPE (%)	3.00	3.00	3.00														
	DROP (Ft.)	0.72	0.74	0.79	0.80	0.84	0.89	0.94	0.99	1.04	1.09	1.14	1.19	1.24	1.29	1.34	1.39	1.44

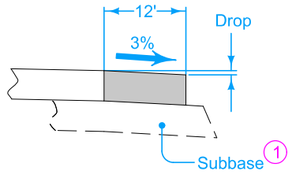


Note: The algebraic difference between the profile grade for ramp base line at Ⓜ and realtive profile grade of mainline at Ⓒ is 0.20%.

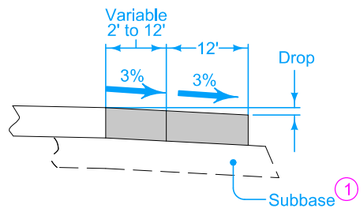
PROFILE



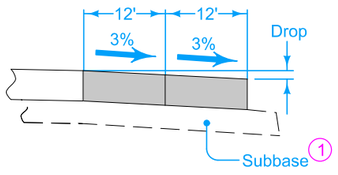
SECTION A-A



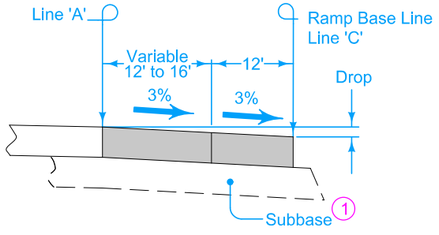
SECTION B-B



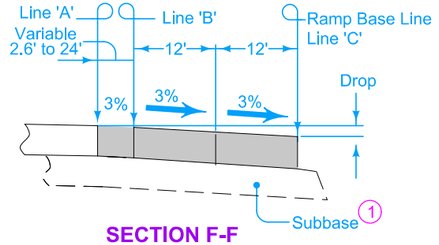
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

Construct ramp exit pavement the same thickness as mainline pavement.

For joint detail, see PV-101.

(1) Construct subbase for ramp exit pavement the same thickness as mainline subbase.

MODIFIED

ROAD DESIGN DETAIL

REVISION	
5	10-21-25

533-04C

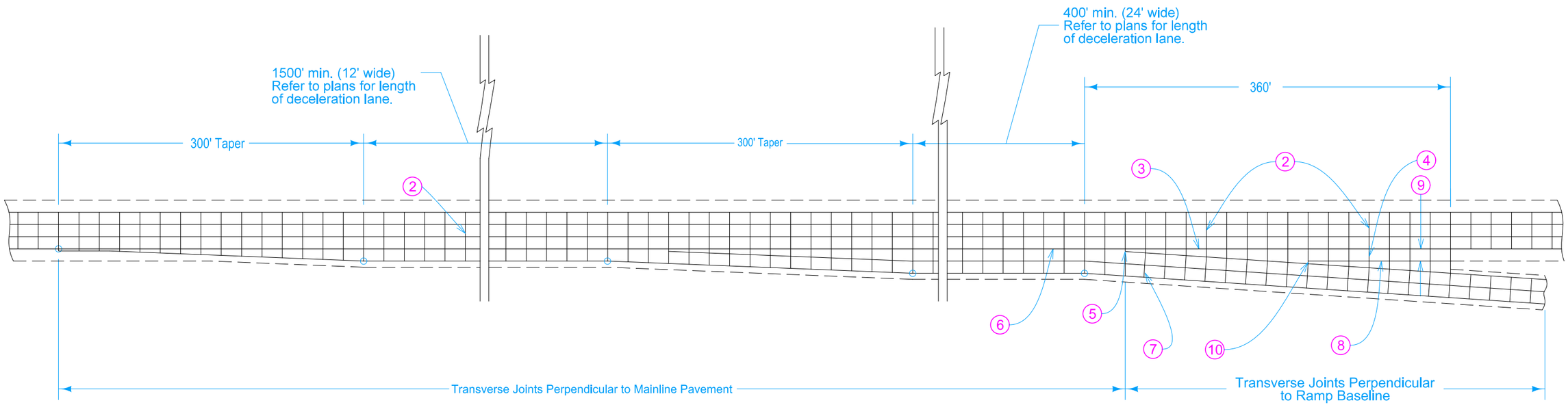
SHEET 1 of 2

MODIFICATIONS: Removed KT joint option.

PARALLEL DECELERATION TAPER FOR 24' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER U.1

1:20:10 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_U01_85035329Z08.dgn



24' EXIT RAMP WITH PARALLEL DECELERATION LANE

(2) 'CD' Joints at 17' spacing.

(3) 'BT-2' Joint.

(4) 'C' Joint.

(5) 'B' Joint. 2' minimum, 4' maximum.

(6) 'L-2' Joint.

(7) Construct tranverse joints on the exit ramp taper perpendicular to the ramp baseline where the gore area is 4 feet or greater.

(8) 'C' Joint parallel to mainline pavement.

(9) 10' minimum or equal to mainline shouder width.

(10) 'B' or 'C' Joint. 2' minimum. 4' maximum.

MODIFIED

ROAD DESIGN DETAIL

REVISION	
5	10-21-25

533-04C

SHEET 2 of 2

MODIFICATIONS: Removed KT joint option.

PARALLEL DECELERATION TAPER FOR 24' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **U.2**

1:20:21 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_U01_85035329Z08.dgn

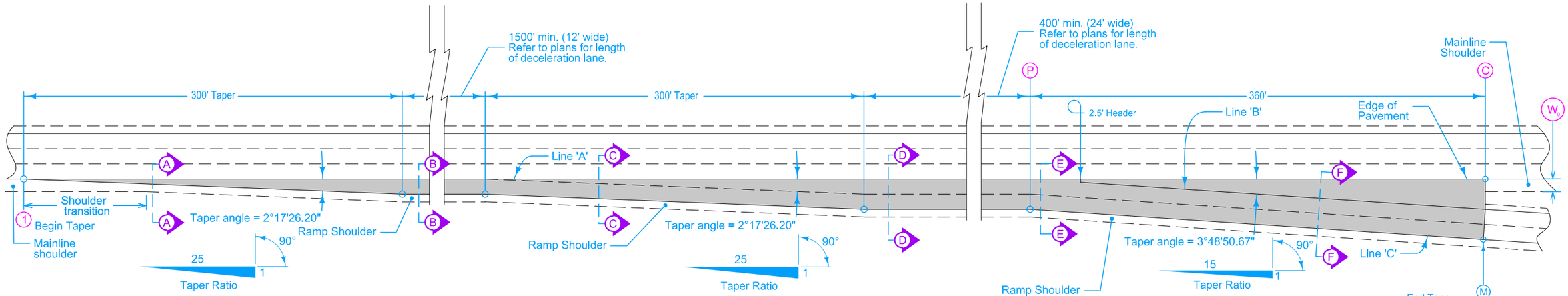
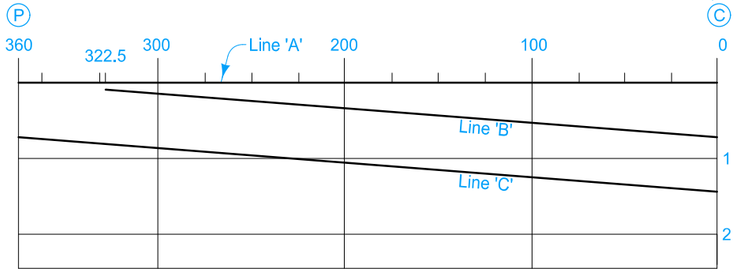
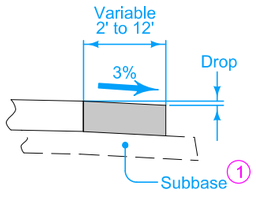


TABLE OF OFFSETS AND DROPS FOR 24' RAMP TAPER																		
DISTANCE FROM POINT (P) ALONG LINE 'A' (Ft.)		360	350	325	322.5	300	275	250	225	200	175	150	125	100	75	50	25	0
From Line 'A' To Line 'B'	OFFSET (Ft.)				2.5	4.00	5.67	7.33	9.00	10.67	12.33	14.00	15.67	17.33	19.00	20.67	22.33	24.00
	SLOPE (%)				← Constant 3.0% Slope →													
	DROP (Ft.)				0.08	0.12	0.17	0.22	0.27	0.32	0.37	0.42	0.47	0.52	0.57	0.62	0.67	0.72
From Line 'B' To Line 'C'	OFFSET (Ft.)				← Constant 24' Offset →													
	SLOPE (%)				← Constant 3.0% Slope →													
	DROP (Ft.)				0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
From Line 'A' To Line 'C'	OFFSET (Ft.)	24.00	24.72	26.39														
	SLOPE (%)	3.00	3.00	3.00														
	DROP (Ft.)	0.72	0.74	0.79	0.80	0.84	0.89	0.94	0.99	1.04	1.09	1.14	1.19	1.24	1.29	1.34	1.39	1.44

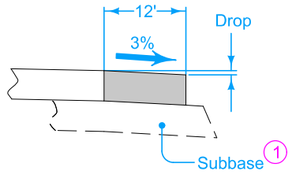


Note: The algebraic difference between the profile grade for ramp base line at Ⓜ and realtive profile grade of mainline at Ⓒ is 0.20%.

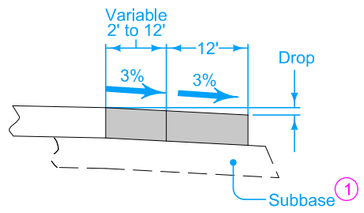
PROFILE



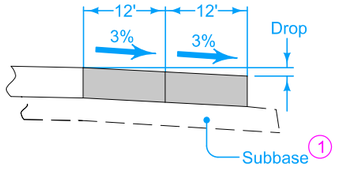
SECTION A-A



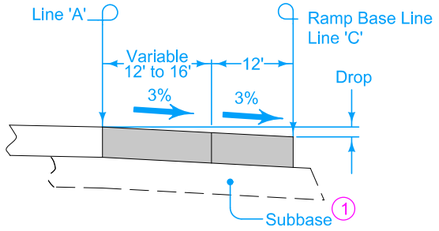
SECTION B-B



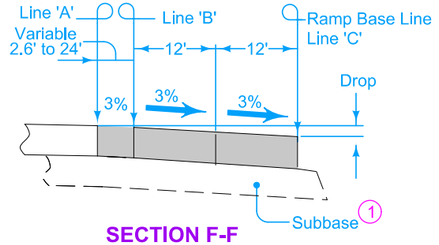
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

Construct ramp exit pavement the same thickness as mainline pavement.

For joint detail, see PV-101.

(1) Construct subbase for ramp exit pavement the same thickness as mainline subbase.

MODIFIED

ROAD DESIGN DETAIL

REVISION	
5	10-21-25

533-04H

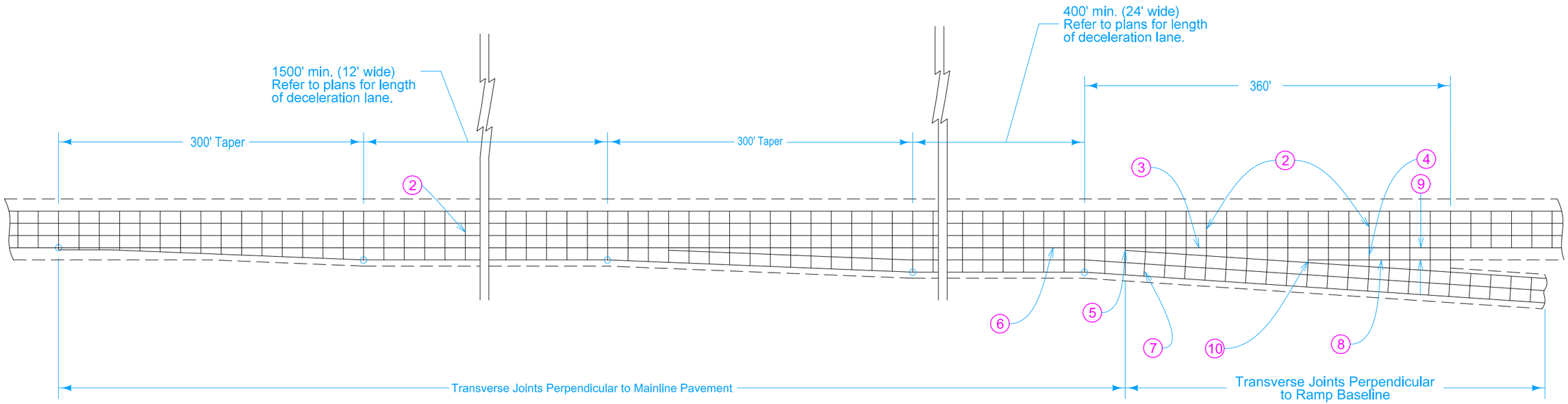
SHEET 1 of 2

MODIFICATIONS: Removed KT joint option.

PARALLEL DECELERATION TAPER FOR 24' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **U.3**	

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24' EXIT RAMP WITH PARALLEL DECELERATION LANE

(2) 'CD' Joints at 17' spacing.

(3) 'BT-2' Joint.

(4) 'C' Joint.

(5) 'B' Joint. 2' minimum, 4' maximum.

(6) 'L-2' Joint.

(7) Construct tranverse joints on the exit ramp taper perpendicular to the ramp baseline where the gore area is 4 feet or greater.

(8) 'C' Joint parallel to mainline pavement.

(9) 10' minimum or equal to mainline shoulder width.

(10) 'B' or 'C' Joint. 2' minimum. 4' maximum.

MODIFIED

ROAD DESIGN DETAIL

REVISION	
5	10-21-25

533-04H

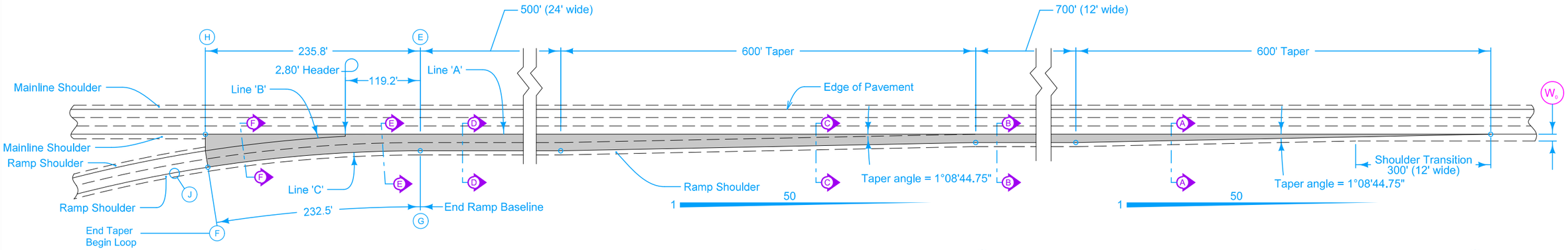
SHEET 2 of 2

MODIFICATIONS: Removed KT joint option.

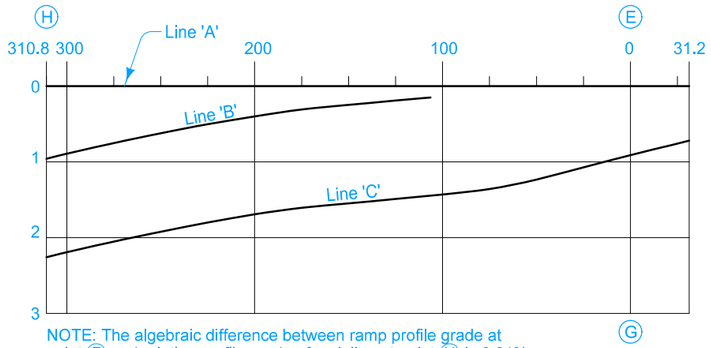
PARALLEL DECELERATION TAPER FOR 24' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **U.4**

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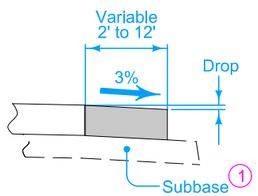
Pt. 'G' to Pt. 'J'
△ = 47°59'47.27"
T = 510.19'
L = 960.00'
E = 108.44'
R = 1146.00'



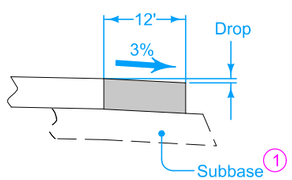
NOTE: The algebraic difference between ramp profile grade at point (F) and relative profile grade of mainline at point (H) is 0.61%

TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER																			
DISTANCE FROM POINT (H)	ALONG LINE 'A' (Ft.)	310.8	300	275	250	225	200	175	150	125	106.4	100	75	65	50	25	0	25	31.2
From Line 'A' To Line 'B'	OFFSET (Ft.)	24.00	22.36	18.77	15.50	12.55	9.91	7.58	5.57	3.86	2.80								
	SLOPE (%)	← Constant 4.0% Slope →							4.51	5.02	5.40								
	DROP (Ft.)	0.96	0.89	0.75	0.62	0.50	0.40	0.30	0.25	0.19	0.15								
From Line 'B' To Line 'C'	OFFSET (Ft.)	← Constant 24' Offset →																	
	SLOPE (%)	← Constant 5.4% Slope →																	
	DROP (Ft.)	← Constant 1.30' Drop →																	
From Line 'A' To Line 'C'	OFFSET (Ft.)											26.50	25.41	25.06	24.63	24.16	24.00	24.00	24.00
	SLOPE (%)											5.40	5.40	5.40	5.04	4.41	3.78	3.15	3.00
	DROP (Ft.)	2.26	2.19	2.05	1.92	1.80	1.69	1.60	1.55	1.49	1.45	1.43	1.37	1.35	1.24	1.07	0.91	0.76	0.72
DISTANCE FROM POINT (F)	ALONG LINE 'C' (Ft.)	308.30	297.54	272.58	247.67	202.79	197.95	173.14	148.36	123.60	105.21	100.04	75.02	65.01	50.01	25.00	0.00		

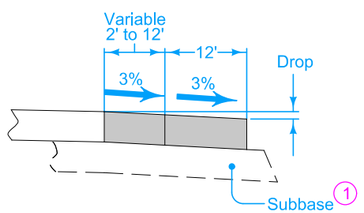
(H) (E) (F) (G)



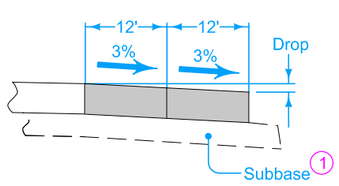
SECTION A-A



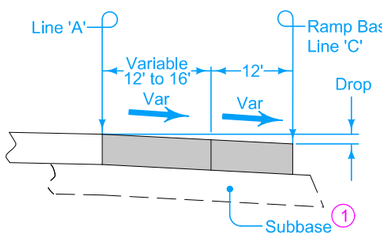
SECTION B-B



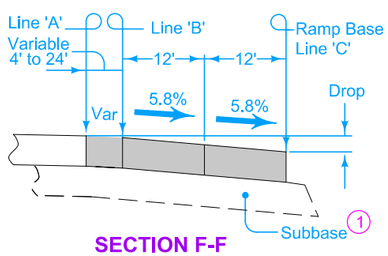
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

Construct ramp entrance pavement the same thickness as mainline pavement.

For joint detail, see PV-101.

(1) Construct subbase for ramp entrance pavement the same thickness as mainline subbase.

MODIFIED

ROAD DESIGN DETAIL

REVISION	
4	10-21-25

533-05

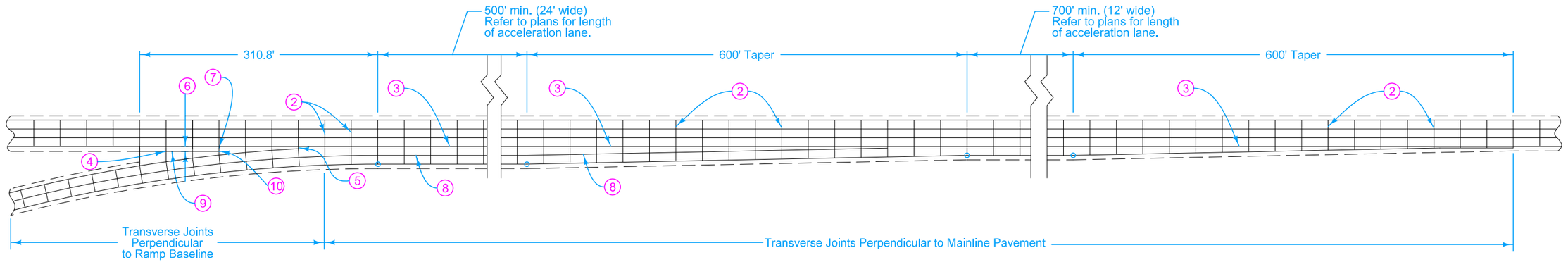
SHEET 1 of 2

MODIFICATIONS: Modified for Ramp C Entrance Taper

PARALLEL ACCELERATION TAPER FOR 24' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **U.5**

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(2) 'CD ' Joints at 17' spacing.

(3) 'BT-2' Joint.

(4) 'C' Joint.

(5) 'B' Joint. 2' minimum, 4' maximum.

(6) 10' minimum or equal to mainline shoulder width.

(7) Construct transverse joints through the gore perpendicular to mainline pavement.

(8) 'L-2' Joint.

(9) 'C' Joint parallel to mainline pavement.

(10) 'B' or 'C' Joint. 2' minimum, 4' maximum.

MODIFIED

ROAD DESIGN DETAIL

REVISION	
4	10-21-25

533-05

SHEET 2 of 2

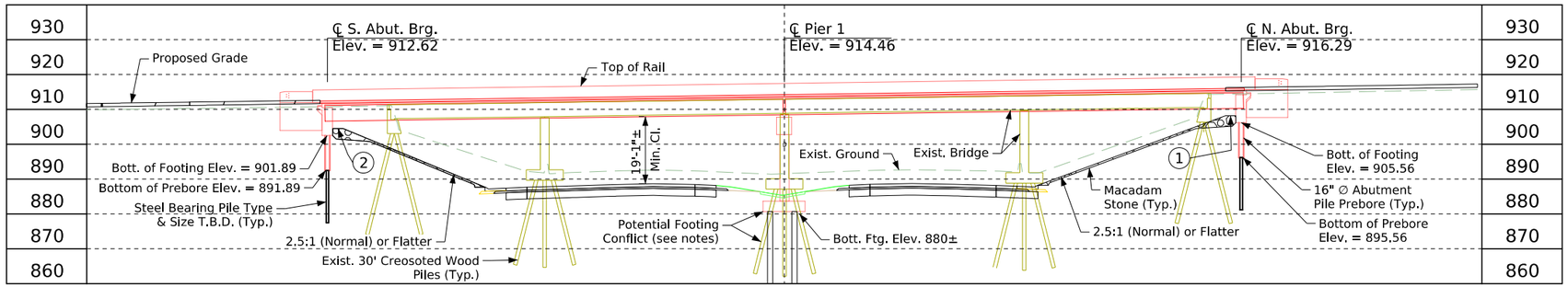
MODIFICATIONS: Modified for Ramp C Entrance Taper

PARALLEL ACCELERATION TAPER FOR 24' RAMP (60 MPH DESIGN SPEED)

FILE NO.	ENGLISH	DESIGN TEAM **Flattery/Bell**	**STORY** COUNTY	PROJECT NUMBER **IM-035-4(329)110--13-85**	SHEET NUMBER **U.6**

1:21:03 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Sheet_Files\SHT_U01_85035329Z08.dgn

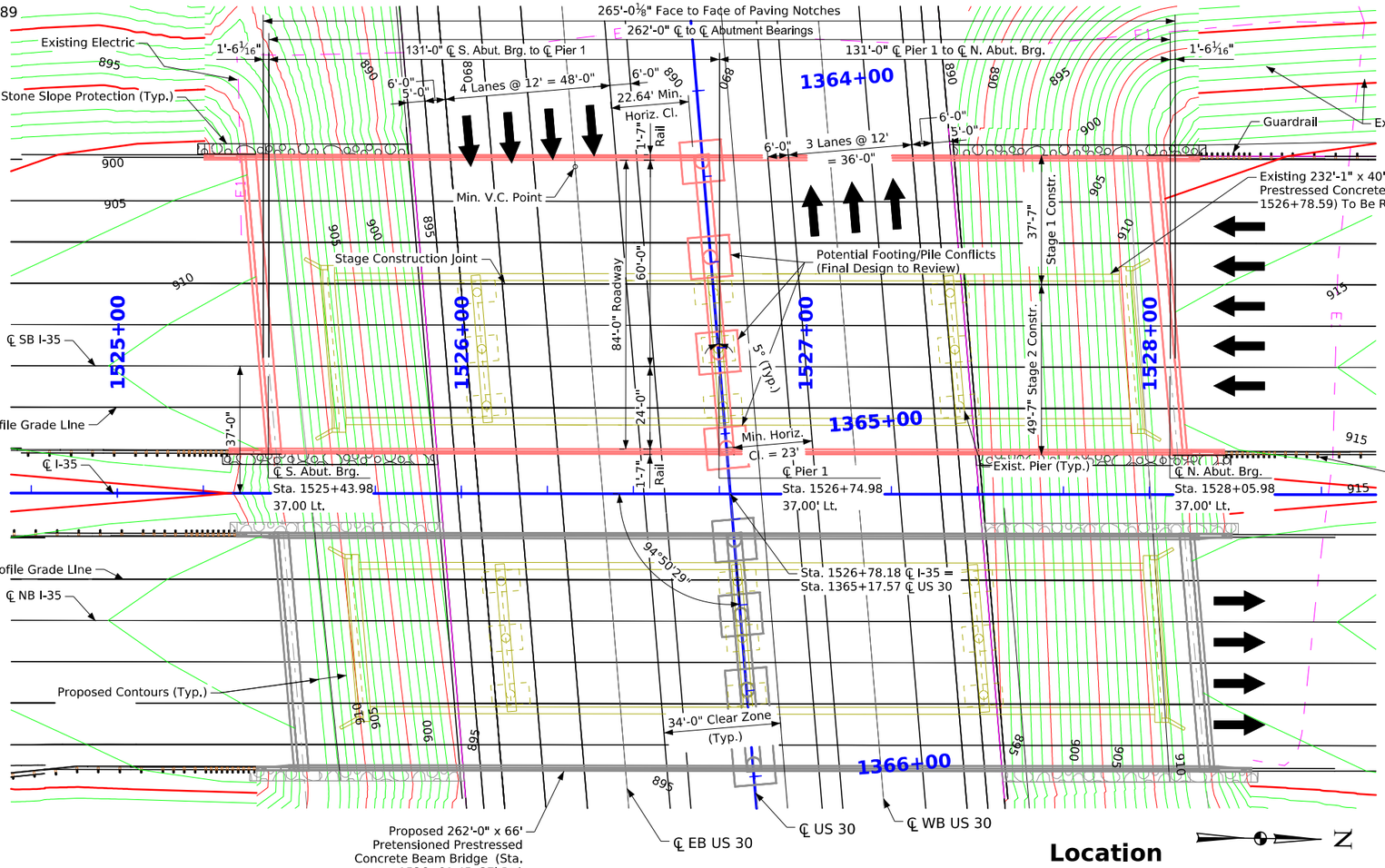
Control Point: 455 CP NGS MONUMENT GSVS101, N=7640510.0235, E=18540657.1741, EL=912.749



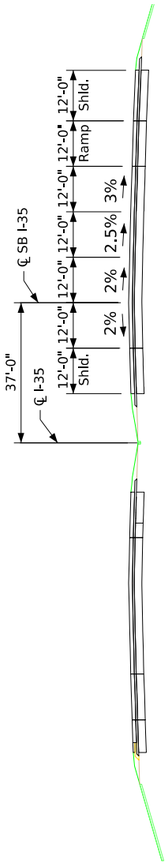
(1) Top of North Berm Elev. = 907.56

(2) Top of South Berm Elev. = 903.89

Longitudinal Section Along ℄ Bridge



Typical Roadway Section



Situation Plan

0 20
Scale In Feet

Utilities Note:

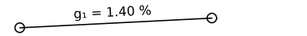
Utilities shown on this sheet are for information only.See Road Design sheets for utility information.

General Utility Symbols:

E - Electric Line

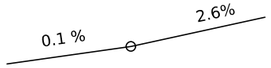
Traffic Data (I-35 SB)

2023 AADT	16,200 V.P.D.
TRUCKS	22 %



VPT Sta. = 1508+75.00
VPT Elev. = 889.046
VPC Sta. = 1540+50.00
VPC Elev. = 933.496

Proposed Profile Grade ℄ I-35



VPI Sta. = 1364+50.00
VPI Elev. = 886.166
VC = 600'

Proposed Profile Grade ℄ US 30

Minimum Vertical Clearance

Overhead Station = 1526+33, Offset 95.08' Lt.
Overhead Elevation = 912.34
Depth of Superstructure = 64.5 in.
- Deck Thickness = 8.5 in.
- Estimated Haunch = 2 in.
- Beam Depth = 54 in.

Underpass Station = 1364+19.02, Offset 37.00' Rt.
Underpass Elevation = 887.88
Minimum Vertical Clearance = 19.08'

Location

I-35 SB over US 30
T-83N R-23W
Section 7 & 18
Grant Township
Story County
FHWA No. 049220 (Existing)
FHWA No. 49221 (Proposed)
Bridge Maint. No. 8511.8L035
Latitude 42.007683°
Longitude -93.571153°

Preliminary

Design For 5° Skew RA

262'-0" x 84'-0" Pretensioned Prestressed Concrete Beam Bridge

131'-0" End Spans — BTD Beams

Situation Plan

STA. 1526+74.98, 37' Lt. (I-35) — Turn-in Date: Sep., 2025

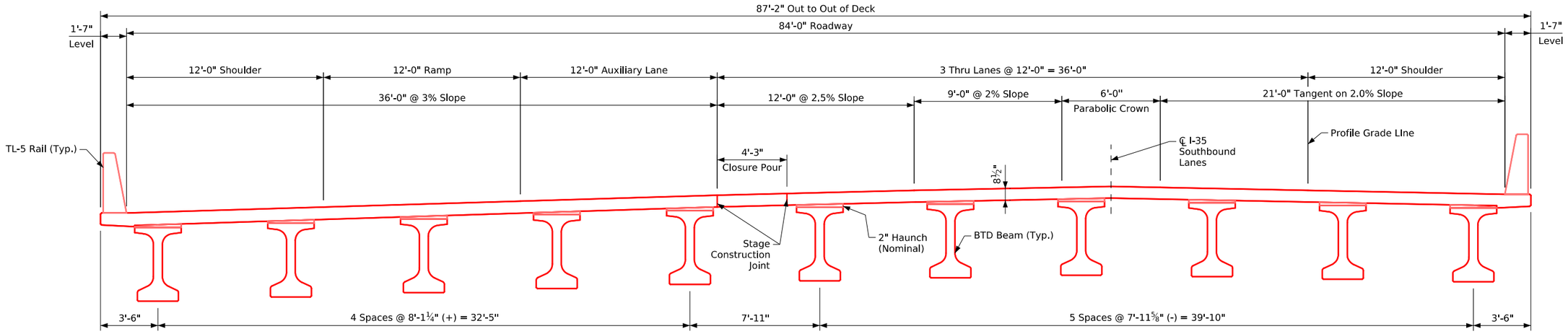
Story County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0129 — Design Sheet No. 1 of 3 — FHWA No. 49221

FILE NO. 32756	ENGLISH	DESIGN TEAM WHKS & Co.	Story COUNTY	PROJECT NUMBER IMX-035-4(333)112--02-85	SHEET NUMBER V.1

11:48:42 AM 9/26/2025 bhackman pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Bridge\(333)_Bridge Replacement-PPCB\SHT_85035333_0129_49221_Z08.dgn



Transverse Section - Southbound

Looking North

General Notes:

--This design is for the replacement of the existing 232'-1" x 40'-0" Pretensioned Prestressed Concrete Beam Bridge, Story County Design 1162, FHWA No. 49220, Maint. No. 8511.8L035.

Design Notes:

--TL-5 Bridge Railing Proposed
--Pier Type - Frame (4' Assumed Column Diameter)
--Bridge Aesthetics to be incorporated during final design.
--There is a potential for conflicts with existing pier foundations at ℄ US 30. Pier 1. Final Design shall evaluate conflicts and propose remediation options (e.g. alternate column spacing, pile extraction, pile spacing, drilled shafts, etc.).
--Vehicle Collision Force: Pier #1 is located within the acceptable clear zone of 30 feet. Collision requirements shall be evaluated during final design.
--Final design shall consider the need for temporary shoring to accommodate staging of bridge construction and include in the final plans as necessary.

Plan Notes:

--Top of bridge deck at centerline roadway is 0.21' above the profile grade to account for deck cross slope.
--2-Span grading shown (EW-203/204 - 5' offset)

Preliminary

Design For 5° Skew RA

262'-0" x 84'-0" Pretensioned Prestressed Concrete Beam Bridge

131'-0" End Spans BTD Beams

Situation Plan - Misc.

STA. 1526+74.98, 37' Lt. (I-35) Turn-in Date: Sep., 2025

Story County

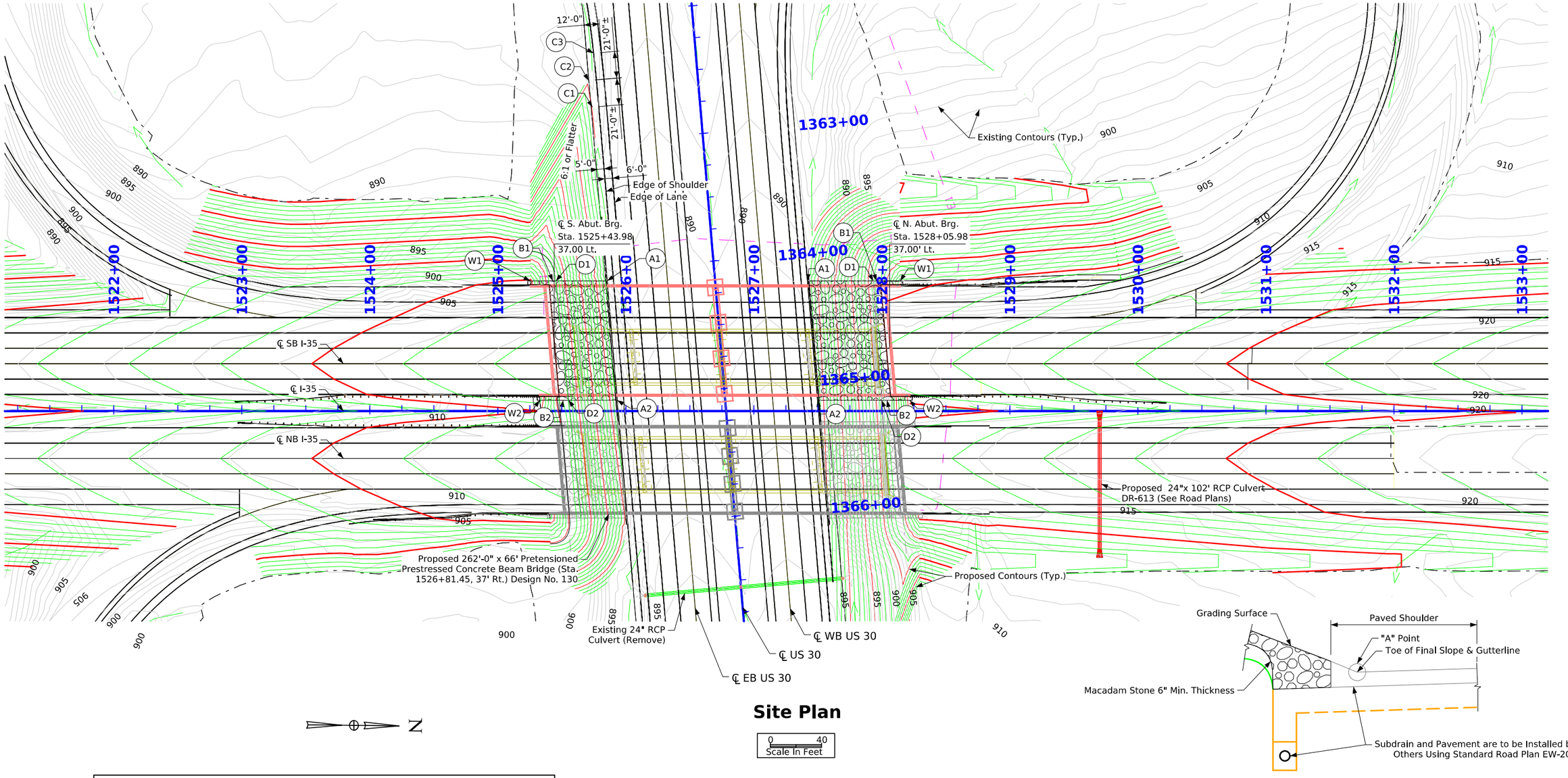
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0129 Design Sheet No. 2 of 3 FHWA No. 49221

FILE NO. 32756	ENGLISH	DESIGN TEAM WHKS & Co.	Story COUNTY	PROJECT NUMBER IMX-035-4(333)112--02-85	SHEET NUMBER V.2	

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Control Point: 455 CP NGS MONUMENT GSVS101, N=7640510.0235, E=18540657.1741, EL=912.749



Site Plan

0 40
Scale In Feet

Typical Section at Toe of Berm

Normal to Berm Slope

Preliminary

Berm Slope Location Table

Points	South Abutment			North Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	1525+85.28	101.58 Lt.	886.36	1527+41.83	101.58 Lt.	886.88
A2	1525+93.17	8.42' Lt.	887.64	1527+49.73	8.42' Lt.	888.21
B1	1525+42.84	101.58 Lt.	903.89	1527+95.81	101.58 Lt.	907.56
B2	1525+51.00	8.42' Lt.	903.89	1528+03.96	8.42' Lt.	907.56
D1	1525+45.35	101.58 Lt.	902.89	1527+93.30	101.58 Lt.	906.56
D2	1525+55.28	8.42' Lt.	902.89	1527+99.69	8.42' Lt.	906.56
W1	1525+25.23	101.58 Lt.	910.62	1528+14.23	101.58 Lt.	914.67
W2	1525+32.58	8.42' Lt.	911.86	1528+21.58	8.42' Lt.	915.91

Berm slope elevations reflect the grading surface.

Recoverable Berm Location Table

Points	South Abutment		
	Station	Offset	Elev.
C1	1362+72.35	84.00' Rt.	885.61
C2	1362+51.33	85.12' Rt.	885.45
C3	1362+30.32	79.49' Rt.	885.57
B1	1364+04.93	126.28' Rt.	903.89

Refer to Standard Road Plan EW-204 for typical locations.

Design For 5° Skew RA

262'-0" x 84'-0" Pretensioned Prestressed Concrete Beam Bridge

131'-0" End Spans BTD Beams

Situation Plan - Site

STA. 1526+74.98, 37' Lt. (I-35) Turn-in Date: Sep., 2025

Story County

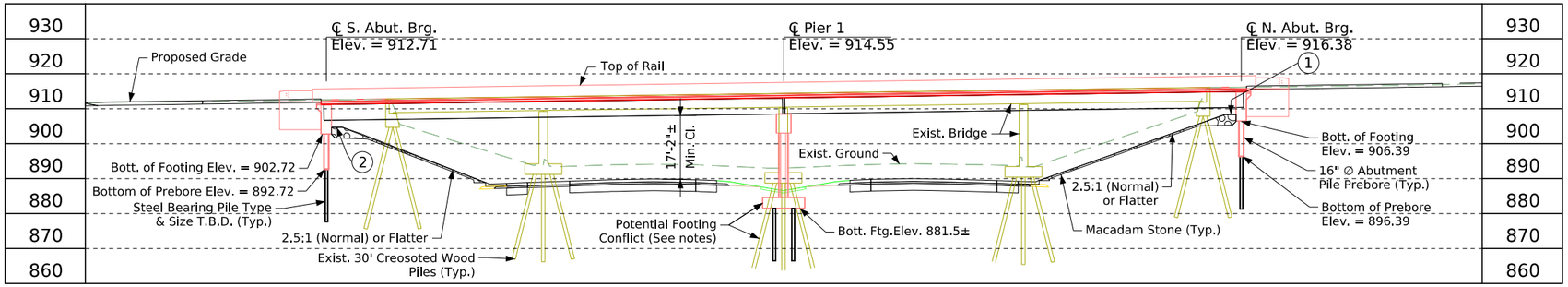
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0129 Design Sheet No. 3 of 3 FHWA No. 49221

FILE NO. 32756	ENGLISH	DESIGN TEAM WHKS & Co.	Story COUNTY	PROJECT NUMBER IMX-035-4(333)112--02-85	SHEET NUMBER V.3	

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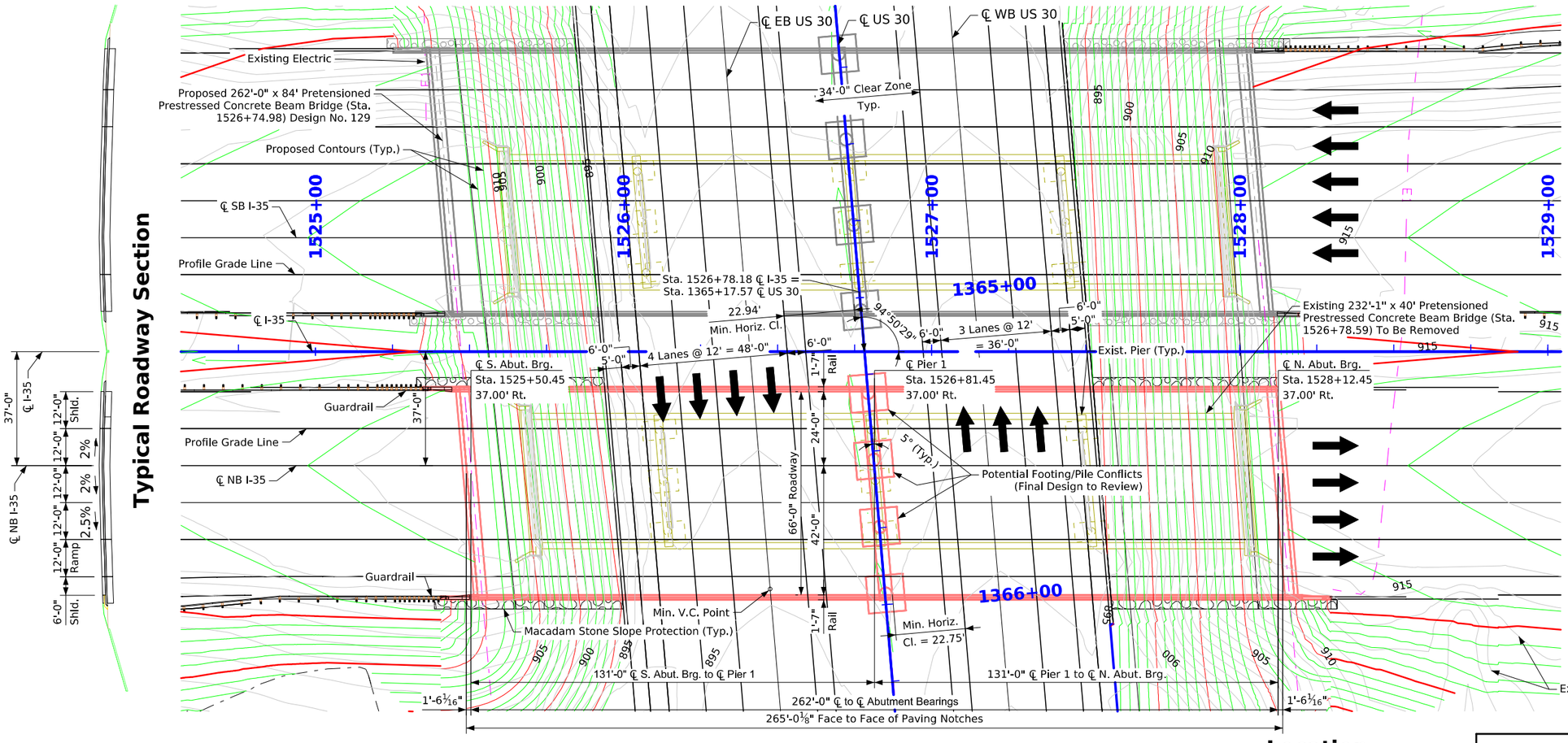
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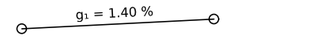
(1) Top of North Berm Elev. = 908.39

(2) Top of South Berm Elev. = 904.72

Longitudinal Section Along ℄ Bridge

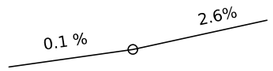


Typical Roadway Section



VPT Sta. = 1508+75.00
VPT Elev. = 889.046
VPC Sta. = 1540+50.00
VPC Elev. = 933.496

Proposed Profile Grade ℄ I-35



VPI Sta. = 1364+50.00
VPI Elev. = 886.166
VC = 600'

Proposed Profile Grade ℄ US 30

Minimum Vertical Clearance

Overhead Station = 1526+47.58, Offset 77.08' Rt.
Overhead Elevation = 913.16
Depth of Superstructure = 64.5 in.
- Deck Thickness = 8.5 in.
- Estimated Haunch = 2 in.
- Beam Depth = 54 in.

Underpass Station = 1365+91.80, Offset 37' Rt.
Underpass Elevation = 890.61
Minimum Vertical Clearance = 17.18'

Utilities Note:

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

General Utility Symbols:

E - Electric Line

Traffic Data (I-35 NB)

2023 AADT	16,200 V.P.D.
TRUCKS	22 %

Situation Plan

0 20
Scale In Feet

Location

I-35 NB over US 30
T-83N R-23W
Section 7 & 18
Grant Township
Story County
FHWA No. 049210 (Existing)
FHWA No. 49211 (Proposed)
Bridge Maint. No. 8511.8R035
Latitude 42.007683°
Longitude -93.571153°

Preliminary

Design For 5° Skew RA

262'-0" x 66'-0" Pretensioned Prestressed Concrete Beam Bridge

131'-0" End Spans — BTD Beams

Situation Plan

STA. 1526+81.45, 37' Rt. (I-35) — Turn-in Date: Sep. 2025

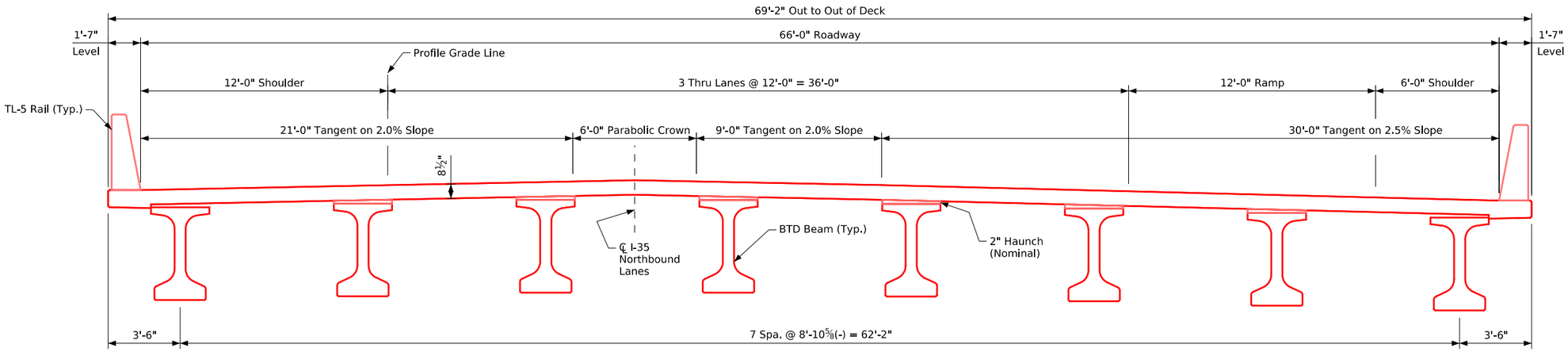
Story County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0130 — Design Sheet No. 1 of 3 — FHWA No. 49211

FILE NO. 32756	ENGLISH	DESIGN TEAM WHKS & Co.	Story COUNTY	PROJECT NUMBER IMX-035-4(337)112--02-85	SHEET NUMBER V.1

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Transverse Section - Northbound

Looking North

General Notes:

--This design is for the replacement of the existing 232'-1" x 40'-0" Pretensioned Prestressed Concrete Beam Bridge, Story County Design 1162, FHWA No. 49210, Maint. No. 8511.8R035.

Design Notes:

--TL-5 Bridge Railing Proposed
--Pier Type - Frame (4' Assumed Column Diameter)
--Bridge Aesthetics to be incorporated during final design.
--There is a potential for conflicts with existing pier foundations at Pier 1. Final Design shall evaluate conflicts and propose remediation options (e.g. alternate column spacing, pile extraction, pile spacing, drilled shafts, etc.).
--Vehicle Collision Force: Pier #1 is located within the acceptable clear zone of 30 feet. Collision requirements shall be evaluated during final design.
--Northbound traffic will be detoured by median crossover to new Southbound bridge during construction of new bridge.

Plan Notes:

--Top of bridge deck at centerline roadway is 0.21' above the profile grade to account for deck cross slope.
--2-Span grading shown (EW-203/204 - 5' offset)

Preliminary

Design For 5° Skew RA

262'-0" x 66'-0" Pretensioned Prestressed Concrete Beam Bridge

131'-0" End Spans BTD Beams

Situation Plan - Misc.

STA. 1526+81.45, 37' Rt. (I-35) Turn-in Date: Sep. 2025

Story County

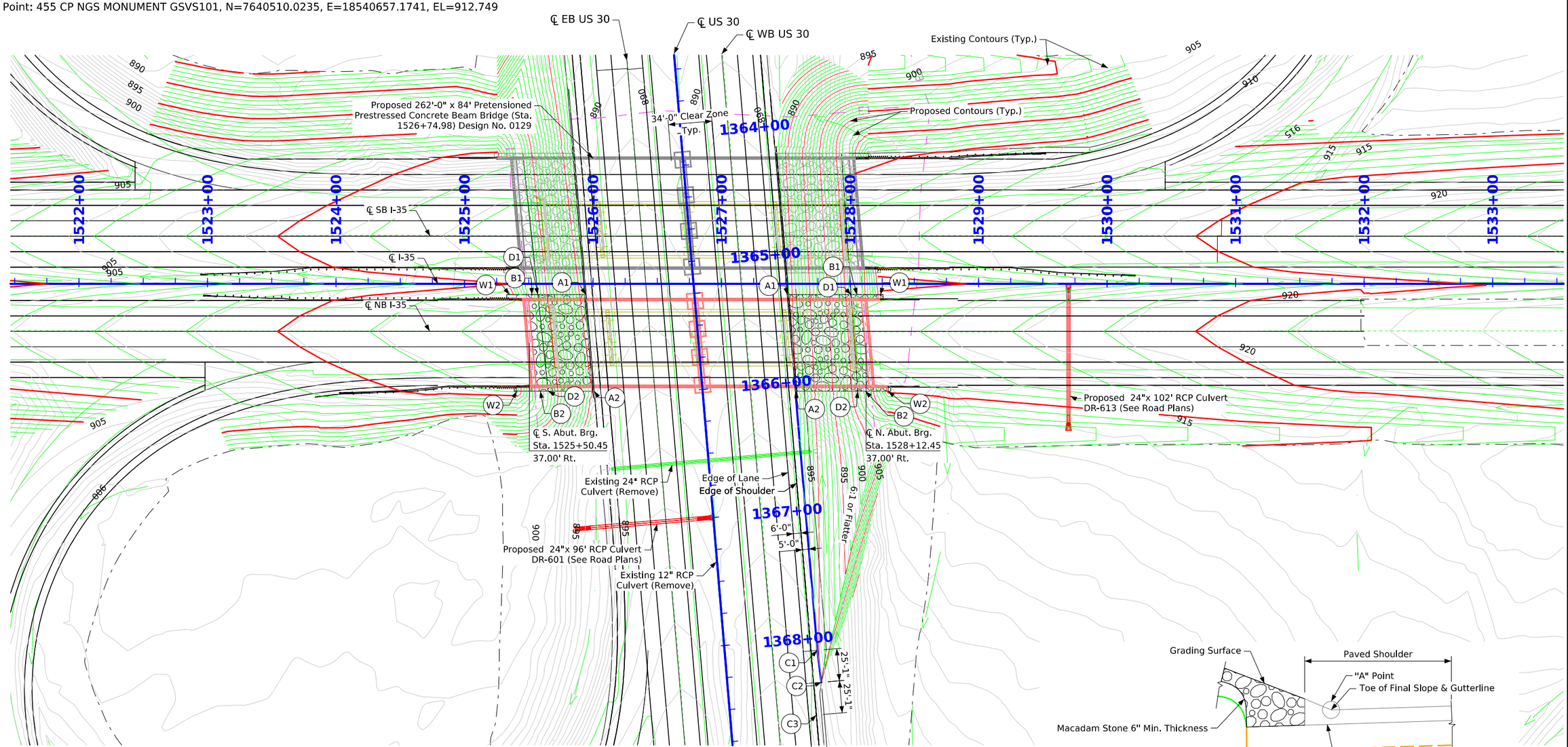
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0130 Design Sheet No. 2 of 3 FHWA No. 49211

FILE NO. 32756	ENGLISH	DESIGN TEAM WHKS & Co.	Story COUNTY	PROJECT NUMBER IMX-035-4(337)112--02-85	SHEET NUMBER V.2	

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Control Point: 455 CP NGS MONUMENT GSVS101, N=7640510.0235, E=18540657.1741, EL=912.749



Site Plan

0 40
Scale In Feet

N

Typical Section at Toe of Berm

Normal to Berm Slope

Berm Slope Location Table

Points	South Abutment			North Abutment		
	Station	Offset	Elev.	Station	Offset	Elev.
A1	1525+94.59	8.42' Rt.	887.91	1527+51.15	8.42' Rt.	888.49
A2	1526+00.96	83.58' Rt.	889.26	1527+57.52	83.58' Rt.	889.89
B1	1525+52.47	8.42' Rt.	904.72	1528+05.43	8.42' Rt.	908.39
B2	1525+59.04	83.58' Rt.	904.72	1528+12.01	83.58' Rt.	908.39
D1	1525+34.85	8.42' Rt.	902.89	1528+23.82	8.42' Rt.	906.56
D2	1525+34.85	8.42' Rt.	902.89	1528+23.82	8.42' Rt.	906.56
W1	1525+34.85	8.42' Rt.	911.89	1528+23.82	8.42' Rt.	915.94
W2	1525+40.63	83.58' Rt.	911.46	1528+29.63	83.58' Rt.	915.51

Recoverable Berm Location Table

Points	North Abutment		
	Station	Offset	Elev.
C1	1368+09.84	72.00' Lt.	894.72
C2	1368+34.92	73.00' Lt.	895.34
C3	1368+60.00	67.00' Lt.	896.22
B1	1366+12.15	126.30' Lt.	908.34

Refer to Standard Road Plan EW-204 for typical locations.

Preliminary

Design For 5° Skew RA

262'-0" x 66'-0" Pretensioned Prestressed Concrete Beam Bridge

131'-0" End Spans BTD Beams

Situation Plan - Site

STA. 1526+81.45, 37' Rt. (I-35) Turn-in Date: Sep. 2025

Story County

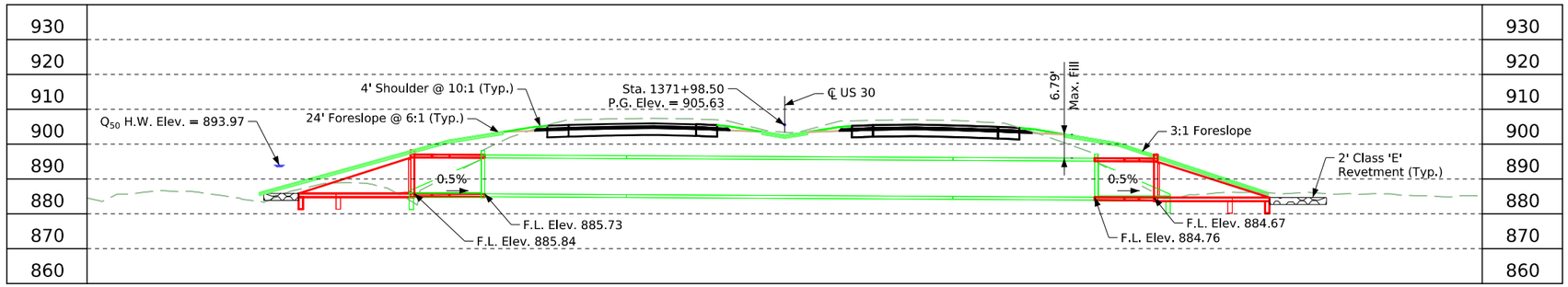
IOWA DEPARTMENT OF TRANSPORTATION

Design No. 0130 Design Sheet No. 3 of 3 FHWA No. 49211

FILE NO. 32756	ENGLISH	DESIGN TEAM WHKS & Co.	Story COUNTY	PROJECT NUMBER IMX-035-4(337)112--02-85	SHEET NUMBER V.3	

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Control Point: 455 CP NGS MONUMENT GSVS101, N=7640510.0235, E=18540657.1741, EL=912.749



Longitudinal Section Along ℄ Culvert

Design Fill = 7'-0"
Anticipated Settlement = Negligible



Designer/Plan Notes:

--Headwalls shall be placed level.
--Revetment is proposed at the culvert inlet and outlet, due to the outlet velocity exceeding policy limits and for sediment accumulation mitigation near the inlet.
--Revetment stone is embedded.

General Notes:

--This design is for the extension of the existing Twin 10'x10' Reinforced Concrete Box Culvert, Story County Design No. 1262, FHWA No. 48770, Maint. No. 8551.5S030.

Utilities Note:

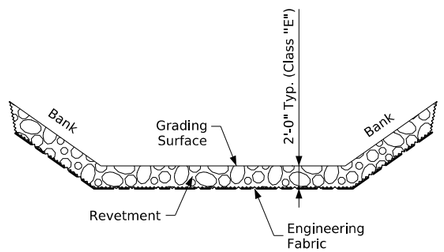
Utilities shown on this sheet are for information only. See Road Design sheets for utility information.
Conflicts with existing utilities and need for potential relocations to be confirmed in Final Design.

General Utility Symbols:

No utilities noted.

Grading Control/Revetment Layout:

- G1 Sta. 1372+44.17, 149.11' Lt., El. 891.88
- G2 Sta. 1372+31.98, 124.39 Lt., El. 892.12
- G3 Sta. 1371+92.74, 144.53' Lt., El. 889.33
- G4 Sta. 1372+01.16, 116.37' Lt., El. 894.58
- G5 Sta. 1371+93.25, 154.45' Rt., El. 892.08
- G6 Sta. 1371+87.84, 128.58' Rt., El. 889.33
- G7 Sta. 1371+39.61, 105.62' Rt., El. 891.59
- G8 Sta. 1371+58.07, 130.50' Rt., El. 888.85



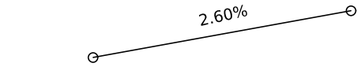
Inlet & Outlet Protection

Situation Plan

0 20
Scale In Feet

Location:

US 30 Over Richards Creek
T-83N R-23W
Section 18
Grant Township
Story County
FHWA No. 48770 (Existing)
Maint. No. 8551.5S030
Latitude: 42.007762
Longitude: -93.568614



VPI Sta. = 1367+50.00
VPI Elev. = 893.973

VPI Sta. = 1373+00.00
VPI Elev. = 908.286

Proposed Profile Grade ℄ US 30

Hydraulic Data:

Drainage Area = 3.85 Sq. Mi.
Site Stream Slope = 0.40%

Per USGS Report 2015-5055 for drainage areas between 2 and 20 sq. mi., Discharges From USGS Report 2013-5086 Region 1, Multi-Variable Regression Equations.
(As CCM< 3.87, Single Variable Eq. Not Utilized)

Q_{50} (Design) = 1,220 cfs
Headwater (HW) El. = 893.97
Exit Velocity = 9.3 Ft./s.

Q_{100} = 1,510 cfs
Headwater El. = 895.29
Exit Velocity = 10.4 Ft./s.
Overtopping near Station 1368+60

Traffic Data

2022 AADT 14,000 V.P.D.
TRUCKS 7 %

Estimated Revetment Quantities Included With Road Plans

Location	Revetment Class "E" (Ton)	Engineering Fabric (SY)	CL. 10 Channel Excavation (CY)
Inlet	106.7	151.8	66.7
Outlet	152.1	200.0	95.1
Totals	258.8	351.8	161.7

Excavation quantity calculated from grading surface. Excavation quantity is for embedded revetment core out only, and does not include excavation to the grading surface. Excavation quantity to the grading surface is determined by Road Design and included in the Road Plans. Quantities shown for information only. See Road Sheets.

Hydraulic Design

LICENSED PROFESSIONAL ENGINEER
Brian J. Birkland
17375
IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature Brian J. Birkland 9-26-2025 Date

Printed or Typed Name Brian J. Birkland

My license renewal date is December 31, 2026

Pages or sheets covered by this seal: V.7

Preliminary

Design For 10 Degree LA

Twin 10'x10' Reinforced Concrete Box Culvert Extension

Situation Plan

STA. 1371+98.50 (US 30) Turn-in Date: Sep 2025

Story County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 228 Design Sheet No. 1 of 1 FHWA/Asset 48770

FILE NO. 32756	ENGLISH	DESIGN TEAM WHKS & Co.	Story COUNTY	PROJECT NUMBER NHSX-030-5(317)–3H-85	SHEET NUMBER V.7

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CROSS SECTION VIEW COLOR LEGEND

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

NOTES:

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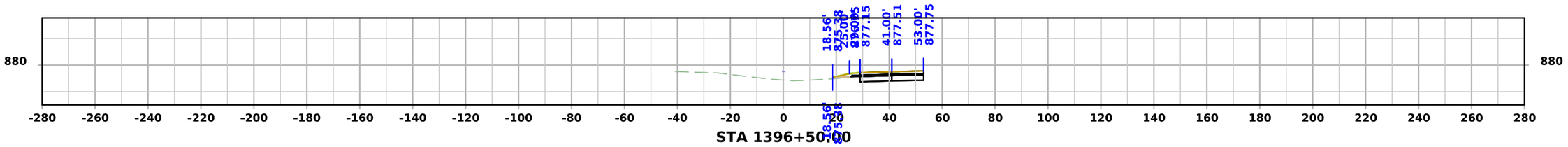
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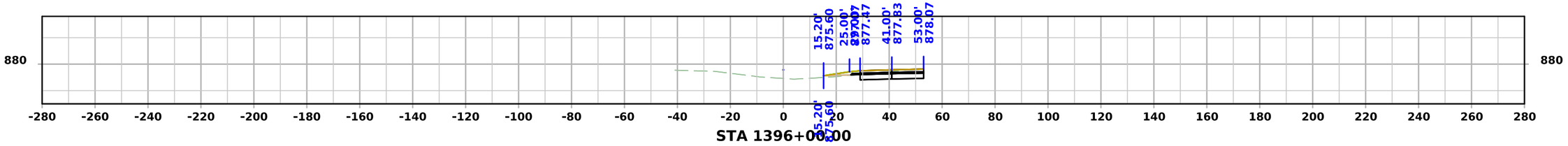
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

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

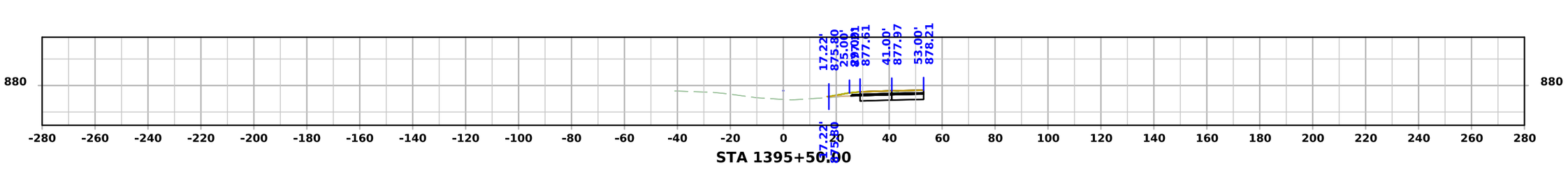
I-35



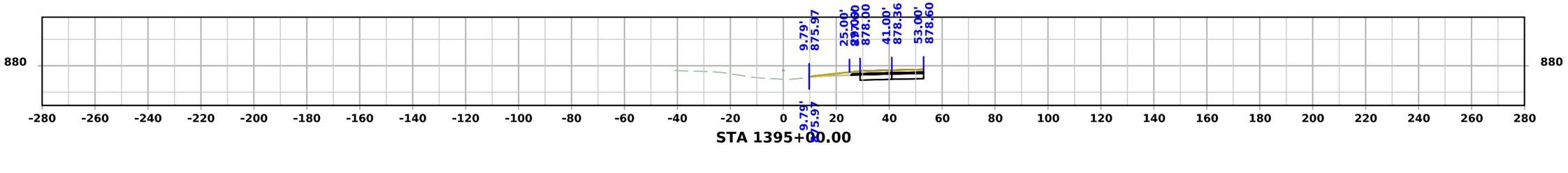
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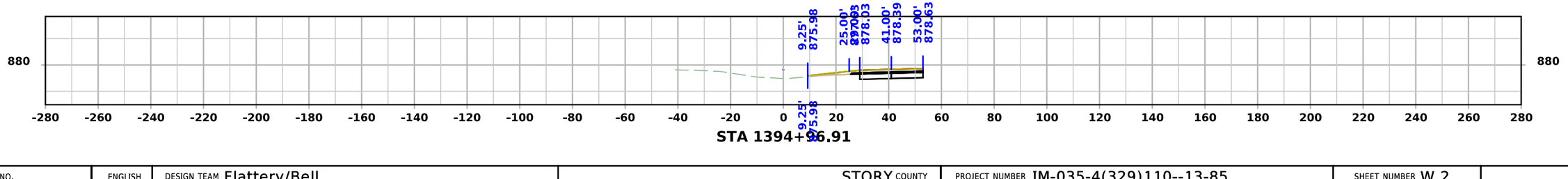
STA 1396+00.00



STA 1395+50.00



STA 1395+00.00

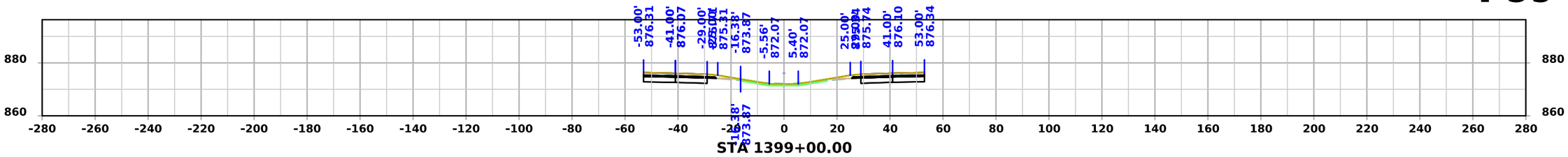


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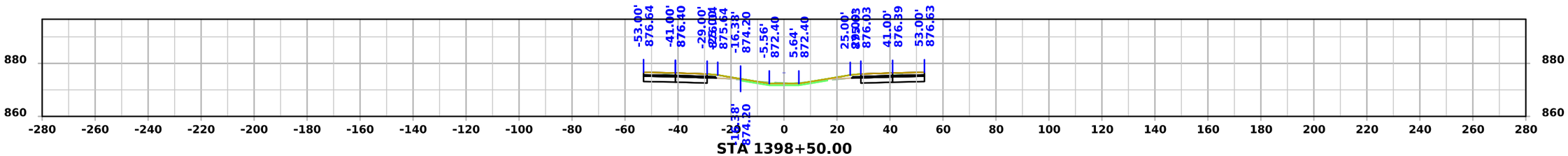
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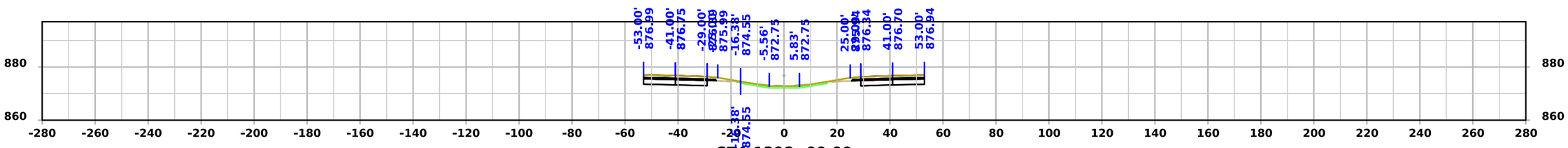
I-35



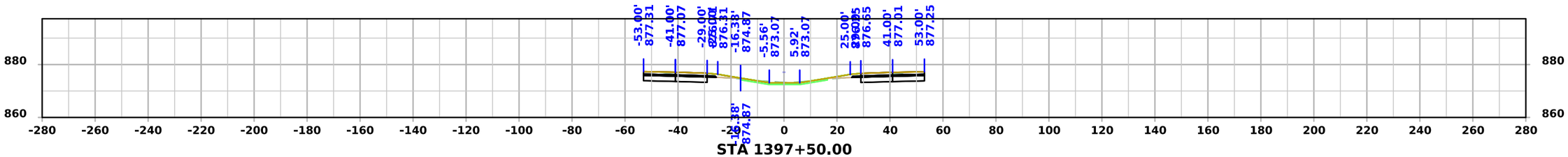
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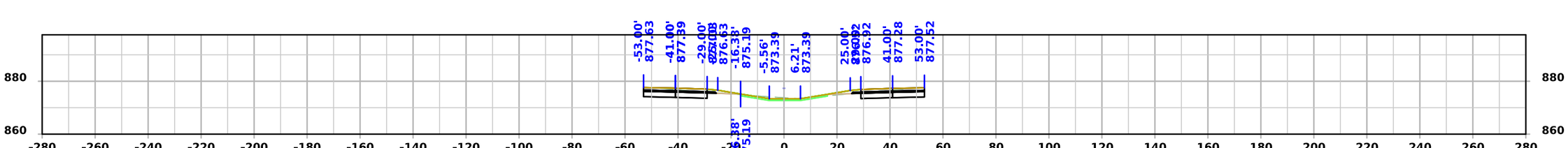
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STA 1398+00.00



STA 1397+50.00

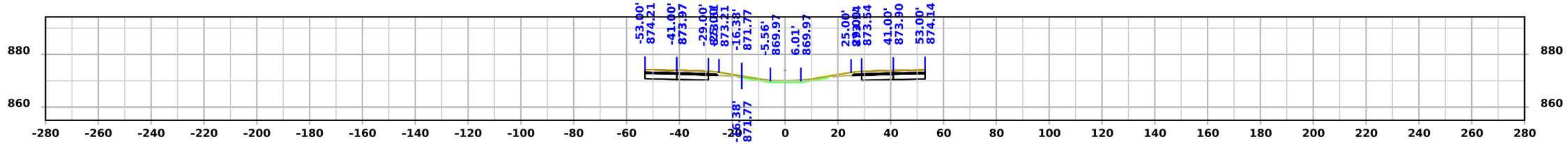


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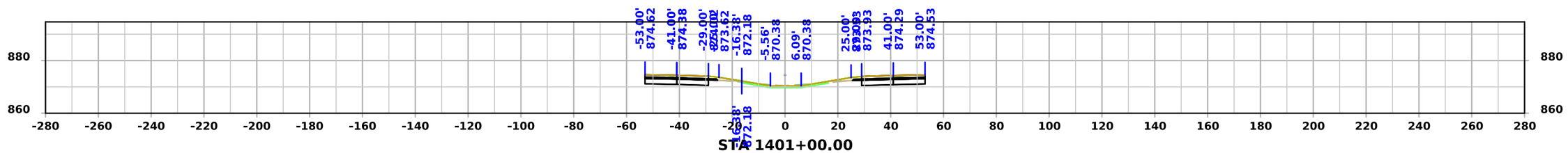
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.3

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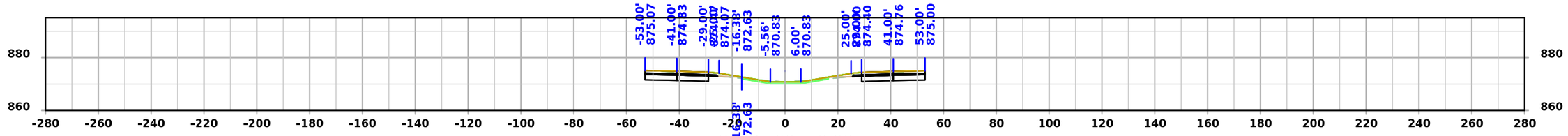
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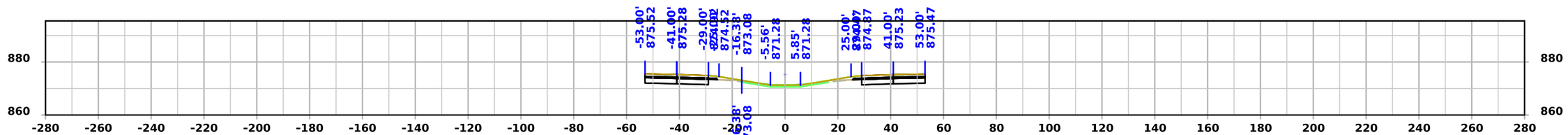
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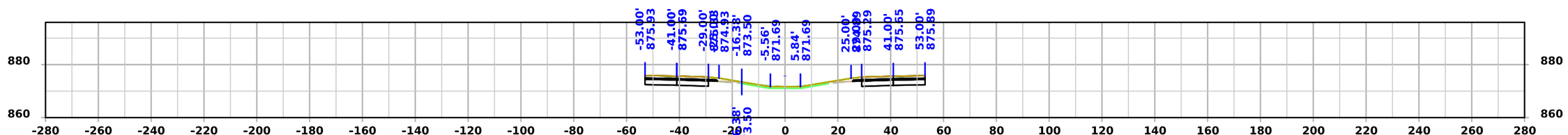
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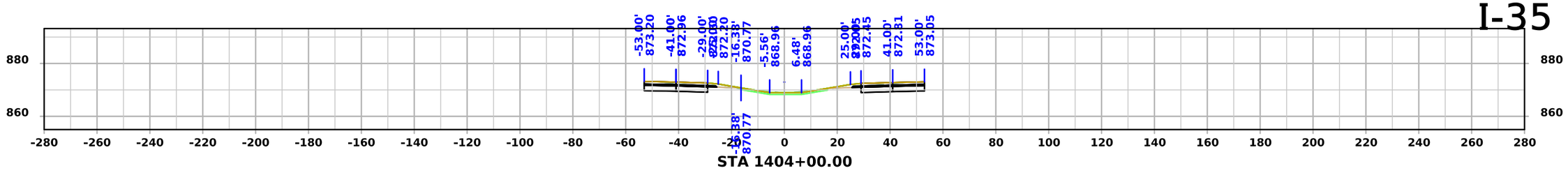


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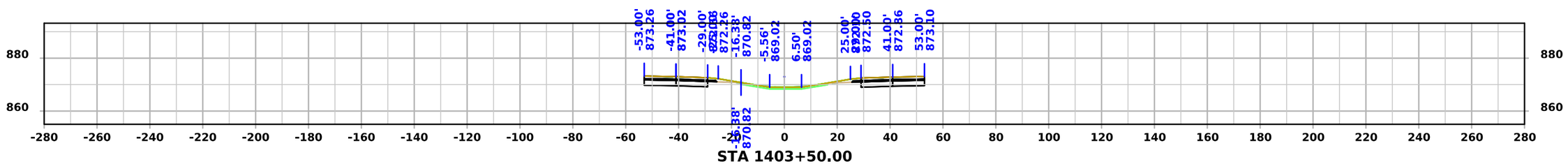
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.4	

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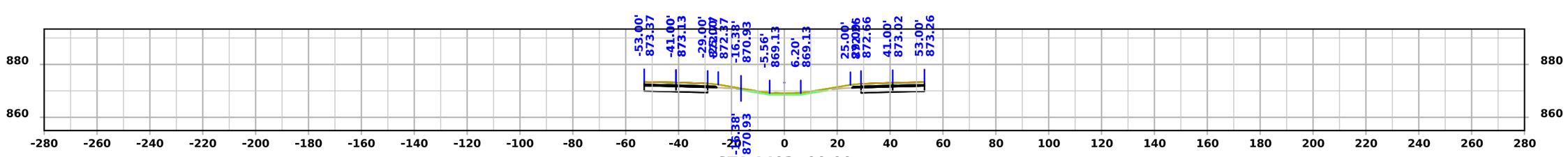
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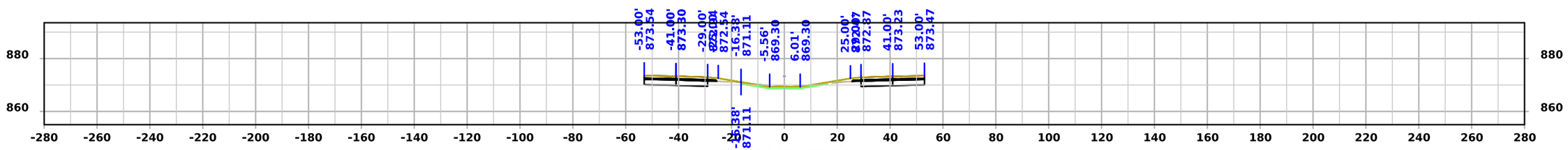
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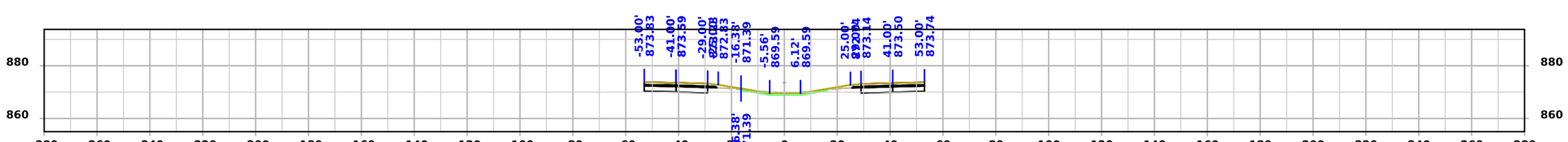
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STA 1403+00.00



STA 1402+50.00

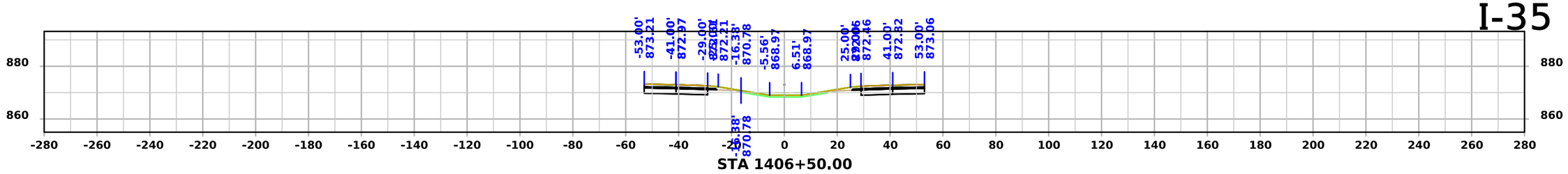


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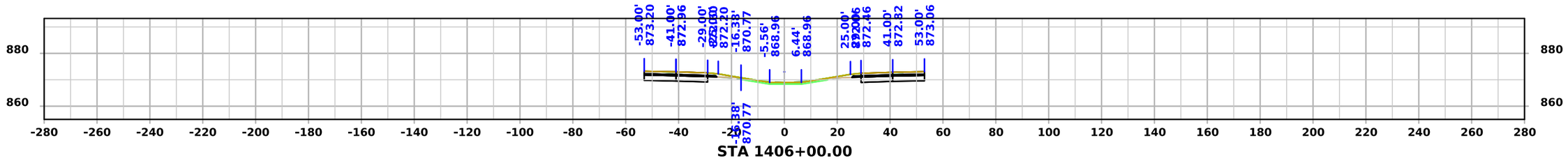
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.5

10:53:17 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

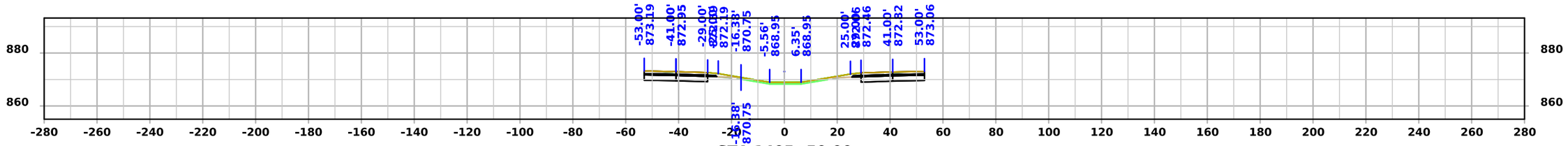
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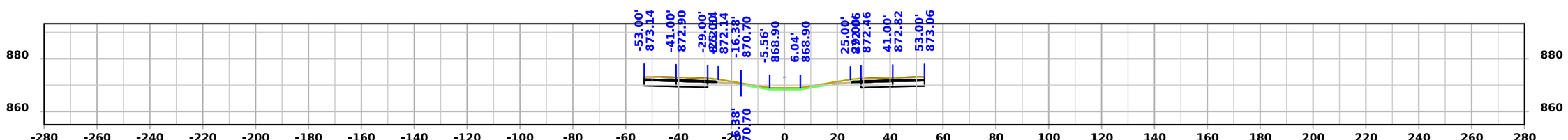
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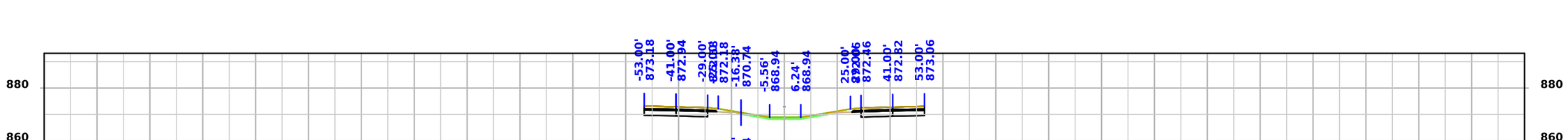
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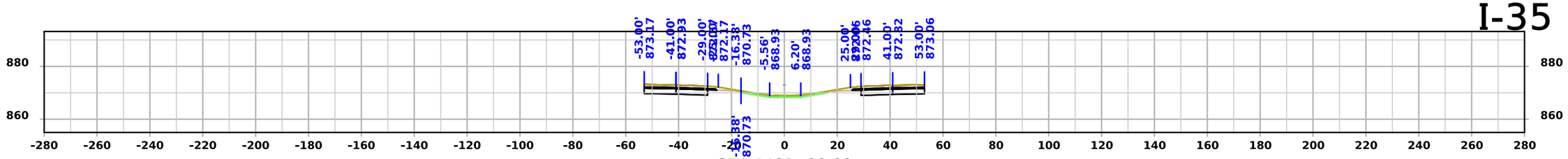


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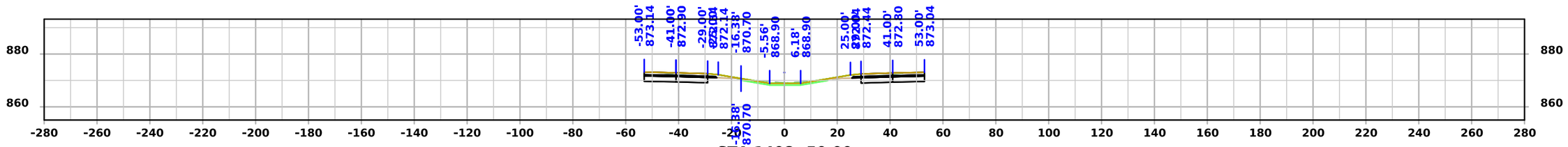
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.6	

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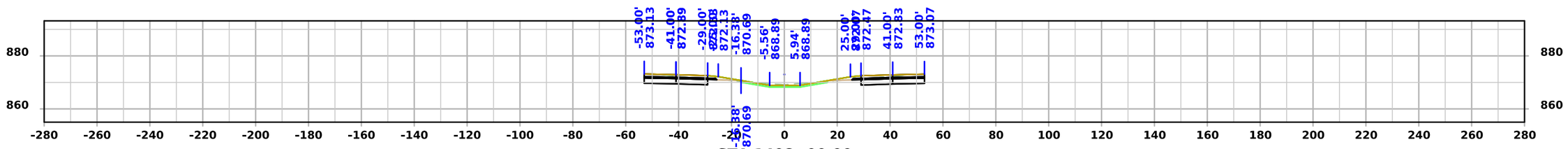
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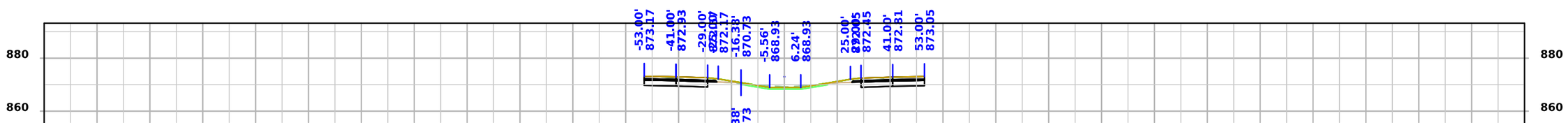
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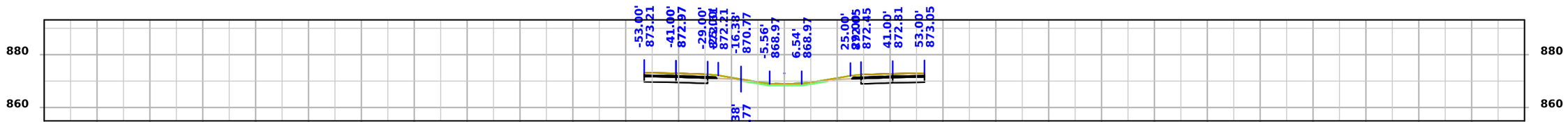
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STA 1408+00.00



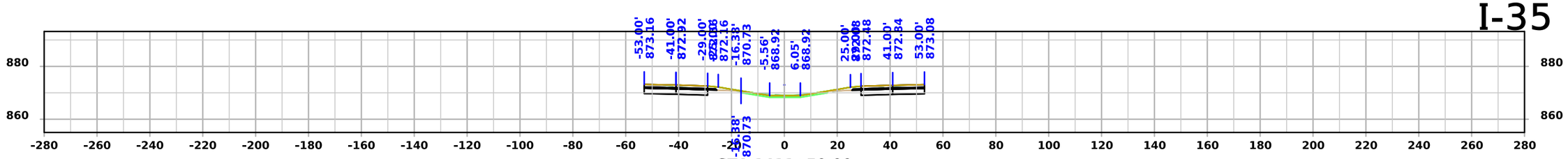
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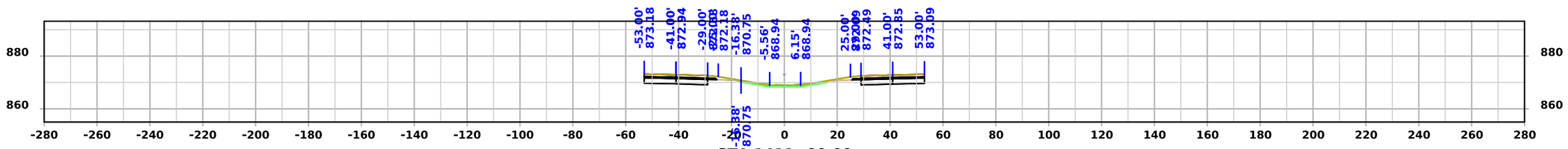
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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.7	

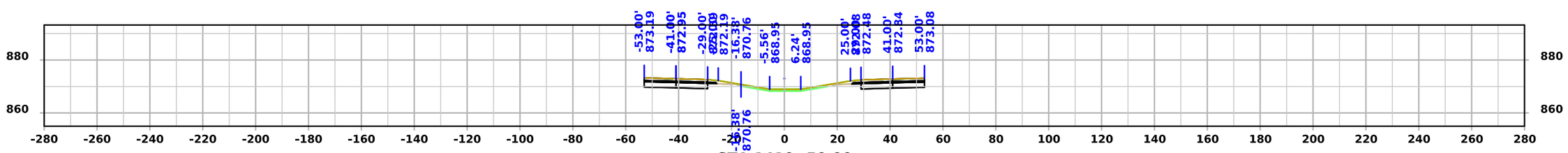
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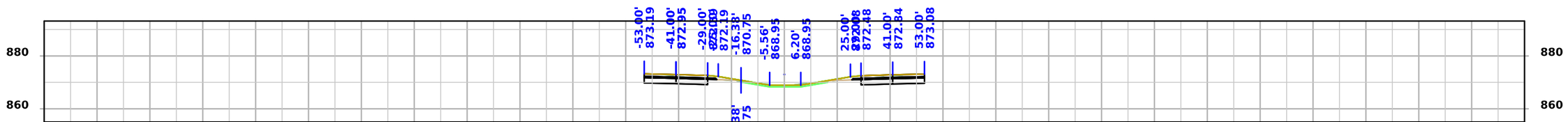
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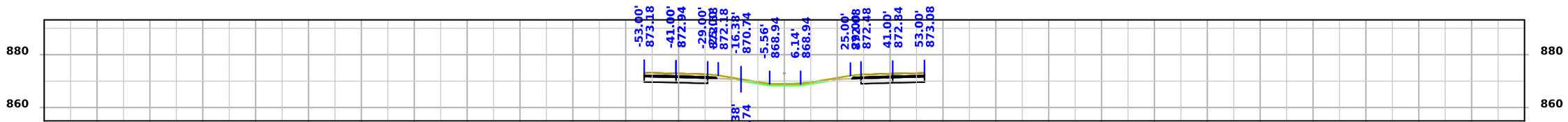
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STA 1410+50.00



STA 1410+00.00

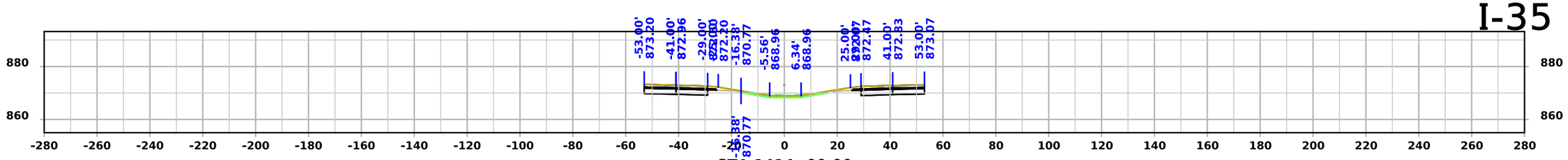


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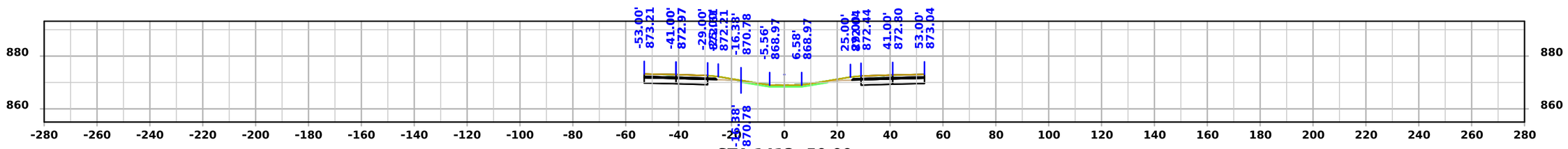
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.8	

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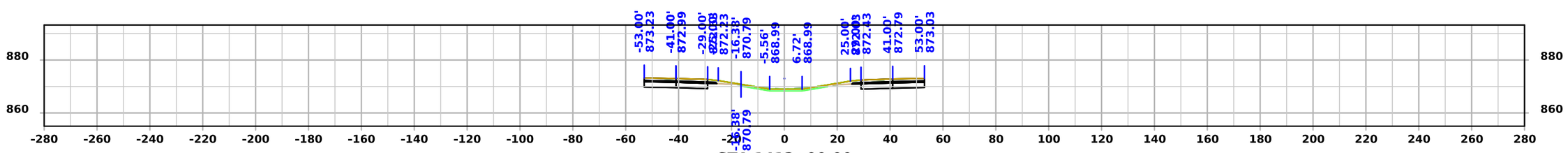
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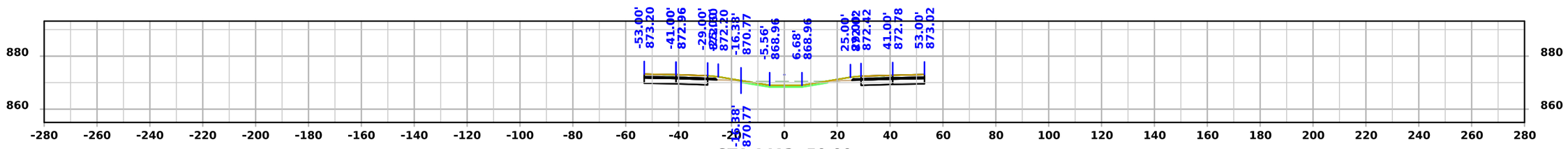
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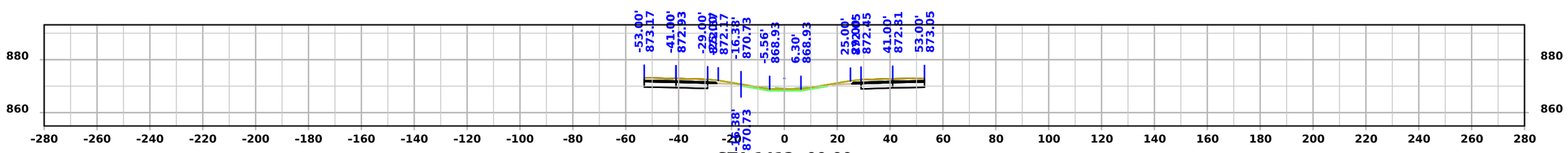
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STA 1413+00.00



STA 1412+50.00

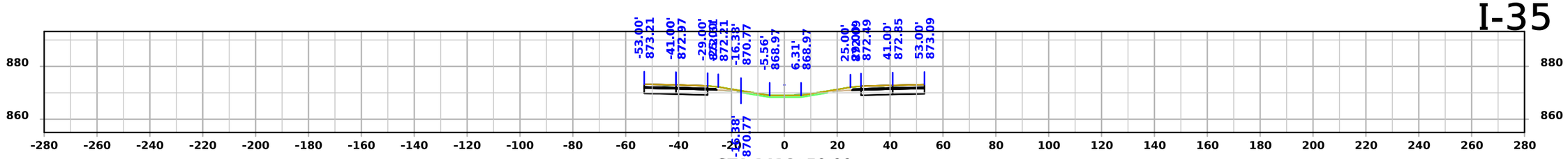


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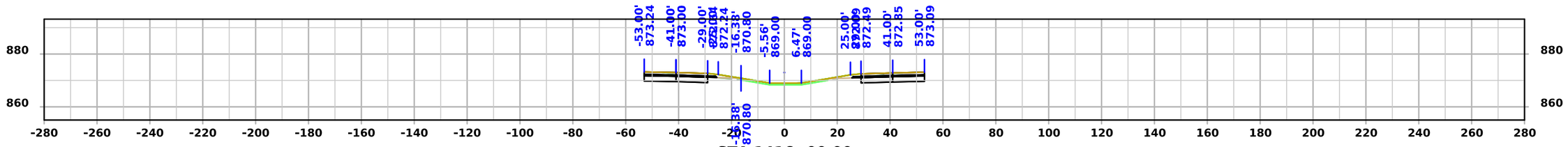
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.9	

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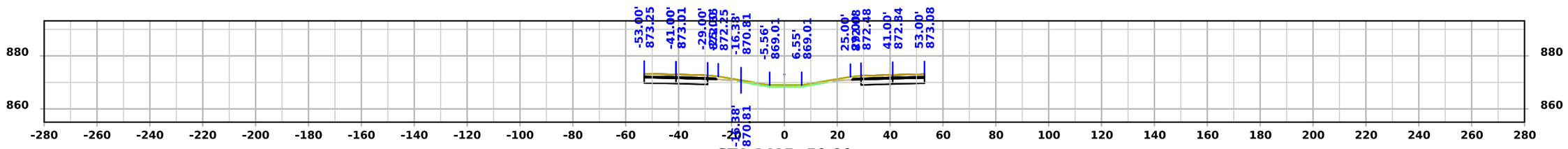
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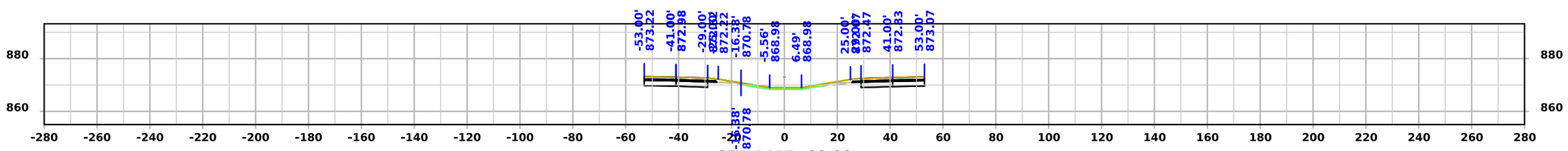
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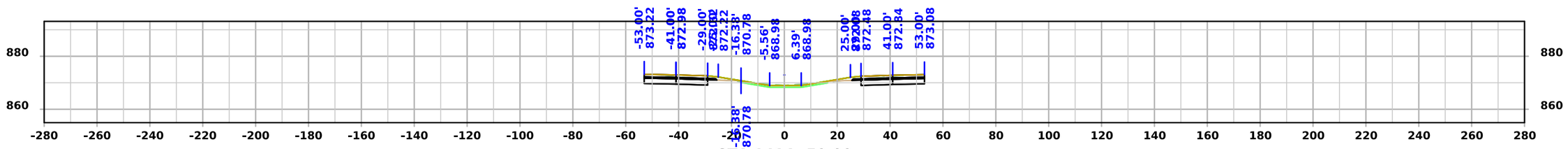
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STA 1415+50.00



STA 1415+00.00

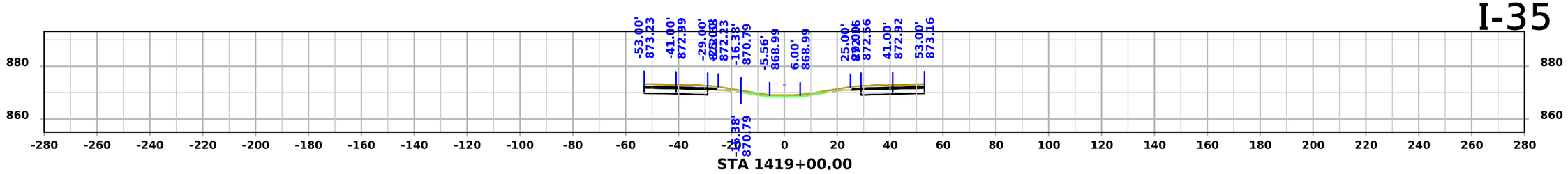


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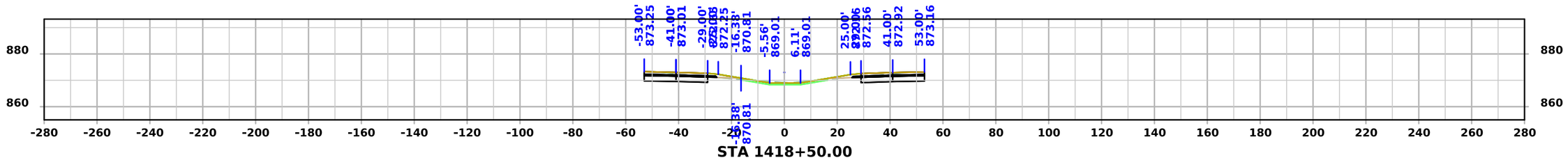
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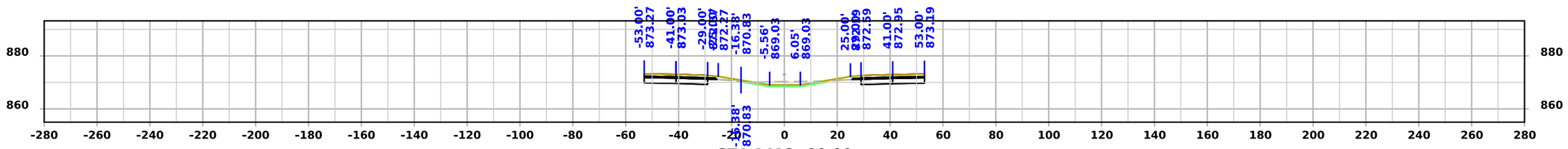
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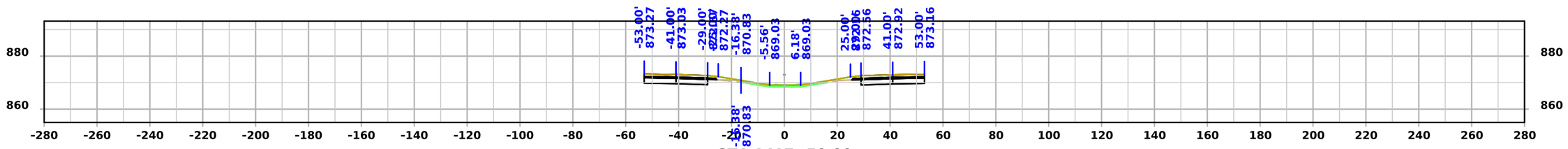
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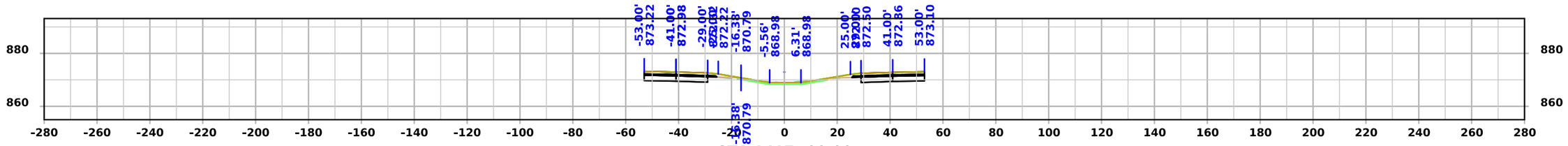
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STA 1418+00.00



STA 1417+50.00

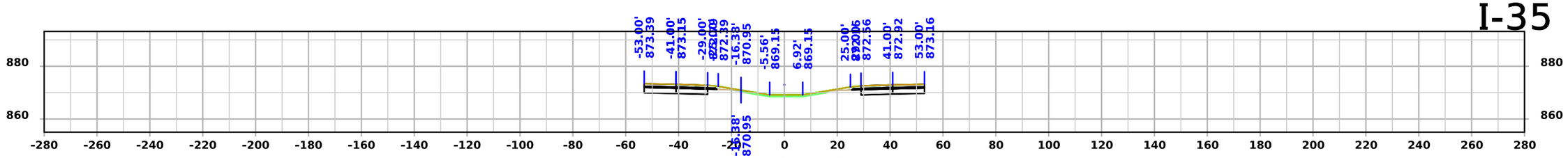


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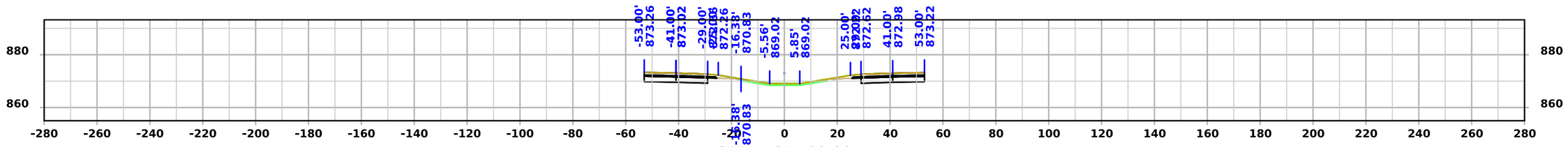
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.11	

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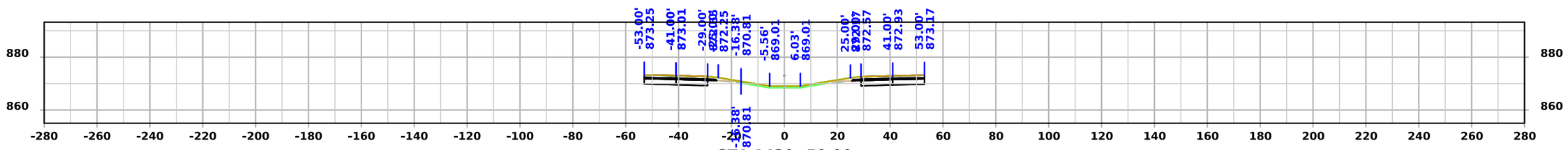
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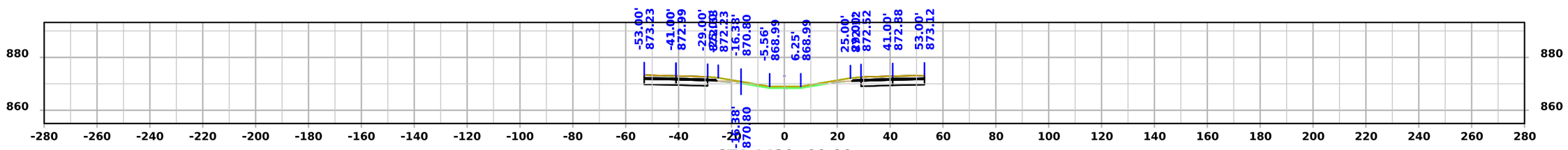
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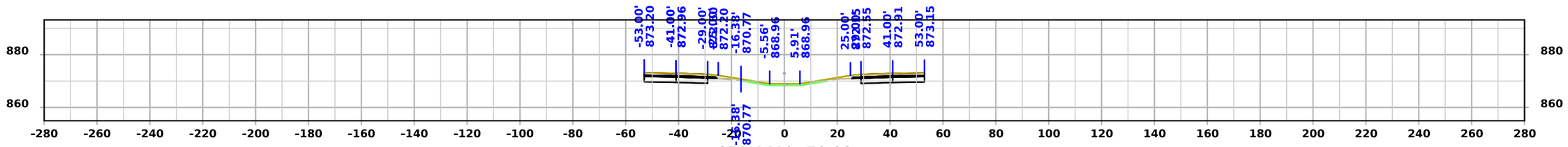
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STA 1420+00.00

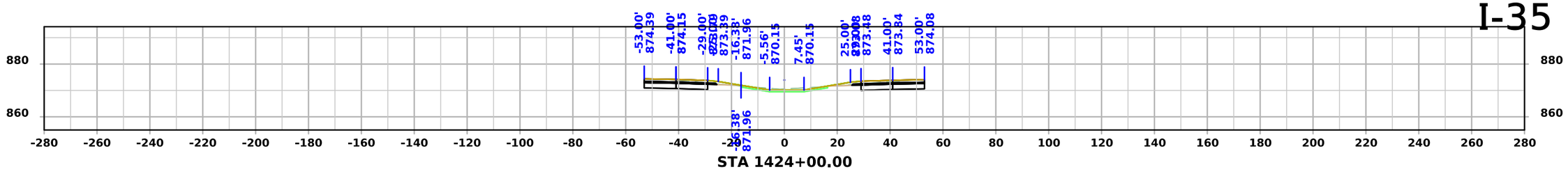


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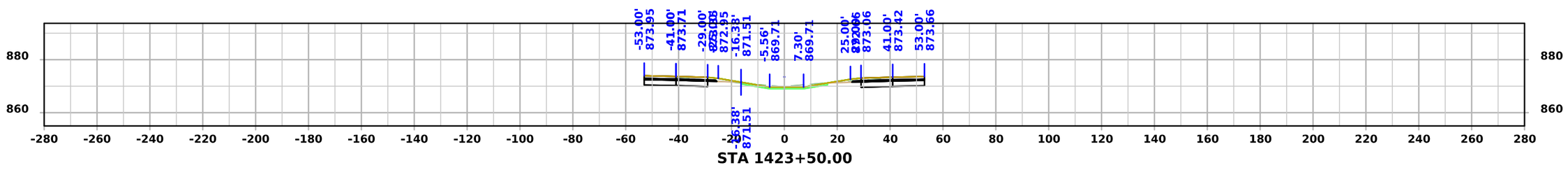
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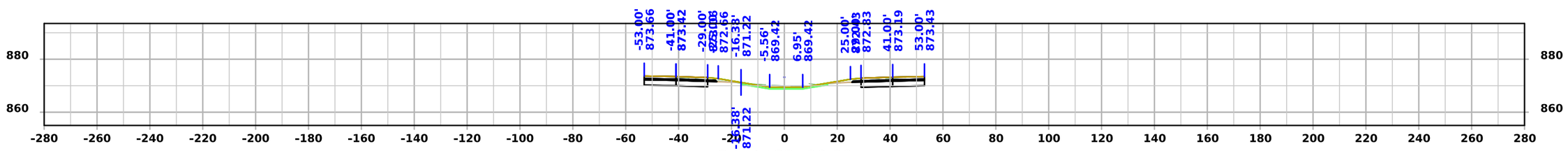
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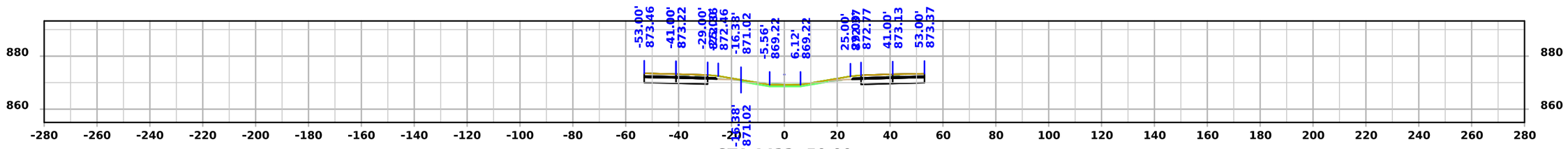
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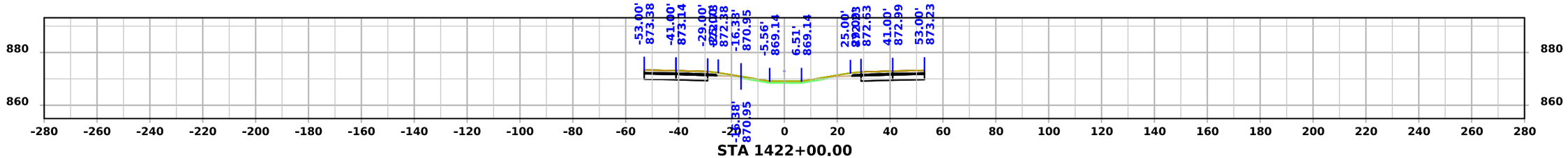
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STA 1423+00.00



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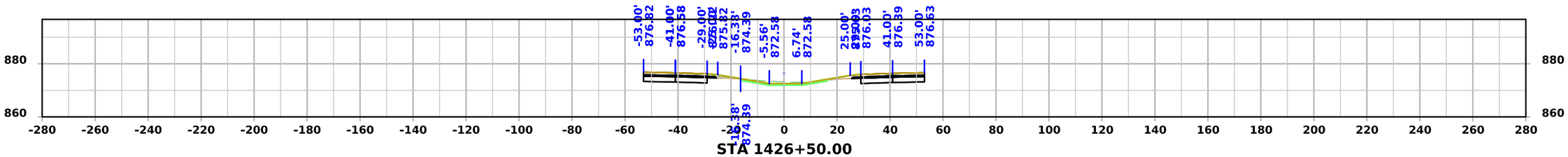


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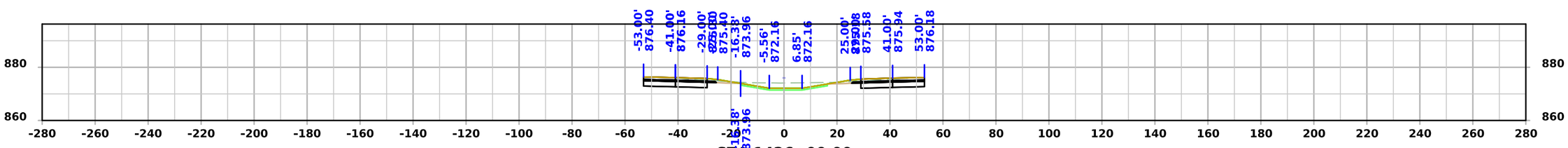
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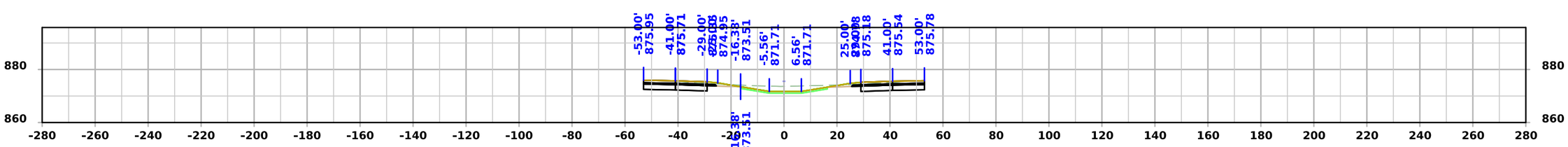
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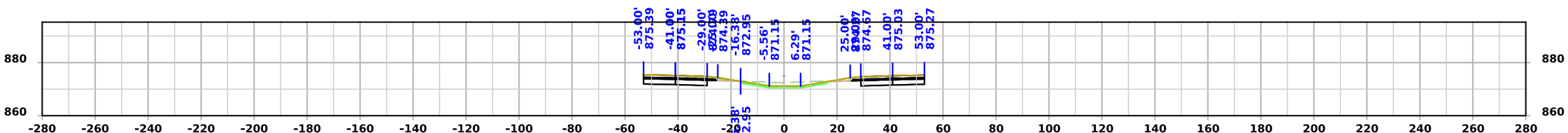
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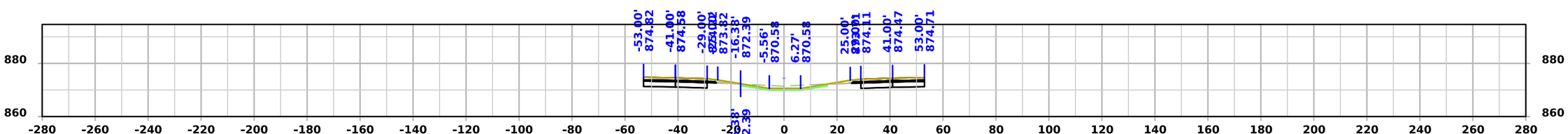
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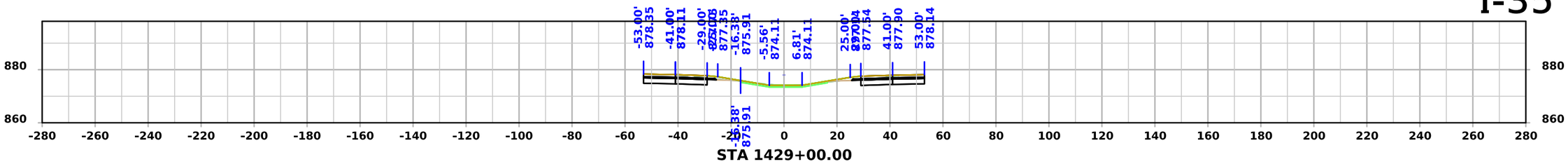


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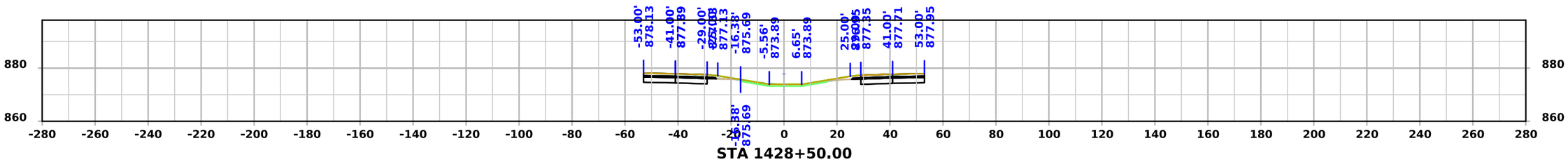
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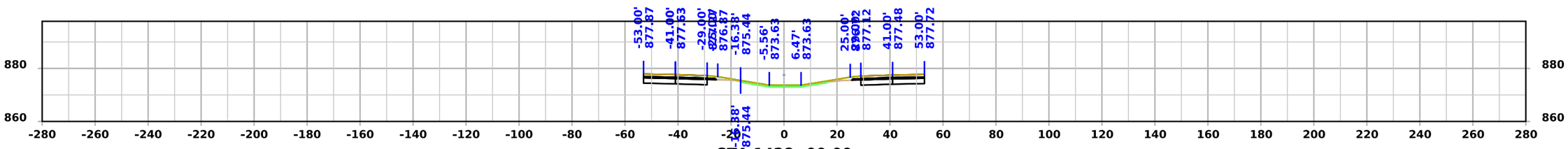
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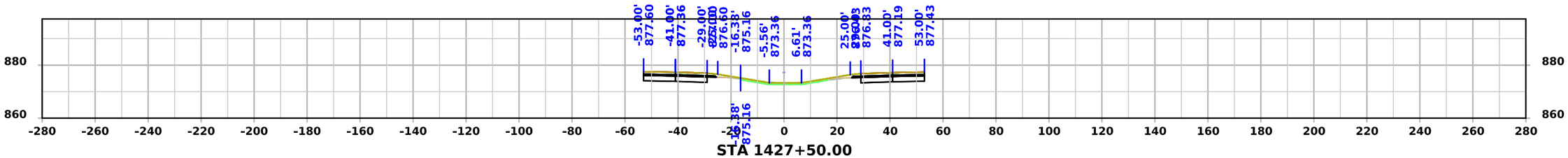
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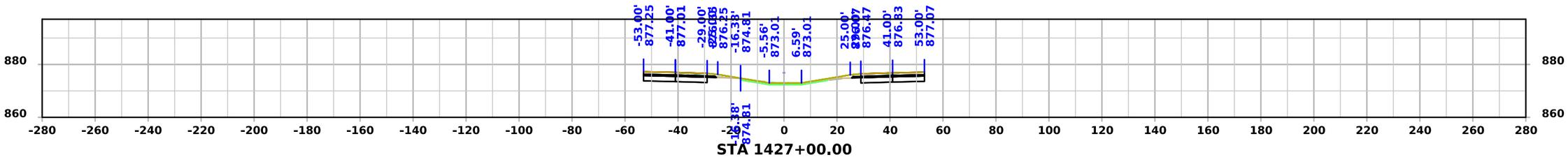
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STA 1428+00.00



STA 1427+50.00

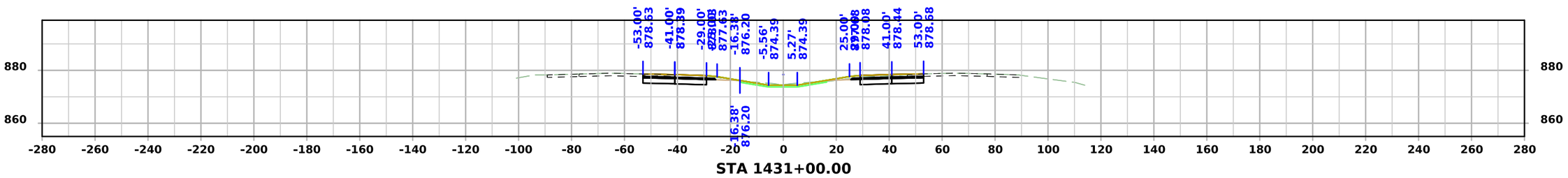


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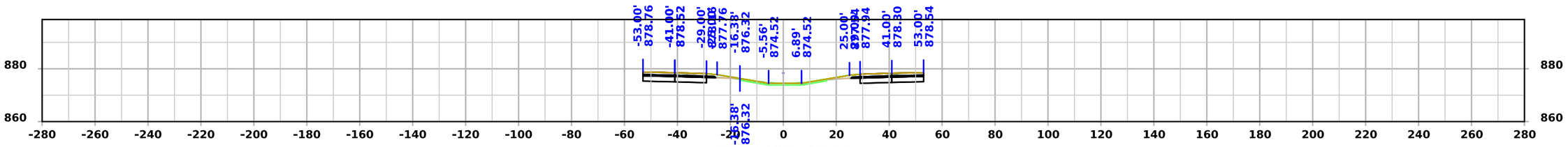
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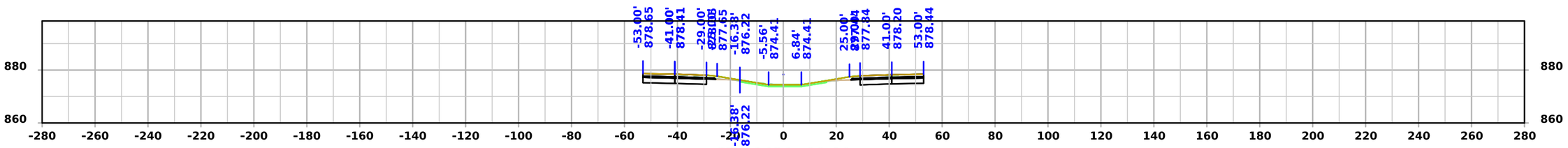
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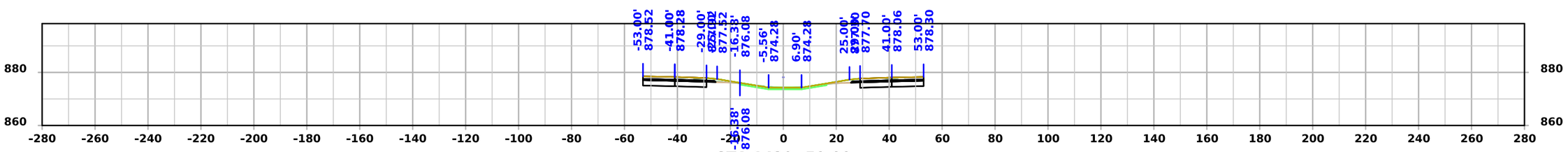
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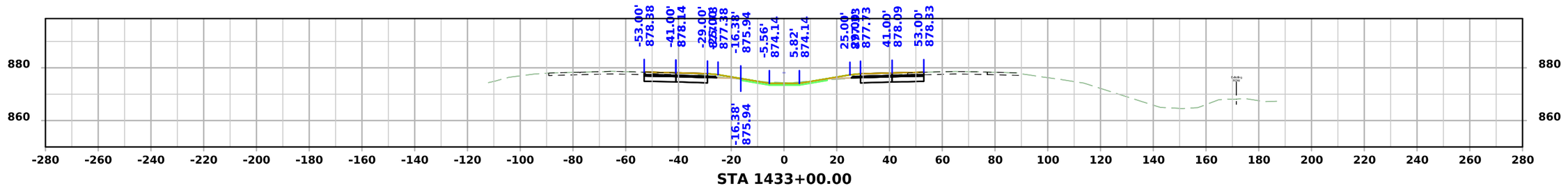


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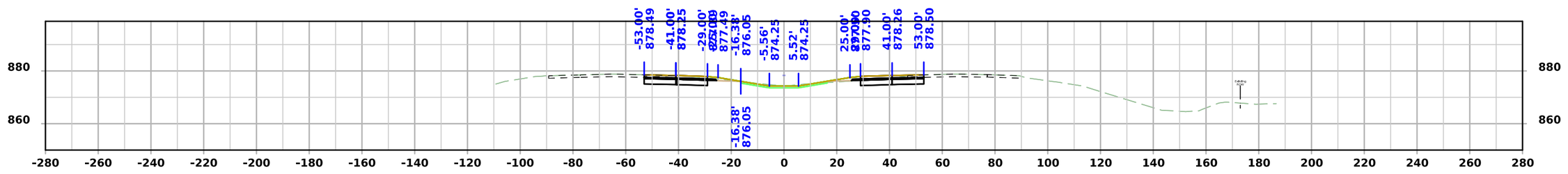
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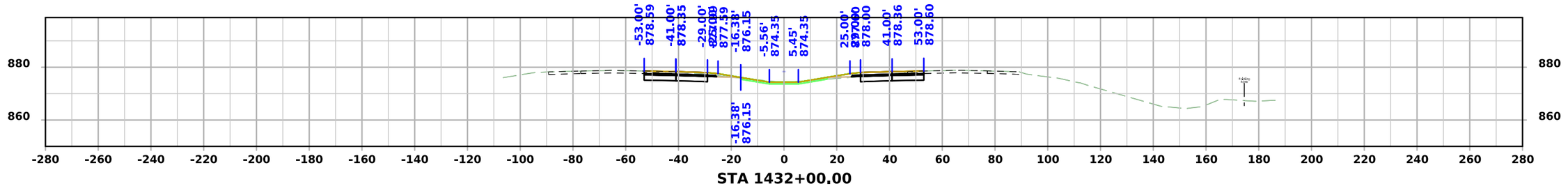
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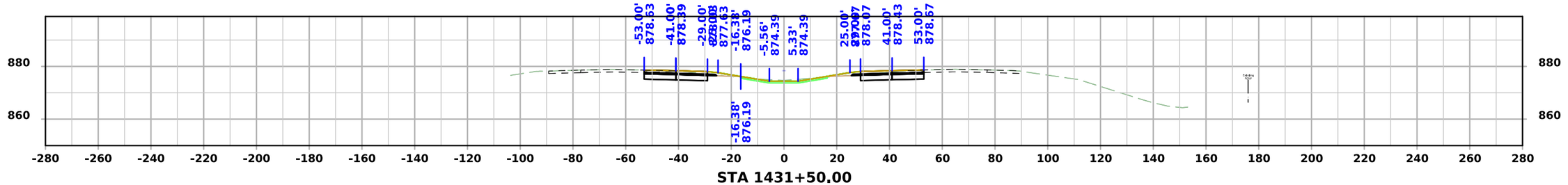
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STA 1432+00.00

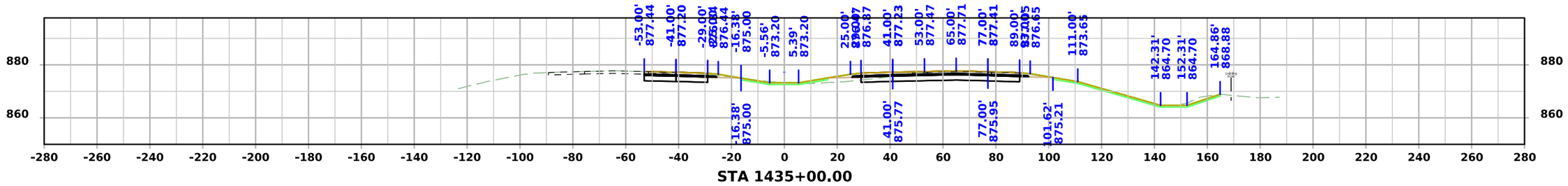


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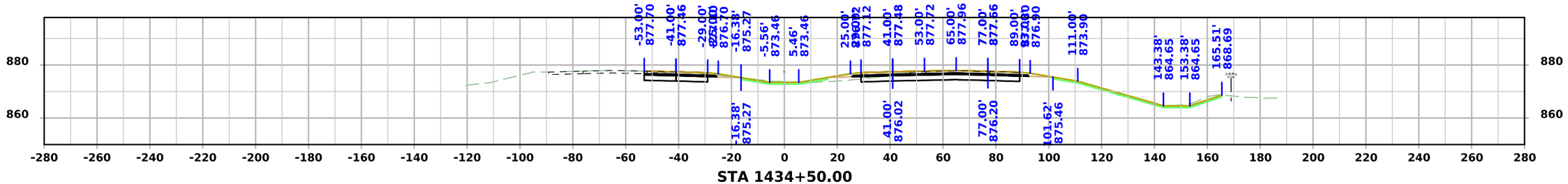
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.17

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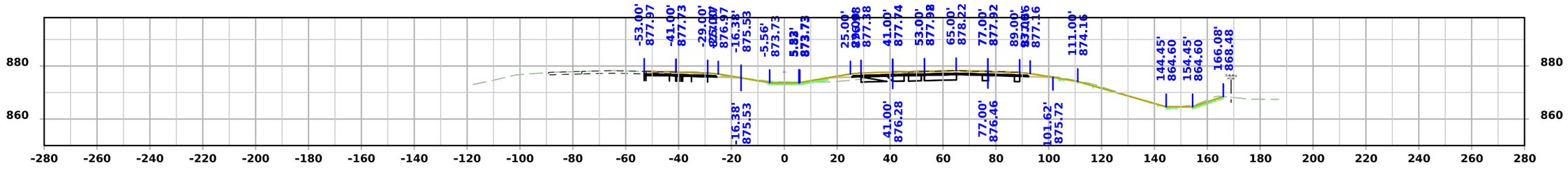
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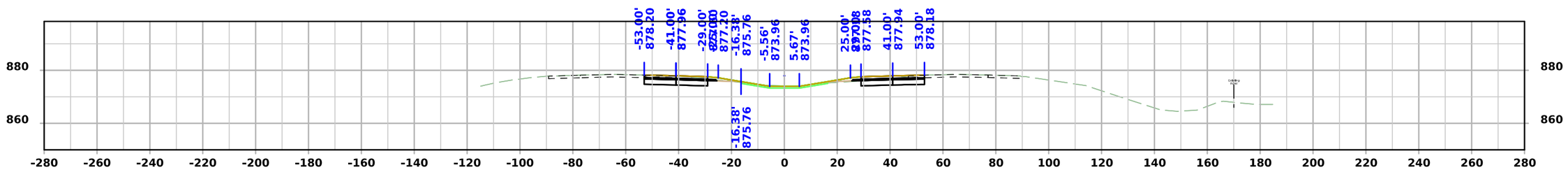
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STA 1434+00.00

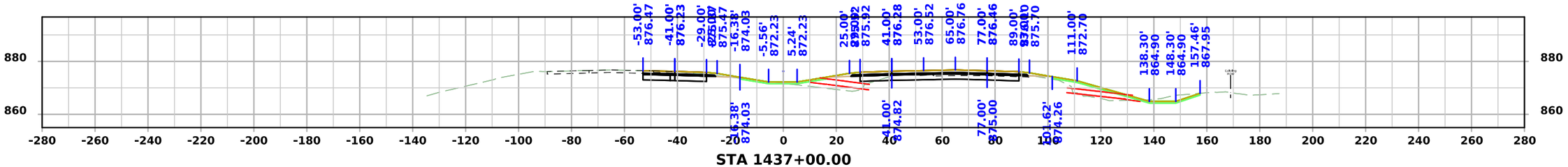


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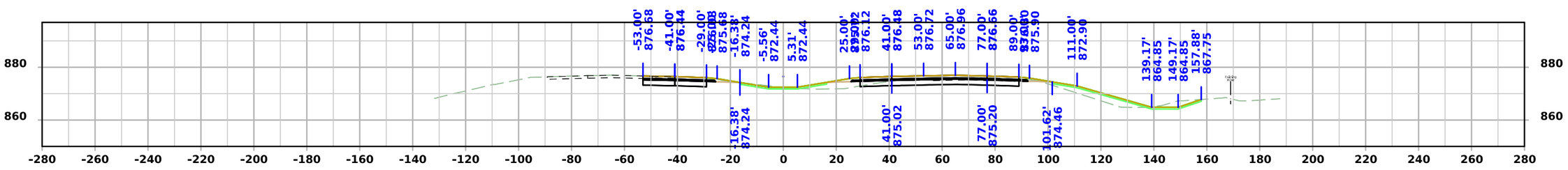
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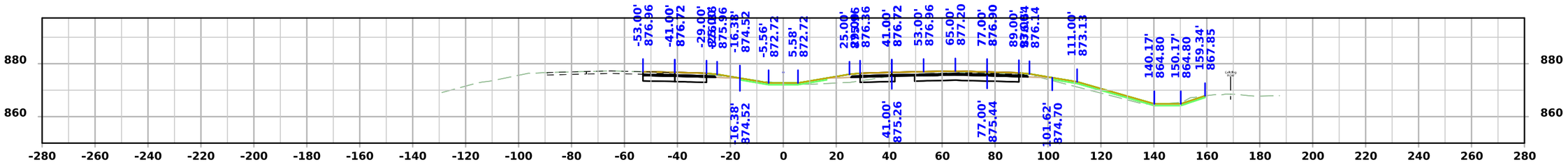
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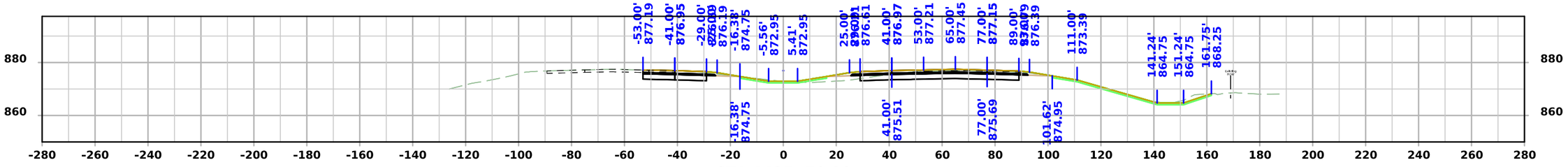
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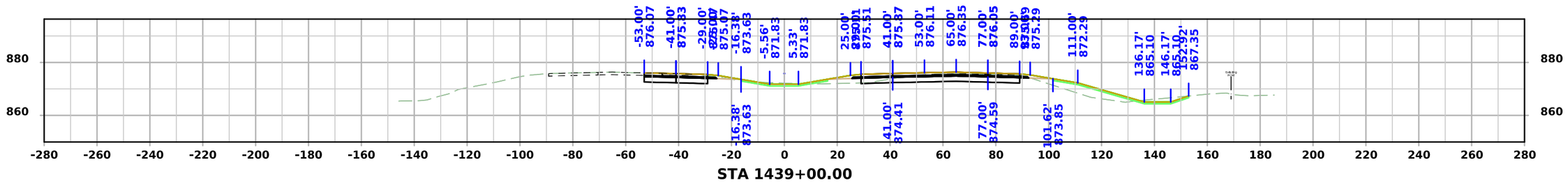


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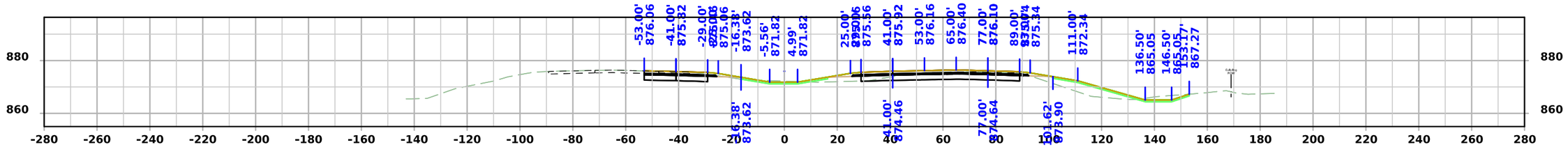
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.19

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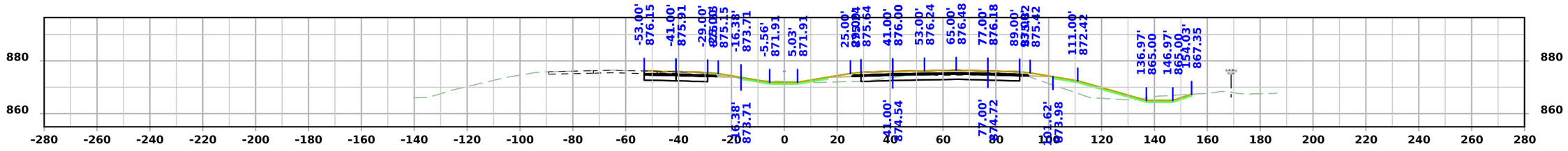
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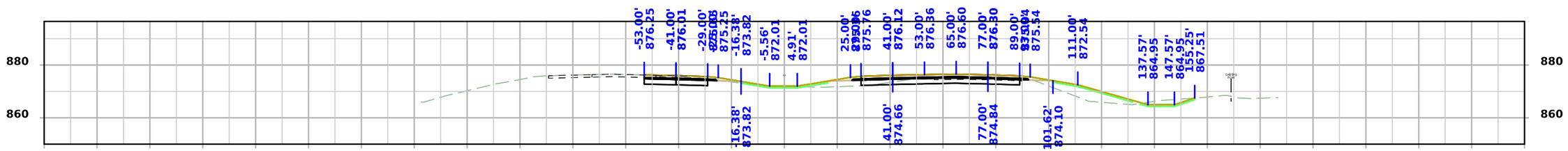
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STA 1438+50.00



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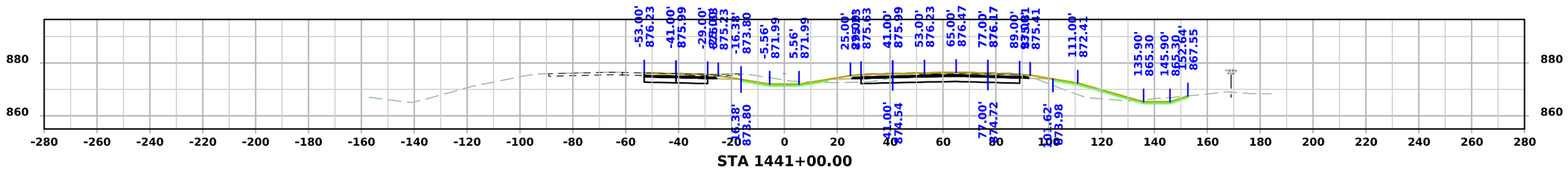


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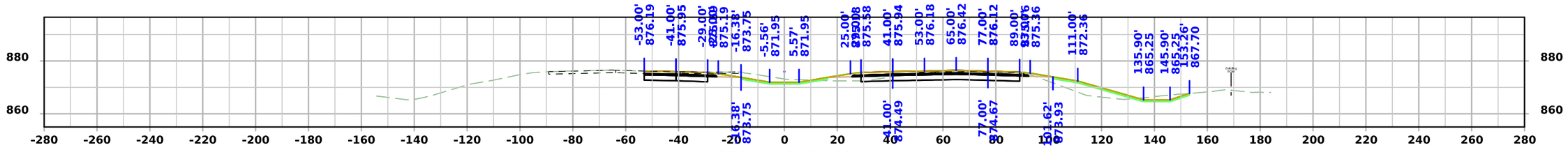
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.20

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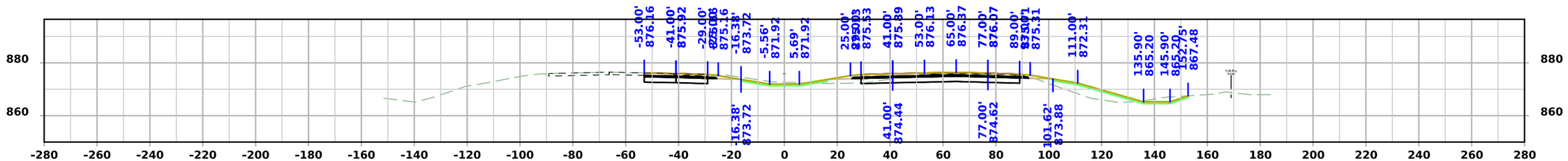
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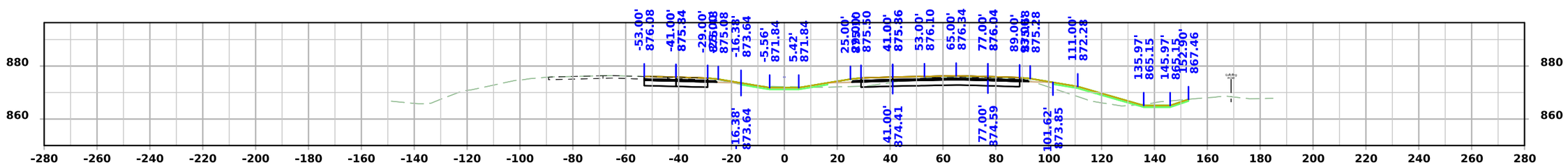
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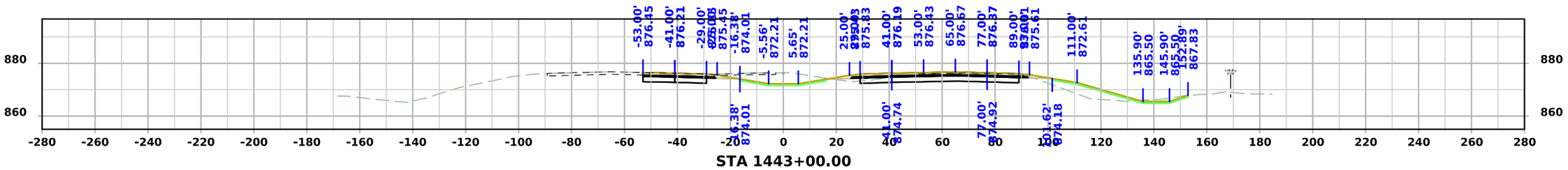


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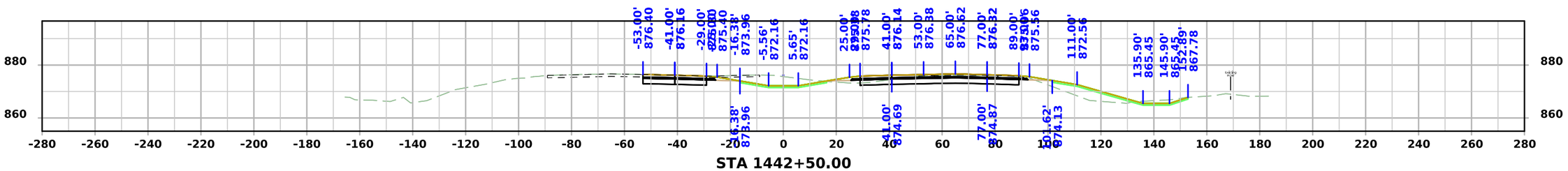
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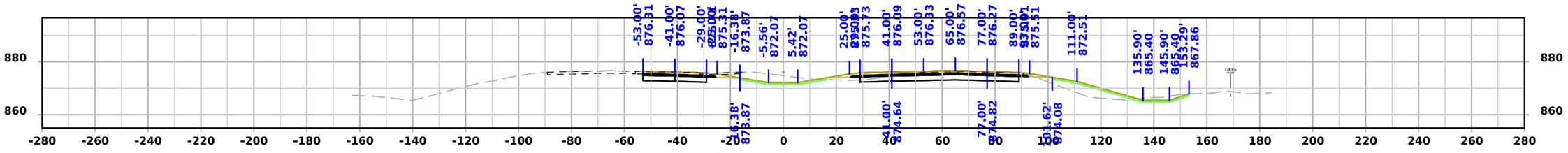
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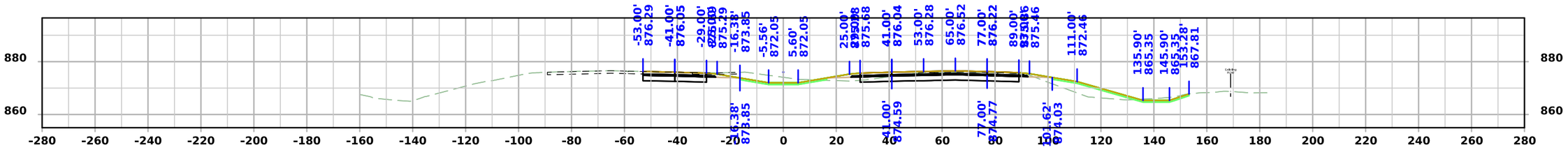
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STA 1442+50.00



STA 1442+00.00

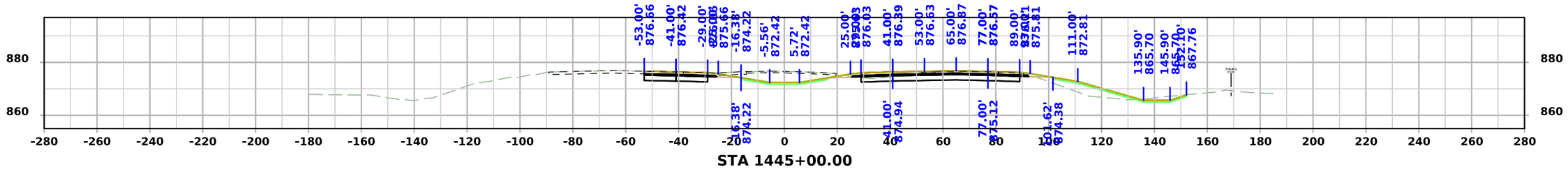


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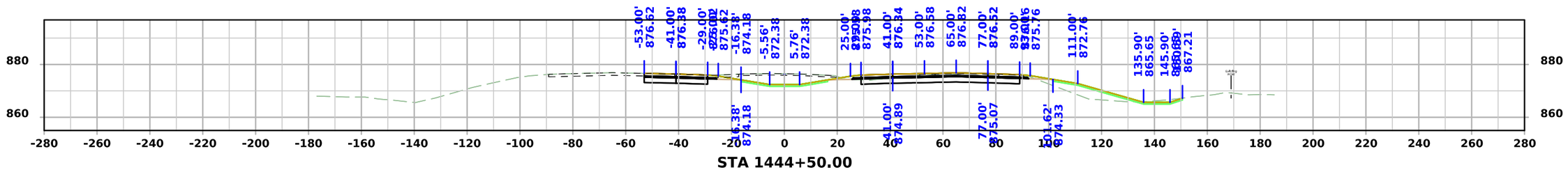
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.22

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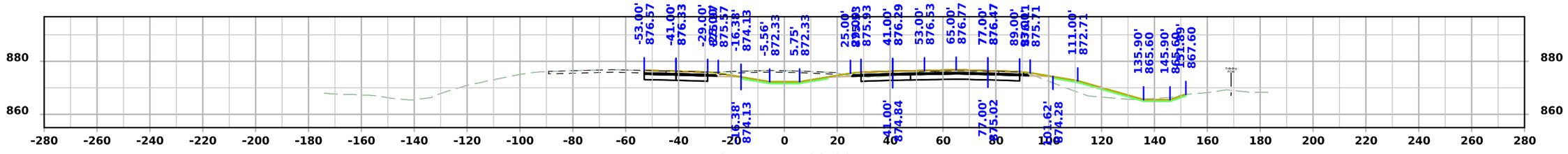
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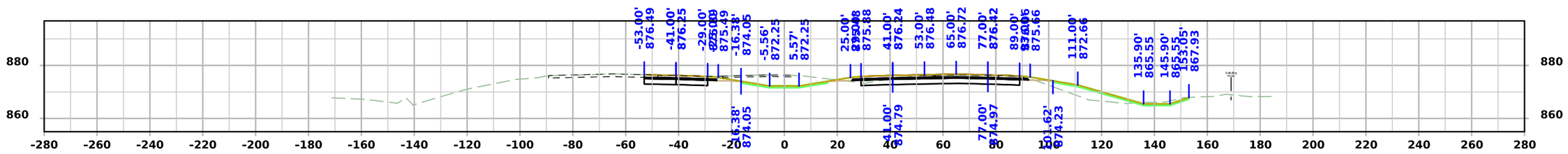
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STA 1444+50.00



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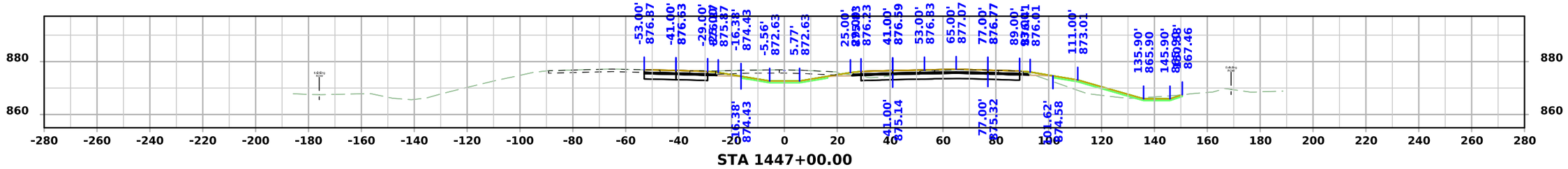


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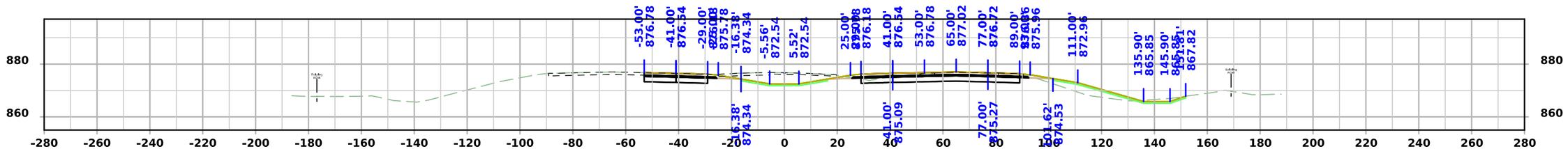
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.23

10:54:09 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

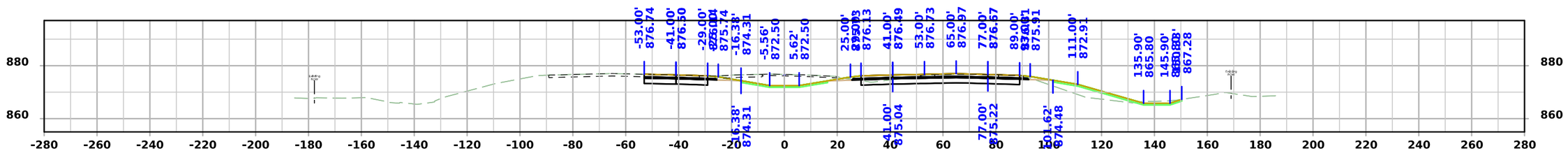
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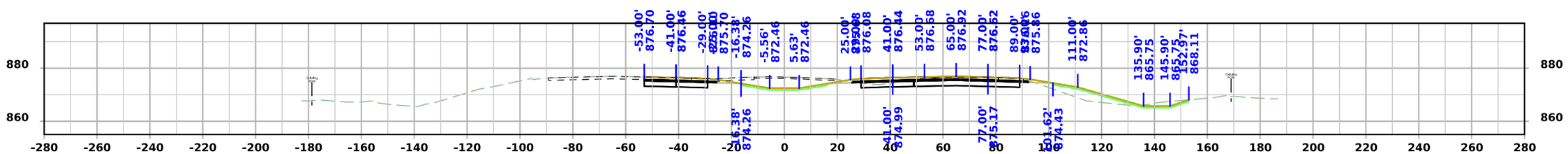
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STA 1446+50.00



STA 1446+00.00

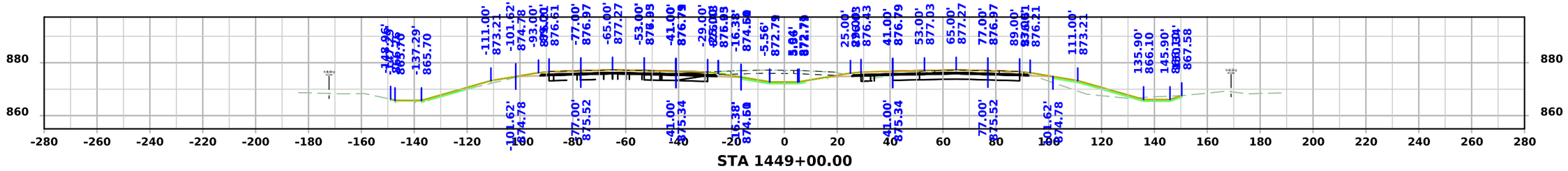


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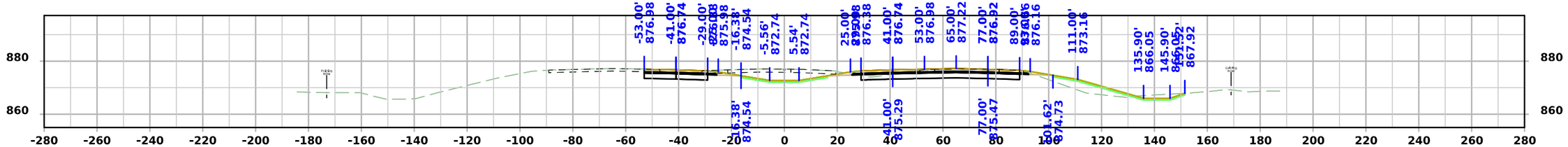
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.24

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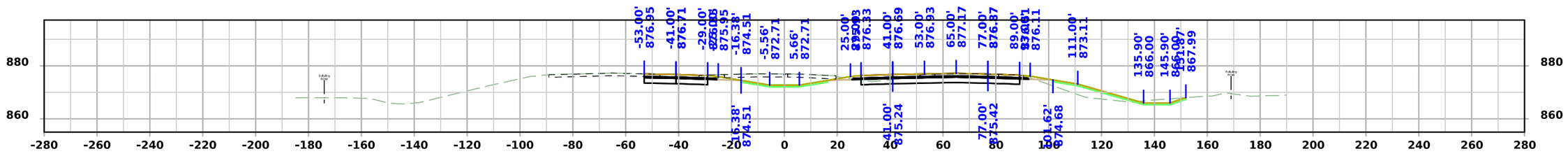
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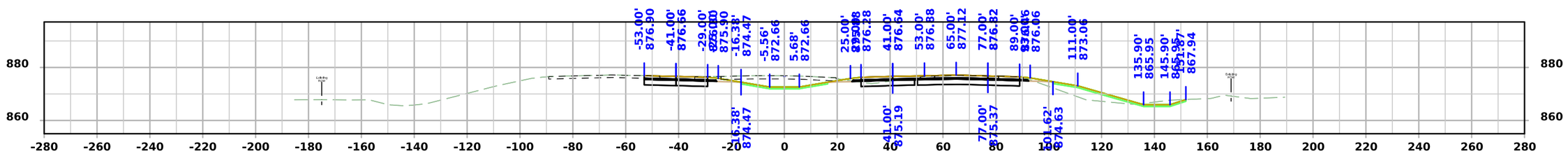
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STA 1448+50.00



STA 1448+00.00

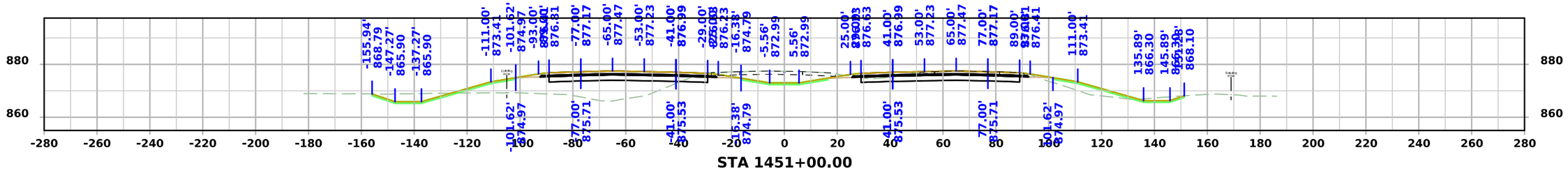


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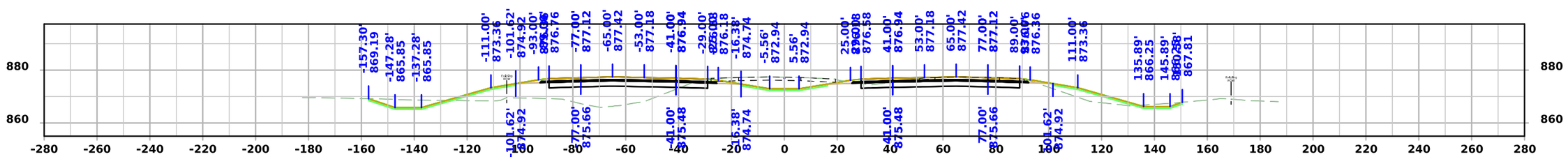
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.25	

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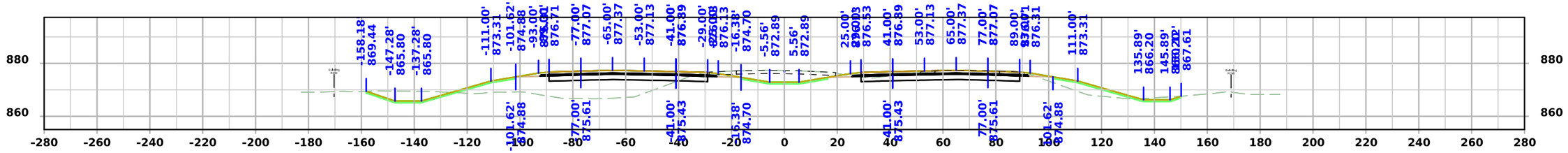
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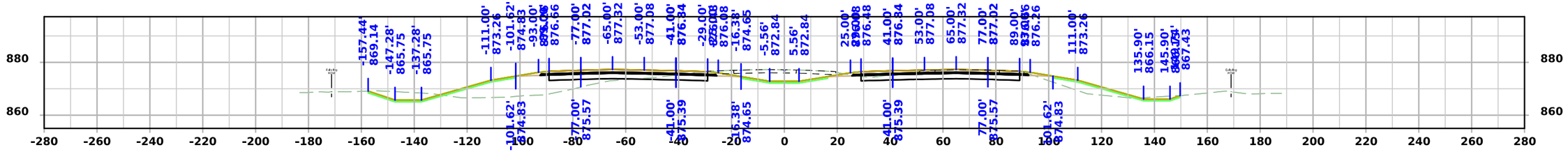
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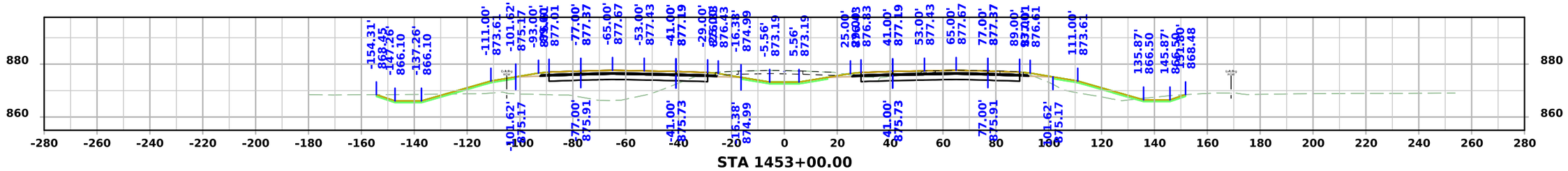


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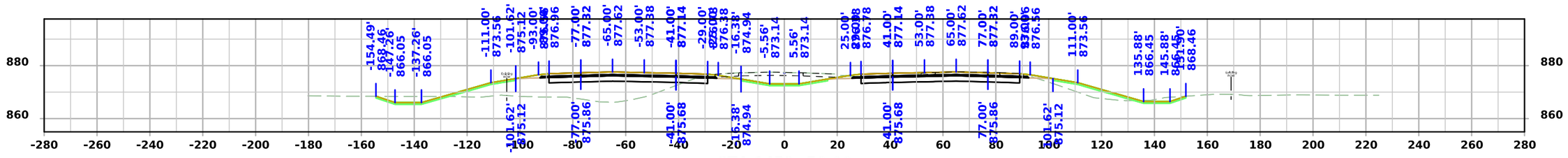
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.26

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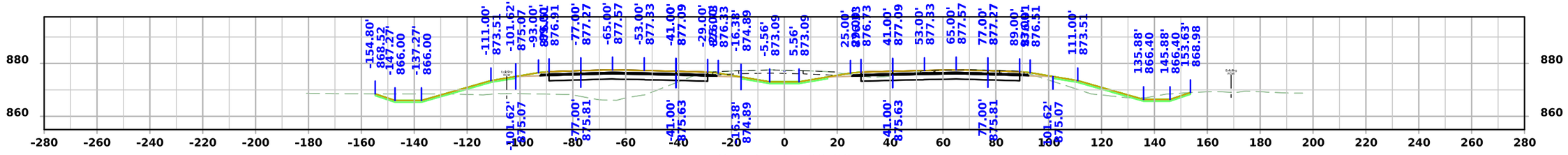
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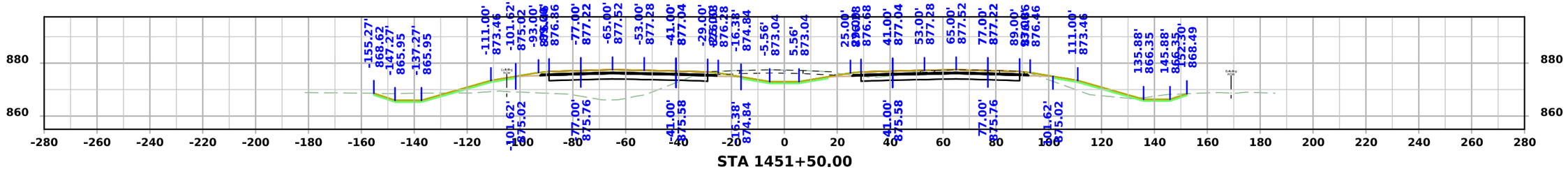
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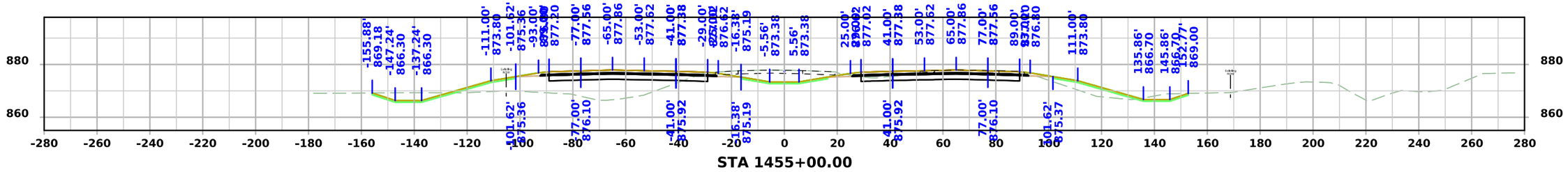


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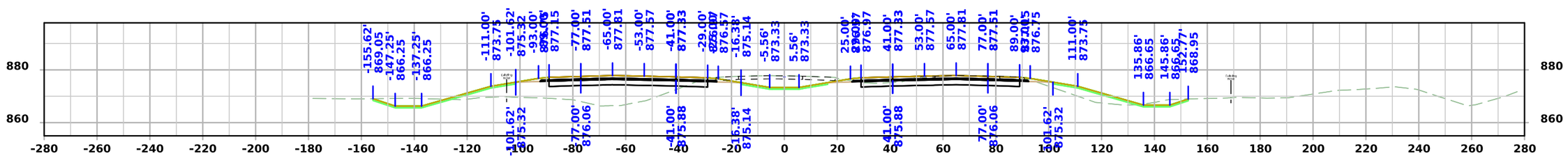
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.27

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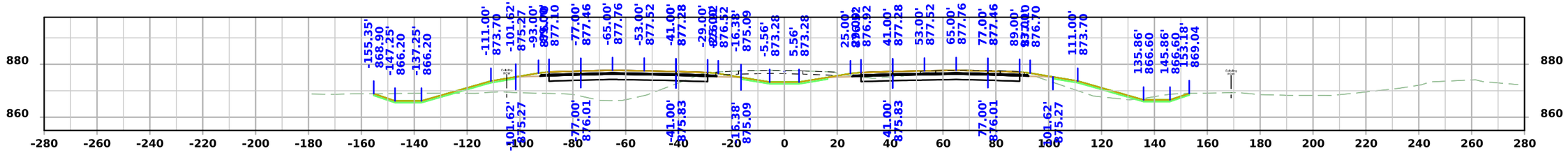
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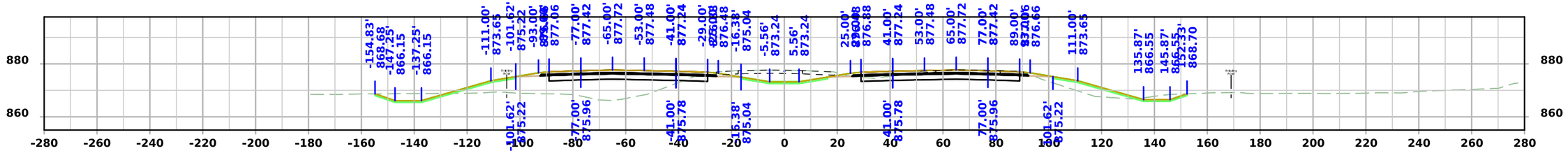
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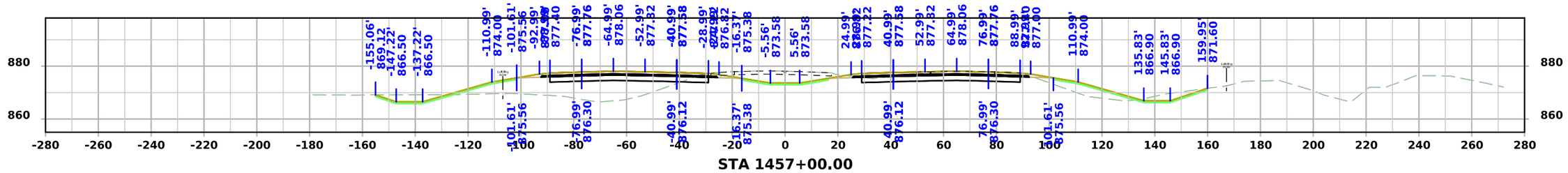


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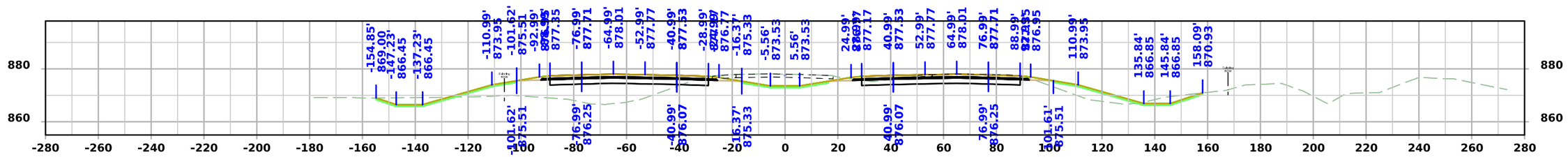
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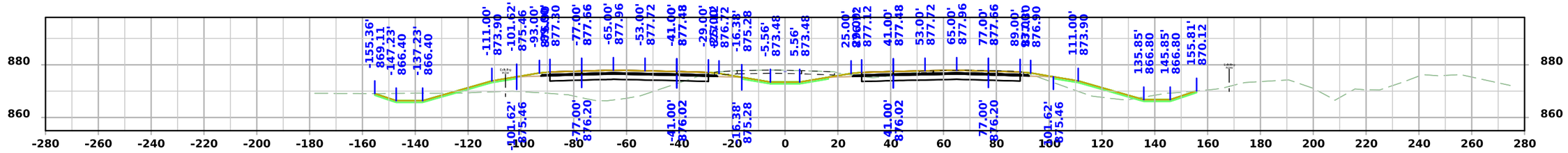
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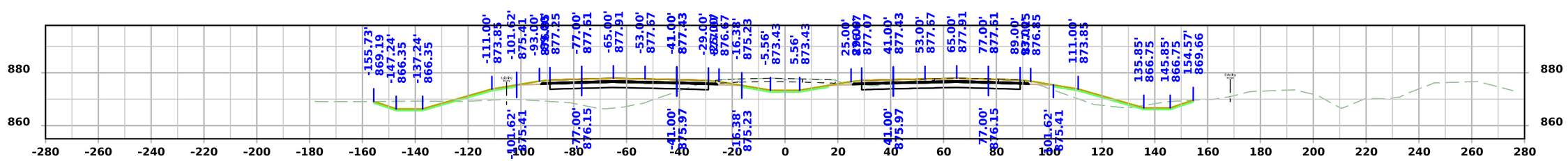
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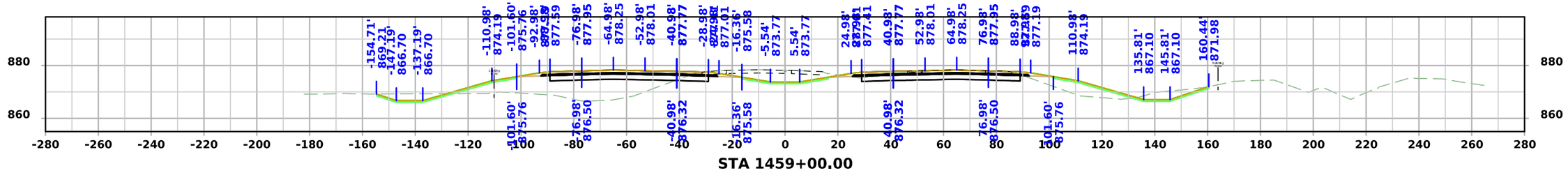


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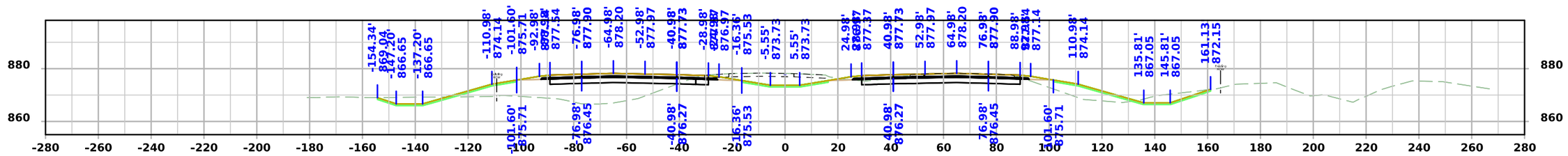
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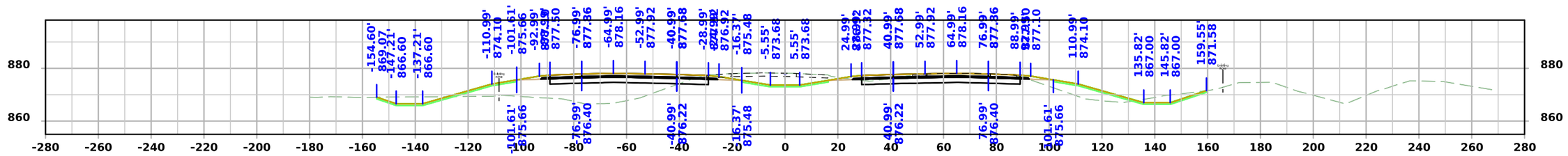
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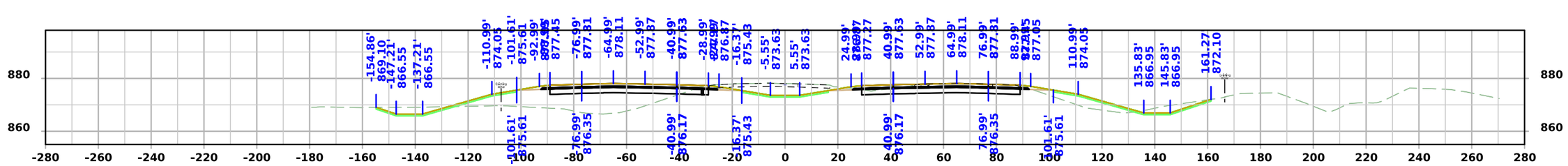
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STA 1458+00.00

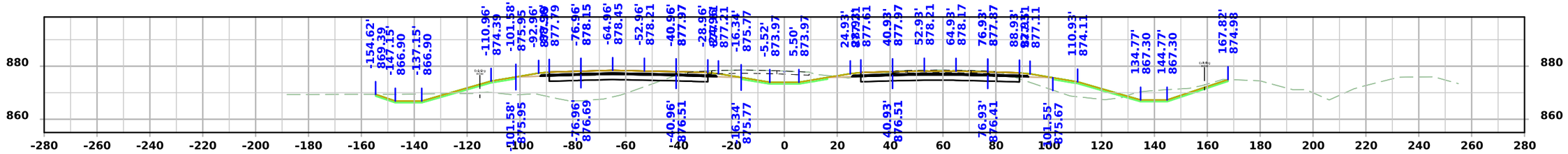


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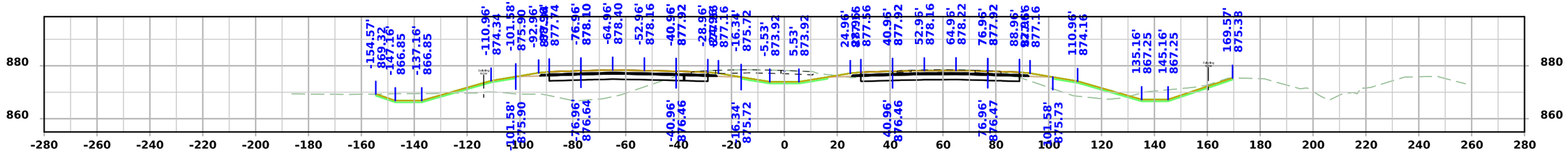
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.30

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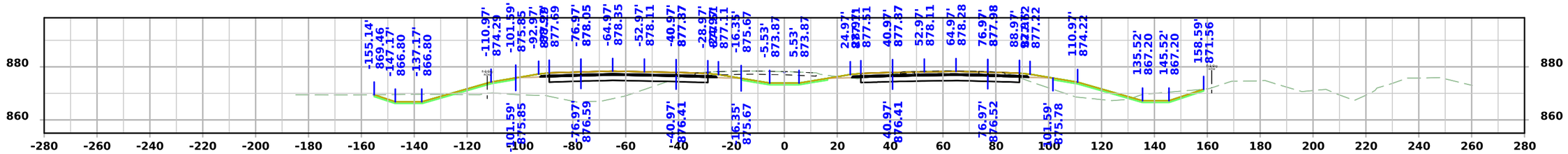
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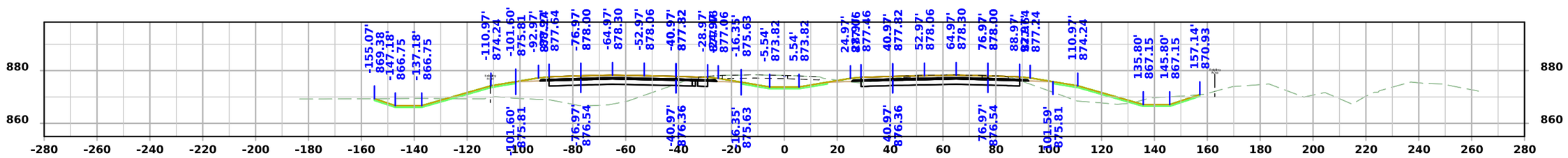
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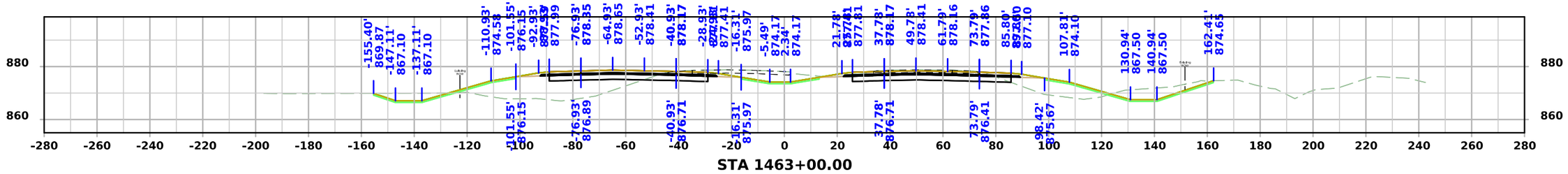


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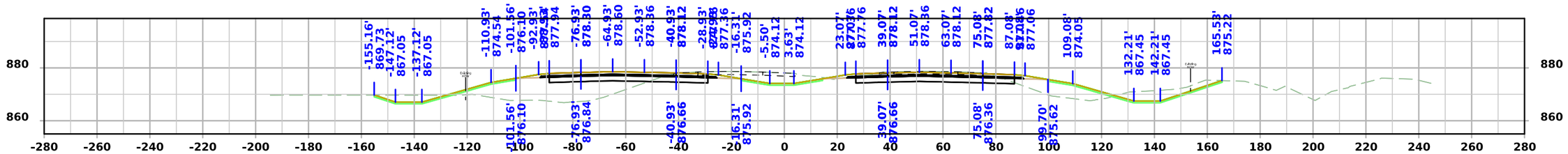
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.31

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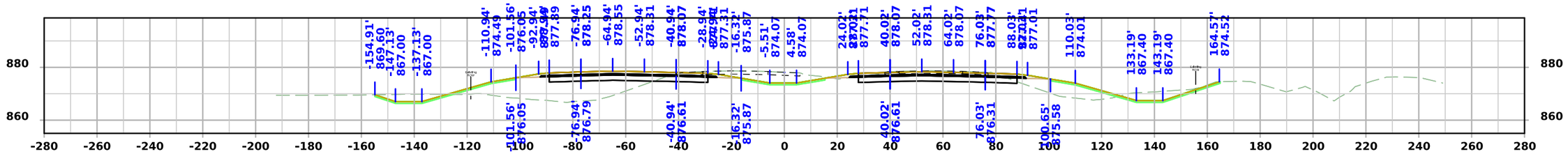
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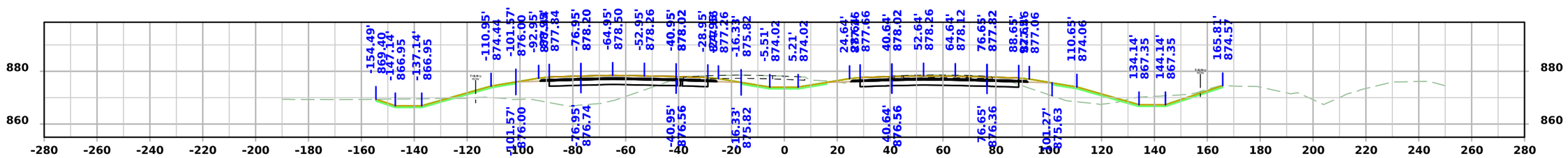
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STA 1462+50.00



STA 1462+00.00

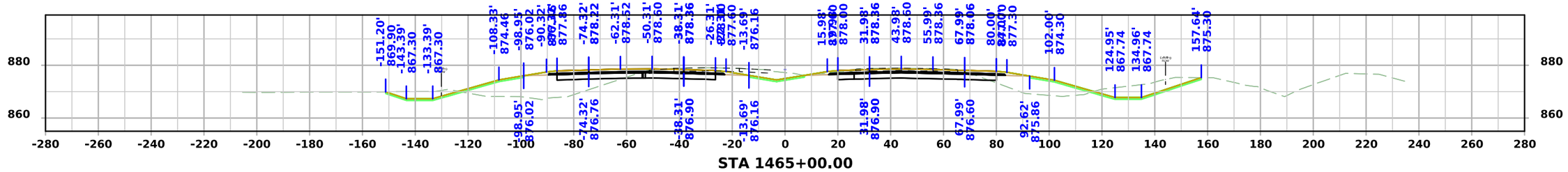


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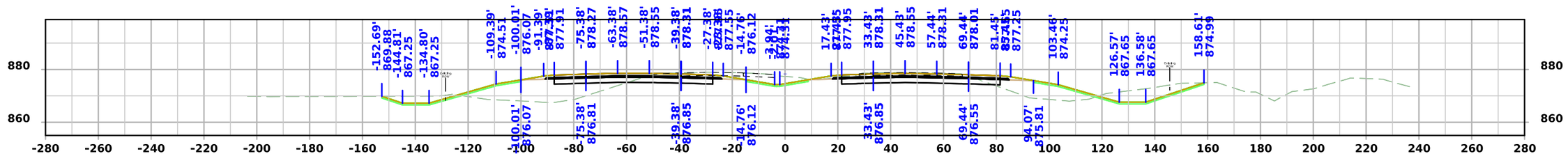
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.32

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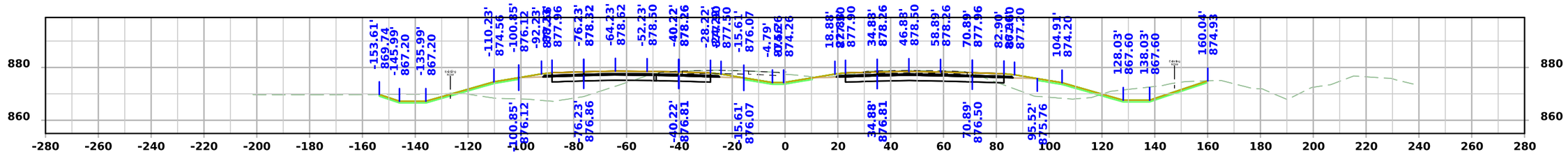
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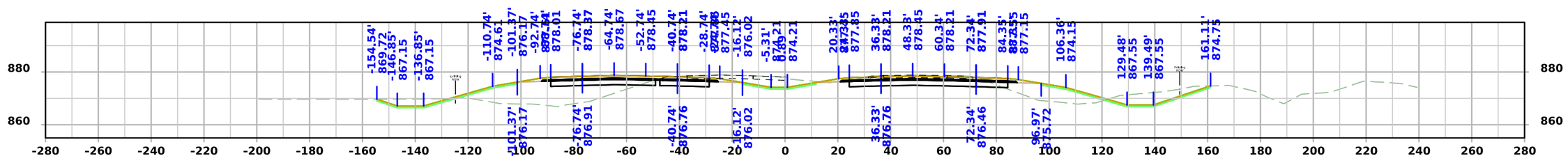
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STA 1464+50.00



STA 1464+00.00

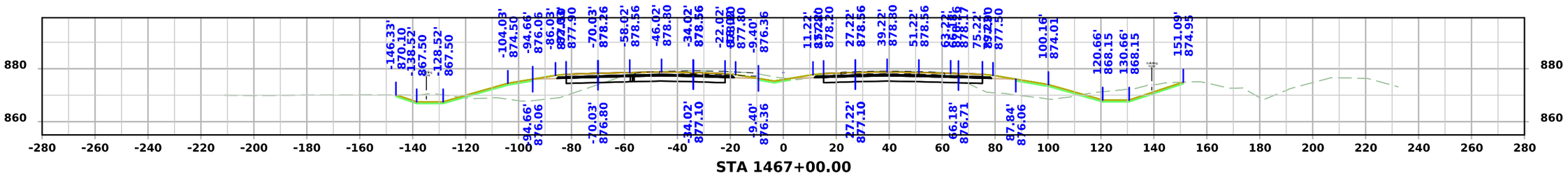


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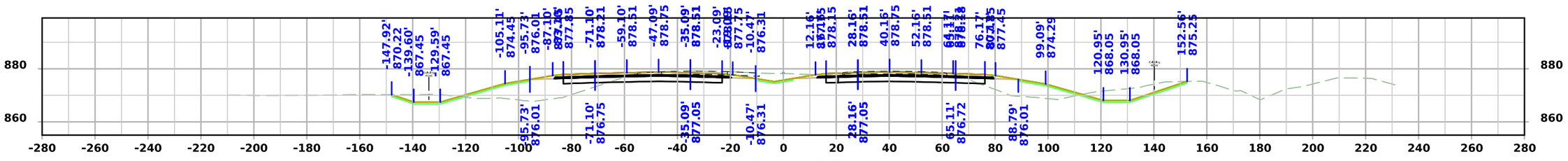
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.33

10:54:44 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

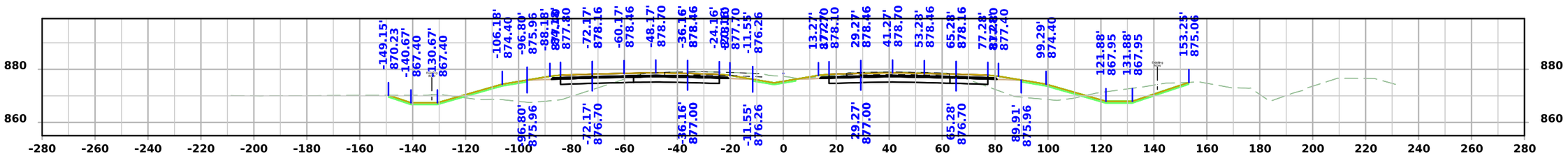
I-35



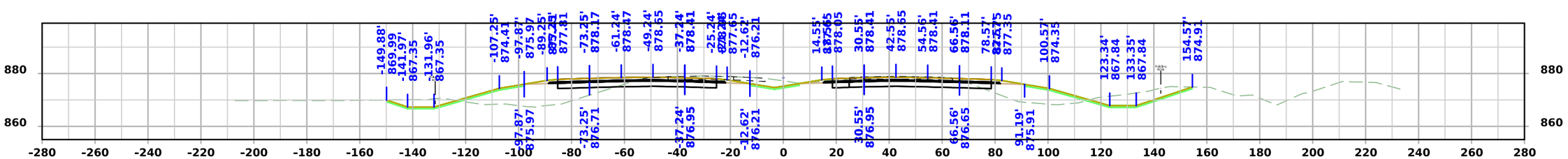
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STA 1466+50.00



STA 1466+00.00

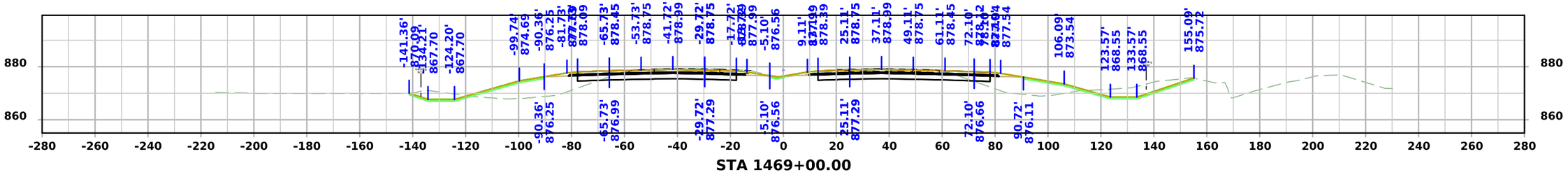


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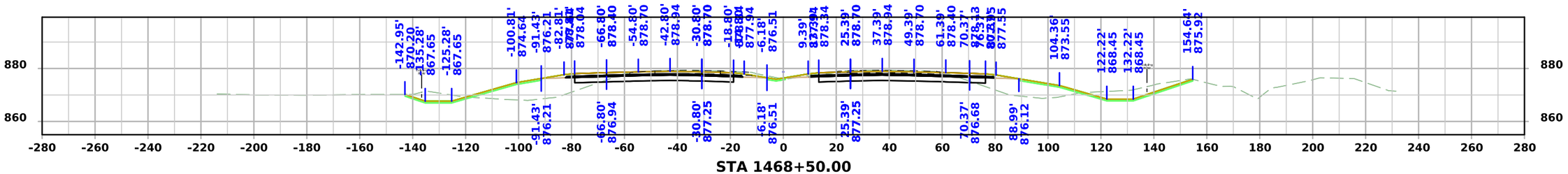
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.34

10:54:47 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

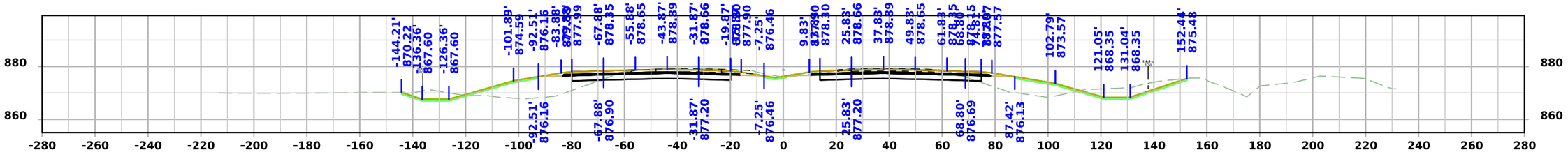
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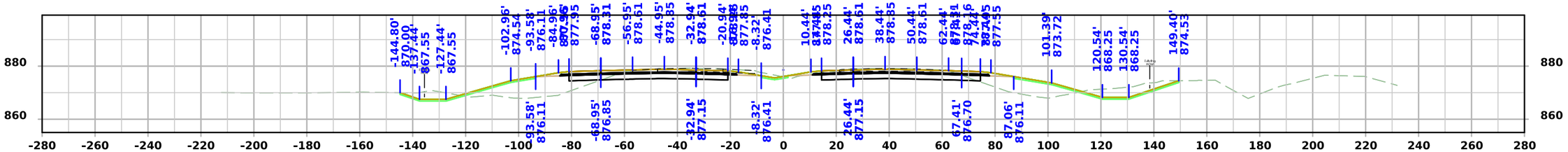
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STA 1468+50.00



STA 1468+00.00

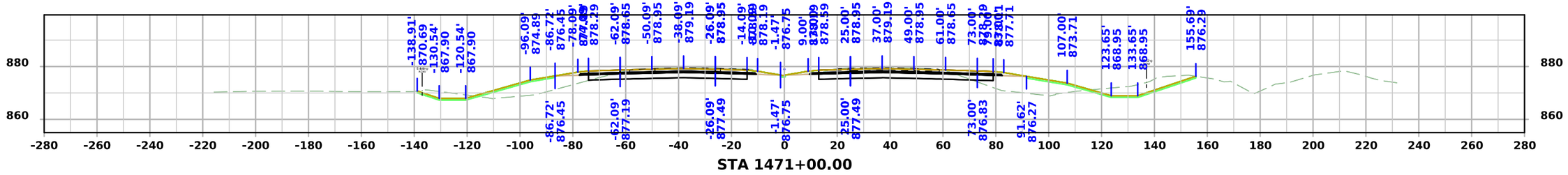


STA 1467+50.00

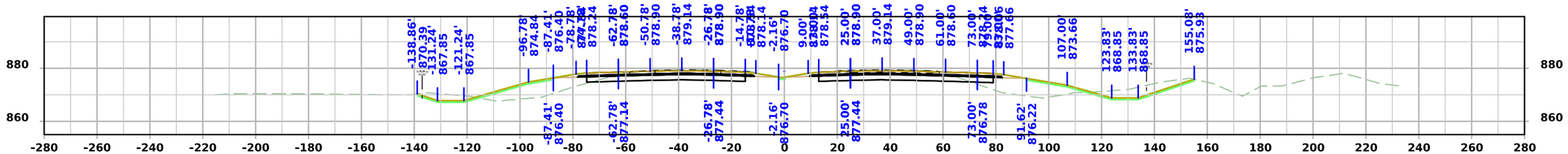
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.35

10:54:51 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

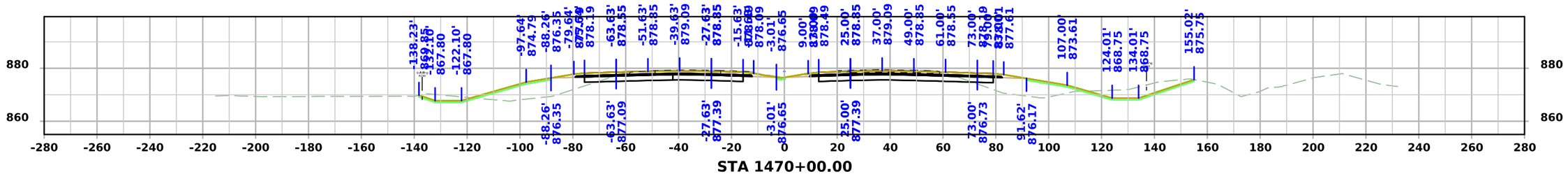
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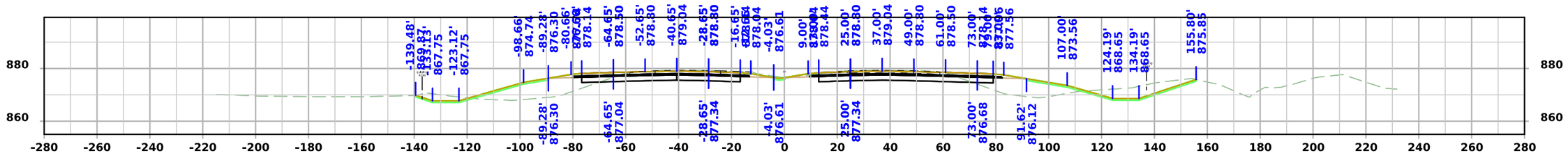
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STA 1470+50.00



STA 1470+00.00

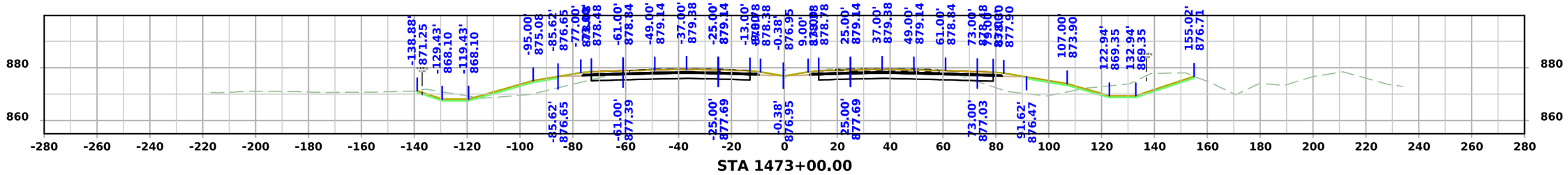


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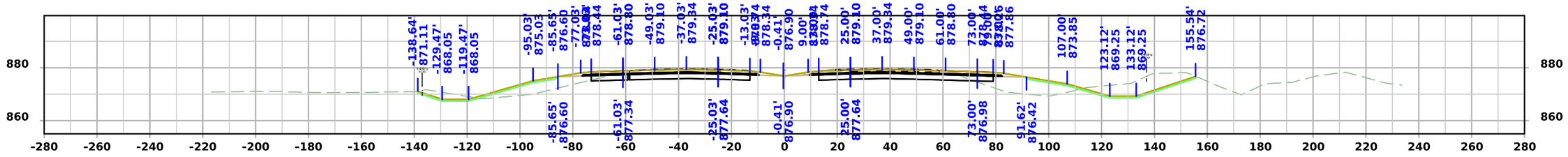
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10:54:54 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

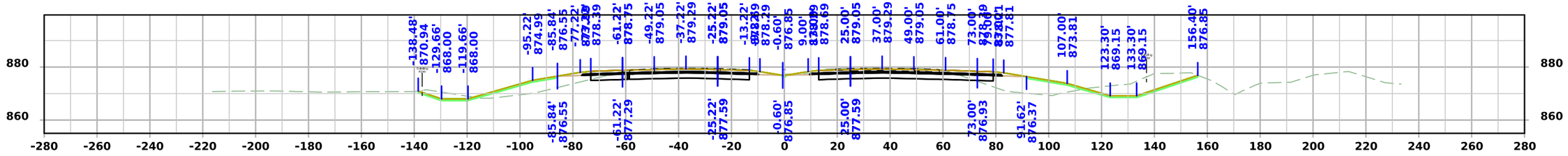
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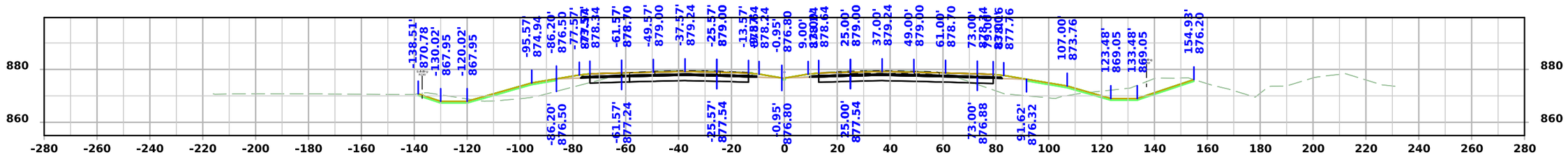
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STA 1472+50.00



STA 1472+00.00

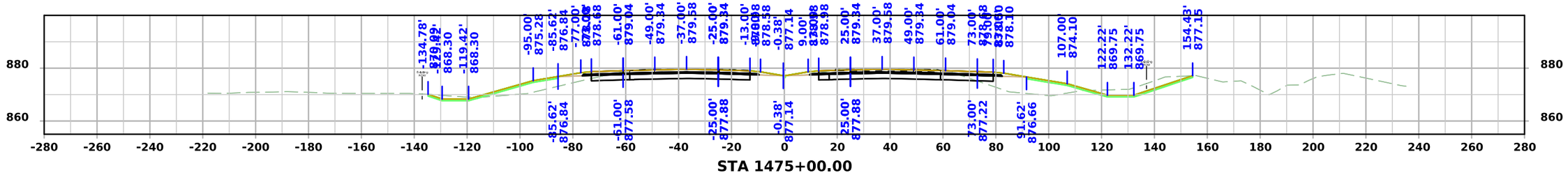


STA 1471+50.00

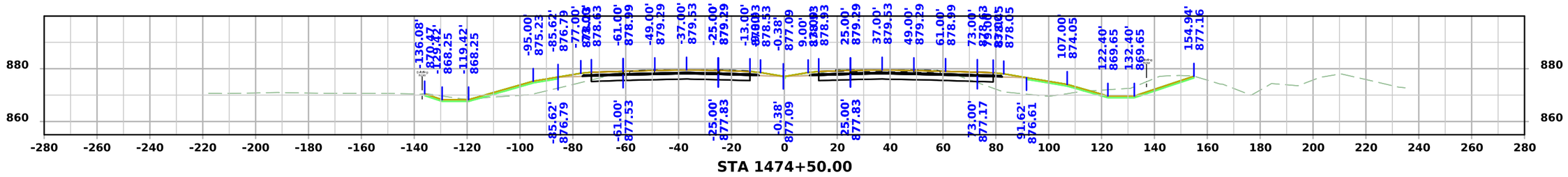
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.37

10:54:57 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

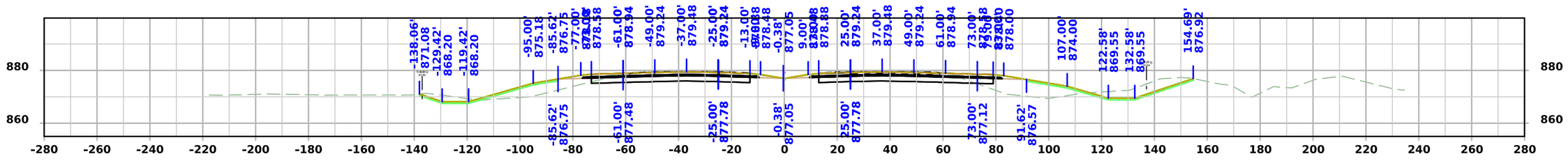
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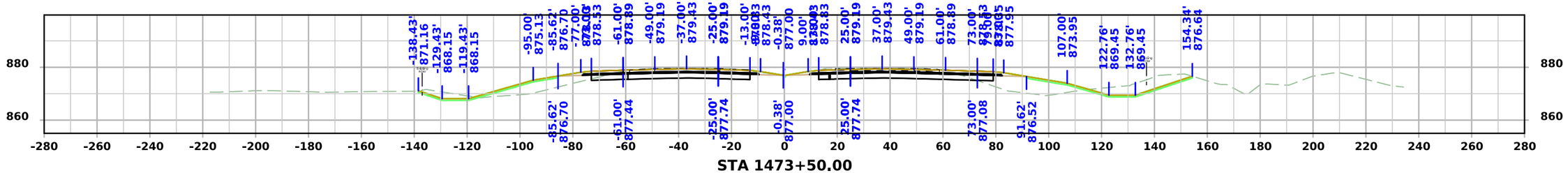
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STA 1474+50.00



STA 1474+00.00

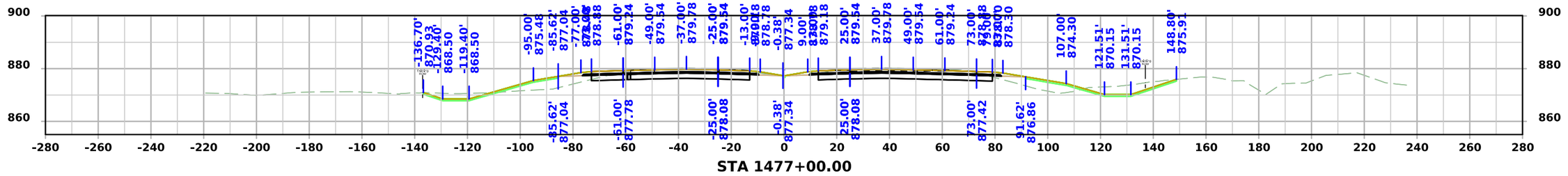


STA 1473+50.00

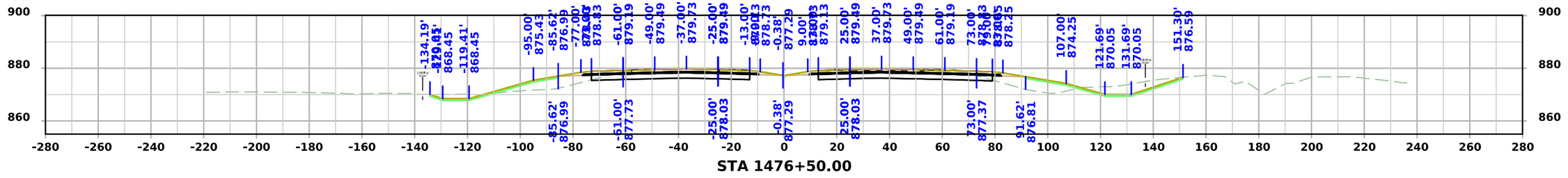
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.38

10:55:01 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

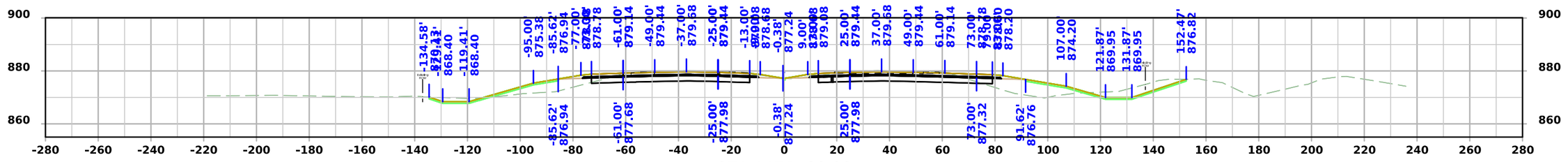
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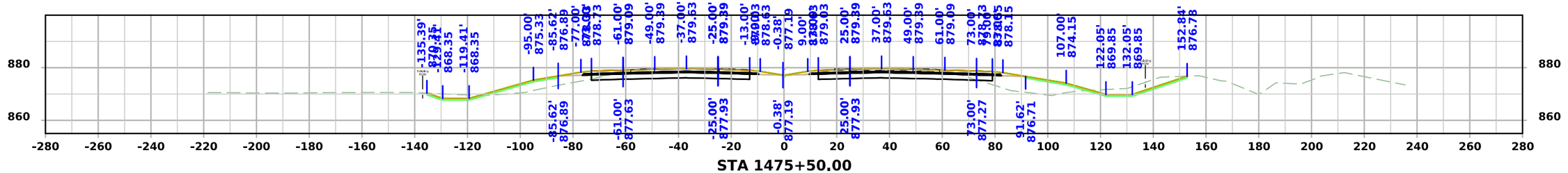
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STA 1476+50.00



STA 1476+00.00

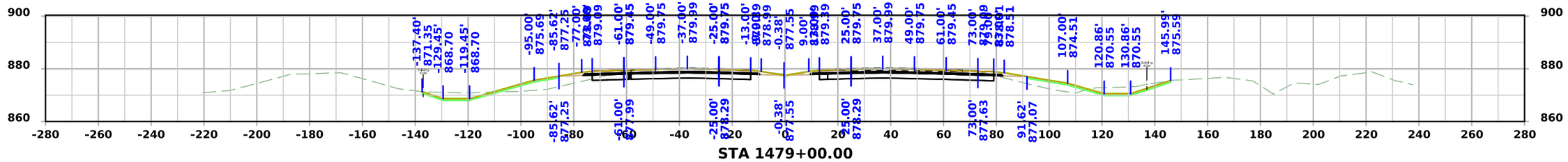


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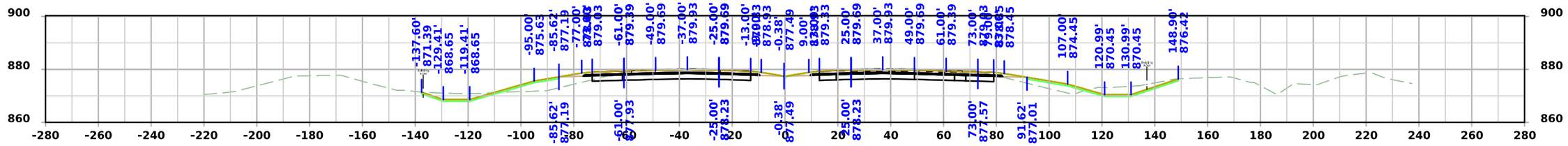
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.39

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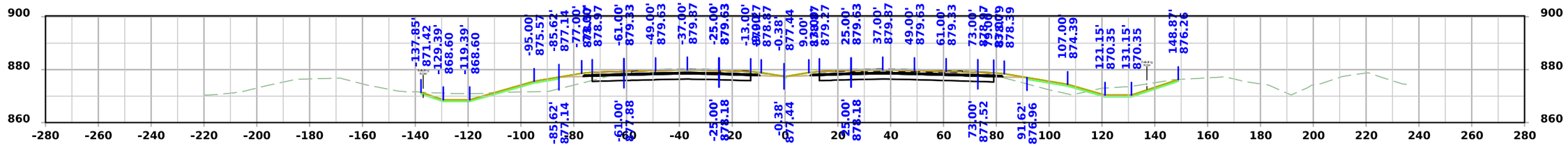
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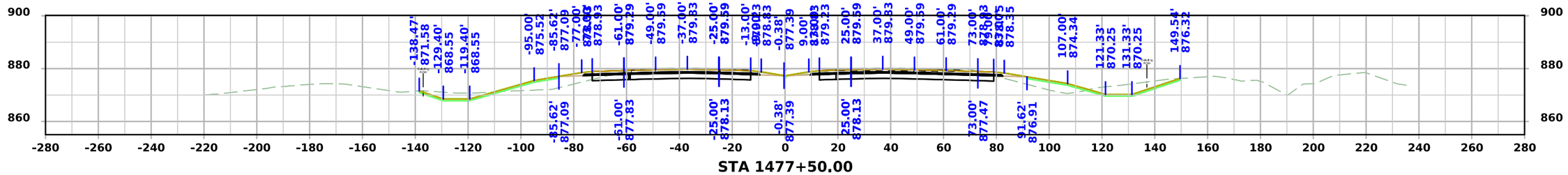
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STA 1478+50.00



STA 1478+00.00

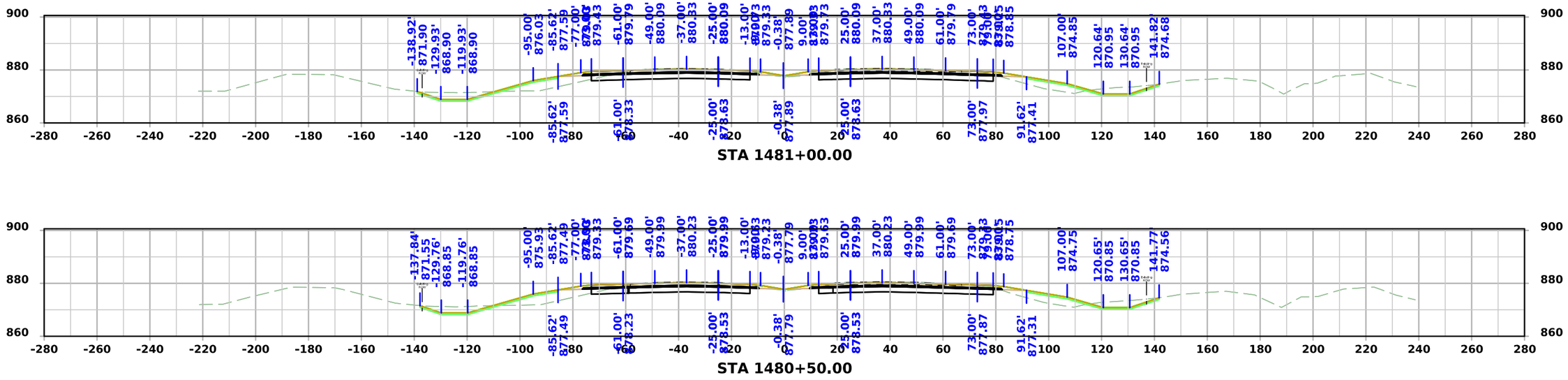


STA 1477+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.40

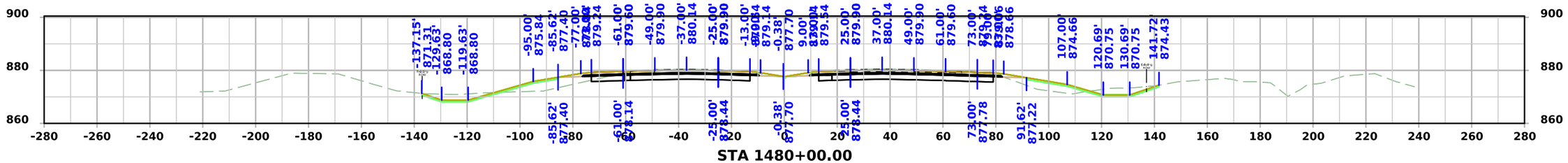
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I-35

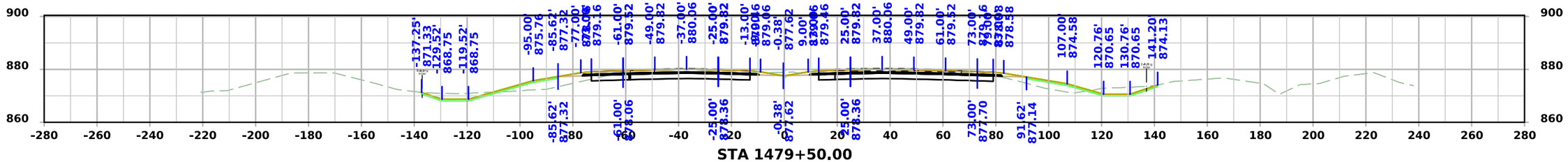


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STA 1480+50.00



STA 1480+00.00

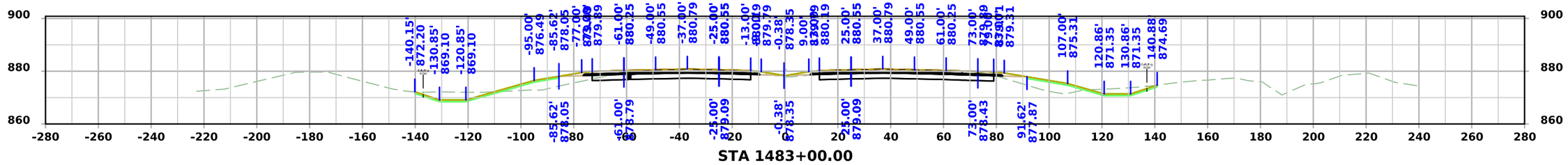


STA 1479+50.00

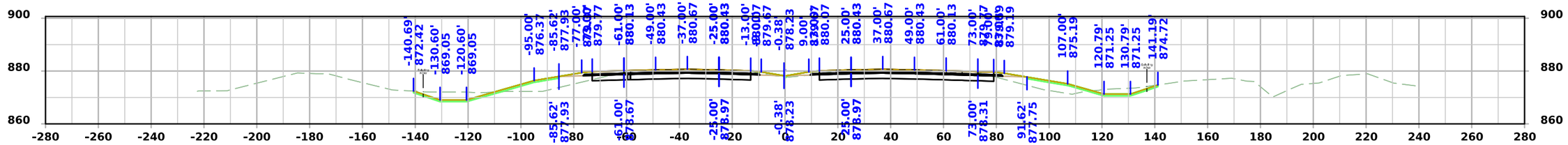
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.41

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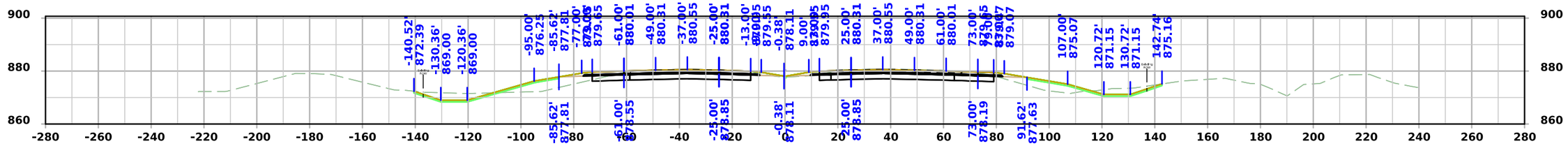
I-35



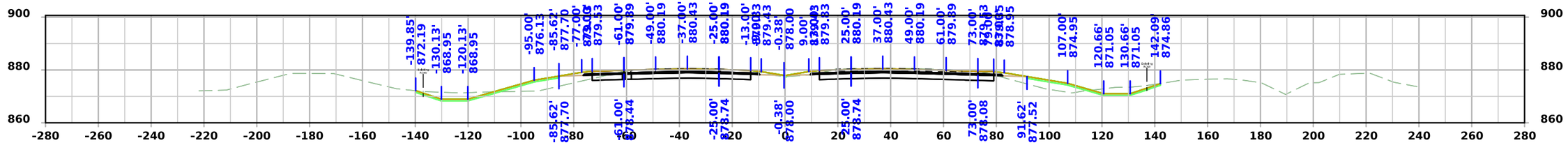
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STA 1482+50.00



STA 1482+00.00

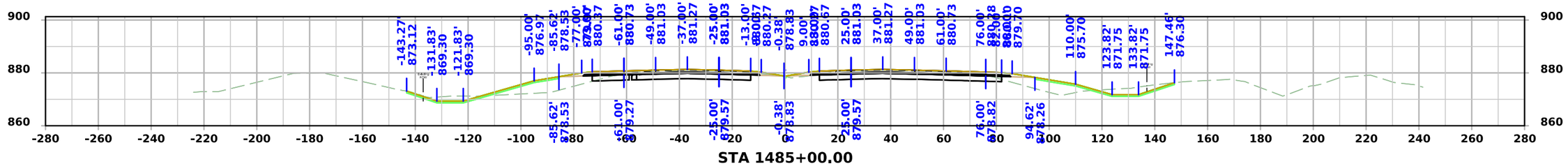


STA 1481+50.00

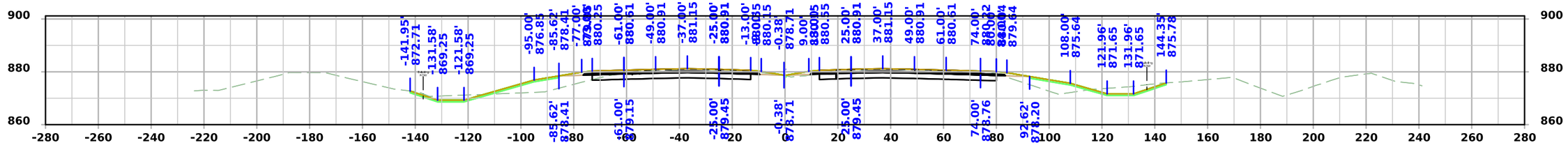
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.42	

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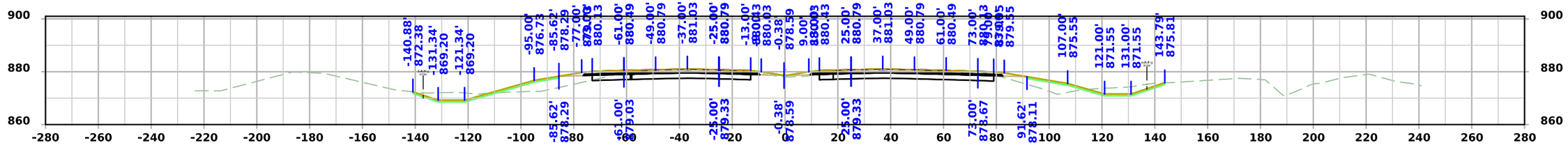
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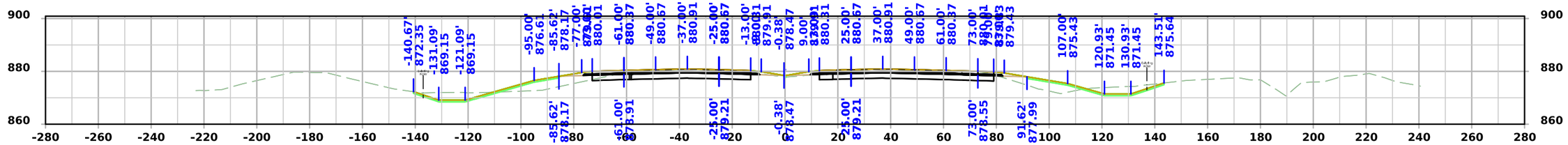
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STA 1484+50.00



STA 1484+00.00

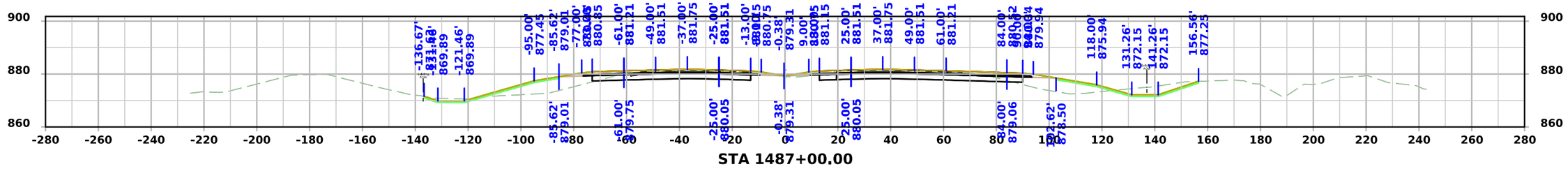


STA 1483+50.00

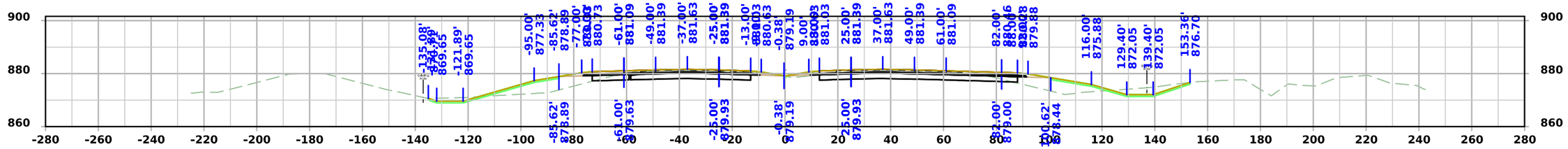
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.43

10:55:18 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_8503532908.dgn

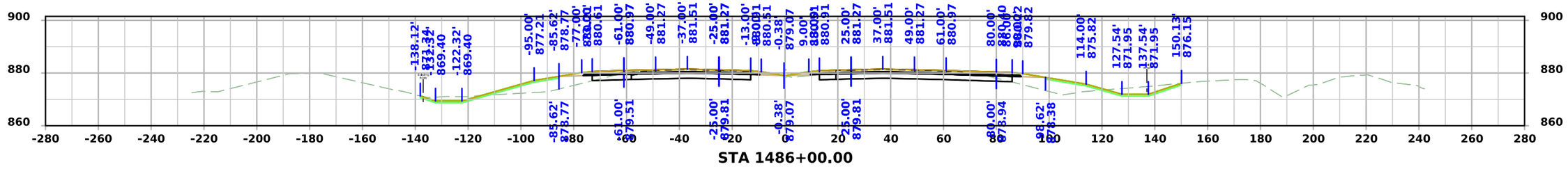
I-35



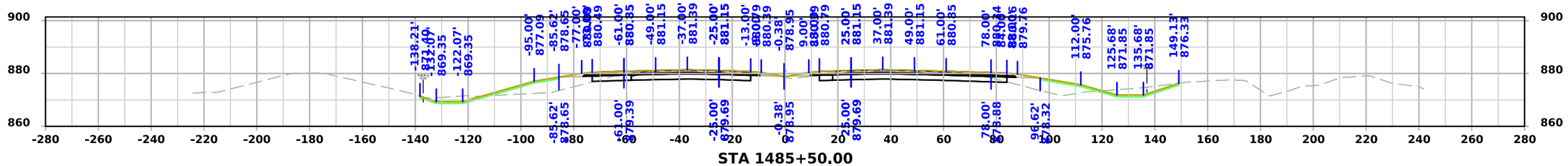
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STA 1486+50.00



STA 1486+00.00

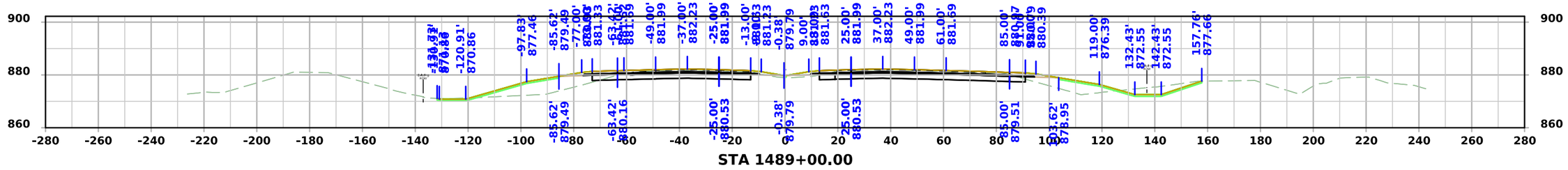


STA 1485+50.00

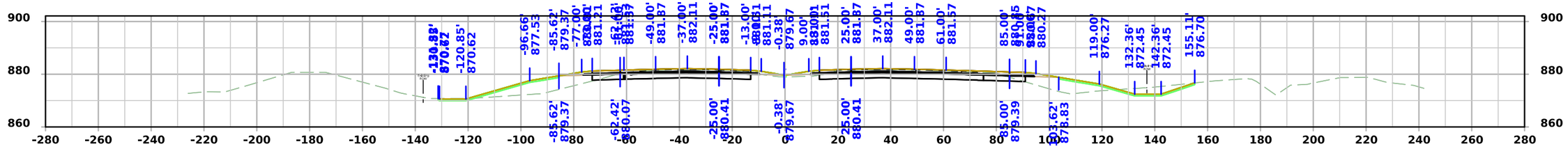
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.44

10:55:21 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

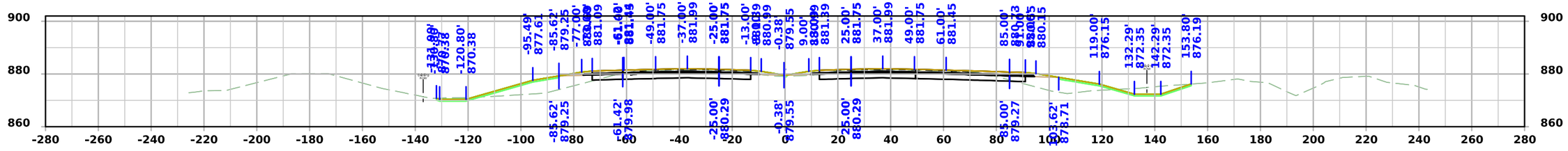
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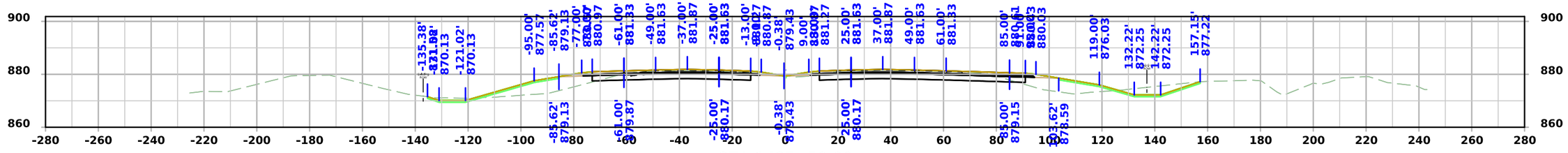
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STA 1488+50.00



STA 1488+00.00

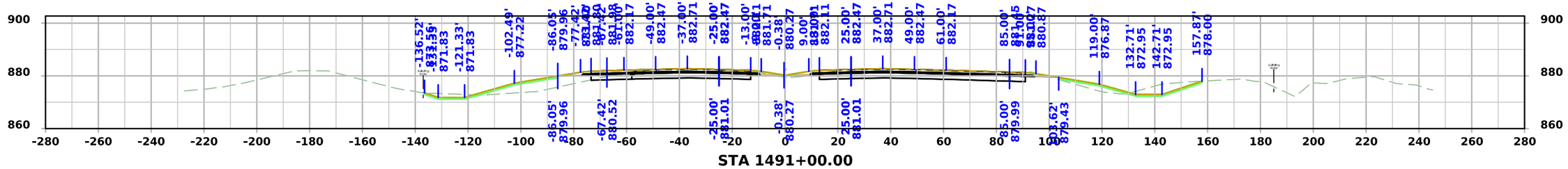


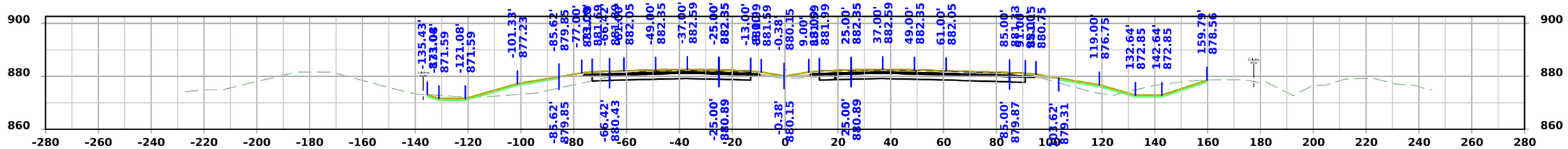
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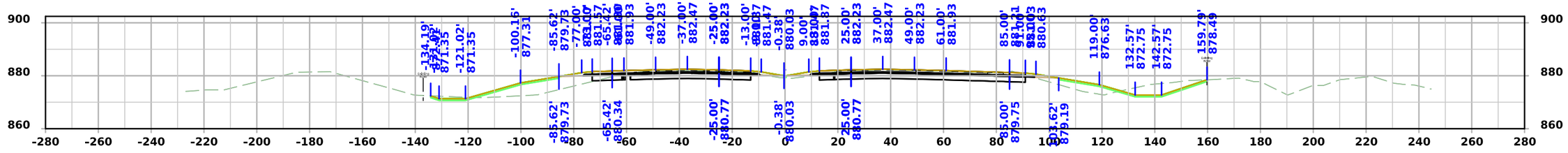
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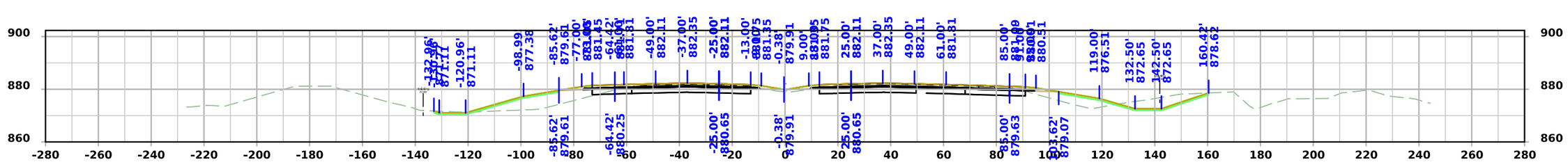
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I-35





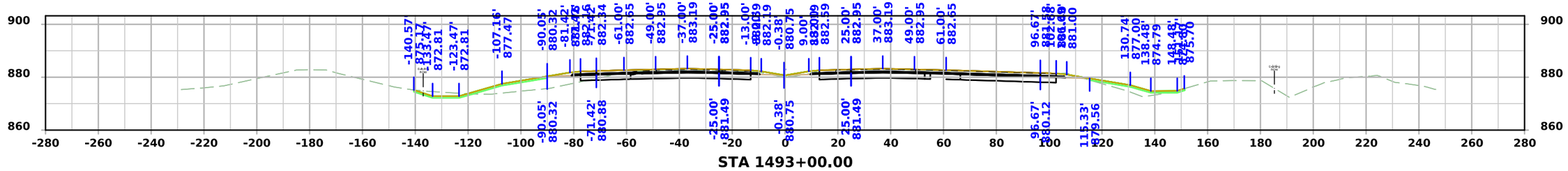




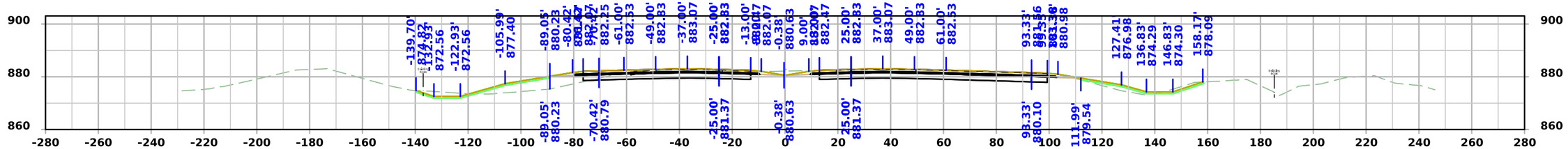
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.46

10:55:28 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

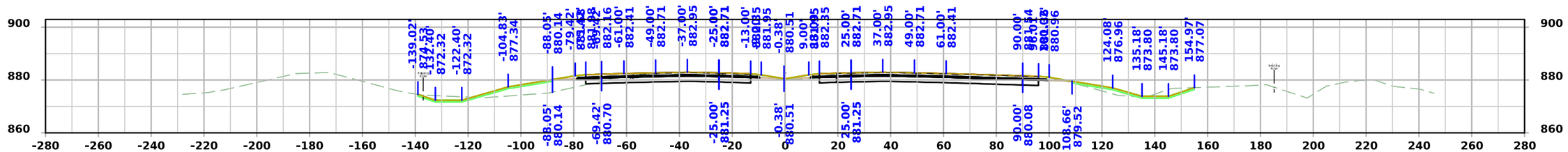
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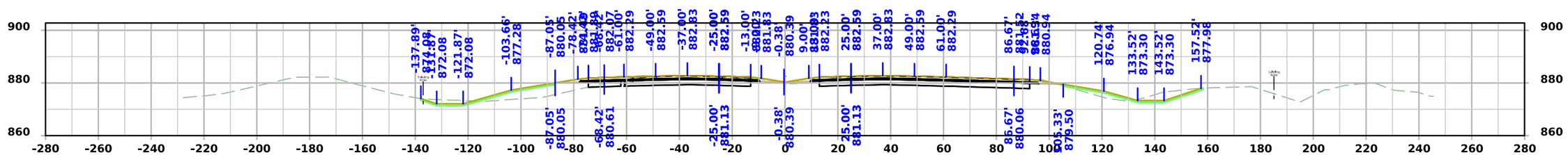
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STA 1492+50.00



STA 1492+00.00

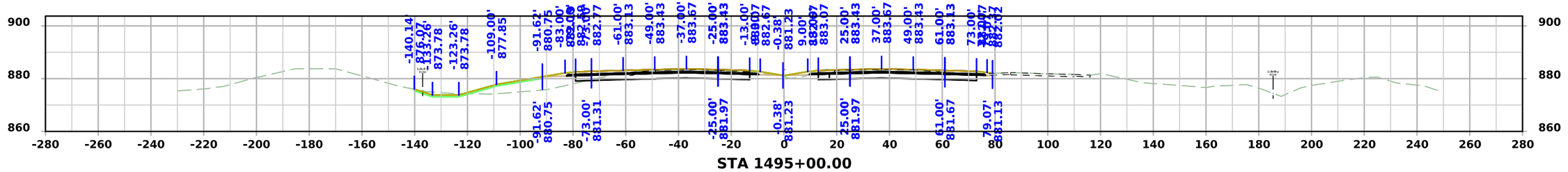


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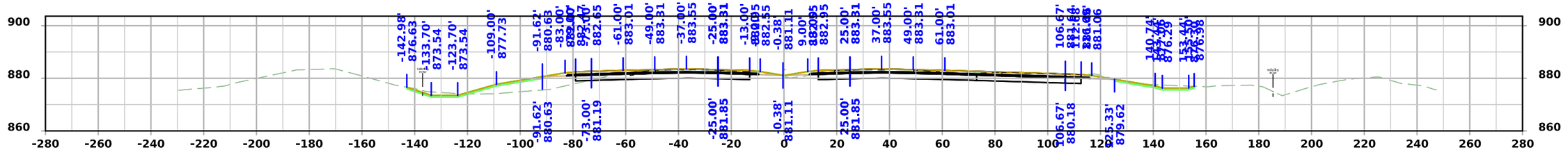
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.47

10:55:31 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

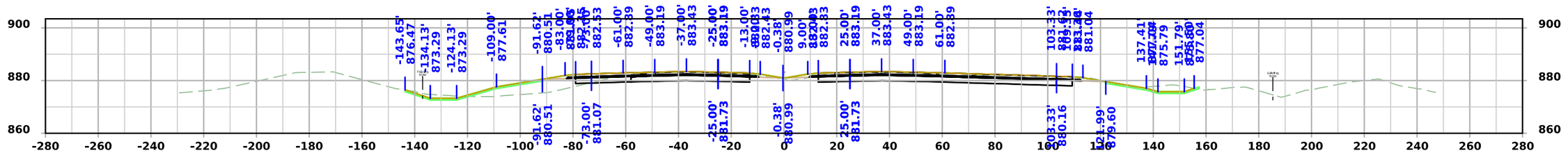
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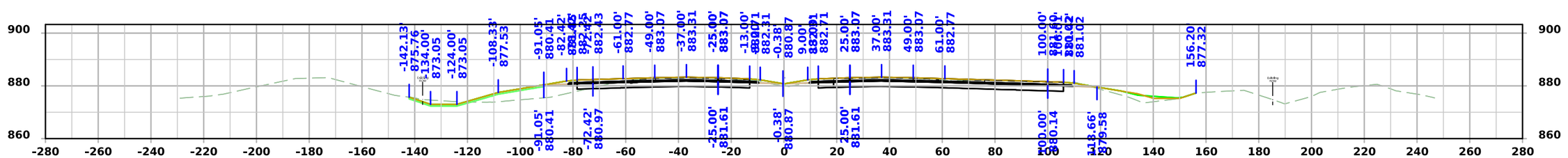
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STA 1494+50.00



STA 1494+00.00

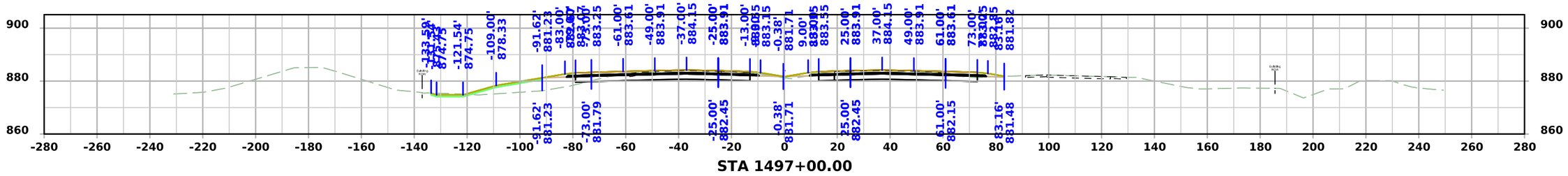


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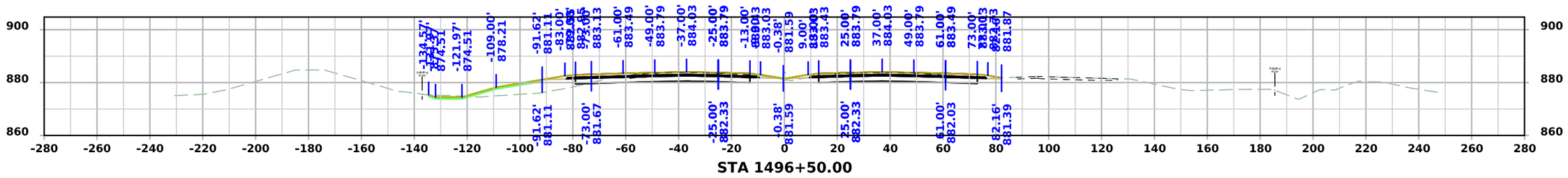
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.48

10:55:34 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

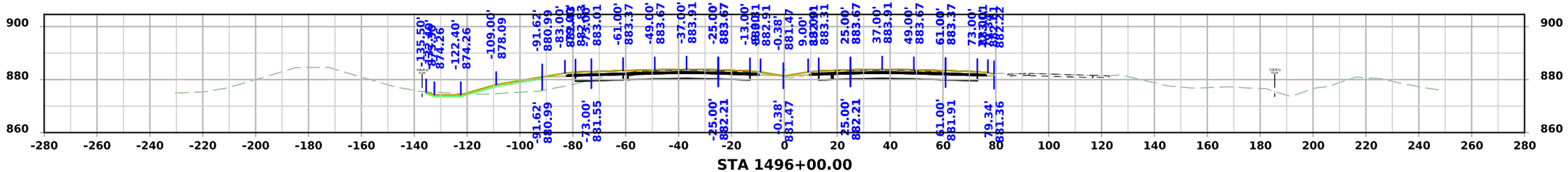
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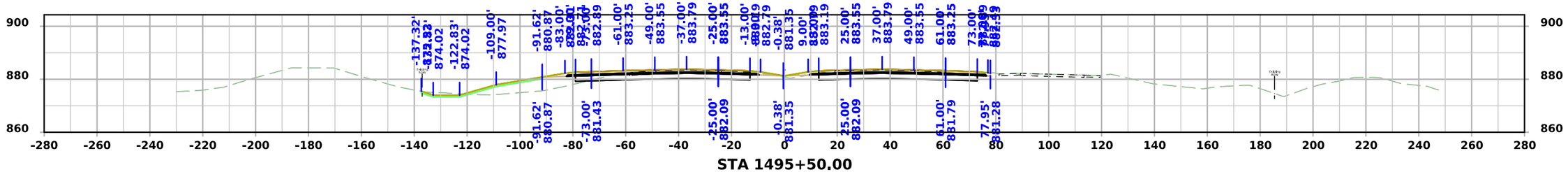
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STA 1496+50.00



STA 1496+00.00

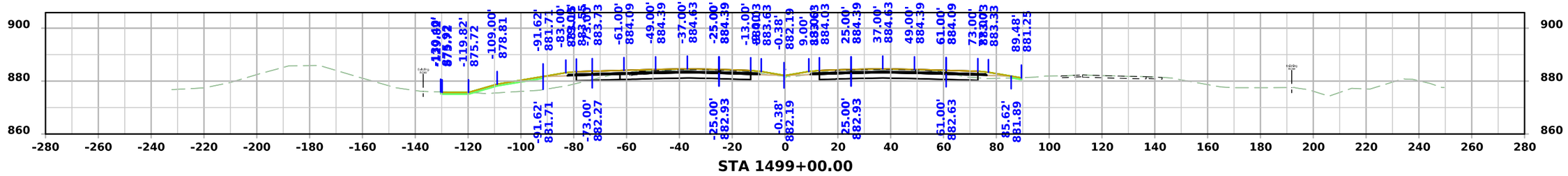


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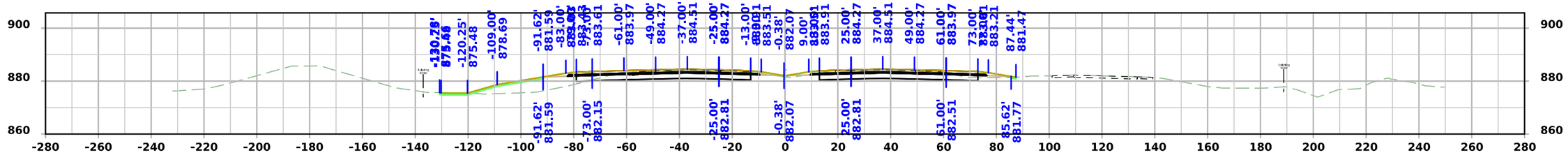
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.49

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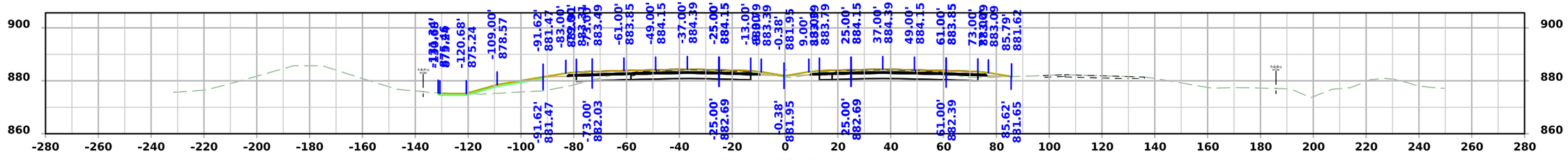
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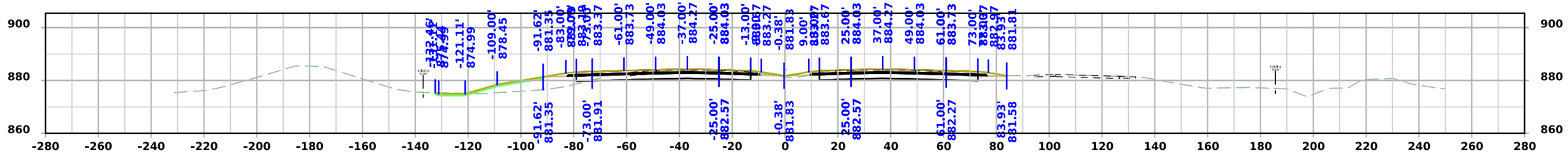
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STA 1498+50.00



STA 1498+00.00

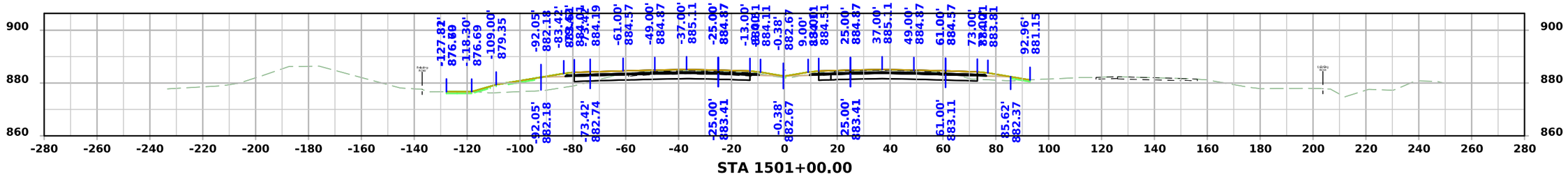


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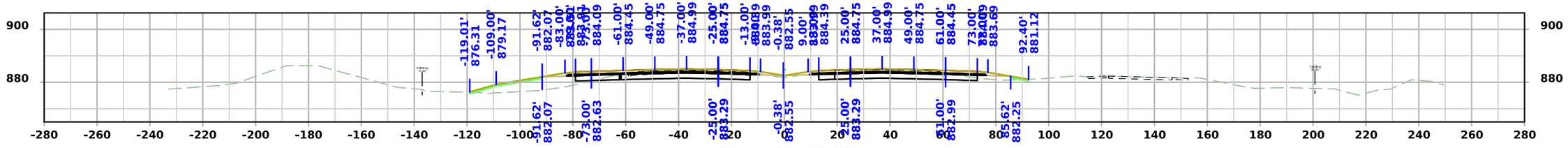
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.50

10:55:41 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

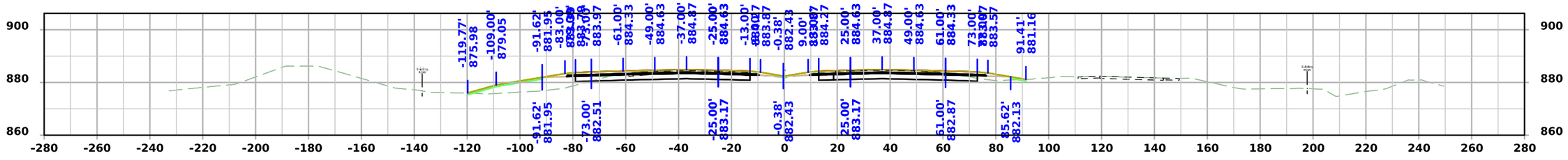
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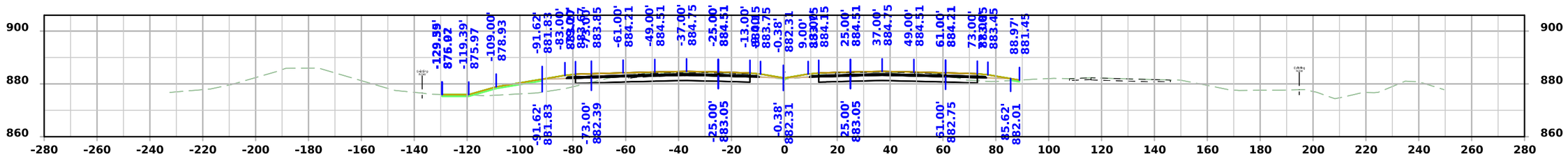
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STA 1500+00.00

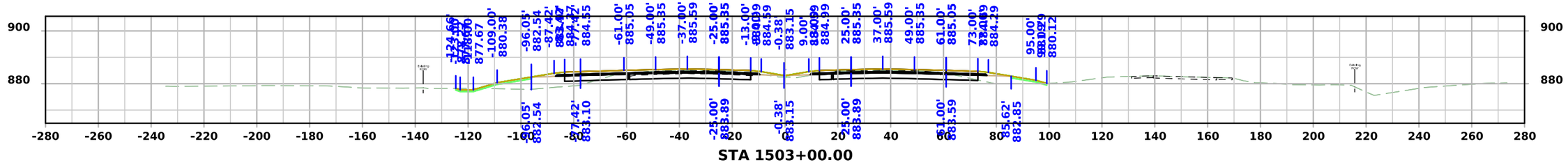


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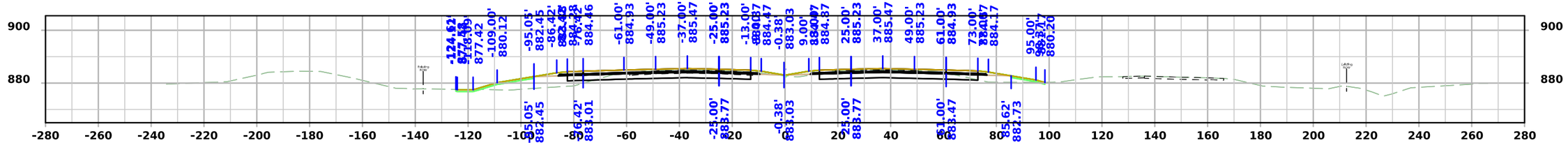
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.51

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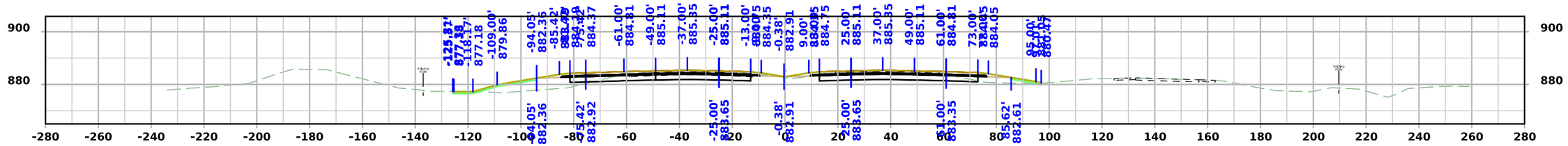
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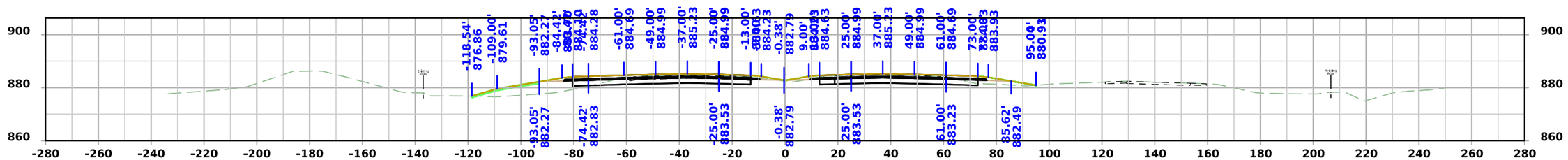
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STA 1502+50.00



STA 1502+00.00

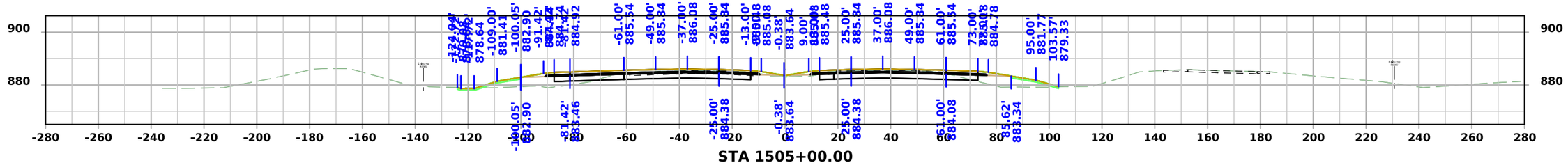


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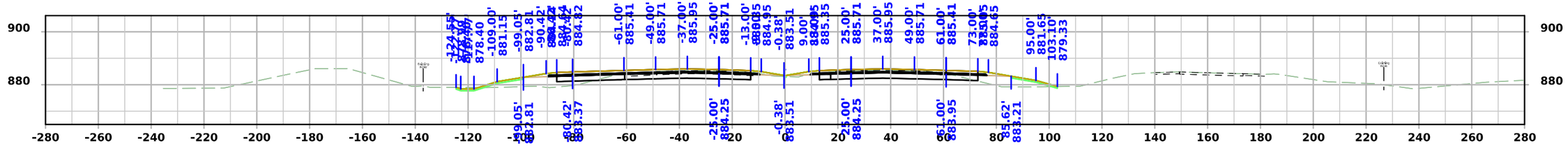
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.52

10:55:47 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

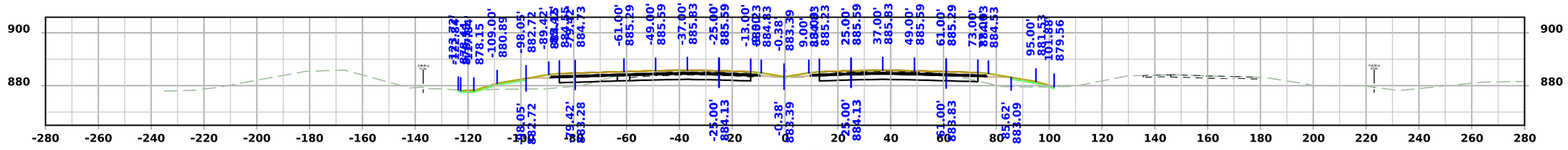
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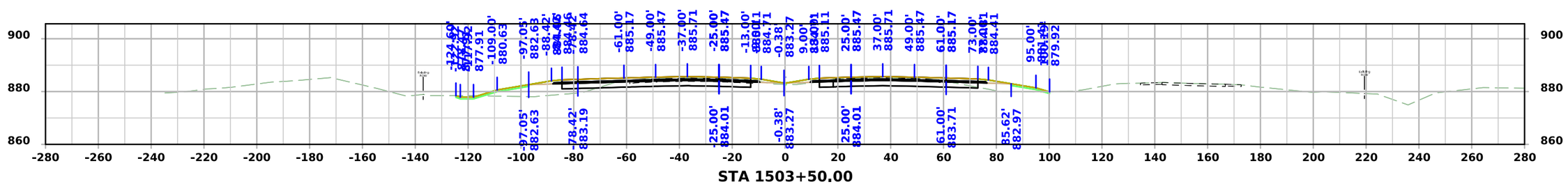
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STA 1504+50.00



STA 1504+00.00

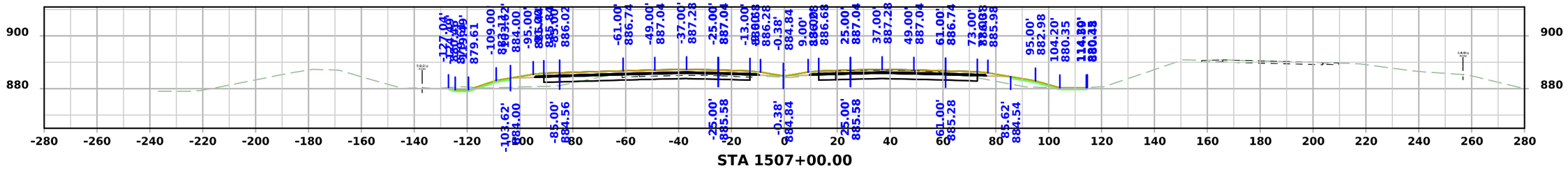


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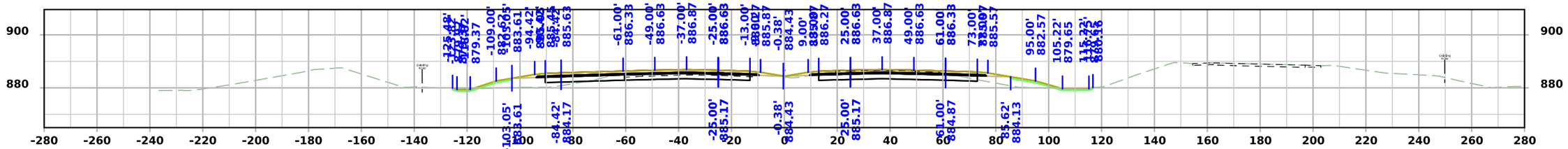
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.53

10:55:50 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

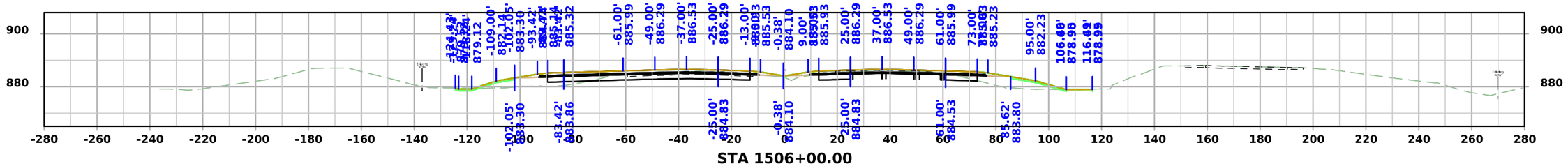
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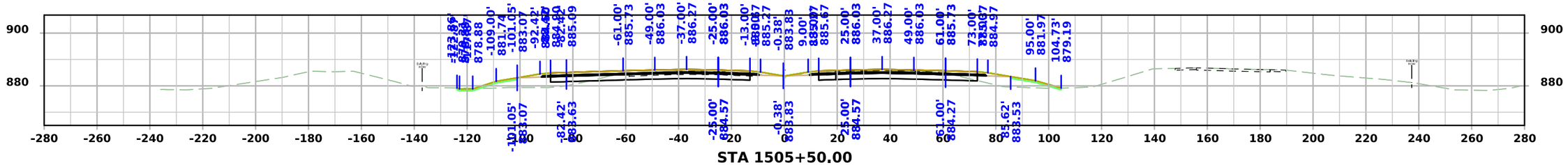
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STA 1506+50.00



STA 1506+00.00

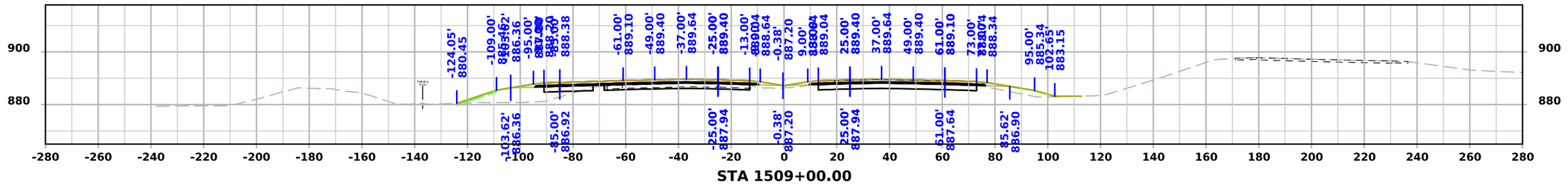


STA 1505+50.00

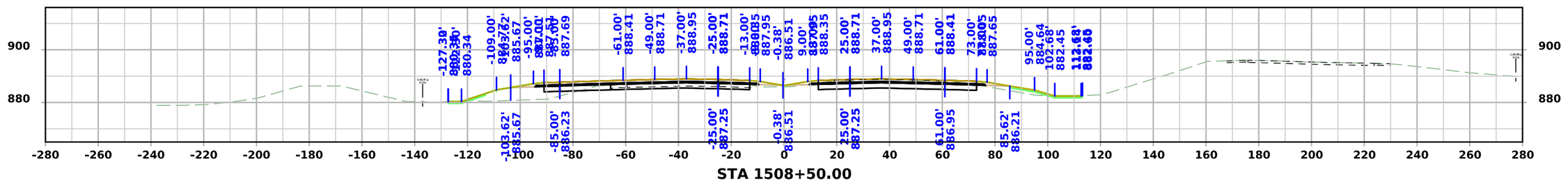
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.54

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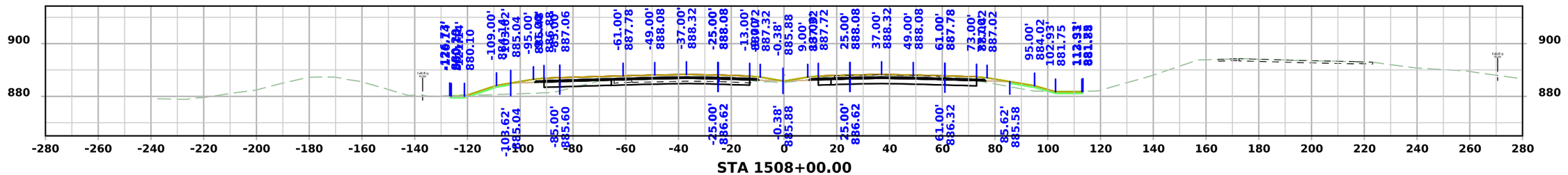
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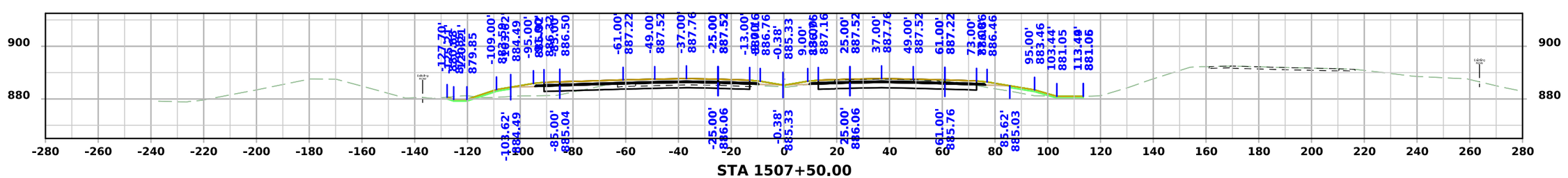
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STA 1508+50.00



STA 1508+00.00

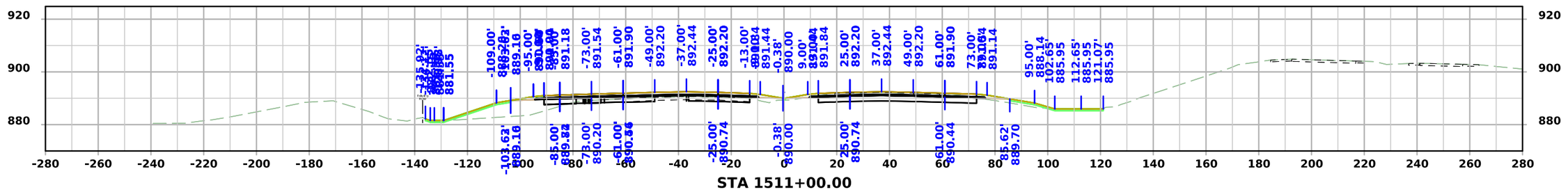


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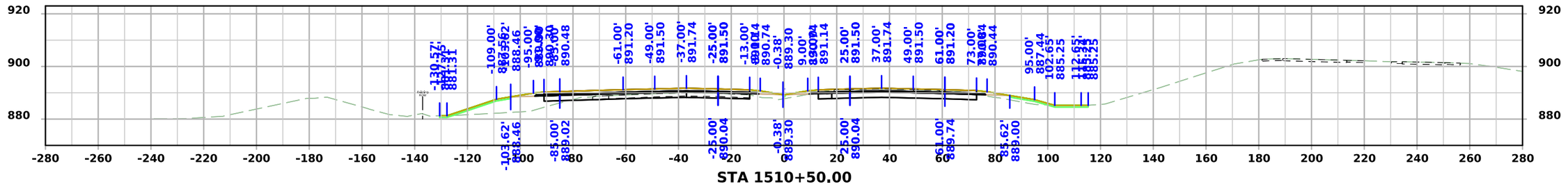
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.55

10:55:57 AM 10/6/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

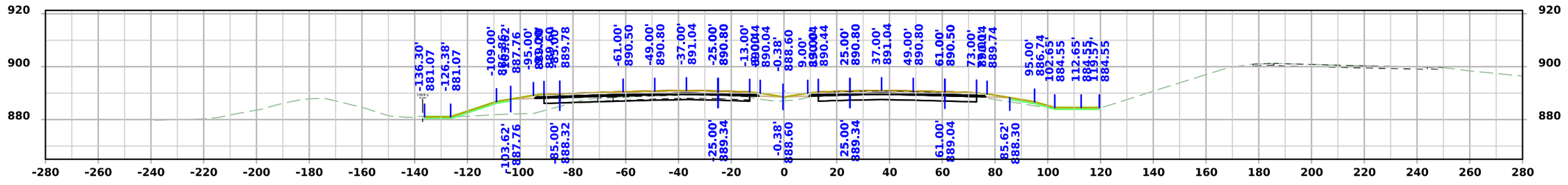
I-35



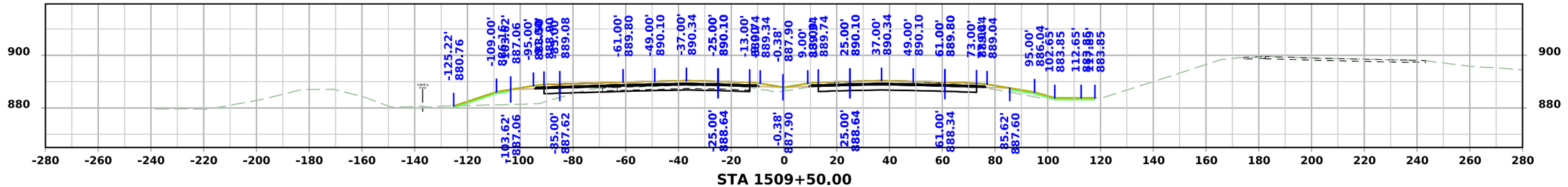
STA 1511+00.00



STA 1510+50.00



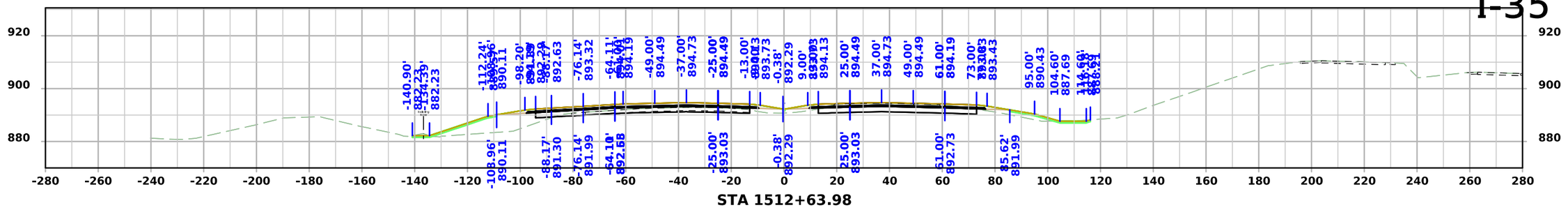
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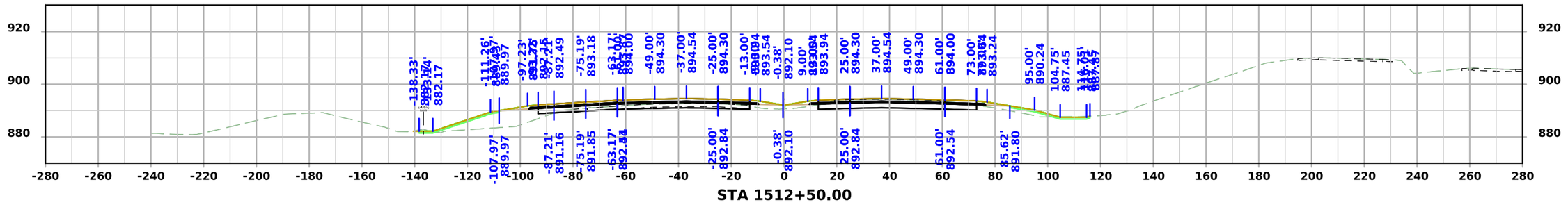
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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.56

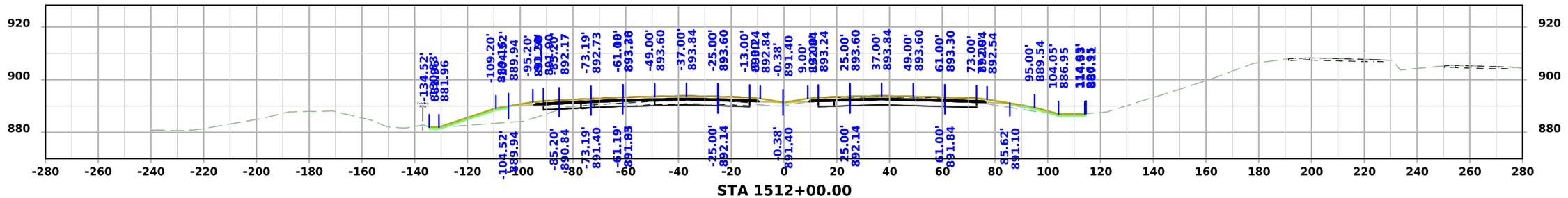
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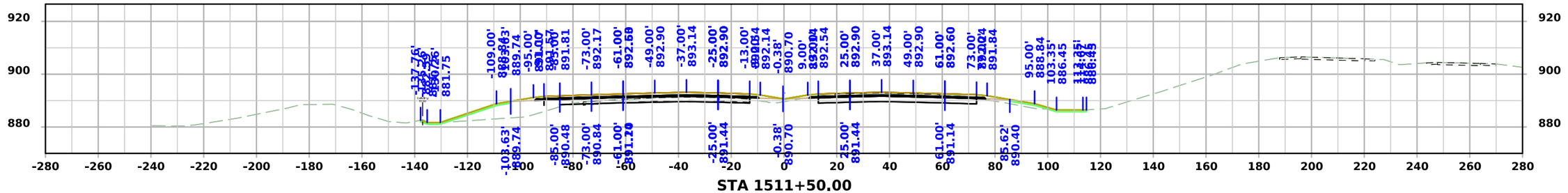
STA 1512+63.98



STA 1512+50.00



STA 1512+00.00

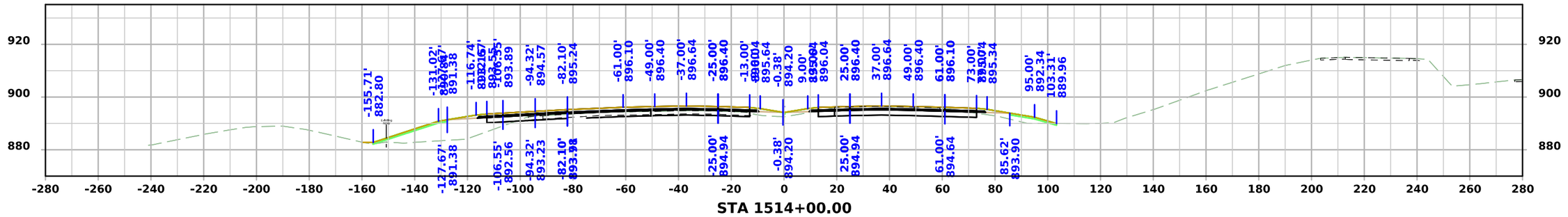


STA 1511+50.00

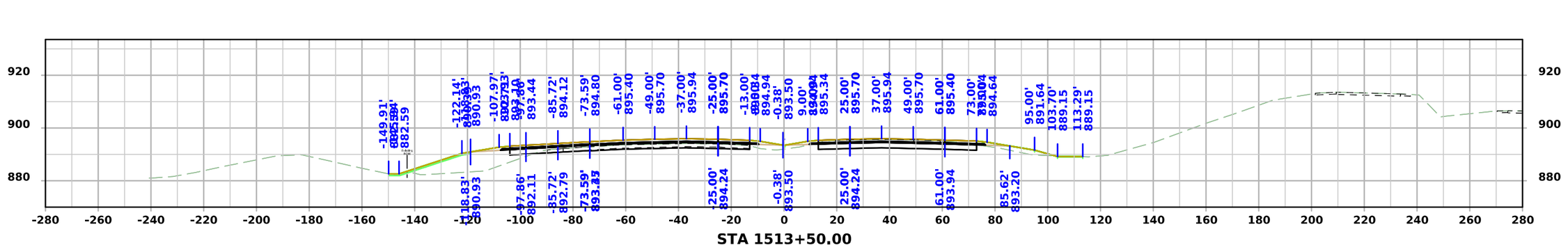
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.57

1:13:21 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

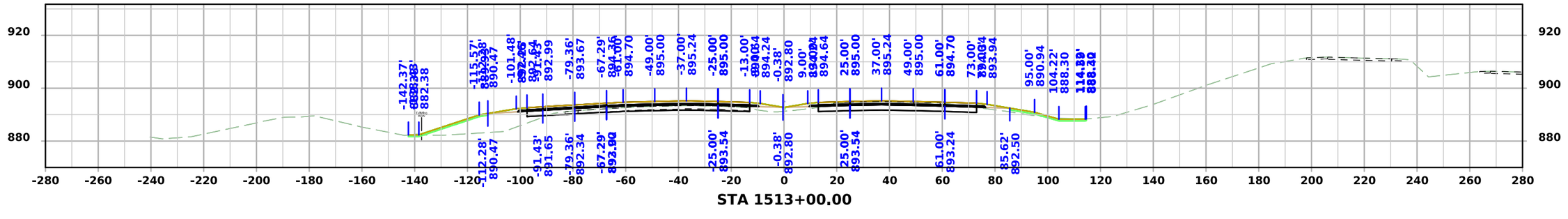
I-35



STA 1514+00.00



STA 1513+50.00

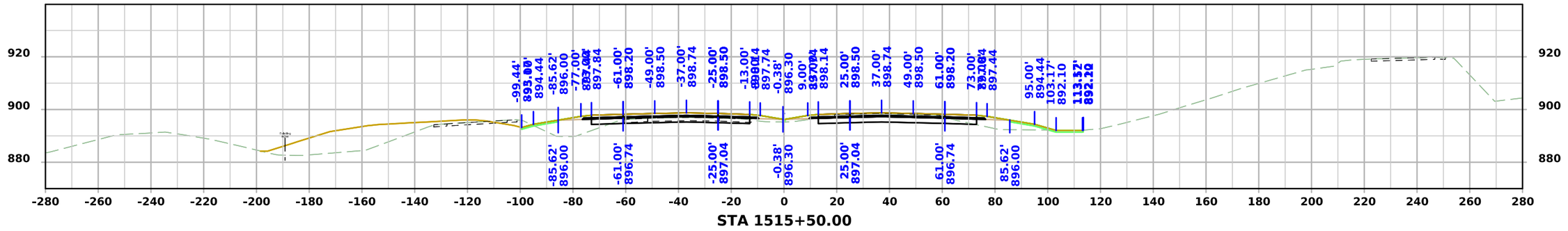


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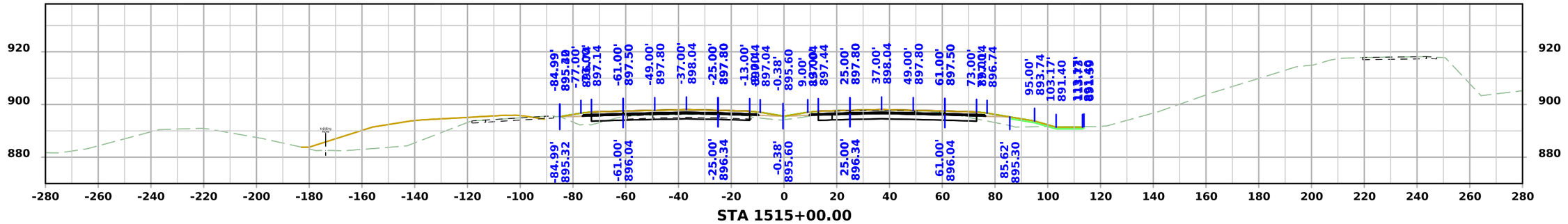
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1:13:26 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

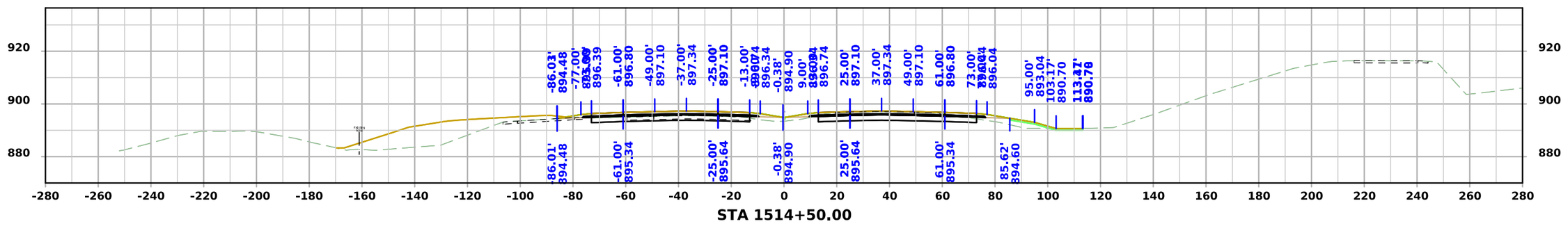
I-35



STA 1515+50.00



STA 1515+00.00

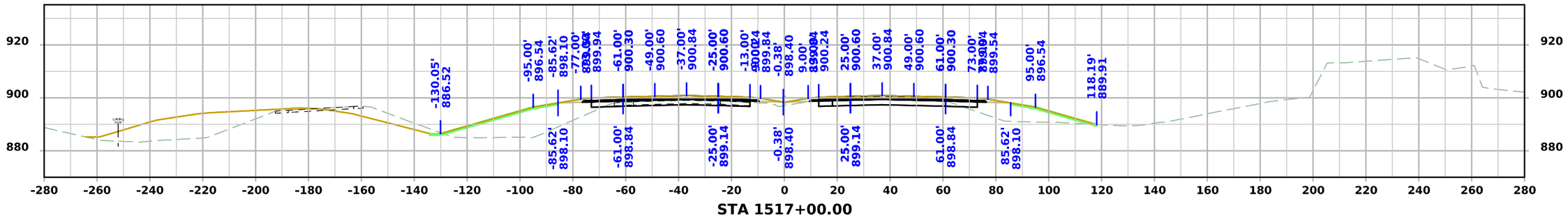


STA 1514+50.00

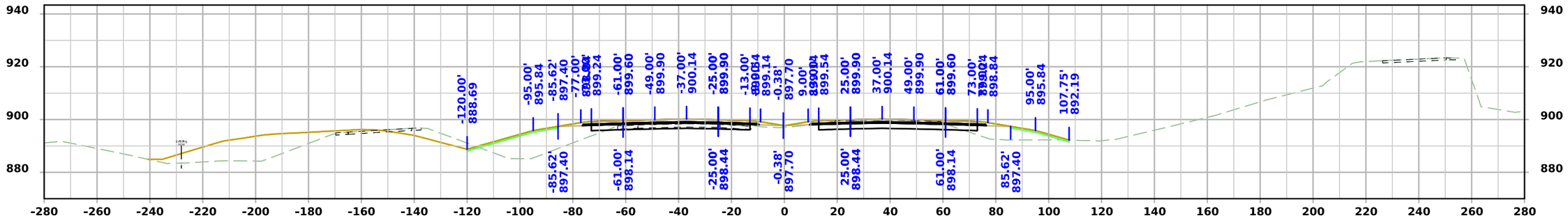
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1:19:06 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_W02_85035329Z08.dgn

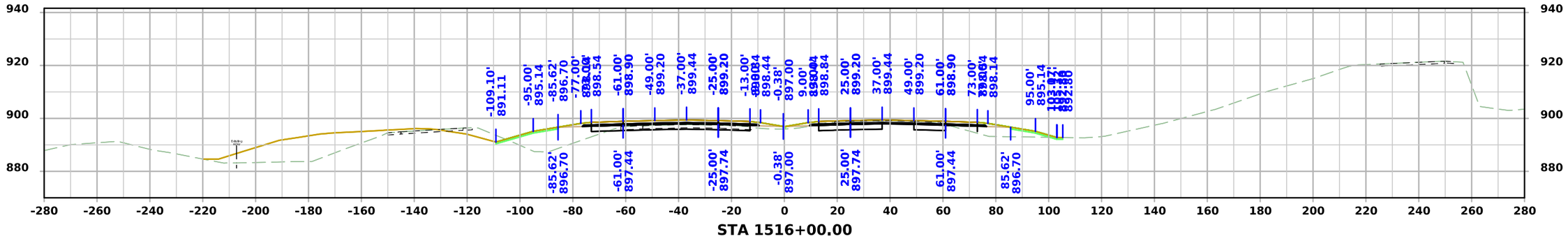
I-35



STA 1517+00.00



STA 1516+50.00

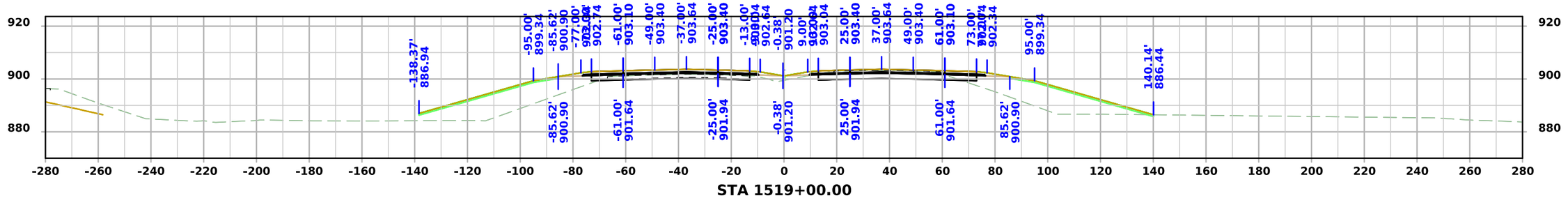


STA 1516+00.00

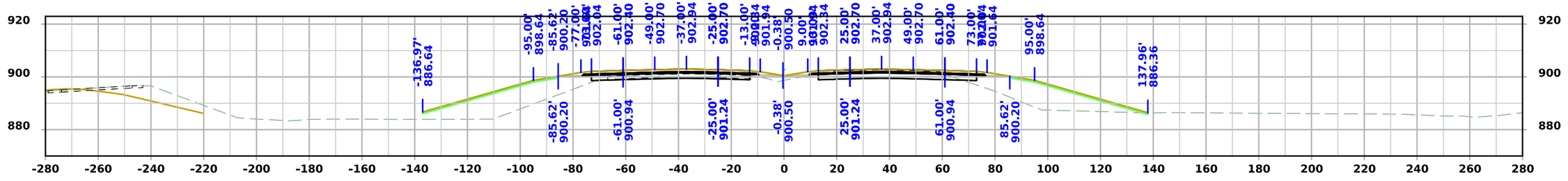
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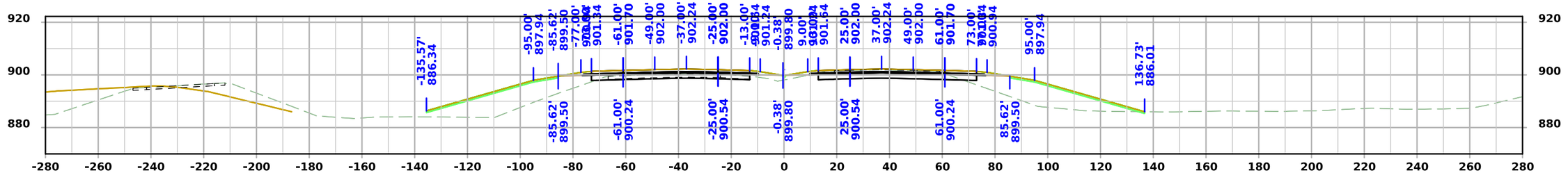
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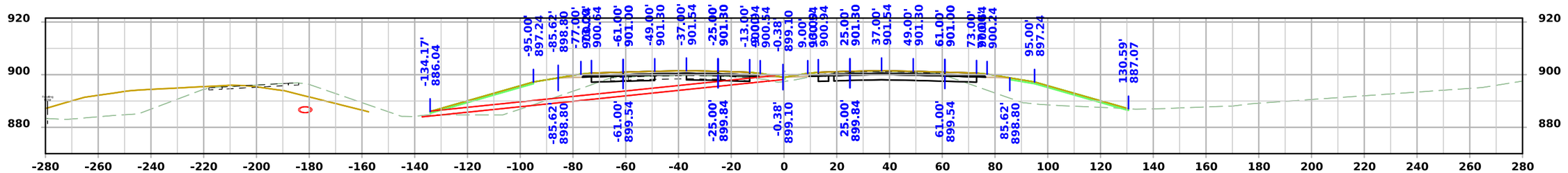
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STA 1518+50.00



STA 1518+00.00

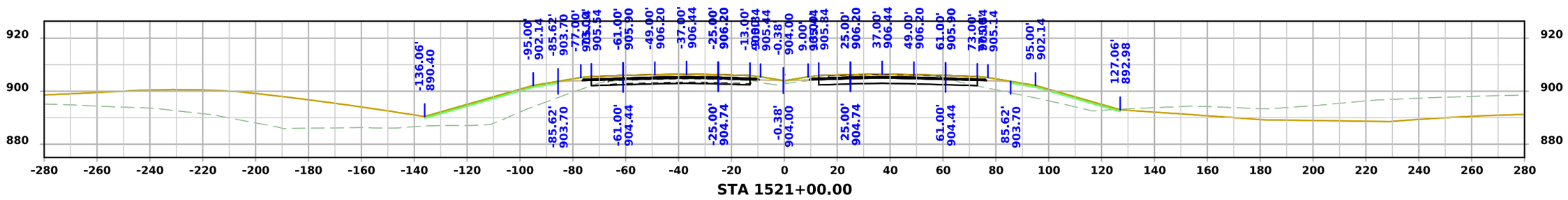


STA 1517+50.00

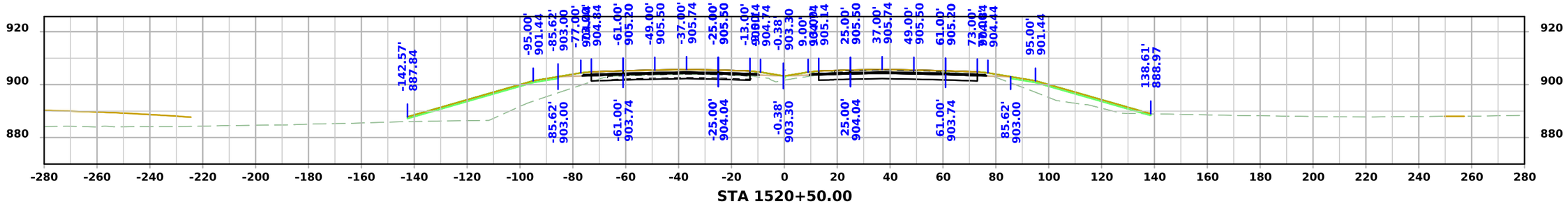
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.61

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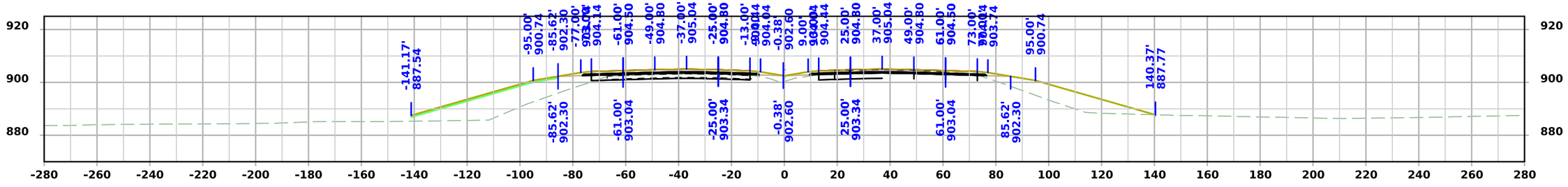
I-35



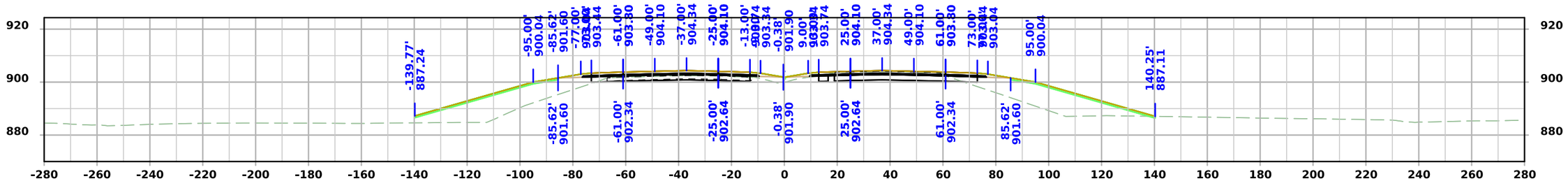
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STA 1520+50.00



STA 1520+00.00

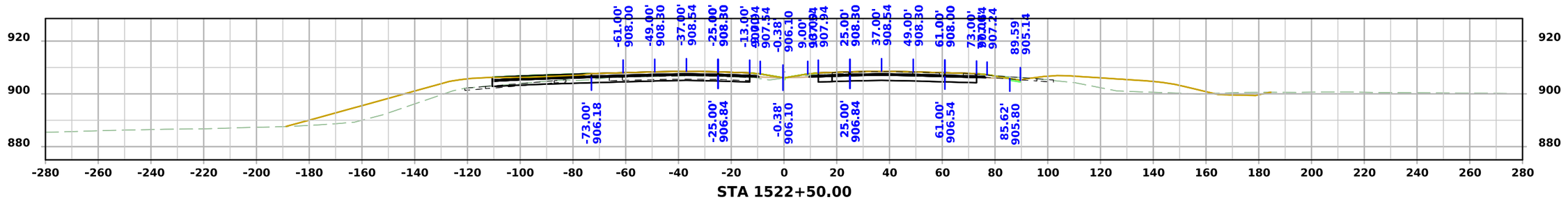


STA 1519+50.00

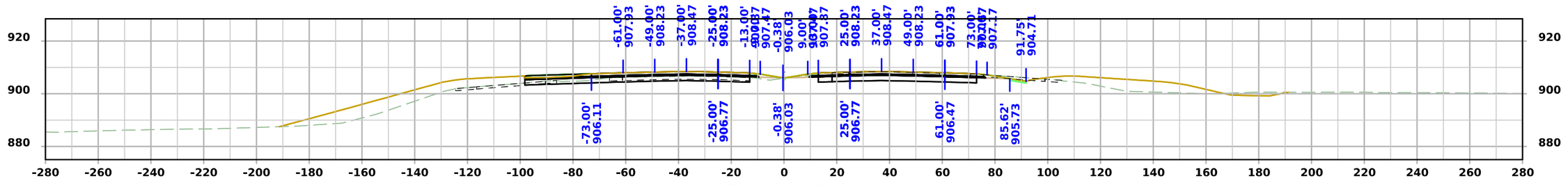
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.62

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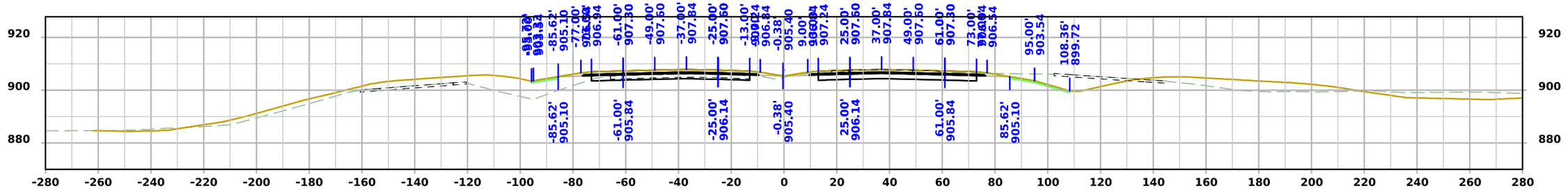
I-35



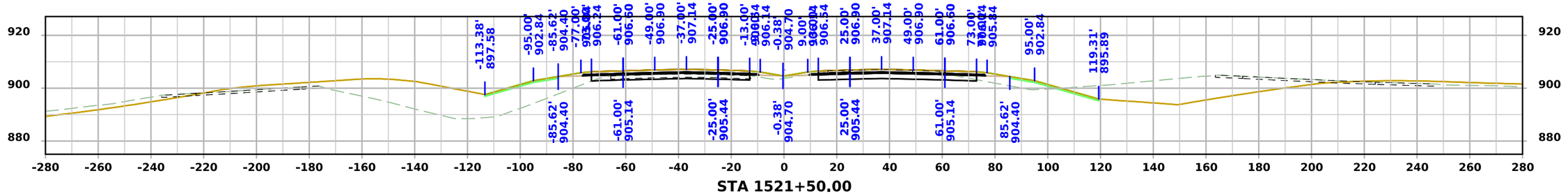
STA 1522+50.00



STA 1522+45.02



STA 1522+00.00

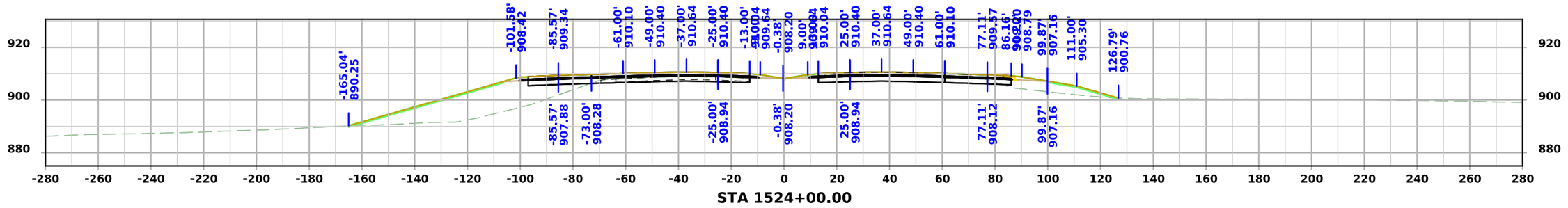


STA 1521+50.00

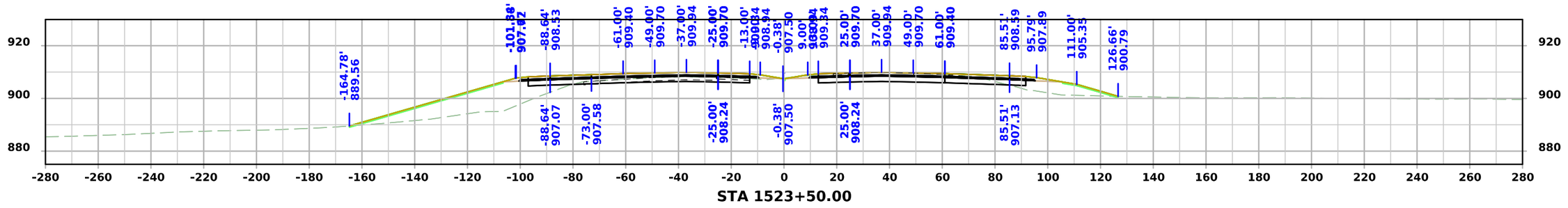
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.63

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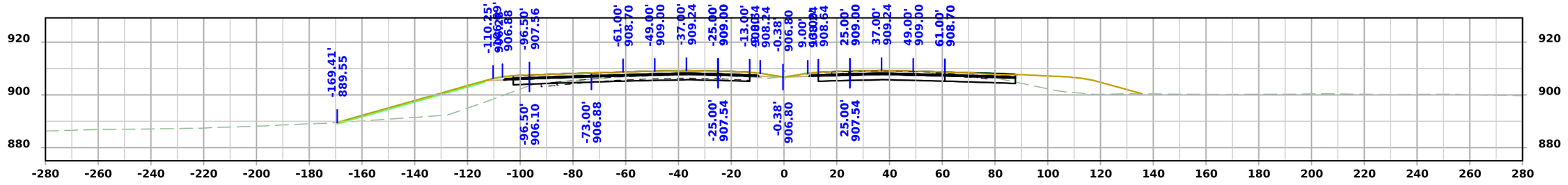
I-35



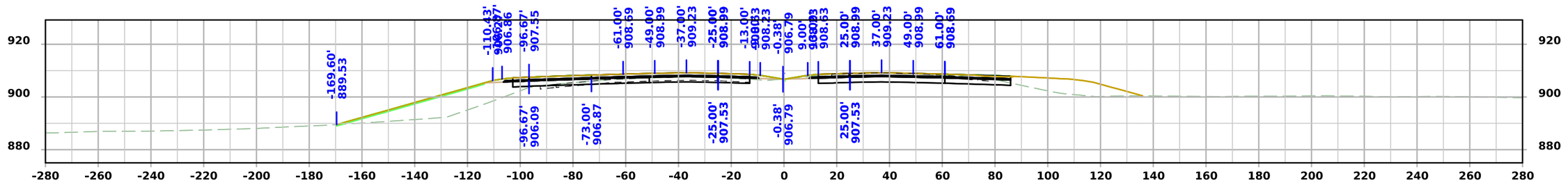
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STA 1523+50.00



STA 1523+00.00

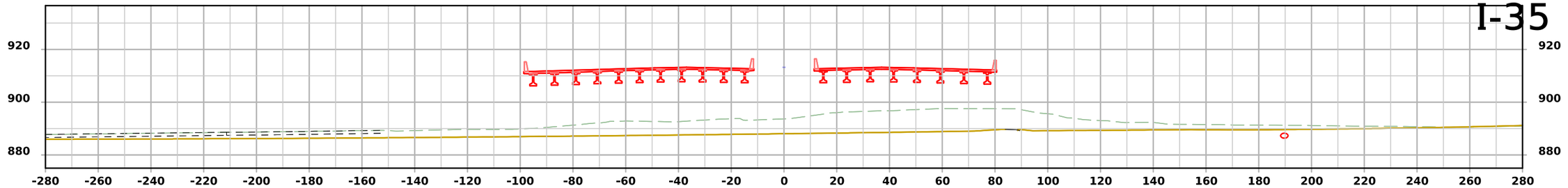


STA 1522+99.26

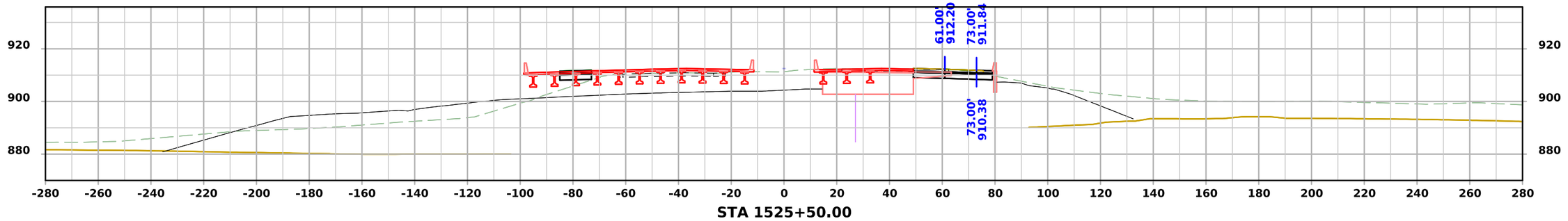
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.64

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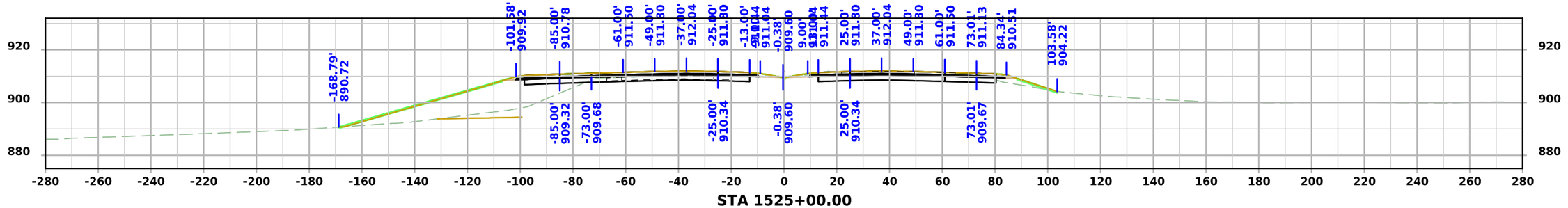
I-35



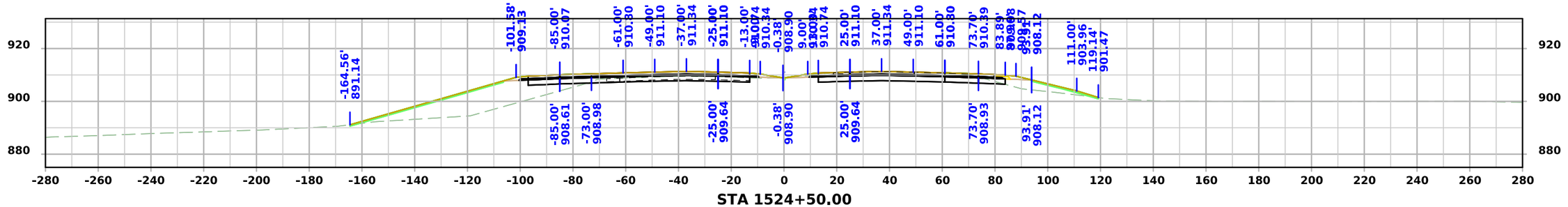
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STA 1525+50.00



STA 1525+00.00

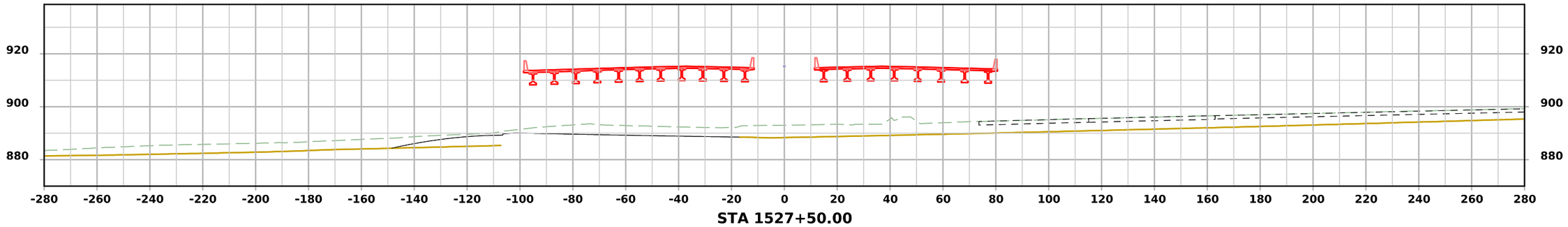


STA 1524+50.00

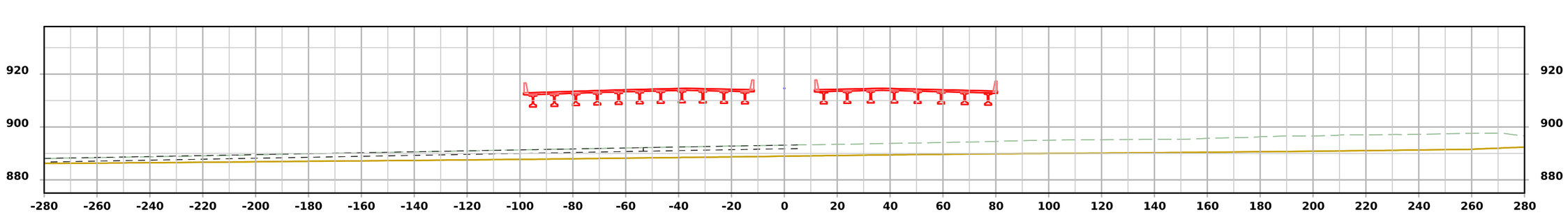
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.65

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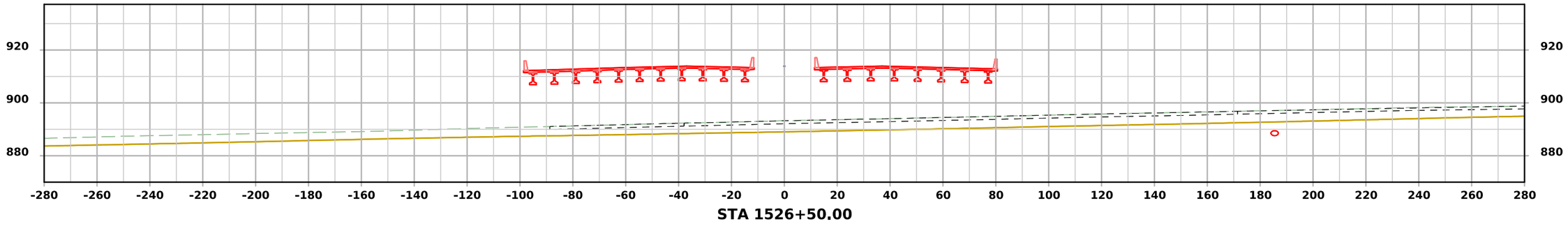
I-35



STA 1527+50.00



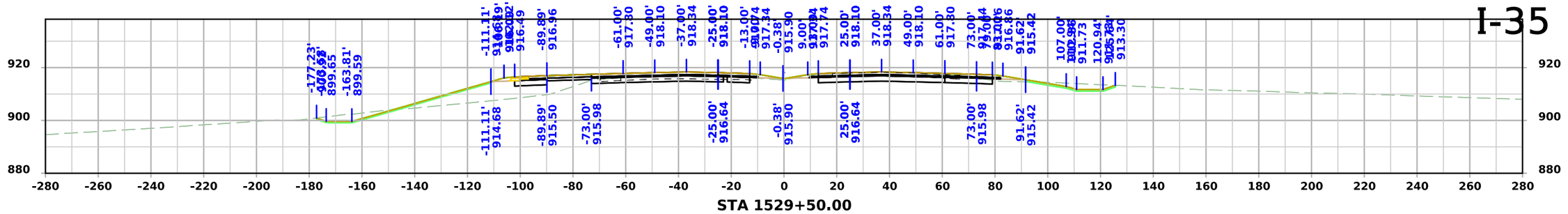
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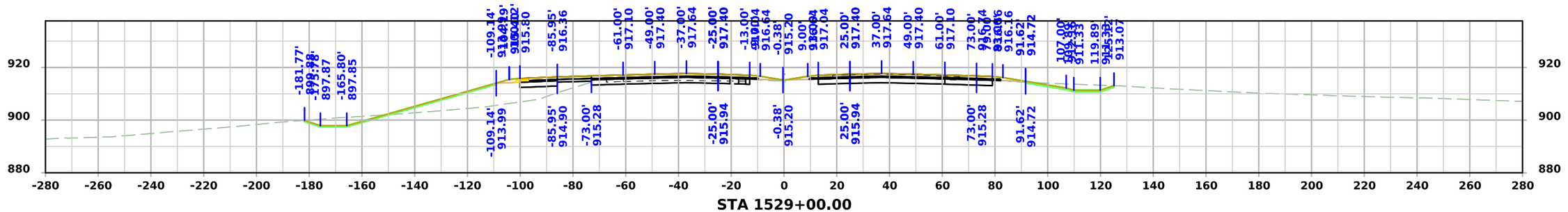
STA 1526+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.66

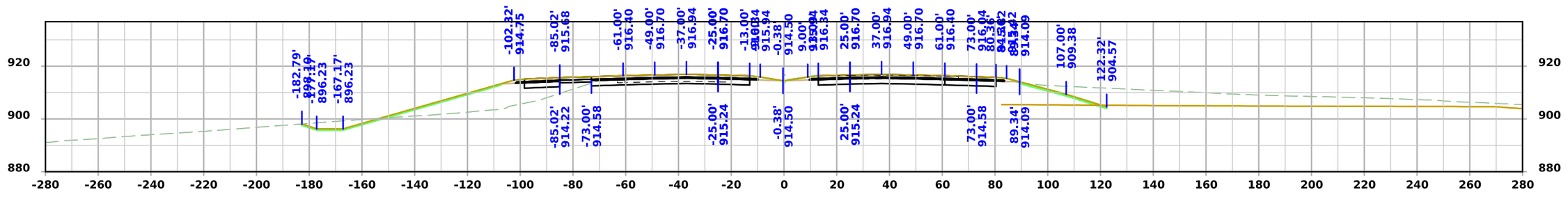
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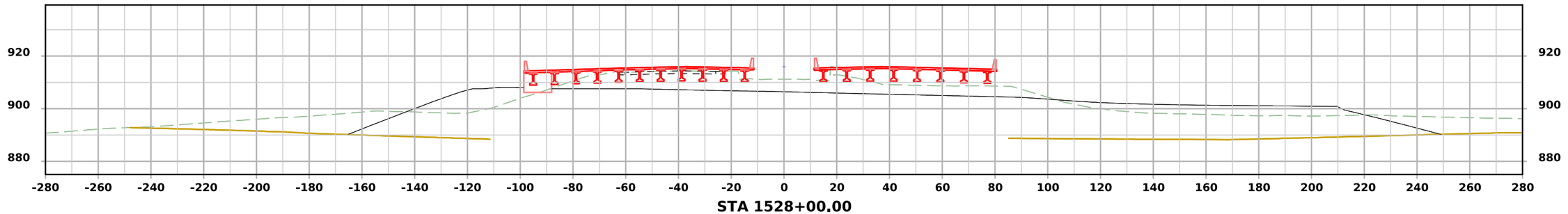
STA 1529+50.00



STA 1529+00.00



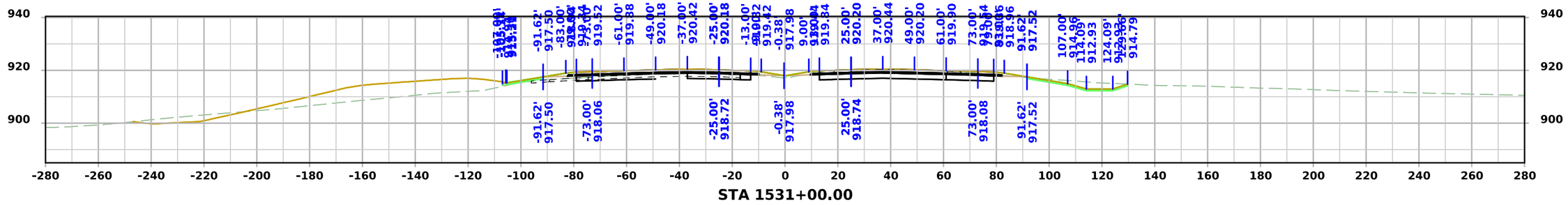
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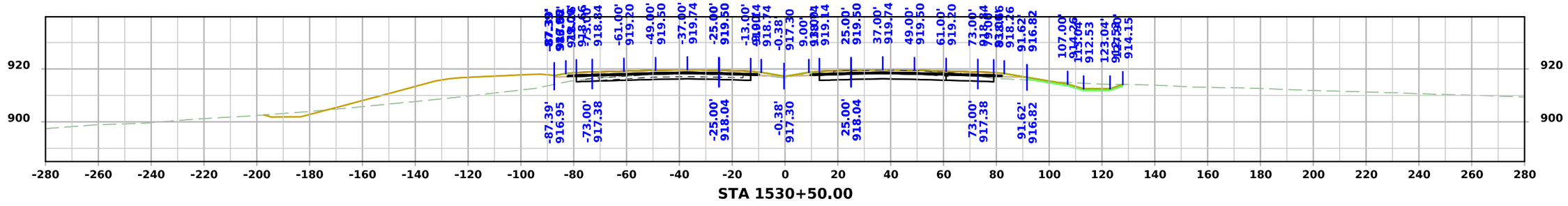


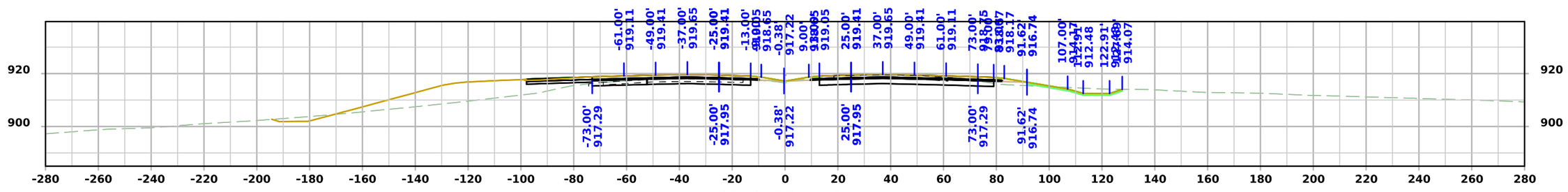
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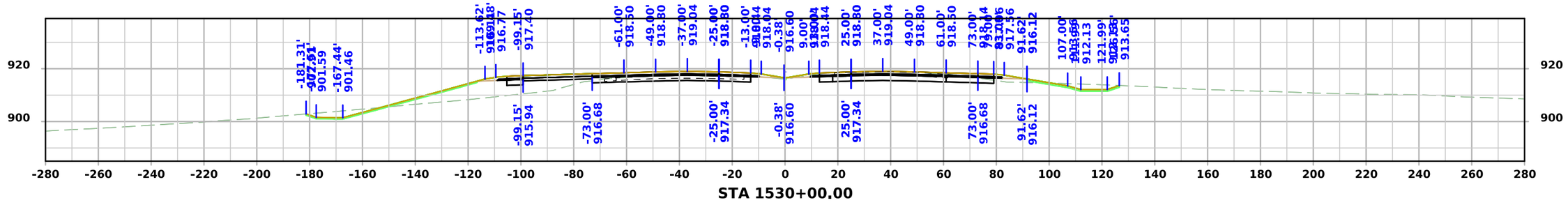
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.67

I-35





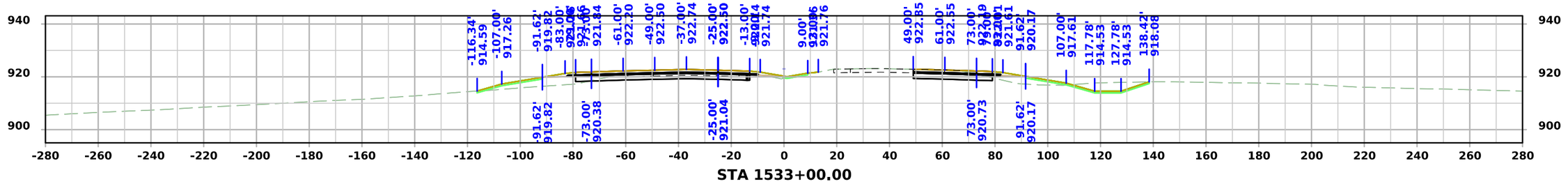




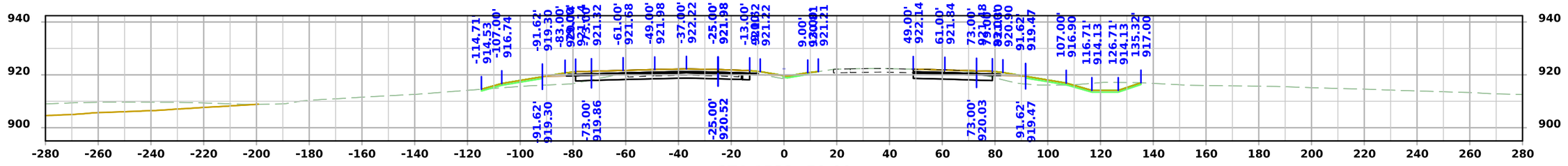
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER W.68

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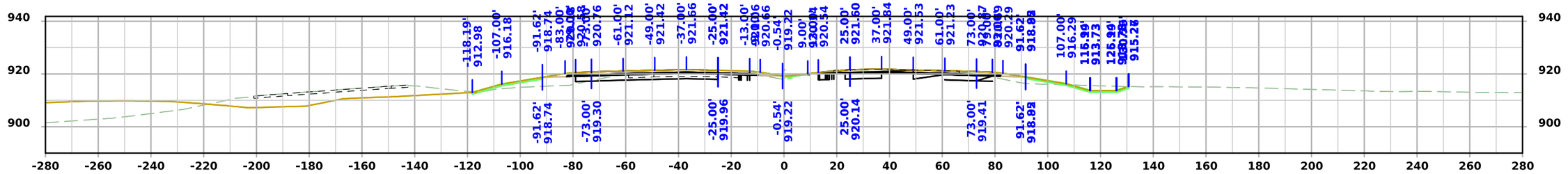
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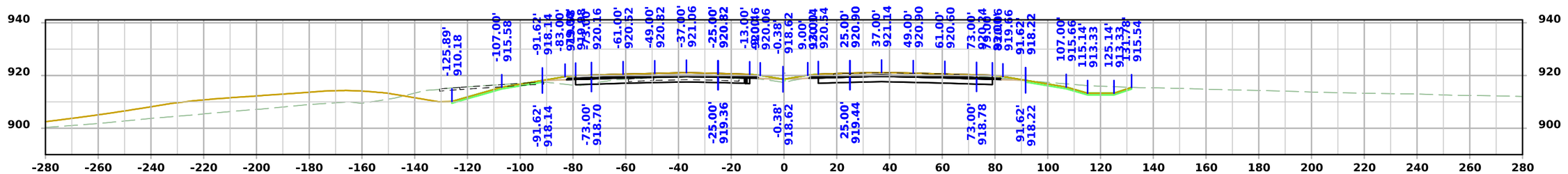
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STA 1532+50.00



STA 1532+00.00

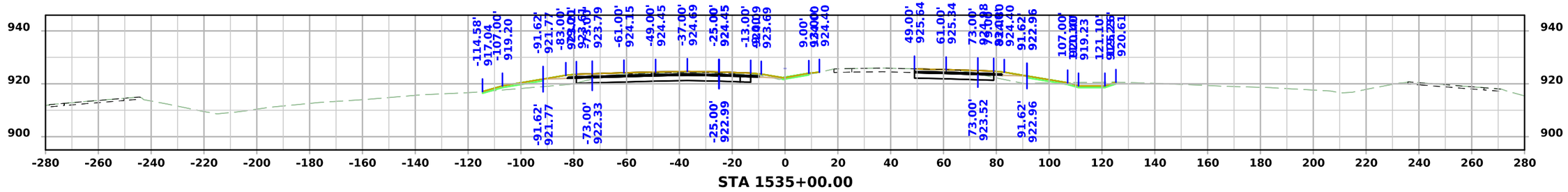


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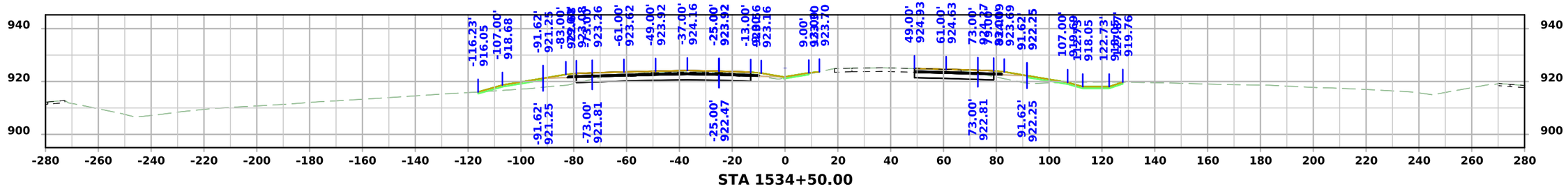
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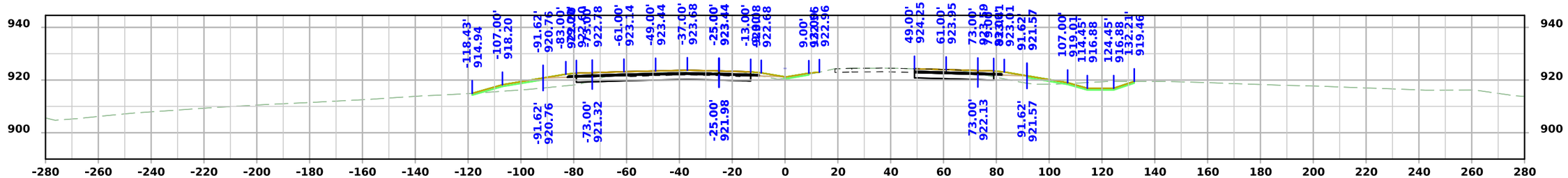
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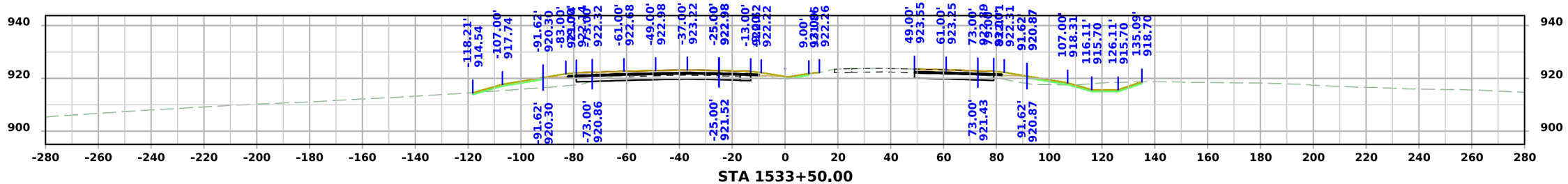
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STA 1534+00.00

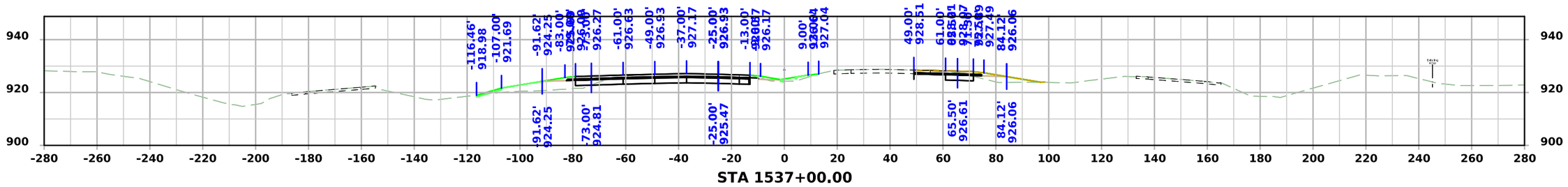


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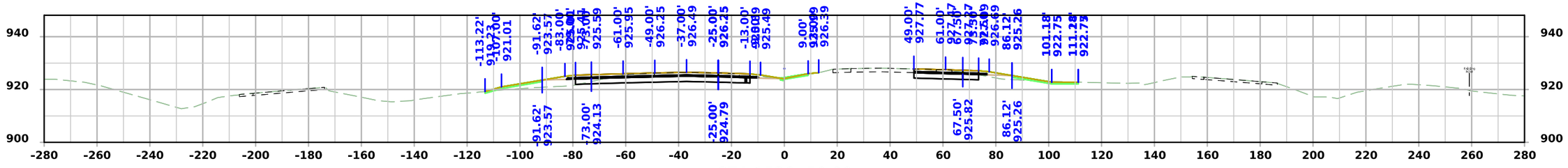
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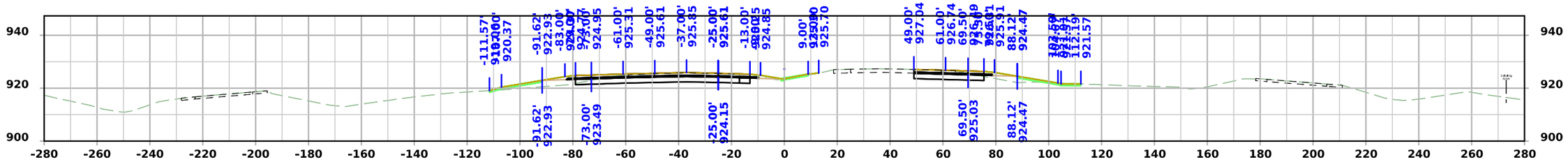
I-35



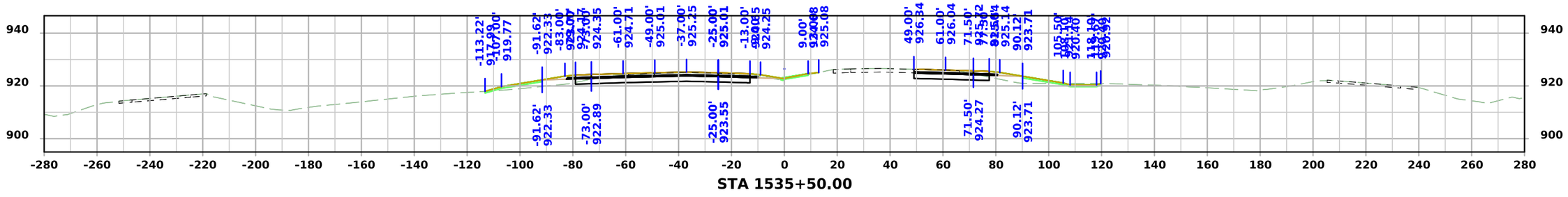
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STA 1536+50.00



STA 1536+00.00

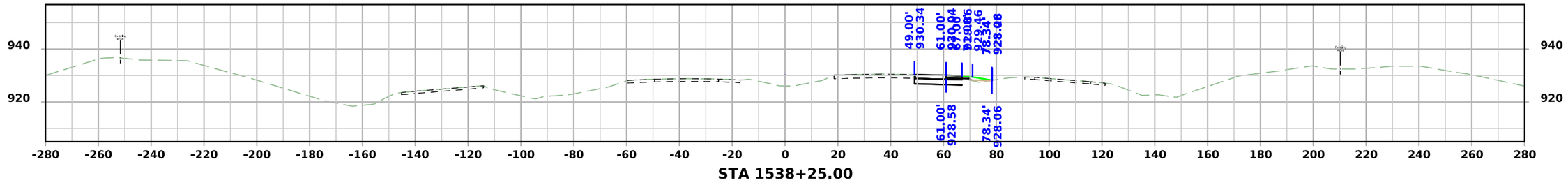


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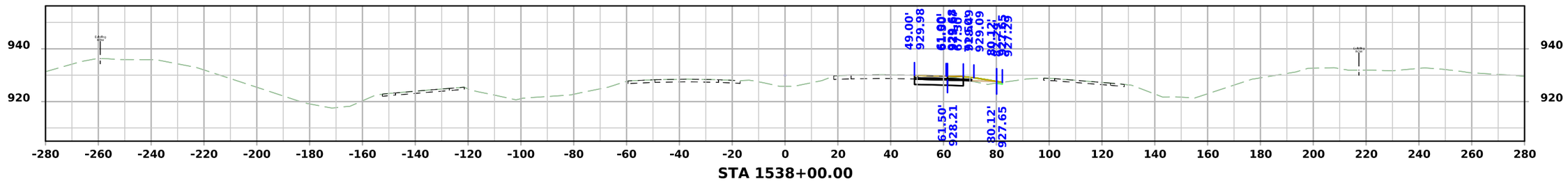
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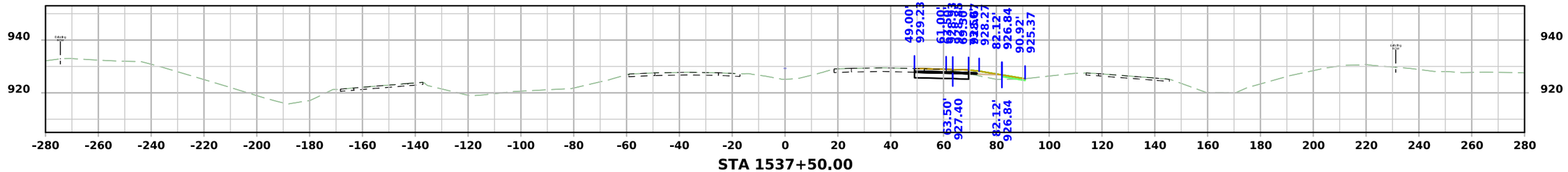
I-35



STA 1538+25.00



STA 1538+00.00

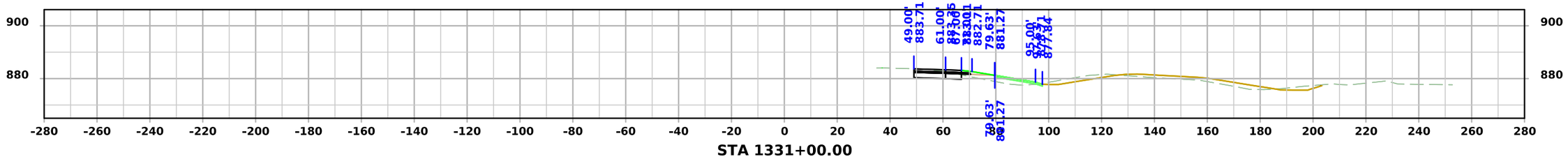


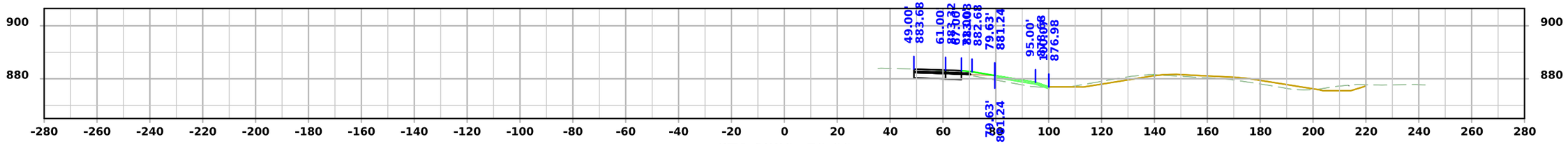
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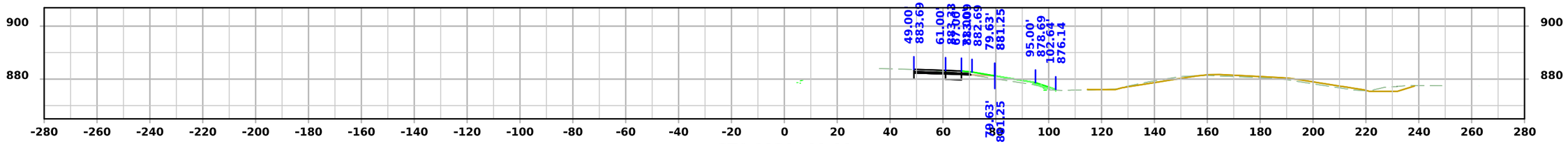
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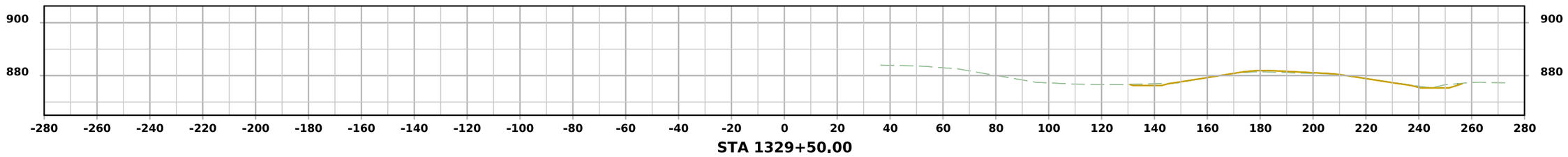
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US 30





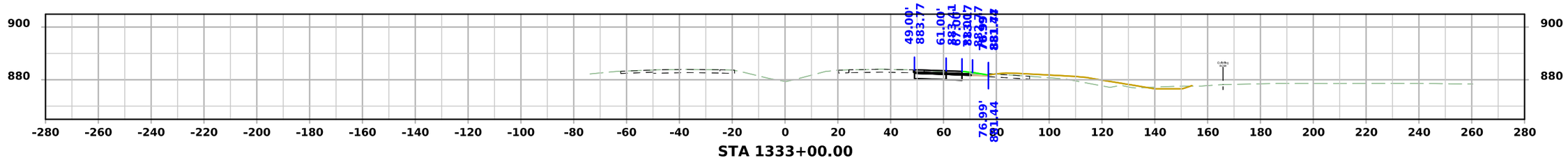




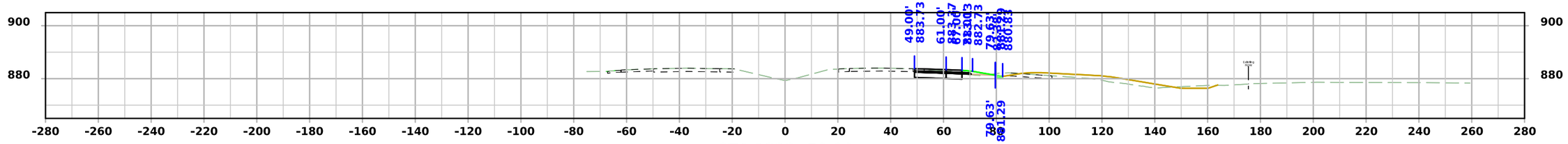
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.1

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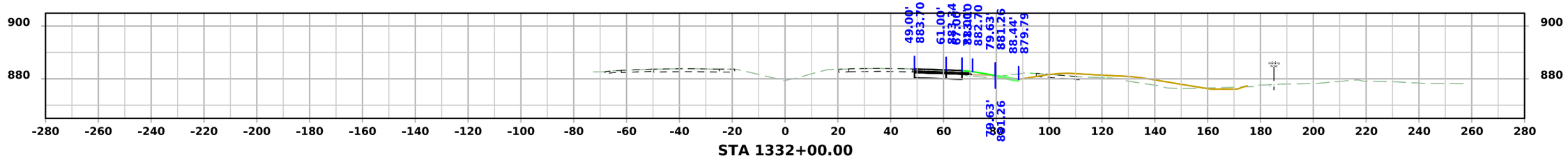
US 30



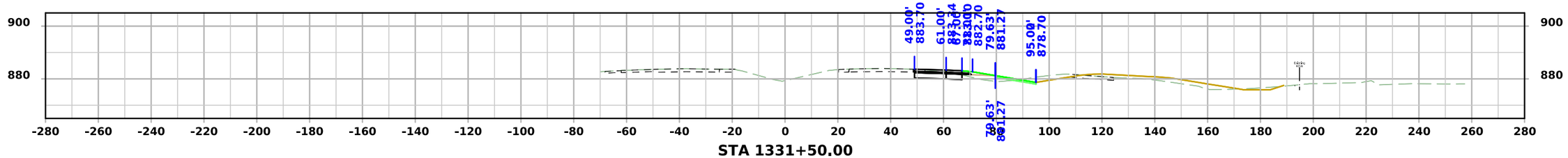
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STA 1332+50.00



STA 1332+00.00

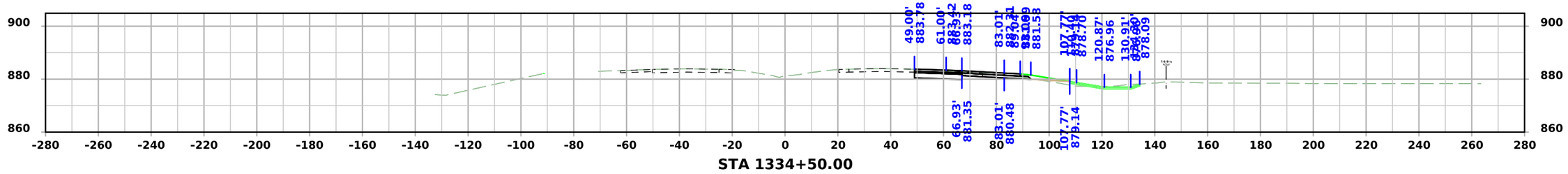


STA 1331+50.00

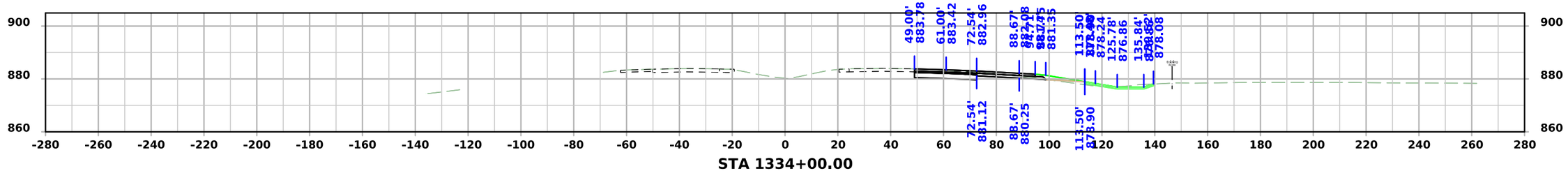
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.2

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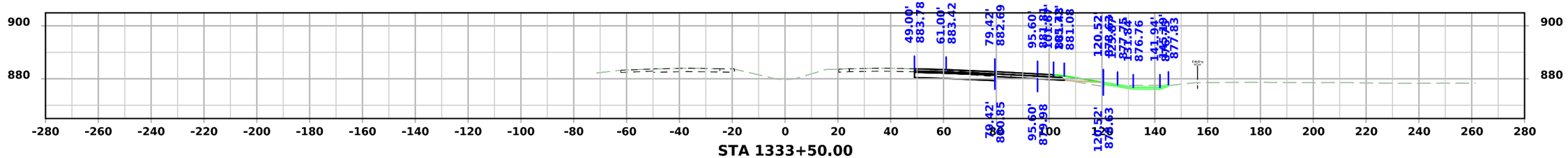
US 30



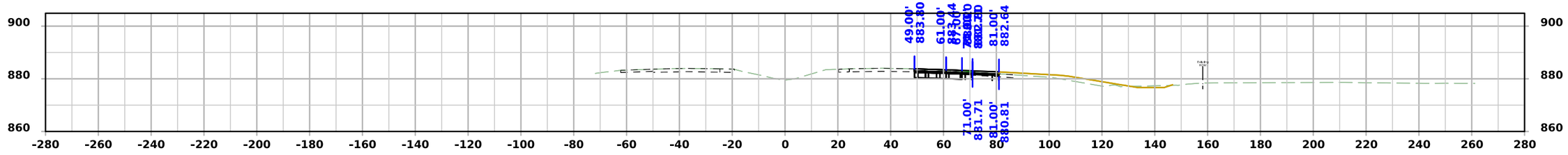
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STA 1334+00.00



STA 1333+50.00

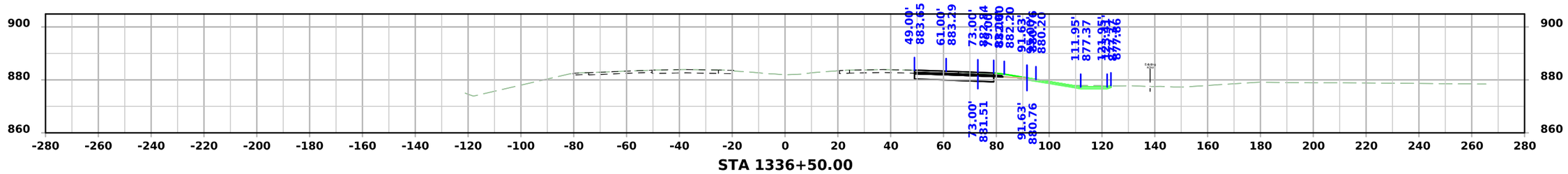


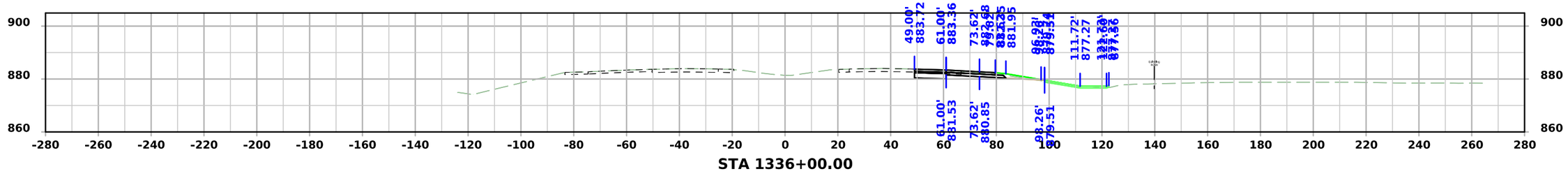
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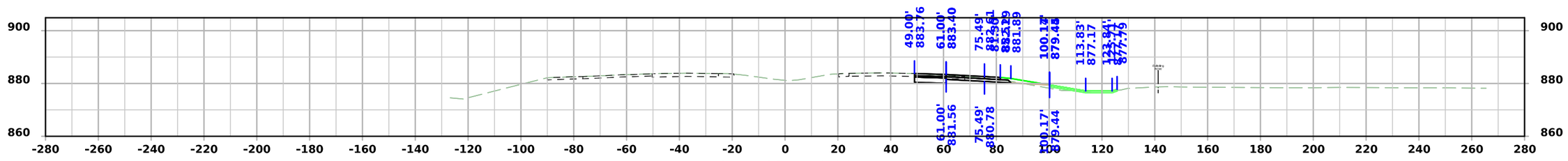
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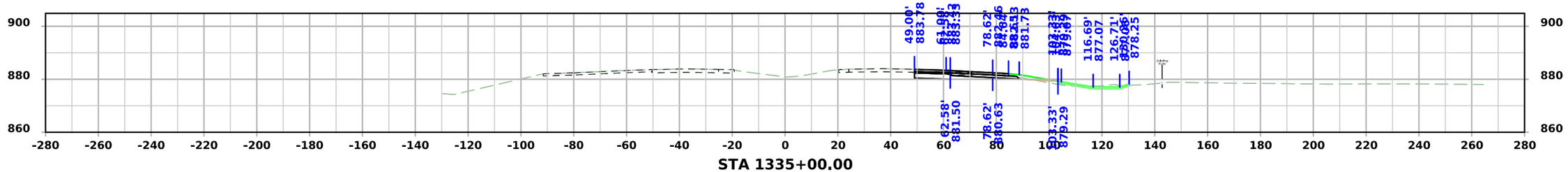
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US 30





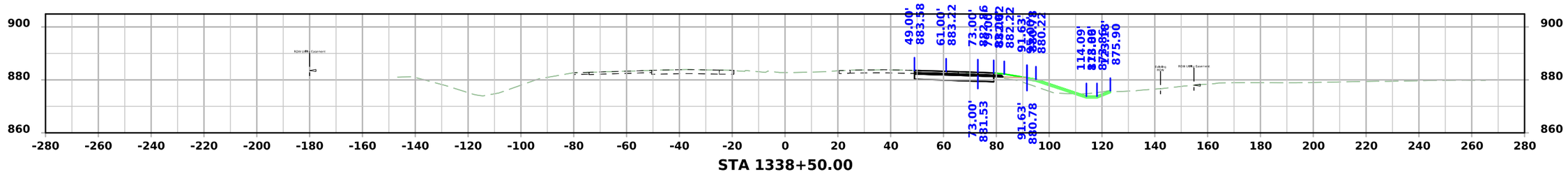




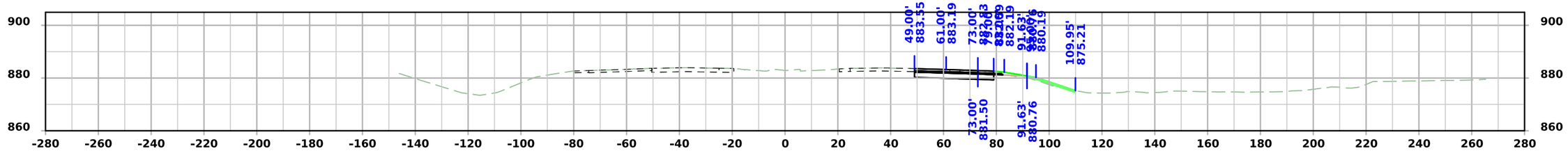
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.4

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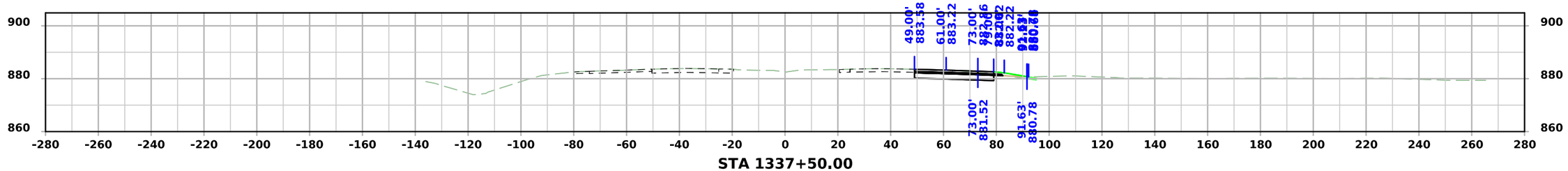
US 30



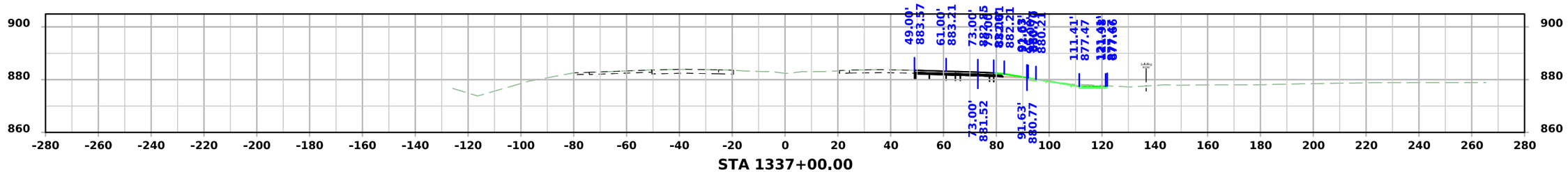
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STA 1338+00.00



STA 1337+50.00

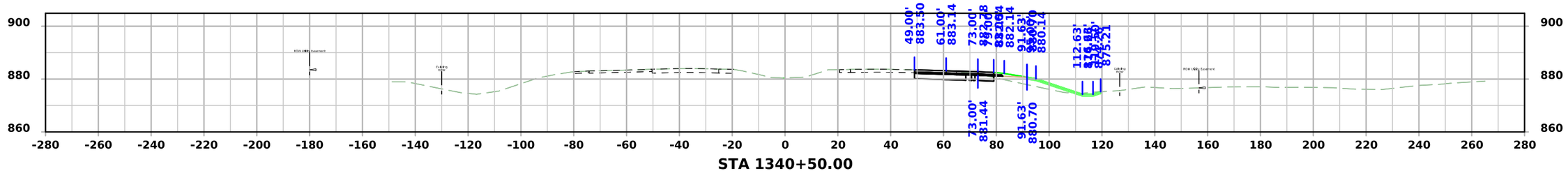


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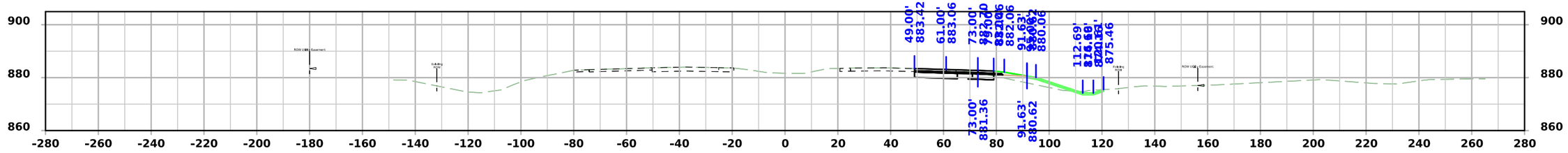
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.5

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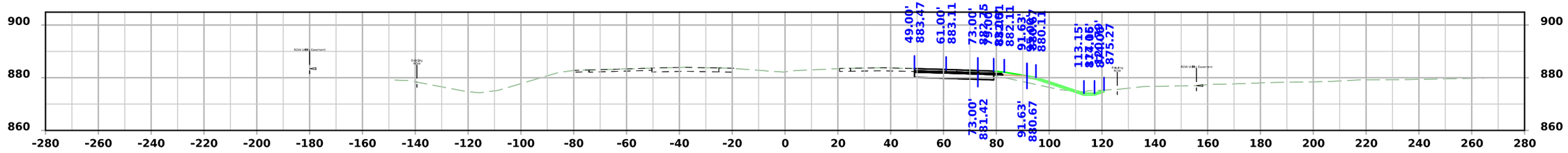
US 30



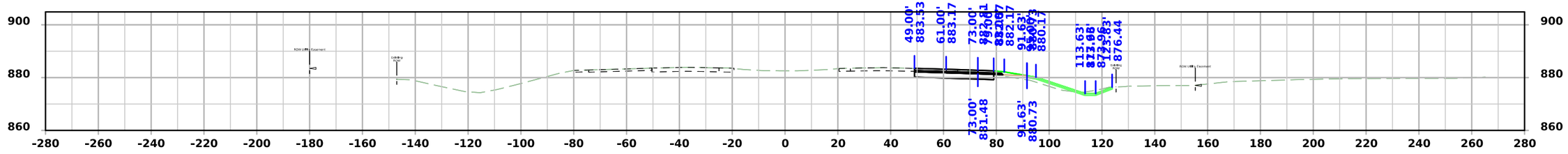
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STA 1340+00.00



STA 1339+50.00

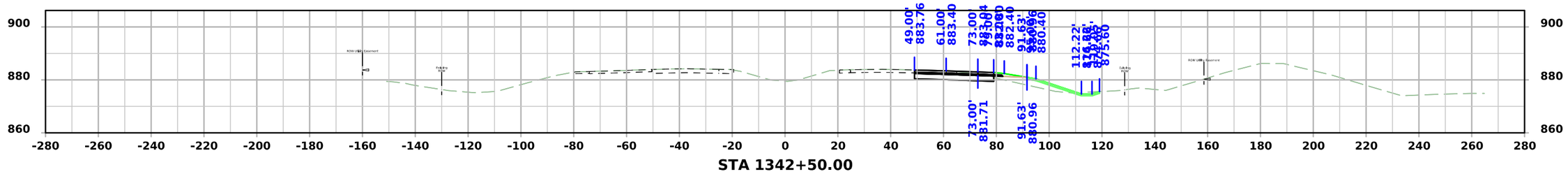


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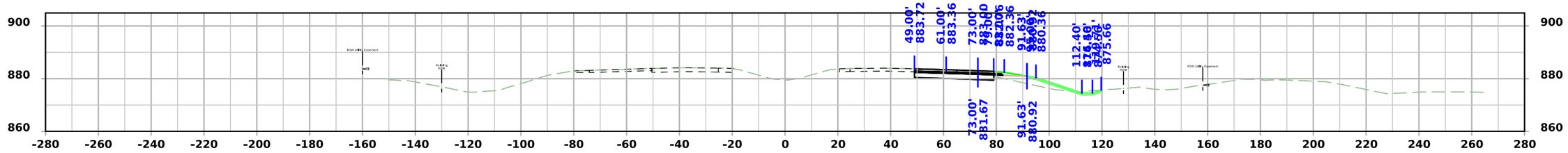
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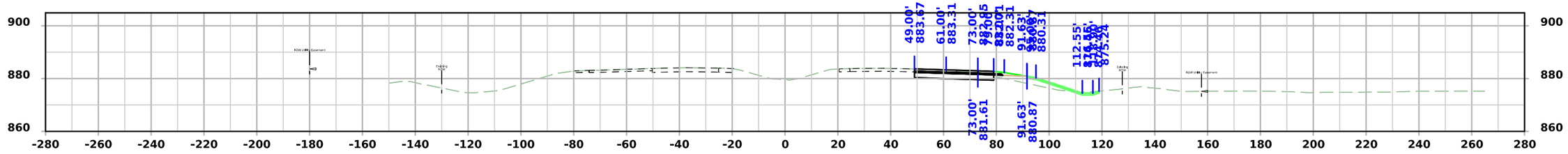
US 30



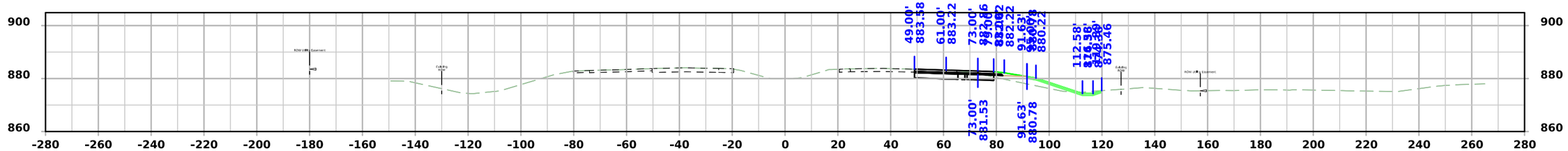
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STA 1342+00.00



STA 1341+50.00

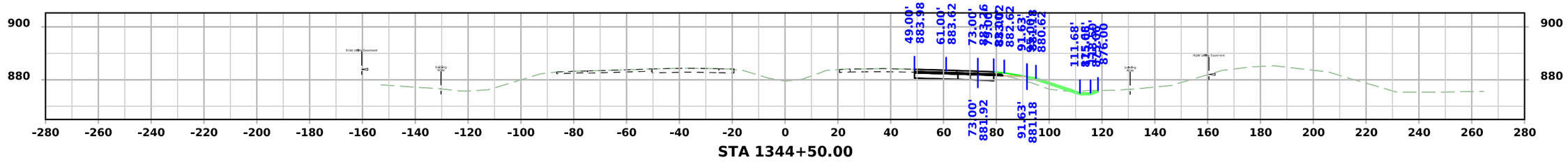


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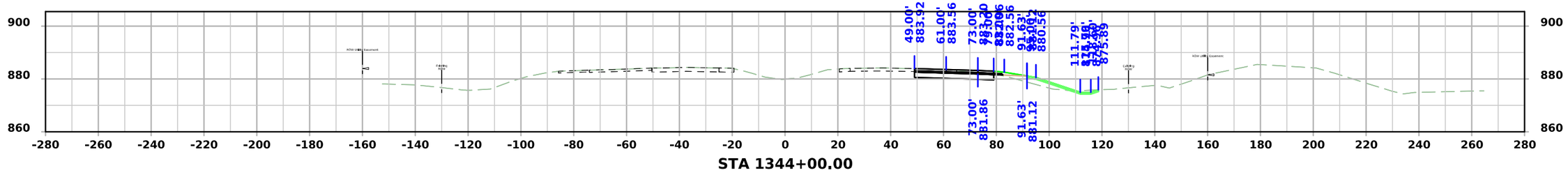
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.7

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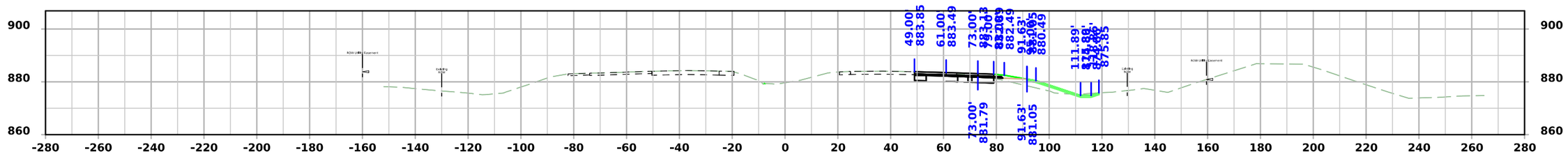
US 30



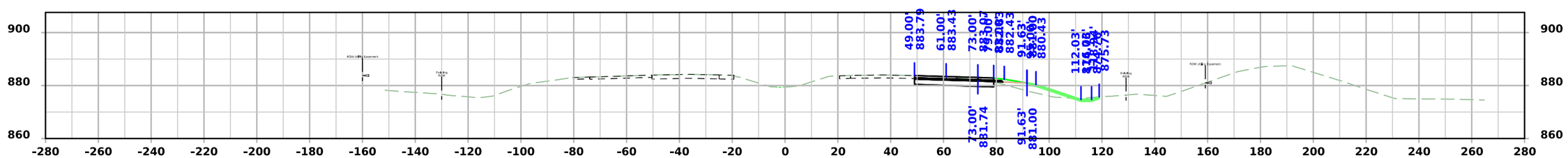
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STA 1344+00.00



STA 1343+50.00

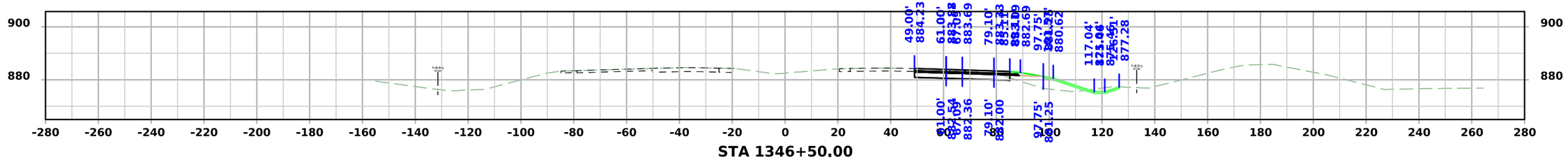


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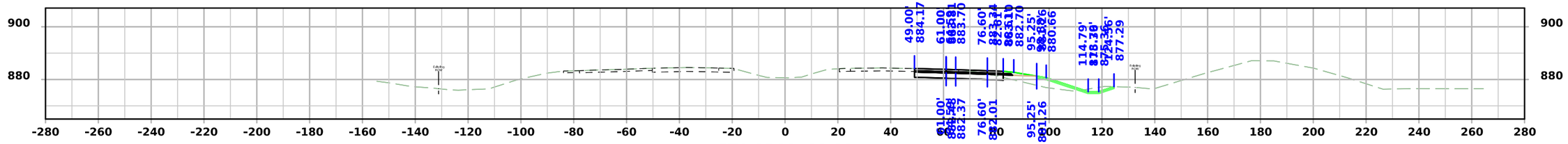
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.8

7:45:18 AM 11/13/2025 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_X01_85035329Z08.dgn

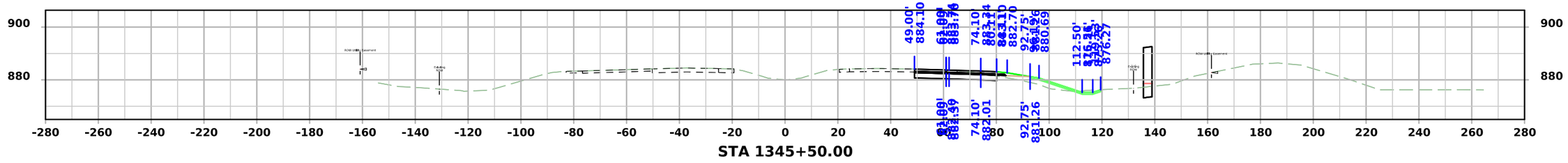
US 30



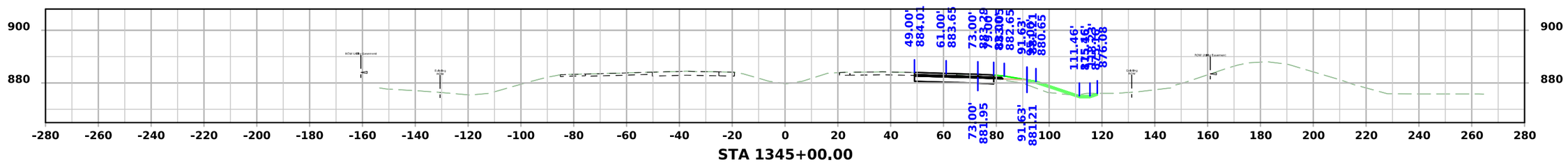
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STA 1346+00.00



STA 1345+50.00

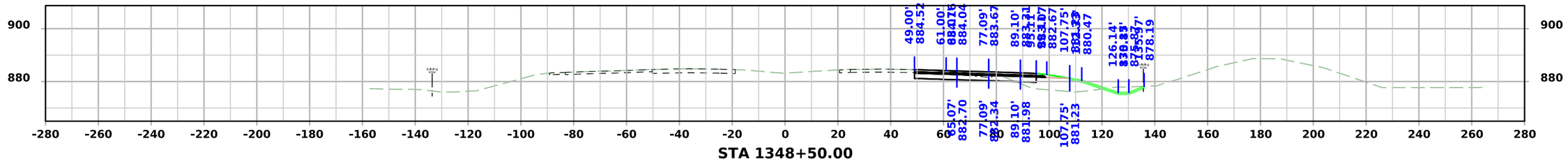


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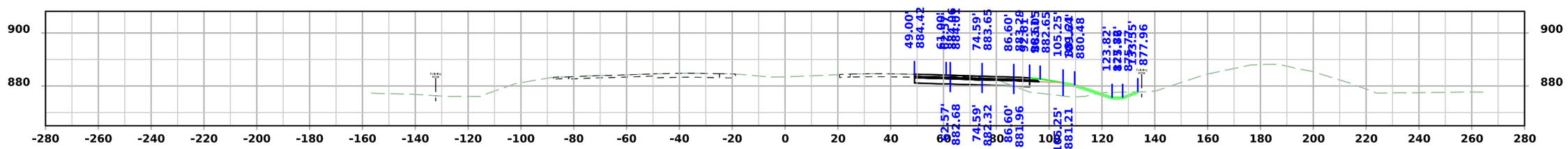
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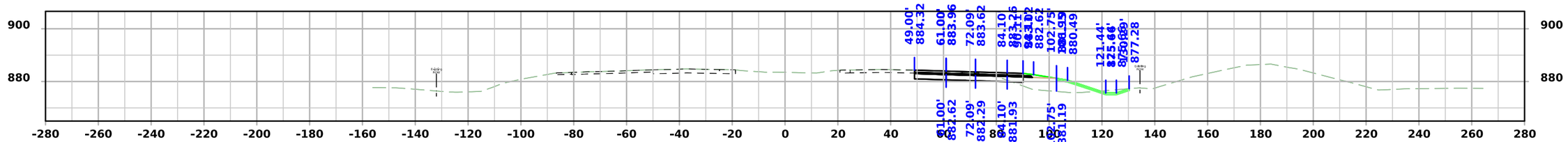
US 30



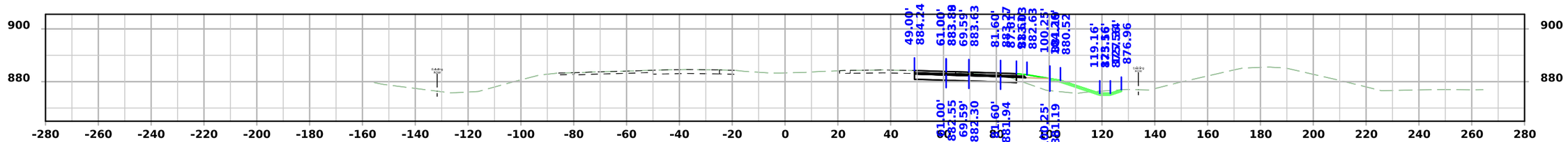
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STA 1348+00.00



STA 1347+50.00

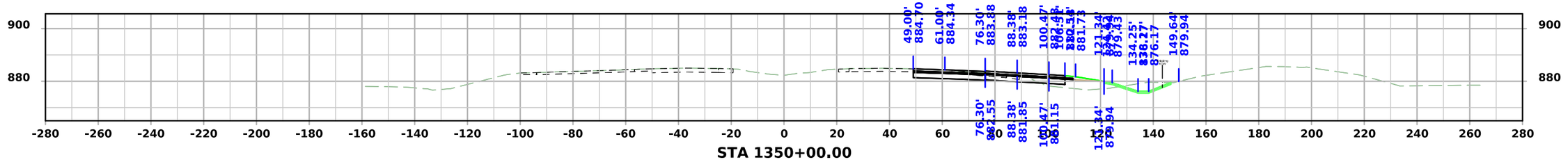


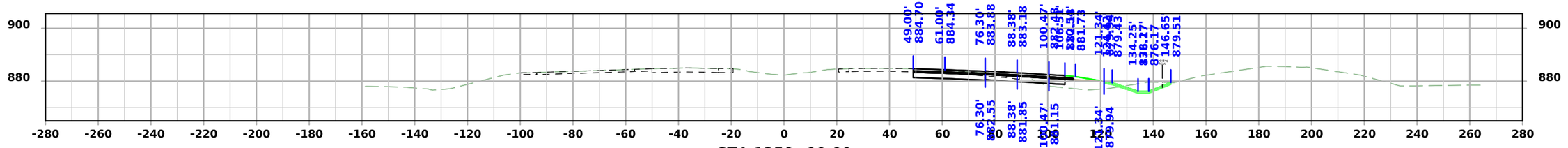
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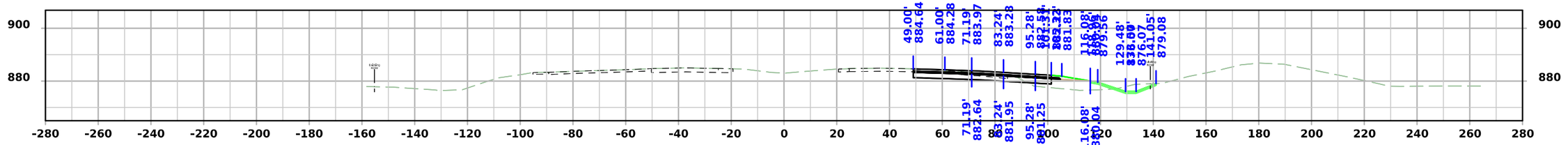
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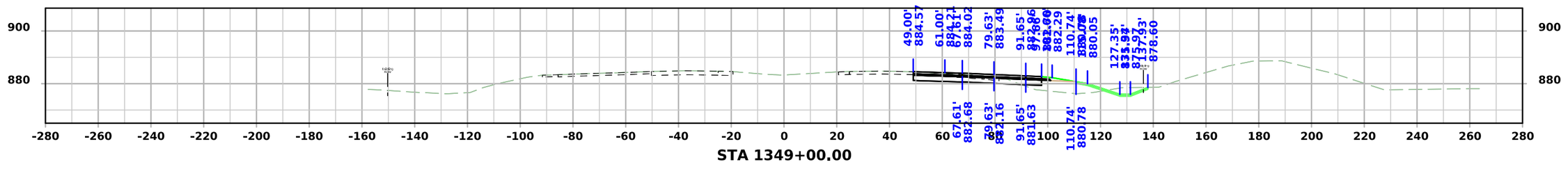
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US 30





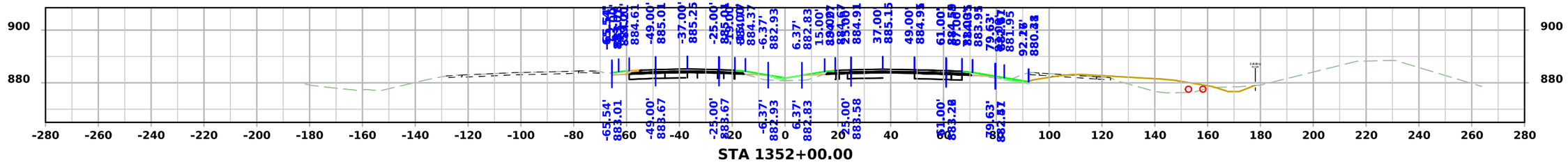




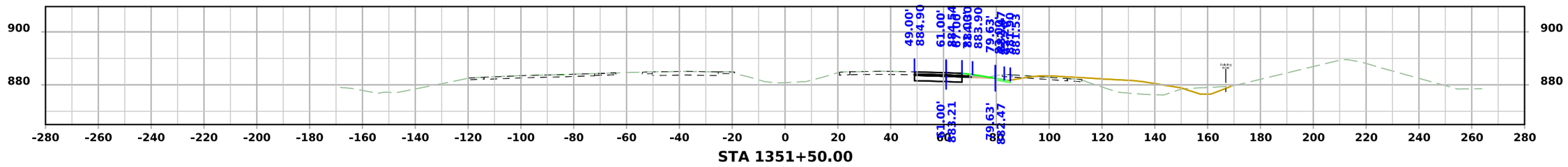
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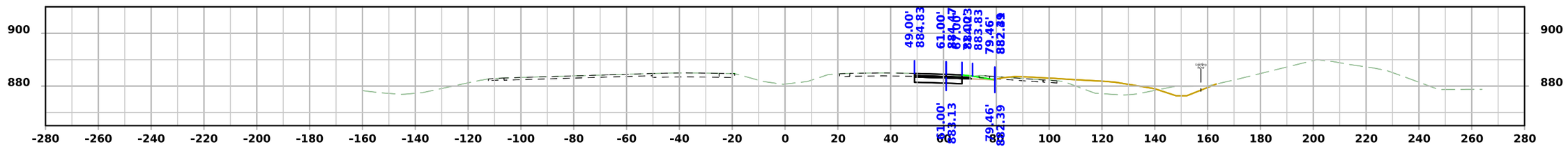
US 30



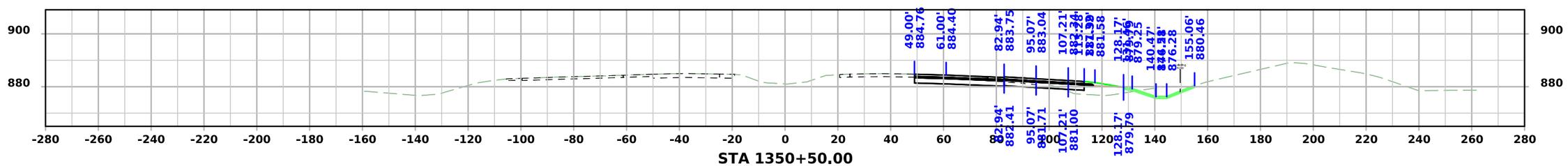
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STA 1351+50.00



STA 1351+00.00

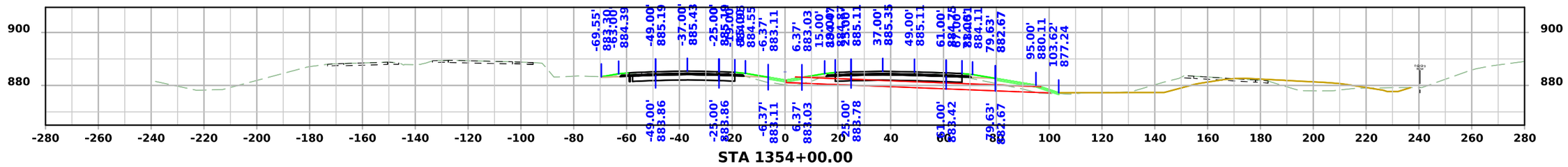


STA 1350+50.00

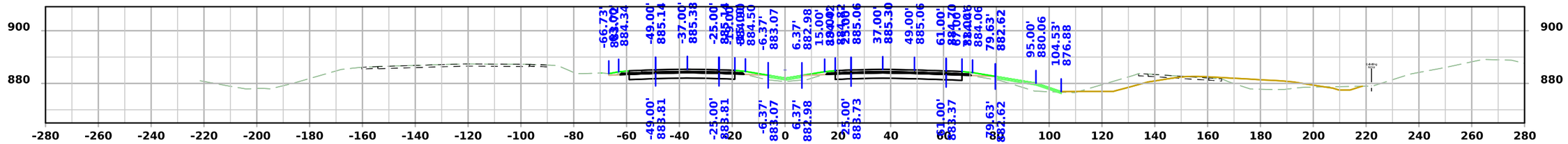
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.12

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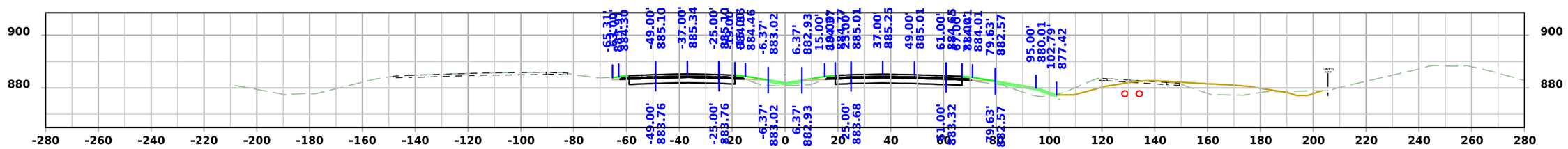
US 30



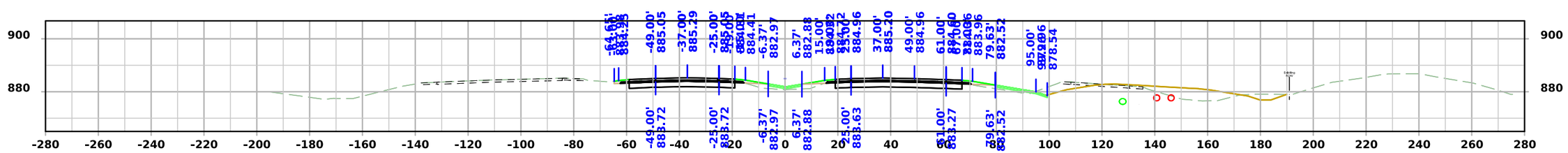
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STA 1353+50.00



STA 1353+00.00

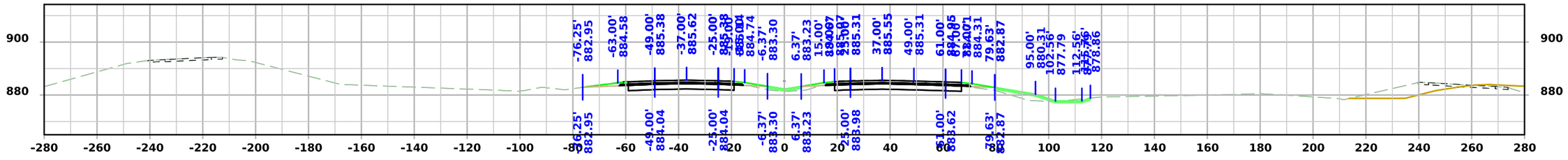


STA 1352+50.00

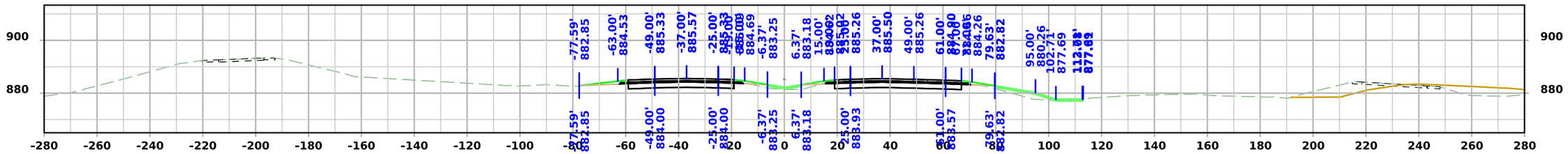
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.13

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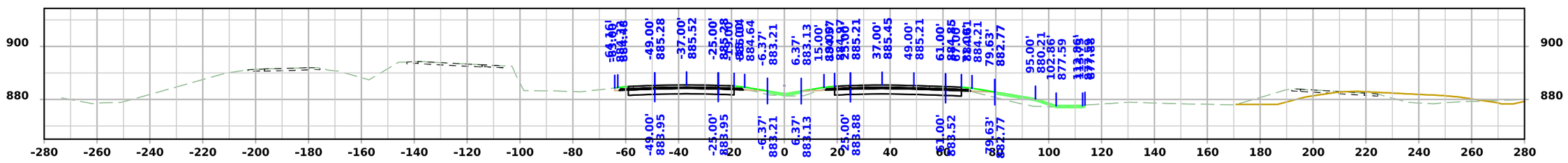
US 30



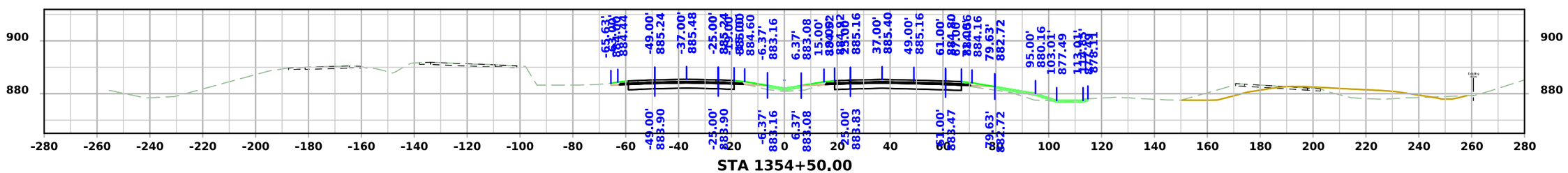
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STA 1355+50.00



STA 1355+00.00

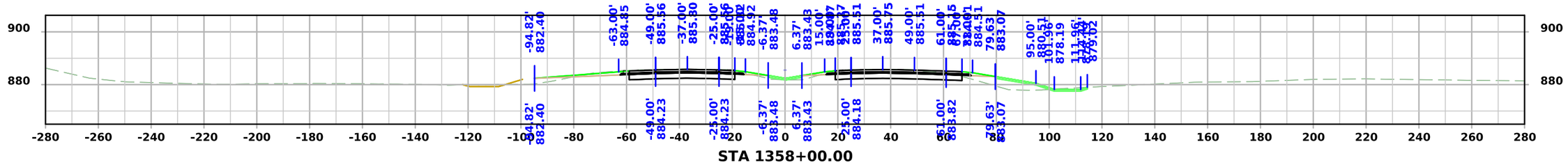


STA 1354+50.00

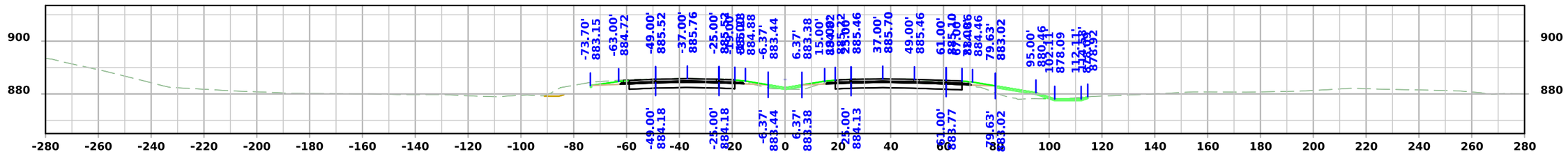
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.14

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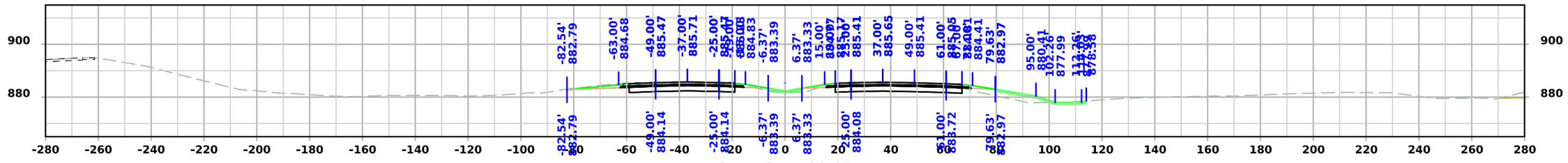
US 30



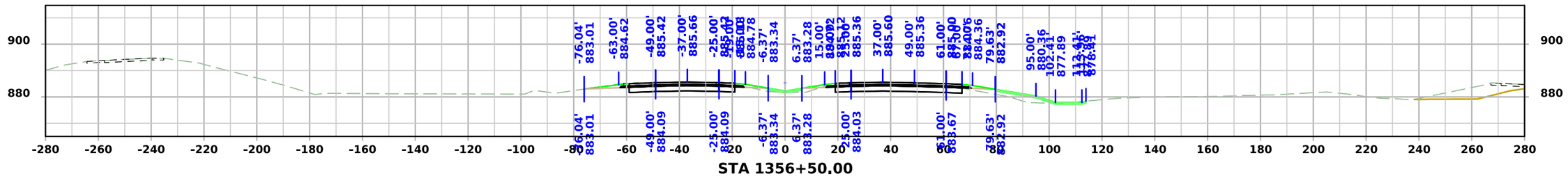
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STA 1357+50.00



STA 1357+00.00

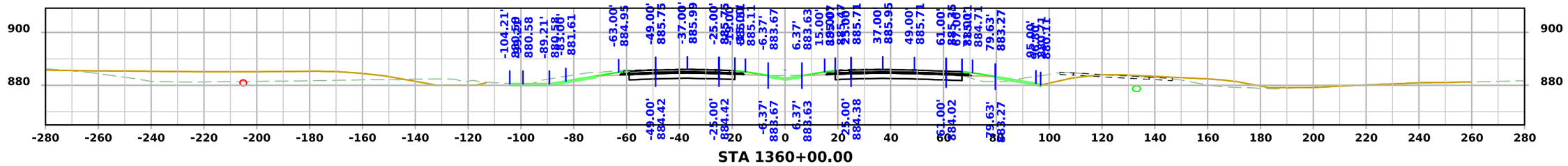


STA 1356+50.00

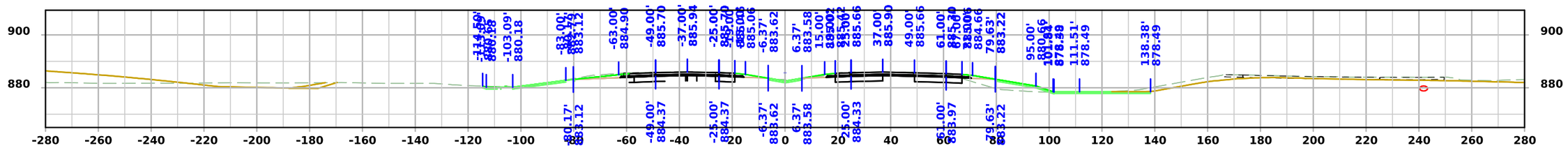
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.15

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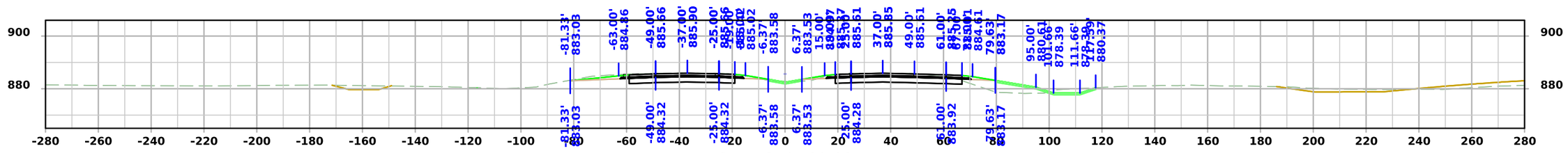
US 30



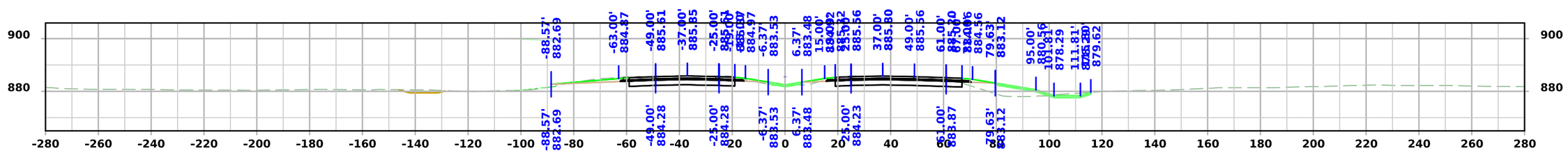
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STA 1359+50.00



STA 1359+00.00

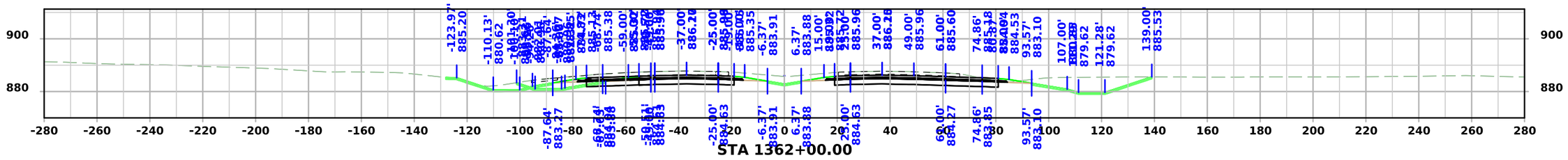


STA 1358+50.00

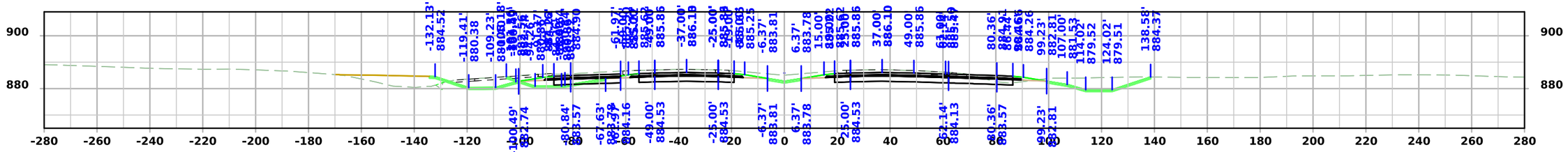
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.16

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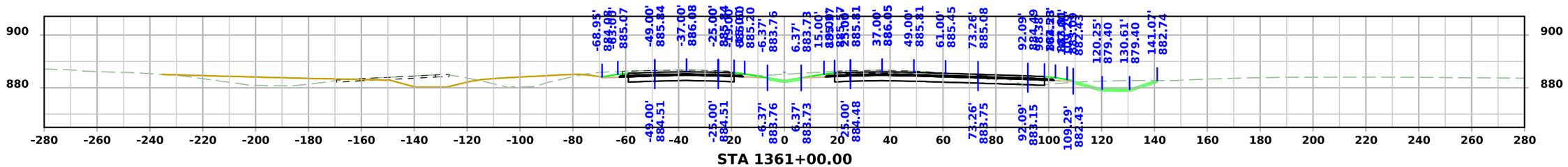
US 30



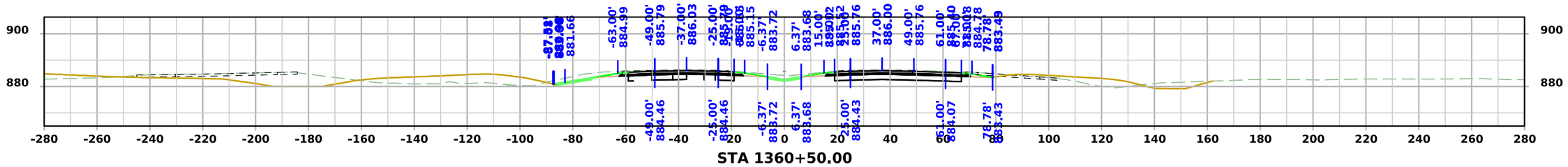
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STA 1361+50.00



STA 1361+00.00

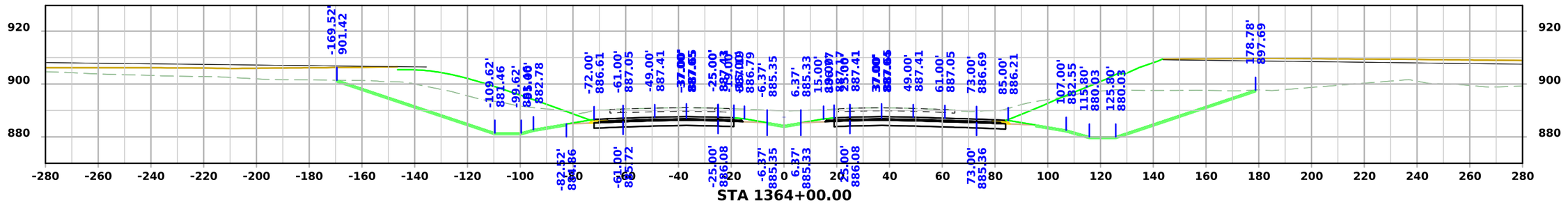


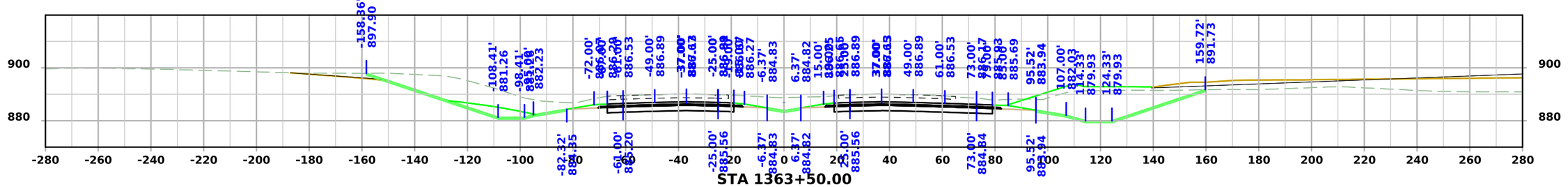
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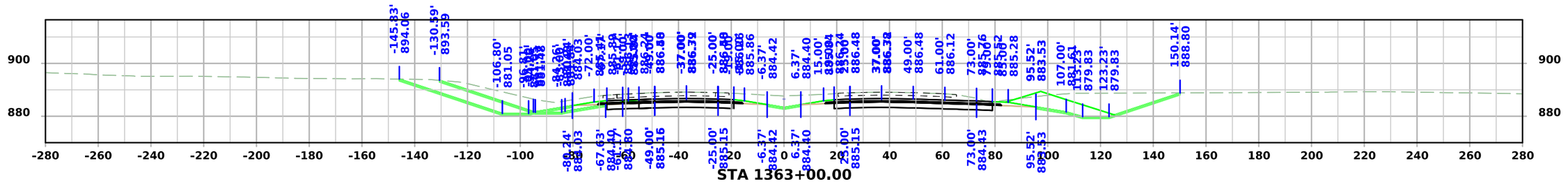
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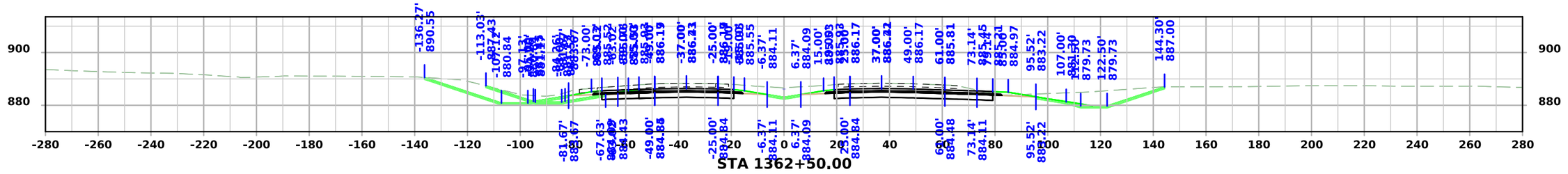
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US 30





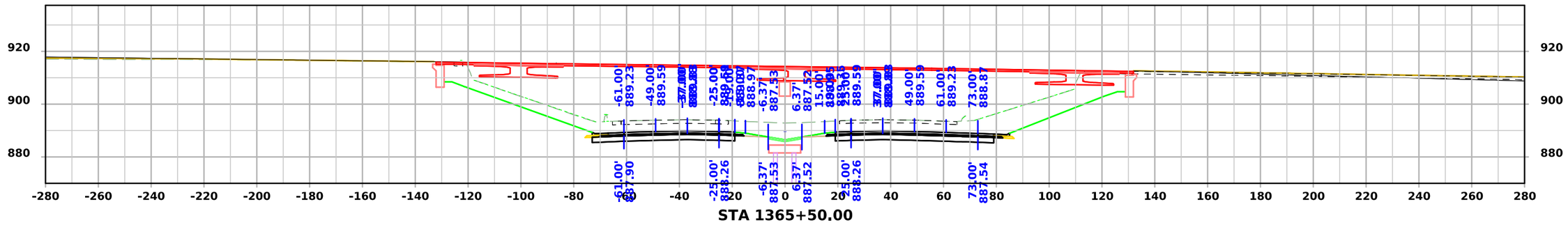




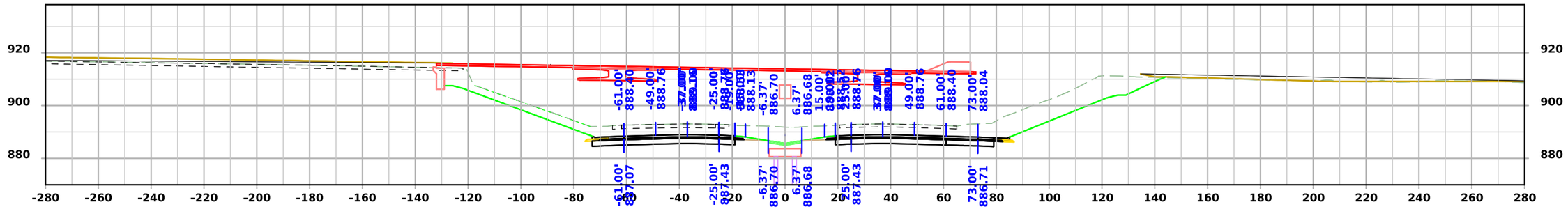
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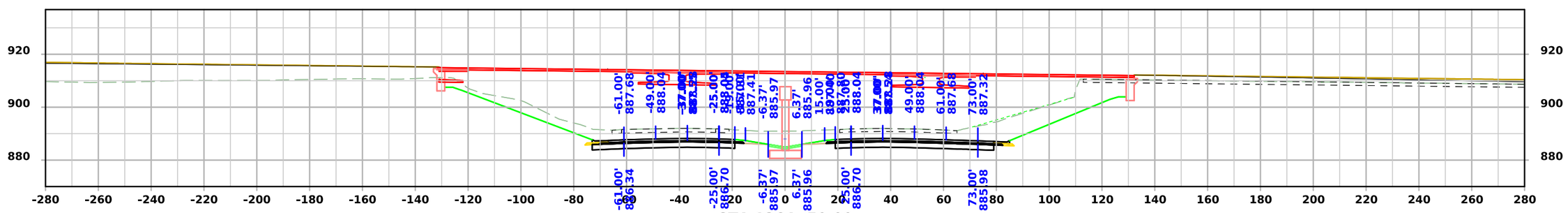
US 30



STA 1365+50.00



STA 1365+00.00

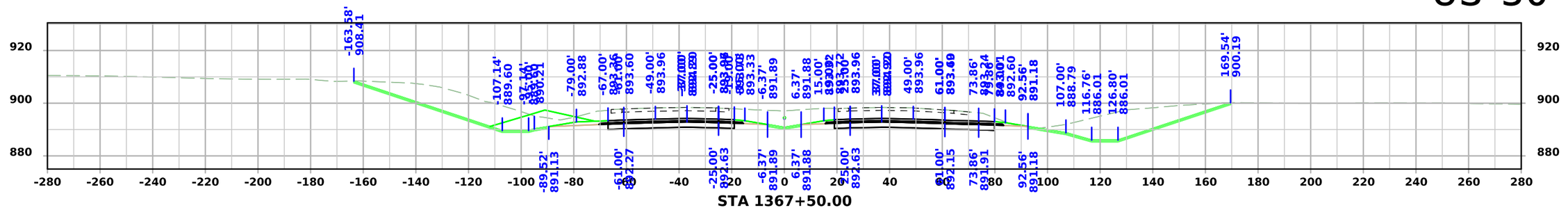


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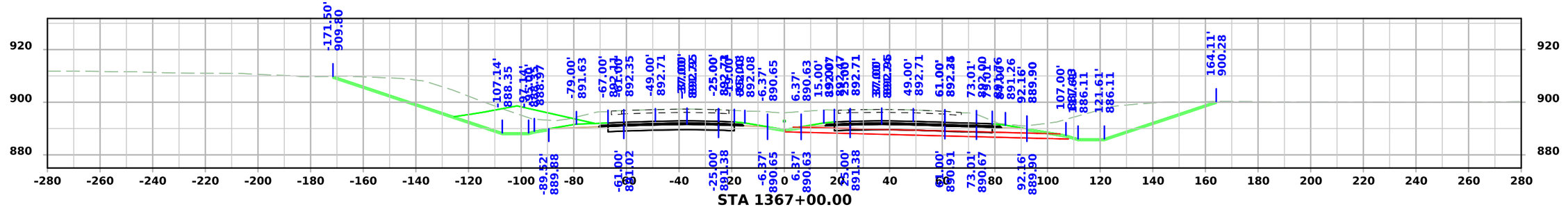
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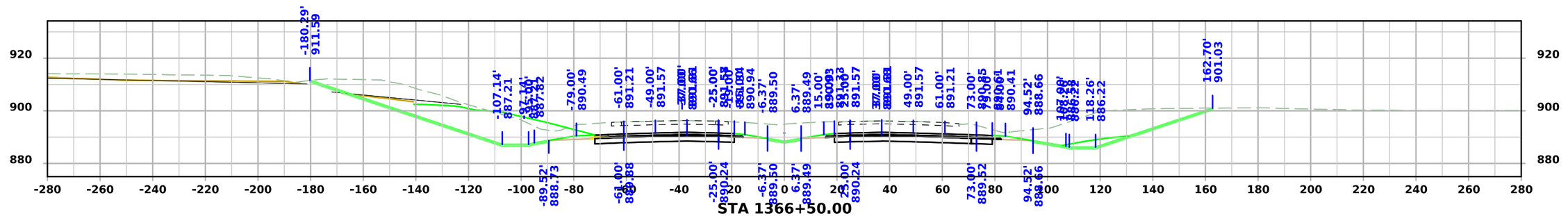
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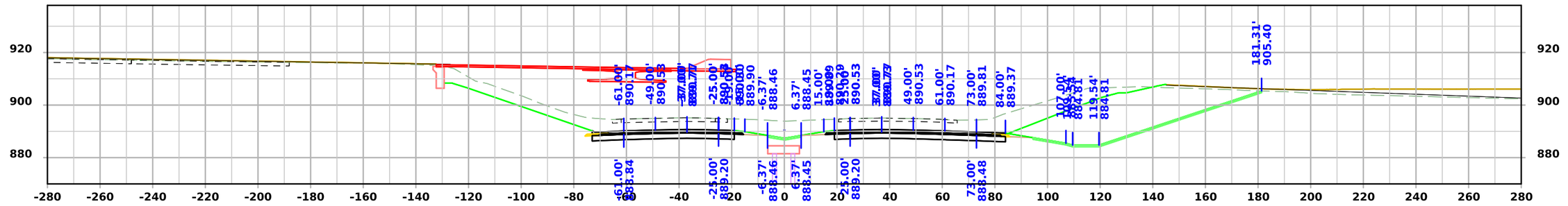
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STA 1367+00.00



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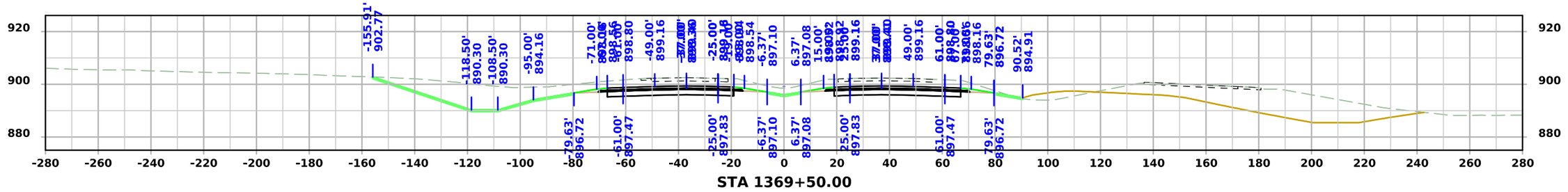


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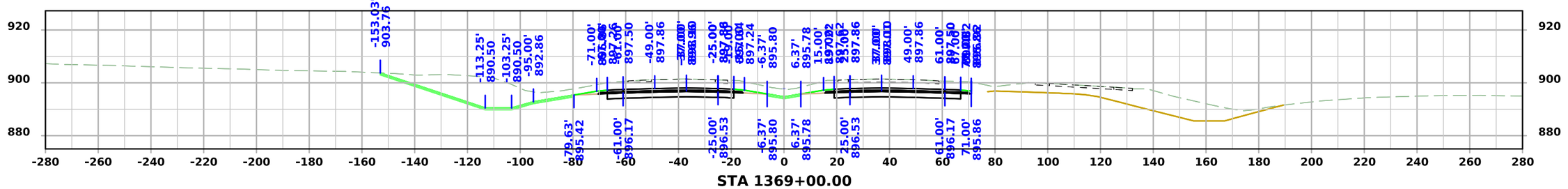
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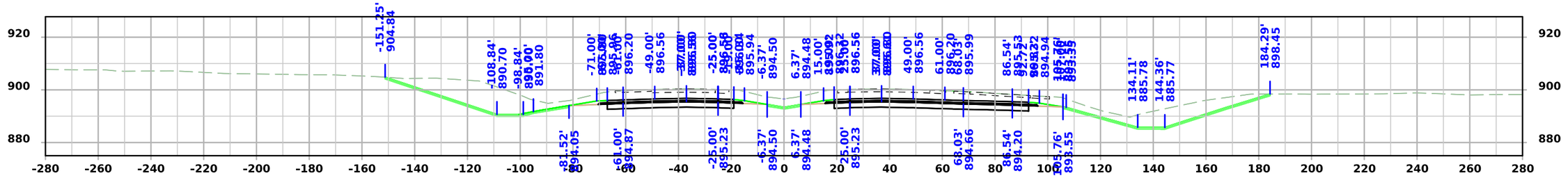
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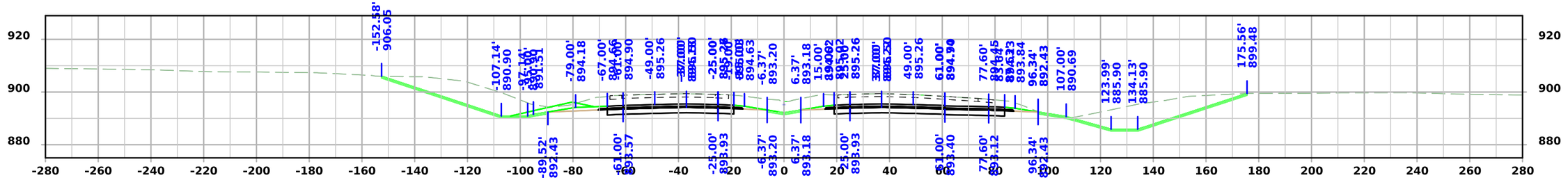
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STA 1369+00.00



STA 1368+50.00

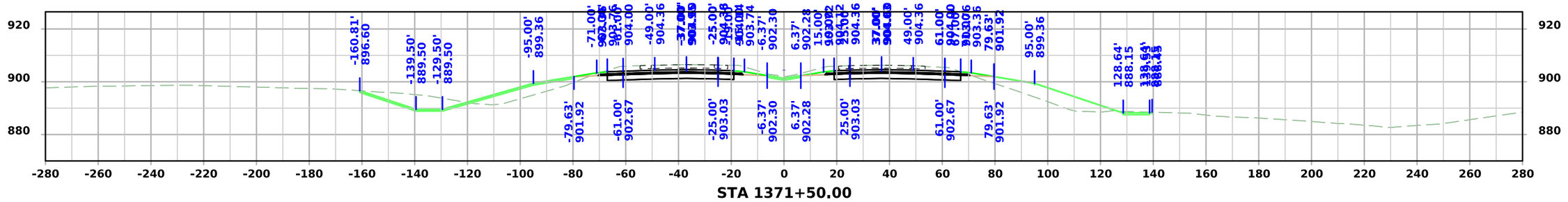


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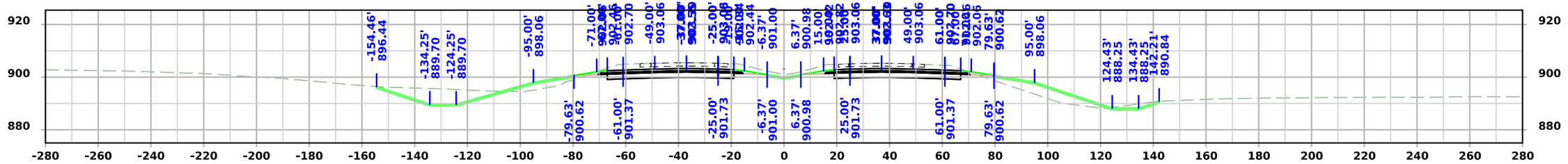
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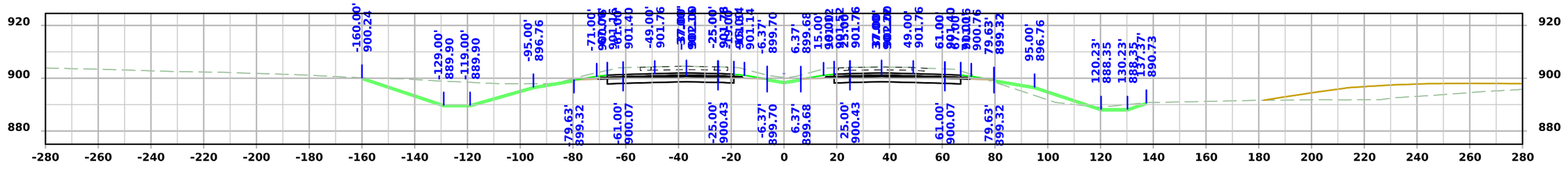
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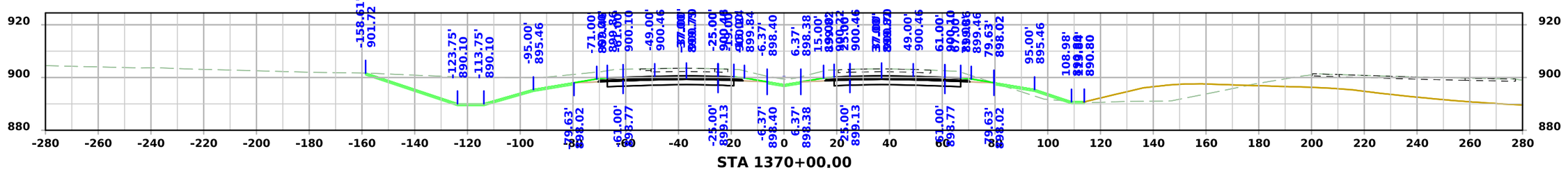
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STA 1371+00.00



STA 1370+50.00

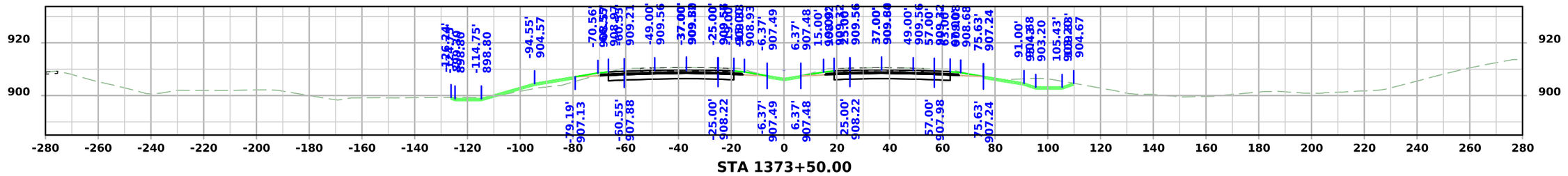


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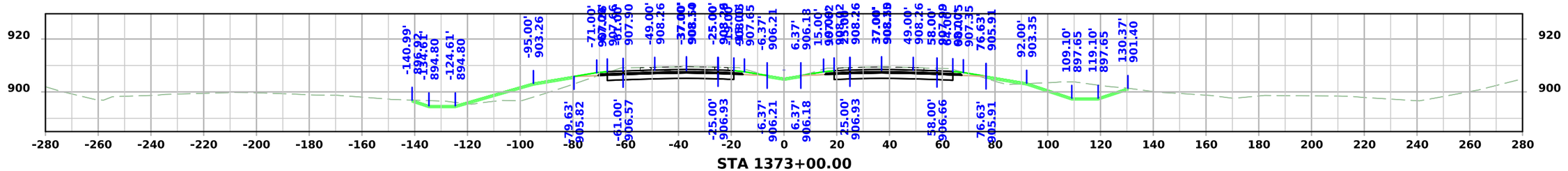
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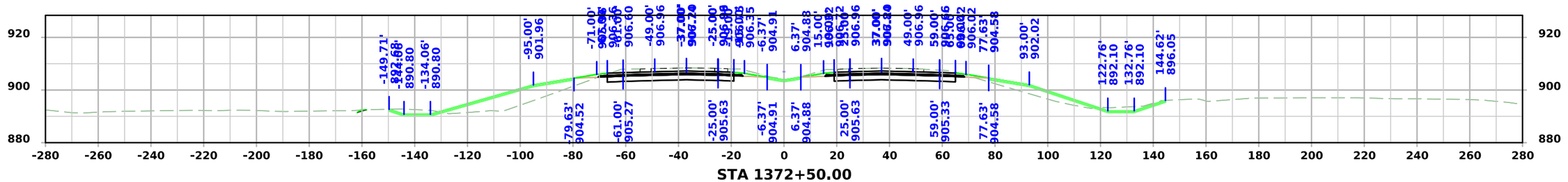
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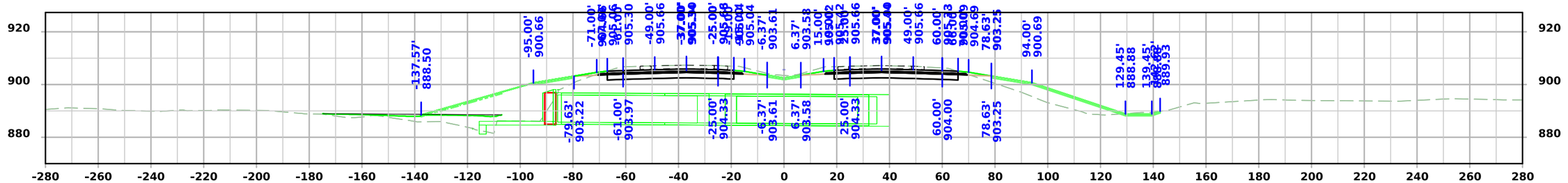
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STA 1373+00.00



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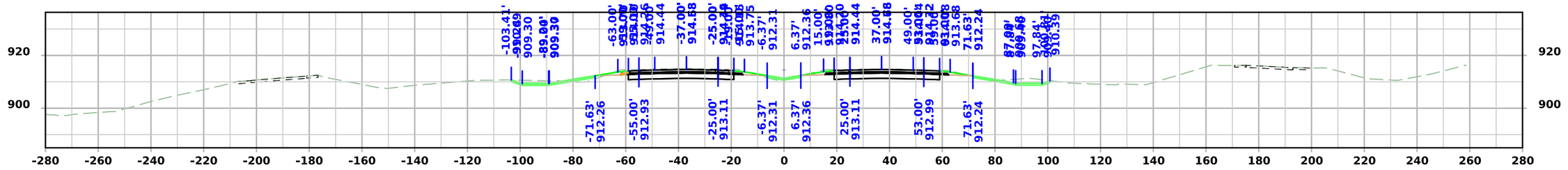


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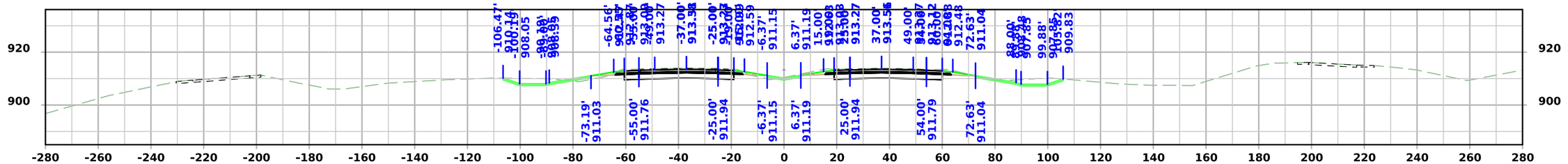
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.23

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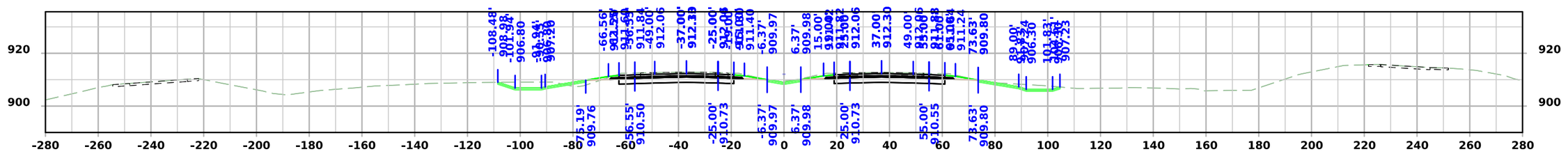
US 30



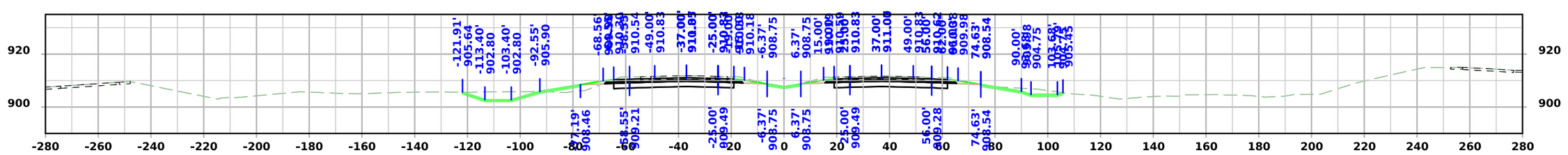
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STA 1375+00.00



STA 1374+50.00

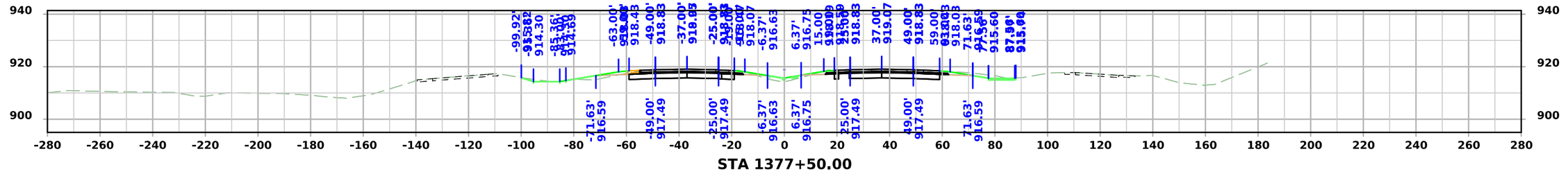


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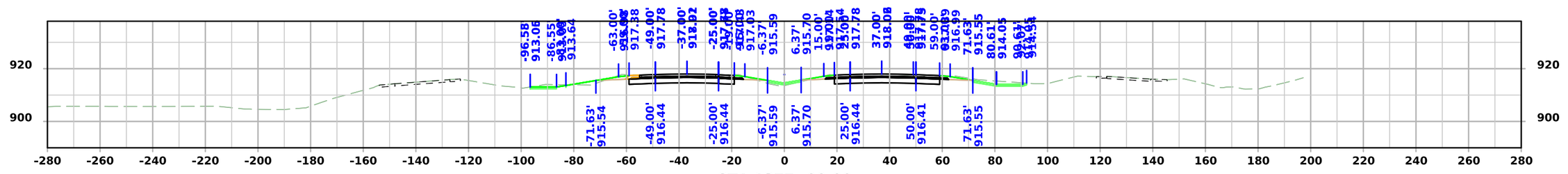
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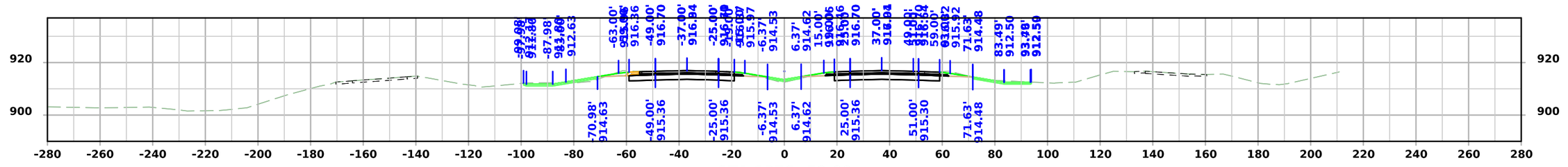
US 30



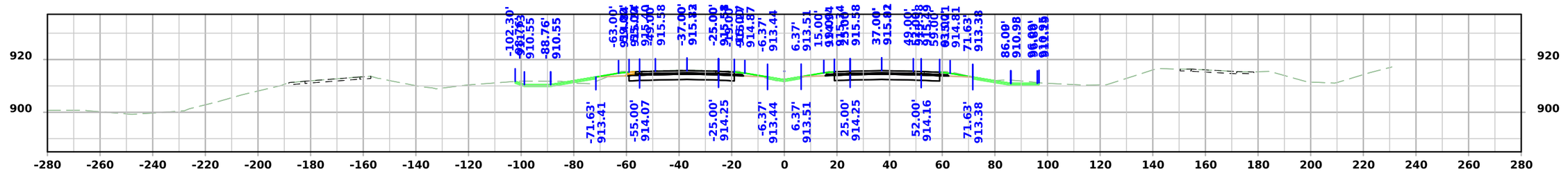
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STA 1377+00.00



STA 1376+50.00

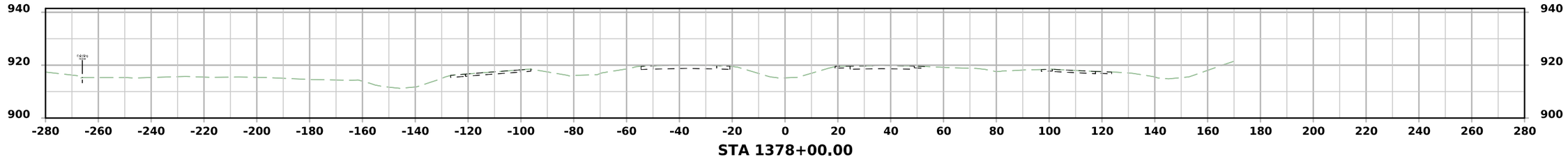


STA 1376+00.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER X.25

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US 30

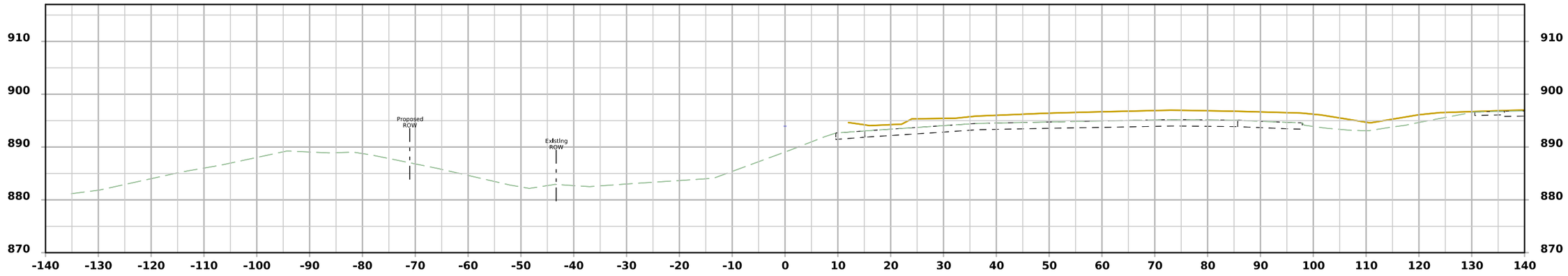


STA 1378+00.00

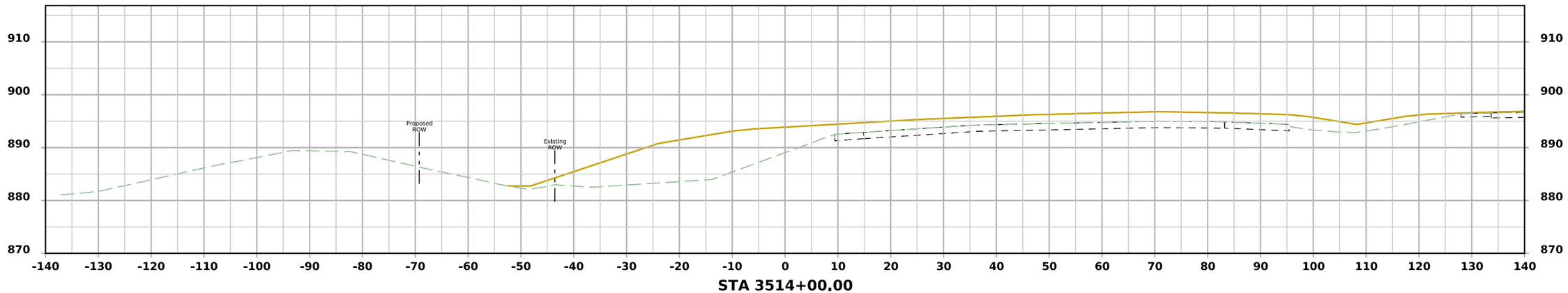
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US 30 Ramp C



STA 3514+11.34

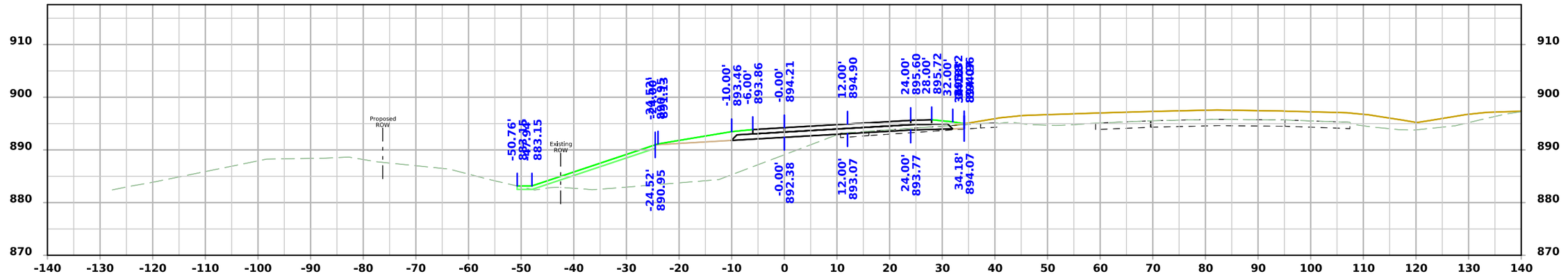


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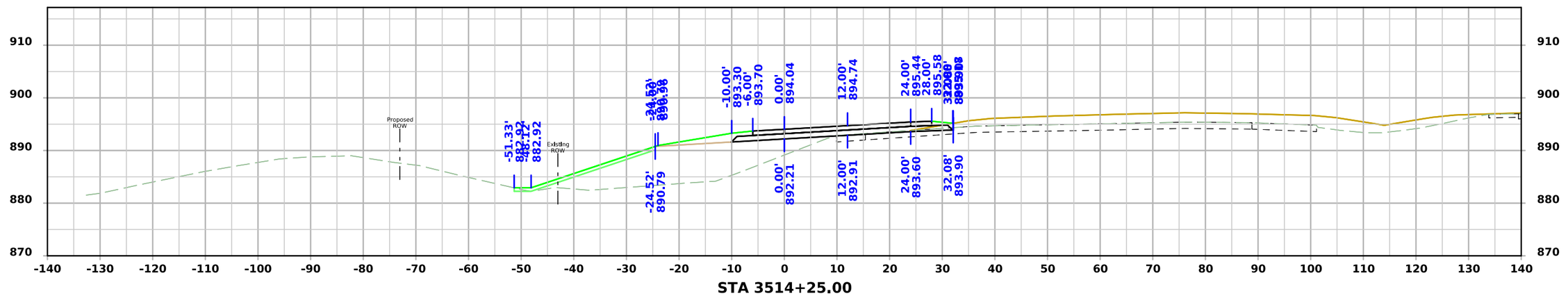
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.100

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US 30 Ramp C



STA 3514+50.00

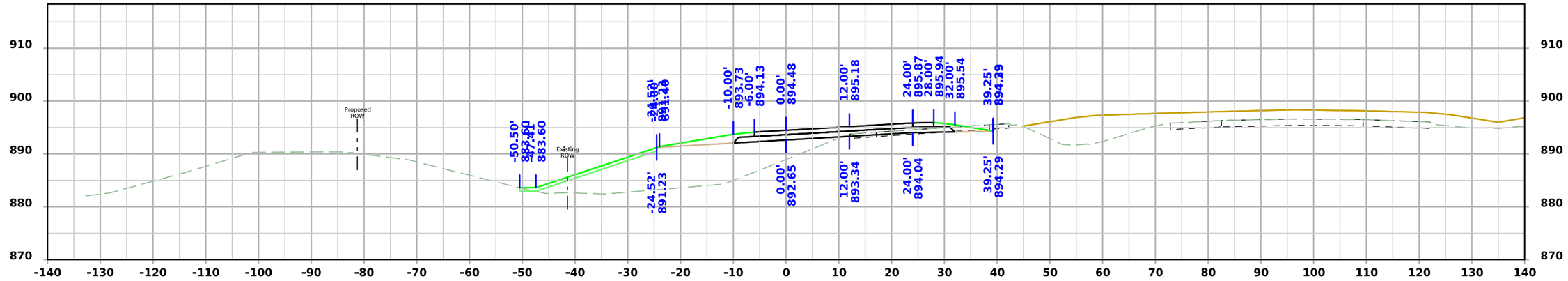


STA 3514+25.00

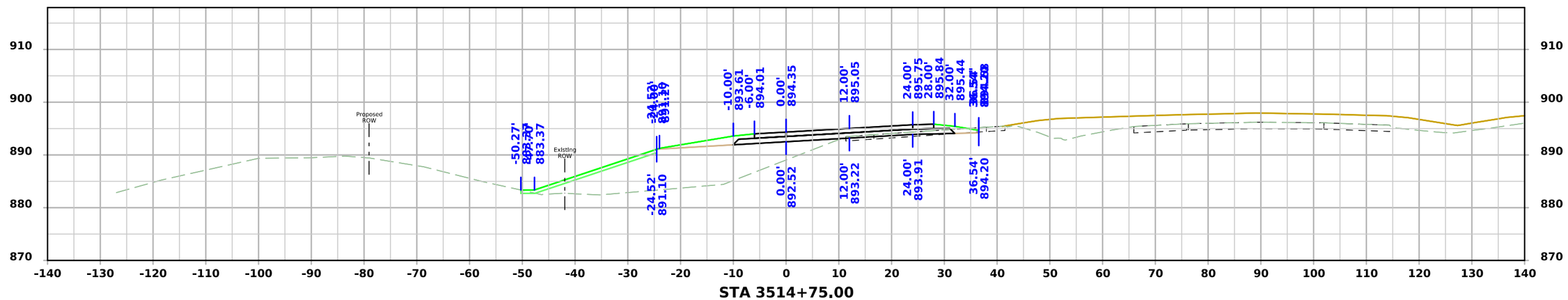
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US 30 Ramp C



STA 3515+00.00

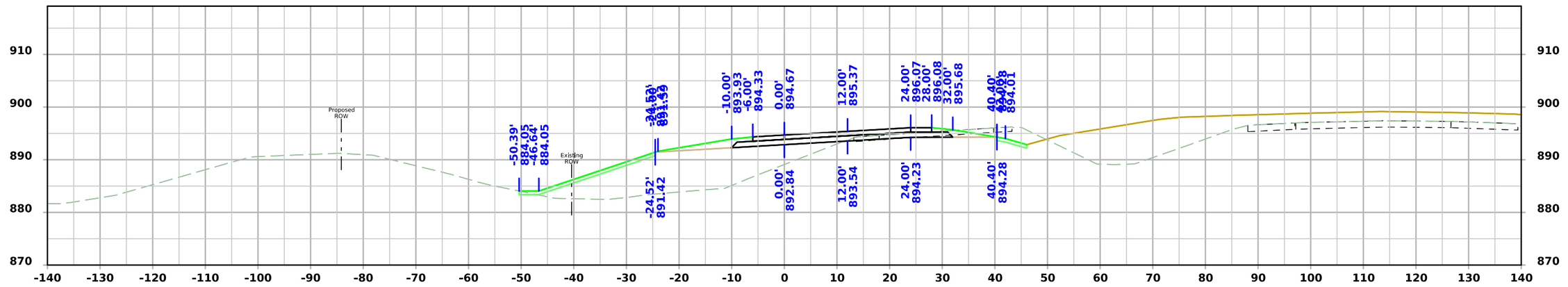


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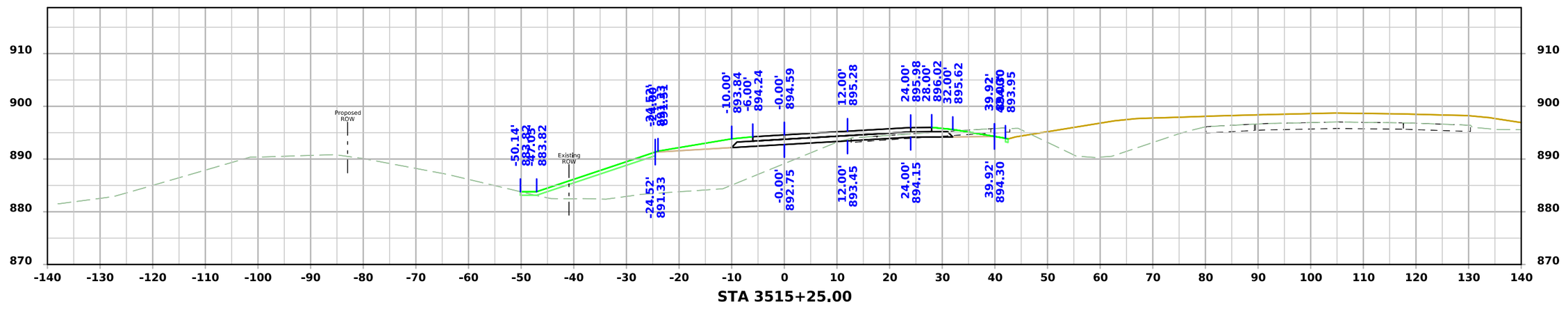
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US 30 Ramp C



STA 3515+50.00

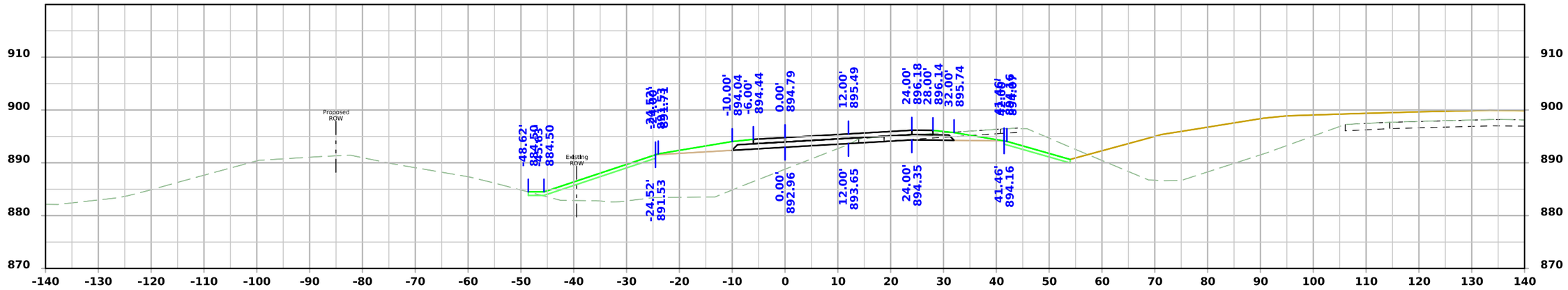


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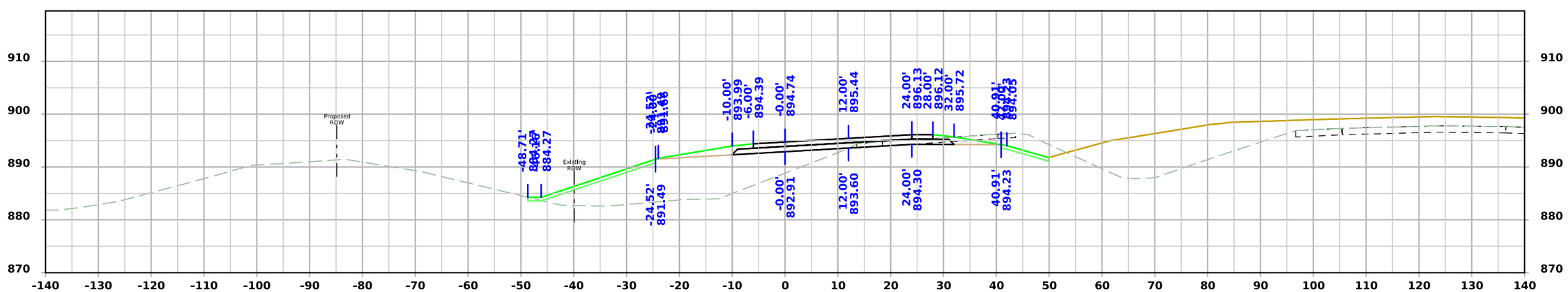
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US 30 Ramp C



STA 3516+00.00

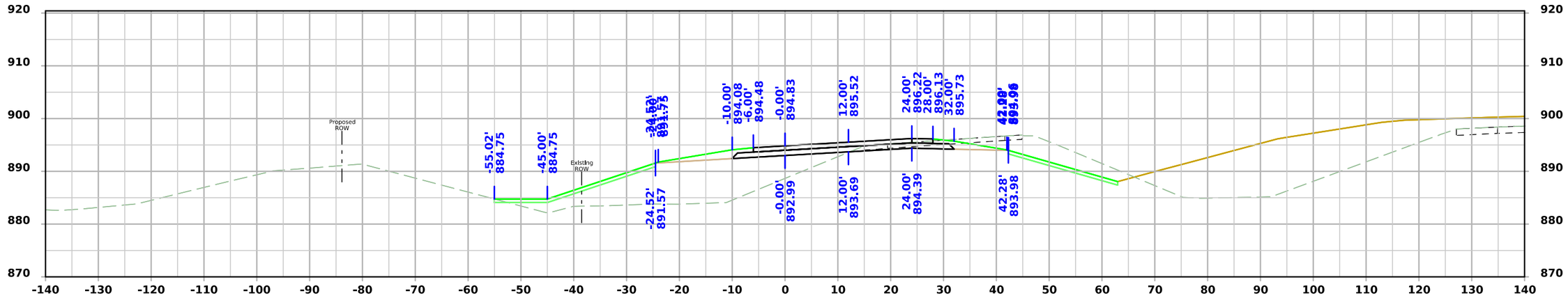


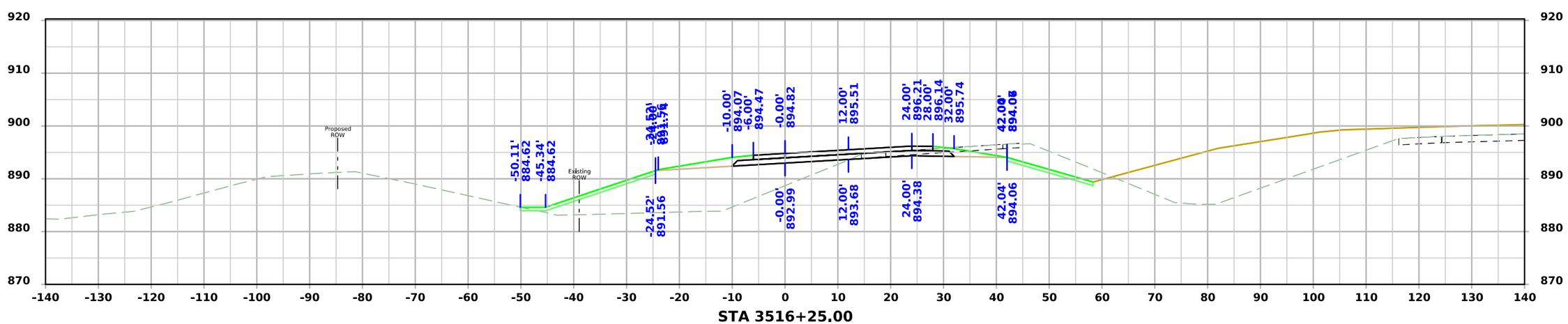
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FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.104

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US 30 Ramp C

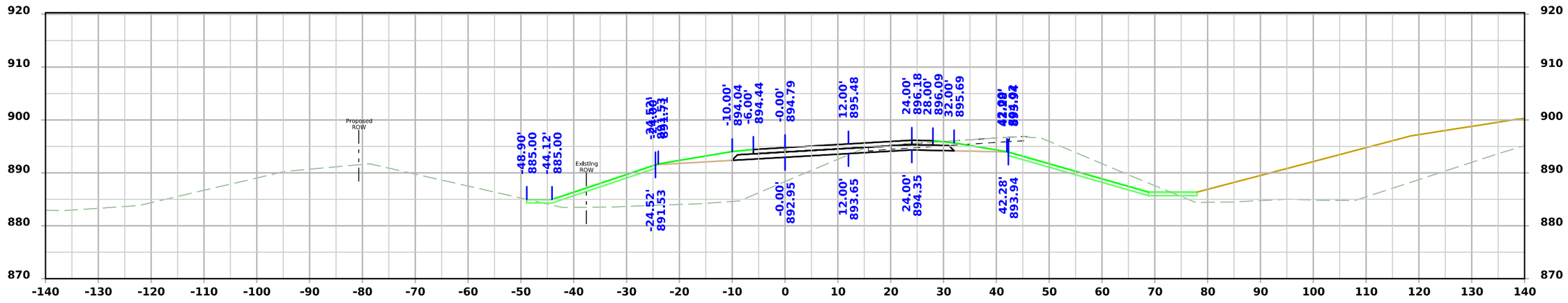




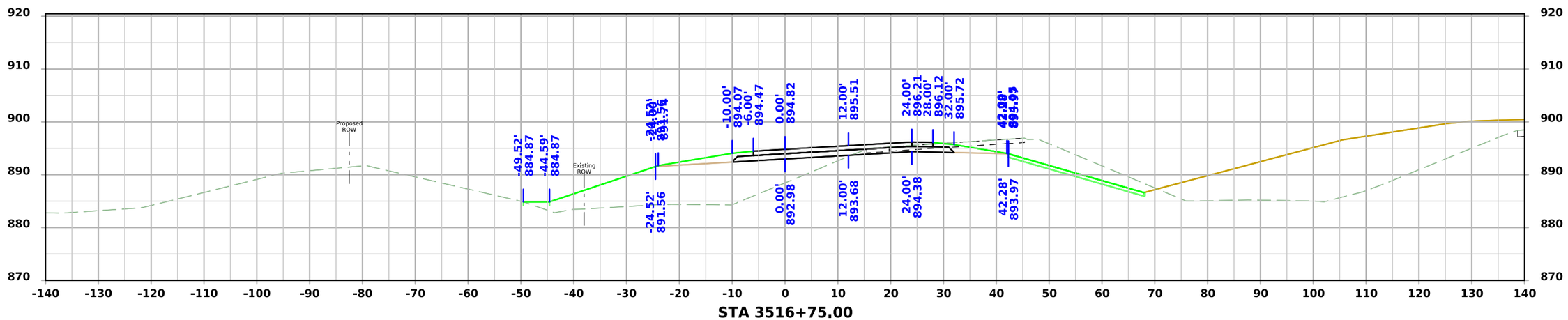
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.105

1:29:33 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

US 30 Ramp C



STA 3517+00.00

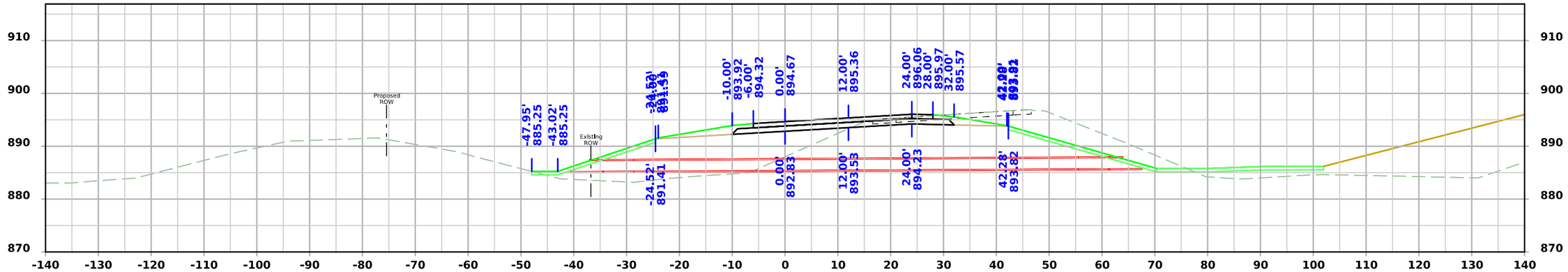


STA 3516+75.00

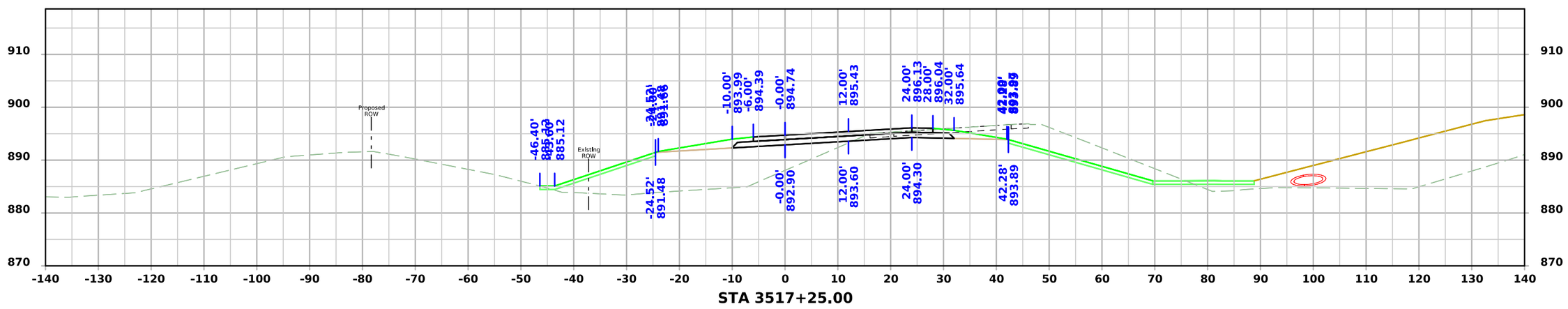
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1:29:35 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

US 30 Ramp C



STA 3517+50.00

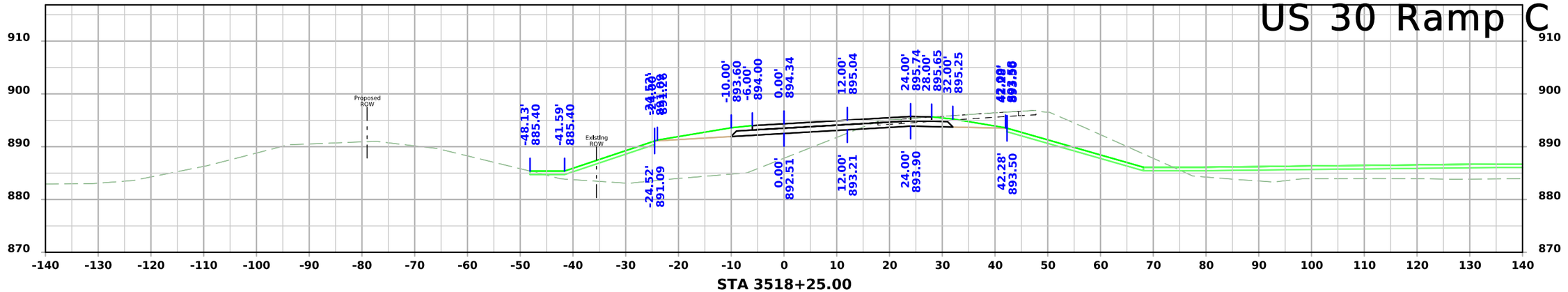


STA 3517+25.00

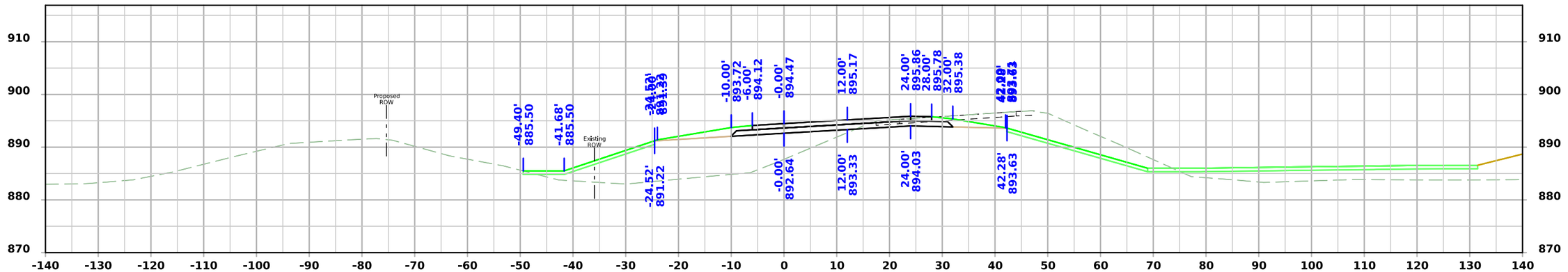
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.107

1:29:38 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_8503532908.dgn

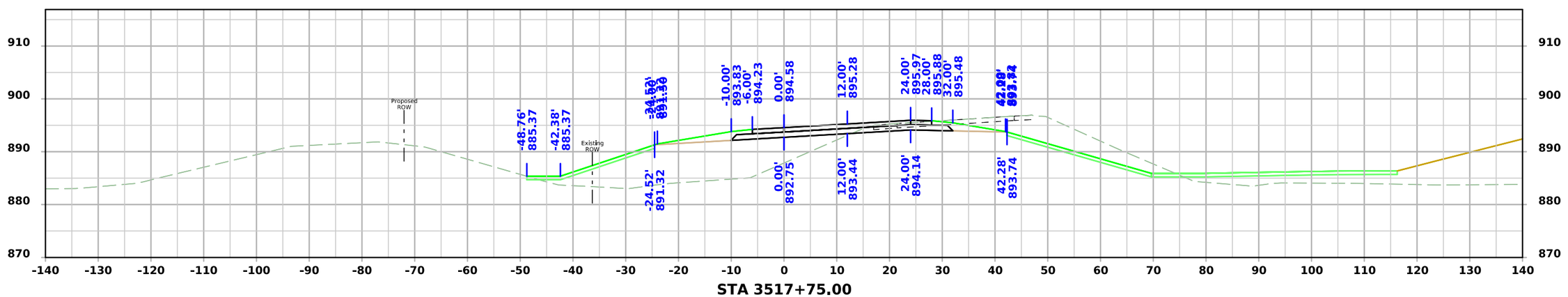
US 30 Ramp C



STA 3518+25.00



STA 3518+00.00

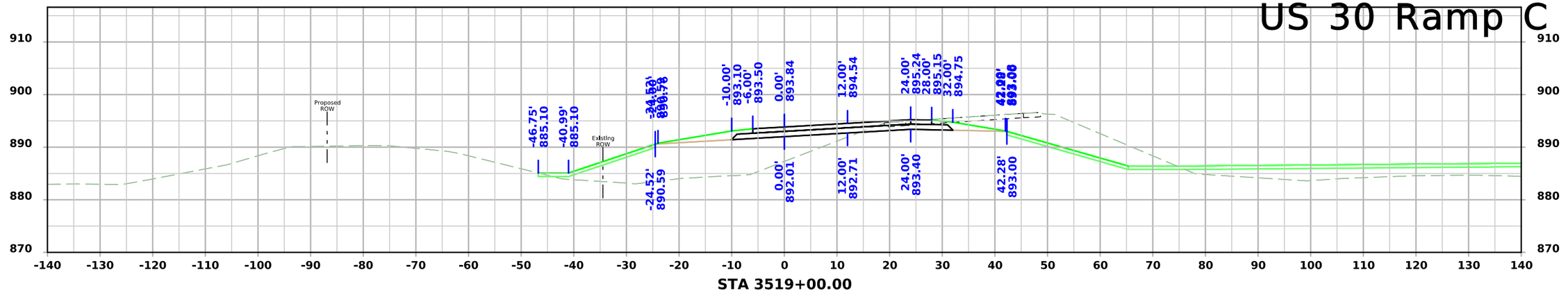


STA 3517+75.00

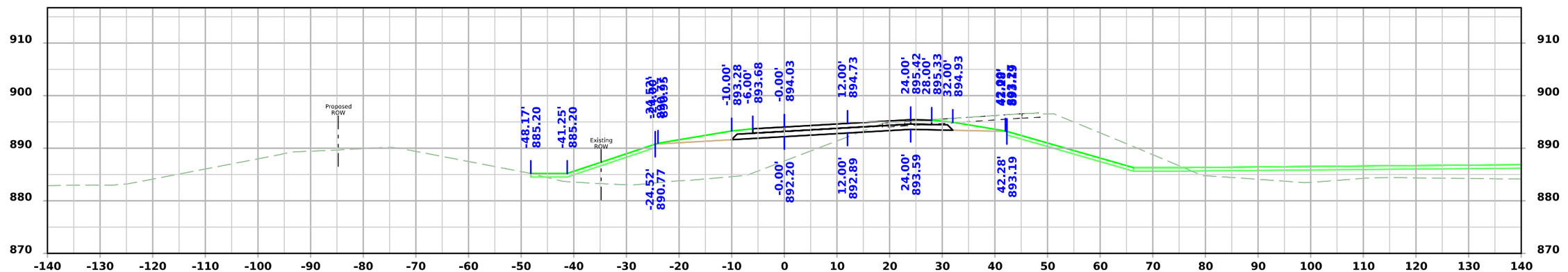
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.108

1:29:41 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

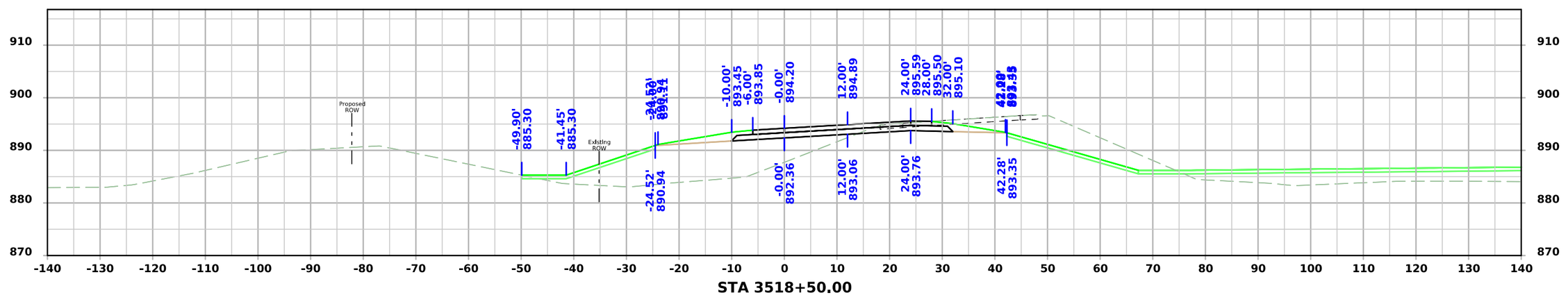
US 30 Ramp C



STA 3519+00.00



STA 3518+75.00

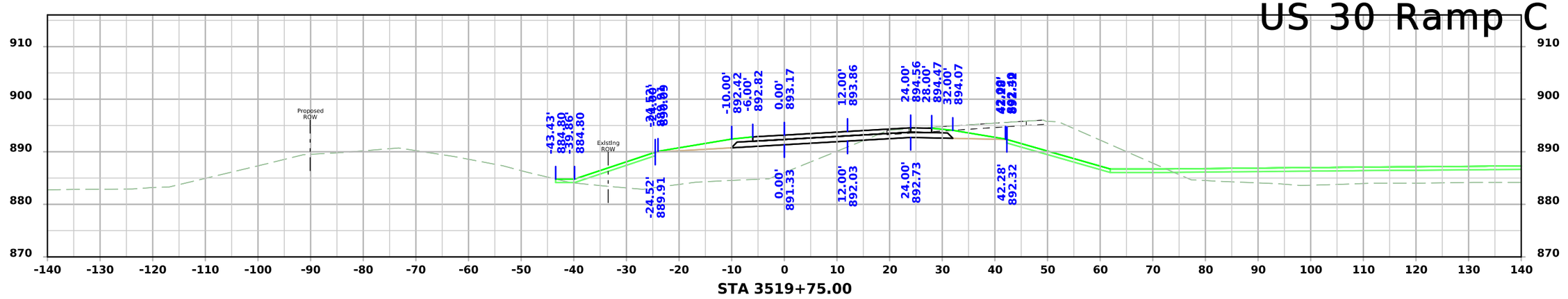


STA 3518+50.00

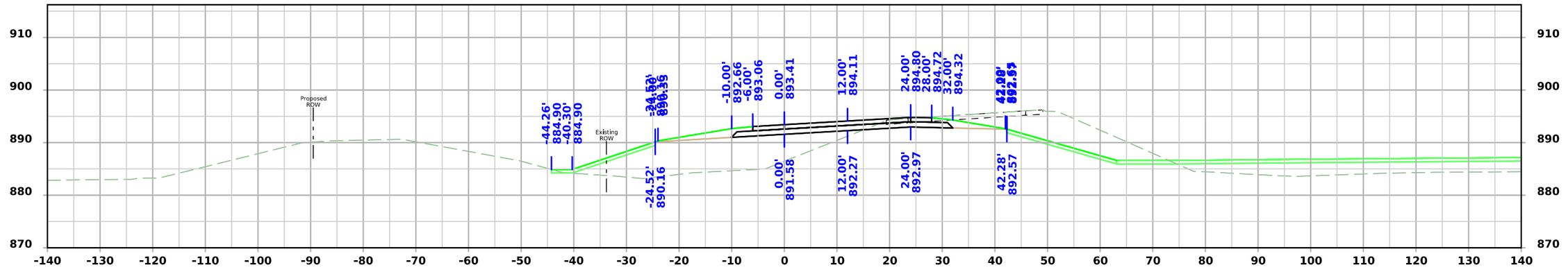
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1:29:44 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

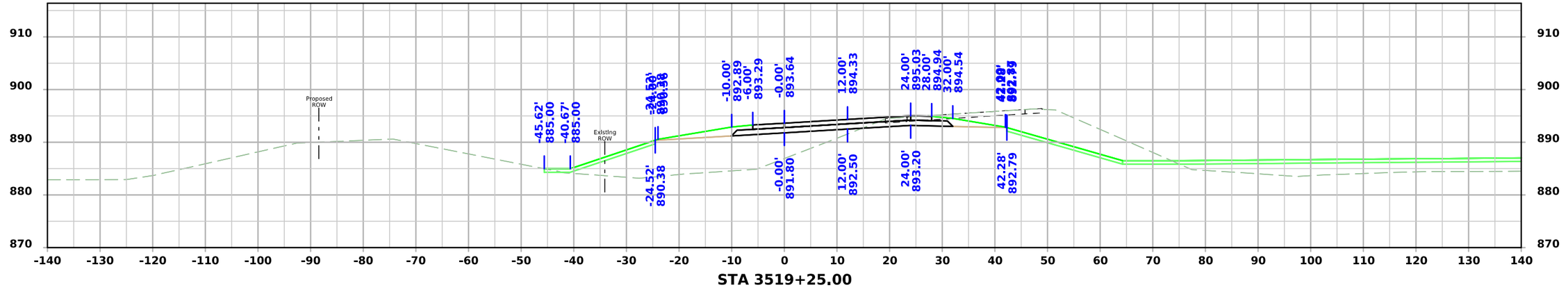
US 30 Ramp C



STA 3519+75.00



STA 3519+50.00

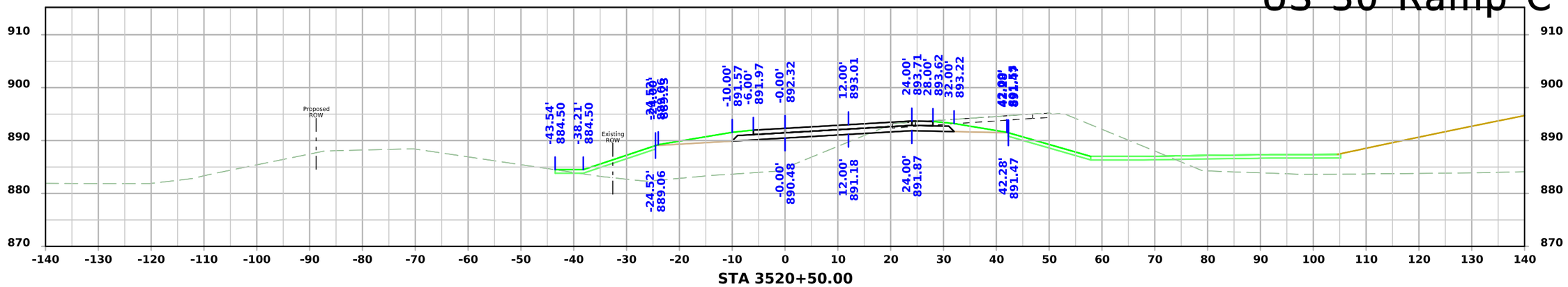


STA 3519+25.00

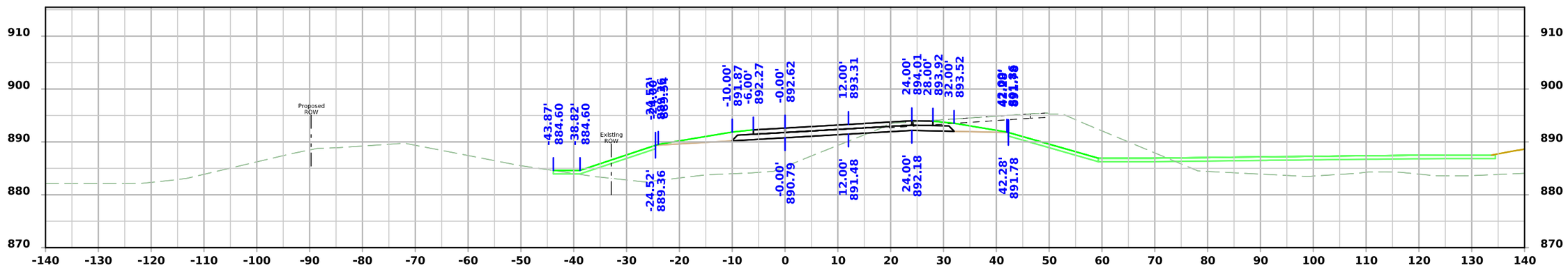
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.110

1:29:47 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

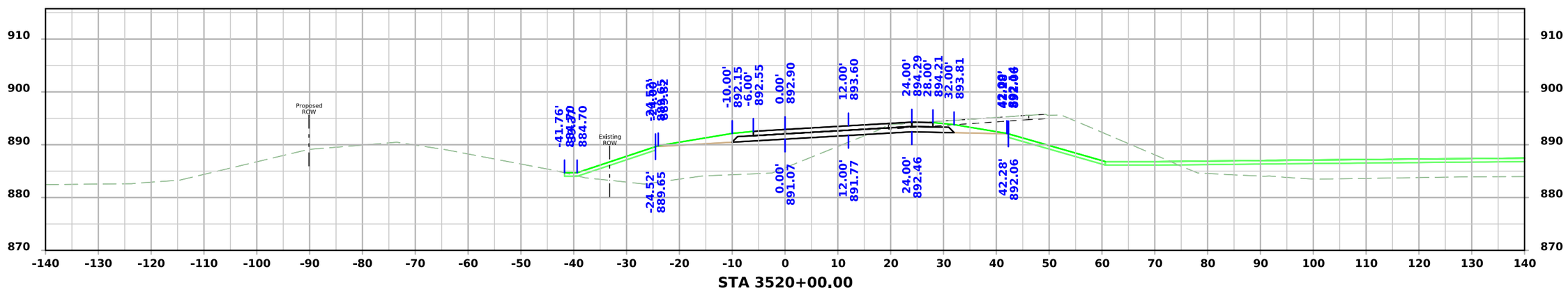
US 30 Ramp C



STA 3520+50.00



STA 3520+25.00

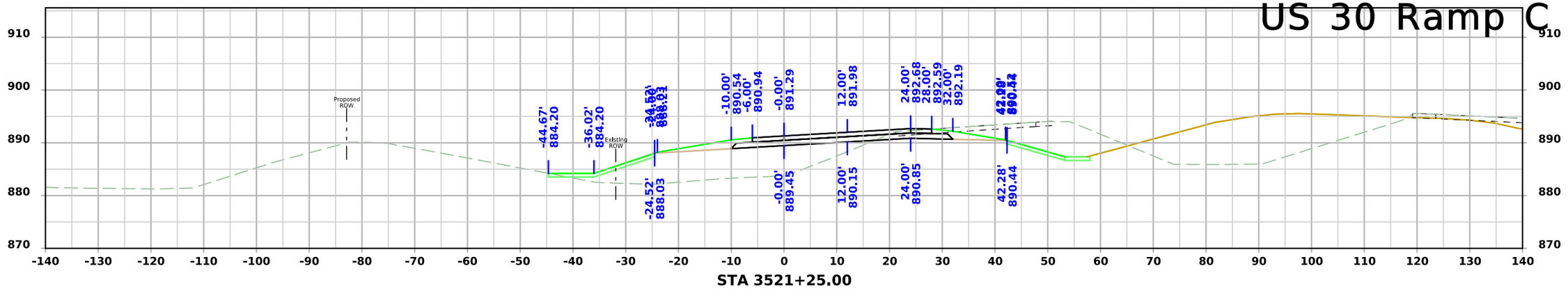


STA 3520+00.00

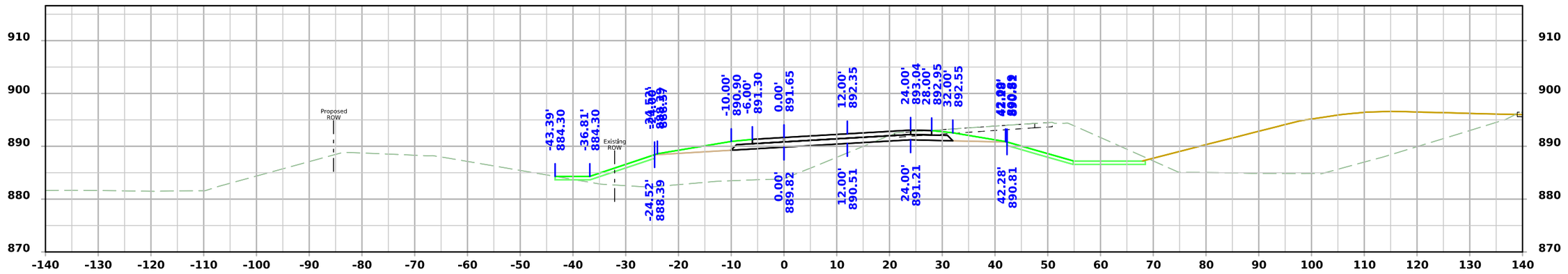
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.111

1:29:49 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

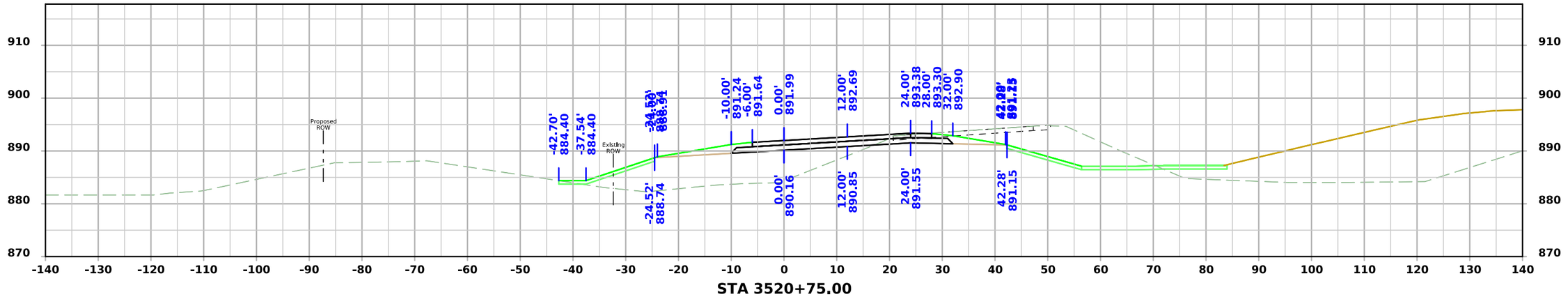
US 30 Ramp C



STA 3521+25.00



STA 3521+00.00

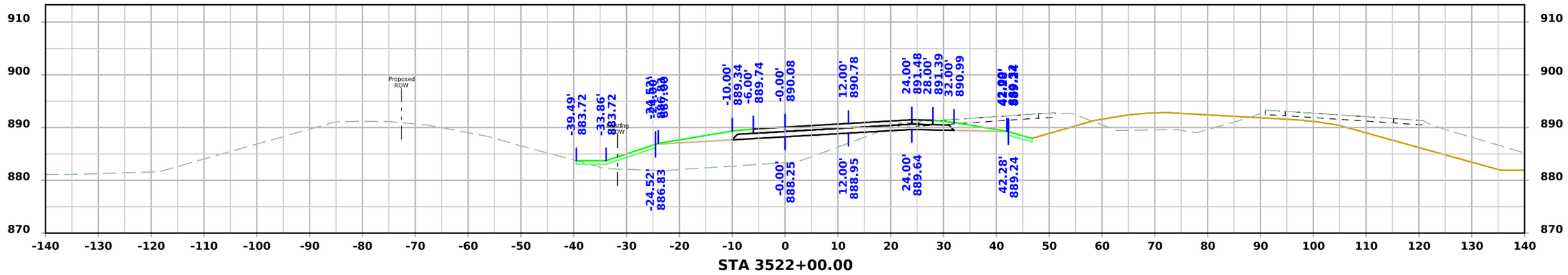


STA 3520+75.00

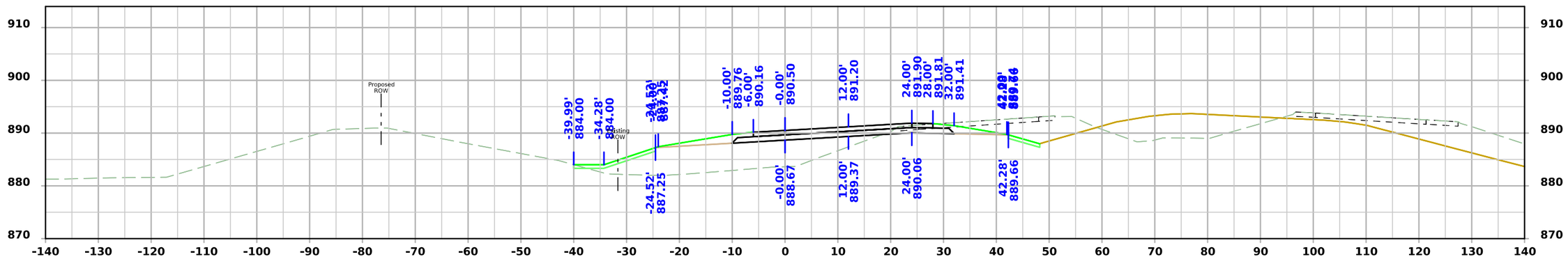
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.112

1:29:53 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

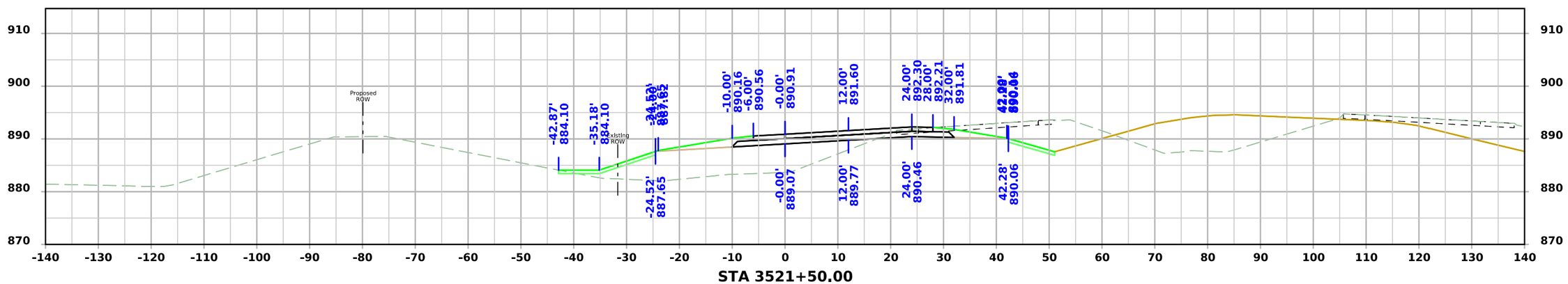
US 30 Ramp C



STA 3522+00.00



STA 3521+75.00

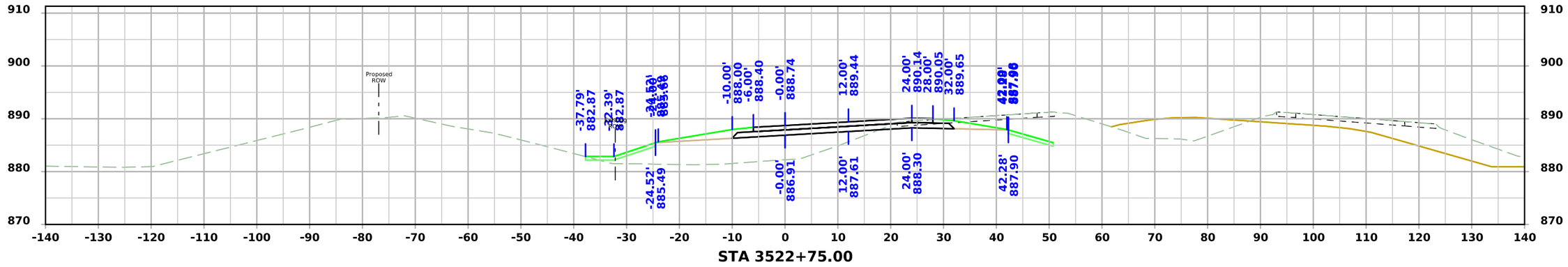


STA 3521+50.00

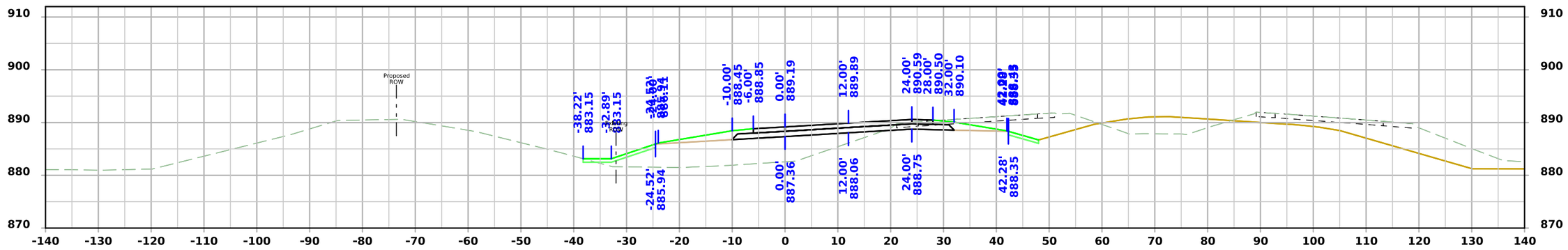
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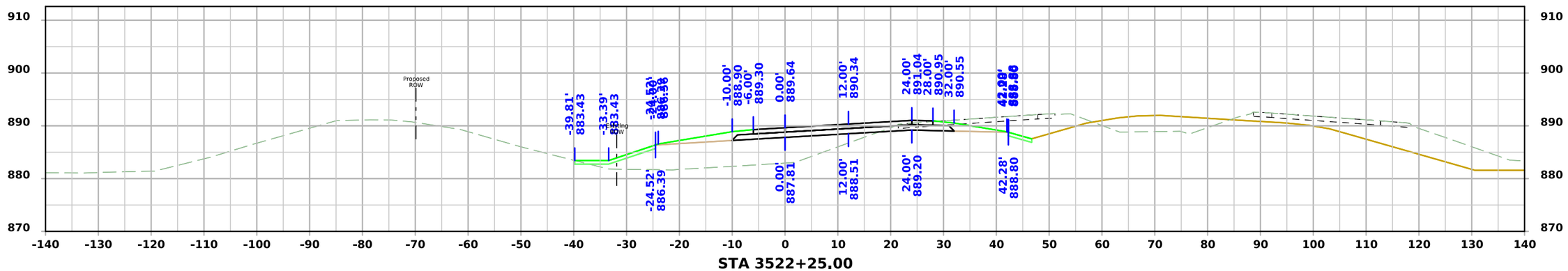
US 30 Ramp C



STA 3522+75.00



STA 3522+50.00

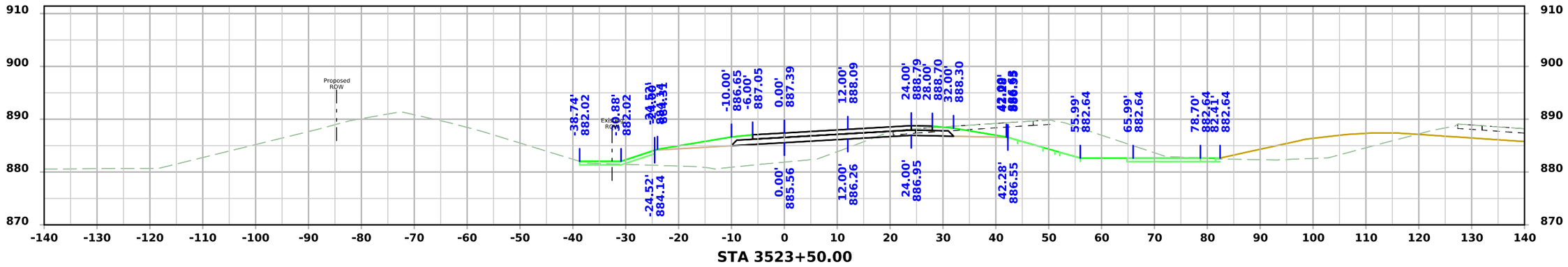


STA 3522+25.00

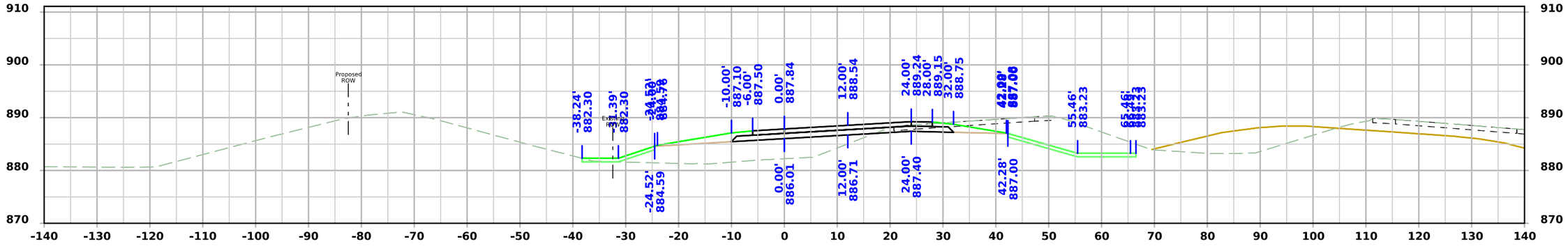
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.114

1:29:59 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

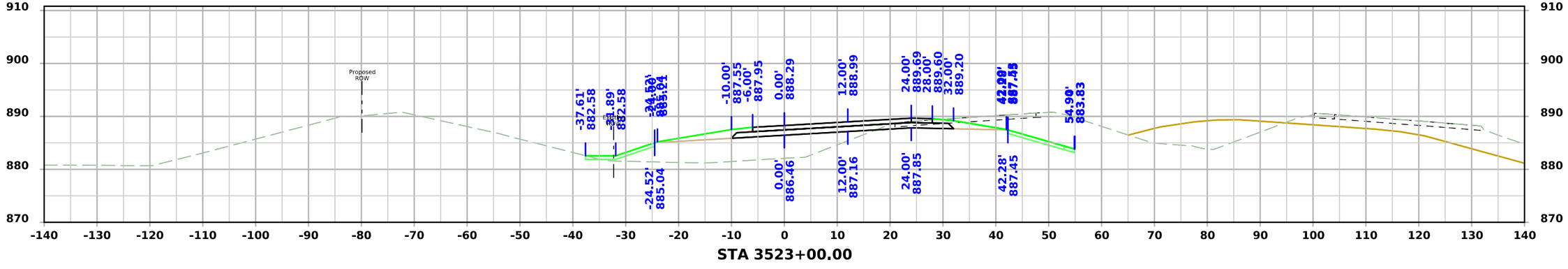
US 30 Ramp C



STA 3523+50.00



STA 3523+25.00

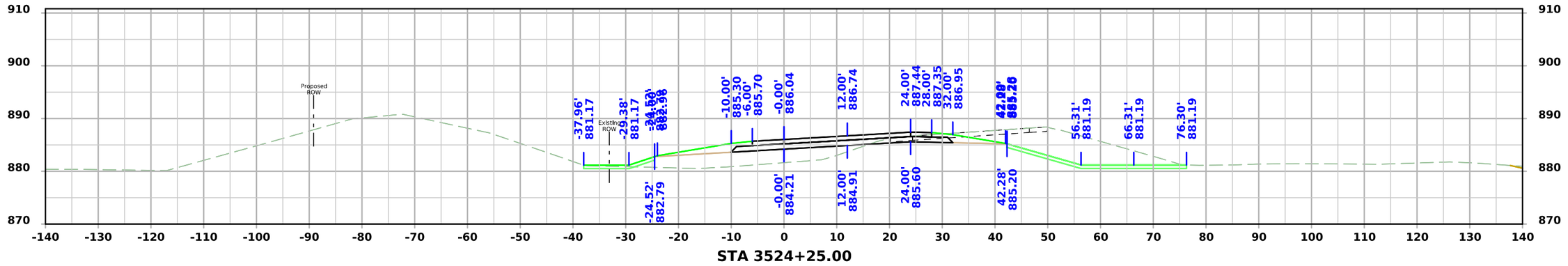


STA 3523+00.00

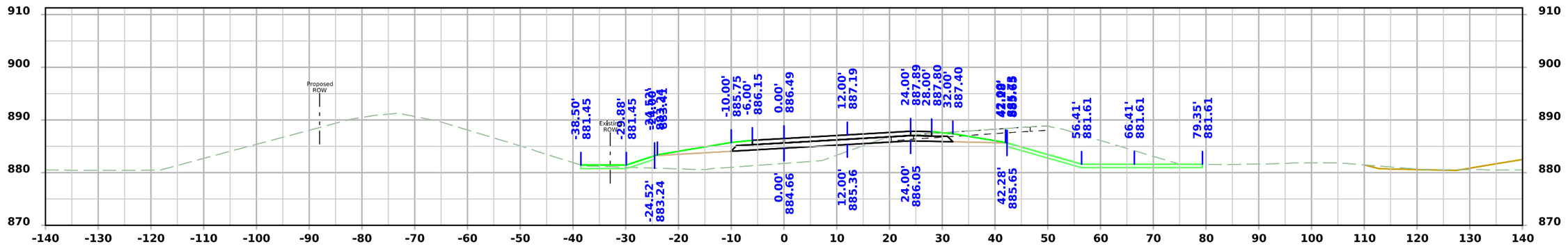
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.115

1:30:01 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

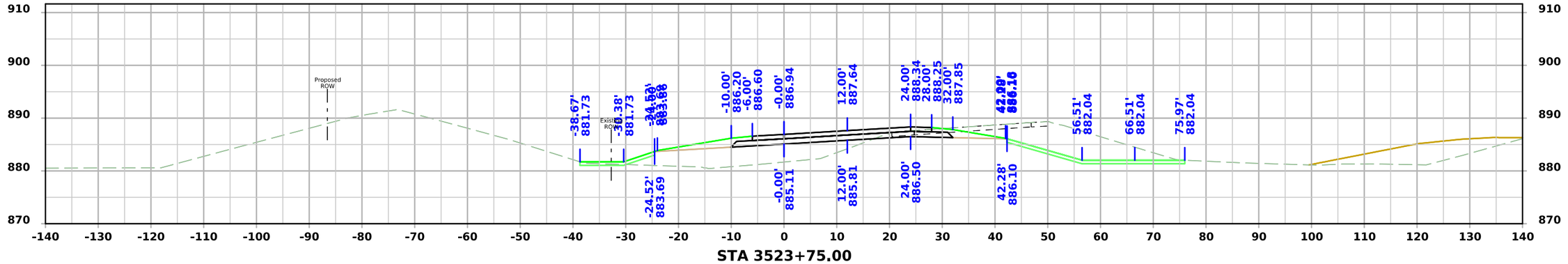
US 30 Ramp C



STA 3524+25.00



STA 3524+00.00

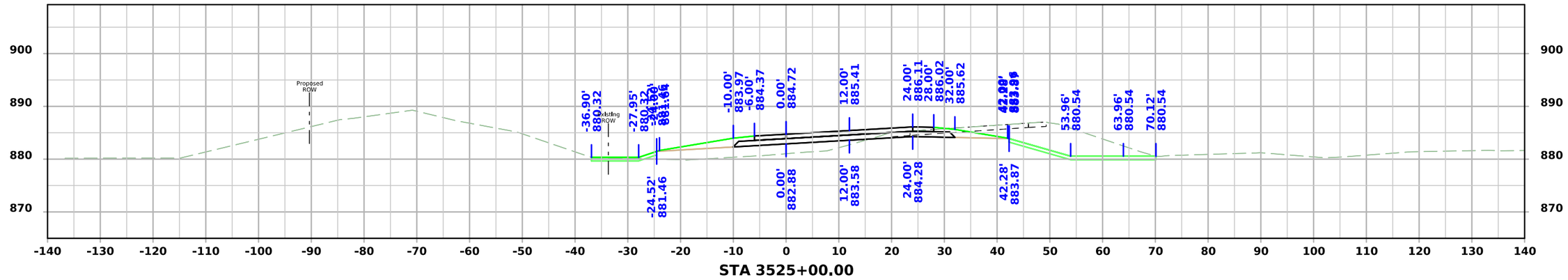


STA 3523+75.00

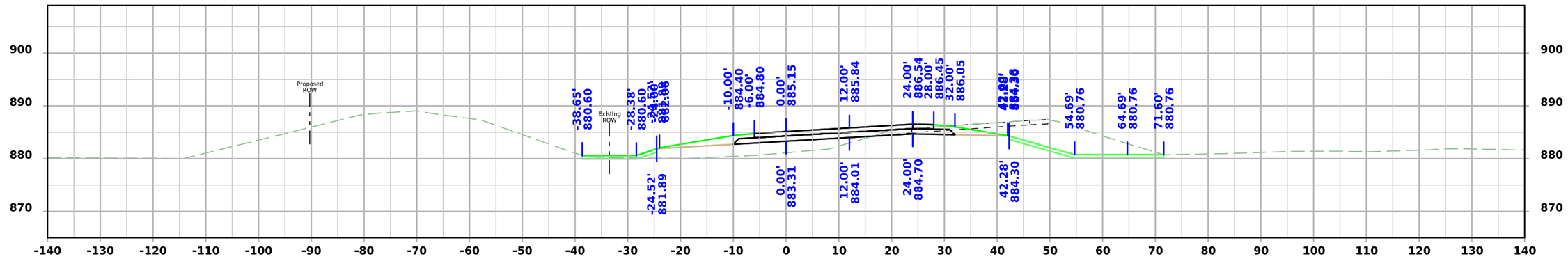
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.116

1:30:04 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

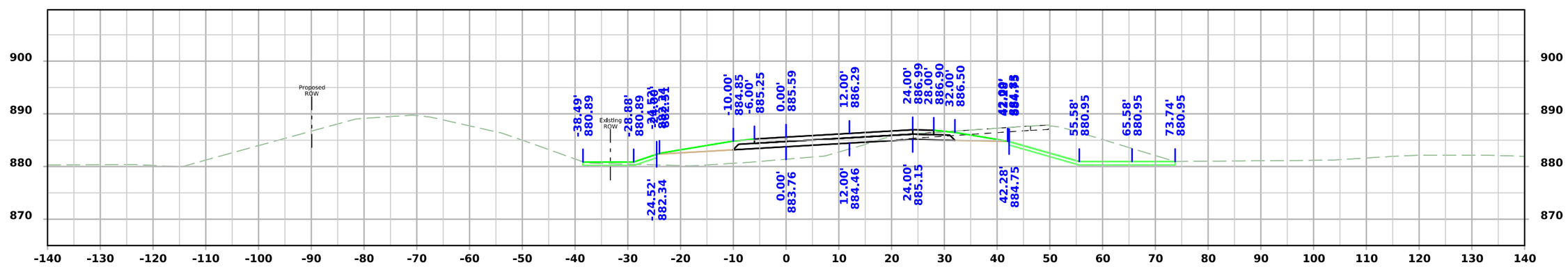
US 30 Ramp C



STA 3525+00.00



STA 3524+75.00

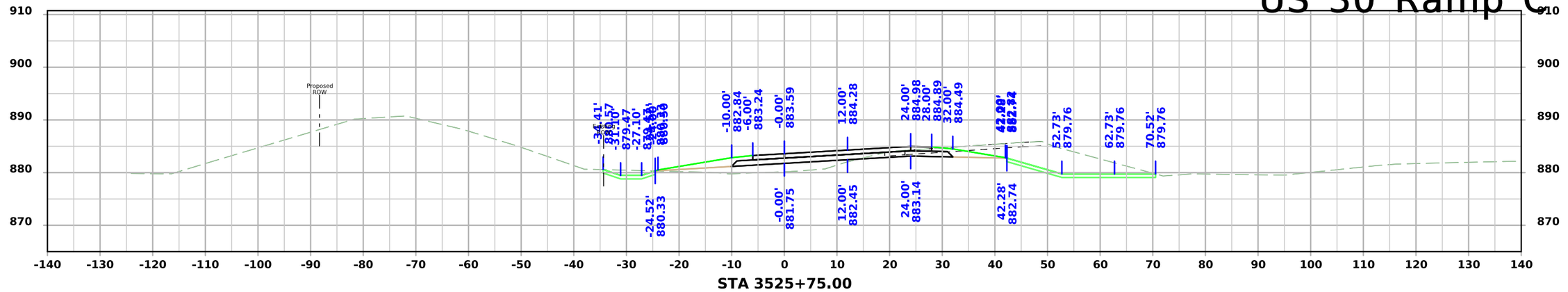


STA 3524+50.00

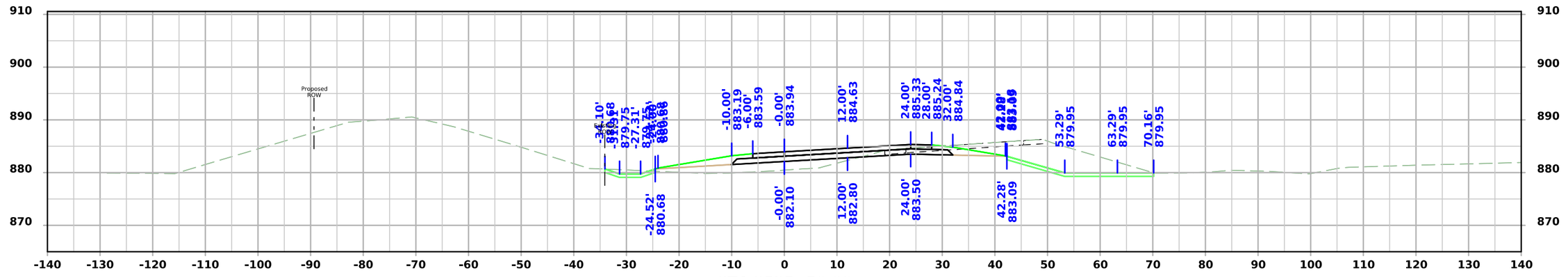
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.117

1:30:07 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

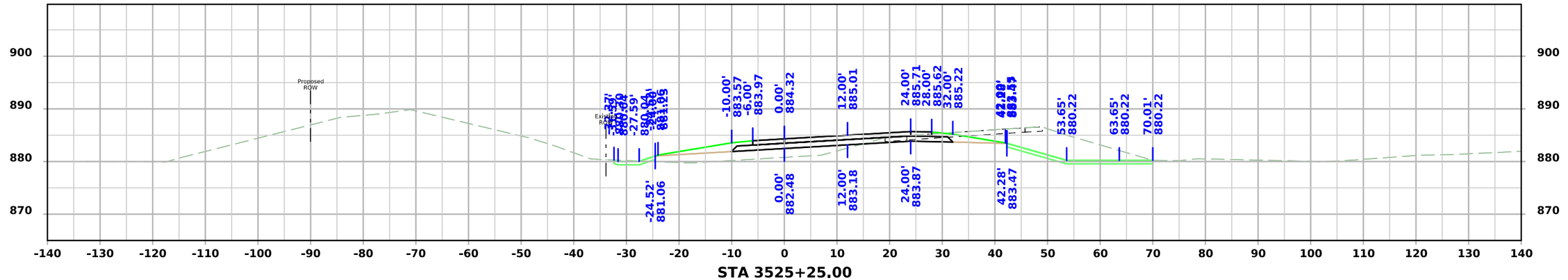
US 30 Ramp C



STA 3525+75.00



STA 3525+50.00

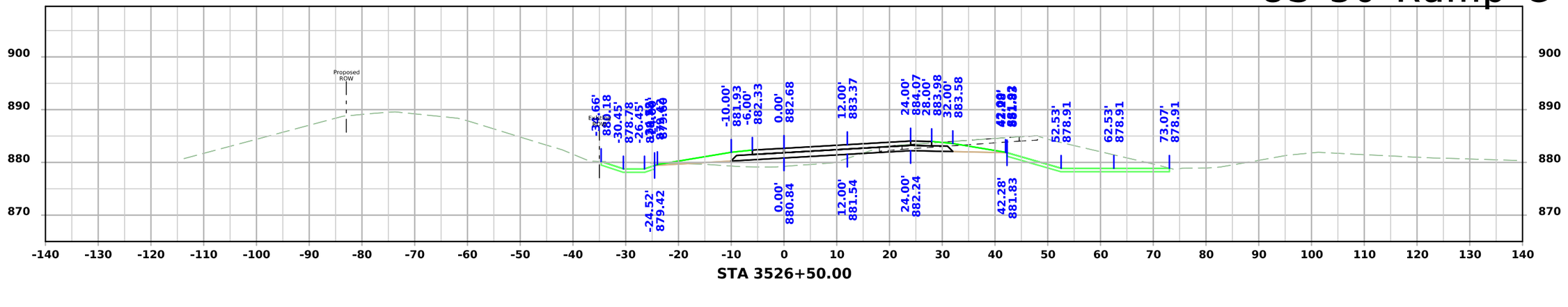


STA 3525+25.00

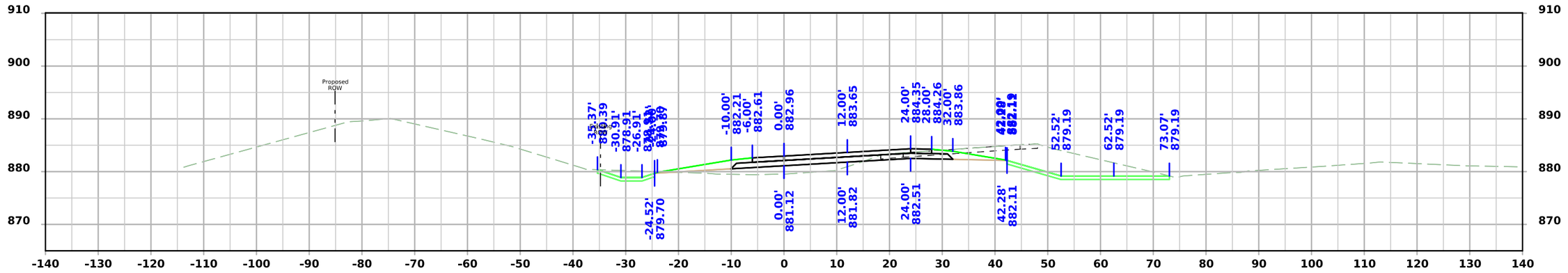
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.118

1:30:09 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

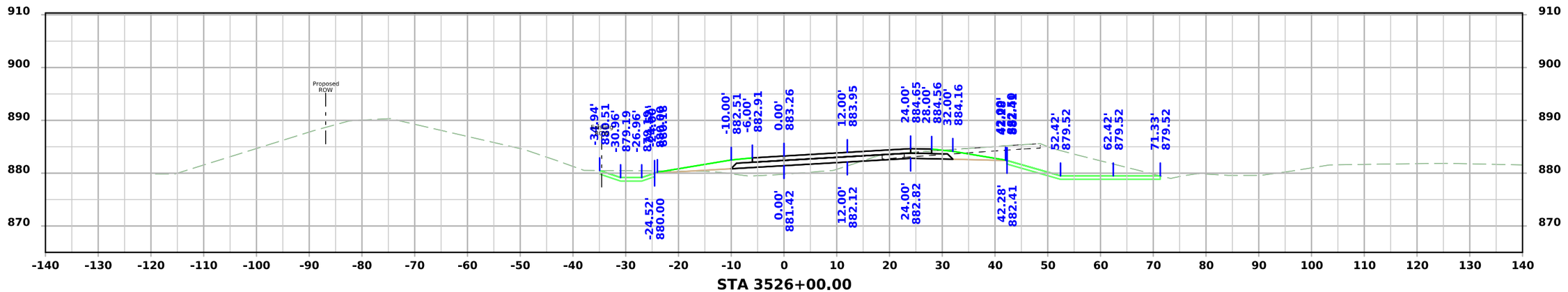
US 30 Ramp C



STA 3526+50.00



STA 3526+25.00

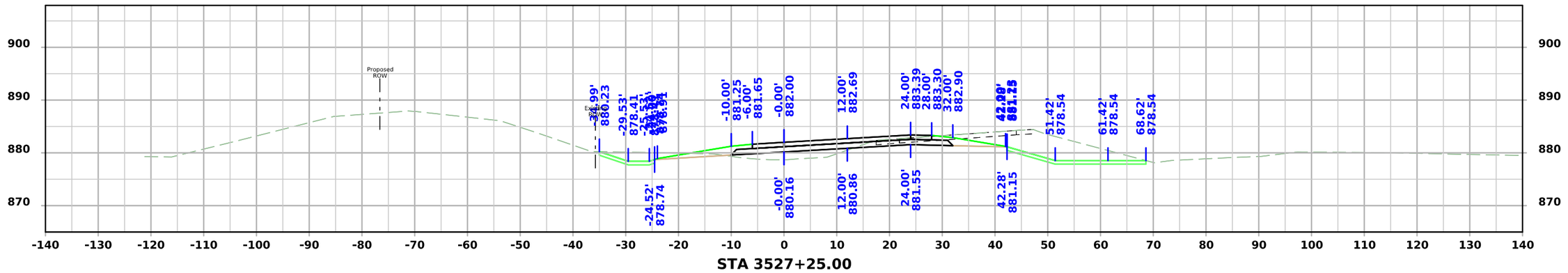


STA 3526+00.00

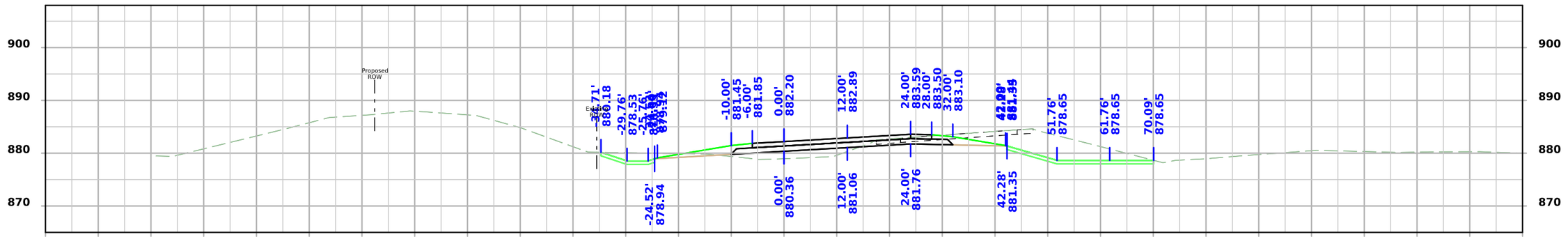
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.119

1:30:12 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

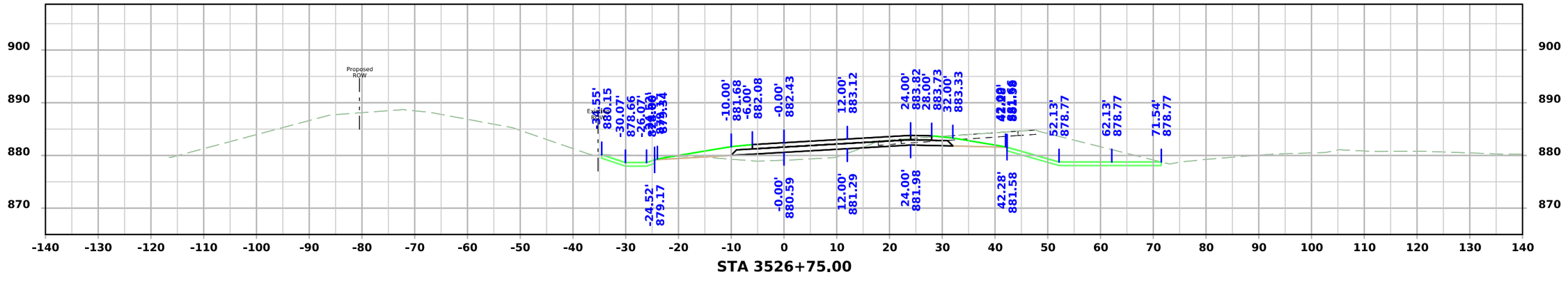
US 30 Ramp C



STA 3527+25.00



STA 3527+00.00

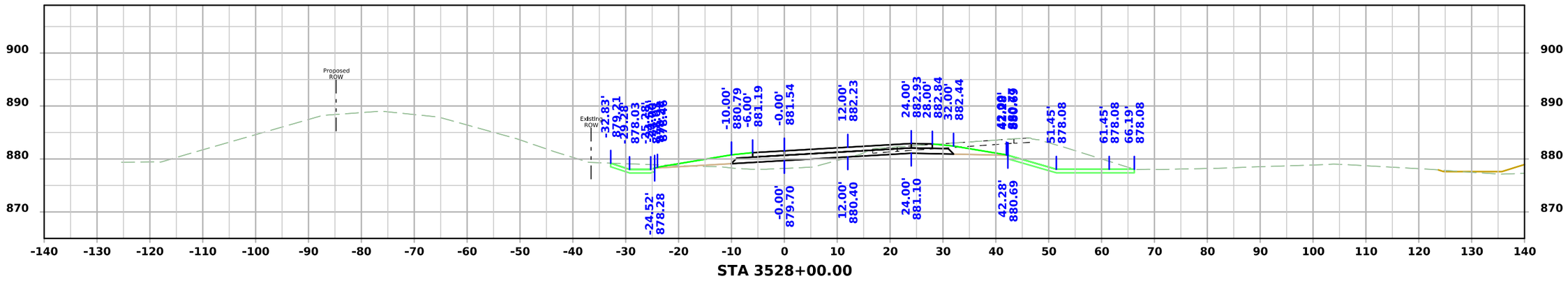


STA 3526+75.00

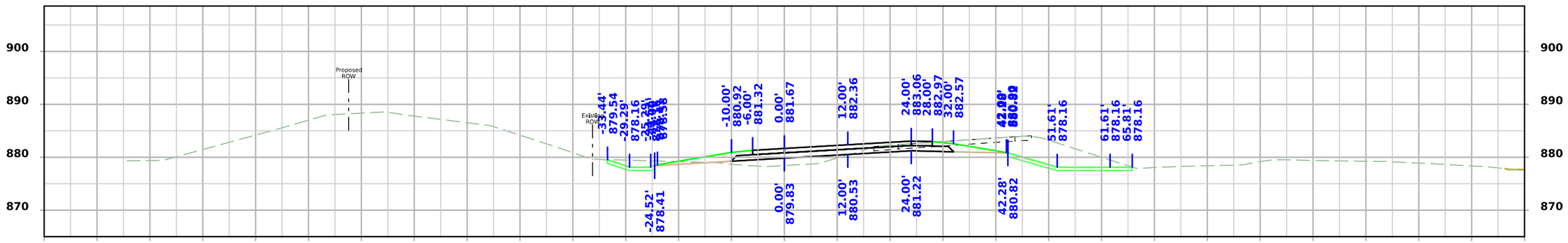
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.120

1:30:14 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

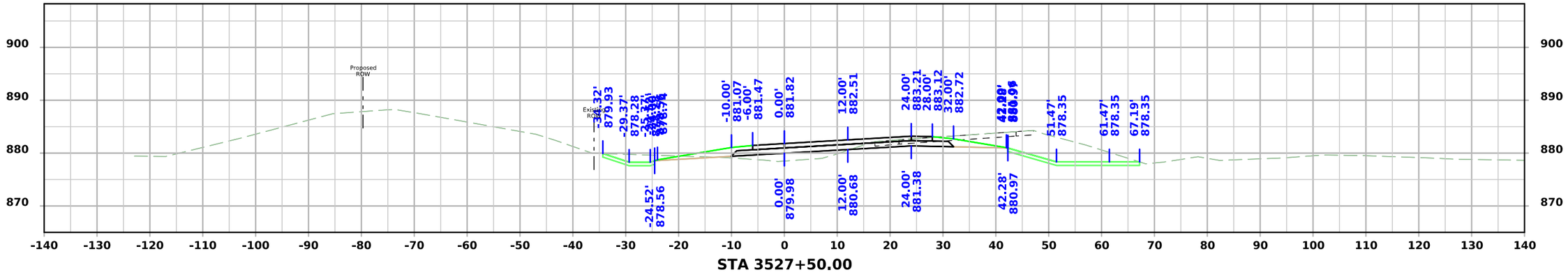
US 30 Ramp C



STA 3528+00.00



STA 3527+75.00

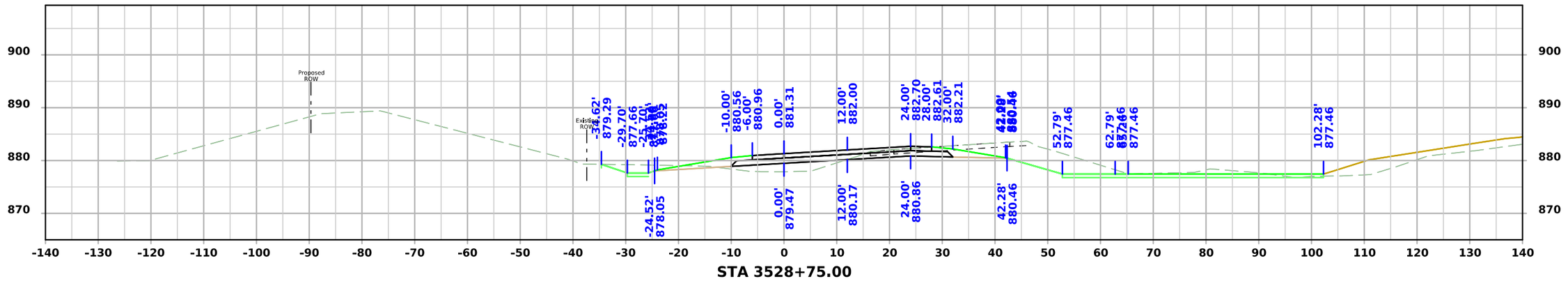


STA 3527+50.00

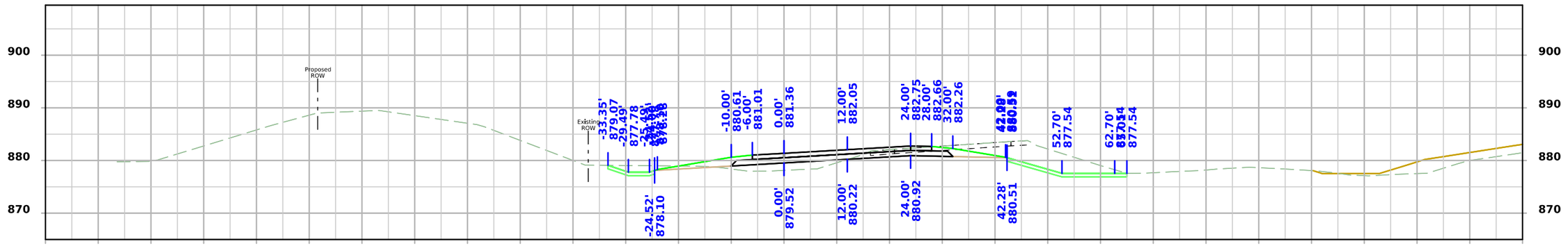
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.121	

1:30:17 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

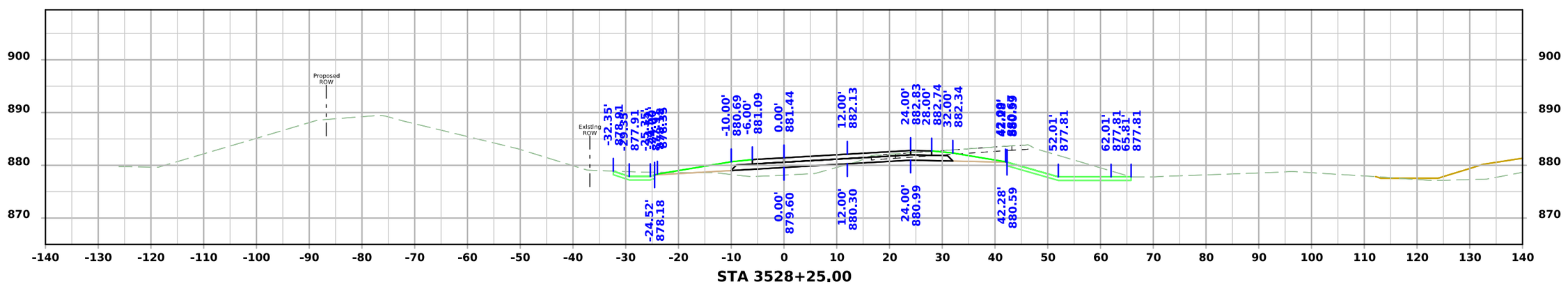
US 30 Ramp C



STA 3528+75.00



STA 3528+50.00

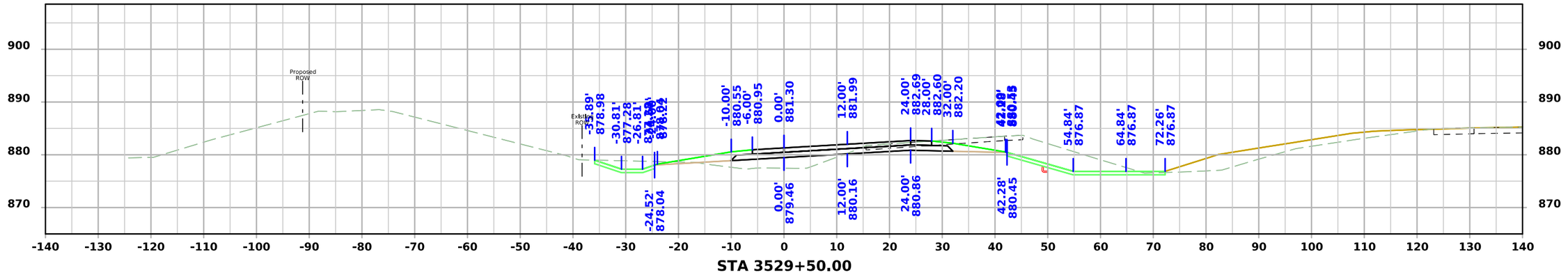


STA 3528+25.00

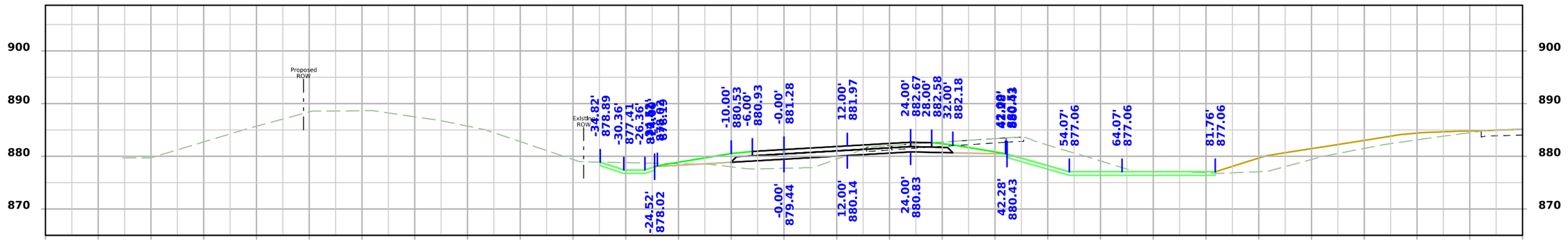
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.122

1:30:20 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

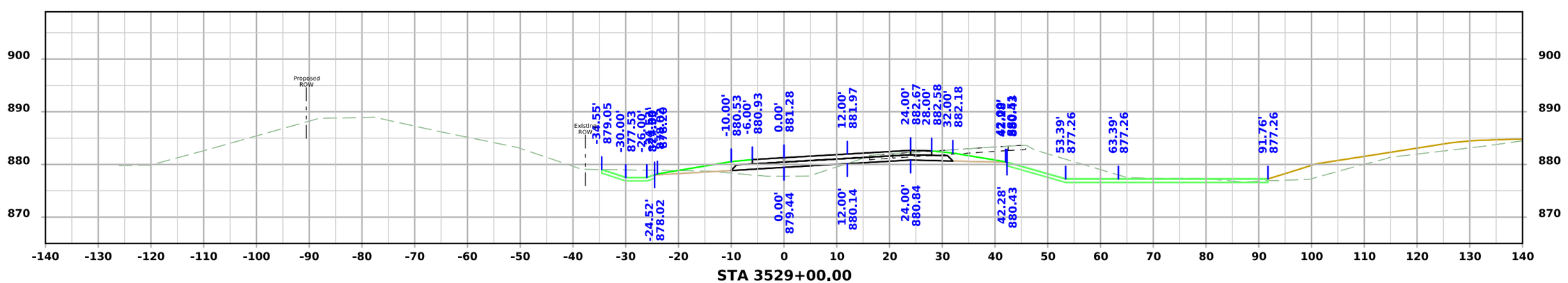
US 30 Ramp C



STA 3529+50.00



STA 3529+25.00

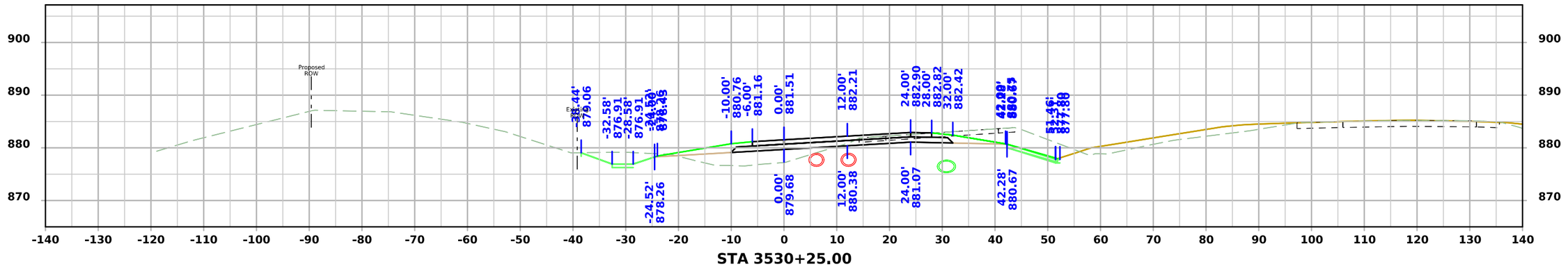


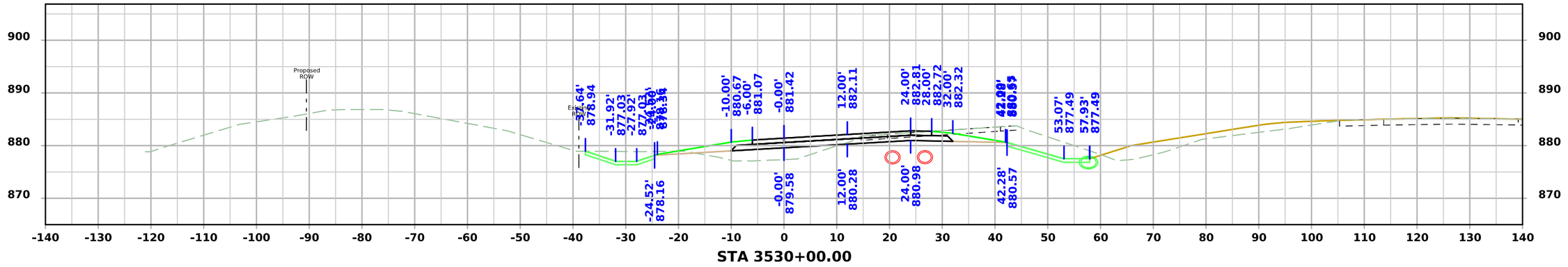
STA 3529+00.00

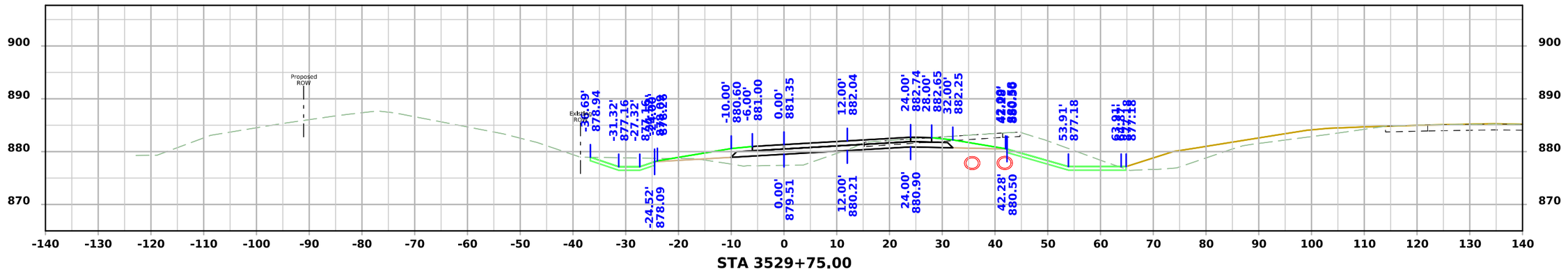
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.123

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US 30 Ramp C



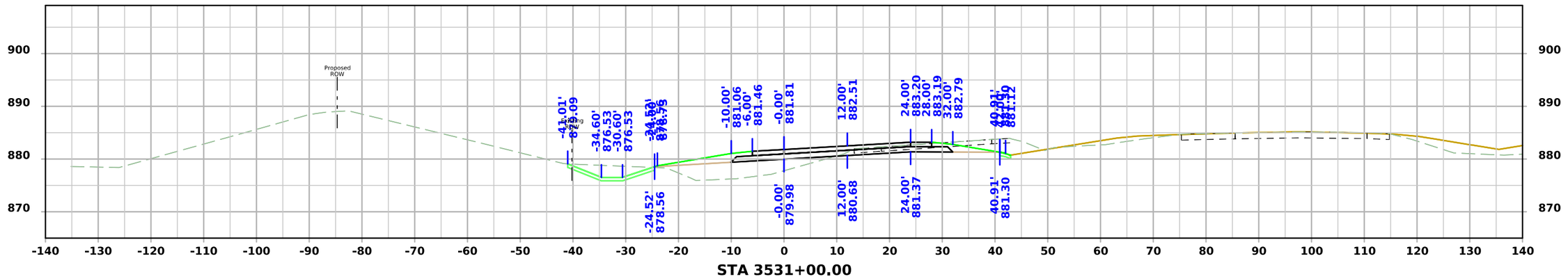




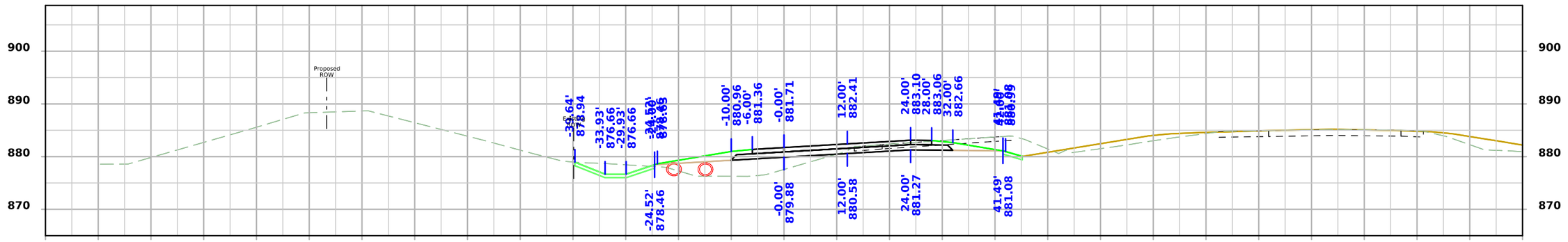
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.124

1:30:25 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

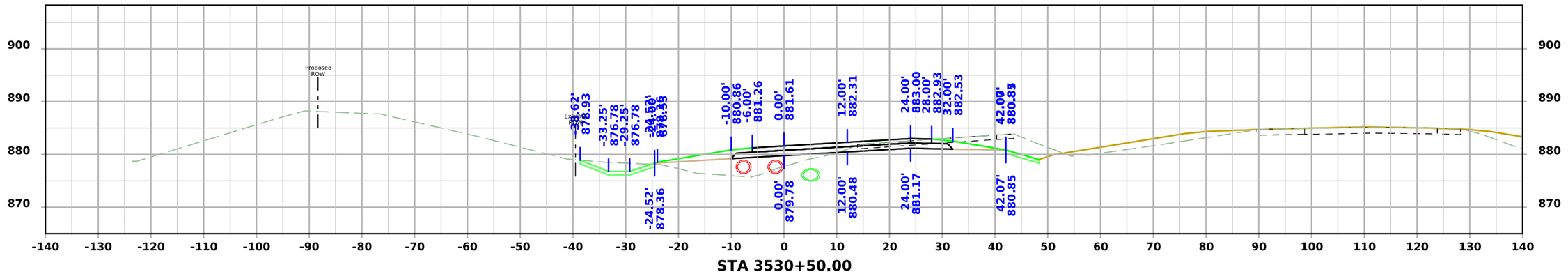
US 30 Ramp C



STA 3531+00.00



STA 3530+75.00

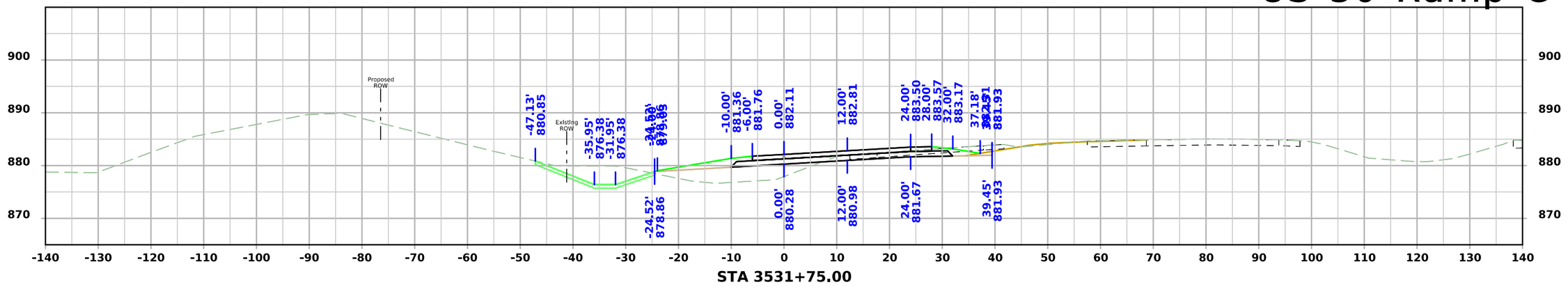


STA 3530+50.00

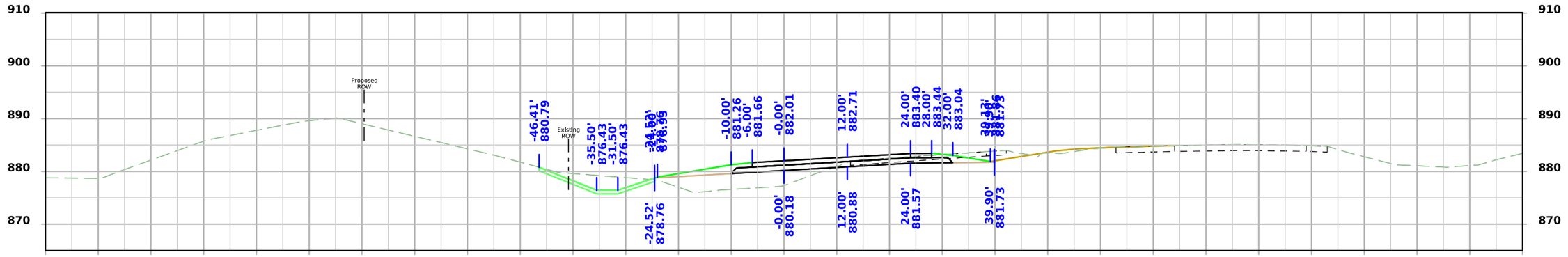
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.125	

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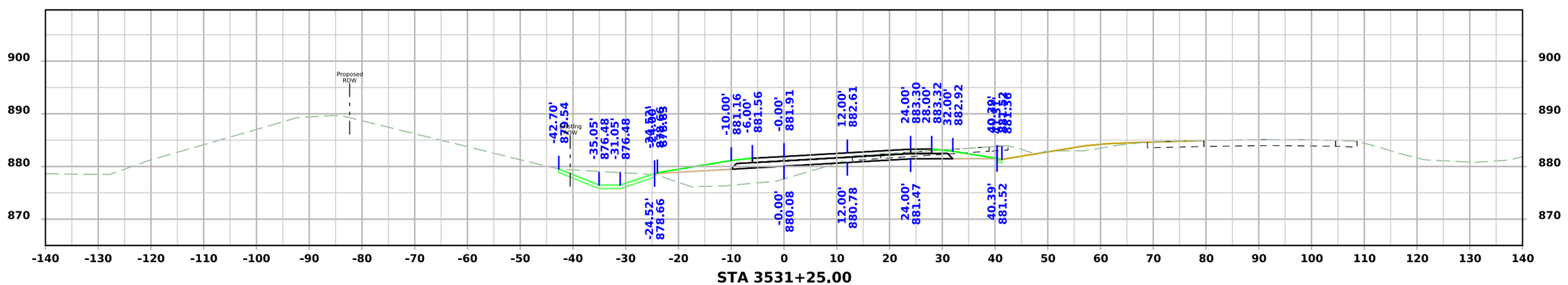
US 30 Ramp C



STA 3531+75.00



STA 3531+50.00

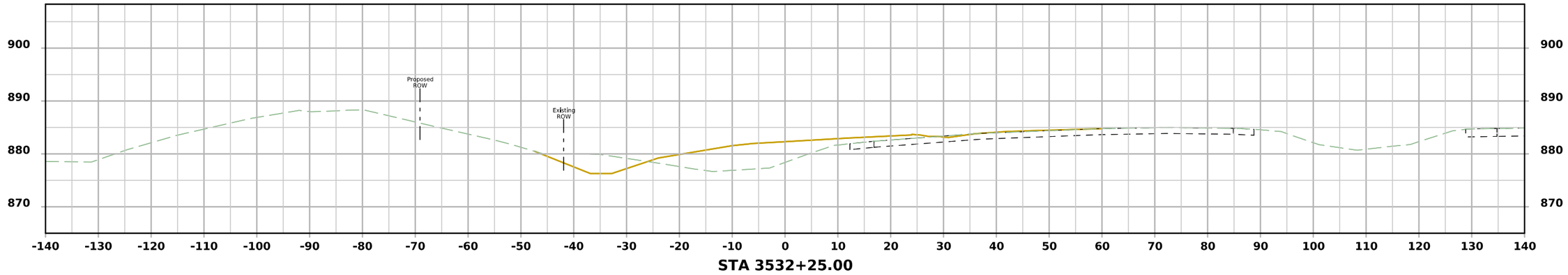


STA 3531+25.00

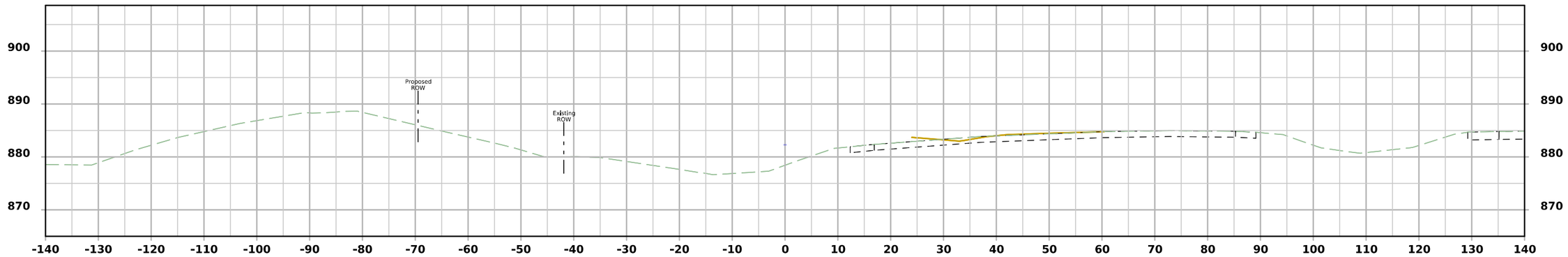
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.126

1:30:31 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

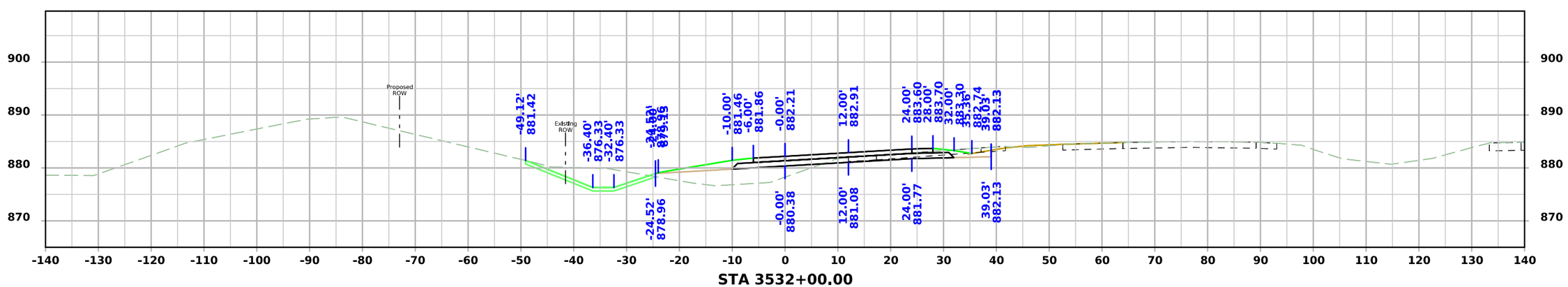
US 30 Ramp C



STA 3532+25.00



STA 3532+22.66

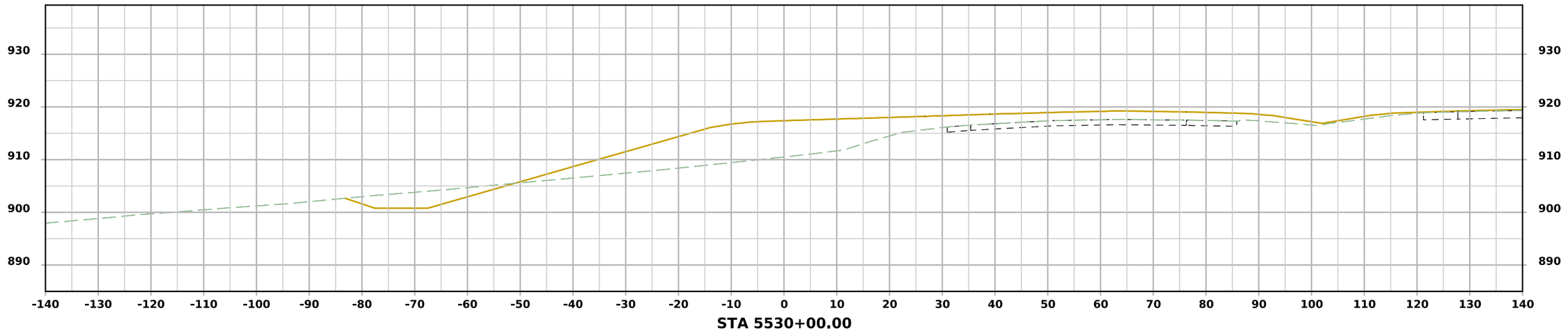


STA 3532+00.00

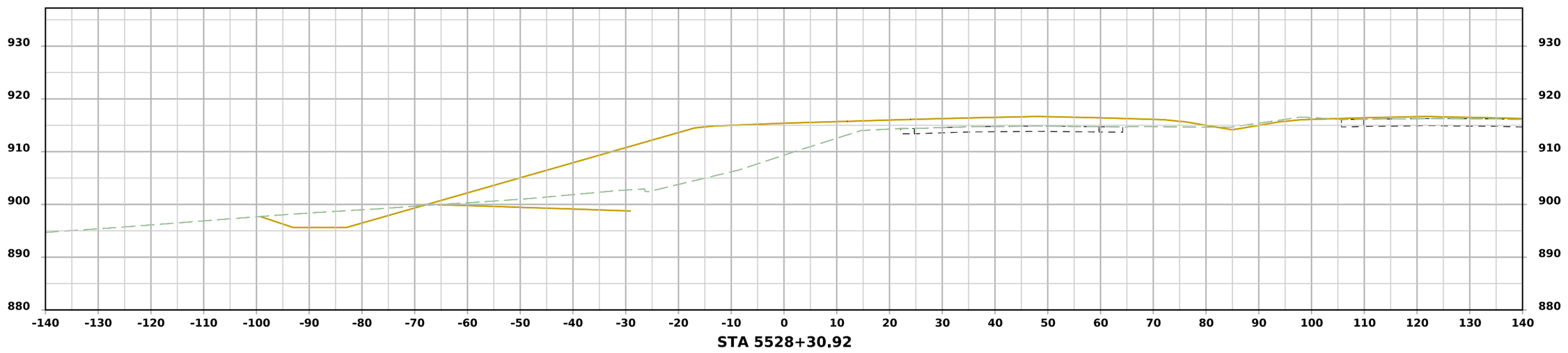
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.127

1:30:33 PM 4/10/2026 kbell pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y100_85035329Z08.dgn

US 30 Ramp E



STA 5530+00.00

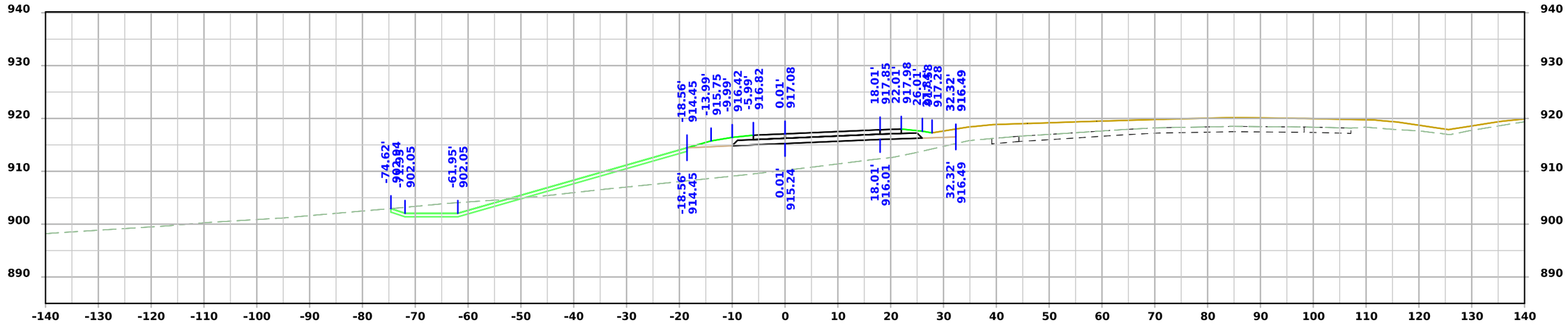


STA 5528+30.92

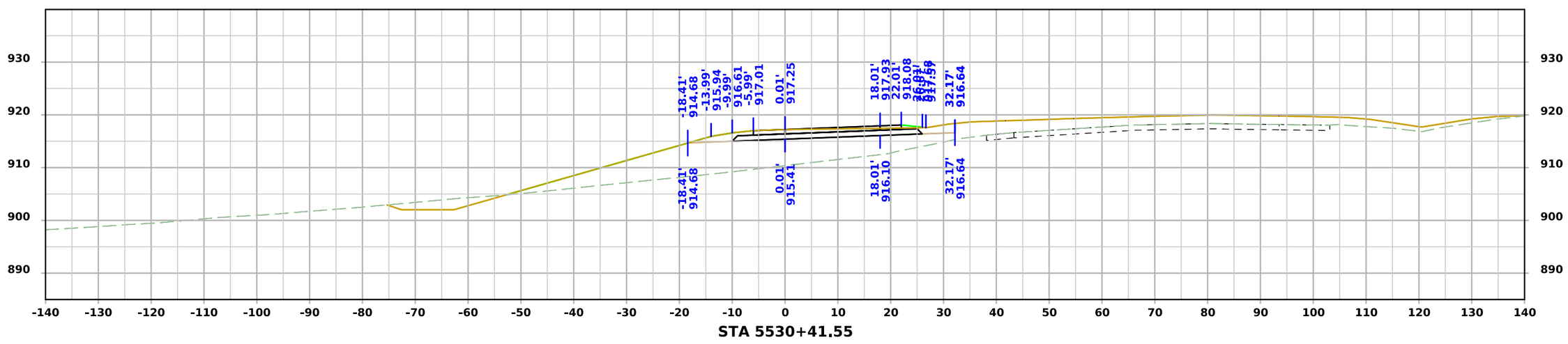
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.200

1:59:34 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y200_85035329Z08.dgn

US 30 Ramp E



STA 5530+50.00

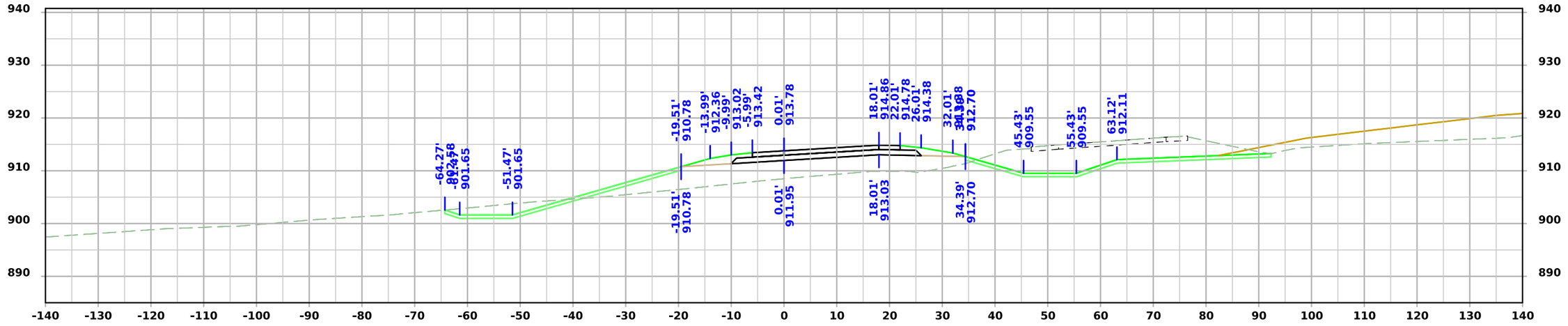


STA 5530+41.55

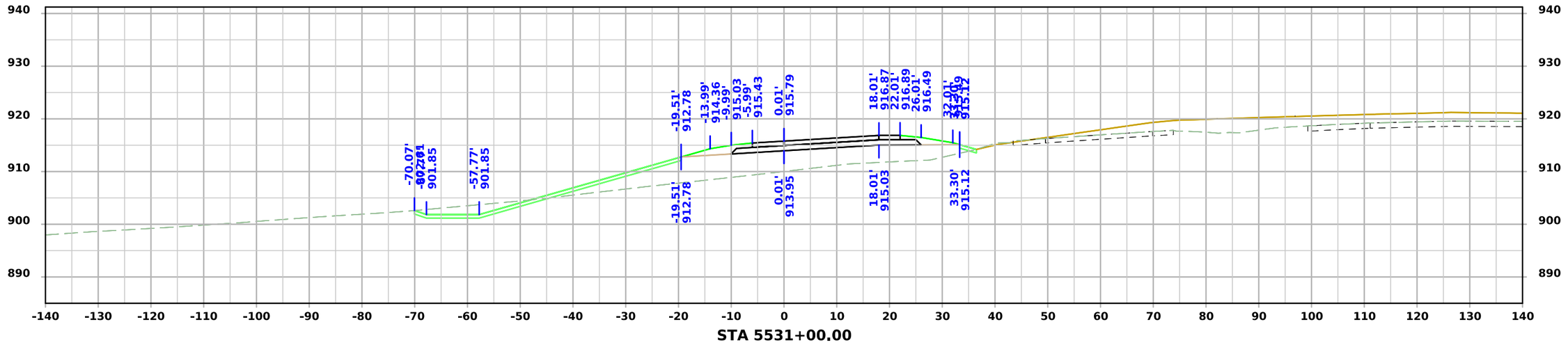
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.201

1:59:35 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y200_85035329Z08.dgn

US 30 Ramp E



STA 5531+50.00

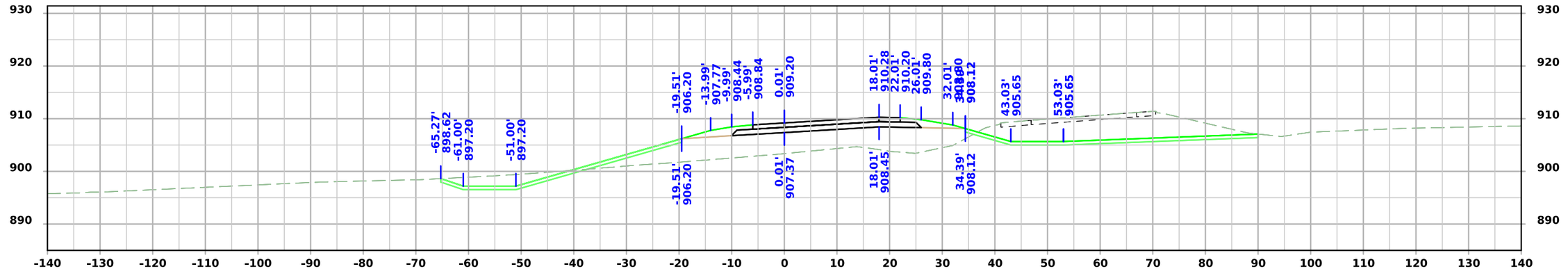


STA 5531+00.00

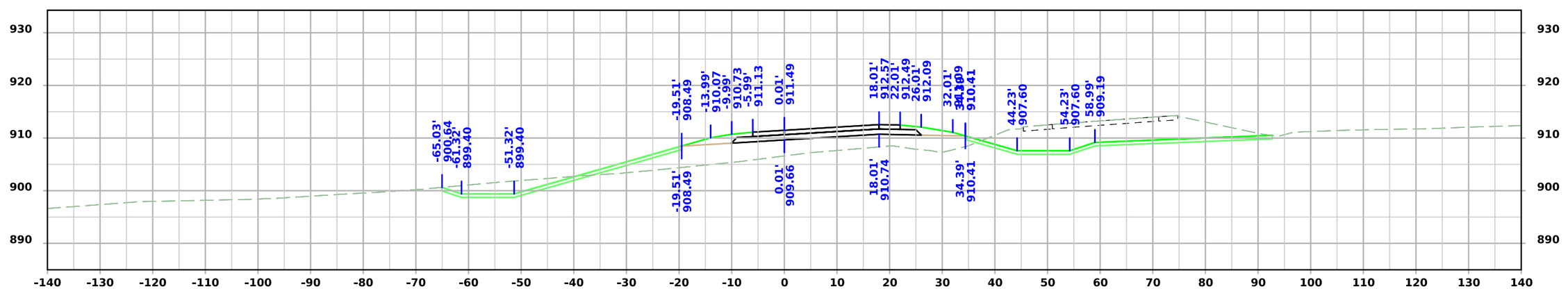
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.202

1:59:36 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y200_85035329Z08.dgn

US 30 Ramp E



STA 5532+50.00

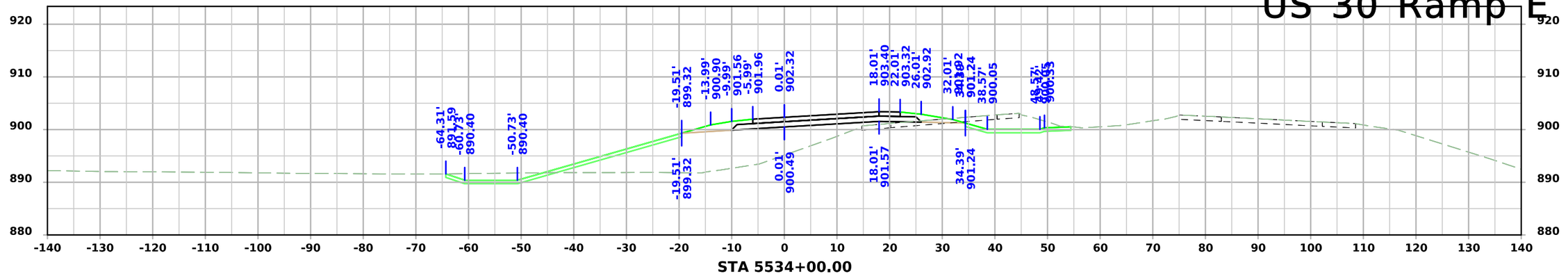


STA 5532+00.00

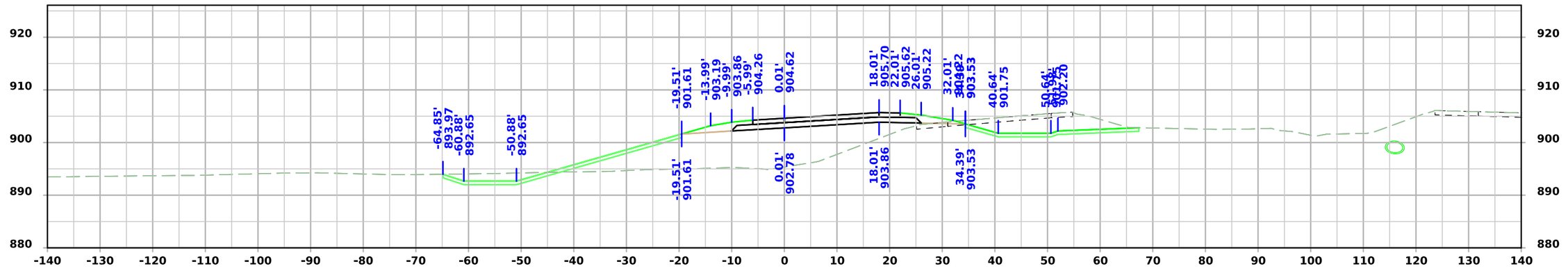
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.203

1:59:37 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y200_85035329Z08.dgn

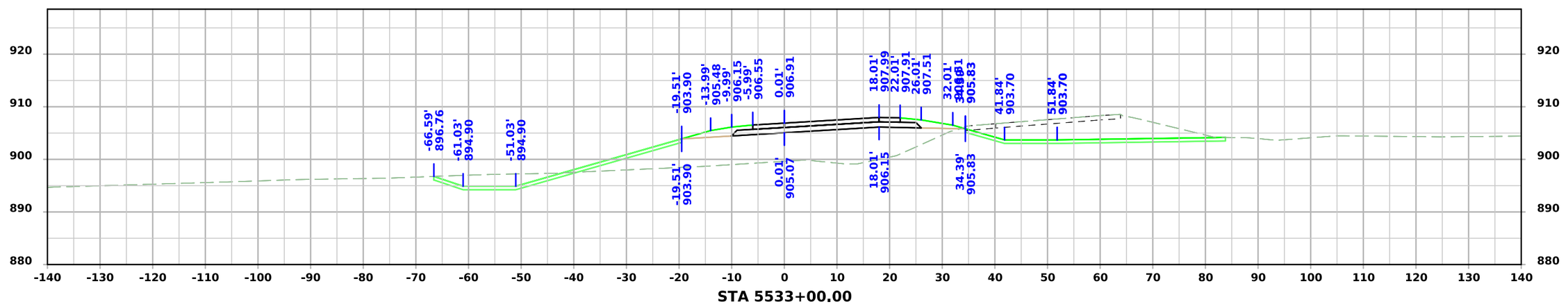
US 30 Ramp E



STA 5534+00.00



STA 5533+50.00

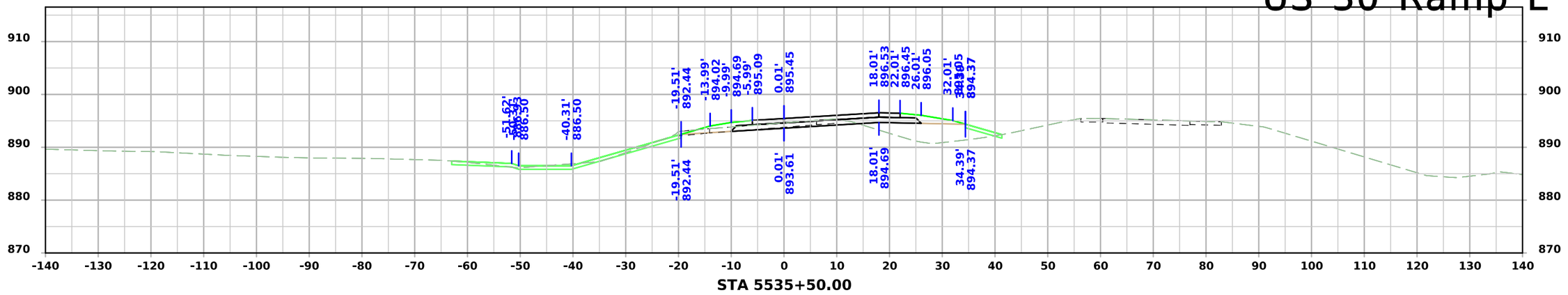


STA 5533+00.00

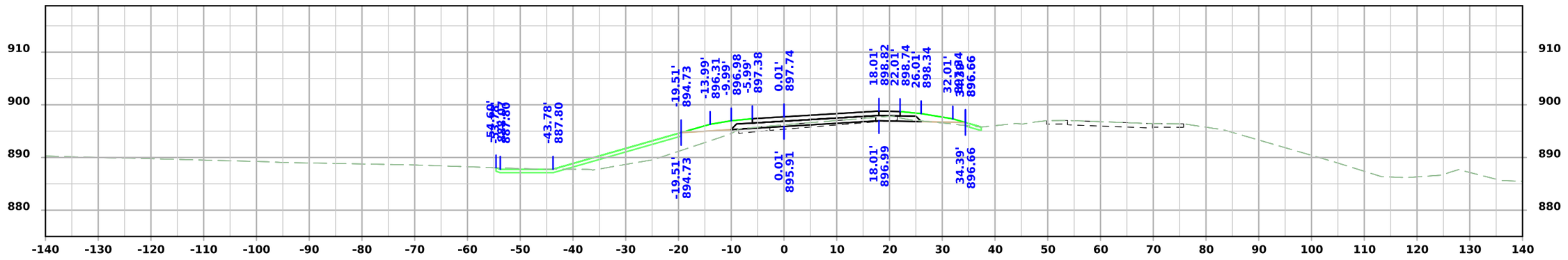
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.204

1:59:38 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y200_85035329Z08.dgn

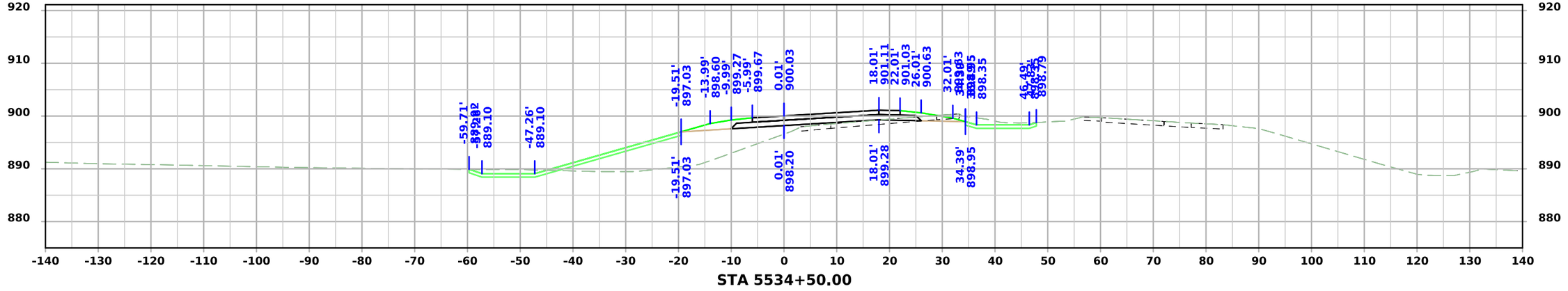
US 30 Ramp E



STA 5535+50.00



STA 5535+00.00

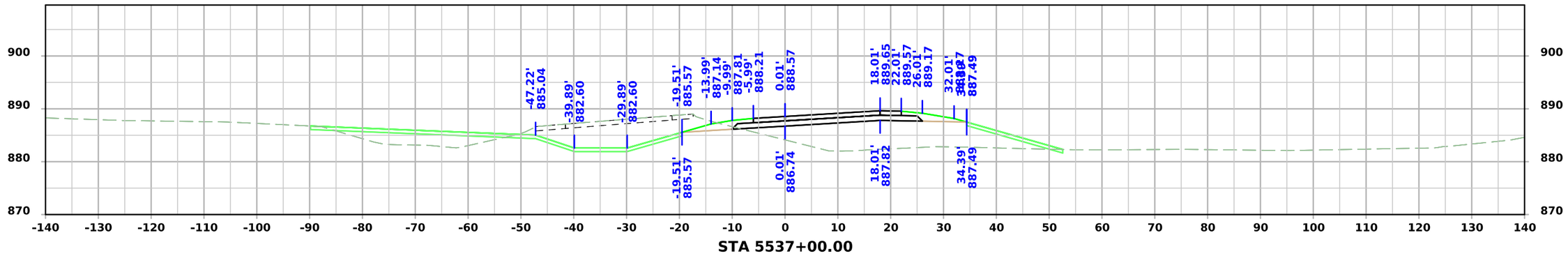


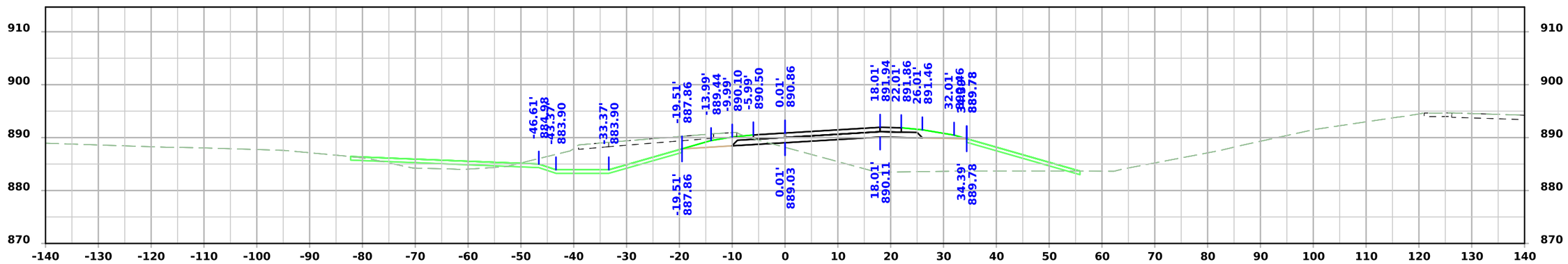
STA 5534+50.00

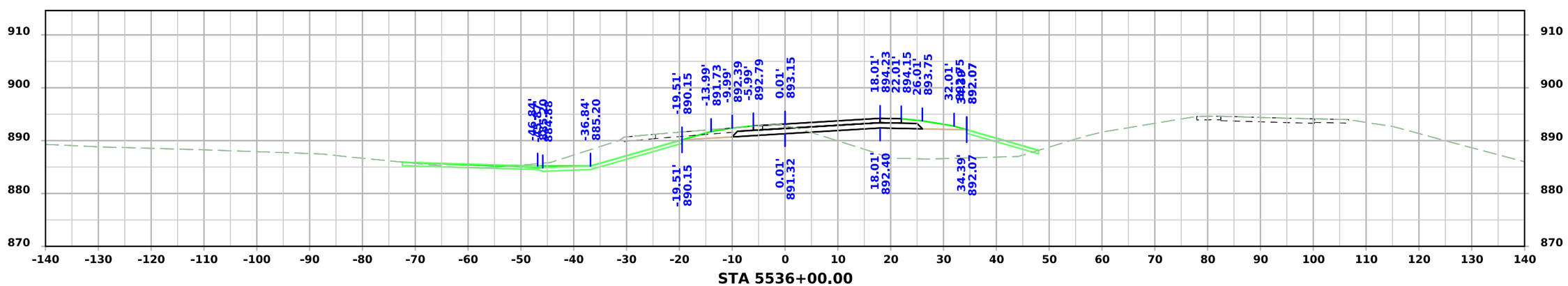
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.205

1:59:40 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y200_85035329Z08.dgn

US 30 Ramp E



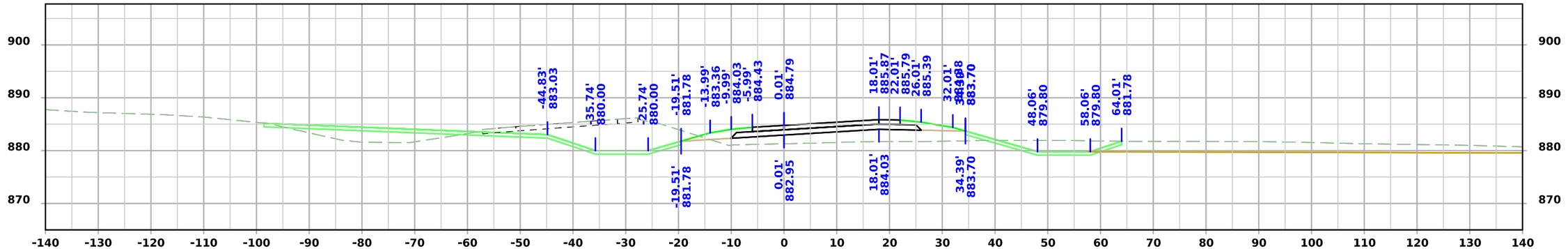




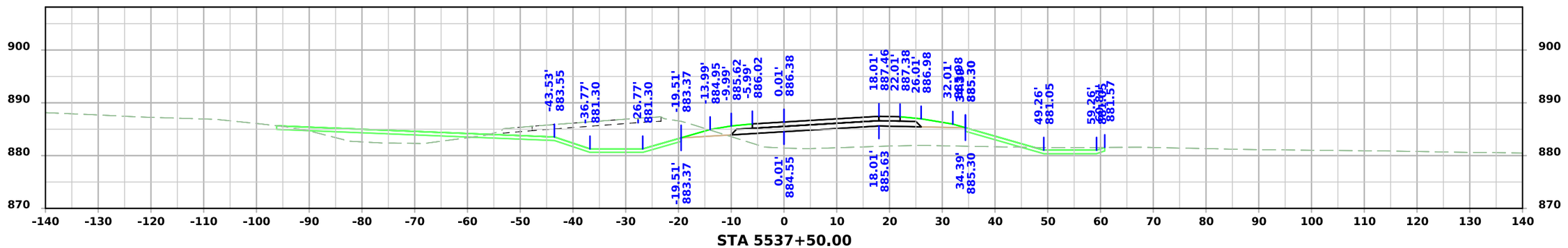
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US 30 Ramp E



STA 5538+00.00

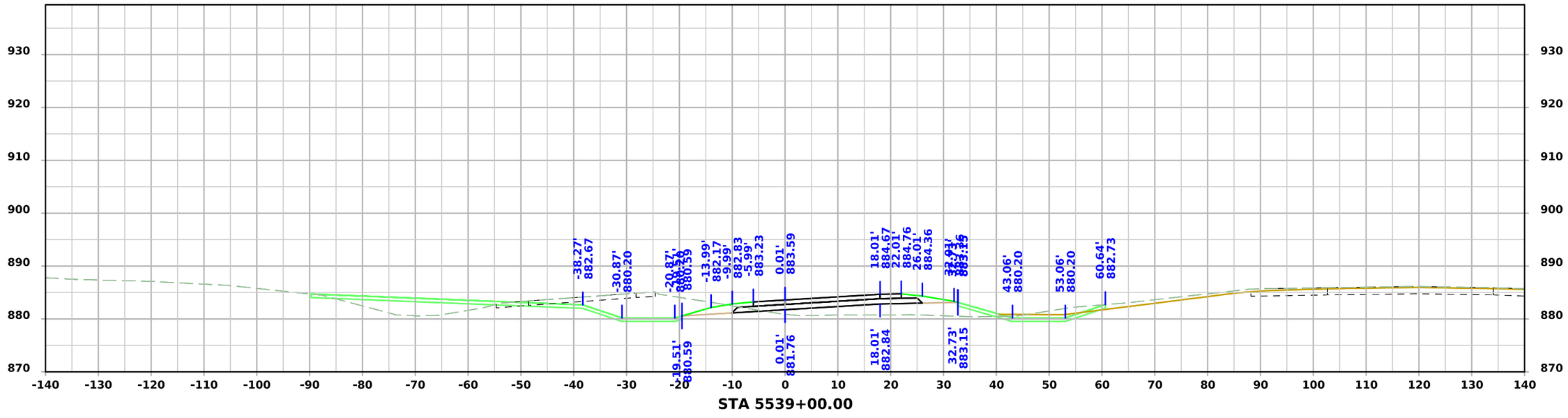


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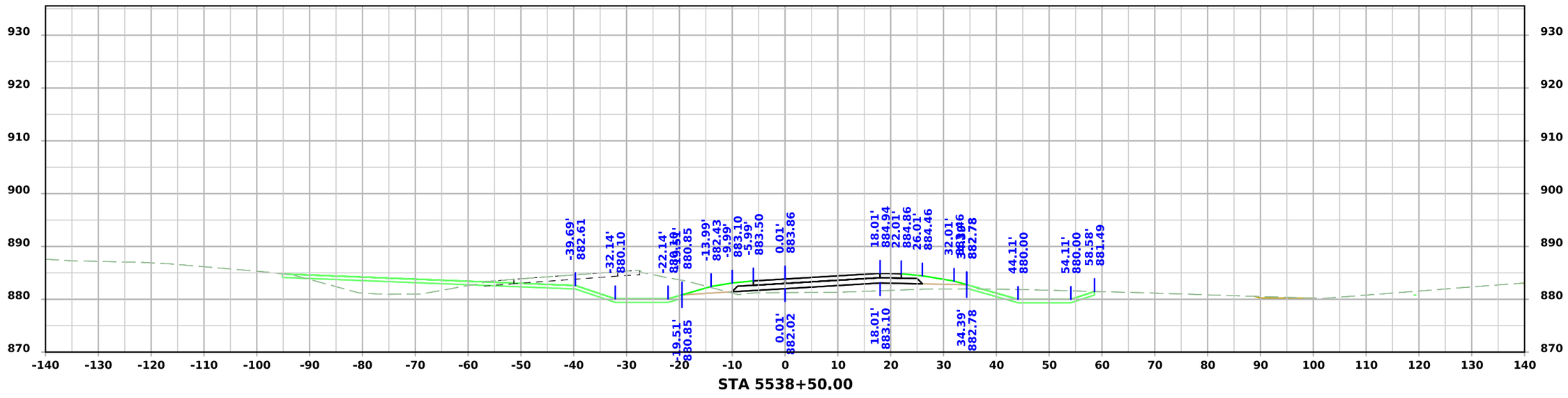
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.207

1:59:42 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y200_85035329Z08.dgn

US 30 Ramp E



STA 5539+00.00

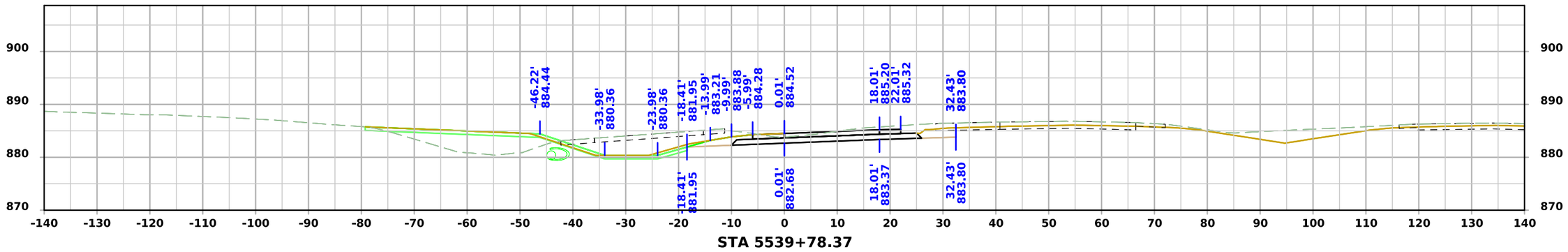


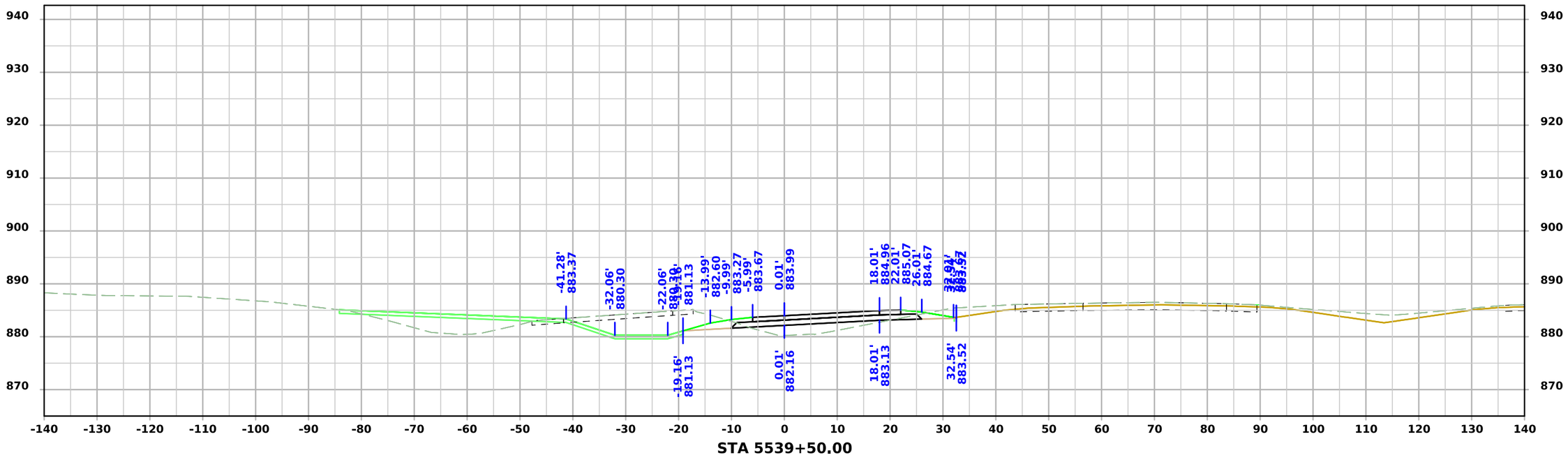
STA 5538+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.208

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US 30 Ramp E

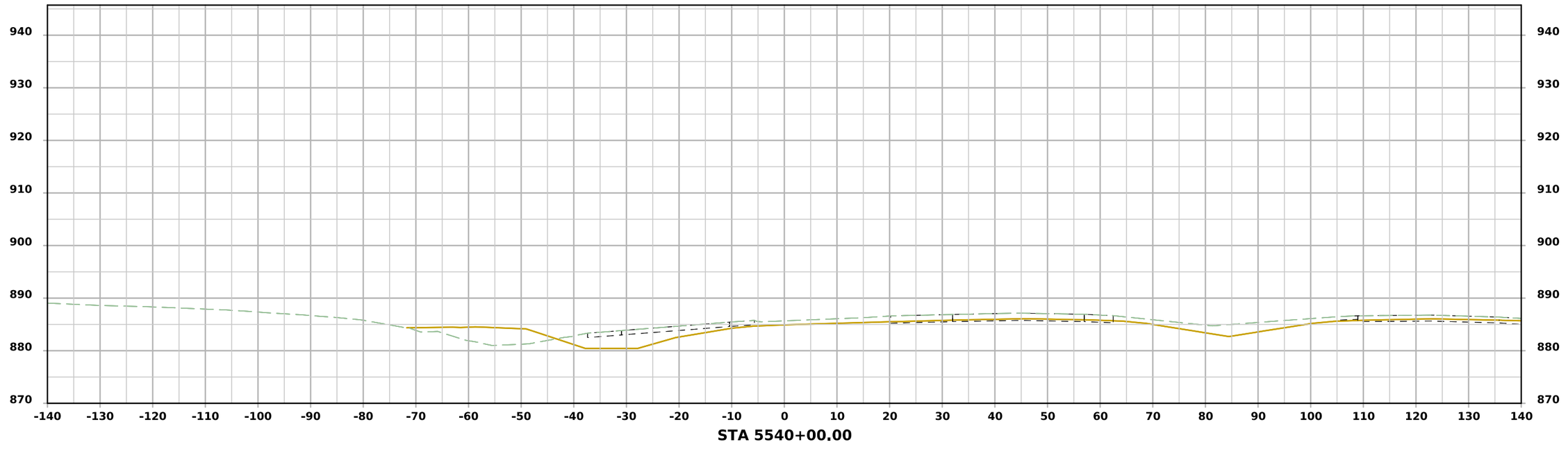




FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.209

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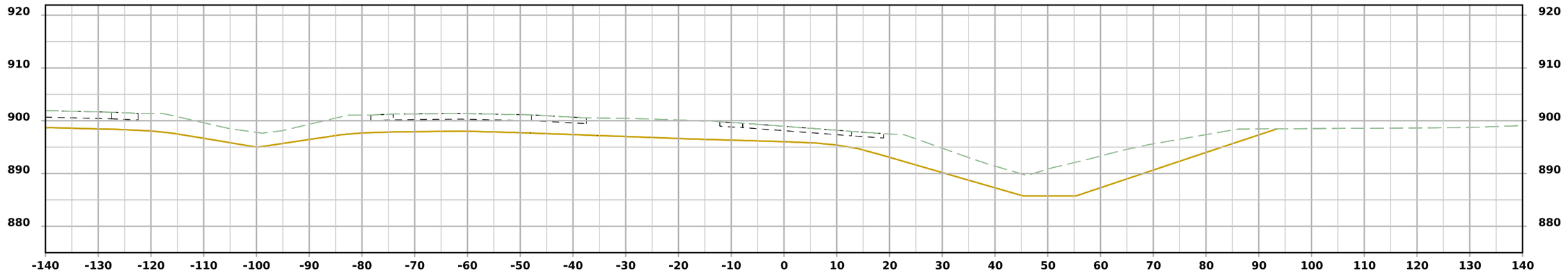
US 30 Ramp E



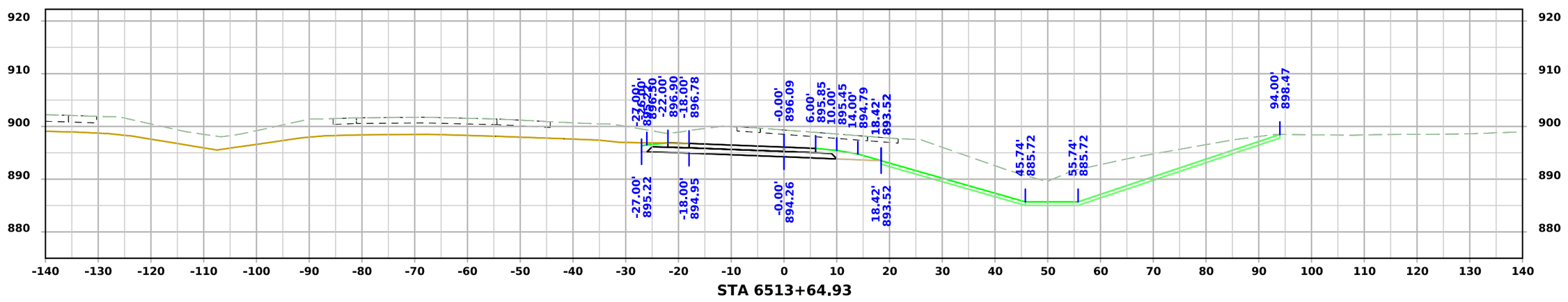
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1:59:44 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y200_85035329Z08.dgn

US 30 Ramp F



STA 6513+50.00

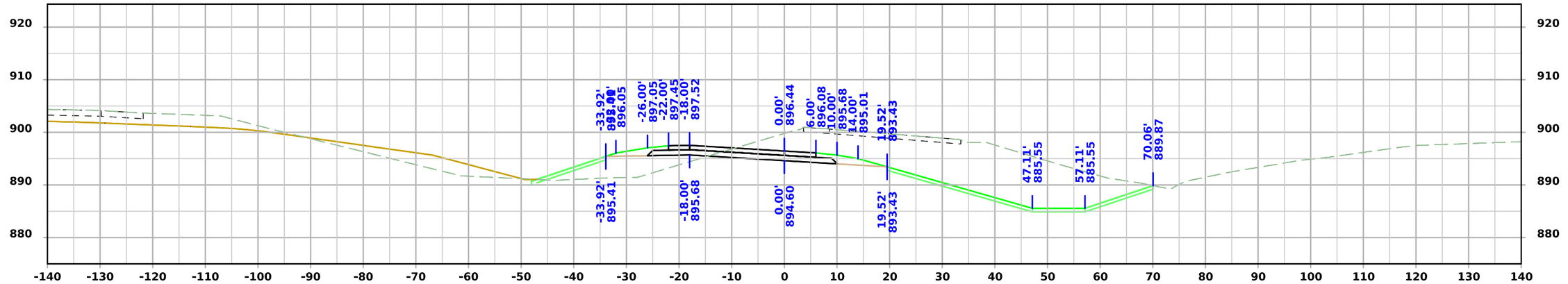


STA 6513+64.93

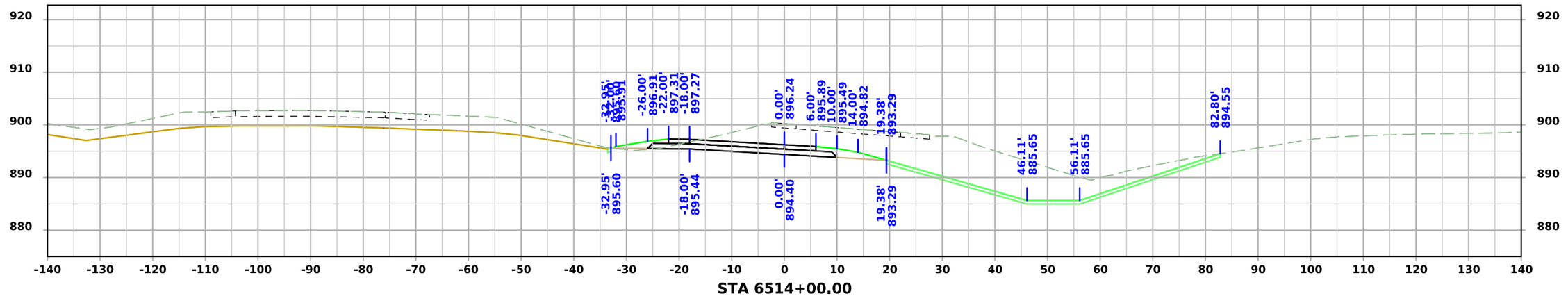
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.300

2:03:14 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

US 30 Ramp F



STA 6514+50.00

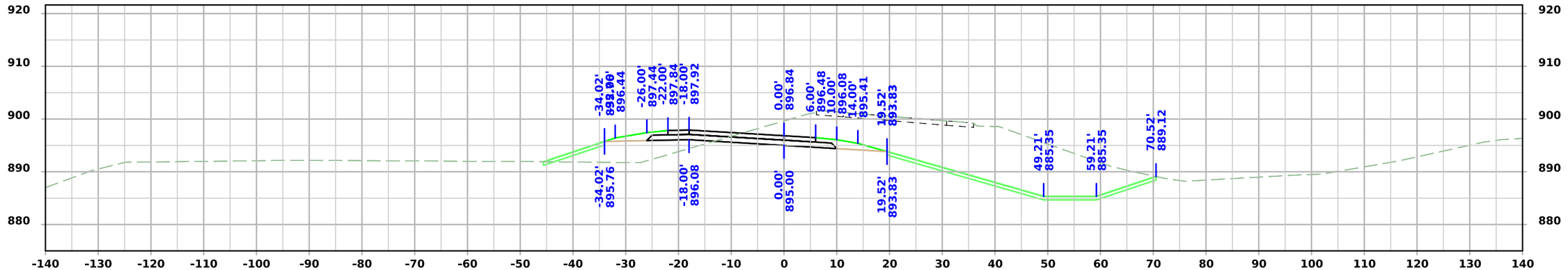


STA 6514+00.00

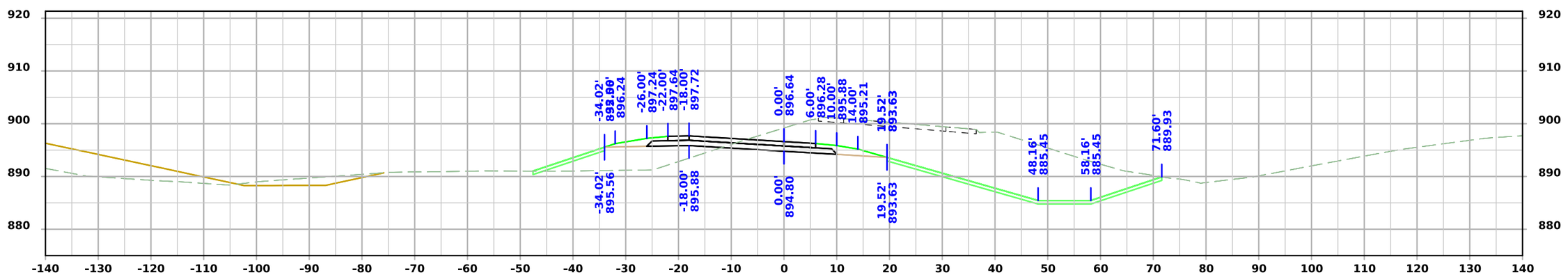
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.301

2:03:15 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

US 30 Ramp F



STA 6515+50.00

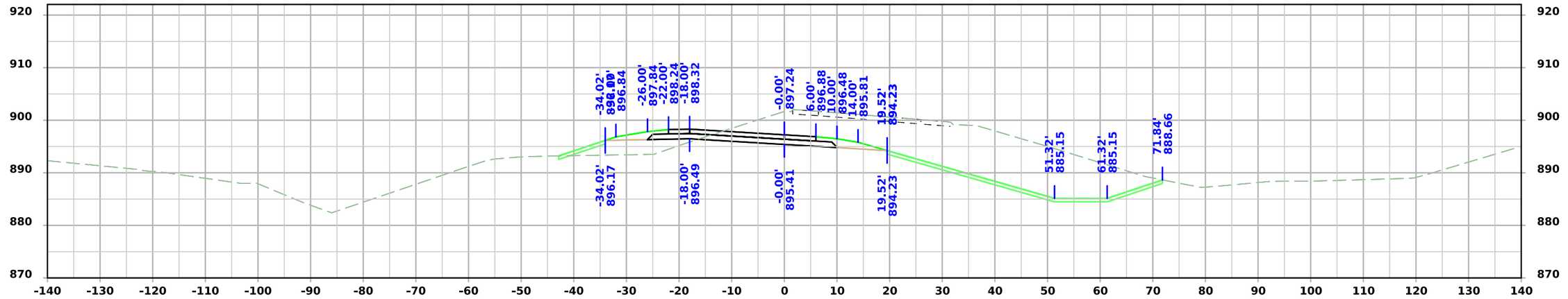


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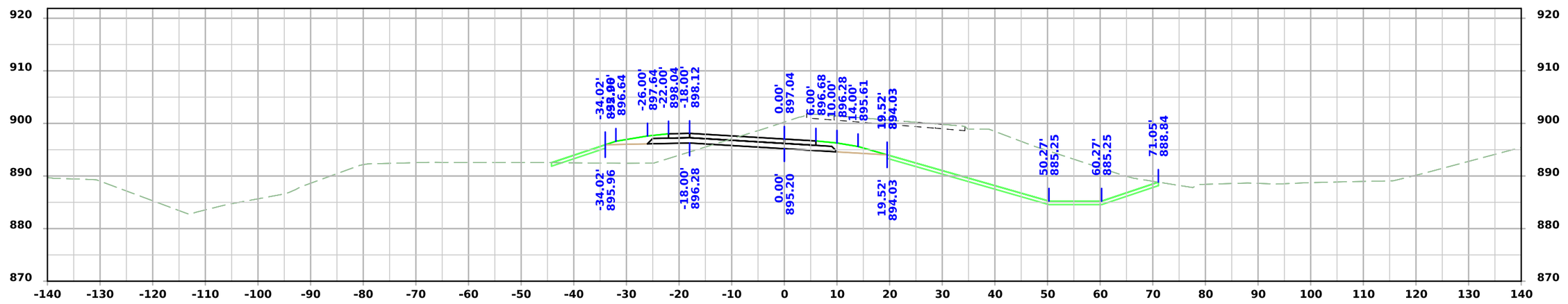
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2:03:15 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

US 30 Ramp F



STA 6516+50.00

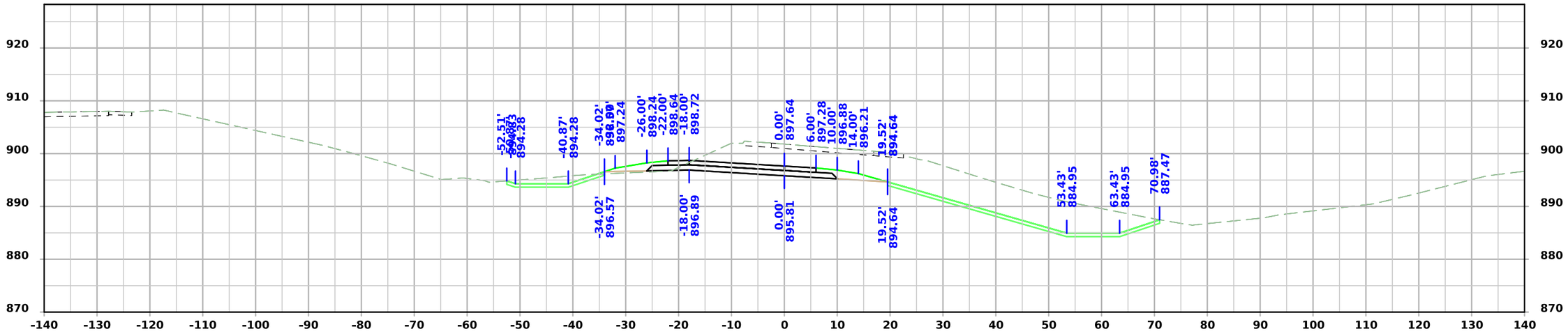


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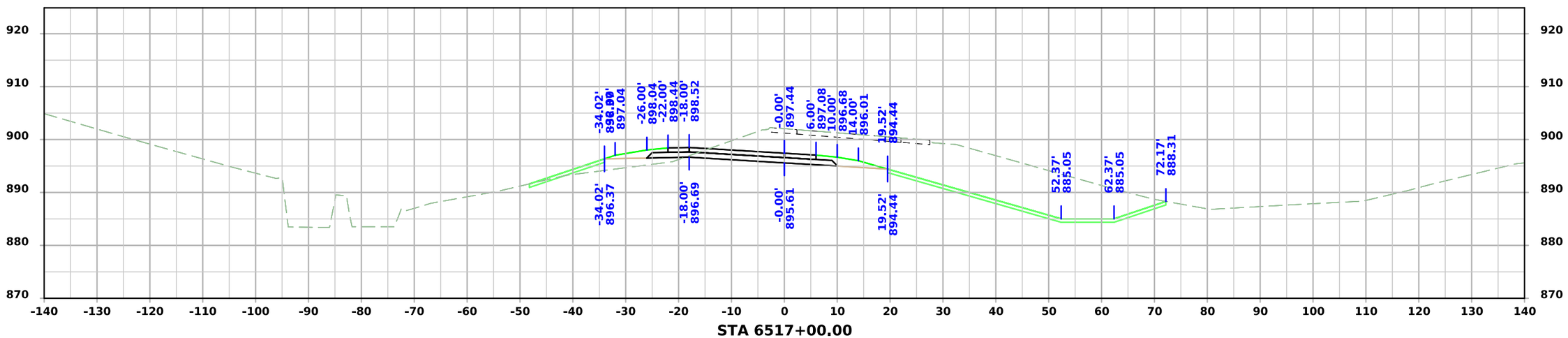
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2:03:16 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

US 30 Ramp F



STA 6517+50.00

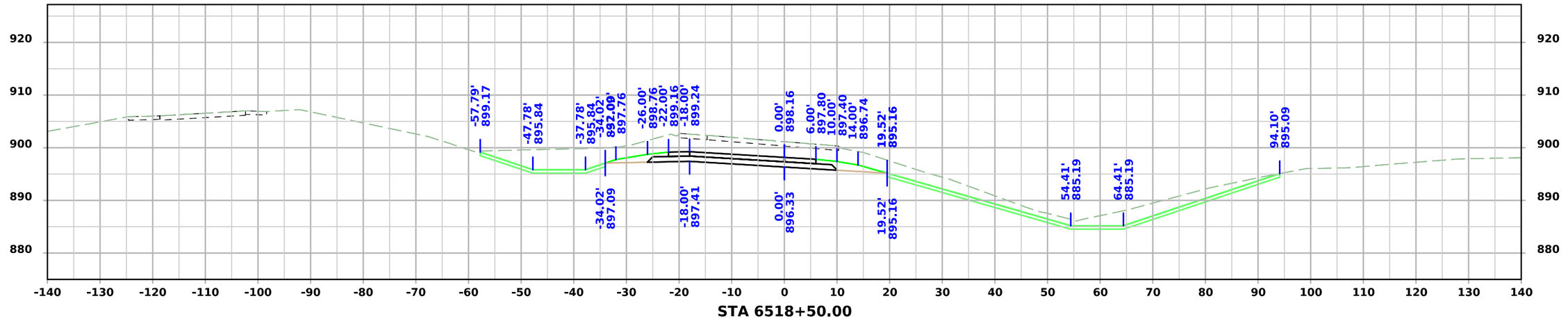


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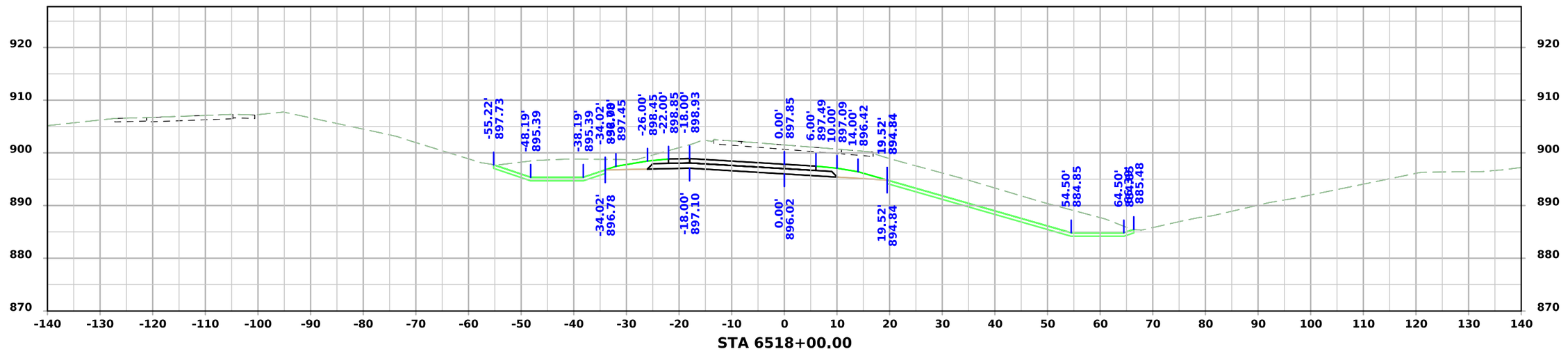
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US 30 Ramp F



STA 6518+50.00

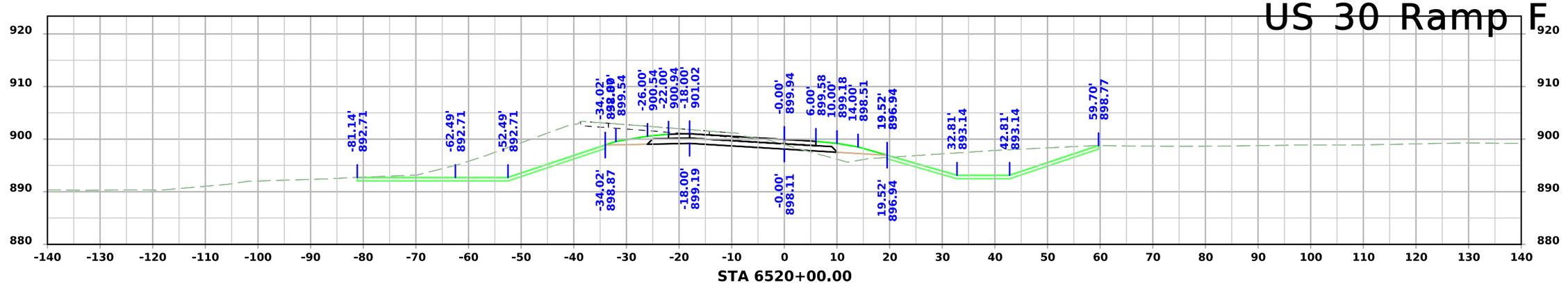


STA 6518+00.00

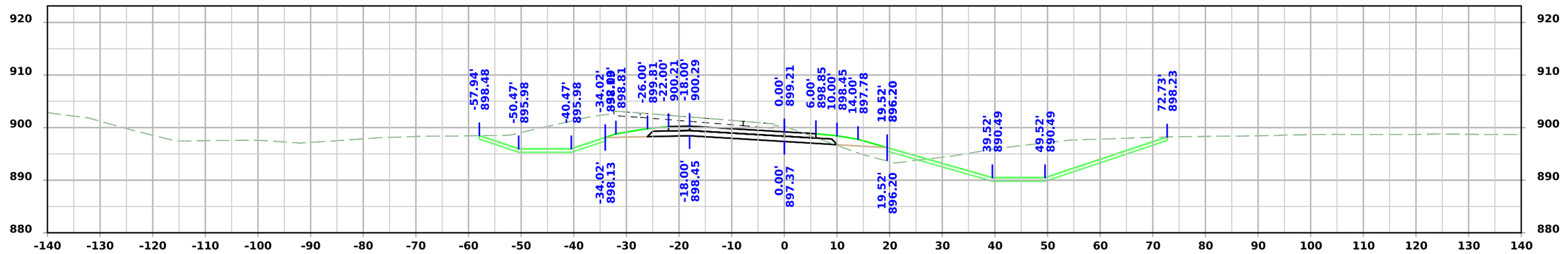
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.305

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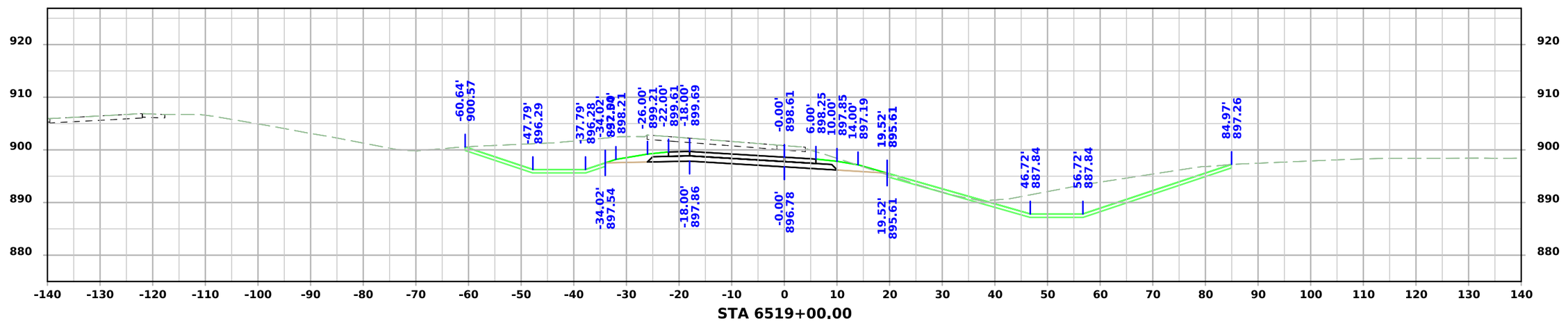
US 30 Ramp F



STA 6520+00.00



STA 6519+50.00

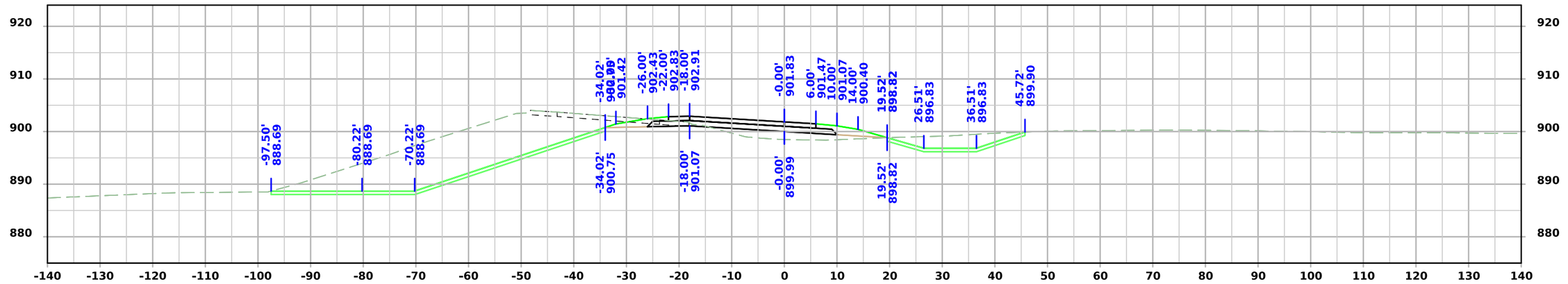


STA 6519+00.00

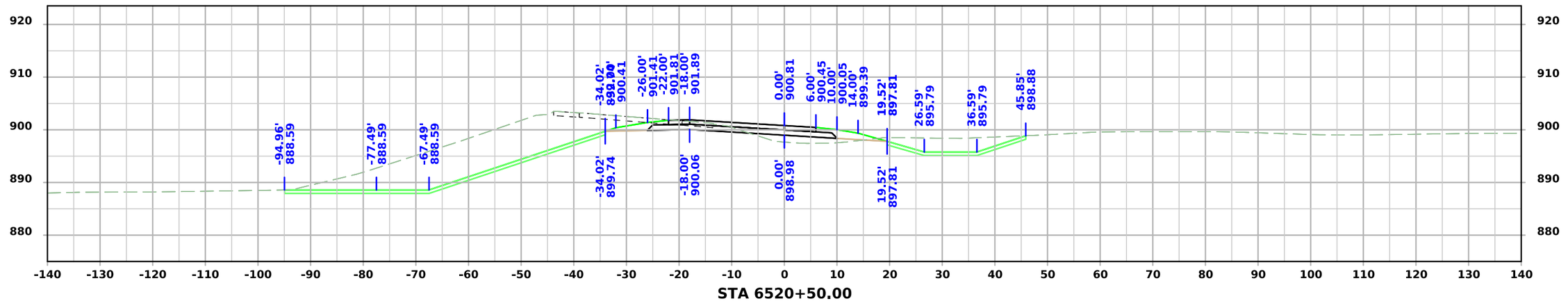
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.306

2:03:18 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

US 30 Ramp F



STA 6521+00.00

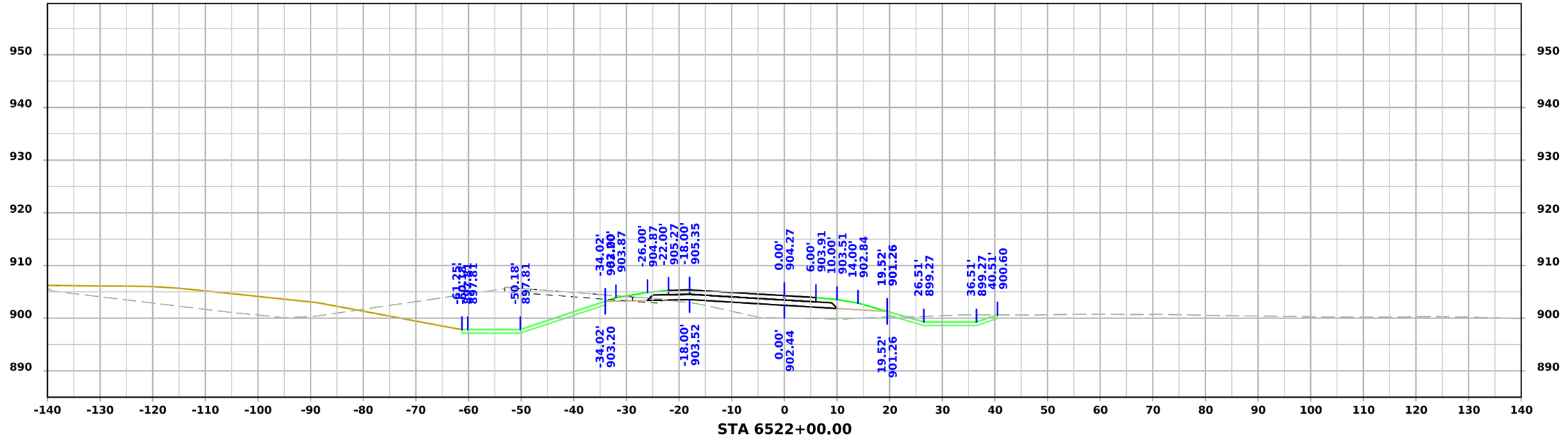


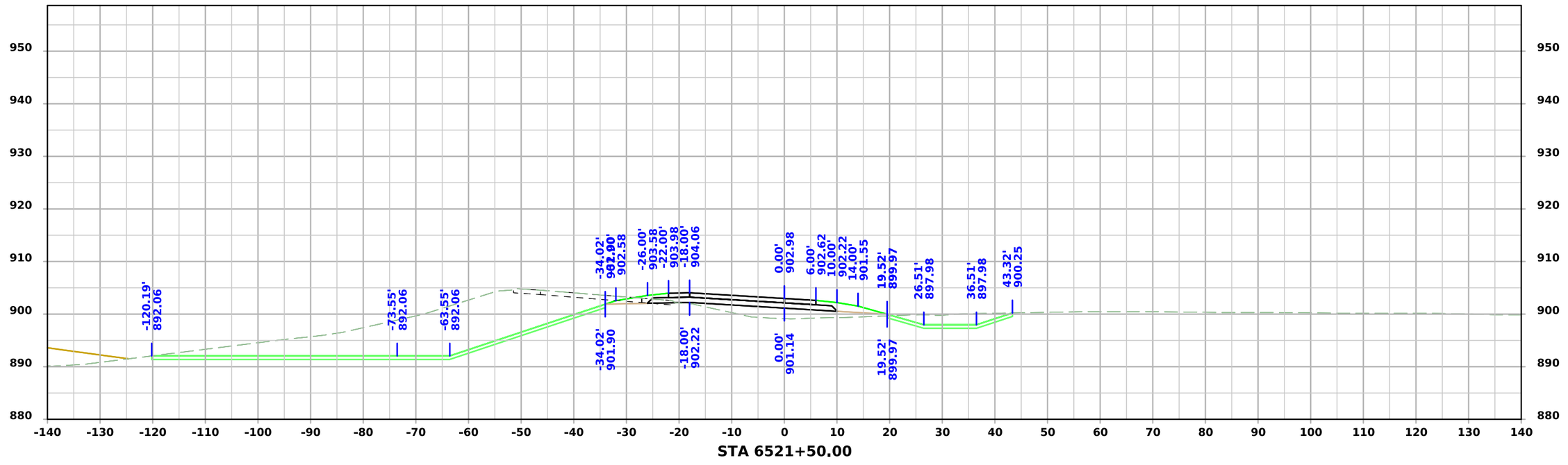
STA 6520+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.307

2:03:19 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

US 30 Ramp F

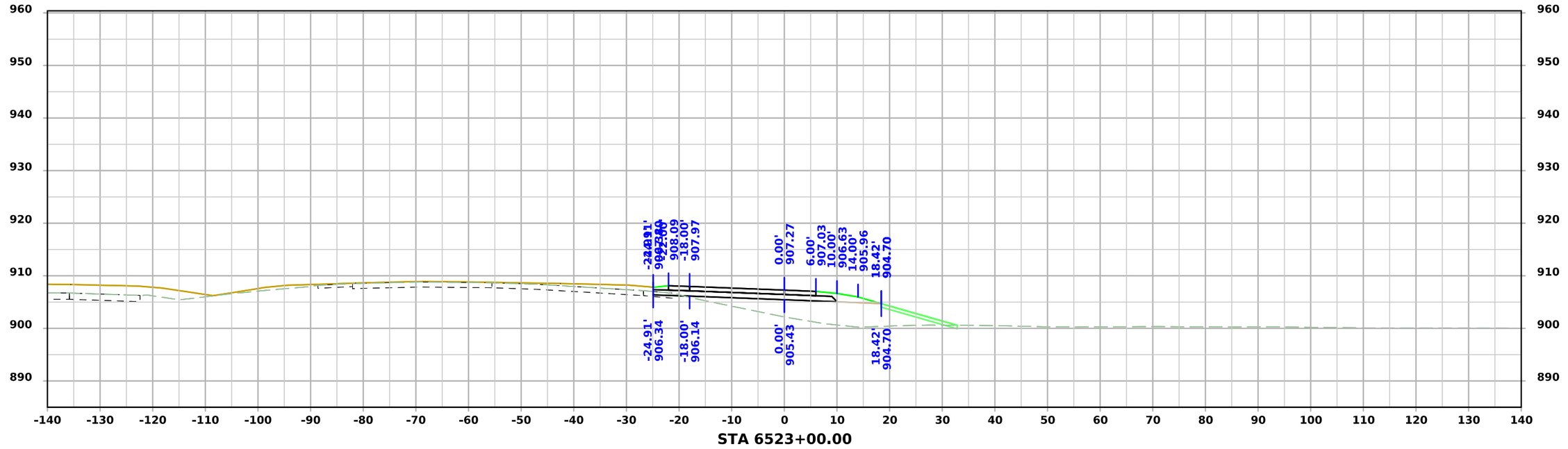




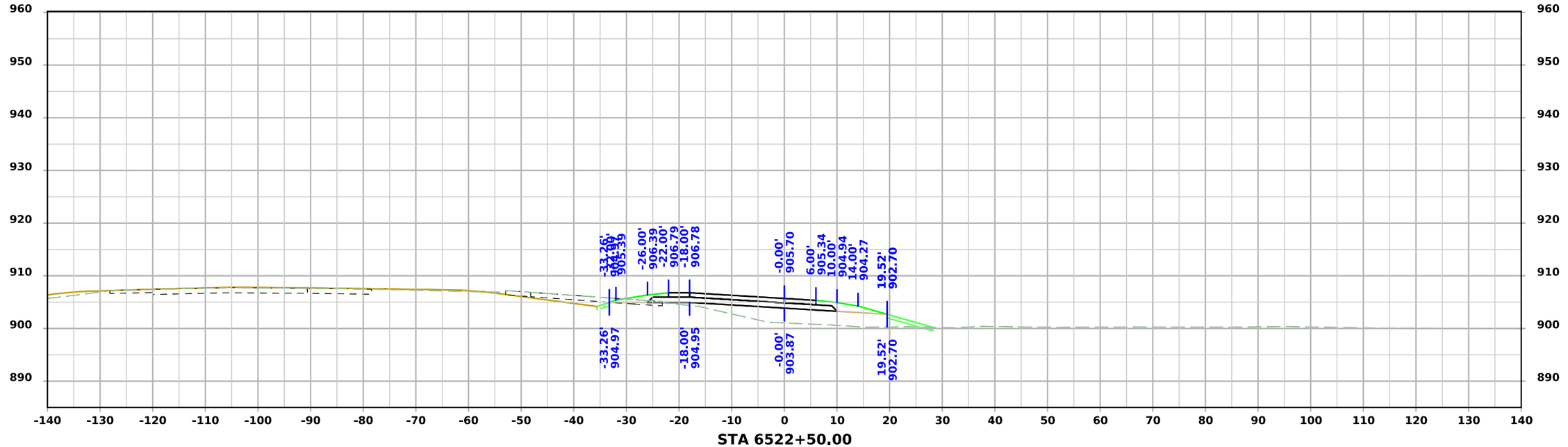
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.308

2:03:19 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

US 30 Ramp F



STA 6523+00.00

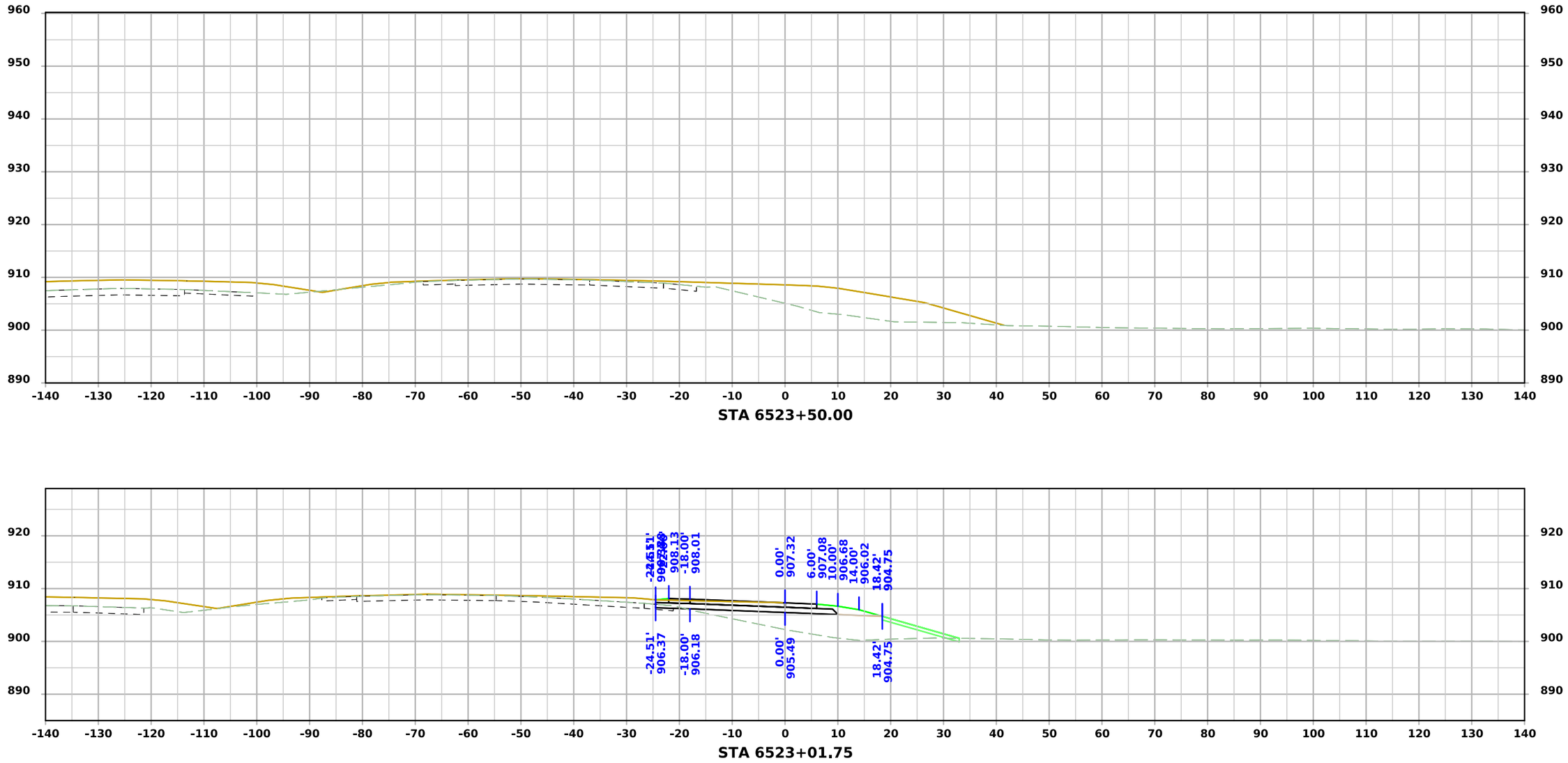


STA 6522+50.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.309

2:03:20 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

US 30 Ramp F



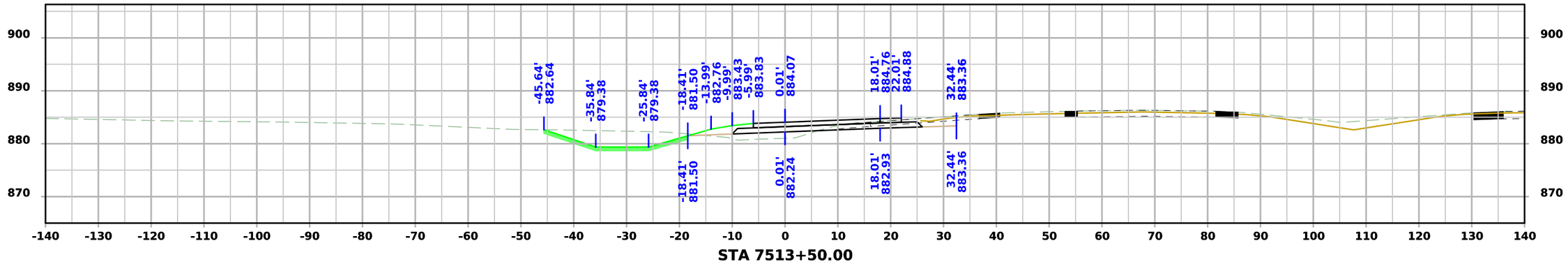
STA 6523+50.00

STA 6523+01.75

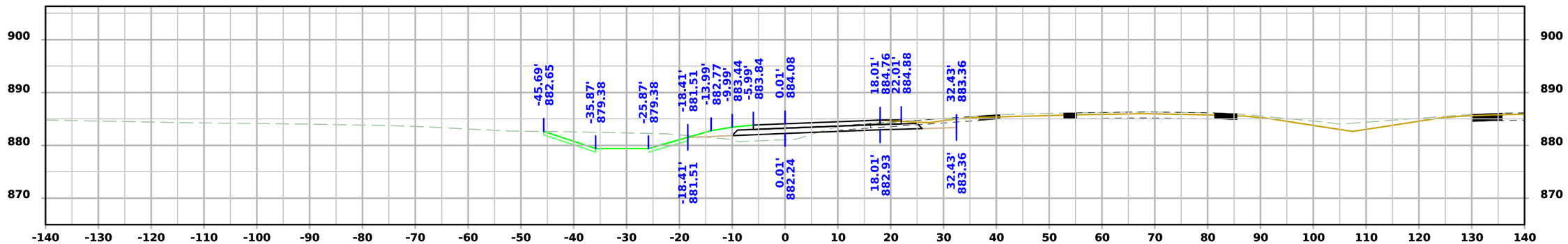
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.310

2:03:21 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y300_85035329Z08.dgn

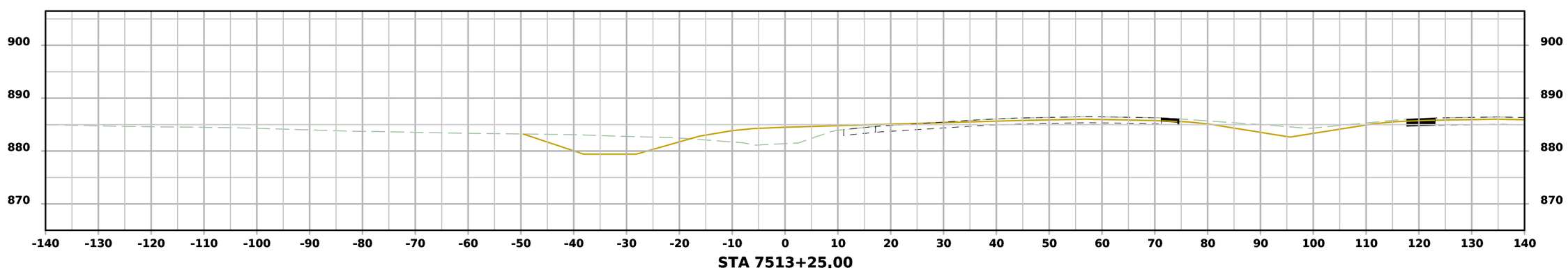
US 30 Ramp G



STA 7513+50.00



STA 7513+49.57

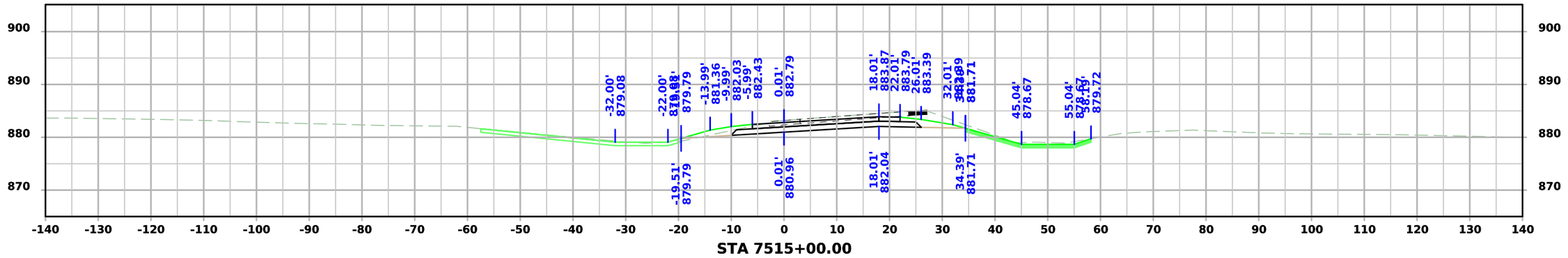


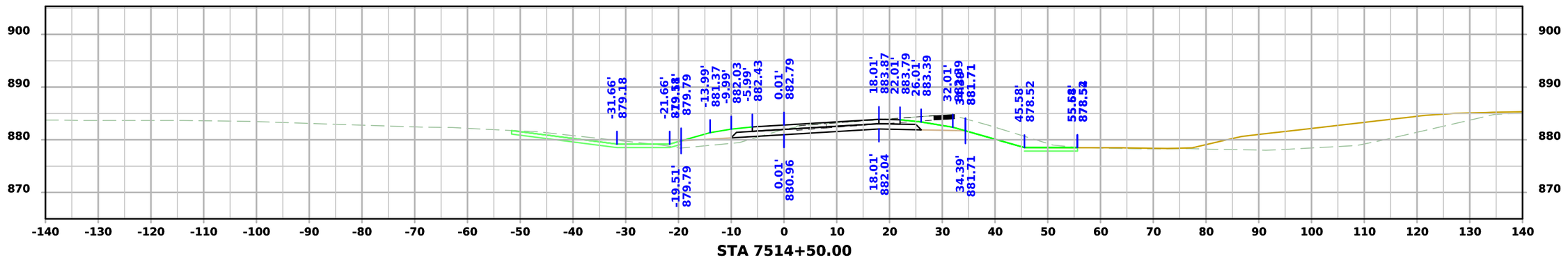
STA 7513+25.00

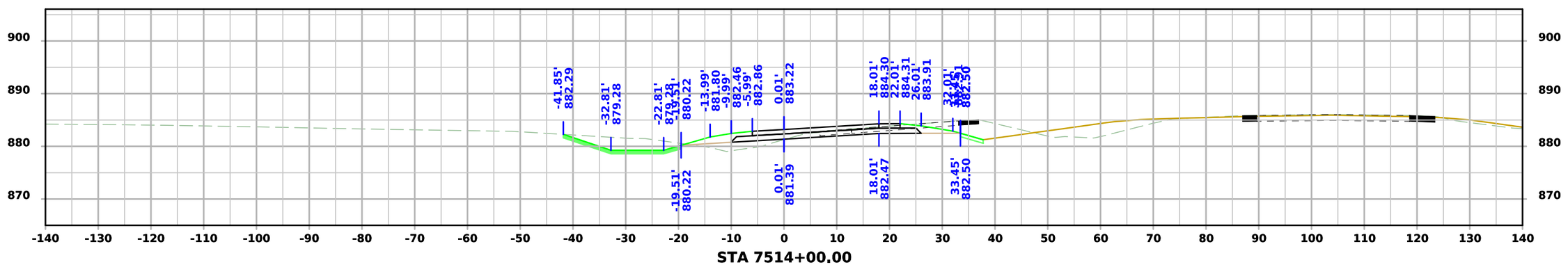
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.400

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US 30 Ramp G



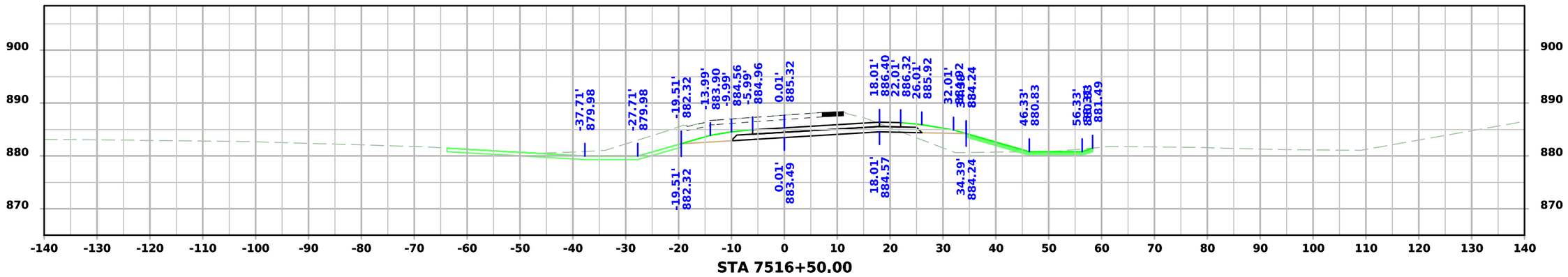




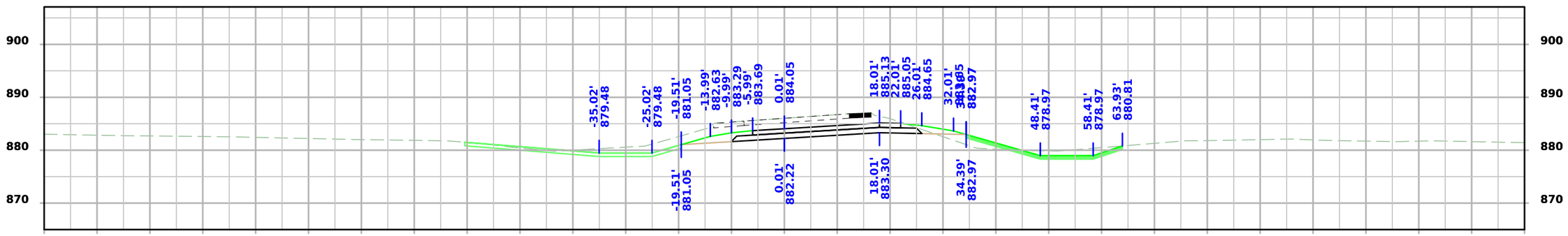
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.401

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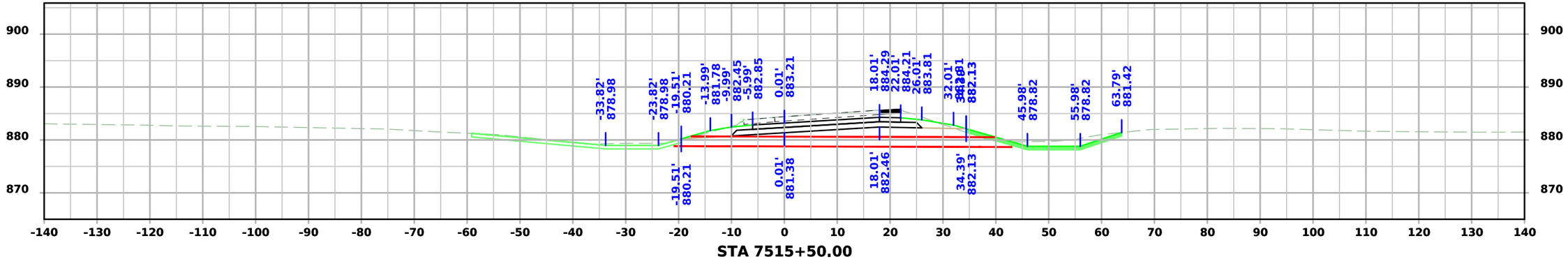
US 30 Ramp G



STA 7516+50.00



STA 7516+00.00

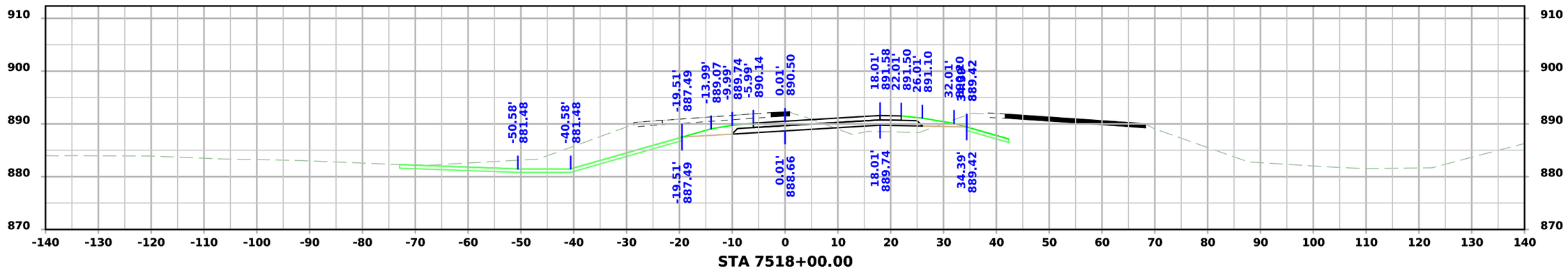


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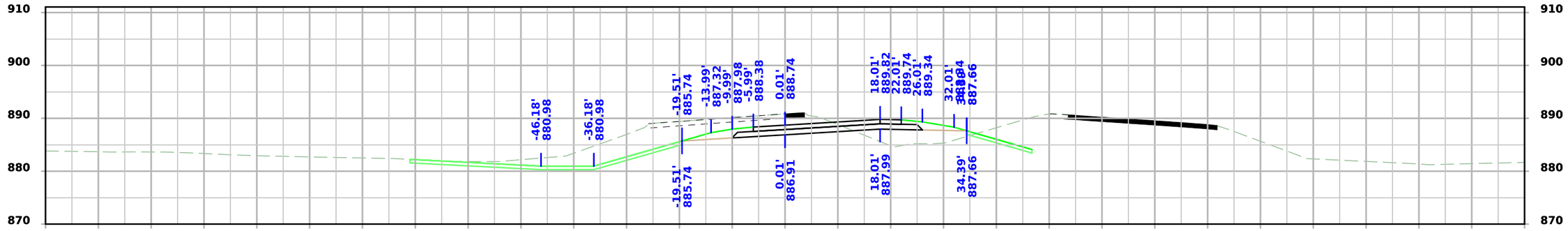
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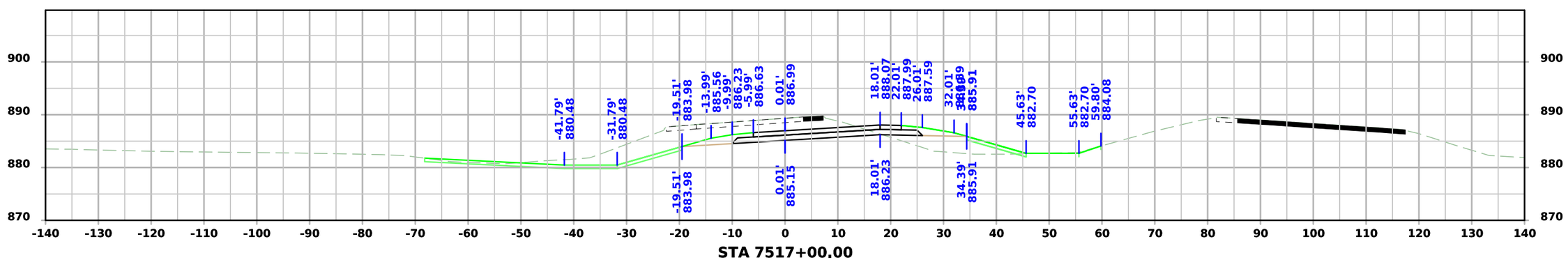
US 30 Ramp G



STA 7518+00.00



STA 7517+50.00

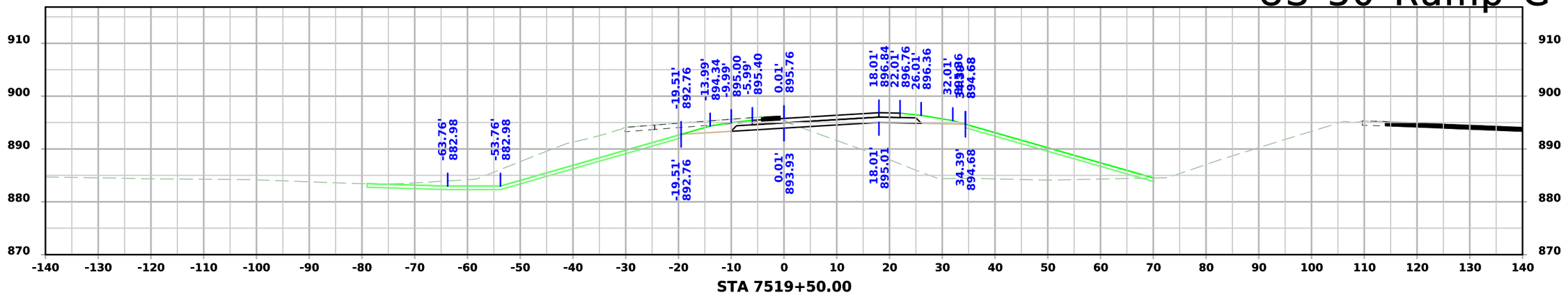


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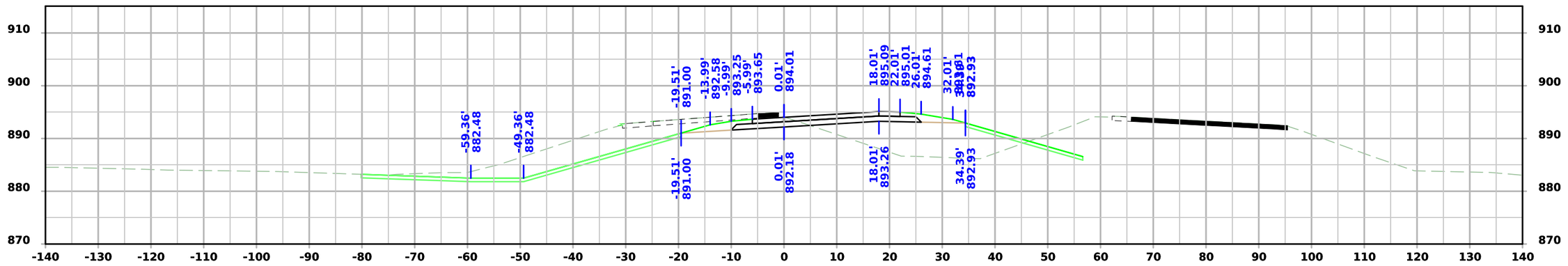
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.403

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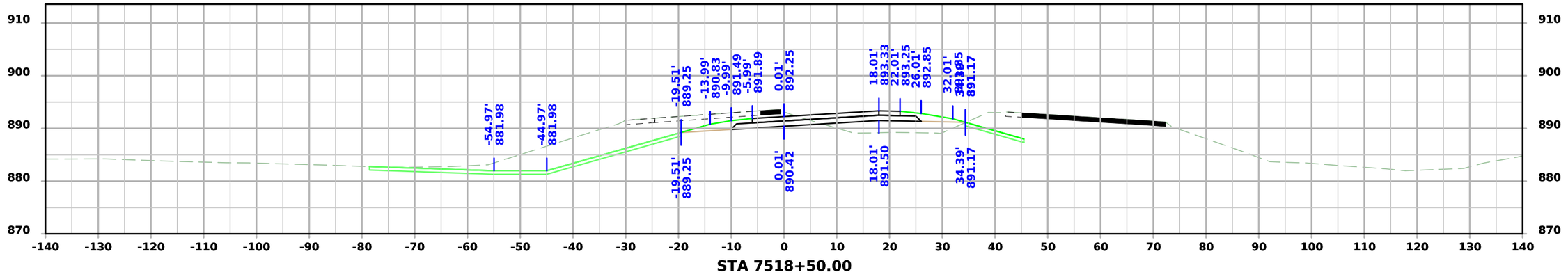
US 30 Ramp G



STA 7519+50.00



STA 7519+00.00

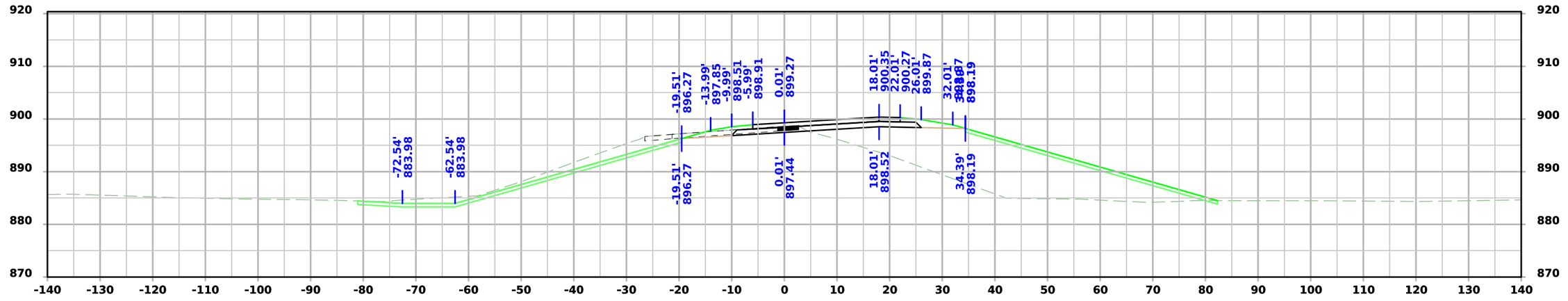


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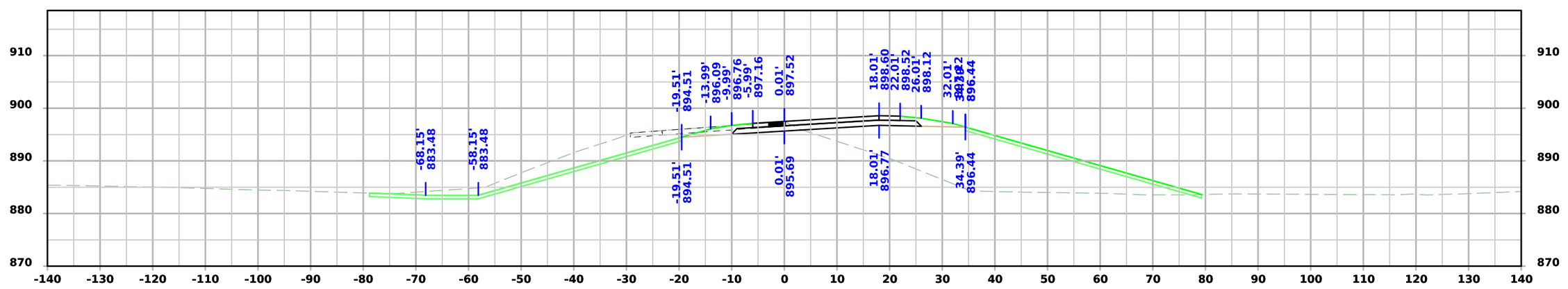
FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.404	

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US 30 Ramp G



STA 7520+50.00

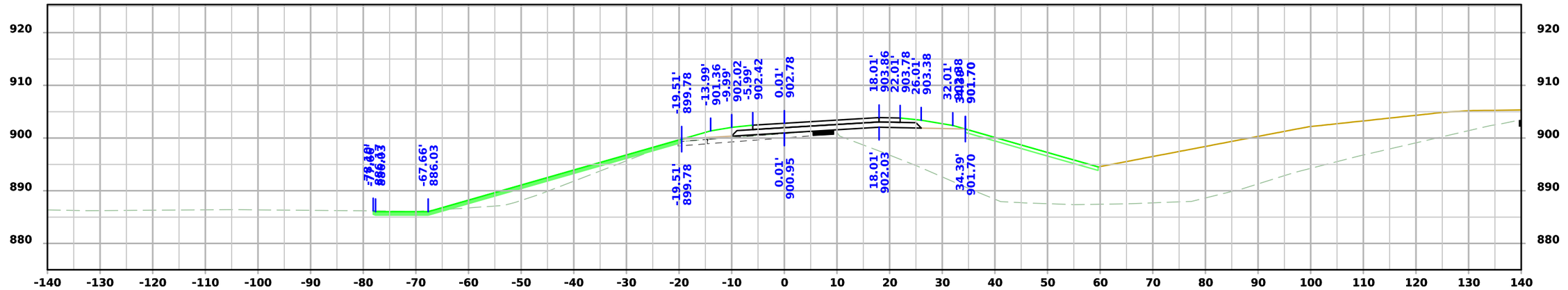


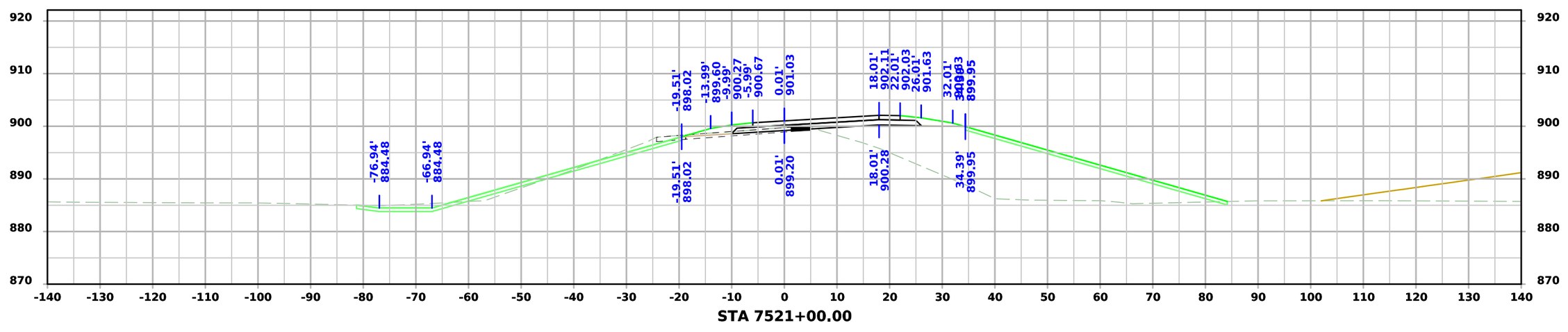
STA 7520+00.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.405

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US 30 Ramp G

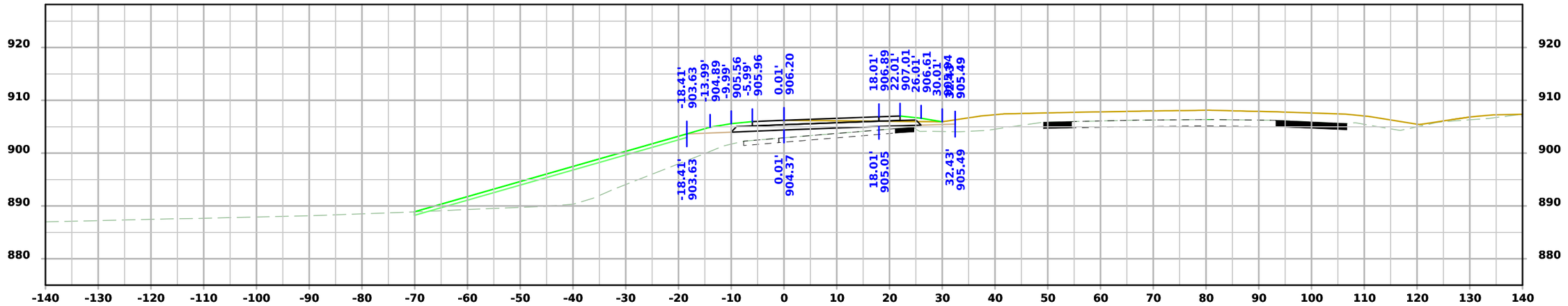




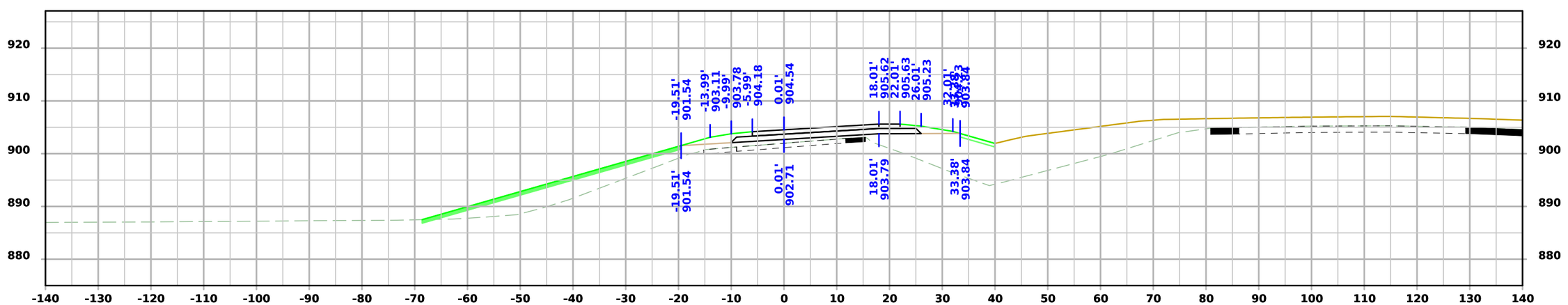
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US 30 Ramp G



STA 7522+47.35

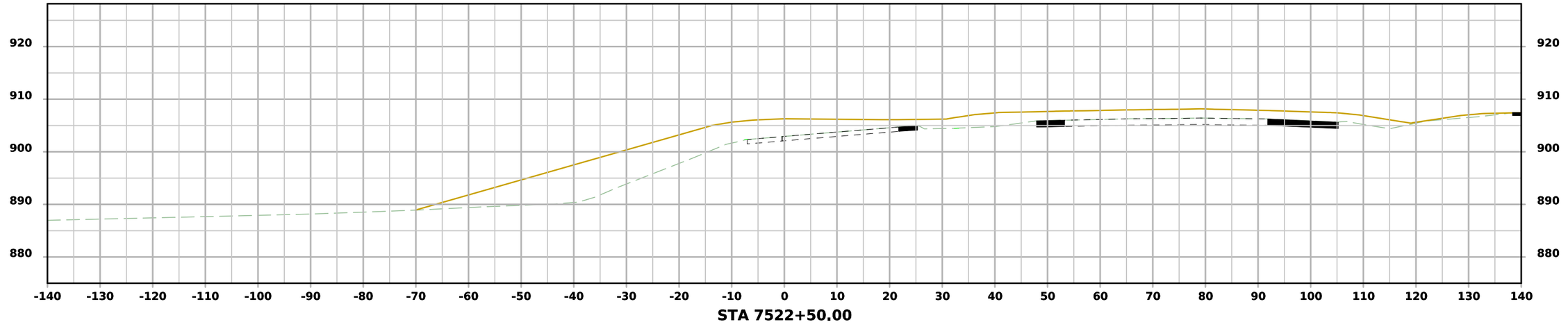


STA 7522+00.00

FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.407

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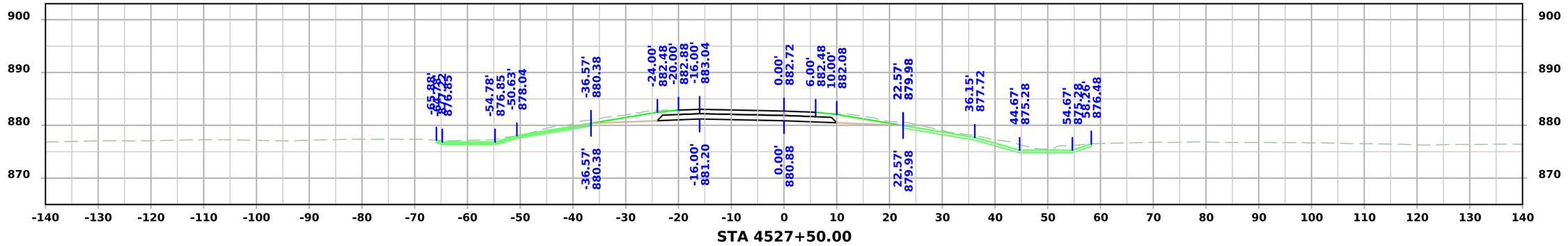
US 30 Ramp G



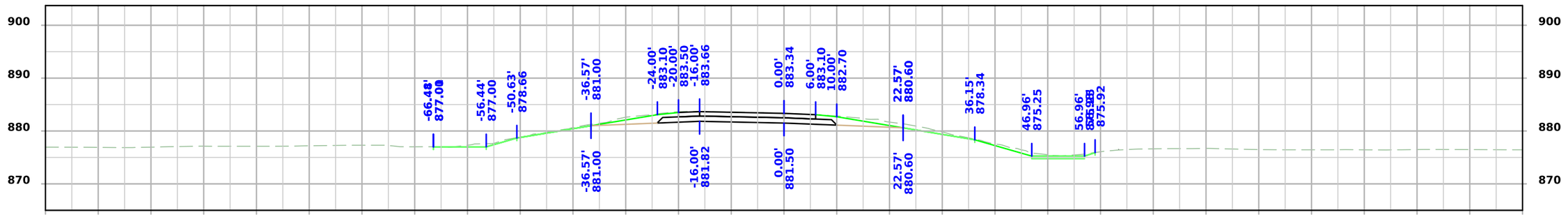
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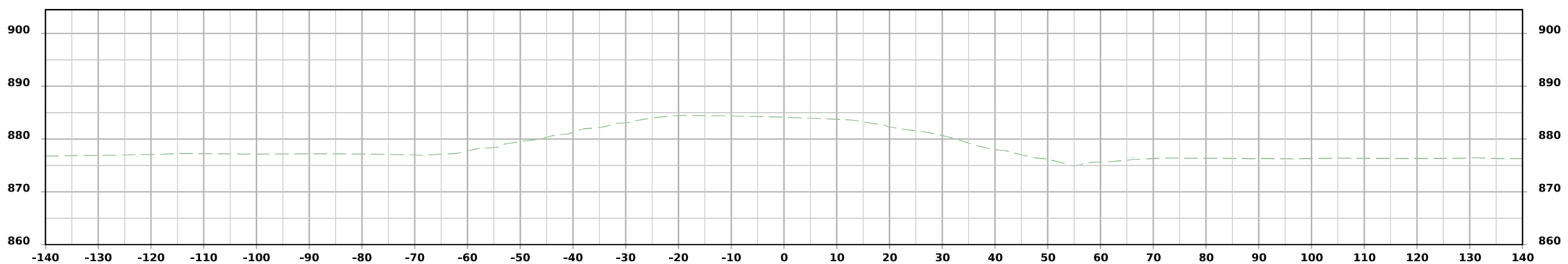
Dayton Ramp D



STA 4527+50.00



STA 4527+00.00

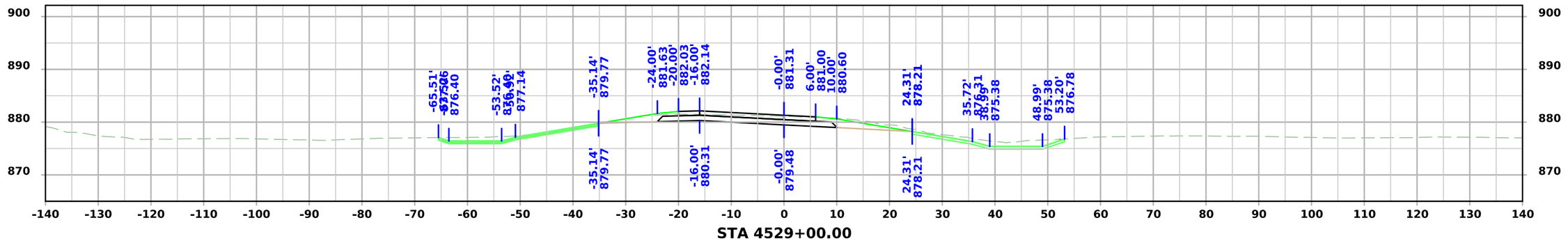


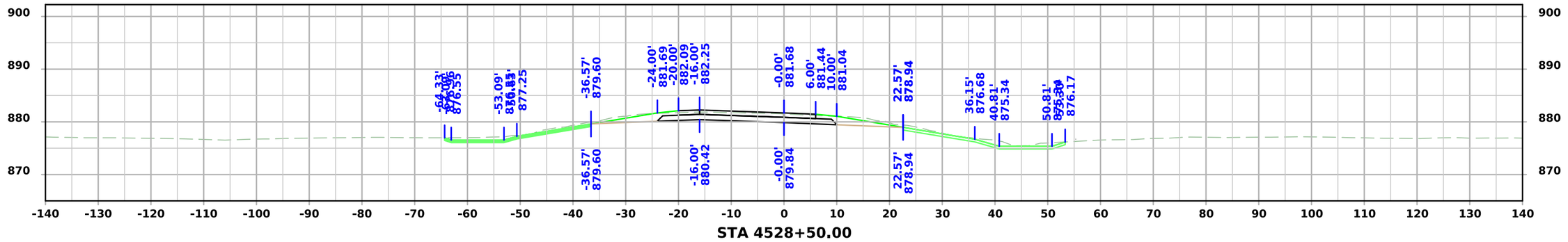
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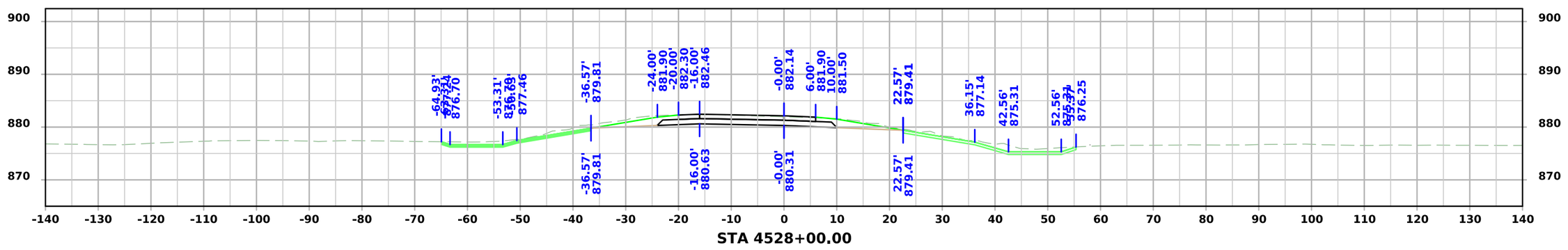
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Dayton Ramp D



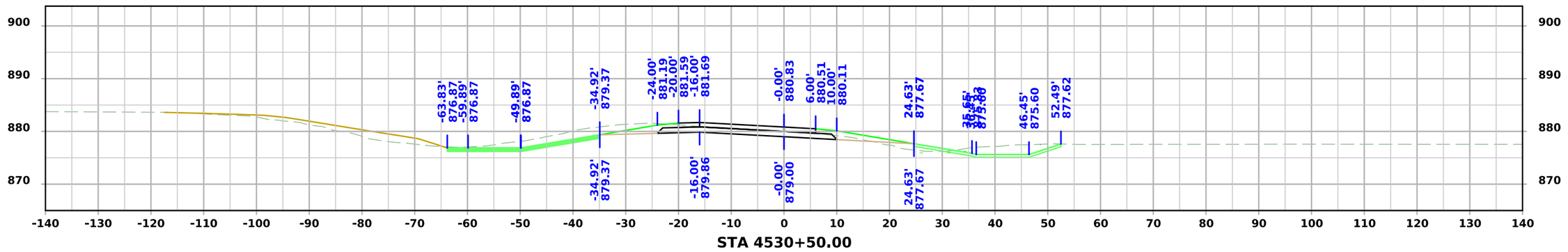


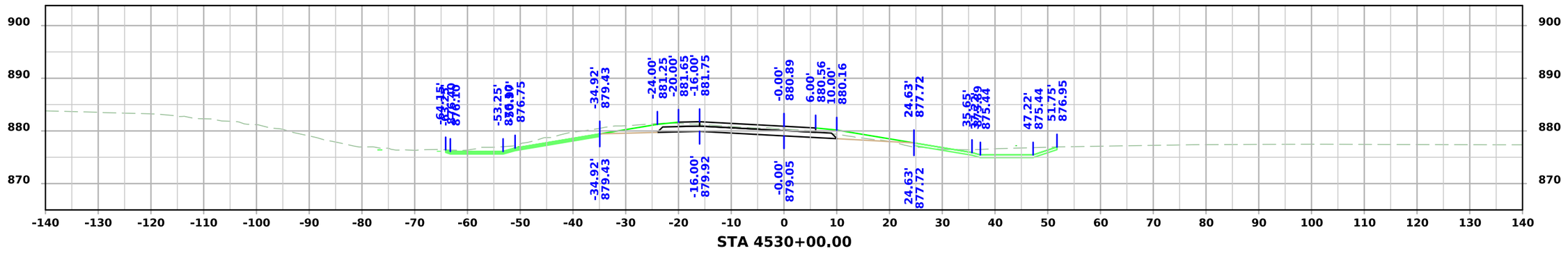


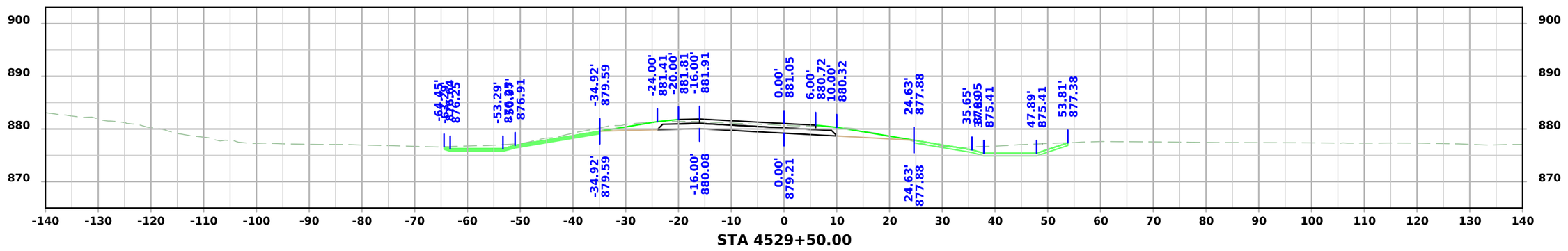
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Dayton Ramp D



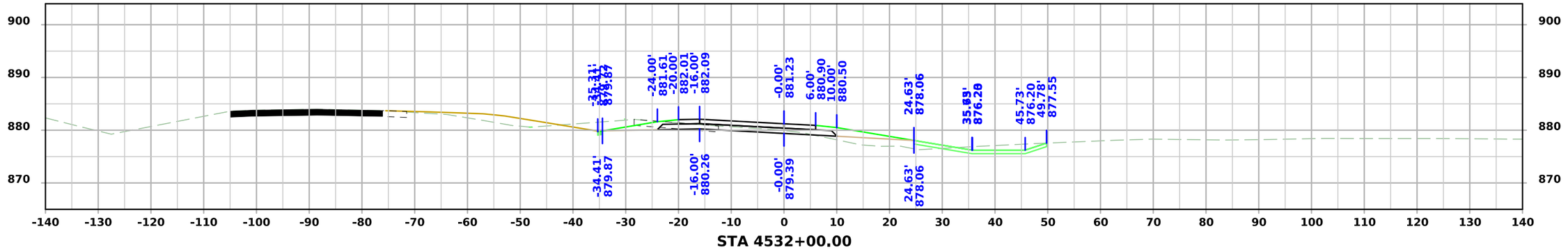




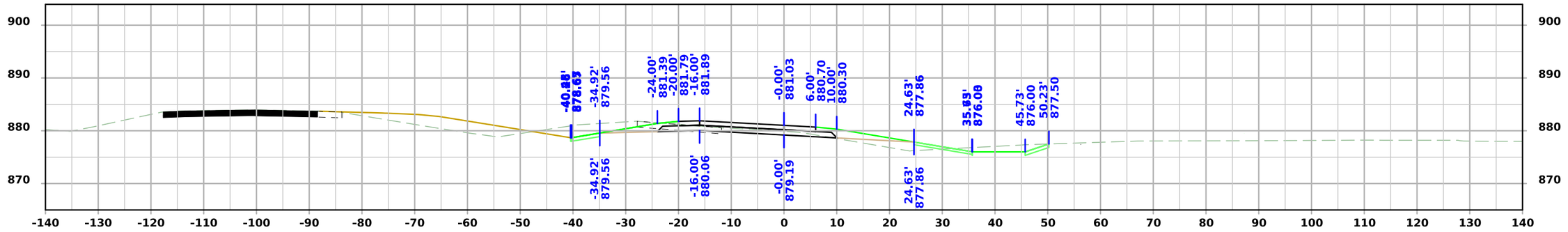
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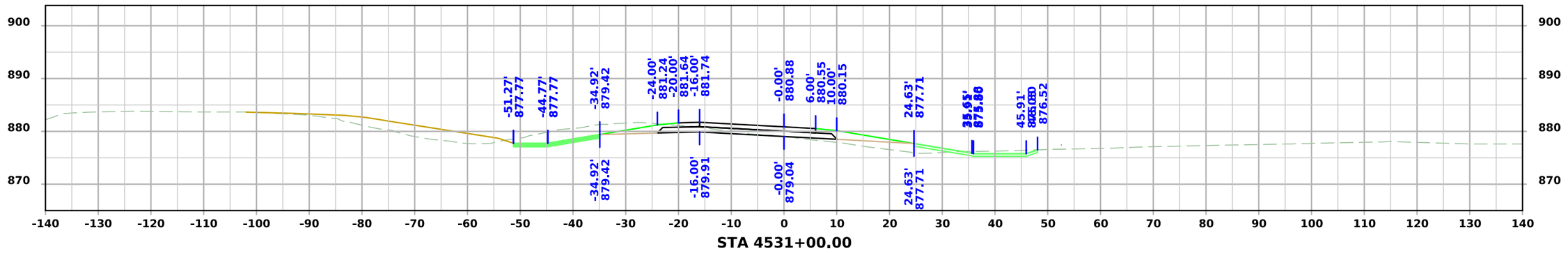
Dayton Ramp D



STA 4532+00.00



STA 4531+50.00

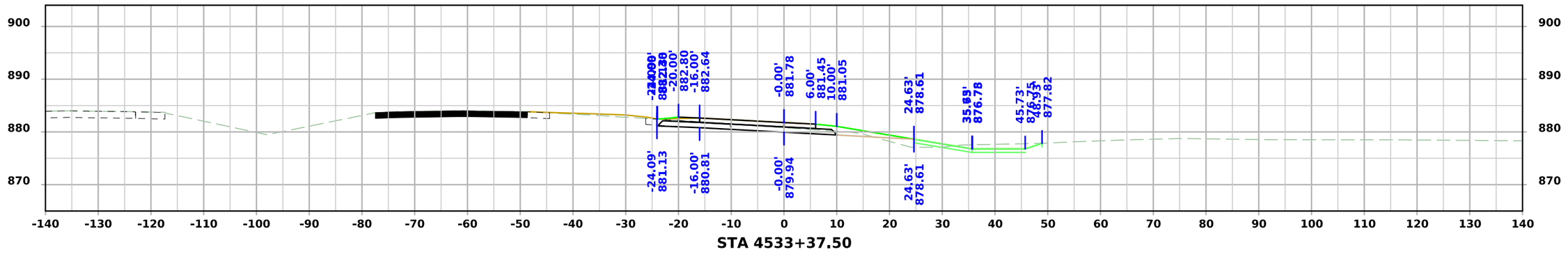


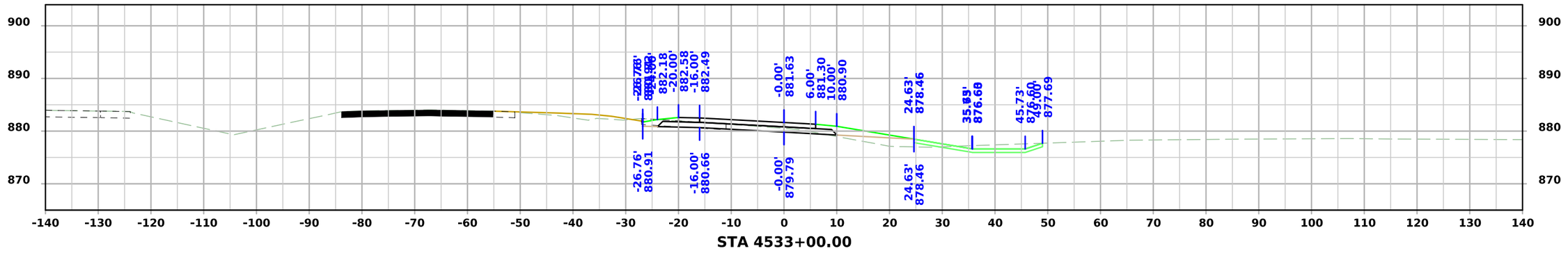
STA 4531+00.00

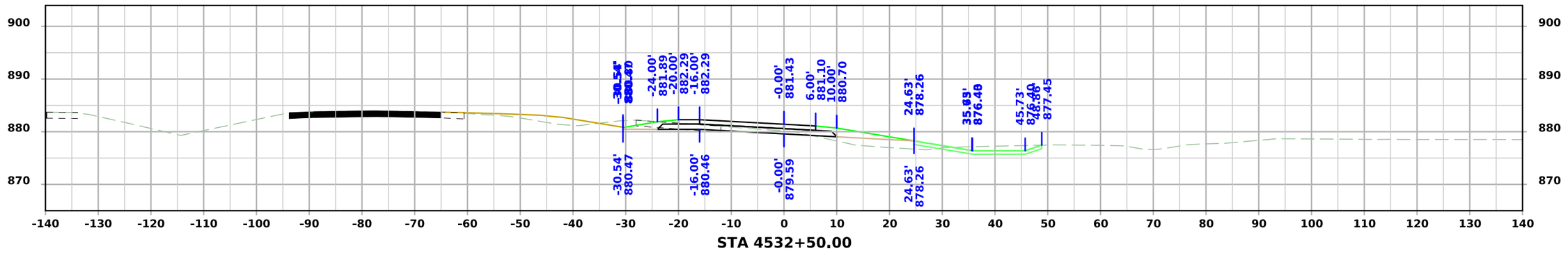
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Dayton Ramp D



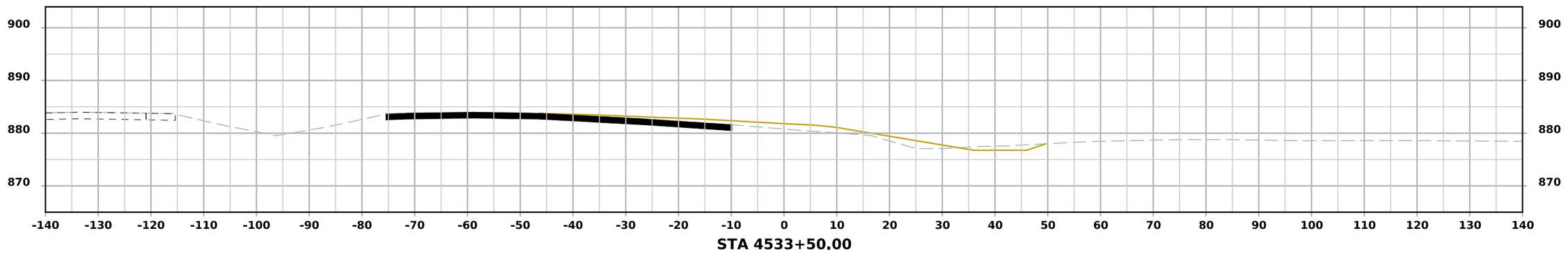




FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.504

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Dayton Ramp D



FILE NO.	ENGLISH	DESIGN TEAM Flattery/Bell	STORY COUNTY	PROJECT NUMBER IM-035-4(329)110--13-85	SHEET NUMBER Y.505

2:11:53 PM 10/1/2025 npalmer pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\8503502011\Design\IM-035-4(329)110--13-85_PreliminaryEngineering\CADD_Files\Cross_Sections\SHT_Y500_85035329Z08.dgn